

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2569	19-00122-00-RS	DUPAGE	31	1
ILLINOIS CONTRACT NO. 61G25				

FOR INDEX OF SHEETS AND
HIGHWAY STANDARDS
SEE SHEET 2

03-06-2020 LETTING ITEM 010

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 2569 (PRESIDENT ST)
HARRISON AVE TO GENEVA RD
RESURFACING, CURB AND SIDEWALK
SECTION NO.: 19-00122-00-RS
PROJECT NO.: U0RQ(005)
CITY OF WHEATON
DUPAGE COUNTY
JOB NO.: C-91-392-19



LOCATION OF SECTION INDICATED THUS: —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED *Paul Skidmore*
CITY OF WHEATON, DIRECTOR OF ENGINEERING

PASSED *C. J. [Signature]*
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR
BID BASED ON
LIMITED REVIEW *December 9, 2019*
Anthony J. [Signature] REGIONAL ENGINEER

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OF THE STATE OF ILLINOIS

PROFESSIONAL ENGINEER'S CERTIFICATION

I HEREBY CERTIFY THAT THIS SUBMISSION WAS PREPARED
UNDER MY PERSONAL DIRECTION THIS TECHNICAL
SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL
PART OF AND IN CONJUNCTION WITH THE PROJECT
SPECIFICATIONS AND CONTRACT DOCUMENTS

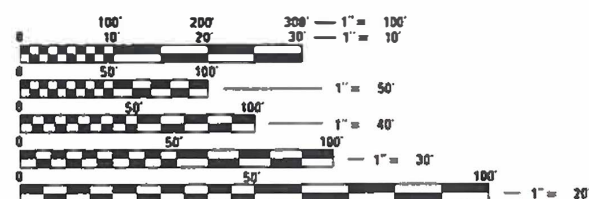
DATED THIS 25TH DAY OF NOVEMBER, 2019

JAMES M. TURATOVAC
ILLINOIS REG. PROF. ENGINEER NO 062-060059 EXPIRATION DATE 11-30-2021

PROGRAM AND OFFICE ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL 847-705-4021

PRESIDENT ST

DESIGN DESIGNATION: LOCAL
SPEED LIMIT= 30 MPH
TRAFFIC= 9900 ADT (2016)
11200 ADT (2040)



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.

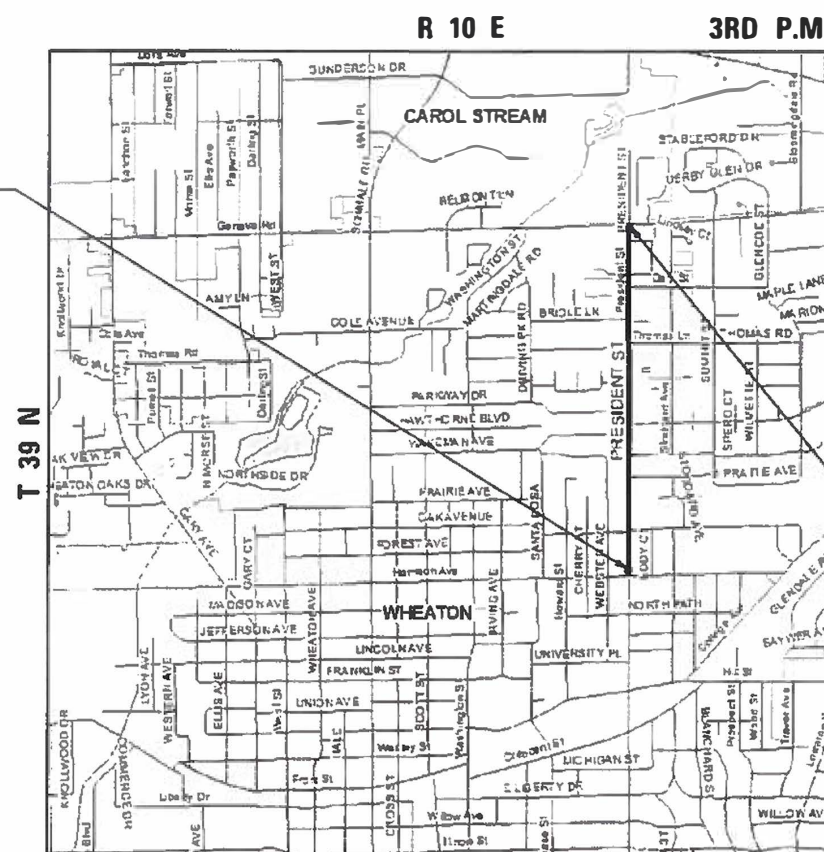
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT MANAGER: JIM YURATOVAC

CONTRACT NO. 61G25



PROJECT BEGINS
10+40



MILTON TOWNSHIP

LOCATION MAP

N.T.S.

GROSS LENGTH = 5282 FT. = 1.00 MILES

NET LENGTH = 5282 FT. = 1.00 MILES

thomas
engineering group
service at the highest level

INDEX OF SHEETS

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DISTRICT 1 DETAILS

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HIGHWAY STANDARDS

000001-07	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-04	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
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442201-03	CLASS C AND D PATCHES
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS- DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDMDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES:

- 1
- ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, APRIL 1, 2016 AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS 2020.
- 2
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, THEIR AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- 3
- THE CONTRACTOR SHALL COORDINATE PAVING OPERATIONS FOR BOTH HMA LEVEL BINDER AND SURFACE COURSES SO THAT THE LONGITUDINAL JOINTS ARE CLOSED AND COMPACTED AT THE END OF EACH DAY. PAVING OPERATIONS SHALL BE SCHEDULED SO THAT ADJACENT LANES ARE PAVED IN THE SAME DIRECTION AS THE INITIAL LANE MINIMIZING THE TIME THE EDGE OF A PAVEMENT MAT IS ALLOWED TO COOL.
- 4
- THE CONTRACTOR SHALL USE 2 CHANGEABLE MESSAGE SIGNS AT LOCATIONS TO BE DETERMINED BY THE ENGINEER FOR A PERIOD FROM ONE WEEK PRIOR TO THE START OF CONSTRUCTION TO THE CONCLUSION OF THE PROJECT.
- 5
- THE CONTRACTOR SHALL ENSURE ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.
- 6
- THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO THE USE OF WATER.
- 7
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMPING SITES. HE/SHE SHALL PROVIDE A LIST OF THESE SITES TO THE ENGINEER FOR HIS/HER EXAMINATION AND GENERAL INFORMATION.
- 8
- ALL EXCESS MATERIAL (BROKEN CONCRETE, ASPHALT, CULVERT PIPE, WASTE ROADWAY EXCAVATION, AND SURPLUS MATERIALS FROM UTILITY TRENCHES) SHALL BE WASTED OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.
- 9
- ALL PROPERTY AND SURFACE STRUCTURES WITHIN THE RIGHT-OF-WAY SHALL BE PROTECTED DURING CONSTRUCTION OPERATIONS UNLESS THE ENGINEER DIRECTS REMOVAL FOR PURPOSES RELATED TO CONSTRUCTION UNDER THIS CONTRACT. ANY FENCES, POLES, FLAGSTONE, DECORATIVE STONE, SPECIAL LANDSCAPING, OR OTHER MAN MADE SURFACE IMPROVEMENT WHICH IS REMOVED OR DISTURBED BY THE CONTRACTOR SHALL BE RESTORED BY HIM TO ITS ORIGINAL CONDITION AFTER THE CONSTRUCTION ACTIVITIES ARE COMPLETED.
- 10
- ALL FRAMES, GRATES, LIDS, FIRE HYDRANTS, AND VALVE BOXES WHICH ARE REMOVED AND ARE TO BE ABANDONED SHALL REMAIN THE PROPERTY OF THE CITY OF WHEATON. UPON REMOVAL FROM THEIR WORKING LOCATIONS, THEY ARE TO BE STOCKPILED AT AN ON-SITE LOCATION DETERMINED BY THE ENGINEER WHERE THEY WILL BE PICKED UP BY CITY PERSONNEL AT THE CONCLUSION OF WORK ON THAT STREET.
- 11
- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE AND PUBLIC DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO ACCEPT ALL STORM WATER THAT WILL BE DELIVERED BY THESE DRAINS AND BASINS AND SHALL DISCHARGE THE SAME. IF NECESSARY, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT AND TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF WATER WHICH IS RECEIVED FROM ALL TEMPORARY CONNECTIONS. THESE TEMPORARY FACILITIES SHALL BE MAINTAINED UNTIL ALL PERMANENT CONNECTIONS ARE COMPLETED.
- 12
- EROSION AND SEDIMENT CONTROL MEASURES SHALL BE FOLLOWED WHEN EXISTING CURB AND GUTTER IS REMOVED AND EXISTING DRAINAGE STRUCTURES ARE TO REMAIN ACTIVE. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE DETAIL PROVIDED IN THE CONTRACT DOCUMENTS.
- 13
- THE THICKNESS OF THE HMA SHOWN ON THE PLANS IS NOMINAL. DEVIATIONS MAY OCCUR IN THE FIELD DUE TO IRREGULARITIES IN THE EXSTING SURFACE OR BASE UPON WHICH THE HMA IS BEING PLACED.
- 14
- THE LOCATIONS AND ELEVATIONS OF THE VARIOUS UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE NOT TO BE TAKEN AS EXACT. THE CONTRACTOR SHALL EXERCISE CARE WHEN CONDUCTING CONSTRUCTION OPERATIONS NEAR UTILITIES TO PREVENT DAMAGE. THE FAILURE OF A UTILITY COMPANY TO ACCURATELY LOCATE THEIR UTILITY DOES NOT FREE THE CONTRACTOR FROM RESPONSIBILITY. THE MAJOR CONCERN OF THE CITY OF WHEATON IS PUBLIC SAFETY.
- 15
- THE CONTRACTOR SHALL COOPERATE WITH THE CITY IN ANY UNDERGROUND UTILITY CONSTRUCTION WHICH THE CITY MAY WANT TO PERFORM DURING THE CONTRACTOR'S OPERATIONS.
- 16
- THE CONTRACTOR SHALL HAVE LINE AND/OR FORMS SET A MINIMUM OF FOUR WORKING HOURS PRIOR TO THE SCHEDULED ARRIVAL OF CONCRETE ON SITE FOR THE PLACEMENT OF CURB AND GUTTER, DRIVEWAYS, AND SIDEWALK TO ALLOW THE ENGINEER TIME TO CHECK LINE AND GRADE.
- 17
- ALL RADII FOR PROPOSED COMBINATION CONCRETE CURB AND GUTTER SHALL BE PLACED AT THE EXISTING DIMENSION UNLESS OTHERWISE INDICATED ON THE PROJECT PLANS OR AS DIRECTED BY THE ENGINEER. ELEVATIONS SHOWN AT POINT ON THE CURB INDICATED FLOW LINE ELEVATIONS UNLESS NOTED OTHERWISE.

- 18
- WHEN WATER SERVICE BOXES FALL WITHIN THE LIMITS OF CONCRETE FLATWORK, THE CONTRACTOR SHALL PROVIDE EITHER A SECTION OF 4" POLY VINYL CHLORIDE (PVC) PIPE OR 4" HIGH DESITY POLYETHYLENE (HDPE) PIPE TO SLEEVE THE BOX. THE SLEEVE SHALL EITHER BE REMOVED OR TRIMMED TO MATCH THE FINISHED CONCRETE GRADE LEVEL. THE FINAL RESULT SHALL BE A SMOOTH FINISHED "BOX-OUT" AROUND THE SERVICE BOX WHICH SHALL FACILITATE EASY REMOVAL OF THE CAP AT MEET THE FINISHED GRADE. ALL WATER SERVICE BOXES WITHIN PAVEMENT RESURFACING SHALL BE ADJUSTED TO MEET THE FINISHED GRADE LEVEL.
- 19
- WHEN A SEWER STRUCTURE FALLS WITHIN THE LIMITS OF A CONCRETE DRIVEWAY, THE CONTRACTOR SHALL PLACE EXPANSION MATERIAL IN A BOX APPROXIMATELY EIGHTEEN (18") INCHES FROM THE CENTER OF THE LID FORMING A SQUARE "BOX-OUT" AROUND THE FRAME. THE RESULT SHALL BE A CONDITION THAT WILL ALLOW FOR THE REMOVAL OF THE SQUARE OF CONCRETE FROM THE DRIVEWAY FOR THE PURPOSE OF REPLACING THE FRAME WITHOUT DAMAGING THE REMAINDER OF THE DRIVEWAY PAVEMENT.
- 20
- ALL CONSTRUCTION PERSONNEL SHALL BE REQUIRED TO WEAR AN ANSI/ISEA 107-2015 COMPLIANT SAFETY VEST AT ALL TIMES WHILE ON THE CONSTRUCTION SITE.
- 21
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1-1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- 22
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD THE LOCATIONS OF ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE REESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- 23
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 24
- THE CONTRACTOR SHALL PROVIDE SAFE AND ORDERLY PASSAGE FOR TRAFFIC AND PEDESTRIANS WHERE CONSTRUCTION OPERATIONS IMPACT PUBLIC THOROUGHFARES AND ADJACENT PROPERTY. THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 25
- ALL SIDEWALK CURB RAMPS SHALL BE COMPLIANT WITH ALL APPLICABLE ADA STANDARDS AND INCLUDED DETAILS. INDIVIDUAL DESIGN DETAILS HAVE BEEN PROVIDED FOR ALL LOCATIONS WITH AN EXISTING SLOPE OVER 5%.
- 26
- A NOMINAL QUANTITY HAS BEEN INCLUDED FOR THE FOLLOWING PAY ITEMS:
- EARTH EXCAVATION
- REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- AGGREGATE SUBGRADE IMPROVEMENT
- CLASS D PATCHES
- 27
- ALL UTILITY STRUCTURES SHALL REMAIN ACCESSIBLE DURING CONSTRUCTION. WHEN UTILITY STRUCTURES ARE TO BE ADJUSTED UNDER TRAFFIC, TEMPORARY RAMPS SHALL BE CONSTRUCTED AND MAINTAINED AT BOTH UPSTREAM AND DOWNSTREAM ENDS OF THE UTILITY CASTING IN ACCORDANCE WITH ARTICLE 406.08.

GENERAL NOTES - SEWERS:

- 28
- ALL FRAMES WITH CLOSED LIDS BEING FURNISHED FOR THIS PROJECT AS CONSTRUCTION, ADJUSTMENT, OR RECONSTRUCTION OF ANY MANHOLE, CATCH BASIN, INLET, OR WATER VALVE VAULT SHALL HAVE CAST INTO THE LID ONE OR MORE OF THE FOLLOWING WORDS:
- "STORM" - FOR STORM SEWER MANHOLE LIDS
- "SANITARY" - FOR SANITARY MANHOLE LIDS
- "WATER" - FOR WATER SYSTEM STRUCTURE LIDS
- "FISH" SYMBOL DIRECTLY ON THE CURB BACK - FOR CURB INLET FRAMES
- 29
- IF AT ANY TIME DURING THE CONSTRUCTION OF THIS PROJECT LOOSE MATERIAL IS DEPOSITED INTO THE FLOW LINE OF A SEWER STRUCTURE IN SUCH A WAY AS TO RESTRICT OR OBSTRUCT THE NATURAL FLOW OF WATER IN THE STRUCTURE, THE MATERIAL SHALL BE REMOVED BEFORE THE CLOSE OF THE WORKING DAY DURING WHICH IT WAS DEPOSITED. AT THE CONCLUSION OF CONSTRUCTION ACTIVITIES, AND BEFORE THE ENGINEER ACCEPTS THE PROJECT, ALL SEWERS AND SEWER STRUCTURES THAT FALL WITHIN THE LIMITS OF THE PROJECT SHALL BE FREE OF CONSTRUCTION DEBRIS AND LOOSE MATERIAL.

GENERAL NOTES - UTILITIES:

- 30
- PRIOR TO ADJUSTMENT OF ANY DUPAGE WATER COMMISSION STRUCTURES, THE CONTRACTOR SHALL CONTACT DWC AT 630-834-0100 A MINIMUM OF 48 HOURS IN ADVANCE OF THE WORK. DWC WILL SUPPLY A NEW FRAME AND LID IF THEY DETERMINE IT SHOULD BE REPLACED.
- 31
- AFTER ADJUSTMENTS TO WHEATON SANITARY DISTRICT STRUCTURES HAVE BEEN DONE. THE CONTRACTOR SHALL CONTACT ZACH BILLINGS SEWER INSPECTOR AT (C: 630-740-6730) (W: 630-384-8666) A MINIMUM OF 48 HOURS BEFORE ASPHALT IS PLACED AT THE ADJUSTED STRUCTURES.
- 32
- PRIOR TO ADJUSTMENT OF ANY NICOR GAS VALVE BOXES THAT REQUIRE ADJUSTMENT, THE CONTRACTOR SHALL CONTACT SUSANNA KNAUTZ, SCHEDULER AT 630-918-0897 A MINIMUM OF TWO WEEKS PRIOR TO FIELD WORK.

<div><div>thomas</div><div>thomas engineering group, llc 762 shoreline drive suite 200 aurora, illinois 60504 phone: 855-533-1700</div></div> <div>service at the highest grade.</div>	USER NAME = maciej.k	DESIGNED -	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						2569	19-00122-00-R5	DUPAGE	31	2
	PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -						CONTRACT:		61G25		
	PLOT DATE = 12/19/2019	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QTY.
			CONSTR. CODE
			0005
			STU 70/30
20101200	TREE ROOT PRUNING	EACH	7
20200100	EARTH EXCAVATION	CU YD	20
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	20
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	272
25200110	SODDING, SALT TOLERANT	SQ YD	272
25200200	SUPPLEMENTAL WATERING	UNIT	2
28000510	INLET FILTERS	EACH	67
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	20
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	14231
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	11
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	309
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	1181
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	2361
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5771
42400800	DETECTABLE WARNINGS	SQ FT	403
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	21083
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1022
44000600	SIDEWALK REMOVAL	SQ FT	5914

CODE NO.	ITEM	UNIT	TOTAL QTY.
			CONSTR. CODE
			0005
			STU 70/30
44201725	CLASS D PATCHES, TYPE I, 7 INCH	SQ YD	105
44201729	CLASS D PATCHES, TYPE II, 7 INCH	SQ YD	211
44201733	CLASS D PATCHES, TYPE III, 7 INCH	SQ YD	316
44201735	CLASS D PATCHES, TYPE IV, 7 INCH	SQ YD	422
60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	2
60255500	MANHOLES TO BE ADJUSTED	EACH	13
60255700	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	2
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	30
60261325	INLETS TO BE ADJUSTED WITH NEW TYPE 11 GRATE	EACH	12
60266600	VALVE BOXES TO BE ADJUSTED	EACH	15
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1022
67100100	MOBILIZATION	L SUM	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	120
70300100	SHORT TERM PAVEMENT MARKING	FOOT	968
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	323

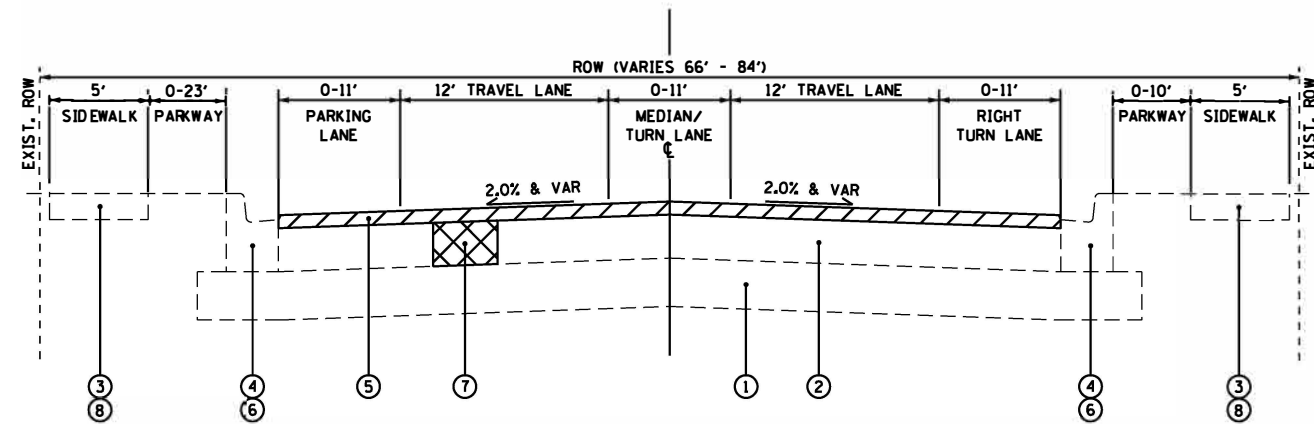
△ SPECIAL PROVISION
* SPECIALTY ITEMS

SUMMARY OF QUANTITIES

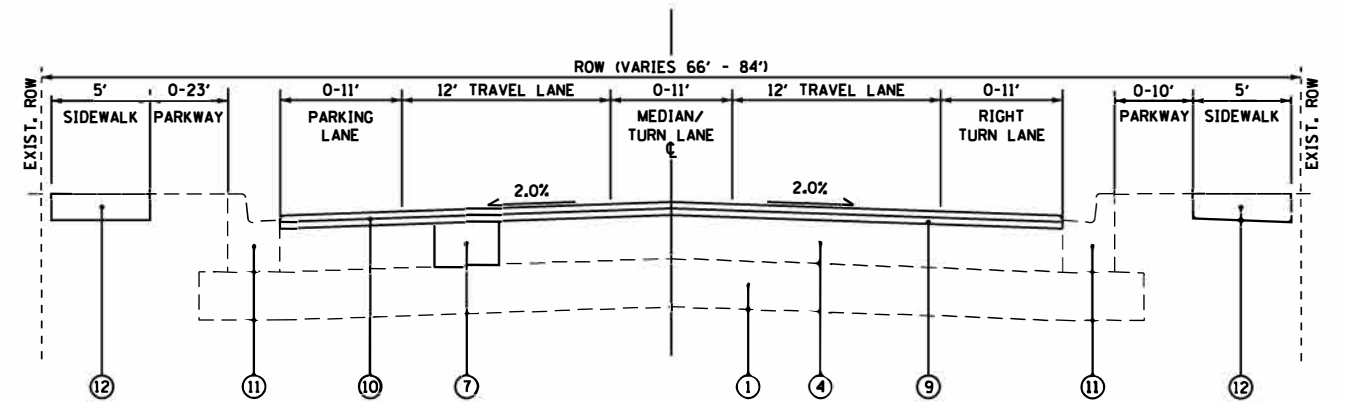
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△ SPECIAL PROVISION

* SPECIALTY ITEMS



EXISTING TYPICAL SECTION
STA. 10+40 TO STA. 63+22



PROPOSED TYPICAL SECTION
STA. 10+40 TO STA. 63+22

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
ROADWAY RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70	4% @ 70 Gyr.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	3.5% @ 50 Gyr.
CLASS D PATCHING	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 Gyr.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50; 1.5"	4% @ 50 Gyr.
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.	
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIALS PROVISIONS.	
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.	

LEGEND

- ① EX SUB-BASE GRAN MATL, THICKNESS VARIES

② EX HMA PAVEMENT

③ EX PCC SIDEWALK

④ EX COMB. CONC. CURB AND GUTTER

⑤ HMA SURFACE REMOVAL, 3"
- ⑥ COMB. CURB AND GUTTER REMOVAL (SEE NOTE 1)

⑦ PR CLASS D PATCHES, 7" (SEE NOTE 1)

⑧ PR SIDEWALK REMOVAL (SEE NOTE 1)

⑨ PR POLY HMA BINDER COURSE, IL-4.75, N50, 1.0"

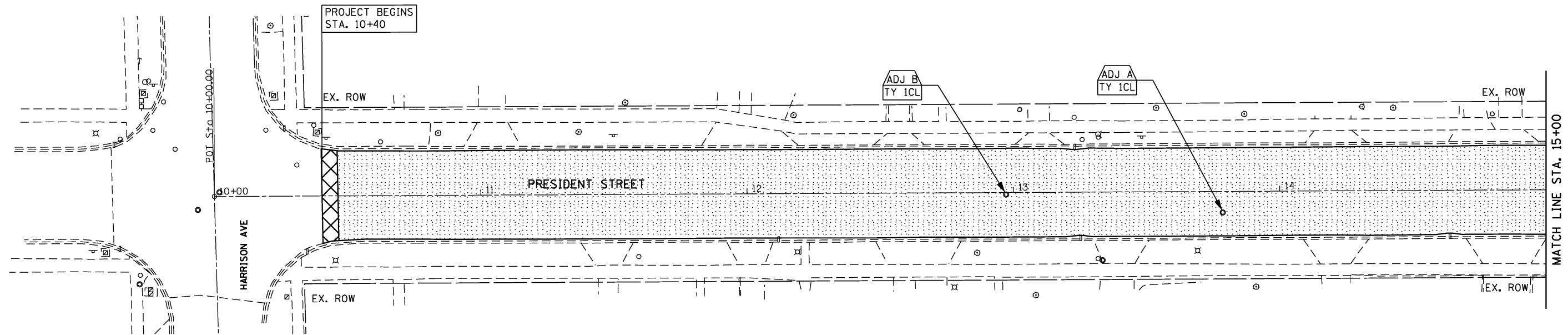
⑩ PR HMA SURFACE CRS, MIX "D", IL-9.5, N70, 2.0"
- ⑪ PR COMB. CONC. CURB AND GUTTER, TY B-6.12 (SEE NOTE 1)

⑫ PR P.C.C. SIDEWALK, 5" (SEE NOTE 1)

 - REMOVAL ITEMS

NOTES

1. LOCATIONS WILL BE SPECIFIED BY THE ENGINEER IN THE FIELD DURING CONSTRUCTION
2. PR AGG BASE COURSE IS INCLUDED IN THE PCC SIDEWALK PAY ITEM. SEE PROJECT SPECIFICATIONS FOR DETAILS

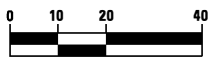


NOTES:

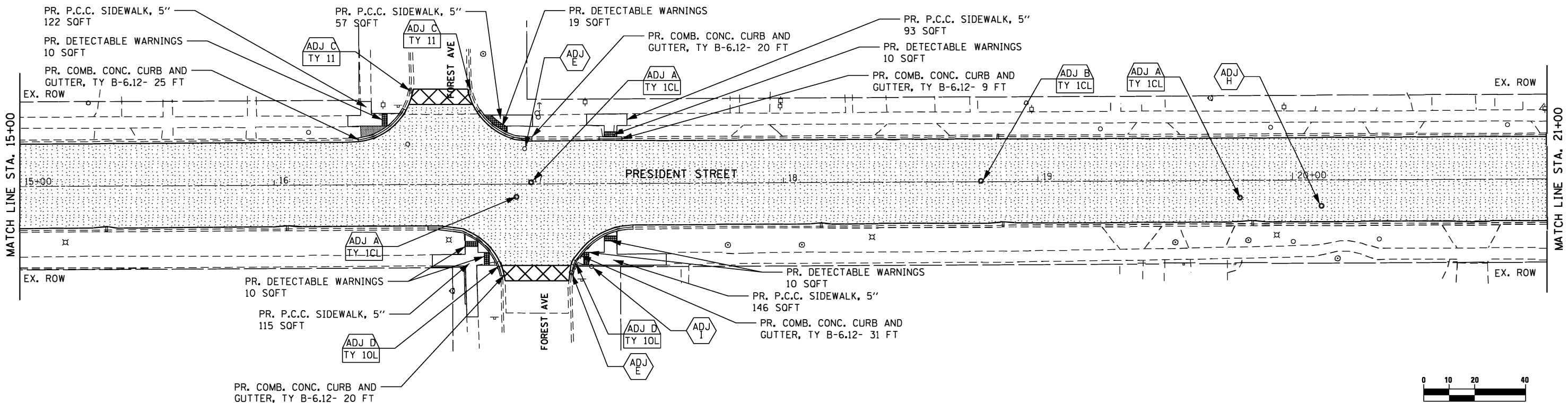
1. FOR SIDEWALK DETAILS, SEE SHEETS 16-19
2. ANY NECESSARY TYPE B CURB FOR MEETING ADA RAMP GRADES AT THE BACK OF SIDEWALK SHALL BE POURED MONOLITHICALLY WITH THE SIDEWALK AND INCLUDED IN THE COST OF THE SIDEWALK.
3. A MINIMUM TRANSITION OF 18" WILL BE USED FROM DEPRESSED CURB TO FULL CURB HEIGHT (TYP).
4. FOR PRIVATE UTILITY ADJUSTMENTS, SEE GENERAL NOTES SHEET 2

- LEGEND**
- HMA SURFACE REMOVAL, 3"
 - PR. POLY. HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1.0"
 - PR. HMA SURFACE COURSE, MIX "D", IL-9.5, N70, 2.0"
 - PR. HMA SURFACE REMOVAL- BUTT JOINT
 - EX. PCC SIDEWALK REMOVAL, PR. TOPSOIL AND SOD

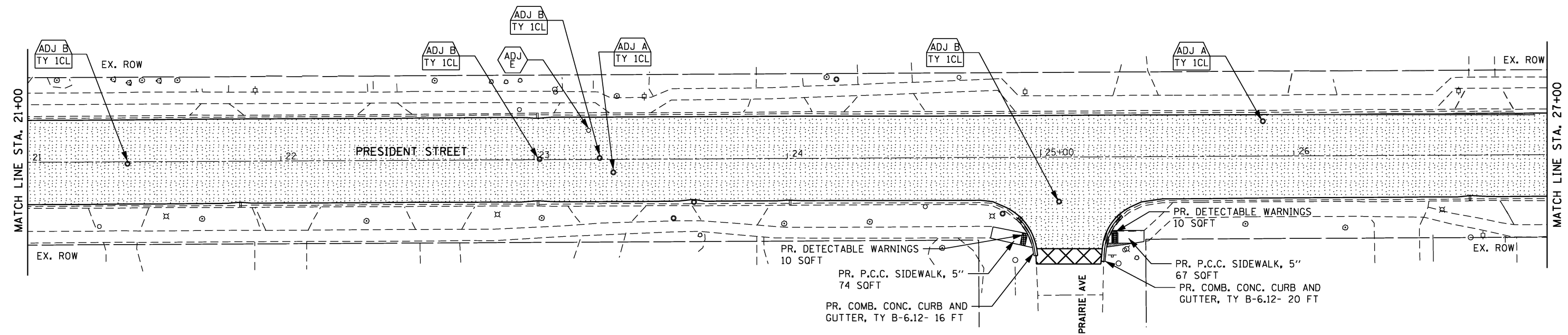
- ADJ**
- PR. STRUCTURE TO BE ADJUSTED
- A - SANITARY MH
 - B - STORM MH
 - C - STORM INLET
 - D - STORM CB
 - E - WATER VALVE
 - F - WATER MH
 - G - DWC VALVE
 - H - DWC MH
 - I - GAS VALVE
 - J - WHEATON SAN. DIST. MH
- ADJ TY XX**
- PR. STRUCTURE TO BE ADJUSTED WITH NEW FRAME AND GRATE OR LID (OF TYPE SPECIFIED)



HORIZONTAL SCALE IN FEET



HORIZONTAL SCALE IN FEET



- NOTES:
- FOR SIDEWALK DETAILS, SEE SHEETS 16-19
 - ANY NECESSARY TYPE B CURB FOR MEETING ADA RAMP GRADES AT THE BACK OF SIDEWALK SHALL BE POURED MONOLITHICALLY WITH THE SIDEWALK AND INCLUDED IN THE COST OF THE SIDEWALK.
 - A MINIMUM TRANSITION OF 18" WILL BE USED FROM DEPRESSED CURB TO FULL CURB HEIGHT (TYP).
 - FOR PRIVATE UTILITY ADJUSTMENTS, SEE GENERAL NOTES SHEET 2

LEGEND

	HMA SURFACE REMOVAL, 3"
	PR. POLY. HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1.0"
	PR. HMA SURFACE COURSE, MIX "D", IL-9.5, N70, 2.0"
	PR. HMA SURFACE REMOVAL- BUTT JOINT
	EX. PCC SIDEWALK REMOVAL, PR. TOPSOIL AND SOD

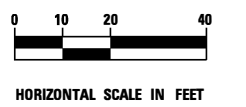
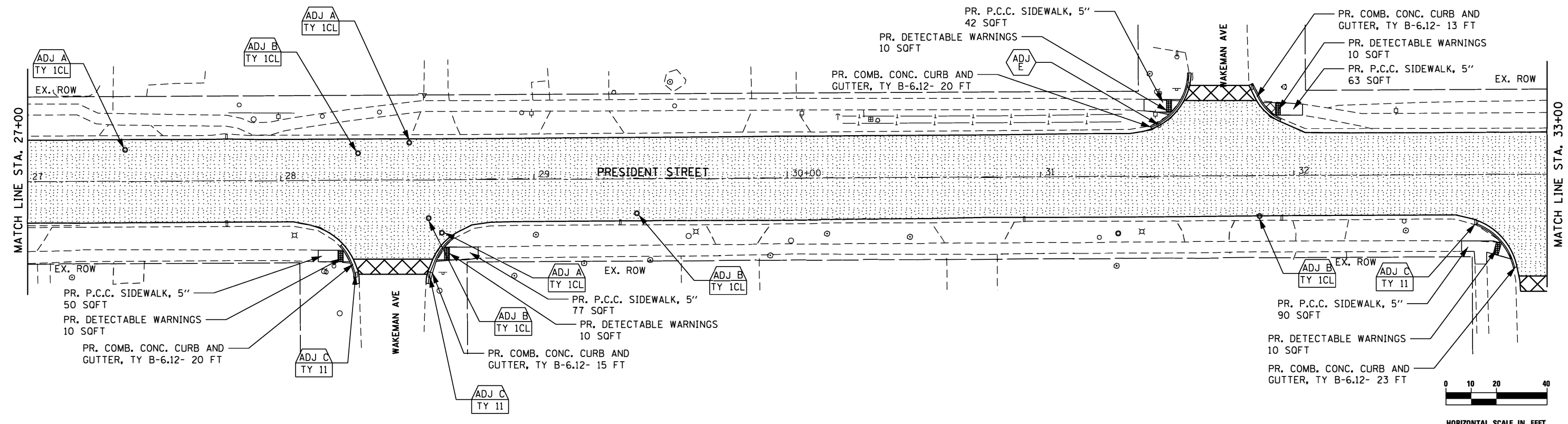
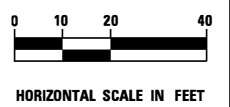
ADJ

PR. STRUCTURE TO BE ADJUSTED

A - SANITARY MH	F - WATER MH
B - STORM MH	G - DWC VALVE
C - STORM INLET	H - DWC MH
D - STORM CB	I - GAS VALVE
E - WATER VALVE	J - WHEATON SAN. DIST. MH

ADJ TY XX

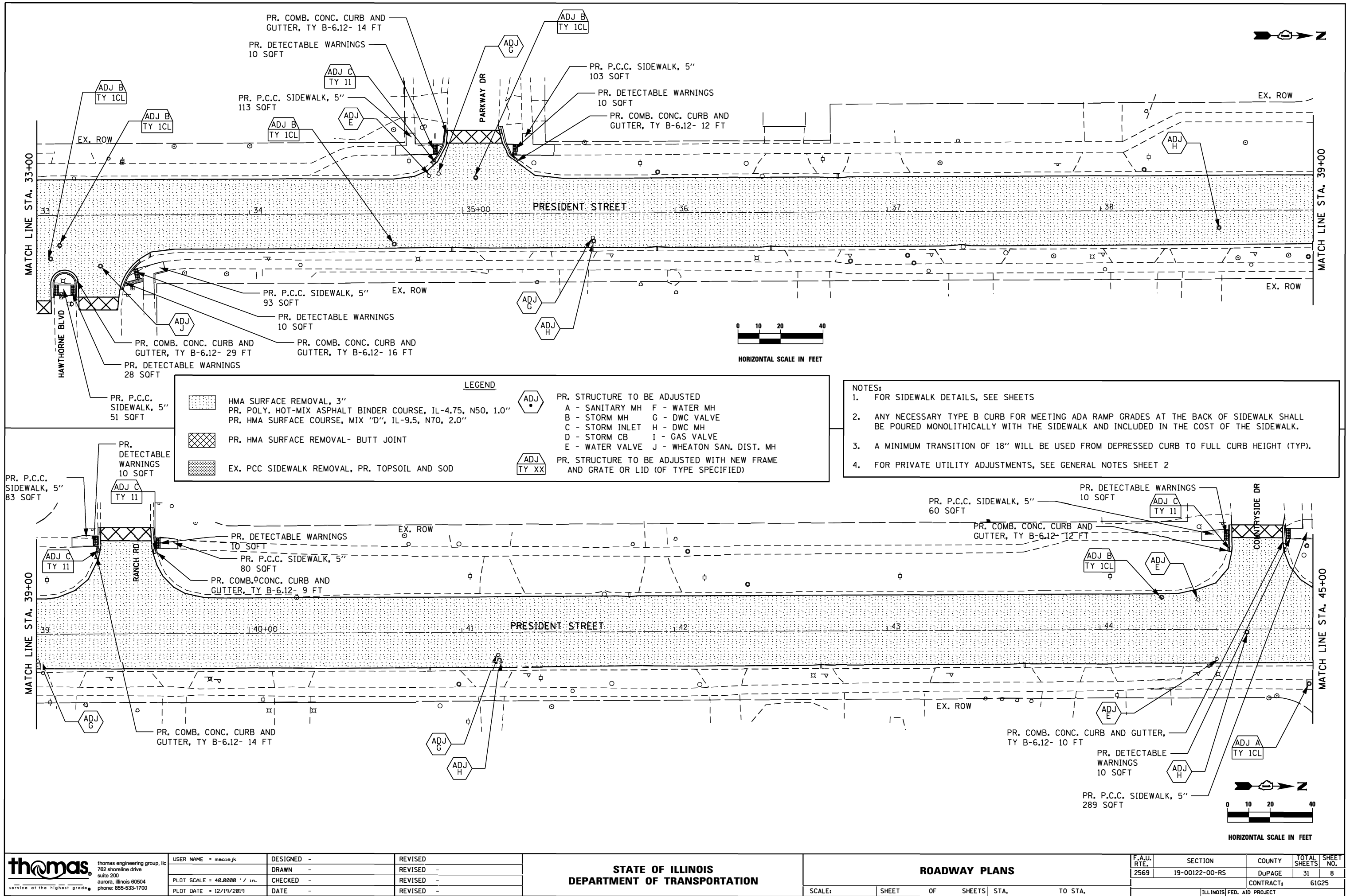
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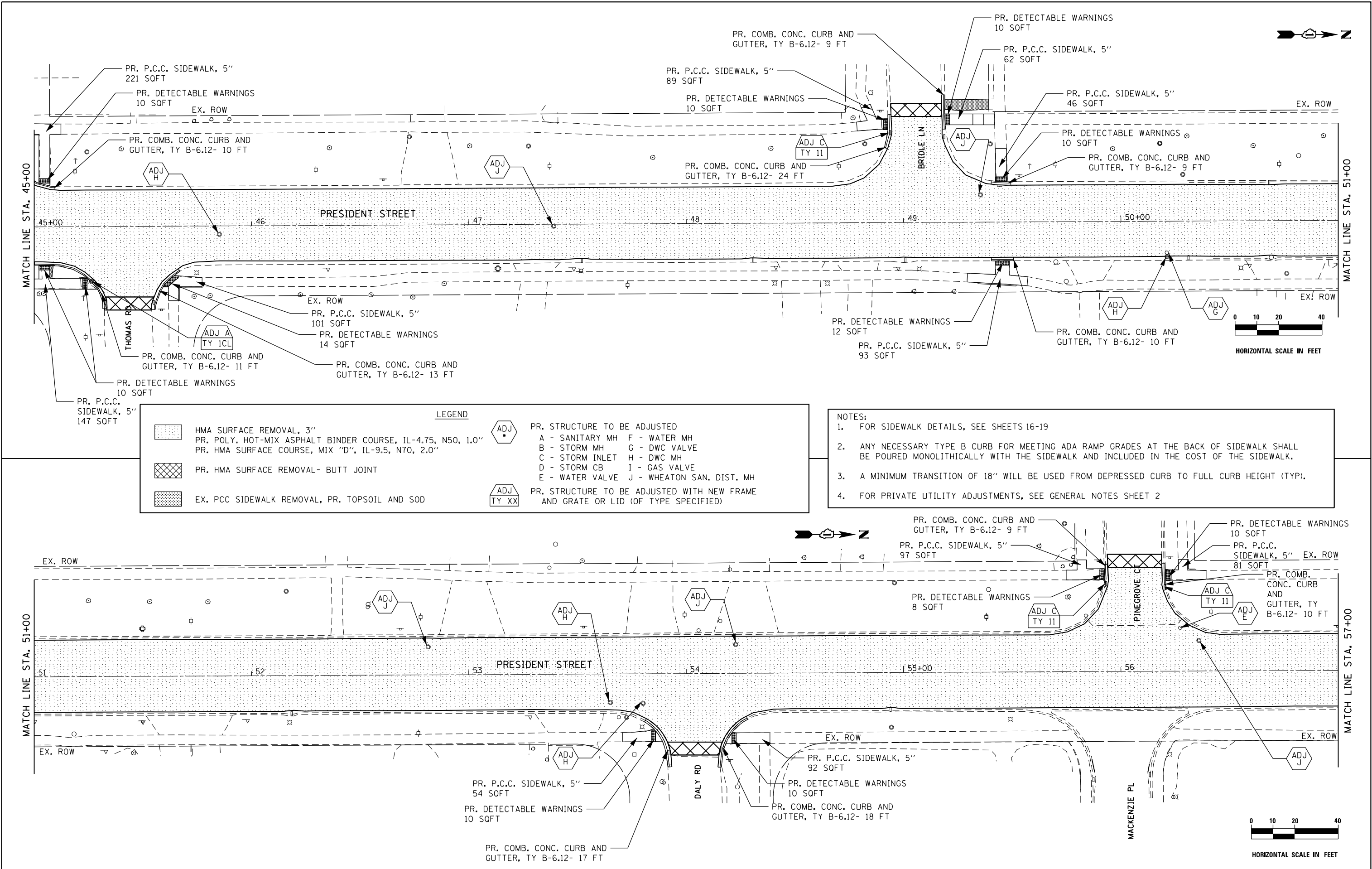


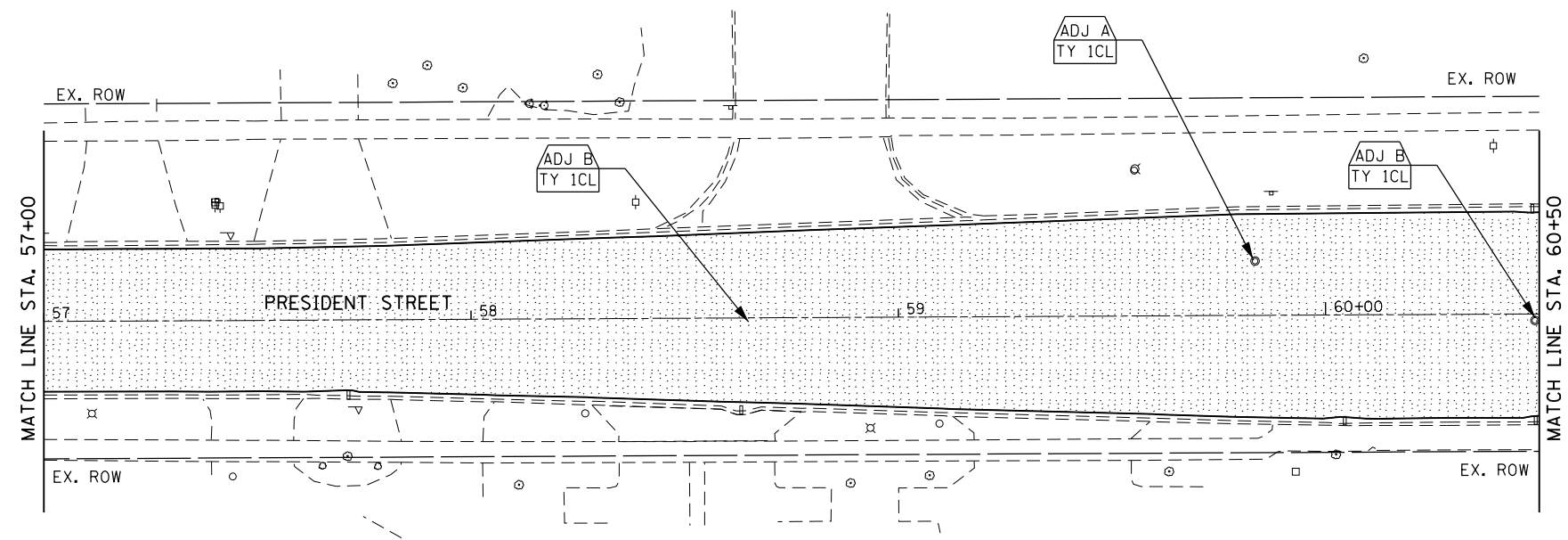
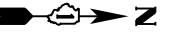
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	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/19/2019	DATE -	REVISED -

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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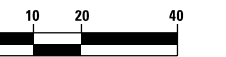
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2569	19-00122-00-RS	DuPAGE	31	7
		CONTRACT:	61G25	
ILLINOIS		FED. AID PROJECT		







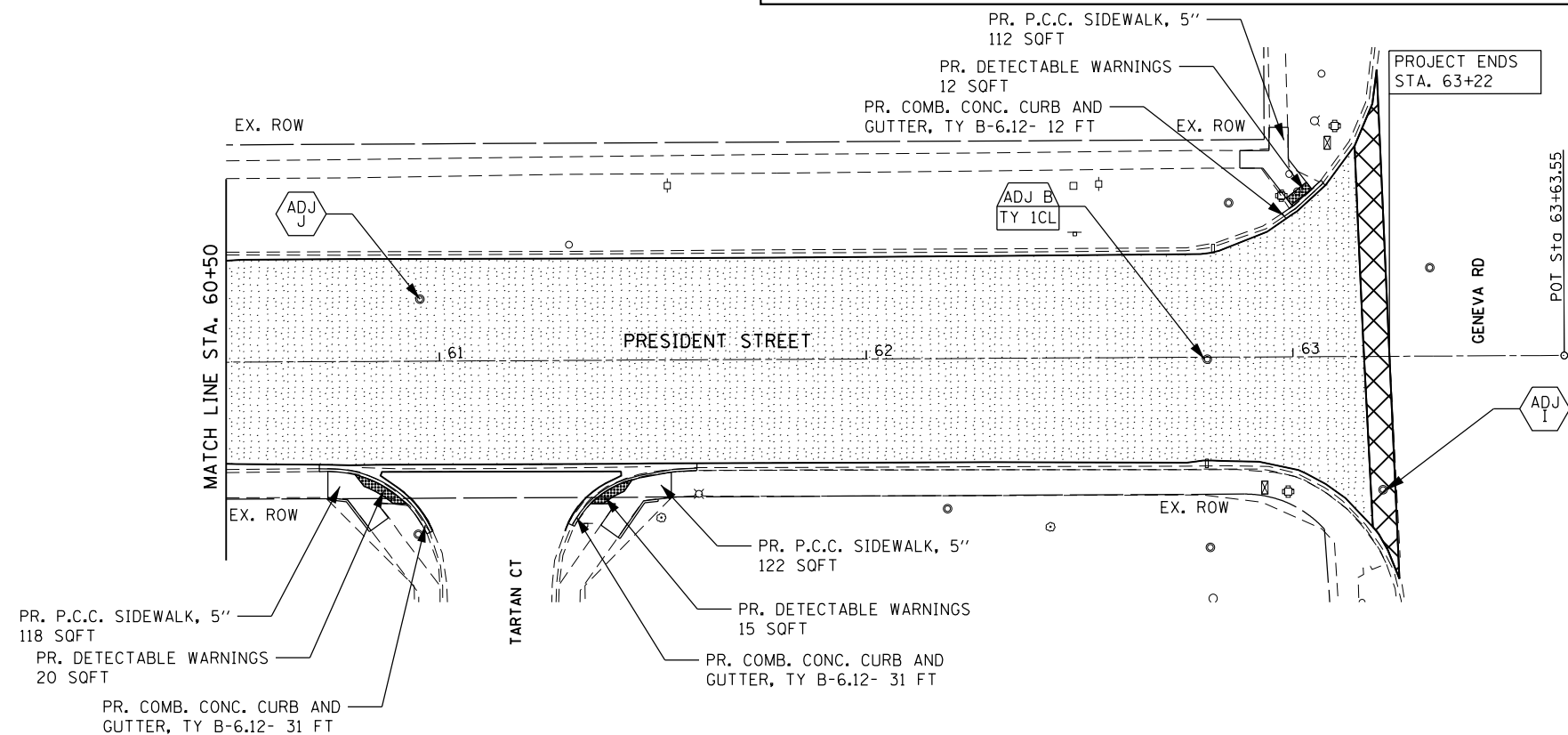
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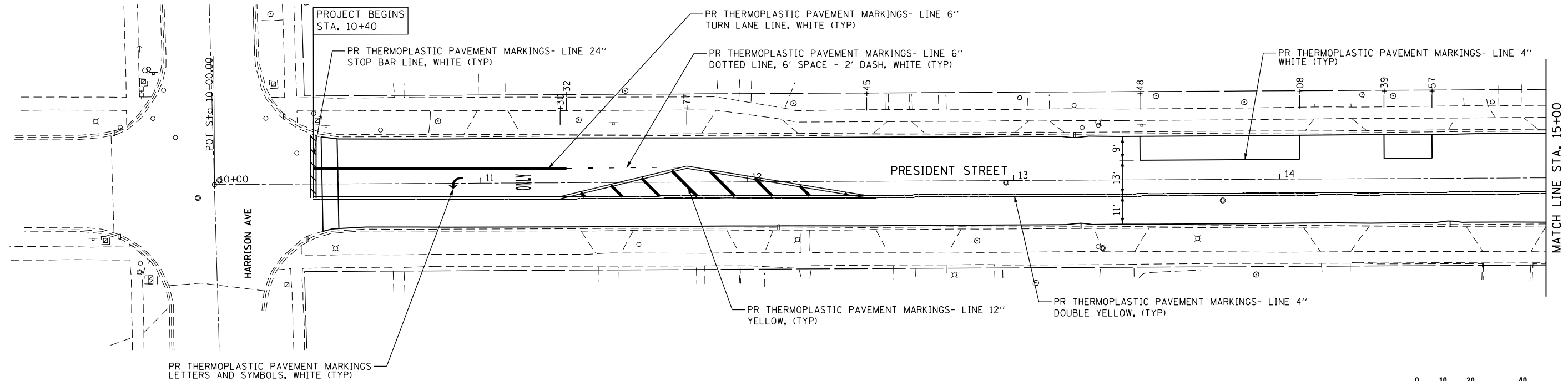
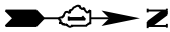


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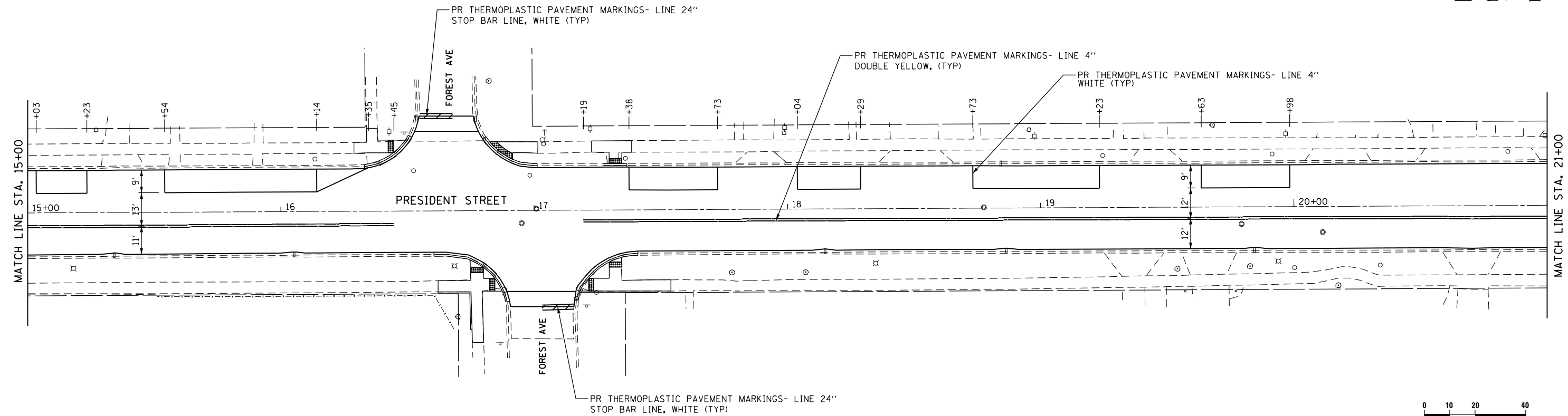
- NOTES:
1. FOR SIDEWALK DETAILS, SEE SHEETS 16-19
 2. ANY NECESSARY TYPE B CURB FOR MEETING ADA RAMP GRADES AT THE BACK OF SIDEWALK SHALL BE POURED MONOLITHICALLY WITH THE SIDEWALK AND INCLUDED IN THE COST OF THE SIDEWALK.
 3. A MINIMUM TRANSITION OF 18" WILL BE USED FROM DEPRESSED CURB TO FULL CURB HEIGHT (TYP).
 4. FOR PRIVATE UTILITY ADJUSTMENTS, SEE GENERAL NOTES SHEET 2

- LEGEND
- | | | | |
|--|---|--|--|
| | HMA SURFACE REMOVAL, 3" | | PR. STRUCTURE TO BE ADJUSTED |
| | PR. POLY. HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1.0" | | A - SANITARY MH F - WATER MH |
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| | EX. PCC SIDEWALK REMOVAL, PR. TOPSOIL AND SOD | | D - STORM CB I - GAS VALVE |
| | | | E - WATER VALVE J - WHEATON SAN. DIST. MH |
| | | | PR. STRUCTURE TO BE ADJUSTED WITH NEW FRAME AND GRATE OR LID (OF TYPE SPECIFIED) |

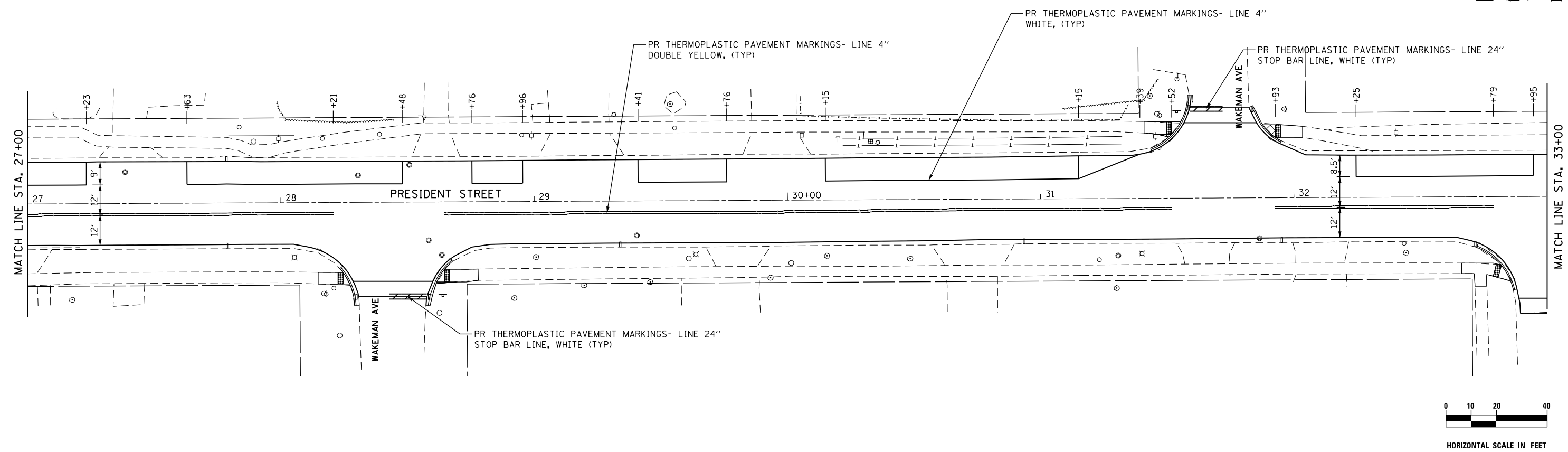
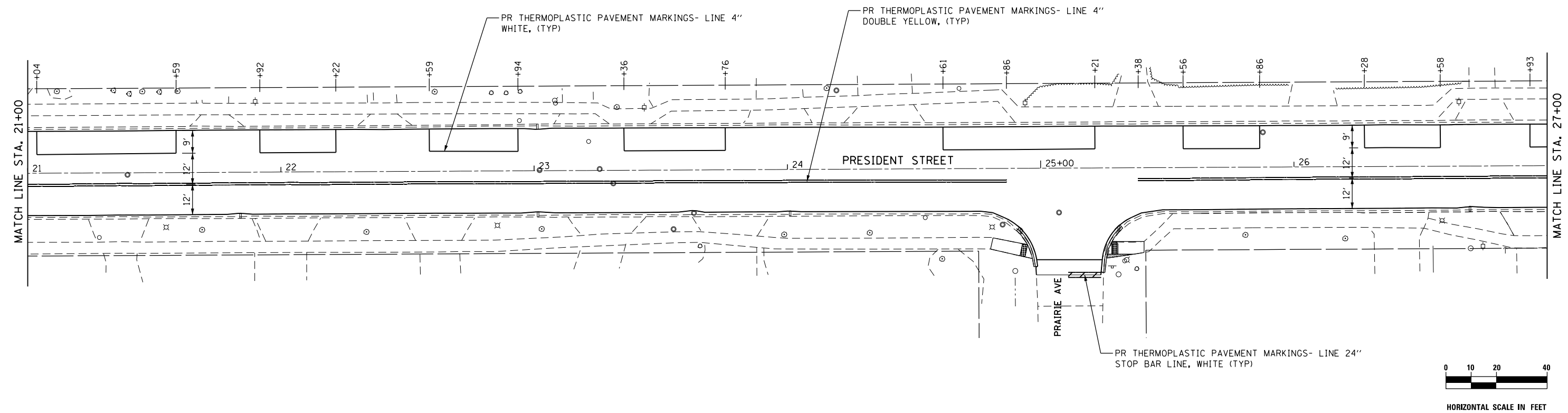


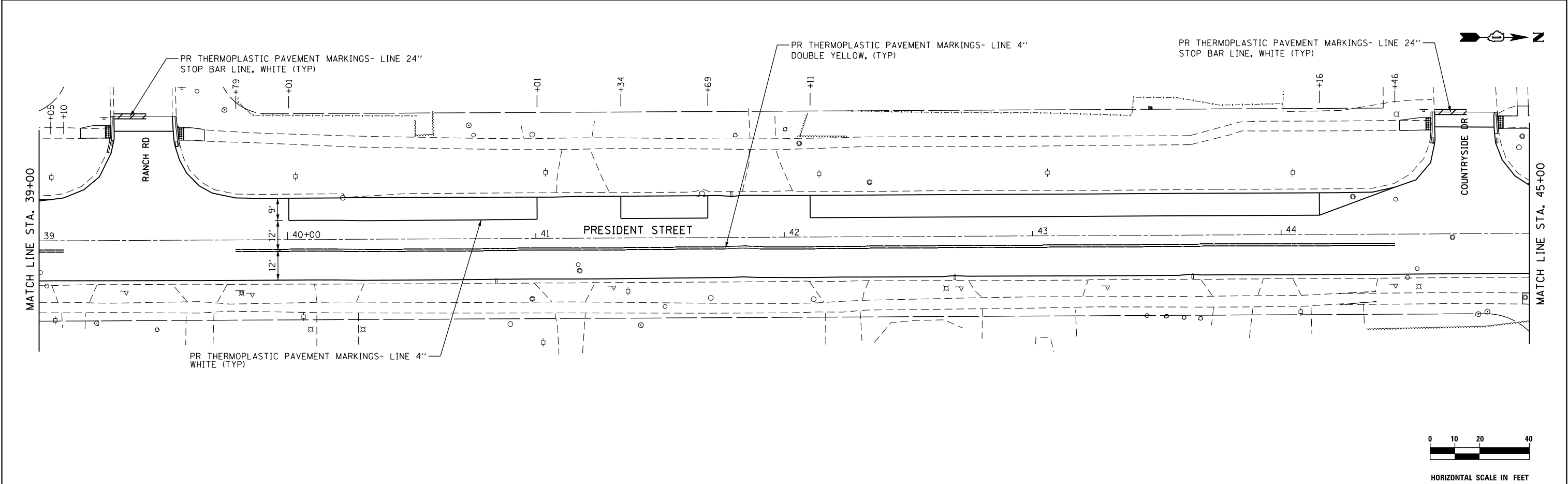
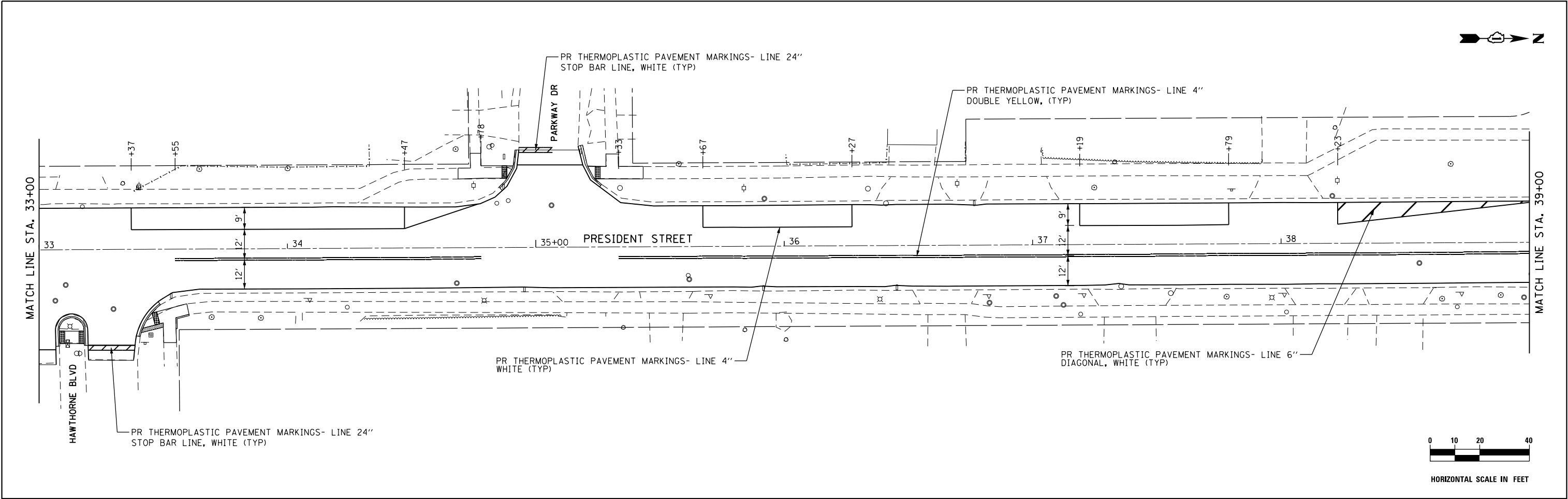


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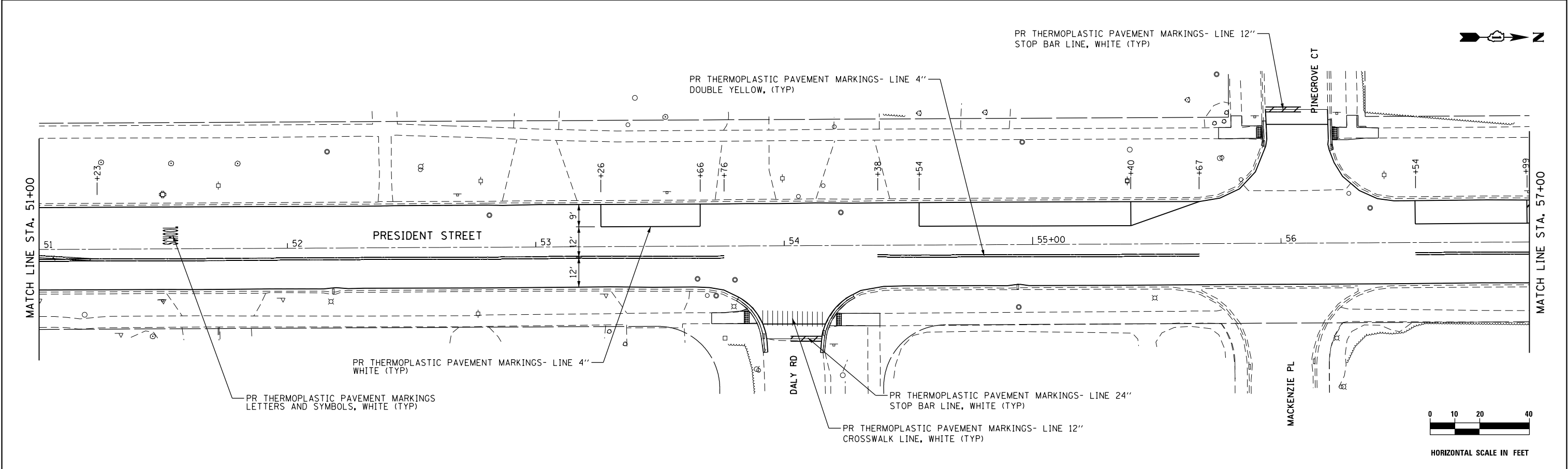
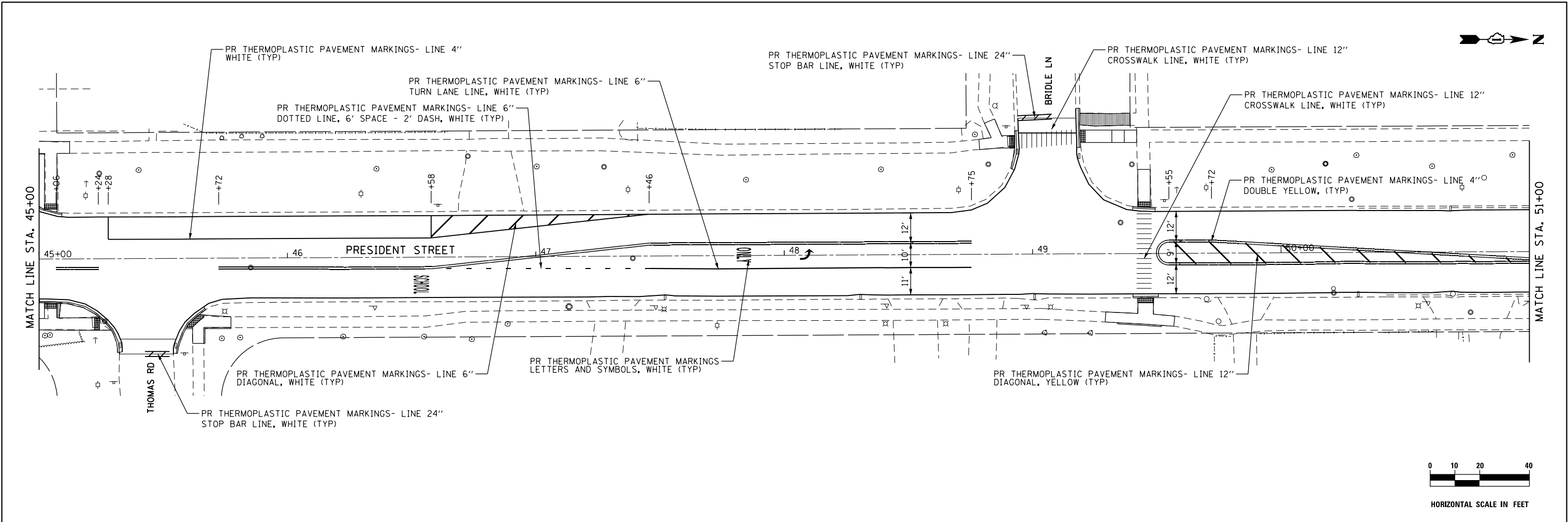


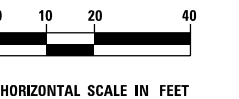
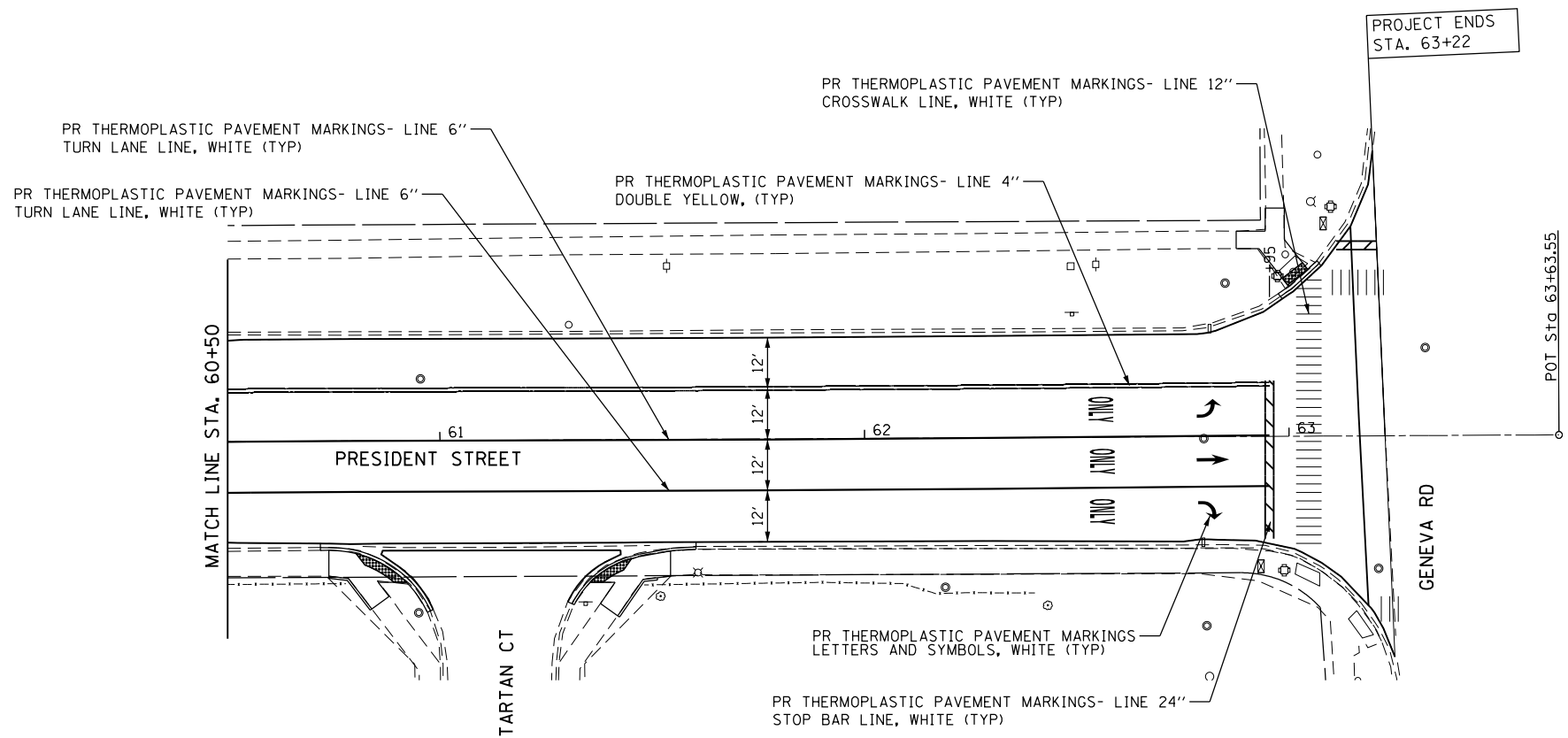
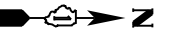
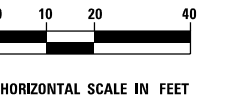
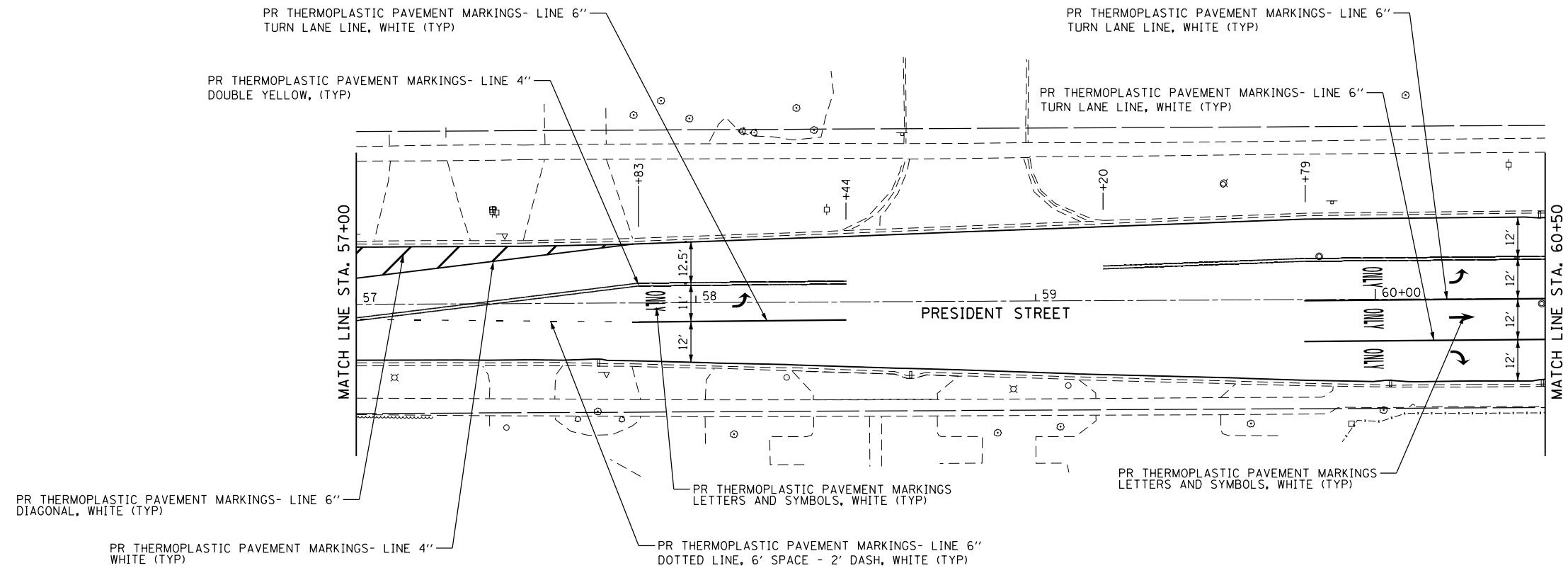
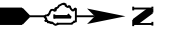
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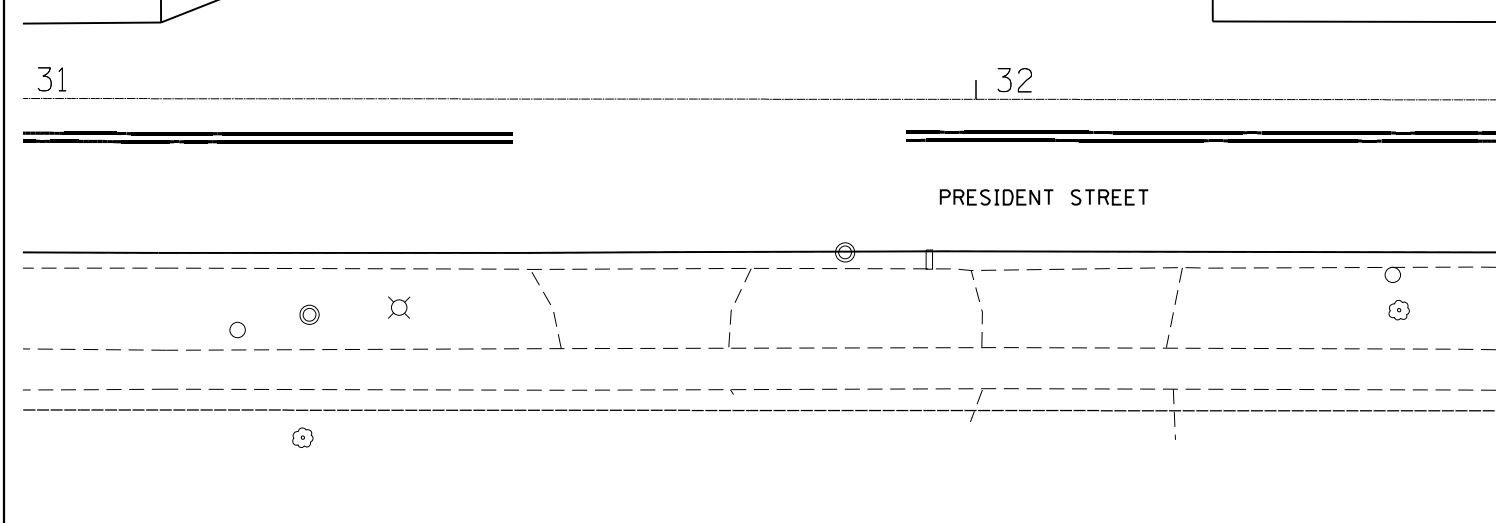
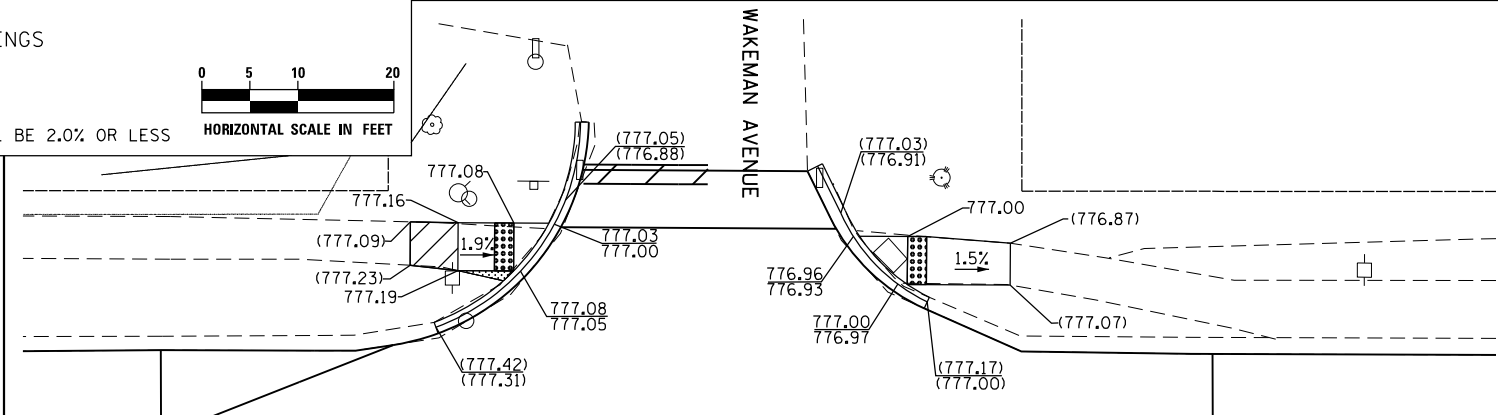
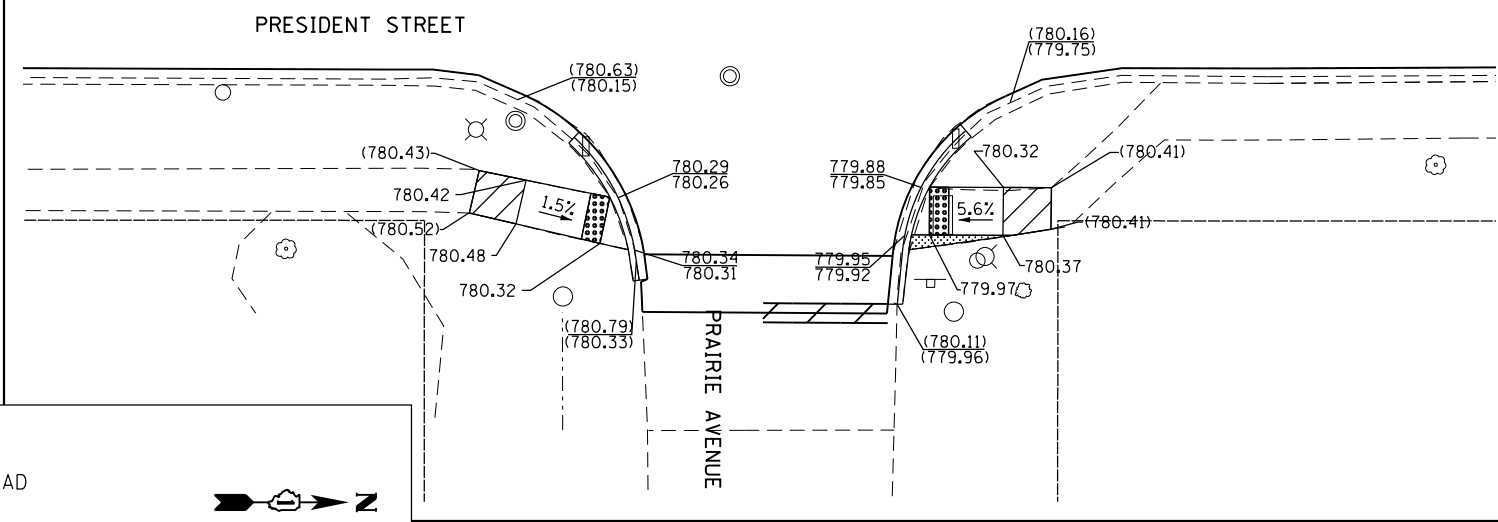
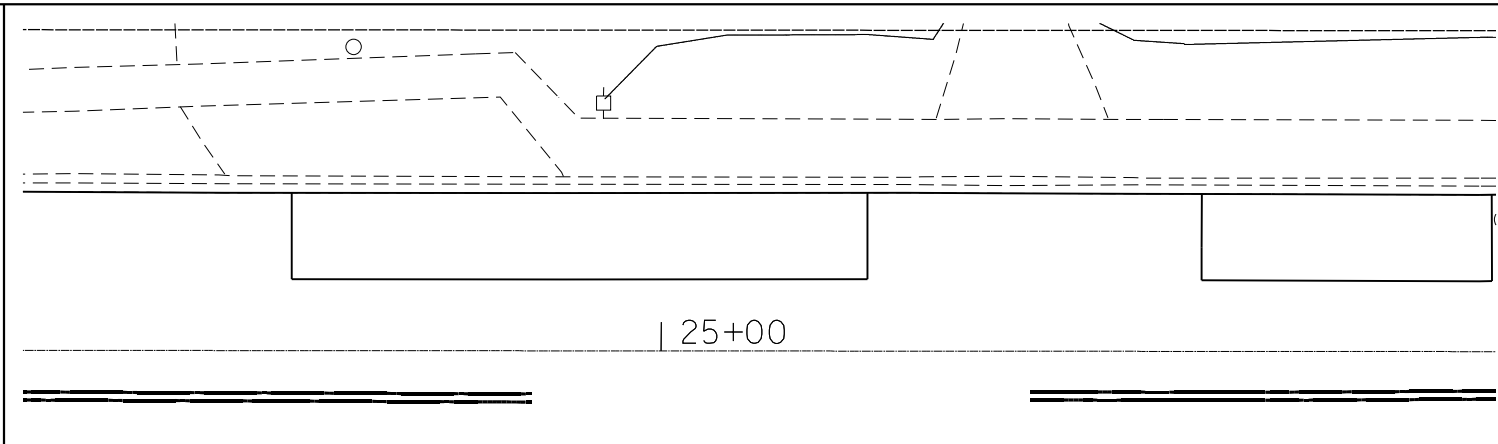
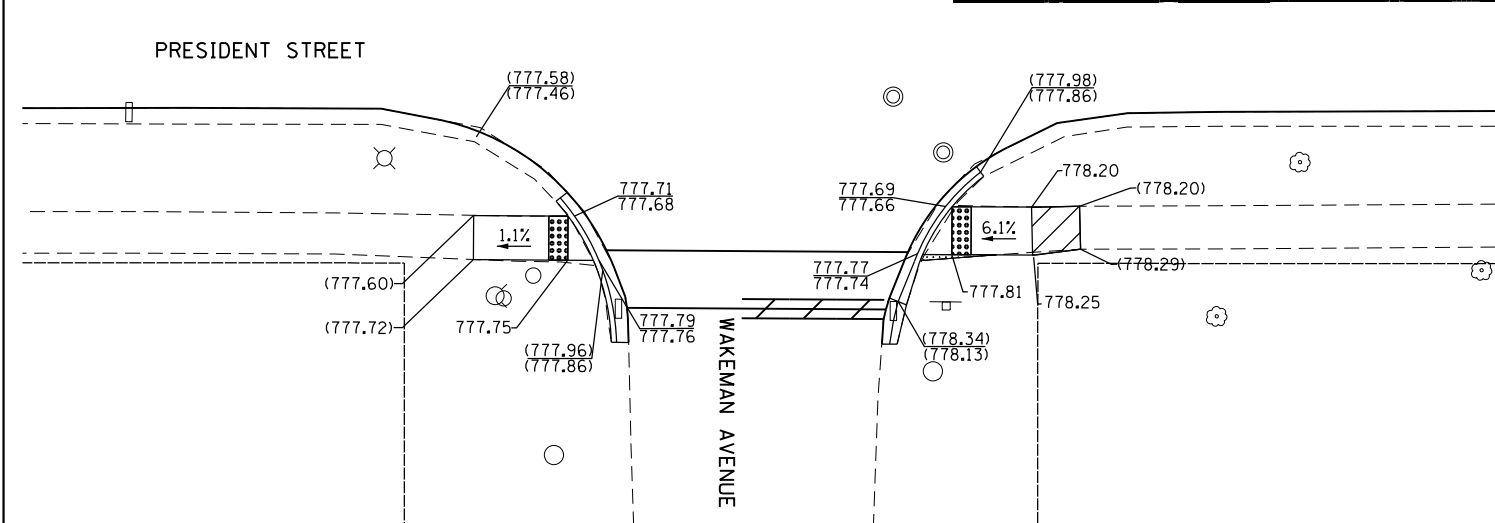
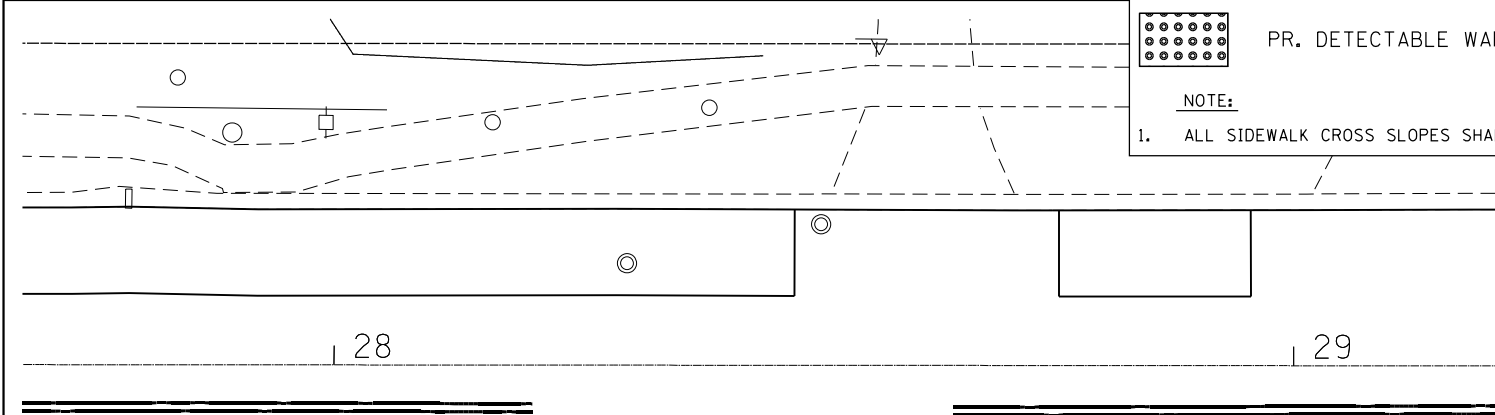
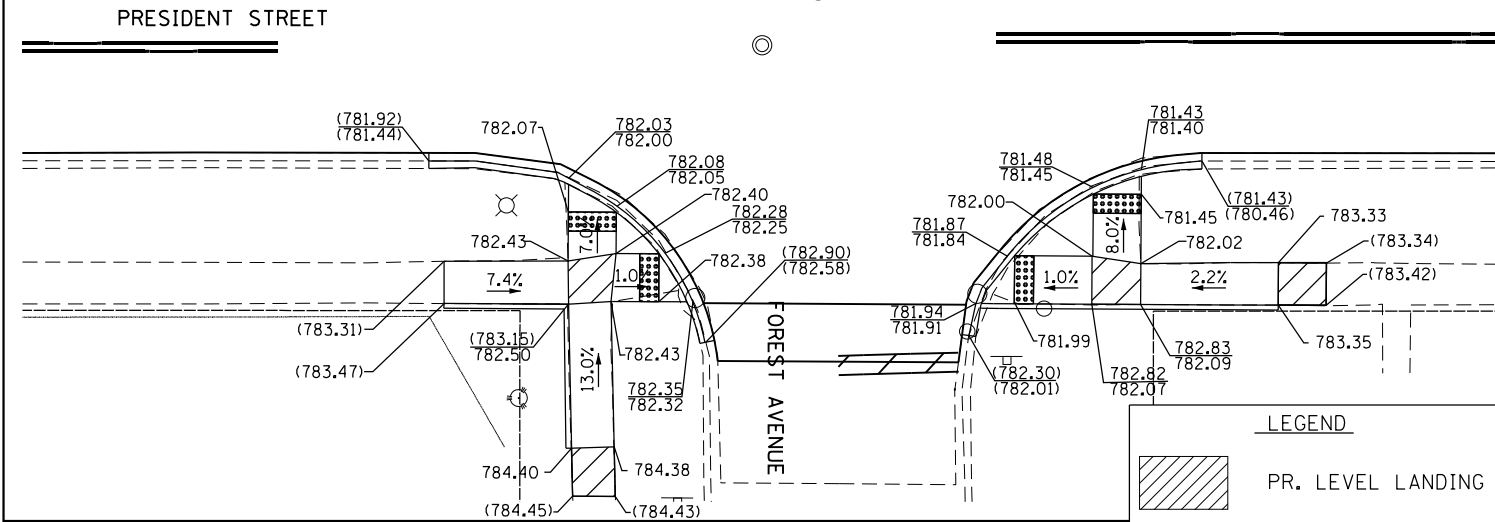
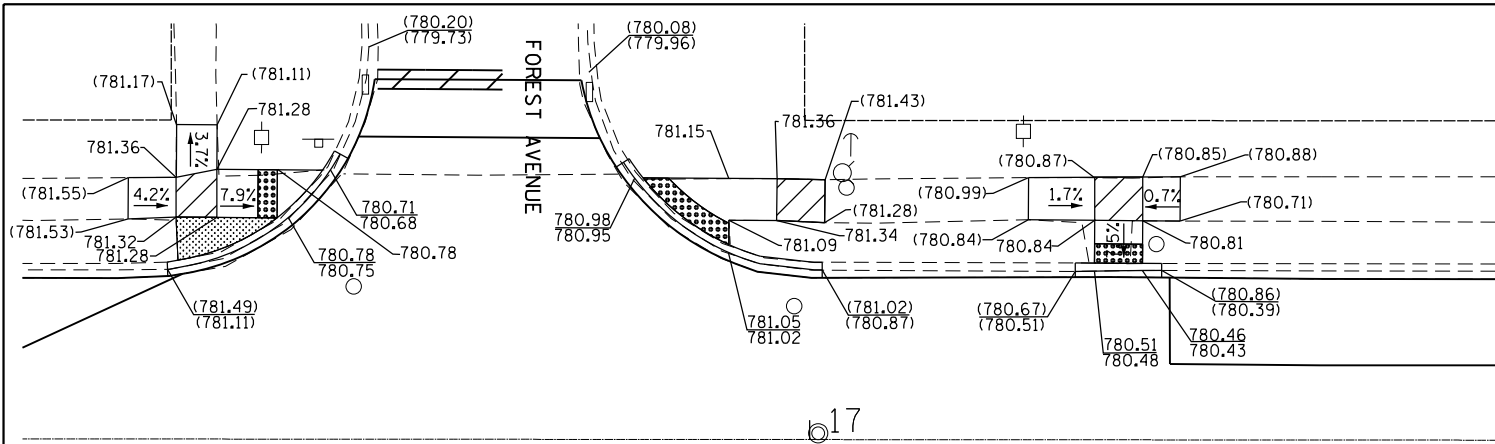





 service at the highest grade	thomas engineering group, llc 762 shoreline drive suite 200 aurora, illinois 60504 phone: 855-533-1700	USER NAME = jamesy	DESIGNED -	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLANS					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		PLOT DATE = 12/19/2019	CHECKED -	REVISED -							CONTRACT: 61G25				
			DATE -	REVISED -							ILLINOIS FED. AID PROJECT				
								SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		








LEGEND

 PR. LEVEL LANDING PAD


 PR. DETECTABLE WARINGS

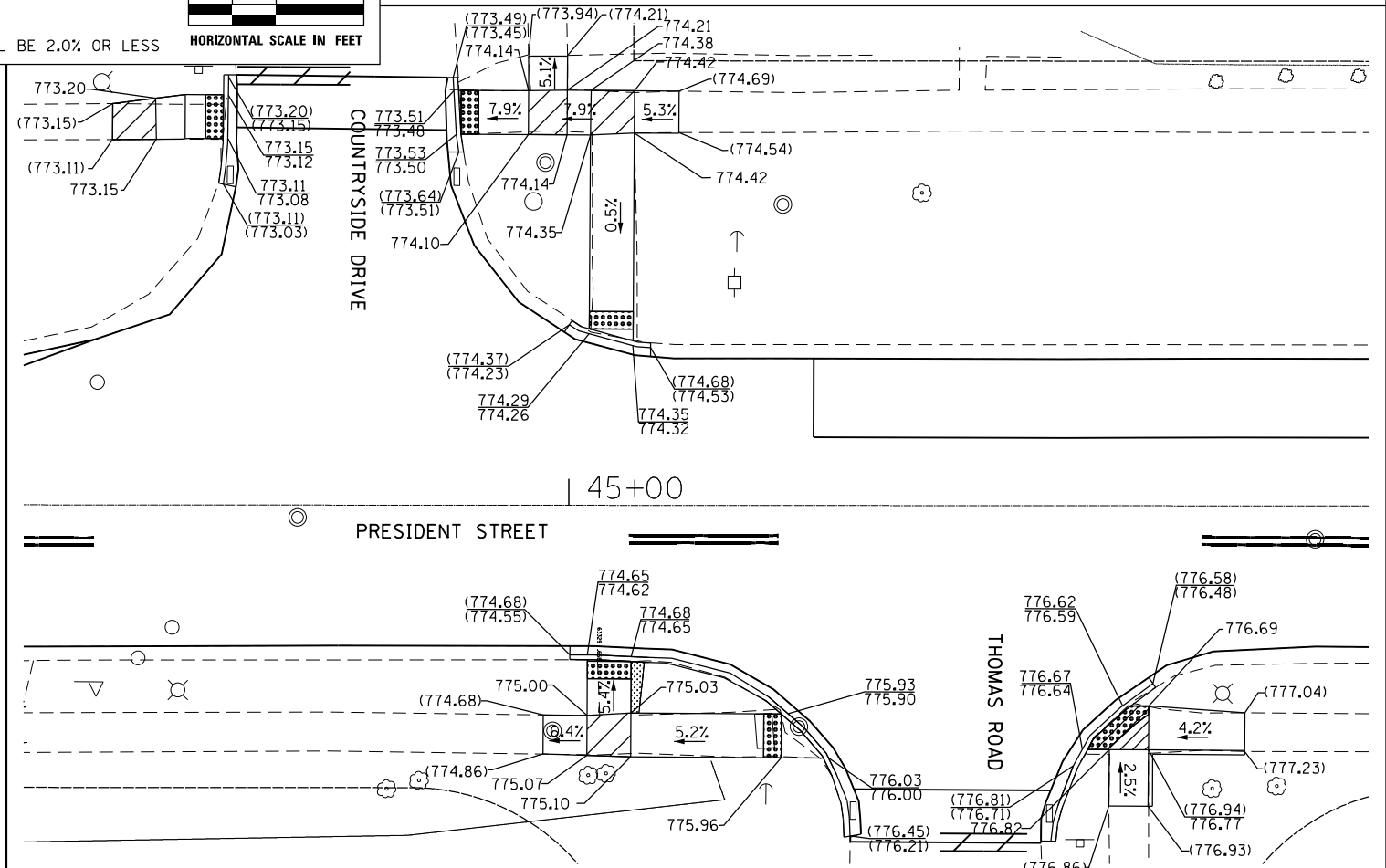
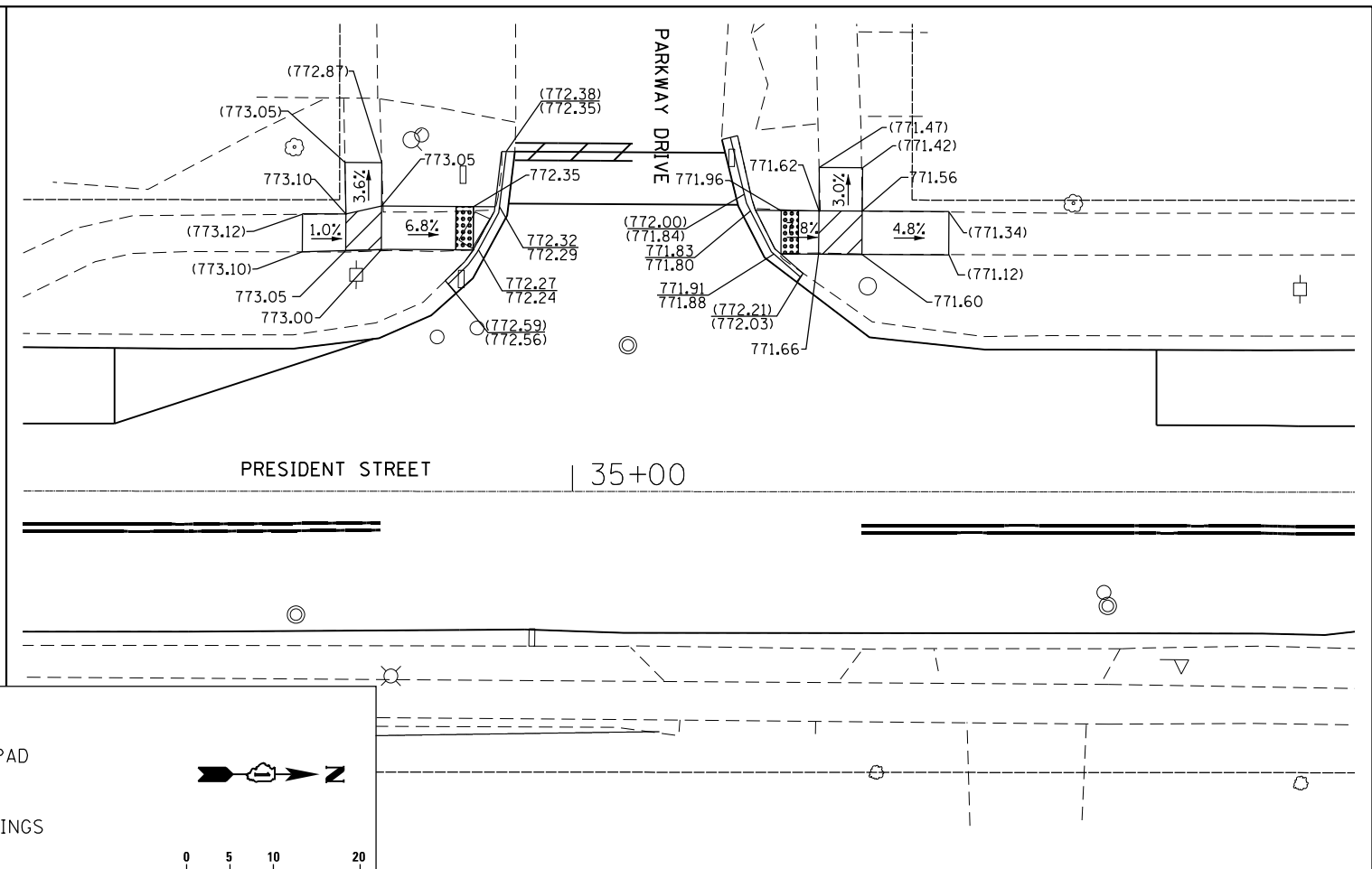
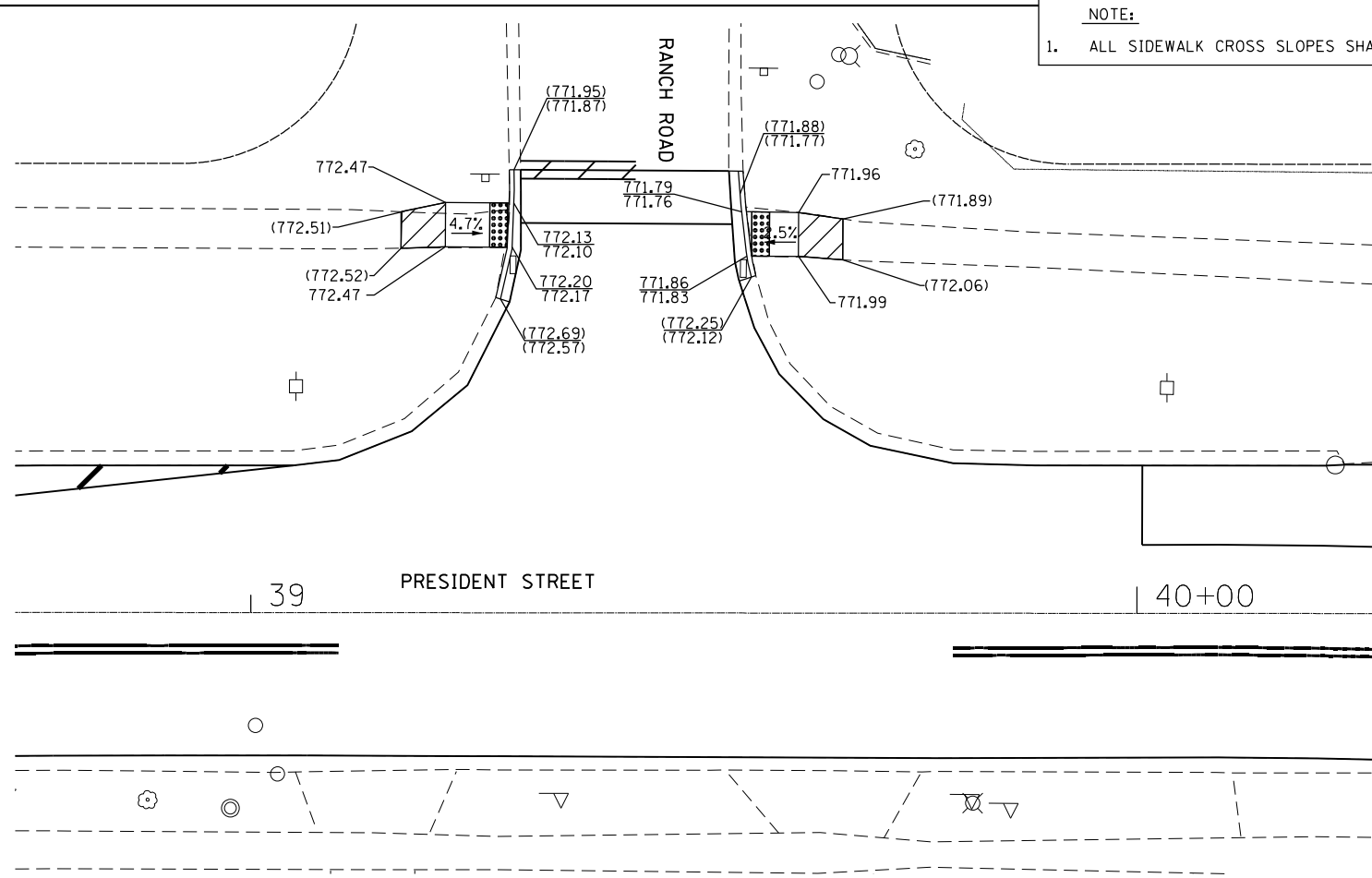
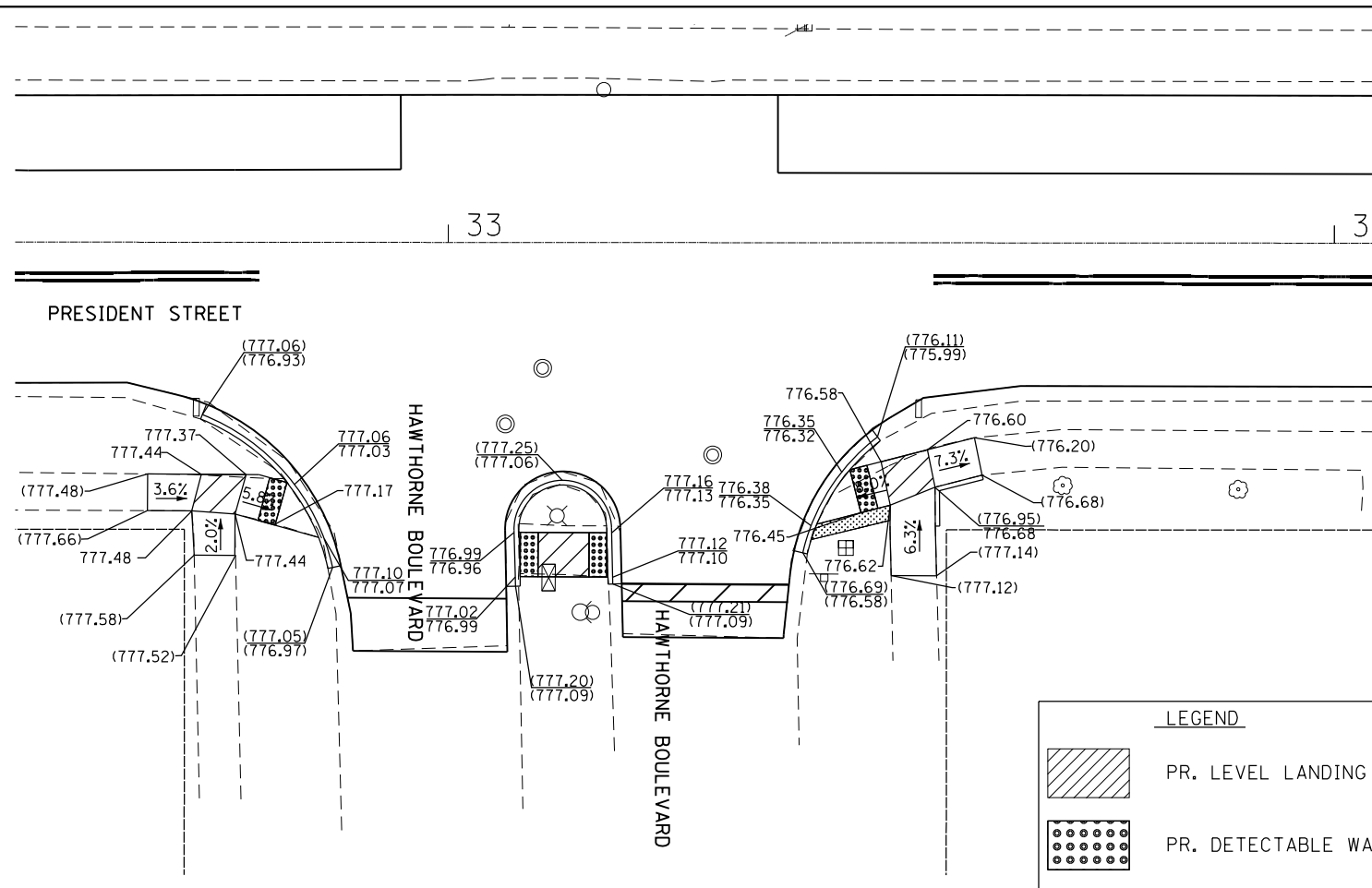
NOTE:

1. ALL SIDEWALK CROSS SLOPES SHALL BE 2.0% OR LESS


HORIZONTAL SCALE IN FEET


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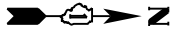
LEGEND

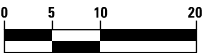
 PR. LEVEL LANDING PAD

 PR. DETECTABLE WARINGS

NOTE:

1. ALL SIDEWALK CROSS SLOPES SHALL BE 2.0% OR LESS

 N

 HORIZONTAL SCALE IN FEET

thomas
thomas engineering group, llc
762 shoreline drive
suite 200
aurora, illinois 60504
phone: 855-533-1700
service at the highest grade

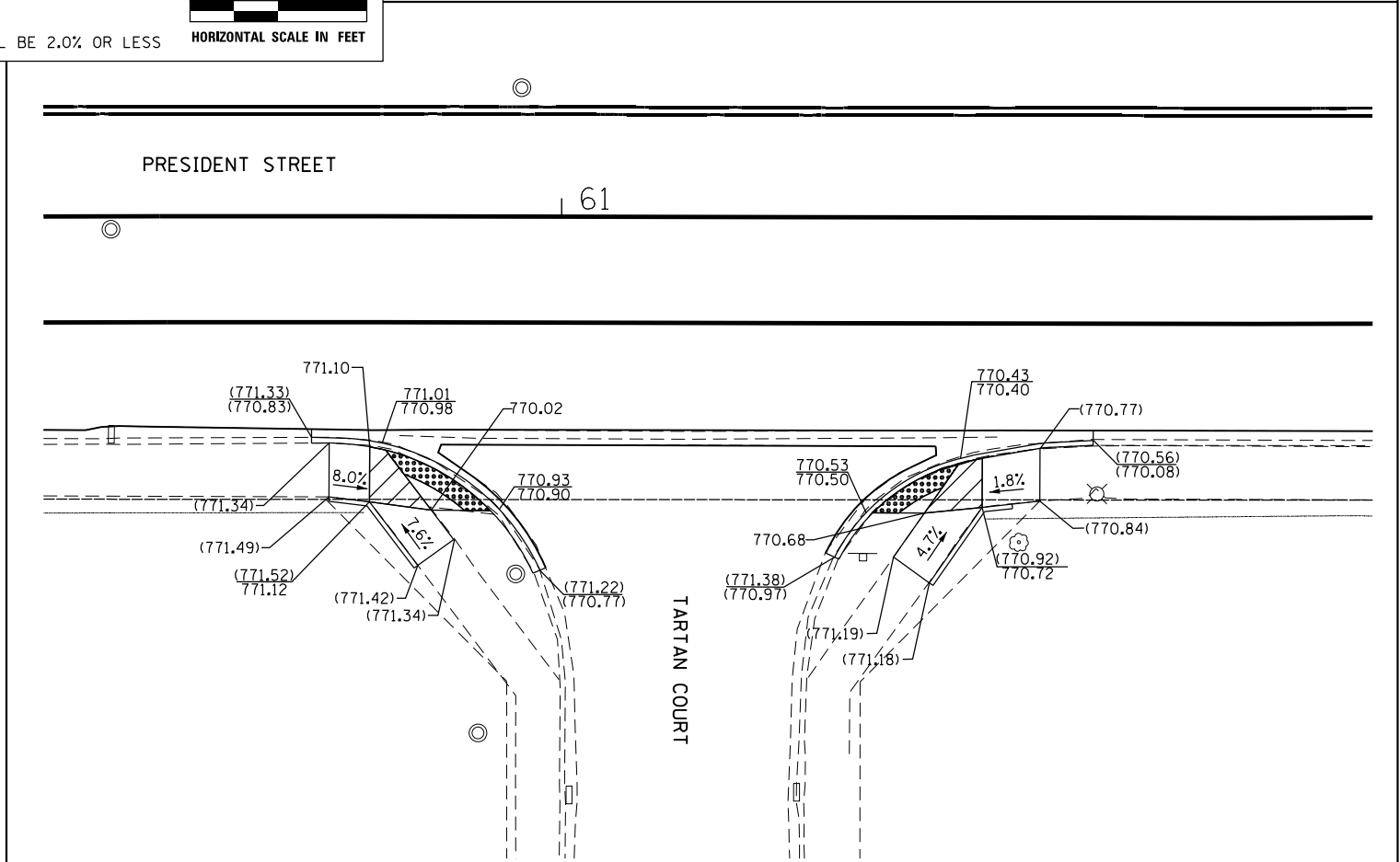
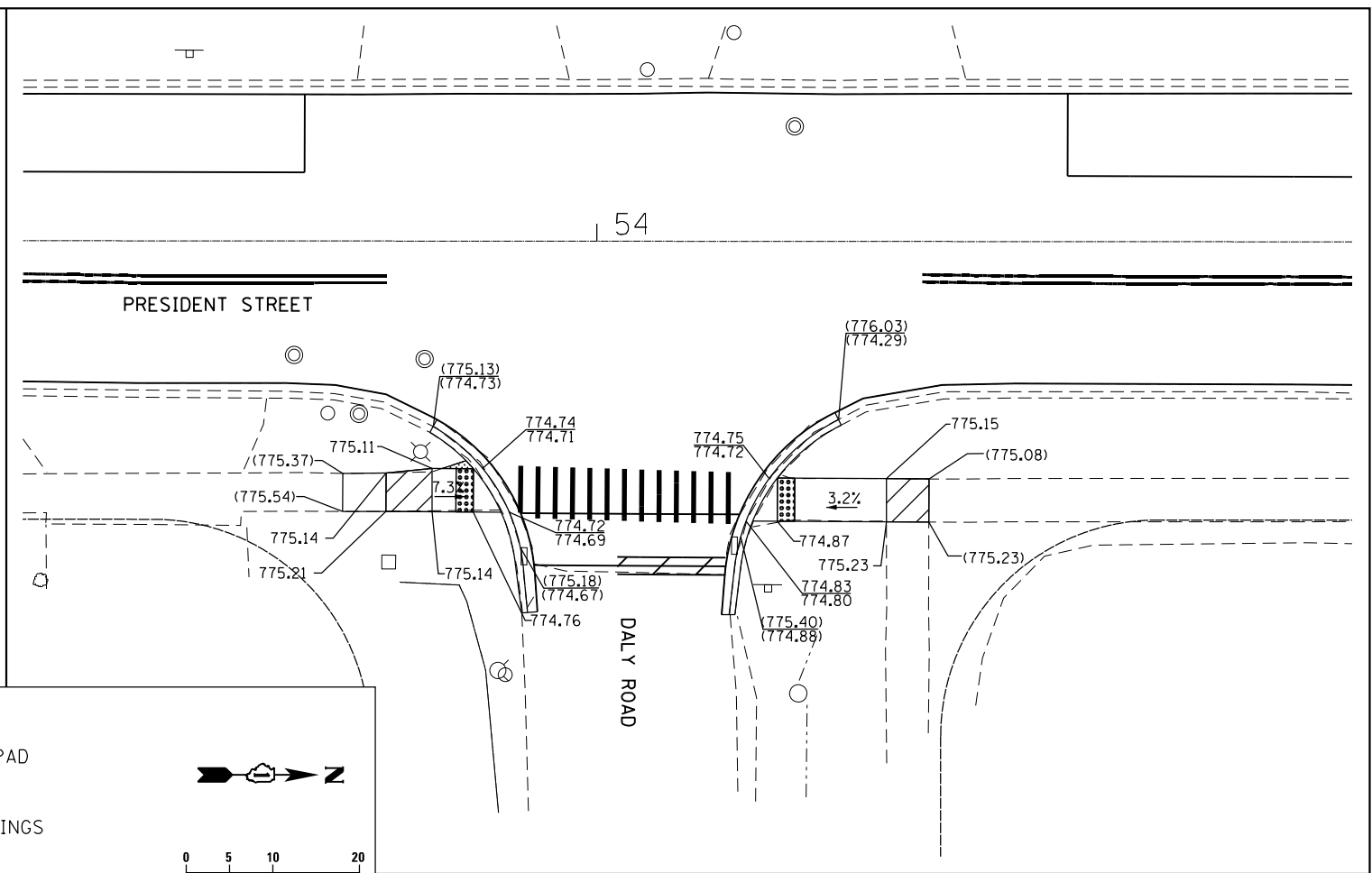
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PLOT DATE = 12/19/2019	DATE -	REVISED -


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

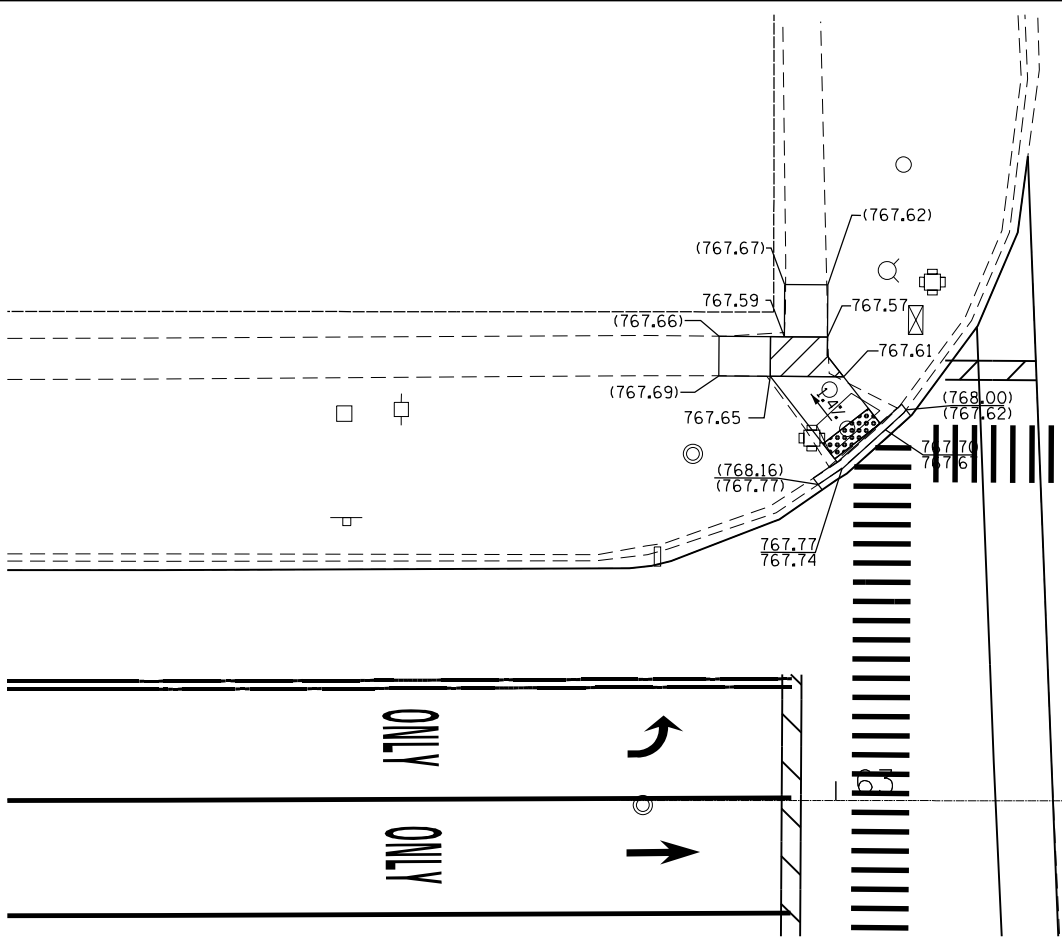
SIDEWALK /ADA PLANS

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2569	19-00122-00-RS	DuPAGE	31	17
CONTRACT: 61G25				ILLINOIS FED. AID PROJECT



 thomas engineering group, llc 762 shoreline drive suite 200 aurora, illinois 60504 phone: 855-533-1700 service at the highest grade	USER NAME = maciej.k	DESIGNED -	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIDEWALK /ADA PLANS					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 12/19/2019	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.				



POT Sta 63+63.55

LEGEND



PR. LEVEL LANDING PAD



PR. DETECTABLE WARINGS

NOTE:

1. ALL SIDEWALK CROSS SLOPES SHALL BE 2.0% OR LESS



HORIZONTAL SCALE IN FEET



thomas engineering group, llc
762 shoreline drive
suite 200
aurora, illinois 60504
phone: 855-633-1700

USER NAME : maciej.k
PLOT SCALE : 20.0000' / in.
PLOT DATE : 12/19/2019

DESIGNED -
DRAWN -
CHECKED -
DATE -

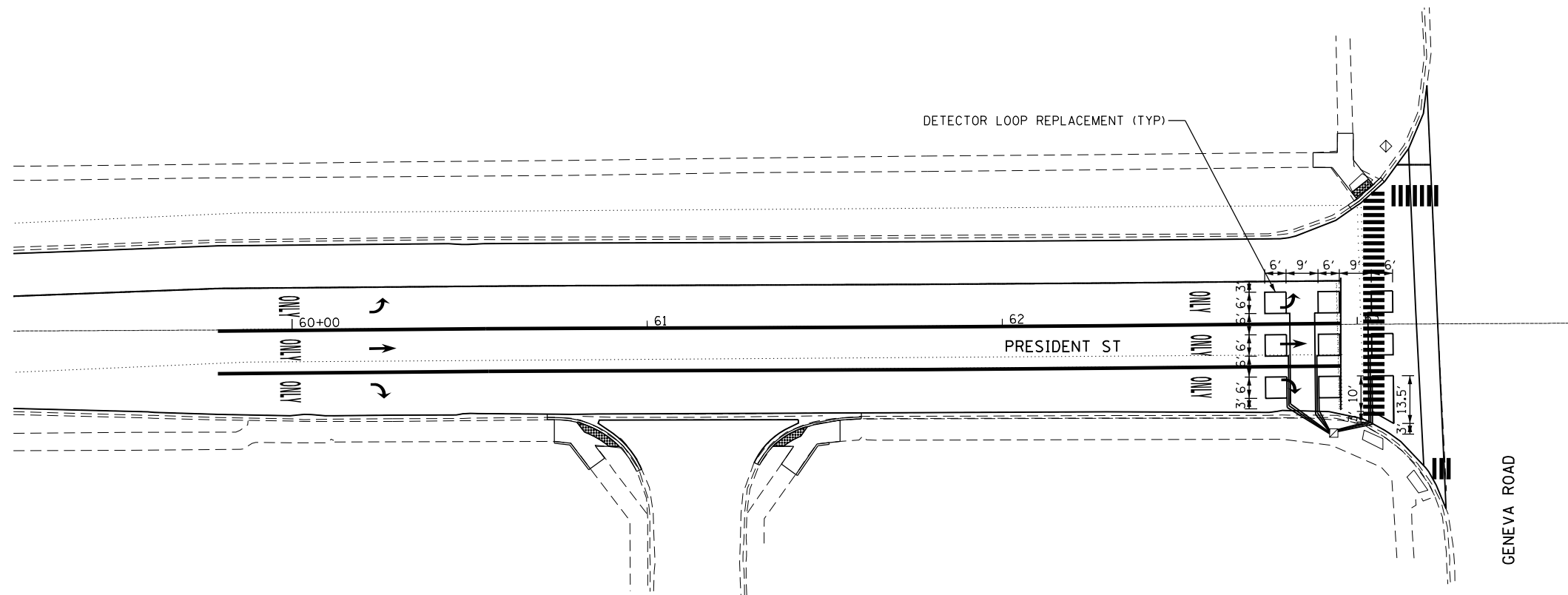
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK /ADA PLANS

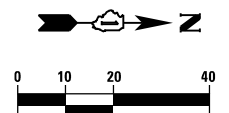
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2569	19-00122-00-RS	DuPAGE	31	19
		CONTRACT:	61G25	
ILLINOIS FED. AID PROJECT				



NOTES:

1. PROPOSED DETECTOR LOOPS ARE SHOWN TO MATCH EXISTING CONDITIONS. CONTRACTOR SHALL VERIFY ALL DETECTOR LOOPS LOCATIONS AND CONFIRM ROUTING BACK TO HANHOLE.
2. ANY PROPOSED CHANGES TO THE DETECTOR LOOPS SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT.
3. EXISTING LOOPS BEYOND RESURFACING LIMITS SHALL REMAIN IN PLACE FOR USE IN THE PROPOSED CONDITION. CONTRACTOR SHALL TAKE CARE TO AVOID DAMAGING EXISTING LOOPS OUTSIDE OF RESURFACED AREAS.



HORIZONTAL SCALE IN FEET

USER NAME = maciej.k	DESIGNED -	REVISED
	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/19/2019	DATE -	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2569	19-00122-00-RS	DuPAGE	31	20
CONTRACT:			61625	
ILLINOIS FED. AID PROJECT				

GENERAL STANDARDS

1. All Portland Cement Concrete shall conform to Illinois Department of Transportation Class SI mix.
2. Where new concrete work meets or abuts any existing concrete structures, the existing concrete shall be saw cut to a straight and clean edge and expansion material placed between the new and existing work.
3. Expansion material is also required between new curb and new concrete approaches; new sidewalk and new concrete driveways; and new curb and new sidewalk.
4. A culvert will be required where the street does not have curb and gutter.
5. Replacement of barrier curb and gutter with depressed curb and gutter to be with a single pour. Gutter shall be a minimum of 8" thick.
6. Wire mesh is not required.
7. Pea gravel is not allowed as fill or base material.
8. All curb replacements shall be a minimum of 5' in length.

FOR NEW DEPRESSED CURB, ADD 1 1/2" LIP ABOVE GUTTER LINE FOR FUTURE RESURFACING.

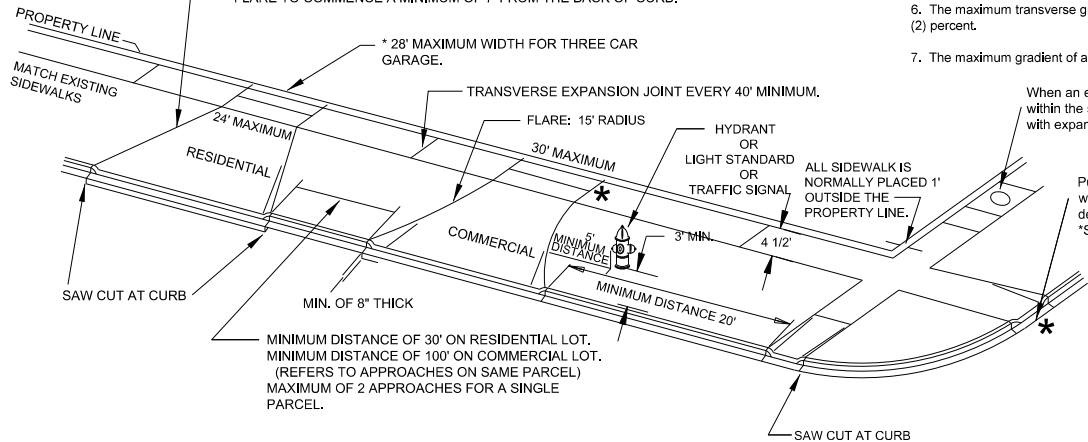
MONOLITHIC CURB AND GUTTER

MAXIMUM APPROACH SLOPE IS 1 1/2"/FT.
MINIMUM APPROACH SLOPE IS 1/4"/FT.

** See Note 6

COVER OVER CULVERT SHALL BE A MINIMUM OF 5" OR 1/2 CULVERT DIAMETER, OR WHICHEVER IS LARGER.
MINIMUM CULVERT SIZE: 10" DIAMETER.

FLARE: 3' ON MINOR STREETS; 6' ON ARTERIAL AND COLLECTOR STREETS.
FLARE TO COMMENCE A MINIMUM OF 7' FROM THE BACK OF CURB.



RESIDENTIAL APPROACH

1. Shall be 5" thick, Portland Cement Concrete, Class SI
2. 1 1/2" Bituminous Concrete, on an 8" thick aggregate base
3. Brick pavers shall be constructed in accordance with the manufacturer's specifications. Manufacturer's specifications must be submitted as part of the permit application.

COMMERCIAL APPROACH

1. 6" thick, Portland Cement Concrete, Class SI (Bituminous is not permitted)

SIDEWALK

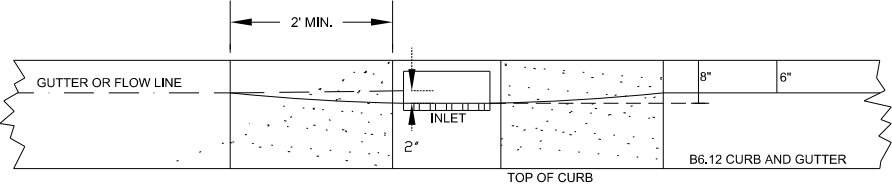
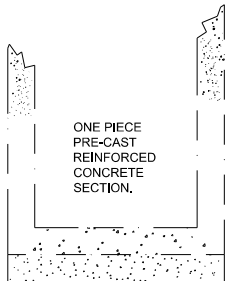
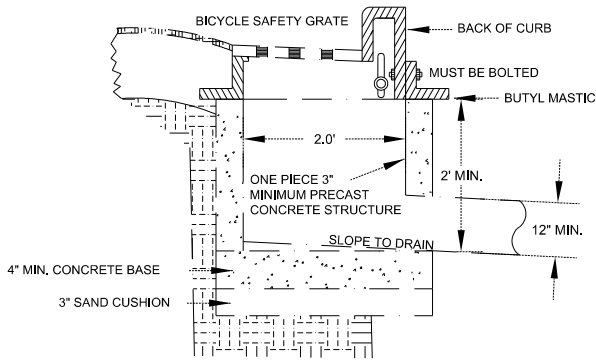
1. 4" thick, Portland Cement Concrete on a compacted crushed aggregate or bank run gravel base.
2. 5" thick through Residential Approaches
3. 6" thick through Commercial Approaches
4. Walk shall be no lower than the centerline of the street.
5. The sidewalk shall have scored transverse joints at equal spacing not to exceed five (5) feet or less than four (4) feet.
6. The maximum transverse gradient of a sidewalk shall not exceed two (2) percent.
7. The maximum gradient of a sidewalk shall not exceed eight (8) percent.

When an existing manhole or b-box falls within the sidewalk, box the sidewalk square with expansion material.

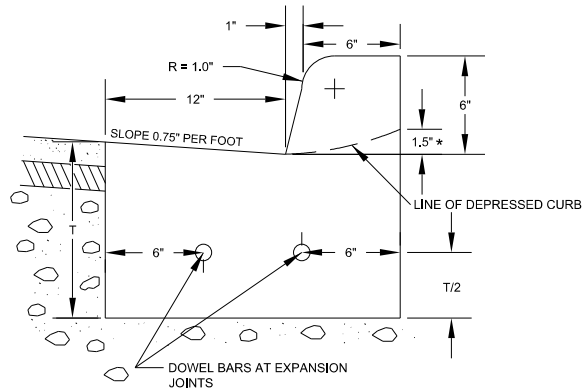
Public sidewalk to be ramped at intersection with curb. Barrier curb to be replaced with depressed curb. (In accordance with ADA). *See IDOT Highway Standard 606001.

TRANSITION CURB AT INLET OR C.B.

1. A MAXIMUM ADJUSTMENT OF 8" USING 2 (TWO) RUBBER RINGS IS ALLOWED. A MINIMUM OF 1 (ONE) RUBBER RING SHOULD BE INSTALLED BETWEEN THE FRAME AND STRUCTURE
2. BRICKS ARE NOT PERMITTED FOR ADJUSTMENTS.
3. FOR ROLLED AND/OR BARRIER CURB USE NEENAH R-3010 OR EJIW 7045Z FRAME, 7040M1 GRATE AND 7050T1 CURB BACK OR US FOUNDRY 5132.
4. ALL JOINTS BETWEEN BARREL SECTION, RISER, AND CASTING SHALL BE SEALED WITH FLEXIBLE BUTYL MASTIC MATERIAL 2-1/4" WIDE AND 3/8" THICK OR ENGINEER APPROVED SUBSTITUTE. MORTAR IS NOT ALLOWED.
5. THE GRATE SHALL BE A BICYCLE SAFETY GRATE.
6. REFERENCE: STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, MAY 1996, SECTION 33.
7. ANY SUBSTITUTIONS MUST BE APPROVED BY THE ENGINEER.
8. 2' INSIDE DIAMETER TO BE USED AT END OF PIPE RUN ONLY. IN ALL INSTANCES WHERE 2 OR MORE PIPES ENTER OR EXIT C.B., 4' INSIDE DIAMETER STRUCTURE MUST BE USED.
9. MINIMUM PIPE DIAMETER IS 12" ON 2' STRUCTURE.
10. ANY NEW FRAME BACKS MUST HAVE STAMPED FISH SYMBOL PER NPDES REQUIREMENTS.



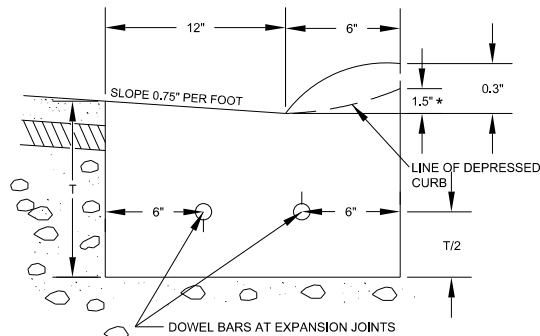
BARRIER CURB AND GUTTER
TYPE B 6.12



T = THICKNESS OF PAVEMENT
* = 1/2" AT ADA RAMP LOCATIONS

- NOTE:
1. TWO NO.6 STEEL DOWEL BARS WITH CAPS TO BE USED AT ALL EXPANSION JOINTS 100 ft. INTERVALS.
 2. CONSTRUCTION JOINTS AT 25 ft. INTERVALS.
 3. THREE 3/8" RE-BARS AT ALL TRENCH CROSSINGS, BARS TO EXTEND TWO FEET BEYOND EDGE OF TRENCH AND HAVE A MINIMUM LENGTH OF 10 FT.
 4. THE BASE COURSE WILL BE OF A DEPTH SUFFICIENT TO BRING THE CURB AND GUTTER TO THE PROPOSED GRADE.
 5. THE BASE COURSE LOCATED UNDER THE CURB AND GUTTER WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED.
 6. THE HEIGHT OF DEPRESSED CURB ADJACENT TO ADA RAMP LOCATIONS SHALL BE 1/2".
 7. SEE STANDARD 606001-06.

TYPE M 3.12



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suite 200
aurora, illinois 60504
phone: 855-633-1700

USER NAME = maciej.k
PLOT SCALE = 2.0000' / in.
PLOT DATE = 12/19/2019

DESIGNED -
DRAWN -
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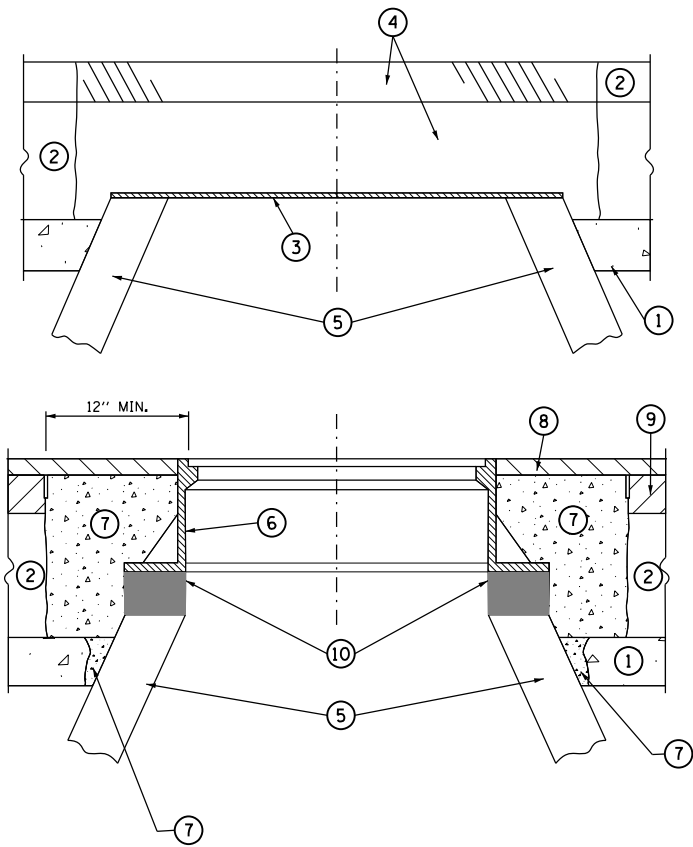
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WHEATON CONSTRUCTION DETAILS

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2569	19-00122-00-RS	DUPAGE	31	21
		CONTRACT:	61G25	
ILLINOIS FED. AID PROJECT				

FRAMES AND LIDS ADJUSTMENT WITH MILLING



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

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 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 36" DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2" THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

- UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

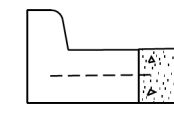
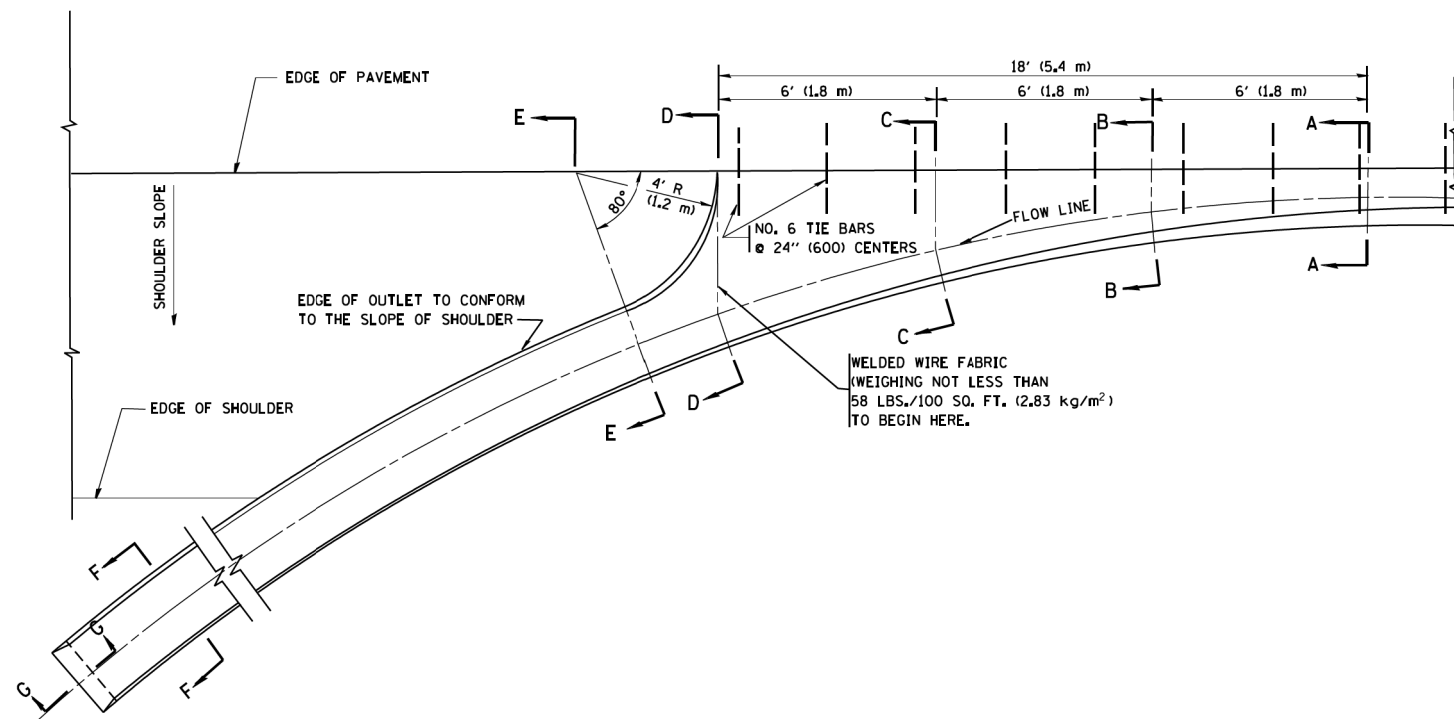
NOTES:

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

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

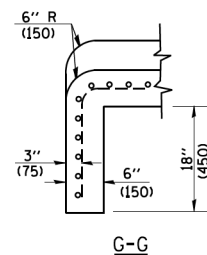
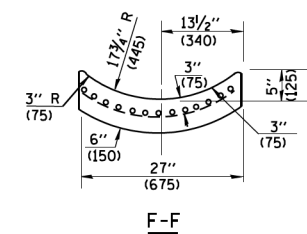
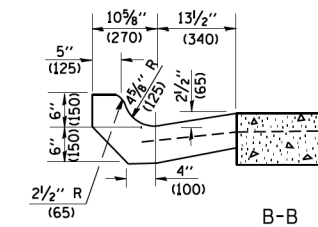
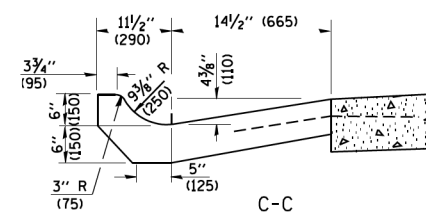
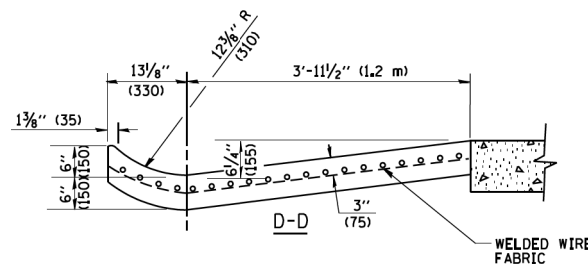
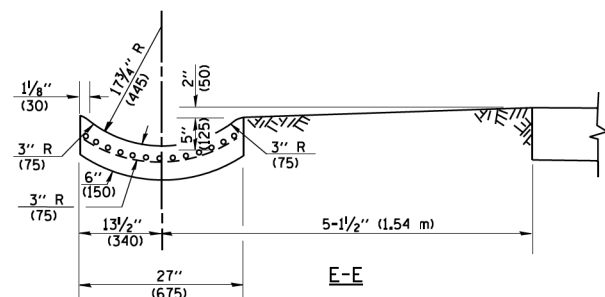
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILLNOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.



A-A *

* DIMENSIONS OF THE CURB & GUTTER AT SECTION A-A ARE SHOWN ON STATE STANDARD 606001. FOR DETAILS OF OUTLET FOR CONCRETE CURB & GUTTER, TYPE B-6,24 (B-15,60) SEE STATE STANDARD 606006.



GENERAL NOTES

GUTTER OUTLET SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.

TIE BARS SHALL BE NO. 20 (NO.6) AT 24" (600) CENTERS UNLESS OTHERWISE SHOWN.

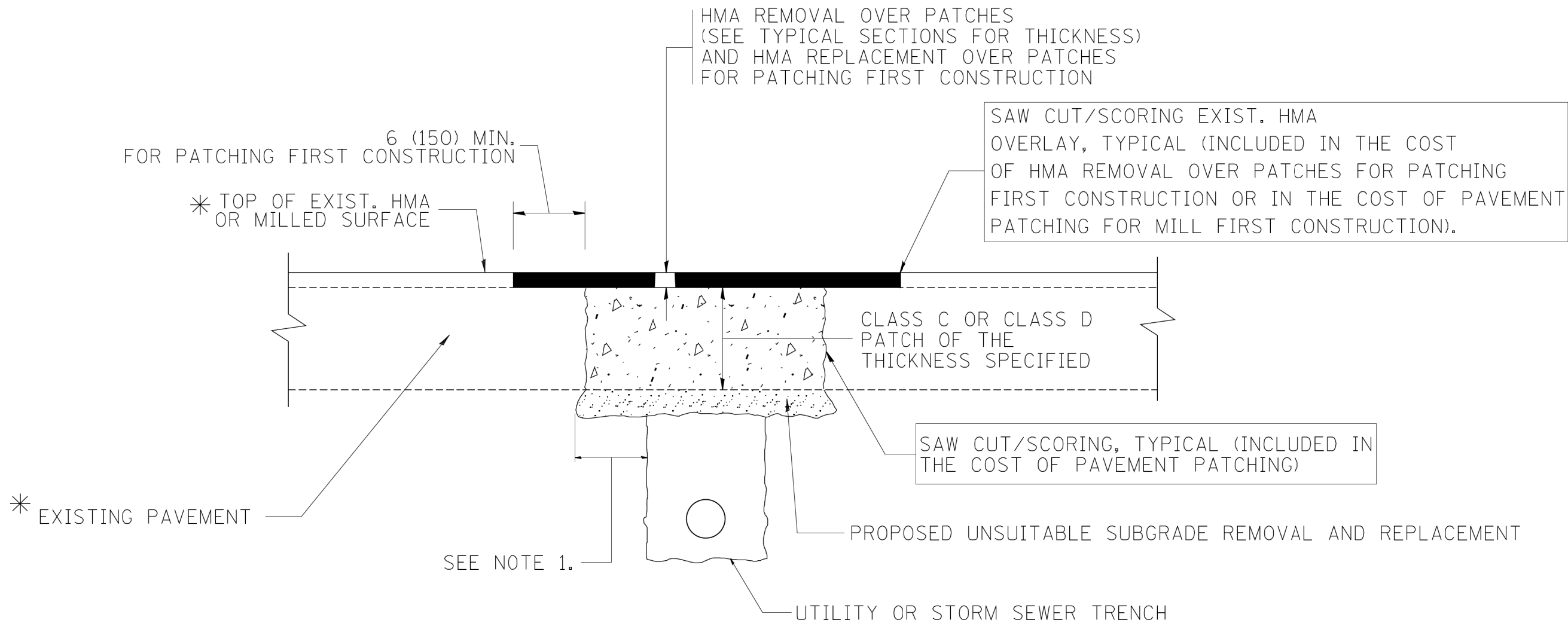
IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

QUANTITIES

FOR SECTION A-A TO E-E AND CURTAIN WALL =
1.25 CU. YDS. (0.96 m³) CLASS S1 CONCRETE (OUTLET) FOR 9" (225) PAV'T.
1.27 CU. YDS. (0.96 m³) CLASS S1 CONCRETE (OUTLET) FOR 10" (250) PAV'T.
FOR SECTION F-F =
0.045 CU. YDS. (0.03 m³) CLASS S1 CONCRETE PER FT. (m).

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

FILE NAME = W:\diststa\22x34\bd03.dgn	USER NAME = gegl.enobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OUTLET FOR CONCRETE CURB AND GUTTER			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 10-25-94					2569	19-00122-00-RS	DUPAGE	31	23
		PLOT SCALE = 50.0000' / IN.	CHECKED -					BD600-01 (BD-03)		CONTRACT NO. 61G25		
		PLOT DATE = 1/4/2008	DATE - 08-04-86		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

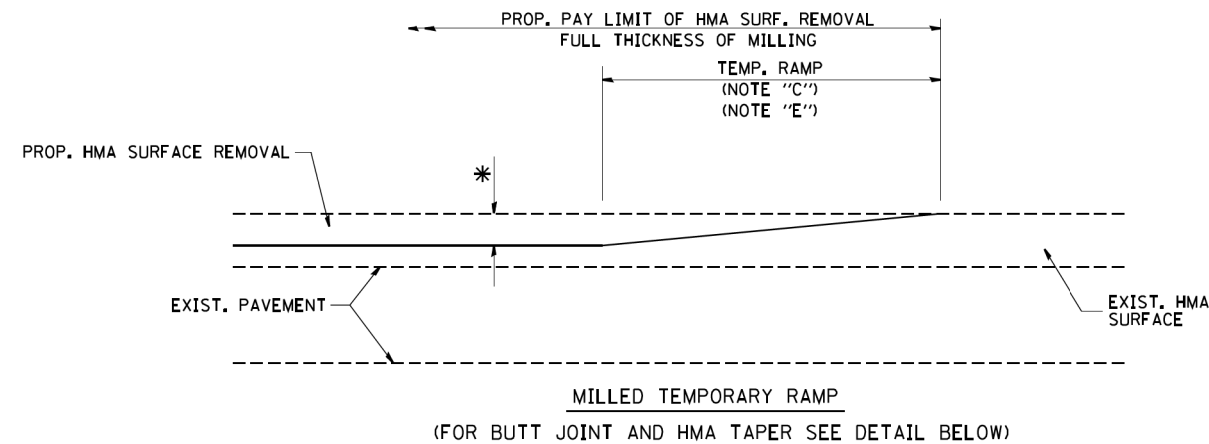
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

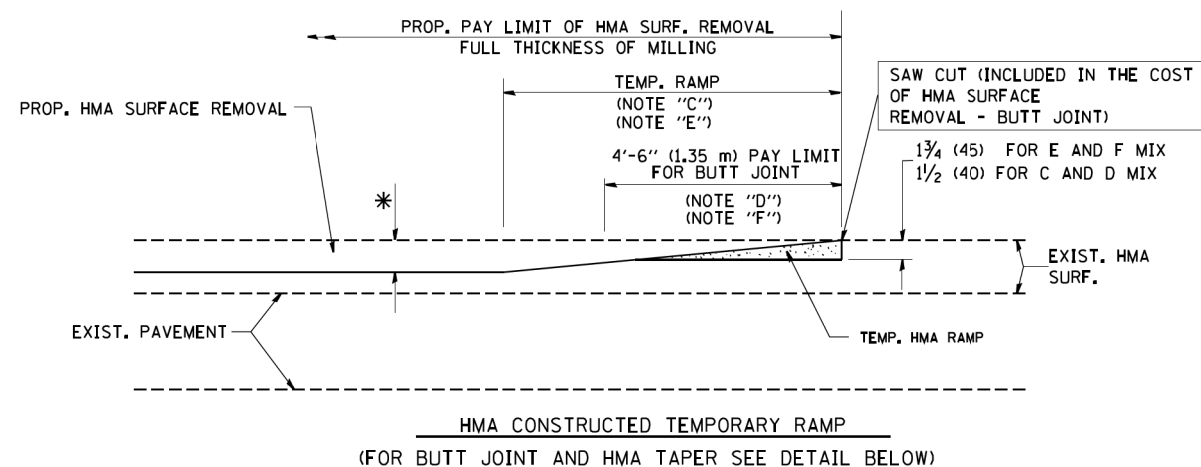
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07						2569	19-00122-00-RS	DuPAGE	31	24
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)				CONTRACT NO. 61G25				
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								
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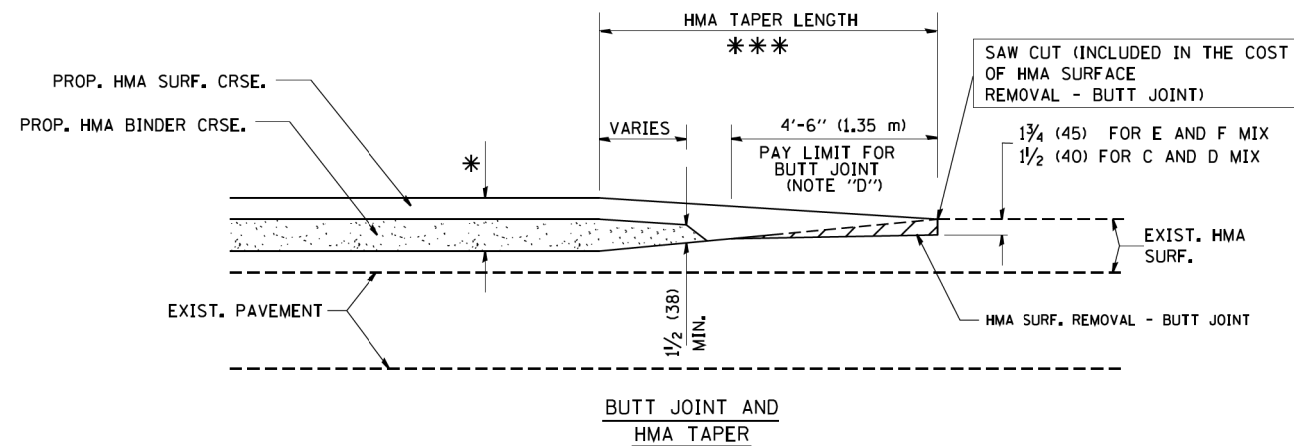


OPTION 1

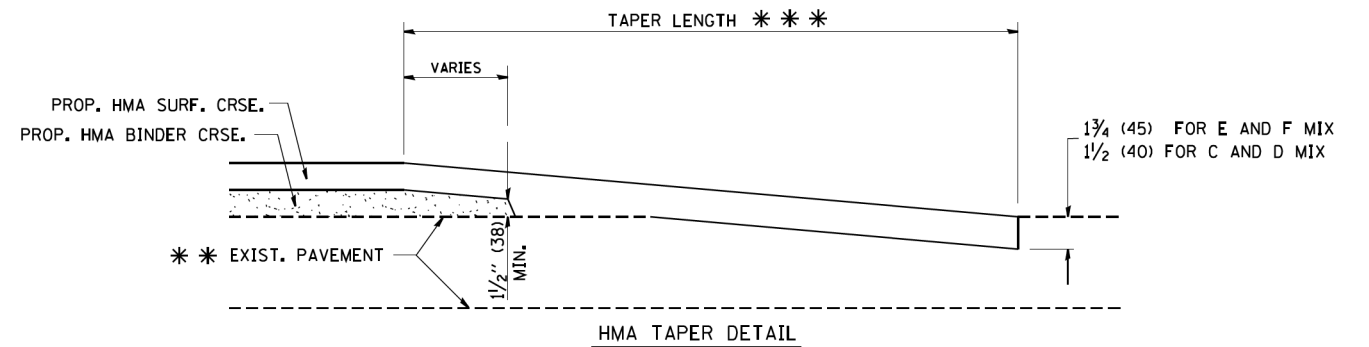
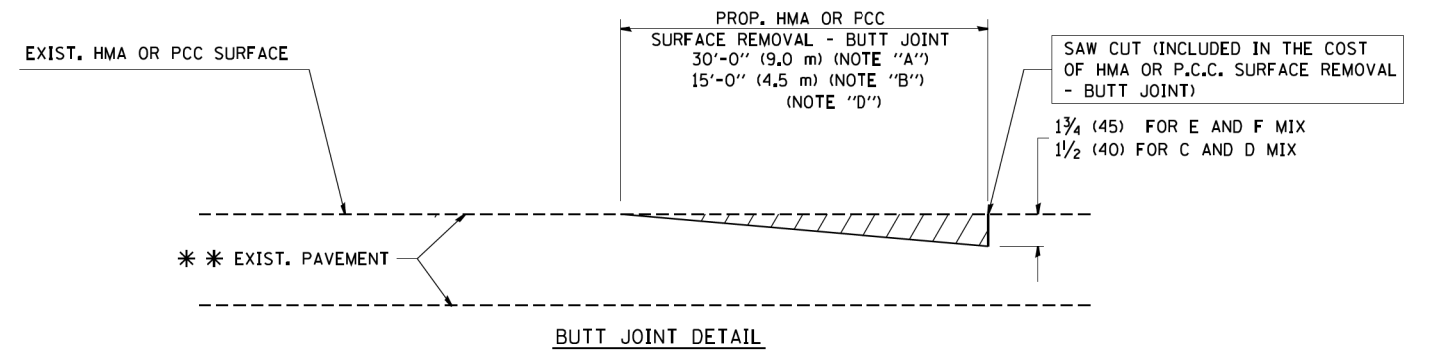


OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

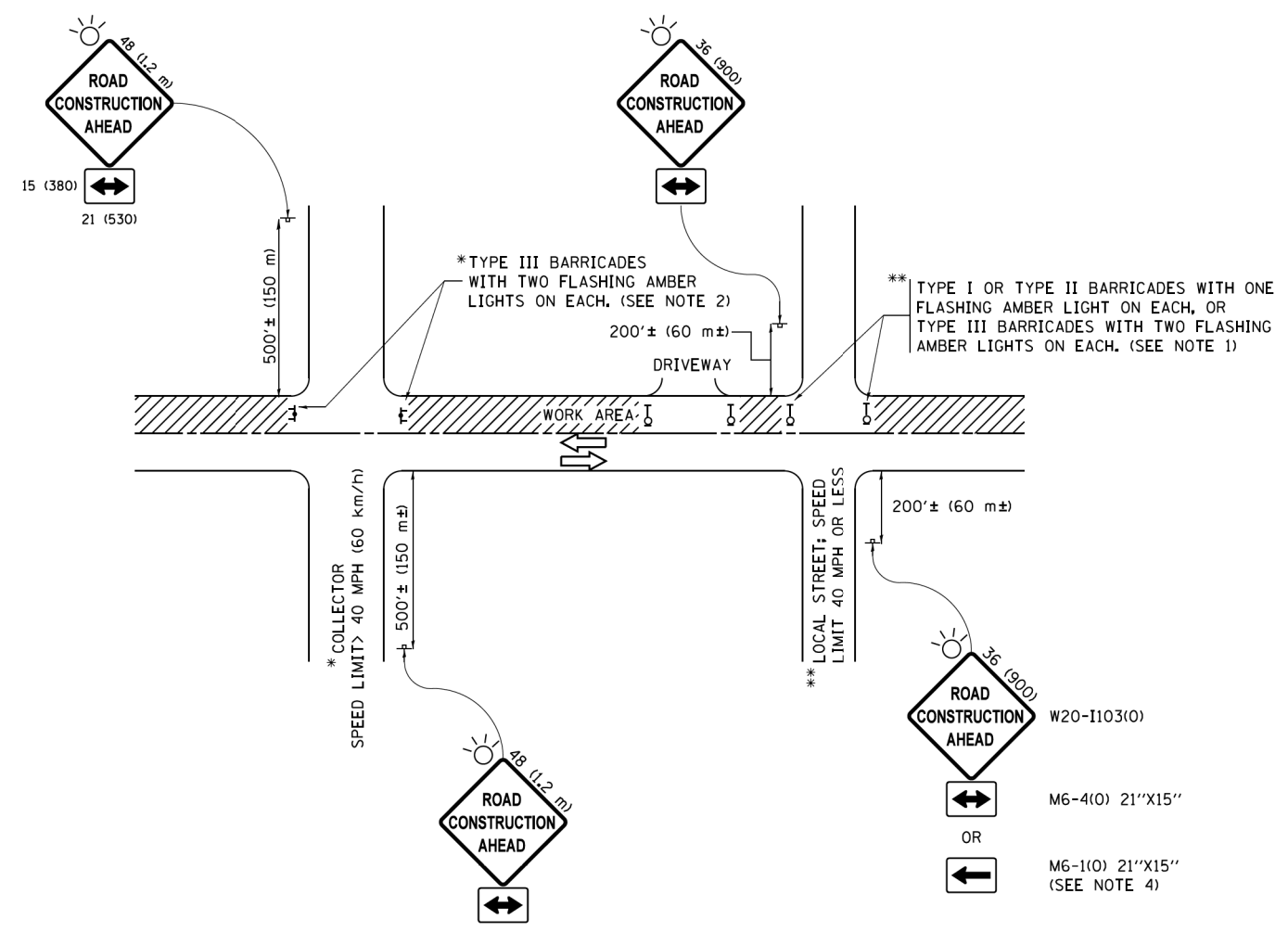
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0"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

BASIS OF PAYMENT:

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

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

FILE NAME = W:\diststa\22x34\bd32.dgn	USER NAME = geglennobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS	SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
		DRAWN -	REVISED - A. ABBAS 03-21-97									2569	19-00122-00-RS	DuPAGE	31	26		
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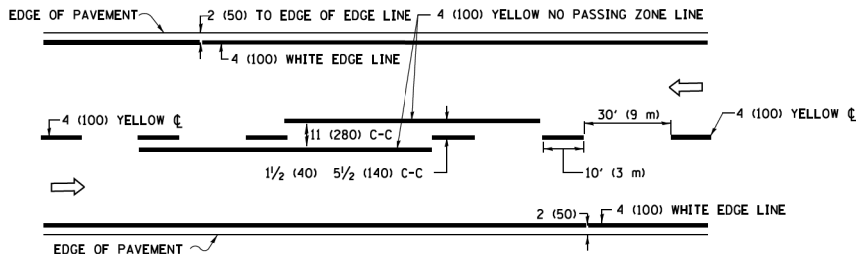


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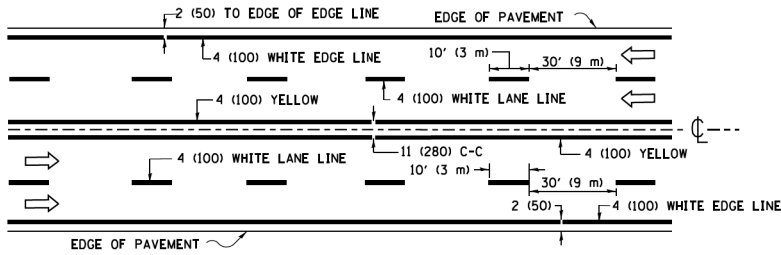
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL 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.
- 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 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).
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

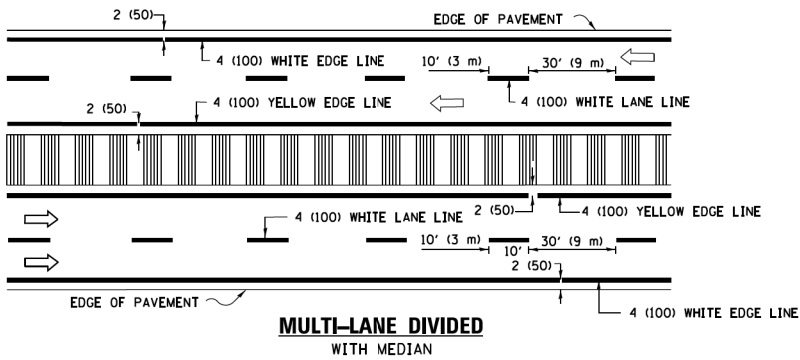
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pwt\11L084EBID\INTEG\illinois.gov\FWIDOT\Documents\IDOT Offices\District 1\Projects\District 1\CADData\CADsheets\to10.dgn		DRAWN	REVISED - T. RAMMACHER 01-06-00		2569	19-00122-00-RS	DuPAGE	31	27					
	PLOT SCALE = 50,000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13		TC-10		CONTRACT NO. 61G25							
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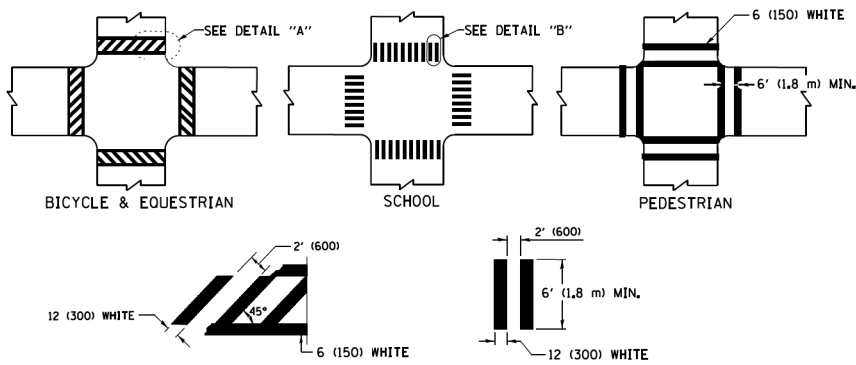
2-LANE ROADWAY



MULTI-LANE UNDIVIDED



TYPICAL LANE AND EDGE LINE MARKING

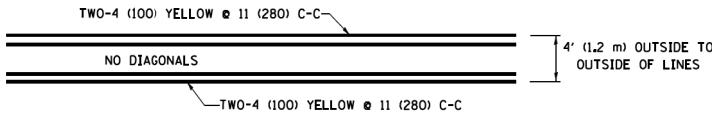


DETAIL "A"

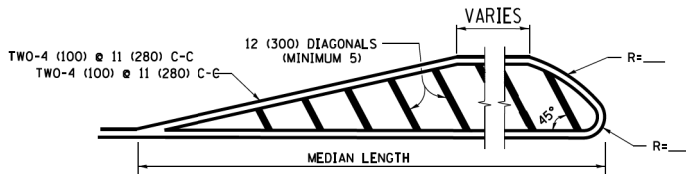
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

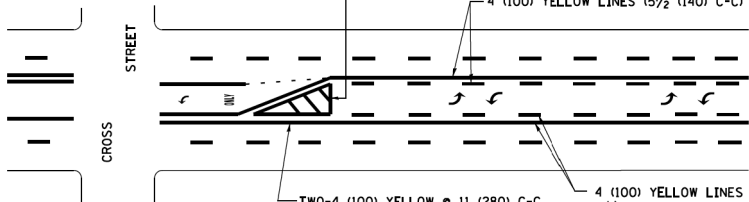


4' (1.2 m) WIDE MEDIANS ONLY

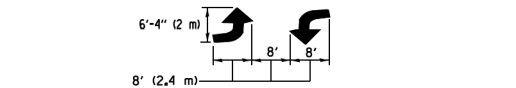


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

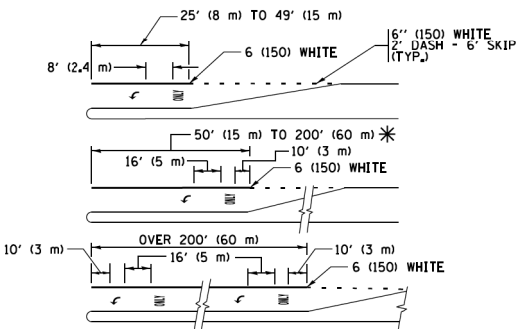


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

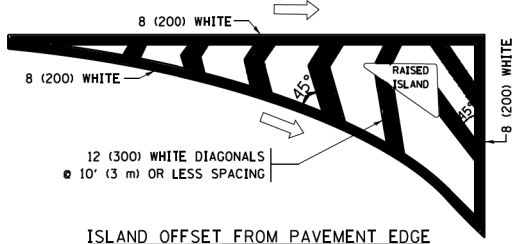


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

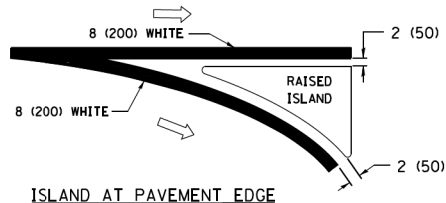
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

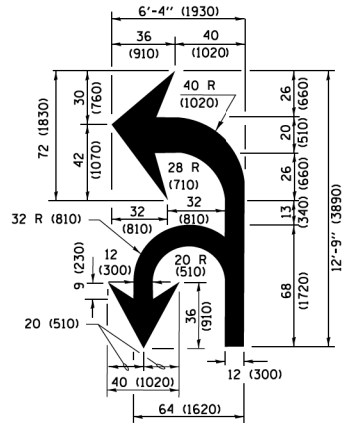


ISLAND OFFSET FROM PAVEMENT EDGE

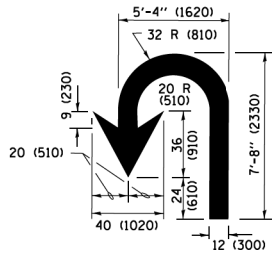


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

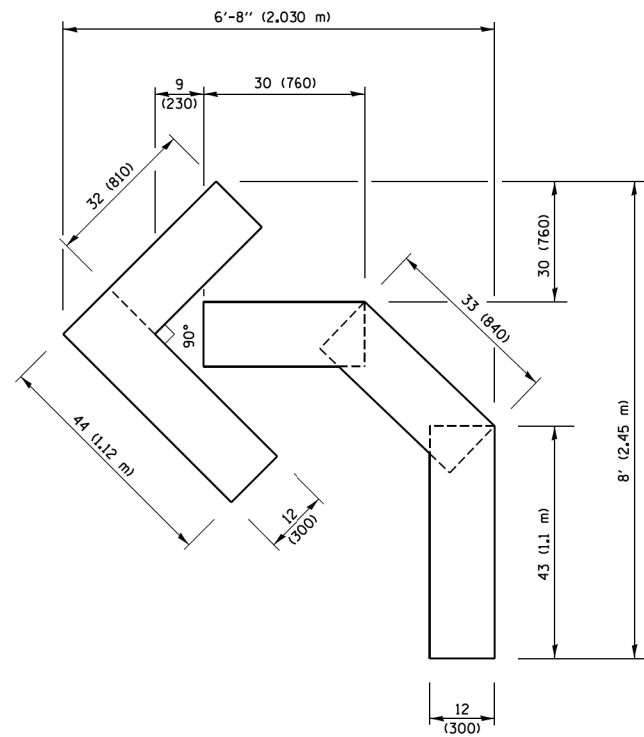
* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: 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) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "RR" IS 6' (1.8 m) "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

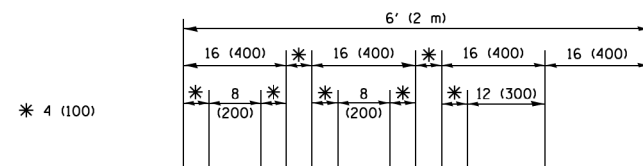
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = lryse	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE TYPICAL PAVEMENT MARKINGS				F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
W:\dststd\22x34\tol3.dgn		DRAWN -	REVISED - C. JUCIUS 07-01-13						2569	19-00122-00-R5	DUPAGE	31	28
Default	PLOT SCALE = 50,000' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15		TC-13				CONTRACT NO. 61025				
	PLOT DATE = 6/23/2017	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16		SCALE: NONE		SHEET 1 OF 1 SHEETS		STA.		TO STA.		
					ILLINOIS FED. AID PROJECT								



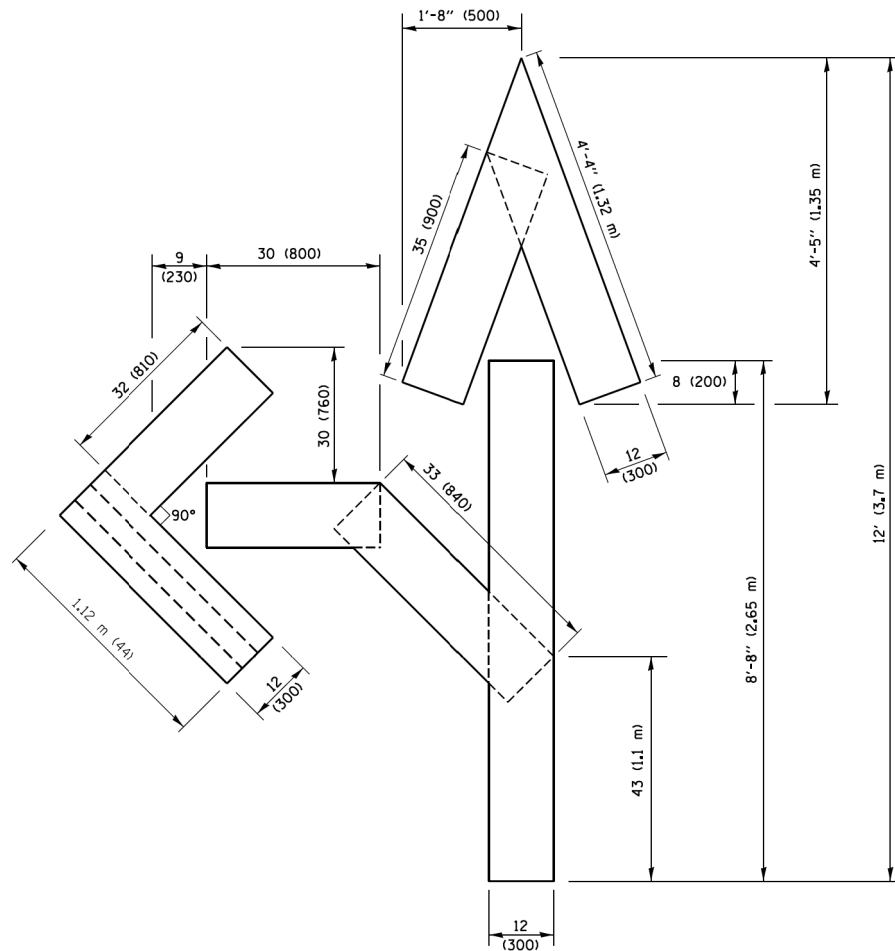
QUANTITY

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



QUANTITY

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

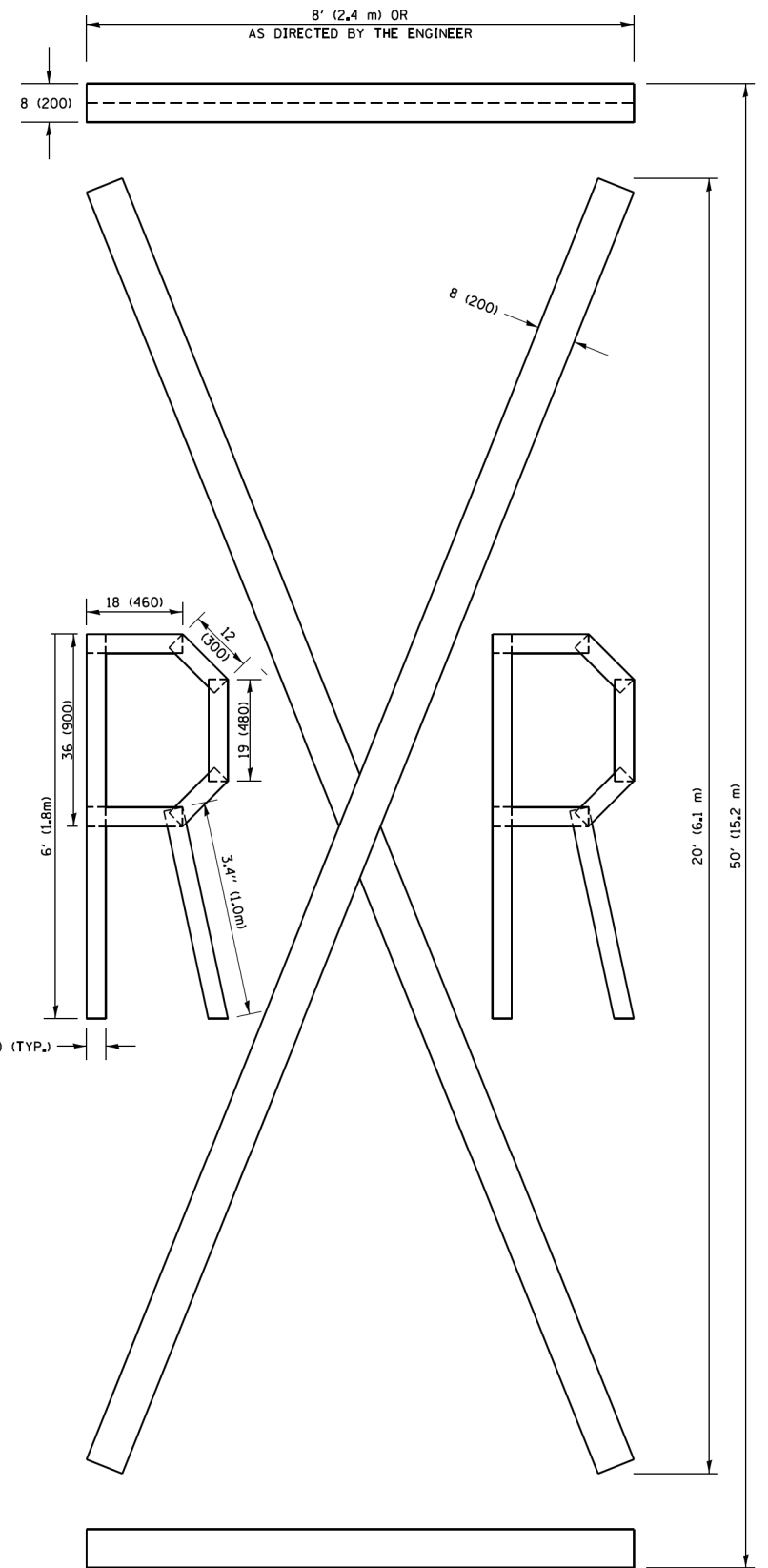


QUANTITY

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

NOTE:

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



QUANTITY

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

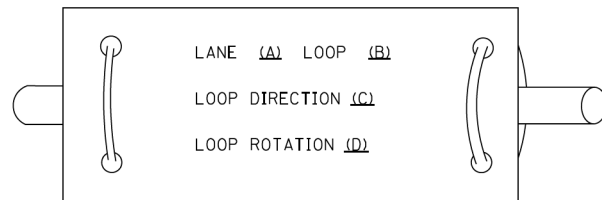
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED -T. RAMMACHER 03-02-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pwt\j\1084EBID\INTEG\illinois.gov\PIWIDOT\Documents\JDOT Offices\District 1\Projects\District 1\CADData\CADsheets\tc16.dgn		DRAWN	REVISED -E. GOMEZ 08-28-00					2569	19-00122-00-RS	DUPAGE	31	29
	PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED -E. GOMEZ 08-28-00					TC-16		CONTRACT NO. 61G25		
	PLOT DATE = 9/15/2016	DATE - 09-18-94	REVISED -A. SCHUETZE 09-15-16		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

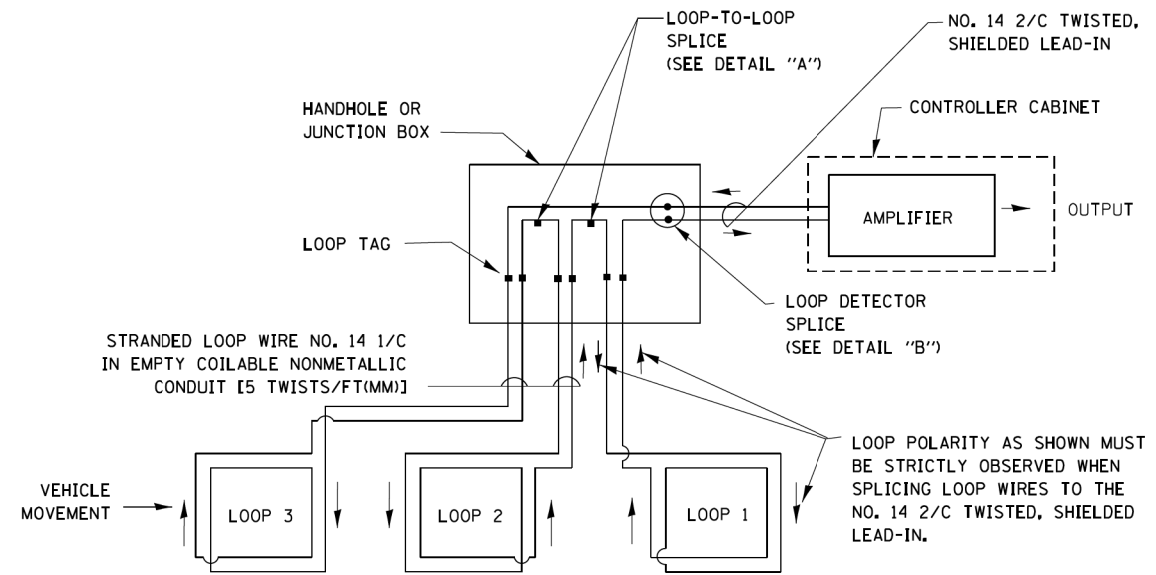
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

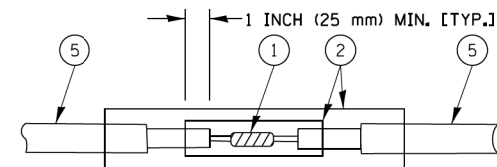


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

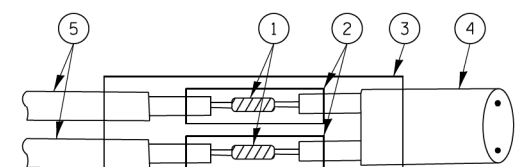


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

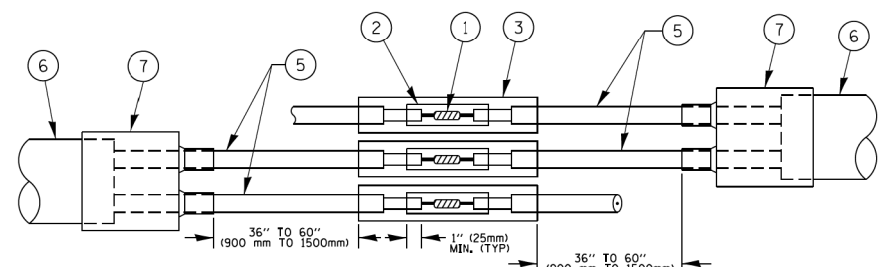


DETAIL "A"
LOOP-TO-LOOP SPLICE

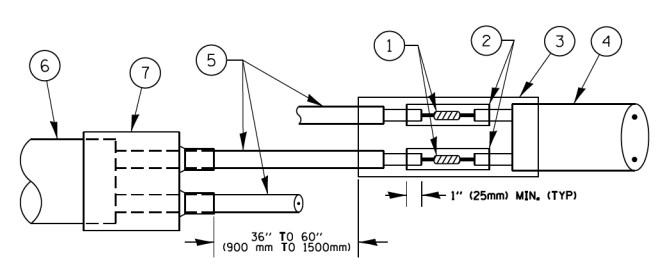


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

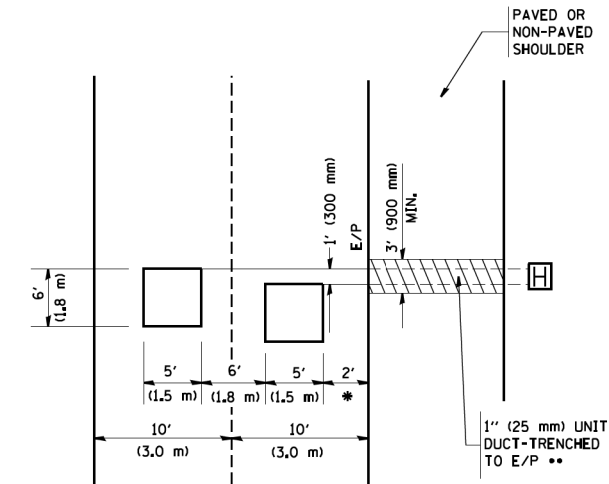
LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	<div>STATE OF ILLINOIS</div> <div>DEPARTMENT OF TRANSPORTATION</div>	<div>DISTRICT ONE</div> <div>STANDARD TRAFFIC SIGNAL DESIGN DETAILS</div>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pw\work\p\idot\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -					2569	19-00122-00-R5	DuPAGE	31	30
	PLOT SCALE = 50.0000' / in.	CHECKED - DAD	REVISED -		TS-05			CONTRACT NO. 61G25				
	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		

LOOPS NEXT TO SHOULDERS

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



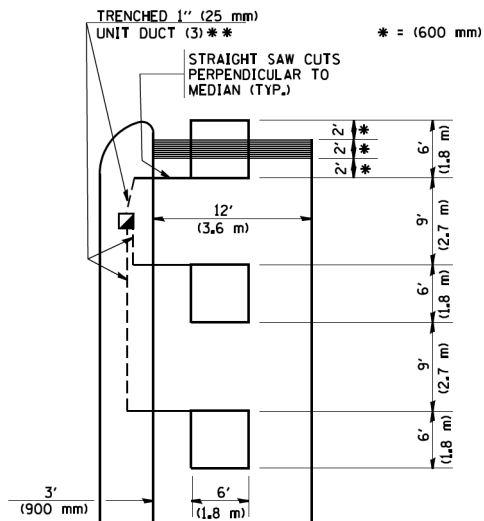
* = (600 mm)

** 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.

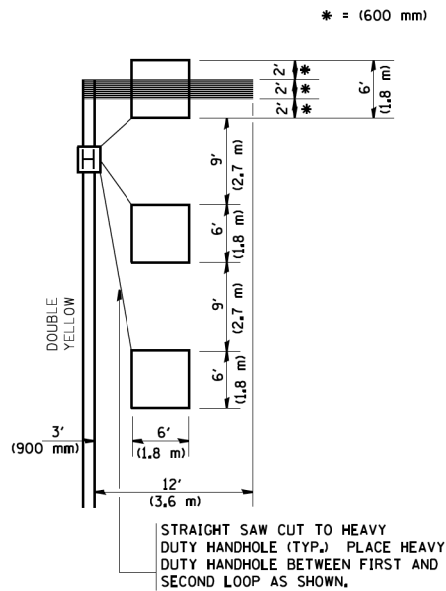


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

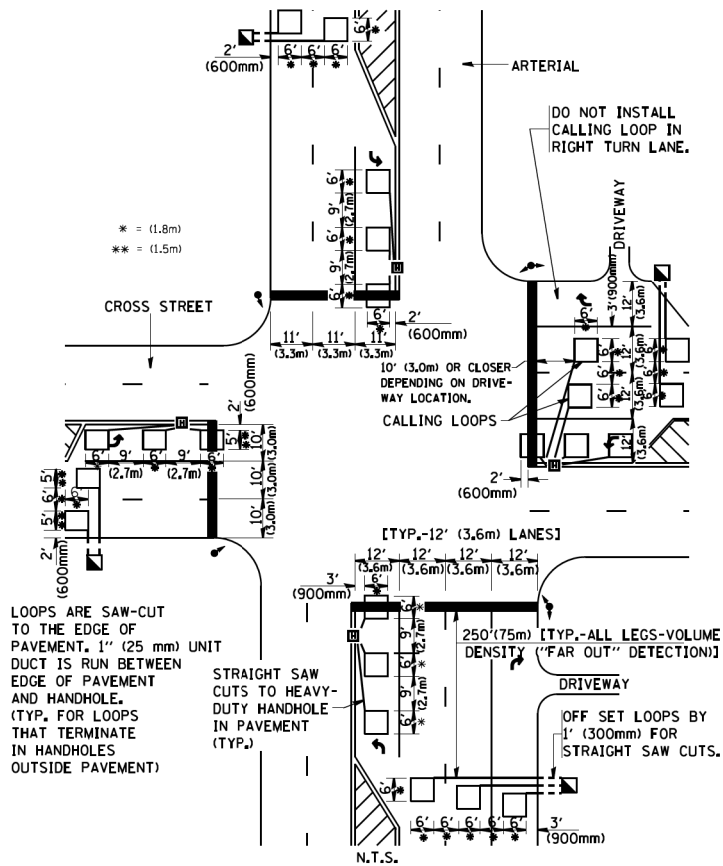
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



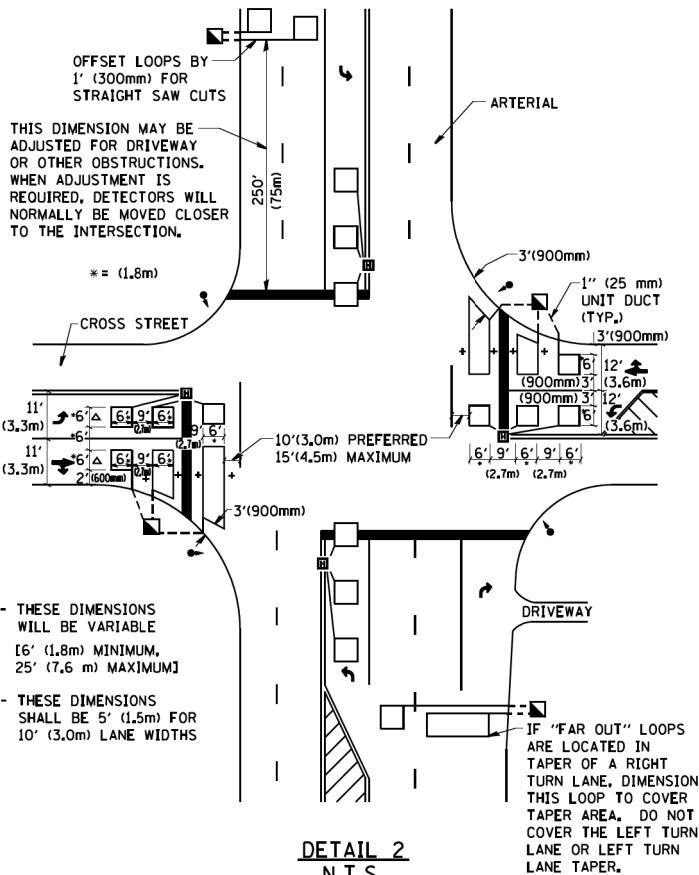
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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

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

NOTE:

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

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

FILE NAME =	USER NAME = geglanoibt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 – DETECTOR LOOP INSTALLATION				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
W:\distatd\22x34\ts07.dgn		DRAWN -	REVISED -		DETAILS FOR ROADWAY RESURFACING				2569	19-00122-00-RS	DuPAGE	31	31
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -						TS-07		CONTRACT NO. 61G25		
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE				SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		
									FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				