

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	1
ILLINOIS		CONTRACT NO. 61A64		

INDEX OF SHEETS

09-19-14 LETTING ITEM 023

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

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

**F.A.P. ROUTE 0369 COUNTY HIGHWAY 33 (75th ST.)
75TH STREET AT PLAINFIELD-NAPERVILLE ROAD
SIGNAL MODERNIZATION AND NEW TURN LANES
SECTION 12-00168-09-SP
PROJECT HSIP-0043 (030)
DUPAGE COUNTY**

C-91-137-13



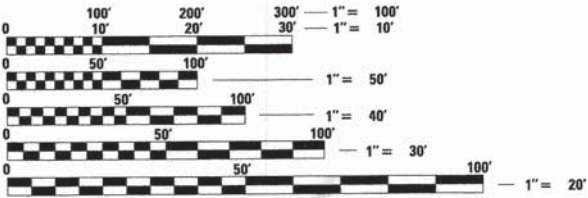
- 1 TITLE SHEET
- 2 GENERAL NOTES, STANDARDS
- 3-6 SUMMARY OF QUANTITIES
- 7-9 TYPICAL SECTIONS
- 10 SCHEDULE OF QUANTITIES
- 11-12 ALIGNMENT, TIES & BENCHMARKS
- 13-15 PLAN AND PROFILE
- 16-22 MAINTENANCE OF TRAFFIC
- 23 EROSION CONTROL
- 24-26 DRAINAGE AND UTILITY PLAN
- 27 REMOVAL PLAN
- 28 PAVEMENT MARKING AND LANDSCAPING PLAN
- 29-40 TRAFFIC SIGNAL PLANS
- 41 COUNTY DETAILS
- 42 DISTRICT ONE DETAIL - STORM SEWER CONNECTION TO EXISTING SEWER (BD-07)
- 43 DISTRICT ONE DETAIL - BUTT JOINT AND HMA TAPER (BD-32)
- 44 DISTRICT ONE DETAIL - TYPICAL PAVEMENT MARKINGS (TC-13)
- 45 DISTRICT ONE DETAIL - PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)
- 46 DISTRICT ONE DETAIL - DRIVEWAY ENTRANCE SIGNING (TC-20)
- 47 DISTRICT ONE DETAIL - DETECTOR LOOP INSTALLATION FOR ROADWAY RESURFACING (TS-07)
- 48 DISTRICT ONE DETAIL - TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
- 49 DISTRICT ONE DETAIL - TRAFFIC CONTROL AND PROTECTION AND TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
- 50-61 CROSS SECTIONS

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

DESIGN DESIGNATION

75th STREET - OTHER PRINCIPAL ARTERIAL
 DESIGN SPEED: 75th STREET = 50 MPH (50 MPH POSTED)
 PLAINFIELD-NAPERVILLE ROAD = 45 MPH (45 MPH POSTED)
 2014 ADT: 75th STREET 38,000 (WEST LEG), 43,000 (EAST LEG)
 PLAINFIELD-NAPERVILLE ROAD 31,000 (NORTH LEG), 34,000 (SOUTH LEG)

PROJECT LOCATED IN UNINCORPORATED DUPAGE COUNTY AND THE CITY OF NAPERVILLE

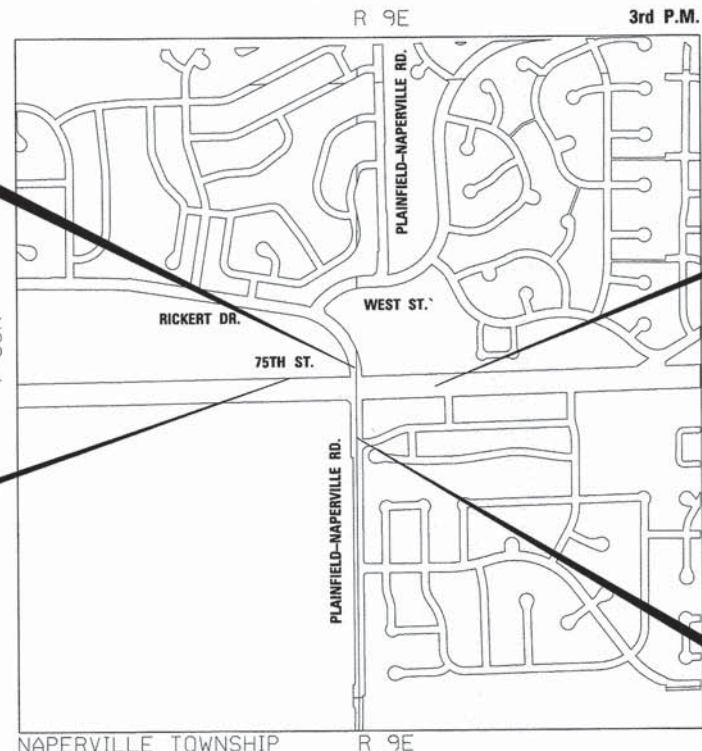


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

**PLAINFIELD-NAPERVILLE ROAD
IMPROVEMENT ENDS
STA 280 + 81.43**

**75th STREET
IMPROVEMENT BEGINS
STA 154 + 83.46**



LOCATION MAP

GROSS LENGTH OF 75th ST. = 1339.37 FT. = 0.254 MILES
 NET LENGTH OF 75th ST. = 1339.37 FT. = 0.254 MILES
 GROSS LENGTH OF PLAINFIELD-NAPERVILLE RD. = 637.37 FT = 0.121 MILES
 NET LENGTH OF PLAINFIELD-NAPERVILLE RD. = 637.37 FT = 0.121 MILES
 GROSS AND NET LENGTH OF PROJECT = 1977.07 FT = 0.374 MILES

**75th STREET
IMPROVEMENT ENDS
STA 168 + 22.13**

**PLAINFIELD-NAPERVILLE ROAD
IMPROVEMENT BEGINS
STA 274 + 43.73**



David G. Tworek
 DAVID G. TWOREK
 ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-043896
 MY LICENSE EXPIRES ON 11-30-15.
 DATE 7/23/14

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

APPROVED July 23 2014
Christopher C. Snyder P.E.
 DUPAGE COUNTY ENGINEER

PASSED July 23 2014
CTH
 DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
 BASED ON LIMITED
 REVIEW July 23, 2014
Debra F. Fritzsche
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 61A64

FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, P.E. - (847)-705-4021 SCHAUMBURG, IL

GENERAL NOTES

STATE STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-01	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-02	DEPRESSED CORNER FOR SIDEWALKS
424026-01	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
442101-07	CLASS B PATCHES
602016-02	CATCH BASIN, TYPE D
602401-03	MANHOLE, TYPE A
602601-03	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-03	FRAME AND LIDS, TYPE 1
604091-02	FRAME AND GRATE, TYPE 24
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-04	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-ROAD MOVING OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701422-06	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS >= 45 MPH TO 55 MPH
701426-06	LANE CLOSURE, MULTILANE, FOR SPEEDS >= 45 MPH TO 55 MPH
701427-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS <= 40 MPH
701431-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS >= 45 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERABLE MEDIAN
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDE CORNER OR CROSSWALK CLOSURE
701901-03	TRAFFIC CONTROL DEVICES
805001-01	HANDHOLES
814001-02	DOUBLE HANDHOLES
814006-02	TYPICAL PAVEMENT MARKINGS
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
877012-02	STEEL COMB. MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
878001-09	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

UTILITY CONTACT INFORMATION

UTILITY	CONTACT	PHONE NUMBER
AT&T	JANET AHERN	(630)-573-5450
COMED	JOE STACHO	(630)-576-7094
COMCAST	MARTHA GIERAS	(630)-600-6352
DUPAGE WATER COMMISSION	MICHAEL SCHWEIZER	(630)-834-0100
NICOR GAS	CONSTANCE LANE	(630)-388-2362
CITY OF NAPERVILLE	PATRICK SAMEK	(630)-420-6187

GENERAL NOTES

NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.

MAIL BOXES SHALL BE RELOCATED AS COORDINATED WITH THE LOCAL POSTAL AUTHORITY.

ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.

UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.

DURING CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED, AT HIS EXPENSE, TO HAVE AVAILABLE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST. IF NECESSARY, THE CONTRACTOR SHALL BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS.

ALL EXCESS MATERIAL (BROKEN CONCRETE, CULVERT PIPE, WASTE ROADWAY EXCAVATION, SURPLUS MATERIAL FROM SEWER TRENCHES, ETC.) SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES AND OBTAIN PERMISSION AND ALL NECESSARY PERMITS TO USE SUCH DUMP SITES. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

TREE REMOVAL, CLEARING, HEDGE REMOVAL

TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.

ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.

ALL CLEARING, REMOVAL OF BUSHES, HEDGES AND TREES UNDER SIX (6) INCHES IN DIAMETER WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

OVERHANGING LIMBS

OVERHANGING LIMBS ARE TO BE TRIMMED OR CUT OFF TO PROVIDE A MINIMUM VERTICAL CLEARANCE OF TWENTY (20) FEET FROM THE FINISHED SURFACE OF THE ROAD.

LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED TREE EXPERT AS STATED IN THESE SPECIAL PROVISIONS AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.

ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH.

ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.

THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR MOBILIZATION.

TOPSOIL

TOPSOIL SHALL BE PLACED TO A DEPTH OF SIX (6) INCHES AND BE MEASURED IN SQUARE YARDS.

THE CROSS SECTIONS INDICATE THE FINISHED GRADE OF TOPSOIL.

TOPSOIL SHALL NOT BE STOCKPILED WITHIN THE LIMITS OF CONSTRUCTION; THE LOCATIONS OF TOPSOIL STOCKPILES WITHIN THE RIGHT-OF-WAY MUST BE APPROVED BY THE ENGINEER.

ROADWAY EXCAVATION

ALL EXISTING CULVERTS, STORM SEWERS, OR DRAINAGE STRUCTURES MARKED FOR REMOVAL ON THE PLANS OR DESIGNATED IN THE FIELD BY THE ENGINEER TO BE REMOVED SHALL BE REMOVED AND ANY EXCAVATION SHALL BE BACKFILLED WITH A GRANULAR MATERIAL MEETING THE SPECIFICATIONS FOR FA-1 OR FA-2. THE COST OF ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR STORM SEWER OR PIPE CULVERT UNLESS PAID FOR AS A SPECIFIC ITEM.

ALL EXISTING GRANULAR AND ASPHALT MATERIALS TO BE REMOVED AND NOT PAID AS A SPECIFIC ITEM SHALL BE CONSIDERED EARTH EXCAVATION AND WILL BE PAID FOR AT THE UNIT PRICE FOR EARTH EXCAVATION. THE CONTRACTOR WILL HAVE THE OPTION OF REMOVING THE EXISTING ASPHALT MATERIAL BY GRINDING OR EXCAVATING THE MATERIAL. IF THE ASPHALT MATERIAL IS REMOVED BY EXCAVATION, IT MAY NOT BE USED IN EMBANKMENT AREAS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER. ASPHALT MATERIAL REMOVED BY GRINDING MAY BE USED AS EMBANKMENT MATERIAL. NO ASPHALT MATERIAL SHALL BE REMOVED IN AREAS TO BE USED FOR TEMPORARY ROADWAY.

THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE OR EXISTING PAVEMENT, NOT SCHEDULED TO BE REMOVED, WITH LOADED SCRAPERS OR TRACK EQUIPMENT.

ALL EMBANKMENTS AND SUB-GRADE SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING AGGREGATE SUBGRADE OR SUB-BASE GRANULAR MATERIAL.

ALL EXISTING DOMESTIC BUFFALO BOXES ARE TO BE ADJUSTED BY THE CONTRACTOR. THE COST OF THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

STORM SEWERS, STRUCTURES, UTILITIES

THE STATION / OFFSET / ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR THE STRUCTURES TO SET THE FRAME AND GRATES IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE; ELEVATION INDICATES RIM GRADES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS, WATERMANS, AND STREET LIGHTS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT, RELOCATION, OR EXTENSION OF THE UTILITY INVOLVED.

THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE AND ARE PROVIDED BY THE OWNERS. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNER OF THE UTILITY.

EMBANKMENTS SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER PRIOR TO EXCAVATION FOR STORM SEWER.

THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE STORM SEWER BEING CONNECTED.

MANHOLES AND CATCH BASINS TYPE A WHERE THE DIFFERENCE BETWEEN THE RIM ELEVATION AND INVERT ELEVATION IS LESS THAN SIX (6) FEET, SHALL BE CONSTRUCTED WITH FLAT TOPS.

ALL ADJUSTMENTS OR RECONSTRUCTIONS SHALL INCLUDE THE REMOVAL AND REPLACEMENT, AT THE CONTRACTOR'S EXPENSE, OF ALL UNSUITABLE TWO (2) FOOT INSIDE DIAMETER ADJUSTING RINGS.

ADJUSTMENT OF STRUCTURES MAINTAINED BY OTHER AGENCIES SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY MAINTAINING THE SYSTEM OF THE STRUCTURE INVOLVED.

ALL MANHOLES AND INLETS SHALL HAVE Poured INVERTS. THE COST OF INVERTS SHALL BE INCLUDED IN THE COST OF THE STRUCTURE.

ALL AGRICULTURAL FIELD TILES ENCOUNTERED SHALL BE CAREFULLY PRESERVED AND CONNECTED TO PROPOSED DRAINAGE STRUCTURES, SEWERS, OR DITCHES, AS DIRECTED BY THE ENGINEER; THIS WORK WILL BE PAID FOR AT THE APPLICABLE CONTRACT UNIT PRICE OR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

SEWER OR CULVERT TRENCHES CROSSING TRAFFIC LANES SHALL BE TEMPORARILY PATCHED WITH FOUR (4) INCHES HOT-MIX ASPHALT BINDER COURSE; THE COST OF THE HOT-MIX ASPHALT BINDER COURSE WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE SEWER OR CULVERT. THIS PRICE SHALL INCLUDE THE COST OF MAINTAINING THE PATCH TO THE SATISFACTION OF THE ENGINEER.

STORM SEWER, WATER MAIN REQUIREMENTS IS TO BE USED AT LOCATIONS WHERE:

- HORIZONTAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10- FEET AND THE WATER MAIN INVERT IS LESS THAN 18-INCHES ABOVE THE STORM SEWER CROWN;
- OR WHEN WATER MAIN CROSSES OVER STORM SEWER AND THE WATER MAIN INVERT IS LESS THAN 18-INCHES ABOVE THE STORM SEWER CROWN;
- OR WHEN WATER MAIN CROSSES UNDER STORM SEWER AND THE WATER MAIN CROWN IS LESS THAN 18-INCHES UNDER THE STORM SEWER THE STORM SEWER SHALL BE ENCASED IN WATER MAIN QUALITY PIPE.

HOT-MIX ASPHALT SURFACE COURSE, AND BINDER COURSE

HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, AGGREGATE BASE COURSE, AND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.

SAWCUT CONSTRUCTION JOINTS SHALL BE PROVIDED AT PAVED COMMERCIAL OR PRIVATE ENTRANCES AND AT ALL SIDE ROADS. THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT PAVEMENT ITEMS.

THE MAXIMUM COMPACTED THICKNESS OF ANY LIFT OF HOT-MIX ASPHALT BINDER OR SURFACE COURSE SHALL BE 2.5 INCHES.

THE MAXIMUM COMPACTED THICKNESS OF A LIFT OF BASE COURSE WILL BE FOUR (4) INCHES UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN BACKFILLED TO THE SATISFACTION OF THE ENGINEER.

THE UNIT PRICES FOR ITEMS USED TO CONSTRUCT TEMPORARY PAVEMENT OR ACCESS ROADS SHALL INCLUDE ALL EQUIPMENT, LABOR AND MATERIAL REQUIRED TO PLACE, REMOVE, AND DISPOSE OF THE TEMPORARY PAVEMENT OR ACCESS ROAD.

TRENCH BACKFILL

WHERE TRENCH BACKFILL IS REQUIRED, THE MATERIAL USED SHALL BE COMPACTED AS SPECIFIED IN ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS USING METHOD ONE.

SUMMARY OF QUANTITIES

PAY CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				HSIP FUND	MFT FUND	MFT FUND
				90% FED 20% LOCAL	100% COUNTY	100% COUNTY
				SAFETY	TRAFFIC SIGNALS	ROADWAY
				0021	0021	0005
				WIDENING	SIGNALS	RESURFACING
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	6	6	0	0
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	68	68	0	0
20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	68	68	0	0
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	68	68	0	0
20200100	EARTH EXCAVATION	CU YD	1114	1114	0	0
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	581	581	0	0
20800150	TRENCH BACKFILL	CU YD	91	91	0	0
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	3636	3636	0	0
21301052	EXPLORATION TRENCH 52" DEPTH	FOOT	20	20	0	0
25000210	SEEDING, CLASS 2A	ACRE	0.76	0.76	0	0
25100630	EROSION CONTROL BLANKET	SQ YD	3636	3636	0	0
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	76	76	0	0
28000305	TEMPORARY DITCH CHECKS	FOOT	30	30	0	0
28000400	PERIMETER EROSION BARRIER	FOOT	541	541	0	0
28000510	INLET FILTERS	EACH	22	22	0	0
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	3569	3569	0	0
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	95	95	0	0
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	392	392	0	0
35300400	PORTLAND CEMENT CONCRETE BASE COURSE 9"	SQ YD	2320	2320	0	0
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	234	234	0	0
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	15	15	0	0
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	701	0	0	701
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	640	0	0	640
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	355	355	0	0
40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	292	292	0	0
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	227	227	0	0
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	1534	310	0	1224
42101300	PROTECTIVE COAT	SQ YD	2320	2320	0	0
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	854	854	0	0

* INDICATES SPECIALTY ITEM

FILE NAME =	USER NAME = hwsas	DESIGNED -	REVISED -
D:\Engineering\Projects\CH 33 75th Street\12-00168-09-SP 75th at Plainfield-Naperville\DRAWN\01120016809SP-SHT-zht_Summary.DWG		CHECKED -	REVISED -
Default	PLOT SCALE = 20.0000 "/ in.	DATE -	REVISED -
	PLOT DATE = 7/16/2014		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
75TH STREET**

SCALE: N/A SHEET 10F 4 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	3
CONTRACT NO. 61A64			ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES

PAY CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				HSIP FUND	MFT FUND	MFT FUND	
				90% FED 20% LOCAL	100% COUNTY	100% COUNTY	
				SAFETY	TRAFFIC SIGNALS	ROADWAY	
				0021	0021	0005	
				WIDENING	SIGNALS	RESURFACING	
42400800	DETECTABLE WARNINGS	SQ FT	104		104	0	0
44000100	PAVEMENT REMOVAL	SQ YD	123		123	0	0
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	14835		14835	0	0
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	596		596	0	0
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2198		2198	0	0
44000600	SIDEWALK REMOVAL	SQ FT	394		394	0	0
44003100	MEDIAN REMOVAL	SQ FT	1570		1570	0	0
44004250	PAVED SHOULDER REMOVAL	SQ YD	488		488	0	0
44200956	CLASS B PATCHES, TYPE II, 9 INCH	SQ YD	40		40	0	0
44201827	CLASS D PATCHES, TYPE II, 15 INCH	SQ YD	40		40	0	0
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	2505		2505	0	0
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	53		53	0	0
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2		2	0	0
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	750		750	0	0
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	8		8	0	0
60219540	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1		1	0	0
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	13		13	0	0
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1534		1534	0	0
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1240		1240	0	0
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	500		500	0	0
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5		5	0	0
67100100	MOBILIZATION	L SUM	1		1	0	0
70300100	SHORT TERM PAVEMENT MARKING	FOOT	6269		6269	0	0
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	546		546	0	0
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1905		1317.5	0	587.5
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3933		3933	0	0
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	581		581	0	0
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	87		87	0	0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1936		1936	0	0

• INDICATES SPECIALTY ITEM

FILE NAME =	USER NAME = hwses	DESIGNED -	REVISED -
Q:\Engineering\Projects\CH 33 75th Street	12-00168-09-SP 75th at Plainfield-Naperville	DRAWN -	REVISION -
Default	PLOT SCALE = 20,0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/16/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
75TH STREET

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	4
SCALE: N/A			SHEET 20F 4 SHEETS STA. TO STA.	
ILLINOIS FED. AID PROJECT				

CONTRACT NO. 61A64

SUMMARY OF QUANTITIES

PAY CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				HSIP FUND	MFT FUND	MFT FUND	
				90% FED 20% LOCAL	100% COUNTY	100% COUNTY	
				SAFETY	TRAFFIC SIGNALS	ROADWAY	
				0021	0021	0005	
				WIDENING	SIGNALS	RESURFACING	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	546		546	0	0
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4649		4649	0	0
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3933		3933	0	0
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	581		581	0	0
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	208		208	0	0
* 80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1		0	1	0
* 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	30		0	30	0
* 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	19		0	19	0
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		0	1	0
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	250		0	250	0
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1820		0	1820	0
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	905		0	905	0
* 87703020	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 58 FT.	EACH	1		0	1	0
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8		0	8	0
* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	15		0	15	0
* 87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21		0	21	0
* 87900200	DRILL EXISTING HANDHOLE	EACH	4		0	4	0
* 88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2		0	2	0
* 88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4		0	4	0
* 88102825	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	6		0	6	0
* 88102845	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	1		0	1	0
* 88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	4		0	4	0
* 88600100	DETECTOR LOOP, TYPE I	FOOT	1032		0	1032	0
* 88700090	CONFIRMATION BEACON	EACH	2		0	2	0
* 88700200	LIGHT DETECTOR	EACH	2		0	2	0
* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1		0	1	0
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	8		0	8	0
* 89500100	RELOCATE EXISTING SIGNAL HEAD	EACH	4		0	4	0
* 89501150	RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	2		0	2	0

* INDICATES SPECIALTY ITEM

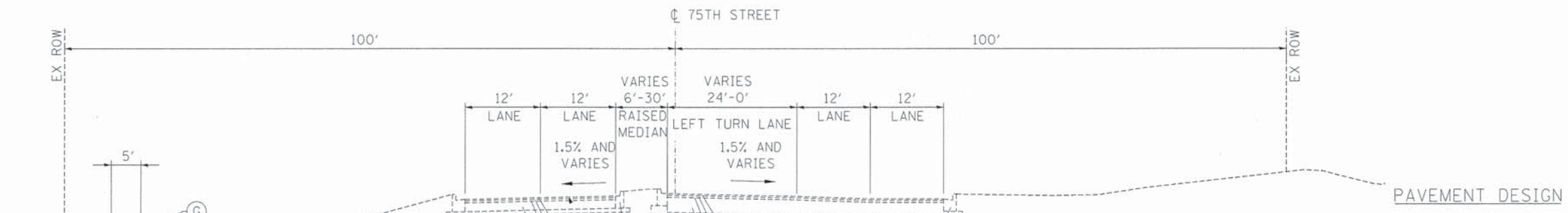
SUMMARY OF QUANTITIES

PAY CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				HSIP FUND	MFT FUND	MFT FUND
				90% FED 20% LOCAL	100% COUNTY	100% COUNTY
				SAFETY	TRAFFIC SIGNALS	ROADWAY
				0021	0021	0005
				WIDENING	SIGNALS	RESURFACING
* 89501300	RELOCATE EXISTING MAST ARM ASSEMBLY AND POLE	EACH	1	0	1	0
* 89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	677	0	677	0
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	0	1	0
* 89502378	REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE	EACH	2	0	2	0
* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	4	0	4	0
* X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	250	0	250	0
X3550015	HOT-MIX ASPHALT BASE COURSE, (VARIABLE DEPTH)	TON	30	0	0	30
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	17543	17543	0	0
* X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	1	1	0	0
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	0	0
X7015005	CHANGEABLE MESSAGE SIGN	WEEK	8	8	0	0
* X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	122	34	0	88
* X8140115	HANDHOLE TO BE ADJUSTED	EACH	4	0	4	0
* X8140215	HEAVY-DUTY HANDHOLE TO BE ADJUSTED	EACH	2	0	2	0
XX003437	REMOVE AND REINSTALL EXISTING PRECAST REINFORCED CONCRETE FLARED END SECTION	EACH	1	1	0	0
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	0	0
Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	1	1	0	0
Δ Z0076600	TRAINEES	HOUR	500	500	0	0
Δ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500	0	0

Δ 0042

* INDICATES SPECIALTY ITEM

FILE NAME =	USER NAME = hwsas	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES 75TH STREET			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D:\Engineering\Projects\CH 33 75th Street	\\12-00168-09-SP 75th at Plainfield-Naperville	DRAWN -	REVISED -					0369	12-00168-09-SP	DUPAGE	61	6
Default	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -					SCALE: N/A SHEET 40F 4 SHEETS STA. TO STA.			CONTRACT NO. 61A64	
	PLOT DATE = 7/16/2014	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				



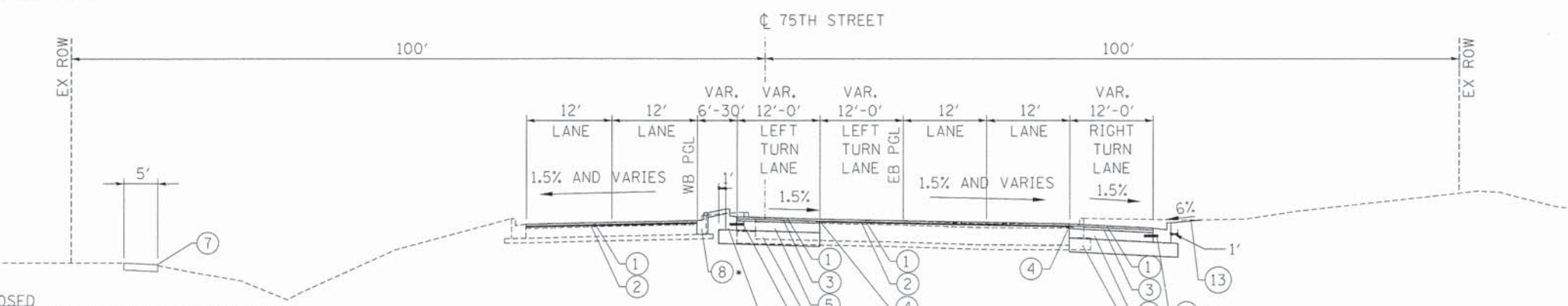
- EXISTING**
- (A) 1 1/2" HOT MIX ASPHALT SURFACE COURSE
 - (B) 2" HOT MIX ASPHALT BINDER COURSE
 - (C) 2 1/2" HOT MIX ASPHALT SURFACE REMOVAL
 - (D) 9" P.C.C. BASE COURSE/PAVEMENT
 - (E) 15" AND VARIES BITUMINOUS BASE COURSE
 - (F) 4" & VARIES SUB-BASE GRANULAR MATERIAL TY. B
 - (G) P.C.C. SIDEWALK 5"
 - (H) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
 - (I) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - (J) BITUMINOUS SHOULDER
 - (K) LANDSCAPED / HMA MEDIAN
 - (L) EXISTING GROUND LINE
 - (M) MULTI-USE PATH

EXISTING TYPICAL SECTION, 75TH STREET

WEST OF PLAINFIELD-NAPERVILLE ROAD / RICKERT DRIVE
 STA. 154+83.46 TO STA. 161+59.74
 • EXISTING CURB AND GUTTER
 FROM STA. 160+53.11 TO STA. 161+19.59 LT
 FROM STA. 158+27.81 TO STA. 161+15.85 RT

ITEM	75TH STREET	
	FLEXIBLE	COMPOSITE
DESIGN TYPE	FLEXIBLE	COMPOSITE
STRUCTURAL DESIGN TRAFFIC (20 YEARS)	43,000	43,000
ROAD CLASSIFICATION	I	I
PASSENGER CARS	40,850	40,850
SINGLE UNITS	1,290	1,290
MULTIPLE UNITS	860	860
TRAFFIC FACTOR	7.1	7.1
DESIGN THICKNESS	1.5+2+9	1.5+2+9

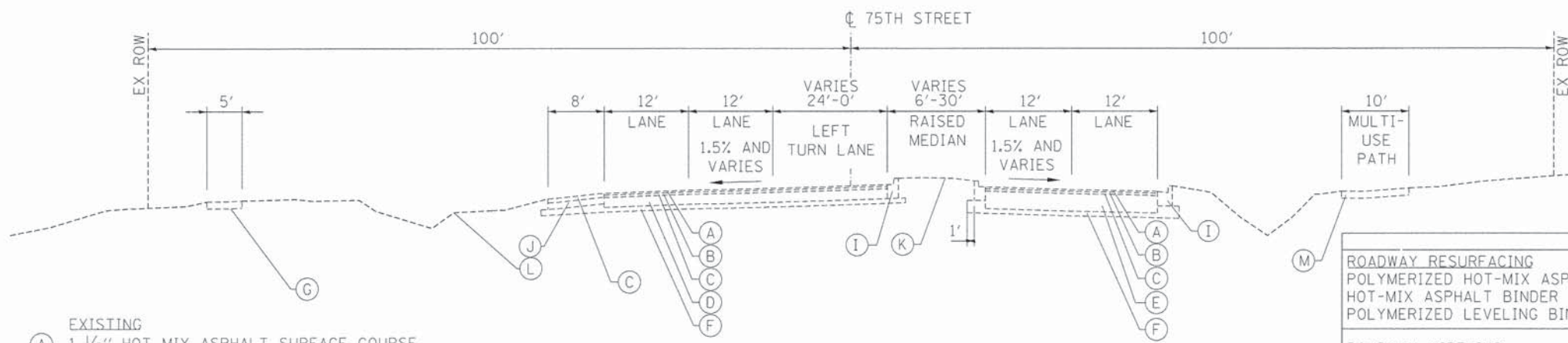
THICKNESS = (HMA SURF + HMA BINDER + PCC BASE COURSE)



- PROPOSED**
- (1) 1 3/4" HOT MIX ASPHALT SURFACE COURSE
 - (2) 3/4" HOT MIX ASPHALT LEVELING BINDER COURSE
 - (3) 1 3/4" HOT MIX ASPHALT BINDER COURSE
 - (4) STRIP REFLECTIVE CRACK CONTROL TREATMENT TYP.
 - (5) 9" P.C.C. BASE COURSE/PAVEMENT
 - (6) 12" AGGREGATE SUB-BASE
 - (7) P.C.C. SIDEWALK 5"
 - (8) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
 - (9) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - (10) BITUMINOUS SHOULDER
 - (11) LANDSCAPED / HMA MEDIAN
 - (12) MULTI-USE PATH
 - (13) 6" TOPSOIL, SEEDING CLASS 2A
 - (14) DOWEL BAR

PROPOSED TYPICAL SECTION, 75TH STREET

WEST OF PLAINFIELD-NAPERVILLE ROAD / RICKERT DRIVE
 STA. 154+83.46 TO STA. 161+59.74
 • PROPOSED BITUMINOUS SHOULDER
 FROM STA. 154+83.46 TO STA. 160+53.11 LT
 FROM STA. 154+83.46 TO STA. 156+03.46 RT



- EXISTING**
- (A) 1 1/2" HOT MIX ASPHALT SURFACE COURSE
 - (B) 2" HOT MIX ASPHALT BINDER COURSE
 - (C) 2 1/2" HOT MIX ASPHALT SURFACE REMOVAL
 - (D) 9" P.C.C. BASE COURSE/PAVEMENT
 - (E) 15" AND VARIES BITUMINOUS BASE COURSE
 - (F) 4" & VARIES SUB-BASE GRANULAR MATERIAL TY. B
 - (G) P.C.C. SIDEWALK 5"
 - (H) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
 - (I) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - (J) BITUMINOUS SHOULDER
 - (K) LANDSCAPED / HMA MEDIAN
 - (L) EXISTING GROUND LINE
 - (M) MULTI-USE PATH

EXISTING TYPICAL SECTION, 75TH STREET

EAST OF PLAINFIELD-NAPERVILLE ROAD / RICKERT DRIVE
 STA. 161+59.74 TO STA. 168+22.13

* EXISTING CURB AND GUTTER

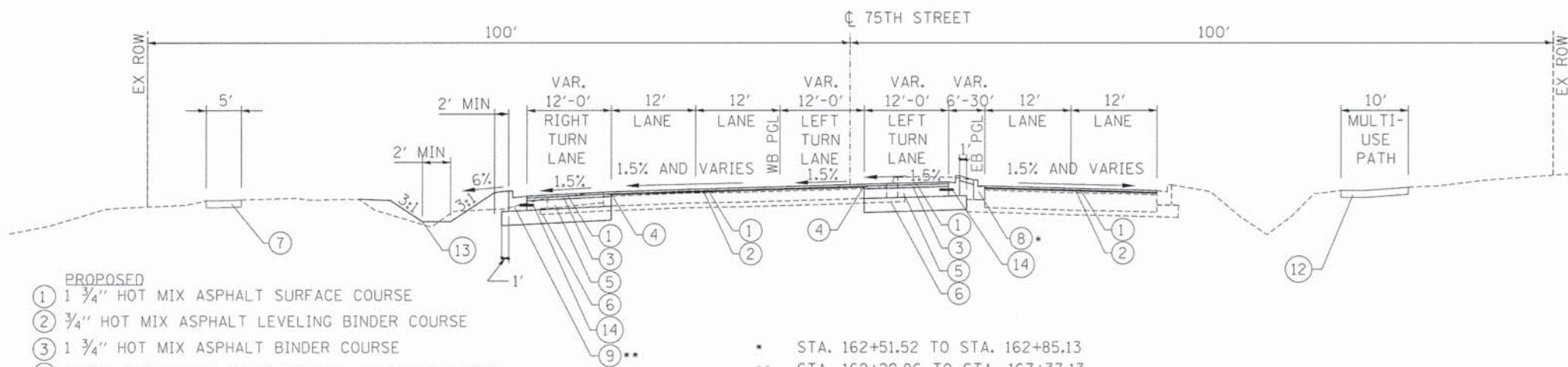
FROM STA. 162+05.91 TO STA. 162+55.66 LT
 FROM STA. 162+09.57 TO STA. 164+18.49 RT

HMA MIXTURE REQUIREMENTS CHART

ITEM	VOIDS	THICKNESS
ROADWAY RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	4% @ 90 GYR.	1 3/4"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	4% @ 90 GYR.	2 1/4"
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.	3/4" & VAR.
ROADWAY WIDENING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	4% @ 90 GYR.	1 3/4"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	4% @ 90 GYR.	2 1/4"
DRIVEWAYS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	4% @ 50 GYR.	2"
HOT-MIX ASPHALT BASE COURSE	4% @ 50 GYR.	6" (2 LIFTS) P.E. 8" (3 LIFTS) C.E.
HOT-MIX ASPHALT MEDIAN		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	4% @ 50 GYR.	1 1/2"
HOT-MIX ASPHALT BASE COURSE	4% @ 50 GYR.	3"
PATCHING		
CLASS D PATCHES, TYPE II, IL-19.0	4% @ 50 GYR.	15" (5 LIFTS)
BIKEPATH		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	4% @ 50 GYR.	2"
HOT-MIX ASPHALT BINDER COURSE, IL-19, N50	4% @ 50 GYR.	2 1/4"

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE BDE SPECIAL PROVISIONS.



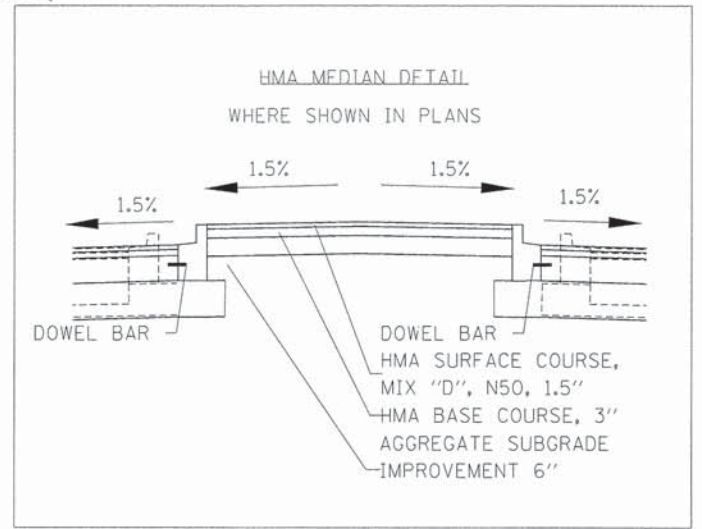
- PROPOSED**
- (1) 1 3/4" HOT MIX ASPHALT SURFACE COURSE
 - (2) 3/4" HOT MIX ASPHALT LEVELING BINDER COURSE
 - (3) 1 3/4" HOT MIX ASPHALT BINDER COURSE
 - (4) STRIP REFLECTIVE CRACK CONTROL TREATMENT TYP.
 - (5) 9" P.C.C. BASE COURSE/PAVEMENT
 - (6) 12" AGGREGATE SUB-BASE
 - (7) P.C.C. SIDEWALK 5"
 - (8) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
 - (9) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - (10) BITUMINOUS SHOULDER
 - (11) LANDSCAPED / HMA MEDIAN
 - (12) MULTI-USE PATH
 - (13) 6" TOPSOIL, SEEDING CLASS 2A
 - (14) DOWEL BAR

PROPOSED TYPICAL SECTION, 75TH STREET

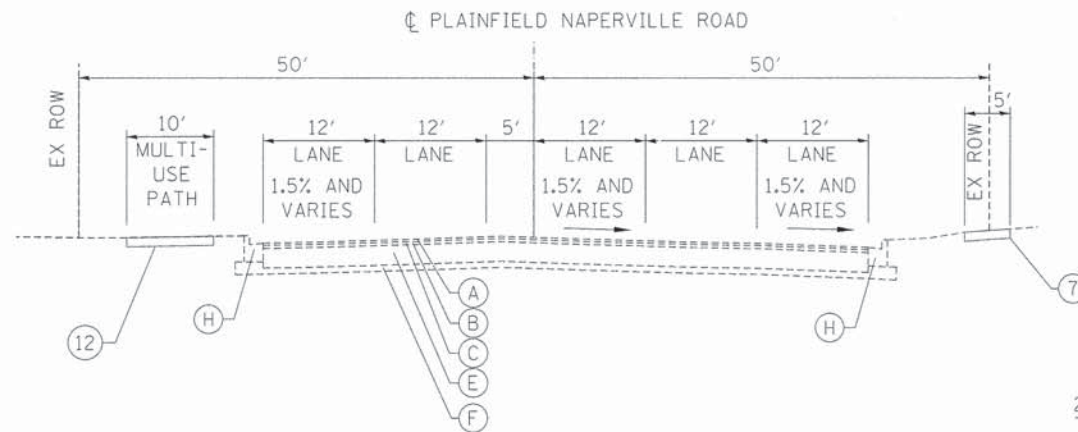
EAST OF PLAINFIELD-NAPERVILLE ROAD / RICKERT DRIVE
 STA. 161+59.74 TO STA. 168+22.13

* PROPOSED BITUMINOUS SHOULDER

FROM STA. 167+37.13 TO STA. 168+22.13 LT
 FROM STA. 164+18.73 TO STA. 168+22.13 RT

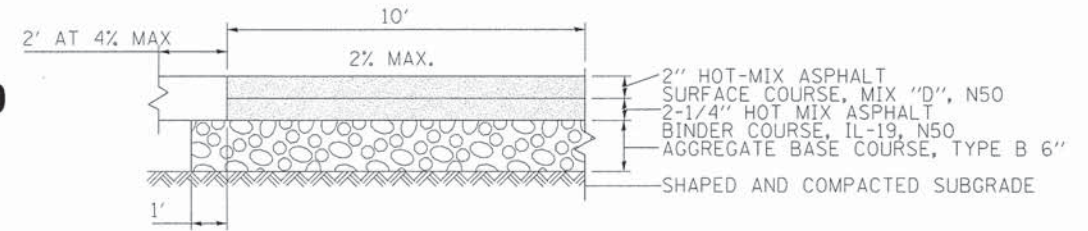


NOTE: DOWEL BARS ARE TO BE NO. 6 SPACED AT 24" INTERVALS. DOWEL BARS ARE TO BE DRILLED AND GROUTED. THIS IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PCC BASE COURSE 9", PCC BASE COURSE WIDENING 9", CURB TYPE B, OR COMBINATION CURB AND GUTTER.

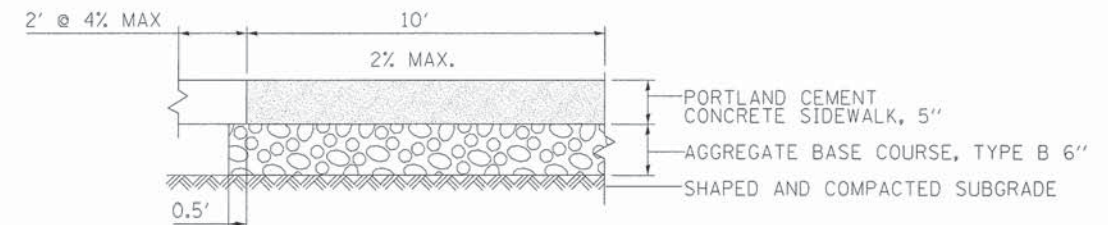


EXISTING TYPICAL SECTION, PLAINFIELD-NAPERVILLE ROAD

PLAINFIELD-NAPERVILLE ROAD / RICKERT DRIVE
STA. 274+43.73 TO STA. 280+81.43

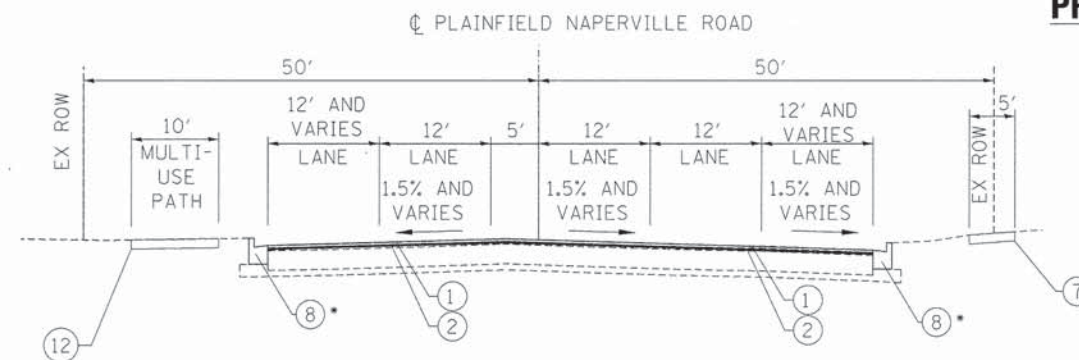
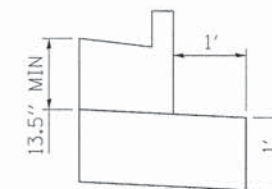


PROPOSED MULTI-USE TRAIL, BITUMINOUS



PROPOSED MULTI-USE TRAIL, CONCRETE

CONCRETE C. & G. TY. B-6.24 & B-6.12



PROPOSED TYPICAL SECTION, PLAINFIELD-NAPERVILLE ROAD

PLAINFIELD-NAPERVILLE ROAD / RICKERT DRIVE
STA. 278+98.00 TO STA. 279+00.00 LT
FROM STA. 280+04.00 TO STA. 280+81.43 RT

* PROPOSED CURB AND GUTTER

FROM STA. 278+98.00 TO STA. 279+00.00 LT
FROM STA. 280+04.00 TO STA. 280+81.43 RT

- EXISTING**
- (A) 1 1/2" HOT MIX ASPHALT SURFACE COURSE
 - (B) 2" HOT MIX ASPHALT BINDER COURSE
 - (C) 2 1/2" HOT MIX ASPHALT SURFACE REMOVAL
 - (D) 9" P.C.C. BASE COURSE/PAVEMENT
 - (E) 13" BITUMINOUS BASE COURSE
 - (F) 4" & VARIES SUB-BASE GRANULAR MATERIAL TY. B
 - (G) P.C.C. SIDEWALK 5"
 - (H) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
 - (I) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - (J) BITUMINOUS SHOULDER
 - (K) LANDSCAPED / HMA MEDIAN
 - (L) EXISTING GROUND LINE
 - (M) MULTI-USE PATH

- PROPOSED**
- (1) 1 3/4" HOT MIX ASPHALT SURFACE COURSE
 - (2) 3/4" HOT MIX ASPHALT LEVELING BINDER COURSE
 - (3) 1 3/4" HOT MIX ASPHALT BINDER COURSE
 - (4) STRIP REFLECTIVE CRACK CONTROL TREATMENT TYP.
 - (5) 9" P.C.C. BASE COURSE/PAVEMENT
 - (6) 12" AGGREGATE SUB-BASE
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 - (8) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
 - (9) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - (10) BITUMINOUS SHOULDER
 - (11) LANDSCAPED / HMA MEDIAN
 - (12) MULTI-USE PATH
 - (13) 6" TOPSOIL, SEEDING CLASS 2A
 - (14) DOWEL BAR

FILE NAME : D:\Engineering\Projects\CH 33 75th Street	USER NAME : hvasas 12-00168-09-SP 75th at Plainfield-Naperville	DESIGNED - DRAWING NO. 120016809SP-SHT-typical3.dgn	REVISED -	DUPAGE COUNTY DIVISION OF TRANSPORTATION	TYPICAL SECTIONS PLAINFIELD-NAPERVILLE ROAD			F.A. RTE. 0369	SECTION 12-00168-09-SP	COUNTY DUPAGE	TOTAL SHEETS 61	SHEET NO. 9
PLOT SCALE = 10.0000' / in.	CHECKED -	REVISI	REVISI		SCALE: NTS SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 61A64				
PLOT DATE = 7/15/2014	DATE -	REVISI	REVISI		ILLINOIS FED. AID PROJECT							

EXIST. CURVE P N1
 PI STA. = 281+04.50
 $\Delta = 12^\circ 11' 07''$ (LT)
 $D = 13^\circ 04' 09''$
 $R = 438.40'$
 $T = 46.79'$
 $L = 93.24'$
 $E = 2.49'$
 P.C. STA. = 280+57.70
 P.T. STA. = 281+50.94

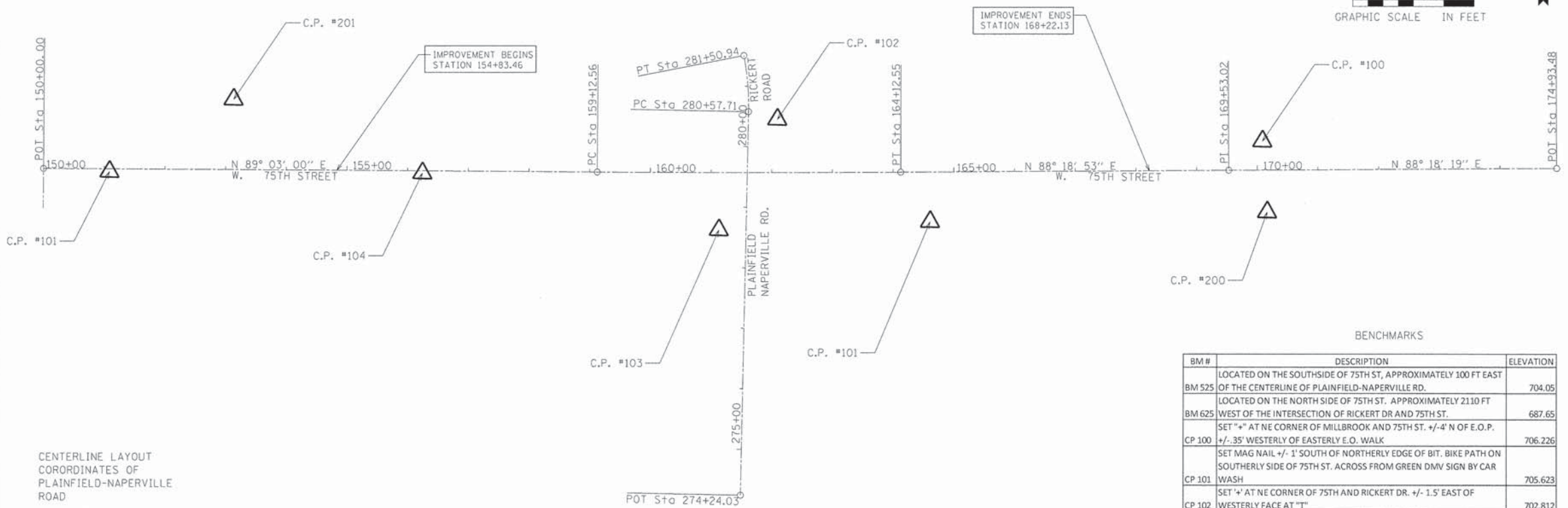
EXIST. CURVE CUR2
 PI STA. = 161+62.56
 $\Delta = 0^\circ 44' 07''$ (LT)
 $D = 0^\circ 08' 49''$
 $R = 38,956.26'$
 $T = 250.00'$
 $L = 499.99'$
 $E = 0.80'$
 P.C. STA. = 159+12.56
 P.T. STA. = 164+12.55

CENTERLINE LAYOUT
 COORDINATES
 75TH STREET

STATION	NORTHING	EASTING
150+00	1850633.97	1028422.89
150+50	1851633.57	1028945.37
151+00	1851633.17	1028995.37
151+50	1851632.77	1029045.37
152+00	1851632.36	1029095.37
152+50	1851631.96	1029145.37
153+00	1851631.56	1029195.37
153+50	1851631.15	1029245.37
154+00	1851631.56	1029195.37
154+50	1851630.75	1029295.36
155+00	1851629.94	1029395.36
155+50	1851629.54	1029445.36
156+00	1851629.14	1029495.36
156+50	1851628.73	1029545.36
157+00	1851628.33	1029595.35
157+50	1851627.93	1029645.35
158+00	1851627.52	1029695.35
158+50	1851627.12	1029745.35
159+00	1851626.72	1029795.35
159+50	1851626.31	1029845.35
160+00	1851626.01	1029895.34
160+50	1851625.75	1029945.34
161+00	1851625.56	1029995.34
161+50	1851625.43	1030045.35
162+00	1851625.36	1030095.35
162+50	1851625.36	1030145.35
163+00	1851625.42	1030195.35
163+50	1851625.54	1030245.35
164+00	1851625.73	1030295.36
164+50	1851625.97	1030345.36
165+00	1851626.21	1030395.36
165+50	1851626.45	1030445.37
166+00	1851626.69	1030495.37
166+50	1851626.92	1030545.37
167+00	1851627.16	1030595.38
167+50	1851627.40	1030645.38
168+00	1851627.64	1030695.38
168+50	1851627.88	1030745.39
169+00	1851628.12	1030795.39
169+50	1851628.36	1030845.39
170+00	1851628.59	1030895.40
170+50	1851628.83	1030945.40
171+00	1851629.07	1030995.41
171+50	1851629.31	1031045.41
172+00	1851629.55	1031095.41
172+50	1851629.79	1031145.42
173+00	1851630.02	1031195.42
173+50	1851630.33	1031245.42
174+00	1851630.57	1031295.43
174+50	1851630.82	1031345.43

CENTERLINE LAYOUT
 COORDINATES
 PLAINFIELD-NAPERVILLE
 ROAD

STATION	NORTHING	EASTING
274+50	1851118.28	1030044.22
275+00	1851168.27	1030045.29
275+50	1851218.26	1030046.36
276+00	1851268.25	1030047.43
276+50	1851318.23	1030048.51
277+00	1851368.22	1030049.58
277+50	1851418.21	1030050.65
278+00	1851468.20	1030051.72
278+50	1851518.19	1030052.79
279+00	1851568.18	1030053.86
279+50	1851618.16	1030054.94
280+00	1851668.24	1030052.19
280+50	1851718.14	1030057.01
281+00	1851768.17	1030056.11
281+50	1851818.33	1030049.40



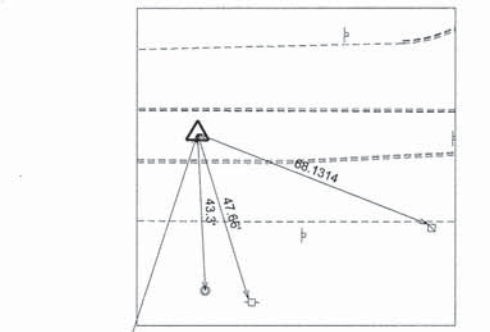
BENCHMARKS

BM #	DESCRIPTION	ELEVATION
BM 525	LOCATED ON THE SOUTHSIDE OF 75TH ST, APPROXIMATELY 100 FT EAST OF THE CENTERLINE OF PLAINFIELD-NAPERVILLE RD.	704.05
BM 625	LOCATED ON THE NORTH SIDE OF 75TH ST, APPROXIMATELY 2110 FT WEST OF THE INTERSECTION OF RICKERT DR AND 75TH ST.	687.65
CP 100	SET "A" AT NE CORNER OF MILLBROOK AND 75TH ST. +/- 4' N OF E.O.P. +/- .35' WESTERLY OF EASTERLY E.O. WALK	706.226
CP 101	SET MAG NAIL +/- 1' SOUTH OF NORTHERLY EDGE OF BIT. BIKE PATH ON SOUTHERLY SIDE OF 75TH ST. ACROSS FROM GREEN DMV SIGN BY CAR WASH	705.623
CP 102	SET "A" AT NE CORNER OF 75TH AND RICKERT DR. +/- 1.5' EAST OF WESTERLY FACE AT "T"	702.812
CP 103	SET MAG AT SOUTHWEST CORNER OF 75TH AND NAPERVILLE-PLAINFIELD ROAD; +/- 2' EASTERLY OF WESTERLY EDGE OF BIT. PATH AND +/- 13' SOUTHERLY OF TRAFFIC SIGNAL	703.386
CP 104	SET 5/8" IRON ROD IN GRASS MEDIAN +/- 11' SOUTH OF NORTHERLY BACK OF CURB +/- 500' WESTERLY OF 75TH AND RICKERT DR. AND 55' WEST OF A "DOWNTOWN NAPERVILLE" SIGN	699.378
CP 105	SET 5/8" IRON ROD IN GRASS MEDIAN +/- 12' SOUTH OF NORTHERLY BACK OF CURB +/- 50' WESTERLY OF THE EASTERLY POINT OF CURVATURE OF THE ENTRANCE TO THE "TOWN SQUARE" STRIP MALL +/- 1000' WEST OF 75TH AND RICKERT.	689.925
CP 200	CUT SQUARE ON NORTHERLY SIDE OF A CONCRETE TRAFFIC SIGNAL BASE AT THE SOUTHEAST CORNER OF MILLBROOK AND 75TH STREET	706.447
CP 201	CUT SQUARE ON SOUTHERLY SIDE OF A CONCRETE BASE FOR A LIGHT ON THE NORTHERLY SIDE OF 75TH STREET AT THE EDGE OF A PARKING LOT FOR ANYTIME FITNESS	690.761

CONTROL POINT LOCATIONS

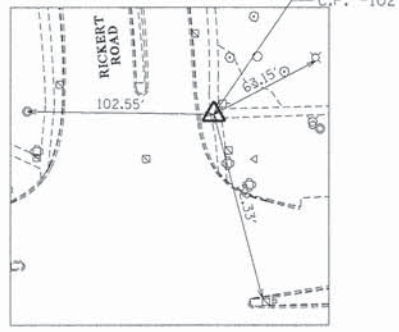
C.P. #	NORTHING	EASTING	ELEVATION	DESCRIPTION
100	1850737.731	1030416.078	706.226	103-CUT X
101	1850592.214	1029871.826	705.623	103-SET NAIL
102	1850754.808	1029616.225	702.812	103-CUT X
103	1850570.314	1029524.253	703.386	103-SET NAIL
104	1850652.444	1029033.723	699.378	103-SET NAIL
105	1850643.236	1028518.014	689.925	103-SET IR
200	1850621.145	1030426.614	706.447	103-CUT BOX
201	1850767.039	1028719.726	690.761	103-CUT BOX

DATUM: NAVD 88



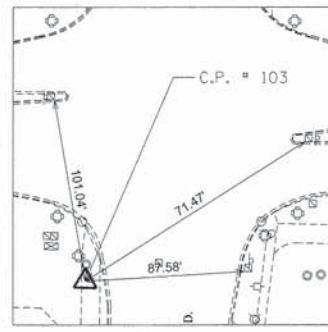
CONTROL POINT #104

SET 5/8" IRON ROD IN GRASS MEDIAN
 STA. 156+24.53, 3.87' RT.
 N= 1,850,652.444
 E= 1,029,033.723



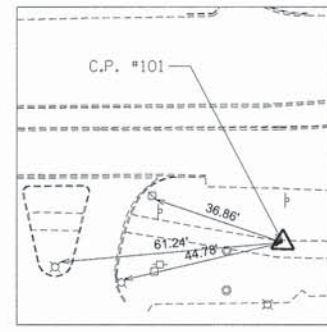
CONTROL POINT #102

SET 5/8" IRON ROD IN GRASS MEDIAN
 STA. 162+09.32, 87.691' LT.
 N= 1,850,754.808
 E= 1,029,616.225



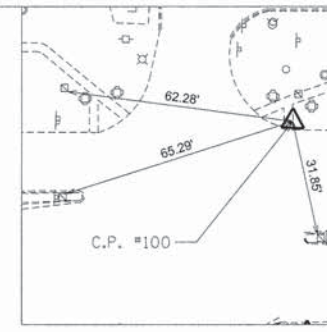
CONTROL POINT #103

SET 5/8" IRON ROD IN GRASS MEDIAN
 STA. 161+13.15, 94.64' RT.
 N= 1,850,570.314
 E= 1,029,524.253



CONTROL POINT #101

SET 5/8" IRON ROD IN GRASS MEDIAN
 STA. 164+60.49, 81.82' RT
 N= 1,850,592.214
 E= 1,029,871.826



CONTROL POINT #100

SET 5/8" IRON ROD IN GRASS MEDIAN
 STA. 170+08.80, 47.62' LT.
 N= 1,850,737.731
 E= 1,030,416.078

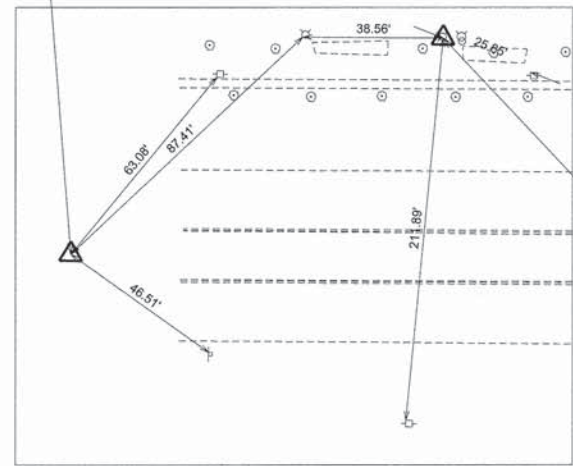
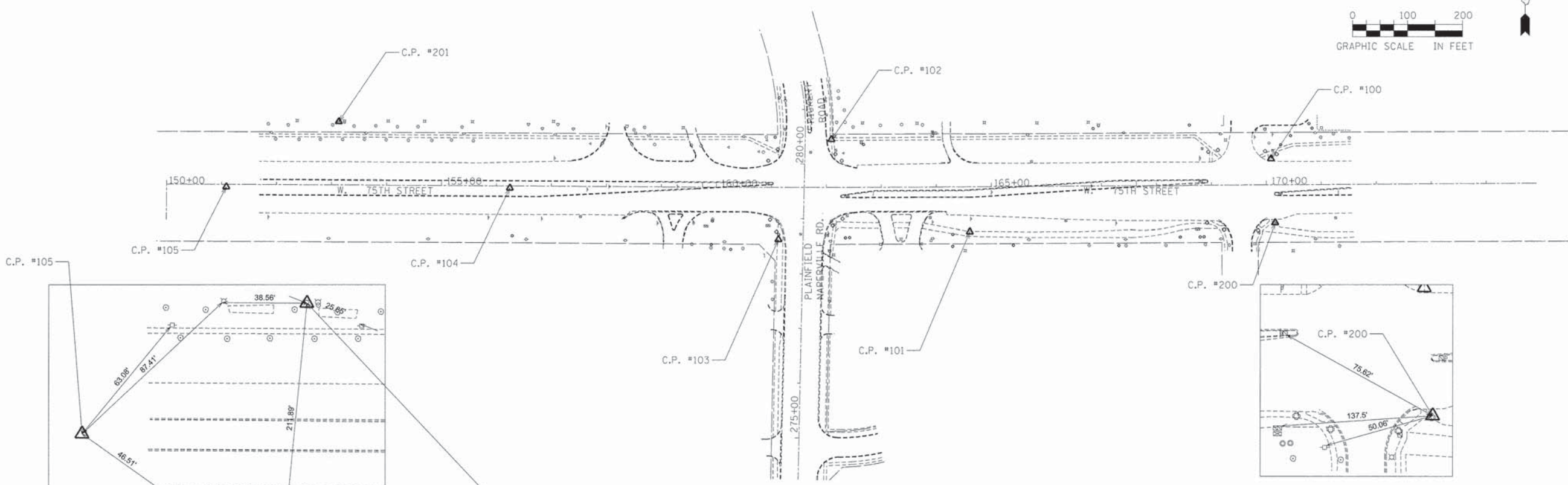
C.P. #104

C.P. #102

C.P. #103

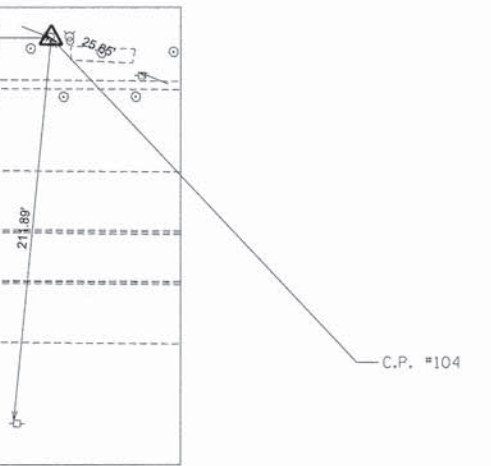
C.P. #101

C.P. #100



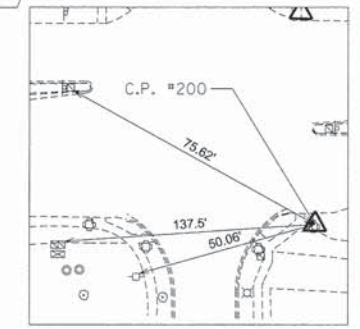
CONTROL POINT #105

SET 5/8" IRON ROD IN GRASS MEDIAN
 STA. 151+08.74, 4.53' RT.
 N= 1,850,643.236
 E= 1,028,518.014



CONTROL POINT #201

SET 5/8" IRON ROD IN GRASS MEDIAN
 STA. 153+12.48, 115.91' LT.
 N= 1,850,767.039
 E= 1,028,719.726



CONTROL POINT #200

SET 5/8" IRON ROD IN GRASS MEDIAN
 STA. 170+15.88, 69.22' RT.
 N= 1,850,621.145
 E= 1,030,426.614

DUPAGE COUNTY BENCHMARK #525

ELEVATION 704.05 FT.
 GEODETIC SURVEY MONUMENT
 LOCATED SOUTHSIDE OF 75TH STREET,
 APPROXIMATELY 100 FT. EAST OF THE
 CENTERLINE OF PLAINFIELD-NAPERVILLE
 ROAD (BASED ON NAVD 88)

DUPAGE COUNTY BENCHMARK #625

ELEVATION 687.65
 GEODETIC SURVEY MONUMENT
 LOCATED ON THE NORTH SIDE OF 75TH
 ST. APPROXIMATELY 2110 FT WEST OF
 THE INTERSECTION OF RICKERT DR AND
 75TH ST. (BASED ON NAVD 88)

FILE NAME :	USER NAME :	DESIGNED :	REVISED :
D:\Engineering\Projects\CH 33 75th Street	hwass	-	-
12-00168-09-SP 75th at Plainfield-Naperville		CHECKED :	REVISED :
		-	-
PLOT SCALE = 1/8"=2000' / in.		DATE :	REVISED :
		-	-
PLOT DATE = 7/15/2014			

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

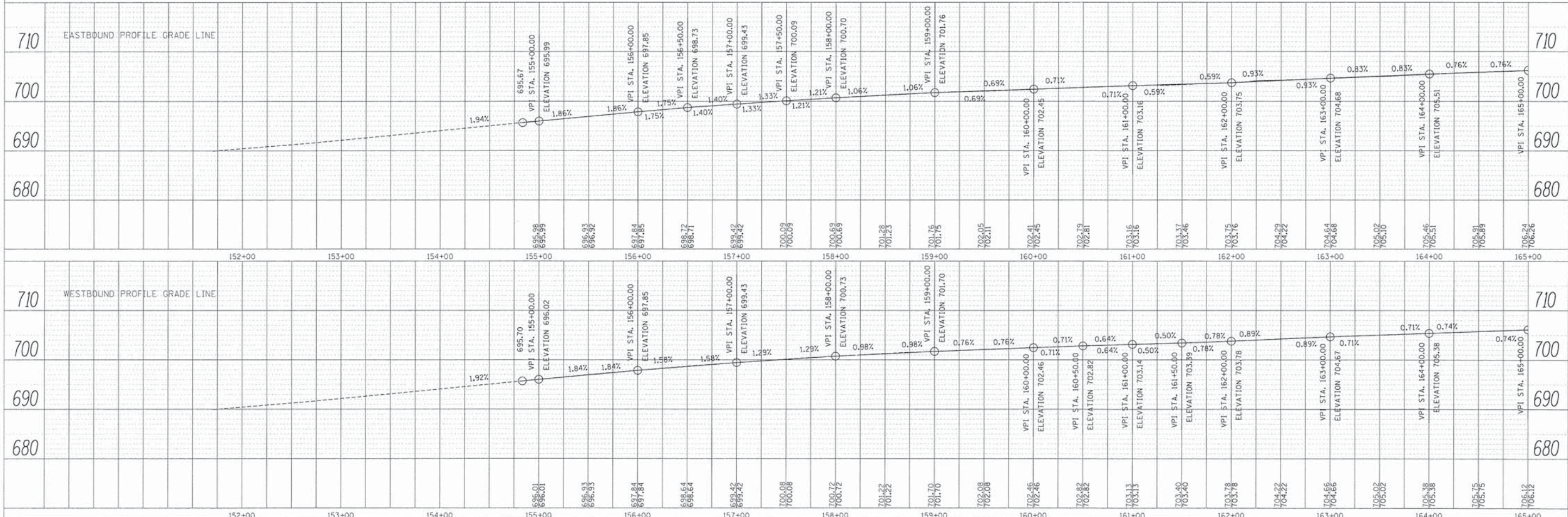
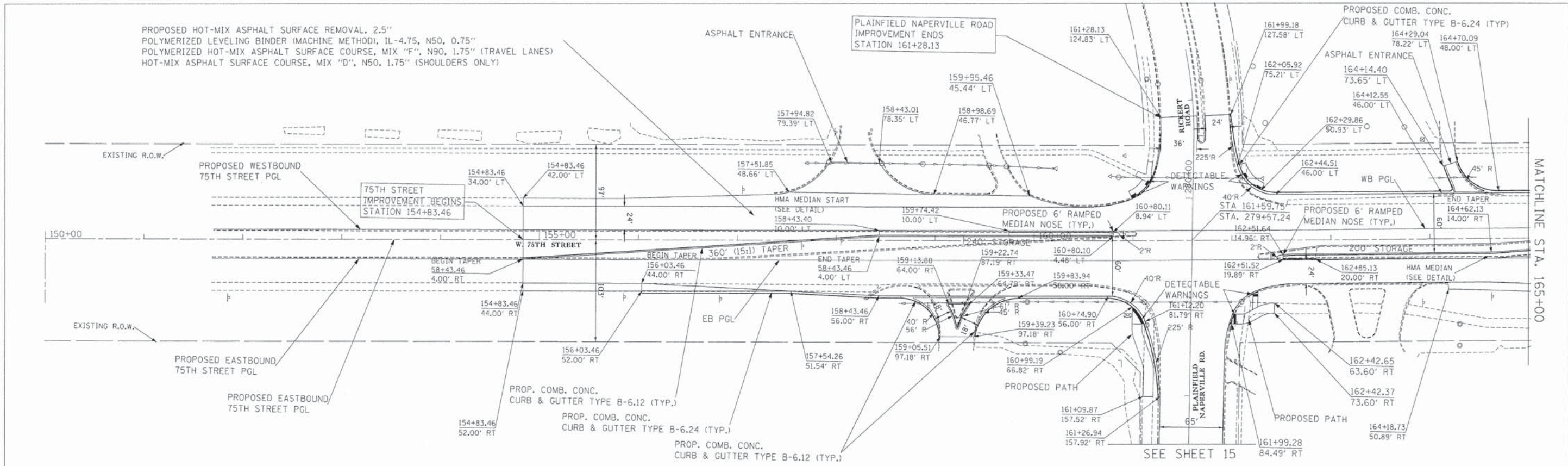
**CH 33 75TH STREET AND PLAINFIELD-NAPERVILLE
 ALIGNMENT, TIES & BENCHMARKS**

SCALE: 1"=100' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	12
CONTRACT NO. 61A64			ILLINOIS FED. AID PROJECT	

DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	

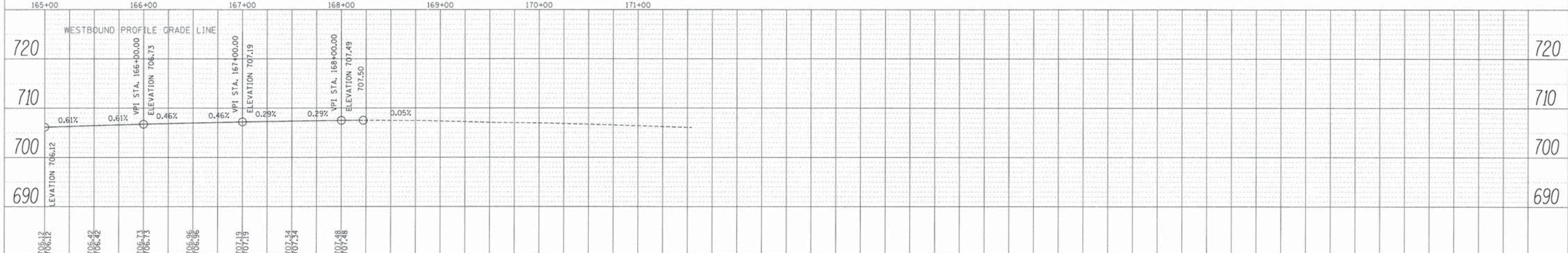
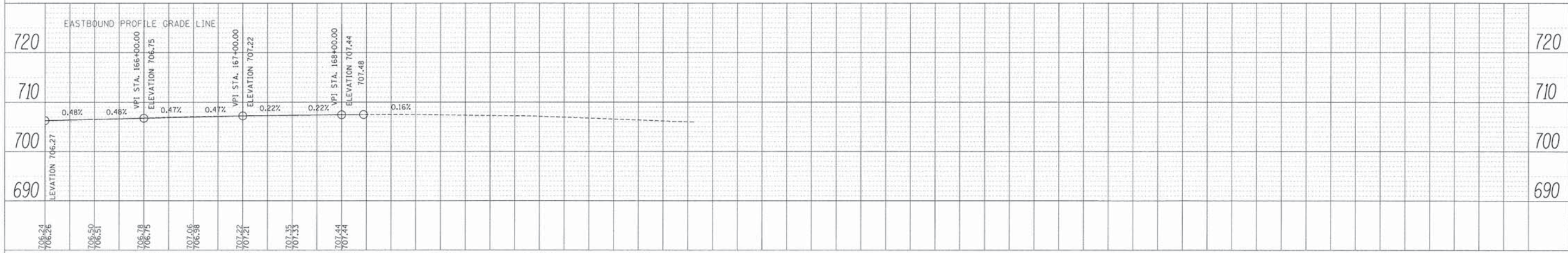
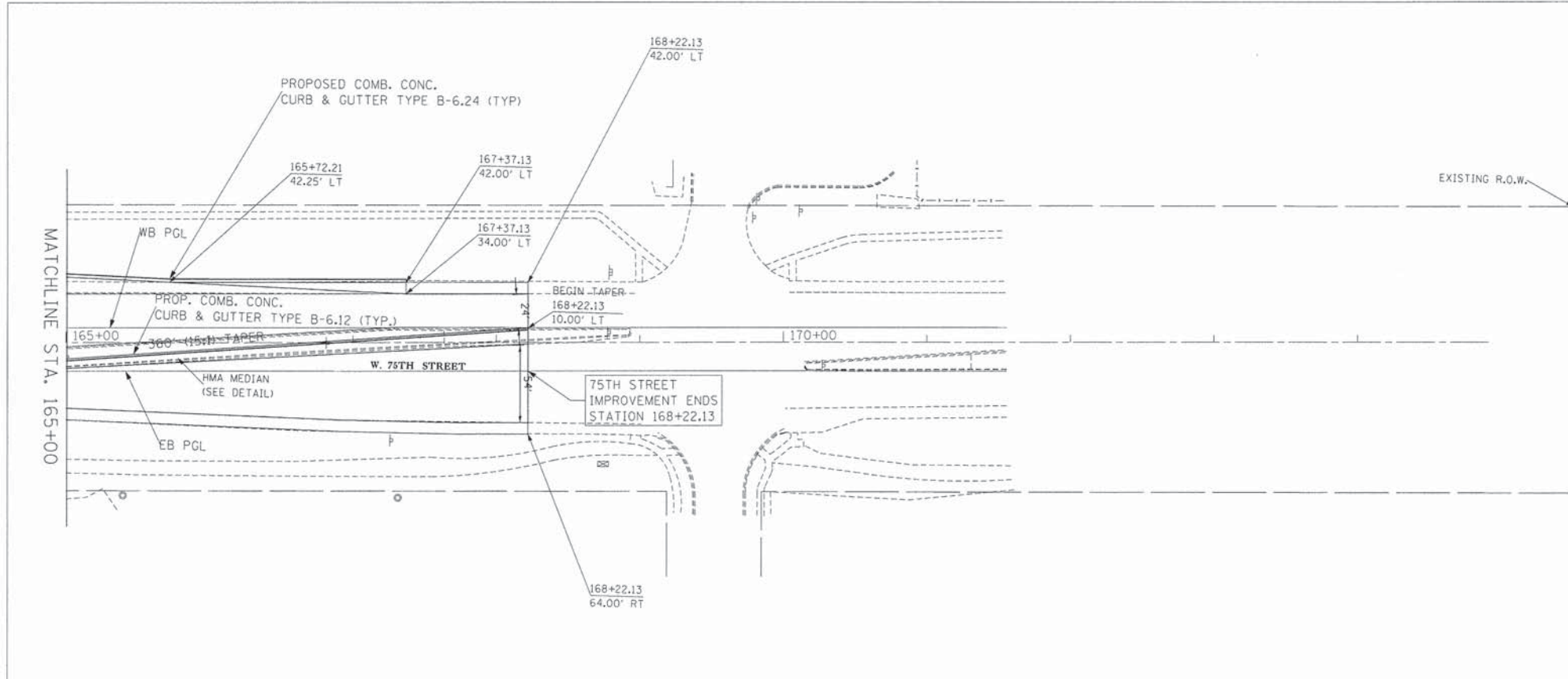
DATE	
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REVISIONS	
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DATE	
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REVISIONS	
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DATE	
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REVISIONS	
NO.	



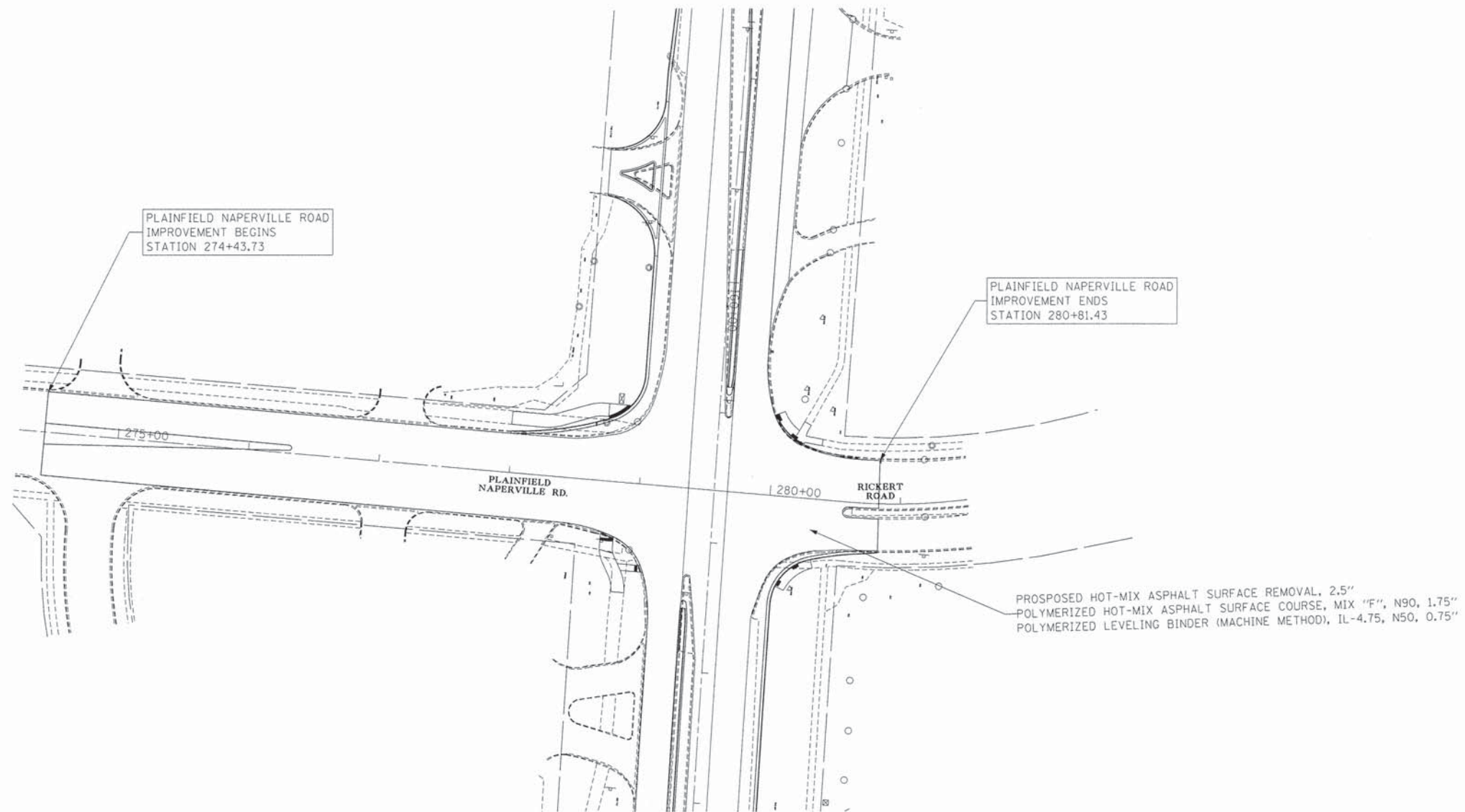
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0:\Engineering\Projects\CH 33 75th Street\12-00168-09-SP 75th at Plainfield-Naperville\CH33 75th at Plainfield-Naperville\12-00168-09-SP-SHT-75plan and profile.dwg						0369	12-00168-09-SP	DUPAGE	61	13
PLOT SCALE = 50.0000' / 1" /						CONTRACT NO. 61A64				
PLOT DATE = 7/15/2014						ILLINOIS FED. AID PROJECT				

PLAN	SUBMITTED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	DATE	

PROFILE	SUBMITTED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	DATE	



FILE NAME =	USER NAME = hwas	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">SCALE: H: 1"=50' SHEET 2 OF 3 SHEETS STA. 165+00 TO STA. 174+00</p>	<p align="center">PLAN AND PROFILE 75TH STREET</p>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D:\Engineering\Projects\CH 33 75th Street\12-00168-09-SP 75th at Plainfield-Naperville\CH 33 75th Street\12-00168-09-SP-SHT-75plan and profile.dwg	PLT SCALE = 58.0000' / in.	DRAWN -	REVISED -			0369	12-00168-09-SP	DUPAGE	61	14
PLT DATE = 7/15/2014	CHECKED -	REVISED -				CONTRACT NO. 61A64				
						ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = hwsos	DESIGNED -	REVISED -
D:\Engineering\Projects\CM 33 75th Street\12-00168-09-SP 75th at Plainfield-Naperville\12-00168-09-SP-SHT-pn resurfacing	12-00168-09-SP 75th at Plainfield-Naperville	DESIGNED -	REVISED -
Default	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/15/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RESURFACING PLAN
PLAINFIELD NAPERVILLE ROAD AT 75TH STREET**

SCALE: H: 1"=100' SHEET 3 OF 3 SHEETS STA. 274+43.73 TO STA. 280+81.43

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	15
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A64	

STAGE CONSTRUCTION GENERAL NOTES

ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. TEMPORARY TRAFFIC SIGNALS WILL BE CONSTRUCTED AT THE INTERSECTIONS AS SHOWN IN PLANS. TEMPORARY INTERSECTION SIGNALIZATION SHALL BE ADJUSTED TO ACCOMMODATE THE VARIOUS STAGES OF CONSTRUCTION SHOWN. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT.
 A MINIMUM OF ONE LANE (11 FEET) IN EACH DIRECTION OF 75TH STREET AND PLAINFIELD-NAPERVILLE ROAD AND ALL SHOWN TURN LANES SHALL BE KEPT OPEN TO THROUGH TRAFFIC AT ALL TIMES EXCEPT AS NOTED IN PLANS. ANY LANE CLOSURES MUST BE APPROVED BY THE ENGINEER.

TAPER LENGTH FOR TRAFFIC CONTROL DEVICES IS DEFINED BY:

$$L = \frac{W \times S^2}{60}$$

FOR <= 40 MPH, USE L=WxS FOR >= 45MPH

WHERE EQUATION IS FOR SPEED LIMIT OF 45 MPH OR LESS. THE TERMS ARE DEFINED AS FOLLOWS:

- L = TAPER LENGTH IN FEET
- W = WIDTH OF OFFSET IN FEET
- S = POSTED SPEED IN MPH.

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE INFORMATIONAL SIGNS ON TEMPORARY SUPPORTS FOR EACH ENTRANCE IN CONSTRUCTION AREA. THESE SIGNS SHALL BE WHITE ON GREEN IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES. ALSO, "CAUTION NEW LANES OPEN STOP HERE" SIGNS WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AT THE APPROPRIATE LOCATIONS. THIS WORK WILL BE PAID FOR UNDER THE CONTRACT WORK FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

TRAFFIC CONTROL AND PROTECTION

TYPE II BARRICADES WHEN USED FOR APPROACH TAPPERS, AS INDICATED ON THE STATE STANDARDS OR SHOWN ON THE PLANS SHALL BE DIRECTION INDICATOR BARRICADES. THE CONTRACTORS BID PRICES FOR TRAFFIC CONTROL ITEMS SHALL INCLUDE THE COST OF THESE BARRICADES.

TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN AND SECTION 701 OF THE STANDARD SPECIFICATIONS AS AMENDED BY THE SPECIAL PROVISION FOR CONSTRUCTION ZONE TRAFFIC CONTROL (CHECK SHEET LRS 3).

THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.

EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE DUPAGE COUNTY DIVISION OF TRANSPORTATION AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR.

TYPE I OR TYPE II BARRICADES, DRUMS, OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS, AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 100 FEET CENTER TO CENTER.

ANY DROP OFF GREATER THAN THREE (3) INCHES WITHIN SIXTEEN (16) FEET OF A TRAVEL LANE SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS AT 50 FOOT (MAXIMUM) CENTER TO CENTER SPACING. IF THE DROP OFF IS GREATER THAN TWENTY-FOUR (24) INCHES AND EXISTS FOR LONGER THAN 24 HOURS, IT SHALL BE PROTECTED BY TEMPORARY CONCRETE BARRIER. TEMPORARY CONCRETE BARRIER SHALL HAVE MONODIRECTIONAL STEADY-BURN LIGHTS AT 50 FOOT (MAXIMUM) CENTER TO CENTER SPACING. THE CONTRACTOR SHALL SCHEDULE HIS WORK AND OPERATIONS SUCH THAT A DROP OFF OF GREATER THAN 24 INCHES DOES NOT REMAIN WITHIN SIXTEEN FEET OF A TRAVEL LANE FOR MORE THAN 24 HOURS. THE CONTRACTOR MAY PLACE COMPACTED EXCAVATED MATERIAL, AGGREGATE, OR OTHER MATERIAL IN THE DROP OFF TO SATISFY THIS REQUIREMENT. THE PLANS INDICATE AREAS (IF ANY) IN WHICH THE DEPARTMENT EXPECTS THAT TEMPORARY CONCRETE BARRIER WILL BE REQUIRED FOR A DROP OFF OF GREATER THAN 24 INCHES TO REMAIN FOR MORE THAN 24 HOURS. THE FURNISHING, PLACING, AND REMOVAL OF MATERIAL, OR ANY TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS, NOT SHOWN ON THE PLANS BUT REQUIRED IN ORDER TO MEET THESE REQUIREMENTS, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.

TYPE I OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN THE RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS); AND AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.

TYPE I, II AND/OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.

THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.

ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.

SIGN LEGEND

LEGEND

- BARRICADE TYPE III WITH 2 2-WAY FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).
- BARRICADE TYPE II OR DRUMS, WITH STEADY-BURN LIGHT (50' C-C SPACING TYP. AND 25' C-C ON TAPERS AND CURVES).
- SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).
- ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE EXISTING PAVEMENT MARKINGS

CONSTRUCTION STAGING

THE FOLLOWING IS THE CONSTRUCTION STAGING FOR THE PROJECT. THE PURPOSE OF THIS STAGING IS TO MINIMIZE DELAYS TO THE MOTORIST. THE CONTRACTOR MAY ALTER THE SEQUENCE OF CONSTRUCTION WITH THE PRIOR APPROVAL OF THE ENGINEER. PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE. SUBSTAGE SIDE ROADS AND ENTRANCES TO MAINTAIN TRAFFIC FLOW.

PRE-STAGE

INSTALL EROSION CONTROL NECESSARY FOR STAGE 1

STAGE 1

(NORTH SIDE OF 75TH STREET AND RICKERT ROAD)
 REMOVE EXISTING CURB AND GUTTER, SIDEWALKS AT RADIUS, AND SHOULDER
 EXCAVATE FOR WIDENING
 CONSTRUCT STORM SEWER TO EDGE OF THE WORK ZONE AND PATCH EXISTING ROADWAY
 CONSTRUCT PROPOSED OUTSIDE CURB AND GUTTER
 CONSTRUCT SUBGRADE, P.C.C. BASE COURSE FOR WIDENING AND HMA BINDER
 CONSTRUCT PROPOSED SIDEWALK
 PLACE TOPSOIL AND COMPLETE LANDSCAPING

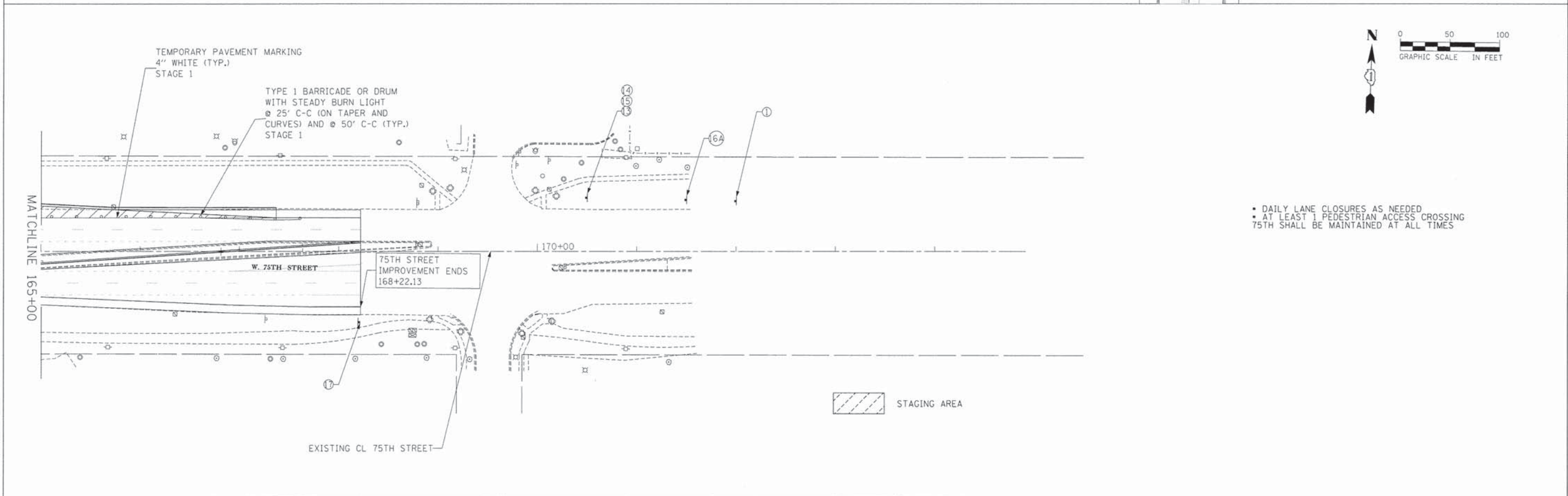
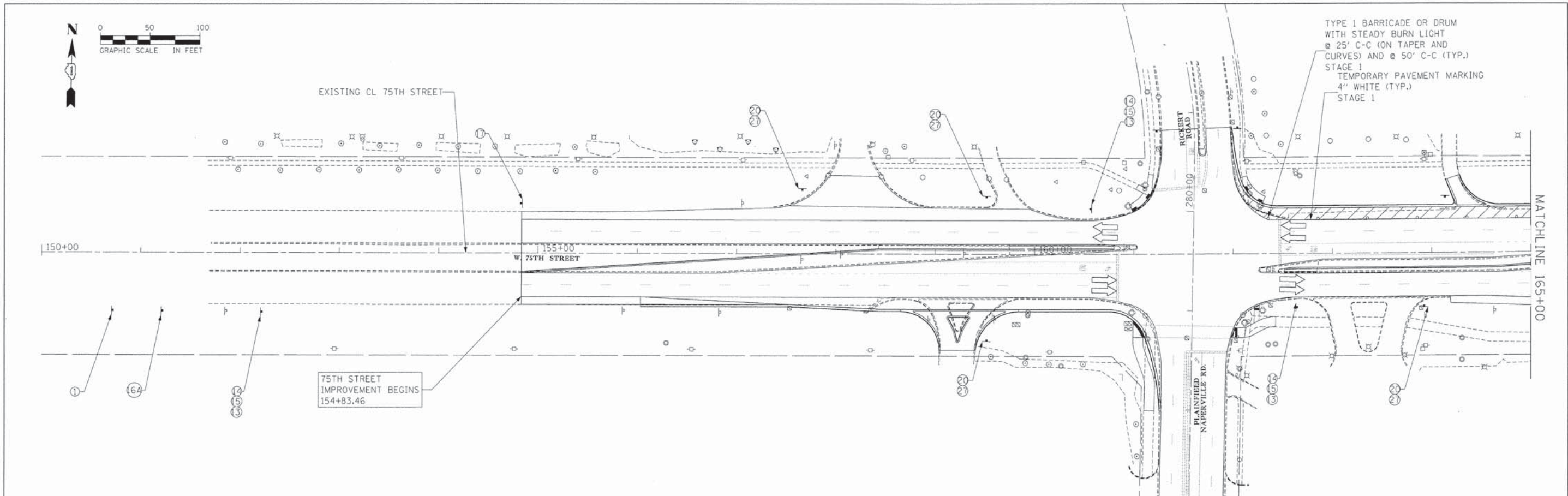
STAGE 2

(SOUTHWEST CORNER OF 75TH STREET AND PLAINFIELD-NAPERVILLE ROAD)
 REMOVE EXISTING CURB AND GUTTER, SIDEWALKS AND SHOULDER,
 PAVEMENT
 EXCAVATE FOR WIDENING
 CONSTRUCT STORM SEWER TO EDGE OF THE WORK ZONE AND PATCH EXISTING ROADWAY
 CONSTRUCT PROPOSED OUTSIDE CURB AND GUTTER AND SIDEWALK
 CONSTRUCT SUBGRADE, P.C.C. BASE COURSE FOR WIDENING AND RECONSTRUCTION
 PLACE TOPSOIL AND COMPLETE LANDSCAPING

STAGE 3

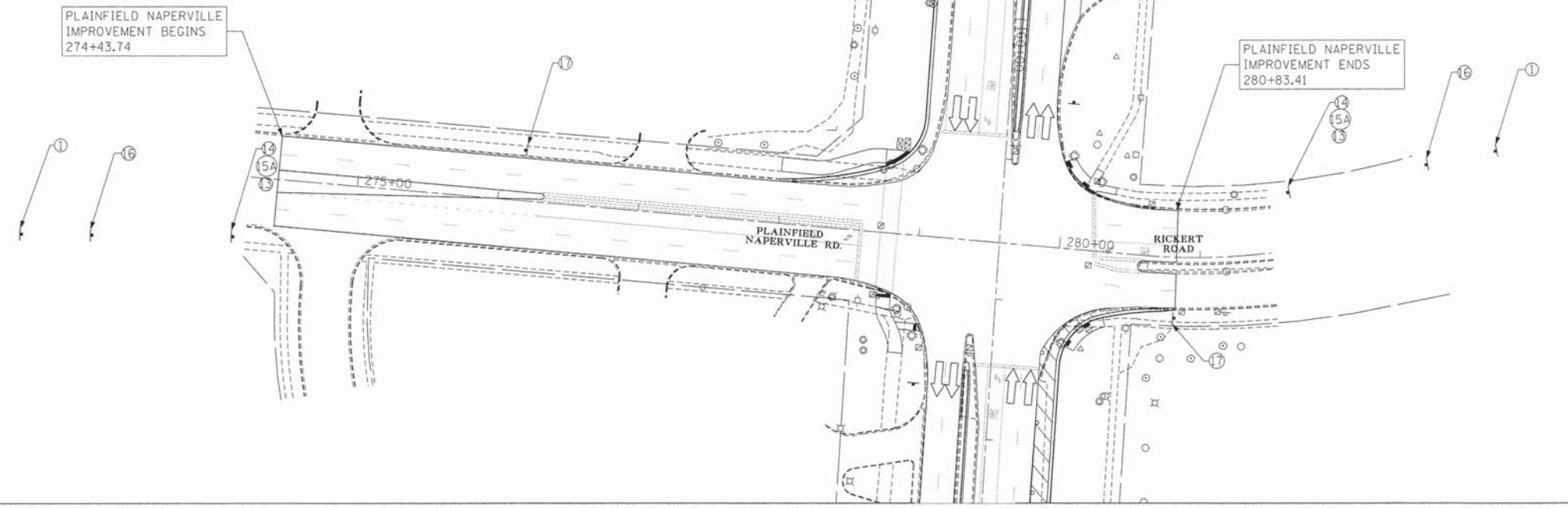
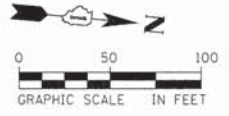
(MEDIAN AREAS OF 75TH STREET)
 OPEN TRAFFIC TO 2 LANES IN EACH DIRECTION AS SHOWN
 REMOVE EXISTING MEDIAN AND CURB AND GUTTER
 CONSTRUCT SUBGRADE, P.C.C. BASE COURSE FOR WIDENING, P.C.C. BASE COURSE
 CONSTRUCT PROPOSED INSIDE CURB AND GUTTER AND MEDIAN
 MILL 2 1/2" OF THE EXISTING LEVEL BINDER AND HMA SURFACE ON 75TH STREET
 MILL 2 1/2" OF EXISTING HMA SURFACE ON PLAINFIELD -NAPERVILLE ROAD
 ERECT PROPOSED TRAFFIC SIGNALS
 PLACE TOPSOIL AND COMPLETE LANDSCAPING IN MEDIAN
 SURFACE 75TH, NAPERVILLE PLAINFIELD, AND RICKERT ROAD
 PLACE FINAL PAVEMENT MARKINGS
 MILLING
 BINDER COURSE
 SURFACE COURSE
 FINAL PAVEMENT MARKING } USING DAILY LANE CLOSURES

FILE NAME : Dr:\Engineering\Projects\CH 33 75th Street	USER NAME : hwsos	DESIGNED : D:\AN\120016809-SP-75th at Plainfield-Naperville	REVISED : D:\AN\120016809-SP-SHT-motgen.dgn	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC GENERAL NOTES	F.A. RTE. 0369	SECTION 12-00168-09-SP	COUNTY DuPAGE	TOTAL SHEETS 61	SHEET NO. 16
Default	PLOT SCALE : 2500.0000 "/>									



- DAILY LANE CLOSURES AS NEEDED
- AT LEAST 1 PEDESTRIAN ACCESS CROSSING 75TH SHALL BE MAINTAINED AT ALL TIMES

FILE NAME =	USER NAME = hwsos	DESIGNED =	REVISED =	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC - STAGE 1 75TH STREET	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D:\Engineering\Projects\CH 33 75th Street	12-00168-09-SP 75th at Plainfield-Naperville	DRAWN D1120016809SP-SHT-M0T.dgn	REVISED =			0369	12-00168-09-SP	DUPAGE	61	17
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	PLOT DATE = 7/15/2014	DATE =	REVISED =			SCALE: 1" = 50'		SHEET 2 OF 7 SHEETS		STA. 150+00 TO STA. 174+00

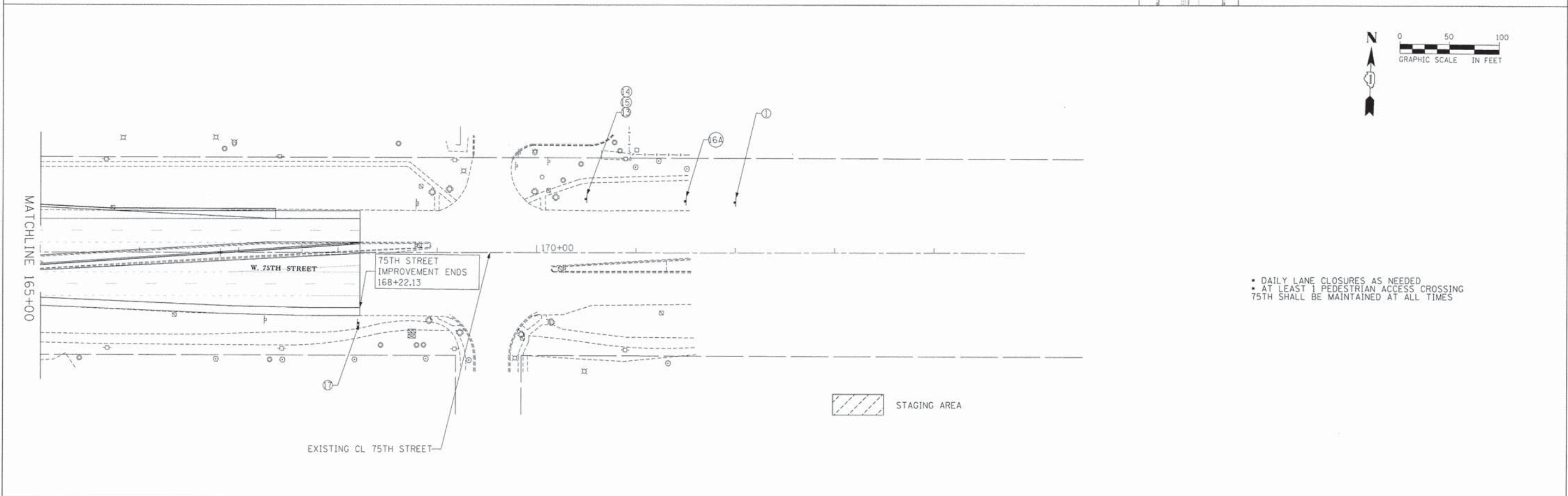
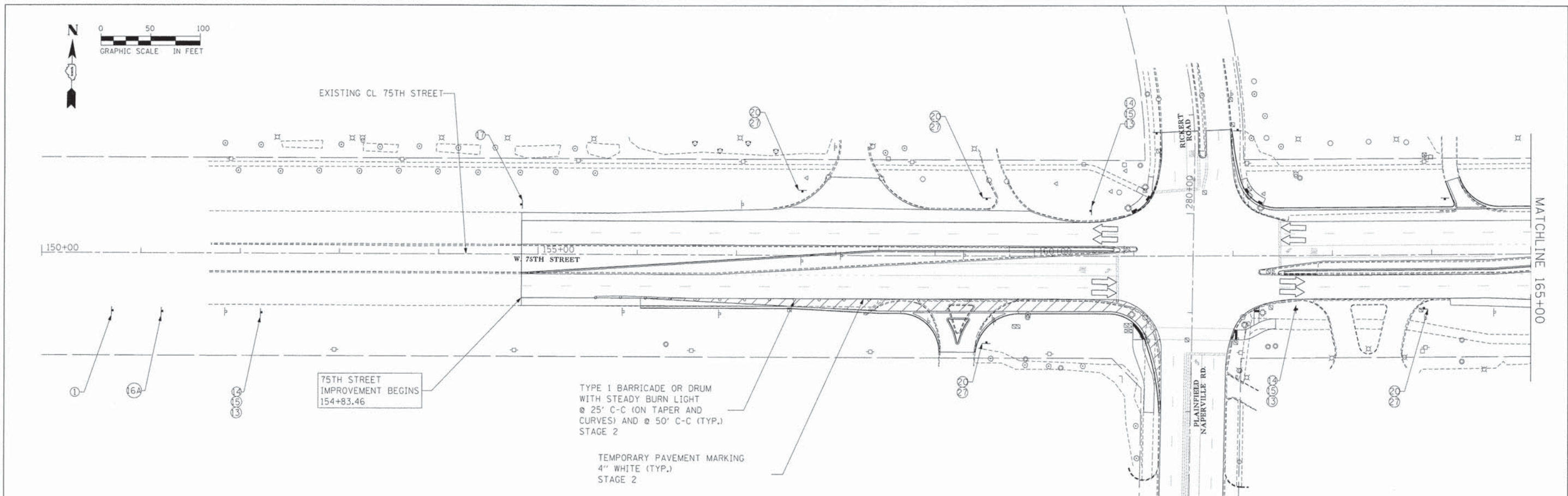


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	12-00168-09-SP 75th at Plainfield-Naperville	DRAWN :	REVISED :
		DN	-
		CHECKED :	REVISED :
		DATE :	REVISED :

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

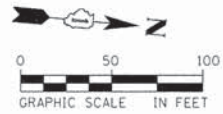
MAINTENANCE OF TRAFFIC - STAGE 1			
PLAINFIELD NAPERVILLE ROAD			
SCALE: 1" = 50'	SHEET 3	OF 7 SHEETS	STA. 274+00 TO STA. 281+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	18
CONTRACT NO. 61A64				
[ILLINOIS] FED. AID PROJECT				



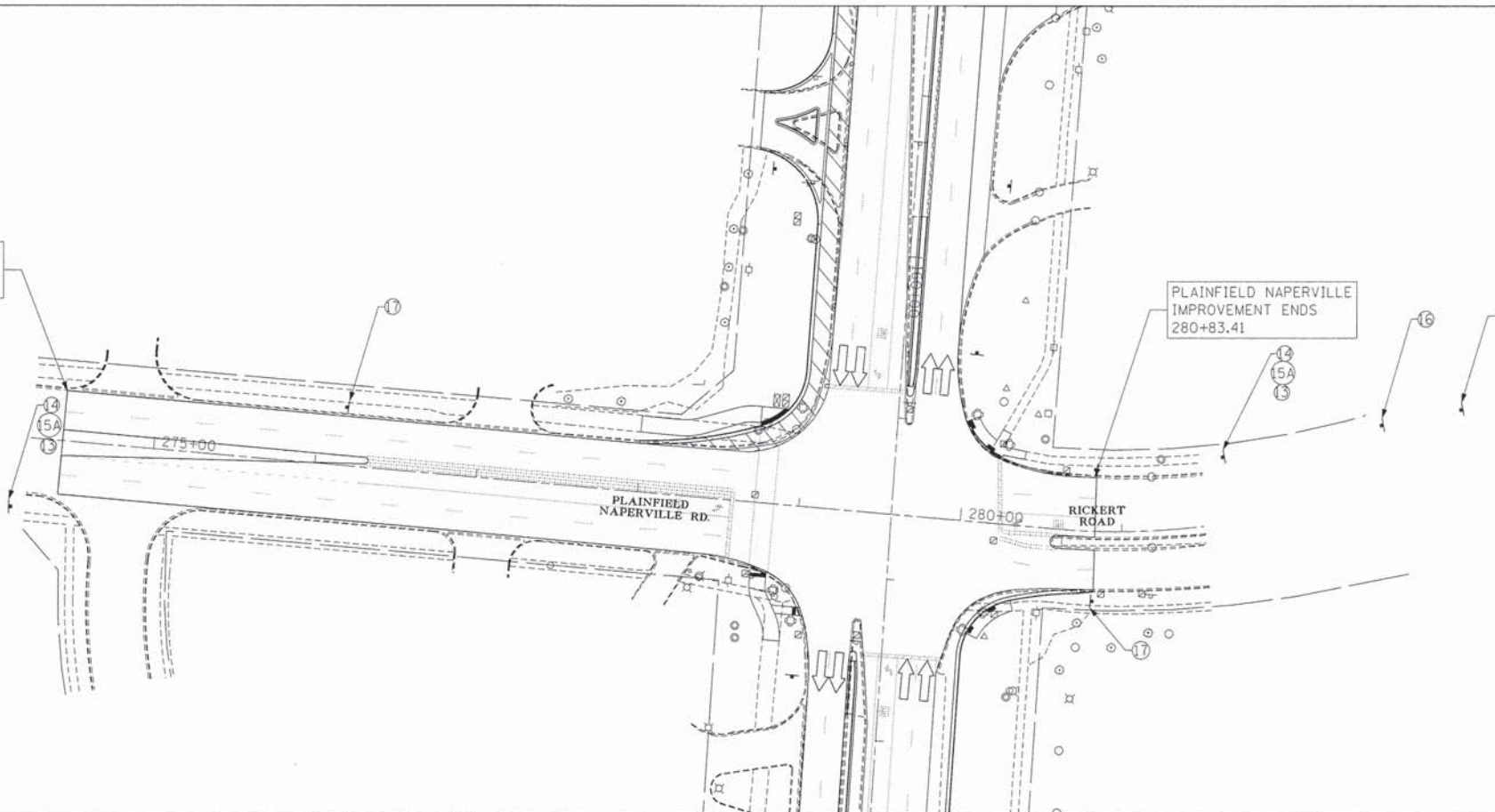
- DAILY LANE CLOSURES AS NEEDED
- AT LEAST 1 PEDESTRIAN ACCESS CROSSING 75TH SHALL BE MAINTAINED AT ALL TIMES

FILE NAME =	USER NAME = fwsos	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC - STAGE 2 75TH STREET	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT SCALE = 50.0000' / in.	DATE -	REVISED -			CONTRACT NO. 61A64				
	PLOT DATE = 7/15/2014					SCALE: 1" = 50'		SHEET 4 OF 7 SHEETS		STA. 150+00 TO STA. 174+00



PLAINFIELD NAPERVILLE
IMPROVEMENT BEGINS
274+43.74

PLAINFIELD NAPERVILLE
IMPROVEMENT ENDS
280+83.41



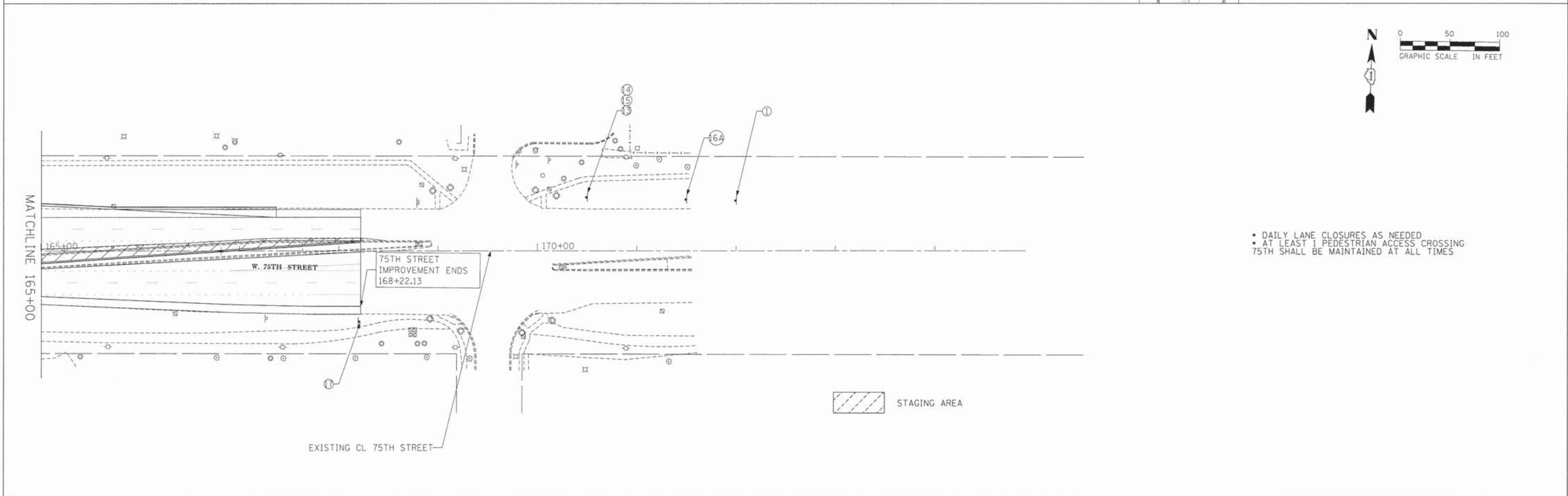
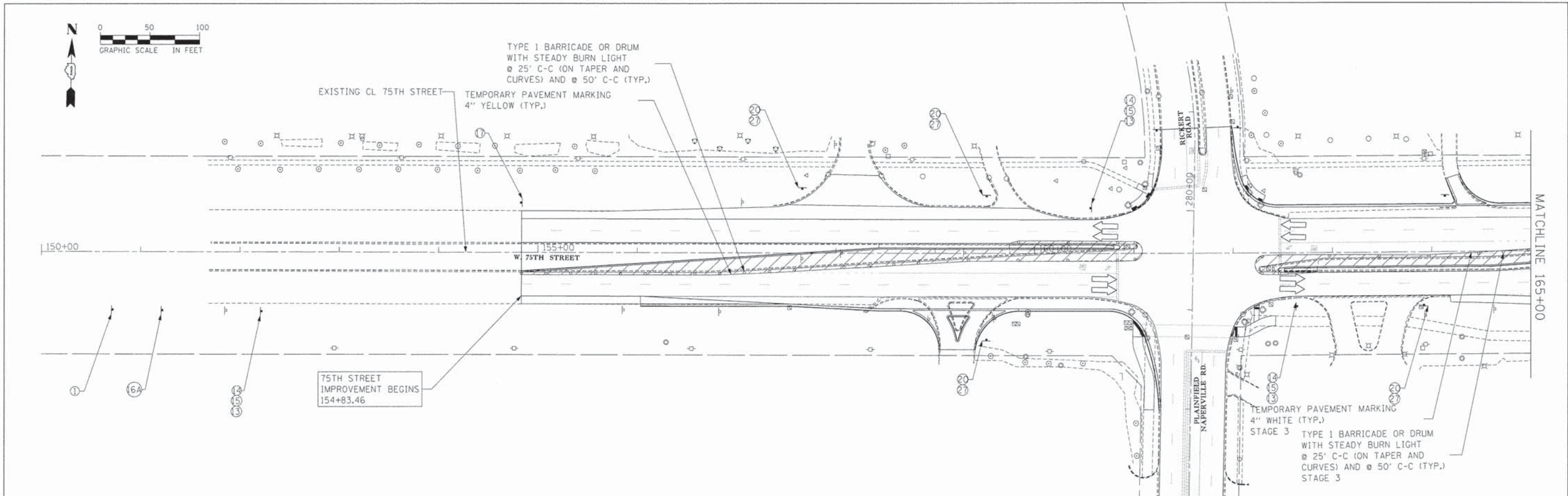
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	PLOT DATE = 7/15/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

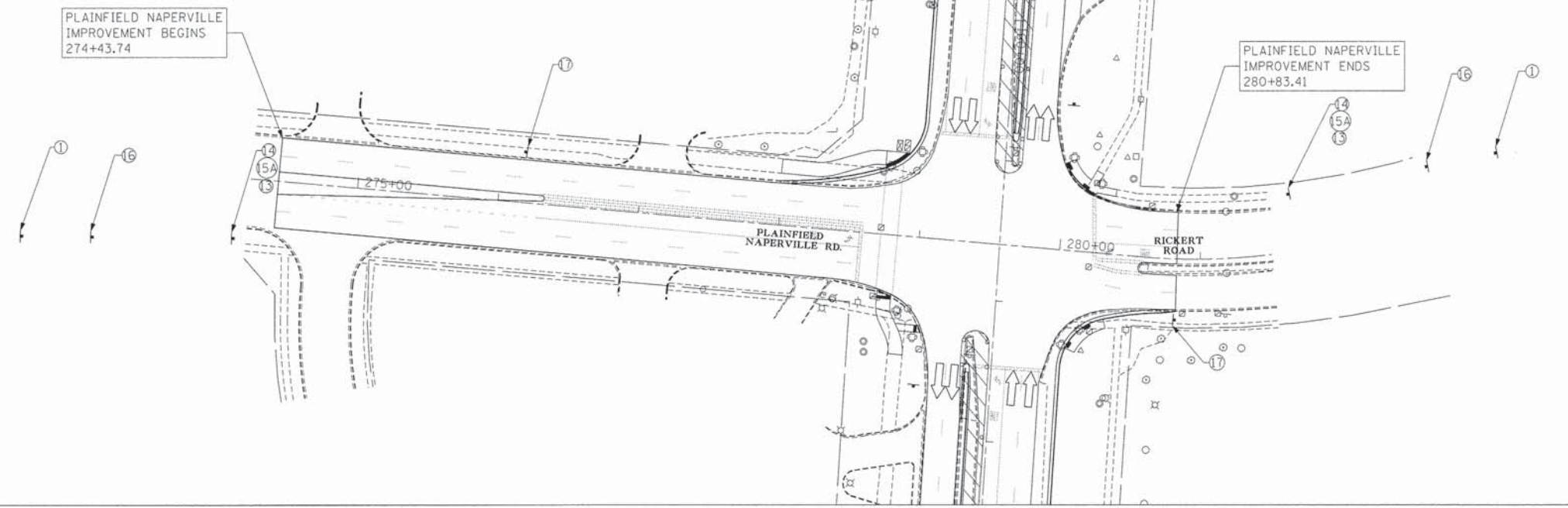
**MAINTENANCE OF TRAFFIC - STAGE 2
PLAINFIELD NAPERVILLE ROAD**

SCALE: 1" = 50' SHEET 5 OF 7 SHEETS STA. 274+00 TO STA. 281+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DuPAGE	61	20
CONTRACT NO. 61A64			ILLINOIS FED. AID PROJECT	



FILE NAME : D:\Engineering\Projects\CH 33 75th Street	USER NAME : hwsos 12-00168-09-SP 75th at Plainfield-Naperville	DESIGNED - DRAFTER: D1120016809SP-SHT-MOT.dgn	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC - STAGE 3 75TH STREET			F.A. RTE. 0369	SECTION 12-00168-09-SP	COUNTY DU PAGE	TOTAL SHEETS 61	SHEET NO. 21
Default	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED -		SCALE: 1" = 50'	SHEET 6	OF 7 SHEETS	STA. 150+00	TO STA. 174+00	CONTRACT NO. 61A64		
	PLOT DATE = 7/15/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



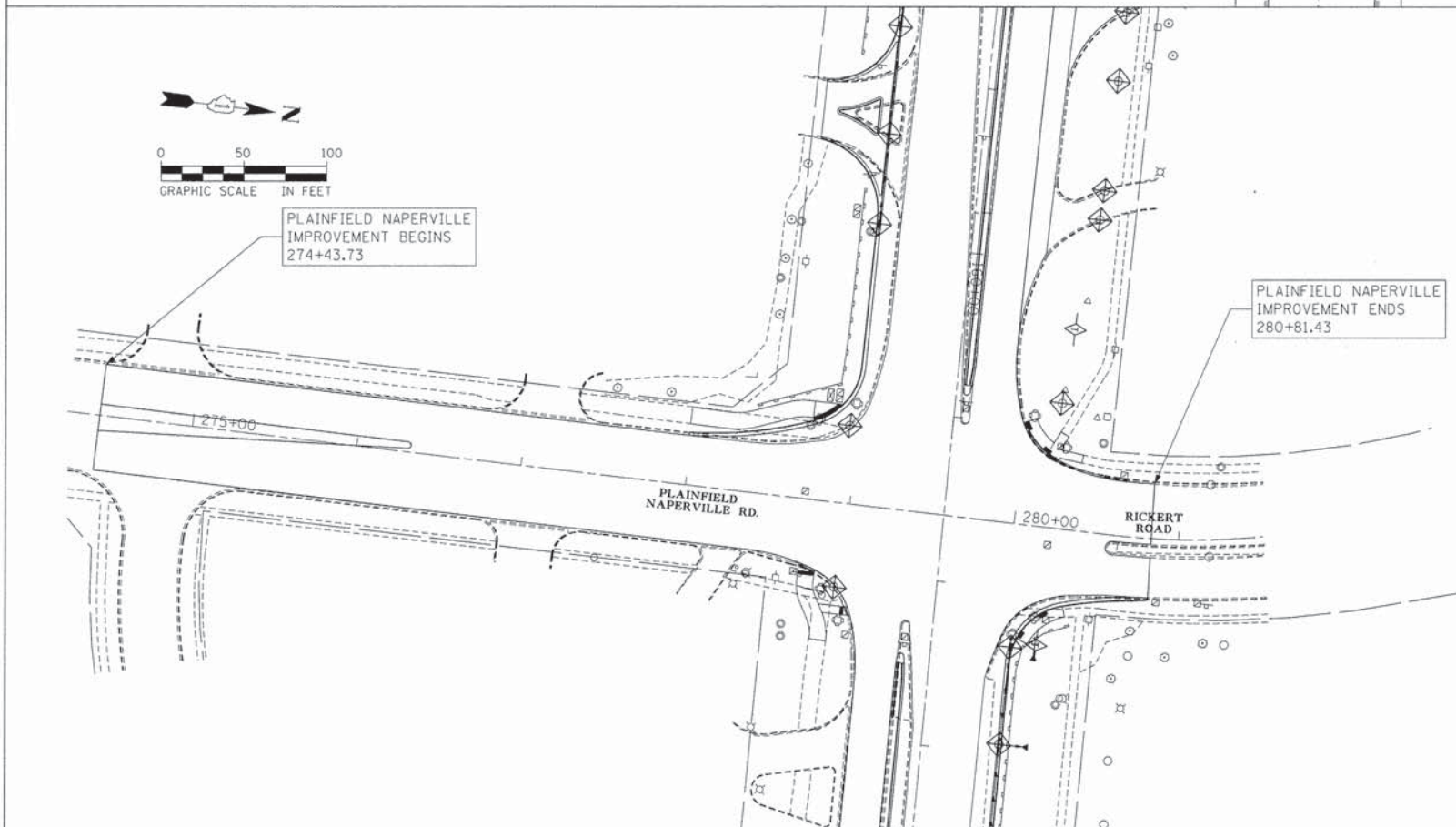
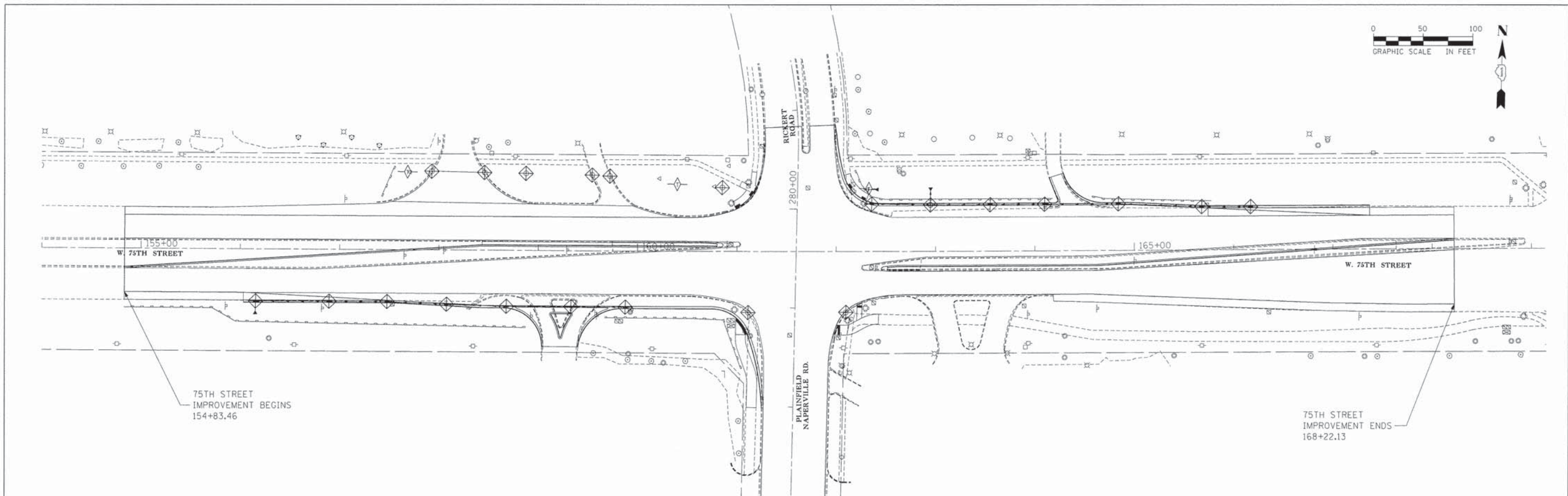
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE 3
PLAINFIELD NAPERVILLE ROAD**

SCALE: 1" = 50' SHEET 7 OF 7 SHEETS STA. 274+00 TO STA. 281+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	22
CONTRACT NO. 61A64			ILLINOIS FED. AID PROJECT	



EROSION CONTROL NOTES

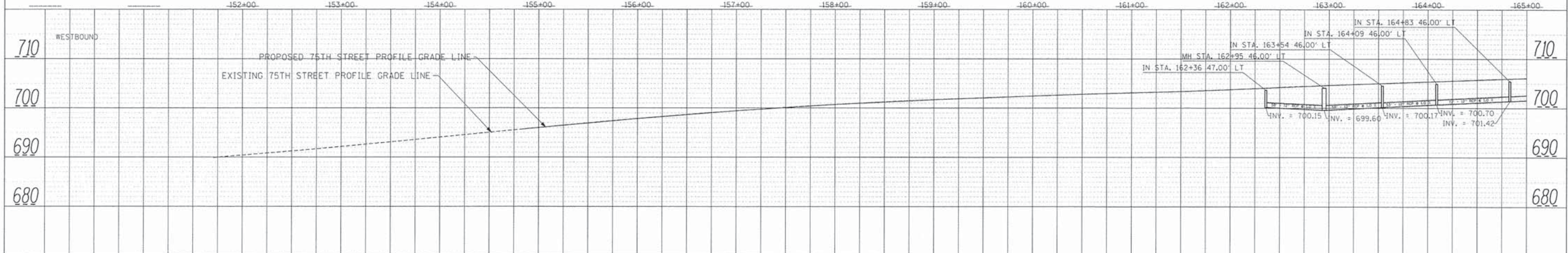
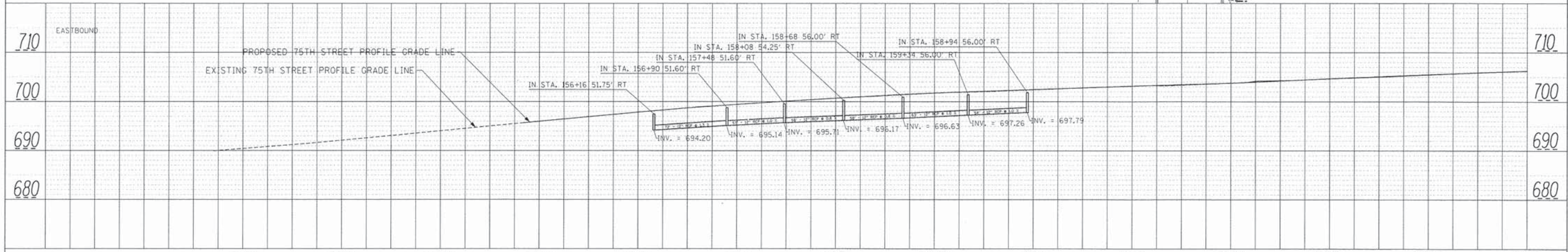
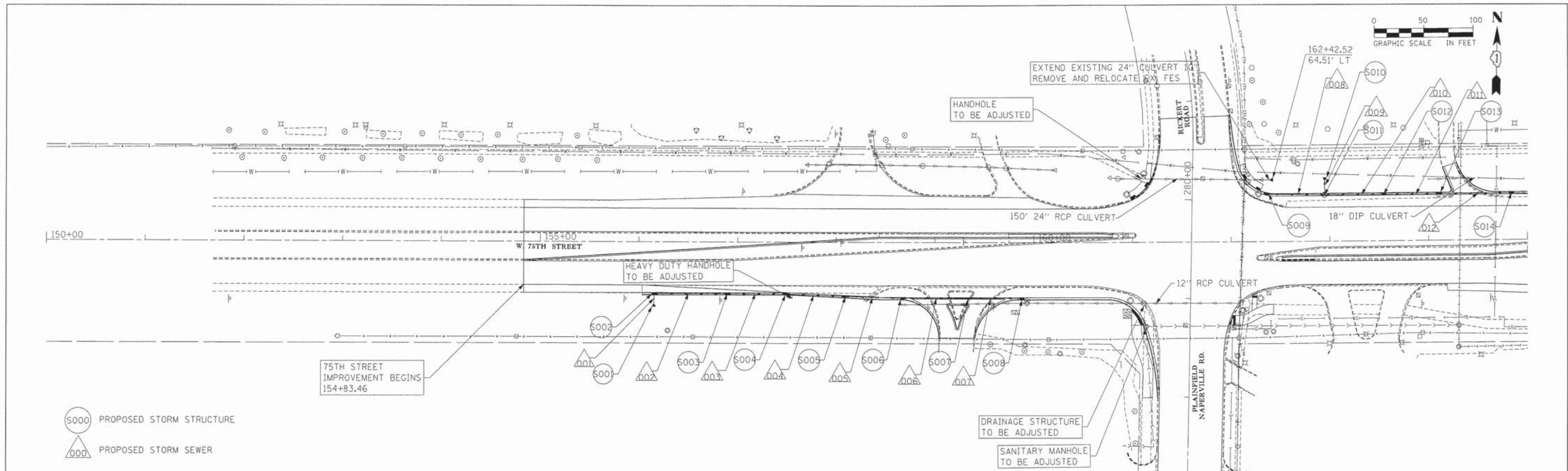
1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE VII OF THE DuPAGE COUNTY COUNTYWIDE STORMWATER AND FLOOD PLAIN ORDINANCE, EFFECTIVE APRIL 2013 AND ALL SUBSEQUENT REVISIONS. ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER IDOT STANDARD 280001 OR AS SPECIFIED HEREIN AND PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMITS ILR10 AND ILR40.
2. EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.
3. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.
4. ALL DISTURBED AREAS SHALL BE SEEDED OR SODDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED. ALL ERODABLE/BARE AREAS SHALL BE SEEDED EVERY 7 DAYS WITH TEMPORARY EROSION CONTROL SEEDING. IF A TOPSOIL STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION CONTROL MEASURES WILL BE PROVIDED.
5. WHERE WETLANDS ARE TO REMAIN, THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS INCLUDING BUT NOT LIMITED TO TEMPORARY FENCING TO PROTECT WETLANDS FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT OR BY HIS WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF OR STOCKPILED IN WETLANDS.
6. STOCKPILES AND MATERIAL STORAGE ARE PROHIBITED IN SPECIAL MANAGEMENT AREAS INCLUDING WETLANDS, WETLAND BUFFERS, AND FLOOD PLAINS. LOCATIONS OF STOCKPILES MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES.
7. HAY OR STRAW BALES WILL NOT BE ALLOWED AS PERIMETER EROSION BARRIER OR AS A DITCH CHECK.
8. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
9. WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER.
10. GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY AND AS NEEDED.
11. CLEANING OF VEHICLES AND EQUIPMENT, INCLUDING CONCRETE MIXERS, SHALL BE PERFORMED IN A MANNER TO REDUCE THE AMOUNT OF POLLUTANTS TRIBUTARY TO STORM SEWERS AND OPEN WATERS TO THE MAXIMUM EXTENT PRACTICAL.
12. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUNOFF. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
13. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE FILTER DEVICE.
14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.
15. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED.
16. THE ENGINEER SHALL INSPECT EROSION CONTROL MEASURES PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2 INCH PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHIN 24 HOURS. EROSION CONTROL SYSTEMS REPLACED DUE TO SEDIMENT LOADING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
17. THE COST OF REMOVING SEDIMENT OR REPAIRING EROSION CONTROL SYSTEMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
18. RECEPTACLES FOR CONSTRUCTION DEBRIS, INCLUDING CONCRETE TRUCK WASHOUT WASTE, SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR. THESE WILL NOT BE ALLOWED IN SPECIAL MANAGEMENT AREAS. RECEPTACLES AND THEIR LOCATIONS MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE APPLICABLE ITEMS OF WORK.



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PLOT SCALE = 50.0000' / in. Default	CHECKED - DATE -	DATE -	SCALE: 1"= 50'			SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 61A64		

DATE: _____
 BY: _____
 PLAN SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK NO.: _____
 STRUCTURE NOTATION: _____

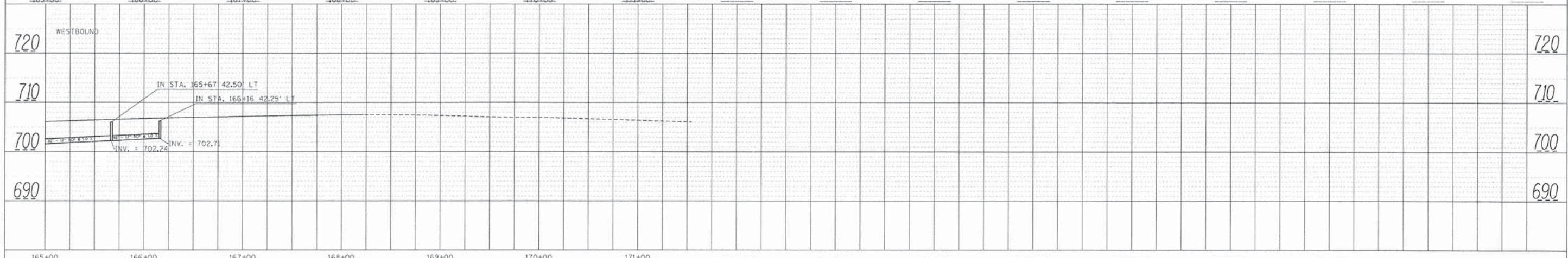
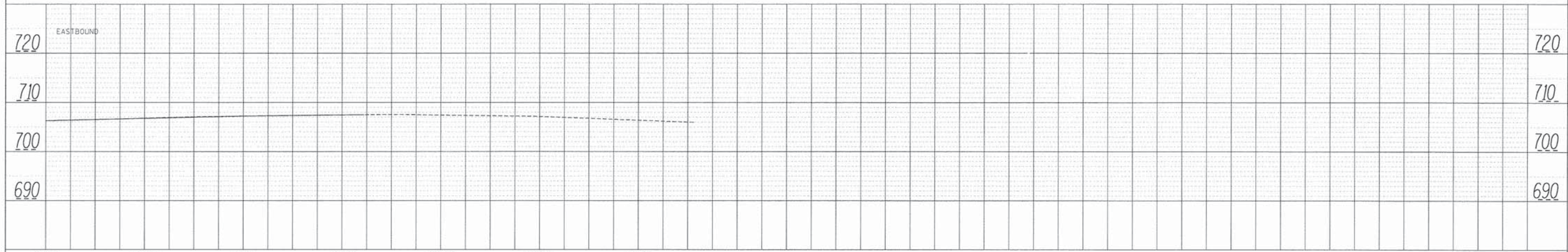
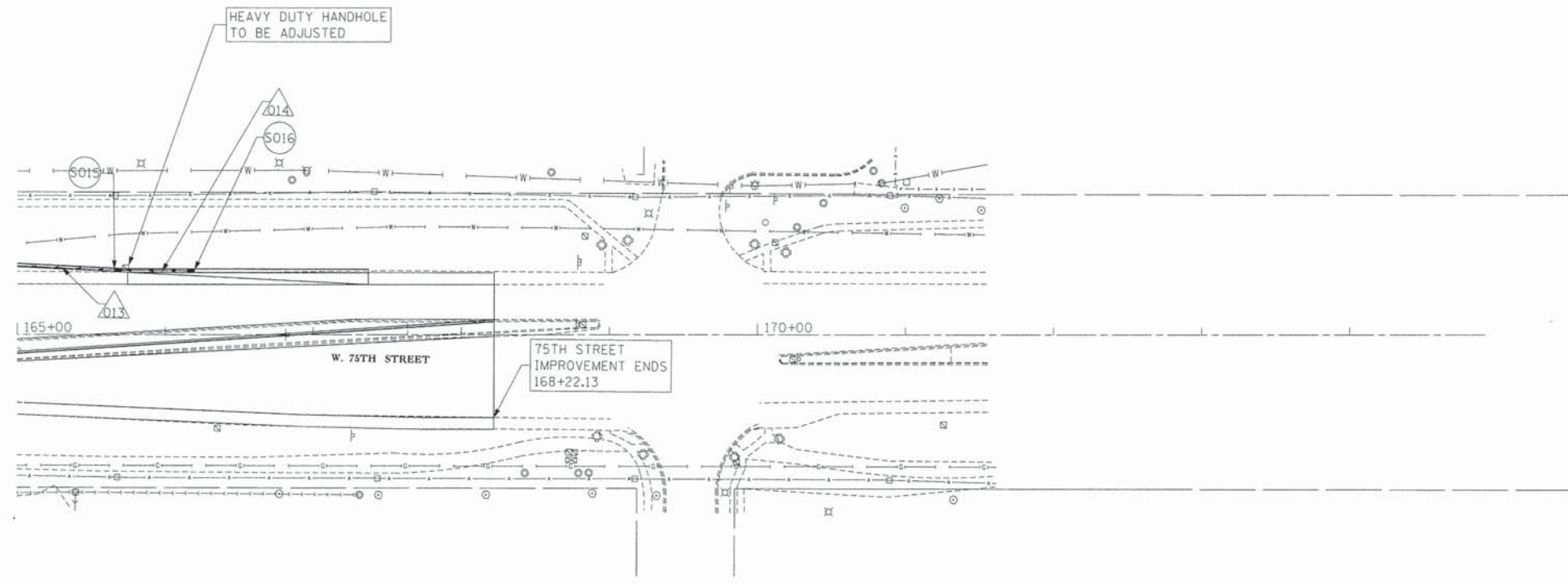
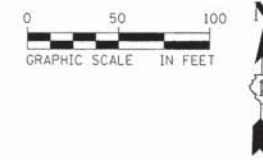
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 PLOTTED: _____
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 STRUCTURE NOTATION: _____



FILE NAME: D:\Engineering\Projects\CH 33 75th Street	USER NAME: hussos	DESIGNED: _____	REVISED: _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE AND UTILITY PLAN 75TH STREET	F.A. RTE. 0369	SECTION 12-00168-09-SP	COUNTY DUPAGE	TOTAL SHEETS 61	SHEET NO. 24	
PLOT SCALE: 50.0000' / in.	DRAWN: _____	REVISED: _____	SCALE: H: 1"=5' V: 1"=50'			SHEET 1 OF 3 SHEETS	STA. 150+00 TO STA. 165+00	CONTRACT NO. 61A64		ILLINOIS FED. AID PROJECT	
PLOT DATE: 7/21/2014	CHECKED: _____	REVISED: _____									

PLAN	SUBMITTED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO. OF WAYS CHECKED	
	CADD FILE NAME	

PROFILE	SUBMITTED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO. OF WAYS CHECKED	
	STRUCTURE NOTATIONS CHKD	



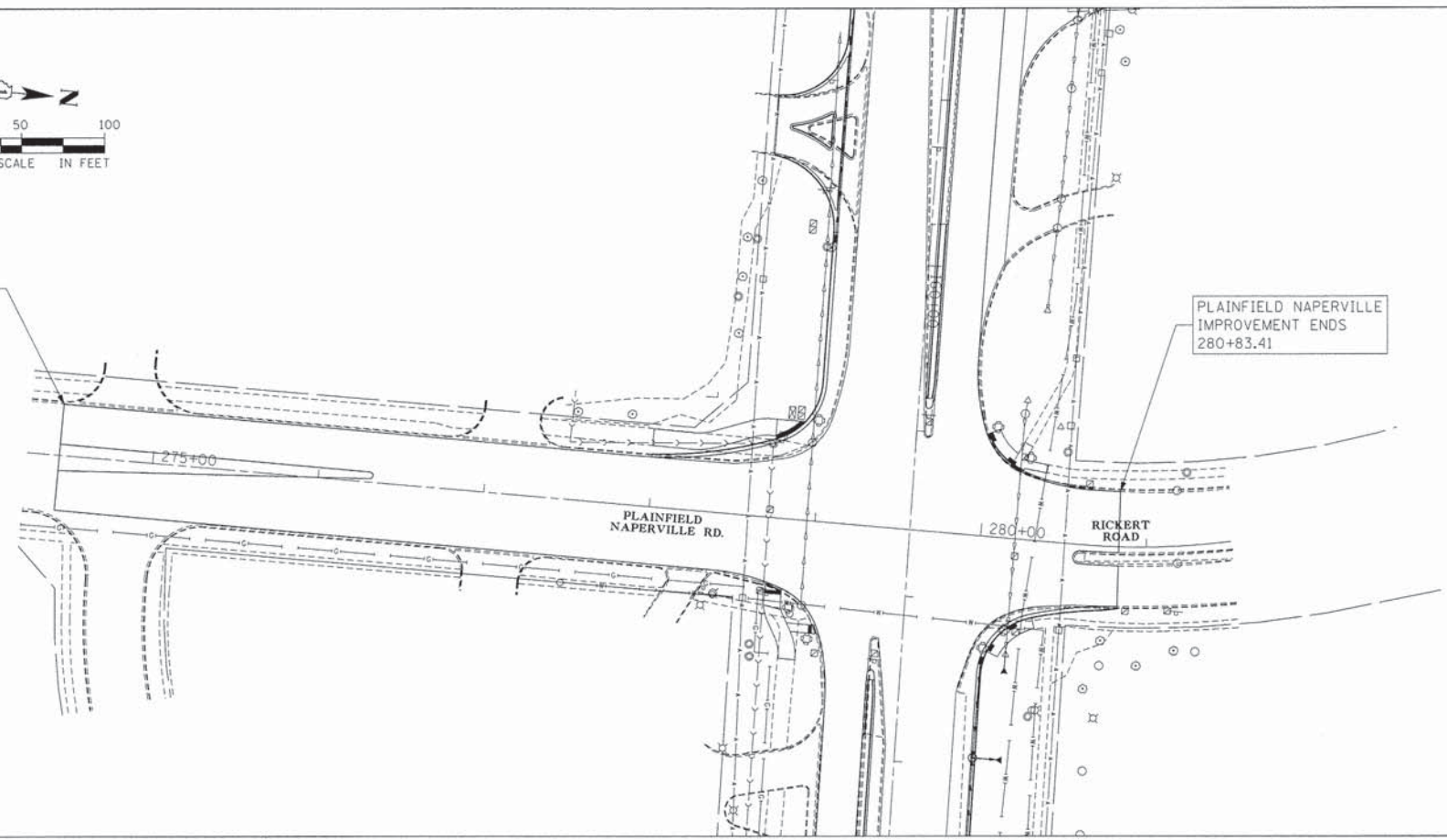
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D:\Engineering\Projects\CH 33 75th Street	12-00168-09-SP 75th at Plainfield-Naperville	CHECKED -	REVISED -			0369	12-00168-09-SP	DuPAGE	61	25
Default	PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED -			CONTRACT NO. 61A64				
	PLOT DATE = 7/21/2014	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT				

SCALE: H: 1"=5'
V: 1"=50' SHEET 2 OF 3 SHEETS STA. 165+00 TO STA. 170+00



PLAINFIELD NAPERVILLE
IMPROVEMENT BEGINS
274+43.73

PLAINFIELD NAPERVILLE
IMPROVEMENT ENDS
280+83.41



DRAINAGE STRUCTURE TABLE

NO.	STA.	OFFSET (FT)	STRUCTURE TYPE/SIZE				F&G	INVERT				RIM ELEV.
			MH	CB	IN	OTHER		(N)	(S)	(E)	(W)	
1	156+16	66.22' RT				PRC FES 12"		694.07				
2	156+16	51.75' RT			A, 2'		24		694.20		694.20	697.49
3	156+90	51.60' RT			A, 2'		24		695.14	695.14		698.76
4	157+48	51.60' RT			A, 2'		24		695.71	695.71		699.54
5	158+08	54.25' RT			A, 2'		24		696.17	696.17		700.26
6	158+68	56.00' RT			A, 2'		24		696.63	696.63		700.91
7	159+34	56.00' RT			A, 2'		24		697.26	697.26		701.41
8	159+94	56.00' RT			A, 2'		24		697.79	697.79		701.83
9	162+36	47.00' LT			A, 2'		24		700.15			703.67
10	162+95	64.36' LT				PRC FES 12"			699.42			
11	162+95	46.00' LT	A, 4'				24	699.60		699.60		704.13
12	163+54	46.00' LT			A, 2'		24		700.17	700.17		704.56
13	164+09	46.00' LT			A, 2'		24		700.70	700.70		704.93
14	164+83	46.00' LT			A, 2'		24		701.42	701.42		705.46
15	165+67	42.50' LT			A, 2'		24		702.24	702.24		706.01
16	166+16	42.25' LT			A, 2'		24		702.71	702.71		706.26

PIPE TABLE

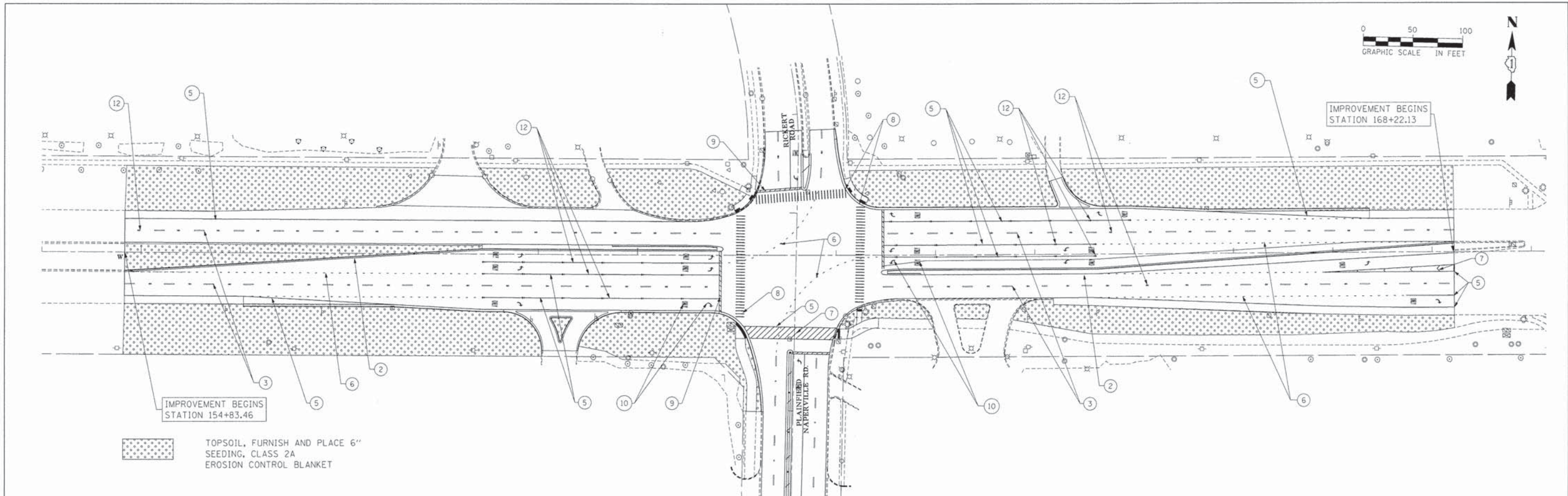
PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CU. YD.)
	FROM STR.	TO STR.					
1	S002	S001	SS CL A TY 2	12	7	1.30	0.9
2	S003	S002	SS CL A TY 2	12	72	1.30	3.5
3	S004	S003	SS CL A TY 2	12	57	1.00	6.2
4	S005	S004	SS CL A TY 2	12	58	0.80	1.8
5	S006	S005	SS CL A TY 2	12	58	0.80	8.9
6	S007	S006	SS CL A TY 2	12	63	1.00	10.4
7	S008	S007	SS CL A TY 2	12	54	1.00	8.8
8	S010	S009	SS CL A TY 2	12	58	1.00	4.0
9	S011	S010	SS CL A TY 2	12	9.5	1.50	0.6
10	S012	S011	SS CL A TY 2	12	58	1.00	10.3
11	S013	S012	SS CL A TY 2	12	53	1.00	8.8
12	S014	S013	SS CL A TY 2	12	72	1.00	10.8
13	S015	S014	SS CL A TY 2	12	82	1.00	10.7
14	S016	S015	SS CL A TY 2	12	48	1.00	5.0

FILE NAME :	USER NAME : hwsos	DESIGNED -	REVISED -
\\Engineering\Projects\CH 33 75th Street\12-00168-09-SP 75th at Plainfield-Naperville\DRAIN-D1120016809-SP-SHT-drainage and utility\REVISED		CHECKED -	REVISED -
Default	PLDT DATE : 7/21/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRAINAGE AND UTILITY PLAN PLAINFIELD NAPERVILLE ROAD		F.A. RTE. 0369	SECTION 12-00168-09-SP	COUNTY DUPAGE	TOTAL SHEETS 61	SHEET NO. 26
SCALE: 1"= 50"	SHEET 3	OF 3	SHEETS	STA. 274+00	TO STA. 281+00	

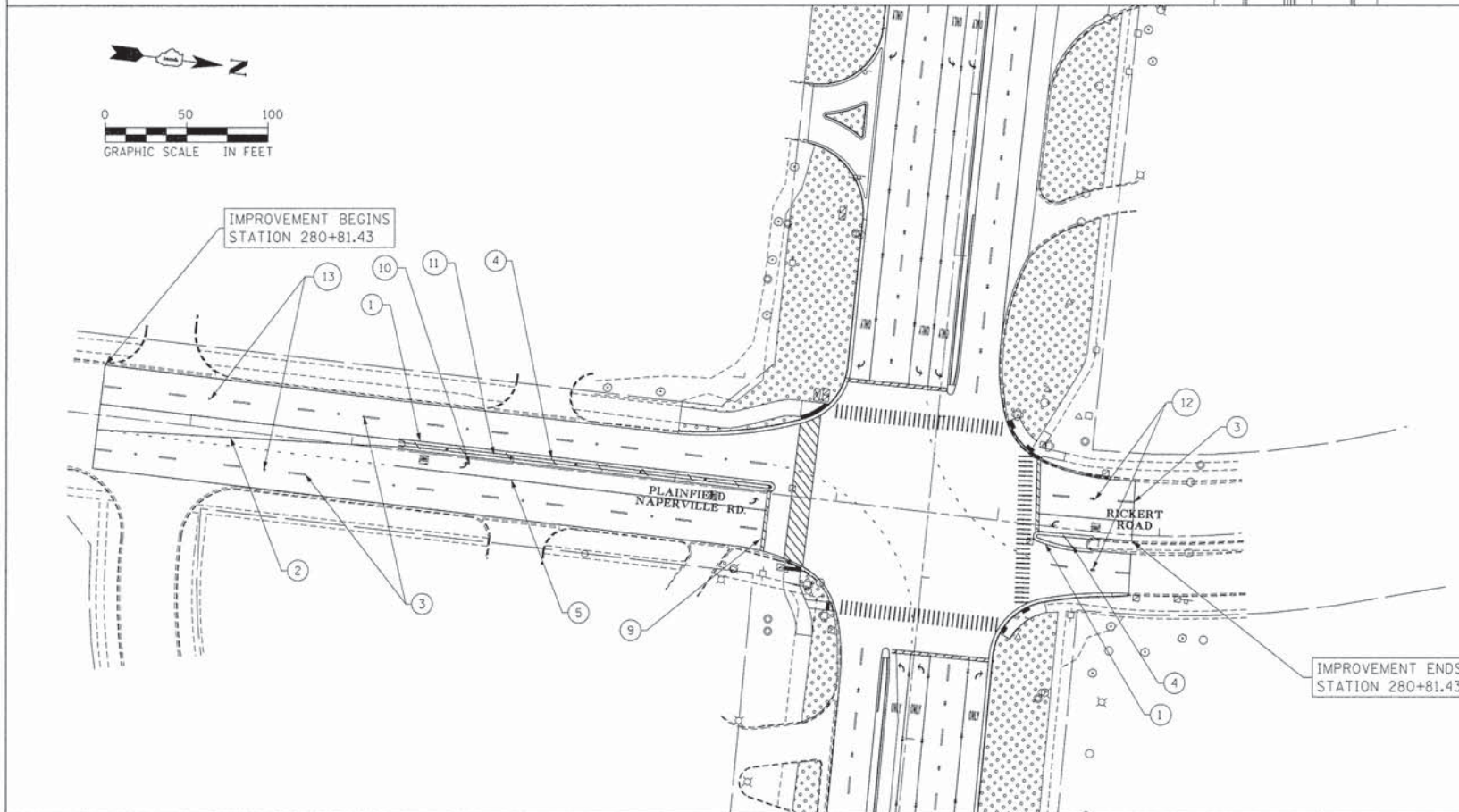
F.A. RTE. 0369	SECTION 12-00168-09-SP	COUNTY DUPAGE	TOTAL SHEETS 61	SHEET NO. 26
CONTRACT NO. 61A64				
ILLINOIS FED. AID PROJECT				



IMPROVEMENT BEGINS
STATION 154+83.46

IMPROVEMENT BEGINS
STATION 168+22.13

TOPSOIL, FURNISH AND PLACE 6"
SEEDING, CLASS 2A
EROSION CONTROL BLANKET



IMPROVEMENT BEGINS
STATION 280+81.43

IMPROVEMENT ENDS
STATION 280+81.43

- LEGEND
- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW, 11" C-C)
 - ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
 - ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SKIP DASH, 10' LINE 30' SPACE)
 - ④ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS @ 30' C-C)
 - ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (SOLID WHITE)
 - ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SKIP DASH, 2' LINE 6' SPACE)
 - ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS @ 30" C-C)
 - ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (12' STRIPS - WHITE @ 36" C-C)
 - ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 24" (SOLID WHITE STOP BAR)
 - ⑩ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
 - ⑪ RECESSED REFLECTIVE PAVEMENT MARKER (AMBER 1-WAY @ 40' C-C)
 - ⑫ RECESSED REFLECTIVE PAVEMENT MARKER (CRYSTAL AND RED 2-WAY 1 EACH @ 40 C-C)
 - ⑬ RECESSED REFLECTIVE PAVEMENT MARKER (CRYSTAL 1-WAY 1 EACH @ 40 C-C)

PAVEMENT MARKING NOTE:
SEE CONSTRUCTION DETAIL DRAWINGS FOR PAVEMENT MARKING DETAILS OF "TYPICAL TURN BAYS" AND "PAVEMENT MARKING LOCATION".

SIGNING NOTE:
SIGNING SHALL BE DONE BY OTHERS.

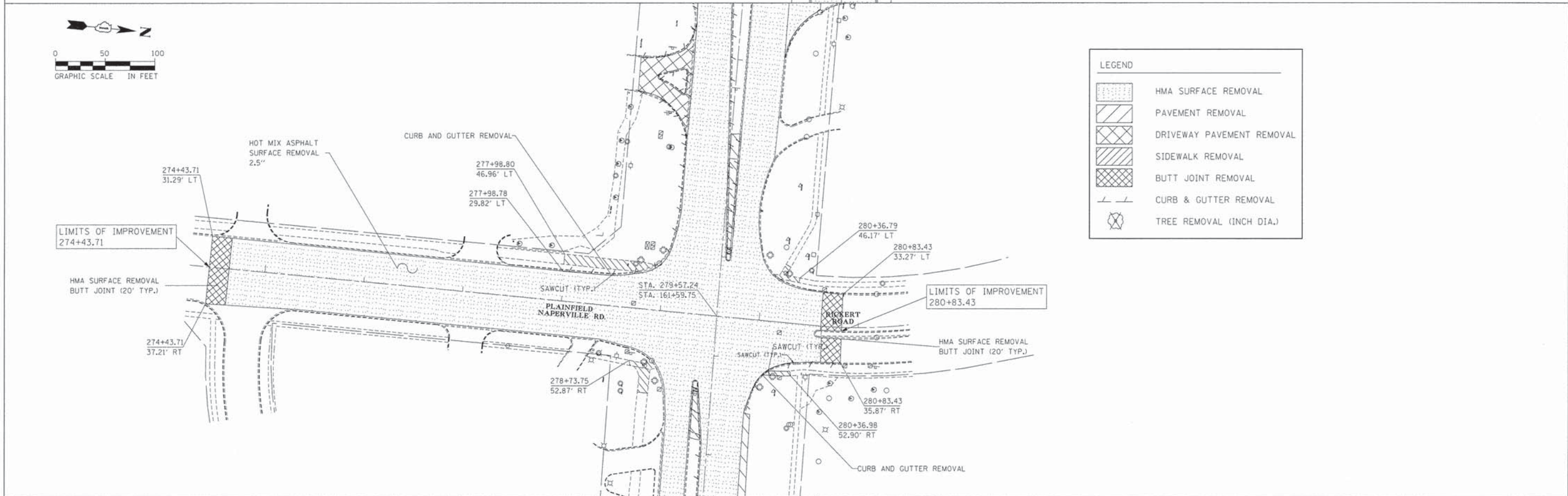
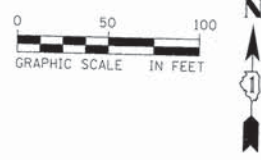
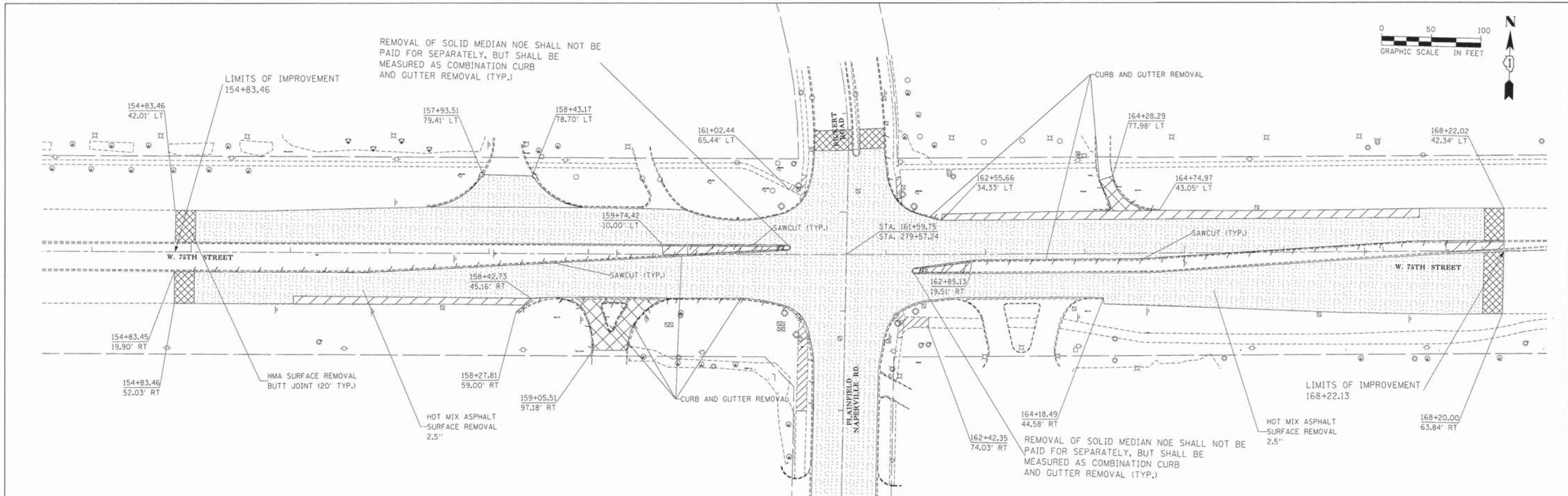
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Default	PLOT SCALE = 50.0000' / in. >	CHECKED -	REVISED -
	PLOT DATE = 7/15/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CH 33 75TH STREET AND PLAINFIELD-NAPERVILLE
PAVEMENT MARKING AND LANDSCAPING PLAN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	27
				CONTRACT NO. 61A64
ILLINOIS FED. AID PROJECT				



FILE NAME -	USER NAME - hwsas	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CH 33/75TH STREET AND PLAINFIELD-NAPERVILLE REMOVAL PLAN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
D:\Engineering\Projects\CH 33 75th Street	12-00168-09-SP 75th at Plainfield-Naperville	DRAWN - D1120016809SP-SHT-removal.dgn	REVISED -			0369	12-00169-09-SP	DUPAGE	57	28	
Default	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 61A64					
	PLOT DATE = 6/12/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
						SCALE: 1" = 50'	SHEET 1 OF 1 SHEETS	STA.	TO STA.		

PAY CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY
80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1
81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	30
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	19
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	250
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1820
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	905
87703020	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 58 FT.	EACH	1
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	15
87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21
87900200	DRILL EXISTING HANDHOLE	EACH	4
88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
88102825	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	6
88102845	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	1
88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	4
88600100	DETECTOR LOOP, TYPE I	FOOT	1032
88700090	CONFIRMATION BEACON	EACH	2
88700200	LIGHT DETECTOR	EACH	2
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1
88800100	PEDESTRIAN PUSH-BUTTON	EACH	8
89500100	RELOCATE EXISTING SIGNAL HEAD	EACH	4
89501150	RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	2
89501300	RELOCATE EXISTING MAST ARM ASSEMBLY AND POLE	EACH	1
89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	677
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
89502378	REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE	EACH	2
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	4
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	250
X8140115	HANDHOLE TO BE ADJUSTED	EACH	4
X8140215	HEAVY-DUTY HANDHOLE TO BE ADJUSTED	EACH	2

FILE NAME *	USER NAME *	DESIGNED -	TH	REVISED -	
D:\Engineering\Projects\CH 33 75th Street	hwsas	DRAWN	Traffic Signal Design\Alternative	REVISED	Summary of Quantities.dgn
	PLOT SCALE = 28.0000' / in.	CHECKED -	MJT	REVISED -	
Default	PLOT DATE = 7/15/2014	DATE -	03/11/14	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BILL OF MATERIALS

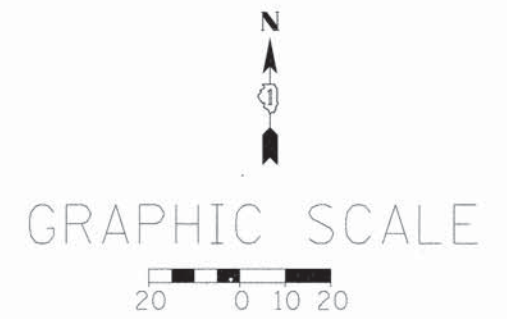
SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	29
CONTRACT NO. 61A64			ILLINOIS FED. AID PROJECT	

CONSTRUCTION NOTES:

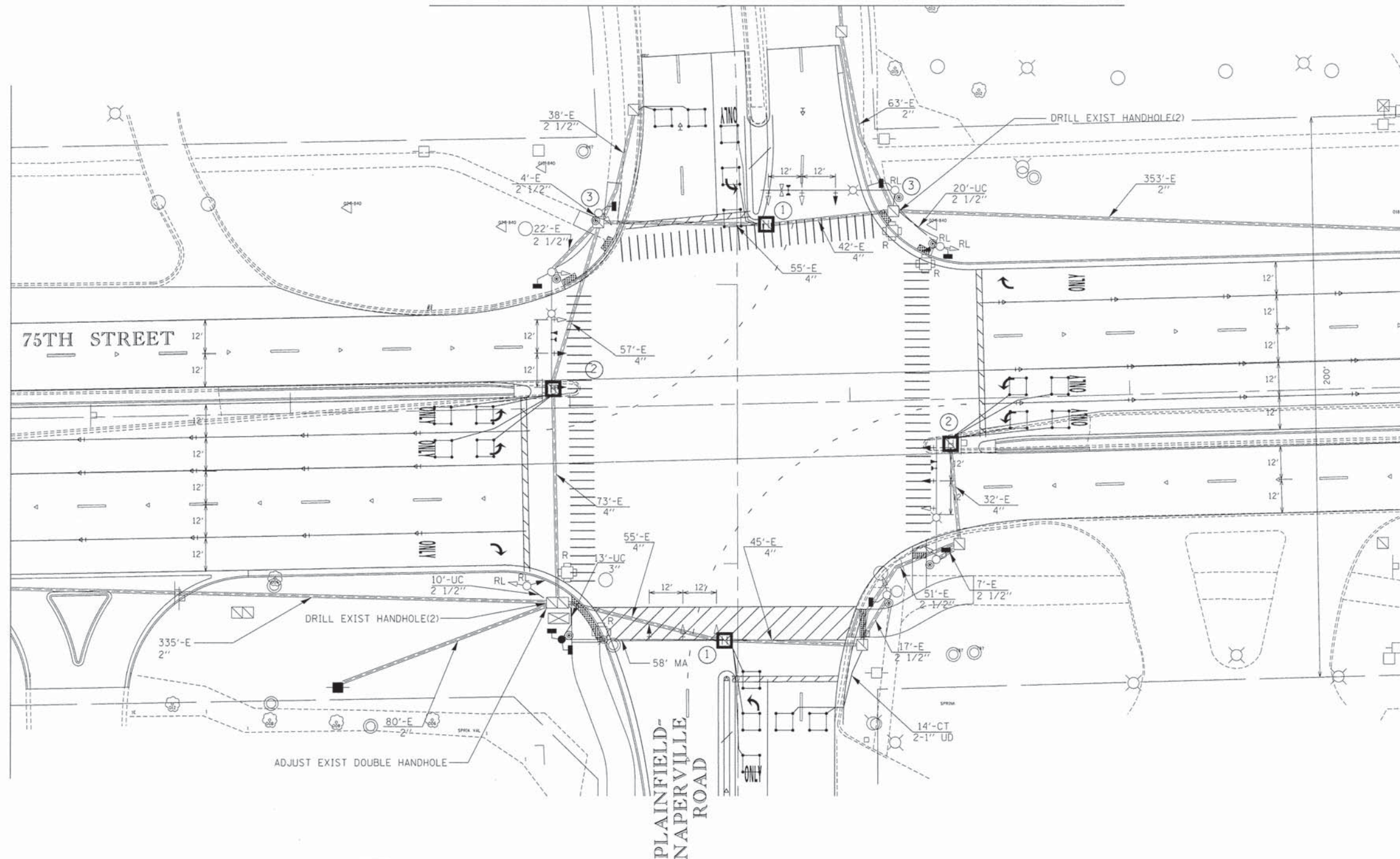
- ① ADJUST EXISTING HEAVY-DUTY HANDHOLES.
- ② REBUILD EXISTING STANDARD HANDHOLES TO HEAVY-DUTY HANDHOLES.
- ③ ADJUST EXISTING STANDARD HANDHOLES.
- ④ ALL LOOPS ARE 6' X 6' UNLESS OTHERWISE SHOWN ON THE PLANS.

RICKERT DRIVE



MATCH LINE SEE SHEET TS 04

MATCH LINE STA 159+00 SEE SHEET TS 03



MATCH LINE STA 164+00 SEE SHEET TS 03

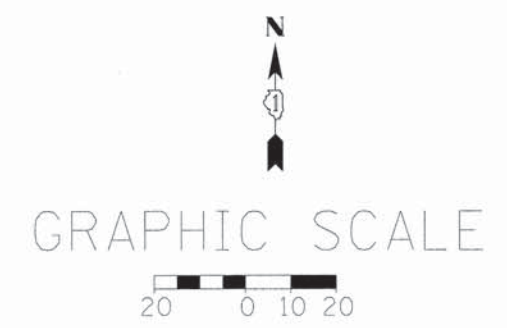
FILE NAME :	USER NAME :	DESIGNED -	REVISOR -
D:\Engineering\Projects\CH 33 75th Street	hwss	TH	
s:\12-00168-09-SP 75th at Plainfield-Naperville		DRAWN Traffic Signal Design\Alternative	REVISED: Signal Modernization.dgn
PLOT SCALE = 20.0000' / in.	CHECKED -	MJT	REVISOR -
Default	PLOT DATE =	7/15/2014	REVISOR -
	DATE -	03/11/14	REVISOR -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

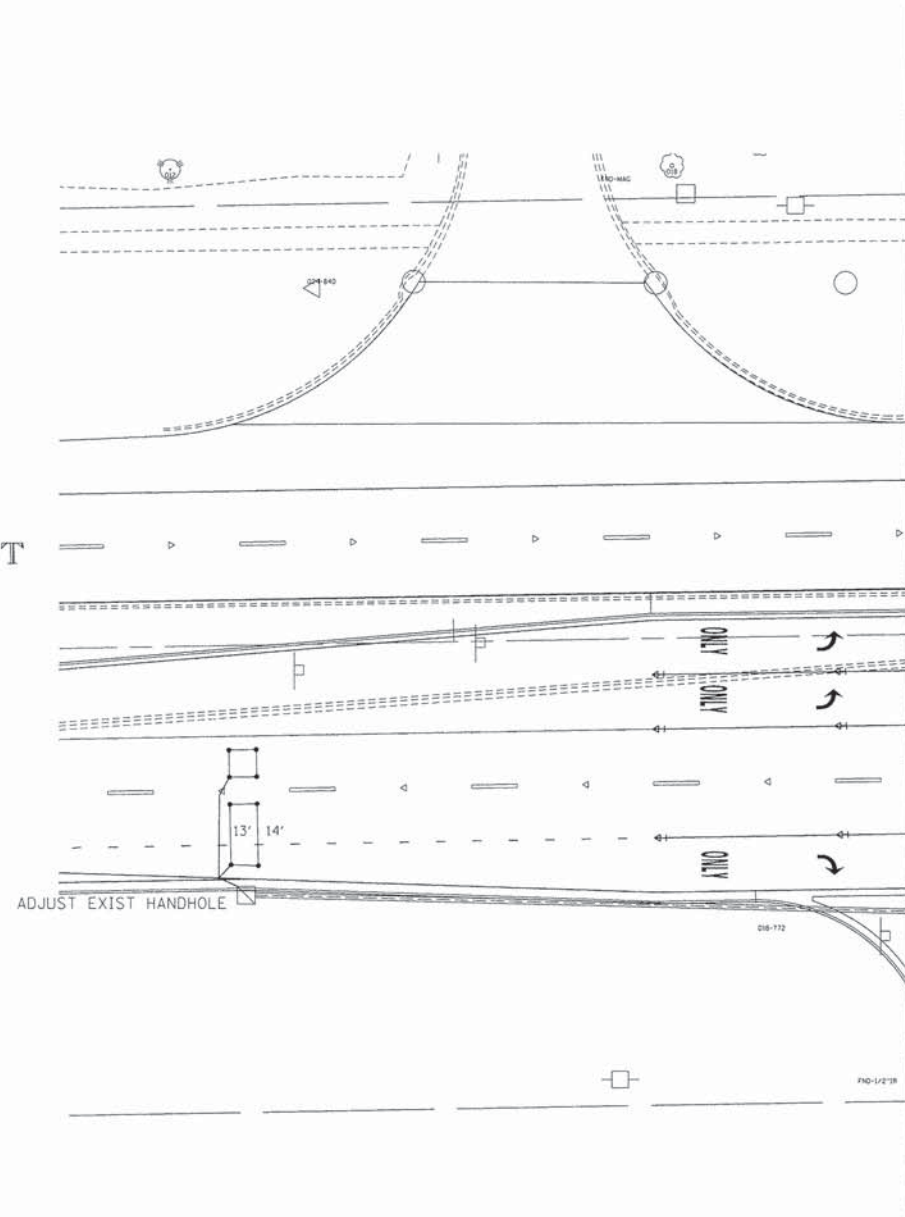
TRAFFIC SIGNAL PLAN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	30
CONTRACT NO. 61A64			ILLINOIS FED. AID PROJECT	



75TH STREET

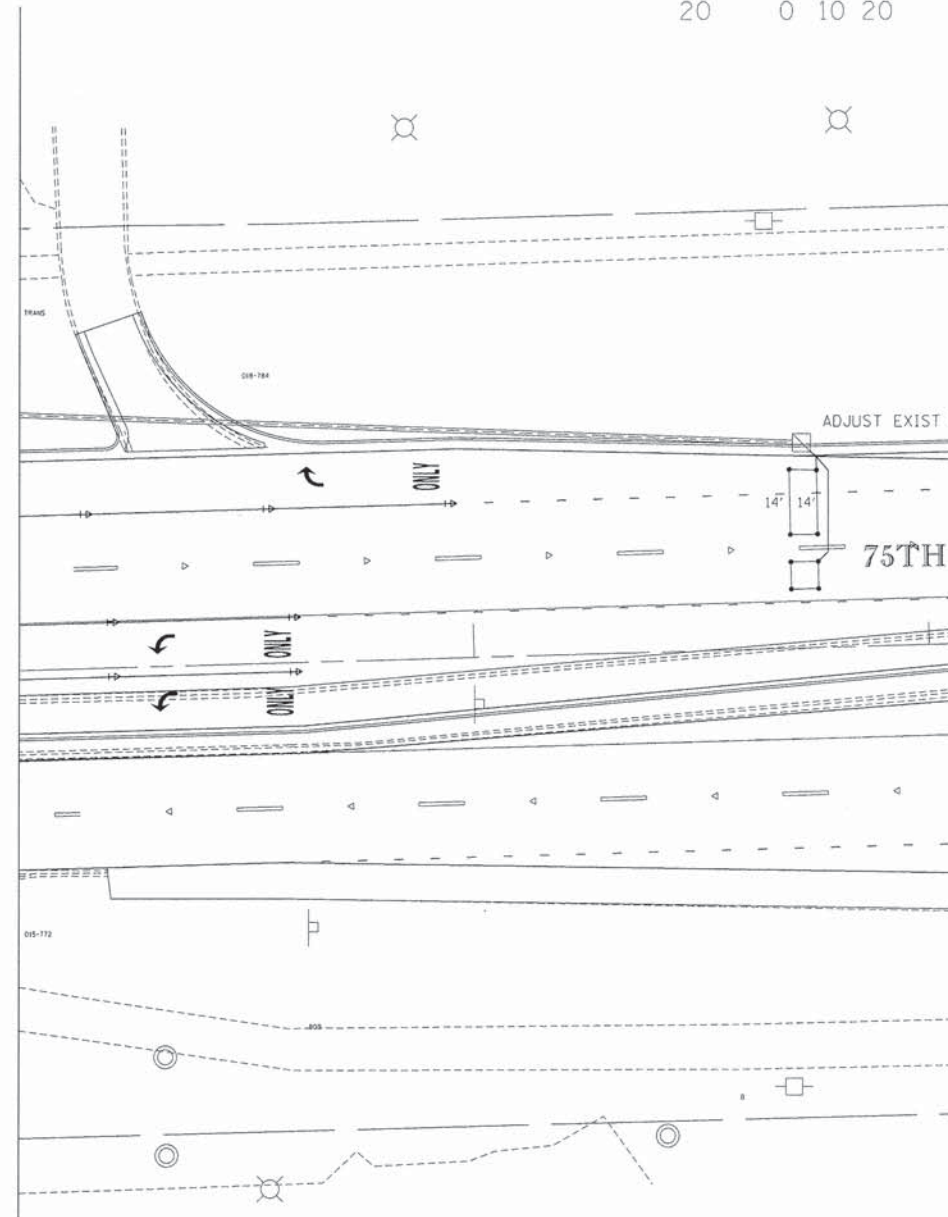


MATCH LINE STA 159+00 SEE SHEET TS 04

MATCH LINE STA 164+00 SEE SHEET TS 04

ADJUST EXIST HANDHOLE

75TH STREET



FILE NAME - D:\Engineering\Projects\CH 33 75th Street\12-00168-09-SP 75th at Plainfield-Naperville\Drawn\Traffic Signal Design\Alternative 4\01111111 Signal Modernization.dgn	USER NAME - pweas	DESIGNED - TH	REVISED -
PLOT SCALE - 20.0000' / in.	CHECKED - MJT	DATE - 03/11/14	REVISED -
Default	PLOT DATE - 7/15/2014	DATE - 03/11/14	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

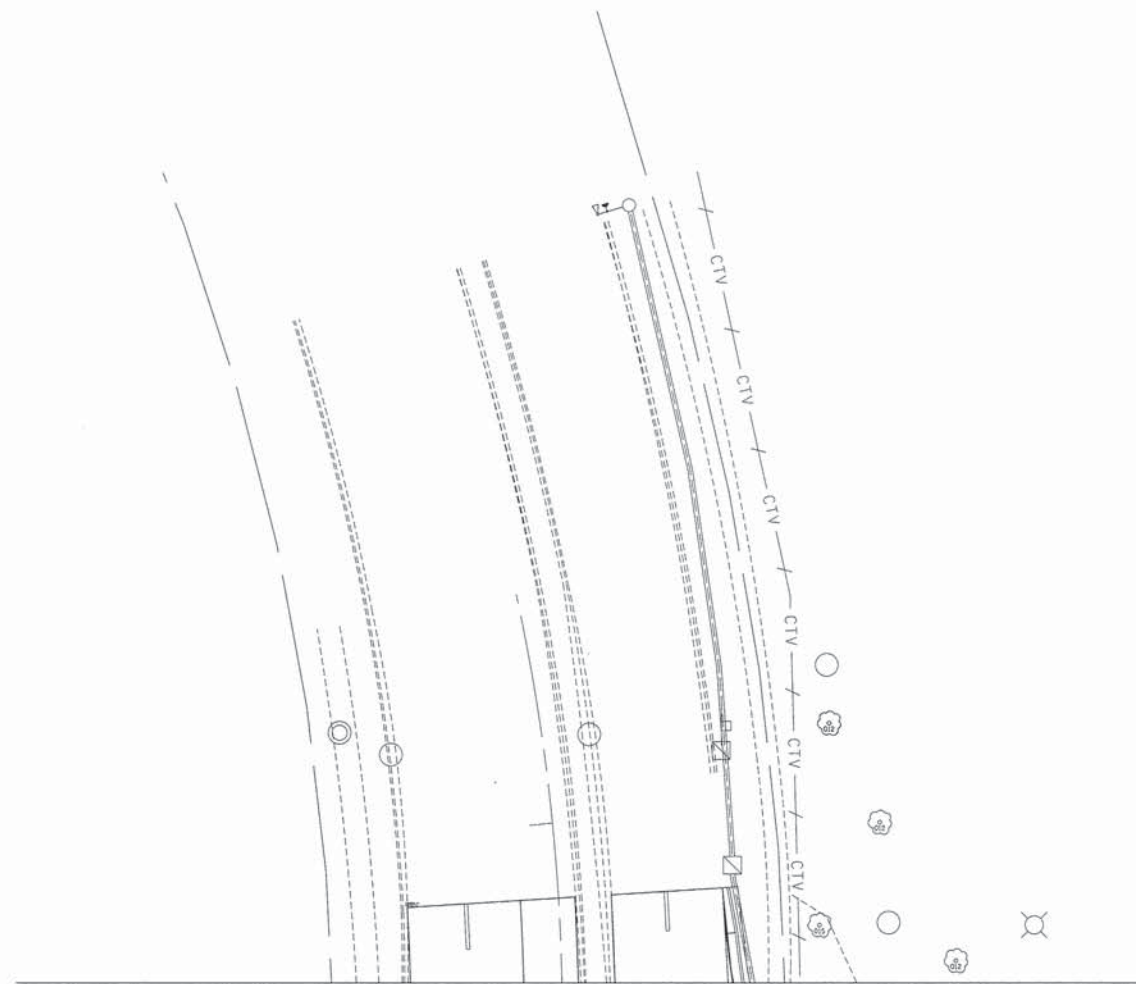
TRAFFIC SIGNAL PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE. 0369	SECTION 12-00168-09-SP	COUNTY DUPAGE	TOTAL SHEETS 61	SHEET NO. 31
CONTRACT NO. 61A64				
ILLINOIS FED. AID PROJECT				



GRAPHIC SCALE



MATCH LINE SEE SHEET TS 03

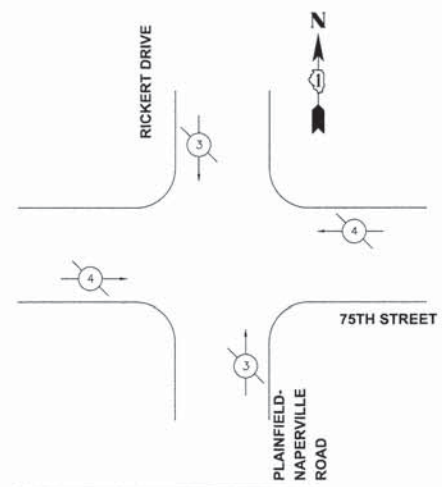
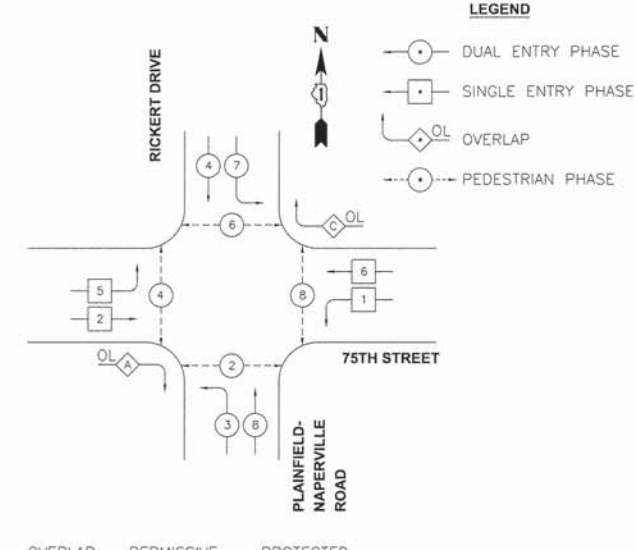
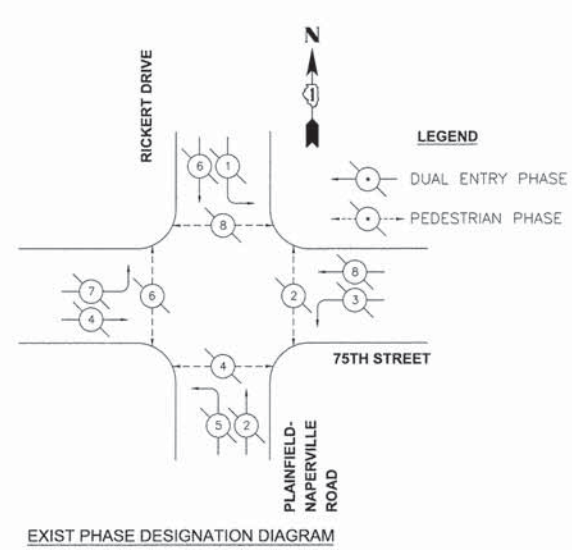
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Default	PLOT SCALE = 20.0000' / in.	CHECKED - MJT	REVISED -
	PLOT DATE = 7/15/2014	DATE - 03/11/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN

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

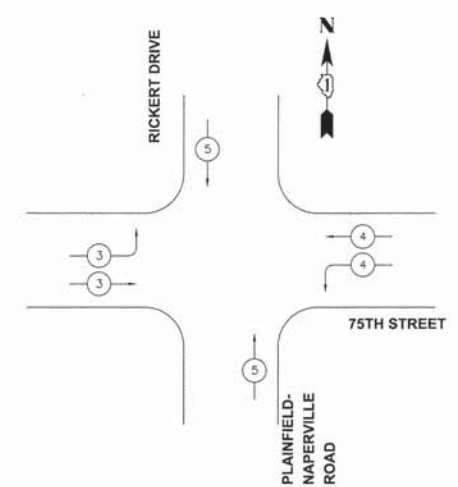
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	32
				CONTRACT NO. 61A64
ILLINOIS FED. AID PROJECT				



EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↑	→

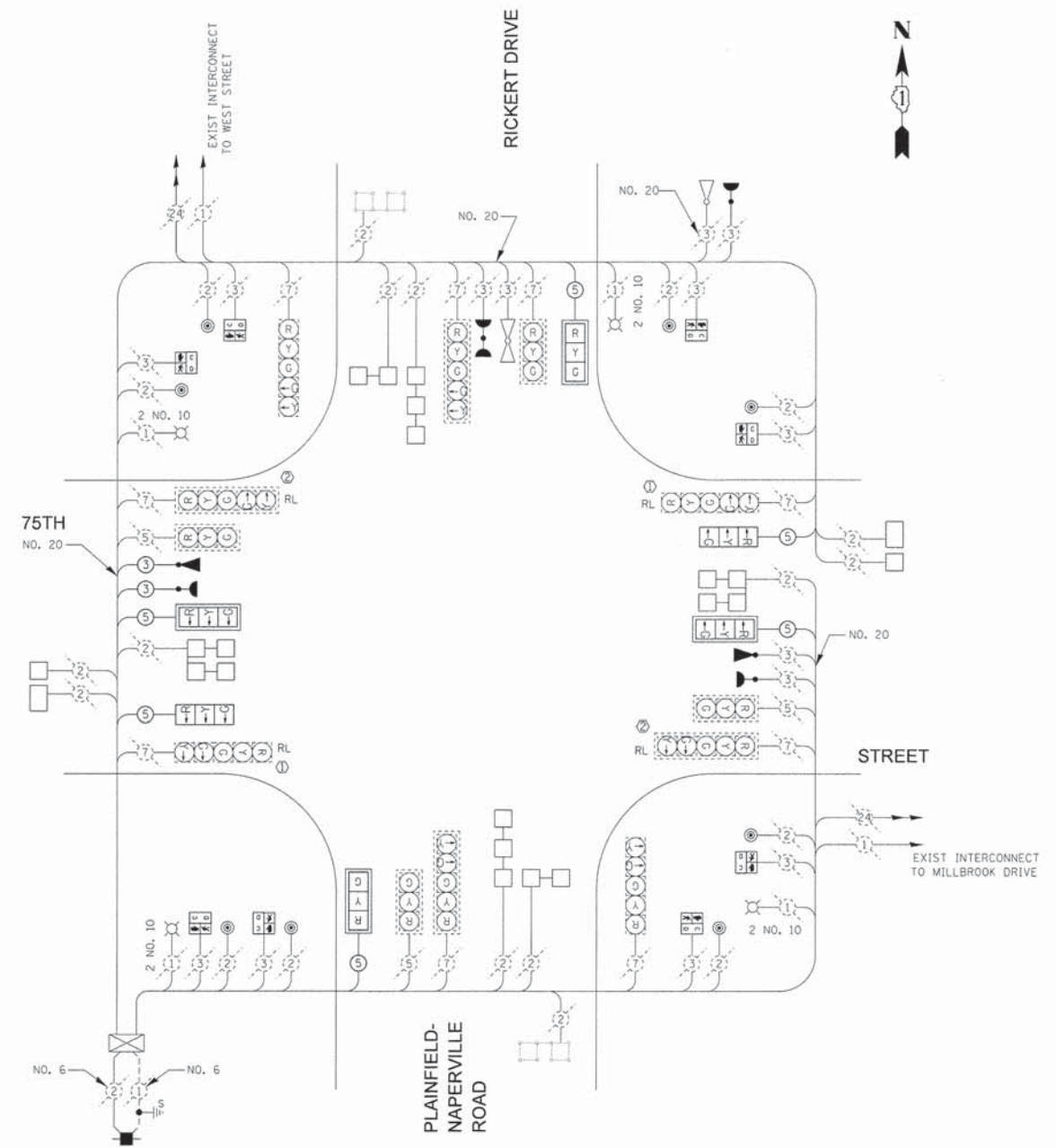
EXIST EMERGENCY VEHICLE PREEMPTION SEQUENCE

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3
C	= 6	+ 7



EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	→	↘	↑

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



CABLE PLAN

- NOTES:
- ① ROTATE EXIST FAR LEFT POST MOUNT 5 SECTION HEADS AND CHANGE ARROW INDICATIONS TO NEAR RIGHT.
 - ② RELOCATE EXIST MAST ARM MOUNT 5 SECTION HEADS TO FAR RIGHT MAST ARM POLE AND CHANGE ARROW INDICATIONS TO RIGHT TURN.

TYPE	NO. LAMPS	WATTAGE		OPERATION (%)	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	16		10	80	96
(YELLOW)	16		22	3	11
(GREEN)	16		12	37	71
ARROW (RED)	4		10	85	34
(YELLOW)	12		22	2	5
(GREEN)	12		12	13	19
PED. SIGNAL (WALK)	8		10	5	4
(DON'T WALK)	8		22	95	167
CONTROLLER	1	100		100	100
LUMINAIRE	4	310		100	1240
TOTAL=					1747

ENERGY COSTS - BILLED TO: DUPAGE COUNTY D.O.T., 420 N. COUNTY FARM ROAD, WHEATON, IL 60187-2553

ENERGY SUPPLY - CONTACT: SANDRA DUY, 1630-891-1068, COM ED

FILE NAME =	USER NAME = hbas	DESIGNED - TH	REVISED -
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PLOT SCALE = 28.0000' / in.	CHECKED - MJT	REVISIONS	
PLOT DATE = 7/15/2014	DATE = 03/11/14	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CABLE DIAGRAM	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	33
CONTRACT NO. 61A64				
[ILLINOIS] FED. AID PROJECT				

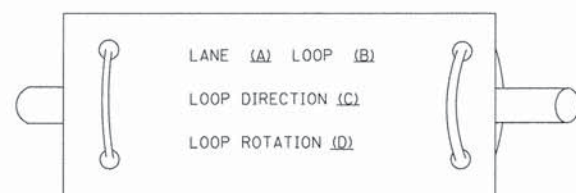
TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED																	
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE																				
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE																				
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA																				
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED																				
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F																				
UNINTERRUPTABLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F																				
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F																				
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F																				
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE																				
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED																				
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED																				
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED																				
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED																				
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED																				
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR																				
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR																				
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				QUEUE DETECTOR																				
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PREFORMED QUEUE DETECTOR																				
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																				
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				"RB" INDICATES REFLECTIVE BACKPLATE				PREFORMED SAMPLING (SYSTEM) DETECTOR																				
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				<h2 style="margin: 0;">RAILROAD SYMBOLS</h2> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 25%;">EXISTING</th> <th style="width: 25%;">PROPOSED</th> </tr> </thead> <tbody> <tr> <td>RAILROAD CONTROL CABINET</td> <td></td> <td></td> </tr> <tr> <td>RAILROAD CANTILEVER MAST ARM</td> <td></td> <td></td> </tr> <tr> <td>FLASHING SIGNAL</td> <td></td> <td></td> </tr> <tr> <td>CROSSING GATE</td> <td></td> <td></td> </tr> <tr> <td>CROSSBUCK</td> <td></td> <td></td> </tr> </tbody> </table>				EXISTING	PROPOSED	RAILROAD CONTROL CABINET			RAILROAD CANTILEVER MAST ARM			FLASHING SIGNAL			CROSSING GATE			CROSSBUCK		
	EXISTING	PROPOSED																										
RAILROAD CONTROL CABINET																												
RAILROAD CANTILEVER MAST ARM																												
FLASHING SIGNAL																												
CROSSING GATE																												
CROSSBUCK																												
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED																								
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID																								
ILLUMINATED SIGN "NO LEFT TURN"				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER																								
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO INTERCONNECT																								
DETECTOR LOOP, TYPE I				RADIO REPEATER																								
PREFORMED DETECTOR LOOP				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED																								
MICROWAVE VEHICLE SENSOR				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)																								
VIDEO DETECTION CAMERA																												
VIDEO DETECTION ZONE																												
PAN, TILT, ZOOM CAMERA																												
WIRELESS DETECTOR SENSOR																												
WIRELESS ACCESS POINT																												

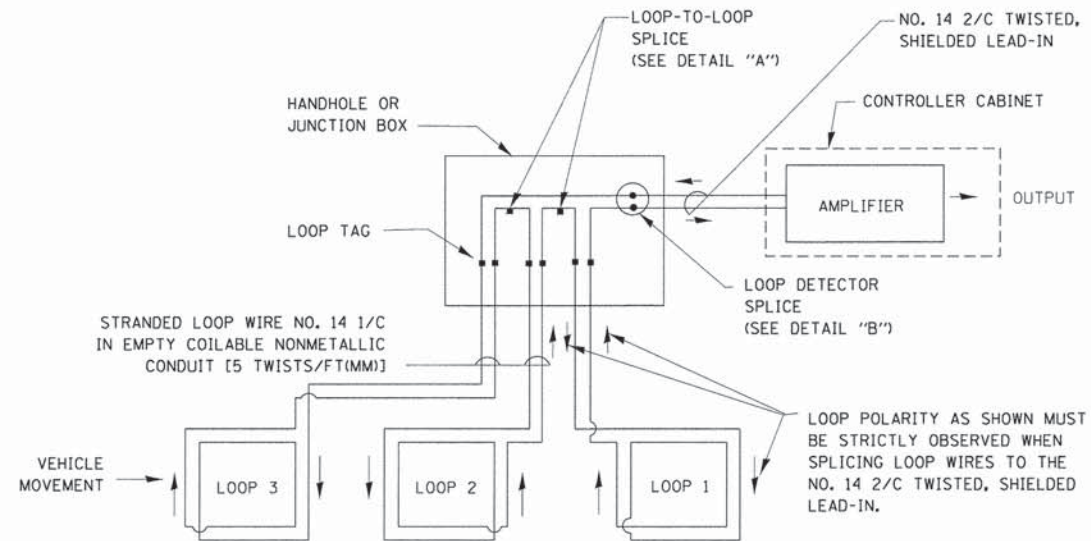
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

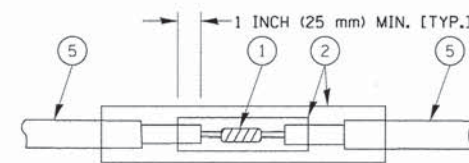


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

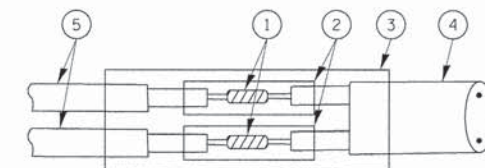


DETECTOR LOOP WIRING SCHEMATIC

- 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.

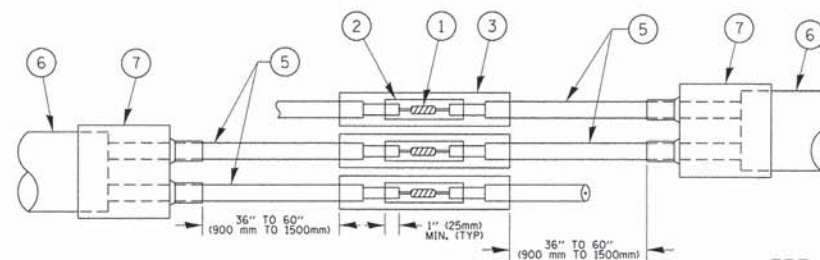


DETAIL "A"
LOOP-TO-LOOP SPLICE

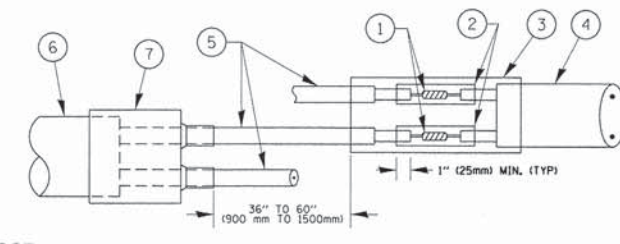


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

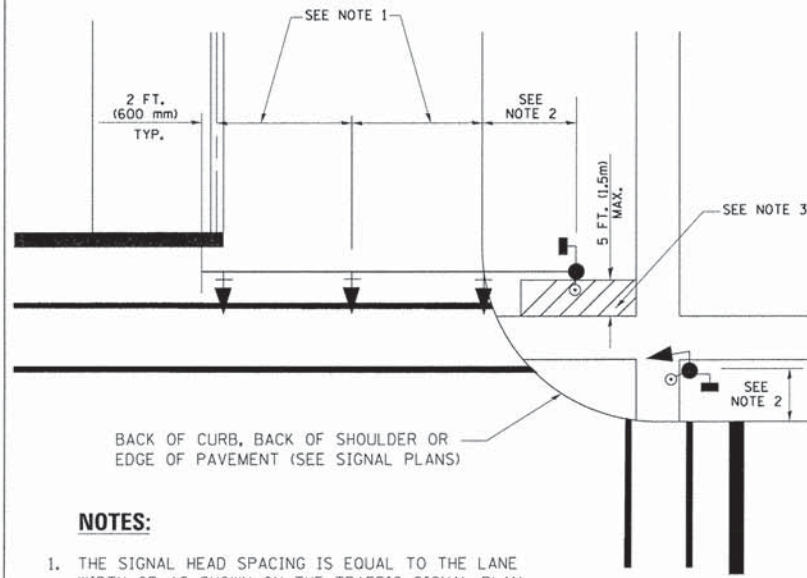
PREFORMED LOOP

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

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at:\p_work\pwidot\footemj\d0188315\ts05.dgn		DRAWN - BCK	REVISED -			0369	12-00168-09-SP	DuPAGE	61	35
PLOT SCALE = 50.0000' / in.		CHECKED - DAD	REVISED -			TS-05		CONTRACT NO. 61A64		
PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -			SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA. FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

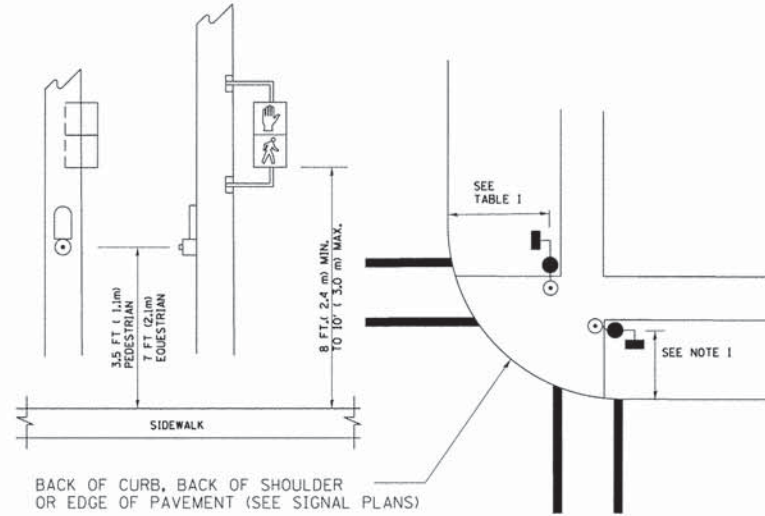
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

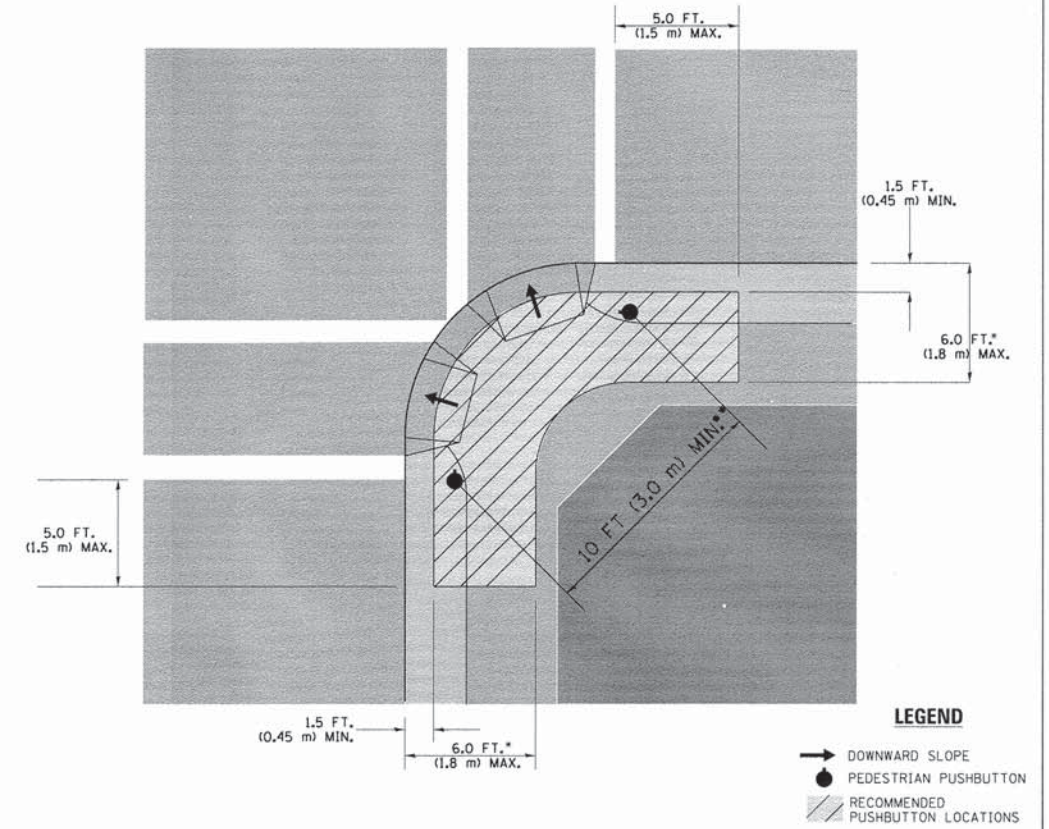
PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- RECOMMENDED PUSHBUTTON LOCATIONS

- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD AFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

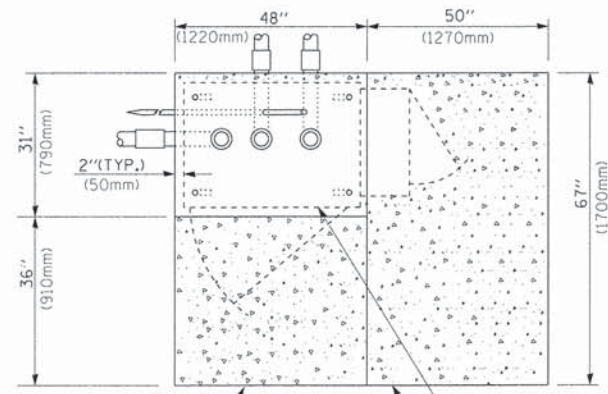
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

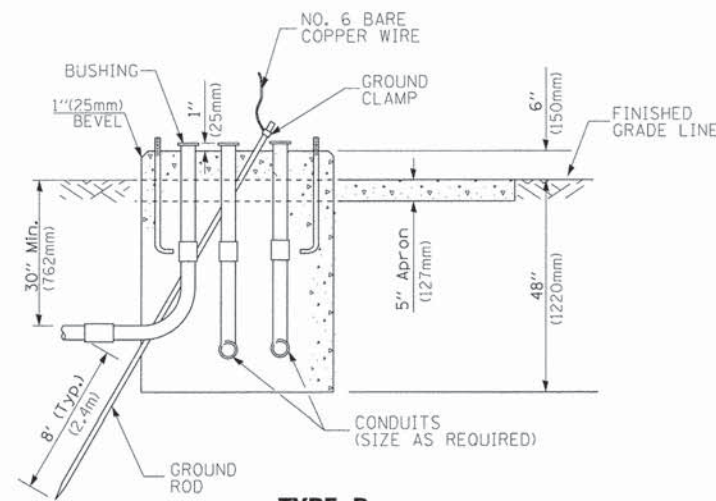
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET NO. 3 OF 7 SHEETS STA. TO STA.

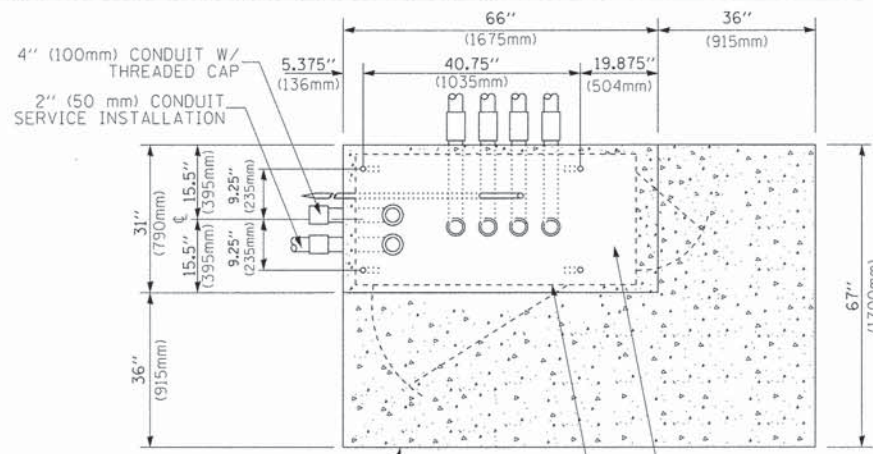
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TS-05			CONTRACT NO. 61A64	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TOP VIEW



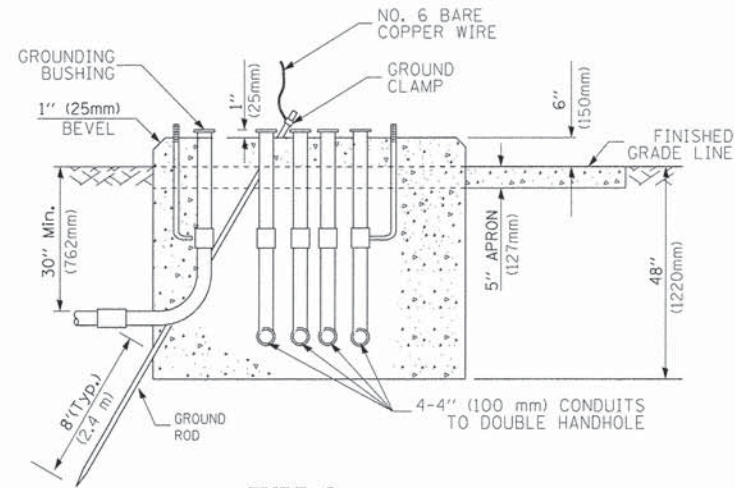
**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



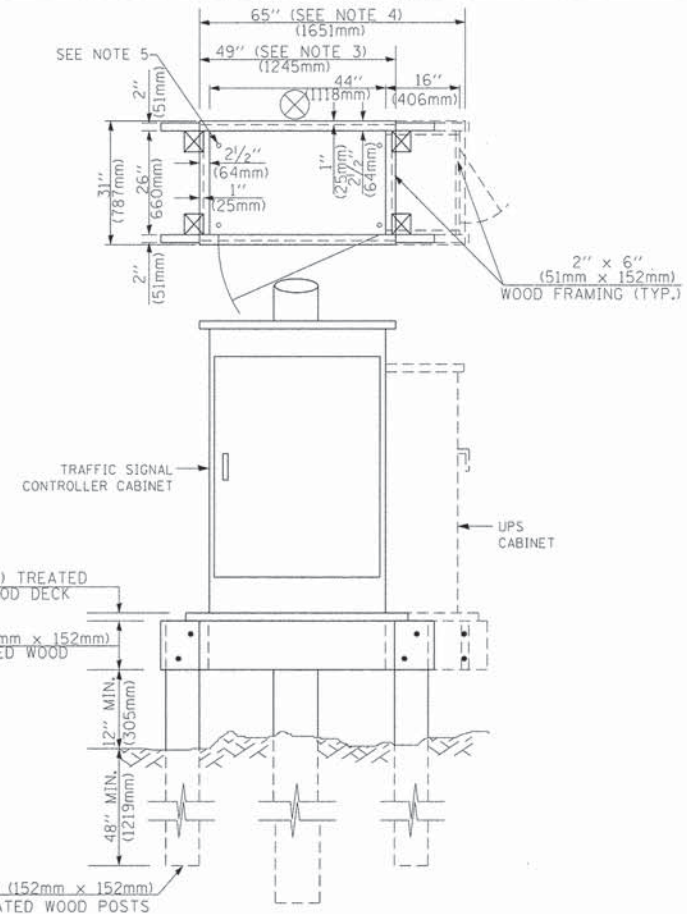
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



NOTES:

- BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
- DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
- FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

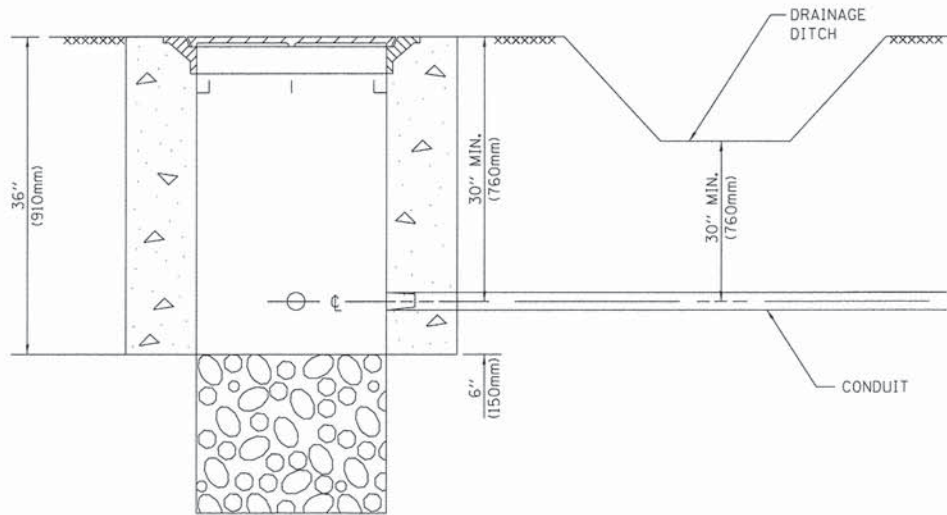
MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

- These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
- Combination most arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
- Combination most arm assemblies under 55 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
- For most arm assemblies with dual arms refer to state standard 878001.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

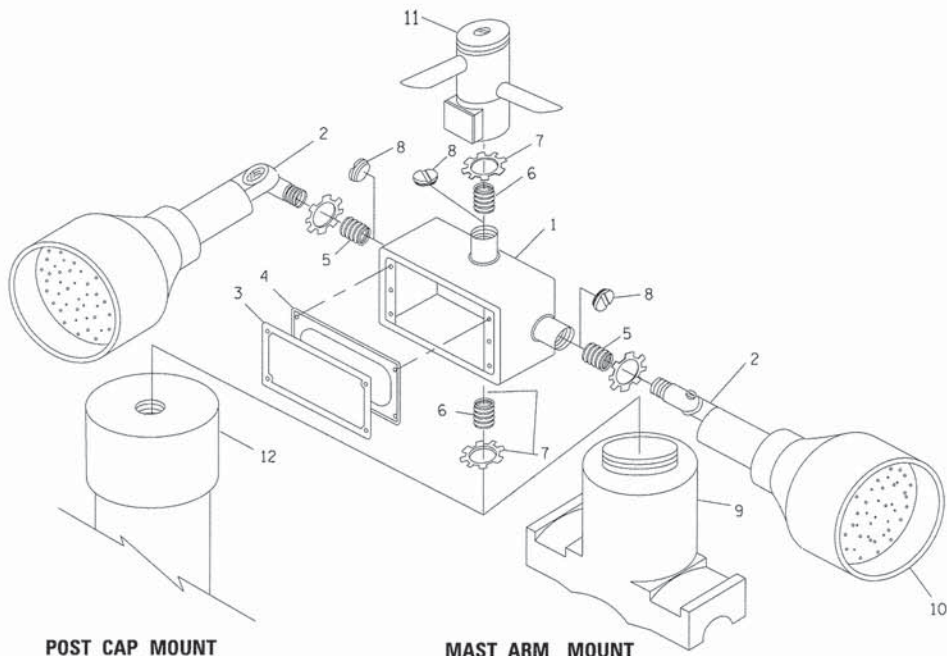
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ct:\pwwork\pwwid\foatemj\ad0108315\ts05.dgn		DRAWN - BCK	REVISED -			0369	12-00168-09-SP	DuPAGE	61	38
PLOT SCALE = 50.0000' / in.		CHECKED - DAD	REVISED -			TS-05		CONTRACT NO. 61A64		
PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -			SCALE: NONE		SHEET NO. 5 OF 7 SHEETS STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GRADE
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)

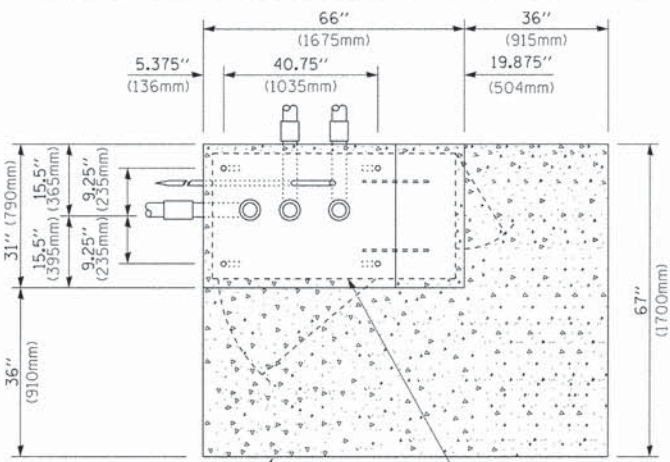


EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

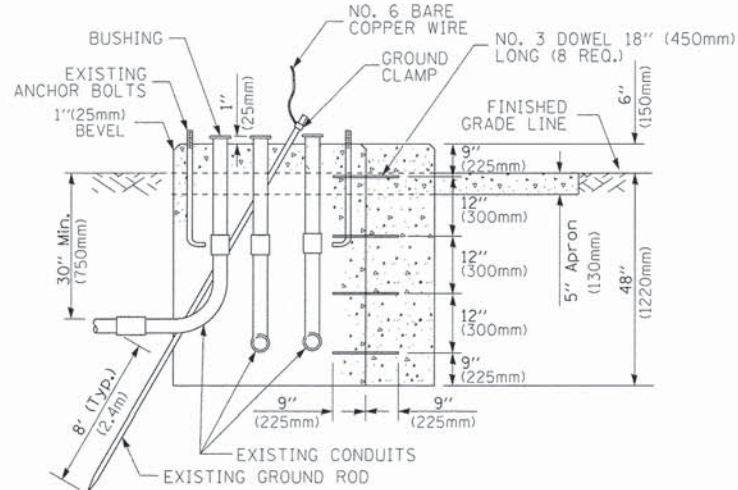
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

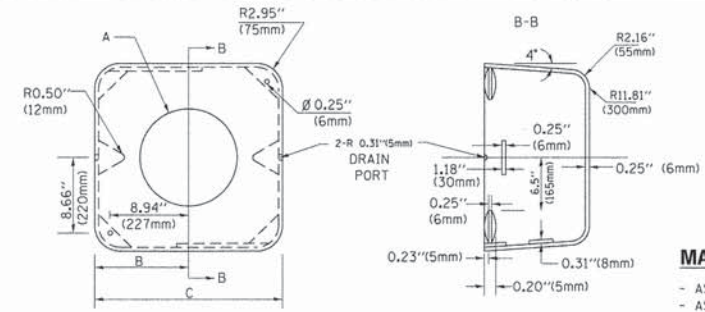
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-0-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



TOP VIEW
(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)



MATERIAL:

- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

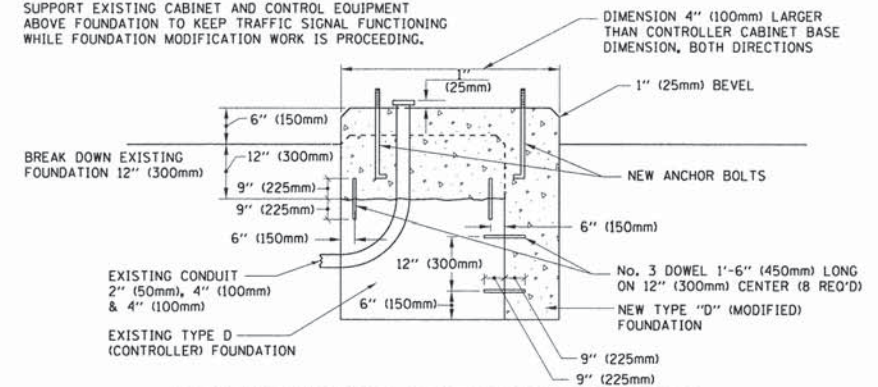
SHROUD

NOTES:

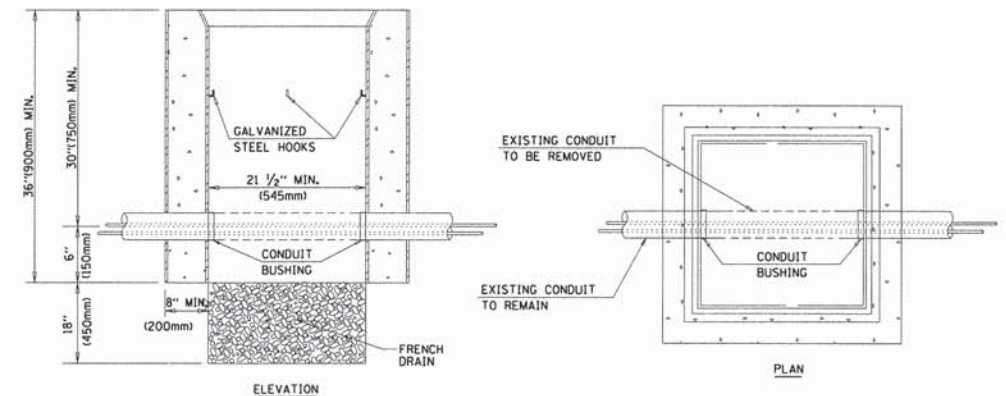
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

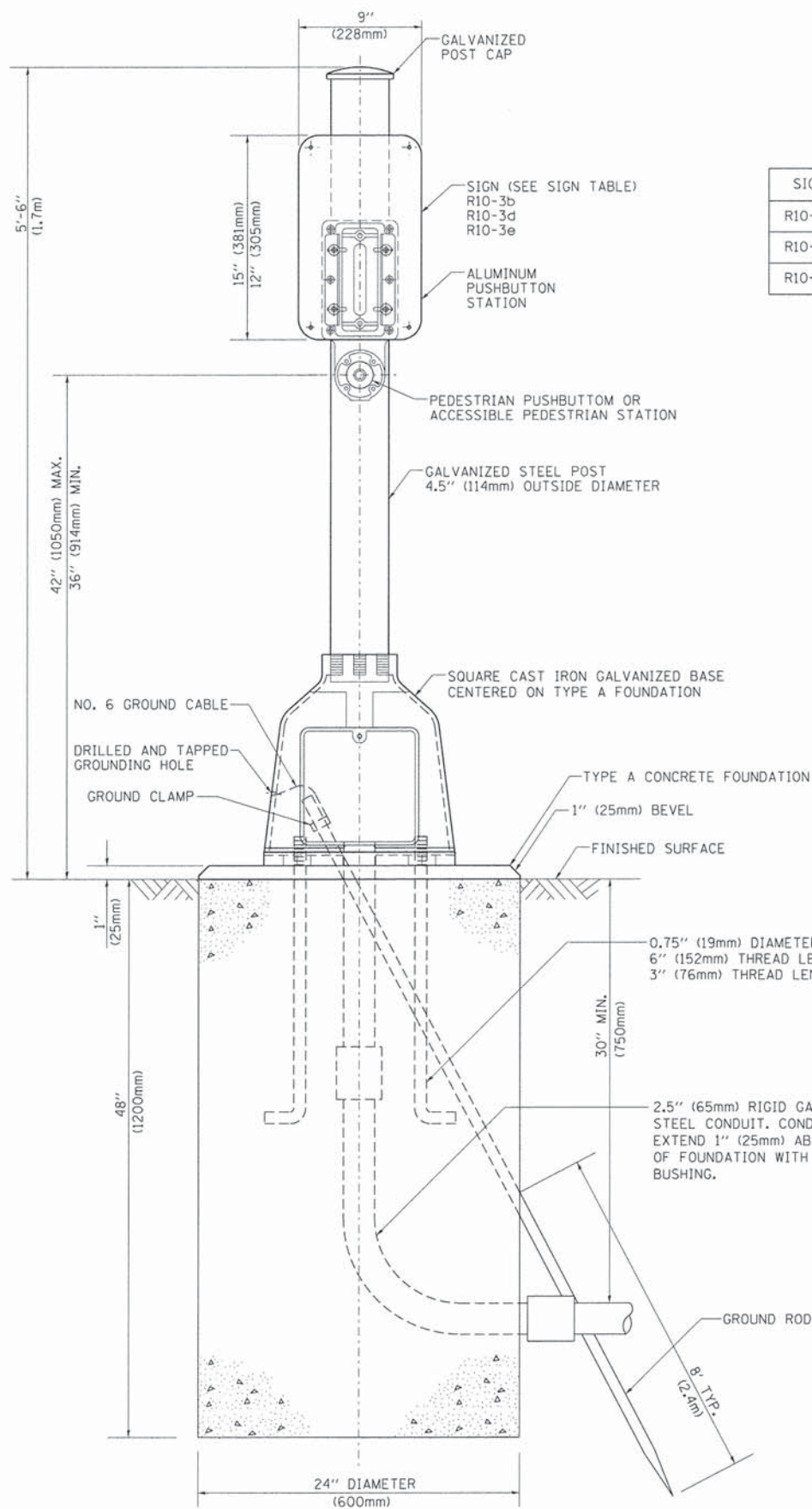
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

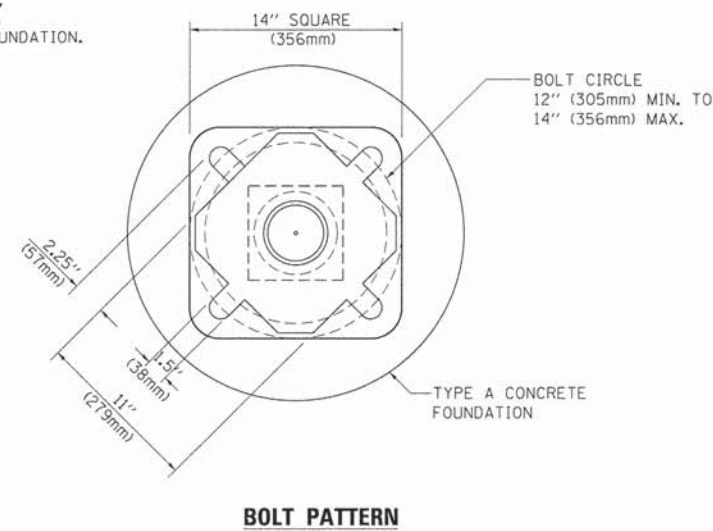
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0369	12-00168-09-SP	DuPAGE	61	39
TS-05		CONTRACT NO. 61A64		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET NO. 6 OF 7 SHEETS STA. TO STA.



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



PEDESTRIAN PUSH BUTTON POST, TYPE A

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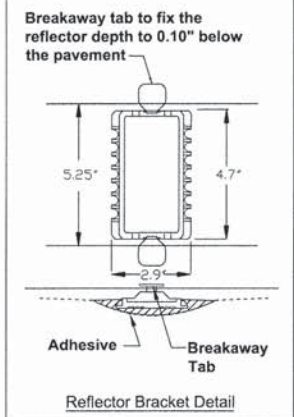
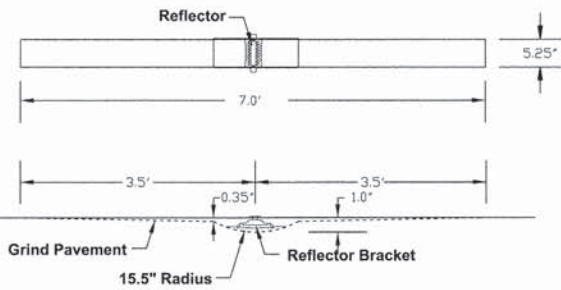
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

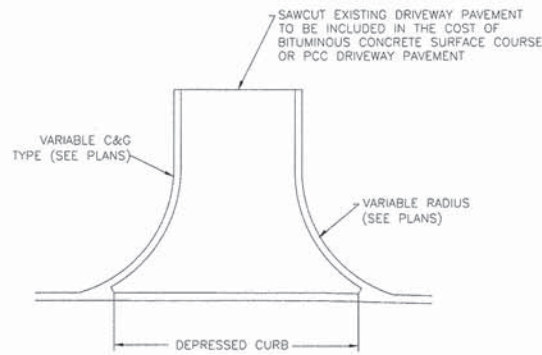
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0369	12-00168-09-SP	DuPAGE	61	40
TS-05		CONTRACT NO. 61A64		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

RECESSED PAVEMENT MARKER



- Notes**
- The reflector bracket shall be made of a polycarbonate and shall be a MarkerOne Series R100 or Engineer approved equivalent.
 - The adhesive used shall meet the requirements of AASHTO M237 specification for adhesives to be used in cementing asphalt surfaces.
 - For 1-way markers heading uphill, uphill grind taper may be omitted.
 - Markers shall be placed at 80' intervals on lane lines and painted medians and 40' intervals on curves and approaching intersections.

Recessed Pavement Marker 4.dgn 4/114

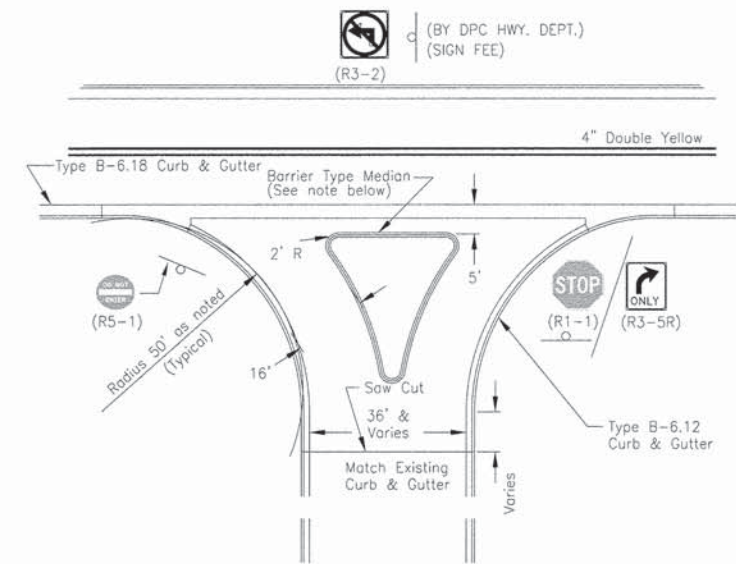


- BITUMINOUS DRIVEWAY**
- 1-1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
 - 8" HOT-MIX ASPHALT BASE COURSE
 - 6" AGGREGATE BASE COURSE, TYPE B
- PCC DRIVEWAY**
- 8" PCC DRIVEWAY PAVEMENT
 - 6" AGGREGATE BASE COURSE, TYPE B

COMMERCIAL DRIVEWAY DETAIL

DUPAGE COUNTY DIVISION OF TRANSPORTATION COMMERCIAL DRIVEWAY STANDARD LIMITED TURN

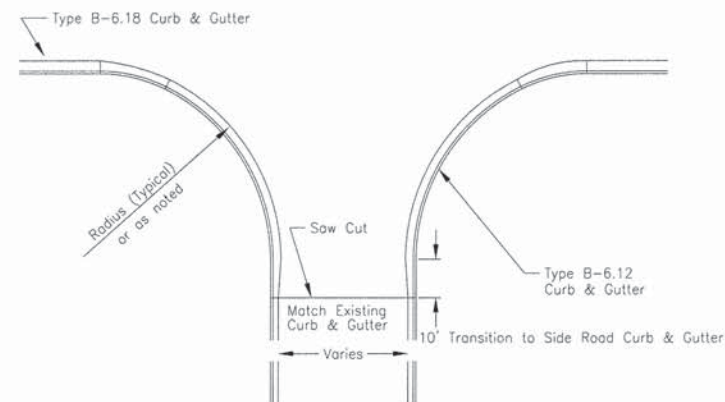
Revised R.K. 10/29/08



- NOTES**
- Materials for driveway and island:
 - 1-1/2" HMA Surface Course (Mix D, N70)
 - 8" HMA Base Course (Mix D, N70)
 - 6" Aggregate Subgrade
 - All signs to be installed by others, unless otherwise noted. A sign fee may apply.
 - All signs shall be erected on type B posts.
 - Island shall be depressed per ADA standards for sidewalk or path if applicable.
 - All dimensions are to edge of pavement.
 - Barrier median shall be constructed with type B6 curb (drainage away from median), or type B6.12 curb & gutter (drainage to median), as is applicable.

\\dotserver\engineering\standard\details\inroad_permit.dwg
02/08/01 Tom H

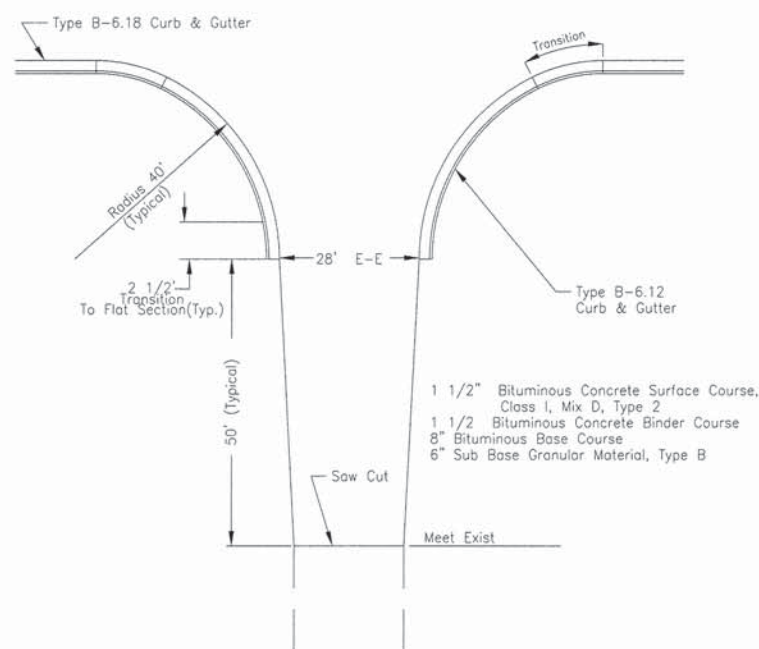
TYPICAL CURBED SIDE ROAD APPROACH



- 1 1/2" Bituminous Concrete Surface Course, CL I Mix D Type 2
- 1 1/2" Bituminous Concrete Binder Course
- 8" Bituminous Base Course
- 6" Sub Base Granular Material, Type B

TOM H. 10/13/95
\\DOTSERVER\ENGINEERING\STANDARD\DETAILS\SIDESTRT2.DWG

TYPICAL UNCURBED SIDE ROAD APPROACH



- 1 1/2" Bituminous Concrete Surface Course, Class I, Mix D, Type 2
- 1 1/2" Bituminous Concrete Binder Course
- 8" Bituminous Base Course
- 6" Sub Base Granular Material, Type B

TOM H. 6/19/00
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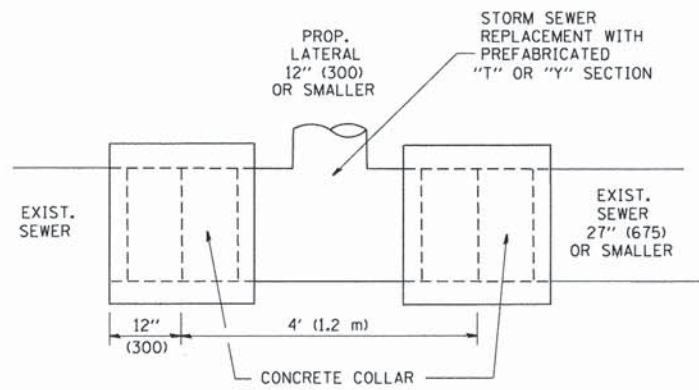
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COUNTY DETAILS
75TH STREET

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61A64			ILLINOIS FED. AID PROJECT	

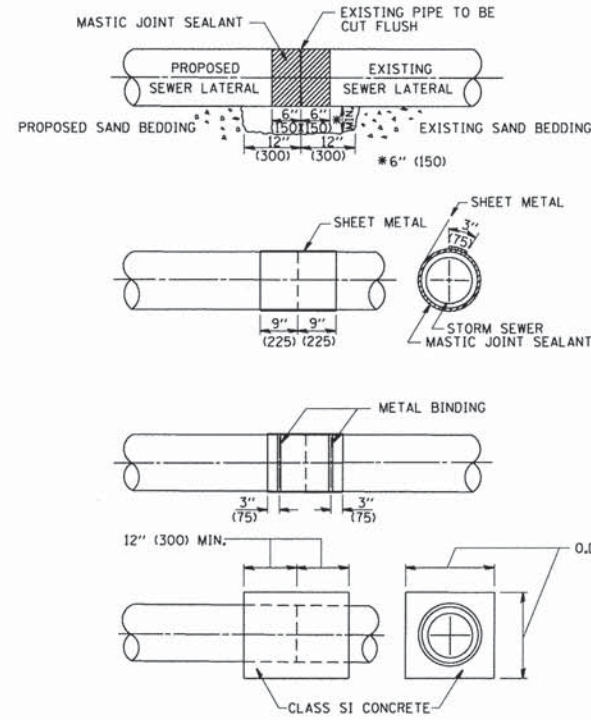
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PLOT SCALE = 20,000' / in.	CHECKED	-	-
Default	PLOT DATE = 7/15/2014	DATE	REVISED

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



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER

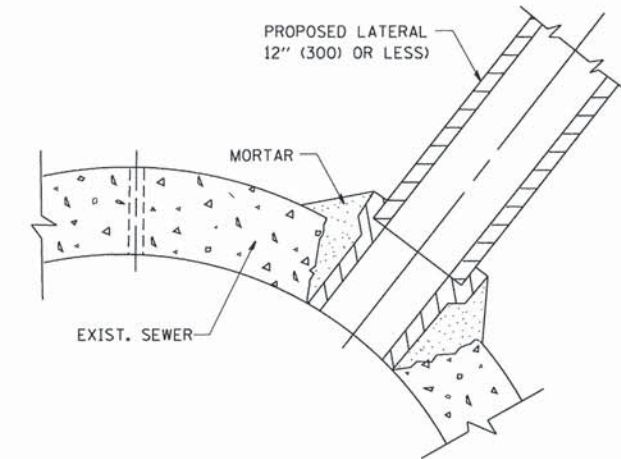


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 I.I (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

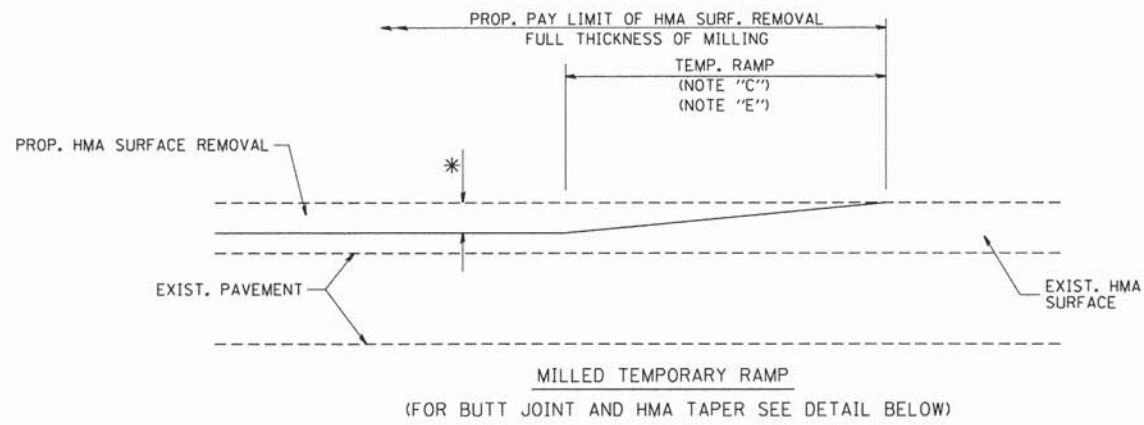
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	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

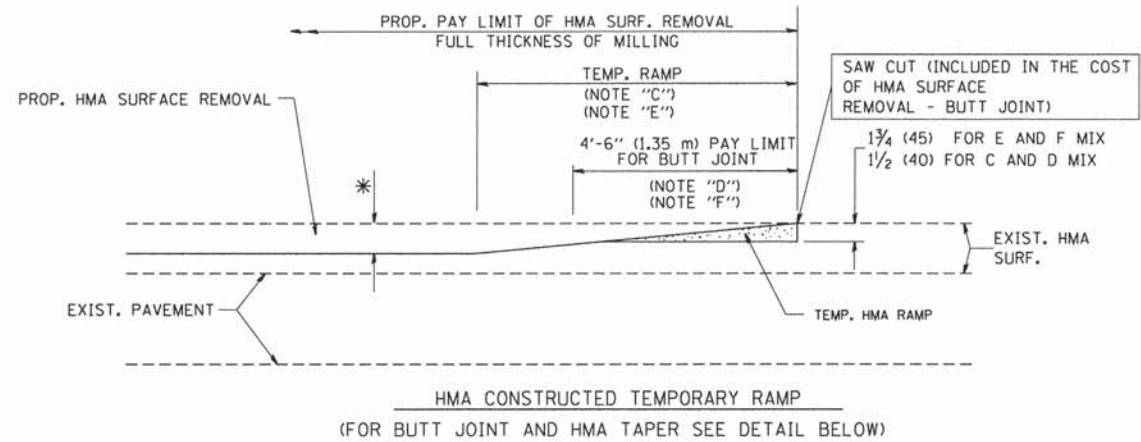
**DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER**

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

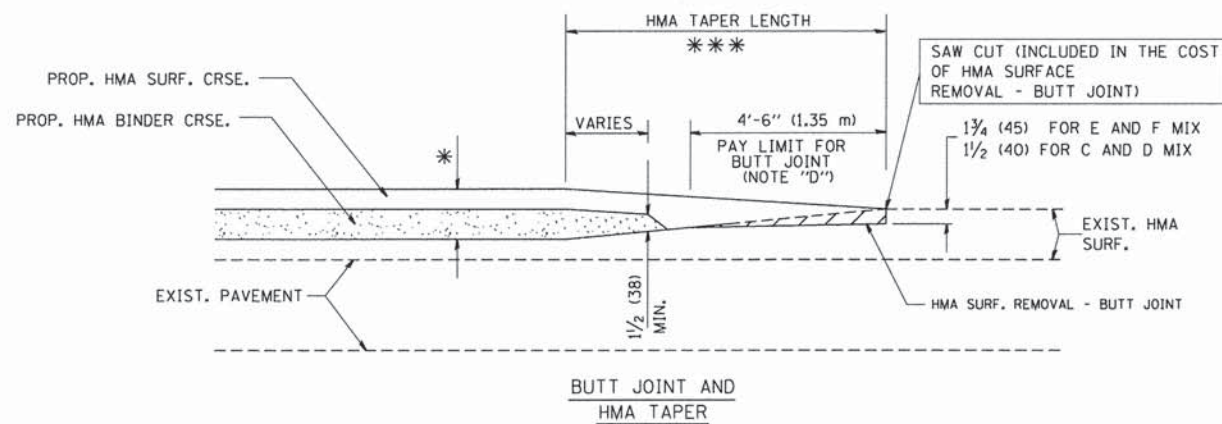
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DuPAGE	61	42
BD500-01 (BD-7)			CONTRACT NO. 61A64	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



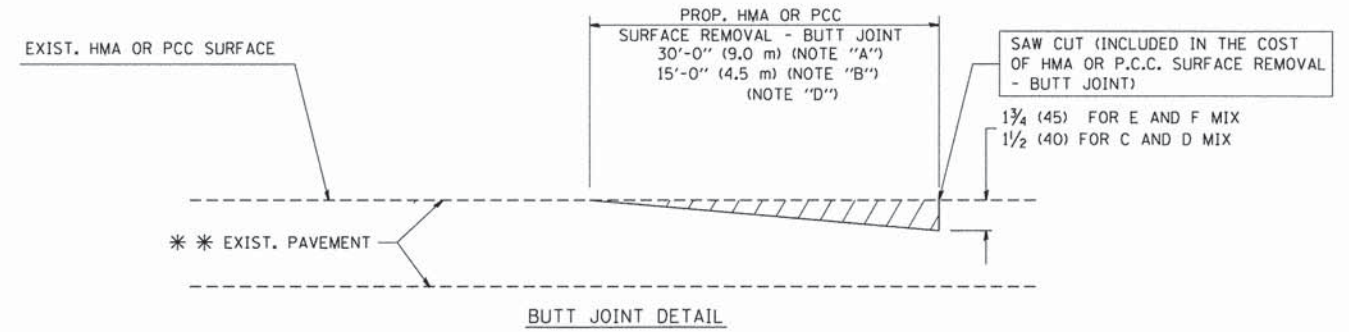
OPTION 1



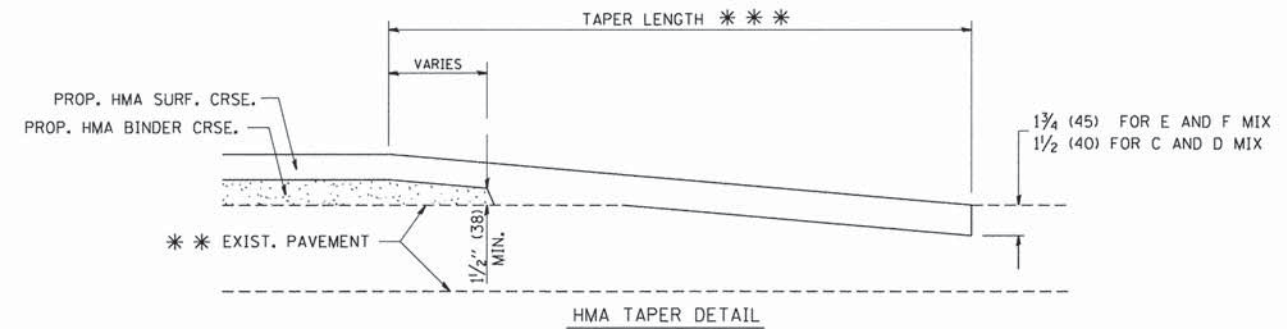
**OPTION 2
TYPICAL TEMPORARY RAMP**



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



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

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

NOTES

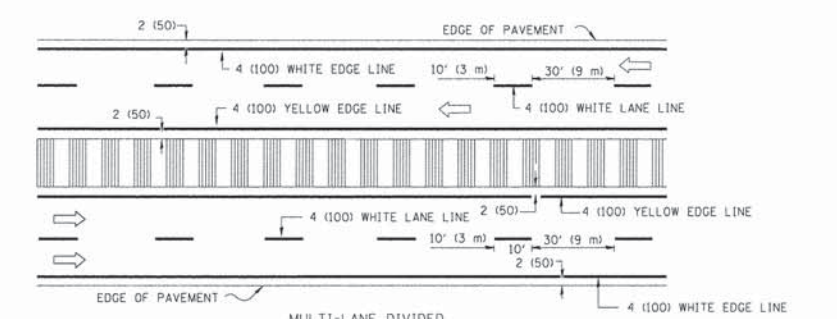
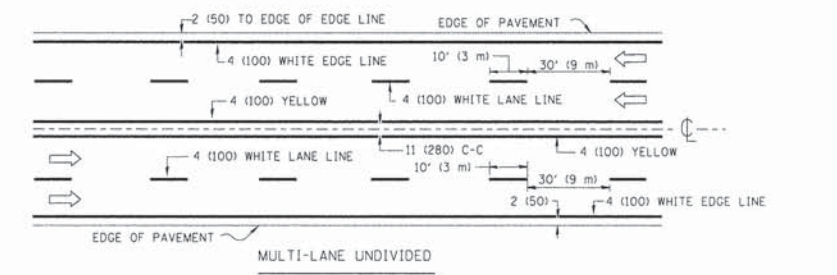
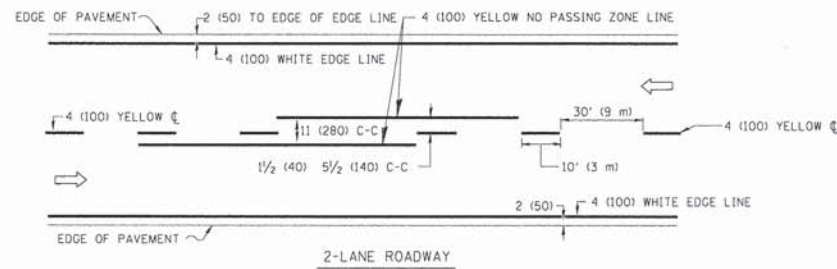
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF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

BASIS OF PAYMENT:

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

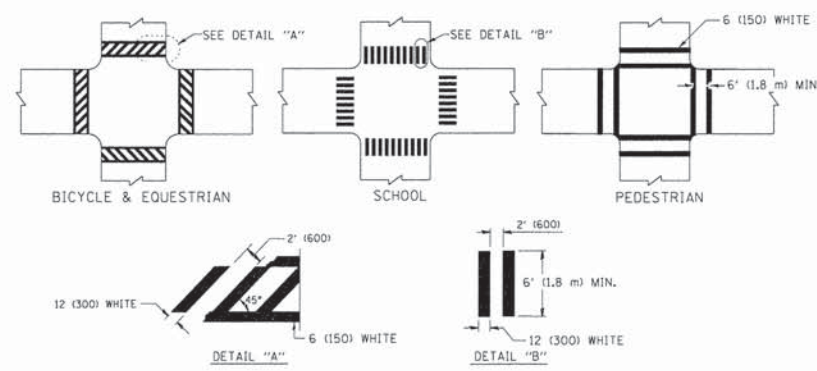
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianob	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. ABBAS 03-21-97		0369	12-00168-09-SP	DuPAGE	61	43		
		CHECKED -	REVISED - M. GOMEZ 04-06-01		BD400-05 BD32		CONTRACT NO. 61A64				
		DATE - 06-13-90	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	

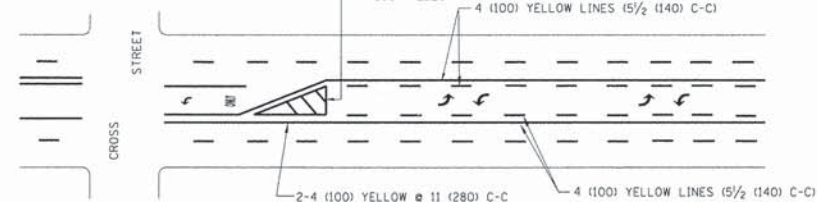
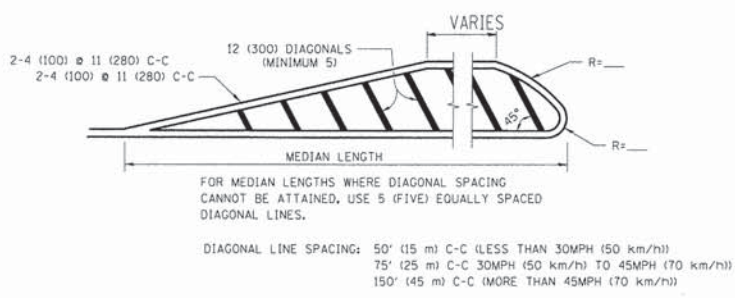
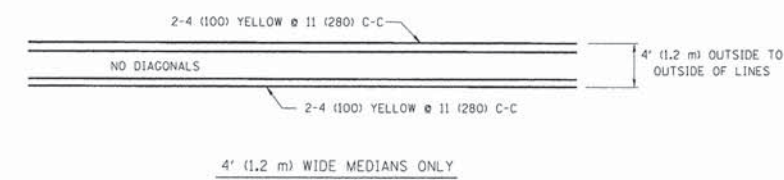


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

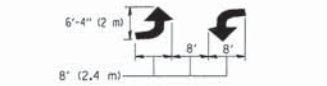
TYPICAL LANE AND EDGE LINE MARKING



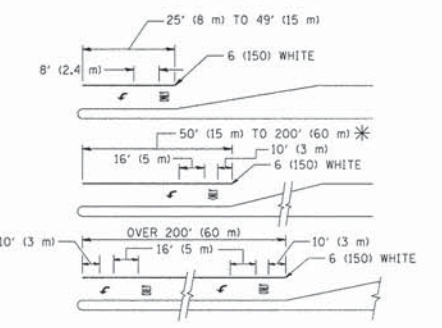
TYPICAL CROSSWALK MARKING



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.



TYPICAL PAINTED MEDIAN MARKING

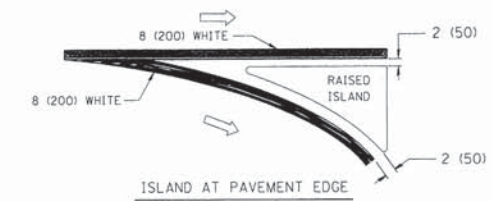
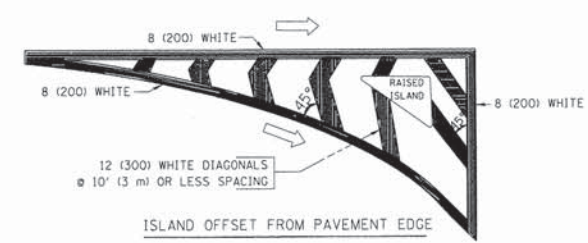


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

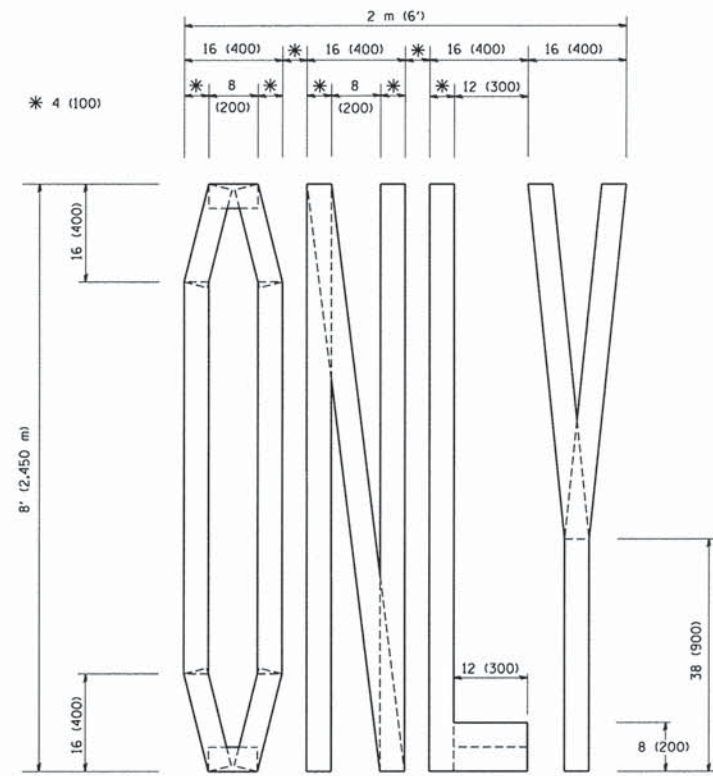


TYPICAL ISLAND MARKING

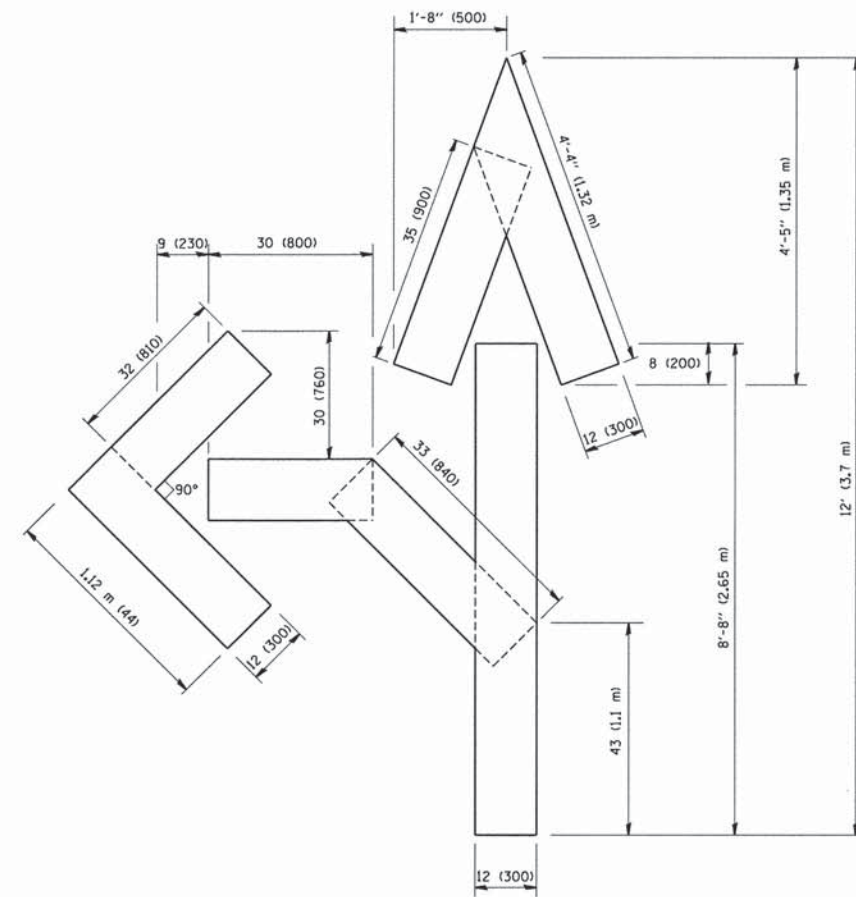
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT; OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

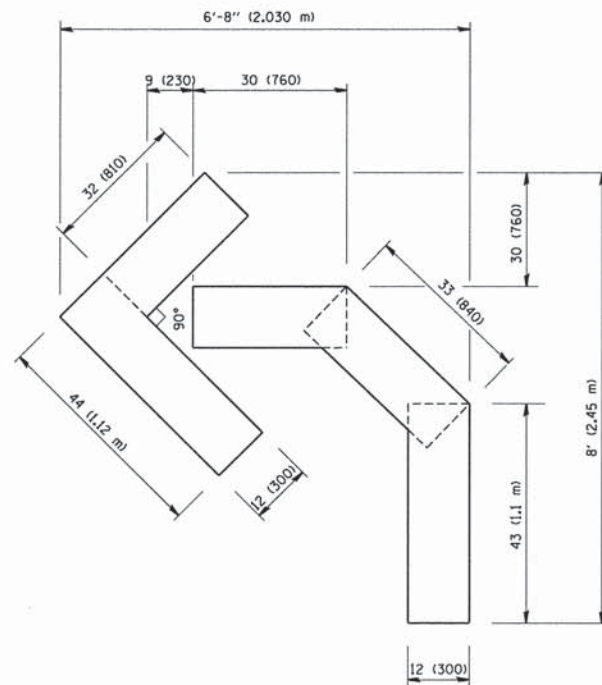
All dimensions are in inches (millimeters) unless otherwise shown.



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

FILE NAME = W:\diststd\22x34\tcl6.dgn	USER NAME = gegljanobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE = 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

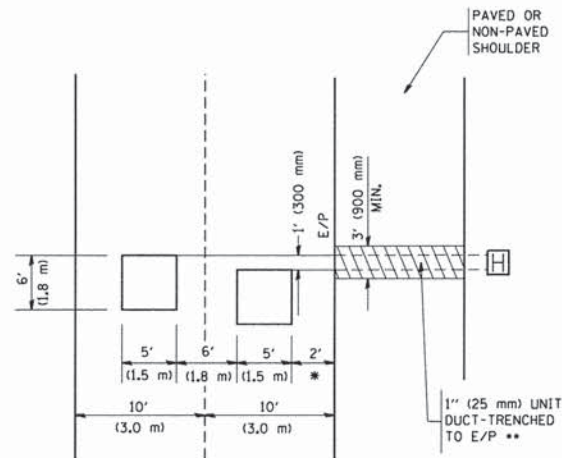
PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	45
TC-16		CONTRACT NO. 61A64		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

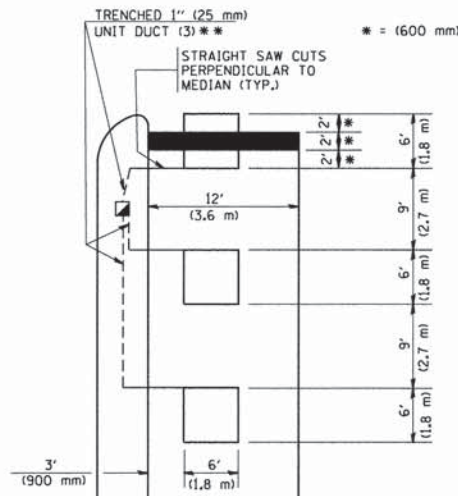


* = (600 mm)

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

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

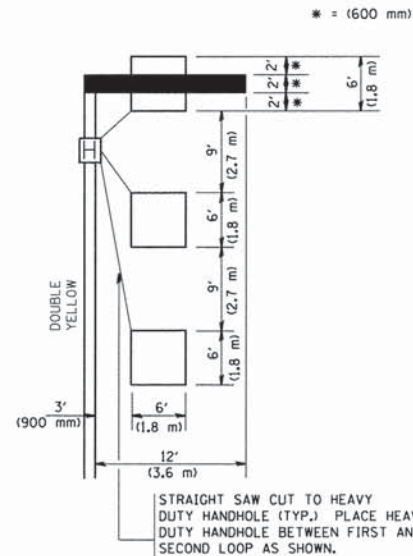
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

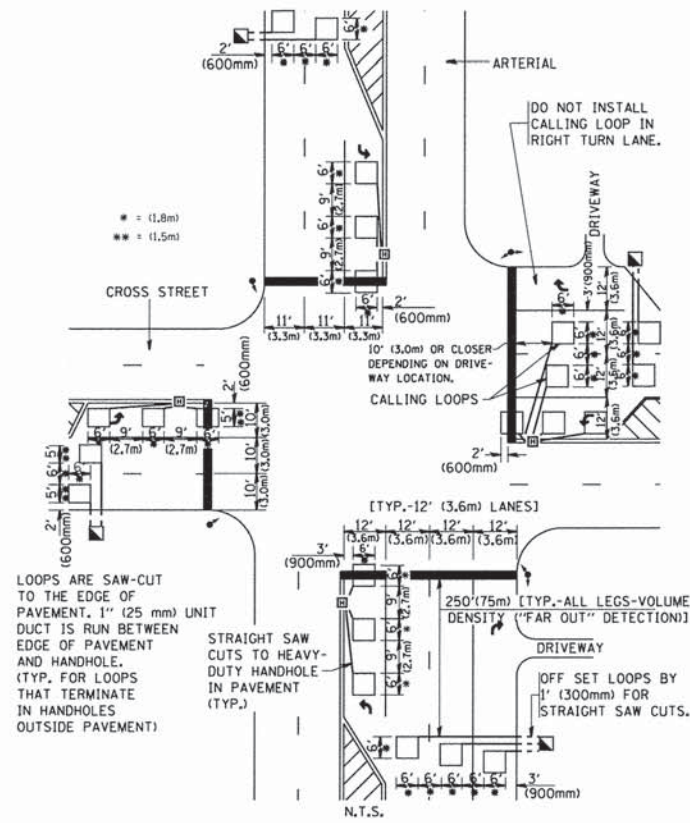
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



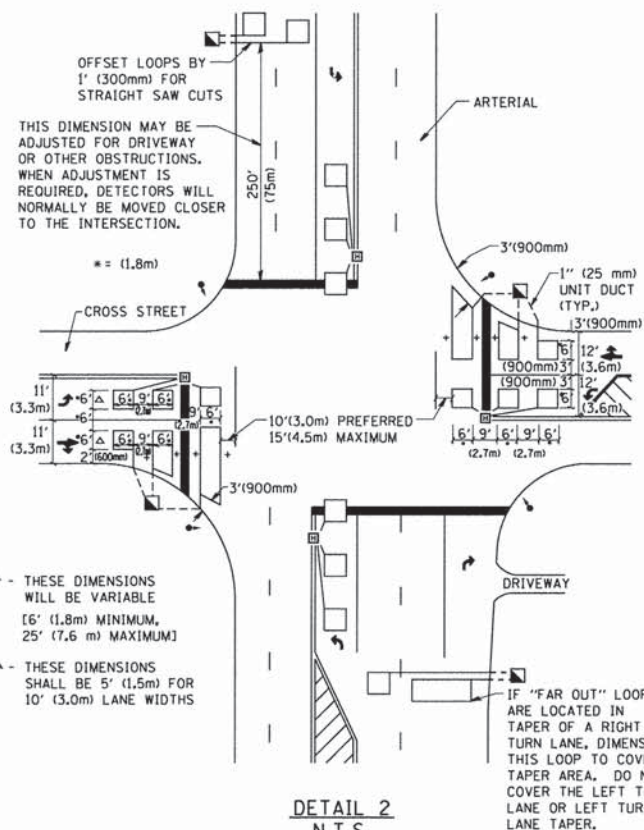
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

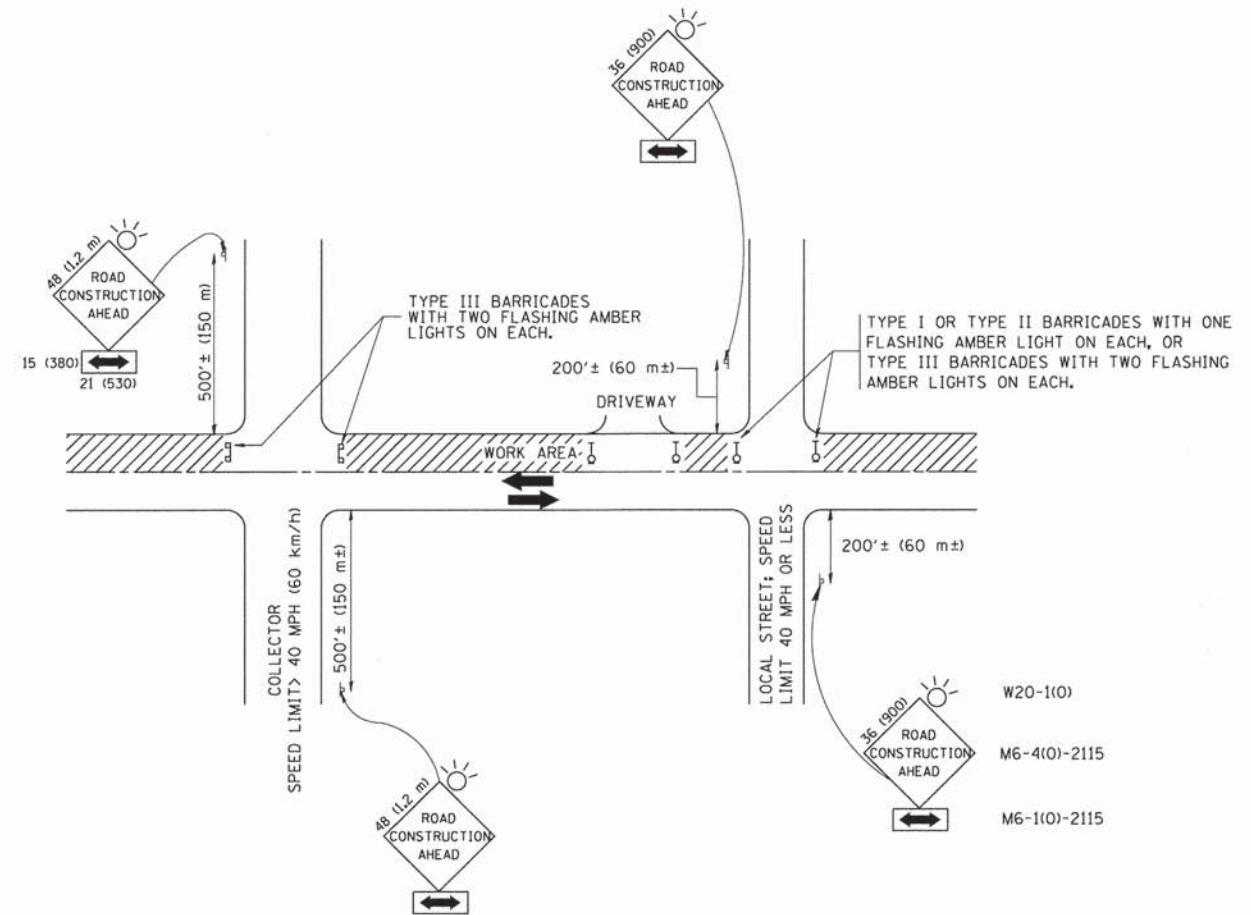
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = geglionbt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING			F.A. - RTE. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		0369	12-00168-09-SP	DUPAGE	61	47			
		CHECKED - R.K.F.	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			TS-07 CONTRACT NO. 61A64				
		DATE -	REVISED -					FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



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

NOTES:

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

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

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

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

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

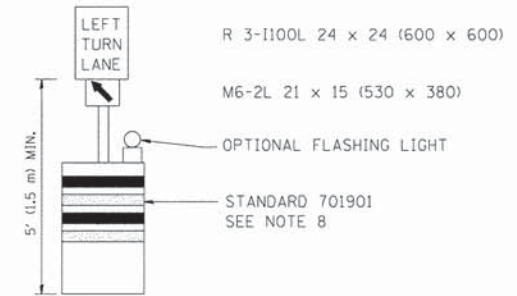
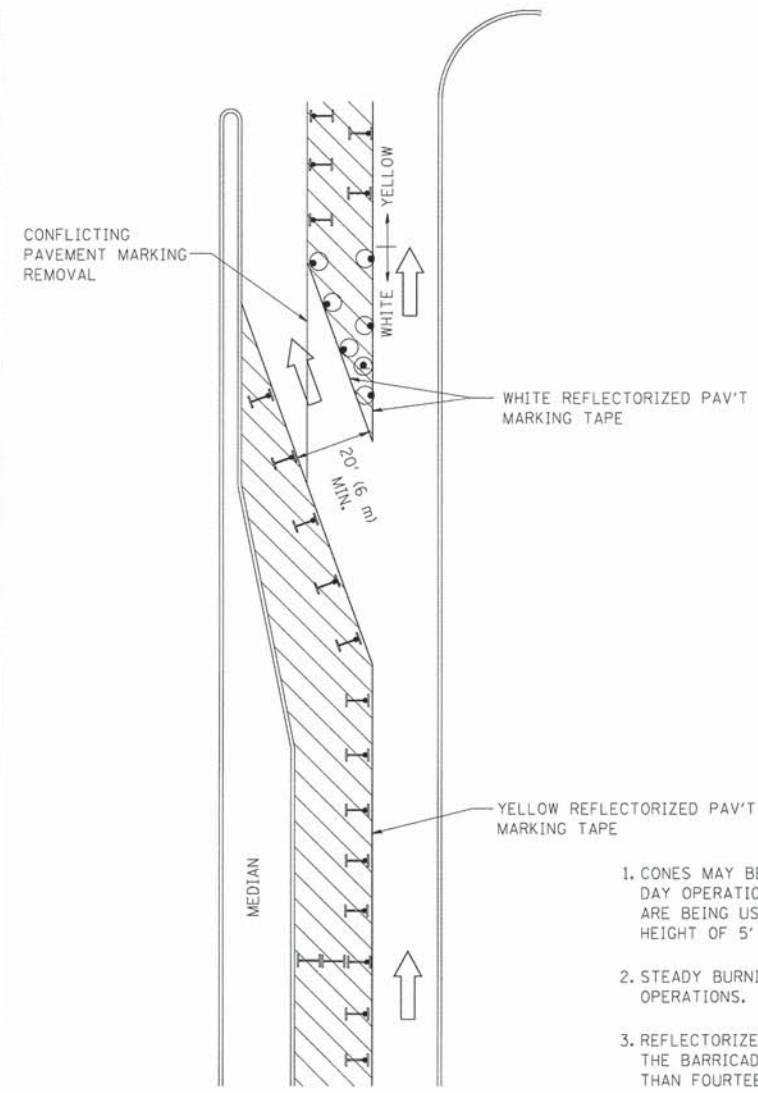
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DuPAGE	61	48
TC-10			CONTRACT NO. 61A64	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				









GENERAL NOTES

1. 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. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II 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 NCHR 350 PREUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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ci:\pwork\PW1001\DRIVAKOSGN\d0180315\14.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT SCALE = 49.9999' / IN.		REVISED - T. RAMMACHER 01-06-00	REVISED -
PLOT DATE = 9/14/2009			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

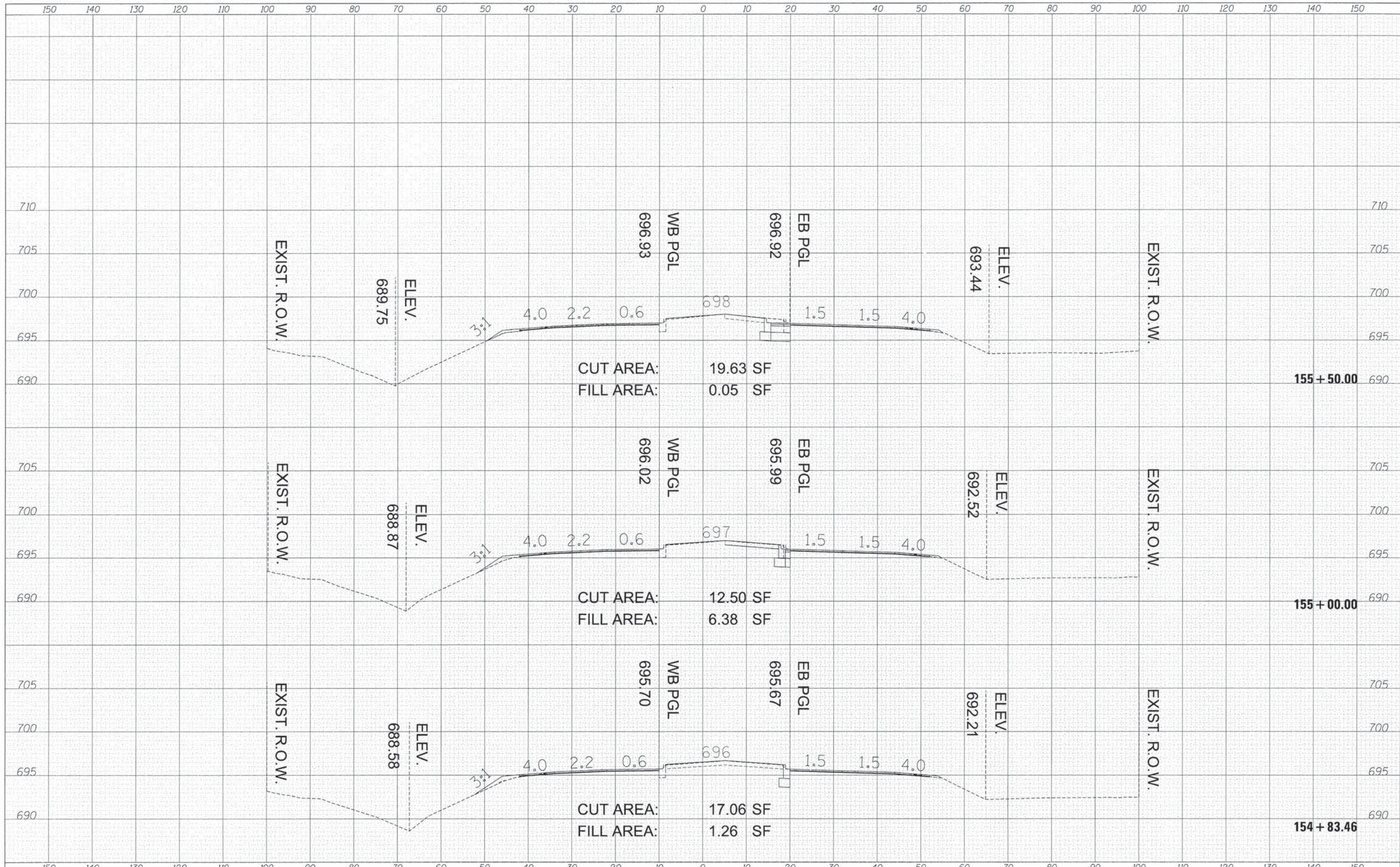
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

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TC-14			CONTRACT NO. 61A64	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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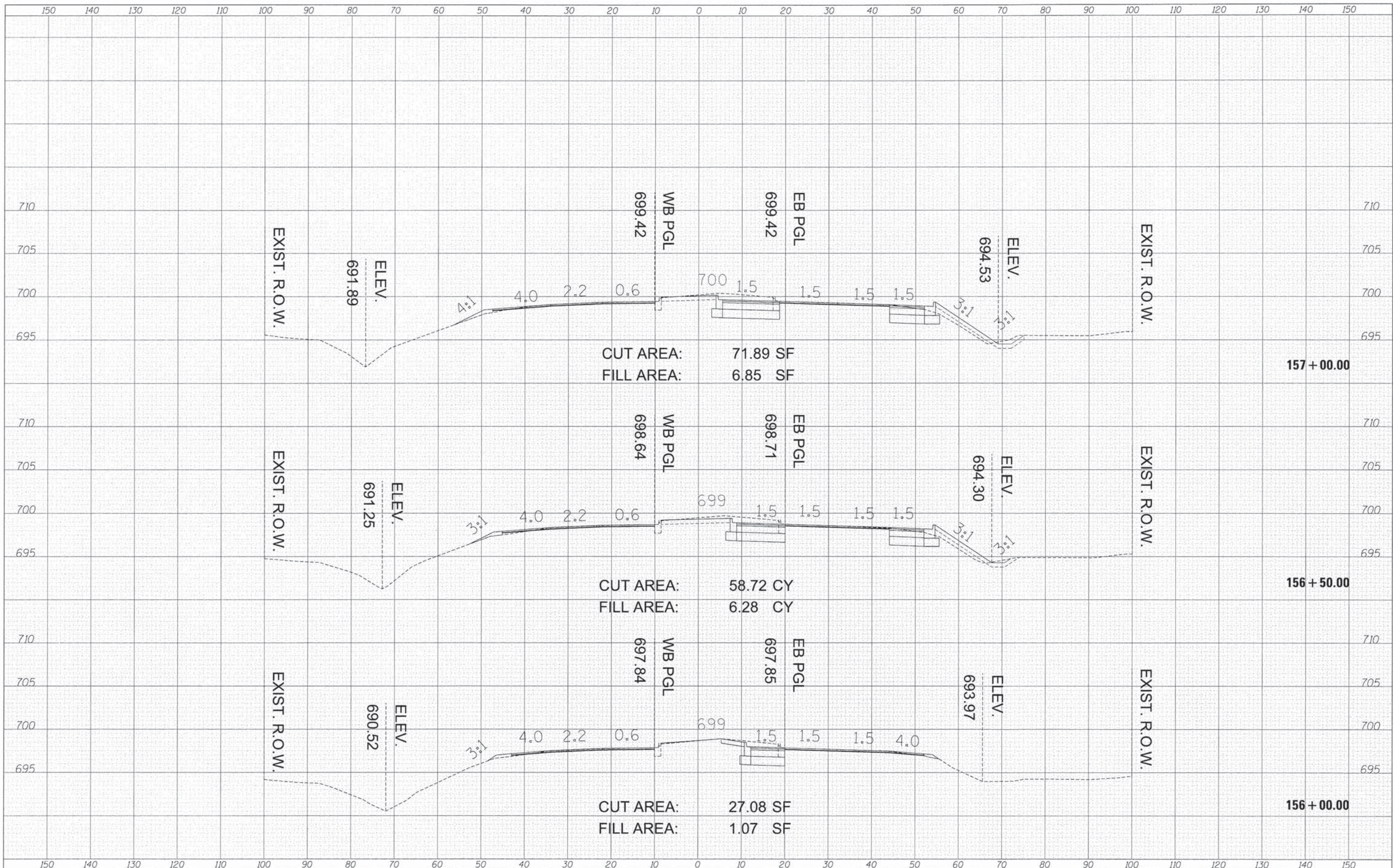
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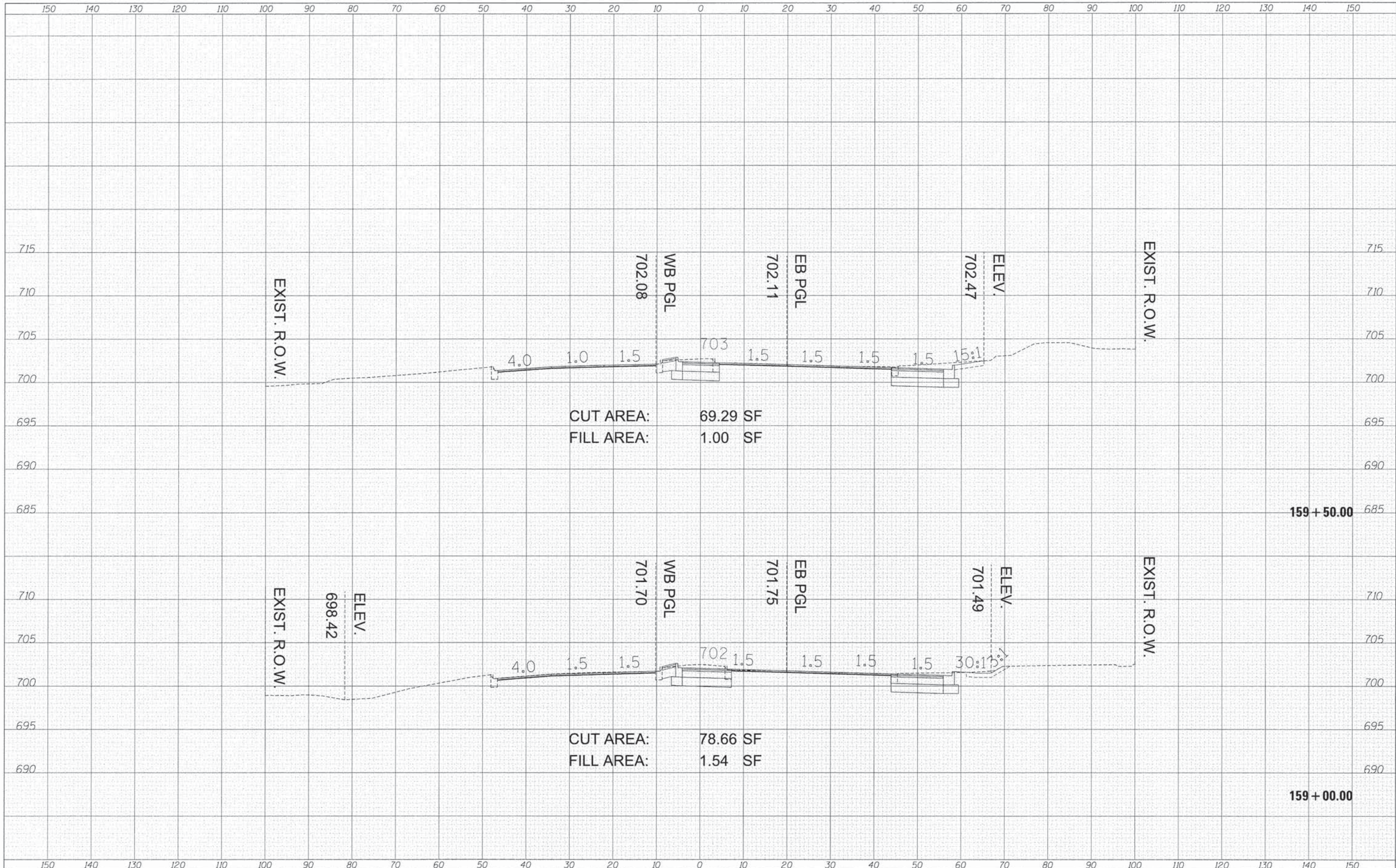


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PLOT DATE = 7/15/2014	DATE -	REVISED -	[ILLINOIS] FED. AID PROJECT							
SCALE: H:1:10 V:1:5	SHEET 1 OF 12 SHEETS		STA. 154+83.46 TO STA. 155+50.00							

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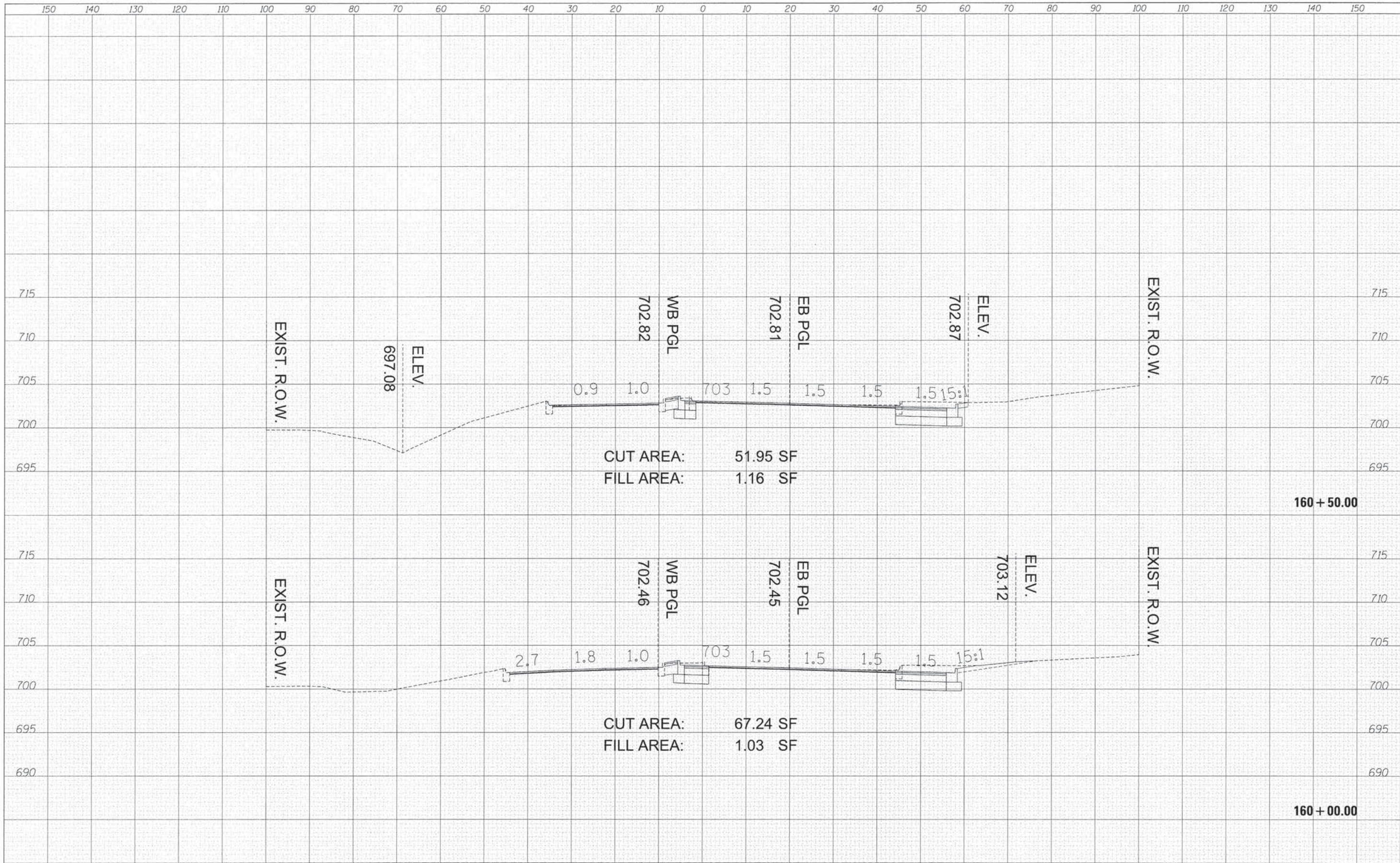
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NOTE BOOK	
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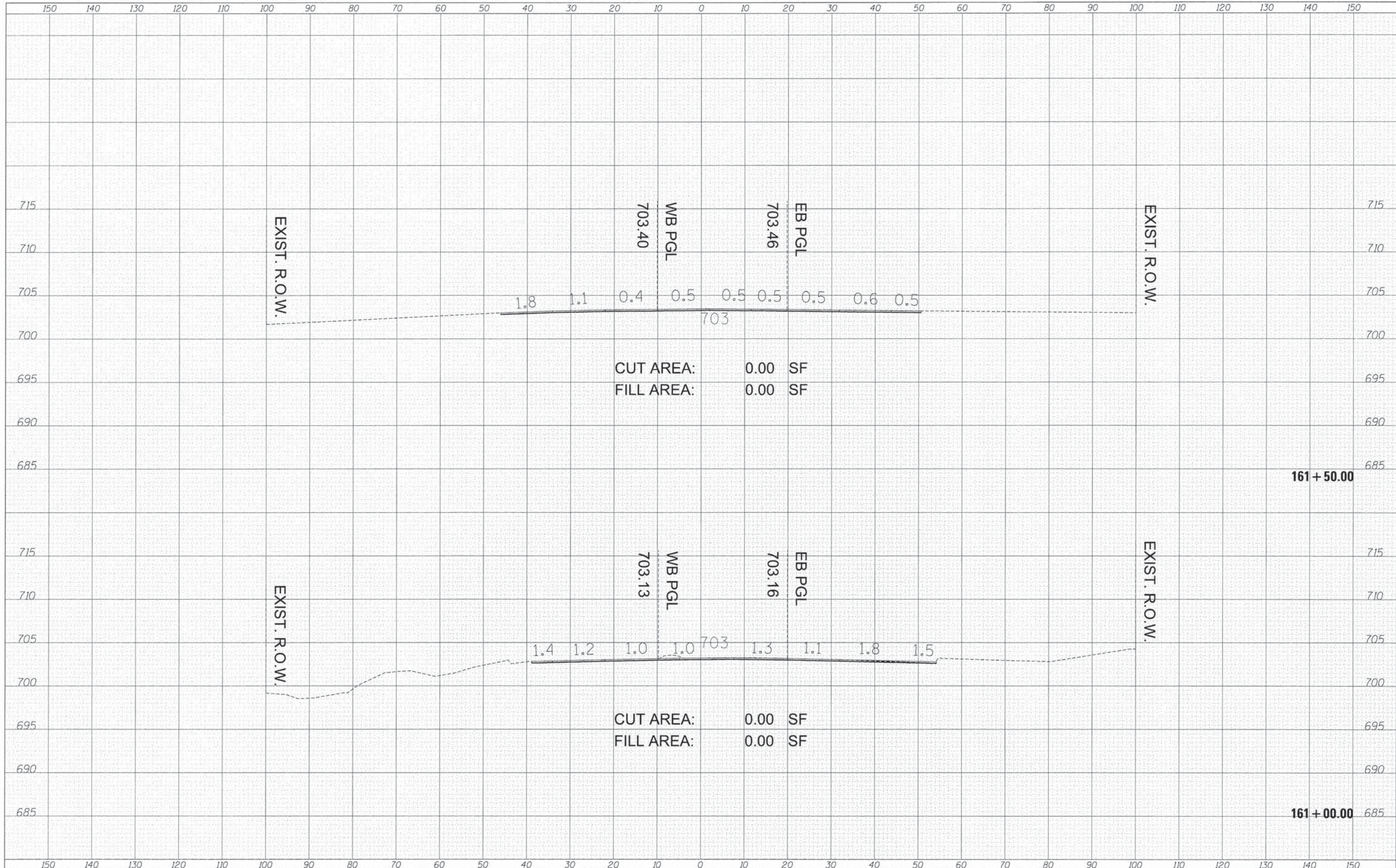
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
75TH STREET**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DuPAGE	61	54
				CONTRACT NO. 61A64
ILLINOIS FED. AID PROJECT				

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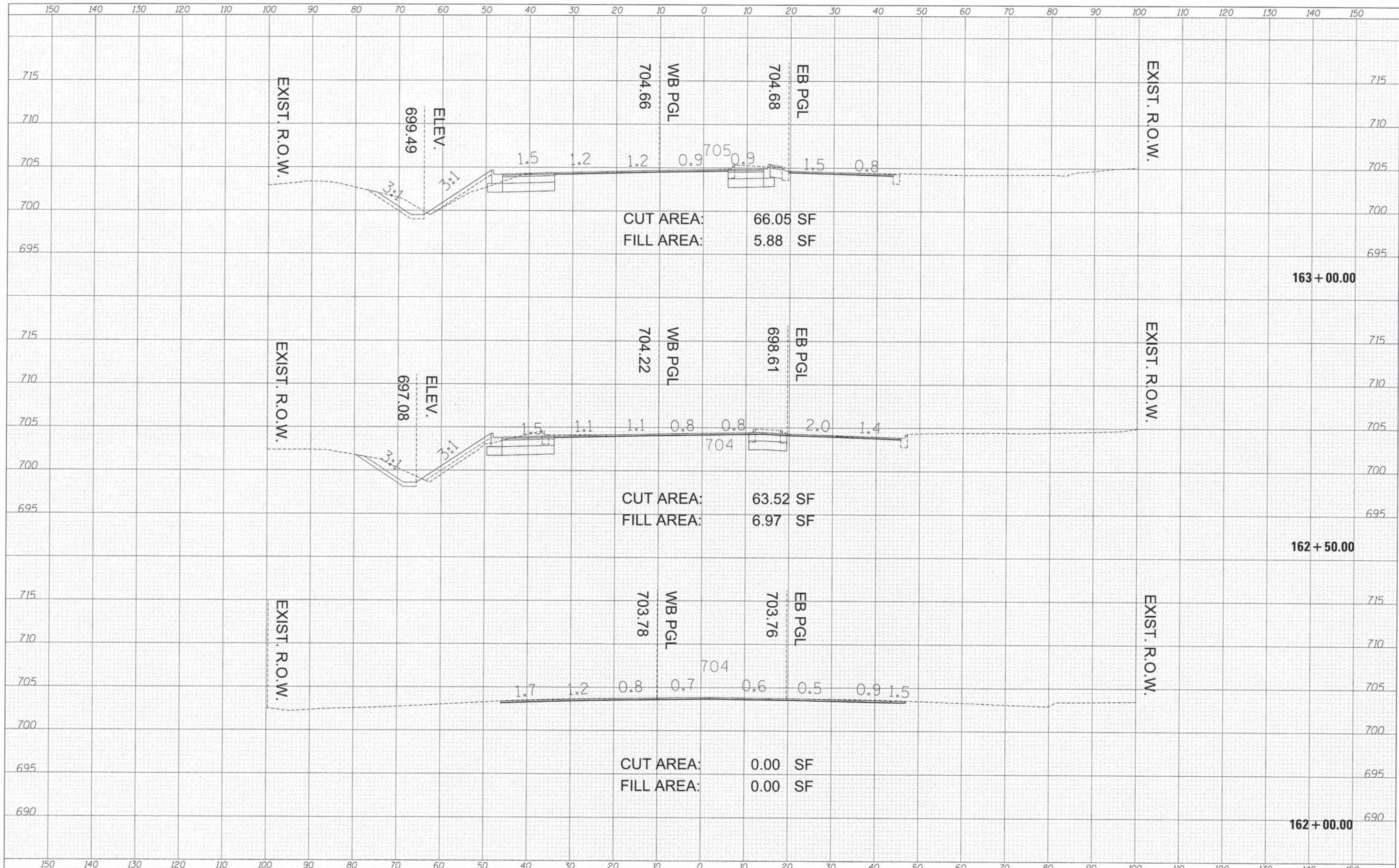


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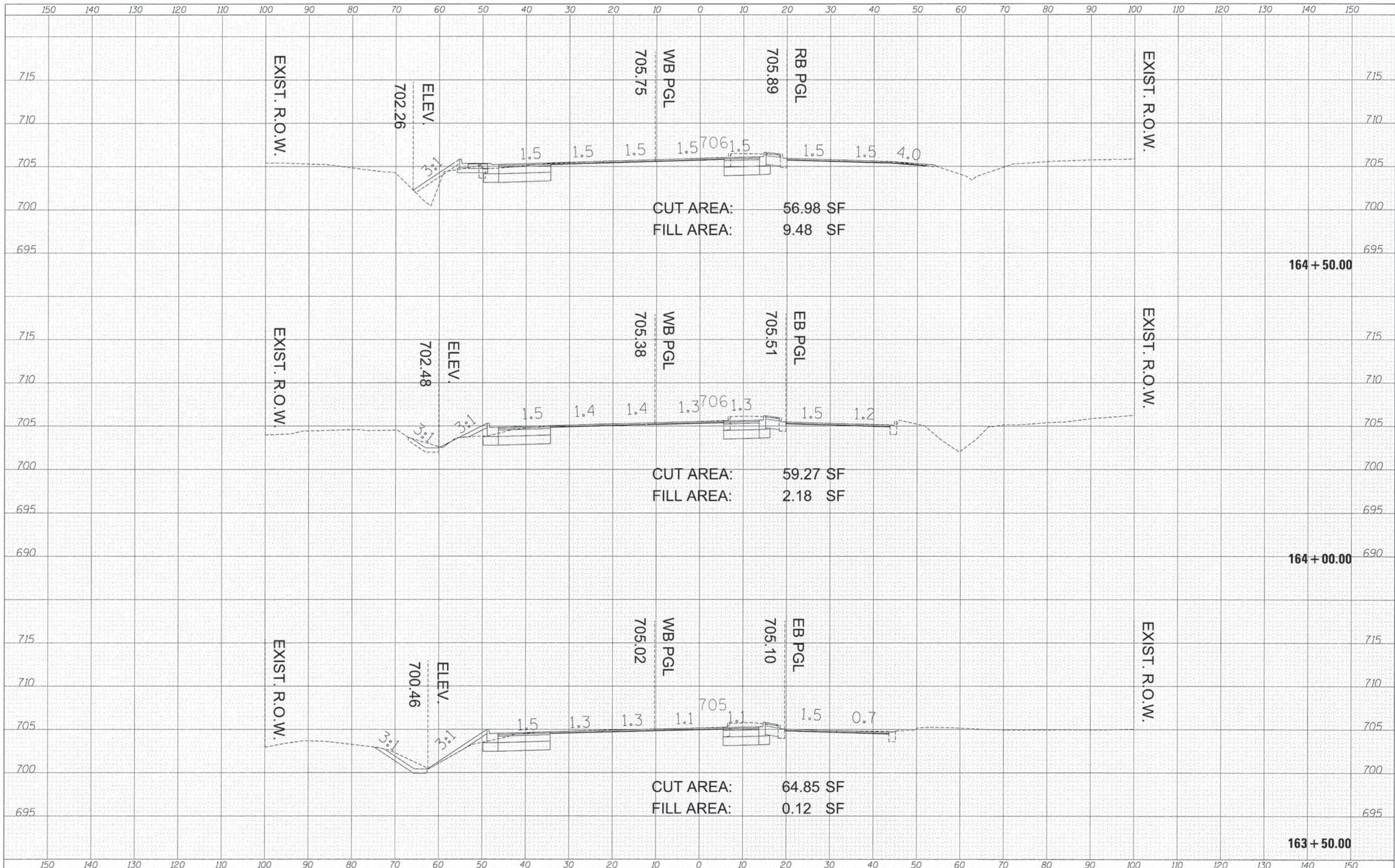
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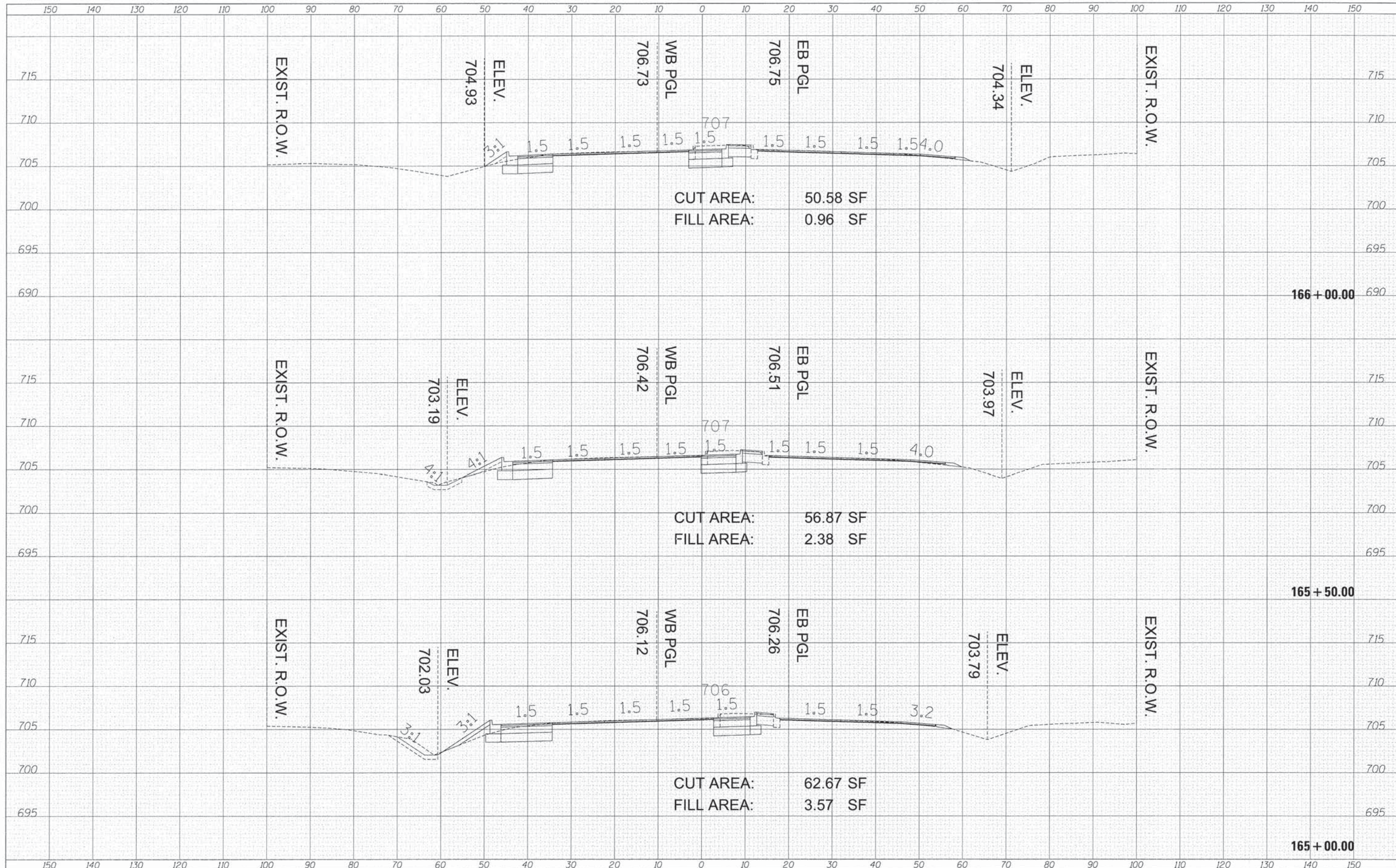


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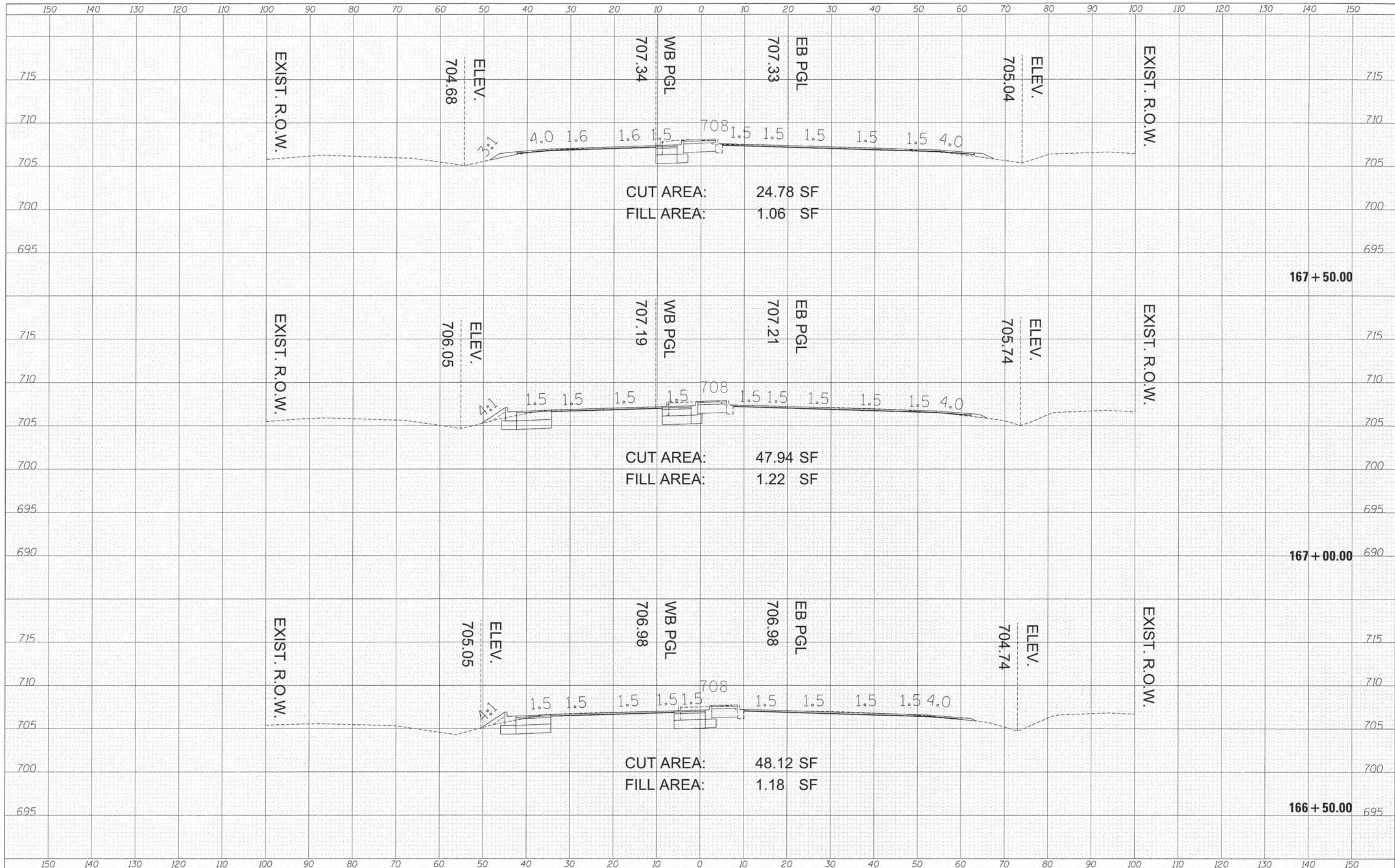


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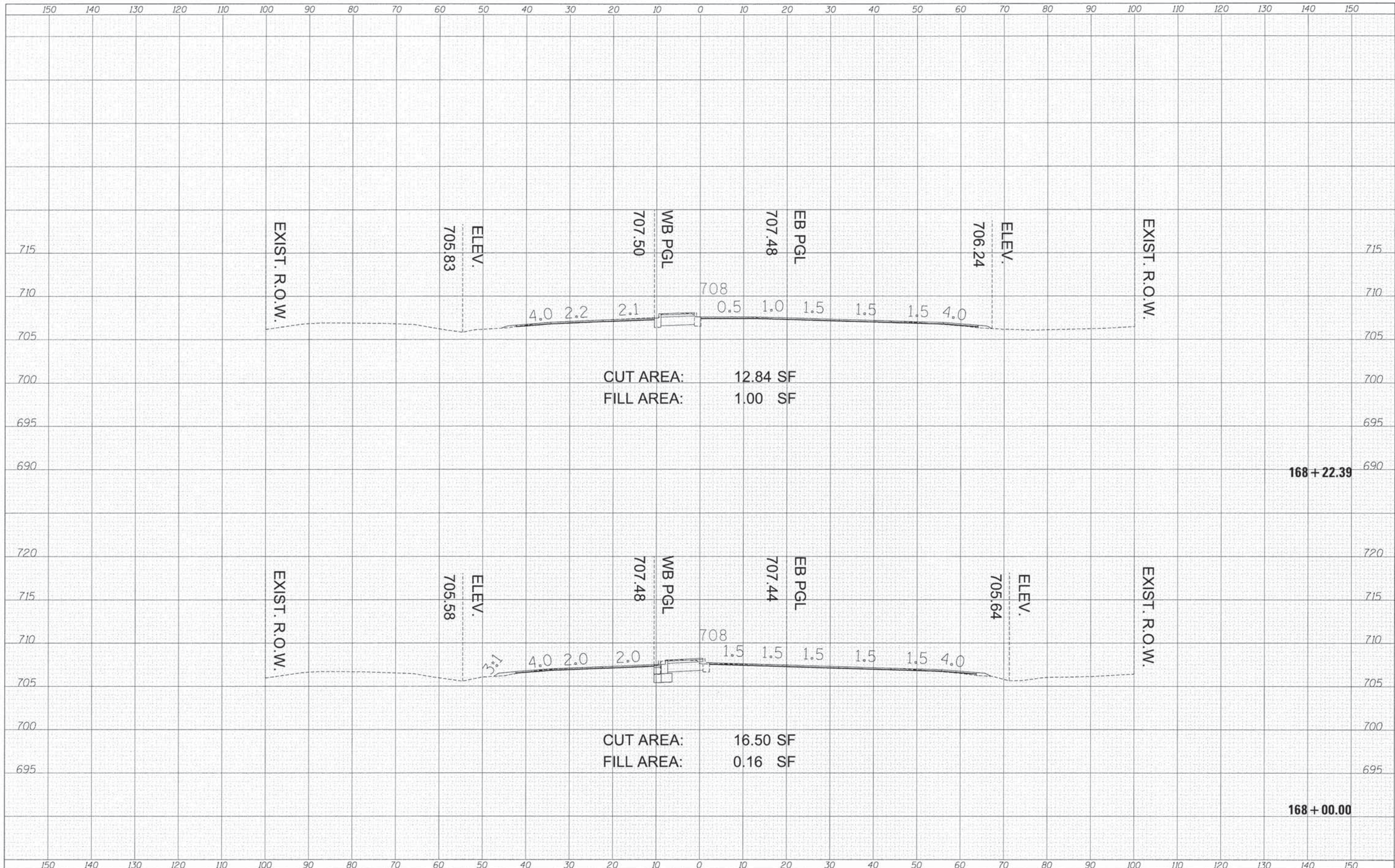
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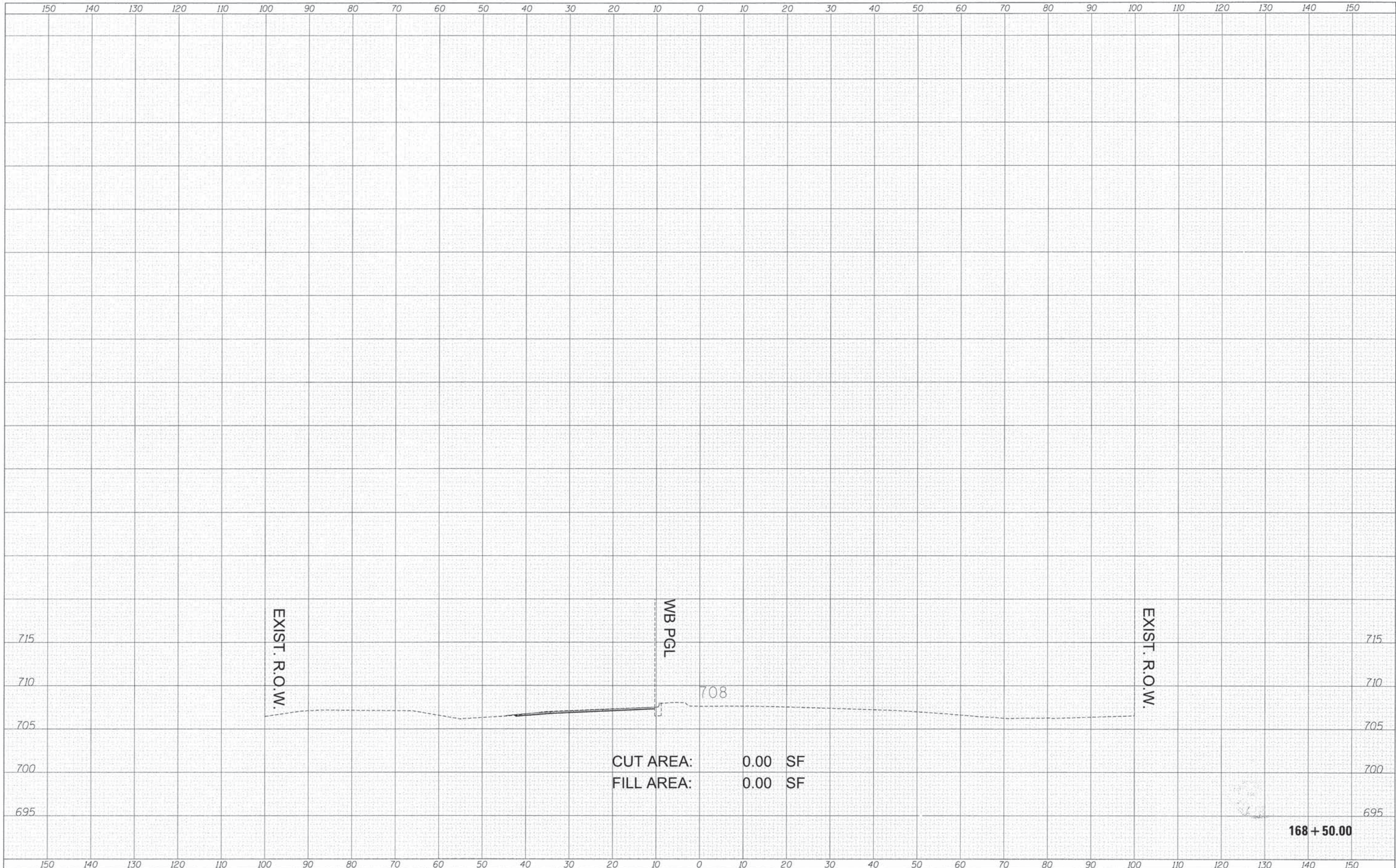
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS 75TH STREET	
SCALE: H:10 V:15	SHEET 11 OF 12 SHEETS
STA. 168+00.00 TO STA. 168+22.39	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	60
CONTRACT NO. 61A64				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
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ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
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Default	PLOT SCALE = 18.0000' / in.	DATE -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS	
75TH STREET	
SCALE: H:10 V:5	SHEET 12 OF 12 SHEETS
STA. 168+50.00 TO STA. 168+50.00	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	12-00168-09-SP	DUPAGE	61	61
CONTRACT NO. 61A64			ILLINOIS FED. AID PROJECT	