06-10-2016 LETTING ITEM 168

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	1
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-4003(659)	

CONTRACT #61C78

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

INDEX OF SHEETS
SEE SHEET NO. 2

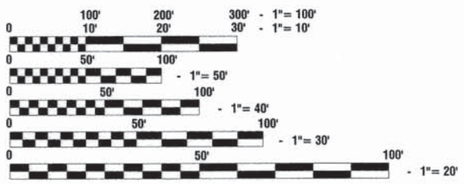
HIGHWAY STANDARDS
SEE SHEET NO. 2

FAU 2678 (SOUTH YORK STREET)
HARVARD STREET TO JACKSON STREET
ROADWAY RESURFACING
SECTION NO.: 16-00185-00-RS
PROJECT NO.: M-4003 (659)
CITY *of* ELMHURST
DUPAGE COUNTY
JOB NO.: C-91-196-16

LOCATION OF SECTION INDICATED THUS: -

	SOUTH YORK STREET
2015 ADT –	19,500
2040 ADT –	20,000
POSTED SPEED LIMIT –	35 MPH SOUTH/30 MPH NORTH OF BUTTERFIELD ROAD
DESIGN PERIOD –	20 YEARS
DESIGN SPEED LIMIT –	40 mph
STREET CLASSIFICATION –	MINOR ARTERIAL

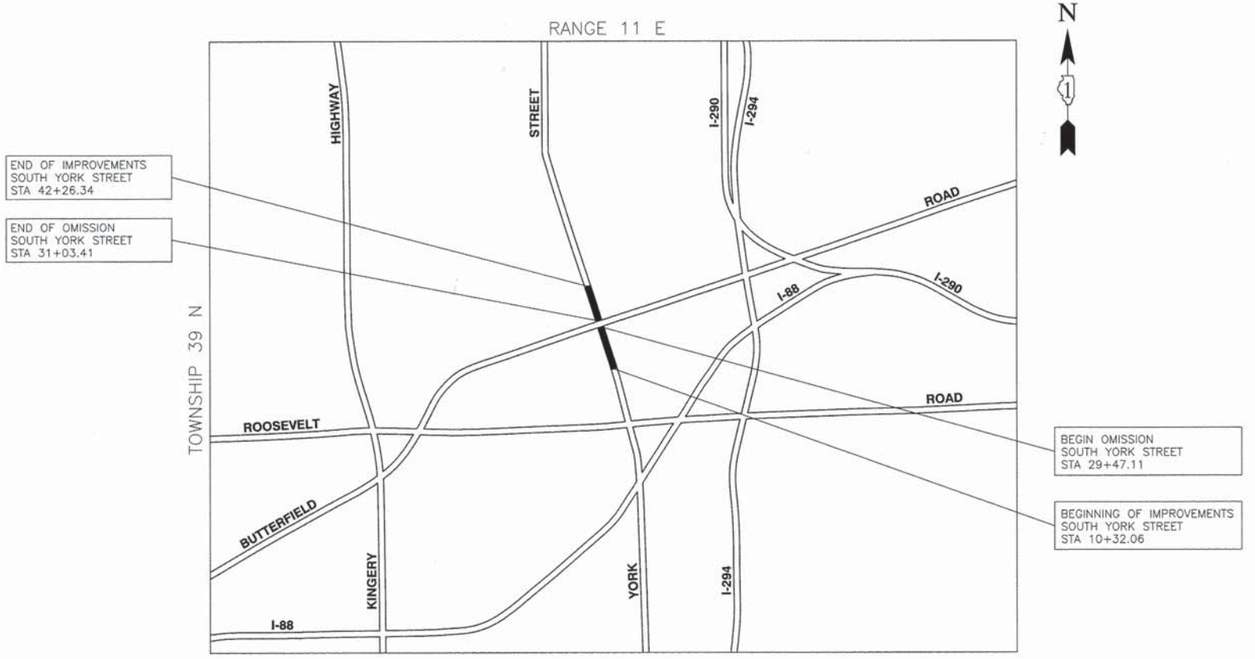
SCALES
- PLAN - 1"=50'
- PROFILE HORIZ. - 1"=50'
- PROFILE VERT. - 1"=5'
- CROSS SECTIONS - 1"=10'



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

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

CONTRACT NO. 61C78



LOCATION MAP

GROSS LENGTH= 3,194.28 FEET= 0.605 MILES
NET LENGTH= 3,037.98 FEET= 0.575 MILES

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved 3/11/2016
KURT JOHNSON, P.E.
CITY ENGINEER, CITY OF ELMHURST

Passed MARCH 18, 2016
CHRISTOPHER HOLT
District 1 Engineer of Local Roads & Streets

Released for Bid Based on Limited Review MARCH 24, 2016
Region One Engineer

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:

3/11/2016

JAMES P. HUS, JR. 062-068024 REGISTERED PROFESSIONAL ENGINEER STATE OF ILLINOIS

LICENSE EXPIRES: 11/30/17

I.D.O.T. FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, PE, PTOE 847-705-4021, SCHAUMBURG, IL

INDEX OF SHEETS

HIGHWAY STANDARDS

000001–06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001–08	PERPENDICULAR CURB RAMPS
442201–03	CLASS C AND D PATCHES
604001–04	FRAME AND LIDS TYPE 1
606001–06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101–05	OFF–ROAD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701427–04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701601–09	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701606–10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611–01	URBAN HALF ROAD CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701–10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801–06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901–05	TRAFFIC CONTROL DEVICES
780001–05	TYPICAL PAVEMENT MARKINGS
886001–01	DETECTOR LOOP INSTALLATIONS
886006–01	TYPICAL LAYOUTS FOR DETECTION LOOPS

DISTRICT ONE DETAILS

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–22	ARTERIAL ROAD INFORMATION SIGN
TS–05	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS–07	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

GENERAL NOTES

1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, APRIL 1, 2016.

2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.

3. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS , HE MUST IMMEDIATELY REPORT TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS. THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS. THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS. THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.

5. BEFORE STARTING ANY EXCAVATION THE CONTRACT SHALL CALL "J.U.L.I.E." AT (800) 892–0123 OR 811 AND (312) 744–7000 AND THE CITY OF ELMHURST AT (630) 530–3020 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOUR NOTIFICATION REQUIRED).

6. THE CONTRACTOR WILL NOT BE ALLOWED TO SETUP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY OR RIGHT OF WAY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

7. SAW CUTTING OF PAVEMENTS. SIDEWALK. ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

8. OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.

9. HOT–MIX ASPHALT SURFACE REMOVAL BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND HOT–MIX ASPHALT TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

10. QUANTITIES FOR PATCHING SHALL NOT EXCEED THOSE PROVIDED IN THE SUMMARY OF QUANTITIES UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE ENGINEER WILL VERIFY FINAL PATCH LOCATIONS IN THE FIELD, PRIOR TO REMOVAL.

11. FOR ALL CLASS C PATCHES, SAWED TRANSVERSE CONTRACTION JOINTS, 3" DEEP, AT 15' SPACING WILL BE REQUIRED AND INCLUDED IN THE COST OF CLASS C PATCHES, 10"

12. THE THICKNESS OF HMA MIXTURE STATED IN THE SPECIFICATIONS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA SURFACE IS PLACED.

13. CLASS C PATCHES ARE CALLED FOR ON ALL PLAN SHEETS. AT THE ENGINEER'S DISCRETION AND INSTRUCTION PRIOR TO THE BEGINNING OF ANY PATCHING OPERATIONS, VARIOUS PATCHES MAY BE INSTALLED AS CLASS D PATCHES IN ORDER TO EXPEDITE OVERALL CONSTRUCTION AND MINIMIZE IMPACTS TO TRAVEL TIMES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO OBTAIN THESE PATCHING DETERMINATIONS A MINIMUM OF ONE WEEK BEFORE HE HAS SCHEDULED THE WORK TO COMMENCE.

14. ALL LAYOUT TO PERFORM SUCCESSFULLY PERFORM THE WORK OUTLINED IN THE SPECIAL PROVISION FOR SAWCUT AND SEAL NEW JOINTS SHALL BE PERFORMED BY THE CONTRACTOR AND WILL BE INCLUDED IN THE COST OF CONSTRUCTION LAYOUT.

15. THE CONTRACTOR SHOULD TAKE NOTE OF THE RAISED RETAINING WALL WITHIN THE MEDIAN BETWEEN STATION 36+00 AND STATION 39+00. NO ADDITIONAL COMPENSATION SHALL BE GIVEN FOR THIS REMOVAL AND DISPOSAL AND IT SHALL BE CONSIDERED INCLUDED IN THE COST OF MEDIAN REMOVAL.

UTILITY NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGHT THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGE DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER IN ACCORDANCE WITH ARTICLES 105.07 AND 107.20.

3. ALL UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.

4. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.

5. THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES, VALVE VAULTS, FIRE HYDRANTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE CITY FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.

6. ALL LOOSE MATERIAL DEPOSITED IN THE FLOWLINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS, THIS WORK WILL NOT BE PAID FOR SEPARATELY. BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

7. THE EXISTING FRAMES AND LIDS SHALL REMAIN AS PROPERTY OF THE CITY OF ELMHURST. ALL OLD FRAMES AND LIDS NOT BEING REUSED SHALL BE REMOVED FROM PARKWAYS BY THE CONTRACTOR. DELIVERED TO AND STOCKPILED AT THE CITY MUNICIPAL SERVICE FACILITY WITHIN SEVEN (7) DAYS OF THEIR REMOVAL. THE UTILITY DEPARTMENT YARD IS LOCATED AT THE NORTH END OF THE WASTE WATER TREATMENT PLANT FACILITY, 625 SOUTH ROUTE 83.

MISCELLANEOUS

1. MATERIALS RESULTING FROM THE REMOVAL OF CONCRETE SURFACES, UTILITY STRUCTURE ADJUSTMENT, RESTORATION WORK, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IF THE CONTRACTOR DOES NOTE REMOVE THESE MATERIALS AT THE REQUEST OF THE ENGINEER. THE CITY OF ELMHURST WILL HIRE A CONTRACTOR TO HAVE THE MATERIAL REMOVED AND THE CONTRACTOR SHALL BE BILLED (CHARGED) ACCORDINGLY.

2. THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAIN WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS/HER YARD. WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACT PRIOR TO USE OF THE WATER.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SWEEPING AND CLEANING STREETS OF ANY DEBRIS AND MATERIAL THAT HAS ACCUMULATED AS A RESULT OF THE CONSTRUCTION ACTIVITY. A MECHANICAL SWEEPER, MECHANICALLY DRIVEN AIR AND HANDWORK WITH SHOVEL AND BROOM SHALL BE UTILIZED TO PROVIDE A CLEAN STREET FOR THE MOTORING PUBLIC. WITHIN 24 HOURS OF PLACING TACK COAT AND THE LAYING OF HMA, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVING STANDING WATER, EARTH, WEEDS, LEAVES, DIRT, CONSTRUCTION DEBRIS AND ALL LOOSE MATERIAL.

4. IT WILL BE THE CONTRACTOR'S RESPONSIBILTY TO NOTIFY RESIDENTS AND THE CITY WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO SIDEWALK REPLACEMENT AND/OR CURB AND GUTTER REPLACEMENT. AT LOCATIONS WHERE THE SIDEWALK OR CURB AND GUTTER IS SCHEDULED TO BE REMOVED. THE CONTRACTOR SHALL CONTACT THE BUSINESS/HOMEOWNER 24 HOURS PRIOR TO REMOVING THE CURB SIDEWALK. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES. THE CONTRACT SHALL NOT BE ALLOWED TO CLOSE A DRIVEWAY FOR MORE THAN 48 HOURS UNDER ANY CIRCUMSTANCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE BARRICADES TO PREVENT TRAFFIC FROM USING THE DRIVEWAYS DURING THIS PERIOD.

5. WHEN REMOVING PAVEMENT, CURB AND GUTTER, SHOULDER, AND/OR AND OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS WHICH MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES AND BUILDING FOUNDATIONS WILL NOTE BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED.

SIGNING AND STRIPING

1. SEE IDOT STANDARD DETAIL 780001, DISTRICT ONE DETAIL TC–13 AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.

FILE NAME = 15566-NOTE-01 - P01	USER NAME =	DESIGNED – JPH	REVISED –	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH YORK STREET ROADWAY RESURFACING INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED – MAW	REVISED –					2678	16-00185-00-RS	DUPAGE	19	2
	PLOT SCALE =	DRAWN – RG	REVISED –							CONTRACT NO. 61C78		
	PLOT DATE = 03-02-16	CHECKED – AG	REVISED –		SCALE: NONE	SHEET NO. 2 OF 19 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		

SUMMARY OF QUANTITIES

S.I.	CODE NO.	PAY ITEM	UNIT	TOTAL QUAN	ROAD CONSTRUCTION TYPE CODE 0005	FUNDING SPLIT FEDERAL 75%	FUNDING SPLIT LA 25%
	20101400	NITROGEN FERTILIZER NUTRIENT	POUND	3	3	2	1
	20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	3	3	2	1
	20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	3	3	2	1
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	160	160	120	40
	20101700	SUPPLEMENTAL WATERING	UNIT	2	2	1	1
	25200110	SODDING, SALT TOLERANT	SQ YD	160	160	120	40
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	227	227	170	57
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	14926	14926	11194	3732
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	33	33	24	9
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1240	1240	930	310
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	147	147	110	37
	40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	79	79	59	20
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2406	2406	1804	602
	42001300	PROTECTIVE COAT	SQ YD	896	896	672	224
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	969	969	726	243
	42400800	DETECTABLE WARNINGS	SQ FT	235	235	176	59
	44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	12753	12753	9564	3189
	44000600	SIDEWALK REMOVAL	SQ FT	969	969	726	243
	44003100	MEDIAN REMOVAL	SQ FT	4772	4772	3579	1193
	44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	3305	3305	2478	827
	44201299	DOWEL BARS 1 1/2"	EACH	579	579	434	145
	44201349	CLASS C PATCHES, TYPE I, 10 INCH	SQ YD	11	11	8	3
	44201353	CLASS C PATCHES, TYPE II, 10 INCH	SQ YD	200	200	150	50
	44201357	CLASS C PATCHES, TYPE III, 10 INCH	SQ YD	57	57	42	15
	44201359	CLASS C PATCHES, TYPE IV, 10 INCH	SQ YD	423	423	317	106
	44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	5	5	3	2
	44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	11	11	8	3
	44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	16	16	12	4
	44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	26	26	19	7
	60250200	CATCH BASINS TO BE ADJUSTED	EACH	29	29	21	8
	60255500	MANHOLES TO BE ADJUSTED	EACH	19	19	14	5
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	3	3	2	1
	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	3	3	2	1
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	3	3	2	1
	67100100	MOBILIZATION	L SUM	1	1	0	1
	7010263O	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1	0	1
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1	0	1
	70102634	TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	L SUM	1	1	0	1
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	0	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	0	1
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	1342	1342	1006	336
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	448	448	336	112
*	78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	387	387	290	97
*	78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	9086	9086	6814	2272
*	78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	2033	2033	1524	509
*	78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	821	821	615	206
*	78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	247	247	185	62
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	633	633	474	159
	X0327771	SAWCUT AND SEAL NEW JOINTS	FOOT	10533	10533	7899	2634
	X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	3990	3990	2992	998

* - INDICATES SPECIALTY ITEMS

* - INDICATES SPECIALTY ITEMS

FILE NAME = 15565-QUAN-01 - Q01	USER NAME =	DESIGNED - JPH	REVISED -
		CHECKED - MAW	REVISED -
	PLOT SCALE =	DRAWN - RG	REVISED -
	PLOT DATE = 03-02-16	CHECKED - AG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH YORK STREET
ROADWAY RESURFACING
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 3 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	3
		CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		

SUMMARY OF QUANTITIES

S.I.	CODE NO.	PAY ITEM	UNIT	TOTAL QUAN	ROAD CONSTRUCTION TYPE CODE 0005	FUNDING SPLIT FEDERAL 75%	FUNDING SPLIT LA 25%
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	29	29	21	8
	X6061502	CONCRETE MEDIAN, TYPE SB-6.06 (SPECIAL)	SQ FT	6149	6149	4611	1538
*	X7830068	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	387	387	290	97
*	X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	9086	9086	6814	2272
*	X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	2033	2033	1524	509
*	X7830078	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	821	821	615	206
*	X7830090	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	247	247	185	62
	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	440	440	330	110
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	0	1
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	54	54	40	14

* - INDICATES SPECIALTY ITEMS

FILE NAME = 15566-QUAN-01 - Q02	USER NAME =	DESIGNED - JPH	REVISED -
		CHECKED - MAW	REVISED -
	PLOT SCALE =	DRAWN - RG	REVISED -
	PLOT DATE = 03-02-16	CHECKED - AG	REVISED -

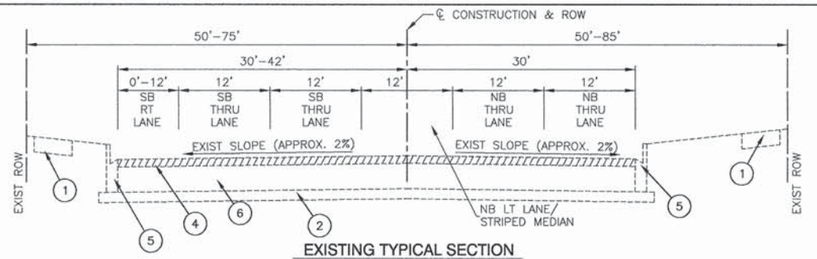
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH YORK STREET
ROADWAY RESURFACING
SUMMARY OF QUANTITIES

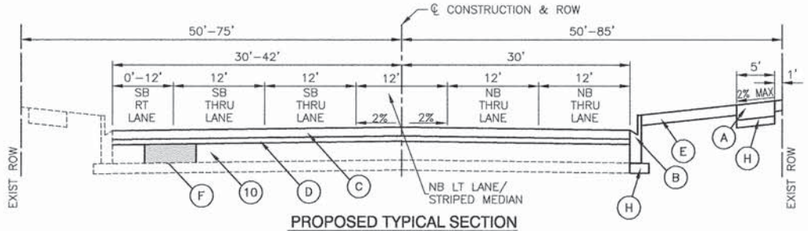
SCALE: NONE | SHEET NO. 4 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	4
		CONTRACT NO. 61C78		

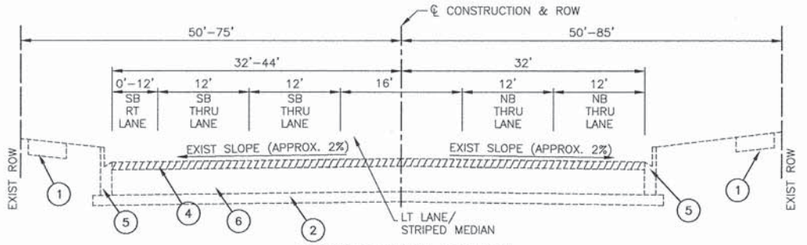
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(659)



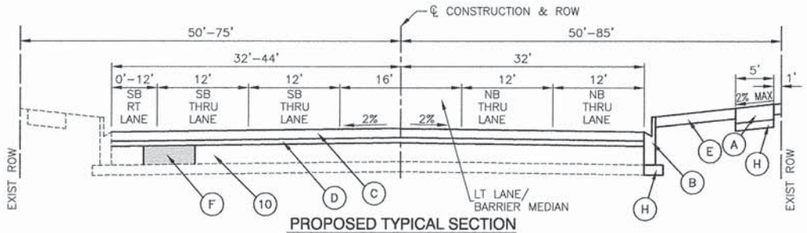
EXISTING TYPICAL SECTION
SOUTH YORK STREET
STA. 10+32.06 TO STA. 16+50



PROPOSED TYPICAL SECTION
SOUTH YORK STREET
STA. 10+32.06 TO STA. 16+50



EXISTING TYPICAL SECTION
SOUTH YORK STREET
STA. 16+50 TO STA. 26+93.19



PROPOSED TYPICAL SECTION
SOUTH YORK STREET
STA. 16+50 TO STA. 26+93.19

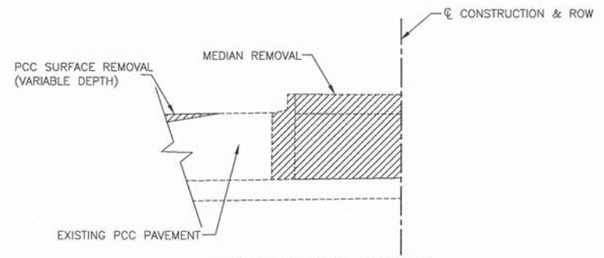
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS
RESURFACING	
HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70(IL–9.5mm); 2"	4% @ 70 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL–4.75, N50, 1"	3.5% @ 50 Gyr.
PATCHING	
CLASS D PATCHES, TYPE I, II, III, IV, (HMA BINDER IL–19.0 MM): 10" (IN 3 LIFTS)	4% @ 70 Gyr.

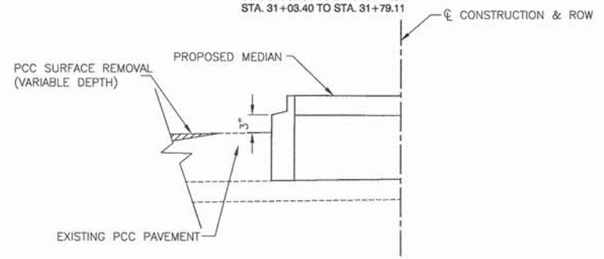
NOTE:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT–MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
2. FOR USE OF RECYCLED MATERIALS, SEE SPECIAL PROVISIONS.
3. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PC 76–22" AND FOR NON–POLYMERIZED HMA THE "AC TYPE" SHALL BE PG 64–22 UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

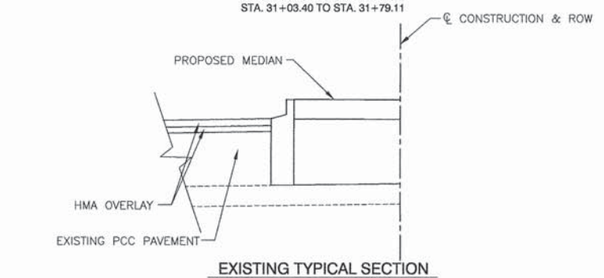
MEDIAN INSTALLATION DETAIL



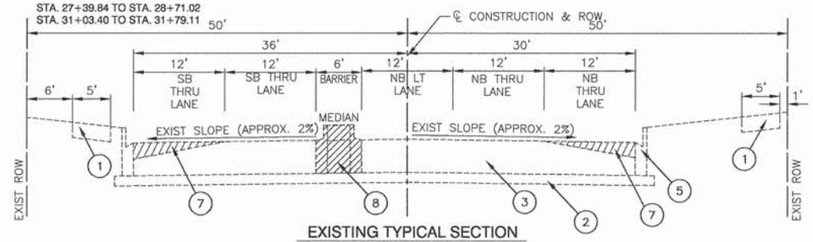
EXISTING TYPICAL SECTION
NOT TO SCALE
STA. 27+39.84 TO STA. 28+71.02
STA. 31+03.40 TO STA. 31+79.11



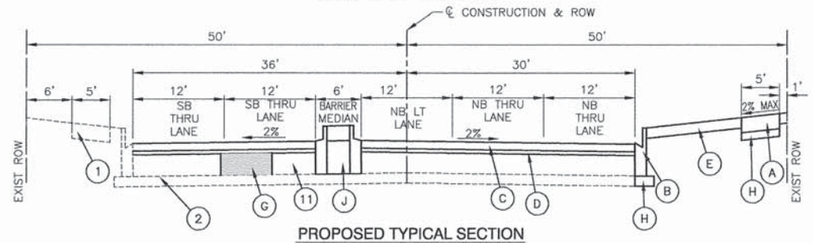
MEDIAN INSTALLATION
NOT TO SCALE
STA. 27+39.84 TO STA. 28+71.02
STA. 31+03.40 TO STA. 31+79.11



EXISTING TYPICAL SECTION
NOT TO SCALE
STA. 27+39.84 TO STA. 28+71.02
STA. 31+03.40 TO STA. 31+79.11



EXISTING TYPICAL SECTION
SOUTH YORK STREET
STA. 26+93.19 TO STA. 28+71.02 LT
STA. 26+93.19 TO STA. 29+47.14 RT



PROPOSED TYPICAL SECTION
SOUTH YORK STREET
STA. 26+93.19 TO STA. 28+71.02 LT
STA. 26+93.19 TO STA. 29+47.14 RT

LEGEND

1	EXISTING PCC SIDEWALK
2	EXISTING SUBBASE GRANULAR MATERIAL
3	EXISTING PCC PAVEMENT, 10"
4	HMA SURFACE REMOVAL, 2 3/4"
5	EXISTING COMBINATION CURB AND GUTTER REMOVAL (AS SHOWN ON THE PLANS AND AS DIRECTED BY ENGINEER) SHALL INCLUDE REMOVAL OF MATERIAL NECESSARY TO INSTALL PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 4"
6	EXISTING HMA PAVEMENT
7	PCC SURFACE REMOVAL, VARIABLE DEPTH (0" AT 12' FROM EOP TO 2 3/4" AT EOP)
8	MEDIAN REMOVAL
9	MEDIAN REMOVAL PARTIAL DEPTH
10	EXISTING HMA PAVEMENT
11	EXISTING PCC PAVEMENT
A	PCC SIDEWALK, 5" AND SUBBASE GRANULAR MATERIAL, TYPE B, 4"
B	CONCRETE CURB, TYPE B/ COMBINATION CONCRETE CURB AND GUTTER (AS SHOWN ON THE PLANS AND AS DIRECTED BY ENGINEER)
C	HOT–MIX ASPHALT SURFACE COURSE, MIX "D" , N70, 2"
D	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL–4.75, N50, 1"
E	SODDING, SALT TOLERANT WITH TOPSOIL FURNISH AND PLACE, 4" (WITH MAXIMUM PAY WIDTH OF 2 FEET FROM EDGE OF DISTURBANCE)
F	CLASS D PATCH, 10" (AS SHOWN ON THE PLANS AND AS DIRECTED BY ENGINEER)
G	CLASS C PATCH, 10" (AS SHOWN ON THE PLANS AND AS DIRECTED BY ENGINEER)
H	SUBBASE GRANULAR MATERIAL, TYPE B, 4"
J	CONCRETE MEDIAN, TYPE SB–6.06 (SPECIAL)

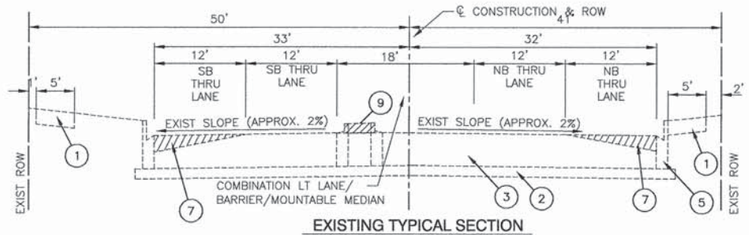
FILE NAME = 15566-TYPX-01 - P01	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — MAW	REVISED —
	PLOT SCALE =	DRAWN — RG	REVISED —
	PLOT DATE = 03-02-16	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

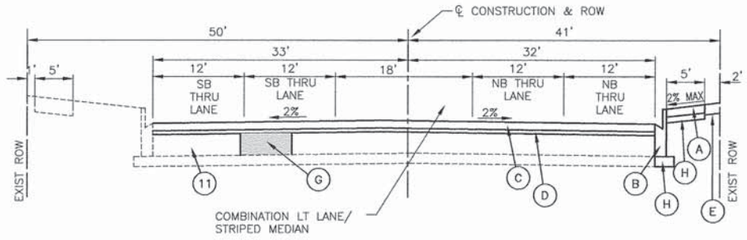
SOUTH YORK STREET
ROADWAY RESURFACING
TYPICAL CROSS SECTIONS

SCALE: NONE | SHEET NO. 5 OF 19 SHEETS | STA. | TO STA.

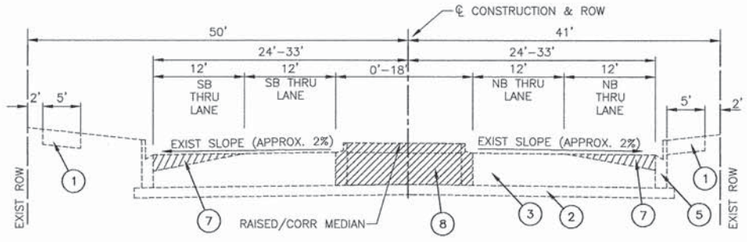
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	5
		CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		



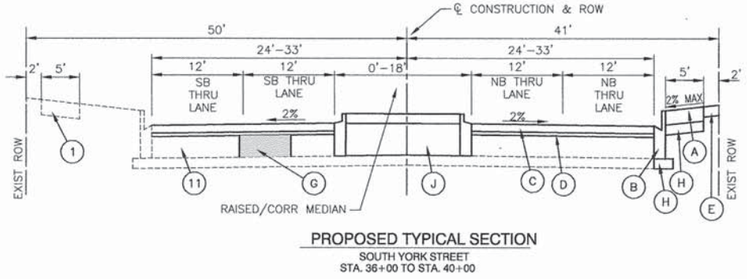
EXISTING TYPICAL SECTION
SOUTH YORK STREET
STA. 31+03.40 LT TO STA. 36+00
STA. 31+15.02 RT TO STA. 36+00



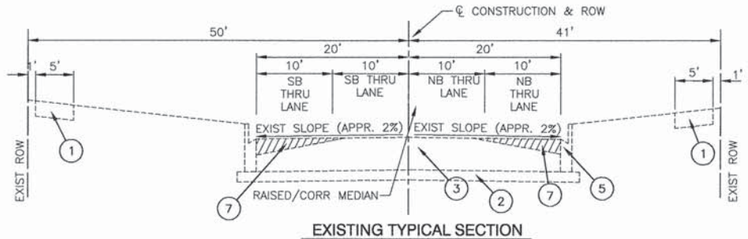
PROPOSED TYPICAL SECTION
SOUTH YORK STREET
STA. 31+03.41 TO STA. 36+00



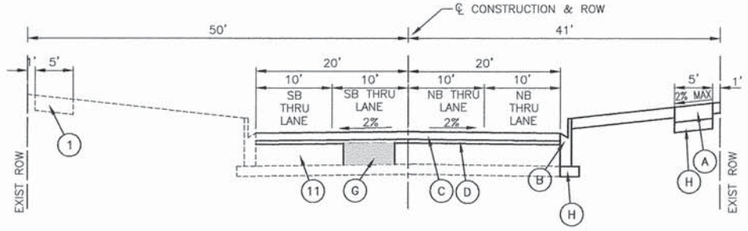
EXISTING TYPICAL SECTION
SOUTH YORK STREET
STA. 36+00 TO STA. 40+00



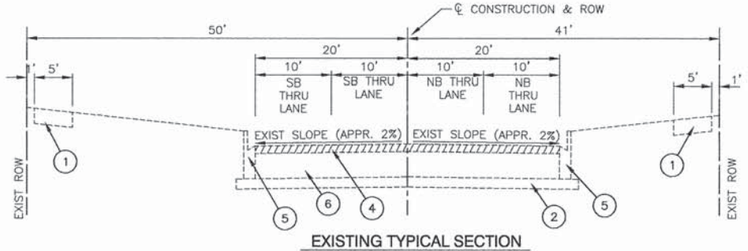
PROPOSED TYPICAL SECTION
SOUTH YORK STREET
STA. 36+00 TO STA. 40+00



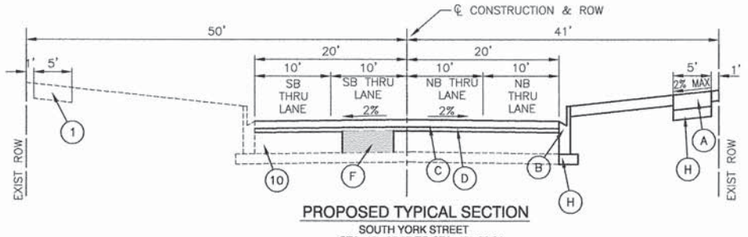
EXISTING TYPICAL SECTION
SOUTH YORK STREET
STA. 40+00 TO STA. 42+07.07



PROPOSED TYPICAL SECTION
SOUTH YORK STREET
STA. 40+00 TO STA. 42+07.07



EXISTING TYPICAL SECTION
SOUTH YORK STREET
STA. 42+07.07 TO STA. 42+26.34



PROPOSED TYPICAL SECTION
SOUTH YORK STREET
STA. 42+07.07 TO STA. 42+26.34

LEGEND

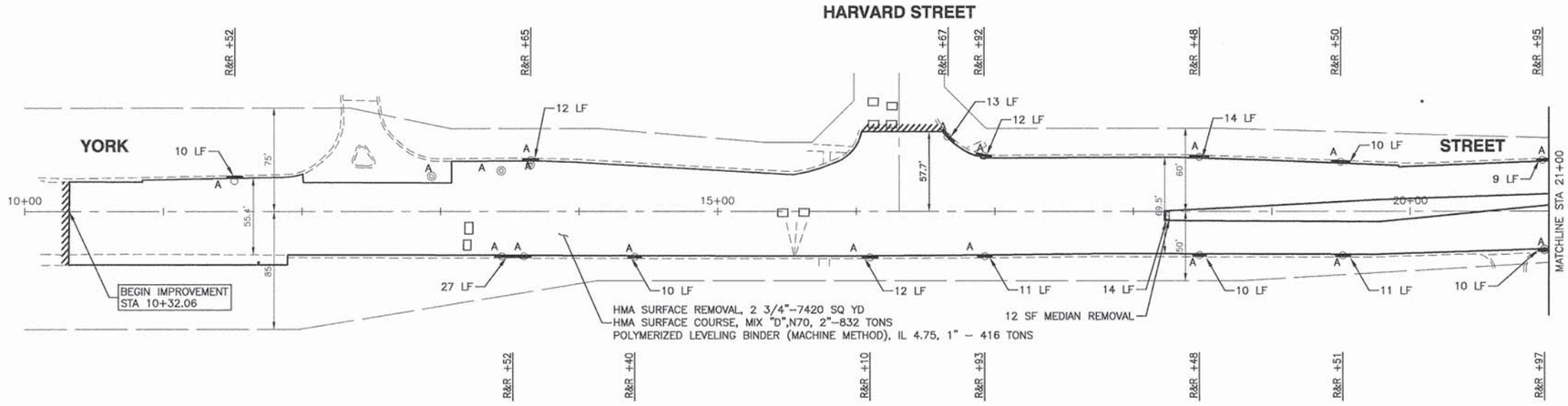
(1)	EXISTING PCC SIDEWALK
(2)	EXISTING SUBBASE GRANULAR MATERIAL
(3)	EXISTING PCC PAVEMENT, 10"
(4)	HMA SURFACE REMOVAL, 2 3/4"
(5)	EXISTING COMBINATION CURB AND GUTTER REMOVAL (AS SHOWN ON THE PLANS AND AS DIRECTED BY ENGINEER) SHALL INCLUDE REMOVAL OF MATERIAL NECESSARY TO INSTALL PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 4"
(6)	EXISTING HMA PAVEMENT
(7)	PCC SURFACE REMOVAL, VARIABLE DEPTH (0" AT 12' FROM EOP TO 2 3/4" AT EOP)
(8)	MEDIAN REMOVAL
(9)	MEDIAN REMOVAL PARTIAL DEPTH
(10)	EXISTING HMA PAVEMENT
(11)	EXISTING PCC PAVEMENT
(A)	PCC SIDEWALK, 5" AND SUBBASE GRANULAR MATERIAL, TYPE B, 4"
(B)	CONCRETE CURB, TYPE B/ COMBINATION CONCRETE CURB AND GUTTER (AS SHOWN ON THE PLANS AND AS DIRECTED BY ENGINEER)
(C)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D" , N70, 2"
(D)	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
(E)	SODDING, SALT TOLERANT WITH TOPSOIL FURNISH AND PLACE, 4" (WITH MAXIMUM PAY WIDTH OF 2 FEET FROM EDGE OF DISTURBANCE)
(F)	CLASS D PATCH, 10" (AS SHOWN ON THE PLANS AND AS DIRECTED BY ENGINEER)
(G)	CLASS C PATCH, 10" (AS SHOWN ON THE PLANS AND AS DIRECTED BY ENGINEER)
(H)	SUBBASE GRANULAR MATERIAL, TYPE B, 4"
(J)	CONCRETE MEDIAN, TYPE SB-6.06 (SPECIAL)

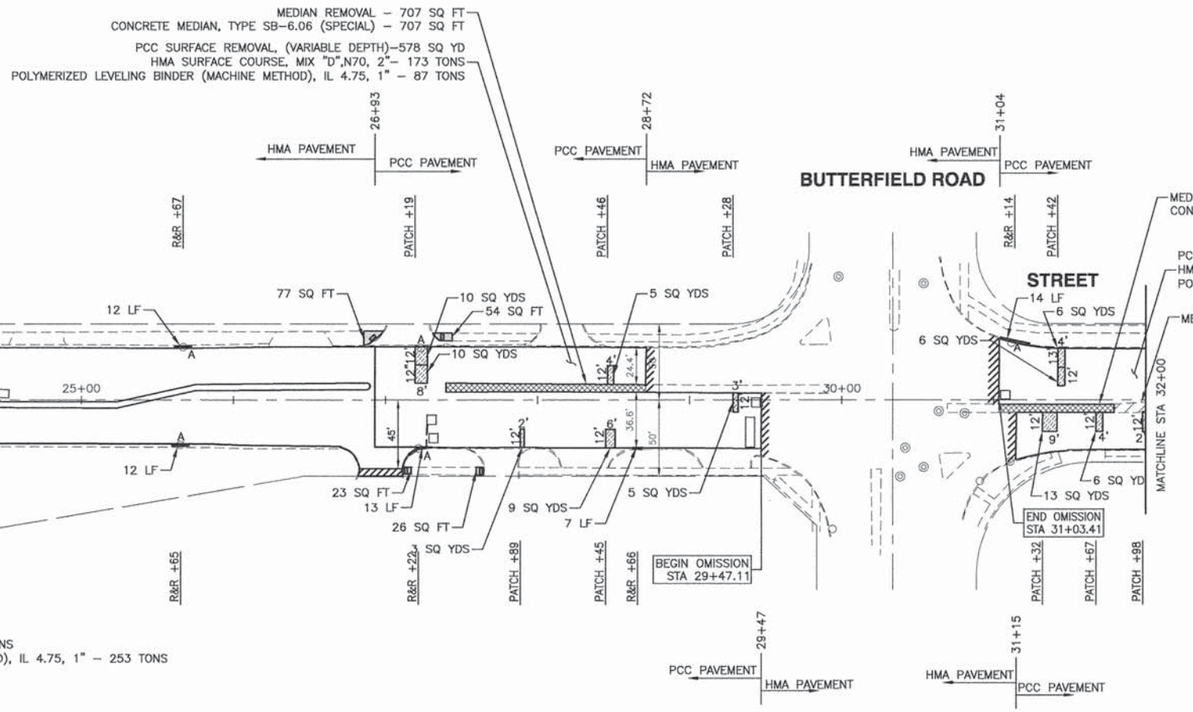
FILE NAME = 15566-TYPX-01 - P02	USER NAME =	DESIGNED - JPH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH YORK STREET ROADWAY RESURFACING TYPICAL CROSS SECTIONS
		CHECKED - MAW	REVISED -		
	PLOT SCALE =	DRAWN - RG	REVISED -		
	PLOT DATE = 03-02-16	CHECKED - AG	REVISED -		

SCALE: NONE | SHEET NO. 6 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	6
		CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		

SECTION 13, TOWNSHIP 39, RANGE 11





LEGEND

1. CLASS C PATCHES, 10" AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
2. REMOVAL AND DISPOSAL OF THE MATERIAL UNDER THE PROPOSED CURB AND GUTTER OR SIDEWALK IN ORDER TO INSTALL THE PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4" SHALL BE CONSIDERED INCLUDED IN THE COST OF EITHER ITEM.

LEGEND

- CLASS C PATCH, 10"
- MEDIAN REMOVAL AND REPLACEMENT
- MEDIAN SURFACE REMOVAL PARTIAL DEPTH
- CONCRETE SIDEWALK REMOVAL AND REPLACEMENT
  - PCC SIDEWALK, 5"
  - SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- DETECTABLE WARNINGS
- DETECTOR LOOP TO BE REPLACED
- BUTT JOINTS
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- "A" STRUCTURE TO BE ADJUSTED
- "R" STRUCTURE TO BE RECONSTRUCTED
- R&R +XX: APPROX ℄ OF CURB AND GUTTER REMOVAL AND REPLACEMENT
- PATCH +XX: APPROX SOUTH LIMIT OF PAVEMENT PATCH

FILE NAME = 15566-PLAN-01 - IDOT P01	USER NAME =	DESIGNED - JPH	REVISED -
		CHECKED - MAW	REVISED -
	PLOT SCALE =	DRAWN - RG	REVISED -
	PLOT DATE = 03-02-16	CHECKED - AG	REVISED -

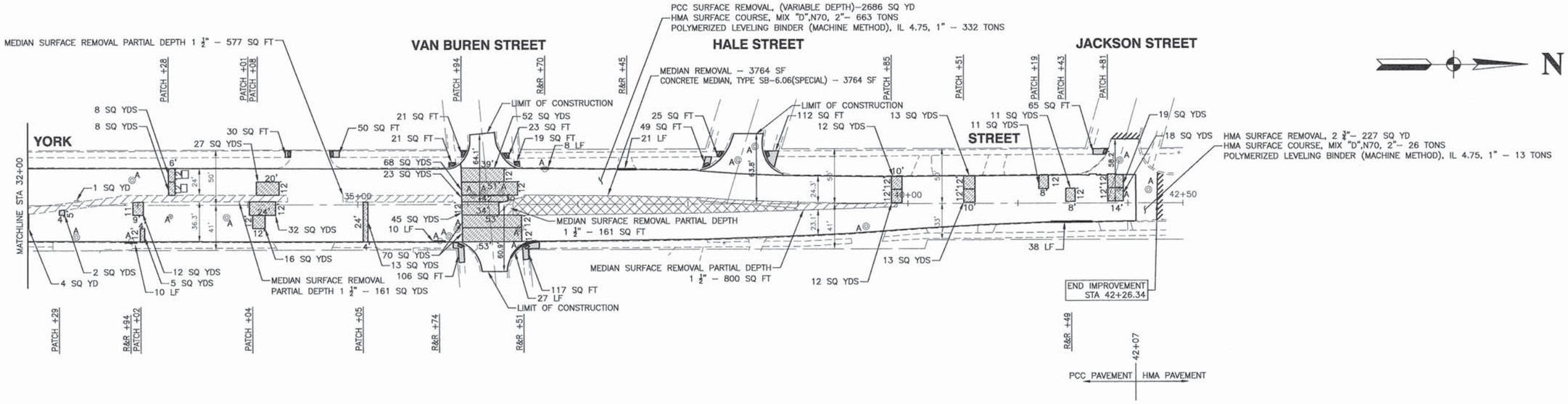
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH YORK STREET
ROADWAY RESURFACING
IMPROVEMENT PLAN

SCALE: 1"=50' | SHEET NO. 7 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	7
		CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		

SECTION 13, TOWNSHIP 39, RANGE 11



LEGEND

1. CLASS C PATCHES, 10" AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
2. REMOVAL AND DISPOSAL OF THE MATERIAL UNDER THE PROPOSED CURB AND GUTTER OR SIDEWALK IN ORDER TO INSTALL THE PROPOSED SUB–BASE GRANULAR MATERIAL, TYPE B, 4" SHALL BE CONSIDERED INCLUDED IN THE COST OF EITHER ITEM.

LEGEND

- CLASS C PATCH, 10"
- MEDIAN REMOVAL AND REPLACEMENT
- MEDIAN SURFACE REMOVAL PARTIAL DEPTH
- CONCRETE SIDEWALK REMOVAL AND REPLACEMENT
  - PCC SIDEWALK, 5"
  - SUB–BASE GRANULAR MATERIAL, TYPE B, 4"
- DETECTABLE WARNINGS
- DETECTOR LOOP TO BE REPLACED
- BUTT JOINTS
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- "A" STRUCTURE TO BE ADJUSTED
- "R" STRUCTURE TO BE RECONSTRUCTED
- R&R +XX APPROX ℄ OF CURB AND GUTTER REMOVAL AND REPLACEMENT
- PATCH +XX APPROX SOUTH LIMIT OF PAVEMENT PATCH

FILE NAME = 15566-PLAN-01 - IDOT P02	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — MAW	REVISED —
	PLOT SCALE =	DRAWN — RG	REVISED —
	PLOT DATE = 03-02-16	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

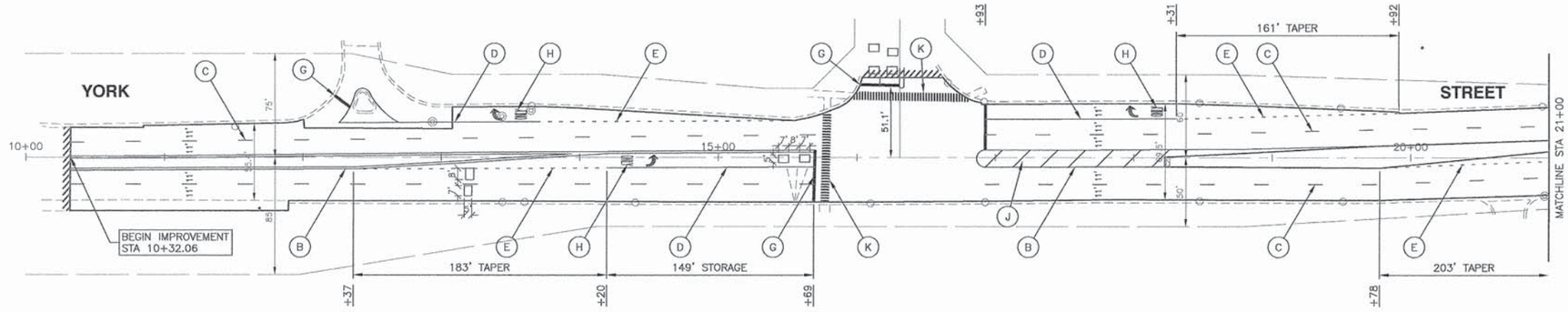
SOUTH YORK STREET
ROADWAY RESURFACING
IMPROVEMENT PLAN

SCALE: 1"=50' | SHEET NO. 8 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	8
		CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		

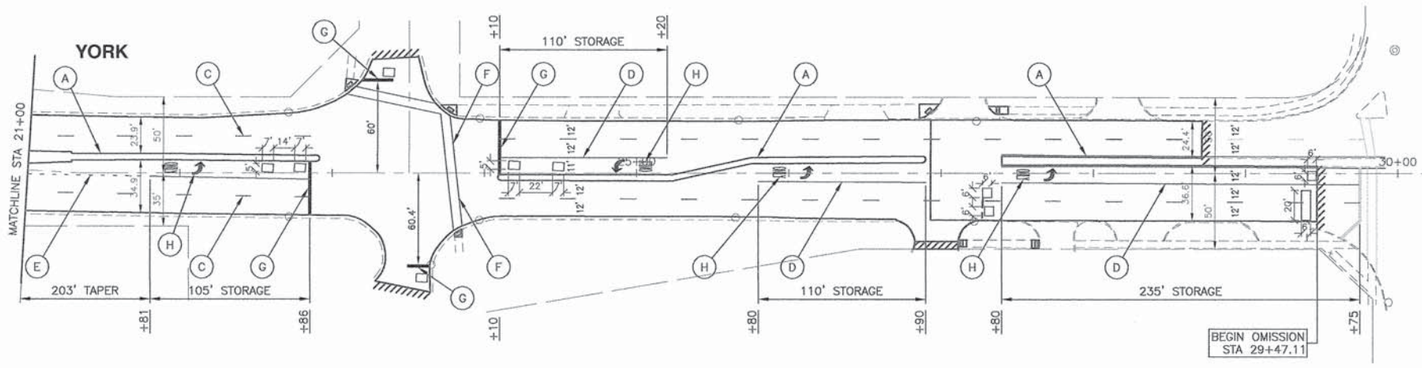
SECTION 13, TOWNSHIP 39, RANGE 11

HARVARD STREET

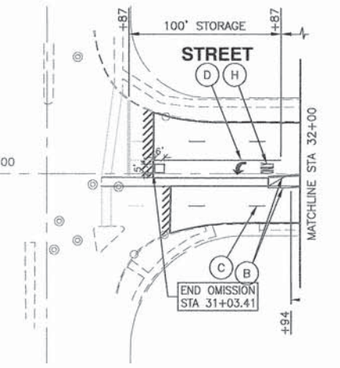


N

LEXINGTON STREET



BUTTERFIELD ROAD



EPOXY PAVEMENT MARKING — LETTERS AND SYMBOLS	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS
EPOXY PAVEMENT MARKING — LINE 4"	GROOVING FOR RECESSED PAVEMENT MARKING 5"
EPOXY PAVEMENT MARKING — LINE 6"	GROOVING FOR RECESSED PAVEMENT MARKING 7"
EPOXY PAVEMENT MARKING — LINE 12"	GROOVING FOR RECESSED PAVEMENT MARKING 13"
EPOXY PAVEMENT MARKING — LINE 24"	FOR RECESSED PAVEMENT MARKING 25"

NOTES

1. EPOXY PAVEMENT MARKINGS SHALL BE INSTALLED IN GROOVED RECESSED CHANNELS CONSTRUCTED 0.040 INCHES BELOW THE SURFACE AND 1 INCH WIDER THAN THE PAVEMENT MARKING LINE. CONSTRUCTION OF THE RECESSED CHANNELS SHALL BE PAID FOR SEPARATELY PER FOOT AS GROOVING FOR RECESSED PAVEMENT MARKING OF THE WIDTH SPECIFIED AND PER SQUARE FOOT FOR GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS.
2. SEE TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKING FOR GUIDANCE.

LEGEND

- (A) 4" YELLOW LINE
- (B) 4" DOUBLE YELLOW LINE (11" OC)
- (C) 4" WHITE SKIP DASH (10' LINE–30' SPACE)
- (D) 6" WHITE LINE
- (E) 6" WHITE SKIP DASH (2' LINE–6' SPACE)
- (F) 6" WHITE CROSSWALK LINE
- (G) 24" WHITE STOP BAR
- (H) LETTERS AND SYMBOLS – WHITE
- (J) 12" YELLOW DIAGONAL LINE (20' C–C)
- (K) 12" WHITE LINE (3' C–C)

FILE NAME = 15586-PLAN-01 - PVMK P01	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — MAW	REVISED —
	PLOT SCALE =	DRAWN — RG	REVISED —
	PLOT DATE = 03-02-16	CHECKED — AG	REVISED —

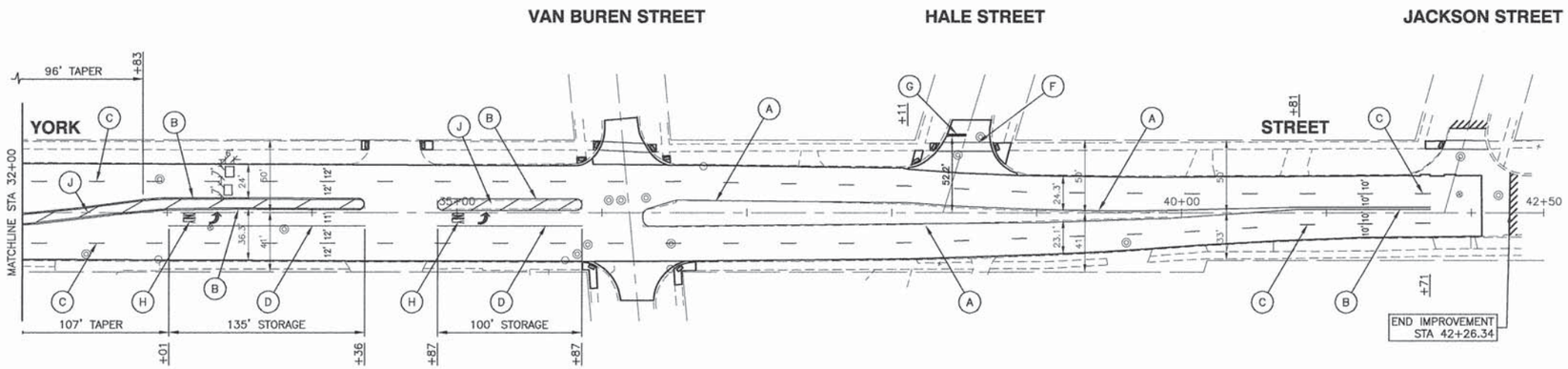
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH YORK STREET
ROADWAY RESURFACING
PAVEMENT MARKING PLAN

SCALE: 1"=50' | SHEET NO. 9 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	9
		CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		

SECTION 13, TOWNSHIP 39, RANGE 11



EPOXY PAVEMENT MARKING — LETTERS AND SYMBOLS	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS
EPOXY PAVEMENT MARKING — LINE 4"	GROOVING FOR RECESSED PAVEMENT MARKING 5"
EPOXY PAVEMENT MARKING — LINE 6"	GROOVING FOR RECESSED PAVEMENT MARKING 7"
EPOXY PAVEMENT MARKING — LINE 12"	GROOVING FOR RECESSED PAVEMENT MARKING 13"
EPOXY PAVEMENT MARKING — LINE 24"	FOR RECESSED PAVEMENT MAKRING 25"

NOTES

1. EPOXY PAVEMENT MARKINGS SHALL BE INSTALLED IN GROOVED RECESSED CHANNELS CONSTRUCTED 0.040 INCHES BELOW THE SURFACE AND 1 INCH WIDER THAN THE PAVEMENT MARKING LINE. CONSTRUCTION OF THE RECESSED CHANNELS SHALL BE PAID FOR SEPARATELY PER FOOT AS GROOVING FOR RECESSED PAVEMENT MARKING OF THE WIDTH SPECIFIED AND PER SQUARE FOOT FOR GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS.
2. SEE TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKING FOR GUIDANCE.

LEGEND

- (A) 4" YELLOW LINE
- (B) 4" DOUBLE YELLOW LINE (11" OC)
- (C) 4" WHITE SKIP DASH (10' LINE–30' SPACE)
- (D) 6" WHITE LINE
- (E) 6" WHITE SKIP DASH (2' LINE–6' SPACE)
- (F) 6" WHITE CROSSWALK LINE
- (G) 24" WHITE STOP BAR
- (H) LETTERS AND SYMBOLS – WHITE
- (J) 12" YELLOW DIAGONAL LINE (20' C–C)
- (K) 12" WHITE LINE (3' C–C)

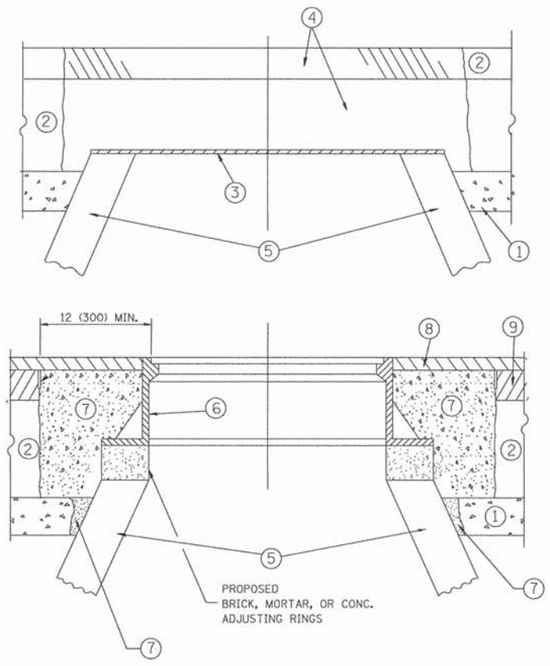
FILE NAME = 15566-PLAN-01 - PVMK P02	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — MAW	REVISED —
	PLOT SCALE =	DRAWN — RG	REVISED —
	PLOT DATE = 03-02-16	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH YORK STREET
ROADWAY RESURFACING
PAVEMENT MARKING PLAN

SCALE: 1"=50' | SHEET NO. 10 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	10
		CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

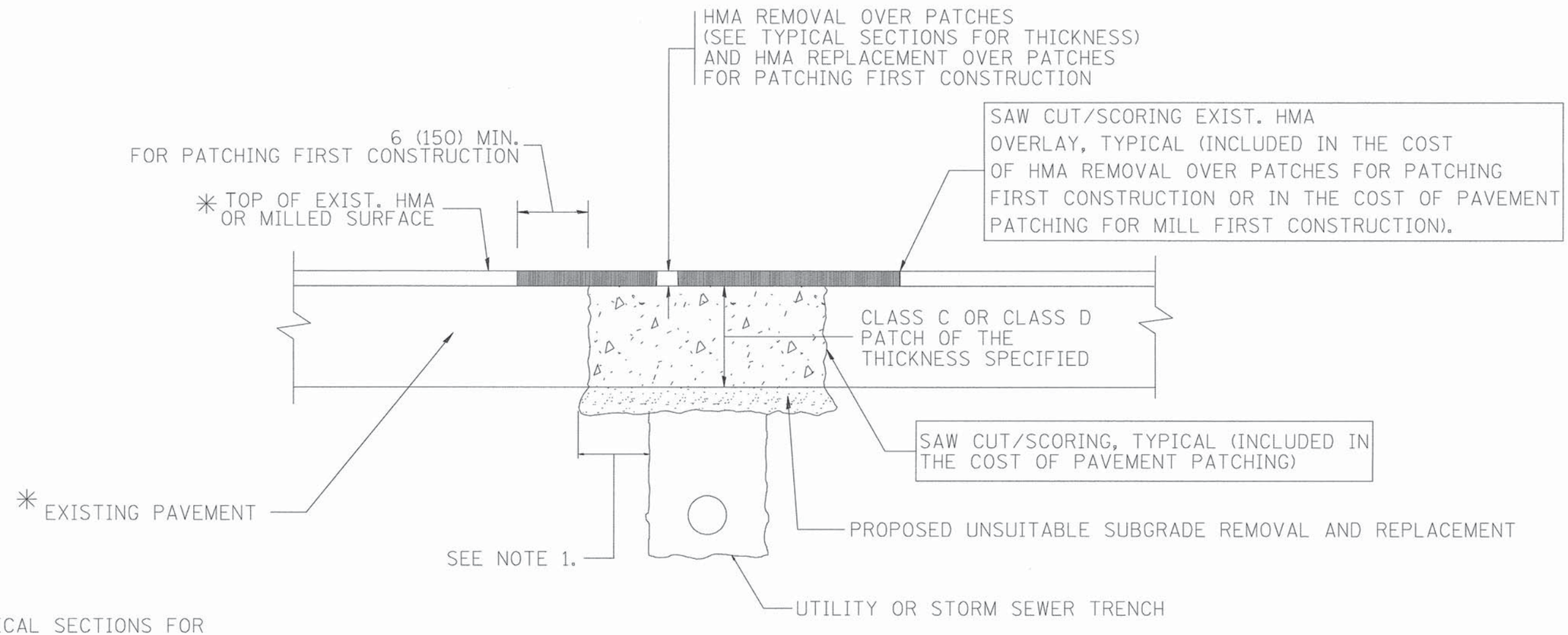
FILE NAME = 15566-DTLS-01 - BD-08	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — MAW	REVISED —
	PLOT SCALE =	DRAWN — ACAD	REVISED —
	PLOT DATE = 03-02-16	CHECKED — ACAD	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: | SHEET NO. 11 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	11
	BD600-03 (BD-8)	CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		



* 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 4½ 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.

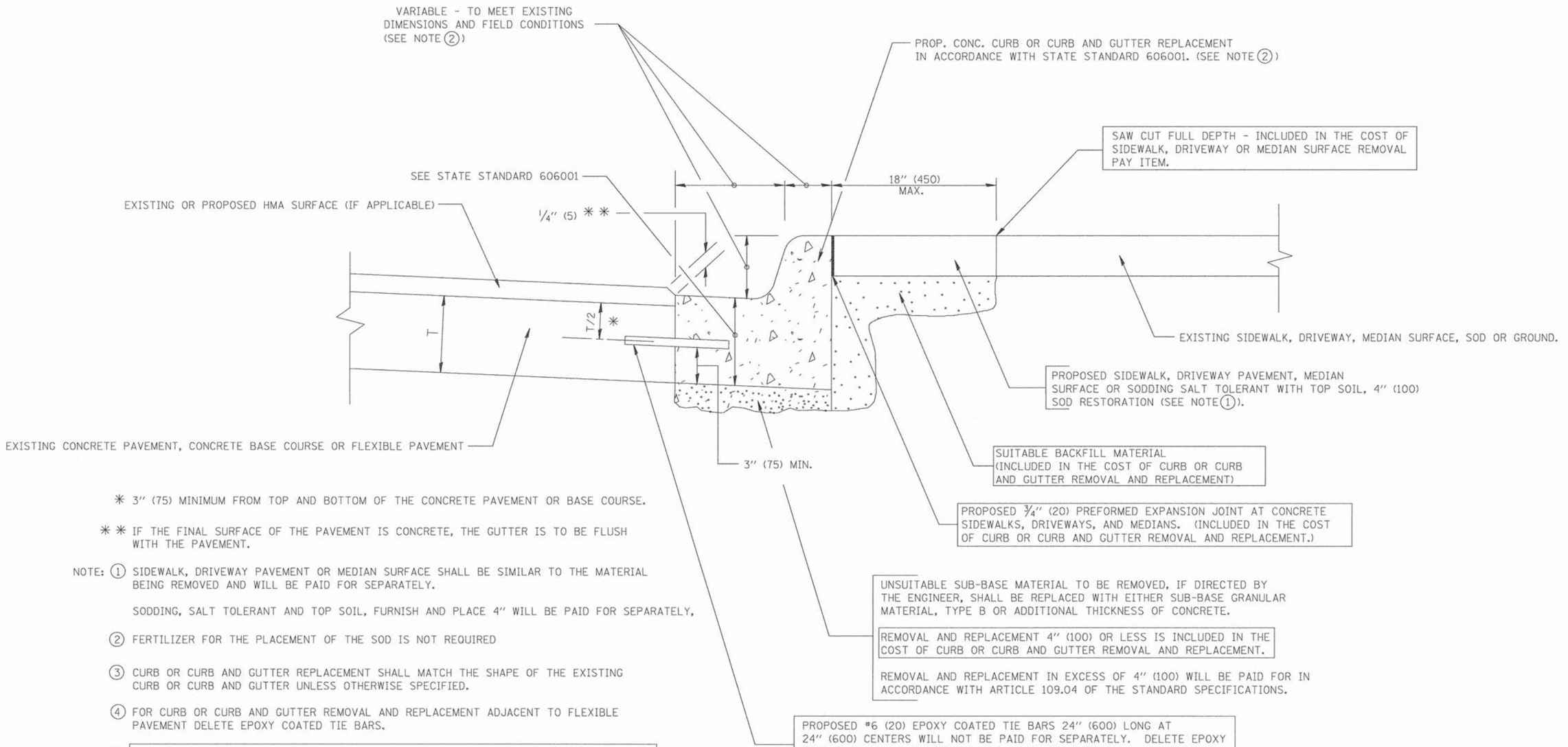
FILE NAME = 15566-DTLS-01 - BD-22	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — MAW	REVISED —
	PLOT SCALE =	DRAWN — ACAD	REVISED —
	PLOT DATE = 03-02-16	CHECKED — ACAD	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: | SHEET NO. 12 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	12
	BD400-04 (BD-22)	CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		



* 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.

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

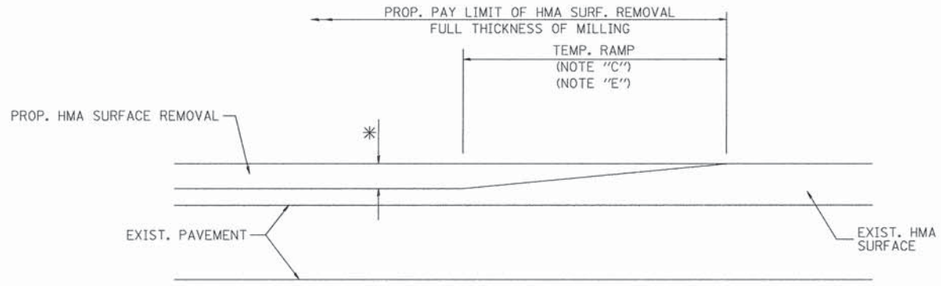
FILE NAME = 15566-DTLS-01 - BD-24	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — MAW	REVISED —
	PLOT SCALE =	DRAWN — ACAD	REVISED —
	PLOT DATE = 03-02-16	CHECKED — ACAD	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: | SHEET NO. 13 OF 19 SHEETS | STA. | TO STA.

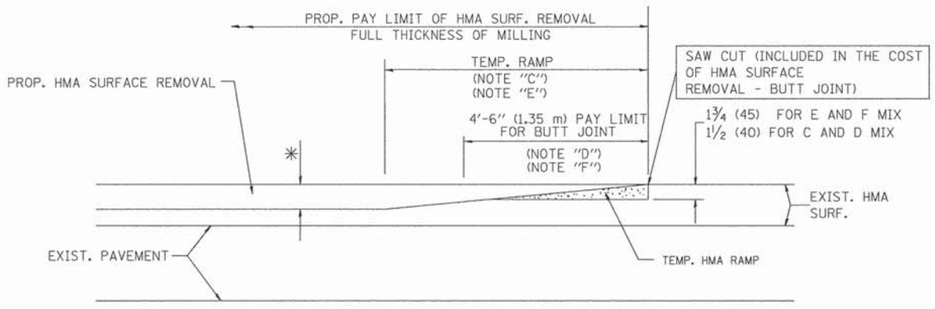
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	13
	BD600-06 (BD-24)	CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

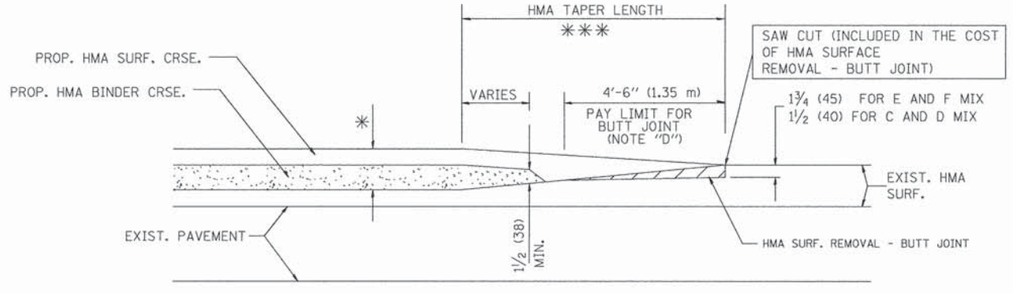


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

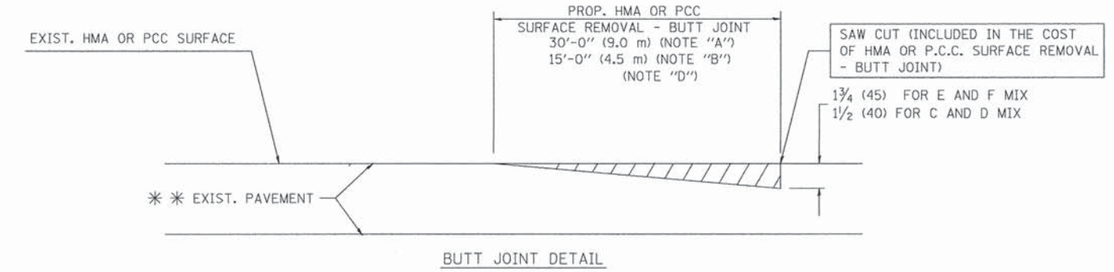
OPTION 2

TYPICAL TEMPORARY RAMP

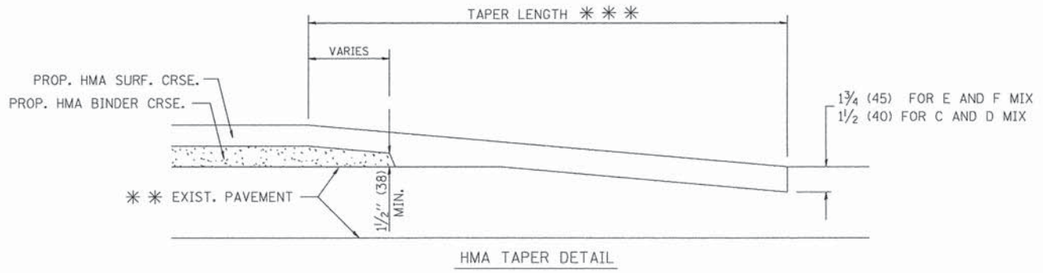


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

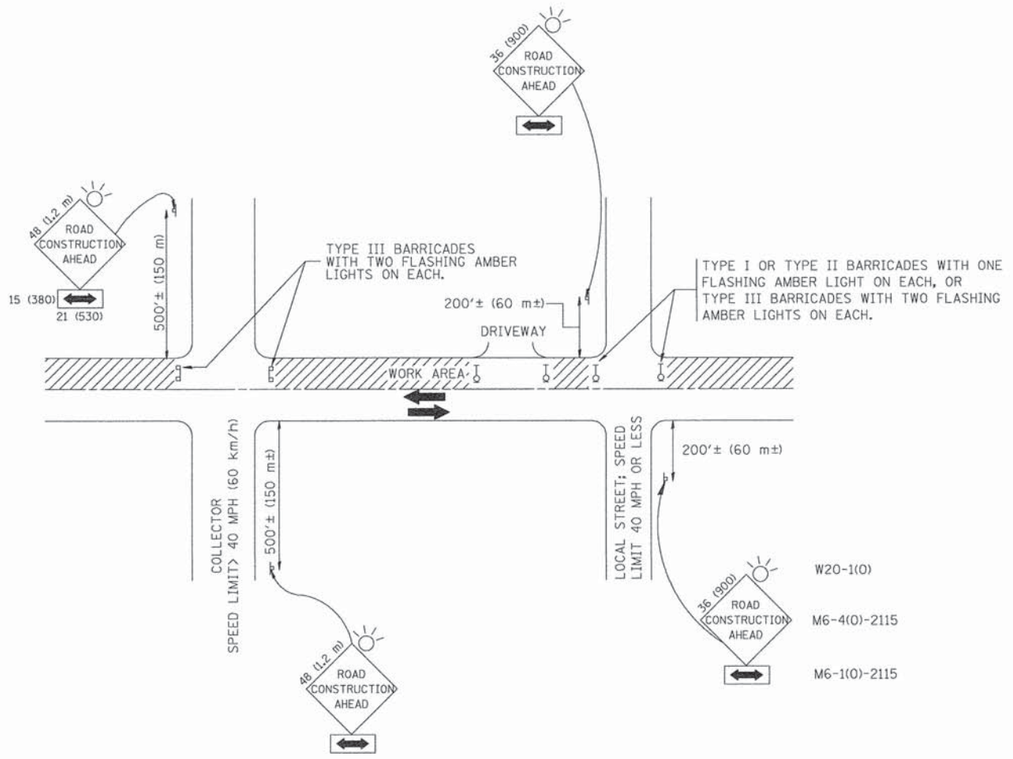
FILE NAME = 15566-DTLS-01 - BD-32	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — MAW	REVISED —
	PLOT SCALE =	DRAWN — ACAD	REVISED —
	PLOT DATE = 03-02-16	CHECKED — ACAD	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: | SHEET NO. 14 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	14
	BD400-05 BD32	CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		



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

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

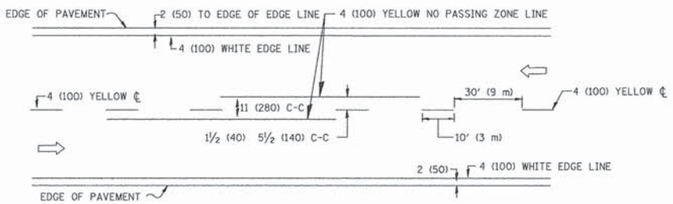
FILE NAME = 15566-DTLS-01 - TC-10	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — MAW	REVISED —
	PLOT SCALE =	DRAWN — ACAD	REVISED —
	PLOT DATE = 03-02-16	CHECKED — ACAD	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

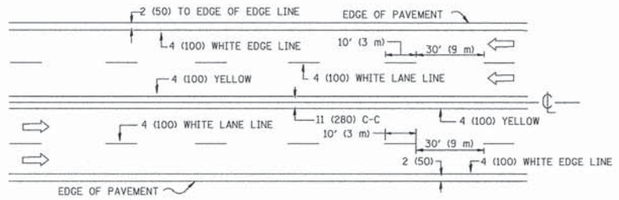
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: | SHEET NO. 15 OF 19 SHEETS | STA. | TO STA.

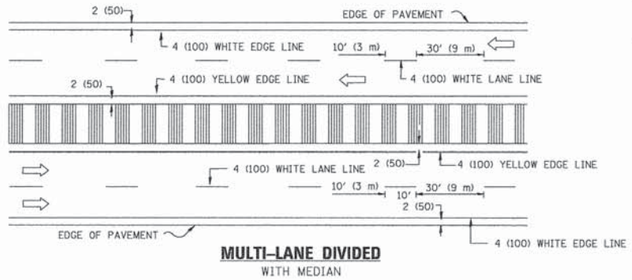
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	15
	TC-10	CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		



2–LANE ROADWAY

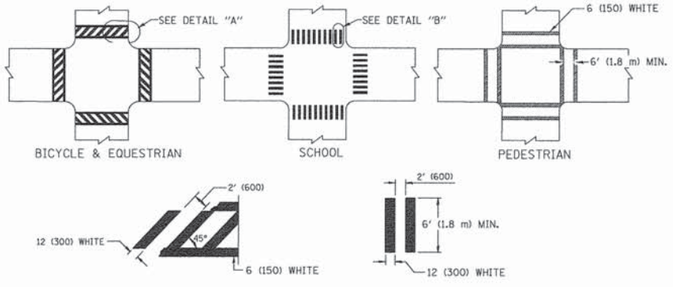


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

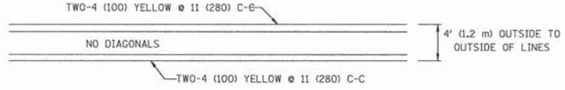
TYPICAL LANE AND EDGE LINE MARKING



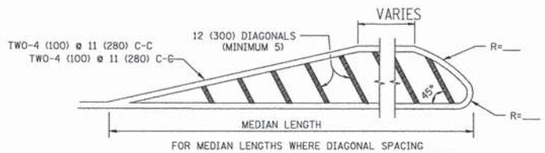
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



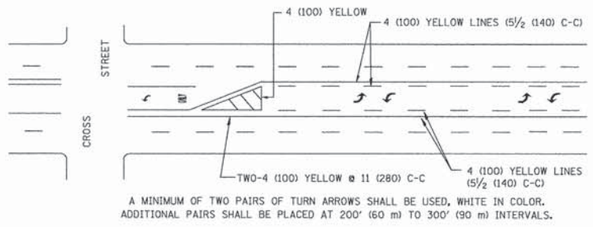
4' (1.2 m) WIDE MEDIANS ONLY



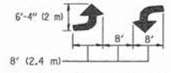
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

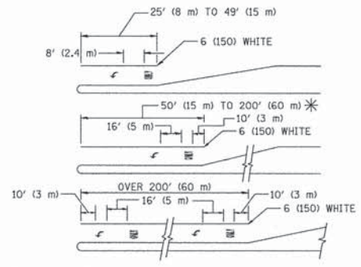


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

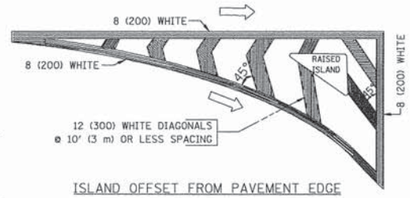


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

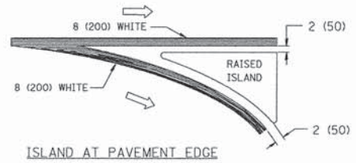
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

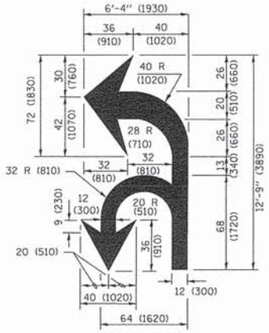


ISLAND OFFSET FROM PAVEMENT EDGE

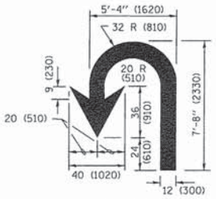


ISLAND AT PAVEMENT EDGE

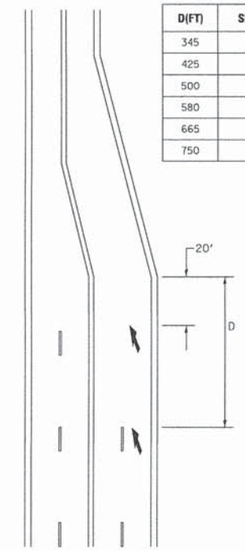
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



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

LANE REDUCTION TRANSITION

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

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 ø 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ø 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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 ø 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ø 6 (150) 12 (300) ø 45° 12 (300) ø 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ø 4 (100) WITH 12 (300) DIAGONALS ø 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ø 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) ø 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.

FILE NAME = 15566-DTLS-01 - TC-13

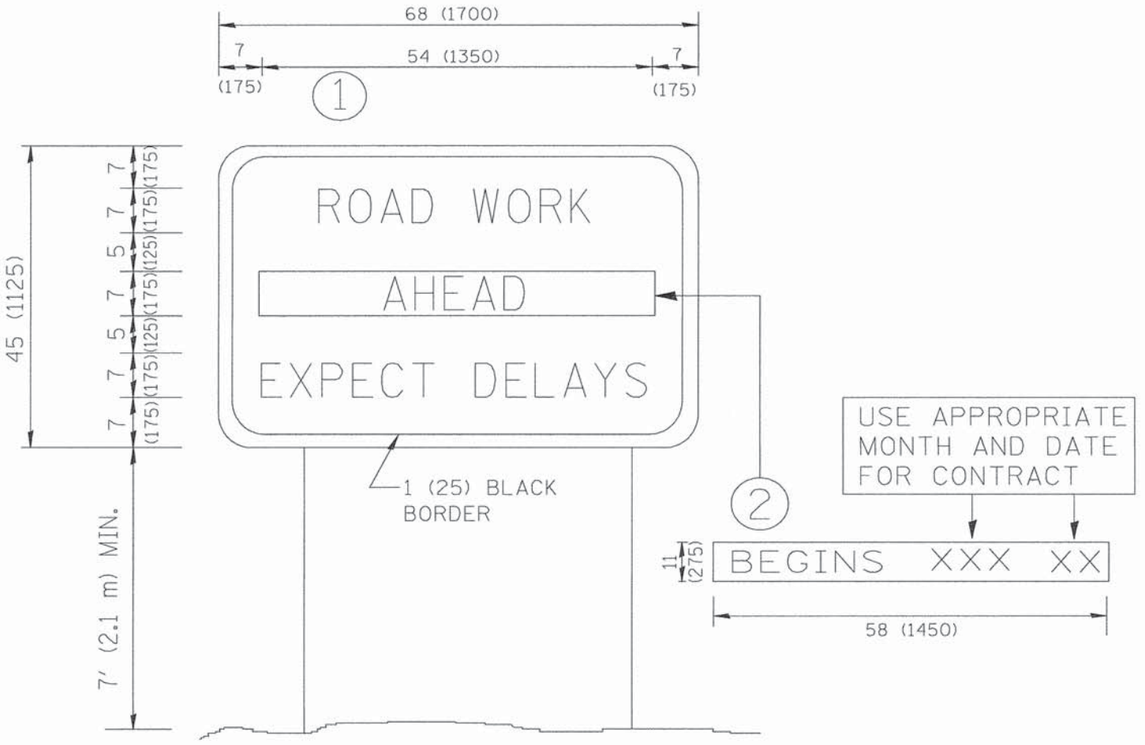
USER NAME =	DESIGNED — JPH	REVISED —	
	CHECKED — MAW	REVISED —	
PLOT SCALE =	DRAWN — ACAD	REVISED —	
PLOT DATE = 03-02-16	CHECKED — ACAD	REVISED —	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: | SHEET NO. 16 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	16
	TC–13	CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		



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 = 15566-DTLS-01 - TC-22	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — MAW	REVISED —
	PLOT SCALE =	DRAWN — ACAD	REVISED —
	PLOT DATE = 03-02-16	CHECKED — ACAD	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: | SHEET NO. 17 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	17
	TC-22	CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		

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.

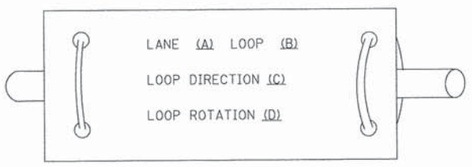
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

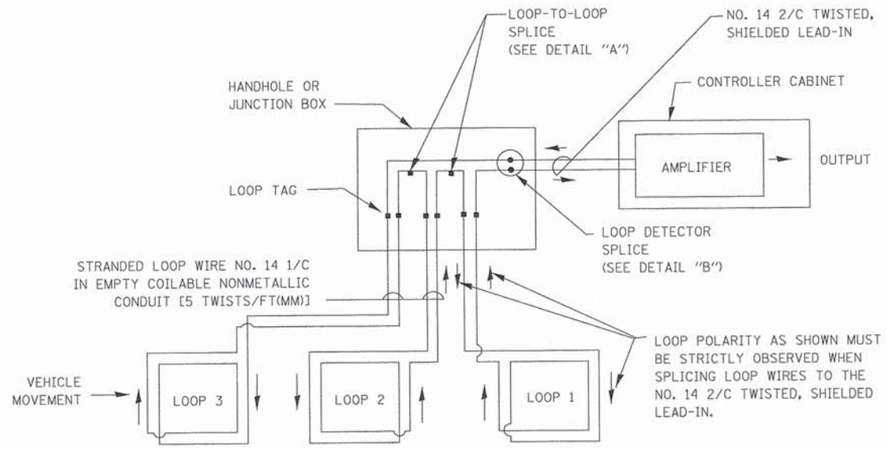


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

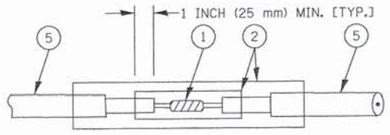
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

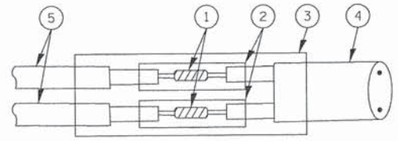


DETECTOR LOOP WIRING SCHEMATIC

- 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.

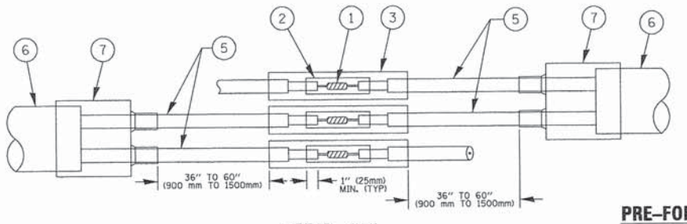


DETAIL "A"
LOOP-TO-LOOP SPLICE



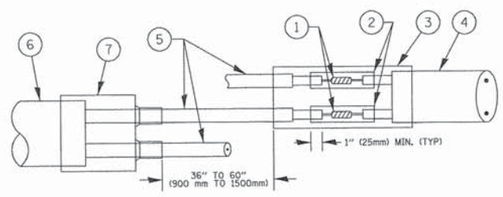
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

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 LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

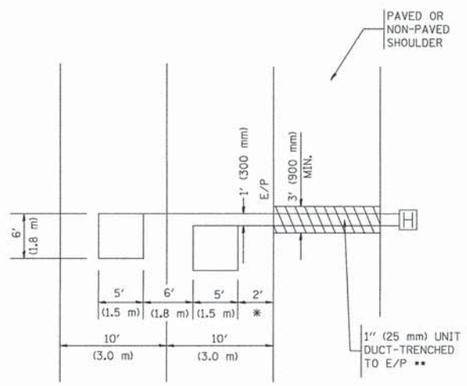
(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME = 15566-DTLS-01 - TS-05	USER NAME =	DESIGNED — JPH	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED — MAW	REVISED —					2678	16-00185-00-RS	DUPAGE	19	18
	PLOT SCALE =	DRAWN — RG	REVISED —						TS-05	CONTRACT NO. 61C78		
	PLOT DATE = 03-02-16	CHECKED — AG	REVISED —		SCALE:	SHEET NO. 18 OF 19 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		

LOOPS NEXT TO SHOULDERS

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

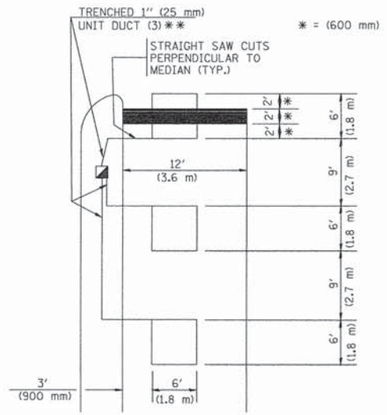


* = (600 mm)

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

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

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

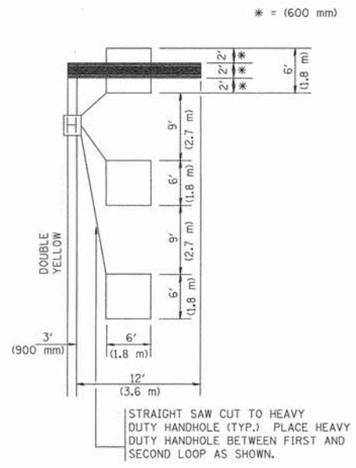


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

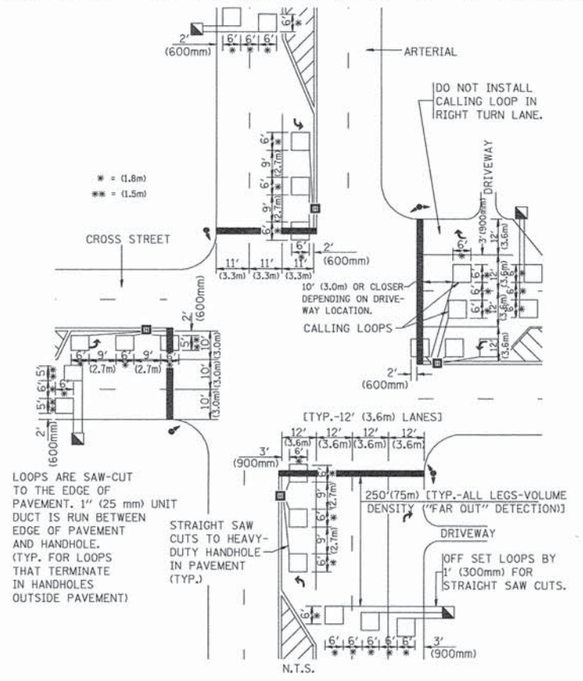
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



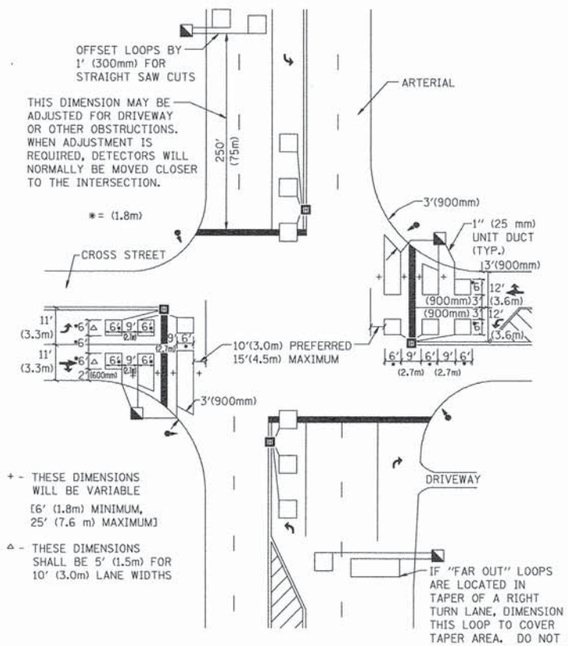
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME = 15566-DTLS-01 - TS-07	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — MAW	REVISED —
	PLOT SCALE =	DRAWN — ACAD	REVISED —
	PLOT DATE = 03-02-16	CHECKED — ACAD	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: | SHEET NO. 19 OF 19 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00185-00-RS	DUPAGE	19	19
	TS-07	CONTRACT NO. 61C78		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(659)		