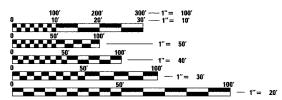
HIGHWAY STANDARDS SEE SHEET 2 OF 18

TRAFFIC DATA

ADT (2003) = 5650

POSTED SPEED = 25 mph



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

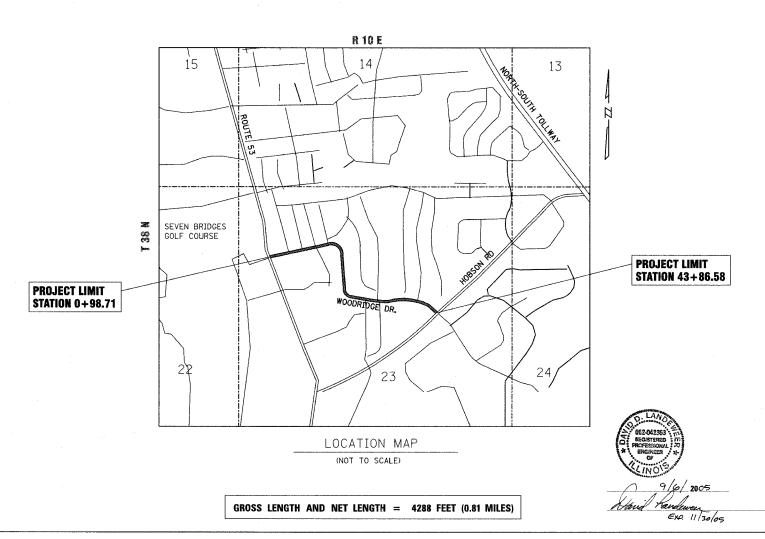
**CONTRACT NO. 83816** 

## STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

# PLANS FOR PROPOSED FEDERAL AID PROJECT RESURFACING

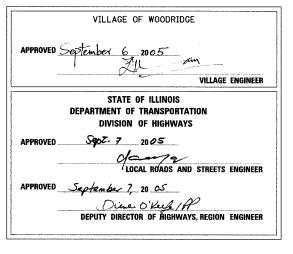
FAU 3573 WOODRIDGE DRIVE
IL ROUTE 53 (FAP 870) TO HOBSON RD (FAU 3567)
RESURFACING
SECTION: 05-00053-00-RS
PROJECT: ACM-8003(534)
DUPAGE COUNTY
JOB NO.: C-91-040-06



F.A.U. SECTION COUNTY TOTAL SHEETS NO. 3573 05-00053-00-RS DUPAGE 18 1

CONTRACT NO. 83816





## PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PLANS PREPARED BY:



#### GENERAL NOTES

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS:

ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2002. (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFACTIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED MARCH 1, 2005; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS: THE "DETAILS" ON THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

#### PROJECT COORDINATION:

THE CONTRACTOR SHALL NOTIFY THE VILLAGE ENGINEER AT LEAST 72 HOURS IN ADVANCE OF BEGINING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. ATTENTION IS CALLED TO SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION. THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE RIGHT-OF-WAY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.

ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR FLUORESCENT ORANGE. FLUORESCENT YELLOW/GREEN, OR A COMBINATION OF FLUORESCENT ORANGE AND FLUORESCENT YELLOW/GREEN SAFETY VESTS MEETING THE REQUIREMENTS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE SPECIFICATION ANSI/ISEA 107-1999 FOR CONSPICUITY CLASS 2 GARMENTS AT ALL TIMES WHILE ON THE CONSTRUCTION SITE.

EXISTING UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO INFORMATION OBTAINED FROM THE VILLAGE OF WOODRIDGE AND FIELD SURVEYS. THE ACCURACY AND COMPLETENESS OF SAID INFORMATION IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXISTENCE, NATURE AND EXACT LOCATIONS OF ALL UTILITY LINES AND APPURTENANCES WITHIN THE LIMITS OF THE IMPROVEMENTS. THE CONTRACTOR SHALL GIVE PRIOR NOTIFICATION TO THE UTILITY COMPANIES AND THE VILLAGE OF WOODRIDGE OF HIS INTENTION TO BEGIN WORK.

CERTAIN EXISTING UTILITY FACILITIES WHICH INTERFERE WITH THE PROPOSED CONSTRUCTION WILL HAVE TO BE REMOVED AND RELOCATED BY THE UTILITY
COMPANIES OR THE VILLAGE OF WOODRIDGE. THE CONTRACTOR SHALL COORDINATE AND SCHEDULE PROPOSED WORK WITH ALL AFFECTED UTILITY COMPANIES AND THE VILLAGE OF WOODRIDGE SO AS TO INSURE THE TIMELY COMPLETION AND MAINTENANCE OF SAID

THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR INTERFERENCE WITH OR DAMAGE TO ANY EXISTING UTILITY FACILITY AND APPURTENANCES SUCH AS WATER MAINS, SEWERS, GAS MAINS, ELECTRIC AND SIGNAL CABLES, CONDUITS, ETC., RESULTING FROM THE OPERATIONS OF THE CONTRACTORS EQUIPMENT OR EMPLOYEES AND SHALL REPAIR OR REPLACE MUNICIPAL OWNED FACILITIES AT THE CONTRACTORS EXPENSE AND WITH THE LEAST POSSIBLE DELAY. THE CONTRACTOR IS REQUIRED TO REIMBURSE ANY IMPACTED PRIVATE UTILITY COMPANY THE COST OF REPAIRS OR REPLACEMENT, NO EXTRA COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR ANY EXPENSES INCURRED BECAUSE OF DELAYS, INCONVENIENCES OR INTERRUPTIONS TO HIS WORK RESULTING FROM COMPLIANCE WITH THE ABOVE REQUIREMENTS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING J.U.L.I.E. AT TOLL FREE NUMBER 800-892-0123 AND THE VILLAGE OF WOODRIDGE PUBLIC WORKS DEPARTMENT AT 630-719-4755 REQUESTING UTILITY LOCATION STAKING PRIOR TO EXCAVATING.

#### TRAFFIC CONTROL AND MAINTENANCE:

THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT ONLY ONE TEMPORARY LANE CLOSURE IN EACH DIRECTION IS IMPLEMENTED AT A TIME. A LAME CLOSURE WILL ONLY BE PERMITTED DURING CONSTRUCTION OPERATIONS AND IN ACCORDANCE WITH THE APPLICABLE IDOT STANDARD. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN ALL SIGNS, BARRICADES AND OTHER TRAFFIC CONTROL DEVICES INCLUDING FLAGGERS REQUIRED TO MAINTAIN TRAFFIC FLOW. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT NO HOLES IN THE PAVEMENT REMAIN OPEN

ACCESS TO ABUTTING PROPERTY SHALL BE PROVIDED AT ALL TIMES DURING CONSTRUCTION OF THIS PROJECT. TIME REQUIRED FOR CONSTRUCTION AT DRIVEWAYS SHALL BE LIMITED TO THE MINIMUM TIME REQUIRED FOR SAID CONSTRUCTION AND, IF REQUIRED, TEMPORARY AGGREGATE SURFACE FOR DRIVEWAY ACCESS SHALL BE PROVIDED.

## HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-04	SIDEWALK RAMPS ACCESSIBLE TO THE DISABLED
442201-01	CLASS C AND D PATCHES
606001-02	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701501-03	URBAN LANE CLOSURE MULTILANE 2W WITH MOUNTABLE MEDIAN
701701-04	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-03	LANE CLOSURE MULTILANE IW OR 2W CROSSWALK OR SIDEWALK CLOSURE
702001-05	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUTS FOR DETECTION LOOPS

#### DISPOSAL OF EXCESS MATERIAL:

ALL EXCESS MATERIAL AND ANY OTHER DEBRIS SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN OFF-SITE DISPOSAL AREA.

#### PROTECTION OF PUBLIC/PRIVATE PROPERTY:

THE CONTRACTOR SHALL PROTECT ALL EXISTING TREES, SHRUBS, FENCES, DRAIN LINES, POWER LINES, AND OTHER PUBLIC/PRIVATE PROPERTY. ANY ITEM THAT IS DAMAGED SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.

#### SAW CUTTING FOR REMOVAL:

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

BITUMINOUS SURFACE REMOVAL:

THE ITEM OF BITUMINOUS SURFACE REMOVAL SHALL INCLUDE ALL SAW CUTS AND MILLING TO PROVIDE A NEAT, STRAIGHT PERPENDICULAR EDGE ADJACENT TO PAVEMENT TO REMAIN. THE COST SHALL BE CONSIDERED INCLUDED IN THE COST FOR BITUMINOUS SURFACE REMOVAL.

#### EXISTING STREET CLEANLINESS:

THE CONTRACTOR SHALL KEEP EXISTING ADJACENT STREETS CLEAN OF DIRT. MUD. AND OTHER DEBRIS AND, WHEN NECESSARY, CLEAN SAID PAVEMENTS ON A DAILY BASIS OR WHEN DIRECTED BY THE ENGINEER.

BASE COURSE CLEANING:

[PRIOR TO APPLYING THE BITUMINOUS PRIME COAT, THE BASE SURFACE INCLUDING GUTTERS SHALL BE CLEANED OF LOOSE GRINDINGS, LEAVES, OF ALL DUST, DIRT, WEEDS AND OTHER FOREIGN MATERIALS. COST TO BE CONSIDERED INCLUDED IN THE COST OF THE BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N7O.

BASE PATCHING AND REPAIR:

PRIOR TO THE PLACEMENT OF PATCHES FOR BASE REPAIR, THE SUBBASE SHALL BE INSPECTED
BY THE ENGINEER. IF ADDITIONAL SUBBASE REPAIR IS NECESSARY, THE AREA SHALL BE UNDERCUT AND BACKFILLED WITH P.G.E. MATERIAL AS APPROVED BY THE ENGINEER. THE UNDERCUTTING, REMOVAL, HAULING AND DISPOSAL OF THE UNSUITABLE MATERIAL WILL NOT BE MEASURED AND PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE ITEM OF POROUS GRANULAR EMBANKMENT, SUBGRADE AS REQUIRED BY THE ENGINEER.

#### BITUMINOUS CONCRETE PAVEMENTS:

FOR DESIGN AND QUANTITY ESTIMATION PURPOSES, THESE PLANS HAVE BEEN DEVELOPED USING 112.0 POUNDS PER SQUARE YARD PER INCH THICKNESS OF BITUMINOUS CONCRETE SURFACE PAVEMENTS. THE ENGINEER WILL CALCULATE AN ADJUSTED PLAN QUANTITY ONCE THE PROJECT IS UNDER CONTRACT AND A MIX DESIGN IS DEVELOPED AND APPROVED.

### CLEAN-UP AND DISPOSAL:

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

#### CONSTRUCTION 1 IMITS.

THE CONTRACTOR SHALL CONFINE OPERATIONS WITHIN THE DEDICATED ROADWAY RIGHTS-OF-WAY. ANY DAMAGE OUTSIDE OF SAID RIGHTS-OF-WAY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

LANDSCAPING RESTORATION:

[ALL LANDSCAPING DAMAGED DURING CONSTRUCTION SHALL BE RESTORED WITH A MINIMUM OF 4" OF PULVERIZED TOP SOIL AND SEEDING CLASS, 2A. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, OR SIDEWALK REPLACEMENT.

#### CURB AND GUTTER REPLACEMENT:

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

DISTURBED PAVEMENT AND GROUND AREAS SHALL BE RESTORED IMMEDIATELY FOLLOWING REPLACEMENT OPERATIONS, IN ALL CASES WITHIN THREE (3) WORKING DAYS FROM THE DATE THE CURB AND GUTTER WAS CAST. THE ENGINEER SHALL STOP THE CONTRACTOR FROM FURTHER REMOVAL OPERATIONS AT ANY TIME THE ENGINEER DETERMINES THE RESTORATION IS NOT BEING DONE IN A TIMELY MANNER. FAILURE TO COMPLY WITH THESE REQUIREMENTS SHALL RESULT IN THE ENFORCEMENT OF LIQUIDATED DAMAGES IN THE AMOUNT SPECIFIED IN ARTICLE 108.09 OF THE STANDARD SPECIFICATIONS.

F.A.U. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
3573	05-00053-00-RS	5	DUPAGE	18	2
STA.		TO	STA.	,	
FEO. R	DAD DIST. NO. 7 ILLI	NOIS	FED. AID	PROJECT	

CONTRACT NO.: 83816

#### SUMMARY OF QUANTITIES

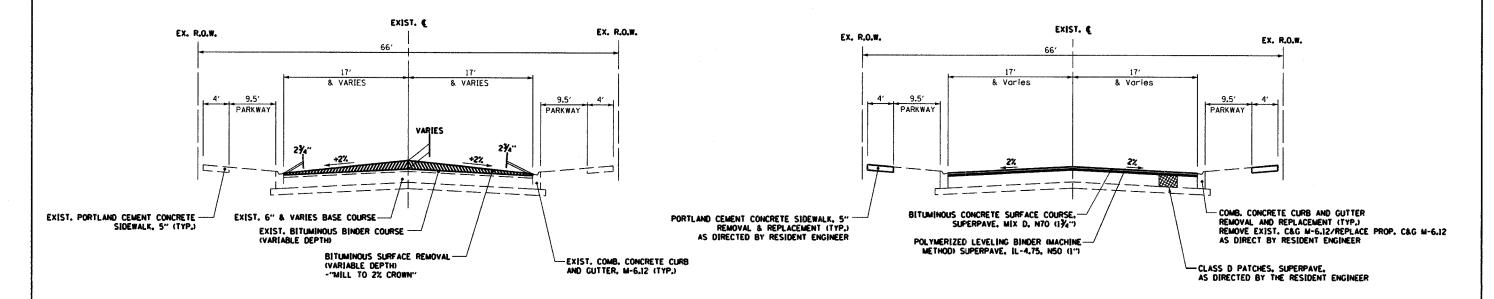
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	FUNDING CODE
	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	32	32
	AGGREGATE SURFACE COURSE, TYPE B	TON	322	322
	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1890	1890
	AGGREGATE (PRIME COAT)	TON	38	38
	CONSTRUCTING TEST STRIP	EACH	1	1
	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3000	3000
	DETECTABLE WARNINGS	SQ FT	48	48
	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	18880	18880
	SIDEWALK REMOVAL	SO FT	3000	3000
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3300	3300
44201701	CLASS D PATCHES, TYPE I, 5 INCH	SQ YD	472	472
44201705	CLASS D PATCHES, TYPE II, 5 INCH	SQ YD	472	472
44201709	CLASS D PATCHES, TYPE III, 5 INCH	SO YD	472	472
44201711	CLASS D PATCHES, TYPE IV. 5 INCH	SQ YD	472	472
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	5	5
67100100	MOBILIZATION	L SUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	400	400
70300200	TEMPORARY PAVEMENT MARKINGS	FOOT	1300	1300
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	200	200
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	110	110
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1130	1130
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1900	1900
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	270	270
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	250	250
88600600	DETECTOR LOOP, REPLACEMENT	F00T	491	491
X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	1900	1900
X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	1090	1090
XX003435	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SO YD	56	56
XX004238	BITUMINOUS DRIVEWAY REMOVAL AND REPLACEMENT	SO YD	270	270
				1

\* SPECIALITY ITEMS

REVISIO		ILLINOIS DEPARTMENT OF	TOANSPORTATION			
NAME	DATE	VILLAGE OF WOODRIDGE WOODDRIDGE DRIVE				
		REHABILITATION AND	RESURFACING			
		GENERAL NOTES, S				
		SCHEDULE OF O	UANTITIES			
		SCALE: NONE	DRAWN BY: LM			
		DATE: SEPTEMBER 7, 2005	CHECKED BY: KLM			

| FALU | SECTION | COUNTY | TOTAL | SMEET | RTE. | 3573 | 05-00053-00-RS | DUPAGE | 18 | 3 | STA. | TO STA. | FED. ROMO DIST. NO. 7 | ILLINOIS | FED. AID | PROJECT |

CONTRACT NO.: 83816



# EXISTING TYPICAL SECTION WOODRIDGE DRIVE STA. 0+98.71 TO STA. 43+86.58

PROPOSED TYPICAL SECTION
WOODRIDGE DRIVE

STA. 0+98.71 TO STA. 43+86.58

#### RESURF ACING

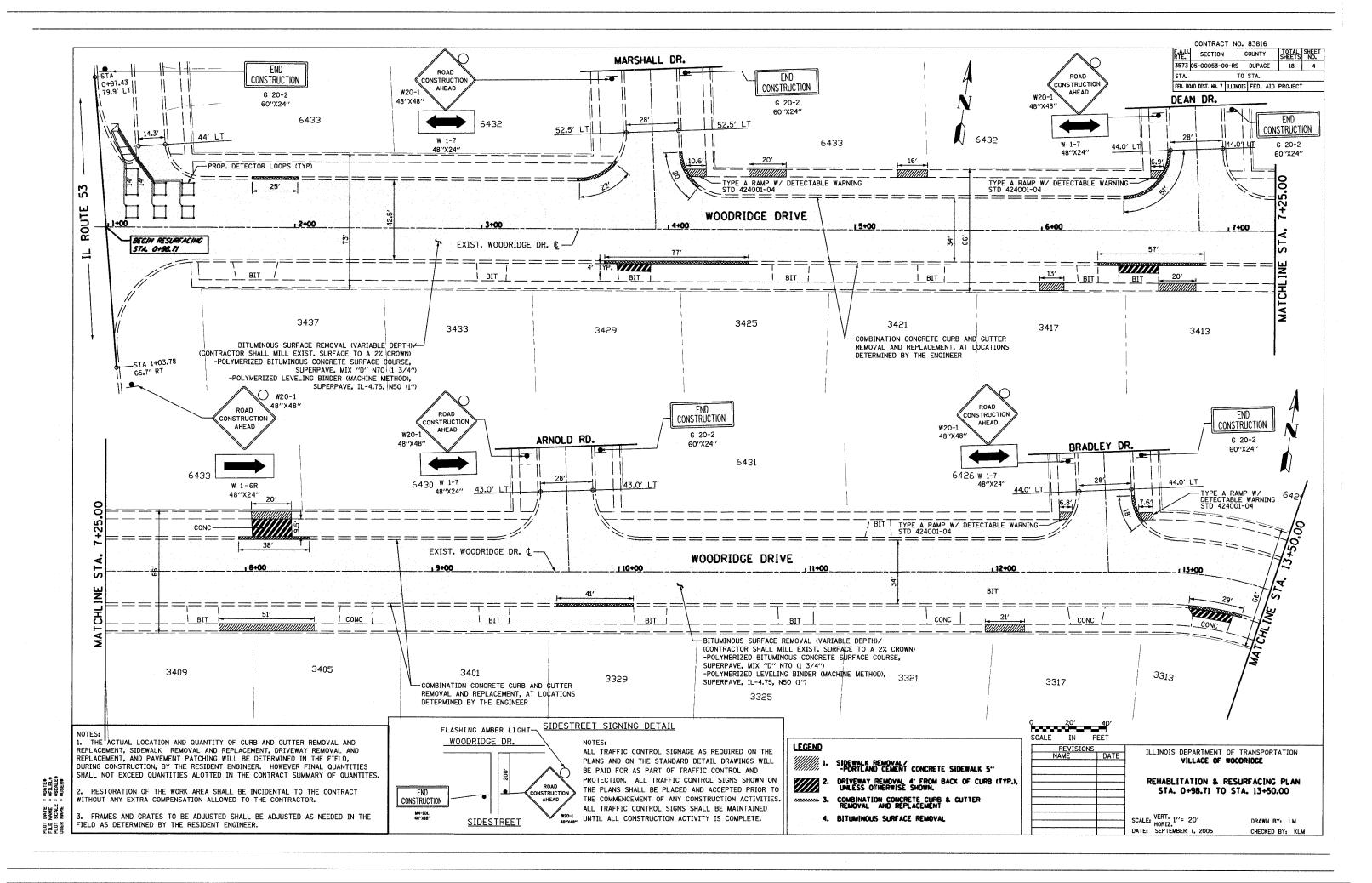
MAINLINE PAVEMENT
--WOODRIDGE DRIVE-IL. ROUTE 53 TO HOBSON ROAD

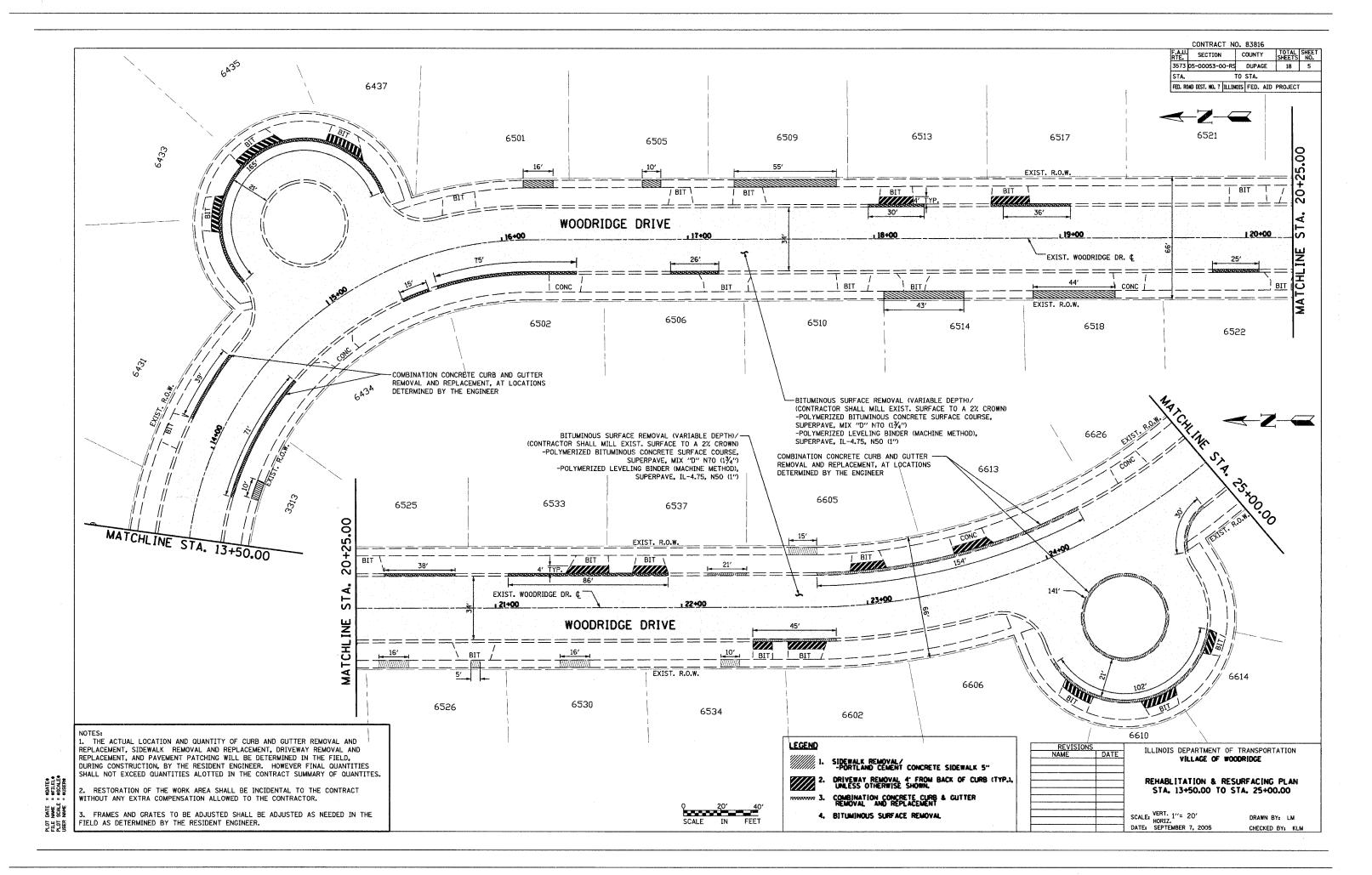
#### BITUMINOUS MIXTURE REQUIREMENTS

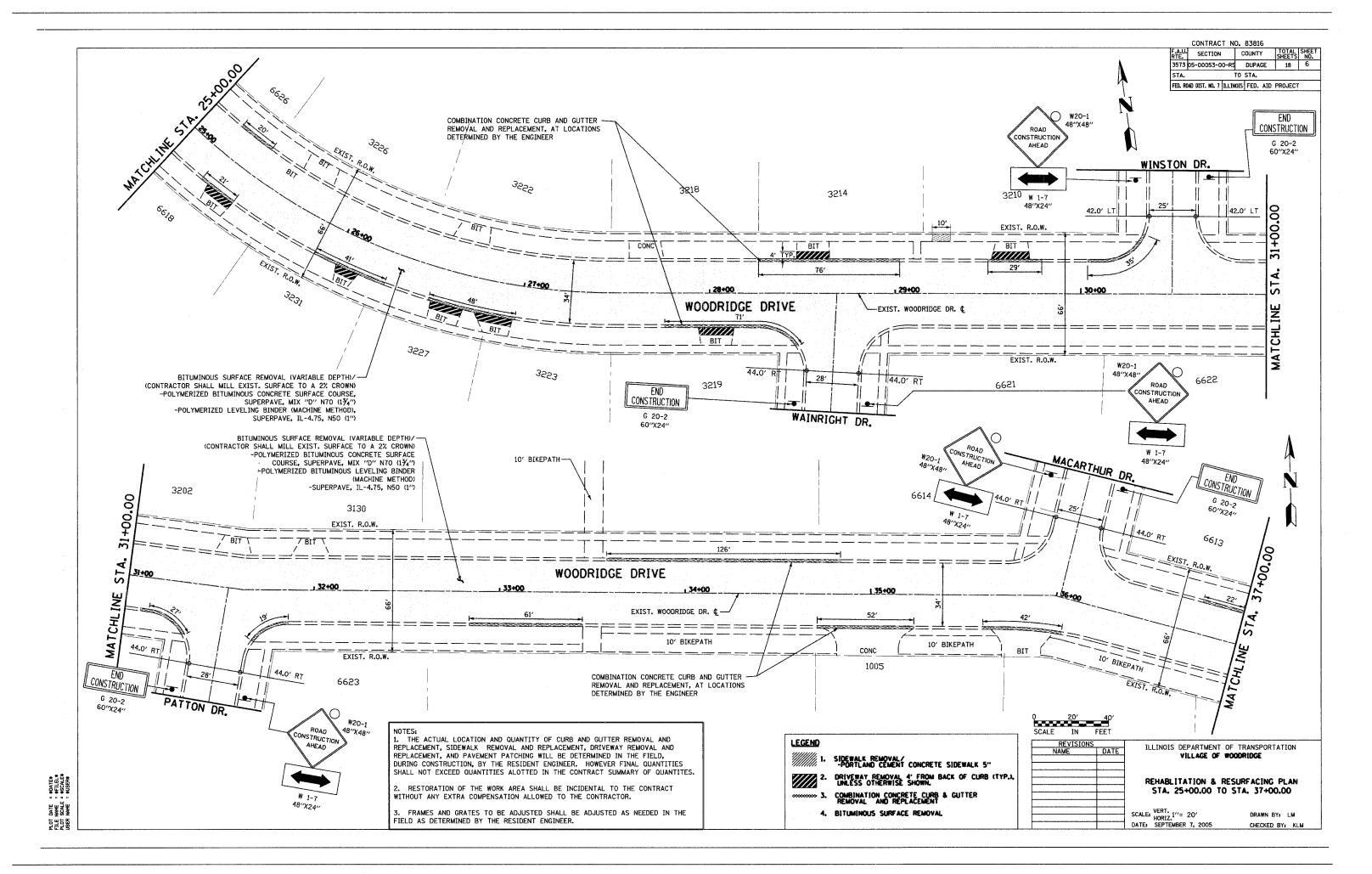
ITEM	AC TYPE	VOIDS	MAX. RAP %
BITUMINOUS CONCRETE SURFACE COURSE. SUPERPAVE, MIX D. N70	PG 64-22	4% <b>e</b> 70 Gyr.	10
POLYMERIZED LEVELING BINDER (MACHINE METHOD) SUPERPAVE, 11-4.75, N50	SBS/SBR PG 76-28	2.5% <b>e</b> 50 Gyr.	0
CLASS D PATCHES, SUPERPAVE, 5 INCH	PG 64-22	4% e 70 Gyr.	15

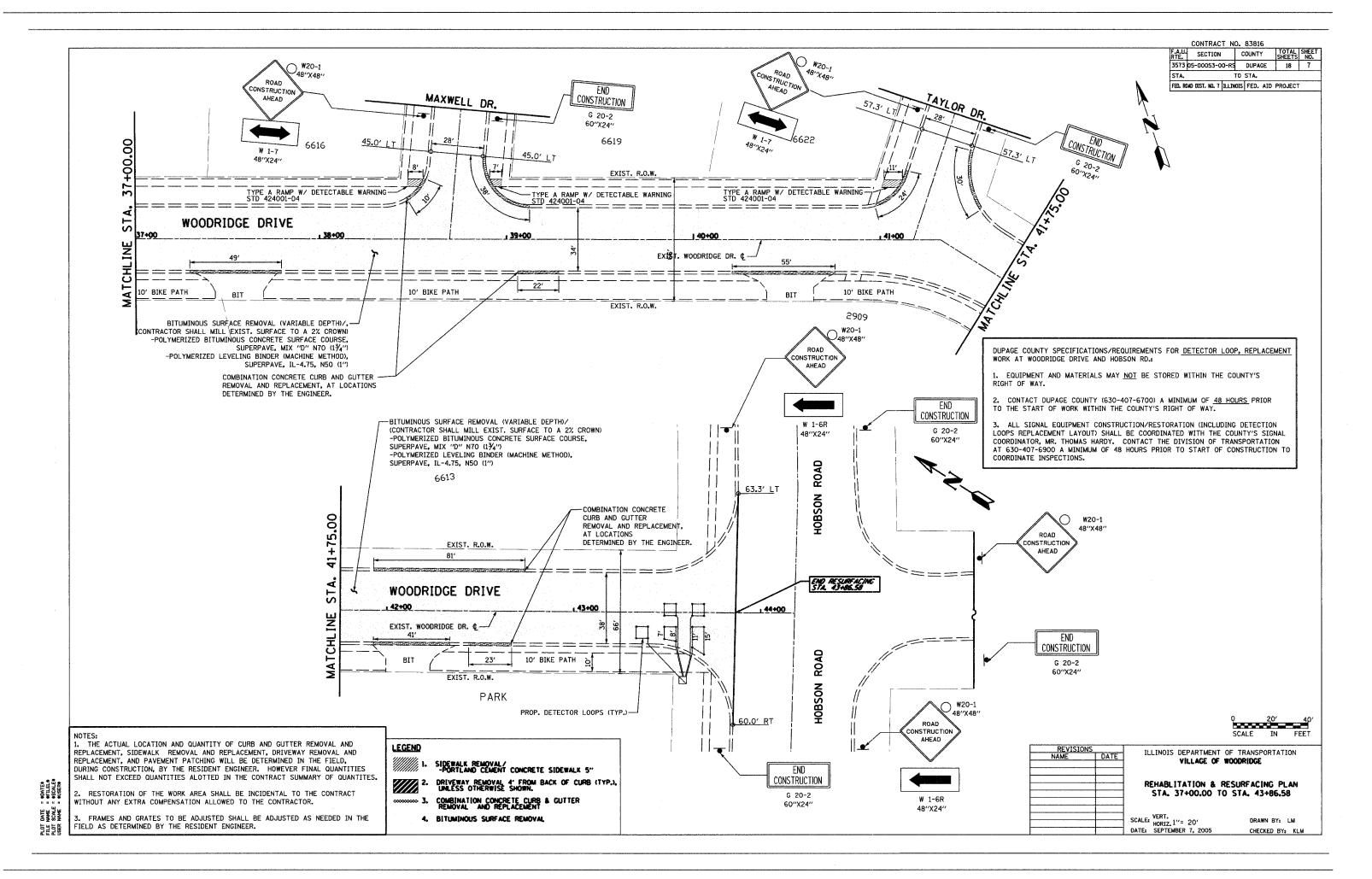
"THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURE QUANTITIES IS 112 LBS/SO YD/INCH."

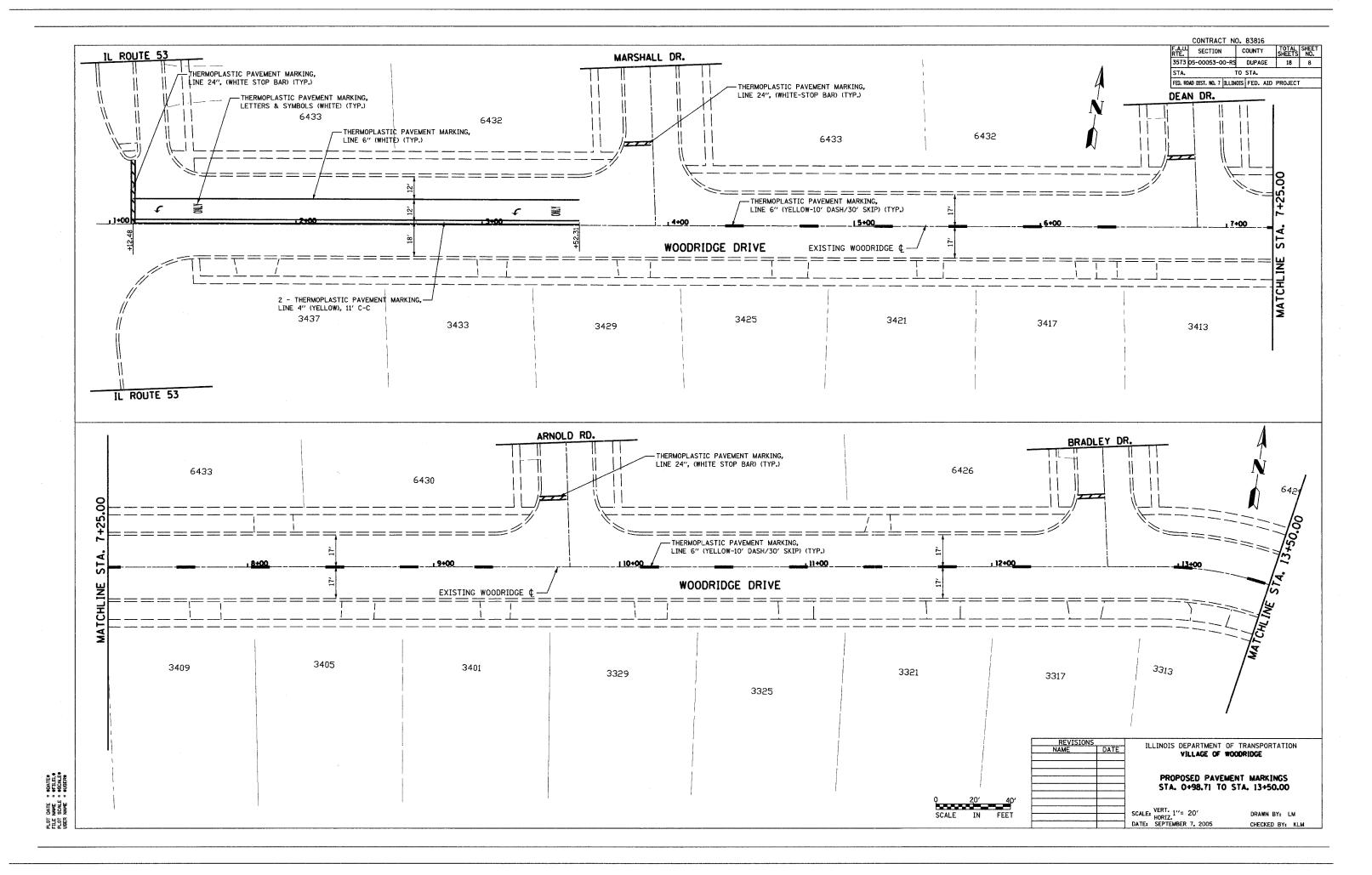
	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION					
ļ	NAME	DATE	VILLAGE OF WOODRIDGE					
					IDGE DRIVE			
			RE	HABILITATION	AND RESURFACING			
			TYPICAL SECTIONS					
			SCALE	NONE	DRAWN BY: LM			
			DATE:	SEPTEMBER 7, 2005	CHECKED BY: KLM			

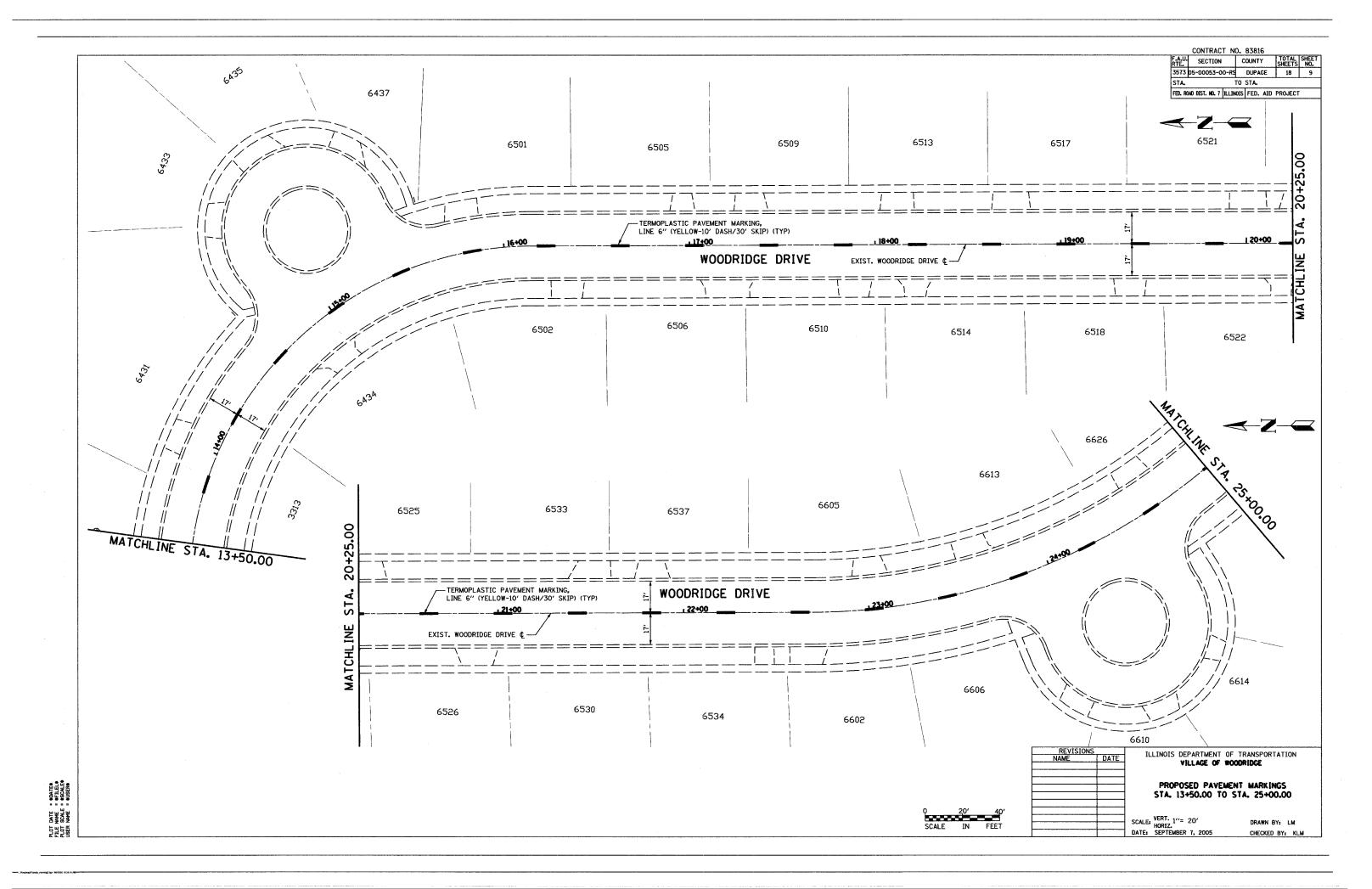


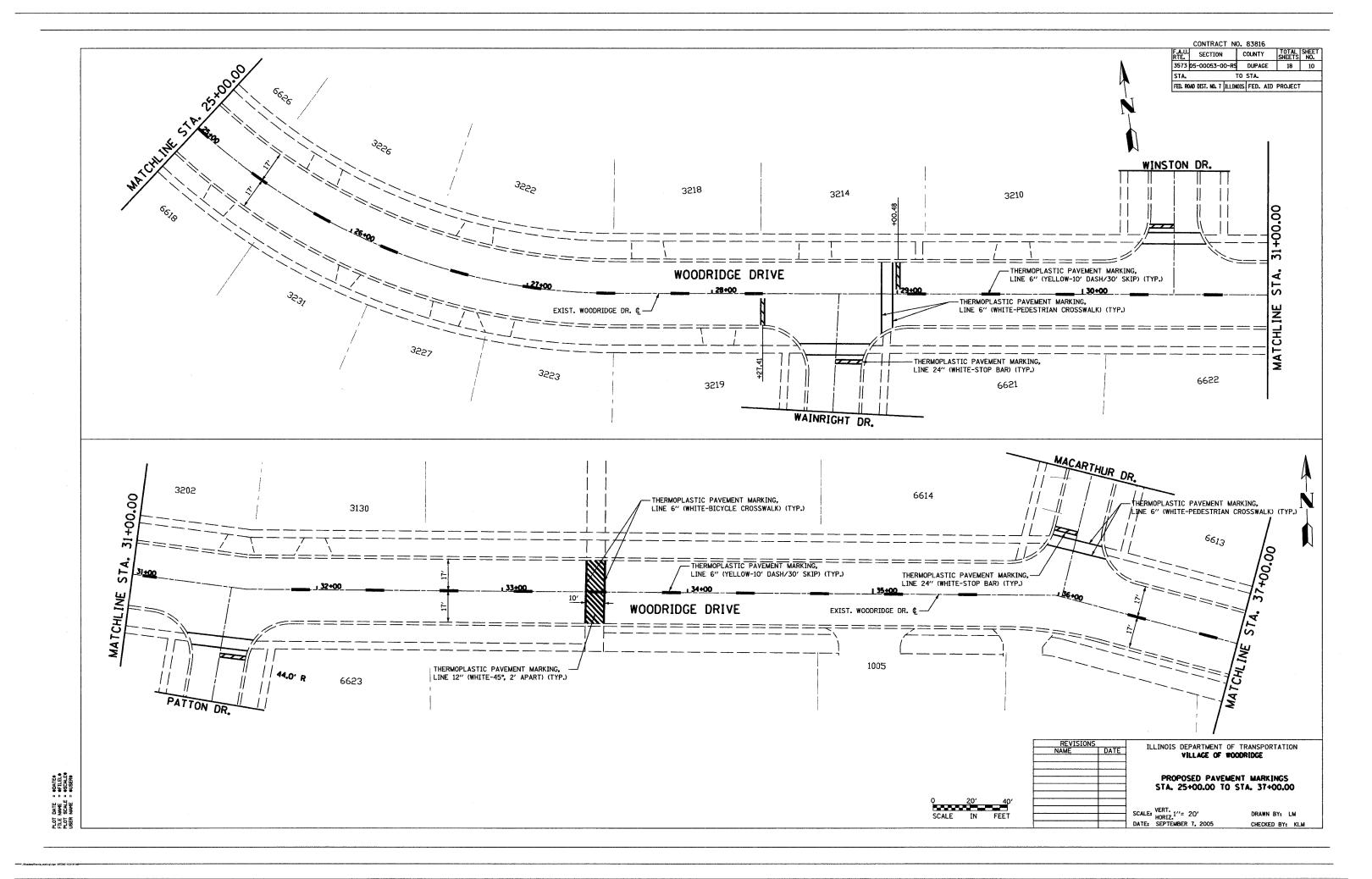


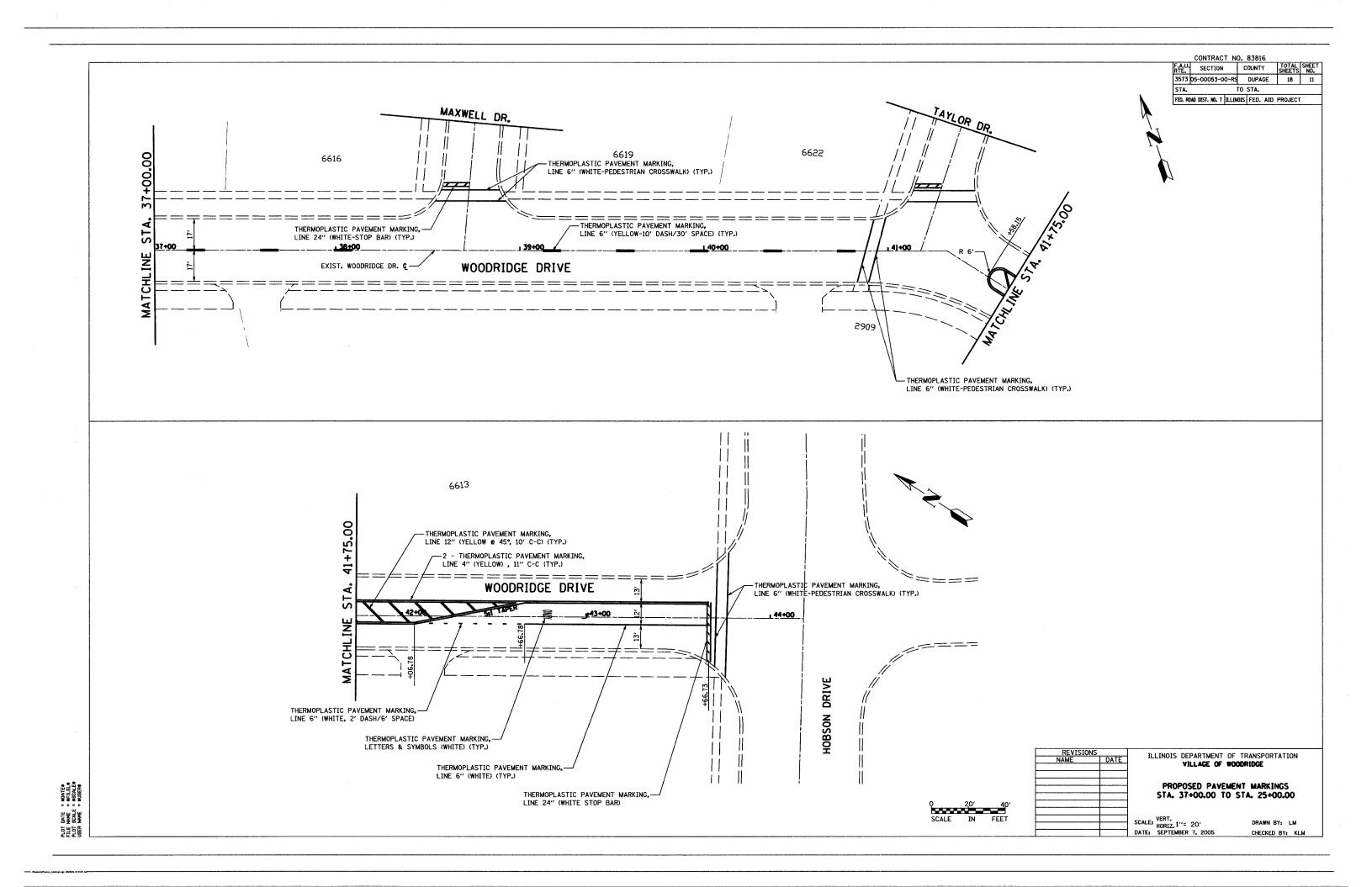


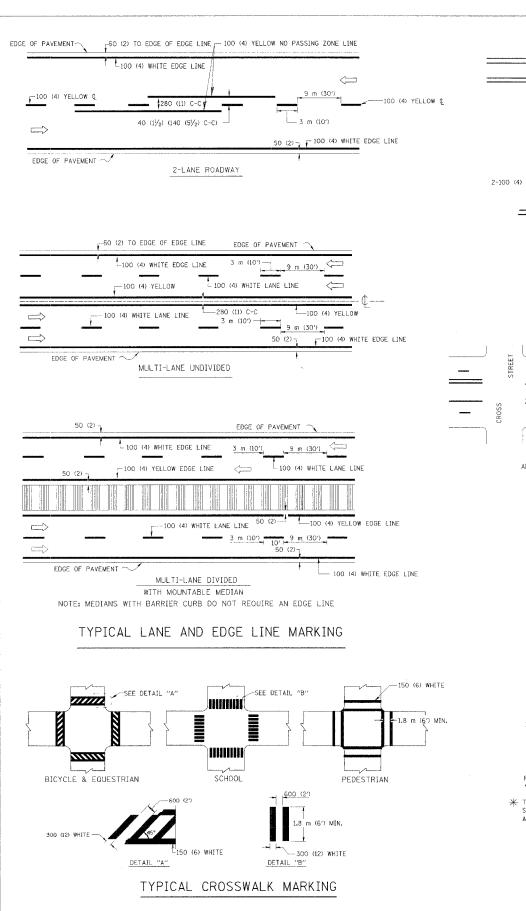


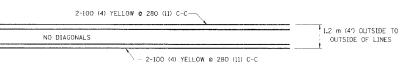




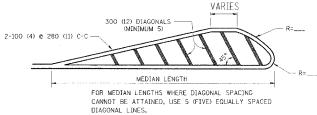






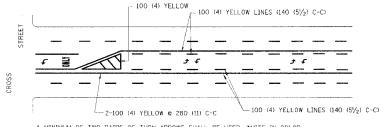


#### 1.2 m (4') WIDE MEDIANS ONLY

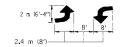


DIAGONAL LINE SPACING: 15 m (50') C-C (LESS THAN 50 km/h (30 MPH))
25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH))
45 m (150') C-C (MORE THAN 70 km/h (45 MPH))

#### MEDIANS OVER 1.2 m (4') WIDE

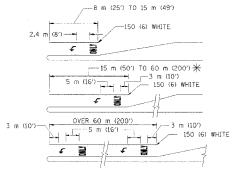


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR, ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

## TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.  $\P$  AREA = 1.5 m $^2$  (15.6 so. ft.)  $\ref{eq:total_state}$  Area = 1.9 m $^2$  (20.8 so. ft.)

\* TURN LANES IN EXCESS OF 120 m (400') 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

CONTRACT NO. 83816

# A. SECTION COUNTY STEETS SOCT STA. TO STA.

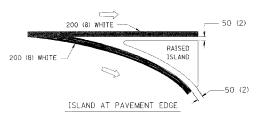
10 STA. TO STA.

10 STA. TO STA.

10 STA. TO STA.

ISLAND OFFSET FROM PAVEMENT EDGE

300 (12) WHITE DIAGONALS © 3 m (10') OR LESS SPACING



#### TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10") LINE WITH 9 m (30") SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5½) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10") LINE WITH 9 m (30") SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (51/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	2.4 m (8') LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DÍAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT: OTHERWISE, PLACE AT DESIRED STOPPING FOINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ IOO (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (1) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (35') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) T0 70 km/h (45 MPH) 9 m (30') C-C (0VER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m <sup>2</sup> (3.6 SQ. FT.) EACH "X"=5.0 m <sup>2</sup> (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) <b>@</b> 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

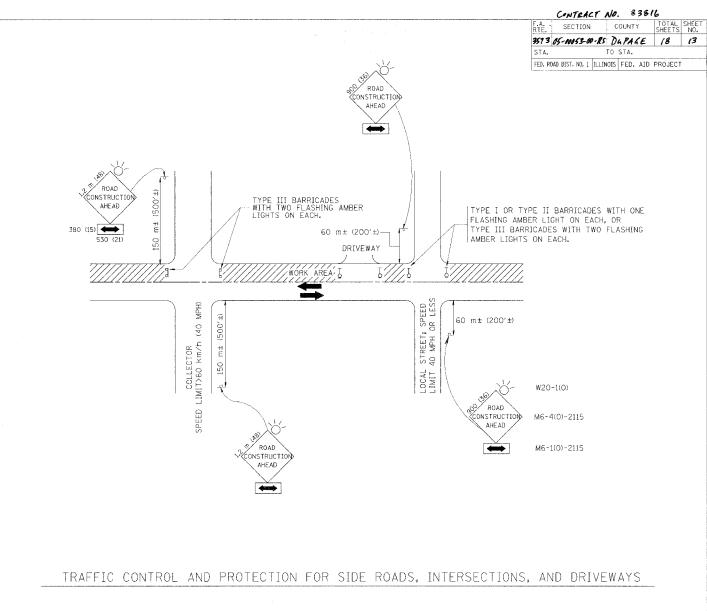
DISTRICT ONE

TYPICAL PAVEMENT

MARKINGS

SCALE: NONE DATE 10/18/2002 DRAWN BY CADD CHECKED BY TC-13

REVISION DATE: 01/06/00



#### NOTES:

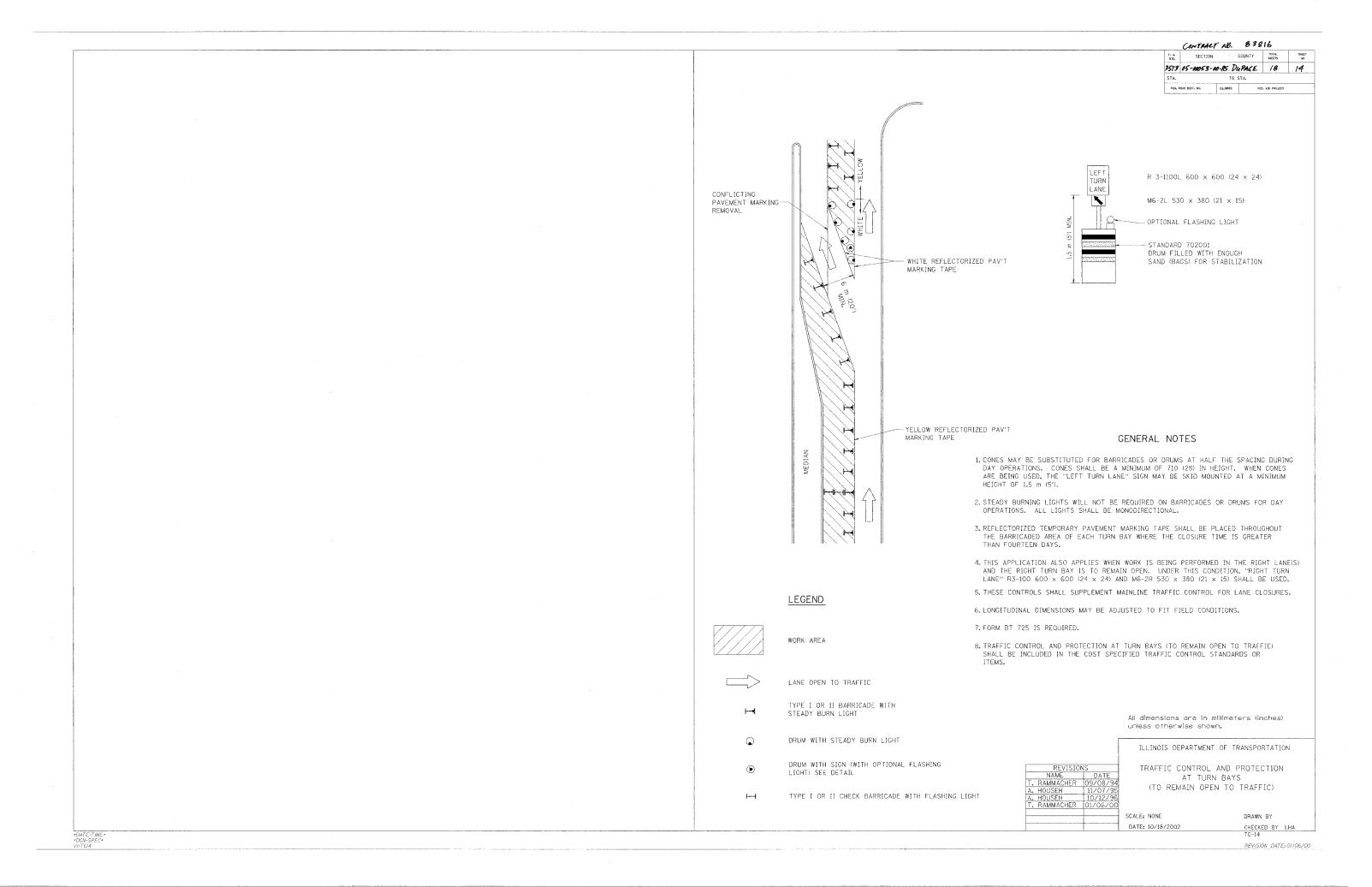
- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 1. SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- d) ONE ROAD CONSTRUCTION AHEAD SIGN 900×900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200") IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- g) ONE ROAD CONSTRUCTION AHEAD SIGN 1.2 m  $\times$  1.2 m (48 $\times$ 48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500°) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

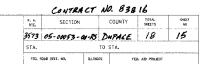
- 8. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL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

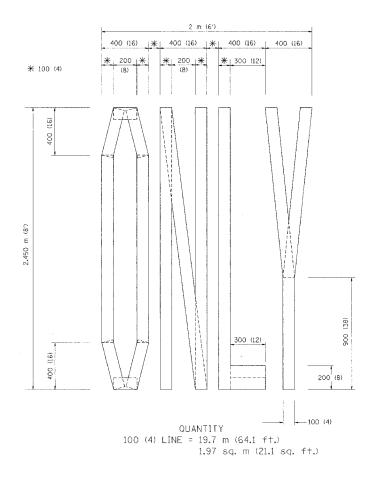
REVISION	V\$	THE THOSE DEDAR	TMENT OF TRANSPORTATION
NAME	DATE	ILLINOIS DEI AIN	TMENT OF TRANSFORTATION
LHA	6/89	TRAFFIC CON	TROL AND PROTECTION
T. RAMMACHER	09/08/94	INALITE CON	MOL AND INCIDENT
J. OBERLE	10/18/95		FOR
A. HOUSEH	03/06/96	CIDE DOIDS	THEOGRAPHONG AND
A. HOUSEH	10/15/96	SIDE RUADS,	INTERSECTIONS, AND
T. RAMMACHER	01/06/00		DRIVEWAYS
			DUIACMAID
		SCALE: VERT. HORIZ.	DRAWN BY
		DATE 10/18/2002	CHECKED BY
			TC-10

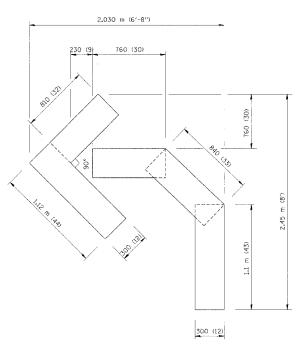
Friday October 18,2002 @ 10:20:23 AM c:\projects\distatd\to10.dgn LV=35,63 \*VSER\*

REVISION DATE: 01/06/00

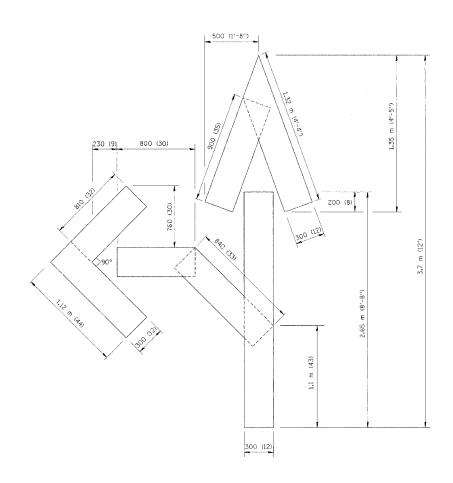








QUANTITY 100 (4) LINE = 13.9 m (45.5 ft.) 1.39 sq. m (15.2 sq. ft.)



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

RÉVISIO	NS :
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
F. GOMEZ	08/28/00

		MARKING	
		SYMBOL: STAGINO	

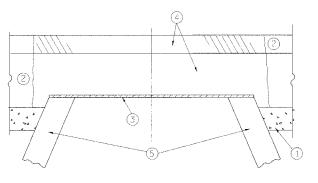
SCALE: NONE DATE 10/18/2002

DRAWN BY CADD CHECKED BY TC-16

REVISION DATE: 08/28/00

## CONTRACT NO. 83816

F. A. RTE.	SECTION		COUNTY	TOTAL SHEETS	SI-EÉT NO
3573	06-00053-0	0-15 Du	PAGE	18	16
STA.		то 5			
FED. F	ROAD BEST, NO	RL HOTS	re	D. AND PROJECT	or record characteristics



# 300 (12) MIN. -6 PROPOSED BRICK, MORTAR, OR CONC. ADJUSTING RINGS

#### NOTES:

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

SAND FILL

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

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

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

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

#### CONSTRUCTION PROCEDURES

#### STAGE 1 (BEFORE PAVEMENT MILLING)

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

#### STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE BITUMINOUS MATERIAL AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR BITUMINOUS CONCRETE SURFACE OR RINDER COURSE MATERIAL TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

#### LEGEND

- SUB-BASE GRANULAR MATERIAL
- 2 EXISTING PAVEMENT
- 3 900 (36) DIAMETER METAL PLATE
- PROPOSED CRUSHED STONE AND BITUMINOUS MATERIAL
- (5) EXISTING STRUCTURE
- 6 FRAME AND LID (SEE NOTES)
- CLASS SI CONCRETE, BITHMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL
- 8 PROPOSED BITUMINOUS CONCRETE SURFACE COURSE
- 9 PROPOSED BITUMINOUS CONCRETE BINDER COURSE

#### LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

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

## DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT

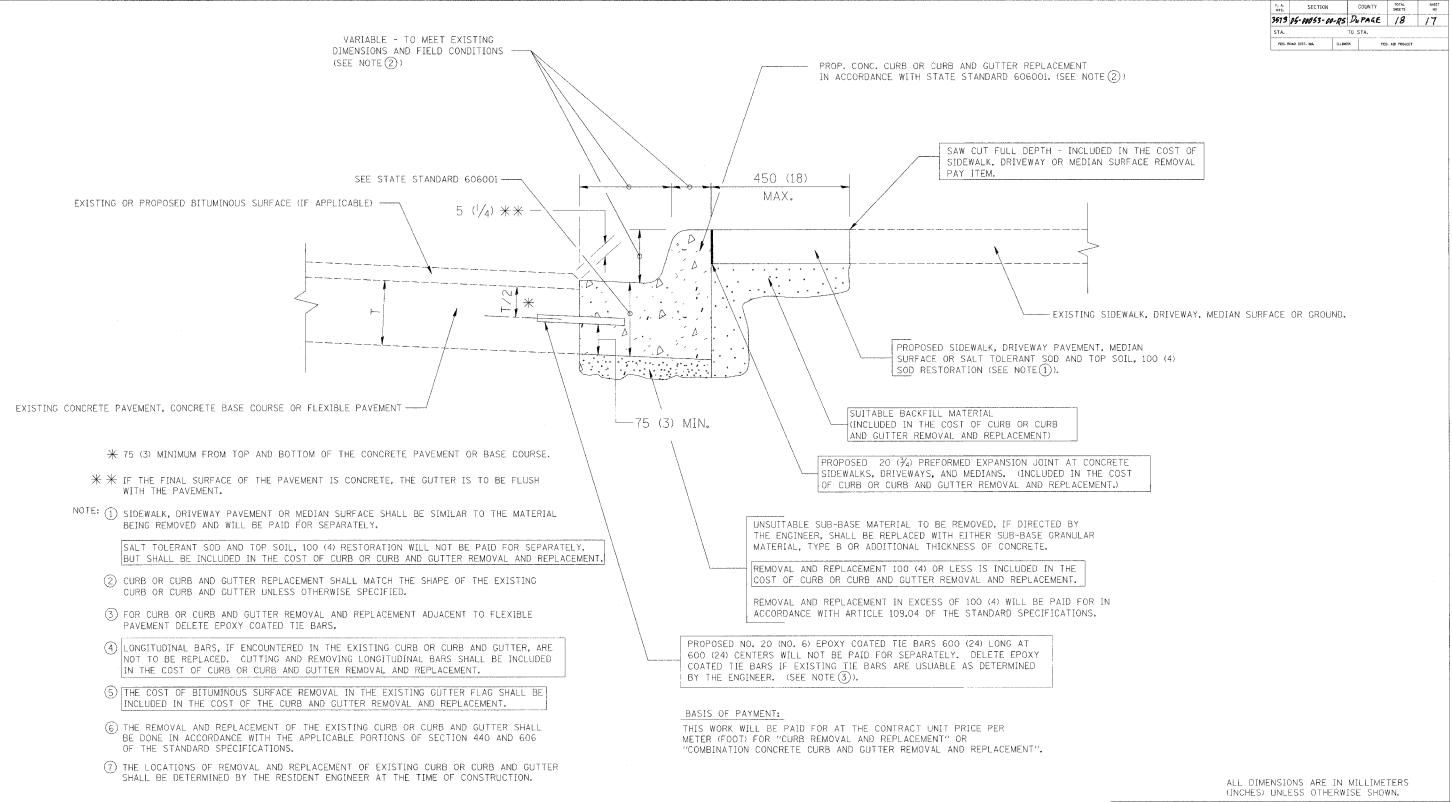
WITH MILLING

SCALE: NONE

DRAWN BY CHECKED BY

BD600-03 (BD-8) REVISION DATE: 05/17/04

05/17/2004 KAdiststd\bd08.dgn VI=BD6 LEYSA



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

c:\projects\diststd\bd24.dgn VI=BD24

REVISION DATE:12/06/88

CONTRACT NO. 83816

# LOOPS NEXT TO SHOULDERS

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

PAVED SHOULDER.

PAVED OR NON-PAVED SHOULDER

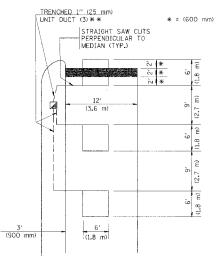
| Calcal Control Control

\*\* 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
BL4001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



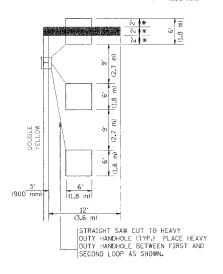
\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

# LEFT TURN LANES WITHOUT MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

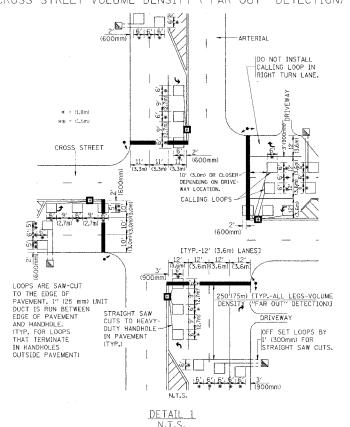
(PROTECTED / PERMITTED LEFT TURN PHASING)

\* = (600 mm)

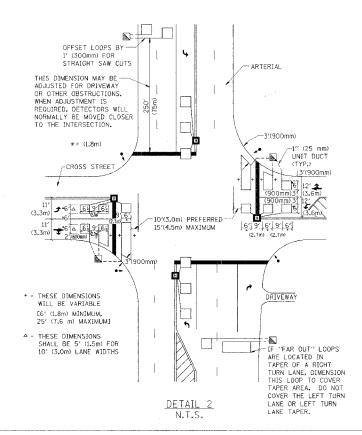


NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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



NOTES:

#### VEHICLES LOOP DETECTORS

\* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.

CONTRACT NO. 83816
SECTION COUNTY SHEETS

3573 05-00053-00-85 DUPAGE 18 18

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

#### PLACEMENT OF DETECTORS

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

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON <u>ALL</u> 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. "UPTICHT" 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.

	ILLINOIS DEPARTMENT	OF TRANSPORTATION
REVISIONS NAME DATE	DISTR DETECTO Installatio	R LOOP
	FOR ROADWAY	011 01111110
	SCALE: NONE DATE 10/18/2002	DRAWN BY CADD DESIGNED BY CHECKED BY R.K.F.
	011.0 10/10/2002	TCO7

IO/18/2002 c:\prefects\disistd\ts07.agn V=1\Si7

1507 REVISION DATE: