

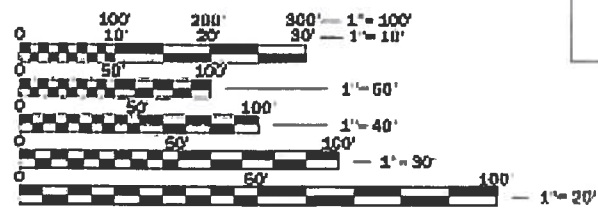
# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAH RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	1
			CONTRACT NO.	61F26

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

FAU 2672 (SPRING ROAD)  
FAU 3824 (VALLETTE STREET) TO FAU 1397 (ST. CHARLES ROAD)  
RESURFACING AND SIDEWALK IMPROVEMENTS  
SECTION 18-00195-00-RS  
PROJECT NO. 1W99(888)  
CITY OF ELMHURST  
DUPAGE COUNTY  
JOB NO. C-91-305-19

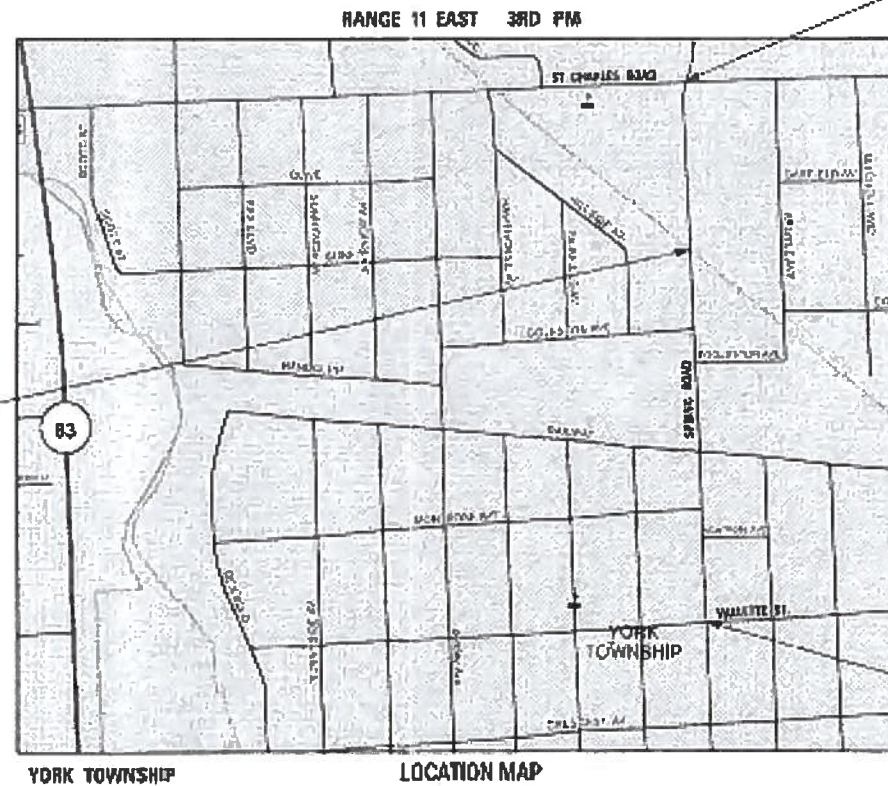
**TRAFFIC DATA  
SPRING ROAD**  
ADT = 4,150 (2012) 6,550 (2040)  
POSTED SPEED LIMIT = 25 MPH  
FUNCTIONAL CLASSIFICATION = MAJOR COLLECTOR



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  
DR 811

CANADIAN NATIONAL RAILWAY  
OMISSION  
STA. 29+70 TO STA. 31+04



END IMPROVEMENT  
STA. 38+20

BEGIN IMPROVEMENT  
STA. 11+90

NET AND GROSS LENGTHS  
GROSS: SPRING RD. = 2630 FT. = 0.50 MILES  
NET: SPRING RD. = 2496 FT. = 0.47 MILES

PROJECT ENGINEER: RANDAL G. NEWKIRK, P.E.  
PROJECT MANAGER: DIRK YUILL  
CONTRACT NO. 61F26

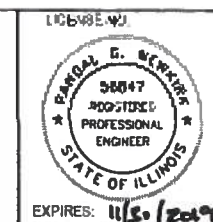
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

APPROVED December 14 2018  
*[Signature]*  
CITY OF ELMHURST, CITY ENGINEER

PASSED 2/20/2019  
*[Signature]*  
DISTRICT 1 ENGINEER OF LOCAL ROADS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW February 20 2019  
*[Signature]*  
REGIONAL ENGINEER

DATE: 12/14/2018  
BY: *[Signature]*  
LICENSE EXPIRES: 11/30/2019



Hampton, Lenzini and Renwick, Inc.  
380 SHEDDARD DRIVE  
ELGIN, ILLINOIS 60120  
847.697.6700 www.hlrengineering.com

PROJECT NUMBER: 18.0185.330 DATE: 12/14/2018

FEDERAL AID ENGINEER: CARMEN E. RAMOS, P.E. SCHAUMBURG, IL

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES, LEGEND
3	SUMMARY OF QUANTITIES
4-5	TYPICAL SECTIONS
6-7	ALIGNMENT, BENCHMARKS, AND CONTROL POINTS
8-10	SCHEDULES OF QUANTITIES
11-13	PLAN AND PAVEMENT MARKING SHEETS
14-25	INTERSECTION DETAILS
26-34	DISTRICT 1 DETAILS

### HIGHWAY STANDARDS

000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-04	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-05	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-05	DEPRESSED CORNER FOR SIDEWALKS
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' (4.5 m) TO 24" (600 mm) 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, UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
780001-05	TYPICAL PAVEMENT MARKINGS
814001-03	HANDHOLES
886001-01	DETECTOR LOOP INSTALLATIONS

### COMMITMENTS

NONE

### GENERAL NOTES

ALL WORK SHALL BE IN ACCORDANCE WITH THE IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED APRIL 1, 2016, (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2019; "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS"; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE DETAILS IN 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.

THE CONTRACTOR SHALL COOPERATE WITH THE CITY OF ELMHURST IF ANY MUNICIPAL UTILITY IMPROVEMENTS ARE REQUIRED WITHIN THE DURATION OF THE CONTRACT.

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

THE LOCATION ON THE PLANS OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC AND PRIVATE UTILITIES IS APPROXIMATE AND THEIR EXACT LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER.

ALL ELEVATIONS ARE NAVD88 DATUM.

WHENEVER ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS GENERATED FROM CONSTRUCTION OPERATIONS.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS AND CATCH BASINS.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR HIS WORK. ANY WORK THAT IS VANDALIZED OR OTHERWISE DAMAGED AND JUDGED UNACCEPTABLE BY THE ENGINEER SHALL BE REMOVED AND REPLACED.

FORTY-EIGHT HOURS BEFORE STARTING EXCAVATION, THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO HAVE THE LOCATION OF EXISTING UTILITIES STAKED.

THE CONTRACTOR SHALL MAKE ANY MODIFICATIONS NECESSARY TO THE DETECTABLE WARNING PANELS TO FIT THE LOCATIONS OF EXISTING UTILITY STRUCTURES INCLUDING, BUT NOT LIMITED TO, GAS VALVES AND WATER VALVES.

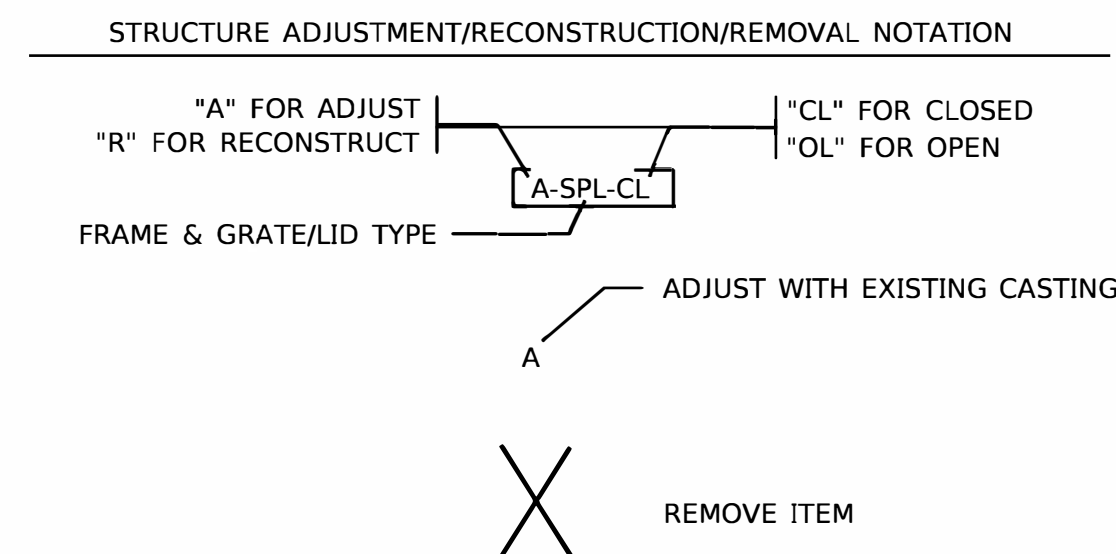
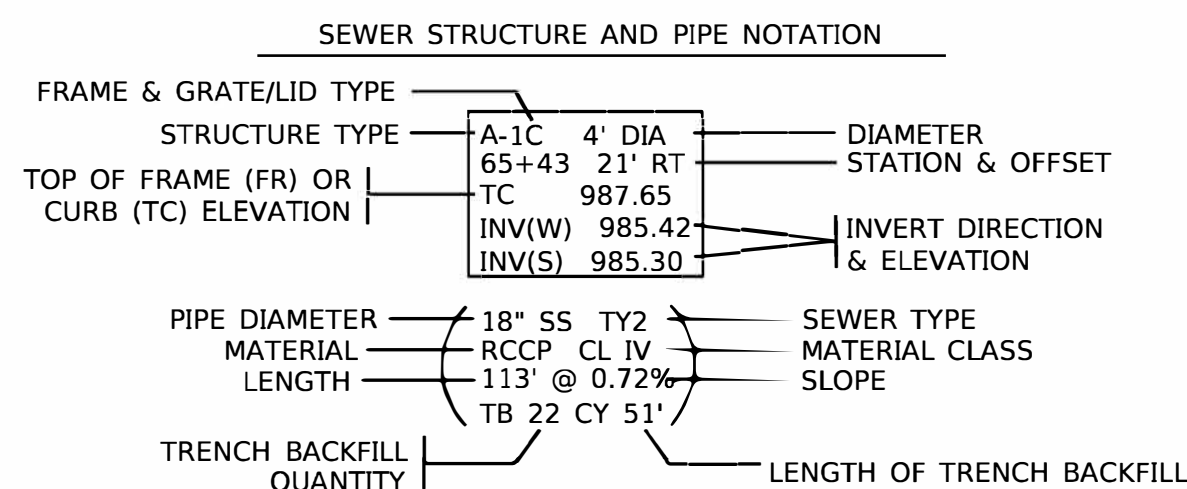
EROSION AND SEDIMENT CONTROL DEVICES SHALL BE PLACED ACCORDING TO THE SCHEDULES CONTAINED HEREIN OR AS DIRECTED BY THE ENGINEER.

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE BACK OF CURB

STRUCTURE LOCATIONS GIVEN ON THE PLANS ARE AS FOLLOWS:  
 A) FOR STRUCTURES FALLING IN THE CURB AND GUTTER - TO THE BACK OF CURB.  
 B) FOR OTHER LOCATIONS - TO THE CENTER OF THE STRUCTURE

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

ANY PROPOSED ACTIVITY IN THE VICINITY OF A HIGHWAY-RAIL GRADE CROSSING MUST ADHERE TO THE GUIDELINES SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) UNDER SECTION 6G.18: WORK IN THE VICINITY A GRADE CROSSING WHICH STATES: "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE."



HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
<b>PAVEMENT RESURFACING</b>	
HMA SURFACE COURSE, MIX D, N50 (IL 9.5mm); 2"	4% @ 50 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 1"	3.5% @ 50 GYR.
<b>PATCHING</b>	
CLASS D PATCHES (HMA BINDER IL-19mm)	4% @ 70 GYR.
<b>HMA DRIVEWAYS, 8"</b>	
HMA SURFACE COURSE, MIX D, N50 (IL 9.5mm); 2"	4% @ 50 GYR.
HMA BINDER COURSE, IL-19.0, N50; 6"	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

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

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

### LEGEND

	EXISTING BUSH
	EXISTING DECIDUOUS TREE & DIAMETER
	EXISTING EVERGREEN TREE & DIAMETER
	EXISTING DRAINAGE MANHOLE
	PROPOSED DRAINAGE MANHOLE
	PROPOSED CATCH BASIN
	PROPOSED INLET
	EXISTING STORM SEWER
	PROPOSED STORM SEWER
	EXISTING UNDERGROUND GAS
	EXISTING UNDERGROUND TELEPHONE
	EXISTING AERIAL POWER LINE
	EXISTING UNDERGROUND CABLE TV
	EXISTING SANITARY SEWER
	EXISTING WATERMAIN
	EXISTING ROW
	EXISTING LIGHT STANDARD
	EXISTING HANDHOLE
	MAIL BOX
	EXISTING UTILITY POLE
	DOMESTIC WATER SERVICE BOX
	PROPOSED SIDE CURB
	CLASS D PATCH, 9"
	SIDEWALK REMOVAL
	DETECTABLE WARNINGS
	TOPSOIL AND SODDING, SALT TOLERANT
	EXISTING SIGN
	PROPOSED SIGN
	EXISTING ELEVATION
	PROPOSED ELEVATION

FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED - 12/19/18 (IDOT COMMENTS)	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SPRING ROAD INDEX OF SHEETS, GENERAL NOTES &amp; LEGEND</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
P:\2018\180165\cad\phase 2\CADD_Sheets\180165-sh1-g\note.dgn	DRAWN - AC	REVISOR -	REVISOR -			2672	18-00195-00-RS	DUPAGE	34	2	
Default	PLOT SCALE = 1.0000' / in.	CHECKED - RGN	REVISOR -			CONTRACT NO. 61F26					
	PLOT DATE = 12/18/2018	DATE -	REVISOR -			SCALE:	SHEET	OF	SHEETS	STA.	TO

SPECIAL PROVISION	CODE NUMBER	ITEM	UNIT	CONSTRUCTION CODE 0005 TOTAL QUANTITY
	20800150	TRENCH BACKFILL	CU YD	4
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	350
	21301052	EXPLORATION TRENCH 52" DEPTH	FOOT	50
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	4
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	4
	25200110	SODDING, SALT TOLERANT	SQ YD	350
	25200200	SUPPLEMENTAL WATERING	UNIT	16
	28000510	INLET FILTERS	EACH	16
*	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	50
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B, 4"	SQ YD	951
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	6,804
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), 1L-4.75, N50	TON	605
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,210
	42001300	PROTECTIVE COAT	SQ YD	1,173
	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	114
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	7,709
	42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	848
	42400800	DETECTABLE WARNINGS	SQ FT	280
	44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	10,080
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	259
	44000500	COMBINATION CONCRETE CURB AND GUTTER REMOVAL	FOOT	865
	44000600	SIDEWALK REMOVAL	SQ FT	8,241
	44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	444
	44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	100
	44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	100
	44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	100
	550A0050	STORM SEWERS, CLASS A, TYPE 1, 12"	FOOT	25
	60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	2
	60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	1
*	60250200	CATCH BASINS TO BE ADJUSTED	EACH	4
	60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	6
	60260300	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	1
	60261300	INLETS TO BE ADJUSTED WITH NEW TYPE 11 FRAME AND GRATE	EACH	3

SPECIAL PROVISION	CODE NUMBER	ITEM	UNIT	CONSTRUCTION CODE 0005 TOTAL QUANTITY	
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	6	
	60500060	REMOVING INLETS	EACH	2	
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	865	
Δ	*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	153
Δ	*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1
Δ	*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1
Δ	*	66901002	ON-SITE MONITORING OF REGULATED SUBSTANCES	DAYS	9
Δ	*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1
	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	
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,893	
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	625	
Δ	72000100	SIGN PANEL - TYPE 1	SQ FT	58	
Δ	72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	
Δ	72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	
Δ	72900200	METAL POST - TYPE B	FOOT	118	
Δ	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	159	
Δ	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,978	
Δ	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	608	
Δ	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	328	
Δ	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	191	
Δ	81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	100	
Δ	88600600	DETECTOR LOOP REPLACEMENT	FOOT	300	
	*	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	16
	*	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	38
	*	7310705	CHANGEABLE MESSAGE SIGN	CAL DA	120
Δ	*	X8140115	HANDHOLE TO BE ADJUSTED	EACH	12
	*	XX006821	CONCRETE TRUCK WASHOUT	L SUM	1
	*	Z0004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	91
	*	Z0013798	CONSTRUCTION LAYOUT	L SUM	1
	*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52

Δ SPECIALTY ITEMS

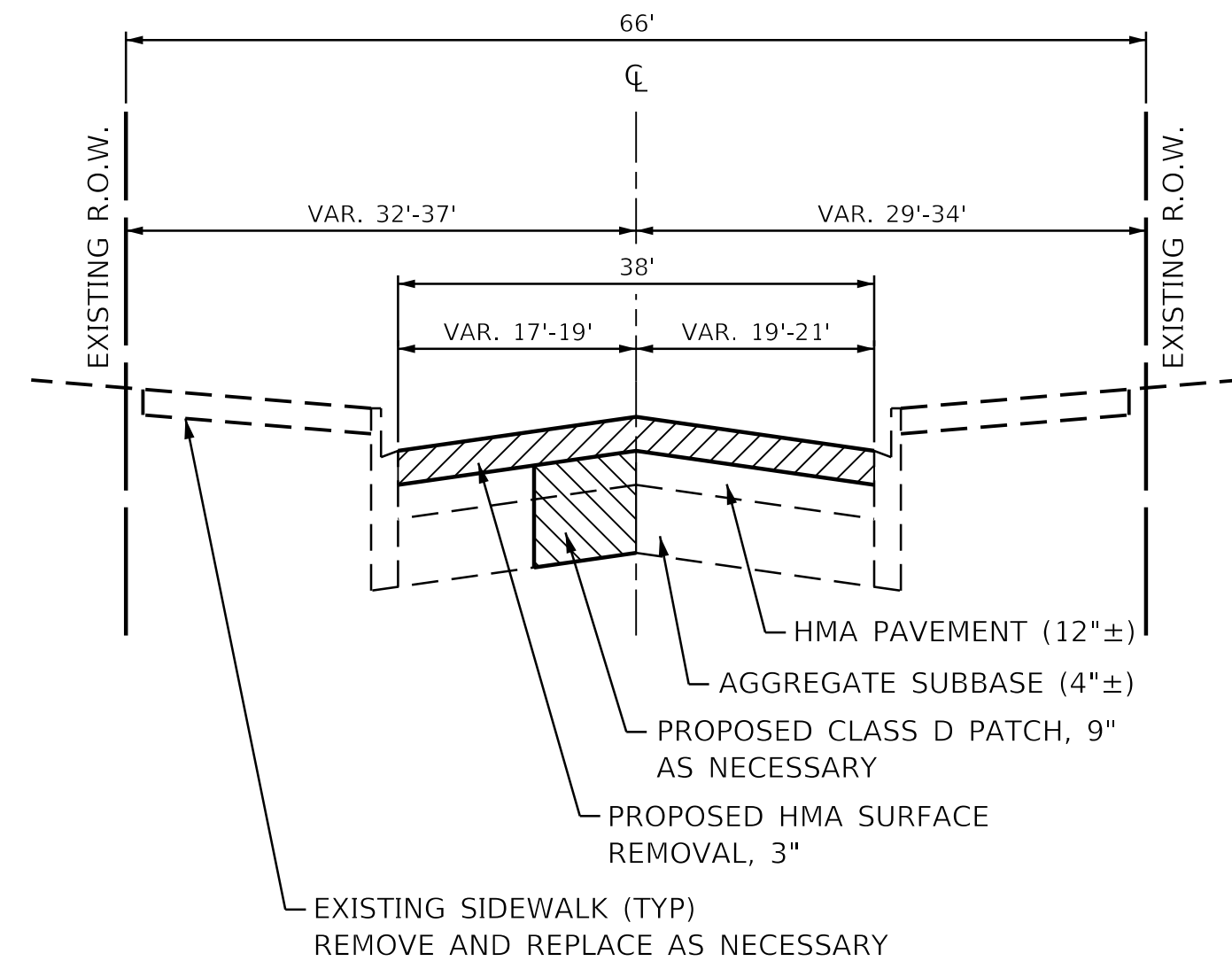
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		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SPRING ROAD  
SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

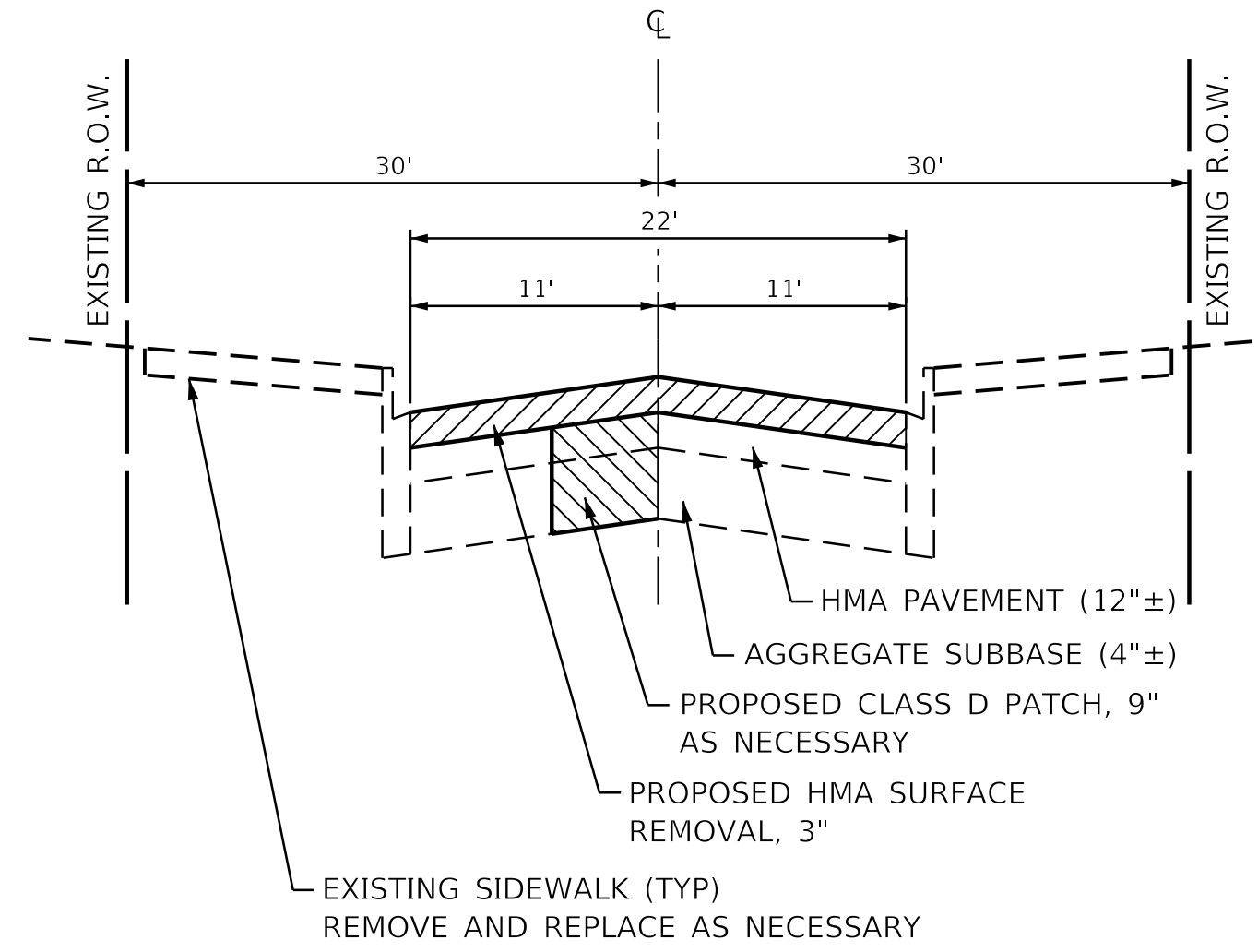
F.A.U. RTE. 2672	SECTION 18-00195-00-RS	COUNTY DUPAGE	TOTAL SHEETS 34	SHEET NO. 3
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				



NOTE: PATCHING TO BE DONE AFTER HMA SURFACE REMOVAL, 3" HAS BEEN COMPLETED

**EXISTING TYPICAL SECTION**

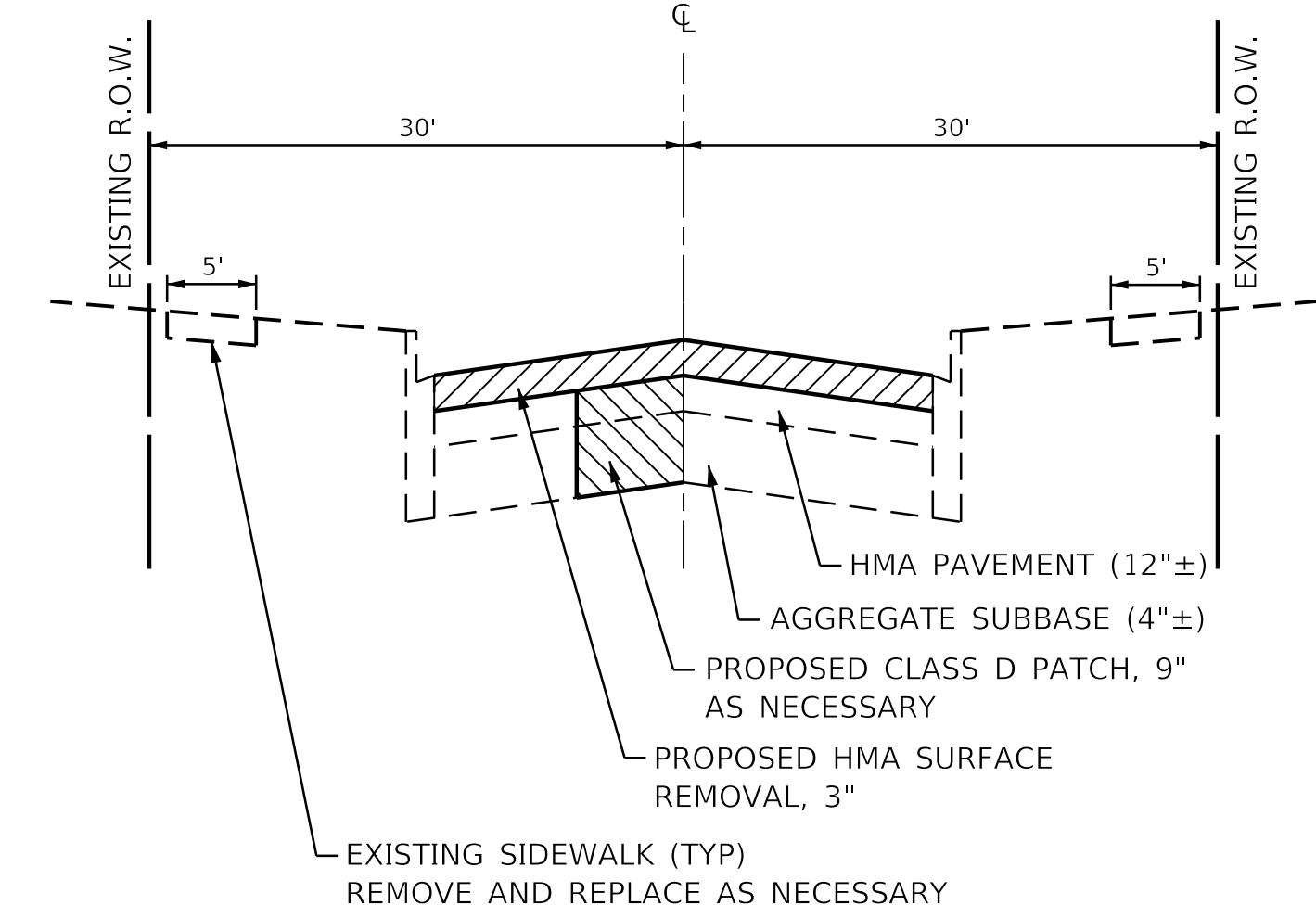
STA. 11+70 TO STA. 19+50, SPRING ROAD  
 STA. 21+00 TO STA. 29+70, SPRING ROAD  
 (OMISSION STA. 29+70 TO STA. 31+04)



NOTE: PATCHING TO BE DONE AFTER HMA SURFACE REMOVAL, 3" HAS BEEN COMPLETED

**EXISTING TYPICAL SECTION**

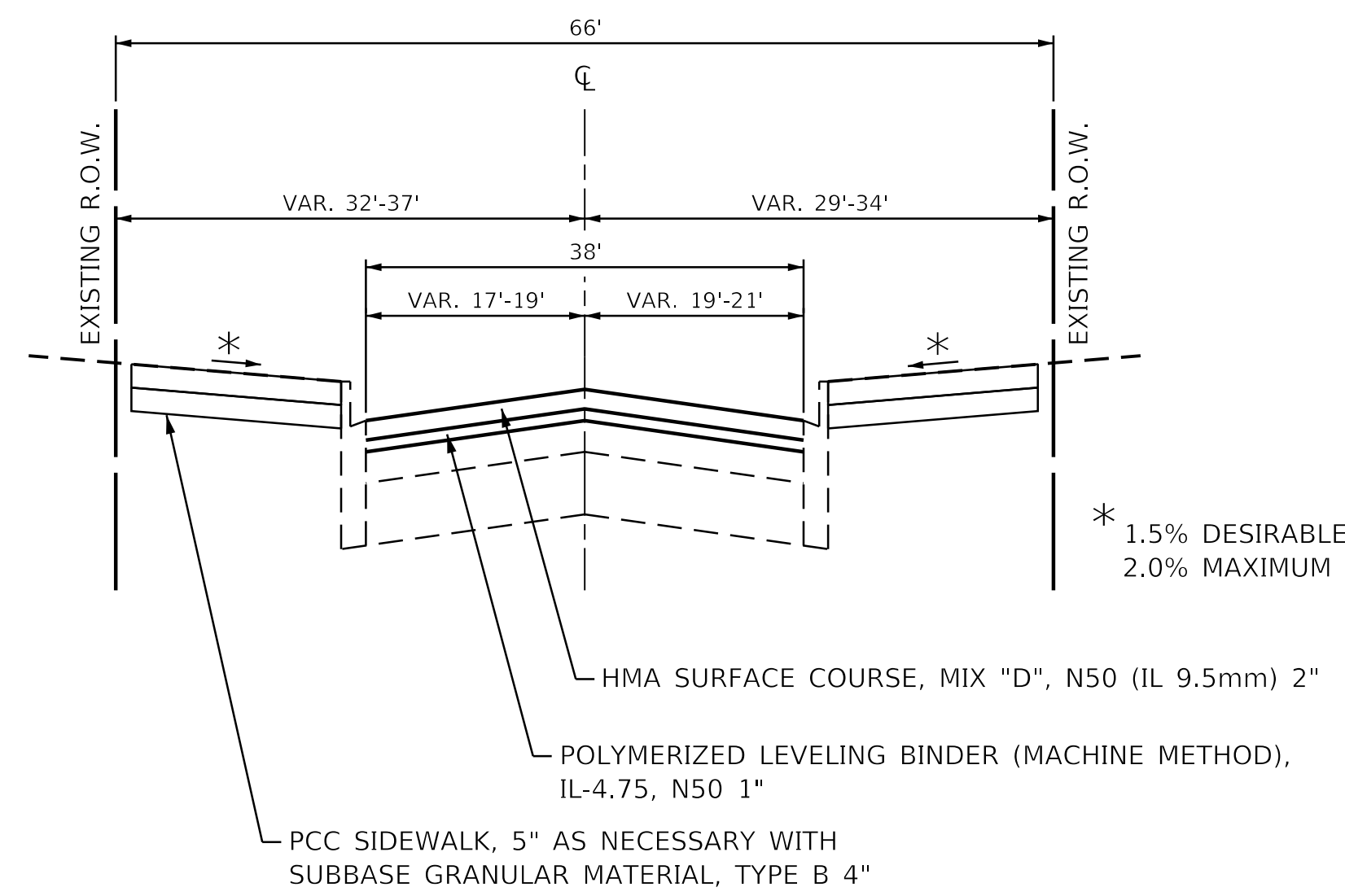
STA. 19+50 TO STA. 21+00, SPRING ROAD



NOTE: PATCHING TO BE DONE AFTER HMA SURFACE REMOVAL, 3" HAS BEEN COMPLETED

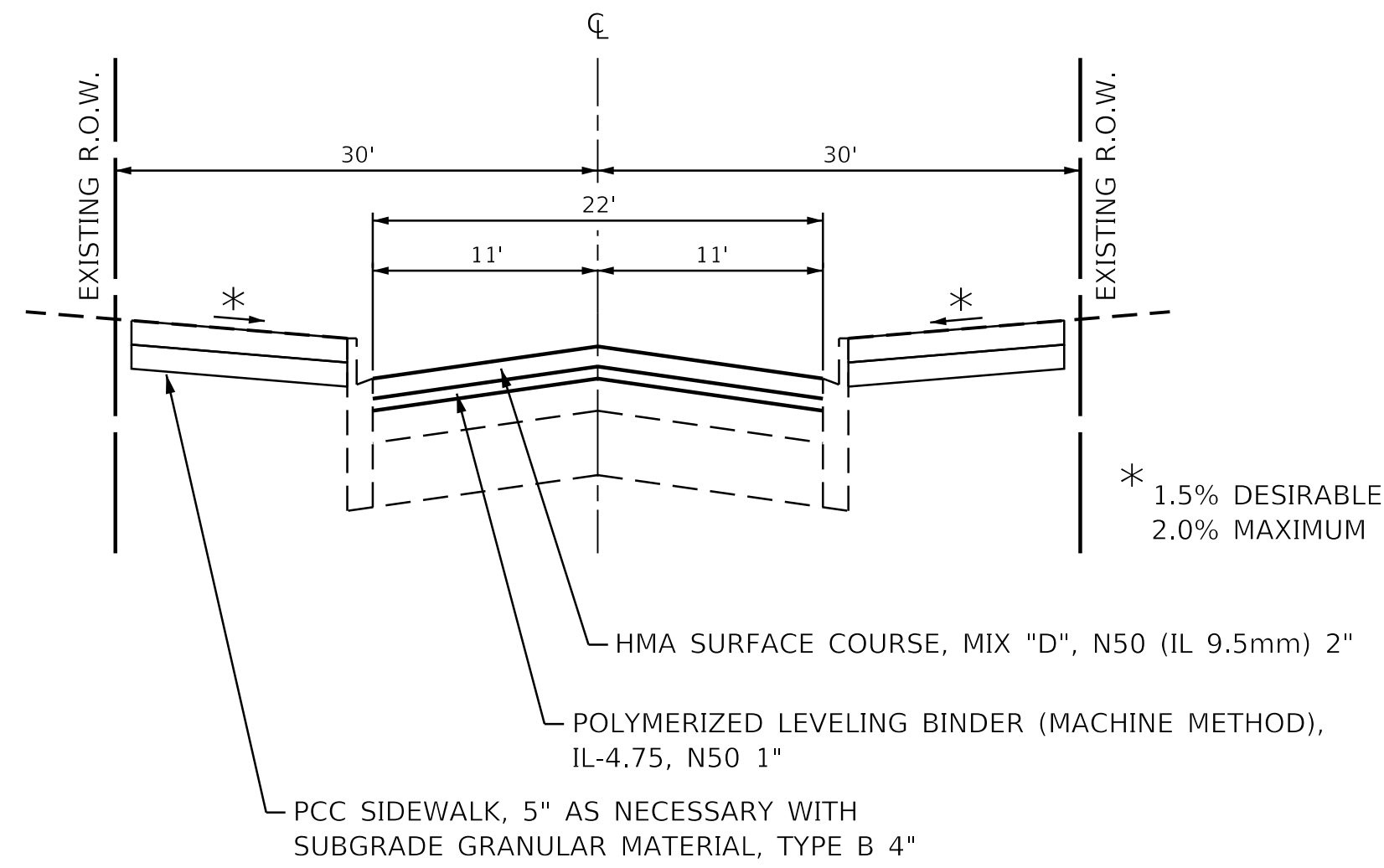
**EXISTING TYPICAL SECTION**

STA. 31+04 TO STA. 35+30, SPRING ROAD  
 (OMISSION STA. 29+70 TO STA. 31+04)



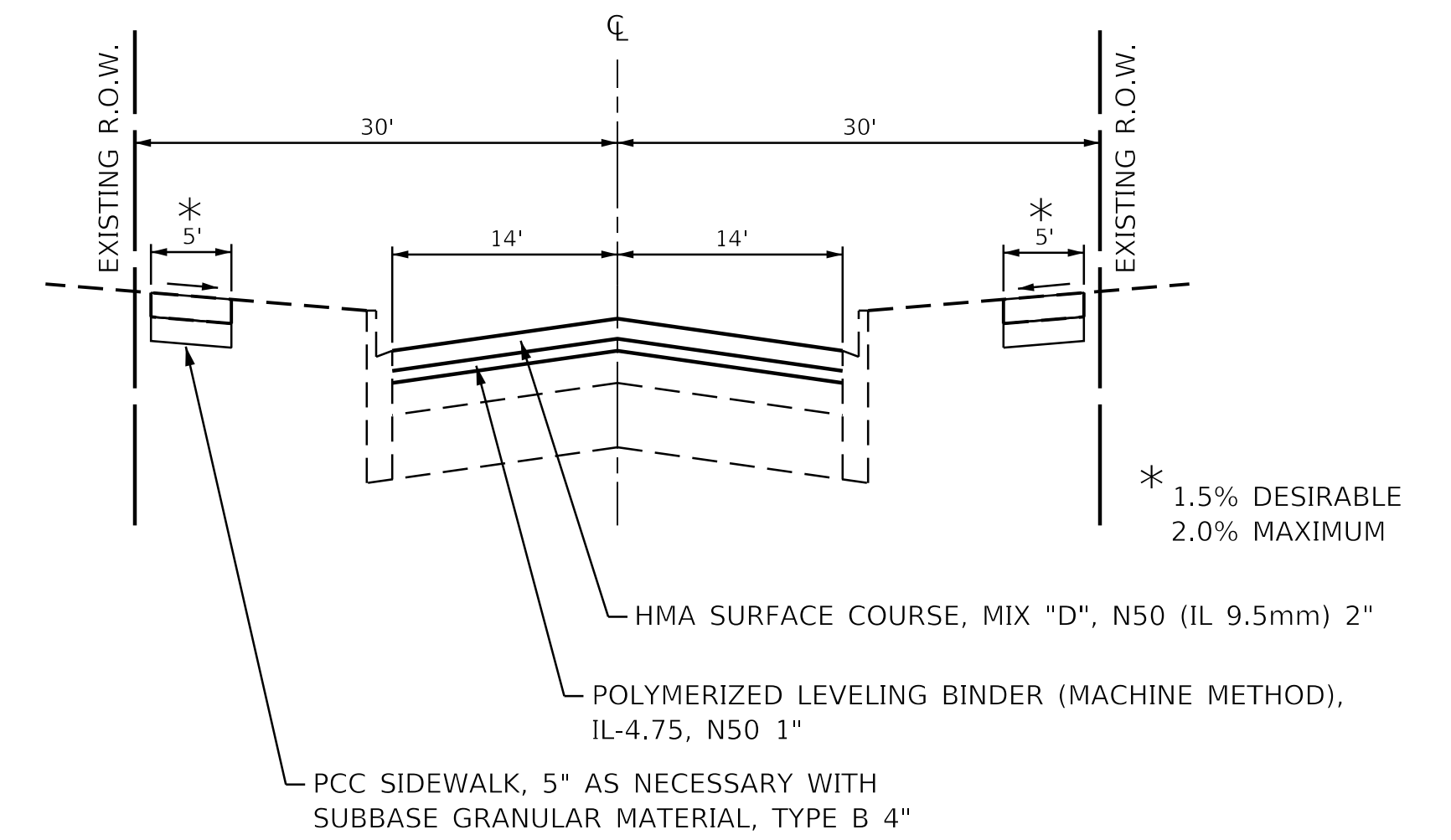
**PROPOSED TYPICAL SECTION**

STA. 11+70 TO STA. 19+50, SPRING ROAD  
 STA. 21+00 TO STA. 29+70, SPRING ROAD  
 (OMISSION STA. 29+70 TO STA. 31+04)



**PROPOSED TYPICAL SECTION**

STA. 19+50 TO STA. 21+00, SPRING ROAD



**PROPOSED TYPICAL SECTION**

STA. 31+04 TO STA. 35+30, SPRING ROAD  
 (OMISSION STA. 29+70 TO STA. 31+04)

SEE SHEET 2 FOR  
 HMA MIXTURE REQUIREMENTS

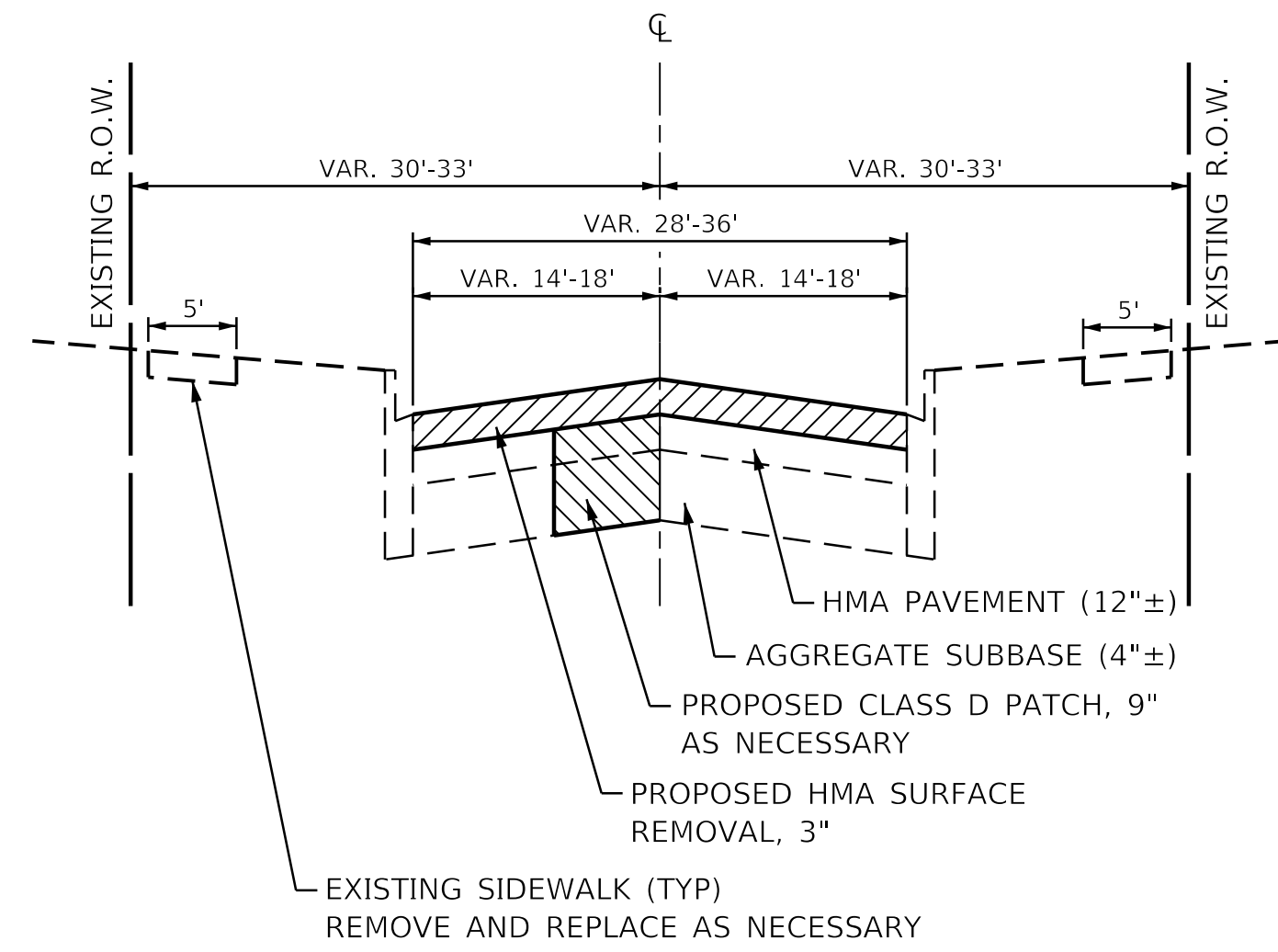
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Default		CHECKED - RGN	REVISED -
	PLOT DATE = 12/18/2018	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SPRING ROAD  
 TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

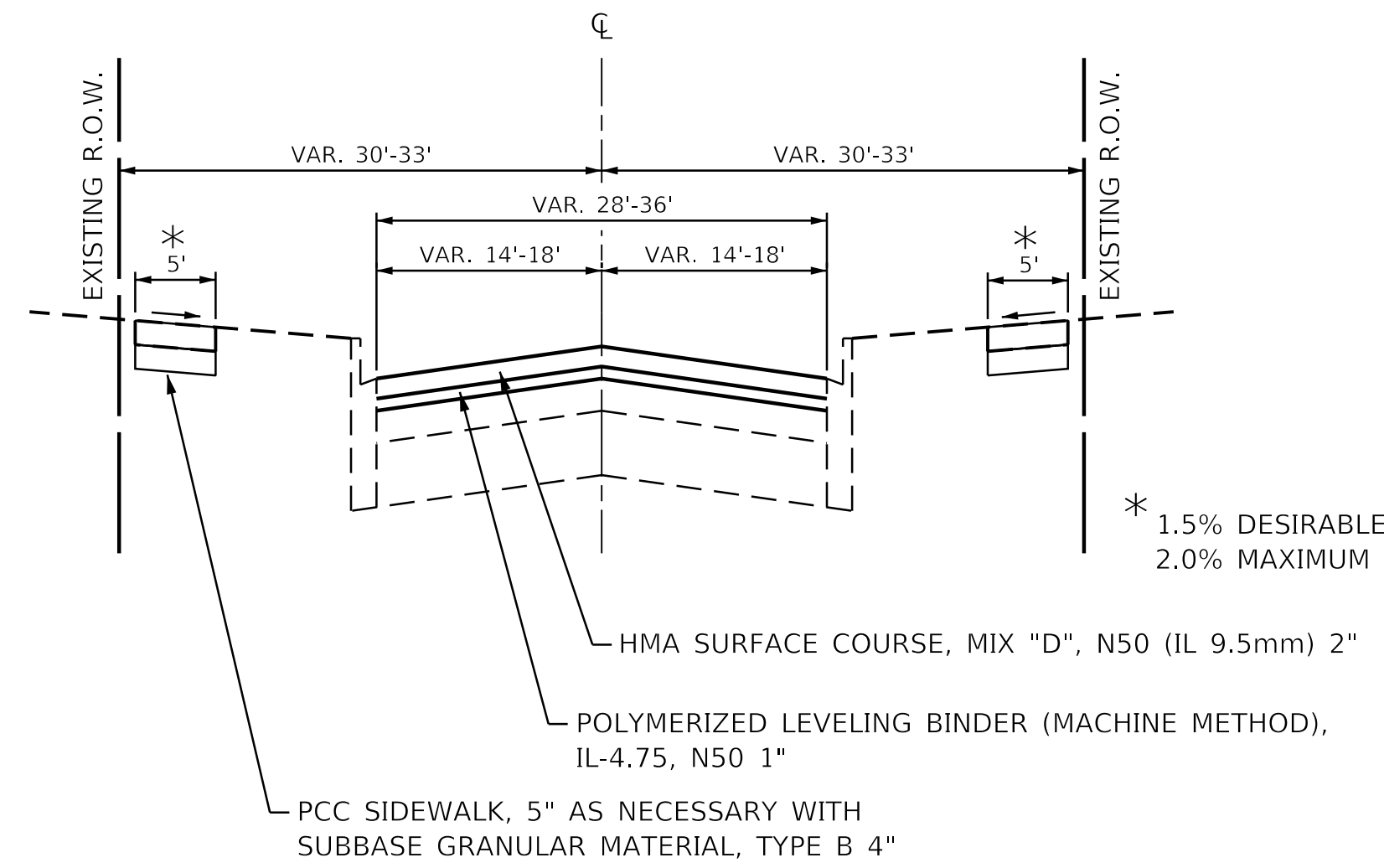
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2672	18-00195-00-RS	DUPAGE	34	4
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				



NOTE: PATCHING TO BE DONE AFTER HMA SURFACE REMOVAL, 3" HAS BEEN COMPLETED

**EXISTING TYPICAL SECTION**

STA. 35+30 TO STA. 38+15, SPRING ROAD



**PROPOSED TYPICAL SECTION**

STA. 35+30 TO STA. 38+15, SPRING ROAD

**SEE SHEET 2 FOR  
HMA MIXTURE REQUIREMENTS**

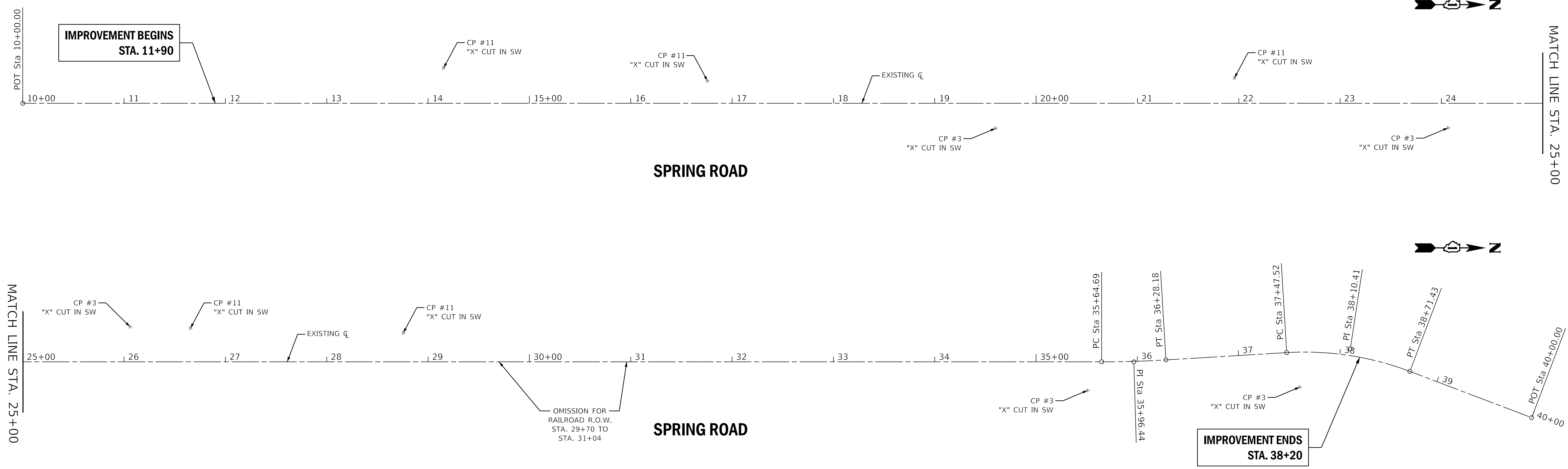
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Default	PLOT DATE = 12/18/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SPRING ROAD  
TYPICAL SECTIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	5
ILLINOIS			FED. AID PROJECT	



PROP. CURVE SPRING1  
 PI STA. = 35+96.44  
 $\Delta = 3^\circ 26' 54''$  (LT)  
 $D = 5^\circ 25' 51''$   
 $R = 1,055.00'$   
 $T = 31.76'$   
 $L = 63.49'$   
 $E = 0.48'$   
 P.C. STA. = 35+64.69  
 P.T. STA. = 36+28.18

PROP. CURVE SPRING2  
 PI STA. = 38+10.41  
 $\Delta = 24^\circ 13' 51''$  (RT)  
 $D = 19^\circ 33' 18''$   
 $R = 293.00'$   
 $T = 62.90'$   
 $L = 123.91'$   
 $E = 6.67'$   
 P.C. STA. = 37+47.52  
 P.T. STA. = 38+71.43

**SPRING ROAD**

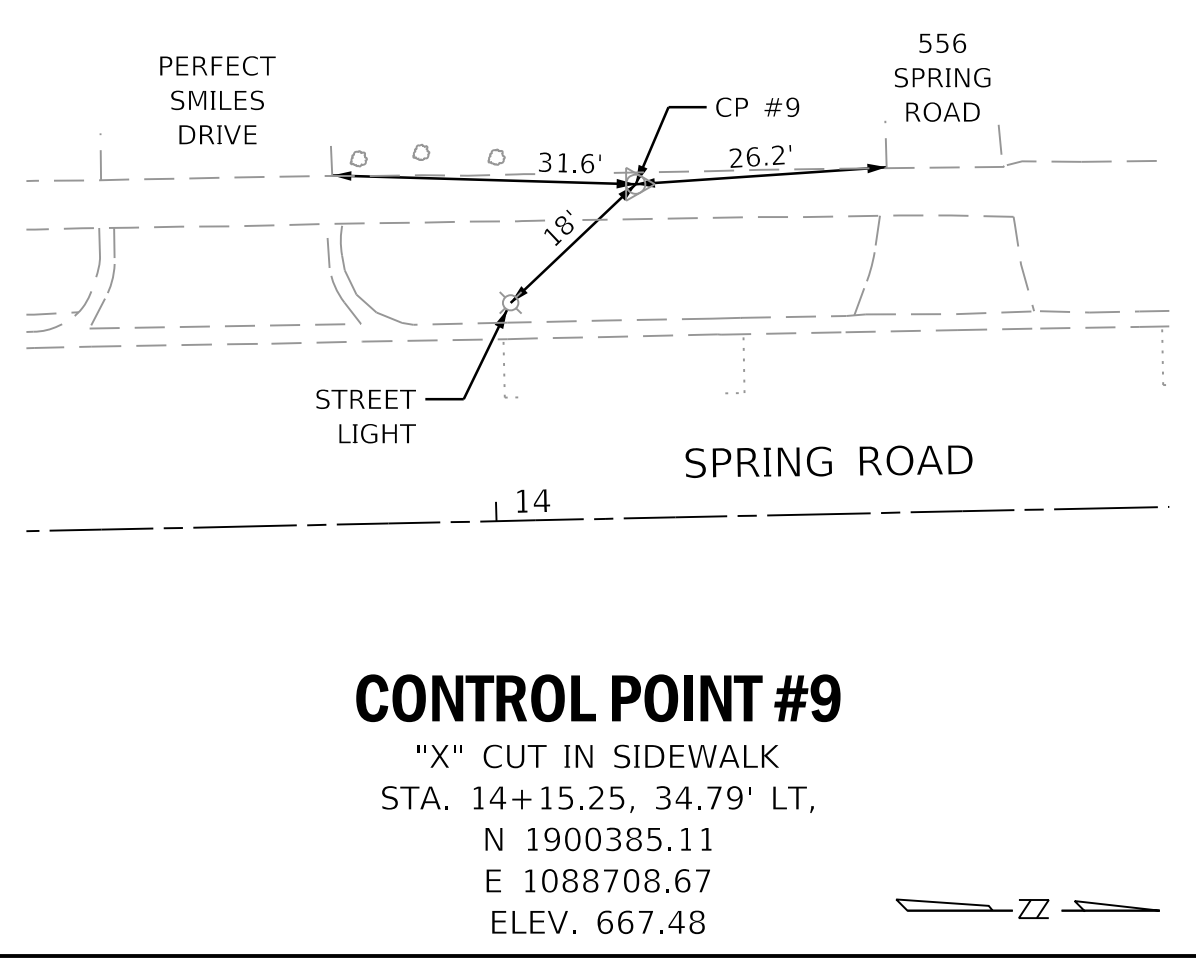
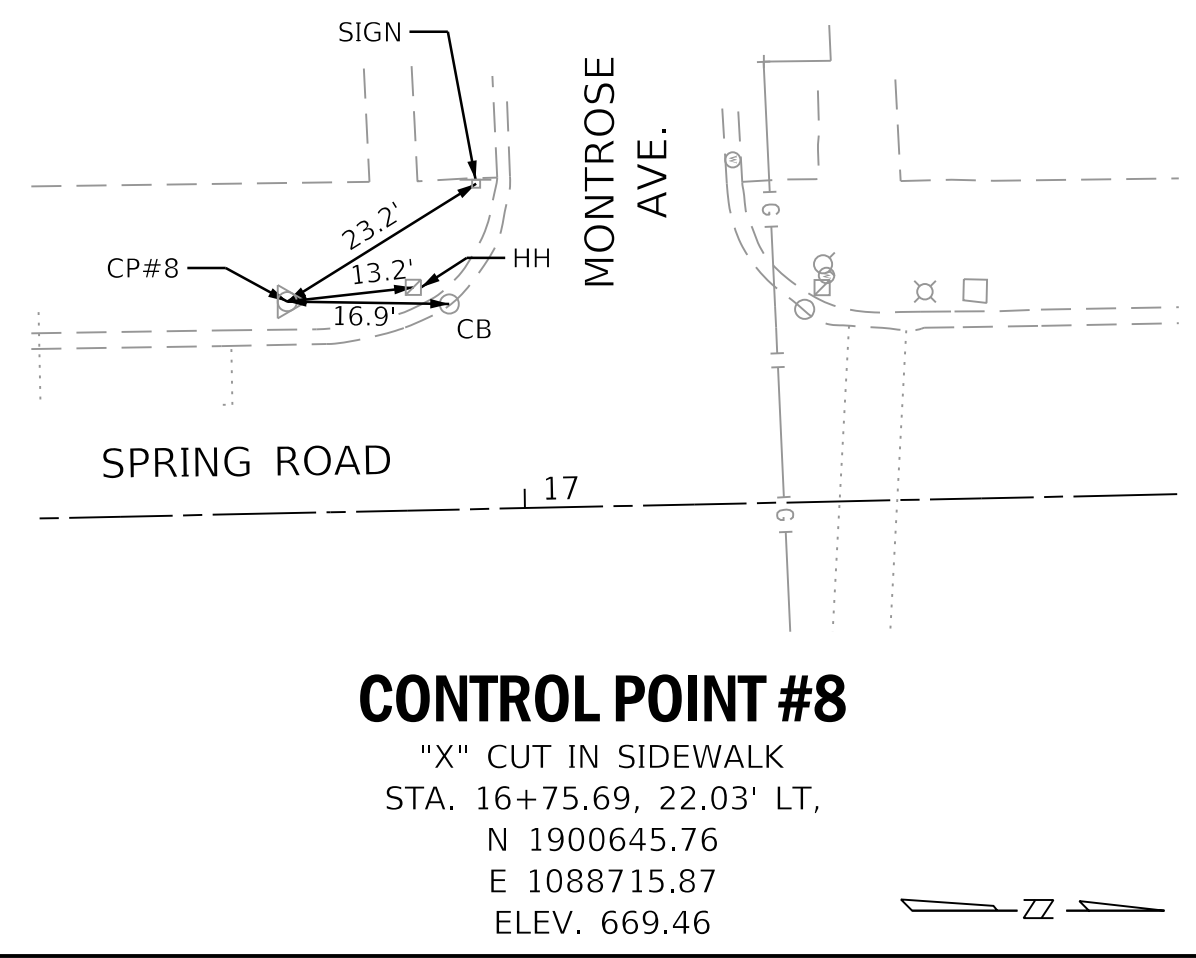
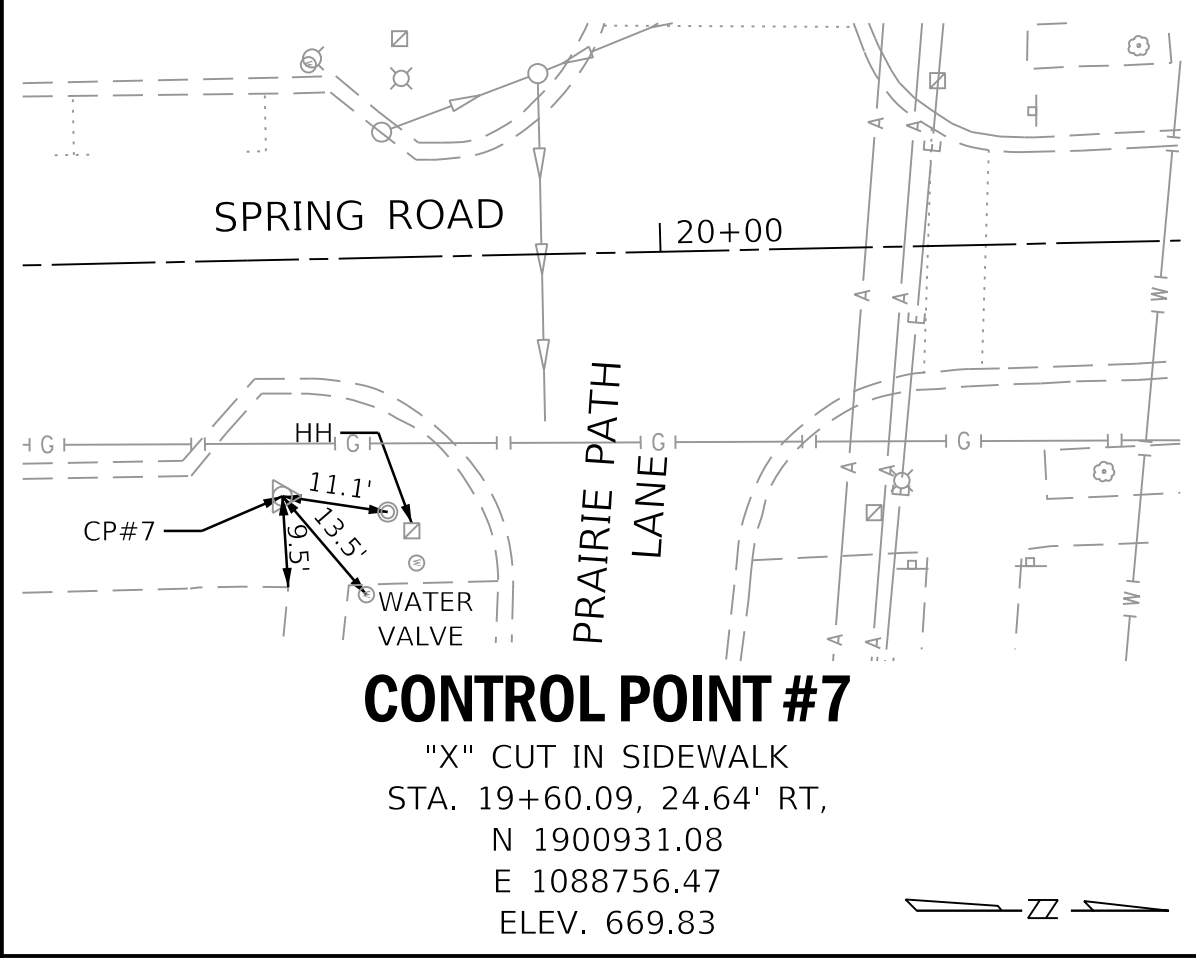
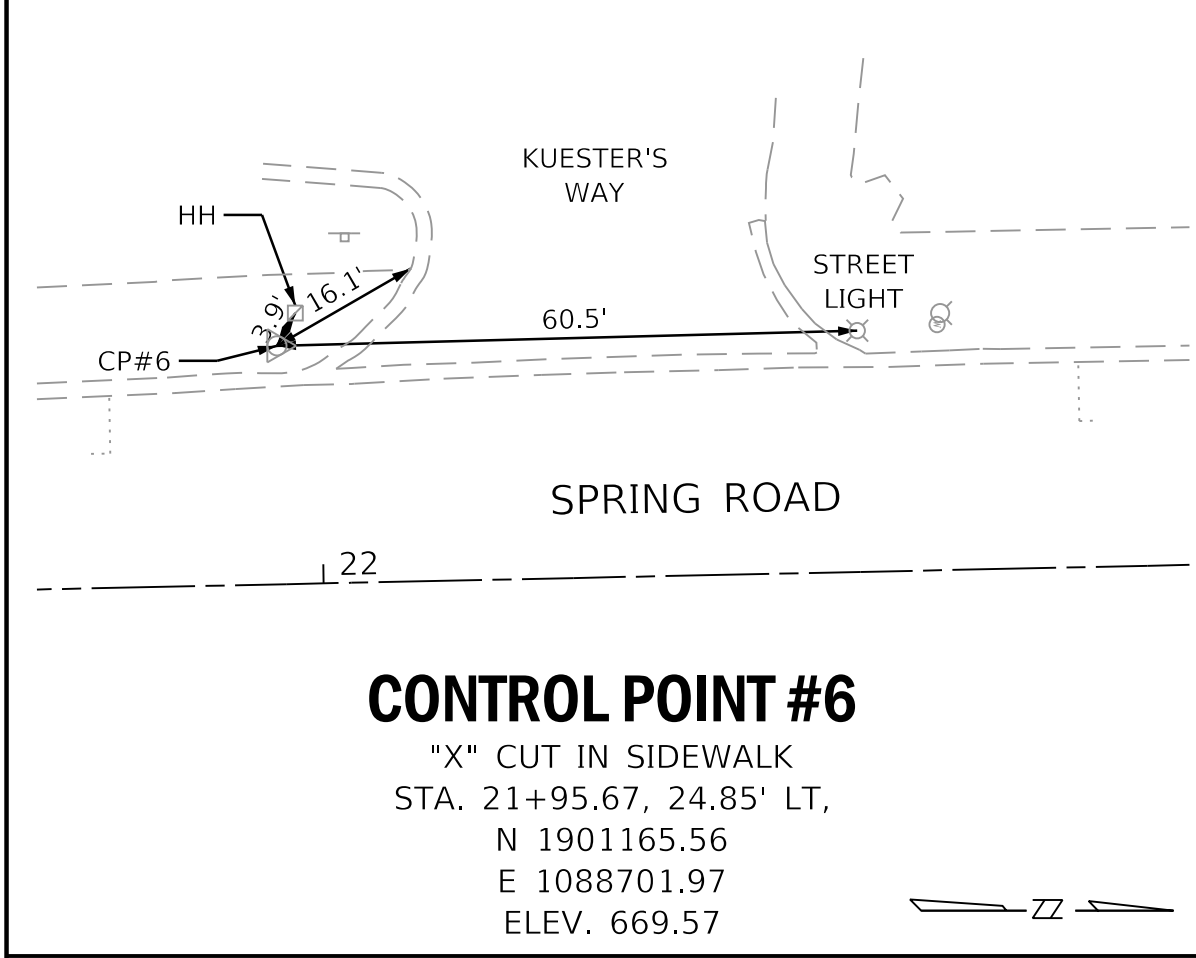
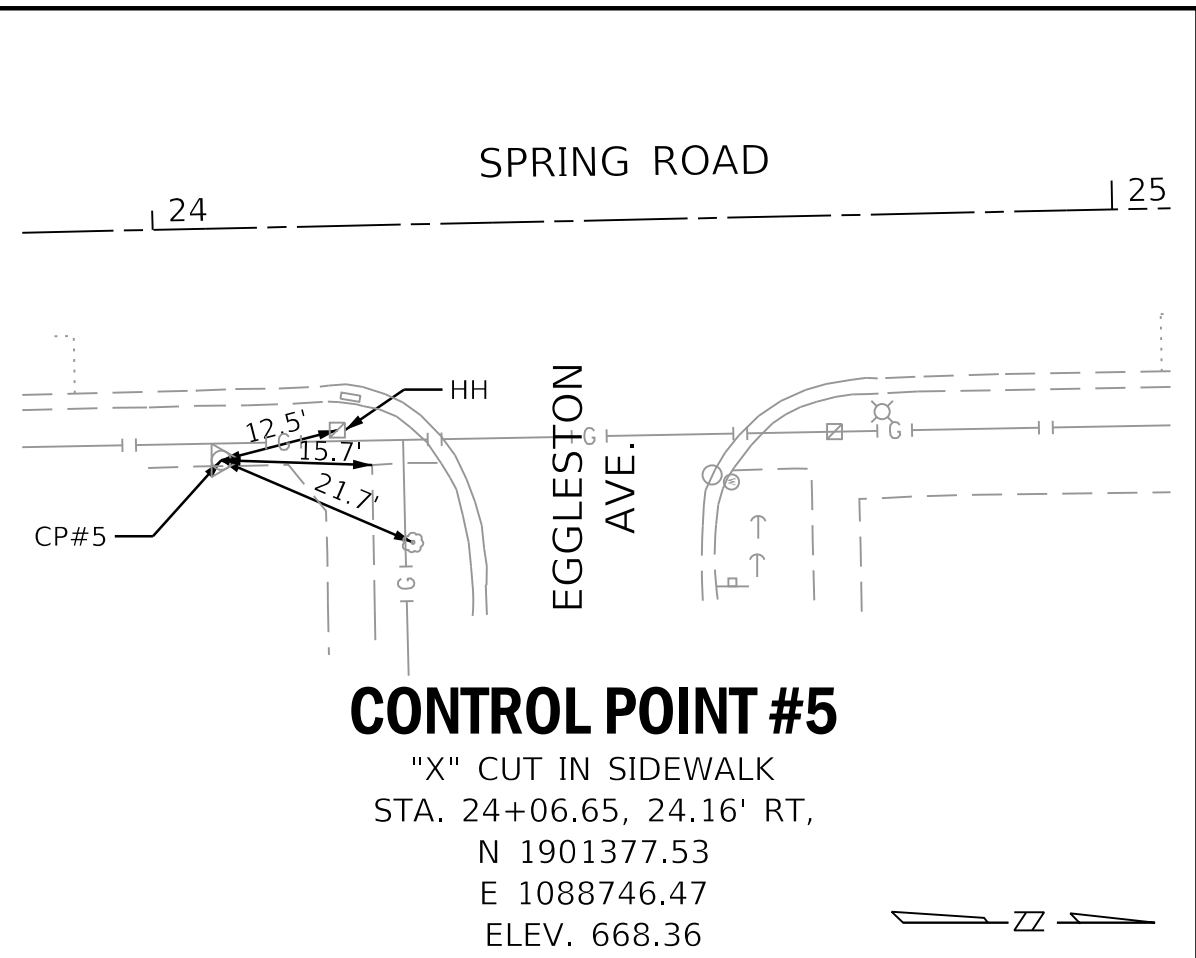
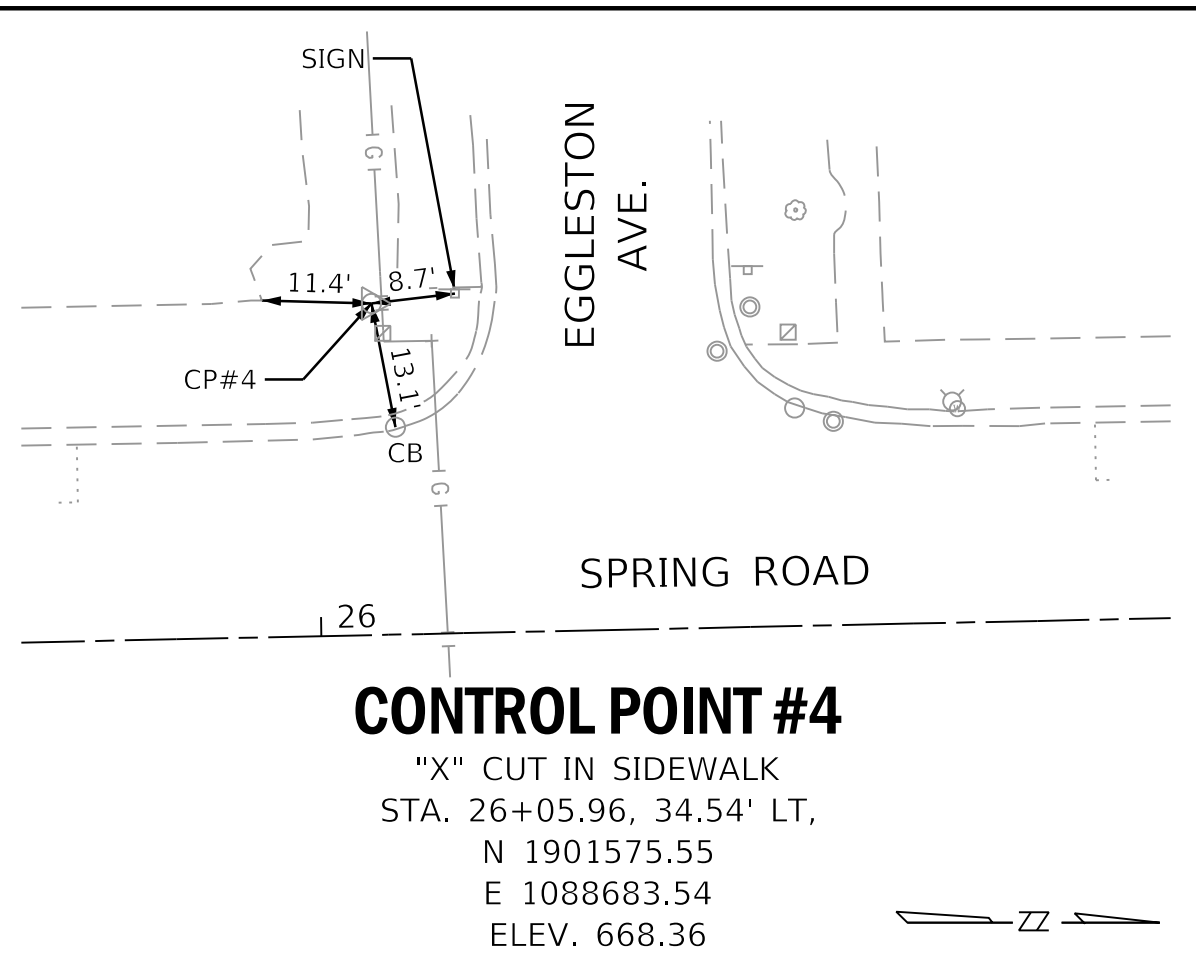
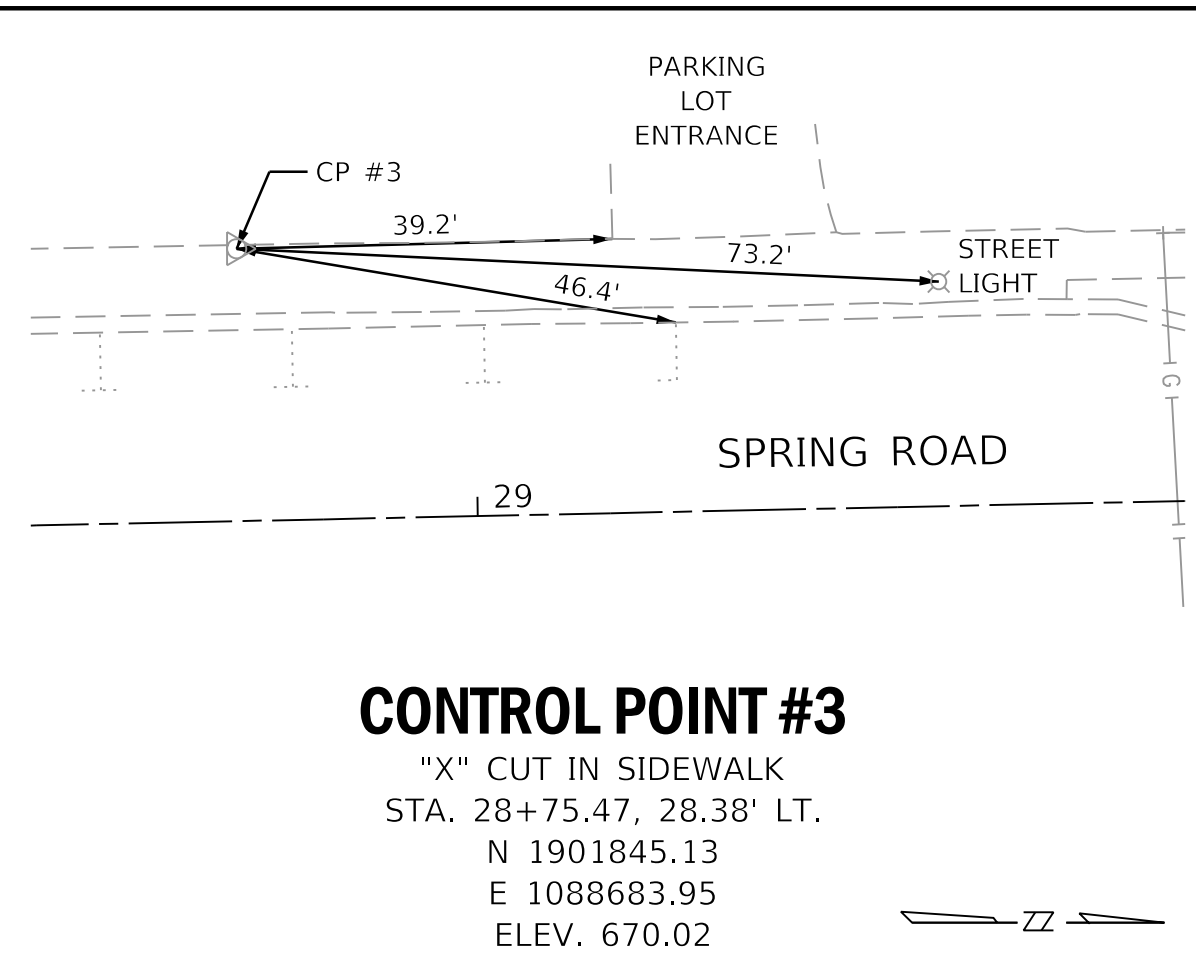
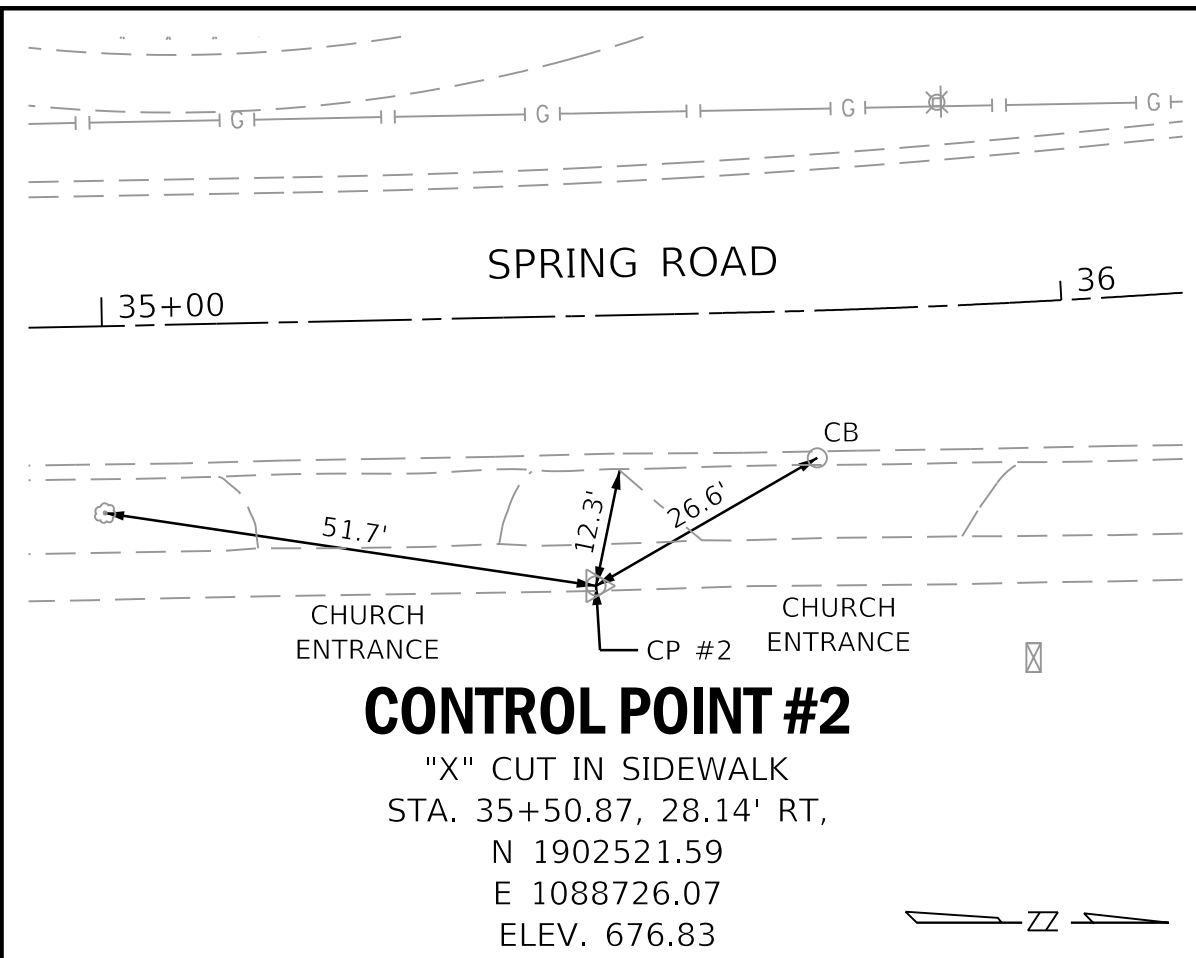
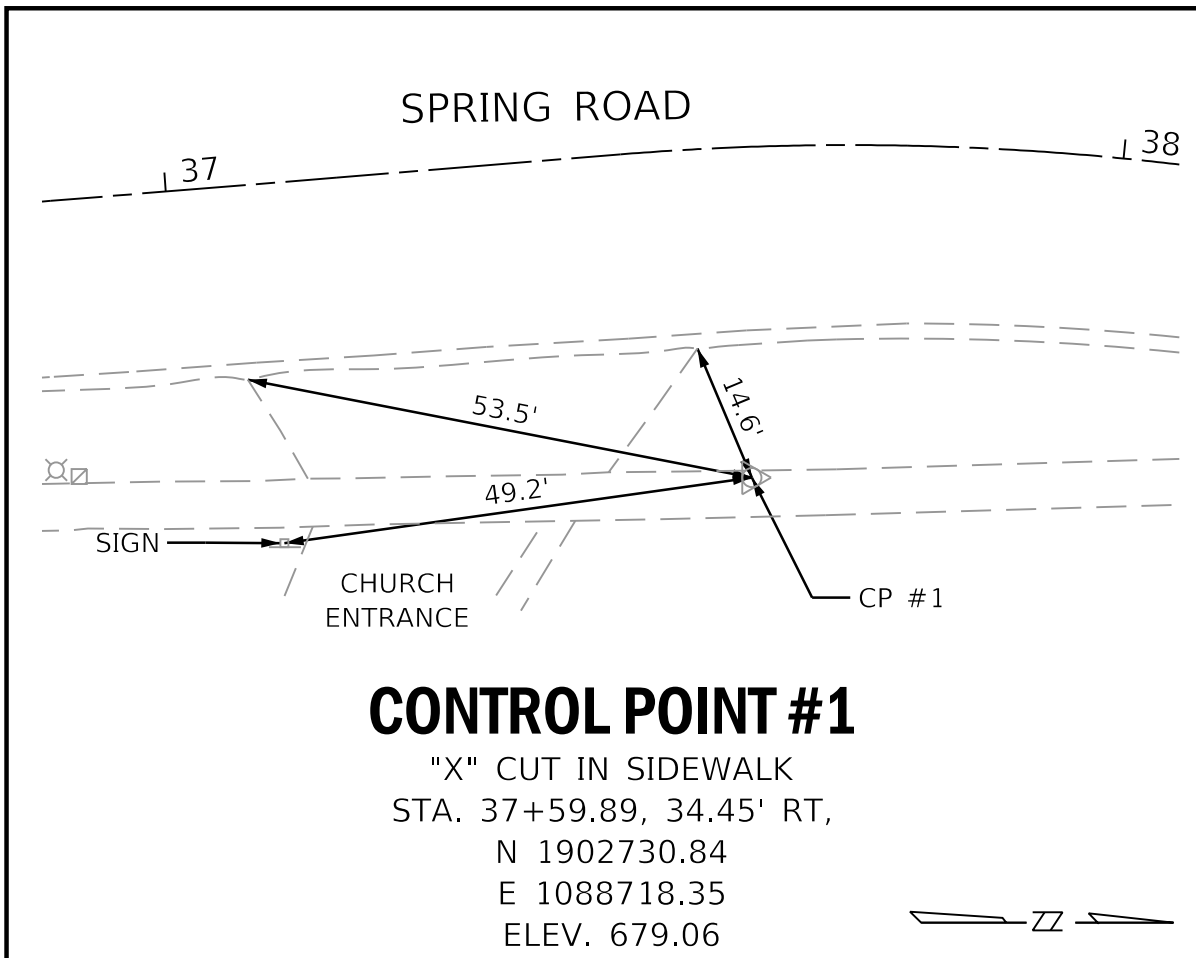
TYPE	STATION	NORTHING	EASTING
POT	10+00.00	1899970.69	1088752.29
PC	35+64.69	1902534.79	1088697.65
PI	35+96.44	1902566.54	1088696.97
PT	36+28.18	1902598.19	1088694.38
PC	37+47.52	1902717.13	1088684.67
PI	38+10.41	1902779.82	1088679.55
PT	38+71.43	1902839.09	1088700.61
POT	40+00.00	1902960.24	1088743.66

FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED - 12/19/18 (IDOT COMMENTS)
P:\2018\180165\cad\phase 2\CADD_Sheets\180165-sht-6.dgn		DRAWN - AC	REVISED -
Default	PLOT SCALE = 50,0000' / in.	CHECKED - RGN	REVISED -
	PLOT DATE = 12/19/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>SPRING ROAD ALIGNMENT</b>			
SCALE: 1"=50'	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	6
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED - 12/19/18 (IDOT COMMENTS)
P:\2018\180165\cad\phase 2\CADD_Sheets\180165-sht-2.dgn		DRAWN - AC	REVISED -
Default		CHECKED - RGN	REVISED -
	PLOT SCALE = 20,000' / in.	DATE -	REVISED -
	PLOT DATE = 12/18/2018		

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SPRING ROAD  
 CONTROL POINTS AND BENCHMARKS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	7
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				

20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL										
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"										
42001300	PROTECTIVE COAT										
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH										
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH										
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH										
42400800	DETECTABLE WARNINGS										
44000200	DRIVEWAY PAVEMENT REMOVAL										
44000600	SIDEWALK REMOVAL										
Z0004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"										
LOCATION OR CROSS STREET	LOCATION	SIDEWALK REMOVAL (SQ FT)	DRIVEWAY PAVEMENT REMOVAL (SQ YD)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	SUBBASE GRANULAR MATERIAL, TYPE B 4" (SQ YD)	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH (SQ YD)	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8" (SQ YD)	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SQ FT)	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	PROTECTIVE COAT (SQ YD)
SPRING ROAD	11+90 TO 12+02 RT	84		1	9			84			9
SPRING ROAD	13+24 TO 13+30 RT	42		1	5			42			5
568 SPRING ROAD	COM ENT LT	200	32	2	22	29	3	70	130		22
SPRING ROAD	14+26 TO 14+31 RT	70		1	8			70			8
556 SPRING ROAD	PRIVATE ENT LT	110	21	1	12	19	2	40	70		12
SPRING ROAD	14+54 TO 14+60 LT	60		1	7			60			7
SPRING ROAD	14+66 TO 14+92 LT	260		3	29			260			29
SPRING ROAD	15+02 TO 15+07 LT	50		1	6			50			6
SPRING ROAD	15+19 TO 15+24 LT	50		1	6			50			6
MONTROSE AVE	SE CORNER	378		5	42			378		10	42
MONTROSE AVE	NE CORNER	205		3	23			205		8	23
SPRING ROAD	15+88 TO 15+93 RT	33		0	4			33			4
SPRING ROAD	16+72 TO 16+77 RT	33		0	4			33			4
MONTROSE AVE	SW CORNER	200		2	22			200		10	22
MONTROSE AVE	NW CORNER	356		4	40			356		20	40
539 SPRING ROAD	COM ENT & X WALK RT	358	19	4	40		19	150	208	12	40
SPRING ROAD	18+40 TO 18+45 LT	40		0	4			40			4
SPRING ROAD	18+78 TO 18+93 LT	195		2	22			195			22
SPRING ROAD	19+05 TO 19+20 LT	195		2	22			195			22
SPRING ROAD	19+60 TO 19+65 LT	25		0	3			25			3
SPRING ROAD	19+70 TO 19+75 LT	60		1	7			60			7
PRAIRIE PATH LANE	SE CORNER	300		4	33			300		20	33
PRAIRIE PATH LANE	SW CORNER	513		6	57			513		20	57
PRAIRIE PATH LANE	NE CORNER	398		5	44			398		26	44
PRAIRIE PATH LANE	NW CORNER	290		4	32			290		26	32
SPRING ROAD	20+53 TO 20+74 LT	105		1	12			105			12
SPRING ROAD	21+08 TO 21+12 RT	16		0	2			16			2
SPRING ROAD	21+27 TO 21+33 RT	24									
KUESTER'S WAY	ALLEY LT	350	37	7	59		37	350	180	20	59
SPRING ROAD	22+71 TO 22+77 LT	48		1	5			48			5
SPRING ROAD	23+35 TO 23+50 LT	180		2	20			180			20
EGGLESTON AVE	SE CORNER	230		3	26			230		8	26
EGGLESTON AVE	NE CORNER	235		3	26			235		32	26
EGGLESTON AVE	CROSSWALK	416		5	46			416		12	46
EGGLESTON AVE	SW CORNER	152		2	17			152		8	17
EGGLESTON AVE	NW CORNER	235		3	26			235		8	26
SPRING ROAD	27+84 TO 27+89 RT	35		0	4			35			4
SPRING ROAD	30+82 TO 30+99 RT	85		1	9			85			9
SPRING ROAD	31+06 TO 31+16 RT	50		1	6			50			6
SPRING ROAD	31+26 TO 31+56 LT	150		2	17			150			17
425 SPRING ROAD	SCHOOL ENT SOUTH RT	100	36	3	29	36		100	160	20	29
SPRING ROAD	ABANDONNED ENT LT		54								
425 SPRING ROAD	SCHOOL ENT NORTH RT	150		2	17			150		20	17
SPRING ROAD	34+73 TO 35+13 RT	200		2	22			200			22
SPRING ROAD	35+ 65 TO 35+85 RT	100		1	11				100		11
SPRING ROAD	35+95 TO 36+15 RT	100		1	11			100			11
SPRING ROAD	36+27 TO 37+07 RT	400		5	44			400			44
SPRING ROAD	37+46 TO 37+81 RT	175		2	19			175			19
<b>TOTALS</b>		<b>8041</b>	<b>199</b>	<b>103</b>	<b>929</b>	<b>84</b>	<b>61</b>	<b>7509</b>	<b>848</b>	<b>280</b>	<b>929</b>

42001300	PROTECTIVE COAT				
44000500	COMBINATION CURB AND GUTTER REMOVAL				
44201749	CLASS D PATCHES, TYPE 1, 9 INCH				
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12				
LOCATION OR CROSS STREET	LOCATION	COMBINATION CURB AND GUTTER REMOVAL (FOOT)	CLASS D PATCHES, TYPE 1 (SQ YD)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FOOT)	PROTECTIVE COAT (SQ YD)
568 SPRING	COM ENT LT	25	0.0	25	6
MONTROSE AVE	SE CORNER	41	9.1	41	9
MONTROSE AVE	NE CORNER	26	5.8	26	6
MONTROSE AVE	SW CORNER	40	8.9	40	9
MONTROSE AVE	NW CORNER	46	10.2	46	10
539 SPRING	COM ENT & XWALK RT	42	5.7	42	9
PRAIRIE PATH LANE	SE CORNER	38	8.4	38	8
PRAIRIE PATH LANE	SW CORNER	61	13.6	61	14
PRAIRIE PATH LANE	NE CORNER	50	11.1	50	11
PRAIRIE PATH LANE	NW CORNER	35	7.8	35	8
KUESTER'S WAY	ALLEY LT	36	0.0	36	8
EGGLESTON AVE	SE CORNER	15	3.3	15	3
EGGLESTON AVE	NE CORNER	28	6.2	28	6
EGGLESTON AVE	CROSSWALK	30	6.7	30	7
EGGLESTON AVE	SW CORNER	22	4.9	22	5
EGGLESTON AVE	NW CORNER	30	6.7	30	7
SPRING ROAD	31+20 TO 31+35 RT	15	3.3	15	3
425 SPRING	SCHOOL ENT SOUTH RT	40	0.0	40	9
SPRING ROAD	31+60 TO 31+66 LT	6	1.3	6	1
SPRING ROAD	33+15 TO 33+69 LT	84	18.7	84	19
425 SPRING	SCHOOL ENT NORTH RT	40	8.9	40	9
SPRING ROAD	35+58 TO 35+73 RT	15	3.3	15	3
<b>TOTALS</b>		<b>765</b>	<b>144</b>	<b>765</b>	<b>170</b>



LOCATION OR CROSS STREET	LOCATION	TOTAL AREA (SQ FT)	TOTAL AREA (SQ YD)	TOPSOIL FURNISH AND PLACE, 4" (SQ YD)	NITROGEN FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)	SODDING, SALT TOLERANT (SQ YD)	SUPPLEMENTAL WATERING (UNIT)
21101615	TOPSOIL FURNISH AND PLACE, 4"							
25000400	NITROGEN FERTILIZER NUTRIENT							
25000600	POTASSIUM FERTILIZER NUTRIENT							
25200110	SODDING, SALT TOLERANT							
25200200	SUPPLEMENTAL WATERING							
SPRING ROAD	11+90 TO 12+02 RT	24	2.7	2.7	0.0	0.0	2.7	0.1
SPRING ROAD	13+24 TO 13+30 RT	12	1.3	1.3	0.0	0.0	1.3	0.1
568 SPRING ROAD	COM ENT LT	136	15.1	15.1	0.2	0.2	15.1	0.7
556 SPRING ROAD	PRIVATE ENT LT	70	7.8	7.8	0.1	0.1	7.8	0.4
MONTROSE AVE	NE CORNER	155	17.2	17.2	0.2	0.2	17.2	0.8
SPRING ROAD	16+72 TO 16+77 RT	10	1.1	1.1	0.0	0.0	1.1	0.1
539 SPRING ROAD	COM ENT RT	126	14.0	14.0	0.2	0.2	14.0	0.6
PRAIRIE PATH LANE	SE CORNER	32	3.6	3.6	0.0	0.0	3.6	0.2
PRAIRIE PATH LANE	NE CORNER	36	4.0	4.0	0.0	0.0	4.0	0.2
PRAIRIE PATH LANE	NW CORNER	20	2.2	2.2	0.0	0.0	2.2	0.1
KUESTER'S WAY	ALLEY LT	34	3.8	3.8	0.0	0.0	3.8	0.2
EGGLESTON AVE	SE CORNER	188	20.9	20.9	0.3	0.3	20.9	0.9
EGGLESTON AVE	NE CORNER	72	8.0	8.0	0.1	0.1	8.0	0.4
EGGLESTON AVE	NW CORNER	98	10.9	10.9	0.1	0.1	10.9	0.5
SPRING ROAD	30+82 TO 30+99 RT	60	6.7	6.7	0.1	0.1	6.7	0.3
SPRING ROAD	31+06 TO 31+16 RT	40	4.4	4.4	0.1	0.1	4.4	0.2
SPRING ROAD	31+20 TO 31+35 RT	30	3.3	3.3	0.0	0.0	3.3	0.2
SPRING ROAD	31+26 TO 31+56 LT	150	16.7	16.7	0.2	0.2	16.7	0.8
425 SPRING ROAD	SCHOOL ENT SOUTH RT	40	4.4	4.4	0.1	0.1	4.4	0.2
SPRING ROAD	33+15 TO 33+69 LT	546	60.7	60.7	0.8	0.8	60.7	2.7
425 SPRING ROAD	SCHOOL ENT NORTH RT	120	13.3	13.3	0.2	0.2	13.3	0.6
SPRING ROAD	34+73 TO 35+13 RT	160	17.8	17.8	0.2	0.2	17.8	0.8
SPRING ROAD	35+95 TO 36+15 RT	80	8.9	8.9	0.1	0.1	8.9	0.4
SPRING ROAD	36+27 TO 37+07 RT	320	35.6	35.6	0.4	0.4	35.6	1.6
SPRING ROAD	37+46 TO 37+81 RT	140	15.6	15.6	0.2	0.2	15.6	0.7
<b>TOTALS</b>			<b>299.9</b>	<b>300</b>	<b>3.7</b>	<b>3.7</b>	<b>300</b>	<b>13</b>

STATION BEGIN	STATION END	LENGTH (FOOT)	PAVEMENT AVE WIDTH (FOOT)	AREA OF SIDE STREETS (SQ YD)	TOTAL AREA OF PAVEMENT (SQ YD)	BITUMINOUS MATERIAL (TACK COAT) (POUND)	POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50 (TON)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (TON)	HOT-MIX ASPHALT SURFACE REMOVAL, 3" (SQ YD)
40600290	BITUMINOUS MATERIALS (TACK COAT)								
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50								
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50								
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"								
1190	1600	410	38	70	1801	1216	108	216	1801
1600	1950	350	38	62	1540	1039	92	185	1540
1950	2100	150	22	200	567	383	34	68	567
2100	2200	100	38	0	422	285	25	51	422
2200	2800	600	38	152	2685	1813	161	322	2685
2800	2970	170	38	0	718	485	43	86	718
3104	3300	196	28	0	610	412	37	73	610
3300	3550	250	28	0	778	525	47	93	778
3550	3820	270	32	0	960	648	58	115	960
					0	0	0	0	0
<b>TOTALS</b>						<b>6804</b>	<b>605</b>	<b>1210</b>	<b>10080</b>

STATION	REFERENCE	INLET FILTERS (EACH)
28000510	INLET FILTERS	
15+41	RT	1
15+82	RT	1
16+93	LT	1
17+04	RT	1
17+29	LT	1
19+71	LT	1
19+87	LT	1
20+19	LT	1
24+20	RT	1
24+57	RT	1
26+08	LT	1
26+19	RT	1
26+50	RT	1
28+41	RT	1
31+66	RT	1
35+74	RT	1
<b>TOTALS</b>		<b>16</b>

LOCATION	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID (EACH)	INLETS, TYPE A, TYPE 11 FRAME AND GRATE (EACH)	CATCH BASINS TO BE ADJUSTED (EACH)	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID (EACH)	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID (EACH)	INLETS TO BE ADJUSTED WITH NEW TYPE 11 FRAME AND GRATE (EACH)	VALVE BOXES TO BE ADJUSTED (EACH)	SANITARY MANHOLES TO BE ADJUSTED (EACH)	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) (EACH)	REMOVING INLETS (EACH)	HANDHOLES TO BE ADJUSTED (EACH)
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID										
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE										
60250200	CATCH BASINS TO BE ADJUSTED										
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME. CLOSED LID										
60260300	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID										
60261300	INLETS TO BE ADJUSTED WITH NEW TYPE 11 FRAME AND GRATE										
60266600	VALVE BOXES TO BE ADJUSTED										
60500060	REMOVING INLETS										
X6026050	SANITARY MANHOLES TO BE ADJUSTED										
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)										
X8140115	HANDHOLES TO BE ADJUSTED										
VALETTE TO MONTROSE E								1	5		
AT MONTROSE E	1				1					1	2
MONTROSE E TO MONTROSE W								1	7		
AT MONTROSE W	1		1				1			1	2
MONTROSE W TO PRAIRIE PATH								1	6		
AT PRAIRIE PATH		1	2	3							4
PRAIRIE PATH TO EGGLESTON E				1			1	2	2		
AT EGGLESTON E									3		2
EGGLESTON E TO EGGLESTON W							3	5	1		
AT EGGLESTON W			1						1		2
EGGLESTON W TO OMISSION				1			1	3	7		
OMISSION TO ST CHARLES ROAD				1		3		3	6		
<b>TOTALS</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>16</b>	<b>38</b>	<b>2</b>	<b>12</b>

STATION	REFERENCE	SIGN PANEL - TYPE 1 (SQ FT)	REMOVE SIGN PANEL ASSEMBLY - TYPE B (EACH)	RELOCATE SIGN PANEL ASSEMBLY - TYPE B (EACH)	METAL POST - TYPE B (FOOT)
72000100	SIGN PANEL - TYPE 1				
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B				
72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B				
72900200	METAL POST - TYPE B				
17+32	23' RT	8.25			15.5
17+45	23' LT	8.25			15.5
20+27	17' RT	8.25			15.5
24+67	22' RT	8.25			15.5
24+75	24' LT	8.25			15.5
27+86	22' RT			1	
32+75	18' LT	14			16.5
35+75	18' LT		1		
<b>TOTALS</b>		<b>55</b>	<b>1</b>	<b>1</b>	<b>94</b>

FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED - 12/19/18 (IDOT COMMENTS)
P:\2018\180165\cad\phase 2\CADD_Sheets\180165-ht-Schedule-2.dgn		DRAWN - AC	REVISED -
Default	PLOT SCALE = 1.0000' / in.	CHECKED - RGN	REVISED -
	PLOT DATE = 12/18/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SPRING ROAD  
SCHEDULES OF QUANTITIES**

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
						2672	18-00195-00-RS	DUPAGE	34	9
						ILLINOIS / FED. AID PROJECT				
						CONTRACT NO. 61F26				

70300100 SHORT TERM PAVEMENT MARKING										
70300150 SHORT TERM PAVEMENT MARKING REMOVAL										
78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS										
78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4"										
78000400 THERMOPLASTIC PAVEMENT MARKING - LINE 6"										
78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12"										
78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"										
STA/REF BEGIN	STA/REF END	LENGTH (FOOT)	LINE TYPE / COLOR W = WHITE Y = YELLOW	SHORT TERM PAVEMENT MARKING QUANTITY (FOOT)	SHORT TERM PAVEMENT MARKING REMOVAL QUANTITY (SQ FT)	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (SQ FT)	THERMOPLASTIC PAVEMENT MARKING - LINE 4" (FOOT)	THERMOPLASTIC PAVEMENT MARKING - LINE 6" (FOOT)	THERMOPLASTIC PAVEMENT MARKING - LINE 12" (FOOT)	THERMOPLASTIC PAVEMENT MARKING - LINE 24" (FOOT)
11+50 LT&RT	11+56 LT&RT	60	CW/W						60	
11+60 LT	11+62 LT	20	STOP/W							20
11+90 CL	19+50 CL	160	10-40 SD/Y	68	22		160			
11+93 RT	12+93 RT	46	PS/W				46			
12+06 LT	13+46 LT	62	PS/W				62			
13+32 RT	13+52 RT	14	PS/W				14			
13+95 RT	15+15 RT	54	PS/W				54			
14+00 LT	14+20 LT	14	PS/W				14			
14+70 LT	16+00 LT	55	PS/W				55			
15+45 RT	15+80 RT	60	CW/W					60		
15+60 RT	15+72 RT	12	STOP/W	12	4					12
15+98 RT	16+00 RT	7	PS/W				7			
16+00 LT	16+70 LT	31	PS/W				31			
16+18 RT	16+78 RT	31	PS/W				31			
16+97 LT	17+23 LT	48	CW/W					48		
16+98 LT	17+10 LT	12	STOP/W	12	4					12
17+33 LT&RT	17+39 LT&RT	78	CW/W						78	
17+72 LT	19+60 LT	76	PS/W				76			
17+76 RT	17+96 RT	14	PS/W				14			
18+84 RT	19+24 RT	22	PS/W				22			
19+65 RT	19+67 RT	11	STOP/W	11	4					11
19+73 LT&RT	19+76 LT&RT	40	CW/W					40		
19+80 RT	20+10 RT	52	CW/W					52		
19+92 LT	20+20 LT	52	CW/W		0			52		
19+96 LT	20+07 LT	11	STOP/W	11	4					11
19+98 RT	20+09 RT	11	STOP/W	11	4					11
20+28 LT&RT	20+38 LT&RT	70	CW/W					40	70	
20+40 CL	22+00 CL	40	10-40 SD/Y	16	5		40			
20+42 LT	20+44 LT	11	STOP/W	11	4					11
21+28 RT	21+88 RT	39	PS/W				39			
21+36 LT	21+96 LT	30	PS/W				30			
22+12 RT	23+92 RT	79	PS/W				79			
22+40 CL	28+00 CL	120	10-40 SD/Y	48	16		120			
22+78 LT	24+65 LT	84	PS/W				84			
24+26 RT	24+64 RT	68	CW/W					68		
24+46 RT	24+58 RT	12	STOP/W	12	4					12
24+68 LT&RT	24+74 LT&RT	78	CW/W						78	
24+95 LT	25+75 LT	38	PS/W				38			
25+05 RT	25+45 RT	22	PS/W				22			
26+13 LT	26+47 LT	60	CW/W					60		
26+18 LT	26+29 LT	11	STOP/W	11	4					11
26+80 LT	28+00 LT	48	PS/W				48			
27+51 RT	27+53 RT	19	STOP/W	19	6					19
27+66 RT	27+86 RT	61.2	RXR/W	226	75	61.2				
28+01 RT	28+03 RT	19	STOP/W	19	6					19
28+01 LT	29+21 LT	56	PS/W				56			
28+00 CL	29+70 CL	340	DBL/Y	340	112		340			
30+94 CL	33+00 CL	412	DBL/Y	412	136		412			
32+45 LT	32+47 LT	19	STOP/W	19	6					19
32+60 LT	32+85 LT	61.2	RXR/W	226	75	61.2				
32+95 LT	32+97 LT	19	STOP/W	19	6					19
33+00 CL	38+42 CL	1084	DBL/Y	108	36		1084			
35+50 RT	36+70 RT	16	2-6 SD/W					16		
36+70 RT	38+42 RT	172	LL/W	172	57			172		
36+80 CL	37+10 CL	36.4	ONLY/ARROW	110	36	36.4				
38+42 LT&RT	38+44 LT&RT	24	STOP/W							24
38+48 LT&RT	38+54 LT&RT	102	CW/W						102	
<b>TOTALS</b>				<b>1893</b>	<b>625</b>	<b>159</b>	<b>2978</b>	<b>608</b>	<b>328</b>	<b>191</b>

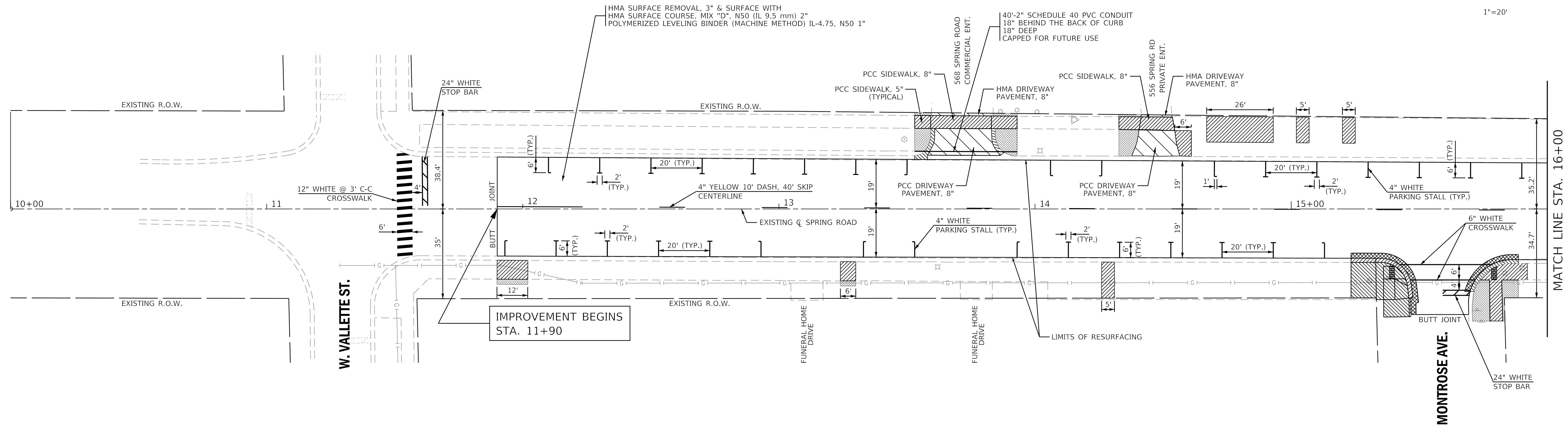
LINE TYPE LEGEND:

2-6 SD	2' DASH, 6' SKIP	STOP	STOP BAR
10-40 SD	10' DASH, 40' SKIP	RXR	RAILROAD SYMBOLS
PS	PARKING SPACE	DBL	DOUBLE YELLOW CENTERLINE
CW	CROSSWALK	LL	LANE LINE

SCHEDULE OF PLAN QUANTITY ITEMS			
PAY ITEM	DESCRIPTION	QUANTITY	UNIT
21301052	EXPLORATION TRENCH 52" DEPTH	50	FOOT
21101615	TOPSOIL FURNISH AND PLACE, 4"	50	SQ YD
25000400	NITROGEN FERTILIZER NUTRIENT	0.6	POUND
25000600	POTASSIUM FERTILIZER NUTRIENT	0.6	POUND
25200110	SODDING, SALT TOLERANT	50	SQ YD
25200200	SUPPLEMENTAL WATERING	2.3	UNIT
30300001	AGGREGATE SUBGRADE IMPROVEMENT	50	CU YD
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	22	SQ YD
42001300	PROTECTIVE COAT	74	SQ YD
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	30	SQ YD
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	200	SQ FT
44000200	DRIVEWAY PAVEMENT REMOVAL	60	SQ YD
44000500	COMBINATION CURB AND GUTTER REMOVAL	100	FOOT
44000600	SIDEWALK REMOVAL	200	SQ FT
44201749	CLASS D PATCHES, TYPE I 9"	300	SQ YD
44201753	CLASS D PATCHES, TYPE II 9"	100	SQ YD
44201757	CLASS D PATCHES, TYPE III 9"	100	SQ YD
44201759	CLASS D PATCHES, TYPE IV 9"	100	SQ YD
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	100	FOOT
66900200	NON-SPECIAL WASTE DISPOSAL	50	CU YD
X7015005	CHANGEABLE MESSAGE SIGN	120	CAL DA
Z0004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	30	SQ YD



1"=20'

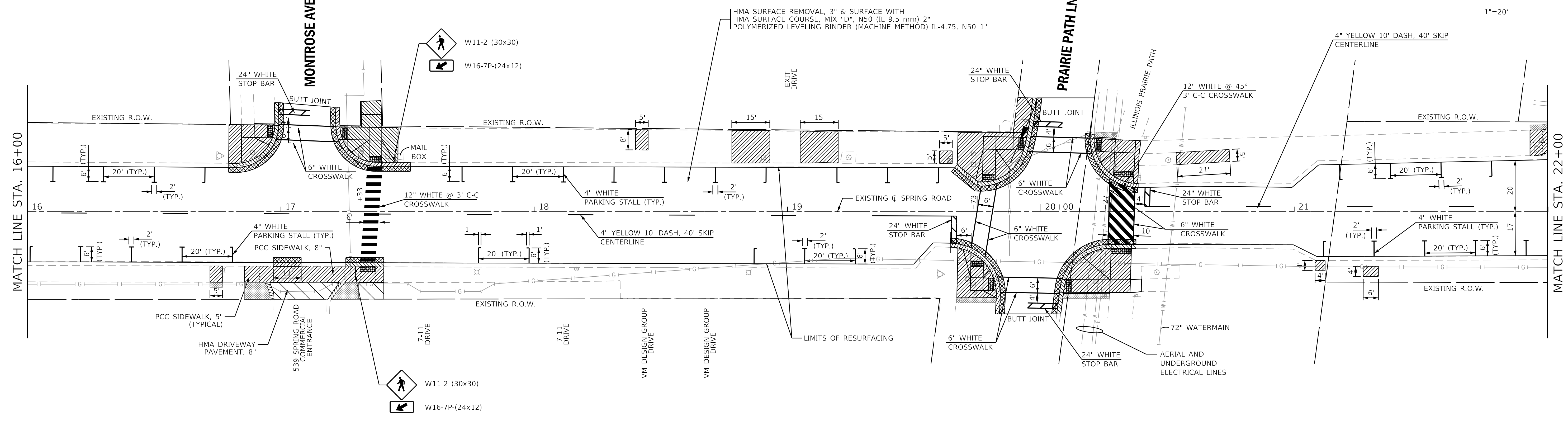


### SPRING ROAD

SEE LEGEND ON SHEET 2



1"=20'



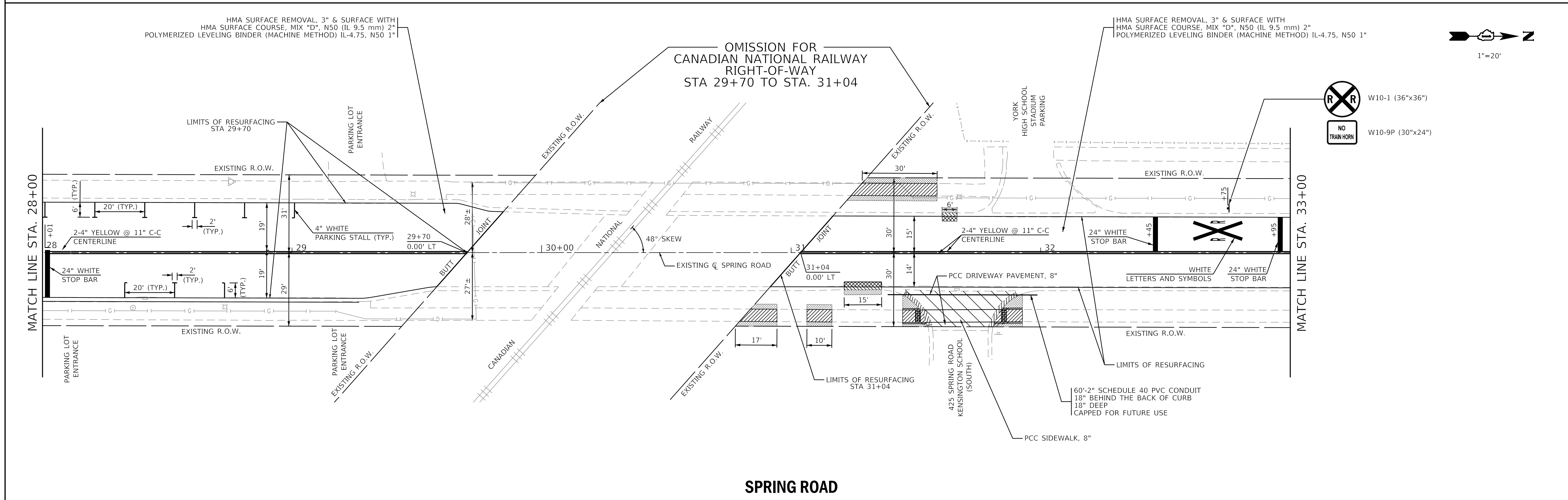
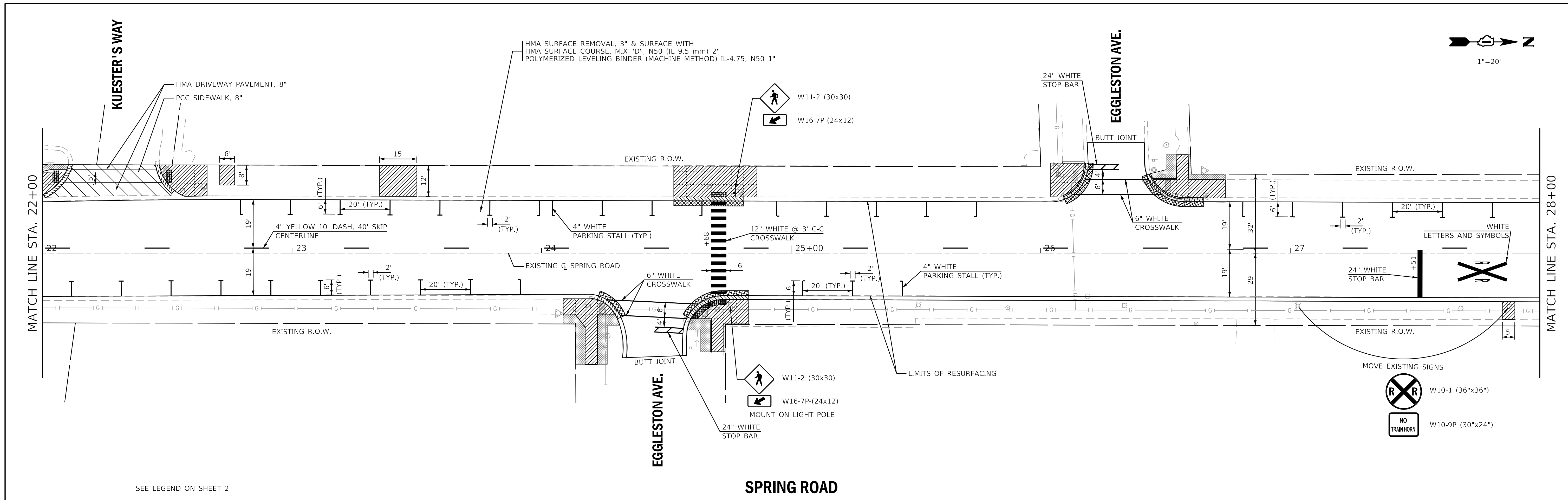
### SPRING ROAD

FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED - 12/19/18 (IDOT COMMENTS)
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Default		CHECKED - RGN	REVISED -
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	PLOT DATE = 12/18/2018		

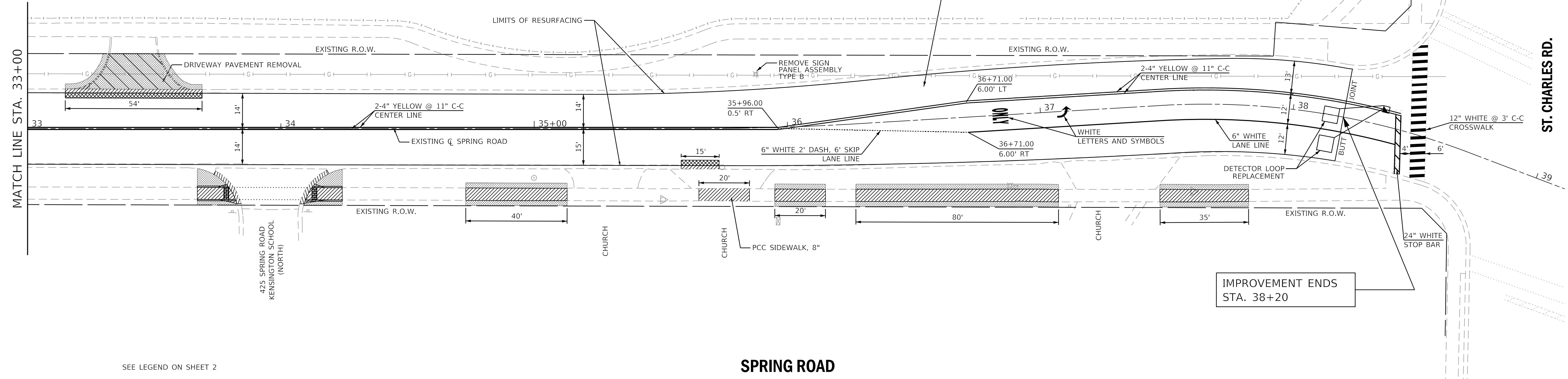
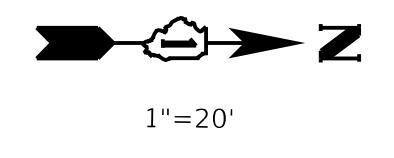
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SPRING ROAD PLAN AND PAVEMENT MARKING			
SCALE: 1"=20'	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	11
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED - 12/19/18 (IDOT COMMENTS)	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SPRING ROAD PLAN AND PAVEMENT MARKING</b>				F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
P:\2018\180165\cad\phase 2\CADD_Sheets\180165-shd-double plan-2.dgn		DRAWN - AC	REVISED -		SCALE: 1"=20'	SHEET	OF	SHEETS	STA.	TO	STA.	2672	18-00195-00-RS	DUPAGE	34	12
Default		CHECKED - RGN	REVISED -		CONTRACT NO. 61F26											
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT											



SEE LEGEND ON SHEET 2

**SPRING ROAD**

FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED - 12/19/18 (IDOT COMMENTS)
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	PLOT DATE = 12/18/2018	DATE -	REVISED -

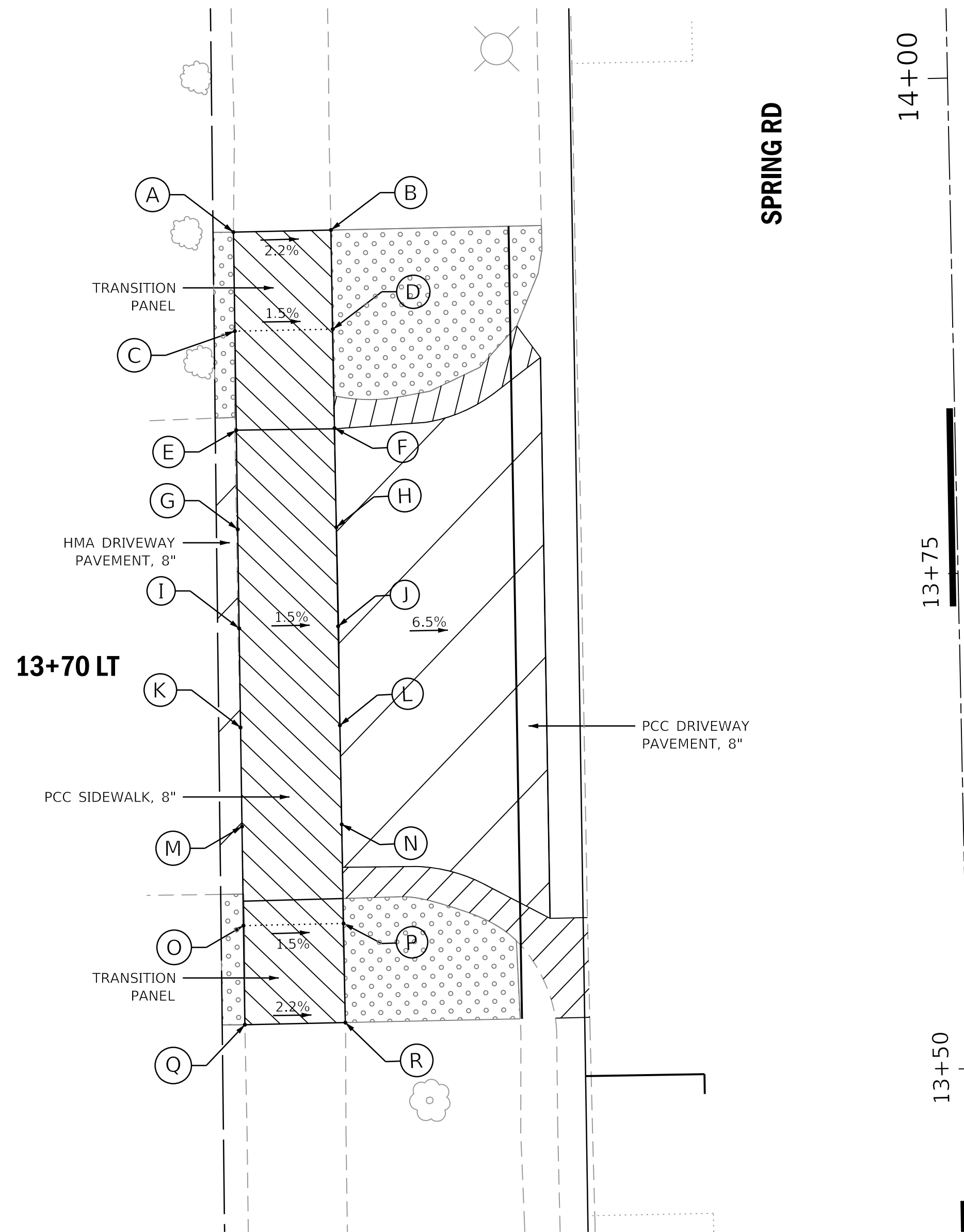
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SPRING ROAD  
PLAN AND PAVEMENT MARKING**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	13
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				

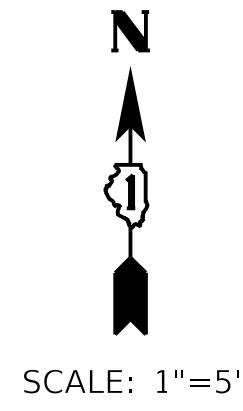
SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

568 SPRING ROAD, COMMERCIAL ENTRANCE

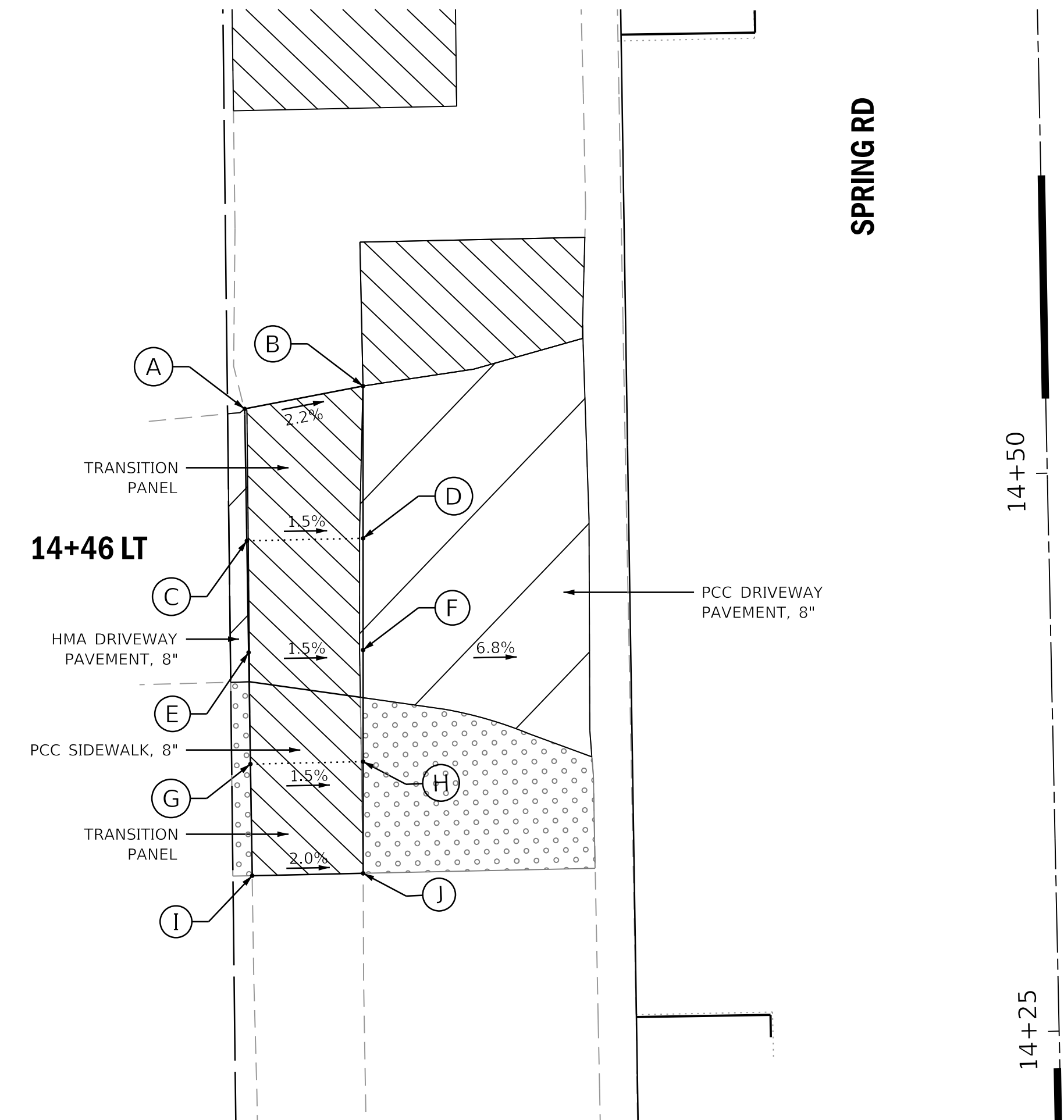


	STATION	OFFSET	ELEVATION
A	13+93.00	36.20' LT	(667.41)
B	13+93.00	31.27' LT	(667.27)
C	13+88.00	36.23' LT	(667.36)
D	13+88.00	31.29' LT	667.28
E	13+83.00	36.27' LT	(667.25)
F	13+83.00	31.31' LT	667.17
G	13+78.00	36.30' LT	(667.25)
H	13+78.00	31.32' LT	667.17
I	13+73.00	36.33' LT	(667.21)

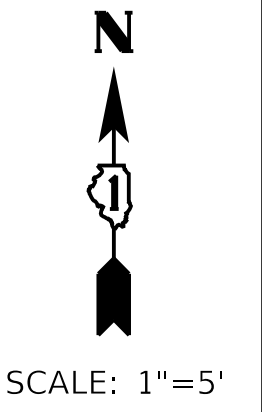
	STATION	OFFSET	ELEVATION
J	13+73.00	31.34' LT	667.13
K	13+68.00	36.37' LT	(667.21)
L	13+68.00	31.35' LT	667.13
M	13+63.00	36.40' LT	(667.12)
N	13+63.00	31.37' LT	667.04
O	13+58.00	36.43' LT	(667.10)
P	13+58.00	31.38' LT	667.02
Q	13+53.00	36.47' LT	(667.08)
R	13+53.00	31.40' LT	(666.98)



556 SPRING ROAD, PRIVATE ENTRANCE



	STATION	OFFSET	ELEVATION
A	14+53.64	35.86' LT	(667.70)
B	14+54.55	30.55' LT	(667.59)
C	14+47.73	35.89' LT	(667.65)
D	14+47.73	30.69' LT	667.57
E	14+42.73	35.92' LT	(667.68)
F	14+42.73	30.80' LT	667.60
G	14+37.73	35.95' LT	(667.65)
H	14+37.73	30.90' LT	667.57
I	14+32.73	35.97' LT	(667.60)
J	14+32.73	31.01' LT	(667.50)



LEGEND ON SHEET 2

FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED -
P:\2018\180165\cad\phase 2\CADD_Sheets\180165-sh1-plan-1.dgn		DRAWN - AC	REVISED -
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	PLOT DATE = 12/18/2018	DATE -	REVISED -

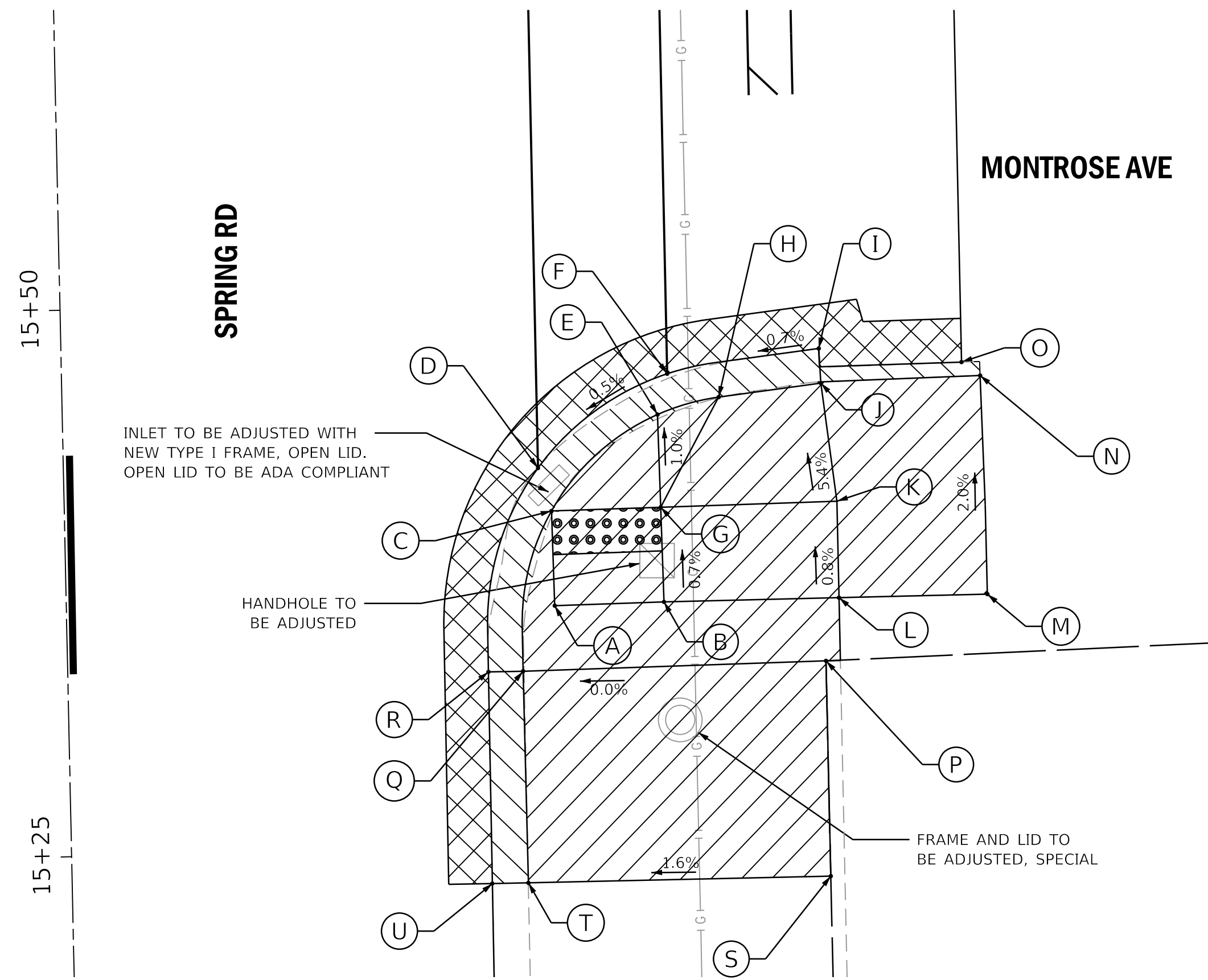
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SPRING ROAD  
INTERSECTION DETAILS : 568 AND 556 SPRING ROAD

SCALE: 1"=5' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	14
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				

**SE CORNER SPRING/MONTROSE**

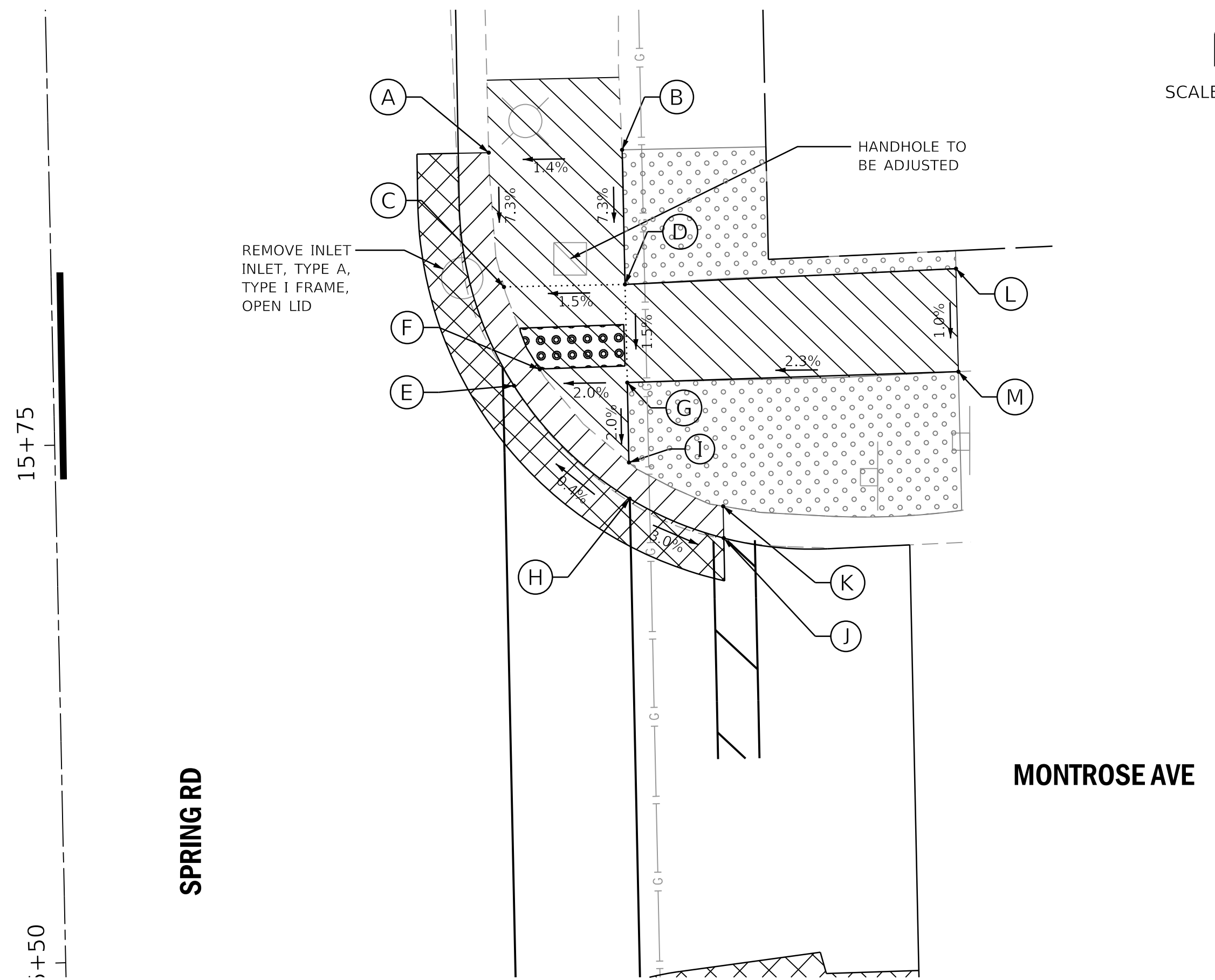


SCALE: 1"=5'

	STATION	OFFSET	ELEVATION
A	15+36.01	22.34' RT	667.27
B	15+36.08	27.34' RT	667.27
C	15+40.34	22.29' RT	667.18
D	15+42.32	20.71' RT	667.16
E	15+44.65	27.23' RT	667.20
F	15+46.51	27.71' RT	667.20
G	15+40.41	27.29' RT	667.24
H	15+45.39	30.05' RT	667.43
I	15+47.51	34.67' RT	667.25
J	15+45.93	34.73' RT	667.46
K	15+40.51	35.35' RT	667.76

	STATION	OFFSET	ELEVATION
L	15+36.10	35.35' RT	667.80
M	15+36.12	42.14' RT	(667.65)
N	15+46.12	42.02' RT	(667.45)
O	15+46.75	41.19' RT	(667.14)
P	15+33.22	34.70' RT	667.84
Q	15+33.04	20.83' RT	667.84
R	15+33.05	19.25' RT	667.20
S	15+23.37	34.71' RT	(667.8)
T	15+23.36	20.87' RT	(667.58)
U	15+23.37	19.22' RT	(667.15)

**NE CORNER SPRING/MONTROSE**



SCALE: 1"=5'

	STATION	OFFSET	ELEVATION
A	15+88.68	21.26' RT	(668.09)
B	15+88.68	27.70' RT	(668.18)
C	15+82.18	21.86' RT	667.65
D	15+82.18	27.70' RT	667.74
E	15+77.40	22.24' RT	(667.54)
F	15+78.16	23.50' RT	667.53
G	15+77.43	27.71' RT	667.64
H	15+71.82	27.71' RT	667.57
I	15+73.58	27.71' RT	667.56
J	15+69.83	32.21' RT	(667.45)
K	15+71.37	32.21' RT	(667.89)
L	15+82.60	43.70' RT	(668.05)
M	15+77.62	43.71' RT	(668.00)

**LEGEND ON SHEET 2**

FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED -
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Default		CHECKED - RGN	REVISED -
		DATE -	REVISED -

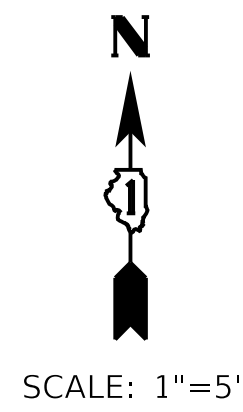
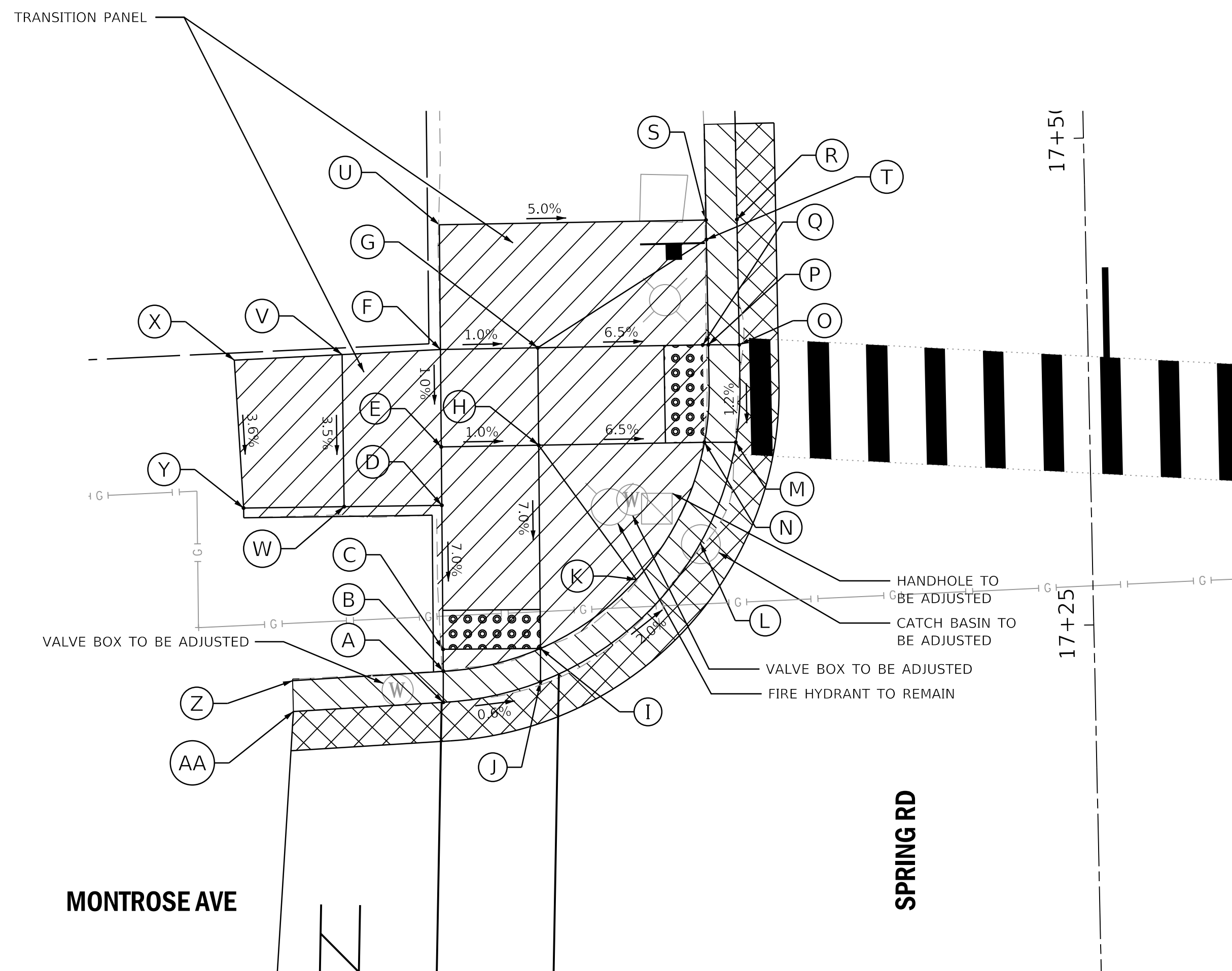
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SPRING ROAD  
INTERSECTION DETAILS : MONTROSE AVE SE AND NE CORNERS**

SCALE: 1"=5' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	15
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				

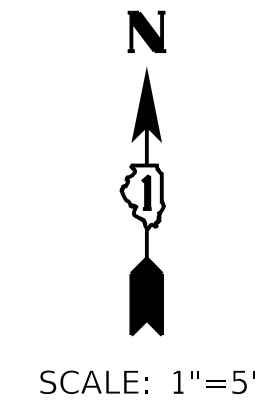
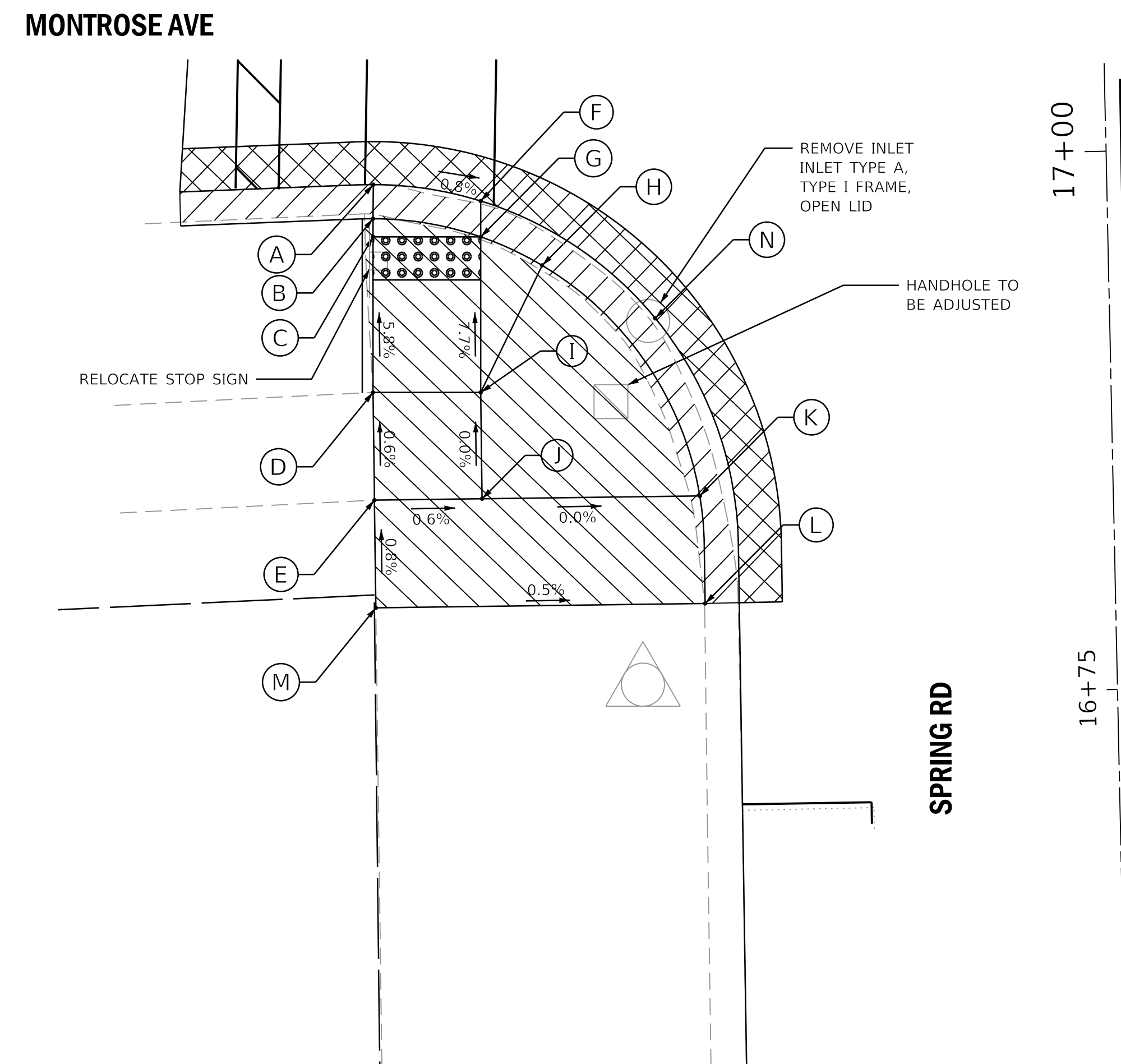
NW CORNER SPRING/MONTROSE



	STATION	OFFSET	ELEVATION
A	17+21.74	33.48' LT	669.04
B	17+23.34	33.45' LT	669.05
C	17+24.46	33.44' LT	669.06
D	17+31.85	33.34' LT	669.88
E	17+34.85	33.31' LT	669.79
F	17+39.85	33.24' LT	669.84
G	17+39.83	28.24' LT	669.79
H	17+34.83	28.31' LT	669.75
I	17+24.40	28.44' LT	669.03
J	17+22.69	28.47' LT	669.01
K	17+27.83	23.44' LT	669.05
L	17+29.63	20.11' LT	668.79
M	17+34.77	18.18' LT	669.14
N	17+34.80	19.79' LT	669.16
O	17+39.60	19.48' LT	669.18
P	17+39.76	17.90' LT	669.20

	STATION	OFFSET	ELEVATION
Q	17+39.80	19.77' LT	669.20
R	17+46.20	17.88' LT	669.16
S	17+46.20	19.47' LT	(669.49)
T	17+45.20	19.47' LT	669.47
U	17+46.26	33.17' LT	(670.21)
V	17+39.70	38.30' LT	670.19
W	17+31.89	38.36' LT	669.93
X	17+39.53	43.84' LT	(670.15)
Y	17+31.93	43.52' LT	(669.88)
Z	17+23.01	41.26' LT	(668.79)
AA	17+21.43	41.19' LT	(668.79)

SW CORNER SPRING/MONTROSE



	STATION	OFFSET	ELEVATION
A	16+99.17	34.06' LT	668.97
B	16+97.59	34.10' LT	668.99
C	16+96.75	34.12' LT	669.00
D	16+89.53	34.28' LT	669.46
E	16+84.52	34.32' LT	(669.49)
F	16+98.31	29.09' LT	668.93
G	16+96.64	29.12' LT	668.95
H	16+95.26	26.30' LT	669.20
I	16+89.42	29.82' LT	669.46
J	16+84.48	29.32' LT	669.46
K	16+84.40	19.20' LT	669.46
L	16+79.40	19.06' LT	669.46
M	16+79.52	34.36' LT	(669.53)
N	16+92.69	21.10' LT	(668.87)

LEGEND ON SHEET 2

FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED -
P:\2018\180165\cad\phase 2\CADD_Sheets\180165-sh1-plan-3.dgn		DRAWN - AC	REVISED -
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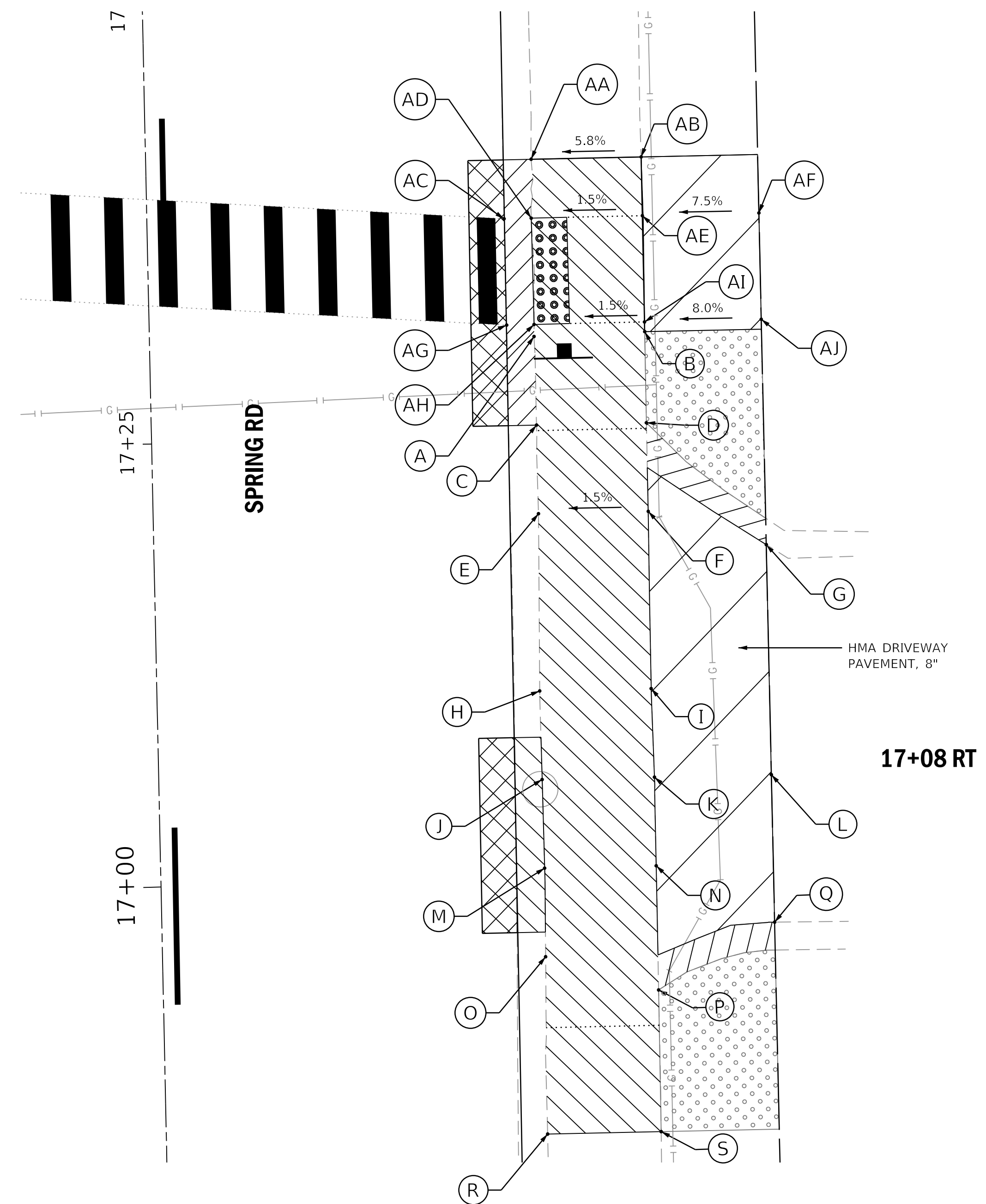
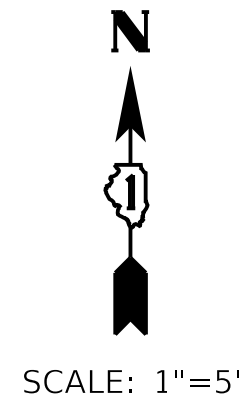
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SPRING ROAD			
INTERSECTION DETAILS : MONTROSE AVE NW AND SW CORNERS			
SCALE: 1"=5'	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	16
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				



539 SPRING ROAD, COMMERCIAL ENTRANCE



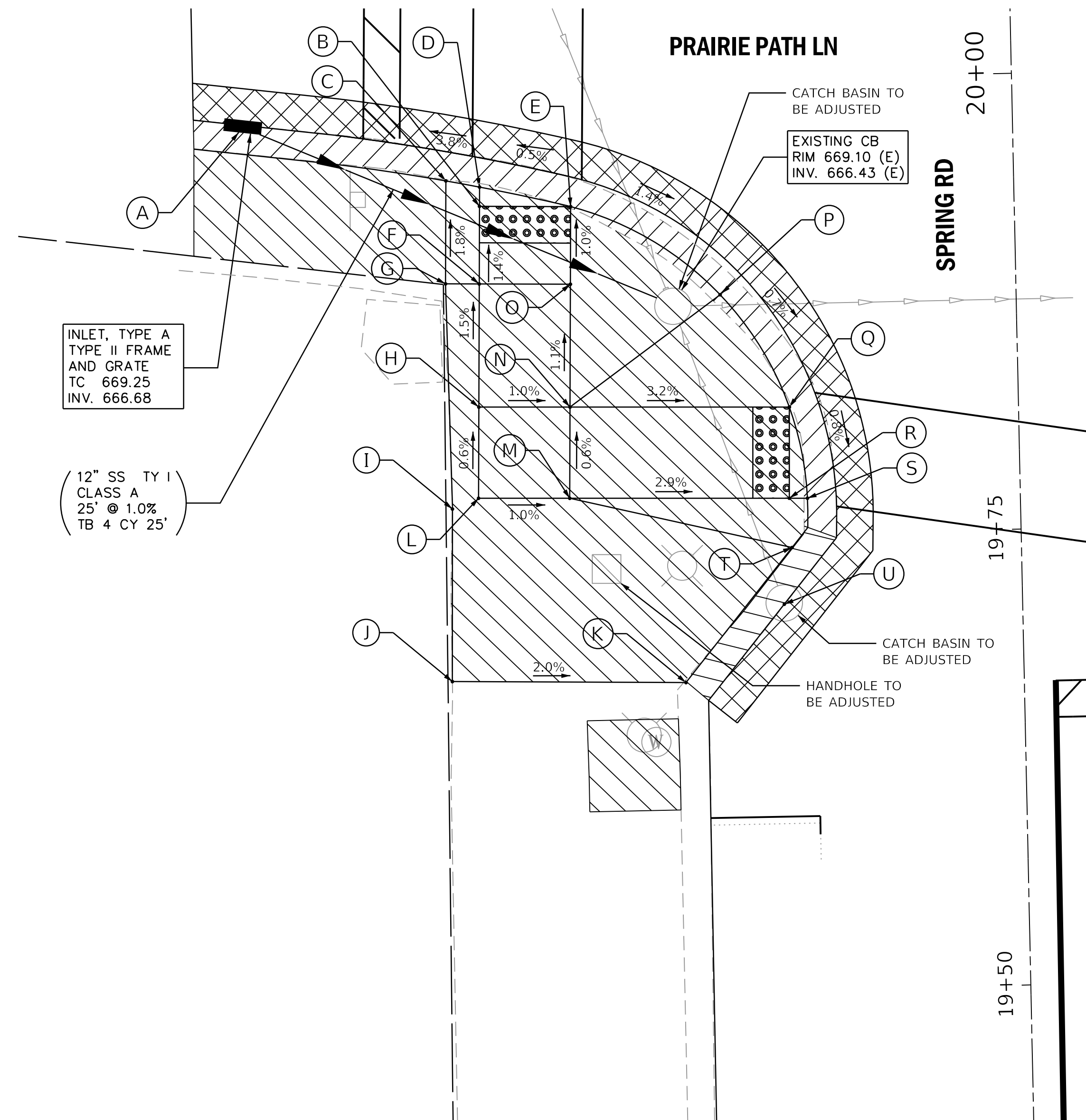
	STATION	OFFSET	ELEVATION
A	17+30.61	21.69' RT	(668.85)
B	17+30.75	27.94' RT	668.94
C	17+25.61	21.73' RT	(669.18)
D	17+25.61	27.92' RT	669.27
E	17+20.61	21.73' RT	(668.77)
F	17+20.61	27.92' RT	668.86
G	17+18.59	34.54' RT	(669.16)
H	17+10.61	21.59' RT	(668.68)
I	17+10.61	27.88' RT	668.77
J	17+05.61	21.62' RT	(668.69)
K	17+05.61	27.95' RT	668.78
L	17+05.61	34.55' RT	(669.20)
M	17+00.61	21.65' RT	(668.67)
N	17+00.61	27.95' RT	668.76
O	16+95.61	21.60' RT	(668.58)
P	16+93.60	27.93' RT	668.67
Q	16+97.28	34.56' RT	(669.10)
R	16+85.61	21.50' RT	(668.98)
S	16+85.61	27.91' RT	(669.03)

	STATION	OFFSET	ELEVATION
AA	17+40.61	21.74' RT	(668.79)
AB	17+40.61	27.95' RT	(669.14)
AC	17+37.28	20.15' RT	(668.83)
AD	17+37.28	21.68' RT	668.82
AE	17+37.29	27.95' RT	668.91
AF	17+37.30	34.52' RT	(669.40)
AG	17+31.28	20.16' RT	(668.85)
AH	17+31.28	21.71' RT	668.84
AI	17+31.29	27.94' RT	668.93
AJ	17+31.30	34.53' RT	(669.50)

LEGEND ON SHEET 2

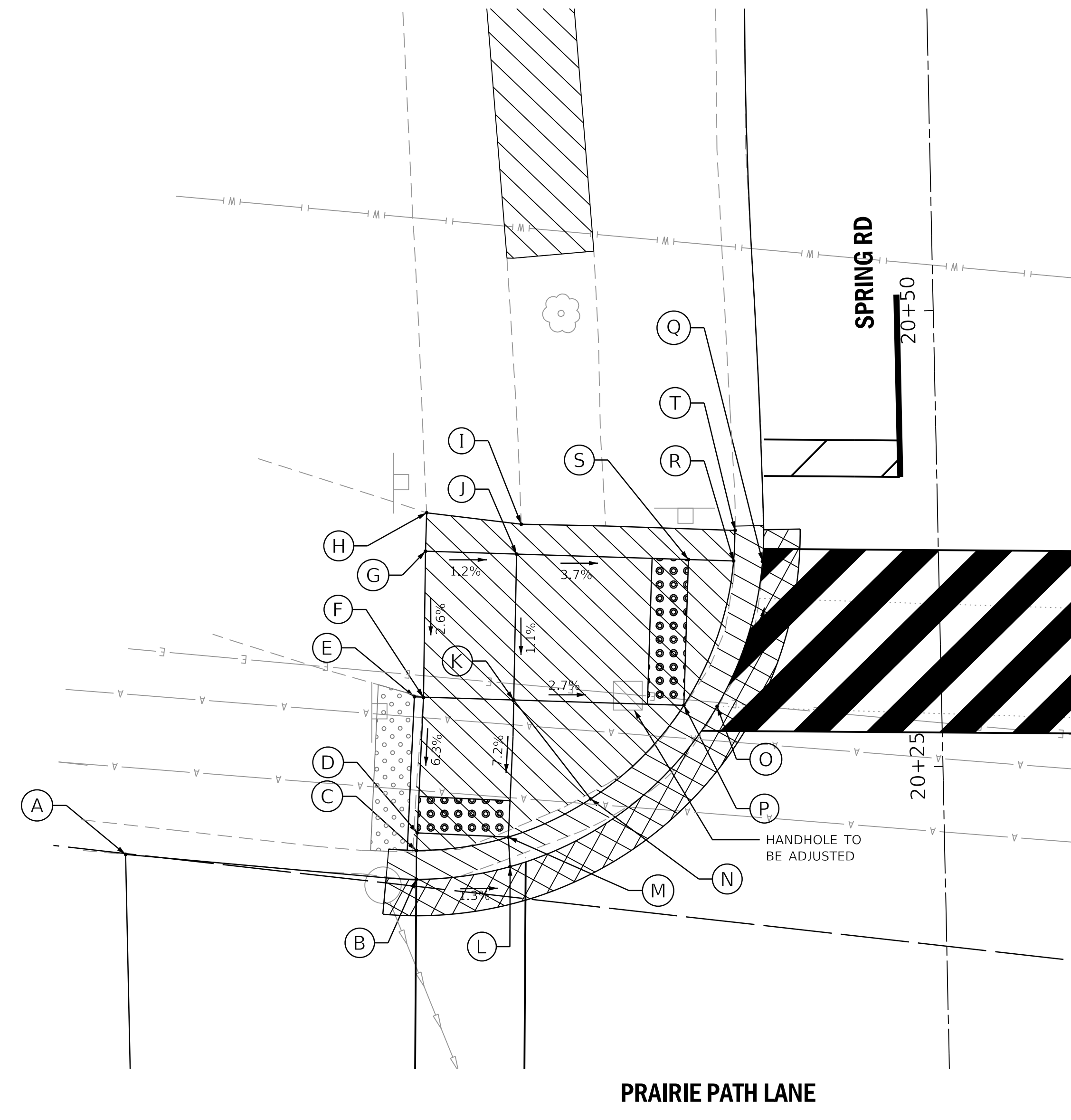
FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SPRING ROAD INTERSECTION DETAILS : 539 SPRING ROAD</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
P:\2018\180165\cad\phase 2\CADD_Sheets\180165-sh1-plan-4.dgn	DRAWN - AC	CHECKED - RGN	REVISED -			2672	18-00195-00-RS	DUPAGE	34	17	
Default	PLOT SCALE = 5.0000' / in.	DATE -	REVISED -			CONTRACT NO. 61F26					
	PLOT DATE = 12/18/2018					SCALE: 1"=5'	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

**SW CORNER SPRING/PRAIRIE PATH**



N  
SCALE: 1"=5'

**NW CORNER SPRING/PRAIRIE PATH**



N  
SCALE: 1"=5'

	STATION	OFFSET	ELEVATION
A	19+98.03	42.11' LT	669.25
B	19+93.33	29.32' LT	669.76
C	19+94.76	31.14' LT	669.74
D	19+94.38	29.30' LT	669.76
E	19+93.20	24.33' LT	669.77
F	19+89.07	29.43' LT	669.83
G	19+89.12	31.28' LT	669.83
H	19+82.32	29.59' LT	669.93
I	19+76.76	31.16' LT	669.97
J	19+67.31	31.37' LT	(669.91)
K	19+66.98	18.56' LT	(669.62)

	STATION	OFFSET	ELEVATION
L	19+77.32	29.71' LT	669.96
M	19+77.22	24.72' LT	669.91
N	19+82.22	24.59' LT	669.88
O	19+88.95	24.43' LT	669.81
P	19+88.20	16.23' LT	670.06
Q	19+81.96	12.57' LT	669.50
R	19+76.96	12.67' LT	669.55
S	19+76.94	11.68' LT	669.54
T	19+74.26	12.58' LT	669.70
U	19+71.16	13.07' LT	669.22

	STATION	OFFSET	ELEVATION
A	20+21.13	44.91' LT	669.85
B	20+19.43	29.01' LT	669.64
C	20+21.01	28.97' LT	669.66
D	20+21.97	28.90' LT	669.67
E	20+29.43	28.90' LT	(670.20)
F	20+29.38	28.40' LT	(670.20)
G	20+37.40	28.12' LT	670.41
H	20+39.51	28.01' LT	(670.46)
I	20+38.77	22.83' LT	(670.46)
J	20+37.14	23.13' LT	670.35

	STATION	OFFSET	ELEVATION
K	20+29.14	23.46' LT	670.26
L	20+20.01	23.85' LT	669.72
M	20+21.63	23.91' LT	669.72
N	20+23.63	19.36' LT	670.39
O	20+28.55	12.31' LT	670.00
P	20+28.65	14.13' LT	670.02
Q	20+36.44	9.65' LT	669.88
R	20+36.51	11.24' LT	669.90
S	20+36.64	13.71' LT	669.92
T	20+38.18	11.12' LT	(670.02)

**LEGEND ON SHEET 2**

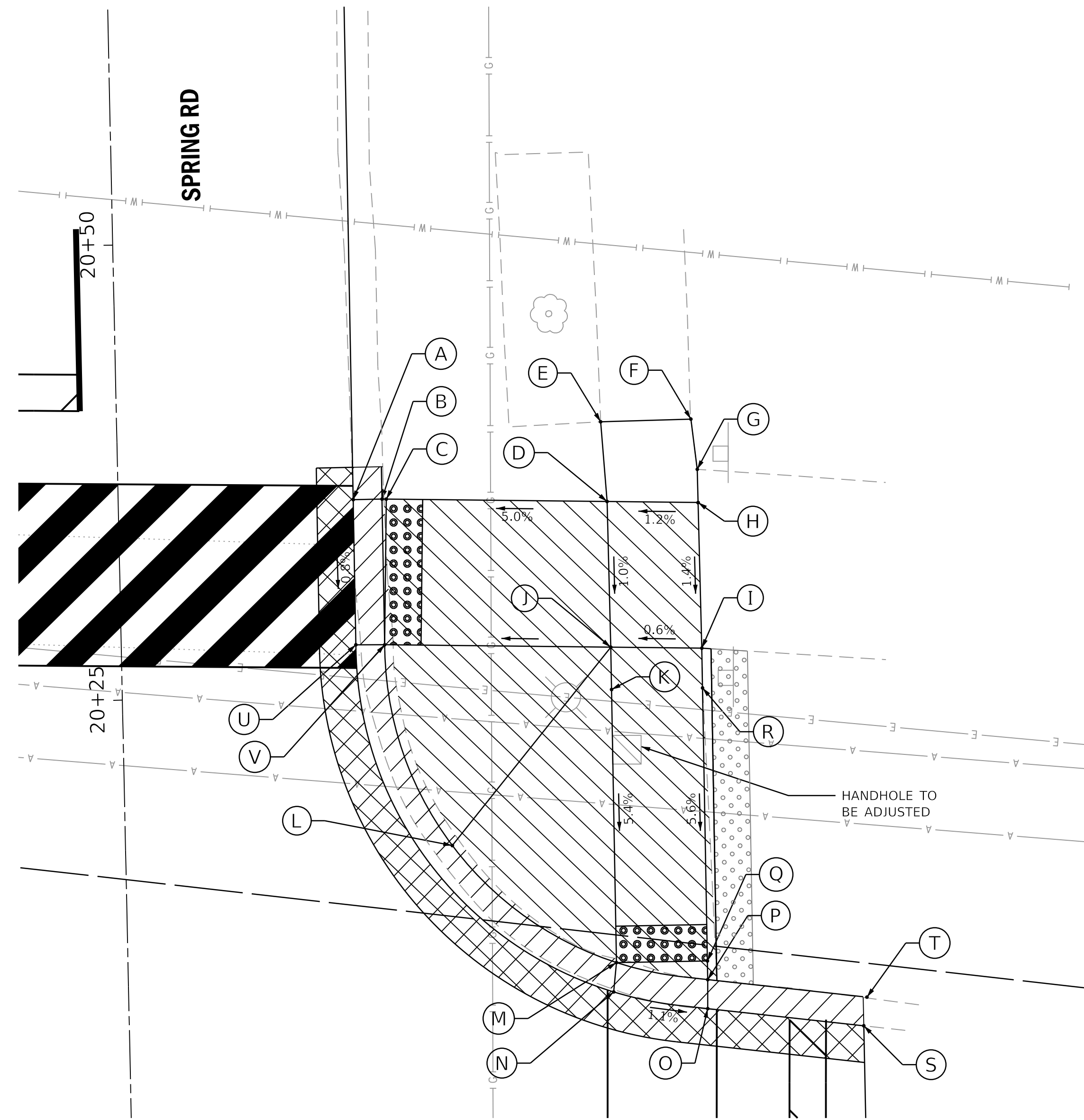
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Default	PLOT SCALE = 5.0000"/in.	CHECKED - RGN	REVISED -
	PLOT DATE = 12/18/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SPRING ROAD  
INTERSECTION DETAILS : PRAIRIE PATH SW AND NW CORNERS**  
SCALE: 1"=5' SHEET OF SHEETS STA. TO STA.

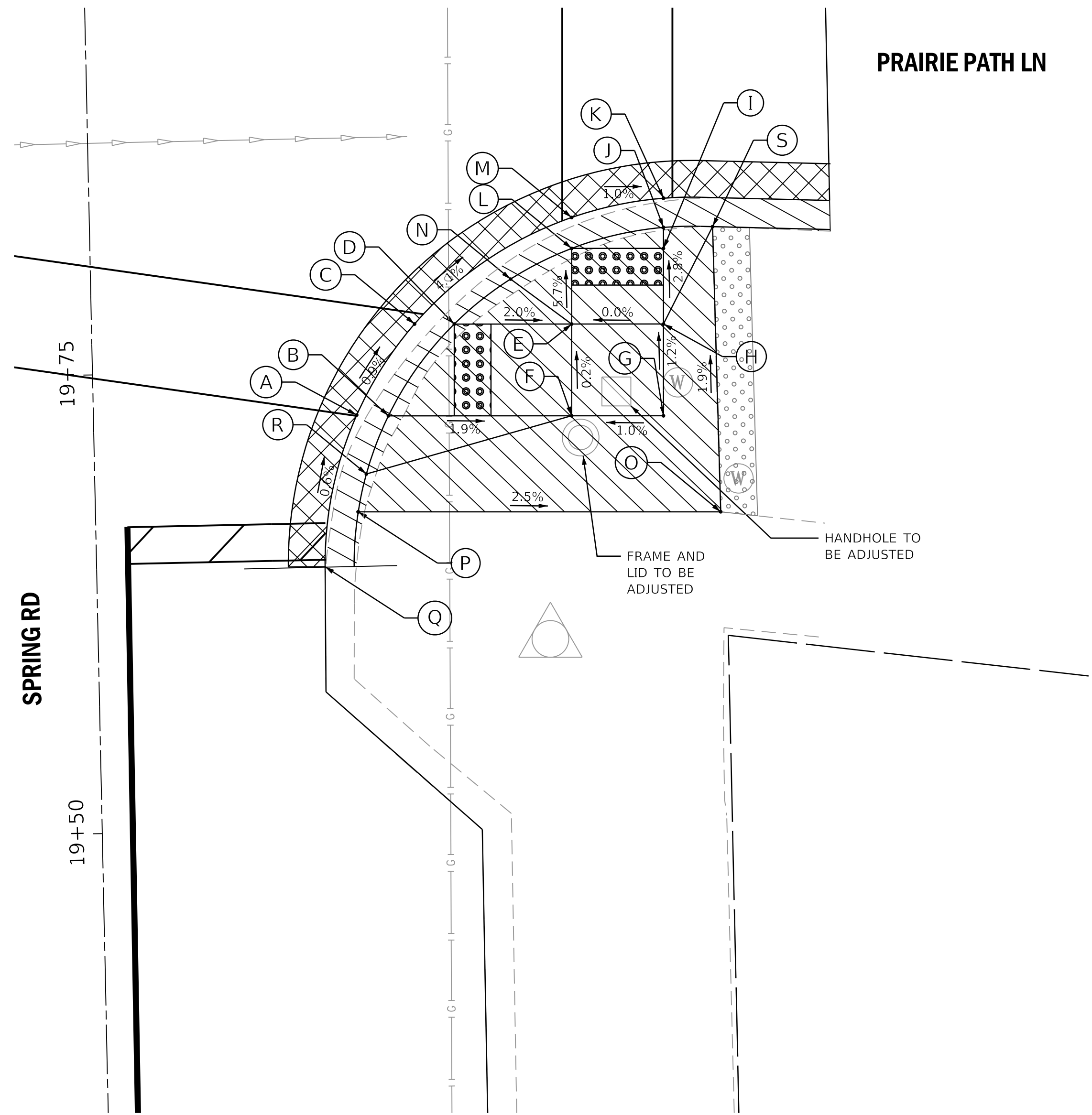
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	18
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				

NE CORNER SPRING/PRAIRIE PATH



SCALE: 1"=5'

SE CORNER SPRING/PRAIRIE PATH



SCALE: 1"=5'

PRAIRIE PATH LN

	STATION	OFFSET	ELEVATION
A	20+35.74	12.92' RT	669.82
B	20+35.74	14.50' RT	669.84
C	20+53.74	14.73' RT	669.84
D	20+35.34	26.86' RT	670.44
E	20+39.73	26.60' RT	(670.44)
F	20+39.77	31.56' RT	(670.50)
G	20+37.00	31.85' RT	(670.52)
H	20+35.18	31.86' RT	(670.50)
I	20+27.18	31.89' RT	(670.39)
J	20+27.34	26.89' RT	670.36
K	20+25.01	26.89' RT	670.34

	STATION	OFFSET	ELEVATION
L	20+16.63	17.96' RT	669.98
M	20+10.01	26.83' RT	669.43
N	20+08.40	26.65' RT	669.41
O	20+07.37	31.80' RT	669.34
P	20+08.97	31.83' RT	669.36
Q	20+09.99	31.83' RT	669.37
R	20+24.99	31.89' RT	670.37
S	20+06.25	40.35' RT	(669.24)
T	20+07.82	40.56' RT	(669.54)
U	20+27.77	12.89' RT	669.76
V	20+27.73	14.48' RT	669.78

	STATION	OFFSET	ELEVATION
A	19+72.51	14.35 RT	669.74
B	19+72.43	16.07' RT	669.76
C	19+77.40	17.60' RT	669.68
D	19+77.35	19.76' RT	669.68
E	19+77.22	26.16' RT	669.56
F	19+72.22	26.05' RT	669.57
G	19+72.11	31.05' RT	669.62
H	19+77.11	31.16' RT	669.56
I	19+81.23	31.24' RT	669.28
J	19+82.37	31.27' RT	669.27

	STATION	OFFSET	ELEVATION
K	19+83.96	31.30' RT	669.25
L	19+81.34	26.24' RT	669.33
M	19+83.02	26.28' RT	669.31
N	19+79.74	22.88' RT	669.65
O	19+66.81	34.06' RT	669.69
P	19+67.23	14.31' RT	670.17
Q	19+64.28	12.44' RT	669.80
R	19+69.29	14.80' RT	670.08
S	19+82.36	33.95' RT	669.41

LEGEND ON SHEET 2

FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED -
P:\2018\180165\cad\phase 2\CADD_Sheets\180165-sh1-plan-6.dgn		DRAWN - AC	REVISED -
Default	PLOT SCALE = 5.0000"/in.	CHECKED - RGN	REVISED -
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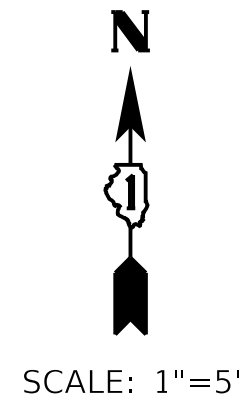
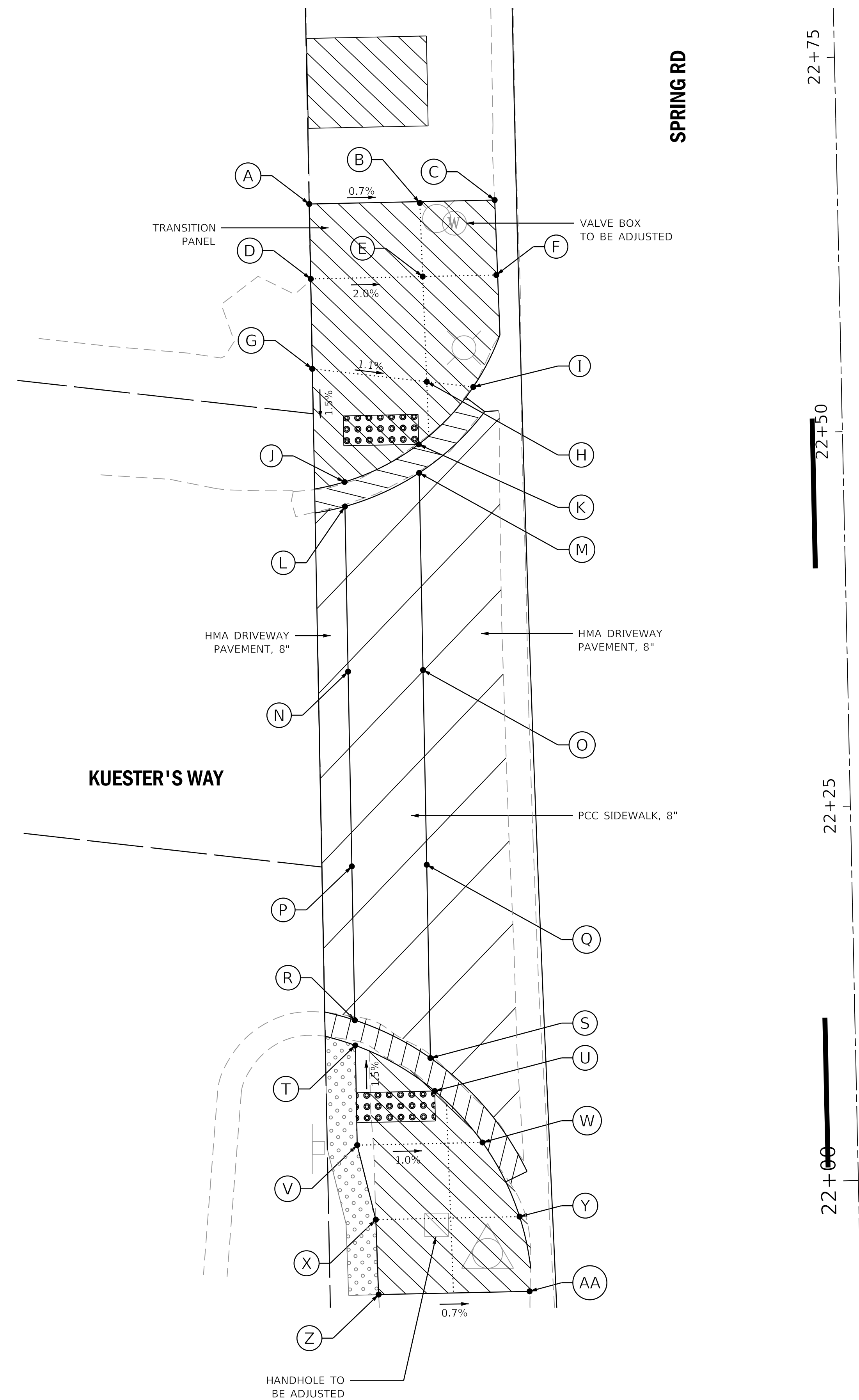
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SPRING ROAD  
INTERSECTION DETAILS : PRAIRIE PATH NE AND SE CORNERS

SCALE: 1"=5' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	19
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				

**KUESTER'S WAY**



	STATION	OFFSET	ELEVATION
A	22+65.95	35.27' LT	(668.98)
B	22+65.86	27.88' LT	(668.93)
C	22+65.95	22.88' LT	(668.83)
D	22+60.95	35.27' LT	(669.07)
E	22+60.95	27.79' LT	669.96
F	22+60.95	22.88' LT	(668.85)
G	22+54.95	35.30' LT	(668.94)
H	22+53.93	27.67' LT	668.86
I	22+53.51	24.58' LT	(668.98)
J	22+47.35	33.31' LT	668.82
K	22+49.76	28.30' LT	668.79
L	22+45.71	33.31' LT	668.83
M	22+47.85	28.31' LT	668.8
N	22+34.69	33.33' LT	669.06

	STATION	OFFSET	ELEVATION
O	22+34.69	28.33' LT	669.04
P	22+21.69	33.36' LT	669.10
Q	22+21.69	28.36' LT	669.08
R	22+11.42	33.38' LT	669.10
S	22+08.79	28.39' LT	669.08
T	22+09.74	33.39' LT	669.09
U	22+06.58	28.14' LT	669.07
V	22+03.08	33.40' LT	669.60
W	22+03.08	25.03' LT	669.49
X	21+98.08	32.26' LT	669.60
Y	21+98.08	22.66' LT	(669.54)
Z	21+93.08	32.18' LT	669.64
AA	21+93.08	22.10' LT	(669.57)

**LEGEND ON SHEET 2**

FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED -
P:\2018\180165\cad\phase 2\CADD_Sheets\180165-sh1-plan-7.dgn		DRAWN - AC	REVISED -
Default	PLOT SCALE = 5.0000" / in.	CHECKED - RGN	REVISED -
	PLOT DATE = 12/18/2018	DATE -	REVISED -

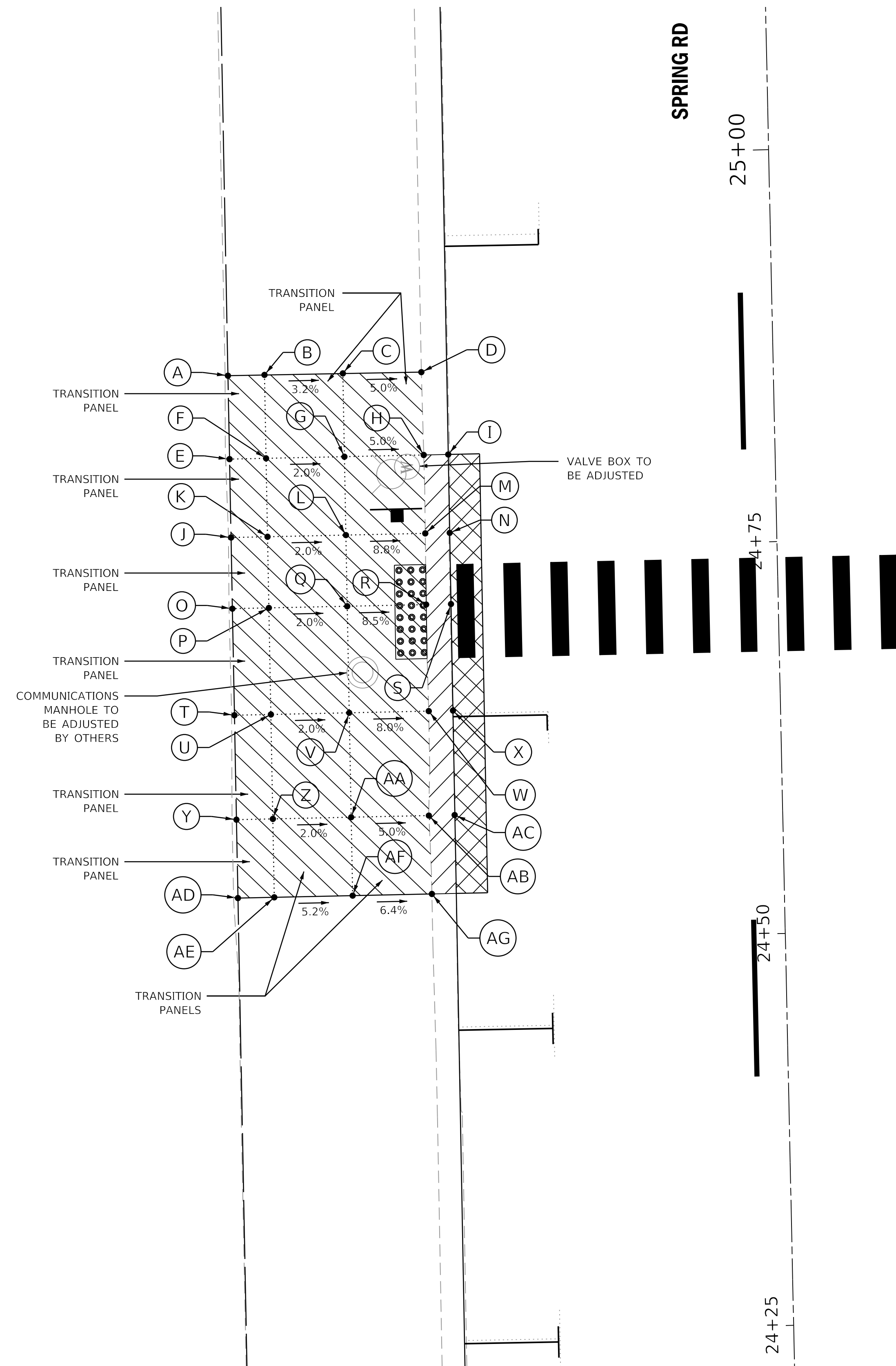
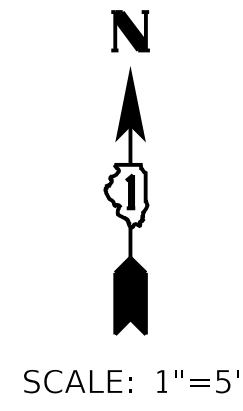
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SPRING ROAD  
INTERSECTION DETAILS : KUESTER'S WAY ENTRANCE**

SCALE: 1"=5' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	20
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				

**CROSSWALK TO NE CORNER OF EGGLESTON AV**



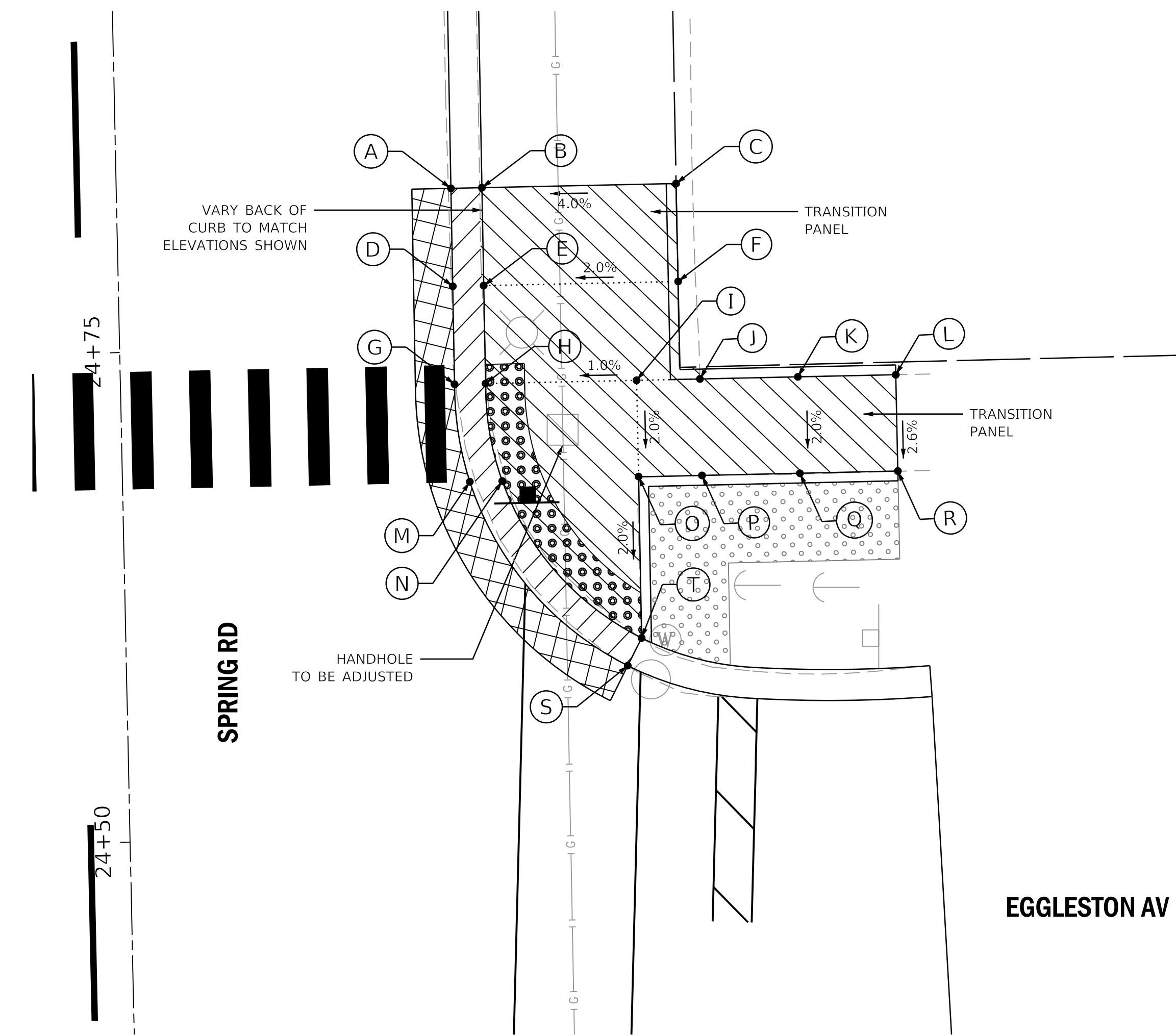
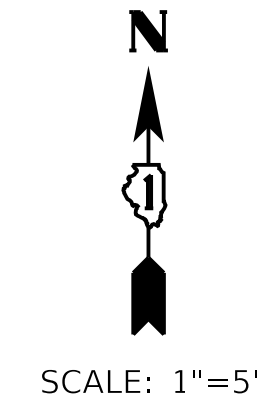
	STATION	OFFSET	ELEVATION
A	24+86.32	34.80' LT	(668.61)
B	24+86.32	32.46' LT	(668.53)
C	24+86.30	27.46' LT	(668.37)
D	24+86.29	22.45' LT	(668.12)
E	24+81.00	34.81' LT	(668.59)
F	24+81.00	32.48' LT	668.44
G	24+81.00	27.48' LT	668.34
H	24+81.00	22.42' LT	(668.09)
I	24+81.00	20.85' LT	(667.66)
J	24+76.00	34.82' LT	(668.59)
K	24+76.00	32.49' LT	668.13
L	24+76.00	27.49' LT	668.03
M	24+76.00	22.42' LT	667.63
N	24+76.00	20.86' LT	(667.64)

	STATION	OFFSET	ELEVATION
O	24+71.46	34.83' LT	(668.58)
P	24+71.46	32.50' LT	668.12
Q	24+71.46	27.50' LT	668.02
R	24+71.46	22.46' LT	6677.62
S	24+71.46	20.88' LT	(667.63)
T	24+64.66	34.84' LT	(668.62)
U	24+64.66	32.52' LT	668.09
V	24+64.66	27.52' LT	667.99
W	24+64.66	22.44' LT	667.59
X	24+64.66	20.90' LT	(667.60)
Y	24+58.00	34.86' LT	(668.65)
Z	24+58.00	32.53' LT	668.28
AA	24+58.00	27.53' LT	668.18
AB	24+58.00	22.58' LT	667.93
AC	24+58.00	20.93' LT	(667.55)
AD	24+53.00	34.87' LT	(668.68)
AE	24+53.00	32.55' LT	(668.55)
AF	24+53.00	27.55' LT	(668.29)
AG	24+53.00	22.49' LT	(667.53)

**LEGEND ON SHEET 2**

FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SPRING ROAD</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\2018\180165\cad\phase 2\CADD_Sheets\180165-sh1-plan-8.dgn		DRAWN - AC	REVISED -		INTERSECTION DETAILS : CROSSWALK TO NE CORNER OF EGGLESTON AVE			2672	18-00195-00-RS	DUPAGE	34	21
Default		CHECKED - RGN	REVISED -		SCALE: 1"=5'	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 61F26	
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

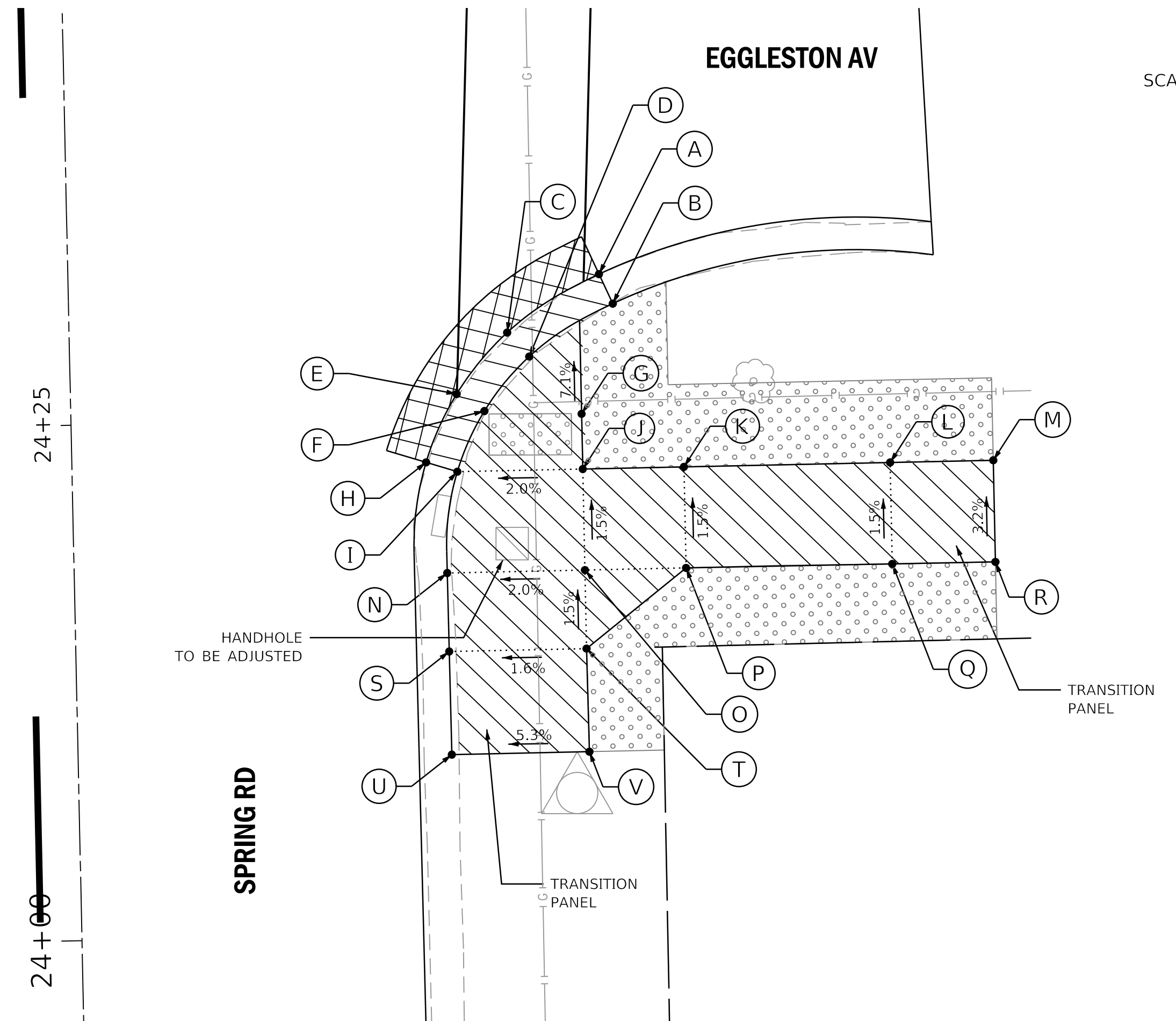
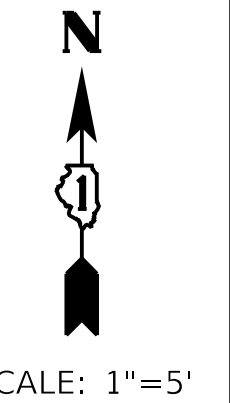
**NE CORNER SPRING/EGGLESTON AV**



	STATION	OFFSET	ELEVATION
A	24+83.02	17.09' RT	(667.63)
B	24+83.02	18.67' RT	(668.01)
C	24+83.02	28.58' RT	(668.41)
D	24+78.02	17.07' RT	(667.58)
E	24+78.02	18.65' RT	667.91
F	24+78.02	28.58' RT	668.11
G	24+73.02	17.06' RT	(667.53)
H	24+73.02	18.64' RT	667.52
I	24+73.02	26.35' RT	667.65
J	24+73.02	29.59' RT	667.81
K	24+73.02	34.59' RT	668.01
L	24+73.02	39.59' RT	(668.20)
M	24+68.02	17.73' RT	(667.50)

	STATION	OFFSET	ELEVATION
N	24+68.02	19.39' RT	667.49
O	24+68.09	26.35' RT	667.55
P	24+68.10	29.59' RT	667.71
Q	24+68.10	34.59' RT	667.91
R	24+68.11	39.59' RT	(668.07)
S	24+58.47	25.59' RT	(667.40)
T	24+59.86	26.33' RT	667.39

**SE CORNER SPRING/EGGLESTON AV**



	STATION	OFFSET	ELEVATION
A	24+31.78	25.75' RT	(667.45)
B	24+30.34	26.38' RT	(667.82)
C	24+29.04	21.24' RT	667.43
D	24+27.86	22.28' RT	667.42
E	24+26.11	18.72' RT	667.39
F	24+25.26	20.05' RT	667.61
G	24+25.05	24.76' RT	667.73
H	24+22.83	17.17' RT	(667.38)
I	24+22.35	18.68' RT	667.82
J	24+22.35	24.76' RT	667.94
K	24+22.35	29.67' RT	668.30
L	24+22.35	39.67' RT	668.35
M	24+22.35	44.67' RT	(668.14)
N	24+17.45	18.08' RT	(667.88)
O	24+17.45	24.76' RT	668.01
P	24+17.45	29.67' RT	668.37
Q	24+17.43	39.67' RT	668.42

	STATION	OFFSET	ELEVATION
R	24+17.42	44.67' RT	(668.30)
S	24+13.64	18.10' RT	(667.98)
T	24+13.64	24.76' RT	668.11
U	24+08.64	18.12' RT	(668.00)
V	24+08.64	24.79' RT	(668.35)

**LEGEND ON SHEET 2**

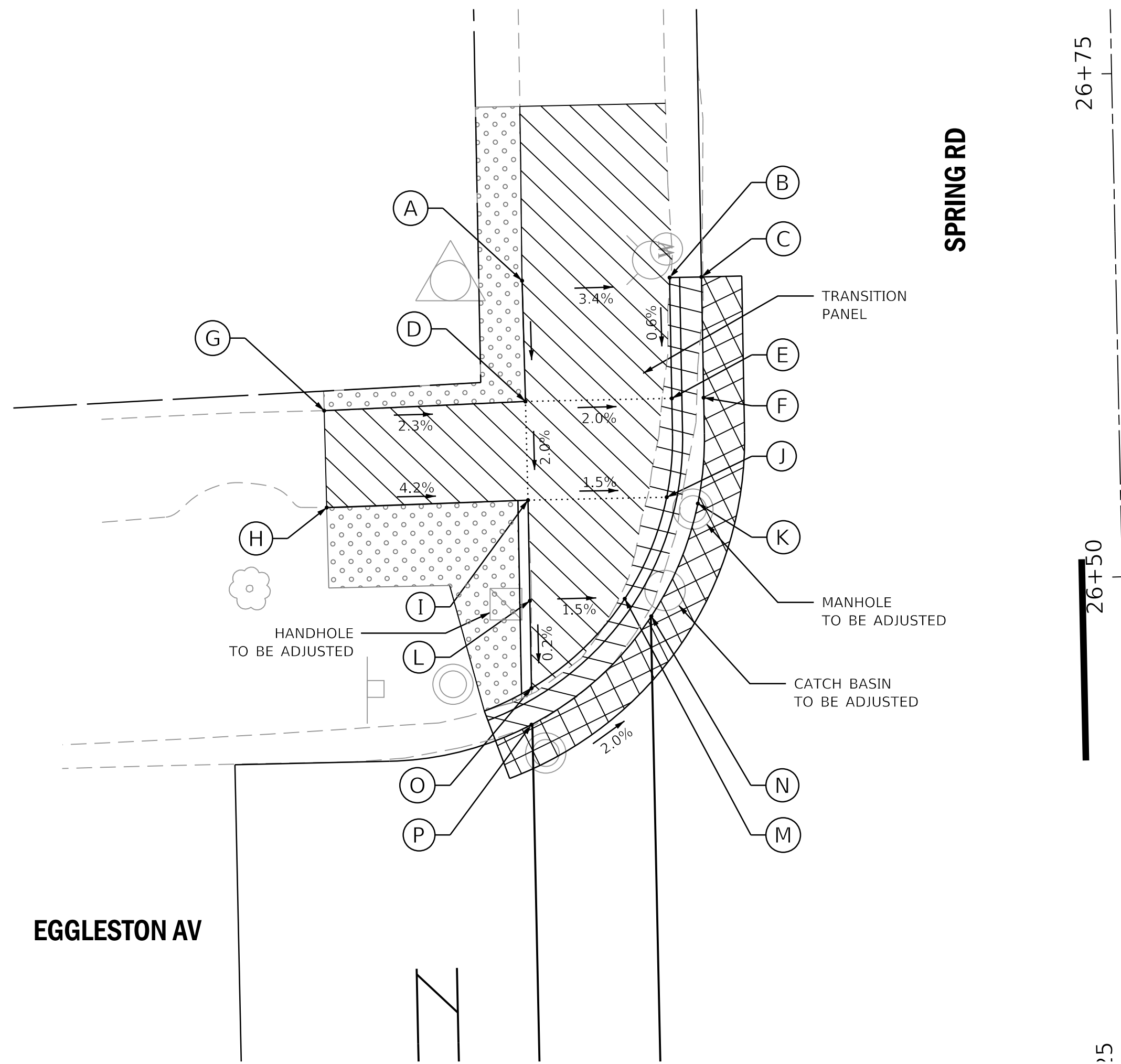
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Default		CHECKED - RGN	REVISED -
		DATE -	REVISED -
	PLOT SCALE = 5.0000"/in.		
	PLOT DATE = 12/18/2018		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SPRING ROAD  
INTERSECTION DETAILS : EGGLESTON AVE NE AND SE CORNER**  
SCALE: 1"=5' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	22
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				

NW CORNER SPRING/EGGLESTON AV

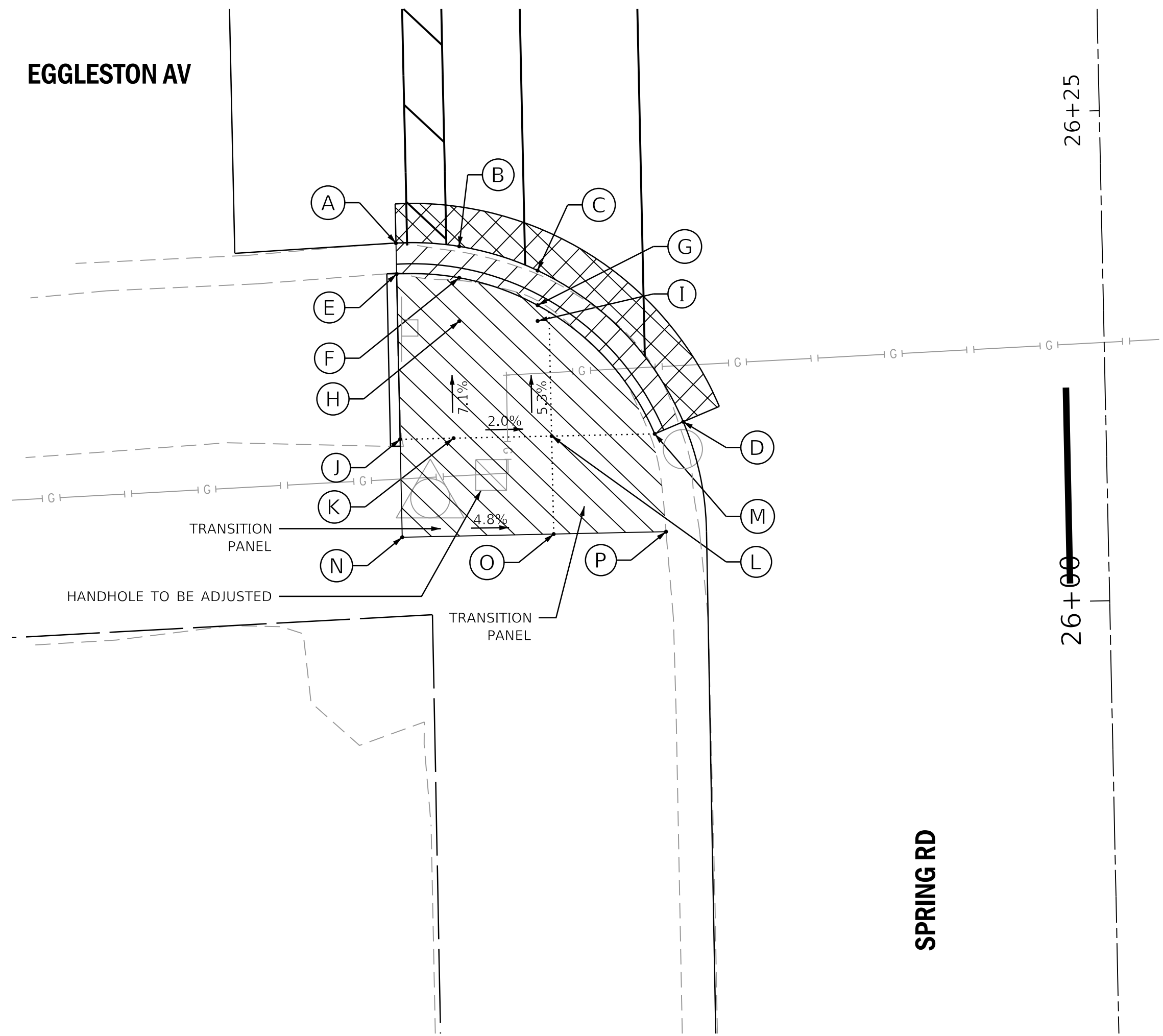


SCALE: 1"=5'

	STATION	OFFSET	ELEVATION
A	26+65.34	29.48' LT	(668.08)
B	26+65.34	22.16' LT	(667.82)
C	26+65.34	20.58' LT	(667.44)
D	26+59.34	29.45' LT	667.90
E	26+59.34	22.17' LT	667.78
F	26+59.34	20.59' LT	667.34
G	26+59.09	39.44' LT	(668.13)
H	26+54.28	39.42' LT	(668.22)
I	26+54.44	29.42' LT	667.79
J	26+54.44	22.53' LT	667.68

	STATION	OFFSET	ELEVATION
K	26+54.09	20.99' LT	(667.39)
L	26+49.44	29.43' LT	667.41
M	26+49.44	24.72' LT	667.33
N	26+48.54	23.42' LT	(667.34)
O	26+45.10	29.44' LT	667.41
P	26+43.28	29.48' LT	(667.42)

SW CORNER SPRING/EGGLESTON AV



SCALE: 1"=5'

	STATION	OFFSET	ELEVATION
A	26+19.01	36.02' LT	(667.54)
B	26+18.78	32.79' LT	(667.54)
C	26+17.46	28.82' LT	(667.53)
D	26+10.33	19.70' LT	(667.18)
E	26+17.43	36.02' LT	667.56
F	26+17.18	32.83' LT	667.53
G	26+15.69	28.86' LT	667.52
H	26+14.96	32.87' LT	667.57
I	26+14.88	28.88' LT	667.54
J	26+09.00	36.02' LT	(668.20)
K	26+09.00	33.29' LT	668.00
L	26+09.00	28.29' LT	667.86

	STATION	OFFSET	ELEVATION
M	26+09.00	23.02' LT	(667.68)
N	26+04.00	36.02' LT	(668.42)
O	26+04.00	28.29' LT	(668.08)
P	26+04.00	22.55' LT	(667.35)

LEGEND ON SHEET 2

FILE NAME =	USER NAME = adetac	DESIGNED - DAY	REVISED -
P:\2018\180165\cad\phase 2\CADD_Sheets\180165-sh1-plan-10.dgn		DRAWN - AC	REVISED -
Default	PLOT SCALE = 5.0000"/in.	CHECKED - RGN	REVISED -
	PLOT DATE = 12/18/2018	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SPRING ROAD  
INTERSECTION DETAILS : EGGLESTON NW AND SW CORNERS

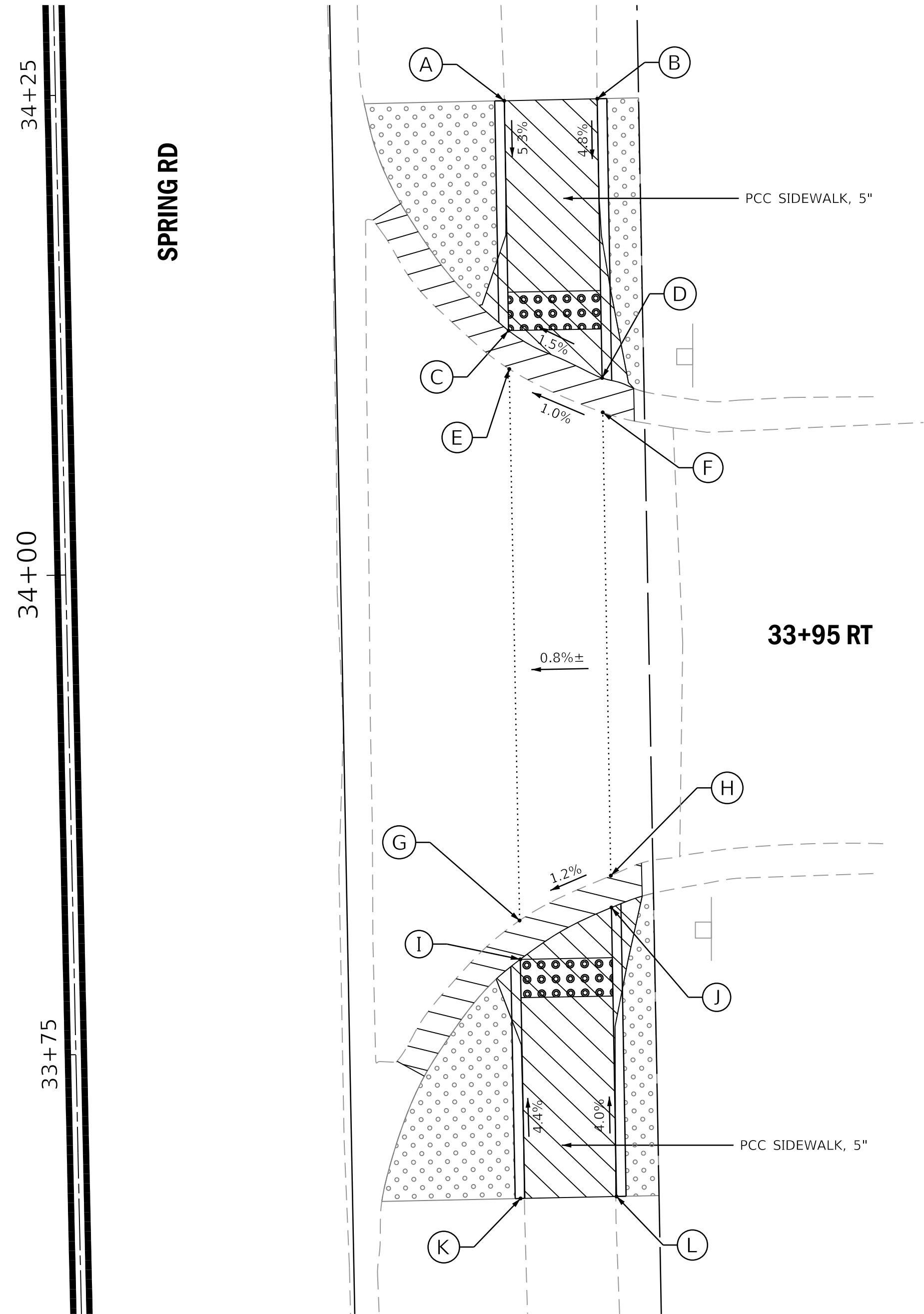
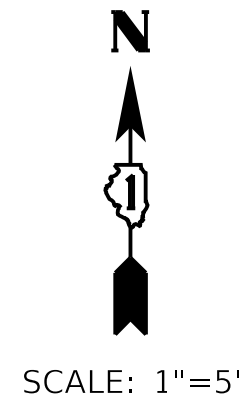
SCALE: 1"=5' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	23
CONTRACT NO. 61F26				
ILLINOIS FED. AID PROJECT				





425 SPRING ROAD, SCHOOL ENTRANCE (NORTH)



	STATION	OFFSET	ELEVATION
A	34+24.22	23.38' RT	(676.46)
B	34+24.22	28.23' RT	(676.56)
C	34+12.24	23.35' RT	675.82
D	34+09.67	28.17' RT	675.87
E	34+10.24	23.34' RT	(675.83)
F	34+07.88	28.16' RT	(675.88)
G	33+81.50	23.27' RT	(675.65)
H	33+83.73	28.07' RT	(675.71)
I	33+79.47	23.26' RT	675.64
J	33+82.07	28.07' RT	675.70
K	33+67.01	23.23' RT	(676.24)
L	33+67.01	28.01' RT	(676.34)

LEGEND ON SHEET 2

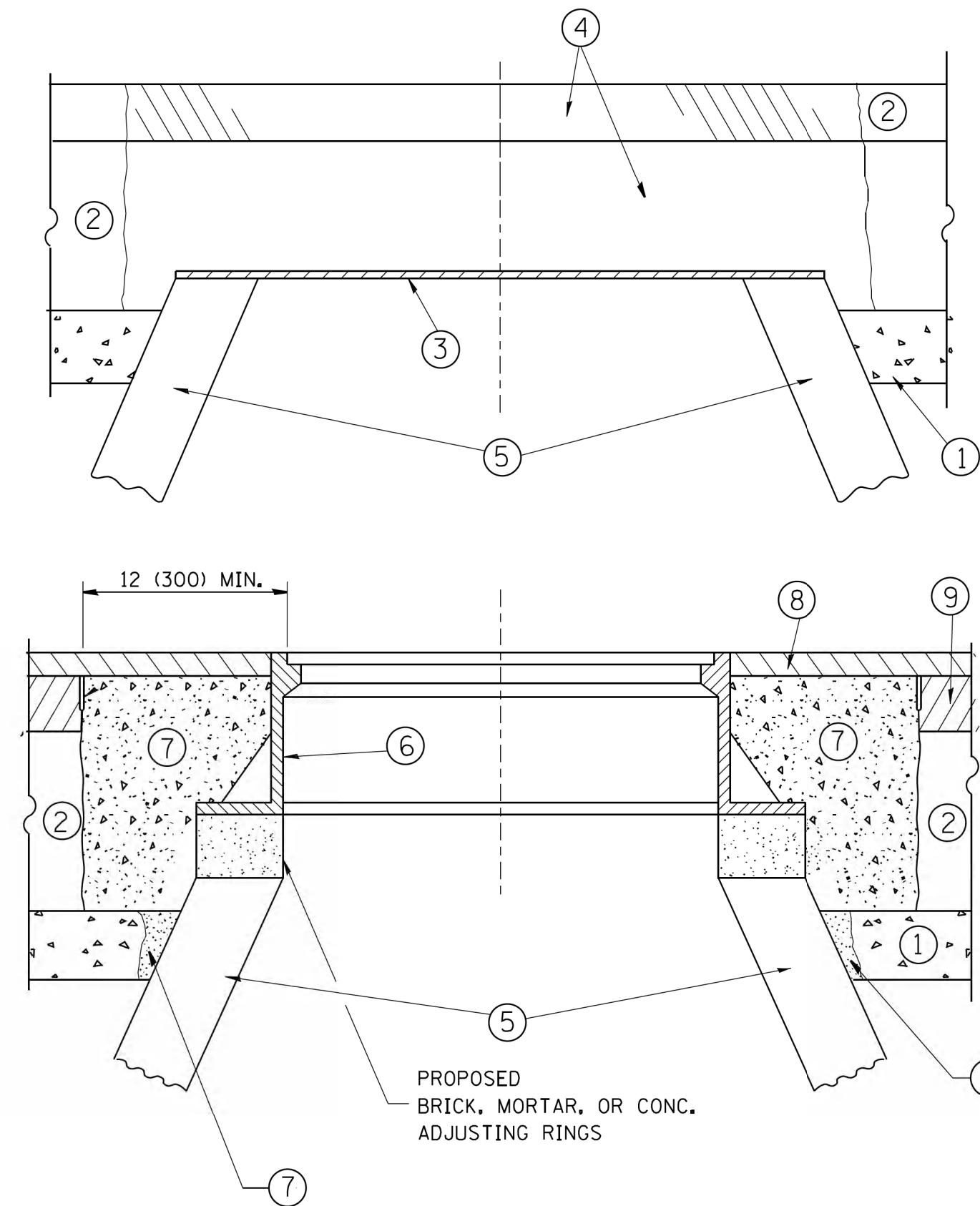
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	PLOT SCALE = 5.0000' / in.	DATE -	REVISED -
	PLOT DATE = 12/18/2018		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SPRING ROAD  
INTERSECTION DETAILS : 425 SPRING ROAD (NORTH)

SCALE: 1"=5' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	25
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F26	



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

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

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

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

**NOTES:**

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

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

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

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

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

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

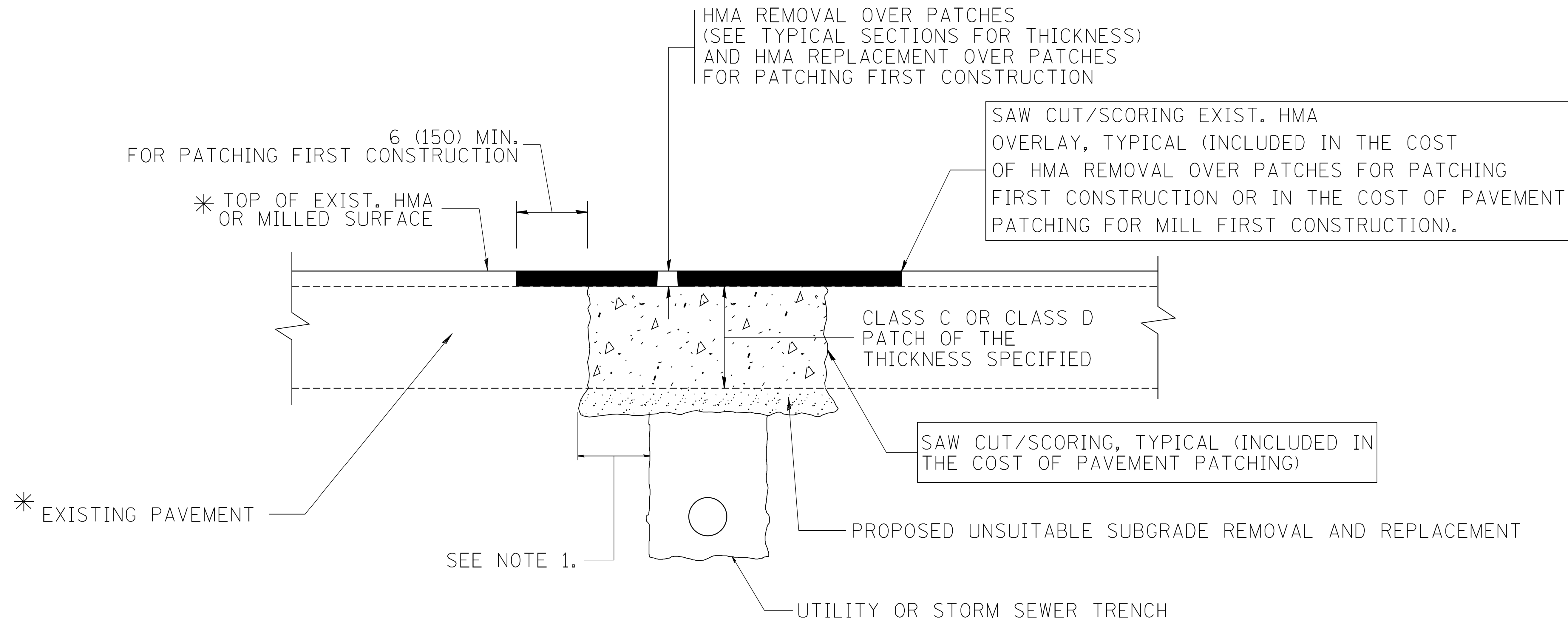
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
et:\pwork\pwork\baerd\108315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1/64" = 1/8" / 1" / 1" / 1"	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS		34	26
<b>BD600-03 (BD-8)</b>		CONTRACT NO.	61F26	
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
		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 09-04-07
		DATE - 10-25-94	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT PATCHING FOR  
HMA SURFACED PAVEMENT**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	27
<b>BD400-04 (BD-22)</b>		CONTRACT NO.	61F26	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) \*\*

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

\* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

\*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

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

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

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

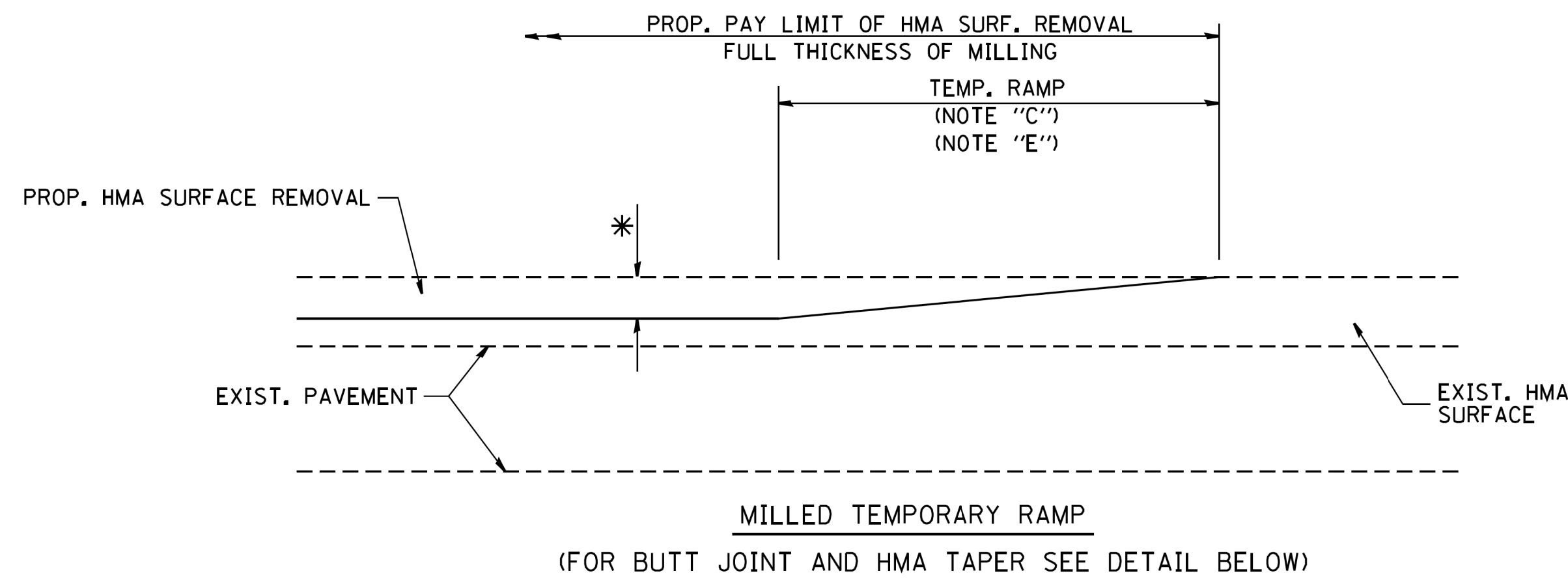
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

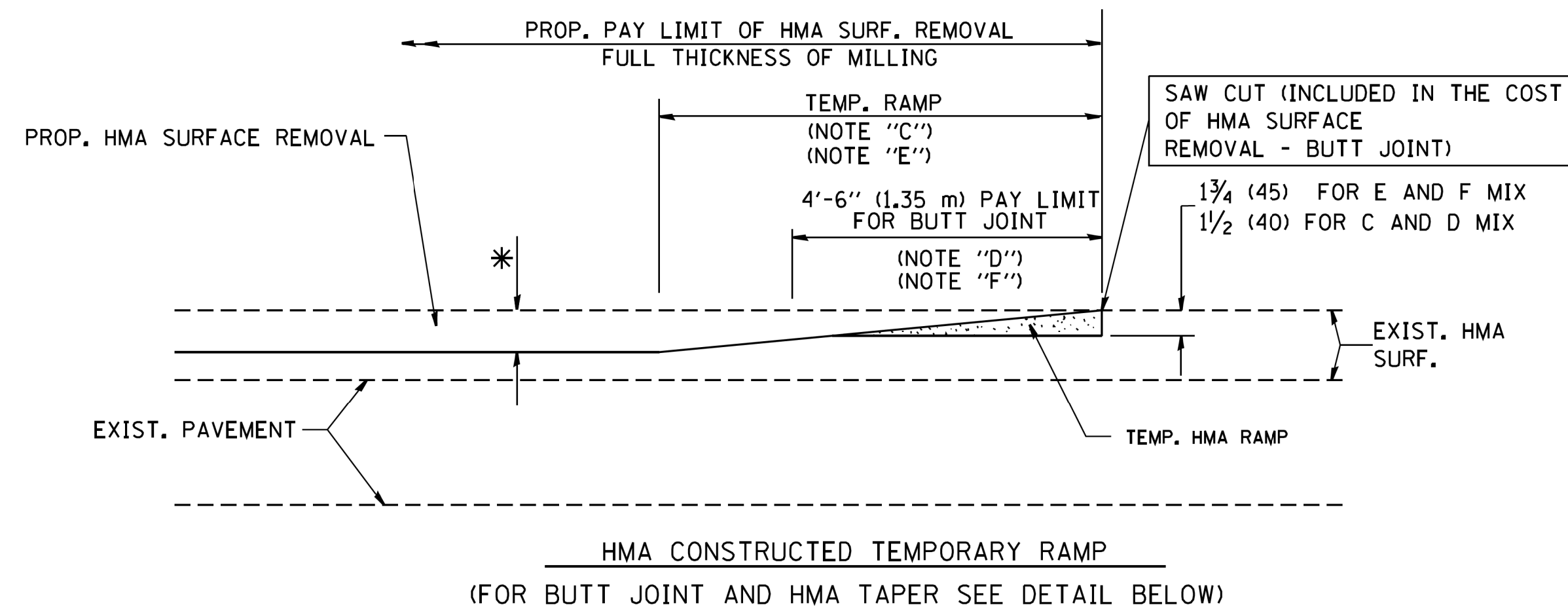
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>			F.A.U. RFE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT SCALE = 50.000' / 1"	CHECKED -	REVISED - M. GOMEZ 01-22-01		<b>BD600-06 (BD-24)</b>			CONTRACT NO. 61F26				
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

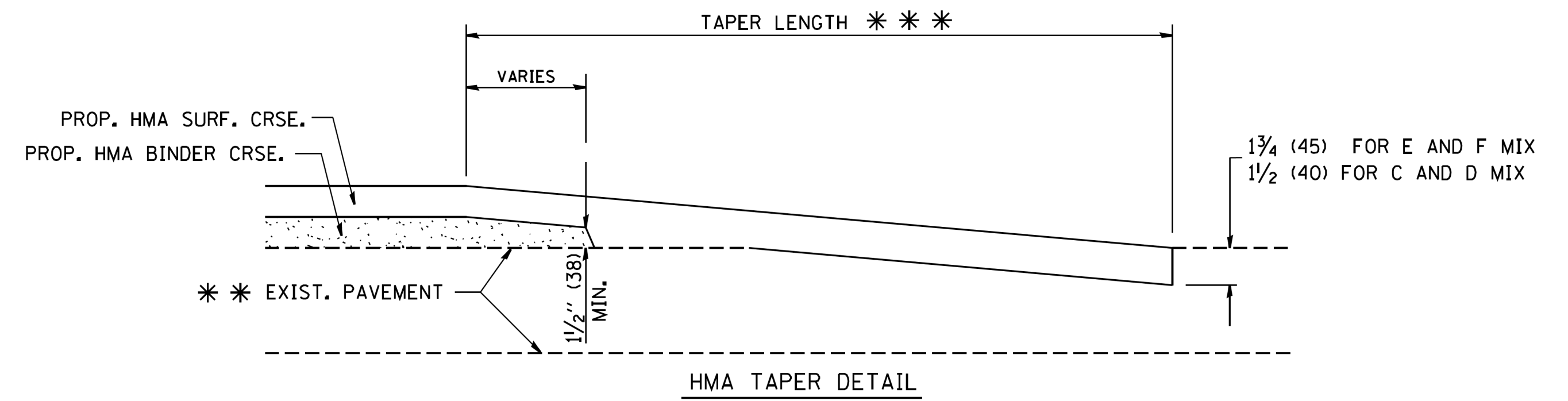
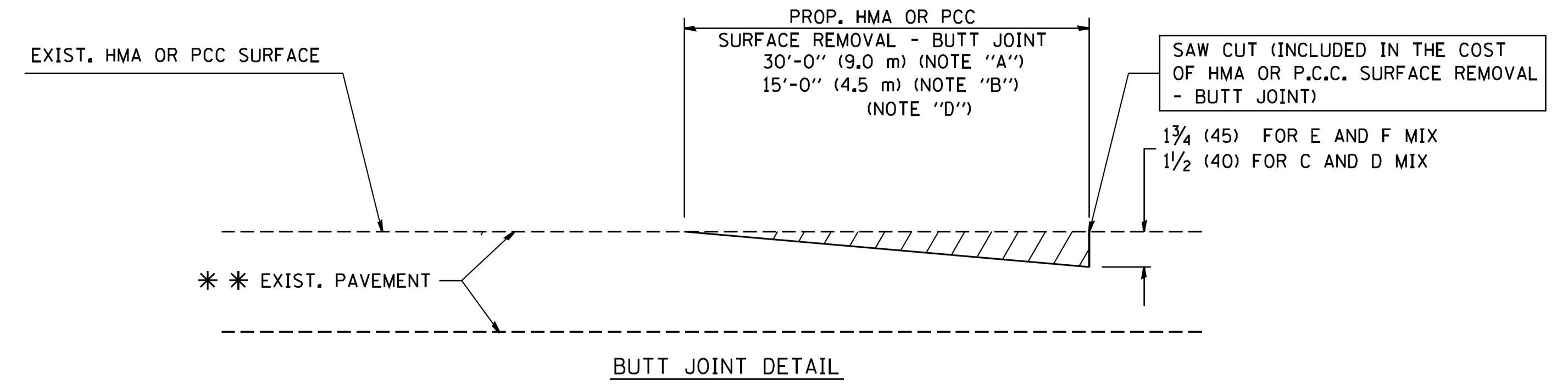


**OPTION 1**



**OPTION 2**

**TYPICAL TEMPORARY RAMP**



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

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

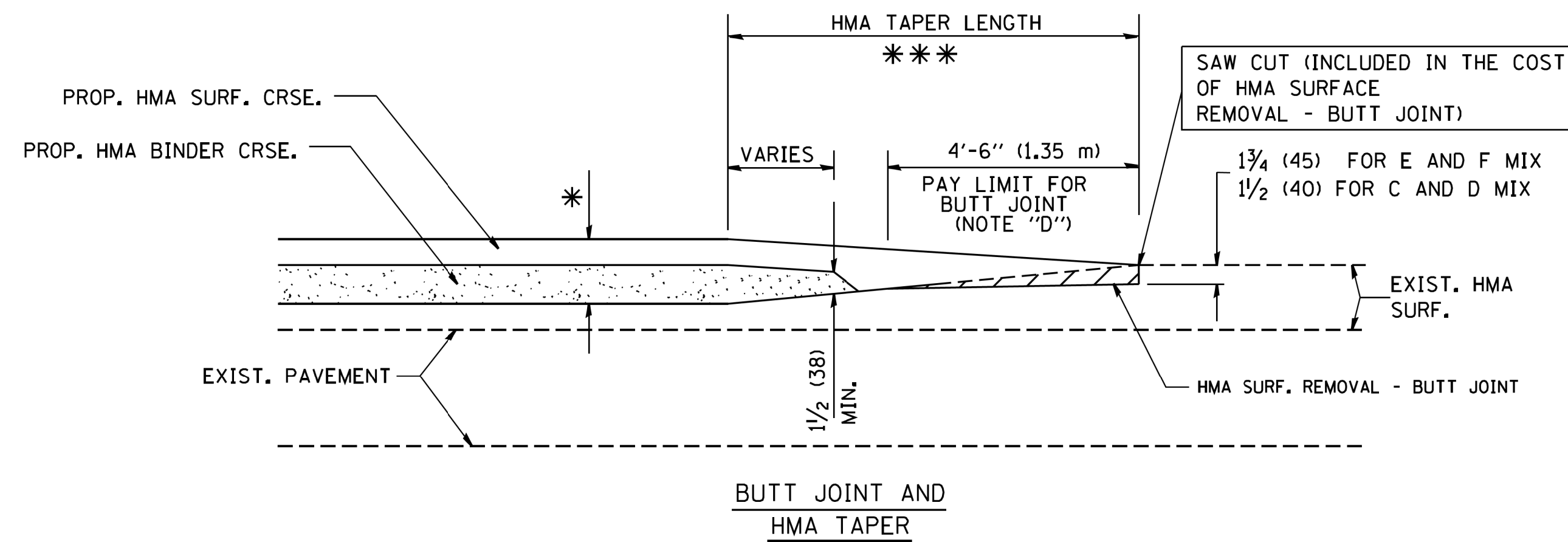
**NOTES**

- 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.



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

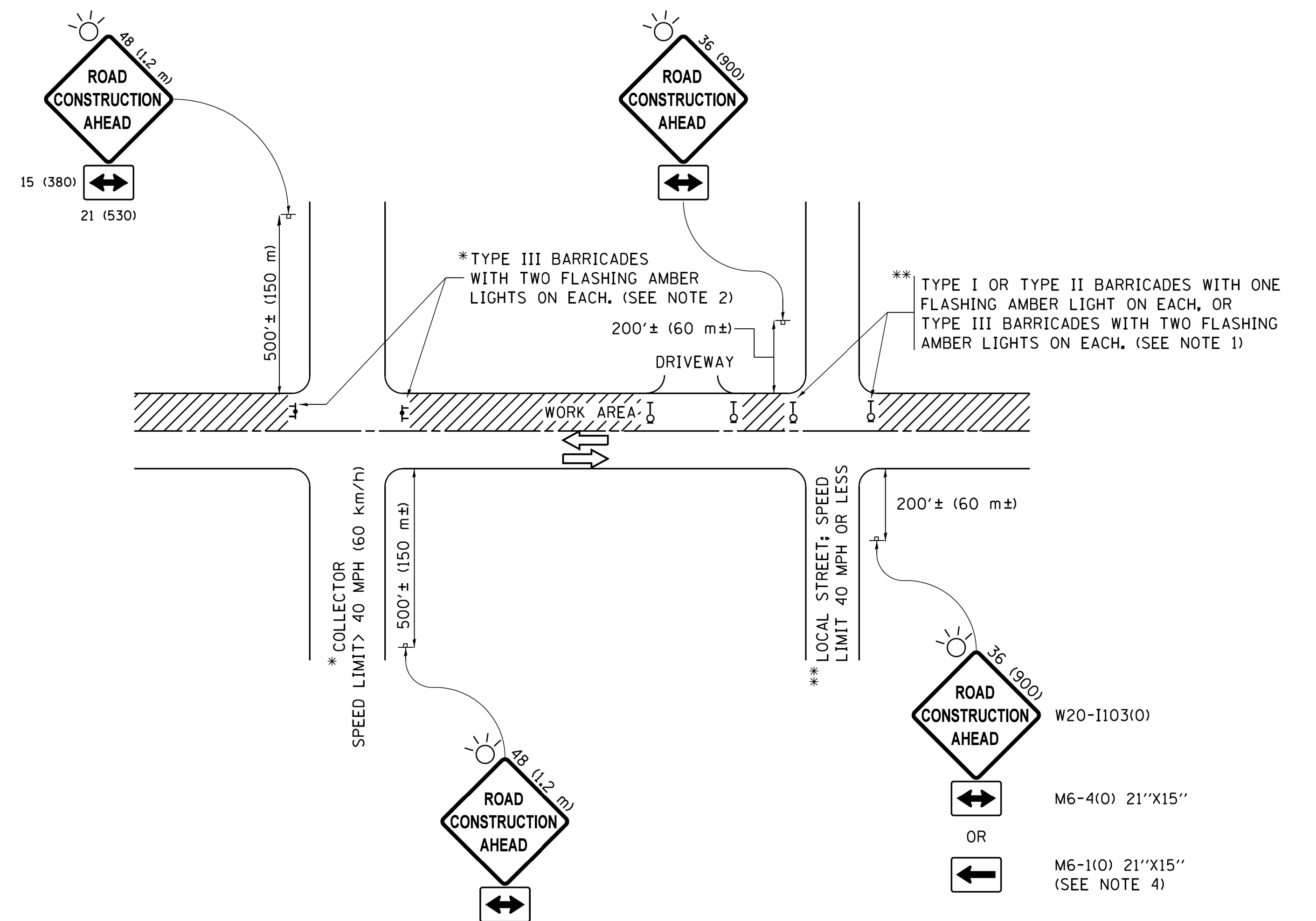
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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND  
HMA TAPER DETAILS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	29
<b>BD400-05 BD32</b>		<b>CONTRACT NO.</b>		61F26
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**NOTES:**

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

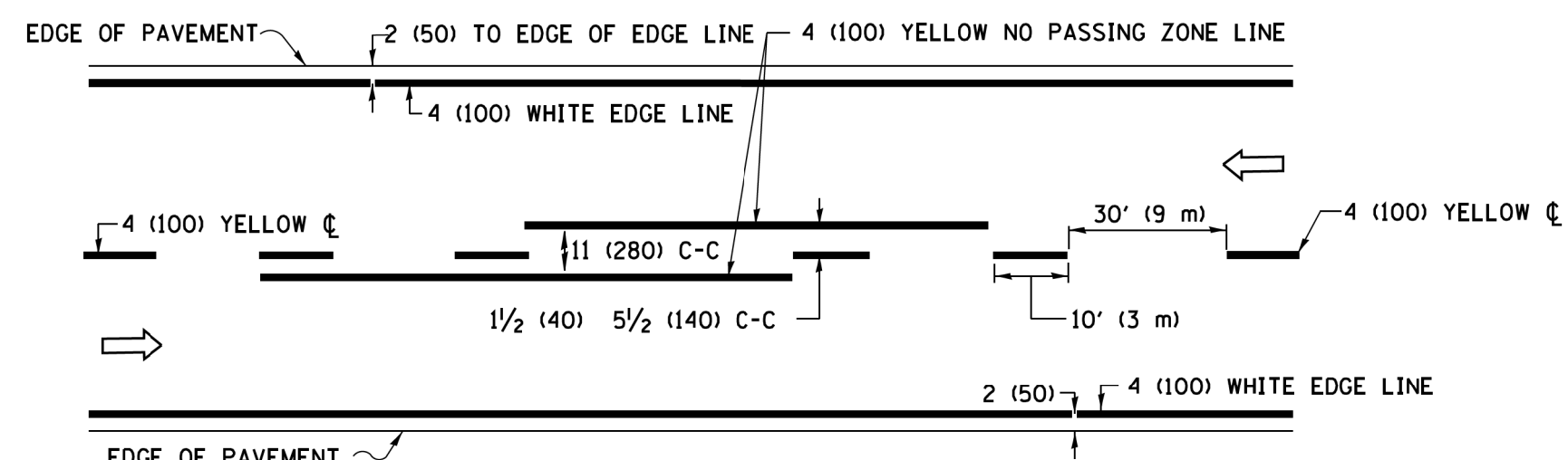
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Default	PLOT SCALE = 50.000' / in.	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 9/15/2016		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

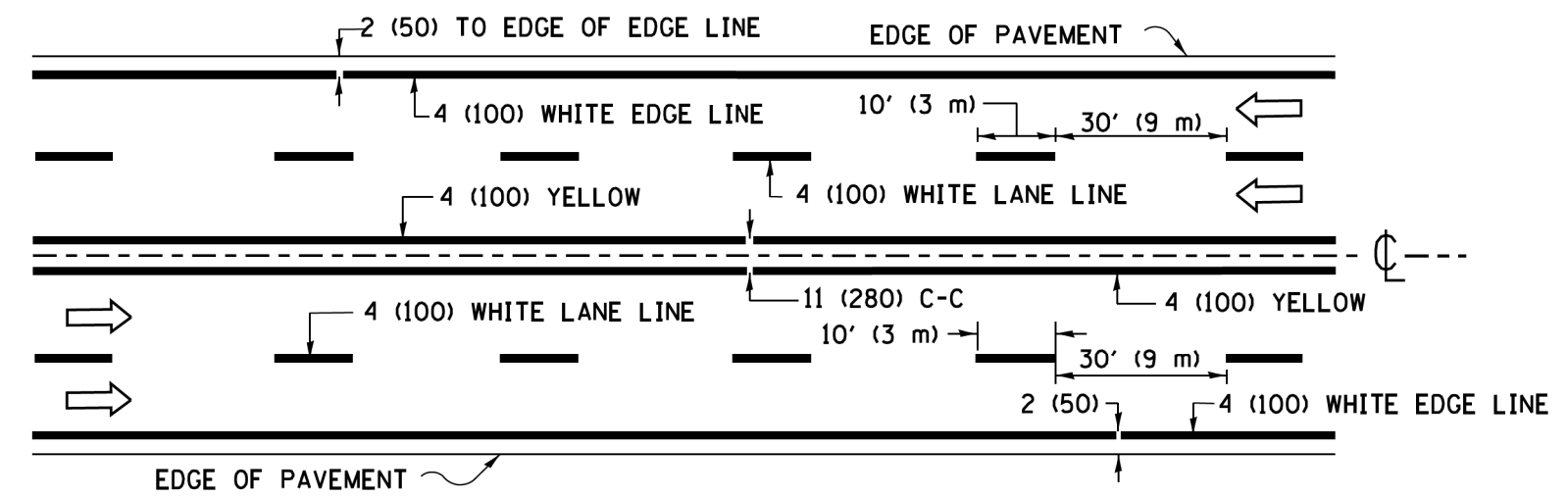
**TRAFFIC CONTROL AND PROTECTION FOR  
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

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

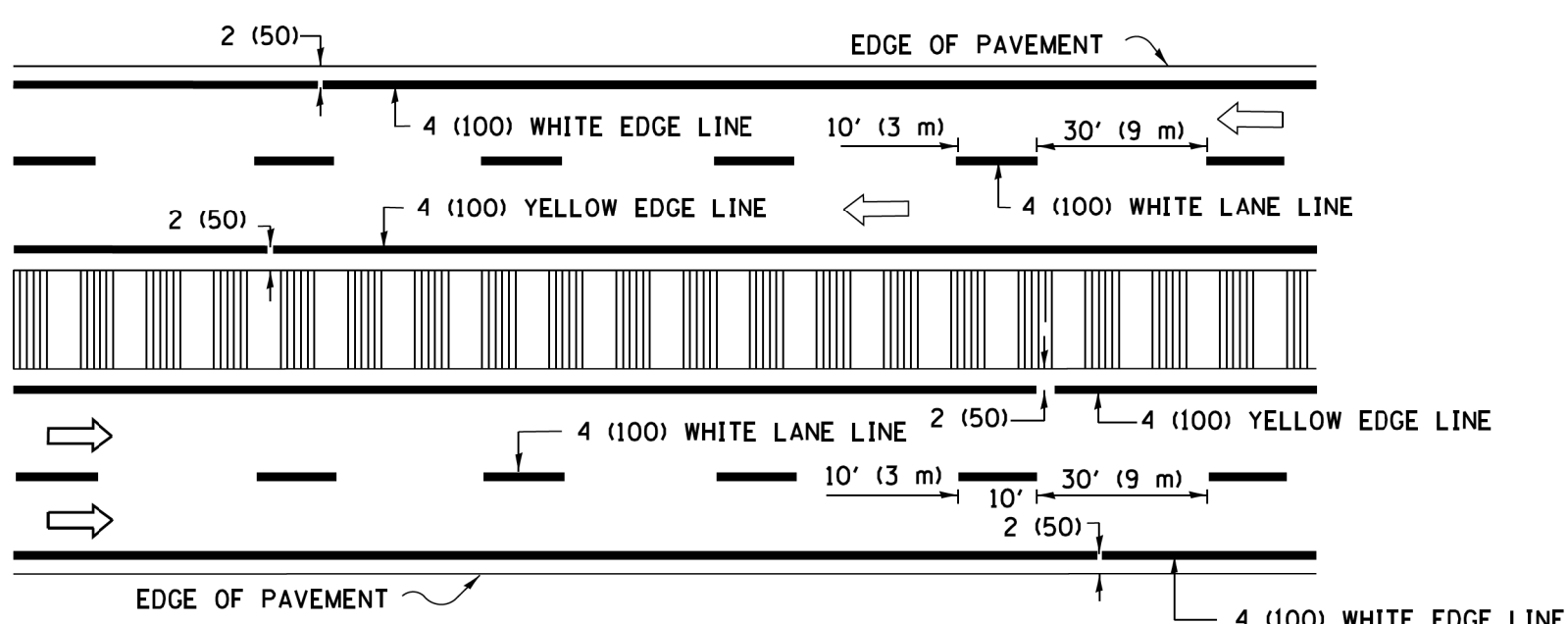
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	30
<b>TC-10</b>			<b>CONTRACT NO. 61F26</b>	
ILLINOIS FED. AID PROJECT				



**2-LANE ROADWAY**

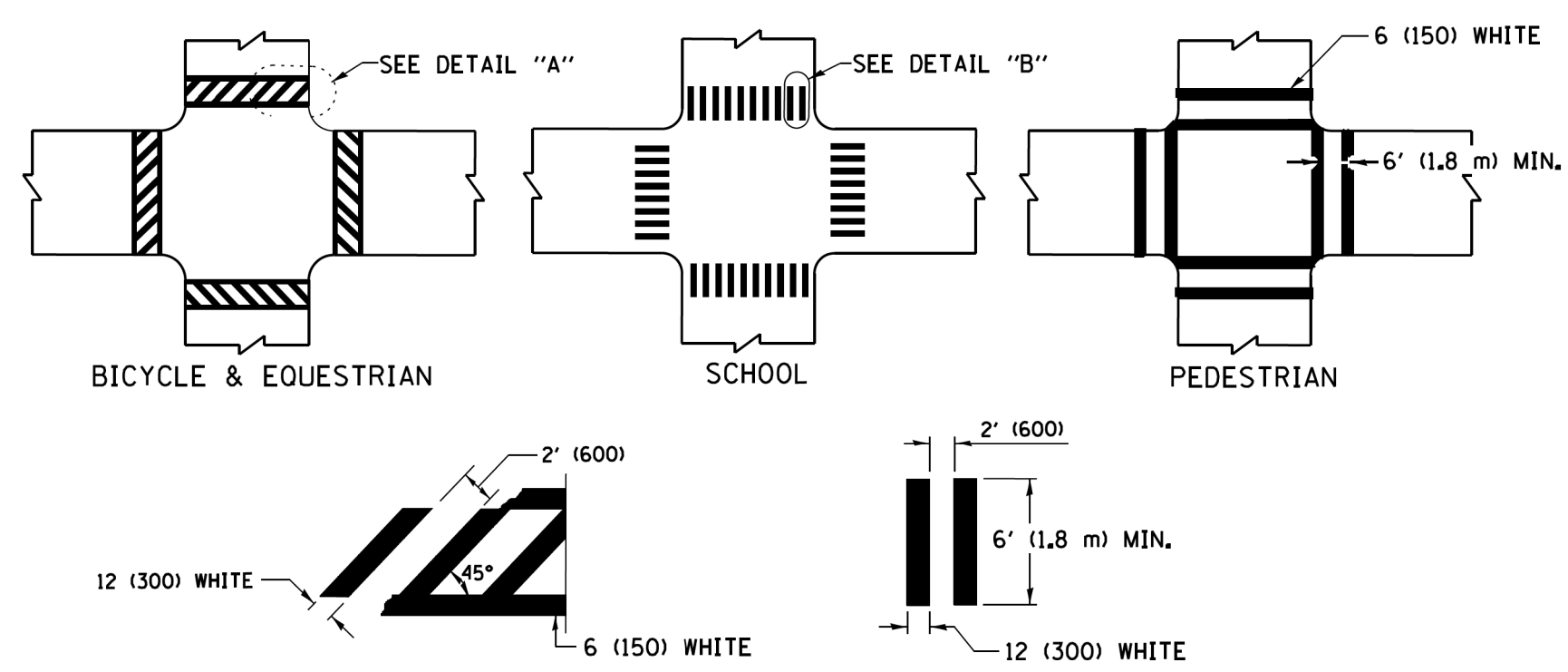


**MULTI-LANE UNDIVIDED**



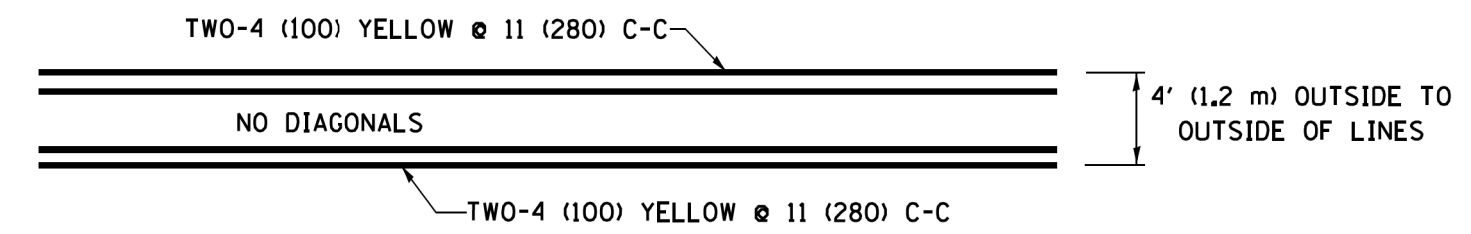
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

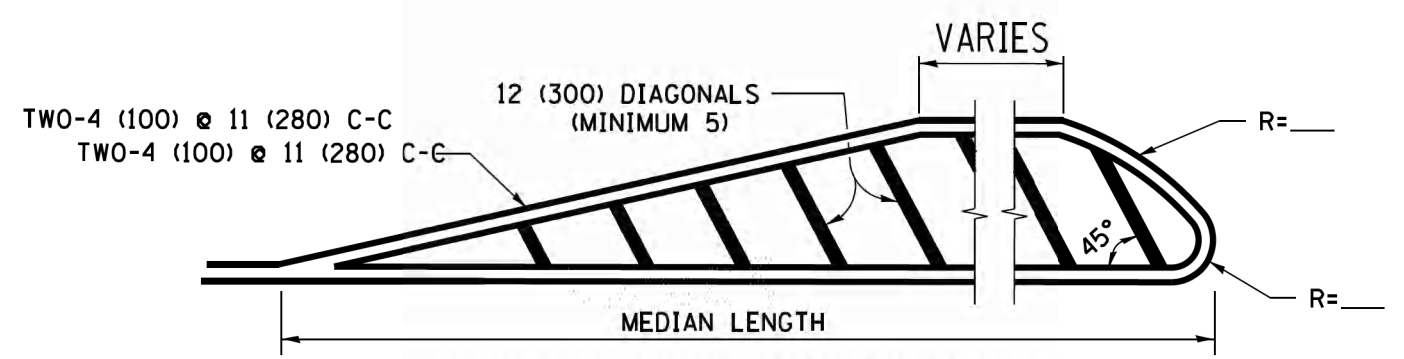


**TYPICAL CROSSWALK MARKING**

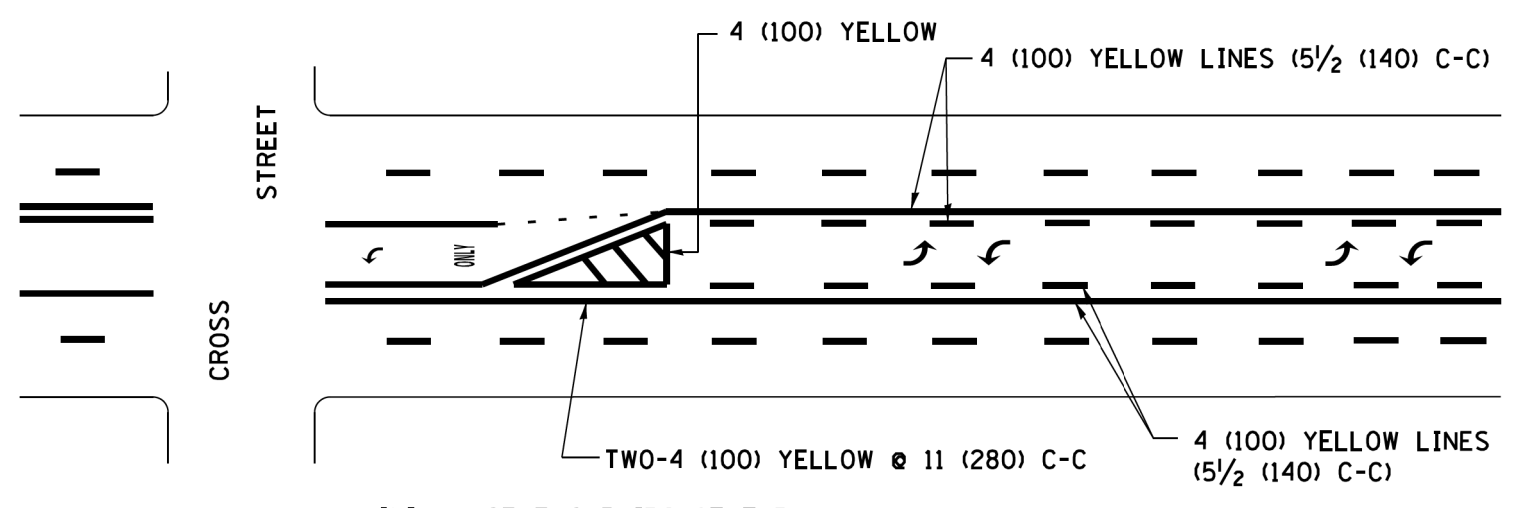
\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



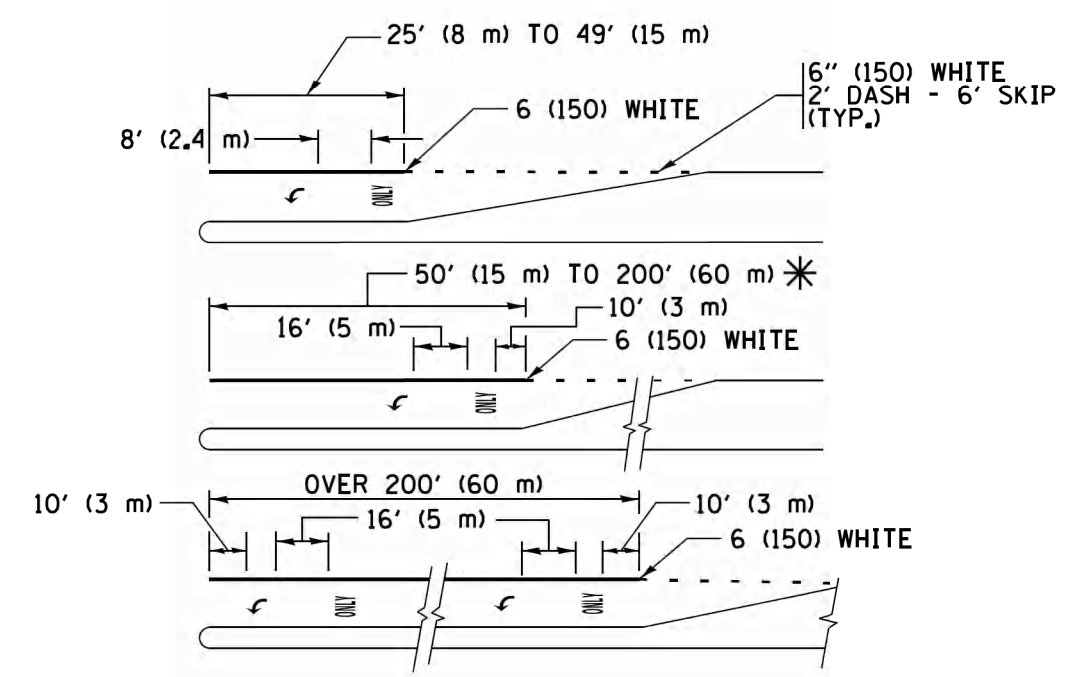
**4' (1.2 m) WIDE MEDIANS ONLY**



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

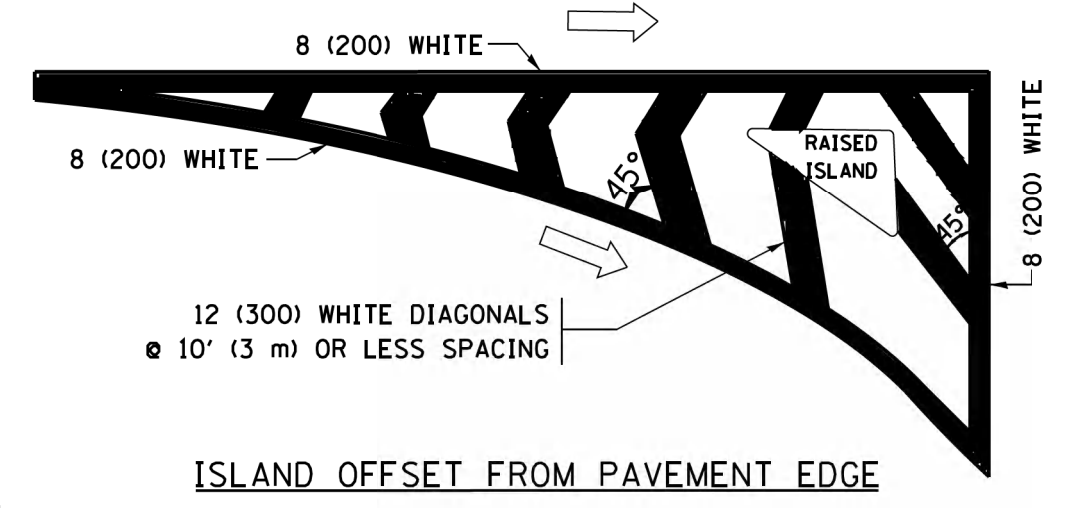


**MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING**

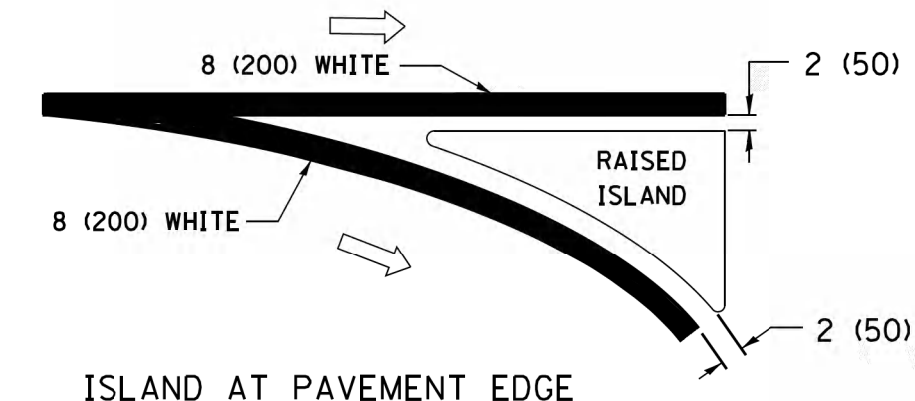


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

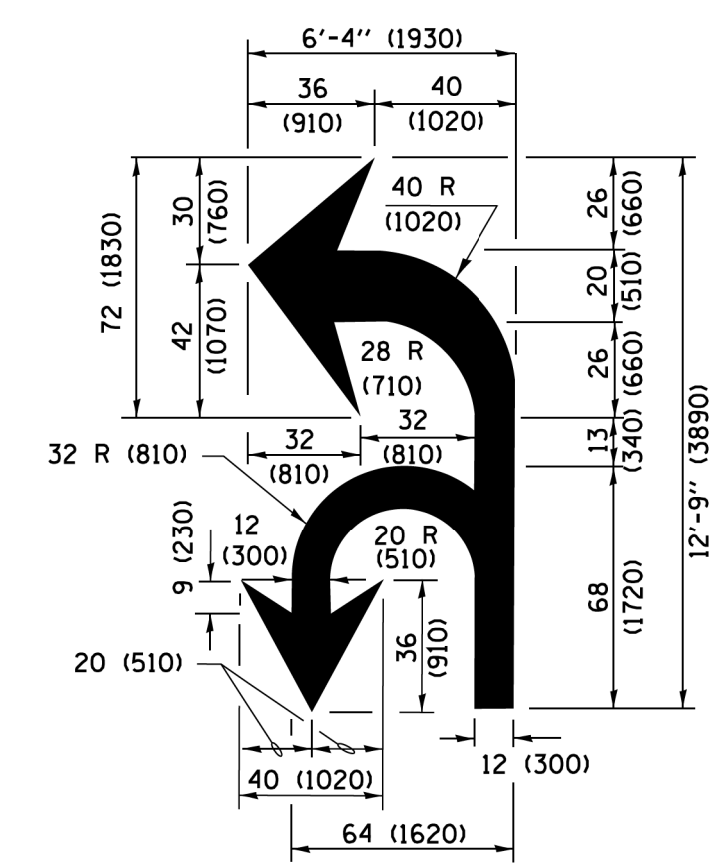
**TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING**



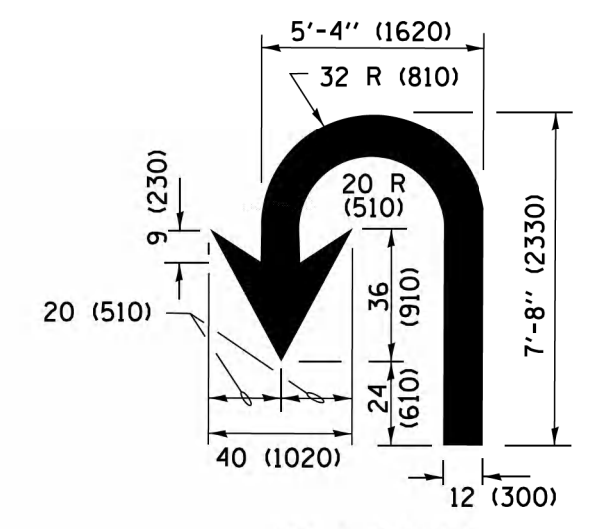
**ISLAND OFFSET FROM PAVEMENT EDGE**



**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.

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR 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 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.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS; 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

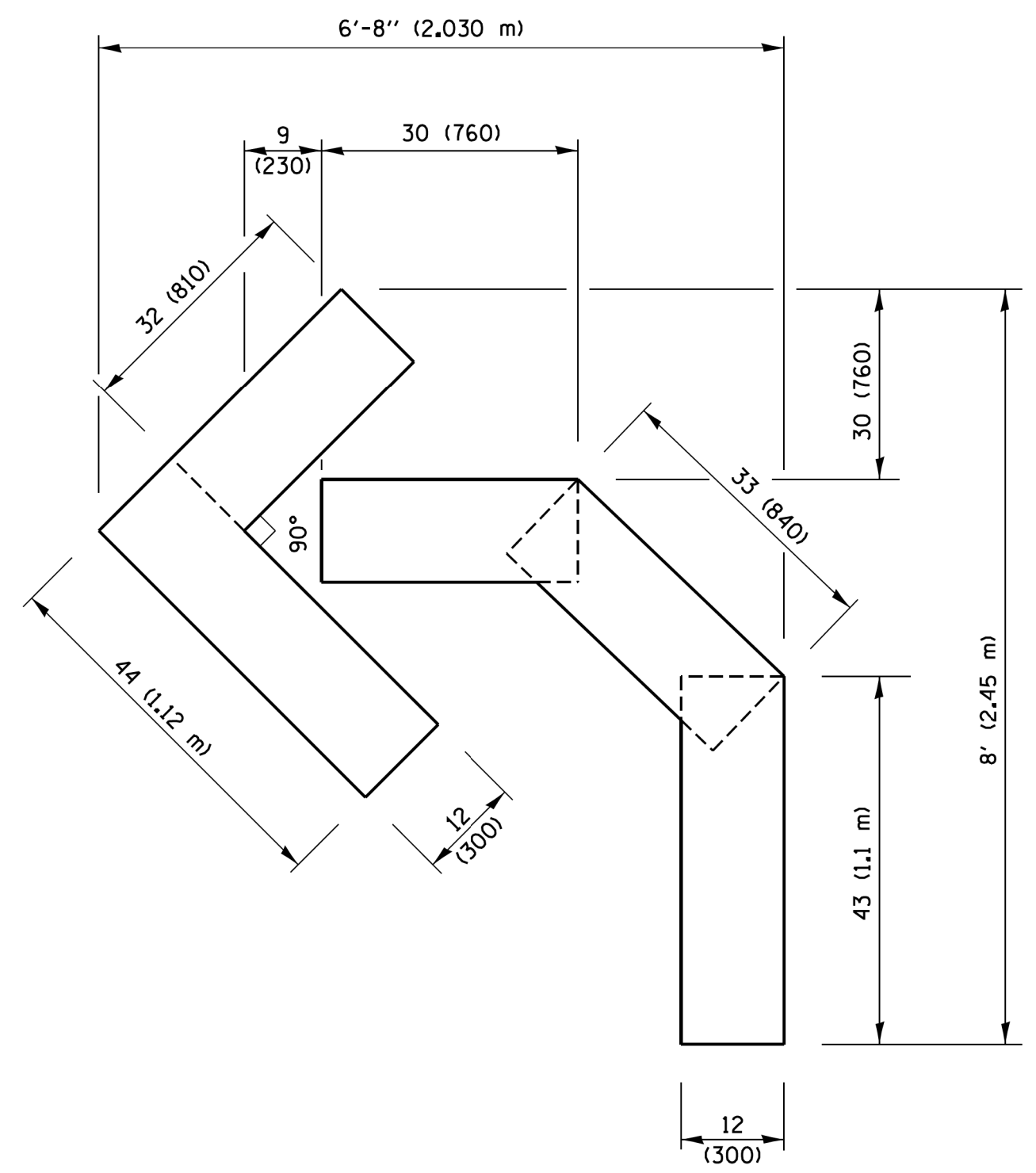
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	PLOT DATE = 6/23/2017	CHECKED -	REVISED - C. JUCIUS 12-21-15
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

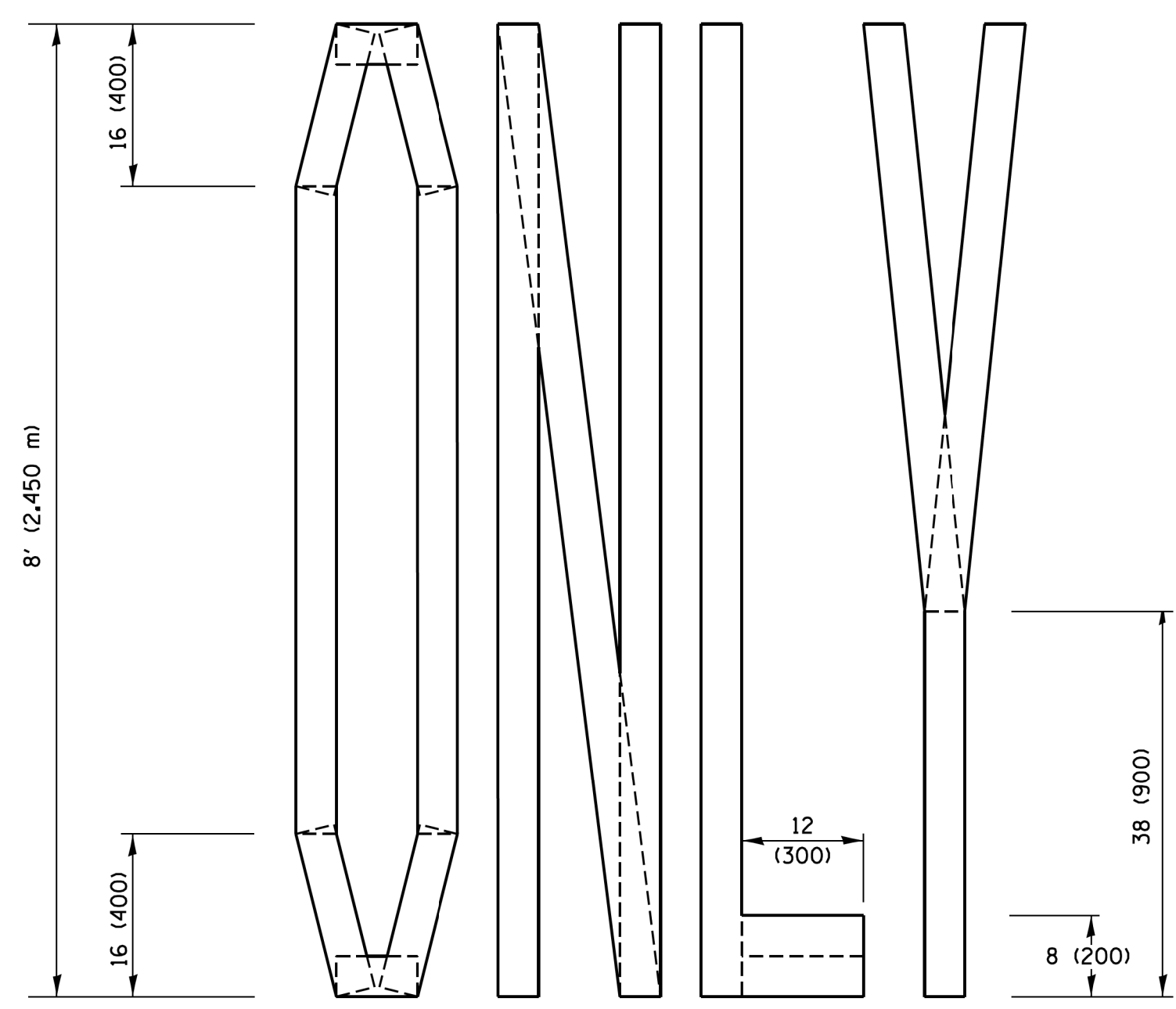
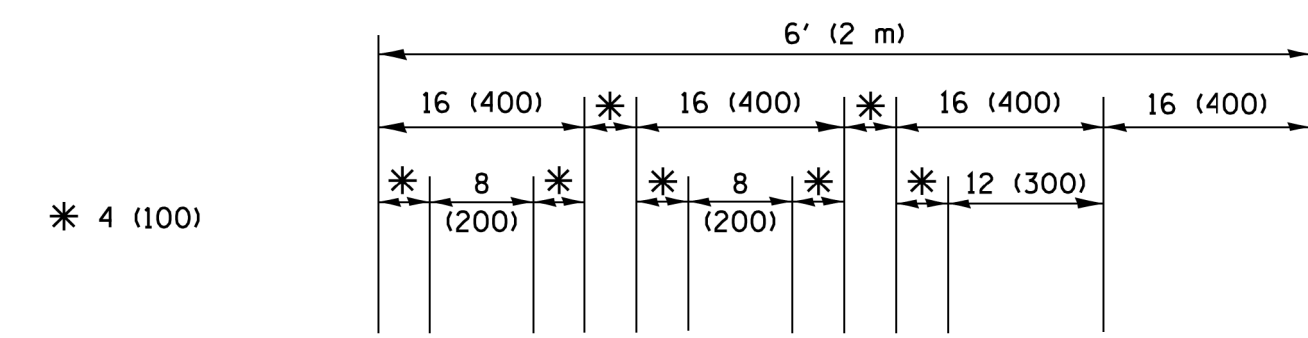
**DISTRICT ONE TYPICAL PAVEMENT MARKINGS**

SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.
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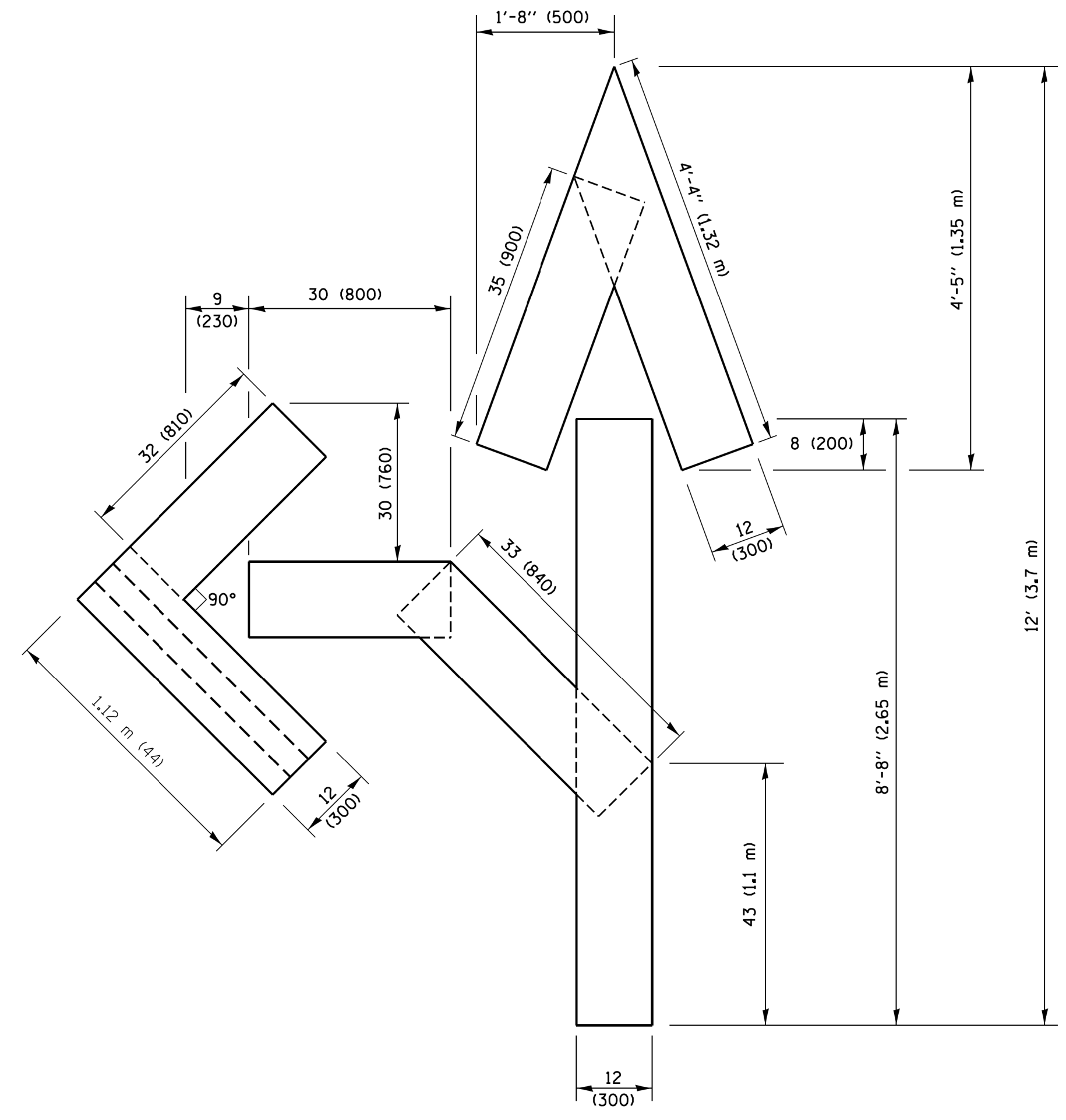
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	31
<b>TC-13</b>		<b>CONTRACT NO.</b>	61F26	
ILLINOIS FED. AID PROJECT				



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

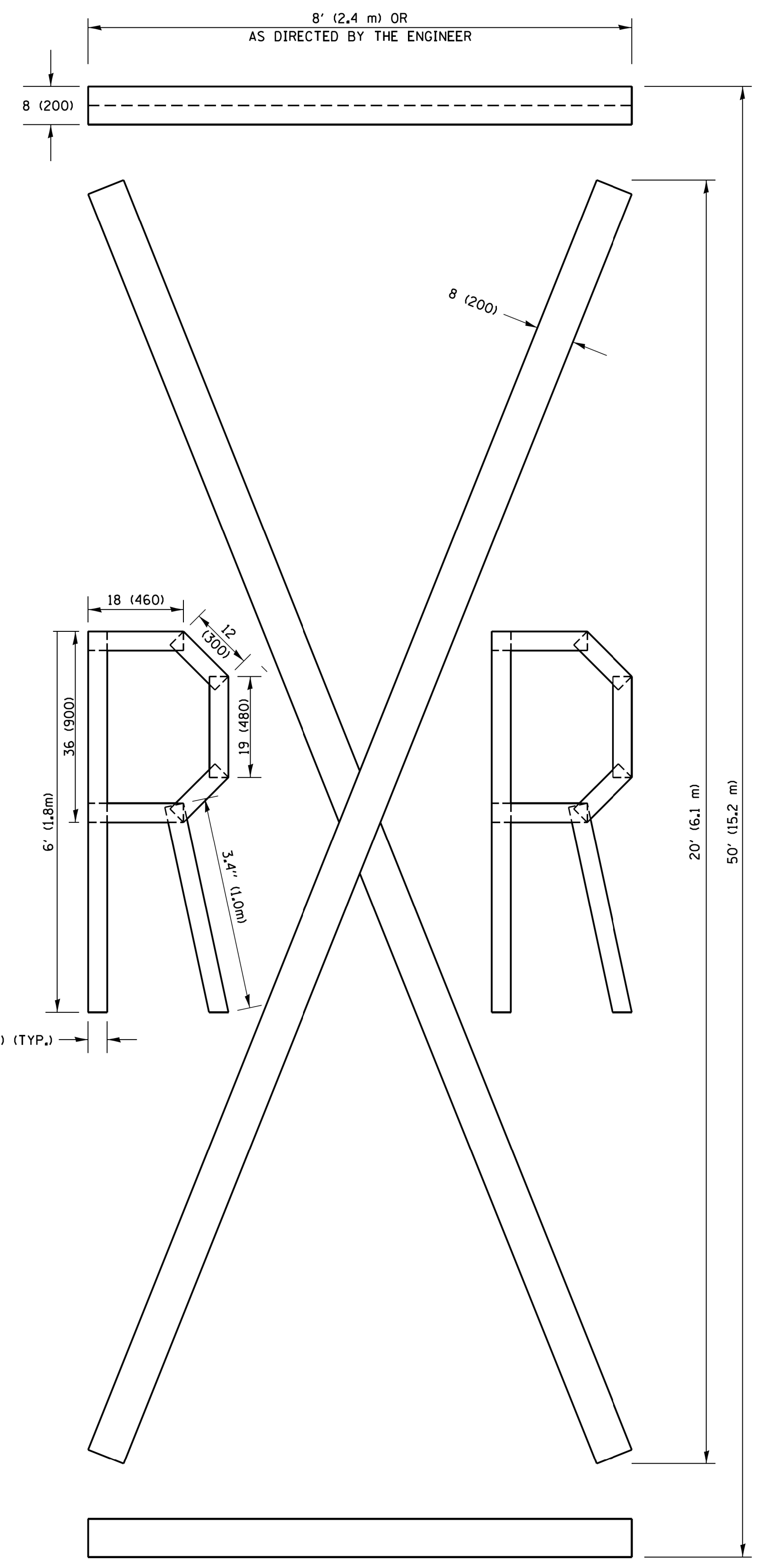


**QUANTITY**  
 4 (100) LINE = 64.1 ft. (19.5 m)  
 21.4 sq. ft. (1.99 sq. m)



**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
p:\j\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\CADD\cadd\CAD\cadd\c16.dgn		DRAWN -	REVISED -E. GOMEZ 08-28-00
PLOT SCALE = 50.0000 ' / in.		CHECKED -	REVISED -E. GOMEZ 08-28-00
PLOT DATE = 9/15/2016		DATE -	REVISED -A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

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

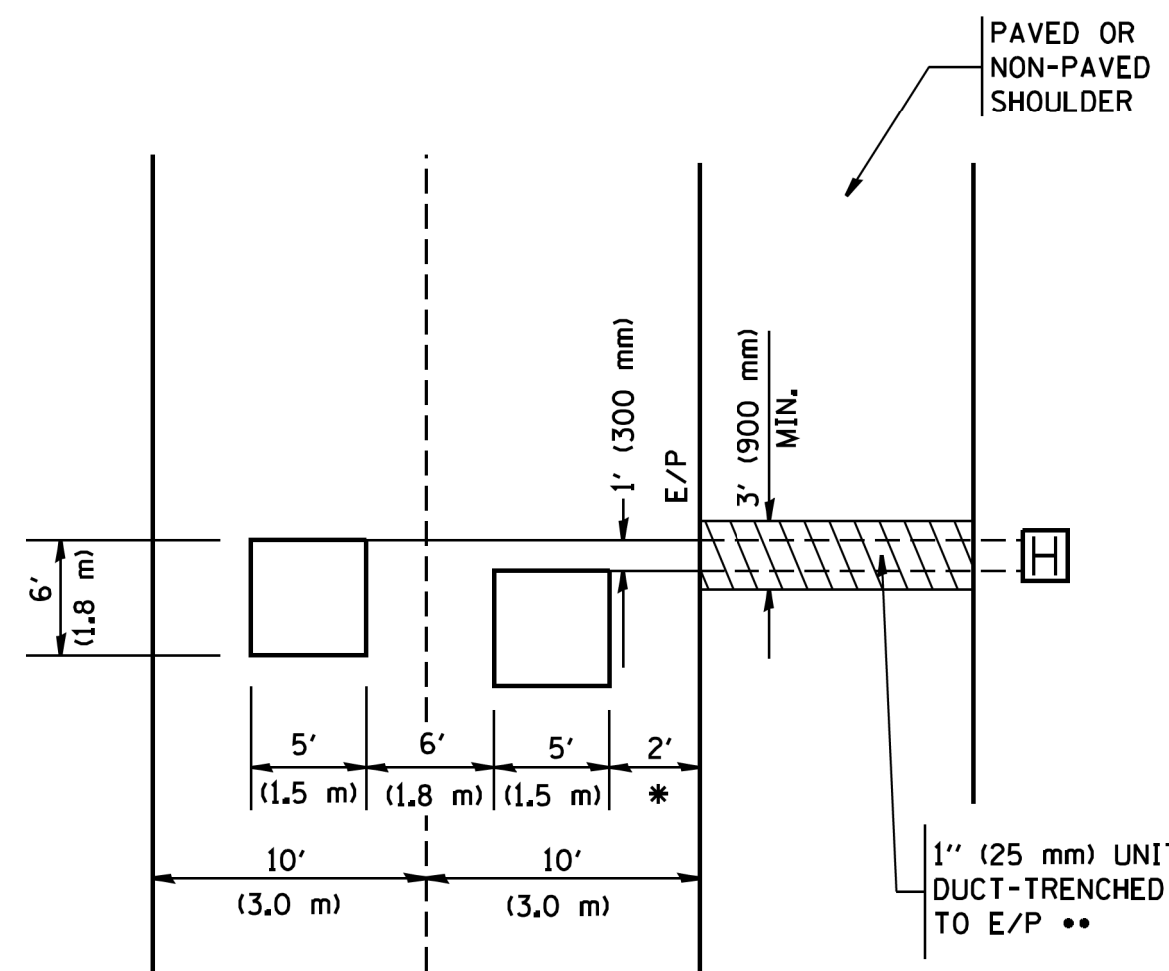
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	32
<b>TC-16</b>		<b>CONTRACT NO.</b>	61F26	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





**LOOPS NEXT TO SHOULDERS**

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



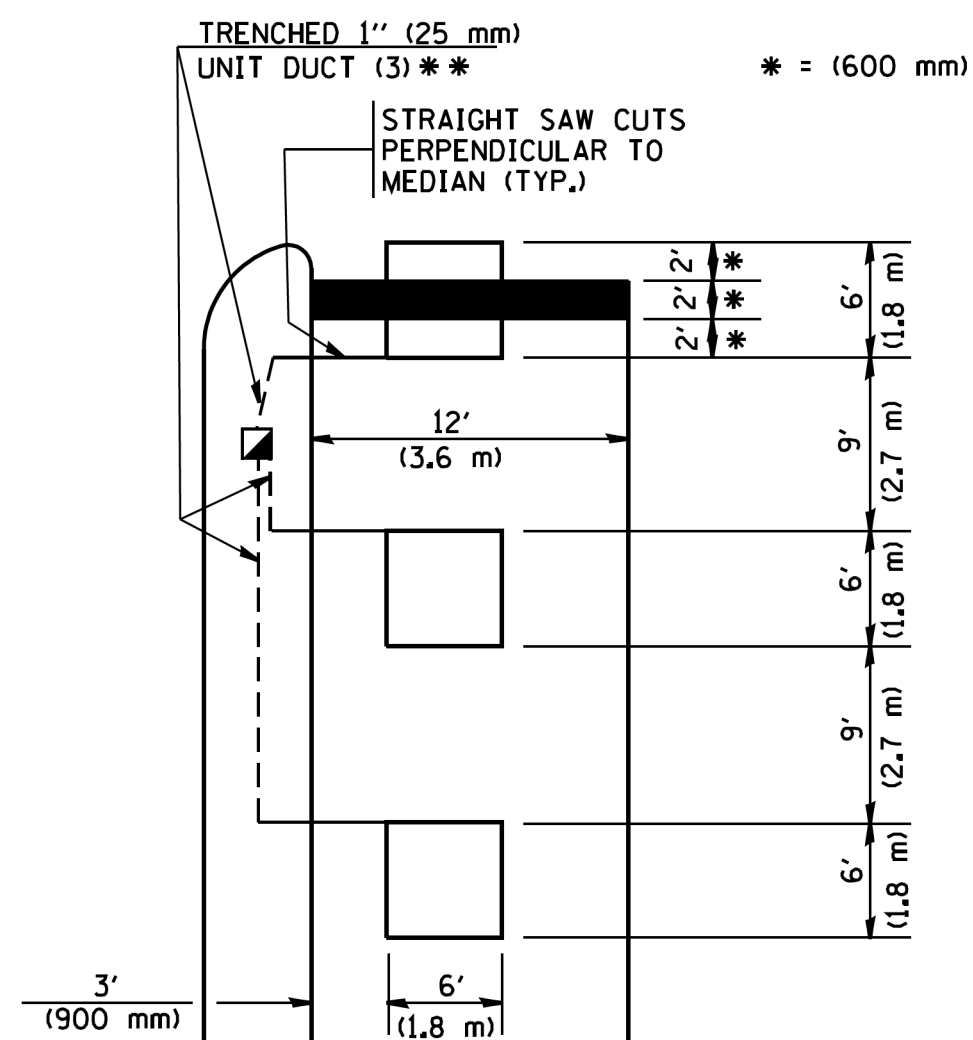
\* = (600 mm)

\*\* 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.

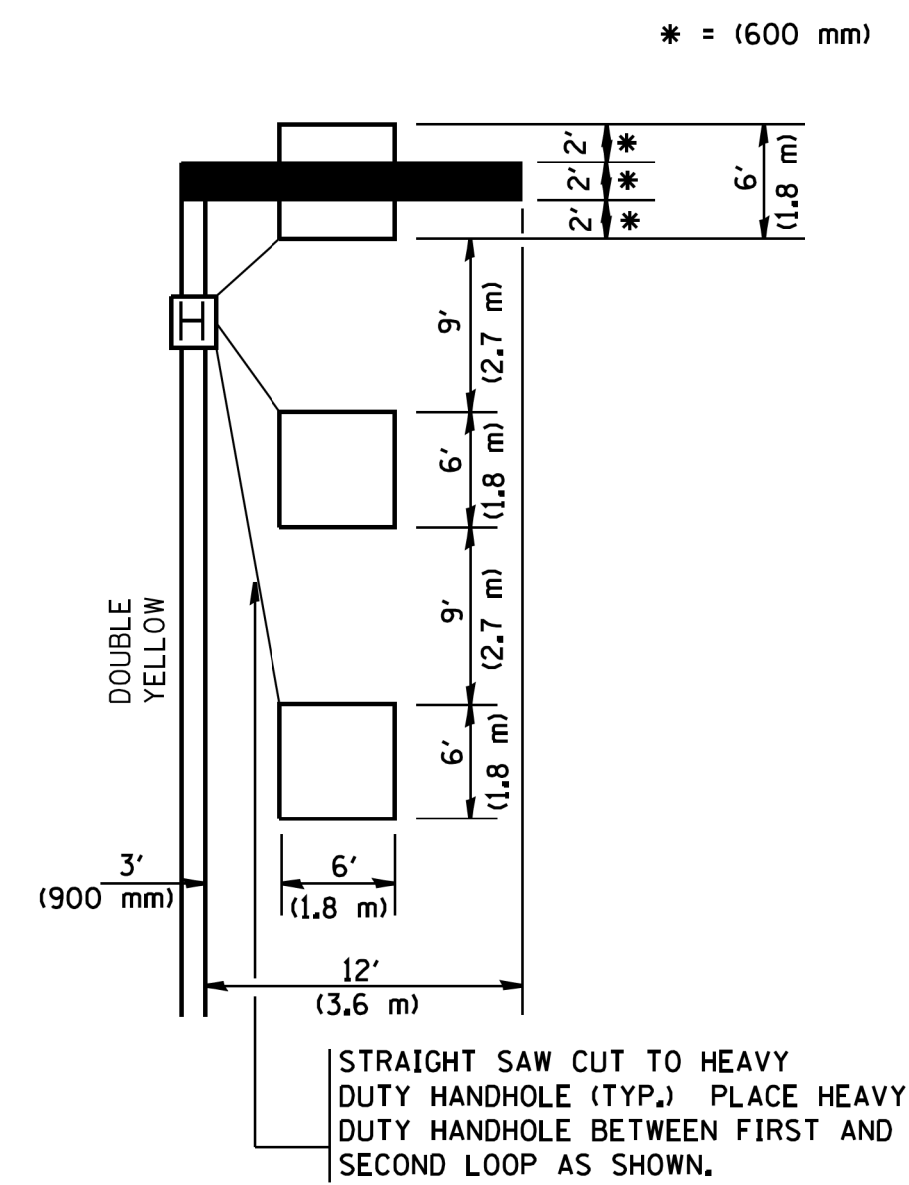


\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

**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.

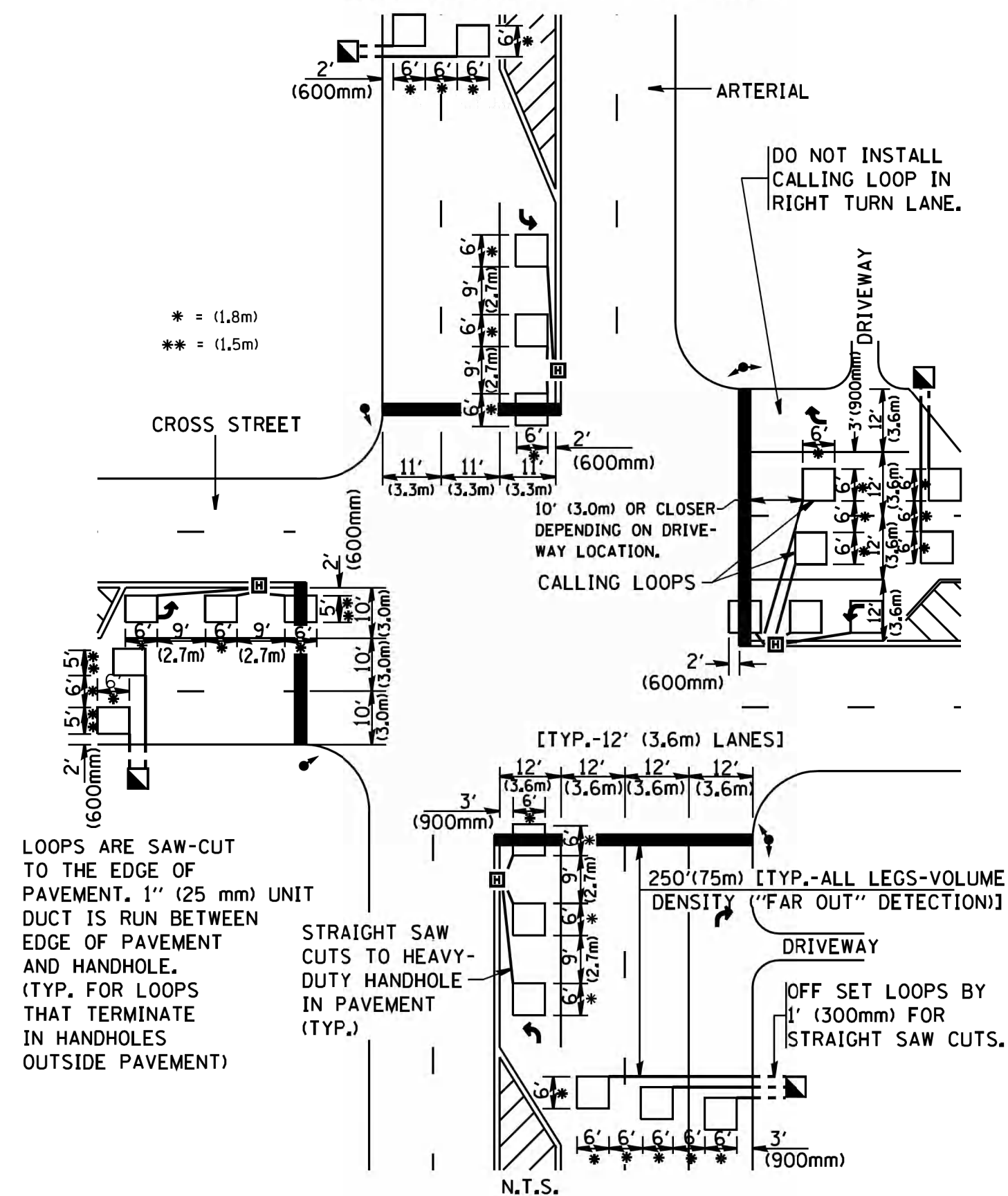
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

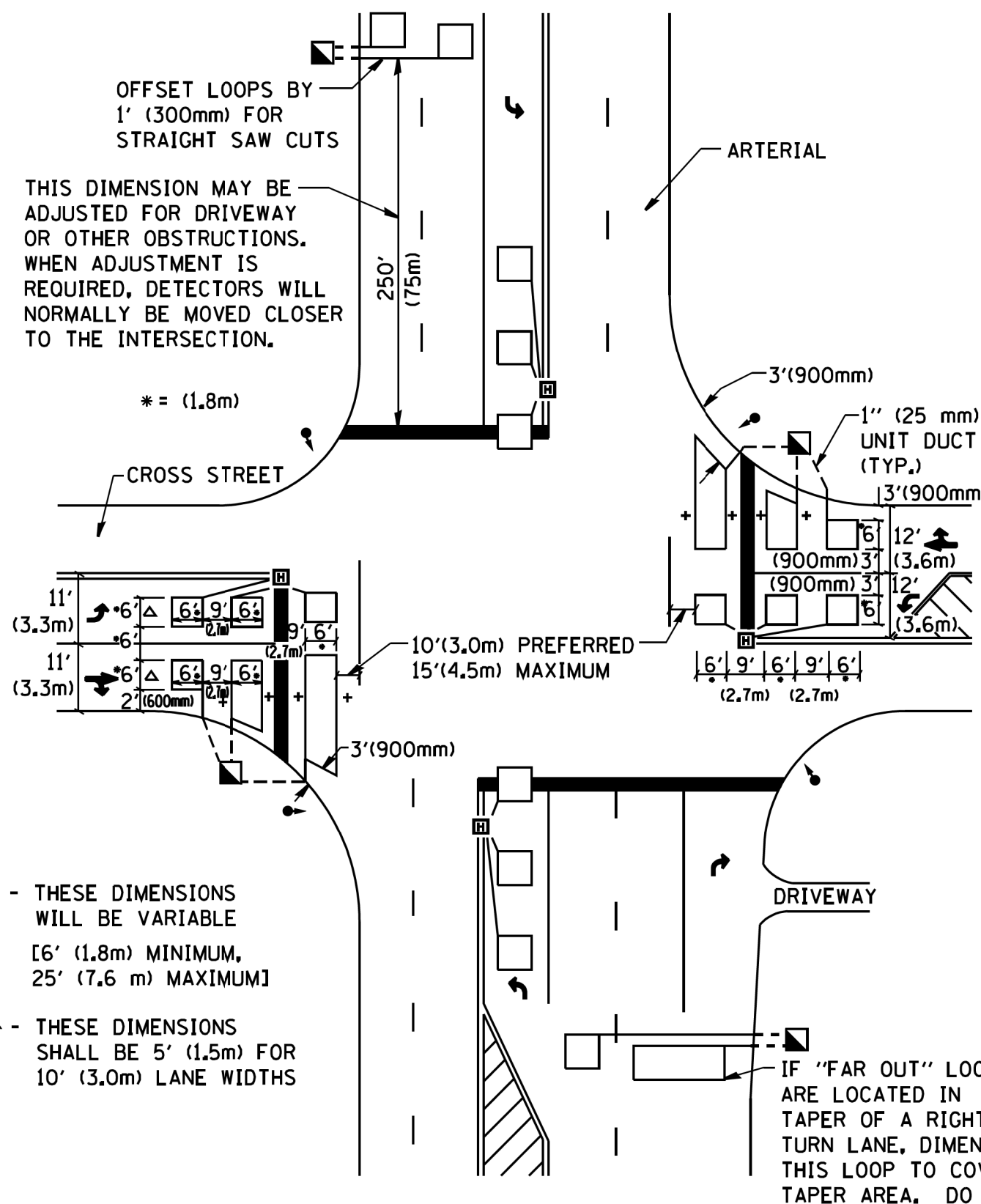
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

**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.

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = geglanoht	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED - R.K.F.	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2672	18-00195-00-RS	DUPAGE	34	34
<b>TS-07</b>		<b>CONTRACT NO.</b>	61F26	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				