

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1469	14-00090-00-RS	DUPAGE	23	1
		ILLINOIS	CONTRACT NO. 61A91	

01-30-15 LETTING ITEM 018

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

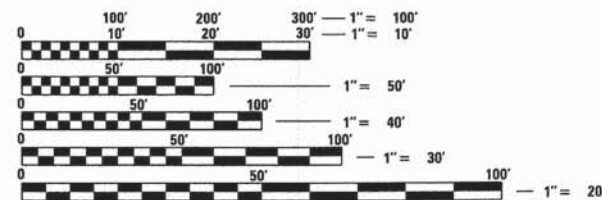
FAU 1469 (FOSTER AVENUE)
IL ROUTE 83 TO YORK ROAD
RESURFACING
SECTION NO.: 14-00090-00-RS
PROJECT NO. M-4003(407)
VILLAGE OF BENSENVILLE
DUPAGE COUNTY
JOB NO.: C-91-081-15



INDEX OF SHEETS:

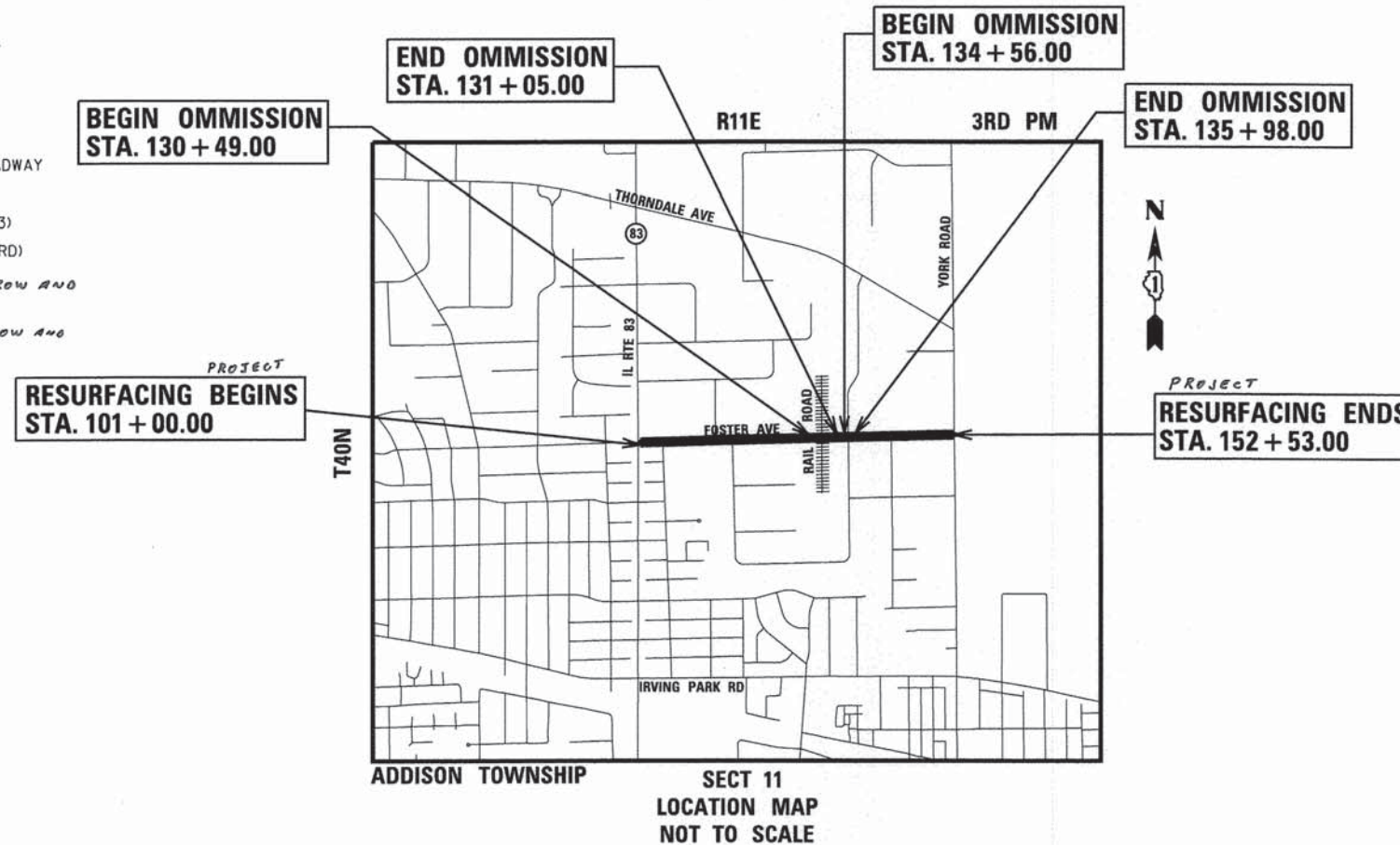
SHEET NO.	DESCRIPTION
1	COVER SHEET, INDEX OF SHEETS
2	GENERAL NOTES & STATE STANDARDS
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS
5	SCHEDULE OF QUANTITIES
6-7	ROADWAY PLAN
8-9	STRIPING PLAN
10	BD-08: FRAMES AND LIDS ADJUSTMENT WITH MILLING
11	BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
12	BD-24: CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
13	BD-32: BUTT JOINTS AND HMA TAPER
14	TC-10: TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
15	TC-13: DISTRICT 1 TYPICAL PAVEMENT MARKINGS
16	TC-16: PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
17	TC-22: ARTERIAL ROAD INFORMATION SIGN
18	TC-23: TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS
19	TC-26: DRIVEWAY ENTRANCE SIGNING
20	TS-05: STANDARD TRAFFIC SIGNAL DESIGN DETAILS
21	TS-07: DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING
22	DETECTOR LOOP INFORMATION (FOSTER AVE AND RTE 83)
23	DETECTOR LOOP INFORMATION (FOSTER AVE AND YORK RD)
23A	BD-01: DRIVEWAY DETAILS - DISTANCE BETWEEN ROW AND FACE OF CURB AND EDGE OF SHOULDER >= 15'
23B	BD-02: DRIVEWAY DETAILS - DISTANCE BETWEEN ROW AND FACE OF CURB < 15'

TRAFFIC DATA:
FOSTER AVENUE
EXISTING ADT: 3400 (2012)
POSTED SPEED LIMIT: 25 MPH
DESIGN DESIGNATION: MAJOR COLLECTOR



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



GROSS LENGTH = 5,160 FEET (0.98 MILE)
NET LENGTH = 4,955 FEET (0.94 MILE)

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS



Russell J. Pozen
RUSSELL J. POZEN P.E.
10-16-14
DATE
EXPIRES 11-30-2015

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 10-16-14
DATE
Joseph M. Conner, DPW
VILLAGE OF BENSENVILLE, POSITION

PASSED NOVEMBER 3, 2014
DATE
C. Holt
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW November 6 2014
DATE
John Fortmann
SIGNATURE OF DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER



FEDERAL AID PROGRAM ENGINEER: FAWAD AGUEEL, P.E. 847-705-4921 SCHAMBERG, IL

GENERAL NOTES

1. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND THE VILLAGE OF BENSENVILLE RELATIVE TO ALL WORK TO BE PERFORMED WITHIN THE VILLAGE OF BENSENVILLE PUBLIC R.O.W. CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROL MEASURES WITHIN PUBLIC R.O.W. AS REQUIRED.
2. ALL SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD DRAWINGS, LATEST EDITION. ANY SIGNS DAMAGED BY CONSTRUCTION SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT J.U.L.I.E. AND ALL UTILITY COMPANIES AND LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION AS NECESSARY. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE VILLAGE AND/OR REPRESENTATIVE AT PHONE NUMBER (630) 594-1196.
4. THE CONTRACTOR SHALL CONFORM TO ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION, CURRENT EDITION, FOR ALL WORK TO BE PERFORMED, UNLESS OTHERWISE SPECIFIED OR NOTED.
5. CONTRACTOR SHALL RESTORE ALL AFFECTED SITE CONDITIONS TO THEIR ORIGINAL CONDITION OR BETTER AFTER COMPLETION OF THE WORK. GRASS REQUIRING REPLACEMENT THROUGHOUT THE PROJECT SHALL BE SEEDED PER THE SPECIFICATION. ANY DITCH AFFECTED BY THE CONSTRUCTION SHALL BE RE-ESTABLISHED TO ITS ORIGINAL LINE AND GRADE.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HEALTH AND SAFETY OF HIS EMPLOYEES AND THE SUBCONTRACTORS PER OSHA REGULATIONS AND ANY OTHER ORGANIZATION HAVING JURISDICTION.
7. CONTRACTOR SHALL VISIT THE SITE PRIOR TO SUBMITTING A BID FOR WORK. BY SUBMITTING A BID, THE CONTRACTOR INDICATED THAT HE HAS VISITED THE SITE AND IS AWARE OF ALL EXISTING CONDITIONS.
8. CONTRACTOR SHALL PERFORM ALL WORK WITHIN REASONABLE WORK HOURS (7:00 AM TO 7:00 PM) MONDAY THROUGH SATURDAY. CONTRACTOR SHALL NOT WORK ON HOLIDAYS IDENTIFIED IN IDOT SPECIFICATION SECTION 101.23. DEVIATIONS IN WORK SCHEDULE SHALL BE APPROVED IN WRITING BY THE ENGINEER.
9. MAINTAIN ROADWAY SIGNAGE PER ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
10. ACCESS TO ALL COMMERCIAL FACILITIES SHALL BE MAINTAINED AT ALL TIMES.
11. MAINTAIN TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC MEASURES AT ALL TIMES.
12. ALL DRAINAGE STRUCTURES SHALL BE CLEANED OF CONSTRUCTION DEBRIS, THIS WORK SHALL BE INCLUDED IN THE COST OF MOBILIZATION.
13. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE CANADIAN PACIFIC RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE CANADIAN PACIFIC RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05."

STATE STANDARDS

- 000001-06: STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 001006: DECIMAL OF AN INCH AND OF A FOOT
- 280001-07: TEMPORARY EROSION CONTROL SYSTEMS
- 424026-01: ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
- 701301-04: LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03: LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
- 701501-06: URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701701-09: URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-05: SIDEWALK, CORNER, OR CROSSWALK CLOSURE
- 701901-04: TRAFFIC CONTROL DEVICES
- 780001-05: TYPICAL PAVEMENT MARKINGS

INCIDENTAL ITEMS ARE NOTED IN BOXES

SUMMARY OF QUANTITIES

SP	CODE NO.	ITEM	UNIT	TOTAL QUANTITY
	20200100	EARTH EXCAVATION	CU YD	5
	28000510	INLET FILTERS	EACH	27
	35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	16
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	16,681
	40600400	MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	12
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	865
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	105
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2
	40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	2,267
	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	333
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	182.6
	42400800	DETECTABLE WARNINGS	SQ FT	20
	44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	20,241
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	343
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	569
	44201725	CLASS D PATCHES, TYPE I, 7 INCH	SQ YD	164
	44201729	CLASS D PATCHES, TYPE II, 7 INCH	SQ YD	311
	44201733	CLASS D PATCHES, TYPE III, 7 INCH	SQ YD	405
	44201735	CLASS D PATCHES, TYPE IV, 7 INCH	SQ YD	478
	60251500	CATCH BASIN TO BE ADJUSTED WITH NEW TYPE II FRAME AND GRATE	EACH	27
	60255800	MANHOLE TO BE ADJUSTED WITH NEW TYPE I FRAME, CLOSED LID	EACH	5
	60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	1
	60406510	FRAMES AND LIDS (SALVAGED)	EACH	27
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	569
	67100100	MOBILIZATION	L SUM	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	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	6
	70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	387
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3,355
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	144
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,711.7
Δ	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	387
Δ	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,515
Δ	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	636
Δ	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	144
Δ	88600100	DETECTOR LOOP, TYPE I	FOOT	284
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4
	X6040205	FRAMES AND LIDS, SPECIAL	EACH	5

• INDICATES SPECIAL PROVISION
 Δ SPECIALTY ITEMS

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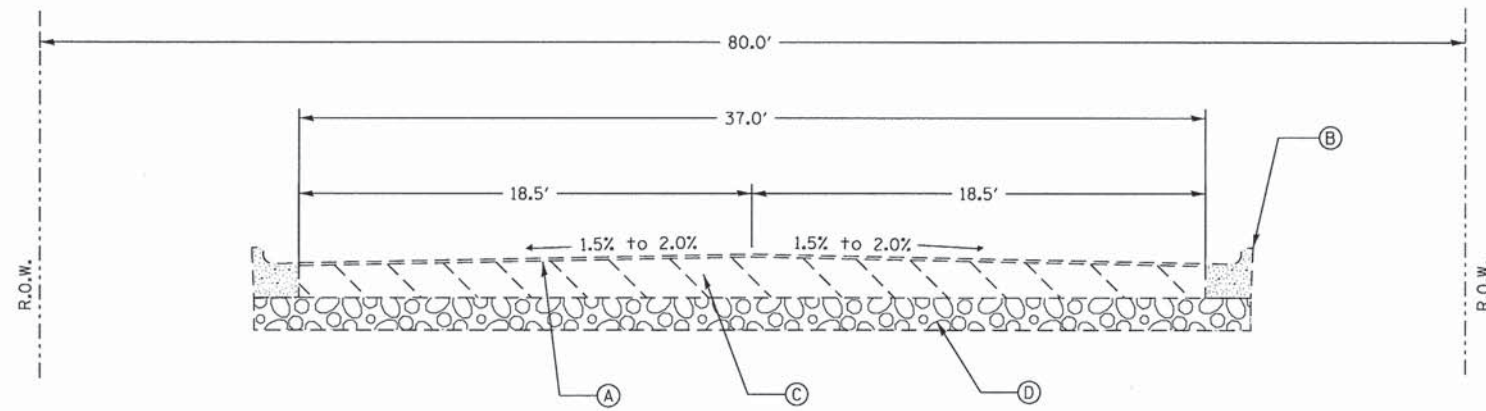
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DATE - *DATE*	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

2014 ROAD IMPROVEMENTS
 FOSTER AVENUE (IL RTE 83 TO YORK RD)
 SUMMARY OF QUANTITIES

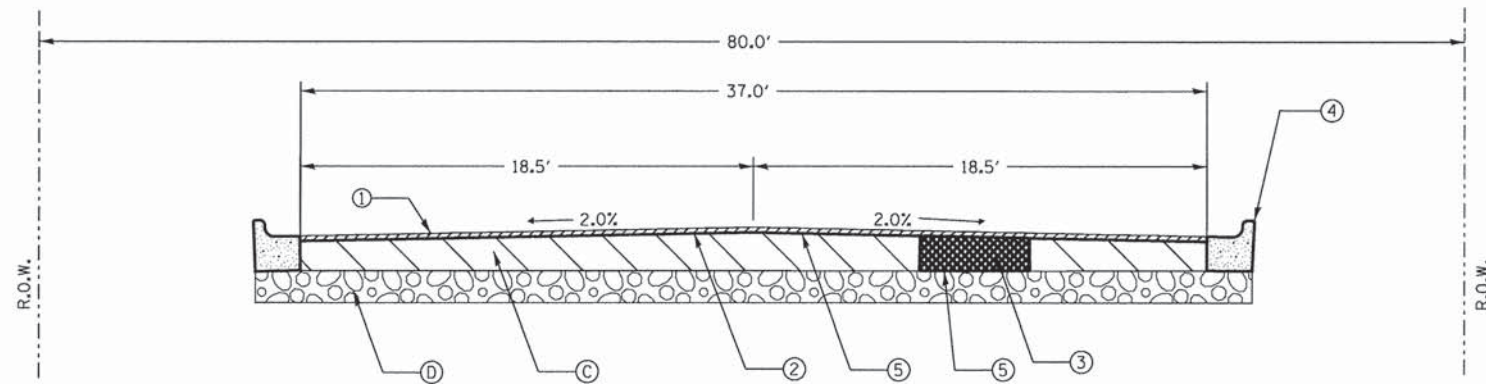
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1469	14-00090-00-RS	DUPAGE	23	3
CONTRACT NO.			61A91	
ILLINOIS FED. AID PROJECT				

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. _____ TO STA. _____



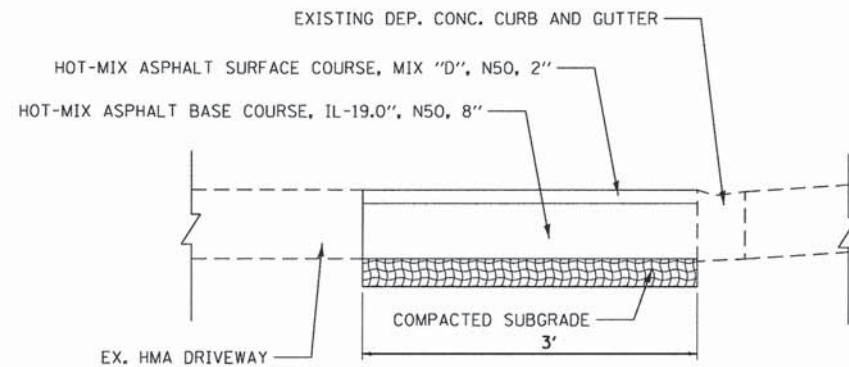
EXISTING TYPICAL SECTION
STA 101+00.00 TO STA 152+53.00, FOSTER AVENUE

- EXISTING LEGEND**
- (A) HOT MIX ASPHALT SURFACE REMOVAL, 2-3/4"
 - (B) EXISTING B6.12 CONCRETE CURB AND GUTTER
 - (C) EXISTING HOT MIX ASPHALT BINDER COURSE (VARIES FROM 2" TO 7-1/2")
 - (D) EXISTING AGGREGATE SUBBASE

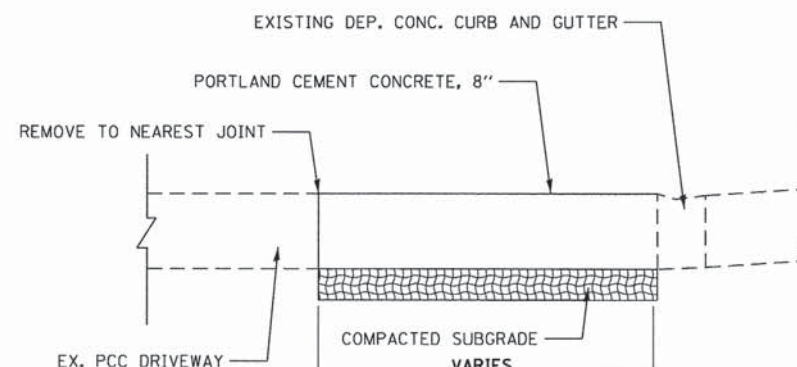


PROPOSED TYPICAL SECTION
STA 101+00.00 TO STA 152+53.00, FOSTER AVENUE

- PROPOSED LEGEND**
- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
 - (2) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
 - (3) CLASS D PATCH, 7", AT LOCATIONS SHOWN ON PLANS OR DIRECTED BY ENGINEER
 - (4) PROPOSED B6.12 CONCRETE CURB AND GUTTER TO BE INSTALLED AT LOCATIONS SHOWN ON PLANS OR DIRECTED BY ENGINEER
 - (5) BITUMINOUS MATERIALS (PRIME COAT)



HMA DRIVEWAY PAVEMENT REPLACEMENT - FULL DEPTH
N.T.S.



PCC DRIVEWAY PAVEMENT, 8"
N.T.S.

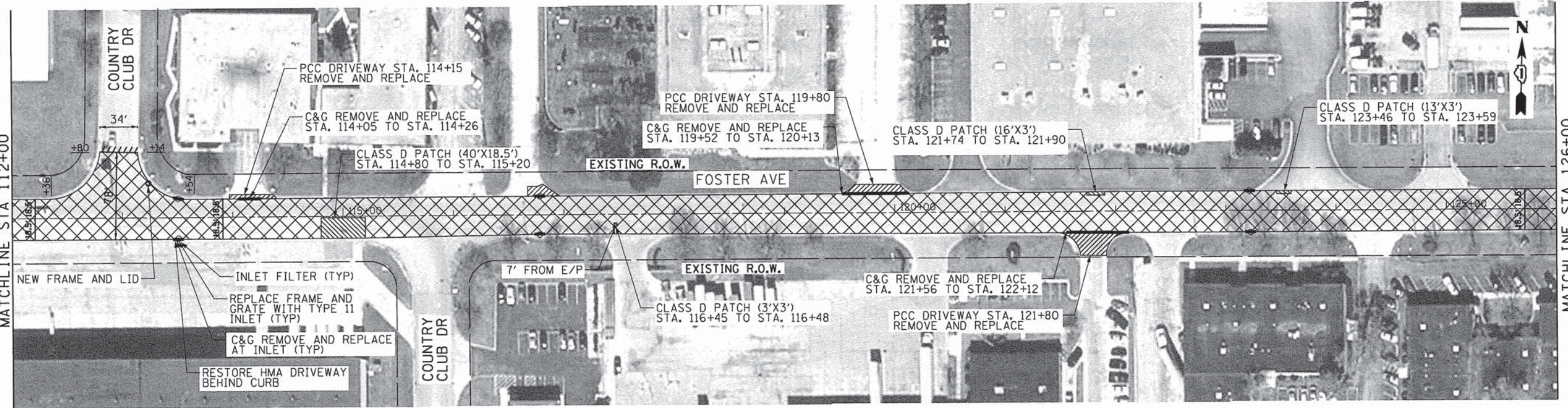
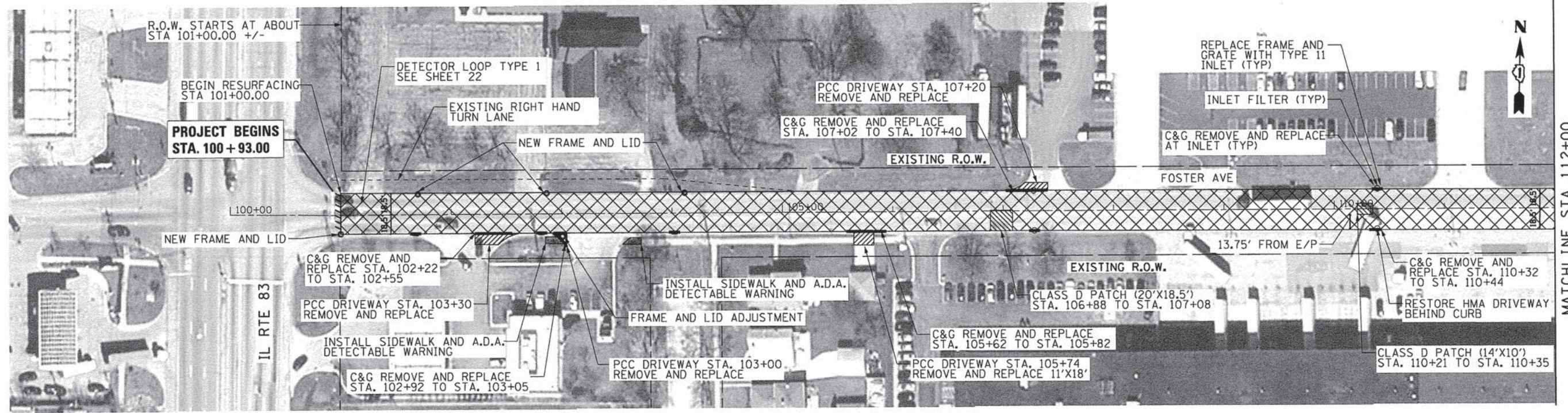
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
HMA SURFACE COURSE	
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (IL-9.5mm) 2"	4% @ 90 Gyr.
LEVELING BINDER	
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 3/4"	3.5% @ 50 Gyr.
DRIVEWAY	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 2"	4% @ 50 Gyr.
HMA BASE COURSE (HMA BINDER IL-19 mm), 8"	4% @ 50 Gyr.

IF THE CONTRACTOR CHOOSES TO USE CONCRETE FOR THE TEMPORARY PAVEMENT THE THICKNESS SHALL BE 10".

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

The "AC Type" for Polymerized HMA Mixes SHALL BE 'SBS/SBR PG 78 -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/RAS" SEE DISTRICT ONE SPECIAL PROVISIONS.



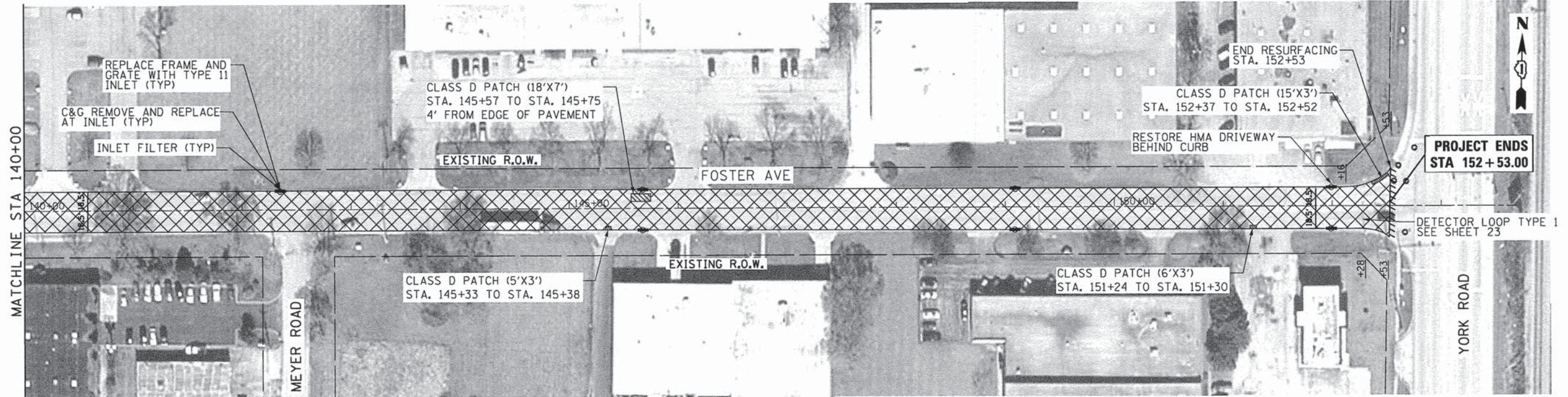
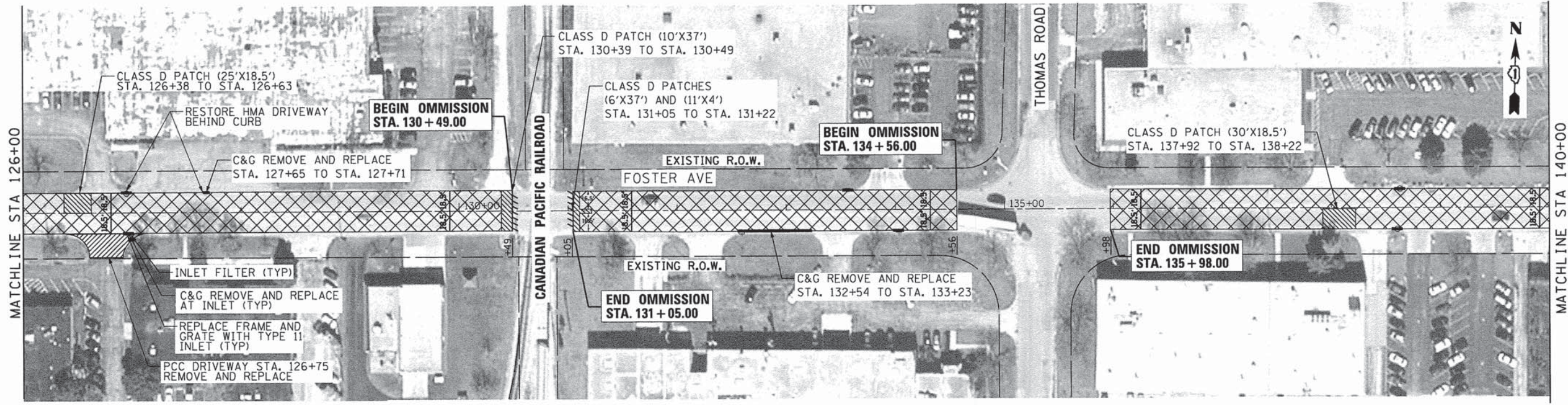
LEGEND:

- HMA REMOVAL AND REPLACE
- CLASS D PATCHES
- CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT
- CURB AND GUTTER REMOVAL AND REPLACEMENT
- BUTT JOINTS
- PCC CONCRETE SIDEWALK 5"

NOTE:

1. CLASS D PATCHING SHALL BE COMPLETED BEFORE HMA MILLING OPERATIONS.
2. PAVEMENT SHALL BE RESURFACED WITHIN 5 DAYS OF MILLING OPERATIONS.
3. DETECTABLE WARNINGS ARE TO BE INSTALLED AT LOCATIONS SHOWN ON PLANS. CONTRACTOR TO POSITION AND PLACE DETECTABLE WARNINGS AT LOCATIONS NOTED.
4. LIMIT OF CONSTRUCTION ON ALL SIDE STREET IS THE RADIUS RETURN PLUS 10' BUTT JOINT OR R.O.W. AS NOTED.
5. RESURFACING SHALL NOT EXTEND INTO R.O.W. OF IL RTE 83 OR YORK ROAD.
6. ACCESS TO ALL DRIVERS SHALL BE MAINTAINED UPON COMPLETION OF EACH WORKDAY RESIDENTS SHALL BE NOTIFIED 24 HOURS IN ADVANCE OF WHEN DRIVEWAY REPLACEMENT WILL TAKE PLACE.
7. PATCH LIMITS ARE ESTIMATED. FINAL PATCHING LIMITS TBD BY ENGINEER IN THE FIELD.
8. ASPHALT DRIVEWAY APRONS ADJACENT TO CURB AND GUTTER REMOVAL SHALL BE SAW CUT AND REMOVED 24 INCHES FROM THE BACK OF THE CURB. CONCRETE DRIVEWAY APRONS ADJACENT TO COMBINATION CURB AND GUTTER REMOVAL SHALL BE REMOVED TO THE EXTENT OF THE NEAREST JOINT OR PANEL AS DETERMINED BY THE ENGINEER IN THE FIELD.
9. DRIVEWAY APRONS SHALL BE REPLACED IN KIND.

FILE NAME = ...Roadway\4895-sht-plan_01.dgn MODELNAME#		DESIGNED - RJS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	2014 ROAD IMPROVEMENTS FOSTER AVENUE (IL RTE 83 TO YORK RD) ROADWAY PLAN			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GEW	REVISED -		1469	14-00090-00-RS	DUPAGE	23	6			
		CHECKED - CLF	REVISED -	SCALE: 1"=50'	SHEET 1 OF 2 SHEETS	STA. 100+00 TO STA. 126+00	CONTRACT NO. 61A91					
		DATE - @DATE@	REVISED -				[ILLINOIS] FED. AID PROJECT					



LEGEND:

- HMA REMOVAL AND REPLACE
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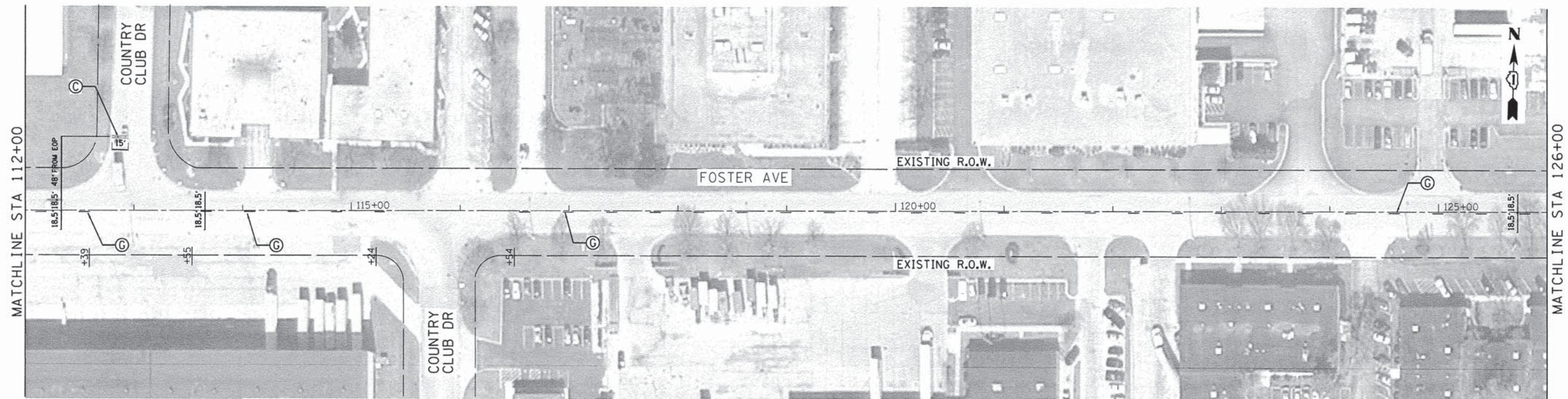
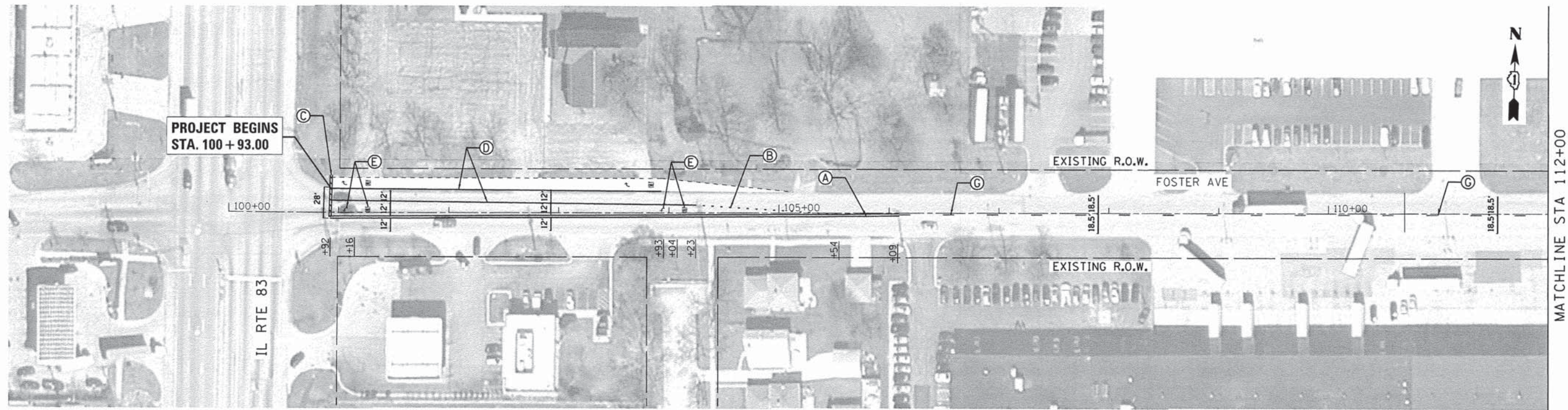
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

2014 ROAD IMPROVEMENTS
 FOSTER AVENUE (IL RTE 83 TO YORK RD)
 ROADWAY PLAN

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 126+00 TO STA. 153+53

F.A.U. RTE. 1469	SECTION 14-00090-00-RS	COUNTY DUPAGE	TOTAL SHEETS 23	SHEET NO. 7
CONTRACT NO. 61A91			ILLINOIS FED. AID PROJECT	



LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING YELLOW, 4", DOUBLE CENTERLINE
- (B) THERMOPLASTIC PAVEMENT MARKING WHITE, 6", DASH (2' LINE - 6' SKIP)
- (C) THERMOPLASTIC PAVEMENT MARKING WHITE, 24"
- (D) THERMOPLASTIC PAVEMENT MARKING WHITE, 6"
- (E) THERMOPLASTIC PAVEMENT MARKING WHITE, LTR-SY
- (F) THERMOPLASTIC PAVEMENT MARKING WHITE, RXR (PAID FOR AS 7800100)
- (G) THERMOPLASTIC PAVEMENT MARKING YELLOW, 4", DASH (10' LINE - 30' SKIP)
- (H) THERMOPLASTIC PAVEMENT MARKING YELLOW, 4", SOLID LINE

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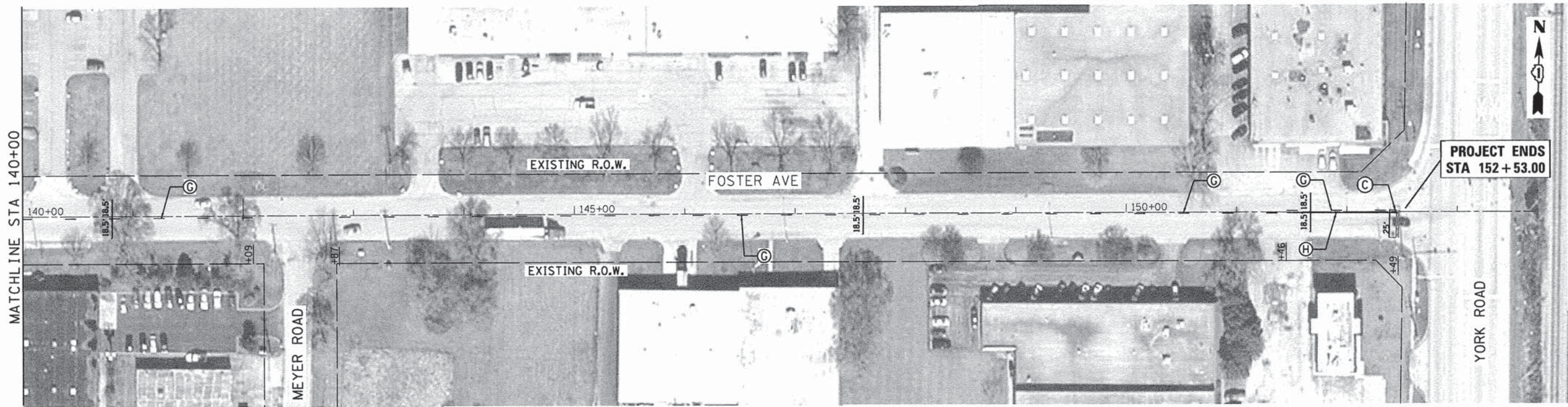
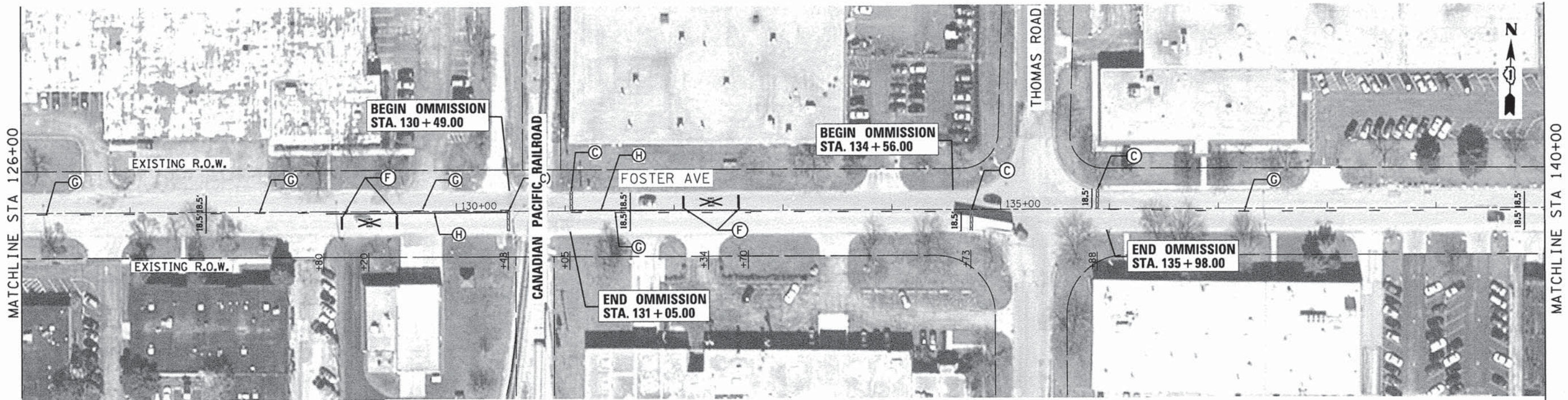
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**2014 ROAD IMPROVEMENTS
 FOSTER AVENUE (IL RTE 83 TO YORK RD)
 PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 100+00 TO STA. 126+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1469	14-00090-00-RS	DUPAGE	23	8
				CONTRACT NO. 61A91
ILLINOIS FED. AID PROJECT				



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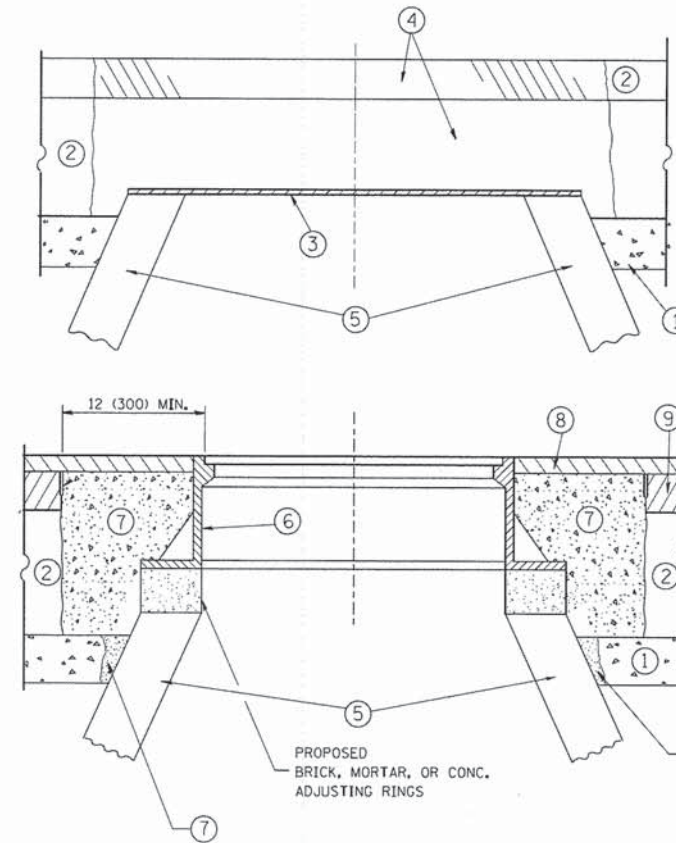
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**2014 ROAD IMPROVEMENTS
 FOSTER AVENUE (IL RTE 83 TO YORK RD)
 PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 126+00 TO STA. 153+53

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1469	14-00090-00-RS	DUPAGE	23	9
CONTRACT NO. 61A91			ILLINOIS FED. AID PROJECT	



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.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

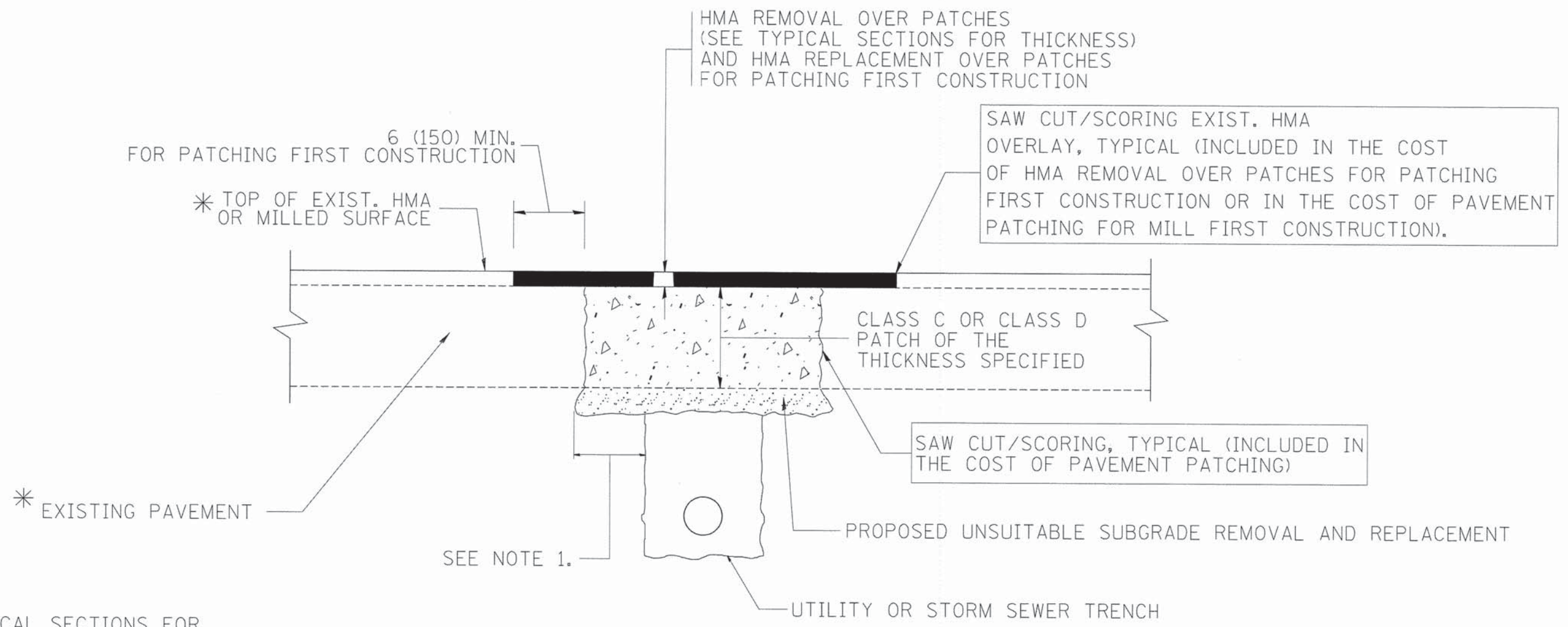
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PLOT DATE = 12/6/2011		DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1469	14-00090-00-R5	DUPAGE	23	10
BD600-03 (BD-8)			CONTRACT NO. 61A91	
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.

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	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - R. BORO 09-04-07								
			REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT						

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

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

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

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE):

SEE STATE STANDARD 606001

1/4" (5) **

18" (450) MAX.

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

PROPOSED 1/4" (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 UNSUITABLE 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".

* 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.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

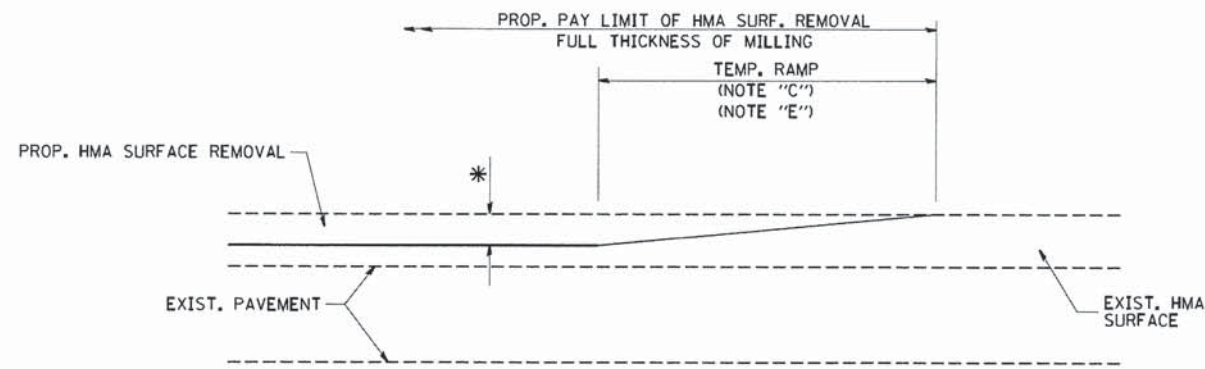
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		DATE - 03-11-94	REVISED - R. BORO 12-15-09

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT**

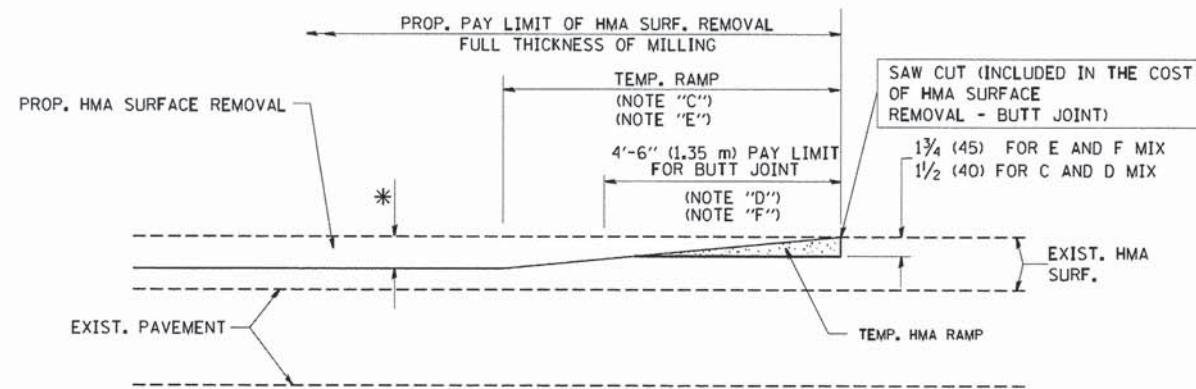
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BD600-06 (B0-24)			CONTRACT NO. 61A91	
FED. ROAD DIST. NO. : [ILLINOIS] FED. AID PROJECT				



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

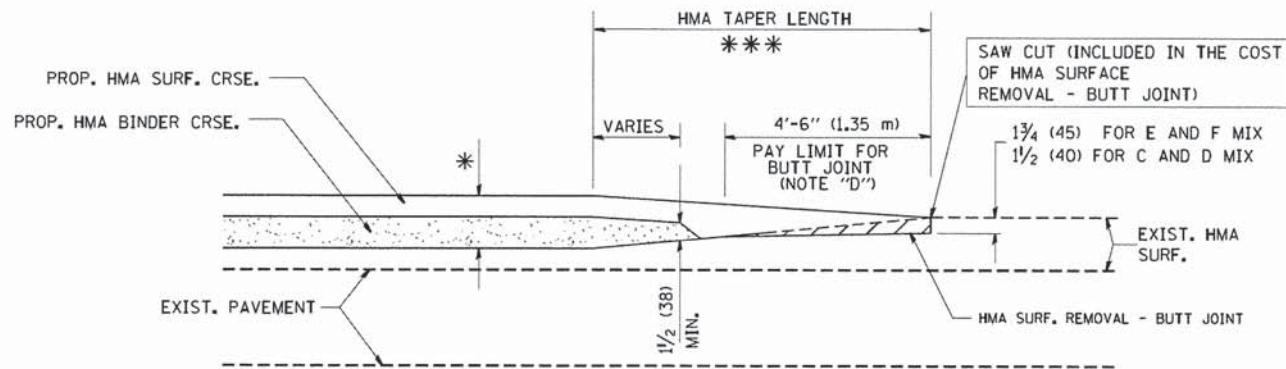
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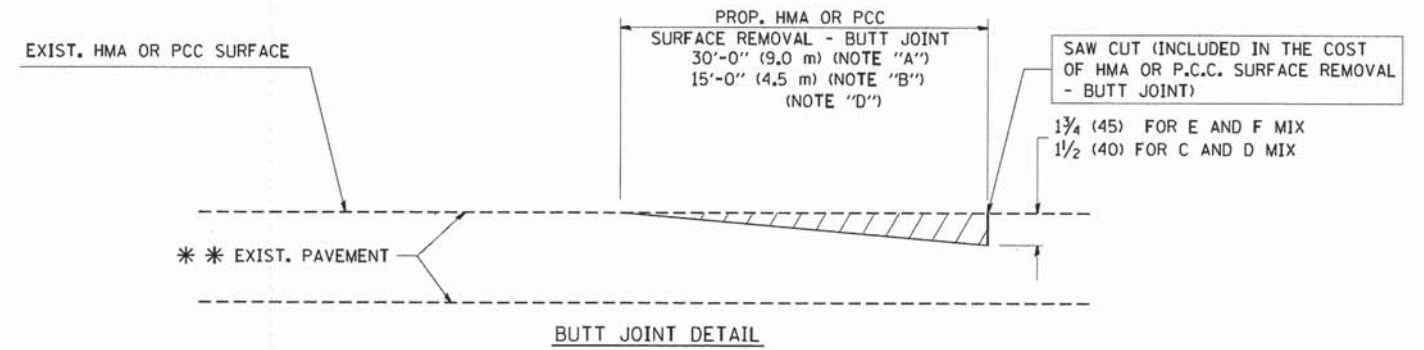
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

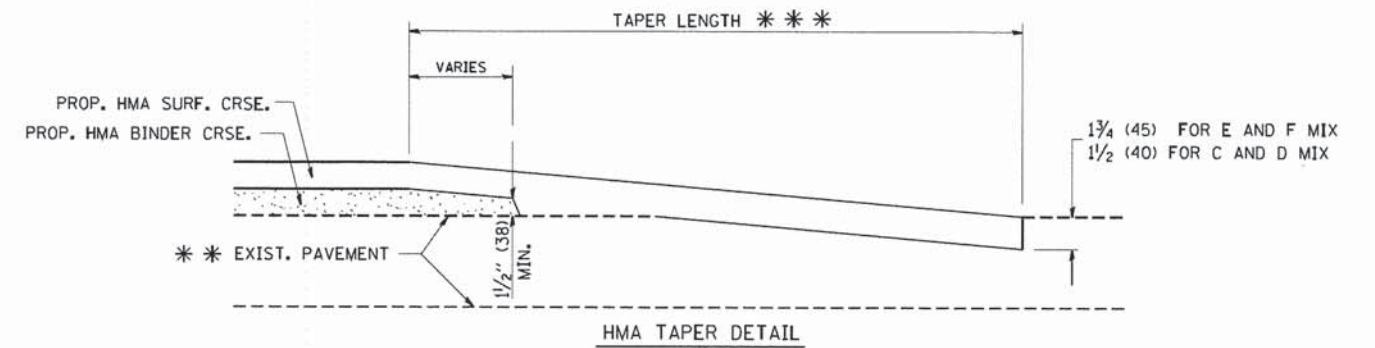
TYPICAL TEMPORARY RAMP



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



BUTT JOINT DETAIL



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.

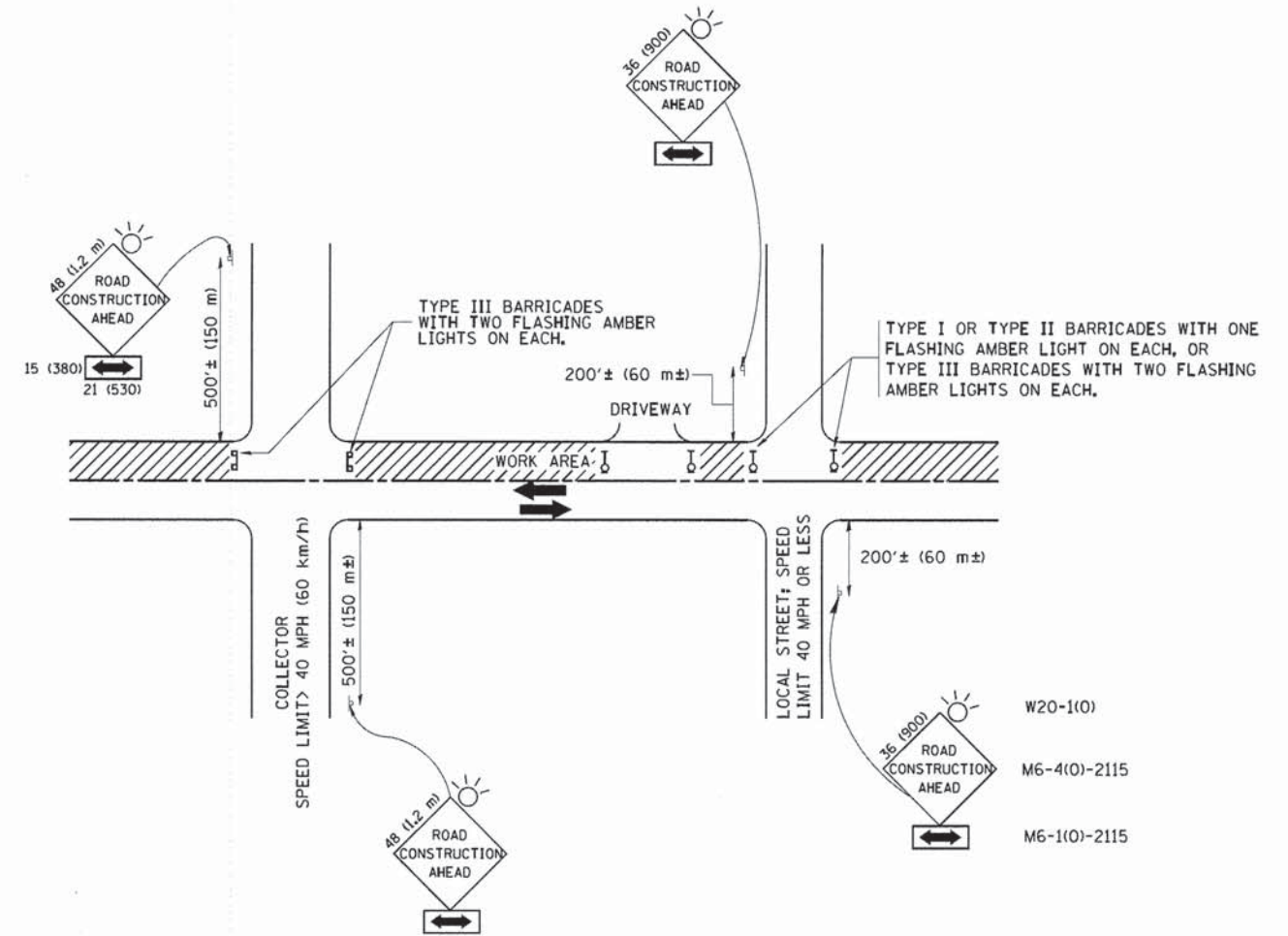
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.U. RTE. 1469	SECTION 14-00090-00-RS	COUNTY DUPAGE	TOTAL SHEETS 23	SHEET NO. 13
BD400-05 BD32		CONTRACT NO. 61A91		
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.

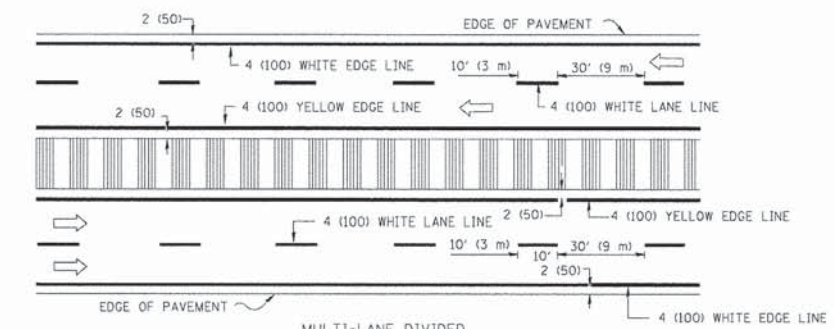
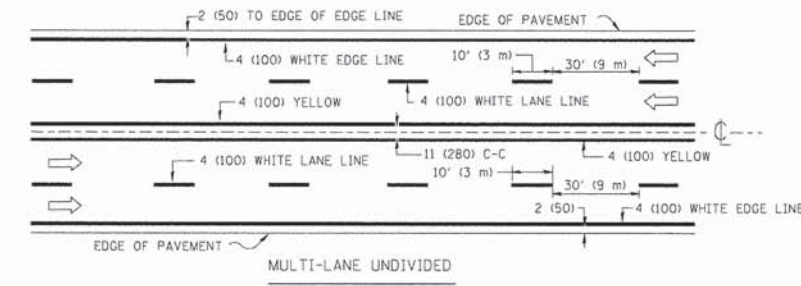
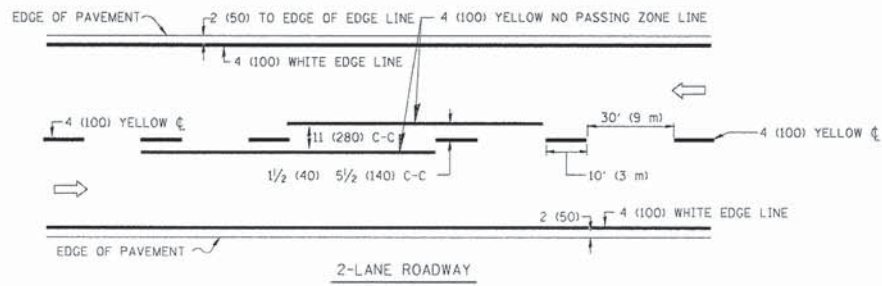
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

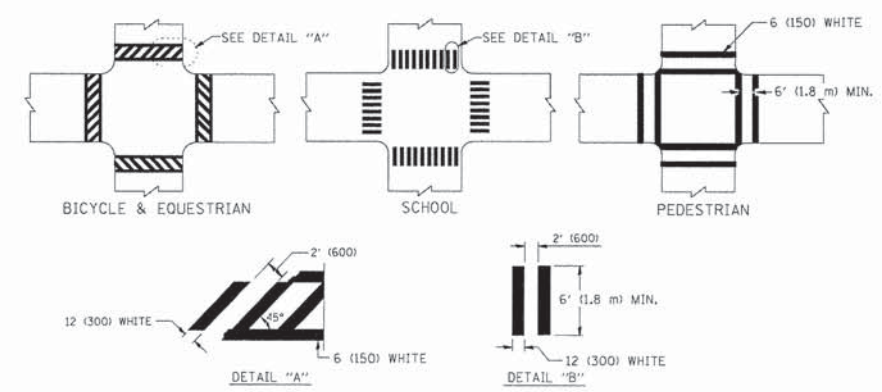
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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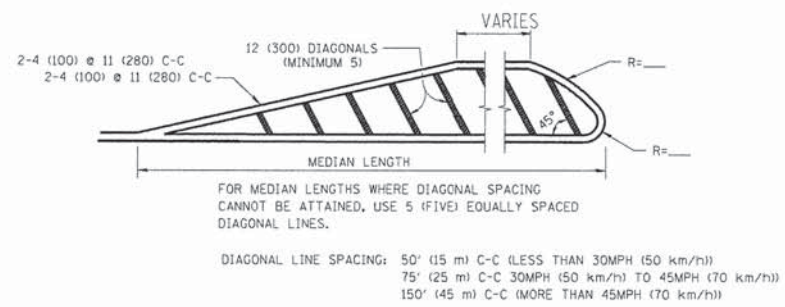
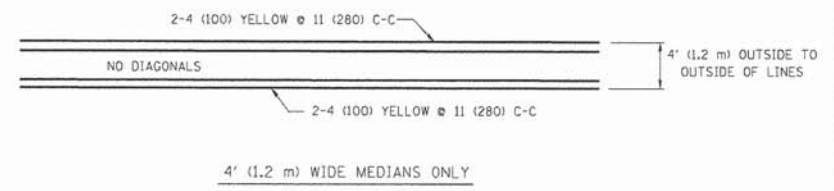
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TC-10			CONTRACT NO. 61A91	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



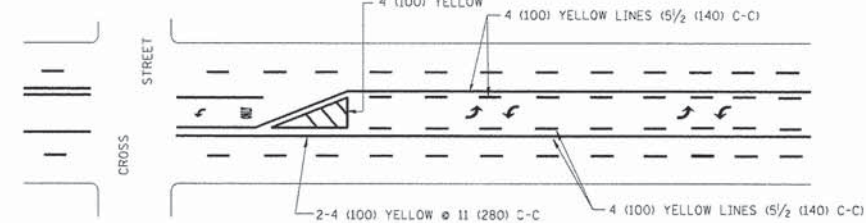
TYPICAL LANE AND EDGE LINE MARKING



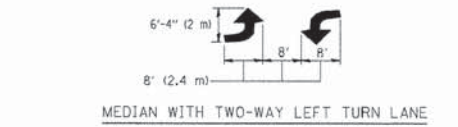
TYPICAL CROSSWALK MARKING



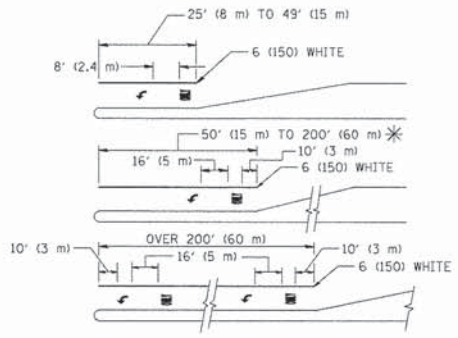
MEDIANS OVER 4' (1.2 m) WIDE



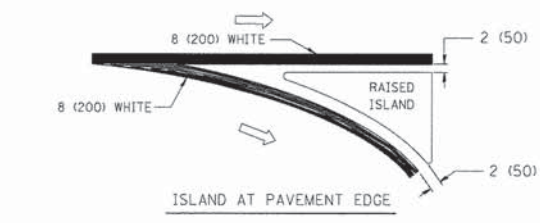
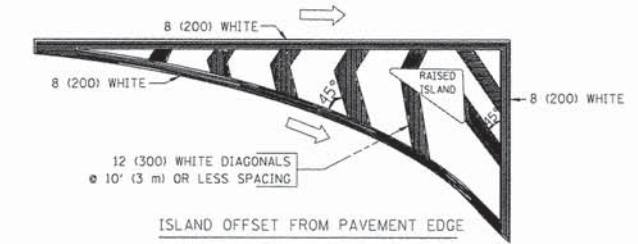
TYPICAL PAINTED MEDIAN MARKING



MEDIAN WITH TWO-WAY LEFT TURN LANE



TYPICAL LEFT (OR RIGHT) TURN LANE



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
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.

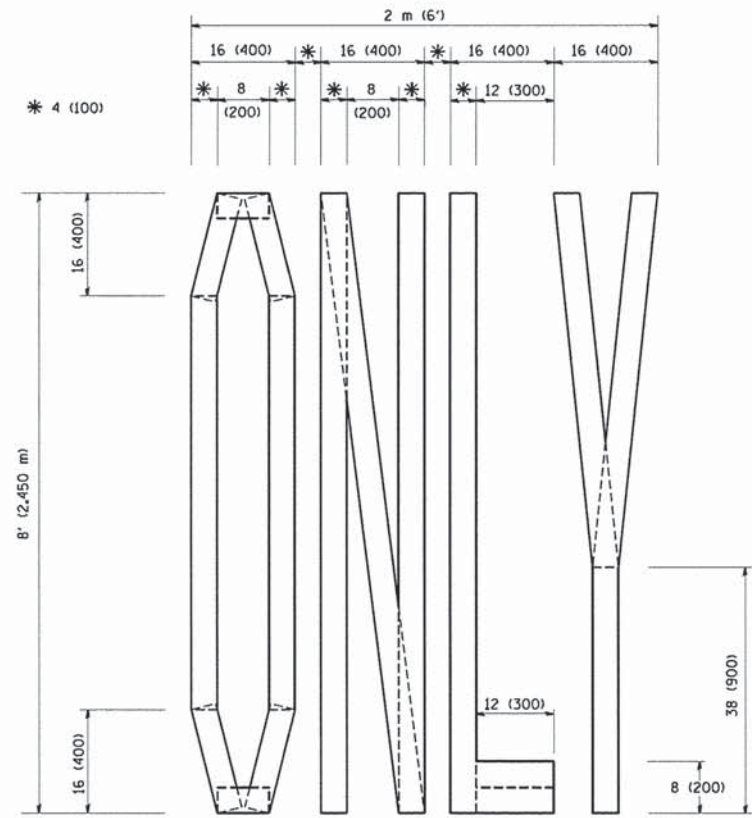
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drivakoqn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
ci:\pw_work\pvidot\drivakoqn\d8188315\sc3.dgn		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

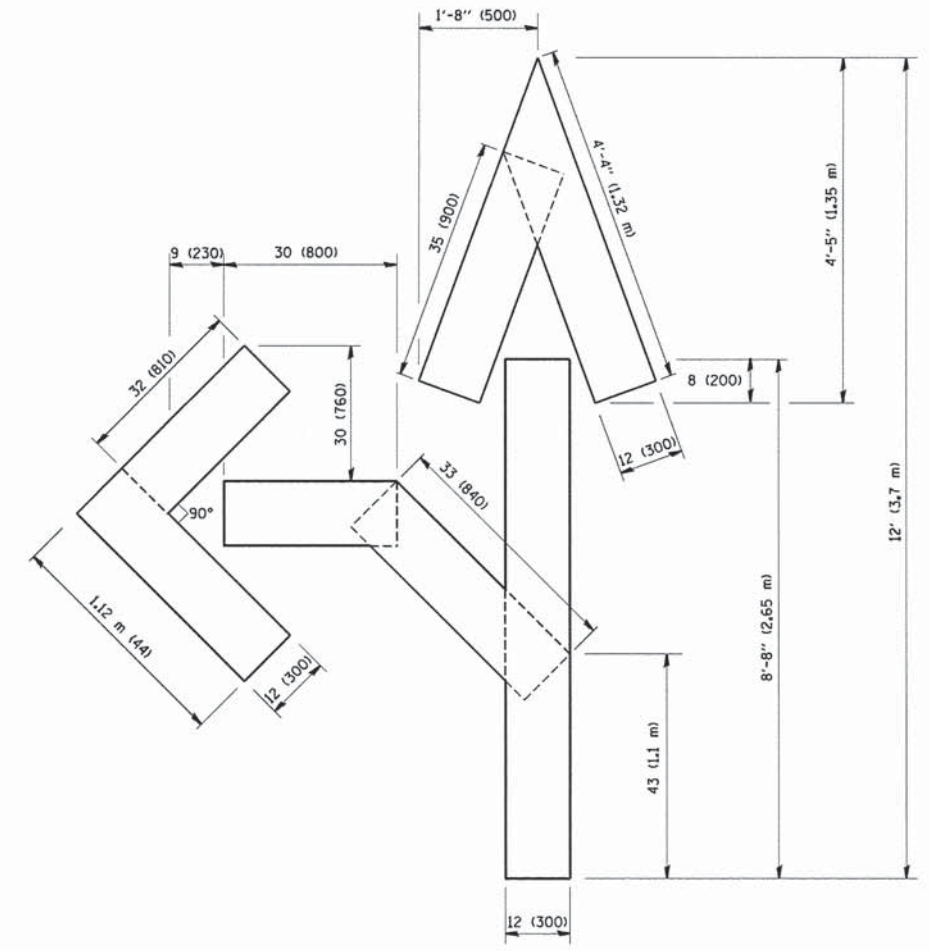
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

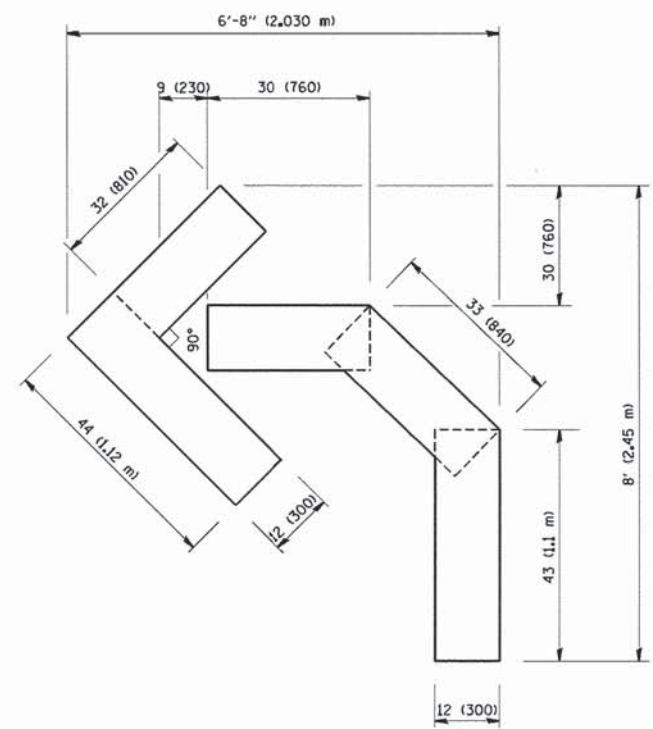
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1469	14-00090-00-RS	DUPAGE	23	15
TC-13		CONTRACT NO. 61A91		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

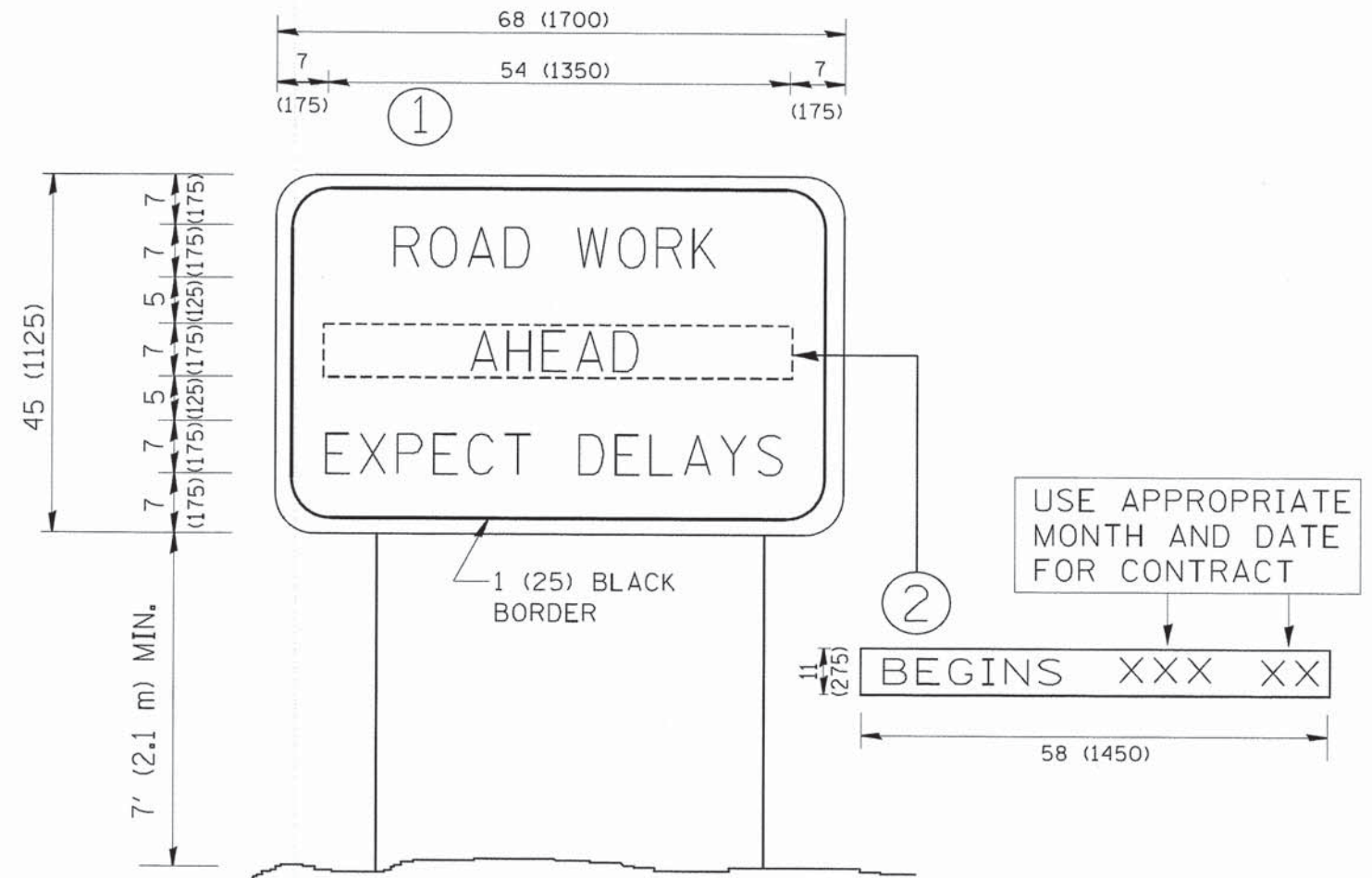
FILE NAME = W:\diststa\22x34\ta16.dgn	USER NAME = gaglienobt	DESIGNED - DRAWN -	REVISED -T. RAMMACHER 06-05-96 REVISED -T. RAMMACHER 11-04-97
PLOT SCALE = 50.0000 "/ IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98	
PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00	

**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. 1469	SECTION 14-00090-00-RS	COUNTY DUPAGE	TOTAL SHEETS 23	SHEET NO. 16
TC-16		CONTRACT NO. 61A91		
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\to22.dgn	USER NAME = gaglianobt	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

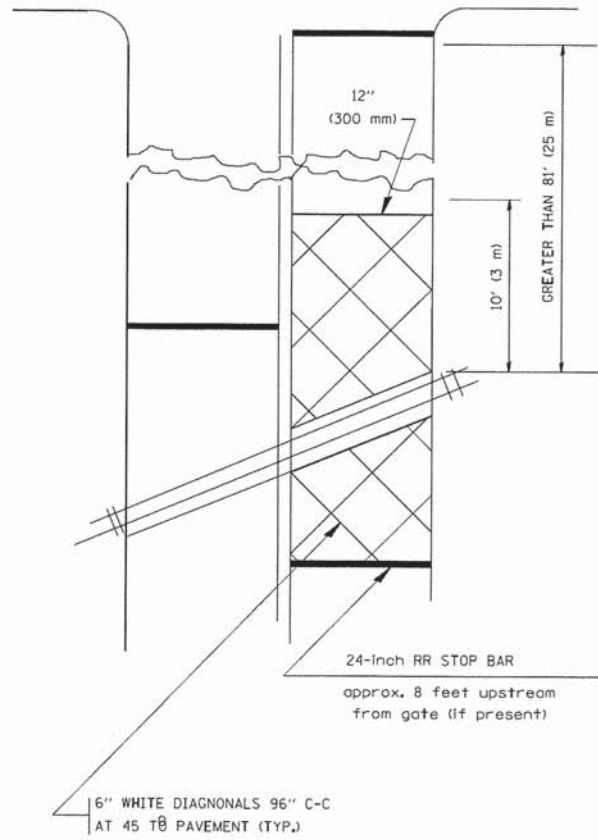
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

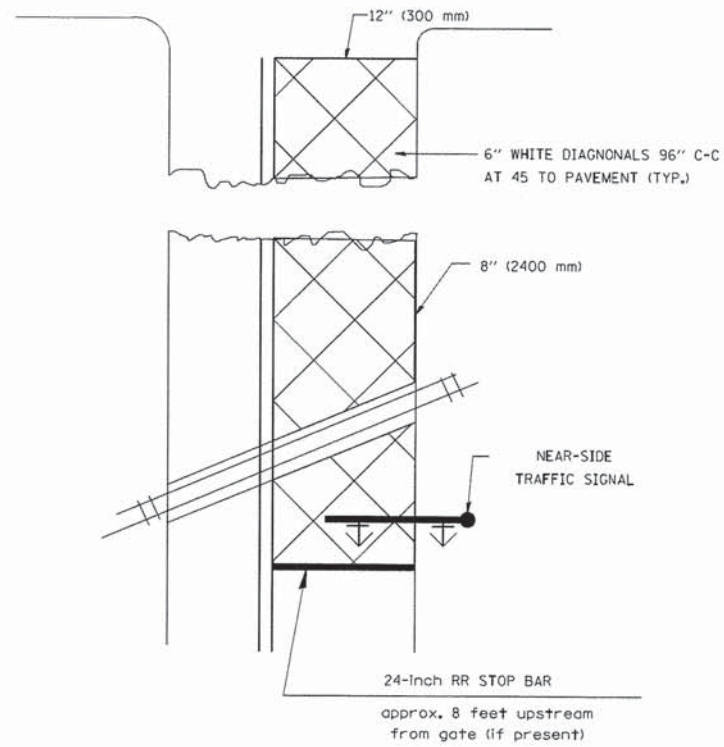
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE. 1469	SECTION 14-00090-00-RS	COUNTY DUPAGE	TOTAL SHEETS 23	SHEET NO. 17
TC-22		CONTRACT NO. 61A91		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

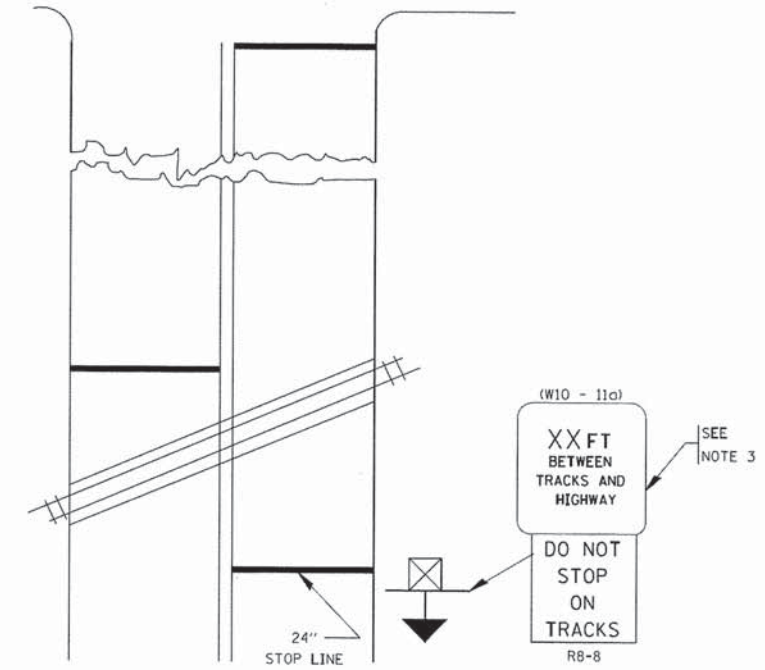
WITH INTERSECTION TRAFFIC SIGNALS
(SEE NOTE 1)



WITH NEAR-SIDE TRAFFIC SIGNALS
(SEE NOTE 1 & 2)



WITH NONSIGNALIZED INTERSECTION
81' (25 m) OR LESS TO CLOSEST RAIL



PLAN
N. T. S

PLAN
N. T. S

NOTES:

1. PAVEMENT MARKINGS TO BE INSTALLED ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
3. DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6-FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

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

FILE NAME =	USER NAME = drsvakosgn	DESIGNED -	REVISED - 02-25-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 58.888' / 1" =	DRAWN -	REVISED - 04-26-12					1469	14-00090-00-RS	DUPAGE	23	18
	PLOT DATE = 5/7/2012	CHECKED -	REVISED -		TC-23			CONTRACT NO. 61A91				
		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



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

NOTES:

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

FILE NAME =	USER NAME = gaglienobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
or\pwork\p\dot\gaglienobt\d0188315\tdg		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

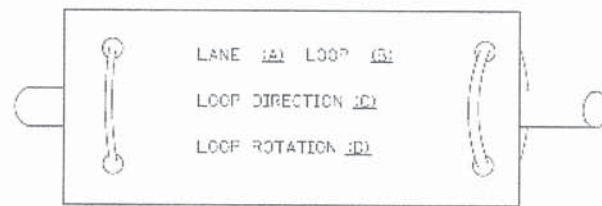
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1469	14-00090-00-RS	DUPAGE	23	19
TC-26			CONTRACT NO. 61A91	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

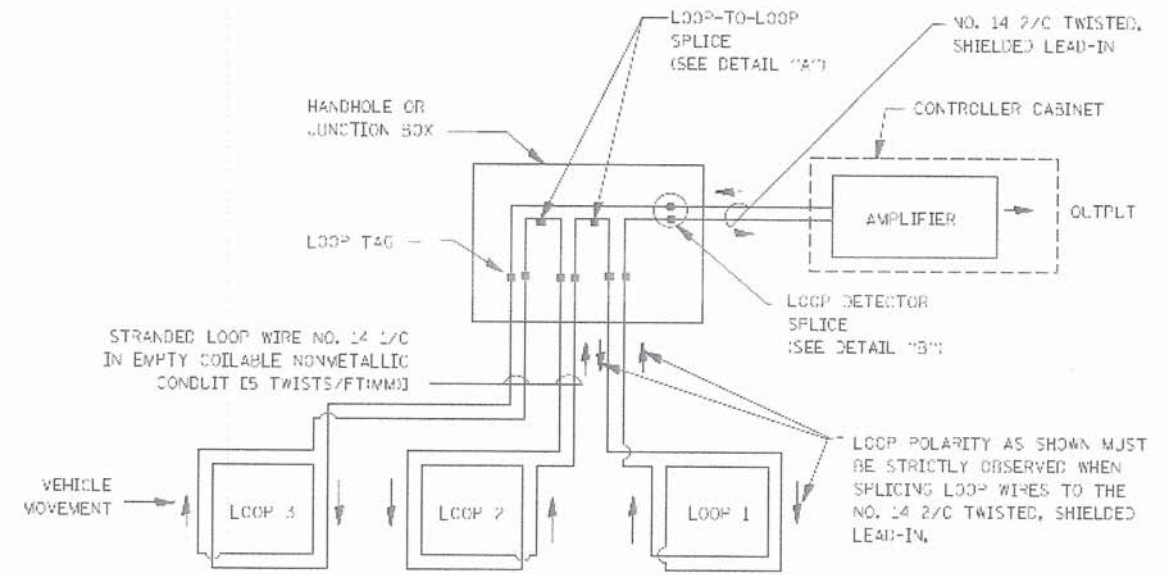
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

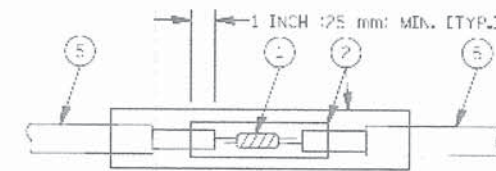


- LANE # IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP # IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

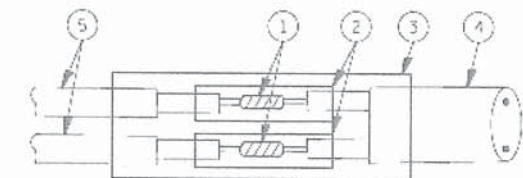


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE 4" MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

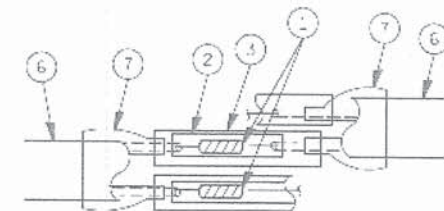


DETAIL "A" LOOP-TO-LOOP SPLICE

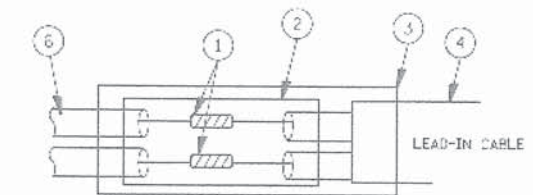


DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE



DETAIL "B" LOOP-TO-CONTROLLER SPLICE

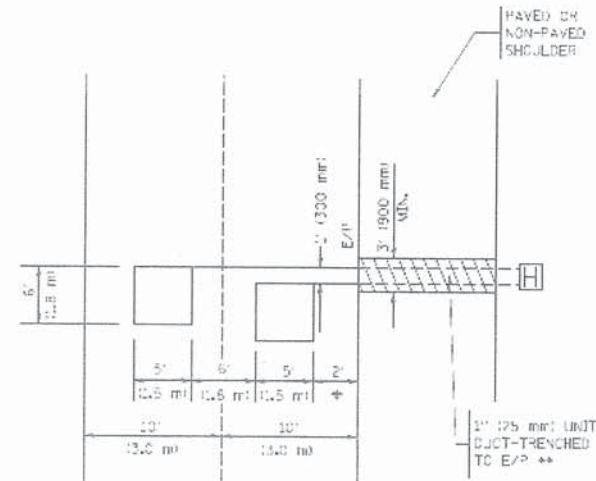
LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F-2 U.	SECTION	COUNTY	TOTAL	SHEET	
DATE =	DATE =	DRAWN -	REVISED -			1469	14-00090-00-RS	DUPAGE	23	20	
PLT SCALE =	CHECKED -	DATE -	REVISED -			TS-05		CONTRACT NO. 61A91			
PLT DATE =	DATE -	REVISED -				REG. ROAD DIST. NO. 1 (ILLINIS) REG. AID PROJECT					
				SCALE: NONE		SHEET NO. 1 OF 6 SHEETS		STA. TO STA.			

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3" (76.2 mm) X WIDTH OF PAVED SHOULDER.



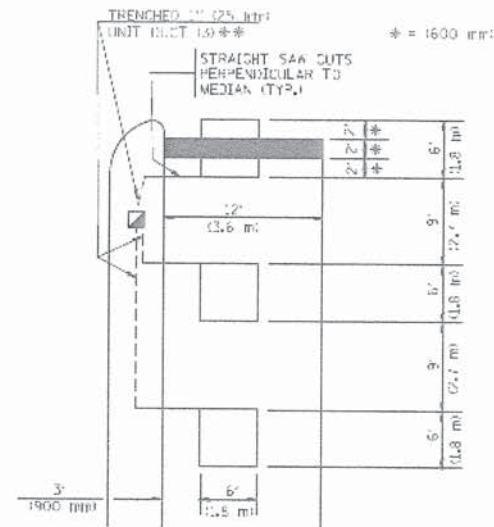
* = (500 mm)

** 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 S14001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.

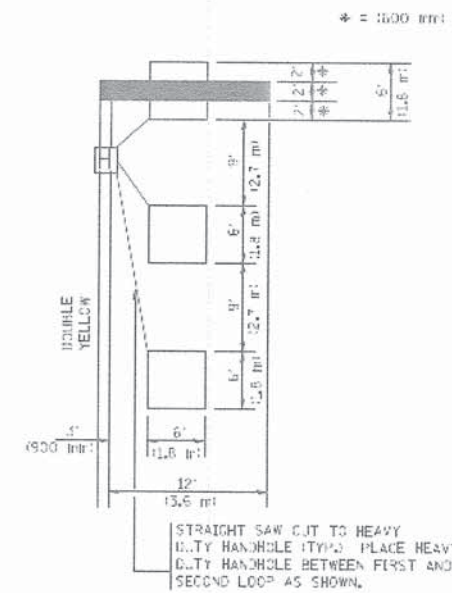


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

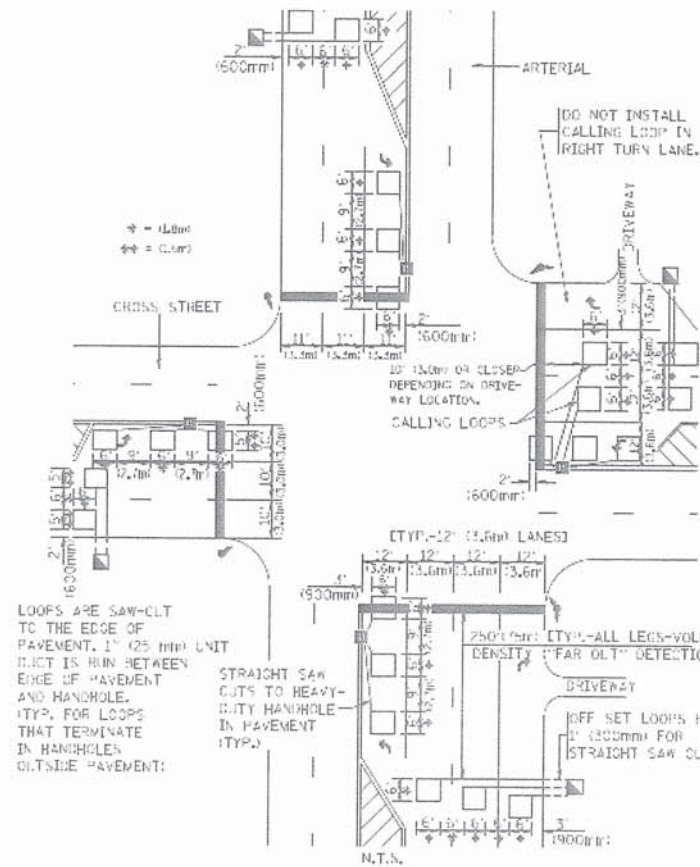
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)



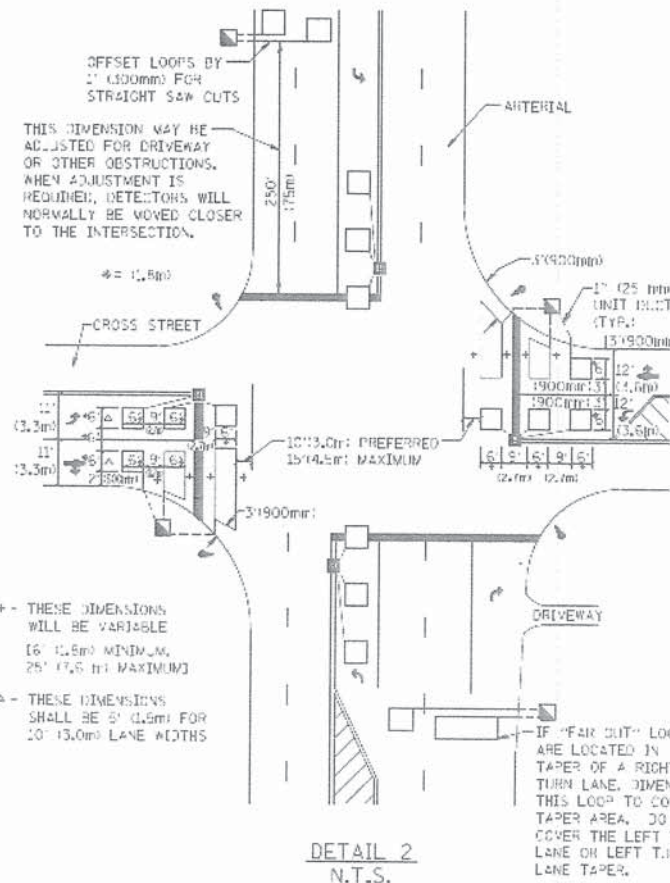
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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, 2-3/4, 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 DIMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

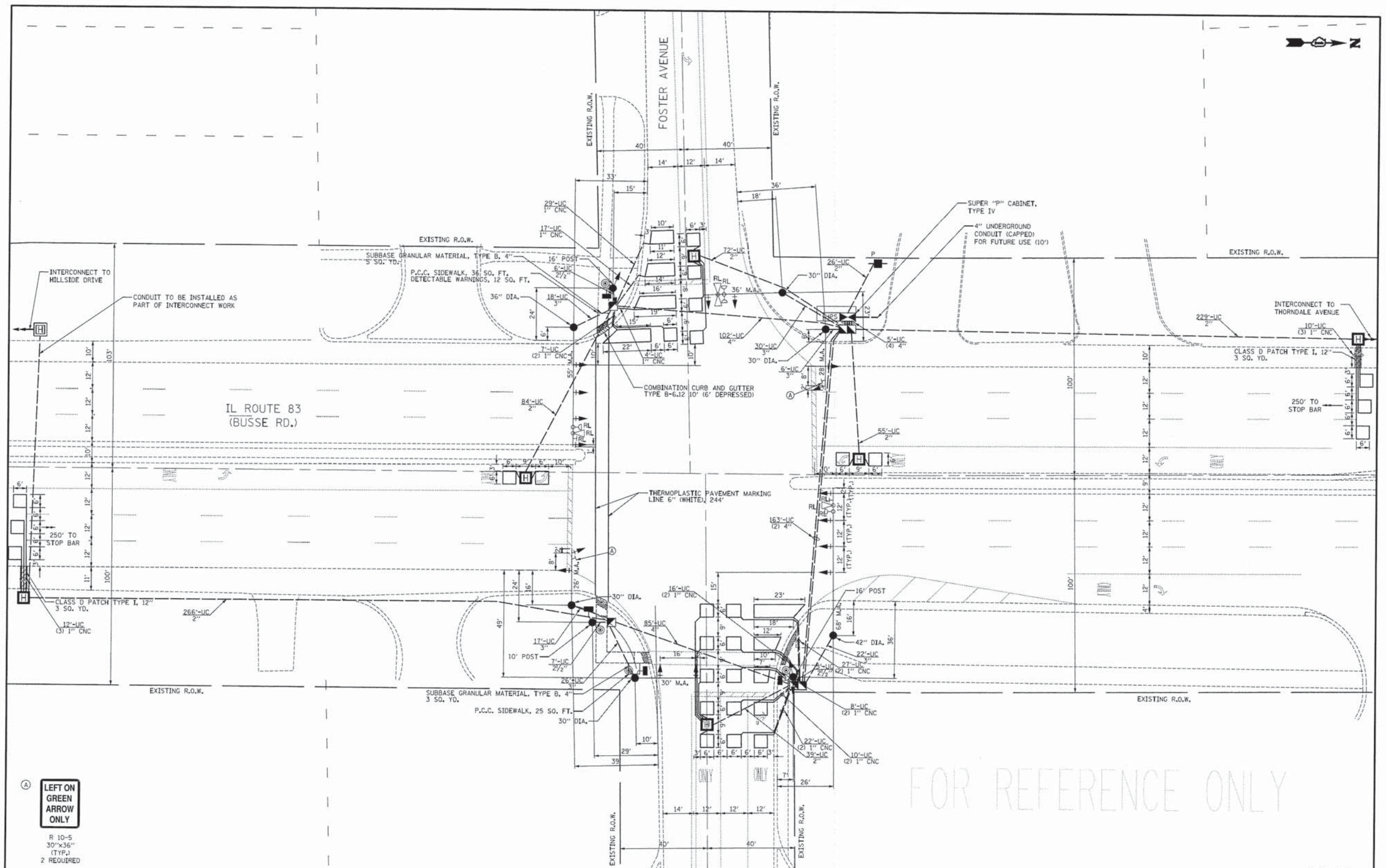
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

FILE NAME = w:\sharcast\272634\tsd1.dgn	USER NAME = goghan@ibm	DESIGNED -	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A.U. NTE. 1469	SECTION 14-00090-00-RS	COUNTY DUPAGE	TOTAL SHEETS 23	SHEET NO. 21
	PLOT SCALE = 1/4" = 1'-0"	CHECKED - P.J.F.	REVISIONS -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 61A91	
	PLOT DATE = 2/4/2008	DATE -	REVISIONS -			FED. ROAD DIST. NO. 1 ILLINIS/REG. AID PROJECT				



A LEFT ON GREEN ARROW ONLY
 R 10-5
 30"x36"
 (TYP.)
 2 REQUIRED

FOR REFERENCE ONLY

TS# 590

	USER NAME = jrt	DESIGNED - BRD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODERNIZATION PLAN IL ROUTE 83 (BUSSE RD.) AT FOSTER AVENUE			F.A.U. RTE. = 344	SECTION = 2013-063TS	COUNTY =	TOTAL SHEETS = 68	SHEET NO. = 41
	PLOT SCALE = 48,0000 1" = 300'	DRAWN - JRT	REVISED -		SCALE: 1" = 20'	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 60X35 <small>ILLINOIS FED. AID PROJECT</small>				
	PLOT DATE = 1/29/2014	CHECKED - JJE	REVISED -		DATE = 01/30/2014	REVISED -						

FILE NAME = ...Roadway\4895-loops 1.dgn
 MODELNAME =

Primera
100 N. WACKER DRIVE SUITE 200 CHICAGO IL 60606 P.312-401-0101 F.312-401-0105

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE - #DATE#	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

2014 ROAD IMPROVEMENTS
FOSTER AVENUE (IL RTE 83 TO YORK RD)
DETECTOR LOOP INFORMATION (FOSTER AVE AND RTE 83)

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. TO STA.

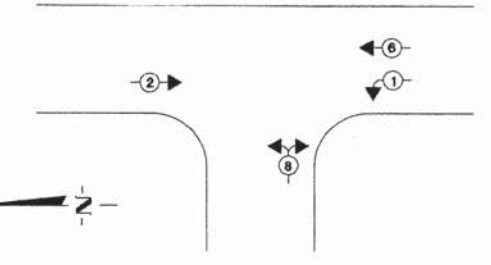
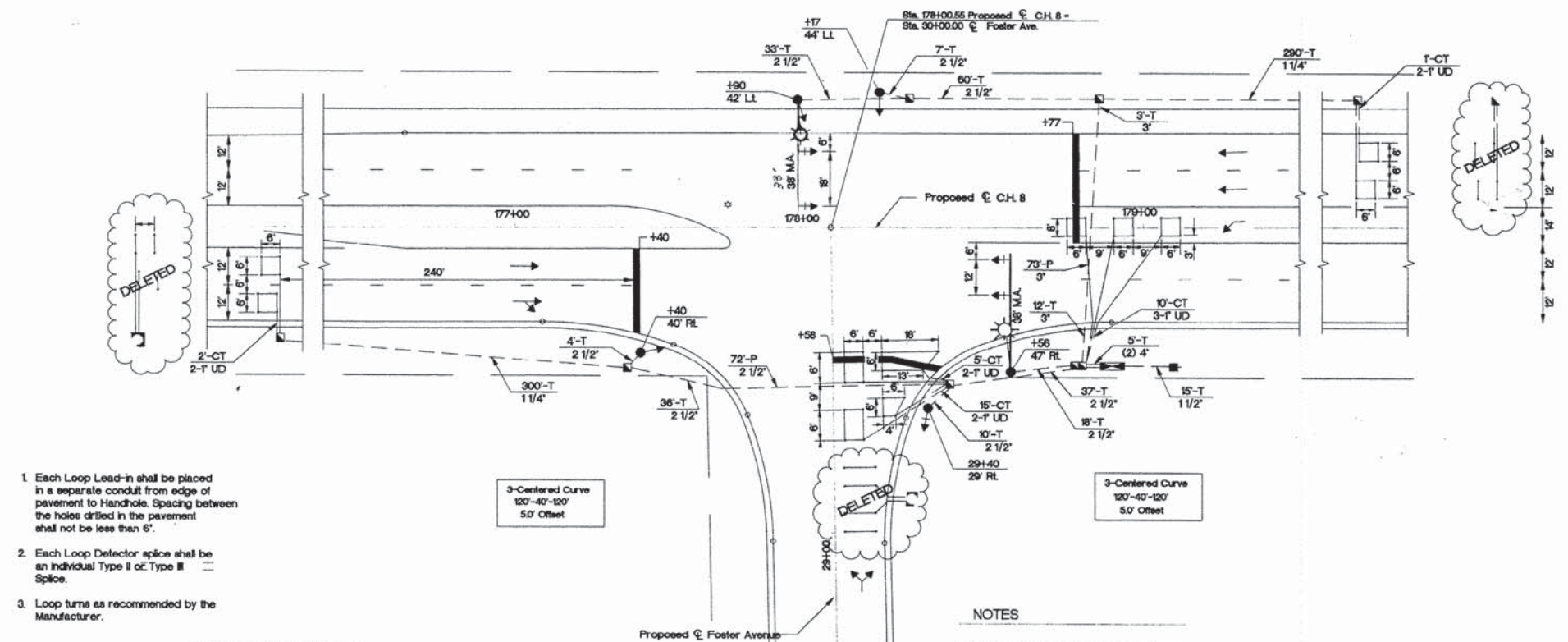
F.A.U. RTE. = 1469	SECTION = 14-00090-00-RS	COUNTY =	TOTAL SHEETS = 23	SHEET NO. = 22
CONTRACT NO. 61A91 <small>ILLINOIS FED. AID PROJECT</small>				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 8	85-0001-01-FP	DUPAGE	85	41A
PROJ. ROAD DIST. NO. 7	LINE NO.	PROJECT		

FOR REFERENCE ONLY

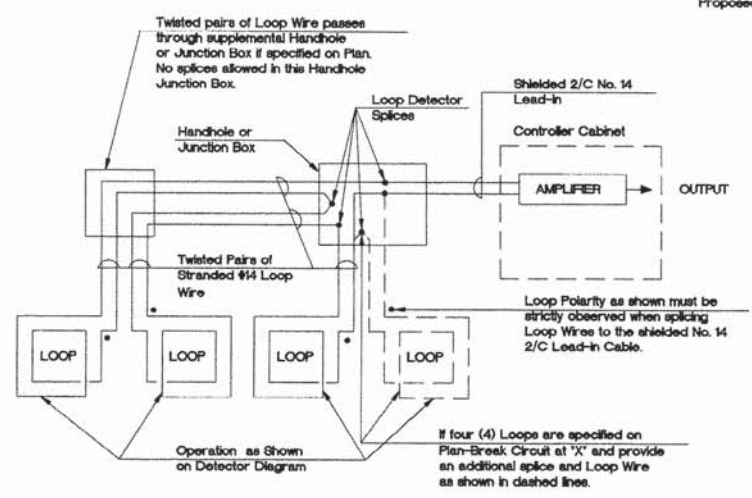


VEHICULAR MOVEMENT
 *NUMBER REFERS TO ASSOCIATED PHASE



PHASE DESIGNATION DIAGRAM
 FULL ACTUATED CONTROLLER,
 STANDARD SEQUENCE IV,
 USING PHASES SHOWN

- Each Loop Lead-in shall be placed in a separate conduit from edge of pavement to Handhole. Spacing between the holes drilled in the pavement shall not be less than 6".
- Each Loop Detector splice shall be an individual Type II or Type III Splice.
- Loop turns as recommended by the Manufacturer.



NOTES

- ALL DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS REQUIRED AND SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE LOOP DETECTOR AMPLIFIER MANUFACTURER'S RECOMMENDATIONS. THE DETECTOR LOOP SHALL BE MEASURED FOR THAT PORTION OF SAW CUT BEYOND THE SPLICE AS SPECIFIED IN SECTION 148.04 OF THE SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- LEAD-IN WIRING SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE MANUFACTURER'S RECOMMENDATIONS. THE 2/C SHIELDED CABLE TO BE USED FOR THE DETECTOR LOOP. LEAD-IN SHALL BE MEASURED FROM THE SPLICE TO THE CONTROLLER AS SPECIFIED IN SECTION 142.04 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS. FLAT CABLE WILL NOT BE PERMITTED.
- ALL SIGNAL AND DETECTOR ELECTRIC CABLE THAT IS FURNISHED BY THE CONTRACTOR SHALL BE PROTECTED BY POLYETHYLENE OR POLYPROPYLENE INSULATION WITH A POLYVINYLCHLORIDE JACKET. SERVICE CABLE MAY HAVE AN XLP JACKET.
- THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING AT HANDHOLE, JACKING PITS, INSPECTION OPENINGS SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING WILL BE PAID FOR SEPARATELY.
- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATION OF UTILITIES CALL J. U. L. I. E. TOLL FREE NUMBER 1-800-692-0123.
- ALL SIGNAL POSTS AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) AND SIX (6) FEET RESPECTIVELY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. IN NON-CURBED AREAS THE MAST ARM POLE SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. SIGNAL POSTS SHALL BE PLACED AT A MINIMUM OF TWO (2) FEET BEHIND THE EDGE OF SHOULDER.
- THE CONTRACTOR SHALL CONTACT THE DUPAGE COUNTY DIVISION OF TRANSPORTATION (685-1155) FOR TRAFFIC SIGNAL CABLE LOCATION, A MINIMUM OF 48 HOURS IN ADVANCE (SATURDAYS, SUNDAYS, AND HOLIDAYS EXCLUDED), AT ANY LOCATION WITHIN THE RIGHT OF WAY.
- CONTACT THE DUPAGE COUNTY TRAFFIC CONTROL COORDINATOR (685-1155) TO APPROVE LOCATIONS OF LOOPS AND SIGNAL FOUNDATIONS.
- CONTROLLER SETTINGS TO BE SET IN FIELD AS DIRECTED BY THE ENGINEER.
- ALL TRAFFIC SIGNAL SECTIONS TO BE OF THE 12" TYPE.

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- JUNCTION BOX
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- DETECTOR LOOP
- COMMON TRENCH
- LUMINAIRE

REVISED 3/14/95
 DUPAGE COUNTY DOT

TRAFFIC SIGNAL PLANS
 FOSTER AVE. INTERSECTION
 WITH C.H. 8
 GENERAL PLAN

TRAFFIC SIGNAL PLANS - FOSTER AVE.

FILE NAME:
 ...Roadway\4895-loops 2.dgn
 MODEL NAME:

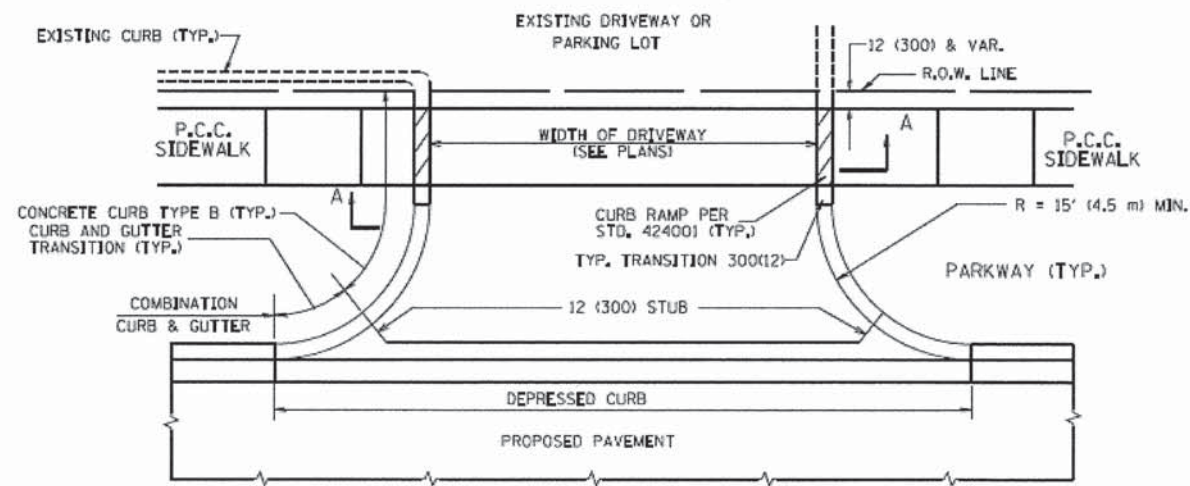


DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE - @DATE@	REVISED -

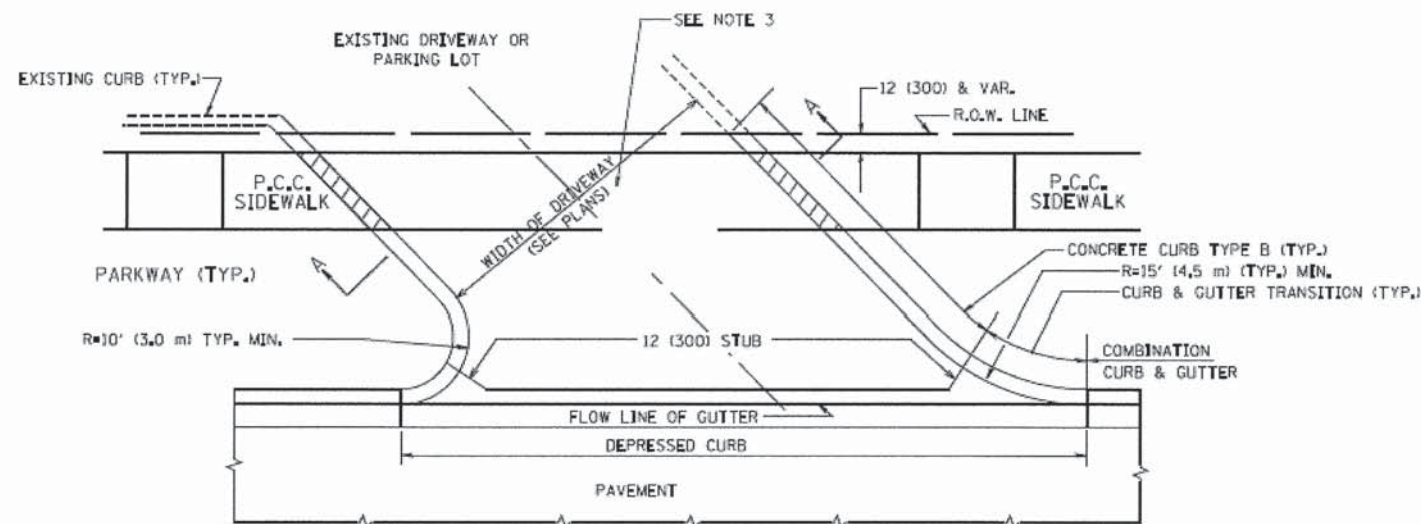
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

2014 ROAD IMPROVEMENTS
 FOSTER AVENUE (IL RTE 83 TO YORK RD)
 DETECTOR LOOP INFORMATION (FOSTER AVE AND YORK RD)
 SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

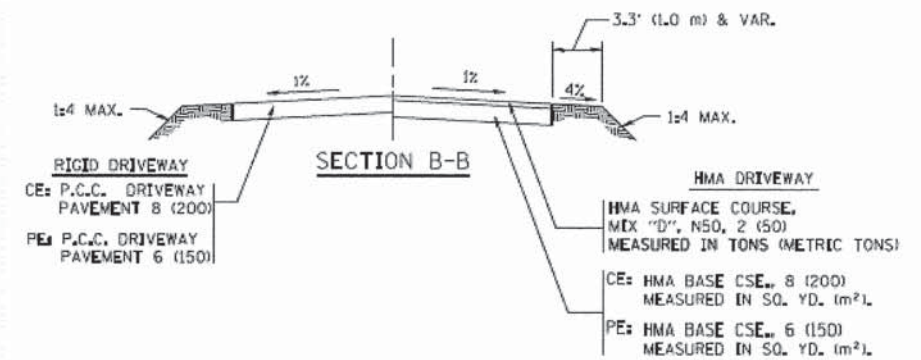
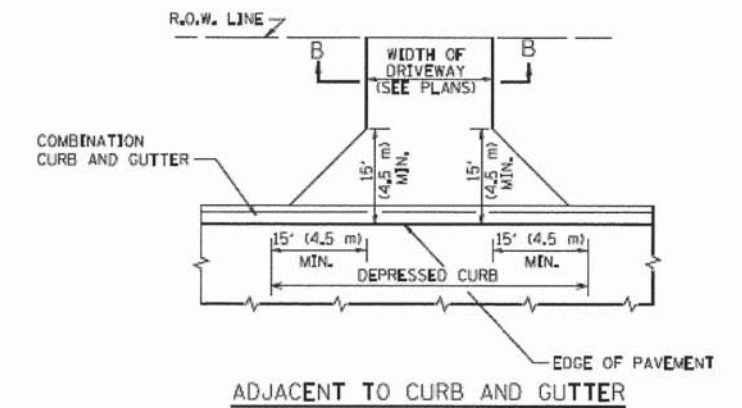
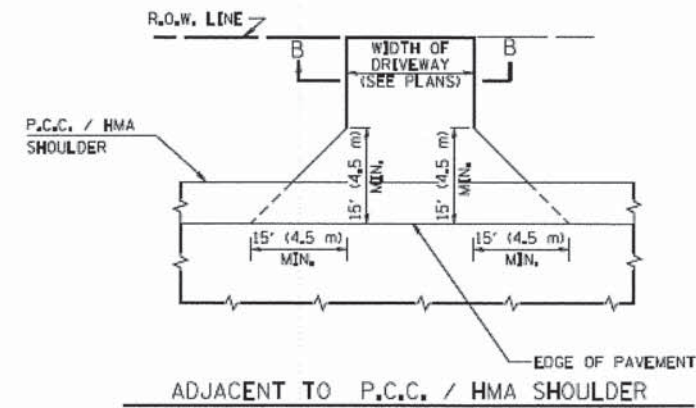
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1469	14-00090-00-RS	DUPAGE	23	23
CONTRACT NO.			61A91	
ILLINOIS FED. AID PROJECT				



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



RURAL FIELD ENTRANCE (PE)
 HMA SURFACE COURSE,
 MIX "D", NSO, 2 (50)
 MEASURED IN TONS (METRIC TONS)
 CE: HMA BASE COURSE, 8 (200)
 MEASURED IN SQ. YD. (m²).
 PE: HMA BASE COURSE, 6 (150)
 MEASURED IN SQ. YD. (m²).
 AGGREGATE BASE COURSE, 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.

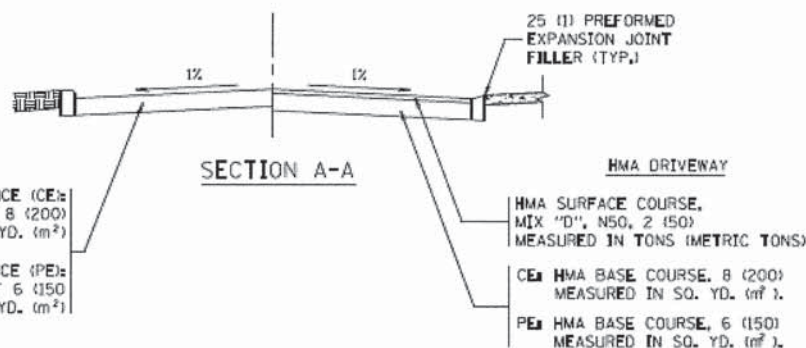
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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.

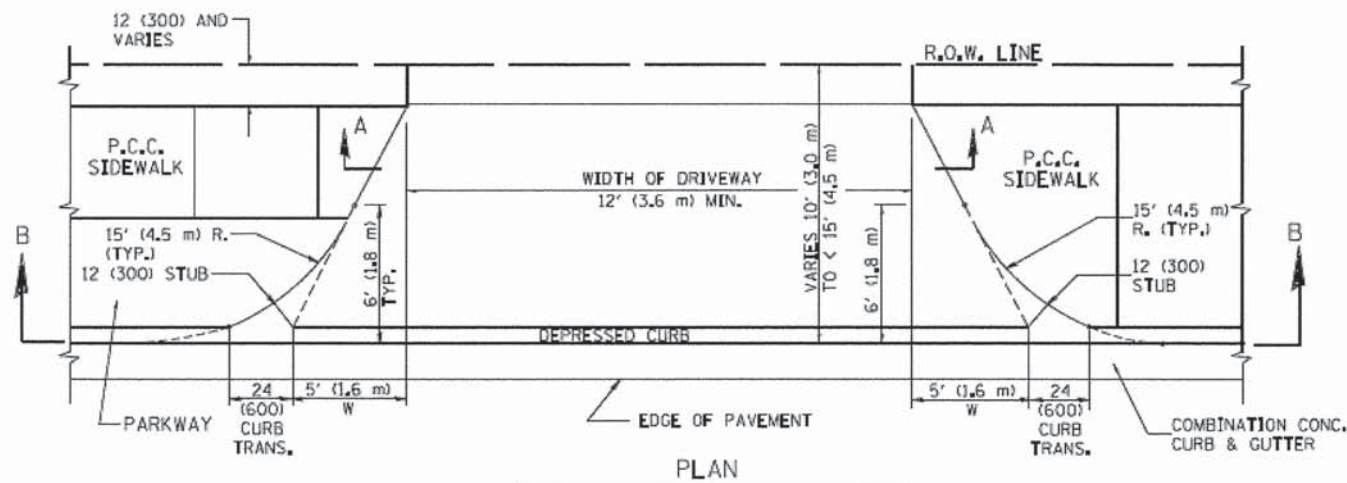


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		CHECKED -	REVISED - R. BORO 06-11-08
		DATE - 11-04-95	REVISED - R. BORO 09-06-11

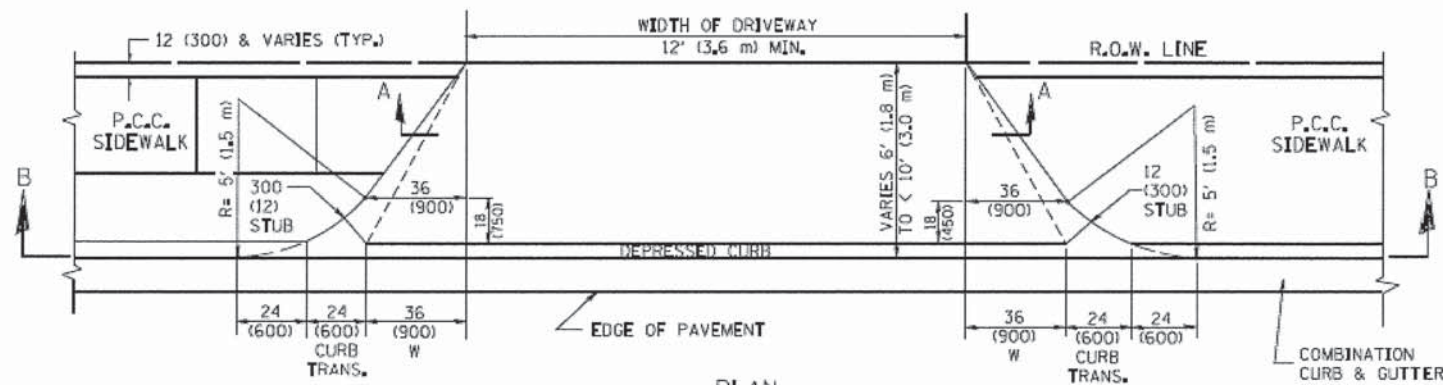
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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.

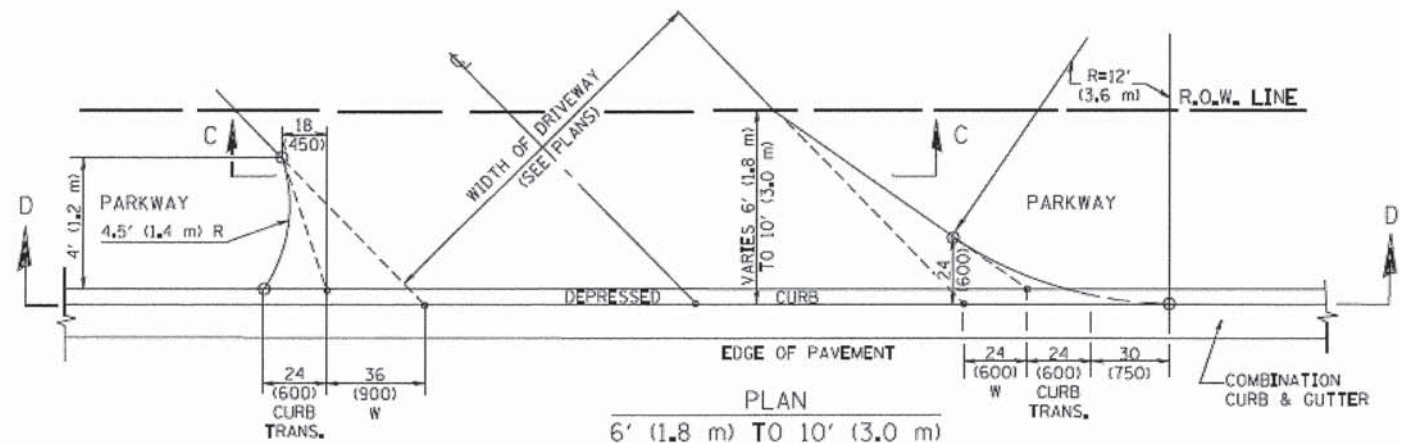
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1469	14-00090-00-RS	DUPAGE	23	23A
BD0156-07 (BD-01)			CONTRACT NO. 61A91	
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



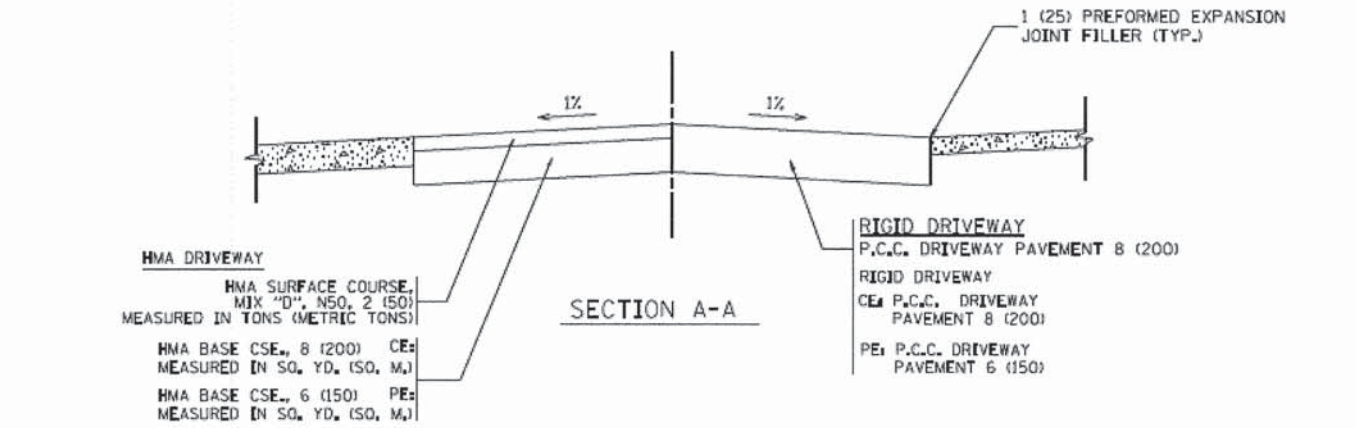
PLAN
10' (3.0 m) TO < 15' (4.5 m)



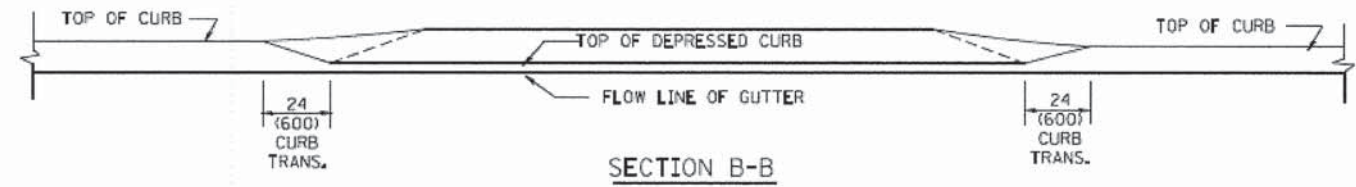
PLAN
6' (1.8 m) TO < 10' (3.0 m)



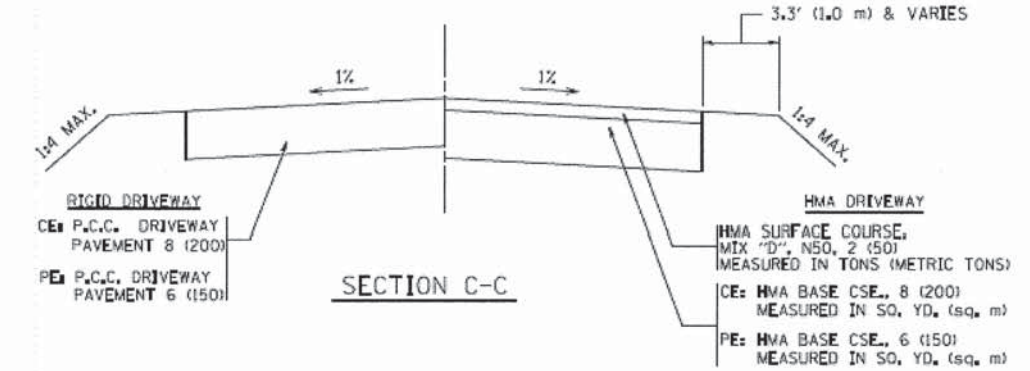
PLAN
6' (1.8 m) TO 10' (3.0 m)



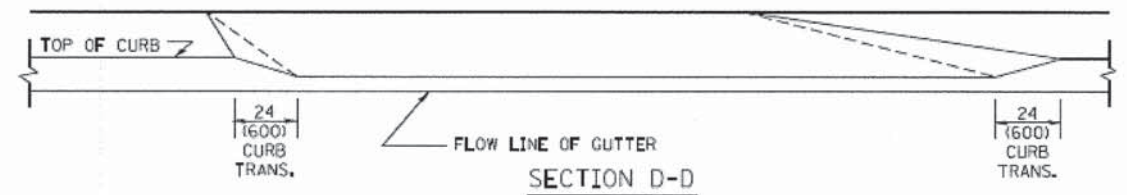
SECTION A-A



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 =	USER NAME = lsga	DESIGNED - R. SHAN	REVISED - N. GOMEZ 04-06-01
ct:\work\p\dot\lsga\01\09315\bd02.dwg		DRAWN -	REVISED - P. LOFLEUR 04-15-03
	PLOT SCALE = 50.0000 1/8" = 1'	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 10/28/2011	DATE - 11-06-95	REVISED - R. BORO 05-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS	
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4,5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1469	14-00090-00-RS	DUPAGE	23	23B
BD400-02 (BD-02)		CONTRACT NO. 61A91		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				