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## HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-10	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-03	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-03	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-04	DEPRESSED CORNER FOR SIDEWALKS
424031-01	MEDIAN PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
604001-04	FRAME AND LIDS TYPE 1
604091-03	FRAME AND GRATE TYPE 24
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-12	STEEL PLATE BEAM GUARDRAIL
630301-08	SHOULDER WIDENING FOR TYPE I GUARDRAIL TERMINALS
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 MM) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS -DAY ONLY
701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEED >= 45 MPH TO 55 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS >= 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS <= 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK CORNER OR CROSSWALK CLOSURE
701901-07	TRAFFIC CONTROL DEVICES
814001-03	HANDHOLES

## GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGES OF CAROL STREAM, GLENDALE HEIGHTS, AND LOMBARD.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE RESIDENT ENGINEER.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER/TECHNICIAN.
- DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER/TECHNICIAN.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 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.
- FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- THE CONTRACTOR SHALL CONTACT DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE ENGINEER SHALL CONTACT DON CHIARUGI, ARTERIAL TRAFFIC FIELD ENGINEER, AT DON.CHIARUGI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)".
- WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 45 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- LANDSCAPED AREAS AFFECTED BY SIDEWALK CONSTRUCTION SHALL BE RESTORED WITH 18" WIDE STRIP OF "SODDING, SALT TOLERANT" AND "TOPSOIL FURNISH AND PLACE, 4-INCH" INSTALLED FROM THE BACK OF THE SIDEWALK, OR AS DETERMINED BY THE RESIDENT ENGINEER.
- PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE RESIDENT ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.
- 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 RESIDENT ENGINEER/TECHNICIAN.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED INCLUDING PREVIOUSLY SEEDED AREAS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY DETECTOR LOOPS DAMAGED DURING CONSTRUCTION.

**26. CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 AT LEAST 2 WEEKS PRIOR TO BEGINNING FORESTRY AND CRACK SEAL/SLURRY SEAL WORK FOR LAYOUT.**

**1** REV. 10-29-2018

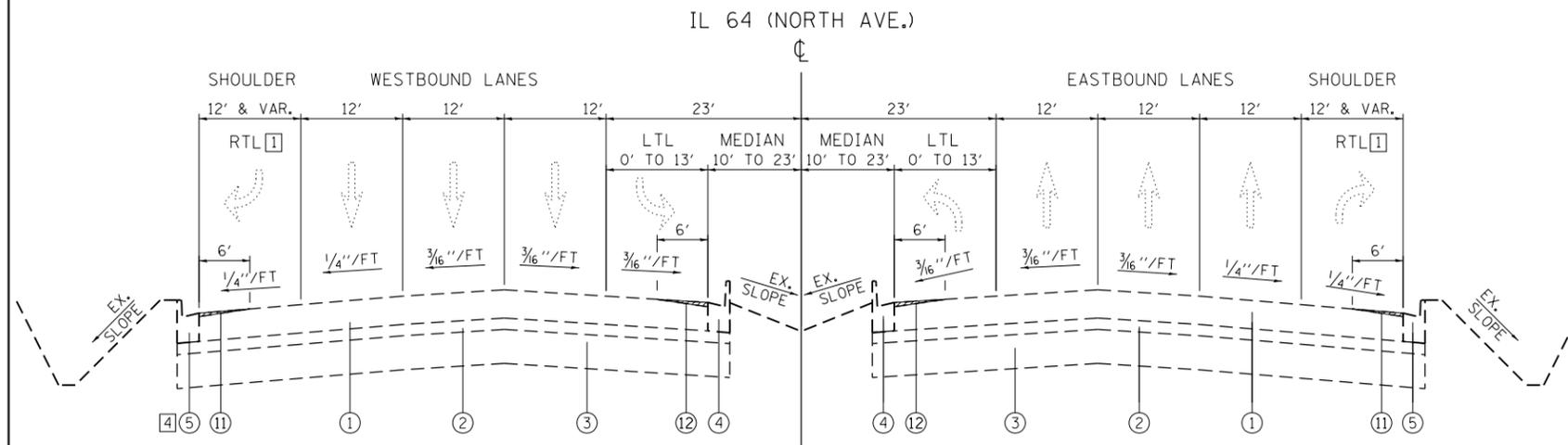
FILE NAME =	USER NAME = grouevmk	DESIGNED -	REVISED - 10/25/2018	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL RTE. 64 (NORTH AVE.) - GARY AVE. TO IL RTE. 53 (ROHLWING RD.) INDEX OF SHEETS, STATE STANDARDS &amp; GENERAL NOTES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
p:\IL\084EBID\INTEG\illinois.gov\PIWID\Documents\DOT Offices\District 1\Projects\DI01518\BROW\Design\DI01518-sht 2 - gennots.dwg	PLLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			307	(130 & 131)RS-4	DUPAGE	55	2	
Default	PLLOT DATE = 8/16/2018	DATE -	REVISED -			<b>CONTRACT NO. 62F57</b>					
						SCALE:	SHEET	OF	SHEETS	STA. TO STA.	

ILLINOIS FED. AID PROJECT

- 1 = SHOULDER BECOMES RTL, AS SHOWN ON THE PLAN
- 2 = SEE PLANS FOR MIX CHANGES AT UNSHADED AREA
- 4 = EXISTING CONCRETE BARRIER TO REMAIN, STA. 113+19 TO STA. 117+77

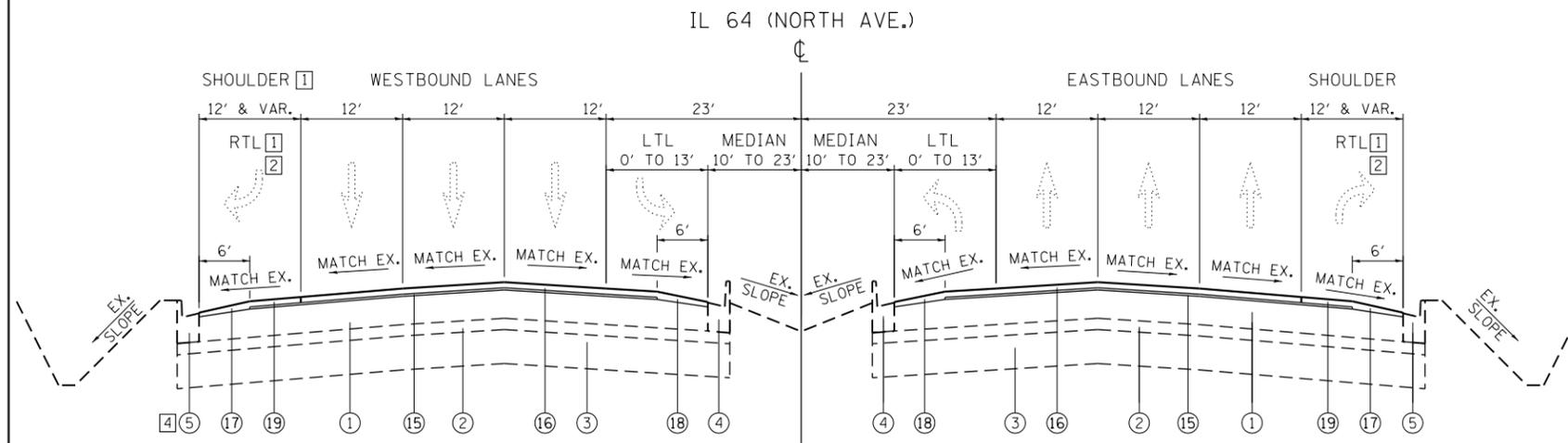
**LEGEND:**

1. EXISTING P.C.C. PAVEMENT, ±10"
  2. EXISTING SUB-BASE, 4"
  3. EXISTING AGGREGATE SUBGRADE, 12"
  4. EXISTING COM. CONCRETE CURB & GUTTER, B-9.24
  5. EXISTING COM. CONCRETE CURB & GUTTER, B-6.24
  6. EXISTING CORRUGATED CONCRETE MEDIAN
  7. EXISTING CONCRETE MEDIAN TYPE SB-9.24 OR LANDSCAPING
  8. EXISTING HMA PAVEMENT, ±5"
  9. EXISTING P.C.C. PAVEMENT, ±9"
  10. EXISTING HMA PAVEMENT AFTER MILLING, ±2 1/4"
  11. PROPOSED P.C.C. SURFACE REMOVAL (VAR. DEPTH), SEE DETAIL A AND DETAIL B
  12. PROPOSED P.C.C. SURFACE REMOVAL (VAR. DEPTH), SEE DETAIL C
  13. PROPOSED MEDIAN REMOVAL, PARTIAL DEPTH (TO MATCH ADJACENT EXISTING P.C.C. PAVEMENT SURFACE)
  14. PROPOSED HMA SURFACE REMOVAL, 2 3/4"
  15. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4")
  16. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, N80 (2")
  17. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (2 3/4" TO 1 1/2")
  18. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, N80 (2 3/4" TO 1 3/4"), SEE DETAIL C
  19. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (2")
- LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED LEVELING BINDER BEING PAVED WHERE THE SURFACE JOINT WILL BE LOCATED



**EXISTING TYPICAL SECTION**

STA 19+83 TO 21+75; STA 25+39 TO STA 31+30  
 STA 36+38 TO STA 038+78; STA 52+66 TO STA 54+50  
 STA 59+33 TO STA 65+37; STA 70+05 TO STA 75+23  
 STA 87+55 TO STA 92+60; STA 111+72 TO STA 117+39  
 STA 149+00 TO STA 155+39; STA 159+28 TO 171+00  
 STA 175+50 TO STA 178+91; STA 216+67 TO 218+30  
 STA 221+24 TO STA 239+17; STA 243+21 TO STA 249+71  
 LOOKING EAST



**PROPOSED TYPICAL SECTION**

STA 19+83 TO 21+75; STA 25+39 TO STA 31+30  
 STA 36+38 TO STA 38+78; STA 52+66 TO STA 54+50  
 STA 59+33 TO STA 65+37; STA 70+05 TO STA 75+23  
 STA 87+55 TO STA 92+60; STA 111+72 TO STA 117+39  
 STA 149+00 TO STA 155+39; STA 159+28 TO 171+00  
 STA 175+50 TO STA 178+91; STA 216+67 TO 218+30  
 STA 221+24 TO STA 239+17; STA 243+21 TO STA 249+71  
 LOOKING EAST

5. FOR THE AREAS WHERE A SLURRY SEAL WILL BE PLACED, THE AREA SHALL FIRST BE CRACK SEALED USING FIBER-MODIFIED ASPHALT CRACK SEALING, THEN THE TACK COAT SHALL BE APPLIED AT A RATE THAT WILL PROVIDE A RESIDUAL RATE OF 0.025 LB/SQFT ACCORDING TO ART. 406.05 (b).

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS @ Ndes		QUALITY MANAGEMENT PROGRAM (OMP)
<b>PAVEMENT RESURFACING</b>			
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, N80	3.5%	AT 80 GYR.	PFPP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5%	AT 50 GYR.	OCP
<b>SHOULDER</b>			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 2" TO 1 1/2" (IL-9.5 mm)	4%	AT 70 GYR.	QC/OA
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5%	AT 50 GYR.	OCP
<b>DRIVEWAYS</b>			
HMA SURFACE COURSE, MIX "D", N50, (IL-9.5 mm); 2"	4%	AT 50 GYR.	QC/OA
HMA BASE COURSE (HMA BINDER IL-19 mm); PE - 6"	4%	AT 50 GYR.	QC/OA
<b>PATCHING</b>			
CLASS D PATCHES (HMA BINDER IL-19 mm)	4%	AT 70 GYR.	QC/OA
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm)	4%	AT 70 GYR.	QC/OA
OMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/OA); QUALITY CONTROL FOR PERFORMANCE (OCP); PAY FOR PERFORMANCE (PFPP)			

**NOTES:**

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
3. QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

REV. 10-29-2018