

08/05/2022 LETTING ITEM 005

FOR INDEX OF SHEETS, SEE SHEET NO. 2

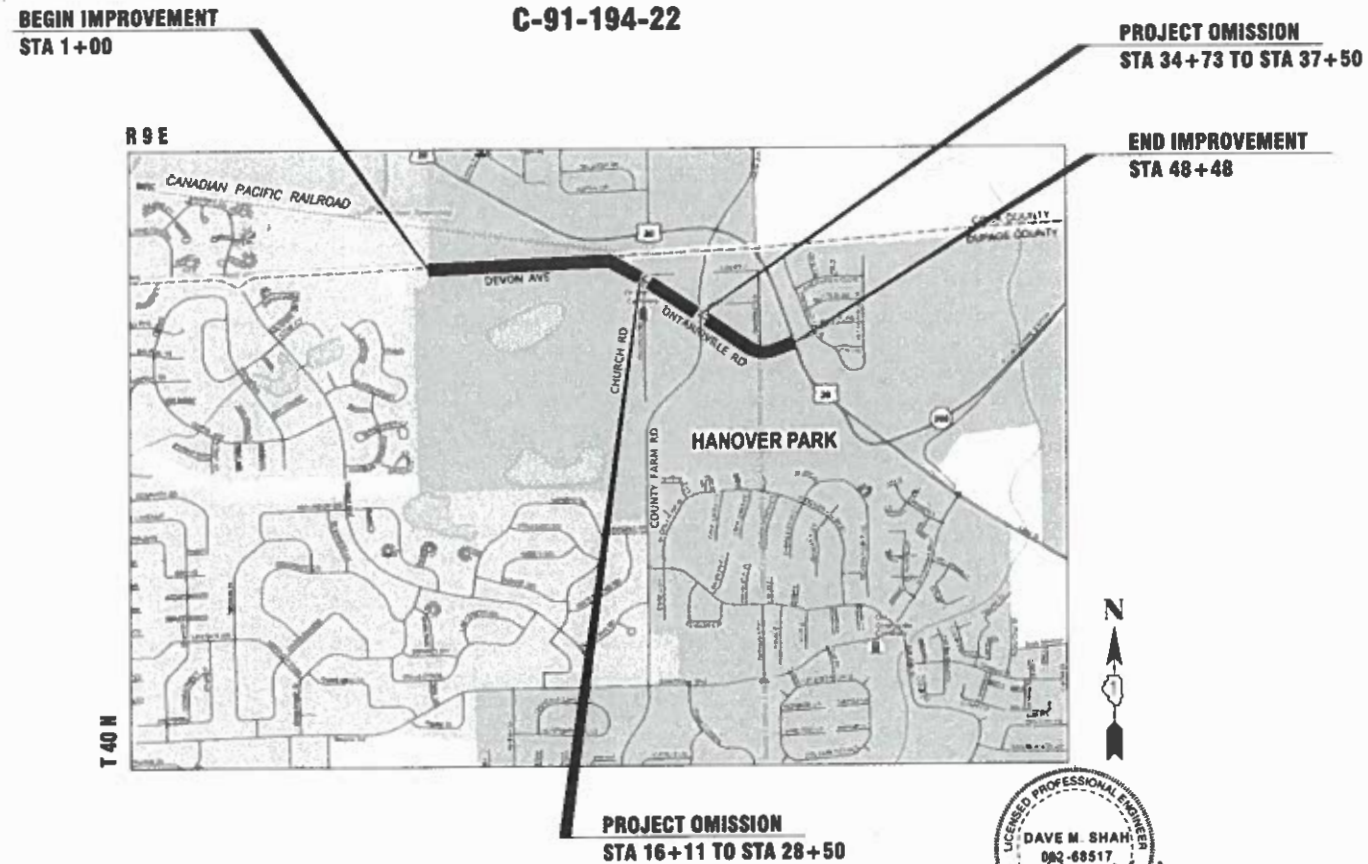
FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

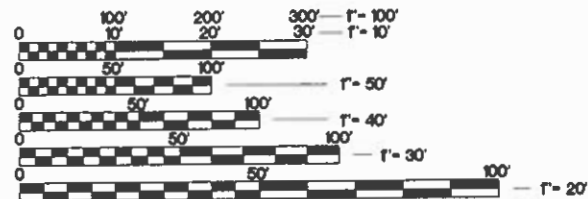
PROPOSED HIGHWAY PLANS

**FAU ROUTE 1348, DEVON AVE/ ONTARIOVILLE RD
0.5 MILES WEST OF CHURCH RD
(MUN 4375) TO US RT 20 (LAKE ST) (FAP 0345)
SECTION 22-00075-00-RS
PROJECT: WGKG(062)
RESURFACING
DUPAGE COUNTY**

| DATE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------|----------------|----------|--------------------|-----------|
| 1348 | 22-00075-00-RS | DUPAGE | 29 | 1 |
| | | ILLINOIS | CONTRACT NO. 61H86 | |



TRAFFIC DATA:
DEVON AVE / ONTARIOVILLE RD
ADT: 9150 (2016)
SPEED: 20 MPH (POSTED)
FUNCTIONAL CLASS: 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
811 OR 1-800-892-0123

PROJECT MANAGER: DAVE SHAH, 630-823-5652
PROJECT ENGINEER: JONATHAN STELLE, 630-823-5650
CONTRACT NO. 61H86

PROJECT LOCATION MAP
SCALE: N.T.S.

GROSS LENGTH = 4,750 FEET = 0.90 MILE
NET LENGTH = 3,509 FEET = 0.66 MILE



ASSISTANT VILLAGE ENGINEER

5/17/2022

DATE

DAVE M. SHAH, P.E.
HANOVER PARK, ILLINOIS
ILLINOIS LICENSED PROFESSIONAL
ENGINEER NO. 062-068517
EXPIRES 11/30/2023

AGENCY RESPONSIBLE FOR LETTING

Approved 5/17/22
[Signature]
Village of Hanover Park, Village Engineer

Passed 5-26-2022
[Signature]
District 1 Engineer of Local Roads & Streets

Releasing for bid
Based on Limited
Review May 26, 2022
[Signature]
Deputy Director of Highways, Region # Engineer

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

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

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HIGHWAY STANDARDS

IDOT HIGHWAY STANDARDS

| | |
|-----------|---|
| 000001-08 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 424001-11 | PERPENDICULAR CURB RAMPS FOR SIDEWALKS |
| 424006-05 | DIAGONAL CURB RAMPS FOR SIDEWALKS |
| 442201-03 | CLASS C AND D PATCHES |
| 602301-04 | INLET TYPE A |
| 604006-05 | FRAME AND GRATE, TYPE 3 |
| 604041-03 | FRAME AND GRATE, TYPE 9 |
| 604051-04 | FRAME AND GRATE, TYPE 11 |
| 606001-08 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 701006-05 | OFF-RD 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 |
| 701502-09 | URBAN LANE CLOSURE 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE |
| 701701-10 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701801-06 | SIDEWALK, CORNER OR CROSSWALK CLOSURE |
| 701901-08 | TRAFFIC CONTROL DEVICES |

IDOT DISTRICT 1 STANDARDS

| | |
|------|--|
| BD07 | STORM SEWER CONNECTION TO EXISTING SEWER |
| BD08 | FRAMES AND LIDS ADJUSTMENT WITH MILLING |
| BD22 | PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT |
| BD24 | CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT |
| BD32 | BUTT JOINTS AND HMA TAPER |
| BD33 | HMA TAPER AT EDGE OF PCC PAVEMENT |
| TC10 | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS |
| TC13 | DISTRICT ONE TYPICAL PAVEMENT MARKINGS |
| TC16 | SHORT-TERM PAVEMENT MARKING LETTERS AND SYMBOLS |
| TC22 | ARTERIAL ROAD INFORMATION SIGN |
| TC26 | DRIVEWAY ENTRANCE SIGNING |
| TS07 | DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING |

GENERAL NOTES

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 HOUR NOTIFICATION REQUIRED).
- PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE/SHE MUST IMMEDIATELY REPORT THEM TO THE ENGINEER BEFORE DOING ANY WORK. OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- ALL ELEVATIONS SHOWN ON THE PLANS ARE ON THE NAVD88 DATUM.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF THE MOVEMENT OF ANY HEAVY EQUIPMENT THROUGH THE VILLAGE 24 HOURS IN ADVANCE. THE VILLAGE UTILIZES THE OXCART PERMIT WEBSITE FOR OVERWEIGHT TRUCK PERMITS. ALL LOCAL STREETS UNDER THE JURISDICTION OF THE VILLAGE OF HANOVER PARK HAVE A POSTED WEIGHT LIMIT OF 5 TONS AND REQUIRE A PERMIT FOR ANY LOAD OVER THAT LIMIT. THE CONTRACTOR SHALL COMPLY WITH RECOMMENDED TRAVEL ROUTES THROUGHOUT THE ENTIRE VILLAGE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY STATE AND COUNTY OFFICIALS AS MAY BE APPROPRIATE WITH RESPECT TO MOVEMENT OF EQUIPMENT.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON VILLAGE OR STATE PROPERTY, INCLUDING METRA PARKING LOT OR PUBLIC PARKING LOTS WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT OR THE VILLAGE.
- UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE 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.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ADJUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED IN THE PLANS)) WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

UNLESS OTHERWISE ALLOWED BY THE ENGINEER, CURB AND GUTTER REMOVAL AND REPLACEMENT SHALL BE COMPLETED ON ONE SIDE OF THE STREET AT A TIME. NO CURB SHALL BE REMOVED FROM THE OPPOSITE SIDE OF THE STREET UNTIL COMPLETION OF CURB REPLACEMENT AND FULL ACCESS TO DRIVEWAYS IS RESTORED ON THE FIRST SIDE.
- ALL PAVEMENT PATCHING LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH, WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 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.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- ALL PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR 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.

- EXISTING TREE PROTECTION: CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07 REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.
- THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION. SIDEWALK REMOVAL AND REPLACEMENT SHALL BE COMPLETED ON ONE SIDE OF A STREET AT A TIME TO ALLOW FOR PEDESTRIAN MOBILITY. NO SIDEWALK SHALL BE REMOVED FROM THE OPPOSITE SIDE OF THE STREET UNTIL SIDEWALKS ON THE FIRST SIDE ARE SAFELY OPEN TO PEDESTRIAN TRAFFIC.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCE THEIR LOCATIONS.
- SAW CUTTING WILL BE REQUIRED FOR ALL REMOVAL ITEMS AND SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE IN THE PORTION REMAINING.
- DUST SHALL BE CONTROLLED BY THE UNIFORM APPLICATION OF SPRINKLED WATER AND SHALL BE APPLIED ONLY WHEN DIRECTED BY THE ENGINEER. IN A MANNER MEETING HIS/HER APPROVAL. ALL EQUIPMENT FOR THIS WORK SHALL MEET THE ENGINEER'S APPROVAL AND SHALL BE EQUIPPED WITH ADEQUATE MEASURING DEVICES FOR METERING THE EXACT AMOUNT OF WATER DISCHARGED. THIS WORK SHALL INCLUDE FURNISHING ALL LABOR, WATER AND EQUIPMENT FOR CONTROLLING DUST AS HEREIN SPECIFIED.

25. IF ACCESS TO A DRIVEWAY IS IMPEDED, THE CONTRACTOR SHALL COORDINATE WITH THE VILLAGE 48 HOURS IN ADVANCE FOR AN OPPORTUNITY TO PROVIDE PROPER NOTIFICATIONS TO RESIDENTS AND BUSINESSES. VILLAGE SHALL PROVIDE THE WRITTEN NOTIFICATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE RESIDENT OR BUSINESS VERBALLY ON THE MORNING OF ANY DRIVEWAY CLOSURE. TO ENSURE AWARENESS OF THE LACK OF ACCESS, ON THE SCHEDULED DAY OF OPERATIONS, THE CONTRACTOR MUST PROVIDE RESIDENTS AND BUSINESSES THE OPPORTUNITY TO REMOVE THEIR VEHICLES FROM THE DRIVEWAY OR MAKE OTHER ARRANGEMENTS.

26. THE CONTRACTOR SHALL OBTAIN A WATER METER COMPLETE WITH BACKFLOW PREVENTER FROM THE VILLAGE WATER DEPARTMENT SUPERVISOR PRIOR TO FILLING ANY EQUIPMENT FROM VILLAGE HYDRANTS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE FOR SUCH A METER IN ADVANCE OF NEED. WHILE THE VILLAGE WILL MAKE EVERY EFFORT TO PROVIDE THE METER, SUPPLY IS LIMITED AND AVAILABLE ON A FIRST-REQUEST BASIS. THE CONTRACTOR WILL BE HELD LIABLE FOR ANY DAMAGE TO THE METER.

THE WATER METER SHALL BE RETURNED TO THE VILLAGE'S WATER DEPARTMENT MONTHLY FOR A SERVICE CHECK AND INTERIM READING. THE METER MUST BE RETURNED WITHIN FIVE (5) BUSINESS DAYS OF THE DATE OF ACCEPTANCE EACH MONTH. LATE RETURN AFTER FIVE (5) BUSINESS DAYS SHALL RESULT IN A \$30.00 LATE FEE BEING DEDUCTED FROM THE DEPOSIT FOR EACH DAY OR PART OF A DAY IT IS RETURNED LATE.

THE WATER METERS ARE ISSUED IN A GOOD WORKING ORDER AND MUST BE RETURNED IN THE SAME CONDITION. IF THE METER IS DAMAGED OR THE SEAL IS BROKEN, IT SHALL BE IMMEDIATELY RETURNED TO THE VILLAGE AND THE COST TO REPAIR SHALL BE DEDUCTED FROM THE DEPOSIT.

STORM SEWERS, SANITARY SEWER AND UTILITIES

- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER.
- THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE OF HANOVER PARK IF ANY UTILITY IMPROVEMENTS ARE REQUIRED BY THE VILLAGE WITHIN THE DURATION OF THE CONTRACT.
- FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW, ADJUSTED OR RECONSTRUCTED STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE. ADJUSTMENT OR RECONSTRUCTION COST.
- ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THE CONTRACT FOR CONSTRUCTION ADJUSTMENTS OR RECONSTRUCTION OF ANY MANHOLE, CATCH BASIN, INLET, VALVE VAULT OR METER VAULT SHALL HAVE CAST IN TO THE LID THE FOLLOWING WORDS: VILLAGE OF HANOVER PARK. ALL LIDS TO BE USED ON WATER STRUCTURES SHALL BEAR THE WORD "WATER." ALL LIDS TO BE USED ON STORM SEWER STRUCTURES SHALL BEAR THE WORD "STORM." ALL LIDS TO BE USED ON SANITARY SYSTEM STRUCTURES SHALL BEAR THE WORD "SANITARY."
- MAXIMUM ADJUSTING RING TOTAL HEIGHT SHALL BE 18". ONLY PRECAST ADJUSTING RINGS WILL BE ALLOWED. COMMON BRICK WILL NOT BE ALLOWED.
- 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 BASIN. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO

RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY THE EXISTING DRAINAGE FACILITIES.

8. THE INDISCRIMINATE USE OF THE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS/HER YARD WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO THE USE OF THE WATER.

9. THE REMOVAL OF EXISTING DRAINAGE ITEMS LOCATED FURTHER THAN 2 FEET OUTSIDE THE EDGE OF PROPOSED PAVEMENT SHALL BE BACKFILLED WITH NATIVE MATERIALS.

SEDIMENTATION AND EROSION CONTROL

- STOCKPILES AND MATERIAL STORAGE ARE PROHIBITED IN SPECIAL MANAGEMENT AREAS INCLUDING WETLANDS, FLOOD PLAINS, AND BUFFERS. LOCATIONS OF STOCKPILES MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES.
- RECEPTACLES FOR CONSTRUCTION DEBRIS, INCLUDING CONCRETE TRUCK WASHOUT WASTE, SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR. THESE WILL NOT BE ALLOWED IN SPECIAL MANAGEMENT AREAS. RECEPTACLES AND THEIR LOCATIONS MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES.
- WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
- ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUNOFF. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

COMMITMENTS

NO COMMITMENTS FOR THE PROJECT

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------|-----------|
| 1348 | 22-00075-00-RS | DUPAGE | 29 | 2 |
| CONTRACT NO. 61H86 | | | | |

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

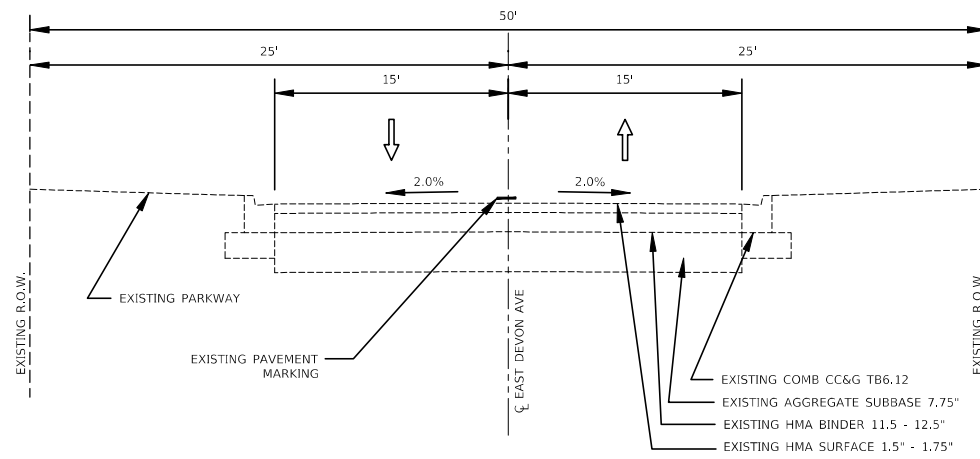
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT

| SUMMARY OF QUANTITIES | | | | CONSTR. CODE | |
|-----------------------|---|-------|----------------|-------------------|-------------------|
| | | | | 70% FED 30% LOCAL | 70% FED 30% LOCAL |
| CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | ROADWAY | |
| | | | | 0005 | 0042 |
| | | | | URBAN | URBAN |
| 20200100 | EARTH EXCAVATION | CU YD | 1.5 | 1.5 | |
| 21101600 | TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH | SQ YD | 561 | 561 | |
| 25200110 | SODDING, SALT TOLERANT | SQ YD | 561 | 561 | |
| 25200200 | SUPPLEMENTAL WATERING | UNIT | 30 | 30 | |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 23 | 23 | |
| * 28000510 | INLET FILTERS | EACH | 29 | 29 | |
| 35101582 | AGGREGATE BASE COURSE, TYPE B 2" | SQ YD | 60 | 60 | |
| 35101800 | AGGREGATE BASE COURSE, TYPE B 6" | SQ YD | 455 | 455 | |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 9470 | 9470 | |
| 40600370 | LONGITUDINAL JOINT SEALANT | FOOT | 3809 | 3809 | |
| 40600400 | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 20 | 20 | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 184 | 184 | |
| 40600990 | TEMPORARY RAMP | SQ YD | 110 | 110 | |
| 40603200 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 1L-4.75, N50 | TON | 524 | 524 | |
| 40604060 | HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N50 | TON | 1047 | 1047 | |
| 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | SQ YD | 12 | 12 | |
| | * DENOTES SPECIAL PROVISION | | | | |
| | ** DENOTES SPECIALTY ITEM | | | | |

| SUMMARY OF QUANTITIES | | | | CONSTR. CODE | CONSTR. CODE |
|-----------------------|--|-------|----------------|-------------------|-------------------|
| | | | | 70% FED 30% LOCAL | 70% FED 30% LOCAL |
| CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | ROADWAY | ROADWAY |
| | | | | 0005 | 0042 |
| | | | | URBAN | URBAN |
| 42300400 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH | SQ YD | 22 | 22 | |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ FT | 532 | 532 | |
| 42400800 | DETECTABLE WARNINGS | SQ FT | 40 | 40 | |
| 44000157 | HOT-MIX ASPHALT SURFACE REMOVAL, 2" | SQ YD | 12460 | 12460 | |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | SQ YD | 123 | 123 | |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 1329 | 1329 | |
| 44000600 | SIDEWALK REMOVAL | SQ FT | 670 | 670 | |
| 44201781 | CLASS D PATCHES, TYPE III, 11 INCH | SQ YD | 50 | 50 | |
| 44201783 | CLASS D PATCHES, TYPE IV, 11 INCH | SQ YD | 100 | 100 | |
| 44201819 | CLASS D PATCHES, TYPE III, 14 INCH | SQ YD | 50 | 50 | |
| 44201821 | CLASS D PATCHES, TYPE IV, 14 INCH | SQ YD | 100 | 100 | |
| 60255500 | MANHOLES TO BE ADJUSTED | EACH | 3 | 3 | |
| 60260100 | INLETS TO BE ADJUSTED | EACH | 1 | 1 | |
| 60260500 | INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE | EACH | 19 | 19 | |
| 60261100 | INLETS TO BE ADJUSTED WITH NEW TYPE 9 FRAME AND GRATE | EACH | 2 | 2 | |
| 60261300 | INLETS TO BE ADJUSTED WITH NEW TYPE 11 FRAME AND GRATE | EACH | 3 | 3 | |
| | * DENOTES SPECIAL PROVISION | | | | |
| | ** DENOTES SPECIALTY ITEM | | | | |

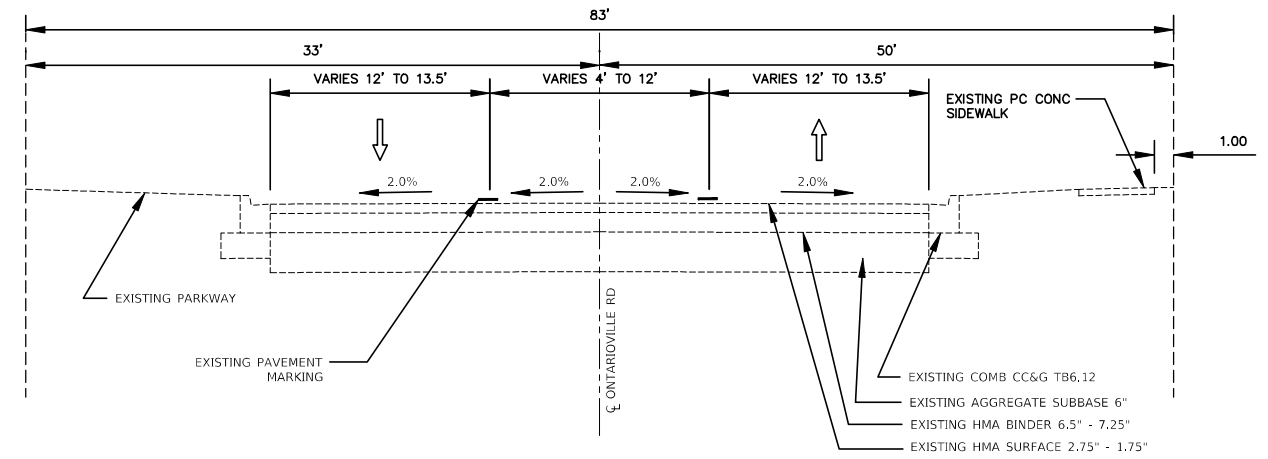
| SUMMARY OF QUANTITIES | | | | CONSTR. CODE | |
|-----------------------|--|--|----------------|-------------------|-------------------|
| | | | | 70% FED 30% LOCAL | 70% FED 30% LOCAL |
| CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | ROADWAY | |
| | | | | 0005 | 0042 |
| | | | | URBAN | URBAN |
| 60263100 | INLETS TO BE RECONSTRUCTED WITH NEW TYPE 3 FRAME AND GRATE | EACH | 3 | 3 | |
| 60263700 | INLETS TO BE RECONSTRUCTED WITH NEW TYPE 9 FRAME AND GRATE | EACH | 3 | 3 | |
| 60604400 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 | FOOT | 1279 | 1279 | |
| 60604900 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (VARIABLE WIDTH GUTTER FLAG) | FOOT | 50 | 50 | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | |
| 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 | 1 | |
| 70102622 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701502 | L SUM | 1 | 1 | |
| 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 1 | 1 | |
| 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | L SUM | 1 | 1 | |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 2245 | 2245 | |
| 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SQ FT | 750 | 750 | |
| ** | 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 145.6 | 145.6 |
| ** | 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 9086 | 9086 |
| ** | 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 842 | 842 |
| ** | 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 337 | 337 |
| ** | 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 19 | 19 |
| | | * DENOTES SPECIAL PROVISION | | | |
| | | ** DENOTES SPECIALTY ITEM | | | |

| SUMMARY OF QUANTITIES | | | | CONSTR. CODE | CONSTR. CODE |
|-----------------------|--|-------|----------------|-------------------|-------------------|
| | | | | 70% FED 30% LOCAL | 70% FED 30% LOCAL |
| CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | ROADWAY | ROADWAY |
| | | | | 0005 | 0042 |
| | | | | URBAN | URBAN |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 26 | 26 | |
| ** * | 85000200 MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION | EACH | 1 | 1 | |
| ** * | 88600600 DETECTOR LOOP REPLACEMENT | FOOT | 141 | 141 | |
| | X0327172 REMOVE AND REPLACE SIGN AND SUPPORTS | EACH | 6 | 6 | |
| * | X6030310 FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) | EACH | 3 | 3 | |
| | Z0004510 HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3" | SQ YD | 12 | 12 | |
| | Z0004518 HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 5" | SQ YD | 77 | 77 | |
| | Z0013798 CONSTRUCTION LAYOUT | L SUM | 1 | 1 | |
| | Z0030850 TEMPORARY INFORMATION SIGNING | SQ FT | 85 | 85 | |
| | Z0076500 TRAINEES | HOUR | 500 | | 500 |
| | Z0076504 TRAINEES TRAINING PROGRAM GRADUATE | HOUR | 500 | | 500 |
| | * DENOTES SPECIAL PROVISION | | | | |
| | ** DENOTES SPECIALTY ITEM | | | | |



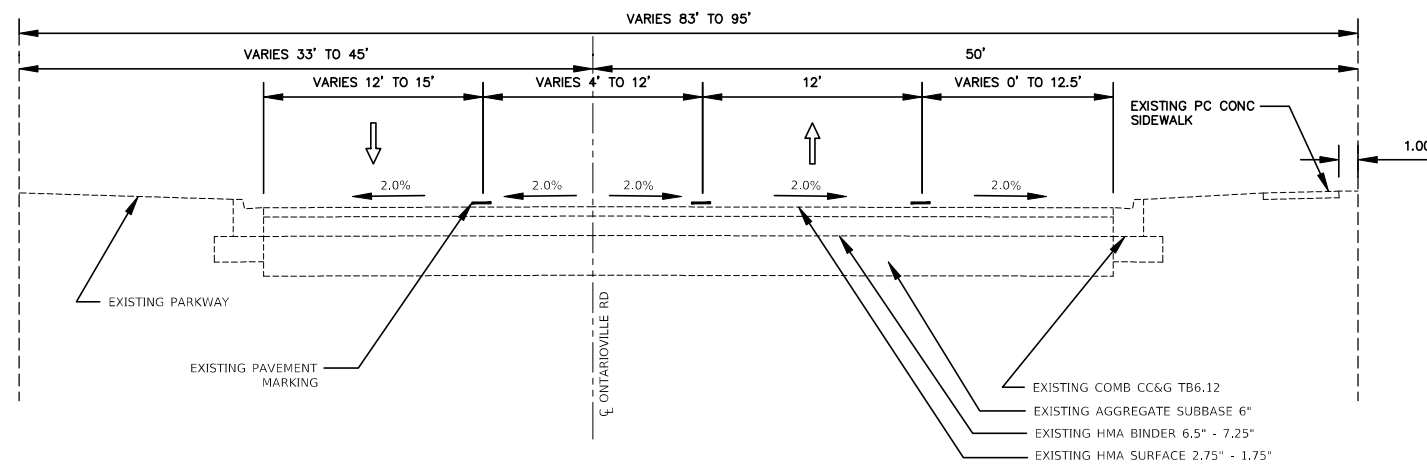
EXISTING TYPICAL SECTION

EAST DEVON AVE
STA 1+00 TO STA 16+11



EXISTING TYPICAL SECTION

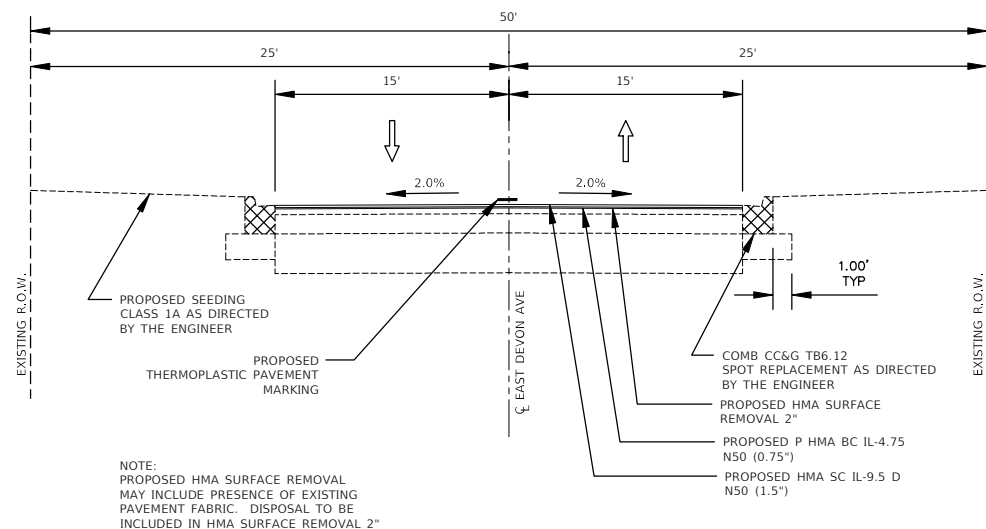
ONTARIOVILLE ROAD
STA 28+50 TO STA 34+73



EXISTING TYPICAL SECTION

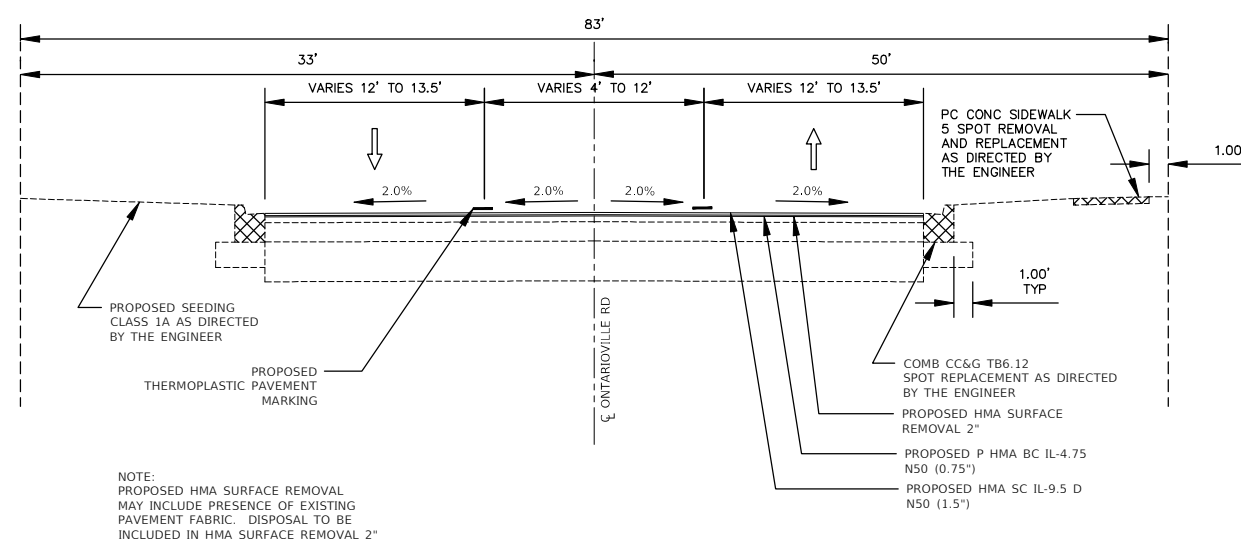
ONTARIOVILLE ROAD
STA 37+50 TO STA 45+31

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| USER NAME = FILE NAME = PLOT SCALE = 1" = 5' PLOT DATE = 2/16/2022 | DESIGNED - KRF | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING TYPICAL SECTIONS | F.A.U. SECTION COUNTY TOTAL SHEETS SHEET NO. 1348 22-00075-00-RS DUPAGE 29 7 | | |
| | DRAWN - KRF | REVISED - | | | CONTRACT NO. 61H86 | | |
| | CHECKED - DMS | REVISED - | | | FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT | | |
| | DATE - 2/16/2022 | REVISED - | | | SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA. | | |



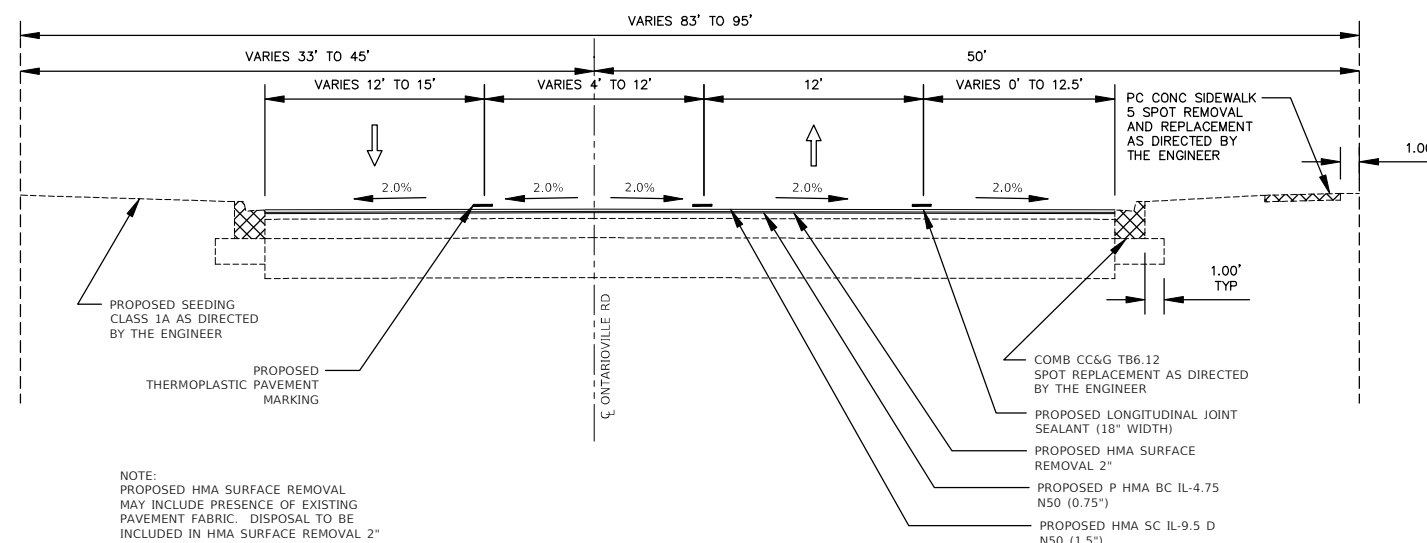
PROPOSED TYPICAL SECTION

EAST DEVON AVE
STA 1+00 TO STA 16+11



PROPOSED TYPICAL SECTION

ONTARIOVILLE ROAD
STA 28+50 TO STA 34+73



PROPOSED TYPICAL SECTION

ONTARIOVILLE ROAD
STA 37+50 TO STA 45+31

| HOT-MIX ASPHALT MIXTURE REQUIREMENTS | | |
|--|------------------|-----------------|
| MIXTURE TYPE | AIR VOIDS @ Ndes | QMP TEST METHOD |
| PAVEMENT RESURFACING | | |
| POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 0.75" | 3.5% @ 50 GYR. | LR-1030-2 |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50 1.5" | 4.0% @ 50 GYR. | LR-1030-2 |
| HMA DRIVEWAY PAVEMENT 3" | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50 3" (IN 2 LIFTS) | 4.0% @ 50 GYR. | LR-1030-2 |
| HMA DRIVEWAY PAVEMENT 5" | | |
| HMA BASE COURSE (HMA BINDER IL-19MM) 3" | 4.0% @ 50 GYR. | LR-1030-2 |
| HMA SURFACE COURSE, MIX "D", IL-9.5, N50 2" | 4.0% @ 50 GYR. | LR-1030-2 |
| CLASS D PATCHES | | |
| HOT-MIX ASPHALT BINDER COURSE, IL-19.0 | 4.0% @ 70 GYR. | LR-1030-2 |

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

THE "AC TYPE" FOR POLYMERIZED HMA SHALL BE "SBS/IBR PG 76-22" AND THE "AC TYPE" FOR NON-POLYMERIZED HMA SHALL BE "PG 64-22", UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY HMA BC IL-4.75 N50

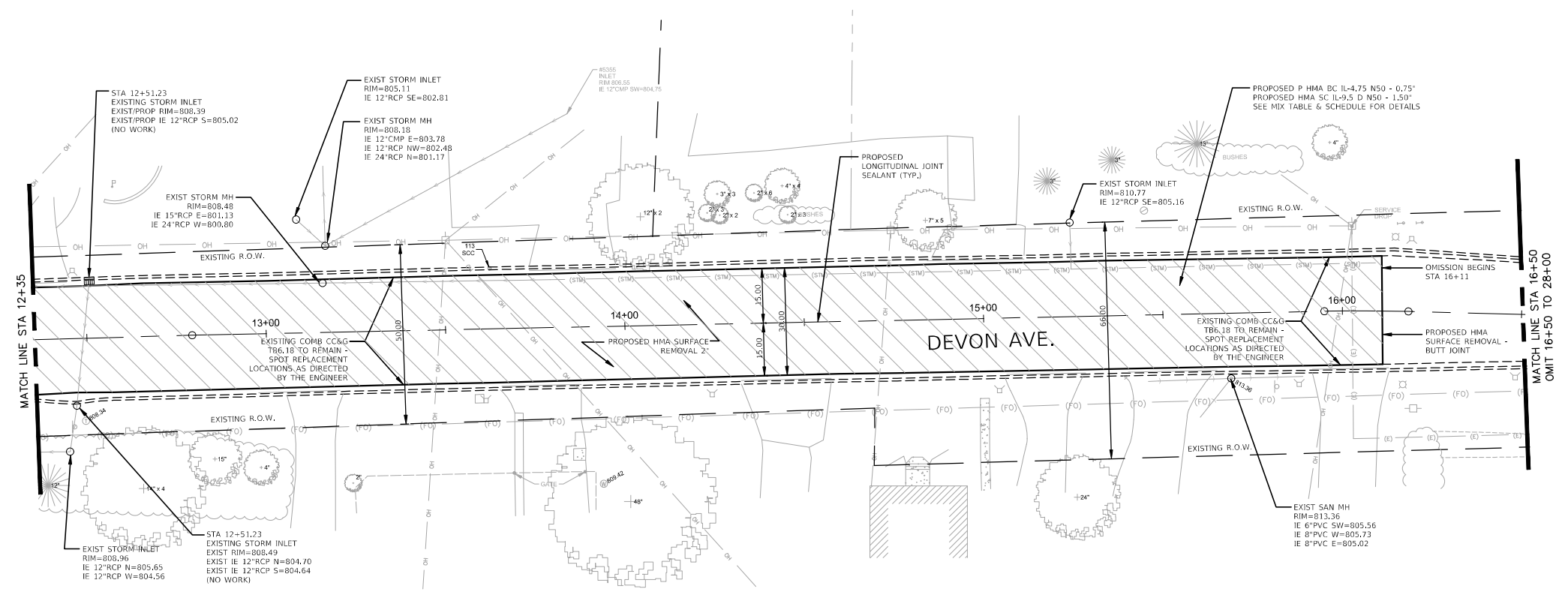
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED TYPICAL SECTIONS

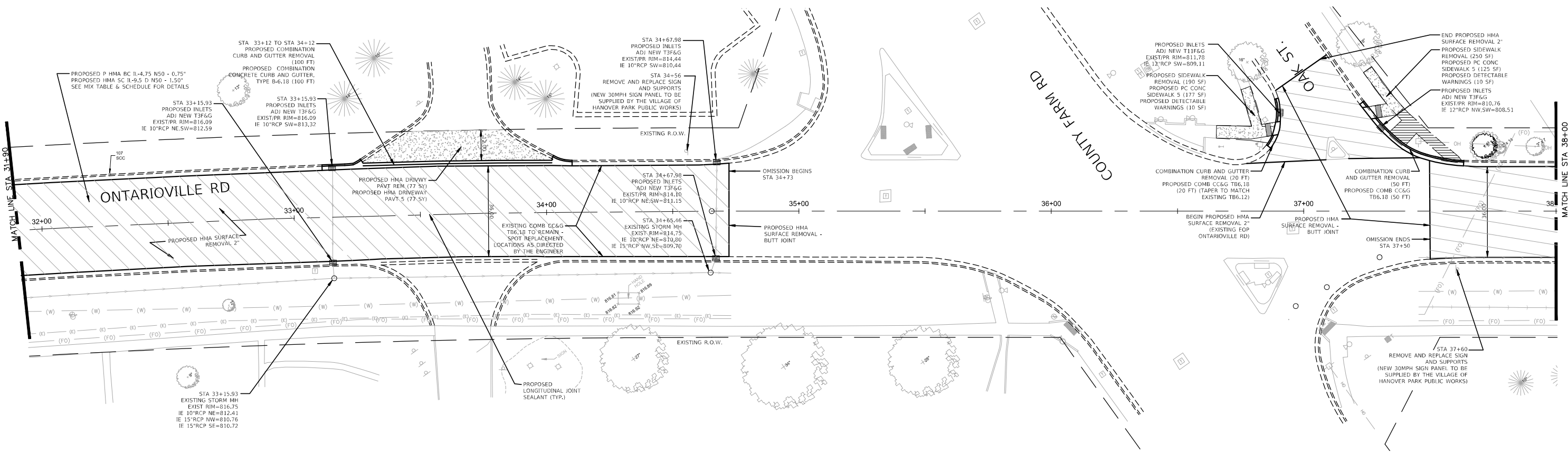
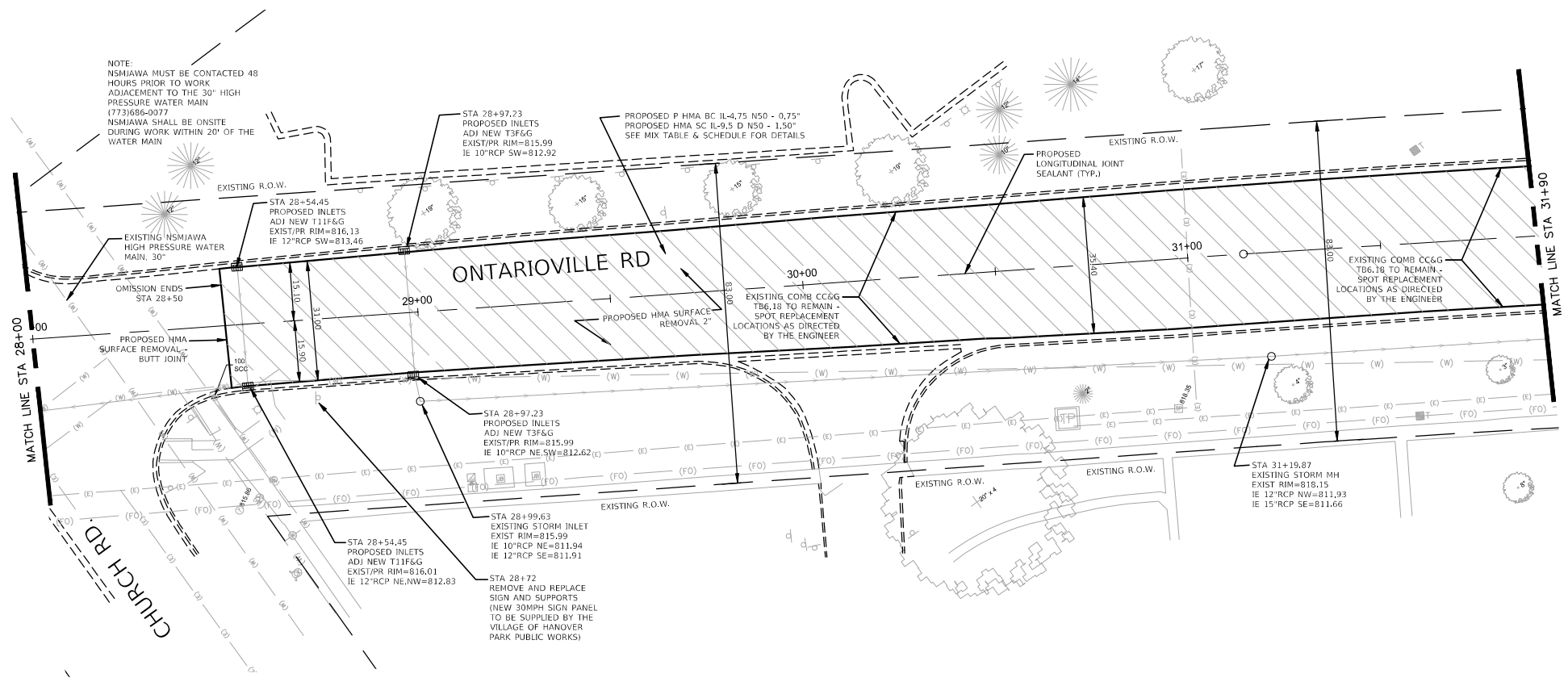
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| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1348 | 22-00075-00-RS | DUPAGE | 29 | 8 |
| CONTRACT NO. 61H86 | | | | |
| FED. ROAD DIST. NO. - | ILLINOIS | FED. AID PROJECT | | |

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| USER NAME = | DESIGNED - KRF | REVISED - |
| FILE NAME = | DRAWN - KRF | REVISED - |
| PLOT SCALE = 1" = 5' | CHECKED - DMS | REVISED - |
| PLOT DATE = 2/16/2022 | DATE - 2/16/2022 | REVISED - |

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.



| | | | | | | | | | | | | |
|--|------------------|-----------|---|--|--|--|---------------------------|---------------------------|------------------|--------------------|-----------------|--|
| USER NAME = FILE NAME = PLOT SCALE = 1" = 20' PLOT DATE = 2/16/2022 | DESIGNED - KRF | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING & PROPOSED ROADWAY PLAN DEVON AVE / ONTRARIOVILLE RD | | | F.A.U. RTE. 1348 | SECTION 22-00075-00-RS | COUNTY DUPAGE | TOTAL SHEETS 29 | SHEET NO. 10 | |
| | DRAWN - KRF | REVISED - | | SCALE: 1"=20' SHEET NO. 2 OF 4 SHEETS STA. 12+35 TO STA. 16+50 | | | CONTRACT NO. 61H86 | | | | | |
| | CHECKED - DMS | REVISED - | | | | | | | | | | |
| | DATE - 2/16/2022 | REVISED - | | | | | | | | | | |



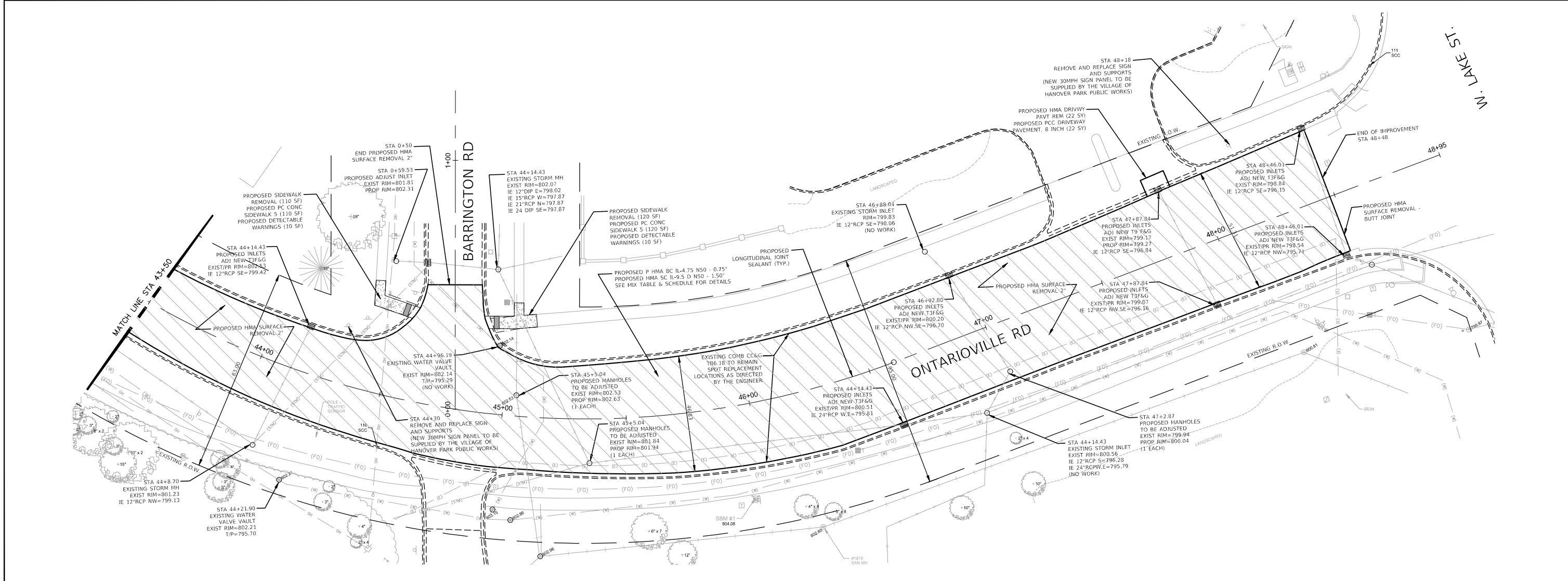
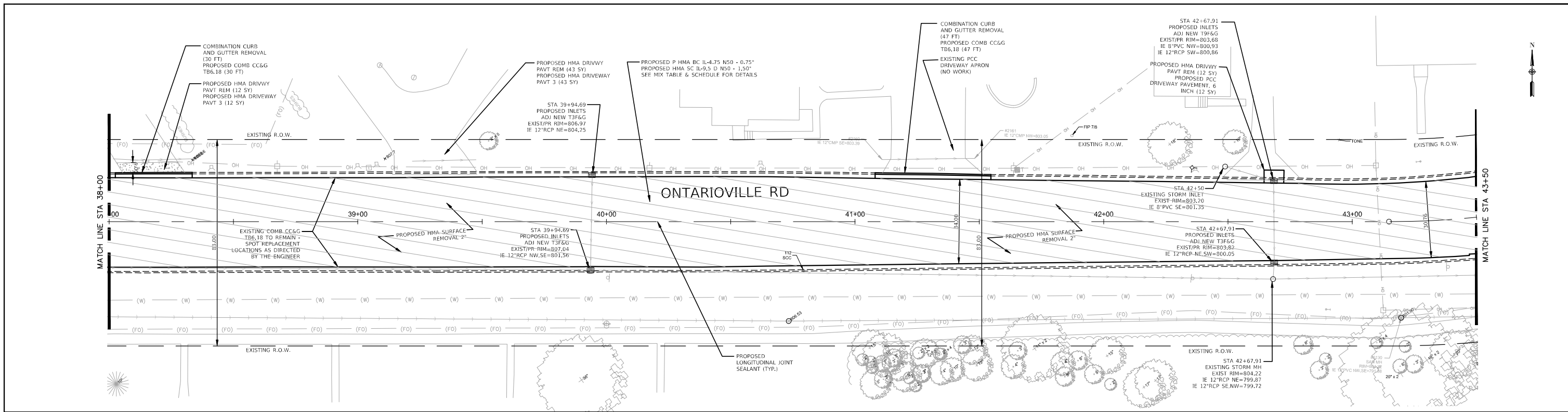
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| DESIGNED - KRF | REVISED - |
| DRAWN - KRF | REVISED - |
| CHECKED - DMS | REVISED - |
| DATE - 2/16/2022 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED ROADWAY PLAN
DEVON AVE / ONTRARIOVILLE RD

SCALE: 1"=20' SHEET NO. 3 OF 4 SHEETS STA. 28+00 TO STA. 38+00

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1348 | 22-00075-00-RS | DUPAGE | 29 | 11 |
| CONTRACT NO. 61H86 | | | | |
| FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT | | | | |



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|-----------------------|------------------|-----------|
| USER NAME = | DESIGNED - KRF | REVISED - |
| FILE NAME = | DRAWN - KRF | REVISED - |
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| PLOT DATE = 2/16/2022 | DATE - 2/16/2022 | REVISED - |

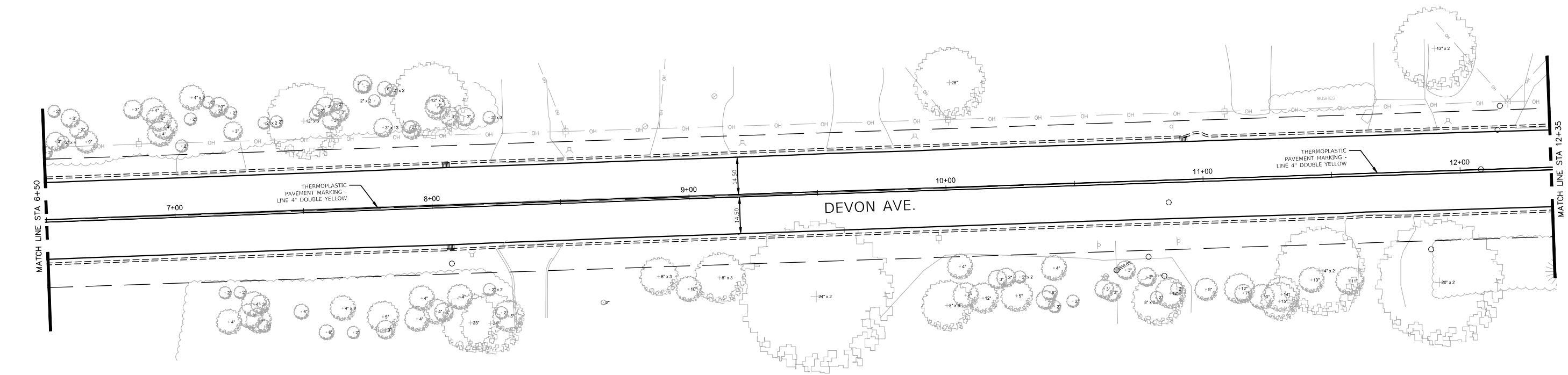
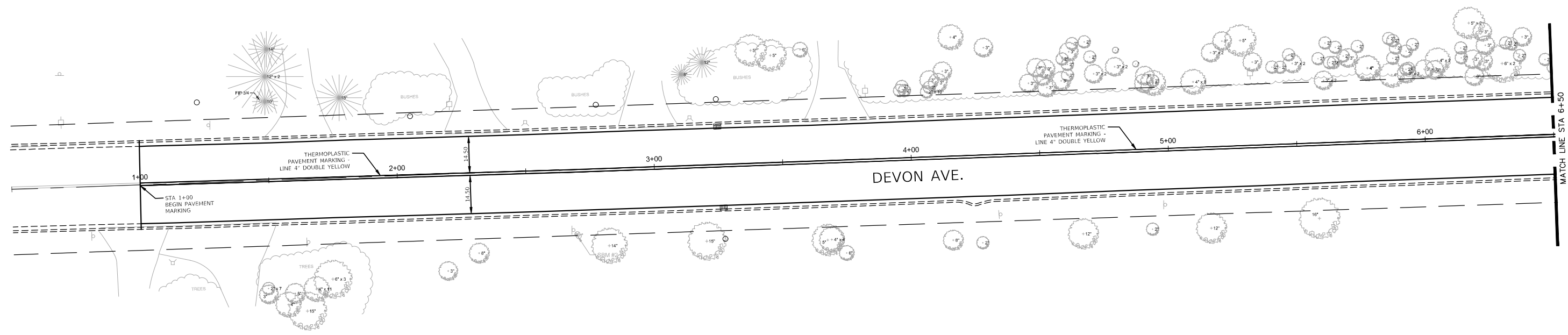
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| DRAWN - KRF | REVISED - |
| CHECKED - DMS | REVISED - |
| DATE - 2/16/2022 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED ROADWAY PLAN
DEVON AVE / ONTRARIOVILLE RD

SCALE: 1"=20' SHEET NO. 4 OF 4 SHEETS STA. 38+00 TO STA. 48+95

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1348 | 22-00075-00-RS | DUPAGE | 29 | 12 |
| CONTRACT NO. 61H86 | | | | |
| FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT | | | | |



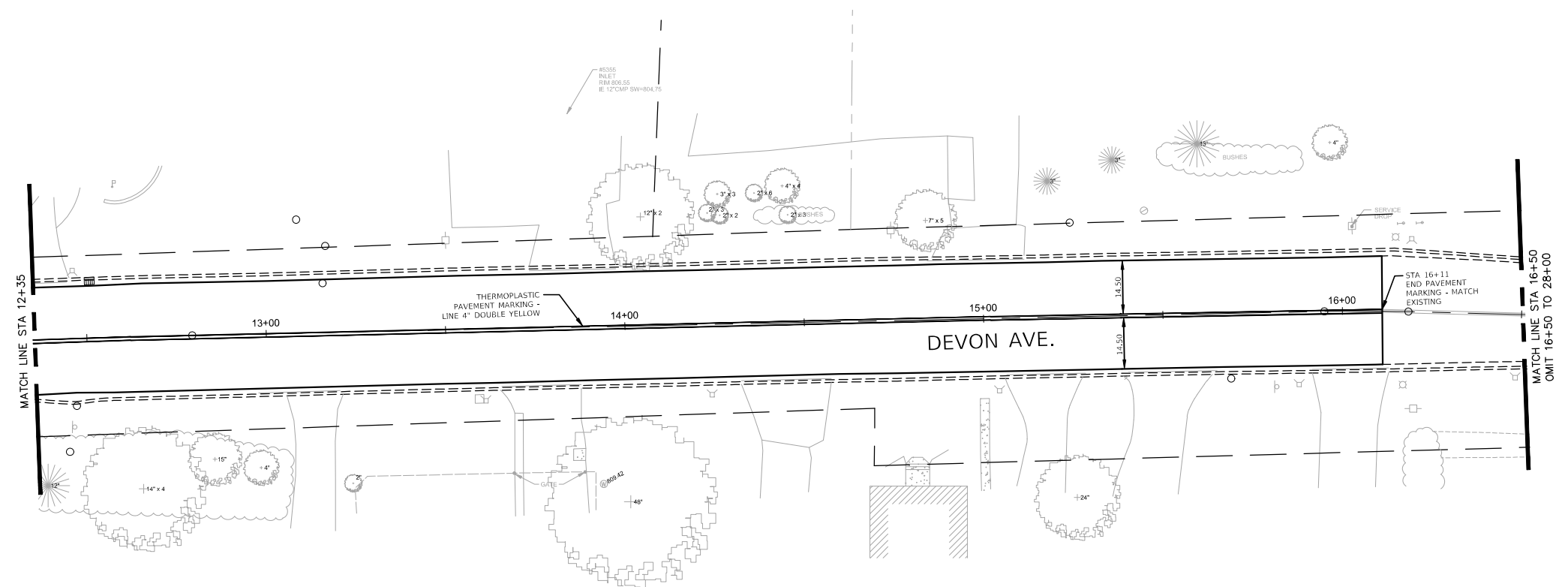
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| PLOT DATE = 2/16/2022 | DATE - 2/16/2022 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
DEVON AVE / ONTARIOVILLE RD

SCALE: 1"=20' SHEET NO. 1 OF 4 SHEETS STA. 1+00 TO STA. 12+35

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1348 | 22-00075-00-RS | DUPAGE | 29 | 13 |
| CONTRACT NO. 61H86 | | | | |
| FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT | | | | |



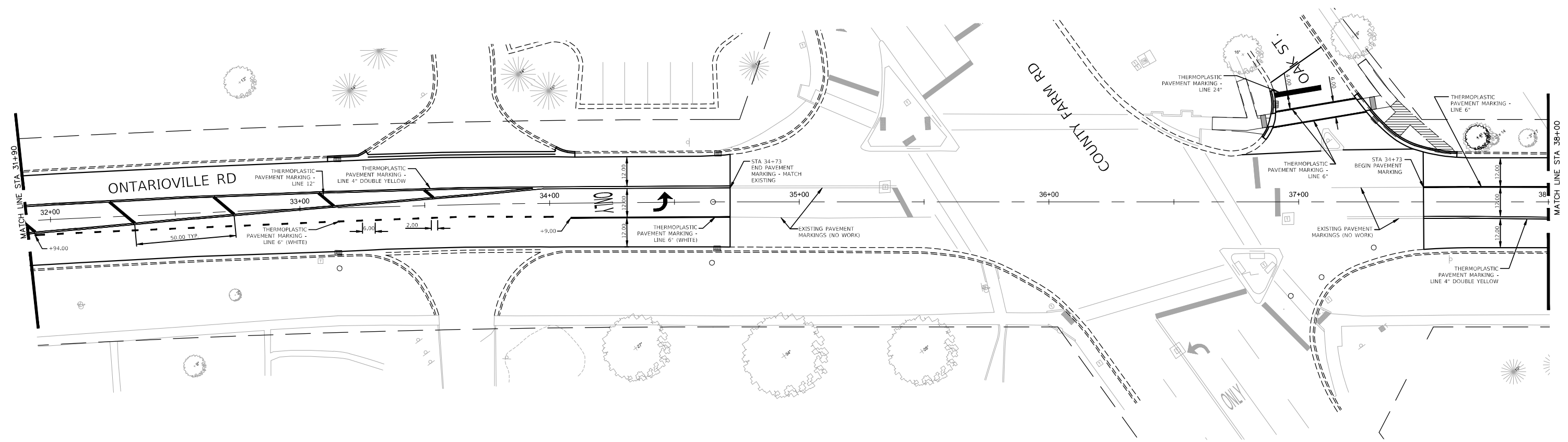
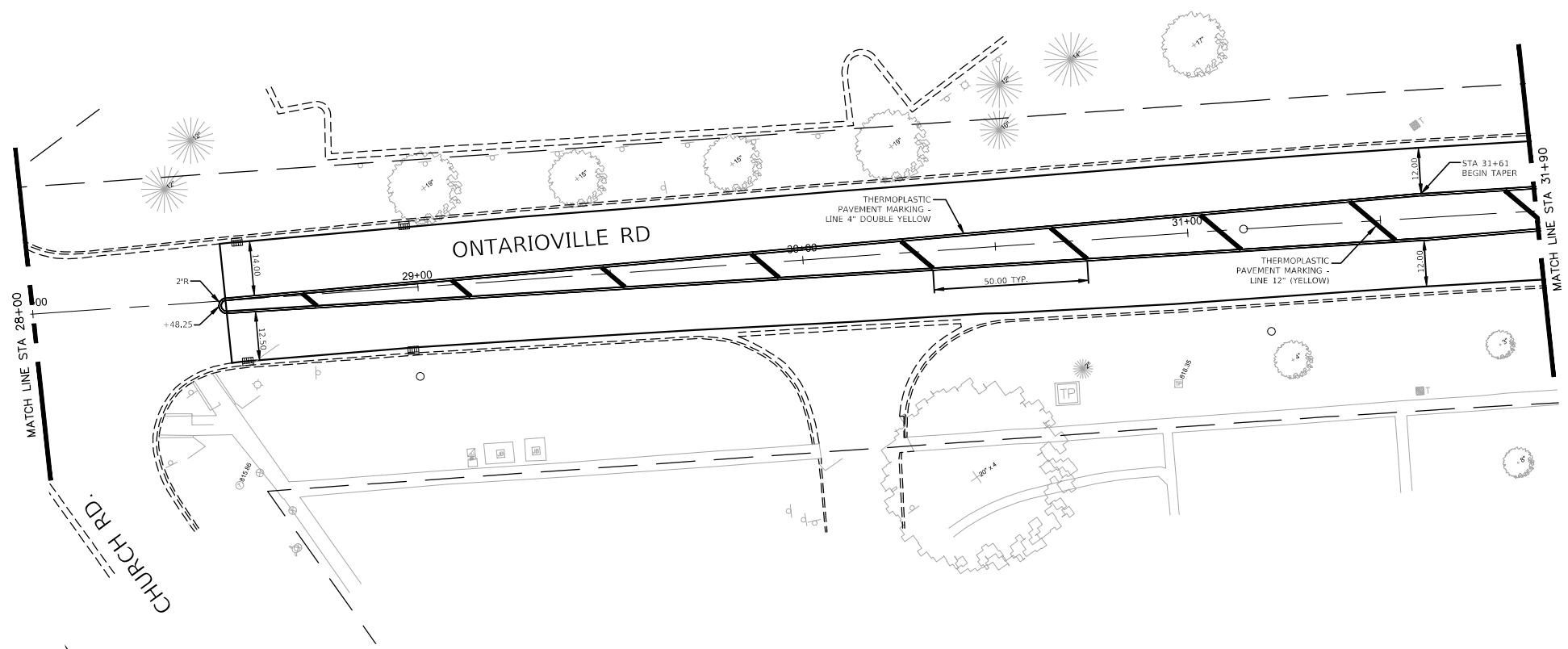
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| USER NAME = | DESIGNED - KRF | REVISED - |
| FILE NAME = | DRAWN - KRF | REVISED - |
| PLOT SCALE = 1" = 20' | CHECKED - DMS | REVISED - |
| PLOT DATE = 2/16/2022 | DATE - 2/16/2022 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

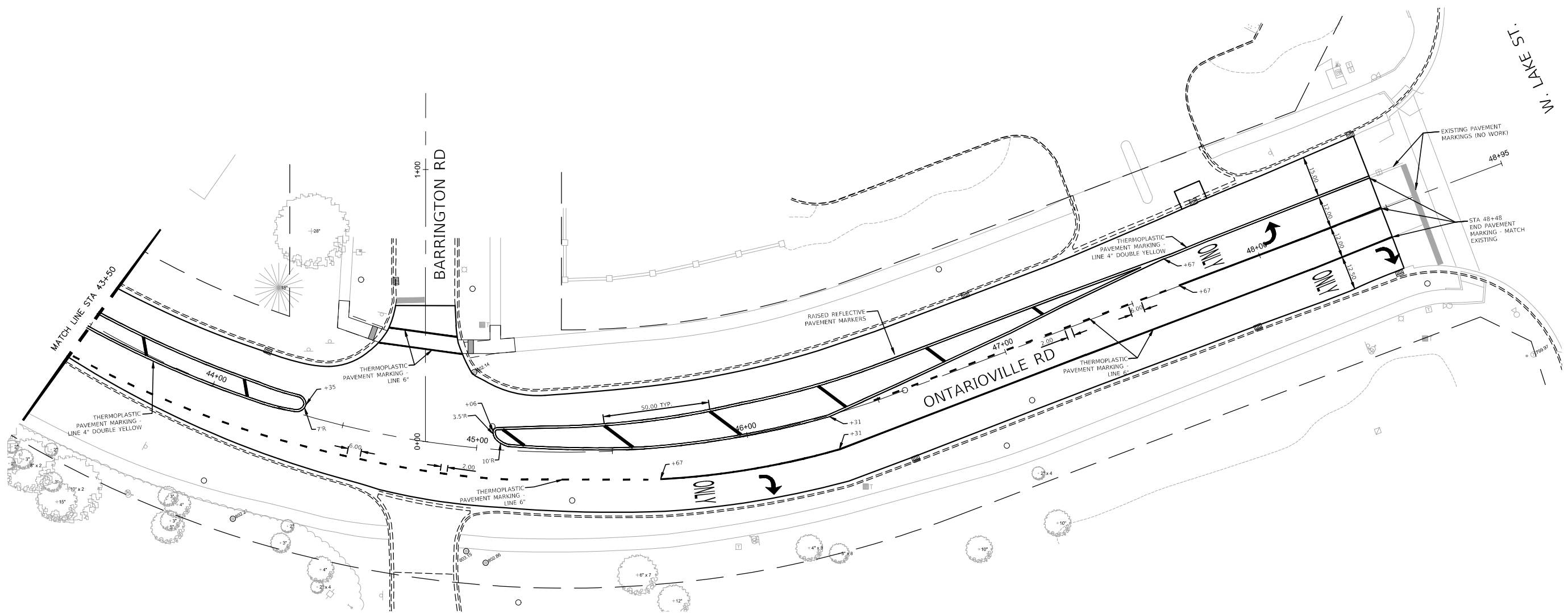
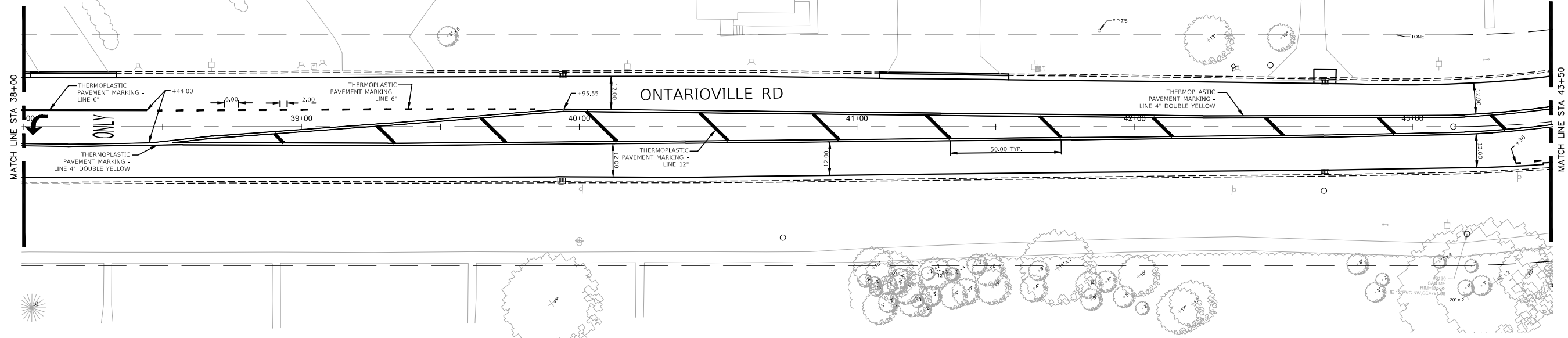
PAVEMENT MARKING PLAN
DEVON AVE / ONTARIOVILLE RD

SCALE: 1"=20' SHEET NO. 2 OF 4 SHEETS STA. 12+35 TO STA. 16+50

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1348 | 22-00075-00-RS | DUPAGE | 29 | 14 |
| CONTRACT NO. 61H86 | | | | |
| FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT | | | | |



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|--|------------------|-----------|---|--|--|--|---------------------------|------------------------|---------------|-----------------|--------------|--|
| USER NAME = FILE NAME = PLOT SCALE = 1" = 20' PLOT DATE = 2/16/2022 | DESIGNED - KRF | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PAVEMENT MARKING PLAN DEVON AVE / ONTARIOVILLE RD | | | F.A.U. RTE. 1348 | SECTION 22-00075-00-RS | COUNTY DUPAGE | TOTAL SHEETS 29 | SHEET NO. 15 | |
| | DRAWN - KRF | REVISED - | | SCALE: 1"=20' SHEET NO. 3 OF 4 SHEETS STA. 28+00 TO STA. 38+00 | | | CONTRACT NO. 61H86 | | | | | |
| | CHECKED - DMS | REVISED - | | FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT | | | | | | | | |
| | DATE - 2/16/2022 | REVISED - | | | | | | | | | | |

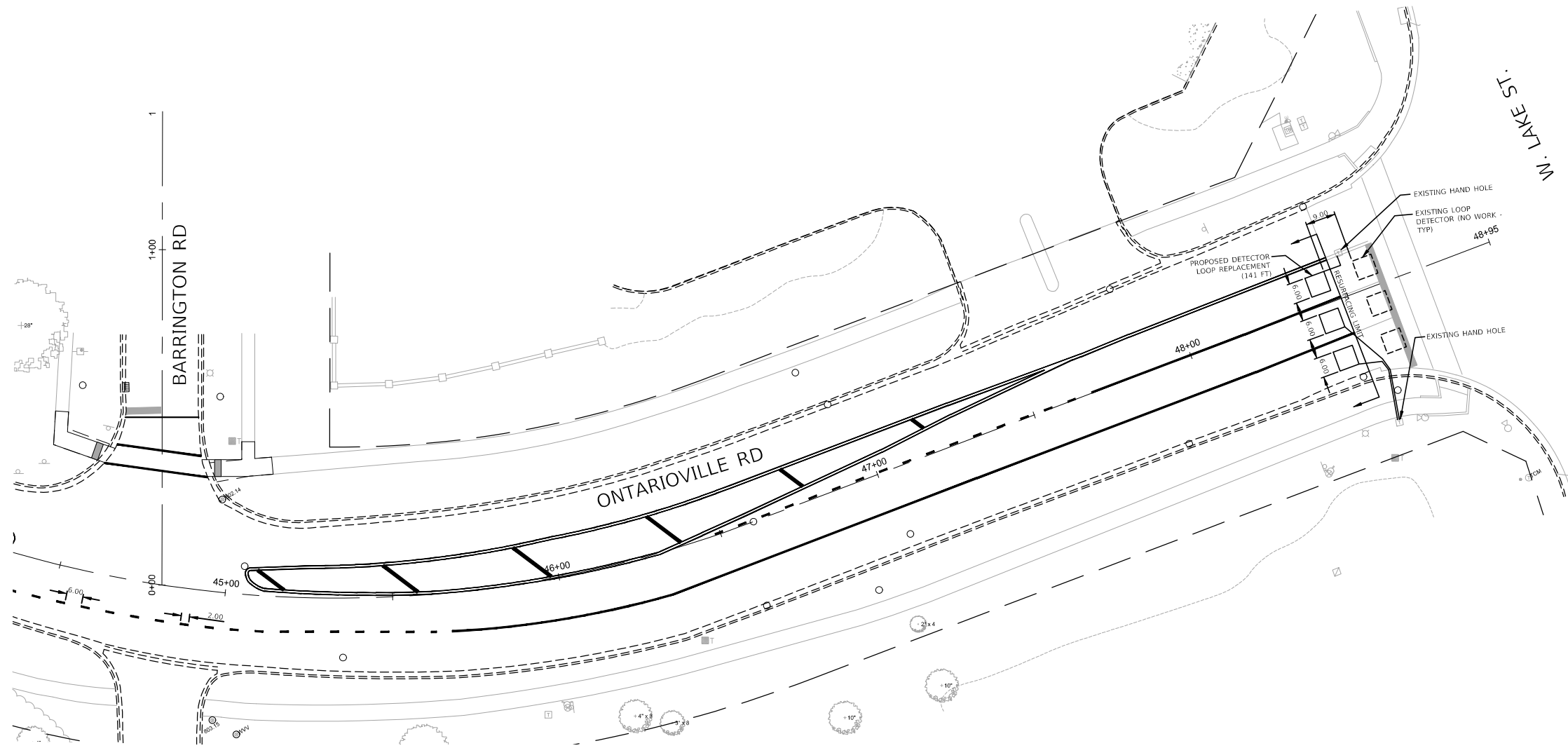


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| USER NAME = FILE NAME = PLOT SCALE = 1" = 20' PLOT DATE = 2/16/2022 | DESIGNED - KRF | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PAVEMENT MARKING PLAN DEVON AVE / ONTARIOVILLE RD | | F.A.U. RTE. 1348 | SECTION 22-00075-00-RS | COUNTY DUPAGE | TOTAL SHEETS 29 | SHEET NO. 16 | | |
| | DRAWN - KRF | REVISED - | | SCALE: 1"=20' | SHEET NO. 4 OF 4 SHEETS | STA. 38+00 TO STA. 48+95 | CONTRACT NO. 61H86 | | | | | |
| | CHECKED - DMS | REVISED - | | FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT | | | | | | | | |
| | DATE - 2/16/2022 | REVISED - | | | | | | | | | | |



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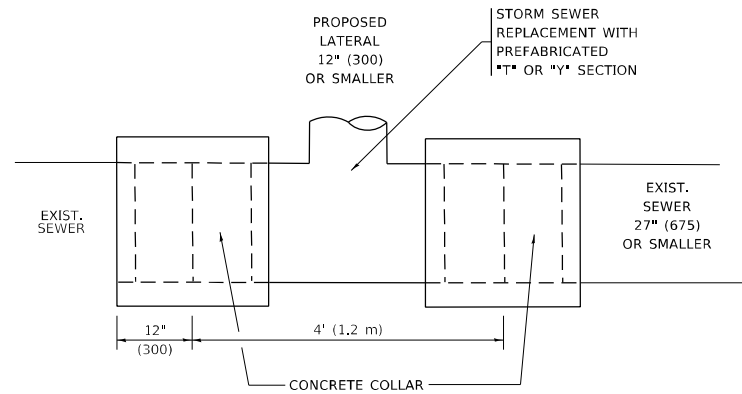
1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

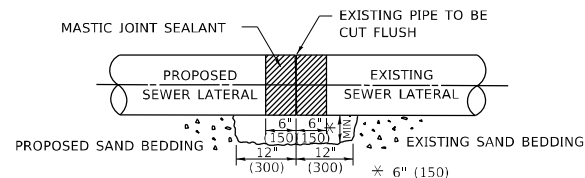
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|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 141 | FT |

| | | | | | | |
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| USER NAME = FILE NAME = PLOT SCALE = 1" = 20' PLOT DATE = 2/16/2022 | DESIGNED - KRF DRAWN - KRF CHECKED - DMS DATE - 2/16/2022 | REVISED - REVISED - REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP REPLACEMENT PLAN ONTARIOVILLE RD AT W. LAKE ST | F.A.U. RTE. 1348 SECTION 22-00075-00-RS COUNTY DUPAGE TOTAL SHEETS 29 SHEET NO. 17 CONTRACT NO. 61H86 | SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. 44+50 TO STA. 48+95 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |
|--|--|--|---|---|---|---|



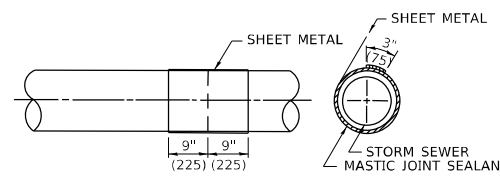
DETAIL "A"

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



DETAIL "B"

CLASS SI CONCRETE COLLAR



DETAIL "C"

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

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

NOTES:

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

1. CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
2. CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

1. TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.
2. REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.
3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
4. CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

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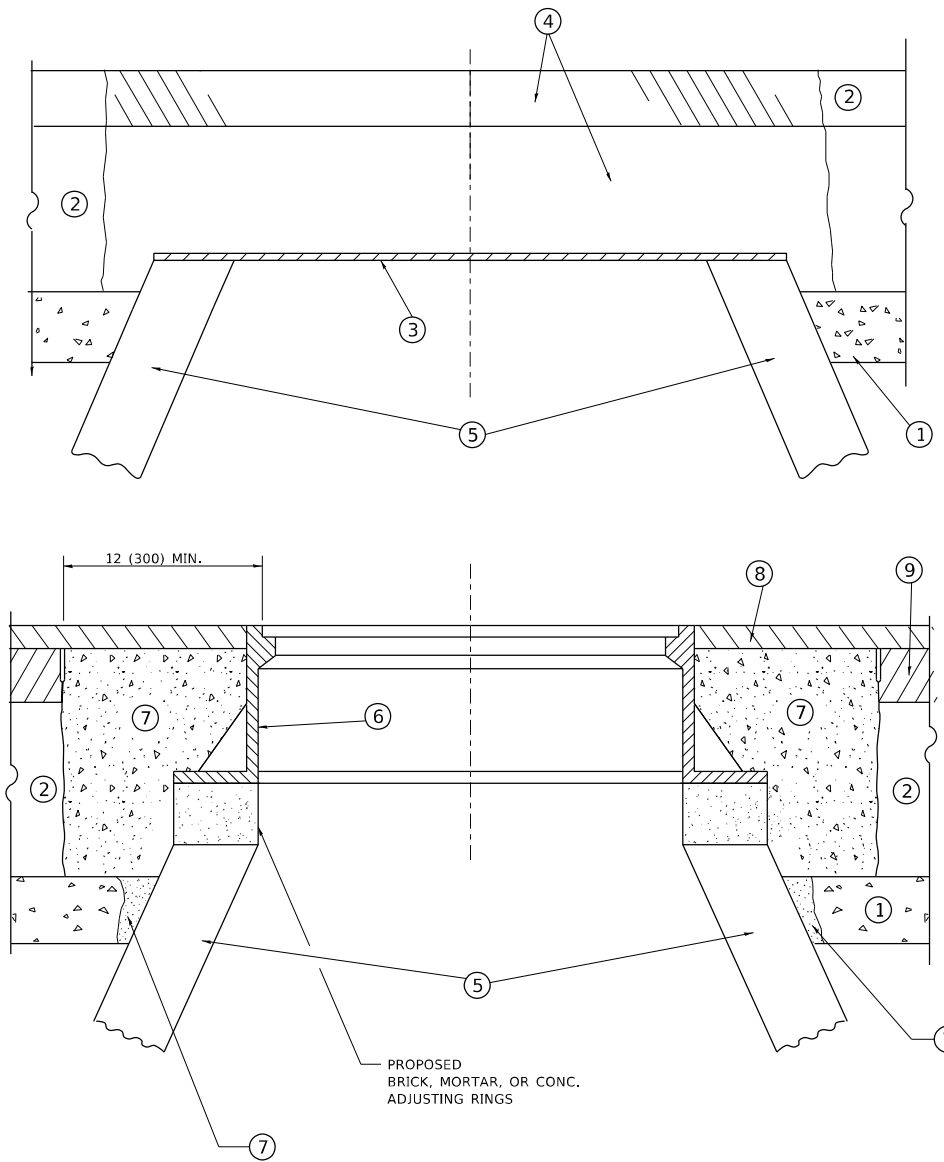
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| USER NAME | = demanchelt | DESIGNED | = M. DE YONG | REVISED | = R. SHAH 09-09-94 |
| | | DRAWN | = | REVISED | = R. SHAH 10-25-94 |
| PLOT SCALE | = 100,0000 ' / in. | CHECKED | = | REVISED | = R. SHAH 06-12-96 |
| PLOT DATE | = 2/2/2022 | DATE | = 07-25-90 | REVISED | = K. SMITH 02-01-22 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

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

| | | | | |
|---------------------------|----------------|--------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1348 | 22-00075-00-RS | DUPAGE | 29 | 18 |
| BD500-01 (BD-07) | | CONTRACT NO. 61H86 | | |
| ILLINOIS FED. AID PROJECT | | | | |



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

NOTES

1. 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.
2. 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.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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 HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

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

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

1. 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)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. 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.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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| | | |
|------------------------------|--------------------|-----------------------------|
| USER NAME - demanchelt | DESIGNED - R. SHAH | REVISED - R. BORO 01-01-07 |
| | DRAWN - | REVISED - R. BORO 03-09-11 |
| PLOT SCALE = 100,0000' / in. | CHECKED - | REVISED - R. BORO 12-06-11 |
| PLOT DATE = 2/2/2022 | DATE - 10-25-94 | REVISED - K. SMITH 02-01-22 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

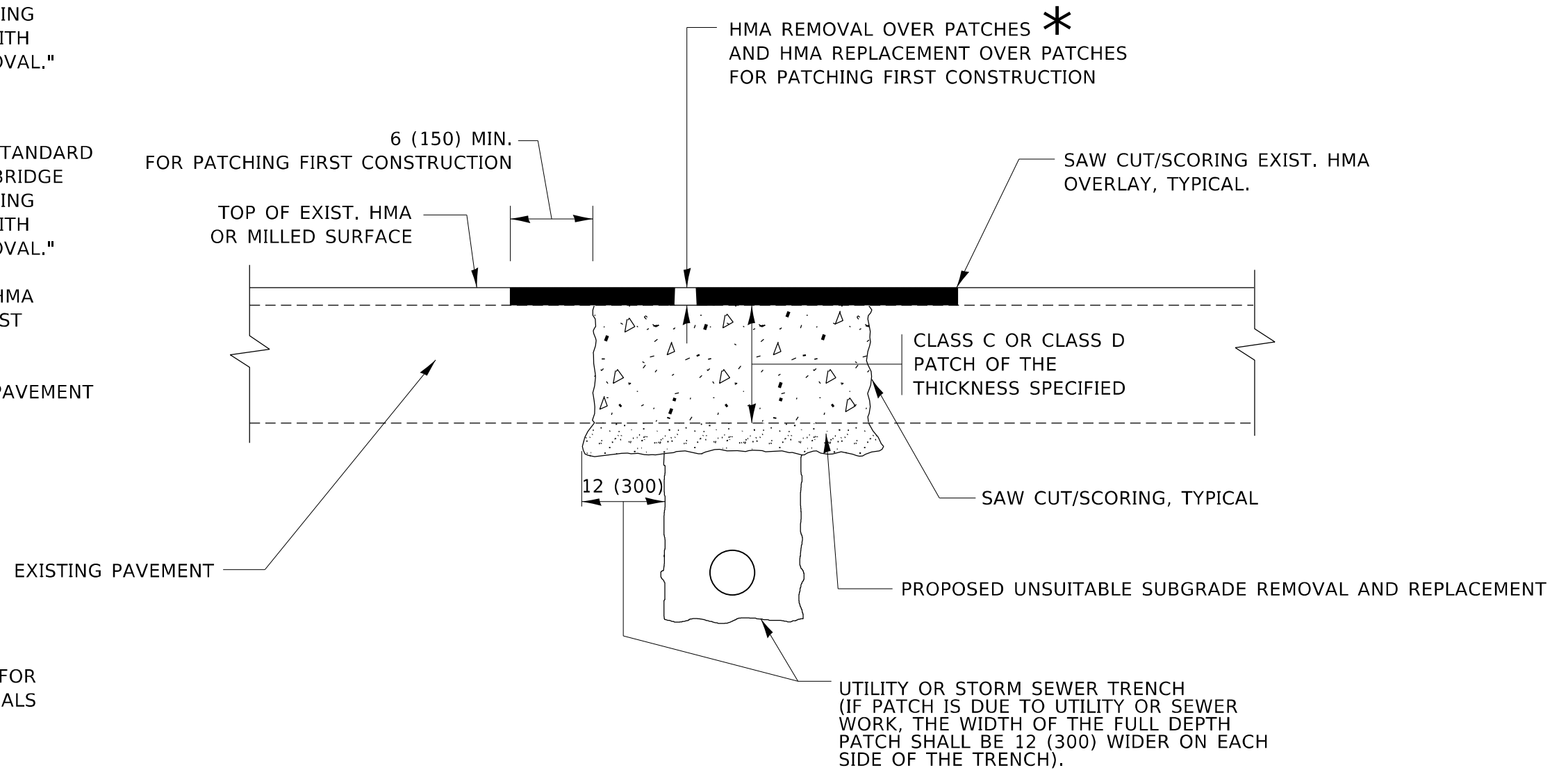
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|---------------------------|----------------|--------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1348 | 22-00075-00-RS | DUPAGE | 29 | 19 |
| BD600-03 (BD-08) | | CONTRACT NO. 61H86 | | |
| ILLINOIS FED. AID PROJECT | | | | |

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

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 4½ 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.

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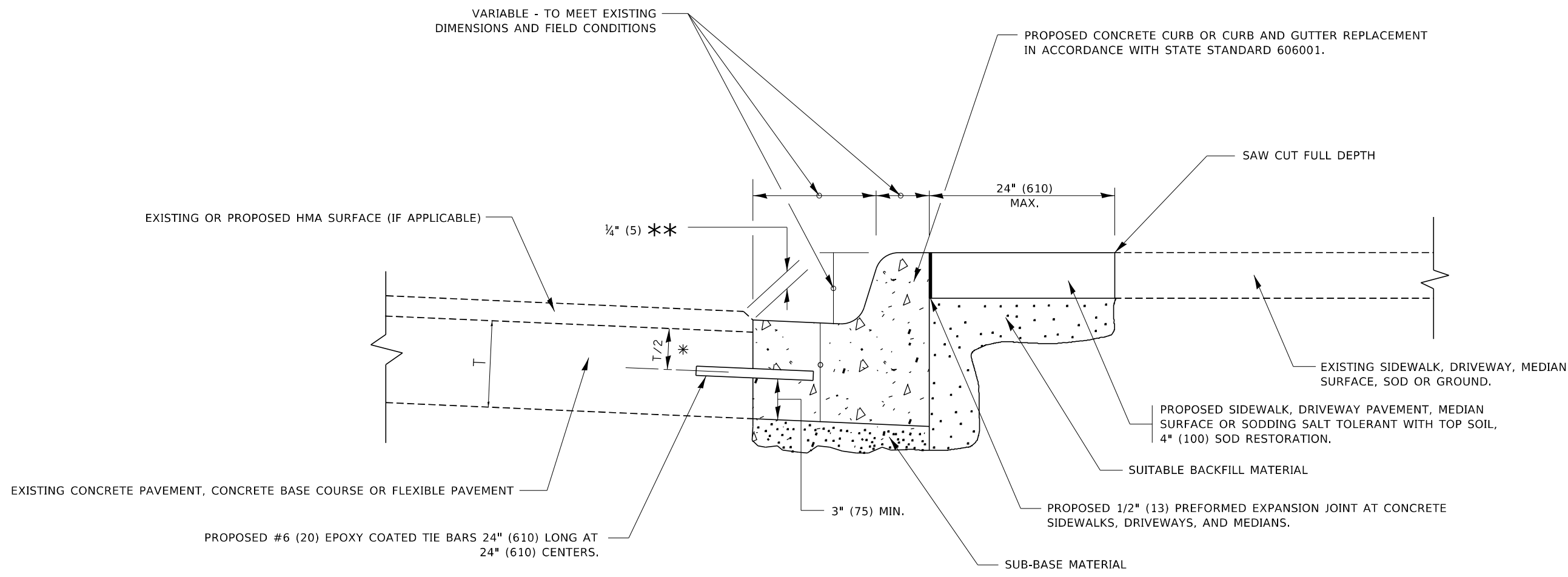
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|------------------------------|--------------------|-----------------------------|
| USER NAME - demanchelt | DESIGNED - R. SHAH | REVISED - R. BORO 01-01-07 |
| | DRAWN - | REVISED - R. BORO 09-04-07 |
| PLOT SCALE = 100,0000' / in. | CHECKED - | REVISED - K. ENG 10-27-08 |
| PLOT DATE = 2/2/2022 | DATE - 10-25-94 | REVISED - K. SMITH 02-01-22 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT**

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

| | | | | |
|---------------------------|----------------|--------|--------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1348 | 22-00075-00-R5 | DUPAGE | 29 | 20 |
| BD400-04 (BD-22) | | | CONTRACT NO. 61H86 | |
| ILLINOIS FED. AID PROJECT | | | | |



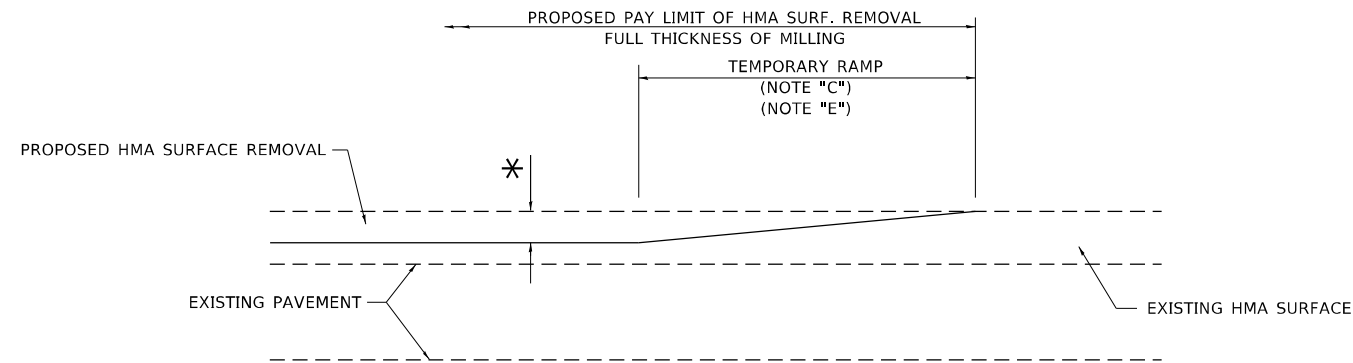
- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

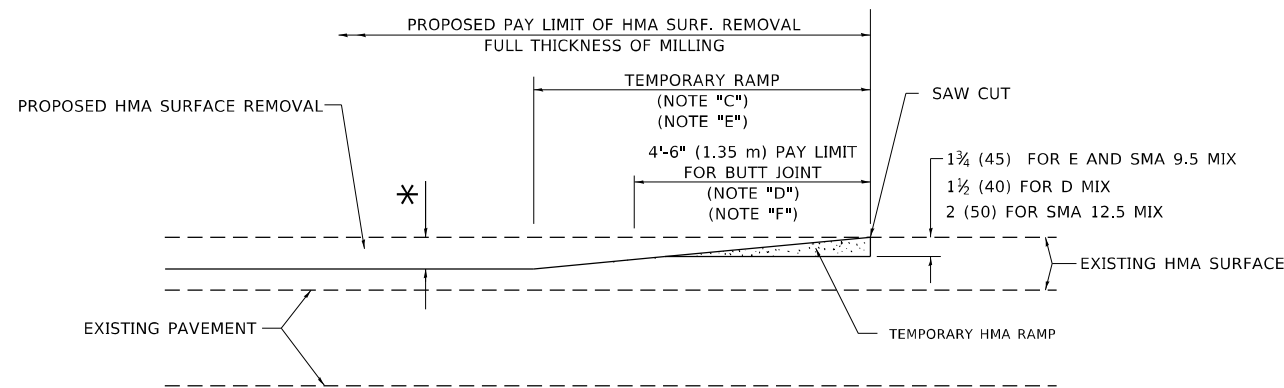
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|---|---|---|---|--|--|--------------------------|------------------|--------------------|-----------------|
| USER NAME = footenj PLOT SCALE = 50,0000' / in. PLOT DATE = 7/11/2019 | DESIGNED - A. HOUSEH DRAWN - CHECKED - DATE - 03-11-94 | REVISED - A. ABBAS 03-21-97 REVISED - M. GOMEZ 01-22-01 REVISED - R. BORO 12-15-09 REVISED - K. SMITH 07-11-19 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT | F.A. RTE. 1348 | SECTION 22-0075-00-RS | COUNTY DUPAGE | TOTAL SHEETS 29 | SHEET NO. 21 |
| SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA. | | | | | BD600-06 (BD-24) CONTRACT NO. 61H86 | | | | |
| | | | | | ILLINOIS FED. AID PROJECT | | | | |

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MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

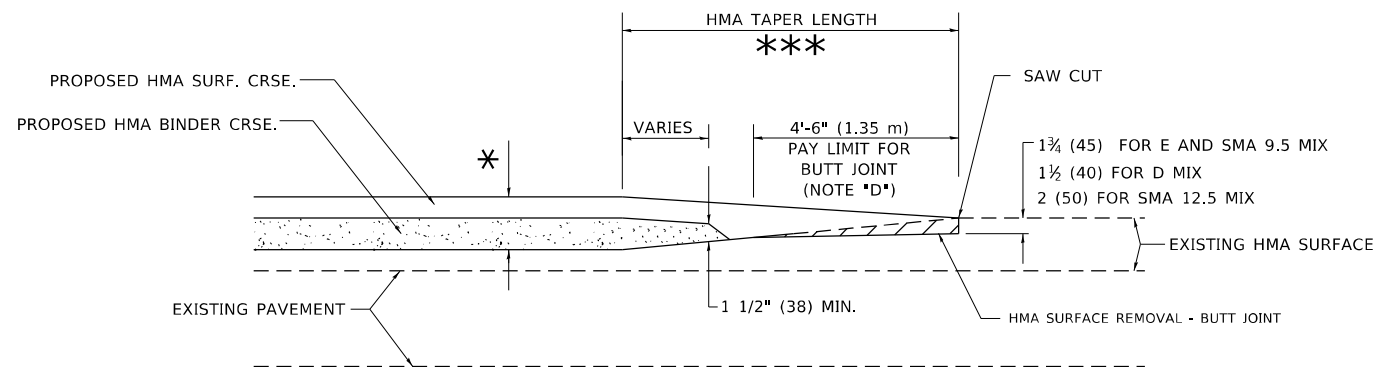
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

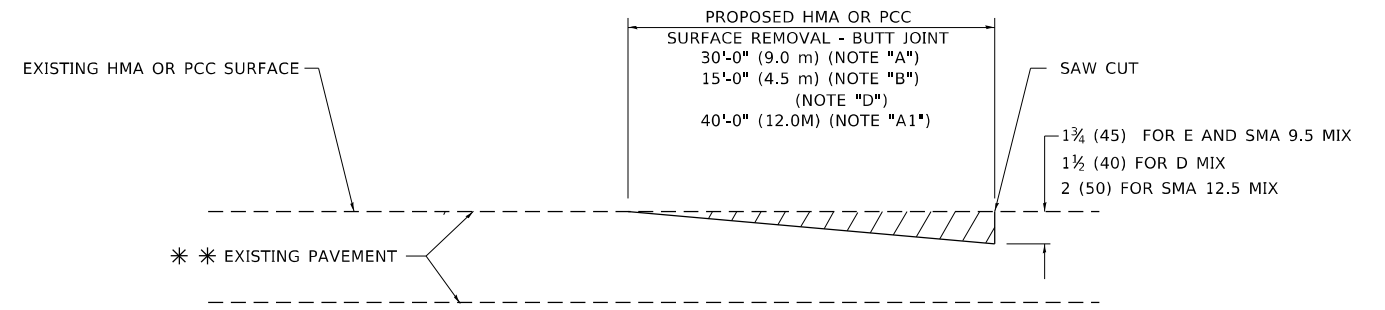
OPTION 2

TYPICAL TEMPORARY RAMP

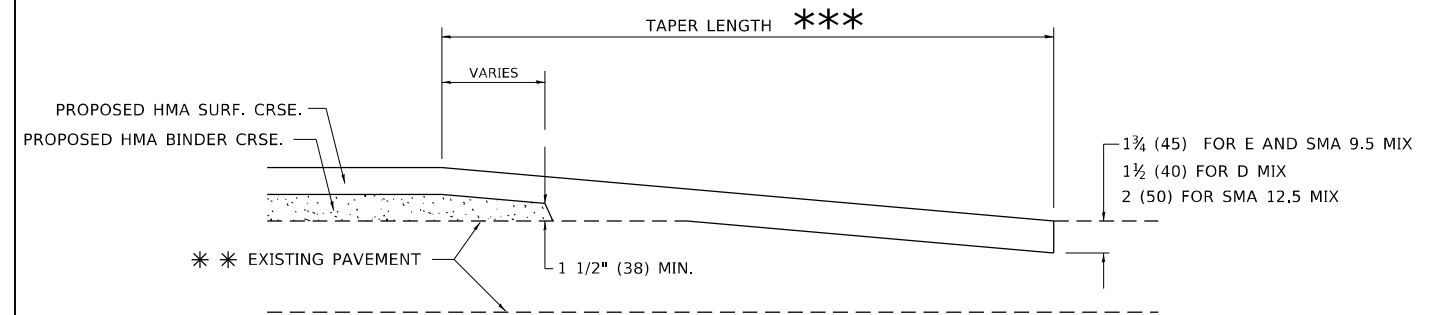


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 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

- 1. 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".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

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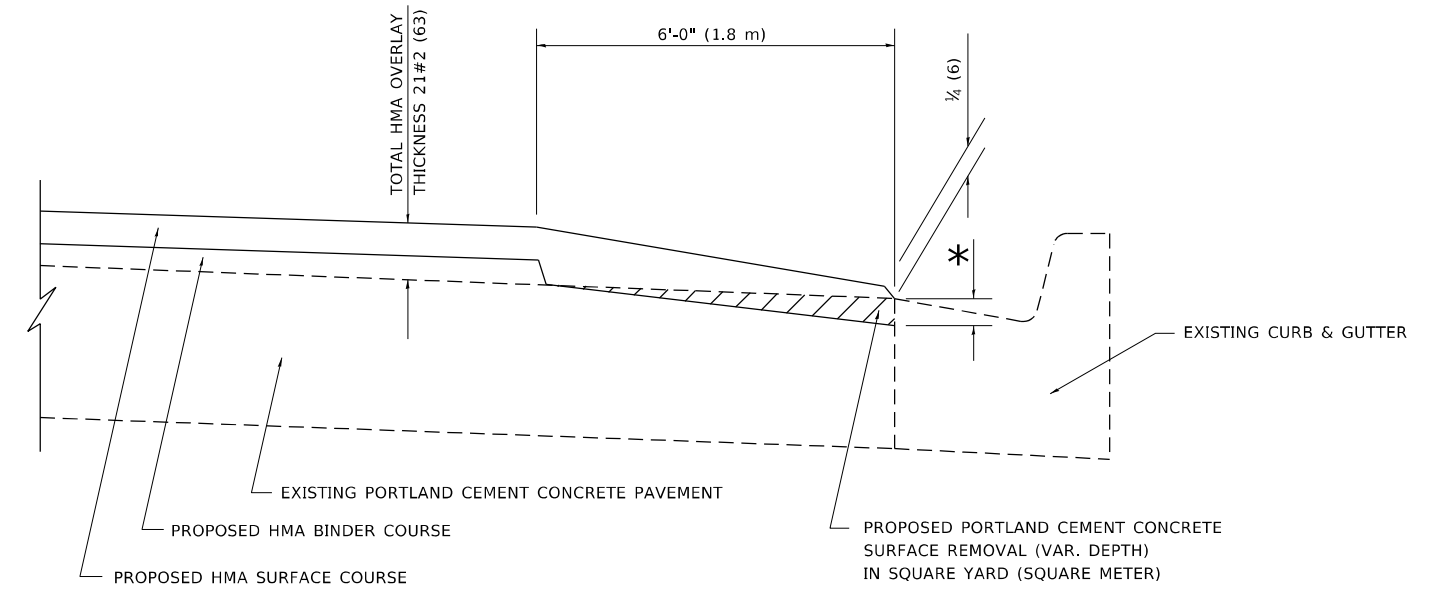
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| USER NAME - demanchelt | DESIGNED - M. DE YONG | REVISED - A. ABBAS 03-21-97 |
| | DRAWN - | REVISED - M. GOMEZ 04-06-01 |
| PLOT SCALE = 100,0000' / in. | CHECKED - | REVISED - R. BORO 01-01-07 |
| PLOT DATE = 2/2/2022 | DATE - 06-13-90 | REVISED - K. SMITH 02-01-22 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS

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

| | | | | |
|---------------------------|----------------|--------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1348 | 22-00075-00-RS | DUPAGE | 29 | 22 |
| BD400-05 BD-32 | | CONTRACT NO. 61H86 | | |
| ILLINOIS FED. AID PROJECT | | | | |



**HMA TAPER AT
EDGE OF P.C.C. PAVEMENT**

| HMA SURFACE COURSE | HMA BINDER COURSE | * MILLING AT GUTTER FLAG | |
|--------------------|-------------------|--------------------------|---------|
| MIX | THICKNESS | THICKNESS | |
| D | 1½ (38) | 1 (25) | 1¼ (33) |
| E OR SMA 9.5 | 1¾ (44) | ¾ (19) | 1½ (38) |

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

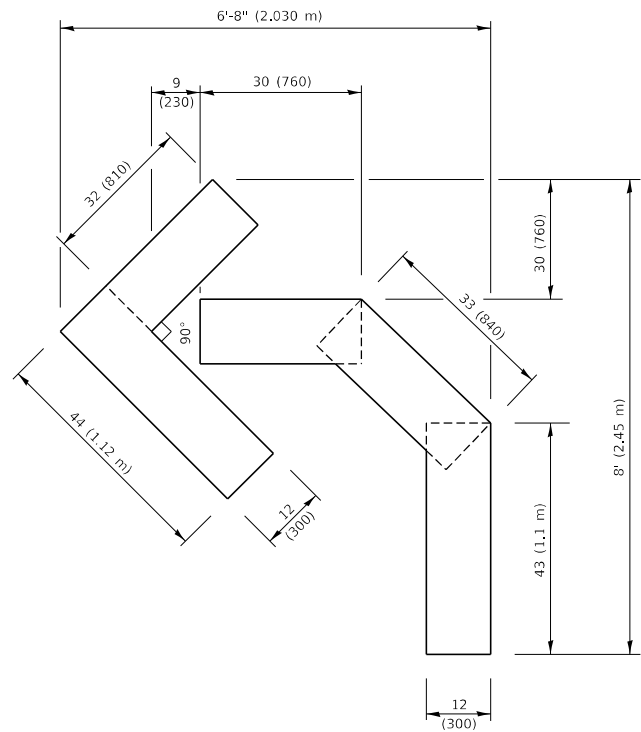
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|------------------------------|--------------------|-----------------------------|
| USER NAME - demanchelt | DESIGNED - R. SHAH | REVISED - E. GOMEZ 12-21-00 |
| | DRAWN - JIS | REVISED - R. BORO 01-01-07 |
| PLOT SCALE = 100,0000' / in. | CHECKED - A. ABBAS | REVISED - JP CHANG 07-08-16 |
| PLOT DATE = 2/2/2022 | DATE - 09-10-94 | REVISED - K. SMITH 02-01-22 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

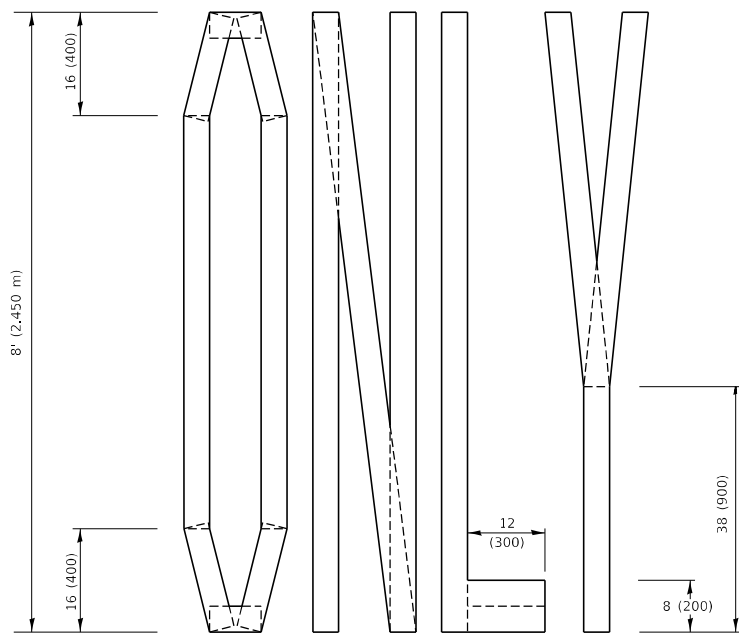
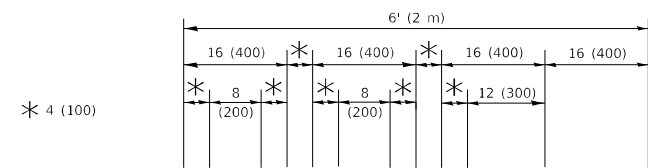
| | | | |
|---|---------|-------------|--------------|
| HMA TAPER AT EDGE OF P.C.C. PAVEMENT | | | |
| SCALE: NONE | SHEET 1 | OF 1 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------------------------|------------------|--------------------|-----------------|
| F.A. RTE. 1348 | SECTION 22-00075-00-RS | COUNTY DUPAGE | TOTAL SHEETS 29 | SHEET NO. 23 |
| BD400-06 | | BD-33 | CONTRACT NO. 61H86 | |
| ILLINOIS FED. AID PROJECT | | | | |



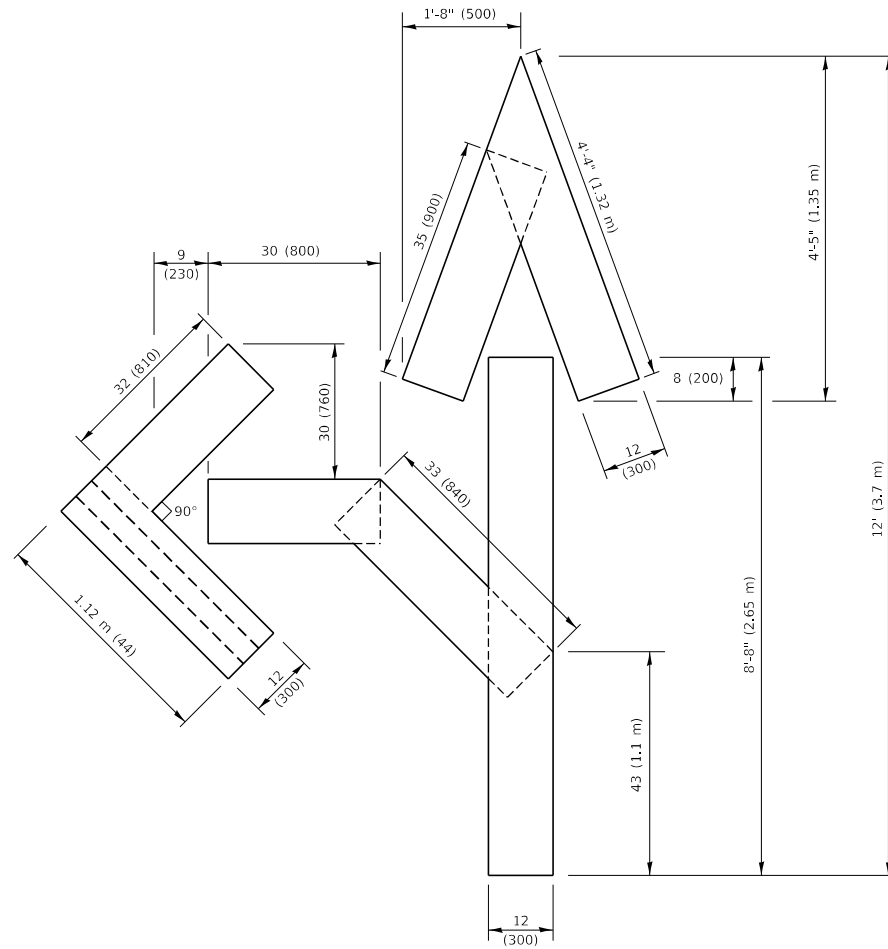
QUANTITY

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)

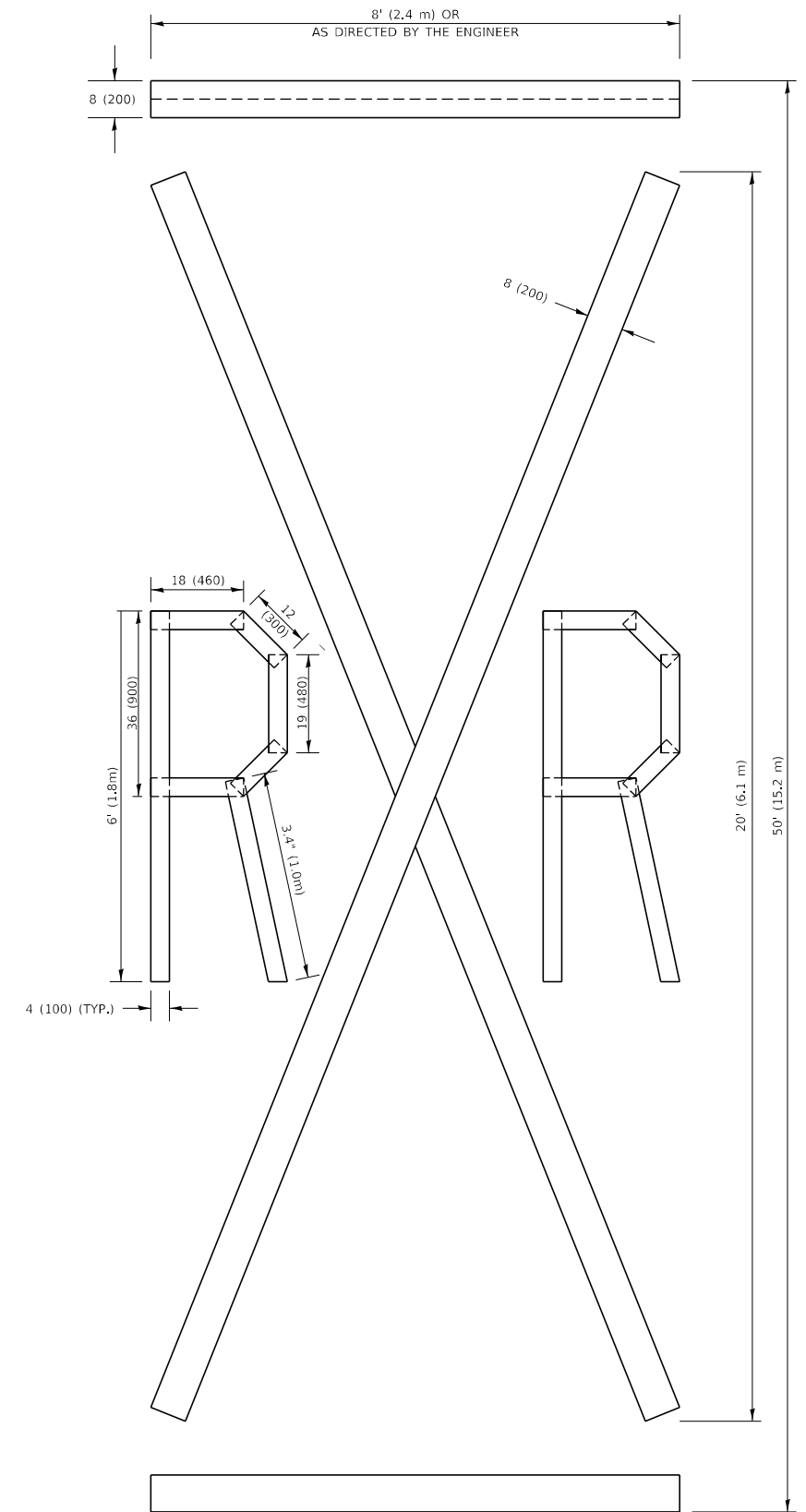


QUANTITY

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.

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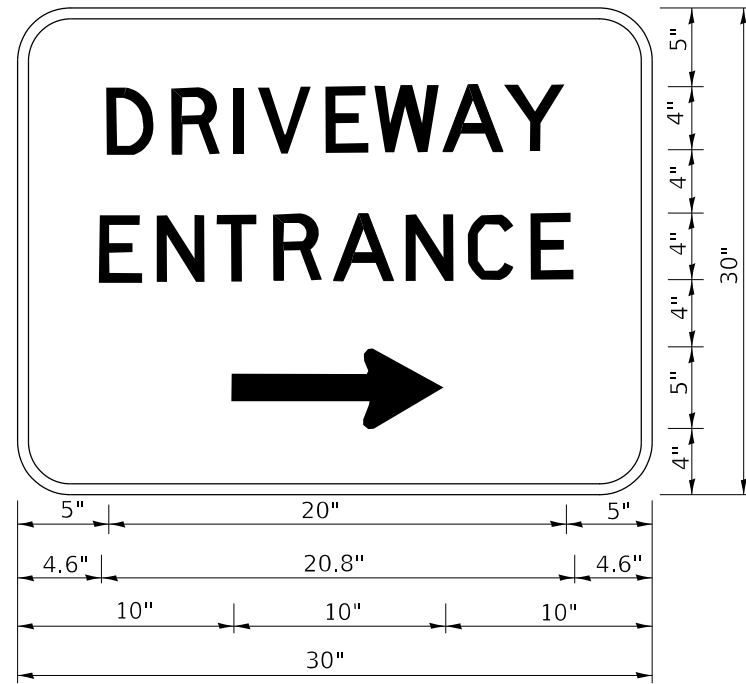
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| USER NAME = footemj | DESIGNED - | REVISED - T. RAMMACHER 03-02-98 |
| PLOT SCALE = 50.0068" / In. | DRAWN - | REVISED - E. GOMEZ 08-28-00 |
| PLOT DATE = 3/4/2019 | CHECKED - | REVISED - E. GOMEZ 08-28-00 |
| | DATE - 09-18-94 | REVISED - A. SCHUETZE 09-15-16 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------------|--------|--------------------|-----------|
| 1348 | 22-0075-00-RS | DUPAGE | 29 | 26 |
| TC-16 | | | CONTRACT NO. 61H86 | |
| ILLINOIS FED. AID PROJECT | | | | |



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

MODEL: Default
 FILE NAME: I:\projects\illinois\p1\DOT\Documents\DOT_Offices\District_1\Projects\Dist5022-24\CADD\Initial\CAD\Sheets\26.dgn

| | | |
|-----------------------------|------------|------------------------------|
| USER NAME = leysa | DESIGNED - | REVISED - C. JUCIUS 02-15-07 |
| | DRAWN - | REVISED - |
| PLOT SCALE = 50,0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 8/6/2021 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

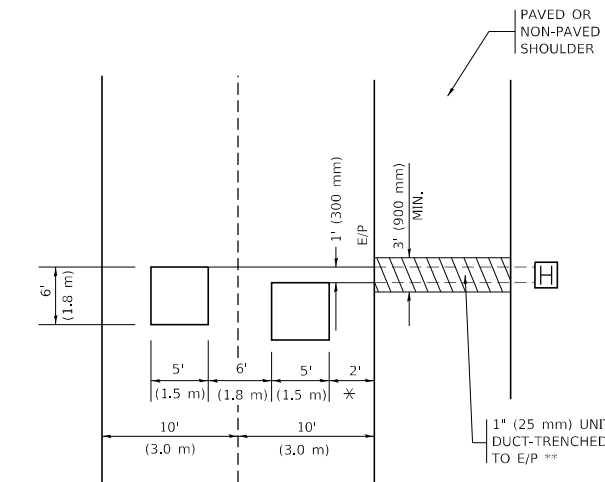
DRIVEWAY ENTRANCE SIGNING

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------------|-----------|
| | | | 29 | 28 |
| TC-26 | | | CONTRACT NO. 61H86 | |
| ILLINOIS FED. AID PROJECT | | | | |

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

LOOPS NEXT TO SHOULDERS

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

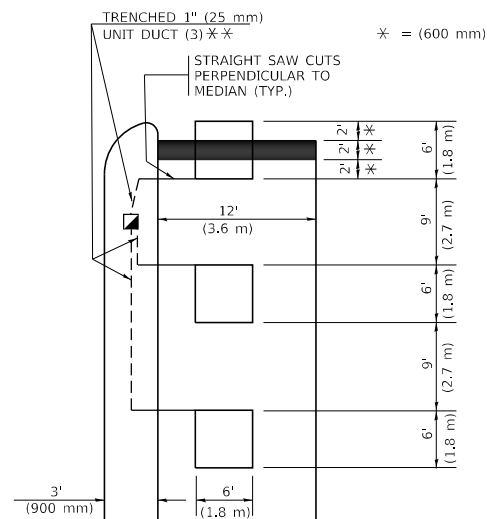


* = (600 mm)

** 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.

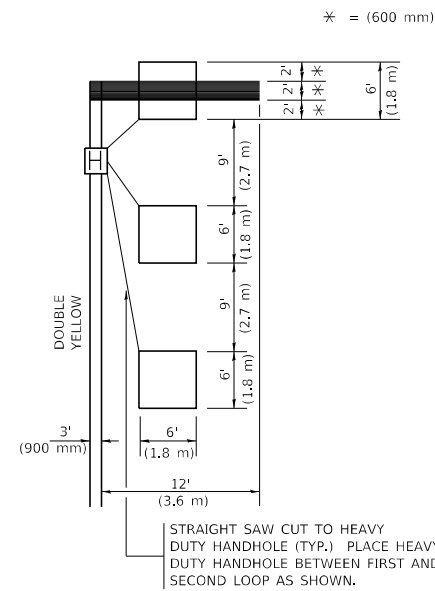


* = (600 mm)

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

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

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



* = (600 mm)

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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

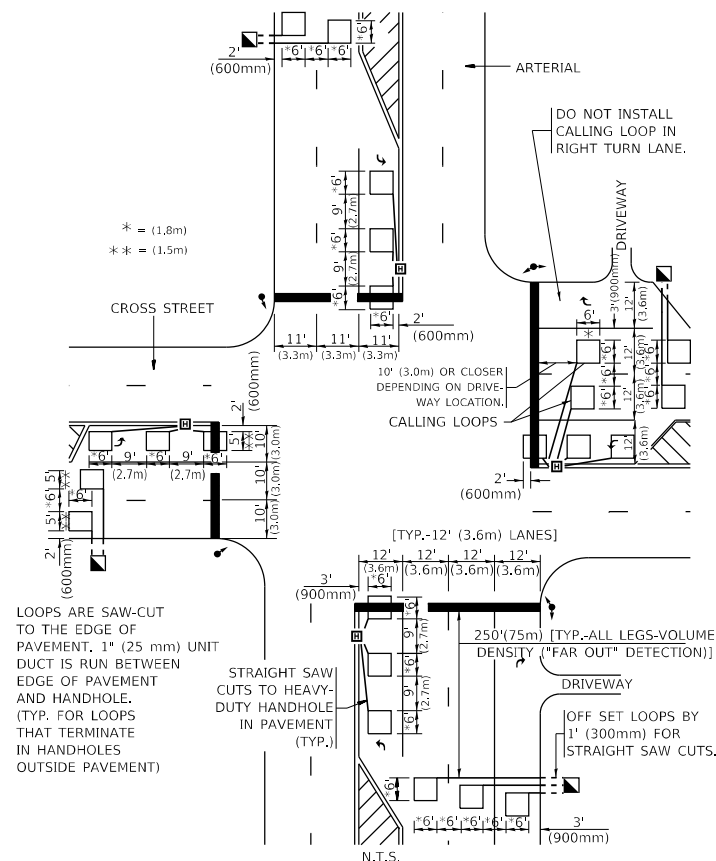
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

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



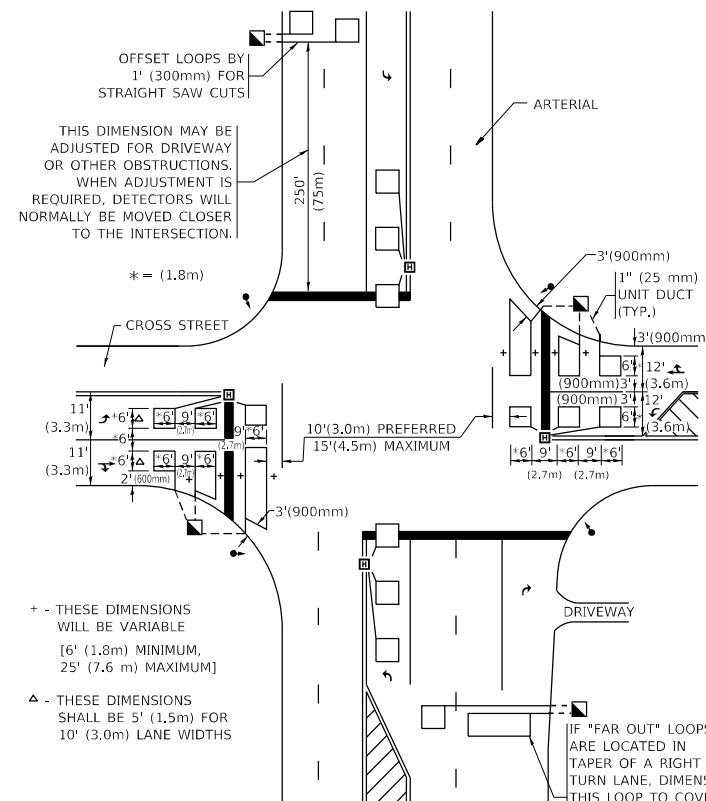
* = (1.8m)
 ** = (1.5m)

LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

DETAIL 1
 N.T.S.

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



OFFSET LOOPS BY 1' (300mm) FOR STRAIGHT SAW CUTS!
 THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.

+ - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]

△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

DETAIL 2
 N.T.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

| | | |
|-----------------------------|------------------|-----------|
| USER NAME = footemj | DESIGNED - | REVISED - |
| PLOT SCALE = 50,0000' / in. | DRAWN - | REVISED - |
| PLOT DATE = 3/4/2019 | CHECKED - R.K.F. | REVISED - |
| | DATE - | REVISED - |

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

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------------|--------|--------------------|-----------|
| 1348 | 22-0075-00-RS | DUPAGE | 29 | 29 |
| TS-07 | | | CONTRACT NO. 61H86 | |
| ILLINOIS FED. AID PROJECT | | | | |