06-11-2021 LETTING ITEM 103

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

★ 29 + 1 = 30 TOTAL SHEETS

D-91-132-21



FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS IMPROVEMENT IS LOCATED IN THE VILLAGE OF METTAWA

TRAFFIC DATA

0

0

0

0

EXISTING ADT = 34400 (2019) POSTED SPEED LIMIT = 45 MPH

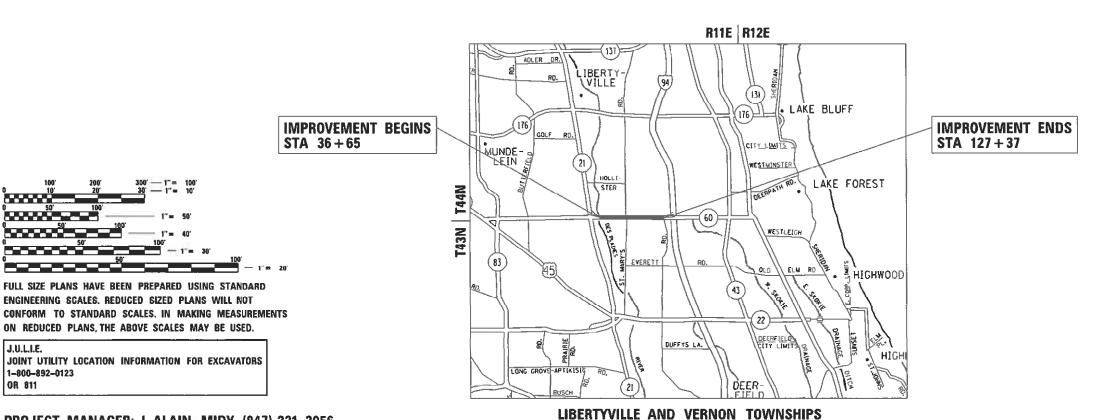
PROPOSED HIGHWAY PLANS

FAP ROUTE 335: IL-60 (TOWNLINE RD.) EAST OF DES PLAINES RIVER TO RIVERWOODS RD **SECTION 2021-032-RS** PROJECT NHPP-76DK(276) DESIGNED OVERLAY, STANDARD OVERLAY, & ADA IMPROVEMENTS LAKE COUNTY

C-91-155-21

GROSS LENGTH = 9072 FT. = 1.718 MILE

NET LENGTH = 9072 FT. = 1,718 MILE



SUBMITTED MARCH 9 20 21

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 62N82

PROJECT MANAGER: J. ALAIN MIDY (847) 221-3056

REV-SEP

STATE STANDARDS

STANDARD NO. **DESCRIPTION** INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES
3-5	SUMMARY OF QUANTITIES
6-8	EXISTING AND PROPOSED TYPICAL SECTIONS
9-12	ROADWAY PLAN
13-15	DETECTOR LOOP REPLACEMENT PLANS
16-17	DELETED
18	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)
19	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
20	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
21	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
22	HMA TAPER AT EDGE OF P.C.C. PAVEMENT (BD-33)
23	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
24	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11)
25	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
26	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
27	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
28	ARTERIAL ROAD INFORMATION SIGN (TC-22)
29	DRIVEWAY ENTRANCE SIGNING (TC-26)
29A	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-06	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING FOR SPEEDS 2 45 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES

GENERAL NOTES

OPER.,

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 1-800-892-0123, OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
- 2. 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.
- 3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND AND VILLAGE OF METTAWA.
- 4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 5. 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.
- 6. 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.
- 7. 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 STIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- 8. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 10. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 12. 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.
- 13. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 14. THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER, AT WALTER.CZARNY@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 15. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF CONSTRUCTION.
- 16. THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
- 17. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 18. 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.
- 19. 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.
- 20. FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- 21. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

SCALE:

- 22. 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.
- 23. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 24. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h), WITH WITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
- 25. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 26. 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.

USER NAME = dumachia	DESIGNED -	REVISED -
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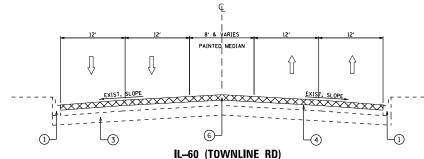
STATE OI	F ILLINOIS
DEPARTMENT OF	TRANSPORTATION

INDEX	OF SH	EE.	TS, STAT	E STAI	NDARDS,		F.A.P. RTE.	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.
	AND	CI	ENERAL	NUTES		335	2021-0	032-RS		LAKE	29	2	
	AND	U.	LITEIIAL	TOILS		_[CONTRAC	T NO. 62	2N82	
SHEET 1	OF	1	SHEETS	STA.	TO	O STA.			ILLINOIS	FED. A	D PROJECT		

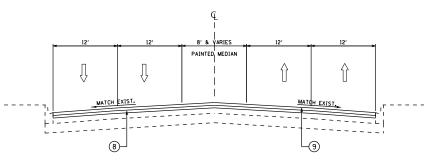
	SUMMARY OF QUANTITIES			Ι	CO	NSTRUCTIO	ON TYPE C	CODE		Ī	C. u. n	DV OF QUARTITIES				CO	NSTRUCTIO	N TYPE C	ODE	
<u> </u>	SUMMARY OF QUANTITIES		URBAN	0005	0005						2UMMA	RY OF QUANTITIES		URBAN	0005	0005				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES		100% STATE					CODE NO		ITEM	UNIT	TOTAL QUANTITIES		100% STATE				
																				<u> </u>
					<u> </u>															<u> </u>
										44000159		HALT SURFACE REMOVAL, 2	SO YD	45310	45310					
											1/2"									<u> </u>
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	39777	39777						44000164	HOT-MIX ASPH	HALT SURFACE REMOVAL, 3	SO YD	12635	12635					
											3/4"									
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	87	87																1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SO YD	302	302						44201803	CLASS D PATO	CHES. TYPE II. 13 INCH	SO YD	1328	1328					
	JOINT			1	1	1		1		44004007	0, 155 B B175		50.45	005						1
40600985	PORTLAND CEMENT CONCRETE SURFACE	SO YD	137	137						44201807	CLASS D PAIC	CHES, TYPE III, 13 INCH	SO YD	996	996					1
	REMOVAL - BUTT JOINT									44201809	CLASS D PATO	CHES, TYPE IV, 13 INCH	SO YD	830	830					
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5,	TON	1416	1416						60252800	CATCH BASINS	5 TO BE RECONSTRUCTED	EACH	20	20					<u> </u>
	N70																			
										60266600	VALVE BOXES	TO BE ADJUSTED	EACH	10	10					
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	2386	2386				<u> </u>		60300105	FRAMES AND O	GRATES TO BE ADJUSTED	EACH	20	20					<u> </u>
										5555155	THAMES AND G									
40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE	TON	6505	6505						60300305	FRAMES AND L	IDS TO BE ADJUSTED	EACH	50	50					
	COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80									60403800	LIDS, TYPE 1	- CLOSED LID	EACH	25	25					<u> </u>
	1100							<u> </u> 		00403800	LIDS, TIPE I	, 520325 215	LACT	23						1
										60404950	FRAMES AND C	GRATES, TYPE 24	EACH	6	6					
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	SLIMAMA	RY OF QUANTITIES		UDBAN		CO	NSTRUCTION	N TYPE CO	DDE			SUMMADY	OF QUANTITIES				CO	NSTRUCTIO	N TYPE COI	DE	
	SUMMA	THE OF GUANTITIES		URBAN	0005	0005						SUMMART	OF QUANTITIES	1	URBAN	0005	0005				
CODE NO		ITEM	UNIT		l						CODE NO		ITEM	UNIT	TOTAL QUANTITIES	20% STATE 80% FED	100% STATE				
60406000	FRAMES AND LI	DS, TYPE 1, OPEN LID	EACH	25	25						70102640	TRAFFIC CONTRO	DL AND PROTECTION,	L SUM	1	1					
												STANDARD 70180	01								
											70300100	SHORT TERM PAY	VEMENT MARKING	FOOT	35015	35015					
											70300150	SHORT TERM PAV	VEMENT MARKING REMOVAL	SO FT	3891	3891					
											70300210		EMENT MARKING LETTERS AND	SO FT	968	968					
												SYMBOLS									
											70300220	TEMPORARY PAVE	EMENT MARKING - LINE 4"	FOOT	33685	33685					
											70300240	TEMPODARY DAVE	EMENT MARKING - LINE 6"	FOOT	3059	3059					
											70300240	IEMPURART PAVE	EMENT MARKING - LINE 6	1001	3059	3039					
67000400	FNCINEED'S FI	ELD OFFICE, TYPE A	CAL MO	12	12						70300250	TEMPORARY PAVE	EMENT MARKING - LINE 8"	FOOT	92	92					
01000400	ENGINEER 3 1 1	LLD OFFICE, THE A	CAL MO	12	12						10300230	TENI ONANT TAVE	THE O	1001	"	32					
67100100	MOBILIZATION		L SUM	1	1						70300260	TEMPORARY PAVE	EMENT MARKING - LINE 12"	FOOT	1413	1413					
70102625	TRAFFIC CONTR	OL AND PROTECTION,	L SUM	1	1						70300280	TEMPORARY PAVE	EMENT MARKING - LINE 24"	FOOT	425	425					
	STANDARD 7016	.06																			
											70300520	PAVEMENT MARKI	ING TAPE, TYPE III 4"	FOOT	8932	8932					
70102630	TRAFFIC CONTR	OL AND PROTECTION,	L SUM	1	1																
	STANDARD 7016	01									* 78000100	THERMOPLASTIC	PAVEMENT MARKING -	SO FT	968	968					
												LETTERS AND SY	YMBOLS								
70102632	TRAFFIC CONTR	OL AND PROTECTION.	L SUM	1	1																
	STANDARD 7016	02									* 78000200	THERMOPLASTIC	PAVEMENT MARKING - LINE	FOOT	33685	33685					
												4"									
70102635	TRAFFIC CONTR	OL AND PROTECTION,	L SUM	1	1																
	STANDARD 7017	01									78000400	THERMOPLASTIC	PAVEMENT MARKING - LINE	FOOT	3059	3059					
												6"									
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	L		CHECKED -		REVISED			DE			RANSPORTA	TION	SUMMARY	OF QUANT			335	2021-032		LAKE [:	29 4 NO. 62N82
		PLOT DATE = 3/19/2021	DATE -		REVISED								SCALE: SHEET NO. 2 OF 3 SH	EETS ST	\. T	O STA.	FED. ROA	D DIST. NO. 1 ILL	INOIS FED. AID PR		

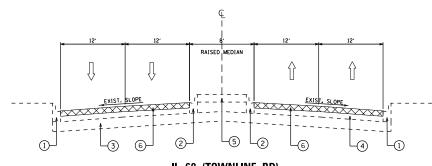
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*	78000500	THERMOPLASTIC PAVEMENT MARKING - L	INE FOOT	92	92					x7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SO FT	16047	16047					
		8"																	
										Z0004562	COMBINATION CONCRETE CURB AND GUTTER	FOOT	1200	1200					
*	78000600	THERMOPLASTIC PAVEMENT MARKING - L	INE FOOT	1413	1413						REMOVAL AND REPLACEMENT								
		12"																	
										Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	103	103					
*	78000650	THERMOPLASTIC PAVEMENT MARKING - L	INE FOOT	425	425														
Ļ		24"								Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	30910	30910					
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1202	1202					Ø z0076600	TRAINEES	HOURS	500	500					<u> </u>
					}					Ø 20076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	500	500					
Ī	78300200	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1202	1202														
		REMOVAL																	
[85000200	MAINTENANCE OF EXISTING TRAFFIC SI	GNAL EACH	1	1														
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	1738	1738														
*[89502376	REBUILD EXISTING HANDHOLE	EACH	4	4														
Ļ																			
	x0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1														
	X4400100	PORTLAND CEMENT CONCRETE SURFACE	SO YD	3142	3142														1
Ī		REMOVAL (VARIABLE DEPTH)																	
Ī																			
Ī	x4400500	COMBINATION CURB AND GUTTER REMOVA	L FOOT	200	200														
		(SPECIAL)																	
<u></u>																			
	x5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	1250		1250													
	x6030310	FRAMES AND LIDS TO BE ADJUSTED	EACH	20	20														
		(SPECIAL)																	
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L		PLOT DATE = 3/19/2021	DATE -		REVISED	-					SCALE: SHEET NO. 3 OF	3 SHEETS (STA	١.	TO STA.	FED. RO	AD DIST. NO. 1 (IL			021102



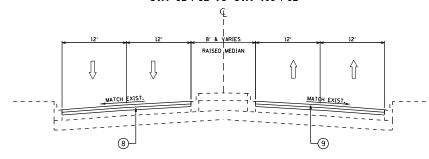
IL-60 (TOWNLINE RD) **EXISTING TYPICAL SECTION** STA 36+34 TO STA 67+95 STA 79+00 TO STA 92+52 STA 109+62 TO STA 115+15



IL-60 (TOWNLINE RD) PROPOSED TYPICAL SECTION STA 36+34 TO STA 67+95 STA 79+00 TO STA 92+52 STA 109+62 TO STA 115+15



IL-60 (TOWNLINE RD) **EXISTING TYPICAL SECTION** STA 92+52 TO STA 109+62



IL-60 (TOWNLINE RD) PROPOSED TYPICAL SECTION STA 92+52 TO STA 109+62

LEGEND

- 1) EXISTING COMB. CONC. CURB AND GUTTER, B-6.24
- 2 EXISTING COMB. CONC. CURB AND GUTTER, B-6.12
- 3 EXISTING BITUMINOUS BASE COURSE, ± 12"
- 4 EXISTING H.M.A. SURFACE COURSE, ± 4"
- 5 EXISTING RAISED MEDIAN
- 6 PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- 7 PROPOSED PCC SURFACE REMOVAL, VARIABLE DEPTH (SEE DETAIL BD-33)
- 8 PROPOSED POLYMERIZED HMA BINDER COURSE, IL-4.75, N50; 34"
- 9 PROPOSED POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, MIX "F", IL-9.5, N80; 1 3/4"
- (10) PROPOSED HMA SURFACE REMOVAL, 3 3/4"
- 11) EXISTING AGGREGATE BASE COURSE, ± 4"
- (12) EXISTING P.C.C. PAVEMENT, ± 11"
- 13) PROPOSED HMA BINDER COURSE, IL-9.5, N70; 2"
- (14) PROPOSED POLYMERIZED HMA BINDER COURSE, IL-4.75, N50; 1"
- (15) EXISTING HMA SURFACE COURSE, ± 19"
- 16 EXISTING HMA BASE COURSE, ± 19"

NOTES

- 1. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
- 2. JOINT SEALANT SHALL BE PLACED ON THE BINDER COURSE.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS											
MIXTURE USES	MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)								
DAVENENT DECLIDE ACING	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, IL-9.5, MIX "F", N80	3.5% @ 80 GYR	QCP								
PAVEMENT RESURFACING	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	3.5% @ 50 GYR	QCP								
	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	4.0% @ 70 GYR	0CP								
PATCHING	CLASS D PATCHES (HMA BINDER IL-19.0 mm)	4% @ 70 GYR	QC/QA								

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/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 SPECIAL PROVISIONS.

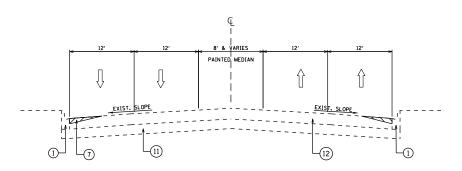
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

IL-60

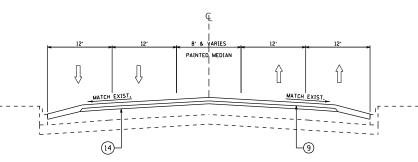
QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

USER NAME = dumachia	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -
PLOT DATE = 4/7/2021	DATE -	REVISED -

EX	XISTING AI	ROF	OSED	TYPICAL S	F.A.P. RTE	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.			
/TOW/NI I	NE RD) – E	DES	PLAIN	ES BIVER	335	2021-	032-RS		LAKE	30	6			
(I O V I I I I	INC IID) — C	DLO	, I LAIN	ILO IIIVLII					CONTRAC	T NO. 62	2N82			
	SHEET 1	OF	3	SHEETS	STA.	TO STA.			ILLINOIS	FED. A	ID PROJECT			



IL-60 (TOWNLINE RD)
EXISTING TYPICAL SECTION
STA 67+95 TO STA 79+00



IL-60 (TOWNLINE RD)
PROPOSED TYPICAL SECTION
STA 67+95 TO STA 79+00

LEGEND

- 1 EXISTING COMB. CONC. CURB AND GUTTER, B-6.24
- 2 EXISTING COMB. CONC. CURB AND GUTTER, B-6.12
- 3 EXISTING BITUMINOUS BASE COURSE, ± 12"
- 4 EXISTING H.M.A. SURFACE COURSE, ± 4"
- 5 EXISTING RAISED MEDIAN
- 6 PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- 7 PROPOSED PCC SURFACE REMOVAL, VARIABLE DEPTH (SEE DETAIL BD-33)
- 8 PROPOSED POLYMERIZED HMA BINDER COURSE, IL-4.75, N50; ¾"
- PROPOSED POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, MIX "F", IL-9.5, N80; 1 ¾"
- 10 PROPOSED HMA SURFACE REMOVAL. 3 34"
- 11) EXISTING AGGREGATE BASE COURSE, ± 4"
- (12) EXISTING P.C.C. PAVEMENT, ± 11"
- 13) PROPOSED HMA BINDER COURSE, IL-9.5, N70; 2"
- 14) PROPOSED POLYMERIZED HMA BINDER COURSE, IL-4.75, N50; 1"
- 15 EXISTING HMA SURFACE COURSE, ± 19"
- 16 EXISTING HMA BASE COURSE, ± 19"

NOTES

- 1. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
- 2. JOINT SEALANT SHALL BE PLACED ON THE BINDER COURSE.

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/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 SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

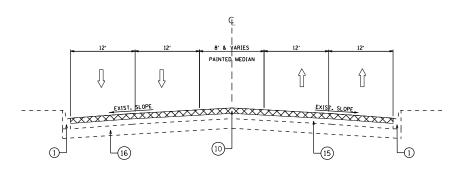
QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

USER NAME = dumachia	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -	
PLOT DATE = 4/7/2021	DATE -	REVISED -	

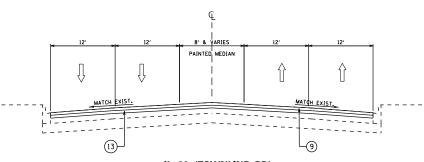
EXISTING AND PROPOSED TYPICAL SECTIONS	F.A.P. RTE	SECTI
L-60 (TOWNLINE RD) – E OF DES PLAINES RIVER TO RIVERWOODS RD	335	2021-03
E-00 (TOWNLINE IND) - E OF DESTEAMES HIVEN TO HIVEHWOODS IND		
CUEFF 2 OF 2 CUFFFS CTA		

A.P. SECTION COUNTY TOTAL SHEETS NO.
35 2021-032-RS LAKE 30 7

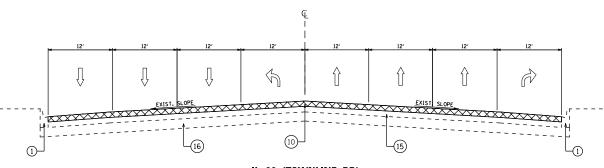
CONTRACT NO. 62N82



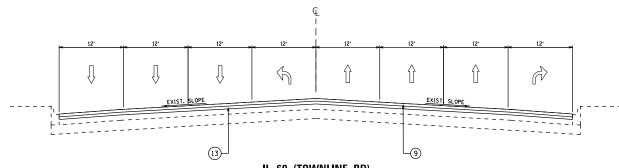
IL-60 (TOWNLINE RD) EXISTING TYPICAL SECTION STA 115+15 TO STA 121+50



IL-60 (TOWNLINE RD)
PROPOSED TYPICAL SECTION
STA 115+15 TO STA 121+50



IL-60 (TOWNLINE RD)
EXISTING TYPICAL SECTION
STA 121+50 TO STA 127+37



IL-60 (TOWNLINE RD)
EXISTING TYPICAL SECTION
STA 121+50 TO STA 127+37

LEGEND

- 1) EXISTING COMB. CONC. CURB AND GUTTER, B-6.24
- 2 EXISTING COMB. CONC. CURB AND GUTTER, B-6.12
- 3 EXISTING BITUMINOUS BASE COURSE, ± 12"
- 4 EXISTING H.M.A. SURFACE COURSE, ± 4"
- 5 EXISTING RAISED MEDIAN
- 6 PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- 7 PROPOSED PCC SURFACE REMOVAL, VARIABLE DEPTH (SEE DETAIL BD-33)
- 8 PROPOSED POLYMERIZED HMA BINDER COURSE, IL-4.75, N50; 34"
- 9 PROPOSED POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, MIX "F", IL-9.5, N80: 1 34"
- (10) PROPOSED HMA SURFACE REMOVAL. 3 34"
- 11) EXISTING AGGREGATE BASE COURSE, ± 4"
- (12) EXISTING P.C.C. PAVEMENT, ± 11"
- 13) PROPOSED HMA BINDER COURSE, IL-9.5, N70; 2"
- (14) PROPOSED POLYMERIZED HMA BINDER COURSE, IL-4.75, N50; 1"
- (15) EXISTING HMA SURFACE COURSE, ± 19"
- 16 EXISTING HMA BASE COURSE, ± 19"

NOTES

- 1. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
- 2. JOINT SEALANT SHALL BE PLACED ON THE BINDER COURSE.

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/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 SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

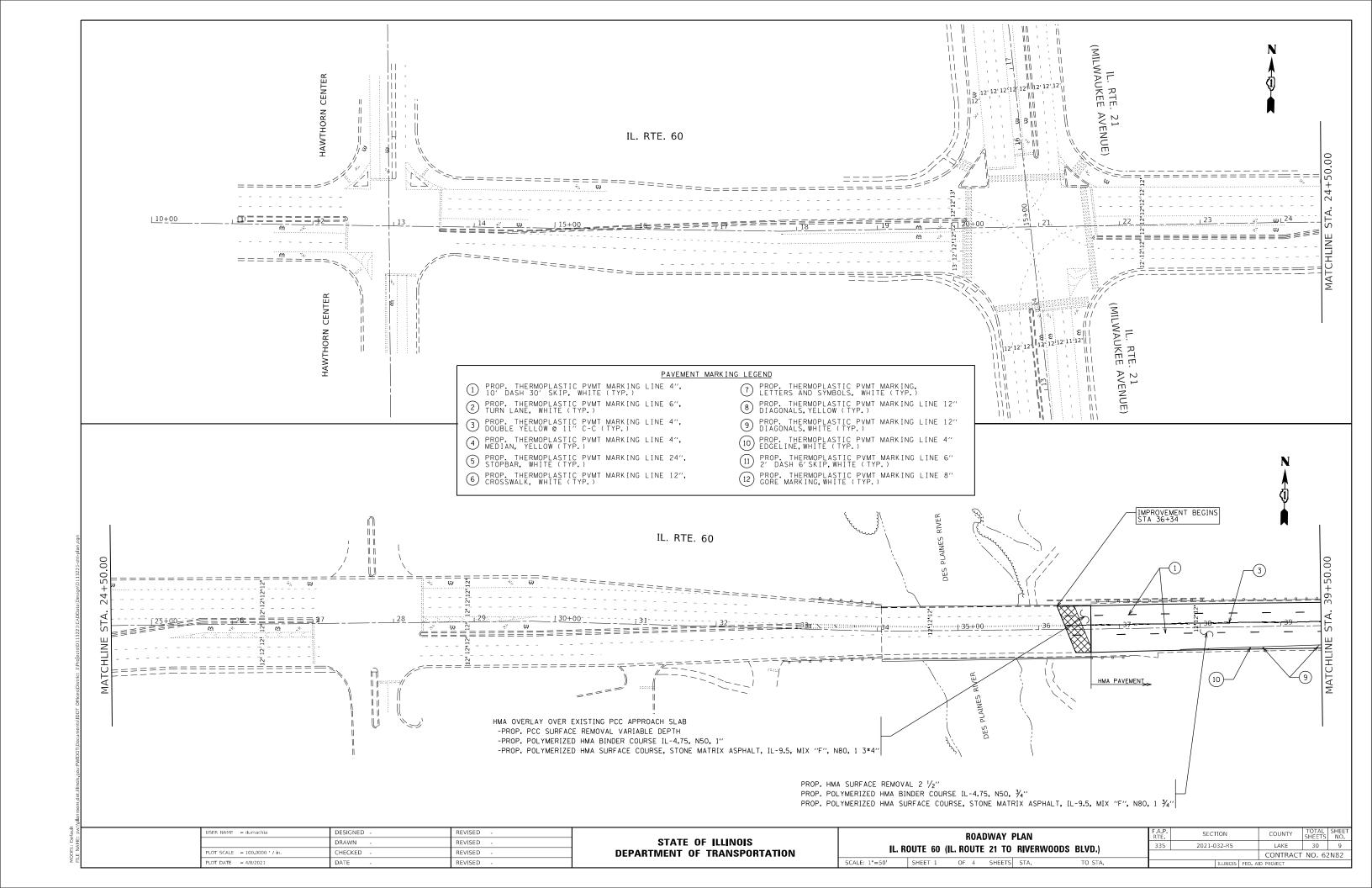
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	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -	
PLOT DATE = 4/7/2021	DATE -	REVISED -	

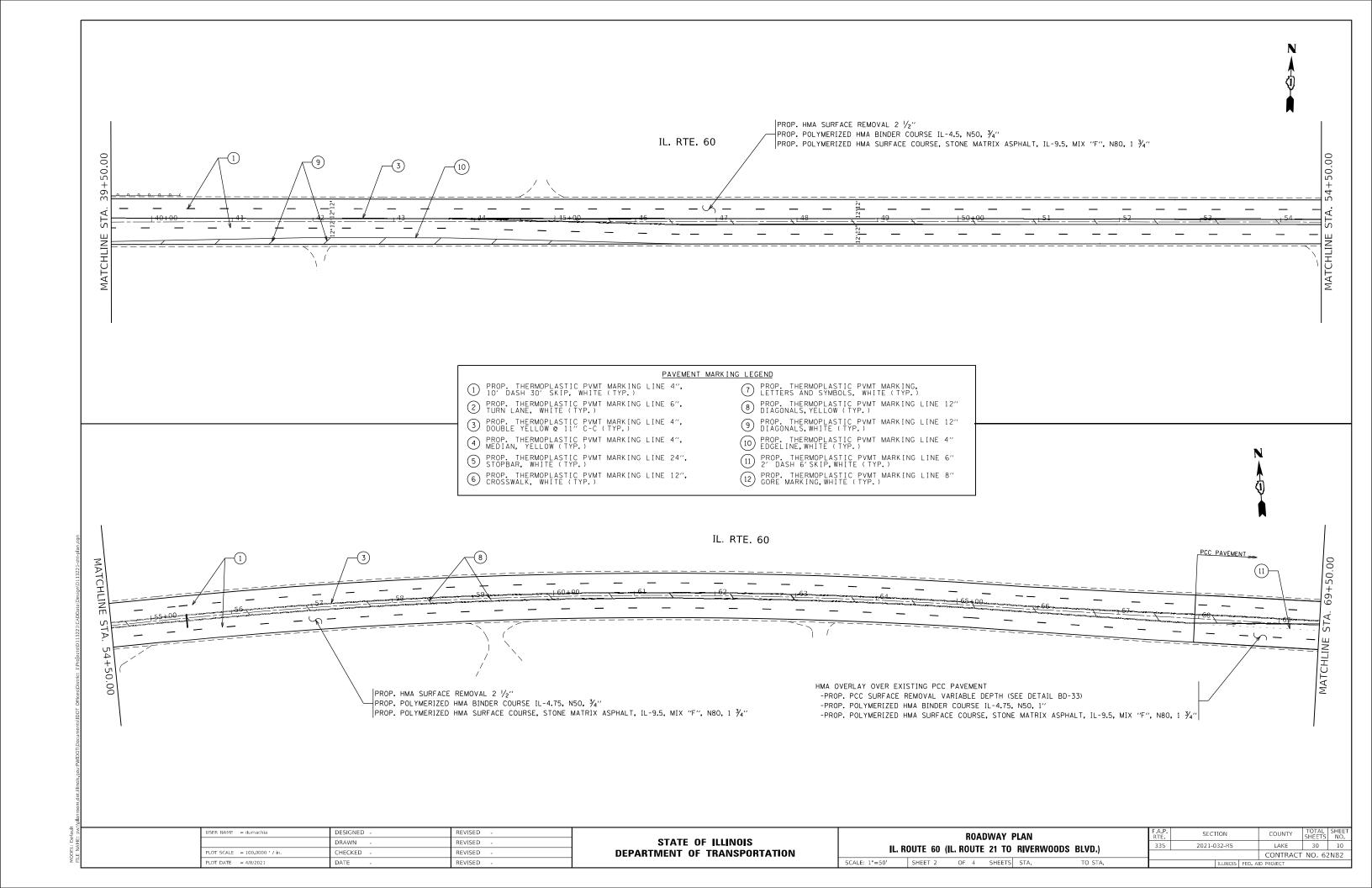
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

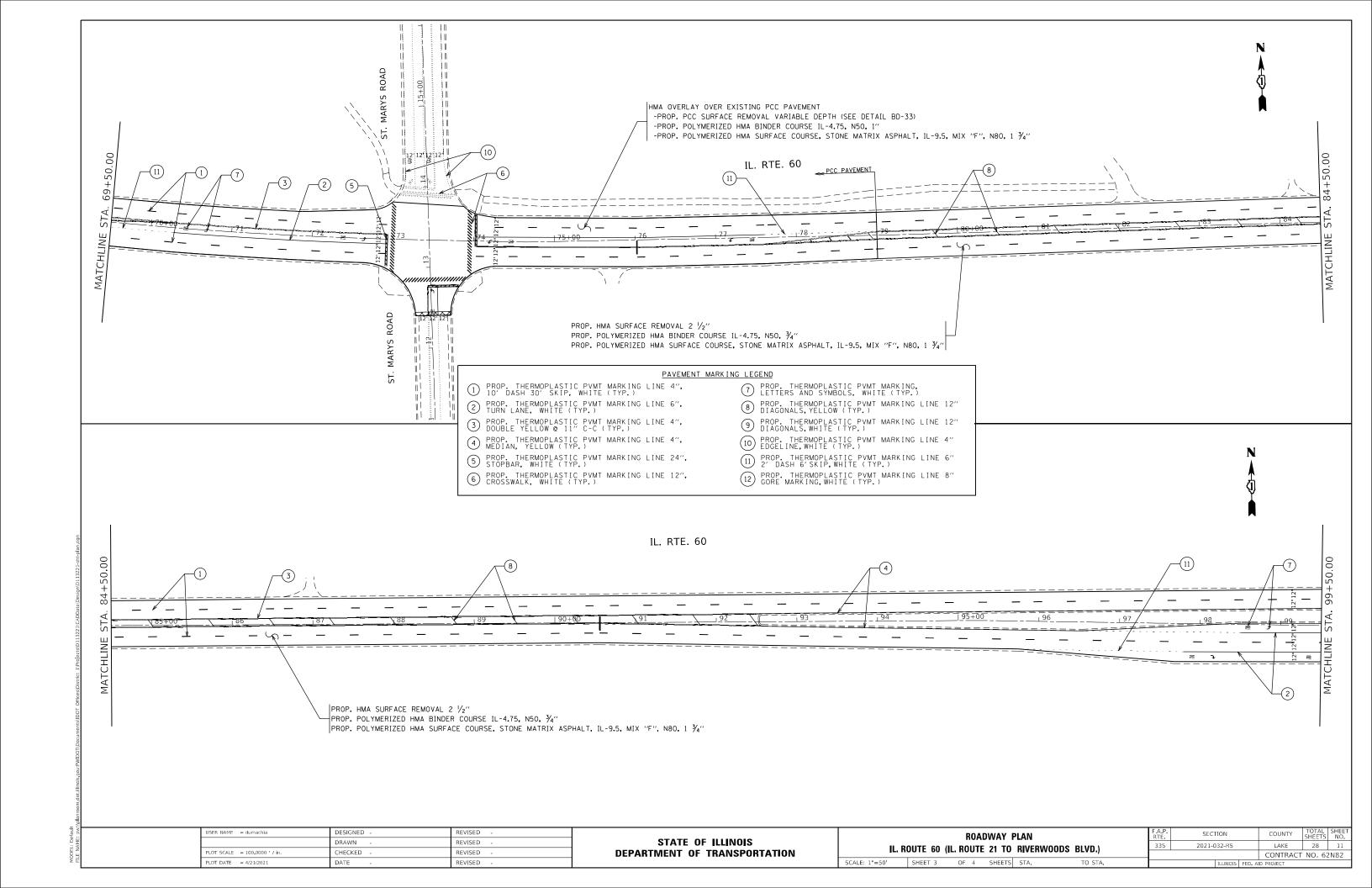
EXISTING AND PROPOSED TYPICAL SECTIONS

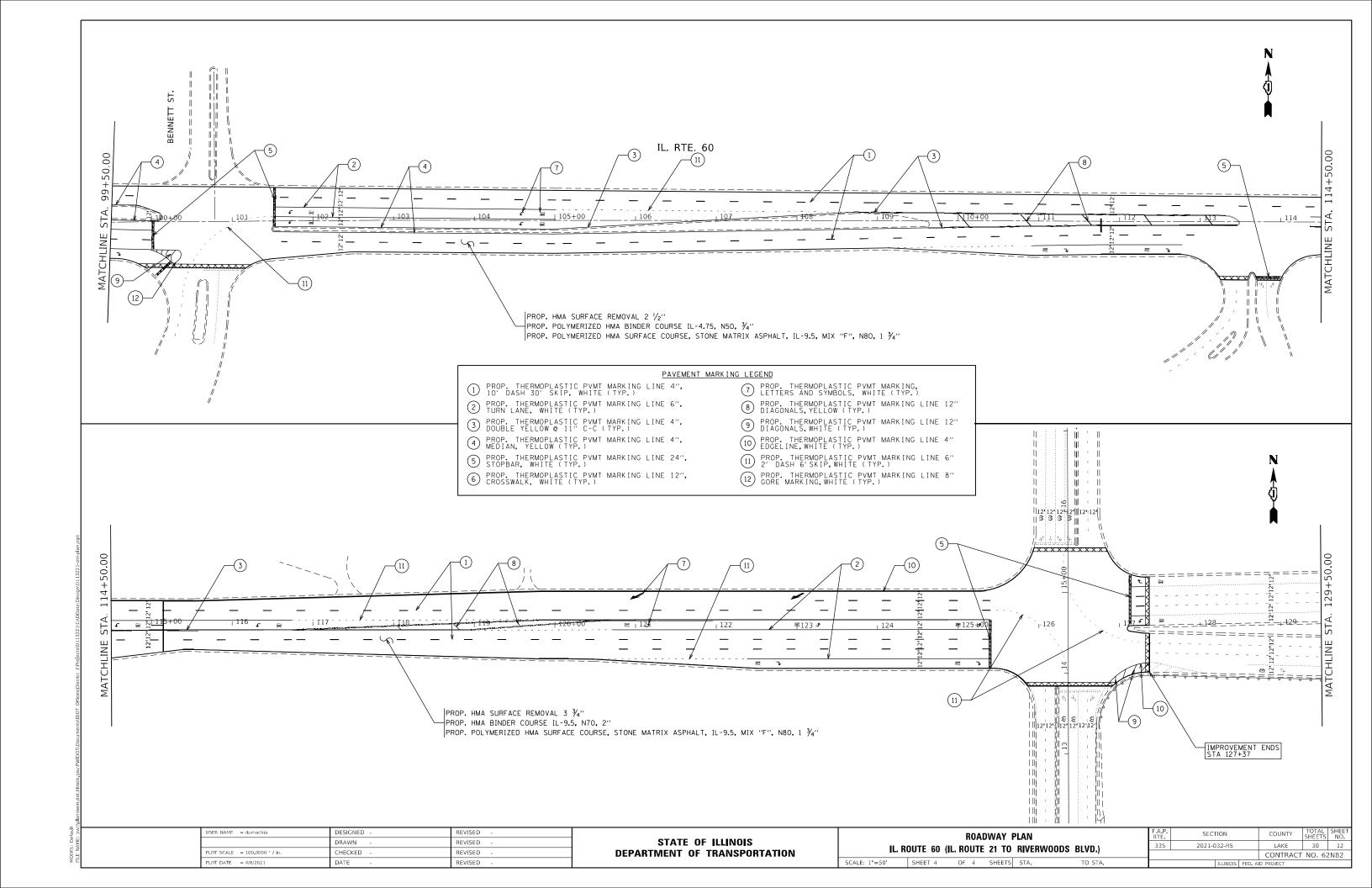
IL-60 (TOWNLINE RD) – E OF DES PLAINES RIVER TO RIVERWOODS RD

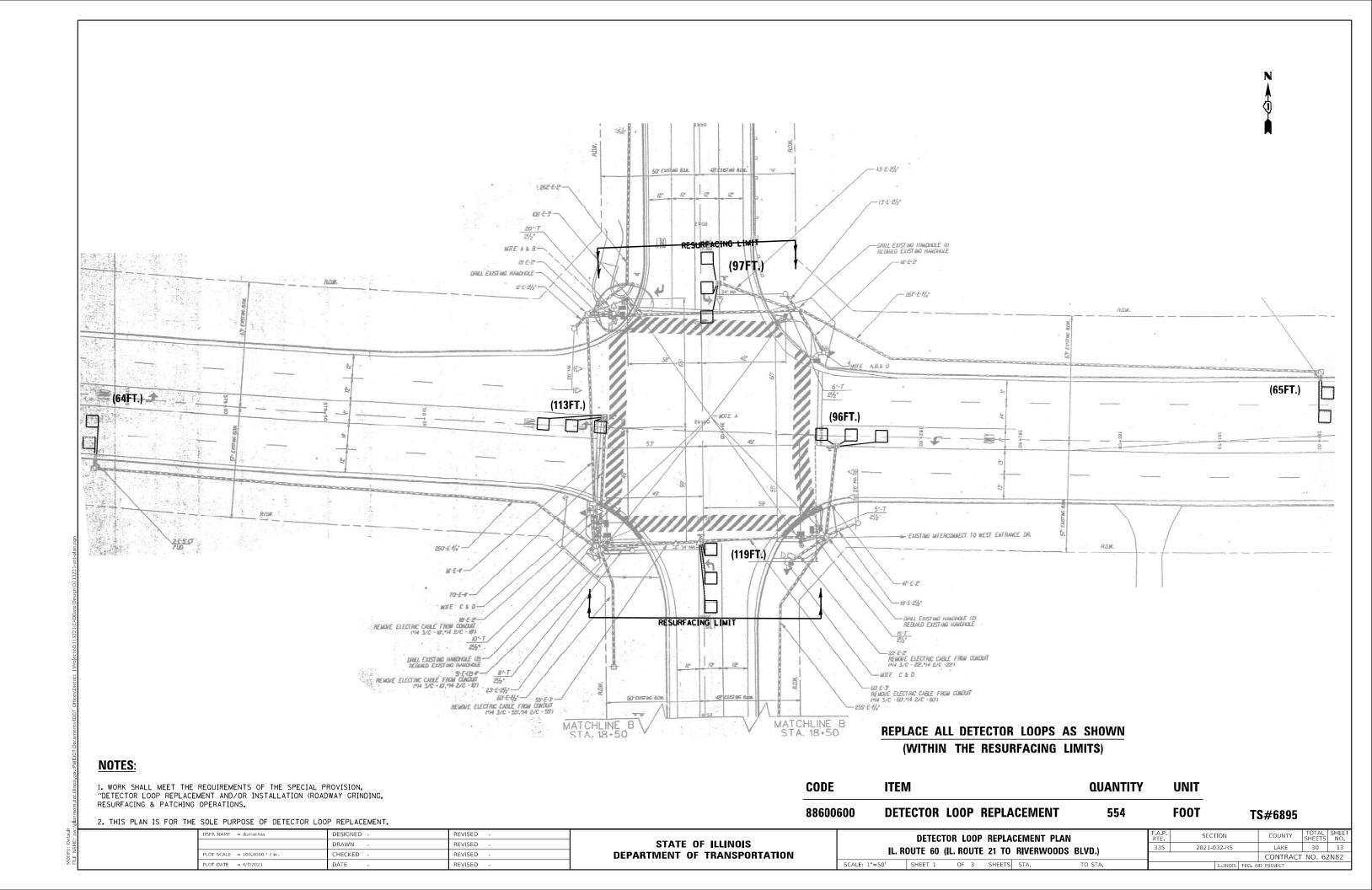
SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.

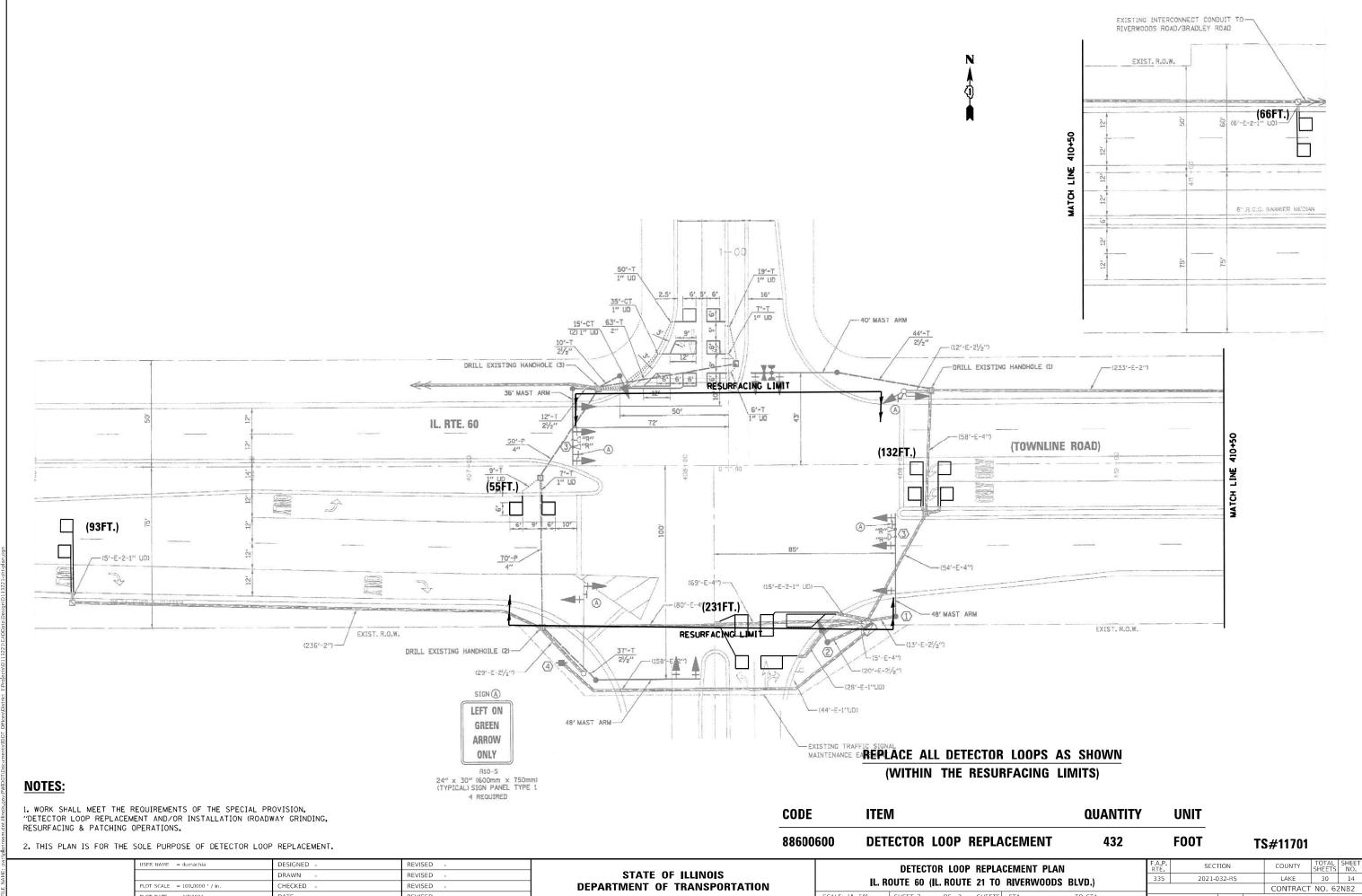




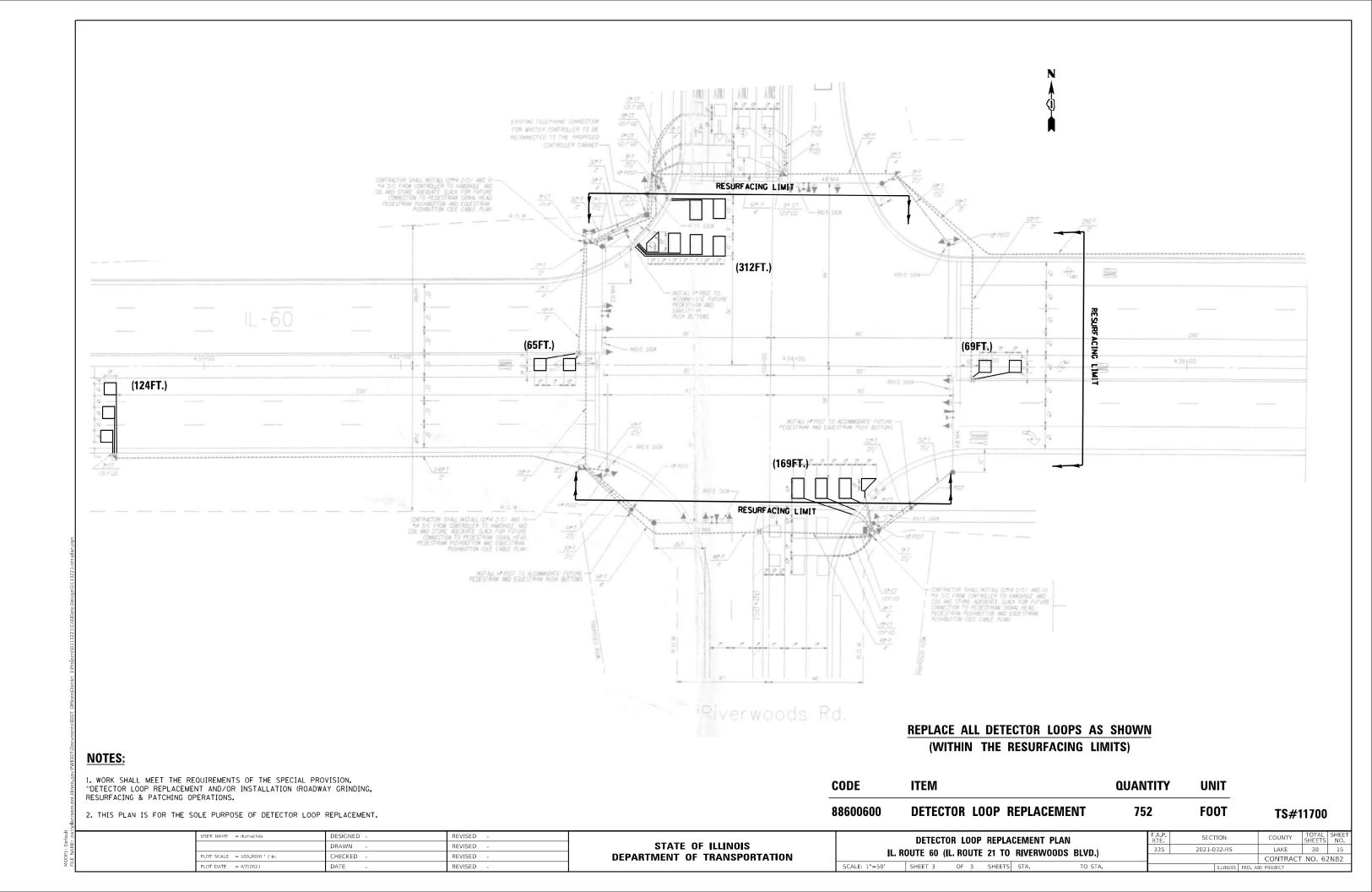


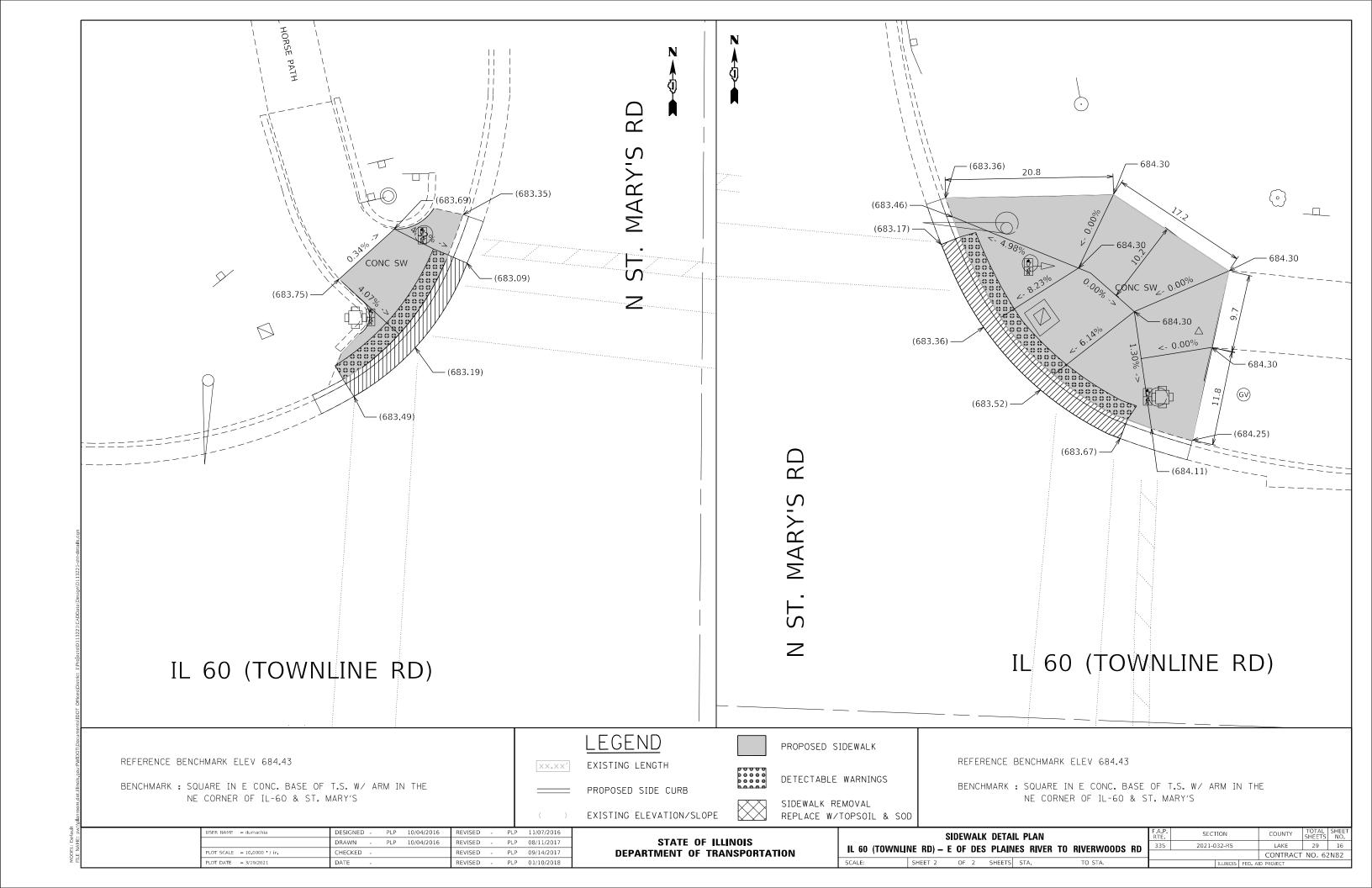


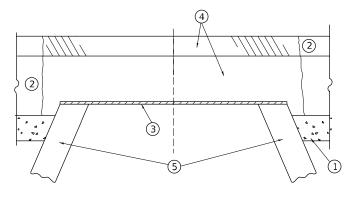


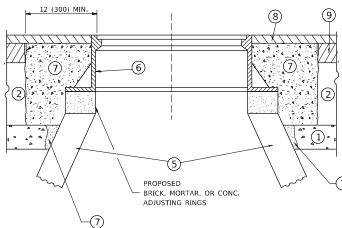


SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA.









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.
- $oldsymbol{*}$ 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 FINGINFER."

LEGEND

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

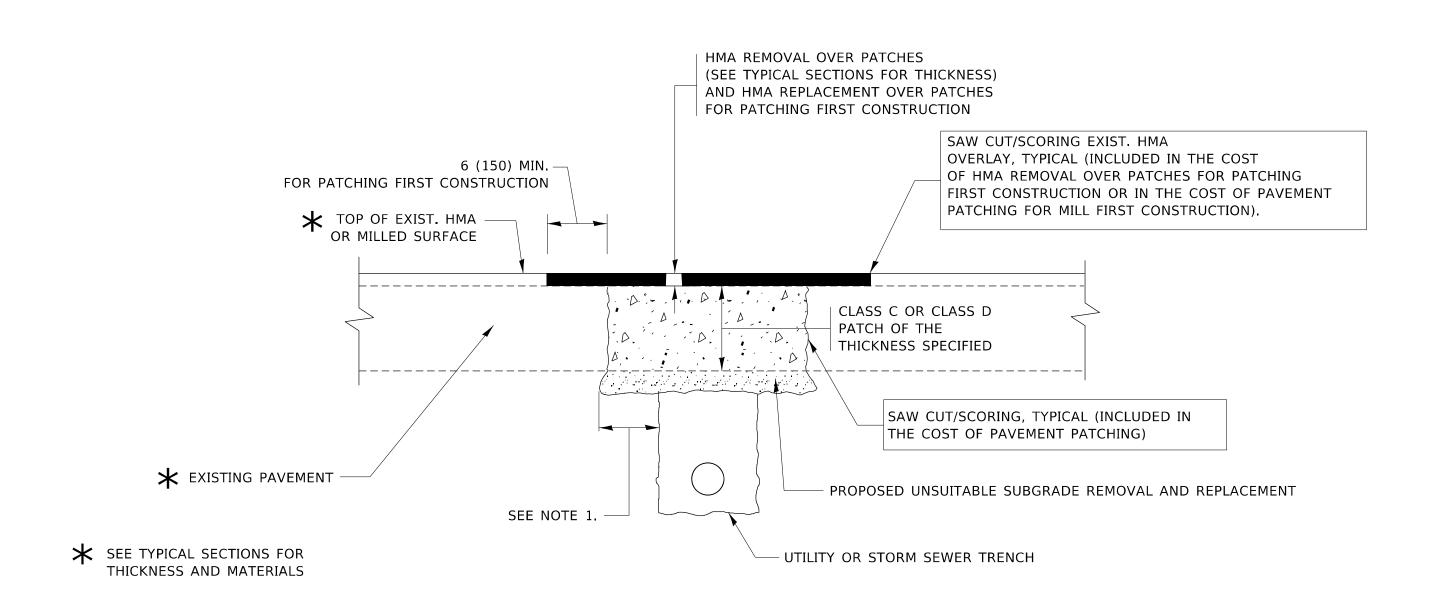
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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.

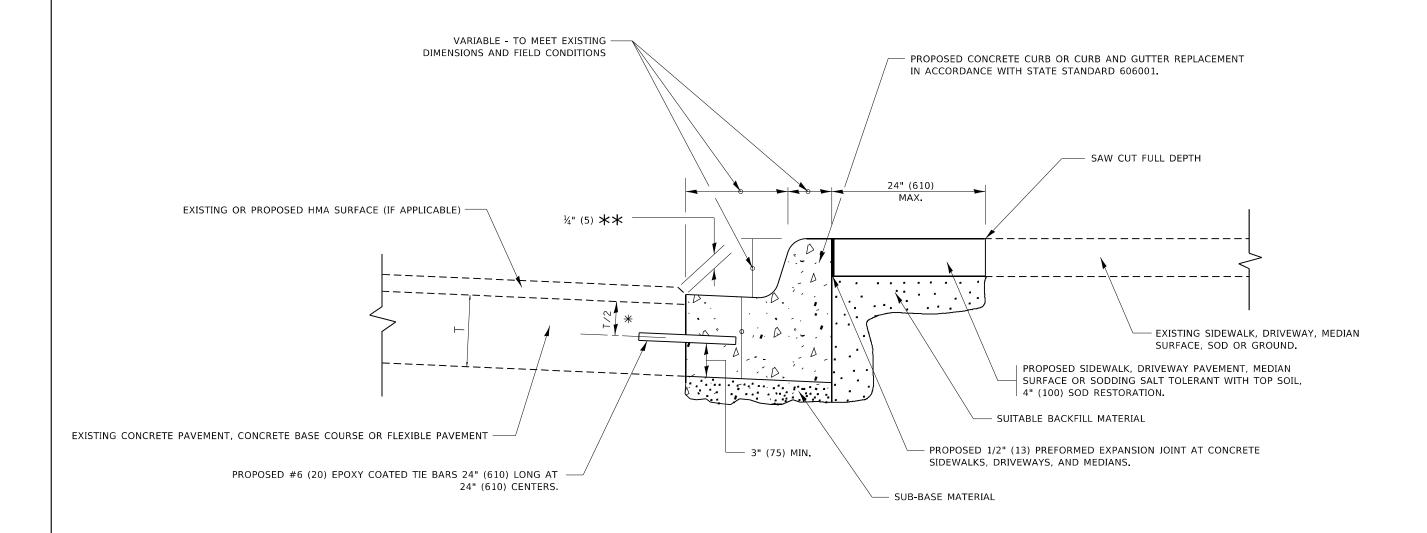
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 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.

OSER MAINE - GONGENIO	DESIGNED - IN. SHAIT	KEVISED -	A. ADDAS 04 27 30		1	D/1
	DRAWN -	REVISED -	R. BORO 01-01-07	STATE OF ILLINOIS	1	
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -	R. BORO 09-04-07	DEPARTMENT OF TRANSPORTATION	1	HM
PLOT DATE = 3/19/2021	DATE - 10-25-94	REVISED -	K. ENG 10-27-08		SCALE: NONE	SHEET 1

PA	PAVEMENT PATCHING FOR MA SURFACED PAVEMENT				RTE SECTION			COUNTY	SHEETS	NO.	
нкл					-	335	2021-032-RS	LAKE	29	18	
111117						BD400-04 (BD-22) CONTRACT NO.					62N82
l	OF	1	SHEETS	STA.	TO STA.		ILLINOIS	FED. AI	D 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

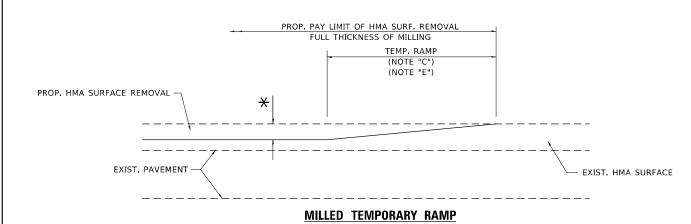
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = dumachia	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 = 3/19/2021	DATE - 03-11-94	REVISED	-	K. SMITH 07-11-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

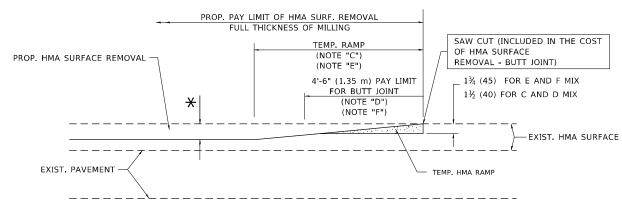
SCALE: NONE

CURB OR CURB AND GUTTER		F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS				
REMOVAL AND REPLACEMENT			335	2021-032-RS	LAKE	29			
			BD600-06 (BD-24) CONTRACT						
1	OF	1	SHEETS	STA.	TO STA.	TILLINOIS FED. AID PROJECT			



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

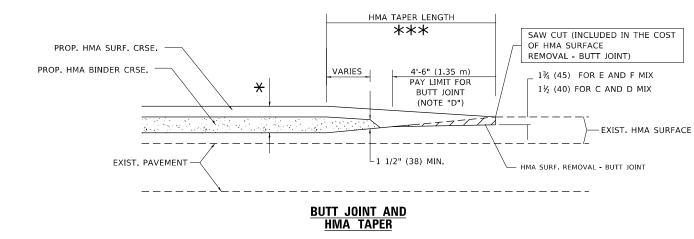


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

M. DE YONG DESIGNED -DRAWN REVISED -A. ABBAS 03-21-97 HECKED M. GOMEZ 04-06-01 LOT DATE = 3/19/2021 R.BORO 01-01-07 DATE REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS SHEET 1 OF 1 SHEETS STA. TO STA.

SAW CUT (INCLUDED IN THE COST OF HMA OR P.C.C. SURFACE REMOVAL - BUTT JOINT) 1¾ (45) FOR E AND F MIX 1½ (40) FOR C AND D MIX

BUTT JOINT DETAIL

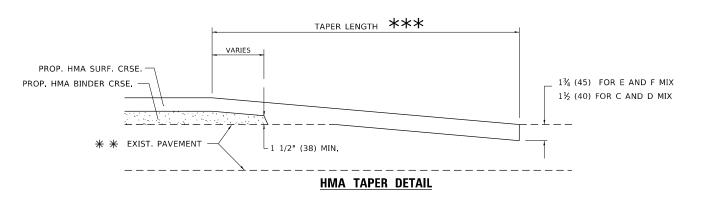
PROP. HMA OR PCC

SURFACE REMOVAL - BUTT JOINT

30'-0" (9.0 m) (NOTE "A")

15'-0" (4.5 m) (NOTE "B")

(NOTE "D")



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

EXIST, HMA OR PCC SURFACE -

* * EXIST. PAVEMENT

- 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")

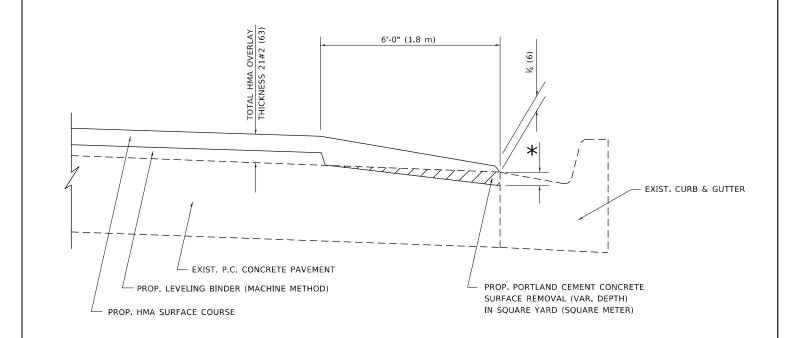
BASIS OF PAYMENT

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT" JOINT".

SCALE: NONE

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

LAKE 29 BD400-05 BD32 CONTRACT NO. 62N82



HMA TAPER AT EDGE OF P.C.C PAVEMENT

HMA SURFACE		LEVELING BINDER	
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1½ (38)	1 (25)	1¼ (33)
E	1¾ (44)	¾ (19)	1½ (38)
F	1¾ (44)	¾ (19)	1½ (38)

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

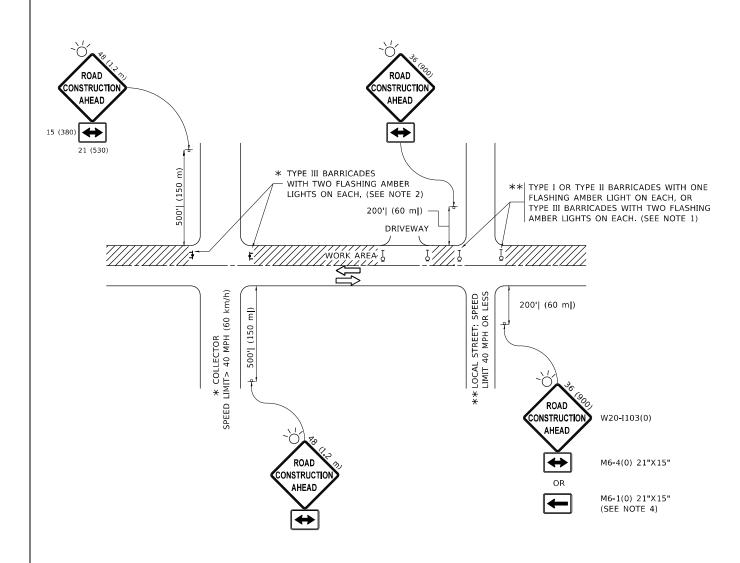
USER NAME = dumachia	DESIGNED	-	R. SHAH	REVISED	-	A. ABBAS 05-05-9
	DRAWN	-	JIS	REVISED	-	E. GOMEZ 12-21-00
PLOT SCALE = 100.0000 / in.	CHECKED	-	A. ABBAS	REVISED	-	R. BORO 01-01-07
PLOT DATE = 3/19/2021	DATE	-	09-10-94	REVISED	-	JP CHANG 07-08-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	HMA TAPER AT							
		E	EDGE OF	P.C.C. PA	AVEMENT			
SCALE: NONE	SHEET	1	OF 1	SHEETS	STA.			

TO STA.

F.A.P. RTE	SECTION			COUNTY	TOTAL SHEETS	SHE
335	:	2021-032-RS	;	LAKE	29	2
В	D400-06	(BD33)	CONTRACT	NO.	62N8
		ILLINOIS	FED. A	ID 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,
- 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.

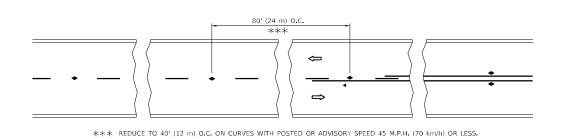
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = dumachia	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 = 3/19/2021	DATE - 06-89	REVISED _ A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

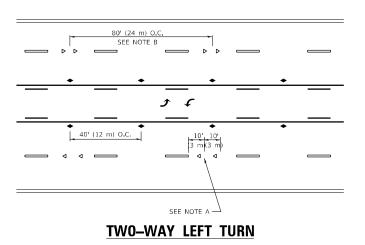
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SHEET 1 OF 1 SHEETS STA. TO ST

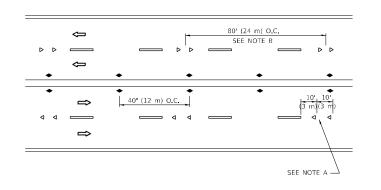


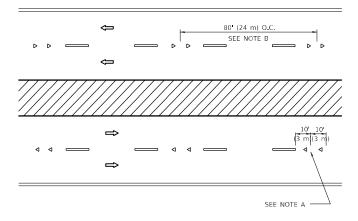
LANE REDUCTION TRANSITION

SEE FIGURE 3B-14 MUTCD



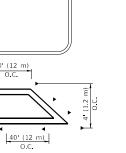
TWO-LANE/TWO-WAY



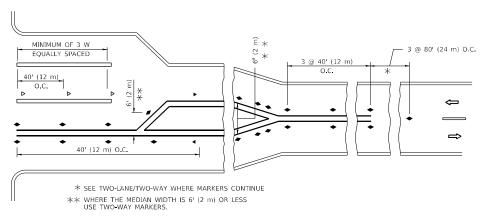


MULTI-LANE/UNDIVIDED

3 @ 40' (12 m)







TURN LANES

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.
- 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

◆ ONE-WAY AMBER MARKER◆ ONE-WAY CRYSTAL MARKER (W/O)

SYMBOLS

YELLOW STRIPE

■ WHITE STRIPE

◆ 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.
- 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.

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.

P. SECTION COUNTY TOTAL SHEETS NO.
5 2021-032-RS LAKE 29 23
TC-11 CONTRACT NO. 62N82

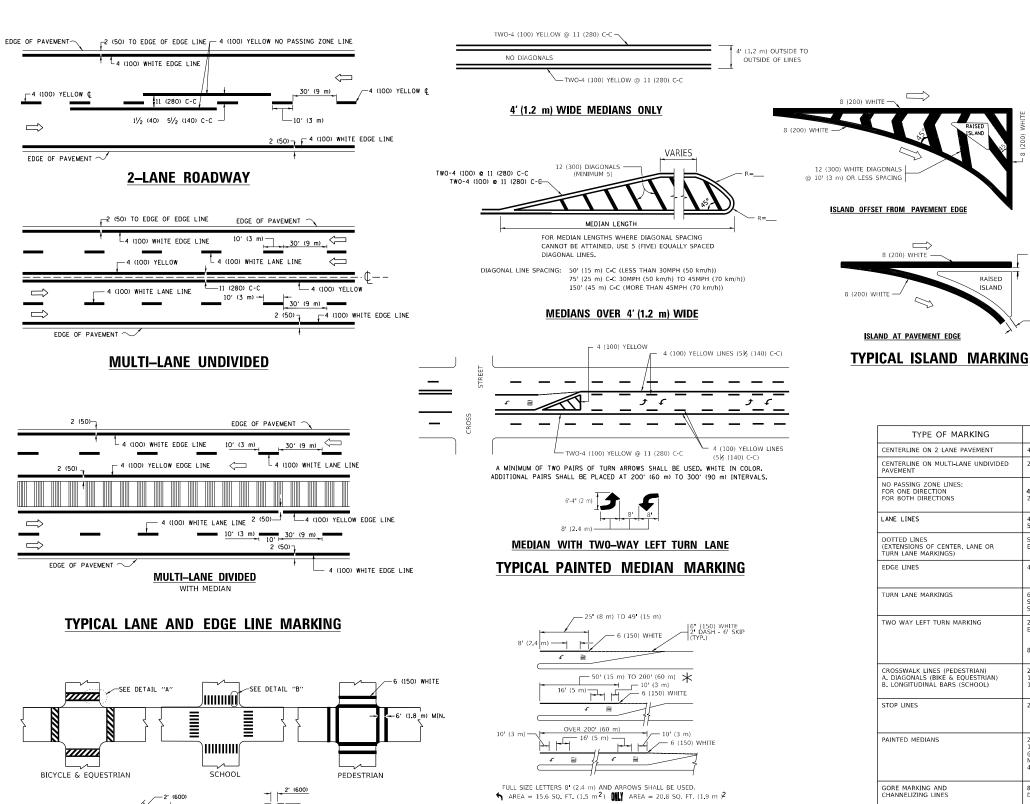
3 @ 80' (24 m) O.C.

 \Rightarrow

0OT Offices/District 1/Projects/D113221/CADDa

nois, gov:PWIDOT\Documents\IDOT Offices\District

DEL: Default



TYPE OF MARKING WIDTH OF LINE PATTERN SPACING / REMARKS COLOR ENTERLINE ON 2 LANE PAVEMENT SKIP-DASH rELLOW 10' (3 m) LINE WITH 30' (9 m) SPACE SOLID YELLOW 11 (280) C-C NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS **4 (100)** 2 @ 4 (100) YELLOW YELLOW 5岁(140)C-C FROM SKIP-DASH CENTERLINE 11(280)C-C OMIT SKIP-DASH CENTERLINE BETWEEN LANE LINES SKIP-DASH 10' (3 m) LINE WITH 30' (9 m) SPACE 4 (100) 5 (125) ON FREEWAYS SKIP-DASH DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) SAME AS LINE BEING EXTENDED SKIP-DASH SAME AS LINE BEING 2 (600) LINE WITH 6 (1.8 m) SPACE SOLID EDGE LINES OUTLINE MEDIANS IN YELLOW 4 (100) YELLOW-LEFT WHITE-RIGHT URN LANE MARKINGS SOLID SEE TYPICAL TURN LANE MARKING DETAIL 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 TWO WAY LEFT TURN MARKING 2 @ 4 (100) EACH DIRECTION YELLOW 8' (2.4m) LEFT ARROW 2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90° CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) NOT LESS THAN 6 (1.8 m) APART 2 (600) APART LONGITUDINAL BARS (SCHOOL) SOLID (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. 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 STOP LINES 24 (600) SOLID WHITE 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. PAINTED MEDIANS 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° SOLID YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC @ 45° NO DIAGONALS USED FO 4' (1.2 m) WIDE MEDIAN! GORE MARKING AND CHANNELIZING LINES 8 (200) WITH 12 (300) DIAGONALS @ 45° 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)) 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" RAILROAD CROSSING SOLID WHITE SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m)2EACH "X"=54.0 SQ. FT. (5.0 m)2 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)) SHOULDER DIAGONALS (REQUIRED FOR 12 (300) @ 45° SOLID WHITE - RIGHT YELLOW - LEFT SHOULDERS > 8') SOLID

COMBINATION

LEFT AND U-TURN

5'-4" (1620)

32 R (810)

U-TURN

— 2 (50)

2 (50)

RAISED

8 (200) WHITE -

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

SEE DETAIL

SEE DETAIL

U TURN ARROW

2 ARROW COMBINATION

All dimensions are in inches (millimeters unless otherwise shown.

D(FT)

580

665

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

SPEED LIMIT

45

50

55

JSER NAME = dumachia DESIGNED -EVERS C. JUCIUS 09-09-09 DRAWN REVISED C. JUCIUS 07-01-13 HECKED REVISED LOT DATE = 3/19/2021 C. JUCIUS 04-12-16 DATE REVISED

-12 (300) WHITE

DETAIL "B"

6 (150) WHITE

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

DETAIL "A"

THE ROAD WHICH IT CROSSES

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

ARROW - "ONLY".

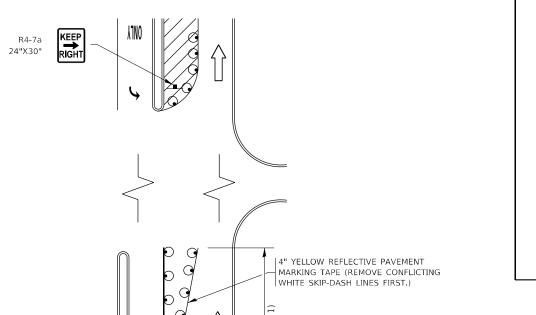
	DISTRICT ONE		F.A.P. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
TYPICAL PAVEMENT MARKINGS		335	2021-032-RS		LAKE	29	24	
	TITIOAL TAVEINENT INAIRINGS	TC-13			CONTRACT NO.		62N82	
	LCHEET 1 OF 2 CHEETEL CTA	TO CTA		n i more	FFD 410	DROJECT		

30.4 SF

WHITE

SOLID

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



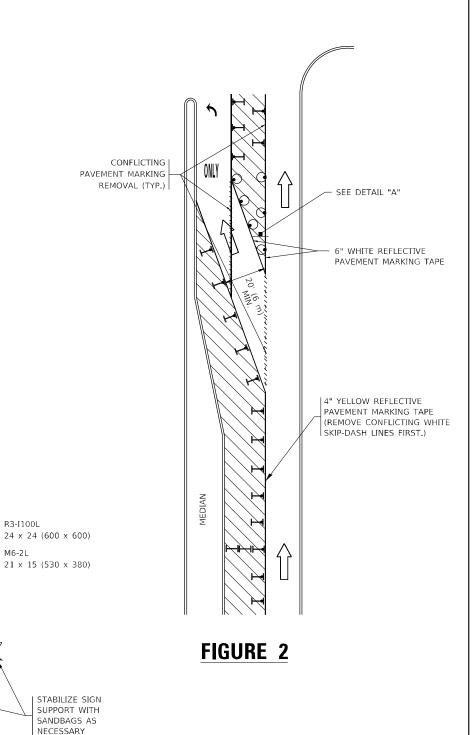
- ARROW BOARD

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 ≤ 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-I100R 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 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

TURN

M6-2L

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

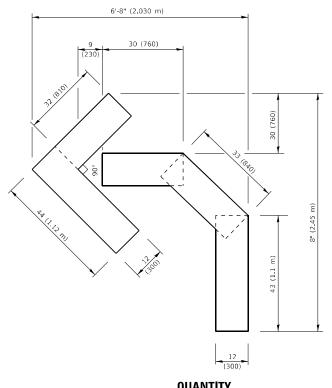
DESIGNED -T. RAMMACHER 09-08-94 R. BORO 09-14-09 SER NAME = dumachia A. HOUSEH 11-07-95 REVISED - A. SCHUETZE 07-01-13 A. HOUSEH 10-12-96 REVISED - A. SCHUETZE 09-15-16 DATE -T. RAMMACHER 01-06-00 REVISED PLOT DATE = 3/19/2021

FIGURE 1

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

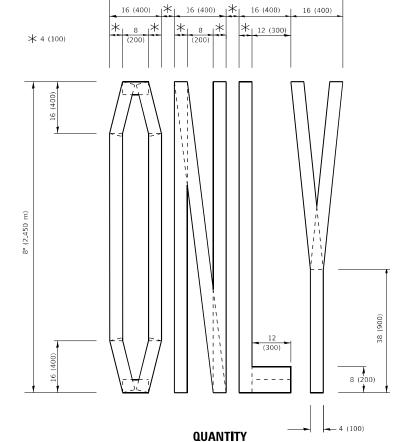
SECTION TRAFFIC CONTROL AND PROTECTION AT TURN BAYS 2021-032-RS LAKE 29 (TO REMAIN OPEN TO TRAFFIC) TC-14 CONTRACT NO. 62N82 SHEET 1 OF 1 SHEETS STA.

SEE DETAIL "A"

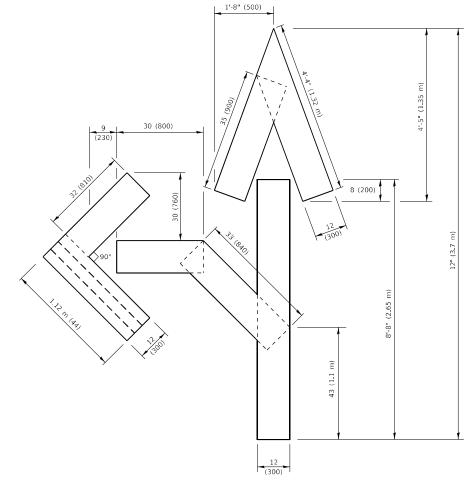


QUANTITY

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)

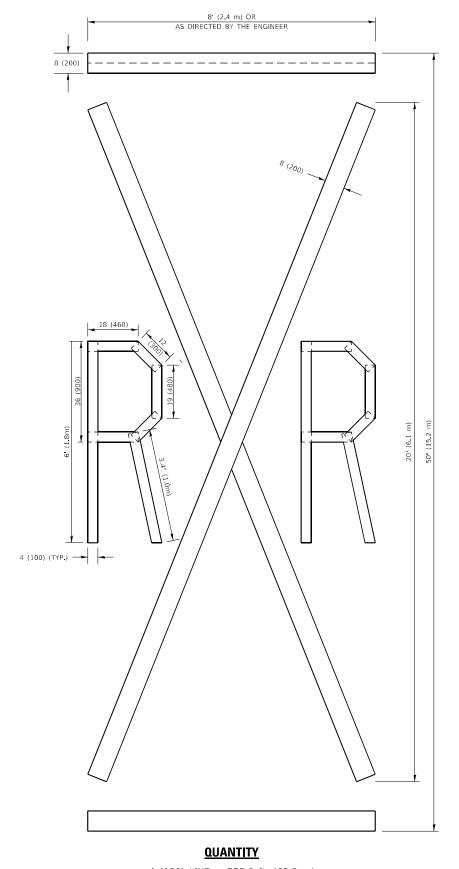


QUANTITY

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)

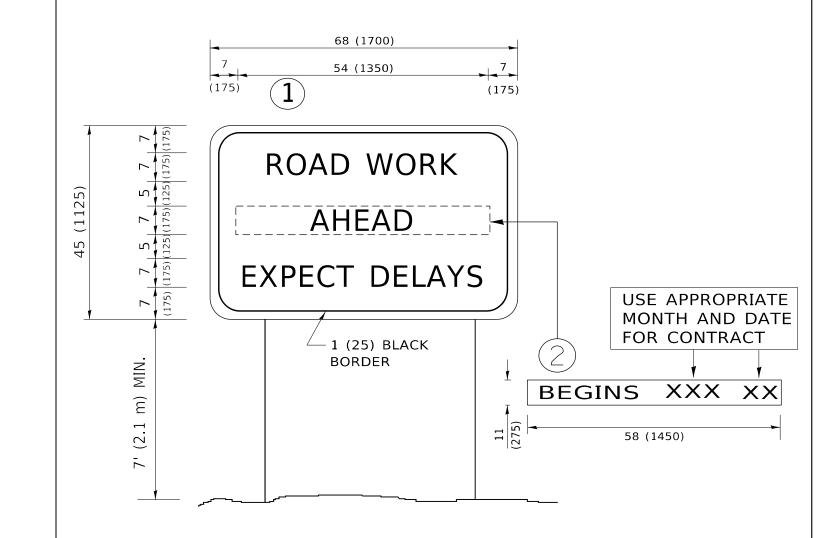
> All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = dumachia	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 = 3/19/2021	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 2021-032-RS LAKE CONTRACT NO. 62N82 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.

SHEET

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 = dumachia	DESIGNED -	REVISED	-	R. MIRS 09-15-97
	DRAWN -	REVISED	-	R. MIRS 12-11-97
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	- T.	RAMMACHER 02-02-9
PLOT DATE = 3/19/2021	DATE -	REVISED	-	C. JUCIUS 01-31-07

		F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
	INE) BIV	MATION	SIGN		335	2021-032-RS	LAKE	29	27
INFORMATION SIGN						TC-22	CONTRACT	NO.	62N82	
1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		



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

NOTES:

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

 USER NAME
 = dumachia
 DESIGNED
 REVISED
 C, JUCIUS 02-15-07

 DRAWN
 REVISED

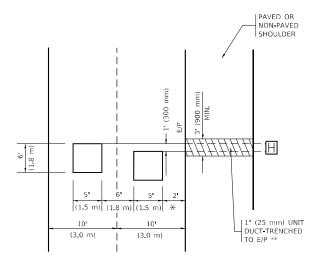
 PLOT SCALE
 = 100,0000 ' / in.
 CHECKED
 REVISED

 PLOT DATE
 = 3/19/2021
 DATE
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOOPS NEXT TO SHOULDERS

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



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

SER NAME = dumachia

LOT DATE = 3/19/2021

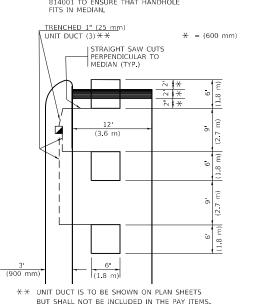
* = (600 mm)

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.



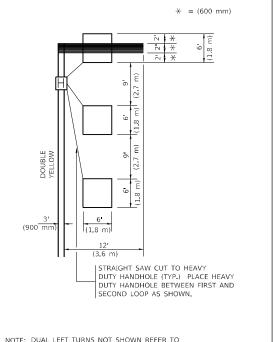
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

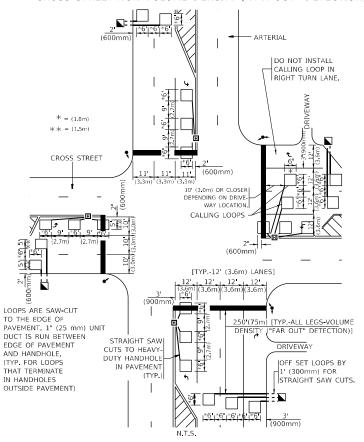
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1

N.T.S.

DESIGNED

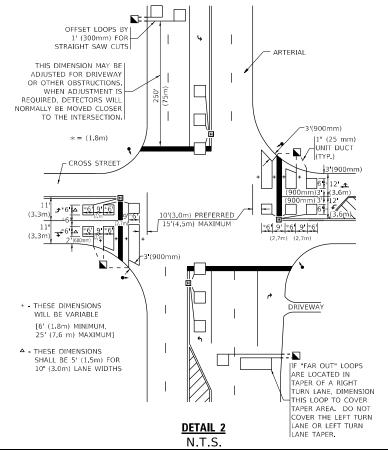
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DATE

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R.K.F

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



NOTES

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIFLDED.
- * 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 $\underline{\mathsf{ALL}}$ DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

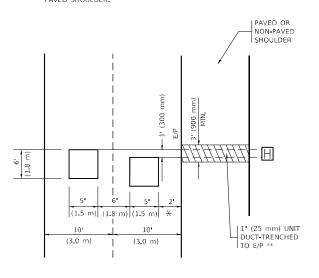
D	ISTRICT 1	– DE	TECTOR L	OOP INSTALLATI	ON
	DETAILS	FOR	ROADWA	Y RESURFACING	
SCALE: NONE	SHEET 1	OF	1 SHEETS	S STA.	TO STA.

F.A.P. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
335	2021-032-R	3	LAKE	29	29
	TS-07		CONTRACT	NO.	62N82

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.

SER NAME = dumachia

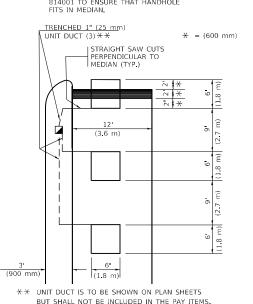
UOT DATE = 4/19/2021

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 HANDHOLI



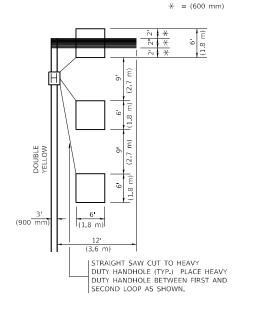
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

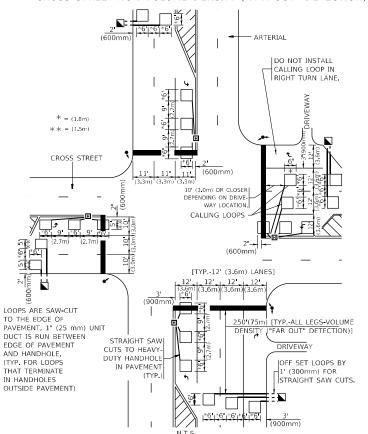
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

SCALE: NONE

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



DETAIL 1

N.T.S.

DESIGNED

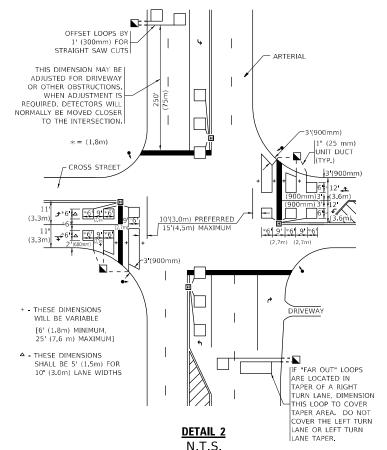
DRAWN

DATE

HECKED

R.K.F

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



VEHICLES LOOP DETECTORS

- st ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED,
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE
- * 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.

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DISTRICT 1 - DETECTOR LOOP INSTALLATION		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DETAILS FOR ROADWAY RESURFACING	335	2021-032-RS	LAKE	29	29A
DETAILS FOIL HONDWAT HESONI AUNIO	TS-07 CONTRACT NO.			NO.	62N82
SHEET 1 OF 1 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				