

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

HIGHWAY CLASSIFICATION

MINOR ARTERIAL

WOODWARD AVENUE TRAFFIC DATA

2012 ADT = 5,650

POSTED SPEED = 40 MPH

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

FAU 2593 (WOODWARD AVENUE)
INTERNATIONALE PARKWAY TO I-55 BRIDGE
RESURFACING

SECTION 16-00073-00-RS

PROJECT NO. M-4003(835)

VILLAGE OF WOODRIDGE

DU PAGE COUNTY

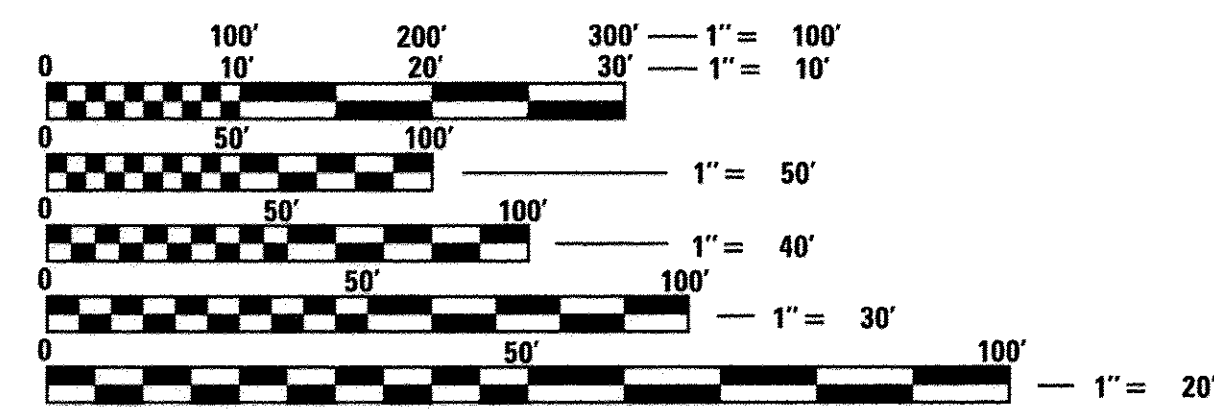
C-91-041-17

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 61D80		



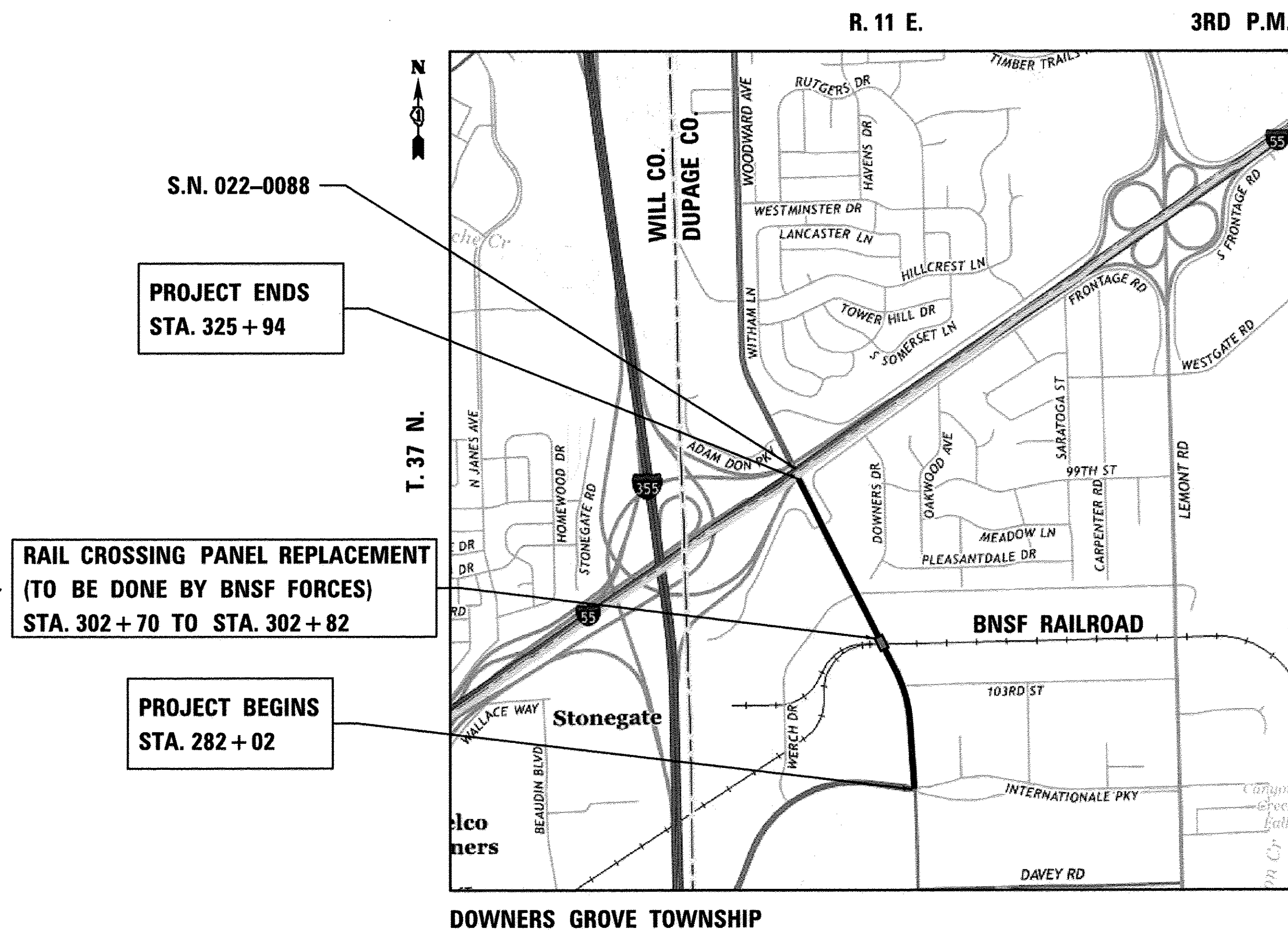
SCHAUMBURG, IL

PROGRAM AND OFFICE ENGINEER: CHARLES RIDDLE, PE 847-705-4406



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



RAIL CROSSING PANEL REPLACEMENT
(TO BE DONE BY BNSF FORCES)
STA. 302 + 70 TO STA. 302 + 82

PROJECT BEGINS
STA. 282 + 02

LOCATION MAP N.T.S.

GROSS LENGTH = 4,392 FEET = 0.831 MILES
NET LENGTH = 4,380 FEET = 0.830 MILES

PATRICK ENGINEERING INC.

Michael J. Vasak
01/26/17
MICHAEL J. VASAK, P.E.
NO. 062-064621
EXP. DATE: 11/30/17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Approved: *[Signature]*
01/26/17
VILLAGE OF WOODRIDGE, DIRECTOR OF PUBLIC WORKS

Passed: *[Signature]*
FEB 14 2017
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

Releasing for Bid
Based on Limited
Review: *[Signature]*
February 16 2017
REGIONAL ENGINEER

PATRICK ENGINEERING

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

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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 JAY NICKLESKI, DEPUTY FIRE CHIEF WITH THE LEMONT FIRE PROTECTION DISTRICT, AT (630) 257-2376x223 TO COORDINATE TRAFFIC CONTROL OPERATIONS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES AND PRIOR TO IMPLEMENTING THE RAILROAD CROSSING DETOUR.

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.

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.

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, OTHER THAN WHEN REQUIRED BY BNSF FORCES DURING THE RAILROAD CROSSING PANEL REPLACEMENT, 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.

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

PRIOR TO APPLYING HOT-MIX ASPHALT TACK 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.

GENERAL NOTES (CONT'D)

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 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 MINI TRIATHLON EVENT THAT PARTIALLY TAKES PLACE ON WOODWARD AVENUE, NO WORK SHALL COMMENCE PRIOR TO MONDAY, AUGUST 14, 2017.

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.

IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE BNSF RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD R.O.W. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE BNSF RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.

ALL UTILITIES SHOWN IN PLANS ARE OF SUE QUALITY LEVEL D.

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.

SIDEWALK SIDE CURB SHALL BE MEASURED FOR PAYMENT AS 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 PERFORMED AT A MAXIMUM SLOPE OF 1:4 UNTIL MEETS EXISTING GRADE.

LIST OF HIGHWAY STANDARDS

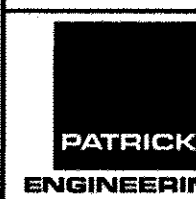
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424031-01	MEDIAN PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701006-05	OFF-RD 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
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS <= 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

DISTRICT ONE DETAILS

BD-01	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)
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	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-28	RAILROAD CROSSING REPAIR DETOUR SIGNING
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
1	COVER
2	GENERAL NOTES AND STANDARDS
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6-13	RESURFACING AND PAVEMENT MARKING PLAN
14	DETOUR PLAN
15	RAILROAD CROSSING DETAIL
16	INTERSECTION AND SIDEWALK RAMP DETAILS
17-29	DISTRICT ONE DETAILS

 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvosakir@wy.Lis1e1	DESIGNED - MJV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOODWARD AVENUE FROM INTERNATIONALE PARKWAY TO I-55 BRIDGE GENERAL NOTES AND STANDARDS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT CONFIG= PDF(Grey_Large).plt	DRAWN - MJV	REVISED -			2593	16-00073-00-R5	DU PAGE	29	2
PLOT SCALE = 1:500	CHECKED - MJP	REVISED -	DATE - 2/23/2017	SCALE: N/A	SHEET	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 61D80

SUMMARY OF QUANTITIES				RDWY 0005 75% FED 25% LOCAL
CODE NO.	ITEM	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	29	29
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	269	269
25000110	SEEDING, CLASS 1A	ACRE	0.1	0.1
28000510	INLET FILTERS	EACH	44	44
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	163	163
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	12	12
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	21,188	21,188
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	48	48
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,285	1,285
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	291	291
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	54	54
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	3,544	3,544
42001300	PROTECTIVE COAT	SQ YD	849	849
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4,482	4,482
42400800	DETECTABLE WARNINGS	SQ FT	481	481
44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	31,383	31,383
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	12	12
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,224	1,224
44000600	SIDEWALK REMOVAL	SQ FT	4,071	4,071
44003100	MEDIAN REMOVAL	SQ FT	196	196
44201672	CLASS D PATCHES, TYPE II, 2 INCH	SQ YD	16	16
44201674	CLASS D PATCHES, TYPE III, 2 INCH	SQ YD	126	126
44201676	CLASS D PATCHES, TYPE IV, 2 INCH	SQ YD	173	173
44201705	CLASS D PATCHES, TYPE II, 5 INCH	SQ YD	27	27
44201709	CLASS D PATCHES, TYPE III, 5 INCH	SQ YD	96	96
44201711	CLASS D PATCHES, TYPE IV, 5 INCH	SQ YD	1,172	1,172
* 56109210	WATER VALVES TO BE ADJUSTED	EACH	5	5
60260100	INLETS TO BE ADJUSTED	EACH	21	21
60262700	INLETS TO BE RECONSTRUCTED	EACH	10	10
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	202	202
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1,022	1,022
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	196	196

#*

* DENOTES SPECIALTY ITEM

* DENOTES SPECIAL PROVISION

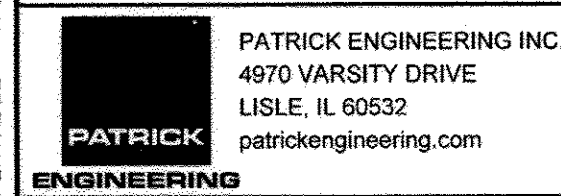
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WOODWARD AVENUE FROM INTERNATIONALE PARKWAY TO I-55 BRIDGE
SUMMARY OF QUANTITIES

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	3
CONTRACT NO. 61D80				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SCALE: N/A SHEET NO. S00-1 OF 2 STA. TO STA.

RENTABLE - #RENTBL#



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patrickengineering.com

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PLOT DATE = 2/24/2017

DESIGNED - MJV
DRAWN - MJV
CHECKED - MJP
DATE = 2/23/2017

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REVISED -

SUMMARY OF QUANTITIES				RDWY 0005
CODE NO.	ITEM	UNIT	TOTAL QTY	75% FED 25% LOCAL
# 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	4	4
# 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1
# 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1
67100100	MOBILIZATION	LSUM	1	1
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	150	150
70300100	SHORT TERM PAVEMENT MARKING	FOOT	4,143	4,143
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1,381	1,381
# 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	777	777
# 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9,632	9,632
# 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3,622	3,622
# 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,644	1,644
# 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	538	538
#* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	1,425	1,425
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	LSUM	1	1
X0327036	BIKE PATH REMOVAL	SQ YD	201	201
* X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	1	1
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	11	11
* X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	1	1

DENOTES SPECIALTY ITEM

* DENOTES SPECIAL PROVISION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WOODWARD AVENUE FROM INTERNATIONALE PARKWAY TO I-55 BRIDGE
SUMMARY OF QUANTITIES
SCALE: N/A SHEET NO. SOQ-2 OF 2 STA. TO STA.

F.A.J RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	4
CONTRACT NO. 61D80				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PENTABLE = #PENTBLA*

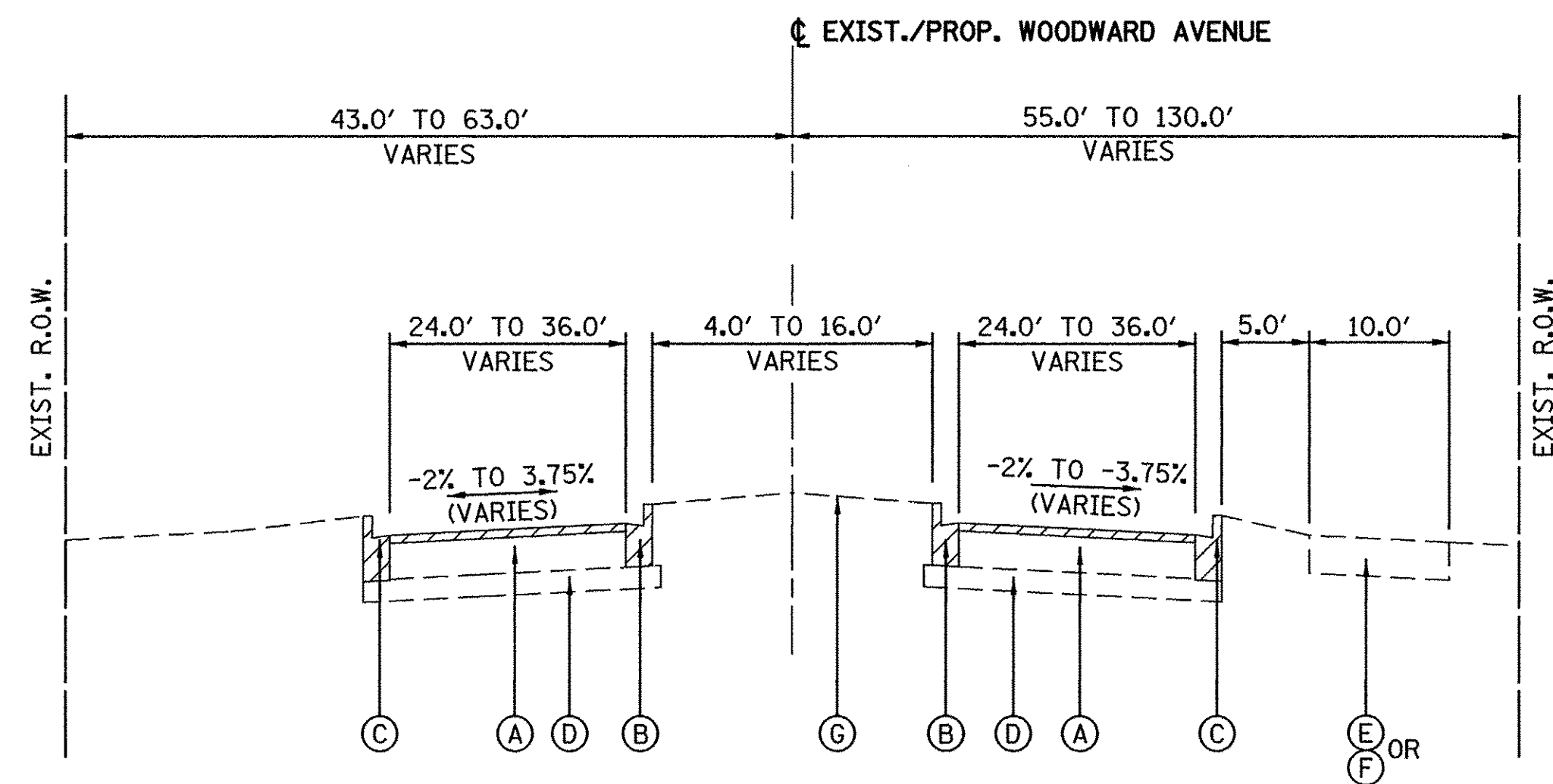
PATRICK
ENGINEERING

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patrickengineering.com

USER NAME = mvasak(Rdwy_Lisle)
DESIGNED - MJV
DRAWN - MJV
CHECKED - MJP
DATE - 2/23/2017

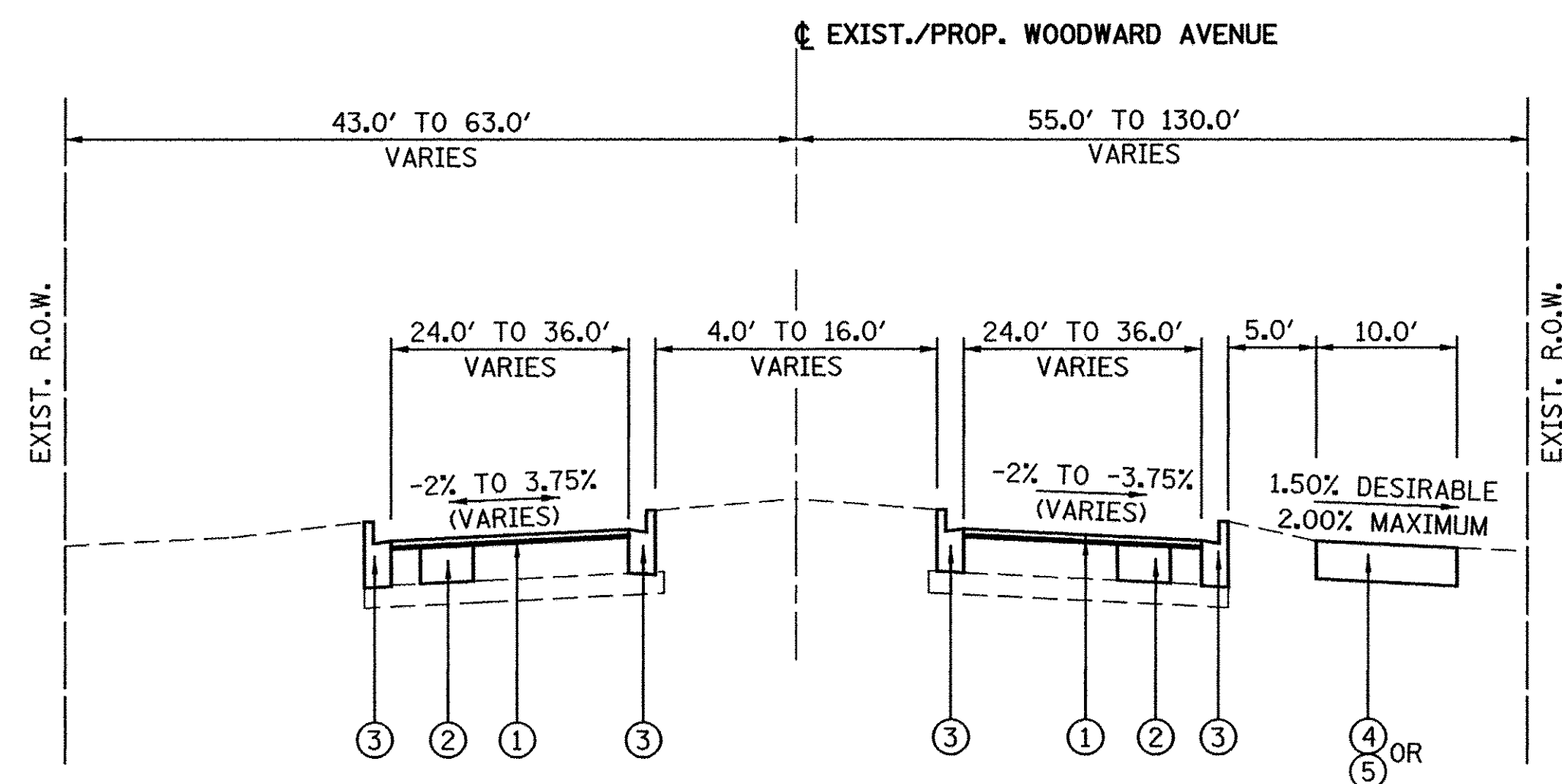
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EXISTING TYPICAL SECTION

WOODWARD AVENUE
STA. 282+02 TO STA. 325+94



PROPOSED TYPICAL SECTION

WOODWARD AVENUE
STA. 282+02 TO STA. 325+94

LEGEND:

- (A) - EXISTING HMA PAVEMENT (APPROXIMATELY 14")
- (B) - EXISTING B-6.12 CURB AND GUTTER
- (C) - EXISTING B-6.24 CURB AND GUTTER
- (D) - EXISTING AGGREGATE BASE (APPROXIMATELY 4")
- (E) - EXISTING HMA MULTI-USE PATH (APPROXIMATELY 9")
- (F) - EXISTING PCC SIDEWALK
- (G) - EXISTING LANDSCAPED MEDIAN
- ① - HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4" (44000160) (SEE NOTE 1)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (40603335) (2")
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (40600827) (3/4")
- ② - CLASS D PATCHES, TYPE II, 2 INCH (44201672) OR
CLASS D PATCHES, TYPE III, 2 INCH (44201674) OR
CLASS D PATCHES, TYPE IV, 2 INCH (44201676) OR
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)
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (60605000)
- ④ - BIKE PATH REMOVAL (X0327036)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (40603335) (3")
AGGREGATE BASE COURSE, TYPE B 6" (35101800)
- ⑤ - SIDEWALK REMOVAL (44000600)
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)

- REMOVAL ITEM (SEE NOTES 1 AND 2)

NOTES

1. PAVEMENT MILLING TO BE DONE PRIOR TO PAVEMENT PATCHING.
2. COMBINATION CURB AND GUTTER REMOVAL, SIDEWALK REMOVAL, BIKE PATH REMOVAL, AND PAVEMENT PATCHING TO BE DONE AT LOCATIONS AS SHOWN ON PLANS AND CONFIRMED BY THE ENGINEER
3. COMBINATION CURB AND GUTTER SHALL BE REPLACED WITH SAME TYPE AS REMOVED.

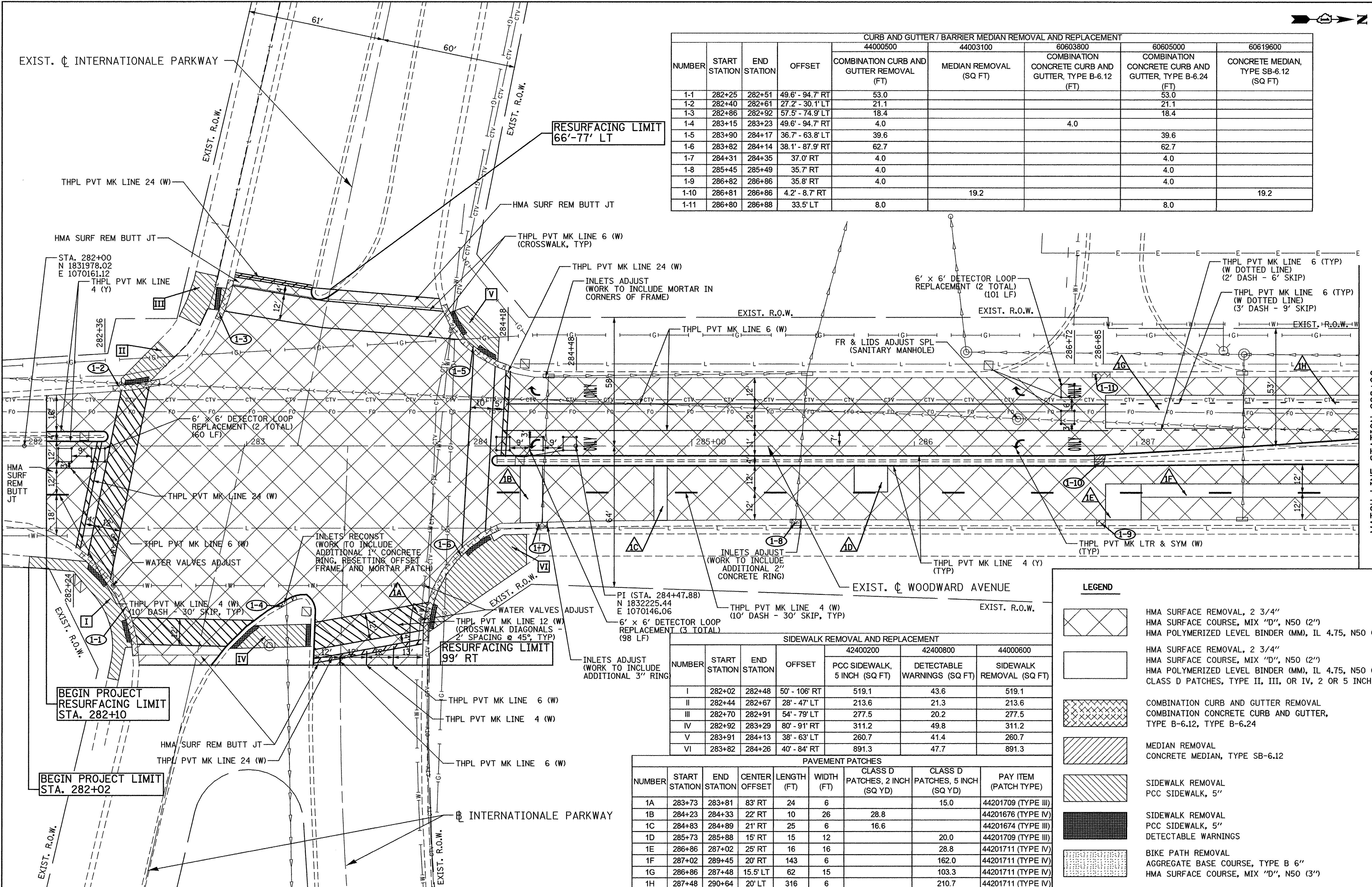
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

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	3.5% @ 50 GYR.
VARIABLE DEPTH RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5 MM)	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, 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.
COMMERCIAL ENTRANCE	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5 MM) (2")	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19 MM); 8"	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 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.



NUMBER	START STATION	END STATION	OFFSET	CURB AND GUTTER / BARRIER MEDIAN REMOVAL AND REPLACEMENT				
				44000500	44003100	60603800	60605000	60619600
1-1	282+25	282+51	49.6' - 94.7' RT	53.0				
1-2	282+40	282+61	27.2' - 30.1' LT	21.1				
1-3	282+86	282+92	57.5' - 74.9' LT	18.4				
1-4	283+15	283+23	49.6' - 94.7' RT	4.0		4.0		
1-5	283+90	284+17	36.7' - 63.8' LT	39.6			39.6	
1-6	283+82	284+14	38.1' - 87.9' RT	62.7			62.7	
1-7	284+31	284+35	37.0' RT	4.0			4.0	
1-8	285+45	285+49	35.7' RT	4.0			4.0	
1-9	286+82	286+86	35.8' RT	4.0			4.0	
1-10	286+81	286+86	4.2' - 8.7' RT		19.2			19.2
1-11	286+80	286+88	33.5' LT	8.0			8.0	

NUMBER	START STATION	END STATION	OFFSET	SIDEWALK REMOVAL AND REPLACEMENT		
				42400200	42400800	44000600
I	282+02	282+48	50' - 106' RT	519.1	43.6	519.1
II	282+44	282+67	28' - 47' LT	213.6	21.3	213.6
III	282+70	282+91	54' - 79' LT	277.5	20.2	277.5
IV	282+92	283+29	80' - 91' RT	311.2	49.8	311.2
V	283+91	284+13	38' - 63' LT	260.7	41.4	260.7
VI	283+82	284+26	40' - 84' RT	891.3	47.7	891.3

NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	PAVEMENT PATCHES		PAY ITEM (PATCH TYPE)
						CLASS D PATCHES, 2 INCH (SQ YD)	CLASS D PATCHES, 5 INCH (SQ YD)	
1A	283+73	283+81	83' RT	24	6		15.0	44201709 (TYPE III)
1B	284+23	284+33	22' RT	10	26	28.8		44201676 (TYPE IV)
1C	284+83	284+89	21' RT	25	6	16.6		44201674 (TYPE III)
1D	285+73	285+88	15' RT	15	12		20.0	44201709 (TYPE III)
1E	286+86	287+02	25' RT	16	16		28.8	44201711 (TYPE IV)
1F	287+02	289+45	20' RT	143	6		162.0	44201711 (TYPE IV)
1G	286+86	287+48	15.5' LT	62	15		103.3	44201711 (TYPE IV)
1H	287+48	290+64	20' LT	316	6		210.7	44201711 (TYPE IV)

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")
- HMA SURFACE REMOVAL, 2 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 2 OR 5 INCH
- COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.24
- MEDIAN REMOVAL CONCRETE MEDIAN, TYPE SB-6.12
- SIDEWALK REMOVAL PCC SIDEWALK, 5"
- SIDEWALK REMOVAL PCC SIDEWALK, 5" DETECTABLE WARNINGS
- BIKE PATH REMOVAL AGGREGATE BASE COURSE, TYPE B 6" HMA SURFACE COURSE, MIX "D", N50 (3")

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

USER NAME = mvasek(Rdwg-Lis1e)
 PLOT CONFIG = PDF(Grey_Large).plt
 PLOT SCALE = 1:20
 PLOT DATE = 2/24/2017

DESIGNED - MJV
 DRAWN - MJV
 CHECKED - MJP
 DATE - 2/23/2017

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WOODWARD AVENUE FROM INTERNATIONALE PARKWAY TO I-55 BRIDGE
RESURFACING AND PAVEMENT MARKING PLAN

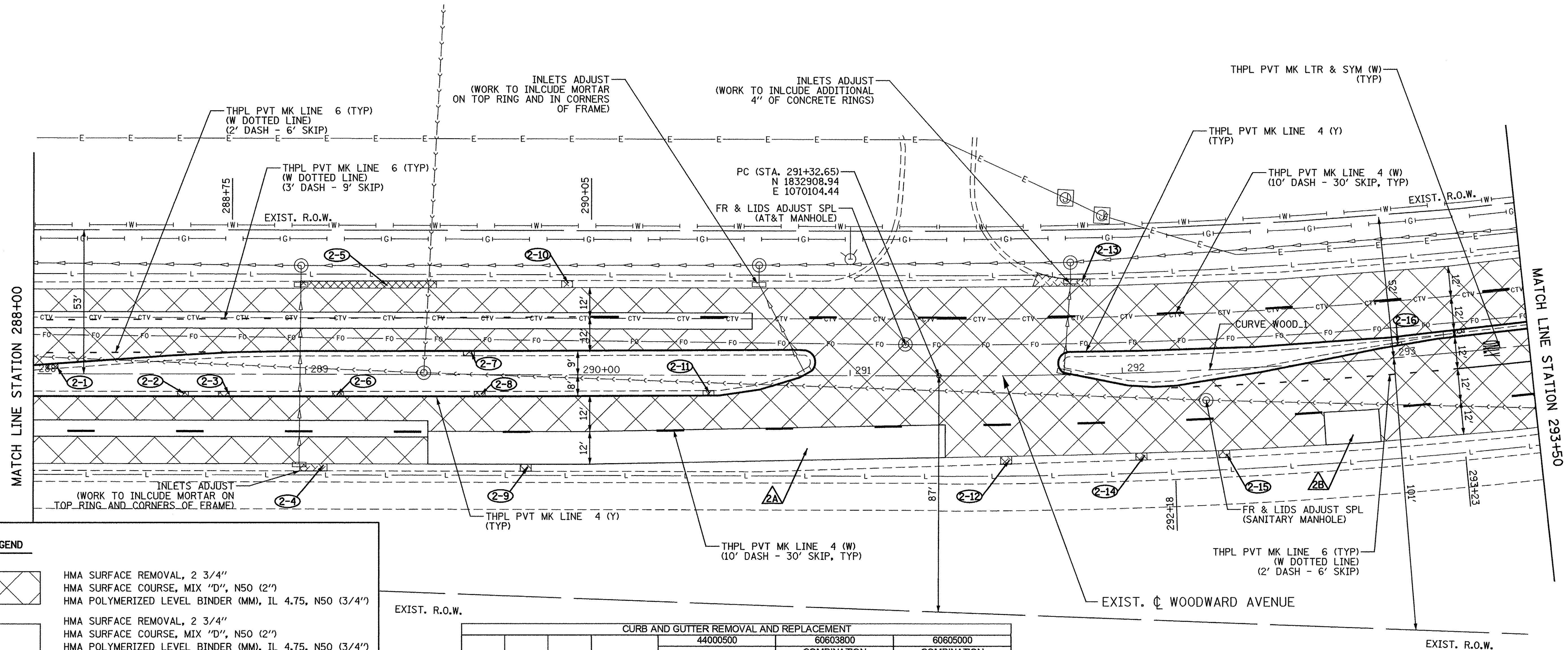
SCALE: 1"=20' SHEET PLN 1 OF 8 STA. START TO STA. 288+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	6
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61D80	

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PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 5 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
2A	289+45	291+35	26' RT	190	12	253.4	44201711 (TYPE IV)
2B	292+73	292+93	24' RT	20	12	27.0	44201711 (TYPE IV)



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")
	HMA SURFACE REMOVAL, 2 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 2 OR 5 INCH
	COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.24
	MEDIAN REMOVAL CONCRETE MEDIAN, TYPE SB-6.12
	SIDEWALK REMOVAL PCC SIDEWALK, 5"
	SIDEWALK REMOVAL PCC SIDEWALK, 5" DETECTABLE WARNINGS
	BIKE PATH REMOVAL AGGREGATE BASE COURSE, TYPE B 6" HMA SURFACE COURSE, MIX "D", N50 (3")

CURB AND GUTTER REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	OFFSET	COMBINATION		
				44000500 COMBINATION CURB AND GUTTER REMOVAL (FT)	60603800 CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	60605000 CONCRETE CURB AND GUTTER, TYPE B-6.24 (FT)
2-1	288+05	288+09	1.7' - 2.0' LT	4.0	4.0	
2-2	288+53	288+57	6.4' RT	4.0	4.0	
2-3	288+68	288+72	6.4' RT	4.0	4.0	
2-4	288+98	289+08	35.5' RT	10.0		10.0
2-5	288+98	289+48	34.5' LT	50.0		50.0
2-6	289+10	289+14	6.3' RT	4.0	4.0	
2-7	289+58	289+62	7.0' LT	4.0	4.0	
2-8	289+62	289+66	6.2' RT	4.0	4.0	
2-9	289+79	289+83	35.5' RT	4.0		4.0
2-10	289+94	289+98	34.9' LT	4.0		4.0
2-11	290+46	290+50	5.7' RT	4.0	4.0	
2-12	291+55	291+59	32.6' RT	4.1		4.1
2-13	291+69	291+89	35.2' - 37.8' LT	19.5		19.5
2-14	292+04	292+08	32.1' RT	4.1		4.1
2-15	292+34	292+38	32.5' RT	4.1		4.1
2-16	292+99	293+03	5.3' - 5.7' LT	4.0	4.0	

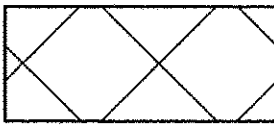



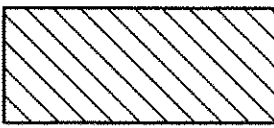
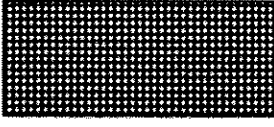
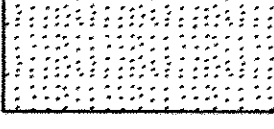
EXIST. CURVE WOOD.1
 PI STA. = 295+49.76
 $\Delta = 23^\circ 44' 03''$ (LT)
 $D = 2^\circ 53' 11''$
 $R = 1,985.00'$
 $T = 417.11'$
 $L = 822.26'$
 $e = 3.75\%$
 $E = 43.35'$
 P.C. STA. = 291+32.65
 P.T. STA. = 299+54.91

EXIST. CURVE WOOD.1 SUPERELEVATION TABLE
 MAX SUPERELEVATION RATE $e = 0.06$
 BEGIN FULL SUPERELEVATION = STA 289+82.65
 END FULL SUPERELEVATION = STA 292+14.44

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasek(Rdwg_Lisle) PLOT CONFIG = PDF(Grey_Large).plt PLOT SCALE = 1:20 PLOT DATE = 2/24/2017	DESIGNED - MJV DRAWN - MJV CHECKED - MJP DATE - 2/23/2017	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOODWARD AVENUE FROM INTERNATIONALE PARKWAY TO I-55 BRIDGE RESURFACING AND PAVEMENT MARKING PLAN	F.A.U. RTE. = 2593 SECTION = 16-00073-00-RS COUNTY = DU PAGE TOTAL SHEETS = 29 SHEET NO. = 7	CONTRACT NO. 61D80 FED. ROAD DIST. NO. = ILLINOIS FED. AID PROJECT
	SCALE: 1"=20' SHEET PLN 2 OF 8 STA. 288+00 TO STA. 293+50						

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LEGEND

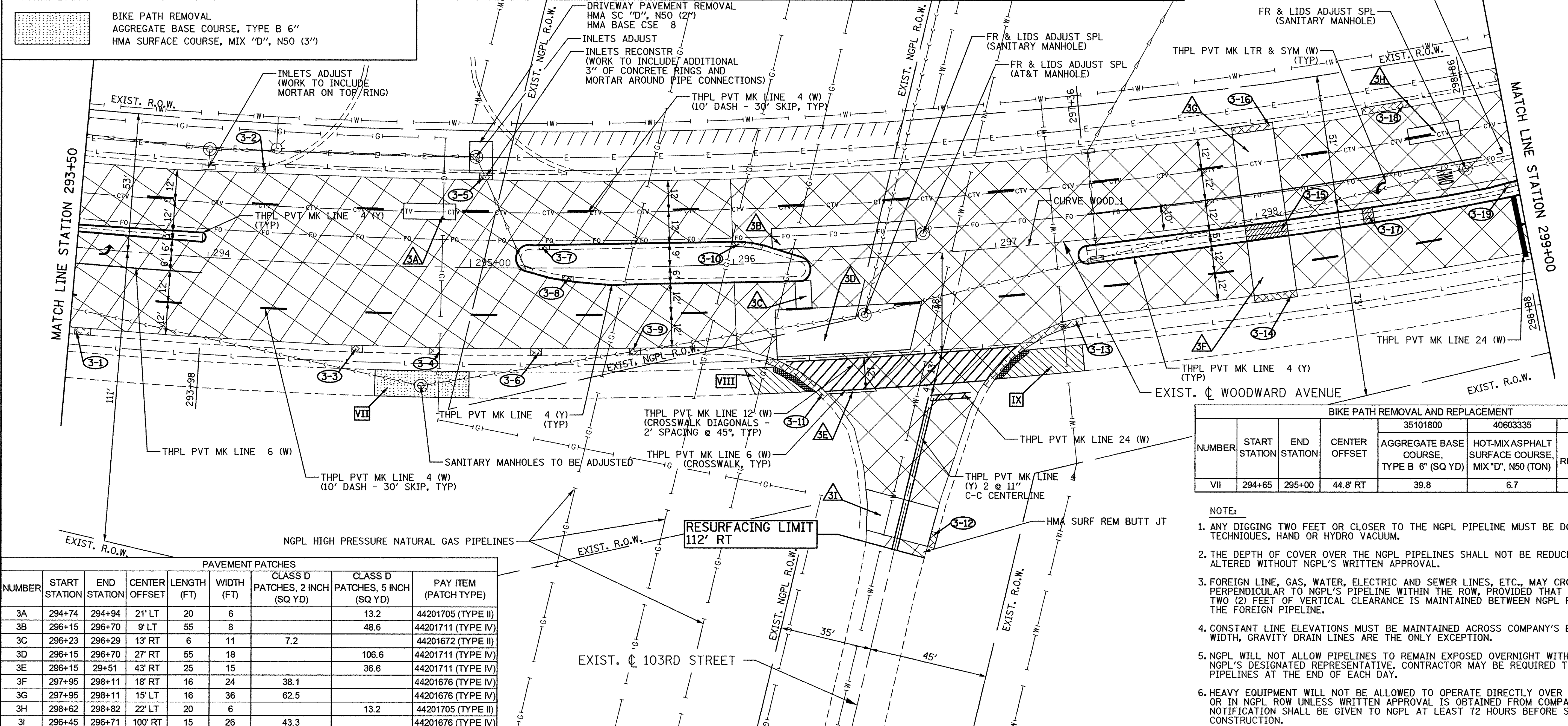
-  HMA SURFACE REMOVAL, 2 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
-  HMA SURFACE REMOVAL, 2 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
CLASS D PATCHES, TYPE II, III, OR IV, 2 OR 5 INCH
-  COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER,
TYPE B-6.12, TYPE B-6.24
-  MEDIAN REMOVAL
CONCRETE MEDIAN, TYPE SB-6.12
-  SIDEWALK REMOVAL
PCC SIDEWALK, 5"
-  SIDEWALK REMOVAL
PCC SIDEWALK, 5"
DETECTABLE WARNINGS
-  BIKE PATH REMOVAL
AGGREGATE BASE COURSE, TYPE B 6"
HMA SURFACE COURSE, MIX "D", N50 (3")

NUMBER	START STATION	END STATION	OFFSET	CURB AND GUTTER / BARRIER MEDIAN REMOVAL AND REPLACEMENT				
				COMBINATION CURB AND GUTTER REMOVAL (FT)	MEDIAN REMOVAL (SQ FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (FT)	CONCRETE MEDIAN, TYPE SB-6.12 (SQ FT)
3-1	293+52	293+58	33.0' RT	6.1				
3-2	294+16	294+20	35.8' LT	3.9				
3-3	294+56	294+60	33.3' RT	4.1				
3-4	294+85	294+89	33.4' RT	4.1				
3-5	295+03	295+08	36.0' LT	4.9				
3-6	295+23	295+27	33.4' RT	4.1				
3-7	295+26	295+30	6.9' LT	4.0		4.0		
3-8	295+35	295+39	2.8' - 3.4' RT	4.1		4.1		
3-9	295+60	295+64	33.6' RT	4.1			4.1	
3-10	296+00	296+11	5.1' - 6.8' LT	11.4		11.4		
3-11	296+11	296+31	38.3' - 52.8' RT	25.8			25.8	
3-12	296+68	296+70	106.7' - 112.4' RT	6.0			6.0	
3-13	296+93	297+30	31.9' - 53.0' RT	44.6			44.6	
3-14	297+95	298+11	31.5' RT	16.3			16.3	
3-15	297+95	298+11	2.3' - 7.8' RT		87.3			87.3
3-16	297+95	298+11	35.7' LT	15.7			15.7	
3-17	298+40	298+44	2.4' - 7.8' RT		21.7			21.7
3-18	298+46	298+64	35.8' LT	17.7			17.7	
3-19	298+95	298+99	3.6' - 3.9' RT	4.0		4.0		

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	296+03	296+29	45.2' RT	181.6	33.5	181.6
IX	296+95	297+29	45.1' RT	289.5	30.9	289.5

EXIST. CURVE WOOD_1 SUPERELEVATION TABLE
 MAX SUPERELEVATION RATE $\epsilon = 0.06$
 BEGIN FULL SUPERELEVATION = STA 289+82.65
 END FULL SUPERELEVATION = STA 292+14.44


EXIST. CURVE WOOD_1
 PI STA. = 295+49.76
 $\Delta = 23^\circ 44' 03''$ (LT)
 D = 2' 53' 11"
 R = 1,985.00'
 T = 417.11'
 L = 822.26'
 $\epsilon = 3.75\%$
 E = 43.35'
 P.C. STA. = 291+32.65
 P.T. STA. = 299+54.91






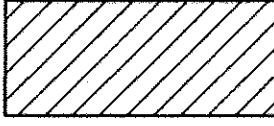
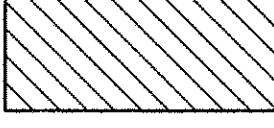

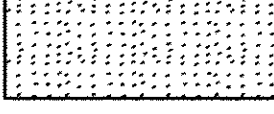
BIKE PATH REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	CENTER OFFSET	35101800	40603335	X0327036
				AGGREGATE BASE COURSE, TYPE B 6" (SQ YD)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (TON)	BIKEPATH REMOVAL (SQ YD)
VII	294+65	295+00	44.8' RT	39.8	6.7	39.8

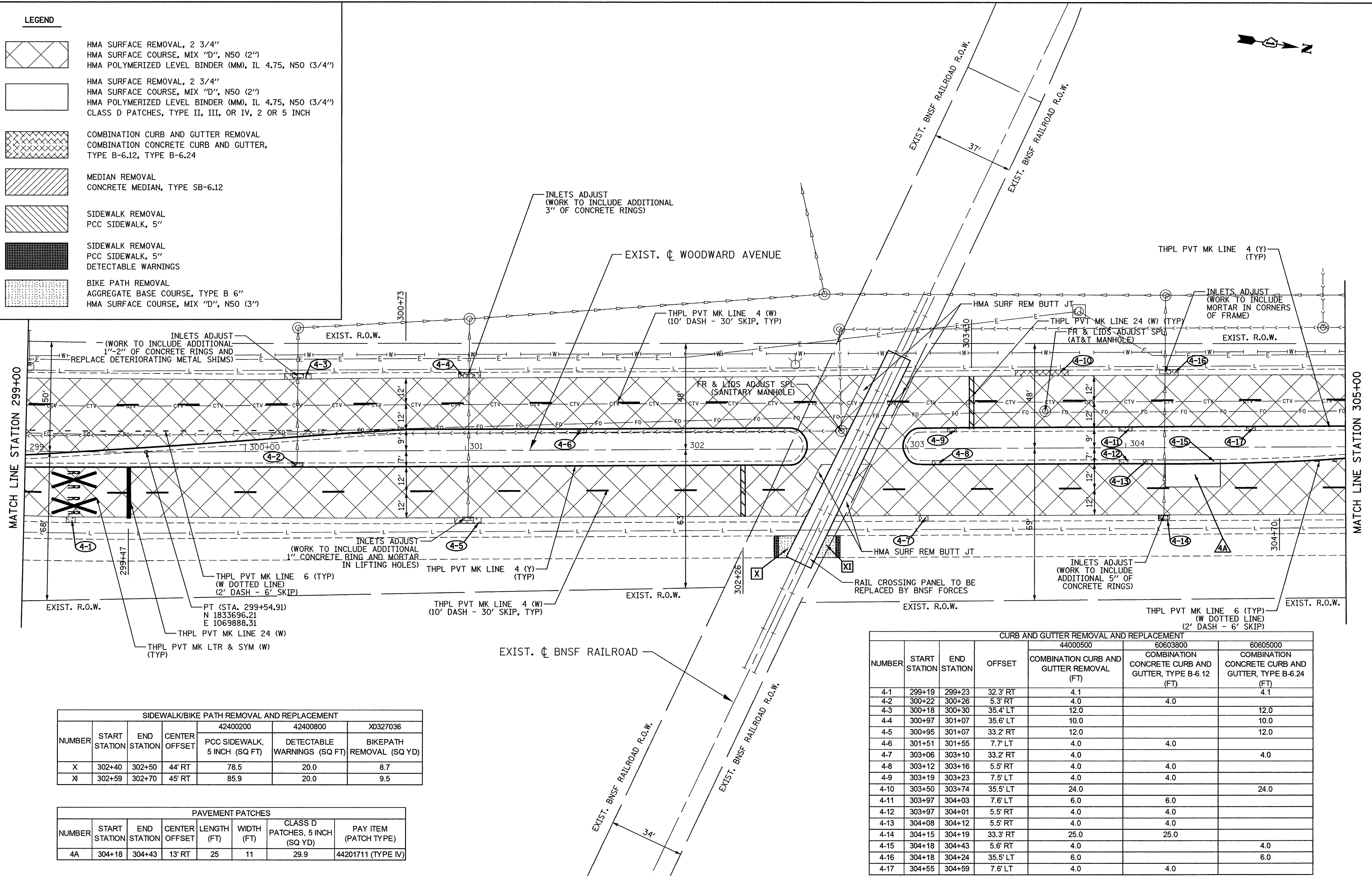
- NOTE:**
- ANY DIGGING TWO FEET OR CLOSER TO THE NGPL PIPELINE MUST BE DONE BY SOFT TECHNIQUES, HAND OR HYDRO VACUUM.
 - THE DEPTH OF COVER OVER THE NGPL PIPELINES SHALL NOT BE REDUCED NOR DRAINAGE ALTERED WITHOUT NGPL'S WRITTEN APPROVAL.
 - FOREIGN LINE, GAS, WATER, ELECTRIC AND SEWER LINES, ETC., MAY CROSS PERPENDICULAR TO NGPL'S PIPELINE WITHIN THE ROW, PROVIDED THAT A MINIMUM OF TWO (2) FEET OF VERTICAL CLEARANCE IS MAINTAINED BETWEEN NGPL PIPELINE(S) AND THE FOREIGN PIPELINE.
 - CONSTANT LINE ELEVATIONS MUST BE MAINTAINED ACROSS COMPANY'S ENTIRE ROW WIDTH, GRAVITY DRAIN LINES ARE THE ONLY EXCEPTION.
 - NGPL WILL NOT ALLOW PIPELINES TO REMAIN EXPOSED OVERNIGHT WITHOUT CONSENT OF NGPL'S DESIGNATED REPRESENTATIVE, CONTRACTOR MAY BE REQUIRED TO BACKFILL PIPELINES AT THE END OF EACH DAY.
 - HEAVY EQUIPMENT WILL NOT BE ALLOWED TO OPERATE DIRECTLY OVER NGPL PIPELINES OR IN NGPL ROW UNLESS WRITTEN APPROVAL IS OBTAINED FROM COMPANY. NOTIFICATION SHALL BE GIVEN TO NGPL AT LEAST 72 HOURS BEFORE START OF CONSTRUCTION.

PAVEMENT PATCHES								
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 2 INCH (SQ YD)	CLASS D PATCHES, 5 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
3A	294+74	294+94	21' LT	20	6		13.2	44201705 (TYPE II)
3B	296+15	296+70	9' LT	55	8		48.6	44201711 (TYPE IV)
3C	296+23	296+29	13' RT	6	11	7.2		44201672 (TYPE II)
3D	296+15	296+70	27' RT	55	18		106.6	44201711 (TYPE IV)
3E	296+15	294+51	43' RT	25	15		36.6	44201711 (TYPE IV)
3F	297+95	298+11	18' RT	16	24	38.1		44201676 (TYPE IV)
3G	297+95	298+11	15' LT	16	36	62.5		44201676 (TYPE IV)
3H	298+62	298+82	22' LT	20	6		13.2	44201705 (TYPE II)
3I	296+45	296+71	100' RT	15	26	43.3		44201676 (TYPE IV)

 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasek(Rdwy-Lisle) PLOT CONFIG = PDF(Grey_Large).plt PLOT SCALE = 1:200 PLOT DATE = 2/24/2017	DESIGNED - MJV DRAWN - MJV CHECKED - MJP DATE - 2/23/2017	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOODWARD AVENUE FROM INTERNATIONALE PARKWAY TO I-55 BRIDGE RESURFACING AND PAVEMENT MARKING PLAN	F.A.U. RTE. 2593 SECTION 16-00073-00-RS COUNTY DU PAGE TOTAL SHEETS 29 SHEET NO. 8	CONTRACT NO. 61D80
	SCALE: 1"=20' SHEET PLN 3 OF 8 STA. 293+50 TO STA. 299+00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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")
-  HMA SURFACE REMOVAL, 2 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
CLASS D PATCHES, TYPE II, III, OR IV, 2 OR 5 INCH
-  COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER,
TYPE B-6.12, TYPE B-6.24
-  MEDIAN REMOVAL
CONCRETE MEDIAN, TYPE SB-6.12
-  SIDEWALK REMOVAL
PCC SIDEWALK, 5"
-  SIDEWALK REMOVAL
PCC SIDEWALK, 5"
DETECTABLE WARNINGS
-  BIKE PATH REMOVAL
AGGREGATE BASE COURSE, TYPE B 6"
HMA SURFACE COURSE, MIX "D", N50 (3")



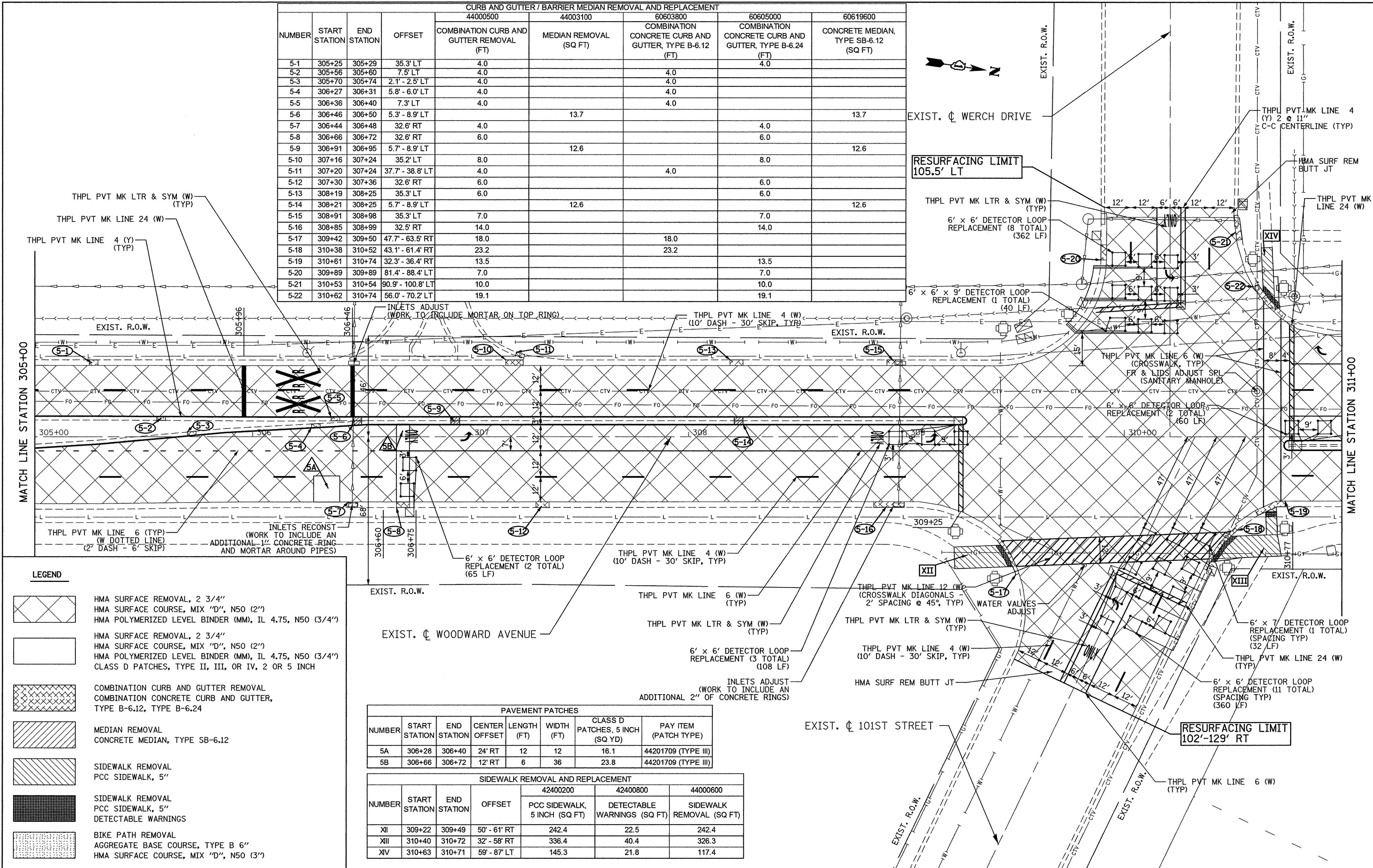
SIDEWALK/BIKE PATH REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200	42400800	X0327036
				PCC SIDEWALK, 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	BIKEPATH REMOVAL (SQ YD)
X	302+40	302+50	44' RT	78.5	20.0	8.7
XI	302+59	302+70	45' RT	85.9	20.0	9.5

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 5 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
4A	304+18	304+43	13' RT	25	11	29.9	44201711 (TYPE IV)

CURB AND GUTTER REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	OFFSET	44000500	60603800	60605000
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (FT)
4-1	299+19	299+23	32.3' RT	4.1		4.1
4-2	300+22	300+26	5.3' RT	4.0		
4-3	300+18	300+30	35.4' LT	12.0		12.0
4-4	300+97	301+07	35.6' LT	10.0		10.0
4-5	300+95	301+07	33.2' RT	12.0		12.0
4-6	301+51	301+55	7.7' LT	4.0	4.0	
4-7	303+06	303+10	33.2' RT	4.0		4.0
4-8	303+12	303+16	5.5' RT	4.0	4.0	
4-9	303+19	303+23	7.5' LT	4.0	4.0	
4-10	303+50	303+74	35.5' LT	24.0		24.0
4-11	303+97	304+03	7.6' LT	6.0	6.0	
4-12	303+97	304+01	5.5' RT	4.0	4.0	
4-13	304+08	304+12	5.5' RT	4.0	4.0	
4-14	304+15	304+19	33.3' RT	25.0		
4-15	304+18	304+43	5.6' RT	4.0		4.0
4-16	304+18	304+24	35.5' LT	6.0		6.0
4-17	304+55	304+59	7.6' LT	4.0	4.0	

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NUMBER	START STATION	END STATION	OFFSET	CURB AND GUTTER / BARRIER MEDIAN REMOVAL AND REPLACEMENT				
				44000500	44003100	60603800	60605000	60619600
				COMBINATION CURB AND GUTTER REMOVAL (FT)	MEDIAN REMOVAL (SQ FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (FT)	CONCRETE MEDIAN, TYPE SB-6.12 (SQ FT)
5-1	305+25	305+29	35.3' LT	4.0				
5-2	305+56	305+60	7.5' LT	4.0				
5-3	305+70	305+74	2.1' - 2.5' LT	4.0				
5-4	306+27	306+31	5.8' - 6.0' LT	4.0				
5-5	306+36	306+40	7.3' LT	4.0				
5-6	306+46	306+50	5.3' - 8.9' LT		13.7			13.7
5-7	306+44	306+48	32.6' RT	4.0			4.0	
5-8	306+66	306+72	32.6' RT	6.0			6.0	
5-9	306+91	306+95	5.7' - 8.9' LT		12.6			12.6
5-10	307+16	307+24	35.2' LT	8.0			8.0	
5-11	307+20	307+24	37.7' - 38.8' LT	4.0		4.0		
5-12	307+30	307+36	32.6' RT	6.0			6.0	
5-13	308+19	308+25	35.3' LT	6.0			6.0	
5-14	308+21	308+25	5.7' - 8.9' LT		12.6			12.6
5-15	308+91	308+98	35.3' LT	7.0			7.0	
5-16	308+85	308+99	32.5' RT	14.0			14.0	
5-17	309+42	309+50	47.7' - 63.5' RT	18.0		18.0		
5-18	310+38	310+52	43.1' - 61.4' RT	23.2		23.2		
5-19	310+61	310+74	32.3' - 36.4' RT	13.5			13.5	
5-20	309+89	309+89	81.4' - 88.4' LT	7.0			7.0	
5-21	310+53	310+54	90.9' - 100.8' LT	10.0			10.0	
5-22	310+62	310+74	56.0' - 70.2' LT	19.1			19.1	



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")
	HMA SURFACE COURSE, MIX "D", N50 (2")
	HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
	CLASS D PATCHES, TYPE II, III, OR IV, 2 OR 5 INCH
	COMBINATION CURB AND GUTTER REMOVAL
	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.24
	MEDIAN REMOVAL
	CONCRETE MEDIAN, TYPE SB-6.12
	SIDEWALK REMOVAL
	PCC SIDEWALK, 5"
	SIDEWALK REMOVAL PCC SIDEWALK, 5" DETECTABLE WARNINGS
	BIKE PATH REMOVAL
	AGGREGATE BASE COURSE, TYPE B 6"
	HMA SURFACE COURSE, MIX "D", N50 (3")

PAVEMENT PATCHES

NUMBER	START STATION	END STATION	CENTER OFFSET (FT)	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 5 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
5A	306+28	306+40	24' RT	12	12	16.1	44201709 (TYPE III)
5B	306+66	306+72	12' RT	6	36	23.8	44201709 (TYPE III)

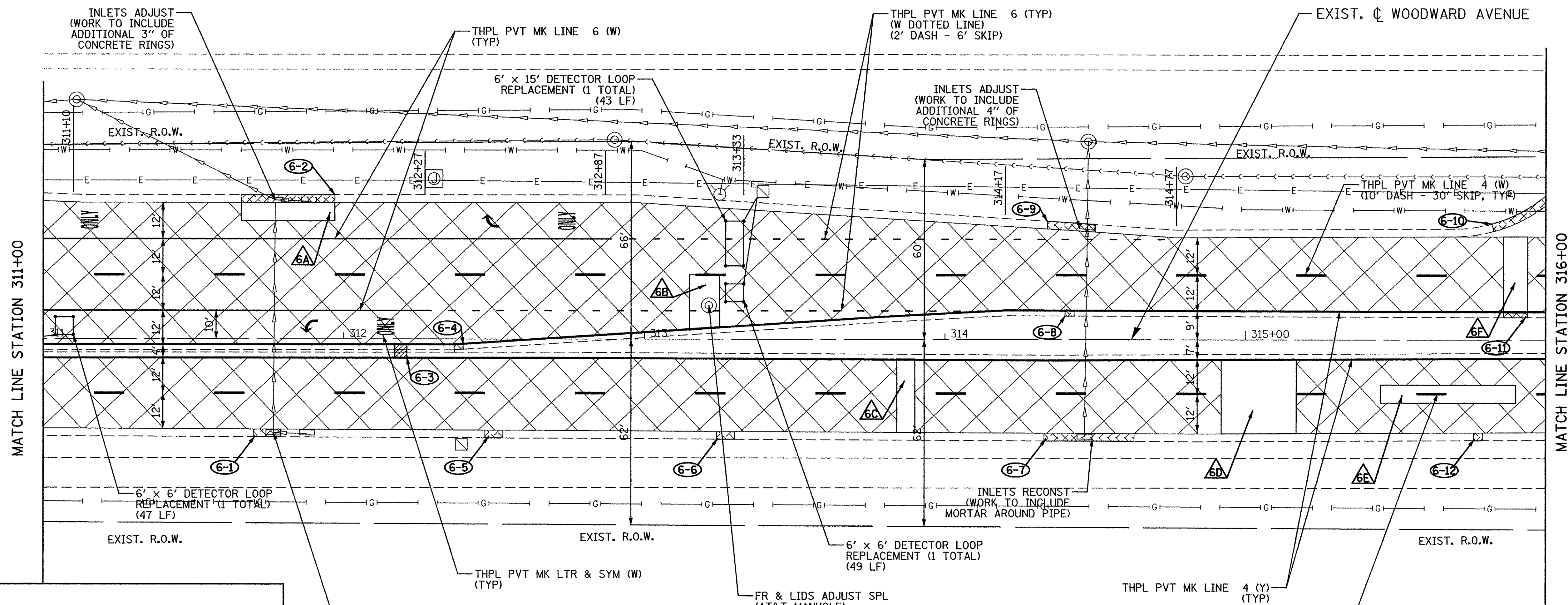
SIDEWALK REMOVAL AND REPLACEMENT

NUMBER	START STATION	END STATION	OFFSET	42400200			42400800			44000600		
				PCC SIDEWALK, 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	SIDEWALK REMOVAL (SQ FT)	PCC SIDEWALK, 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	SIDEWALK REMOVAL (SQ FT)	PCC SIDEWALK, 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	SIDEWALK REMOVAL (SQ FT)
XII	309+22	309+49	50' - 61' RT	242.4	22.5	242.4						
XIII	310+40	310+72	32' - 58' RT	336.4	40.4	326.3						
XIV	310+63	310+71	59' - 87' LT	145.3	21.8	117.4						

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvosak(Rdwy_L1s1e) PLOT CONFIG = PDF(Greg_Large).plt PLOT SCALE = 1/2"=20' PLOT DATE = 2/24/2017	DESIGNED - MJV DRAWN - MJV CHECKED - MJP DATE - 2/23/2017	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOODWARD AVENUE FROM INTERNATIONALE PARKWAY TO I-55 BRIDGE RESURFACING AND PAVEMENT MARKING PLAN	F.A.U. RTE. 2593 SECTION 16-00073-00-RS COUNTY DU PAGE TOTAL SHEETS 29 SHEET NO. 10	CONTRACT NO. 61D80 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
	SCALE: 1"=20' SHEET PLN 5 OF 8 STA. 305+00 TO STA. 311+00						

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PAVEMENT PATCHES								
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 2 INCH (SQ YD)	CLASS D PATCHES, 5 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
6A	311+66	311+97	43' LT	31	6	21.0		44201674 (TYPE III)
6B	313+15	313+25	12.5' LT	10	18		20.1	44201709 (TYPE III)
6C	313+84	313+90	19' RT	6	24	16.3		44201674 (TYPE III)
6D	314+92	315+17	19' RT	25	24		69.2	44201711 (TYPE IV)
6E	315+45	315+90	18' RT	45	6		30.0	44201711 (TYPE IV)
6F	315+86	315+94	22' LT	8	24	22.6		44201674 (TYPE III)



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")
- HMA SURFACE REMOVAL, 2 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 2 OR 5 INCH
- COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.24
- MEDIAN REMOVAL CONCRETE MEDIAN, TYPE SB-6.12
- SIDEWALK REMOVAL PCC SIDEWALK, 5"
- SIDEWALK REMOVAL PCC SIDEWALK, 5" DETECTABLE WARNINGS
- BIKE PATH REMOVAL AGGREGATE BASE COURSE, TYPE B 6" HMA SURFACE COURSE, MIX "D", N50 (3")

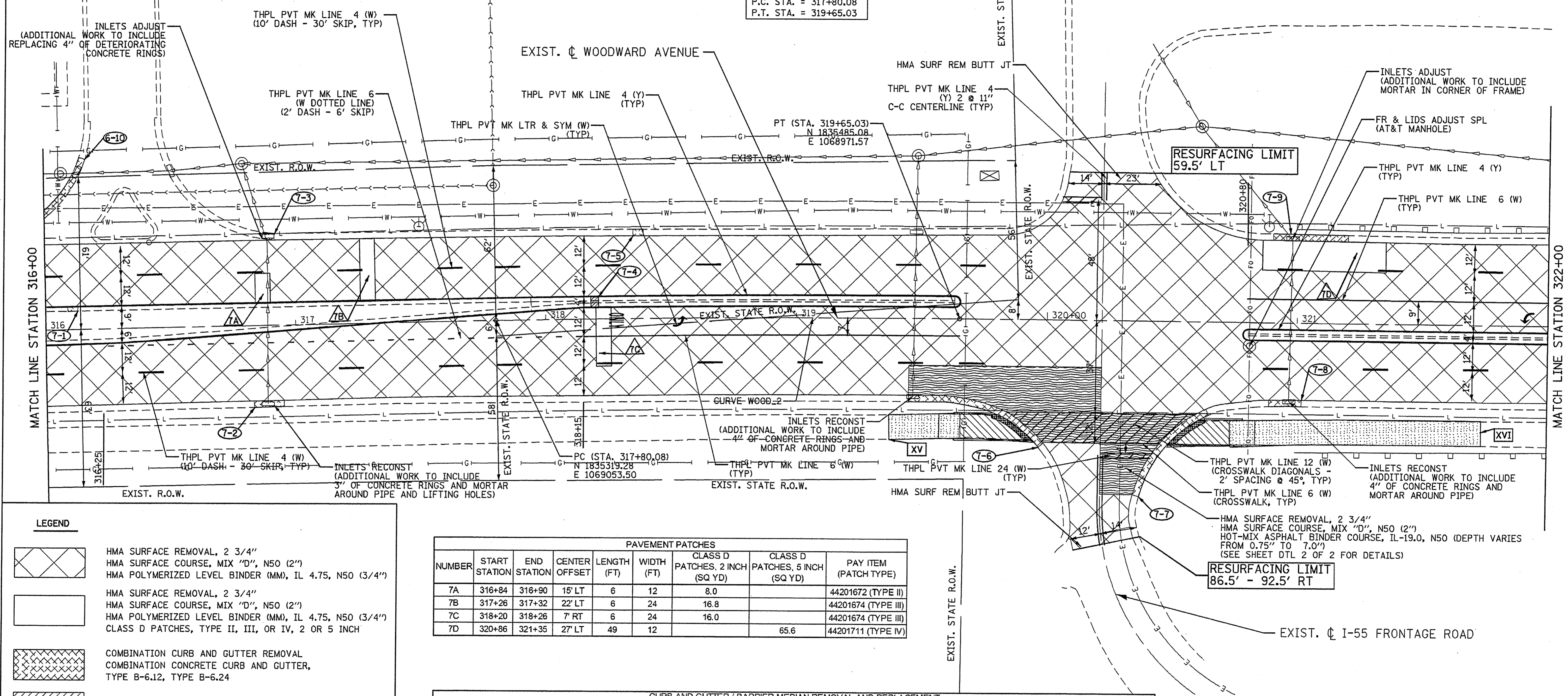
CURB AND GUTTER / BARRIER MEDIAN REMOVAL AND REPLACEMENT								
NUMBER	START STATION	END STATION	OFFSET	44000500	44003100	60603800	60605000	60619600
				COMBINATION CURB AND GUTTER REMOVAL (FT)	MEDIAN REMOVAL (SQ FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (FT)	CONCRETE MEDIAN, TYPE SB-6.12 (SQ FT)
6-1	311+70	311+79	32.6' RT	9.0				
6-2	311+66	311+97	48.2' LT	31.0				
6-3	312+17	312+21	2.0' - 6.0' RT		16.0			16.0
6-4	312+37	312+40	3.4' - 3.6' RT	3.0		3.0		
6-5	312+47	312+53	33.0' RT	6.0			6.0	
6-6	313+24	313+30	33.3' RT	6.0			6.0	
6-7	314+33	314+63	33.9' RT	30.0			30.0	
6-8	314+40	314+43	7.9' LT	3.0		3.0		
6-9	314+34	314+50	38.5' - 39.6' LT	16.0			16.0	
6-10	310+82	316+15	38.8' - 69.4' LT	46.4			46.4	
6-11	315+86	315+94	7.5' LT	8.0		8.0		
6-12	315+76	315+79	33.5' RT	3.0			3.0	

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvosak(Rdwj-Lisle) PLOT CONFIG = PDF(Grey_Large).plt PLOT SCALE = 1:20 PLOT DATE = 2/24/2017	DESIGNED - MJV DRAWN - MJV CHECKED - MJP DATE - 2/23/2017	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOODWARD AVENUE FROM INTERNATIONALE PARKWAY TO I-55 BRIDGE RESURFACING AND PAVEMENT MARKING PLAN	F.A.U. RTE. 2593	SECTION 16-00073-00-RS	COUNTY DU PAGE	TOTAL SHEETS 29	SHEET NO. 11
	SCALE: 1"=20' SHEET PLN 6 OF 8 STA. 311+00 TO STA. 316+00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D80				

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SIDEWALK/BIKE PATH REMOVAL AND REPLACEMENT									
NUMBER	START STATION	END STATION	OFFSET	35101800 40603335 42400200 42400800 44000600 X0327036					
				AGGREGATE BASE COURSE, TYPE B 6" (SQ YD)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (TON)	PCC SIDEWALK, 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	SIDEWALK REMOVAL (SQ FT)	BIKEPATH REMOVAL (SQ YD)
XV	319+37	319+95	38' - 49' RT	22.1	3.7	334.4	34.8	237.2	31.2
XVI	320+48	321+74	38' - 50' RT	100.2	16.8	314.1	32.5	202.7	110.9

EXIST. CURVE WOOD2
 PI STA. = 318+72.56
 $\Delta = 1^\circ 50' 46''$ (RT)
 $D = 0^\circ 59' 53''$
 $R = 5,740.00'$
 $T = 92.48'$
 $L = 184.95'$
 $e = NC$
 $E = 0.74'$
 P.C. STA. = 317+80.08
 P.T. STA. = 319+65.03



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")
	HMA SURFACE REMOVAL, 2 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 2 OR 5 INCH
	COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.24
	MEDIAN REMOVAL CONCRETE MEDIAN, TYPE SB-6.12
	SIDEWALK REMOVAL PCC SIDEWALK, 5"
	SIDEWALK REMOVAL PCC SIDEWALK, 5" DETECTABLE WARNINGS
	BIKE PATH REMOVAL AGGREGATE BASE COURSE, TYPE B 6" HMA SURFACE COURSE, MIX "D", N50 (3")

PAVEMENT PATCHES								
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 2 INCH (SQ YD)	CLASS D PATCHES, 5 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
7A	316+84	316+90	15' LT	6	12	8.0		44201672 (TYPE II)
7B	317+26	317+32	22' LT	6	24	16.8		44201674 (TYPE III)
7C	318+20	318+26	7' RT	6	24	16.0		44201674 (TYPE III)
7D	320+86	321+35	27' LT	49	12		65.6	44201711 (TYPE IV)

CURB AND GUTTER / BARRIER MEDIAN REMOVAL AND REPLACEMENT									
NUMBER	START STATION	END STATION	OFFSET	44000500 44003100 60603800 60605000 60619600					
				COMBINATION CURB AND GUTTER REMOVAL (FT)	MEDIAN REMOVAL (SQ FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (FT)	CONCRETE MEDIAN, TYPE SB-6.12 (SQ FT)	
7-1	316+09	316+13	7.5' LT	4.0		4.0			
7-2	316+83	316+95	33.0' RT	12.0			12.0		
7-3	316+88	316+92	37.1' - 37.6' LT	4.4			4.4		
7-4	318+18	318+21	4.9' - 8.9' LT		12.0			12.0	
7-5	318+35	318+39	35.9' LT	4.0			4.0		
7-6	319+45	319+97	33.8' - 51.5' RT	57.2			57.2		
7-7	320+37	320+65	37.7' - 70.7' RT	44.5			44.5		
7-8	320+89	321+02	33.8' RT	13.0			13.0		
7-9	320+90	321+20	35.6' LT	30.0			30.0		

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 2 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
8A	322+52	322+58	18' RT	24	6	16.0	44201674 (TYPE III)

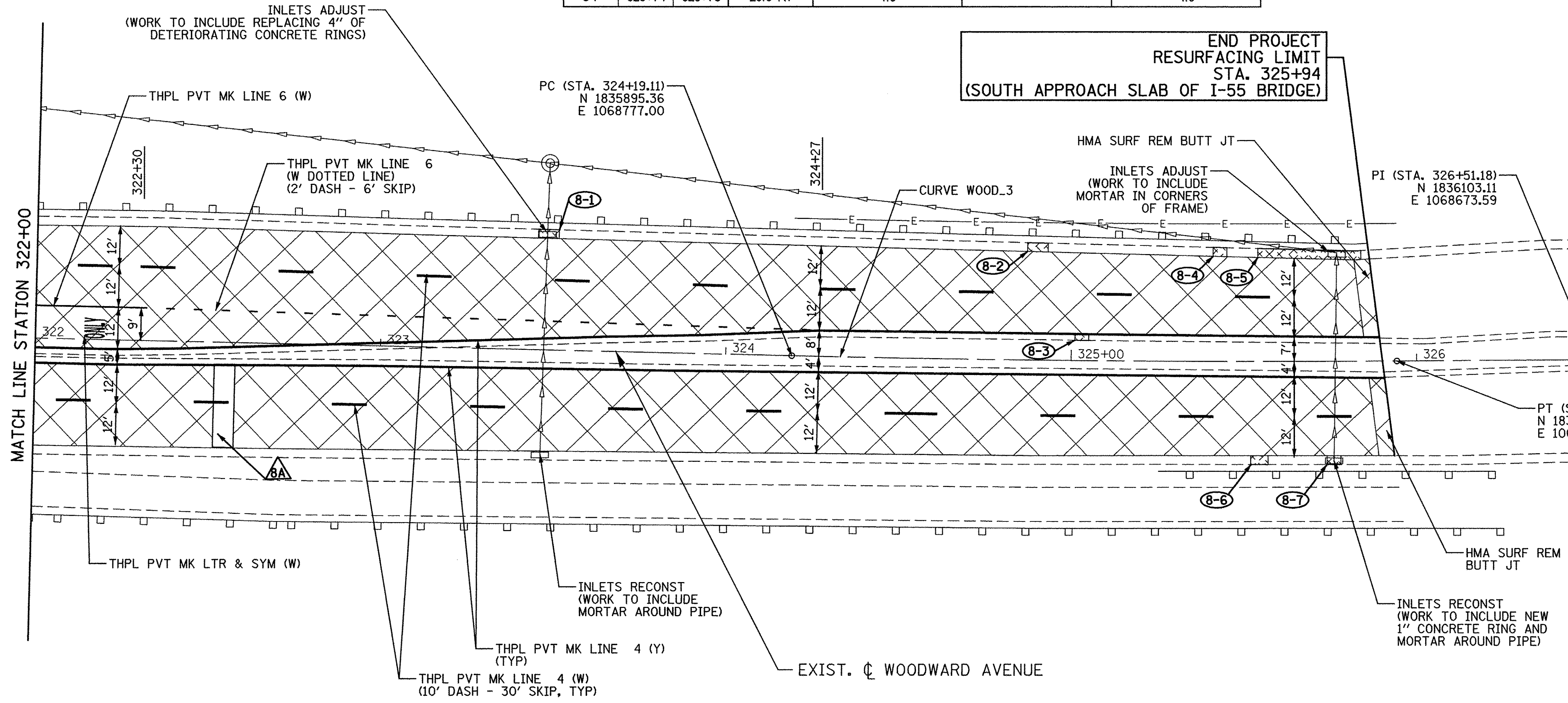
CURB AND GUTTER REMOVAL AND REPLACEMENT							
NUMBER	START STATION	END STATION	OFFSET	44000500	60603800	60605000	PAY ITEM (PATCH TYPE)
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (FT)	
8-1	323+45	323+51	35.1' LT	6.0		6.0	
8-2	324+87	324+93	34.1' LT	6.0		6.0	
8-3	325+01	325+05	5.9' LT	6.0		6.0	
8-4	325+41	325+45	33.1' LT	29.8		29.8	
8-5	325+54	325+84	32.0' - 32.8' LT	4.0	4.0		
8-6	325+52	325+57	29.9' RT	5.0		5.0	
8-7	325+74	325+78	29.9' RT	4.0		4.0	



EXIST. CURVE WOOD_3
 PI STA. = 325+06.71
 $\Delta = 1^\circ 44' 55''$ (LT)
 $D = 0^\circ 59' 53''$
 $R = 5,740.00'$
 $T = 87.60'$
 $L = 175.19'$
 $E = 0.67'$
 $e = NC$
 P.C. STA. = 324+19.11
 P.T. STA. = 325+94.30

I-355 TO I-55 N
 ENTRANCE RAMP

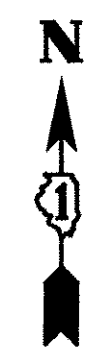
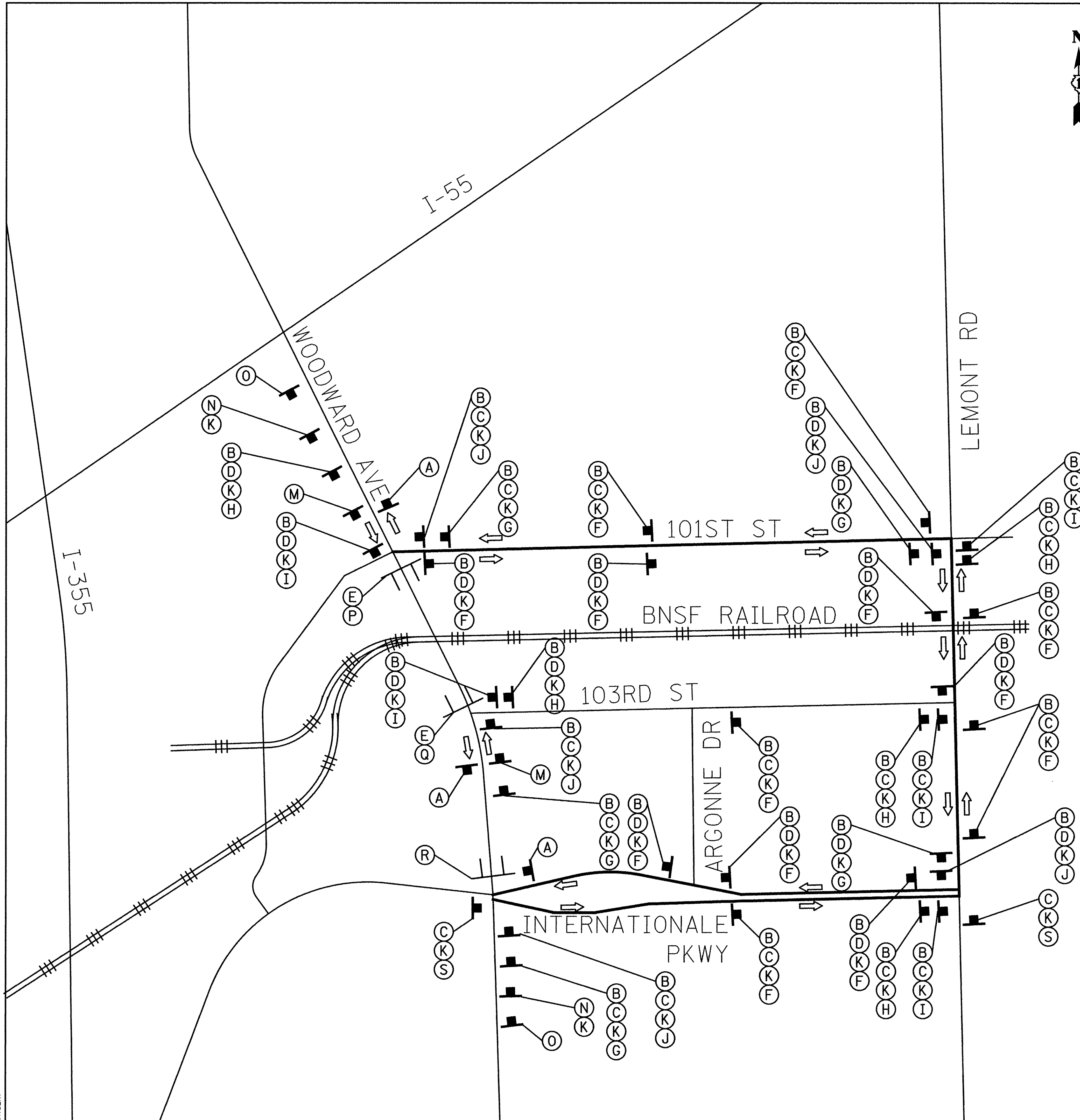
END PROJECT
 RESURFACING LIMIT
 STA. 325+94
 (SOUTH APPROACH SLAB OF I-55 BRIDGE)



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")
	HMA SURFACE REMOVAL, 2 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 2 OR 5 INCH
	COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.24
	MEDIAN REMOVAL CONCRETE MEDIAN, TYPE SB-6.12
	SIDEWALK REMOVAL PCC SIDEWALK, 5"
	SIDEWALK REMOVAL PCC SIDEWALK, 5" DETECTABLE WARNINGS
	BIKE PATH REMOVAL AGGREGATE BASE COURSE, TYPE B 6" HMA SURFACE COURSE, MIX "D", N50 (3")

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasak(Rdwy_Lisle)	DESIGNED - MJV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOODWARD AVENUE FROM INTERNATIONALE PARKWAY TO I-55 BRIDGE RESURFACING AND PAVEMENT MARKING PLAN	F.A.U. RTE. 2593	SECTION 16-00073-00-RS	COUNTY DU PAGE	TOTAL SHEETS 29	SHEET NO. 13	
	PLOT CONFIG = PDF(Grey_Large).plt	DRAWN - MJV	REVISED -			SCALE: 1"=20'	SHEET PLN 8 OF 8	STA. 322+00 TO STA. END	FED. ROAD DIST. NO. ILLINOIS	FED. AID PROJECT	CONTRACT NO. 61D80
	PLOT SCALE = 1:20	CHECKED - MJP	REVISED -								
	PLOT DATE = 2/24/2017	DATE - 2/23/2017	REVISED -								

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S CLOSED AT RAILROAD CROSSING (60 x 48)	A END DETOUR M4-8a (24 x 18)	B DETOUR M4-8 (24 x 12)	C NORTH M3-1 (24 x 12)
D SOUTH M3-1 (24 x 12)	E ROAD CLOSED R11-2 (48 x 30)	F ↑ M6-3(O) (21 x 15)	
T RAILROAD REPAIRS BEGIN DATE TIME (60 x 48)	G ↘ M5-1R(O) (21 x 15)	H ↙ M5-1L(O) (21 x 15)	I ← M6-1L(O) (21 x 15)
U THIS ROAD WILL BE CLOSED FOR XX DAYS (60 x 48)	J → M6-1R(O) (21 x 15)	K Woodward Avenue (24 x 18)	L ⊘ R3-1 (24 x 24)
	M ROAD CLOSED 500 FT W20-3 (48 x 48)	N ☀ DETOUR AHEAD W20-2a (48 x 48)	O ☀ ROAD CLOSED AHEAD W20-3 (48 x 48)
	P ← DETOUR	Q → DETOUR	
	R ROAD CLOSED AT RR CROSSING LOCAL TRAFFIC ONLY R11-3A (60 x 30)	⏏ TYPE III BARRICADES W/FLASHING LIGHTS ☀ TYPE A FLASHING LIGHT	

NOTES:
1. ALL SIGN DIMENSIONS ARE SHOWN IN INCHES.

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

USER NAME = mvasek(Rdwj-Lisle)
PLOT CONFIG = PDF(Grey_Large).plt
PLOT SCALE = 1:500
PLOT DATE = 2/24/2017

DESIGNED - MJP
DRAWN - MJP
CHECKED - MJV
DATE - 2/23/2017

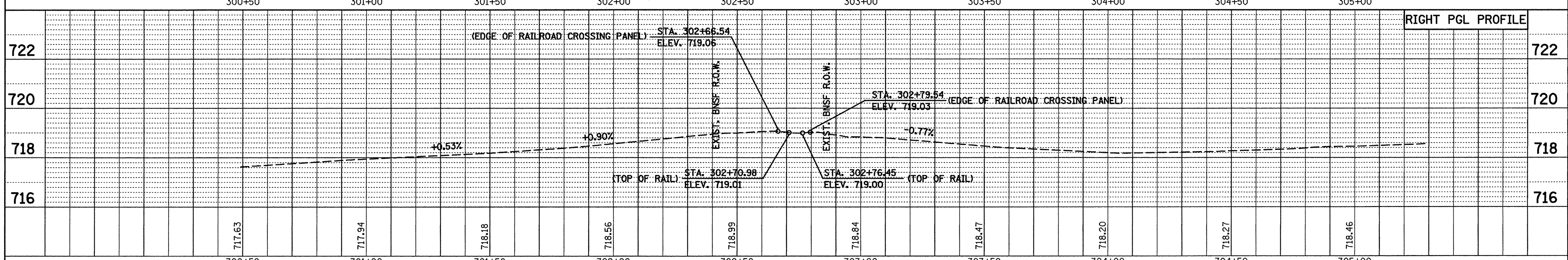
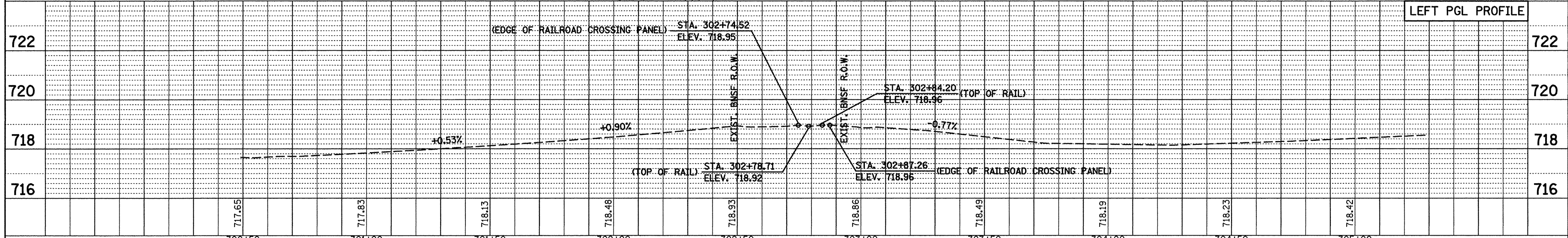
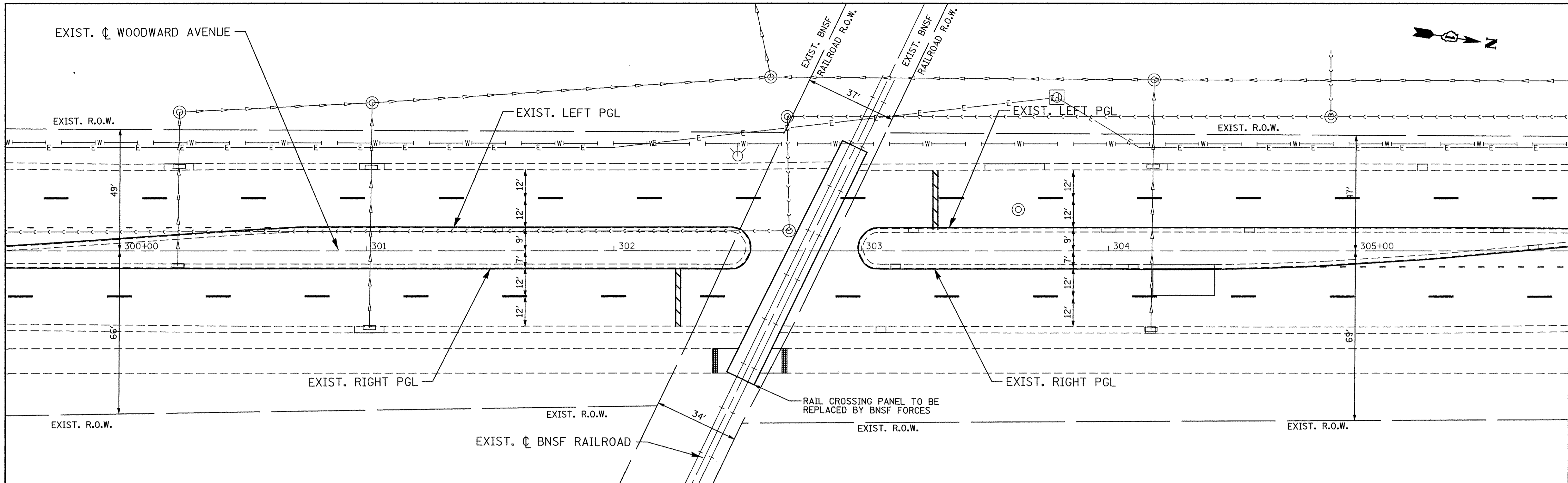
REVISED -
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REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WOODWARD AVENUE FROM INTERNATIONALE PARKWAY TO I-55 BRIDGE
DETOUR PLAN**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	14
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvoasak(Rdwy_Lisle) PLOT CONFIG = PDF(Grey_Large).plt PLOT SCALE = 1:20 PLOT DATE = 1/31/2017	DESIGNED - MJV DRAWN - MJV CHECKED - MJP DATE - 1/30/2017	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOODWARD AVENUE FROM INTERNATIONALE PARKWAY TO I-55 BRIDGE RAILROAD CROSSING DETAIL	F.A.U. RTE. 2593 SECTION 16-00073-00-RS COUNTY DU PAGE TOTAL SHEETS 29 SHEET NO. 15	CONTRACT NO. 61D80 ILLINOIS FED. AID PROJECT
	SCALE: 1"=20' SHEET NO. DTL-01 OF 2 STA. 299+53.70 TO STA. 305+86.30						
	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
	ILLINOIS FED. AID PROJECT						

G:\Woodridge\21677_832_Woodward Avenue\12.Design\12.1.Dwg\Sh\1\S.Woodward.DTL_01.dgn

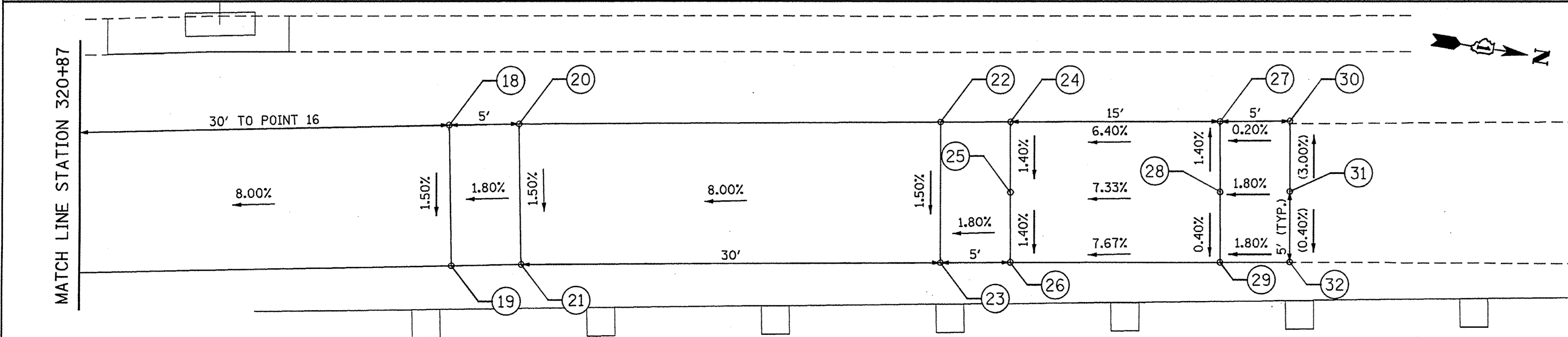
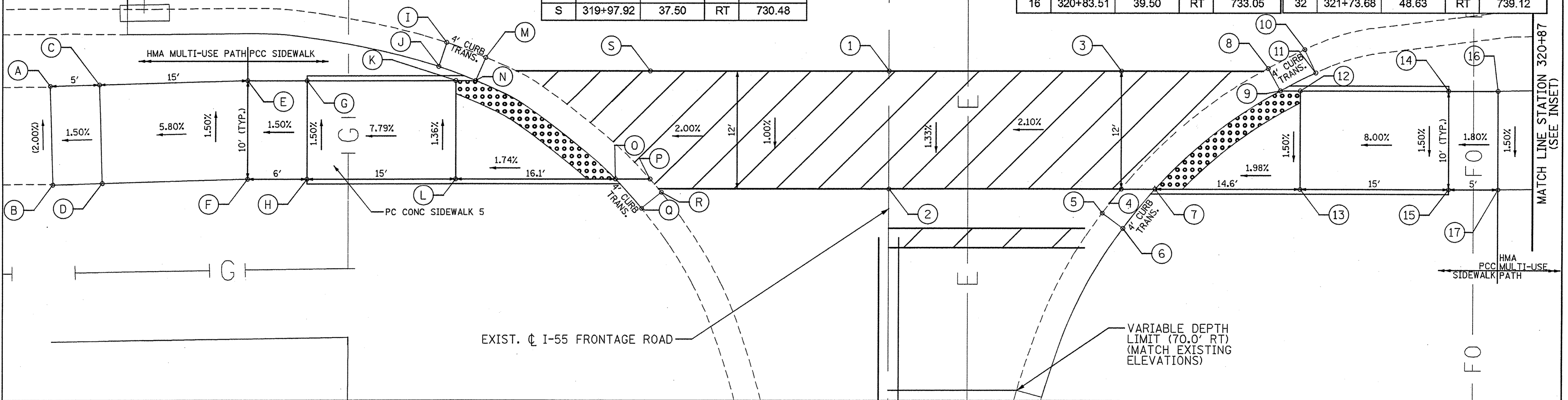
320+00

VARIABLE DEPTH LIMIT (19.0' RT)
(MATCH EXISTING ELEVATIONS)

EXIST. ϕ WOODWARD AVENUE

	STATION	OFFSET	LT/RT	ELEVATION
A	319+37.11	39.00	RT	727.90
B	319+37.34	49.00	RT	728.10
C	319+42.14	38.88	RT	727.97
D	319+42.39	48.88	RT	728.12
E	319+57.23	38.50	RT	728.84
F	319+57.22	48.50	RT	728.99
G	319+63.27	38.50	RT	728.93
H	319+63.27	48.50	RT	729.08
I	319+77.37	34.60	RT	729.80
J	319+76.56	37.05	RT	730.18
K	319+78.29	38.50	RT	730.10
L	319+78.29	49.50	RT	730.25
M	319+81.31	36.12	RT	730.10
N	319+80.29	38.50	RT	730.10
O	319+94.42	48.50	RT	730.53
P	319+97.92	48.50	RT	730.53
Q	319+97.07	51.49	RT	730.53
R	319+99.07	49.85	RT	730.91
S	319+97.92	37.50	RT	730.48

	STATION	OFFSET	LT/RT	ELEVATION		STATION	OFFSET	LT/RT	ELEVATION
1	320+22.00	37.50	RT	731.00	17	320+83.51	49.50	RT	732.90
2	320+22.00	49.50	RT	730.84	18	321+13.51	38.94	RT	735.45
3	320+45.46	37.50	RT	731.36	19	321+13.68	48.94	RT	735.30
4	320+45.46	49.50	RT	731.32	20	321+18.51	38.85	RT	735.54
5	320+43.56	51.94	RT	731.08	21	321+18.68	48.85	RT	735.39
6	320+45.65	53.50	RT	731.46	22	321+48.67	38.70	RT	737.94
7	320+48.87	49.50	RT	731.32	23	321+48.68	48.70	RT	737.79
8	320+60.25	37.23	RT	731.76	24	321+53.67	38.68	RT	738.02
9	320+61.51	39.50	RT	731.76	25	321+53.68	43.68	RT	737.95
10	320+63.96	35.30	RT	732.08	26	321+53.68	48.68	RT	737.88
11	320+65.07	37.67	RT	732.25	27	321+68.65	38.64	RT	738.98
12	320+63.51	39.50	RT	731.76	28	321+68.67	43.64	RT	739.05
13	320+63.51	49.50	RT	731.61	29	321+68.68	48.64	RT	739.03
14	320+78.51	39.50	RT	732.96	30	321+73.65	38.63	RT	738.99
15	320+78.51	49.50	RT	732.81	31	321+73.67	43.63	RT	739.14
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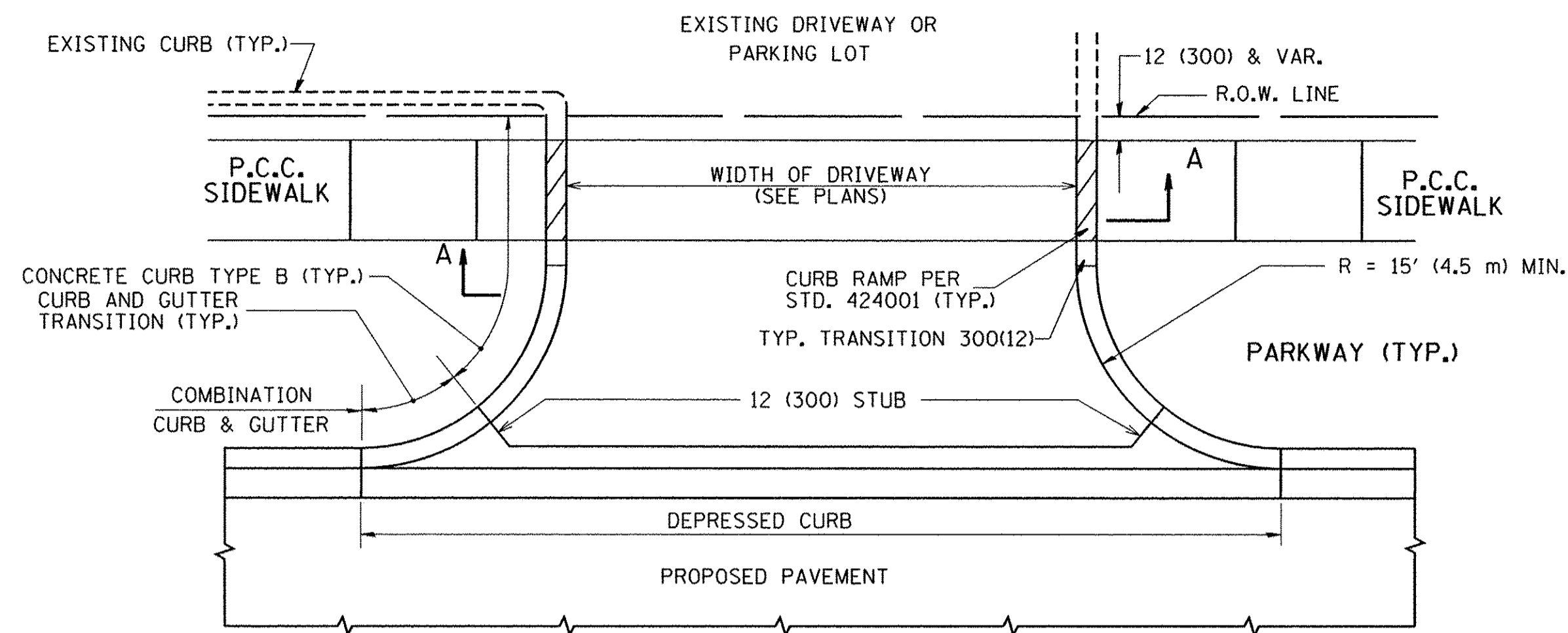


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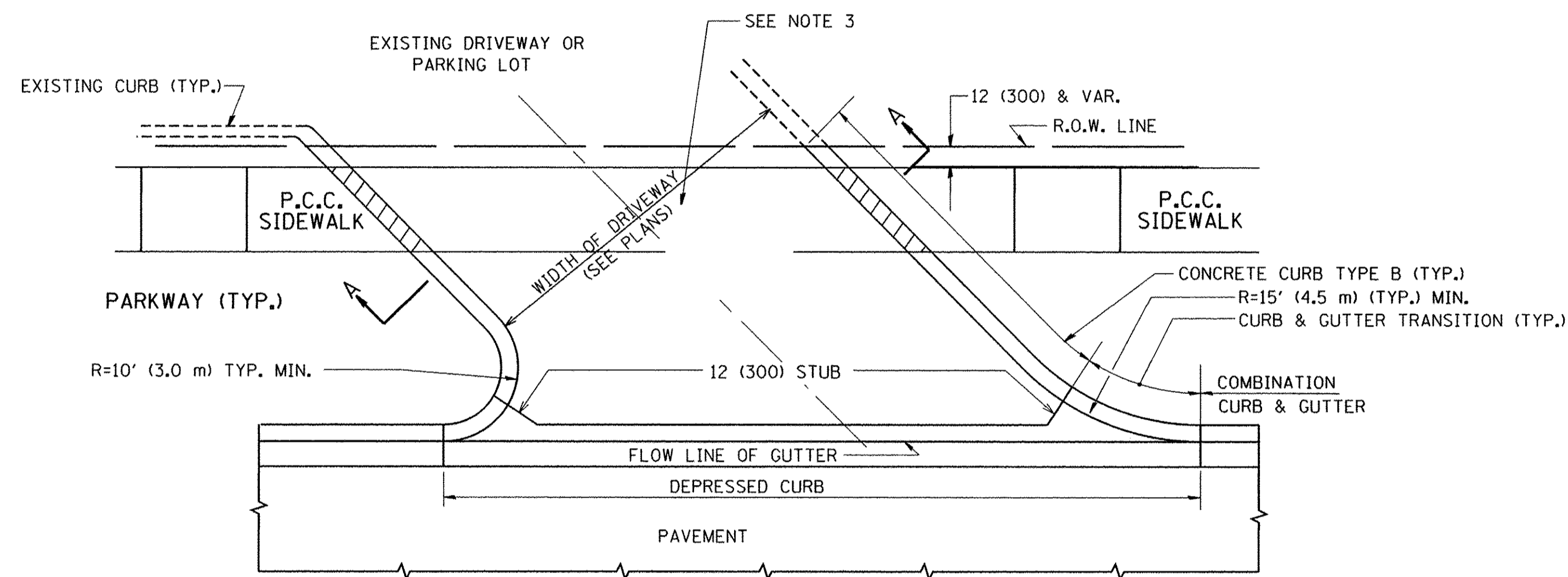
PROPOSED DETECTABLE WARNINGS

- NOTES:**
- 1) DETECTABLE WARNINGS ARE TO EXTEND 2' FROM BACK OF CURB LINE FOR ENTIRE WIDTH OF SIDEWALK.
 - 2) ALL WORK SHOWN IS WITHIN EXISTING IDOT R.O.W.

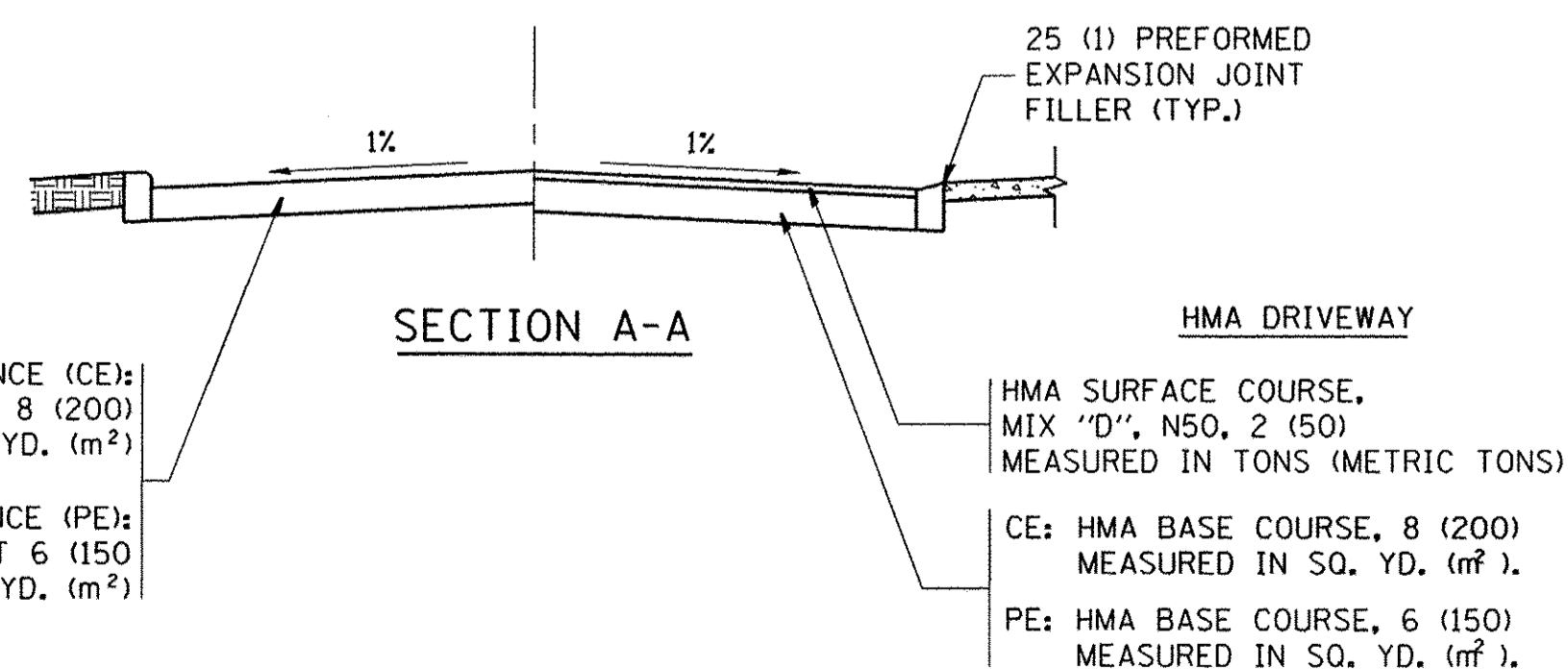
<p>PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com</p>	USER NAME = mvesak(Rdwy_Lisla)	DESIGNED - MJV	REVISED - 3/20/2017	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOODWARD AVENUE FROM INTERNATIONALE PARKWAY TO I-55 BRIDGE INTERSECTION AND SIDEWALK RAMP DETAILS			F.A.U. RTE. 2593	SECTION 16-00073-00-RS	COUNTY DU PAGE	TOTAL SHEETS 29	SHEET NO. 16
	PLOT CONFIG= PDFIGreg_Large.plt	DRAWN - MJV	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 61D80		
	PLOT SCALE = 1:15	CHECKED - MJP	REVISED -									
	PLOT DATE = 3/20/2017	DATE - 2/23/2017	REVISED -									
SCALE: 1"=5' SHEET DTL-02 OF 2 STA. 319+32 TO STA. 321+94												



WITH CONCRETE CURB, TYPE B

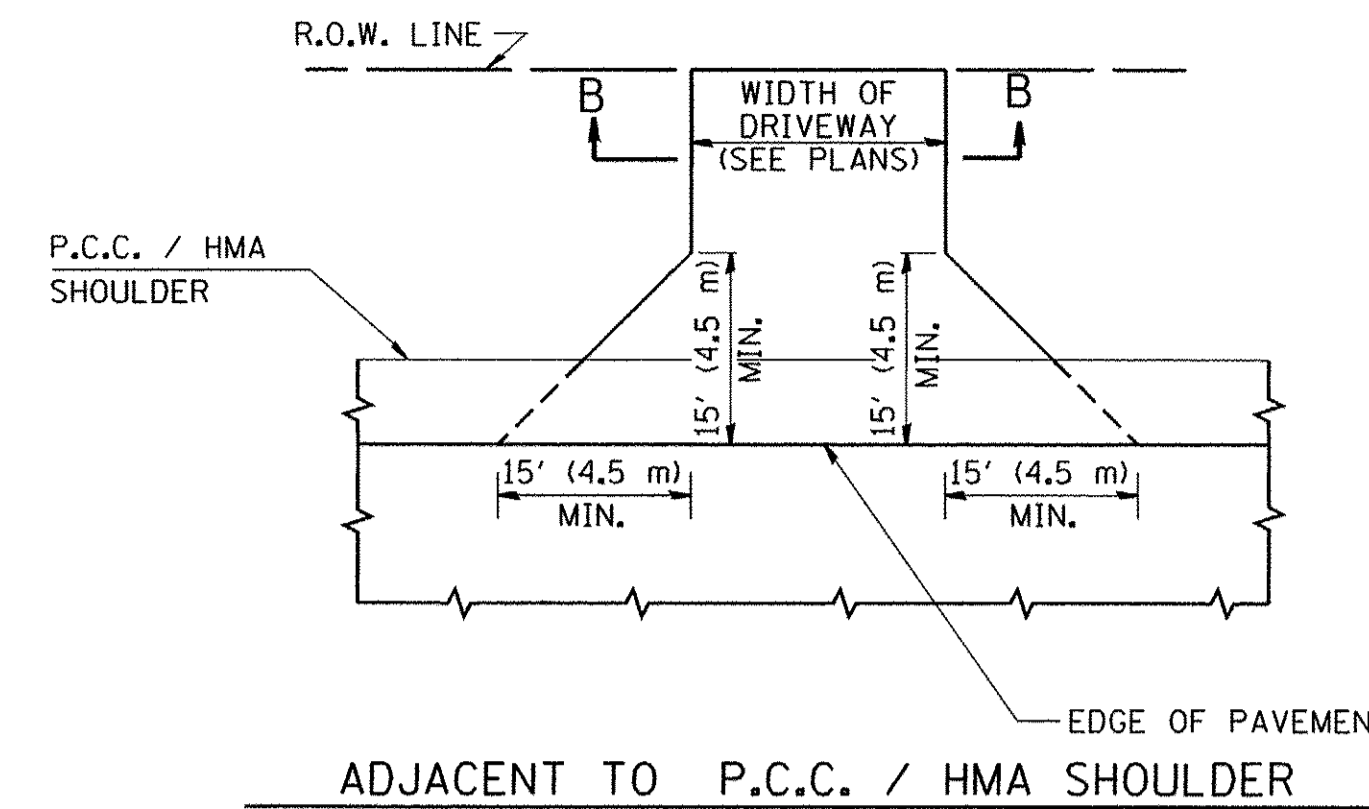


WITH CONCRETE CURB, TYPE B

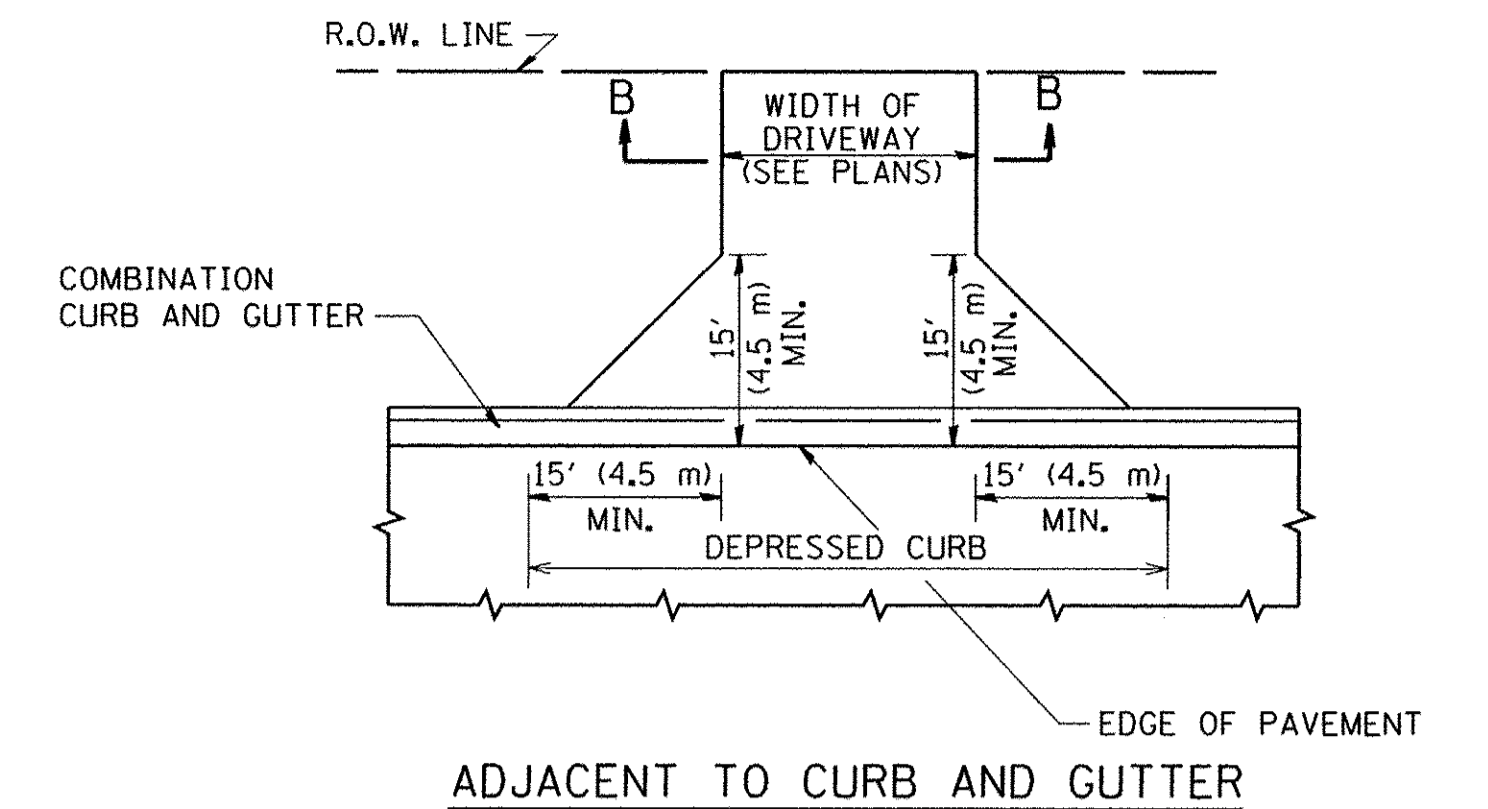


RIGID DRIVEWAY
 COMMERCIAL ENTRANCE (CE):
 P.C.C. DRIVEWAY PAVEMENT 8 (200)
 MEASURED IN SQ. YD. (m²)
 NON-COMMERCIAL ENTRANCE (PE):
 P.C.C. DRIVEWAY PAVEMENT 6 (150)
 MEASURED IN SQ. YD. (m²)

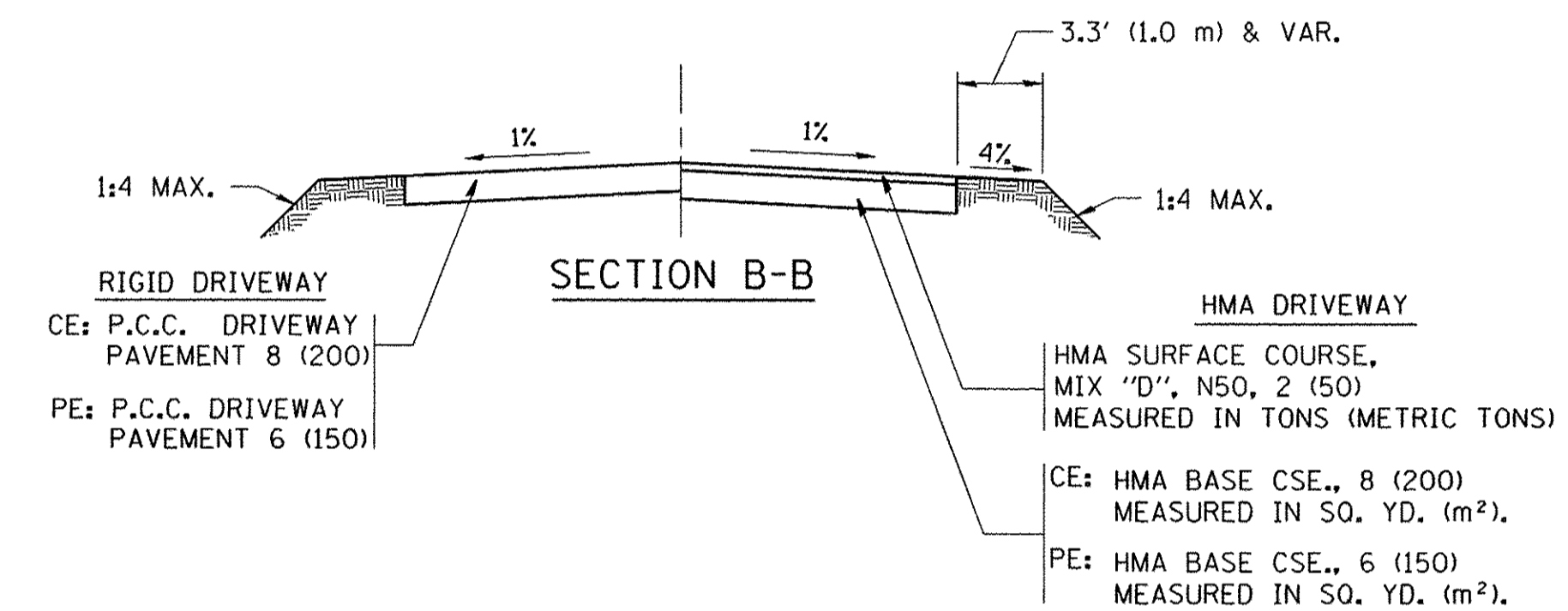
HMA DRIVEWAY
 HMA SURFACE COURSE,
 MIX "D", N50, 2 (50)
 MEASURED IN TONS (METRIC TONS)
 CE: HMA BASE COURSE, 8 (200)
 MEASURED IN SQ. YD. (m²).
 PE: HMA BASE COURSE, 6 (150)
 MEASURED IN SQ. YD. (m²).



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)
 HMA SURFACE COURSE,
 MIX "D", N50, 2 (50)
 MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200)
 MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

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

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

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

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

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

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

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 PLOT DATE = 9/6/2011

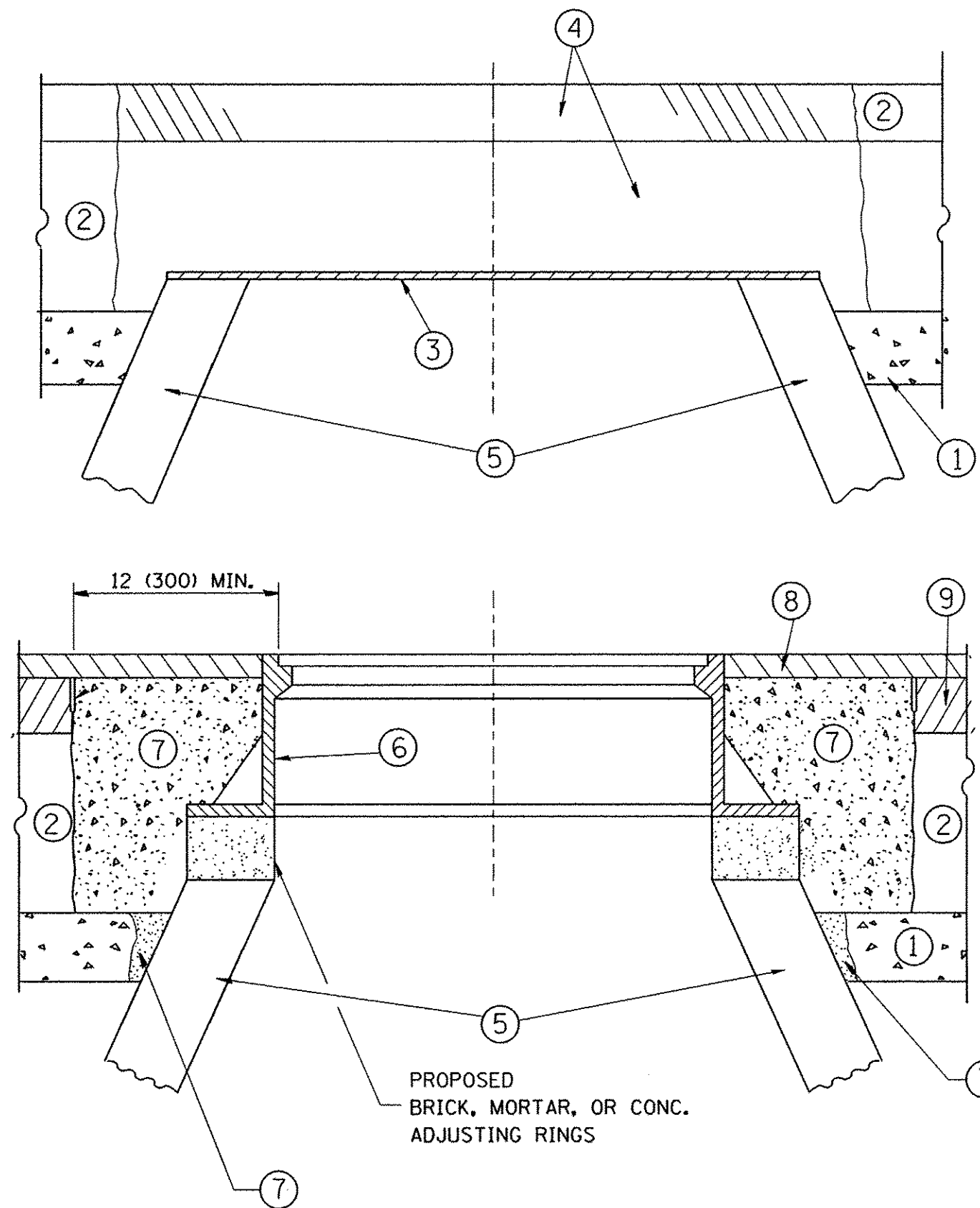
DESIGNED - R. SHAH
 DRAWN -
 CHECKED -
 DATE - 11-04-95

REVISED - P. LofLUER 04-15-03
 REVISED - R. BORO 01-01-07
 REVISED - R. BORO 06-11-08
 REVISED - R. BORO 09-06-11

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	17
BD0156-07 (BD-01) CONTRACT NO. 61D80				
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 NO MORE THAN 5 CALENDAR DAYS PRIOR TO ELEVATION 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.

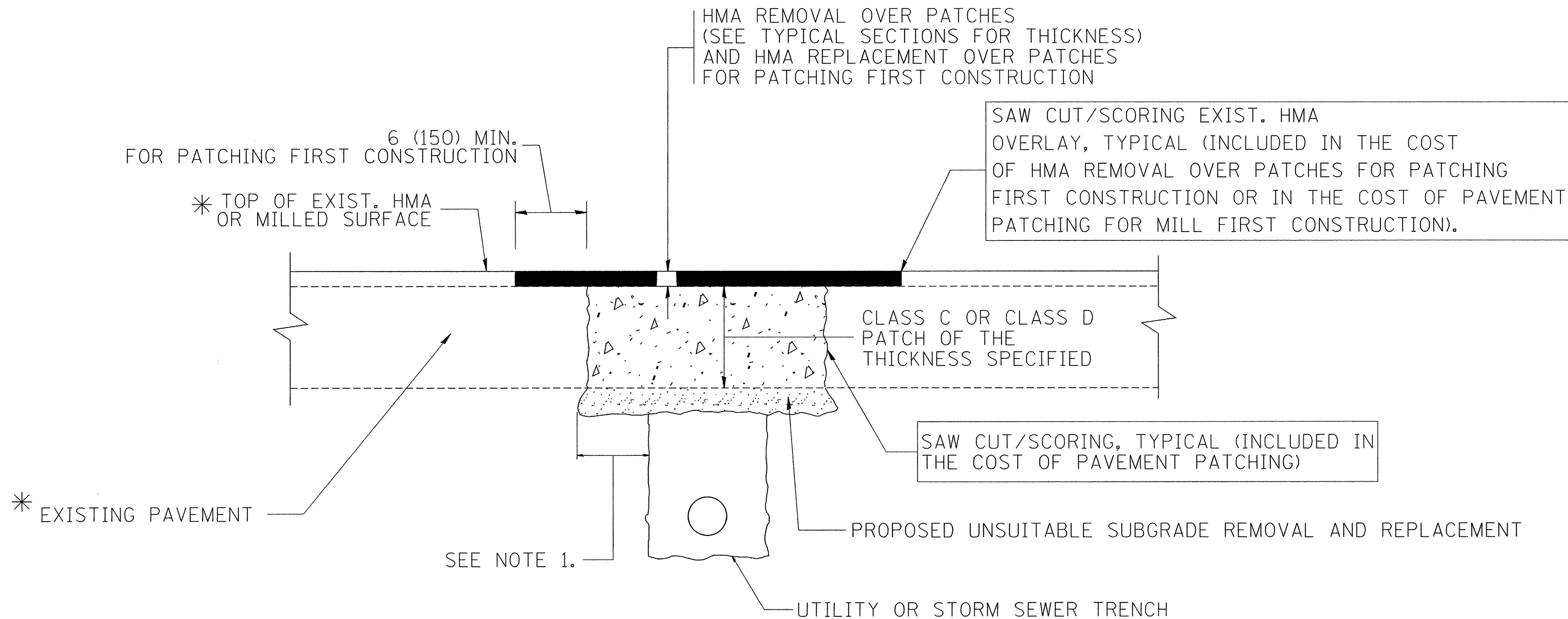
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	F.A.U. RTE. 2593	SECTION 16-00073-00-RS	COUNTY DU PAGE	TOTAL SHEETS 29	SHEET NO. 18	
cd:\pw\work\p\dot\bauerdl\d0108315\bd08.dgn	PLOT SCALE = 1/648000' / m	CHECKED -	REVISED - R. BORO 01-01-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT	CONTRACT NO. 61D80
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 03-09-11								
			REVISED - R. BORO 12-06-11								



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT		F.A.U. RTE. 2593	SECTION 16-00073-00-RS	COUNTY	TOTAL SHEETS 29	SHEET NO. 19	
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PLOT DATE = 10/27/2008		DATE - 10-25-94	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT					
			REVISED - K. ENG 10-27-08									

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

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

PROPOSED 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.)

* 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.

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

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

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

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

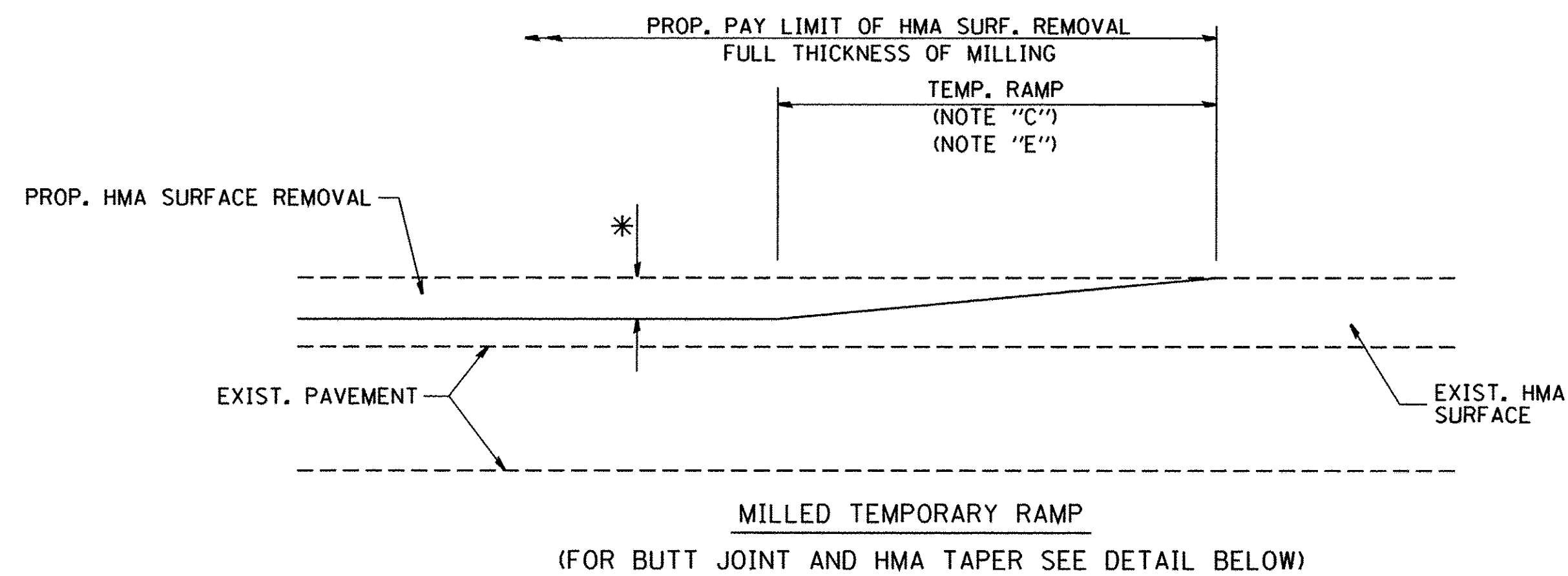
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

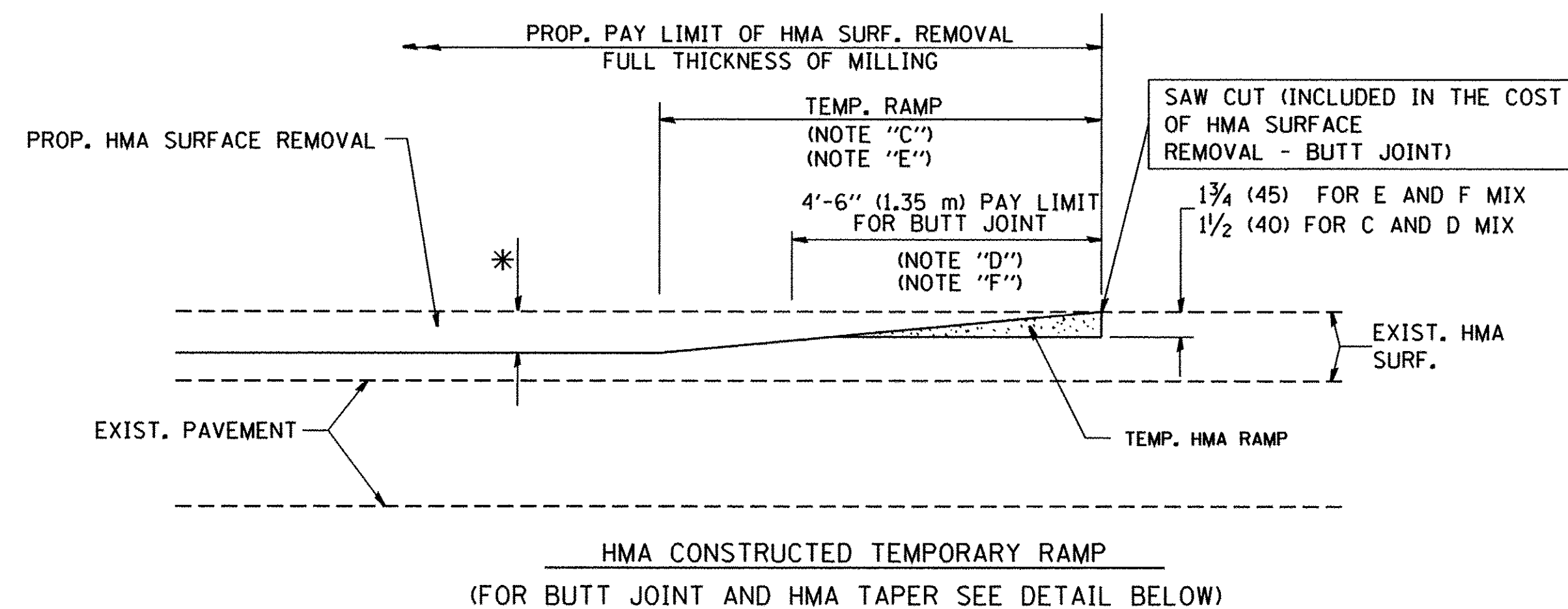
**CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	20
BD600-06 (BD-24)			CONTRACT NO. 61D80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

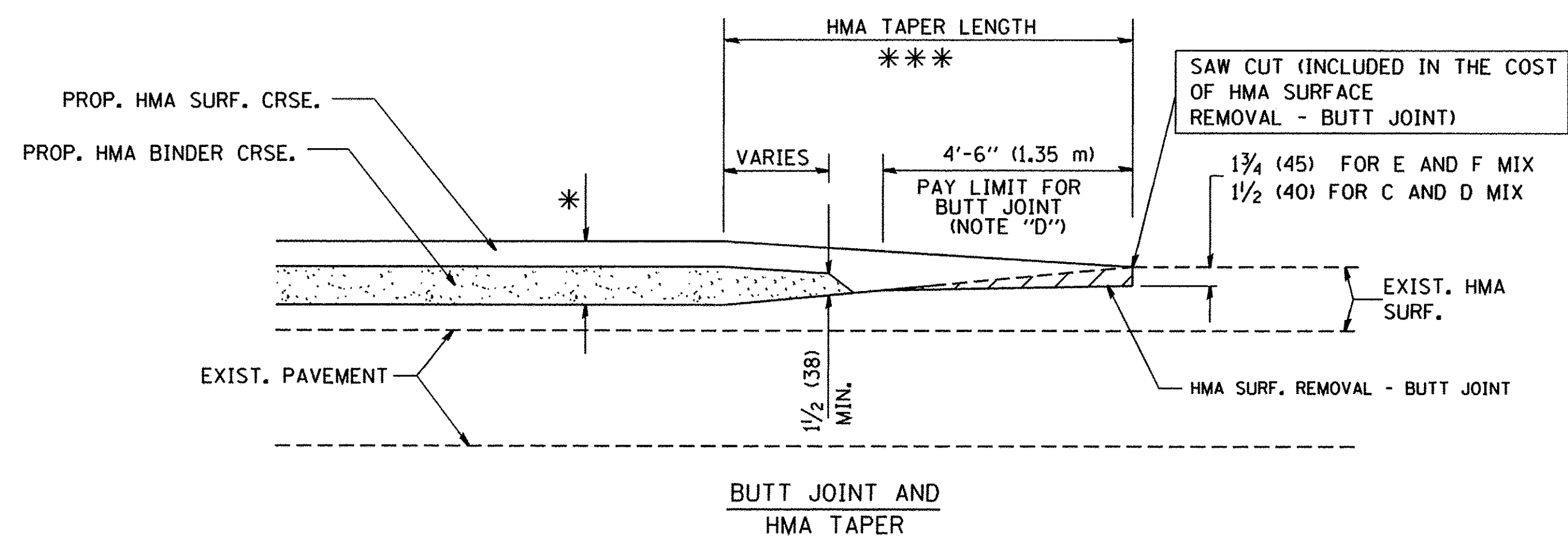
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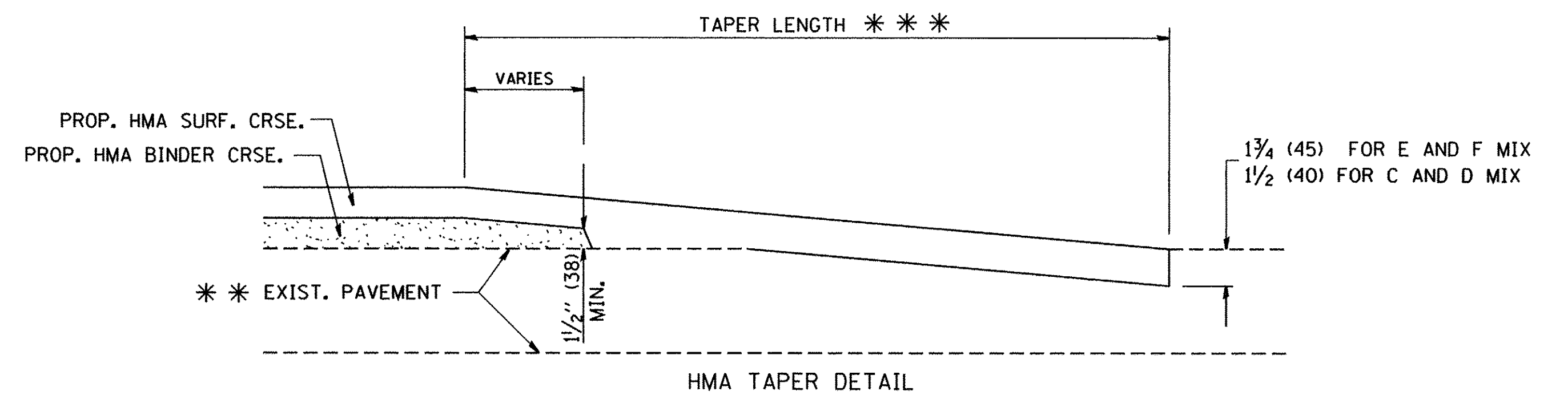
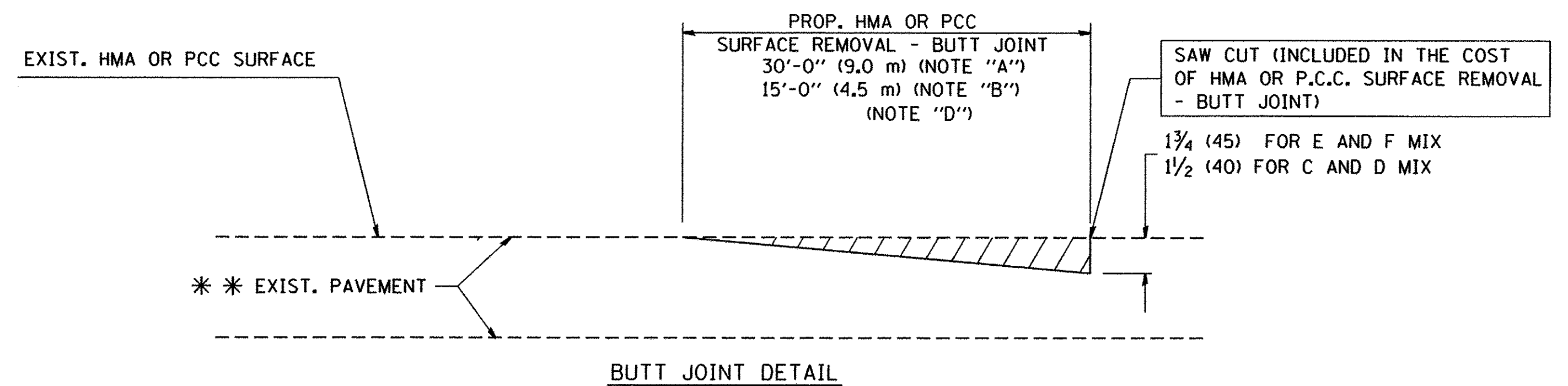
OPTION 1



OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

FILE NAME = W:\diststd\22x34\bd32.dgn

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

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

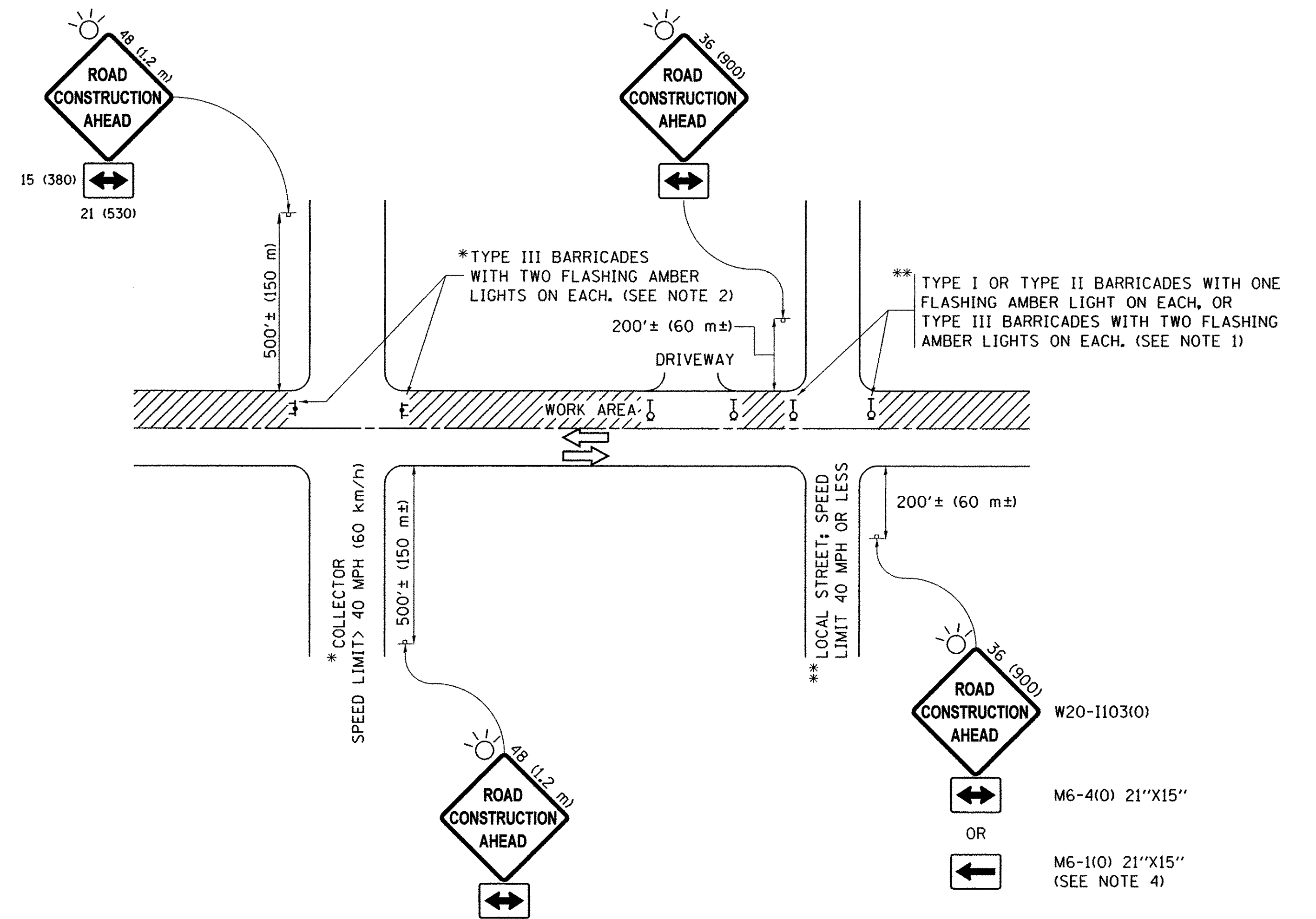
REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	21
BD400-05 BD32			CONTRACT NO. 61D80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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 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. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

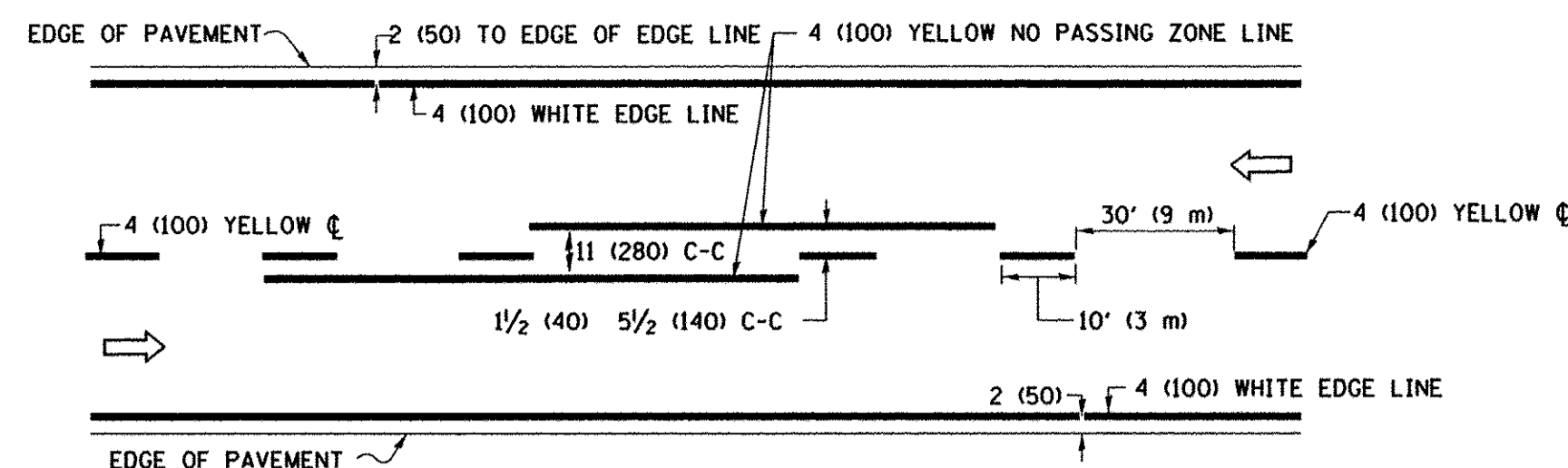
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

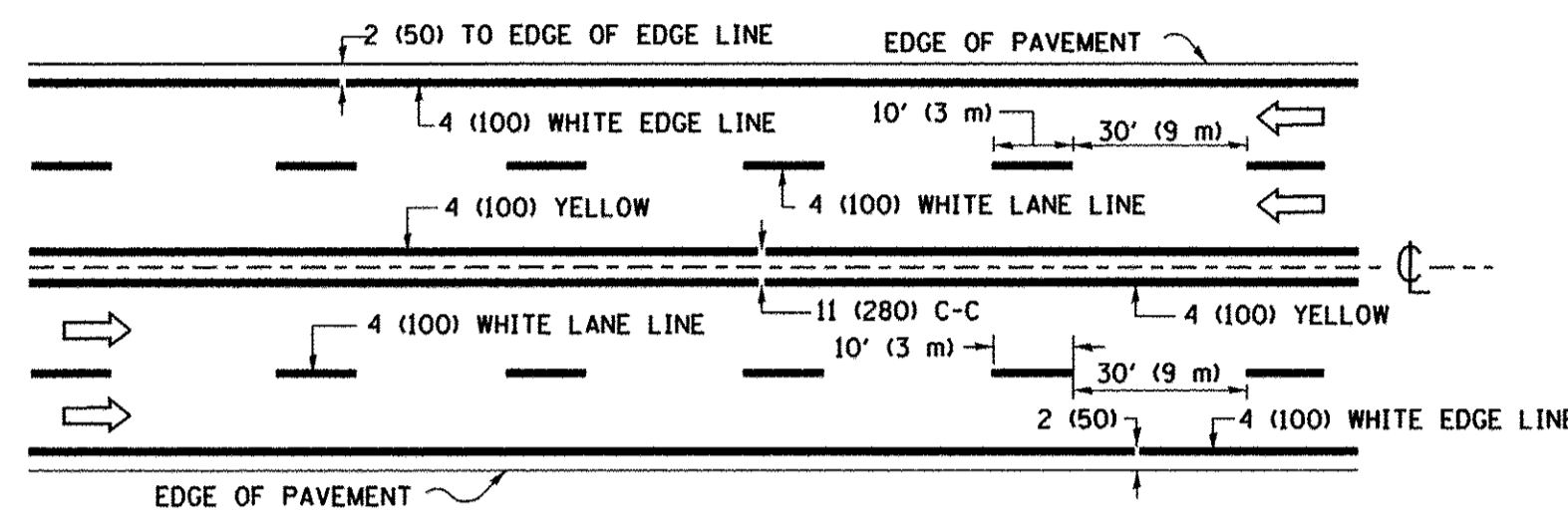
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

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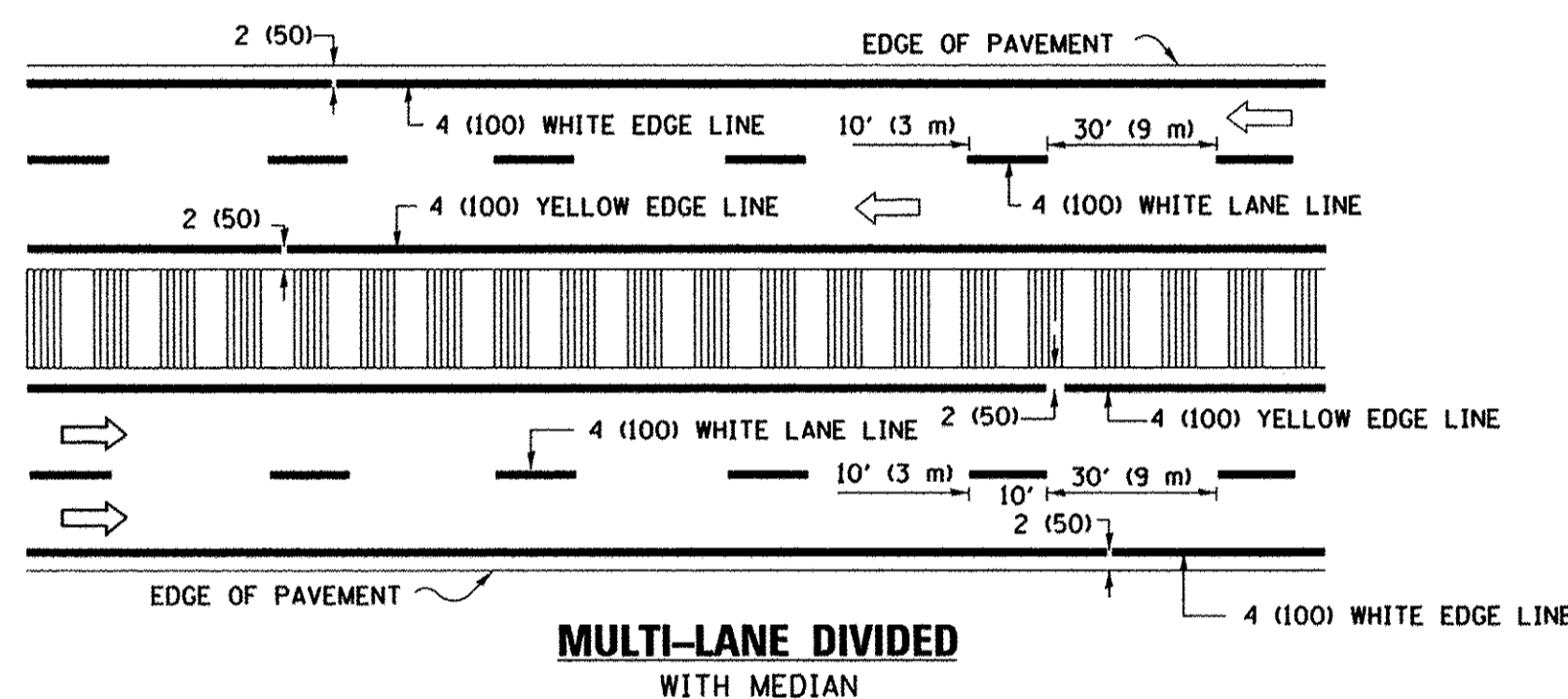
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2593	16-00073-00-RS	DU PAGE	29	22
TC-10			CONTRACT NO. 61D80	
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

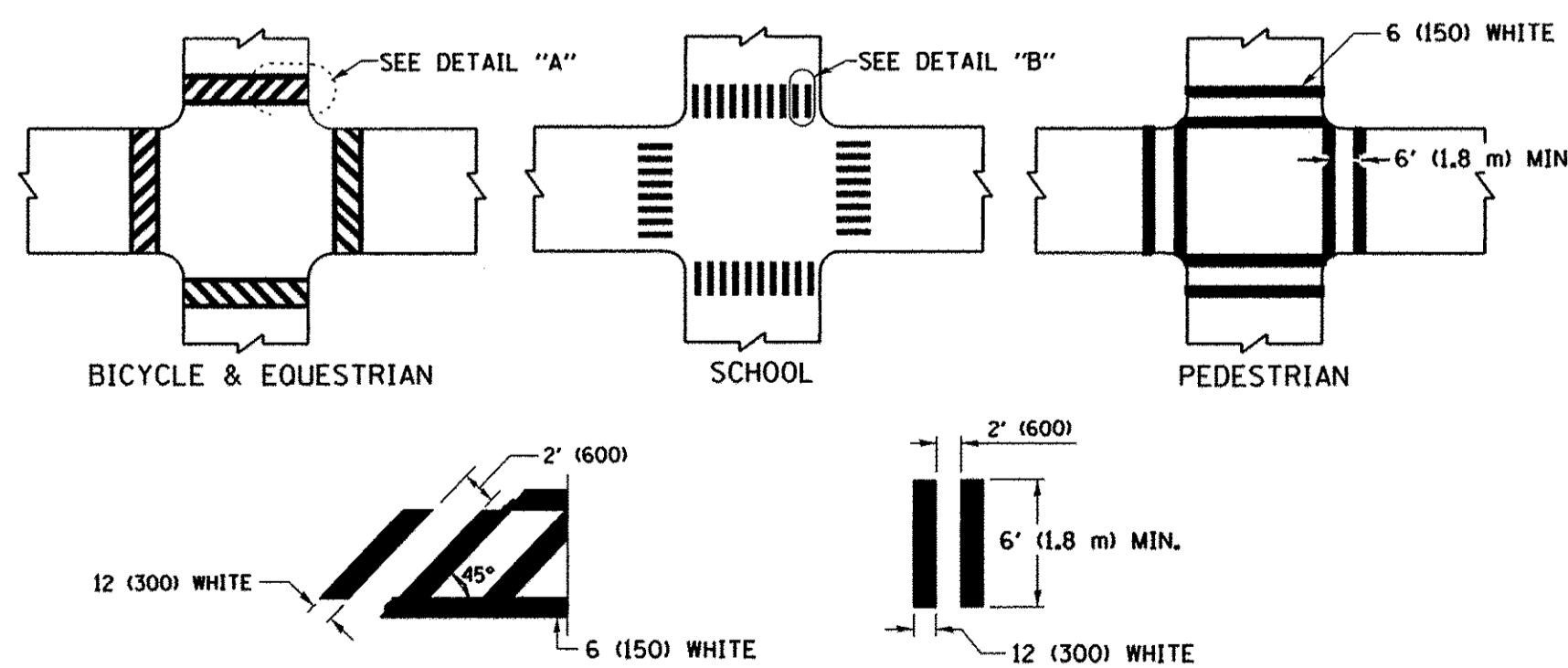


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

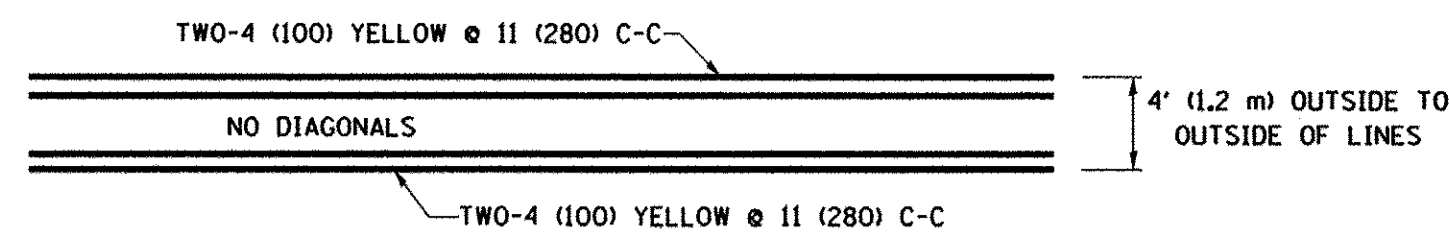


DETAIL "A"

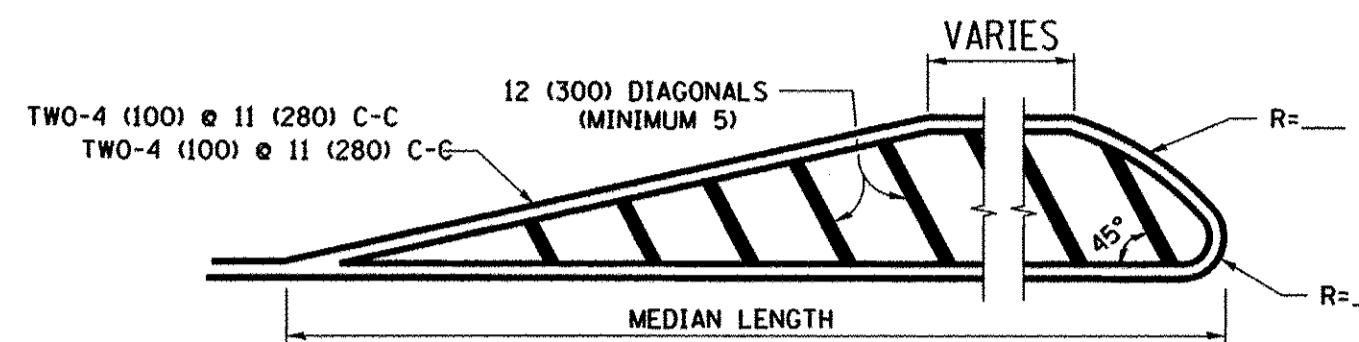
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



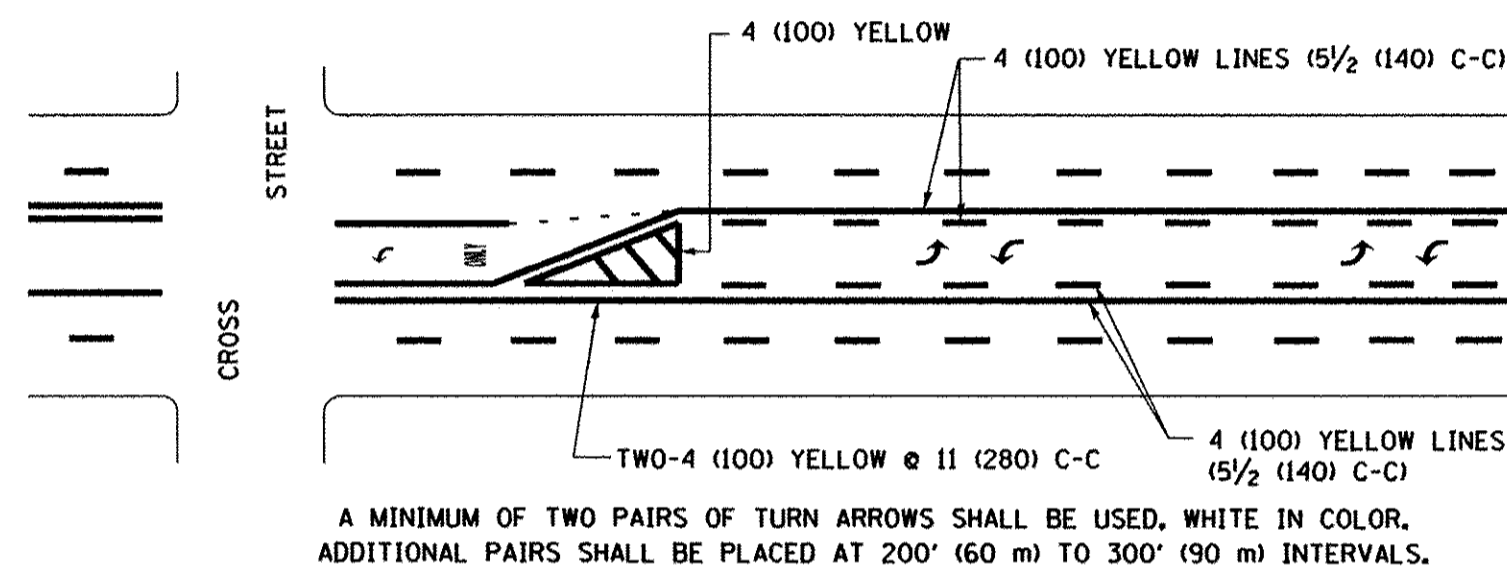
4' (1.2 m) WIDE MEDIANS ONLY



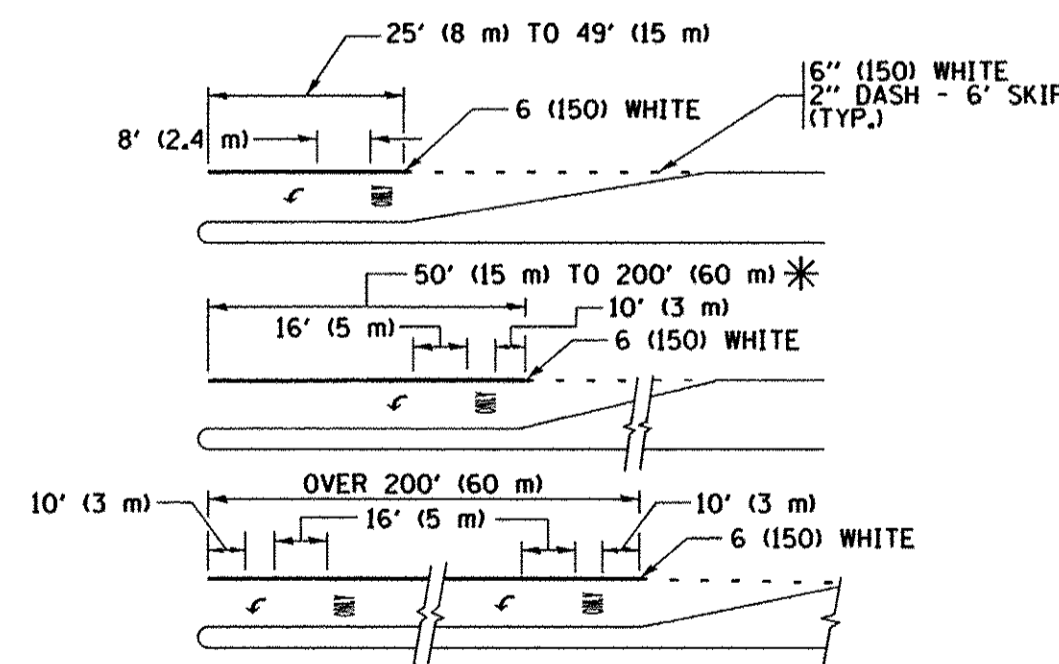
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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



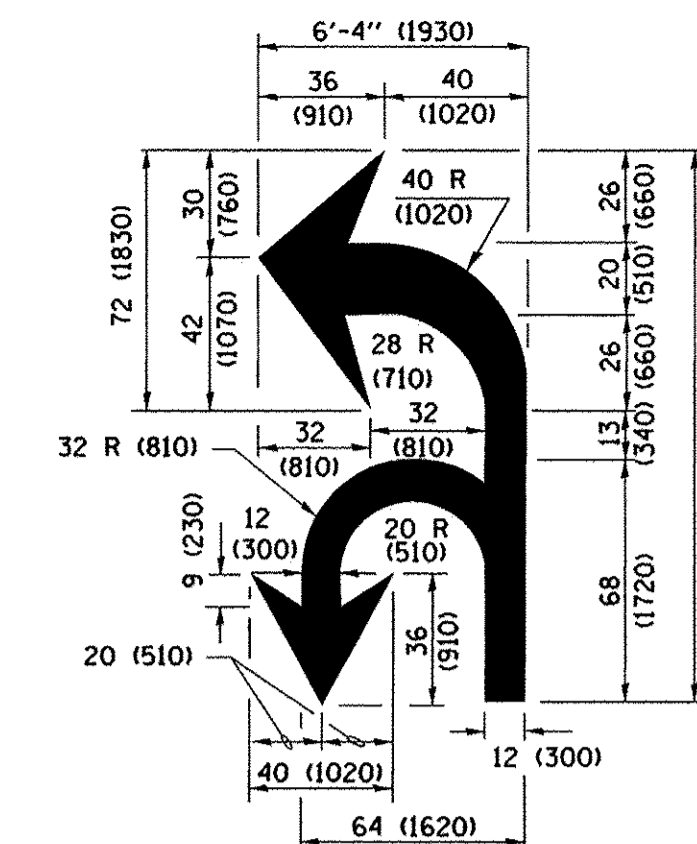
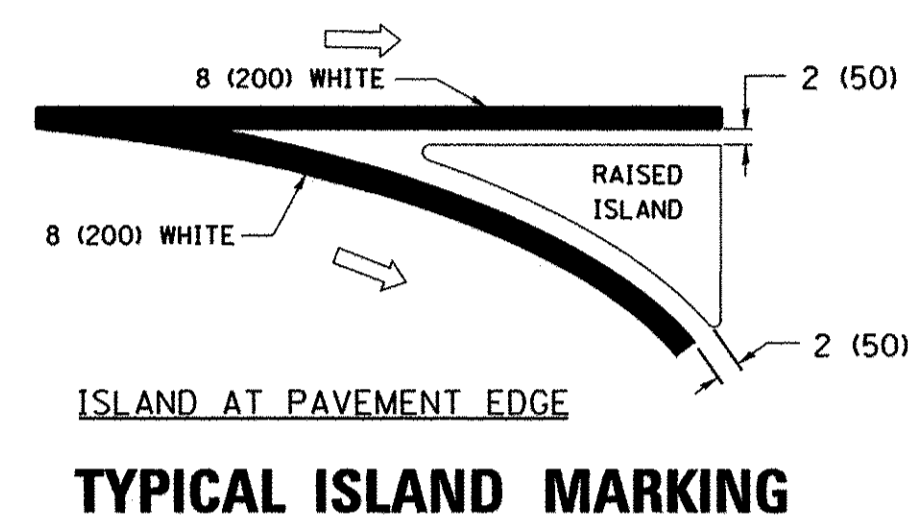
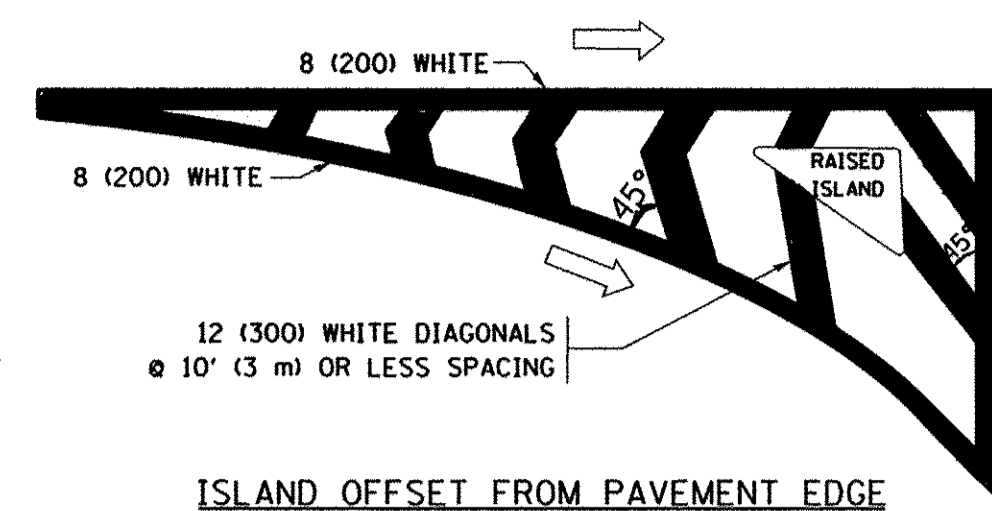
MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING



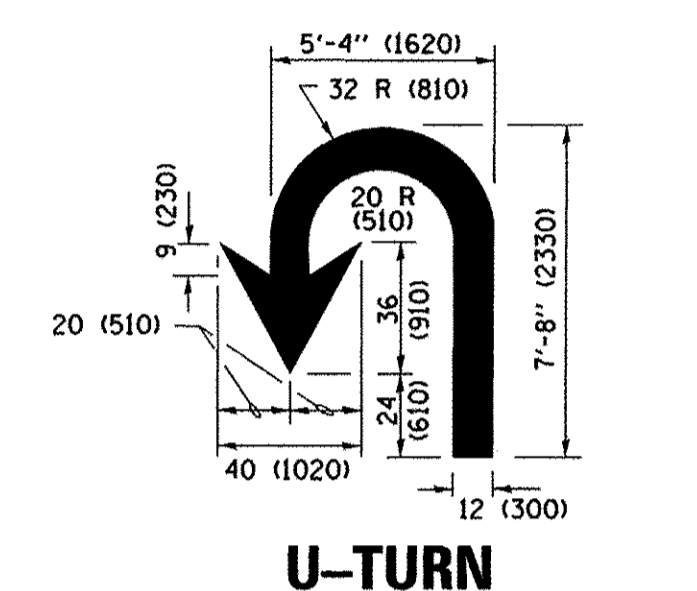
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
* AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* 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



COMBINATION LEFT AND 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 1/2 (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 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW WHITE WHITE	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" 15' 6" (4.8 m) AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)	SOLID	WHITE	SEE STATE STANDARD 780001
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.

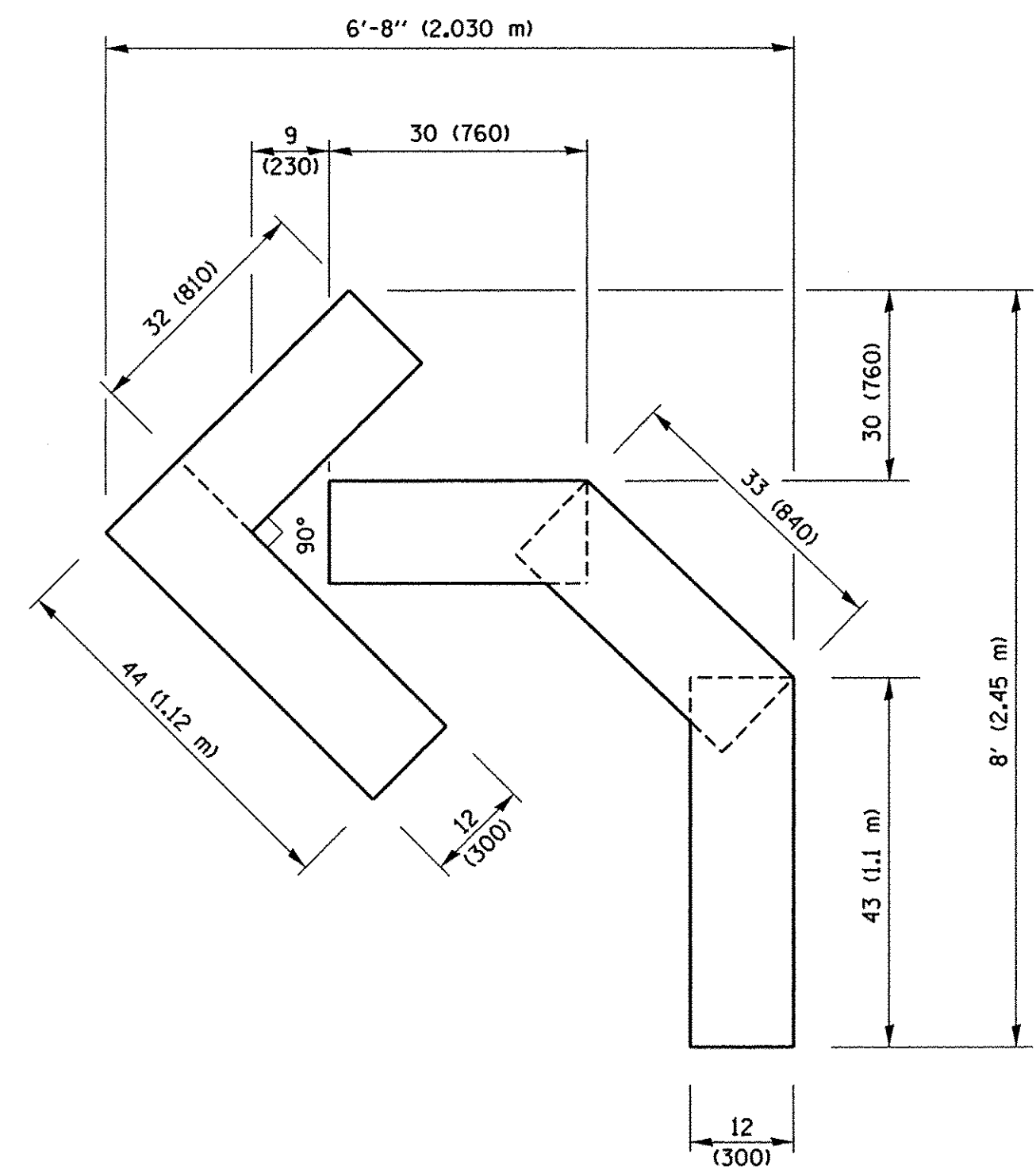
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	PLOT DATE = 4/13/2016		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

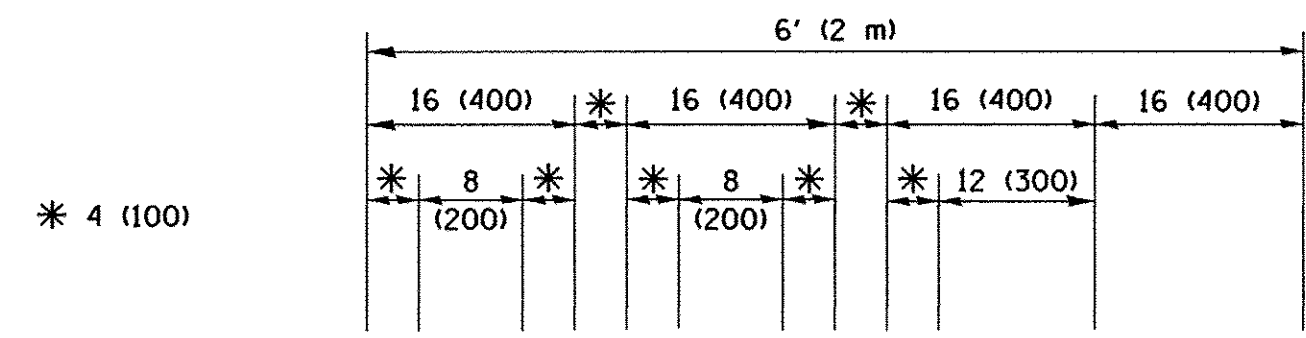
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	23
TC-13		CONTRACT NO. 61DB0		
ILLINOIS FED. AID PROJECT				



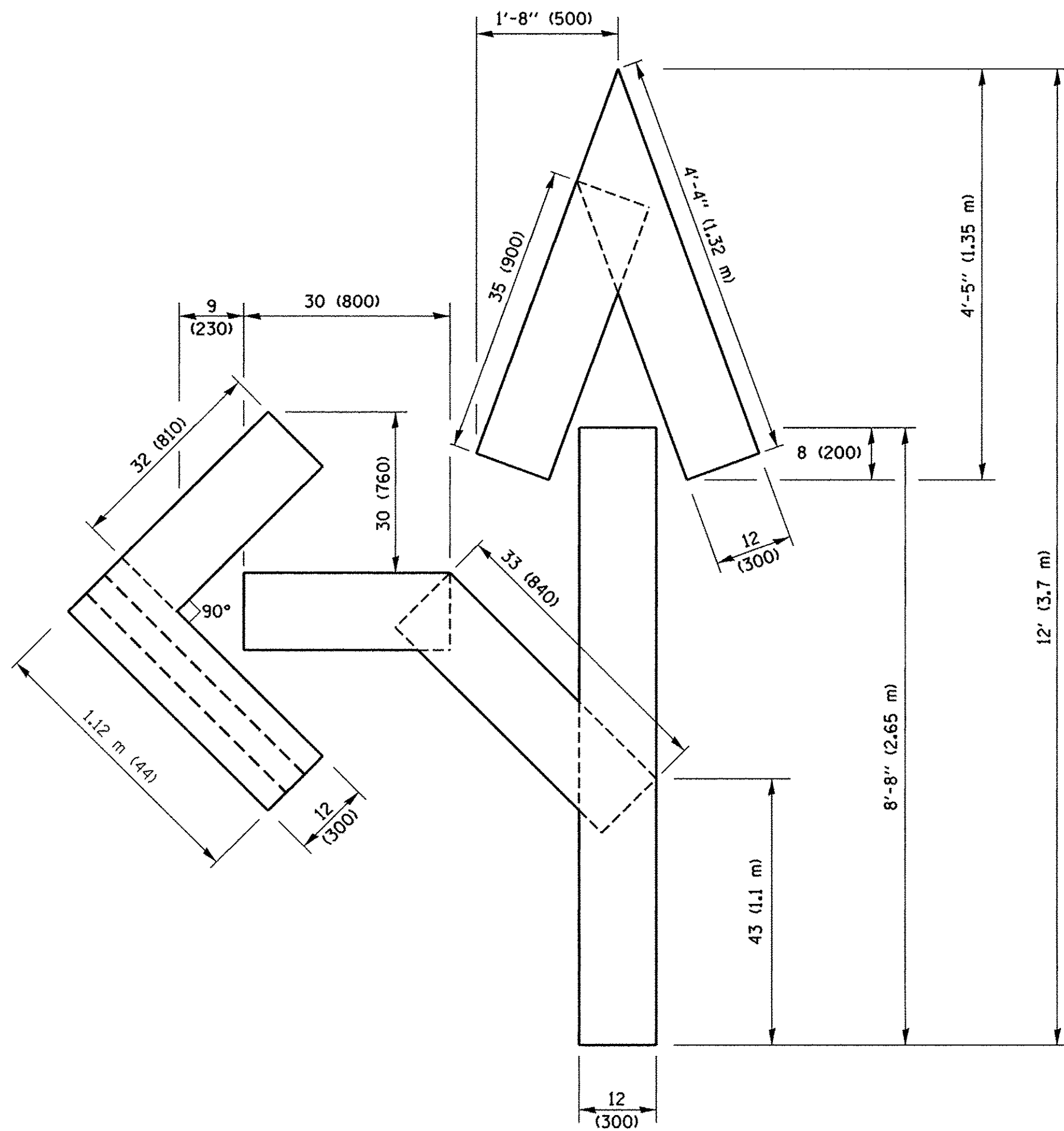
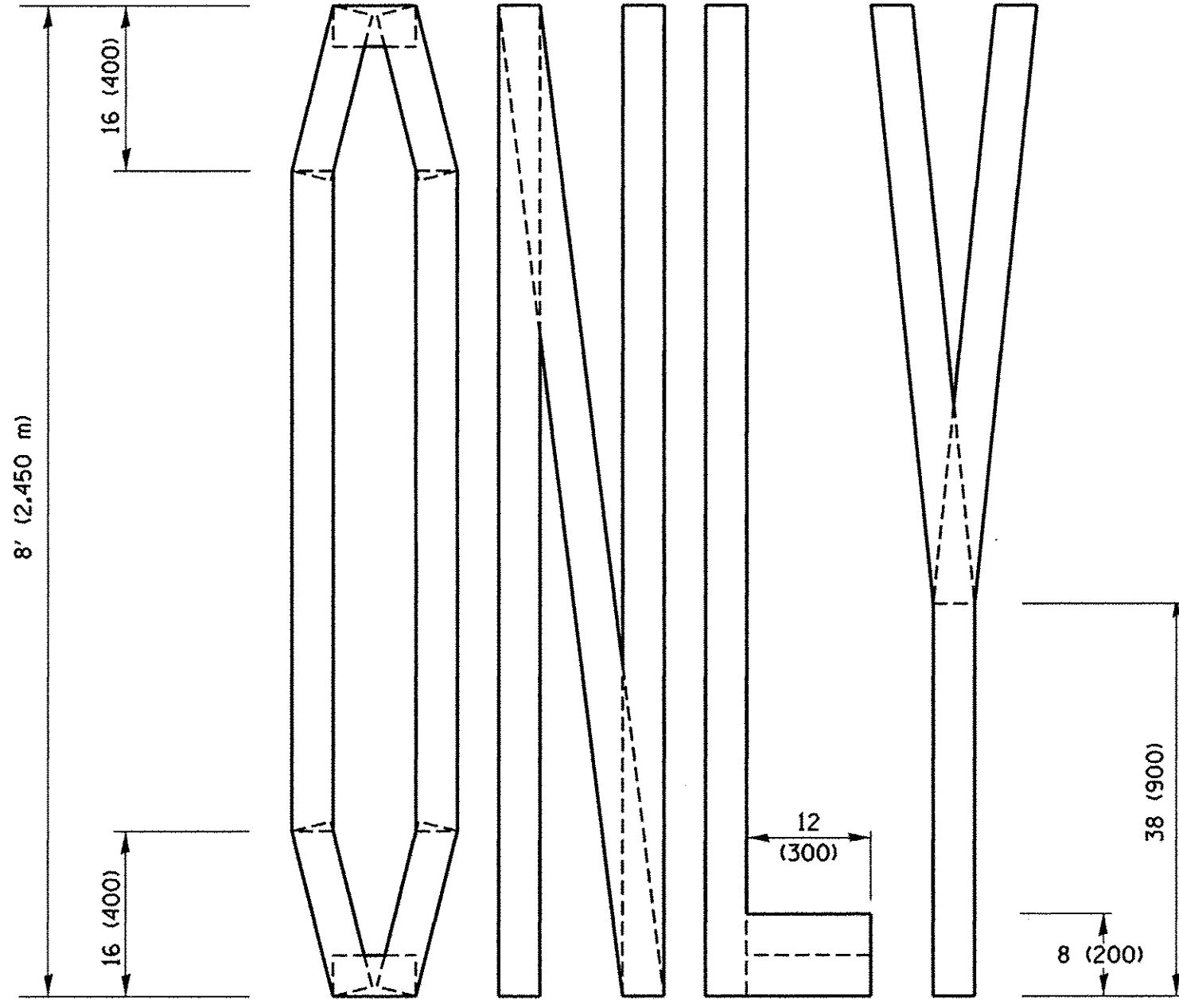
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

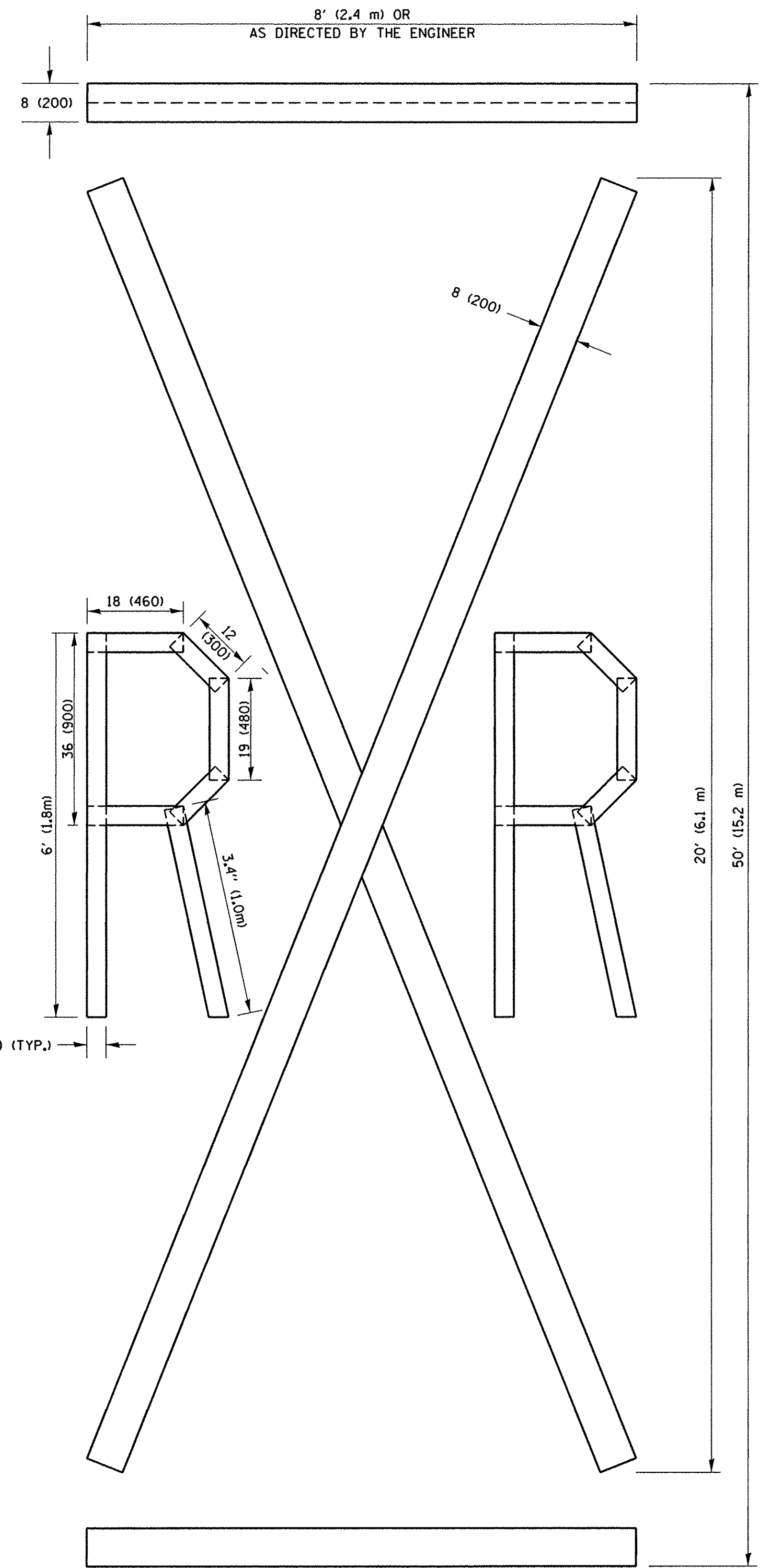


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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




FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED -T, RAMMACHER 03-02-98
pxr\jll084EBIDINTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist 1\DRAWING\CADDdata\CADsheets\tc16.dgn		CHECKED -	REVISED - E, GOMEZ 08-28-00
		DATE - 09-18-94	REVISED - E, GOMEZ 08-28-00
			REVISED - A, SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



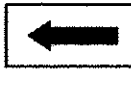


SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	24
TC-16			CONTRACT NO. 61D80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



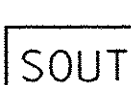


ROUTE MARKERS

-  FOR U.S. ROUTES
M1-40-2424
-  FOR ILLINOIS ROUTES
M1-50-2424
-  R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

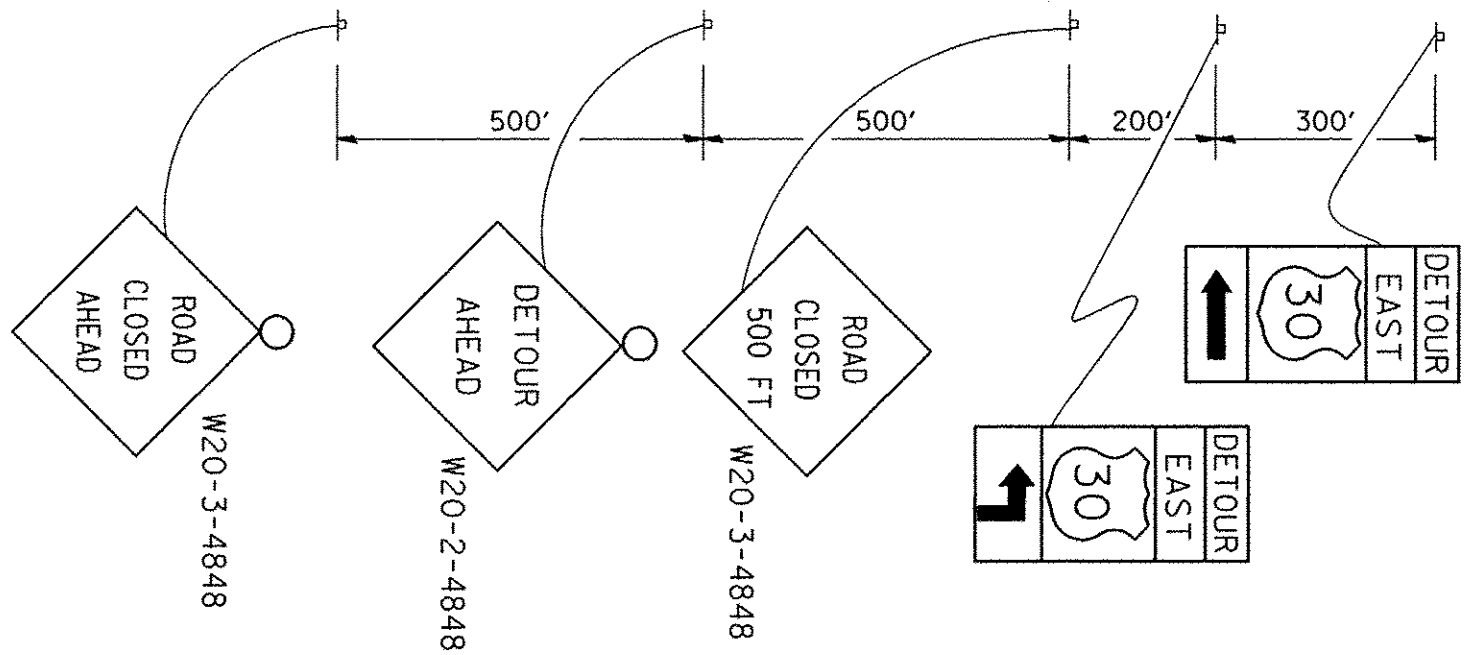
ARROWS SIGNS

-  M5-1L-2115
-  M5-1R-2115
-  M6-1-2115
-  M6-1-2115
-  M6-3-2115

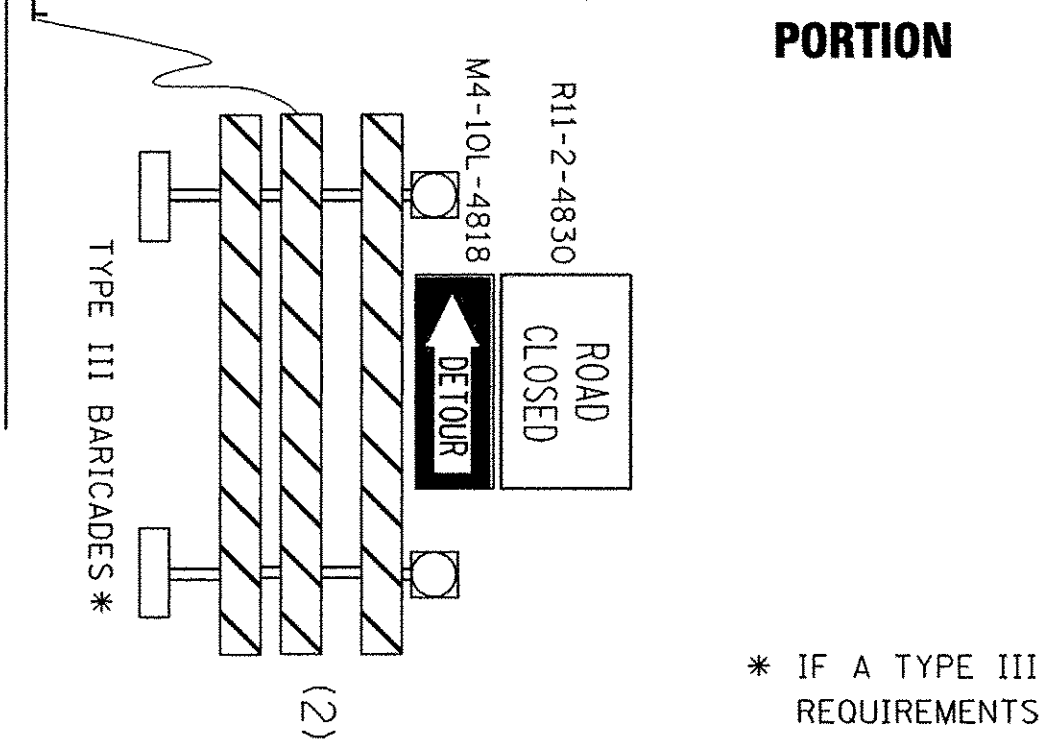
CARDINAL DIRECTION & DETOUR SIGNS

-  NORTH M3-1-2412
-  EAST M3-2-2412
-  SOUTH M3-3-2412
-  WEST M3-4-2412
-  DETOUR M4-8-2412

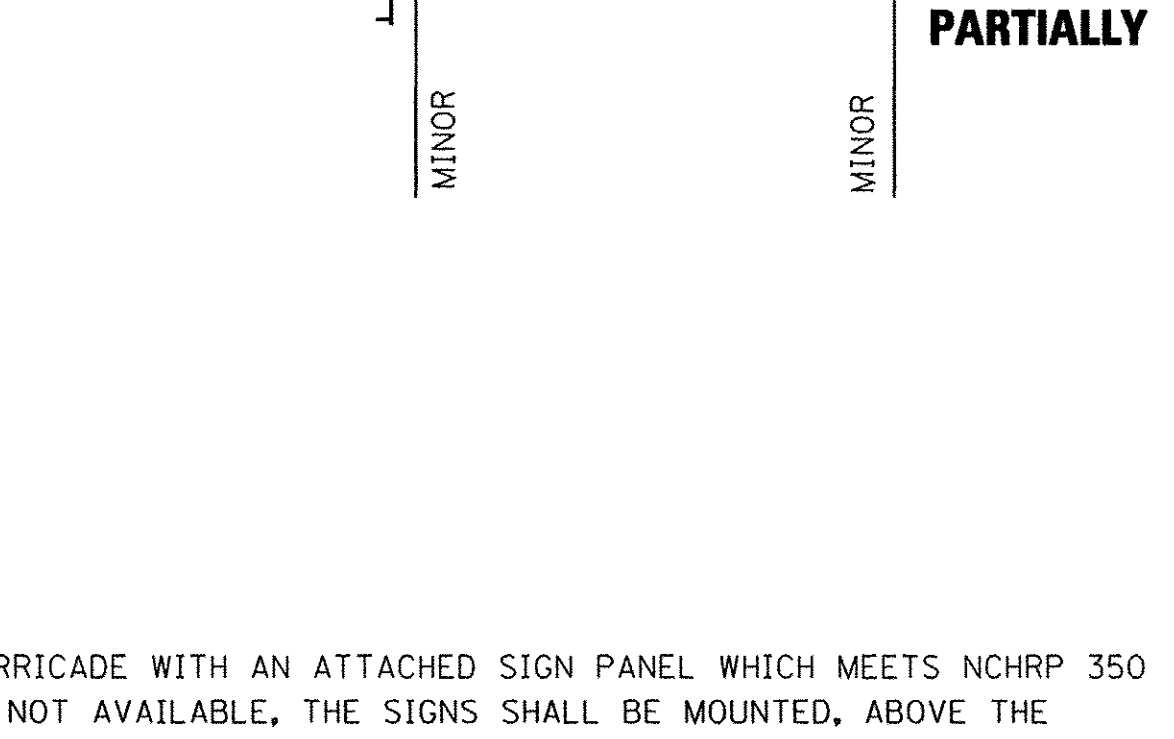
STATE ROUTE



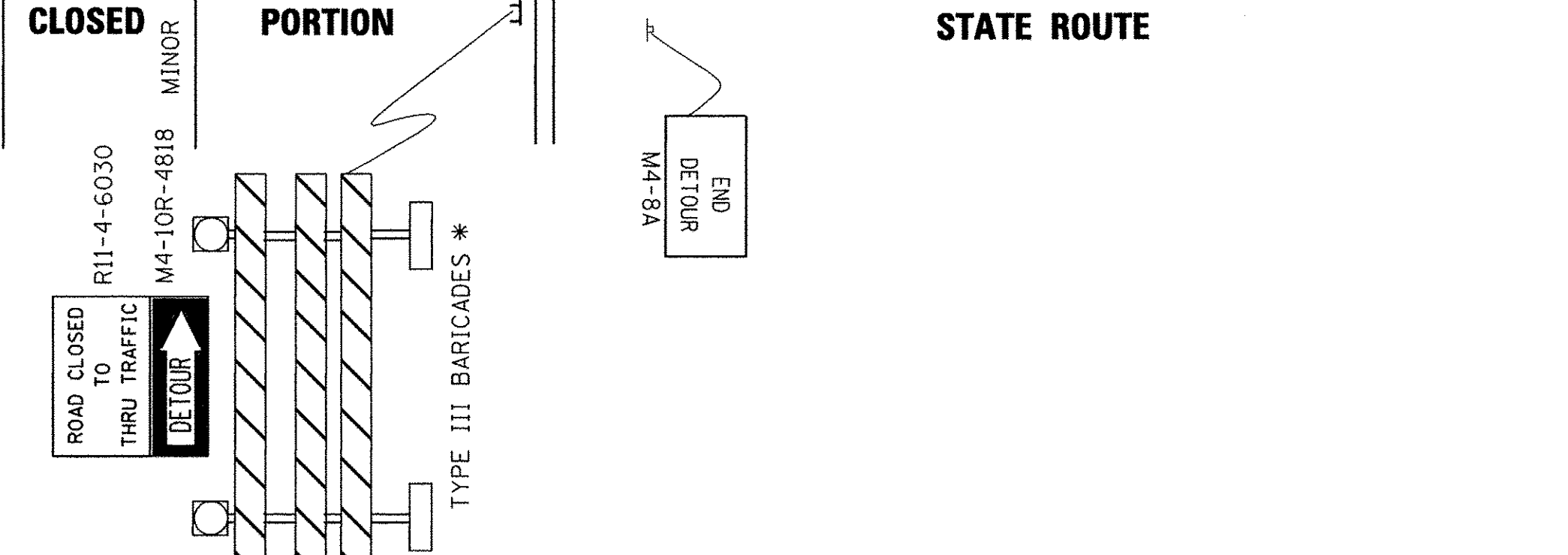
COMPLETELY CLOSED PORTION



PARTIALLY CLOSED PORTION



STATE ROUTE



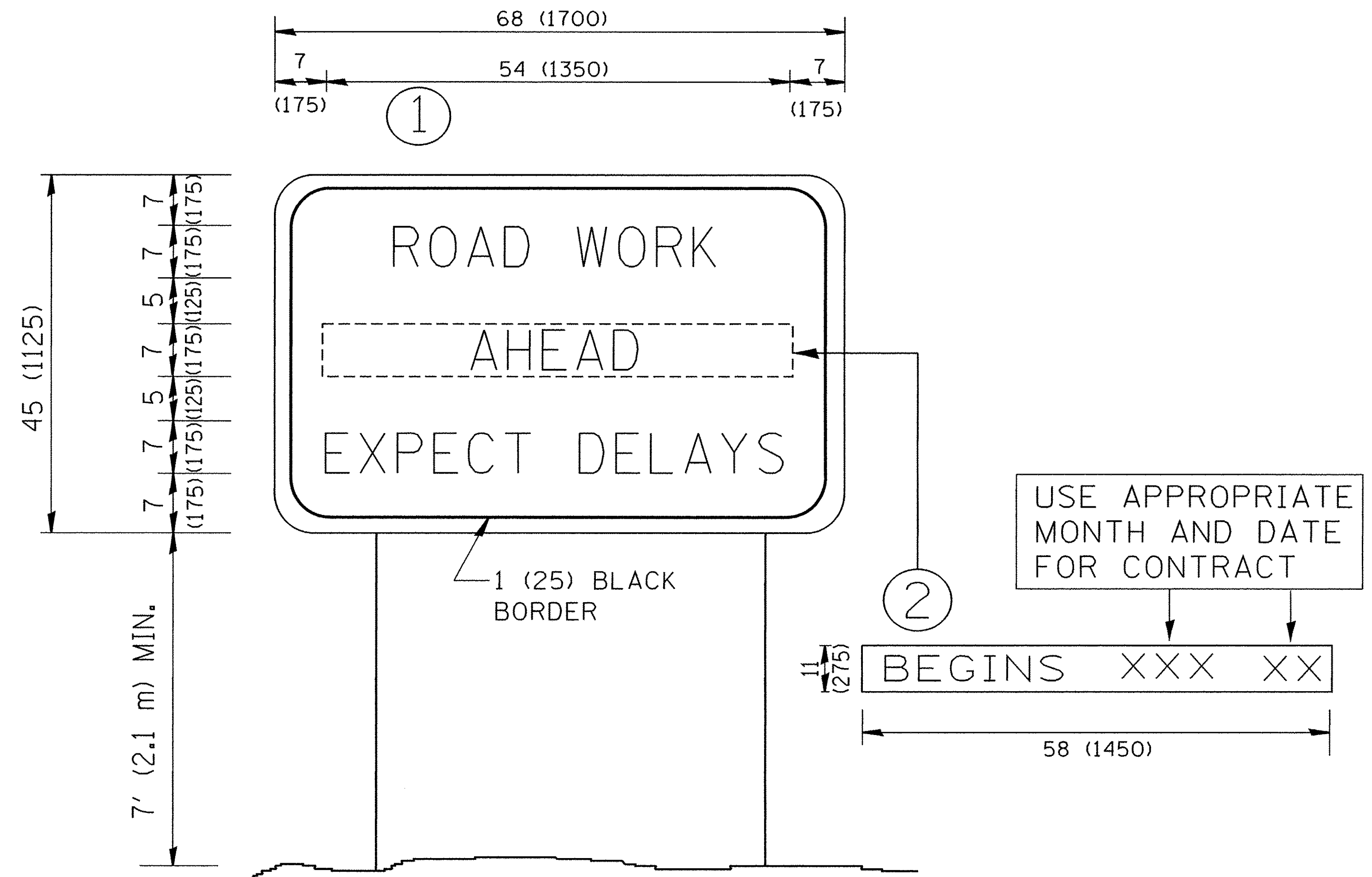
* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - 10-18-02
ct:\pw_work\PWID01\DRIVAKOSGN\d0108315\1221.dgn		DRAWN -	REVISED - R. BORO 09-14-09
PLOT SCALE = 49.9999' / IN.		CHECKED -	REVISED -
PLOT DATE = 9/14/2009		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	25
TC-21		CONTRACT NO. 61D80		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = geglianobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97
		CHECKED -	REVISED - R. MIRS 12-11-97
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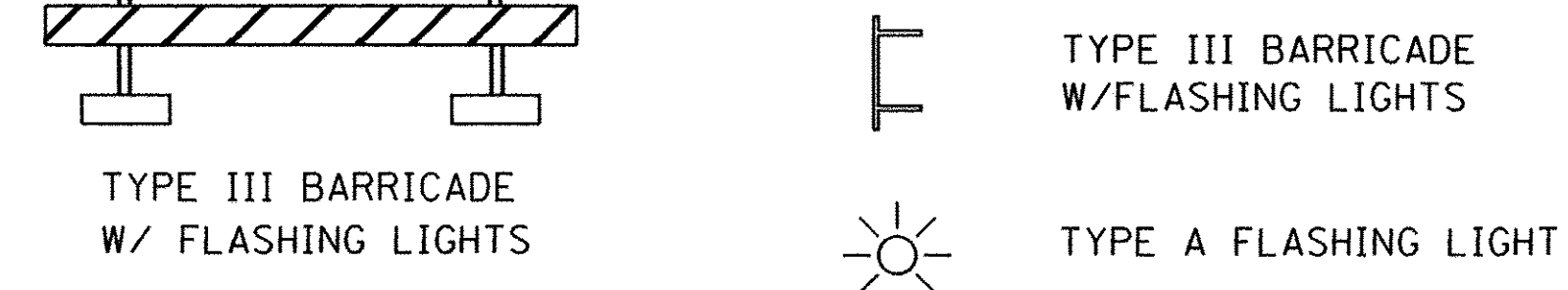
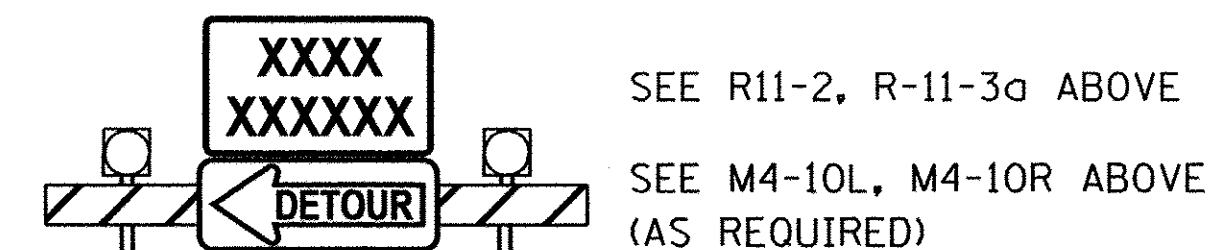
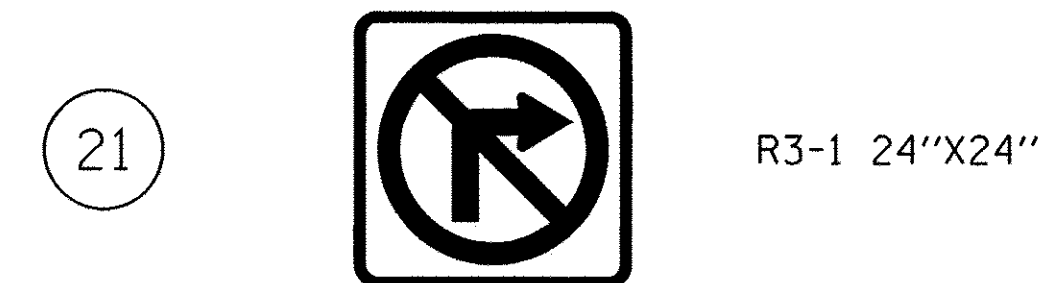
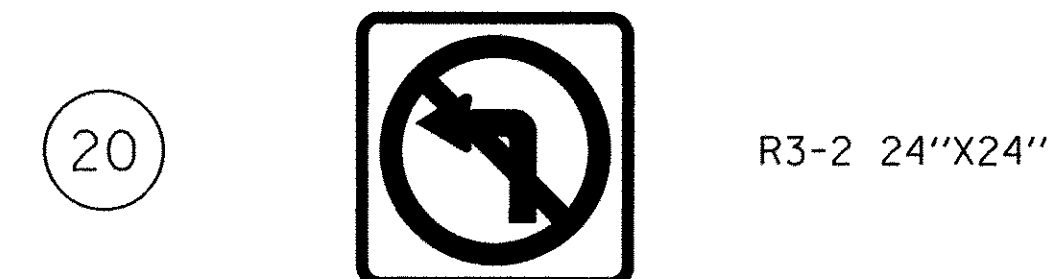
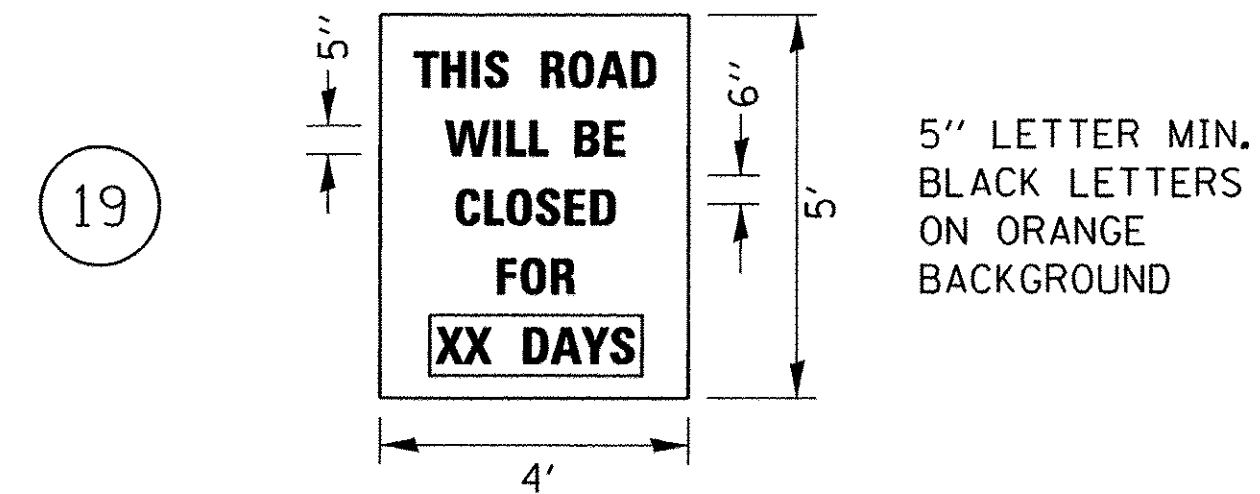
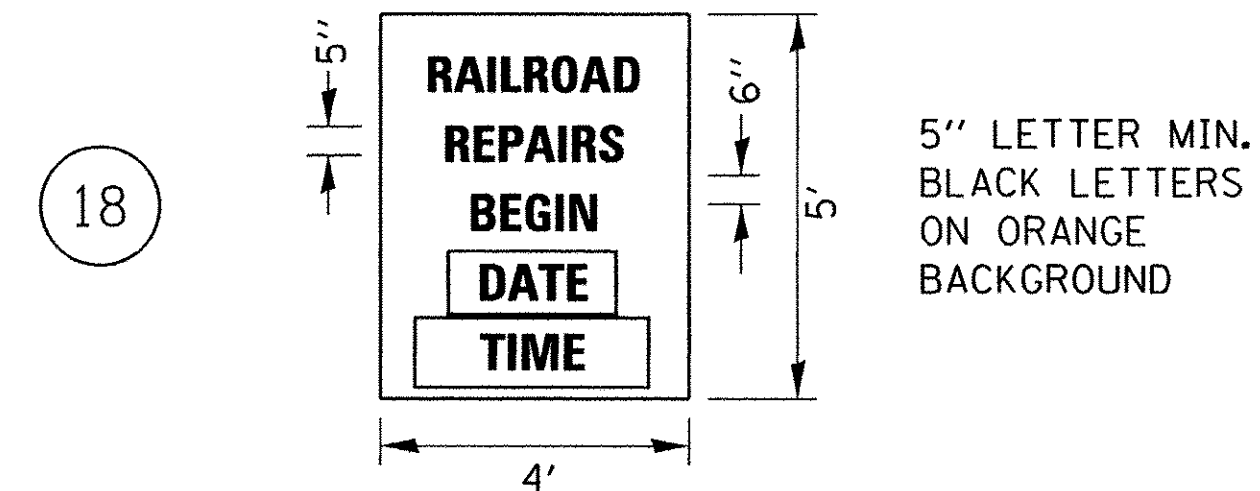
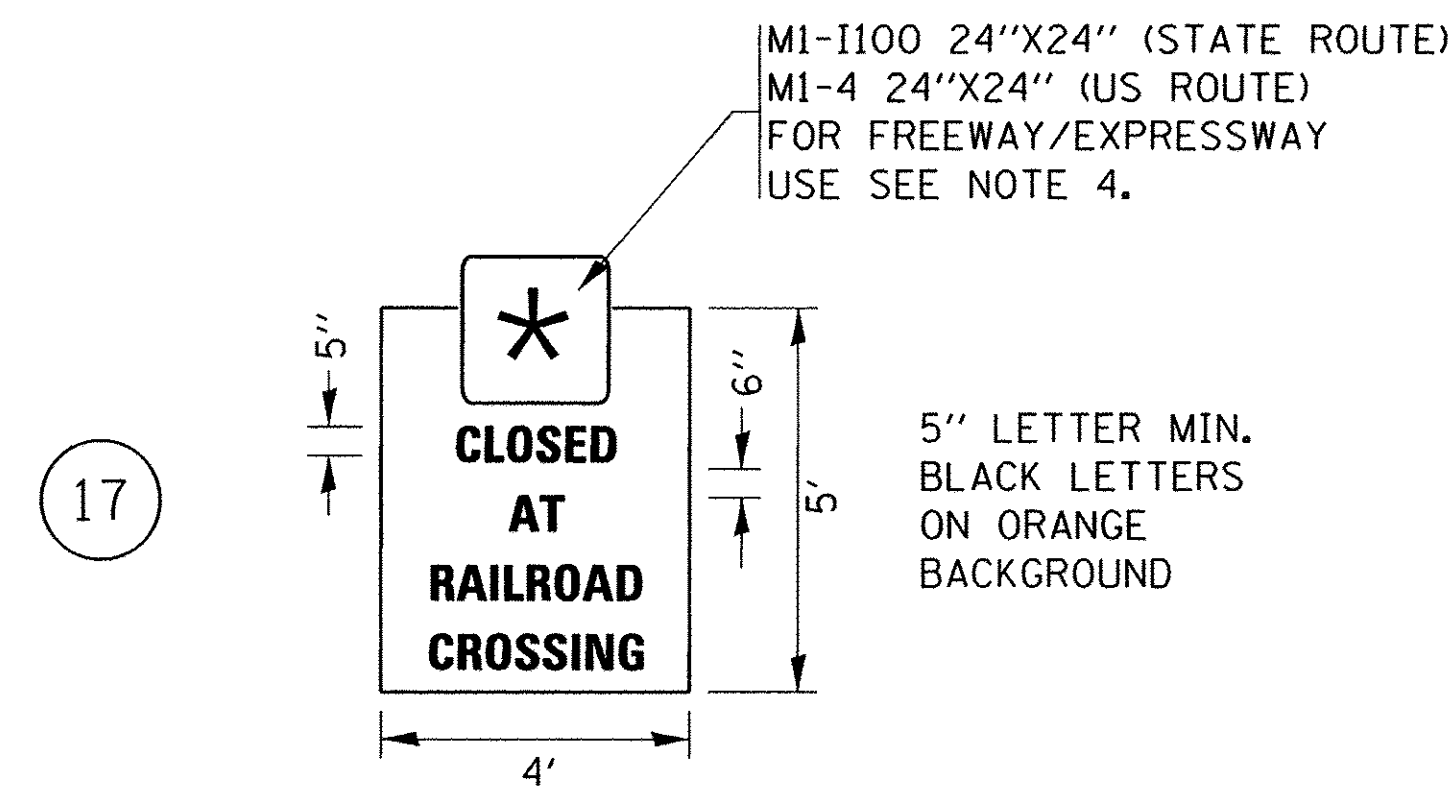
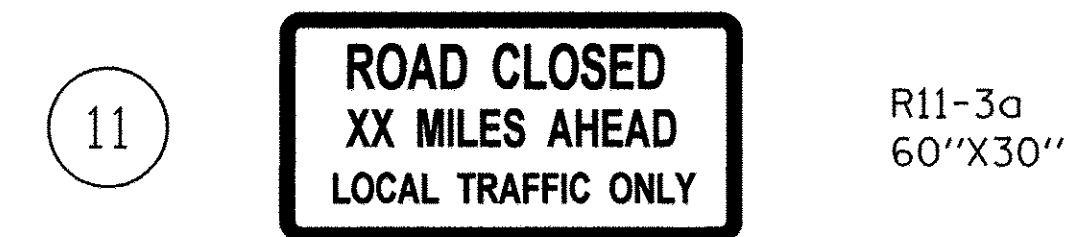
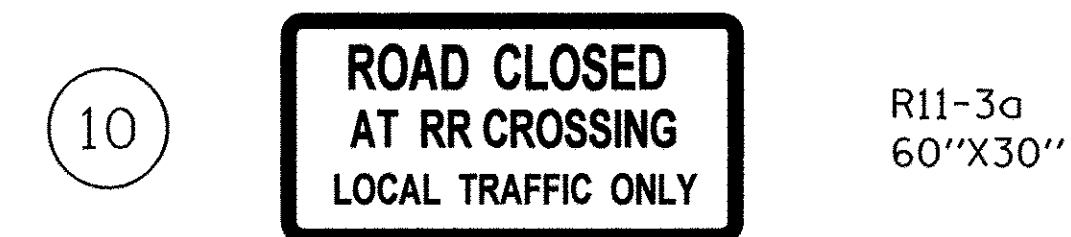
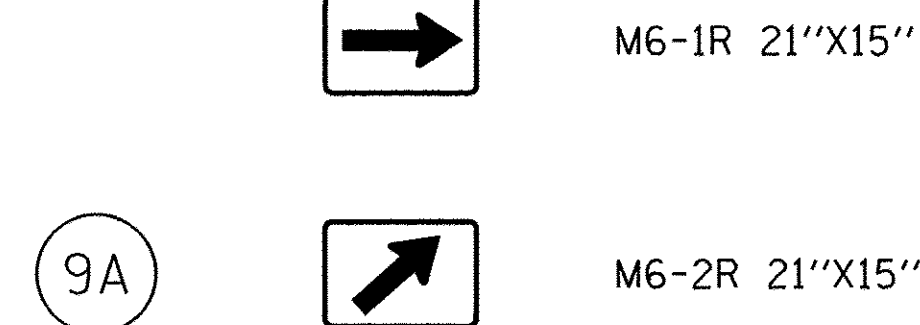
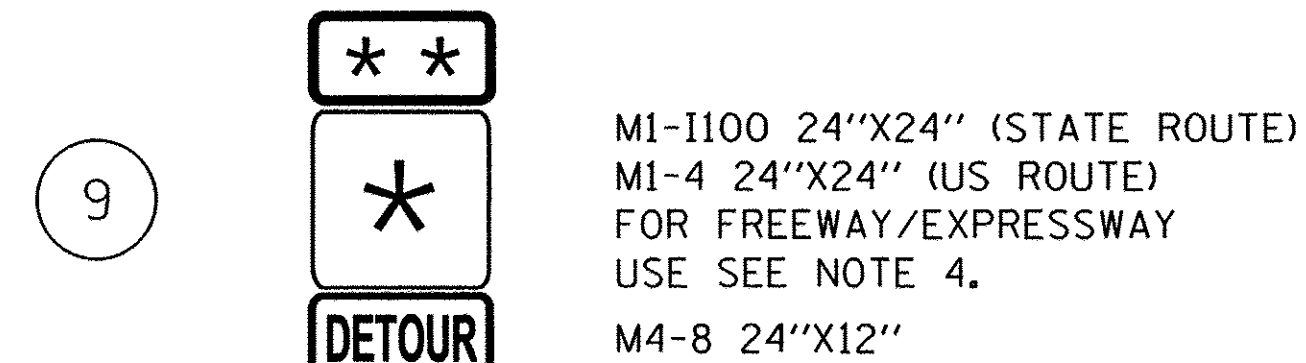
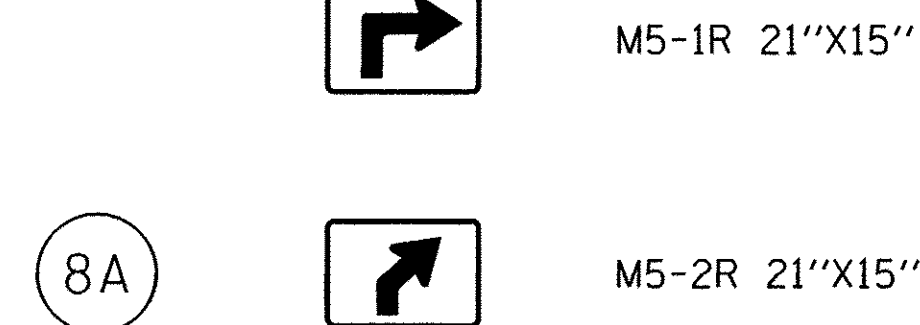
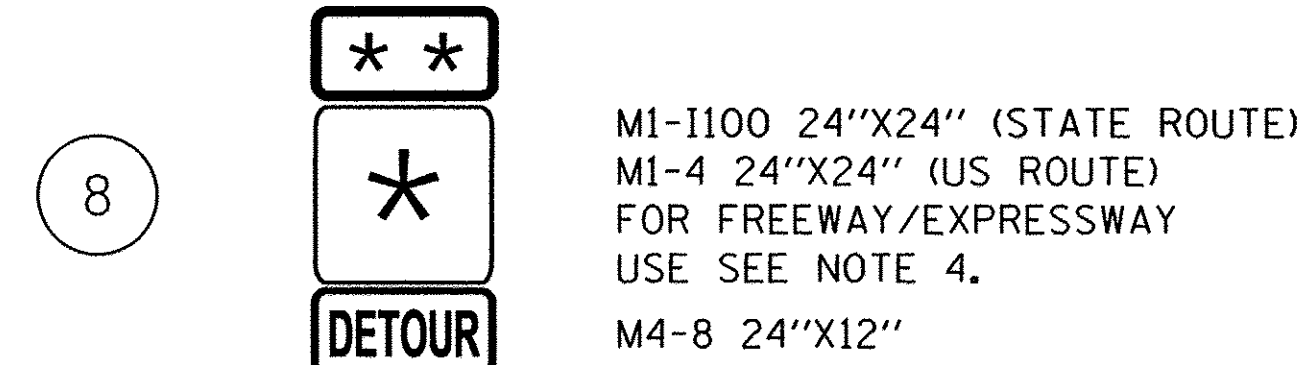
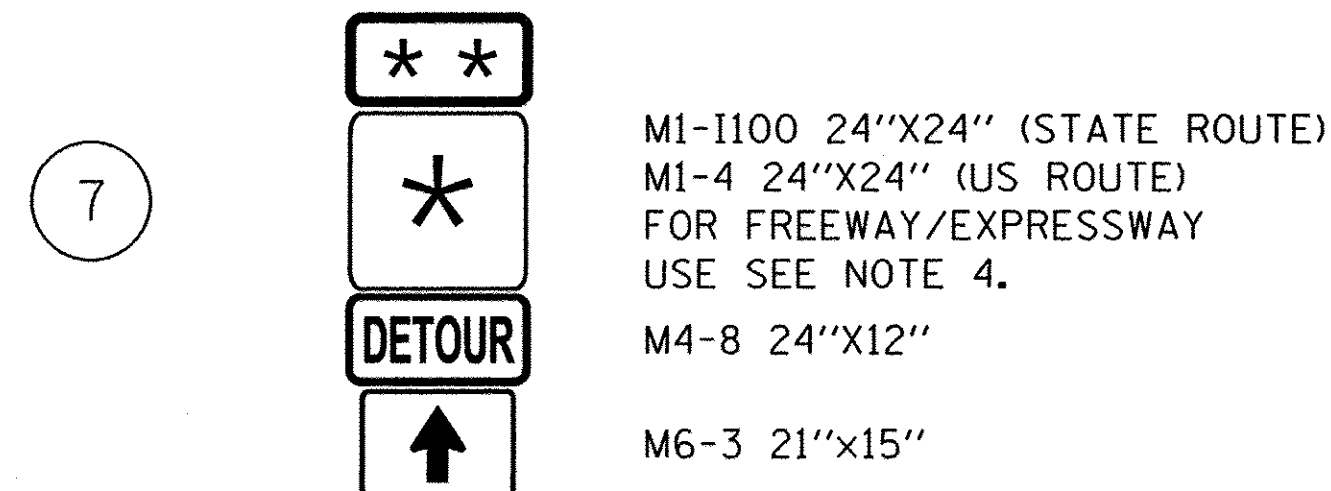
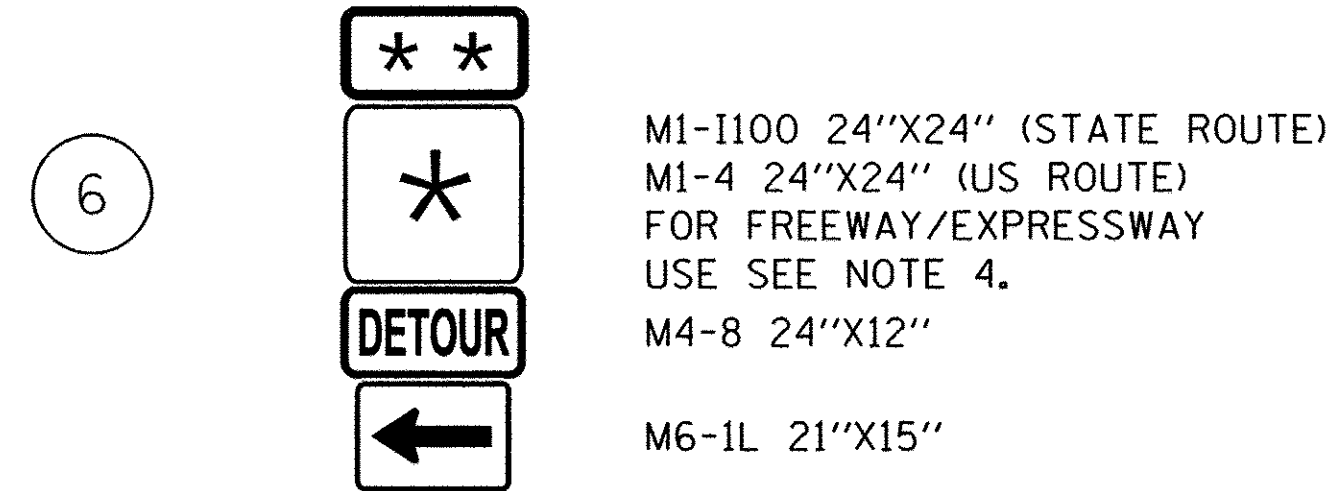
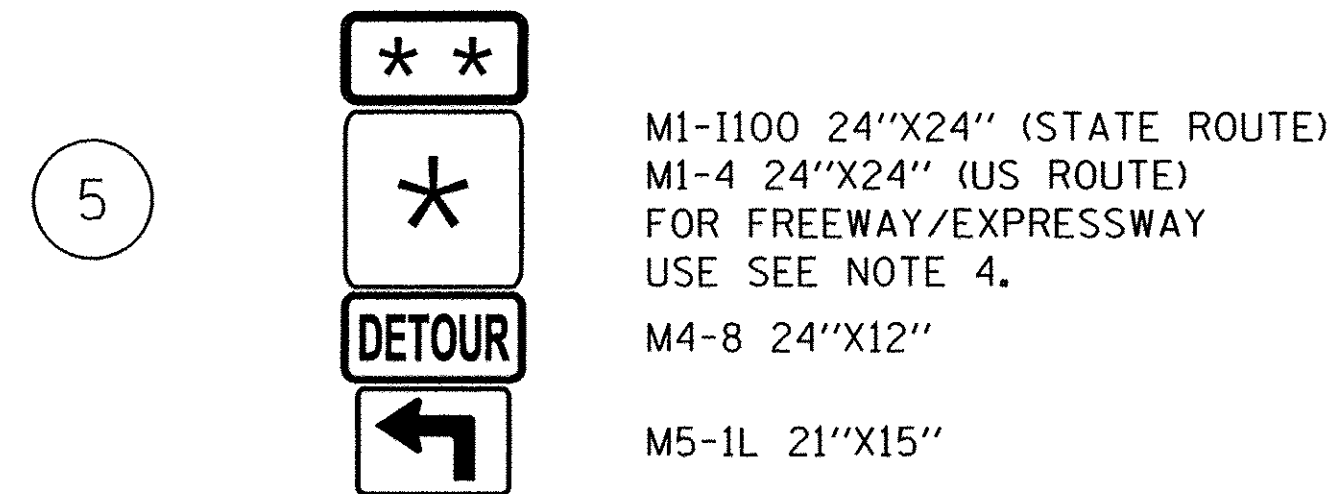
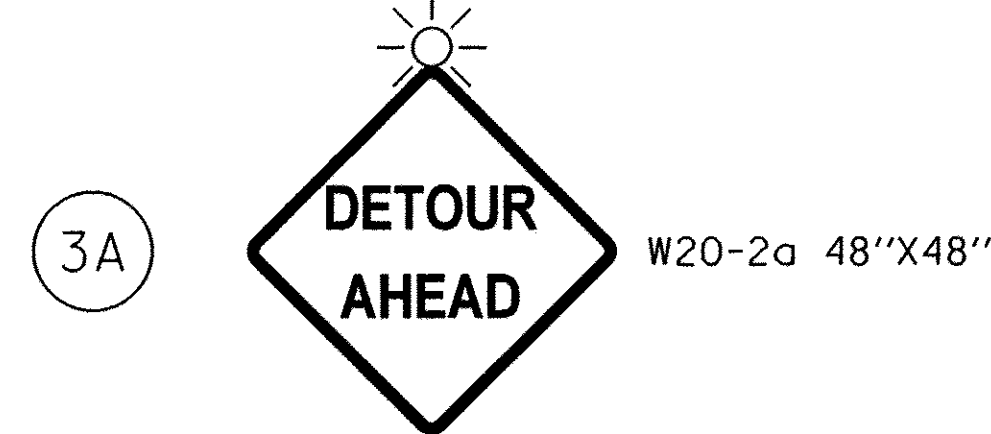
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

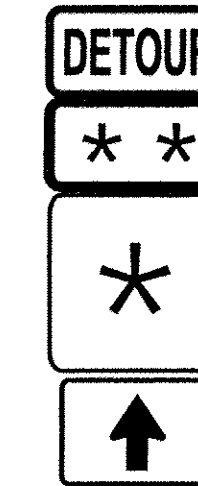
F.A.U. RTE. 2593	SECTION 16-00073-00-RS	COUNTY DU PAGE	TOTAL SHEETS 29	SHEET NO. 26
TC-22		CONTRACT NO. 61D80		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

RAILROAD CROSSING REPAIR DETOUR SIGNING



NOTES:

- FOR DETOURS OF UNMARKED ROUTES, SIGNS 5 - 9A SHALL BE MODIFIED TO USE THE M4-9 SIGN SERIES.
- FOR DETOURS OF MARKED ROUTES, THE ORDER OF THE SIGNS SHOWN IN THE SIGN ASSEMBLIES 5 - 9A SHALL BE MODIFIED TO MATCH TYPICAL ASSEMBLY SHOWN BELOW.
- ANY SIGNS THAT ARE TO BE IN PLACE FOR MORE THAN 4 DAYS MUST HAVE A VERTICAL CLEARANCE OF 7 FEET FROM TOP OF PAVEMENT TO THE BOTTOM OF THE SIGN (5 FEET IN RURAL AREAS). THESE SIGNS SHALL BE POST MOUNTED IN THE GROUND WHERE POSSIBLE PER ARTICLE 701.14 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND HIGHWAY STANDARD 701901.
- FOR FREEWAY/EXPRESSWAY USE - M1-I100 36''x36'' USED FOR ILLINOIS ROUTES, M1-4 36''x36'' FOR U.S. ROUTES, OR ROAD NAMES SIGN WITH 6'' LETTER MINIMUM BLACK LETTERS ON ORANGE BACKGROUND.
- REFER TO DISTRICT DETAIL TC-21 FOR TYPICAL SIGN LAYOUT AND SPACING



ILLINOIS M1-I100 24''x24'' USED FOR ILLINOIS ROUTES.



M1-4 24''x24'' USED FOR U.S. ROUTES.



CUSTOM ROAD NAME SIGN WITH 5'' MINIMUM UPPERCASE BLACK LETTERS ON ORANGE BACKGROUND.

OR



WHEN LOWER CASE LETTERS ARE USED, AS SHOWN, THEY SHALL BE 3/4 OF THE SIZE OF THE UPPER CASE LETTERS.

FOR FREEWAY/EXPRESSWAY USE - SEE NOTE 4.



NORTH M3-1 24''x12''

SOUTH M3-2 24''x12''

EAST M3-3 24''x12''

WEST M3-4 24''x12''

CARDINAL DIRECTION SIGNS SHALL BE USED DIRECTLY ABOVE THE ROUTE MARKER.

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - A. SCHUETZE 09-16
pw:\11084EBIDINTEG\111nois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\Dist 1\Drawn\CADDData\CADsheets\tc28.dgn		CHECKED -	REVISED -
Default	PLOT SCALE = 50.0000' / in.	DATE -	REVISED -
	PLOT DATE = 9/21/2016		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RAILROAD CROSSING REPAIR
DETOUR SIGNING**

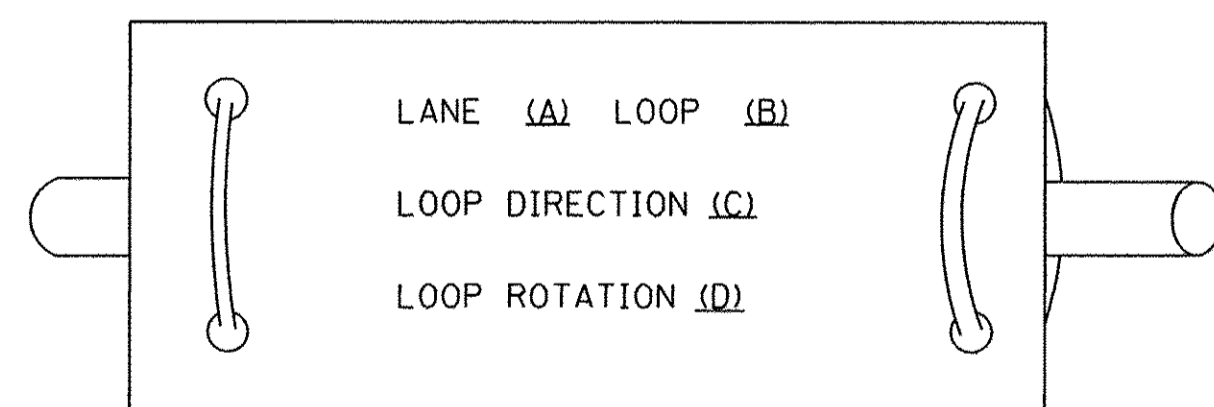
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	27
TC-28			CONTRACT NO. 61D80	
ILLINOIS FED. AID PROJECT				

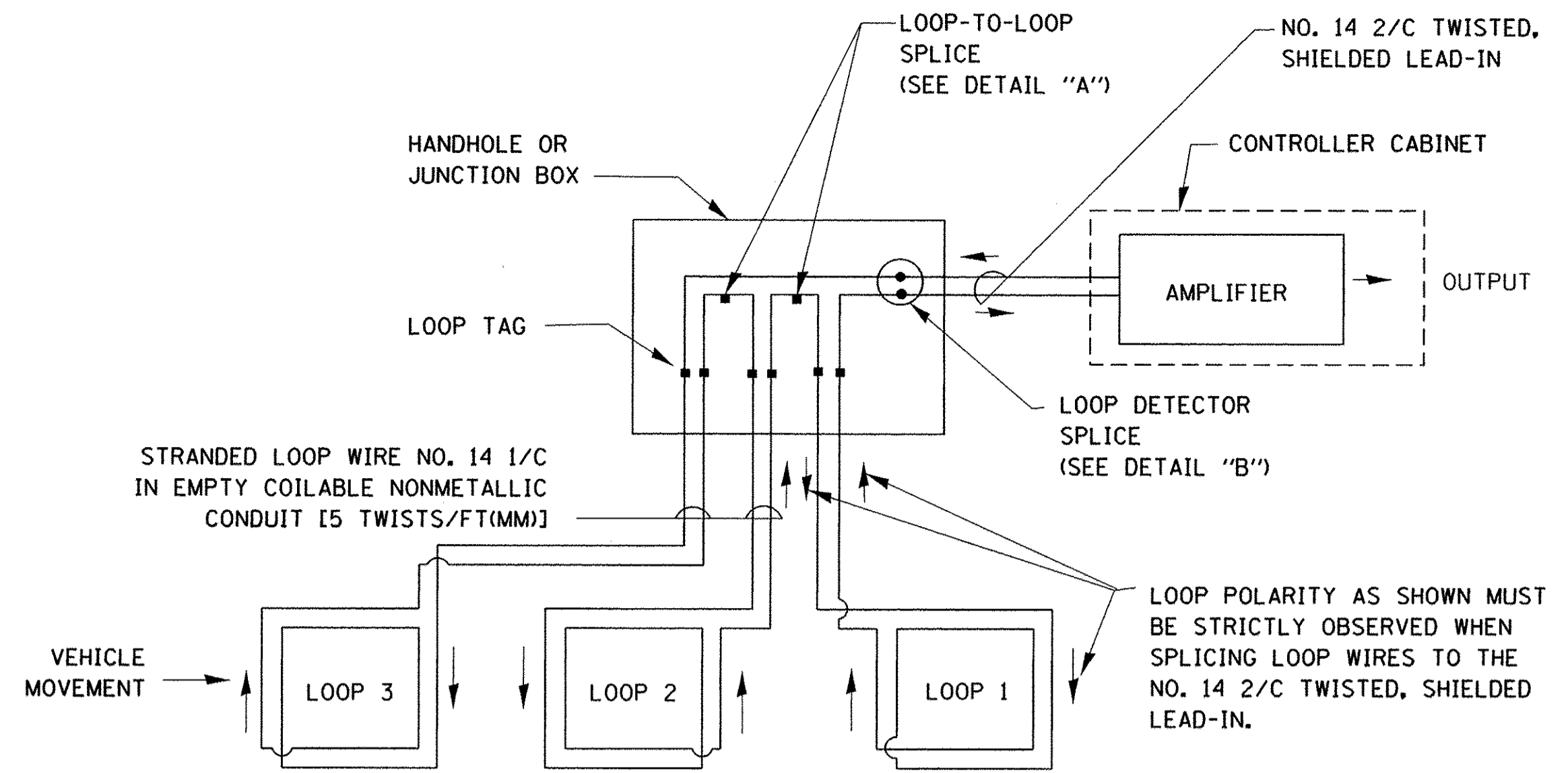
LOOP DETECTOR NOTES

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 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.
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.

LOOP LEAD-IN CABLE TAG

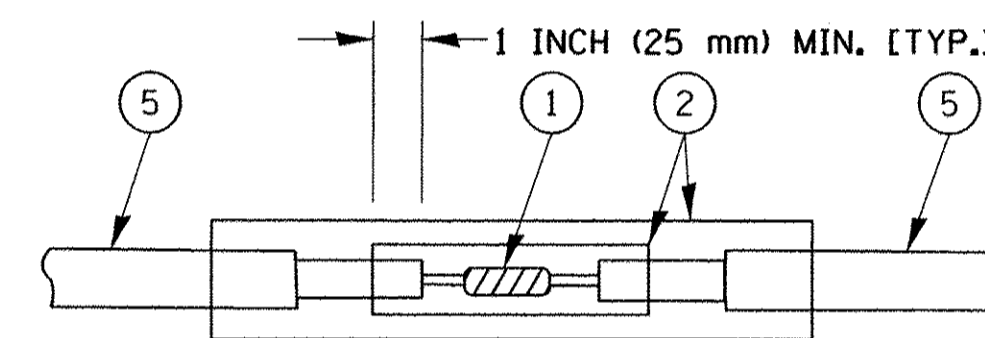


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

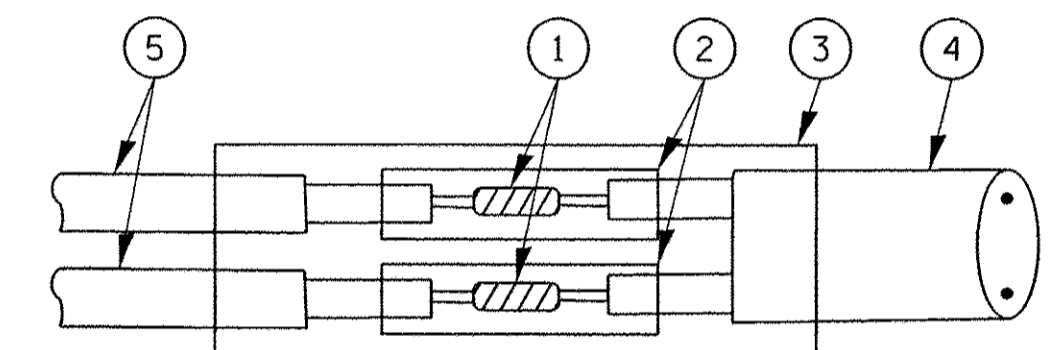


DETECTOR LOOP WIRING SCHEMATIC

- 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.

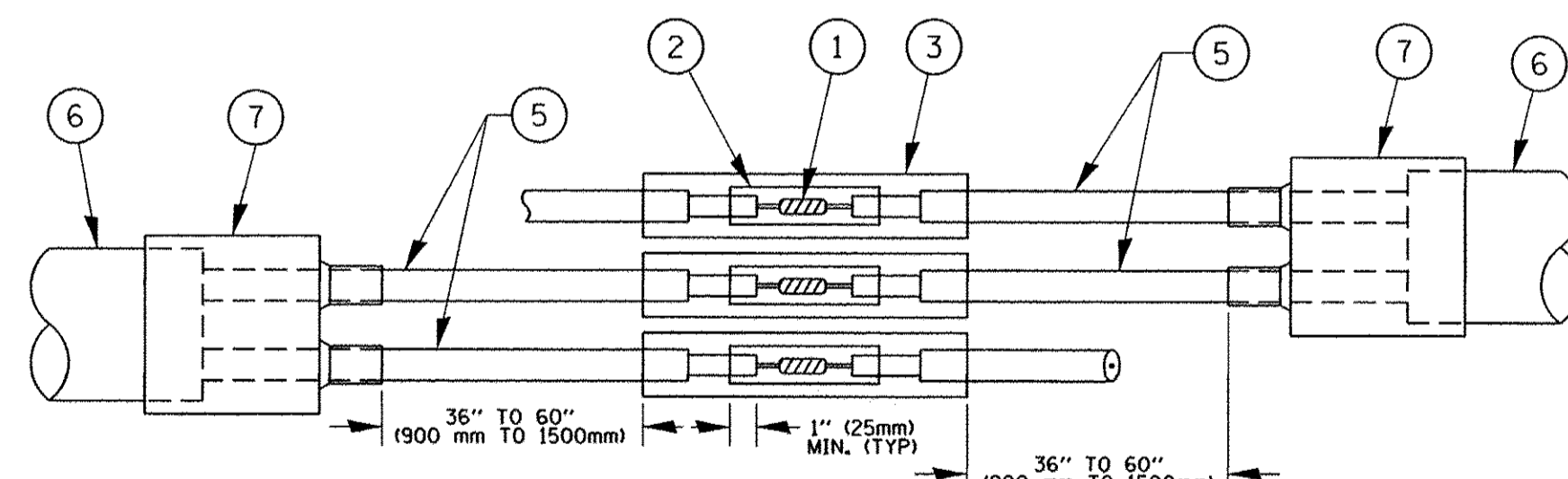


DETAIL "A"
LOOP-TO-LOOP SPLICE

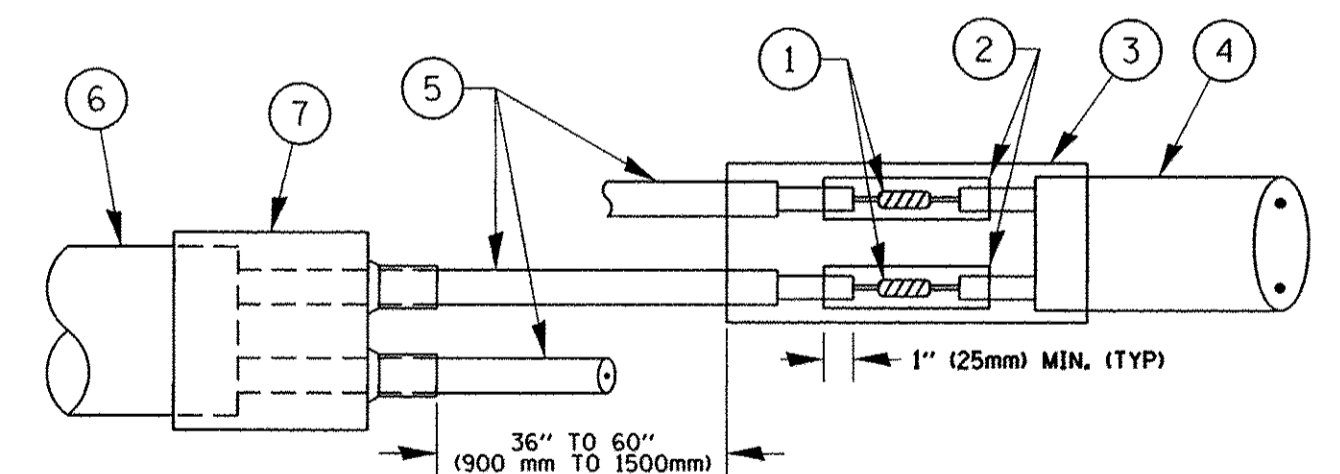


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

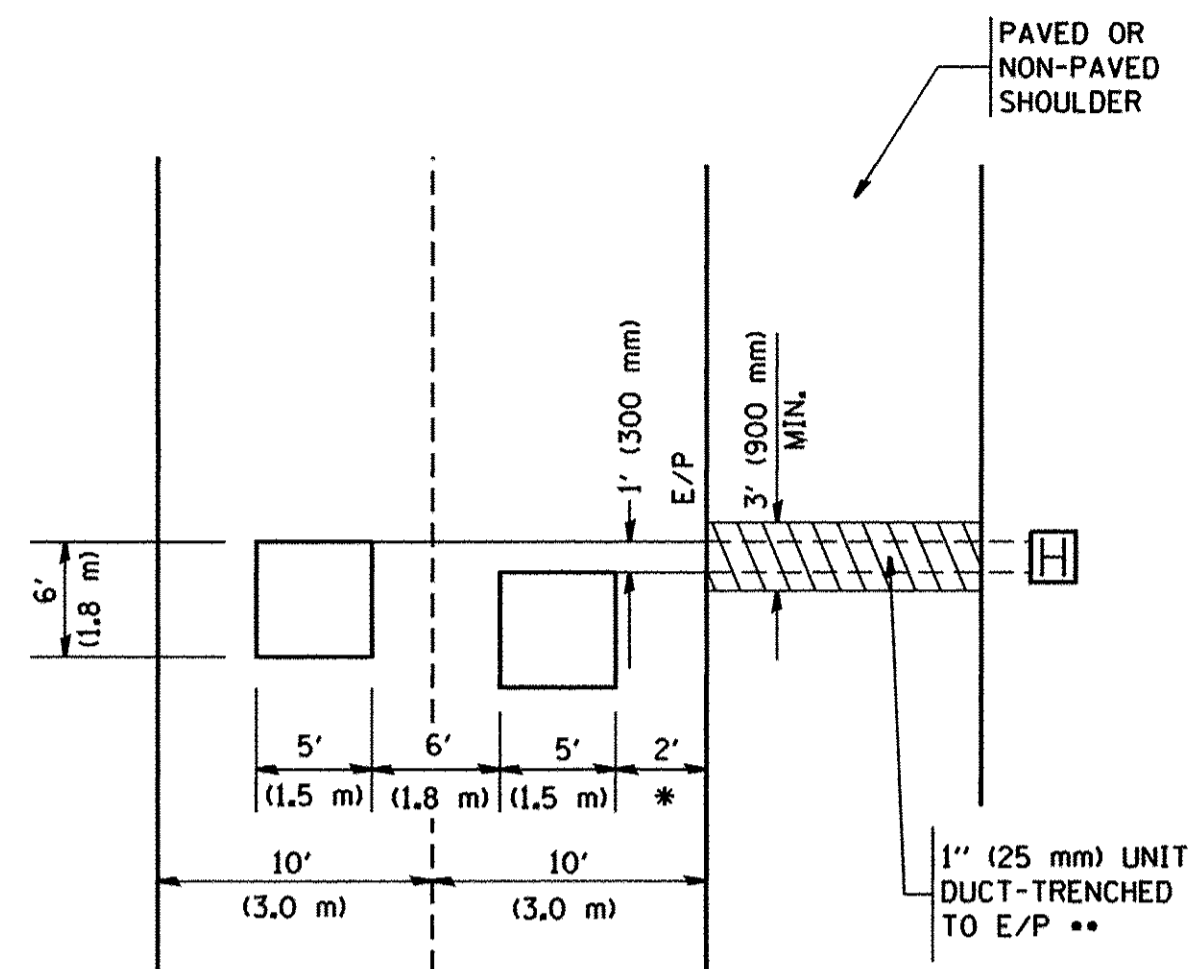
PREFORMED LOOP

LOOP DETECTOR SPLICE

- 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

LOOPS NEXT TO SHOULDERS

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



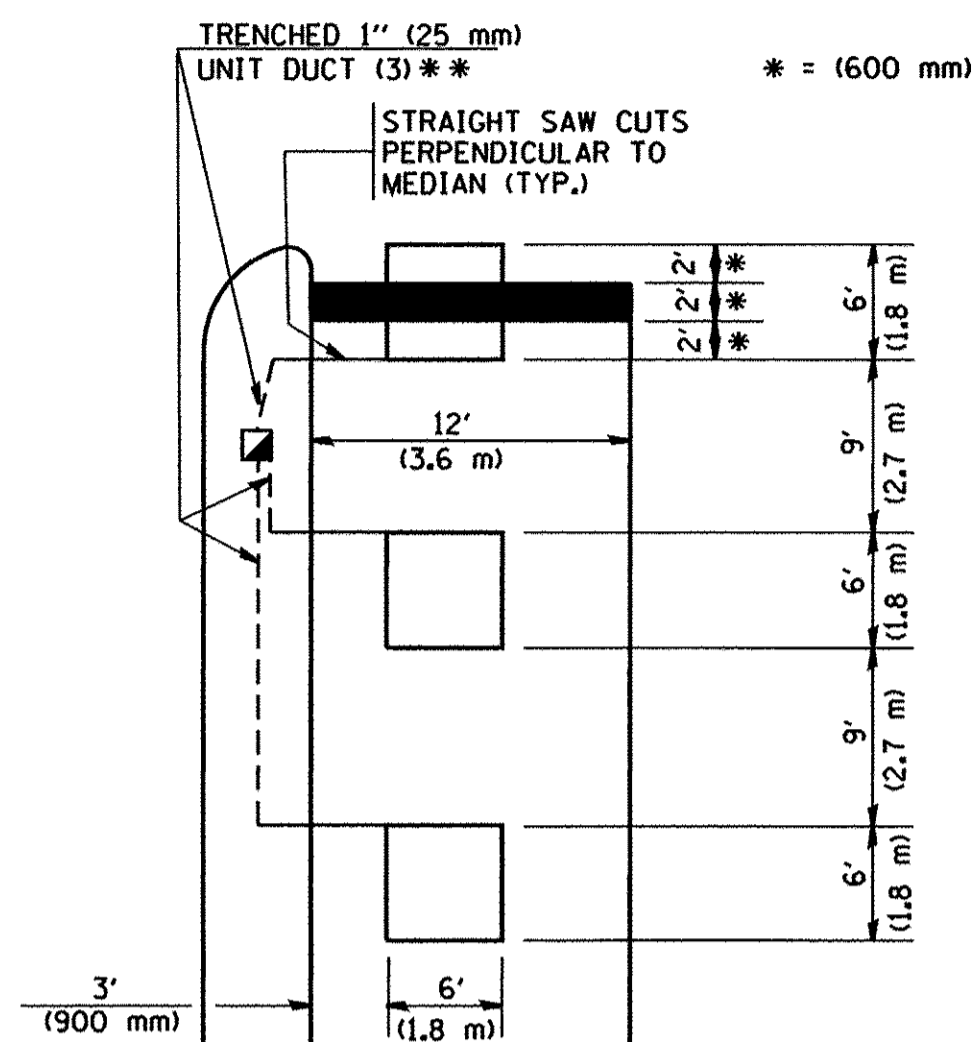
* = (600 mm)

** 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.



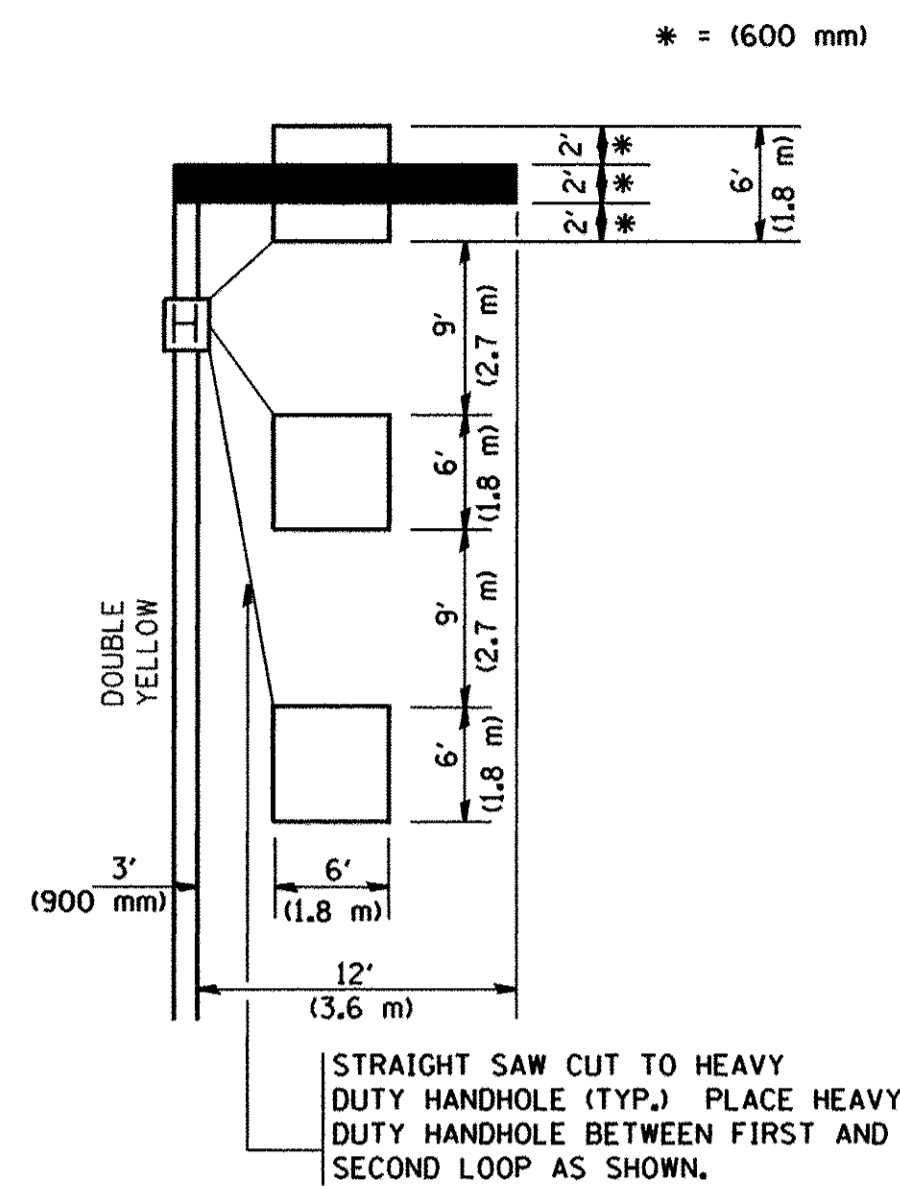
* = (600 mm)

** 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**

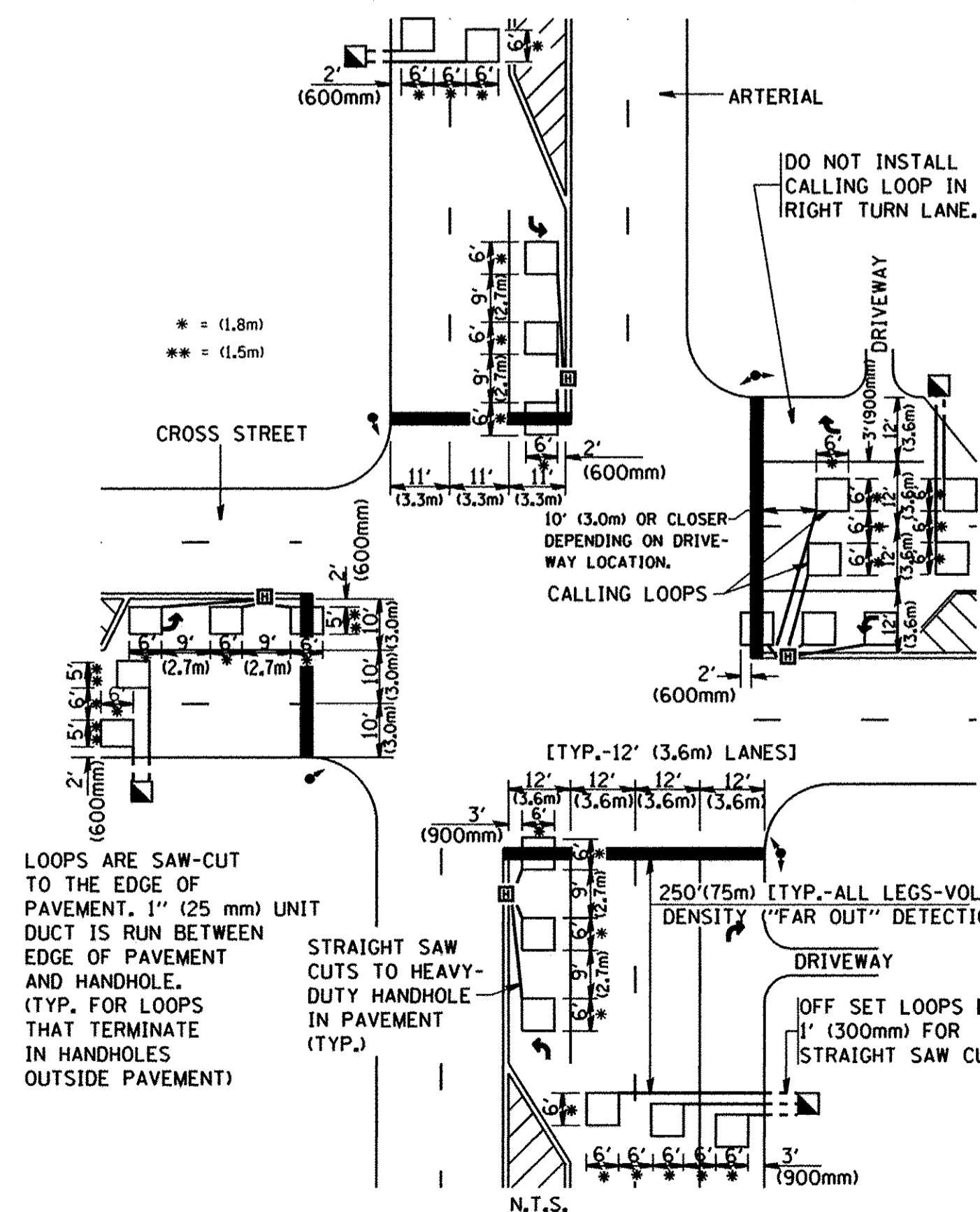
(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (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)**

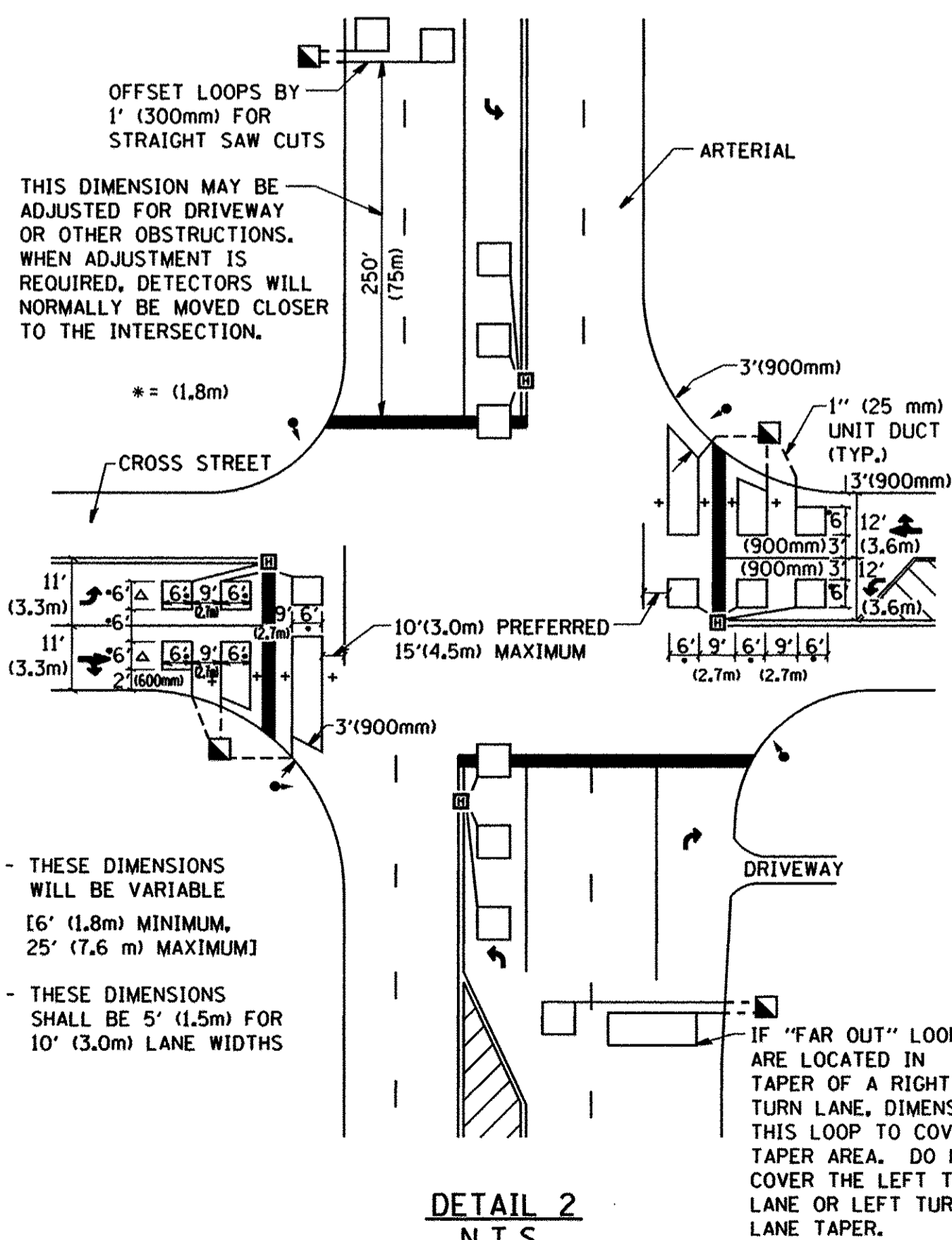


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

DETAIL 1
N.T.S.

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



THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.

+ - THESE DIMENSIONS WILL BE VARIABLE
6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM

△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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USER NAME = gaglienobt

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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2593	16-00073-00-RS	DU PAGE	29	29
TS-07			CONTRACT NO. 61D80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				