08-05-2022 LETTING ITEM 010

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

D-91-104-21



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUBMITTED JUNE 20 22

Sove A. CK

ly 1, 2022

IMPROVEMENT ENDS

STA 109 + 88

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT IS LOCATED IN THE CITY OF ELGIN & VILLAGE OF EAST DUNDEE.

TRAFFIC DATA

2019 AD7

IL-25 (DUNDEE AVE.) = 18,800

POSTED SPEED LIMIT

IL-25 (DUNDEE AVE.) = 45 MPH

PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 360: IL-25 (DUNDEE AVE.)
FROM SOUTH OF IL-72 (HIGGINS ROAD)
TO I-90 (JANE ADAMS TOLLWAY)
SECTION: 2021-037-RS
PROJECT: NHPP - L3YE (009)
SMART RESURFACING
KANE COUNTY

C-91-127-21

IMPROVEMENT BEGINS STA 19+55

R 8 E

GROVE

ALCONOUIN

B

AL

DUNDEE TOWNSHIP

GROSS & NET LENGTH = 9.033 FT. = 1.710 MILES

0 100' 200' 300' -1" = 100'
0 50' 100'
0 50' 100'
0 50' 100'
0 50' 100'
0 50' 100' -1" = 30'
0 50' 100' -1" = 30'

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

J.U.L.I.E

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS 1-800-892-0123
OR 811

PROJECT ENGINEER: RODRIGO LEDEZMA (847)705-4580 PROJECT MANAGER: JEAN ALAIN MIDY (847)221-3056

CONTRACT NO. 62N54

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O

STATE STANDARDS

CTANDADD NO

INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES
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- 23 DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

LANDSCAPING NOTES

1. THE CONTRACTOR WILL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847.705.4171, TO SCHEDULE A WALK THROUGH TO DETERMINE TREES FOR REMOVAL, PRUNING, LIMB REMOVAL, AND SELECTIVE CLEARING AT LEAST 14 DAYS PRIOR TO THE COMMENCEMENT OF TREE REMOVAL.

2. THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR 5/2S OWN EXPENSE.

3. THE CONTRACTOR WILL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847.705.4171, TO SCHEDULE LAYOUT OF AREAS TO BE TREATED WITH HERBICIDE AT LEAST 7 DAYS PRIOR TO THE APPLICATION.

4. THE CONTRACTOR SHALL OBSERVE AND COMPLY WITH ALL SECTIONS OF THE ILLINOIS CUSTOM SPRAY LAW, INCLUDING LICENSING. CONTRACTOR PERSONNEL APPLYING HERBICIDES SHALL HAVE A VALID PESTICIDE APPLICATOR LICENSE ISSUED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE. THE LICENSED PESTICIDE APPLICATOR SHALL SUBMIT THEIR CURRENT LICENSE TO THE ENGINEER. THE LICENSED PESTICIDE APPLICATOR SHALL BE QUALIFIED AT A MINIMUM IN RIGHT-OF-WAY AND AQUATICS. THE LICENSED APPLICATOR SHALL WORK ON-SITE.

DECCDIDITION

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS, TYPE 1
606001-08	COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701426-09	LANE CLOSURE, MULTILANE, INTERMITTEN OR MOVING OPERATION, FOR SPEEDS ≥45 MPH
701602-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W, WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-08	TRAFFIC CONTROL DEVICES

GENERAL NOTES

- 1. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGE OF EAST DUNDEE & CITY OF ELGIN.
- 2. 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 HOURS NOTIFICATION IS REQUIRED)
- 3. THE CONTRACTOR WILL NOT BE ABLE TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
- 4. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 5. 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 SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 7. 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.
- 8. THE CONTRACTOR SHALL CONTACT THE IDOT ARTERIAL DISTRICT ONE TRAFFIC CONTROL SUPERVISOR KALPANA KANNAN-HOSADURGA AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 9. 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.
- 10. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 11. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 11/2 INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH.

WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.

- 12. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 13. 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.
- 14. 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.
- 15. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 16. 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.
- 17. THE COST OF SURFACE REMOVAL IN THE GUTTER FLAG SHALL BE INCLUDED IN THE COST OF OF "HOT-MIX ASPHALT SURFACE REMOVAL 13/" PAY ITEM.
- 18. ALL COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 19. TEMPORARY PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 20. CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 AT LEAST 2 WEEKS PRIOR TO BEGINNING FORESTRY WORK FOR LAYOUT.
- 21. ALL MILLED SURFACES SHALL BE AT A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGE BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.

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PLOT DATE = 6/7/2022	DATE -	REVISED -

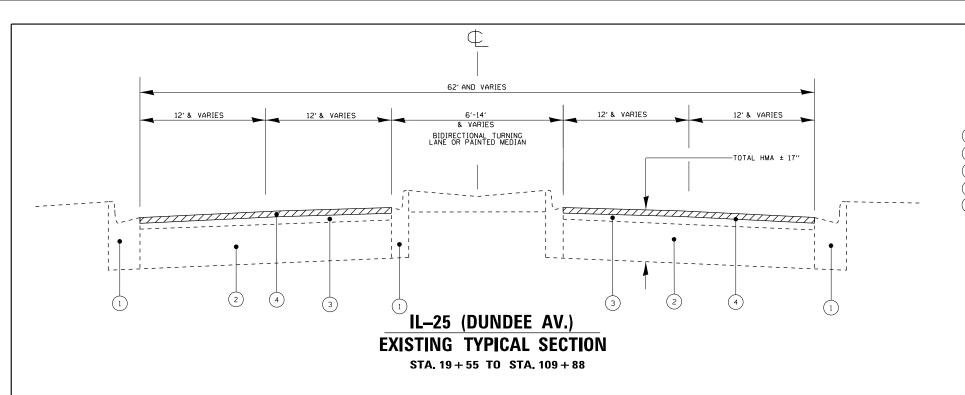
INDI	EX OF	SHEETS,	STANDARDS	S, &	GENERAL NOTES	F
IL-25 FROM	IL-72 (HIGGINS	ROAD) TO	I-90	(JANE ADAMS TOLLWAY)	E
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	7-

A.P. TE	SECT	ION		COUNTY	TOTAL SHEETS	SHEET NO.
60	2021-0	37-RS		KANE	23	2
				CONTRACT	NO. 62	2N54
		TURNOTC	EED A	ID DDOLECT		

	SUMMARY OF QUANTITIES		URBAN		CONSTRUCTI	ON TYPE C	ODE			SUMMAI	RY OF QUANTITIES				CONSTRUCTION	TYPE CODE	
CODE NO	ITEM	UNIT	TOTAL	0005 80% FED 20% STATE	0005 100% STATE				CODE NO		ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED 20% STATE	05 STATE		
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	30	30													
									40604060	HOT-MIX ASPH	ALT SURFACE COURSE, IL-9.5,	TON	1.6	1.6			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	35	35						MIX "D", N50							
21101615	TOPSOIL FURNISH AND PLACE. 4"	SO YD	475	475					40604062	HOT-MIX ASPH	ALT SURFACE COURSE, IL-9.5,	TON	4620	4620			
										MIX "D", N70							
25000210	SEEDING, CLASS 2A	ACRE	0.6	0.6													
									42001300	PROTECTIVE C	OAT	SO YD	265	265			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	54	54					42300400	PORTLAND CFM	ENT CONCRETE DRIVEWAY	SO YD	6	6			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	54	54					12000	PAVEMENT, 8			-				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	54	54					44000155	HOT-MIX ASPH	ALT SURFACE REMOVAL, 1	SO YD	54960	54960			
										1/2"							
25100127	MULCH, METHOD 3A	ACRE	0.6	0.6													
									44000200	DRIVEWAY PAV	EMENT REMOVAL	SO YD	20	20			
25200110	SODDING, SALT TOLERANT	SO YD	475	475					44003100	MEDIAN REMOV	AL	SO FT	550	550			
25200200	SUPPLEMENTAL WATERING	UNIT	1	1													
									44201839	CLASS D PATC	HES, TYPE II, 16 INCH	SO YD	225	225			
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SO YD	14	14													
									44201843	CLASS D PATC	HES, TYPE III, 16 INCH	SO YD	140	140			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	24750	24750													
									60250200	CATCH BASINS	TO BE ADJUSTED	EACH	3	3			
40600370	LONGITUDINAL JOINT SEALANT	FOOT	21000	21000					50050000	0.700 0.6700	TO DE DESCRIPTION	5.00					
		70		0.7					60252800	CAICH BASINS	TO BE RECONSTRUCTED	EACH	1	1			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	83	83					60255500	MANHOLES TO	RF ADJUSTED	EACH	4	4			
	LANGERALS								30233300	MOUNTOLLS TO	50 A00031E0	LACT		-			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SQ YD	190	190					60257900	MANHOLES TO	BE RECONSTRUCTED	EACH	1	1			
	JOINT																
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		CHECKED - DATE -		REVISED REVISED	-	D		NT OF TRA		TION	SCALE: 1"=50" SHEET NO. OF	OF QUANT		. 109+88	FED. ROAD DIST. NO. 1 ILLII	CONTRA	ACT NO. 621

	SUMMARY OF QUANTITIES	URBAN CONST			CONSTRUCTIO	CTION TYPE CODE SUMMARY OF QUANTITIES			URBAN			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL	0005 80% FED 20% STATE	0005 100% STATE				CODE NO		ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED 20% STATE	0005 % STATE		
60260100	INLETS TO BE ADJUSTED	EACH	10	10					70300281	TEMPORARY PA	/EMENT MARKING - LINE 24"-	FOOT	230	230			
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	3	3						PAINT							
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SO FT	550	550					70306120	TEMPORARY PAY	VEMENT MARKING - LINE 4" -	FOOT	10582	10582			
										TYPE III TAPI	 E						
67100100	MOBILIZATION	L SUM	1	1													
								*	78000100	THERMOPLASTIC	C PAVEMENT MARKING -	SO FT	402.6	402.6			
70102625	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1						LETTERS AND S	SYMBOLS						
	STANDARD 701606							*	78000200		C PAVEMENT MARKING - LINE	FOOT	23233	23233			
70102632	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1						4"							-
	STANDARD 701602								79000400	THE DWO DI ACTIV	C DAVEMENT MADELING . LINE	FOOT	2010	2010			
70102635	TRAFFIC CONTROL AND PROTECTION.	L SUM	1	1				*	78000400	6"	C PAVEMENT MARKING - LINE	FOOT	2010	2010			-
10102033	STANDARD 701701	L 30W	1	•													
								*	78000600	THERMOPLASTI	C PAVEMENT MARKING - LINE	FOOT	390	390			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	42325	42325						12"							
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	14108	14108				*	78000650		C PAVEMENT MARKING - LINE	FOOT	230	230			
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND	SQ FT	402.6	402.6						24"							
	SYMBOLS - PAINT							*	78100100	RAISED REFLE	CTIVE PAVEMENT MARKER	EACH	715	715			
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"-	FOOT	23233	23233					78300200	RAISED REFLE	CTIVE PAVEMENT MARKER	EACH	700	700			
	PAINT									REMOVAL							
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"-	FOOT	2010	2010					78300202	PAVEMENT MAD	KING REMOVAL - WATER	SO FT	13430	13430			
. 3300271	PAINT PAVEMENT MARKING - LINE 6 -	. 551	2010	2010					. 5305202	BLASTING	TOTAL TEMOTILE WATER	3011	13.30	.5.50			
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"-	FOOT	390	390				*	88600600	DETECTOR LOOP	PREPLACEMENT	FOOT	355	355			
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Г		SUMMARY OF QUANTITIES		LIDDAN		CO	NSTRUCTIO	N TYPE CODE				SUMMARY OF QUANTITIES		LIDDAN		CO	NSTRUCTIO	N TYPE CO	DE	
+				URBAN TOTAL	0005	0005								URBAN TOTAL	0005	0005				
	CODE NO	ITEM	UNIT	QUANTITIES	80% FED 20% STATE	100% STATE					CODE NO	ITEM	UNIT	QUANTITIES	80% FED 20% STATE	100% STATE				
	X0100018	TREE REMOVAL (UNDER 6 UNITS DIAMETER)	UNIT	10	10						Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	40		40				
	X0327120	WEED CONTROL, NATIVE LANDSCAPE	ACRE	0. 6	0. 6						Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51. 4	51. 4					
		ENHANCEMENT								<u> </u>										
											Z0064800	SELECTIVE CLEARING	UNIT	8.5	8.5					<u> </u>
	x2010100	TREE LIMB REMOVAL (4 TO 10 INCHES	EACH	20	20															
		DIAMETER)								-		TRAINEES	HOURS	500	500					
	X2010200	TREE LIMB REMOVAL (OVER 10 INCHES	EACH	10	10					Ø 	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	500	500					
		DIAMETER)								_										
	W0010750	TDEE DEMONAL ACCESS (CDECAMA)	4005	0.5	0.5					<u> </u>										
	X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	0. 5	0. 5															
	x2100002	PRUNING FOR SAFETY AND EQUIPMENT	UNIT	25	25															
		CLEARANCE																		
	X4400501	COMBINATION CURB AND GUTTER REMOVAL AND	FOOT	50	50															
		REPLACEMENT LESS THAN OR EQUAL TO 10																		
		FEET								_										
	VEE 27000	CTODA CENEDO TO DE CLEANED 124	FOOT	200		200				_										
	x5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	200		200														
	x5537900	STORM SEWERS TO BE CLEANED 15"	FOOT	200		200														
	x6030310	FRAMES AND LIDS TO BE ADJUSTED	EACH	5	5															
		(SPECIAL)																		
	x6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12															
										_										
	Z0004562	COMBINATION CONCRETE CURB AND GUTTER	FOOT	789	789															
		REMOVAL AND REPLACEMENT																		
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L			TE -		REVISED	-		JEI AII			VIIIA	SCALE: 1"=50" SHEET NO. OF	SHEETS STA	. 19+55 TO STA	109+88	FED. ROA	D DIST. NO. 1 (IL			PCN30 avi



62' AND VARIES 6'-14' & VARIES 12' & VARIES BIDIRECTIONAL TURNING LANE OR PAINTED MEDIAN MATCH EXISTING MATCH EXISTING

IL-25 (DUNDEE AV.) PROPOSED TYPICAL SECTION

STA. 19 + 55 TO STA. 109 + 88

NOTES:

- 1. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
 2. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER MILLED SURFACE.

LEGEND

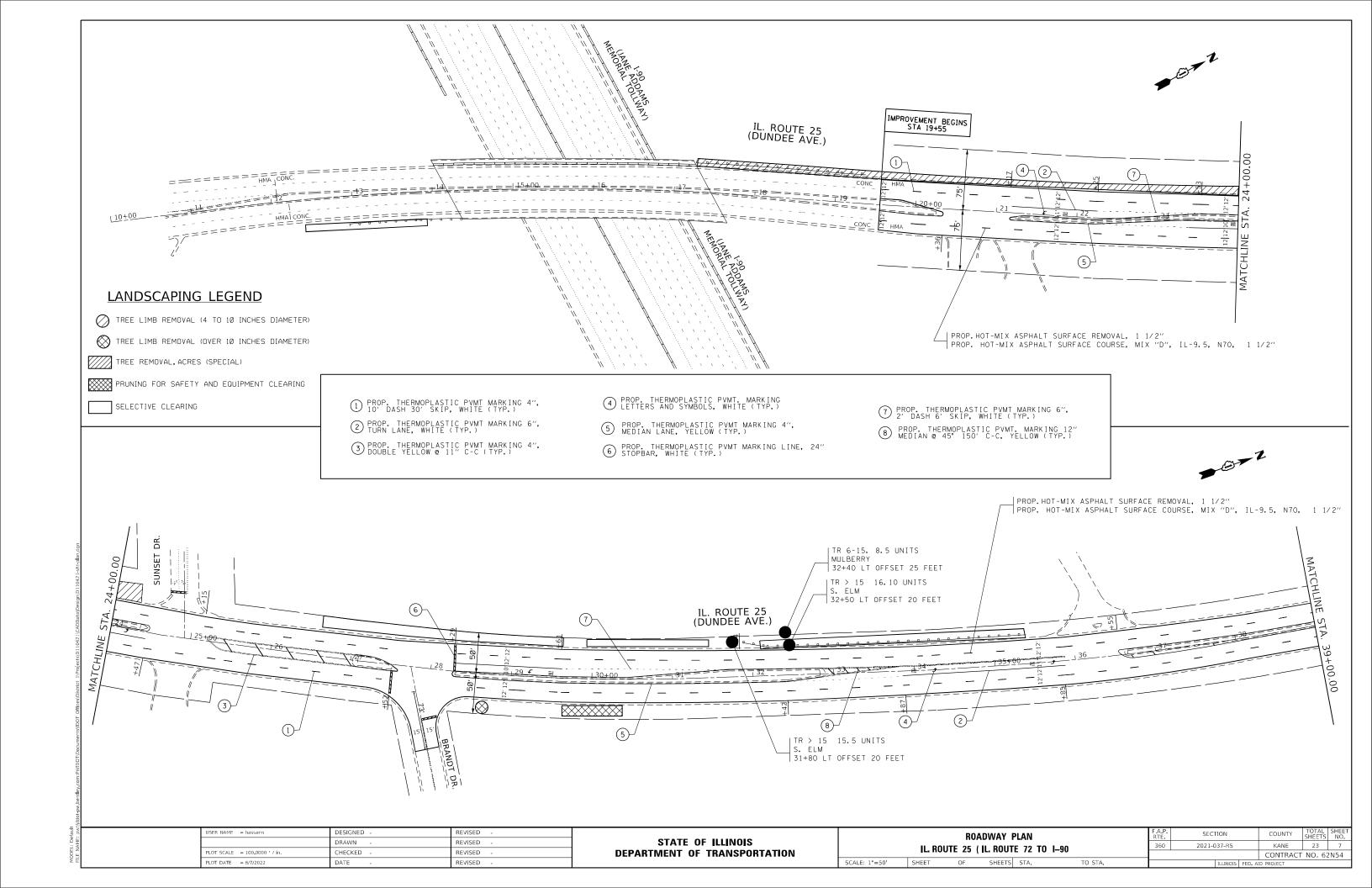
- EXISTING COMBINATION CONCRETE CURB AND GUTTER
- EXISTING HMA BASE COURSE, 14"
- EXISTING HMA SURFACE COURSE, 3"
- PROPOSED HMA SURFACE REMOVAL, 1 1/2"
 - PROPOSED HMA SURFACE COURSE, MIX "D", IL-9.5, N70, 1 1/2"

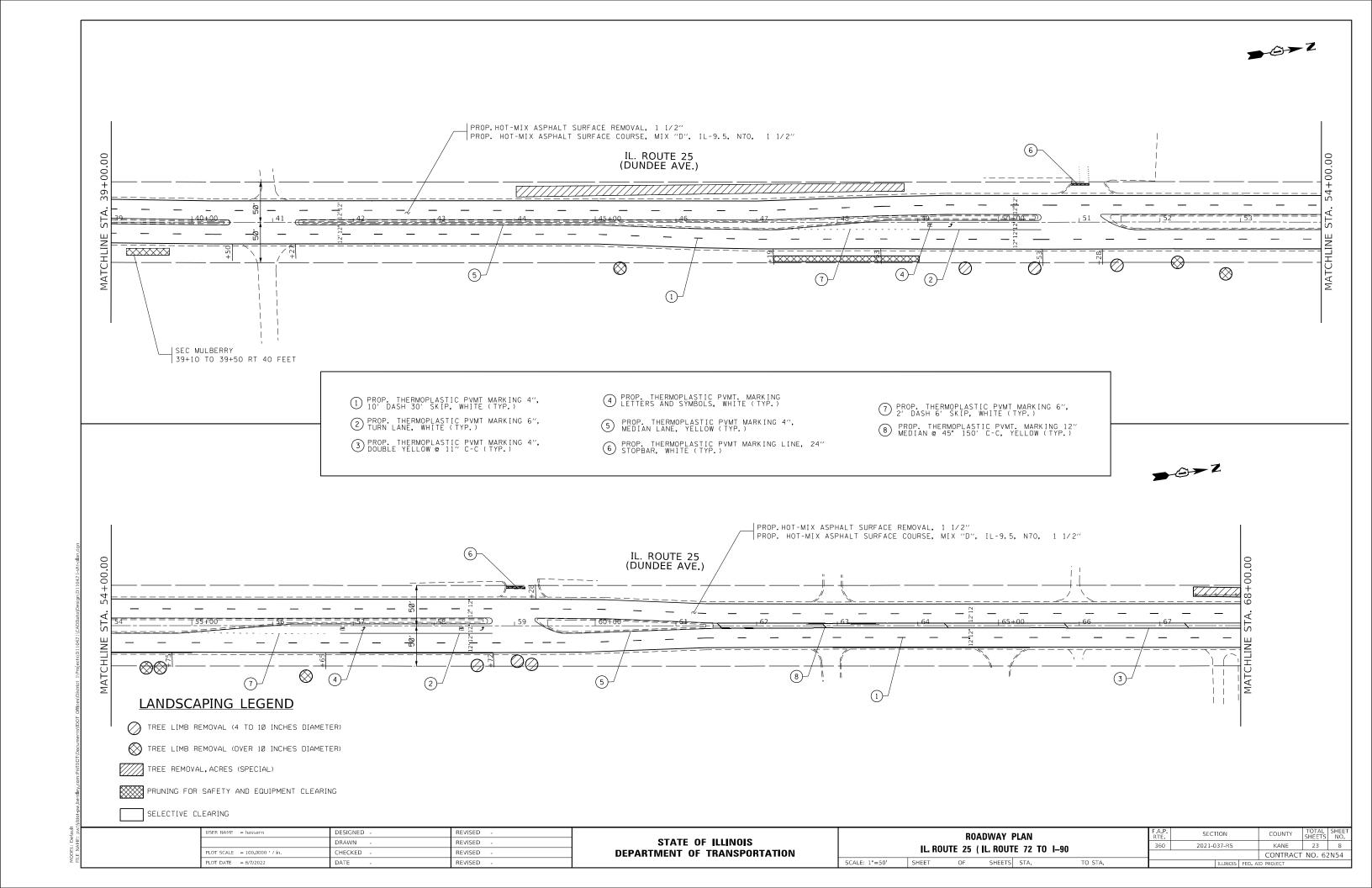
MIXTURE REQUIREMENTS	QUALITY MANAGEMENT	
MIXTURE USES	VOIDS @ Ndes	PROGRAM (QMP)
PAVEMENT RESURFACING		
HMA SURFACE COURSE, MIX "D", IL-9.5, N70, 1 1/2"	4% AT 70 GYR.	QCP
PATCHING		
CLASS D PATCHES (HMA BINDER, 19 mm)	4% AT 70 GYR.	QC/QA
COMMERCIAL ENTRANCES		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	4% AT 50 GYR.	QC/QA
HOT-MIX ASPHALT BASE COURSE, 8" (HMA BINDER IL-19.0)	4% AT 50 GYR.	QC/QA
QMP Designation: Quality Control/Quality Assurance (QC/QA); Quality Contro	l for Performan	ce (QCP)

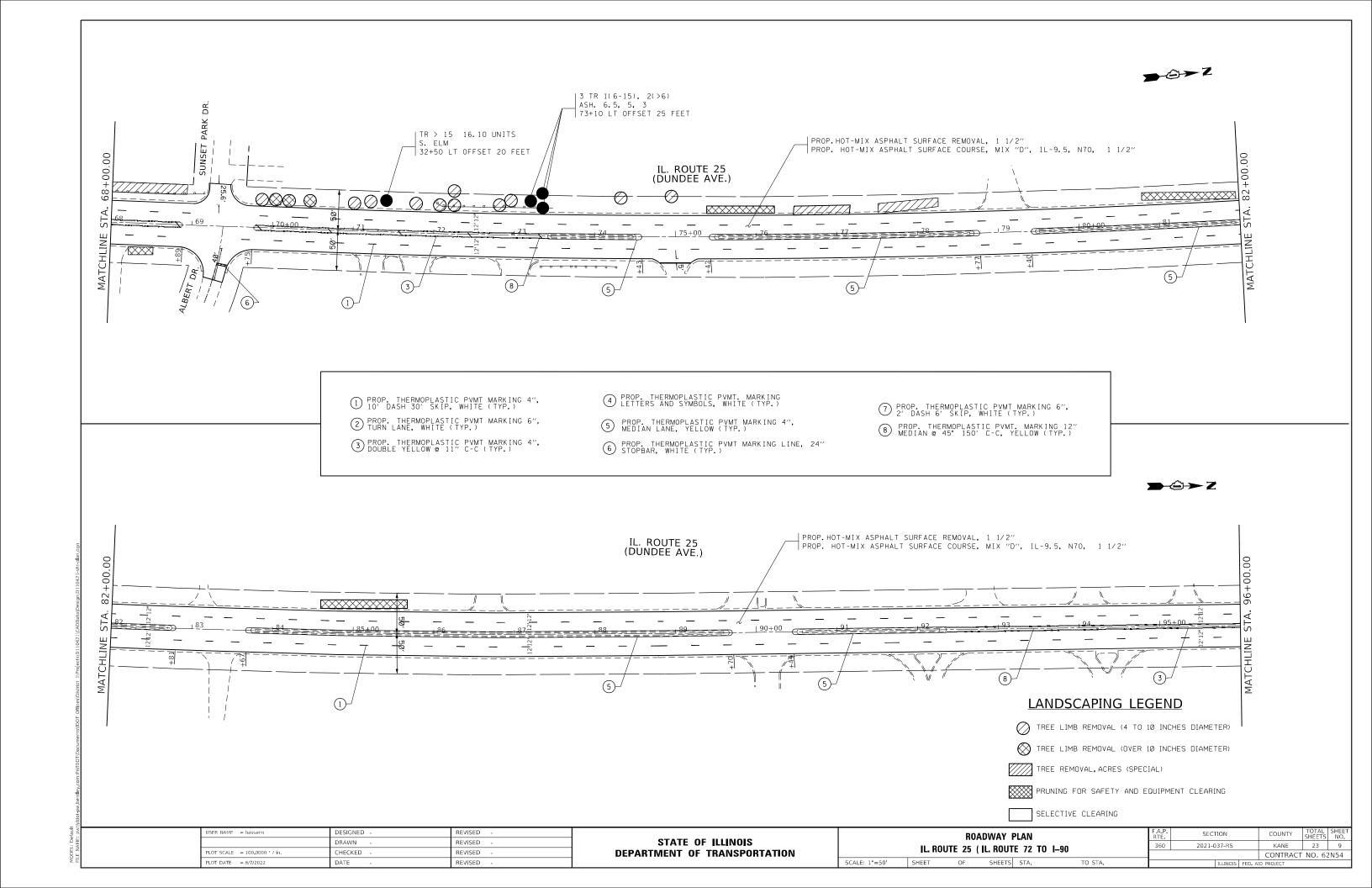
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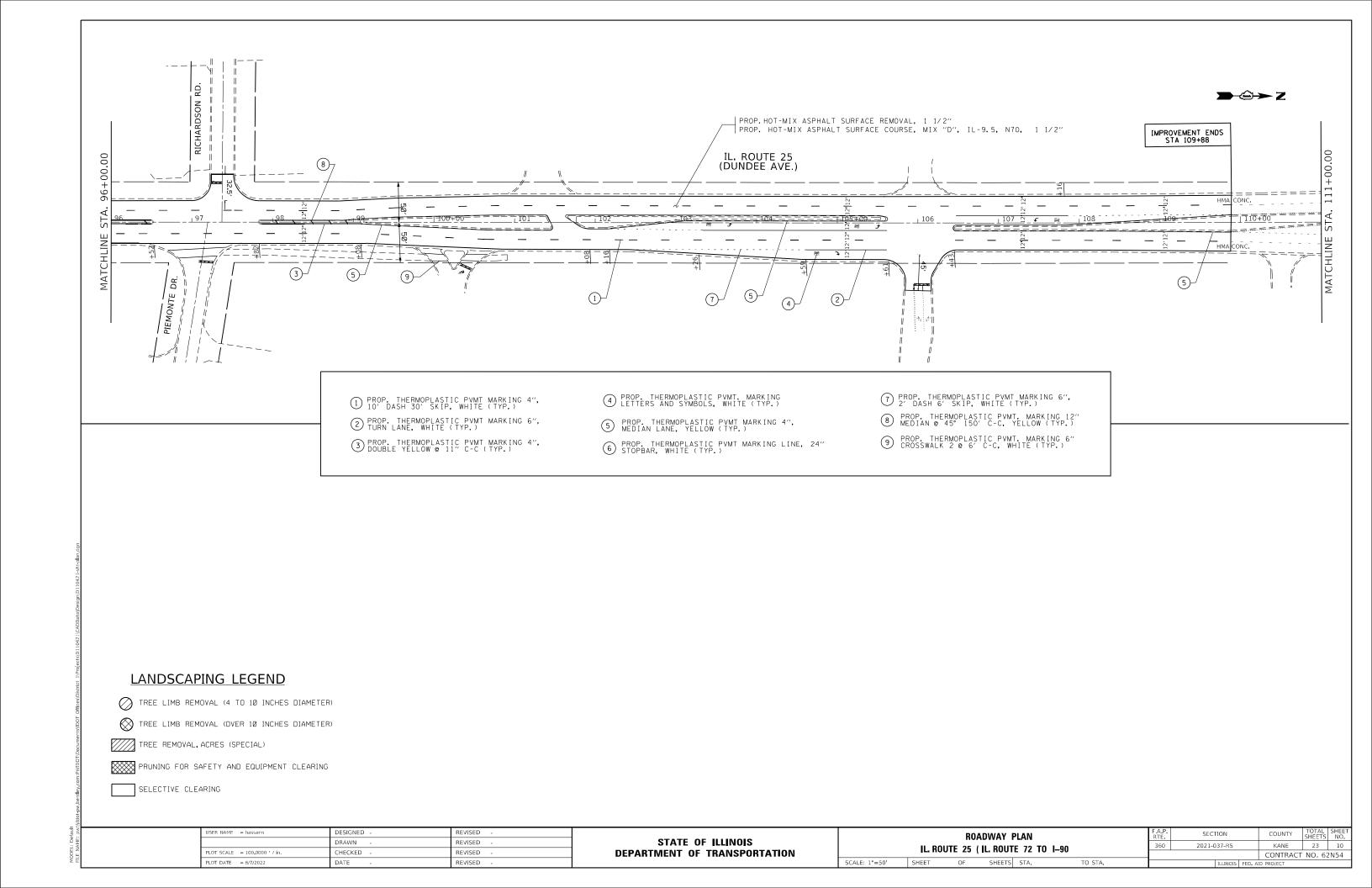
- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN

USER NAME = hassann	DESIGNED -	REVISED -				TYPIC	AL SEC	TIONS		F.A.P. BTF	SECTION	COUNTY	TOTAL	SHEET NO.
	DRAWN -	REVISED -	STATE OF ILLINOIS	11 25	: /DUNDE				IOAD TO LOO	360	2021-037-RS	KANE	23	6
PLOT SCALE = 100,0000 / in	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	IL 25	(DUNDE	E AVE.) F	KUW I	NIGGINS K	OAD TO I-90			CONTRAC	T NO. 6	2N54
PLOT DATE = 6/7/2022	DATE -	REVISED -		SCALE:	SHEET	OF	SHEET	S STA.	TO STA.		ILLINOIS FED.	AID PROJECT		







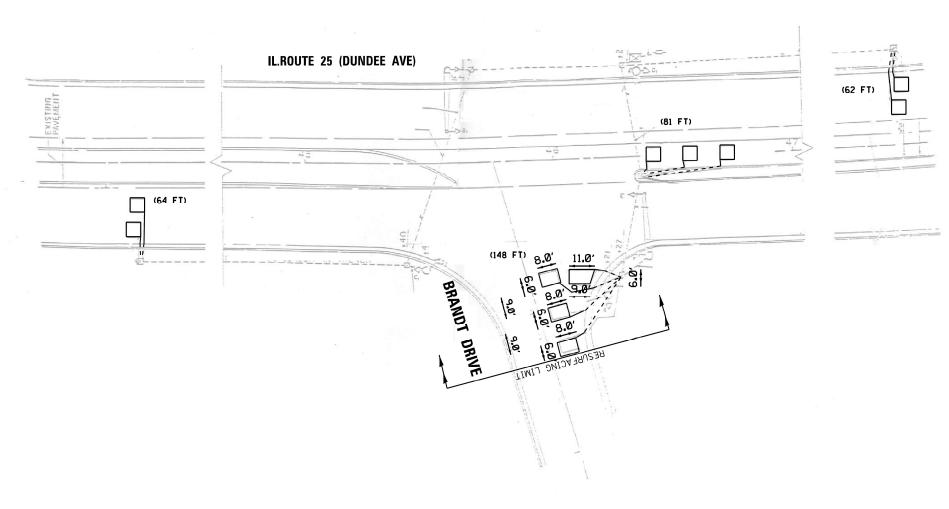


NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS.

2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



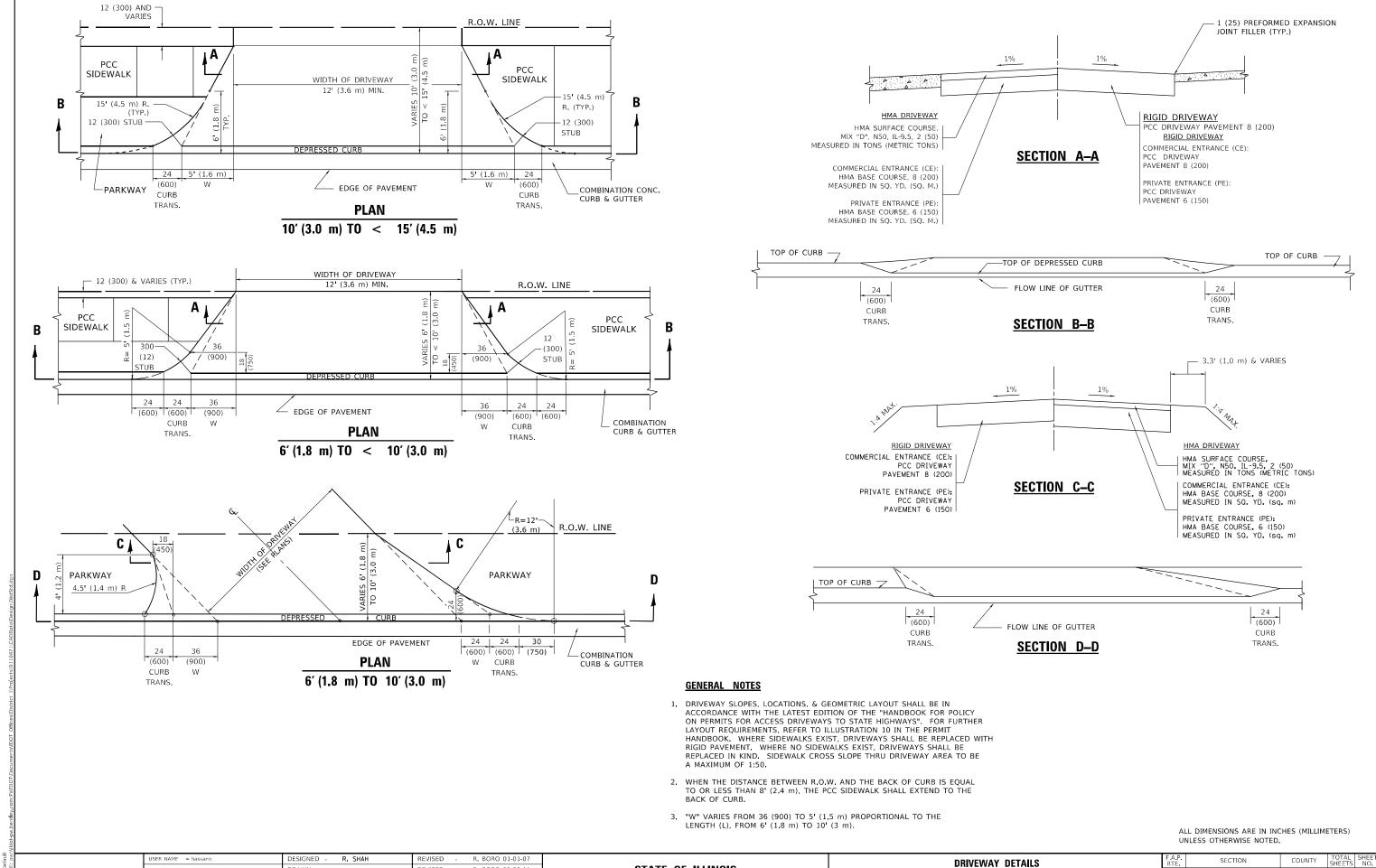


REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	355	FOOT

TS 775

FILE NAME =		USER NAME = mereimh	DESIGNED - MM	REVISED -			DETEC	TOR I	OOP REPI	ACEME	NT PLAN	F.A.P.	SECTION	COUNTY	TOTAL SHEET
S:\WP\Design\Muntar	ther-Merei\Detector Le	ops II 25\IL 25_62N54.dgn	DRAWN - MM	REVISED -	STATE OF ILLINOIS		DETECTOR LOOP REPLACEMENT PLAN IL.ROUTE 25 (DUNDEE AVE) AT BRANDT DR					360	2021-037-RS	KANF	23 11
		PLOT SCALE = 40.0000 ' / 10.	CHECKED - KK	REVISED -	DEPARTMENT OF TRANSPORTATION		IL.KUUTE	. Z5 (D	UNDEE A	VE) AI	BRANDI DK				CT NO. 62N54
Default		PLOT DATE = 2/23/2022	DATE - 02/14/2022	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED.						



STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

KANE

BD400-02 (BD-02)

DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)

OF 1 SHEETS STA.

23 12

CONTRACT NO. 62N54

MODEL: Default

DRAWN

DATE

HECKED

11-06-95

LOT SCALE = 100.0000 / in.

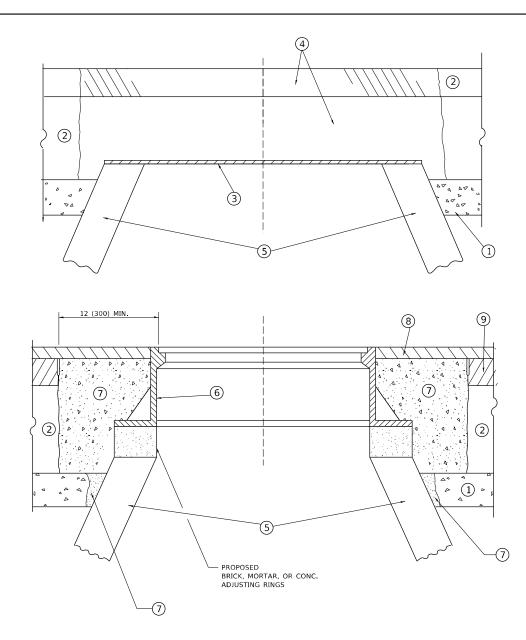
PLOT DATE = 6/7/2022

REVISED

REVISED

R. BORO 09-06-11

K. SMITH 02-01-22



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

<u>NOTES</u>

- 1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- 3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- 4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

1 SUB-BASE GRANULAR MATERIAL

(6) FRAME AND LID (SEE NOTES)

(2) EXISTING PAVEMENT

(7) CLASS*PP-1 CONCRETE

3 36 (900) DIAMETER METAL PLATE

(8) PROPOSED HMA SURFACE COURSE

4 PROPOSED CRUSHED STONE AND HMA SURFACE MIX

(9) PROPOSED HMA BINDER COURSE

(5) EXISTING STRUCTURE

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

- 1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
- 2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- 3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

R. SHAH REVISED - R. BORO 01-01-07 DESIGNED -DRAWN REVISED - R. BORO 03-09-11 HECKED REVISED - R. BORO 12-06-11 PLOT DATE = 6/7/2022 10-25-94 REVISED - K. SMITH 02-01-22 DATE

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

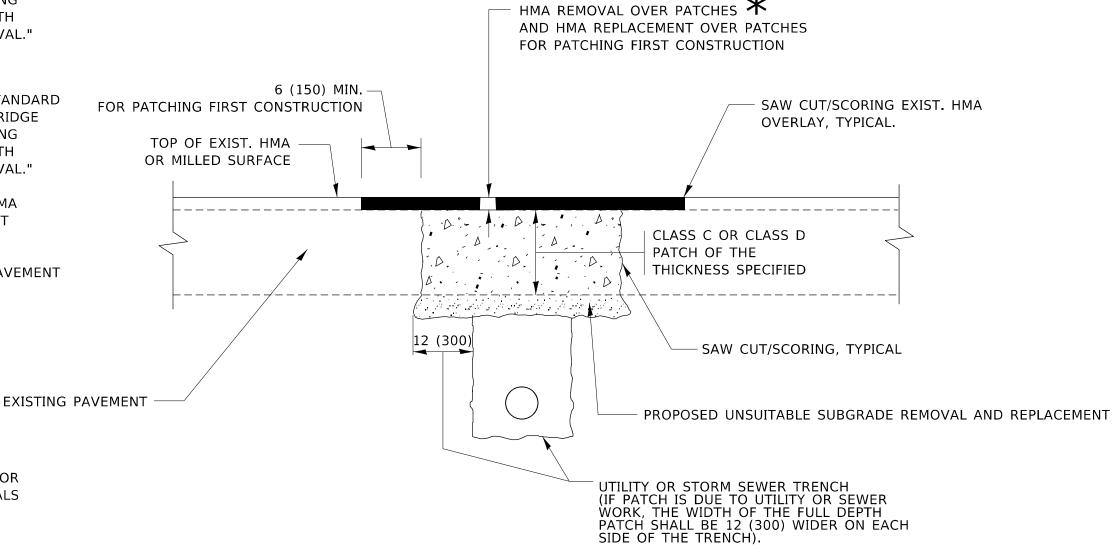
KANE 23 13 BD600-03 (BD-08) CONTRACT NO. 62N54 SHEET 1 OF 1 SHEETS STA.

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEE TYPICAL SECTIONS FOR

THICKNESS AND MATERIALS

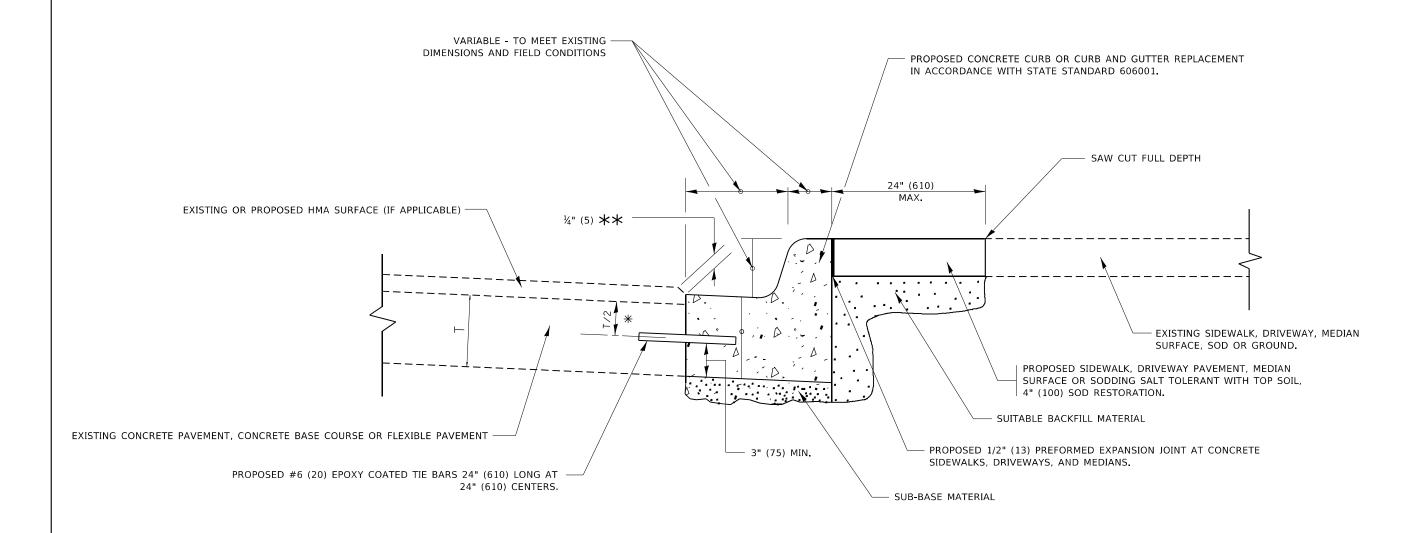
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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 = hassann	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07		PAVEMENT PATCHING FOR	F.A.P. RTF	SECTION	COUNTY	TOTAL	SHEET NO.
	DRAWN -	REVISED - R. BORO 09-04-07	STATE OF ILLINOIS	HMA SURFACED PAVEMENT	360	2021-037-RS	KANE	23	14
PLOT SCALE = 100.0000 / in	CHECKED -	REVISED - K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION	HIMA SUKFACED PAVEINEINI	E	3D400-04 (BD-22)	CONTRACT	T NO. F	52N54
PLOT DATE = 6/7/2022	DATE - 10-25-94	REVISED - K. SMITH 02-01-22		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.		II LINOIS FED	AID 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.

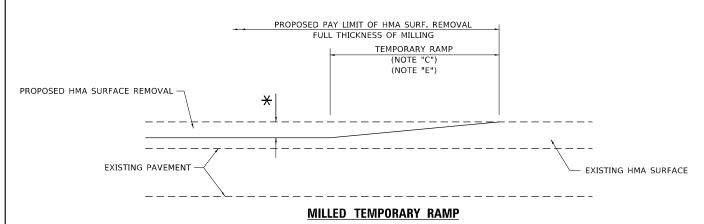
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

USER NAME = hassann	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 = 6/7/2022	DATE	-	03-11-94	REVISED	-	K. SMITH 07-11-19

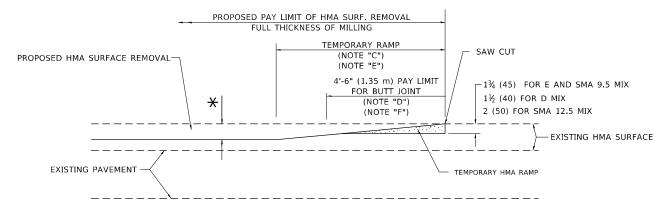
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT		F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEE'				
		360	2021-037-RS	KANE	23	15				
			BD600-06 (BD-24)	CONTRACT	NO.	62N54				
T 1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

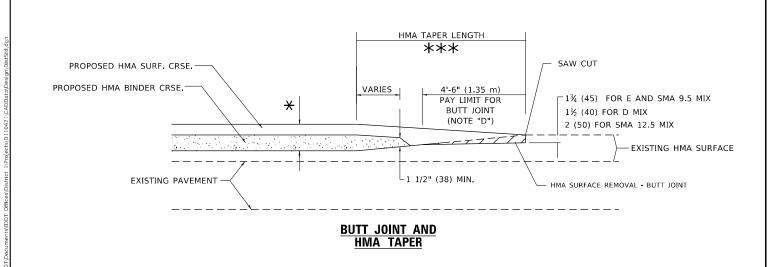


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

M. DE YONG

REVISED -

REVISED

REVISED -

DESIGNED -

DRAWN

DATE

LOT DATE = 6/7/2022

HECKED

M. GOMEZ 04-06-01
R. BORO 01-01-07
K. SMITH 02-01-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

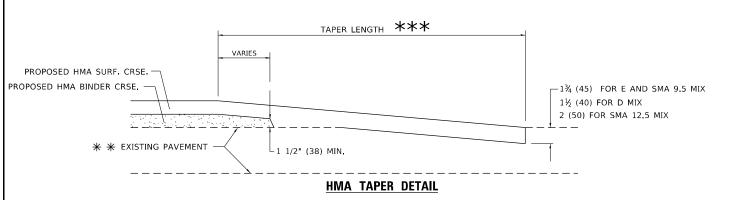
BUTT JOINT AND HMA TAPER DETAILS SCALE: NONE SHEET 1 OF 1 SHEETS STA.

TO STA.

PROPOSED HMA OR PCC
SURFACE REMOVAL - BUTT JOINT
30'-0" (9.0 m) (NOTE "A")
15'-0" (4.5 m) (NOTE "B")
(NOTE "D")
40'-0" (12.0M) (NOTE "A1")

** * EXISTING PAVEMENT

BUTT JOINT DETAIL



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

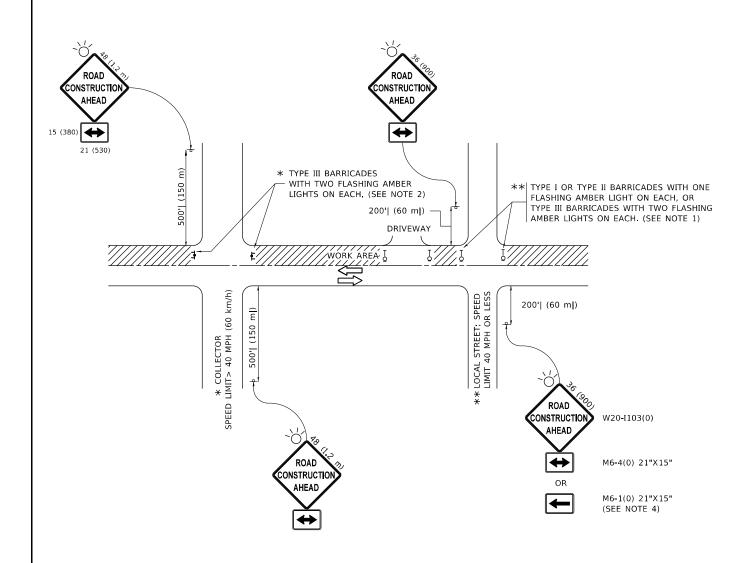
GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE,
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - igstar SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT"
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



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)
- 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
- 7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

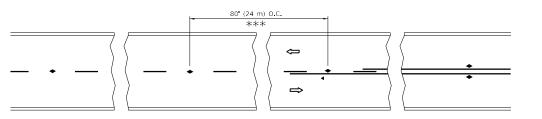
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = hassann	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
DLOT DATE - 6/7/2022	DATE 06.90	DEVISED 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.

SECTION 2021-037-RS KANE 23 17 CONTRACT NO. 62N54

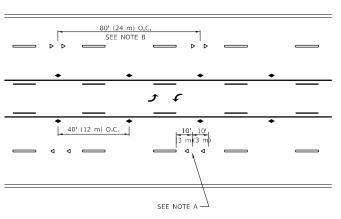


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

\Rightarrow

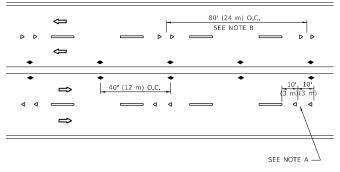
SEE FIGURE 3B-14 MUTCD

LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN

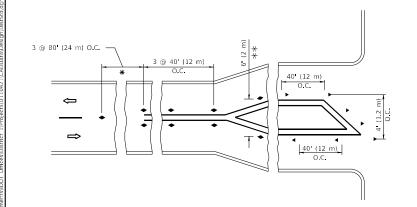
TW0-LANE/TW0-WAY

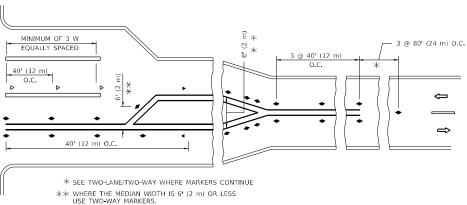


80 (24 m) O.C. SEE NOTE B \Rightarrow SEE NOTE A

MULTI-LANE/UNDIVIDED







GENERAL NOTES

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

LANE MARKER NOTES

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

DESIGN NOTES

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

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

DESIGNED REVISED - T. RAMMACHER 03-12-99 DRAWN REVISED - T. RAMMACHER 01-06-00 CHECKED REVISED PLOT DATE = 6/7/2022 C. JUCIUS 07-01-13 DATE REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) SHEET 1 OF 1 SHEETS STA.

SECTION 2021-037-RS KANE 23 18 TC-11 CONTRACT NO. 62N54

SYMBOLS

ONE-WAY AMBER MARKER

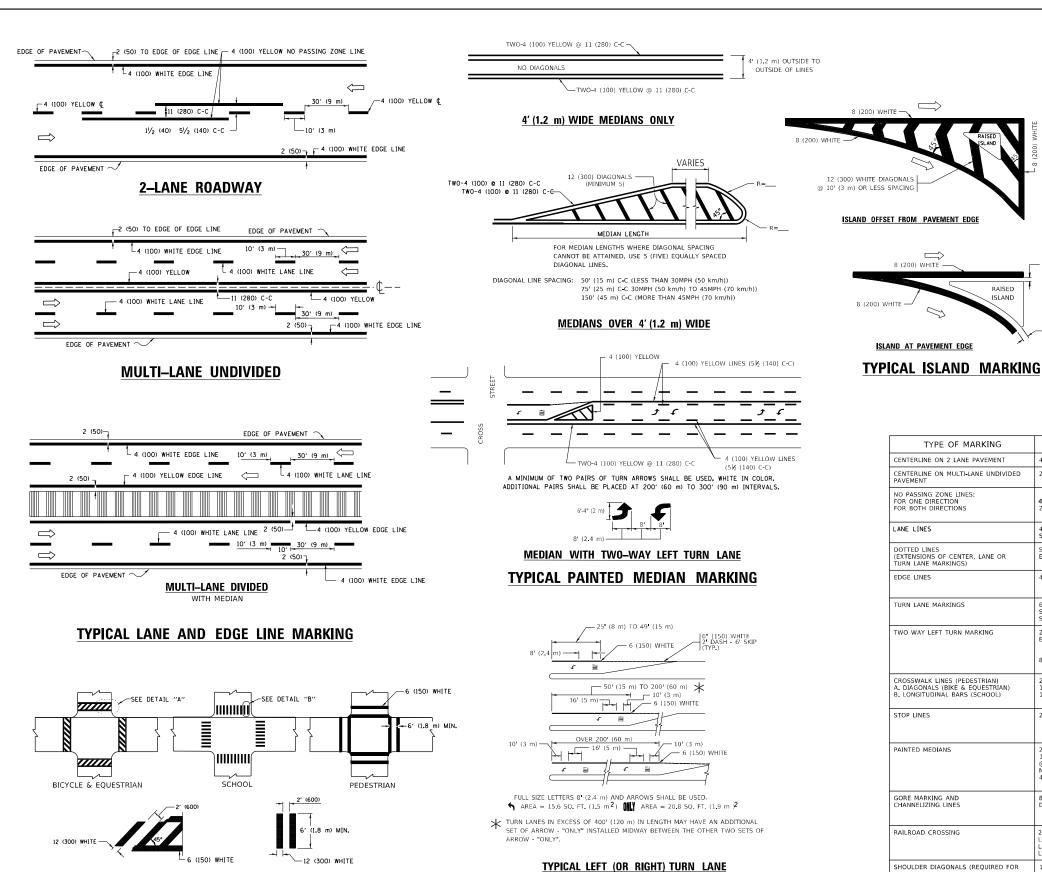
TWO-WAY AMBER MARKER

ONE-WAY CRYSTAL MARKER (W/O)

YELLOW STRIPE

■ WHITE STRIPE

TURN LANES



TYPICAL TURN LANE MARKING

EVERS DESIGNED -C. JUCIUS 09-09-09 DRAWN REVISED C. JUCIUS 07-01-13 HECKED REVISED DATE

DETAIL "B"

DETAIL "A"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SCALE: NONE

 517111571115										
	DIS	TRICT ON	NE		F.A.P. RTE	SECTION		COUNTY	TOTAL SHEETS	
TYPICAL PAVEMENT MARKINGS		360	2021-037-RS		KANE	23	19			
	UAL IA	VLIVILIAI	WAIIKING			TC-13		CONTRACT	NO.	62N54
SHEET 1	OF 2	SHEETS	STA.	TO STA.		ILLINOIS	FED. A	ID PROJECT		

	36	(1930)	D(FT) SPEED LIMIT
	(910)	(1020)	345 30
30	00	40 R (1020) 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	425 35
72 (1830)	(760)		500 40
2 (1	9	20 (510)	580 45
7. 54		8 R 9 9 9 9 7 9 8 8 8 8 9 8 9 8 9 8 9 8 9 8	\\ 665 50
<u> </u>	<u> </u>	8 R 710) 32 (810)	750 55
32 R (810) 20 (510) LE 20 (510)	(810) 12 (300) 140 (1020) 64 COMBI FT ANI 32 F 40 (1020)	20 R (510) (1620) NATION U-TURN	LANE REDUCTION TRANSITION ** LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR
	<u>U</u> –T	<u>URN</u>	GREATER OR WHEN SPECIFIED IN PLANS.
H OF LINE	PATTERN	COLOR	SPACING / REMARKS

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 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)2
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 81)	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

— 2 (50)

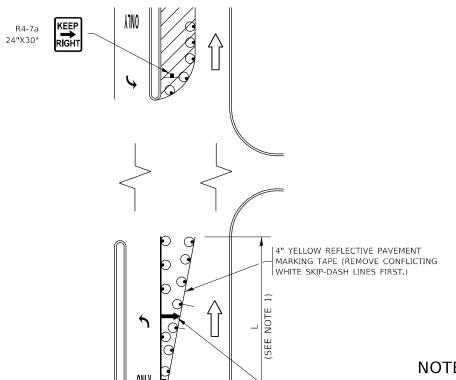
2 (50)

RAISED

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

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

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



- ARROW BOARD



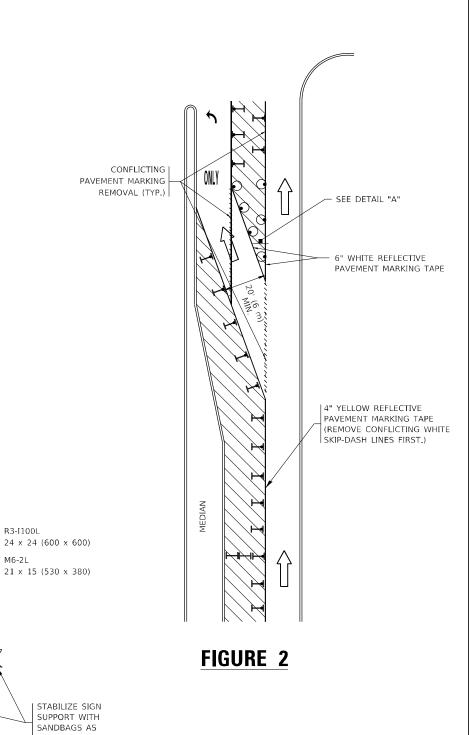
SEE DETAIL "A"

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

SCALE: NONE

TURN

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

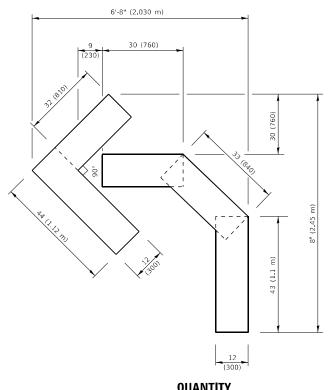
23 20

USER NAME = hassann	DESIGNED	- T.	RAMMACHER 09-08-94	REVISED	-	R. BORO 09-14-09
	DRAWN	-	A. HOUSEH 11-07-95	REVISED	- A.	. SCHUETZE 07-01-13
PLOT SCALE = 100 0000 / in	CHECKED	-	A. HOUSEH 10-12-96	REVISED	- A.	. SCHUETZE 09-15-16
PLOT DATE = 6/7/2022	DATE	- T.	RAMMACHER 01-06-00	REVISED	-	

STATE OF ILLINOIS

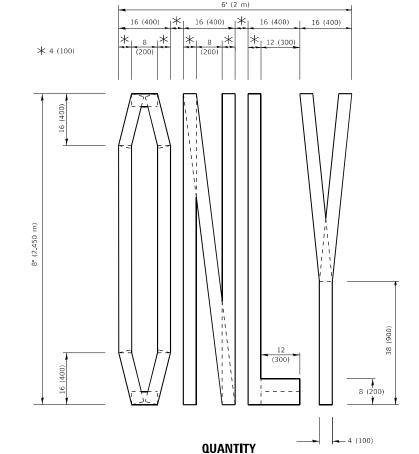
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS	F.A.P. RTE	SECTION	COUN
(TO REMAIN OPEN TO TRAFFIC)	360	2021-037-RS	KAN
(10 HEMAIN OFEN TO THAT 10)		TC-14	CONT
NE CHEET 1 OF 1 CHEETC CTA TO CTA			

DEPARTMENT OF TRANSPORTATION

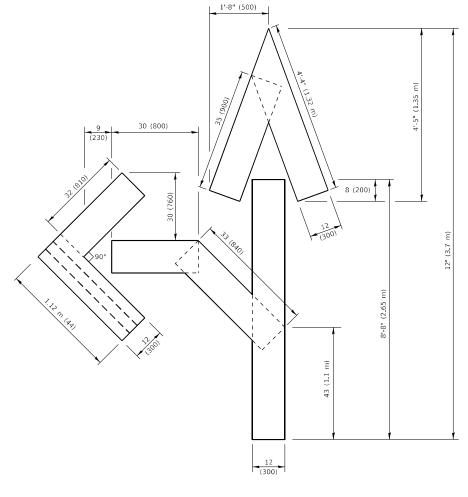


QUANTITY

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)

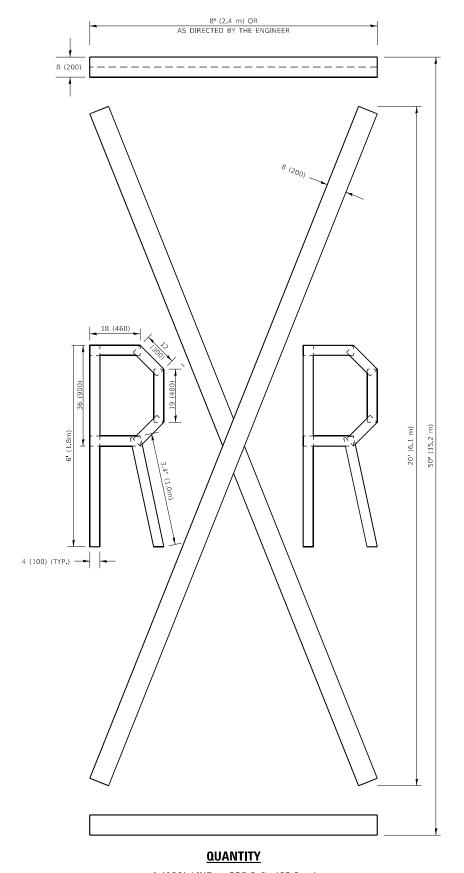


QUANTITY

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)

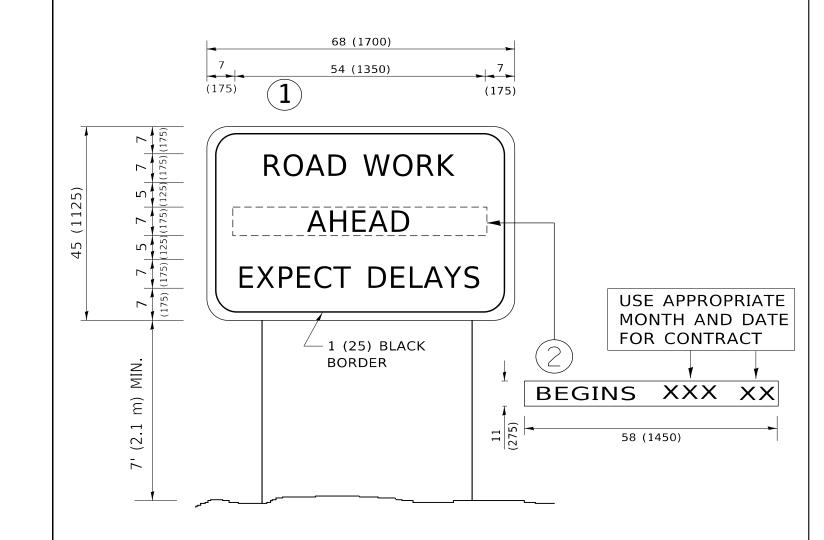
> All dimensions are in inches (millimeters) un**l**ess otherwise shown.

USER NAME = hassann	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
DLOT DATE = 6/7/2022	DATE 00-19-04	DEVISED A SCHIETZE 00-15-16

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SHORT TE	RM	PAVE	MENT	MARKING	LETTERS	AND SYMBOLS
SCALE: NONE	SHEET	1	OF 1	SHEETS	STA.	TO STA.

F.A.P. RTE.	SECT	TION		COUNTY	TOTAL SHEETS	SHE
360	0 2021-037-RS			KANE	23	2
TC-16			CONTRACT	NO.	52N!	
		ILLINOIS	FED. A	ID PROJECT		



NOTES:

- 1. USE BLACK LETTERING ON ORANGE BACKGROUND.
- 2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- 3. ERECT SIGN 1 WITH INSTALLED PANEL 2 ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
- 4. REMOVE PANEL(2)SOON AFTER THE START OF CONSTRUCTION.
- 5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.

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 = hassann	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 = 6/7/2022	DATE -	REVISED	 C. JUCIUS 01-31-07

	ARTE	ERIAL ROAD	F.A.P. RTE	SECTION		
	INFOR	VIATION SIGN		360	2021-037-RS	
	liai Om	MAIJON SJUN	TC-22			
1	OF 1	SHEETS STA.	TO STA.		ILLINOIS FED.	

LOOPS NEXT TO SHOULDERS PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER. I PAVED OR NON-PAVED SHOULDER

(3.0 m)

* * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS

BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS

PLOT DATE = 6/7/2022

(3.0 m)

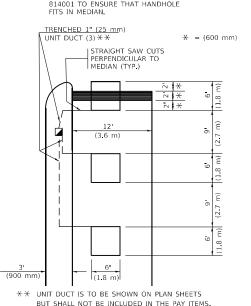
* = (600 mm)

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 HANDHOLL



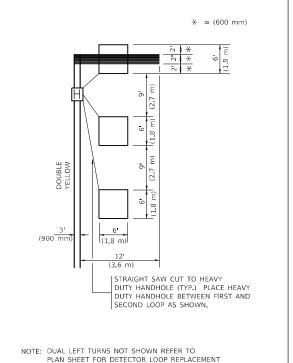
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



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:

SCALE: NONE

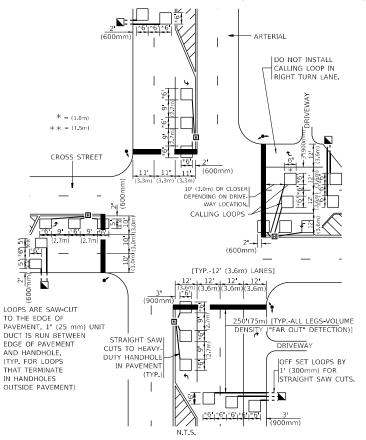
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

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

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

11" (25 mm) UNIT

DUCT-TRENCHED



DETAIL 1

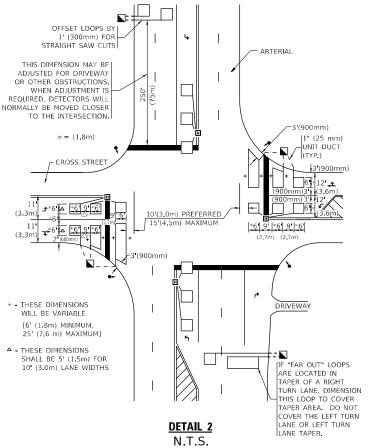
N.T.S.

DATE

DRAWN

HECKED

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



DESIGNED REVISED REVISED R.K.F REVISED REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING					F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
					360	2021-037-RS	KANE	23	23		
DETAILS TOIL HOADWAT HESONIAGING						JII4U		TS-07		CONTRACT NO. 62N54	
	SHEET 1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT			