

146

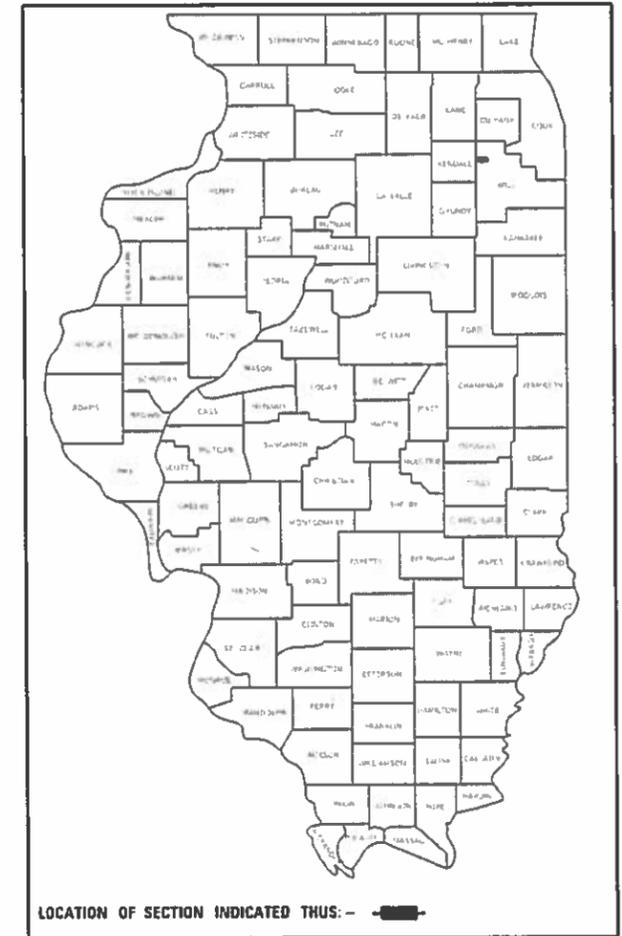
03-06-2020 LETTING ITEM 146

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-RS&SW	WILL	32	1
CONTRACT NO. 62K16				

* 32 + 2 = 34 TOTAL SHEETS

D-91-314-20



FOR INDEX OF SHEETS, SEE SHEET NO. 2

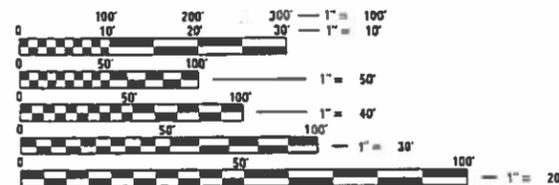
THIS PROJECT IS LOCATED IN THE VILLAGE OF PLAINFIELD AND UNINCORPORATED PLAINFIELD TOWNSHIP

TRAFFIC DATA:
IL 126
2019 ADT = 16,000
POSTED AND DESIGN SPEED LIMIT = 40-55 MPH

PROPOSED HIGHWAY PLANS

F.A.U. ROUTE 379 (IL 126)
KENDALL CO. LINE TO WALLIN DR.
SECTION: 2019-143-RS&SW
PROJECT: STP-ZC09(107)
STANDARD OVERLAY, ADA IMPROVEMENTS
WILL COUNTY

C-91-106-20

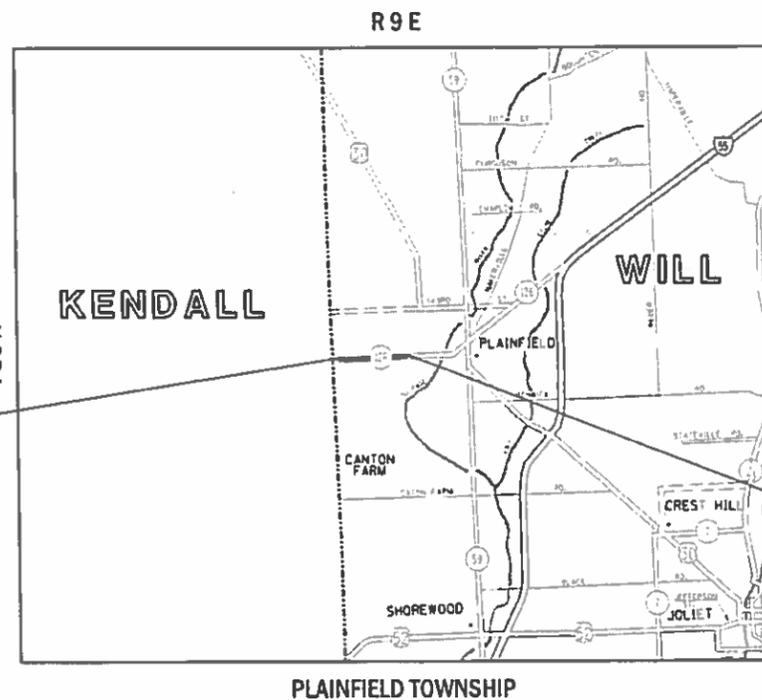


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: DAN WILGREEN (847) 705-4240
PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 62K16



PROJECT BEGINS
STA. 31+21

LOCATION MAP
(NOT TO SCALE)

PROJECT ENDS
STA. 125+60

GROSS & NET LENGTH = 9,439 FT. = 1.79 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED DECEMBER 19, 2019

Anthony J. [Signature]
REGIONAL ENGINEER

[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

HIGHWAY STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES
3-5	SUMMARY OF QUANTITIES
6-8	EXISTING AND PROPOSED TYPICAL SECTIONS
9-12	ROADWAY AND PAVEMENT MARKING PLAN
12A	RUMBLE STRIPE DETAIL
13	SIDEWALK DETAIL PLAN
14-16	DETECTOR LOOP REPLACEMENT PLAN
17-19	PROJECT DETAILS FOR CURB RAMPS
20	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-8)
21	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
22	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
23	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
24	DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL (BD-34)
24A	RUMBLE STRIPS FOR CENTERLINE, NON-FREEWAY (BD-55)
25	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
26	TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)
27	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
28	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
29	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
30	ARTERIAL ROAD INFORMATION SIGN (TC-22)
31	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 2 OF 7)
32	DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

STANDARD NO.	DESCRIPTION
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424021-05	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-05	FRAMES AND LIDS TYPE 1
604061-03	FRAME AND GRATE TYPE 12
604091-03	FRAME AND GRATE TYPE 24
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-12	STEEL PLATE BEAM GUARDRAIL
635001-02	DELINEATORS
642006	SHOULDER RUMBLE STRIPS, 8 IN.
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH
701311-03	LANE CLOSURE 2L, 2W, MOVING OPERATIONS DAY ONLY
701336-07	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES FOR SPEEDS >= 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE 2L, 2W, W/ BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF PLAINFIELD.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- ALL PAVEMENT PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, AND DRAINAGE ADJUSTMENT/RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 40 MPH. WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR FOR ARTERIALS AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT ERIC CAMPOS, ARTERIAL TRAFFIC FIELD ENGINEER, AT ERIC.CAMPOS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
- PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.
- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)" STANDARD DETAIL.
- ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)" STANDARD DETAIL.
- PROPOSED SIDEWALK RAMPS SHALL CONFORM TO CURRENT ADA REQUIREMENTS AND APPLICABLE STATE HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.

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PLOT DATE = 1/29/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES
IL 126 - KENDALL CO. LINE TO WALLIN DR.**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	2
CONTRACT NO. 62K16				
		ILLINOIS	FED. AID PROJECT	

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80% FED 20% STATE 0005	100% STATE 0005				
			URBAN						
20200100	EARTH EXCAVATION	CU YD	10	10					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	73	73					
25200110	SODDING, SALT TOLERANT	SO YD	73	73					
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SO YD	18	18					
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	41	41					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	28660	28660					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	64	64					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	270	270					
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	1752	1752					
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	2	2					
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	4162	4162					
42001300	PROTECTIVE COAT	SO YD	239	239					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	1276	1276					
* SPECIALTY ITEMS									

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80% FED 20% STATE 0005	100% STATE 0005				
			URBAN						
* 42400800	DETECTABLE WARNINGS	SO FT	140	140					
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	42460	42460					
44000600	SIDEWALK REMOVAL	SO FT	1228	1228					
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SO YD	322	322					
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SO YD	179	179					
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SO YD	106	106					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	395	395					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	4	4					
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4					
63200310	GUARDRAIL REMOVAL	FOOT	200	200					
64200108	SHOULDER RUMBLE STRIPS, 8"	FOOT	6346	6346					
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	10	10					
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1					
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1					
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1					

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		DATE -	REVISED -										

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80% FED 20% STATE 0005	100% STATE 0005			
			URBAN					
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	3	3				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
67100100	MOBILIZATION	L SUM	1	1				
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1				
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1				
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1				
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1				
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1				
70300100	SHORT TERM PAVEMENT MARKING	FOOT	16776	16776				
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	5592	5592				
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	431.6	431.6				
* SPECIALTY ITEMS								

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80% FED 20% STATE 0005	100% STATE 0005			
			URBAN					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	36323	36323				
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2557	2557				
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	293	293				
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	663	663				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	352	352				
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	4194	4194				
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	431.6	431.6				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	26867	26867				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2577	2577				
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	293	293				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	663	663				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	352	352				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	414	414				
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8	8				

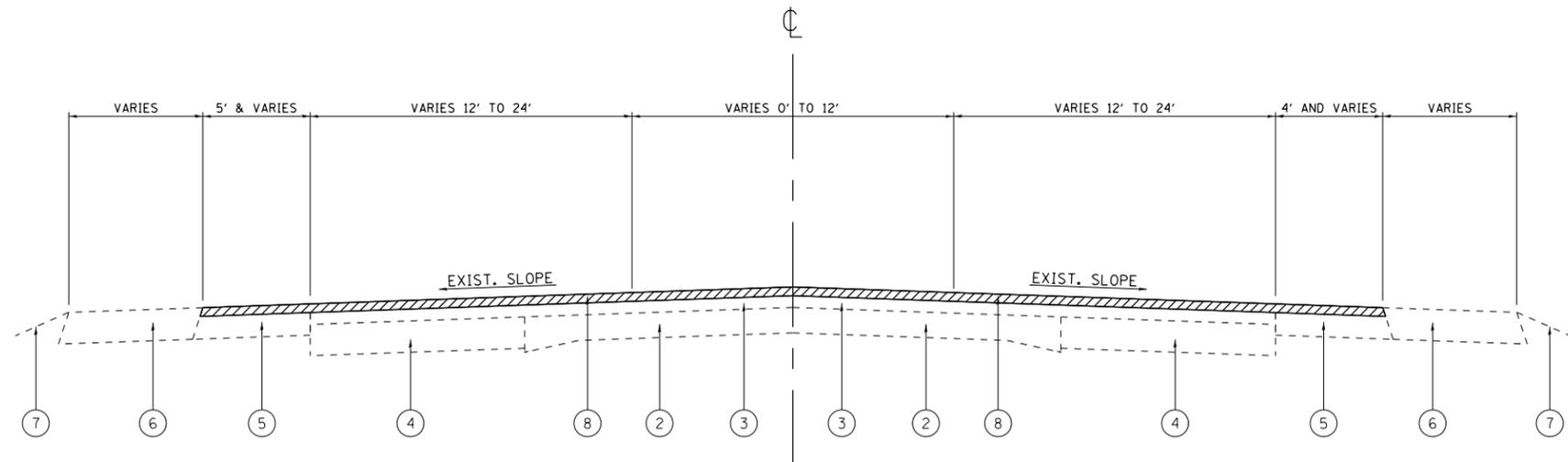
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CONTRACT NO. 62K16																

LEGEND:

- ① EXISTING STABILIZED SUB-BASE, ± 4"
- ② EXISTING PCC PAVEMENT, ± 6½"-9"
- ③ EXISTING HMA SURFACE COURSE, ± 4½"-6"
- ④ EXISTING HMA BASE COURSE, ± 8"
- ⑤ EXISTING HMA SHOULDER, ± 8"
- ⑥ EXISTING AGGREGATE SHOULDER, ± 8"
- ⑦ EXISTING DITCH
- ⑧ PROPOSED HMA SURFACE REMOVAL, 2½"
- ⑨ PROPOSED POLYMERIZED HMA BINDER COURSE, IL-4.75, N50, ¾"
- ⑩ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "E", IL-9.5, N70, 1¾"
- ⑪ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑫ PROPOSED GRADING AND SHAPING SHOULDERS

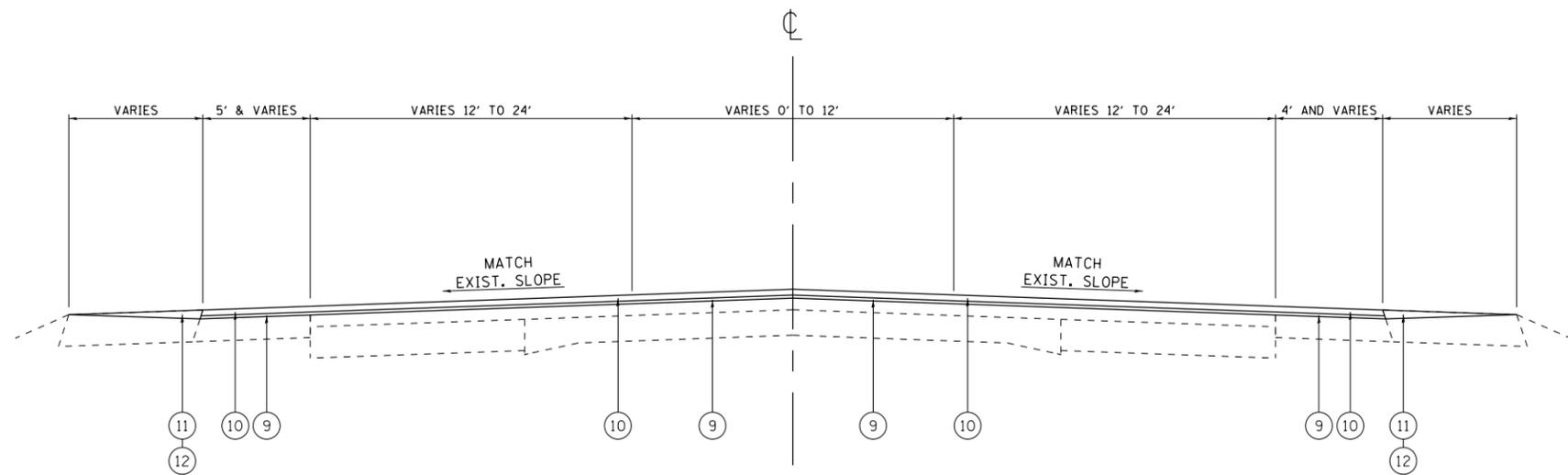
NOTES:

1. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
2. LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HMA BINDER COURSE, IL-4.75, N50



**IL 126
EXISTING TYPICAL SECTION**

STA. 62+94 TO STA. 79+86
STA. 89+28 TO STA. 105+63



**IL 126
PROPOSED TYPICAL SECTION**

STA. 62+94 TO STA. 79+86
STA. 89+28 TO STA. 105+63

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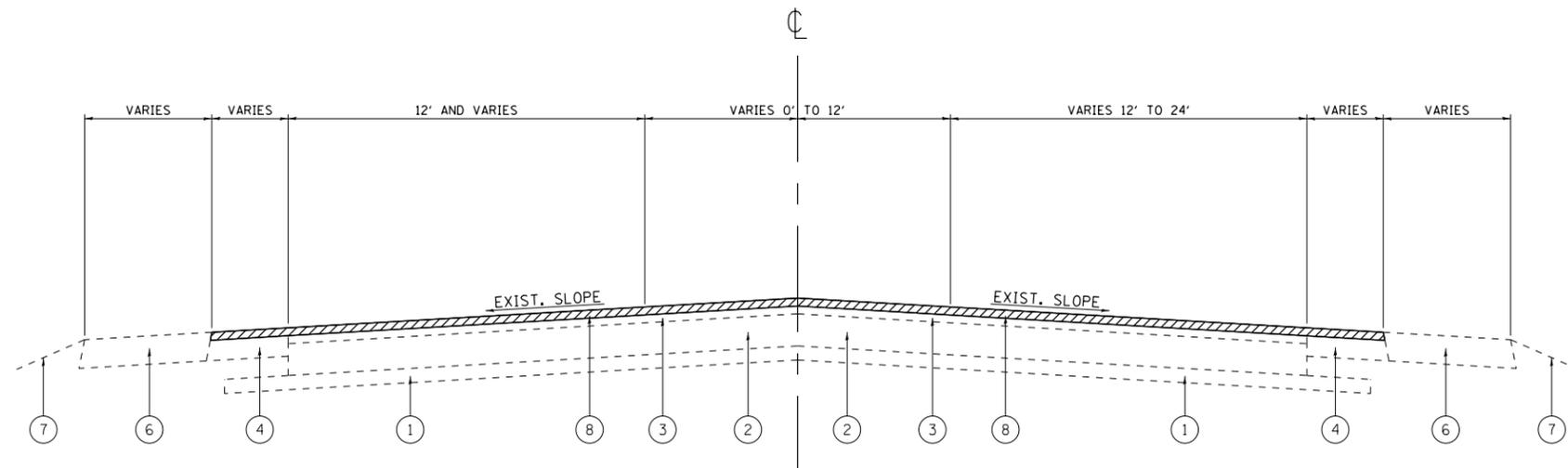
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PLOT DATE = 12/19/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED TYPICAL SECTIONS
IL 126 - KENDALL CO. LINE TO WALLIN DR.**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	7
			CONTRACT NO. 62K16	
		ILLINOIS	FED. AID PROJECT	



IL 126
EXISTING TYPICAL SECTION

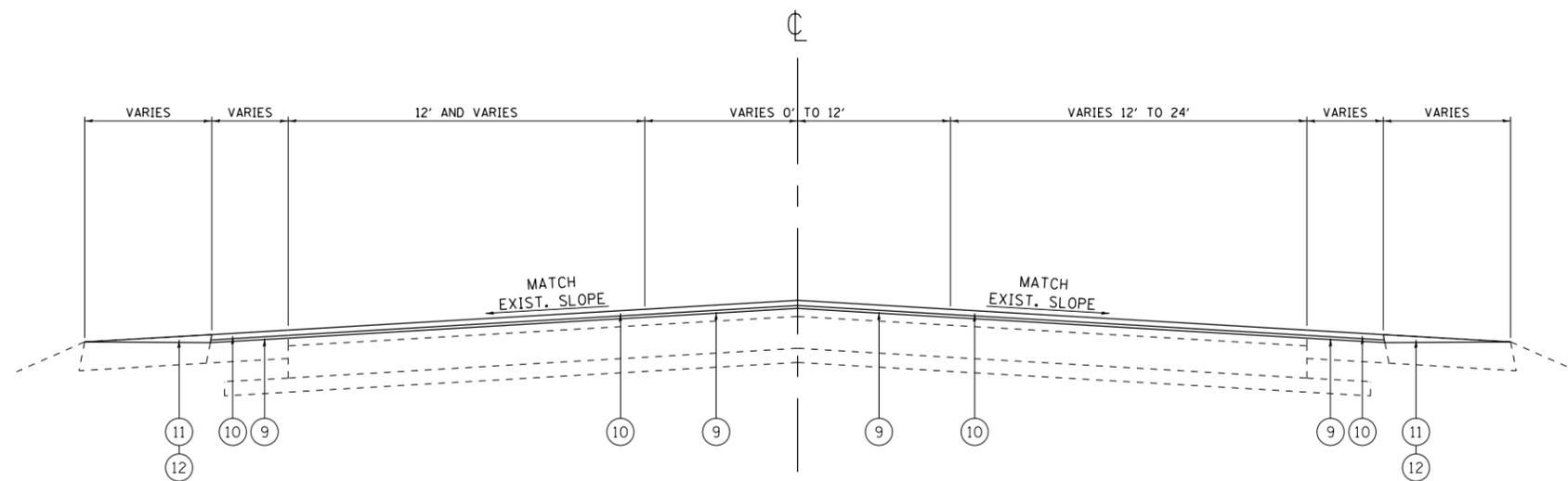
STA. 115+33 TO STA. 125+60

LEGEND:

- ① EXISTING STABILIZED SUB-BASE, ± 4"
- ② EXISTING PCC PAVEMENT, ± 6½"-9"
- ③ EXISTING HMA SURFACE COURSE, ± 4½"-6"
- ④ EXISTING HMA BASE COURSE, ± 8"
- ⑤ EXISTING HMA SHOULDER, ± 8"
- ⑥ EXISTING AGGREGATE SHOULDER, ± 8"
- ⑦ EXISTING DITCH
- ⑧ PROPOSED HMA SURFACE REMOVAL, 2½"
- ⑨ PROPOSED POLYMERIZED HMA BINDER COURSE, IL-4.75, N50, ¾"
- ⑩ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "E", IL-9.5, N70, 1¾"
- ⑪ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑫ PROPOSED GRADING AND SHAPING SHOULDERS

NOTES:

1. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
2. LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HMA BINDER COURSE, IL-4.75, N50



IL 126
PROPOSED TYPICAL SECTION

STA. 115+33 TO STA. 125+60

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTIONS
IL 126 - KENDALL CO. LINE TO WALLIN DR.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	8
CONTRACT NO. 62K16				
		ILLINOIS FED. AID PROJECT		

SCALE: SHEET OF SHEETS STA. TO STA.

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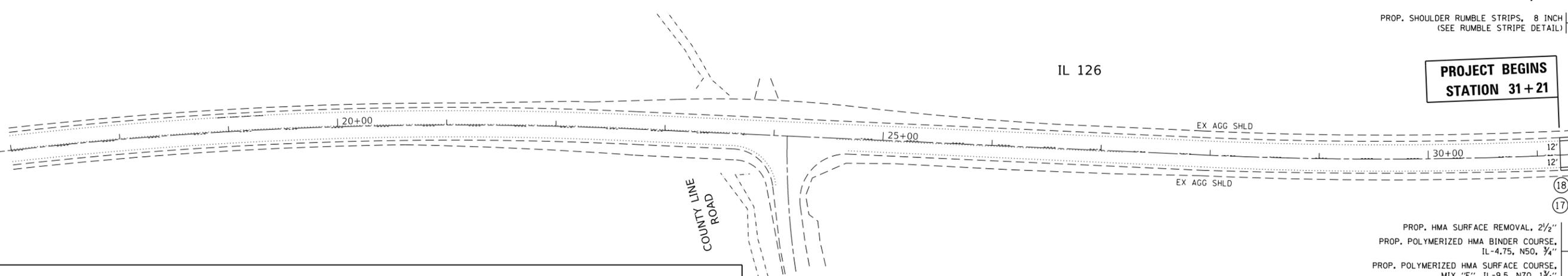


PROP. SHOULDER RUMBLE STRIPS, 8 INCH
(SEE RUMBLE STRIPE DETAIL)

**PROJECT BEGINS
STATION 31+21**

MATCHLINE STA. 32+00

IL 126

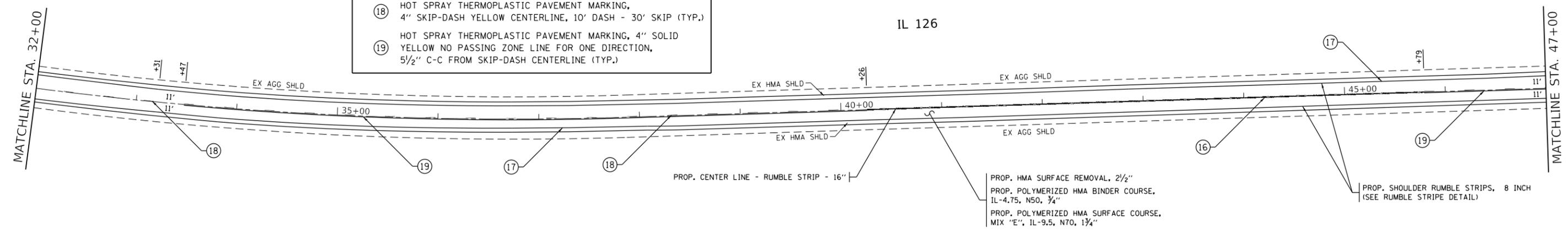


PAVEMENT MARKING LEGEND

- | | |
|---|---|
| ① THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.) | ⑨ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE TURN LANE LINE (TYP.) |
| ② THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE EDGE LINE (TYP.) | ⑩ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.) |
| ③ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP-DASH YELLOW CENTERLINE, 10' DASH - 30' SKIP (TYP.) | ⑪ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE CROSSWALK LINE, 2 @ 10' C-C (TYP.) |
| ④ THERMOPLASTIC PAVEMENT MARKING, 4" SOLID YELLOW NO PASSING ZONE LINE FOR ONE DIRECTION, 5 1/2" C-C FROM SKIP-DASH CENTERLINE (TYP.) | ⑫ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE DIAGONAL LINE, SPACED 2' APART (TYP.) |
| ⑤ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE SHOULDER DIAGONAL LINE (TYP.) | ⑬ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE LONGITUDINAL BAR, SPACED 2' APART (TYP.) |
| ⑥ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW DIAGONAL LINE (TYP.) | ⑭ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE GORE CHEVRON (TYP.) |
| ⑦ THERMOPLASTIC PAVEMENT MARKING, 6" DOTTED WHITE LINE, 2' DASH - 6' SKIP (TYP.) | ⑮ THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE LINE (TYP.) |
| ⑧ THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, SOLID WHITE (TYP.) | ⑯ HOT SPRAY THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.) |
| | ⑰ HOT SPRAY THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE EDGE LINE (TYP.) |
| | ⑱ HOT SPRAY THERMOPLASTIC PAVEMENT MARKING, 4" SOLID YELLOW NO PASSING ZONE LINE FOR ONE DIRECTION, 5 1/2" C-C FROM SKIP-DASH CENTERLINE (TYP.) |



IL 126



PROP. HMA SURFACE REMOVAL, 2 1/2"
PROP. POLYMERIZED HMA BINDER COURSE, IL-4.75, N50, 3/4"
PROP. POLYMERIZED HMA SURFACE COURSE, MIX "E", IL-9.5, N70, 1 3/4"

PROP. SHOULDER RUMBLE STRIPS, 8 INCH
(SEE RUMBLE STRIPE DETAIL)

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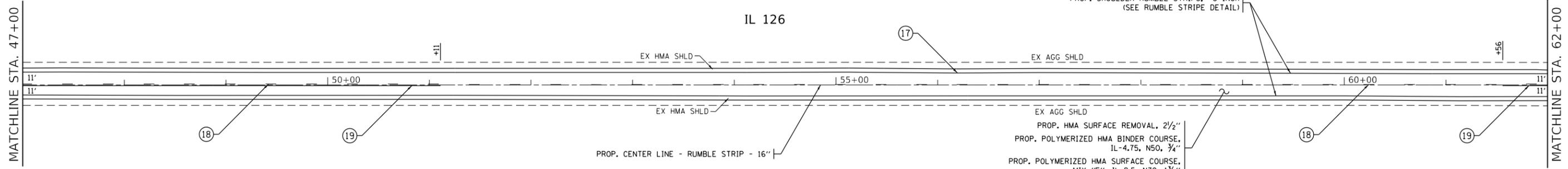
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN
IL 126 - KENDALL CO. LINE TO WALLIN DR.**

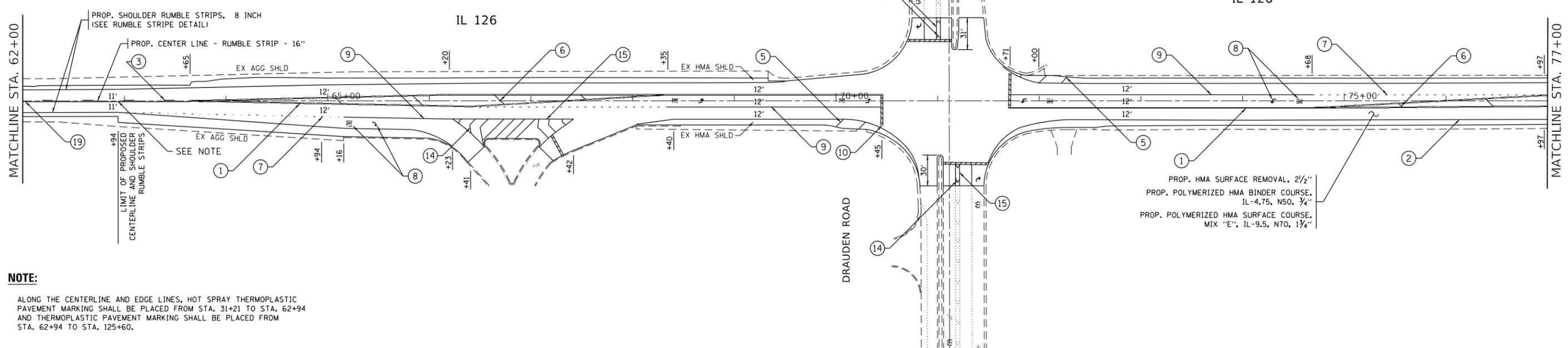
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	9
CONTRACT NO. 62K16				
ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- | | | |
|---|--|---|
| ① THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.) | ⑨ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE TURN LANE LINE (TYP.) | ⑬ HOT SPRAY THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.) |
| ② THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE EDGE LINE (TYP.) | ⑩ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.) | ⑭ HOT SPRAY THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE EDGE LINE (TYP.) |
| ③ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP-DASH YELLOW CENTERLINE, 10' DASH - 30' SKIP (TYP.) | ⑪ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE CROSSWALK LINE, 2 @ 10' C-C (TYP.) | ⑮ HOT SPRAY THERMOPLASTIC PAVEMENT MARKING, 4" SKIP-DASH YELLOW CENTERLINE, 10' DASH - 30' SKIP (TYP.) |
| ④ THERMOPLASTIC PAVEMENT MARKING, 4" SOLID YELLOW NO PASSING ZONE LINE FOR ONE DIRECTION, 5/2" C-C FROM SKIP-DASH CENTERLINE (TYP.) | ⑫ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE DIAGONAL LINE, SPACED 2' APART (TYP.) | ⑯ HOT SPRAY THERMOPLASTIC PAVEMENT MARKING, 4" SOLID YELLOW NO PASSING ZONE LINE FOR ONE DIRECTION, 5/2" C-C FROM SKIP-DASH CENTERLINE (TYP.) |
| ⑤ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE SHOULDER DIAGONAL LINE (TYP.) | ⑬ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE LONGITUDINAL BAR, SPACED 2' APART (TYP.) | |
| ⑥ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW DIAGONAL LINE (TYP.) | ⑭ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE GORE CHEVRON (TYP.) | |
| ⑦ THERMOPLASTIC PAVEMENT MARKING, 6" DOTTED WHITE LINE, 2' DASH - 6' SKIP (TYP.) | ⑮ THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE LINE (TYP.) | |
| ⑧ THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, SOLID WHITE (TYP.) | | |



NOTE:
ALONG THE CENTERLINE AND EDGE LINES, HOT SPRAY THERMOPLASTIC PAVEMENT MARKING SHALL BE PLACED FROM STA. 31+21 TO STA. 62+94 AND THERMOPLASTIC PAVEMENT MARKING SHALL BE PLACED FROM STA. 62+94 TO STA. 125+60.

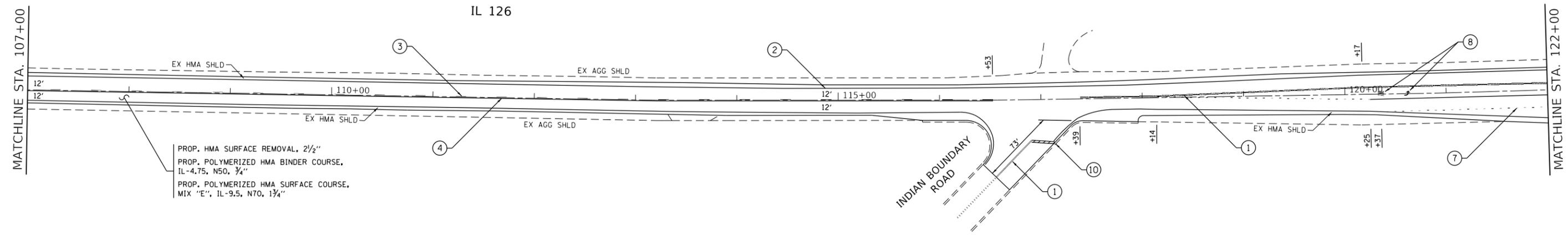
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY AND PAVEMENT MARKING PLAN	
IL 126 - KENDALL CO. LINE TO WALLIN DR.	
SCALE: 1" = 50'	SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	10
CONTRACT NO. 62K16				
ILLINOIS FED. AID PROJECT				

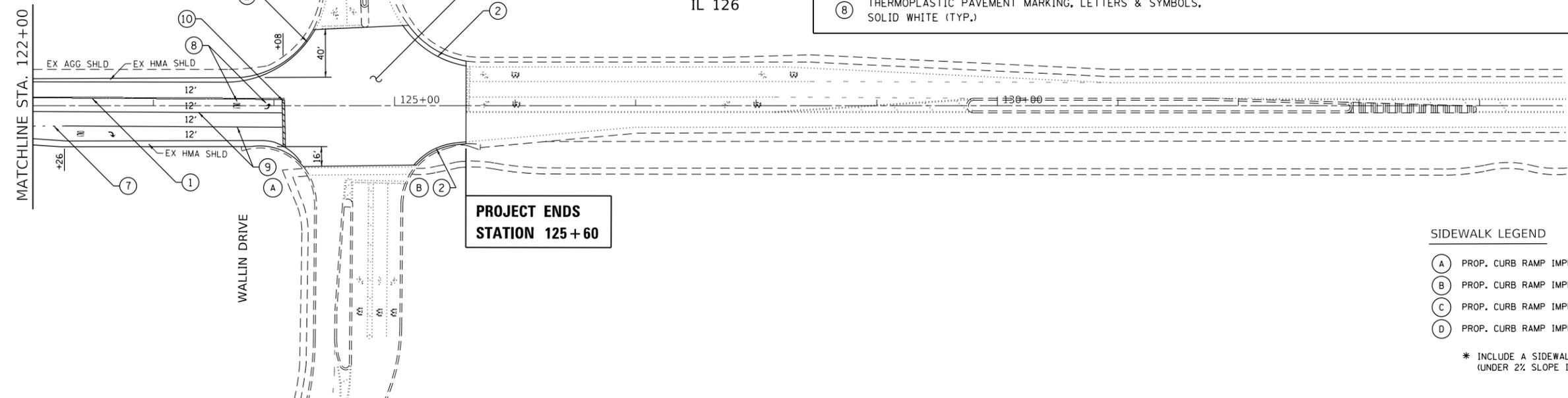


PROP. HMA SURFACE REMOVAL, 2 1/2"
 PROP. POLYMERIZED HMA BINDER COURSE,
 IL-4.75, N50, 3/4"
 PROP. POLYMERIZED HMA SURFACE COURSE,
 MIX "E", IL-9.5, N70, 1 3/4"

PROP. HMA SURFACE REMOVAL, 2 1/2"
 PROP. POLYMERIZED HMA BINDER COURSE,
 IL-4.75, N50, 3/4"
 PROP. POLYMERIZED HMA SURFACE COURSE,
 MIX "E", IL-9.5, N70, 1 3/4"

PAVEMENT MARKING LEGEND

- | | |
|---|--|
| ① THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.) | ⑨ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE TURN LANE LINE (TYP.) |
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| ④ THERMOPLASTIC PAVEMENT MARKING, 4" SOLID YELLOW NO PASSING ZONE LINE FOR ONE DIRECTION, 5 1/2" C-C FROM SKIP-DASH CENTERLINE (TYP.) | ⑫ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE DIAGONAL LINE, SPACED 2' APART (TYP.) |
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| ⑦ THERMOPLASTIC PAVEMENT MARKING, 6" DOTTED WHITE LINE, 2' DASH - 6' SKIP (TYP.) | ⑮ THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE LINE (TYP.) |
| ⑧ THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, SOLID WHITE (TYP.) | |



**PROJECT ENDS
 STATION 125+60**

SIDEWALK LEGEND

- Ⓐ PROP. CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PLAN
- Ⓑ PROP. CURB RAMP IMPROVEMENT, SEE PD-01B *
- Ⓒ PROP. CURB RAMP IMPROVEMENT, SEE PD-03A *
- Ⓓ PROP. CURB RAMP IMPROVEMENT, SEE PD-05A *

* INCLUDE A SIDEWALK PANEL WITH MINIMUM DIMENSIONS OF 4' WIDE X 4' LONG (UNDER 2% SLOPE IN ALL DIRECTIONS) ADJACENT TO PEDESTRIAN PUSH-BUTTON.



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

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN
 IL 126 - KENDALL CO. LINE TO WALLIN DR.**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	12
CONTRACT NO. 62K16				
		ILLINOIS	FED. AID PROJECT	

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IL 126 INTERSECTION	EARTH EXCAVATION	TOPSOIL FURNISH AND PLACE, 4"	SODDING, SALT TOLERANT	AGGREGATE BASE COURSE, TYPE B 6"	BITUMINOUS MATERIALS (PRIME COAT)	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	PROTECTIVE COAT	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNINGS	SIDEWALK REMOVAL	CLASS D PATCHES, TYPE II, 11 INCH	CLASS D PATCHES, TYPE III, 11 INCH	FRAMES AND GRATES TO BE ADJUSTED	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	BIKE PATH REMOVAL	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
	CU YD	SQ YD	SQ YD	SQ YD	POUND	TON	SQ YD	SQ FT	SQ FT	SQ FT	SQ YD	SQ YD	EACH	EACH	SQ YD	FOOT
	20200100	21101615	25200110	35101800	40600275	40604060	42001300	42400200	42400800	44000600	44201777	44201781	60300105	89500400	X0327036	Z0004562
MEADOW LN.	8	39	39	18	41	2	159	1010	116	978	42	20	2	8	18	138
WALLIN DR.	2	14	14	0	0	0	40	266	24	250	14	0	0	2	0	30
TOTAL	10	53	53	18	41	2	199	1276	140	1228	56	20	2	10	18	168

USER NAME = TARIQFM	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 12/19/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

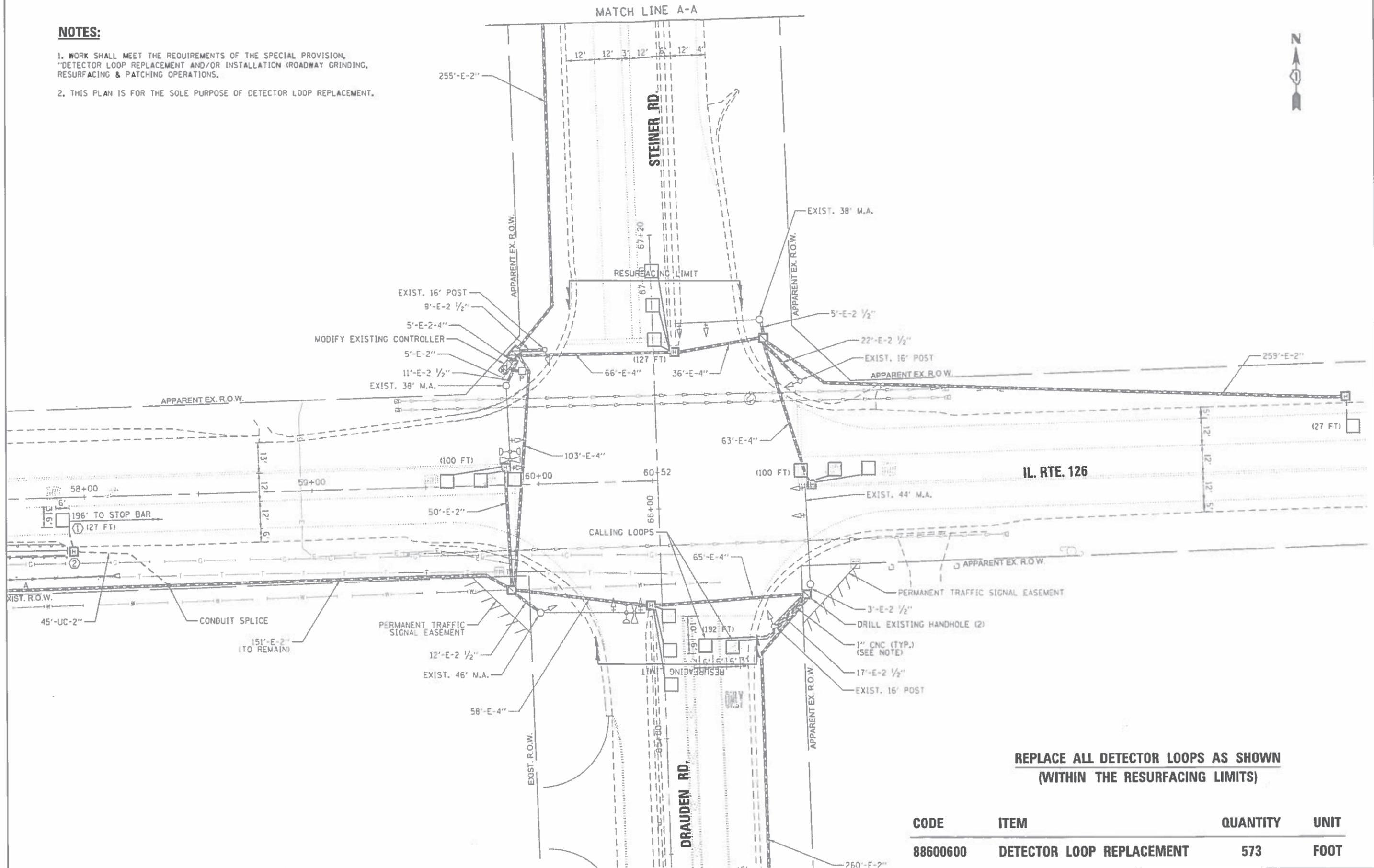
**SIDEWALK DETAIL PLAN - SCHEDULE OF QUANTITIES
 IL 126 - KENDALL CO. LINE TO WALLIN DR.**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	13
CONTRACT NO. 62K16			ILLINOIS FED. AID PROJECT	

NOTES:

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



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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	573	FOOT

FILE NAME : 62K16 - IL 126 @ Steiner Rd.dgn	USER NAME : vargese	DESIGNED - AV	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

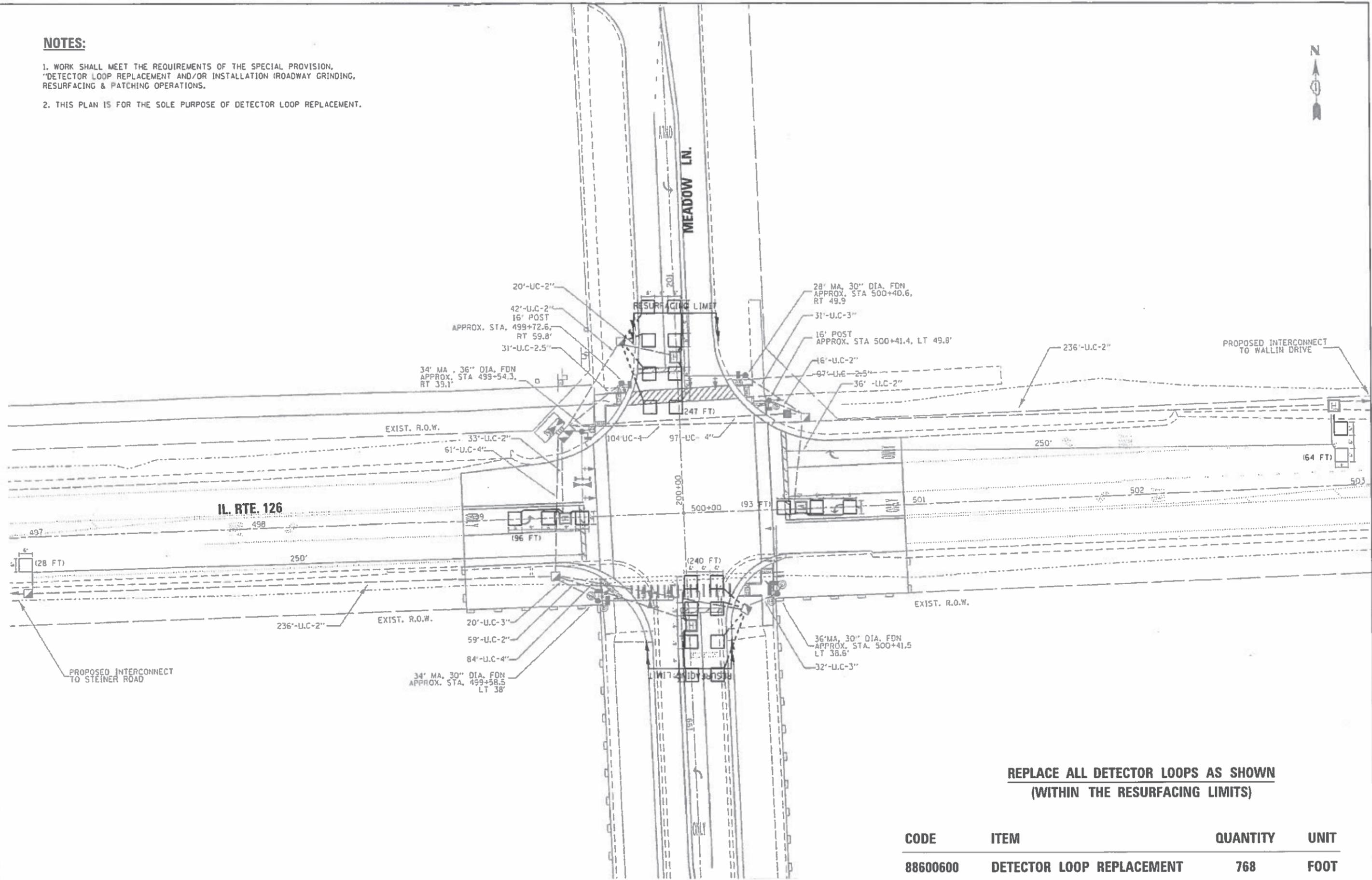
**DETECTOR LOOP REPLACEMENT PLAN
IL. RTE. 126 AT STEINER RD /DRAUDEN RD.**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 379	SECTION 2019-143-R5&S	COUNTY WILL	TOTAL SHEETS 32	SHEET NO. 14
CONTRACT NO. 62K16				ILLINOIS FED. AID PROJECT

NOTES:

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



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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	768	FOOT

FILE NAME • 62K16 - IL 126 @ Meadow Lane.dgn	USER NAME • vargasa	DESIGNED - AV	REVISED -
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		DATE - 11/22/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

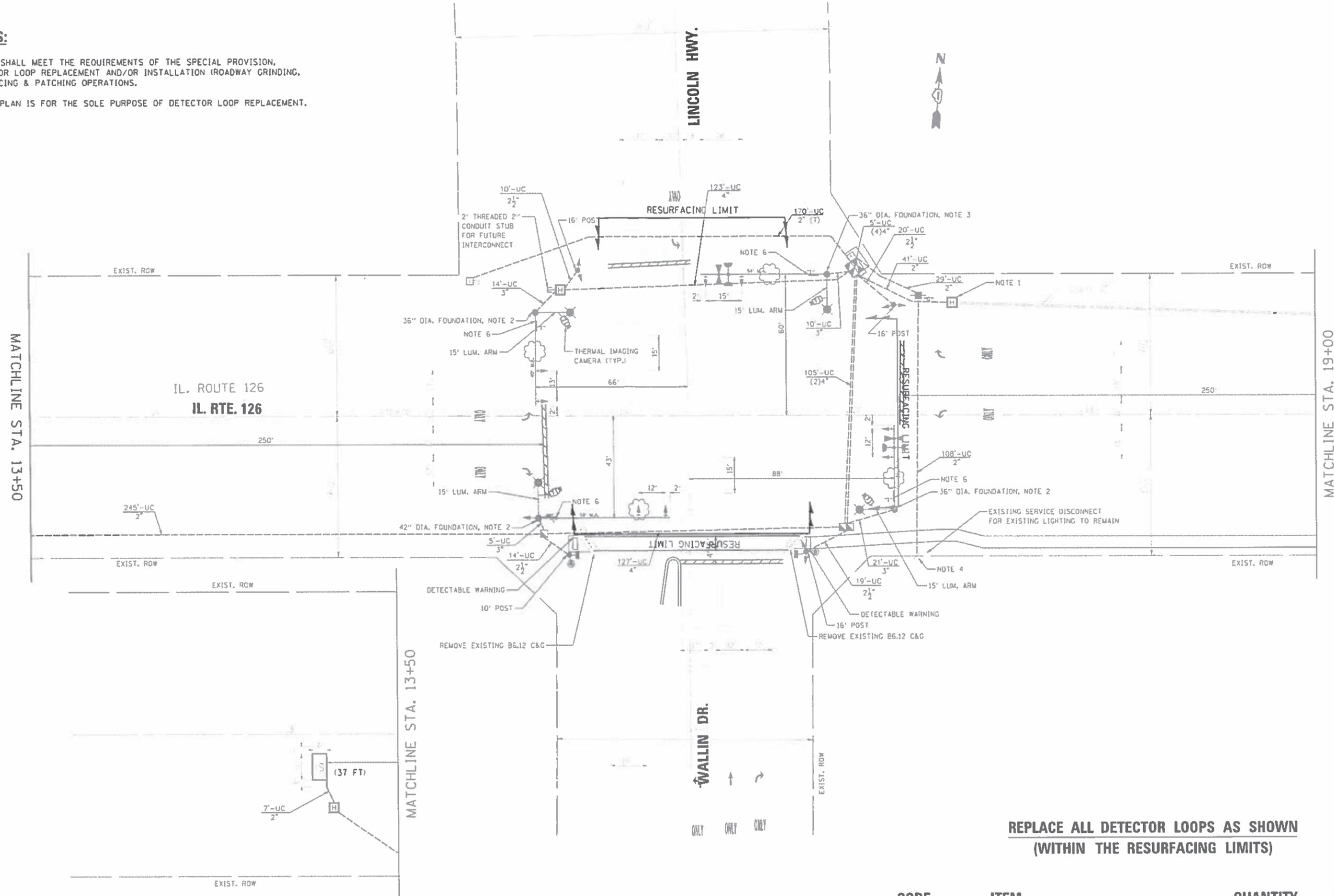
**DETECTOR LOOP REPLACEMENT PLAN
IL RTE. 126 AT MEADOW LANE**

F.A.P. RTE. 379	SECTION 2019-143-R5&5W	COUNTY WILL	TOTAL SHEETS 32	SHEET NO. 15
CONTRACT NO. 62K16				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.

NOTES:

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



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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	37	FOOT

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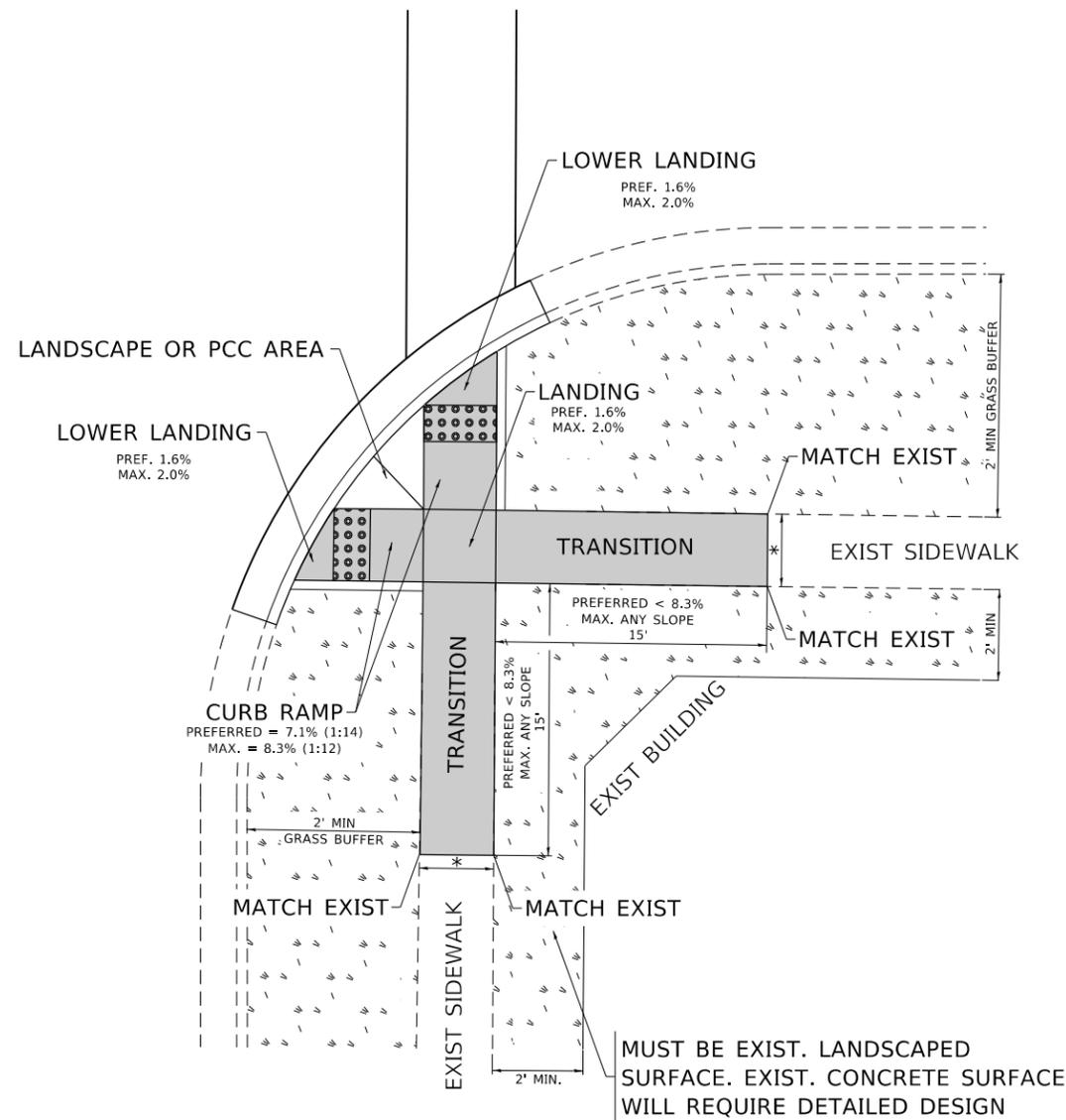
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETECTOR LOOP REPLACEMENT PLAN			
IL. RTE. 126 AT LINCOLN HWY./WALLIN DR.			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

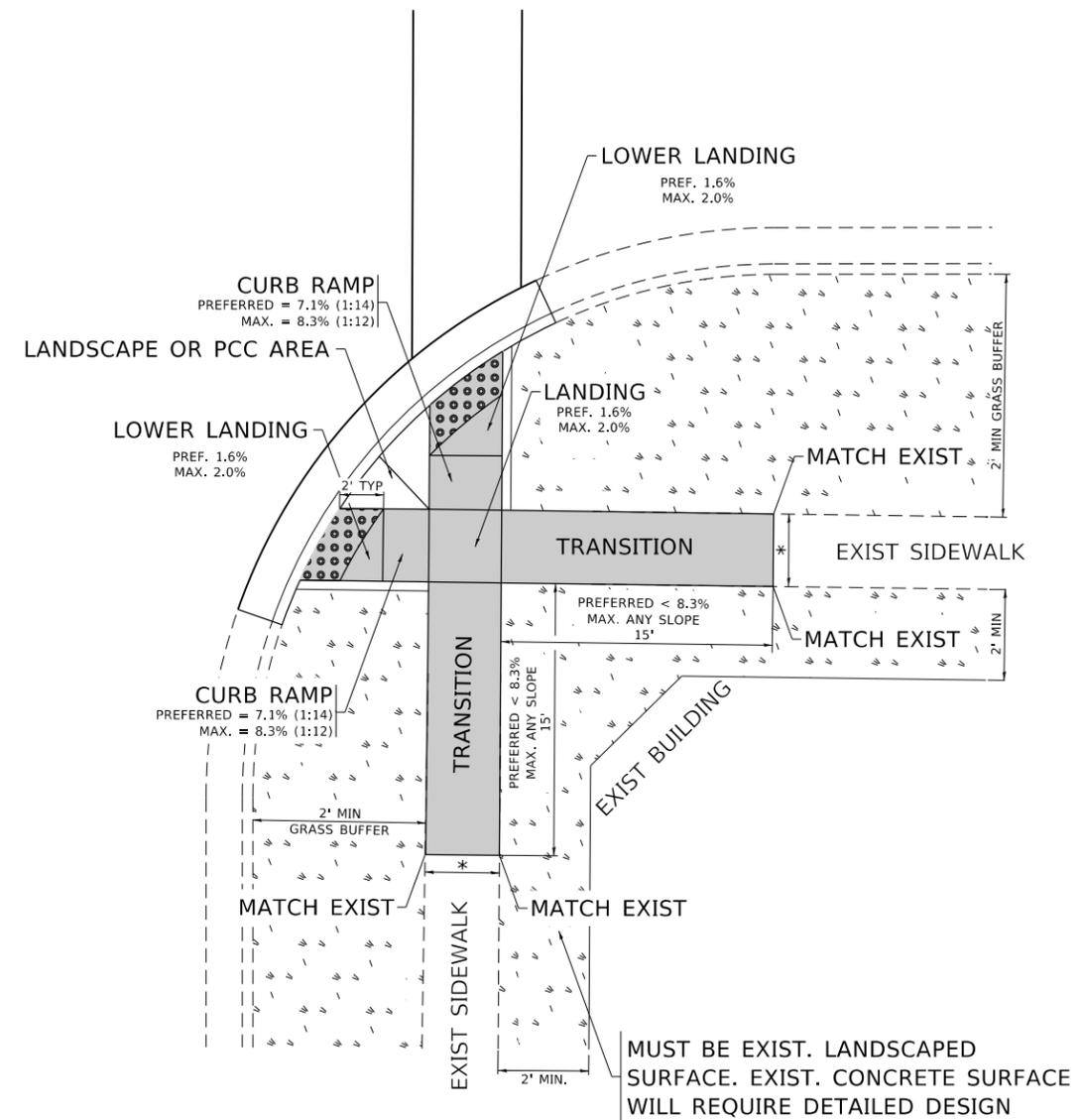
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&5W	WILL	32	16
CONTRACT NO. 62K16				
ILLINOIS FED. AID PROJECT				

ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS

PD-03A



PD-03B



LEGEND

- PROPOSED SIDE CURB
- EXIST. GRASS
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

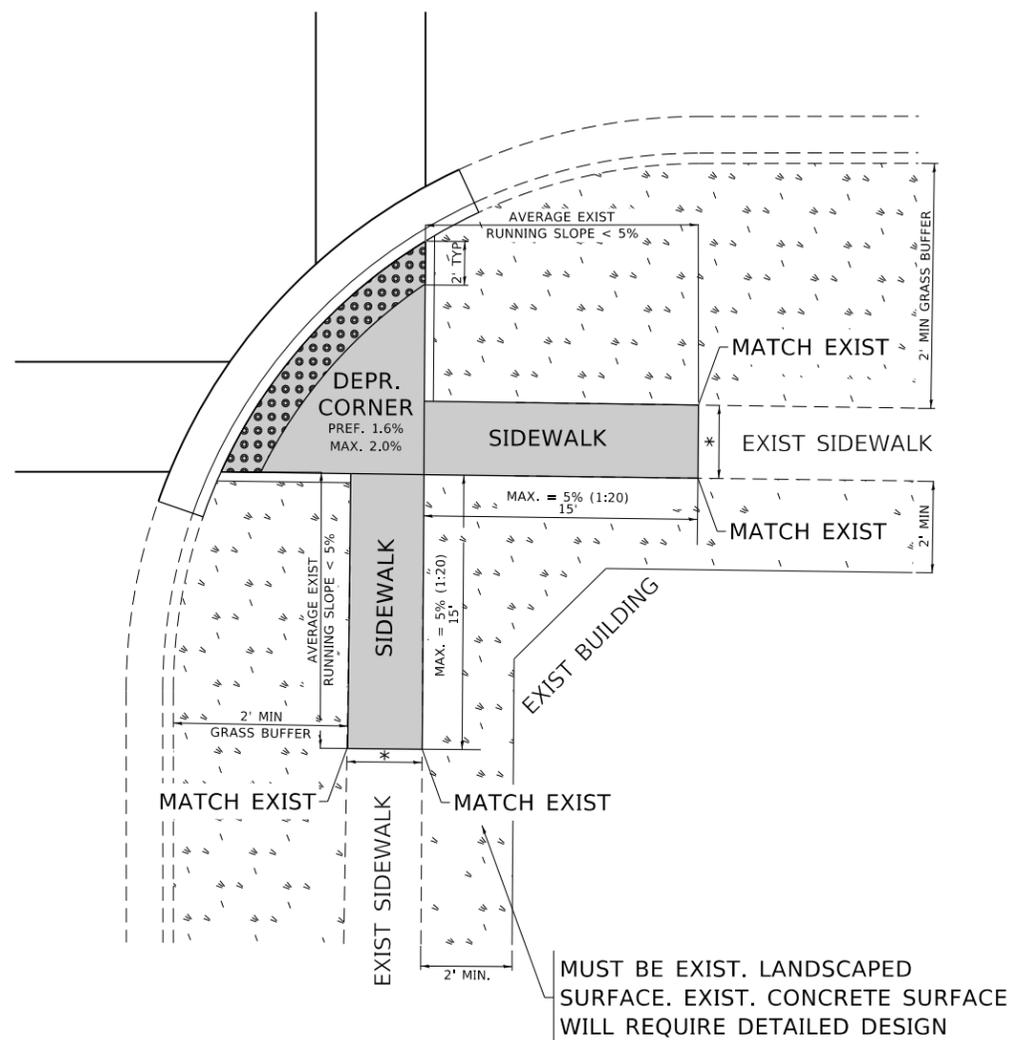
**PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS
(PD-03)**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

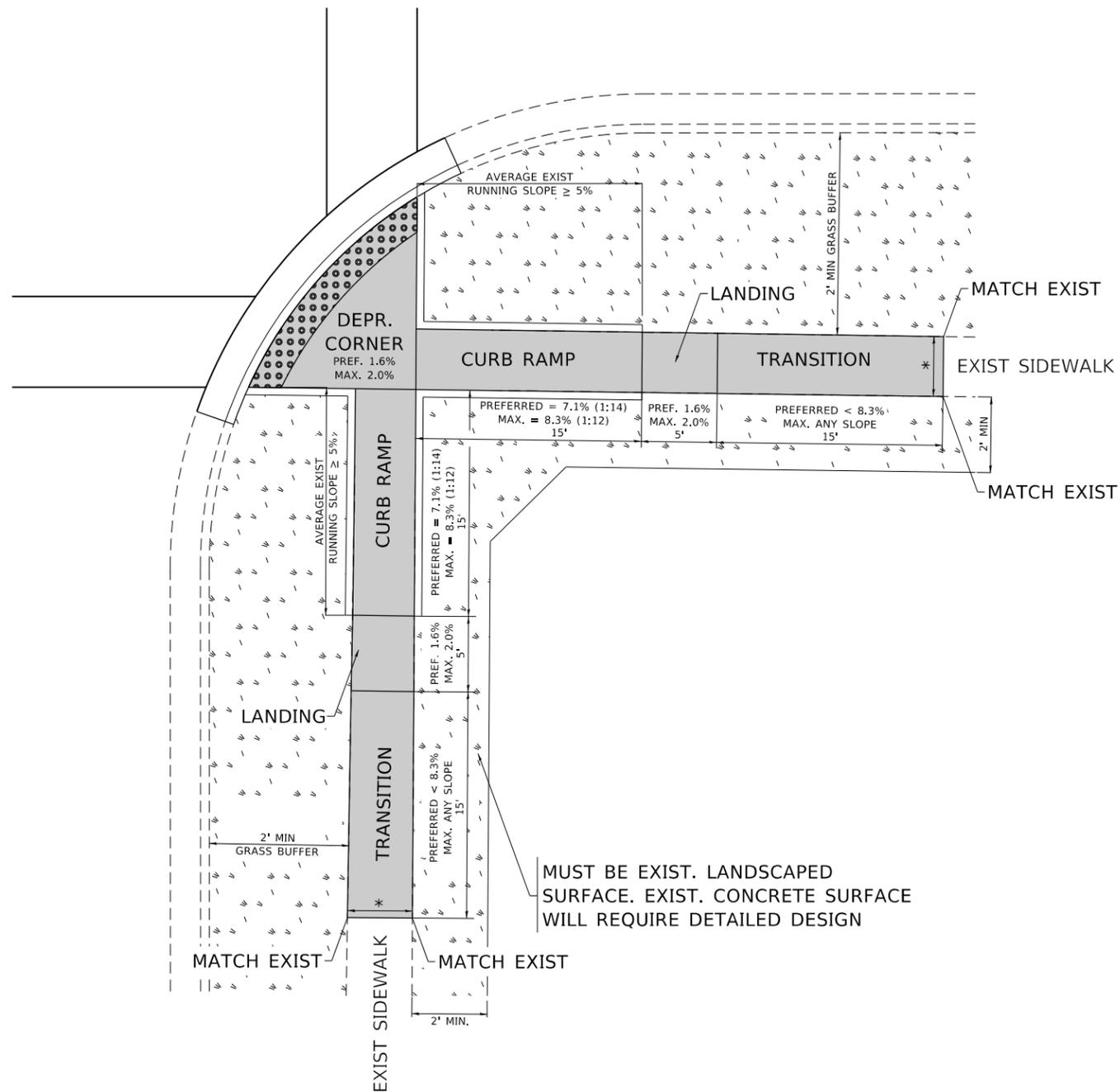
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	18
PD-03		CONTRACT NO. 62K16		
ILLINOIS FED. AID PROJECT				

ADA DETAIL FOR DEPRESSED CORNER CURB RAMPS

PD-05A



PD-05B



LEGEND

- EXIST. GRASS
- PROPOSED SIDEWALK
- PROPOSED SIDE CURB
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

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PROJECT: ...

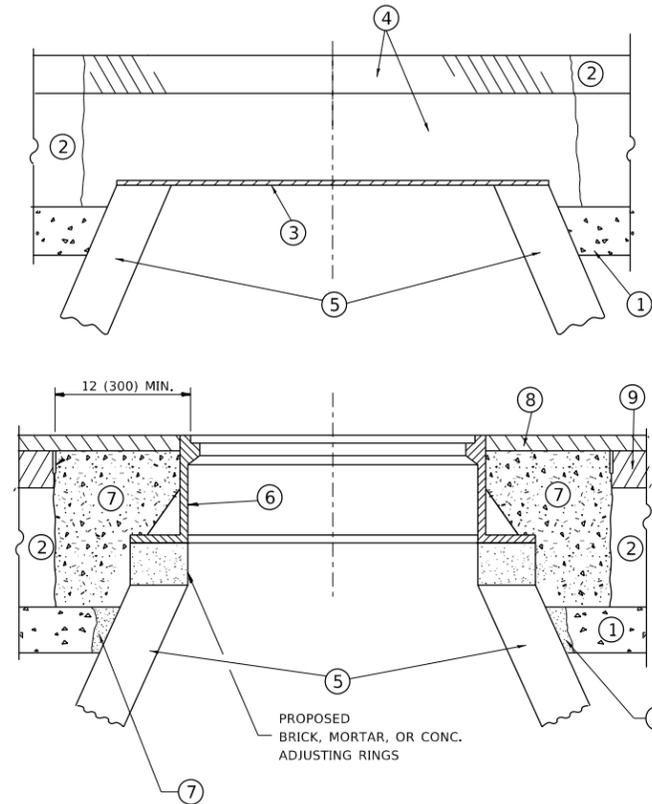
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PLOT DATE = 12/19/2019	DATE - 10/02/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROJECT DETAIL FOR DEPRESSED CORNER CURB RAMPS
(PD-05)**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	19
PD-05		CONTRACT NO. 62K16		
		ILLINOIS	FED. AID PROJECT	



NOTES

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

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

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

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

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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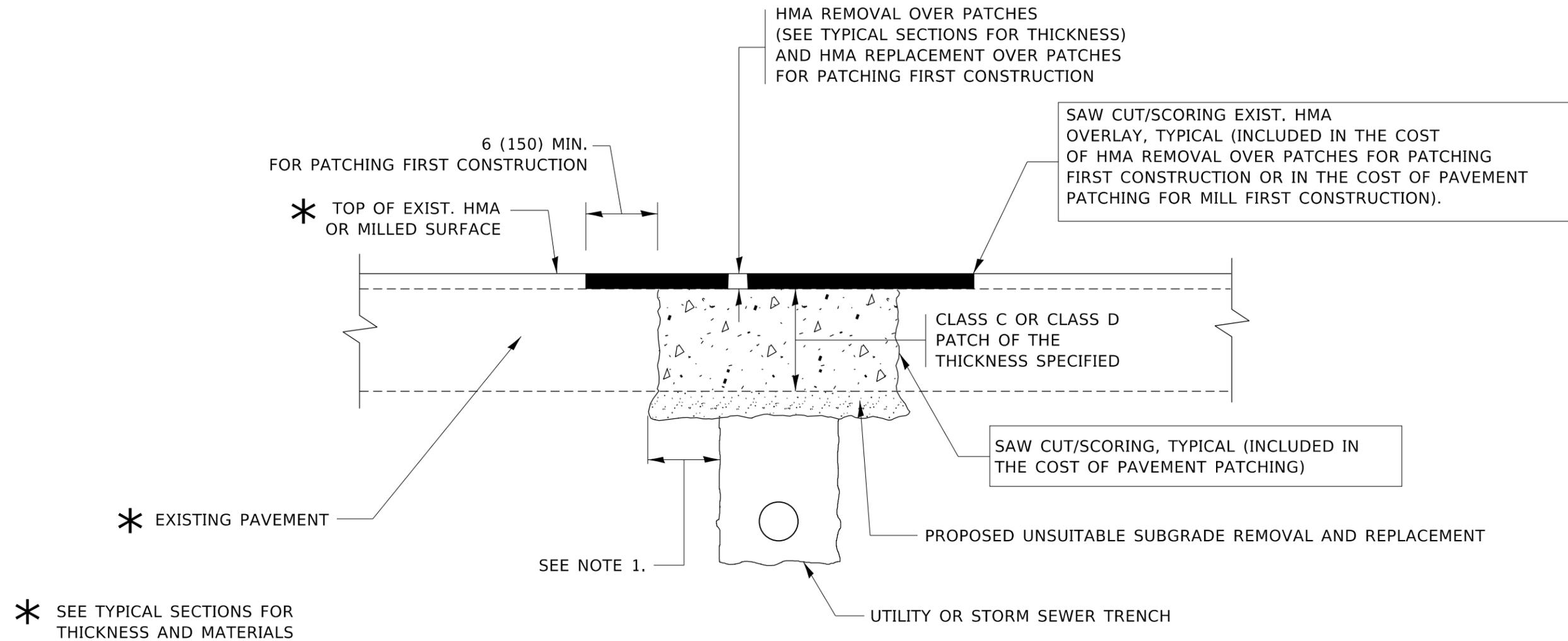
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	DRAWN -	REVISED - R. BORO 01-01-07
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PLOT DATE = 12/19/2019	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	20
BD600-03 (BD-8)		CONTRACT NO. 62K16		
ILLINOIS		FED. AID PROJECT		



NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 09-04-07
PLOT DATE = 12/19/2019	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	21
BD400-04 (BD-22)			CONTRACT NO. 62K16	
ILLINOIS FED. AID PROJECT				

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

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

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

SEE STATE STANDARD 606001

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

¼" (5) **

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

PROPOSED ¾" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

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

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

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

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

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

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

NOTE:

- SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED.
- CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

BASIS OF PAYMENT

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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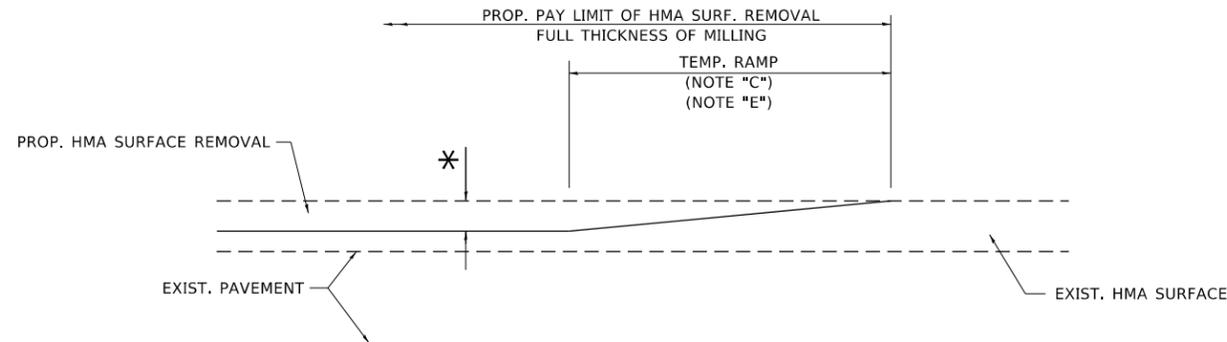
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	DRAWN -	REVISED - A. ABBAS 03-21-97
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PLOT DATE = 12/19/2019	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT

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

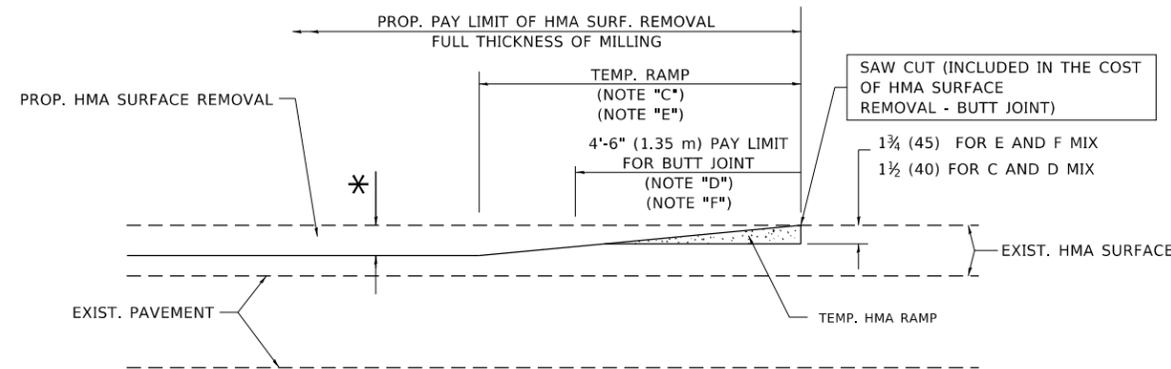
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379	2019-143-R5&SW	WILL	32	22
BD600-06 (BD-24)			CONTRACT NO. 62K16	
ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

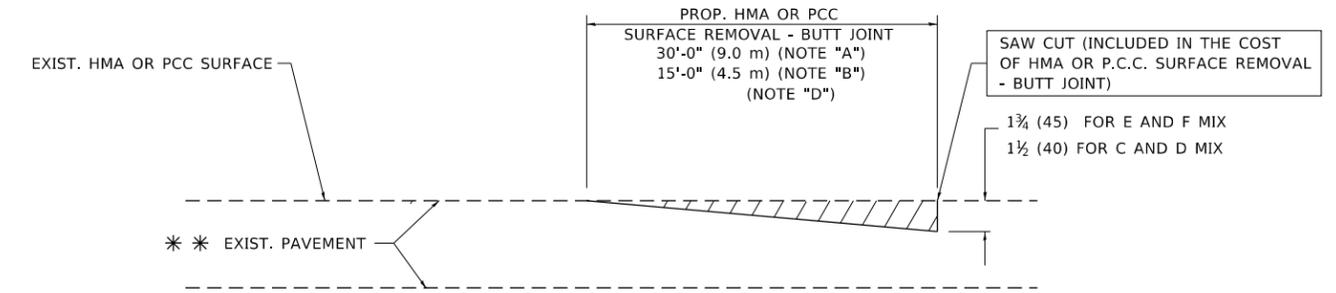


HMA CONSTRUCTED TEMPORARY RAMP

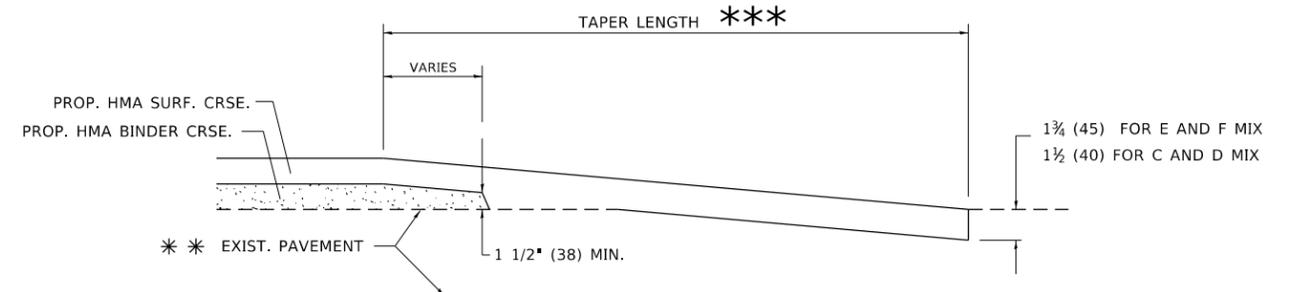
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

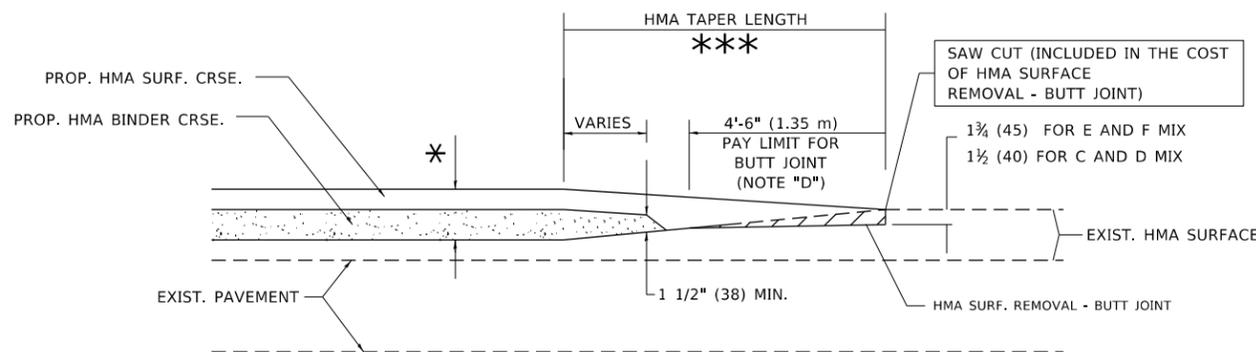
NOTES

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

BASIS OF PAYMENT

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

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

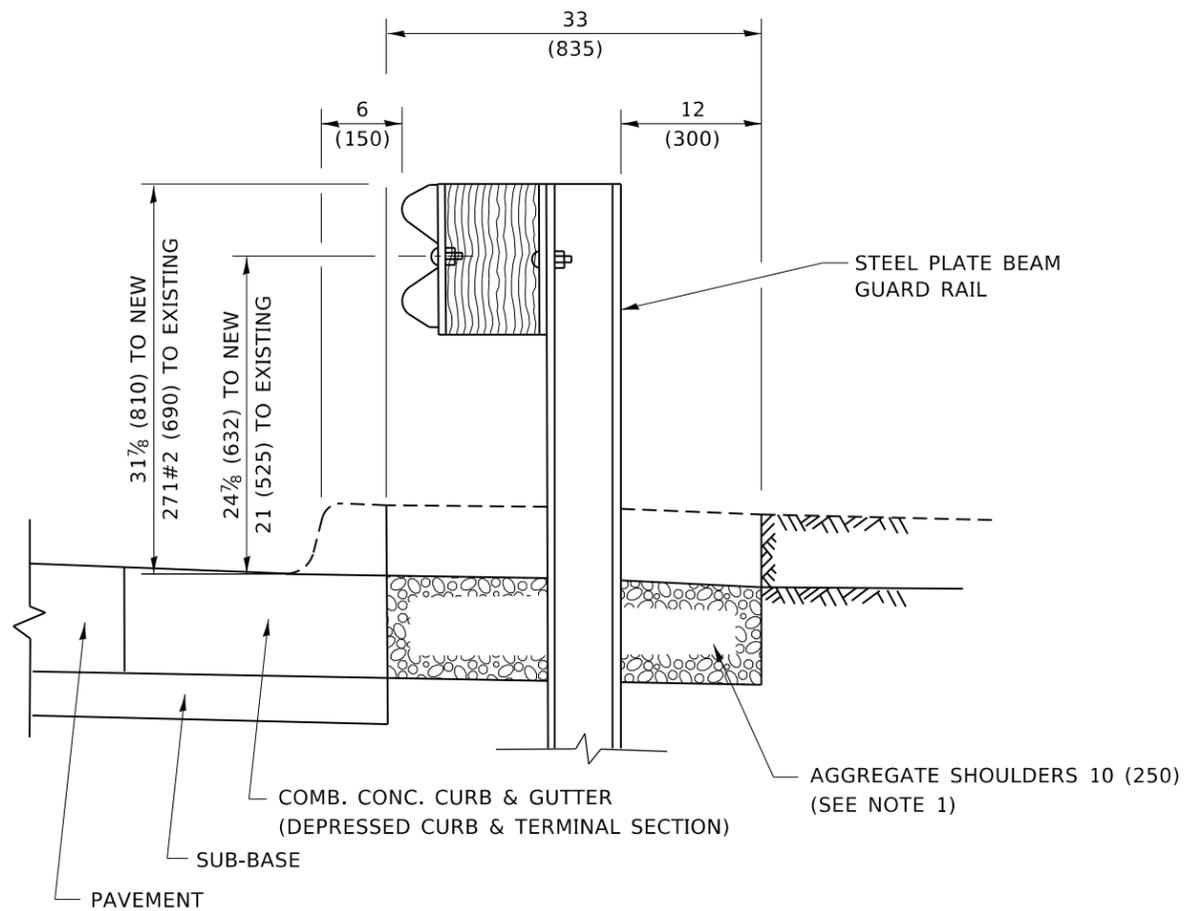
BUTT JOINT AND
HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	23
BD400-05 BD32		CONTRACT NO. 62K16		
ILLINOIS FED. AID PROJECT				

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PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT DATE = 12/19/2019	CHECKED -	REVISED - M. GOMEZ 04-06-01
	DATE - 06-13-90	REVISED - R.BORO 01-01-07



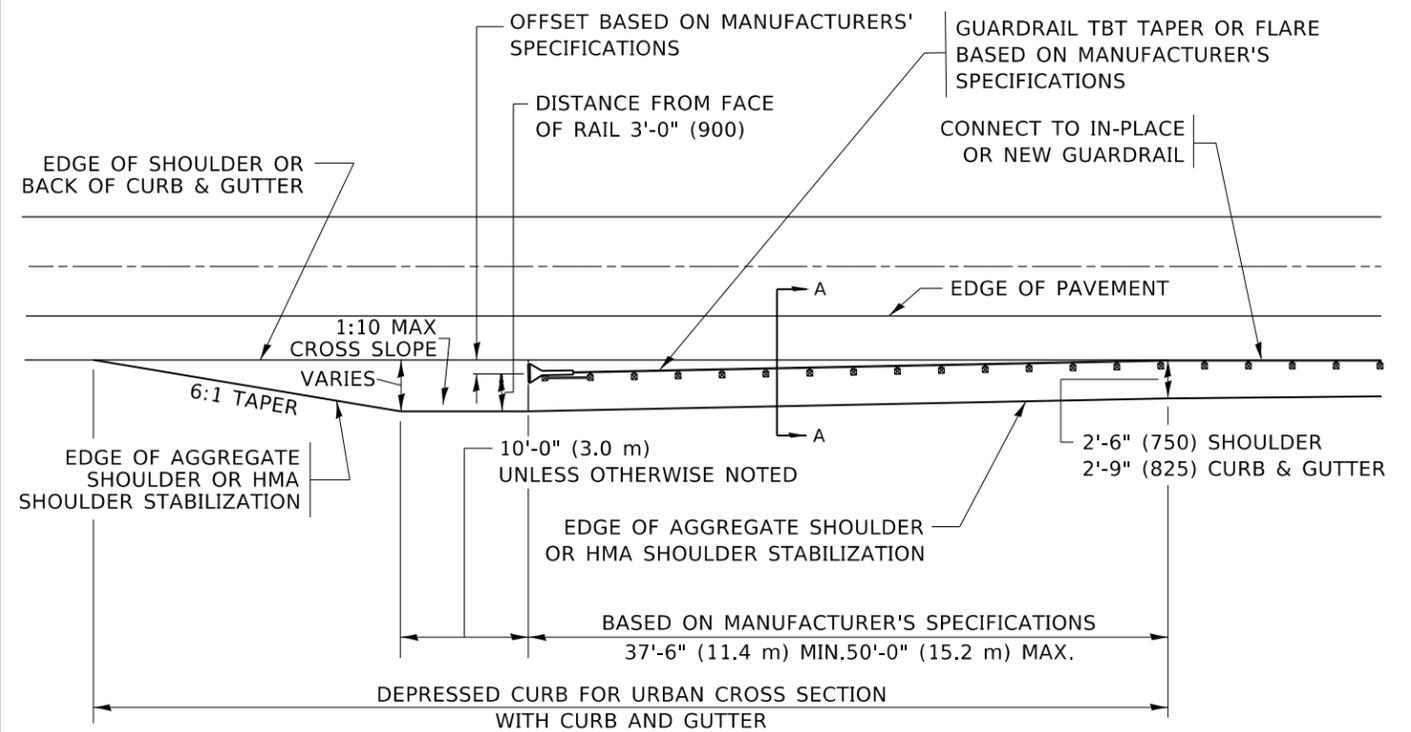
SECTION A-A

NOTES:

1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

**DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER**

[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



**DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

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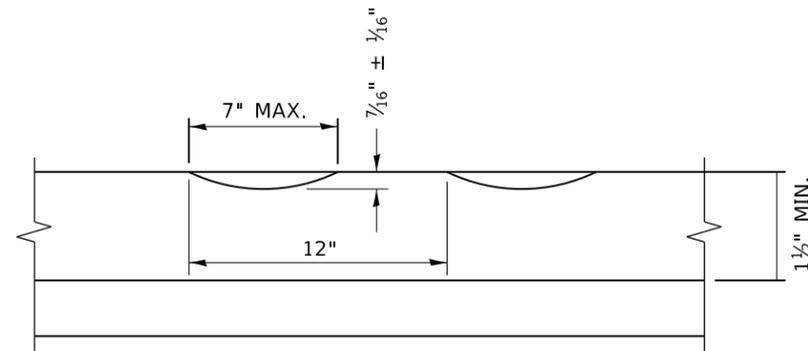
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

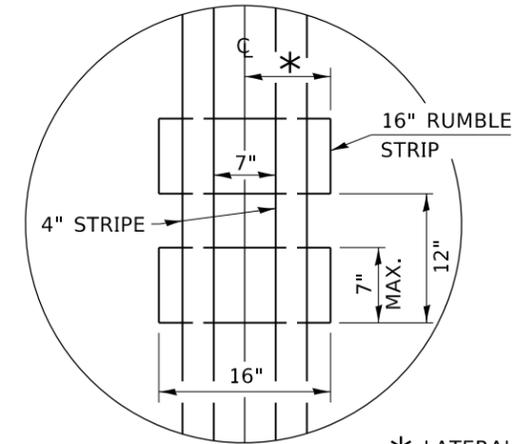
**DETAILS FOR DEPRESSED CURB & GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

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

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379	2019-143-R5&SW	WILL	32	24
BD600-10 (BD 34)			CONTRACT NO. 62K16	
ILLINOIS FED. AID PROJECT				



SECTION A-A



* LATERAL DEVIATION SHALL NOT EXCEED ONE INCH IN 100 FEET.

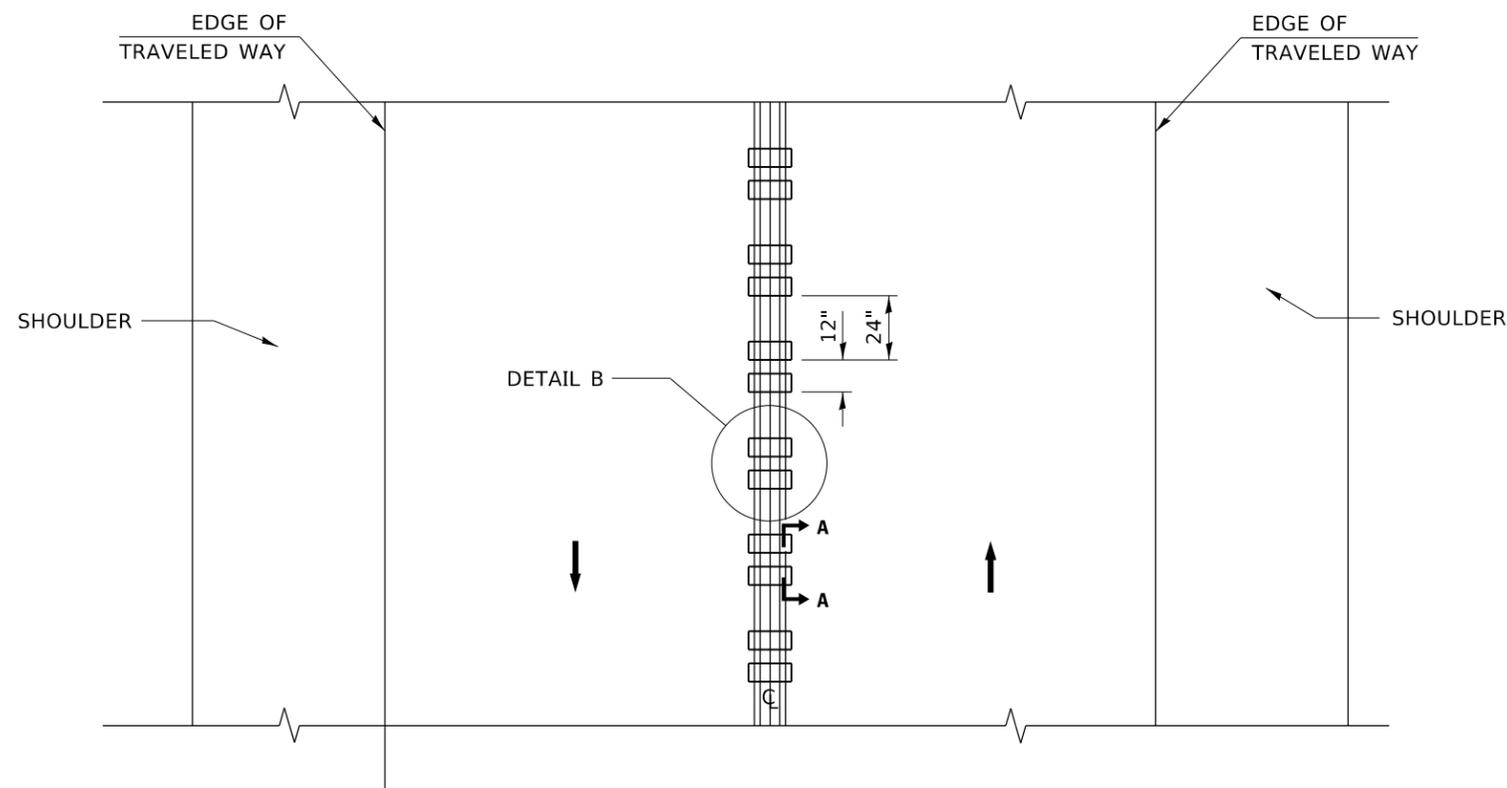
DETAIL B

GENERAL NOTES

- CENTERLINE RUMBLE STRIPS SHALL BE CONSTRUCTED ACCORDING TO SECTION 642 ALONG THE CENTERLINE OF PAVEMENT.
- SEE STANDARD 780001 FOR OTHER STRIPING LAYOUTS.
- RUMBLE STRIPS SHALL NOT BE PLACED ON BRIDGES.
- ALL RUMBLE STRIPS SHALL BE MILLED.
- CENTERLINE RUMBLE STRIPS SHALL BE CONTINUOUS THROUGH CONNECTIONS OF SIDEROADS WITH NO LEFT TURN LANES.
- DISCONTINUE CENTERLINE RUMBLE STRIPS THROUGH THE LIMITS OF ALL LEFT TURN LANES, INCLUDING ANY LANE TAPER SECTIONS.
- AFTER RUMBLE STRIPS ARE INSTALLED, THE PAVEMENT SURFACE SHALL BE SWEEPED CLEAN PRIOR TO THE PLACEMENT OF THE NEW PAVEMENT MARKINGS.
- WHERE USED, ADJUST SPACING OF RAISED REFLECTIVE PAVEMENT MARKERS TO FALL IN WIDER GAP BETWEEN RUMBLE STRIPS.

BASIS OF PAYMENT

- THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR CENTERLINE-RUMBLE STRIP OF THE WIDTH SPECIFIED.
- HOT-SPRAY THERMOPLASTIC PAVEMENT MARKING WILL BE USED OVER THE RUMBLE STRIPS, AND WILL BE PAID FOR SEPARATELY.



TWO-WAY ROAD

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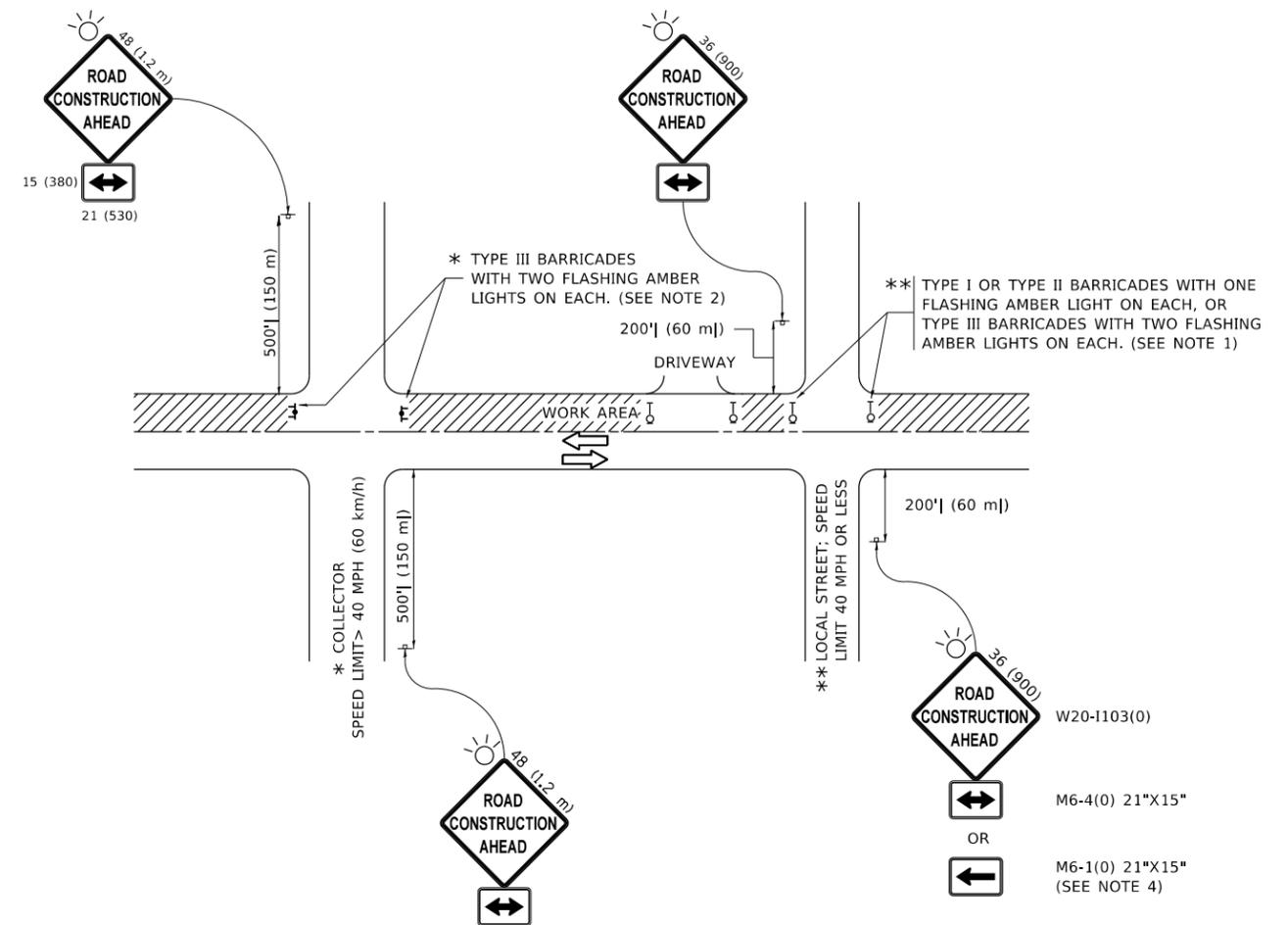
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RUMBLE STRIPS FOR CENTERLINE, NON-FREEWAY

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	24A
BD 55			CONTRACT NO. 62K16	
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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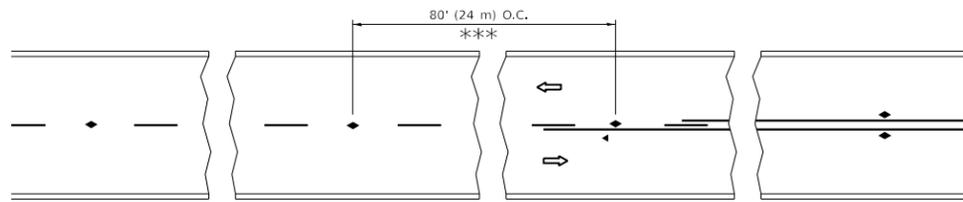
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PLOT DATE = 12/19/2019	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

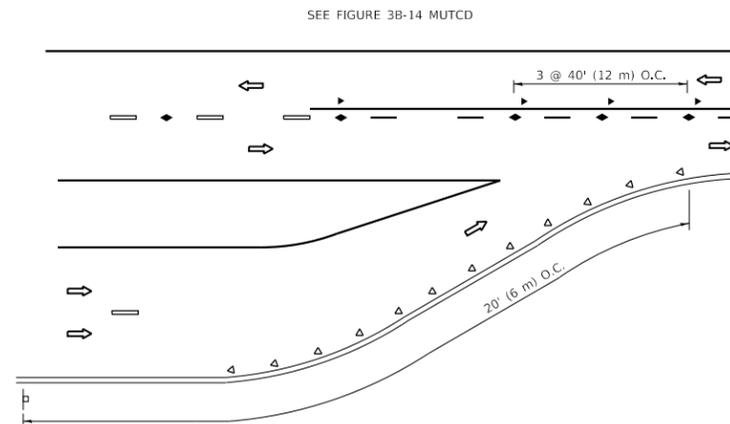
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 62K16	
ILLINOIS FED. AID PROJECT				

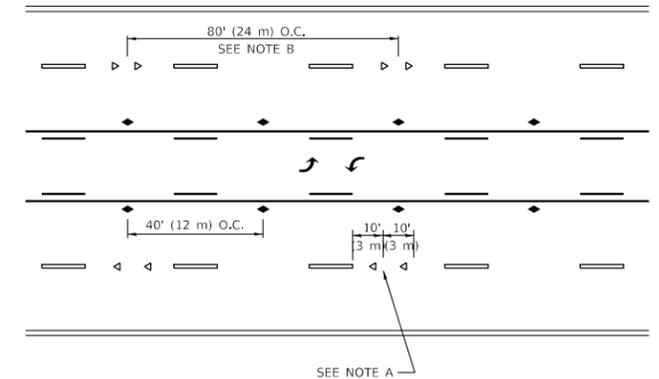


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

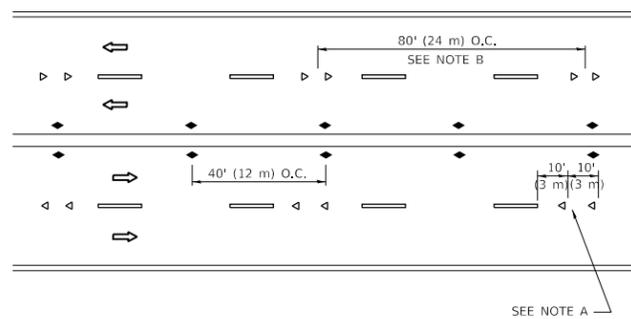
TWO-LANE/TWO-WAY



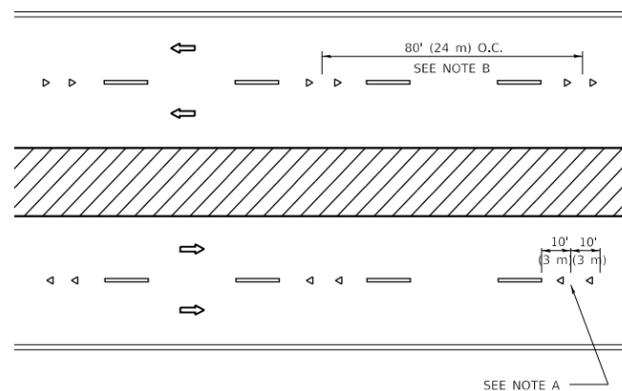
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

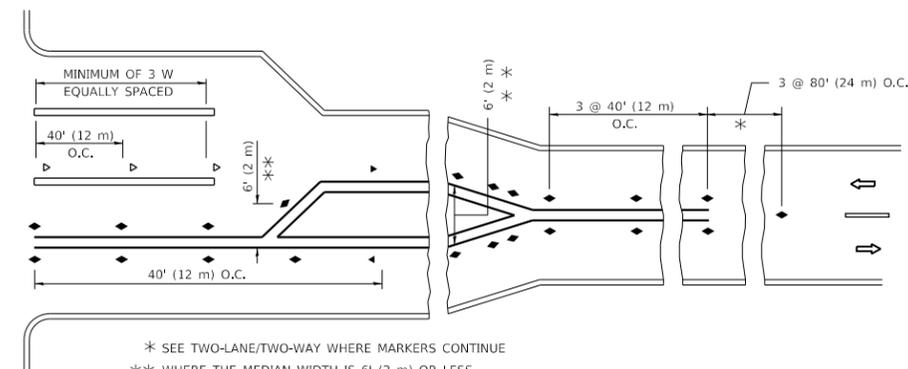
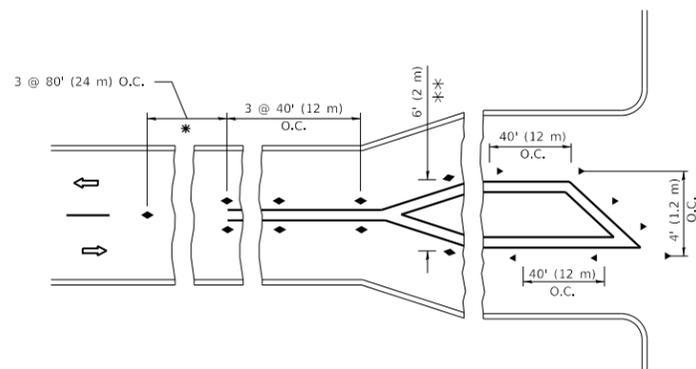
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

TURN LANES

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

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USER NAME = TARIQFM	DESIGNED -	REVISED - T. RAMMACHER 03-12-99
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09
PLOT DATE = 12/19/2019	DATE -	REVISED - C. JUCIUS 07-01-13

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	26
TC-11			CONTRACT NO. 62K16	
ILLINOIS		FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

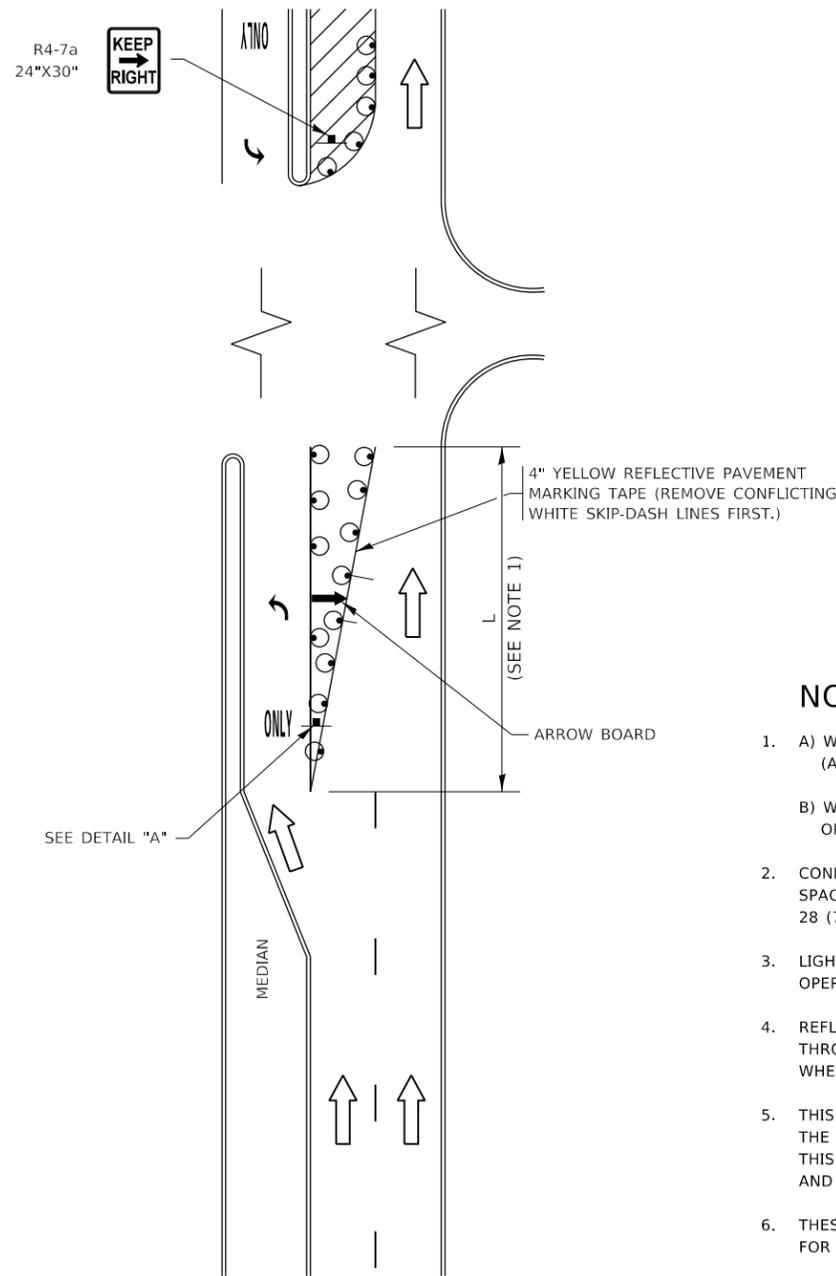


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

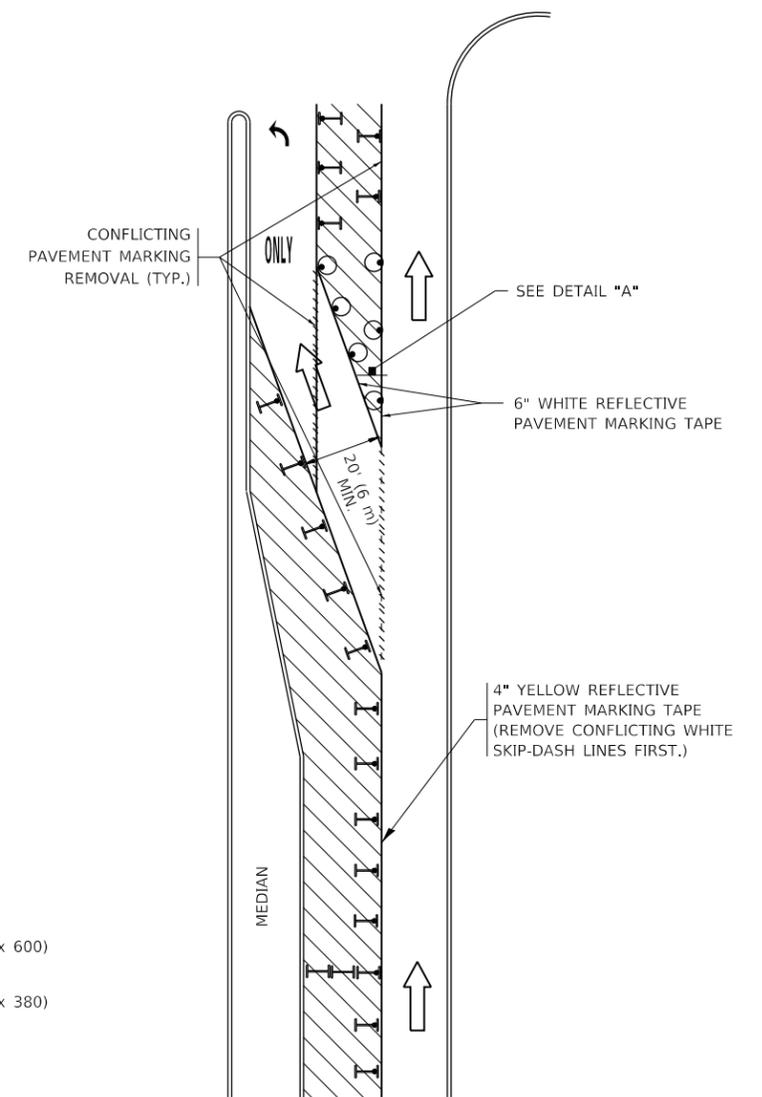


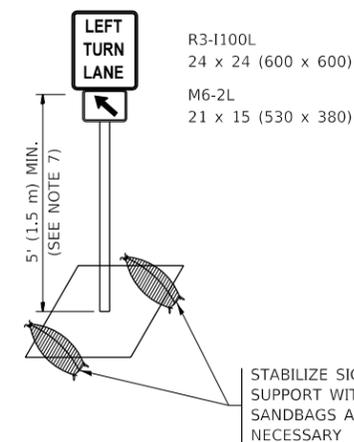
FIGURE 2

LEGEND

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

NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

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

MODEL: Default
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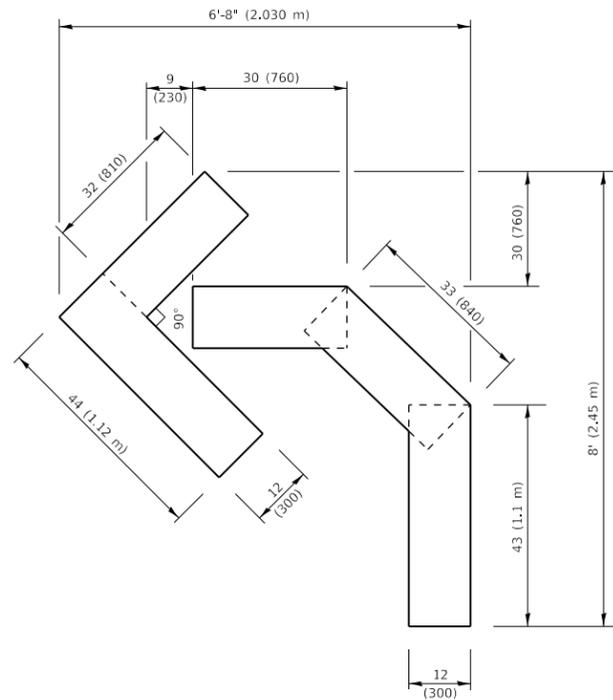
USER NAME = TARIQFM	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100,0000' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 12/19/2019	DATE - T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

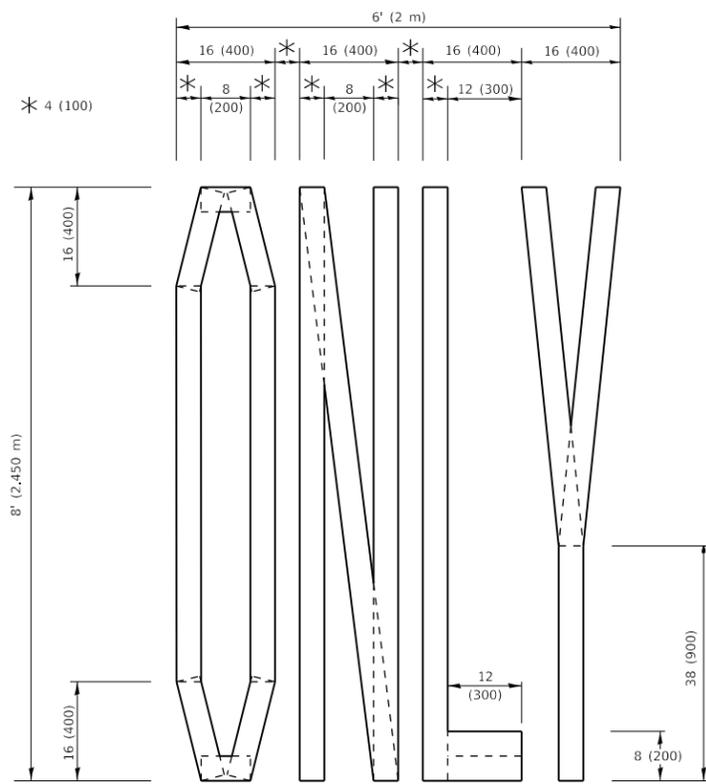
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	28
TC-14		CONTRACT NO. 62K16		
ILLINOIS FED. AID PROJECT				



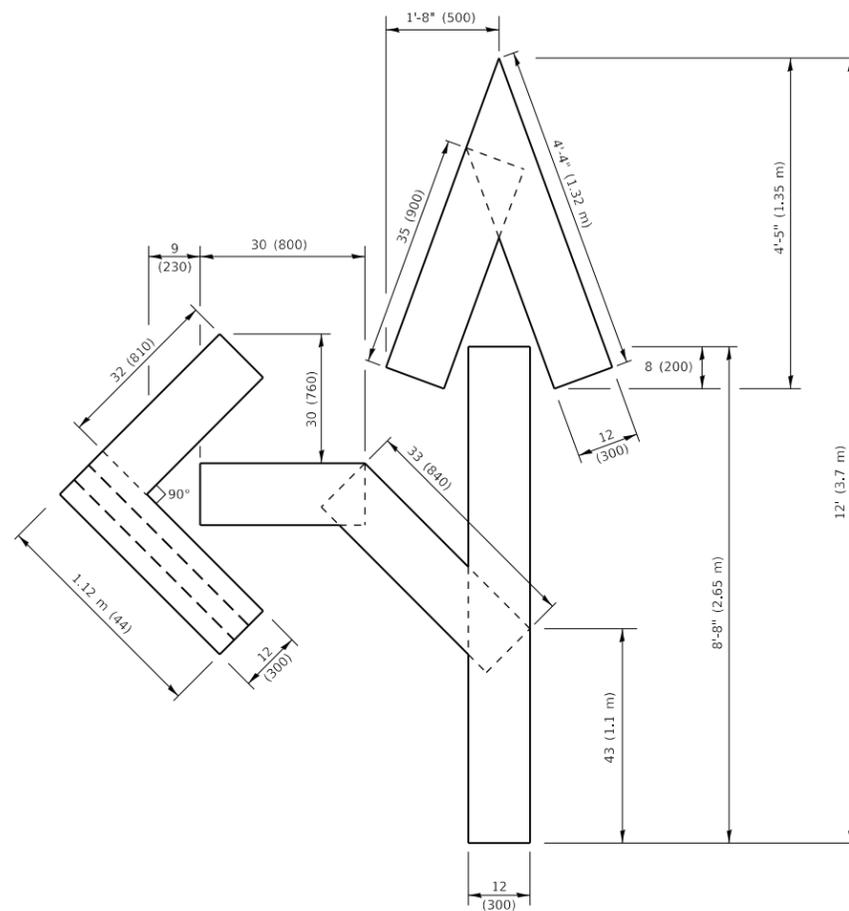
QUANTITY

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



QUANTITY

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

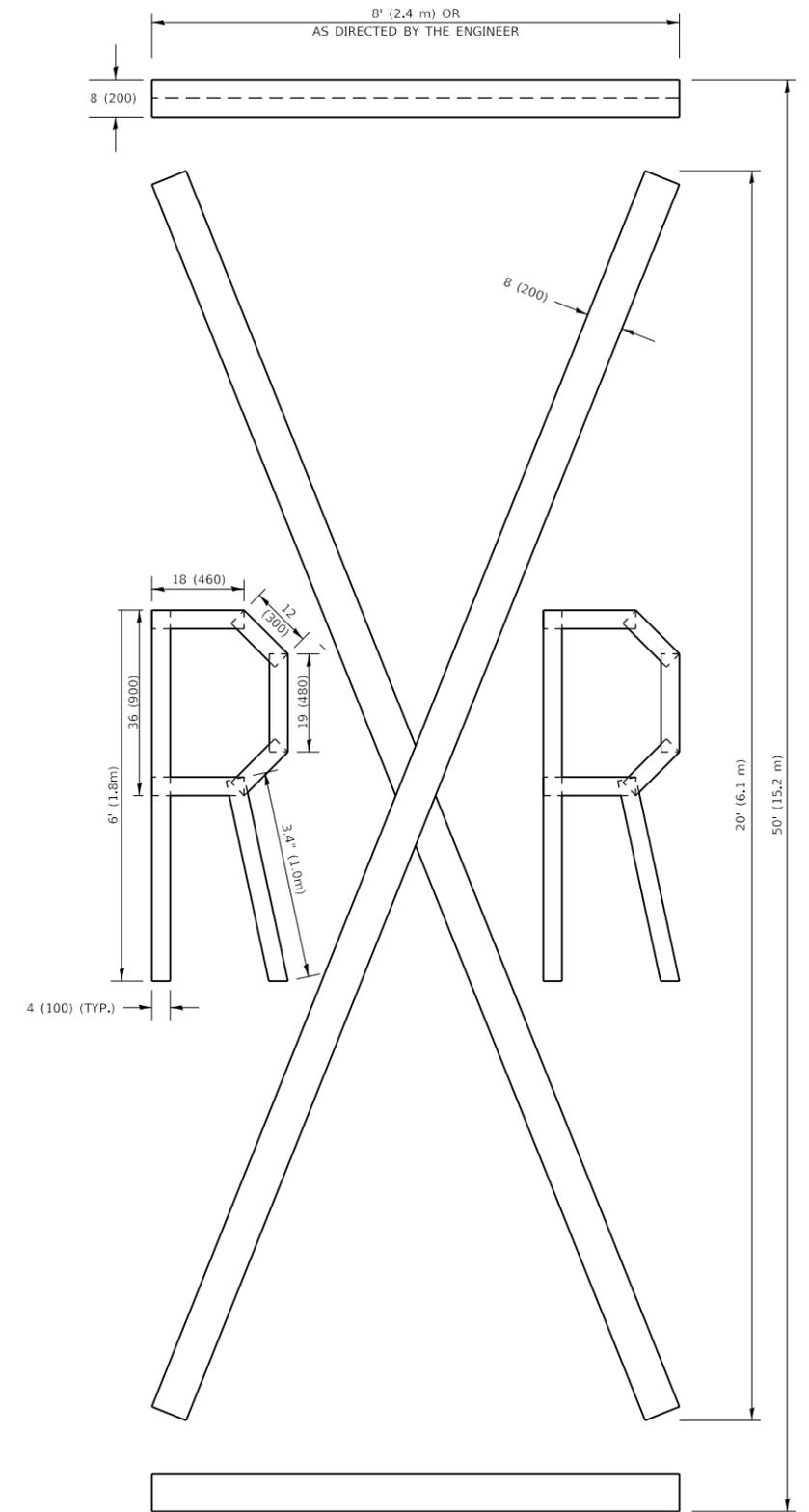


QUANTITY

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

NOTE:

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



QUANTITY

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

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

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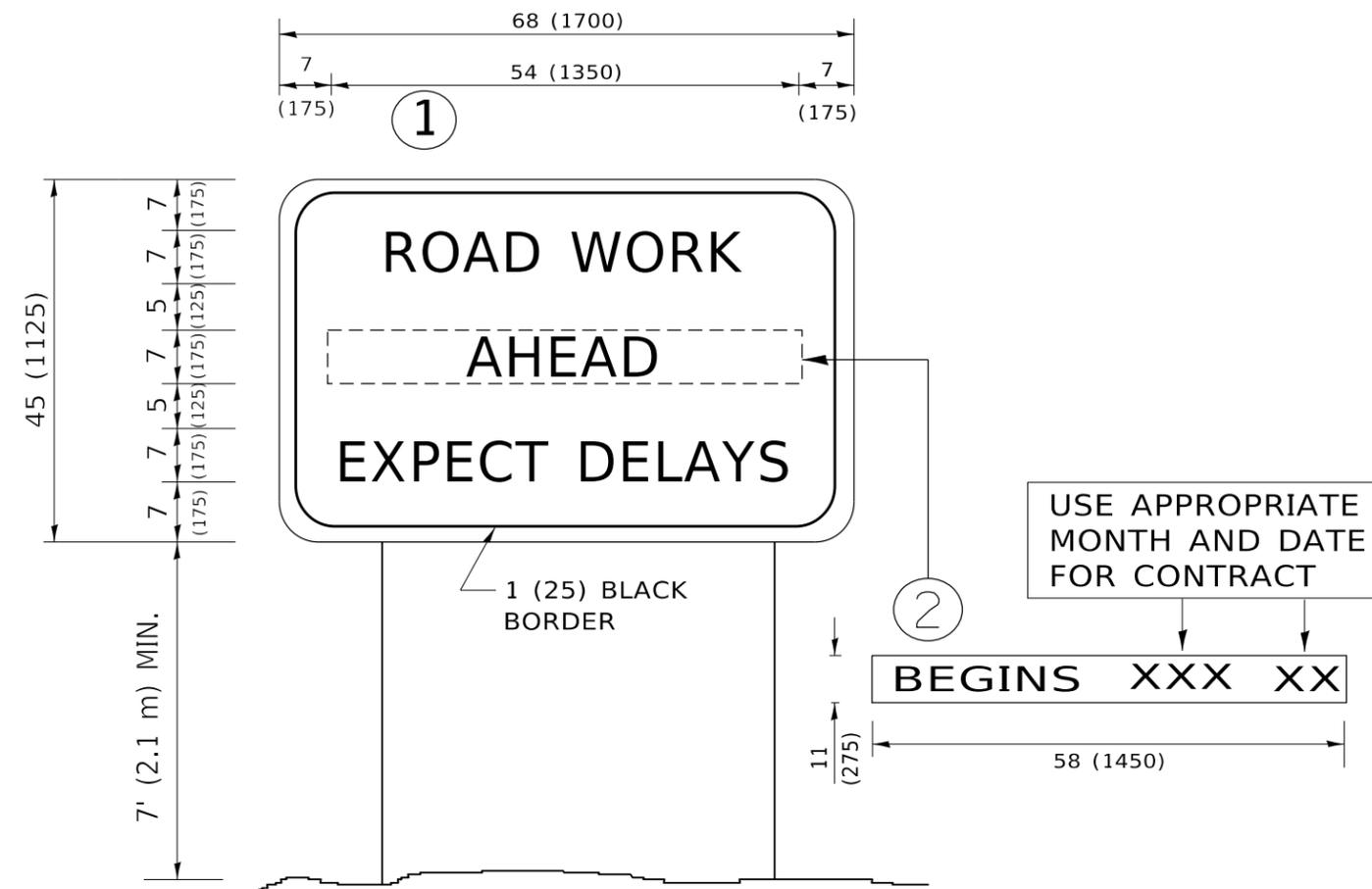
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	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 12/19/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	29
TC-16		CONTRACT NO. 62K16		
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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USER NAME = TARIQFM	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 12/19/2019	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

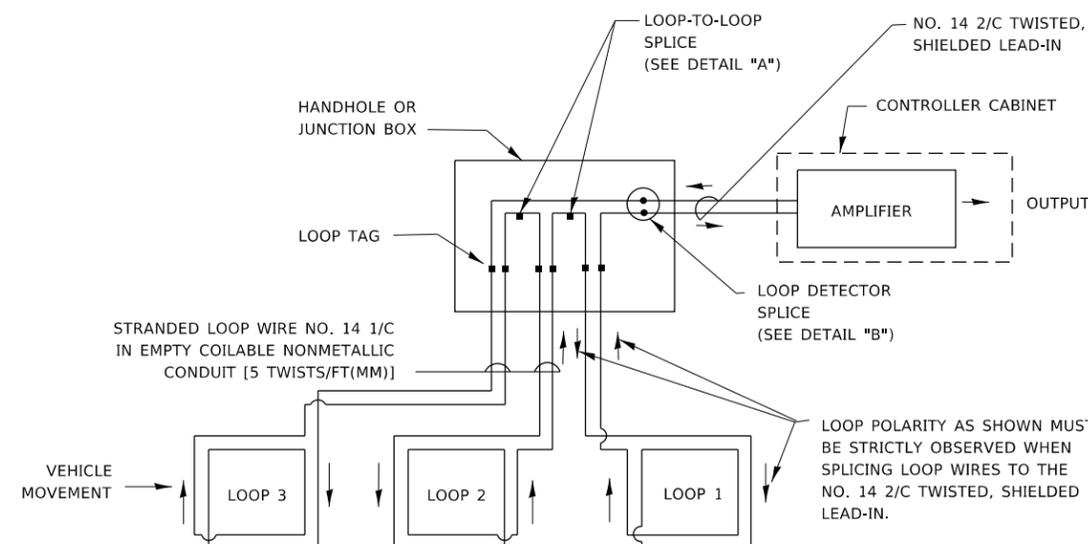
**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	30
TC-22			CONTRACT NO. 62K16	
ILLINOIS FED. AID PROJECT				

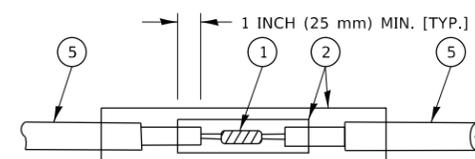
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVESHOLES 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.

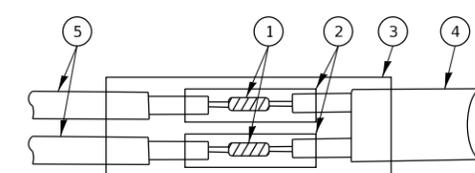


DETECTOR LOOP WIRING SCHEMATIC

- 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.

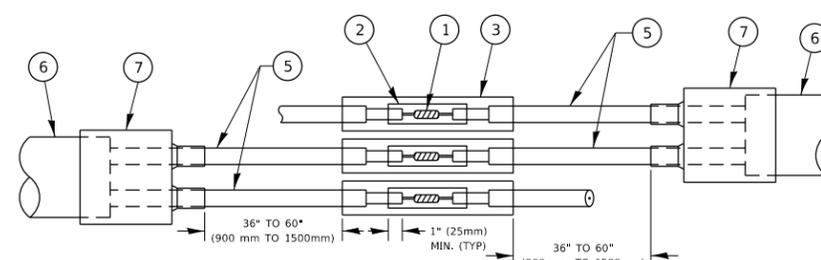


DETAIL "A"
LOOP-TO-LOOP SPLICE

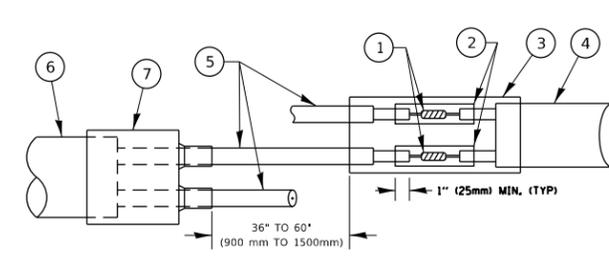


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



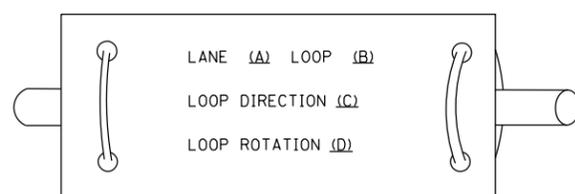
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED 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. PREFORMED LOOP
- ⑥ XL POLYOLEFIN 2 CONDUCTOR
- ⑦ 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.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

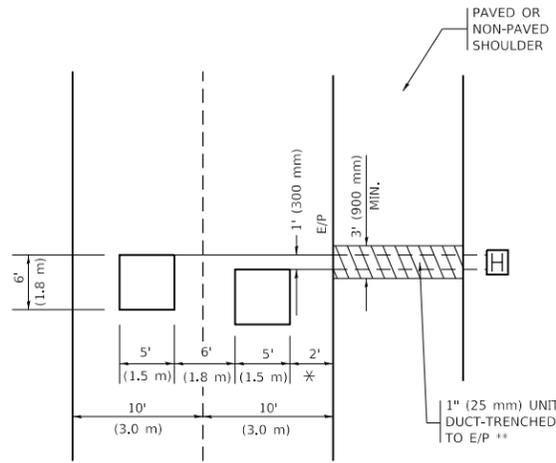
SCALE: NONE SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	31
TS-05			CONTRACT NO. 62K16	
ILLINOIS		FED. AID PROJECT		

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LOOPS NEXT TO SHOULDERS

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

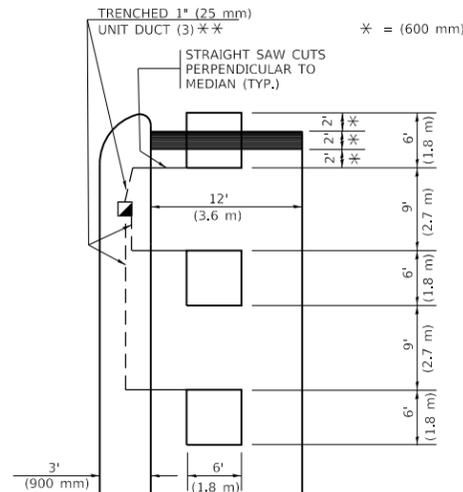


* = (600 mm)

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

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

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

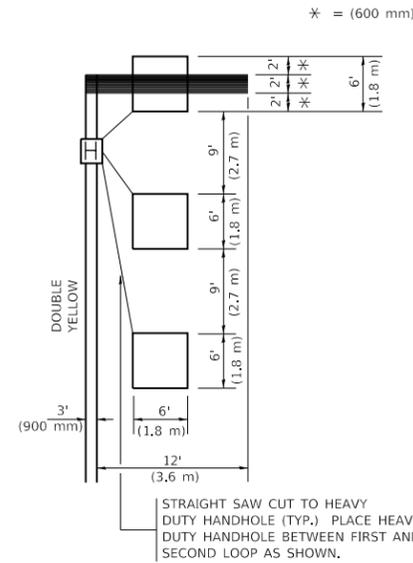


* = (600 mm)

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

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

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



* = (600 mm)

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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

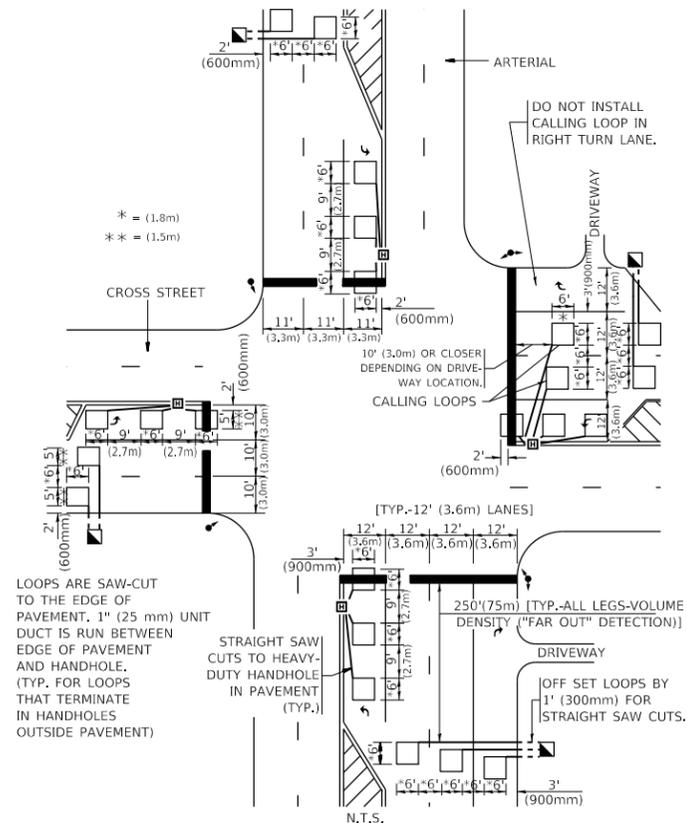
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

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



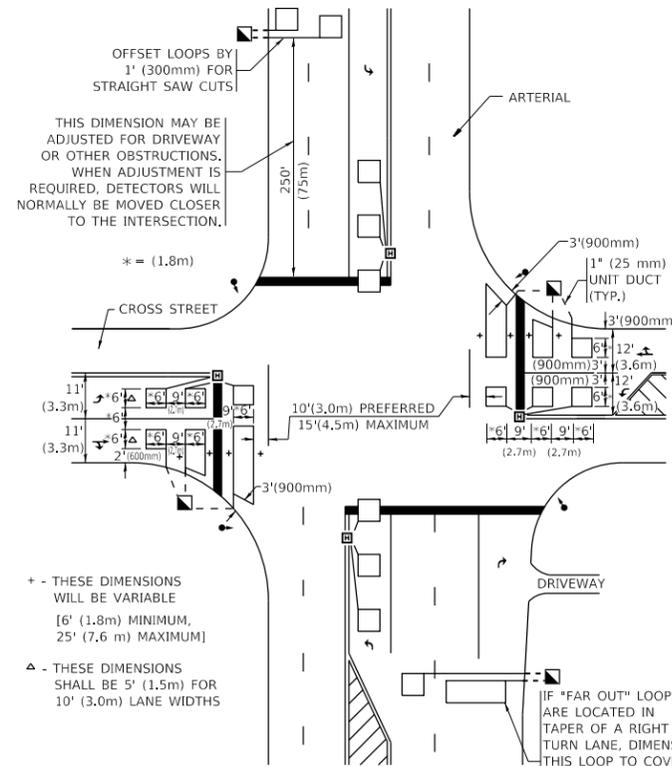
* = (1.8m)
 ** = (1.5m)

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

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

DETAIL 1
 N.T.S.

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



OFFSET LOOPS BY 1' (300mm) FOR STRAIGHT SAW CUTS

THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.

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

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

DETAIL 2
 N.T.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
379	2019-143-R5&SW	WILL	32	32
TS-07		CONTRACT NO. 62K16		
ILLINOIS		FED. AID PROJECT		