### STATE OF ILLINOIS

#### DEPARTMENT OF TRANSPORTATION

D-91-110-21

PROPOSED
HIGHWAY PLANS

FAP ROUTE 326: IL-47

FROM BURLINGTON RD. TO IL-64 (NORTH AVE.)

**SECTION: 2021-026-RS** 

PROJECT: NHPP-AW3Z (717)

SMART OVERLAY WITH ADA IMPROVEMENTS

**KANE COUNTY** 

C-91-133-21

OF LILY LAKE AND CAMPTON HILLS

THE PROJECT IS LOCATED IN THE VILLAGES

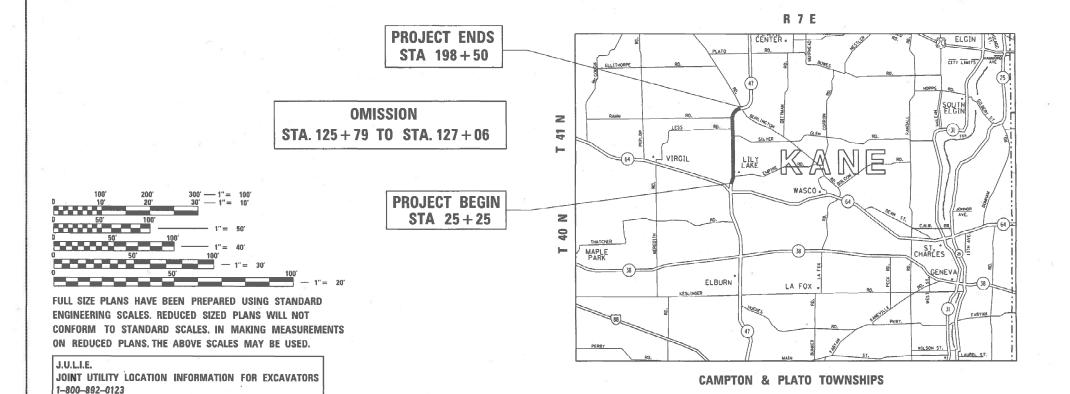
FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

2019 ADT

IL RTE 47 = 7,650

POSTED SPEED LIMIT = 40 - 55 MPH



PROJECT ENGINEER: RODRIGO LEDEZMA (847) 705–4580 PROJECT MANAGER: J. ALAIN MIDY (847) 221–3056

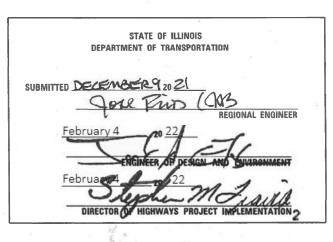
GROSS LENGTH = 17,325 FT. = 3.28 MILE NET LENGTH = 17,198 FT. = 3.26 MILE

CONTRACT NO. 62N60

OR 811

0





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#### **INDEX OF SHEETS**

#### STATE HIGHWAY STANDARDS

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6	TYPICAL SECTIONS	701006-05	OFF-ROAD OPERATION, 2L, 2W, 15' to 24" FROM PAVEMENT EDGE
7-13	ROADWAY PLAN	701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
1.4	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH	701301-04	LANE CLOSURE , 2L, 2W, SHORT TIME OPERATIONS
14	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)	701306-04	LANE CLOSURE , 2L, 2W, SLOW MOVING OPERATIONS-DAY ONLY, FOR SPEED ≥ 45 MPH
15	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)	701311-03	LANE CLOSURE , 2L, 2W, MOVING OPERATIONS-DAY ONLY
16	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)	701336-07	LANE CLOSURE , 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS > 45 MPH
17	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
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19	INTERSECTIONS, AND DRIVEWAYS (TC-10)  TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11)	701901-08	TRAFFIC CONTROL DEVICES
20	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)		
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24	PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMP (PD	-01)	
25	RUMBLE STRIPES FOR CENTERLINE, NON - FREEWAY (BD-55)		

#### **GENERAL NOTES**

- 1. 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)
- 2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE AND VILLAGES OF LILY LAKE AND CAMPTON HILLS
- 3. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 4. THE CONTRACTOR SHALL CONTACT DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
- OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
- 7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 8. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 9. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 10. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER/TECHNICIAN.
- 11. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 12. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1V:3H.
- 13. 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.
- 14. THE RESIDENT ENGINEER SHALL CONTACT WALLY CZARNY, IDOT AREA TRAFFIC FIELD ENGINEER VIA E-MAIL AT WALTER.CZARNY@ILLINOIS.GOV, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 15. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE RESIDENT ENGINEER.
- 16. ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- 17. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 18. 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.

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PLOT DATE = 12/17/2021	DATE -	REVISED -

SCALE:

#### **GENERAL NOTES**

- 19. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- 20. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 21. THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
- 22. 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.
- 23. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF CONSTRUCTION.
- 24. 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.
- 25. 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.

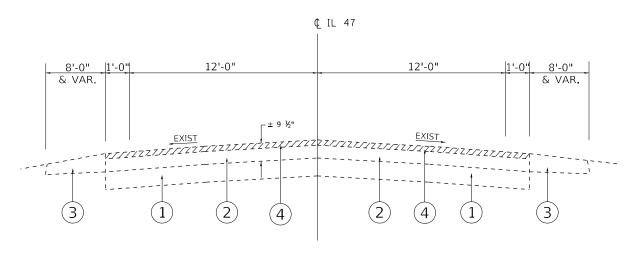
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INDEX	OF SH	IEETS, STAT	E STAN	IDARDS		F.A.P RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
	AND GENERAL NOTES						2021-026-RS		KANE	25	3
	AND	ULIVLIIAL	NOILS						CONTRACT	NO. 6	2N60
HEET	OF	SHEETS	STA.	TO STA.	ľ		II I INOI	FED. A	D PROJECT		

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	SUMMARY OF QUANTITIES			CONSTRUC	CTION TYPE CODE		SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE
			URBAN	0005			SUMMANT OF QUANTITIES		URBAN		SS. STREET ON THE CODE
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED 20% STATE		CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED 20% STATE	
20200100	EARTH EXCAVATION	CU YD	3	3	4	4201851	CLASS D PATCHES, TYPE II, 17 INCH	SQ YD	575	575	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	116	116	4	4201855	CLASS D PATCHES, TYPE III, 17 INCH	SO YD	180	180	
25200110	SODDING, SALT TOLERANT	SO YD	116	116	4	4201857	CLASS D PATCHES, TYPE IV, 17 INCH	SQ YD	513	513	
25200200	SUPPLEMENTAL WATERING	UNIT	0.2	0.2	48	8102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	377	377	
									3.1	311	
10600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	23715	23715	* 66	6900200	NON-SPECIAL WASTE DISPOSAL	CU YD	3	3	
0600370	LONGITUDINAL JOINT SEALANT	FOOT	17198	17198	* 66	6900530	SOIL DISPOSAL ANALYSIS	EACH	2	2	
0600400	MIXTURE FOR CRACKS, JOINTS, AND	TON	80	80	* aa **	5901001	REGULATED SUBSTANCES PRE-CONSTRUCTION				
	FLANGEWAYS					3301001	PLAN	LSUM	1	1	
	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SQ YD	148	148	* 66	5901003	REGULATED SUBSTANCES FINAL CONSTRUCTION	LSUM	1	1	
	JOINT						REPORT				
0605026 P	OLYMERIZED HOT-MIX ASPHALT SURFACE COURSE.	TON	5165	5165	* 66	5901006	REGULATED SUBSTANCES MONITORING	24. 24			
S	TONE MATRIX ASPHALT, 9.5, MIX "F". N80,						NEOSEATED JOBSTANCES MONTTORING	CAL DA	1	1	
2001300	PROTECTIVE COAT				67	100100	MOBILIZATION	L SUM	1	1	
	TROTECTIVE COAT	SO YD	120	120							
2400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	175	175	70		TRAFFIC CONTROL AND PROTECTION.  STANDARD 701306	L SUM	1	1	
							STANDARD TOTOUS				
2400800	DETECTABLE WARNINGS	SO FT	20	20	70	100600	TRAFFIC CONTROL AND PROTECTION.	L SUM	1	1	
							STANDARD 701336				
	HOT-MIX ASPHALT SURFACE REMOVAL, 1	SO YD	52701	52701							
	3/4"				70		TRAFFIC CONTROL AND PROTECTION.	L SUM	1	1	
1000600	SIDEWALK REMOVAL	SQ FT	175	175			STANDARD 701501				
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	PLOT SCALE = 1017667 ' / 1n. CHEC  PLOT DATE = 12/17/2021 DATE	CKED -		REVISED - REVISED -	DEPARTMENT OF TRANS	PORTATI	ON SUMMARY	OF QUANTITIES		326	

70300100 SHC 70300150 SHC 70300221 TEM	ITEM  RAFFIC CONTROL AND PROTECTION.  TANDARD 701801  HORT TERM PAVEMENT MARKING  HORT TERM PAVEMENT MARKING REMOVAL  EMPORARY PAVEMENT MARKING - LINE 4" - PAINT  EMPORARY PAVEMENT MARKING - LINE 24" - PAINT	UNIT L SUM FOOT SO FT	URBAN TOTAL QUANTITIES 1 29057 2422 62400	29057				CODE NO 78300202 x0320050 x0326898	ITEM  PAVEMENT MARKING REMOVAL - WATER BLASTING  CONSTRUCTION LAYOUT (SPECIAL)	UNIT G SO FT L SUM	URBAN TOTAL QUANTITIES 23493	23493				
70300100 SHC 70300150 SHC 70300221 TEM	TANDARD 701801  HORT TERM PAVEMENT MARKING  HORT TERM PAVEMENT MARKING REMOVAL  EMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	2422	29057				x0320050								
70300100 SHC 70300150 SHC 70300221 TEM	HORT TERM PAVEMENT MARKING HORT TERM PAVEMENT MARKING REMOVAL EMPORARY PAVEMENT MARKING - LINE 4" - PAINT	SO FT	2422	2422					CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1				
70300100 SHC 70300150 SHC 70300221 TEM	HORT TERM PAVEMENT MARKING HORT TERM PAVEMENT MARKING REMOVAL EMPORARY PAVEMENT MARKING - LINE 4" - PAINT	SO FT	2422	2422					CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1				<u> </u>
70300150 SHC 70300221 TEM	HORT TERM PAVEMENT MARKING REMOVAL  EMPORARY PAVEMENT MARKING - LINE 4" - PAINT	SO FT	2422	2422				x0326898								+
70300221 TEM	EMPORARY PAVEMENT MARKING - LINE 4" - PAINT							x0326898			1	L				
70300221 TEM	EMPORARY PAVEMENT MARKING - LINE 4" - PAINT						<del> </del>		CENTER LINE - RUMBLE STRIP - 16"	FOOT	16570	16570				<del> </del>
		FOOT	62400													
		FOOT	62400		1			X2020110	GRADING AND SHAPING SHOULDERS	UNIT	278	278				
70300281 TEN	EMPORARY PAVEMENT MARKING - LINE 24" - PAINT			62400												
70300281 TEN	EMPORARY PAVEMENT MARKING - LINE 24" - PAINT							□ x5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	175	175				
		FOOT	136	136												
								x6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	6				
70306120 TEM	MPORARY PAVEMENT MARKING - LINE 4" -	FOOT	7265	7265												
ТҮР	PE III TAPE							x7800815	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING	FOOT	26000	26000				ļ
									LINE - 4 INCH	-						
78000200 THE	HERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	36400	36400												
4"	,							Z0004562	COMBINATION CONCRETE CURB AND GUTTER	F00T	600	600				
									REMOVAL AND REPLACEMENT							
78000400 THE	HERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	55	55												ļ
6′	6"							Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	9	9				-
													1			
78000650 THE	HERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	136	136				Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4				
24'	4"										<u> </u>		1			
								Ø 20076600	TRAINEES	HOURS	500	500				<u> </u>
	ODIFIED URETHANE PAVEMENT MARKING	F00T	310	310				Ø 20076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	500	500				
	LINE 4"												<u> </u>			1
70100100	ALCCO DESIGNATIVE DAVENEY MADEED	FAC:	467	467									1			
78100100 RAI	AISED REFLECTIVE PAVEMENT MARKER	EACH	467	467												1
78300200 RA	AISED REFLECTIVE PAVEMENT MARKER	EACH	467	467												1
RE	EMOVAL															
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#### **EXISTING TYPICAL SECTION** IL RTE 47

¢ IL 47 12'-0" 12'-0" 1'-0" 3'-4" 3'-4' 1'-0' MATCH EXIST MATCH EXIST 8 (5)(6)

#### PROPOSED TYPICAL SECTION IL RTE 47

MIXTURE REQUIREMEN	QUALITY MANAGEMEN					
MIXTURE USES	VOIDS	PROGRAM (QMP)				
PAVEMENT RESURFACING(INCLUDING SHOULDER)						
POLYMERIZED HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80 1 ¾"	3.5% AT 80 GYR.	QCP				
PATCHING						
CLASS D PATCHES (HMA BINDER, IL-19.0)	4% AT 70 GYR.	QC/QA				
QMP Designation: Quality Control/Quality Assurance (QC/QA); Quality Control f	or Performance (QCP)					

NOTE:

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE.

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

**LEGEND** 

1) EXIST. P.C.C. PAVEMENT ± 9"

3 EXIST. AGGREGATE SHOULDER

9.5, MIX "F", N80 1 ¾"

(2) EXIST. HOT-MIX ASPHALT PAVEMENT AFTER MILLING  $\pm$  7 3/4"

5 PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT,

(4) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"

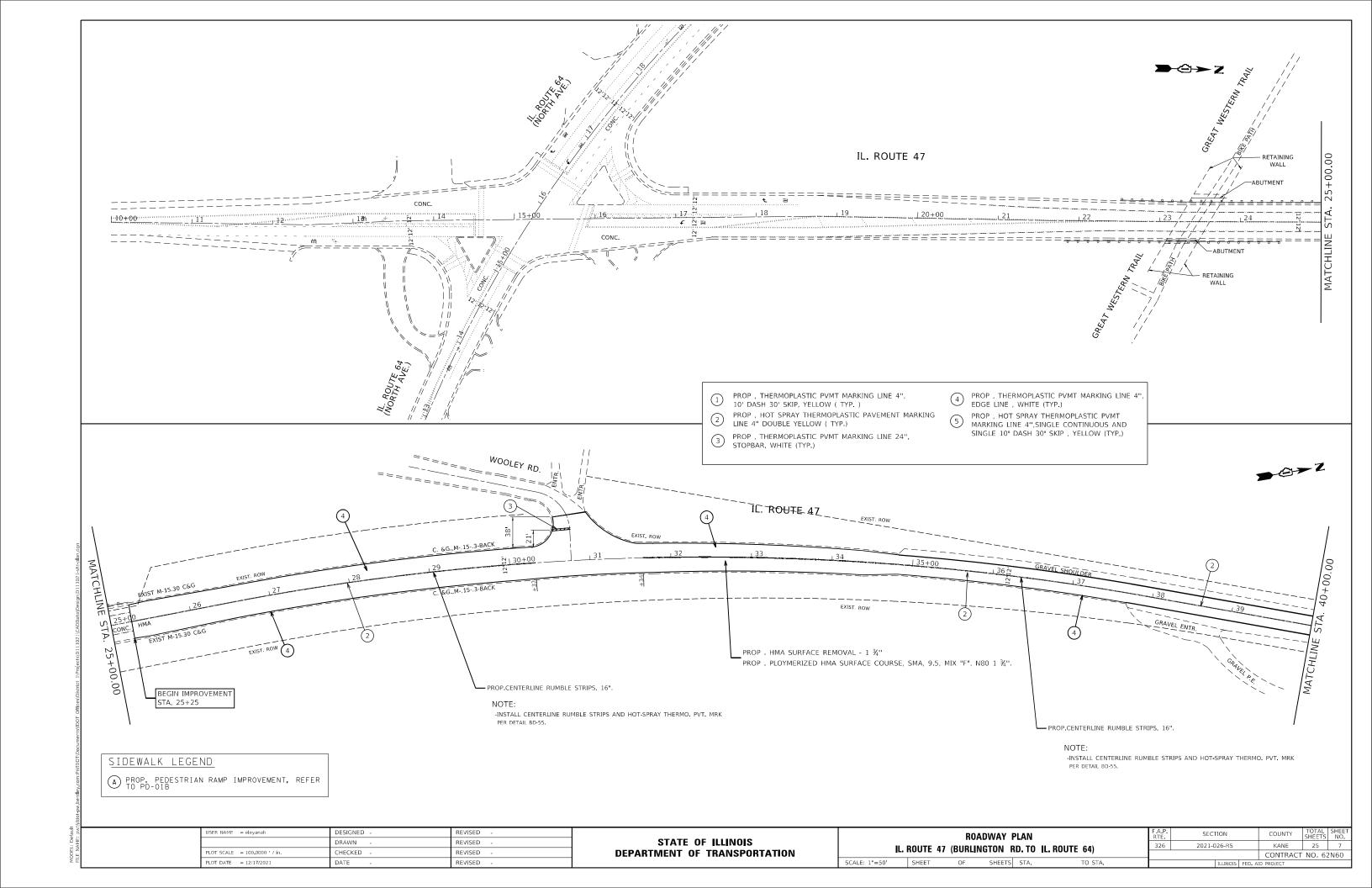
(6) PROP. AGGREGATE WEDGE SHOULDER, TYPE B 7 PROP. GRADING AND SHAPING SHOULDER (8) PROP. LONGITUDINAL JOINT SEALANT 9 PROP. CENTER LINE - RUMBLE STRIP - 16"

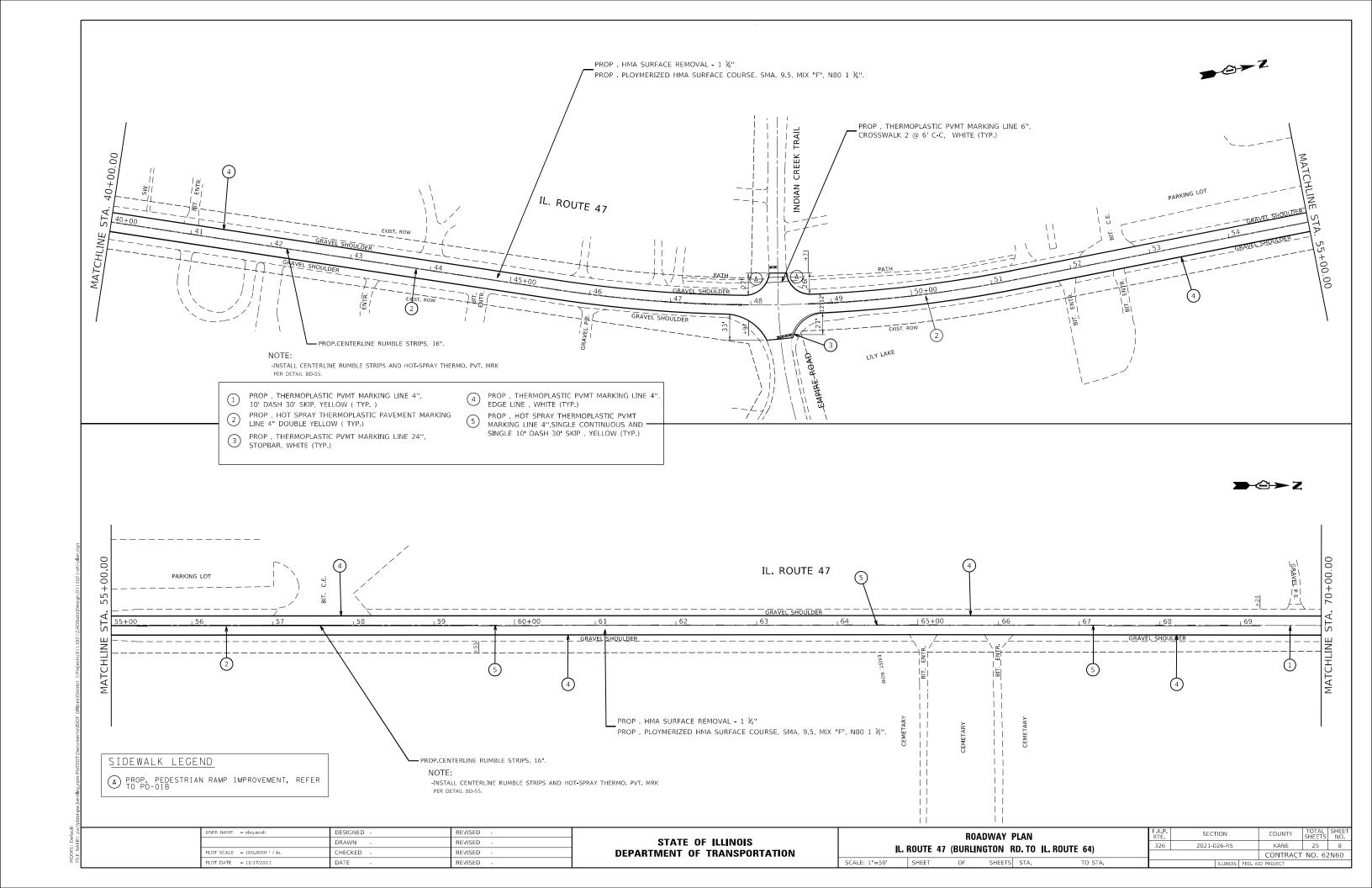
CONTRACTOR SHALL MILL FIRST BEFORE PATCHING

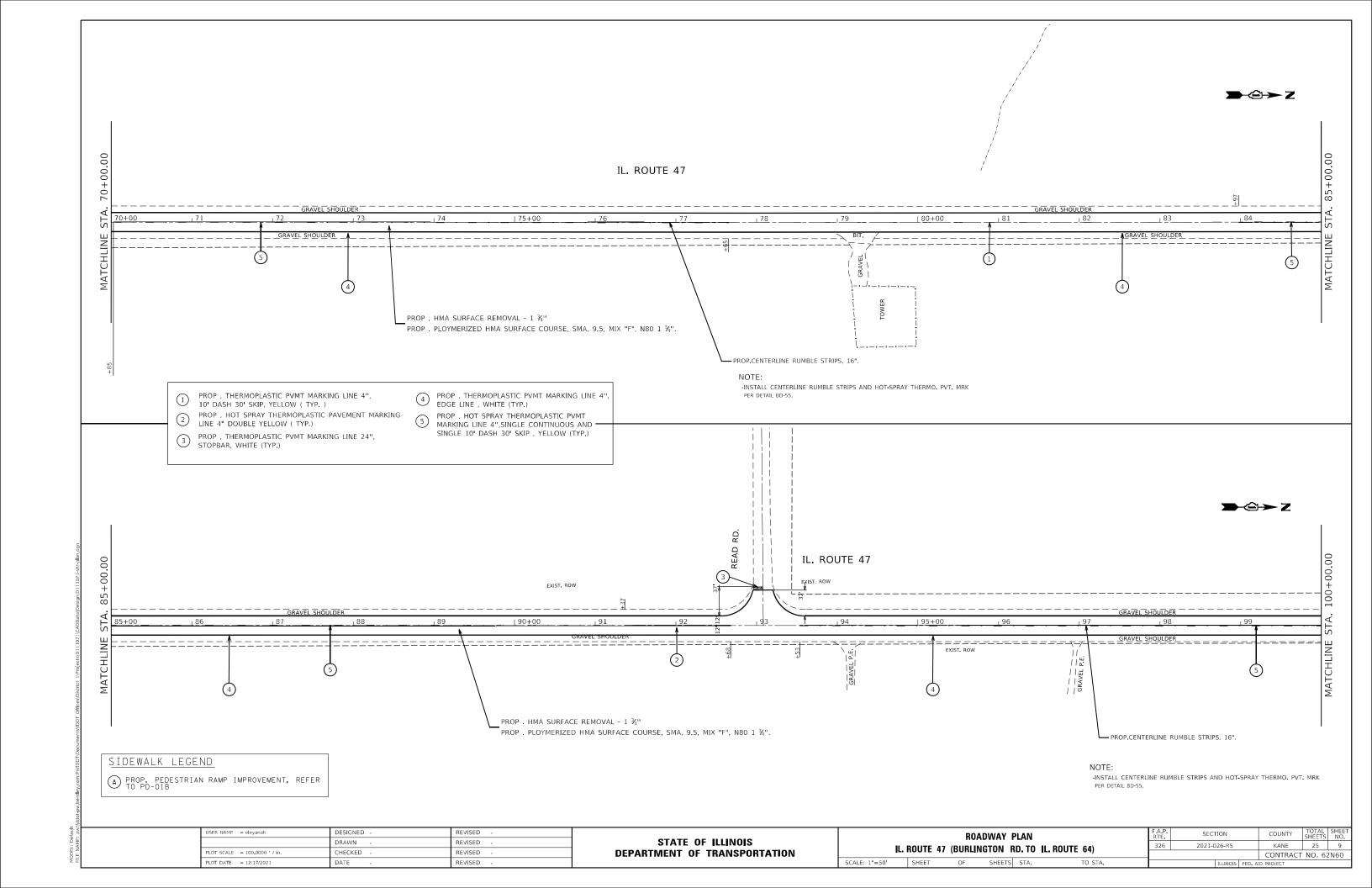
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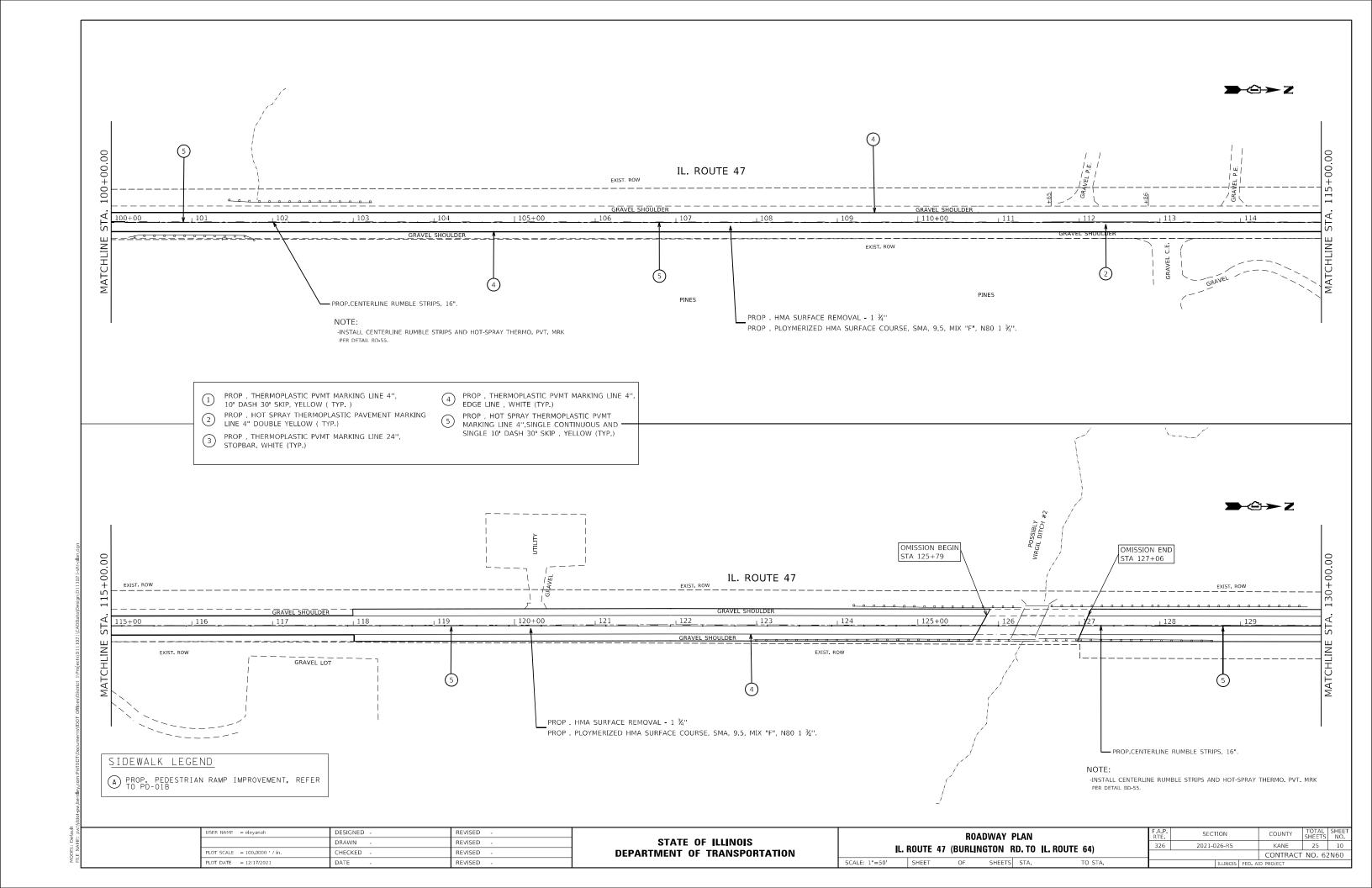
SECTION IL ROUTE 47 FROM BURLINGTON RD TO IL ROUTE 64 2021-026-RS TYPICAL SECTIONS

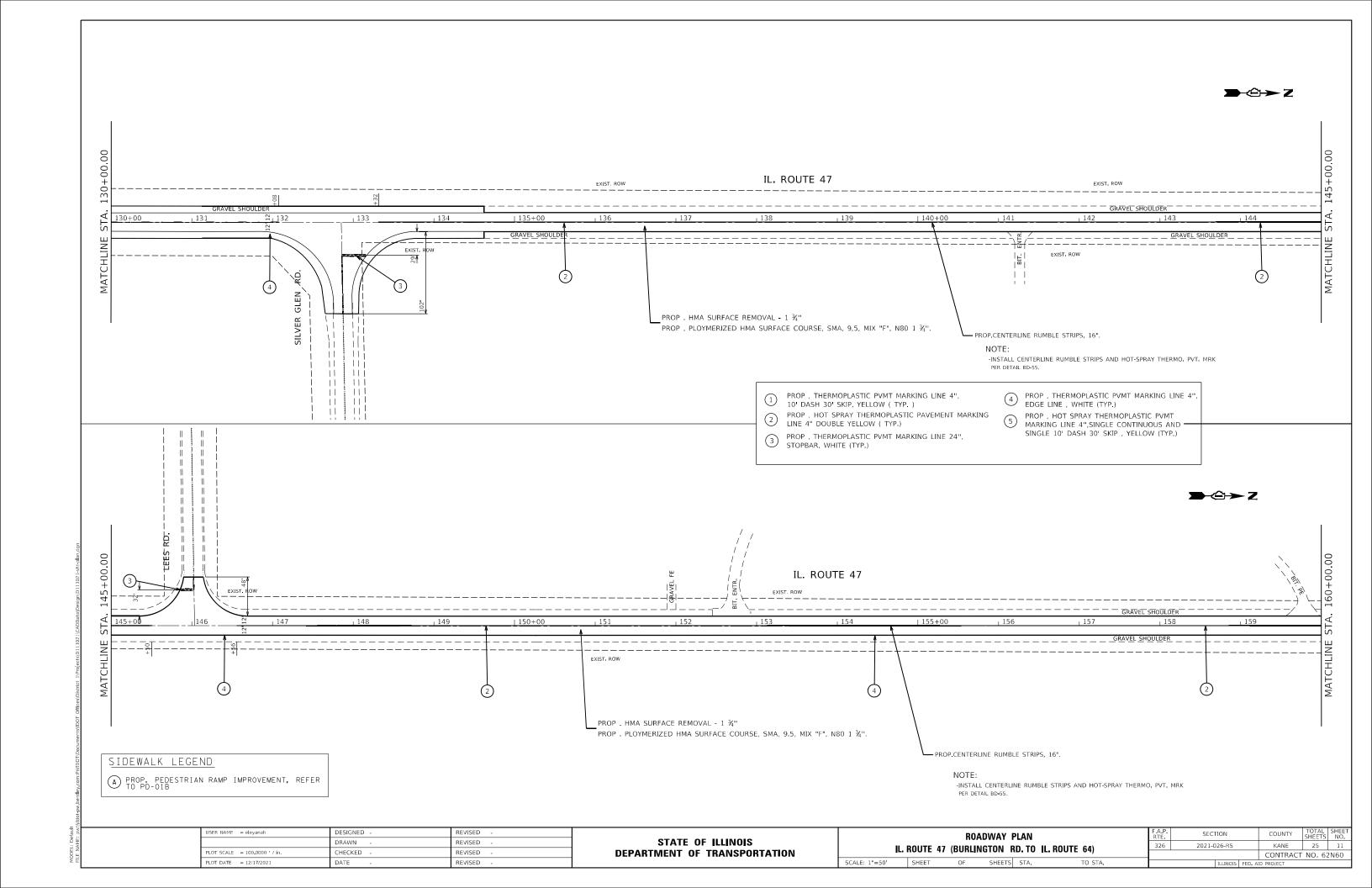
DESIGNED REVISED STATE OF ILLINOIS KANE 25 CHECKED REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62N60 SHEET 1 OF 1 SHEETS STA. TO STA. PLOT DATE = 12/17/2021 DATE

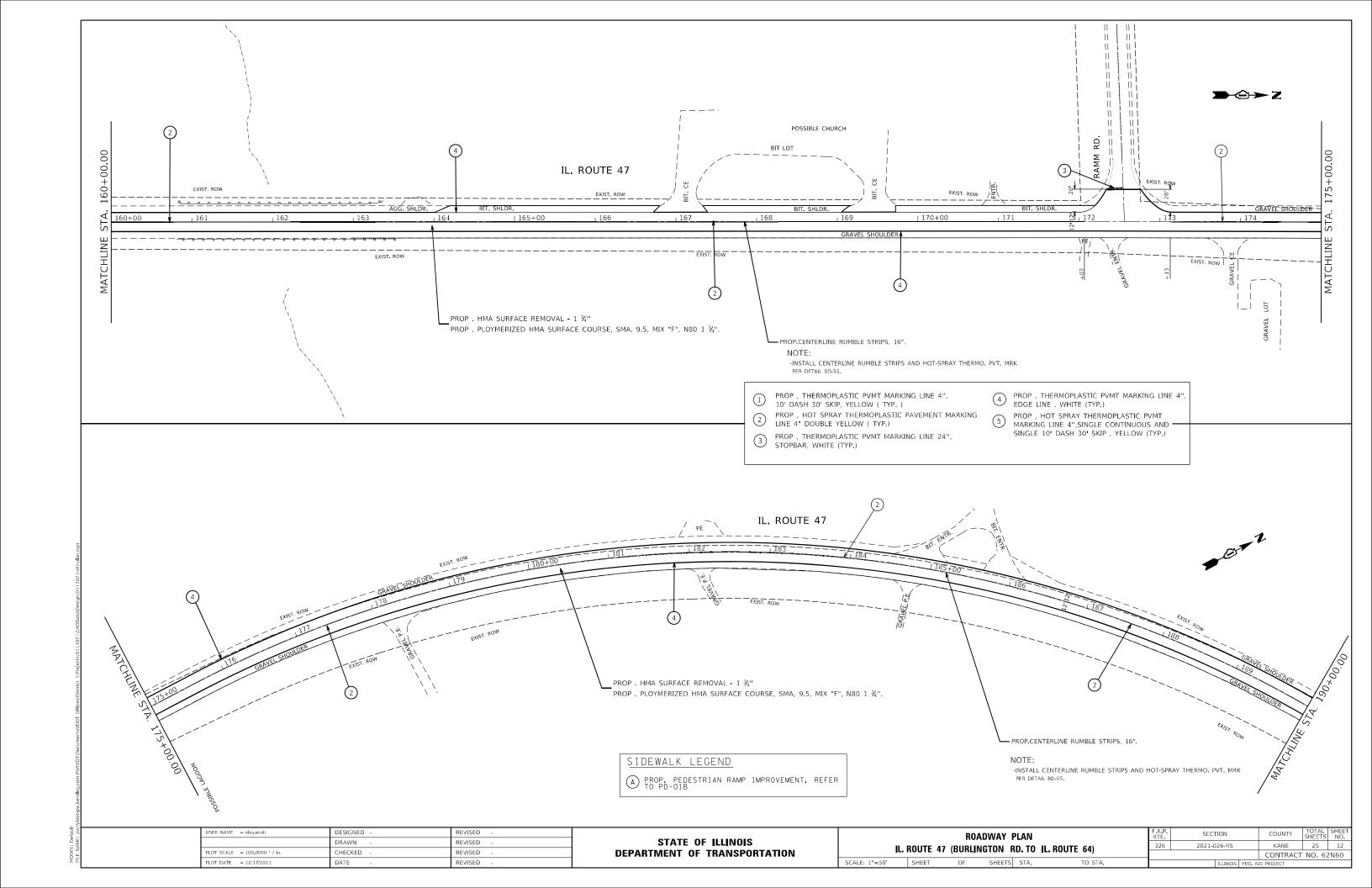


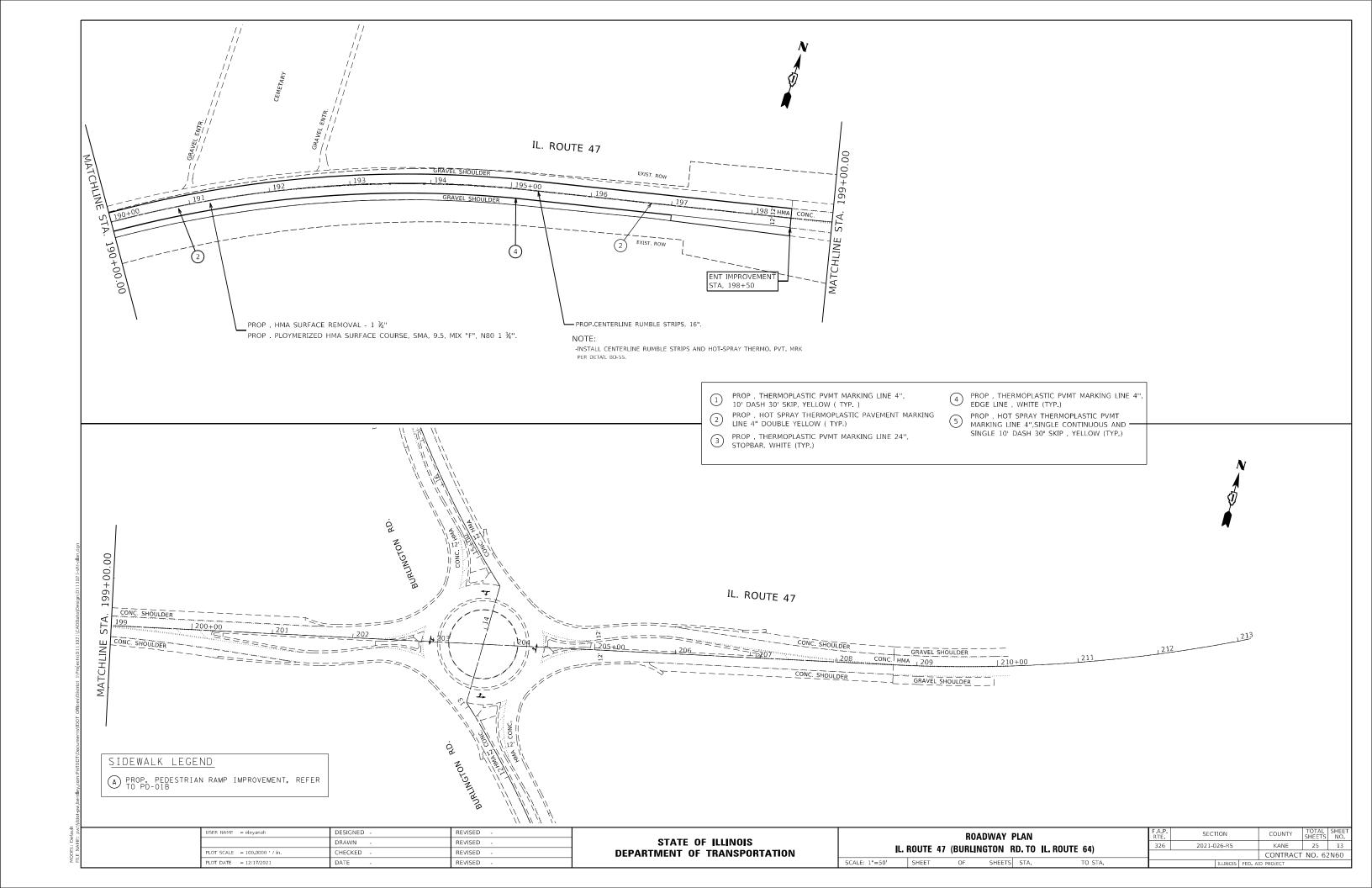


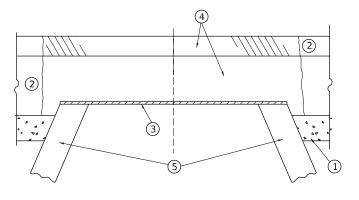


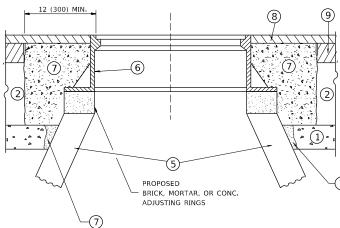












#### NOTES

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.
- st 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 FINGINEFR."

#### **LEGEND**

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

  (5) EXISTING STRUCTURE
- 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.

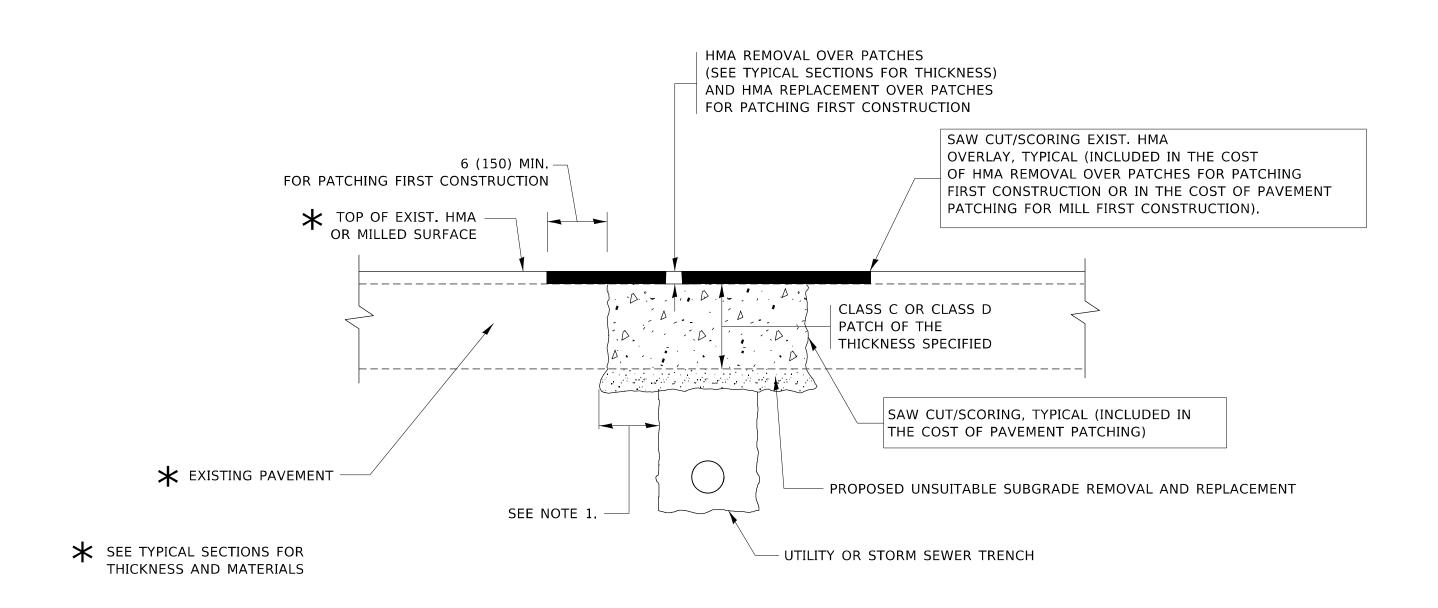
## DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMES AND LIDS ADJUSTMENT WITH MILLING

SHEET 1 OF 1 SHEETS STA. TO STA.



#### **NOTES:**

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

#### **SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

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

#### **SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

- 1. MILL HMA FIRST IF THERE IS AT LEAST  $4\frac{1}{2}$  INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

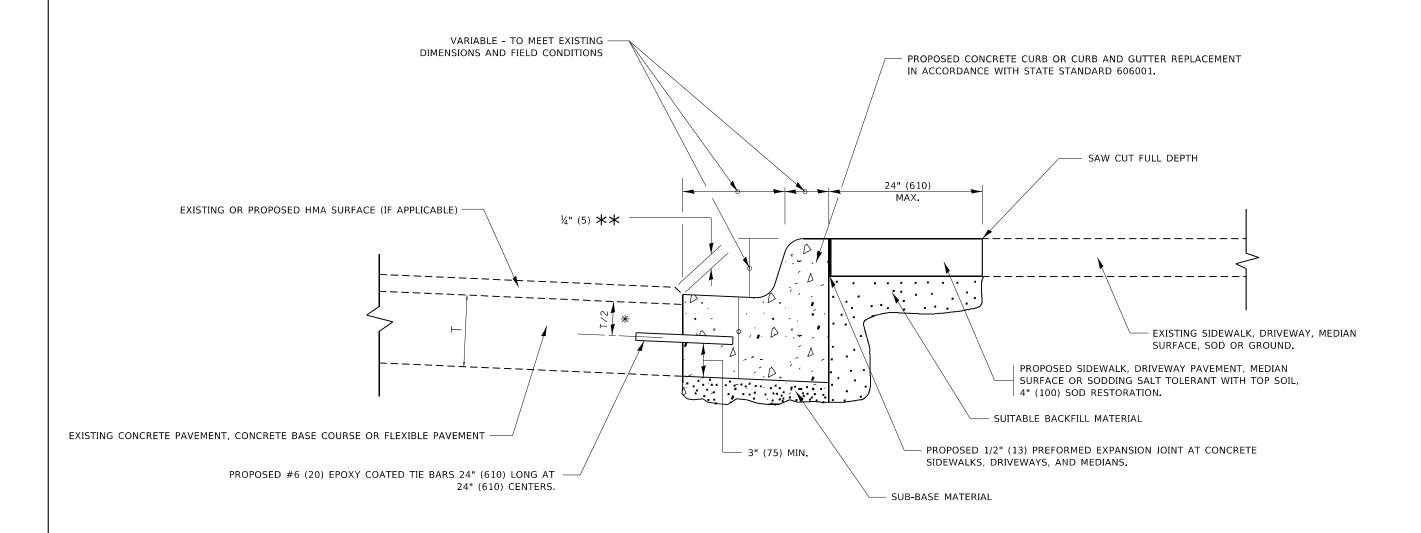
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = eleyanan	DESIGNED	-	R. SHAH	KEVISED	-	A. ABBAS 04-27-98
	DRAWN	-		REVISED	-	R. BORO 01-01-07
PLOT SCALE = 100.0000 / in.	CHECKED	-		REVISED	-	R. BORO 09-04-07
PLOT DATE = 12/17/2021	DATE	-	10-25-94	REVISED	-	K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE

	P/	<b>VEM</b>	EN	T PATCH	ING FO	ıR	F.A.P. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
HMA SURFACED PAVEMENT						326 2021-026-RS			KANE	25	15	
IIWA JUNIAULU FAVLINLIVI						BD400-04 (BD-22)		CONTRACT	NO.62	N60		
SHEET	1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS	FED. A	ID PROJECT		



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

## **CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT**

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

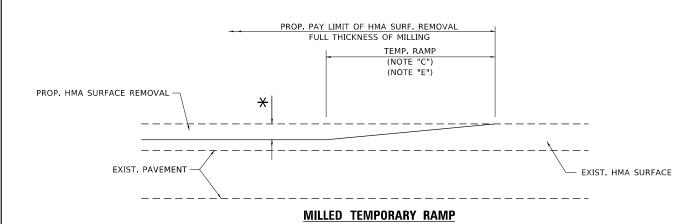
USER NAME = eleyanah	DESIGNED	-	A. HOUSEH	REVISED	-	A. ABBAS 03-21-97
	DRAWN	-		REVISED	-	M. GOMEZ 01-22-01
PLOT SCALE = 100.0000 / in.	CHECKED	-		REVISED	-	R. BORO 12-15-09
PLOT DATE = 12/17/2021	DATE	-	03-11-94	REVISED	-	K. SMITH 07-11-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT

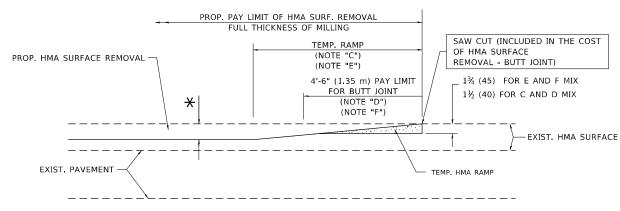
SHEET 1 OF 1 SHEETS STA. TO STA

RTE.	SECTION	COUNTY	SHEETS	NO.
326	2021-026-RS	KANE	25	16
BD600-06 (BD-24)	CONTRACT	NO. 62N60		
ILLINOIS	FED. AID PROJECT			



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

#### OPTION 1

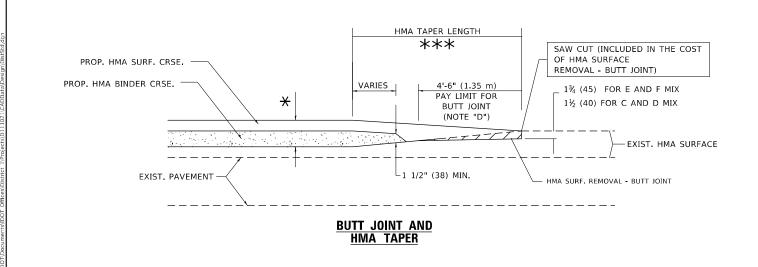


#### HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

#### OPTION 2

#### TYPICAL TEMPORARY RAMP



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

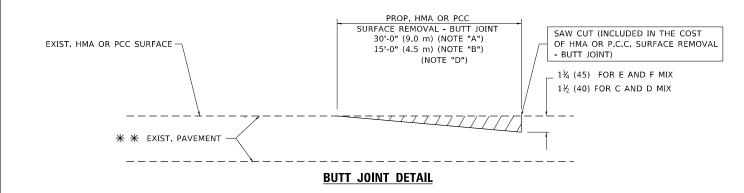
 USER NAME
 = eleyanah
 DESIGNED
 M. DE YONG
 REVISED
 R. SHAH 10-25-94

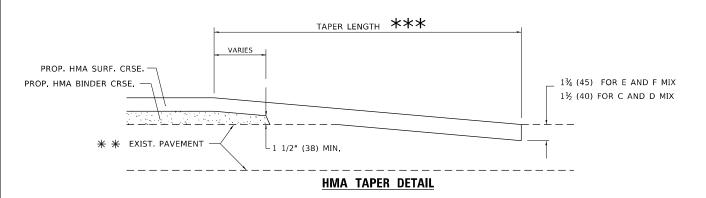
 DRAWN
 REVISED
 A. ABBAS 03-21-97

 PLOT SCALE
 = 100,0000 '/ in.
 CHECKED
 REVISED
 M. GOMEZ 04-06-01

 PLOT DATE
 = 12/17/2021
 DATE
 06-13-90
 REVISED
 R.BORO 01-01-07

### STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION





## 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.

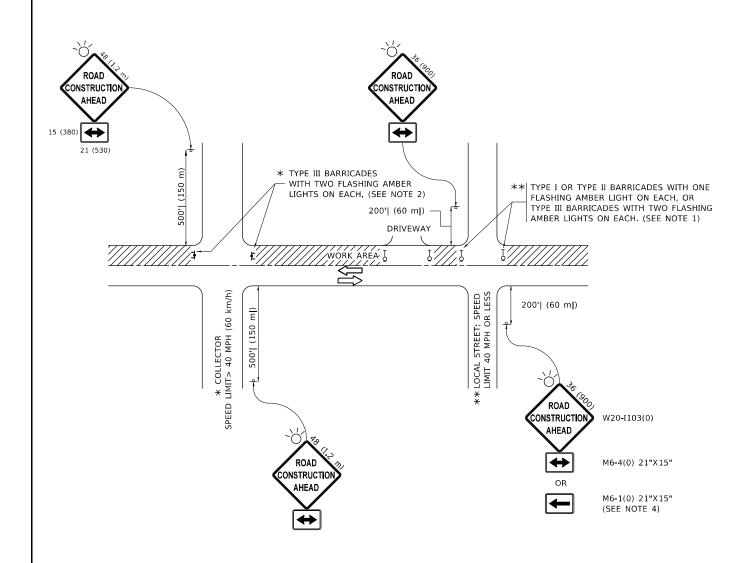
  \*\* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

#### **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".

SCALE: NONE

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



#### 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.
- 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,
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
  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
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
  4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
  BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

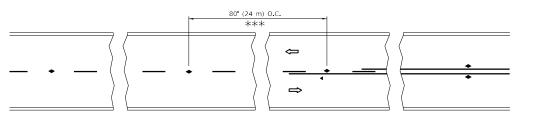
- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER
- 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.

USER NAME = eleyanah	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 12/17/2021	DATE - 06-89	REVISED _ A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

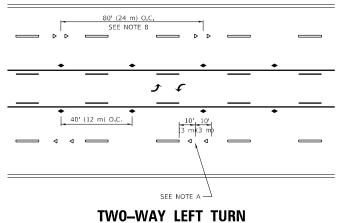
					TION FOR DRIVEWAYS
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.



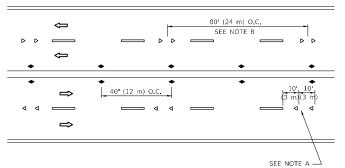
\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

# LANE REDUCTION TRANSITION

SEE FIGURE 3B-14 MUTCD



#### TW0-LANE/TW0-WAY

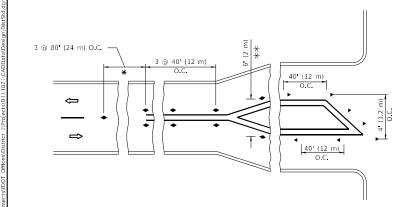


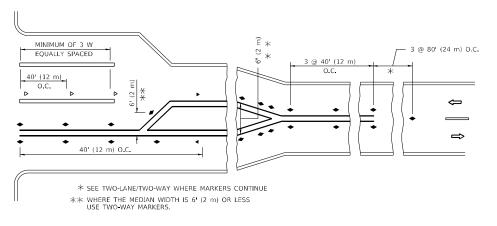


# 80' (24 m) O.C. SEE NOTE B 30' (24 m) O.C. SEE NOTE B 3 m (3 m) 4 4 SEE NOTE A

#### MULTI-LANE/UNDIVIDED







#### **TURN LANES**

#### **GENERAL NOTES**

- 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.
- 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

#### 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.
- 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.
- MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

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

 USER NAME
 = eleyanah
 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
 = 12/17/2021
 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. P. SECTION COUNTY TOTAL SHEETS NO.

326 2021-026-RS KANE 25 19

TC-11 CONTRACT NO. 62N6

**SYMBOLS** 

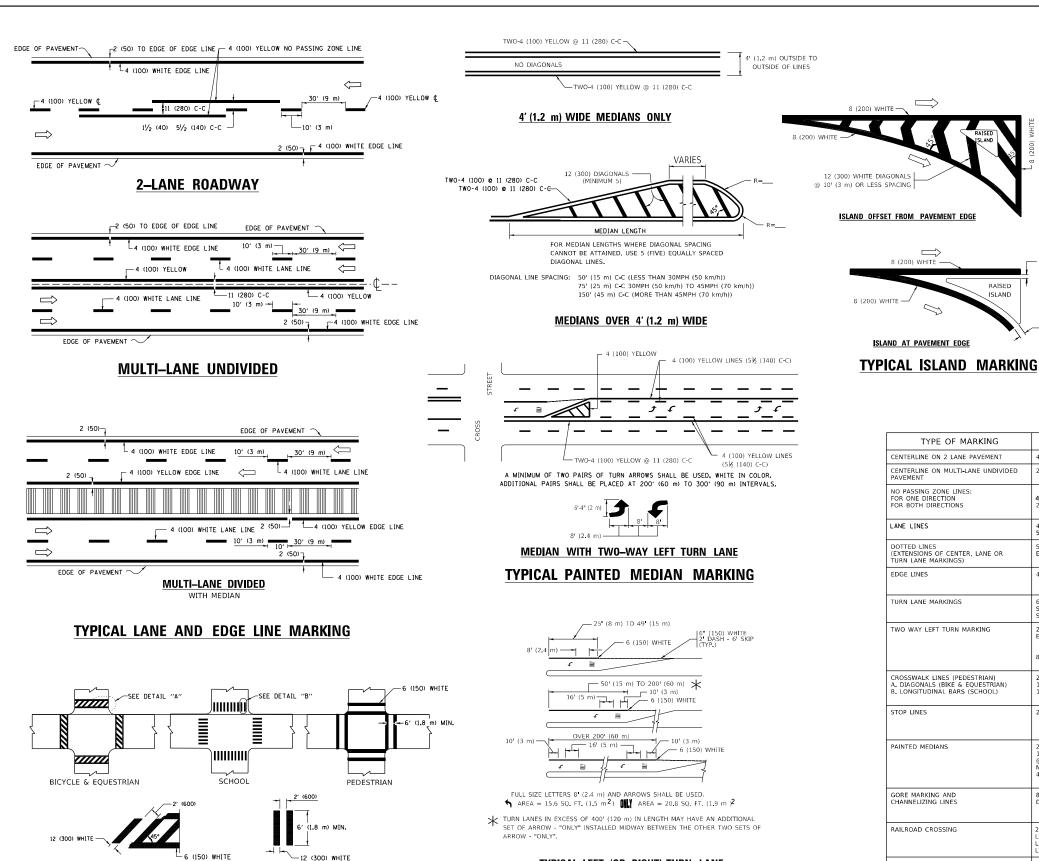
ONE-WAY AMBER MARKER

TWO-WAY AMBER MARKER

ONE-WAY CRYSTAL MARKER (W/O)

YELLOW STRIPE

■ WHITE STRIPE



TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001. STATE OF ILLINOIS SCALE: NONE

8 (200) WHITE -

RAISED

STAND	ARD 78	0001.										
						F.A.P. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.	
TYPICAL PAVEMENT MARKINGS				326	2021-026-	RS	KANE	25	20			
ITPICAL PAVEIVIENT IVIANNINUS							TC-13	CONTRACT NO.62N60				
EET	1	OF	2	SHEETS	STA.	TO STA.		ILLI	NOIS FED. A	ID PROJECT		

			(610)	LANE REDUCTION TRANSITION
		40 (1020)	-1 <sub>12</sub> (300) URN	LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.
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	5½ (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	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ, FT. (0.33 m PEACH "X"=54.0 SQ, FT. (5.0 m PE
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

**COMBINATION** 

LEFT AND U-TURN

5'-4" (1620)

√ 32 R (810)

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

D(FT)

665

SPEED LIMIT

45

50

JSER NAME = eleyanah EVERS DESIGNED -C. JUCIUS 09-09-09 DRAWN REVISED C. JUCIUS 07-01-13 HECKED REVISED PLOT DATE = 12/17/2021 C. JUCIUS 04-12-16 DATE REVISED -

DETAIL "B"

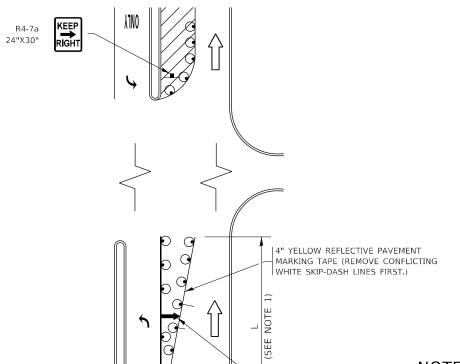
DETAIL "A"

TYPICAL CROSSWALK MARKING

\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

**DEPARTMENT OF TRANSPORTATION** 

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

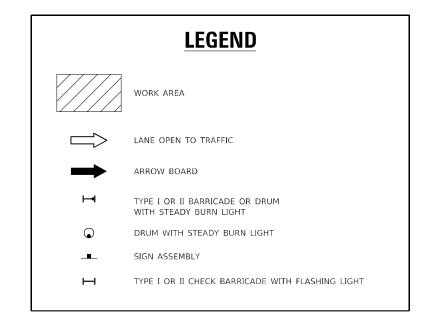


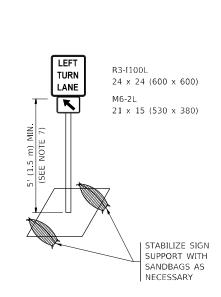
- ARROW BOARD

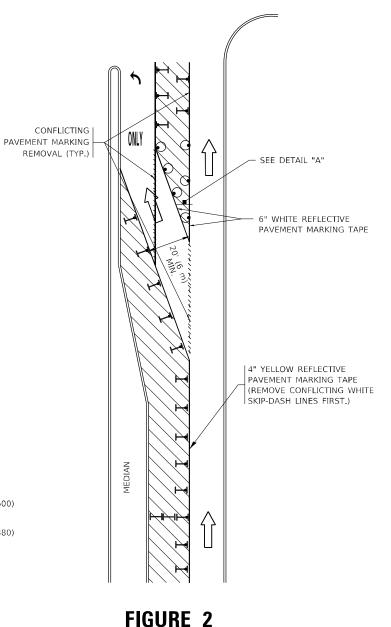
#### NOTES:

- 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.
- 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.
- 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-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREOUIREMENTS.
- 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.

# TURN BAY ENTRANCE WITHIN A LANE CLOSURE







**DETAIL A** 

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

#### 

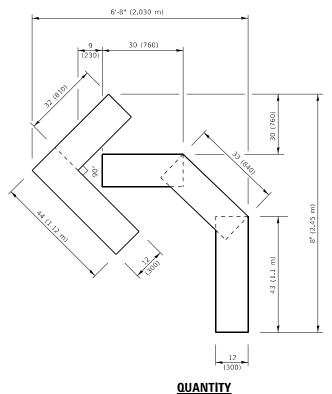
FIGURE 1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

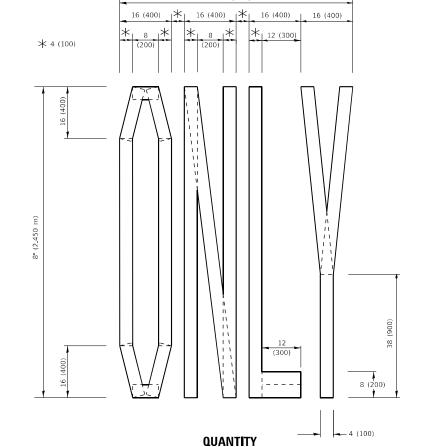
TRAF	FIC CONT	ROL AND	PROTEC	CTION A	T TURN BAYS	F.A.P. RTE.	SECT	ION	
	(TO	REMAIN	UDEN .	TO TRAF	EIC)	326	2021-0	26 <b>-</b> RS	
	, ,,,	III IVIAIIN	OI LIV	IU IIIAI	1 10/		TC-14		
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.			ILLINOIS	FEE

MODEL: Default FILE NAME: pwr/Vildot\_pw bept SEE DETAIL "A"

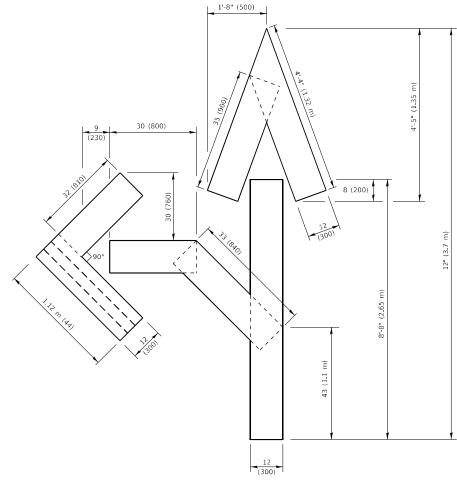
F.A.P. SECTION COUNTY TOTAL SHEETS NO.
326 2021-026-RS KANE 25 21
TC-14 CONTRACT NO.62N60



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



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

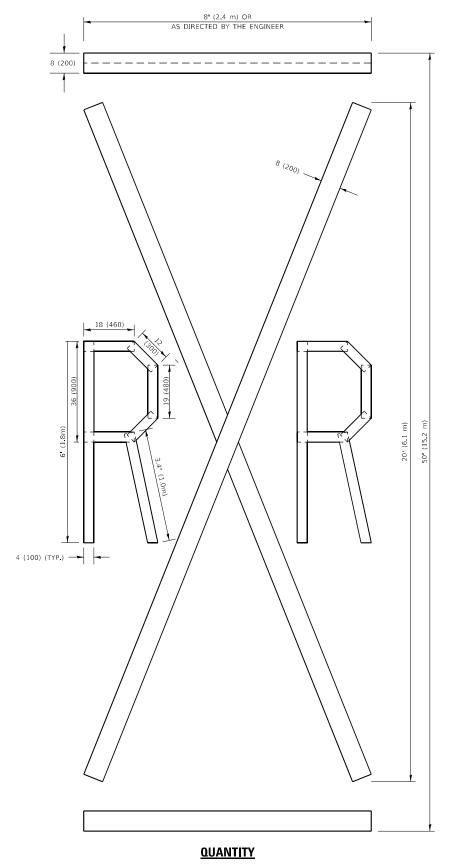


#### QUANTITY

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.



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.

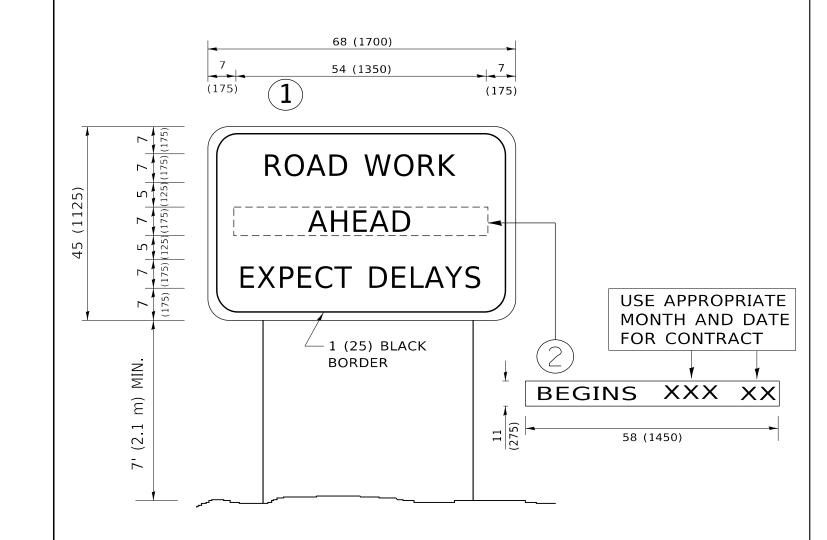
USER NAME = eleyanah	DESIGNED -	REVISED	- T. RAMMACHER 03-02-98
	DRAWN -	REVISED	- E. GOMEZ 08-28-00
PLOT SCALE = 100.0010 / in.	CHECKED -	REVISED	- E. GOMEZ 08-28-00
PLOT DATE = 12/17/2021	DATE - 09-18-94	REVISED	- A. SCHUETZE 09-15-16

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS SCALE: NONE SHEET 1 OF 1 SHEETS STA.

SECTION COUNTY SHEETS NO.

KANE 25 22 326 2021-026-RS CONTRACT NO.62N60 TC-16



#### 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.)

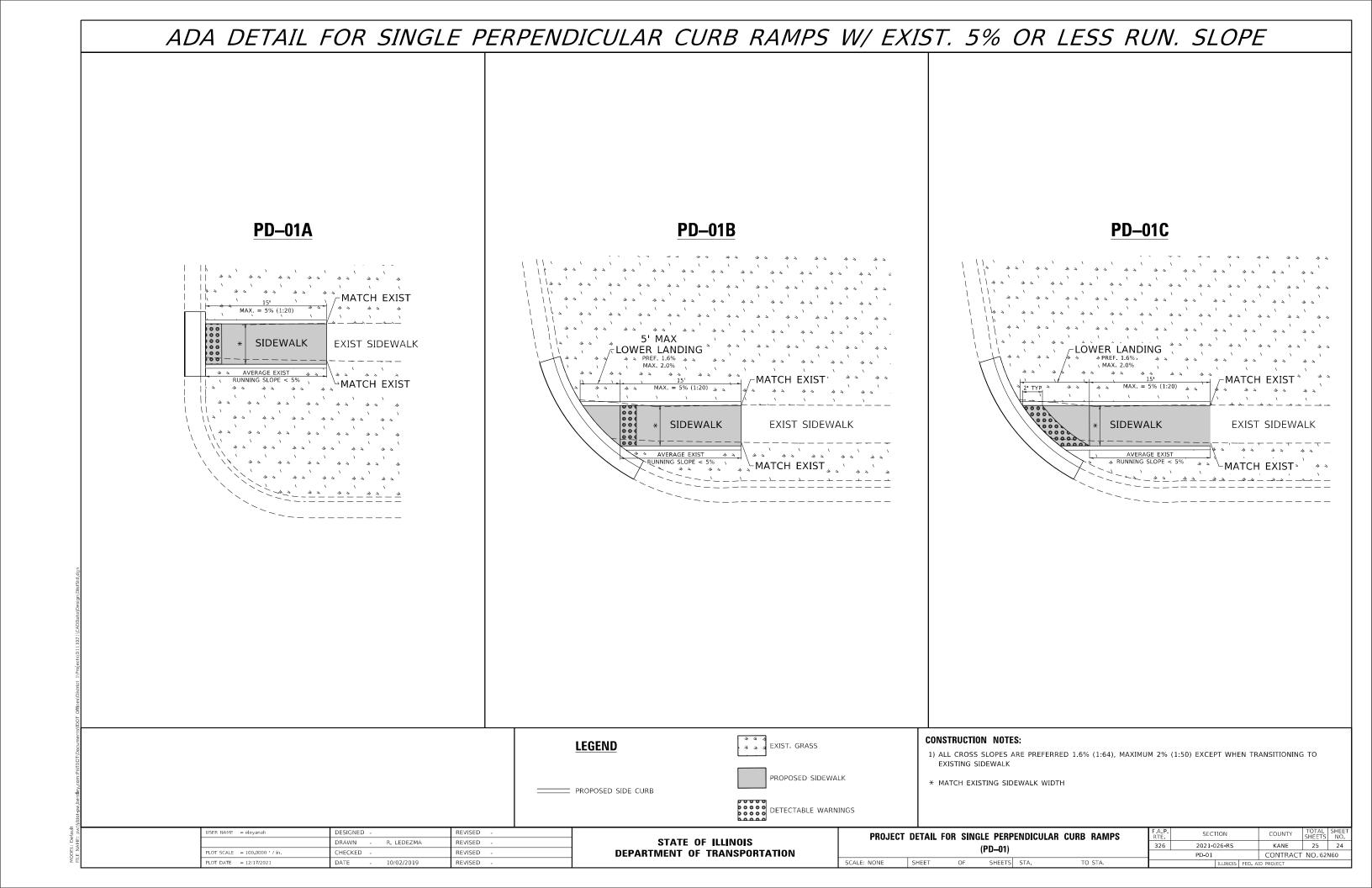
SCALE: NONE

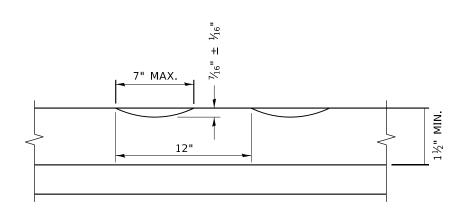
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

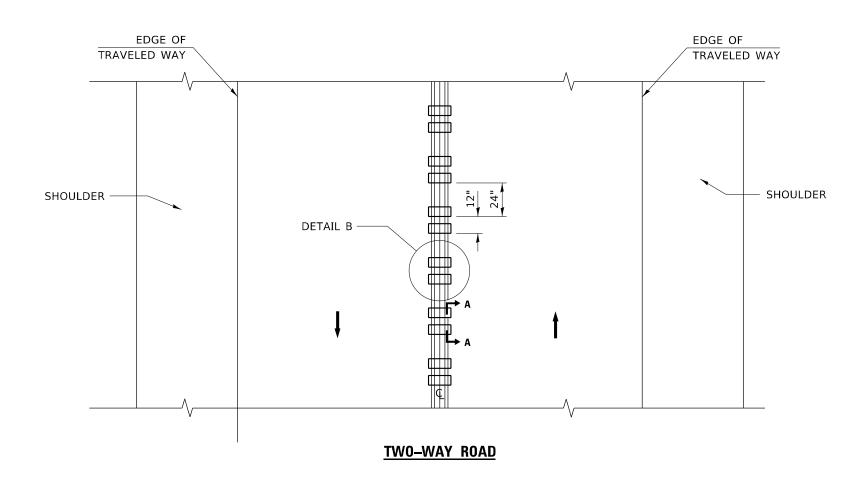
USER NAME = eleyanah	DESIGNED -	REVISED	- R. MIRS 09-15-97
	DRAWN -	REVISED	- R. MIRS 12-11-97
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	-T. RAMMACHER 02-02-99
PLOT DATE = 12/17/2021	DATE -	REVISED	<ul> <li>C. JUCIUS 01-31-07</li> </ul>

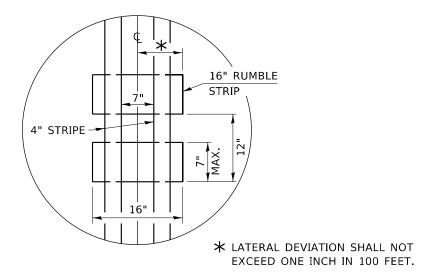
		AF	RTE	RIAL ROAD	F.A.P. RTE	SECTION					
		INEO	DI	ATION SI	GN		326	2021-026-RS			
		IIVI C	m	MAIIUN SI	UIV		TC-22				
SHEET 1	1	OF	1	SHEETS ST	TA.	TO STA.		ILLINOIS FEI			





#### SECTION A-A





#### **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 SWEPT 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.

USER NAME = eleyanah	DESIGNED - R. BORO	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -	
PLOT DATE = 12/17/2021	DATE - 08-06-2012	REVISED -	

SCALE: NONE

	DUMBLE CTRIDE FOR CENTERIANE MON EDERWAY					F.A.P. RTE	SEC.	TION		COUNTY	TOTAL SHEETS	SHEET NO.		
RUMBLE STRIPS FOR CENTERLINE, NON-FREEWAY					326	2021-026-RS			KANE	25	25			
								BD 55			CONTRACT	NO. 62	V60	
	SHEET	1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT					