

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	15-00062-00-RS	DUPAGE	20	1

CONTRACT NO. 61C30

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

**PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY**

**FAU 1375 (LIES ROAD)  
FAP 0362 (COUNTY FARM ROAD) TO FAU 2554 (KUHN ROAD)  
RESURFACING  
SECTION 15-00062-00-RS  
PROJECT M-4003(606)  
VILLAGE OF CAROL STREAM  
DUPAGE COUNTY  
JOB NO. C-91-098-16**

**FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2**

**TRAFFIC DATA**

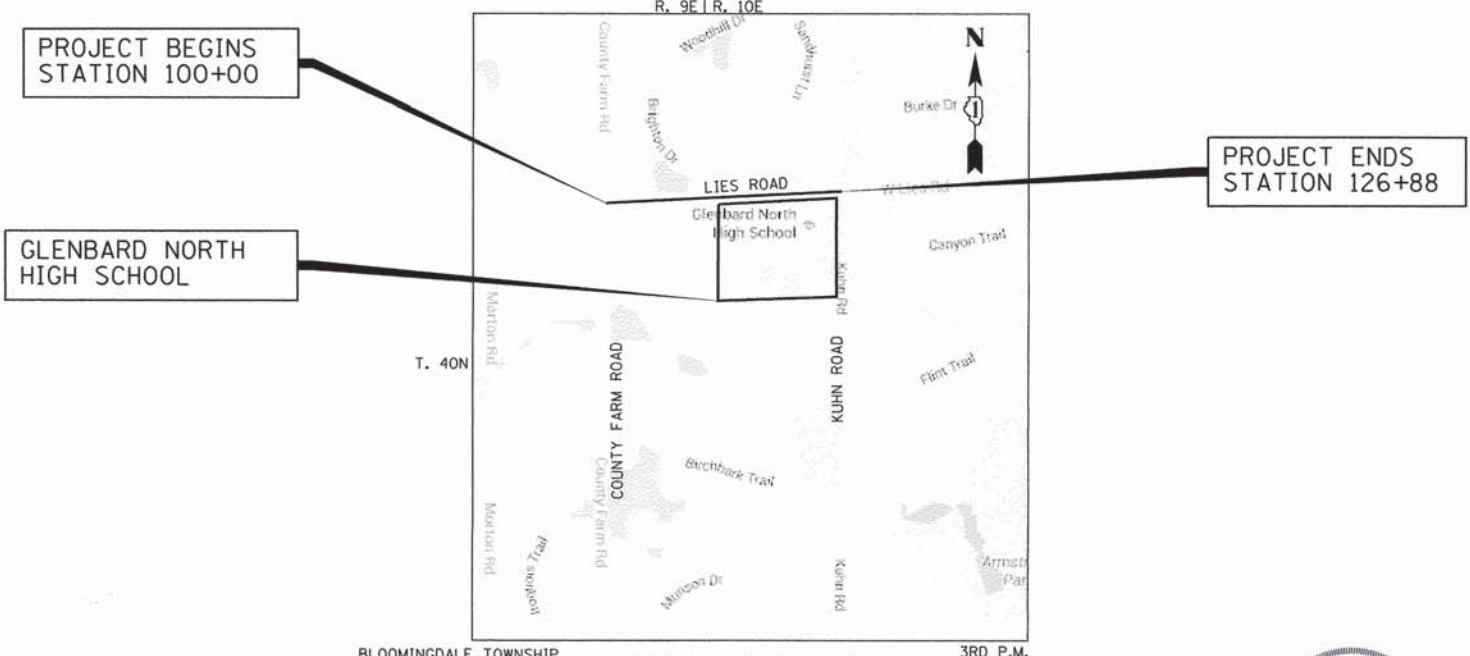
ADT:  
LIES ROAD 10,900 VPD (2012)

**POSTED SPEED**

35 MPH (EXISTING) 40 MPH (EXISTING)  
35 MPH (PROPOSED) 40 MPH (PROPOSED)

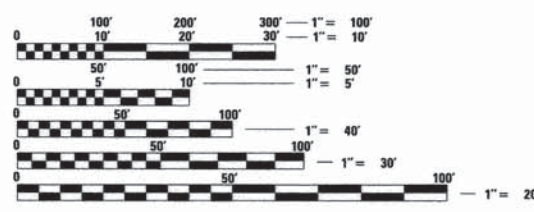
**FUNCTIONAL CLASSIFICATION**

MAJOR COLLECTOR



**LOCATION MAP**

NOT TO SCALE  
PROJECT LENGTH (GROSS AND NET)  
2,688 FT (0.51 MILES)



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

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

**CONTRACT NO. 61C30**



DAVID W. BLOCK, P.E.  
NO. 062-050966  
EXP. DATE 11/30/17

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

APPROVED *[Signature]* 12/15/15, 2015  
VILLAGE OF CAROL STREAM, VILLAGE ENGINEER

PASSED *[Signature]* 12/24/15, 2016  
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID  
BASED ON LIMITED REVIEW December 30, 2015, 2016  
*[Signature]*  
DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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OF THE STATE OF ILLINOIS**



**GENERAL NOTES**

- ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2012.
- ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR SHALL VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THE CONTRACTOR MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT WITH THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS/HER OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
- BEFORE STARTING EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 AND THE VILLAGE OF CAROL STREAM AT 630-868-2260 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON COUNTY OR VILLAGE PROPERTY OR ROW WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, THEIR AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
- HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- QUANTITIES FOR PATCHING SHALL NOT EXCEED THOSE PROVIDED IN THE SUMMARY OF QUANTITIES UNLESS APPROVED BY THE ENGINEER. THE ENGINEER WILL VERIFY FINAL PATCH LOCATIONS IN THE FIELD, PRIOR TO REMOVAL.
- THE CONTRACTOR IS REQUIRED TO USE A PAVER SKI WHEN PLACING BITUMINOUS LIFTS.
- THE CONTRACTOR SHALL COORDINATE PAVING OPERATIONS FOR BOTH HMA LEVEL BINDER AND SURFACE COURSES SO THAT THE LONGITUDINAL JOINTS ARE CLOSED AND COMPACTED AT THE END OF EACH DAY. PAVING OPERATIONS SHALL BE SCHEDULED SO THAT ADJACENT LANES ARE PAVED IN THE SAME DIRECTION AS THE INITIAL LANE MINIMIZING THE TIME THE EDGE OF A PAVEMENT MAT IS ALLOWED TO COOL.
- THE CONTRACTOR SHALL USE 2 CHANGEABLE MESSAGE SIGNS AT LOCATIONS TO BE DETERMINED BY THE ENGINEER FOR A PERIOD FROM ONE WEEK PRIOR TO THE START OF CONSTRUCTION TO THE CONCLUSION OF THE PROJECT.
- THE CONTRACTOR SHALL NOT BE PERMITTED TO STAGE OR OPERATE CONSTRUCTION EQUIPMENT ON THE HMA BIKE PATH.
- THE CONTRACTOR SHALL CONTACT MARYANNE SIOSIN FROM THE DUPAGE COUNTY DIVISION OF TRANSPORTATION AT 630-407-6900 TO APPROVE THE DETECTOR LOOP LAYOUT AT THE INTERSECTION OF LIES ROAD AND COUNTY FARM ROAD PRIOR TO PLACEMENT.

**SIGNING AND STRIPING**

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

**TRAFFIC CONTROL**

- SEE TRAFFIC CONTROL HIGHWAY STANDARDS CONCERNING TRAFFIC CONTROL AND PROTECTION. UNEVEN LANES SIGNS (W8-11) WILL BE REQUIRED WHEN MILLING THE 4" OF PAVEMENT. THIS WORK WILL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.
- THE CONTRACTOR SHALL SCHEDULE CONSTRUCTION ACTIVITIES SO THAT TWO-WAY TRAFFIC SHALL REMAIN OPEN AT ALL TIMES.

**STORM SEWERS, WATER MAINS, AND UTILITIES**

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF ANY UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN IF NOT SHOWN ON THE PLANS. ALL UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- ALL UTILITY OWNERS AND THE ENGINEER SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
- ALL LOOSE MATERIAL DEPOSITED IN THE FLOWLINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT IN ACCORDANCE WITH ARTICLE 107.15.
- FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) SHALL INCLUDE REPLACEMENT OF EXISTING BROKEN ADJUSTMENT RINGS AND PATCHING INSIDE THE STRUCTURES BETWEEN PIPES AND STRUCTURES WITH HYDRAULIC CEMENT AT LOCATIONS AS DIRECTED BY THE ENGINEER. IF THE STRUCTURE IS A COMBINATION SEWER OR SANITARY MANHOLE THEN CHIMNEY SEALS SHALL BE PROVIDED AND INCLUDED IN THE COST OF FRAMES AND LIDS TO BE ADJUSTED (SPECIAL).
- ALL DRAINAGE STRUCTURE ADJUSTMENTS AND FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) SHALL USE PCC. HMA WILL NOT BE ALLOWED. EACH JOINT SHALL BE SEALED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS AS DIRECTED PER ARTICLE 602.02.
- THE CONTRACTOR SHALL ENSURE ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.
- ANY EXPOSED OR DAMAGED STREET LIGHT CABLE OR POLES SHALL BE INSPECTED AND REPAIRED BY THE VILLAGE OF CAROL STREAM PUBLIC WORKS AT THE EXPENSE OF THE CONTRACTOR.

**MISCELLANEOUS**

- MATERIALS RESULTING FROM THE REMOVAL OF CONCRETE SURFACES, UTILITY STRUCTURE ADJUSTMENTS, RESTORATION WORK, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IF THE CONTRACTOR DOES NOT REMOVE THESE MATERIALS AT THE REQUEST OF THE ENGINEER, THE ENGINEER WILL HIRE A CONTRACTOR TO HAVE THE MATERIAL REMOVED AND THE CONTRACTOR SHALL BE BILLED (CHARGED) ACCORDINGLY.
- THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS/HER YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO USE OF THE WATER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REGULARLY SWEEPING AND CLEANING STREETS OF ANY DEBRIS AND MATERIAL THAT HAS ACCUMULATED AS A RESULT OF THE CONSTRUCTION ACTIVITY. A MECHANICAL SWEEPER, MECHANICALLY DRIVEN AIR AND HANDWORK WITH SHOVEL AND BROOM SHALL BE UTILIZED TO PROVIDE A CLEAN STREET FOR THE MOTORING PUBLIC. WITHIN 24 HOURS OF PLACING PRIME COAT AND PAVING HMA, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE STANDING WATER, EARTH, WEEDS, LEAVES, DIRT, CONSTRUCTION DEBRIS AND ALL LOOSE MATERIAL. SWEEPING SHALL BE INCLUDED IN THE PRICE FOR HMA MILLING.
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS, COMMERCIAL PROPERTY OWNERS, AND THE ENGINEER WHEN ACCESS TO THEIR DRIVEWAYS WILL BE ALTERED DUE TO SIDEWALK, DRIVEWAY, AND/OR CURB AND GUTTER REPLACEMENT. AT LOCATIONS WHERE THE SIDEWALK, DRIVEWAY, AND/OR CURB AND GUTTER IS SCHEDULED TO BE REMOVED, THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNER 24 HOURS PRIOR TO THEIR REMOVAL. THESE ITEMS SHALL BE REMOVED AND RECONSTRUCTED HALF AT A TIME SUCH THAT THERE ARE NO DRIVEWAY CLOSURES.
- WHEN REMOVING PAVEMENT, CURB AND GUTTER, SIDEWALK, AND/OR ANY OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS WHICH MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES AND BUILDING FOUNDATIONS WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED.

**COMMITMENTS**

- THE CONTRACTOR SHALL NOT BEGIN WORK BEFORE JULY 5TH, 2016, AND SHALL COMPLETE ALL WORK TO THE SATISFACTION OF THE ENGINEER BY THE END OF THE DAY ON AUGUST 19TH, 2016. THE CONTRACTOR SHALL HAVE AN ADDITIONAL FIVE WORKING DAYS TO FINISH PUNCHLIST ITEMS AND CLEAN UP. THIS SCHEDULE COMPLIES WITH THE GLENBARD TOWNSHIP HIGH SCHOOL DISTRICT #87 SCHEDULE SO NO WORK OCCURS WHILE SCHOOL IS IN SESSION.

**HIGHWAY STANDARDS**

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016-02	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-03	DEPRESSED CORNER FOR SIDEWALKS
424026-01	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
604001-04	FRAME AND LIDS TYPE 1
604036-03	GRATE TYPE 8
604051-04	FRAME AND GRATE TYPE 11
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TERM OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS-DAY ONLY
701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-04	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LIES ROAD RESURFACING  
GENERAL NOTES AND HIGHWAY STANDARDS**

SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

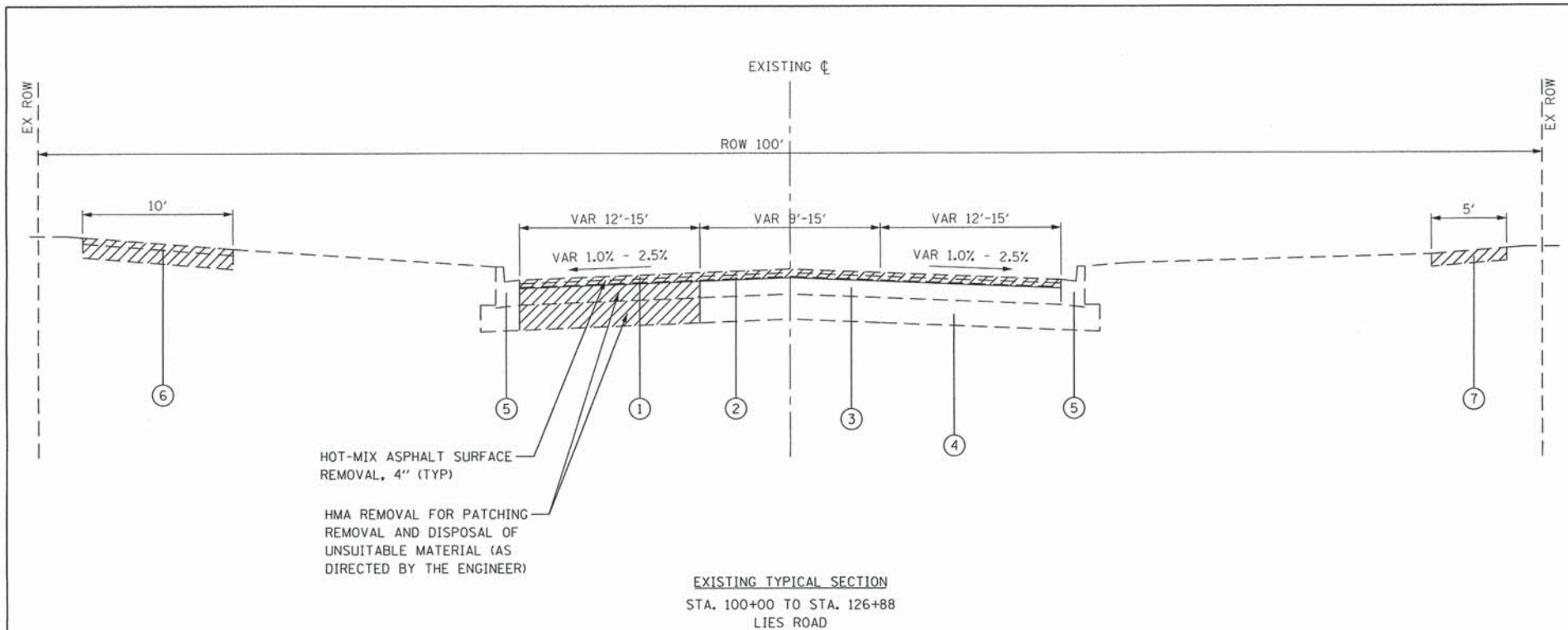
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	15-00062-00-RS	DUPAGE	20	2
CONTRACT NO. 61C30			[ILLINOIS] FED. AID PROJECT	

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#MODELNAME#	PLOT DATE = 12/15/2015	DATE = 12/07/2015	REVISED =

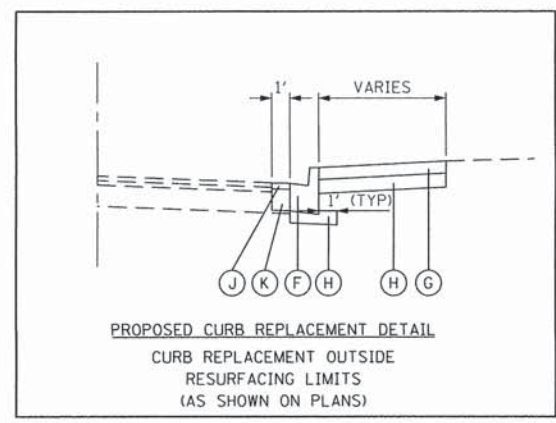
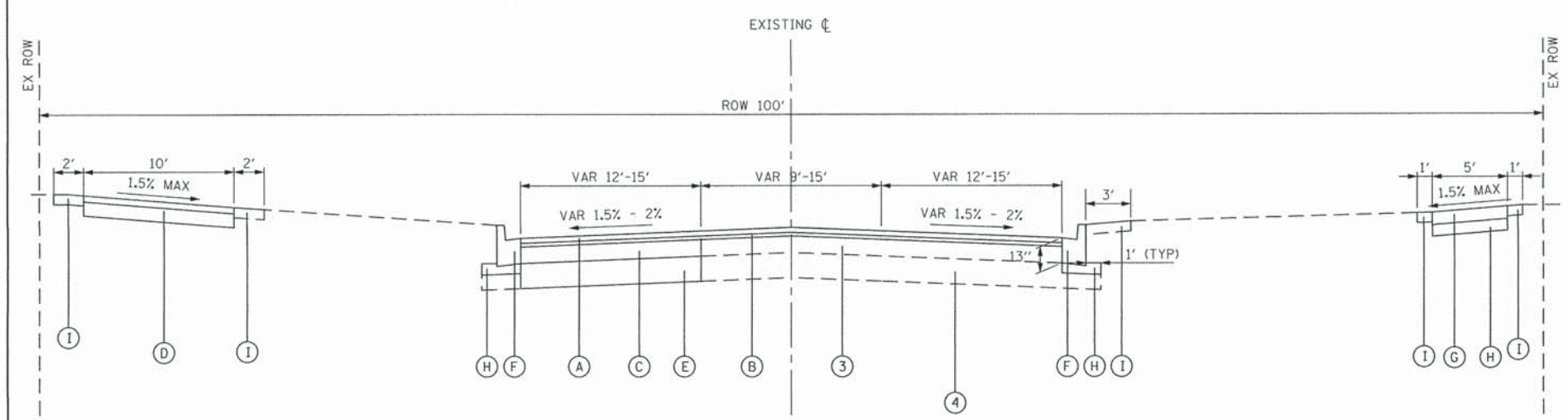
SUMMARY OF QUANTITIES				0005 ROADWAY 55% STU 45% LA
CODE NUMBER	ITEMS	UNIT	TOTAL QUANTITY	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	12	12
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	553	553
25000210	SEEDING, CLASS 2A	ACRE	0.2	0.2
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	18	18
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	18	18
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	18	18
25100630	EROSION CONTROL BLANKET	SQ YD	553	553
25200200	SUPPLEMENTAL WATERING	UNIT	5	5
28000510	INLET FILTERS	EACH	21	21
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	12	12
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	878	878
35102100	AGGREGATE BASE COURSE, TYPE B 9"	SQ YD	67	67
35300500	PORTLAND CEMENT CONCRETE BASE COURSE 10"	SQ YD	20	20
35800100	PREPARATION OF BASE	SQ YD	1,164	1,164
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	7,853	7,853
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	25	25
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	144	144
40600990	TEMPORARY RAMP	SQ YD	144	144
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	1,451	1,451
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1,131	1,131
42001300	PROTECTIVE COAT	SQ YD	648	648
42400800	DETECTABLE WARNINGS	SQ FT	473	473
44000100	PAVEMENT REMOVAL	SQ YD	20	20
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	11,490	11,490
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,444	1,444
44000600	SIDEWALK REMOVAL	SQ FT	2,993	2,993
44201681	CLASS D PATCHES, TYPE I, 3 INCH	SQ YD	67	67
44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	87	87
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	87	87
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	87	87
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	87	87
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1
60402210	GRATES, TYPE 8	EACH	1	1
60404800	FRAMES AND GRATES, TYPE 11	EACH	2	2
60600605	CONCRETE CURB, TYPE B	FOOT	355	355
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,253	1,253

SUMMARY OF QUANTITIES				0005 ROADWAY 55% STU 45% LA
CODE NUMBER	ITEMS	UNIT	TOTAL QUANTITY	
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	191	191
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	10	10
* 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	4	4
67100100	MOBILIZATION	LSUM	1	1
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	LSUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	4	4
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,131	2,131
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	510	510
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	15,624	15,624
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3,126	3,126
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2,456	2,456
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	104	104
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	995	995
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	255	255
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7,812	7,812
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,563	1,563
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,228	1,228
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	52	52
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	214	214
X0327036	BIKE PATH REMOVAL	SQ YD	115	115
X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	3,448	3,448
X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	1	1
X6026051	SANITARY MANHOLES TO BE RECONSTRUCTED	EACH	1	1
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	1	1
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1
Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	13	13
Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	2	2
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	102	102
* XX008730	DOUBLE HANDHOLE TO BE ADJUSTED	EACH	1	1

\* SPECIALTY ITEM



- LEGEND**
- ① EXISTING HMA SURFACE COURSE, 1.5"
  - ② EXISTING HMA BINDER COURSE, 2"
  - ③ EXISTING HMA BASE COURSE, 9"
  - ④ EXISTING AGGREGATE SUBGRADE, 8"
  - ⑤ EXISTING COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 OR TYPE B-6.18
  - ⑥ EXISTING MULTI-USE PATH, 3" HMA OVER 9" AGGREGATE BASE COURSE (TO BE PATCHED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER)
  - ⑦ EXISTING PCC SIDEWALK, 5" (TO BE REMOVED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER)
  - Ⓐ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1.75"
  - Ⓑ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2.25"
  - Ⓒ CLASS D PATCHES, 9" (AS DIRECTED BY ENGINEER)
  - Ⓓ CLASS D PATCHES, 3" AND AGGREGATE BASE COURSE, 9" (AS DIRECTED BY ENGINEER)
  - Ⓔ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AGGREGATE SUBGRADE IMPROVEMENT (AT PATCHING LOCATIONS AS DIRECTED BY ENGINEER)
  - Ⓕ COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 OR TYPE B-6.18 (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER)
  - Ⓖ SIDEWALK REMOVAL PCC SIDEWALK 5", SPECIAL (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER)
  - Ⓗ SUBBASE GRANULAR MATERIAL, TYPE B 4" (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER)
  - Ⓘ SEEDING, CLASS 2A EROSION CONTROL BLANKET TOPSOIL FURNISH AND PLACE, 4" (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER)
  - Ⓙ PAVEMENT REMOVAL HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2" (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER)
  - Ⓚ PCC BASE COURSE, 10" (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER)

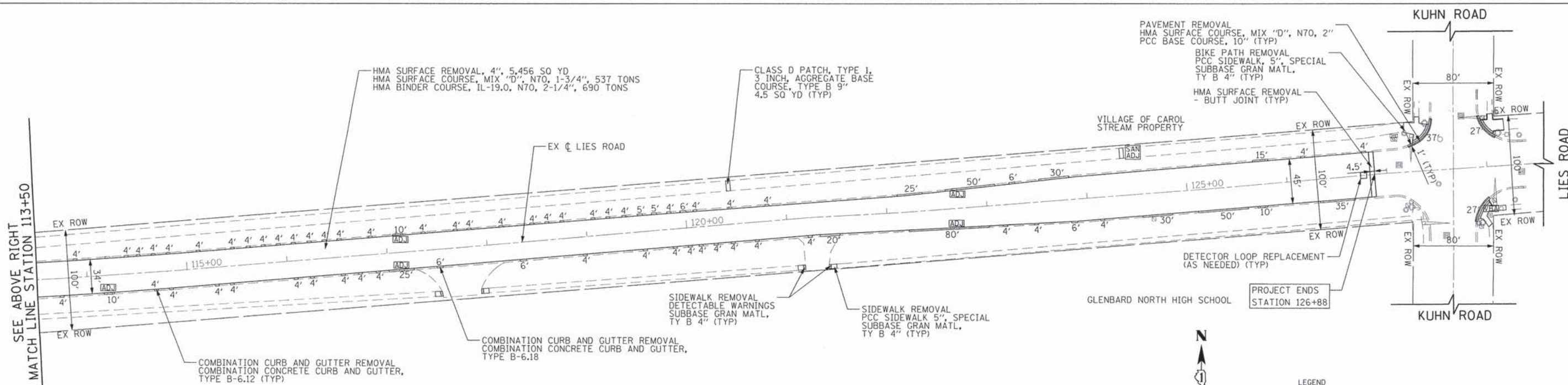
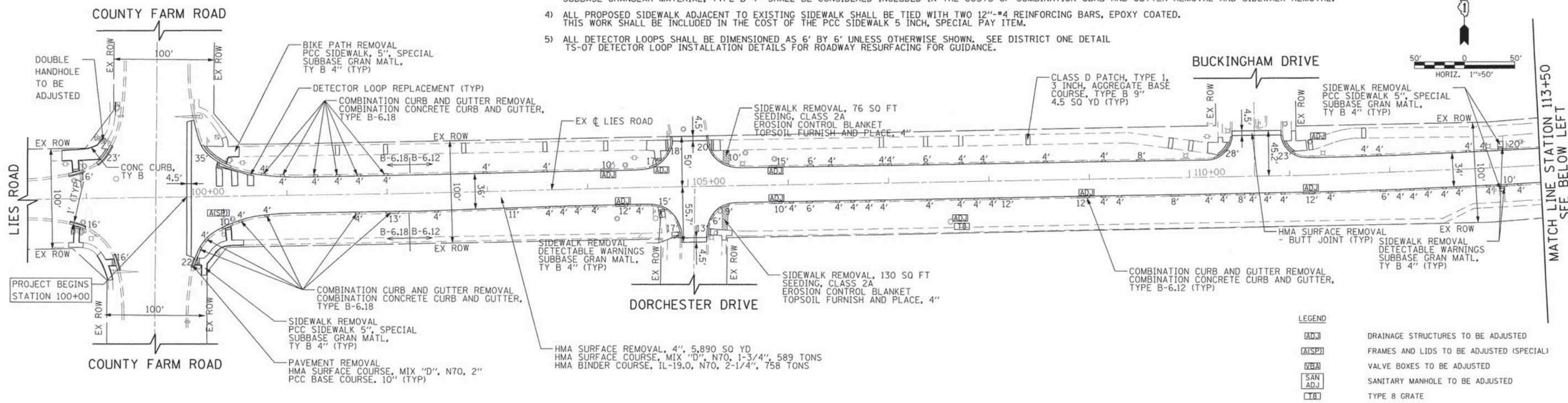


**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS @ Ndes
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 1.75"	4% @ 70 GYRATIONS
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 2"	4% @ 70 GYRATIONS
HMA BINDER COURSE, IL-19.0, N70, 2.25"	4% @ 70 GYRATIONS
CLASS D PATCHES, N70, 9" (IN 2 LIFTS)	4% @ 70 GYRATIONS
CLASS D PATCHES, N70, 3" (IN 2 LIFTS)	4% @ 70 GYRATIONS

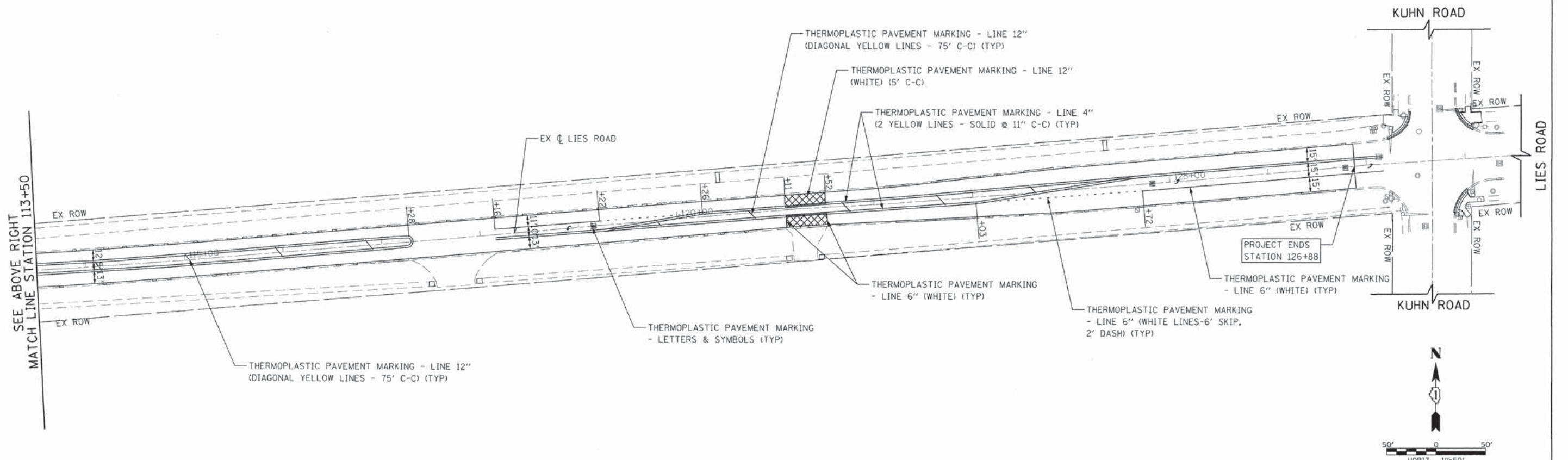
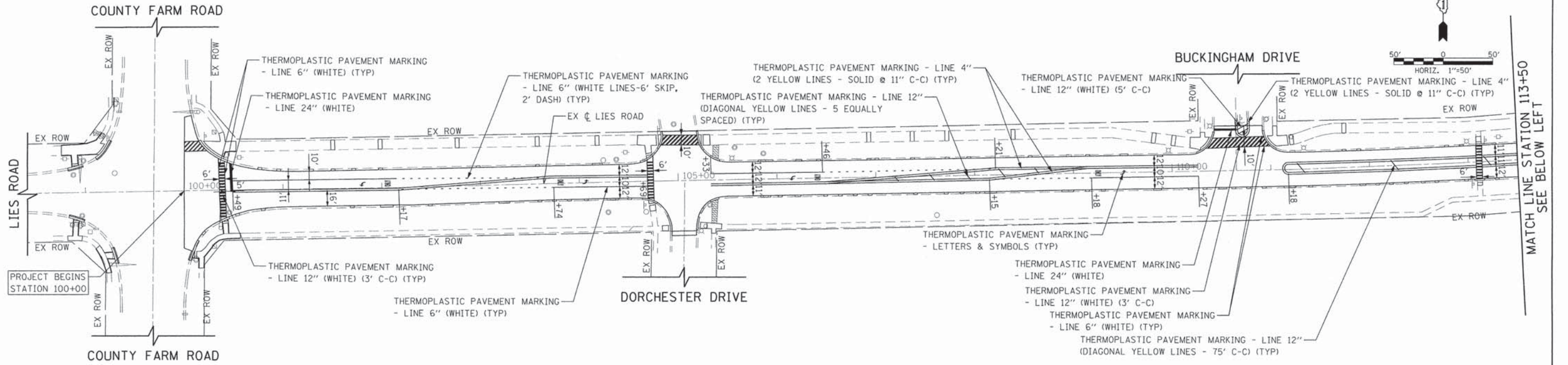
NOTES: 1) THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.  
 2) THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE THE SPECIAL PROVISIONS.  
 3) THE CONTRACTOR SHALL MILL BEFORE PATCHING.  
 • SEE CLASS D PATCHES, TYPE 1, 3 INCH SPECIAL PROVISION FOR DETAILS

- NOTES: 1) CLASS D PATCHES, 9" IN ROADWAY AND 3" FOR BIKE PATH AS DIRECTED BY ENGINEER.
- 2) THE ADJUSTMENTS OF DRAINAGE STRUCTURES SHALL BE PAID FOR AS DRAINAGE STRUCTURES TO BE ADJUSTED. A NOMINAL QUANTITY OF DRAINAGE STRUCTURES TO BE RECONSTRUCTED AND TYPE 11 FRAME AND GRATES HAVE BEEN ADDED TO THE QUANTITIES IN CASE THEY ARE NEEDED.
- 3) REMOVAL AND DISPOSAL OF THE MATERIAL UNDER THE PROPOSED CURB AND GUTTER AND PROPOSED SIDEWALK LOCATIONS IN ORDER TO INSTALL THE PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B 4" SHALL BE CONSIDERED INCLUDED IN THE COSTS OF COMBINATION CURB AND GUTTER REMOVAL AND SIDEWALK REMOVAL.
- 4) ALL PROPOSED SIDEWALK ADJACENT TO EXISTING SIDEWALK SHALL BE TIED WITH TWO 12" #4 REINFORCING BARS, EPOXY COATED. THIS WORK SHALL BE INCLUDED IN THE COST OF THE PCC SIDEWALK 5 INCH, SPECIAL PAY ITEM.
- 5) ALL DETECTOR LOOPS SHALL BE DIMENSIONED AS 6' BY 6' UNLESS OTHERWISE SHOWN. SEE DISTRICT ONE DETAIL TS-07 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING FOR GUIDANCE.

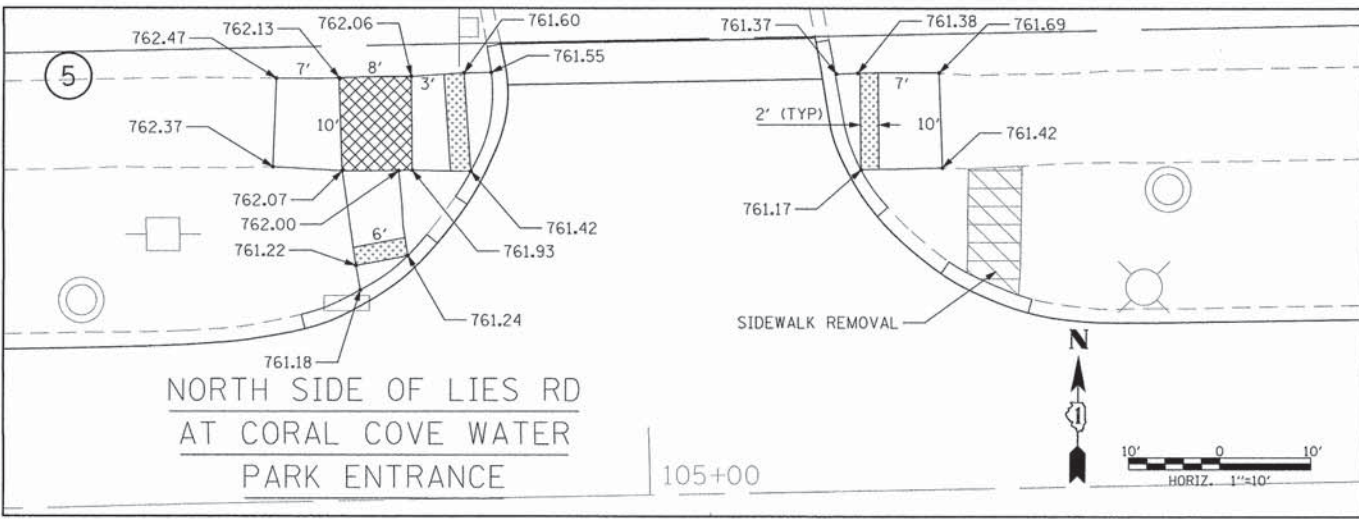
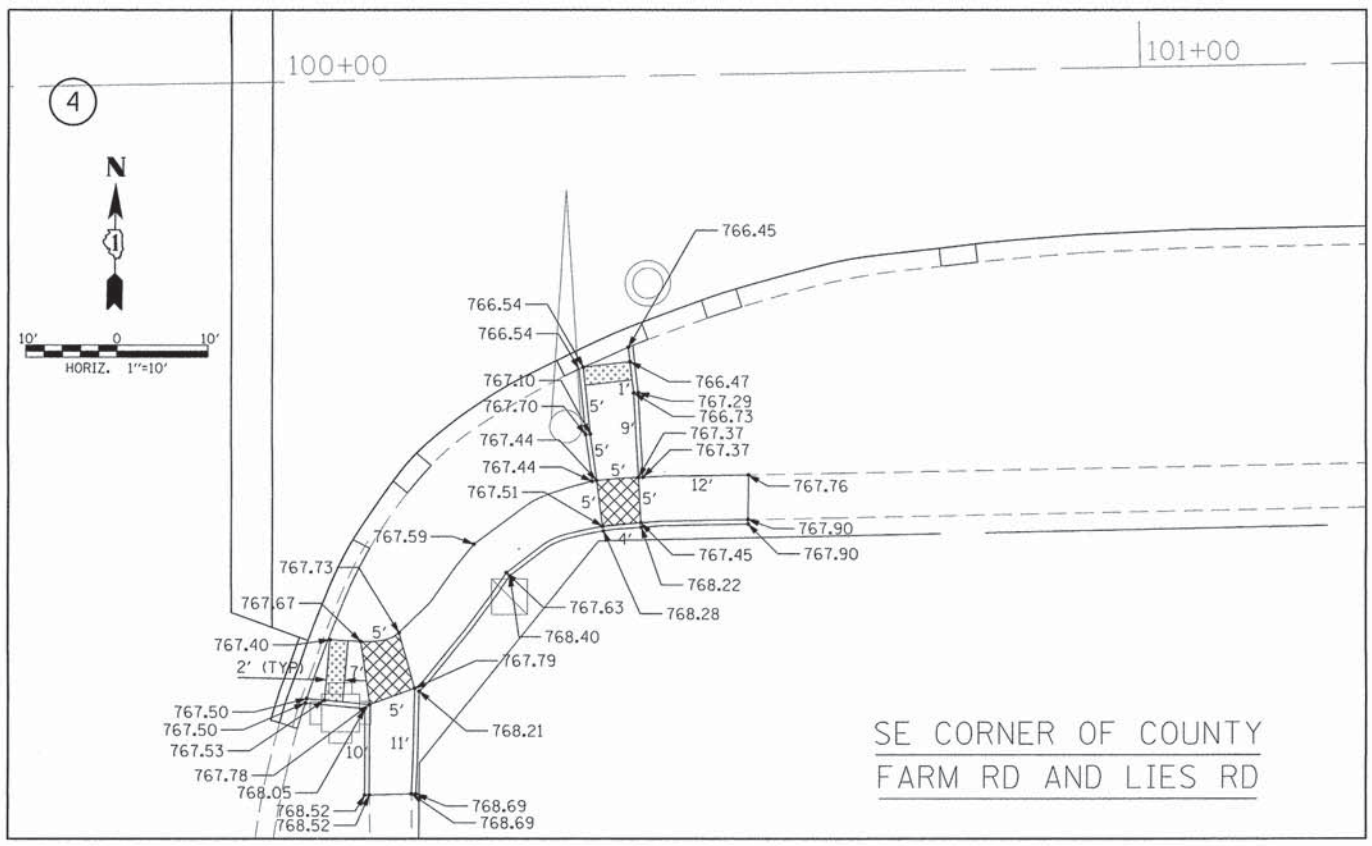
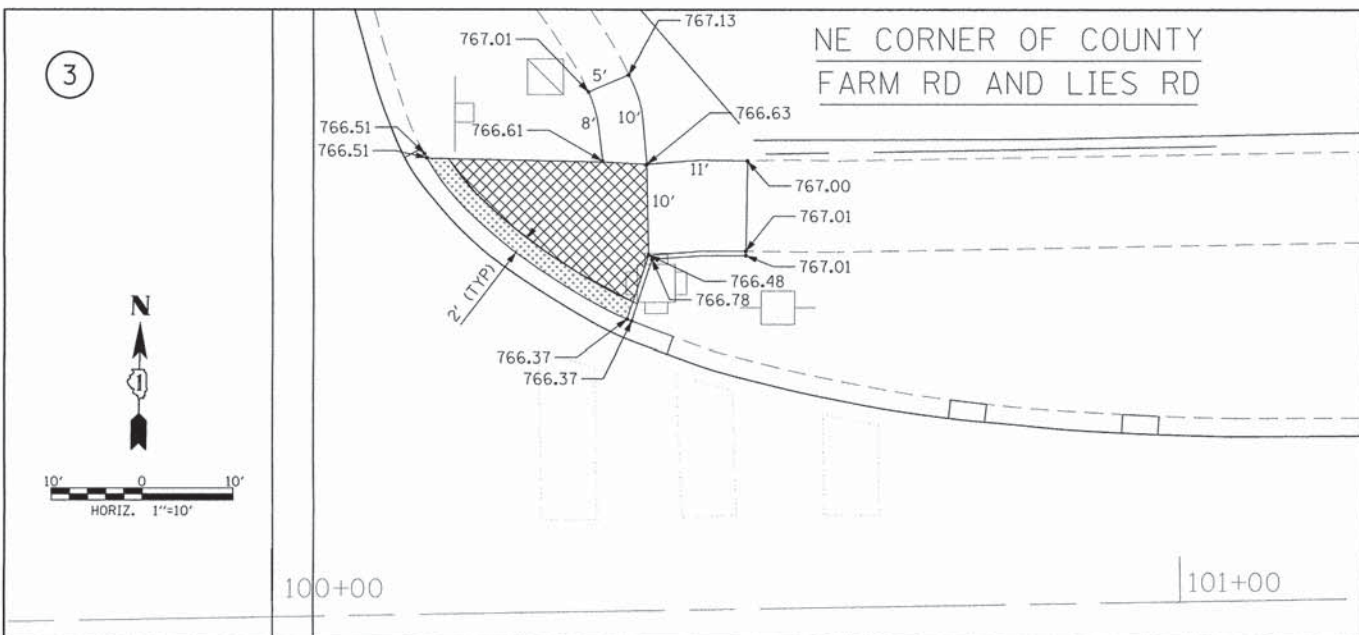
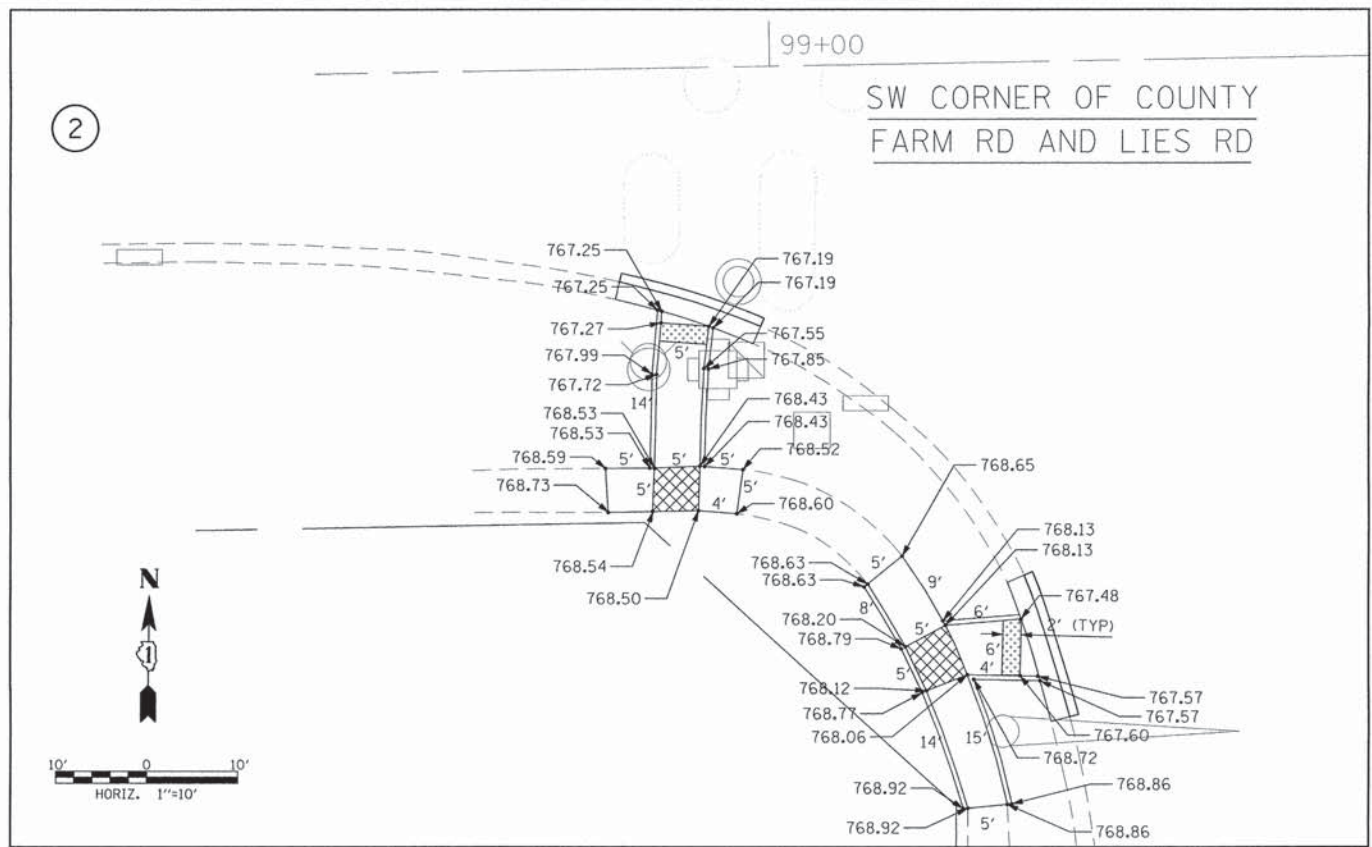
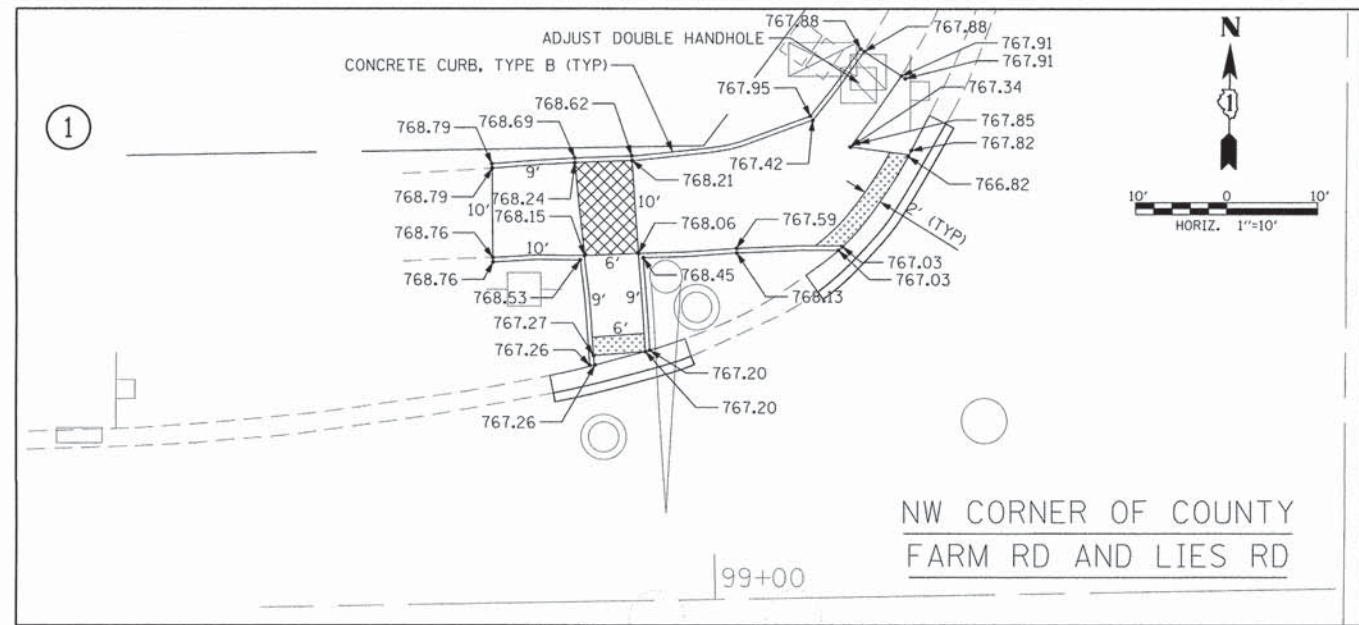


FILE NAME =	USER NAME = bshae1iger	DESIGNED - CEC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIES ROAD RESURFACING ROADWAY PLAN</b>			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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#MODELNAME#	PLOT DATE = 12/15/2015	CHECKED - DWB	REVISED -										
		DATE - 12/07/2015	REVISED -										
											CONTRACT NO. 61C30		
											ILLINOIS FED. AID PROJECT		

NOTES: 1) SEE DISTRICT ONE DETAIL TC-13 TYPICAL PAVEMENT MARKINGS FOR GUIDANCE.



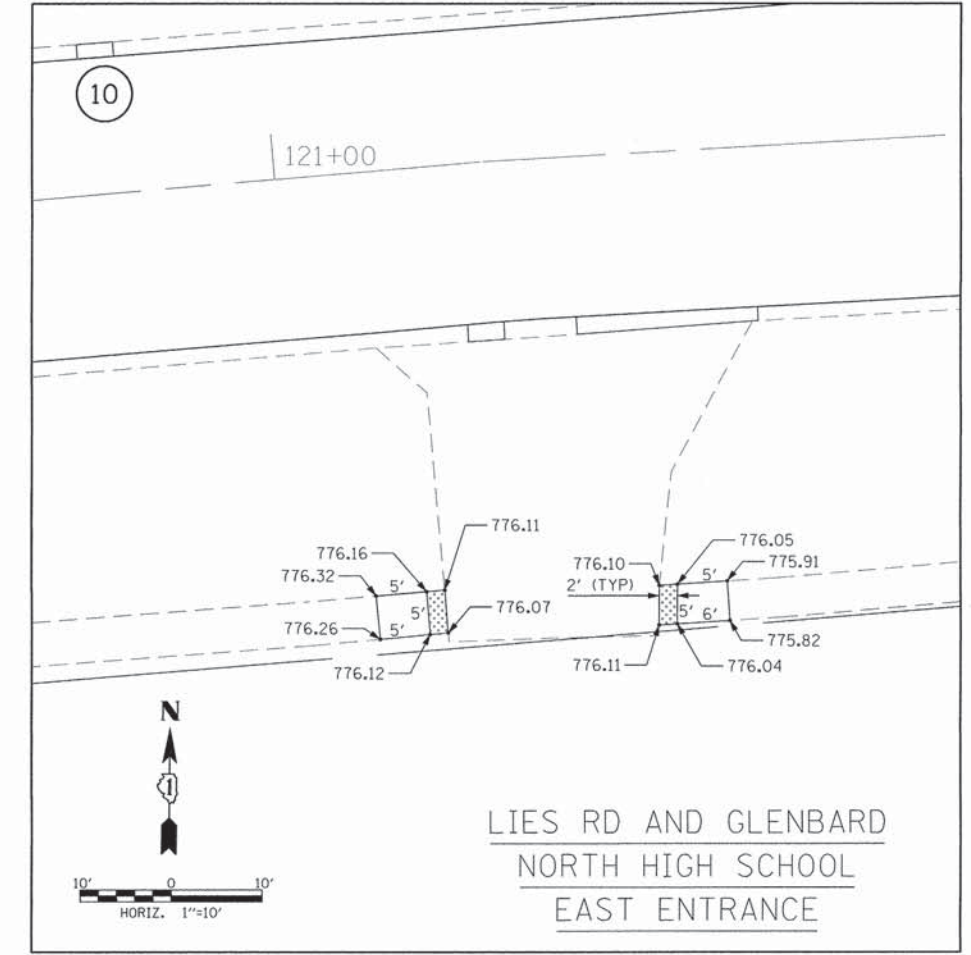
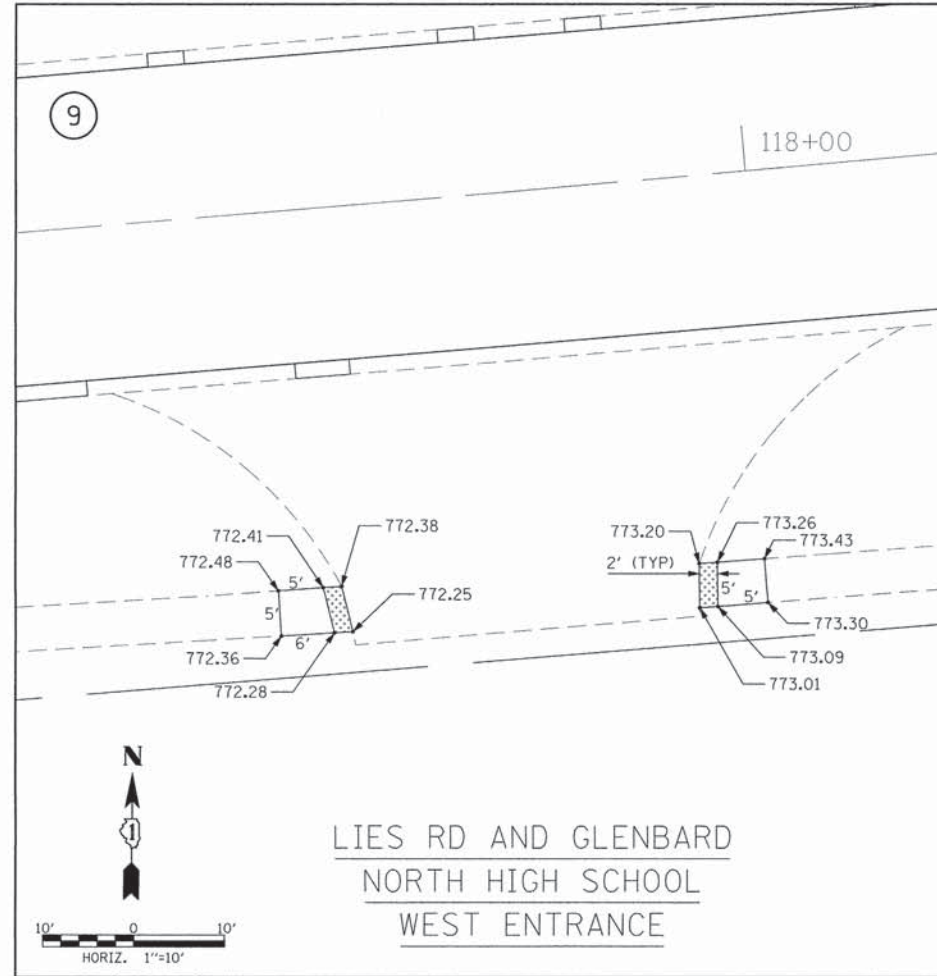
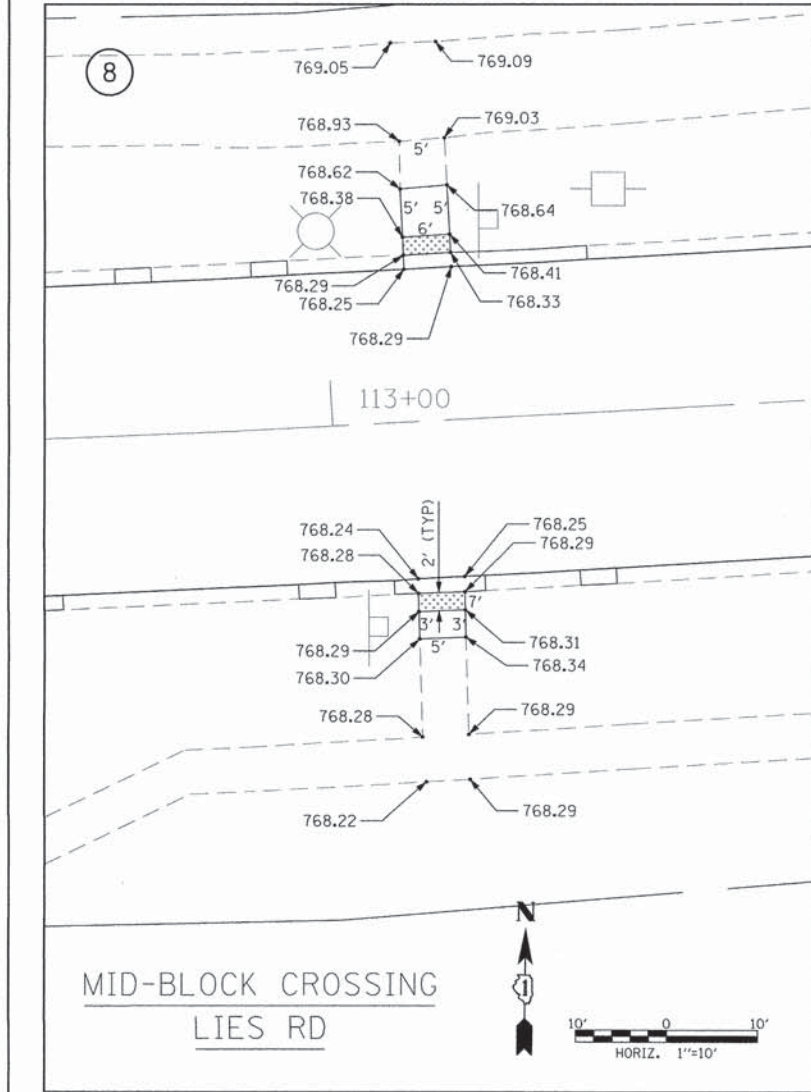
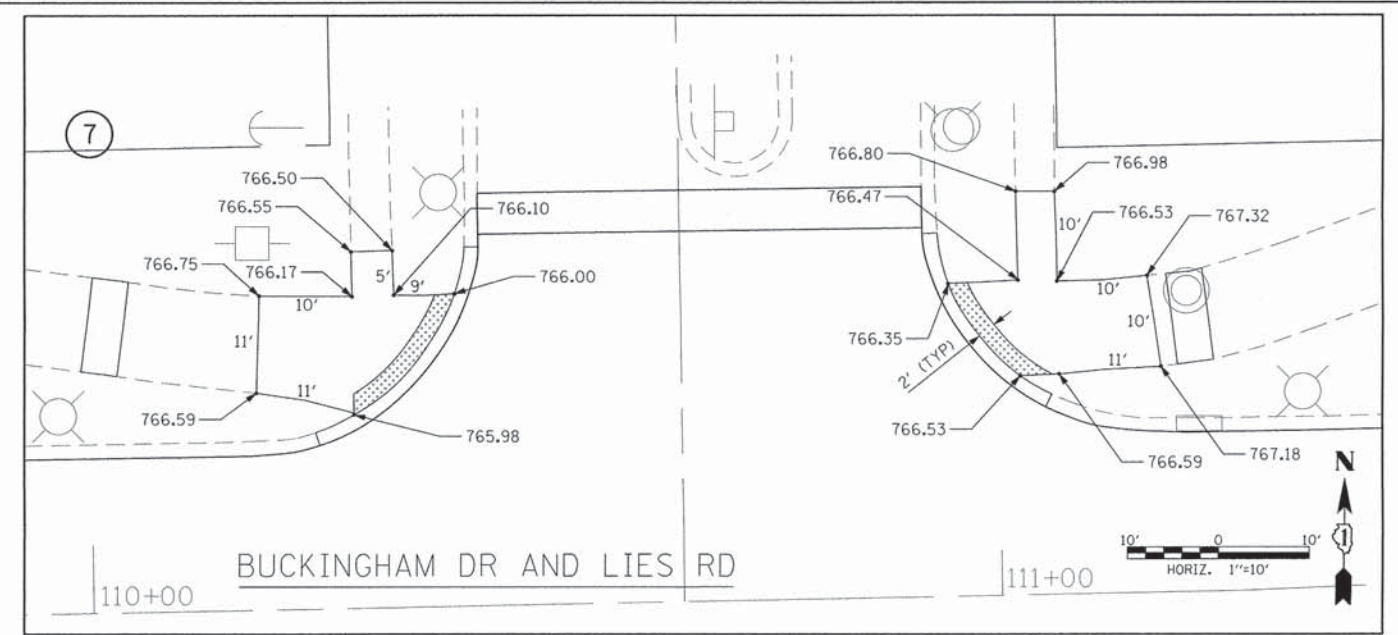
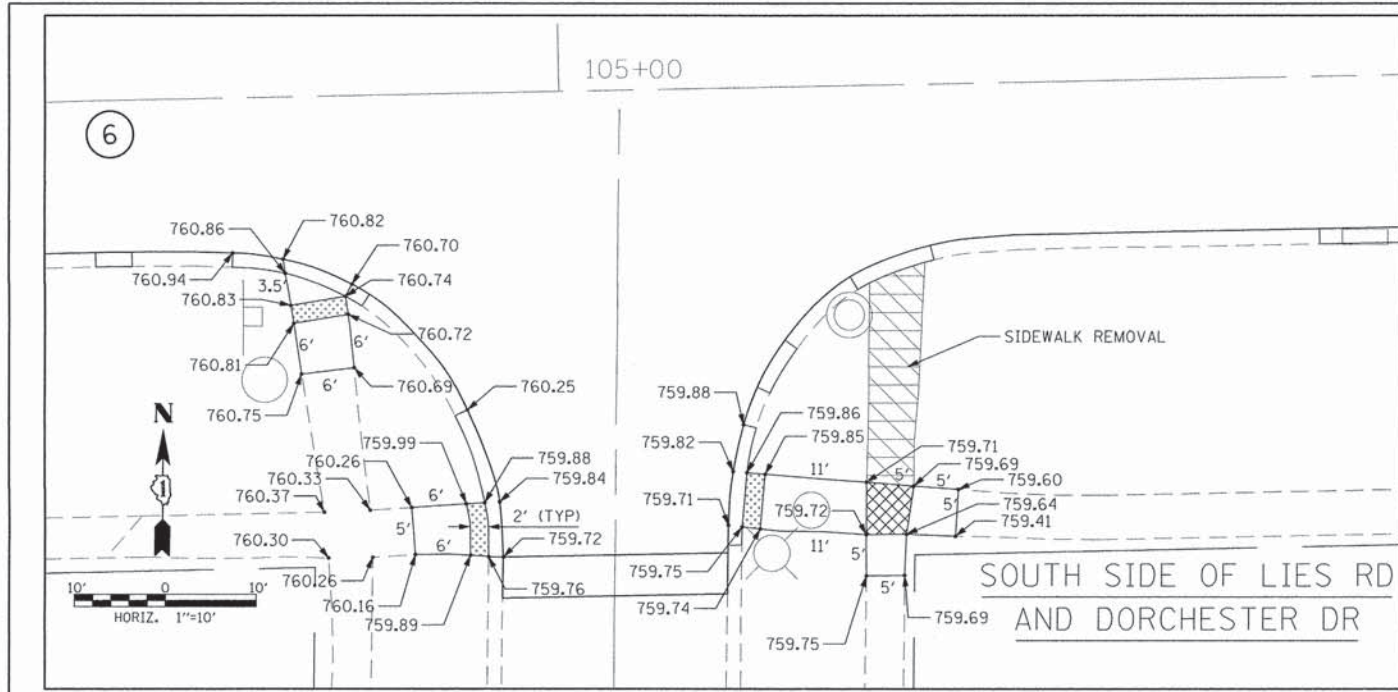
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PLOT SCALE = 50,000' / in.	CHECKED - DWB	REVISED -	SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 100+00 TO STA. 126+88			CONTRACT NO. 61C30				
PLOT DATE = 12/15/2015	DATE - 12/07/2015	REVISED -	ILLINOIS FED. AID PROJECT							



LEGEND: [Pattern] DETECTABLE WARNINGS [Pattern] ADA LANDING AREA (PCC SIDEWALK)

NOTES: 1) THE CONTRACTOR SHALL USE THE EXISTING SIDEWALK ELEVATIONS AT EACH INTERSECTION CORNER AS THE VERTICAL CONTROL FOR CONSTRUCTING THE PROPOSED ELEVATIONS AT THE RESPECTIVE LOCATION. NO OTHER TEMPORARY BENCHMARKS ARE PROVIDED.

FILE NAME =	USER NAME = tshoefliger	DESIGNED = CEC	REVISED =	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIES ROAD RESURFACING PROJECT DETAILS</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 12/15/2015		DATE = 12/07/2015	REVISED =		ILLINOIS FED. AID PROJECT						
#MODELNAME6					SCALE: 1"=10'	SHEET 1 OF 4 SHEETS	STA. TO STA.				



LEGEND:

- [Pattern] DETECTABLE WARNINGS
- [Pattern] ADA LANDING AREA (PCC SIDEWALK)

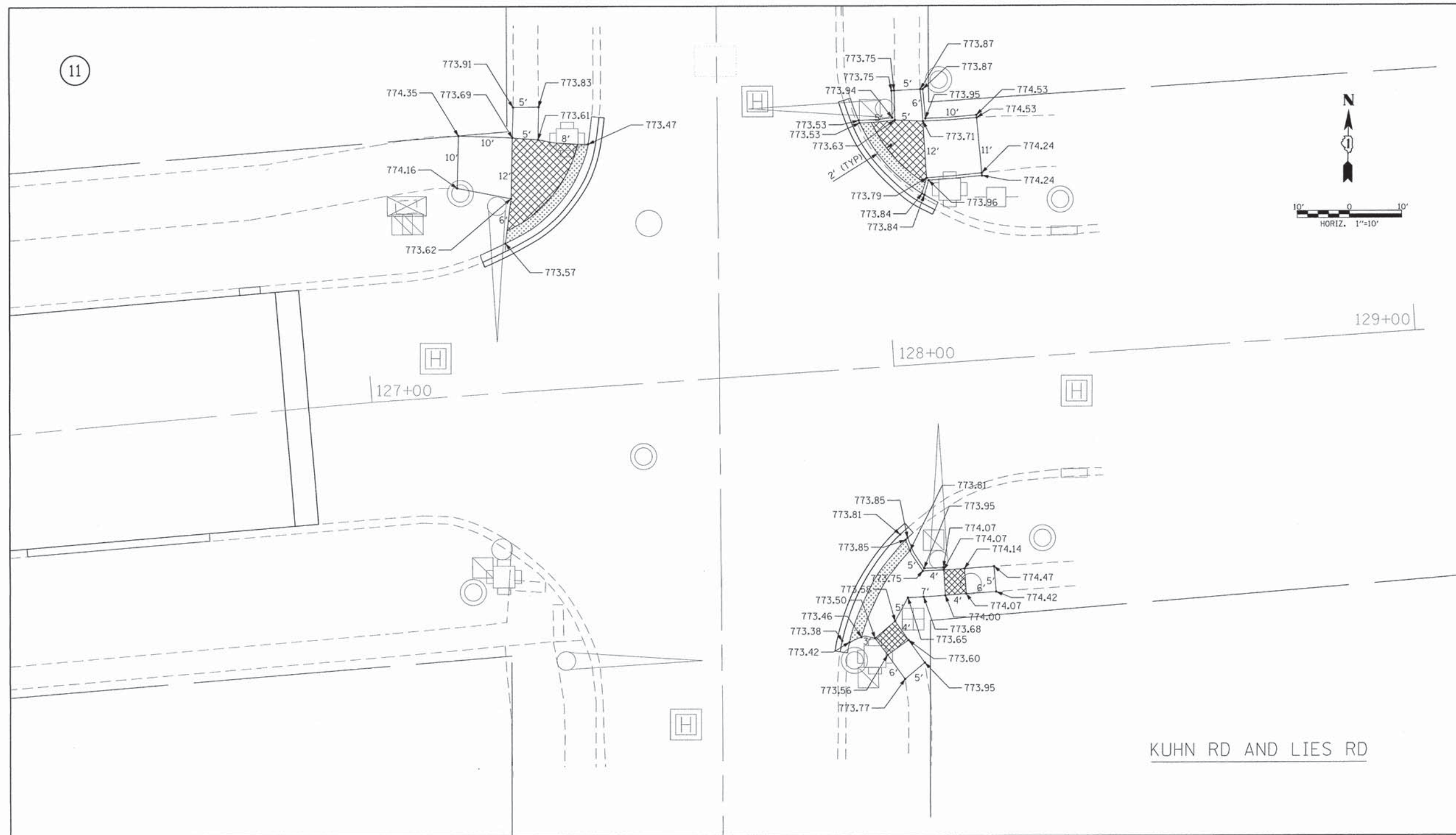
NOTES:

- THE CONTRACTOR SHALL USE THE EXISTING SIDEWALK ELEVATION AT EACH INTERSECTION CORNER AS THE VERTICAL CONTROL FOR CONSTRUCTING THE PROPOSED ELEVATIONS AT THE RESPECTIVE LOCATION. NO OTHER TEMPORARY BENCHMARKS ARE PROVIDED.

FILE NAME =	USER NAME = bshae11gor	DESIGNED - CEC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIES ROAD RESURFACING PROJECT DETAILS</b>		F.A.U. RTE. 1375	SECTION 15-00062-00-RS	COUNTY DUPAGE	TOTAL SHEETS 20	SHEET NO. 8	
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PLOT SCALE = 1/8"=1'-0"	CHECKED - DWB	REVISED -			ILLINOIS FED. AID PROJECT							
DATE = 12/07/2015	REVISOR -	REVISED -										



11



KUHN RD AND LIES RD

LEGEND: DETECTABLE WARNINGS  
 ADA LANDING AREA

NOTES: 1) THE CONTRACTOR SHALL USE THE EXISTING SIDEWALK ELEVATIONS AT EACH INTERSECTION CORNER AS THE VERTICAL CONTROL FOR CONSTRUCTING THE PROPOSED ELEVATIONS AT THE RESPECTIVE LOCATION. NO OTHER TEMPORARY BENCHMARKS ARE PROVIDED.

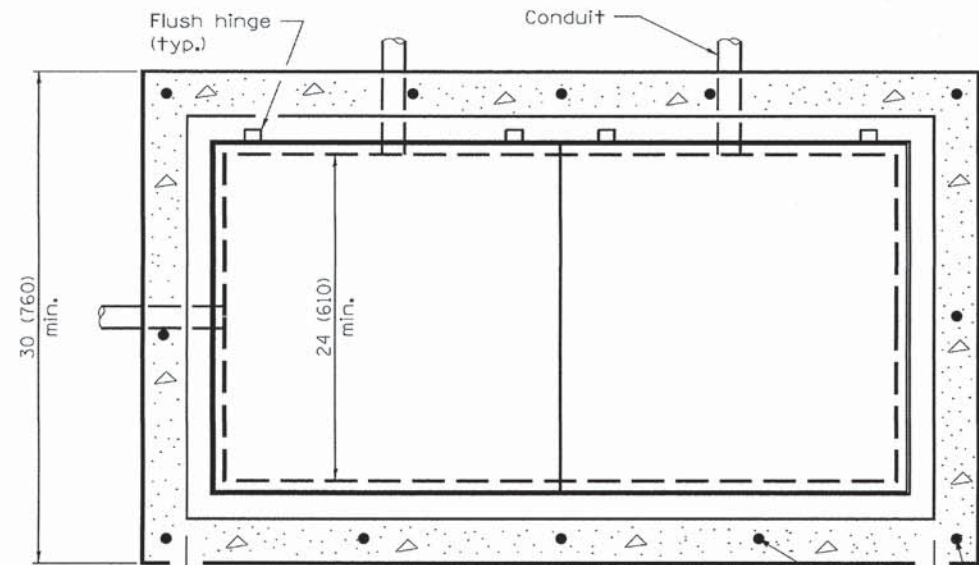
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		DATE - 12/07/2015	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

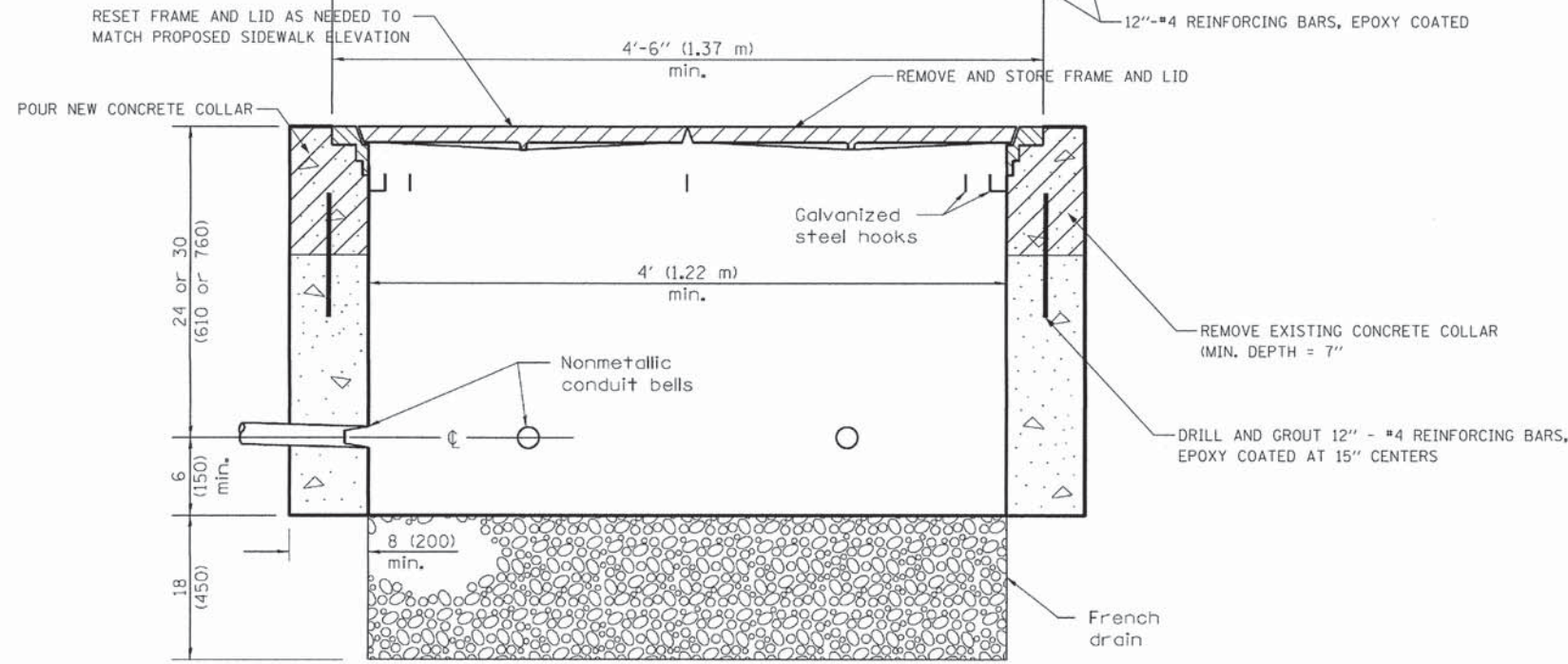
LIES ROAD RESURFACING  
PROJECT DETAILS

SCALE: 1"=10' SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	15-00062-00-RS	DUPAGE	20	9
				CONTRACT NO. 61C30
ILLINOIS FED. AID PROJECT				



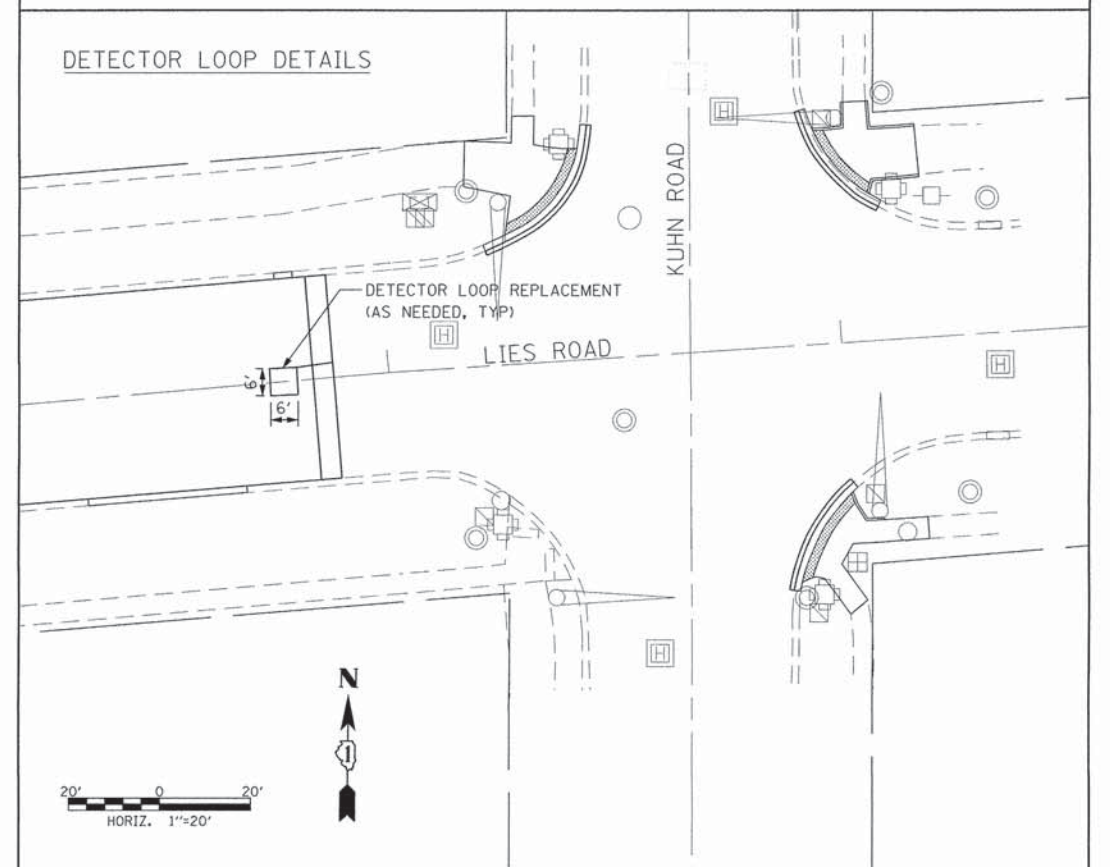
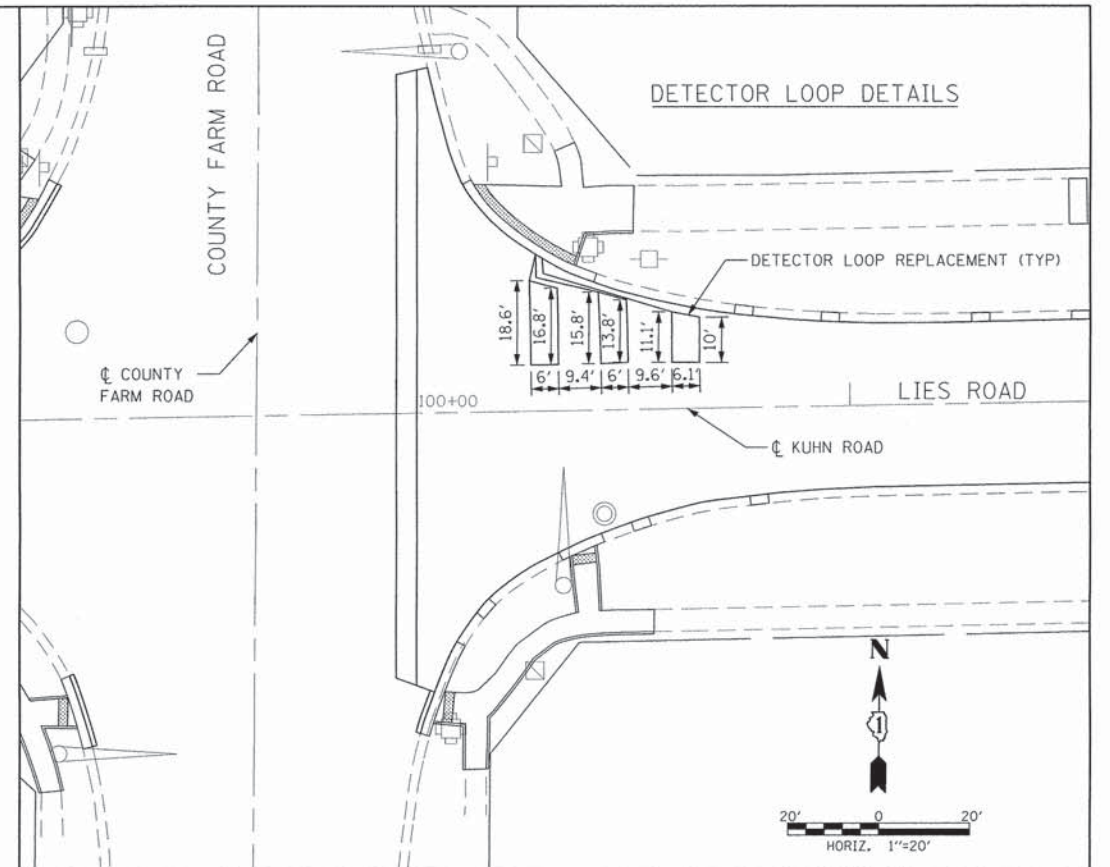
**PLAN**



**ELEVATION**

**PORTLAND CEMENT CONCRETE**

DOUBLE HANDHOLE TO BE ADJUSTED



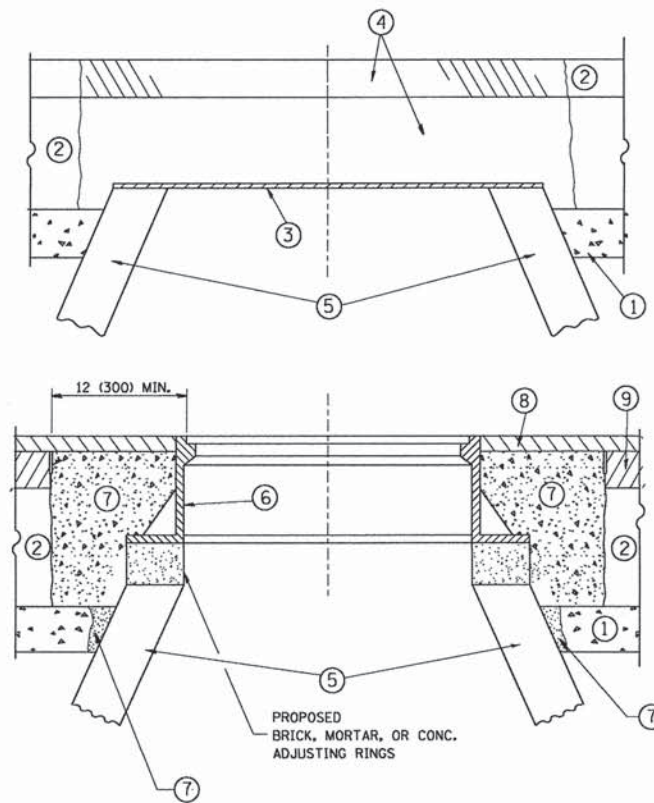
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LIES ROAD RESURFACING  
PROJECT DETAILS**

SCALE: 1"=10' SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.U. RTE. 1375	SECTION 15-00062-00-RS	COUNTY DUPAGE	TOTAL SHEETS 20	SHEET NO. 10
CONTRACT NO. 61C30			ILLINOIS FED. AID PROJECT	



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

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

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

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

**NOTES:**

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

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

VILLAGE OF CAROL STREAM CASTINGS ARE THE PROPERTY OF THE VILLAGE AND THE CONTRACTOR SHALL NOTIFY THE VILLAGE FOR REMOVAL AND DISPOSITION OF THE CASTINGS

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

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

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

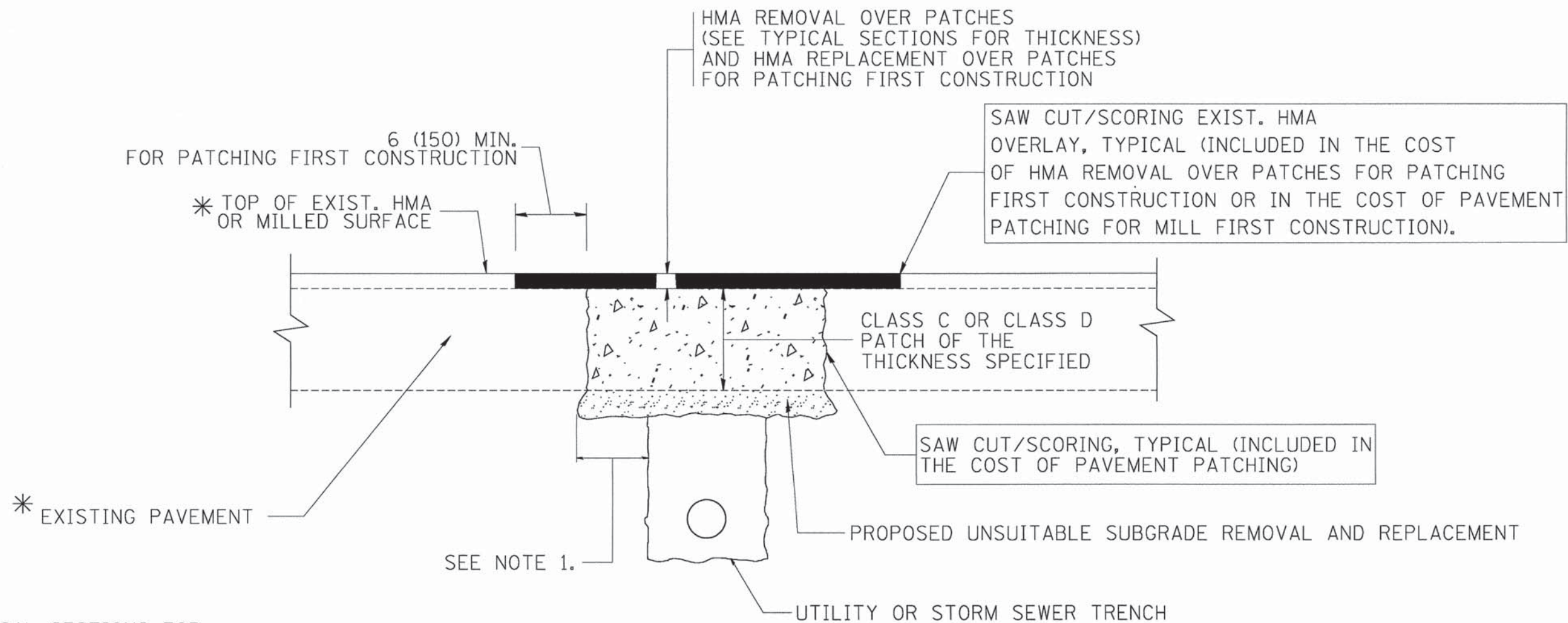
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
ca\pw_work\pwsdot\bauerdl\d0108315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07
PLOT SCALE = 1/8" = 1'-0"		CHECKED -	REVISED - R. BORO 03-09-11
PLOT DATE = 12/6/2011		DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	15-00062-00-RS	DUPAGE	20	11
<b>BD600-03 (BD-8)</b>			CONTRACT NO. 61C30	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

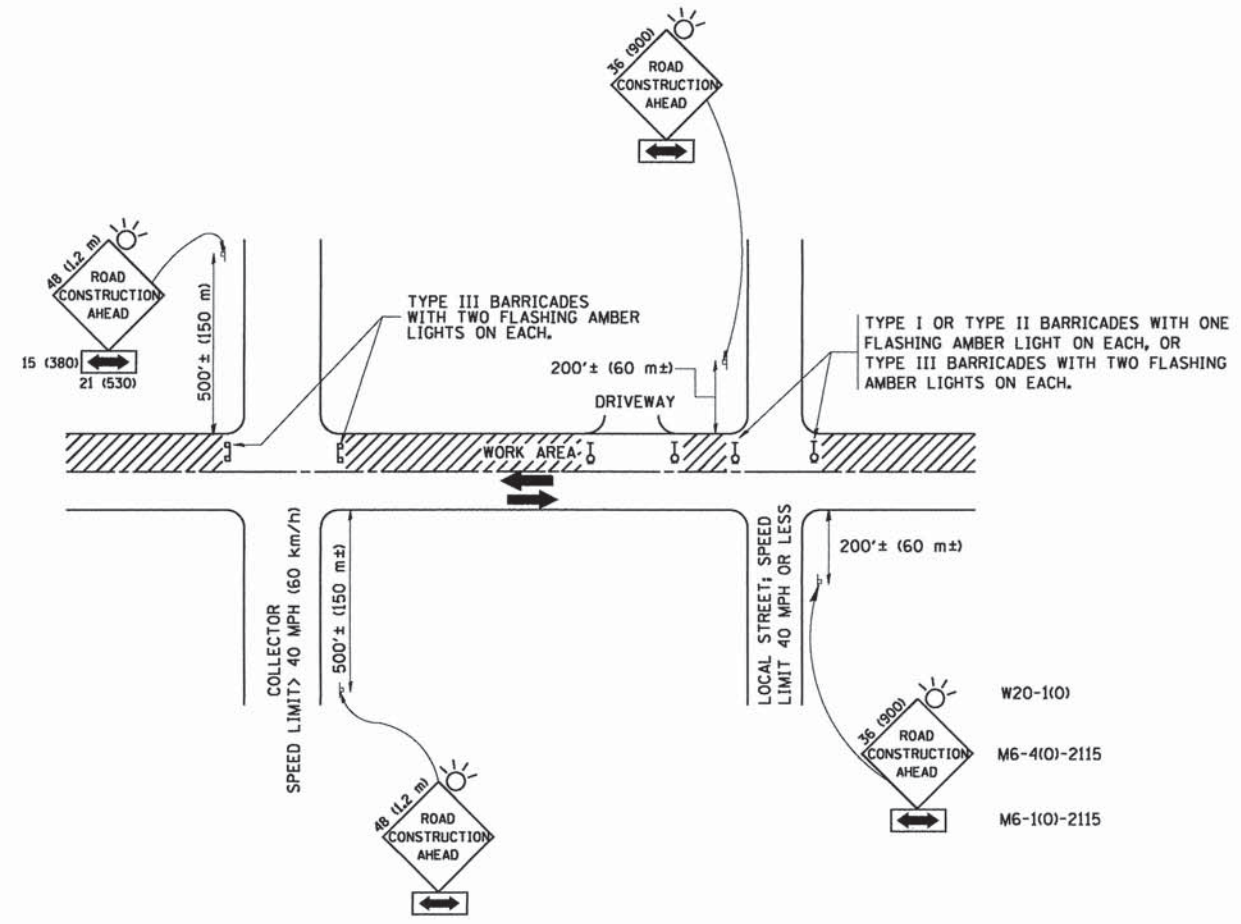
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME = c:\projects\dist\d22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>		F.A.U. RTE. 1375	SECTION 15-00062-00-RS	COUNTY DUPAGE	TOTAL SHEETS 20	SHEET NO. 12
PLOT SCALE = 5/8" = 1' IN.	CHECKED -	DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD400-04 (BD-22)</b>		CONTRACT NO. 61C30
PLOT DATE = 10/27/2008	DATE - 10-25-94	CHECKED -	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT						
	DATE -	CHECKED -	REVISED - K. ENG 10-27-08								





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

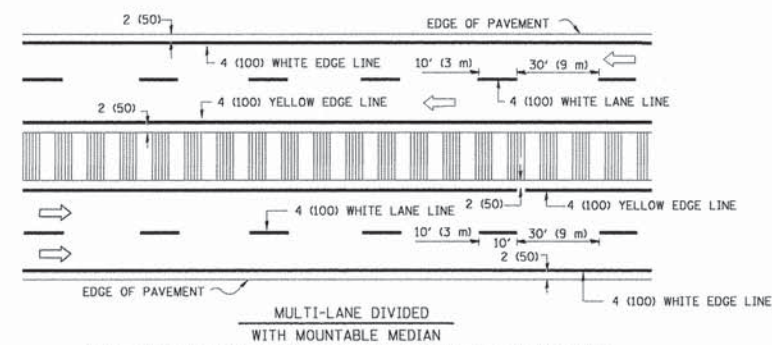
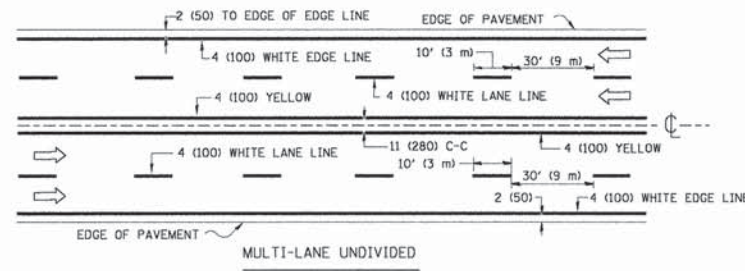
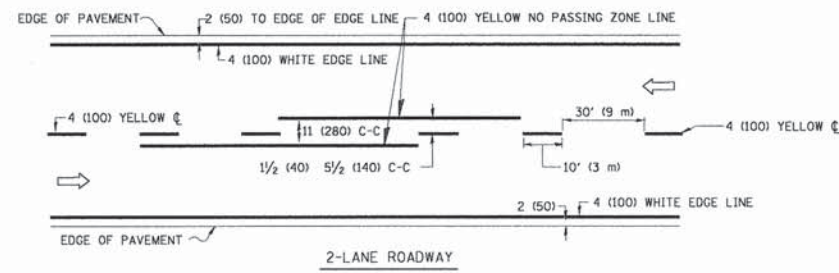
NOTES:

- 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.

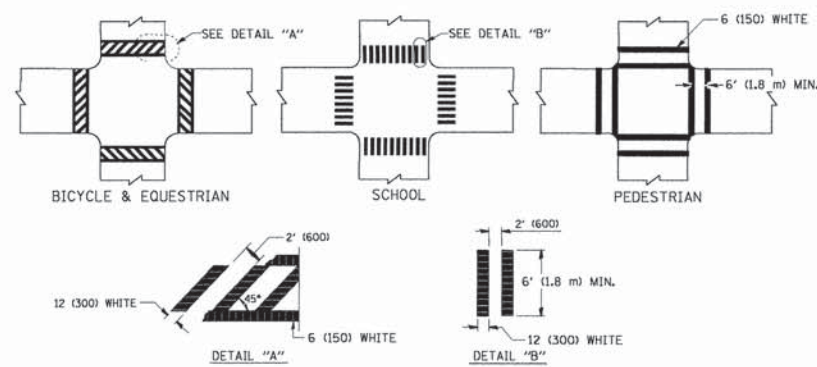
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME = W:\distatd\22x34\col8.dgn	USER NAME = gogliobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS</b>			F.A.U. RTE. 1375	SECTION 15-00062-00-RS	COUNTY DUPAGE	TOTAL SHEETS 20	SHEET NO. 14
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	PLOT DATE = 1/4/2008	CHECKED -	REVISED - A. HOUSEH 10-15-96		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00									

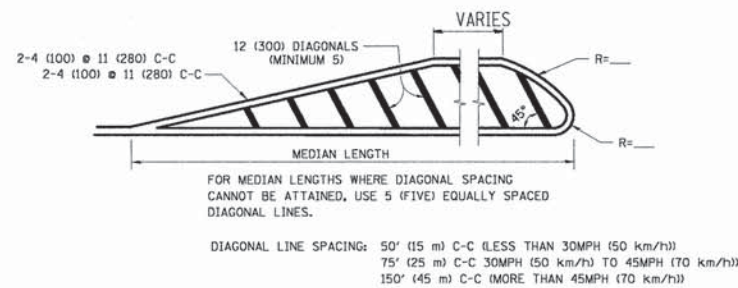
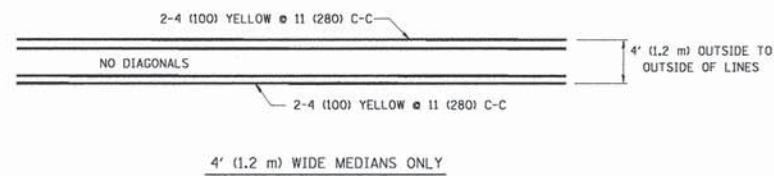


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

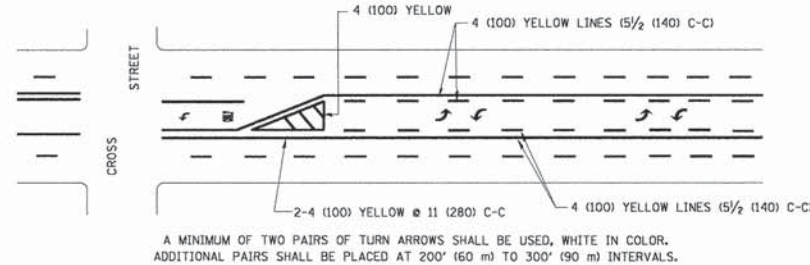
TYPICAL LANE AND EDGE LINE MARKING



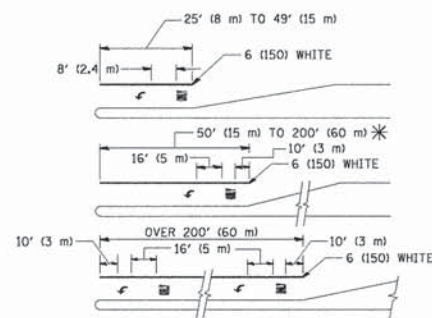
TYPICAL CROSSWALK MARKING



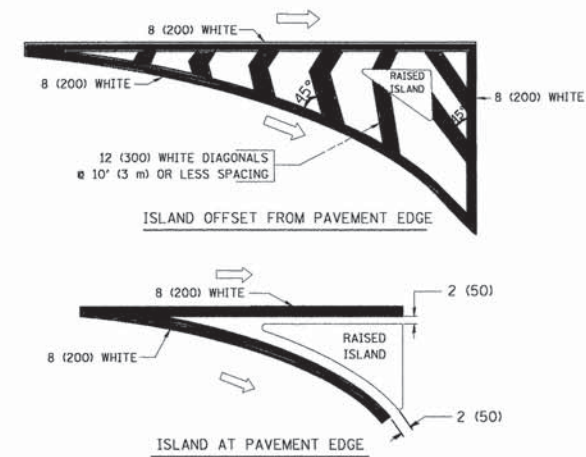
MEDIANS OVER 4' (1.2 m) WIDE



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125)	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 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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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.

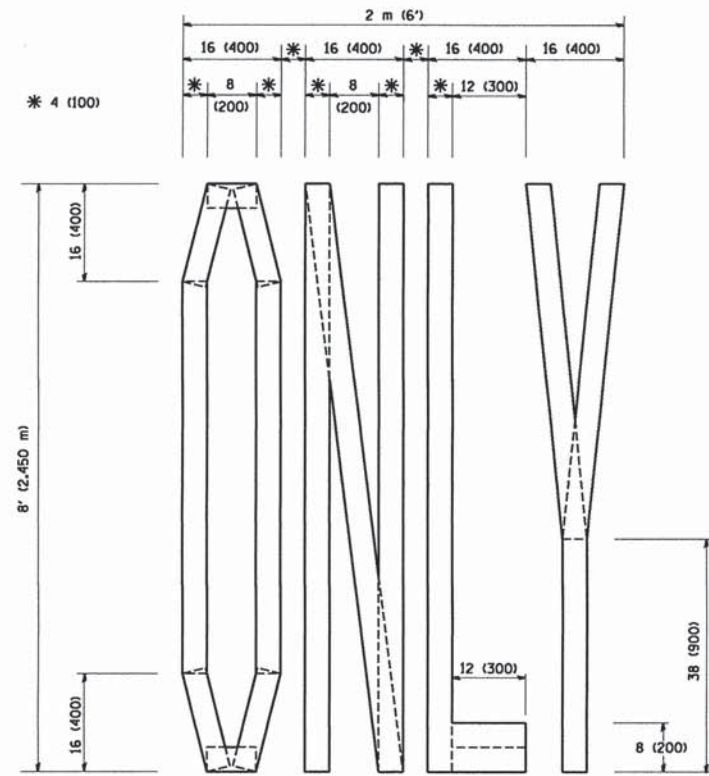
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

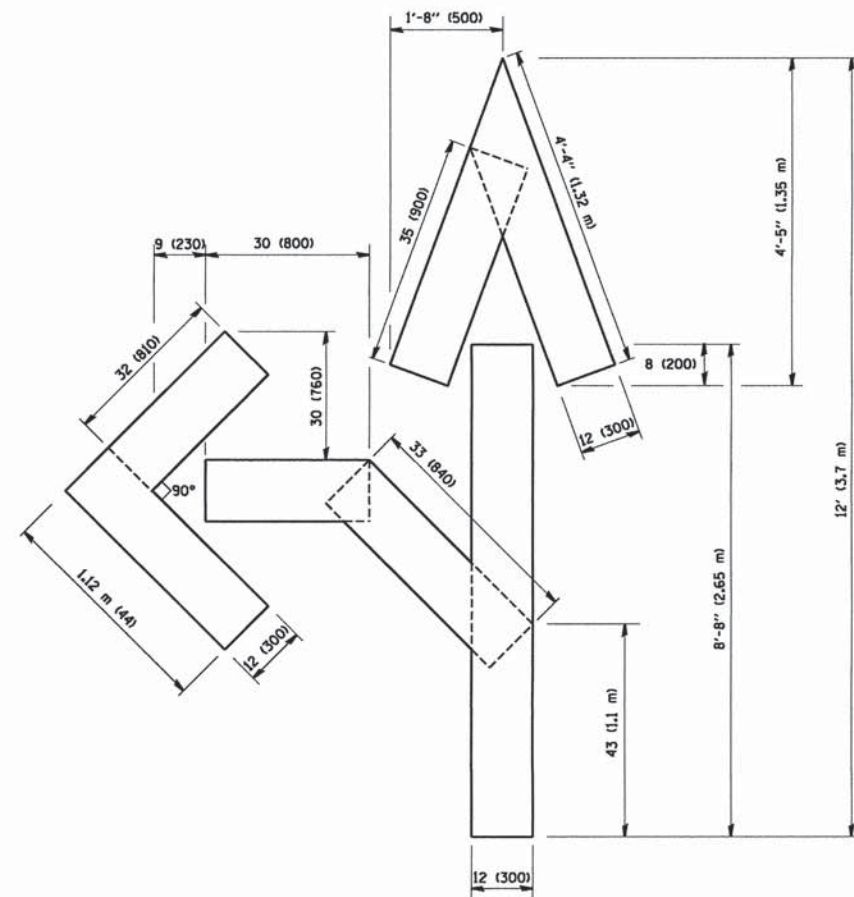
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	15-00062-00-RS	DUPAGE	20	15
TC-13			CONTRACT NO. 61C30	
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

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

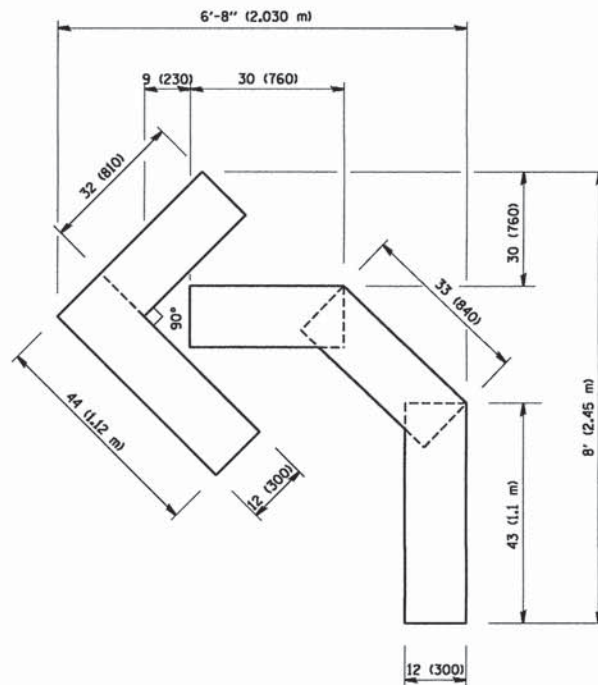
FILE NAME =	USER NAME = drvakosgn	DESIGNED - EVERS	REVISED -T, RAMMACHER 10-27-94
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PLOT SCALE = 5/8"=1' IN.		CHECKED -	REVISED -
PLOT DATE = 9/9/2009		DATE - 03-19-90	REVISED -



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:\distatd\22x34\tbl6.dgn	USER NAME = geglianobt	DESIGNED - DRAWN -	REVISED -T. RAMMACHER 06-05-96 REVISED -T. RAMMACHER 11-04-97
PLOT SCALE = 58.0000 "/ IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98	REVISED -E. GOMEZ 08-28-00
PLOT DATE = 1/4/2008	DATE = 09-18-94		

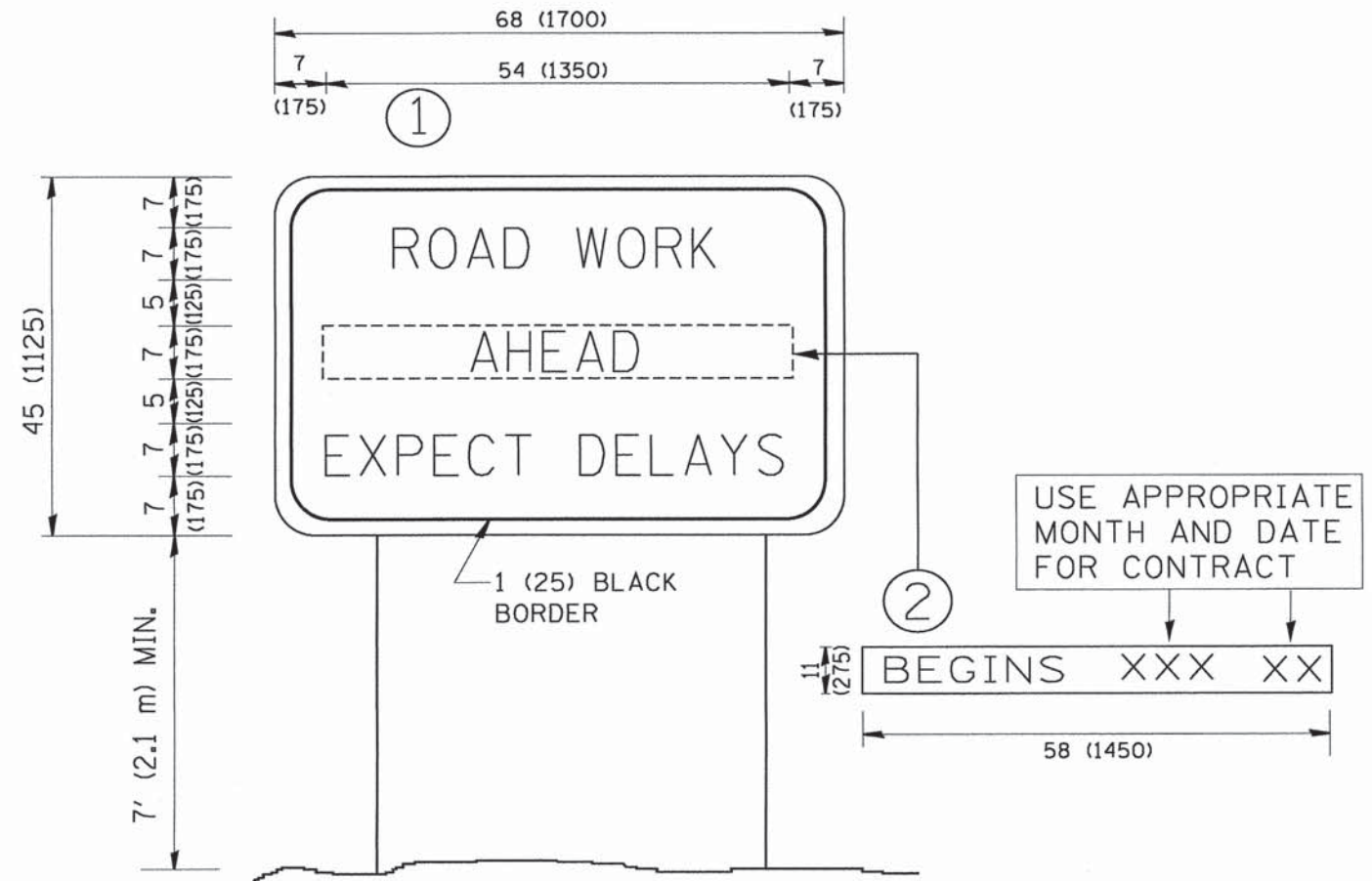
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

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

F.A.U. RTE. 1375	SECTION 15-00062-00-RS	COUNTY DUPAGE	TOTAL SHEETS 20	SHEET NO. 16
TC-16		CONTRACT NO. 61C30		
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.

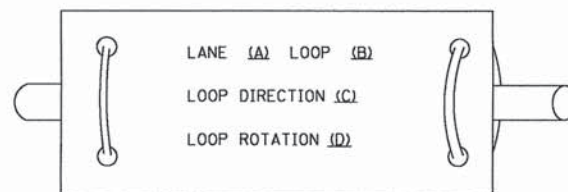
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	PLOT SCALE = 58.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	TC-22 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99									
		DATE -	REVISED - C. JUCIUS 01-31-07									



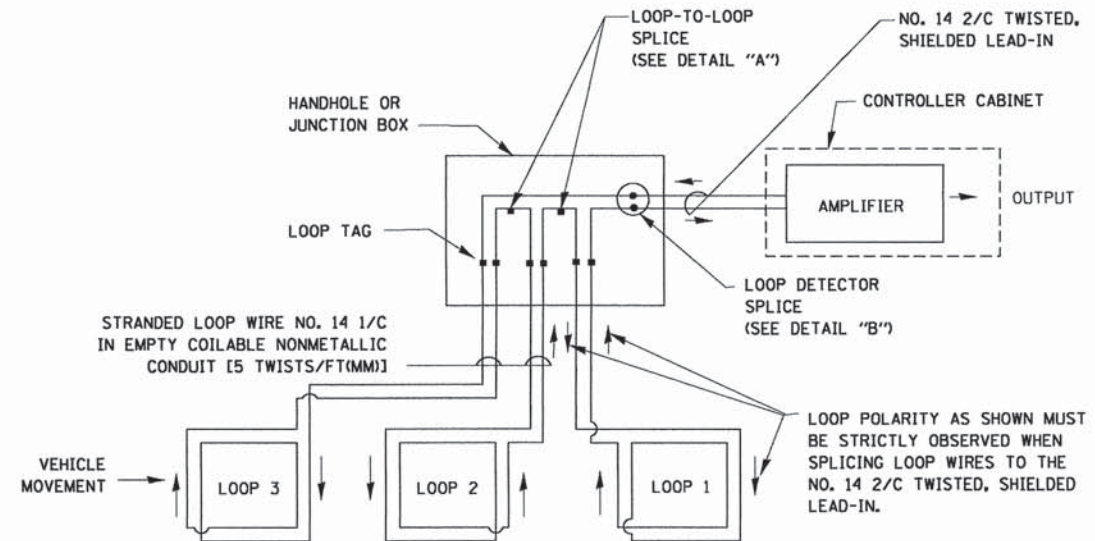
**LOOP DETECTOR NOTES**

- 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 DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- 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**

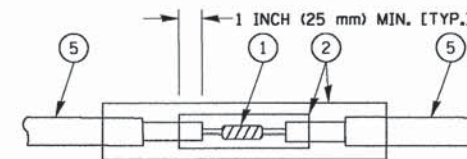


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

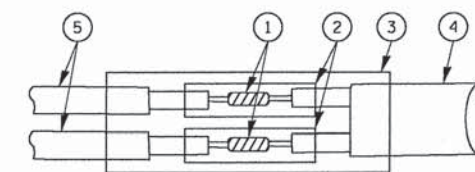


**DETECTOR LOOP WIRING SCHEMATIC**

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

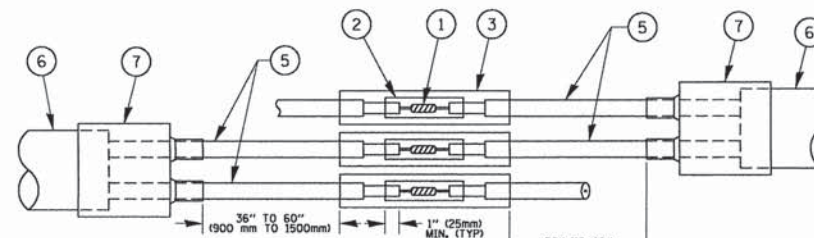


DETAIL "A"  
LOOP-TO-LOOP SPLICE

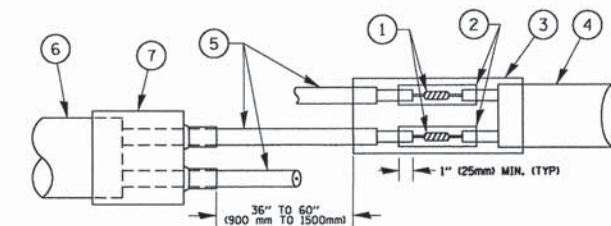


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**PREFORMED LOOP**

**LOOP DETECTOR SPLICE**

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- WCSMW 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.
- PREFORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

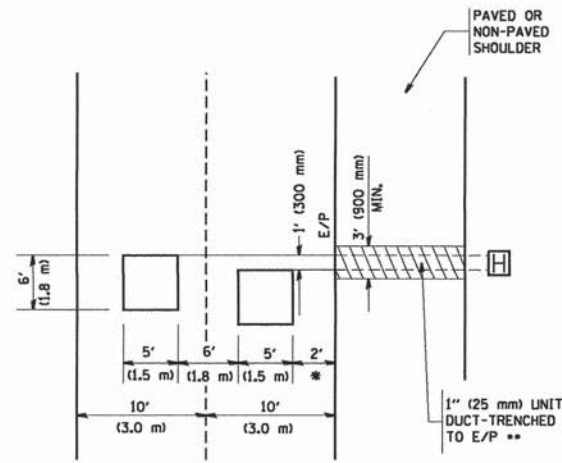
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	15-00062-00-RS	DUPAGE	20	19
TS-05		CONTRACT NO. 61C30		
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

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

FILE NAME =	USER NAME = Footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
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PLOT SCALE = 58.0000' / 1"		CHECKED - DAD	REVISED -
PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -

**LOOPS NEXT TO SHOULDERS**

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

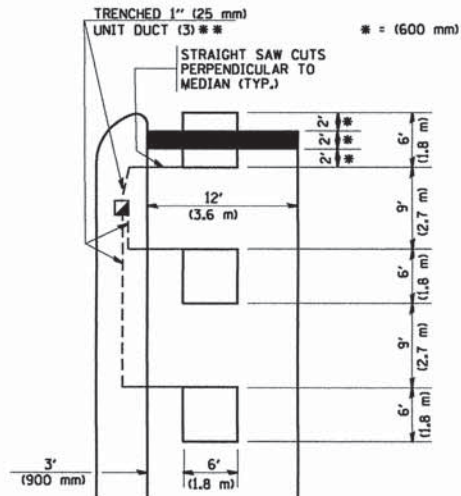


\* = (600 mm)

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

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

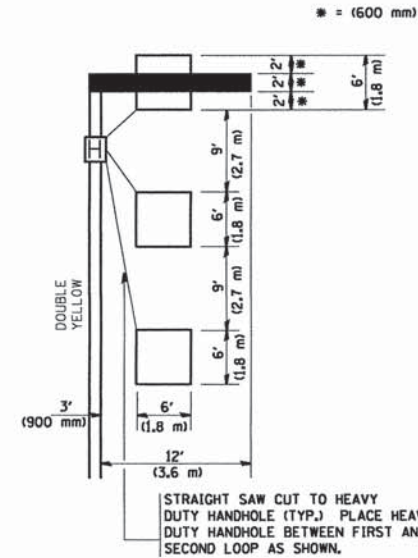
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

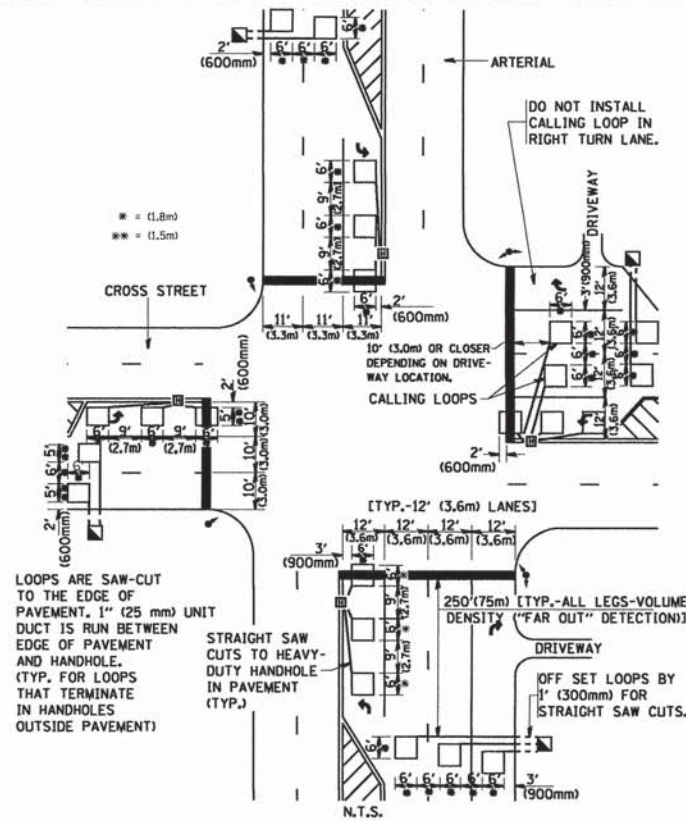
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



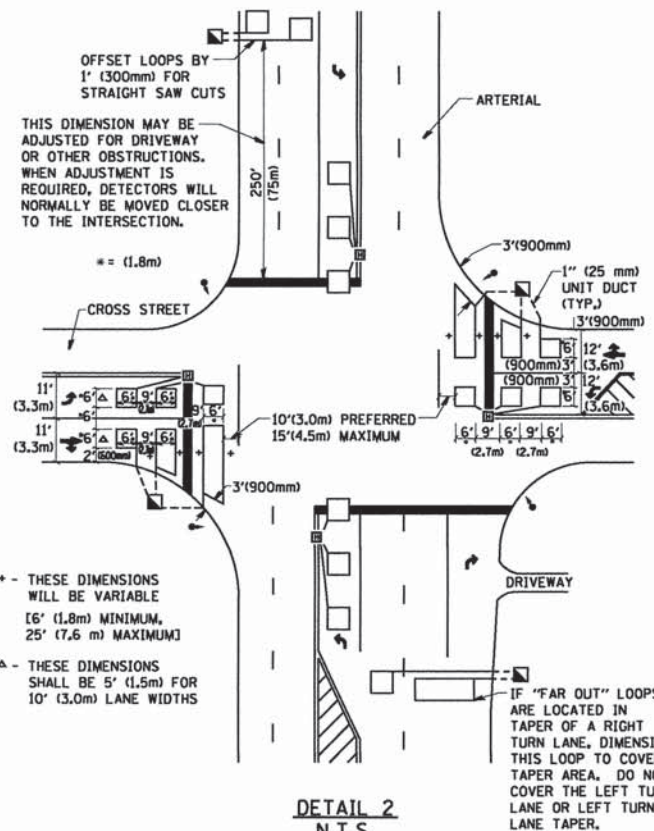
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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

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



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

**NOTES:**

**VEHICLES LOOP DETECTORS**

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

**PLACEMENT OF DETECTORS**

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

LOCATIONS AND 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:\dstatd\22x34\ts87.dgn	USER NAME = geglienob	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</b>	F.A.U. RTE. 1375	SECTION 15-00062-00-RS	COUNTY DUPAGE	TOTAL SHEETS 20	SHEET NO. 20
PLOT SCALE = 50.0000' / IN.	PLOT DATE = 1/4/2008	DATE -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>TS-07</b>	