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# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

D-91-324-18

#### FOR INDEX OF SHEETS, SEE SHEET NO. 2

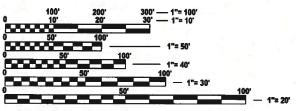
THE PROJECT IS LOCATED IN THE CITIES OF WEST CHICAGO, WHEATON, AND THE VILLAGE OF WINFIELD

RESURFACING OMISSIONS: STA. 61+35 TO STA. 84+11 STA. 96+03 TO STA. 96+13 STA. 149+05 TO STA. 151+72 STA. 201+58 TO STA. 202+83

TRAFFIC DATA: 2023 ADT = 29,200 POSTED SPEED LIMIT = 45-50 MPH

> PROJECT BEGINS / RESURFACING BEGINS STA. 29+76

DESIGN DESIGNATION: OTHER PRINCIPAL ARTERIAL



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

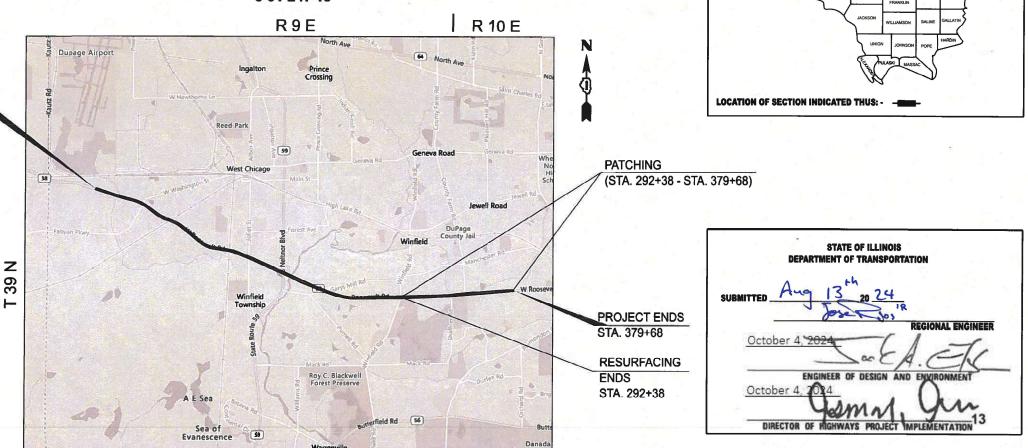
PROJECT ENGINEER: LUKASZ POCIECHA (847) 705-4255 PROJECT MANAGER: VESELIN VELICHKOV

CONTRACT NO. 62G63

### PROPOSED HIGHWAY PLANS

FAP ROUTE 347: IL-38 (ROOSEVELT RD)
E. OF TECHNOLOGY BLVD TO PIERCE AVE.
SECTION: 2018-027-RS-SW
PROJECT: NHPP-6755(715)
STANDARD AND DESIGNED OVERLAY,
PATCHING, AND ADA IMPROVEMENTS
Dupage County

C-91-247-18



WINFIELD AND MILTON TOWNSHIPS

GROSS LENGTH = 34,992 FT. = 6.63 MILES

NET LENGTH = 32,314 FT. = 6.12 MILES

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

#### **INDEX OF SHEETS**

SHEET

#### **STATE STANDARDS**

**DESCRIPTION** 

STANDARD NO.

NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	TITLE SHEET	000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
2 - 3	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES	424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
4 - 9	SUMMARY OF QUANTITIES	424021-06	DEPRESSED CORNER FOR SIDEWALKS
10 - 12	TYPICAL SECTIONS	442101-09	CLASS B PATCHES
13 - 14	PATCHING SCHEDULE	442201-03	CLASS C AND D PATCHES
15 - 27	ROADWAY AND PAVEMENT MARKING PLANS	604001-05	FRAMES AND LIDS TYPE 1
28 - 33	LANDSCAPING PLANS	604036-03	GRATE TYPE 8
34 - 44	TRAFFIC SIGNAL DETAILS	604051-04	FRAME AND GRATE TYPE 11
45	BD-08: DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	604091-05	FRAME AND GRATE TYPE 24
46	BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	606001-08	CONCRETE CURB TYPE B AND COMBINATION
47	BD-24: CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT		CONCRETE CURB AND GUTTER
48	BD-32: BUTT JOINT AND HMA TAPER DETAILS	701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
49	TC-10: TRAFFIC CONTROLAND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
50	TC-11: TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	701101-05	OFF-RD OPERATIONS, MULTILANE,15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
51	TC-13: DISTRICT ONE TYPICAL PAVEMENT MARKINGS	701106-02	OFF-RD OPERATIONS, MULTILANE MORE THAN 15' (4.5 m) AWAY
52	TC-14: TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)	701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
53	TC-16: SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS	701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS- DAY ONLY
54	TC-22: ARTERIAL ROAD NFORMATION SIGN	701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS >= 45 MPH TO 55 MPH
55 - 56	TC-23: TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS	701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS >= 45 MPH
57	TC-26: DRIVEWAY ENTRANCE SIGNING	701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH
58 <b>-</b> 64	TS-05: DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		NONTRAVERSABLE MEDIAN
65	TS-07: DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	701606 <b>-</b> 10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
66	PD-01: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS	701611 <b>-</b> 01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
67	PD-02: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS	701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
68	PD-03: PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS	701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
69	PD-04: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH TURNING SPACE	701901-09	TRAFFIC CONTROL DEVICES
70	PD-11: CRACK AND JOINT SEALING DETAIL	814001-03	HANDHOLES

#### **GENERAL NOTES**

- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE (or TOLLWAY) PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT (or ISTHA).
- 2. 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.
- 3. 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.
- 4. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 5. 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.
- TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN.
- 7. SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER
- 8. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE FINGINFER
- 9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 10. 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
- 11. STORM SEWER CONSTRUCTED UNDER THE ROADWAY SHALL BE BACKFILLED ACCORDING TO METHOD 1 OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS.
- 12. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
- 13. THE CONTRACTOR SHALL 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 SHALL DELIVER THE RECORD TO THE ENGINEER.
- 14. 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.
- 15. CLASS B PAVEMENT PATCHING WHICH REQUIRES FRAMES AND GRATES TO BE ADJUSTED SHALL BE CONSTRUCTED UTILIZING "CAST IN PLACE" ALTERNATE ACCORDING TO STATE HIGHWAY STANDARD 420111 FOR "PCC PAVEMENT ROUNDOUTS".
- 16. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
- 17. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 (ARTERIALS) A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 18. THE ENGINEER SHALL CONTACT WALLY CZARNY, AREA TRAFFIC FIELD ENGINEER, AT WALTER.CZARNY@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/15/2024	DATE -	REVISED -

#### **GENERAL NOTES CONTINUED**

- 19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY  $\,$ SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.
- 20. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 21. THE "ARTERIAL ROAD INFORMATION SIGN (TC-22)" IS APPLICABLE ONLY TO ARTERIAL ROADS AND SHALL NOT BE APPLIED TO EXPRESSWAYS/TOLLWAYS.
- 22. 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.
- 23. MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN THE EXISTING PAVEMENT MAY BE PLACED, SHAPED AND COMPACTED TO THE SATISFACTION OF THE ENGINEER ALONG EXISTING AGGREGATE SHOULDERS ADJACENT TO THE PAVEMENT. ALL MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN PAVEMENTS WITHOUT AGGREGATE SHOULDERS AND SURPLUS MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN PAVEMENTS WITH AGGREGATE SHOULDERS, WHERE ALL MATERIALS ARE NOT PLACED ALONG EXISTING AGGREGATE SHOULDERS, SHALL BE DISPOSED OF AS SPECIFIED IN ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. OLD SEALANTS REMOVED PRIOR TO ROUTING SHALL BE DISPOSED OF AS SPECIFIED IN ARTICLE 202.03. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CONSTRUCTION ITEMS INVOLVED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 24. WITH RAILROAD ENTRY PERMIT AND INSURANCE PROVIDED, EXISTING HMA ROADWAY SHALL BE MILLED AND RESURFACED TO THE EDGE OF THE RAILROAD PANEL.
- 25. WHEN SEVERELY DETERIORATED SECTIONS OF THE STABILIZED HMA MEDIAN SURFACE ARE ENCOUNTERED DURING THE MEDIAN MILLING AND RESURFACING, THE SECTIONS SHALL BE PATCHED WITH CLASS D PATCHES, 8 INCH. THE TYPE AND LOCATIONS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER.

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/15/2024	DATE -	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

IL-38 /ROOSEVELT RD: (E / O TECHNOLOGY BLVD. TO PIERCE AVE. ) **GENERAL NOTES AND INDEX SHEET** SCALE: OF 2 SHEETS STA. TO STA.

SECTION COUNTY 347 2018-027-RS-SW DuPAGE 70 3 CONTRACT NO. 62G63

• 2018-027-RS-SW

		SUMMARY OF QUANTITIES			0005 ROADWAY 80% Federal 20% State	SIGNALS LED SIGNS 80% Federal PAINTED T.S.	0005 PATCHING 00% State	0005 DRAINAGE CLEANING 100% State	
	Code No.	ltem .	Unit	Total Quantity					
	20200100	EARTH EXCAVATION	CU YD	2076	15	2061			
	21101600	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH	SQ YD	3710		3710			
$\vdash$	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	43	43				
$\vdash$	21101010	TO COLL ONNOTATOL EAGE, 4	0015	10	10				
	05000040	OFFERING OLIGO OL	1005	0.77		0.77			
*	25000210	SEEDING, CLASS 2A	ACRE	0.77		0.77			
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	46		46			
<b>J</b>	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	46		46			
1	2000000	, OTAGOON LEATHEREN NOTHIER	1 00140	1		40			
<u>,</u>  -	25400622	EDOSION CONTROL DI ANIZET	00.70	0710		2712			
* -	25100630	EROSION CONTROL BLANKET	SQ YD	3710		3710			
*	25200110	SODDING, SALT TOLERANT	SQYD	43	43				
	25200200	SUPPLEMENTAL WATERING	UNIT	38.3	0.3	38			
$\vdash$									
$\vdash$	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	111642	110149		1493		
$\vdash$	40600290	BITOMINOUS MATERIALS (TACK COAT)	POUND	111042	110149		1493		
$\vdash$									
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	72499	72499				
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	495	490		5		
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	966	966				
	40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	15743	15743				
	40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	934	934				
	40000200	TOURING THE BINDER COOKING, IE 4.70, NOO	1011	334	004				
	40004000	LIOT MIV ACQUIALT OUDS ASS COUDS: It as MIV III' US	TON	4007	4007				
	40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	1067	1067				
	40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	16364	15992		372		
	42001300	PROTECTIVE COAT	SQ YD	837	837				
, dgn									
1-SOC	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	293	293				
18-sh									
D1324	42400800	DETECTABLE WARNINGS	SQ FT	50	50				
4028\									
Nd100	44000100	PAVEMENT REMOVAL	SQYD	1380	1380				
aynoa		THE MENT THE PARTY OF THE PARTY	54.2	.300	1.550				
ot\par	44000157	HOT MIV ACRITALT CUREACE REMOVAL OF	90 VP	2047			2247		
(\pwid	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	3317			3317		
ge On work	CDEC! A LEX ( :==	N 4							
K So Pa	SPECIALTY ITE			ı			I E A D	T	TOTAL LOUGET
AAME:	USER NAME = Alan.Parayno DESIGNED - REVISED - STATE OF ILLINOIS					JMMARY OF QUANTITIES	F.A.P RTE.		COUNTY TOTAL SHEET NO.  DuPAGE 70 4
MODE FILE N		CHECKED - REVISED - DEPARTMENT OF	TRANSPORTATION			(E / O TECHNOLOGY BLVD. TO PIERCE AVE.)	04.	(	CONTRACT NO. 62G63
		PLOT DATE = 8/15/2024 DATE - REVISED - SUMMARY OF QUANTITIES		S	CALE: SHEET	OF 6 SHEETS STA. TO STA.	201	ILLINOIS FED. AID PR	ROJECT

	SUMMARY OF QUANTITIES			0005 ROADWAY 80% Federal 20% State	0021 TRAFFIC SIGNALS 80% Federal 20% State	0021 LANDSCAPED MEDIANS LED SIGNS PAINTED T.S.  100% WEST CHICAGO	0005 PATCHING 100% State	0005 DRAINAGE CLEANING 100% State	
Code No.	ltem	Unit	Total Quantity	20 70 01010	2070 Otato	100% WEST STIIS/CS	10070 Glato	10070 Glato	
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	22622	22622					
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	140561	140561					
11000101		34.5	1 10001	110001					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	5706	5706					
44000300	COMBINATION COILD AND COTTEN NEWCOAL	1001	3700	3700					
4400000		00.57	200	200					
44000600	SIDEWALK REMOVAL	SQ FT	293	293					
44003100	MEDIAN REMOVAL	SQ FT	33386	33386					
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	85704	85704					
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	46	46					
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	74	74					
44201299	DOWEL BARS 1 1/2"	EACH	152	152					
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	48	48					
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	95	95					
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	190	190					
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	143	143					
44201798	CLASS D PATCHES, TYPE I, 13 INCH	SQ YD	734	734					
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	1224	1224					
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	1713	1713					
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	1224	1224					
44213000	PATCHING REINFORCEMENT	SQ YD	100	100					
5									
44213200	SAW CUTS	FOOT	463	463					
44213208	TIE BARS 1 1/4"	EACH	26	26					
45200100	JOINT OR CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)	FOOT	1175	1175					
3		1							
45200300	JOINT OR CRACK FILLING	POUND	340	340					
		. 332	3.5						
			<u>I</u>		<u> </u>			1	
	USER NAME = Alan.Parayno DESIGNED - REVISED -		T	•	UMMARY OF QUANT		F.A.P RTE.	SECTION	COUNTY TOTAL SHEET SHEETS NO.
		F ILLINOIS		IL-38 /ROOSEVELT RD					DuPAGE 70 5

CHECKED -

DATE

PLOT DATE = 8/15/2024

REVISED -

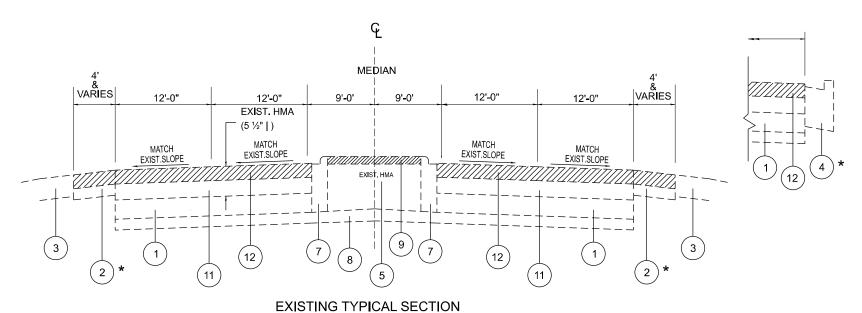
REVISED - SUMMARY OF QUANTITIES

Code No. 48102100 60252800						80% Federal	80% Federal	PAINTED T.S.	1000/ Ctata		
48102100		lte.	em	Unit	Total Quantity	20% State	20% State	100% WEST CHICAGO	100% State	100% State	_
		AGGREGATE WEDGE		TON	1537	1537					
60252800		/ICONEO/ITE WEBSE	I SHOOLDER, THE B	1017	1007	1007					
00202000		CATCH BASINS TO BI	E RECONSTRUCTED	EACH	2	2					
		SALOT BAOMO TO BE	2 REGGIOTHOSTED	E Nort	_	-					
60255500		MANHOLES TO	D RE AD ILISTED	EACH	10	10					
		WANTOLES TO	V DE ADJUSTED	LACIT	10	10					+
60257900	+	MANHOLES TO BE	DECONSTRUCTED	EACH	3	3					-
		WANTOLES TO BE	REGONOTROCTED	LACIT	3	3					
60260100	+	INLETS TO BI	E AD ILISTED	EACH	1	1					
	_	INLETS TO BE	EADJUSTED	EACH	1	<u>'</u>					
60064000		INLETS TO BE ADJUSTED	WITH NEW TYPE & CRATE	EACH	20	20					
60261000		INLETS TO BE ADJUSTED	WITH NEW TYPE O GRATE	EACH	32	32					
60064300		INILETS TO BE AD BUSTED WATER IN	JEW TYPE 11 EDAME AND CRATE	EACH	24	24					
60261300		INCE 19 TO BE ADJUSTED WITH N	NEW TYPE 11 FRAME AND GRATE	EACH	34	34					
6000000		EDAMES AND LIPS	O TO BE AD ILICTED	51011							
60300305		FRAMES AND LIDS	O IO DE ADJUSTED	EACH	1	1					-
60603000		COMPINATION CONODETE OU	IDD AND CLITTED TYPE P 6 40	FOOT	E700	E700					
60603800		COMBINATION CONCRETE CO	IRB AND GUTTER, TYPE B-6.12	F001	5706	5706					
		OONODETE VED	WANTED AND THE STATE OF THE STA	20.57	500	500					
60623745		CONCRETE MED	DIAN TRANSITION	SQ FT	520	520					
63200310	_	GUARDRAIL	LREMOVAL	FOOT	150	150					
	_										
66900200		NON-SPECIAL W.	ASTE DISPOSAL	CUYD	1455	424		1031			
	_										
66900530		SOIL DISPOS	AL ANALYSIS	EACH	10	10					
		DEGLE ATER OURSTANGES									
66901001		REGULATED SUBSTANCES	PRE-CONSTRUCTION PLAN	L SUM	1	1					
		DEGLE ATER OUROTANGES EN	WW. CONSTRUCTION DEPOSIT								
66901003		REGULATED SUBSTANCES FIN	NAL CONSTRUCTION REPORT	L SUM	1	1					
66901006		REGULATED SUBSTA	ANGES MUNITURING	CAL DA	10	10					
			747101								
67100100		MOBILIZ	ZATION	L SUM	1	1					
70.40007		TD45510 00115-01-11-	TECTION OTANDASS SOLVE								
70100310		I KAFFIC CONTROL AND PRO	TECTION, STANDARD 701421	L SUM	1	1					
70.10005		TDAFFIO 00117-21	TEGTION OTANDASS 32/222								
70102625		TRAFFIC CONTROL AND PRO	DIECTION, STANDARD 701606	L SUM	1	1					
70102630		TRAFFIC CONTROL AND PRO	DIECTION, STANDARD 701601	L SUM	1	1					
7010005		TDAFFIO CONTEST TO THE	ATEOTION OTANDADO TOCAS								
70102635		TRAFFIC CONTROL AND PRO	DIECTION, STANDARD 701701	L SUM	1	1					
70.000:-		TD. F = 10	TEATION OTHER TOTAL								
70102640		TRAFFIC CONTROL AND PRO	DIECTION, STANDARD 701801	L SUM	1	1					
CDECIAIT	TVITENA										
* SPECIALT	USER NAME = Alan.Parayno	DESIGNED -	REVISED -		<u> </u>				F.A.P	SECTION	COUNTY TOTAL SHEET
	ruani diayio	DRAWN -	REVISED -	STATE OF ILLINOIS			UMMARY OF QUANT		F.A.P RTE. 347	SECTION 2018-027-RS-SW	COUNTY TOTAL SHEET NO.  DuPAGE 70 6
		CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		IL-38 /ROOSEVELT RD			/ E. J		CONTRACT NO. 62G63
	PLOT DATE = 8/15/2024	DATE -	REVISED - SUMMARY OF QUANTITIES		SC	ALE: SHEET	OF 6 SHEETS ST	TA. TO STA.	201	ILLINOIS   FED. AIE 8-027-RS-SW	PROJECT

		SUMMARY OF QUANTITIES			0005 ROADWAY 80% Federal 20% State	0021 TRAFFIC SIGNALS 80% Federal 20% State	0021 LANDSCAPED MEDIANS LED SIGNS PAINTED T.S. 100% WEST CHICAGO	0005 PATCHING 100% State	0005 DRAINAGE CLEANING 100% State	
L	Code No.	Item	Unit	Total Quantity						
L	70300100	SHORT TERM PAVEMENT MARKING	FOOT	68349	68349					
-	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQFT	28479	28479					
	70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQFT	1233	1233					
-	70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	88753	88753					
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	3802	3802					
	70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT	938	938					
L										
	70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	1213	1213					
ļ	70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	696	696					
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	17088	17088					
-			,,,,,		.,,,,,,					
*	72000100	SIGN PANEL - TYPE 1	SQFT	300	300					
*	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	120	120					
*	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	15	15					
*	72900100	METAL POST - TYPE A	FOOT	1000	1000					
*	73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	20	20					
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1233	1233					
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	137041	88753			48288		
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	5502	3802			1700		
-										
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	938	938					
\$00.dgn										
*Sht-SC	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1713	1213			500		
X8/D13241	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	946	696			250		
*sal\d10040	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	668	668					
et] Nparayno										
our [Shee	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2164	2012			152		
Page F	* SPECIALTY	ITEM	l l	<u> </u>						
SOQ (Fi. c.)	2. 20., (2.1)	USER NAME = Alan.Parayno DESIGNED - REVISED -			SL	JMMARY OF QUANT	TITIES	F.A.P RTE.	SECTION	COUNTY TOTAL SHEET NO.
MODEL: SOQ FILE NAME: C:		DRAWN -   REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		IL-38 /ROOSEVELT RD:					DuPAGE 70 7 ONTRACT NO. 62G63
ĭ∏		PLOT DATE = 8/15/2024 DATE - REVISED - SUMMARY OF QUANTITIES		sc	ALE: SHEET	OF 6 SHEETS ST	A. TO STA.	-	ILLINOIS   FED. AID PRI	

		SUMMARY OF QUANTITIES			0005 ROADWAY 80% Federal 20% State	0021 TRAFFIC SIGNALS 80% Federal 20% State	0021 LANDSCAPED MEDIANS LED SIGNS PAINTED T.S. 100% WEST CHICAGO	0005 PATCHING 100% State	0005 DRAINAGE CLEANING 100% State
	Code No.	ltem	Unit	Total Quantity					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1762	1610			152	
	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	154		154			
F	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	35949	35949				
	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	132		114	18		
*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	189		94	95		
i	81400200	HEAVY - DUTY HANDHOLE	EACH	3		3			
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	4		4			
Ī									
*	85100100	PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	3			3		
i	85100500	PAINT NEW TRAFFIC SIGNAL POST	EACH	1			1		
*	85100600	PAINT NEW MAST ARM AND POLE, UNDER 40 FOOT	EACH	2			2		
F	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	288			288		
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1852		1283	569		
*									
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2352		2352			
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	251		251			
Ħ	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1		1			
*	87700170	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	2		1	1		
<u> </u>									
*	87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	20		10	10		
F	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	4		4			
*	87900200	DRILL EXISTING HANDHOLE	EACH	10		9	1		
		HEAVY-DUTY HANDHOLE							
*	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	7		5	2		
T									
*	88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5		5			
	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1		1			
*	88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	8		6	2		
	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	1		1			
*	88500100	INDUCTIVE LOOP DETECTOR	EACH	7		7			
F									
*	88600100	DETECTOR LOOP, TYPE I	FOOT	2001		2001			
ngb 									
*8	89502200	MODIFY EXISTING CONTROLLER	EACH	1		1			
18-sht									
*101324	89501250	RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1			1		
04028\ 									
#\alpha   100	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2161		1921	240		
arayno:									
Sheet]	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4		3	1		
Five [S ork\pw									
Page F	* SPECIALTY	ITEM	1	<u> </u>					
Sog iii io		USER NAME = Alan.Parayno DESIGNED - REVISED -			SI	JMMARY OF QUANT	TITIES	F.A.P RTE.	SECTION COUNTY TOTAL SHEETS NO.
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Ŋ.		PLOT DATE = 8/15/2024 DATE - REVISED - SUMMARY OF QUANTITIES		SCALE		OF 6 SHEETS ST		201	CONTRACT NO. 62G63

	SUMMARY OF QUANTITIES			0005 ROADWAY 80% Federal 20% State	0021 TRAFFIC SIGNALS 80% Federal 20% State	0021 LANDSCAPED MEDIANS LED SIGNS PAINTED T.S. 100% WEST CHICAGO	0005 PATCHING 100% State	0005 DRAINAGE CLEANING 100% State	
Code No.	Item	Unit	Total Quantity						
89502376	REBUILD EXISTING HANDHOLE	EACH	1		1				
89502378	REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE	EACH	1		1				
89502380	REMOVE EXISTING HANDHOLE	EACH	4		4				
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	2		1	1			
A2005020	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2-1/2" CALIPER, BALLED AND BURLAPP	ED EACH	16			16			+
A200020	MEE, OTHINGSEASO SIGNOOG (NEWTOOK) OOF EETINEE, 2 1/2 OAEH EN, BALLES AND BONDAT	LAGII				10			
K0012990	PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT	UNIT	54			54			
K0012550	FERENNIAL FERMIS, ORNAMIENTAL TIFE, GALLON FOT	ONT	J4			54			+
K0026850	PERENNIAL PLANT CARE	SQYD	3710			3710			+
K0026650	PEREINVIAL PLAINT CARE	SQTD	37 10			3710			
V0000050									_
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1					
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	286			286			
X0327698	LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	12			12			
X8891009	VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	4		4				
X1400424	ELECTRIC CABLE IN CONDUIT, STREET NAME SIGN, NO. 14 3C, TYPE SOOW	FOOT	2706			2706			
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	527	527					
X4060995	TEMPORARY RAMP, SPECIAL	SQ YD	2189	2189					
X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FE	FOOT FOOT	2297	2297					
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	200	200					
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	150					150	
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	23	23					
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12					
X8130125	REMOVE EXISTING JUNCTION BOX	EACH	5		5				
X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4		4				
X8809005	LED SIGNAL FACE, LENS COVER	EACH	14		12	2			
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	15					15	
Z0030850	TEMPORARY INFORMATION SIGNING	SQFT	453	453					
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	1	1					1
Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	2		2				
Z0076600	TRAINEES	HOUR	500	500					
Z0076604	TRAINING PROGRAM GRADUATE	HOUR	500	500					
* SPECIALT		1.551.				1		1	Ø 0042
J. 2017 (21	USER NAME = Alan.Parayno DESIGNED - REVISED -			SI	JMMARY OF QUANT	TITIES	F.A.P RTE.	SECTION	COUNTY TOTAL SHEE
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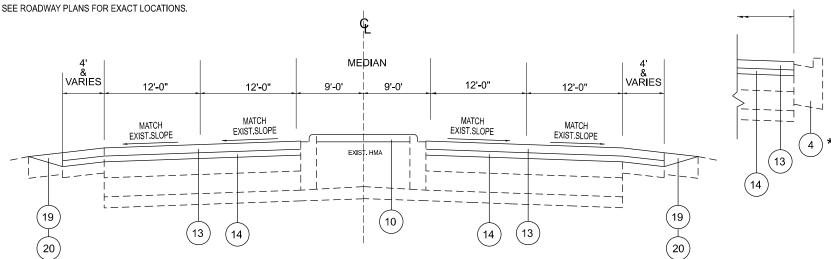


**I**L ROUTE 38 STA, 29+76 TO STA, 61+35 STANDARD OVERLAY (EXCEPT LISTED OMISSIONS)

#### RESURFACING OMISSIONS:

STA, 61+35 TO STA, 84+11 STA. 96+03 TO STA. 96+13 STA, 149+05 TO STA, 151+72 STA, 201+58 TO STA, 202+83

- \* SOME ROADWAY SECTIONS HAVE EXIST. CURB & GUTTER ON BOTH SIDES OR EITHER THE LEFT OR RIGHT SIDE ONLY. SEE ROADWAY PLANS FOR EXACT LOCATIONS.
- \*\* SOME ROADWAY SECTIONS HAVE OTHER MEDIAN TYPES.



#### PROPOSED TYPICAL SECTION

IL ROUTE 38 STA. 29+76 TO STA. 61+35 STANDARD OVERLAY (EXCEPT LISTED OMISSIONS)

#### **LEGEND**

- 1) EXIST. PCC PAVT, | 10"
- 2 EXIST. HMA SHLD
- (3) EXIST. AGG SHLD
- (4) EXIST. COMB C&G
- (5) EXIST. STAB MED SURF, 10" (MOUNT.)
- (6) EXIST. CONC MED SURF (MOUNT.)
- (7) EXIST. COMB CC&G TM2.12
- (8) EXIST. SUB GRAN MAT, [6"

#### MEDIAN REPAIR:

- 9) PROP. MEDIAN REMOVAL (PD), 2" NOTE: MILL ONLY THE HMA PORTION OF THE MEDIAN. DO NOT MILL THE CURB AND GUTTER ON THE SIDES OF THE MEDIAN.
- (10) PROP. HMA SC IL-9.5 D N50, 2"

#### LEGEND (CONTINUED...)

#### STANDARD OVERLAY:

- (11) EXIST. HMA AFTER MILLING, | 3"
- (12) PROP. HMA SURF REM 2 ½"
- (13) PROP. P HMA SC IL-9.5 E N70, 1 3/4"
- (14) PROP. P HMA BC IL-4.75 N50, 3/4"

#### **DESIGNED OVERLAY:**

- (15) EXIST. HMA AFTER MILLING, | 1 3/4"
- (16) PROP. HMA SURF REM 3 ¾"
- (17) PROP. P HMA SC IL-9.5 E N70, 1 3/4"
- (18) PROP. HMA BC IL-9.5 N70, 2"

#### AGGR. SHOULDER RESTORATION:

- 19 PROP. AGG WEDGE SHLD TYPE B
- (20) PROP. GRADING & SHAP SHLDRS

#### HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ N DES	QUALITY MANAGEMENT PROGRAM (QMP)			
IL-38 PROP. STANDARD OVERLAY (E. OF TECHNOL	OGY BLVD. TO W. OF FAB	AN PKWY OMISSION.)			
P HMA SC IL-9.5 E N70, 1 3/4"	4% AT 70 GYR.	PFP			
P HMA BC IL-4.75 N50, 3/4"	3.5% AT 50 GYR. QC/QA				
IL-38 PROP. DESIGNED OVERLAY ( E. OF FABYAN F	PKWY OMISSION TO WINFIL	ELD RD.)			
P HMA SC IL-9.5 E N70, 1 3/4"	4% AT 70 GYR.	PFP			
HMA BC IL-9.5 N70, 2"	4% AT 70 GYR.	PFP			
TEMPORARY RAMP,SPECIAL ( E. OF FABYAN PKWY	OMISSION TO WINFIELD F	RD.)			
HMA BC IL-9.5 D N70 (VARIABLE DEPTH)	4% AT 70 GYR.	QC/QA			
STABILIZED MEDIAN SURFACE (E. OF TECHNOLOG	Y BLVD. TO WINFIELD RD.)				
HMA SC IL-9.5 D N50, 2"	4% AT 50 GYR.	QC/QA			
HOT-MIX ASPHALT PATCHING, FULL DEPTH (E. OF T	ECHNOLOGY BLVD. TO WI	NFIELD RD.)			
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% AT 70 GYR.	QC/QA			
PATCHING, 2" (WINFIELD RD. TO PIERCE AVE.) NO	DTE: NO MAINLINE RESURFAC.	ING ON THIS SECTION OF IL-38			
P HMA SC IL-9.5 E N70, 2"	4% AT 70 GYR.	QC/QA			

QMP Designations: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP); Pay for Performance (PFP)

#### MIXTURE NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

#### **GENERAL ROADWORK NOTES:**

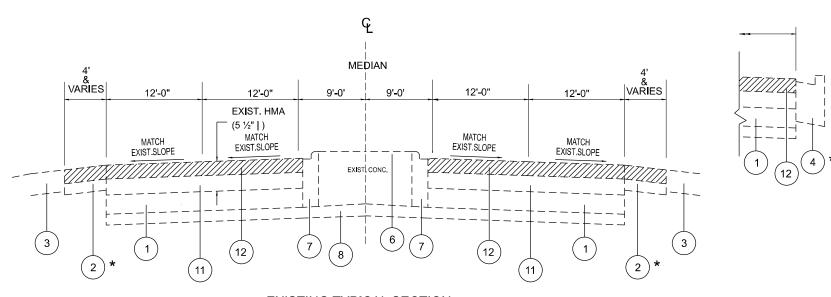
- 1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
- 2. THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 ON THE ROADWAY SECTION WITH PROP. STANDARD OVERLAY AND OVER THE HOT-MIX ASPHALT BINDER COURSE, IL-9.5 N70 ON THE ROADWAY SECTION WITH PROP. DESIGNED OVERLAY.

USER NAME = Alan.Parayno	DESIGNED -	REVISED -	
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PLOT DATE = 9/6/2024	DATE -	REVISED _	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 38	B (ROOSEVEL	.T RD.) (E	/ O TECH	HNOLOGY	RD. TO WINFIELD RD.)	F.A.P RTE.
	EXISTING A	AND PRO	OSED T	VDICAL S	FCTIONS	347
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SCALE:	SHEET	OF 3	SHEETS	STA.	TO STA.	

F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEE
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			CONTRACT	NO. 620	363
	ILLINOIS	FED. AII	PROJECT		



**EXISTING TYPICAL SECTION** 

**I**L ROUTE 38 STA, 29+76 TO STA, 61+35 STANDARD OVERLAY (EXCEPT LISTED OMISSIONS)

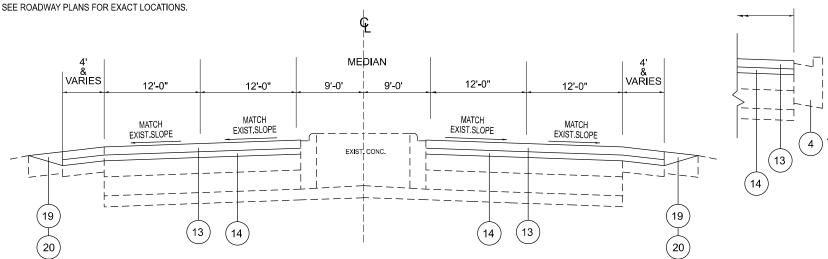
#### RESURFACING OMISSIONS:

STA, 61+35 TO STA, 84+11 STA. 96+03 TO STA. 96+13 STA. 149+05 TO STA. 151+72 STA, 201+58 TO STA, 202+83

- \* SOME ROADWAY SECTIONS HAVE EXIST. CURB & GUTTER ON BOTH SIDES OR EITHER THE LEFT OR RIGHT SIDE ONLY. SEE ROADWAY PLANS FOR EXACT LOCATIONS.
- \*\* SOME ROADWAY SECTIONS HAVE OTHER MEDIAN TYPES.

USER NAME

PLOT DATE = 9/6/2024



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#### PROPOSED TYPICAL SECTION

IL ROUTE 38 STA. 29+76 TO STA. 61+35 STANDARD OVERLAY (EXCEPT LISTED OMISSIONS)

DATE

CHECKED .

#### **LEGEND**

- 1 EXIST. PCC PAVT, | 10"
- 2 EXIST. HMA SHLD
- (3) EXIST. AGG SHLD
- (4) EXIST, COMB C&G
- 5 EXIST. STAB MED SURF, 10" (MOUNT.)
- 6 EXIST. CONC MED SURF (MOUNT.)
- (7) EXIST, COMB CC&G TM2.12
- 8 EXIST. SUB GRAN MAT, | 6"

#### MEDIAN REPAIR:

- 9 PROP. MEDIAN REMOVAL (PD), 2" NOTE: MILL ONLY THE HMA PORTION OF THE MEDIAN. DO NOT MILL THE CURB AND GUTTER ON THE SIDES OF THE MEDIAN.
- (10) PROP. HMA SC IL-9.5 D N50, 2"

#### LEGEND (CONTINUED...)

#### STANDARD OVERLAY:

- (11) EXIST. HMA AFTER MILLING, | 3"
- 12) PROP. HMA SURF REM 2 ½"
- (13) PROP. P HMA SC IL-9.5 E N70, 1 3/4"
- (14) PROP. P HMA BC IL-4.75 N50, 3/4"

#### **DESIGNED OVERLAY:**

- 15 EXIST. HMA AFTER MILLING, | 1 3/4"
- (16) PROP. HMA SURF REM 3 ¾"
- (17) PROP. P HMA SC IL-9.5 E N70, 1 3/4"
- (18) PROP. HMA BC IL-9.5 N70, 2"

#### AGGR. SHOULDER RESTORATION:

- 19 PROP. AGG WEDGE SHLD TYPE B
- 20) PROP. GRADING & SHAP SHLDRS

#### GENERAL ROADWORK NOTES:

SCALE:

- 1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
- 2. THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HOT-MIX ASPHALT

**EXISTING AND PROPOSED TYPICAL SECTIONS** 

BINDER COURSE, IL-4.75, N50 ON THE ROADWAY SECTION WITH PROP. STANDARD OVER THE HOT-MIX ASPHALT BINDER COURSE, IL-9.5 N70 ON THE ROADWAY SECTION WITH PROP. DESIGNED OVERLAY.    ME = Alan, Parayno   DESIGNED -   REVISED -	DRAW	WN -	REVISED -	STATE OF ILLINOIS		347	2018-027-RS-SW
	· · · · · · · · · · · · · · · · · · ·				IL ROUTE 38 (ROOSEVELT RD.) (E / O TECHNOLOGY RD. TO WINFIELD RD.)	F.A.P RTE	SECTION
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**DEPARTMENT OF TRANSPORTATION** 

OF 3 SHEETS STA.

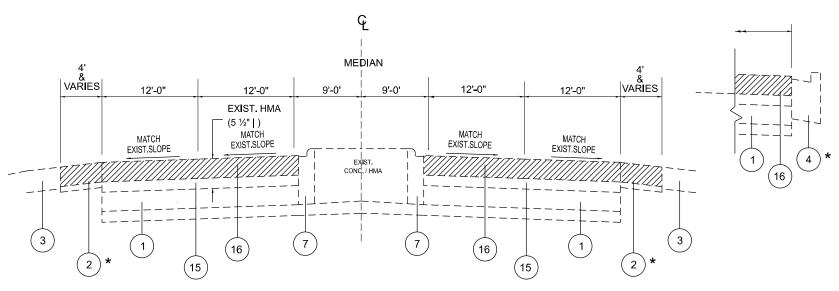
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### **EXISTING TYPICAL SECTION**

IL ROUTE 38

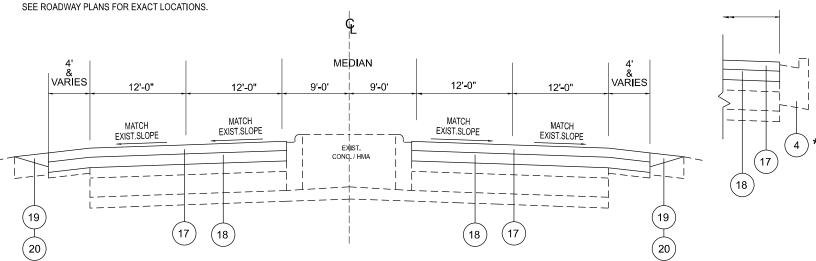
STA, 84+11 TO STA, 292+38 DESIGNED OVERLAY (EXCEPT LISTED OMISSIONS)

STA. 61+35 TO STA. 84+11 STA. 96+03 TO STA. 96+13 STA. 149+05 TO STA. 151+72 STA, 201+58 TO STA, 202+83

RESURFACING OMISSIONS:

\* SOME ROADWAY SECTIONS HAVE EXIST. CURB & GUTTER ON BOTH SIDES OR EITHER THE LEFT OR RIGHT SIDE ONLY. SEE ROADWAY PLANS FOR EXACT LOCATIONS.

\*\* SOME ROADWAY SECTIONS HAVE OTHER MEDIAN TYPES.



#### PROPOSED TYPICAL SECTION

IL ROUTE 38 STA. 84+11 TO STA. 292+38

DESIGNED OVERLAY (EXCEPT LISTED OMISSIONS) LEGEND

- 1 EXIST. PCC PAVT, | 10"
- 2 EXIST. HMA SHLD
- (3) EXIST. AGG SHLD
- 4 EXIST. COMB C&G
- (5) EXIST. STAB MED SURF, 10" (MOUNT.)
- (6) EXIST. CONC MED SURF (MOUNT.)
- 7) EXIST. COMB CC&G TM2.12
- 8 EXIST. SUB GRAN MAT, | 6"

#### MEDIAN REPAIR:

- (9) PROP. MEDIAN REMOVAL (PD), 2" NOTE: MILL ONLY THE HMA PORTION OF THE MEDIAN. DO NOT MILL THE CURB AND GUTTER ON THE SIDES OF THE MEDIAN.
- (10) PROP. HMA SC IL-9.5 D N50, 2"

#### LEGEND (CONTINUED...)

#### STANDARD OVERLAY:

- (11) EXIST. HMA AFTER MILLING, | 3"
- 12) PROP. HMA SURF REM 2 ½"
- (13) PROP. P HMA SC IL-9.5 E N70, 1 3/4"
- (14) PROP. P HMA BC IL-4.75 N50, 3/4"

#### **DESIGNED OVERLAY:**

- (15) EXIST. HMA AFTER MILLING, | 1 3/4"
- (16) PROP. HMA SURF REM 3 ¾"
- (17) PROP. P HMA SC IL-9.5 E N70, 1 3/4"
- (18) PROP. HMA BC IL-9.5 N70, 2"

#### AGGR. SHOULDER RESTORATION:

- (19) PROP. AGG WEDGE SHLD TYPE B
- (20) PROP, GRADING & SHAP SHLDRS

#### **GENERAL ROADWORK NOTES:**

- 1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
- 2. THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 ON THE ROADWAY SECTION WITH PROP. STANDARD OVERLAY AND OVER THE HOT-MIX ASPHALT BINDER COURSE, IL-9.5 N70 ON THE ROADWAY SECTION WITH PROP. DESIGNED OVERLAY.

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 9/6/2024	DATE -	REVISED -

	IL ROUTE 38 (R	OOSEVEL	T RD.) (E /	O TECH	HNOLOG	GY RD. TO WINFIELD RD.)	F.A.P RTE	SECTION
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CONTRACT NO. 62G63

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### PATCHING SCHEDULE (IL-38 SECTION FROM WINFIELD AVE. TO PIERCE AVE. - EASTBOUND LANES)

STATION	DIRECTION	LANE	LENGTH	WIDTH	EXISTING	PATCH	P HMA SC	QUALITY
					OVERLAY	AREA	IL-9.5 E	MANAGEMENT
					THICKNESS		N70	PROGRAM
							40604172	
			(ft)	(ft)	(inch)	(sq. yd)	(Ton)	(QMP)
292+50.00	EB	2	9	12	2	12.0	1.3	QC/QA
293+50.00	EB	2	38	12	2	50.7	5.7	QC/QA
294+58.00	EB	2	28	12	2	37.3	4.2	QC/QA
295+86.00	EB	2	37	7	2	28.8	3.2	QC/QA
		2	33	12	2	44.0	4.9	QC/QA
298+50.00	EB	2	10	12	2	13.3	1.5	QC/QA
298+60.00	EB	1	10	12	2	13.3	1.5	QC/QA
300+00.00	EB	2	10	12	2	13.3	1.5	QC/QA
300+50.00	EB	1	10	12	2	13.3	1.5	QC/QA
301+50.00	EB	1	10	12	2	13.3	1.5	QC/QA
302+00.00	EB	1	21	12	2	28.0	3.1	QC/QA
303+00.00	EB	2	17	12	2	22.7	2.5	QC/QA
204+50.00	EB	2	62	7	2	48.2	5.4	QC/QA
307+25.00	ЕВ	2	11	12	2	14.7	1.6	QC/QA
307+45.00	EB	2	28	10	2	31.1	3.5	QC/QA
308+50.00	EB	2	85	10	2	94.4	10.6	QC/QA
310+00.00	EB	2	30	12	2	40.0	4.5	QC/QA
311+50.00	EB	1	24	12	2	32.0	3.6	QC/QA
312+20.00	EB	1	37	12	2	49.3	5.5	QC/QA
312+83.00	EB	2	28	13	2	40.4	4.5	QC/QA
313+27.00	EB	1	17	12	2	22.7	2,5	QC/QA
314+00.00	EB	1	23	12	2	30.7	3.4	QC/QA
314+30.00	EB	1	18	12	2	24.0	2,7	QC/QA
		2	10	12	2	13.3	1.5	QC/QA
315+20.00	EB	2	62	9	2	62.0	6.9	QC/QA
316+50.00	EB	2	22	8	2	19.6	2,2	QC/QA
317+25.00	EB	2	62	8	2	55.1	6.2	QC/QA
318+80.00	EB	2	132	7	2	102.7	11.5	QC/QA
320+50.00	EB	2	150	7	2	116.7	13.1	QC/QA
323+00.00	EB	2	19	7	2	14.8	1.7	QC/QA
323+50.00	EB	2	23	12	2	30.7	3.4	QC/QA
331+70.00	EB	1	16	12	2	21.3	2.4	QC/QA
332+00.00	EB	2	19	12	2	25.3	2.8	QC/QA
334+00.00	EB	2	190	7	2	147.8	16.6	QC/QA
336+00.00	EB	1	6	13	2	8.7	1.0	QC/QA
339+20.00	EB	1	7	12	2	9.3	1.0	QC/QA
339+50.00	EB	2	20	12	2	26.7	3.0	QC/QA
343+10.00	EB	1	14	10	2	15.6	1.7	QC/QA
343+50.00	EB	1	8	10	2	8.9	1.0	QC/QA
346+50.00	EB	1	14	10	2	15.6	1.7	QC/QA
346+50.00	EB	2	14	12	2	18.7	2.1	QC/QA QC/QA
347+00.00	EB	1	21	10	2	23.3	2.6	
348+80.00		1	34	12	2	45.3		QC/QA
340+60,00	EB	1	34	12	۷	40.3	5.1	QC/QA
					SUBTOTAL	1400 0	167.9	00/04
					SUBTUTAL	1498.9		QC/QA
						(sq. yd)	(Ton)	

STATION	DIRECTION	LANE	LENGTH	WIDTH	EXISTING	PATCH	P HMA SC	QUALITY
					OVERLAY	AREA	IL-9.5 E	MANAGEMENT
					THICKNESS		N70	PROGRAM
							40604172	
			(ft)	(ft)	(inch)	(sq. yd)	(Ton)	(QMP)
350+50.00	EB	2	13	12	2	17.3	1.9	QC/QA
351+95.00	EB	1	11	10	2	12.2	1.4	QC/QA
352+30.00	EB	2	8	12	2	10.7	1.2	QC/QA
353+35.00	EB	2	23	10	2	25.6	2.9	QC/QA
355+60.00	EB	2	28	10	2	31.1	3.5	QC/QA
356+60.00	EB	1	9	13	2	13.0	1.5	QC/QA
358+80.00	EB	1	10	10	2	11.1	1.2	QC/QA
359+40.00	EB	1	10	10	2	11.1	1.2	QC/QA
360+25.00	EB	1	12	10	2	13.3	1.5	QC/QA
360+30.00	EB	2	10	12	2	13.3	1.5	QC/QA
362+10.00	ЕВ	1	8	10	2	8.9	1.0	QC/QA
364+50.00	EB	1	44	10	2	48.9	5.5	QC/QA
365+50.00	EB	1	20	10	2	22.2	2.5	QC/QA
366+50.00	EB	1	12	10	2	13.3	1.5	QC/QA
367+50.00	EB	1	14	12	2	18.7	2.1	QC/QA
367+50.00	EB	2	8	10	2	8.9	1.0	QC/QA
368+40.00	EB	1	20	10	2	22.2	2.5	QC/QA
369+00.00	EB	1	22	10	2	24.4	2.7	QC/QA
371+90.00	ЕВ	1	13	10	2	14.4	1.6	QC/QA
372+90.00	EB	1	14	10	2	15.6	1.7	QC/QA
373+55.00	EB	2	8	12	2	10.7	1.2	QC/QA
374+47.00	EB	1	10	10	2	11.1	1.2	QC/QA
374+50.00	ЕВ	2	8	12	2	10.7	1.2	QC/QA
374+98.00	EB	1	10	10	2	11.1	1.2	QC/QA
375+49.00	EB	2	8	12	2	10.7	1.2	QC/QA
375+50.00	EB	1	13	10	2	14.4	1.6	QC/QA
376+00.00	EB	2	13	13	2	18.8	2.1	QC/QA
377+35.00	EB	1	12	10	2	13.3	1.5	QC/QA
378+00.00	EB	2	27	11	2	33.0	3.7	QC/QA
					SUBTOTAL	490.1	54.9	QC/QA
						(sq. yd)	(Ton)	, ,

		P HMA SC	QUALITY
		IL-9.5 E	MANAGEMENT
	PATCH	N70	PROGRAM
	AREA	40604172	
	(sq. yd)	(Ton)	(QMP)
OVERALL TOTAL,	1989.0	222.8	QC/QA
EASTBOUND LANES	(sq. yd)	(Ton)	

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/21/2024	DATE -	REVISED -

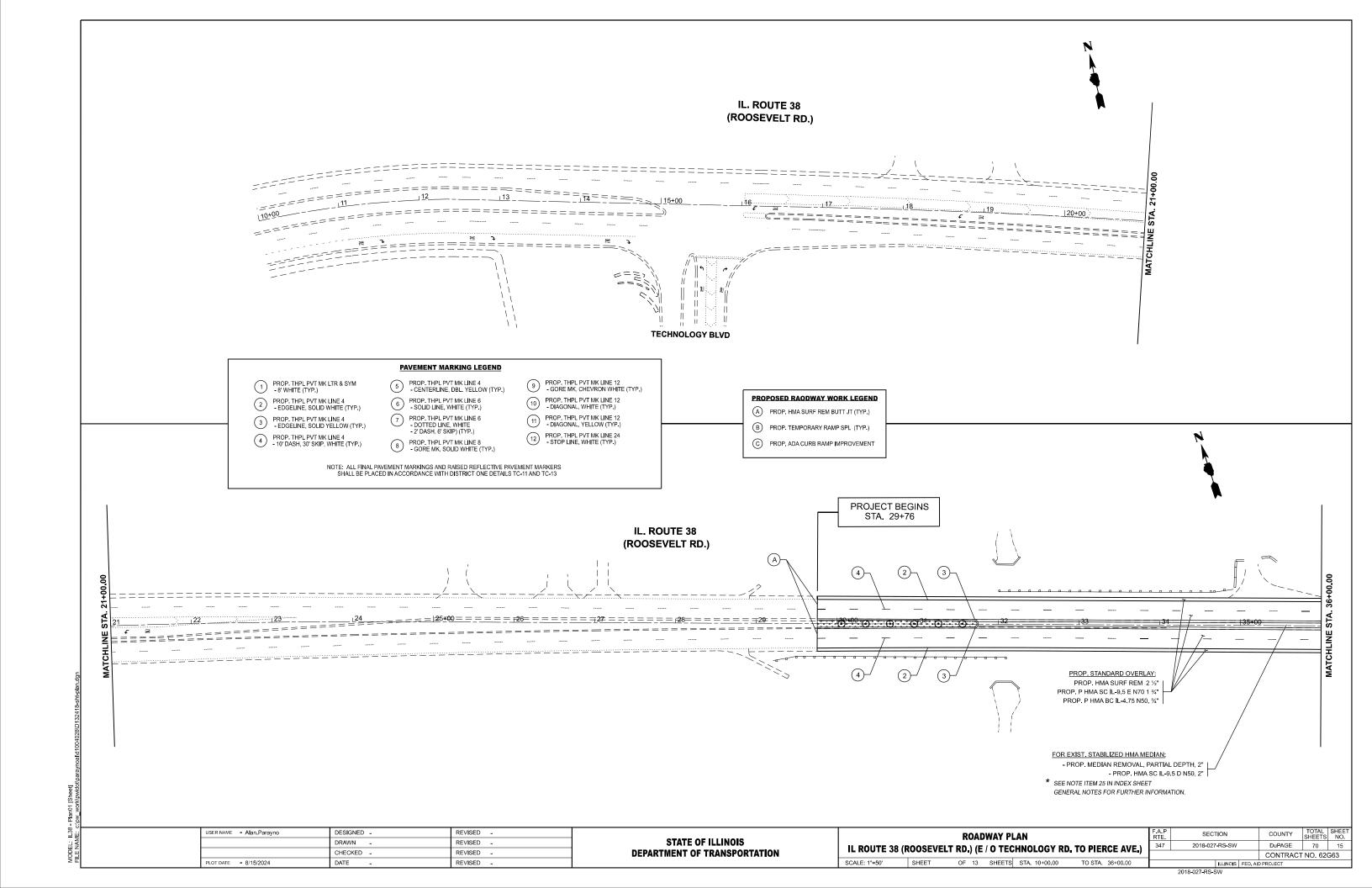
	P/	TCHIN	G 2	" VARIAI	BLE DEI	PTH		F
IL-38 / RO	OSEVEL	T RD (F	RO	M WINFI	ELD AV	E. TO PIERCE AVE.)		
12 00 / 110		(-					_	
SCALE:	SHEET	OF	2	SHEETS	STA.	TO STA.	Г	

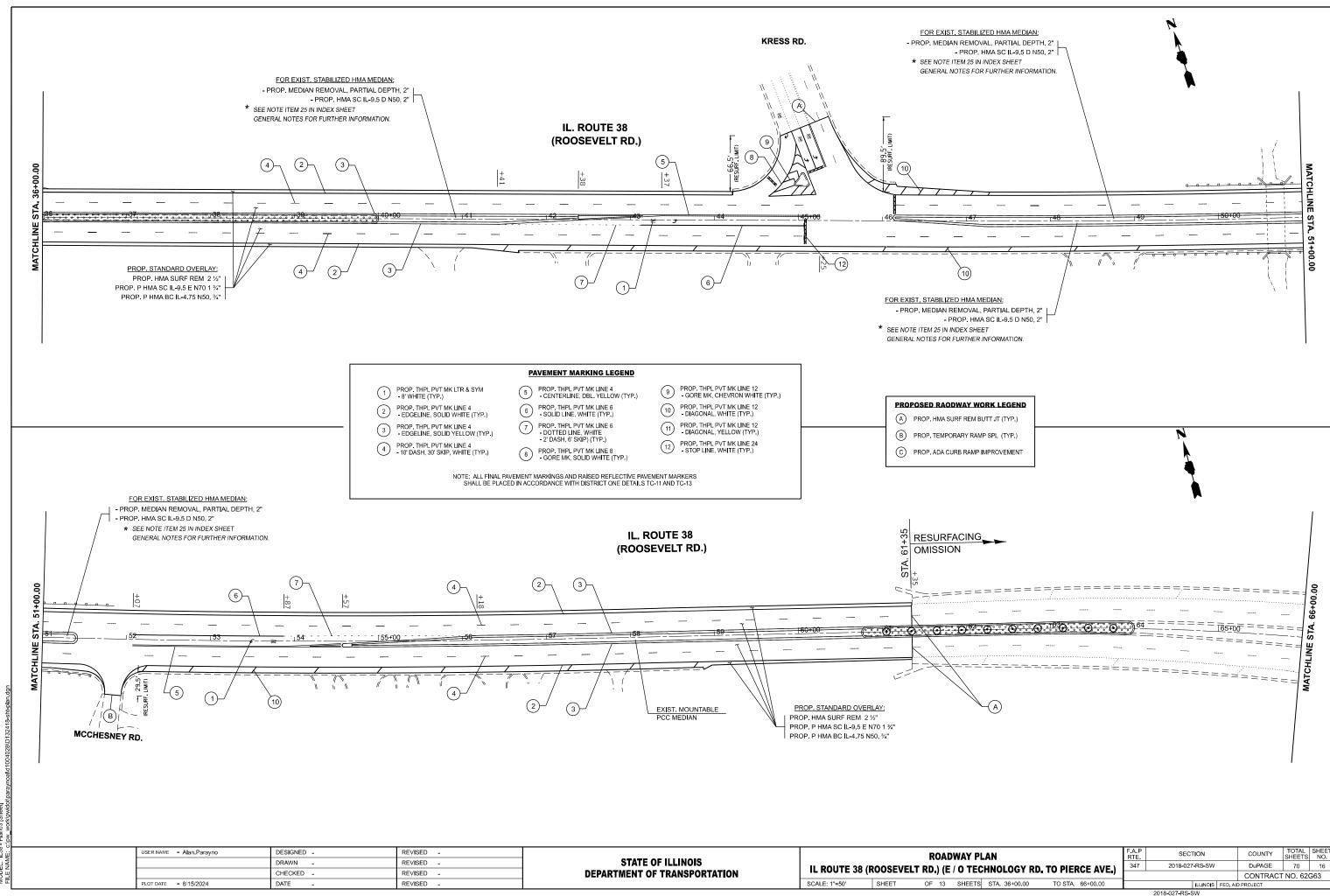
## PATCHING SCHEDULE (FROM WINFIELD AVE. TO PIERCE AVE - WESTBOUND LANES)

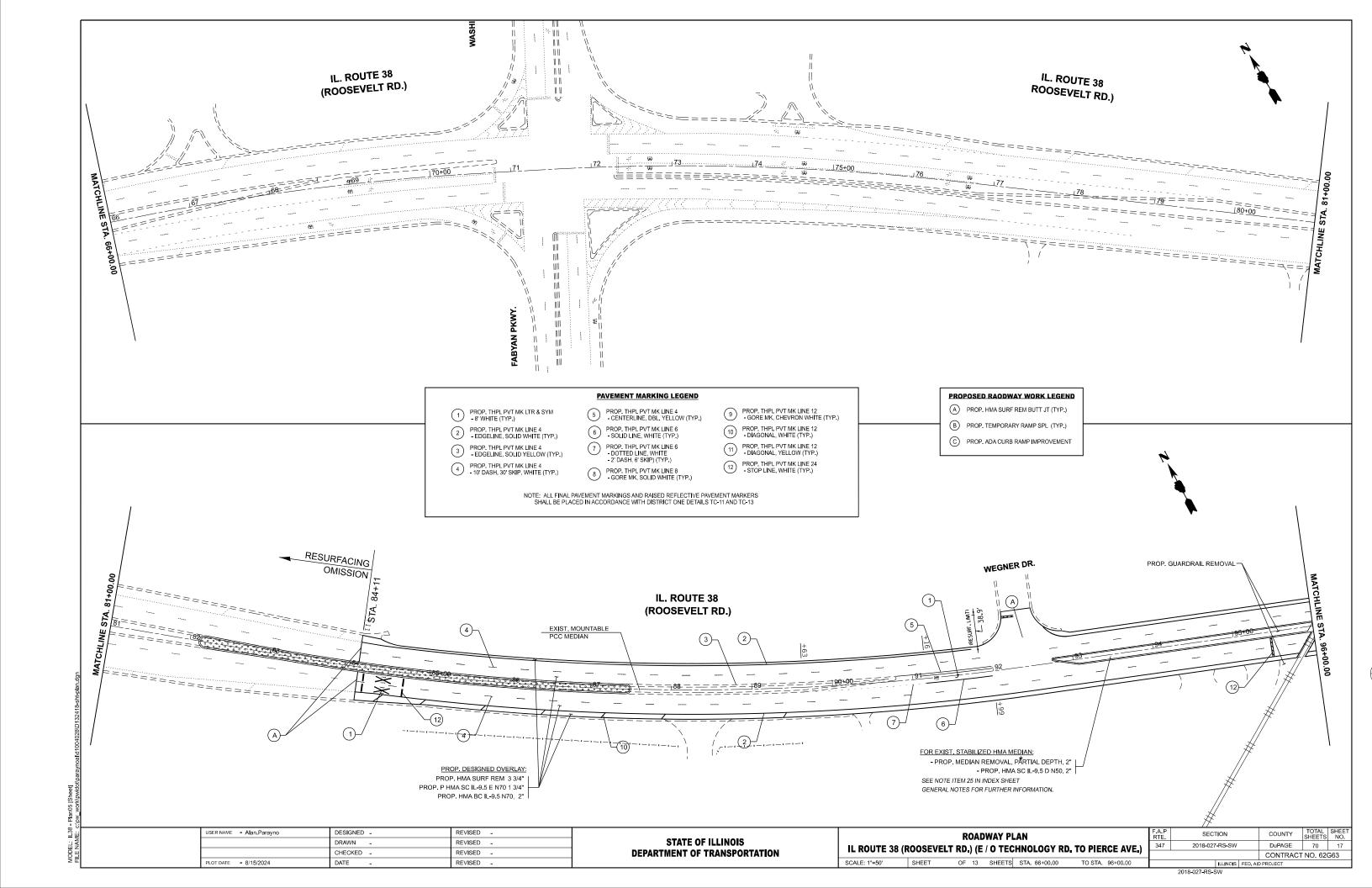
378+00.00 WB 377+50.00 WB 376+20.00 WB 376+20.00 WB 375+30.00 WB 374+60.00 WB 374+00.00 WB 370+50.00 WB 368+90.00 WB 368+90.00 WB 368+10.00 WB 366+90.00 WB 364+00.00 WB 355+10.00 WB 355+70.00 WB 355+70.00 WB 355+10.00 WB 349+00.00 WB 349+00.00 WB	2 1 1 2 1 2 2 2 2 2 1 1 2 2 2 2 2 2 2 2	(ft) 20 12 6 6 18 18 18 6 20	(f†) 11 11 11 11 11 11 11 11 11	OVERLAY THICKNESS  (inch) 2 2 2 2 2 2 2 2 2	(sq. yd) 24.4 14.7 7.3 7.3 22.0 22.0 7.3	IL-9.5 E N70 40604172 (Ton) 2.7 1.6 0.8 0.8 2.5 2.5	MANAGEMENT PROGRAM  (QMP) QC/QA QC/QA QC/QA QC/QA QC/QA QC/QA
377+50.00 WB 376+20.00 WB 376+20.00 WB 376+20.00 WB 375+30.00 WB 374+60.00 WB 374+60.00 WB 370+50.00 WB 368+90.00 WB 368+90.00 WB 368+10.00 WB 366+90.00 WB 364+90.00 WB 364+00.00 WB 355+10.00 WB 355+70.00 WB 355+10.00 WB 349+00.00 WB 349+00.00 WB	1 1 2 1 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 2	20 12 6 6 18 18 18 6 20 10	11 11 11 11 11 11 11	(inch) 2 2 2 2 2 2 2 2 2 2 2	24.4 14.7 7.3 7.3 22.0 22.0 7.3	40604172 (Ton) 2.7 1.6 0.8 0.8 2.5 2.5	(QMP) QC/QA QC/QA QC/QA QC/QA
377+50.00 WB 376+20.00 WB 376+20.00 WB 376+20.00 WB 375+30.00 WB 374+60.00 WB 374+00.00 WB 368+90.00 WB 368+90.00 WB 368+10.00 WB 366+90.00 WB 364+90.00 WB 365+10.00 WB 355+10.00 WB 355+10.00 WB 355+10.00 WB 349+00.00 WB	1 1 2 1 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 2	20 12 6 6 18 18 18 6 20 10	11 11 11 11 11 11 11	2 2 2 2 2 2 2 2	24.4 14.7 7.3 7.3 22.0 22.0 7.3	(Ton) 2.7 1.6 0.8 0.8 2.5 2.5	QC/QA QC/QA QC/QA QC/QA QC/QA
377+50.00 WB 376+20.00 WB 376+20.00 WB 376+20.00 WB 375+30.00 WB 374+60.00 WB 374+00.00 WB 368+90.00 WB 368+90.00 WB 368+10.00 WB 366+90.00 WB 364+90.00 WB 365+10.00 WB 355+10.00 WB 355+10.00 WB 355+10.00 WB 349+00.00 WB	1 1 2 1 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 2	20 12 6 6 18 18 18 6 20 10	11 11 11 11 11 11 11	2 2 2 2 2 2 2 2	24.4 14.7 7.3 7.3 22.0 22.0 7.3	2.7 1.6 0.8 0.8 2.5 2.5	QC/QA QC/QA QC/QA QC/QA QC/QA
377+50.00 WB 376+20.00 WB 376+20.00 WB 376+20.00 WB 375+30.00 WB 374+60.00 WB 374+00.00 WB 368+90.00 WB 368+90.00 WB 368+10.00 WB 366+90.00 WB 364+90.00 WB 365+10.00 WB 355+10.00 WB 355+10.00 WB 355+10.00 WB 349+00.00 WB	1 1 2 1 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 2	12 6 6 18 18 18 6 20 10 6	11 11 11 11 11 11	2 2 2 2 2 2 2	14.7 7.3 7.3 22.0 22.0 7.3	1.6 0.8 0.8 2.5 2.5	QC/QA QC/QA QC/QA QC/QA
376+20.00 WB 376+20.00 WB 375+30.00 WB 375+30.00 WB 374+60.00 WB 374+00.00 WB 368+90.00 WB 368+90.00 WB 368+10.00 WB 366+90.00 WB 364+00.00 WB 364+00.00 WB 355+10.00 WB 355+70.00 WB 355+10.00 WB 355+10.00 WB 349+00.00 WB	1 2 1 2 2 2 2 2 1 2 2 2 2	6 6 18 18 6 20 10 6	11 11 11 11 11	2 2 2 2 2 2	7.3 7.3 22.0 22.0 7.3	0.8 0.8 2.5 2.5	QC/QA QC/QA QC/QA
376+20.00 WB 375+30.00 WB 374+60.00 WB 374+00.00 WB 370+50.00 WB 368+90.00 WB 368+40.00 WB 366+90.00 WB 364+00.00 WB 364+00.00 WB 355+10.00 WB 355+70.00 WB 355+10.00 WB 349+00.00 WB	2 1 2 2 2 2 1 2 2 2 2	6 18 18 6 20 10 6	11 11 11 11	2 2 2 2	7.3 22.0 22.0 7.3	0.8 2.5 2.5	QC/QA QC/QA
375+30.00 WB 374+60.00 WB 374+60.00 WB 374+00.00 WB 370+50.00 WB 368+90.00 WB 368+40.00 WB 366+90.00 WB 364+90.00 WB 364+90.00 WB 364+00.00 WB 355+10.00 WB 355+70.00 WB 355+10.00 WB 349+00.00 WB	1 2 2 2 2 1 1 2 2 2	18 18 6 20 10 6	11 11 11 11	2 2 2	22.0 22.0 7.3	2.5 2.5	QC/QA
374+60.00 WB 374+00.00 WB 370+50.00 WB 368+90.00 WB 368+40.00 WB 368+10.00 WB 366+90.00 WB 364+90.00 WB 364+00.00 WB 355+10.00 WB 355+10.00 WB 355+10.00 WB 349+00.00 WB	2 2 2 2 1 2 2 2 2	18 6 20 10 6	11 11 11	2 2	22.0 7.3	2.5	· · · · · · · · · · · · · · · · · · ·
374+00.00 WB 370+50.00 WB 368+90.00 WB 368+40.00 WB 368+10.00 WB 366+90.00 WB 364+90.00 WB 364+00.00 WB 358+00.00 WB 355+70.00 WB 355+70.00 WB 355+10.00 WB 349+00.00 WB	2 2 2 1 2 2 2 2	6 20 10 6	11 11	2	7.3		QC/QA
370+50.00 WB 368+90.00 WB 368+40.00 WB 368+10.00 WB 366+90.00 WB 364+90.00 WB 364+00.00 WB 362+10.00 WB 358+00.00 WB 355+70.00 WB 355+70.00 WB 355+10.00 WB 349+00.00 WB 349+00.00 WB	2 2 1 2 2 2	20 10 6	11			0.0	
368+90.00 WB 368+40.00 WB 368+10.00 WB 366+90.00 WB 364+90.00 WB 364+00.00 WB 362+10.00 WB 358+00.00 WB 355+70.00 WB 355+70.00 WB 355+10.00 WB 349+00.00 WB 349+00.00 WB	2 1 2 2 2	10 6		2		0.8	QC/QA
368+40.00 WB 368+10.00 WB 366+90.00 WB 364+90.00 WB 364+00.00 WB 362+10.00 WB 358+00.00 WB 355+70.00 WB 355+70.00 WB 355+10.00 WB 349+00.00 WB 349+00.00 WB	1 2 2 2	6	11		24.4	2.7	QC/QA
368+10.00 WB 366+90.00 WB 364+90.00 WB 364+00.00 WB 362+10.00 WB 358+00.00 WB 355+70.00 WB 355+70.00 WB 355+10.00 WB 349+00.00 WB 349+00.00 WB	2 2 2			2	12.2	1.4	QC/QA
366+90.00 WB 364+90.00 WB 364+00.00 WB 362+10.00 WB 358+00.00 WB 355+70.00 WB 355+70.00 WB 355+10.00 WB 349+00.00 WB 349+00.00 WB 340+20.00 WB	2 2	25	11	2	7.3	0.8	QC/QA
364+90.00 WB 364+00.00 WB 362+10.00 WB 358+00.00 WB 355+70.00 WB 355+70.00 WB 355+10.00 WB 355+10.00 WB 349+00.00 WB 343+80.00 WB 340+20.00 WB	2	35	11	2	42.8	4.8	QC/QA
364+00.00 WB 362+10.00 WB 358+00.00 WB 355+70.00 WB 355+70.00 WB 355+10.00 WB 355+10.00 WB 349+00.00 WB 343+80.00 WB 340+20.00 WB		45	11	2	55.0	6.2	QC/QA
362+10.00 WB 358+00.00 WB 355+70.00 WB 355+70.00 WB 355+10.00 WB 355+10.00 WB 349+00.00 WB 343+80.00 WB 340+20.00 WB		50	11	2	61.1	6.8	QC/QA
358+00.00 WB 355+70.00 WB 355+70.00 WB 355+10.00 WB 355+10.00 WB 349+00.00 WB 343+80.00 WB	2	85	11	2	103.9	11.6	QC/QA
355+70.00 WB 355+70.00 WB 355+10.00 WB 355+10.00 WB 349+00.00 WB 343+80.00 WB	2	35	11	2	42.8	4.8	QC/QA
355+70.00 WB 355+10.00 WB 355+10.00 WB 349+00.00 WB 343+80.00 WB 340+20.00 WB	2	25	11	2	30.6	3.4	QC/QA
355+10.00 WB 355+10.00 WB 349+00.00 WB 343+80.00 WB 340+20.00 WB	1	6	14	2	9.3	1.0	QC/QA
355+10.00 WB 349+00.00 WB 343+80.00 WB 340+20.00 WB	2	6	11	2	7.3	0.8	QC/QA
349+00.00 WB 343+80.00 WB 340+20.00 WB	1	6	19	2	12.7	1.4	QC/QA
343+80.00 WB 340+20.00 WB	2	6	11	2	7.3	0.8	QC/QA
340+20.00 WB	2	6	11	2	7.3	0.8	QC/QA
	2	20	11	2	24.4	2.7	QC/QA
340+10.00 WB	2	40	11	2	48.9	5.5	QC/QA
1 - /	1	30	11	2	36.7	4.1	QC/QA
335+50.00 WB	2	6	11	2	7.3	0.8	QC/QA
330+30.00 WB	1	6	11	2	7.3	0.8	QC/QA
330+30.00 WB	2	6	11	2	7.3	0.8	QC/QA
326+40.00 WB	2	40	11	2	48.9	5.5	QC/QA
325+80.00 WB	2	25	11	2	30.6	3.4	QC/QA
325+10.00 WB	2	65	11	2	79.4	8.9	QC/QA
323+80.00 WB	1	55	11	2	67.2	7.5	QC/QA
321+20.00 WB	1	40	11	2	48.9	5.5	QC/QA
320+30.00 WB	1	6	11	2	7.3	0.8	QC/QA
320+30.00 WB	2	6	11	2	7.3	0.8	QC/QA
319+60.00 WB	1	30	11	2	36.7	4.1	QC/QA
312+50.00 WB	2	6	11	2	7.3	0.8	QC/QA
304+00.00 WB	1	120	11	2	146.7	16.4	QC/QA
298+60.00 WB	1	6	11	2	7.3	0.8	QC/QA
298+60.00 WB		6	11	2	7.3	0.8	QC/QA
294+70.00 WB	2	120	11	2	146.7	16.4	QC/QA
	2 2		_	-		1	, , , , , , ,

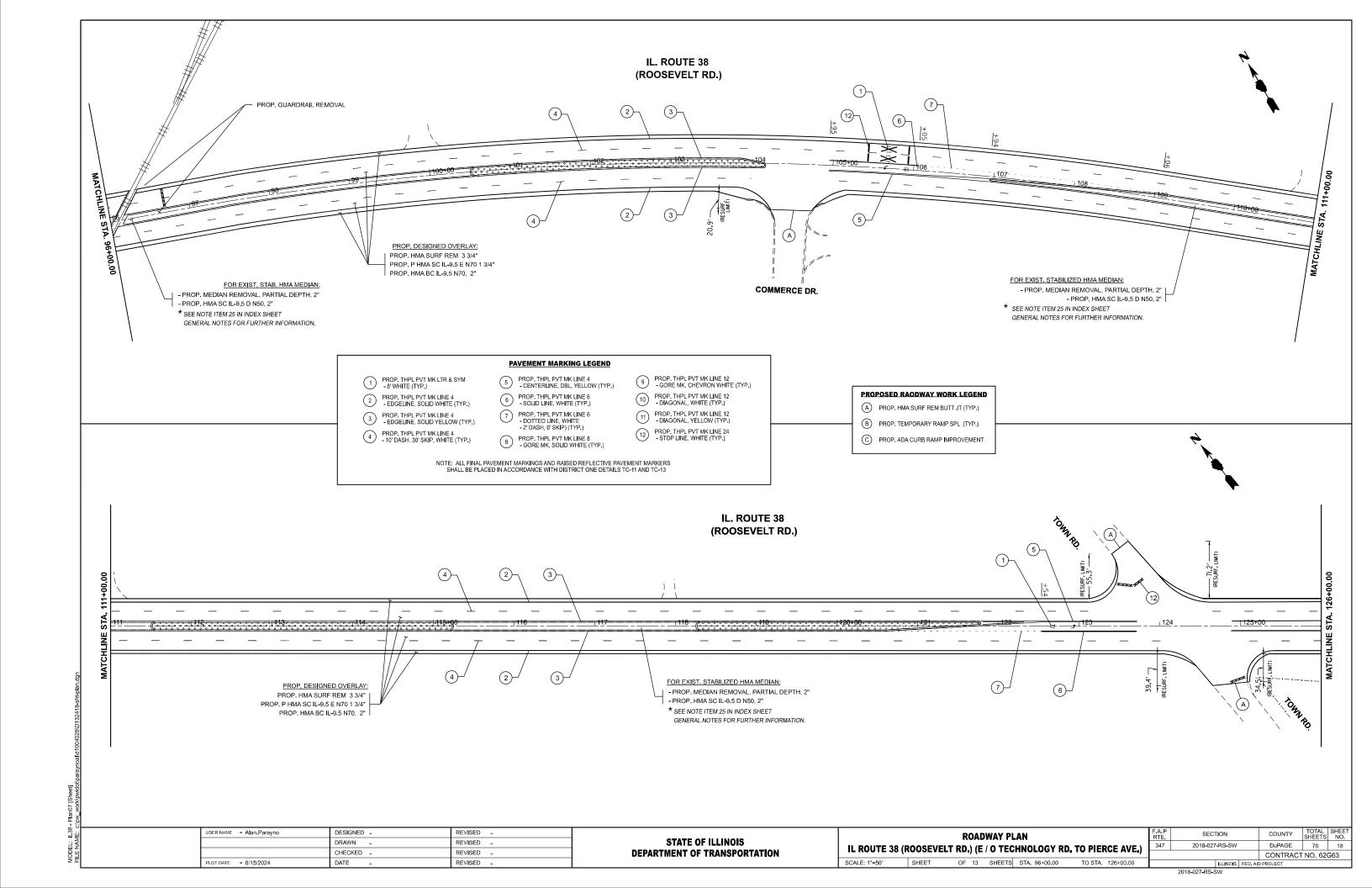
OVERALL TOTAL,	1302.9	145.9	QC/QA
WESTBOUND LANES	(sq. yd)	(Ton)	

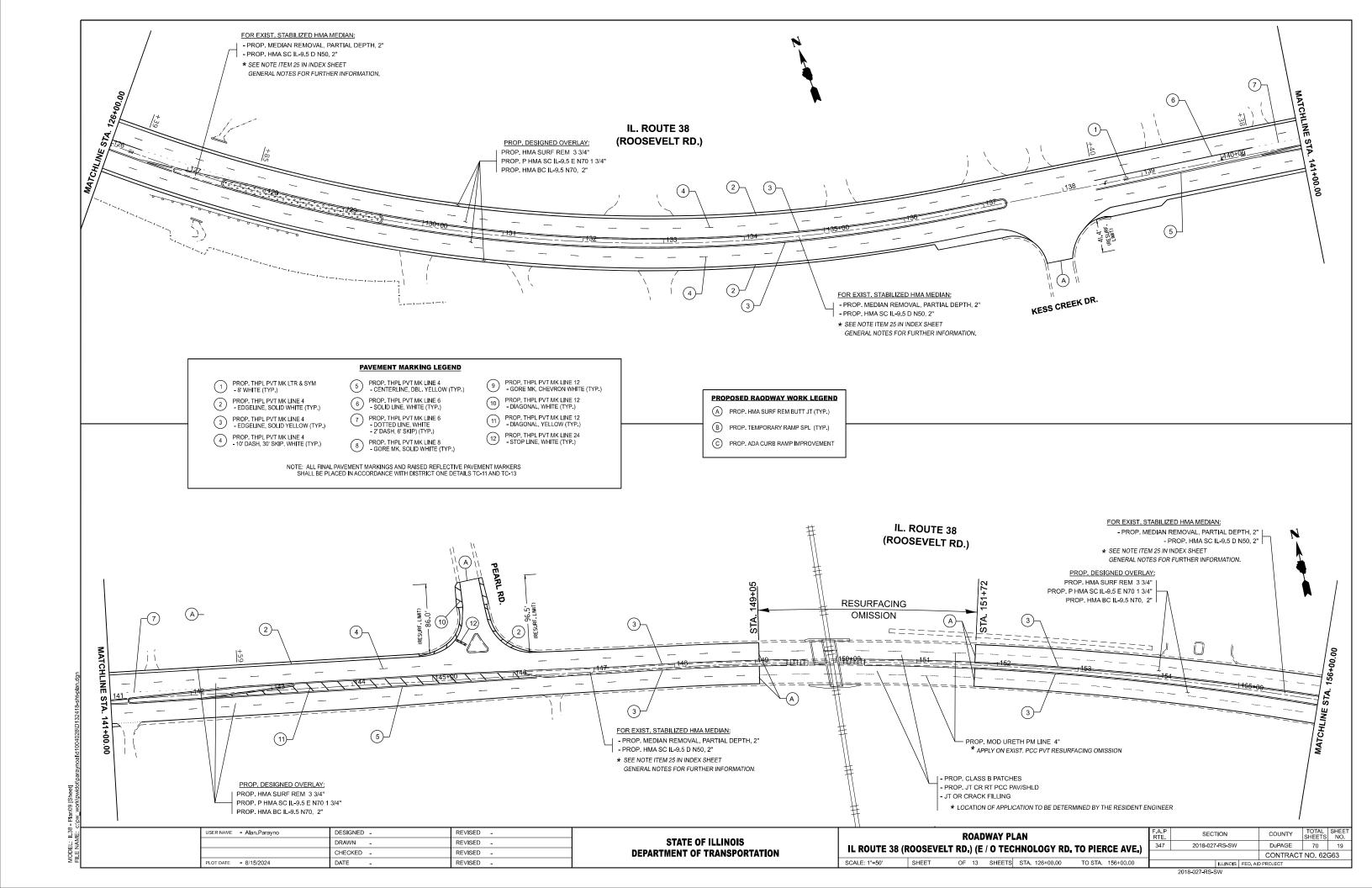
IL-38 / RG		TCHING 2' FRD (FRO			PTH /E. TO PIERCE AVE.)
SCALE:	SHEET	OF 2	SHEETS	STA.	TO STA.

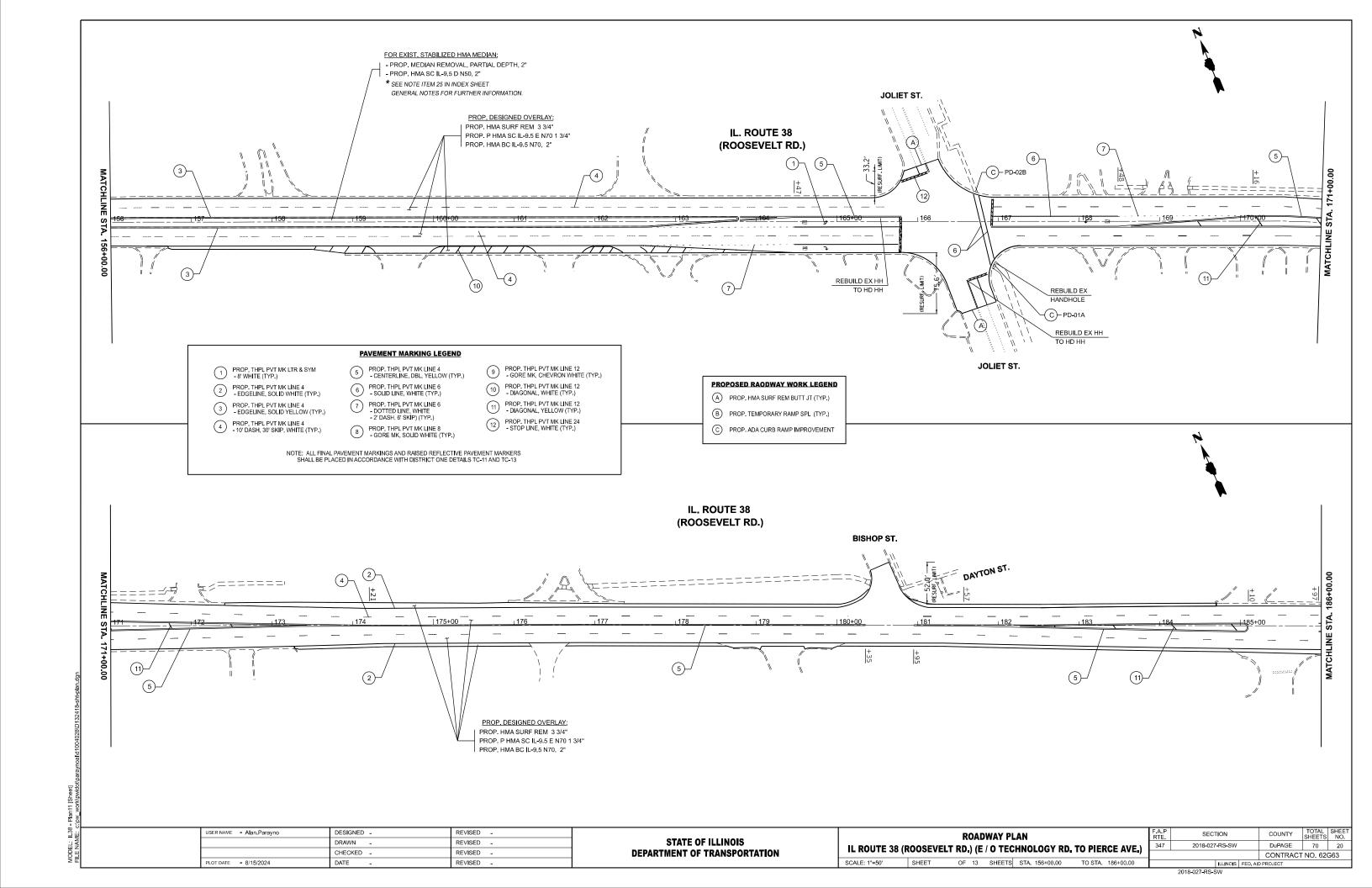


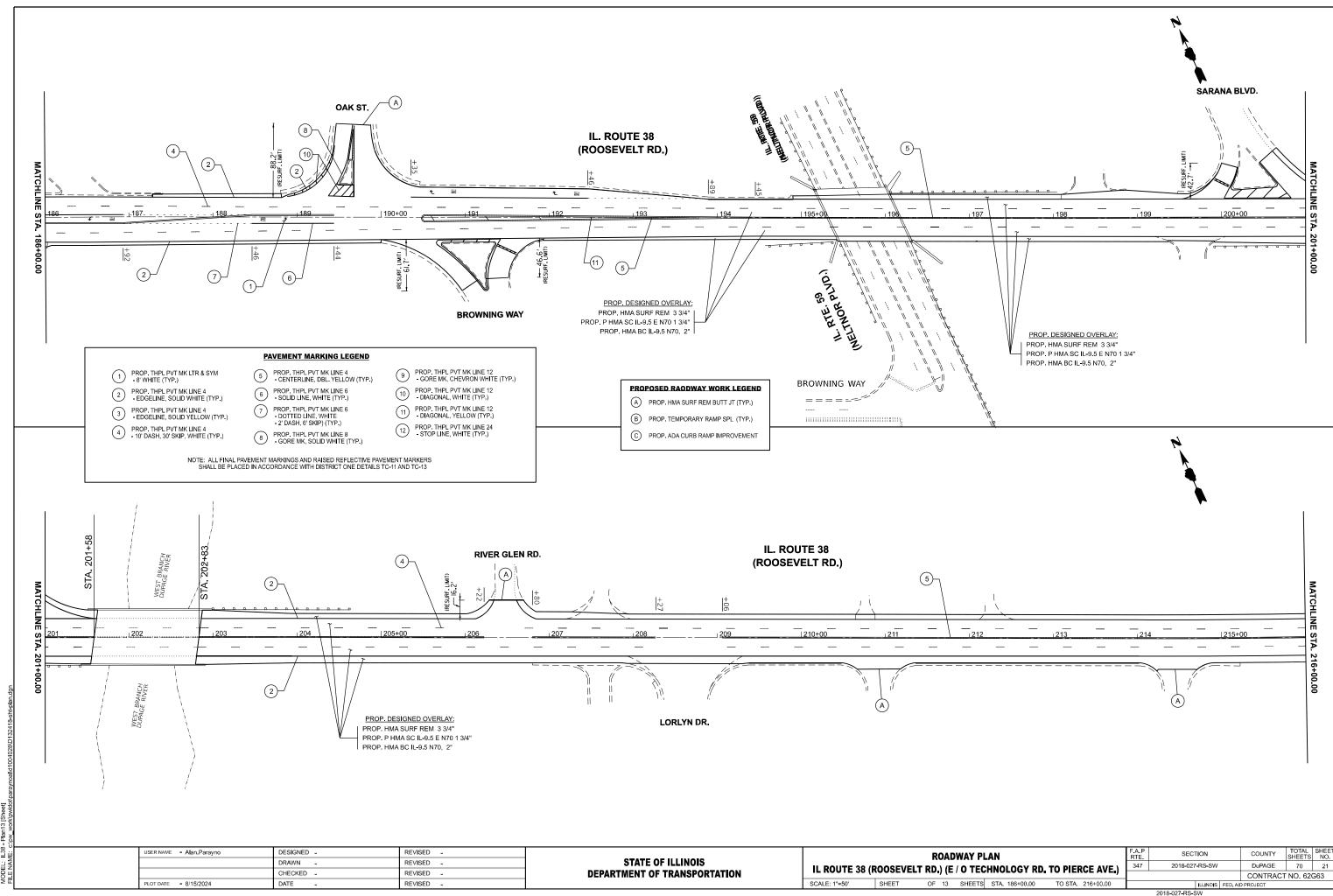


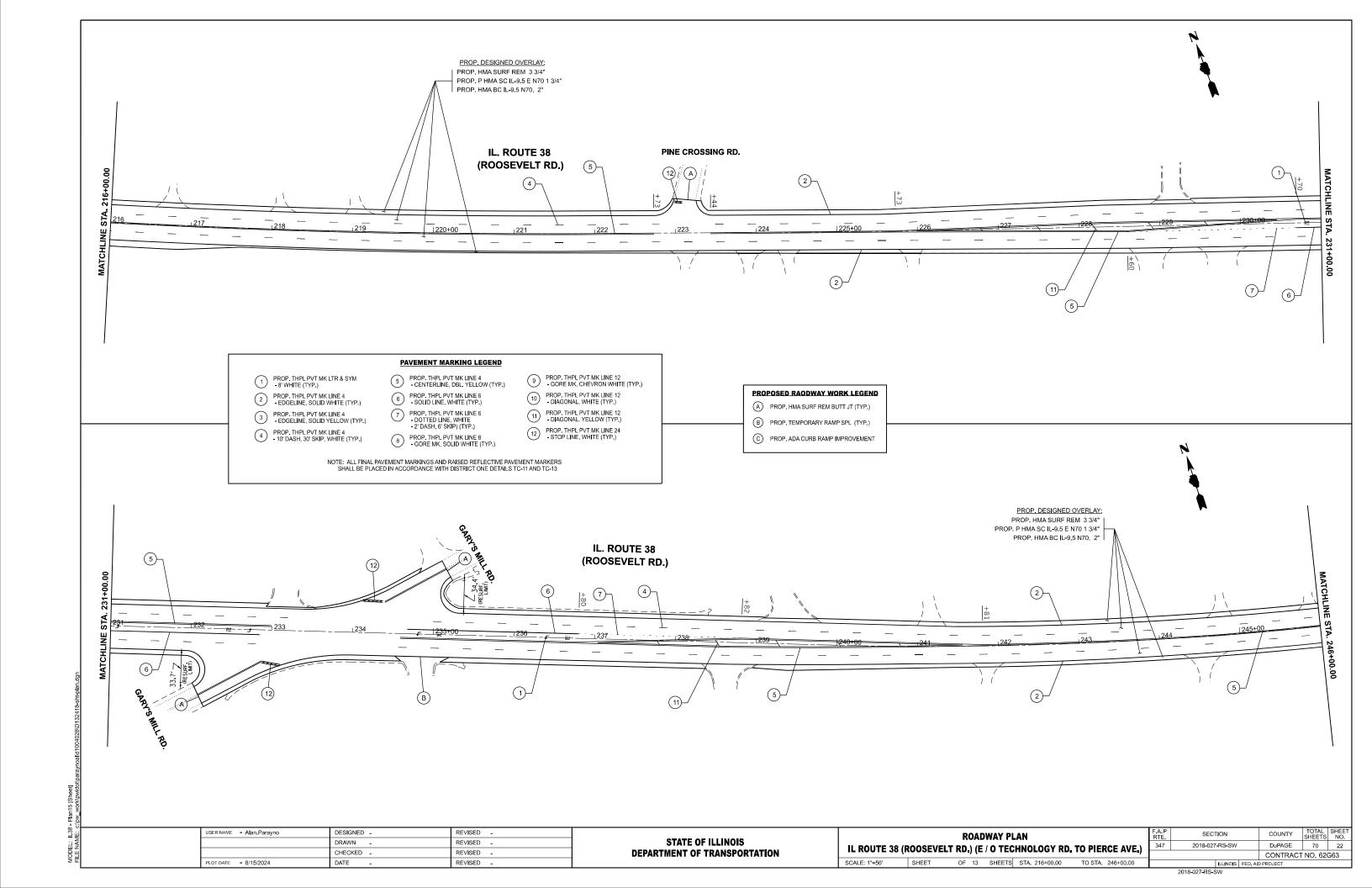


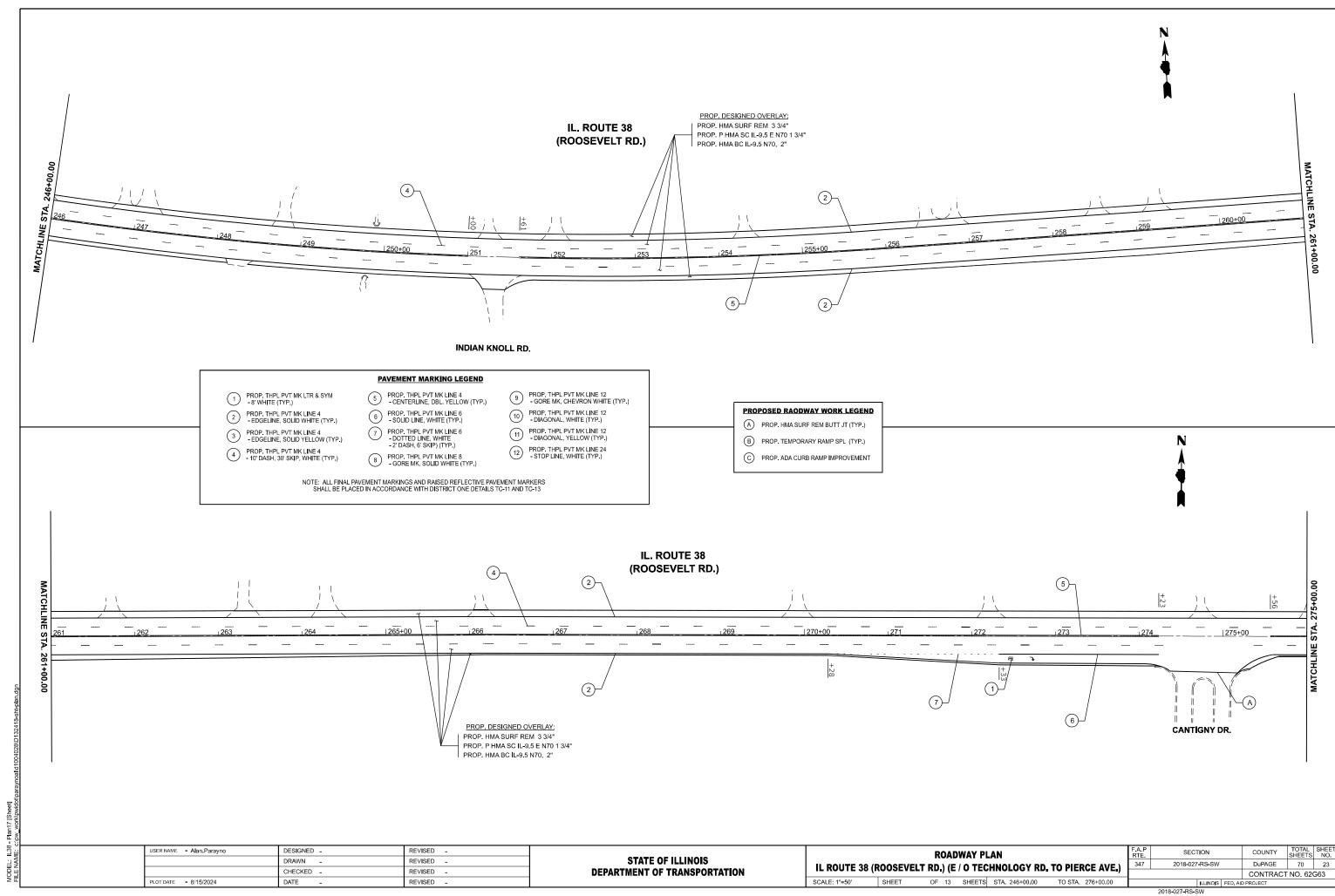


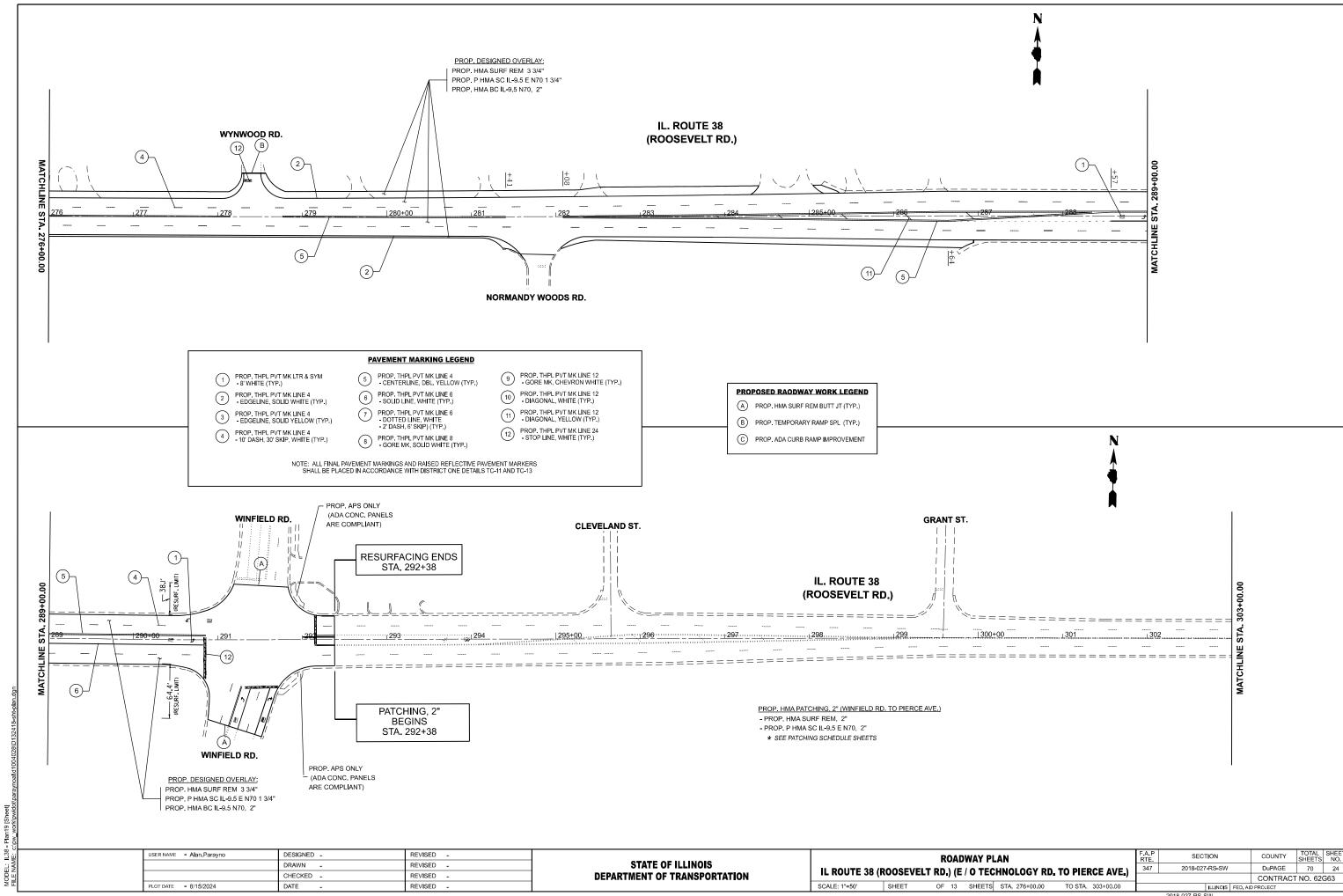


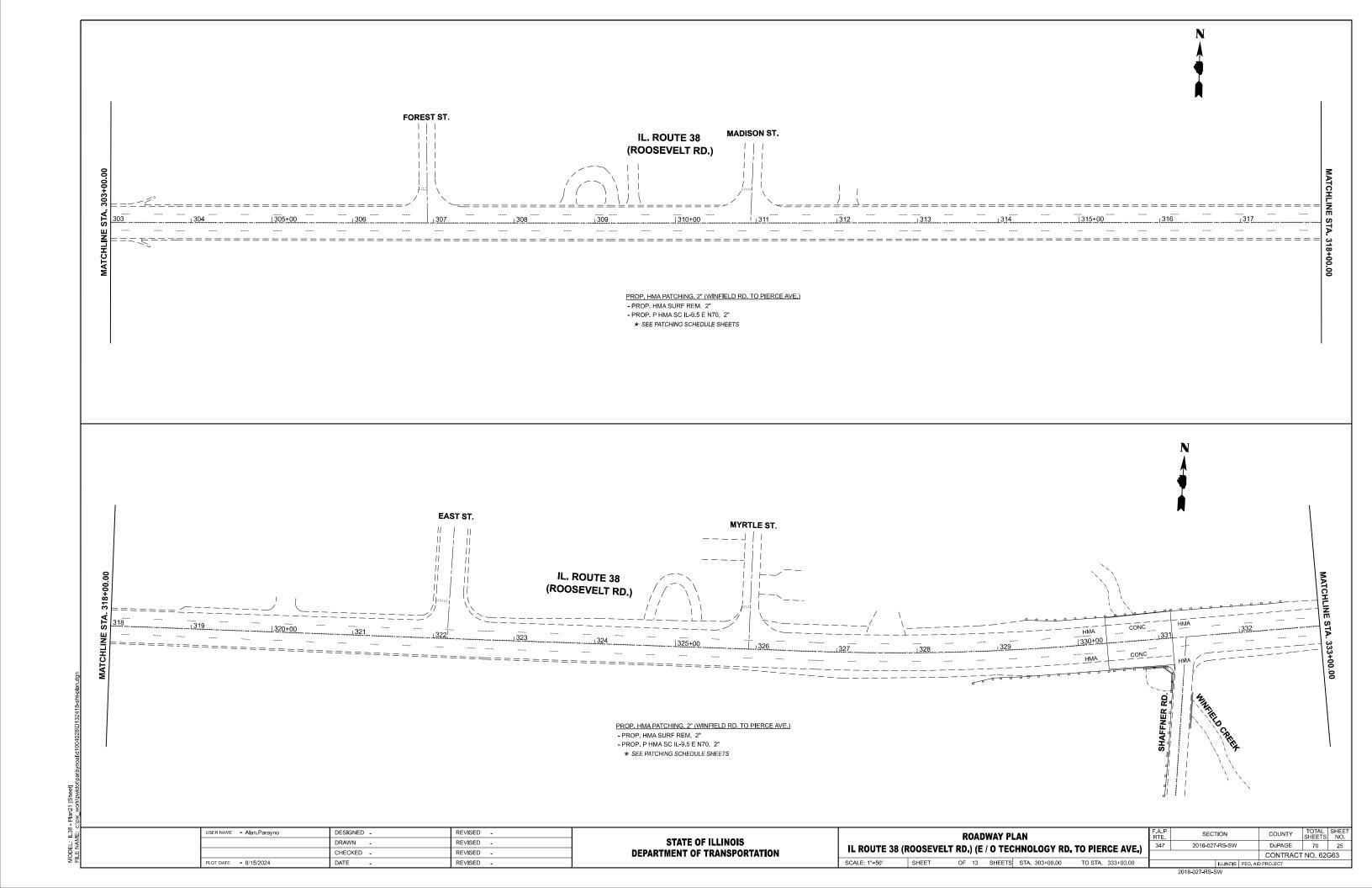


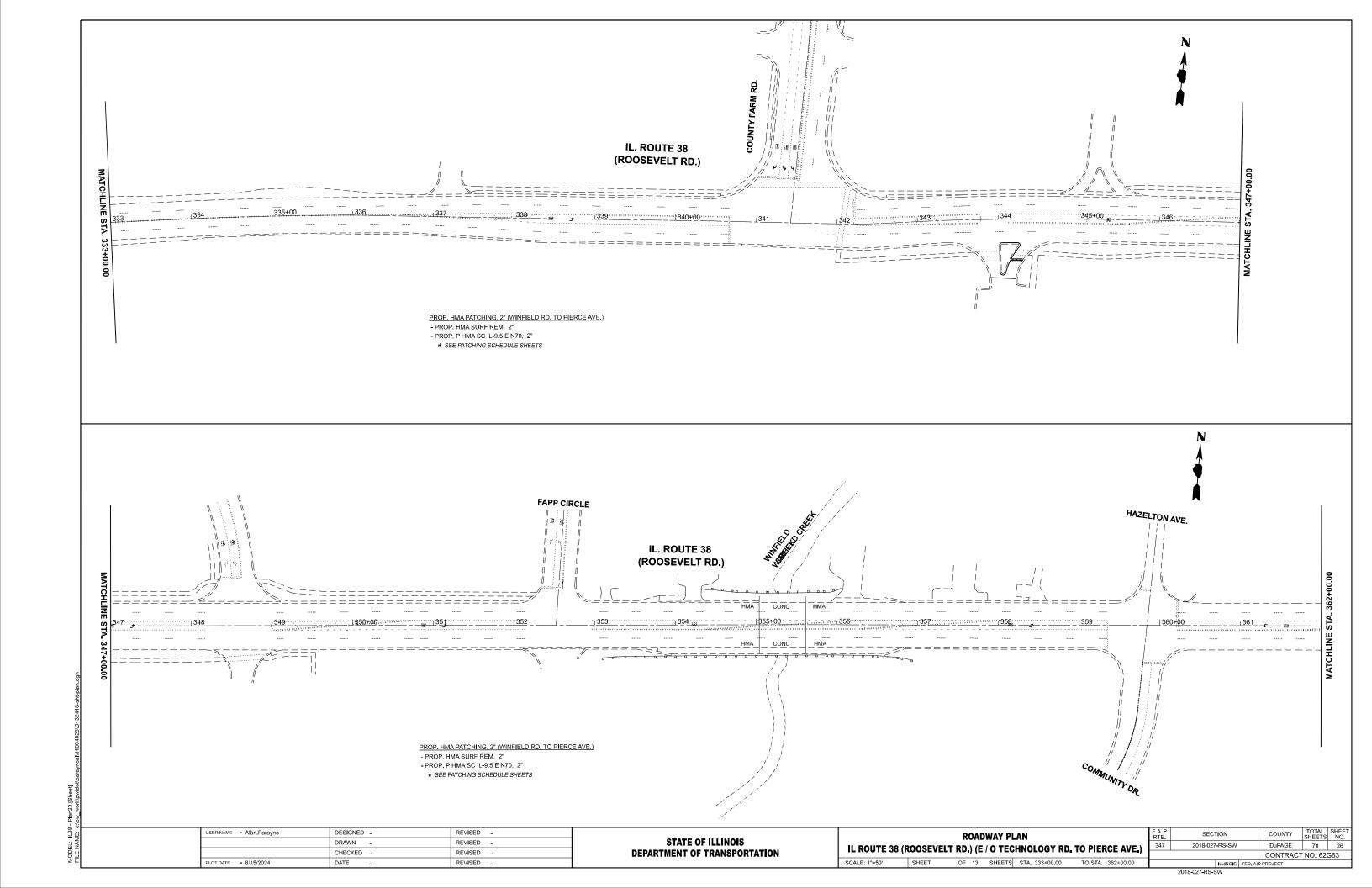


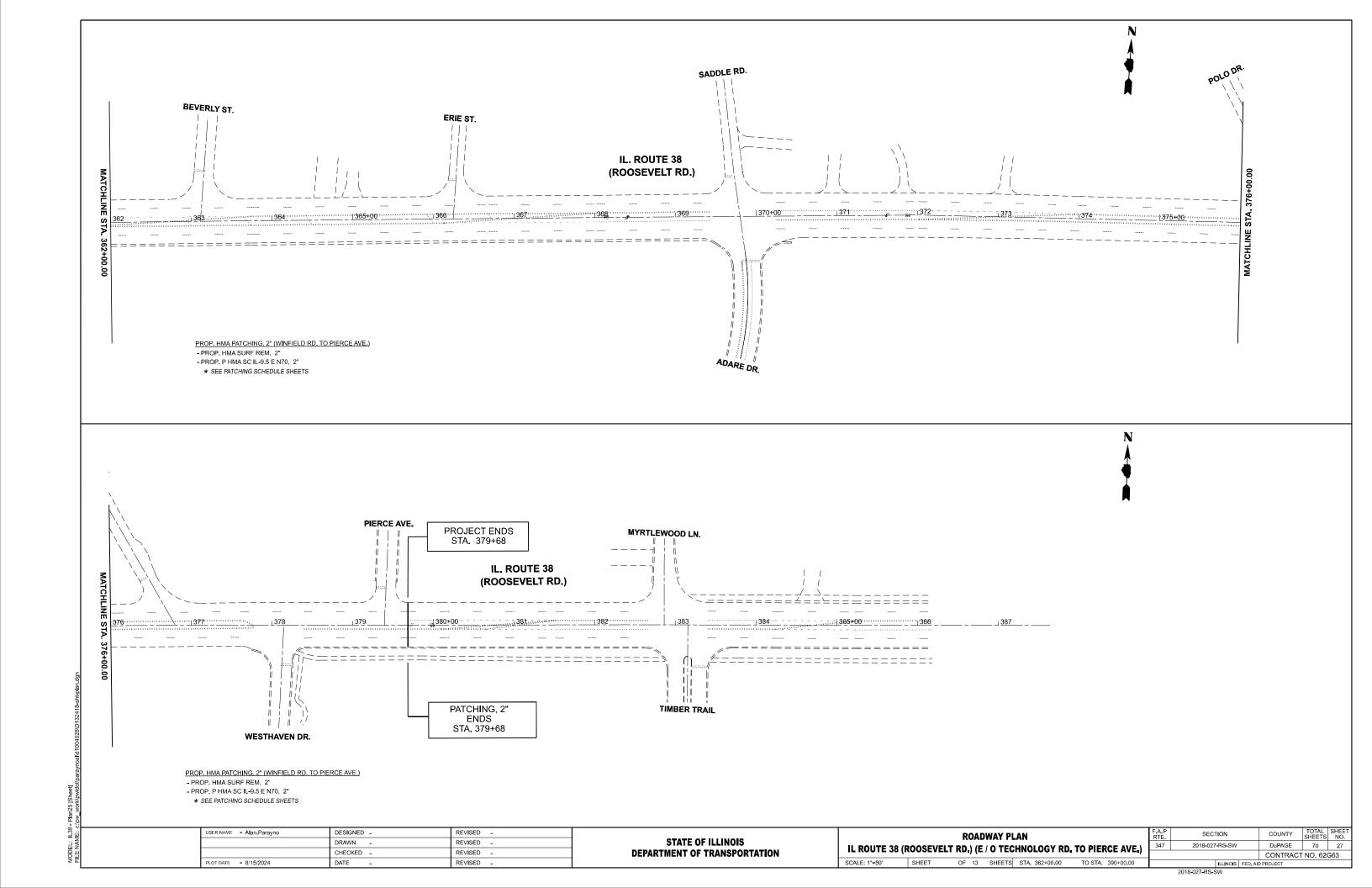










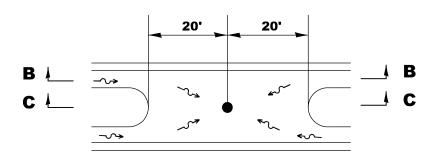


#### **MEDIAN LANDSCAPING NOTES:**

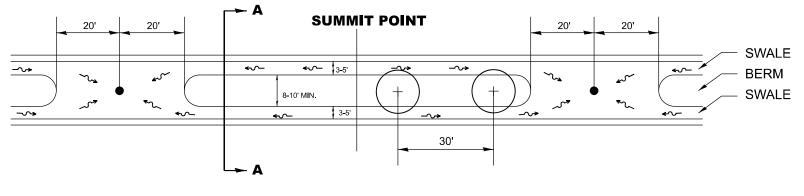
- 1. PROPOSED TREES LOCATED IN THE MEDIAN SHALL BE SPACED AT 30' INTERVALS IN AN ALTERNATING PATTERN FOR THE TREE SPECIES LISTED IN THE LANDSCAPING SCHEDULE.
- 2. BERM SUMMITS SHALL BE LOCATED MIDWAY BETWEEN EXISTING MEDIAN DRAINAGE STRUCTURES.
- EROSION CONTROL BLANKET AND FERTILIZER NUTRIENTS (NITROGEN, PHOSPHORUS AND POTASSIUM) TO BE APPLIED TO ALL SEEDING AREAS.
- 4. LONGITUDINAL SLOPES SHALL BE GRADED SUCH THAT STORM WATER RUNOFF WILL BE DIRECTED TOWARD DRAINAGE STRUCTURES WITH A MAXIMUM SLOPE OF 1 PERCENT.
- THE PROPOSED SWALE SHALL HAVE A MINIMUM WIDTH OF 3 FEET.
- CONCRETE AND HMA MEDIAN SURFACES TO BE REMOVED AND REPLACED WITH LANDSCAPED MEDIANS WILL BE REQUIRED TO HAVE SAME DAY STABILIZATION.
- 7. NO TREE SHALL BE PLANTED WITHIN THE CLEAR SIGHT DISTANCES CALLED OUT IN THE PLANS. ONLY SHRUBS, GRASS, AND OTHER PLANTS THAT DO NOT INTERFER WITH THE CLEAR SIGHT DISTANCES WILL BE PLANTED IN THE PROPOSED LANDSCAPED MEDIAN.

#### **LANDSCAPE DETAIL LEGEND:**

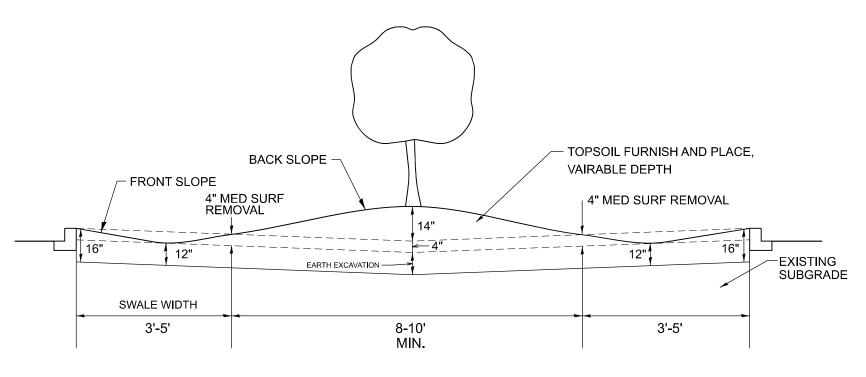
- PROPOSED TREE AT SHALL BE AT 30' CENTER TO CENTER SPACING
- PROPOSED FLOW LINES FOR LANDSCAPED MEDIANS
- EXISTING DRAINAGE STRUCTURE



#### **PLAN VIEW**



#### **LANDSCAPE MEDIAN PLAN VIEW (NTS)**



#### **SECTION A-A: LANDSCAPE MEDIAN ELEVATION (NTS)**

FLOW FLOW	20' 20'
20' 20' SECTION C-C	SECTION B-B

FRONT SLOPE	MINIMUM	BACK SLOPE
(V:H)	SWALE WIDTH	(V:H)
1:5	3'-5'	1:7

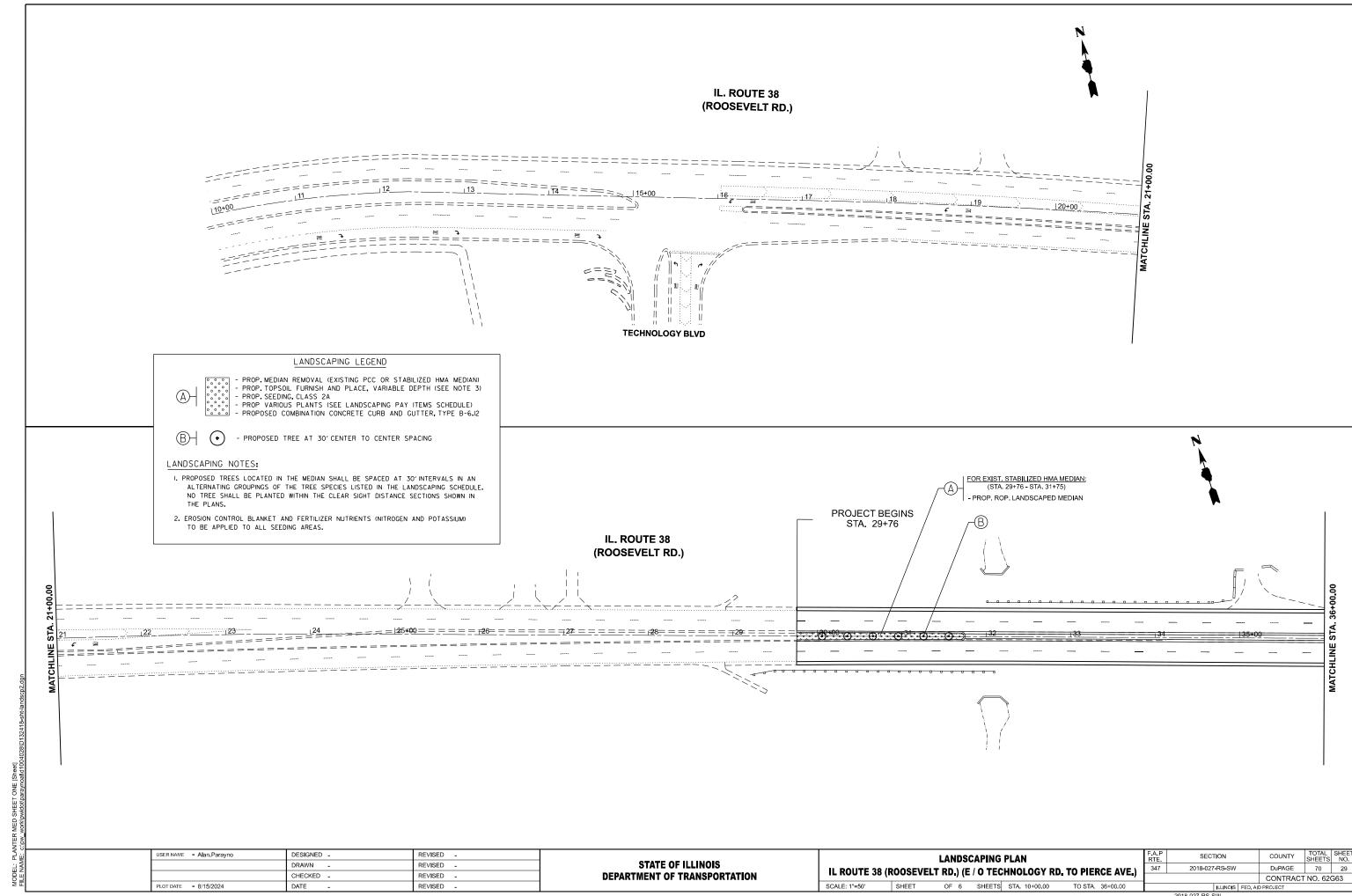
GENERAL NOTES CONTINUE ON NEXT SHEET

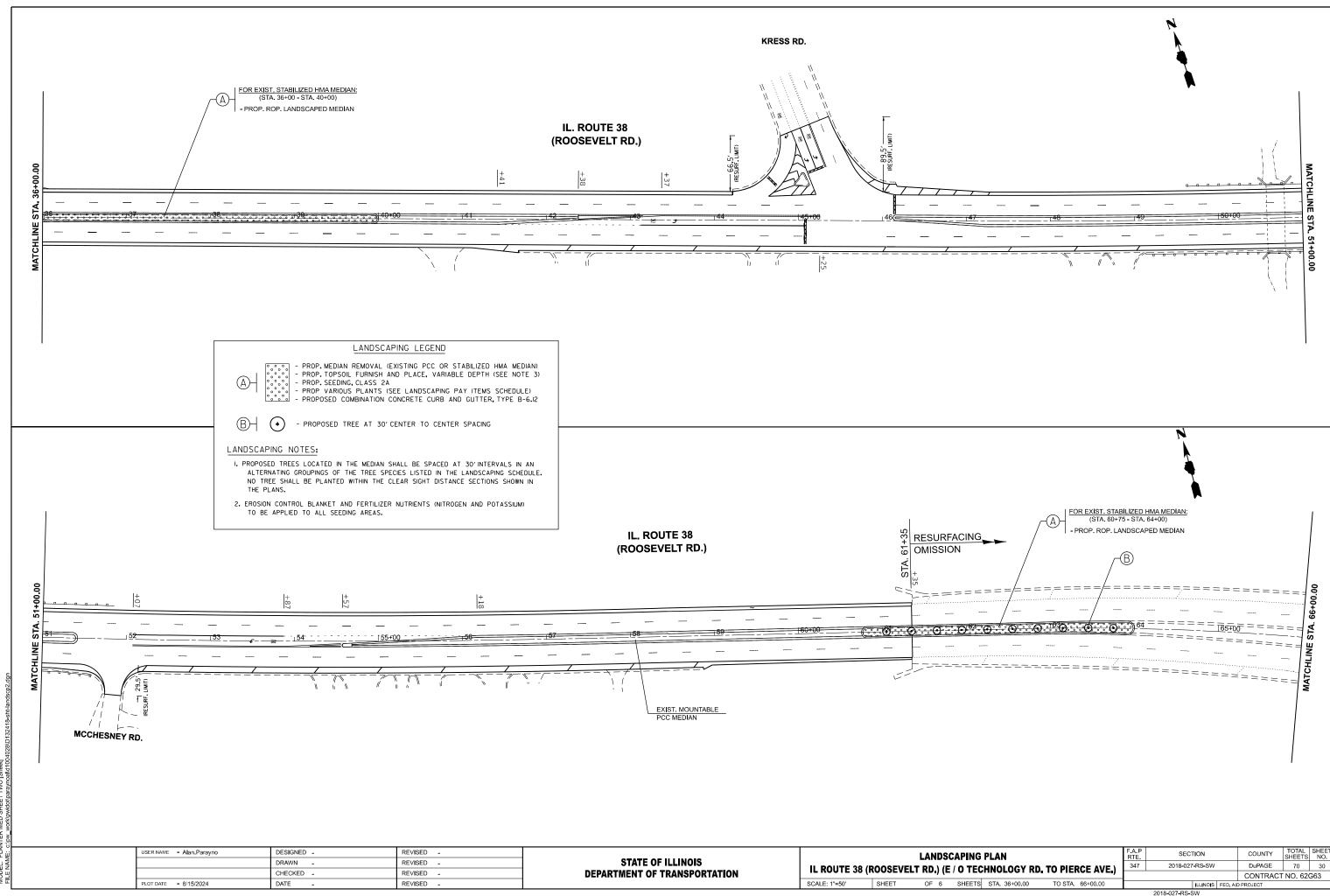
DuPAGE 70 28

CONTRACT NO. 62G63

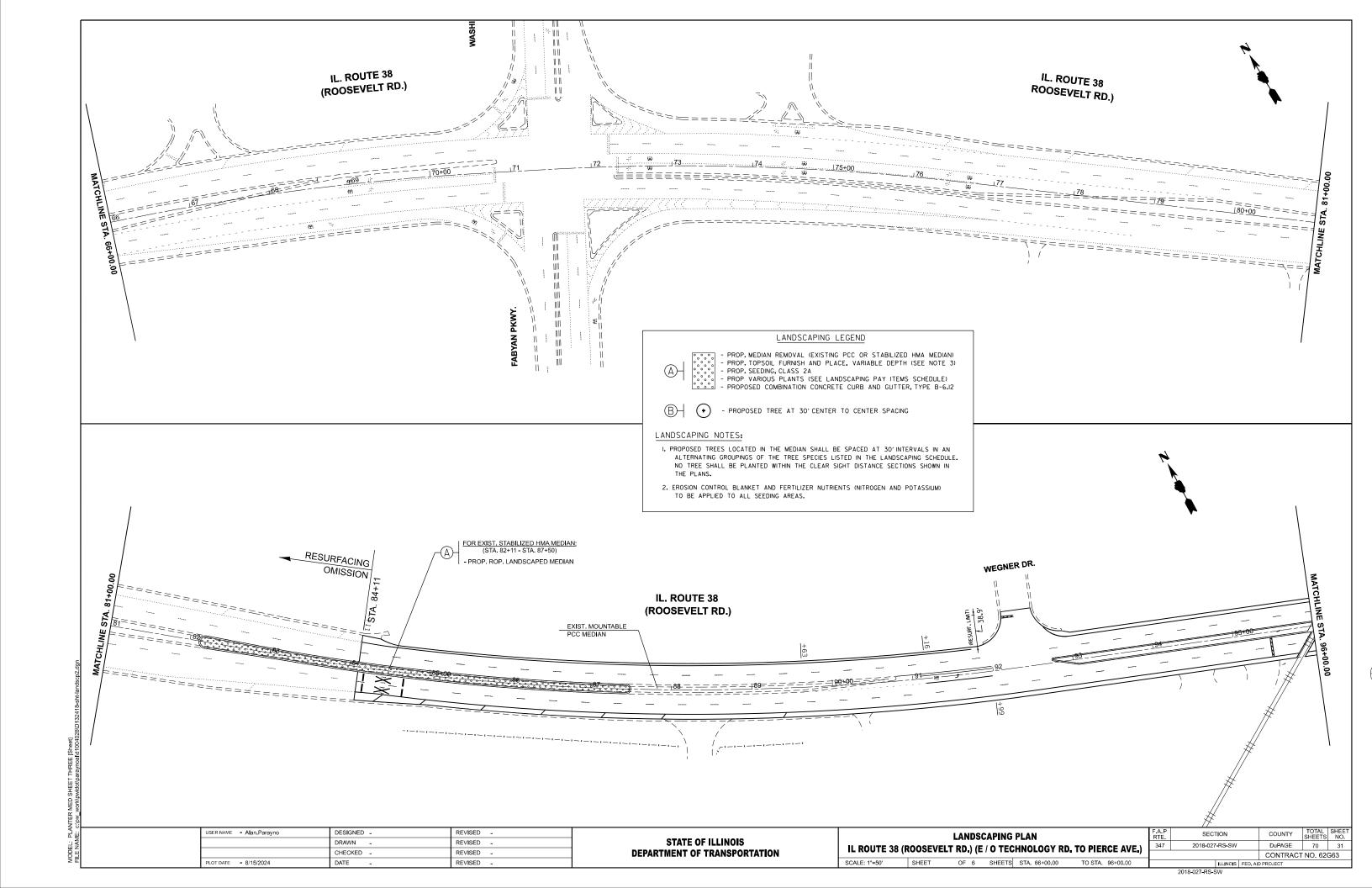
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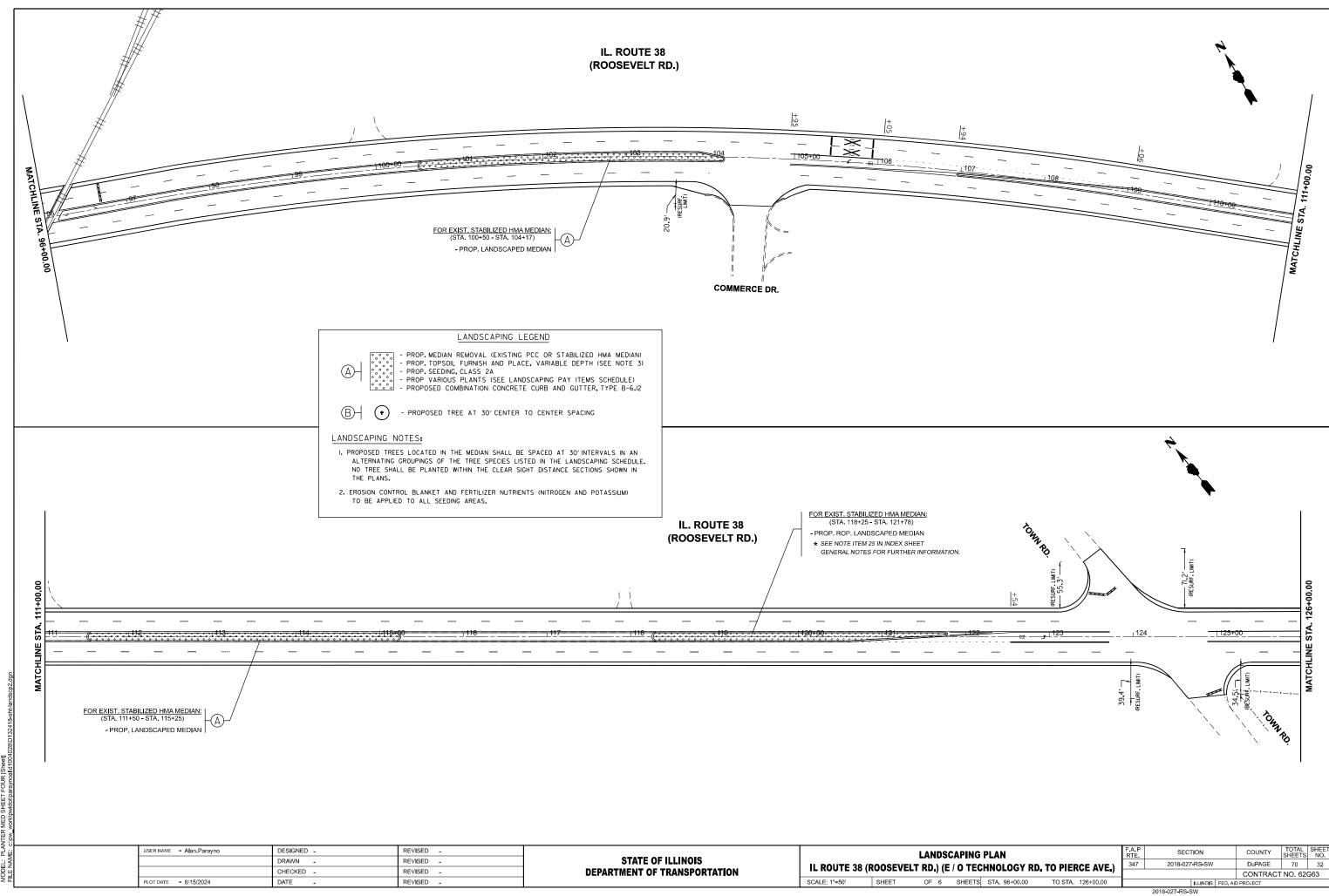
USER NAME = Alan.Parayno	DESIGNED -	REVISED -			F.A.P RTF	SECTIO	JΝ					
	DRAWN -	REVISED -	STATE OF ILLINOIS	IL ROUTE 38 (I	DAAGEVEL		ANDSCAPING PLAN (D.) (E / O TECHNOLOGY RD. TO PIERCE AVE.)				2018-027-R:	.s-sv
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	IL ROUTE 38 (ROOSEVELT RD.) (E / O TECHNOLOGY RD. TO PIERCE AVE.)								
PLOT DATE = 8/15/2024	DATE -	REVISED -		SCALE:	SHEET	OF 6	SHEETS ST	A.	TO STA.		IL!	LINOIS
										•	• 2018-027-RS-SW	

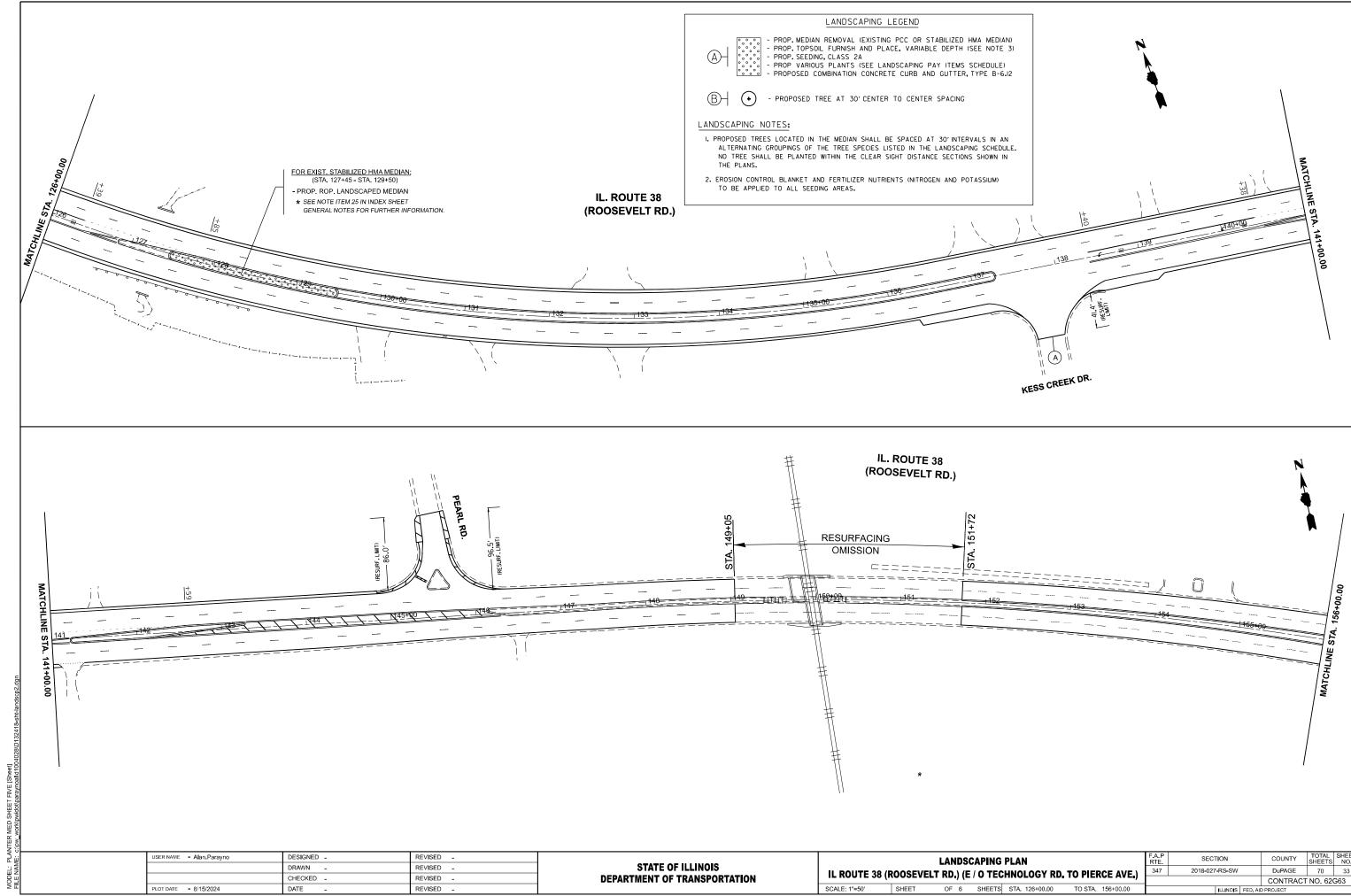


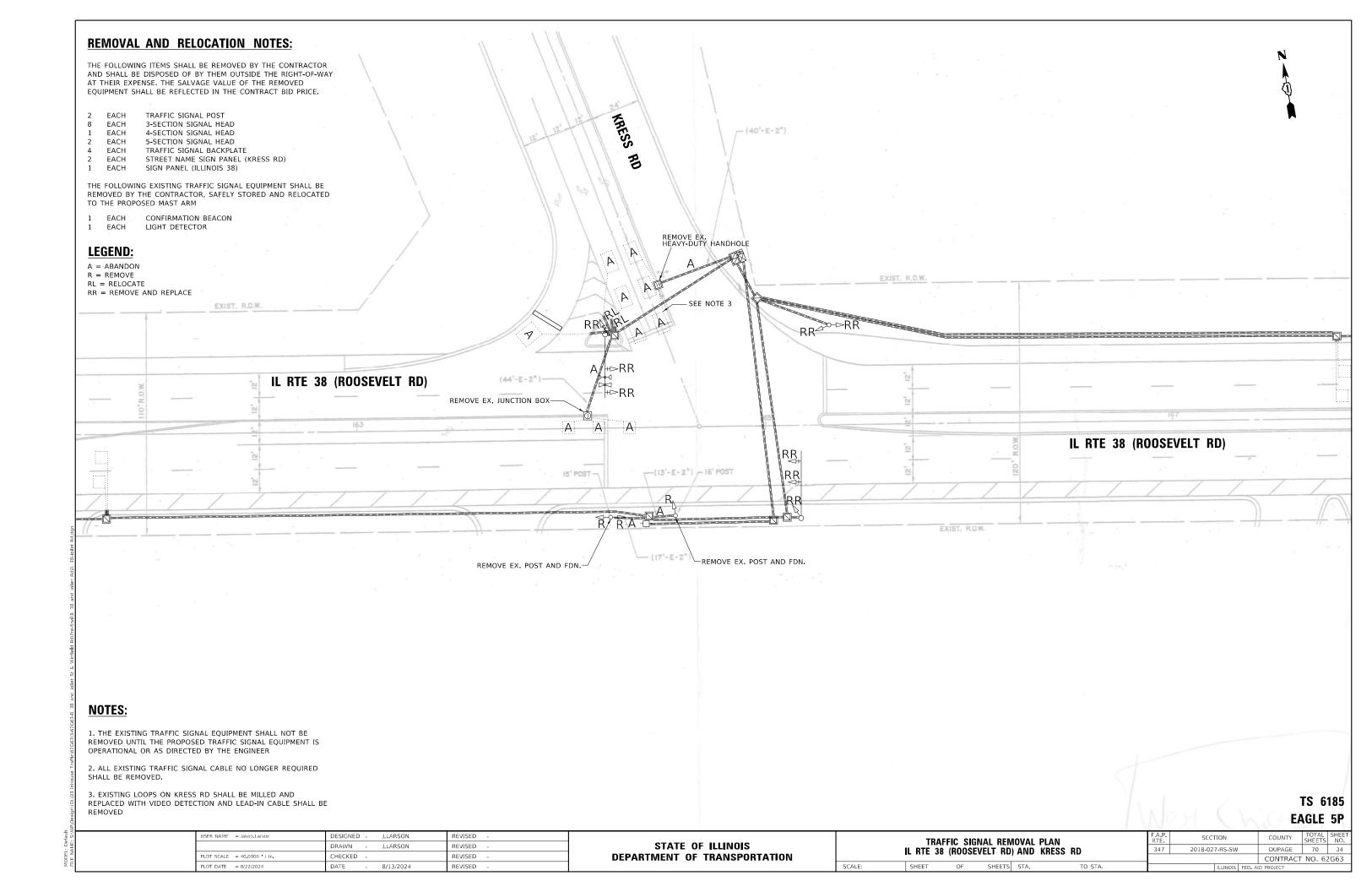


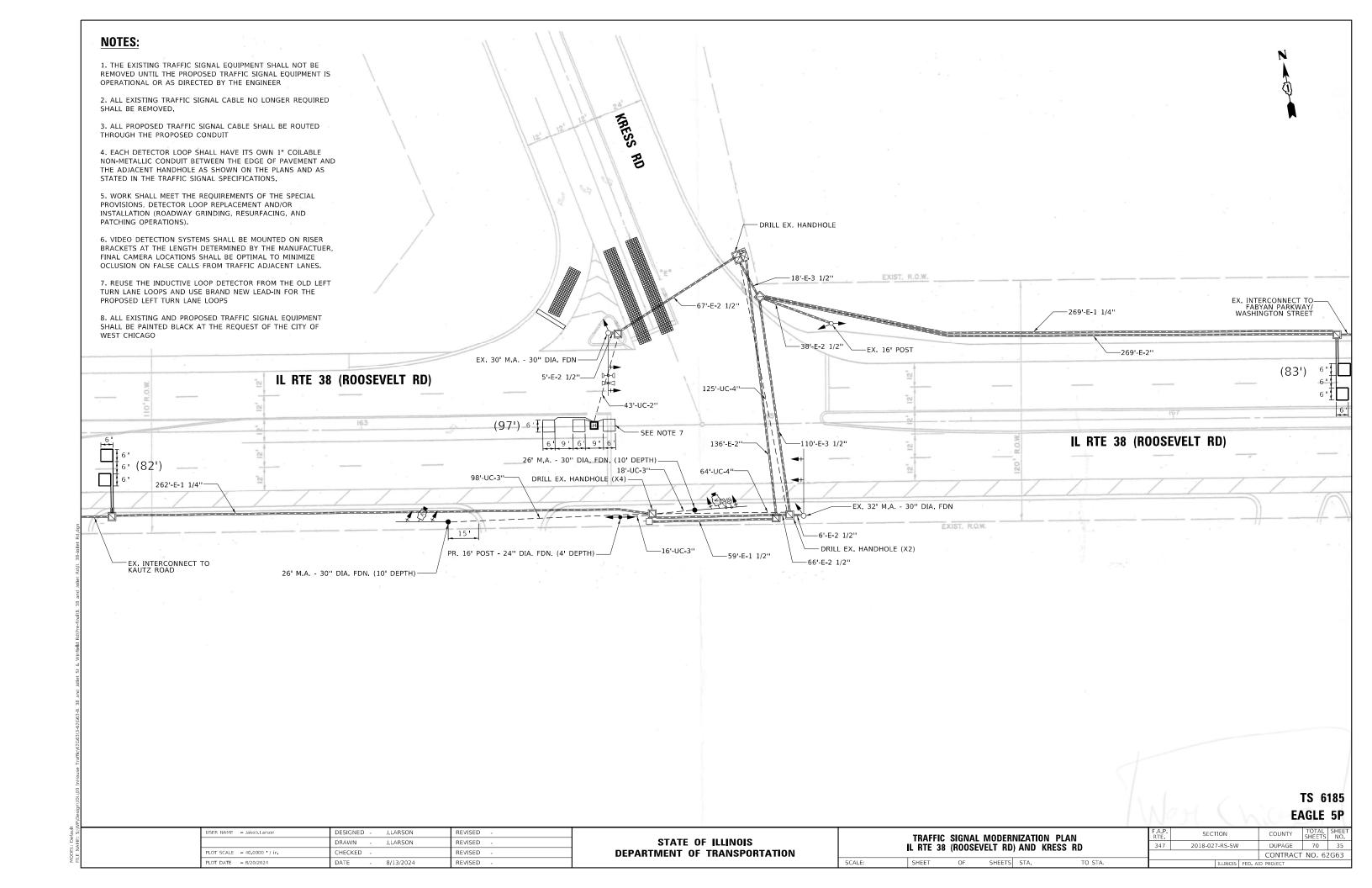
2018-027-RS-SW

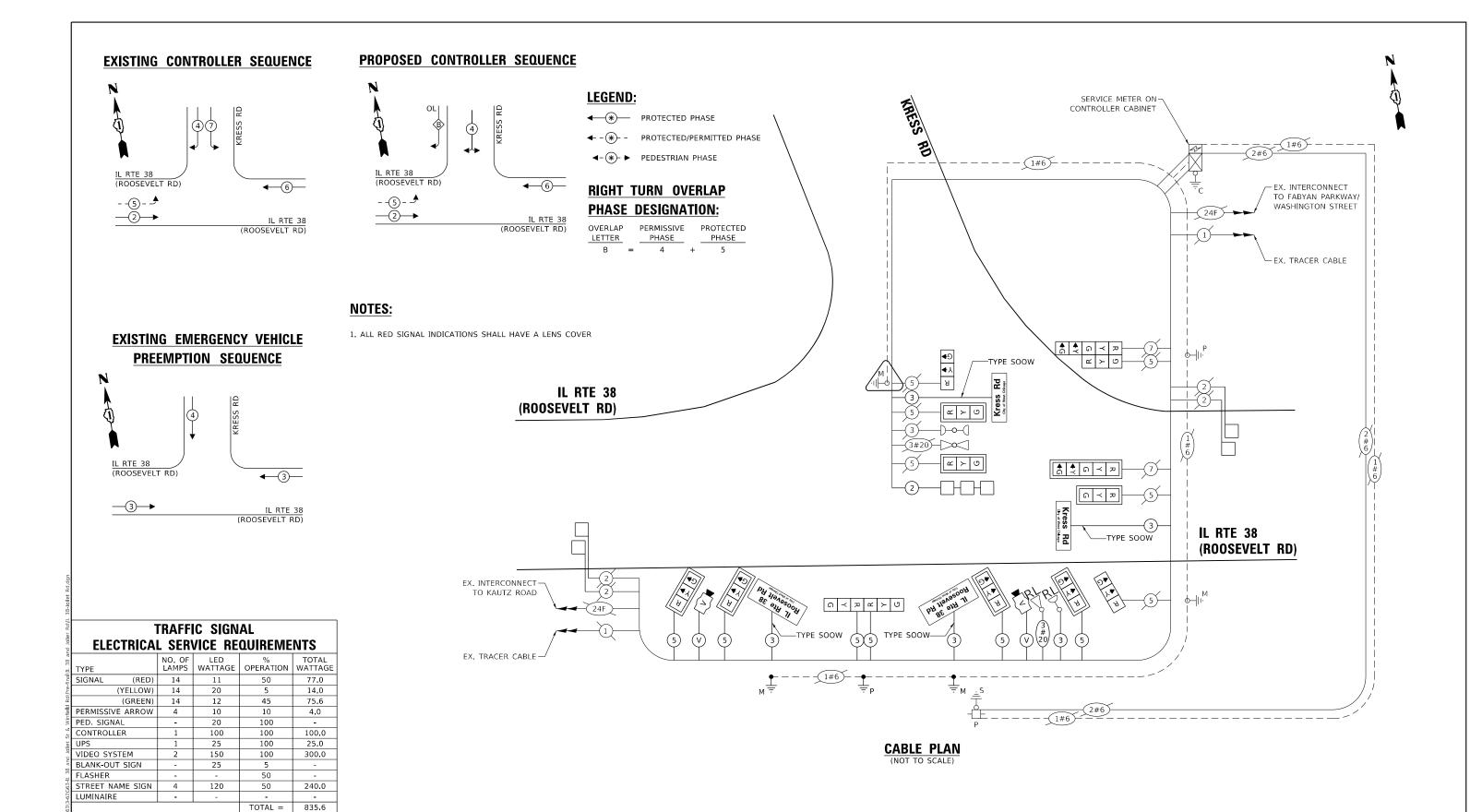












TS 6185 EAGLE 5P

USER NAME = Jakob Larson	DESIGNED - J.LARSON	REVISED -						NATION DIA		F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - J.LARSON REVISED	REVISED -		AND EMERGENCY VEHICLE PREEMPTION SEQUENCE						347	2018-027-RS-SW	DUPAGE	70	36
PLOT SCALE = 40.0000 / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		IL RTE 38 (ROOSEVELT RD) AND KRESS RD			SS RD			CONTRAC	T NO. 62	.G63	
PLOT DATE = 8/22/2024	DATE - 8/13/2024	REVISED -		SCALE:	SHEET	OF	SHEET	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		

ENERGY COSTS TO:

WEST CHICAGO, IL 60185

475 MAIN ST

CITY OF WEST CHICAGO

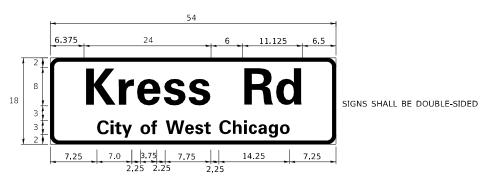
ACCOUNT NUMBER:

ENERGY SUPPLY: CONTACT: ANTONIO RIOS

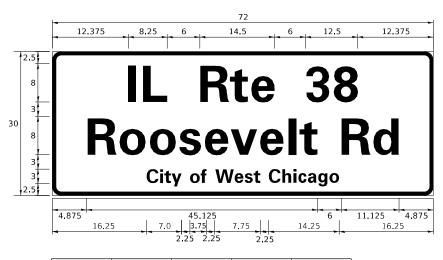
PHONE: 630-696-6855

COMPANY: COMMONWEALTH EDISON

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN	AREA	SIGN PANEL	SHEETING	QTY
SERIES	(SQ FT)	TYPE	TYPE	REQUIRED
D	6.75	LED	ZZ	2



DESIGN	AREA	SIGN PANEL	SHEETING	QTY
SERIES	(SQ FT)	TYPE	TYPE	REQUIRED
D	15	LED	ZZ	

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL.

#### SCHEDULE OF QUANTITIES

	ITEM DESCRIPTION	UNITS	TOTAL QTY
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA,	FOOT	43
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	132
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA,	FOOT	189
	HEAVY-DUTY HANDHOLE	EACH	1
	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
*	PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
*	PAINT NEW TRAFFIC SIGNAL POST	EACH	1
*	PAINT NEW MAST ARM AND POLE, UNDER 40 FOOT	EACH	2
*	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	288
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1852
	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	148
	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	251
	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	2
	CONCRETE FOUNDATION, TYPE A	FOOT	4
	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	20
	DRILL EXISTING HANDHOLE	EACH	7
	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	7
	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5
	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	1
	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	8
	DETECTOR LOOP, TYPE I	FOOT	262
	RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
	MODIFY EXISTING CONTROLLER	EACH	1
	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1315
	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
	REMOVE EXISTING HANDHOLE	EACH	1
	REMOVE EXISTING CONCRETE FOUNDATION	EACH	2
*	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	286
*	LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4
	VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	2
*	ELECTRIC CABLE IN CONDUIT, STREET NAME SIGN, NO. 14 3C, TYPE SOOW	FOOT	957
	REMOVE EXISTING JUNCTION BOX	EACH	1
	LED SIGNAL FACE, LENS COVER	EACH	14

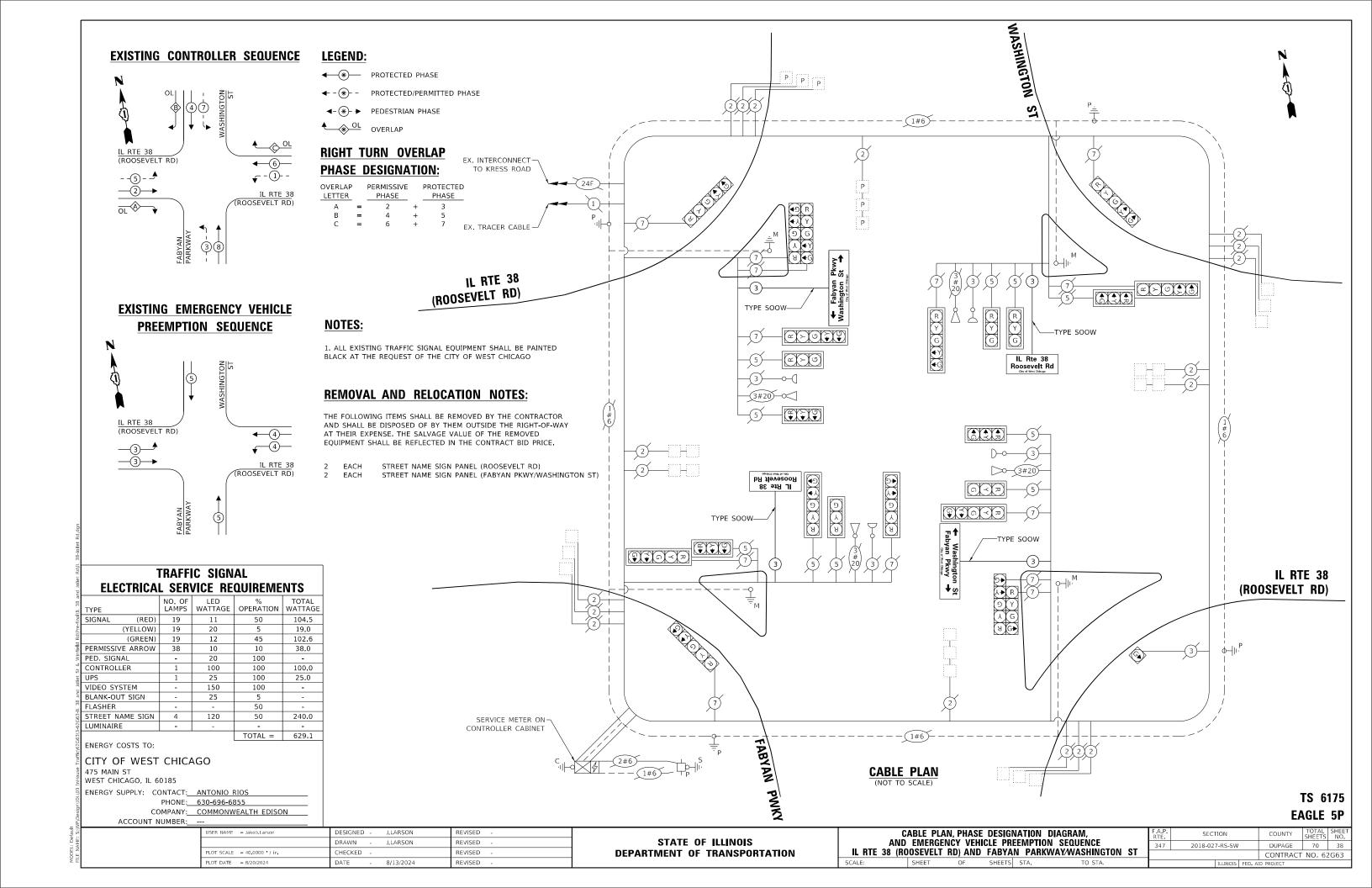
\* 100% COST TO THE CITY OF WEST CHICAGO

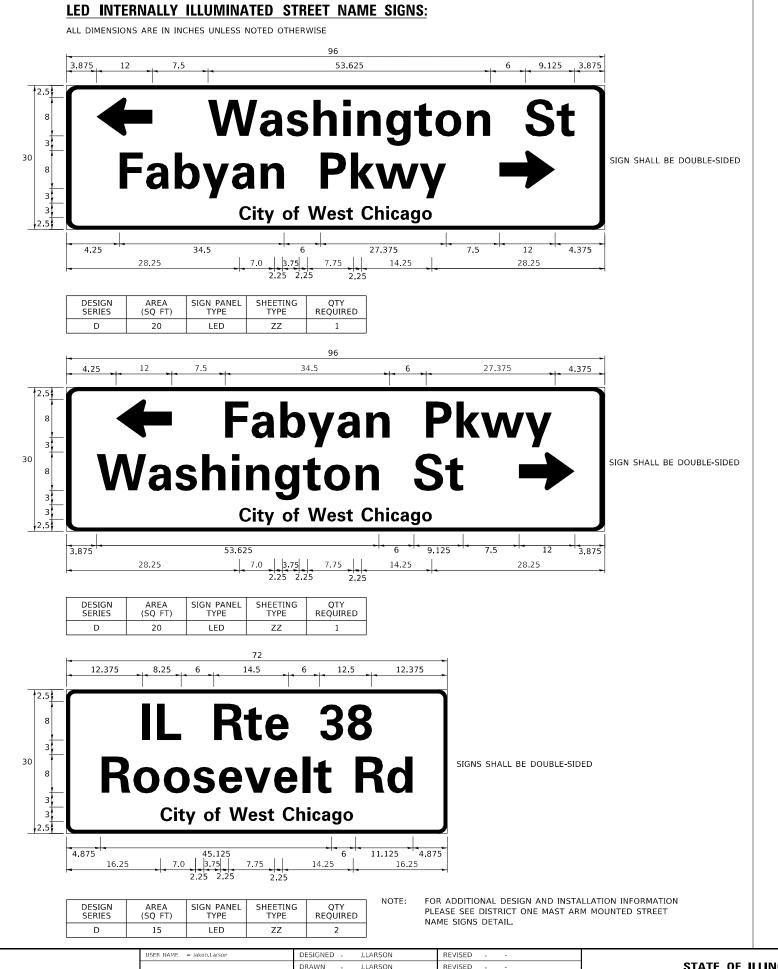
TS 6185 EAGLE 5P

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LED INTERNALLY ILLUMINATED STREET NAME SIGN
AND SCHEDULE OF QUANTITIES
IL RTE 38 (ROOSEVELT RD) AND KRESS RD

SHEET OF SHEETS STA. TO STA.





HECKED

REVISED

#### SCHEDULE OF QUANTITIES

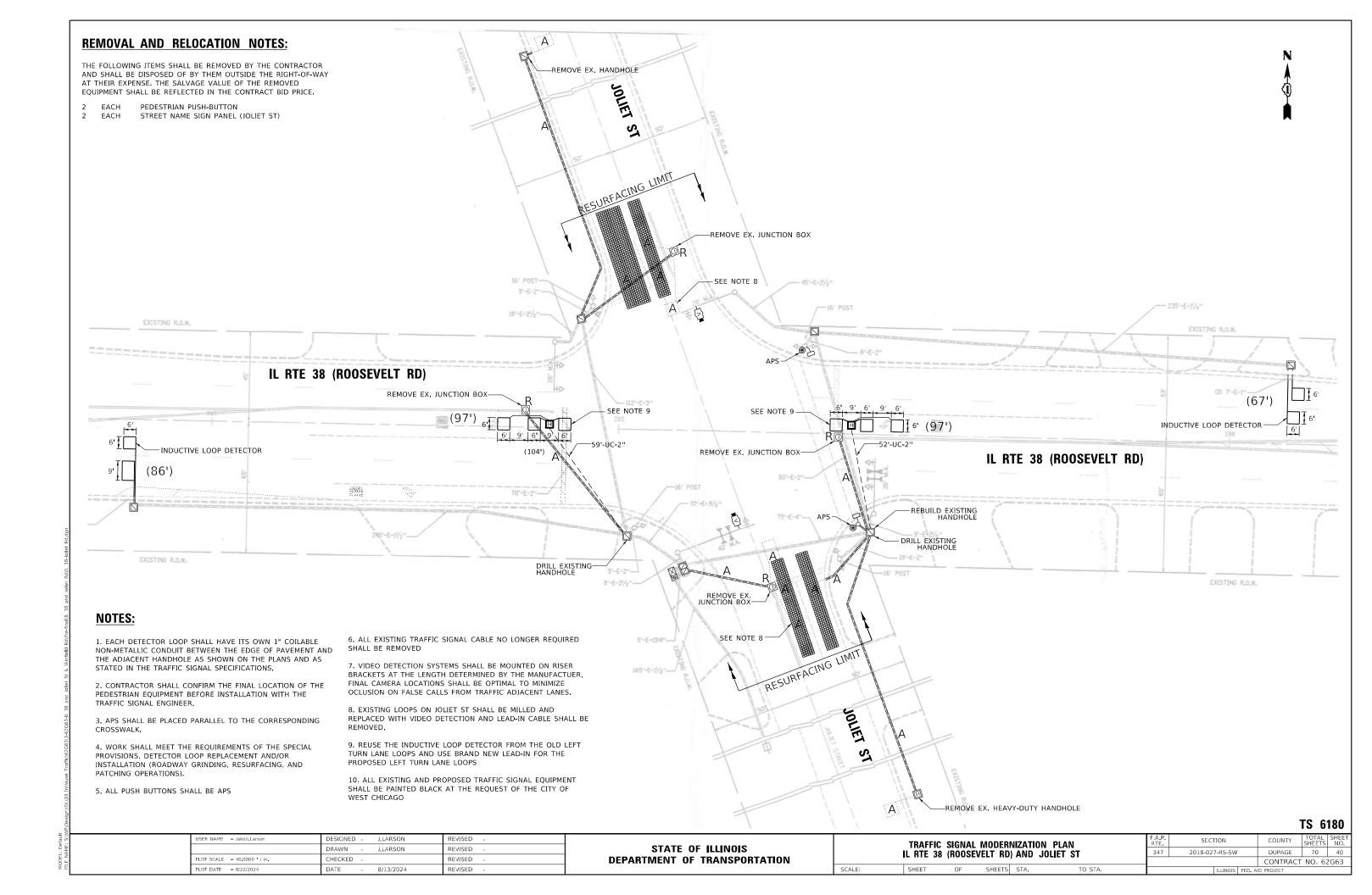
	ITEM DESCRIPTION	UNITS	TOTAL QTY
	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
*	PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
*	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
*	LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4
*	ELECTRIC CABLE IN CONDUIT, STREET NAME SIGN, NO. 14 3C, TYPE SOOW	FOOT	1021

\* 100% COST TO THE CITY OF WEST CHICAGO

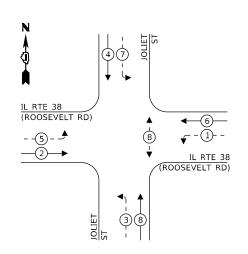
TS 6175 EAGLE 5P

	LED INTERNALLY ILLUMINATED STREET NAME SIGN						
STATE OF ILLINOIS	AND SCHEDULE OF QUANTITIES						
DEPARTMENT OF TRANSPORTATION	IL RTE 38 (F	ROOSEVELT	RD) AND	FABYAN	I PARKW	AY/WASHINGTON	ST
	SCALE:	SHEET	OF	SHEETS	STA	TO STA.	

F.A.P. RTE			COUNTY	TOTAL SHEETS	SHEET NO.	
347	2018-027-RS-SW			DUPAGE	70	39
•				CONTRACT	NO. 62	2G63
ILLINOIS FED. AID PROJECT						



#### **EXISTING CONTROLLER SEQUENCE**



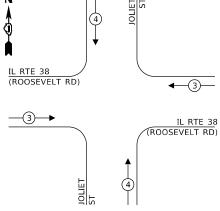
#### **LEGEND:**

**★** PROTECTED PHASE

← -(\*)- - PROTECTED/PERMITTED PHASE

√- (\*)- ► PEDESTRIAN PHASE

#### **EXISTING EMERGENCY VEHICLE** PREEMPTION SEQUENCE



TRAFFIC SIGNAL						
ELECTRICA	L SER	VICE	RE	QUIREME	NTS	

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	11	50	77.0
(YELLOW)	14	20	5	14.0
(GREEN)	14	12	45	75.6
PERMISSIVE ARROW	16	10	10	16.0
PED. SIGNAL	8	20	100	160.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	2	150	100	300.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	4	120	50	240.0
LUMINAIRE	-	-	-	-
			TOTAL =	467.6

ENERGY COSTS TO:

#### CITY OF WEST CHICAGO

475 MAIN ST WEST CHICAGO, IL 60185

ENERGY SUPPLY: CONTACT: ANTONIO RIOS

PHONE: 630-696-6855

COMPANY: COMMONWEALTH EDISON ACCOUNT NUMBER:

> DESIGNED -J.LARSON REVISED DRAWN J.LARSON REVISED PLOT SCALE = 40.0000 '/ in. CHECKED REVISED PLOT DATE = 8/21/2024 REVISED DATE

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**  CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE IL RTE 38 (ROOSEVELT RD) AND JOLIET ST

TS 6180 SECTION COUNTY 2018-027-RS-SW DUPAGE 70 41 CONTRACT NO. 62G63

<b>Z</b> ♠ <b>Q</b>	4	JOLIET ST		
II DTE 30	)			

,	4—3—	
	IL RTE 38 (ROOSEVELT RD)	

	IL RTE 38 (ROOSEVELT RD)	
<b></b>		
4		



IL RTE 38

(ROOSEVELT RD)

IL Rte 38 Roosevelt Rd

TYPE SOOW-

TYPE SOOW-SERVICE METER ON-CONTROLLER CABINET

> ST JOLIET

**CABLE PLAN** 

1#6

ST

JOLIET

-TYPE SOOW

(v)

IL Rte 38 Roosevelt Rd

: St

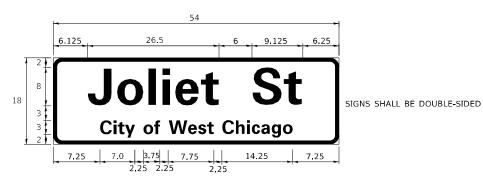
IL RTE 38

(ROOSEVELT RD)

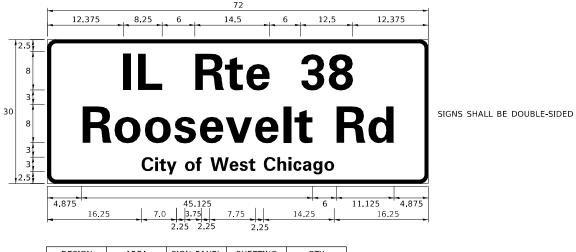
SHEETS STA.

#### LED INTERNALLY ILLUMINATED STREET NAME SIGNS:

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN	AREA	SIGN PANEL	SHEETING	QTY
SERIES	(SQ FT)	TYPE	TYPE	REQUIRED
D	6.75	LED	ZZ	2



DESIGN	AREA	SIGN PANEL	SHEETING	QTY
SERIES	(SQ FT)	TYPE	TYPE	REQUIRED
D	15	LED	ZZ	

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL.

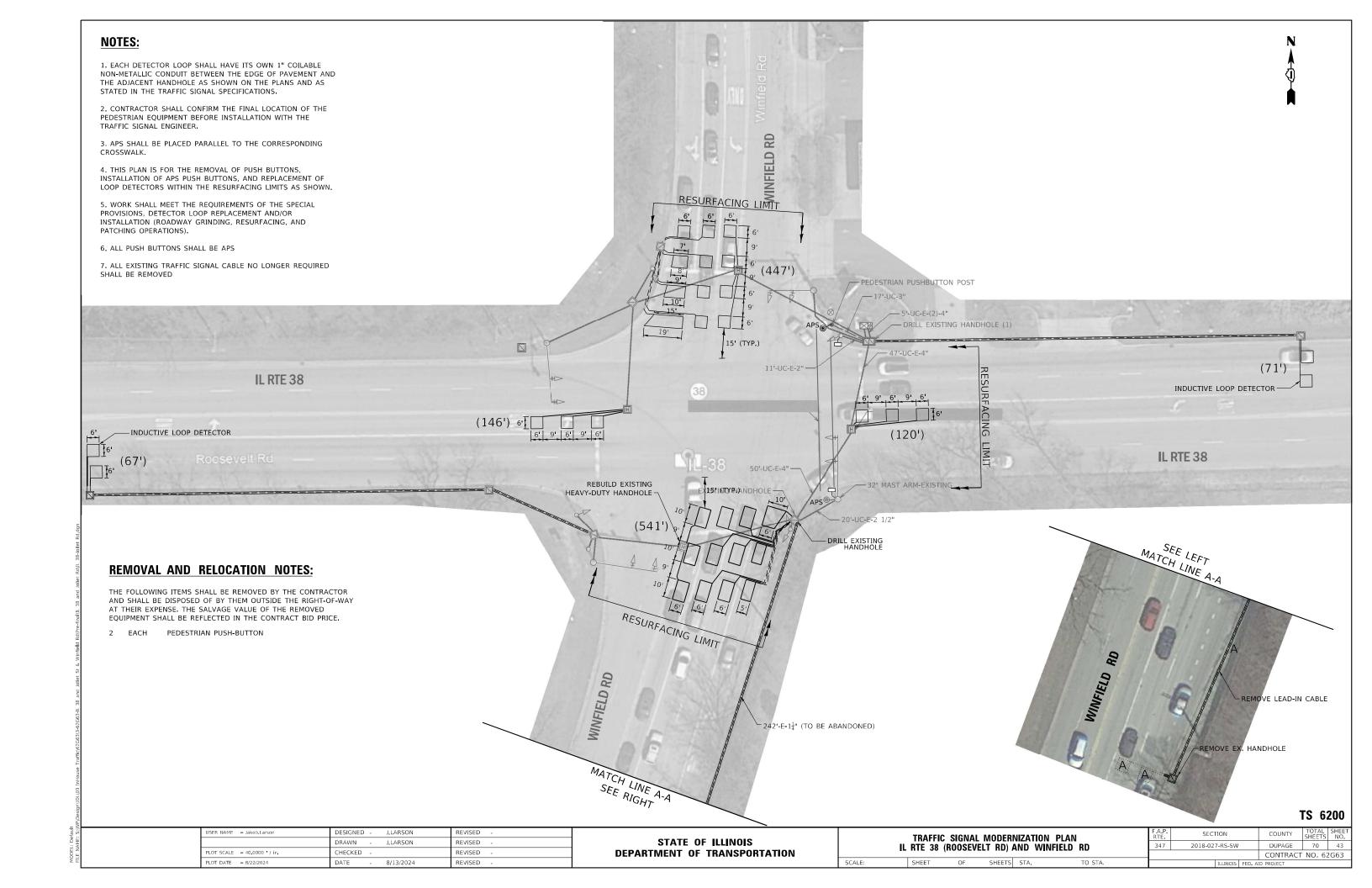
#### **SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	111
HEAVY-DUTY HANDHOLE	EACH	2
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1067
DRILL EXISTING HANDHOLE	EACH	2
INDUCTIVE LOOP DETECTOR	EACH	2
DETECTOR LOOP, TYPE I	FOOT	347
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	462
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4
VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	2
ELECTRIC CABLE IN CONDUIT, STREET NAME SIGN, NO. 14 3C, TYPE SOOW	FOOT	728
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	2
REMOVE EXISTING JUNCTION BOX	EACH	4
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

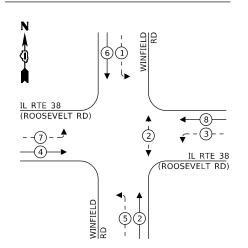
\* 100% COST TO THE CITY OF WEST CHICAGO

TS 6180

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



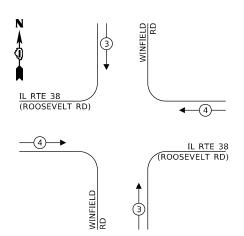




#### **LEGEND:**

- **←**(\*)— PROTECTED PHASE
- ← -(\*)- PROTECTED/PERMITTED PHASE
- √- (\*)- ► PEDESTRIAN PHASE

#### **EXISTING EMERGENCY VEHICLE** PREEMPTION SEQUENCE



TRAFFIC SIGNAL									
<b>ELECTRICAL SERVICE REQUIREMENTS</b>									
	NO. OF	LED	%	TOTA					

ä								
00	TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE			
e-tinal(IL	SIGNAL (RED)	13	11	50	71.5			
	(YELLOW)	13	20	5	13.0			
Rd/P	(GREEN)	13	12	45	70.2			
Wintle	PERMISSIVE ARROW	20	10	10	20.0			
	PED. SIGNAL	2	20	100	40.0			
St St	CONTROLLER	1	100	100	100.0			
	UPS	1	25	100	25.0			
and Jollet	VIDEO SYSTEM	-	150	100	-			
	BLANK-OUT SIGN	-	25	5	-			
38	FLASHER	-	-	50	-			
19-3-III	STREET NAME SIGN	-	120	50	-			

PHONE: 630-696-6855 COMPANY: COMMONWEALTH EDISON

TOTAL =

PLOT SCALE = 40.0000 ' / in.

PLOT DATE = 8/22/2024

339.7

DESIGNED -

DRAWN

CHECKED

DATE

J.LARSON

J.LARSON

8/13/2024

ITEM DESCRIPTION

		4
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1137
DRILL EXISTING HANDHOLE	EACH	1
INDUCTIVE LOOP DETECTOR	EACH	5
DETECTOR LOOP, TYPE 1	FOOT	1392
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	384
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	1
REBUILD EXISTING HEAVY-DUTY HANDHOLE	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	2
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

REVISED

REVISED

REVISED

REVISED

#### **SCHEDULE OF QUANTITIES**

UNITS

		2 2 pill p 7 a > 0 + 0 + 0		\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		R O Y A B B B B B B B B B B B B B B B B B B	APS ®
					1#6	<del>-</del>	
,	TOTAL QTY		3		ELE PLAN T TO SCALE)		
$\dashv$	1						
-	1137						
	1						
	5						
	1392						
	384 1						
$\vdash$	1						
$\exists$	1						
	2						
	1						
ı		STATE OF ILLINOIS MENT OF TRANSPORTATION	CABLE	IL RTE 38 (RO	GNATION DIAGRAM, SC CY VEHICLE PREEMPTIO OOSEVELT RD) AND W	CHEDULE OF QUANTITI ON SEQUENCE INFIELD RD	F.A. RTE. 347

IL RTE 38

(ROOSEVELT RD)

SERVICE METER ON-

IL RTE 38 (ROOSEVELT RD)

TS 6200

DUPAGE 70 44

CONTRACT NO. 62G63

COUNTY

SECTION

2018-027-RS-SW

CONTROLLER CABINET

ST

JOLIET

1#6

SHEETS STA.

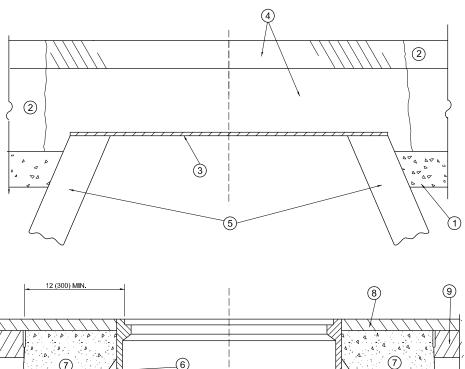
LUMINAIRE

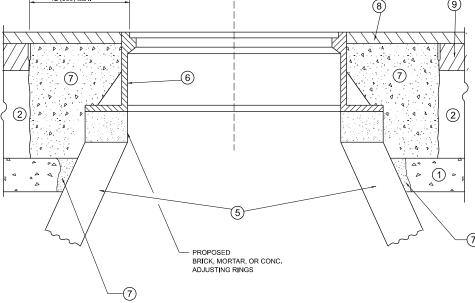
ENERGY COSTS TO:

VILLAGE OF WINFIELD 27 W 465 JEWELL ROAD WINFIELD, IL 60190

ENERGY SUPPLY: CONTACT: ANTONIO RIOS

ACCOUNT NUMBER:





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

#### 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. 3 (80) 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-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

4 PROPOSED CRUSHED STONE AND HMA SURFACE MIX

8 PROPOSED HMA SURFACE COURSE

(5) EXISTING STRUCTURE

9 PROPOSED HMA BINDER COURSE

#### **LOCATION OF STRUCTURES**

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

#### **BASIS OF PAYMENT**

- 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

2018-027-RS-SW

ISER NAME = Alan Parayno DESIGNED - R. SHAH REVISED - R. BORO 03-09-11 SECTION COUNTY **DETAILS FOR** STATE OF ILLINOIS DRAWN REVISED - R. BORO 12-06-11 347 2018-027-RS-SW DuPAGE 70 FRAMES AND LIDS ADJUSTMENT WITH MILLING CHECKED -REVISED - K. SMITH 11-18-22 **DEPARTMENT OF TRANSPORTATION** BD600-03 (BD-08) CONTRACT NO. 62G63 SCALE: NONE SHEET 1 OF 1 SHEETS STA. PLOT DATE = 8/15/2024 REVISED - K. SMITH 09-15-23 DATE 10-25-94

#### **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."
- 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.

HMA REMOVAL OVER PATCHES AND HMA REPLACEMENT OVER PATCHES FOR PATCHING FIRST CONSTRUCTION 6 (150) MIN. SAW CUT/SCORING EXIST, HMA FOR PATCHING FIRST CONSTRUCTION OVERLAY, TYPICAL. TOP OF EXIST. HMA OR MILLED SURFACE CLASS C OR CLASS D PATCH OF THE THICKNESS SPECIFIED 12 (300) SAW CUT/SCORING, TYPICAL **EXISTING PAVEMENT** PROPOSED UNSUITABLE SUBGRADE REMOVAL AND REPLACEMENT **UTILITY OR STORM SEWER TRENCH** (IF PATCH IS DUE TO UTILITY OR SEWER WORK, THE WIDTH OF THE FULL DEPTH PATCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH).

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

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

SEE TYPICAL SECTIONS FOR

THICKNESS AND MATERIALS

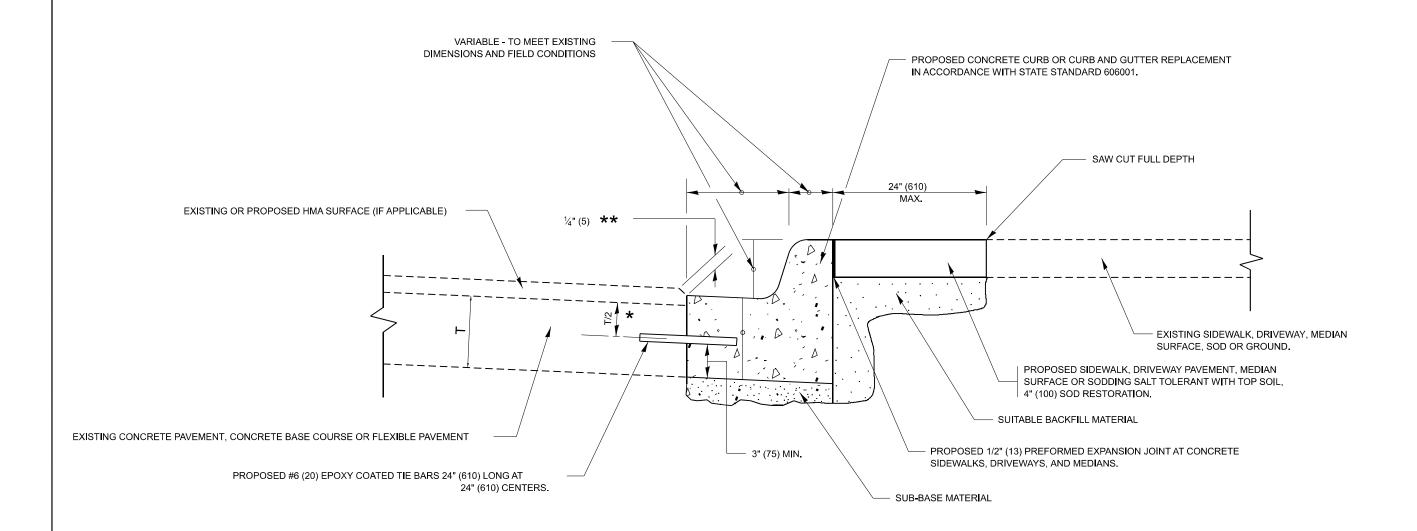
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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

- 1. MILL HMA FIRST IF THERE IS AT LEAST 4 ½ 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 = Alan.Parayno	DESIGNED - R. SHAH	REVISED -	R. BORO 01-01-07		PAVEMENT PATCHING FOR				F.A.P RTF	SECTION	COUNTY	TOTAL	SHEET		
	DRAWN -	REVISED -	R. BORO 09-04-07	STATE OF ILLINOIS					347	2018-027-RS-SW	DuPAGE	70	46		
PLOT SCALE = 0.16666633 '/ in.	CHECKED -	REVISED -	K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION	HMA SURFACED PAVEMENT		В	D400-04 (BD-22)	CONTRACT	「NO. 62	G63				
PLOT DATE = 8/15/2024	DATE - 10-25-94	REVISED -	K. SMITH 11-18-22		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		

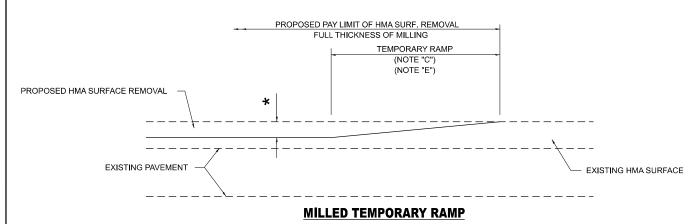


- ★ 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- \*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

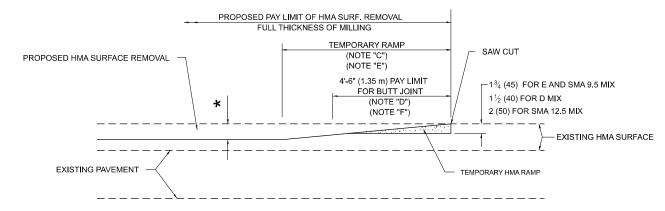
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = Alan.Parayno	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97		CURB OR CURB AND GUTTER				₹	F.A.P RTF	SECTION	COUNTY	TOTAL	SHEET!	
	DRAWN -	REVISED - M. GOMEZ 01-22-01	STATE OF ILLINOIS		REMOVAL AND REPLACEMENT				347	2018-027-RS-SW	DuPAGE	70	47	
PLOT SCALE = 0.16666633 1 / in.	CHECKED -	REVISED - R. BORO 12-15-09	DEPARTMENT OF TRANSPORTATION	REMOVAL AND REPLACEMENT		1	E	3D600-06 (BD-24)	CONTRA	CT NO. 62	2G63			
PLOT DATE = 8/15/2024	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1	OF 1	SHEET	S STA.	TO STA.		ILLINOIS FEE	. AID PROJECT		$\overline{}$



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

#### **OPTION 1**

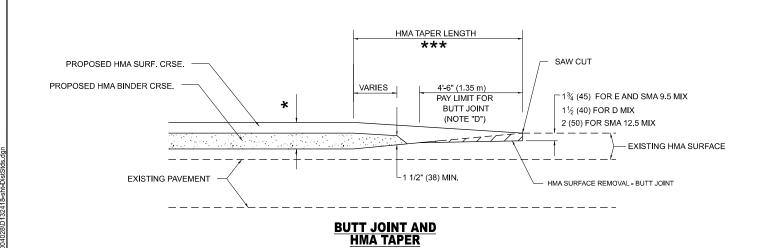


**HMA CONSTRUCTED TEMPORARY RAMP** 

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

#### **OPTION 2**

# **TYPICAL TEMPORARY RAMP**

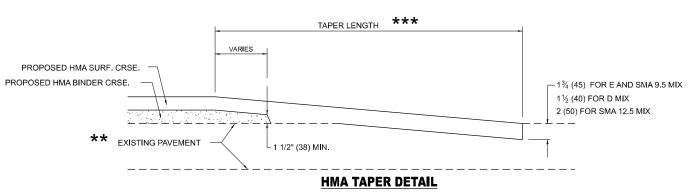


# TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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

 $\star\star$  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**

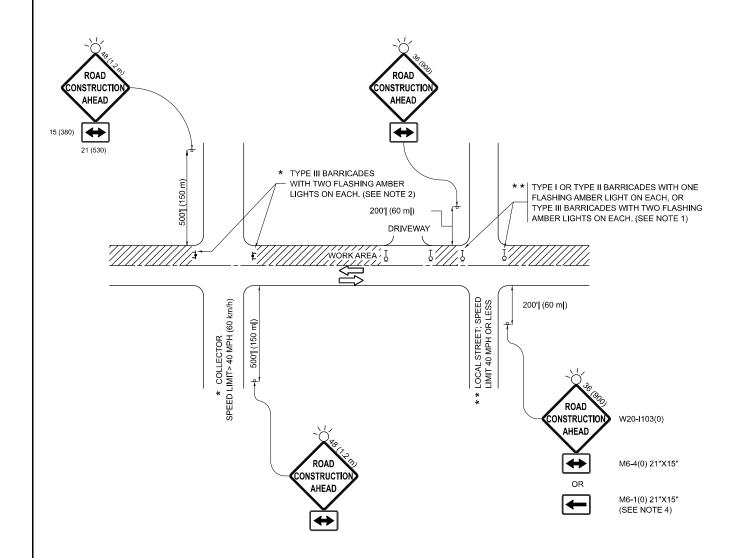
- THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT"
- THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT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

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

JSER NAME = Alan.Parayno DESIGNED - M. DE YONG REVISED - A. ABBAS 03-21-97 COUNTY **BUTT JOINT AND STATE OF ILLINOIS** REVISED -DRAWN M. GOMEZ 04-06-01 2018-027-RS-SW DuPAGE 70 **HMA TAPER DETAILS** CHECKED -**DEPARTMENT OF TRANSPORTATION** BD400-05 BD-32 CONTRACT NO. 62G63 SHEET 1 OF 1 SHEETS STA. PLOT DATE = 8/15/2024 REVISED - K. SMITH 11-18-22 TO STA. DATE

• 2018-027-RS-SV

MODEL: BD-32 BT JT TAPER



#### NOTES:

- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h)
  AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500" (150 m) IN ADVANCE OF THE MAIN ROUTE.
- b) 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.
- 3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

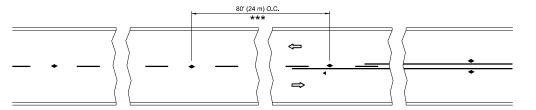
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

• • 2018-027-RS-SW

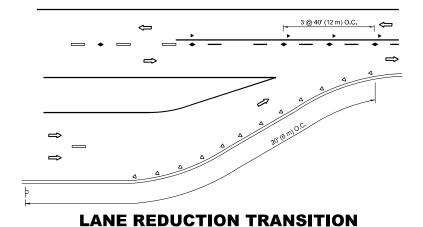
MODEL: TC-10 TC FOR

SCALE: SHEET OF SHEETS STA. TO STA.



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

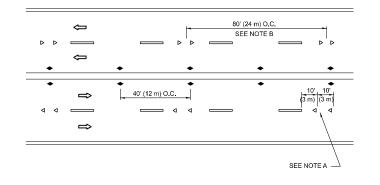
#### SEE FIGURE 3B-14 MUTCO

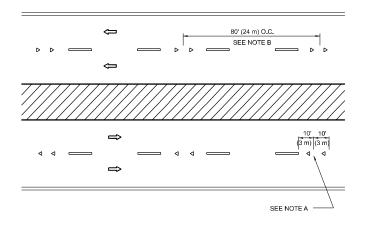


SEE NOTE B **1 C** 40' (12 m) O.C. SEE NOTE A -

#### **TWO-WAY LEFT TURN**

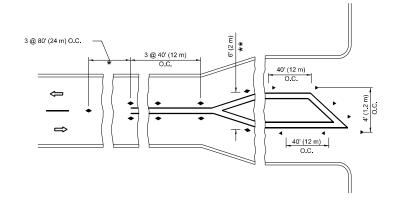
#### **TWO-LANE/TWO-WAY**

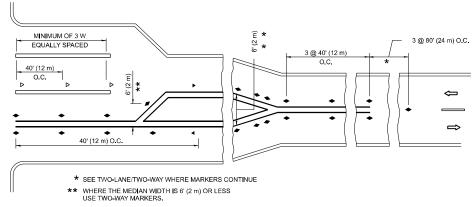




#### **MULTI-LANE/UNDIVIDED**

#### **MULTI-LANE/DIVIDED**





#### **TURN LANES**

#### **GENERAL NOTES**

- 1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
- 2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN
- 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**

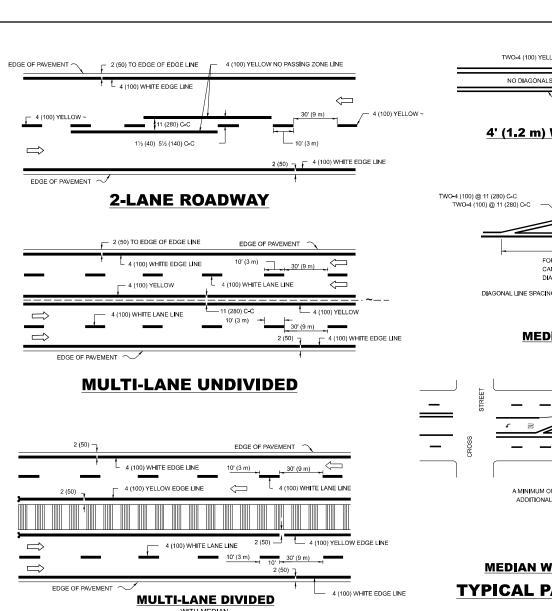
- 1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- 2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
- 3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD 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.

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

JSER NAME = Alan Parayno DESIGNED -REVISED - T. RAMMACHER 03-12-99 SECTION COUNTY **TYPICAL APPLICATIONS** STATE OF ILLINOIS REVISED - T. RAMMACHER 01-06-00 DRAWN 2018-027-RS-SW DuPAGE 70 50 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) CHECKED . **DEPARTMENT OF TRANSPORTATION** TC-11 CONTRACT NO. 62G63 PLOT DATE = 8/15/2024 DATE REVISED - C. JUCIUS 07-01-13

SHEET 1 OF 1 SHEETS STA.

2018-027-RS-SW



**TYPICAL LANE AND EDGE LINE MARKING** 

humuni

**TYPICAL CROSSWALK MARKING** 

\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

**DETAIL "A"** 

THE ROAD WHICH IT CROSSES

PLOT DATE = 8/15/2024

BICYCLE & EQUESTRIAN

## **MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING**

# - 50' (15 m) TO 200' (60 m) OVER 200' (60 m) $\label{eq:full size letters 8' (2.4 m) AND ARROWS SHALL BE USED.}$ $\label{eq:full size letters 8' (2.4 m) AND ARROWS SHALL BE USED.}$ $\label{eq:full size letters 8' (2.4 m) AND ARROWS SHALL BE USED.}$ $\label{eq:full size letters 8' (2.4 m) AND ARROWS SHALL BE USED.}$ $\label{eq:full size letters 8' (2.4 m) AND ARROWS SHALL BE USED.}$

JSER NAME = Alan.Parayno DESIGNED - EVERS REVISED - C. JUCIUS 09-09-09 REVISED -DRAWN C. JUCIUS 07-01-13

CHECKED -

DATE

**DETAIL "B"** 

2' (600)

- 6 (150) WHITE

PEDESTRIAN

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

DISTRICT ONE TYPICAL PAVEMENT MARKINGS SHEET 1 OF 1 SHEETS STA.

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO

STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

SECTION 2018-027-RS-SW DuPAGE 70 51 CONTRACT NO. 62G63

TWO-4 (100) YELLOW @ 11 (280) C-C 4' (1.2 m) OUTS DE TO TWO-4 (100) YELLOW @ 11 (280) C-C 4' (1.2 m) WIDE MEDIANS ONLY VARIES

8 (200) WHITE -

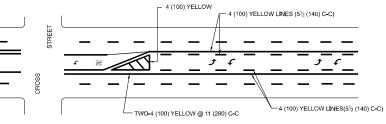
**ISLAND AT PAVEMENT EDGE** 

@ 10' (3 m) OR LESS SPACING ISLAND OFFSET FROM PAVEMENT EDGE FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING 8 (200) WHITE -

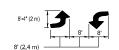
CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

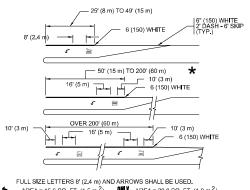
50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

#### 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.





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

# **TYPICAL LEFT (OR RIGHT) TURN LANE**

#### **TYPICAL TURN LANE MARKING**

LANE REDUCTION **TRANSITION U-TURN** 

D(FT)

SPEED LIMIT

		<u> </u>	·	GREATER OR WHEN SPECIFIED IN PLANS.
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4" (1.2 m) NADVANCE OF AND PARALLEL TO GROSSWAIK, F PRESENT. OTHERWISE, FLACE AT DESIRED STOPPING POINT, PARALLEL TO GROSSROAD 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: "X"=3.6 SQ, FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ, FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

COMBINATION

**LEFT AND U-TURN** 

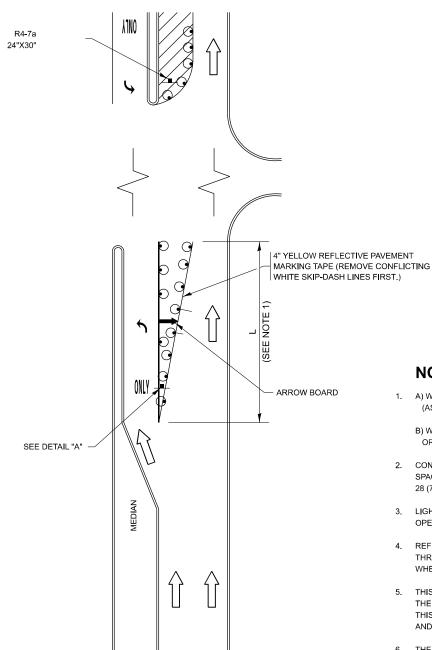
32 R (810)

RAISED

TYPICAL ISLAND MARKING

All dimensions are in inches (millimeters unless otherwise shown.

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



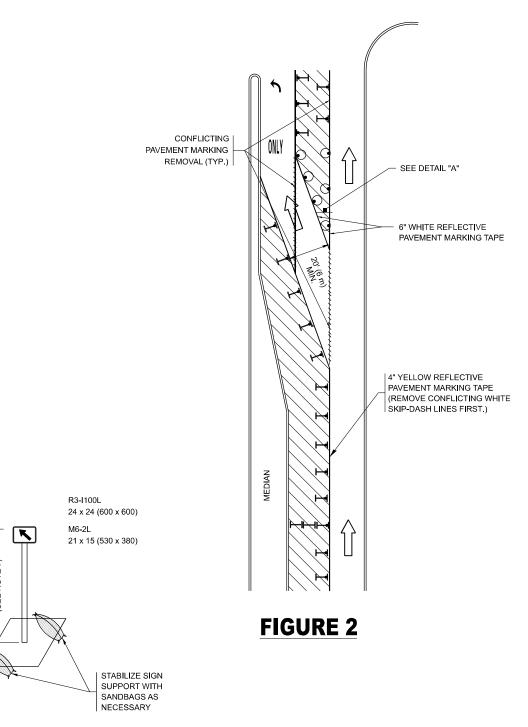
# FIGURE 1

# 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.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

# TURN BAY ENTRANCE WITHIN A LANE CLOSURE



## **DETAIL A**

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

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.

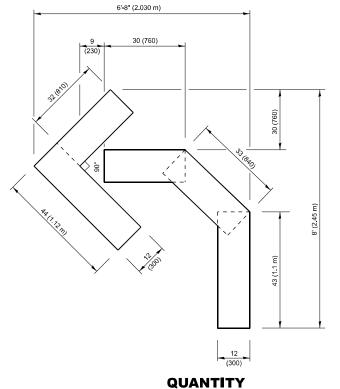
 
 F.A.P RTE.
 SECTION
 COUNTY
 TOTAL SHEETS
 SHEETS NO.

 347
 2018-027-RS-SW
 DuPAGE
 70
 52

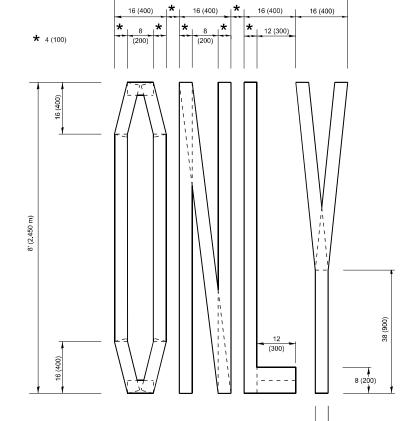
 TC-14
 CONTRACT NO. 62G63

• • 2018-027-RS-SW

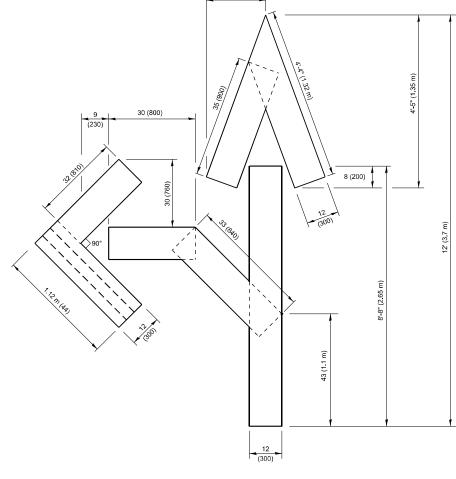
: IC-14 IC ALTUKN BAYS [Sheet] \ME: c:\pw\_work\pwidot\paraynoal\d1004028\D132418-sht-D



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)

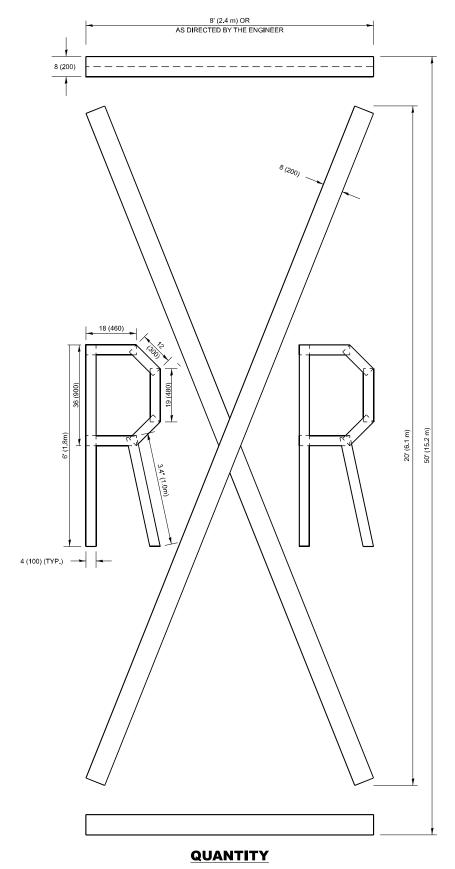


#### **QUANTITY**

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

#### NOTE:

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



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

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

USER NAME = Alan.Parayno DESIGNED -REVISED - T. RAMMACHER 03-02-98 DRAWN REVISED - E. GOMEZ 08-28-00 CHECKED -REVISED - E. GOMEZ 08-28-00 PLOT DATE = 8/15/2024 DATE - 09-18-94 REVISED - A. SCHUETZE 09-15-16

21.4 sq. ft. (1.99 sq. m)

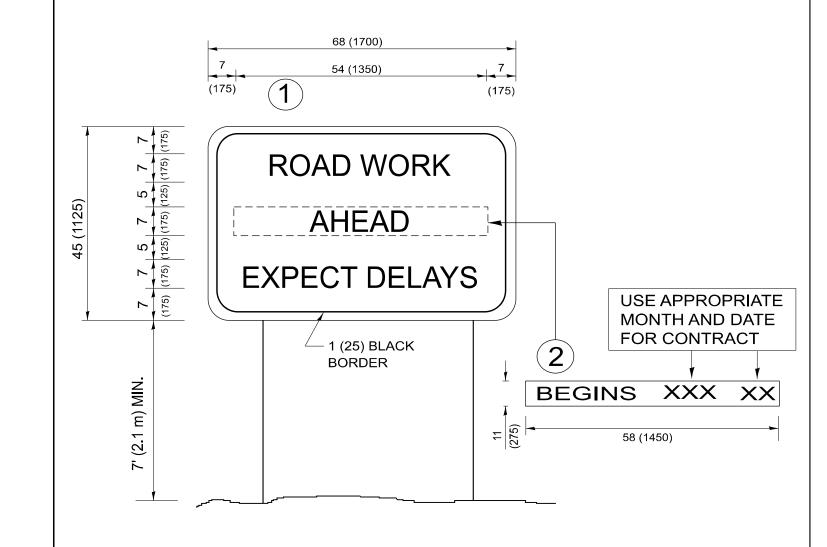
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS 347 SCALE: NONE SHEET 1 OF 1 SHEETS STA.

COUNTY SHEETS NO.

DuPAGE 70 53 2018-027-RS-SW TC-16 CONTRACT NO. 62G63

• • 2018-027-RS-SW



## 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 1

6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)

SCALE: NONE

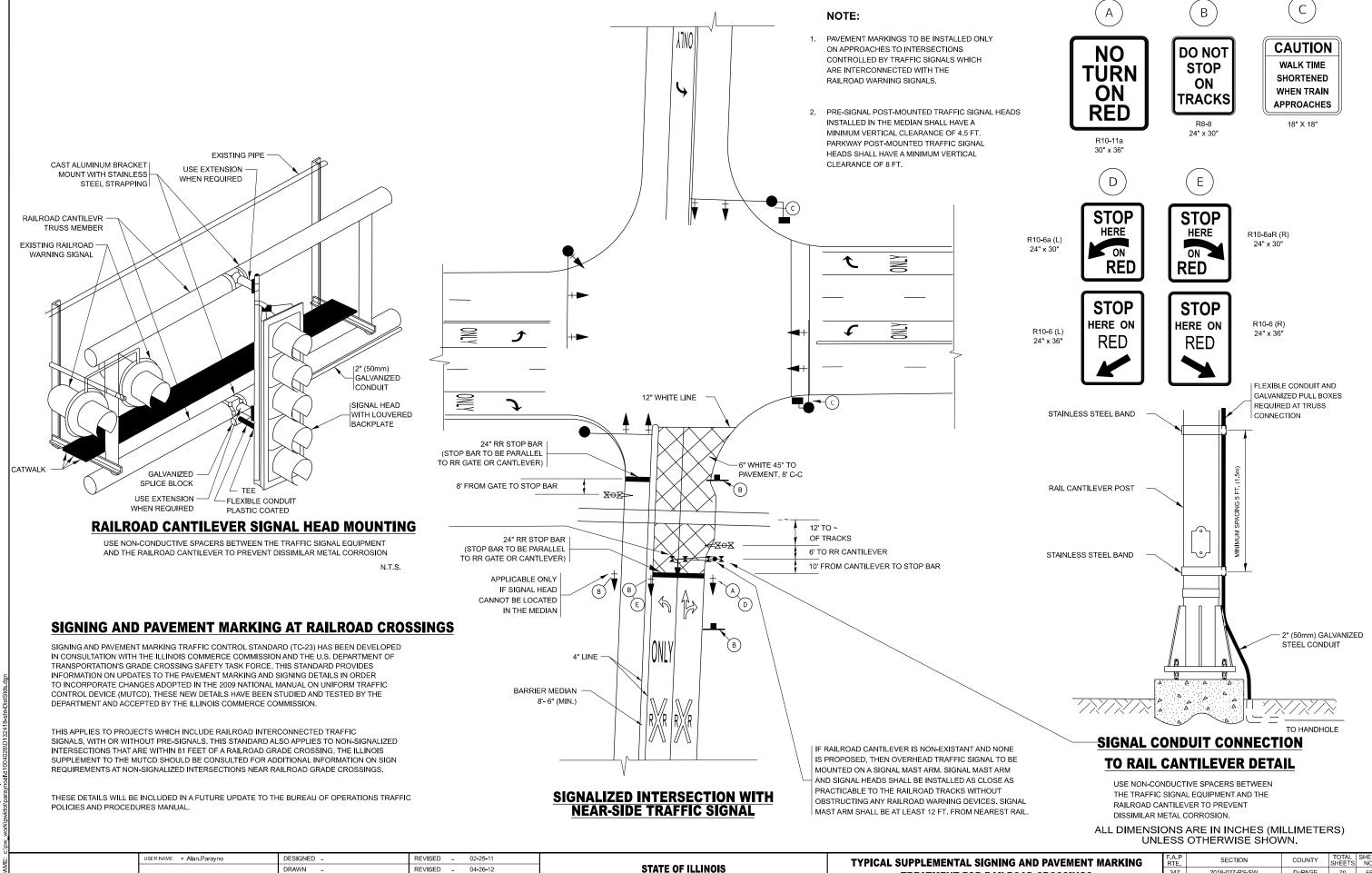
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

USER NAME = Alan.Parayno	DESIGNED -	REVISED	<ul> <li>R. MIRS 09-15-97</li> </ul>
	DRAWN -	REVISED	- R. MIRS 12-11-97
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED	- T. RAMMACHER 02-02-99
PLOT DATE = 8/15/2024	DATE -	REVISED	<ul> <li>C. JUCIUS 01-31-07</li> </ul>

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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INFOR	MATION	347	2018-027-RS		
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OF 1	SHEETS	QTA	TO STA		



**DEPARTMENT OF TRANSPORTATION** 

347

TREATMENT FOR RAILROAD CROSSINGS

SHEET 1 OF 2 SHEETS STA.

SCALE: NONE

2018-027-RS-SW

TC-23

2018-027-RS-SW

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70

CONTRACT NO. 62G63

HECKED

DATE

PLOT DATE = 8/15/2024

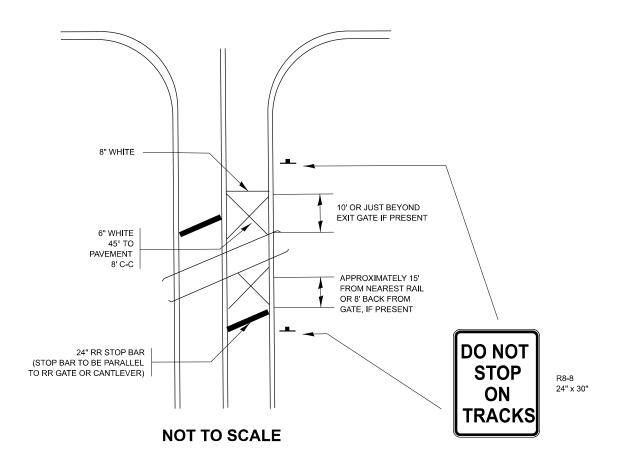
REVISED -

REVISED - D.G. 8-22-19

A.R. 07-11-16

# TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

## WITH SIGNALIZED INTERSECTION

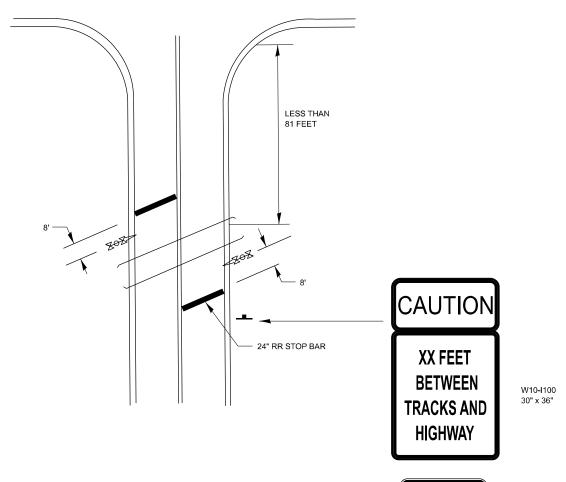


#### NOTE:

- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- 2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION. (SEE DETAIL FOR PRE-SIGNALS).

#### WITH NON-SIGNALIZED INTERSECTION

81' OR LESS TO CLOSEST RAIL



#### NOTE:

- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- 2. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKING EXTEND TO THE INTERSECTION.



R8-8 24" x 30"

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

• 2018-027-RS-SW

ISER NAME = Alan Parayno DESIGNED -REVISED TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING **STATE OF ILLINOIS** DRAWN REVISED 2018-027-RS-SW DuPAGE 70 56 TREATMENT FOR RAILROAD CROSSINGS CHECKED REVISED **DEPARTMENT OF TRANSPORTATION** TC-23 CONTRACT NO. 62G63 SHEET 2 OF 2 SHEETS STA. PLOT DATE = 8/15/2024 DATE REVISED



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

#### **NOTES:**

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

 USER NAME
 = Alan.Parayno
 DESIGNED
 REVISED
 C. JUCIUS 02-15-07

 DRAWN
 REVISED

 PLOT SCALE
 = 0.16666833 '/ in.
 CHECKED
 REVISED

 PLOT DATE
 = 8/15/2024
 DATE
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE

# TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	<u>ITEM</u>	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	R R	R R Y
COMMUNICATION CABINET	ECC	CC	-ROUND	:				G G 4Y
MASTER CONTROLLER	EMC	MC	HEAVY DUTY HANDHOLI -SQUARE -ROUND		⊞ Ө			G G 4Y 4Y 4G P
MASTER MASTER CONTROLLER	EMMC	ммс	DOUBLE HANDHOLE			CIONAL HEAD WITH DACKELATE	·	·
UNINTERRUPTABLE POWER SUPPLY	<b>4</b>	<b>7</b>	JUNCTION BOX		0	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		R R Y
SERVICE INSTALLATION	-□- <sup>P</sup>	₽ P	RAILROAD CANTILEVER	MAST ARM	X <del>eX X</del>	(,		G G 4Y 4Y 4G
-(P) POLE MOUNTED SERVICE INSTALLATION			RAILROAD FLASHING SI	GNAL <del>X⊖</del> X	X+X		P RB	<b>4G 4G P</b> RB
-(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	$\boxtimes^{G} \boxtimes^{GM}$	<b>⊠</b> <sup>G</sup> <b>⊠</b> <sup>GM</sup>	RAILROAD CROSSING G	ATE X <del>OX</del>	X• <del>X</del>	PEDESTRIAN SIGNAL HEAD		<b>U</b>
TELEPHONE CONNECTION	ET	T	RAILROAD CROSSBUCK	否	*	AT RAILROAD INTERSECTIONS	<b>(*)</b>	<u>**</u>
STEEL MAST ARM ASSEMBLY AND POLE	O	•	RAILROAD CONTROLLE	R CABINET	<b>⊳</b> ∢	PEDESTRIAN SIGNAL HEAD	(F) C	<u>₩</u> c
ALUMINUM MAST ARM ASSEMBLY AND POLE	_		UNDERGROUND CONDU GALVANIZED STEEL	IT (UC),		WITH COUNTDOWN TIMER	<b>(</b> ₹) □	
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	o; <del>□</del>	•*	TEMPORARY SPAN WIRI TETHER WIRE, AND CAE	· ———		ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY	0	<ul><li>◆ ◆ BM</li></ul>	SYSTEM ITEM	S	SP	NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
WOOD POLE	$\otimes$	$\Theta$	INTERSECTION ITEM REMOVE ITEM	I	IP R	GROUND CABLE IN CONDUIT,		_ (440
GUY WIRE	>-	>-	REMOVE ITEM		RL	NO. 6 SOLID COPPER (GREEN)	1#6	<b>—————————————————————————————————————</b>
SIGNAL HEAD	>	-	ABANDON ITEM		A	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		<u> </u>
SIGNAL HEAD WITH BACKPLATE	+0>	+-	CONTROLLER CABINET	AND		COAXIAL CABLE	— <u>c</u>	<u> </u>
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	- <b>▶</b> P + <b>▶</b> P	FOUNDATION TO BE REI		RCF			
FLASHER INSTALLATION -(FS) SOLAR POWERED	o⇔ <sup>F</sup> o⇔ <sup>FS</sup>	•► FS	MAST ARM POLE AND FOUNDATION TO BE REI	MOVED	RMF	VENDOR CABLE		
( -, - ) - ( -, - ) - ( -, - )	r rs rs	F FS FS	SIGNAL POST AND FOUNDATION TO BE REI	MOVED	RPF	COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	<u></u>	<b>——6#18</b>
PEDESTRIAN SIGNAL HEAD	-0	-1	DETECTOR LOOP, TYPE			FIBER OPTIC CABLE -NO. 62.5/125, MM12F		— <u>(12F)</u> —
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUT	TTON © APS	⊚	PREFORMED DETECTOR	R LOOP P P	PP	-NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		— <u>(24F)</u> —
RADAR DETECTION SENSOR	R	R	SAMPLING (SYSTEM) DE	TECTOR S S	s s		36F)	
VIDEO DETECTION CAMERA	(V)	<b>v</b> •	INTERSECTION AND SAI (SYSTEM) DETECTOR	MPLING IS IS	is (s)			
RADAR/VIDEO DETECTION ZONE			QUEUE AND SAMPLING	as as	QS QS	GROUND ROD -(C) CONTROLLER -(M) MAST ARM	$\begin{array}{ccc} \overset{\bot}{\overset{\bot}{\overset{\bot}{\overset{\bot}{\overset{\bot}{\overset{\bot}{\overset{\bot}{\bot$	$\stackrel{\underline{\dot{=}}}{\stackrel{\frown}{\downarrow}}^{C}  \stackrel{\underline{\dot{=}}}{\stackrel{\frown}{\downarrow}}^{M}  \stackrel{\underline{\dot{=}}}{\stackrel{\frown}{\downarrow}}^{P}  \stackrel{\underline{\dot{=}}}{\stackrel{\frown}{\downarrow}}^{S}$
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ	(SYSTEM) DETECTOR WIRELESS DETECTOR S	_		-(W) MAS I ARM -(P) POST -(S) SERVICE		
EMERGENCY VEHICLE LIGHT DETECTOR	$\bowtie$	<b>←</b>	WIRELESS ACCESS POI	_	-			
CONFIMATION BEACON	o-()	•-4			_			
WIRELESS INTERCONNECT	<b>○</b> + <del>   </del>	•						
WIRELESS INTERCONNECT RADIO REPEATI	ER ERR	RR						
Lucronne	= Alan.Parayno DESIGNED -	IP REVISED					F.A.P SECTIO	TOT.
USER NAME	= Alan.Parayno DESIGNED - DRAWN -			STATE OF ILLINOIS		DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	RTE. SECTIO 347 2018-027-RS	SHEE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAWN - IP
CHECKED - LP

DATE - 9/29/2016

REVISED -

REVISED -

PLOT SCALE = 0.16666633 '/in.

PLOT DATE = 8/15/2024

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS SCALE: NONE SHEET 1 OF 7 SHEETS STA.

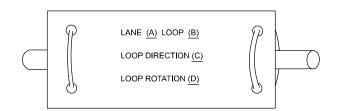
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#### **LOOP DETECTOR NOTES**

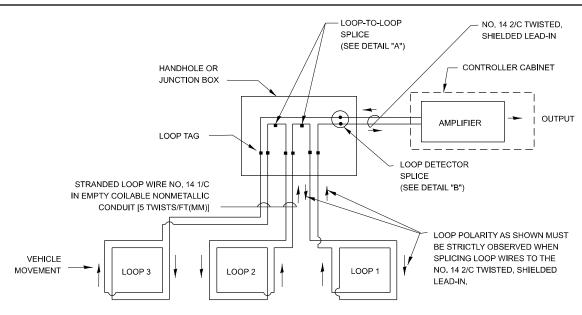
- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- 2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- 3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- 4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- 6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE

  7. PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

#### **LOOP LEAD-IN CABLE TAG**



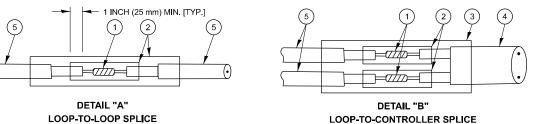
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



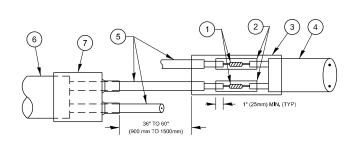
#### **DETECTOR LOOP WIRING SCHEMATIC**

- LOOPS SHALL BE SPLICED IN SERIES.

  SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE,
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.



TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP

DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

#### LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

36" TO 60"

- (2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
- (4) NO. 14 2/C TWISTED, SHIELDED CABLE.

- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- (6) XL POLYOLEFIN 2 CONDUCTOR
- (7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/15/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

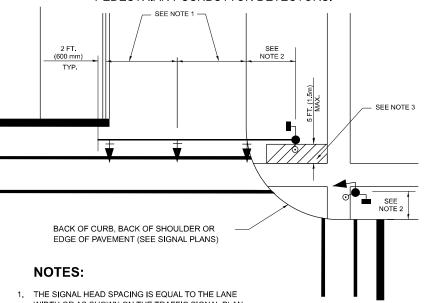
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SCALE: NONE SHEET 2 OF 7 SHEETS STA.

#### TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

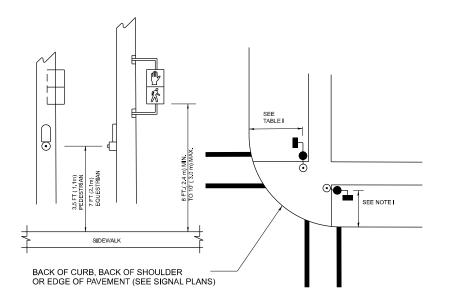
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND

PEDESTRIAN PUSHBUTTON DETECTORS.



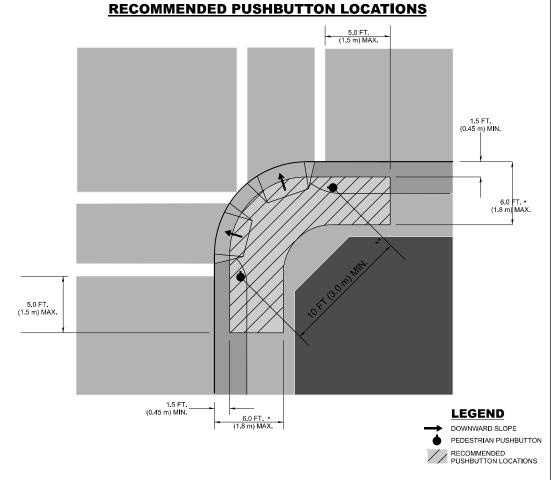
- WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- 3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR
- 4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
- 5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCO AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

#### **PEDESTRIAN SIGNAL POST** AND **PEDESTRIAN PUSH BUTTON POST**



#### NOTES:

- 1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- 2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
- 3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
- 4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS. THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

#### NOTES:

- 1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2,4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
- 2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY
- 3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
- 4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
- THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT

#### TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

#### NOTES:

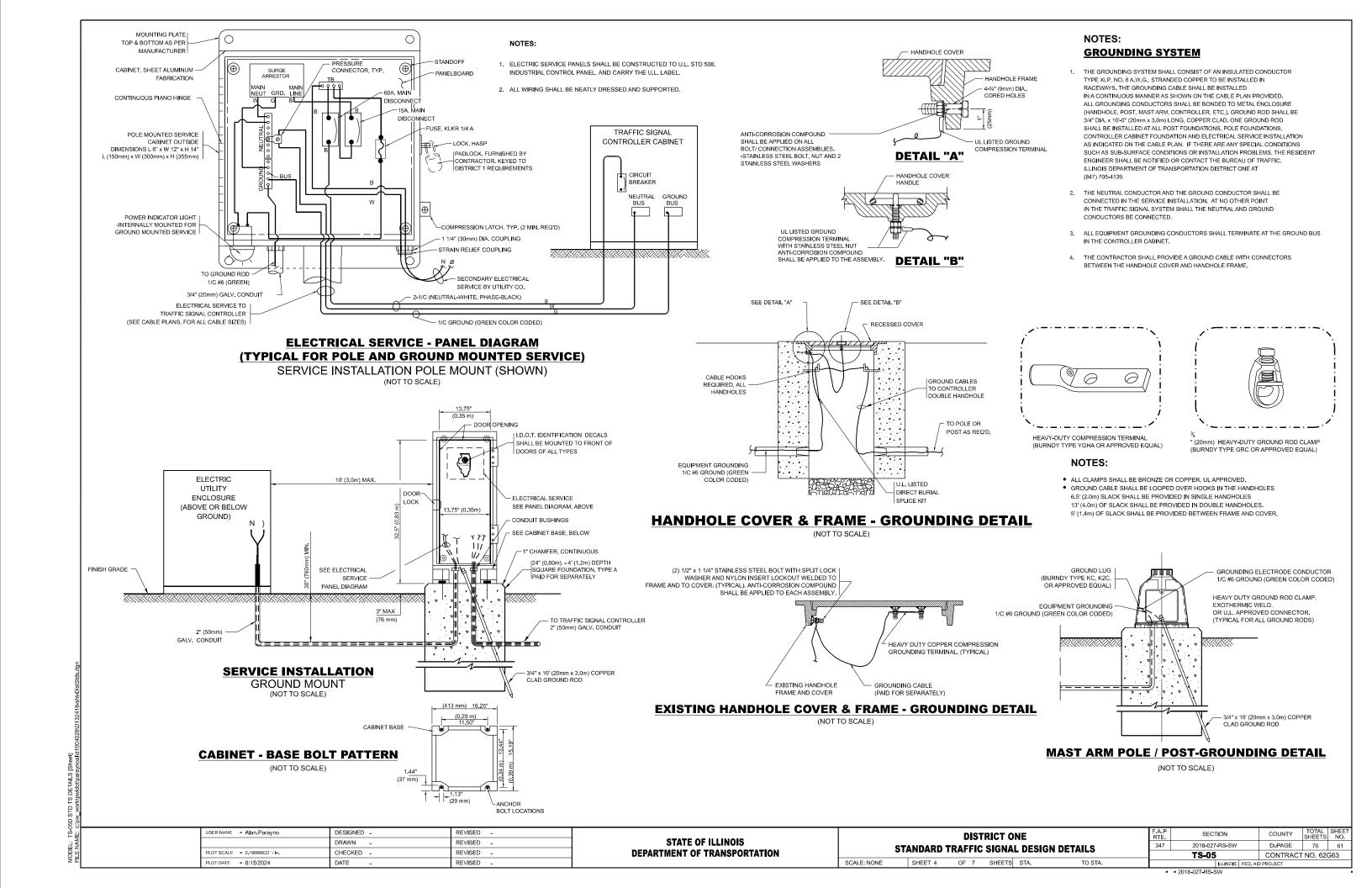
- CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
- 2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION
- 3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE ROADWAY SIDE OF THE FOUNDATION.
- 4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

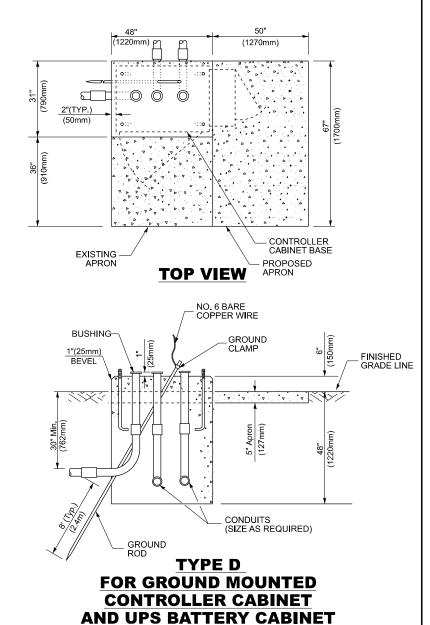
SCALE: NONE

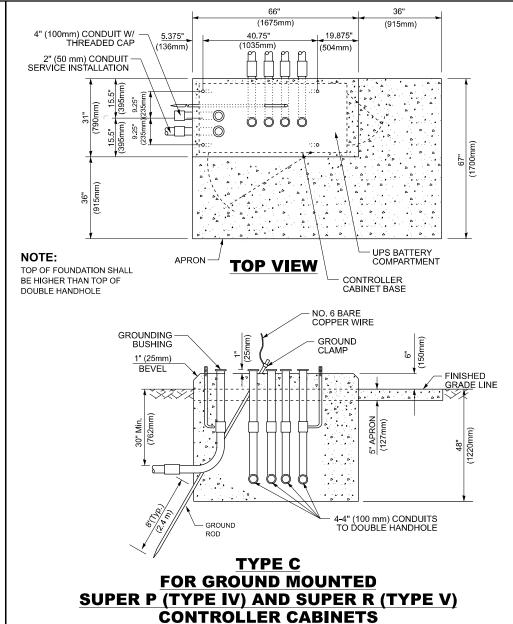
USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/15/2024	DATE -	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

		F.A.P RTE. SECTION			COUNTY	TOTAL SHEETS	SHEET NO.				
ST	STANDARD TRAFFIC SIGNAL DESIGN DETAILS			347 2018-027-RS-SW		DuPAGE	70	60			
017				TS-05			CONTRACT NO. 62G63				
	SHEET 3	OF 7	SHEETS	STA	TO STA		ILLINOIS.	EED AL	D DBO JECT		







49" (SEE NOTE 3) (1245mm) 2" x 6" (51mm x 152mm) WOOD FRAMING (TYP.) TRAFFIC SIGNAL -CONTROLLER CABINET CABINET 3/4" (19mm) TREATED PHYWOOD DECK 2" x 6" (51mm x 152mm) TREATED WOOD 6" x 6" (152mm x 152mm) TREATED WOOD POSTS BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED

65" (SEE NOTE 4)

- 2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- 3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
- 4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
- 5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
- 6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION

#### **TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MASTARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE ( MAST ARM MOUNTED SIGNAL HEAD)		
(L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

#### **VERTICAL CABLE LENGTH**

#### **CABLE SLACK**

FEET	METER
20.0+L	6.0+L
13.0	4.0
6.0	2.0
13.5	4.1
13.5	4.1
6.0	2.0
3.0	1.0
	13.0 6.0 13.5 13.5 6.0

#### **DEPTH OF FOUNDATION**

Mast Arm Length	Foundation     Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
30' (9.1 m) and less than 40' (12.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13' <b>-</b> 0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19,8 m) and up to 75' (22,9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

4'-0" (1.2m)

4'-0" (1.2m)

4'-0" (1.2m)

- These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along
  the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa).
  This strength shall be verified by boring data prior to construction or with testing by the Engineer
  during foundation drilling. The Bureau of Bridges & structures should be contacted for a revised
- 2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations
- 3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
- 4. For mast arm assemblies with dual arms refer to state standard 878001...

#### **DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

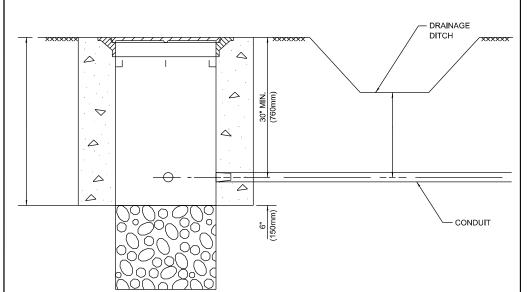
USER NAME = Alan.Parayno	DESIGNED -	REVISED -	•	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		DISTRICT ONE			F.A.P RTF	SECTION	COUNTY	TOTAL	SHEET NO.	
	DRAWN -	REVISED -				N DETAIL C	347	2018-027-RS-SW	DuPAGE	70	62			
PLOT SCALE = 0.16666633 '/in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION			N DETAILS		TS-05	CONTRAC	T NO. 620	<del>3</del> 63			
PLOT DATE = 8/15/2024	DATE -	REVISED -		SCALE: NONE	SHEET 5	OF 7	SHEET	TS STA.	TO STA.		ILLINOIS FED. A	AID PROJECT		

FOUNDATION TYPE A - Signal Post TYPE C - CONTROLLER W/ UPS

TYPE D - CONTROLLER

SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE

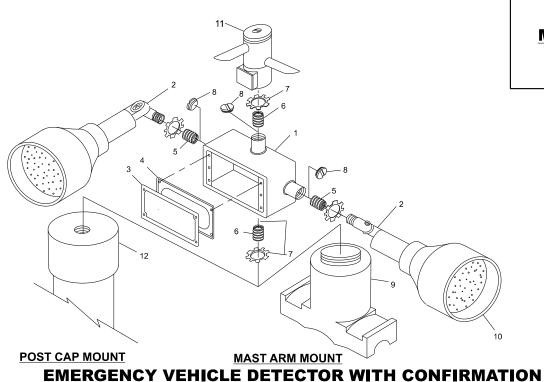
• 2018-027-RS-SW

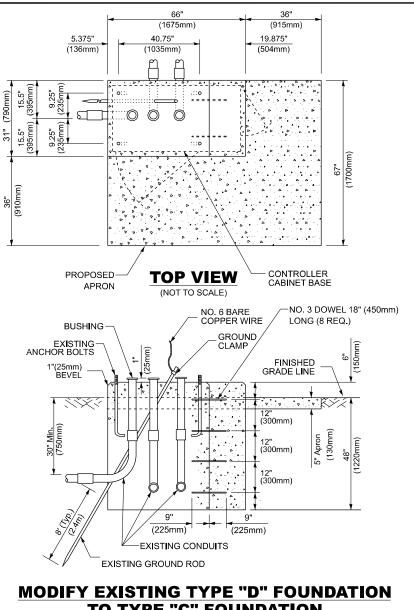


- 1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
- 2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
- 3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

#### HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



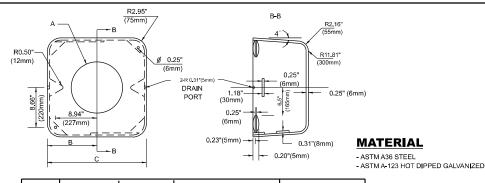


# TO TYPE "C" FOUNDATION

(NOT TO SCALE)

#### IDENTIFICATION 1 OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M) 2 LAMP HOLDER AND COVER 3 OUTLET BOX COVER 4 RUBBER COVER GASKE REDUCING BUSHING 3/4" (19 mm) CLOSE NIPPLE 7 ¾" (19 mm) LOCKNUT 8 ¾" (19 mm) HOLE PLUG 9 SADDLE BRACKET - GALV. 10 6 WATT PAR 38 LED FLOOD LAMP DETECTOR UNIT 12 POST CAP [18 FT. (5.4 m) POST MIN.

- 1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR
- 2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- 3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4 "(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



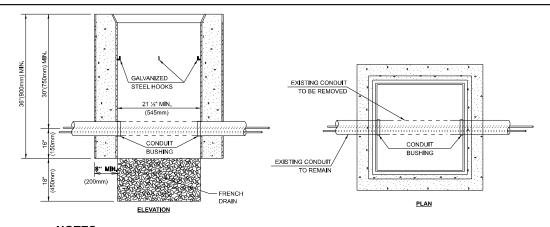
А	В	С	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

#### **SHROUD**

- 1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
- 2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
- 3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

#### SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING DIMENSION 4" (100mm) LARGER THAN CONTROLLER CABINET BASE WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING. DIMENSION, BOTH DIRECTIONS (25mm) BREAK DOWN EXISTING FOUNDATION 12" (300mm) 9" (225mm) No. 3 DOWEL 1'-6" (450mm) LONG ON 12" (300mm) CENTER (8 REQ'D) 2" (50mm), 4" (100mm & 4" (100mm) NEW TYPE "D" (MODIFIED) FOUNDATION EXISTING TYPE D (CONTROLLER) FOUNDATION

#### **MODIFY EXISTING TYPE "D" FOUNDATION**



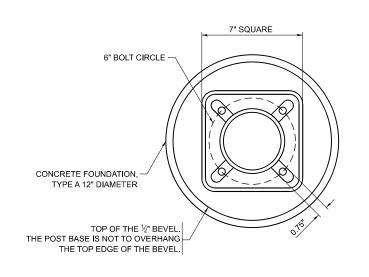
#### NOTES:

- 1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001
- 2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

#### HANDHOLE TO INTERCEPT EXISTING CONDUIT

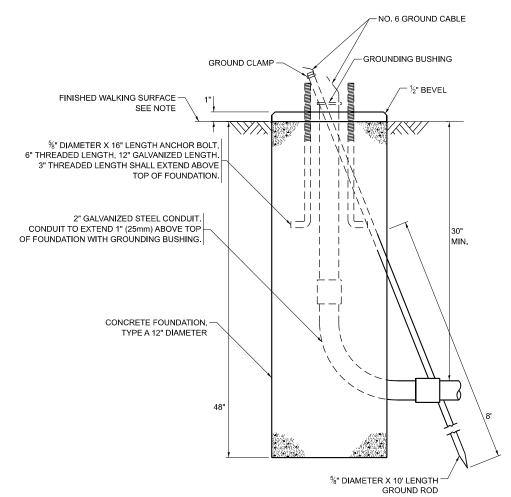
2018-027-RS-SW

**BEACON MOUNTING DETAIL** DESIGNED -JSER NAME = Alan.Parayno REVISED DISTRICT ONE **STATE OF ILLINOIS** DRAWN REVISED 2018-027-RS-SW DuPAGE 70 63 STANDARD TRAFFIC SIGNAL DESIGN DETAILS CHECKED REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62G63 SHEET 6 OF 7 SHEETS STA. LOT DATE = 8/15/2024 DATE



#### **BOLT PATTERN**

1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



#### **CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER**

## PEDESTRIAN SIGNAL POST, 10 FT.

<u> I .</u>	PEDESTRIAN SIGNAL POST, 5	
	·	
		_





R10-3b

R10-3d

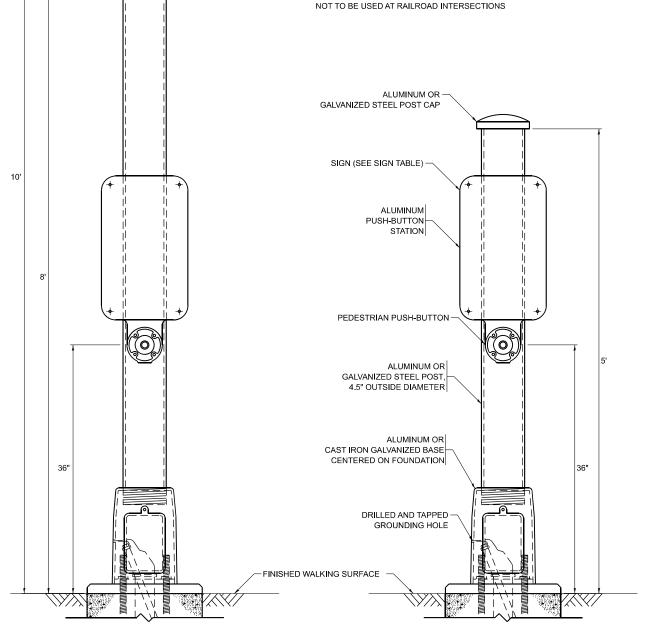
R10-3e

#### **SIGN TABLE**

SIGN	DIMENSIONS					
R10-3b (RAILROAD ONLY)	9" X 12"					
R10-3d (RAILROAD ONLY)	9" X 12"					
R10-3e	9" X 12"					

#### NOTES:

- 1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
- 2. THE ARROW ON SIGNS FOR PUSH-BUTTONS SERVING TWO DIRECTIONS ON THE SAME PHASE SHALL BE
- 3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.



– PEDESTRIAN SIGNAL HEAD

- COUNTDOWN PEDESTRIAN SIGNAL HEADS ARE

JSER NAME = Alan Parayno REVISED - 10-15-2020 DESIGNED - IP DRAWN - IP REVISED CHECKED -REVISED PLOT DATE = 8/15/2024 - 10-15-2018 REVISED

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS SHEET 7 OF 7 SHEETS STA.

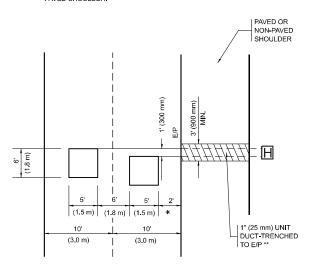
2018-027-RS-SW DuPAGE 70 64 CONTRACT NO. 62G63

2018-027-RS-SW

#### **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

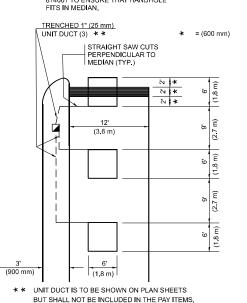
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

**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



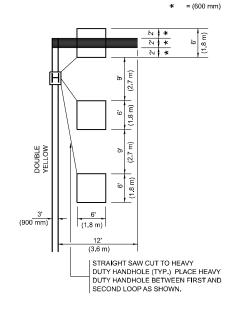
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

#### **LEFT TURN LANES WITHOUT MEDIANS**

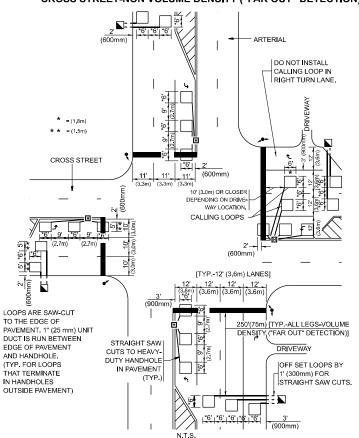
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

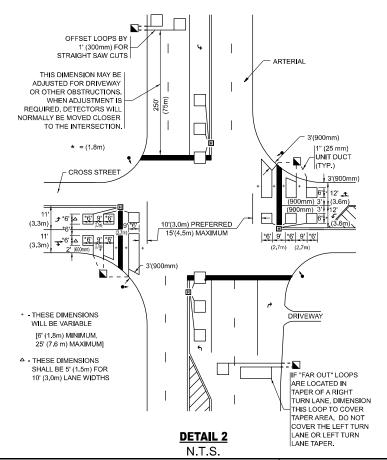


NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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



#### NOTES:

#### VEHICLES LOOP DETECTORS

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

#### DESIGNED -JSER NAME = Alan.Parayno REVISED DRAWN REVISED HECKED -R.K.F REVISED REVISED LOT DATE = 8/15/2024 DATE

**DETAIL 1** 

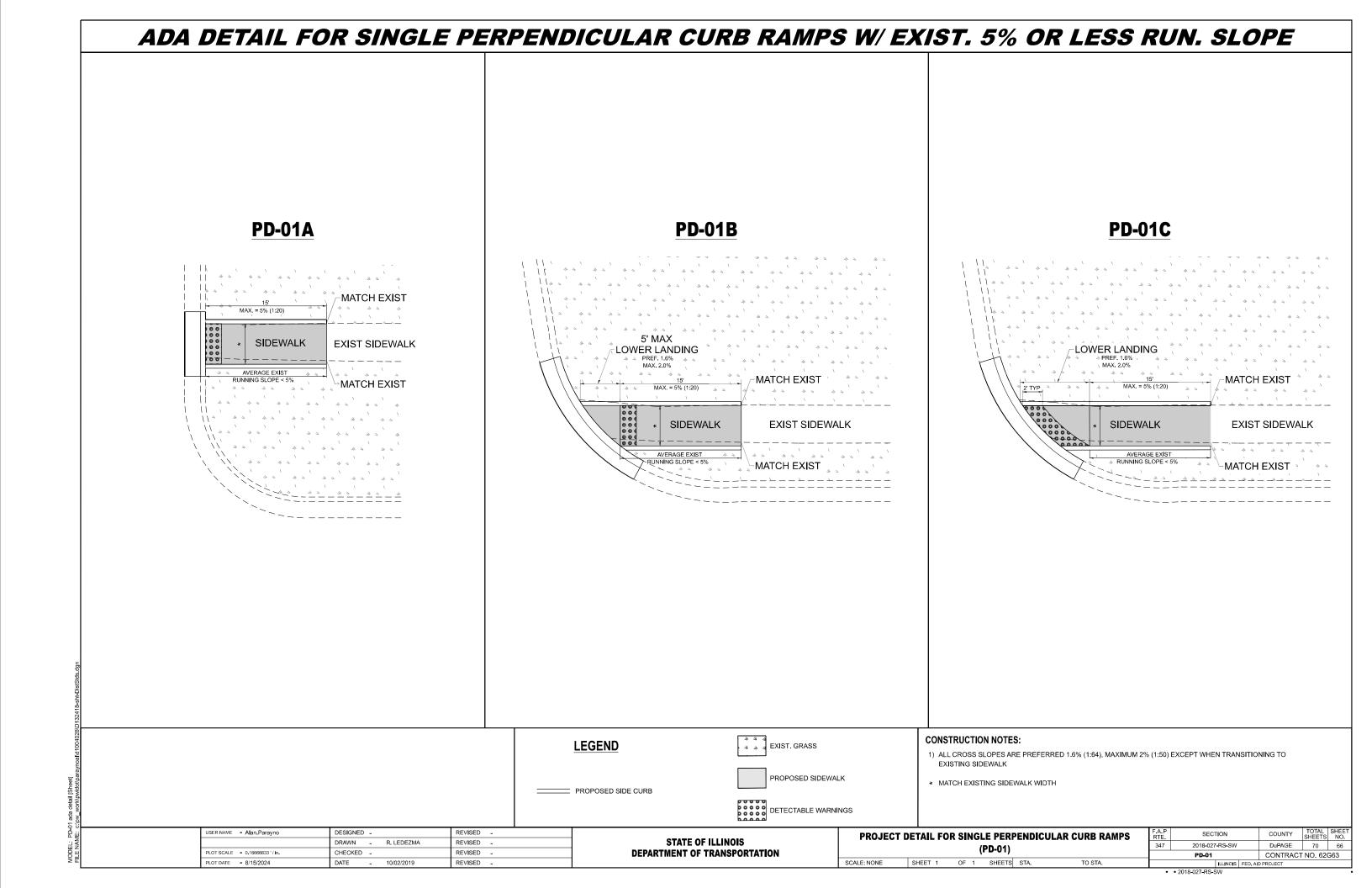
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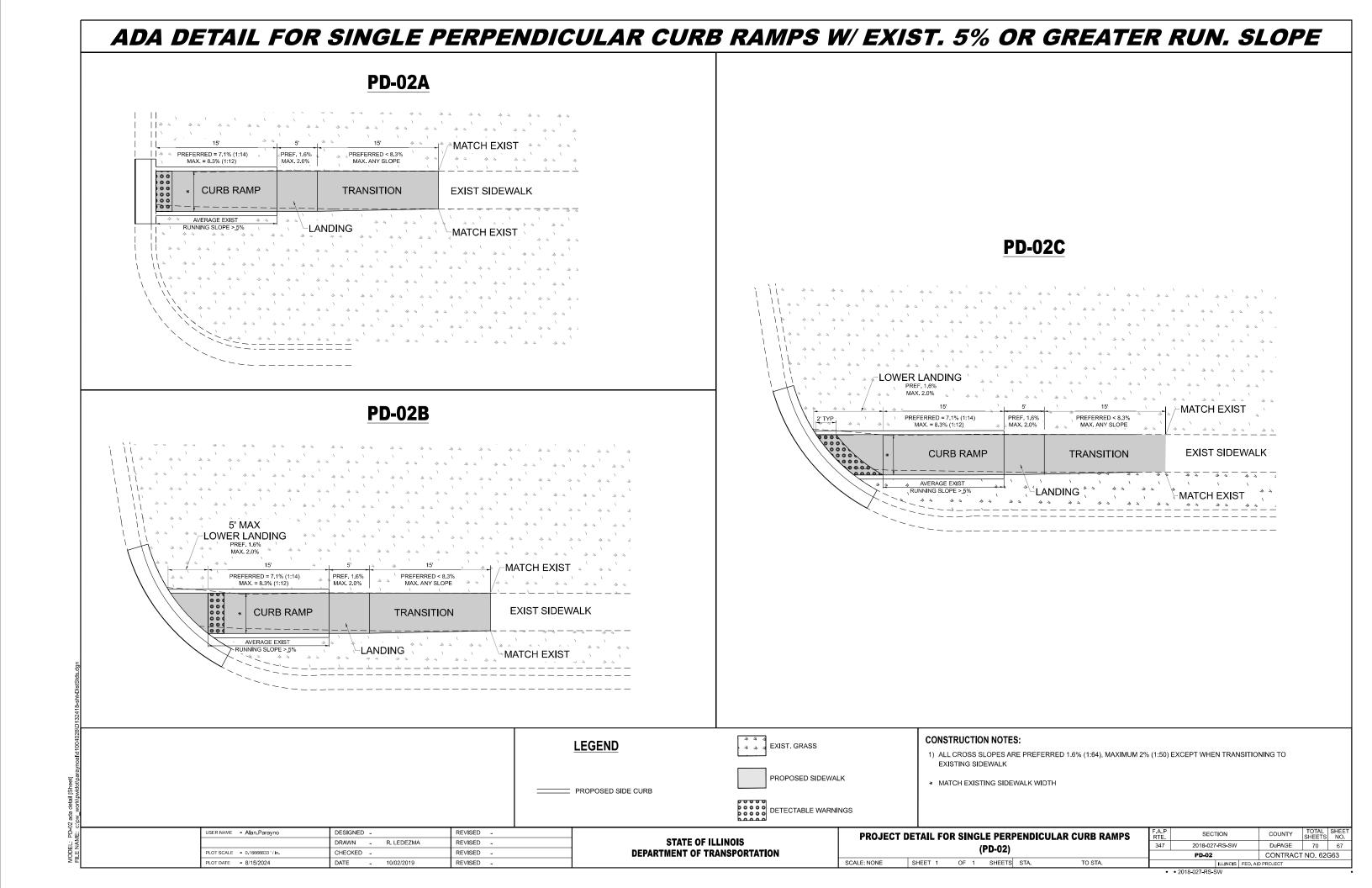
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

**DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING** SHEET 1 OF 1 SHEETS STA. SCALE: NONE

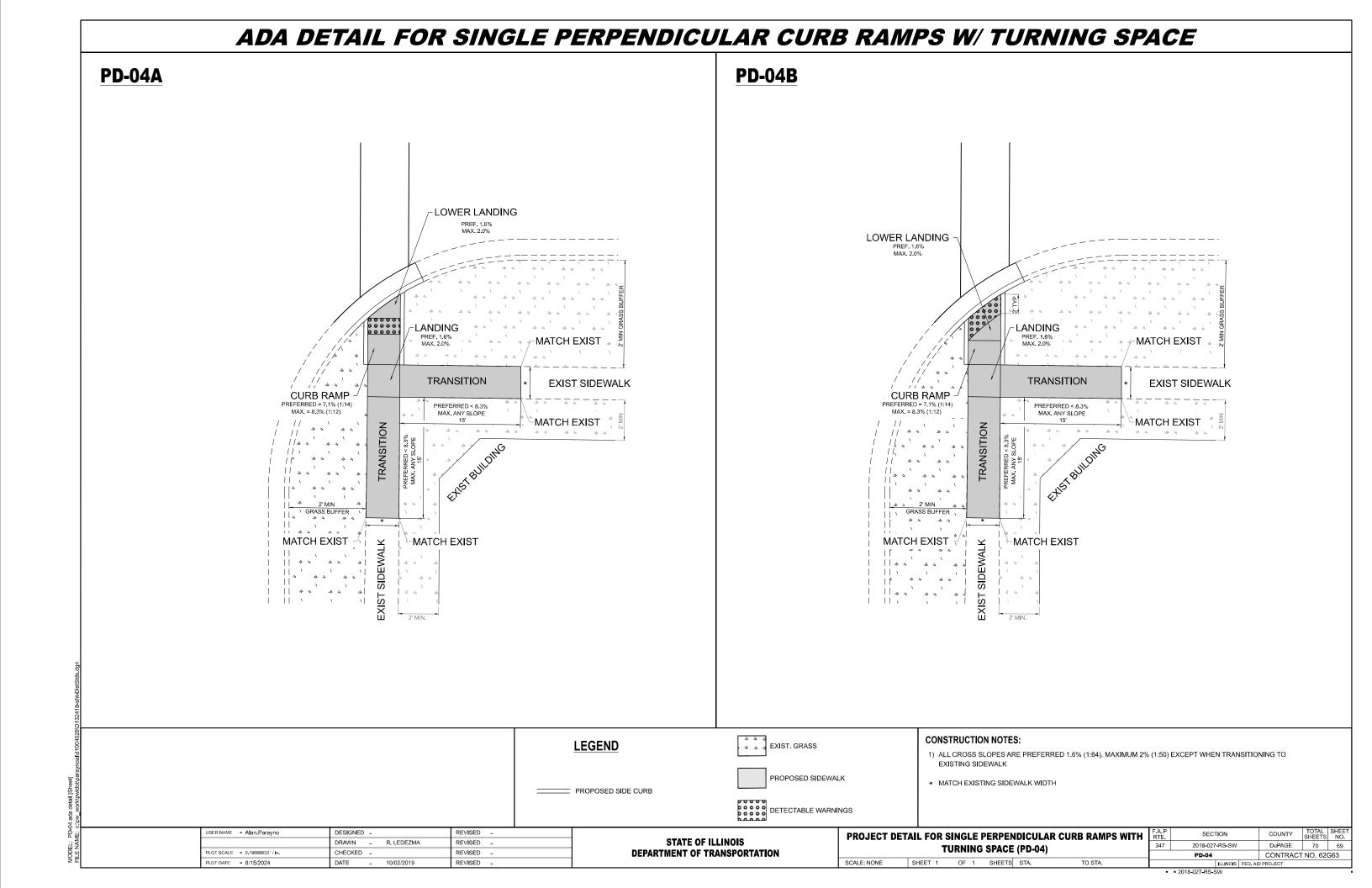
SECTION COUNTY 347 2018-027-RS-SW DuPAGE 70 65 TS-07 CONTRACT NO. 62G63

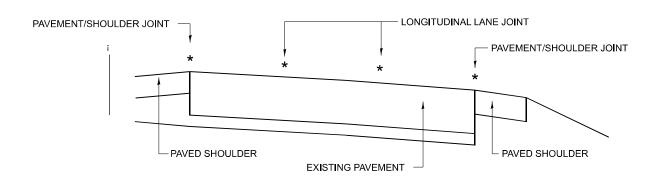
2018-027-RS-SW



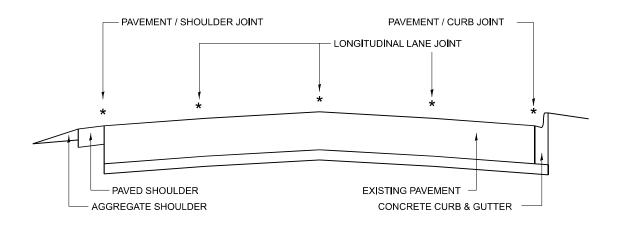


#### ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS **PD-03A PD-03B** -LOWER LANDING LOWER LANDING **CURB RAMP** PREFERRED = 7.1% (1:14) LANDSCAPE OR PCC AREA LANDSCAPE OR PCC AREA -LANDING LOWER LANDING LOWER LANDING PREF. 1.6% MAX. 2.0% → ✓ MATCH EXIST 44 44 44 1 TRANSITION TRANSITION **EXIST SIDEWALK** EXIST SIDEWALK MAX. ANY SLOPE MAX. ANY SLOPE MATCH EXIST LMATCH EXIST 🐧 CURB RAMP | CURB RAMP -PREFERRED = 7.1% (1:14) MAX. = 8.3% (1:12) PREFERRED = 7.1% (1:14) 2' MIN GRASS BUFFER MATCH EXIST MATCH EXIST -MATCH EXIST -MATCH EXIST SIDEWALK SIDEWALK MUST BE EXIST. LANDSCAPED MUST BE EXIST. LANDSCAPED SURFACE. EXIST. CONCRETE SURFACE SURFACE. EXIST. CONCRETE SURFACE WILL REQUIRE DETAILED DESIGN WILL REQUIRE DETAILED DESIGN \* \* \* \* EXIST. GRASS **CONSTRUCTION NOTES: LEGEND** 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO PROPOSED SIDEWALK \* MATCH EXISTING SIDEWALK WIDTH ☐ PROPOSED SIDE CURB DETECTABLE WARNINGS ISER NAME = Alan.Parayno DESIGNED -REVISED -PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS SECTION COUNTY **STATE OF ILLINOIS** DRAWN -R. LEDEZMA REVISED 347 2018-027-RS-SW DuPAGE 70 68 (PD-03) REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62G63 SHEET 1 OF 1 SHEETS STA. SCALE: NONE PLOT DATE = 8/15/2024 DATE • 2018-027-RS-SW

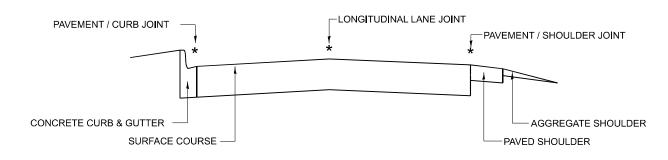




#### **MULTI-LANE DIVIDED PAVEMENT**



### **MULTI-LANE UNDIVIDED PAVEMENT**



# **TWO-LANE PAVEMENT**

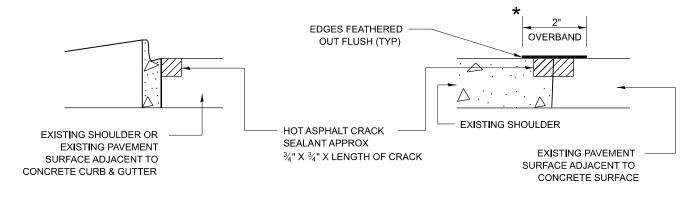
\* PROPOSED LONGITUDINAL CRACK ROUTING (PAVEMENT) & CRACK FILLING LOCATIONS

GENERAL EXISTING TYPICAL SECTIONS (APPLIES TO HMA AND PCC PAVEMENTS)

**PRIMARY SECONDARY** WORKING **ADJACENT** CRACK CRACK (NOT FULL DEPTH CRACK) LEAVE SEALANT 2" EDGES FEATHERED FLUSH (TYP) OUT FLUSH (TYP) OVERBAND OVERBAND HOT ASPHALT CRACK SEALANT APPROX  $\ensuremath{^{3}\!\!\!/}\text{"}$  X  $\ensuremath{^{3}\!\!\!/}\text{"}$  X LENGTH OF CRACK EXISTING PAVEMENT SURFACE ROUTED, CLEANED CLEANED FULL DEPTH CRACK & SEALED & SEALED OR JOINT IN PCC BASE

\* IN ALL LOCATIONS WHERE THE LONGITUDINAL CRACK CONFLICTS WITH EXISTING PAVEMENT MARKINGS (EITHER EDGE LINE OR LANE LINE) THE CRACK SHALL BE ROUTED & THE RESULTING RESERVOIR FILLED WITH SEALANT. ALL DAMAGES TO EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR. ALL EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS SHALL BE RESTORED WITH MODIFIED URETHANE PAVEMENT MARKINGS.

#### **LONGITUDINAL JOINT**



## **CRACK & JOINT SEALING DETAIL**

USER NAME = Alan.Parayno	DESIGNED - F. Aqueel / A. Midy	REVISED -			CRACK & JOINT SEALING DETAIL			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	DRAWN -	REVISED -		STATE OF ILLINOIS						347	2018-027-RS-SW	DuPAGE	70	70
PLOT SCALE = 0.16666633 */ in.	CHECKED -	REVISED -	DEPART	TMENT OF TRANSPORTATION	(PD-11)		PD-11		CONTRACT NO. 62G63					
PLOT DATE = 8/15/2024	DATE - 10/08/2020	REVISED -		SCALE: NONE	SHEET 1	OF 1	SHEETS STA.	TO STA.	ILLINOIS FED. AID PROJEC		PROJECT			
		• • 2018-027-RS-SW												