

FOR INDEX OF SHEETS AND LIST OF STANDARDS, SEE SHEET NO.2

HIGHWAY CLASSIFICATION

MAJOR COLLECTOR

WOODRIDGE DRIVE TRAFFIC DATA

2015 ADT = 4,700

POSTED SPEED = 25 / 30 MPH

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

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

**FAU 2584 (WOODRIDGE DRIVE)
CENTER DRIVE TO 75TH STREET
RESURFACING**

**SECTION 15-00071-00-RS
PROJECT NO. M-4003(622)
VILLAGE OF WOODRIDGE
DU PAGE COUNTY
C-91-135-16**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2584	15-00071-00-RS	DU PAGE	23	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 61C63		



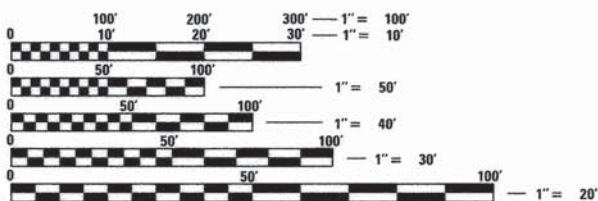
SCHAUMBURG, IL

FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, PE, PTOE 847-705-4021

PATRICK ENGINEERING INC.

Michael J. Vasak 2/4/16

MICHAEL J. VASAK, P.E.
NO. 062-064621
EXP. DATE: 11/30/17



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.

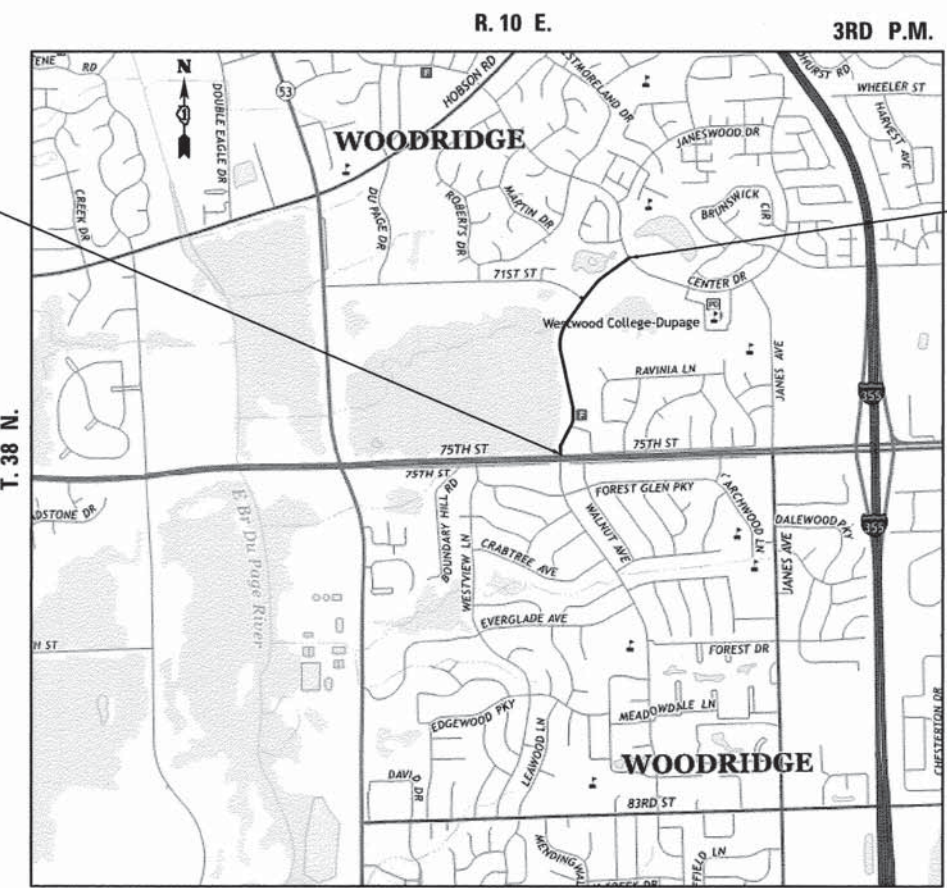
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123 OR 811

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

CONTRACT NO. 61C63

PROJECT BEGINS
STA. 10 + 08

PROJECT ENDS
STA. 42 + 47



LOCATION MAP N.T.S.

GROSS LENGTH = 3,239 FEET = 0.613 MILES
NET LENGTH = 3,239 FEET = 0.613 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved: *[Signature]* 2/4/16
VILLAGE OF WOODRIDGE, DIRECTOR OF PUBLIC WORKS

Approved: *[Signature]* 2/4/16
WOODRIDGE PARK DISTRICT, EXECUTIVE DIRECTOR

Passed: FEBRUARY 10, 2016
[Signature]
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

Releasing for Bid Based on Limited Review: February 16, 2016
[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

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OF THE STATE OF ILLINOIS**

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED).

THE CONTRACTOR SHALL CONTACT CHRIS HULL, INSPECTOR WITH THE LISLE-WOODRIDGE FIRE PROTECTION DISTRICT, AT (630) 353-3032 TO COORDINATE TRAFFIC CONTROL OPERATIONS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNER OF ALL EXISTING UTILITY FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS.

THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES, AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE CONTRACTOR SHALL VERIFY THE INVERTS OF ALL EXISTING AND PROPOSED CULVERTS OR STORM SEWER PRIOR TO CONSTRUCTION.

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

WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF UNDERGROUND FACILITIES, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE VILLAGE AS TO THE LOCATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE RIGHT-OF-WAY OF ANY STREET AND/OR PARK PROPERTY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.

ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS, AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 40 MPH (80 KM/HR) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80KM/HR). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

THE CONTRACTOR SHALL SCHEDULE HIS WORK SUCH THAT ONLY ONE TEMPORARY LANE CLOSURE IN ONE DIRECTION IS IMPLEMENTED AT A TIME. A LANE CLOSURE WILL ONLY BE PERMITTED DURING CONSTRUCTION OPERATIONS, AND NOT OVERNIGHT. THE LANE CLOSURE MUST BE IN ACCORDANCE WITH THE APPLICABLE IDOT STANDARDS. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN ALL SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES, INCLUDING FLAGGERS, REQUIRED TO MAINTAIN TRAFFIC FLOW.

ALL PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE REESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

ALL PAVEMENT PATCHING LOCATIONS WILL BE CONFIRMED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE CONFIRMED IN THE FIELD BY THE ENGINEER.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT WILL BE CONFIRMED IN THE FIELD BY THE ENGINEER.

LIMITS OF PROPOSED CURB RAMP RECONSTRUCTION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

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

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

GENERAL NOTES (CONT'D)

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

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

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THE PROJECT.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING REMOVAL.

THE CONTRACTOR SHALL CONTACT THE VILLAGE OF WOODRIDGE AT 630-719-4753 A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

DUE TO AN ANNUAL SUMMER EVENT THAT TAKES PLACE ADJACENT TO WOODRIDGE DRIVE, NO WORK SHALL COMMENCE PRIOR TO TUESDAY, JUNE 21, 2016.

THE COST TO CONNECT EXISTING CULVERTS OR STORM SEWERS TO THE PROPOSED DRAINAGE STRUCTURES SHALL BE CONSIDERED INCLUDED IN THE COST OF MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID.

THE CONTRACTOR IS TO ENSURE THAT ALL CRACKS, JOINTS, AND FLANGEWAYS ARE CLEAN AND DRY PRIOR TO PLACEMENT OF MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS. CLEANING OF CRACKS, JOINTS, AND FLANGEWAYS SHALL BE INCLUDED IN THE COST OF MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS.

ADA RAMP NOTES:

PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS, RAMPS, OR SIDEWALKS THE CONTRACTOR SHALL VERIFY THAT LAYOUT OR DESIGN COMPLIES WITH THE REQUIREMENTS OF THE APPLICABLE HIGHWAY STANDARDS.

CONCRETE CURB, TYPE B, WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH.

THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.

THE MAXIMUM ALLOWABLE RAMP LANDING SLOPE IS 1:64, MEASURED AT ANY LOCATION AND IN ANY DIRECTION ON THE LANDING. THE RAMP LANDING WIDTH SHALL MATCH THE FULL WIDTH OF THE RAMP FOR A MINIMUM UNOBSTRUCTED DEPTH OF 4'-0". RAMP LANDINGS SHALL BE PROVIDED AT THE TOP AND/OR BOTTOM OF RAMPS WHERE TURNING IS REQUIRED.

RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK. RAMP SIDE FLARES ARE NOT REQUIRED WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS LANDSCAPED OR IS OCCUPIED BY A BARRIER THAT BLOCKS PEDESTRIAN ACCESS. EXCEPTIONS TO THIS RULE MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS. EXISTING UTILITY STRUCTURE LIDS MAY REMAIN WITHIN THE FLARE OR ON THE SURFACE OF THE RAMP AS LONG AS NO VERTICAL LEVEL DIFFERENCES BETWEEN SURFACES ARE GREATER THAN 1/4".

ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY TO EXISTING FACILITIES, SIDEWALKS LEADING TO EXISTING FACILITIES, OR DOOR OR GATE ACCESS POINTS TO FACILITIES. THE ELEVATION AT THE EXISTING PROPERTY LINE OR FACILITY ACCESS POINT SHALL BE MAINTAINED AT A MINIMUM. ANY ALTERATIONS ADJACENT TO OR AFFECTING A FACILITY ACCESS POINT SHALL RESULT IN IMPROVED ACCESS OR AT A MINIMUM A REPLICATION OF EXISTING CONDITIONS, INCLUDING SIDEWALK SLOPES AND SURFACE CONDITIONS. FACILITIES INCLUDE, BUT ARE NOT LIMITED TO PRIVATE BUSINESSES, PUBLIC BUILDINGS, RESIDENCES, BUS STOPS, PUBLIC BENCHES, PAY PHONES, AND PARKING METERS.

THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE STRIPES OF THE CROSSWALK (WHERE PROVIDED).

ANY REGRADING OUTSIDE OF PROPOSED BIKE PATHS OR SIDEWALKS NECESSARY TO ENSURE BIKE PATHS OR SIDEWALKS MEET ADA STANDARDS SHALL BE INCLUDED IN THE COST OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. REGRADING SHALL BE PERFORMED AT A MAXIMUM SLOPE OF 1:4 UNTIL MEETS EXISTING GRADE.

THE REMOVAL OF EXISTING DETECTABLE WARNINGS SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL.

LIST OF HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016-02	MID-BLOCK CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-04	FRAME AND LIDS TYPE 1
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF ROAD MOVING OPERATIONS. 2L, 2W, DAY ONLY
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701427-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS <= 40 MPH
701501-06	URBAN, LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-10	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-05	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

DISTRICT ONE DETAILS

BD-02	DRIVEWAY DETAL - DISTANCE BETWEEN R.O.W AND FACE OF CURB LESS THAN 15' (4.5M)
BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-22	ARTERIAL ROAD INFORMATION SIGN
TS-05	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS (SHEET 2)
TS-07	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
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2	GENERAL NOTES AND STANDARDS
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6-12	RESURFACING AND PAVEMENT MARKING PLAN
13-23	DISTRICT ONE DETAILS

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	CONTRACT NO. 61C63							

SUMMARY OF QUANTITIES				RDWY 0005 75% FED 25% LOCAL
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QTY.	
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	9	9
20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	9	9
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	9	9
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	74	74
20800150	TRENCH BACKFILL	CU YD	20	20
21101620	TOPSOIL FURNISH AND PLACE, 5"	SQ YD	105	105
25000110	SEEDING, CLASS 1A	ACRE	0.1	0.1
28000510	INLET FILTERS	EACH	16	16
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	173	173
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	40	40
35501309	HOT-MIX ASPHALT BASE COURSE, 6 1/4"	SQ YD	163	163
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	8,950	8,950
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	19	19
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	534	534
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	65	65
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,436	1,436
42001300	PROTECTIVE COAT	SQ YD	278	278
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	63	63
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,394	1,394
42400800	DETECTABLE WARNINGS	SQ FT	112	112
44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	12,531	12,531
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	63	63
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,263	1,263
44000600	SIDEWALK REMOVAL	SQ FT	1,371	1,371
44003100	MEDIAN REMOVAL	SQ FT	27	27
44201705	CLASS D PATCHES, TYPE II, 5 INCH	SQ YD	65	65
44201709	CLASS D PATCHES, TYPE III, 5 INCH	SQ YD	145	145
44201711	CLASS D PATCHES, TYPE IV, 5 INCH	SQ YD	342	342
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	96	96
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	1	1
60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	2	2
* 60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1	1
* 60261320	INLETS TO BE ADJUSTED WITH NEW TYPE 11V FRAME AND GRATE	EACH	1	1
* 60262700	INLETS TO BE RECONSTRUCTED	EACH	5	5
60263900	INLETS TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE	EACH	3	3
60500060	REMOVING INLETS	EACH	1	1

DENOTES SPECIALTY ITEM

* DENOTES SPECIAL PROVISION

PENTABLE = ..\LISLE\PE\TABLE\TRANSPEN.TBL


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	SCALE: N/A	SHEET NO.	STA.			TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 61C63	

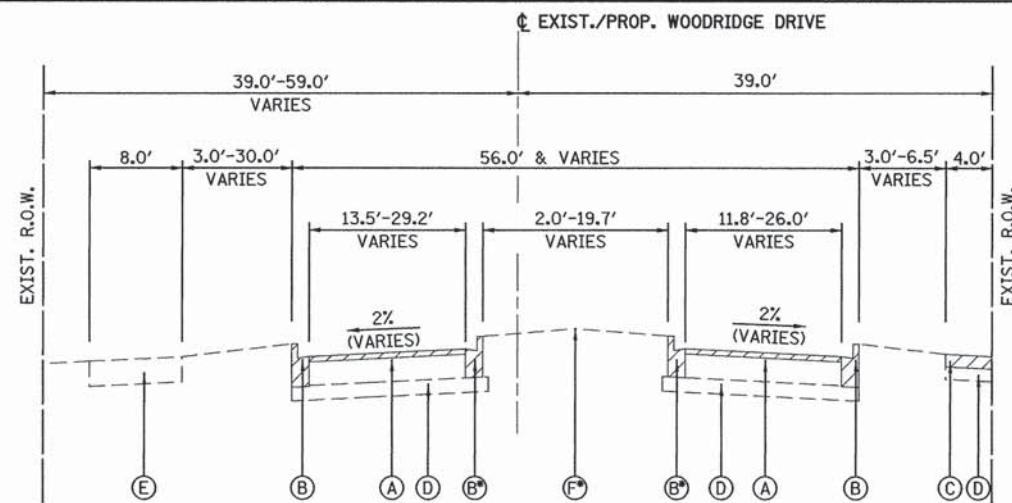
SUMMARY OF QUANTITIES				RDWY 0005 75% FED 25% LOCAL	
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QTY.		
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	816	816	
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	83	83	
67100100	MOBILIZATION	LSUM	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	604	604	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	202	202	
#	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	364	364
#	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7,655	7,655
#	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	484	484
#	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	160	160
#*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	40	40
*	X0327036	BIKE PATH REMOVAL	SQ YD	40	40
*	X6030205	FRAMES AND GRATES TO BE ADJUSTED (SPECIAL)	EACH	1	1
*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52

DENOTES SPECIALTY ITEM

* DENOTES SPECIAL PROVISION

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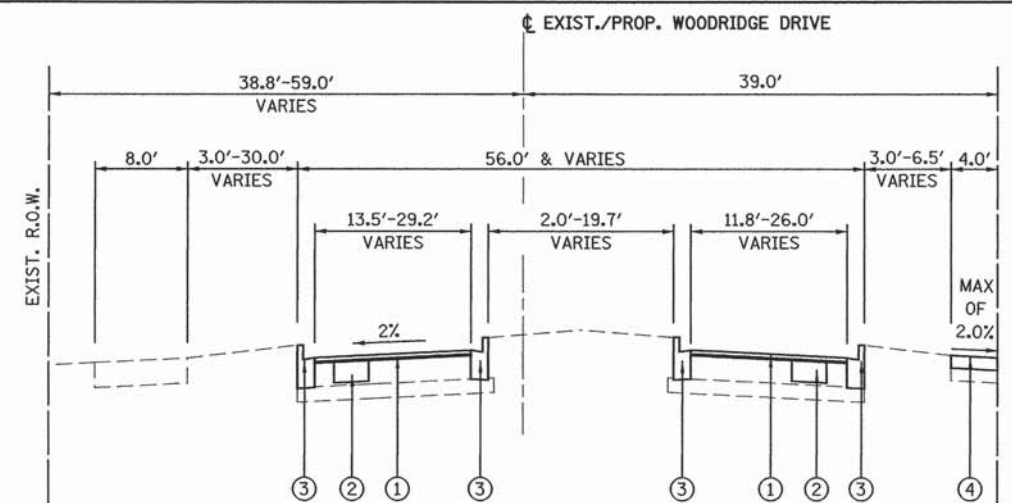
 PATRICK ENGINEERING PATRICK ENGINEERING INC. 4670 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasak(Rdwy.Lisle) PLOT CONFIG = PDF(Grey, Large).plt PLOT SCALE = 1:50 PLOT DATE = 1/26/2016	DESIGNED - MJV DRAWN - MJV CHECKED - JJC DATE - 1/25/2016	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOODRIDGE DRIVE FROM CENTER DRIVE TO 75TH STREET SUMMARY OF QUANTITIES	F.A.U. RTE. 2584	SECTION 15-00071-00-RS	COUNTY	TOTAL SHEETS 23	SHEET NO. 4
	SCALE: N/A	SHEET NO.	STA.			TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 61C63	



EXISTING TYPICAL SECTION NO. 1

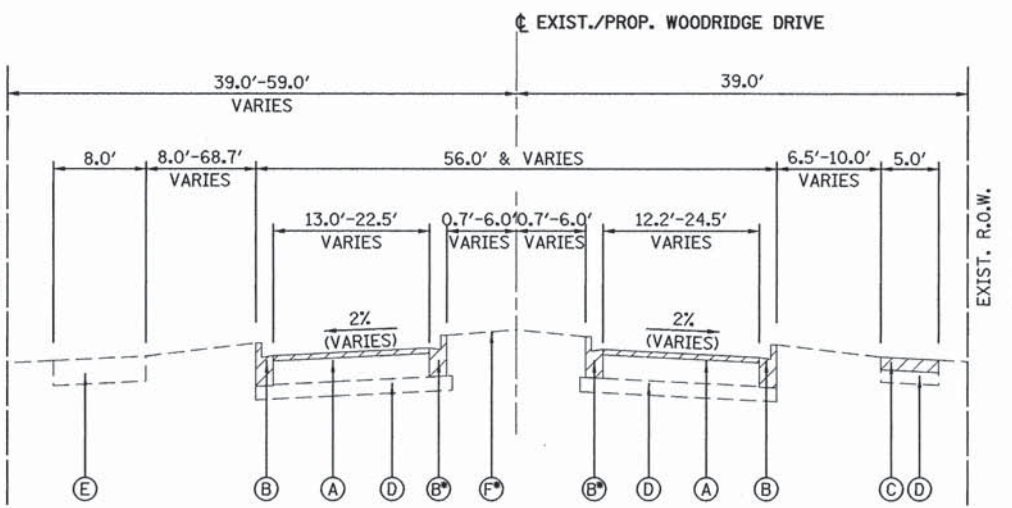
STA. 10+08 TO STA. 16+00
WOODRIDGE DRIVE

* MEDIAN OMISSION FROM STA. 12+34.00 TO STA. 12+84.25
AND FROM STA. 13+97.00 TO STA. 16+00.00



PROPOSED TYPICAL SECTION NO. 1

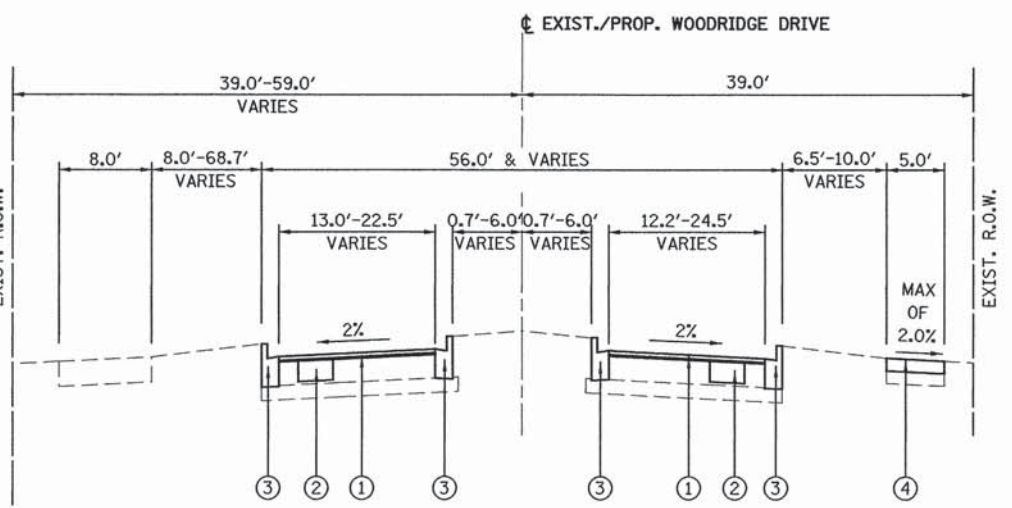
STA. 10+08 TO STA. 16+00
WOODRIDGE DRIVE



EXISTING TYPICAL SECTION NO. 2

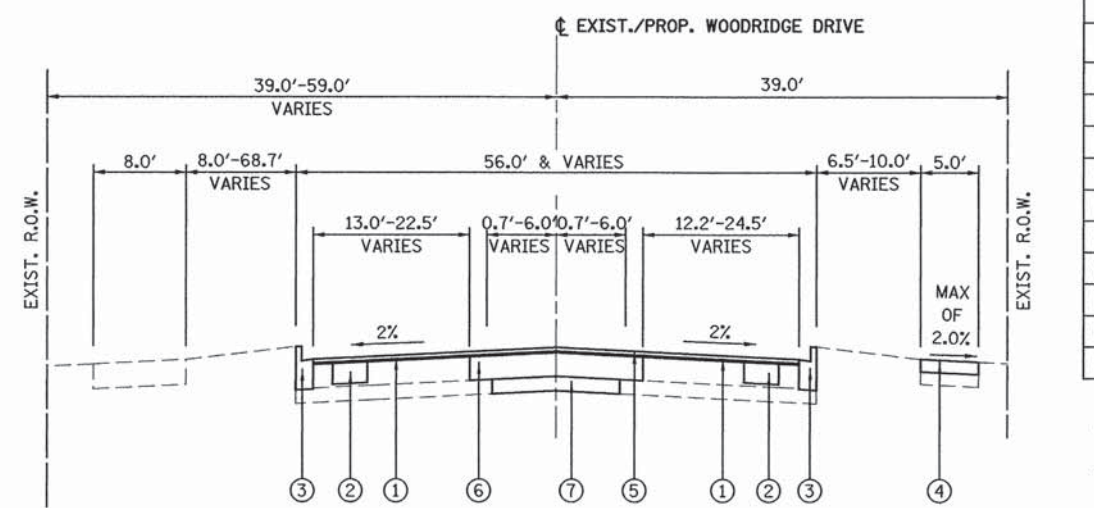
STA. 16+00 TO STA. 42+47
WOODRIDGE DRIVE

* MEDIAN OMISSION FROM STA. 24+84.25 TO STA. 25+80.75,
FROM STA. 26+93.70 TO STA. 27+87.65,
AND FROM STA. 33+10.67 TO STA. 38+79.33



PROPOSED TYPICAL SECTION NO. 2

STA. 16+00 TO STA. 38+79 AND STA. 40+95 TO STA. 42+47
WOODRIDGE DRIVE



PROPOSED TYPICAL SECTION NO. 3

STA. 38+79 TO STA. 40+95
WOODRIDGE DRIVE

- LEGEND:**
- (A) - EXISTING HMA PAVEMENT
 - (B) - EXISTING B-6.12 CURB AND GUTTER
 - (C) - EXISTING PCC SIDEWALK
 - (D) - EXISTING AGGREGATE BASE
 - (E) - EXISTING HMA MULTI-USE PATH
 - (F) - EXISTING LANDSCAPED MEDIAN
 - (1) - HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4" (44000160)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (2") (40603335)
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4") (40600827)
 - (2) - CLASS D PATCHES, TYPE II, 5 INCH (44201705) OR
CLASS D PATCHES, TYPE III, 5 INCH (44201709) OR
CLASS D PATCHES, TYPE IV, 5 INCH (44201711) (SEE NOTES 1 AND 2)
 - (3) - COMBINATION CURB AND GUTTER REMOVAL (44000500) (SEE NOTES 2 AND 3)
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (60603800)
 - (4) - SIDEWALK REMOVAL (44000600) (SEE NOTE 2)
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)
 - (5) - COMBINATION CURB AND GUTTER REMOVAL (44000500) OR
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (2") (40603335)
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4") (40600827)
 - (6) - COMBINATION CURB AND GUTTER REMOVAL (44000500) OR
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (2") (40603335)
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4") (40600827)
 - (7) - REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200)
SUBBASE GRANULAR MATERIAL, TYPE B 4" (31101200)

--- REMOVAL ITEM (SEE NOTES 1 AND 2)

- NOTES**
1. PAVEMENT MILLING TO BE DONE PRIOR TO PAVEMENT PATCHING.
 2. COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT, PCC SIDEWALK REMOVAL AND REPLACEMENT, AND PAVEMENT PATCHING TO BE DONE AT LOCATIONS AS DIRECTED BY THE ENGINEER.
 3. COMBINATION CURB AND GUTTER SHALL BE REPLACED WITH SAME TYPE AS REMOVED.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS MIXTURE TYPE	AIR VOIDS @ NDES
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5 MM)	4% @ 50 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 MM)	4% @ 70 GYR.
BIKE PATH	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5 MM)	4% @ 50 GYR.
MEDIAN REMOVAL AND FULL DEPTH PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5 MM)	4% @ 50 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19 MM); 6 1/4"	4% @ 50 GYR.

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

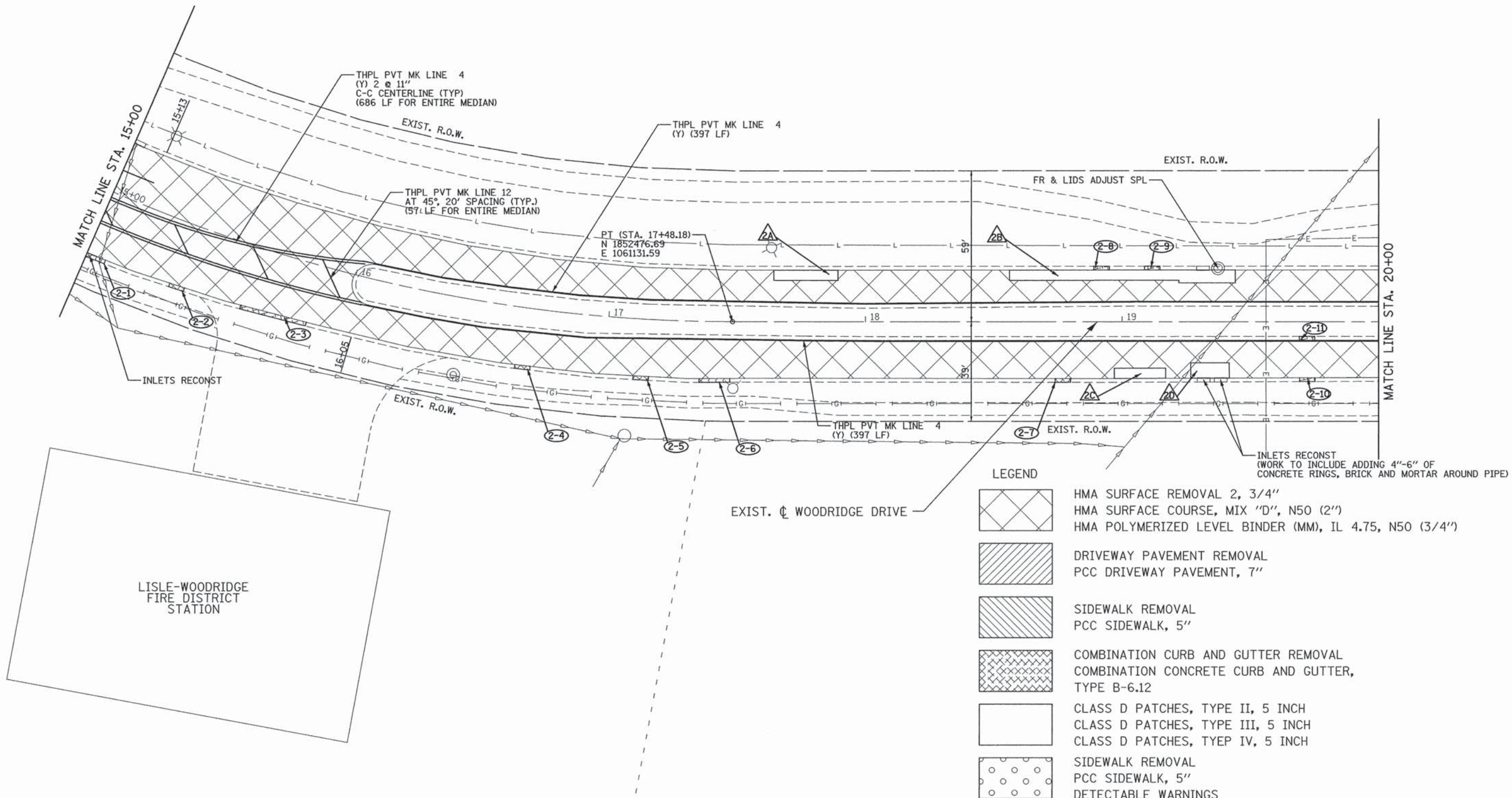
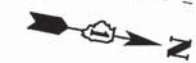
THE UNIT WEIGHT USED TO CALCULATE POLYMERIZED LEVELING BINDER MIXTURE IS 110 LBS/SQ YD / IN.

THE "AC TYPE" FOR ALL POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG64-22" UNLESS MODIFIED BY THE DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIAL, SEE SPECIAL PROVISIONS.

PAVEMENT PATCHES								
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	31101200 SUBBASE GRANULAR MATERIAL, TYPE B 4" (SQ YD)	CLASS D PATCHES, 5 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
2A	17+64	17+89	18' LT	25	4	-	11	44201705 (TYPE II)
2B	18+56	19+44	18' - 19' LT	88	4' - 5'	-	42	44201711 (TYPE IV)
2C	18+97	19+17	20' RT	20	4	-	9	44201705 (TYPE II)
2D	19+27	19+42	19' RT	15	6	10	10	44201705 (TYPE II)

CURB AND GUTTER REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	OFFSET	COMBINATION CURB AND GUTTER REMOVAL (FT)		
				44000500	60603800	
2-1	14+94	15+06	27' RT	12	12	
2-2	15+33	15+39	26' RT	6	6	
2-3	15+61	15+86	25' RT	26	26	
2-4	16+66	16+72	24' RT	6	6	
2-5	17+10	17+16	24' RT	6	6	
2-6	17+35	17+47	24' RT	12	12	
2-7	18+74	18+80	24' RT	6	6	
2-8	15+33	15+39	26' RT	6	6	
2-9	15+61	15+86	25' RT	26	26	
2-10	16+66	16+72	24' RT	6	6	
2-11	17+10	17+16	24' RT	6	6	

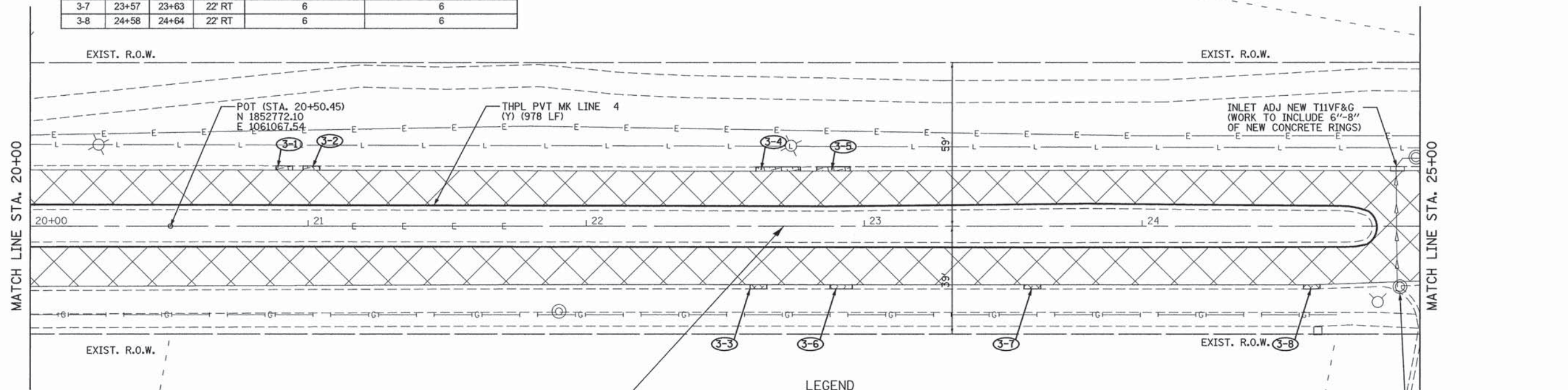


- LEGEND**
- HMA SURFACE REMOVAL 2, 3/4"
 - HMA SURFACE COURSE, MIX "D", N50 (2")
 - HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
 - DRIVEWAY PAVEMENT REMOVAL
 - PCC DRIVEWAY PAVEMENT, 7"
 - SIDEWALK REMOVAL
 - PCC SIDEWALK, 5"
 - COMBINATION CURB AND GUTTER REMOVAL
 - COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 - CLASS D PATCHES, TYPE II, 5 INCH
 - CLASS D PATCHES, TYPE III, 5 INCH
 - CLASS D PATCHES, TYPE IV, 5 INCH
 - SIDEWALK REMOVAL
 - PCC SIDEWALK, 5"
 - DETECTABLE WARNINGS





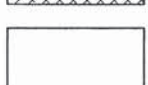
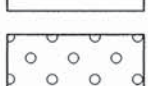
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CURB AND GUTTER REMOVAL AND REPLACEMENT					
NUMBER	START STATION	END STATION	OFFSET	44000500	60603800
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)
3-1	20+88	20+94	21' LT	6	6
3-2	20+98	21+04	21' LT	6	6
3-3	22+58	22+64	22' RT	6	6
3-4	22+58	22+64	22' RT	6	6
3-5	22+61	22+77	21' LT	16	16
3-6	22+87	22+95	22' RT	8	8
3-7	23+57	23+63	22' RT	6	6
3-8	24+58	24+64	22' RT	6	6



LEGEND

-  HMA SURFACE REMOVAL, 2 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
-  DRIVEWAY PAVEMENT REMOVAL
PCC DRIVEWAY PAVEMENT, 7"
-  SIDEWALK REMOVAL
PCC SIDEWALK, 5"
-  COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
-  CLASS D PATCHES, TYPE II, 5 INCH
CLASS D PATCHES, TYPE III, 5 INCH
CLASS D PATCHES, TYPE IV, 5 INCH
-  SIDEWALK REMOVAL
PCC SIDEWALK, 5"
DETECTABLE WARNINGS

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

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PLOT DATE = 1/25/2016

DESIGNED - MJV
DRAWN - MJV
CHECKED - JJC
DATE - 1/25/2016

REVISED -
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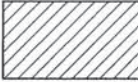


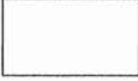
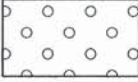
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WOODRIDGE DRIVE FROM CENTER DRIVE TO 75TH STREET
RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' SHEET PP 3 OF 7 STA. 20+00 TO STA. 25+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2584	15-00071-00-RS	DU PAGE	23	8
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 61C63	

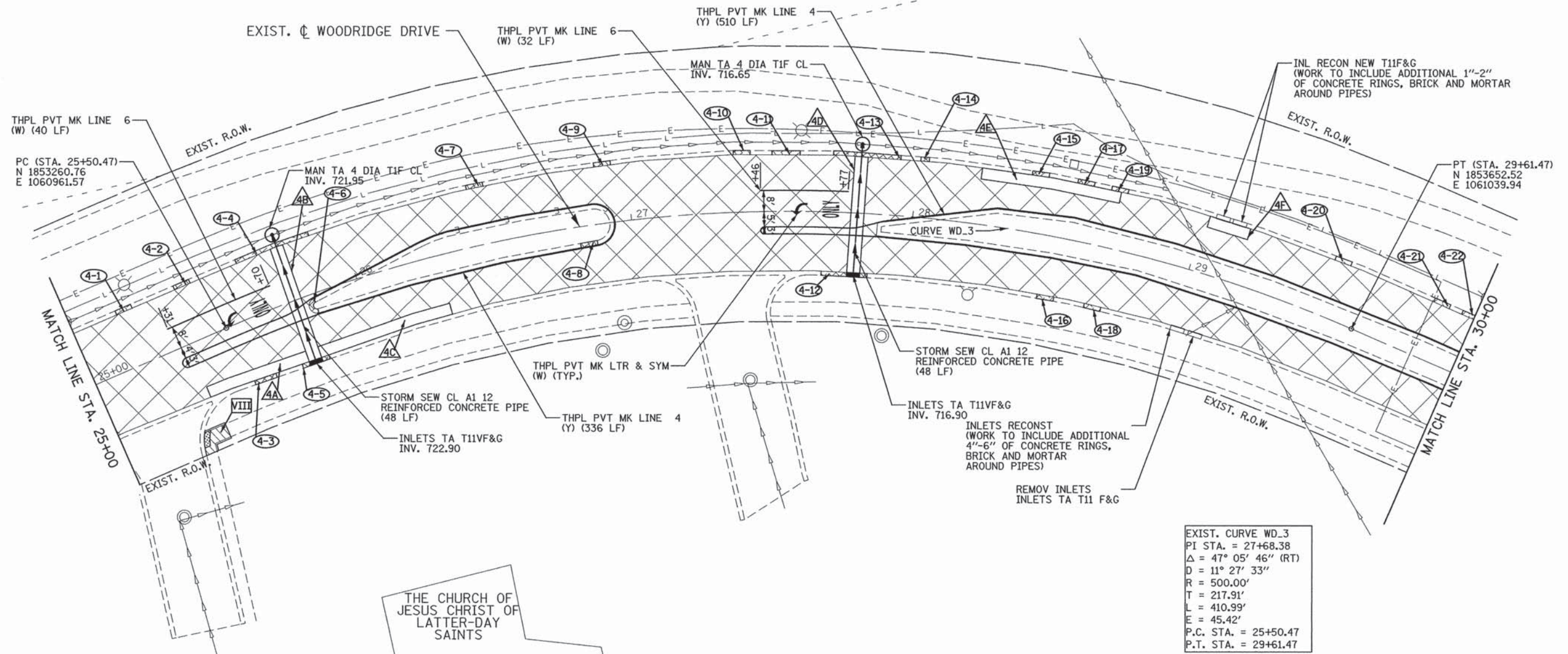
LEGEND

-  HMA SURFACE REMOVAL, 2 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
-  DRIVEWAY PAVEMENT REMOVAL
PCC DRIVEWAY PAVEMENT, 7"
-  SIDEWALK REMOVAL
PCC SIDEWALK, 5"
-  COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER,
TYPE B-6.12
-  CLASS D PATCHES, TYPE II, 5 INCH
CLASS D PATCHES, TYPE III, 5 INCH
CLASS D PATCHES, TYPE IV, 5 INCH
-  SIDEWALK REMOVAL
PCC SIDEWALK, 5"
DETECTABLE WARNINGS

PAVEMENT PATCHES								
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	20800150 TRENCH BACKFILL (CU YD)	CLASS D PATCHES, 5 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
4A	25+36	25+74	19' RT	37	4	-	17	44201709 (TYPE III)
4B	25+74	25+79	FULL WIDTH	5	42	9	22	44201709 (TYPE III)
4C	25+79	26+30	20' RT	49	4	-	22	44201709 (TYPE III)
4D	27+77	27+82	FULL WIDTH	5	42	11	21	44201709 (TYPE III)
4E	28+22	28+71	18' LT	4	50	-	22	44201709 (TYPE III)
4F	29+02	29+16	19' LT	15	4	-	7	44201705 (TYPE II)

CURB AND GUTTER REMOVAL AND REPLACEMENT									
NUMBER	START STATION	END STATION	OFFSET	44000500		60603800			
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)				
4-1	25+17	25+23	21' LT	6	6				
4-2	25+39	25+45	21' LT	6	6				
4-3	25+52	25+60	23' RT	8	8				
4-4	25+52	25+60	23' RT	8	8				
4-5	25+73	25+79	23' RT	6	6				
4-6	25+62	25+89	21' LT	13	11				
4-7	25+73	25+79	23' RT	6	6				
4-8	25+71	25+81	24' RT	10	10				
4-9	26+45	26+51	22' LT	6	6				
4-10	26+81	26+87	6' RT	6	6				
4-11	26+89	26+95	22' LT	6	6				
4-12	27+37	27+43	22' LT	6	4				
4-13	27+50	27+60	22' LT	10	10				
4-14	27+68	27+85	23' RT	16	16				
4-15	27+71	27+94	22' LT	24	24				
4-16	28+48	28+54	22' RT	6	6				
4-17	28+01	28+04	22' LT	3	3				
4-18	28+66	28+72	22' RT	6	6				
4-19	28+39	28+45	22' LT	6	6				
4-20	28+48	28+54	22' RT	6	6				
4-21	28+55	28+61	22' LT	6	6				
4-22	28+66	28+72	22' RT	6	6				

SIDEWALK REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200	42400800	44000600
				PCC SIDEWALK, 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	SIDEWALK REMOVAL (SQ FT)
VIII	25+26	25+37	36' RT	65	10	57



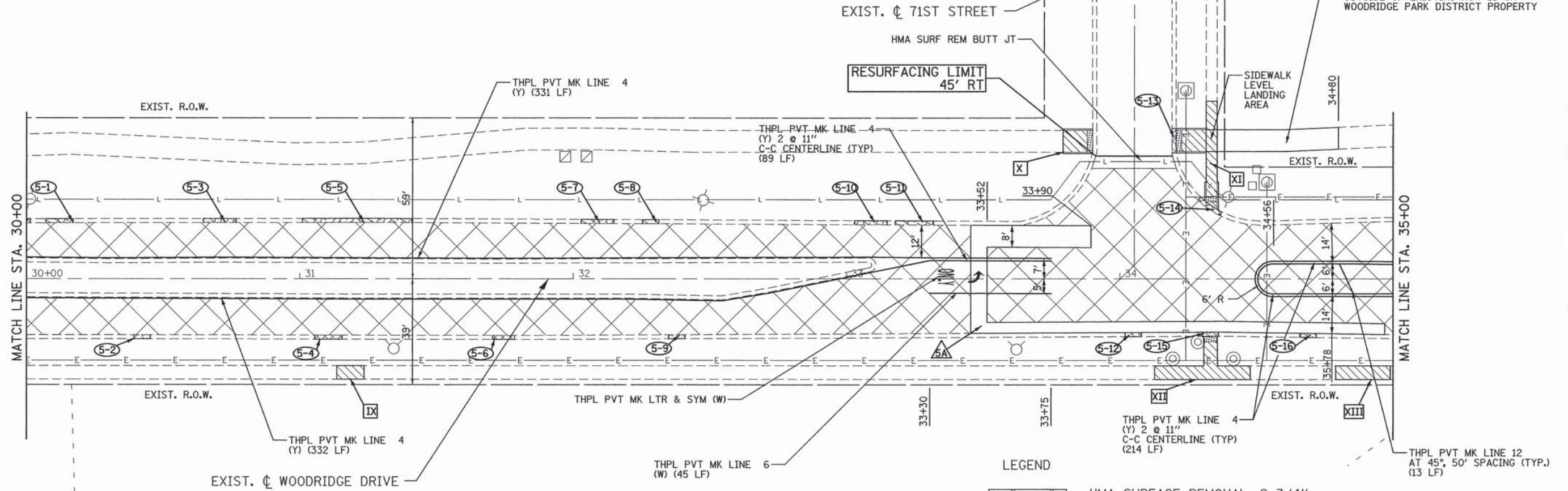
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 PI STA. = 27+68.38
 $\Delta = 47^\circ 05' 46''$ (RT)
 $D = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 217.91'$
 $L = 410.99'$
 $E = 45.42'$
 P.C. STA. = 25+50.47
 P.T. STA. = 29+61.47

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CURB AND GUTTER REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	OFFSET	44000500	60603800	
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	
5-1	30+07	30+17	22' LT	10	10	
5-2	30+39	30+45	22' RT	6	6	
5-3	30+65	30+77	22' LT	12	12	
5-4	31+05	31+15	22' RT	10	10	
5-5	31+05	31+15	22' RT	10	10	
5-6	31+70	31+78	22' RT	8	8	
5-7	31+01	31+41	22' LT	40	40	
5-8	31+70	31+78	22' RT	8	8	
5-9	32+03	32+15	22' LT	12	12	
5-10	32+25	32+31	22' LT	6	6	
5-11	32+35	32+41	22' RT	6	6	
5-12	34+02	34+08	21' RT	6	6	
5-13	33+03	33+15	21' LT	12	12	
5-14	33+18	33+32	21' LT	6	6	
5-15	34+02	34+08	21' RT	6	6	
5-16	34+19	34+19	46' - 55' LT	9	9	

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 5 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
5A	33+45	34+97	VARIES	152	4' - 40'	125	44201711 (TYPE IV)

SIDEWALK REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200	42400800	44000600
				PCC SIDEWALK, 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	SIDEWALK REMOVAL (SQ FT)
IX	31+13	31+23	35' RT	50	-	50
X	33+79	33+90	51' LT	97	16	87
XI	34+21	34+36	27' - 65' LT	261	24	242
XII	34+13	34+48	21' - 35' RT	230	10	230
XIII	34+79	34+99	35' RT	100	-	100






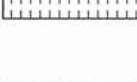



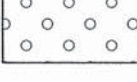












BIKE PATH REMOVAL AND REPLACEMENT
 BIKE PATH REM (X0327036)
 HMA SC "D" N50 (3") (40603335)
 AGG BASE CSE B 6 (35101800)

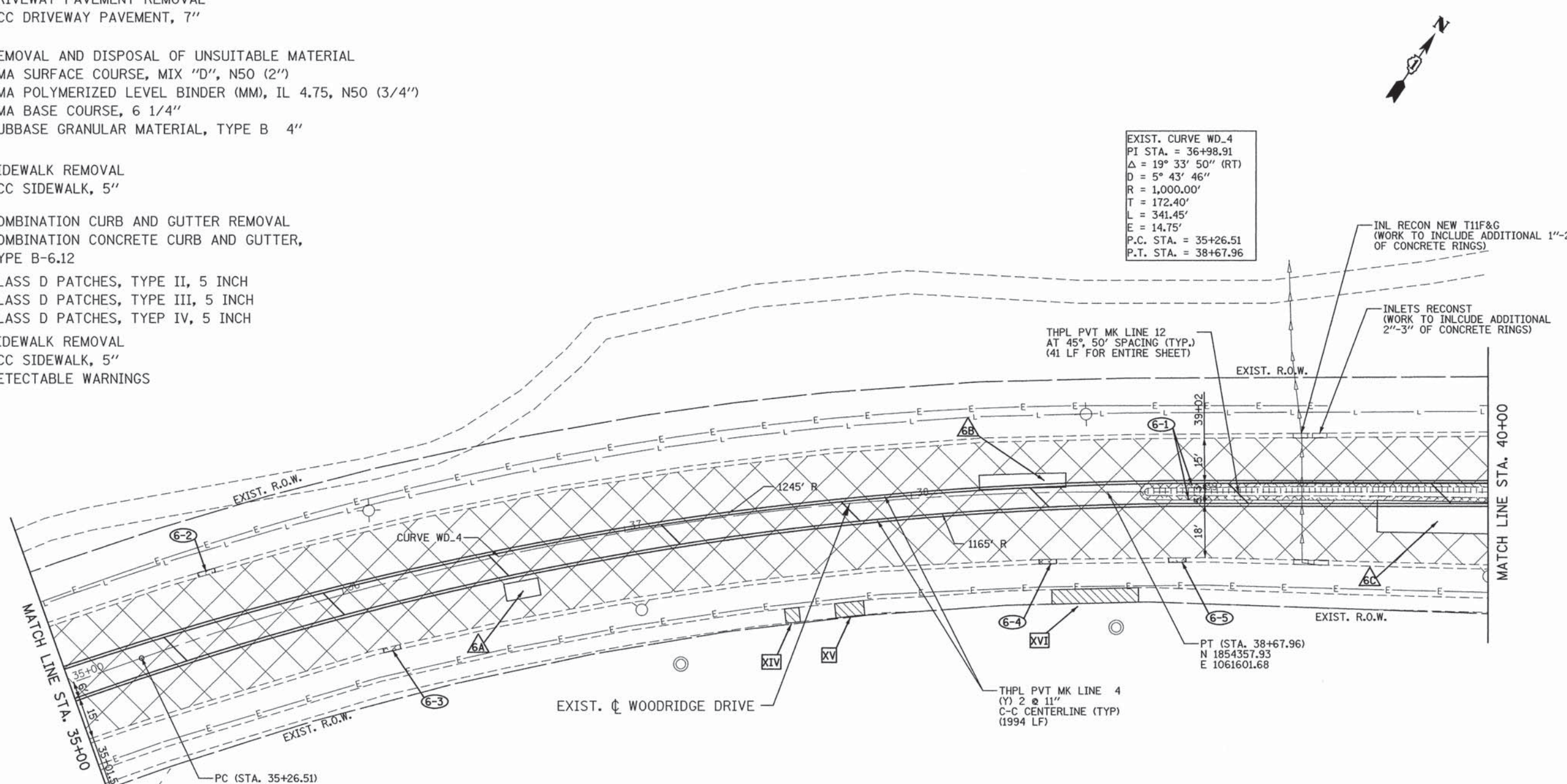
NOTE: BIKE PATH WORK DONE OUTSIDE OF EXISTING ROW IS ON WOODRIDGE PARK DISTRICT PROPERTY

LEGEND	
	HMA SURFACE REMOVAL, 2 3/4"
	HMA SURFACE COURSE, MIX "D", N50 (2")
	HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
	DRIVEWAY PAVEMENT REMOVAL
	PCC DRIVEWAY PAVEMENT, 7"
	SIDEWALK REMOVAL
	PCC SIDEWALK, 5"
	COMBINATION CURB AND GUTTER REMOVAL
	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
	CLASS D PATCHES, TYPE II, 5 INCH
	CLASS D PATCHES, TYPE III, 5 INCH
	CLASS D PATCHES, TYPE IV, 5 INCH
	SIDEWALK REMOVAL
	PCC SIDEWALK, 5"
	DETECTABLE WARNINGS

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvosak(Rdwj-Lisle)	DESIGNED - MJV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOODRIDGE DRIVE FROM CENTER DRIVE TO 75TH STREET RESURFACING AND PAVEMENT MARKING PLAN	F.A.U. RTE. 2584	SECTION 15-00071-00-RS	COUNTY DU PAGE	TOTAL SHEETS 23	SHEET NO. 10		
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	PLOT DATE = 1/25/2016	DATE - 1/25/2015	REVISED -									

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- LEGEND**
-  HMA SURFACE REMOVAL, 2 3/4"
 -  HMA SURFACE COURSE, MIX "D", N50 (2")
 -  HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
 -  DRIVEWAY PAVEMENT REMOVAL
 -  PCC DRIVEWAY PAVEMENT, 7"
 -  REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
 -  HMA SURFACE COURSE, MIX "D", N50 (2")
 -  HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
 -  HMA BASE COURSE, 6 1/4"
 -  SUBBASE GRANULAR MATERIAL, TYPE B 4"
 -  SIDEWALK REMOVAL
 -  PCC SIDEWALK, 5"
 -  COMBINATION CURB AND GUTTER REMOVAL
 -  COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 -  CLASS D PATCHES, TYPE II, 5 INCH
 -  CLASS D PATCHES, TYPE III, 5 INCH
 -  CLASS D PATCHES, TYPE IV, 5 INCH
 -  SIDEWALK REMOVAL
 -  PCC SIDEWALK, 5"
 -  DETECTABLE WARNINGS



CURB AND GUTTER REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	OFFSET	44000500		60603800
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	
6-2	35+54	35+60	21' LT	6	6	6
6-3	36+08	36+14	23' RT	6	6	6
6-4	38+44	38+50	24' RT	6	6	6
6-5	38+89	38+95	24' RT	6	6	6

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 5 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
							44201705 (TYPE II)
6A	36+55	36+67	13' RT	12	6	8	44201705 (TYPE II)
6B	38+24	38+54	4' LT	5	30	17	44201709 (TYPE III)
6C	39+61	40+73	8' - 10' RT	112	11	137	44201711 (TYPE IV)

MEDIAN REMOVAL AND REPLACEMENT WITH PROPOSED PAVEMENT									
NUMBER	START STATION	END STATION	OFFSET	44000500					40603335
				COMBINATION CURB AND GUTTER REMOVAL (FT)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	SUBBASE GRANULAR MATERIAL, TYPE B 4" (SQ YD)	HOT-MIX ASPHALT BASE COURSE, 6 1/4" (SQ YD)	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (TON)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (TON)
6-1	38+79	40+00	4' LT - 4' RT	240	27	163	163	3.5	9.2

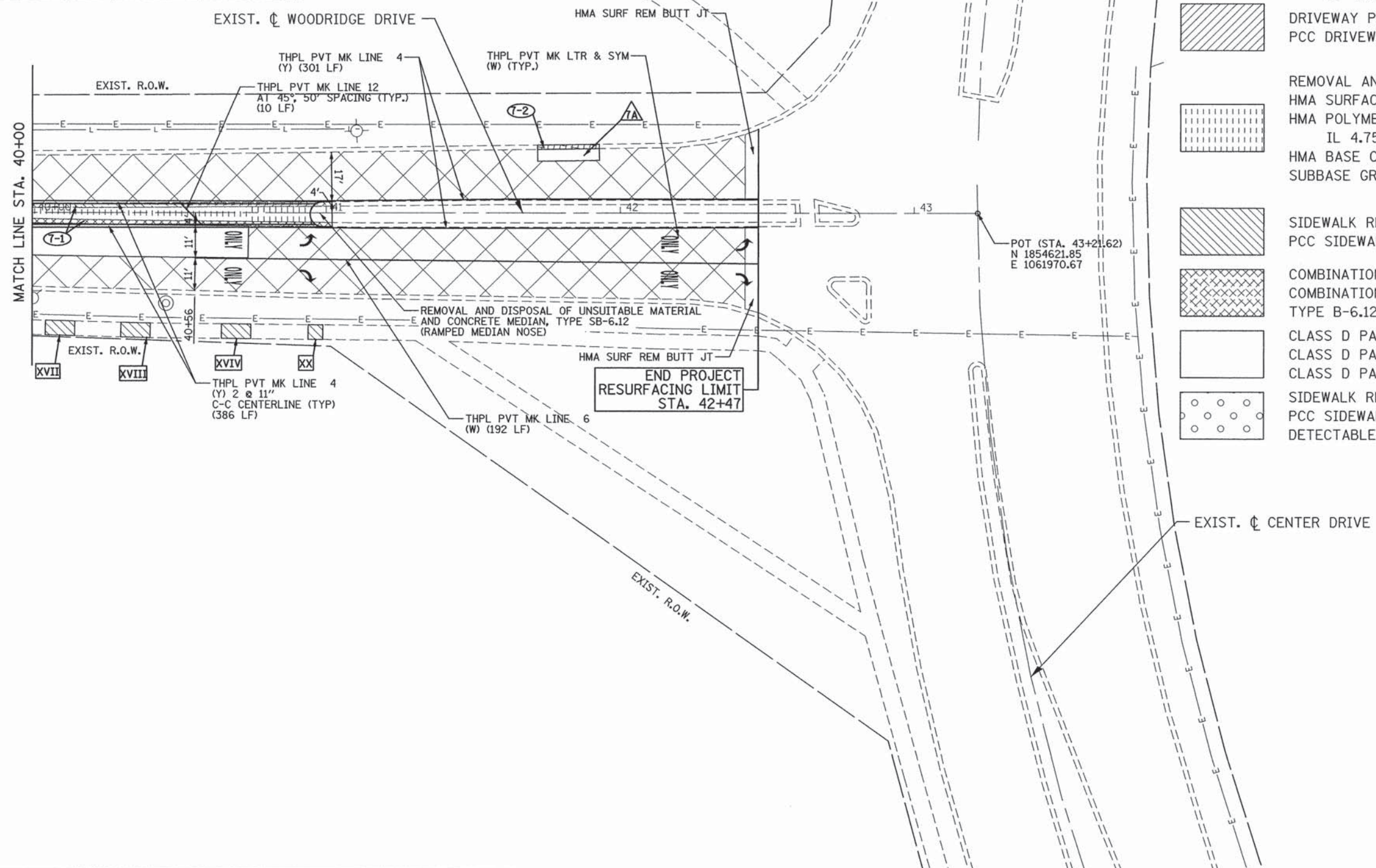
SIDEWALK REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200		44000600
				PCC SIDEWALK, 5 INCH (SQ FT)	SIDEWALK REMOVAL (SQ FT)	
XV	37+52	37+57	37' RT	25	25	25
XV	37+70	37+80	37' RT	50	50	50
XVI	38+48	38+78	36' RT	150	150	150

MEDIAN REMOVAL AND REPLACEMENT WITH PROPOSED PAVEMENT									
NUMBER	START STATION	END STATION	OFFSET	44000500 COMBINATION CURB AND GUTTER REMOVAL (FT)	20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	31101200 SUBBASE GRANULAR MATERIAL, TYPE B 4" (SQ YD)	35501309 HOT-MIX ASPHALT BASE COURSE, 6 1/4" (SQ YD)	40600827 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (TON)	40603335 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (TON)
7-1	40+00	41+02	4' LT - 5' RT	204	31	80	80	3.4	9.0

CURB AND GUTTER REMOVAL AND REPLACEMENT					
NUMBER	START STATION	END STATION	OFFSET	44000500 COMBINATION CURB AND GUTTER REMOVAL (FT)	60603800 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)
7-2	41+72	41+83	23' LT	21	21

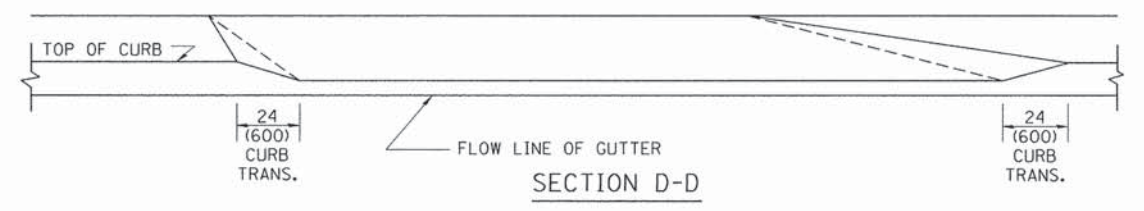
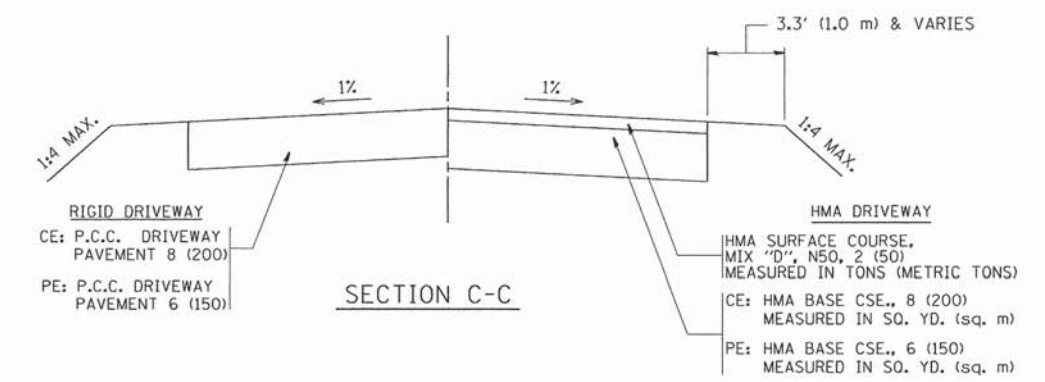
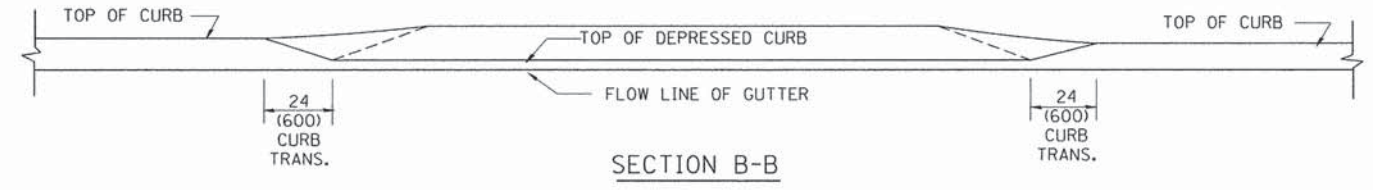
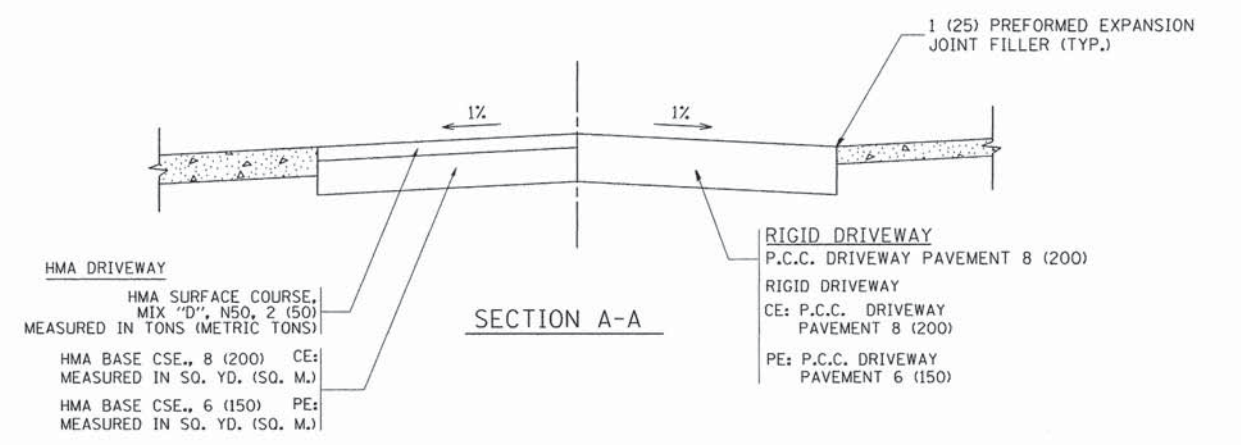
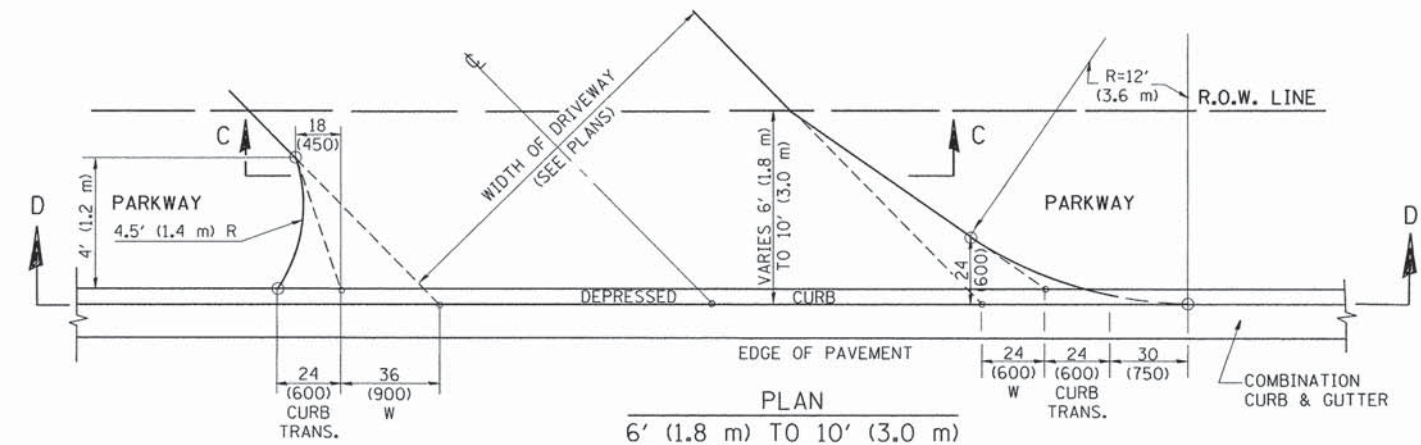
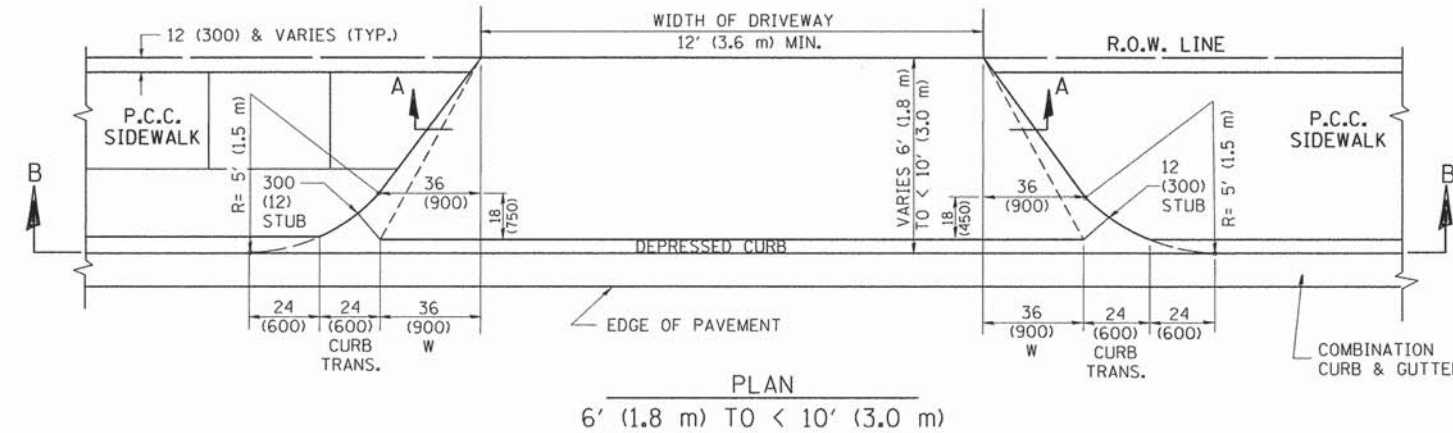
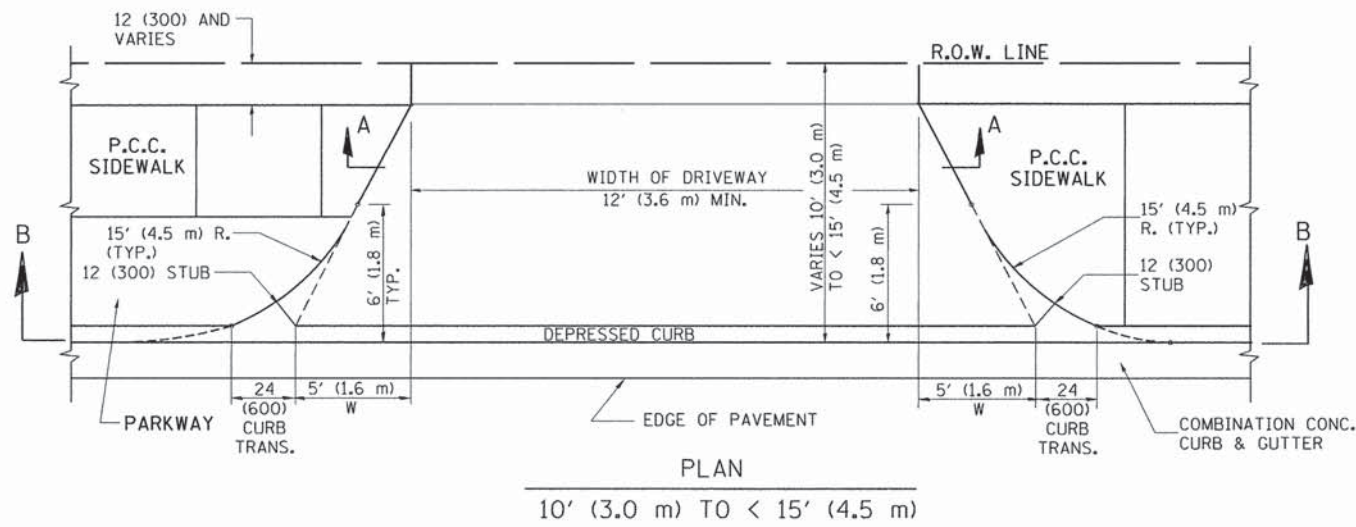
PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 5 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
7A	41+72	41+93	20' LT	21	3	7	44201705 (TYPE II)

SIDEWALK REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200 PCC SIDEWALK, 5 INCH (SQ FT)	44000600 SIDEWALK REMOVAL (SQ FT)	
XVII	40+04	40+14	39' RT	50	50	
XVIII	40+30	40+40	40' RT	50	50	
XIV	40+64	40+74	41' RT	50	50	
XX	40+94	40+99	41' RT	25	25	



LEGEND

- HMA SURFACE REMOVAL, 2 3/4"
- HMA SURFACE COURSE, MIX "D", N50 (2")
- HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
- DRIVEWAY PAVEMENT REMOVAL
- PCC DRIVEWAY PAVEMENT, 7"
- REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- HMA SURFACE COURSE, MIX "D", N50 (2")
- HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
- HMA BASE COURSE, 6 1/4"
- SUBBASE GRANULAR MATERIAL, TYPE B 4"
- SIDEWALK REMOVAL
- PCC SIDEWALK, 5"
- COMBINATION CURB AND GUTTER REMOVAL
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- CLASS D PATCHES, TYPE II, 5 INCH
- CLASS D PATCHES, TYPE III, 5 INCH
- CLASS D PATCHES, TYPE IV, 5 INCH
- SIDEWALK REMOVAL
- PCC SIDEWALK, 5"
- DETECTABLE WARNINGS



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).

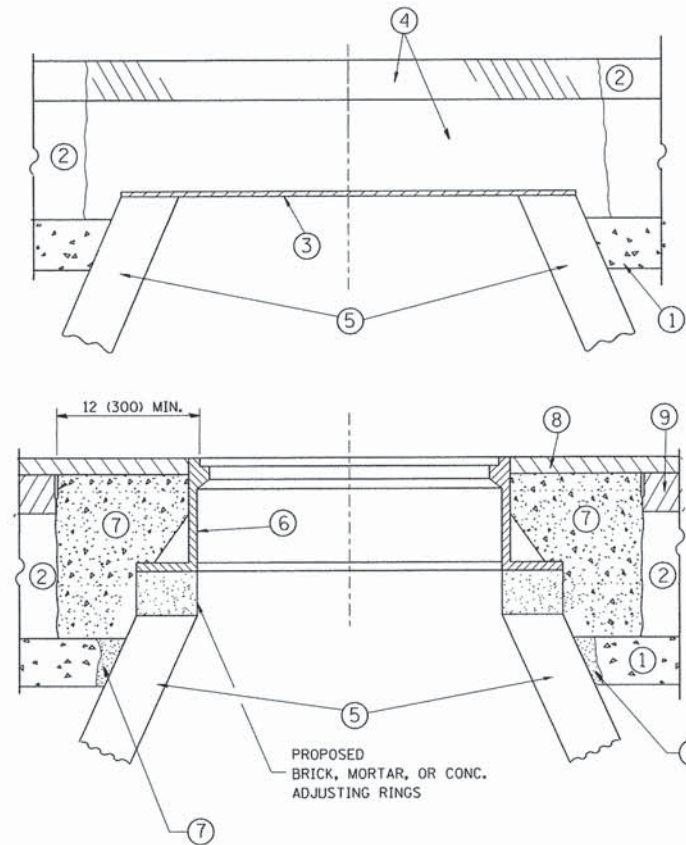
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = lnyse	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
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	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 10/28/2011	DATE - 11-06-95	REVISED - R. BORO 09-06-11

**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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2584	15-00071-00-RS	DU PAGE	23	13
BD400-02 (BD-02)		CONTRACT NO. 61CG3		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

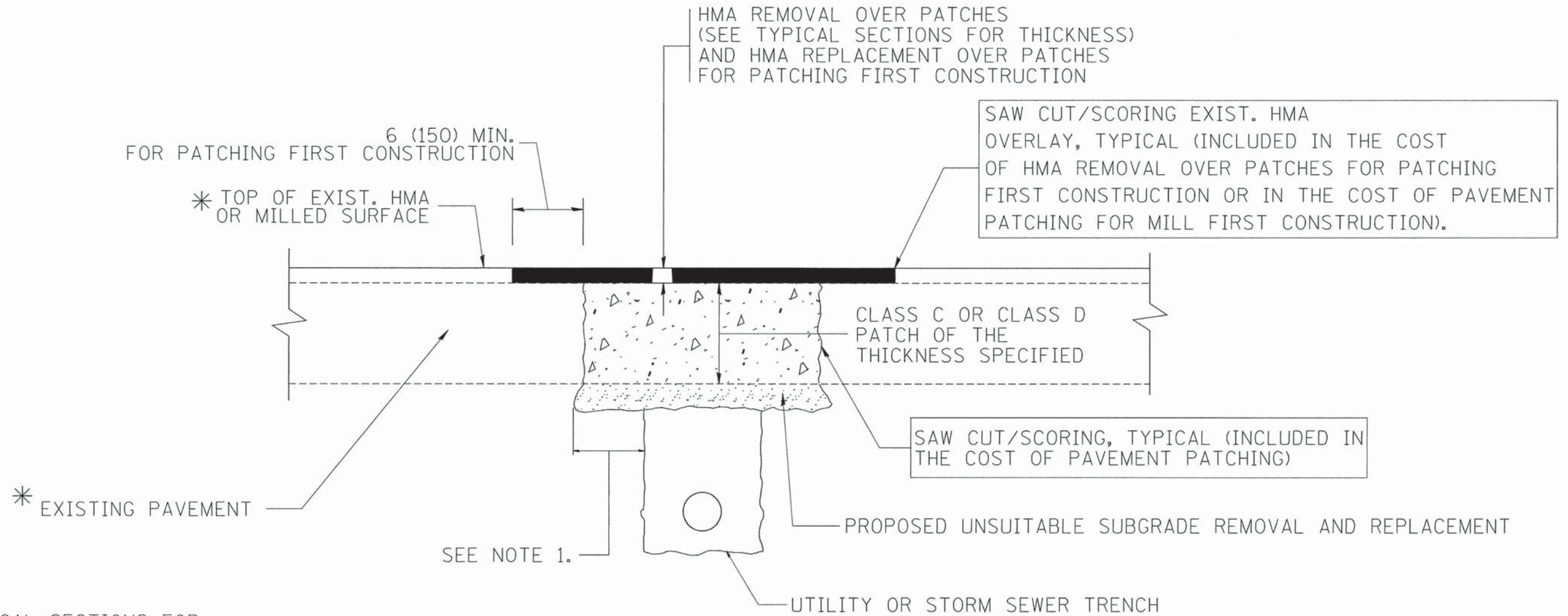
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		CHECKED -	REVISED - R. BORO 03-09-11
		DATE - 10-25-94	REVISED - R. BORO 12-06-11

**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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2584	15-00071-00-RS	DU PAGE	23	14
BD600-03 (BD-8)		CONTRACT NO. 61C63		
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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		DRAWN -	REVISED - R. BORO 01-01-07			2584	15-00071-00-RS	DU PAGE	23	15	
		PLOT SCALE = 50.000 / IN.	REVISED - R. BORO 09-04-07			BD400-04 (BD-22)		CONTRACT NO. 61C63			
		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		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.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

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).

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

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE 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".

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

* 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.

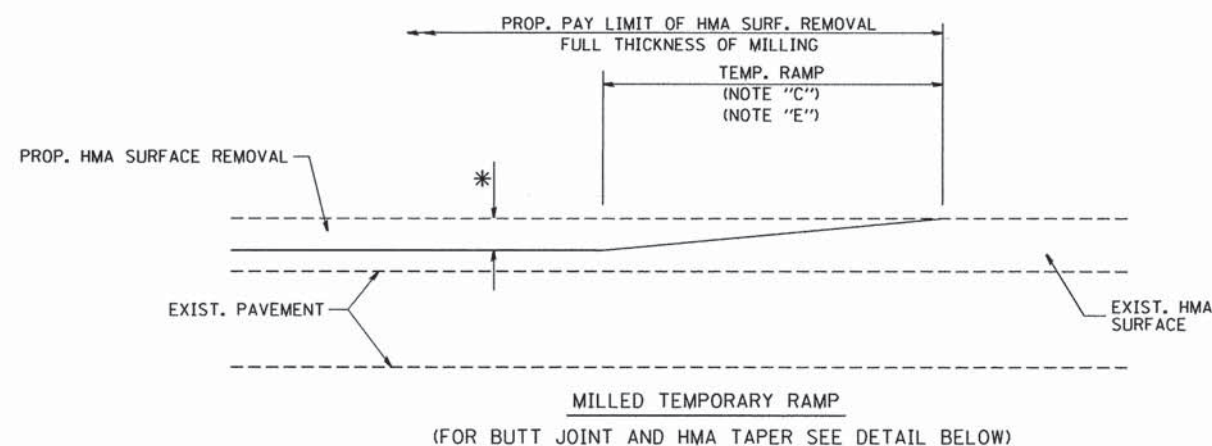
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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.

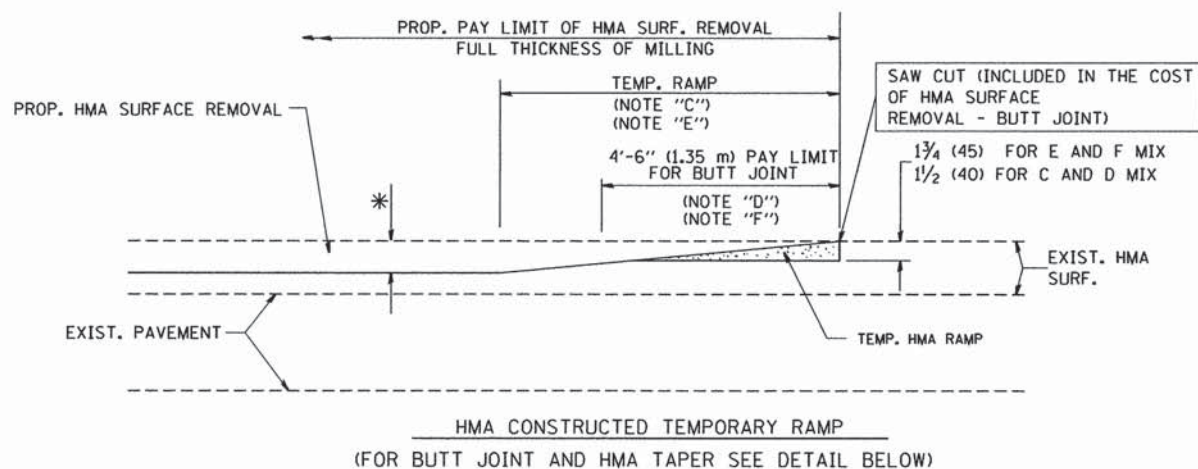
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50.000 / IN.	CHECKED -	REVISOR - M. GOMEZ 01-22-01	BD600-06 (BD-24)			CONTRACT NO. 61C63				
PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISOR - R. BORO 12-15-09	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

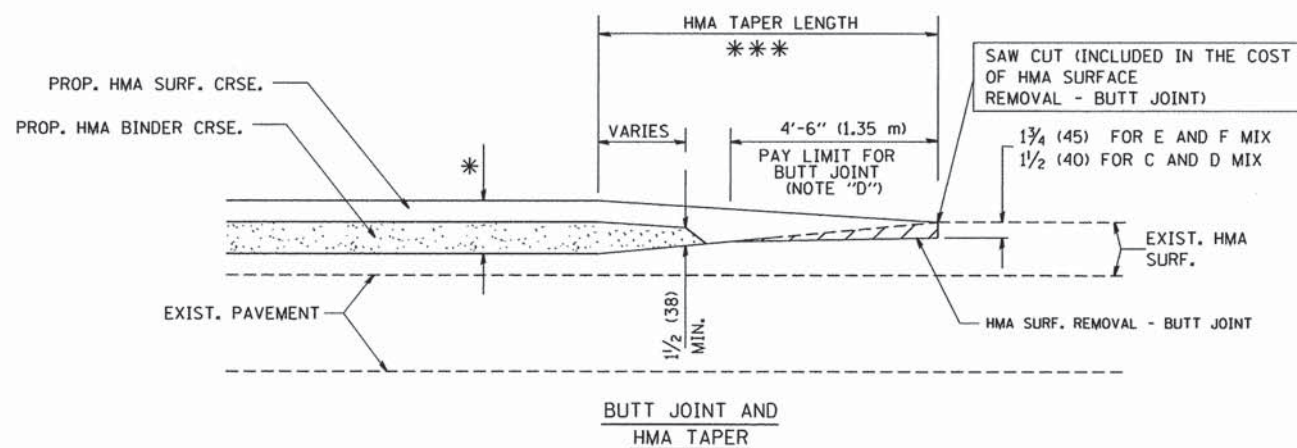


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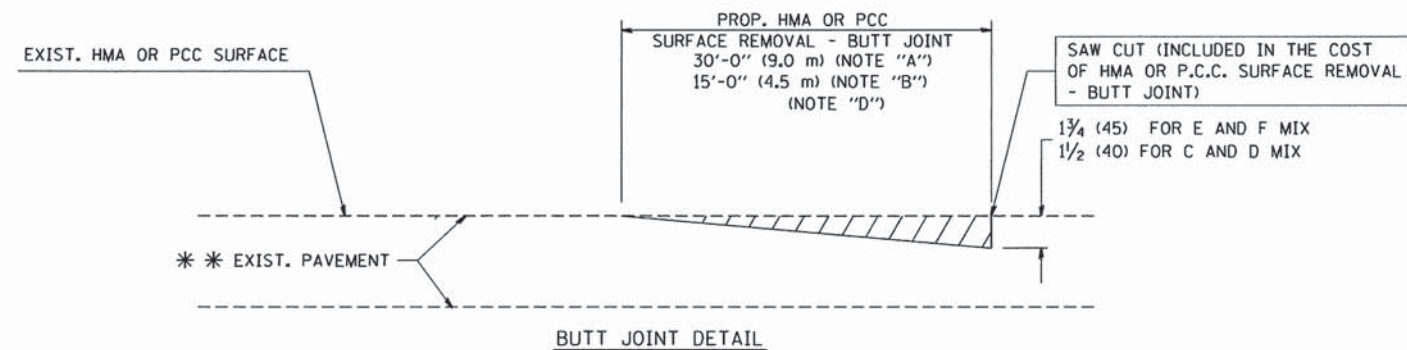


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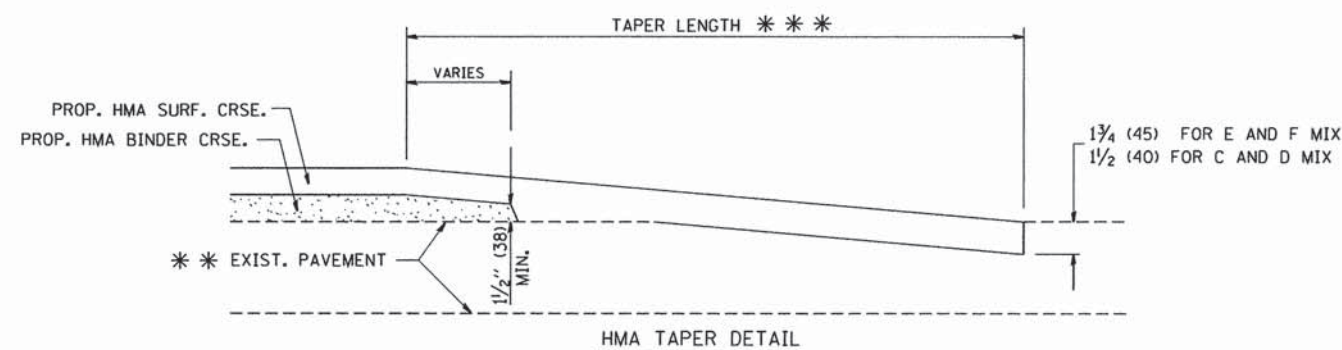
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

FILE NAME =
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PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

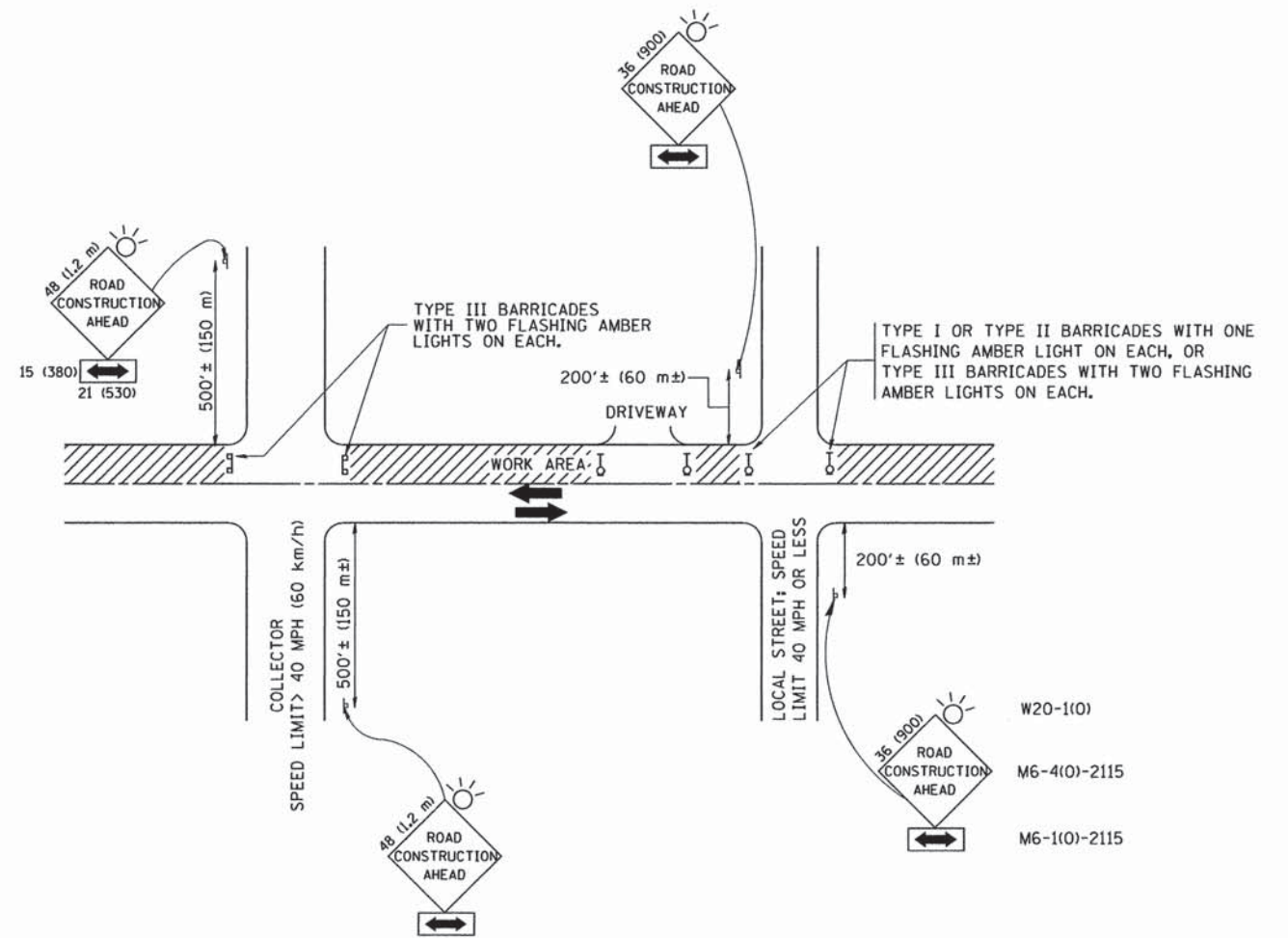
REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2584	15-00071-00-RS	DU PAGE	23	17
BD400-05 BD32			CONTRACT NO. 61C63	
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
- 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:
 - 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.
 - 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.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - 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.
 - 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.
 - WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

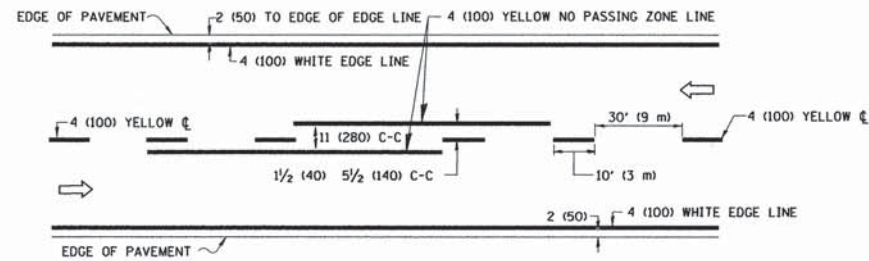
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

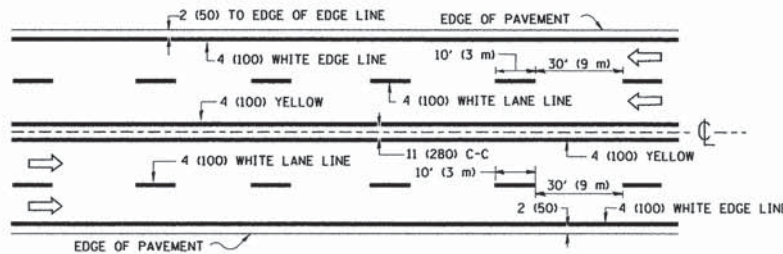
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

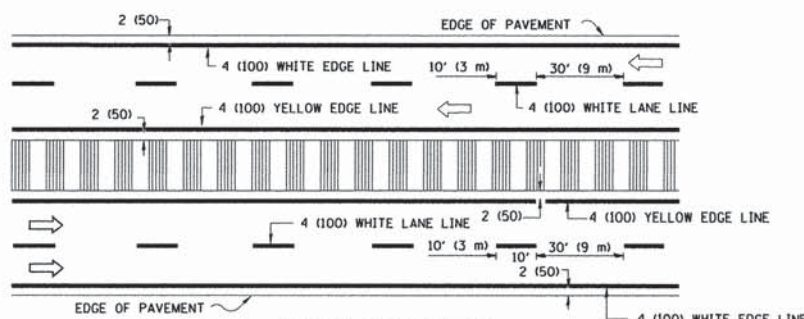
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2584	15-00071-00-RS	DU PAGE	23	18
TC-10				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				
			CONTRACT NO.	61C63



2-LANE ROADWAY

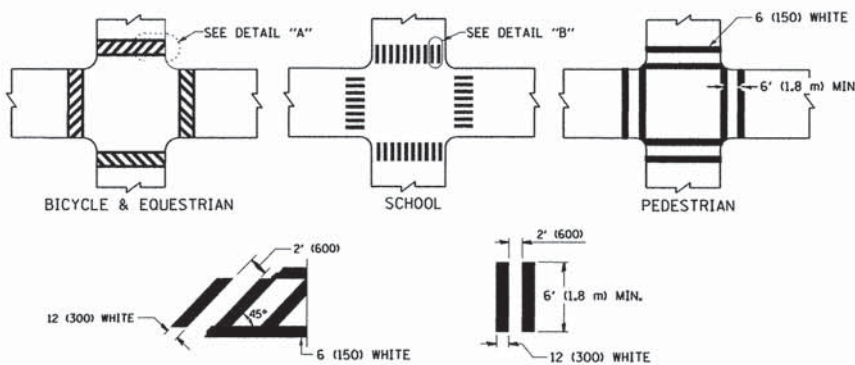


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

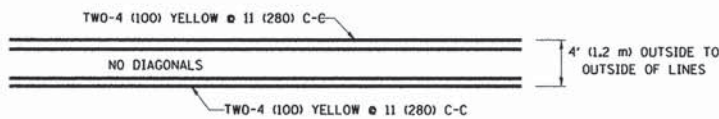


DETAIL "A"

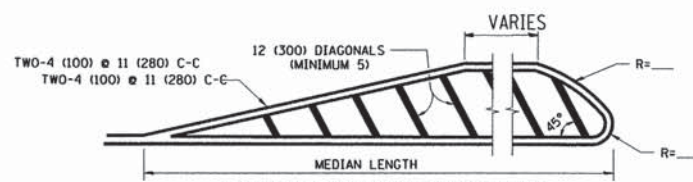
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



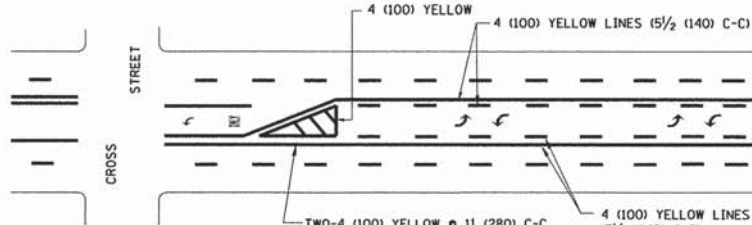
4' (1.2 m) WIDE MEDIANS ONLY



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

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

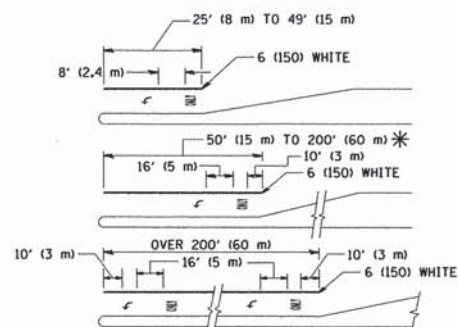
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

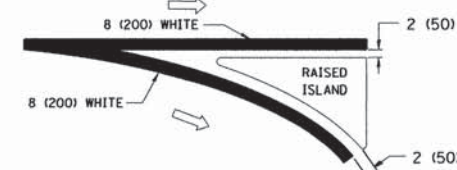
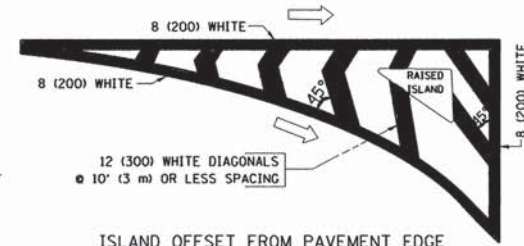


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

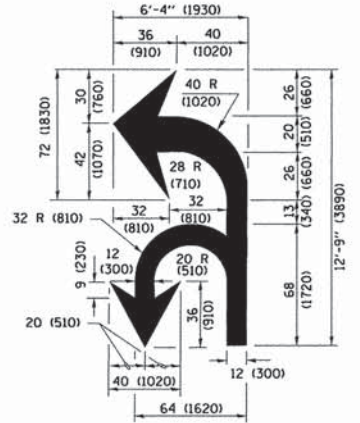
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

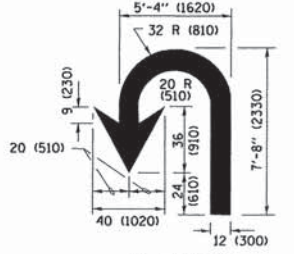
TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (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) 2' (600) APART 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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

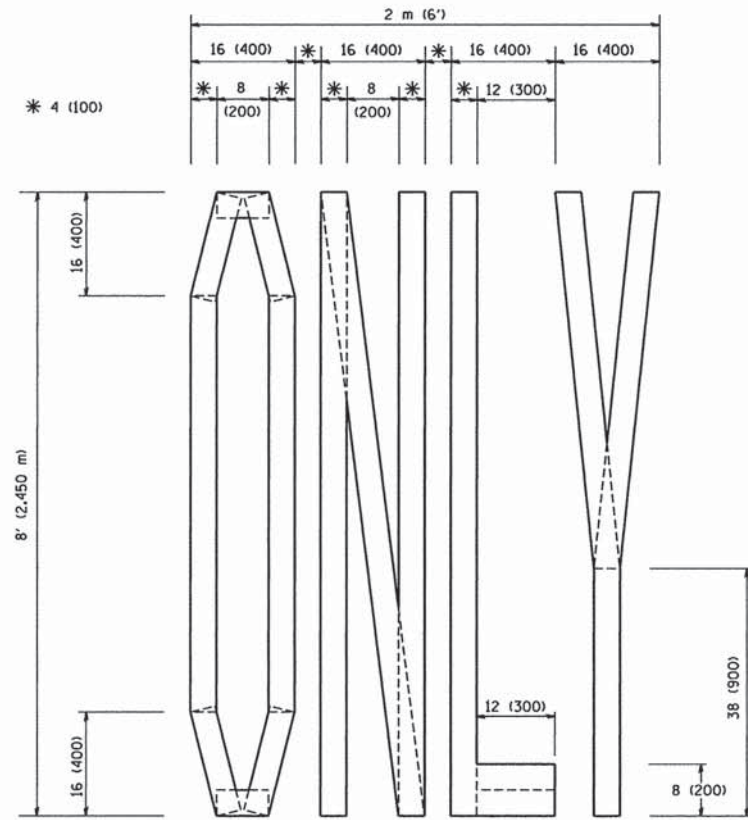
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

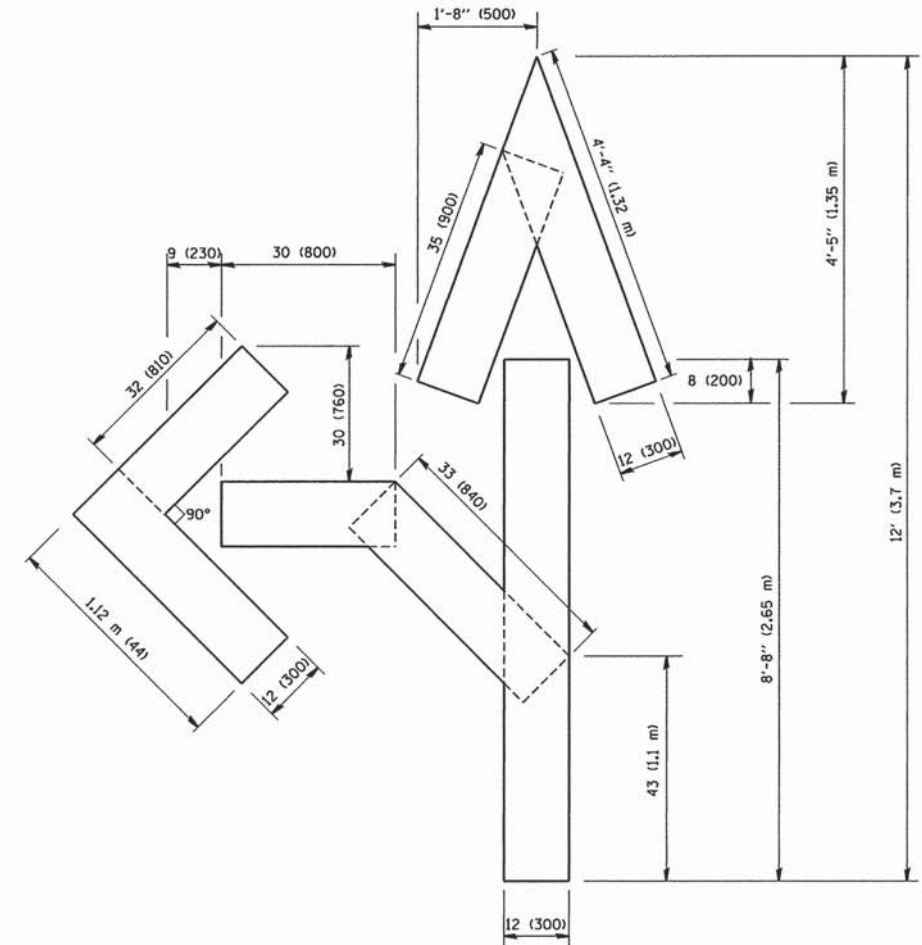
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pwt\NL084EBIDINTEG.Illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\Dist	DRAWN CADData\CADsheets\tcl3.dgn	CHECKED -	REVISED - C. JUCIUS 09-09-09
Default	PLOT SCALE = 50.000 / in.	DATE - 03-19-90	REVISED - C. JUCIUS 07-01-13
	PLOT DATE = 12/21/2015		REVISED - C. JUCIUS 12-21-15

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

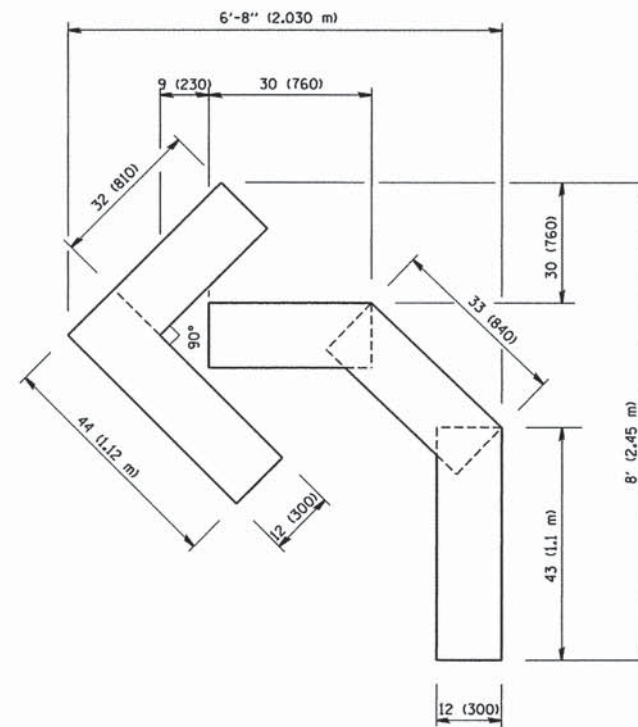
DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		2584	15-00071-00-RS	DU PAGE	23	19
SCALE: NONE		TC-13		CONTRACT NO. 61C63		
SHEET 1 OF 1 SHEETS		ILLINOIS FED. AID PROJECT				



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:\ststtd\22x34\16.dgn

USER NAME = gaglianobt
 DRAWN -
 PLOT SCALE = 50,0000' / IN.
 PLOT DATE = 1/4/2008

DESIGNED -
 CHECKED -
 DATE - 09-18-94

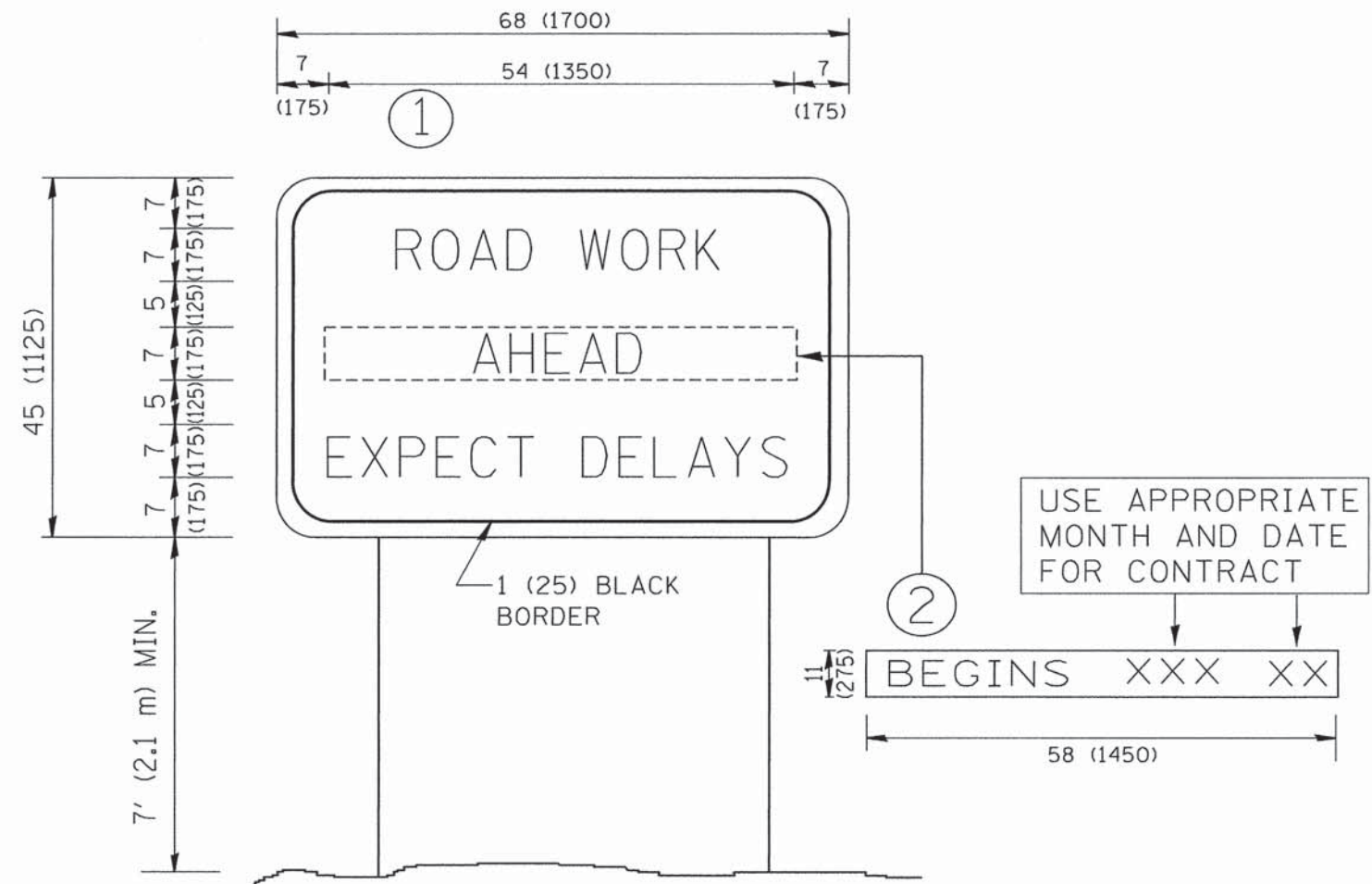
REVISED -T. RAMMACHER 06-05-96
 REVISED -T. RAMMACHER 11-04-97
 REVISED -T. RAMMACHER 03-02-98
 REVISED -E. GOMEZ 08-28-00

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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2584	15-00071-00-RS	DU PAGE	23	20
TC-16				
CONTRACT NO. 61C63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

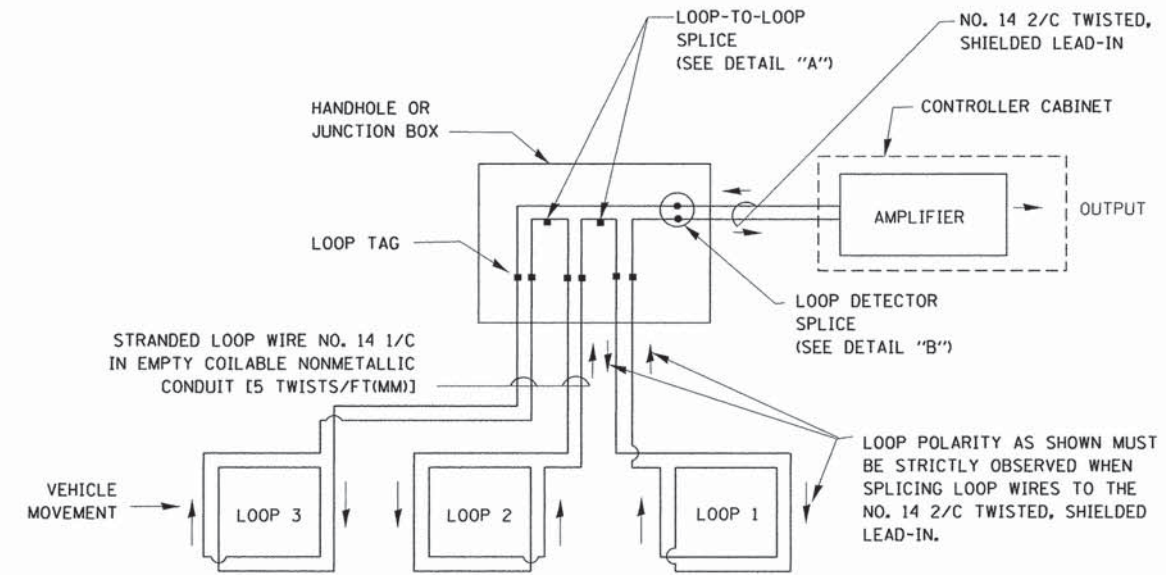
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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:\dststd\22x34\to22.dgn	USER NAME = goglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A. RTE. 2584	SECTION 15-00071-00-RS	COUNTY DU PAGE	TOTAL SHEETS 23	SHEET NO. 21
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22	CONTRACT NO. 61C63	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
		DATE -	REVISED - C. JUCIUS 01-31-07								

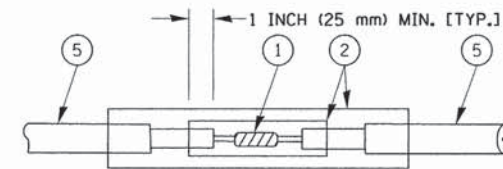
LOOP DETECTOR NOTES

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

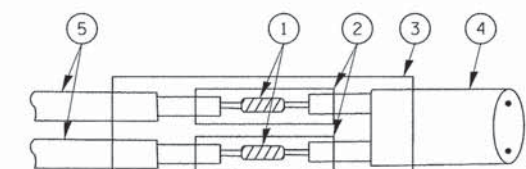


DETECTOR LOOP WIRING SCHEMATIC

- 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.



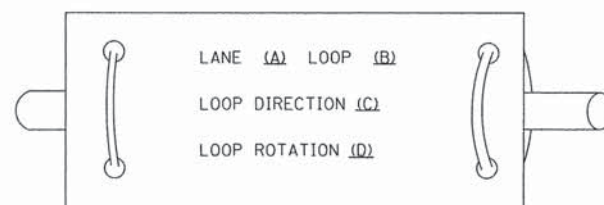
DETAIL "A"
LOOP-TO-LOOP SPLICE



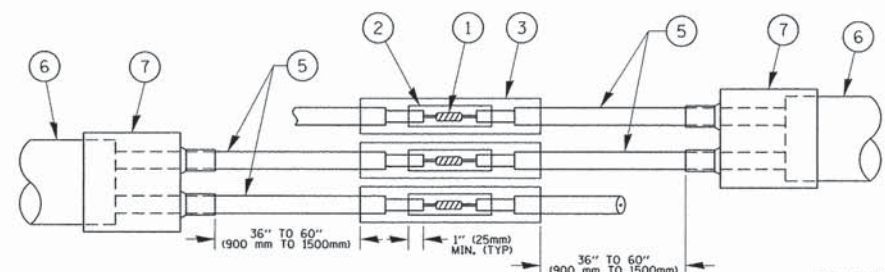
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP

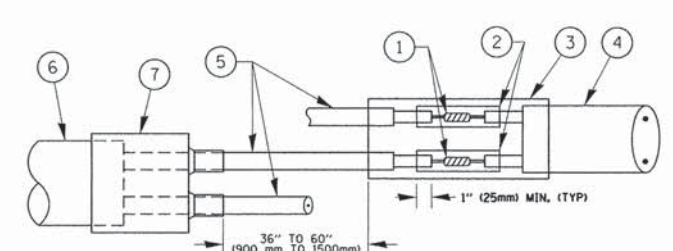
LOOP LEAD-IN CABLE TAG



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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

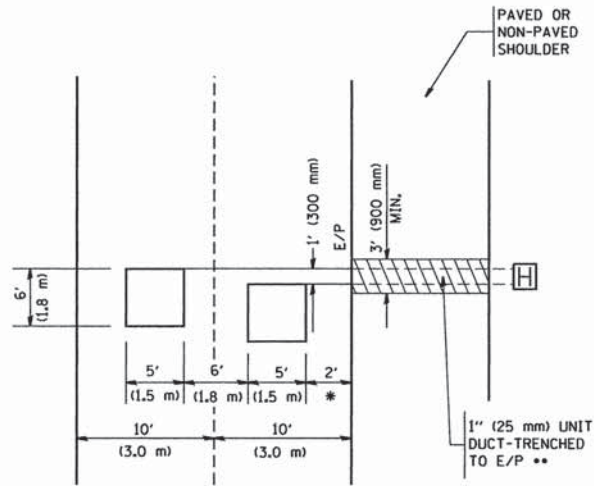
LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pw\work\pwsdot\footem\10108315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA. TO STA.	2584	15-00071-00-RS	DU PAGE	23	22
		PLOT SCALE = 50.0000' / in.	CHECKED - DAD		REVISED -				TS-05			
		PLOT DATE = 1/13/2014	DATE - 10-28-09		REVISED -							
							CONTRACT NO. 61C63		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			

LOOPS NEXT TO SHOULDERS

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

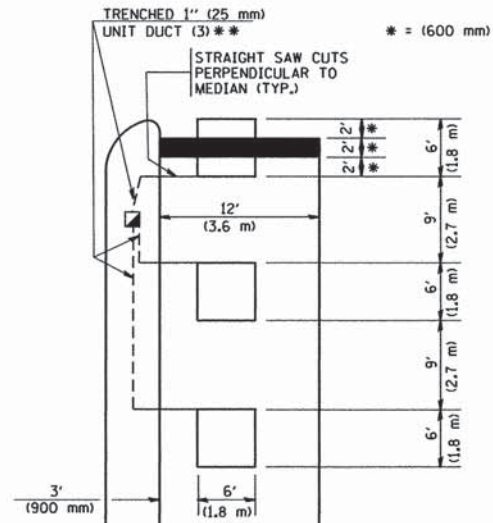


* = (600 mm)

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

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

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

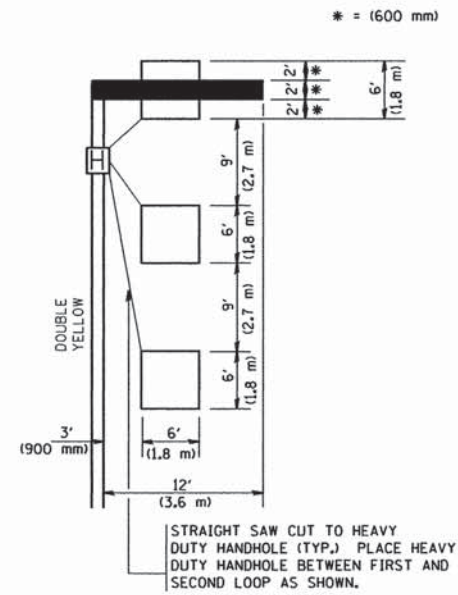


* = (600 mm)

** 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

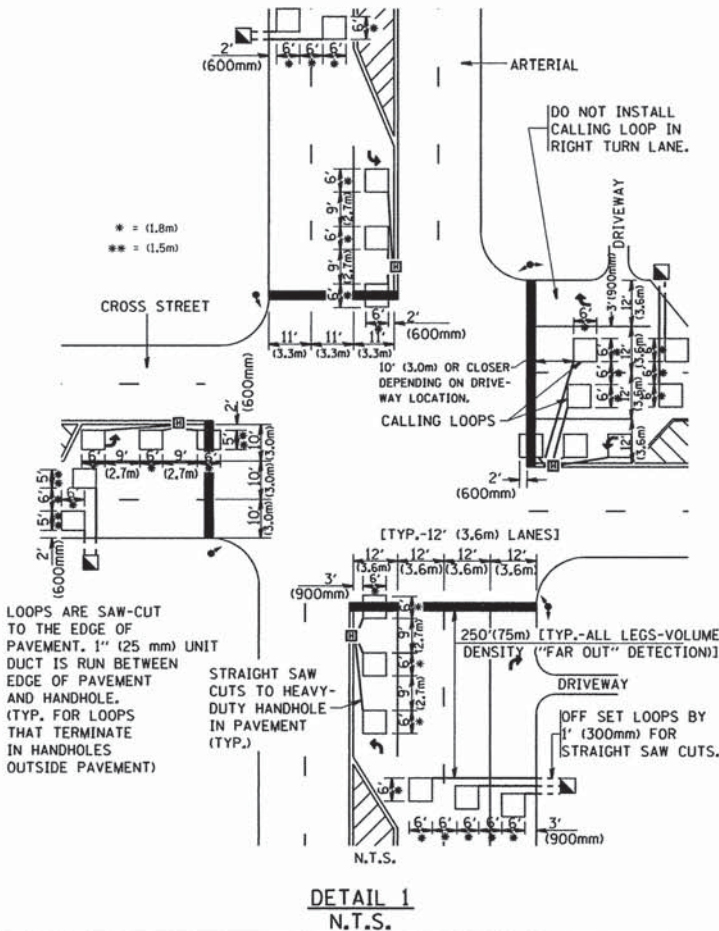
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**



* = (600 mm)

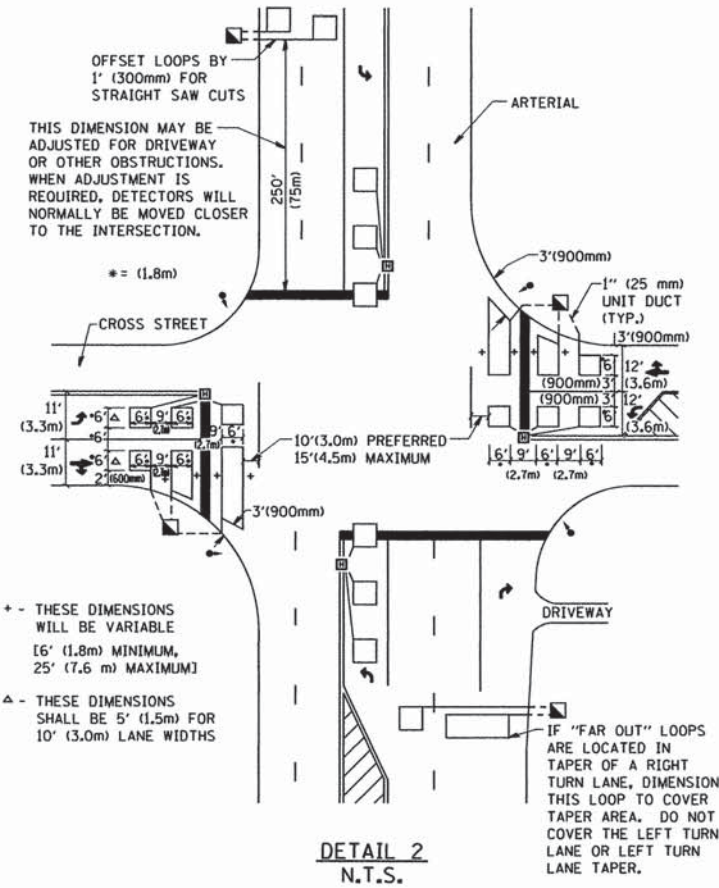
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN 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 =
M:\dists\td\22x34\ts07.dgn

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

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

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2584	15-00071-00-RS	DU PAGE	23	23
TS-07			CONTRACT NO. 61C63	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				