

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	2025-1092-RS	COOK	23	1
		ILLINOIS	CONTRACT NO. 80B18	

D-91-171-25



FOR INDEX OF SHEETS, SEE SHEET NO. 2

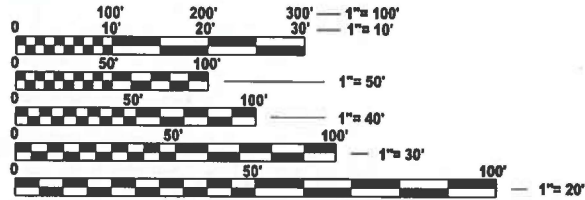
THE PROJECT IS LOCATED IN:
THE CITY OF ELGIN

TRAFFIC DATA:

U.S. 20 (LAKE STREET)
2023 - ADT: 44100
SPEED LIMIT: 50 MPH
FREEWAY OR EXPRESSWAY

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 345: U.S. 20 (LAKE STREET)
WEST OF SHALES PKWY/BLUFF CITY BOULEVARD TO THE INTERSECTION
SECTION: 2025-1092-RS
PROJECT: NHPP-LZPB(560)
DESIGNED OVERLAY
COOK COUNTY
C-91-251-25

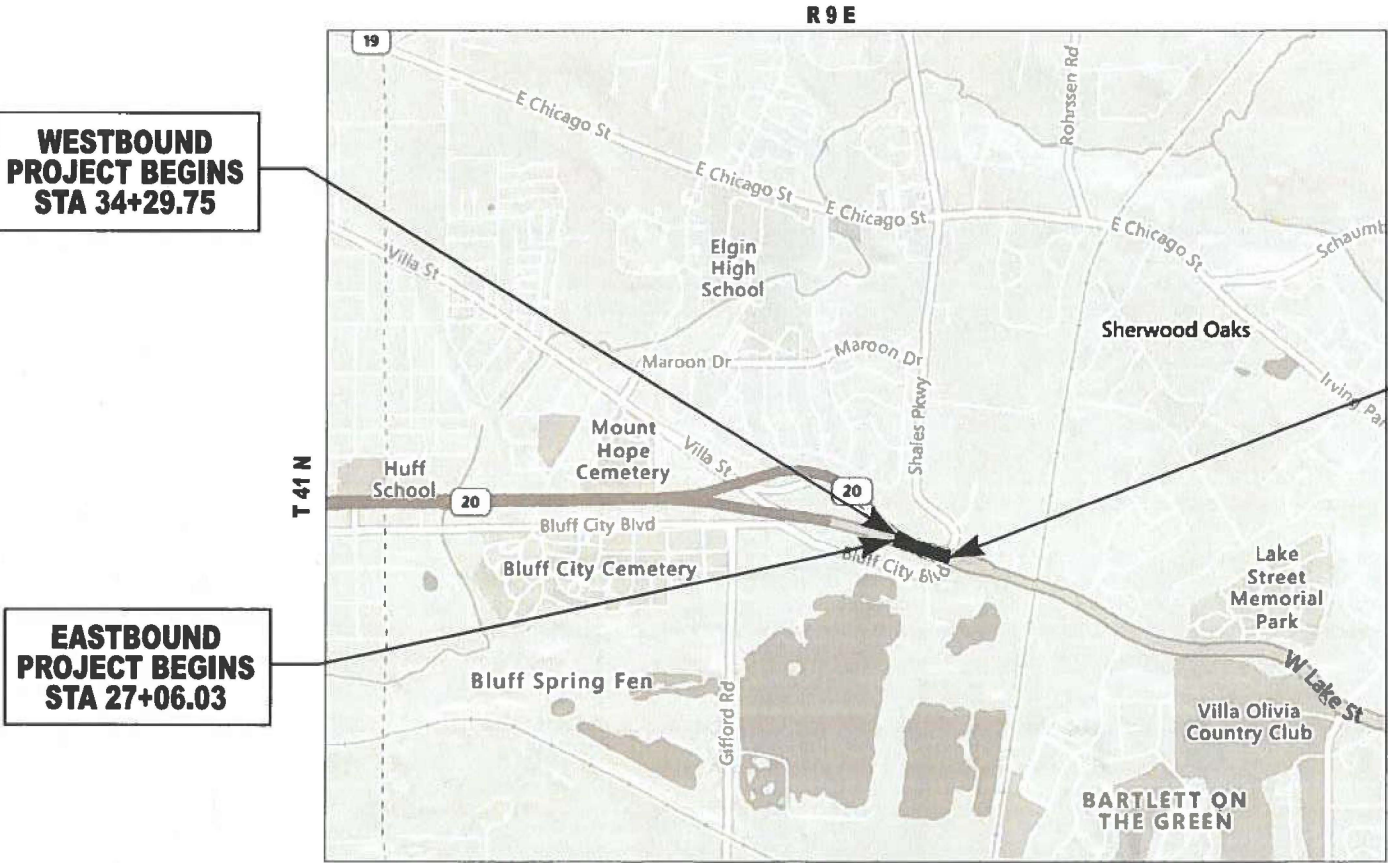


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: DANIEL WILGREEN, P.E. (847) 705-4240
PROJECT MANAGER: J. ALAIN MIDY, P.E. (847) 221-3056

CONTRACT NO. 80B18



LOCATION MAP
(NOT TO SCALE)

PROJECT ENDS
STA 34+73.81

HANOVER TOWNSHIP

GROSS AND NET LENGTH = 767.78 FT. = 0.145 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Aug 11th 2025
John D. Wilgreen IR
REGIONAL ENGINEER

October 3rd 2025
Scott A. Etkin
ENGINEER OF DESIGN AND ENVIRONMENT

October 3rd 2025
John D. Wilgreen
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

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INDEX OF SHEETS

SHEET NO.

DESCRIPTION

1	COVER SHEET
2-3	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
4-5	SUMMARY OF QUANTITIES
6-9	EXISTING AND PROPOSED TYPICAL SECTIONS
10	PROPOSED ROADWAY AND PAVEMENT MARKING PLAN
11	DETECTOR LOOP REPLACEMENT PLAN
12	DETAILS FOR FRAMES AND LIDS ADJUSTMENTS WITH MILLING (BD-08)
13	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
14	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
15	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
16	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
17	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)
18	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
19	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
20	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
21	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)
22	ARTERIAL ROAD INFORMATION SIGN (TC-22)
23	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

STATE STANDARDS

STANDARD NO.

DESCRIPTION

000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701101-05	OFF-RD OPERATIONS, 15' (4.5 m) to 24" (600 mm) FROM PAVEMENT EDGE
701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS > OR = 45 MPH TO 55 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS > OR = 45 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1 W OR 2 W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-10	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

GENERAL NOTES

1. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, CITY OF ELGIN..
2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
3. ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
4. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
5. BUTT JOINTS SHALL 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.
6. THE RESIDENT ENGINEER SHALL CONTACT FADI SULTAN AREA TRAFFIC FIELD ENGINEER, AT FADI.SULTAN@ILLINOIS.GOV, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
7. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
8. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
9. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
10. ANY 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.
11. ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO DISTRICT 1 TYPICAL PAVEMENT MARKING DETAIL.
12. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE PROJECT LIMITS 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. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
15. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE LOCATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER THE RECORD TO THE ENGINEER.
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. PAVEMENT MARKING, TYPE IV TAPE SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
18. SHORT TERM PAVEMENT MARKINGS OR TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE SURFACES SHALL NOT BE REMOVED, UNLESS DIRECTED BY THE ENGINEER.
19. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
20. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT STANDARDS AS NOTED IN THE DETAIL.
21. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHES UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
22. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
23. THE LOCATIONS FOR THE MEDIAN REPAIR ARE TO BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

GENERAL NOTES CONTINUE ON NEXT SHEET

	USER NAME = Rana,Kalo	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES U.S. 20 (LAKE ST) (W/O SHALES PKWY/BLUFF CITY BLVD TO INTERSECTION)			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					345	2025-1092-RS	COOK	23	2
	PLOT SCALE = 0.16666633' / in.	CHECKED -	REVISED -					CONTRACT NO. 80B18				
	PLOT DATE = 8/11/2025	DATE -	REVISED -		SCALE:	SHEET 1	OF 2	SHEETS	STA.	TO STA.	ILLINOIS	

GENERAL NOTES CONTINUED

24. EXISTING VEGETATED AREAS (TREE, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC) WHERE DISTURBANCE IS NOT OCCURING (INCLUDING AREAS OUTSIDE THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED HEALTHY TO MINIMIZE SOIL EROSION AND ELIMINATE SOIL COMPACTION. NO MATERIALS ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME.
25. THE CONTRACTOR WILL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847.705.4171, AT LEAST 7 DAYS PRIOR TO DOING FORESTRY WORK FOR LAYOUT.
26. 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.
27. TREES THREE (3) INCHES OR GREATER IN DIAMETER AT 4.5' OF THE GROUND SHALL BE CLEARED ONLY FROM NOVEMBER 1 TO MARCH 31 OF ANY GIVEN YEAR.

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	USER NAME = Rana.Kalo	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES U.S. 20 (LAKE ST) (W/O SHALES PKWY/BLUFF CITY BLVD TO INTERSECTION)			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					345	2025-1092-RS	COOK	23	3
	PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 80B18				
	PLOT DATE = 8/11/2025	DATE -	REVISED -		SCALE:	SHEET 2	OF 2	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

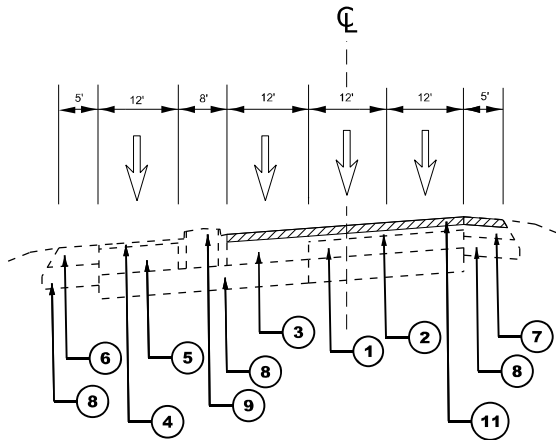
SUMMARY OF QUANTITIES					TYPE						CODE					
					URBAN		URBAN		URBAN		URBAN		URBAN		URBAN	
					ROADWAY		ROADWAY									
					80% FED 20% STATE		100% STATE									
	Code No.	Item	Unit	Total Quantity	0005	0005										
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	250	250											
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	100	100											
	25000750	MOWING	ACRE	2	2											
	31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	44	44											
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	5364	5364											
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	4037	4037											
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	11.9	11.9											
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	101	101											
	40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	1002	1002											
	40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N90	TON	779	779											
	42001300	PROTECTIVE COAT	SQ YD	219	219											
	44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	7946	7946											
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	142	142											
	44003100	MEDIAN REMOVAL	SQ FT	1411	1411											
	44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	299	299											
	44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	18	18											
	44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	94	94											
	60608562	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	349	349											
	60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	1325	1325											
	63500310	REMOVE AND REINSTALL DELINEATORS	EACH	1	1											
	67100100	MOBILIZATION	L SUM	1	1											
		USER NAME = Rana,Kalo		DESIGNED -		REVISED -		STATE OF T DEPARTMENT OF T								
				DRAWN -		REVISED -										
				CHECKED -		REVISED -										
		PLOT DATE = 8/8/2025		DATE -		REVISED -										

SUMMARY OF QUANTITIES					TYPE						CODE	
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN		
					ROADWAY	ROADWAY						
					80% FED 20% STATE	100% STATE						
	Code No.	Item	Unit	Total Quantity	0005	0005						
	70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1							
	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1							
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1							
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	4840	4840							
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	404	404							
	70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	438	438							
	70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	3928	3928							
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	2291	2291							
	70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	136	136							
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	1211	1211							
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	219	219							
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1384	1384							
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1145	1145							
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	68	68							
*	78004630	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 6"	FOOT	580	580							
	78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	580	580							
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	92	92							
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	84	84							
	X2010106	TREE REMOVAL (UNDER 6 UNITS DIAMETER)	UNIT	150	150							
	X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	0.25	0.25							
	X2010516	SELECTIVE CLEARING	UNIT	2	2							
* SPECIALTY ITEMS												
INOIS NSPORTATION		SUMMARY OF QUANTITIES U.S. 20 (LAKE ST) (W/O SHALES PKWY/BLUFF CITY BLVD TO INTERSECTION)			F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.		
					345	2025-1092-RS		COOK	23	4		
		SCALE:		SHEET 1	OF 2	SHEETS	STA.	TO STA.		CONTRACT NO. 80B18		
								ILLINOIS		FED. AID PROJECT		

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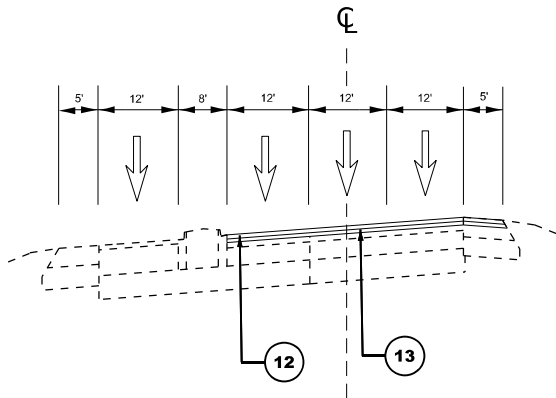
U.S. ROUTE 20
WESTBOUND LANES



EXISTING TYPICAL SECTION

STA 34+29.75 - STA 37+28.02

U.S. ROUTE 20
WESTBOUND LANES



PROPOSED TYPICAL SECTION

STA 34+29.75 - STA 37+28.02

LEGEND - EXISTING:

- 1 PORTLAND CEMENT CONCRETE PAVEMENT, $\pm 9\frac{1}{2}$ "
- 2 HMA AFTER MILLING, ± 2 "
- 3 HMA AFTER MILLING, ± 10 "
- 4 HMA SURFACE COURSE, ± 2 "
- 5 HMA BASE COURSE WIDENING, ± 12 "
- 6 HMA SHOULDER, ± 8 "
- 7 HMA SHOULDER AFTER MILLING, $\pm 3\frac{3}{4}$ "
- 8 AGGREGATE SUBGRADE, 12"
- 9 PCC MEDIAN
- 10 CORRUGATED MEDIAN

LEGEND - PROPOSED

- 11 HMA SURFACE REMOVAL, 4"
- 12 POLYMERIZED HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, $1\frac{3}{4}$ "
- 13 POLYMERIZED HMA BINDER COURSE, IL-19.0, N90, $2\frac{1}{4}$ "
- 14 MEDIAN REMOVAL
- 15 CONCRETE MEDIAN SURFACE, 4 INCH
- 16 SUBBASE GRANULAR MATERIAL, TYPE B
- 17 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QMP
MIXTURE TYPE	AIR VOIDS @ Ndesign	
PAVEMENT RESURFACING (MAINLINE AND SHOULDERS)		
POLY. HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, 1¾"	3.5% @ 80 Gyr.	QC/QA
POLY. HMA BINDER COURSE, IL-19.0, N90, 2¼"	4% @ 90 Gyr.	QC/QA
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 90 Gyr.	QC/QA
QMP Designations: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP); Pay for Performance (PFP)		

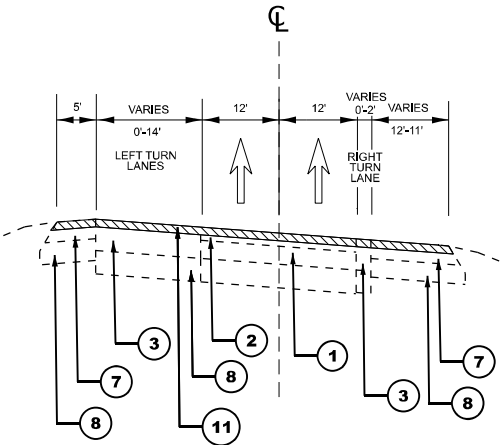
NOTES:

- NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTATIES IS 112 LBS/SQ YD/IN.
- NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
- NOTE 3: THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HMA BINDER COURSE, IL-19.0, N90.
- NOTE 4: THE CONTRACTOR SHALL PERFORM THE HMA SURFACE REMOVAL OPERATION FIRST BEFORE PERFORMING THE PAVEMENT PATCHING OPERATION. SEE IDOT DISTRICT 1 DETAIL PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22) FOR ADDITIONAL INFORMATION.
- NOTE 5: THE EXISTING HMA THIKNESS VARIES. LOCATIONS WHERE THERE IS < 4" OF EXISTING HMA, USE HMA SURFACE REMOVAL, 4" (44000165) TO MILL UP TO THE EXISTING PCC. THEN USE PCC SURFACE REMOVAL (VARIABLE DEPTH) (X4400100) TO MILL THE REMAINDER OF THE 4".

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	USER NAME = Rana.Kalo	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL SECTIONS U.S. 20 (LAKE ST) (W/O SHALES PKWY/BLUFF CITY BLVD TO INTERSECTION)		F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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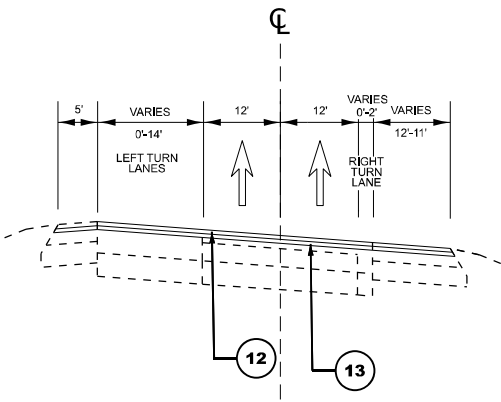
U.S. ROUTE 20
EASTBOUND LANES



EXISTING TYPICAL SECTION

STA 27+06.03 - STA 30+06.10

U.S. ROUTE 20
EASTBOUND LANES



PROPOSED TYPICAL SECTION

STA 27+06.03 - STA 30+06.10

LEGEND - EXISTING:

- ① PORTLAND CEMENT CONCRETE PAVEMENT, $\pm 9\frac{1}{2}$ "
- ② HMA AFTER MILLING, ± 2 "
- ③ HMA AFTER MILLING, ± 10 "
- ④ HMA SURFACE COURSE, ± 2 "
- ⑤ HMA BASE COURSE WIDENING, ± 12 "
- ⑥ HMA SHOULDER, ± 8 "
- ⑦ HMA SHOULDER AFTER MILLING, $\pm 3\frac{3}{4}$ "
- ⑧ AGGREGATE SUBGRADE, 12"
- ⑨ PCC MEDIAN
- ⑩ CORRUGATED MEDIAN

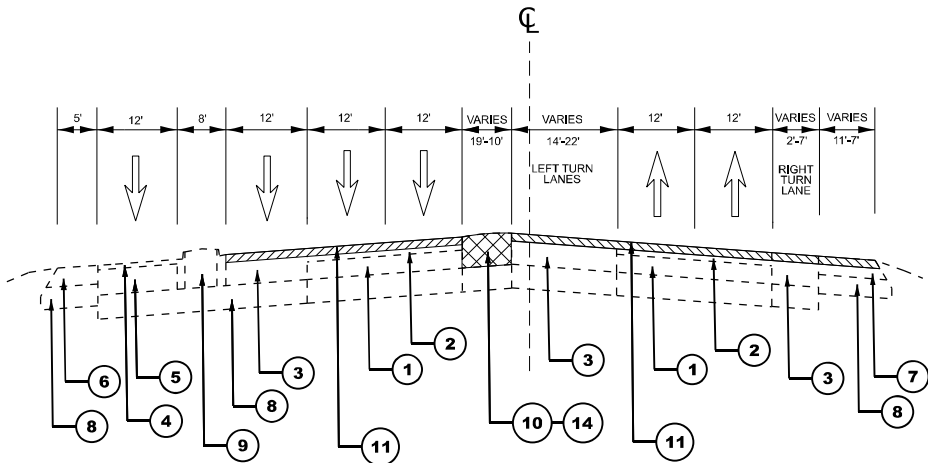
LEGEND - PROPOSED

- ⑪ HMA SURFACE REMOVAL, 4"
- ⑫ POLYMERIZED HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, $1\frac{3}{4}$ "
- ⑬ POLYMERIZED HMA BINDER COURSE, IL-19.0, N90, $2\frac{1}{4}$ "
- ⑭ MEDIAN REMOVAL
- ⑮ CONCRETE MEDIAN SURFACE, 4 INCH
- ⑯ SUBBASE GRANULAR MATERIAL, TYPE B
- ⑰ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12

MODEL: Typical Sections - 2 (Sheet)
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	USER NAME = Rana.Kalo	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL SECTIONS U.S. 20 (LAKE ST) (W/O SHALES PKWY/BLUFF CITY BLVD TO INTERSECTION)			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					345	2025-1092-RS	COOK	23	7
		CHECKED -	REVISED -					CONTRACT NO. 80B18				
	PLOT DATE = 8/8/2025	DATE -	REVISED -		SCALE:	SHEET 2	OF 4	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

U.S. ROUTE 20
WESTBOUND AND EASTBOUND LANES



EXISTING TYPICAL SECTION

STA 30+06.10 - STA 31+04.15

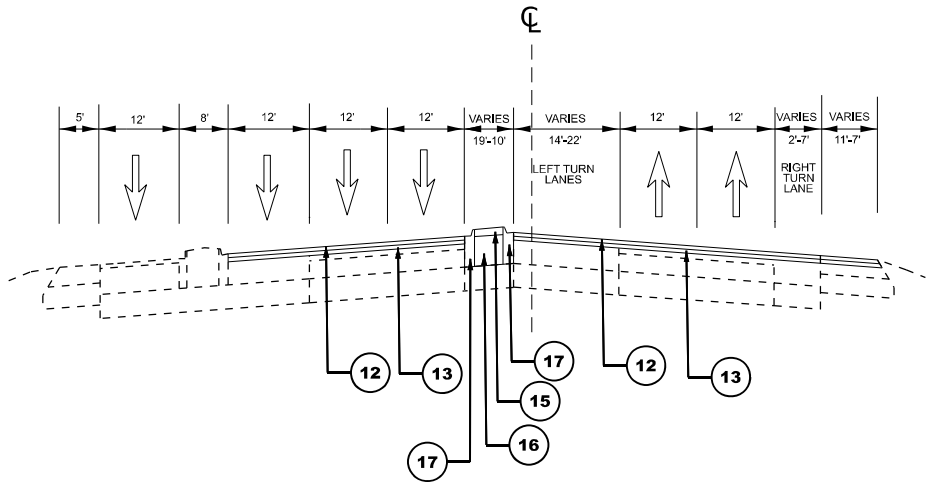
LEGEND - EXISTING:

- 1 PORTLAND CEMENT CONCRETE PAVEMENT, $\pm 9\frac{1}{2}$ "
- 2 HMA AFTER MILLING, ± 2 "
- 3 HMA AFTER MILLING, ± 10 "
- 4 HMA SURFACE COURSE, ± 2 "
- 5 HMA BASE COURSE WIDENING, ± 12 "
- 6 HMA SHOULDER, ± 8 "
- 7 HMA SHOULDER AFTER MILLING, $\pm 3\frac{3}{4}$ "
- 8 AGGREGATE SUBGRADE, 12"
- 9 PCC MEDIAN
- 10 CORRUGATED MEDIAN

LEGEND - PROPOSED

- 11 HMA SURFACE REMOVAL, 4"
- 12 POLYMERIZED HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, $1\frac{3}{4}$ "
- 13 POLYMERIZED HMA BINDER COURSE, IL-19.0, N90, $2\frac{1}{4}$ "
- 14 MEDIAN REMOVAL
- 15 CONCRETE MEDIAN SURFACE, 4 INCH
- 16 SUBBASE GRANULAR MATERIAL, TYPE B
- 17 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12

U.S. ROUTE 20
WESTBOUND AND EASTBOUND LANES



PROPOSED TYPICAL SECTION

STA 30+06.10 - STA 31+04.15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

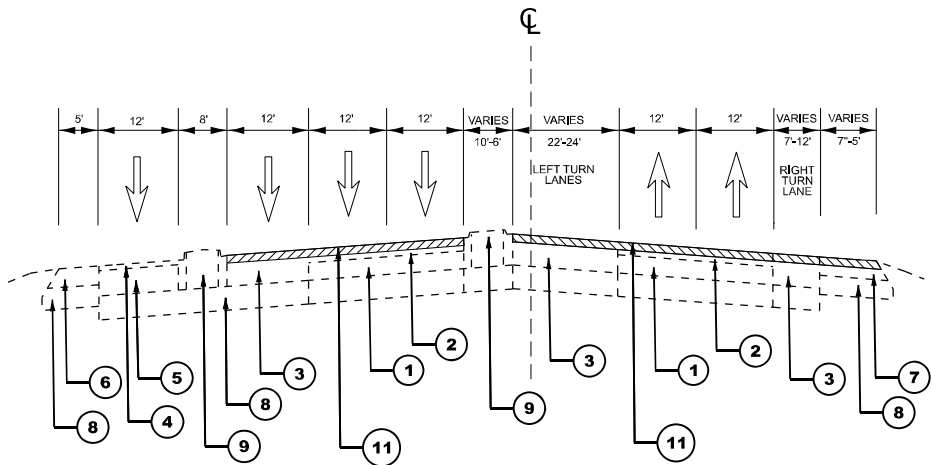
EXISTING AND PROPOSED TYPICAL SECTIONS
U.S. 20 (LAKE ST) (W/O SHALES PKWY/BLUFF CITY BLVD TO INTERSECTION)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	2025-1092-RS	COOK	23	8
CONTRACT NO. 80B18				

SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT

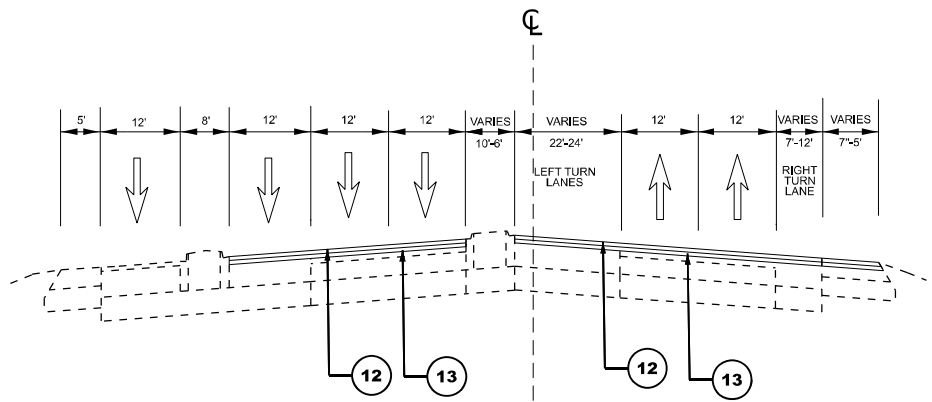
U.S. ROUTE 20
WESTBOUND AND EASTBOUND LANES



EXISTING TYPICAL SECTION

STA 31+04.15 - STA 34+73.81

U.S. ROUTE 20
WESTBOUND AND EASTBOUND LANES



PROPOSED TYPICAL SECTION

STA 31+04.15 - STA 34+73.81

LEGEND - EXISTING:

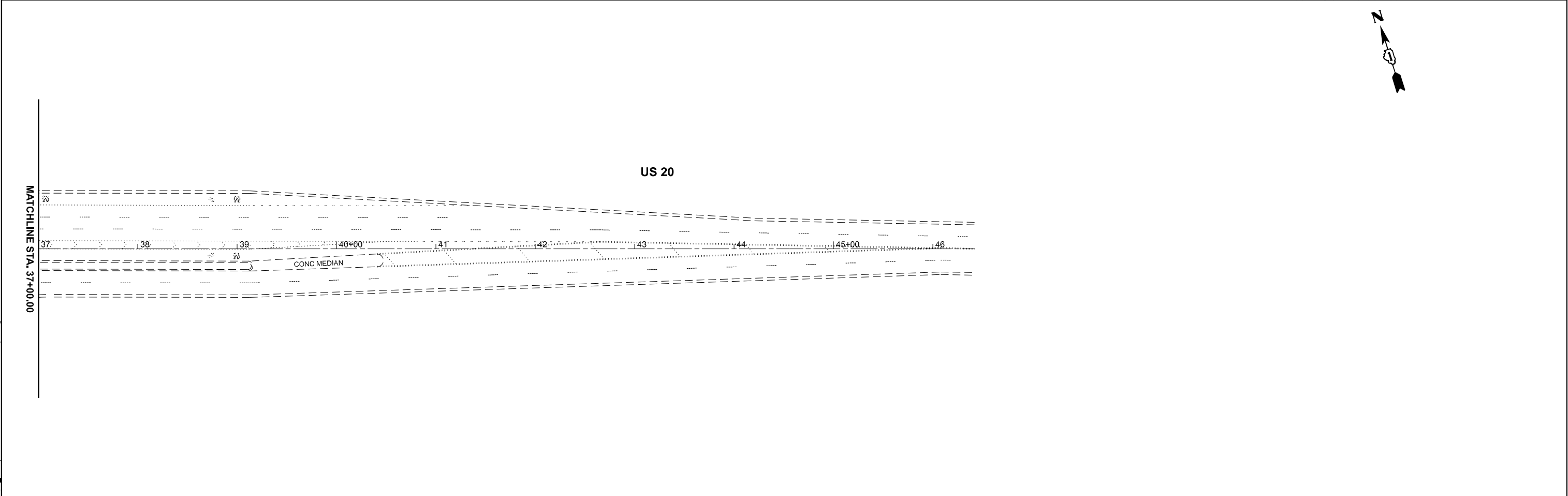
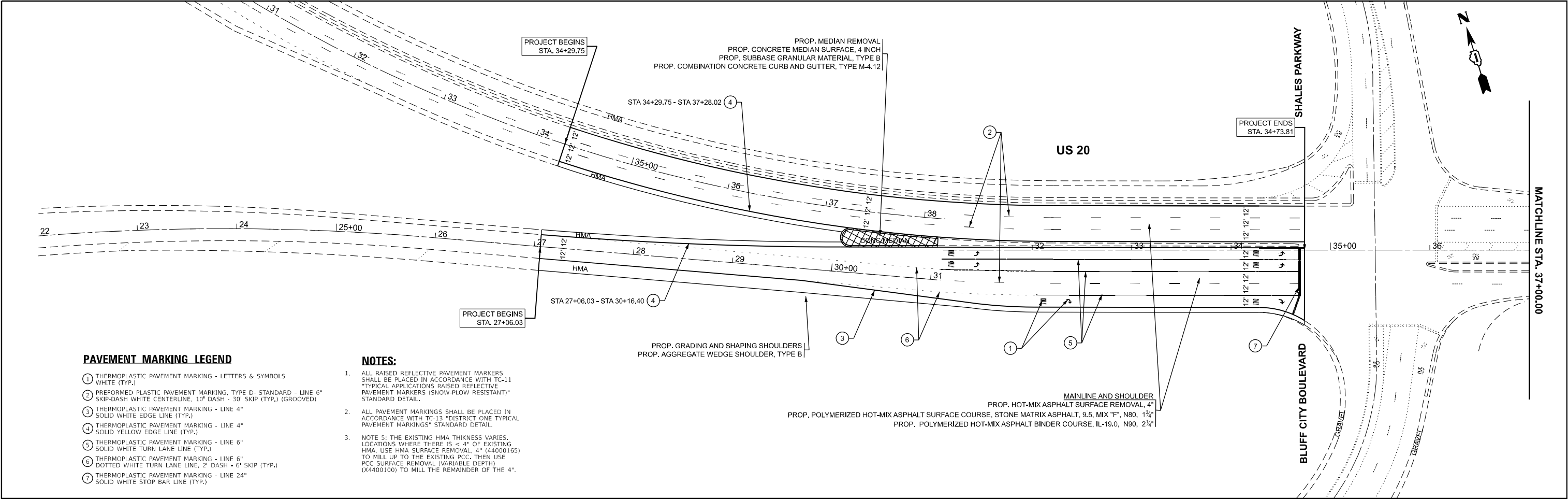
- ① PORTLAND CEMENT CONCRETE PAVEMENT, $\pm 9\frac{1}{2}$ "
- ② HMA AFTER MILLING, ± 2 "
- ③ HMA AFTER MILLING, ± 10 "
- ④ HMA SURFACE COURSE, ± 2 "
- ⑤ HMA BASE COURSE WIDENING, ± 12 "
- ⑥ HMA SHOULDER, ± 8 "
- ⑦ HMA SHOULDER AFTER MILLING, $\pm 3\frac{3}{4}$ "
- ⑧ AGGREGATE SUBGRADE, 12"
- ⑨ PCC MEDIAN
- ⑩ CORRUGATED MEDIAN

LEGEND - PROPOSED

- ⑪ HMA SURFACE REMOVAL, 4"
- ⑫ POLYMERIZED HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, $1\frac{3}{4}$ "
- ⑬ POLYMERIZED HMA BINDER COURSE, IL-19.0, N90, $2\frac{1}{4}$ "
- ⑭ MEDIAN REMOVAL
- ⑮ CONCRETE MEDIAN SURFACE, 4 INCH
- ⑯ SUBBASE GRANULAR MATERIAL, TYPE B
- ⑰ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12

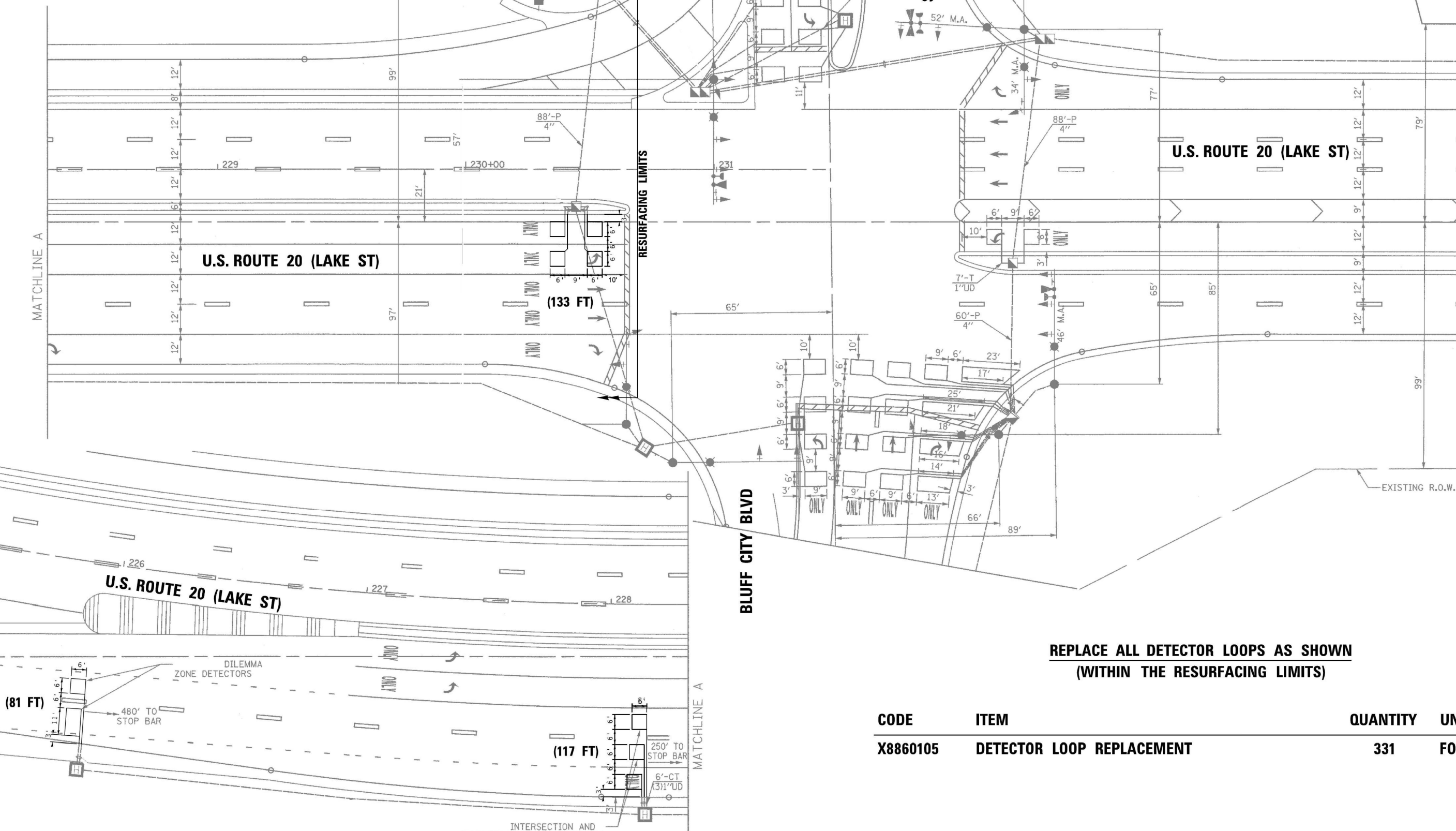
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FILE NAME: c:\p\work\p\work\kalo\m\1107479\117125-shl-typical.dgn

	USER NAME = Rana.Kalo	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL SECTIONS U.S. 20 (LAKE ST) (W/O SHALES PKWY/BLUFF CITY BLVD TO INTERSECTION)			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					345	2025-1092-RS	COOK	23	9
		CHECKED -	REVISED -					CONTRACT NO. 80B18				
	PLOT DATE = 8/8/2025	DATE -	REVISED -		SCALE:	SHEET 4	OF 4	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



MODEL: US20_E - Rdwy Plan 1 [Sheet] FILE NAME: c:\p\work\pav\kabr\m\1107479\117125-shl-plan.dgn	USER NAME = Rana.Kalo		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED ROADWAY AND PAVEMENT MARKING PLAN				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN -	REVISED -		U.S. 20 (LAKE ST) (W/O SHALES PKWY/BLUFF CITY BLVD TO INTERSECTION)				345	2025-1092-RS	COOK	23	10
			CHECKED -	REVISED -						CONTRACT NO. 80B18				
	PLOT DATE = 8/13/2025		DATE -	REVISED -		SCALE: 1"=50'	SHEET 1	OF 1	SHEETS	STA. 22+00.00	TO STA. 52+00.00	ILLINOIS FED. AID PROJECT		

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.
3. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

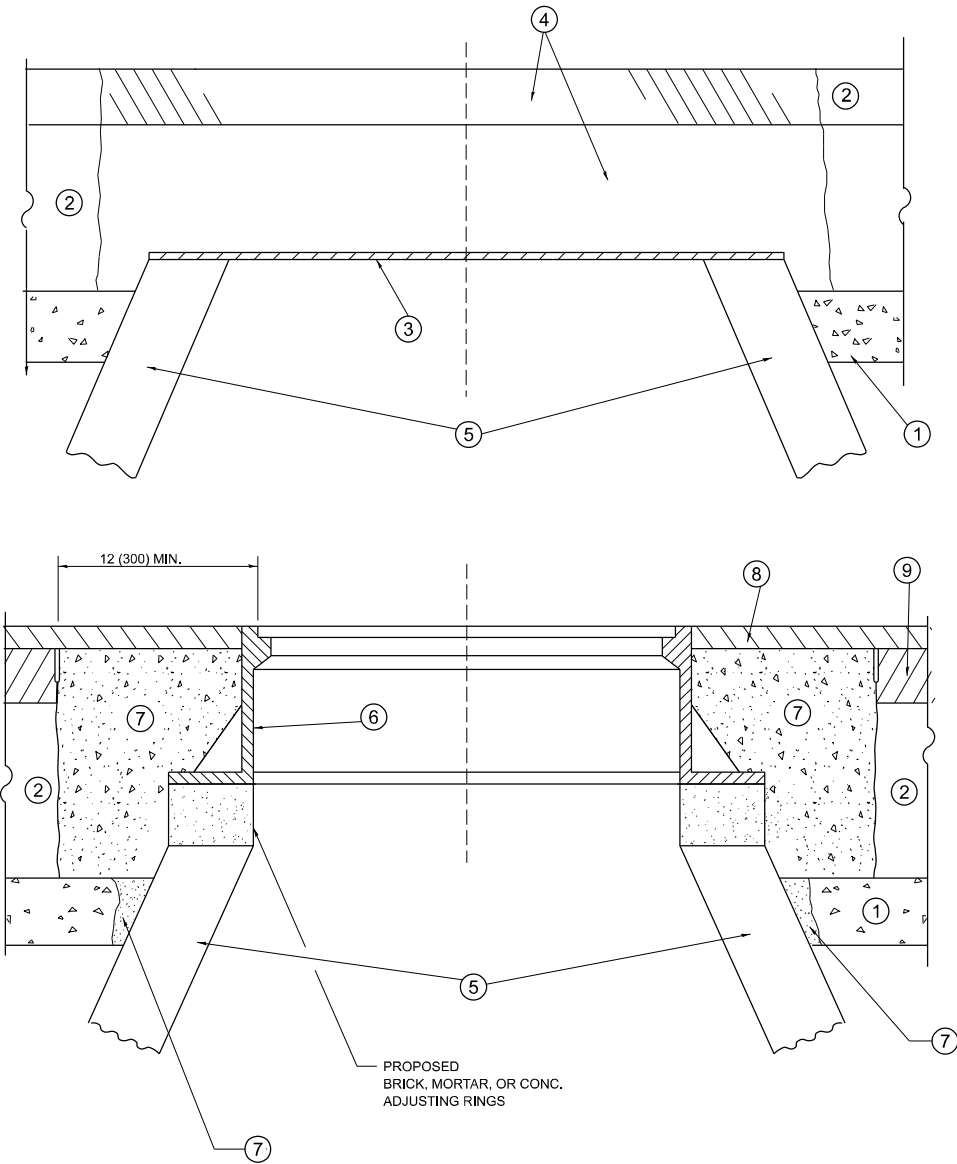


CODE	ITEM	QUANTITY	UNIT
X8860105	DETECTOR LOOP REPLACEMENT	331	FOOT

TS 1320
EAGLE 8L

USER NAME =		DESIGNED - KJS	REVISED -	<div>STATE OF ILLINOIS</div> <div>DEPARTMENT OF TRANSPORTATION</div>	<div>DETECTOR LOOP REPLACEMENT PLAN</div> <div>U.S. ROUTE 20 (LAKE ST) AT SHALES PKWY/BLUFF CITY BLVD</div>					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - EL	REVISED -		345	2025-1092-RS		COOK	23	11					
		CHECKED - KJS	REVISED -							CONTRACT NO. 80B18					
PLOT DATE =		DATE - 07/10/2025	REVISED -												
					SCALE: 1"=20'	SHEET 1	OF 1	SHEETS	STA.	TO STA.					
														ILLINOIS FED. AID PROJECT	

MODEL: Default
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**DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

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.
- THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

- STAGE 1** (BEFORE PAVEMENT MILLING)
- REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

- STAGE 2** (AFTER PAVEMENT MILLING)
- REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* 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-2* 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

- 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.
- 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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	2025-1092-RS	COOK	23	12
BD600-03 (BD-08)		CONTRACT NO. 80B18		
ILLINOIS		FED. AID PROJECT		

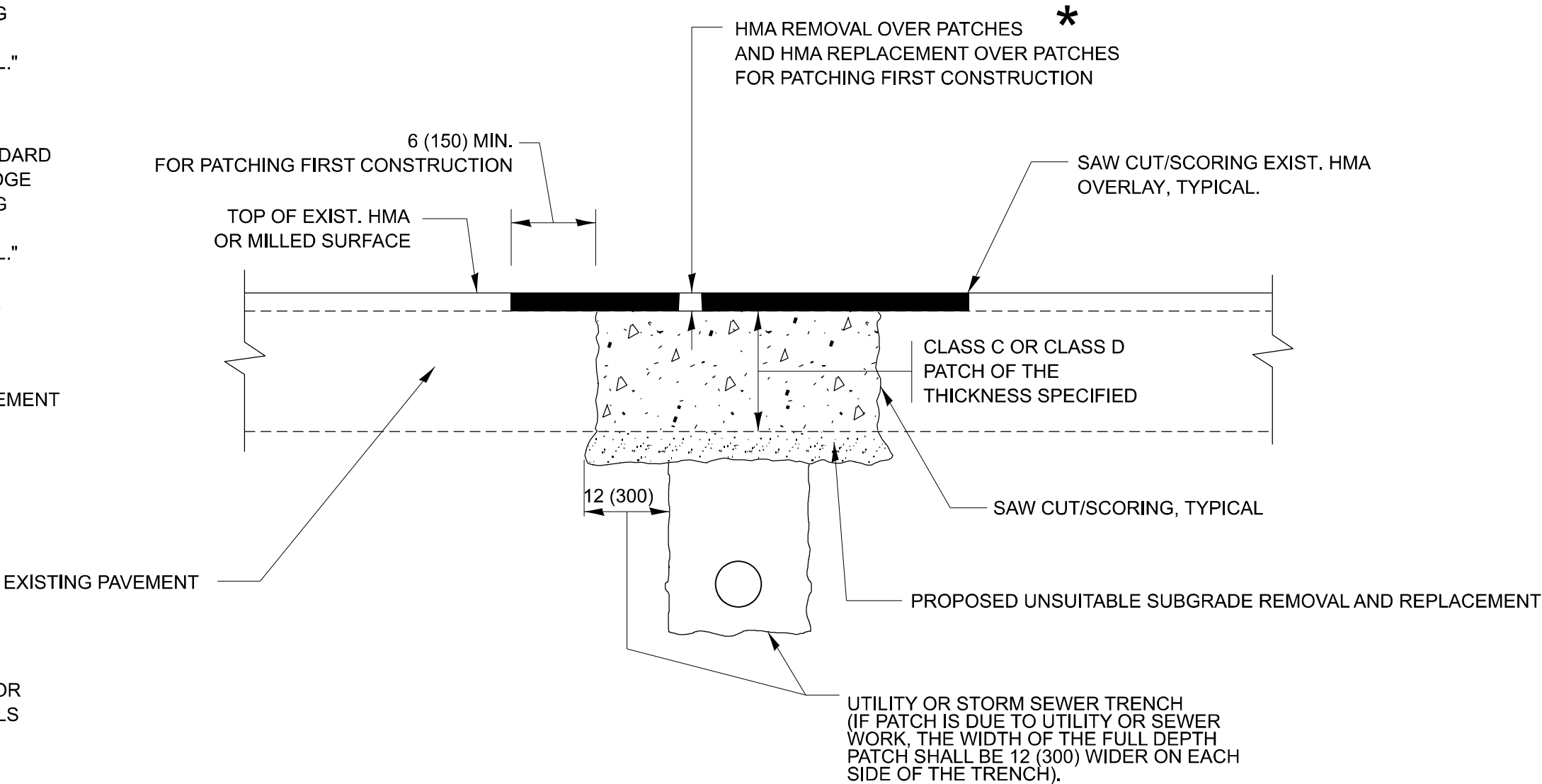
METHOD OF MEASUREMENT

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.

* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS



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)

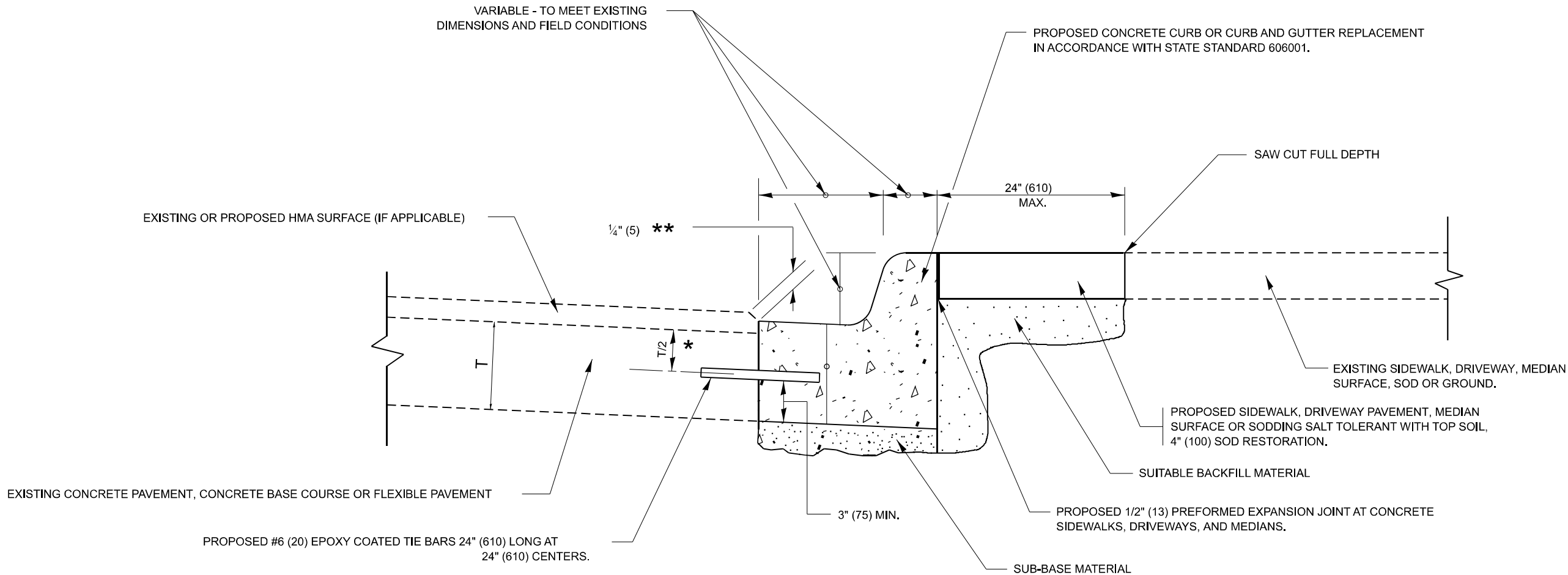
- 1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

MODEL: BD-22 [Sheet]
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		DRAWN -	REVISED - R. BORO 09-04-07						345	2025-1092-RS	COOK	23	13
		CHECKED -	REVISED - K. ENG 10-27-08						BD400-04 (BD-22)		CONTRACT NO. 80B18		
	PLOT DATE = 7/17/2025	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		ILLINOIS FED. AID PROJECT								
						SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.		

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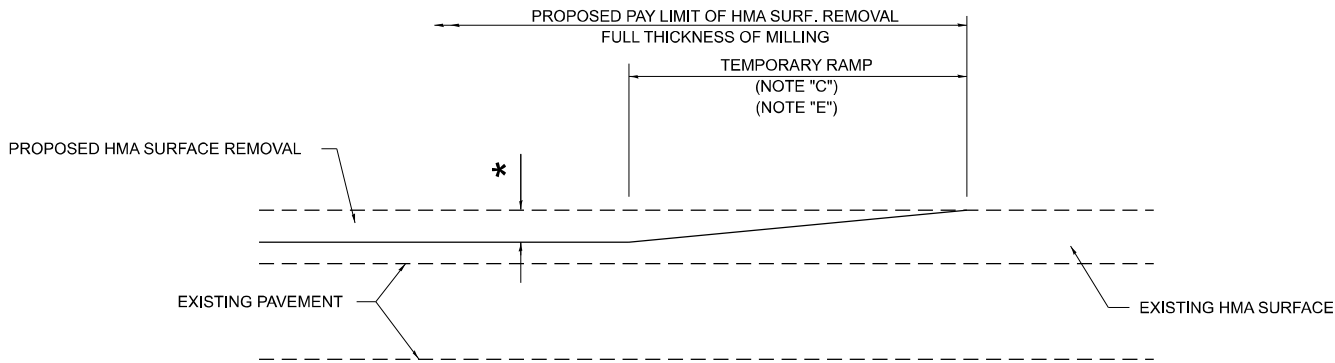


- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

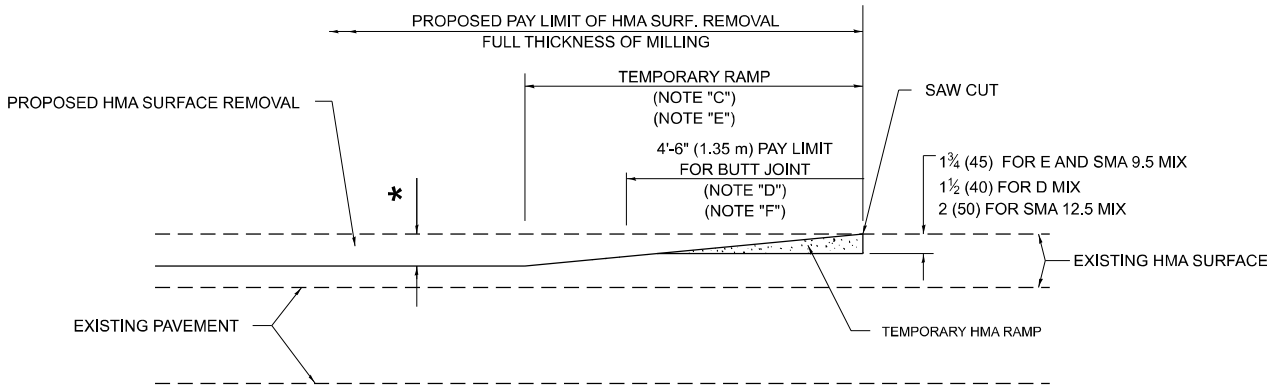
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		DRAWN -	REVISED - M. GOMEZ 01-22-01					345	2025-1092-RS	COOK	23	14
		CHECKED -	REVISED - R. BORO 12-15-09		BD600-06 (BD-24)			CONTRACT NO. 80B18				
	PLOT DATE = 8/8/2025	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

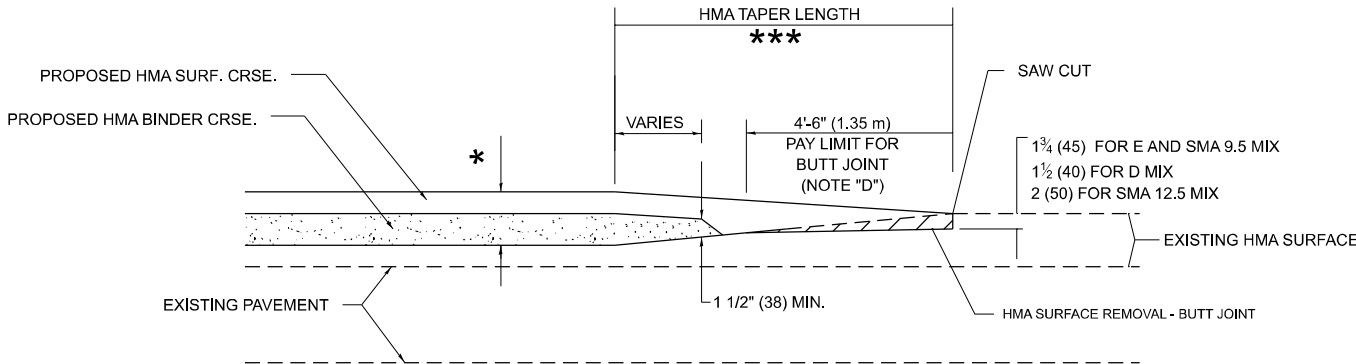


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

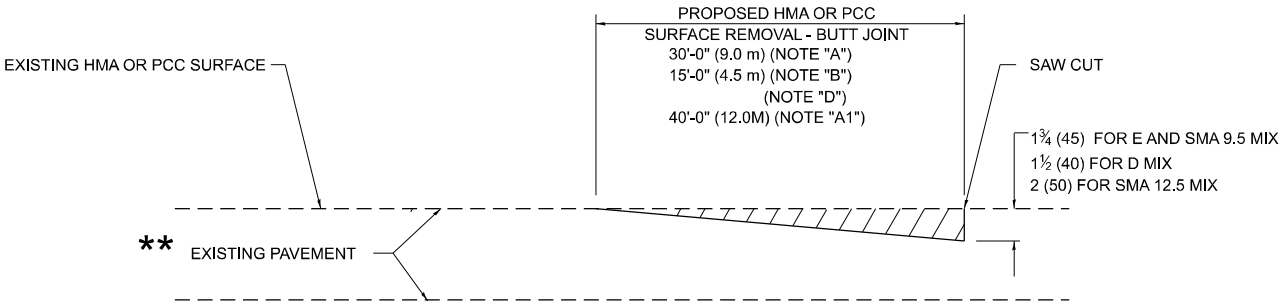
OPTION 2

TYPICAL TEMPORARY RAMP

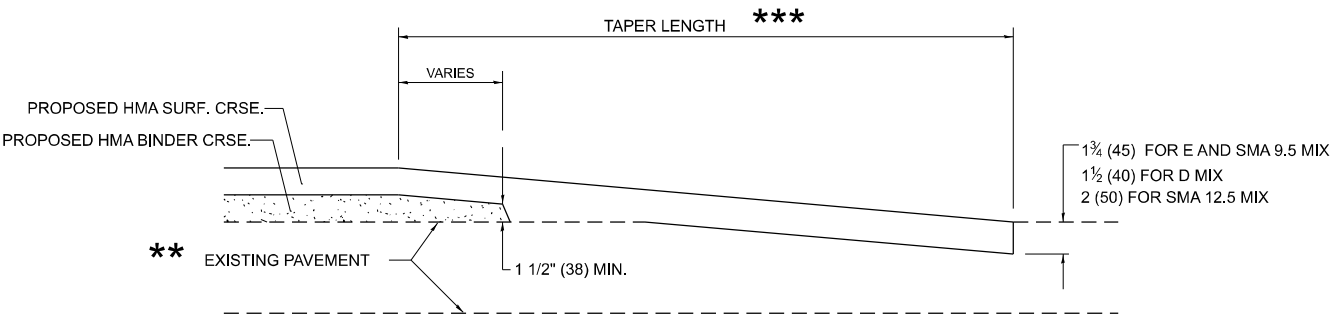


**BUTT JOINT AND
HMA TAPER**

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



BUTT JOINT DETAIL



HMA TAPER 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.
* 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

1. 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.

MODEL: BD-32 [Sheet]
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USER NAME = Rana,Kalo	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 04-06-01
	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 8/8/2025	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

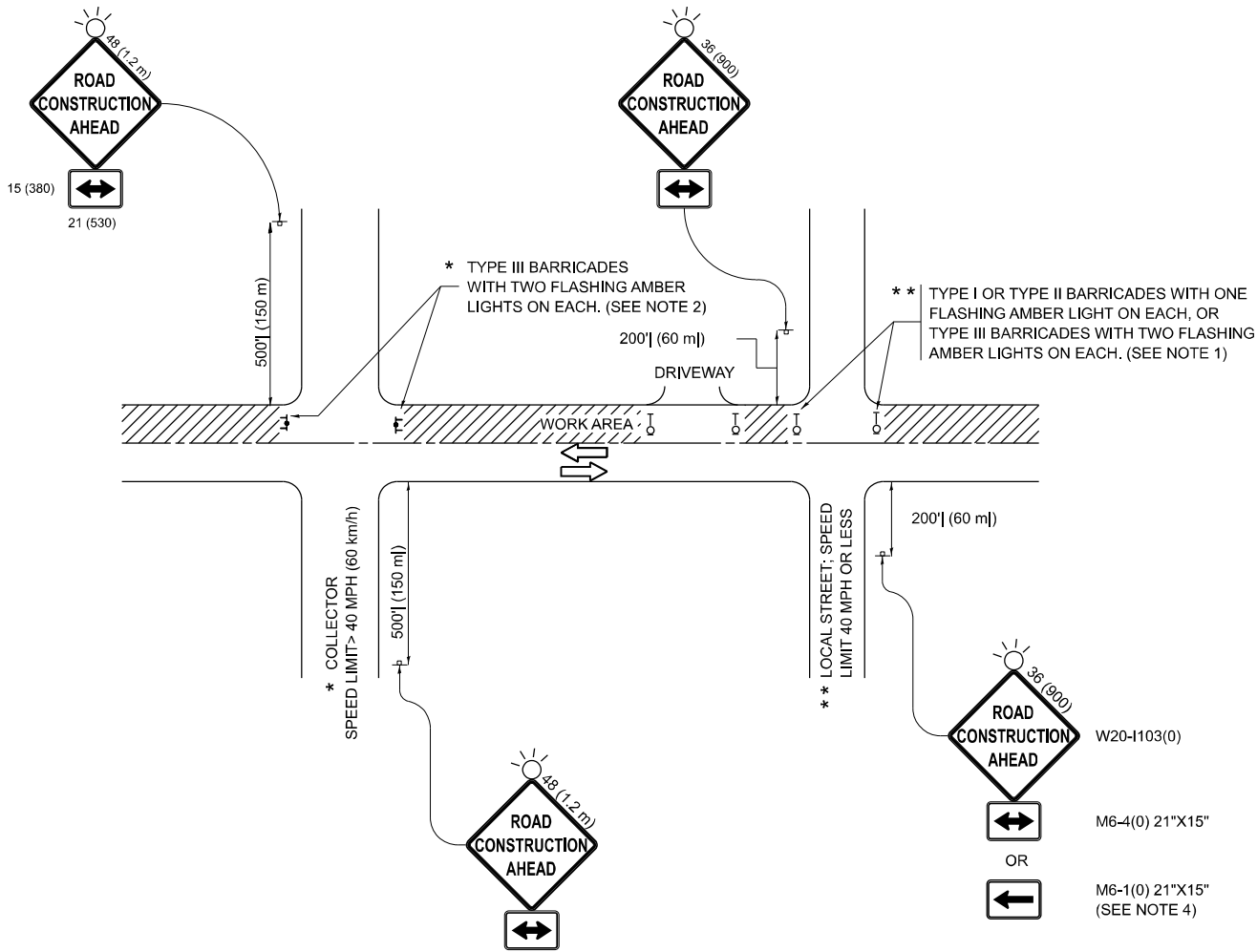
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	2025-1092-RS	COOK	23	15
BD400-05 BD-32		CONTRACT NO. 80B18		
		ILLINOIS	FED. AID PROJECT	

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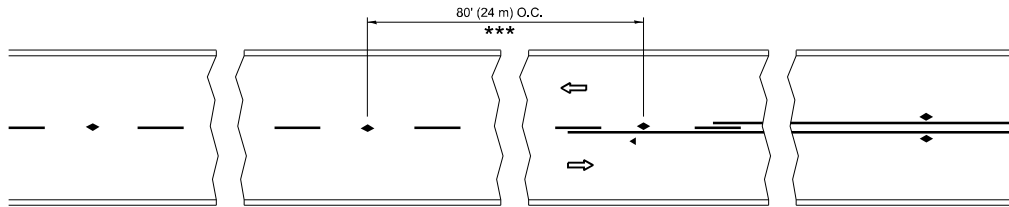


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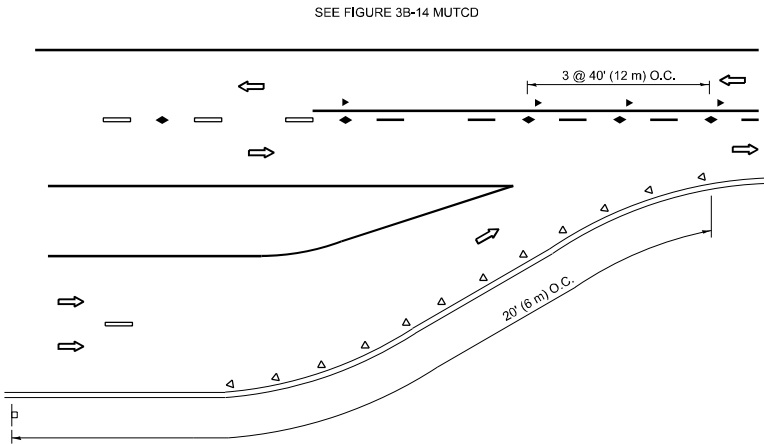
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - 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 BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 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 SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- 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.
- 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.

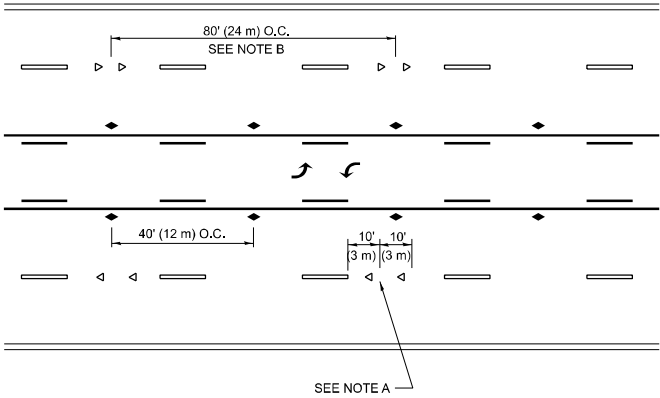
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	DRAWN	-	CHECKED	-	REVISED	- A. SCHUETZE 07-01-13					345	2025-1092-RS	COOK	23	16
	PLOT DATE	= 8/8/2025	DATE	- 06-89	REVISED	- D. SENDERAK 05-03-24					TC-10 CONTRACT NO. 80B18				
											ILLINOIS FED. AID PROJECT				



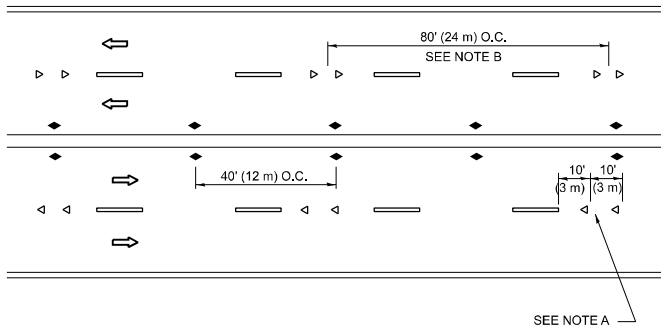
TWO-LANE/TWO-WAY



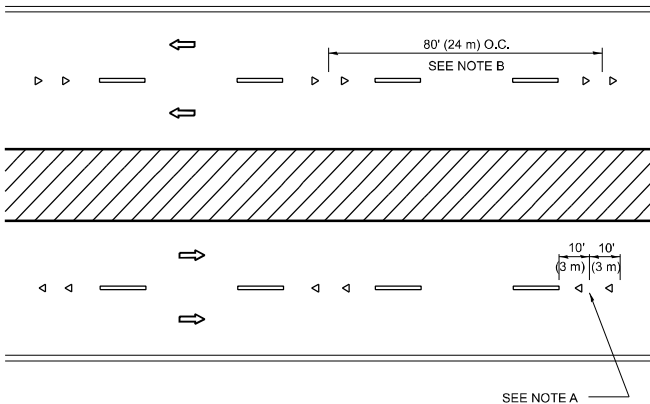
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

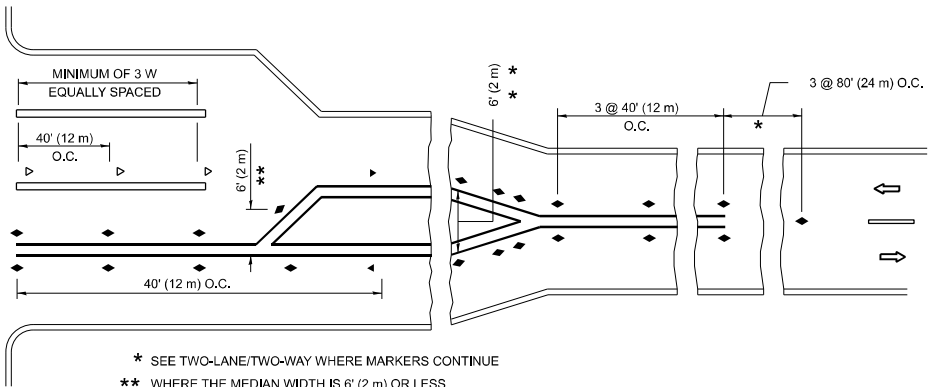
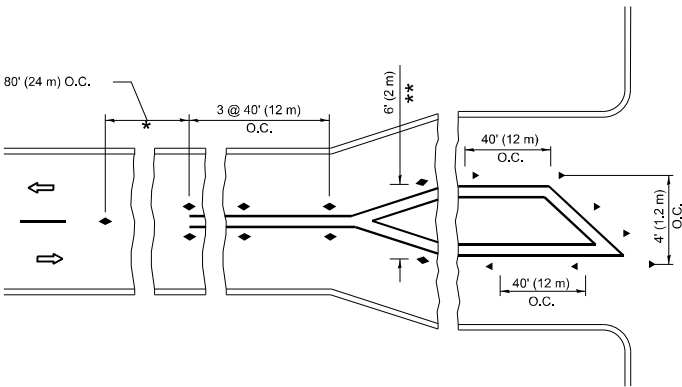
- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



TURN LANES

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

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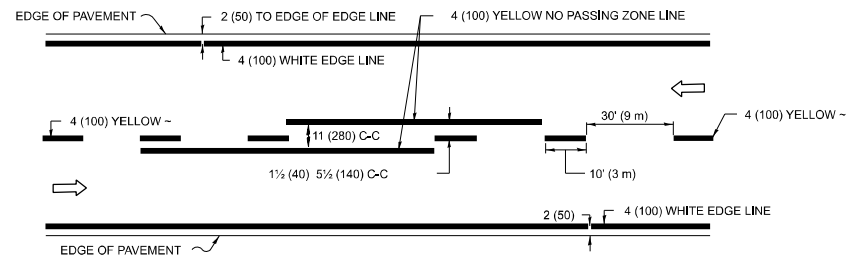
USER NAME	= Rana.Kalo	DESIGNED	-	REVISED	- T. RAMMACHER 03-12-99
		DRAWN	-	REVISED	- T. RAMMACHER 01-06-00
		CHECKED	-	REVISED	- C. JUCIUS 09-09-09
PLOT DATE	= 8/8/2025	DATE	-	REVISED	- C. JUCIUS 07-01-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

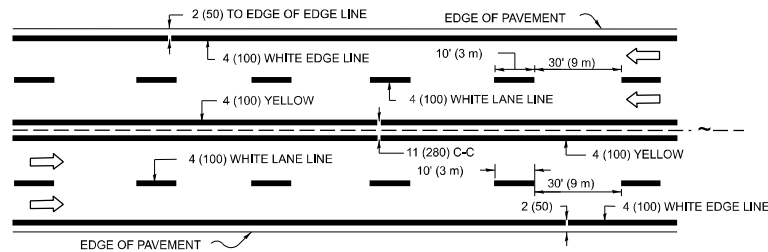
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

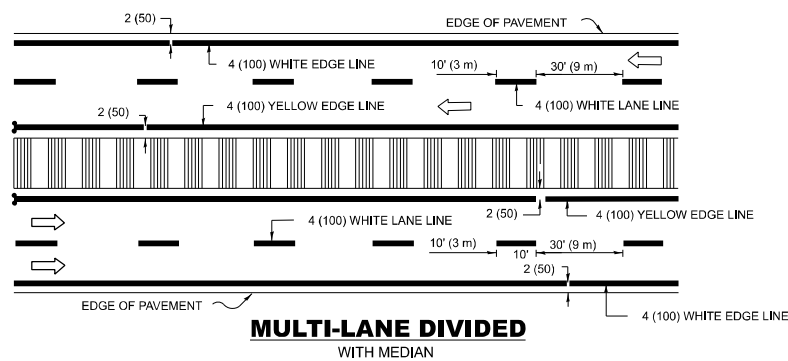
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	2025-1092-RS	COOK	23	17
TC-11		CONTRACT NO. 80B18		
ILLINOIS		FED. AID PROJECT		



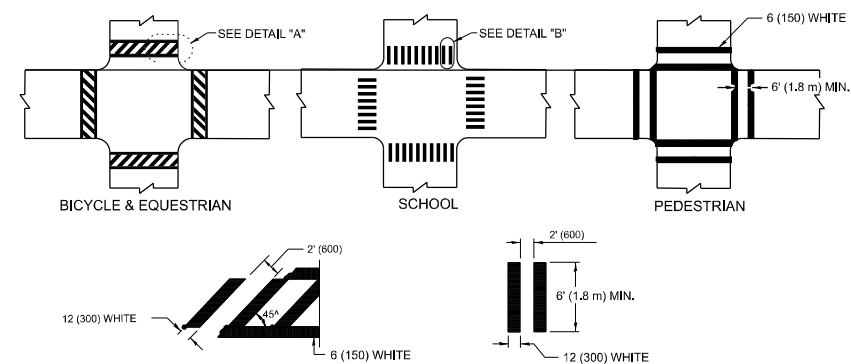
2-LANE ROADWAY



MULTI-LANE UNDIVIDED



TYPICAL LANE AND EDGE LINE MARKING

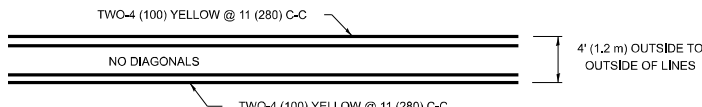


DETAIL "A"

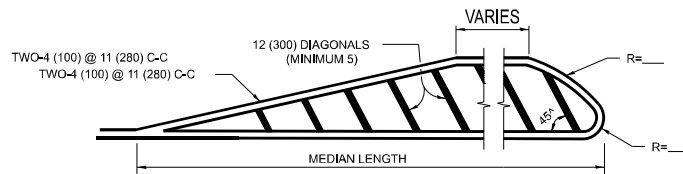
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

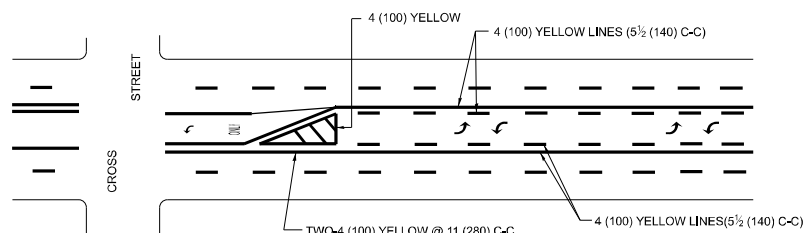


4' (1.2 m) WIDE MEDIANS ONLY

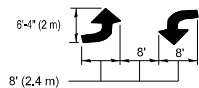


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

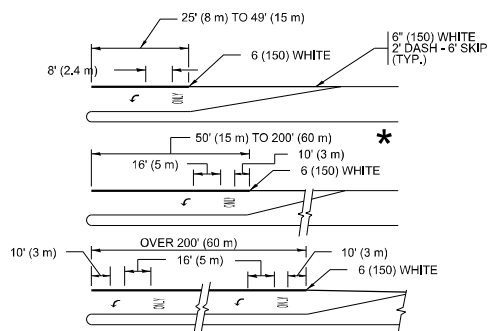


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

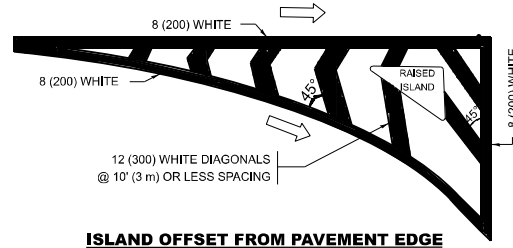


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.

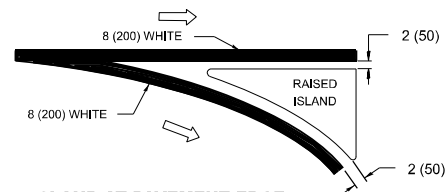
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

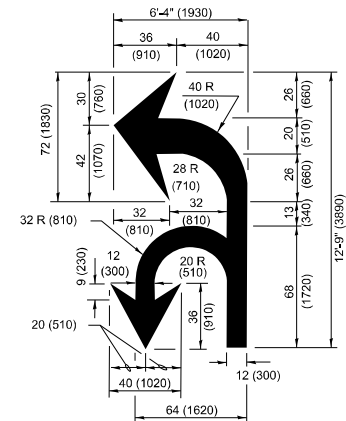


ISLAND OFFSET FROM PAVEMENT EDGE

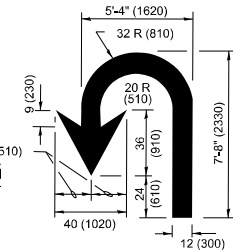


ISLAND AT PAVEMENT EDGE

20 (5) TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	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 WHITE	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 ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

USER NAME = Rana,Kalo	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN -	REVISED - C. JUCIUS 07-01-13
	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 8/8/2025	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	2025-1092-RS	COOK	23	18
TC-13		CONTRACT NO. 80B18		
	ILLINOIS	FED. AID PROJECT		

MODEL: TC-13 [Sheet]
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TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

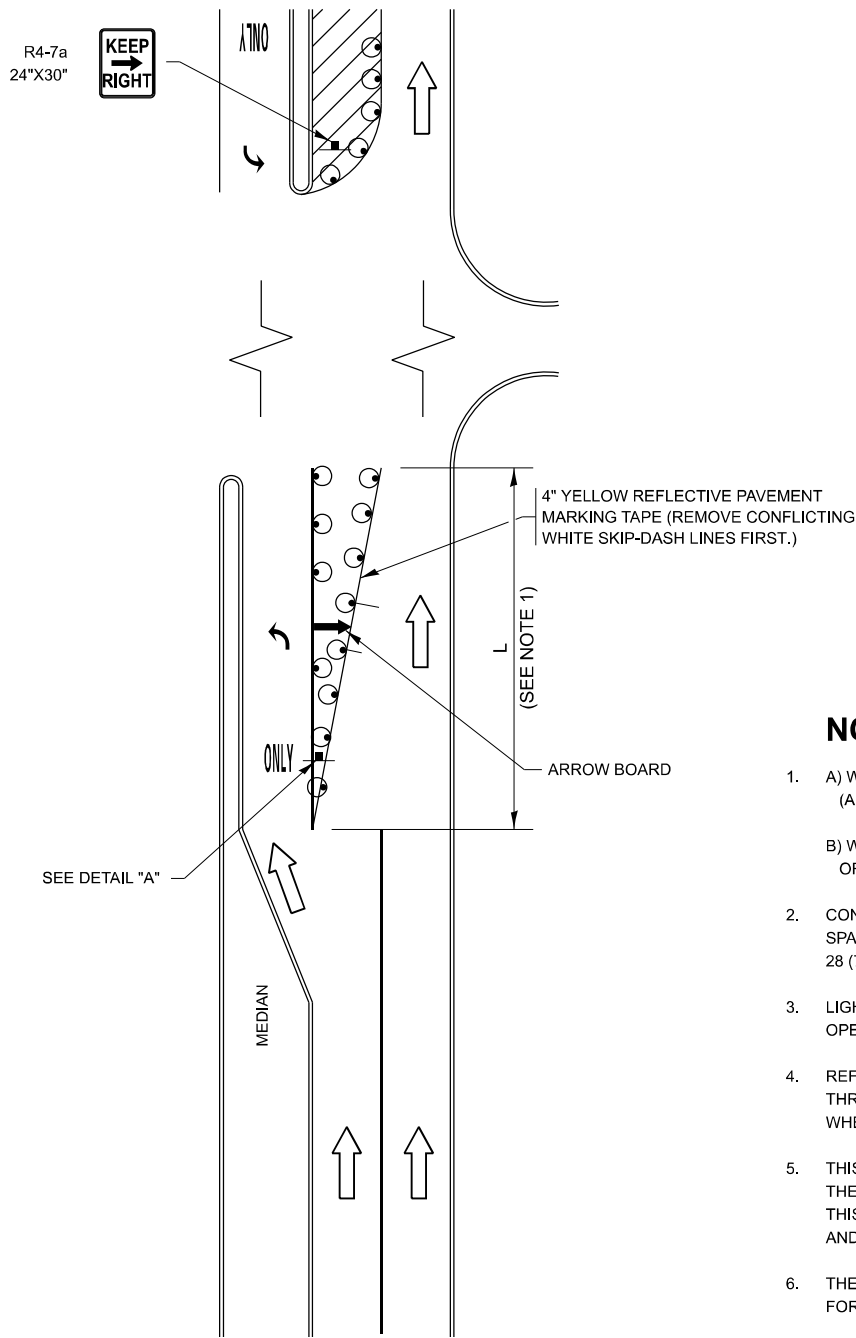
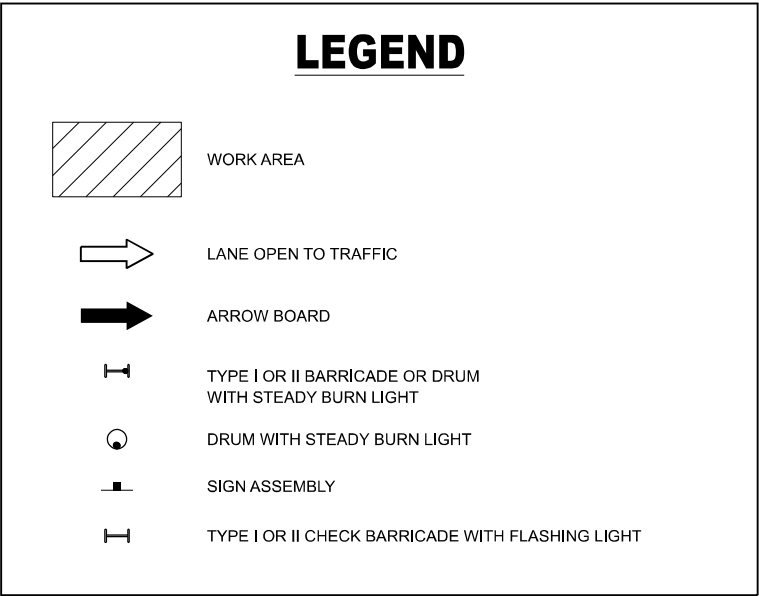


FIGURE 1

LEGEND



NOTES:

- A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 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.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
- 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

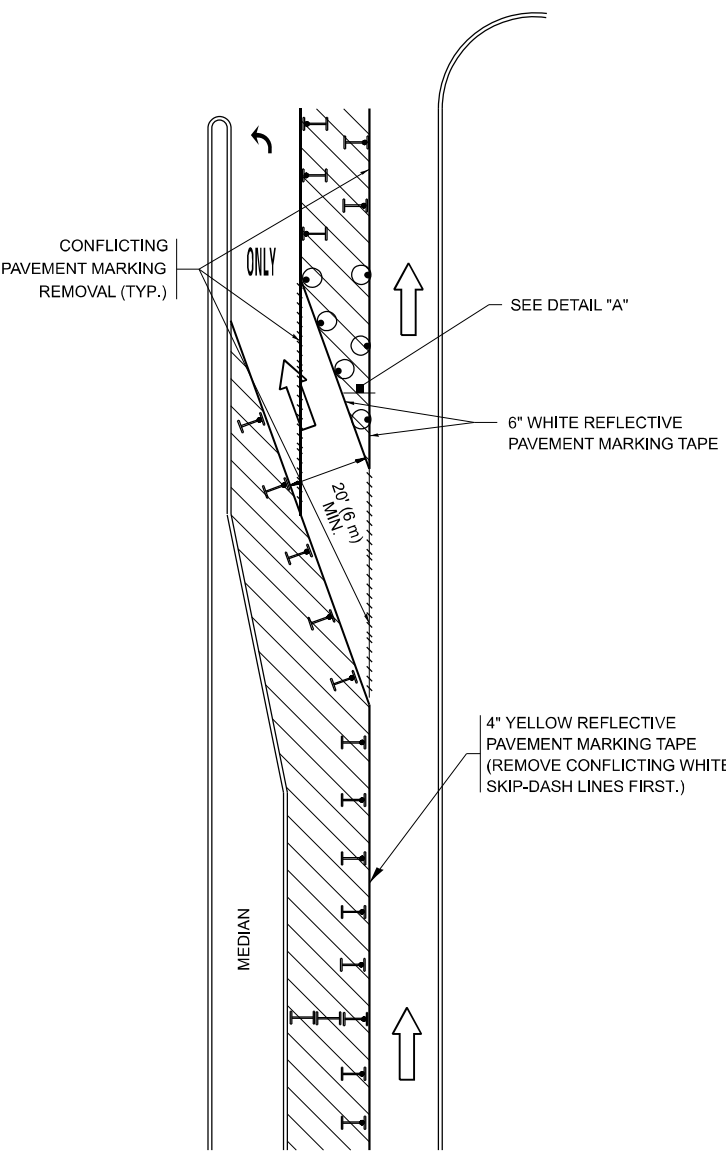
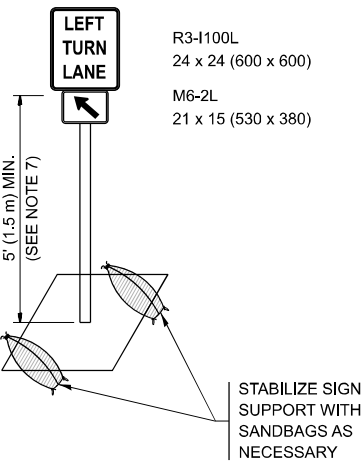


FIGURE 2



DETAIL A

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

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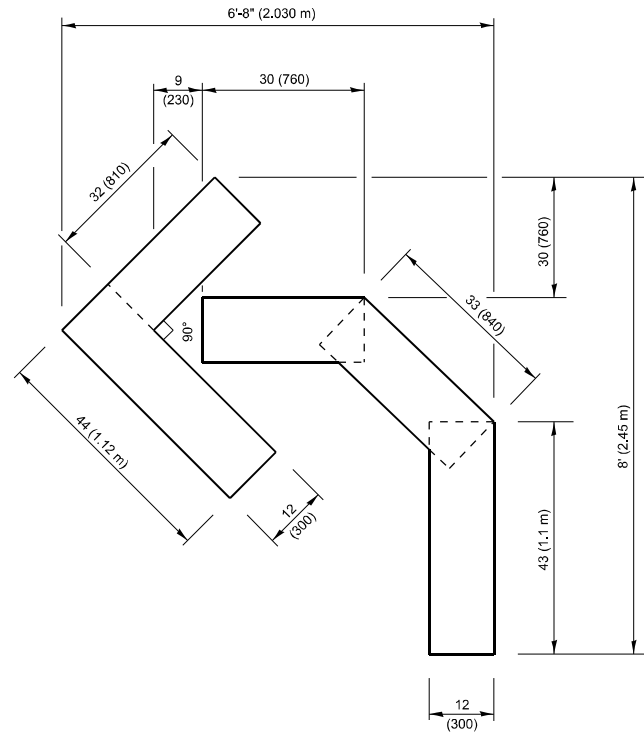
PLOT DATE = 8/8/2025	USER NAME = Rana.Kalo	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
		DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
		CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
	DATE - T. RAMMACHER 01-06-00	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

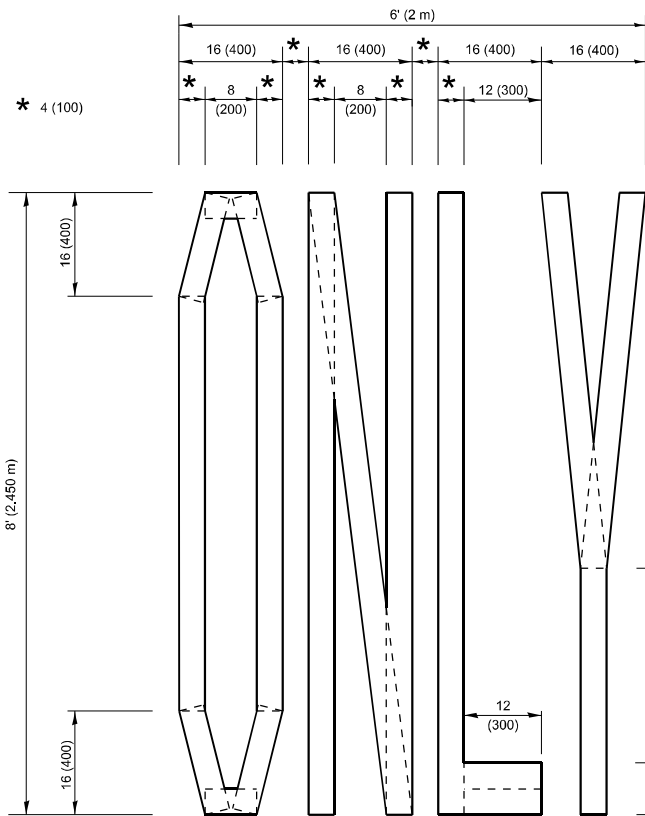
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	2025-1092-RS	COOK	23	19
TC-14		CONTRACT NO. 80B18		
ILLINOIS		FED. AID PROJECT		



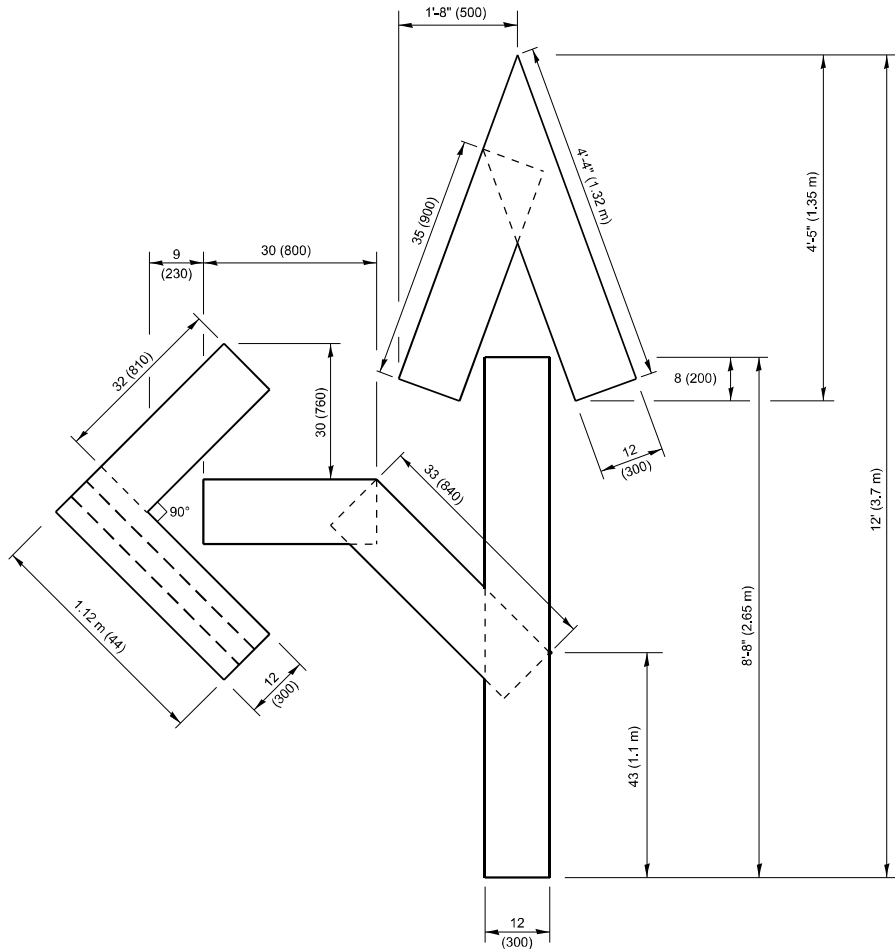
QUANTITY

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



QUANTITY

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

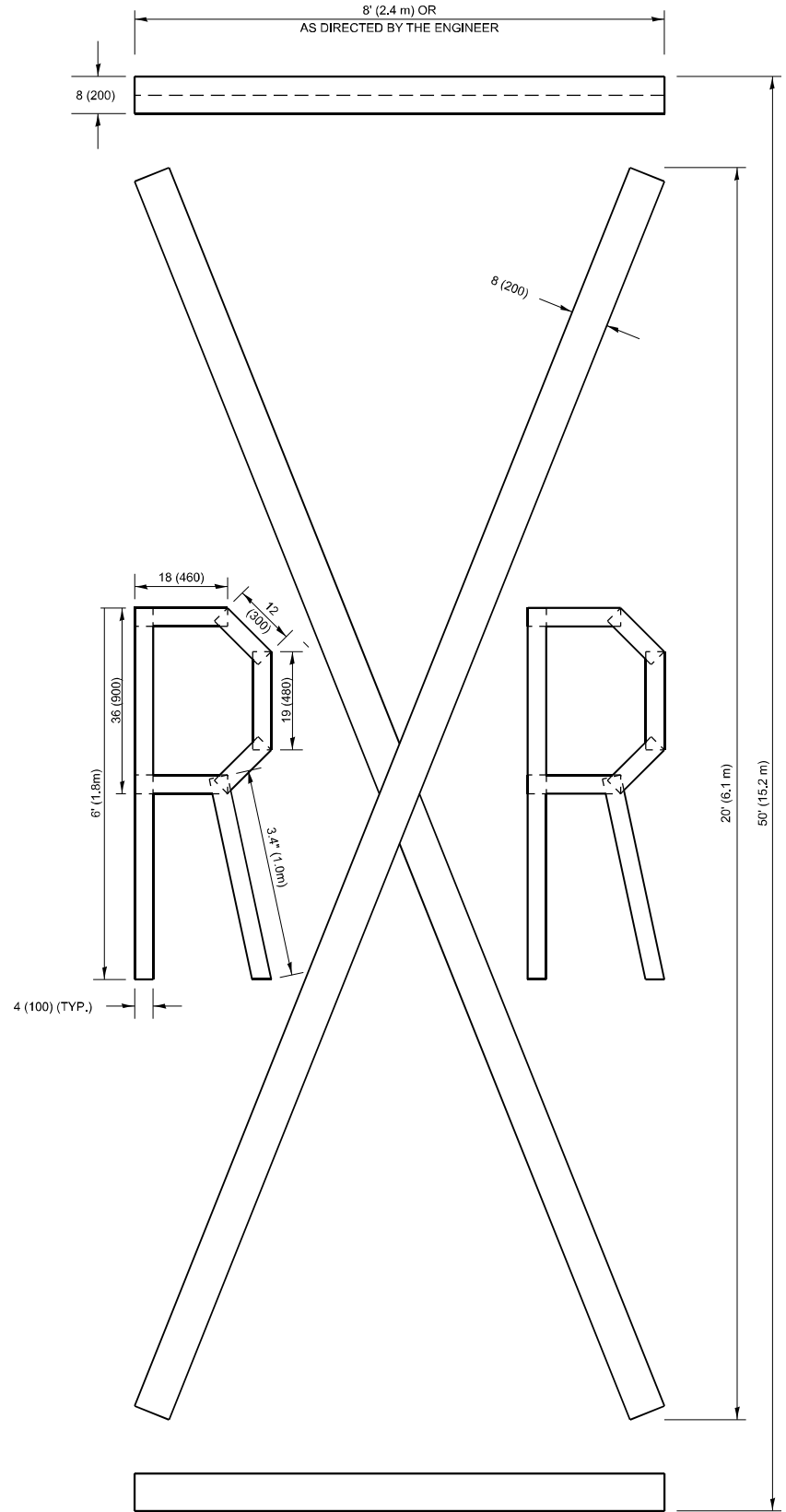


QUANTITY

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

NOTE:

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



QUANTITY

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

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

MODEL: TC-16 (Sheet)
FILE NAME: c:\p\work\pwork\kalor\m\1107479\0117125-shl-DistSds.dgn

PLOT DATE = 8/8/2025	USER NAME = Rana.Kalo	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
		DRAWN -	REVISED - E. GOMEZ 08-28-00
		CHECKED -	REVISED - E. GOMEZ 08-28-00
	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

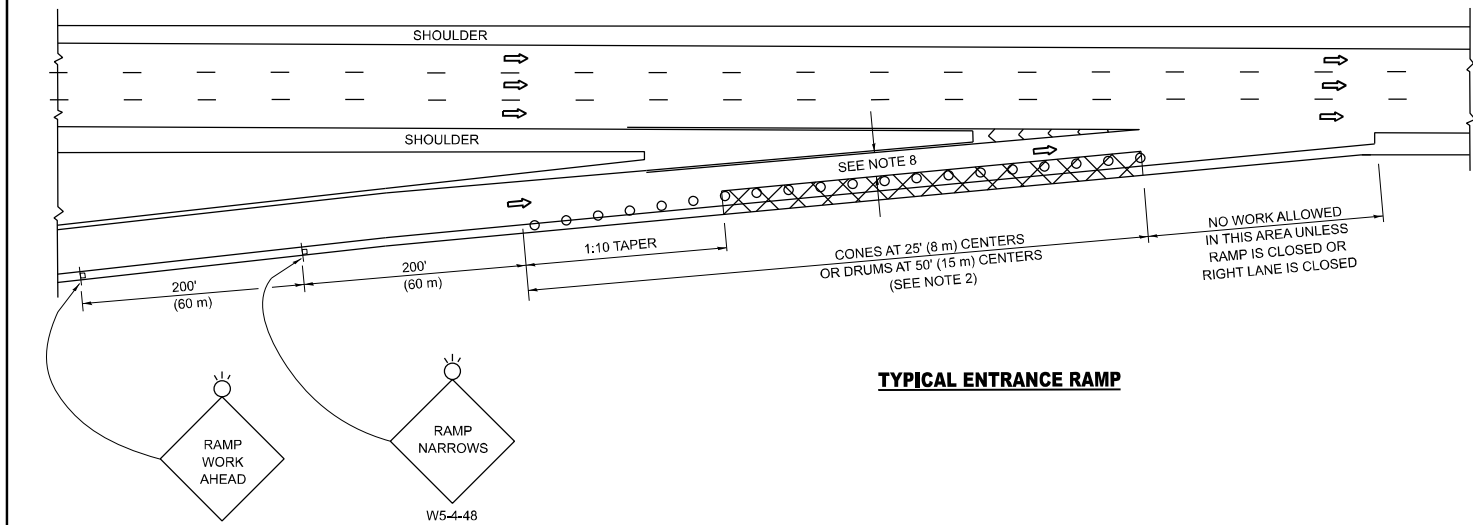
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

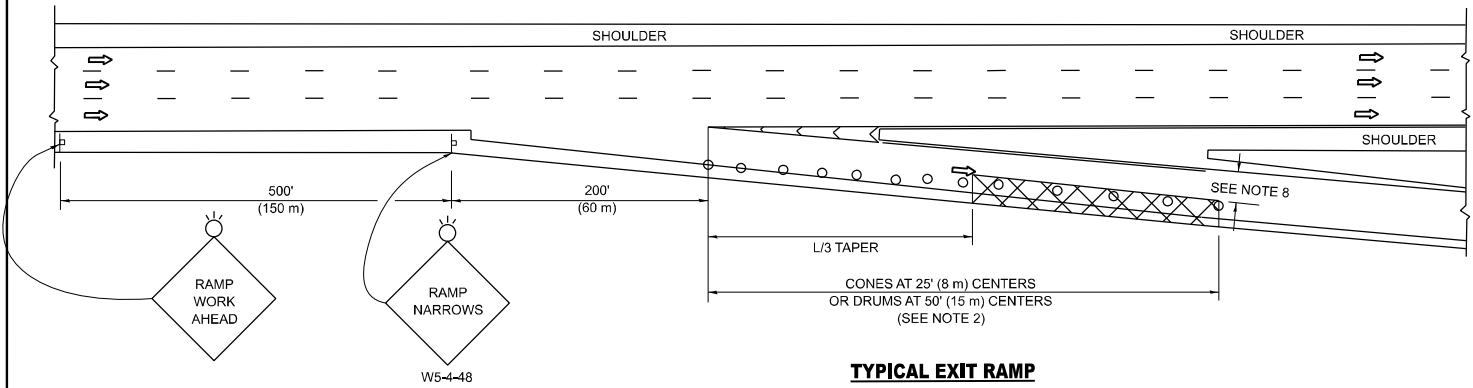
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-16		CONTRACT NO. 80B18		
		ILLINOIS	FED. AID PROJECT	

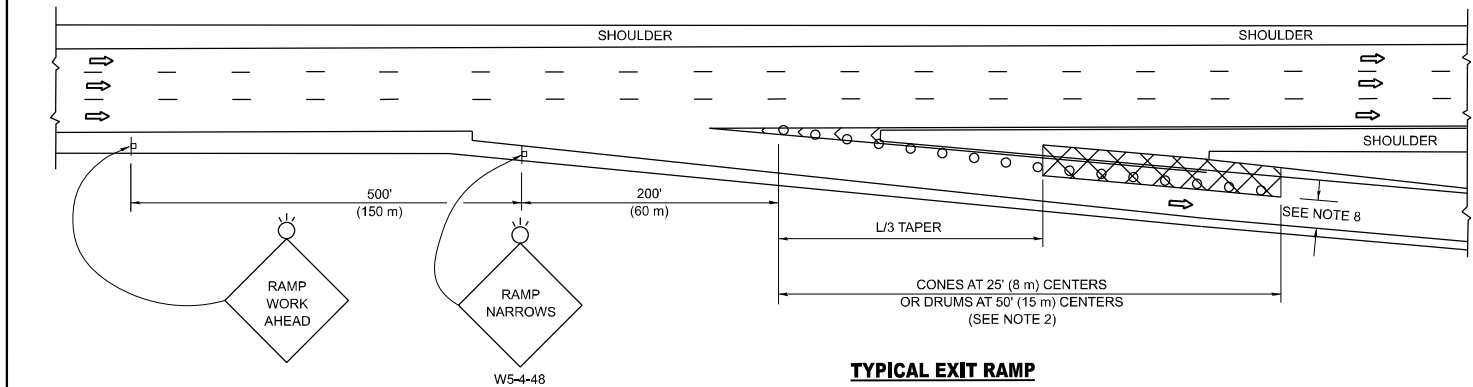
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

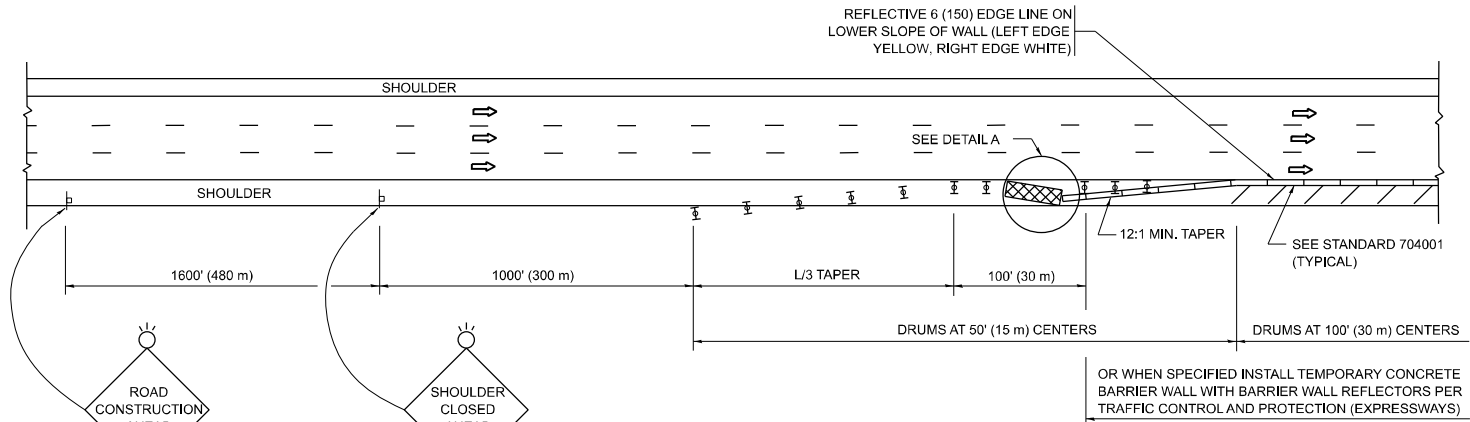
GENERAL NOTES:

- THE "L" DISTANCE EQUALS:

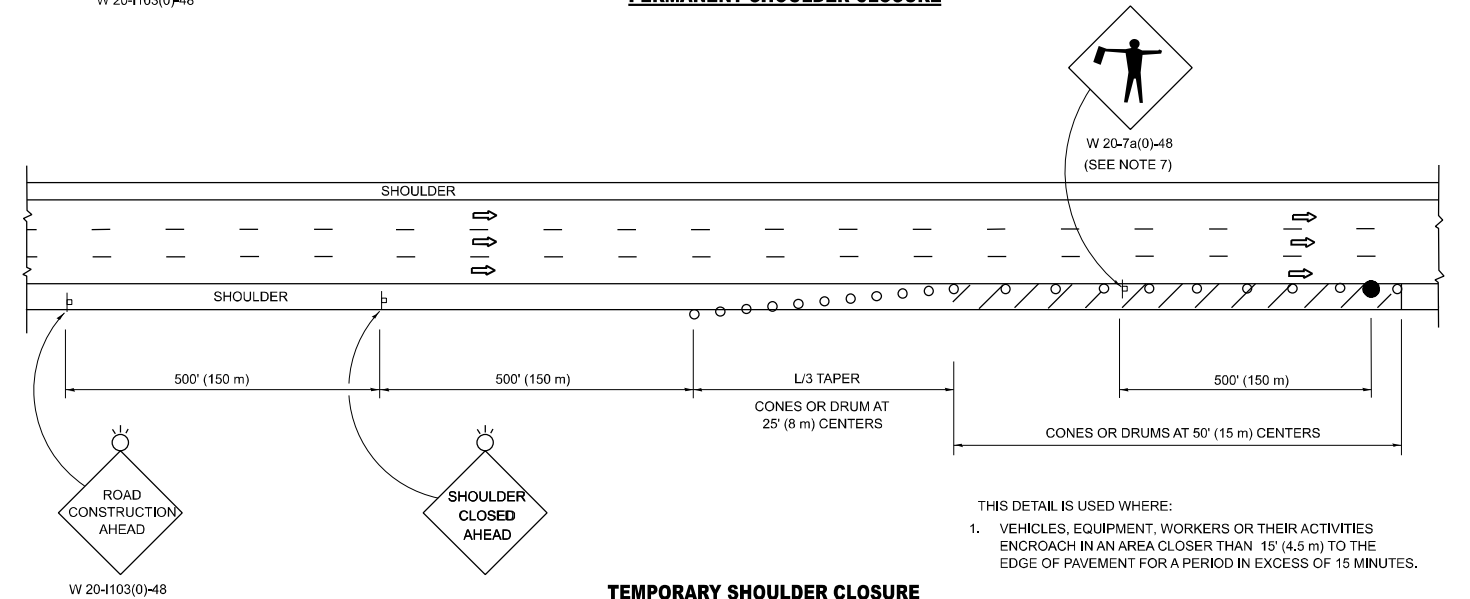
SPEED LIMIT	FORMULAS	
	METRIC	ENGLISH
45 mph (80 km/h)	$L=0.65(W)(S)$	$L=(W)(S)$
OR GREATER:		

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)
- TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS

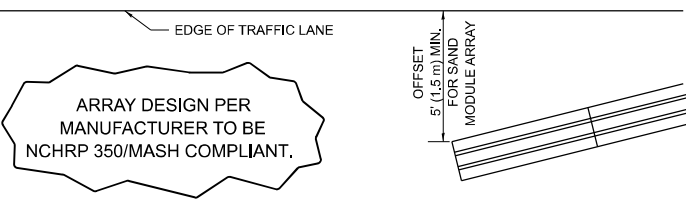


PERMANENT SHOULDER CLOSURE



TEMPORARY SHOULDER CLOSURE

- THIS DETAIL IS USED WHERE:
- VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCR OACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)

- THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - THE WORK AVTIVITY REQUIRES FREQUENT ENCR OACHMENT INTO THE LANE OPEN TO TRAFFIC.THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
- 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.
- TEMPORARY SHOULDER AND NON-SYSTEM INTERCHANGE PARTIAL CLOSURES ARE ALLOWED WEEKDAYS BETWEEN 9:00 A.M. AND 3:00 P.M. AND BETWEEN 7:00 P.M. AND 5:00 A.M. OR AS APPROVED BY THE EXPRESSWAY TRAFFIC OPERATIONS ENGINEER. PERMANENT SHOULDER AND PARTIAL RAMP CLOSURES WILL ONLY BE PERMITTED IF CALLED FOR IN THE PLANS OR AS APPROVED BY THE EXPRESSWAY OPERATIONS ENGINEER.

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

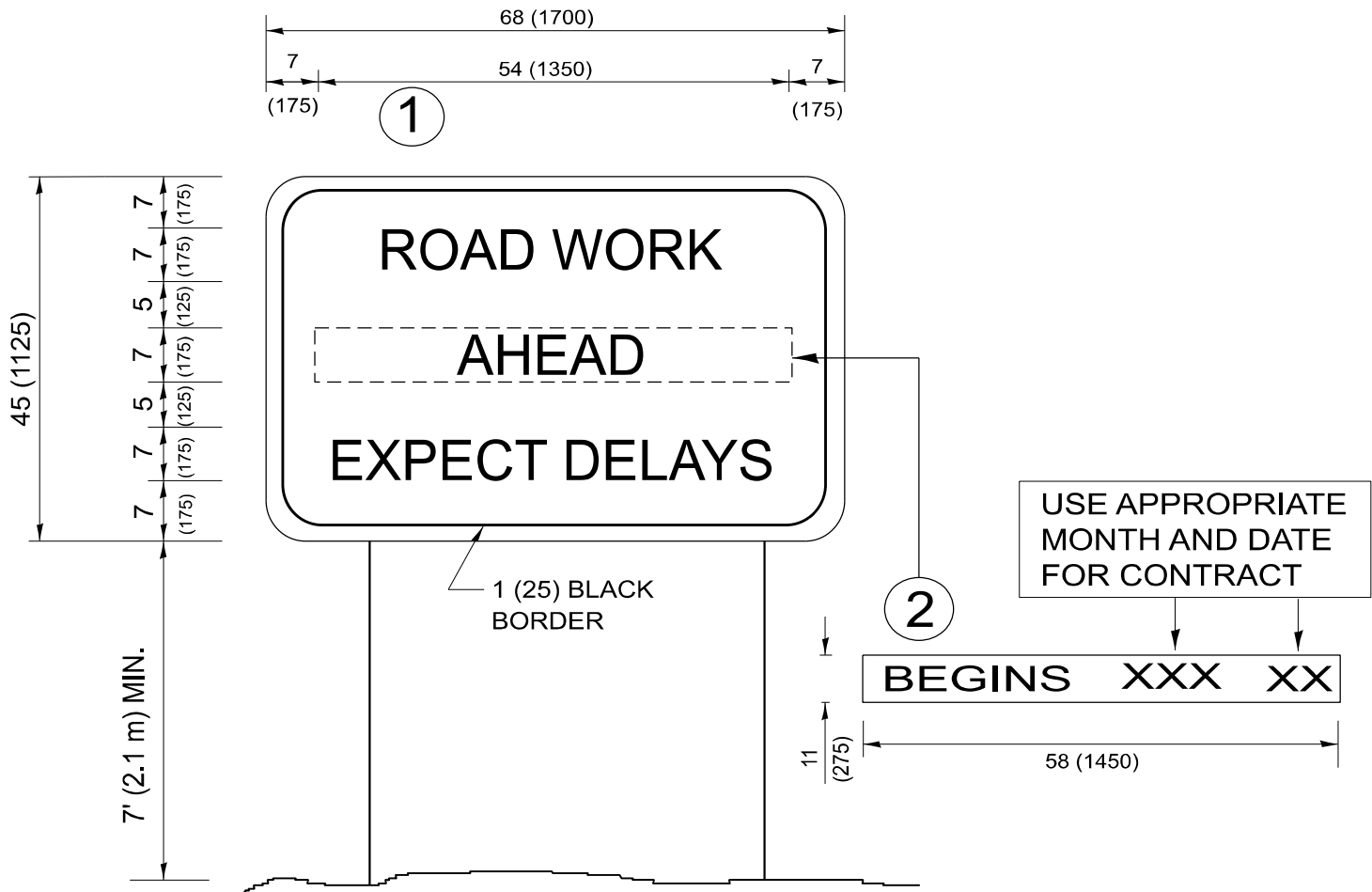
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	2025-1092-RS	COOK	23	21
TC-17		CONTRACT NO. 80B18		
ILLINOIS		FED. AID PROJECT		

MODEL: TC-22 [Sheet]
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NOTES:

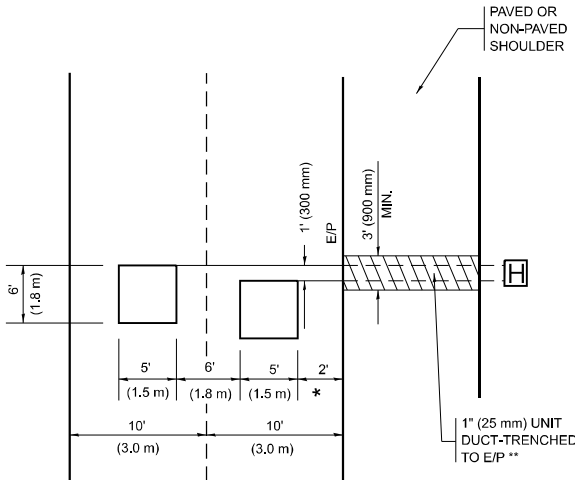
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

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

	USER NAME	= Rana.Kalo	DESIGNED	-		REVISED	-	R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN				F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN	-		REVISED	-	R. MIRS 12-11-97						345	2025-1092-RS		COOK	23	22
			CHECKED	-		REVISED	-	T. RAMMACHER 02-02-99						TC-22		CONTRACT NO. 80B18			
	PLOT DATE	= 8/8/2025	DATE	-		REVISED	-	C. JUCIUS 01-31-07						ILLINOIS		FED. AID PROJECT			
							SCALE: NONE	SHEET 1						OF 1 SHEETS	STA.	TO STA.			

LOOPS NEXT TO SHOULDERS

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

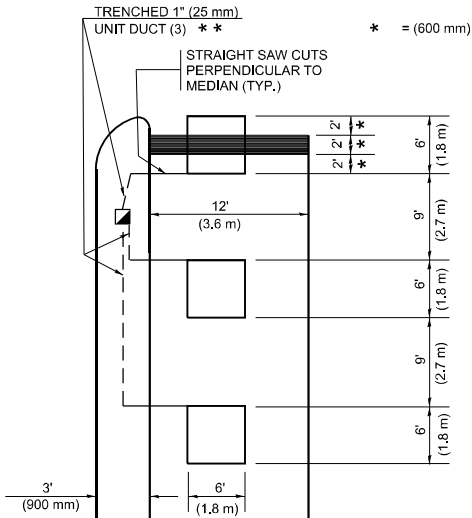


* = (600 mm)

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

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

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

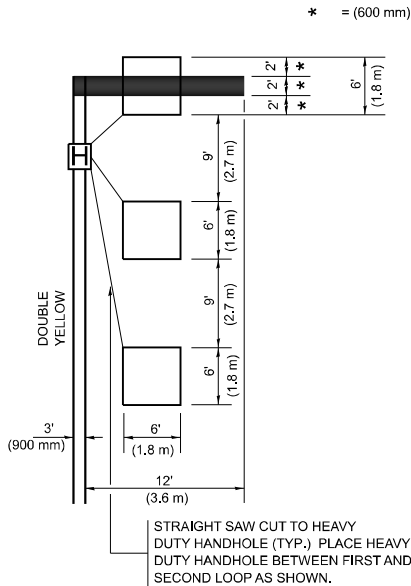


* = (600 mm)

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

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

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



* = (600 mm)

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

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.

* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.

* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.

* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)

* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.

* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).

* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

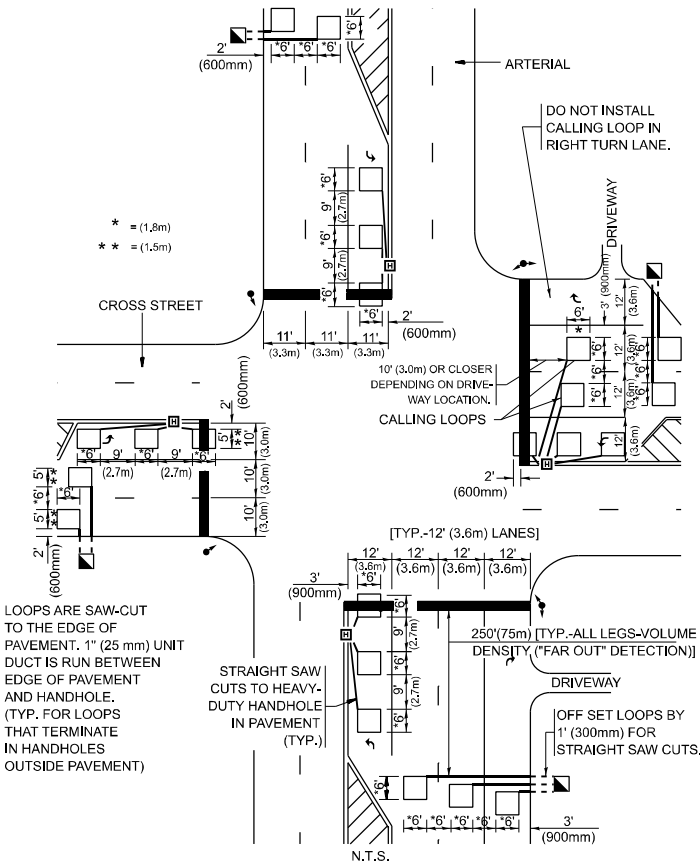
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

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



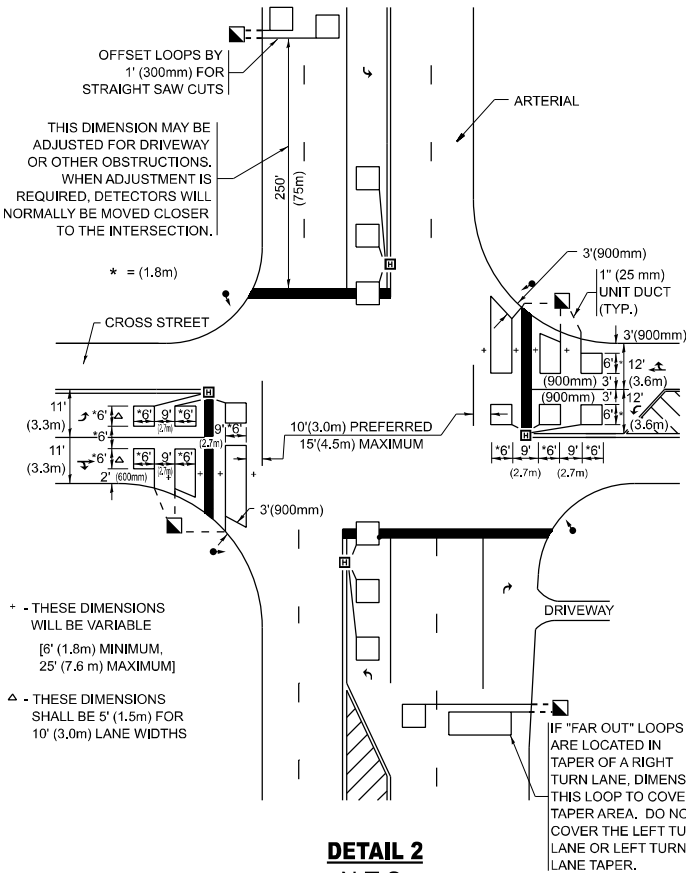
* = (1.8m)
** = (1.5m)

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

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

DETAIL 1
N.T.S.

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



OFFSET LOOPS BY 1' (300mm) FOR STRAIGHT SAW CUTS
THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.

* = (1.8m)

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

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

DETAIL 2
N.T.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	2025-1092-RS	COOK	23	23
TS-07		CONTRACT NO. 80B18		
ILLINOIS		FED. AID PROJECT		