

04-27-2018 LETTING ITEM 195

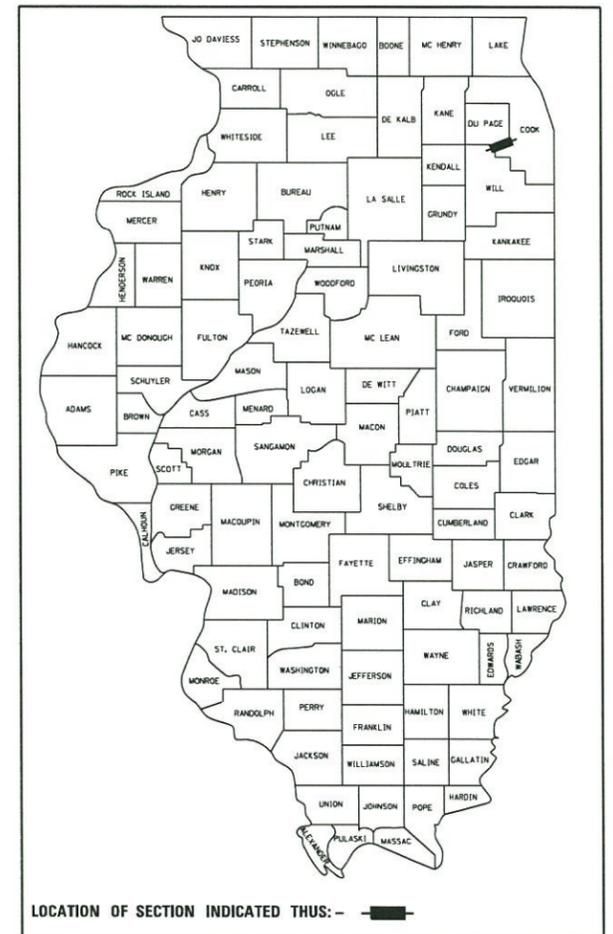
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2992	17-00076-00-RS	ILLINOIS	24	1
CONTRACT NO. 61E58				

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

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

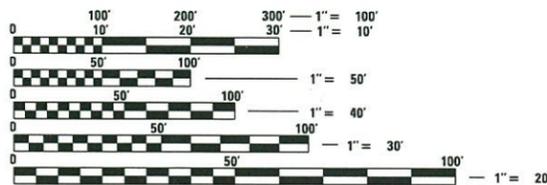
FAU 2992 (INTERNATIONALE PARKWAY)
 BEAUDIN BOULEVARD TO WOODWARD AVENUE
 RESURFACING, CURB AND GUTTER, PAVEMENT MARKING
 SECTION: 17-00076-00-RS
 PROJECT NO. PHCD(258)
 VILLAGE OF WOODRIDGE
 DUPAGE /WILL COUNTY
 C-91-305-17



PROGRAM AND OFFICE ENGINEER: CHARLES RIDDLE, P.E. (847) 705-4406 SCHAUMBURG, IL

TRAFFIC DATA

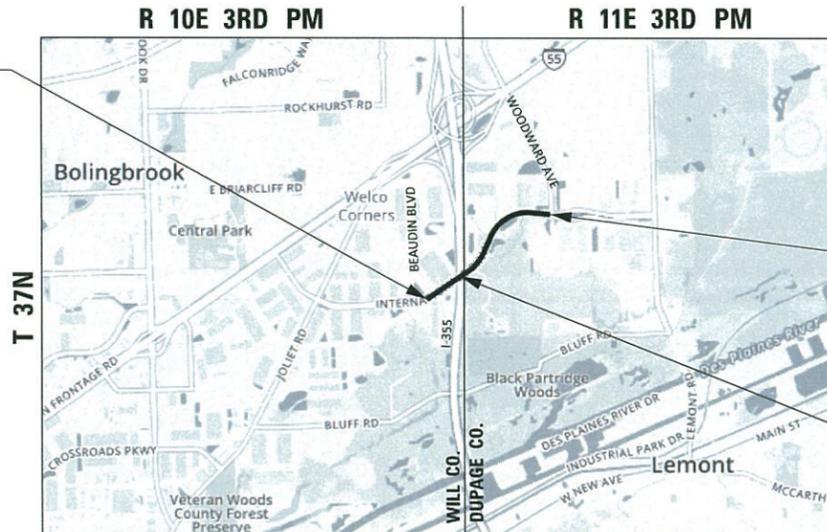
INTERNATIONALE PARKWAY:
 HIGHWAY CLASSIFICATION: MINOR COLLECTOR
 ADT (2016) = 6800
 POSTED SPEED LIMIT = 40 MPH



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

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

PROJECT BEGINS
 STA 100 + 60



LOCATION MAP
 (NOT TO SCALE)

PROJECT ENDS
 STA 156 + 31

SN 099-0334

DUPAGE TOWNSHIP & DOWNERS GROVE TOWNSHIP

GROSS LENGTH = 5571 FT. = 1.06 MILE
 NET LENGTH = 5571 FT. = 1.06 MILE



Michael F. Hartwig 1/10/18
 Expires 11-30-2019

CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 SERVICE | SOLUTIONS | COMMITMENT™

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

APPROVED Jan 10 2018
 [Signature]
 VILLAGE OF WOODRIDGE, DIRECTOR OF PUBLIC WORKS

PASSED February 14 2018
 [Signature]
 DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW February 16, 2018
 [Signature]
 REGIONAL ENGINEER

**PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS**

CONTRACT NO. 61E58

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6-7	SCHEDULE OF QUANTITIES
8-12	ROADWAY AND PAVEMENT MARKING PLAN
13	BD-01: DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)
14	BD-08: DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
15	BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
16	BD-24: CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
17	BD-32: BUTT JOINT AND HMA TAPER DETAILS
18	TC-10: TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTION AND DRIVEWAYS
19	TC-13: DISTRICT ONE TYPICAL PAVEMENT MARKINGS
20	TC-14: TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
21	TC-16: SHORT TERM PAVEMENT MARKING LETTERS & SYMBOLS
22	TC-22: ARTERIAL ROAD INFORMATION SIGN
23	TS-05: DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS (SHEET 2 OF 7)
24	TS-07: DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-10	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-03	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-04	DEPRESSED CORNER FOR SIDEWALKS
424026-02	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
424031-01	MEDIAN PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
604001-04	FRAME AND LIDS TYPE 1
604091-03	FRAME AND GRATE TYPE 24
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS < 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRANSVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-07	TRAFFIC CONTROL DEVICES
720006-04	SIGN PANEL ERECTION DETAILS
780001-05	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOURS NOTIFICATION REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE ENGINEER. THE CONTRACTOR SHALL CONTACT THE VILLAGE OF WOODRIDGE AT (630) 719-4753 A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNER OF ALL EXISTING UTILITIES FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL CONTACT JAY NICKLESKI, DEPUTY FIRE CHIEF WITH THE LEMONT FIRE PROTECTION DISTRICT, AT (630) 257-2376x223 TO COORDINATE TRAFFIC CONTROL OPERATIONS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER.
- THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE RIGHT-OF-WAY OF ANY STREET AND/OR PARK PROPERTY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- ALL PAVEMENT PATCHING, BIKE PATH REMOVAL AND REPLACEMENT, AND CURB RAMP RECONSTRUCTION LIMITS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE RESIDENT ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES WHERE THE SPEED IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1V:3H.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL VERIFY THAT ALL CRACKS, JOINTS, AND FLANGEWAYS ARE CLEAN AND DRY PRIOR TO PLACEMENT OF MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS.
- PRIOR TO APPLYING HOT-MIX ASPHALT TACK COAT, THE BASE SURFACE INCLUDING GUTTERS SHALL BE CLEANED OF LOOSE MATERIALS. ALL CRACK FILL MATERIAL SHALL BE REMOVED IN ITS ENTIRETY ALONG THE CURB LINE.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKINGS LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE RESIDENT ENGINEER.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED.
- ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED IN KIND.
- PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY DETECTOR LOOPS DAMAGED DURING CONSTRUCTION.
- THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES, AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- THE CONTRACTOR SHALL VERIFY THE RIM & INVERTS OF ALL EXISTING AND PROPOSED STORM SEWER STRUCTURES PRIOR TO CONSTRUCTION.
- 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 ENGINEER AND VILLAGE.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED INCLUDING PREVIOUSLY SEEDED AREAS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER.
- ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS, AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLANS.
- THE MINIMUM THICKNESS OF THE PROPOSED GUTTER FLAG SHALL BE 10 INCHES UNLESS OTHERWISE STATED IN THE PLANS OR DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAKE FULL DEPTH SAW CUTS AT THE EDGE OF PAVEMENT ADJACENT TO THE REMOVAL OF ALL COMBINATION CURB AND GUTTER. THE CONTRACTOR SHALL MAKE ALL FULL DEPTH SAW CUTS REQUIRED FOR THE REMOVAL OF CONCRETE CURB AND GUTTERS, SIDEWALKS, DRIVEWAYS AND BIKE PATHS, OR AS DIRECTED BY THE ENGINEER.
- ANY LOOSED MATERIAL DEPOSITED IN THE FLOW LINE OF CURB OR DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN THE SITE IN A CLEAN AND ORDERLY MANNER, DEBRIS AND SURPLUS MATERIAL SHALL BE REMOVED AND RESTORATION SHALL PROCEED AS THE WORK PROCEEDS. IF THE ENGINEER SO DIRECTS, THE CONTRACTOR SHALL STOP ALL OTHER WORK AND CONCENTRATE ON CLEAN-UP AND RESTORATION. DEBRIS AND SURPLUS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR OFF-SITE.
- A PORTION OF THE PROJECT IS LOCATED WITHIN A ZONE A FLOODPLAIN ACCORDING TO FLOOD INSURANCE RATE MAP NUMBER 17043C1004H. THE CONTRACTOR SHALL NOT MODIFY EXISTING SURFACE ELEVATIONS, GRADES, OR ADD FILL WITHIN THE LIMITS OF THE ZONE A FLOODPLAIN.
- IN ACCORDANCE WITH SECTION 20-12 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF LOCAL ROAD AND STREETS MANUAL SPECIAL WASTE SCREENING REQUIREMENTS, NO EXCAVATED SOIL OR FILL MATERIAL SHALL BE REMOVED FROM THE PROJECT LIMITS. ANY EXCAVATED SOIL OR FILL MATERIAL RESULTING FROM REPLACEMENT OF PAVEMENT, CURB AND GUTTER, OR CURB RAMPS SHALL BE REDISTRIBUTED WITHIN THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL COORDINATE WORK SCHEDULE WITH ISTHA I-355 TOLLWAY BRIDGE STRUCTURE DRAINAGE IMPROVEMENT PROJECT TO BE PERFORMED BY OTHERS.
- CONTRACTOR SHALL USE CAUTION NOT TO DAMAGE ANY TREES WITHIN THE PROJECT AREA. SHOULD ANY TREES BE DAMAGED OR DISTURBED DUE TO CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL REPLACE THEM IN KIND.
- UNLESS OTHERWISE APPROVED BY THE ENGINEER, CONTRACTOR SHALL BE REQUIRED TO KEEP ALL DRIVEWAY ENTRANCES OPEN TO TRAFFIC. ALL CONCRETE WORK AT ENTRANCES SHALL BE CONSTRUCTED 1/2 AT A TIME TO ALLOW ACCESS DURING THE CONCRETE CURING PERIOD.

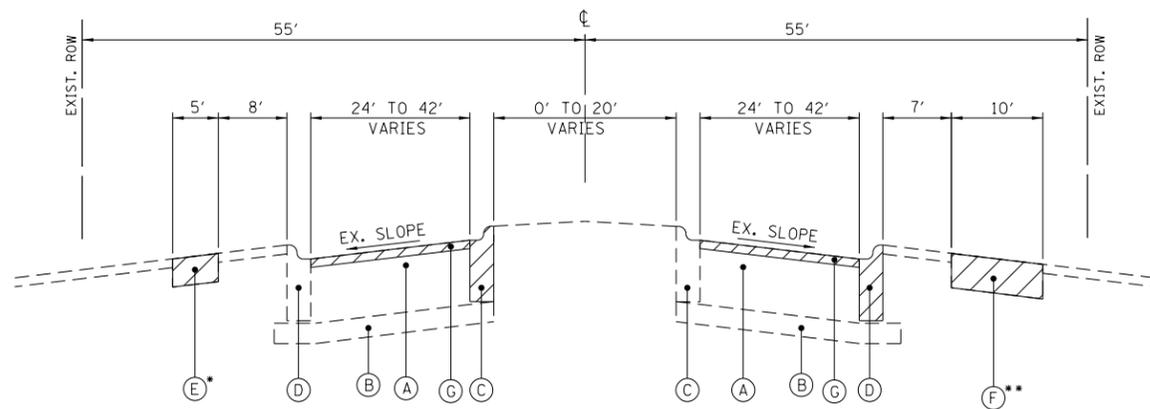
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EXISTING TYPICAL SECTION

STA 100+60 TO STA 156+31, INTERNATIONALE PARKWAY
 *STA 100+60 TO STA 103+44 ONLY
 **STA 102+65 TO STA 156+31 ONLY

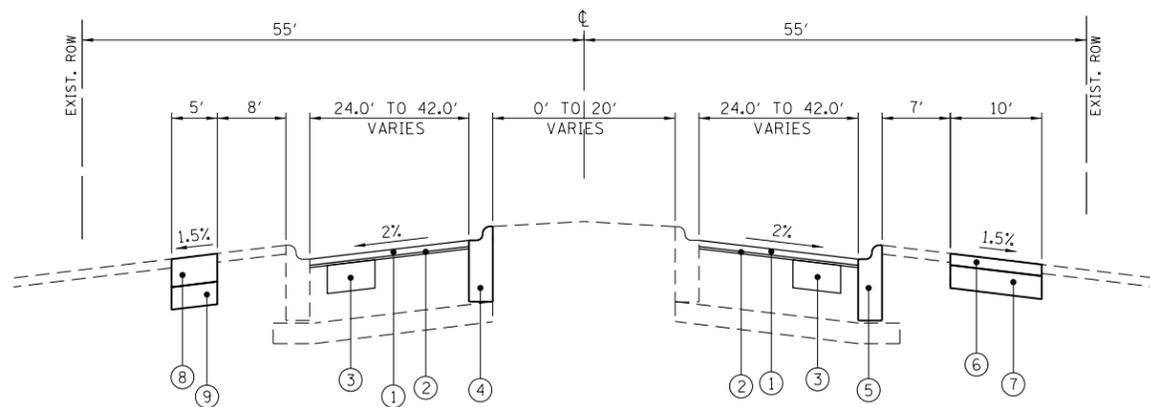
EXISTING LEGEND

- (A) HMA PAVEMENT, 14"-16"
- (B) SUB-BASE GRANULAR MATERIAL, 4"
- (C) COMBINATION CONCRETE CURB & GUTTER, B-6.12
- (D) COMBINATION CONCRETE CURB & GUTTER, B-6.24
- (E) PCC SIDEWALK
- (F) HMA BIKE PATH
- (G) HMA SURFACE REMOVAL, 2 3/4"
- (Hatched Box) REMOVAL ITEMS

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50, 2"
- (2) POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"
- (3) CLASS D PATCHES, 5"
- (4) COMBINATION CONCRETE CURB & GUTTER, B-6.12
- (5) COMBINATION CONCRETE CURB & GUTTER, B-6.24
- (6) HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50, 3"
- (7) AGGREGATE BASE COURSE, TYPE B, 6"
- (8) PCC SIDEWALK 5"
- (9) AGGREGATE BASE COURSE, TYPE B / AGGREGATE BASE COURSE, TYPE B, 4"

- NOTES:
- CONTRACTOR SHALL MILL PRIOR TO PATCHING OPERATIONS.
 - LIMITS OF PAVEMENT PATCHING, SIDEWALK REMOVAL, BIKE PATH REMOVAL, AND COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN FIELD BY THE ENGINEER.
 - COMBINATION CURB & GUTTER WILL BE REPLACED WITH THE SAME TYPE AS REMOVED.



PROPOSED TYPICAL SECTION

STA 100+60 TO STA 156+31, INTERNATIONALE PARKWAY

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @NDES
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	4% @ 50 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.
COMMERCIAL ENTRANCE	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19.0 mm); 8"	4% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19.0 mm)	4% @ 70 GYR.
BIKE PATH	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	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 PG 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.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERNATIONALE PARKWAY - BEAUDIN BLVD TO WOODWARD AVE	
TYPICAL SECTIONS	
SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE. 2992	SECTION 17-00076-00-RS	COUNTY DU	TOTAL SHEETS 24	SHEET NO. 5
CONTRACT NO. 61E58				
ILLINOIS FED. AID PROJECT				

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COMBINATION CONCRETE CURB AND GUTTER						
STATION	STATION	OFFSET (LT/RT)	TYPE	COMB. CONC. CURB AND GUTTER REMOVAL AND REPLACEMENT (FOOT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FOOT)	AGGREGATE BASE COURSE, TYPE B 4" (SQ YD)
100+59	100+67	RT	B-6.12	8		
101+24	101+33	LT	B-6.12	20		
101+53	101+69	RT	B-6.24	17		
103+08	103+21	RT	B-6.24	13		
103+20	103+56	LT	B-6.24	65		
103+47	104+24	RT	B-6.24	79		
103+56	103+69	RT	B-6.12	31		
103+95	104+09	RT	B-6.12	31		
103+98	104+23	LT	B-6.24	58		
106+01	107+89	RT	B-6.24	188		
106+21	106+56	RT	B-6.12	46		
107+12	107+52	RT	B-6.12	49		
108+07	108+22	LT	B-6.24	15		
108+32	108+40	RT	B-6.24	8		
109+38	109+43	RT	B-6.12	14		
112+06	112+17	RT	B-6.24	11		
112+80	112+87	RT	B-6.12	7		
113+17	113+95	RT	B-6.24	79		
113+19	113+26	RT	B-6.12	7		
113+27	113+37	RT	B-6.12	25		
113+50	113+60	LT	B-6.24	10		
113+68	113+84	RT	B-6.12	26		
114+80	114+88	-	B-6.12	17		
115+20	115+25	RT	B-6.12	5		
115+40	115+46	LT	B-6.24	6		
115+50	115+75	LT	B-6.12	25		
115+59	115+81	RT	B-6.24	22		
117+84	117+90	LT	B-6.24	6		
117+88	118+02	RT	B-6.24	14		
119+40	119+58	LT	B-6.24	18		
119+57	120+18	RT	B-6.12	61		
120+80	121+63	RT	B-6.24	70		
120+02	121+10	RT	B-6.12		22	6
121+02	121+21	LT	B-6.24	19		
122+36	122+57	RT	B-6.12	21		
122+39	122+68	LT	B-6.24	28		
123+14	124+32	LT	B-6.24	116		
123+46	123+75	RT	B-6.24	30		
124+71	125+02	LT	B-6.24	31		
124+90	125+17	RT	B-6.12	27		
125+38	125+56	LT	B-6.24	18		
125+98	126+02	LT	B-6.24	4		
126+62	127+06	RT	B-6.12	45		
126+63	126+79	LT	B-6.24	15		
126+65	127+14	RT	B-6.24	50		
126+86	126+90	LT	B-6.12	4		
127+54	127+89	RT	B-6.12	35		
127+67	127+77	RT	B-6.24	10		
128+65	128+83	LT	B-6.24	18		
129+15	129+25	RT	B-6.24	10		
130+22	130+44	RT	B-6.24	22		
130+60	131+34	LT	B-6.24	74		
131+10	131+30	RT	B-6.24	20		
131+89	132+20	RT	B-6.24	30		
132+59	133+08	RT	B-6.24	48		
133+99	134+38	RT	B-6.24	38		
134+13	134+26	LT	B-6.24	13		
134+33	134+38	LT	B-6.12	5		
134+58	134+64	RT	B-6.24	6		
134+65	134+87	LT	B-6.24	22		

(continued)

COMBINATION CONCRETE CURB AND GUTTER (continued)						
STATION	STATION	OFFSET (LT/RT)	TYPE	COMB. CONC. CURB AND GUTTER REMOVAL AND REPLACEMENT (FOOT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FOOT)	AGGREGATE BASE COURSE, TYPE B 4" (SQ YD)
135+12	135+19	RT	B-6.24	7		
135+19	136+55	LT	B-6.24	139		
135+37	135+53	LT	B-6.12	19		
135+97	136+46	RT	B-6.24	48		
136+04	136+21	LT	B-6.12	19		
136+22	136+36	LT	B-6.12	18		
136+28	136+48	RT	B-6.12	21		
136+78	136+87	LT	B-6.24	9		
137+10	137+44	RT	B-6.24	33		
137+22	137+95	LT	B-6.24	74		
137+75	138+30	LT	B-6.12	55		
137+78	138+51	RT	B-6.24	71		
138+29	138+62	LT	B-6.24	33		
139+08	139+12	RT	B-6.24	4		
139+40	139+50	RT	B-6.24	10		
139+53	139+65	LT	B-6.12	15		
139+73	139+93	RT	B-6.24	20		
139+73	139+86	LT	B-6.24	18		
140+35	140+67	RT	B-6.24	32		
140+38	140+71	LT	B-6.24	38		
140+56	140+65	LT	B-6.12	9		
140+57	140+66	-	B-6.12	9		
141+07	141+13	LT	B-6.24	6		
141+13	141+34	LT	B-6.12	21		
141+10	141+66	RT	B-6.24	56		
141+62	141+82	LT	B-6.12	20		
142+00	142+22	LT	B-6.24	22		
142+34	144+48	RT	B-6.24	209		
142+59	142+80	LT	B-6.12	21		
142+97	143+85	LT	B-6.24	90		
143+01	143+05	LT	B-6.12	4		
143+39	143+79	LT	B-6.12	40		
144+13	146+04	LT	B-6.24	196		
144+88	145+50	RT	B-6.24	61		
145+16	145+63	LT	B-6.12	52		
146+55	148+04	RT	B-6.24	146		
146+58	146+77	LT	B-6.24	19		
148+77	148+81	-	B-6.12	4		
148+81	149+04	RT	B-6.24	23		
148+84	149+08	LT	B-6.12	24		
149+74	152+26	LT	B-6.24	256		
150+19	150+22	LT	B-6.12	4		
150+33	150+40	RT	B-6.24	7		
150+99	151+05	RT	B-6.24	5		
151+24	151+39	LT	B-6.12	16		
151+33	151+37	RT	B-6.24	4		
151+83	152+47	RT	B-6.24	64		
153+40	153+56	RT	B-6.12	16		
153+44	153+75	RT	B-6.24	32		
153+69	154+40	LT	B-6.24	71		
154+69	154+77	LT	B-6.12	8		
154+69	155+13	LT	B-6.24	44		
155+34	155+55	RT	B-6.24	21		
156+11	156+22	LT	B-6.24	12		
TOTAL B-6.12 R&R =				904		
TOTAL B-6.24 R&R =				3181		
ROUNDED TOTAL				4085	22	6

CLASS D PATCHES					
STATION	STATION	OFFSET (LT/RT)	CLASS D PATCHES, TYPE II, 5 INCH (SQ YD)	CLASS D PATCHES, TYPE III, 5 INCH (SQ YD)	CLASS D PATCHES, TYPE IV, 5 INCH (SQ YD)
101+30	102+17	RT			119
103+47	103+74	RT			36
104+92	105+22	RT			41
108+52	108+79	RT			36
110+41	110+56	LT	14		
111+12	111+32	RT			26
112+30	112+48	RT		24	
113+68	113+90	RT			29
114+41	114+69	LT			38
120+01	120+22	LT			28
121+08	121+20	RT		16	
121+16	121+20	RT	5		
121+17	121+21	-	7		
121+17	121+21	LT	6		
121+17	121+21	LT	5		
124+74	125+02	LT			37
131+88	132+06	LT	13		
135+19	135+35	LT		22	
135+18	135+54	-			48
135+83	136+46	LT			86
139+43	140+05	LT			85
146+86	147+36	LT			65
150+78	151+31	LT			73
154+96	155+22	RT			35
ROUNDED TOTAL			50	62	782

MEDIAN REMOVAL & REPLACEMENT				
STATION	STATION	OFFSET (LT/RT)	MEDIAN REMOVAL (SQ FT)	CONCRETE MEDIAN SURFACE, 4 INCH (SQ FT)
137+95	139+64	LT	248	248
149+22	150+21	LT	106	106
ROUNDED TOTAL			354	354

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 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**INTERNATIONALE PARKWAY - BEAUDIN BLVD TO WOODWARD AVE
 SCHEDULE OF QUANTITIES**

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. R.T.E. 2992 SECTION 17-00076-00-RS COUNTY DU PAGE TOTAL SHEETS 24 SHEET NO. 6 CONTRACT NO. 61E58 ILLINOIS FED. AID PROJECT

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SIDEWALK & CURB RAMP REMOVAL & REPLACEMENT								
STATION	STATION	OFFSET (LT/RT)	BIKE PATH REMOVAL (SQ YD)	SIDEWALK REMOVAL (SQ FT)	EARTH EXCAVATION (CU YD)	AGGREGATE BASE COURSE TYPE B 4" (SQ YD)	PCC SIDEWALK 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)
102+42	102+47	LT		25			25	
103+11	103+41	LT		148			146	17
103+52	103+68	RT	3	139			158	20
103+96	104+20	RT	11	189	1.3	6	348	33
104+06	104+15	LT		111			124	24
106+22	106+48	RT	4	178			204	33
107+21	107+50	RT	5	162			225	39
113+24	113+36	RT	3	103			123	20
113+71	113+83	RT	3	65			86	24
115+13	115+27	RT		141			141	
116+20	116+41	RT		172			172	
116+57	117+01	RT		746			746	
120+89	121+10	RT	16	109	0.9	4	220	39
121+06	121+14	LT		58			67	10
121+31	121+47	RT		152			124	20
139+74	139+83	LT		91	0.5	2	104	16
139+75	139+81	RT		32				
140+46	140+64	LT		113	1.5	6	205	27
140+57	140+64	RT			1.0	4	36	10
140+58	140+64	-			0.9	4	32	20
ROUNDED TOTAL			45	2734	6.1	26	3286	352

BIKE PATH REMOVAL & REPLACEMENT					
STATION	STATION	OFFSET (LT/RT)	BIKE PATH REMOVAL (SQ YD)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (TON)	AGGREGATE BASE COURSE, TYPE B 6" (SQ YD)
103+50	103+52	RT	3	1	3
104+20	104+47	RT	33	6	33
106+20	106+22	RT	3	1	3
107+50	107+52	RT	3	1	3
113+22	113+24	RT	3	1	3
113+83	113+85	RT	3	1	3
114+40	115+20	RT	85	15	85
116+90	116+98	RT	5	1	5
120+87	120+89	RT	3	1	3
121+47	121+49	RT	3	1	3
121+92	122+04	RT	13	3	13
122+39	122+53	RT	15	3	15
124+88	125+09	RT	24	5	24
126+70	126+82	RT	13	3	13
128+56	128+80	RT	27	5	27
141+84	141+92	RT	8	2	8
147+79	147+90	RT	11	2	11
148+79	148+83	RT	11	2	11
151+54	151+66	RT	13	3	13
ROUNDED TOTAL			279	57	279

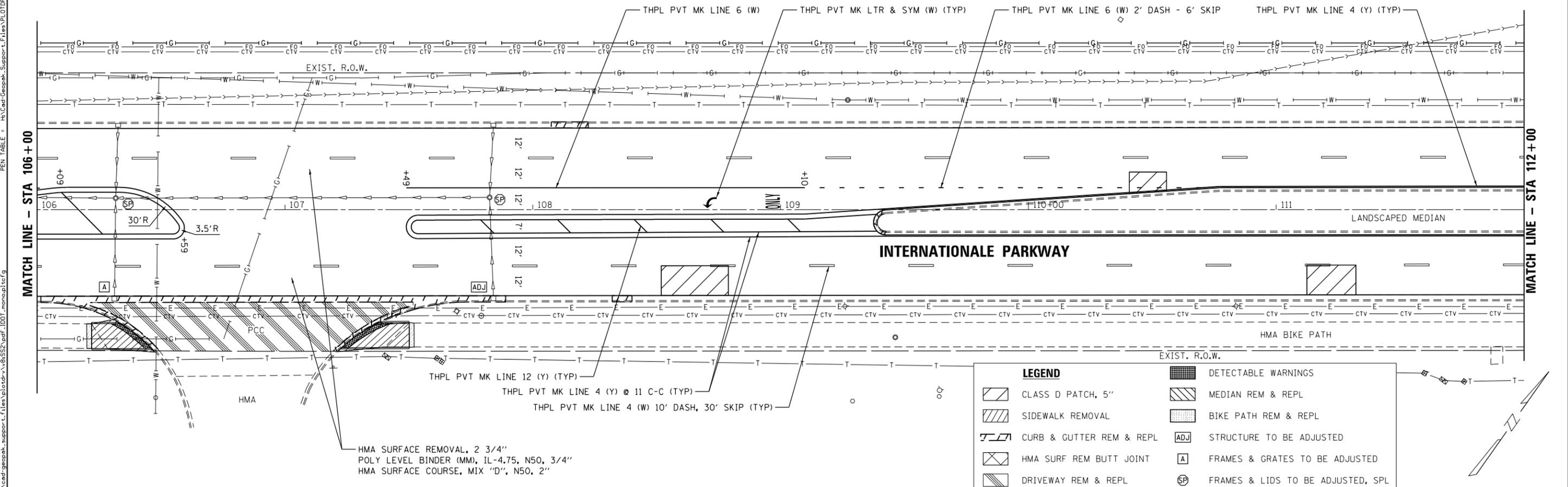
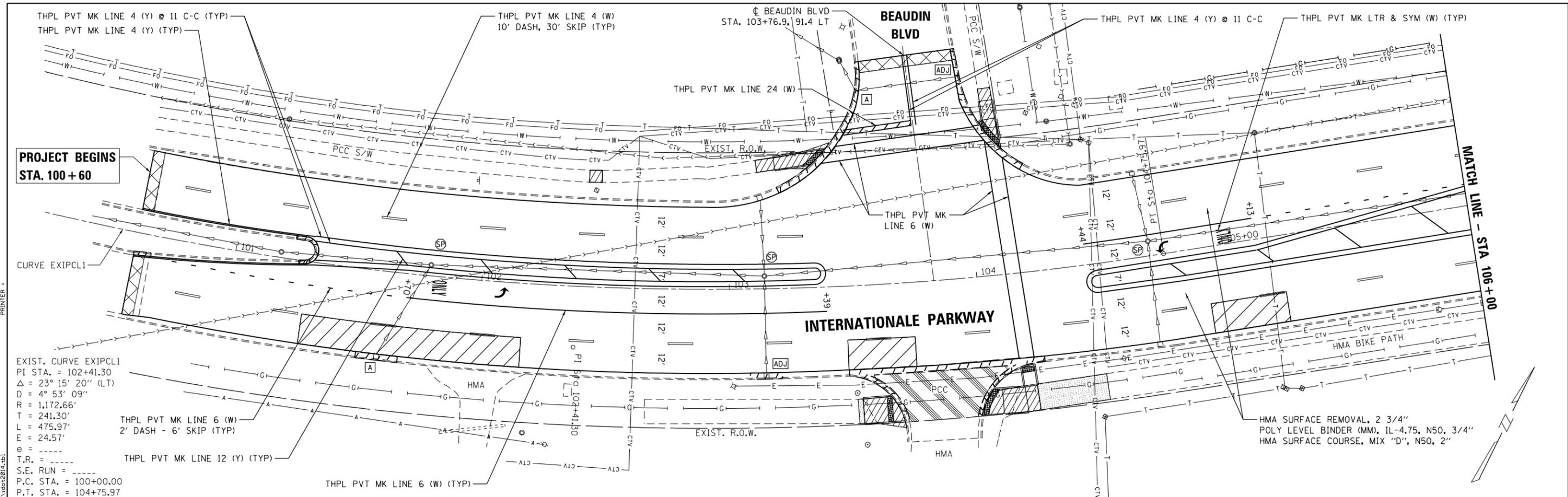
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INTERNATIONALE PARKWAY - BEAUDIN BLVD TO WOODWARD AVE
SCHEDULE OF QUANTITIES**

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2992	17-00076-00-RS	DU PAGE	24	7
			CONTRACT NO. 61E58	
ILLINOIS FED. AID PROJECT				



LEGEND	
	CLASS D PATCH, 5"
	SIDEWALK REMOVAL
	CURB & GUTTER REM & REPL
	HMA SURF REM BUTT JOINT
	DRIVEWAY REM & REPL
	DETECTABLE WARNINGS
	MEDIAN REM & REPL
	BIKE PATH REM & REPL
	STRUCTURE TO BE ADJUSTED
	FRAMES & GRATES TO BE ADJUSTED
	FRAMES & LIDS TO BE ADJUSTED, SPL

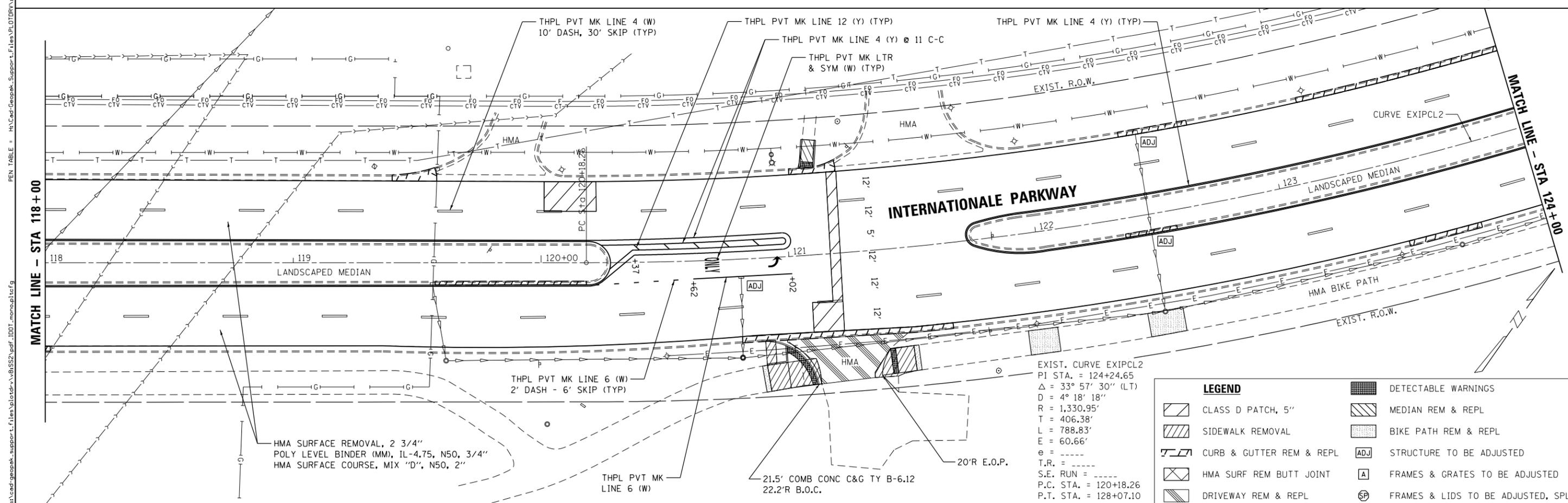
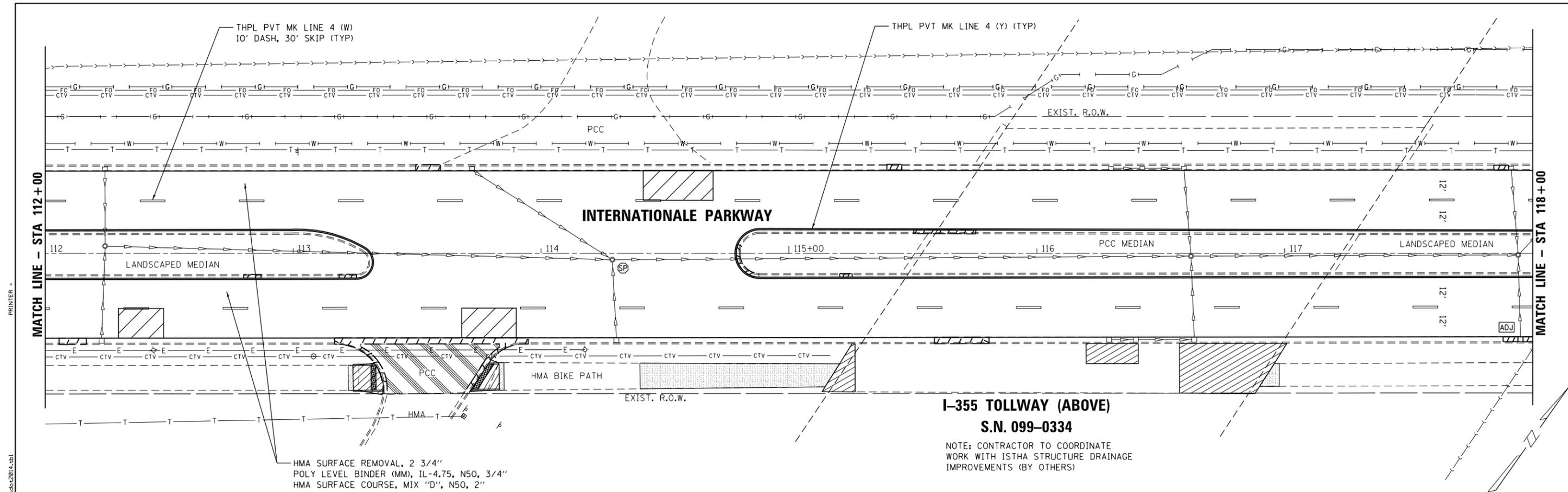
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 PLOT DATE = 2/19/2018

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DRAWN - MH	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INTERNATIONALE PARKWAY - BEAUDIN BLVD TO WOODWARD AVE
 ROADWAY AND PAVEMENT MARKING PLAN
 SCALE: 1" = 20'
 SHEET 1 OF 5 SHEETS
 STA. 100+60 TO STA. 112+00

F.A.U. RTE. 2992	SECTION 17-00076-00-RS	COUNTY DU PAGE	TOTAL SHEETS 24	SHEET NO. 8
CONTRACT NO. 61E58				ILLINOIS FED. AID PROJECT



EXIST. CURVE EXIPCL2
 PI STA. = 124+24.65
 Δ = 33° 57' 30" (LT)
 D = 4° 18' 18"
 R = 1,330.95'
 T = 406.38'
 L = 788.83'
 E = 60.66'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 120+18.26
 P.T. STA. = 128+07.10

LEGEND	
	CLASS D PATCH, 5"
	SIDEWALK REMOVAL
	CURB & GUTTER REM & REPL
	HMA SURF REM BUTT JOINT
	DRIVEWAY REM & REPL
	DETECTABLE WARNINGS
	MEDIAN REM & REPL
	BIKE PATH REM & REPL
	STRUCTURE TO BE ADJUSTED
	FRAMES & GRATES TO BE ADJUSTED
	FRAMES & LIDS TO BE ADJUSTED, SPL

FILE NAME =
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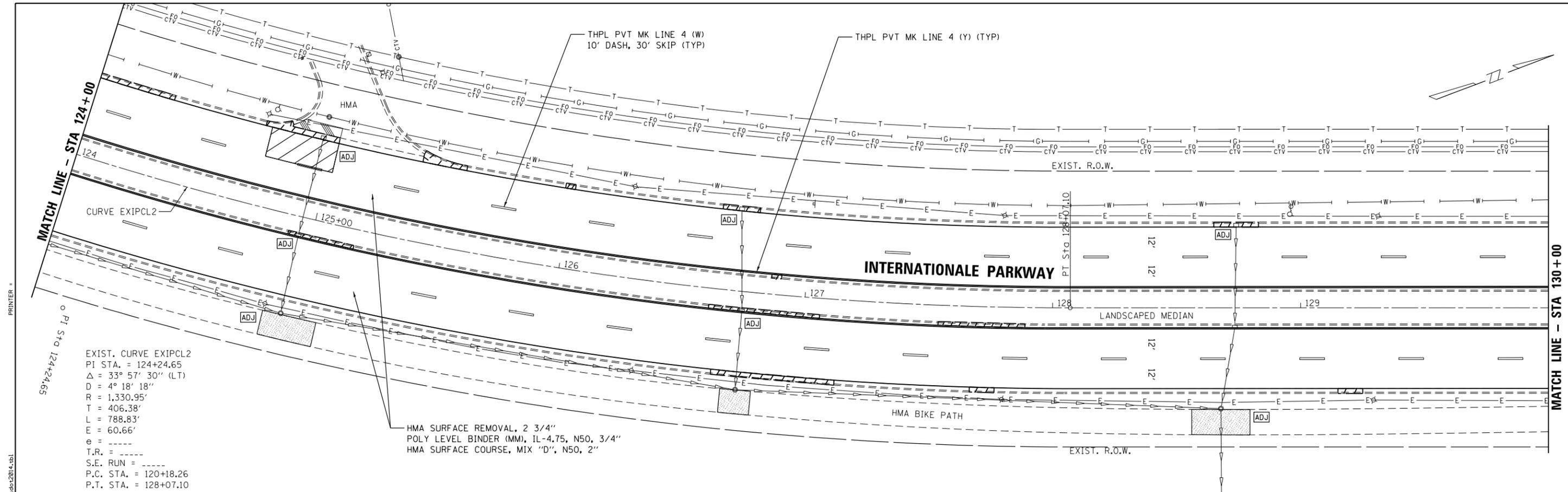
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**INTERNATIONALE PARKWAY - BEAUDIN BLVD TO WOODWARD AVE
 ROADWAY AND PAVEMENT MARKING PLAN**

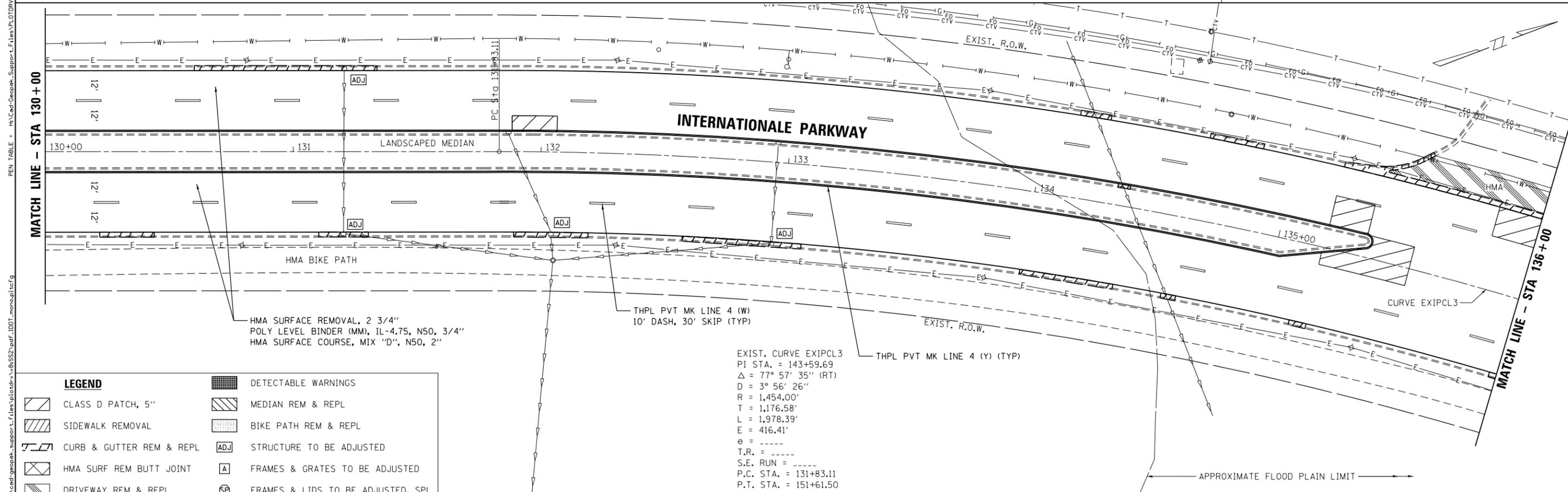
SCALE: 1" = 20' SHEET 2 OF 5 SHEETS STA. 112+00 TO STA. 124+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2992	17-00076-00-RS	DU PAGE	24	9
CONTRACT NO. 61E58				
ILLINOIS FED. AID PROJECT				



EXIST. CURVE EXIPCL2
 PI STA. = 124+24.65
 $\Delta = 33^\circ 57' 30''$ (LT)
 $D = 4^\circ 18' 18''$
 $R = 1,330.95'$
 $T = 406.38'$
 $L = 788.83'$
 $E = 60.66'$
 $e =$ -----
 $T.R. =$ -----
 $S.E. RUN =$ -----
 $P.C. STA. = 120+18.26$
 $P.T. STA. = 128+07.10$

HMA SURFACE REMOVAL, 2 3/4"
 POLY LEVEL BINDER (MM), IL-4.75, N50, 3/4"
 HMA SURFACE COURSE, MIX "D", N50, 2"



HMA SURFACE REMOVAL, 2 3/4"
 POLY LEVEL BINDER (MM), IL-4.75, N50, 3/4"
 HMA SURFACE COURSE, MIX "D", N50, 2"

EXIST. CURVE EXIPCL3
 PI STA. = 143+59.69
 $\Delta = 77^\circ 57' 35''$ (RT)
 $D = 3^\circ 56' 26''$
 $R = 1,454.00'$
 $T = 1,176.58'$
 $L = 1,978.39'$
 $E = 416.41'$
 $e =$ -----
 $T.R. =$ -----
 $S.E. RUN =$ -----
 $P.C. STA. = 131+83.11$
 $P.T. STA. = 151+61.50$

APPROXIMATE FLOOD PLAIN LIMIT

LEGEND	
	CLASS D PATCH, 5"
	SIDEWALK REMOVAL
	CURB & GUTTER REM & REPL
	HMA SURF REM BUTT JOINT
	DRIVEWAY REM & REPL
	DETECTABLE WARNINGS
	MEDIAN REM & REPL
	BIKE PATH REM & REPL
	STRUCTURE TO BE ADJUSTED
	FRAMES & GRATES TO BE ADJUSTED
	FRAMES & LIDS TO BE ADJUSTED, SPL

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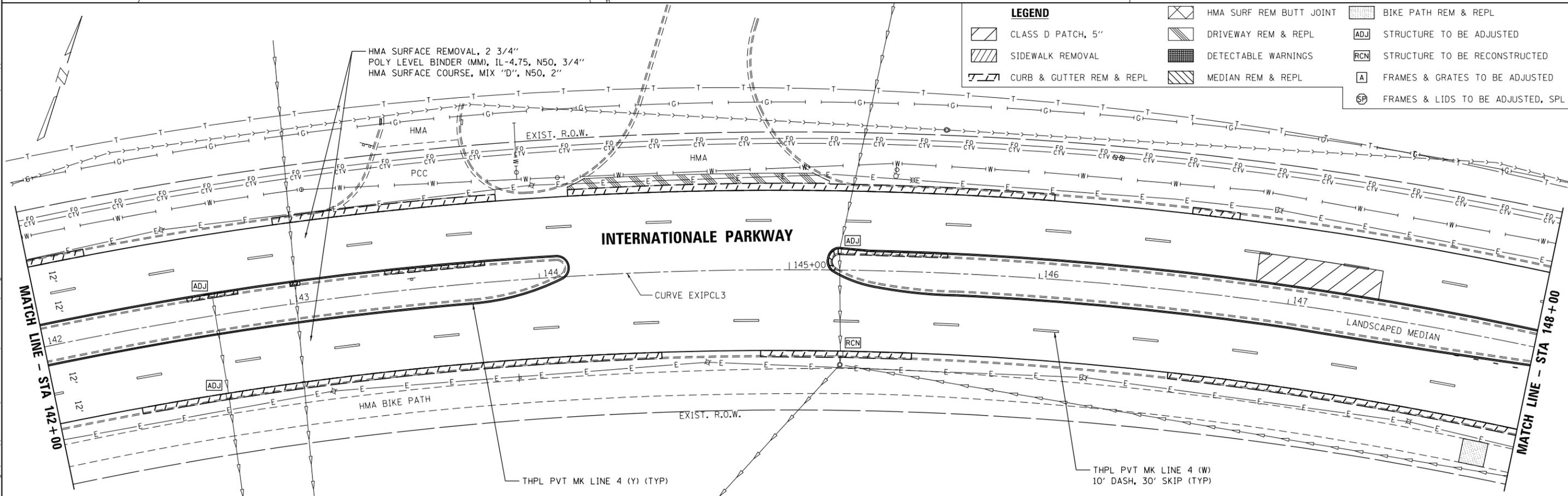
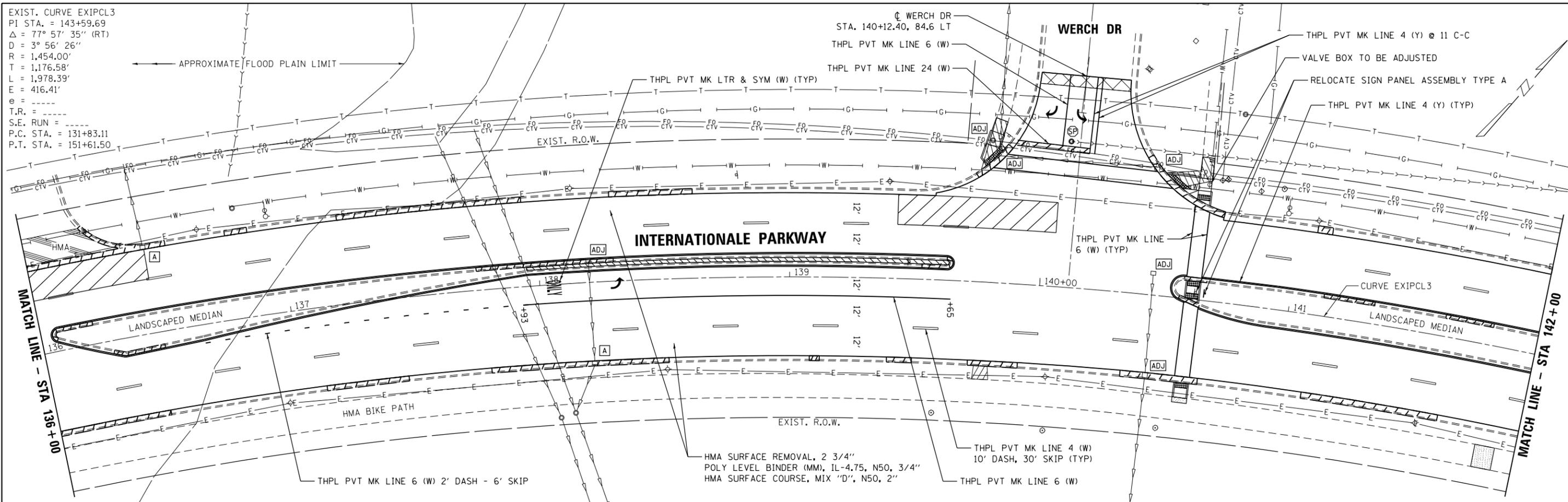
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INTERNATIONALE PARKWAY - BEAUDIN BLVD TO WOODWARD AVE
 ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1" = 20' SHEET 3 OF 5 SHEETS STA. 124+00 TO STA. 136+00

F.A.U. RTE. 2992	SECTION 17-00076-00-RS	COUNTY DU PAGE	TOTAL SHEETS 24	SHEET NO. 10
CONTRACT NO. 61E58				ILLINOIS FED. AID PROJECT

EXIST. CURVE EXIPCL3
 PI STA. = 143+59.69
 $\Delta = 77^\circ 57' 35''$ (RT)
 $D = 3^\circ 56' 26''$
 $R = 1,454.00'$
 $T = 1,176.58'$
 $L = 1,978.39'$
 $E = 416.41'$
 $e =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 131+83.11
 P.T. STA. = 151+61.50



LEGEND

	HMA SURF REM BUTT JOINT		BIKE PATH REM & REPL
	CLASS D PATCH, 5"		DRIVEWAY REM & REPL
	SIDEWALK REMOVAL		DETECTABLE WARNINGS
	CURB & GUTTER REM & REPL		MEDIAN REM & REPL
	STRUCTURE TO BE ADJUSTED		STRUCTURE TO BE RECONSTRUCTED
	FRAMES & GRATES TO BE ADJUSTED		FRAMES & LIDS TO BE ADJUSTED, SPL

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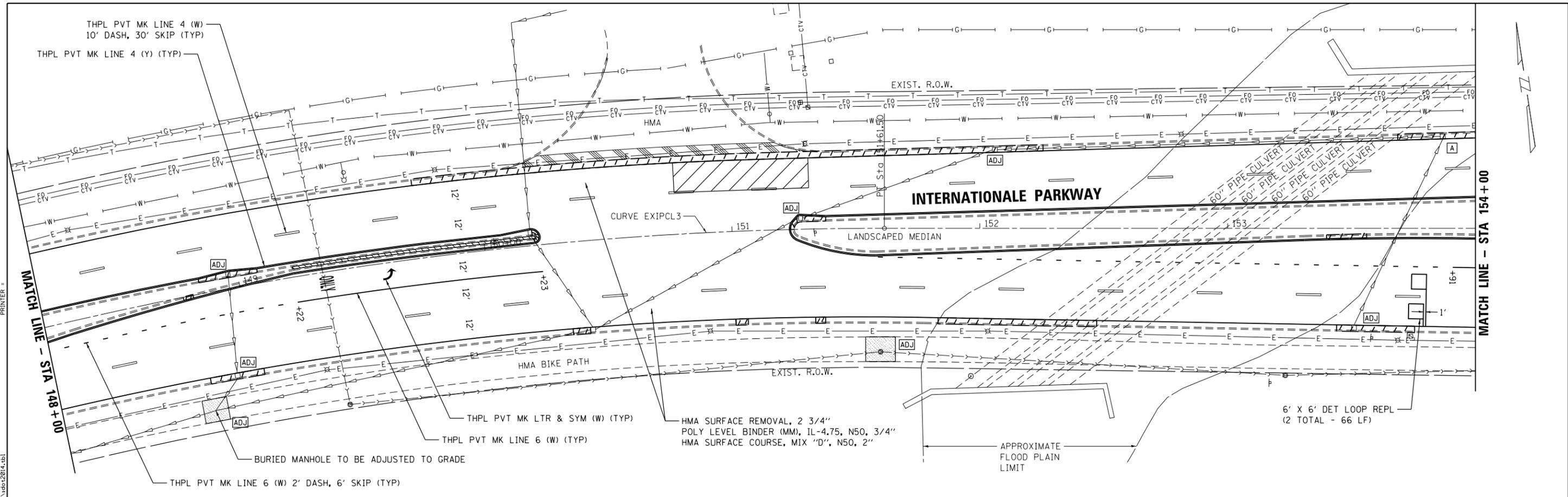
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

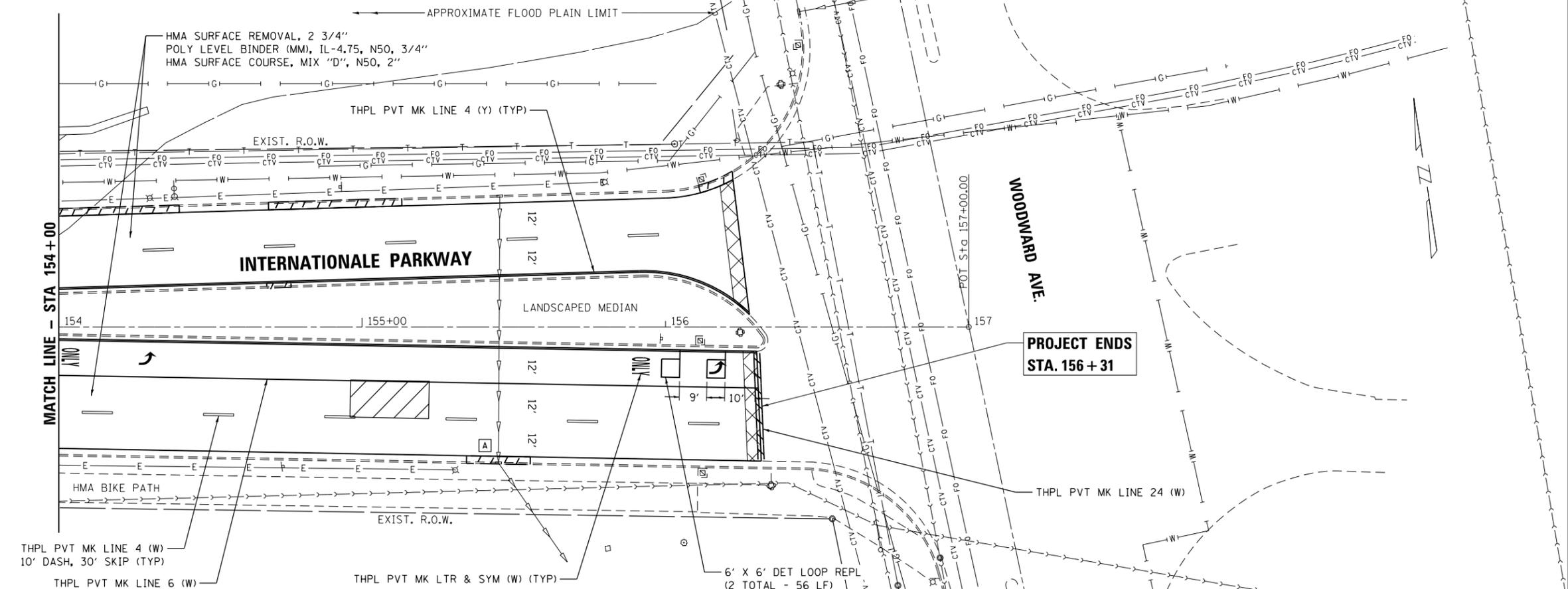
**INTERNATIONALE PARKWAY - BEAUDIN BLVD TO WOODWARD AVE
 ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1" = 20' SHEET 4 OF 5 SHEETS STA. 136+00 TO STA. 148+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2992	17-00076-00-RS	DU PAGE	24	11
CONTRACT NO. 61E58			ILLINOIS FED. AID PROJECT	



EXIST. CURVE EXIPCL3
 PI STA. = 143+59.69
 $\Delta = 77^\circ 57' 35''$ (RT)
 $D = 3^\circ 56' 26''$
 $R = 1,454.00'$
 $T = 1,176.58'$
 $L = 1,978.39'$
 $E = 416.41'$
 $\phi = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 131+83.11$
 $P.T. STA. = 151+61.50$



LEGEND	
	CLASS D PATCH, 5'
	SIDEWALK REMOVAL
	CURB & GUTTER REM & REPL
	HMA SURF REM BUTT JOINT
	DRIVEWAY REM & REPL
	DETECTABLE WARNINGS
	MEDIAN REM & REPL
	BIKE PATH REM & REPL
	STRUCTURE TO BE ADJUSTED
	FRAMES & GRATES TO BE ADJUSTED
	FRAMES & LIDS TO BE ADJUSTED, SPL

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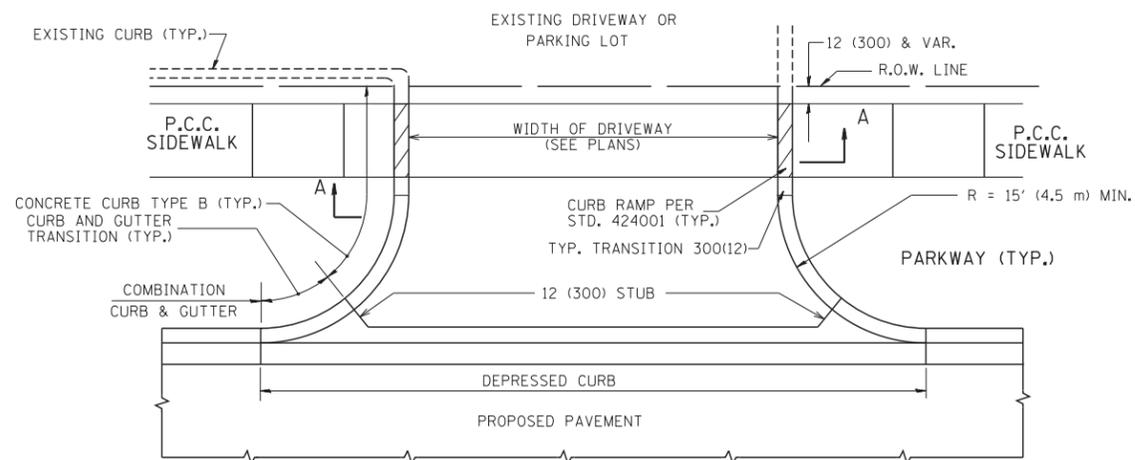
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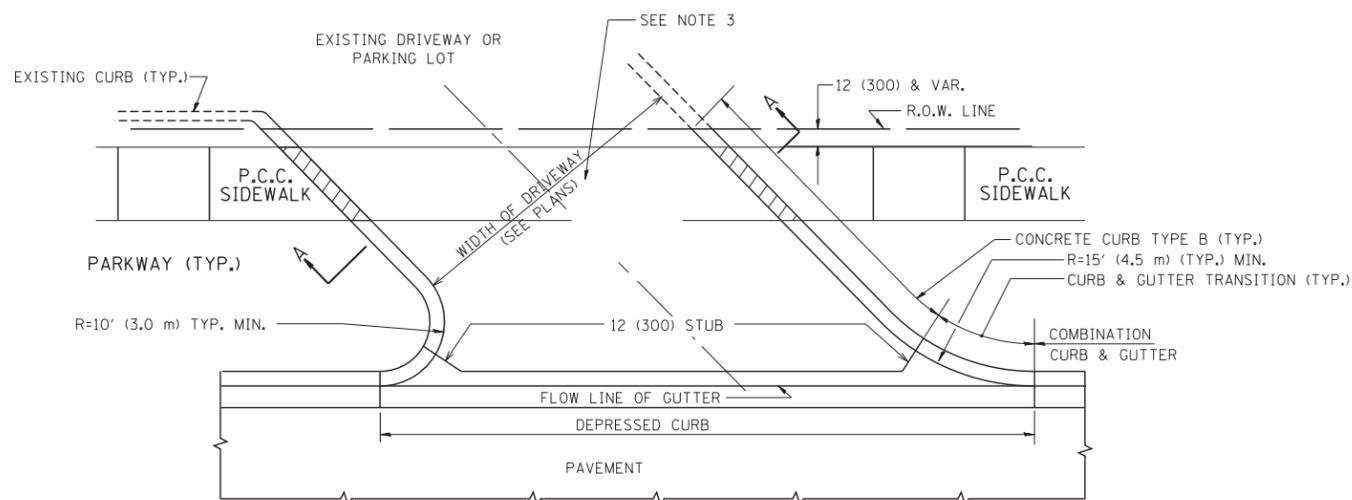
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**INTERNATIONALE PARKWAY - BEAUDIN BLVD TO WOODWARD AVE
 ROADWAY AND PAVEMENT MARKING PLAN**
 SCALE: 1" = 20' SHEET 5 OF 5 SHEETS STA. 148+00 TO STA. 156+31

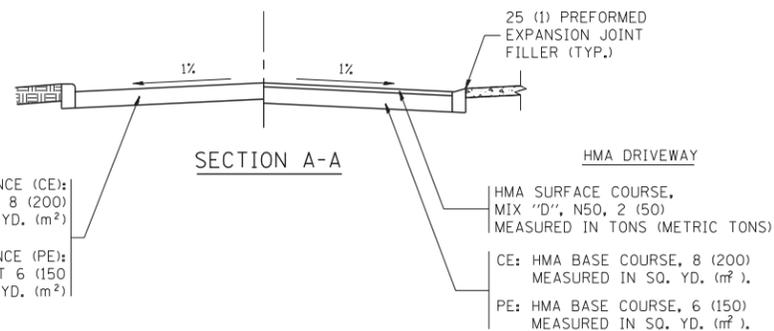
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2992	17-00076-00-RS	DU PAGE	24	12
				CONTRACT NO. 61E58
ILLINOIS FED. AID PROJECT				



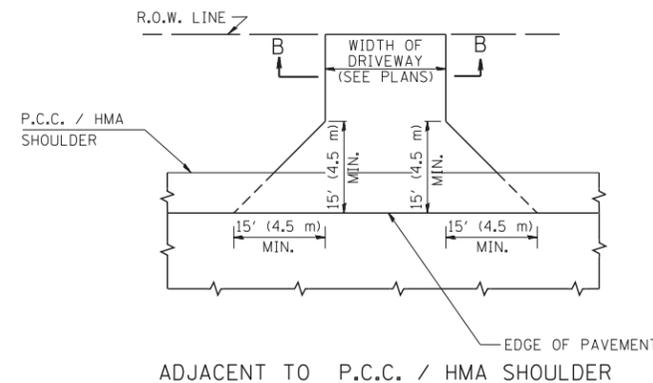
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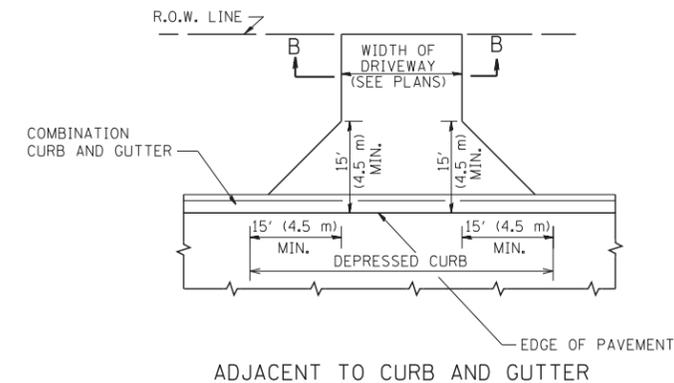
WITH CONCRETE CURB, TYPE B



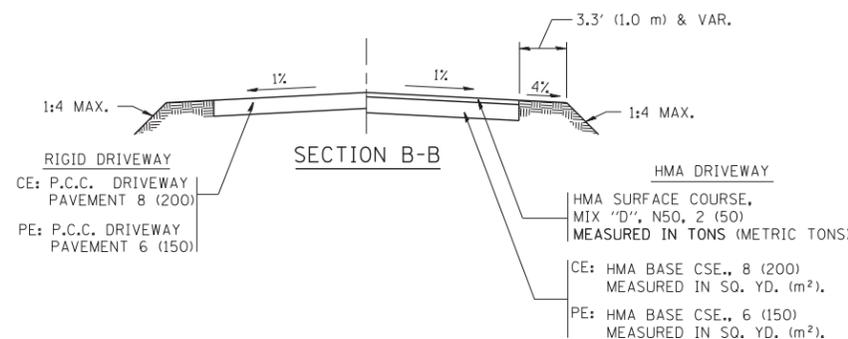
SECTION A-A



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

RURAL FIELD ENTRANCE (FE)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

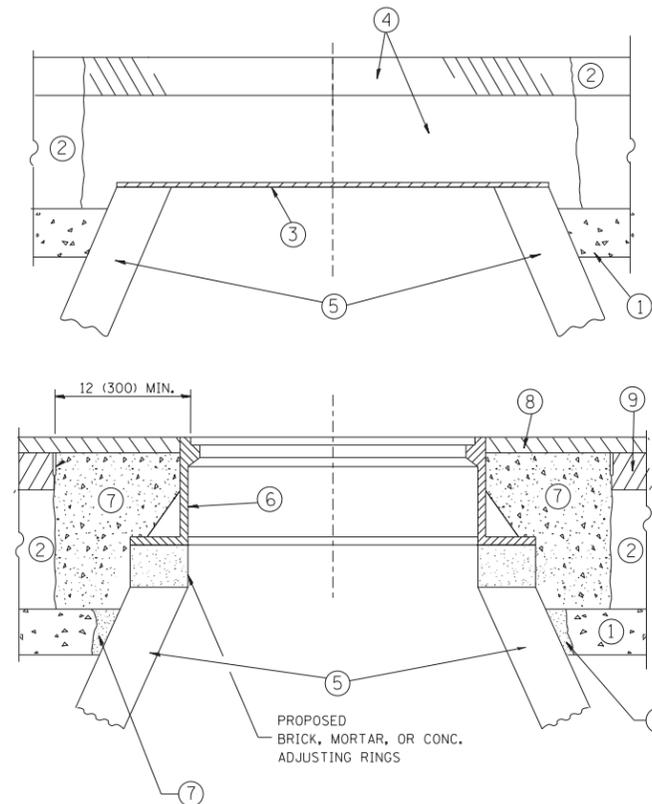
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2992	17-00076-00-RS	DU PAGE	24	13
BD0156-07 (BD-01)		CONTRACT NO. 61E58		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

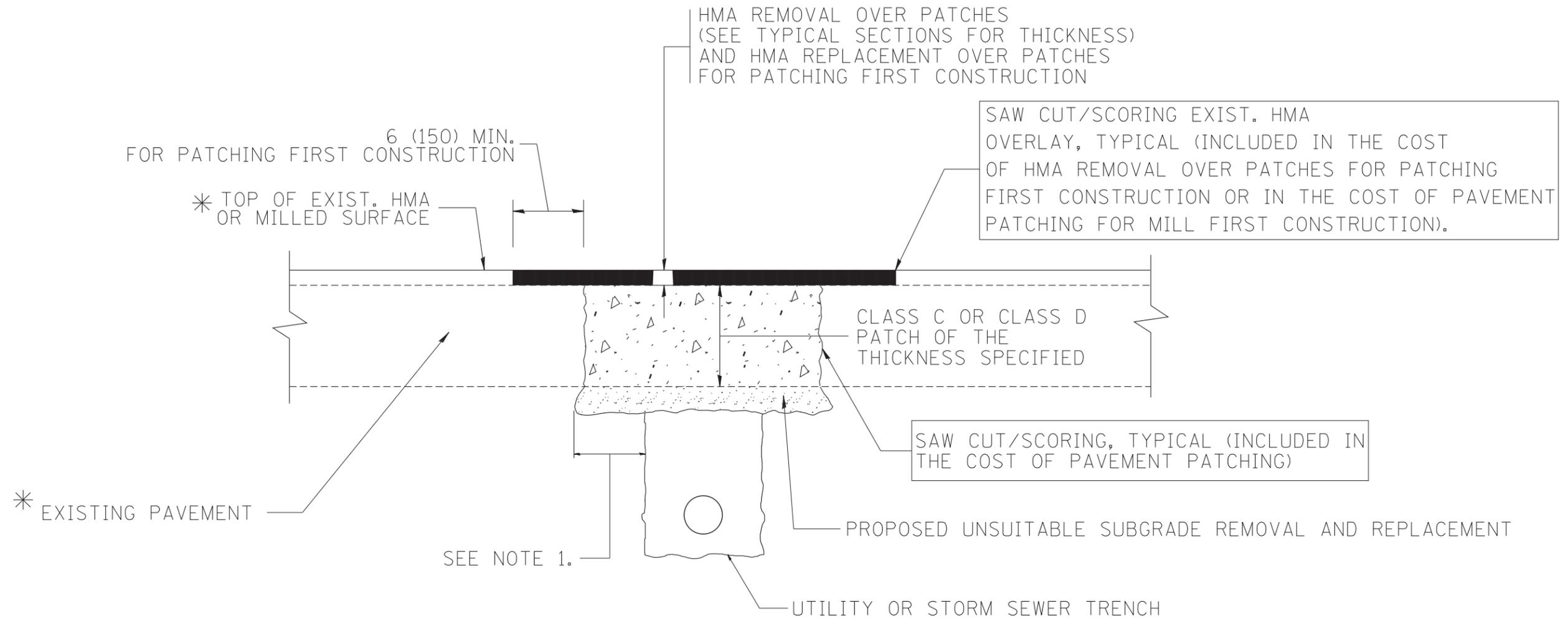
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
ct:\pw\work\p\dot\bauerdl\d0108315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 03-09-11
		DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2992	17-00076-00-RS	DU PAGE	24	14
BD600-03 (BD-8)		CONTRACT NO. 61E58		
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
		PLOT SCALE = 50.000' / IN.	REVISED - R. BORO 09-04-07
		PLOT DATE = 10/27/2008	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.
2992	17-00076-00-RS		24	15
BD400-04 (BD-22)			CONTRACT NO. 61E58	
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.

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.

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

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.

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

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

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 USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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.

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".

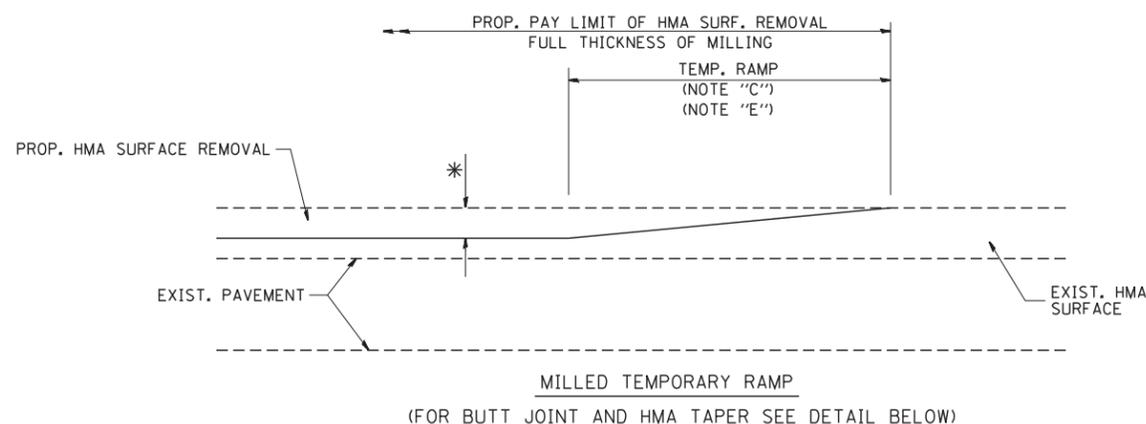
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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.

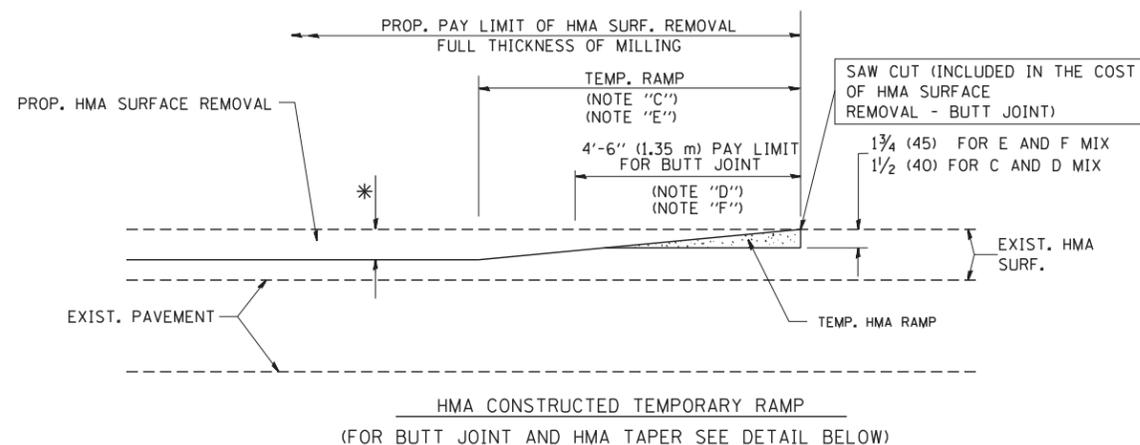
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p1dot\drivakosgn\0108315\bd24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01			2992	17-00076-00-RS	DU PAGE	24	16
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 12-15-09				BD600-06 (BD-24)		CONTRACT NO. 61E58		
PLOT DATE = 12/15/2009	DATE - 03-11-94					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		

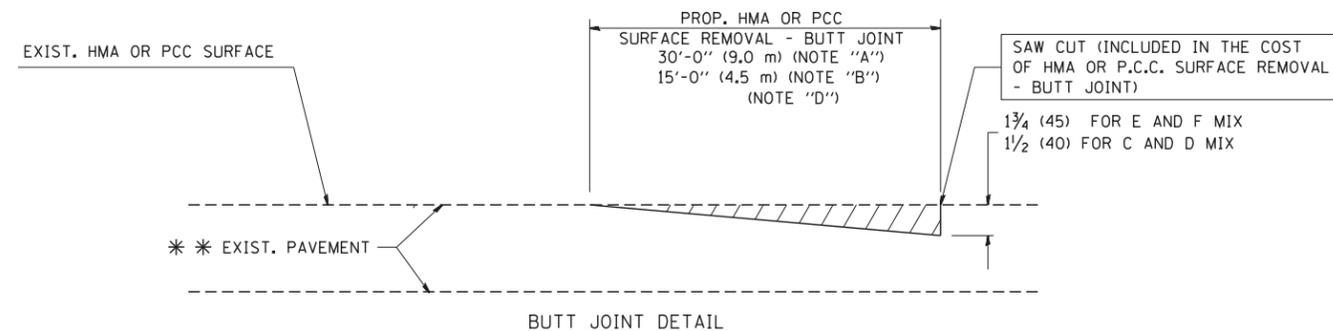


OPTION 1

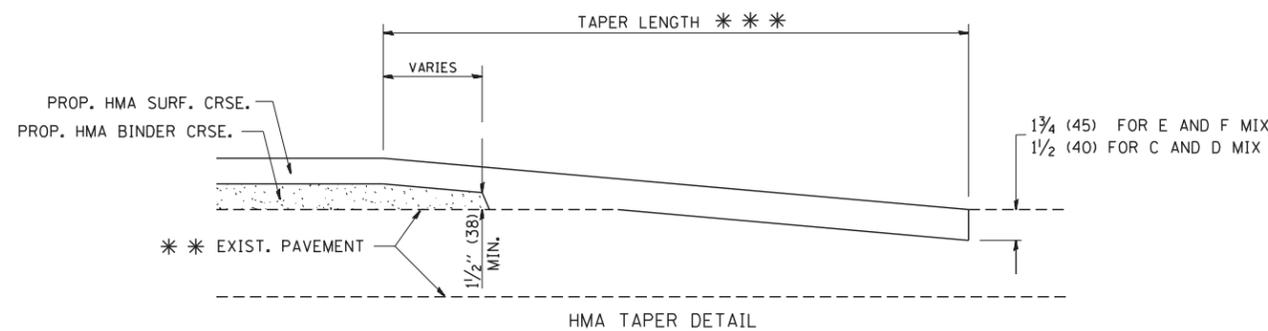


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

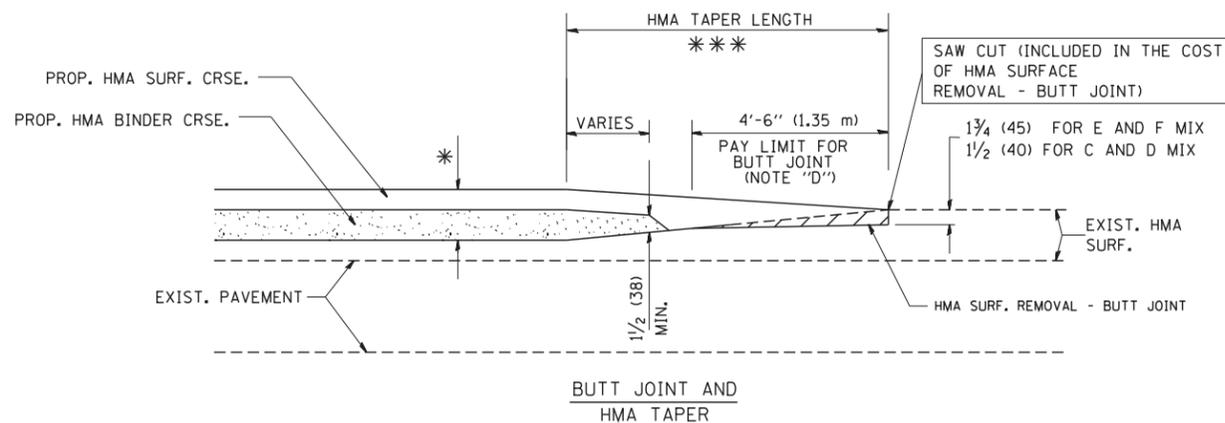
NOTES

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

BASIS OF PAYMENT:

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

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



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

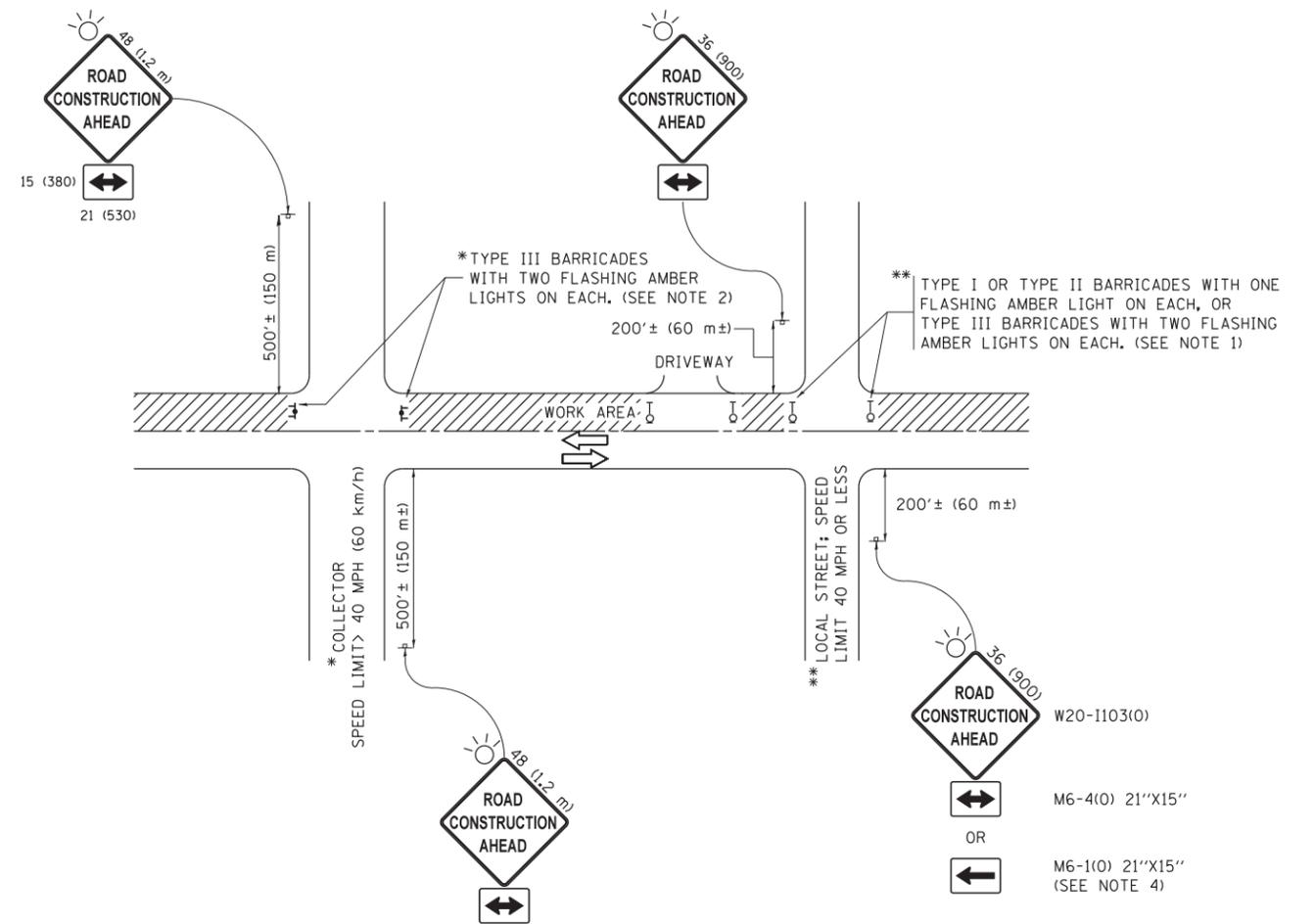
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gajlonobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**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.
2992	17-00076-00-R5	DU PAGE	24	17
BD400-05 BD32		CONTRACT NO. 61E58		
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.

FILE NAME =	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
p:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\Dist 1\084EBIDINTEG\CADD\to\CAD\sheets\tc10.dgn			REVISED - T. RAMMACHER 01-06-00
Default	PLOT SCALE = 50.000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 9/15/2016	DATE - 06-89	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.
2992	17-00076-00-RS	DU PAGE	24	18
TC-10			CONTRACT NO. 61E58	
ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

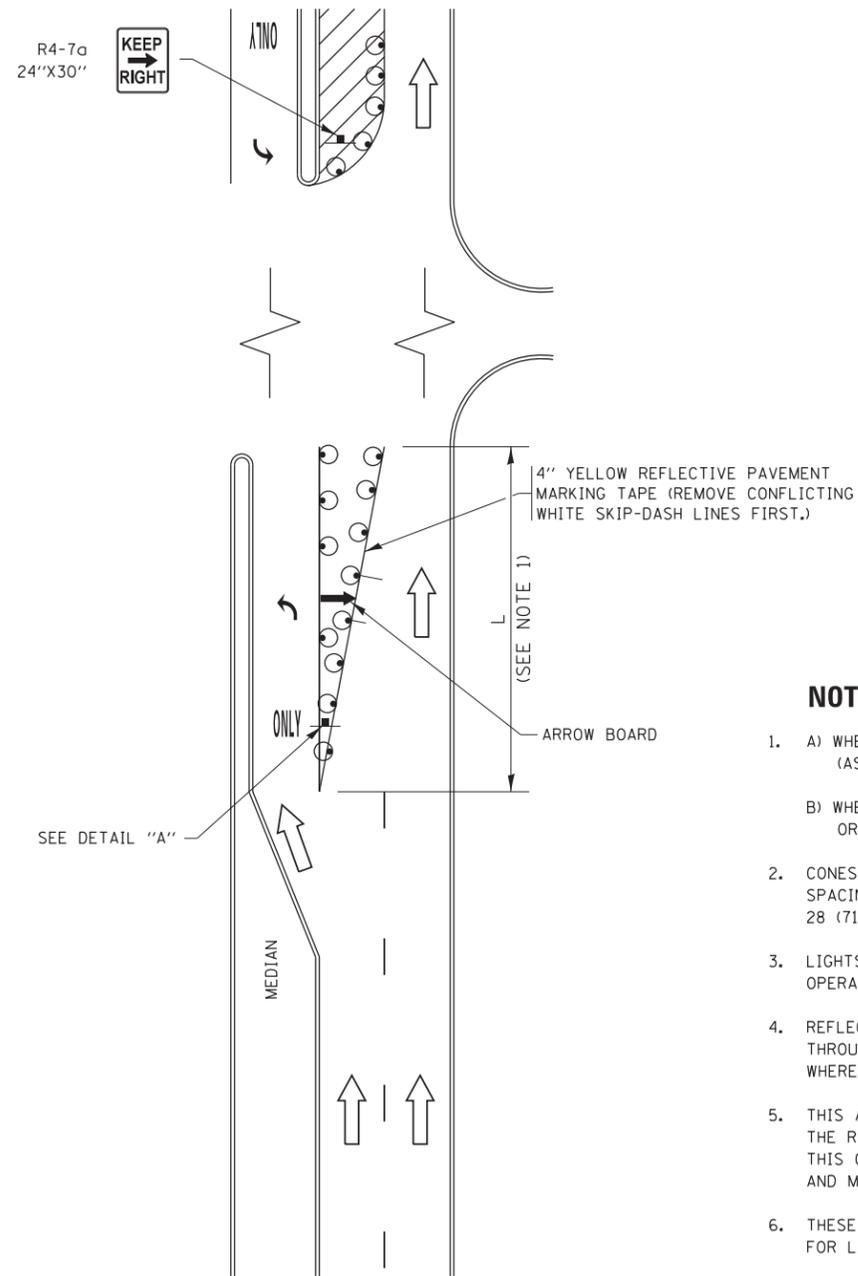


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

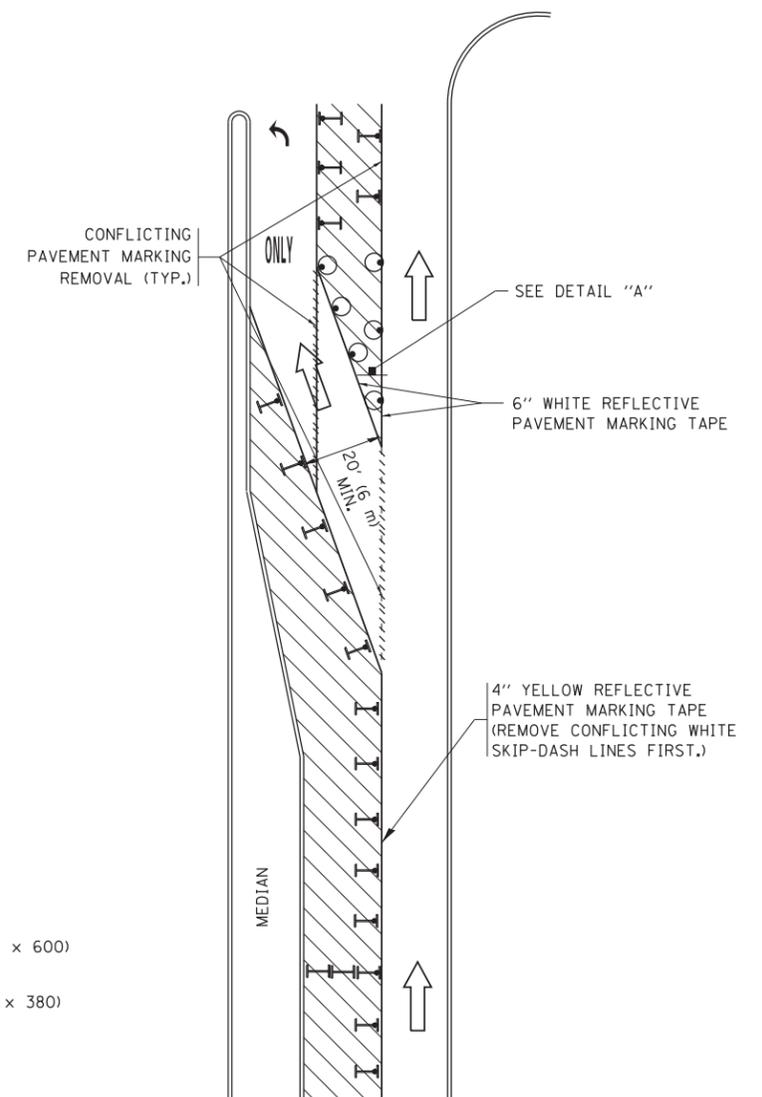


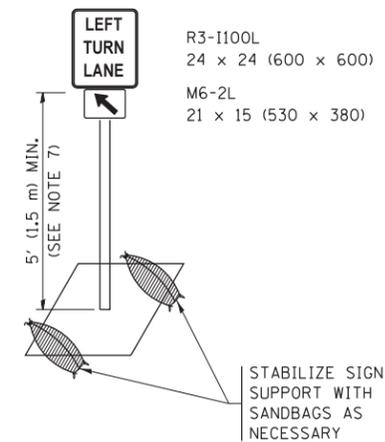
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. 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.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

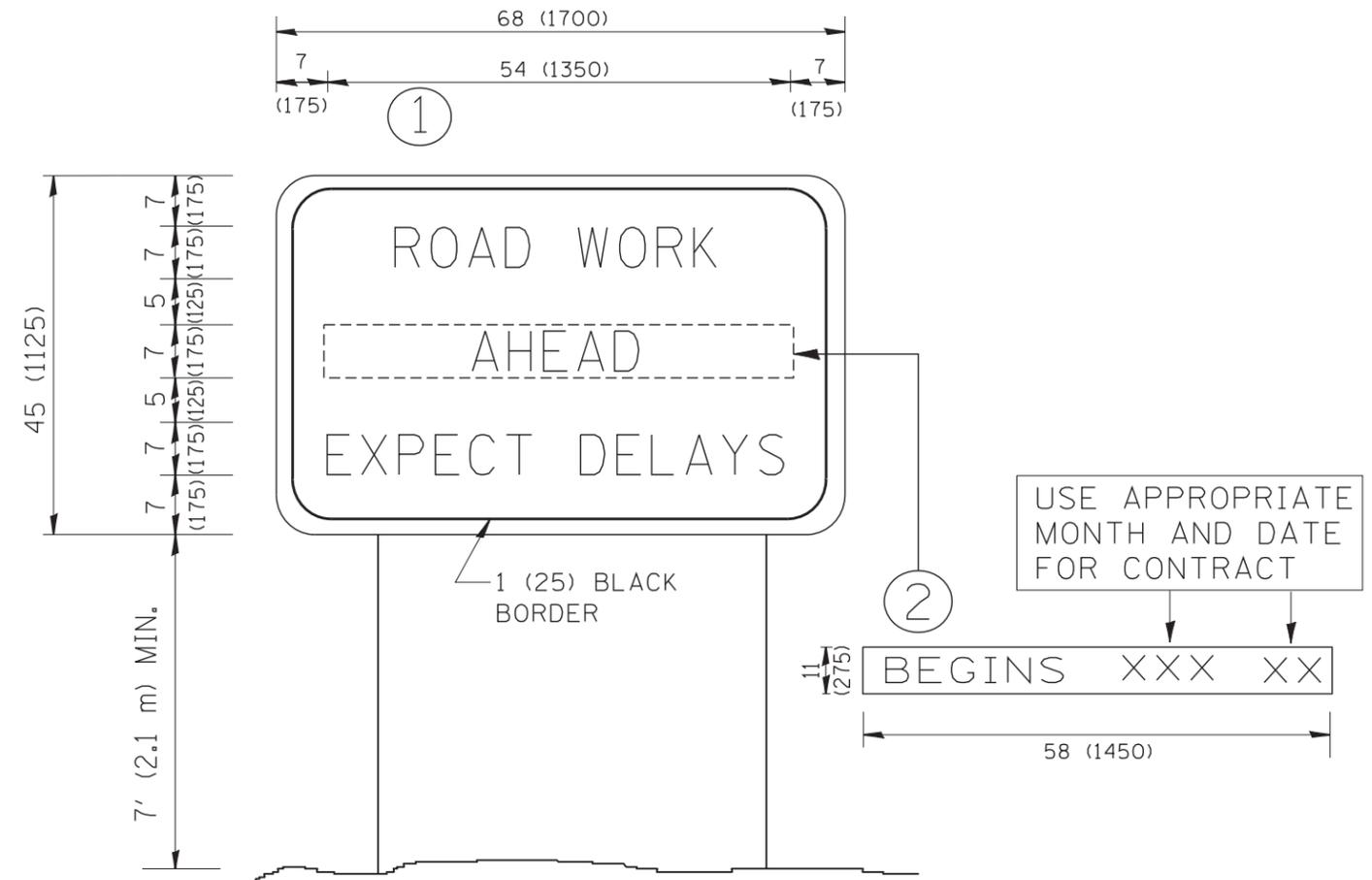


DETAIL A

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

FILE NAME =	USER NAME = footemj	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			F.A.U. R.E. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\IL\084EBIDINTEG\Illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\Dist 1\ADDData\CAHOUSEH1407-95	REVISED - A. HOUSEH 10-07-95	REVISED - A. SCHUETZE 07-01-13	REVISED - A. SCHUETZE 09-15-16		2992	17-00076-00-RS	DJ PAGE	24	20			
Default	PLOT SCALE = 50.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16		TC-14			CONTRACT NO. 61E58				
	PLOT DATE = 9/15/2016	REVISED - T. RAMMACHER 01-06-00	REVISED -		ILLINOIS	FED. AID PROJECT						

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



NOTES:

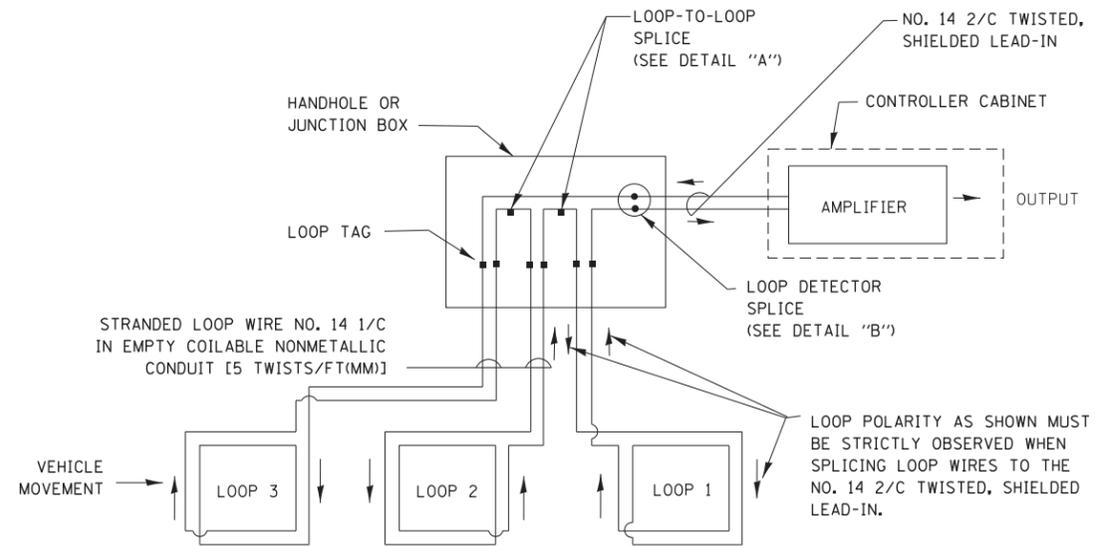
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gegltonbt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97 REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A.U. RTE. 2992	SECTION 17-00076-00-RS	COUNTY	TOTAL SHEETS 24	SHEET NO. 22
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22		CONTRACT NO. 61E58	
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

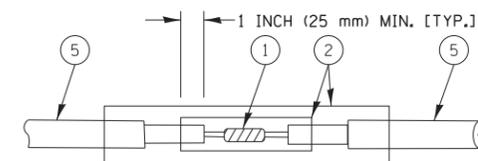
LOOP DETECTOR NOTES

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.

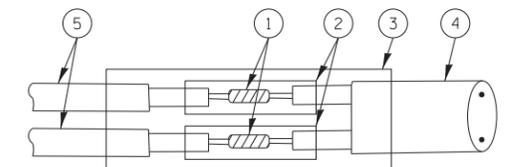


DETECTOR LOOP WIRING SCHEMATIC

- 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.



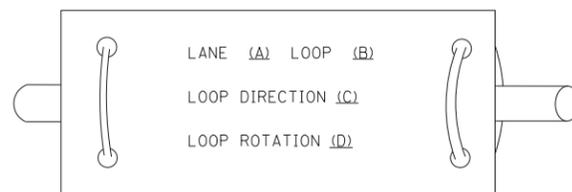
DETAIL "A"
LOOP-TO-LOOP SPLICE



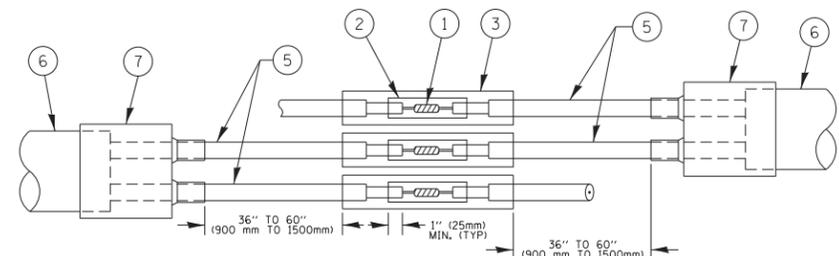
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP

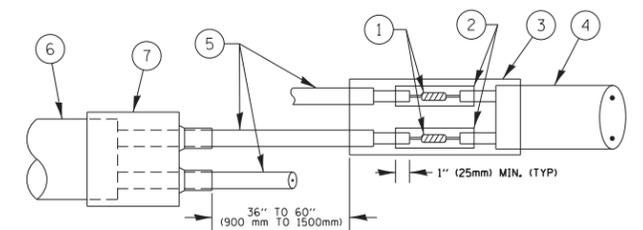
LOOP LEAD-IN CABLE TAG



- 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.



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

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

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	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

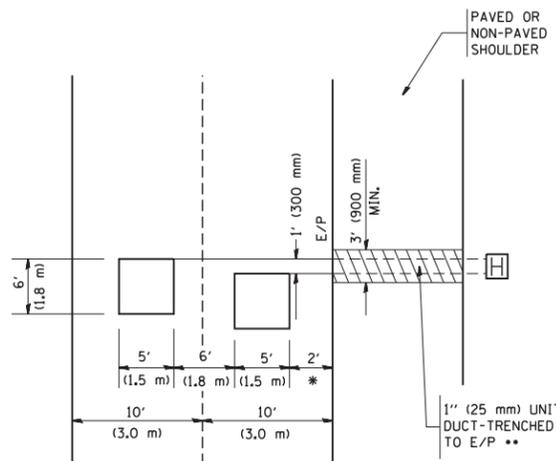
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2992	17-00076-00-RS	DU PAGE	24	23
TS-05		CONTRACT NO.	61E58	
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.

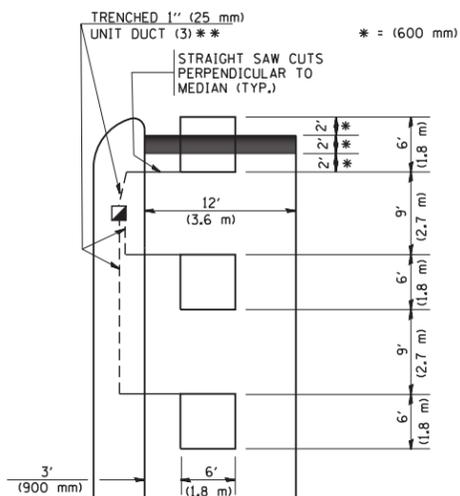


* = (600 mm)

** 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)**

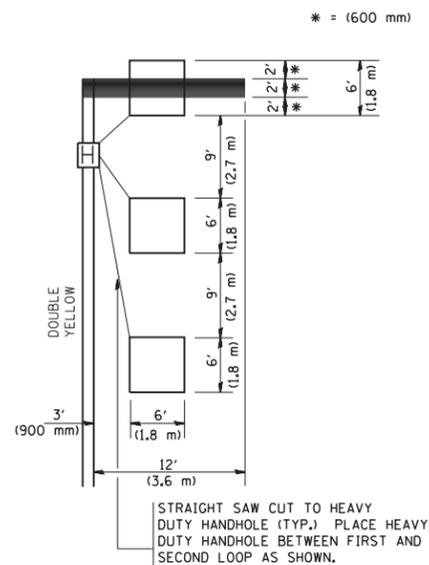
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

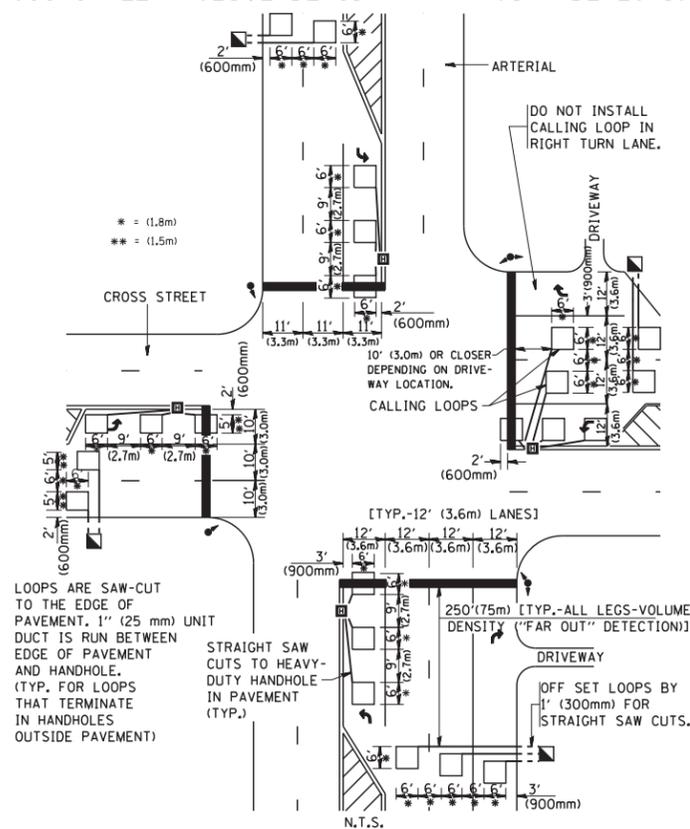
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



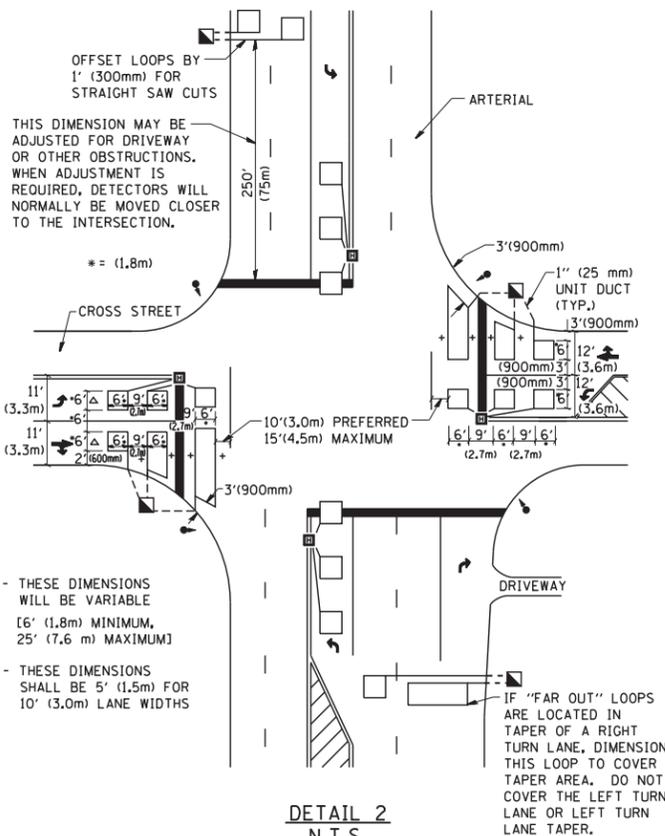
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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.

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**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.
2992	17-00076-00-RS	DU PAGE	24	24
TS-07		CONTRACT NO. 61E58		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				