

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

STATE OF ILLINOIS 09-16-2016 LETTING ITEM 049
 DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0362	14-00179-30-SP	DUPAGE	50	1
		ILLINOIS	CONTRACT NO. 61D12	

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

DESIGN DESIGNATION

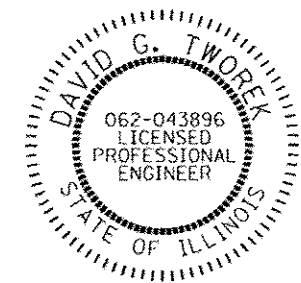
COUNTY FARM ROAD - OTHER PRINCIPAL ARTERIAL
 DESIGN SPEED: COUNTY FARM ROAD = 50 MPH (40 MPH POSTED)
 SCHICK ROAD (EAST LEG) = 55 MPH (50 MPH POSTED)
 (WEST LEG) = 35 MPH POSTED
 2017 ADT: COUNTY FARM ROAD 29,000
 SCHICK ROAD 22,800

PROJECT LOCATED IN
 THE VILLAGE OF HANOVER PARK

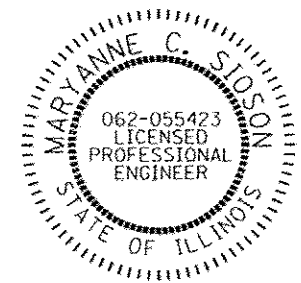
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.P. ROUTE 0362 COUNTY HIGHWAY 43 (COUNTY FARM RD.)
 AT SCHICK ROAD
 SIGNAL MODERNIZATION AND INTERSECTION IMPROVEMENT
 SECTION 14-00179-30-SP
 PROJECT HSIP-0043 (032)
 DUPAGE COUNTY

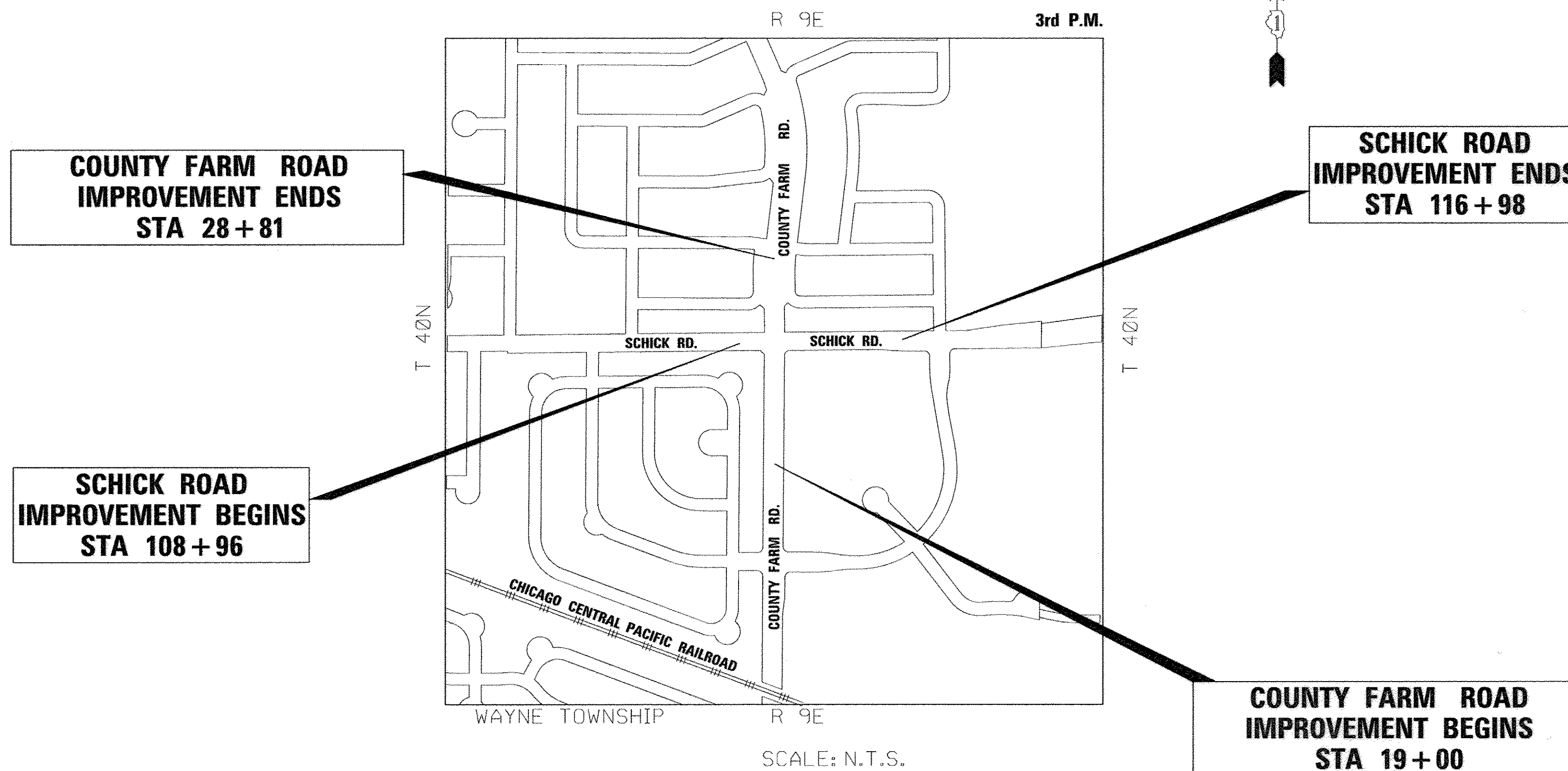
C-91-274-15



David G. Tworek
 DAVID G. TWOREK, P.E.
 NO. 062-043896
 EXP. DATE 11/30/2017

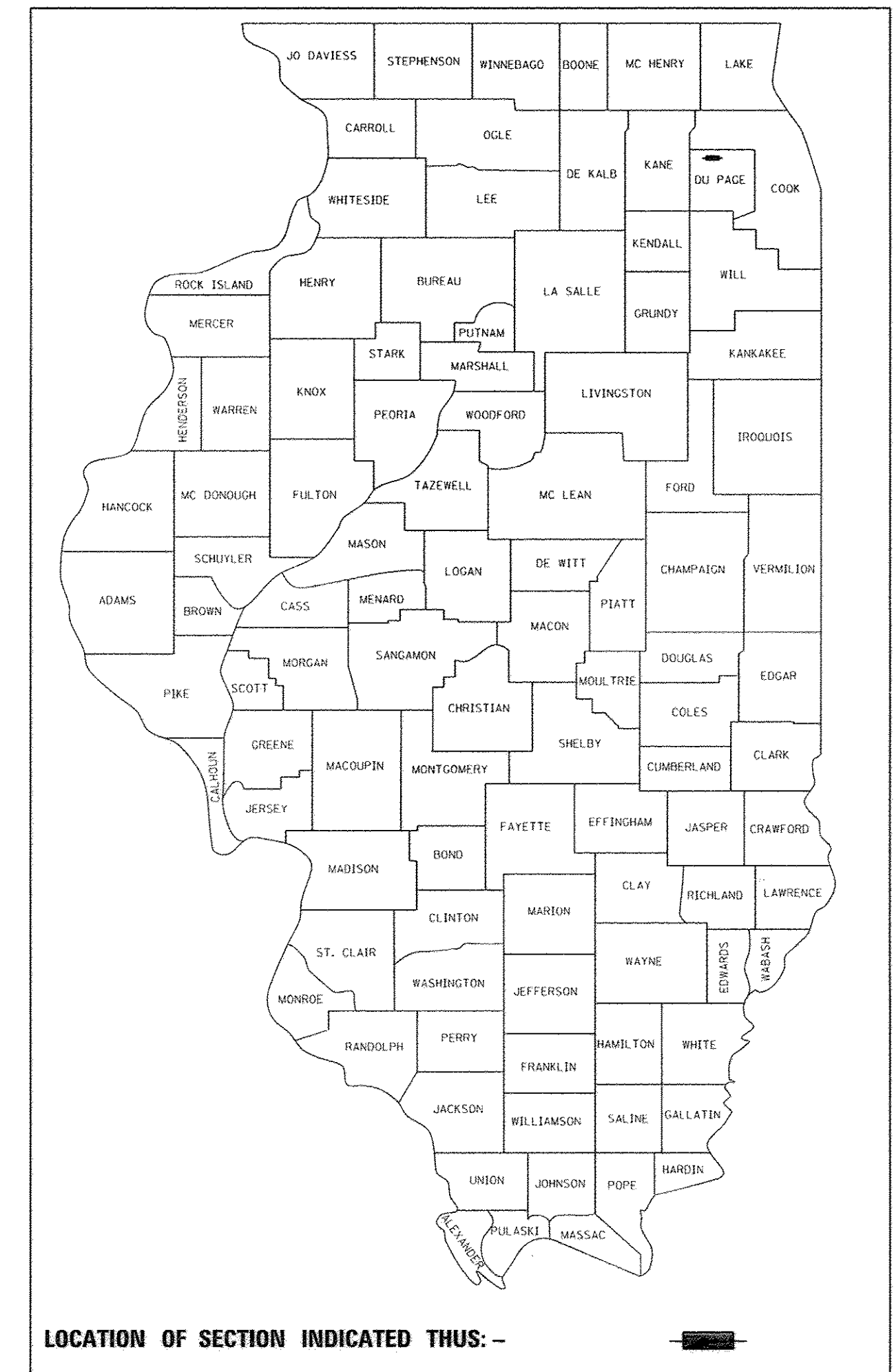


Maryanne C. Sioson
 MARYANNE C. SIOSON, P.E.
 NO. 062-055423
 EXP. DATE 11/30/2017



LOCATION MAP

GROSS LENGTH OF COUNTY FARM RD. = 981.00 FT. = 0.186 MILES
 NET LENGTH OF COUNTY FARM RD. = 981.00 FT. = 0.186 MILES
 GROSS LENGTH OF SCHICK RD. = 802.00 FT = 0.152 MILES
 NET LENGTH OF SCHICK RD. = 802.00 FT = 0.152 MILES
 GROSS AND NET LENGTH OF PROJECT = 1783.00 FT = 0.34 MILES



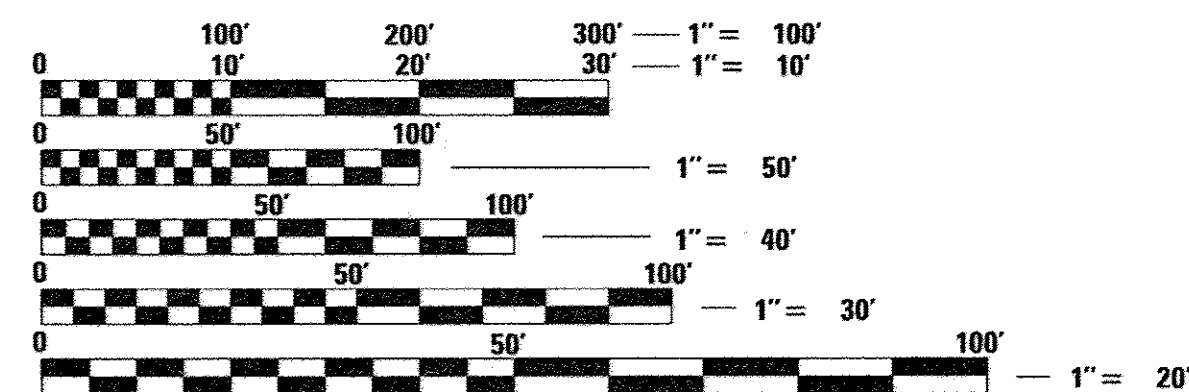
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

APPROVED *June 20 20 16*
Christopher Snyder
 DUPAGE COUNTY ENGINEER

PASSED *July 7 20 16*
C. Snyder
 DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
 BASED ON LIMITED REVIEW *July 7 20 16*
John F. ...
 REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS



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.

CONTRACT NO. 61D12

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

SUMMARY OF QUANTITIES

SPECIALTY ITEM	ITEM NUMBER	ITEM	UNIT	TOTAL	ROADWAY 0004	TRAFFIC SIGNALS 0021
	20101100	TREE TRUNK PROTECTION	EACH	1	1	
	20200100	EARTH EXCAVATION	CU YD	414	414	
	20800150	TRENCH BACKFILL	CU YD	4	4	
	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	932	932	
	25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25	
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	17	17	
	25000500	PHOSPHOROUS FERTILIZER NUTRIENT	POUND	17	17	
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	17	17	
	25100630	EROSION CONTROL BLANKET	SQ YD	932	932	
	28000400	PERIMETER EROSION BARRIER	FOOT	350	350	
	28000510	INLET FILTERS	EACH	14	14	
	30300112	AGGREGATE SUBGRADE IMPROVEMENT, 12"	SQ YD	514	514	
	31101180	SUBBASE GRANULAR MATERIAL, TYPE B 2"	SQ YD	353	353	
	31101600	SUBBASE GRANULAR MATERIAL, TYPE B 8"	SQ YD	22	22	
	35400300	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 8"	SQ YD	316	316	
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	8062	8062	
	40600400	MIXTURE FOR CRACKS, JOINT, AND FLANGWAYS	TON	12	12	
	40600827	POLYMERIZED LEVING BINDER (MACHINE METHOD), IL-4.75, N50	TON	506	506	
	40600990	TEMPORARY RAMP	SQ YD	212	212	
	40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	39	39	
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX"D", N50	TON	4	4	
	40603565	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX"E", N70	TON	1181	1181	
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3176	3176	
	42400800	DETECTABLE WARNINGS	SQ FT	98	98	
	44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	11735	11735	
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	32	32	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	764	764	
	44000600	SIDEWALK REMOVAL	SQ FT	2223	2223	
	44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	7	7	
	44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	20	20	
	44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	20	20	
	44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	7	7	
	44201798	CLASS D PATCHES, TYPE I, 13 INCH	SQ YD	8	8	
	44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	25	25	
	44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	25	25	
	44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	8	8	
	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	21	21	

SPECIALTY ITEM	ITEM NUMBER	ITEM	UNIT	TOTAL	ROADWAY 0004	TRAFFIC SIGNALS 0021
	60237460	INLETS, TYPE A, TYPE 23 FRAME AND GRATE	EACH	3	3	
	60260400	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1	
	60261530	INLETS TO BE ADJUSTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	8	8	
	60500090	REMOVING INLETS TO MAINTAIN FLOW	EACH	2	2	
	60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	750	750	
X	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	200	200	
X	66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1	
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
	67100100	MOBILIZATION	LSUM	1	1	
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2	
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	3750	3750	
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1238	1238	
X	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	385	385	
X	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4703	4703	
X	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1634	1634	
X	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	690	690	
X	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	161	161	
X	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	70	70	
X	80500010	SERVICE INSTALLATION - GROUND MOUNTED	EACH	1		1
X	81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	1014		1014
X	81028760	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2 1/2" DIA.	FOOT	51		51
X	81028770	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA.	FOOT	95		95
X	81028790	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 4" DIA.	FOOT	375		375
X	81400730	HANDHOLE, COMPOSITE CONCRETE	EACH	9		9
X	81400740	DOUBLE HANDHOLE, COMPOSITE CONCRETE	EACH	2		2
X	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	2547		2547
X	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1
X	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.14 2C	FOOT	1246		1246
X	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.14 3C	FOOT	1603		1603
X	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.14 5C	FOOT	1293		1293
X	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.14 7C	FOOT	1888		1888
X	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	32		32
X	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	3038		3038
X	87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	3		3
X	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4		4
X	87702890	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT.	EACH	1		1
X	87702910	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT.	EACH	1		1

SUMMARY OF QUANTITIES

SPECIALTY ITEM	ITEM NUMBER	ITEM	UNIT	TOTAL	ROADWAY 0004	TRAFFIC SIGNALS 0021
X	87702920	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 38 FT.	EACH	1		1
X	87702940	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 42 FT.	EACH	1		1
X	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	28		28
X	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4
X	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60		60
X	87900200	DRILL EXISTING HANDHOLE	EACH	1		1
X	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	7		7
X	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	5		5
X	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5		5
X	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8		8
X	88200510	TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	12		12
X	88500100	INDUCTIVE LOOP DETECTOR	EACH	12		12
X	88600100	DETECTOR LOOP, TYPE I	FOOT	1043		1043
X	88700200	LIGHT DETECTOR	EACH	2		2
X	88700300	LIGHT DETECTOR AMPLIFIER	EACH	1		1
X	88800100	PEDESTRIAN PUSH-BUTTON	EACH	8		8
X	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1
X	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1
X	89502380	REMOVE EXISTING HANDHOLE	EACH	6		6
X	89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	2		2
X	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	8		8
X	X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	301		301
X	X0327698	LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4		4
	XX003338	TEST HOLE	EACH	10	10	
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1	
X	X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	189	189	
X	X8211125	LUMINAIRE, LED, HORIZONTAL MOUNT, SPECIAL	EACH	4		4
X	X8570226	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1		1
X	X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1		1
X	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1		1
	Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1	
X	Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1		1
*	Z0076600	TRAINEES	HOUR	500	500	
*	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500	

* CONSTRUCTION TYPE CODE 0042

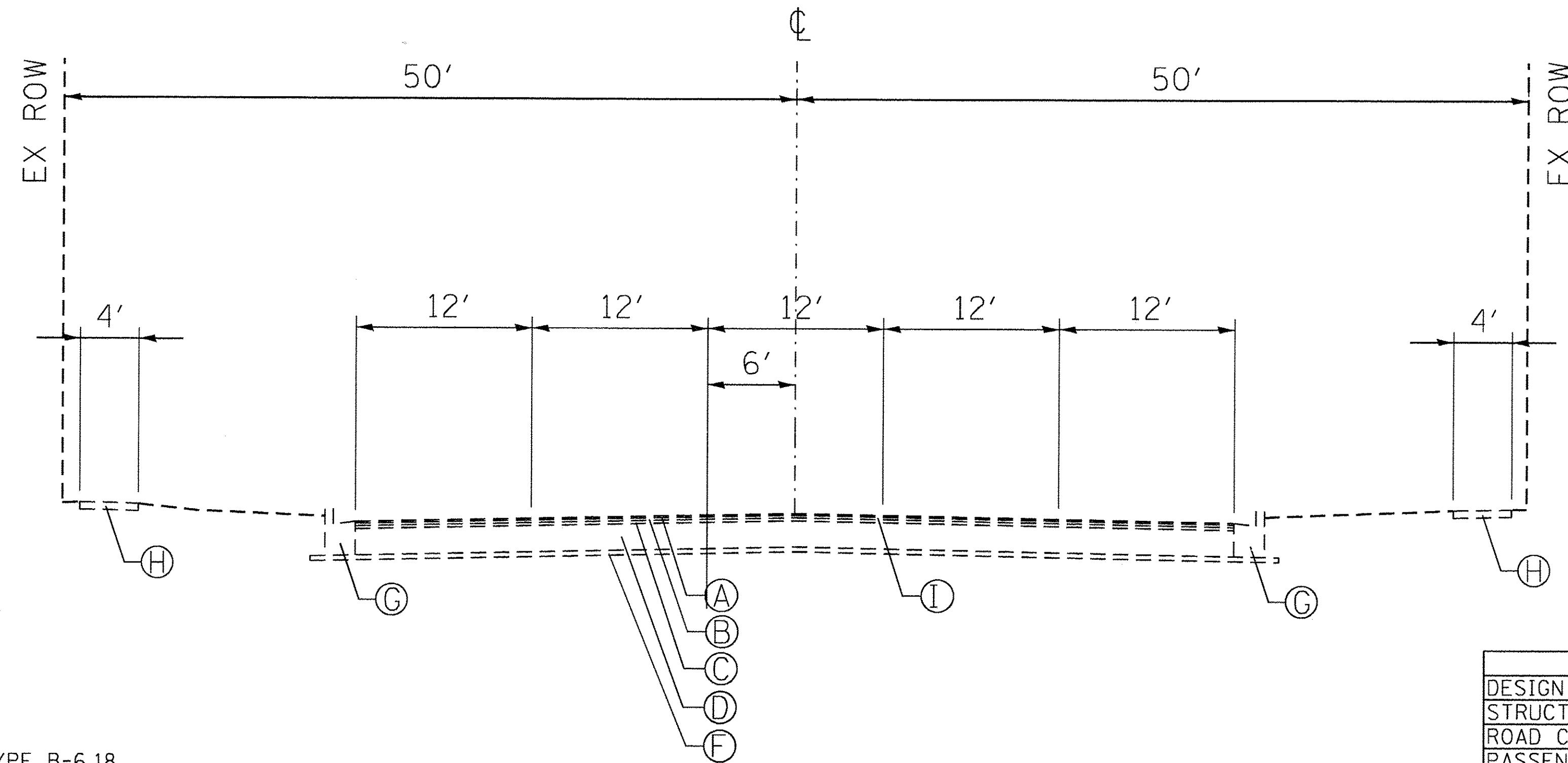
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		DRAWN -	REVISED -
Default	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/13/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 2 OF 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0362	14-00179-30-SP	DuPAGE	50	4
			CONTRACT NO. 61D12	
ILLINOIS FED. AID PROJECT HSIP-0043 (032)				

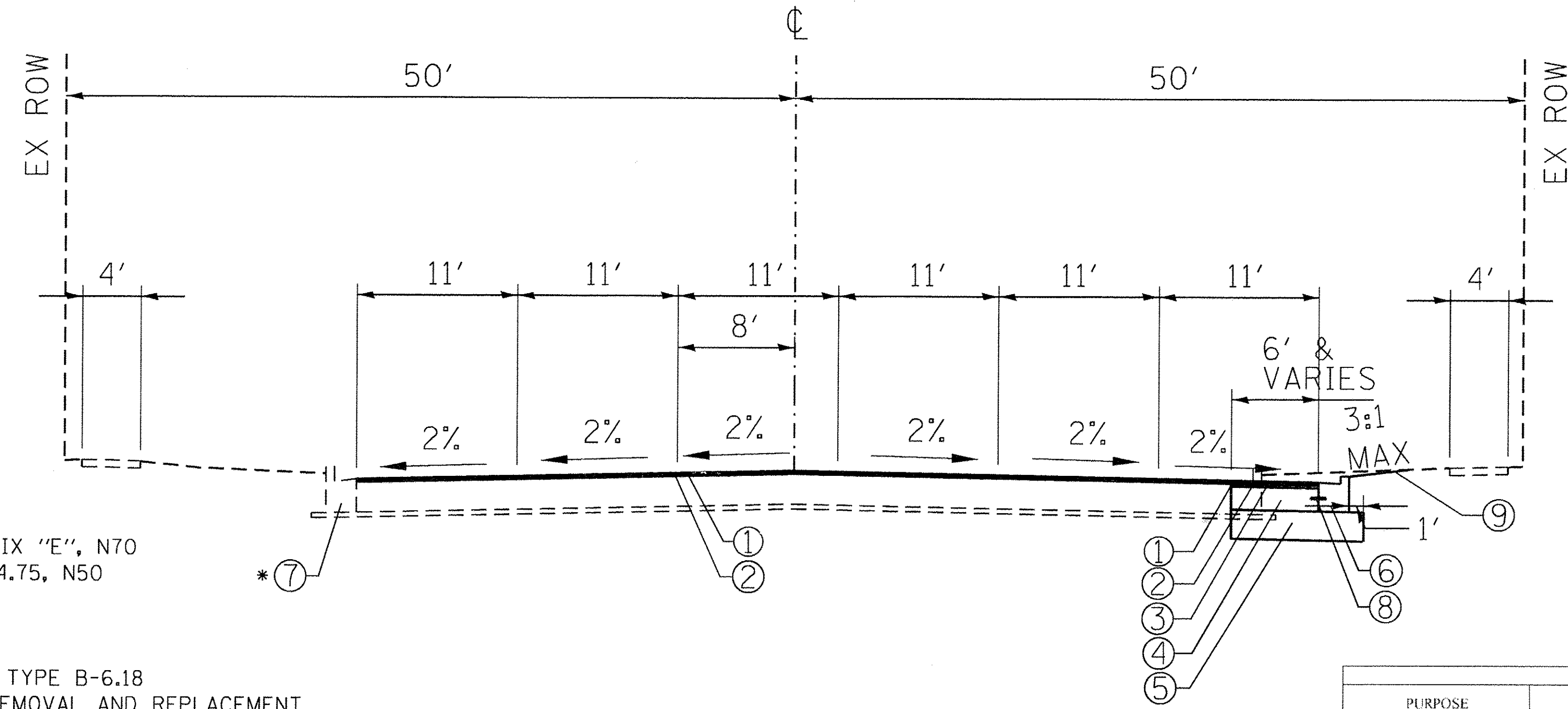


- EXISTING**
- Ⓐ 1 1/2" BITUMINOUS CONCRETE SURFACE COURSE
 - Ⓑ 2" BITUMINOUS CONCRETE BINDER COURSE
 - Ⓒ 2 1/2" LEVELING BINDER
 - Ⓓ 9" BITUMINOUS BASE COURSE
 - Ⓔ 8" P.C.C. BASE COURSE
 - Ⓕ 4" SUB-BASE GRANULAR MATERIAL
 - Ⓖ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - Ⓗ P.C.C. SIDEWALK
 - Ⓘ 2 1/2" HMA SURFACE REMOVAL

EXISTING TYPICAL SECTION, COUNTY FARM ROAD

SOUTH OF SCHICK ROAD
STA. 19+00.00 TO STA. 24+69.74

ITEM	COUNTY FARM RD	
	FLEXIBLE	COMPOSITE
DESIGN TYPE	30,000	30,000
STRUCTURAL DESIGN TRAFFIC (20 YEARS)	1	1
ROAD CLASSIFICATION	28,110	28,110
PASSENGER CARS	270	270
SINGLE UNITS	1620	1620
MULTIPLE UNITS	7.4	10.5
TRAFFIC FACTOR	1.75+0.75+2.25+8	
DESIGN THICKNESS	THICKNESS = HMA SURFACE + LEVEL BINDER + HMA BINDER + PCC BASE COURSE	



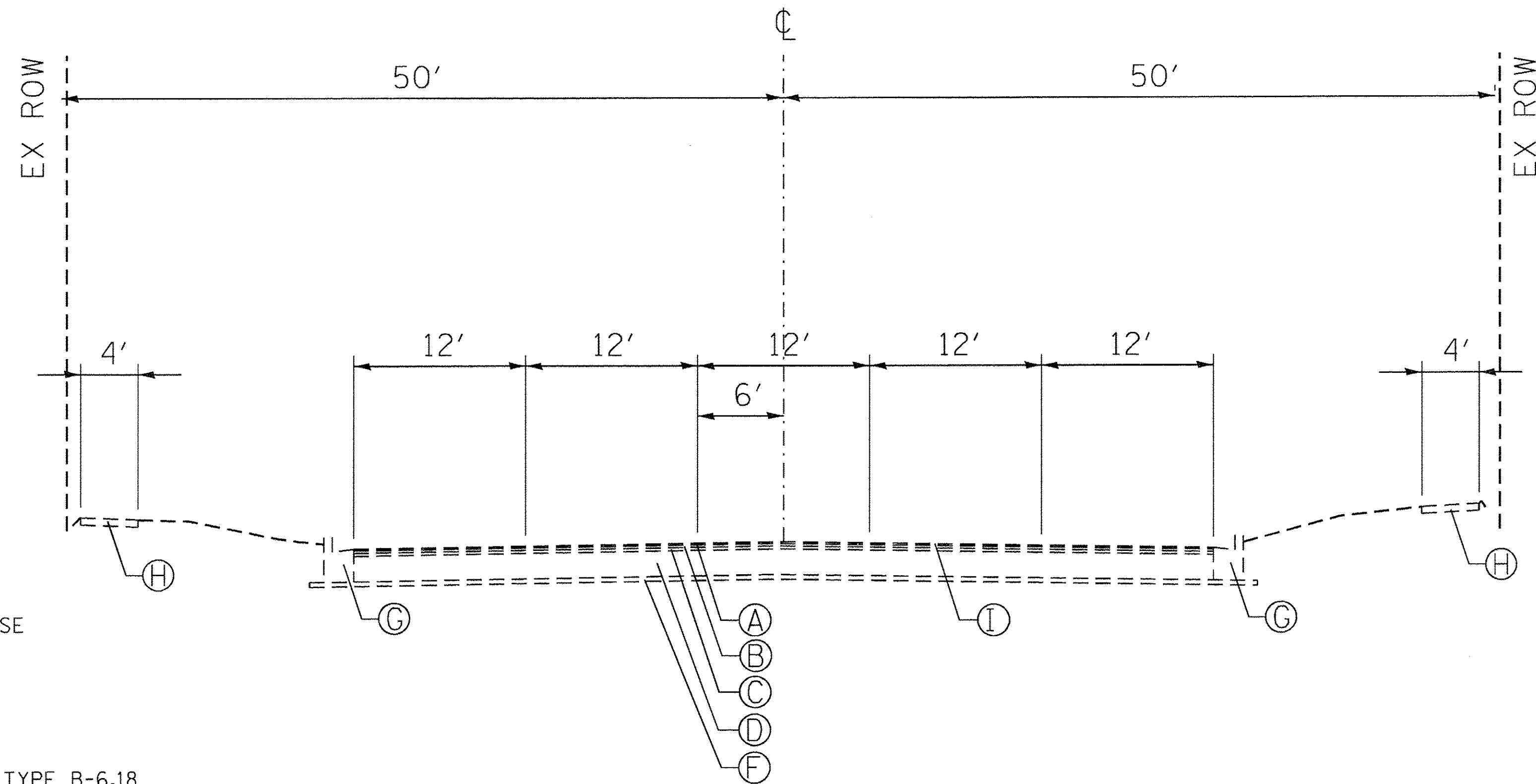
- PROPOSED**
- ① 1 3/4" POLYMERIZED HMA SURFACE COURSE, MIX "E", N70
 - ② 3/4" POLYMERIZED LEVELING BINDER, MM, IL-4.75, N50
 - ③ 2 1/4" HMA BINDER COURSE, IL 19.0, N90
 - ④ 8" P.C.C. BASE COURSE
 - ⑤ 12" AGGREGATE SUBGRADE IMPROVEMENT
 - ⑥ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - ⑦ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
 - ⑧ #6 TIE BAR @ 24" C-C (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER)
 - ⑨ 6" TOPSOIL, SEEDING CLASS 2A

PROPOSED TYPICAL SECTION, COUNTY FARM ROAD

SOUTH OF SCHICK ROAD
STA. 19+00.00 TO STA. 24+69.74
* AS DIRECTED BY THE ENGINEER

PURPOSE	MIXTURE TYPE	HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
		THICKNESS	LIFT THICKNESS	AIR VOIDS @ N.C.
COUNTY FARM ROAD PAVEMENT	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	1.75"	1.75"	4% @ 70 Gyr.
	POLYMERIZED LEVELING BINDER, MM, IL-4.75, N50	0.75"	0.75"	3.5% @ 50 Gyr.
	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	2.25"	2.25"	4% @ 90 Gyr.
SCHICK ROAD PAVEMENT	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	1.75"	1.75"	4% @ 70 Gyr.
	POLYMERIZED LEVELING BINDER, MM, IL-4.75, N50	0.75"	0.75"	3.5% @ 50 Gyr.
CLASS D PATCHES	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	9.00"	2.25" MIN.	4% @ 90 Gyr.
DRIVEWAY PAVEMENT	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	3.00"	1.50"	4% @ 50 Gyr.

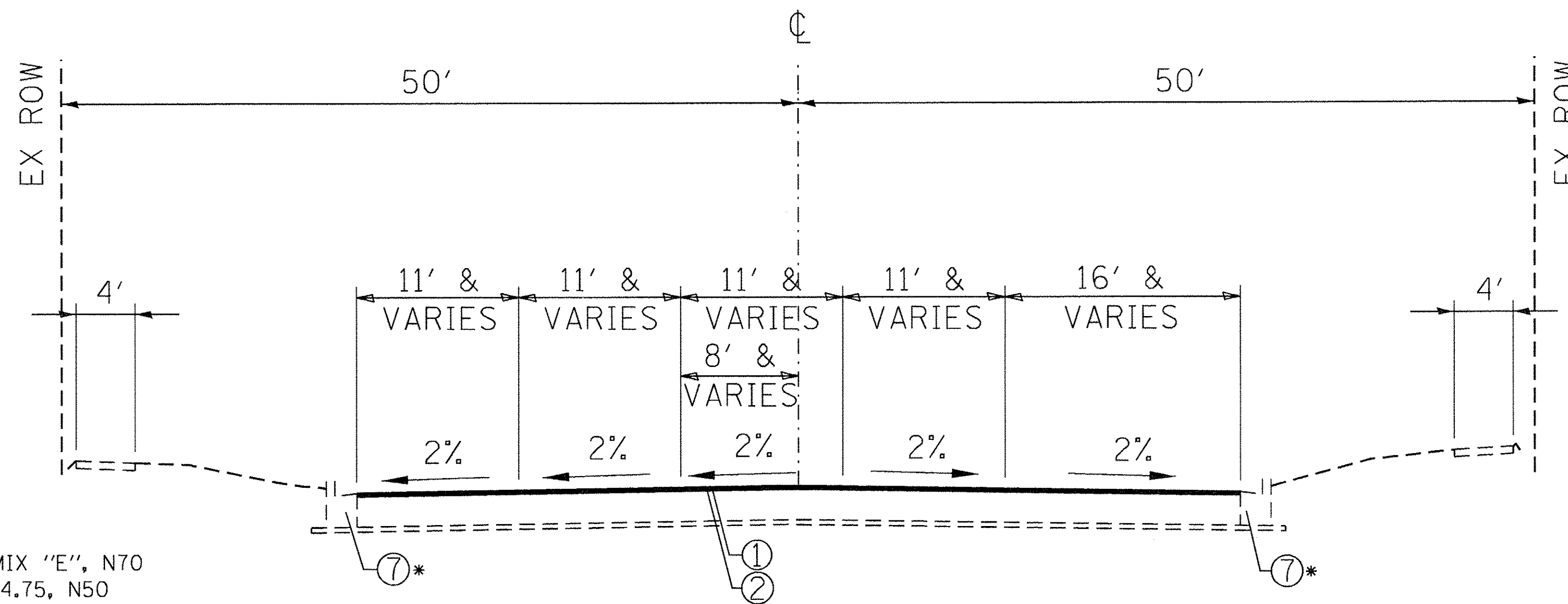
NOTES: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT MIXTURES IS 112 LBS/SQYD IN.
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS .SBR PG 70-28" AND FOR NON-POLYMERIZED HMA MIXES THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS
CLASS D PATCHES SHALL BE AS DIRECTED BY THE ENGINEER



- EXISTING**
- Ⓐ 1 1/2" BITUMINOUS CONCRETE SURFACE COURSE
 - Ⓑ 2" BITUMINOUS CONCRETE BINDER COURSE
 - Ⓒ 2 1/2" LEVELING BINDER
 - Ⓓ 9" BITUMINOUS BASE COURSE
 - Ⓔ 8" P.C.C. BASE COURSE
 - Ⓕ 4" SUB-BASE GRANULAR MATERIAL
 - Ⓖ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - Ⓗ P.C.C. SIDEWALK
 - Ⓘ 2 1/2" HMA SURFACE REMOVAL

EXISTING TYPICAL SECTION, COUNTY FARM ROAD

NORTH OF SCHICK ROAD
STA. 25+28.21 TO STA. 28+81.45



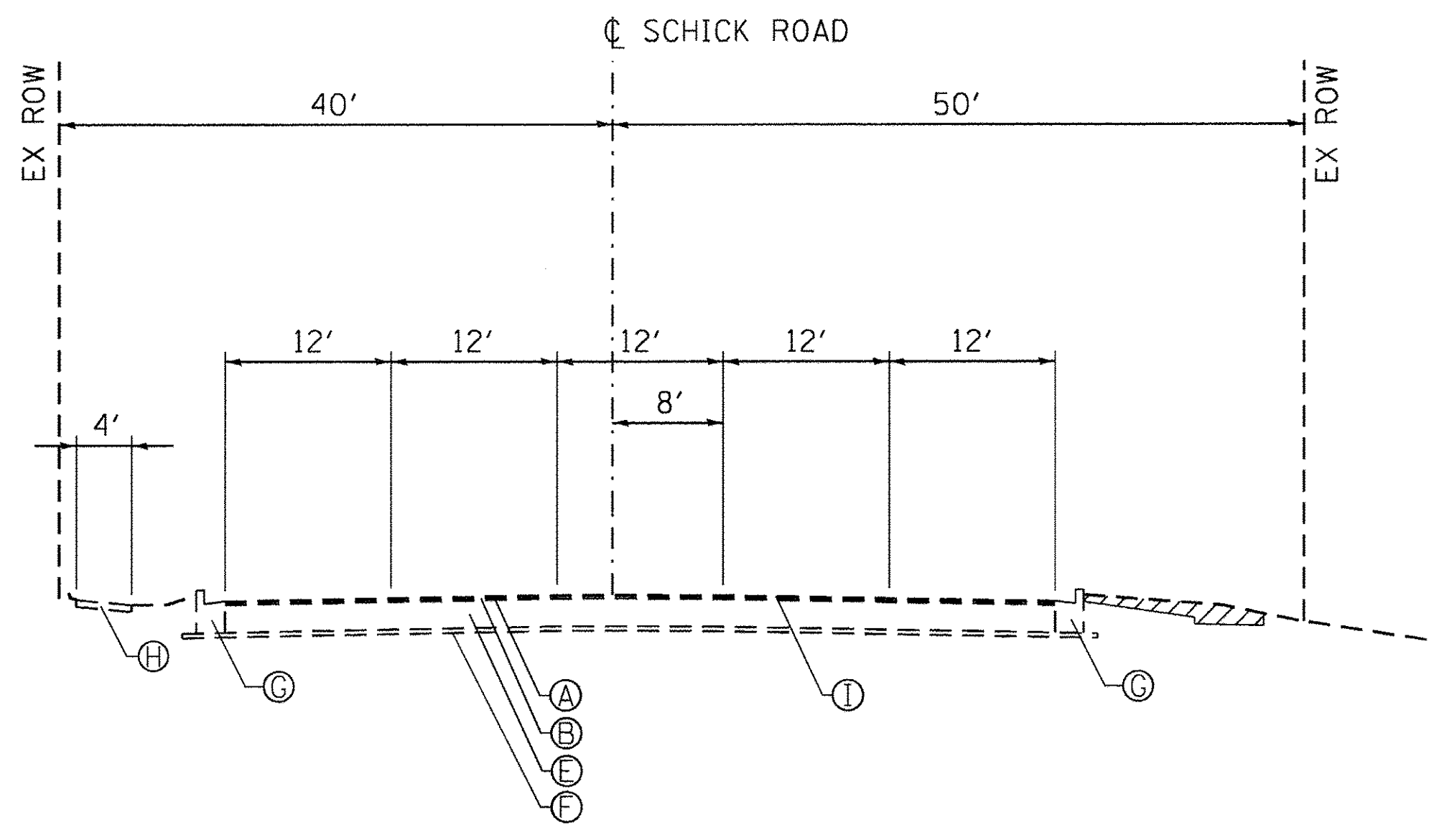
- PROPOSED**
- ① 1 3/4" POLYMERIZED HMA SURFACE COURSE, MIX "E", N70
 - ② 3/4" POLYMERIZED LEVELING BINDER, MM, IL-4.75, N50
 - ③ 2 1/4" HMA BINDER COURSE, IL 19.0, N90
 - ④ 8" P.C.C. BASE COURSE
 - ⑤ 12" AGGREGATE SUB-BASE
 - ⑥ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - ⑦ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
 - ⑧ #6 TIE BAR @ 24" C-C (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER)
 - ⑨ 6" TOPSOIL, SEEDING CLASS 2A

PROPOSED TYPICAL SECTION, COUNTY FARM ROAD

NORTH OF SCHICK ROAD
STA. 25+28.21 TO STA. 28+81.45
* AS DIRECTED BY THE ENGINEER

FILE NAME =	USER NAME = hwsjm	DESIGNED - DN	REVISED - SM 6/12/16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS COUNTY FARM ROAD		F.A. RTE. 0362	SECTION 14-00179-30-SP	COUNTY	TOTAL SHEETS 50	SHEET NO. 6	
	PLOT SCALE = 10,000' / 1" =	DRAWN - SM	REVISED -		SCALE: N/A	SHEET 2	OF 3 SHEETS	STA. 25+28	TO STA. 28+81	CONTRACT NO. 61D12		
	PLOT DATE = 7/13/2016	CHECKED - DT	REVISED -		ILLINOIS FED. AID PROJECT HSIP-0043 (032)							
		DATE -	REVISED -									

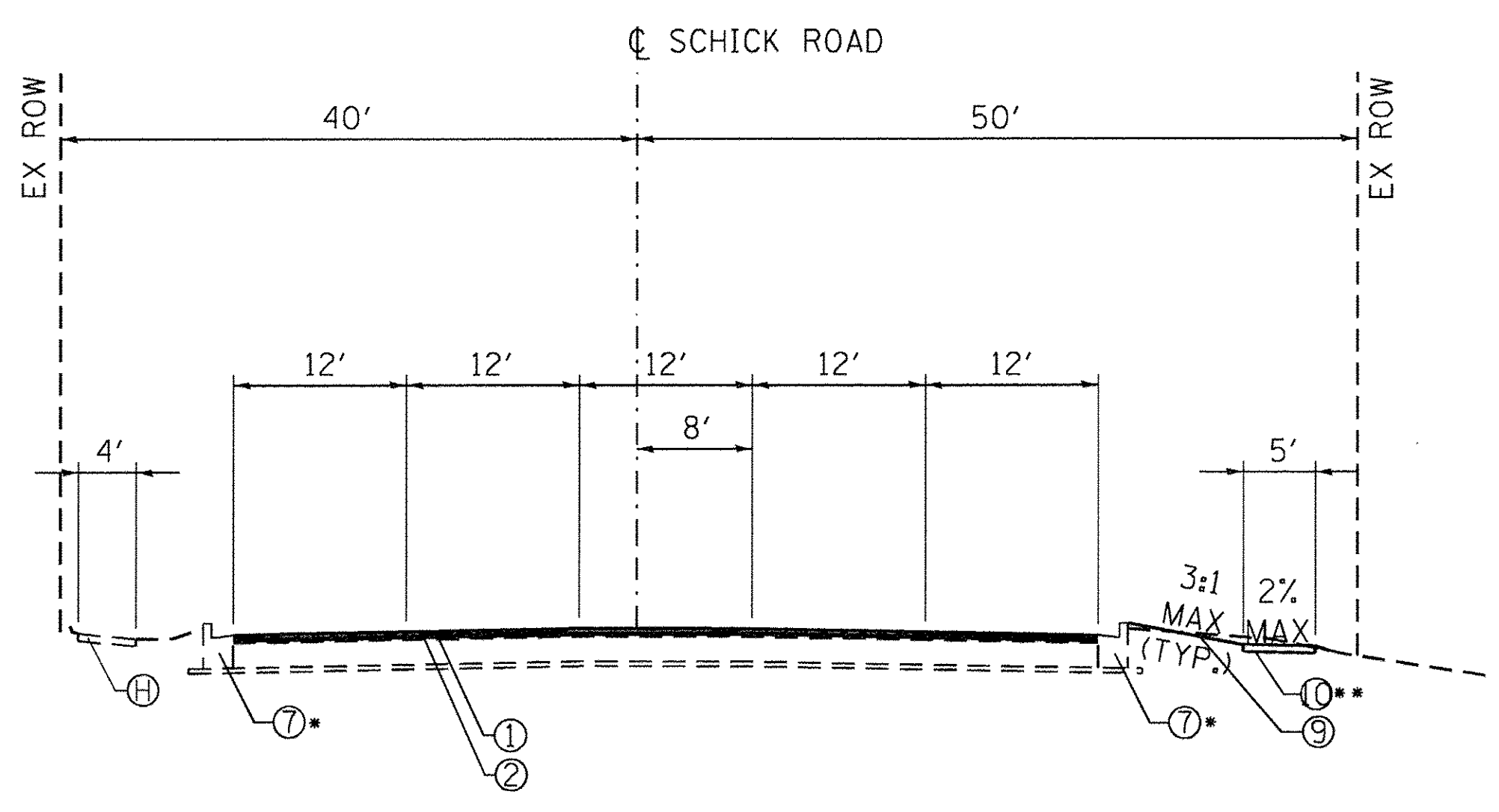
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 - Ⓕ 4" SUB-BASE GRANULAR MATERIAL
 - Ⓖ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - Ⓗ P.C.C. SIDEWALK
 - Ⓘ 2 1/2" HMA SURFACE REMOVAL



EXISTING TYPICAL SECTION, SCHICK ROAD

STA. 108+95.85 TO STA. 116+97.82

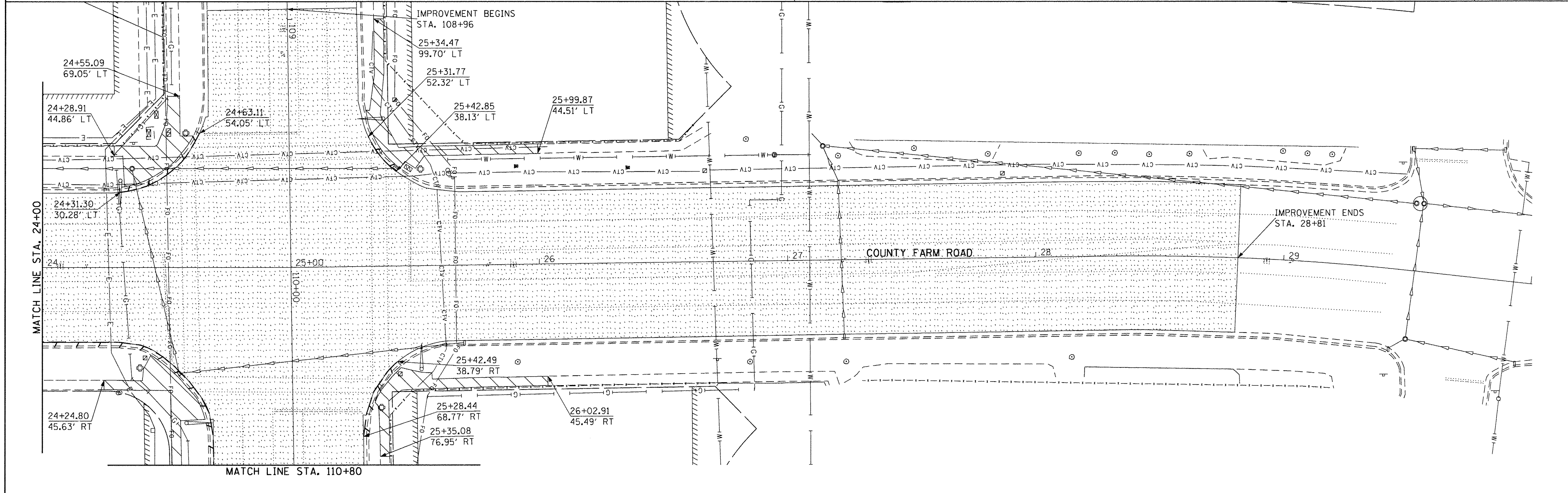
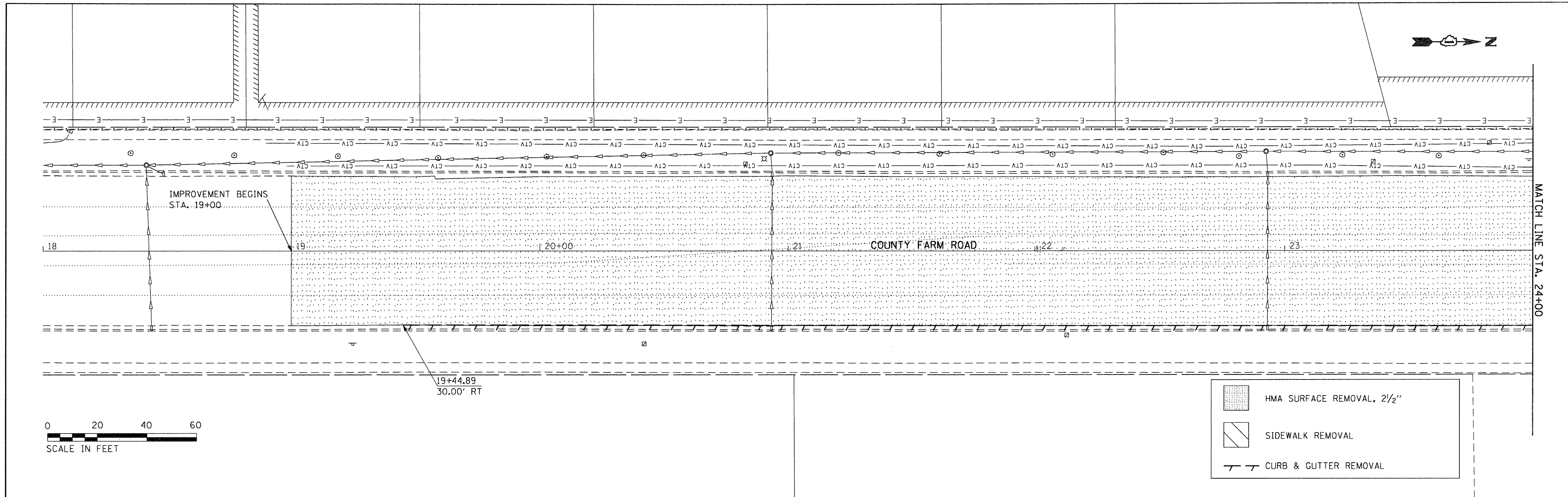
- PROPOSED**
- ① 1 3/4" POLYMERIZED HMA SURFACE COURSE, MIX "E", N70
 - ② 3/4" POLYMERIZED LEVELING BINDER, MM, IL-4.75, N50
 - ③ 2 1/4" HMA BINDER COURSE, IL 19.0, N90
 - ④ 8" P.C.C. BASE COURSE
 - ⑤ 12" AGGREGATE SUB-BASE
 - ⑥ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - ⑦ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
 - ⑧ #6 TIE BAR @ 24" C-C (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER)
 - ⑨ 6" TOPSOIL, SEEDING CLASS 2A
 - ⑩ PCC SIDEWALK, 5", WITH 2" SUB-BASE GRANULAR MATERIAL



PROPOSED TYPICAL SECTION, SCHICK ROAD

STA. 108+95.85 TO STA. 116+97.82
 * AS DIRECTED BY THE ENGINEER
 ** STA. 111+49.11 TO STA. 113+99.65
 (STA. 200+00.00 TO STA. 203+60)

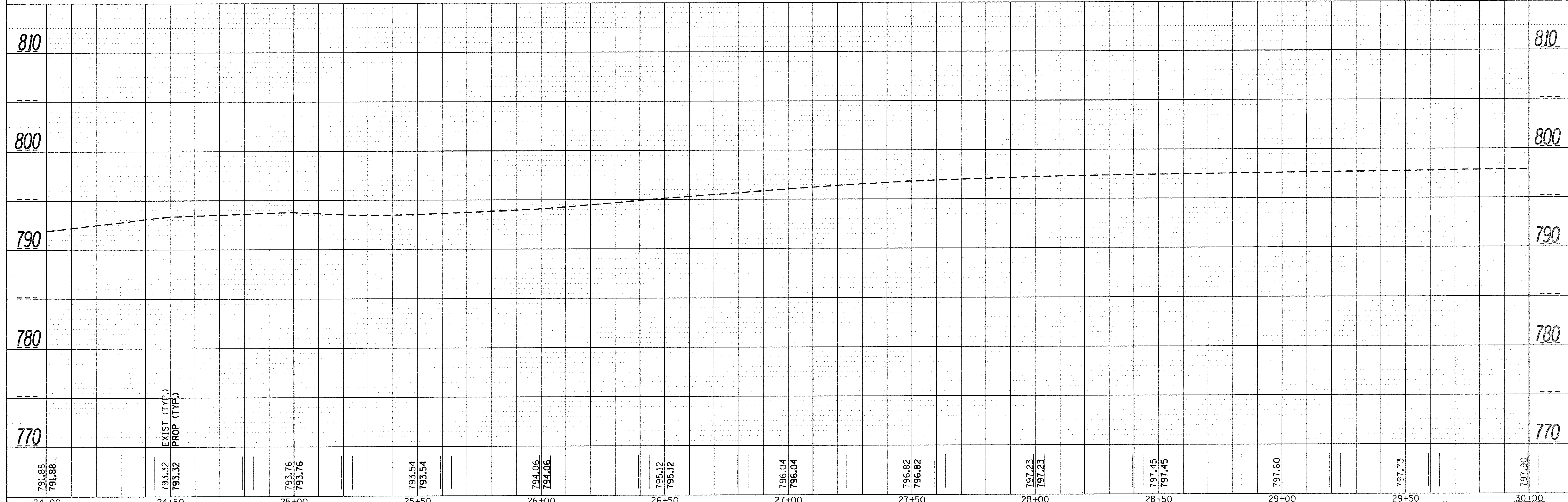
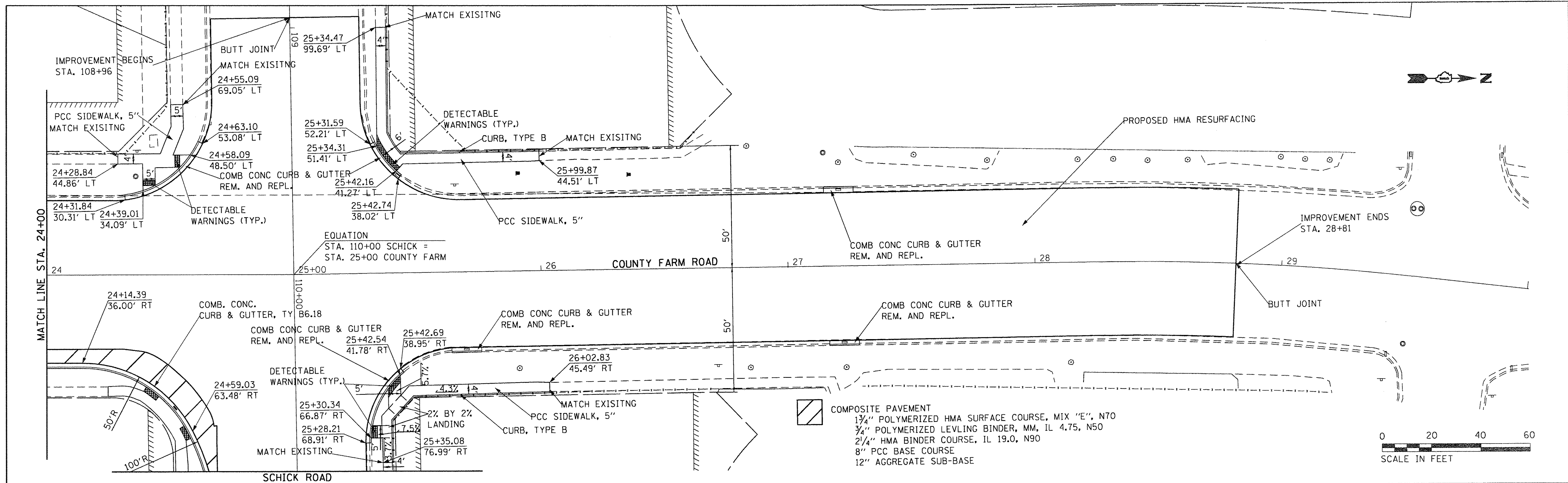
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	PLOT SCALE = 10.0000' / 1" =	DRAWN - SM	REVISED -				0362	14-00179-30-SP	DUPAGE	50	7
	PLOT DATE = 7/13/2016	CHECKED - DT	REVISED -				CONTRACT NO. 61D12			ILLINOIS FED. AID PROJECT HSIP-0043 (032)	
				SCALE: N/A		SHEET 3 OF 3 SHEETS		STA. 108+96 TO STA. 116+98			



FILE NAME = Default	USER NAME = hwsjm	DESIGNED - DN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND REMOVAL COUNTY FARM ROAD		F.A. RTE. = 0362	SECTION = 14-00179-30-SP	COUNTY = DuPAGE	TOTAL SHEETS = 50	SHEET NO. = 9
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	PLOT DATE = 6/20/2016	DATE -	REVISED -		ILLINOIS FED. AID PROJECT HSIP-0043 10321						

PLAN	SURVEYED	DATE
	PLotted	
	Checked	
	By	
	Struct. Notations	
	CPKD	

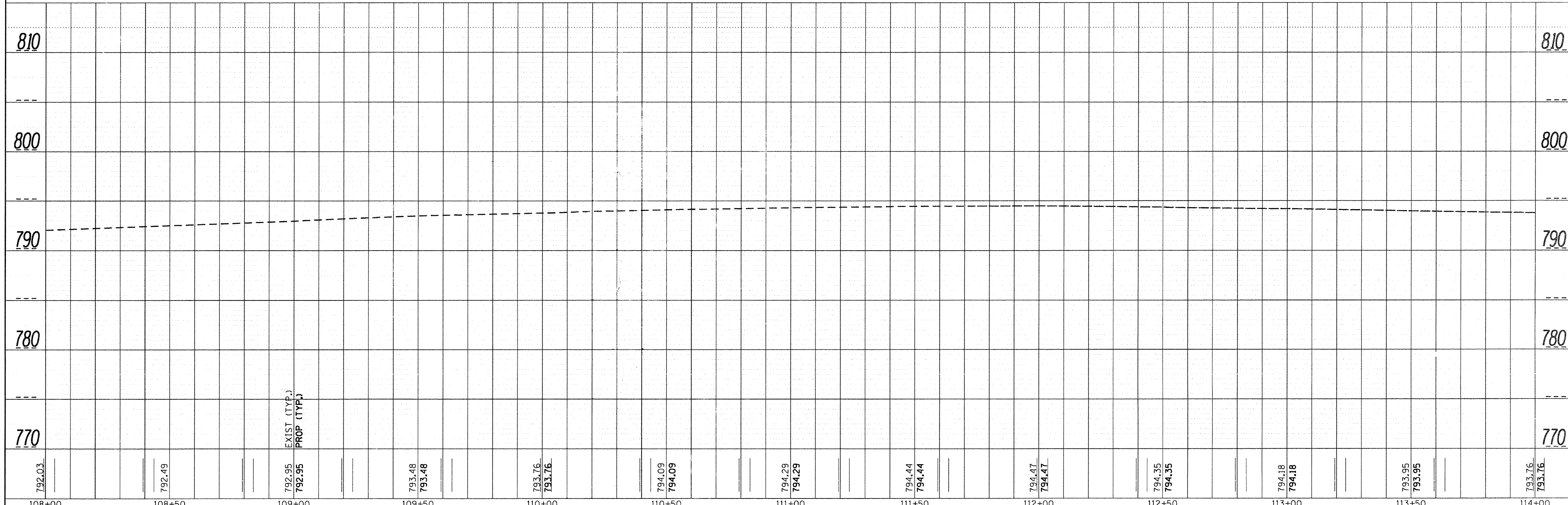
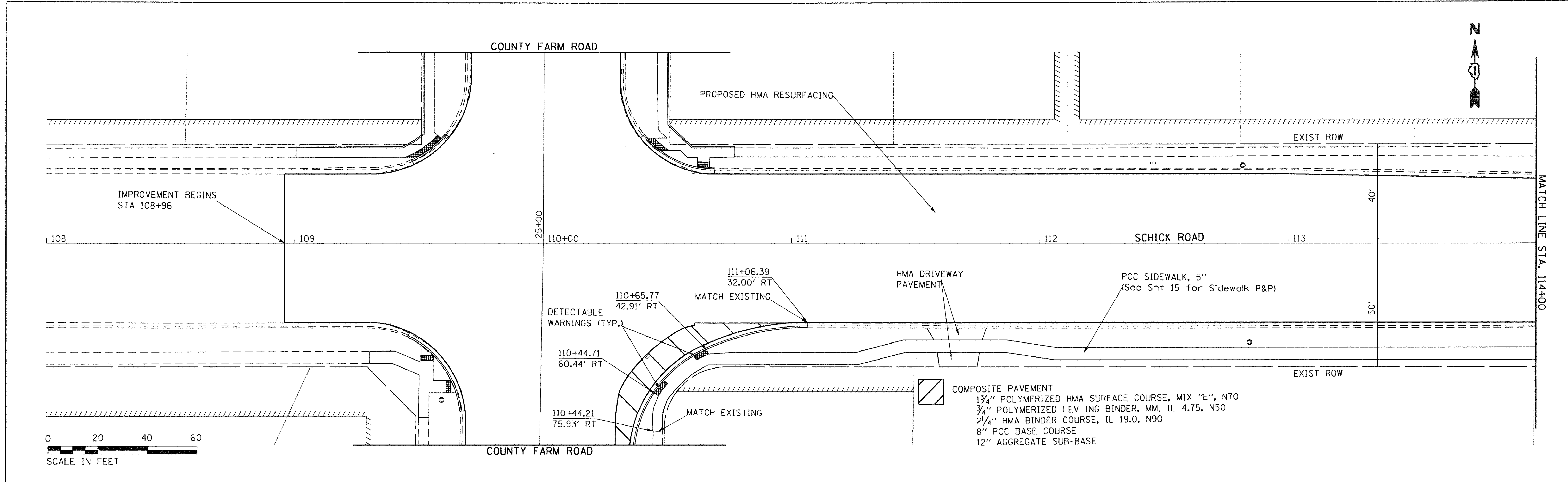
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FILE NAME =	USER NAME = hwsjm	DESIGNED - DN	REVISED - SM 6/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PLAN AND PROFILE COUNTY FARM ROAD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE = 20.0000' / 1"	DRAWN - SM	REVISED -					0362	14-00179-30-SP	DUPAGE	50	12
	PLOT DATE = 7/13/2016	CHECKED - DJ	REVISED -					CONTRACT NO. 61012				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT HSIP-0043 1032				

PLAN	SURVEYED	DATE
	PLOTTED	
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	PAVING FILE NAME	
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PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NO.	



FILE NAME =	USER NAME = hwa_jm	DESIGNED - DN	REVISED - SM 6/14
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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

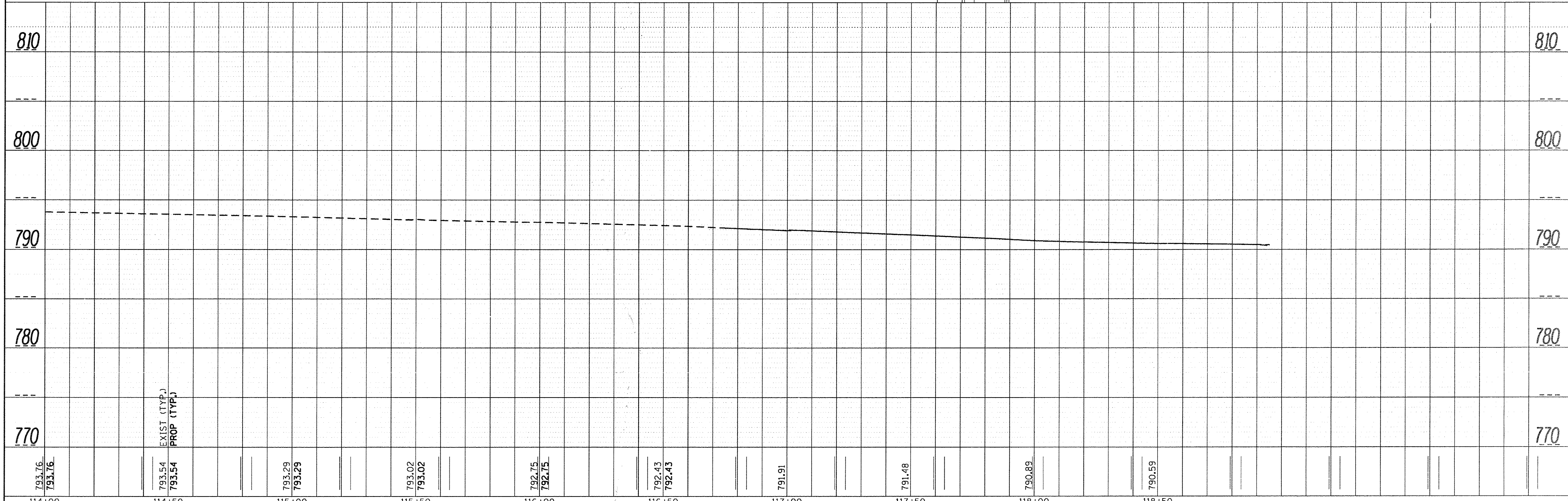
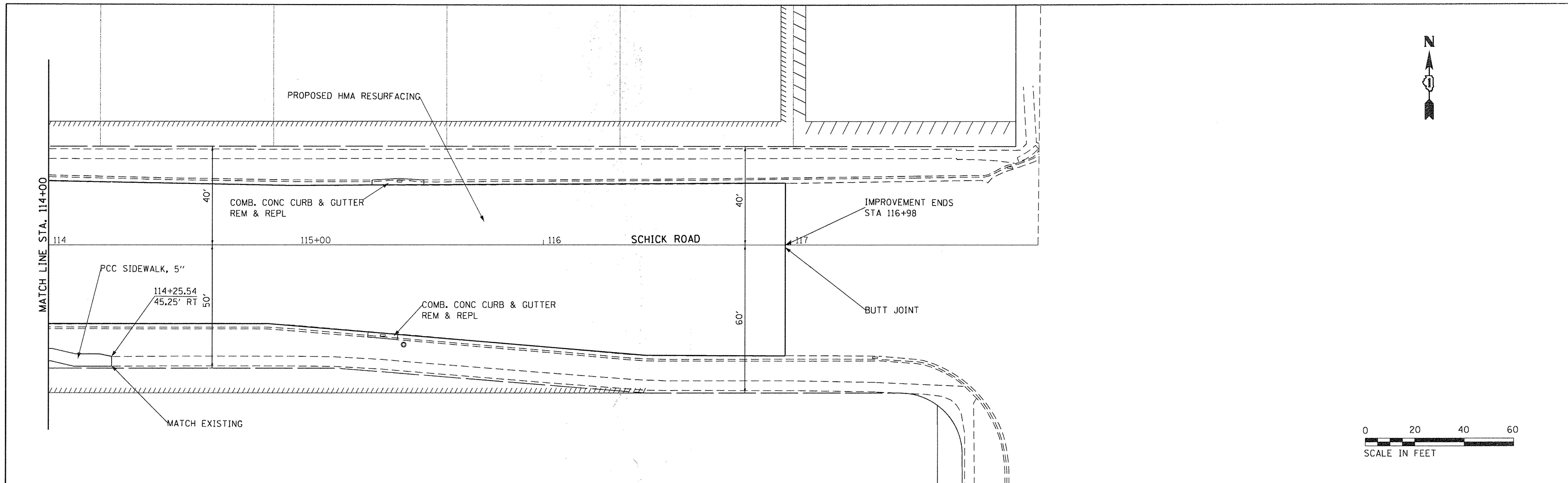
PLAN AND PROFILE
SCHICK ROAD
SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 108+00 TO STA. 114+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
0362	14-00179-30-SP	DUPAGE	50
CONTRACT NO. 61D12			13

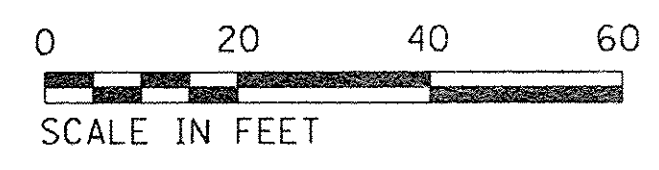
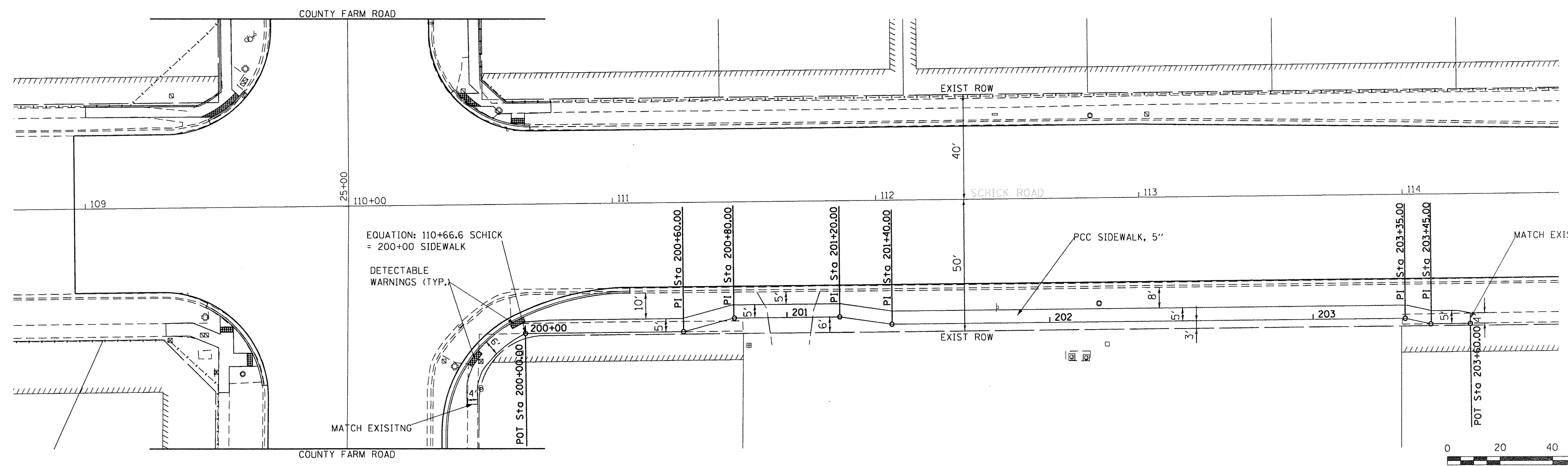
ILLINOIS FED. AID PROJECT HSIP-0043 (032)

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	REVISIONS	
	NO. OF WAY CHECKED	
	CADD FILE NAME	
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PROFILE	SURVEYED	DATE
	PLOTTED	BY
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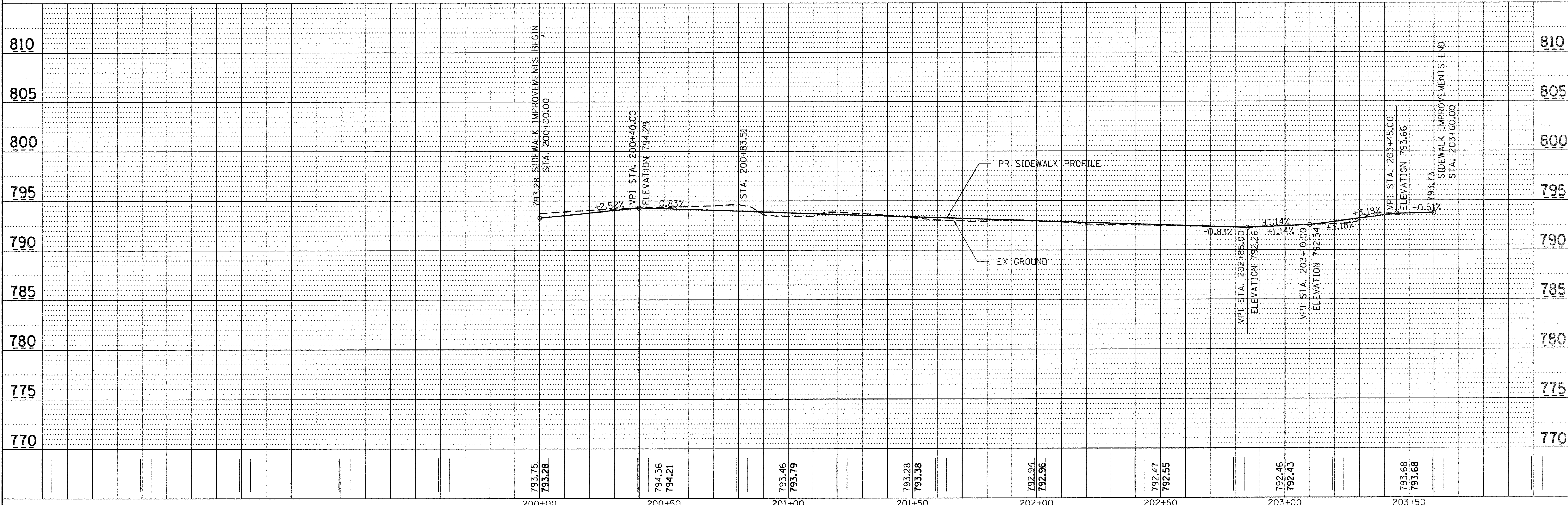


FILE NAME =	USER NAME = hwa_jm	DESIGNED - DN	REVISED - SM 6/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE		F.A. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT SCALE = 20.0000' / in.	DRAWN - SM	REVISED -		SCHICK ROAD		0362	14-00179-30-SP	DuPAGE	50	14	
	PLOT DATE = 7/13/2016	CHECKED - DT	REVISED -		SCALE: 1"=20'		SHEET 2	OF 2	SHEETS	STA. 114+00	TO STA. 118+00	CONTRACT NO. 61D12
		DATE -	REVISED -								ILLINOIS FED. AID PROJECT HSIP 0043 (032)	

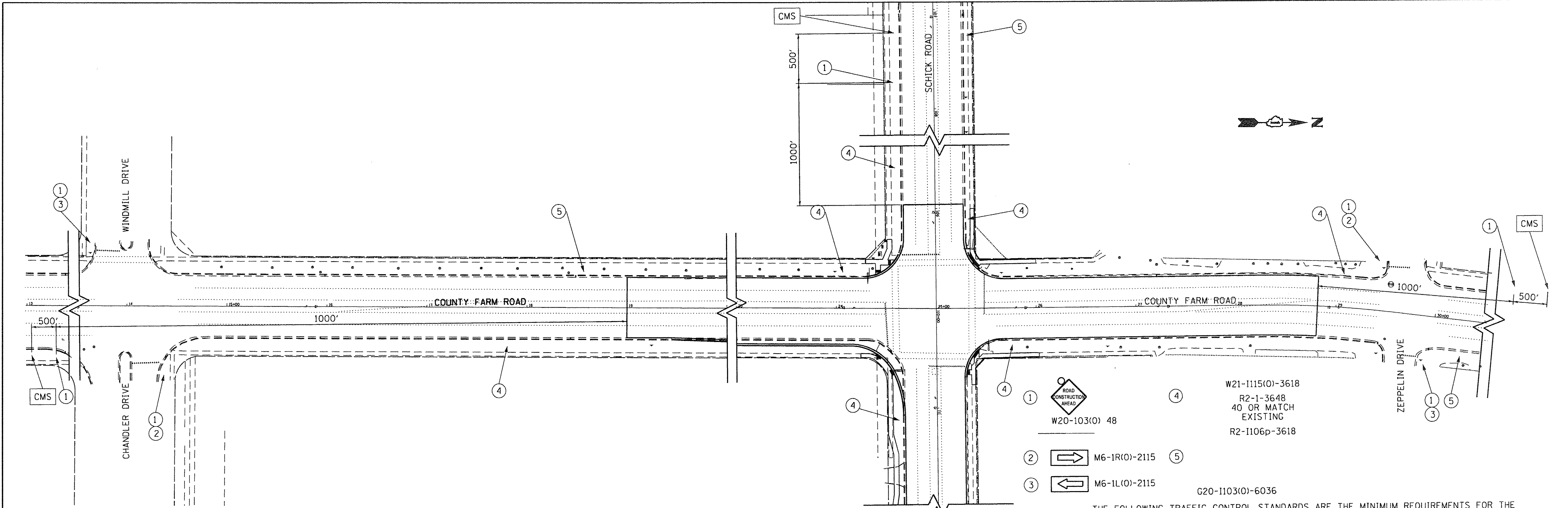


PLAN	SURVEYED	DATE
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PROFILE	SURVEYED	DATE
	PLANNED	
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	NO.	



FILE NAME =	USER NAME = hwsjm	DESIGNED - DN	REVISED - SM 6/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		SIDEWALK PLAN AND PROFILE SCHICK ROAD		F.A. RTE. 0362	SECTION 14-00179-30-SP	COUNTY DUPAGE	TOTAL SHEETS 50	SHEET NO. 15
IDS Sheet 1	Plot Scale = 20.00' / in.	CHECKED - DT	REVISED -			SCALE: 1" = 20'	SHEET 1 OF 1 SHEETS	STA. 200+00 TO STA. 203+60	CONTRACT NO. 61D12		ILLINOIS FED. AID PROJECT	



TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, TRAFFIC SIGNAL PLANS, THESE NOTES, APPLICABLE SPECIAL PROVISIONS, AND SECTION 701 OF THE STANDARD SPECIFICATIONS AS AMENDED BY THE SPECIAL PROVISION FOR WORK ZONE TRAFFIC CONTROL (CHECK SHEET LRS 3).

THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.

EXISTING TRAFFIC CONTROL SIGNS AND DEVICES MAY BE REMOVED BY THE DEPARTMENT AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR.

TYPE I OR TYPE II BARRICADES, DRUMS, OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS, AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 100 FEET CENTER TO CENTER.

ANY DROP OFF GREATER THAN THREE (3) INCHES WITHIN SIXTEEN (16) FEET OF A TRAVEL LANE SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS AT 50 FOOT (MAXIMUM) CENTER TO CENTER SPACING. IF THE DROP OFF IS GREATER THAN TWENTY-FOUR (24) INCHES AND EXISTS FOR LONGER THAN 24 HOURS, IT SHALL BE PROTECTED BY TEMPORARY CONCRETE BARRIER. TEMPORARY CONCRETE BARRIER SHALL HAVE MONODIRECTIONAL STEADY-BURN LIGHTS AT 50 FOOT (MAXIMUM) CENTER TO CENTER SPACING. THE CONTRACTOR SHALL SCHEDULE HIS WORK AND OPERATIONS SUCH THAT A DROP OFF OF GREATER THAN 24 INCHES DOES NOT REMAIN WITHIN SIXTEEN FEET OF A TRAVEL LANE FOR MORE THAN 24 HOURS. THE CONTRACTOR MAY PLACE COMPACTED EXCAVATED MATERIAL, AGGREGATE, OR OTHER MATERIAL IN THE DROP OFF TO SATISFY THIS REQUIREMENT. THE PLANS INDICATE AREAS (IF ANY) IN WHICH THE DEPARTMENT EXPECTS THAT TEMPORARY CONCRETE BARRIER WILL BE REQUIRED FOR A DROP OFF OF GREATER THAN 24 INCHES TO REMAIN FOR MORE THAN 24 HOURS. THE FURNISHING, PLACING, AND REMOVAL OF MATERIAL, OR ANY TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS, NOT SHOWN ON THE PLANS BUT REQUIRED IN ORDER TO MEET THESE REQUIREMENTS, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.

TYPE I OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN THE RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS); AND AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.

TYPE I, I, AND / OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.

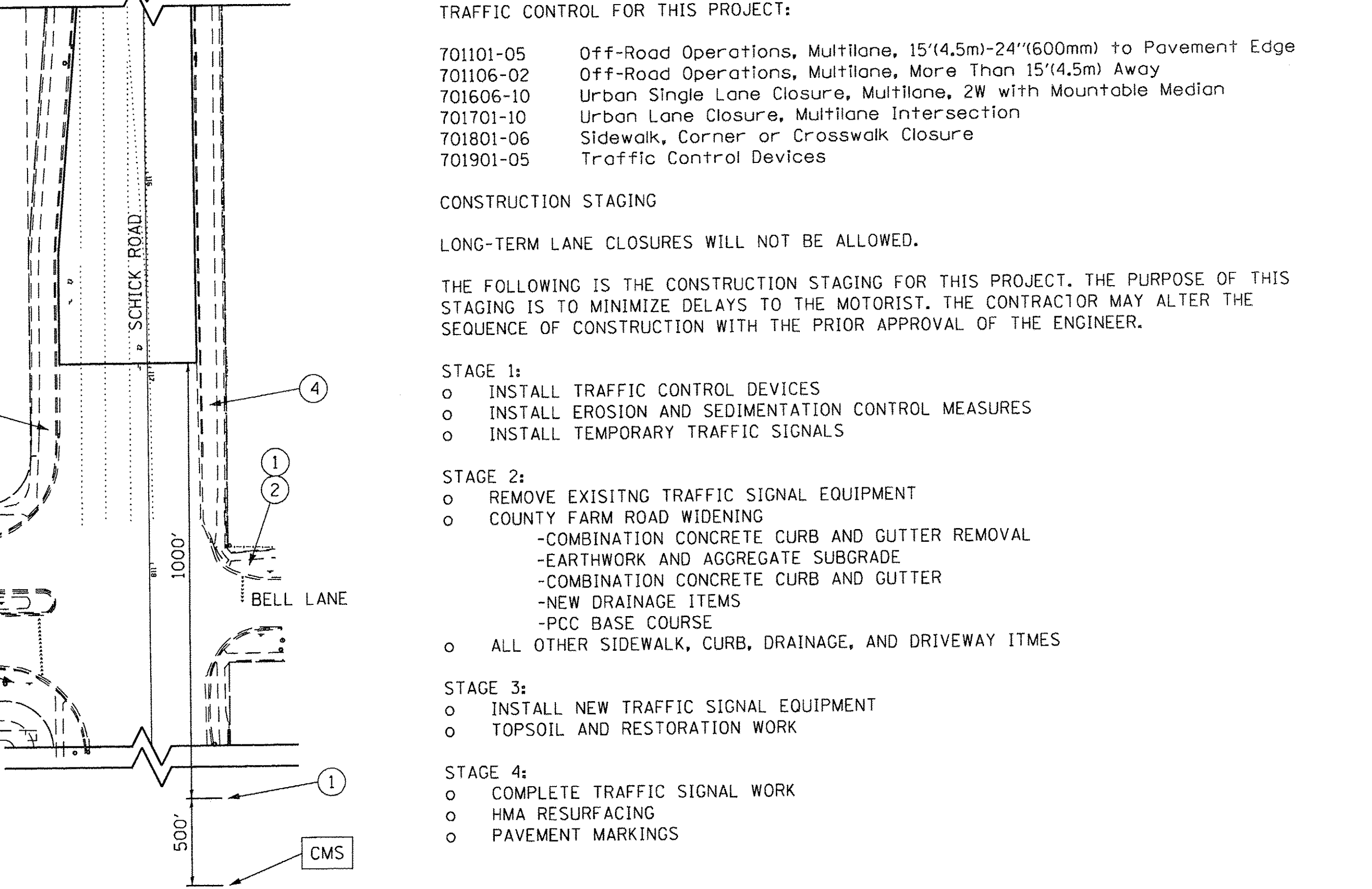
THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, SPECIAL.

WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.

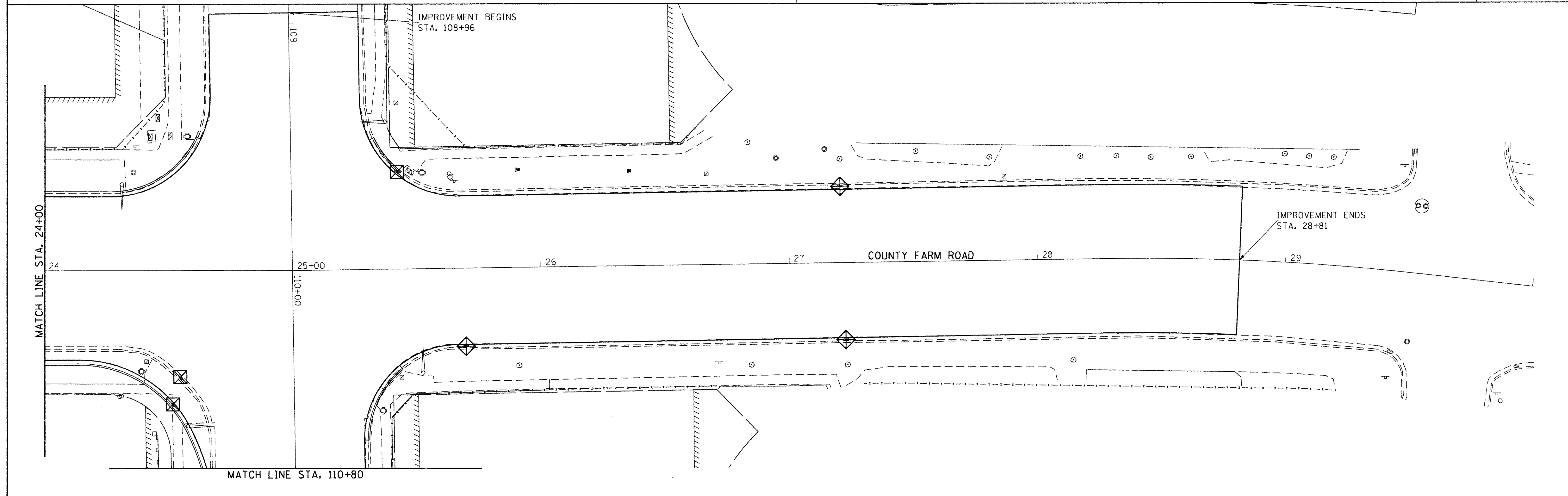
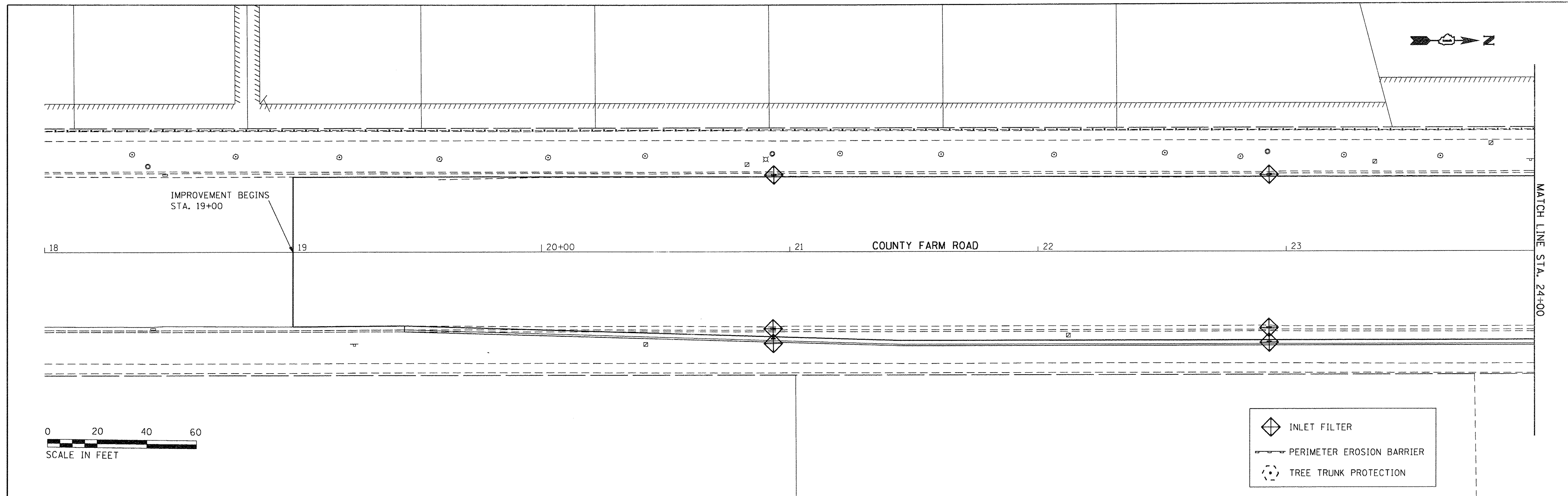
ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.

CHANGEABLE MESSAGE SIGNS WILL BE REQUIRED ON ALL FOUR APPROACHES TO THE PROJECT ONE WEEK IN ADVANCE OF ANY WORK BEGINNING, AND AT ANY OTHER TIME FOR A DURATION AS DIRECTED BY THE ENGINEER. ALL MESSAGES SHALL BE APPROVED BY THE ENGINEER.

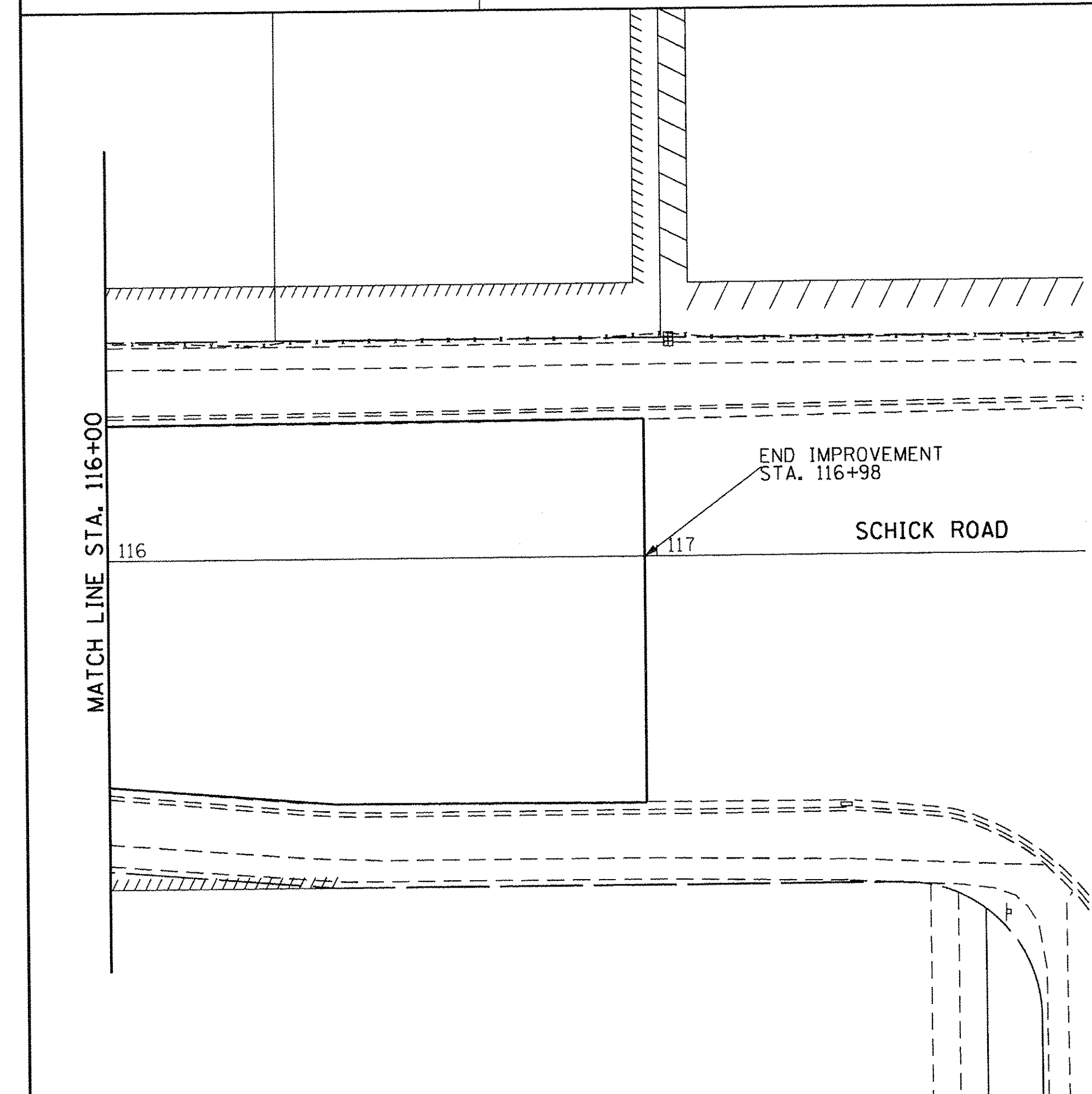
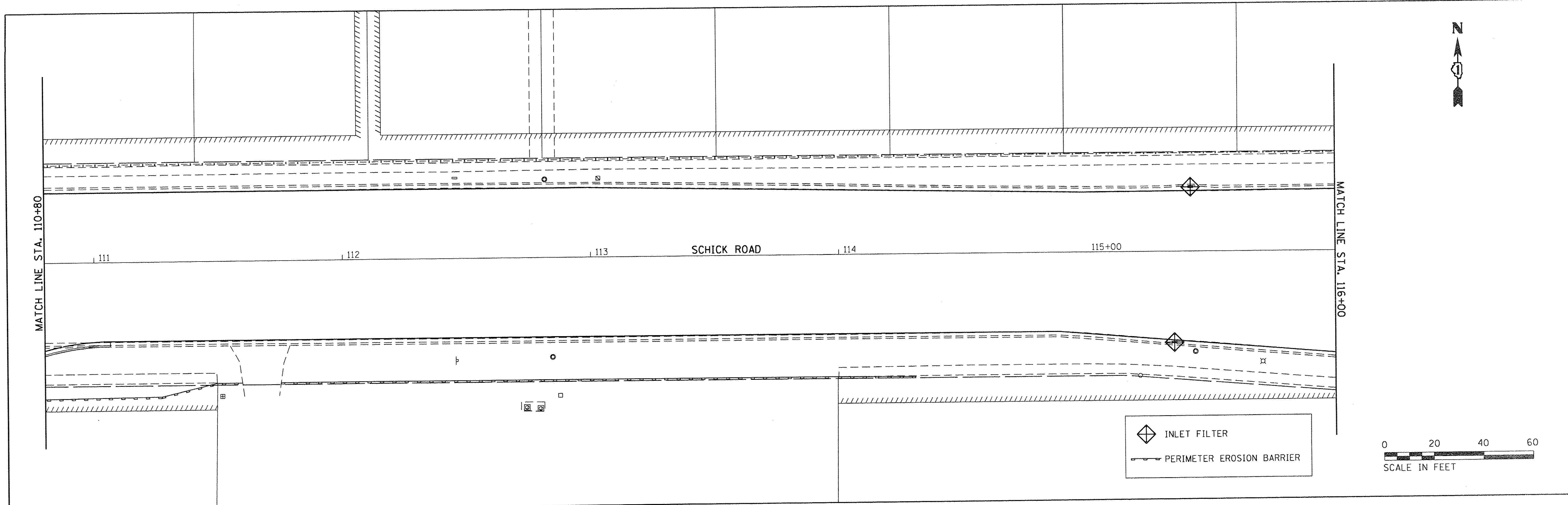
PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.



FILE NAME =	USER NAME = hwsjm	DESIGNED - SM	REVISED - SM 6/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC			F.A. RTE. 0362	SECTION 14-Q0179-30-SP	COUNTY DuPAGE	TOTAL SHEETS 50	SHEET NO. 16
Default	PLOT SCALE = 50.0000' / 1in.	DRAWN - SM	REVISED -		SCALE: N/A	SHEET 1	OF 1 SHEETS	STA. 13+00	TO STA. 30+00	CONTRACT NO. 61D12		
	PLOT DATE = 7/13/2016	CHECKED - DJ	REVISED -		ILLINOIS FED. AID PROJECT HSP-0043 10327							
		DATE -	REVISED -									



FILE NAME =	USER NAME = hwsjm	DESIGNED - DN	REVISED - SM 6/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL		F.A. RTE. 0362	SECTION 14-00179-30-SP	COUNTY DuPAGE	TOTAL SHEETS 50	SHEET NO. 17
	PLOT SCALE = 20.0000' / 1" /	CHECKED - DT	REVISED -		COUNTY FARM ROAD		SCALE: 1"=20'	SHEET 1	OF 2 SHEETS	STA. 18+00	TO STA. 30+00
Default	PLOT DATE = 6/20/2016	DATE -	REVISED -	ILLINOIS FED. AID PROJECT HSIP-0043 (032)							



EROSION CONTROL NOTES

ALL WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE VII OF THE DUPAGE COUNTY COUNTYWIDE STORMWATER AND FLOOD PLAIN ORDINANCE, EFFECTIVE APRIL 2013 AND ALL SUBSEQUENT REVISIONS. ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER IDOT STANDARD 280001 OR AS SPECIFIED HEREIN AND PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMITS ILR10 AND ILR40.

EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.

SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.

ALL DISTURBED AREAS SHALL BE SEEDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED. IF A TOPSOIL STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION CONTROL MEASURES WILL BE PROVIDED.

WHERE WETLANDS ARE TO REMAIN, THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT OR BY HIS WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF OR STOCKPILED IN WETLANDS.

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. THIS WORK WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE APPLICABLE ITEMS OF WORK.

HAY OR STRAW BALES WILL NOT BE ALLOWED AS PERIMETER EROSION BARRIER OR AS A DITCH CHECK.

WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED

WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER.

GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY AND AS NEEDED.

CLEANING OF VEHICLES AND EQUIPMENT, INCLUDING CONCRETE MIXERS, SHALL BE PERFORMED IN A MANNER TO REDUCE THE AMOUNT OF POLLUTANTS TRIBUTARY TO STORM SEWERS AND OPEN WATERS TO THE MAXIMUM EXTENT PRACTICAL.

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.

SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE FILTER DEVICE.

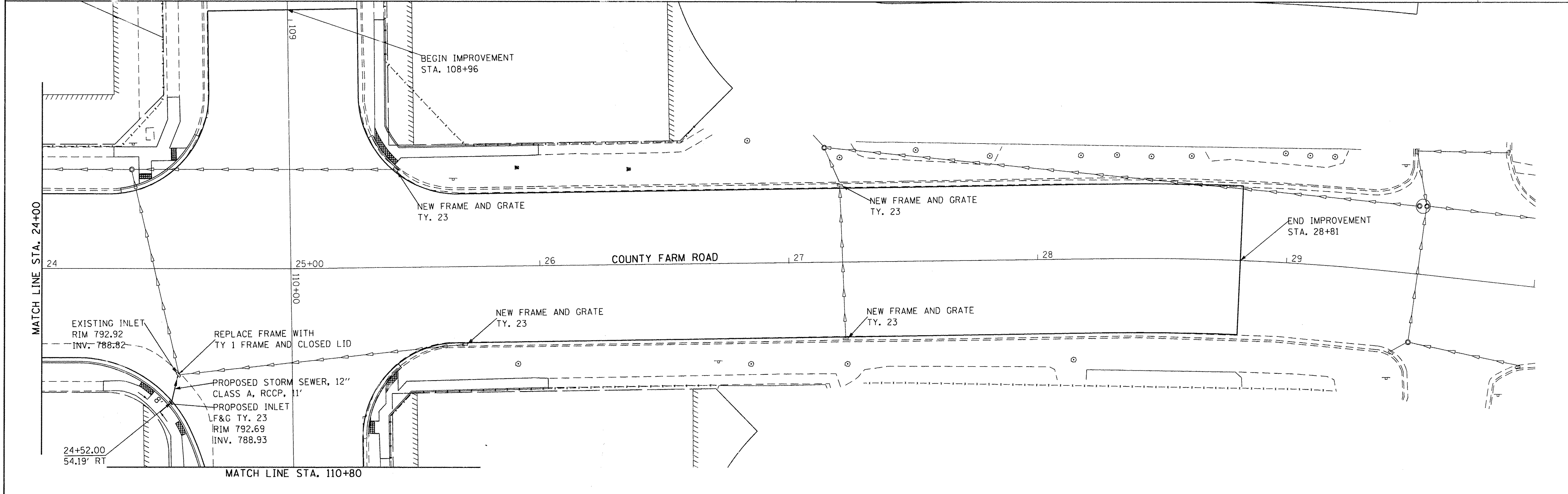
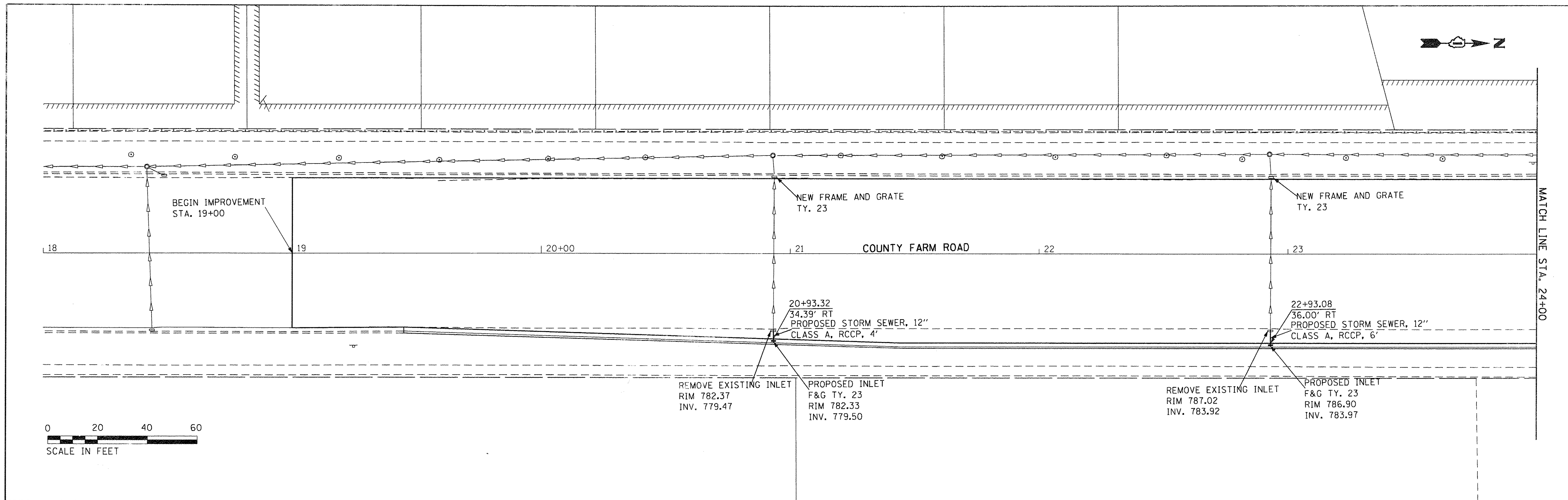
ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.

ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED.

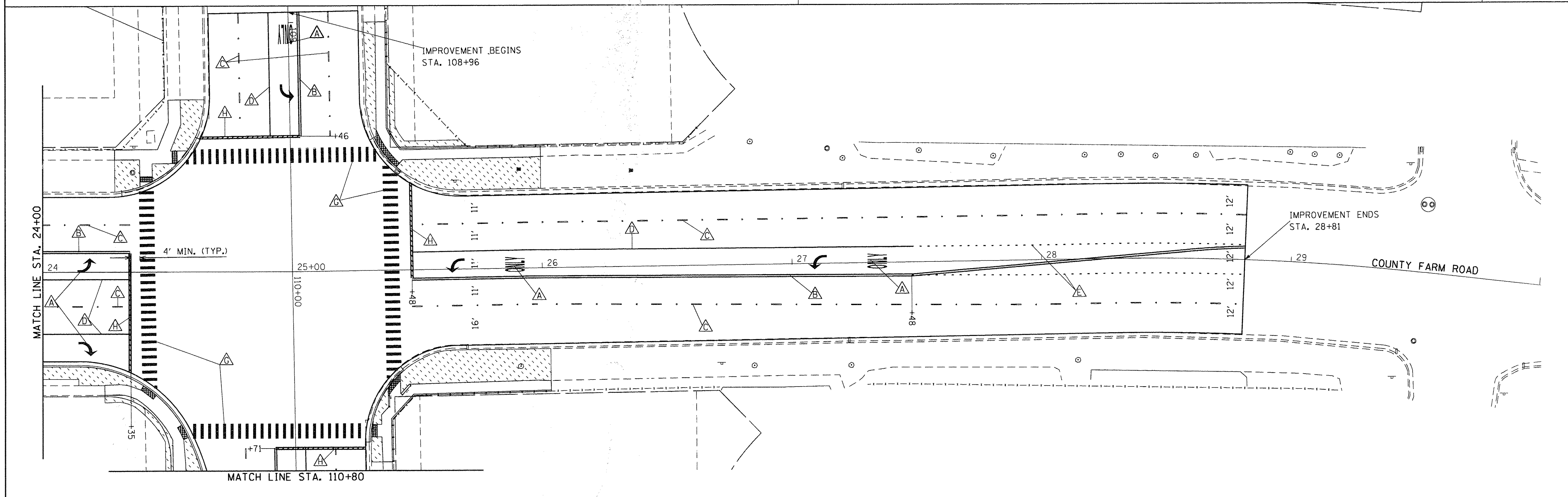
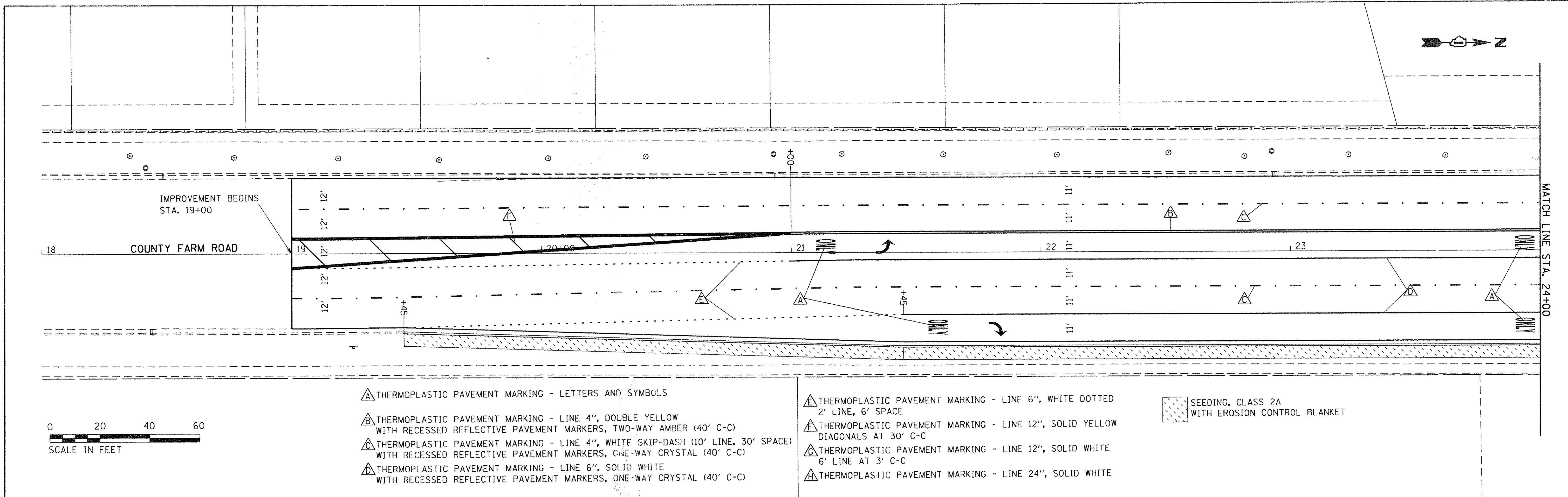
THE ENGINEER SHALL INSPECT EROSION CONTROL MEASURES PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2 INCH PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHIN 24 HOURS. EROSION CONTROL SYSTEMS REPLACED DUE TO SEDIMENT LOADING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.

THE COST OF REMOVING SEDIMENT OR REPAIRING EROSION CONTROL SYSTEMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.

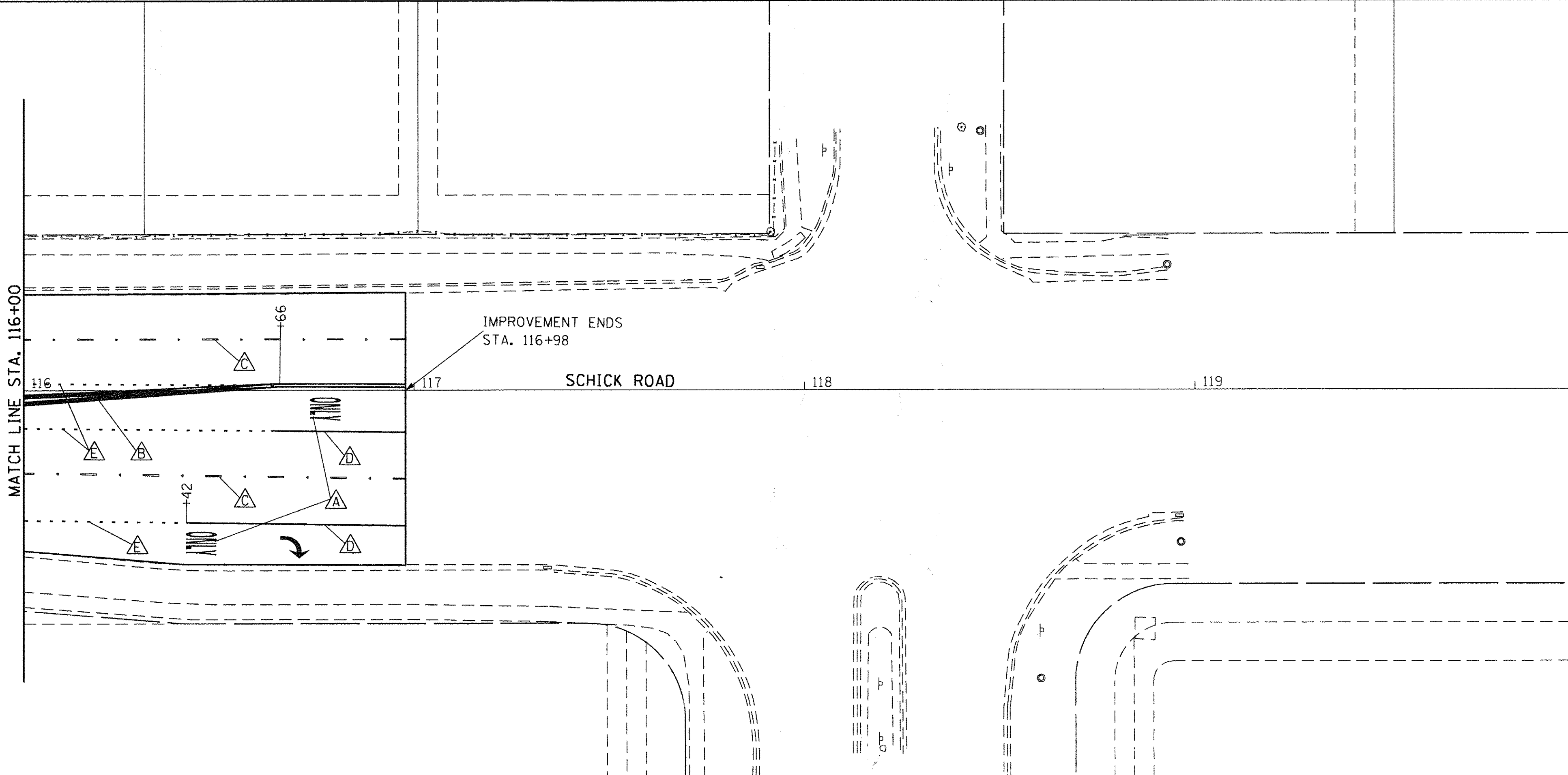
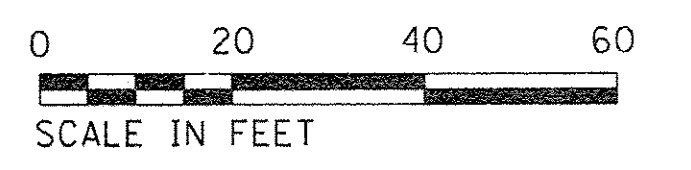
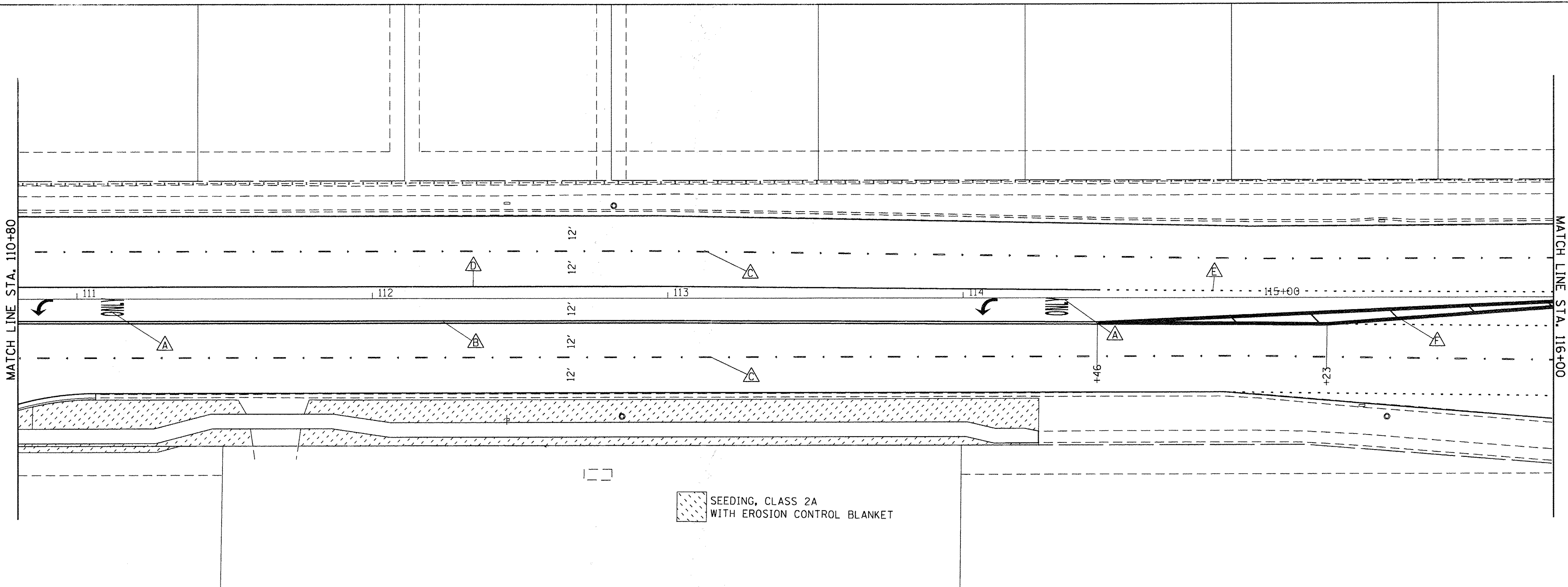
FILE NAME =	USER NAME = hwsjm	DESIGNED - DN	REVISED - SM 6/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL SCHICK ROAD			F.A. RTE. Q362	SECTION 14-00179-30-SP	COUNTY DUPAGE	TOTAL SHEETS 50	SHEET NO. 18
	PLOT SCALE = 20,000' / in.	DRAWN - SM	REVISED -		SCALE: 1"=20'	SHEET 2	OF 2 SHEETS	STA. 110+80	TO STA. 119+00	ILLINOIS FED. AID PROJECT HSIP-0043 10321		
	PLOT DATE = 7/13/2016	CHECKED - DT	REVISED -		CONTRACT NO. 61012							
Default		DATE -	REVISED -									



FILE NAME =	USER NAME = hwa,jm	DESIGNED - SM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE PLAN		F.A. RTE. Q362	SECTION 14-00179-30-SP	COUNTY DuPAGE	TOTAL SHEETS 50	SHEET NO. 19	
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	PLOT DATE = 6/20/2016	CHECKED - DT	REVISED -		SCALE: 1"=20'		SHEET 1 OF 2 SHEETS		STA. 18+00 TO STA. 30+00			
		DATE -	REVISED -									



FILE NAME =	USER NAME = hwa_jm	DESIGNED - DN	REVISED - SM 6/15	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND LANDSCAPING COUNTY FARM ROAD		F.A. RTE. 0362	SECTION 14-00179-30-SP	COUNTY DuPAGE	TOTAL SHEETS 50	SHEET NO. 21	
	PLOT SCALE = 20,000' / 1" =	DRAWN - SM	REVISED -		SCALE: 1"=20'	SHEET 1	OF 2 SHEETS	STA. 18+00	TO STA. 30+00	CONTRACT NO. 61D12		
	PLOT DATE = 6/20/2016	CHECKED - DT	REVISED -		ILLINOIS FED. AID PROJECT HSIP-0043 (032)							
		DATE -	REVISED -									



- ▲ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- ▲ THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW WITH RECESSED REFLECTIVE PAVEMENT MARKERS, TWO-WAY AMBER (40' C-C)
- ▲ THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP-DASH (10' LINE, 30' SPACE) WITH RECESSED REFLECTIVE PAVEMENT MARKERS, ONE-WAY CRYSTAL (40' C-C)
- ▲ THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE WITH RECESSED REFLECTIVE PAVEMENT MARKERS, ONE-WAY CRYSTAL (40' C-C)
- ▲ THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE DOTTED 2' LINE, 6' SPACE
- ▲ THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW DIAGONALS AT 30' C-C
- ▲ THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE 6' LINE AT 3' C-C
- ▲ THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

FILE NAME =	USER NAME = hwa jm	DESIGNED - DN	REVISED - SM 6/15	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND LANDSCAPING		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.0000' / in.	DRAWN - SM	REVISED -		SCHICK ROAD		0362	14-00179-30-SP		50	22
Default	PLOT DATE = 6/20/2016	CHECKED - DT	REVISED -		SCALE: 1"=20'	SHEET 2	OF 2 SHEETS	STA. 110+80	TO STA. 119+00	ILLINOIS FED. AID PROJECT HSIP-0043 (032)	
		DATE -	REVISED -							CONTRACT NO. 61D12	

REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

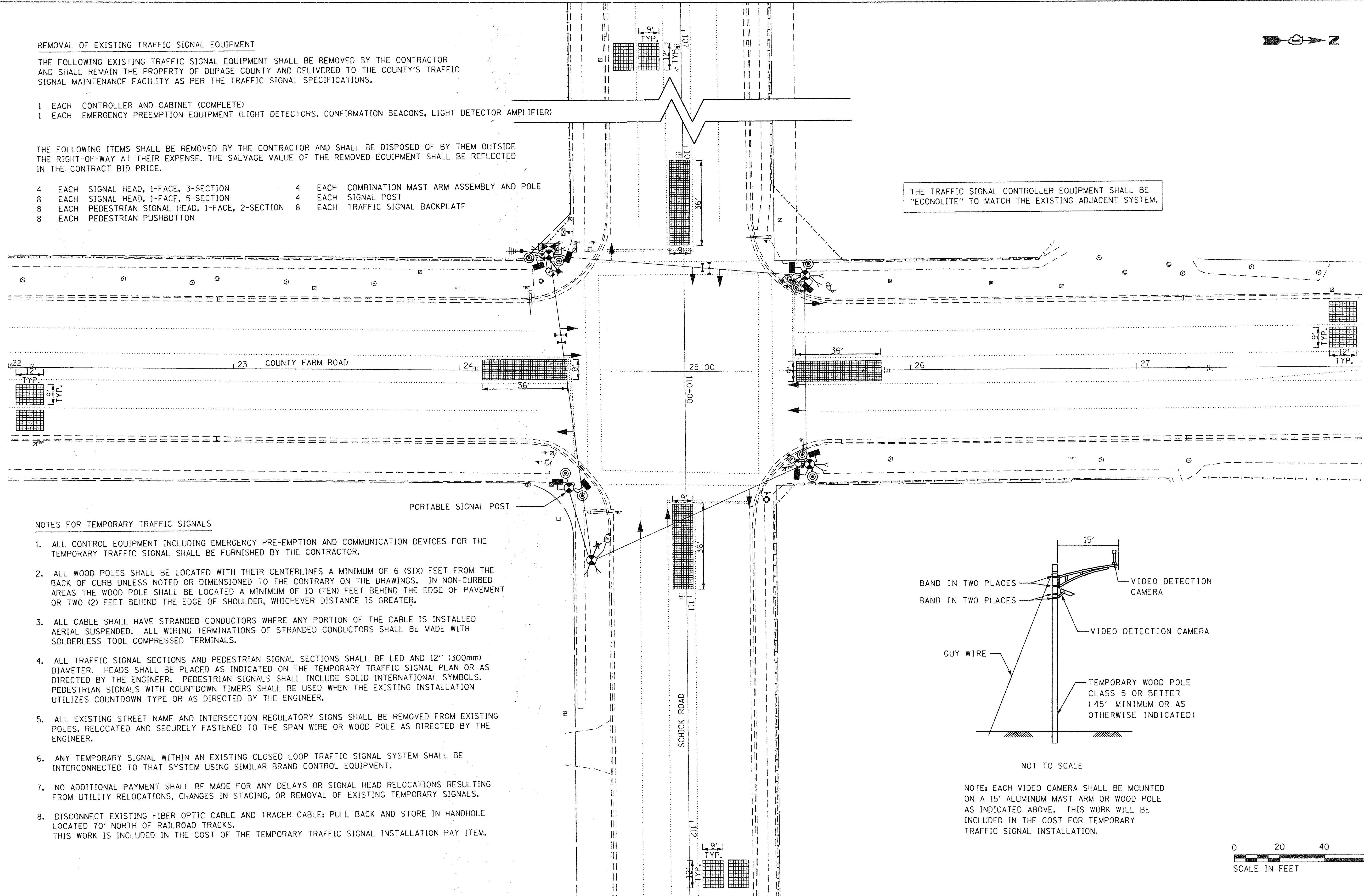
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF DUPAGE COUNTY AND DELIVERED TO THE COUNTY'S TRAFFIC SIGNAL MAINTENANCE FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 1 EACH EMERGENCY PREEMPTION EQUIPMENT (LIGHT DETECTORS, CONFIRMATION BEACONS, LIGHT DETECTOR AMPLIFIER)

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

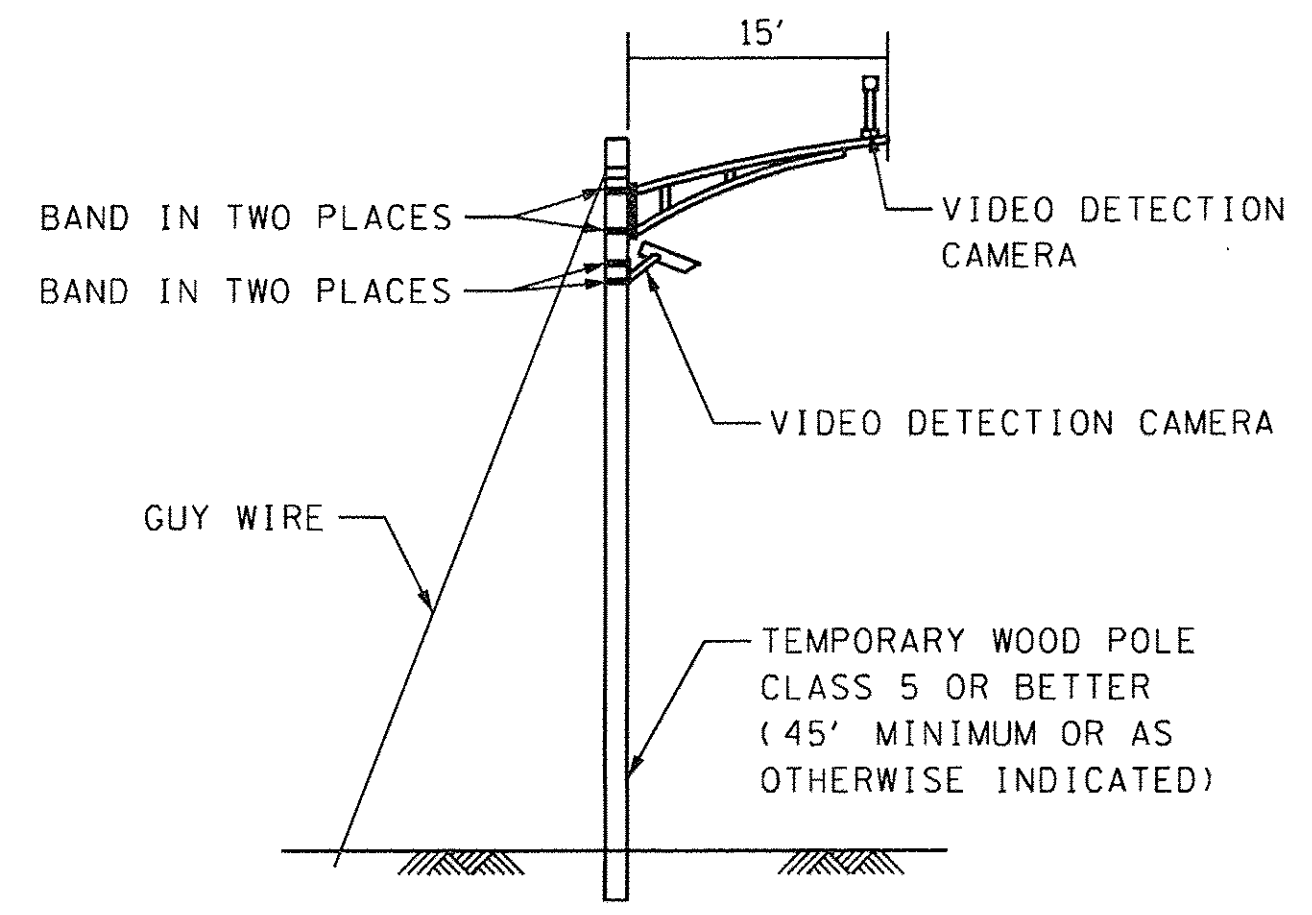
- 4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 8 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 8 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE, 2-SECTION
- 8 EACH PEDESTRIAN PUSHBUTTON
- 4 EACH COMBINATION MAST ARM ASSEMBLY AND POLE
- 4 EACH SIGNAL POST
- 8 EACH TRAFFIC SIGNAL BACKPLATE

THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.



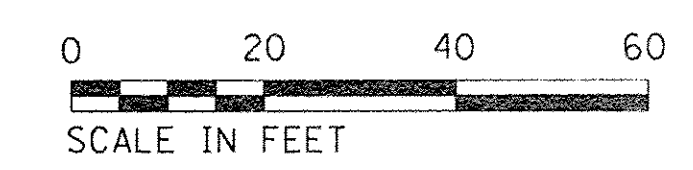
NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL SHALL BE FURNISHED BY THE CONTRACTOR.
2. ALL WOOD POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF 6 (SIX) FEET FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. IN NON-CURBED AREAS THE WOOD POLE SHALL BE LOCATED A MINIMUM OF 10 (TEN) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER.
3. ALL CABLE SHALL HAVE STRANDED CONDUCTORS WHERE ANY PORTION OF THE CABLE IS INSTALLED AERIAL SUSPENDED. ALL WIRING TERMINATIONS OF STRANDED CONDUCTORS SHALL BE MADE WITH SOLDERLESS TOOL COMPRESSED TERMINALS.
4. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER.
5. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
6. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
7. NO ADDITIONAL PAYMENT SHALL BE MADE FOR ANY DELAYS OR SIGNAL HEAD RELOCATIONS RESULTING FROM UTILITY RELOCATIONS, CHANGES IN STAGING, OR REMOVAL OF EXISTING TEMPORARY SIGNALS.
8. DISCONNECT EXISTING FIBER OPTIC CABLE AND TRACER CABLE; PULL BACK AND STORE IN HANDHOLE LOCATED 70' NORTH OF RAILROAD TRACKS. THIS WORK IS INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

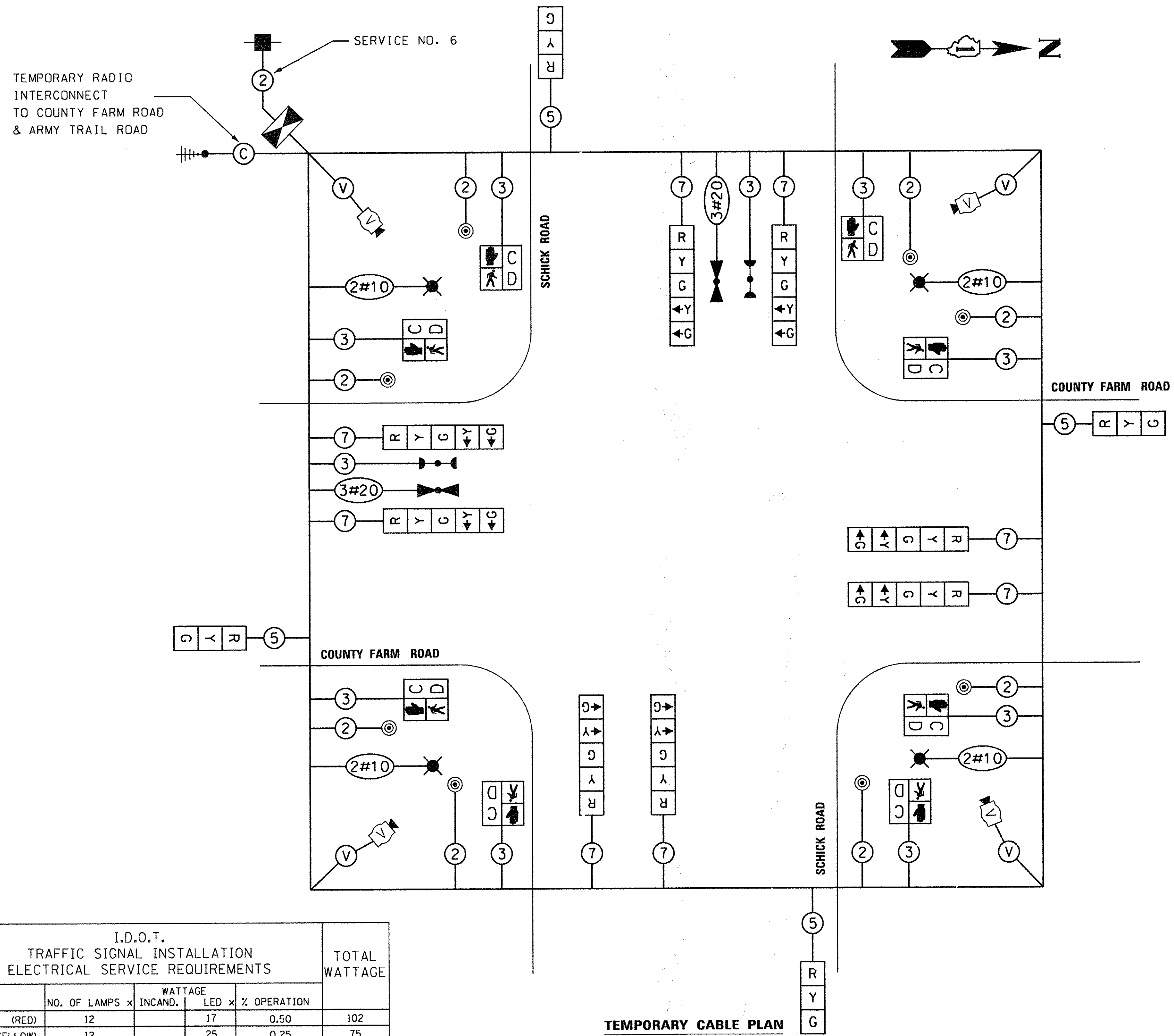


NOT TO SCALE

NOTE: EACH VIDEO CAMERA SHALL BE MOUNTED ON A 15' ALUMINUM MAST ARM OR WOOD POLE AS INDICATED ABOVE. THIS WORK WILL BE INCLUDED IN THE COST FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION.



FILE NAME =	USER NAME = hwa_jm	DESIGNED - MS	REVISED - MS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY SIGNAL PLAN		F.A. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 20,0000' / 1"	DRAWN - MS	REVISED -		SCALE: 1"=20'	SHEET 1	OF 10 SHEETS	0362	14-00179-30-SP	DUPAGE	50	23
	PLOT DATE = 6/20/2016	CHECKED - BG	REVISED -		STA. 22+00	TO STA. 28+00		CONTRACT NO. 61D12				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT HSIP-0943 (032)							



TEMPORARY CABLE PLAN

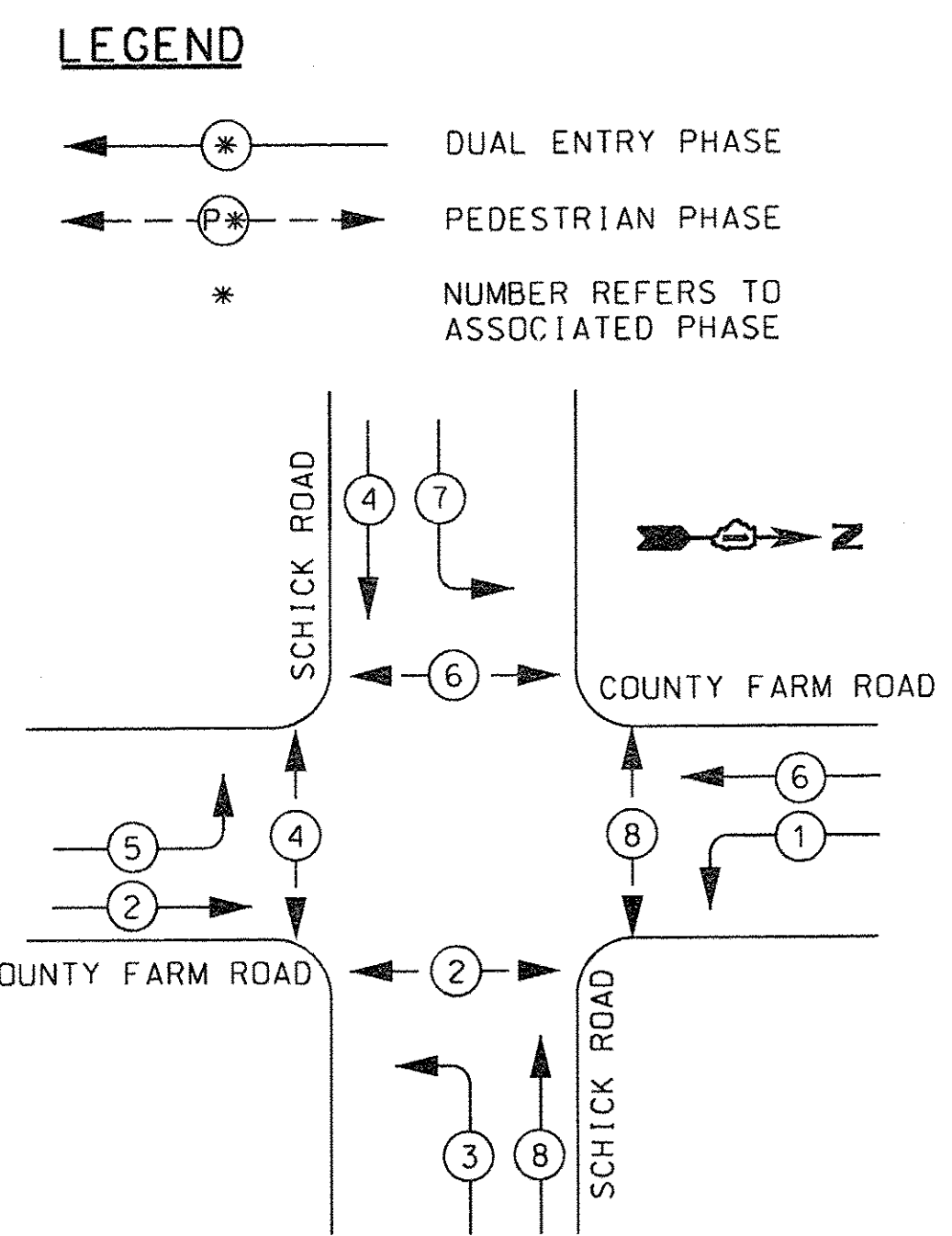
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS x	WATTAGE INCAND.	LED x	% OPERATION	
SIGNAL (RED)	12		17	0.50	102
(YELLOW)	12		25	0.25	75
(GREEN)	12		15	0.25	45
ARROW	16		12	0.10	20
PED. SIGNAL	2		25	1.00	50
CONTROLLER	1		100	1.00	100
VIDEO SYSTEM	1		150	1.00	150
LUMINAIRE	4		310	0.50	620
FLASHER				0.50	-
ENERGY COSTS TO: TOTAL =					1162

DUPAGE COUNTY DIVISION OF TRANSPORTATION
421 N. COUNTY FARM ROAD
WHEATON, ILLINOIS 60187-2553

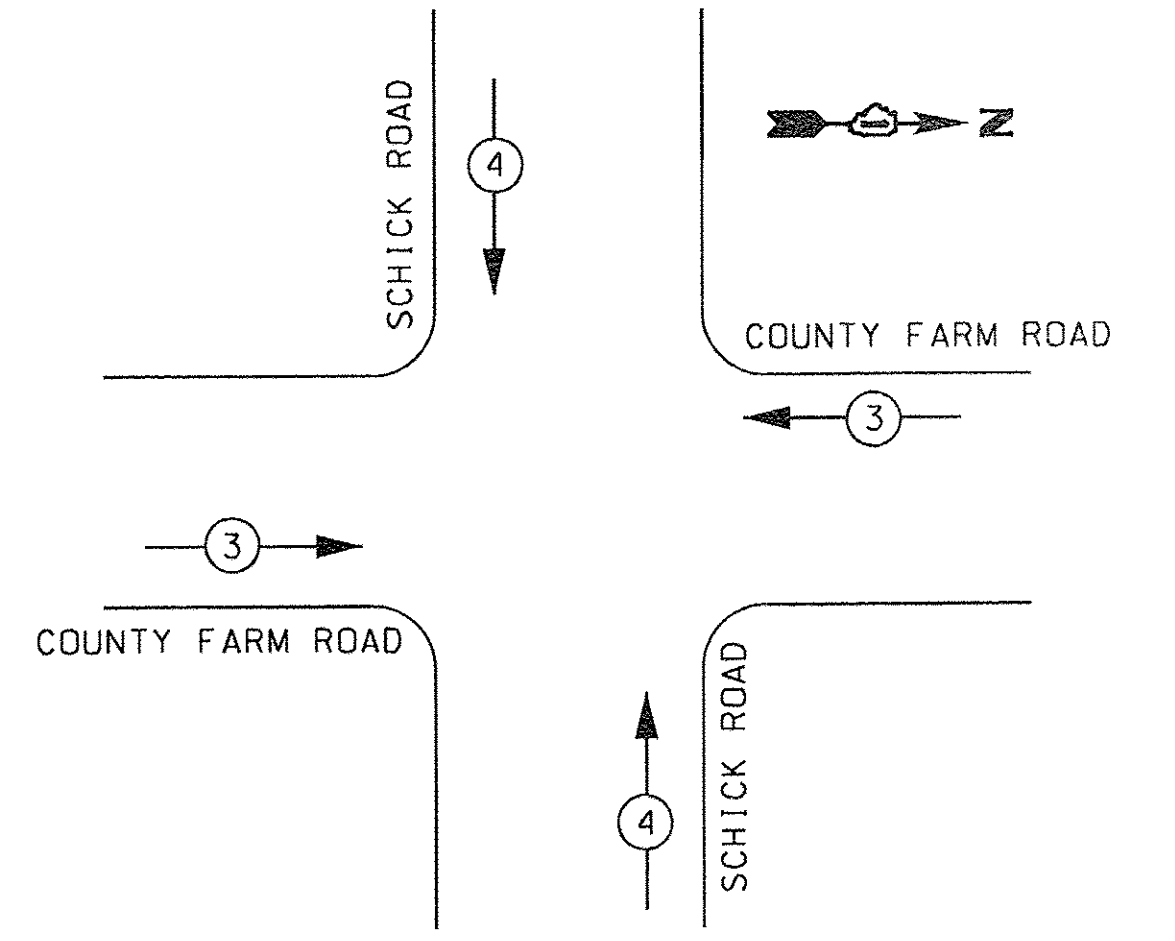
ENERGY SUPPLY: CONTACT: JOE STACHO
PHONE: (630) 424-5704
COMPANY: COMED

ALL PEDESTRIAN HEADS SHALL BE BAGGED AND DISCONNECTED AT LOCATIONS WHERE EXISTING PAVEMENT IS REMOVED. ALL PEDESTRIAN SIGNAL HEADS SHALL REMAIN BAGGED UNTIL THE PAVEMENT IS RESTORED TO PROVIDE A SAFE CROSSING AREA. USAGE OF PEDESTRIAN SIGNALS IS BASED ON CONSTRUCTION STAGING AND SHALL BE DETERMINED BY THE ENGINEER. IF SIDEWALKS AND PEDESTRIAN CROSSINGS ARE NOT PROVIDED, THE PEDESTRIAN SIGNAL EQUIPMENT SHALL REMAIN DISCONNECTED UNTIL WARRANTED PRIOR TO THE PERMANENT SIGNAL TURN-ON.

THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

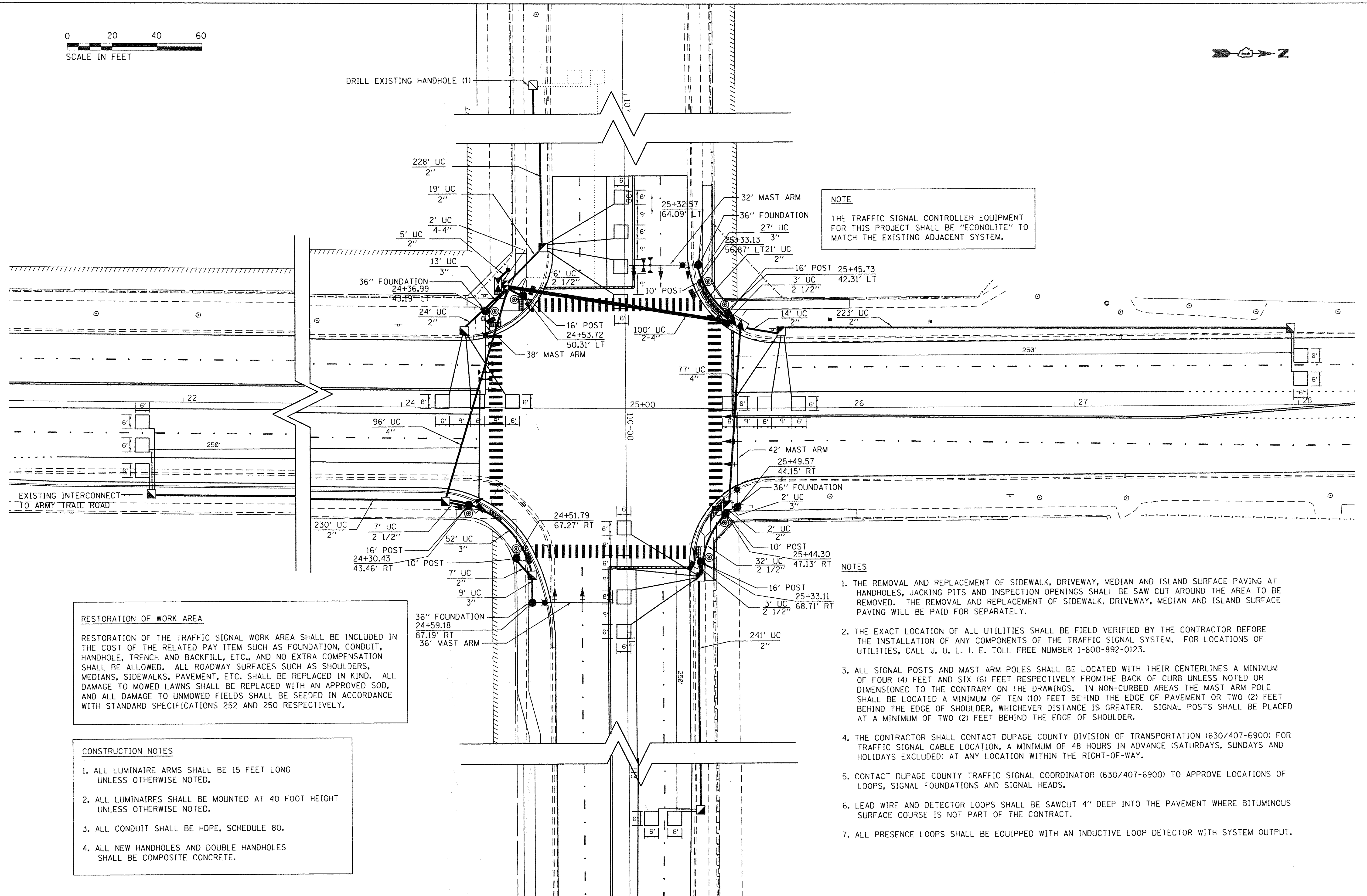


TEMPORARY PHASE DESIGNATION DIAGRAM



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTORS	3	4
MOVEMENT	← →	↓ ↑

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



NOTE
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

RESTORATION OF WORK AREA
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

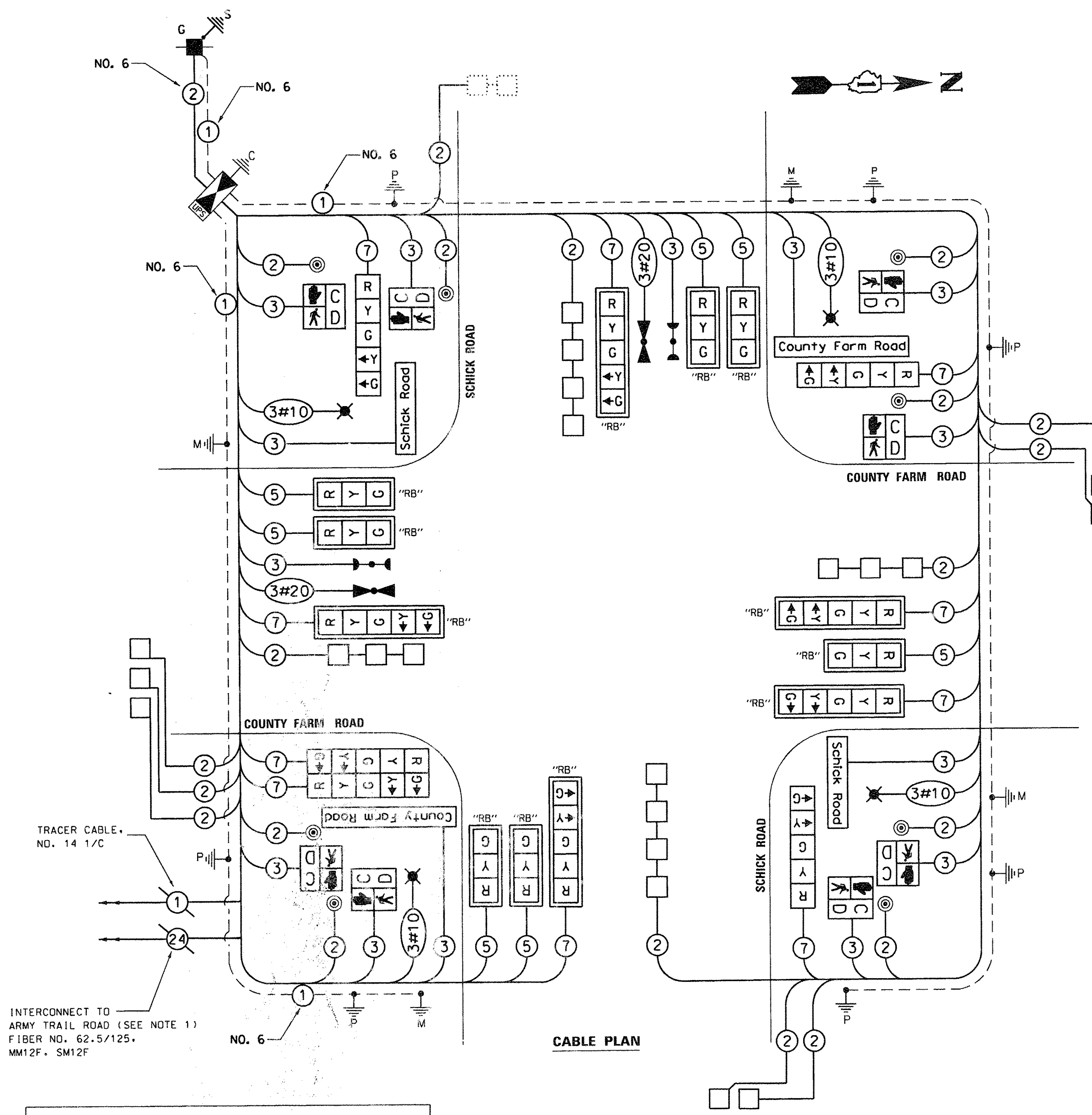
- CONSTRUCTION NOTES**
1. ALL LUMINAIRE ARMS SHALL BE 15 FEET LONG UNLESS OTHERWISE NOTED.
 2. ALL LUMINAIRES SHALL BE MOUNTED AT 40 FOOT HEIGHT UNLESS OTHERWISE NOTED.
 3. ALL CONDUIT SHALL BE HDPE, SCHEDULE 80.
 4. ALL NEW HANDHOLES AND DOUBLE HANDHOLES SHALL BE COMPOSITE CONCRETE.

- NOTES**
1. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS AND INSPECTION OPENINGS SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING WILL BE PAID FOR SEPARATELY.
 2. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATIONS OF UTILITIES, CALL J. U. L. I. E. TOLL FREE NUMBER 1-800-892-0123.
 3. ALL SIGNAL POSTS AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) FEET AND SIX (6) FEET RESPECTIVELY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. IN NON-CURBED AREAS THE MAST ARM POLE SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. SIGNAL POSTS SHALL BE PLACED AT A MINIMUM OF TWO (2) FEET BEHIND THE EDGE OF SHOULDER.
 4. THE CONTRACTOR SHALL CONTACT DUPAGE COUNTY DIVISION OF TRANSPORTATION (630/407-6900) FOR TRAFFIC SIGNAL CABLE LOCATION, A MINIMUM OF 48 HOURS IN ADVANCE (SATURDAYS, SUNDAYS AND HOLIDAYS EXCLUDED) AT ANY LOCATION WITHIN THE RIGHT-OF-WAY.
 5. CONTACT DUPAGE COUNTY TRAFFIC SIGNAL COORDINATOR (630/407-6900) TO APPROVE LOCATIONS OF LOOPS, SIGNAL FOUNDATIONS AND SIGNAL HEADS.
 6. LEAD WIRE AND DETECTOR LOOPS SHALL BE SAWCUT 4" DEEP INTO THE PAVEMENT WHERE BITUMINOUS SURFACE COURSE IS NOT PART OF THE CONTRACT.
 7. ALL PRESENCE LOOPS SHALL BE EQUIPPED WITH AN INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT.

FILE NAME =	USER NAME = hwaqm	DESIGNED - MS	REVISED - MS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TRAFFIC SIGNALS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 20,0000' / 1"	DRAWN - MS	REVISED -			0362	14-00179-30-SP	DUPAGE	50	25			
	PLOT DATE = 7/13/2016	CHECKED - BG	REVISED -			SCALE: 1"=20'			SHEET 3 OF 10 SHEETS		STA. 21+25 TO STA. 28+25	CONTRACT NO. 61D12	
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT HSIP-0043 (032)								

COUNTY FARM ROAD AND SCHICK ROAD		
ITEM	UNIT	TOTAL
SERVICE INSTALLATION, GROUND MOUNT	EACH	1
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	1014
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2 1/2" DIA.	FOOT	51
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA.	FOOT	95
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 4" DIA.	FOOT	375
HANDHOLE, COMPOSITE CONCRETE	EACH	9
DOUBLE HANDHOLE, COMPOSITE CONCRETE	FOOT	2
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	2547
LUMINAIRE, LED, HORIZONTAL MOUNT, SPECIAL	EACH	4
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1246
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1603
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1293
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1888
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	32
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	3038
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	3
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 38 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 42 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	28
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60
DRILL EXISTING HANDHOLE	EACH	1
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	7
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	5
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	12
INDUCTIVE LOOP DETECTOR	EACH	12
DETECTOR LOOP, TYPE I	FOOT	1043
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	6
REMOVE EXISTING DOUBLE HANDHOLE	EACH	2
REMOVE EXISTING CONCRETE FOUNDATION	EACH	8
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	301
LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	INCAND.	LED	% OPERATION	
SIGNAL (RED)	17		17	0.50	145
(YELLOW)	17		25	0.25	107
(GREEN)	17		15	0.25	64
ARROW	20		12	0.10	24
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
ILLUM. SIGN	4		90	0.50	180
LUMINAIRE	4		250	0.50	500
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	1320
DUPAGE COUNTY DIVISION OF TRANSPORTATION 421 N. COUNTY FARM ROAD WHEATON, ILLINOIS 60187-2553					
ENERGY SUPPLY: CONTACT: JOE STACHO PHONE: (630) 424-5704 COMPANY: COMED					

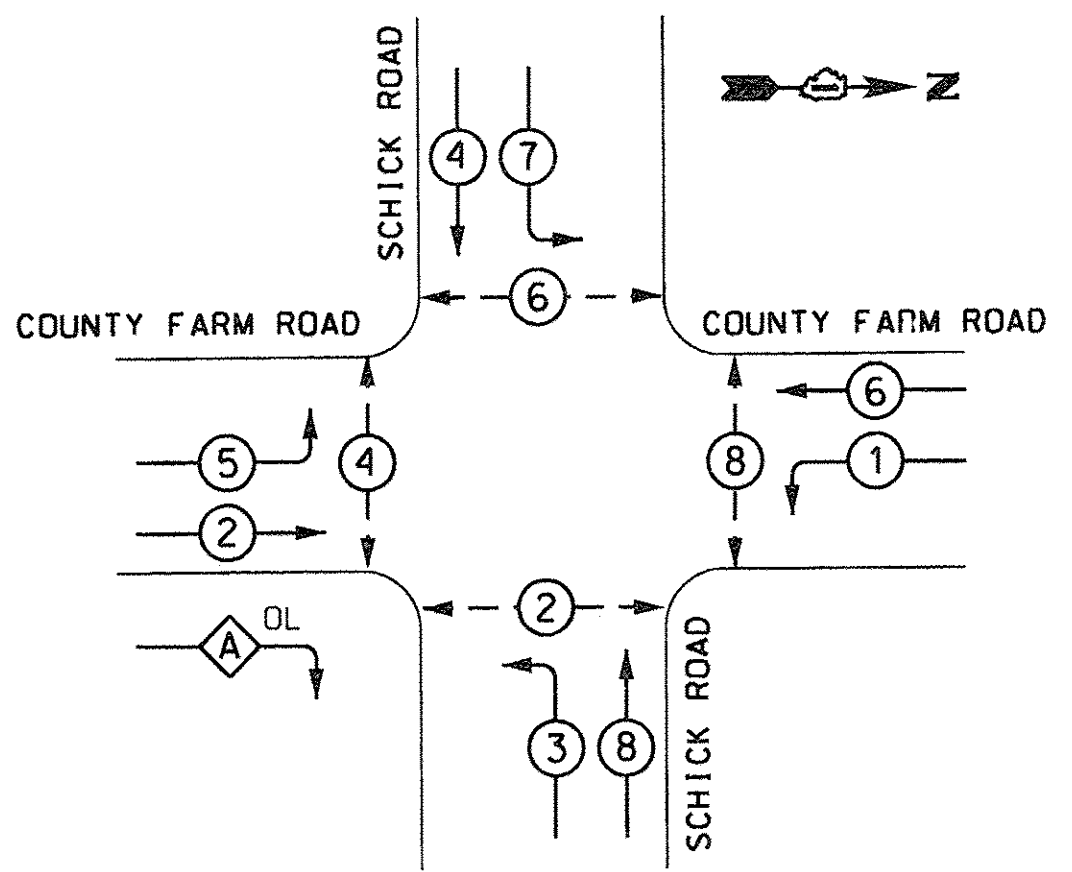
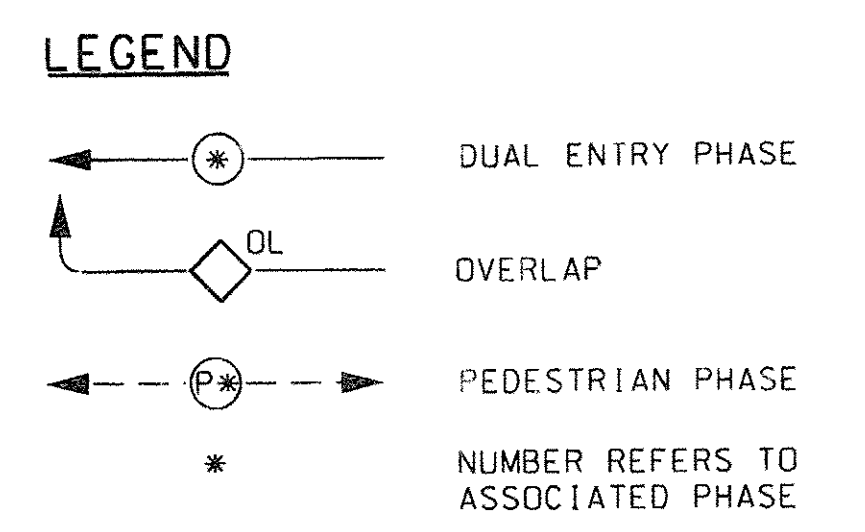


INTERCONNECT TO ARMY TRAIL ROAD (SEE NOTE 1)
FIBER NO. 62-5/125,
MM12F, SM12F

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

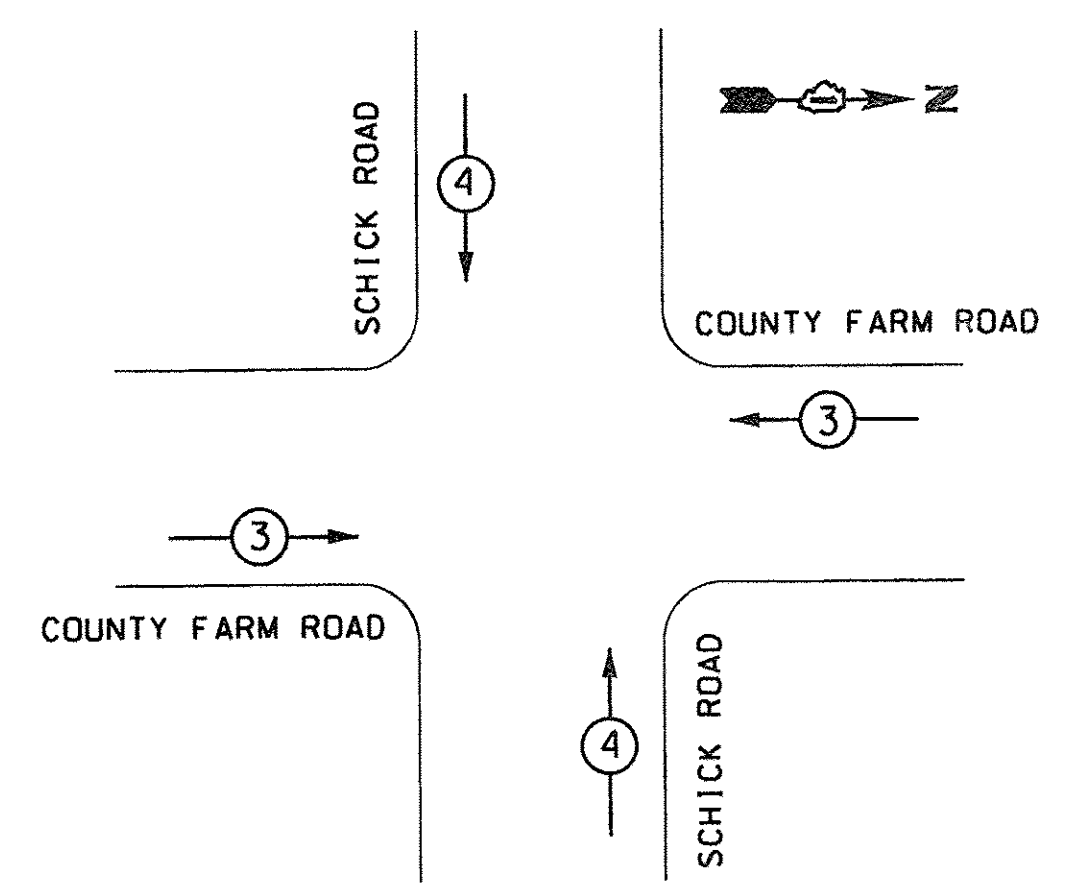
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT SHALL BE "ECONDLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

- NOTES**
- SCHICK ROAD TRAFFIC SIGNAL SHALL REMAIN PART OF ECONOLITE SYSTEM #21 (COUNTY FARM ROAD & KELLY DRIVE).



OVERLAP PERMISSIVE PROTECTED
LETTER PHASE PHASE
A = 2 + 3

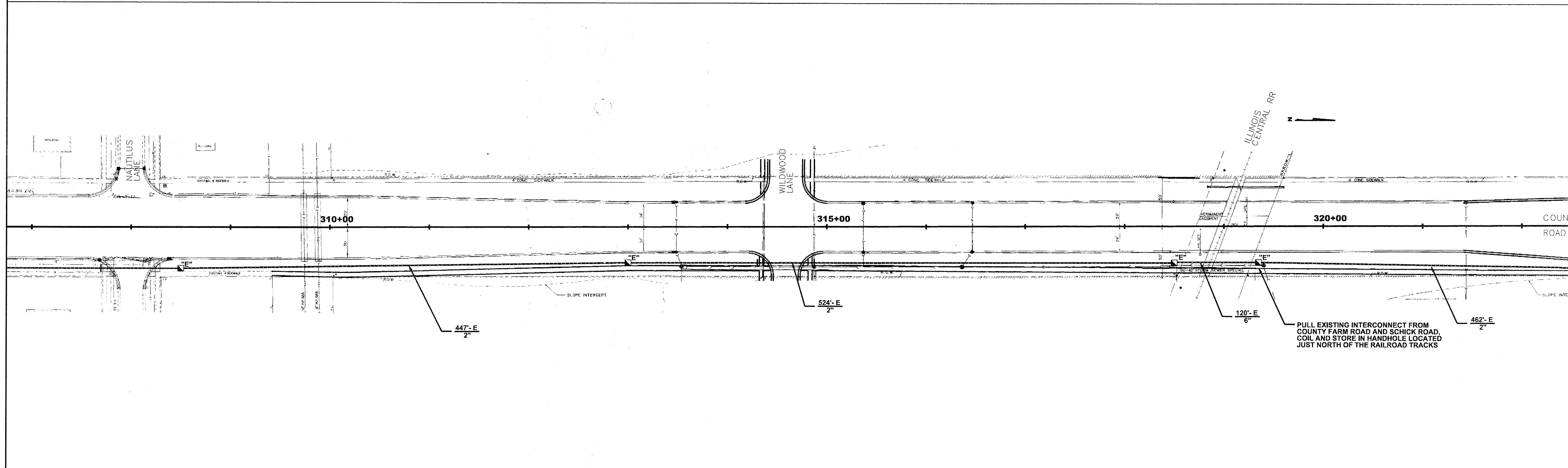
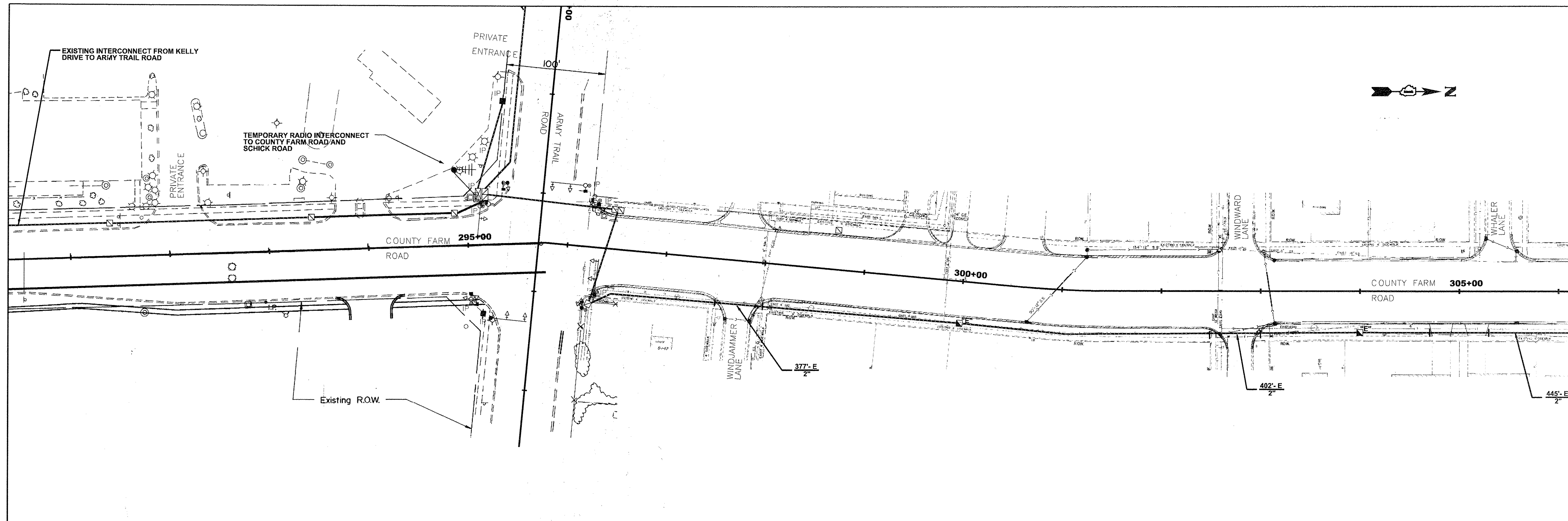
PHASE DESIGNATION DIAGRAM



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTORS	3	4
MOVEMENT	← →	↓ ↑

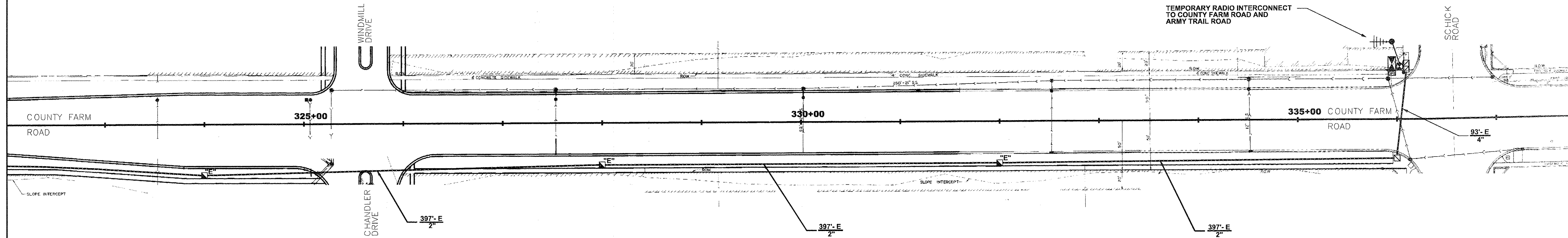
NOTE: TERMINATE ALL RIGHT TURN OVERLAPS DURING EMERGENCY VEHICLE PREEMPTION

EMERGENCY VEHICLE PREEMPTION SEQUENCE



FILE NAME :	USER NAME = hwsjm	DESIGNED - MS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY WIRELESS INTERCONNECT	F.A. RTE. = 0362	SECTION = 14-00179-30-SP	COUNTY = DUPAGE	TOTAL SHEETS = 50	SHEET NO. = 27
	PLOT SCALE = 50.0001 ft / in.	CHECKED - BG	REVISED -			CONTRACT NO. 61D12				
	PLOT DATE = 6/20/2016	DATE -	REVISED -			ILLINOIS FED. AID PROJECT HSIP-0043 (032)				

SCALE: 1"=50' SHEET 5 OF 10 SHEETS STA. _____ TO STA. _____

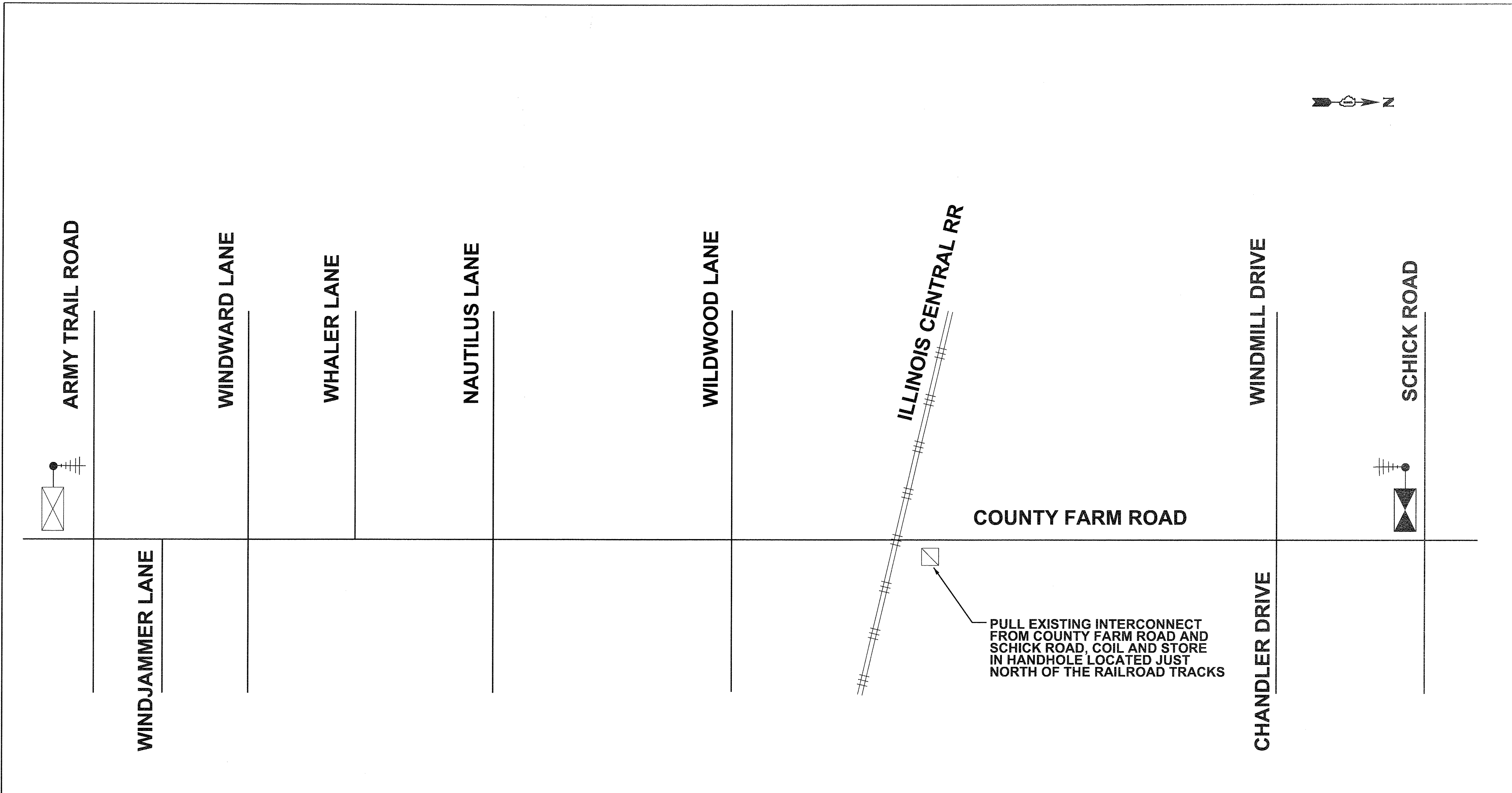


FILE NAME =	USER NAME = hwsjm	DESIGNED - MS	REVISED -
		DRAWN - MS	REVISED -
	PLOT SCALE = 50.0001 ft / in.	CHECKED - BG	REVISED -
	PLOT DATE = 7/13/2016	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

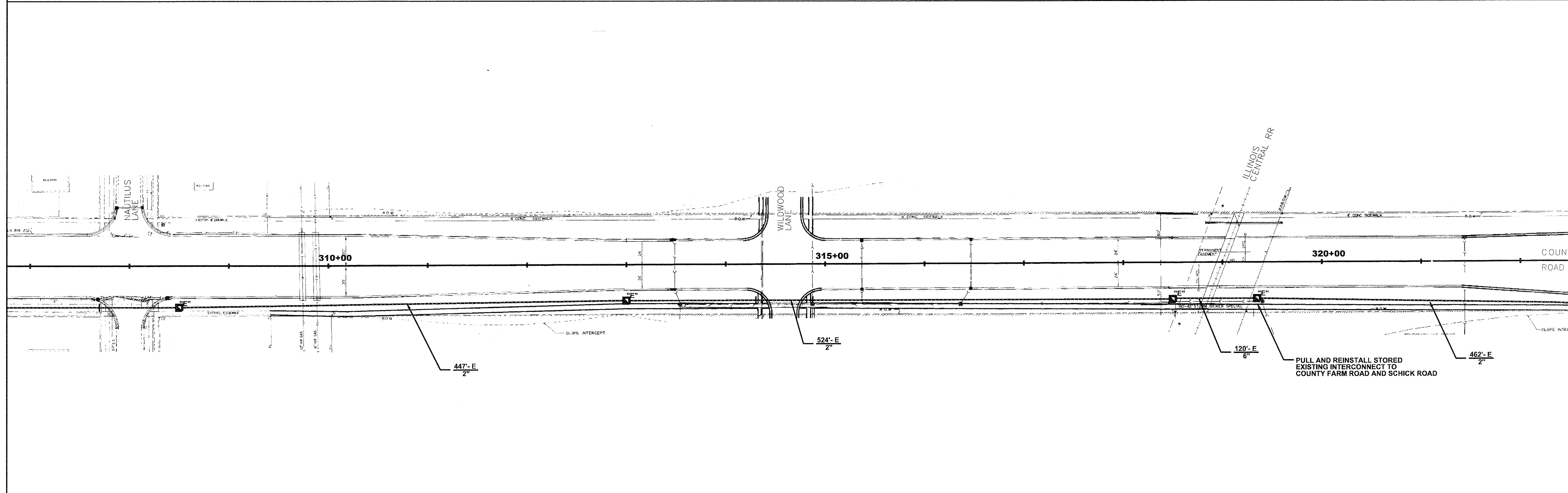
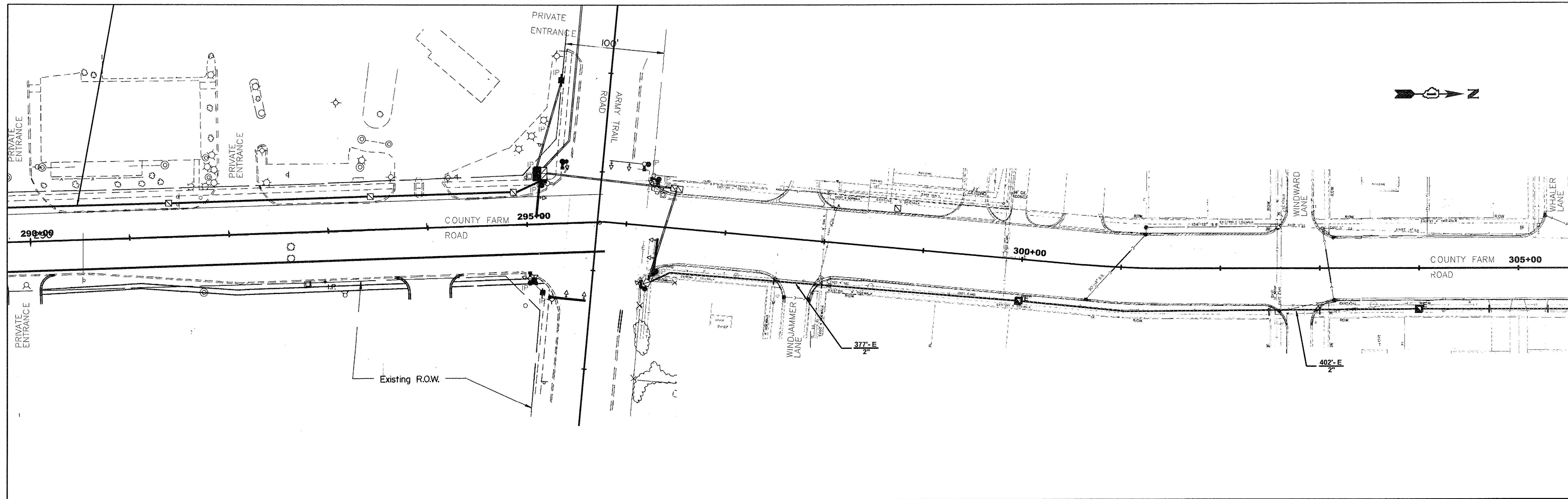
TEMPORARY WIRELESS INTERCONNECT	
SCALE: 1"=50'	SHEET 6 OF 10 SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0362	14-00179-30-SP	DUPAGE	50	28
CONTRACT NO. 61D12				
ILLINOIS FED. AID PROJECT HSIP-0043 (032)				

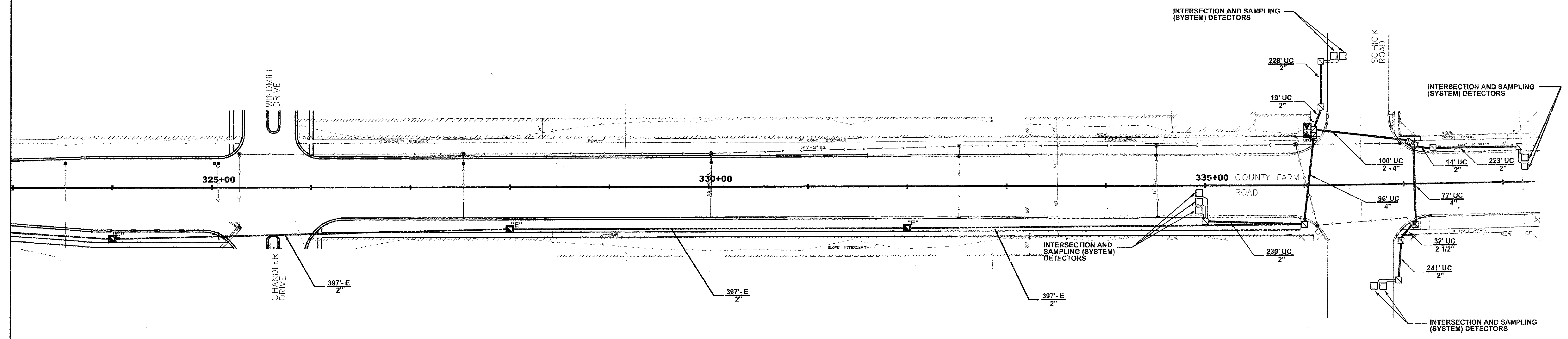


← EXISTING INTERCONNECT TO SYSTEM
MASTER AT COUNTY FARM ROAD AND KELLY DRIVE

FILE NAME :	USER NAME = hwsjm	DESIGNED - MS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY WIRELESS INTERCONNECT SCHEMATIC		F.A. RTE. = 0362	SECTION = 14-00179-30-SP	COUNTY =	TOTAL SHEETS = 50	SHEET NO. = 29
	PLOT SCALE = 50,000 ft / in.	CHECKED - BG	REVISED -		SCALE: N/A	SHEET 7 OF 10 SHEETS	STA. TO STA.	CONTRACT NO. 61D12		ILLINOIS FED. AID PROJECT HSIP-0043 (032)	
	PLOT DATE = 7/13/2016	DATE -	REVISED -								



FILE NAME =	USER NAME = hwsjm	DESIGNED - MS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCONNECT PLAN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.0001 Ft / in.	DRAWN - MS	REVISED -			0362	14-00179-30-SP	DUPAGE	50	30	
	PLOT DATE = 6/20/2016	CHECKED - BG	REVISED -			CONTRACT NO. 61D12					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT HSIP-0043 (032)					
SCALE: 1"=50'						SHEET 8 OF 10 SHEETS		STA. _____ TO STA. _____			



FILE NAME =	USER NAME = hwsjm	DESIGNED -	REVISED -
C:\Engineering\Projects\CH 43 County Farm Road\14-00179-30-SP County Farm Road at Schick Road\Drawn\Design Files\Microstation\CH 43 County Farm Interconnect_2016_Sheets 19-22 Proposed.dgn		CHECKED -	REVISED -
Default	PLOT SCALE = 50.0001 ft / in.	DATE -	REVISED -
	PLOT DATE = 6/20/2016		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERCONNECT PLAN

SCALE: 1"=50' SHEET 9 OF 10 SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0362	14-00179-30-SP	DuPAGE	50	31
CONTRACT NO. 61D12			ILLINOIS FED. AID PROJECT HSIP-0043 (032)	



← EXISTING INTERCONNECT TO SYSTEM MASTER AT COUNTY FARM ROAD AND KELLY DRIVE

← ECONOLITE SYSTEM #21 (COUNTY FARM ROAD) MASTER AT COUNTY FARM ROAD AND KELLY DRIVE

ARMY TRAIL ROAD

WINDWARD LANE

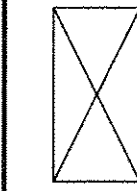
WHALER LANE

NAUTILUS LANE

WILDWOOD LANE

WINDMILL DRIVE

SCHICK ROAD



WINDJAMMER LANE

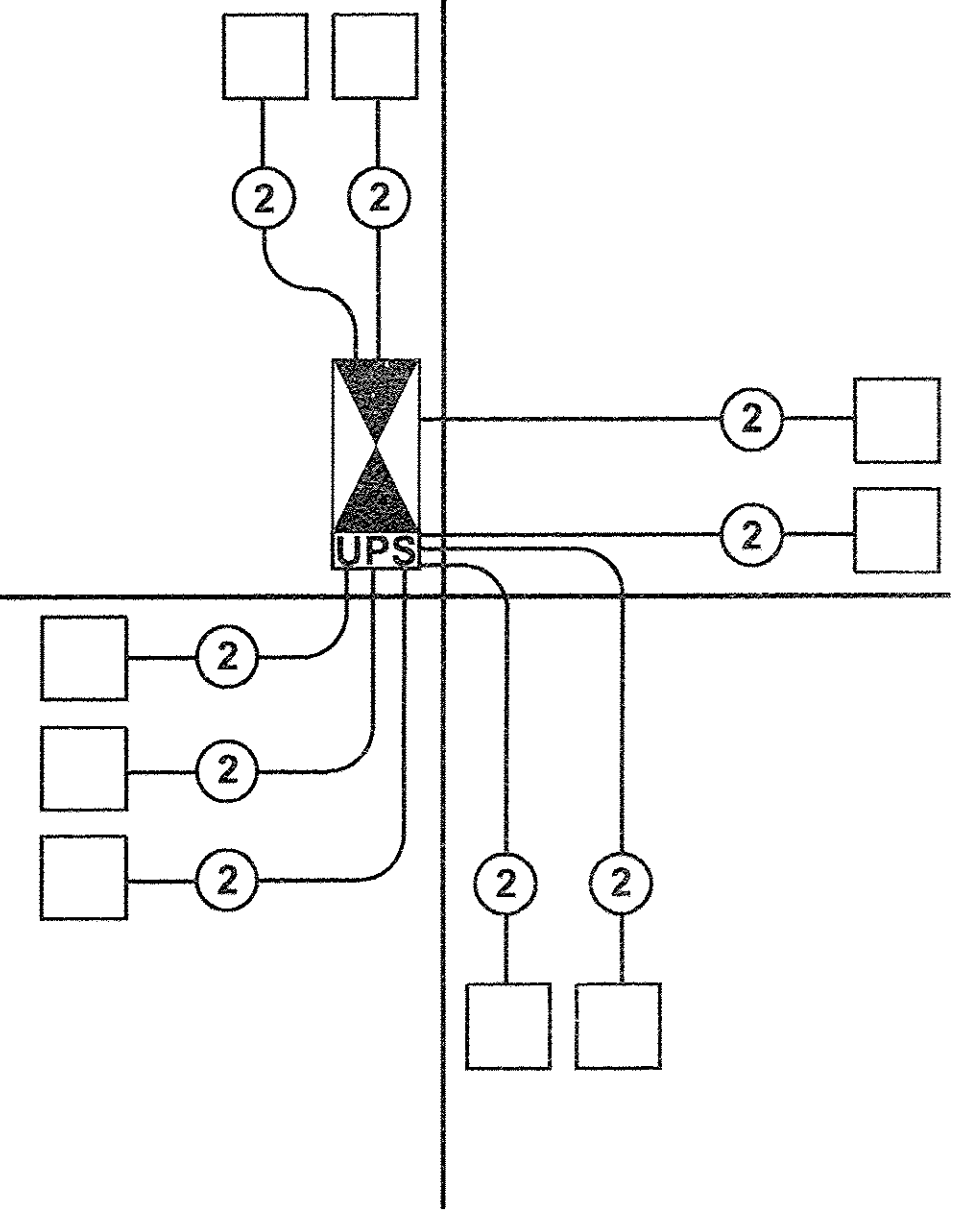
ILLINOIS CENTRAL RR

COUNTY FARM ROAD

CHANDLER DRIVE



PULL AND REINSTALL EXISTING INTERCONNECT STORED IN HANDHOLE LOCATED JUST NORTH OF THE RAILROAD TRACKS BACK TO COUNTY FARM ROAD AND SCHICK ROAD

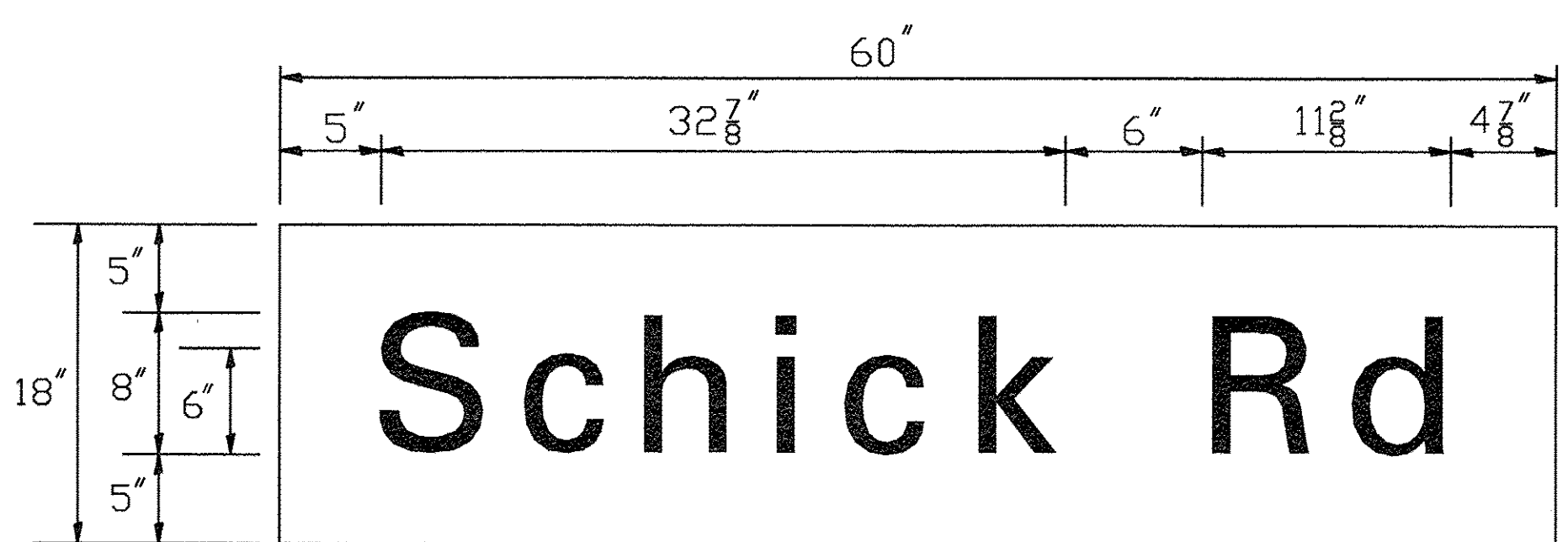


FILE NAME =	USER NAME =	DESIGNED - MS	REVISED -
		DRAWN - MS	REVISED -
		CHECKED - RG	REVISED -
		DATE -	REVISED -

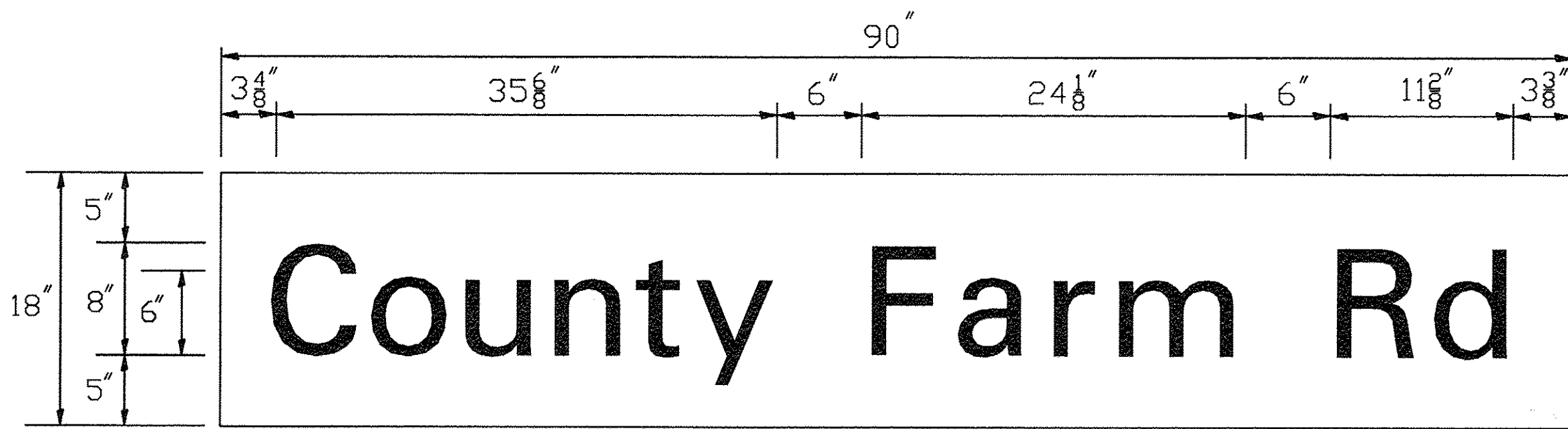
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED INTERCONNECT SCHEMATIC
SCALE: N/A SHEET 10 OF 10 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0362	14-00179-30-SP		50	32
CONTRACT NO. 61D12			ILLINOIS FED. AID PROJECT HSIP-0043 (032)	

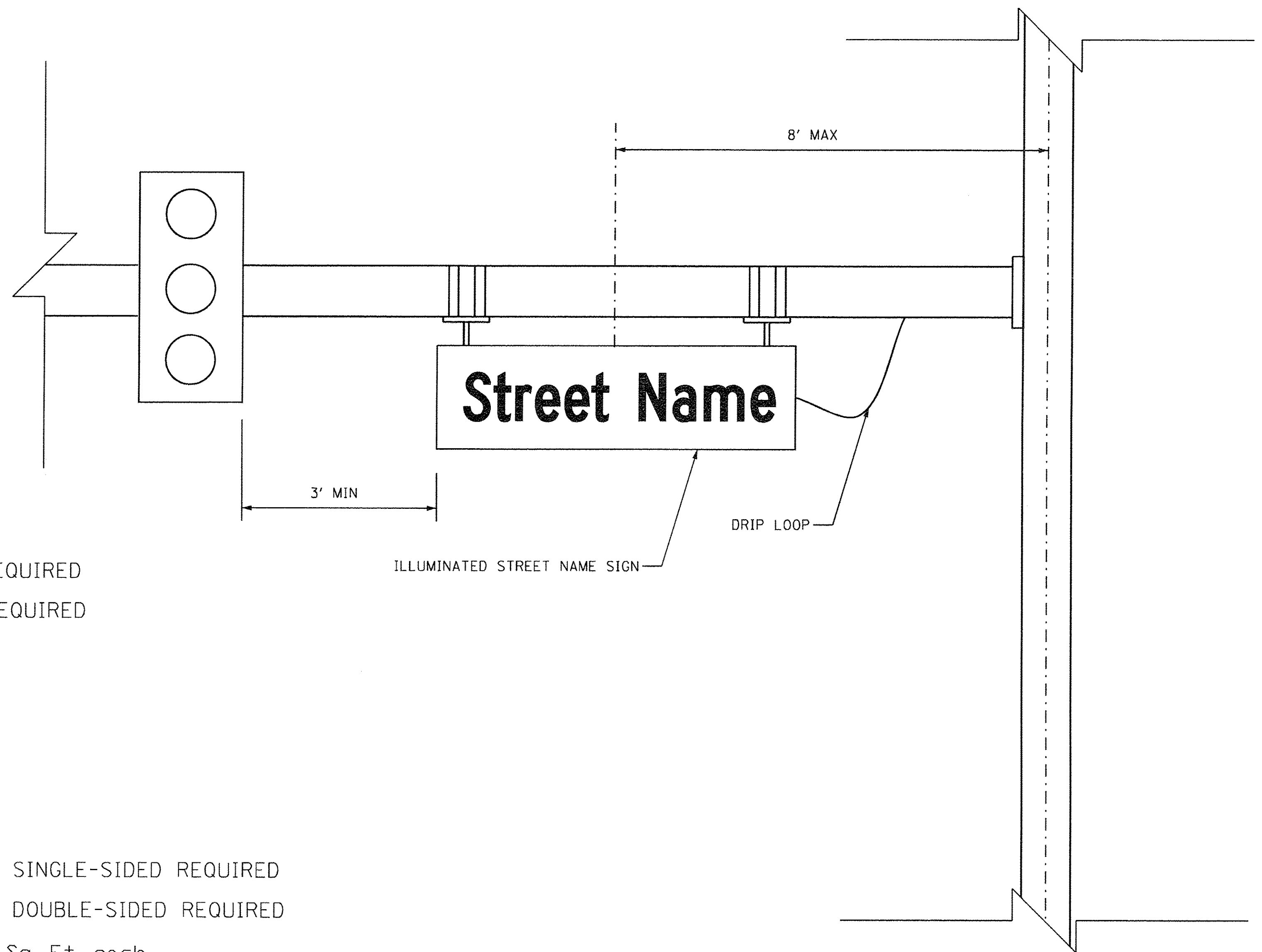


SINGLE-SIDED REQUIRED
 DOUBLE-SIDED REQUIRED
7.5 Sq. Ft. each
2 Required
 Design Series D



SINGLE-SIDED REQUIRED
 DOUBLE-SIDED REQUIRED
11.25 Sq. Ft. each
2 Required
 Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS



FILE NAME =	USER NAME = hwsjm	DESIGNED -	REVISED -
Default	PLOT SCALE = 20.0000 / in.	DRAWN -	REVISED -
	PLOT DATE = 6/20/2016	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLUMINATED STREET NAME SIGN

SCALE: N/A SHEET 6 OF 6 SHEETS STA. TO STA.

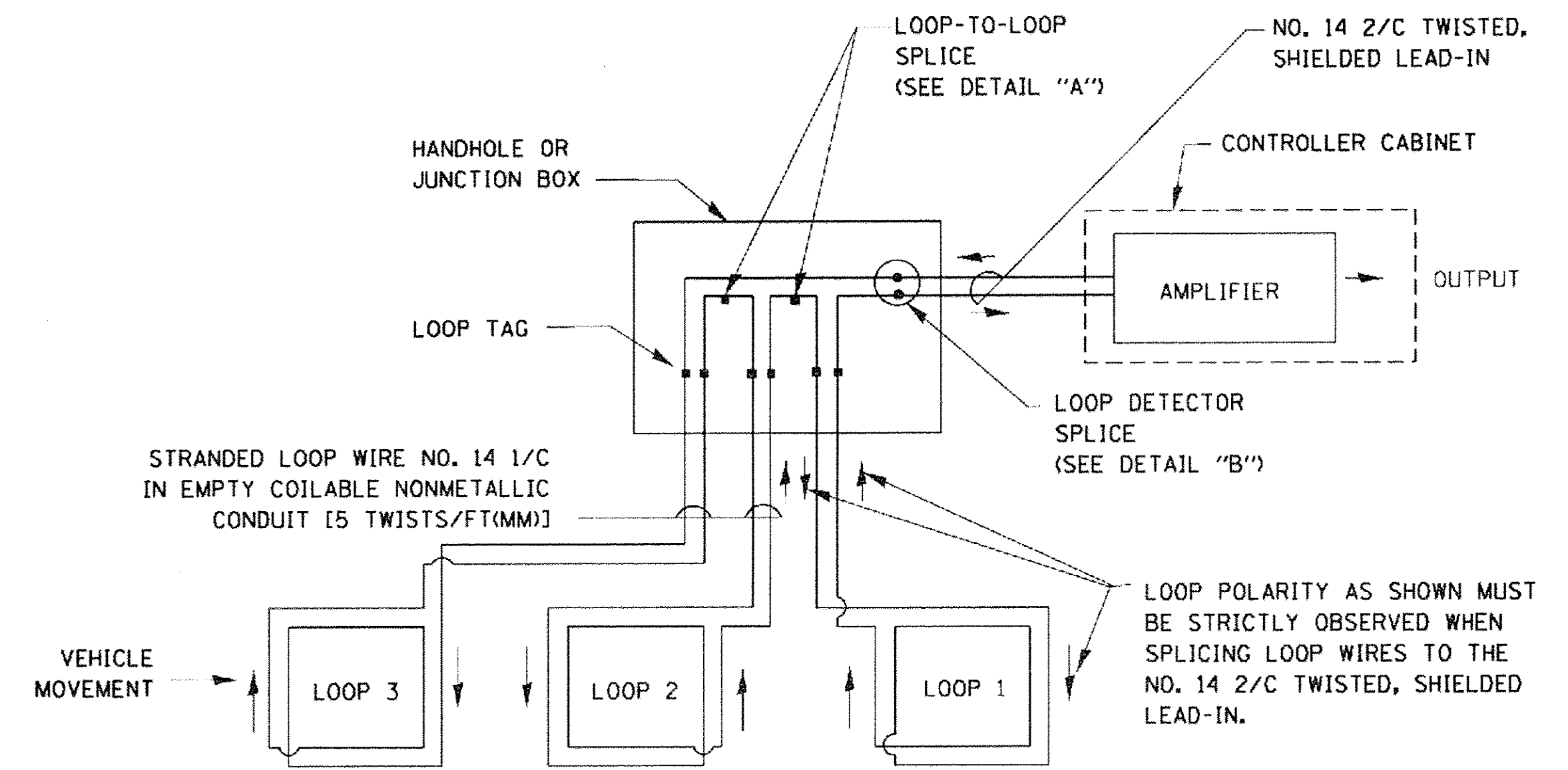
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0362	14-00179-30-SP		50	33
CONTRACT NO. 61D12				
ILLINOIS FED. AID PROJECT HSIP-0043 (032)				

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTABLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (C) GROUND MOUNT				UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F			
TELEPHONE CONNECTION (P) POLE OR (C) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH			CT				
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC				
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
GUY WIRE				ABANDON ITEM	A			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SIGNAL POST AND FOUNDATION TO BE REMOVED			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				QUEUE DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				"RB" INDICATES REFLECTIVE BACKPLATE				PREFORMED QUEUE DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PREFORMED SAMPLING (SYSTEM) DETECTOR			
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				RAILROAD SYMBOLS			
ILLUMINATED SIGN "NO LEFT TURN"				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				EXISTING		PROPOSED	
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO INTERCONNECT				RAILROAD CONTROL CABINET			
DETECTOR LOOP, TYPE I				RADIO REPEATER				RAILROAD CANTILEVER MAST ARM			
PREFORMED DETECTOR LOOP				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED				FLASHING SIGNAL			
MICROWAVE VEHICLE SENSOR				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)				CROSSING GATE			
VIDEO DETECTION CAMERA								CROSSBUCK			
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

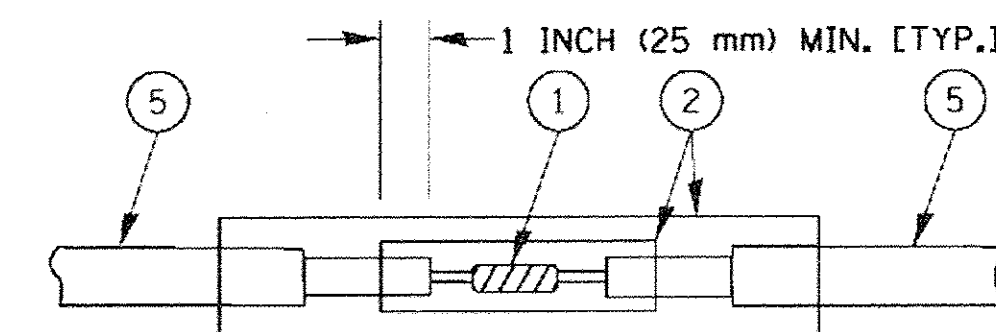
LOOP DETECTOR NOTES

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.

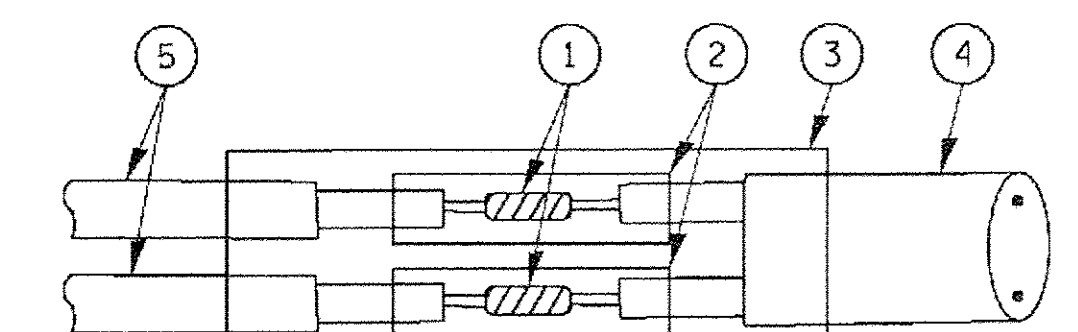


DETECTOR LOOP WIRING SCHEMATIC

- 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.

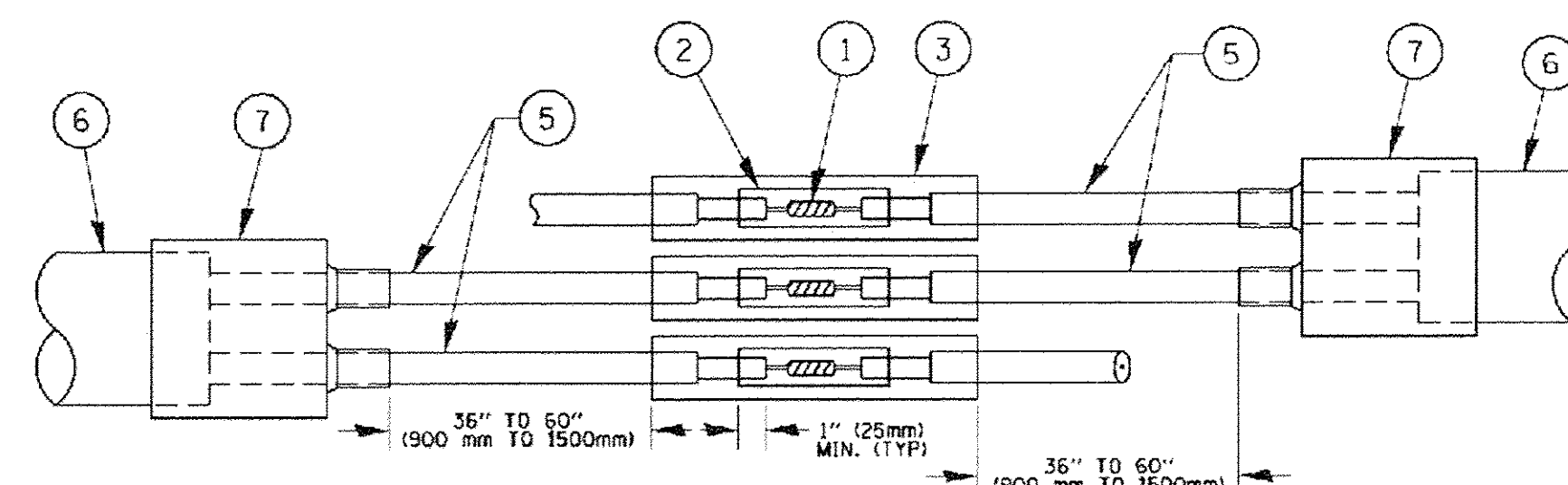


DETAIL "A"
LOOP-TO-LOOP SPLICE

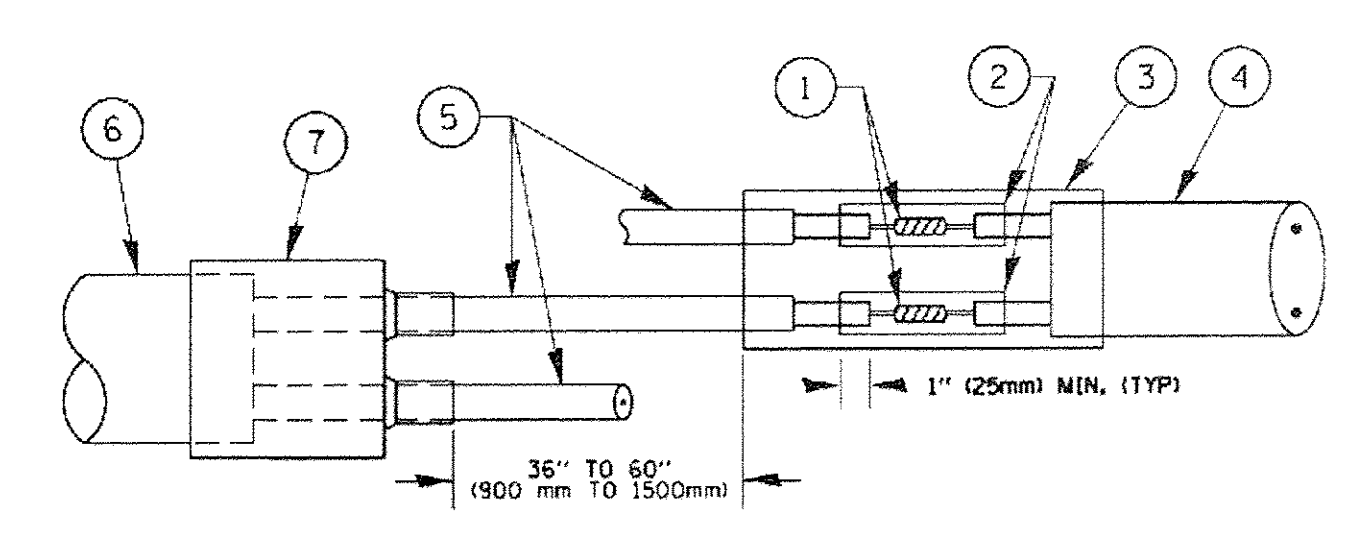


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



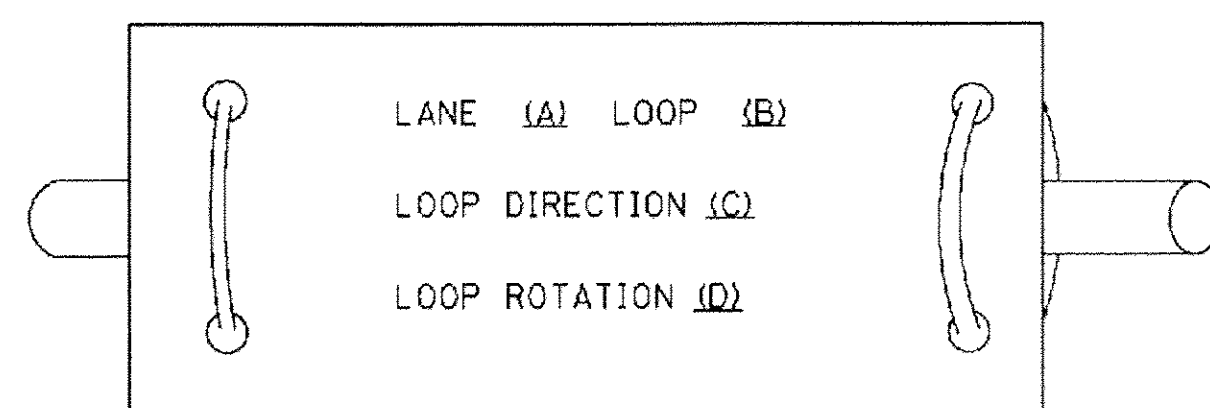
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

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

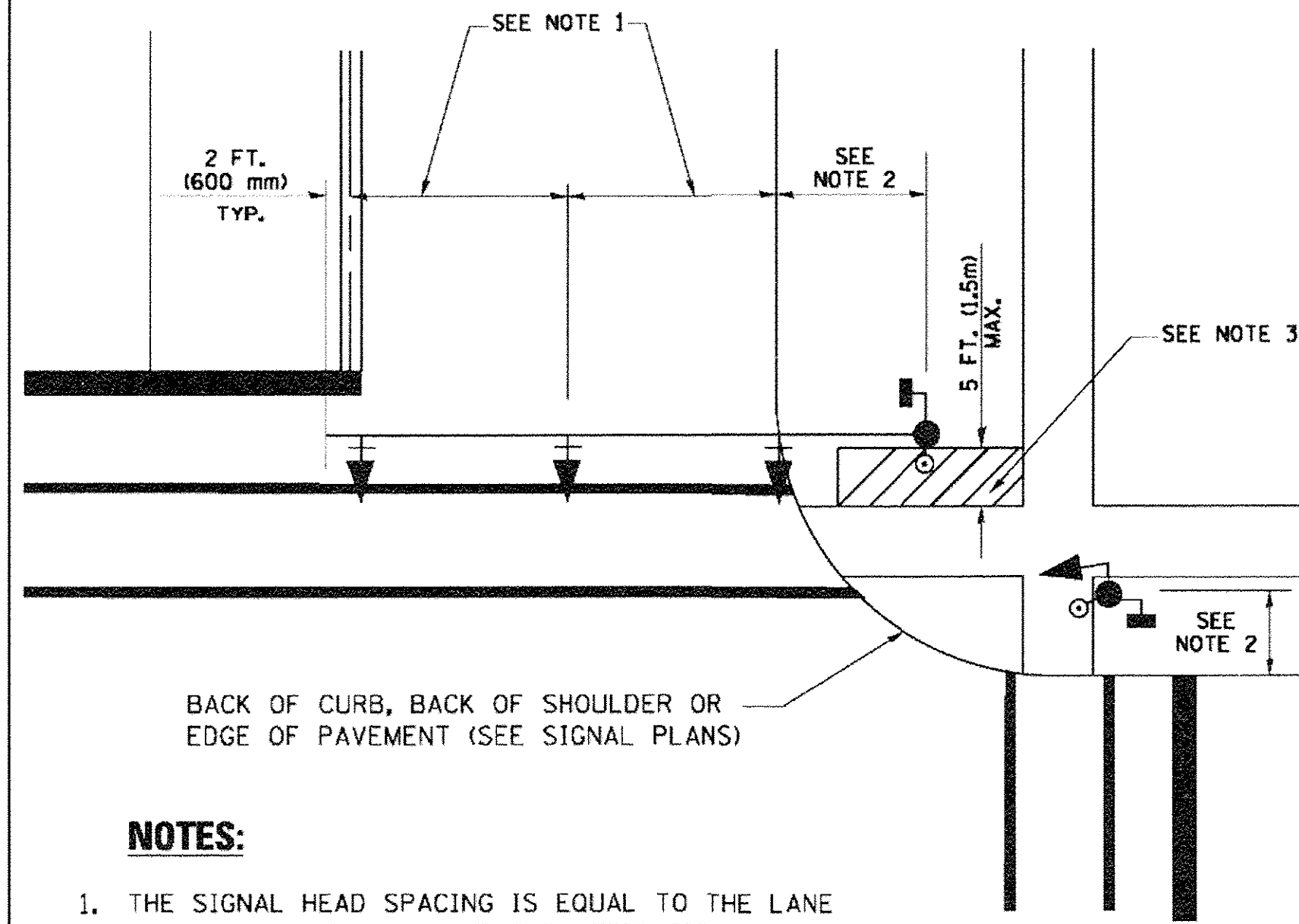
LOOP LEAD-IN CABLE TAG



- 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.

FILE NAME :	USER NAME :	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. .	SECTION	COUNTY	TOTAL	SHEET
es:\pw\work\work\dot\y\footem\1\02109315\ts05.dgn		DRAWN - BCK	REVISED -			0362	14-00179-30-SP	DuPAGE	50	35
PLOT SCALE = 50.0000 X 1/4"		CHECKED - DAD	REVISED -			TS-05		CONTRACT NO. 61D12		
PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -			SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

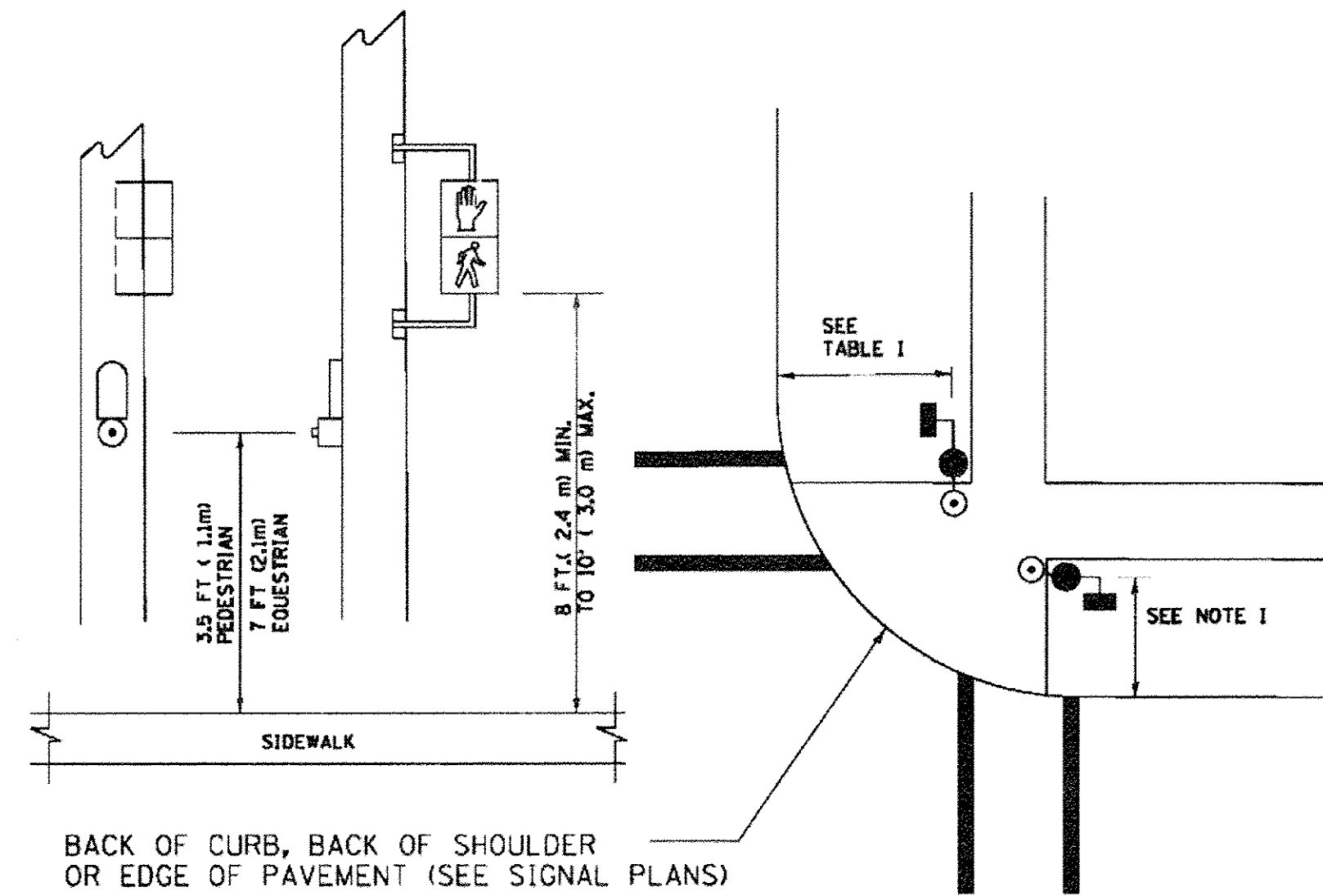
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

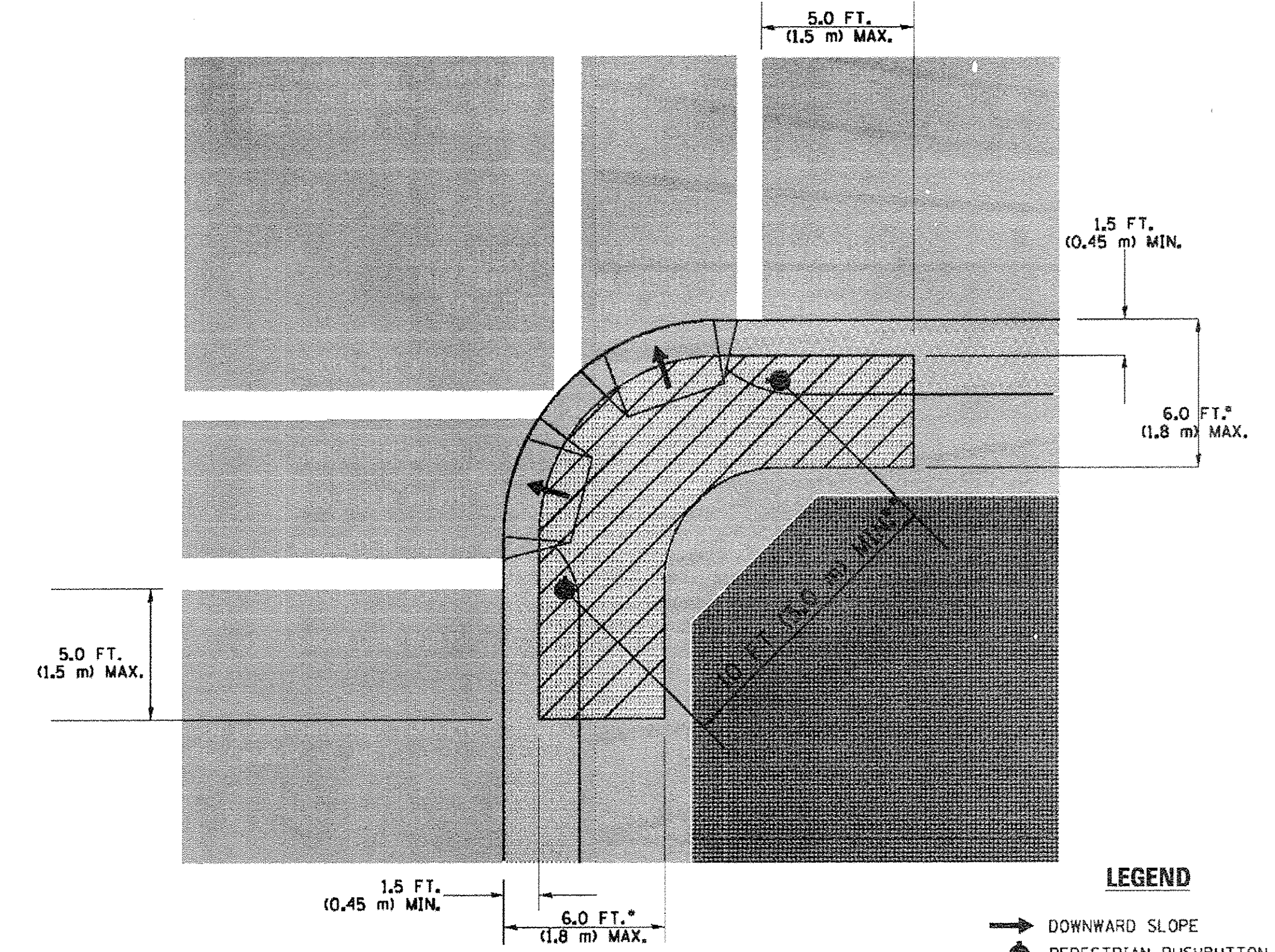
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

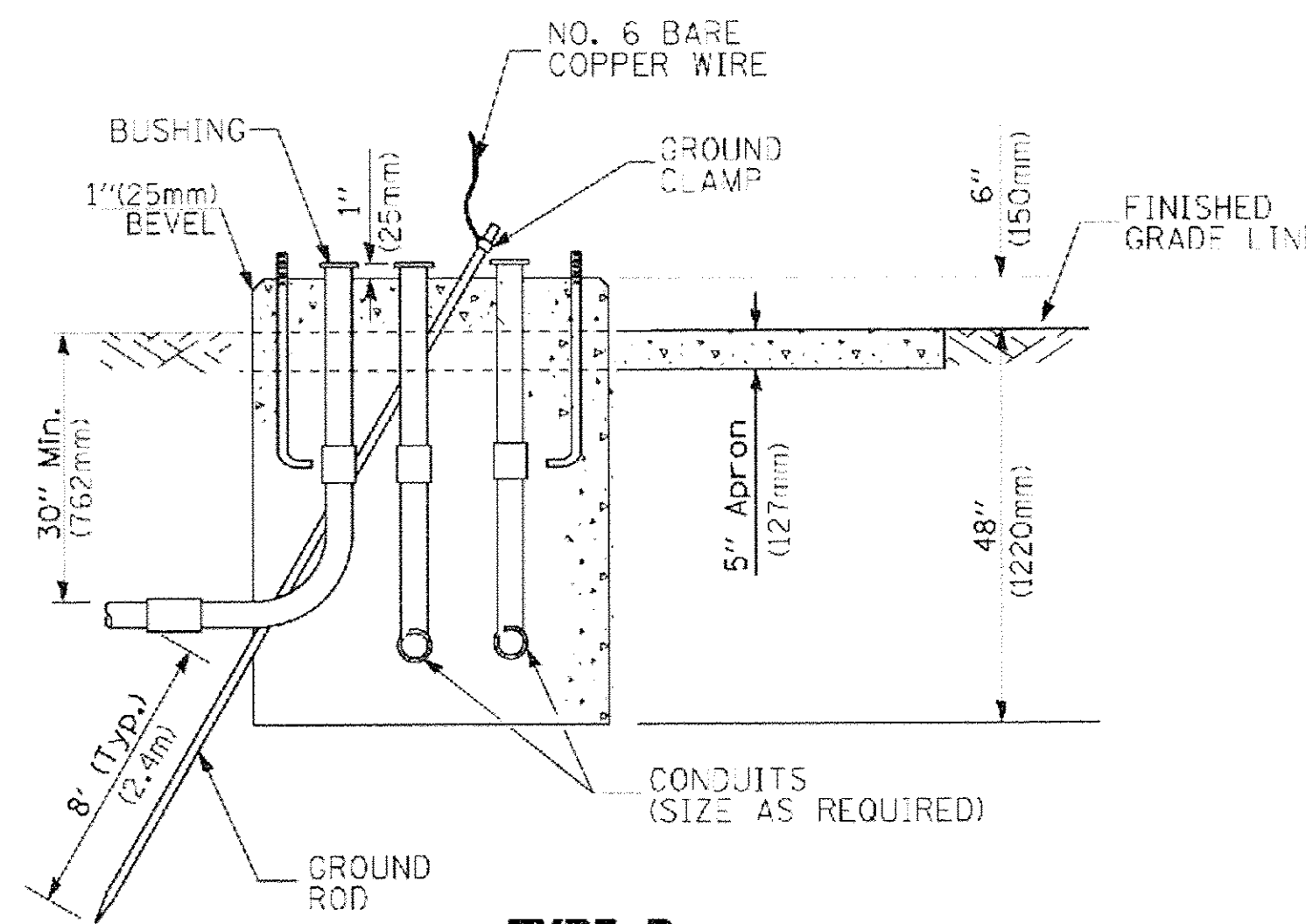
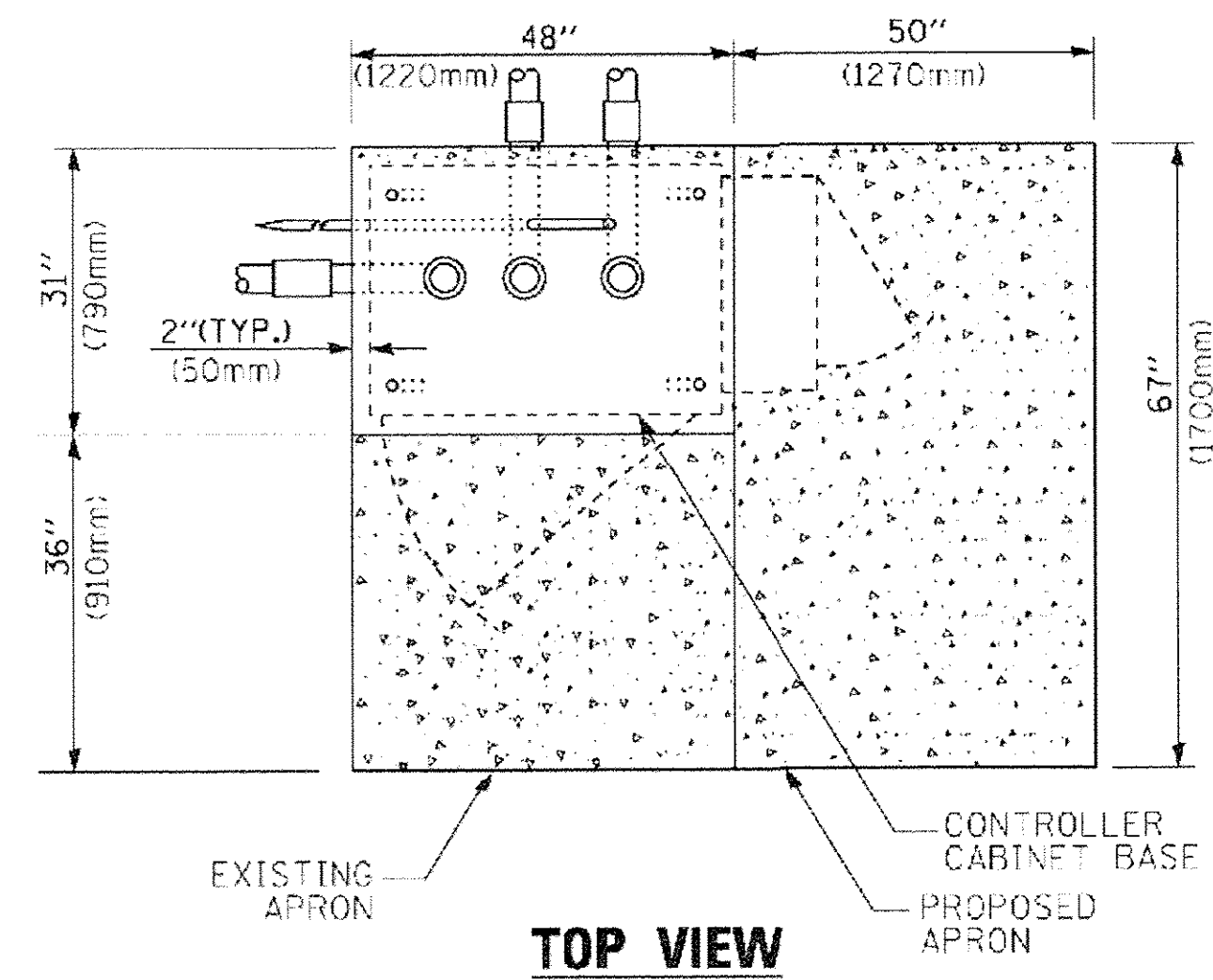
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD AFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.



**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

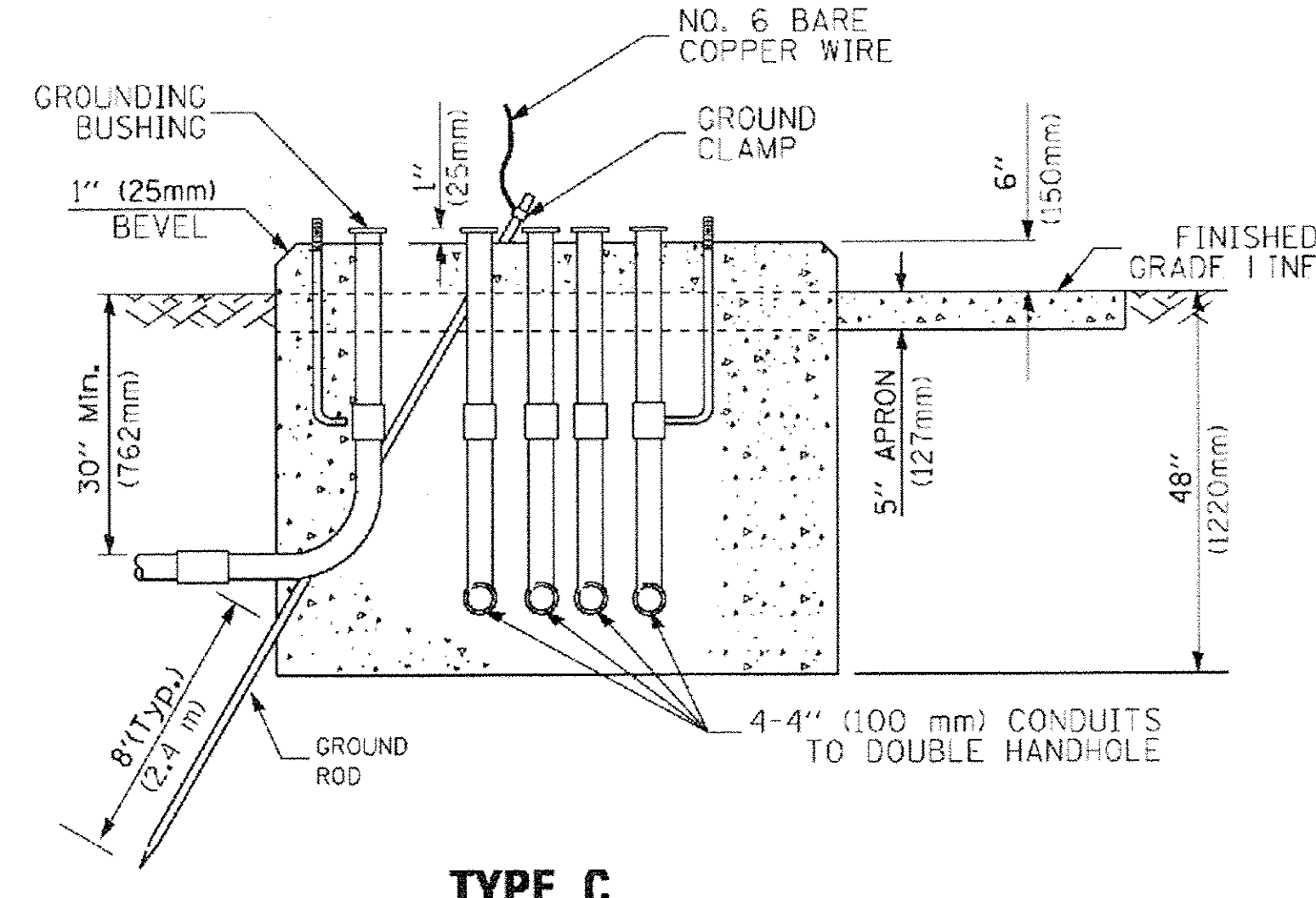
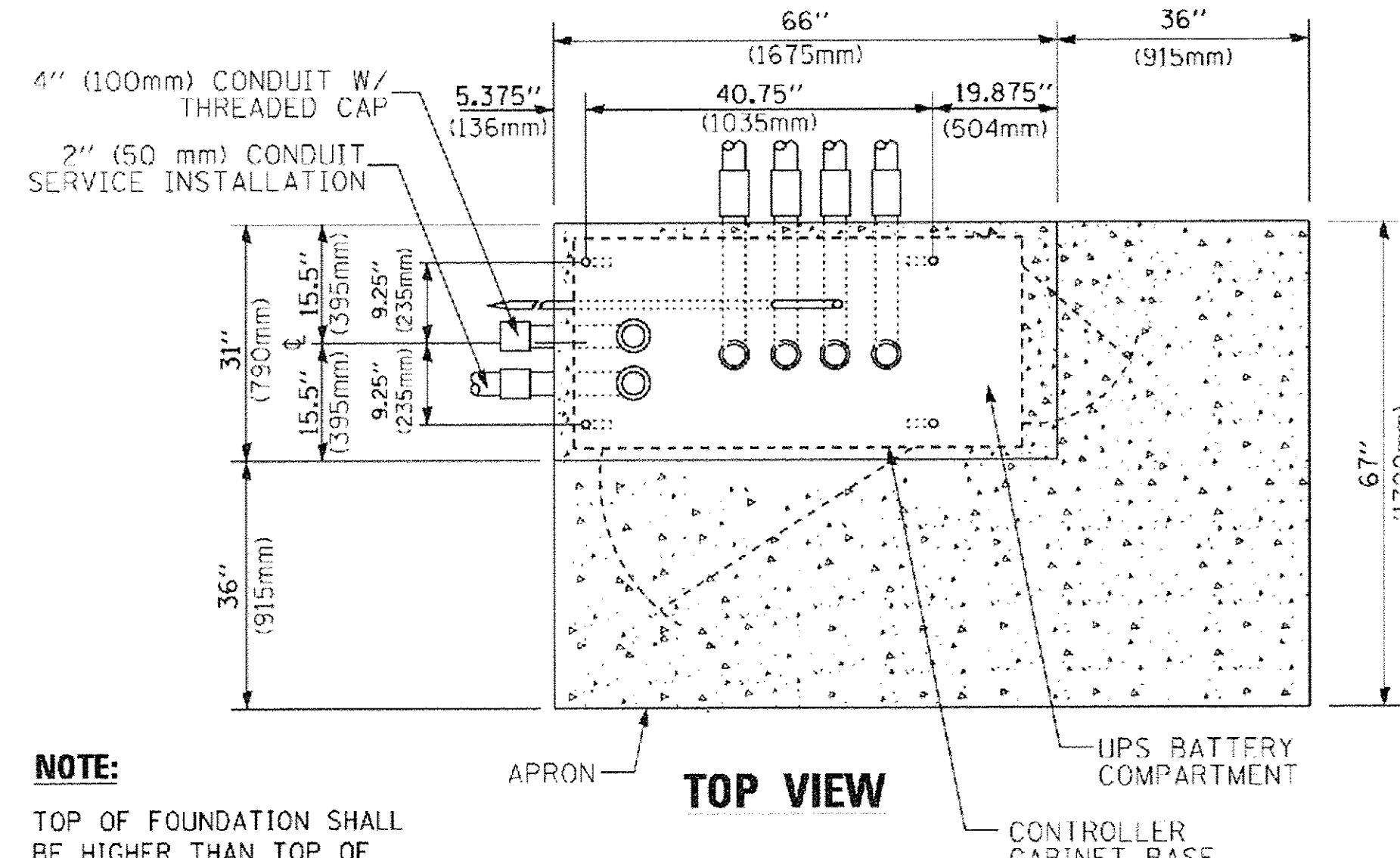
CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

NOTE:

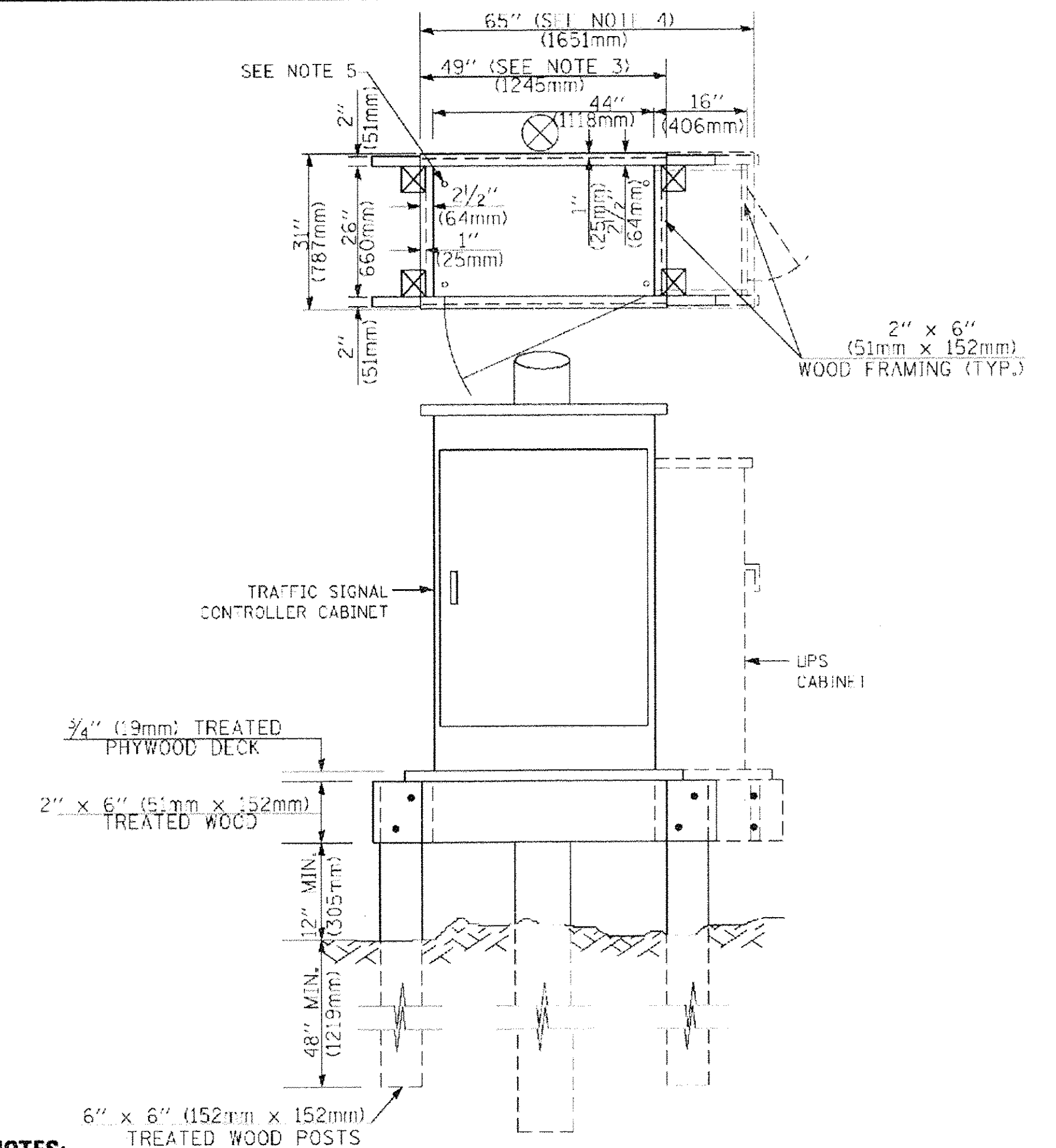
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION



NOTES:

- BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
- DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
- FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

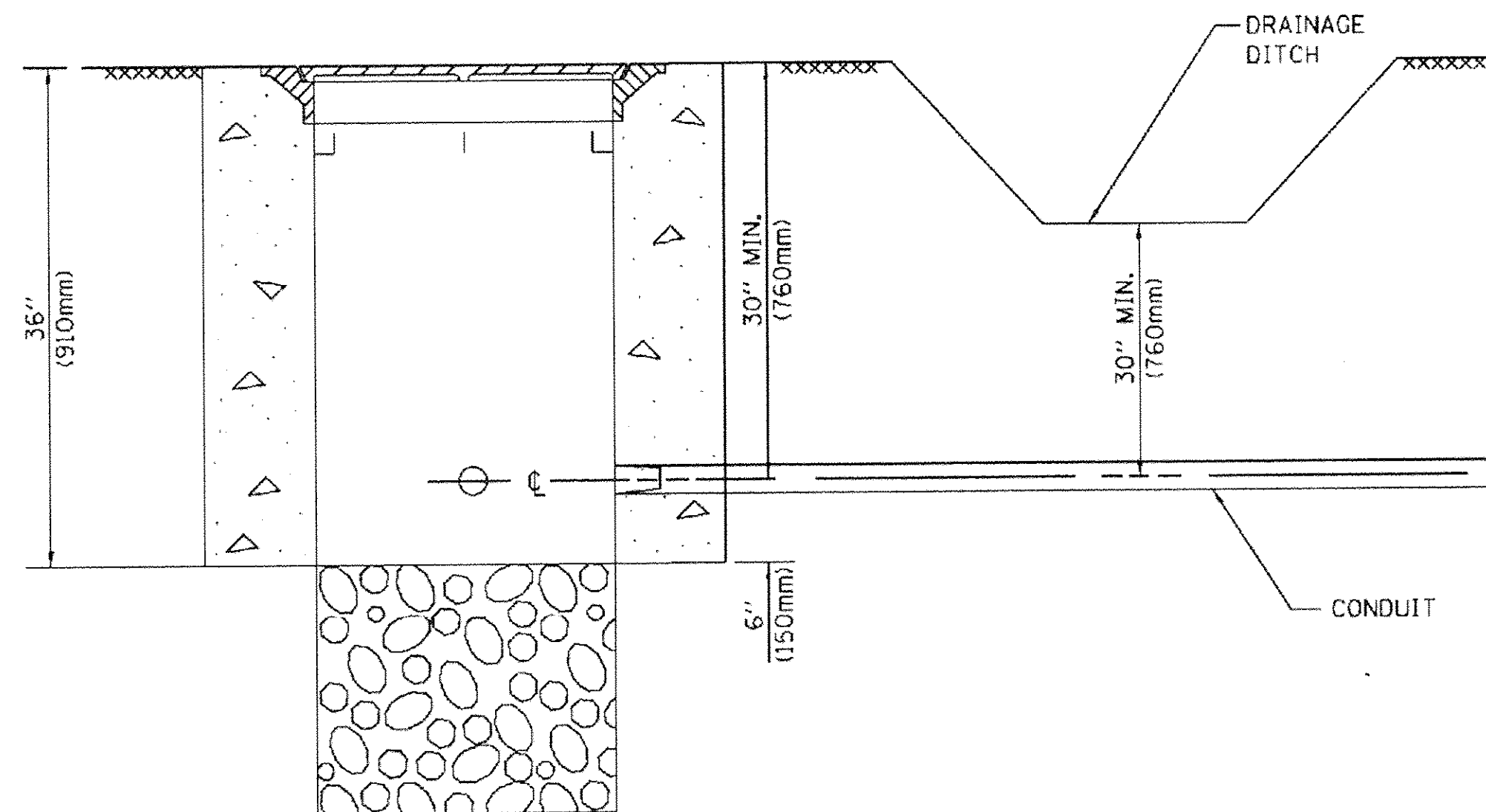
**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

- These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
- Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
- Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
- For mast arm assemblies with dual arms refer to state standard 878001.

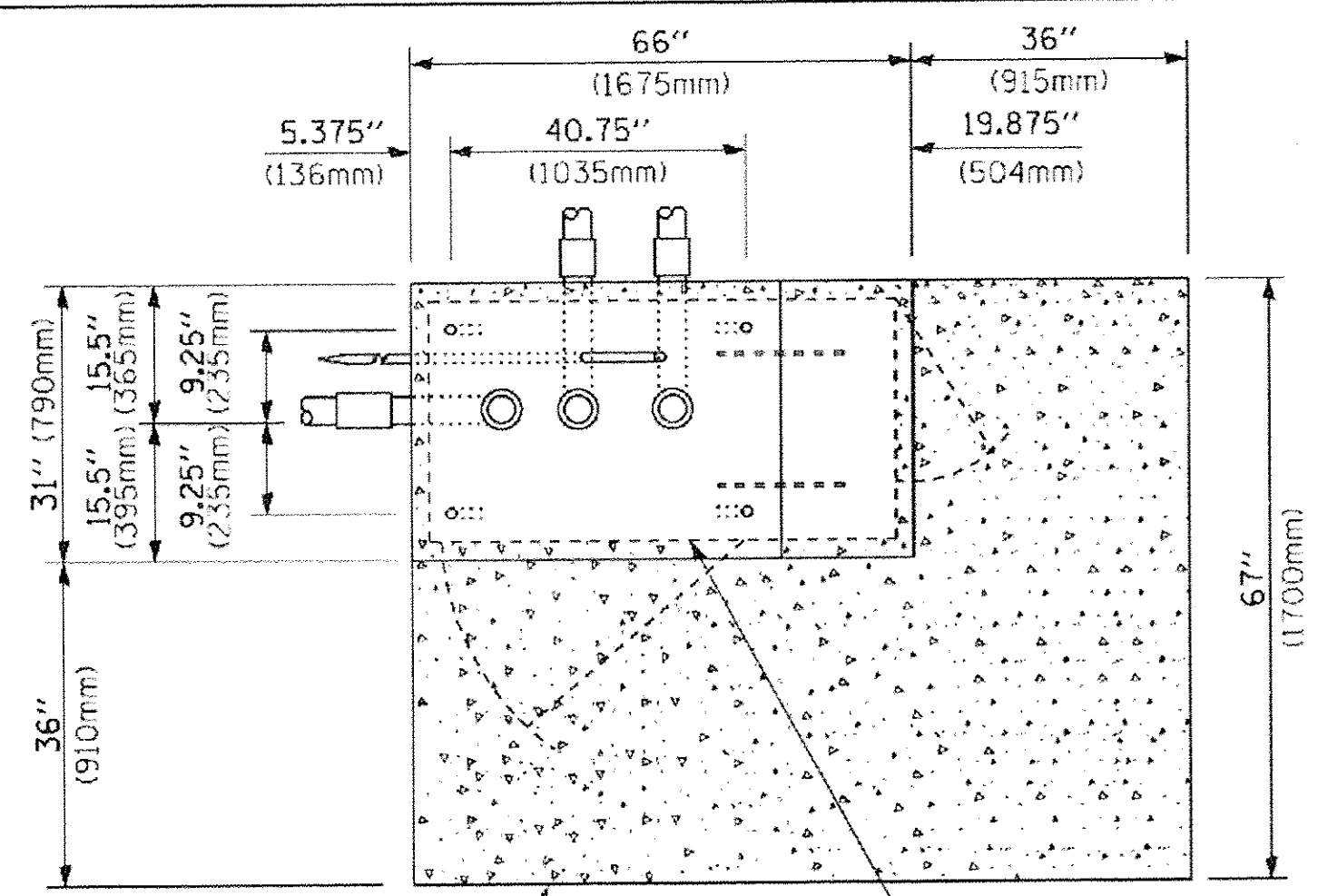
DEPTH OF MAST ARM FOUNDATIONS, TYPE E



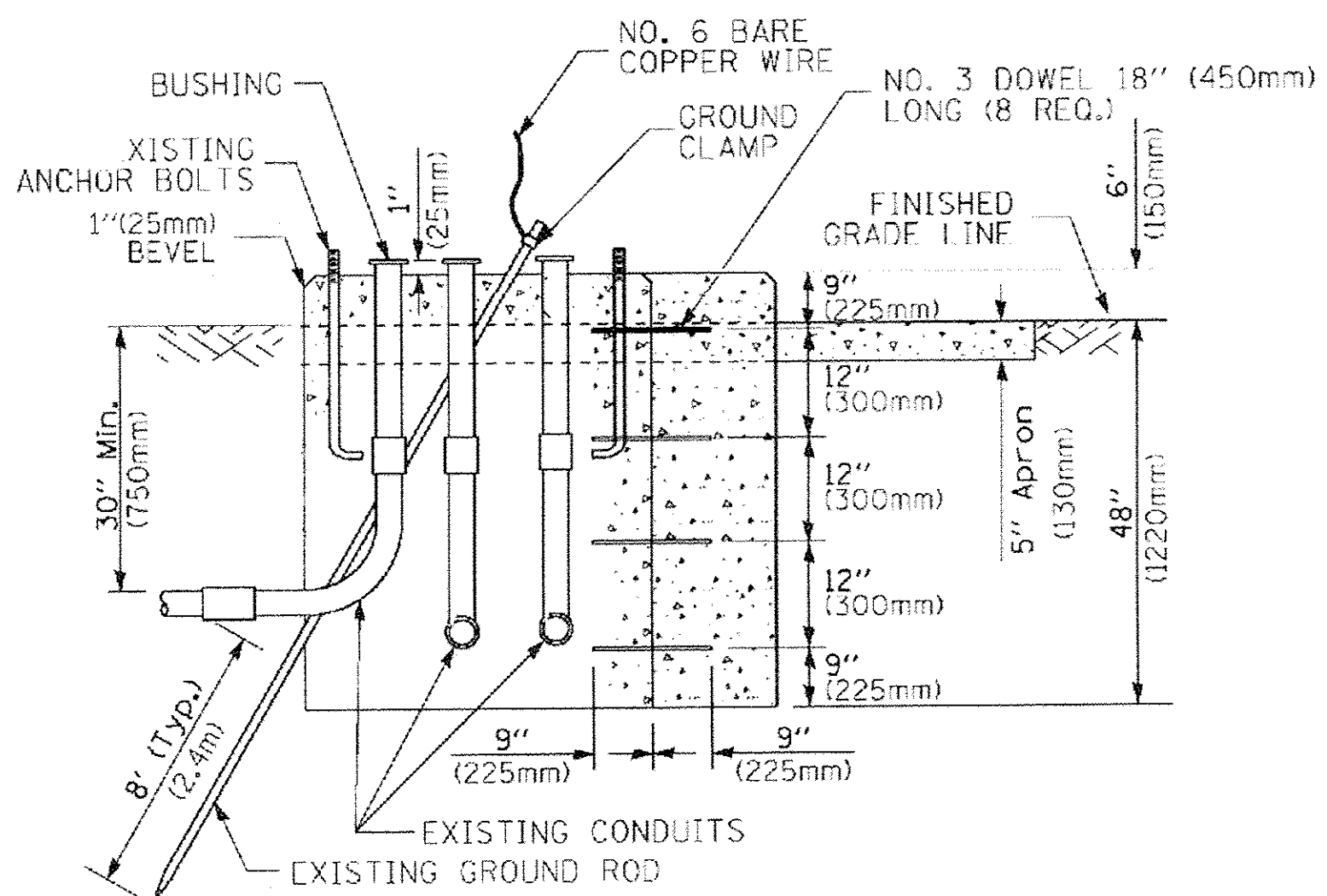
NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)

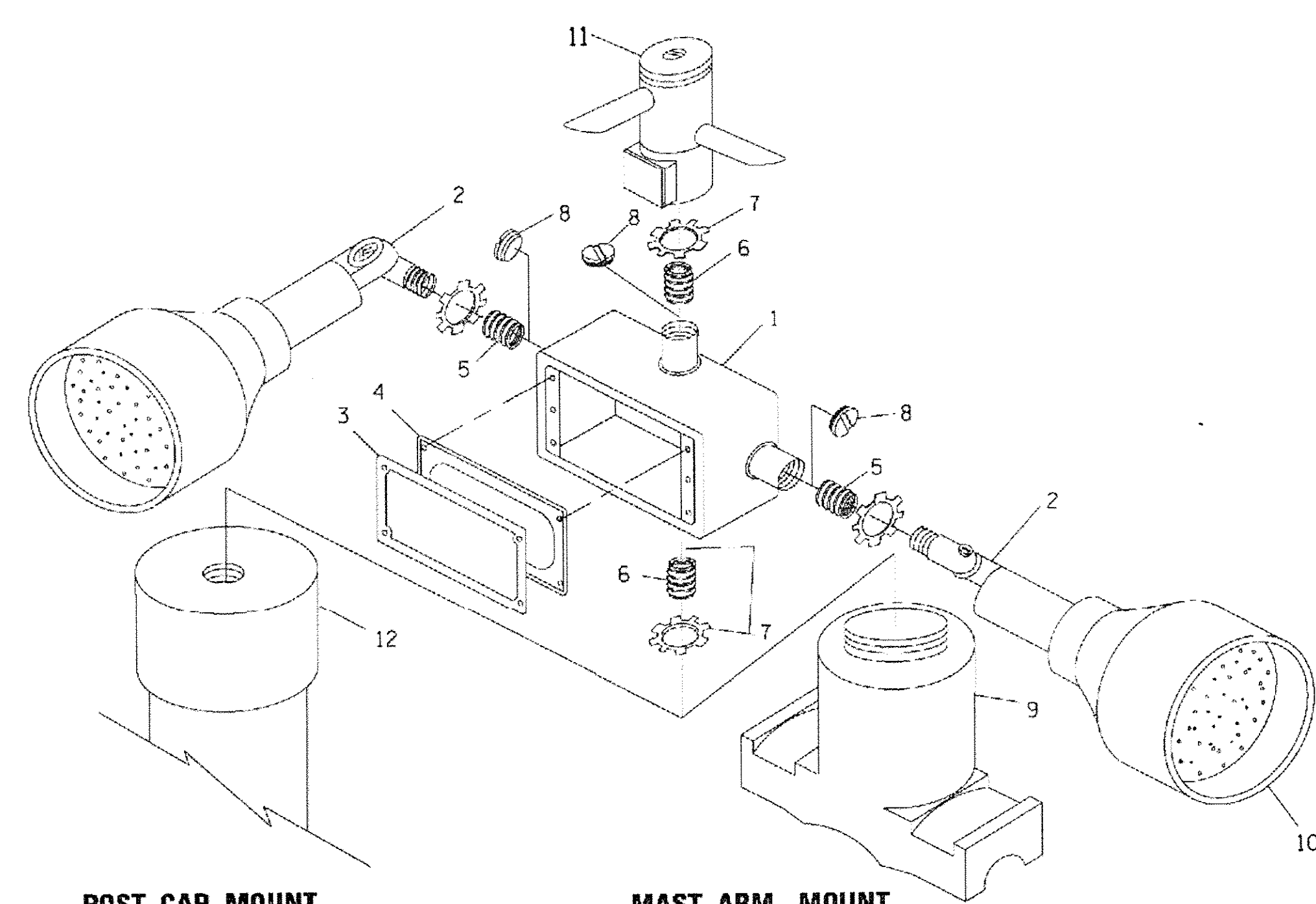


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

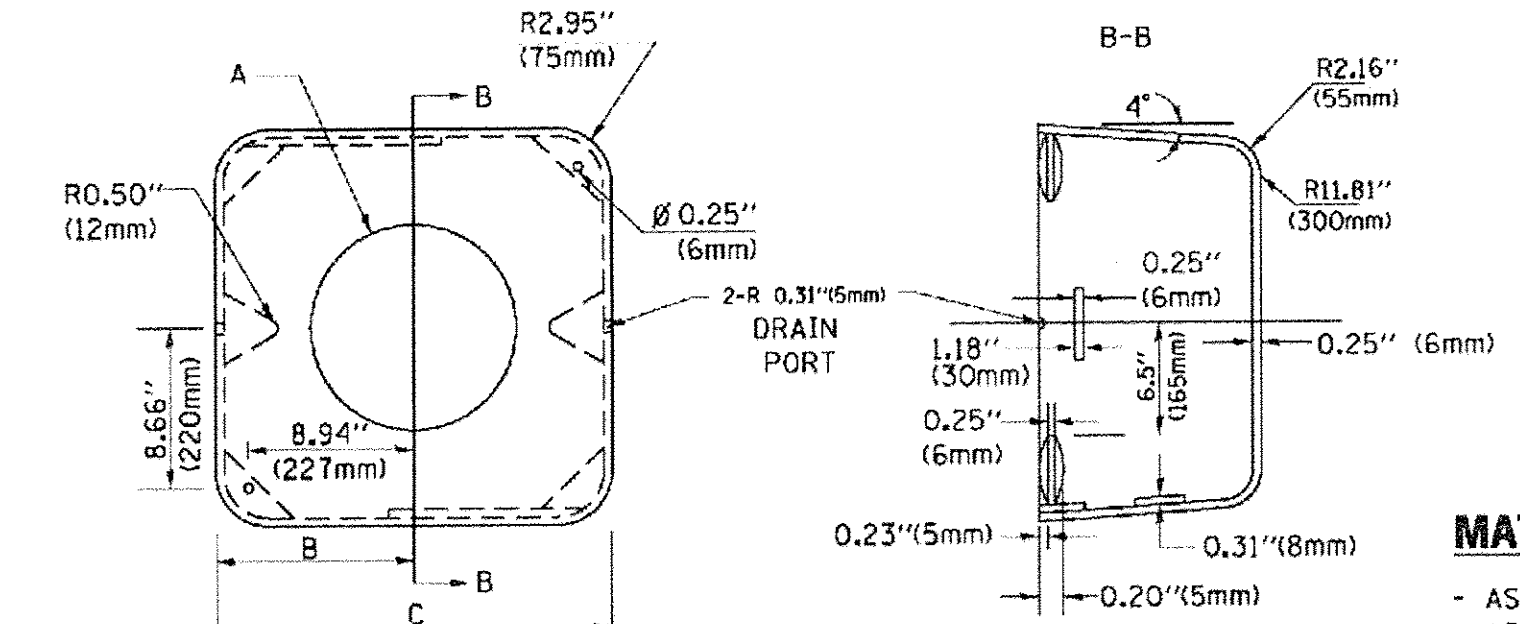
ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV. 21 CU. IN. (0.000344 CU.-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



POST CAP MOUNT **MAST ARM MOUNT**
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

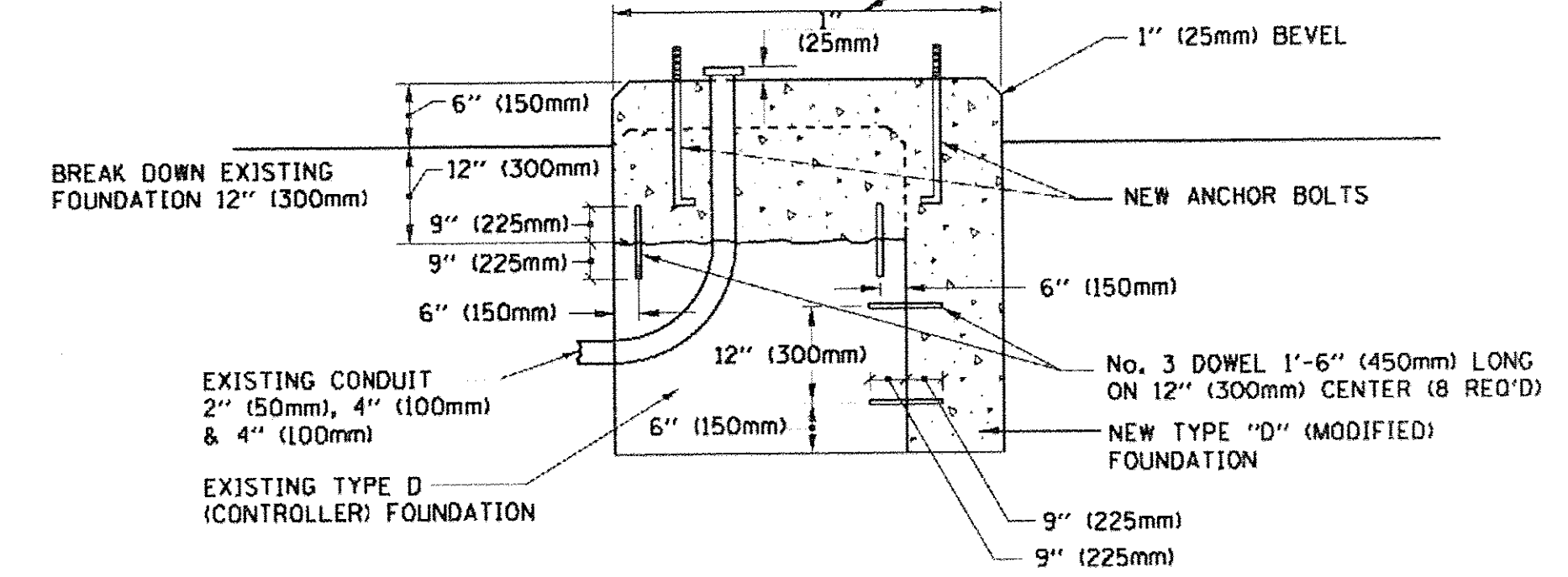
SHROUD

NOTES:

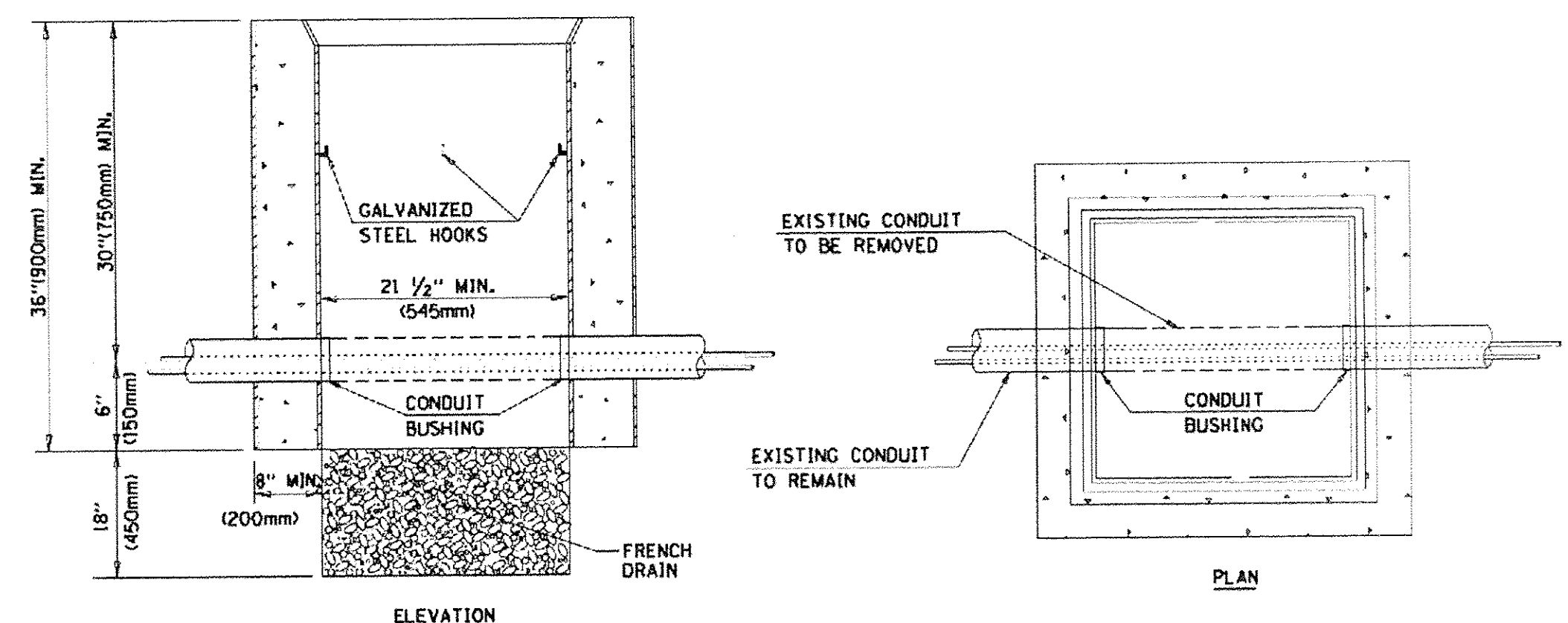
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

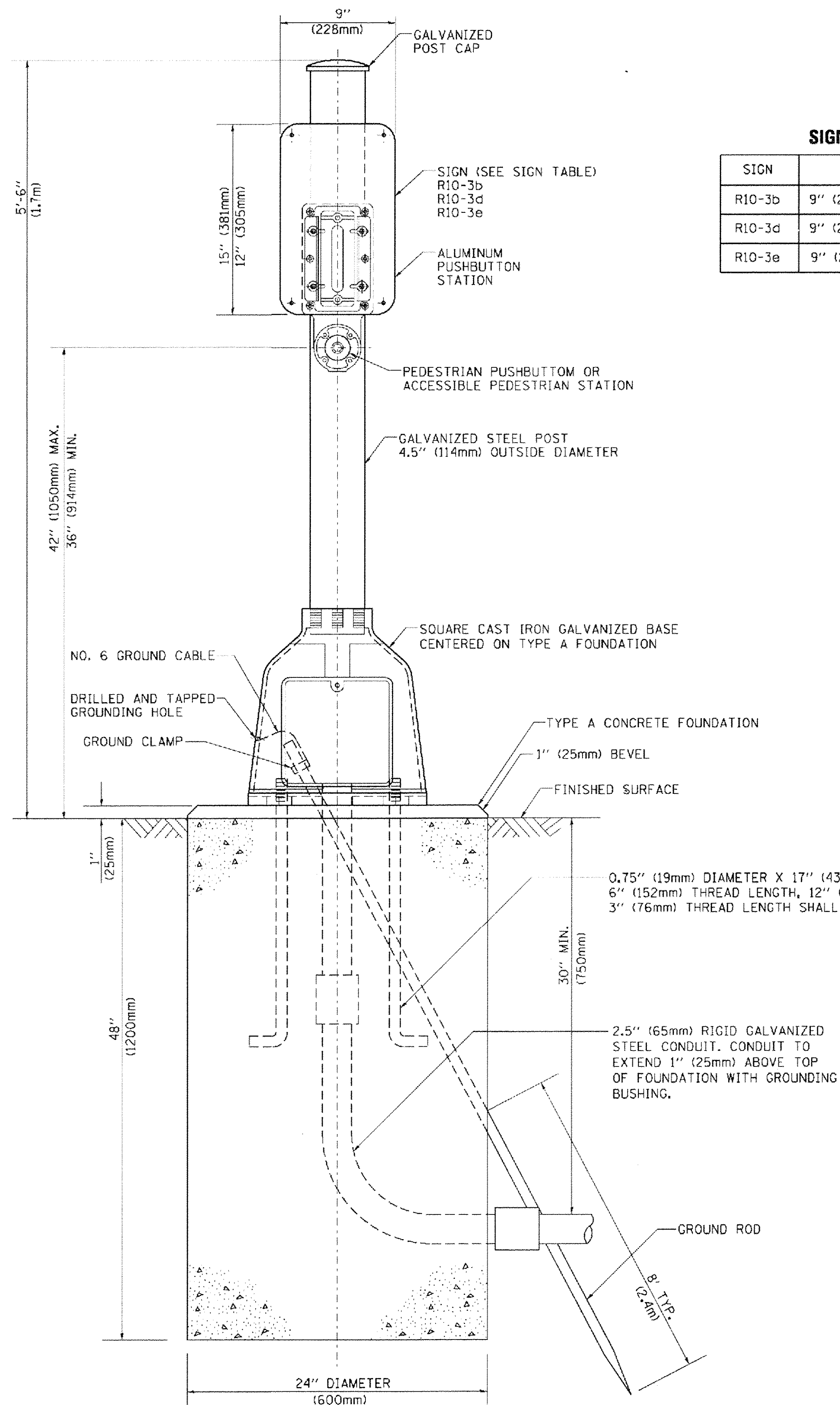
1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

FILE NAME =	USER NAME = Factorj	DESIGNED DAD	REVISED - DAG 1-1-14
c:\p\work\lowdot\Factorj\02109315\ts05.dgn		DRAWN - BCK	REVISED -
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PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -

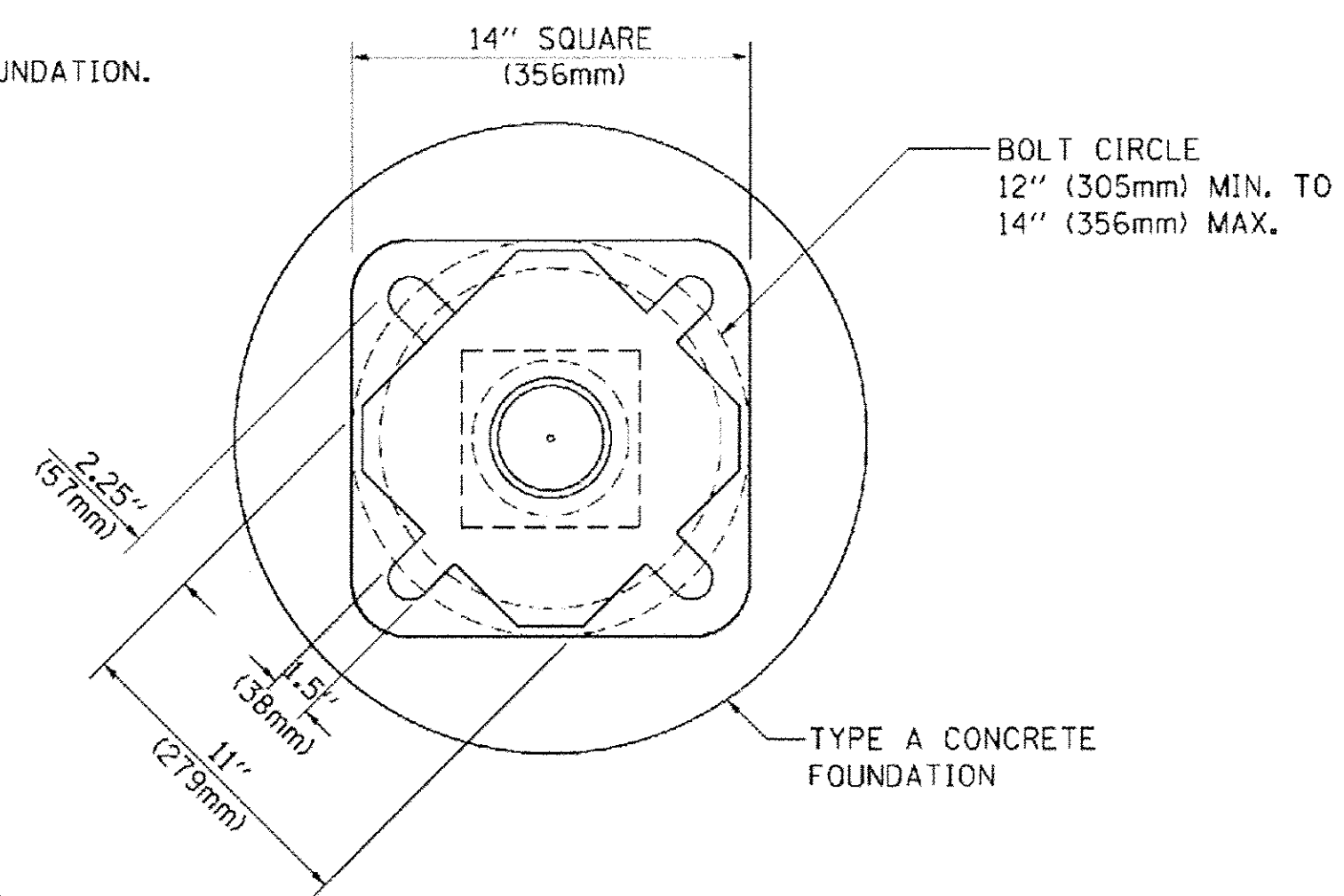
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STANDARD TRAFFIC SIGNAL DESIGN DETAILS		0362	14-00179-30-SP	DuPAGE	50	39
SCALE: NONE		SHEET NO. 6 OF 7 SHEETS		STA.	TO STA.	
		FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		CONTRACT NO. 61D12



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

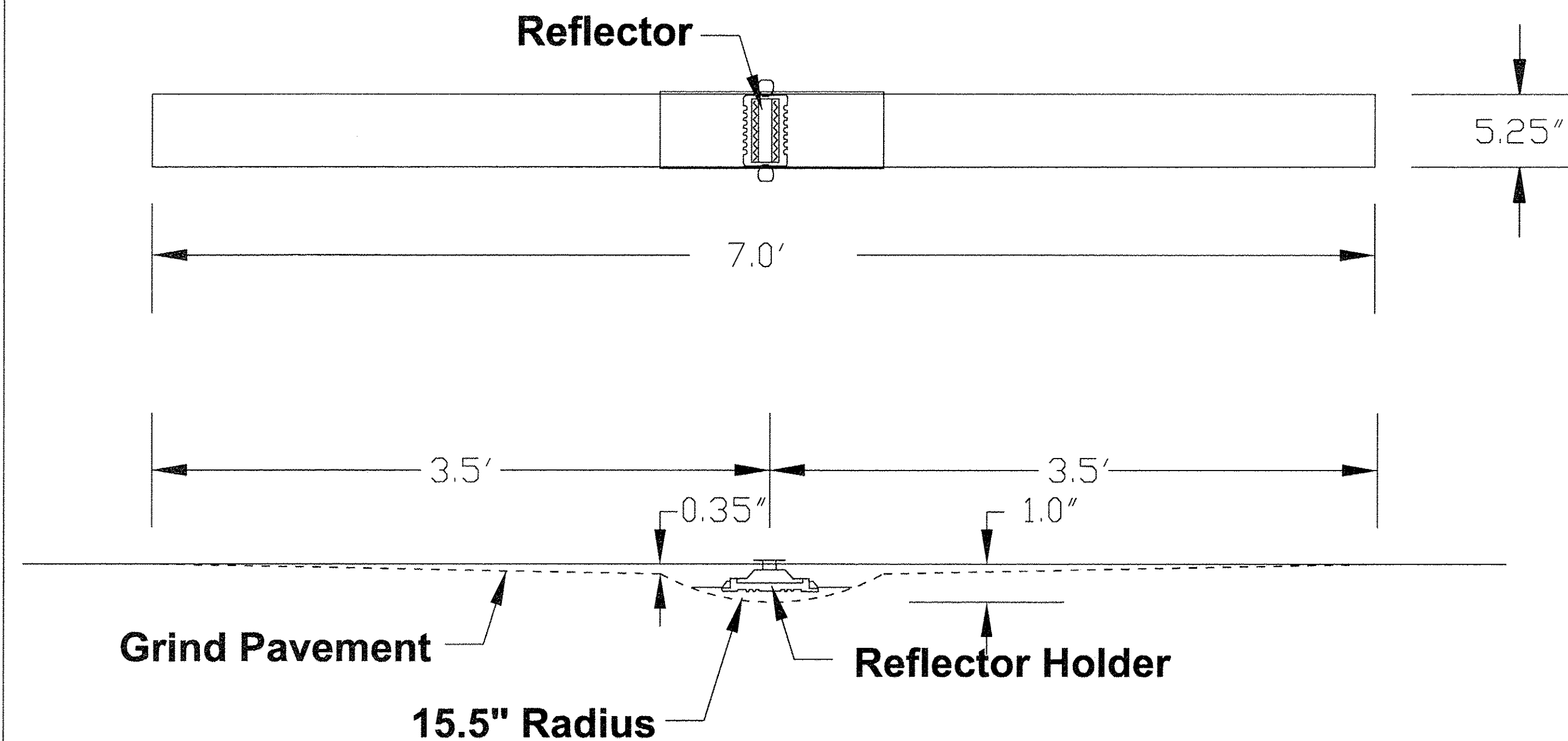
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	PLOT DATE: 1/13/2014	DATE: 10/11/2012	REVISED:

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
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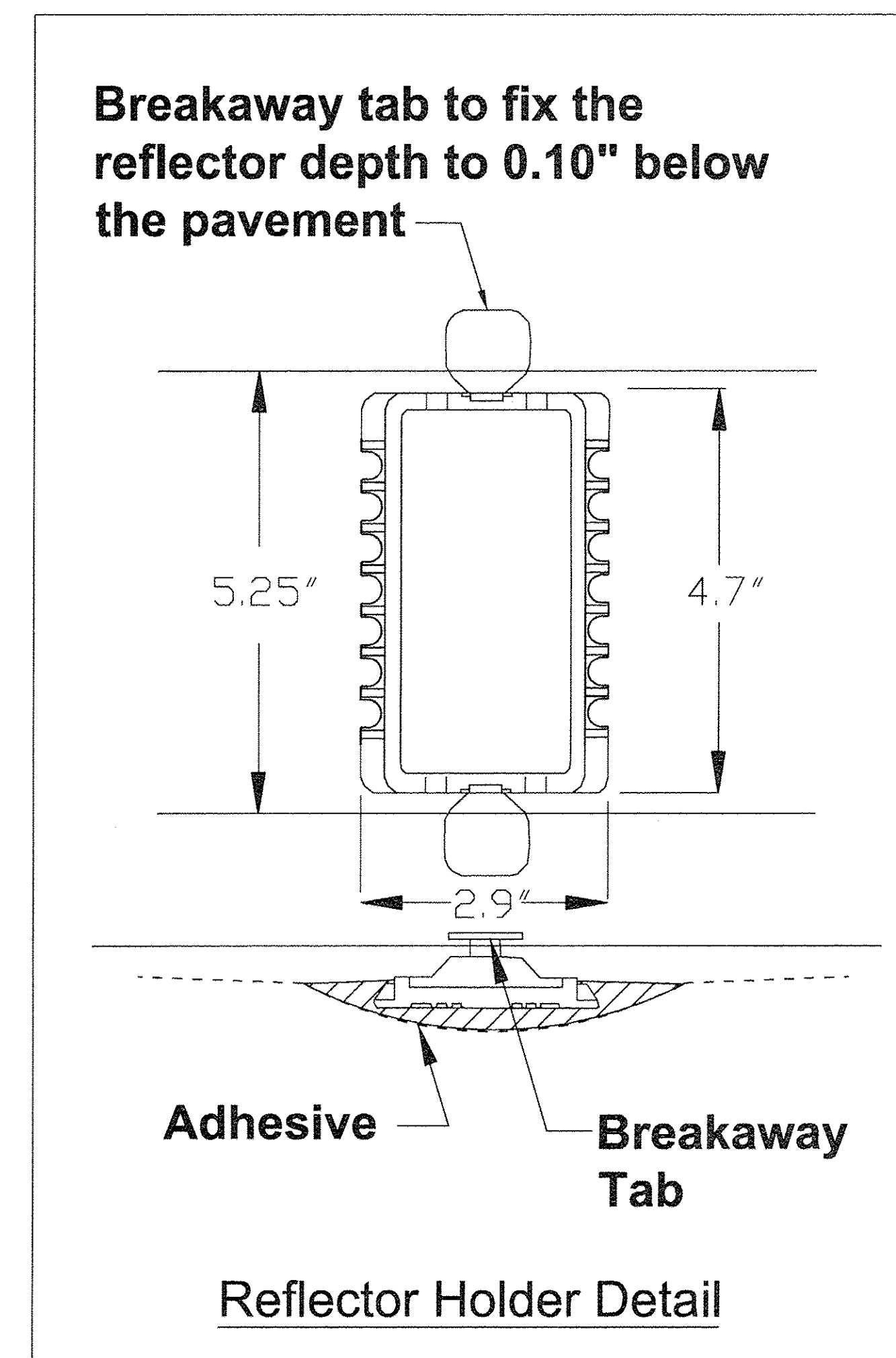
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TS-05			CONTRACT NO. 61D12	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

RECESSED PAVEMENT MARKER



Notes

1. The reflector holder shall be made of a polycarbonate and shall be a MarkerOne Series R100.
The adhesive used shall meet the requirements of AASHTO M237 specification for adhesives to be used in cementing asphalt surfaces.
2. For 1-way markers heading uphill, uphill grind taper may be omitted.
3. Markers shall be placed at 80' intervals on lane lines and painted medians and 40' intervals on curves and approaching intersections.

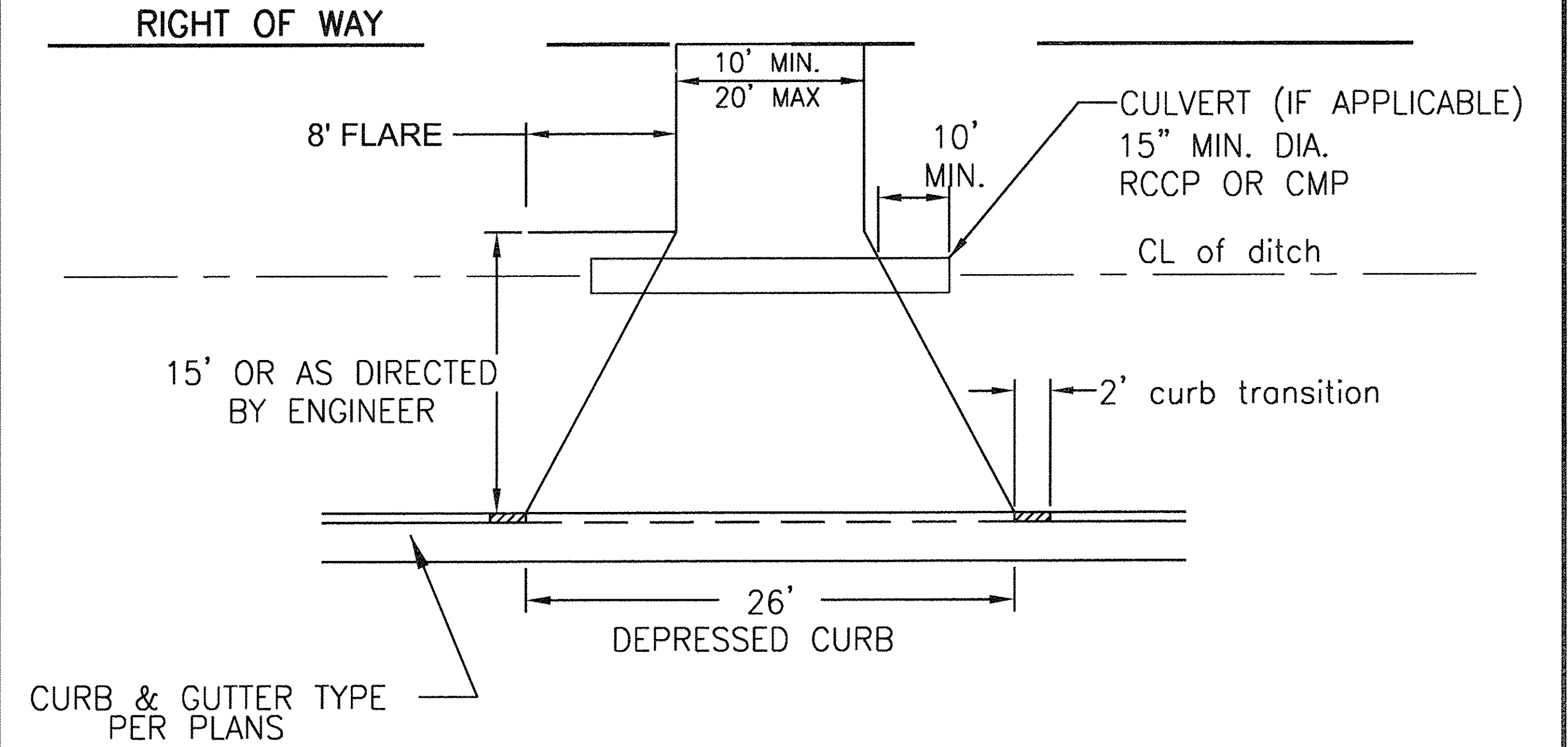


Recessed Pavement Marker 4.dgn 4/7/14

FILE NAME :	USER NAME = hwsjm	DESIGNED - SM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DuPAGE COUNTY DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
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		DATE -	REVISED -											

ILLINOIS FED. AID PROJECT HSIP-0043 (032)

**DUPAGE COUNTY DIVISION OF TRANSPORTATION
PRIVATE ENTRANCE DETAIL**



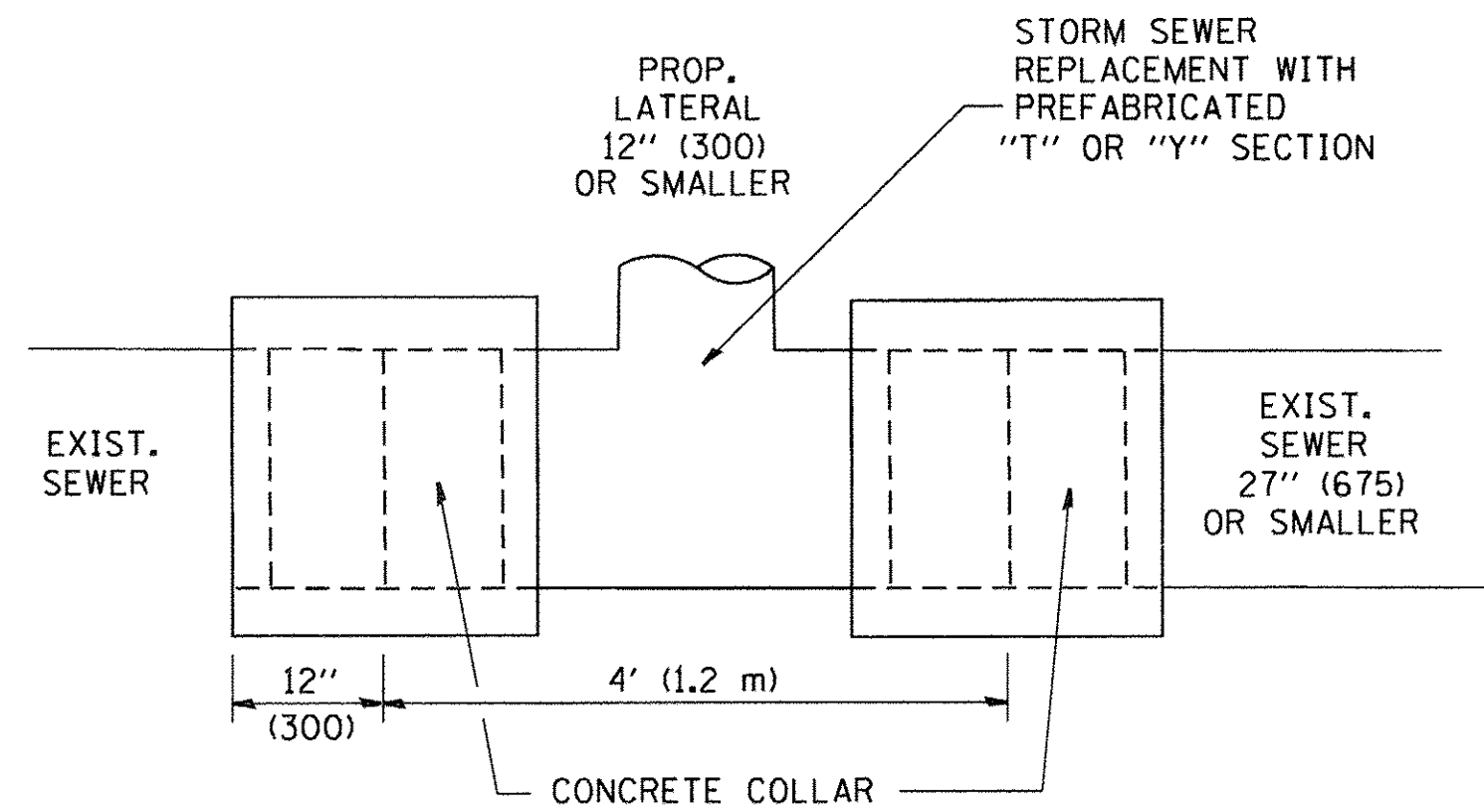
BITUMINOUS DRIVEWAY

8" AGGREGATE BASE COURSE, TYPE B
3" HMA SURFACE COURSE, N50 (2, 1½" LIFTS)

PCC DRIVEWAY

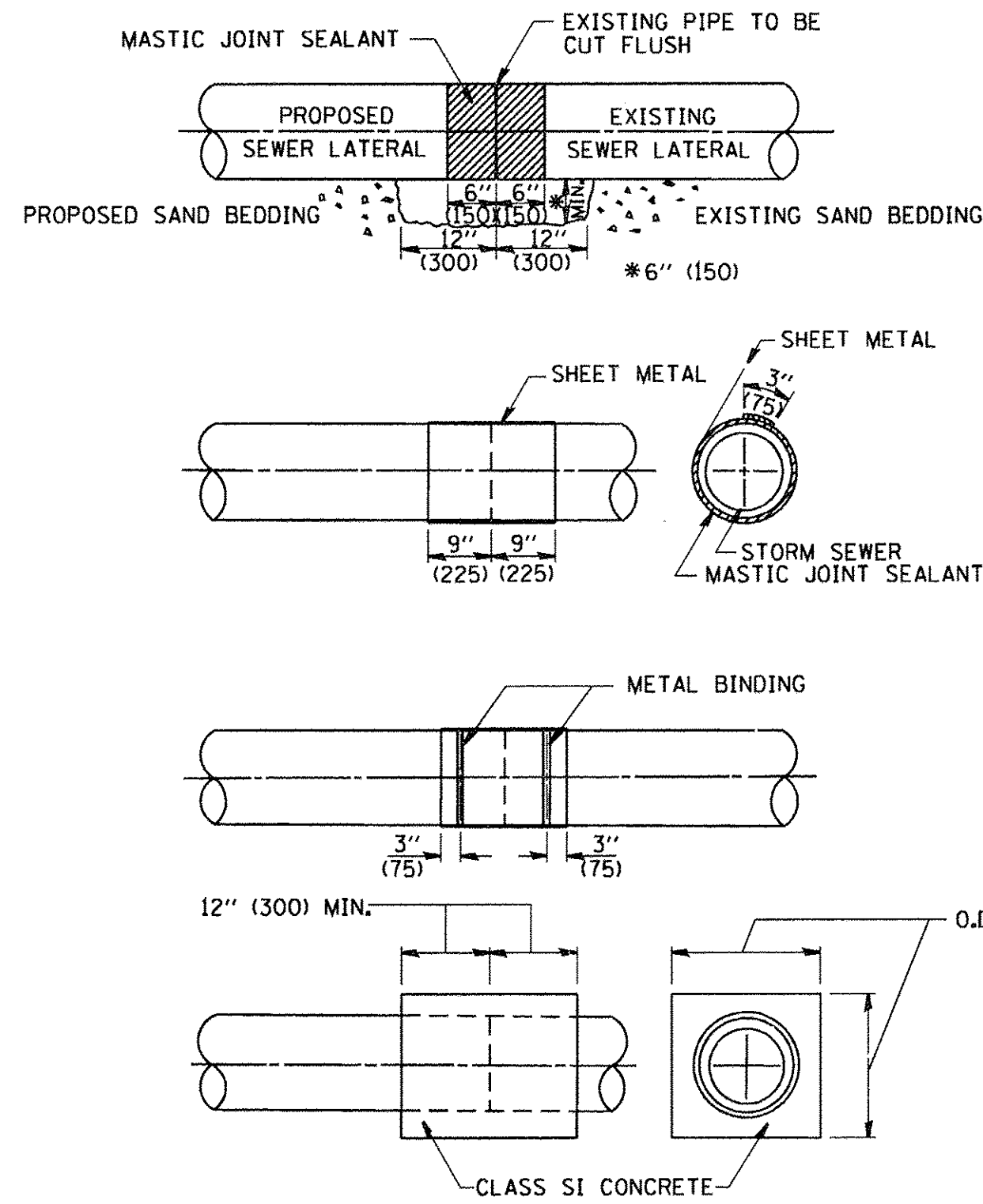
7" PCC DRIVEWAY PAVEMENT
8" AGGREGATE BASE COURSE, TYPE B

FILE NAME :	USER NAME = hwsjm	DESIGNED - SM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DuPAGE COUNTY DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 6/20/2016	DATE -	REVISED -					SCALE: N/A	SHEET 2	OF 2 SHEETS	STA.	TO STA.



DETAIL "A"

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

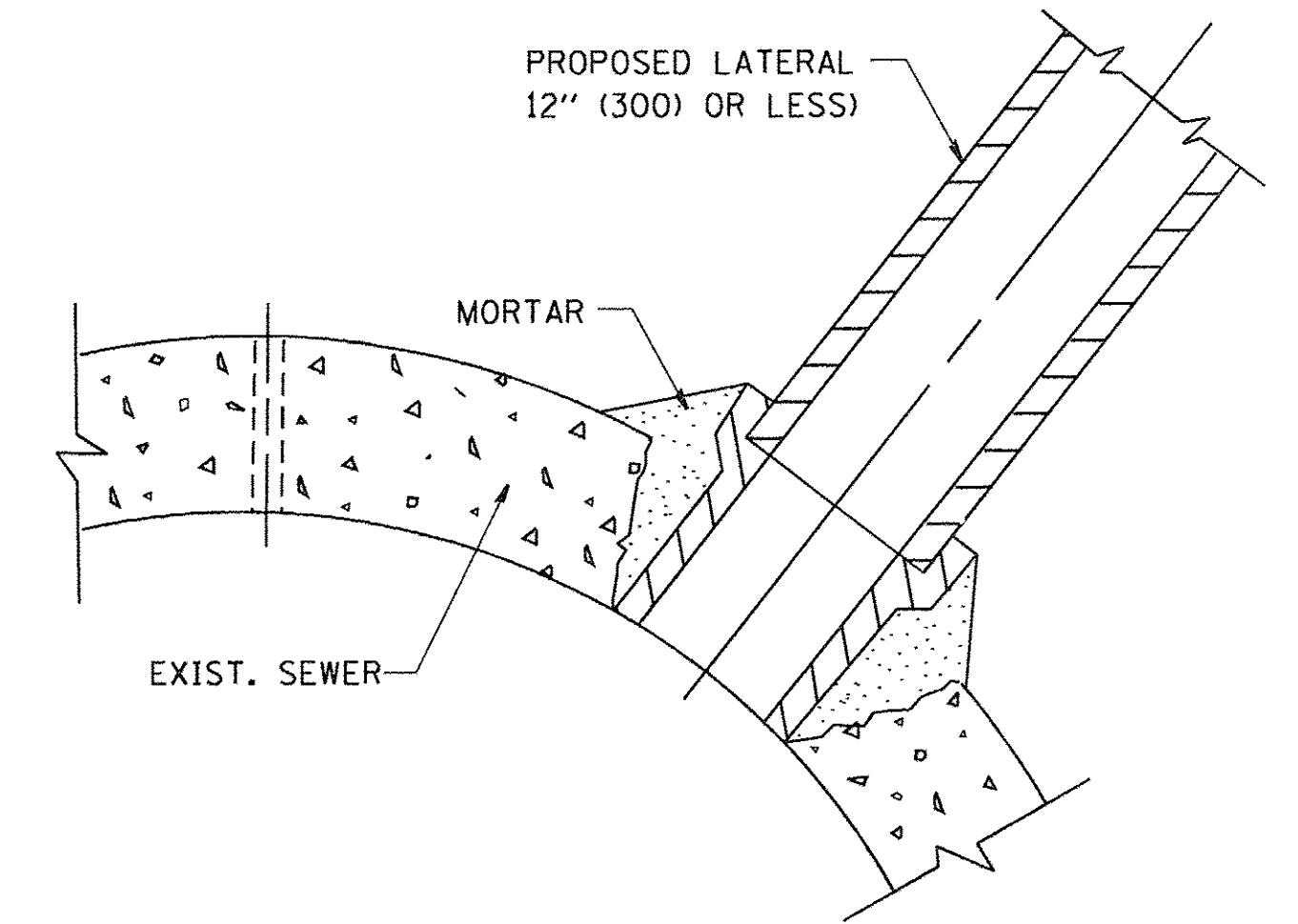


DETAIL "B"

CLASS SI CONCRETE COLLAR

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 CIRCUMFERENCE 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 OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

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

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

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.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

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.

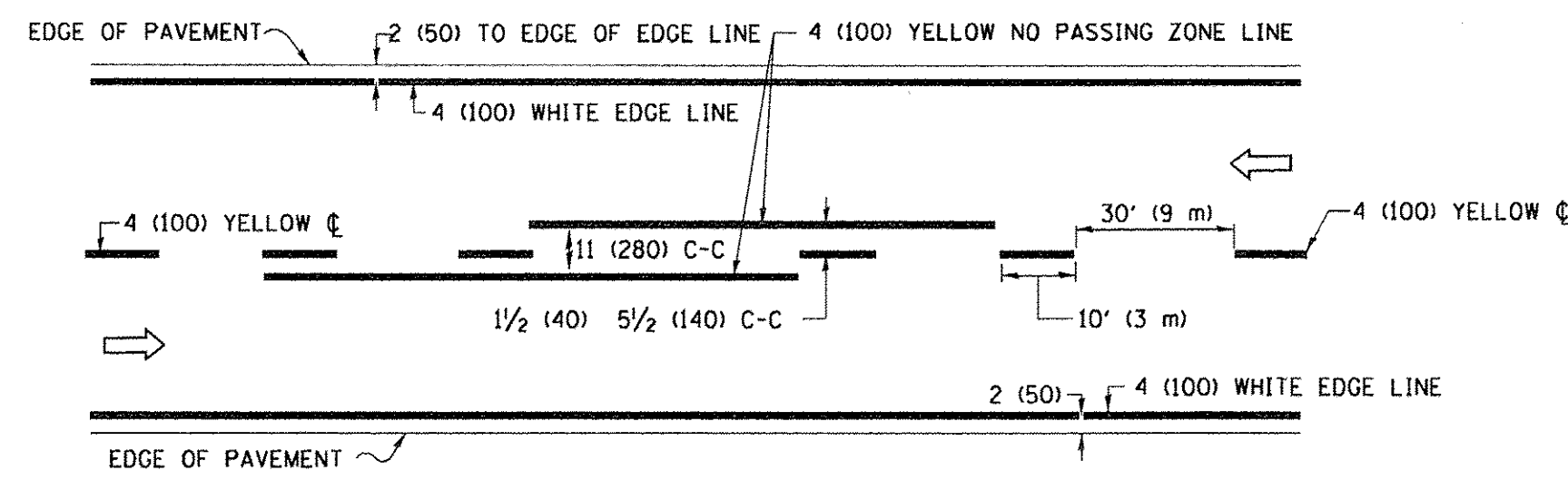
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

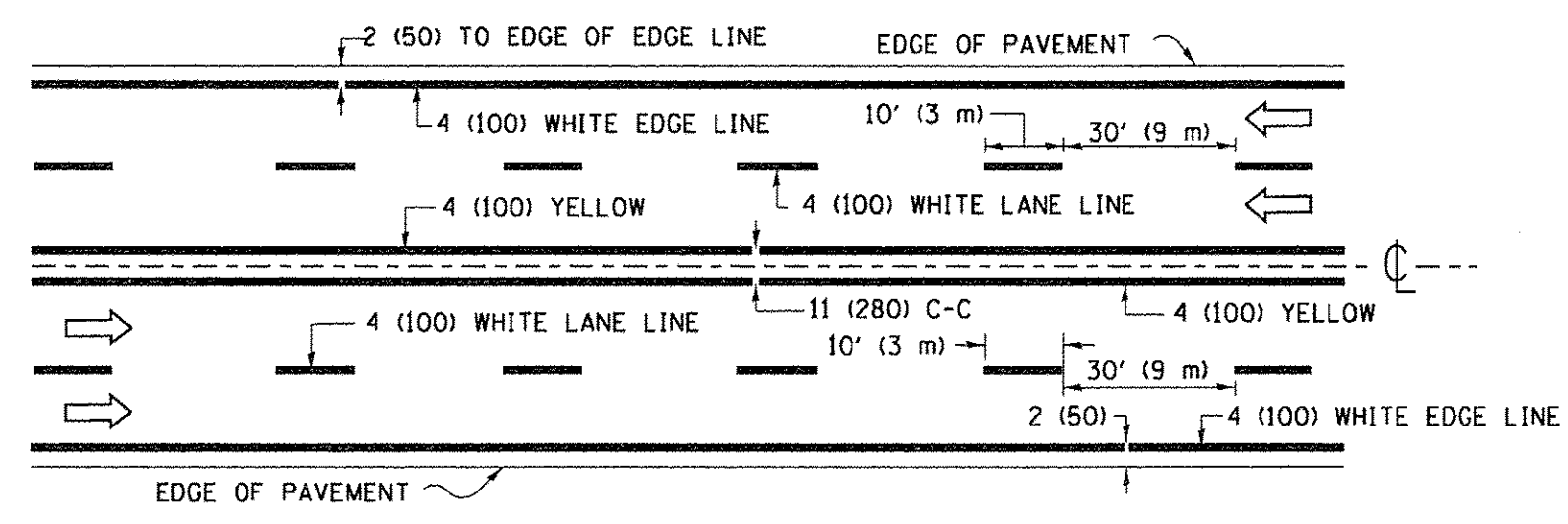
CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

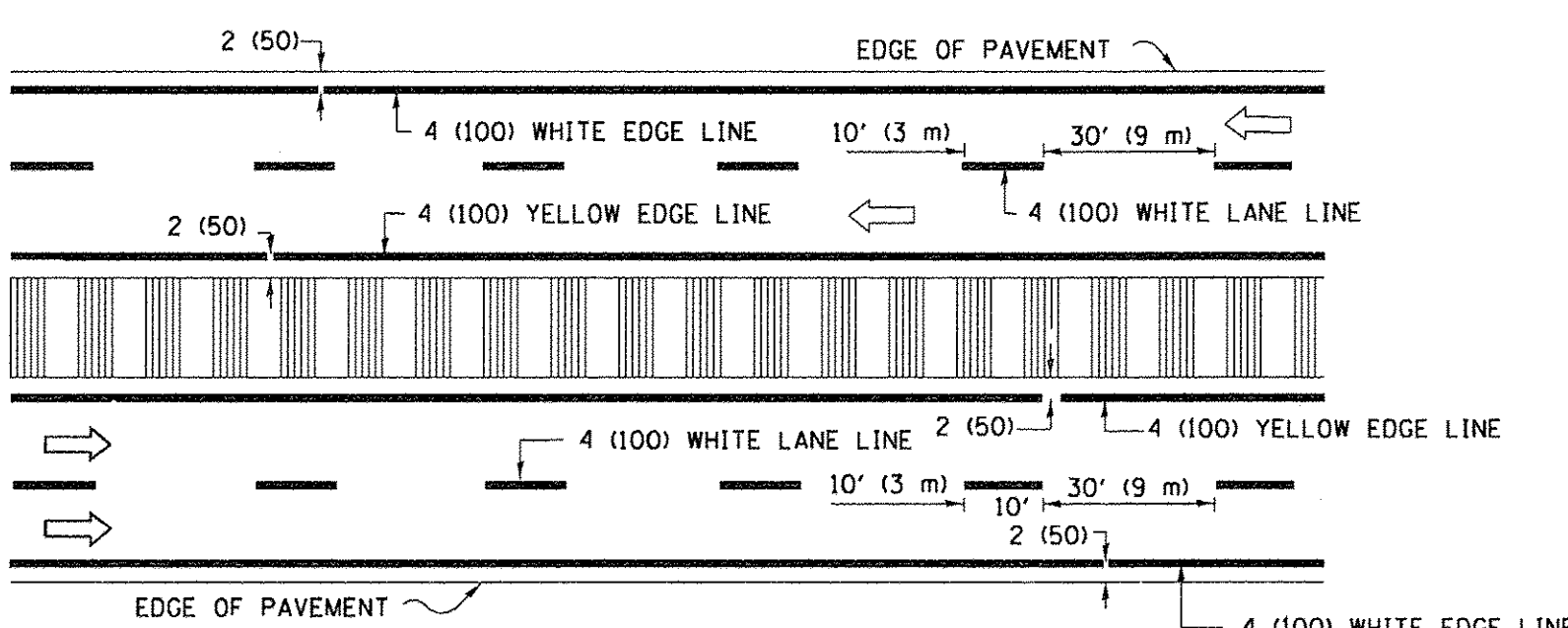
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	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. SHAH 09-09-94		0362	14-00179-30-SP	DuPAGE	50	43			
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		DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HSIP-0043 (032)		



2-LANE ROADWAY

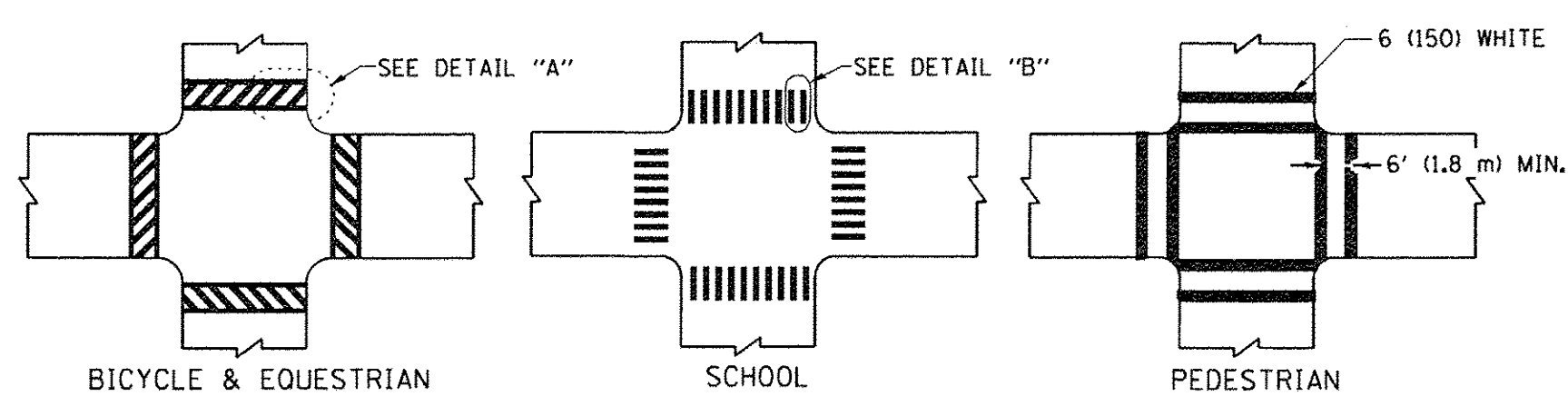


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

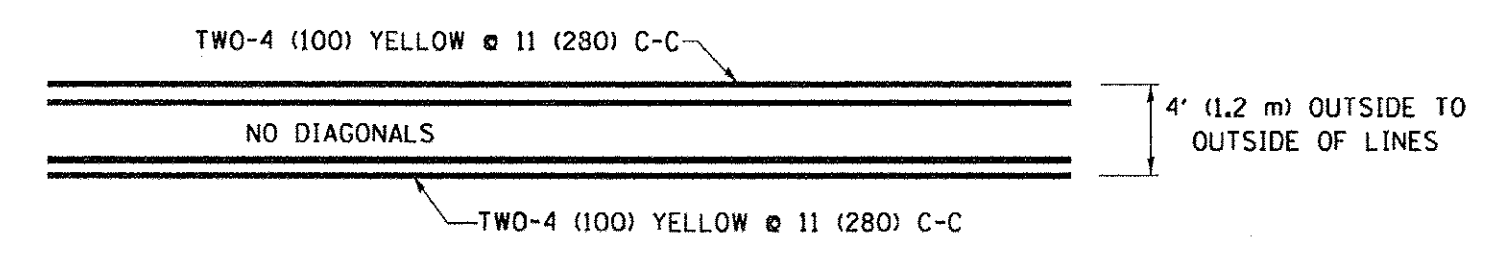


DETAIL "A"

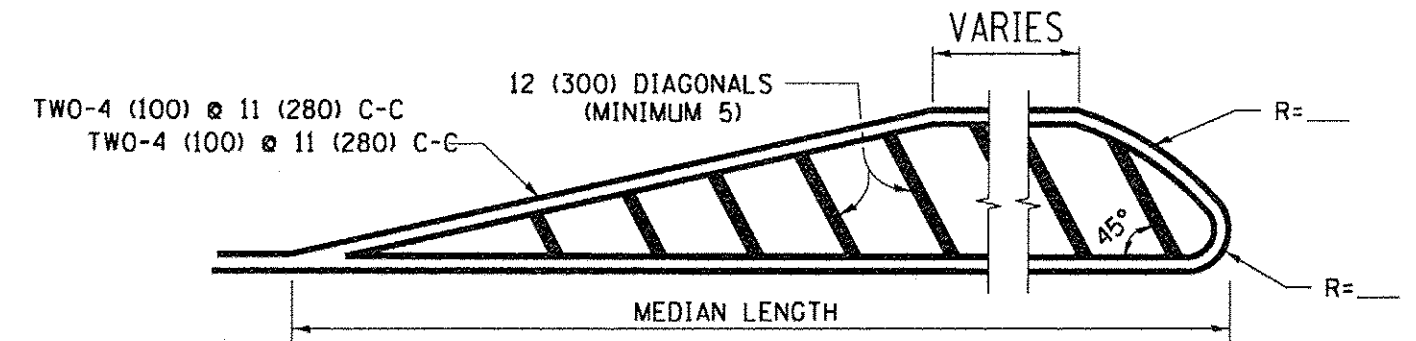
DETAIL "B"

TYPICAL CROSSWALK MARKING

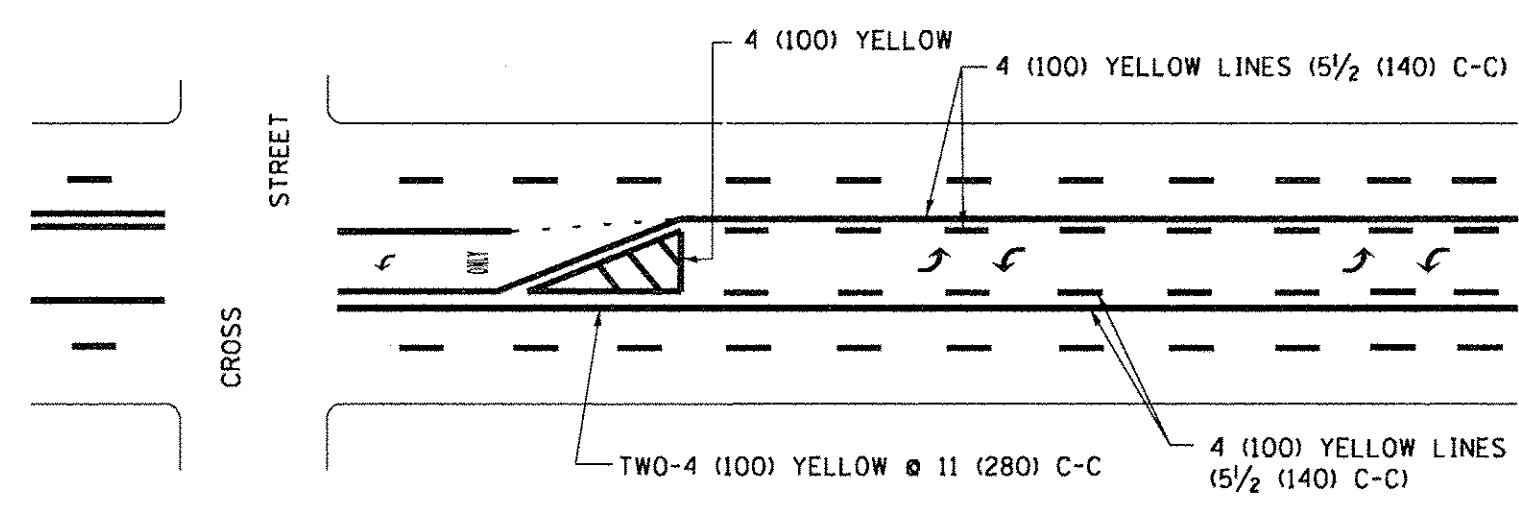
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



4' (1.2 m) WIDE MEDIANS ONLY

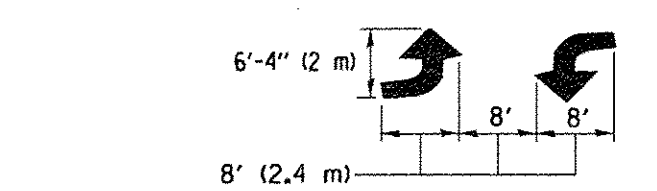


MEDIANS OVER 4' (1.2 m) WIDE

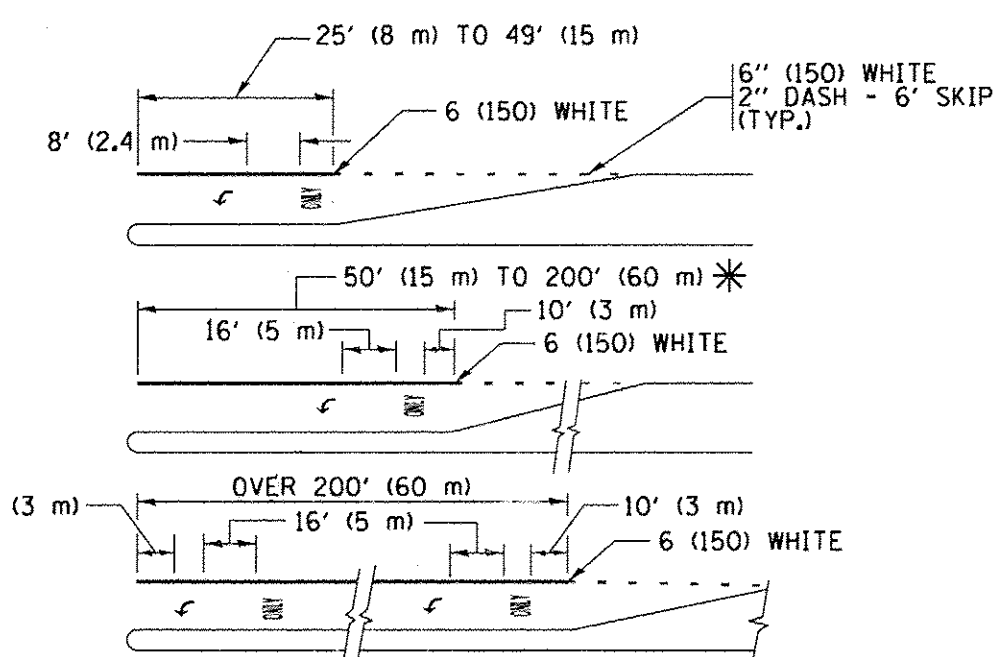


**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

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



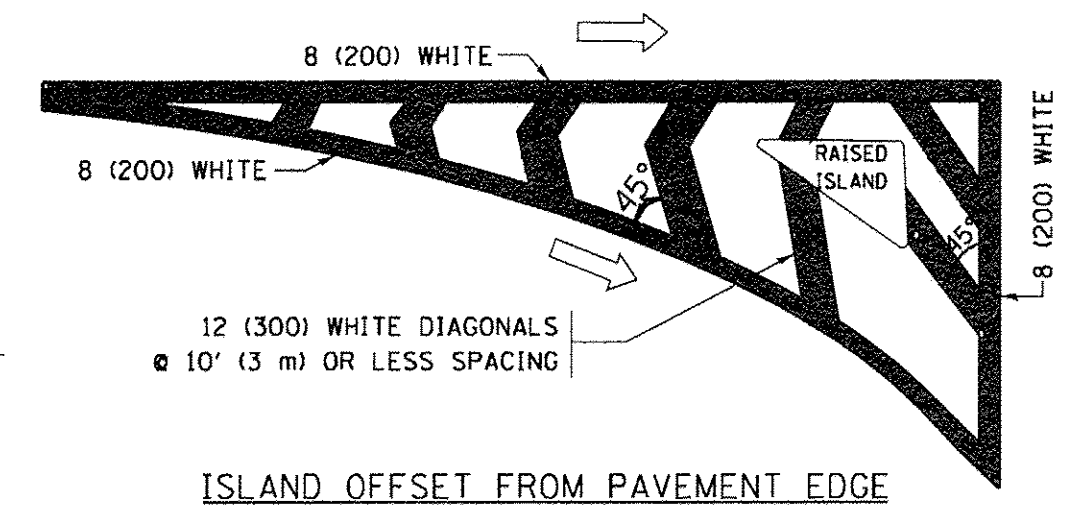
**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**



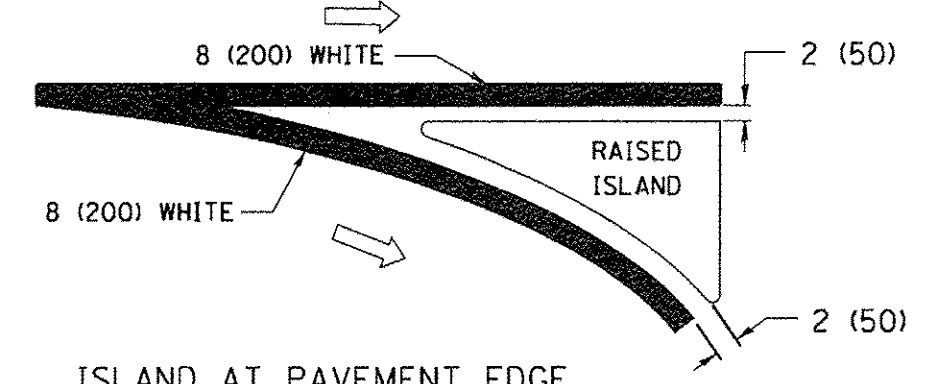
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

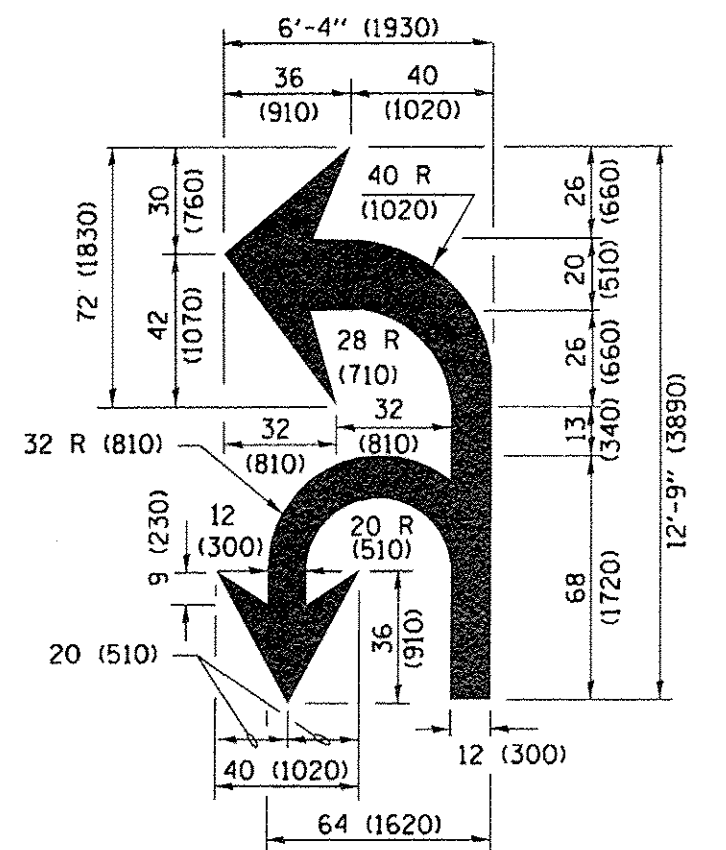


ISLAND OFFSET FROM PAVEMENT EDGE

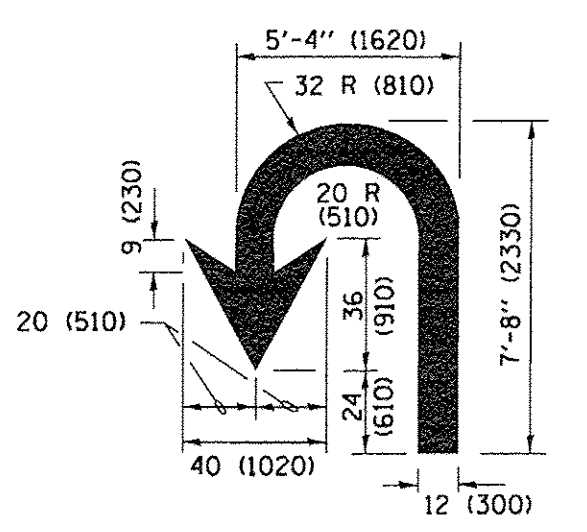


ISLAND AT PAVEMENT EDGE

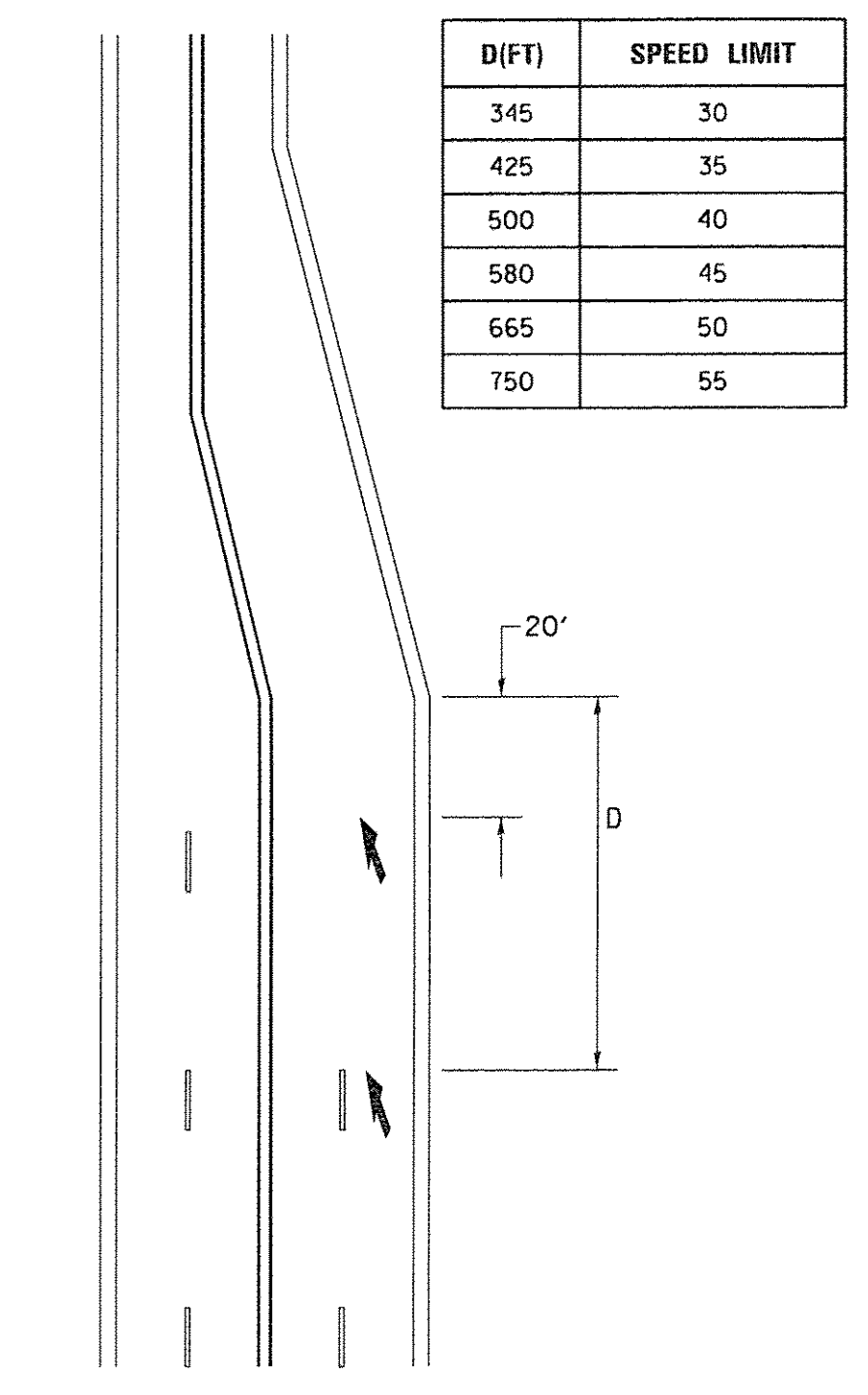
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; WHITE; WHITE	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 78001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

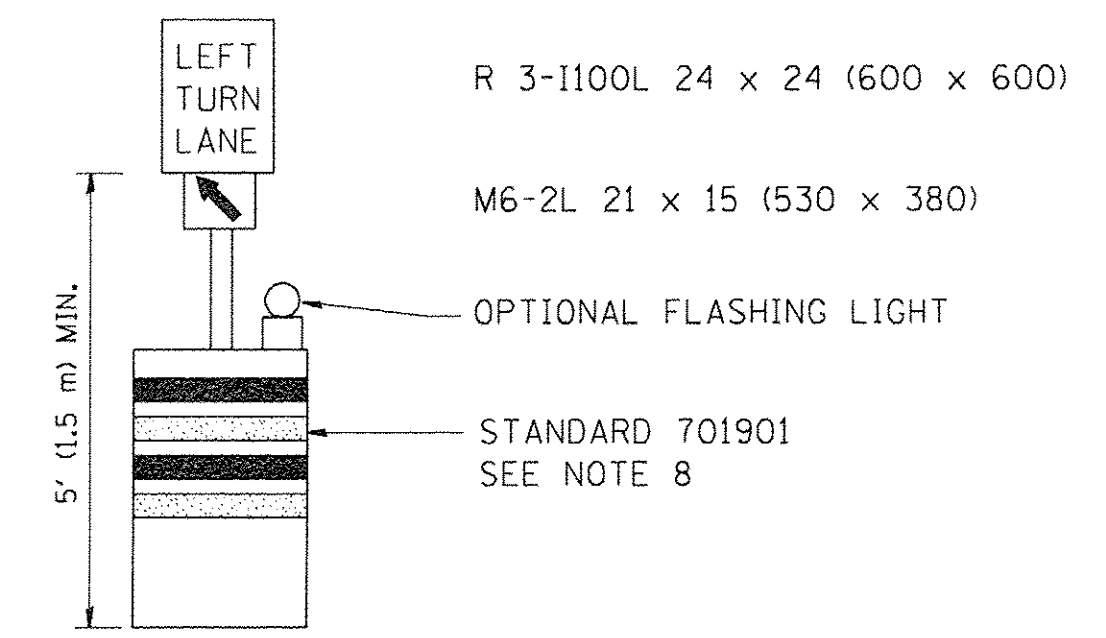
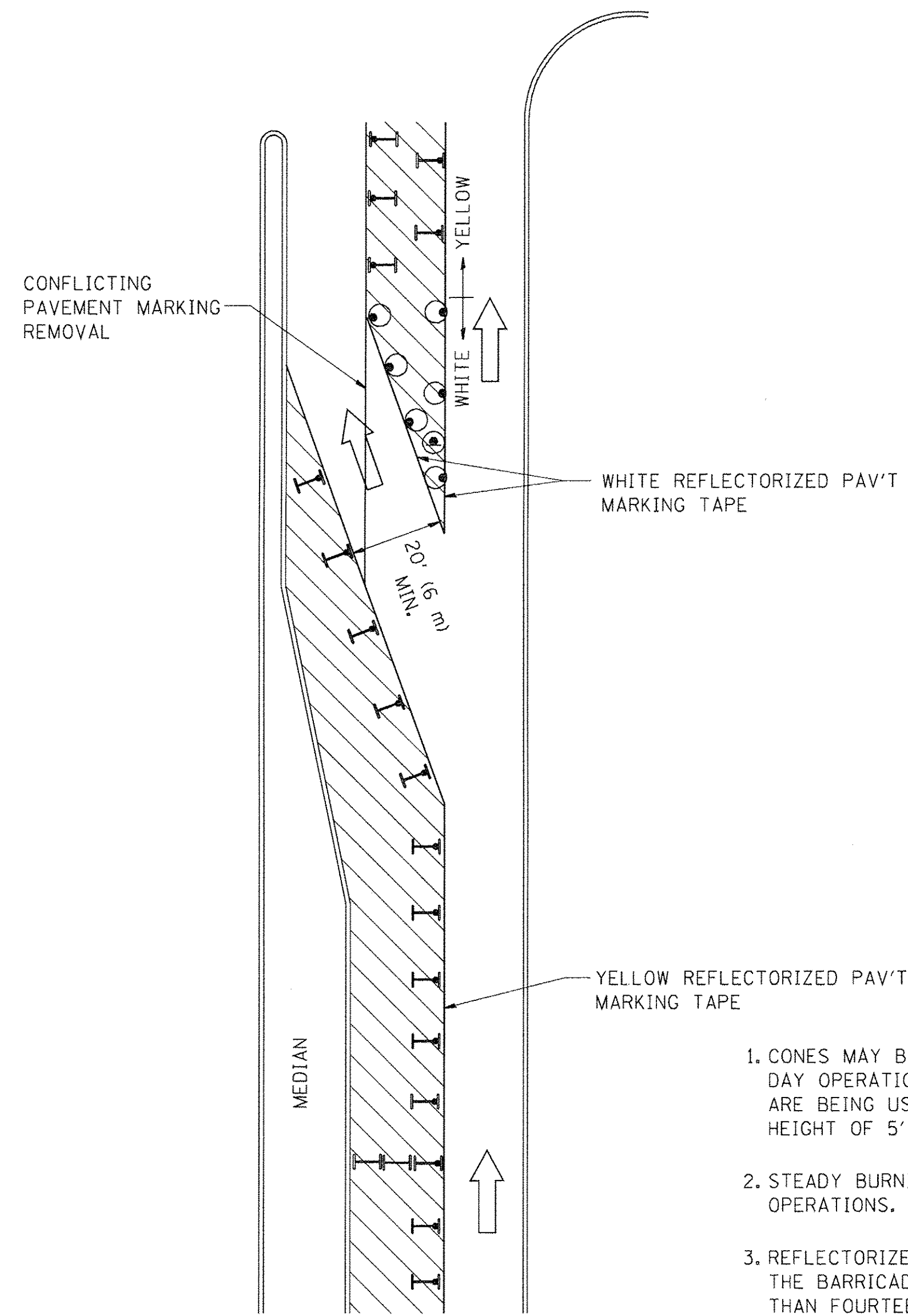
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = footmuj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
pw\1\084EBIDINTEG\Illinois.gov\PIDOT\Documents\1007 Offices\District 1\Projects\Dist 1\DRAWING\CADDData\CA0\shets\1c13.dgn		CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 50.000' / 1in.	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 4/13/2016		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0362	14-00179-30-SP	DuPAGE	50	45
TC-13		CONTRACT NO. 61D12		
ILLINOIS FED. AID PROJECT HSIP-0043 (032)				



GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. 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" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

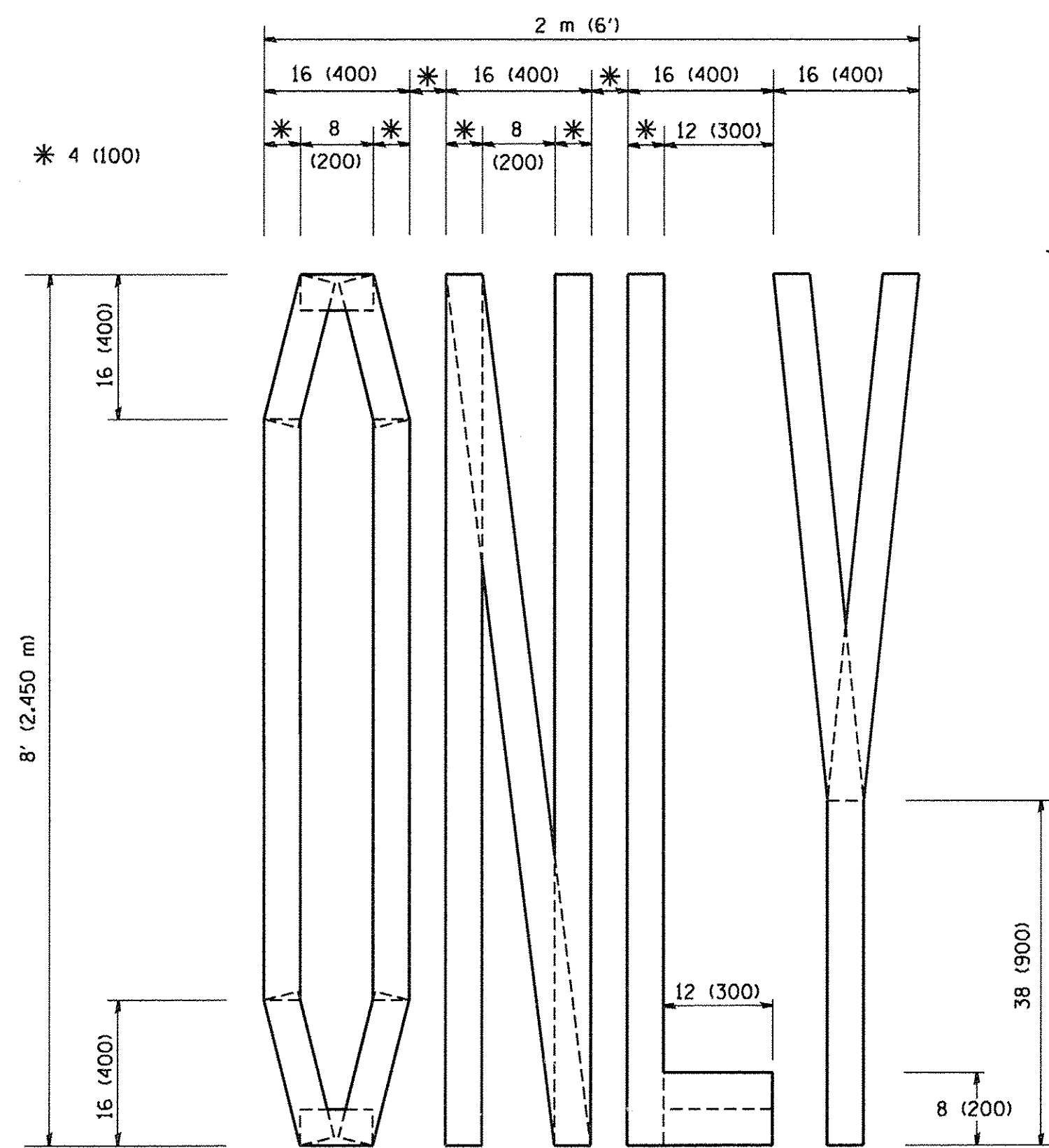
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	PLOT DATE = 9/14/2009	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

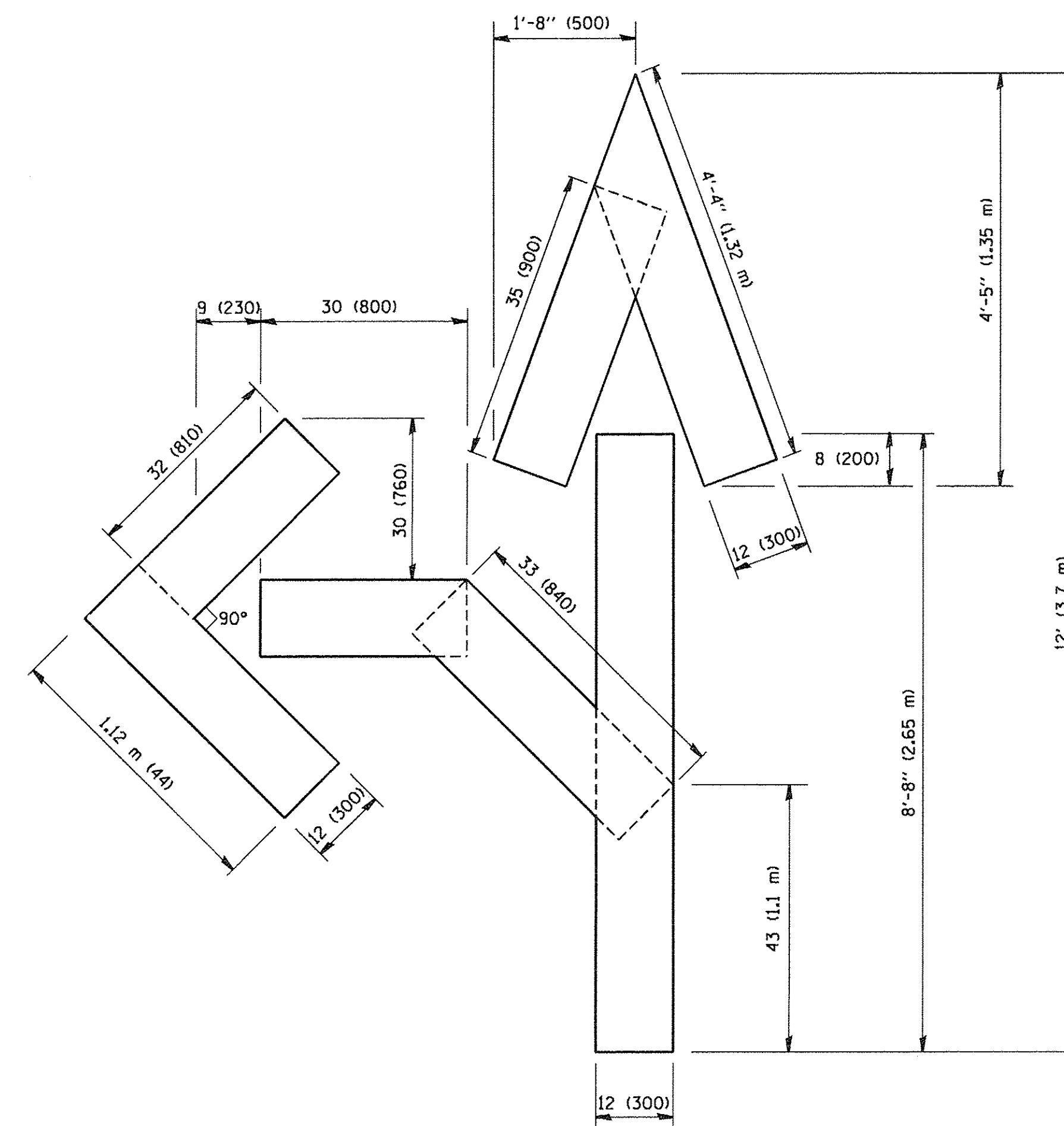
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

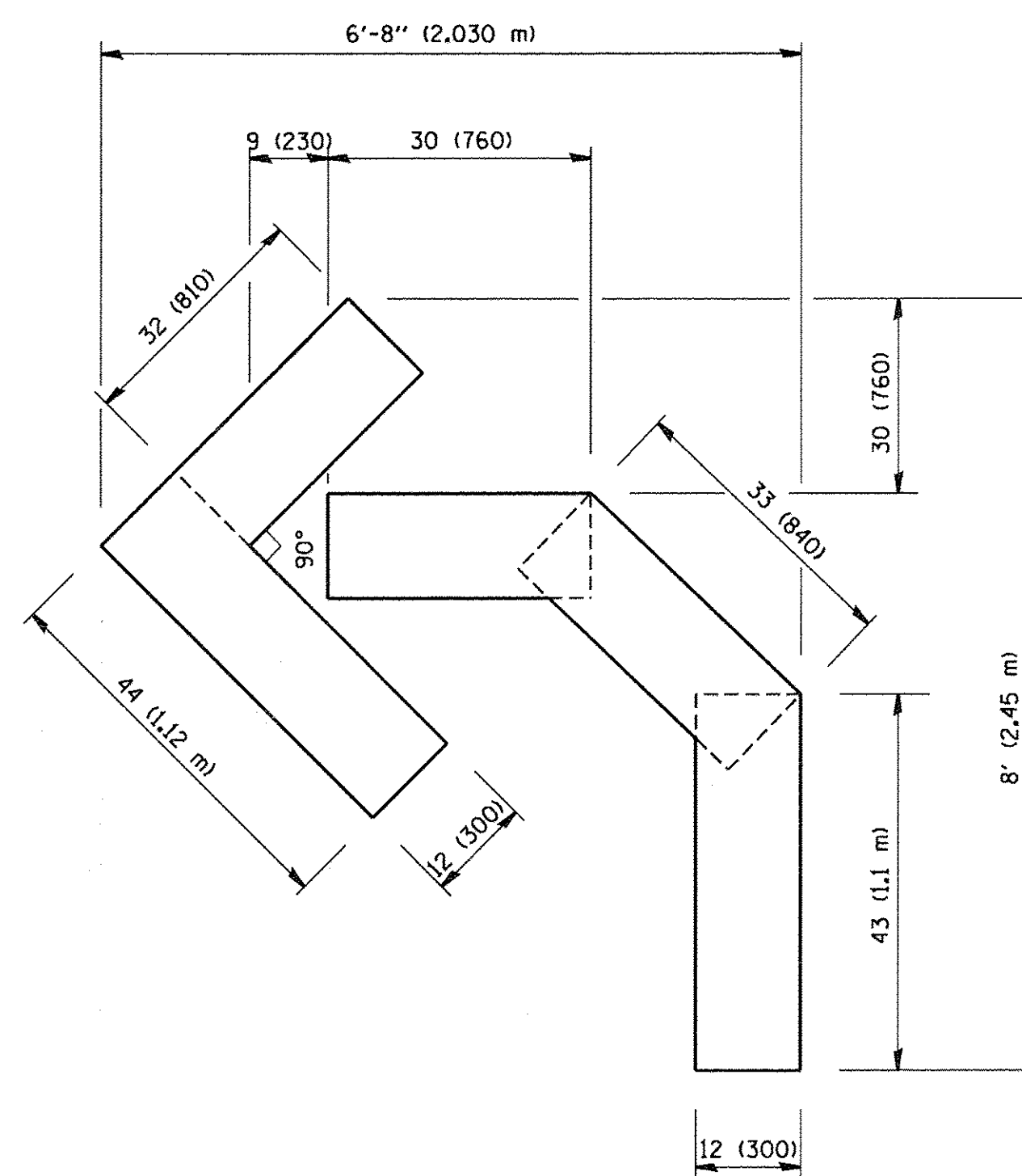
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0362	14-00179-30-SP	DuPAGE	50	46
TC-14		CONTRACT NO. 61D12		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HSIP-0043 (032)				



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



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



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

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

FILE NAME = W:\diststd\22x34\tc16.dgn

USER NAME = gaglienobt
 PLOT SCALE = 50.0000' / IN.
 PLOT DATE = 1/4/2008

DESIGNED -
 DRAWN -
 CHECKED -
 DATE - 09-18-94

REVISED -T. RAMMACHER 06-05-96
 REVISED -T. RAMMACHER 11-04-97
 REVISED -T. RAMMACHER 03-02-98
 REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

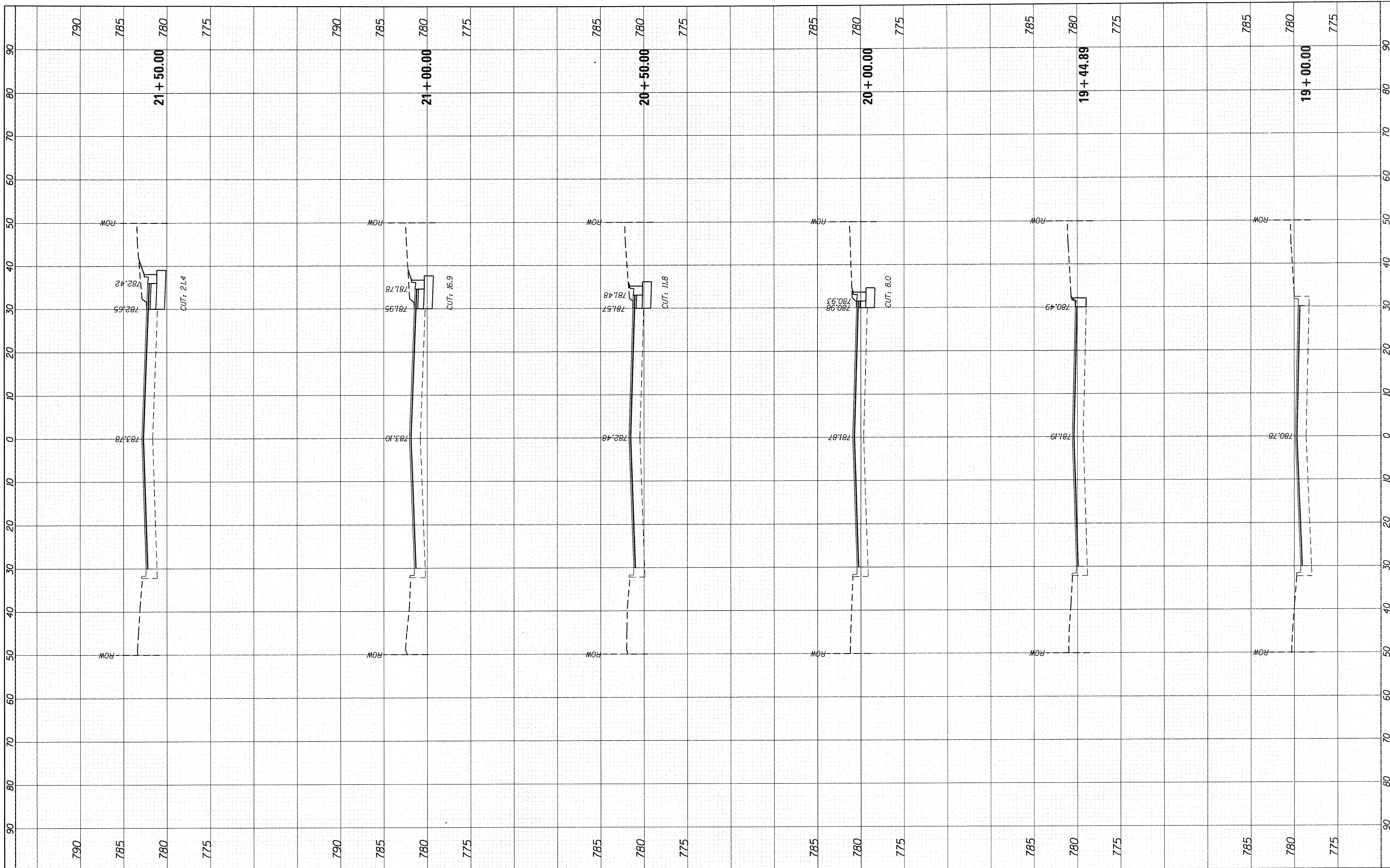
PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0362	14-00179-30-SP	DuPAGE	50	47
TC-16			CONTRACT NO. 61D12	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HSIP-0043 (032)				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		

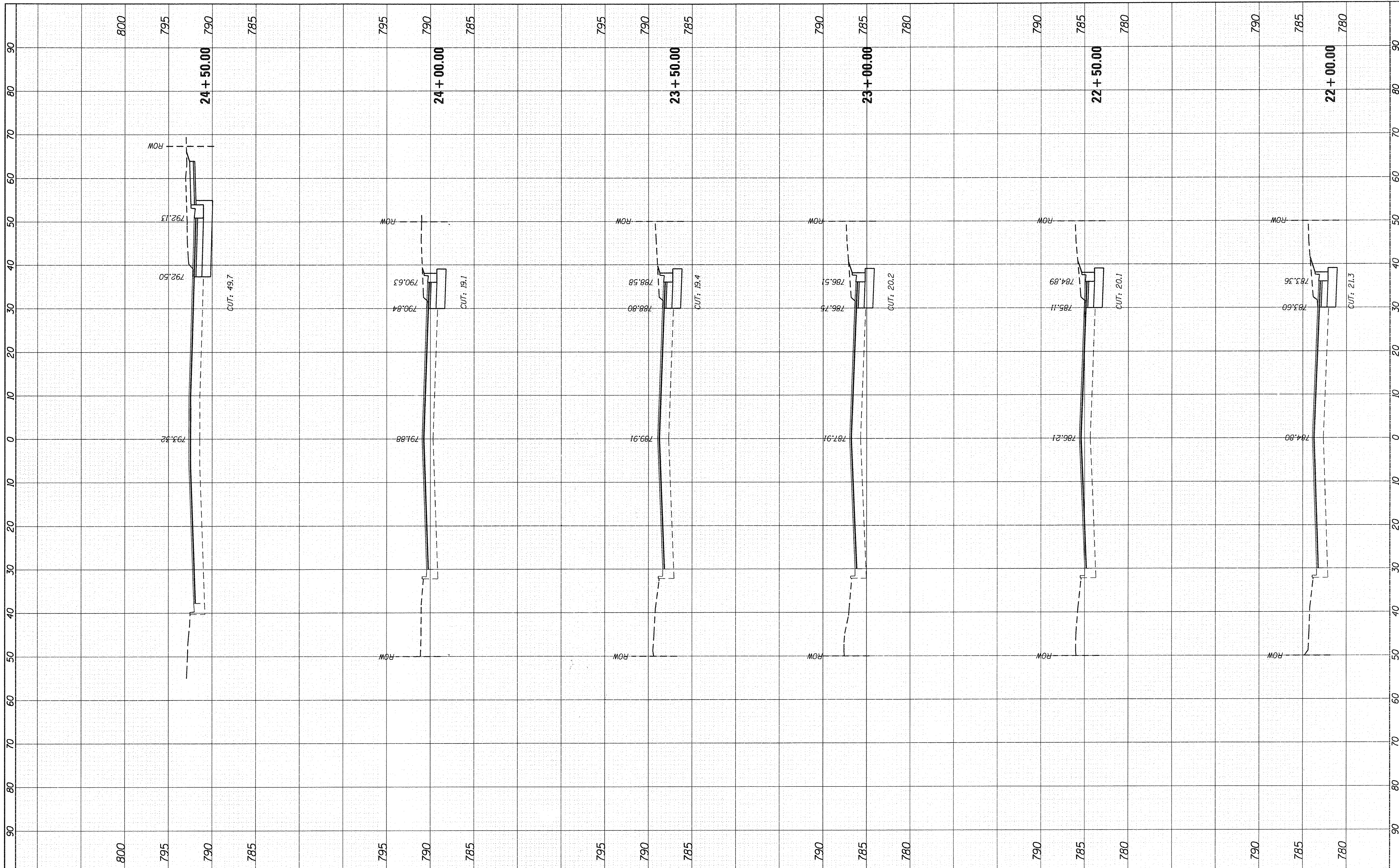
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	PLOT DATE = 6/20/2016	CHECKED - DT	REVISED -		ILLINOIS FED. AID PROJECT HSIP-0043 10327								
		DATE -	REVISED -										

FINAL SURVEY	REGISTERED	DATE
NOTE BOOK	PROTECTED	BY
NO.	TEMPLATE	
	AREAS CHECKED	

ORIGINAL SURVEY	REGISTERED	DATE
NOTE BOOK	PROTECTED	BY
NO.	TEMPLATE	
	AREAS CHECKED	



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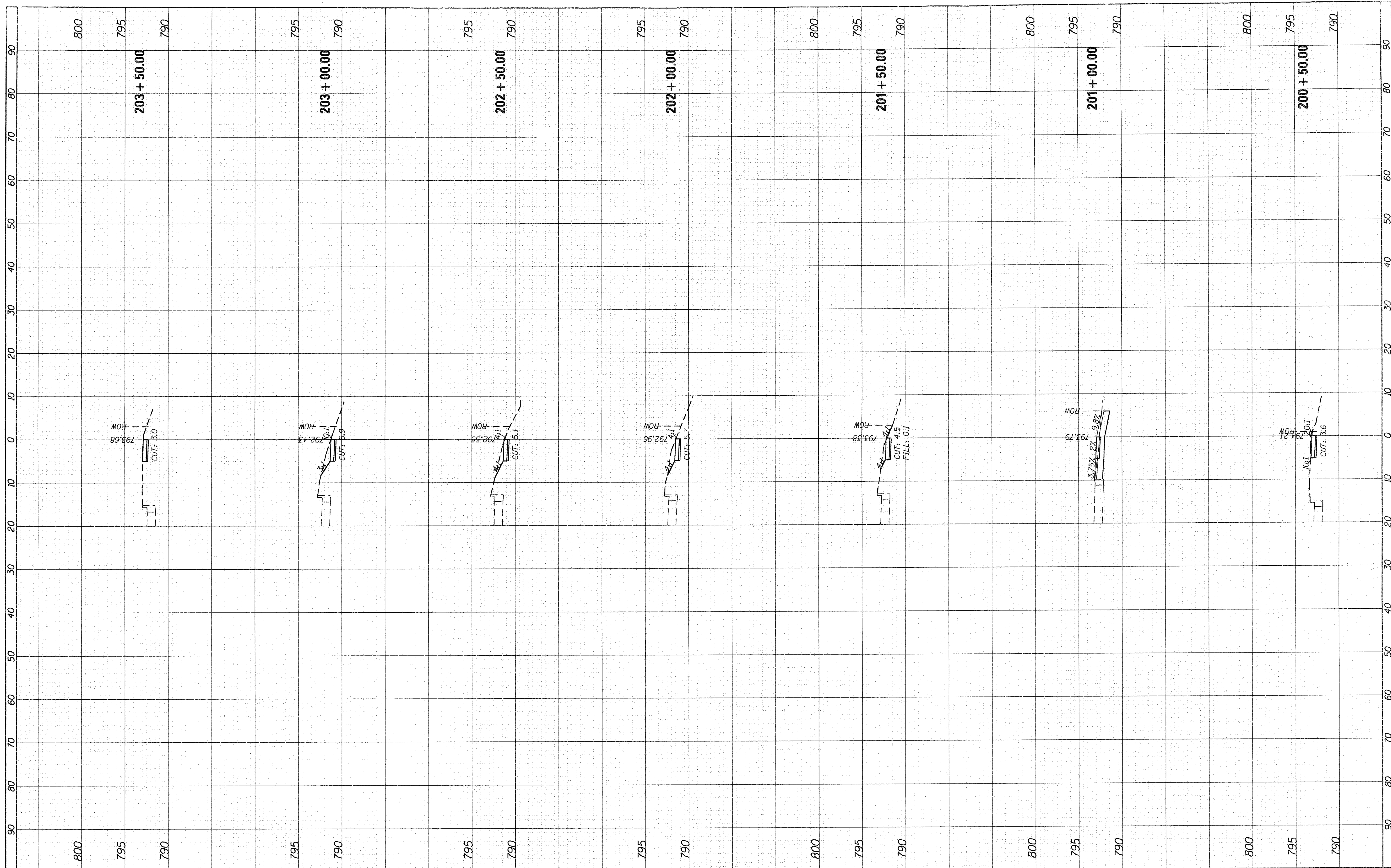
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS			
COUNTY FARM ROAD			
SCALE: H10 V15	SHEET 2	OF 3 SHEETS	STA. 22+00.00 TO STA. 24+50.00

F.A. RTE. 0362	SECTION 14-00179-30-SP	COUNTY DuPAGE	TOTAL SHEETS 50	SHEET NO. 49
CONTRACT NO. 61D12			ILLINOIS FED. AID PROJECT HSIP-0043 (032)	

FINAL SURVEY NOTE BOOK NO.	SURVEYED BY	DATE

ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED BY	DATE



FILE NAME :	USER NAME = hwa_jm	DESIGNED - DN	REVISED - SM 6/15	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS SCHICK ROAD SIDEWALK		F.A. RTE. 0362	SECTION 14-00179-30-SP	COUNTY DuPAGE	TOTAL SHEETS 50	SHEET NO. 50
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	PLOT DATE = 6/20/2016	CHECKED - DT	REVISED -								
		DATE -	REVISED -								