STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

D-91-434-20

2929-051-SW DUPAGE ILLINOIS CONTRACT NO. 62L23

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED WITHIN THE CITY OF ELMHURST, THE VILLAGE OF ADDISON, THE CITY OF WOOD DALE, AND THE VILLAGE OF BENSENVILLE

IL ROUTE 83 2019 - ADT = 49,100 - 53,300SPEED LIMIT = 45 - 50 MPH MU = 8.26% - 10.18%SU = 5.16% - 8.55%

PROPOSED HIGHWAY PLANS

F.A.P 344: (ILLINOIS ROUTE 83) N/O I-290 TO ILLINOIS 19 **SECTION: 2020-051-SW** PROJECT: NHPP-23IJ(713)
SMART OVERLAY AND ADA IMPROVEMENTS **DUPAGE COUNTY**

C-91-241-20

R 10 E R 11 E R 12 E ROSELLI **OMISSION** STA. 140 + 80.13 TO STA. 143 + 46.67 (SB) STA 140 + 67.74 TO STA 143 + 35.77 (NB) 2 40 **PROJECT BEGINS** STA. 21 + 33.432 FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS 1-800-892-0123 OR 811 **ADDISON TOWNSHIP**

PROJECT ENDS STA. 145 + 28.82

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROJECT ENGINEER: DAN WILGREEN (847) 705-4240 PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

GROSS LENGTH = 12,395.39 FT. = 2.348 MILE NET LENGTH = 12,116.46 FT. = 2.295 MILE

CONTRACT NO. 62L23

0

0

0

0

TRAFFIC DATA:

LOCATION OF SECTION INDICATED THUS: --

ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

INDEX OF SHEETS

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	COVER SHEET	000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS AND GENERAL NOTES	424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
3-6	SUMMARY OF QUANTITIES	442201-03	CLASS C AND D PATCHES
7-8	EXISTING AND PROPOSED TYPICAL SECTIONS	482011-03	HMA SHOULDER STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
9-13	ROADWAY AND PAVEMENT MARKING PLAN	604001-05	FRAME AND LIDS, TYPE 1
14-15	DETECTOR LOOP REPLACEMENT PLAN	604076-05	FRAME AND GRATE, TYPE 21
16	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-8)	604091-04	FRAME AND GRATE, TYPE 24
17	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22) CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)	606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
18 19		630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
20	BUTT JOINT AND HMA TAPER DETAILS (BD-32) HMA TAPER AT EDGE OF P.C.C. PAVEMENT (BD-33)	701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm)
21	DETAILS FOR DEPRESSED CURB & GUTTER AND	,0110103	FROM PAVEMENT EDGE
21	SHOULDER TREATMENT AT TBT TY 1 SPL (BD-34)	701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5m) AWAY
22	ENTRANCE AND EXIT RAMP CLOSURE DETAILS (TC-08)	701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH
23	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)	701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY FOR SPEEDS >= 45 MPH TO 55 MPH
24	TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11)	701422-10	LANE CLOSURE, MULTILANE, FOR SPEEDS >= 45 MPH TO 55 MPH
25-26 27	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS (TC-12) DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT ORMOVING OPERATIONS FOR SPEEDS >= 45 MPH
28	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701601-09	URBAN LANE CLOSURE, MULTI LANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
29	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)	701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
30	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES	701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
	AND PARTIAL RAMP CLOSURES (TC-17)	701901-08	TRAFFIC CONTROL DEVICES
31	ARTERIAL ROAD INFORMATION SIGN (TC-22)	780001-05	TYPICAL PAVEMENT MARKINGS
32	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 2 OF 7)	781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

- 1. BEFORE STARTING ANY EXCAVATION THE CONTRACTOR SHALL CALL
 "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC
- TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURBS AND GUTTERS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF ELMHURST, THE VILLAGE OF ADDISON, CITY OF WOOD DALE AND THE VILLAGE OF BENSENVILLE.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION OF THE DEPARTMENT.
- 5. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 6. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENTMARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- 7. ALL PAVEMENT PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL, P.C.C. SIDEWALK 5", DRAINAGE ADJUSTMENT, AND DRIVEWAY PAVEMENT REPLACEMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 8. 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.
- 10. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING OF WORK AND THE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT CARLOS.MUNOZ@ILLINOIS.GOV
- 11. THE RESIDENT ENGINEER SHALL CONTACT ERIC CAMPOS, AREA ARTERIALTRAFFIC FIELD ENGINEER, AT ERIC.CAMPOS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 12. 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.
- 13. 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.
- 14. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 15. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
- 16. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 17. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS. 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 OF 1:3 (V:H).
- 18. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 19. PROPOSED SIDEWALK RAMPS SHALL CONFORM TO CURRENT ADA REQUIREMENTS AND APPLICABLE STATE HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
- 20. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
- 21. THE CONTRACTOR SHALL CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847.705.4171 AT LEAST 2 WEEKS PRIOR TO THE BEGINNING FORESTRY AND LANDSCAPE WORK FOR LAYOUT. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ROADSIDE DEVELOPMENT UNIT.

USER NAME = kalorm	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 12/9/2020	DATE -	REVISED -

DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/EXIST. 5% OR LESS RUN. SLOPE (PD-01)

DETECTOR LOOP INSTALATIONS

886001-01

STATE STANDARDS

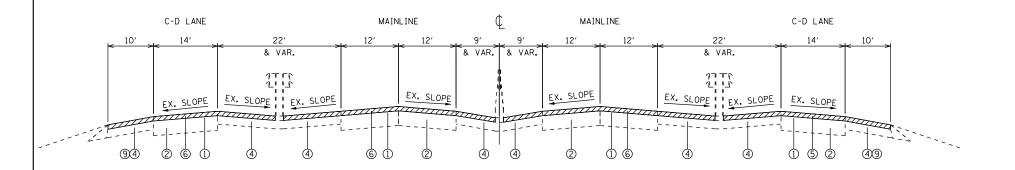
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	CUMMARY OF CHANTITIES				CON	TRUCTION TYPE CODE		C	V OF OUR TITLES				CC	NSTRUCTION IN TRUCTION IN TRUC	ON TYPE C	ODE	
	SUMMARY OF QUANTITIES							SUMMAR	Y OF QUANTITIES	<u> </u>							
CODE NO	ITEM	UNIT	TOTAL QUANTITIES URBAN	80% FED 20% STATE 0005	100% STATE 0005		CODE NO		ITEM	UNIT	TOTAL QUANTITIES URBAN	80% FED 20% STATE 0005	100% STATE 0005				
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	40	40			40601005	HOT-MIX ASPHA	ALT REPLACEMENT OVER	TON	1160	1160					
20100010	TREE DEMONAL (ANED 15 INVITE DIAMETER)							PATCHES									
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	60	60													
							40604060		ALT SURFACE COURSE, IL-9.5,	TON	19	19					
20200100	EARTH EXCAVATION	CU YD	5	5				MIX "D", N50									
21101615	TOPSOIL FURNISH AND PLACE. 4"	SO YD	133	133			40604062	HOT-MIX ASPHA	ALT SURFACE COURSE, IL-9.5,	TON	4258	4258					
								MIX "D", N70									
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	3	3													
							40605036	POLYMERIZED H	HOT-MIX ASPHALT SURFACE	TON	13373	13373					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	3	3				COURSE, STONE	MATRIX ASPHALT, 12.5, MIX								
								"F", N80									
25000750	MOWING	ACRE	10	10													
							42001300	PROTECTIVE CO)AT	SQ YD	354	354					
25003210	INTERSEEDING, CLASS 2A	ACRE	8	8													
							42400200	PORTLAND CEME	NT CONCRETE SIDEWALK 5	SO FT	120	120					
25200110	SODDING, SALT TOLERANT	SO YD	133	133				INCH									
25200200	SUPPLEMENTAL WATERING	UNIT	1. 3	1. 3			42400800	DETECTABLE WA	ARNINGS	SO FT	20	20					
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SO YD	164	164			44000157	HOT-MIX ASPHA	ALT SURFACE REMOVAL, 2"	SO YD	157412	157412					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	70872	70872			44000200	DRIVEWAY PAVE	MENT REMOVAL	SO YD	164	164					
<u> </u>																	
40600400	MIXTURE FOR CRACKS, JOINTS, AND	TON	236.4	236.4			44000300	CURB REMOVAL		FOOT	113	113					
	FLANGEWAYS																
							44000600	SIDEWALK REMO	OVAL	SO FT	120	120					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SO YD	565	565													
	JOINT						44002212		ALT REMOVAL OVER PATCHES,	SO YD	6900	6900					
	* CDEOLAL TV . TTELLS							3"									
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	SUMM	MARY OF QUANTITIES				CC	ONSTRUCTION TYPE O	CODE			SUMMAR	Y OF QUANTITIES				CON	ISTRUCTION	I TYPE CODE	
CODE NO		ITEM	UNIT	TOTAL QUANTITIES URBAN	80% FED 20% STATE 0005	100% STATE 0005				CODE NO		ITEM	UNIT	TOTAL QUANTITIES URBAN	80% FED 20% STATE 0005	100% STATE 0005			
44003100	MEDIAN REMOV	VAL	SO FT	352	352					70100310	TRAFFIC CONTR	OL AND PROTECTION.	L SUM	1	1				
											STANDARD 7014	21							
44201765	CLASS D PATO	CHES, TYPE II, 10 INCH	SO YD	3000	3000														
										70100320	TRAFFIC CONTR	OL AND PROTECTION,	L SUM	1	1				
44201769	CLASS D PATO	CHES, TYPE III, 10 INCH	SO YD	1500	1500						STANDARD 7014	22							
44201771	CLASS D PATO	CHES, TYPE IV, 10 INCH	SO YD	1500	1500					70100420	TRAFFIC CONTR	OL AND PROTECTION.	EACH	1	1				
											STANDARD 7014	111							
48100300	AGGREGATE SI	HOULDERS, TYPE A 4"	SO YD	6500	6500														
										70102630	TRAFFIC CONTR	OL AND PROTECTION,	L SUM	1	1				
48102100	AGGREGATE WE	EDGE SHOULDER, TYPE B	TON	729. 2	729. 2						STANDARD 7016	01							
60404920	FRAMES AND (GRATES, TYPE 21	EACH	1	1					70102635	TRAFFIC CONTR	OL AND PROTECTION,	L SUM	1	1				
											STANDARD 7017	701							
* 66900200	NON-SPECIAL	WASTE DISPOSAL	CU YD	5	5														
										70102640	TRAFFIC CONTR	OL AND PROTECTION.	L SUM	1	1				
* 66900530	SOIL DISPOSA	AL ANALYSIS	EACH	1	1						STANDARD 7018	01							
* 66901001	REGULATED SU	UBSTANCES PRE-CONSTRUCTION	LSUM	1	1					70200100	NIGHTTIME WOR	K ZONE LIGHTING	L SUM	1	1				
	PLAN																		
										70300100	SHORT TERM PA	VEMENT MARKING	FOOT	41835	41835				
* 66901003	REGULATED SU	UBSTANCES FINAL CONSTRUCTION	LSUM	1	1														
	REPORT									70300150	SHORT TERM PA	VEMENT MARKING REMOVAL	SO FT	6974	6974				
* 66901006	S REGULATED S	UBSTANCES MONITORING	CAL DA	1	1					70300210	TEMPORARY PAV	YEMENT MARKING LETTERS AND	SO FT	619	619				
											SYMBOLS								
67000400	ENGINEER'S	FIELD OFFICE, TYPE A	CAL MO	12	12														
										70300220	TEMPORARY PAV	EMENT MARKING - LINE 4"	FOOT	60497	60497				
67100100	MOBILIZATIO	N	L SUM	1	1					707000:-	TEMPORATOR	PENENT MARKETON AND ASSESSMENT OF THE SECOND	F027	7.00	7466				
	* *SPFCIA	ALTY ITEMS								70300240	IEMPURARY PAV	EMENT MARKING - LINE 6"	FOOT	3460	3460				REV-SE
FILE NAME =		USER NAME = kalorm DE	ESIGNED -		REVISED	-						CHARAAA	RY OF QUANT	TITES		F.A.P. RTE.	SECTION	N COUNT	TOTAL CUE
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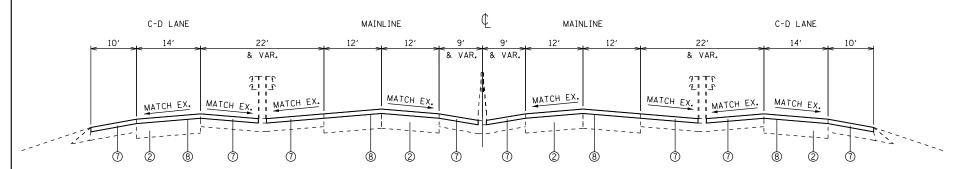
	SUMMARY OF QUANTITIES				CO	NSTRUCTIO	ON TYPE CODE			SUMMA	RY OF QUANTITIES				CO	NSTRUCTION	I TYPE CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITIES URBAN	80% FED 20% STATE 0005	100% STATE 0005				CODE NO		ITEM	UNIT	TOTAL QUANTITIES URBAN	80% FED 20% STATE 0005	100% STATE 0005			
0300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	11090	11090				•	* 78009012	MODIFIED URE	THANE PAVEMENT MARKING -	FOOT	56	56				
										LINE 12"								
0300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	5382	5382														
								•	* 78100100	RAISED REFLE	CTIVE PAVEMENT MARKER	EACH	1496	1496				
0300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	468	468														
									78300200	RAISED REFLE	CTIVE PAVEMENT MARKER	EACH	1496	1496				
0300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	20918	20918						REMOVAL								
2400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2					78300202	PAVEMENT MAR	KING REMOVAL - WATER	SQ FT	513	513				
										BLASTING								
78000100	THERMOPLASTIC PAVEMENT MARKING -	SO FT	619	619														
	LETTERS AND SYMBOLS							e	* 88600600	DETECTOR LOC	P REPLACEMENT	FOOT	2011	2011				
8000200	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	60497	60497					K0029614	WEED CONTROL	. AQUATIC	GALLON	2.5	2.5				
	4"																	
									K0029624	WEED CONTROL	, TEASEL	GALLON	2.5	2.5				
8000400	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	3460	3460														
	6"								X0100018	TREE REMOVAL	(UNDER 6 UNITS DIAMETER)	UNIT	15	15				
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	11090	11090					x0320050	CONSTRUCTION	LAYOUT (SPECIAL)	L SUM	1	1				
	8"																	
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	5382	5382					X2010350	TREE REMOVAL	. ACRES (SPECIAL)	ACRE	1	1				
8000800	12"	7001	3362	3382					X2020110	GRADING AND	SHAPING SHOULDERS	UNIT	242.4	242.4				
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	468	468					X2503318	INTERSEEDING	, CLASS 4B (MODIFIED)	ACRE	1	1				
	24"								* X2700003	CROOVING FOR	RECESSED PAVEMENT MARKING	FOOT	240	240				
78009004	MODIFIED URETHANE PAVEMENT MARKING -	FOOT	1069	1069					~ ^~ 100003	8"	MECESSED PAVEMENT MARKING	F 00 1	240	240				
	LINE 4"																	
	*SPECIALTY ITEMS																	DEV. C
LE NAME =	<u> </u>	ESIGNED -		REVISED	<u> </u>						CHRARAAF	Y OF QUANT	 ITES		F.A.P. RTE.	SECTION	N COUNTY	REV-SI
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	SUMMARY OF QUANTITIES				CONSTRUCT	ION TYPE	CODE			SUMMARY	OF QUANTITIES				CO	NSTRUCTIO	N TYPE CO	DE	
CODE NO	ITEM	UNIT	TOTAL QUANTITIES URBAN	80% FED 20% STATE 0005	100% STATE 0005				CODE NO		ITEM	UNIT	TOTAL QUANTITIES URBAN	80% FED 20% STATE 0005	100% STATE 0005				
X2700004	PREFORMED PLASTIC PAVEMENT MARKING.	FOOT	240	240					Z0064800	SELECTIVE CLE	ARING	UNIT	20	20					
	TYPE B - LINE 7"																		
								Ø	Z0076600	TRAINEES		HOURS	500	500					
X4400501	COMBINATION CONCRETE CURB AND GUTTER	FOOT	255	255				Ø	Z0076604	TRAINEES - TRAI	INING PROGRAM GRADUATE	HOURS	500	500					
	REMOVAL AND REPLACEMENT LESS THAN OR																		
	EOUAL TO 10 FEET																		
x5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	1250		1250														
x6030310	FRAMES AND LIDS TO BE ADJUSTED	EACH	63	63															
	(SPECIAL)																		
x6061312	CONCRETE MEDIAN SURFACE, 5 INCH	SO FT	56	56															
	(SPECIAL)																		
x7011015	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1															
	(EXPRESSWAYS)																		
x7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SO FT	43198	43198															
Z0004562	COMBINATION CONCRETE CURB AND GUTTER	FOOT	765	765															
	REMOVAL AND REPLACEMENT																		
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	90		90														
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4															
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	86984	86984															
Z0034105	MATERIAL TRANSFER DEVICE	TON	13373	13373														Ø	004
	*SPECIALTY ITEMS																		REV-S
FILE NAME =		DESIGNED -		REVISED REVISED	-	1	T2	ATE OF II	LINNIS		SUMMARY	Y OF QUANT	ITES		F.A.P. RTE.	SECT		COUNTY S	TOTAL SI SHEETS
, , ss	PLOT SCALE = 100,0000 ' / In.	CHECKED - DATE -		REVISED REVISED	-	I			ANSPORTA		IL ROUTE 83 (NORTH OF I-290 'SCALE: SHEET NO. OF			PARK ROA		2020-05	(CONTRACT	34 (NO. 62I



IL 83 **EXISTING TYPICAL SECTION**

STA 21+33.43 TO STA. 35+46.02



IL 83 PROPOSED TYPICAL SECTION

STA 21+33.43 TO STA. 35+46.02

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

NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

DESIGNED -

HECKED

DRAWN

DATE

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

REVISED

REVISED

REVISED

LEGEND

- ① EXISTING +/-3" HMA
- ② EXISTING +/-10" P.C.C. BASE
- 3 EXISTING B-6.24 CURB AND GUTTER
- 4 EXISTING HMA SHOULDER +/-8 1/2"
- ⑤ GRASS MEDIAN
- 6 HMA SURFACE REMOVAL 2"
- 7 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5MM) 2"
- (8) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX"F", N80 -2"
- HMA SURFACE REMOVAL 2"

NOTES

- 1. THE CONTRACTOR SHALL PERFORM THE PAVEMENT PATCHING OPERATIONS PRIOR TO THE HMA SURFACE REMOVAL OPERATION. SEE IDOT DISTRICT 1 DETAIL PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22) FOR ADDITIONAL INFORMATION.
- 2. NO ADDITIONAL COMPENSATION WILL BE GIVEN TO THE CONTRACTOR FOR ANY EXTRA WORK REQUIRED TO MILL THE HMA SHOULDER ADJACENT TO THE EXISTING BARRIER WALL. THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HMA SURFACE REMOVAL - 2" .
- 3. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS										
MIXTURE USES	MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)							
PAVEMENT SMART OVERLAY	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX"F", N80, 2"	3.5% @ 80 GYR.	PFP							
SHOULDER	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm), 2"	4% © 70 GYR.	QCP							
PATCHING	CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR	QC/QA							
TATCHING	HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR	QC/QA							
DRIVEWAYS	HMA SURFACE COURSE, MIX "D", N50, (IL-9.5 mm); 2"	4% @ 50 GYR	QC/QA							
DUIAEMAL2	HMA BASE COURSE, (HMA BINDER (IL-9.5 mm); PE - 6"	4% @ 50 GYR	QC/QA							

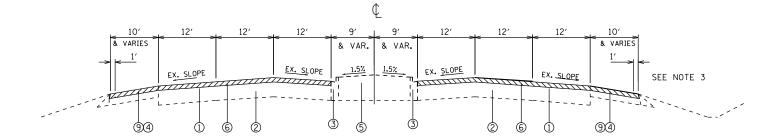
OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)

SECTION EXISTING AND PROPOSED TYPICAL SECTIONS 2020-051-SW DUPAGE 34 IL ROUTE 83 (NORTH OF 1290 TO IL ROUTE 19 (IRVING PARK ROAD)) CONTRACT NO. 62L23

JSER NAME = kalorm

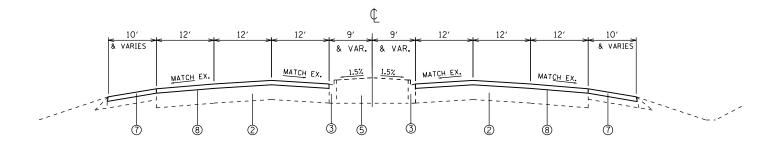
PLOT DATE = 12/9/2020

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**



IL 83
EXISTING TYPICAL SECTION

STA 35+46.02 TO STA. 145+28.82



IL 83
PROPOSED TYPICAL SECTION

STA 35+46.02 TO STA. 145+28.82

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

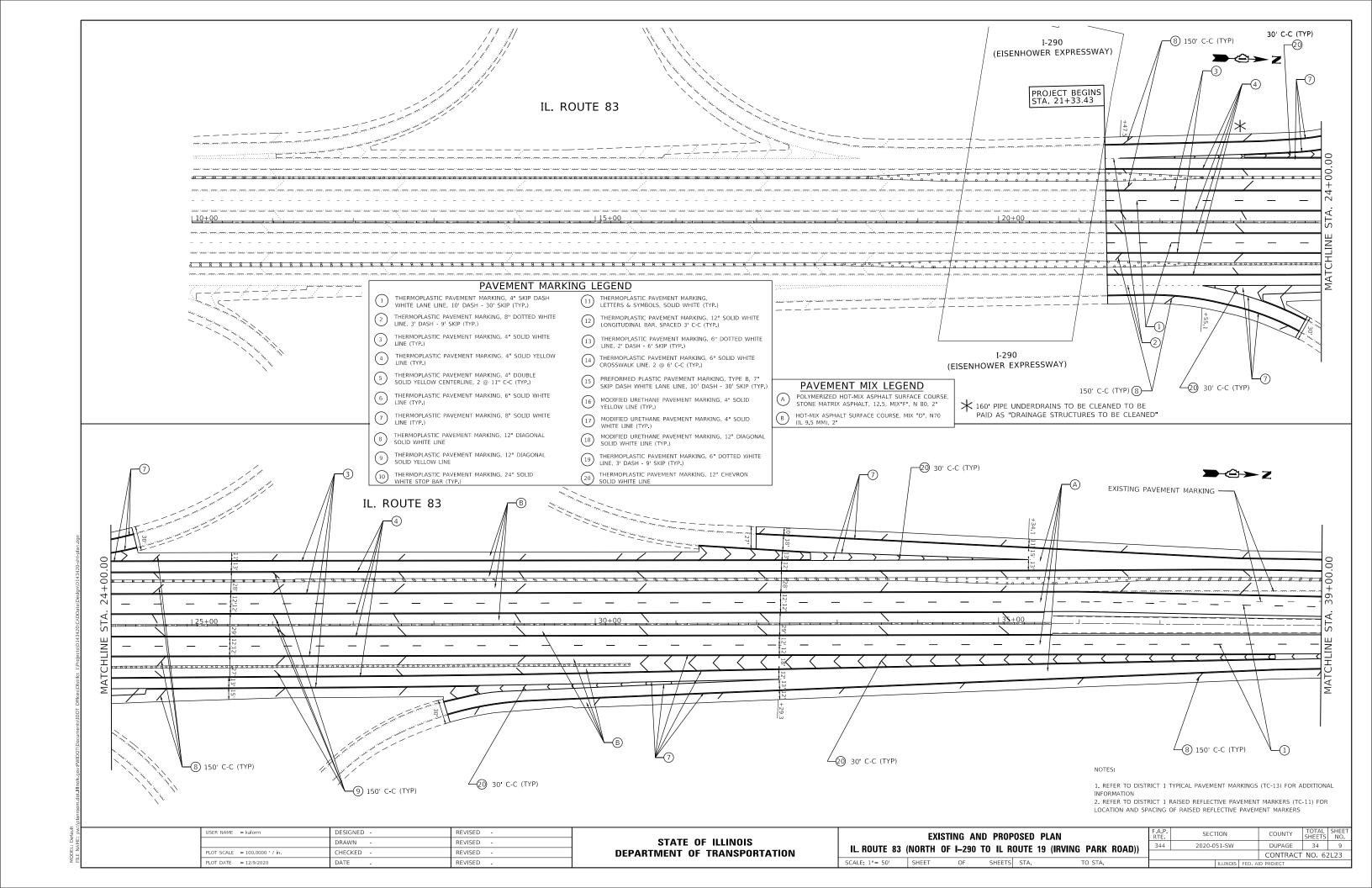
EXISTING AND PROPOSED TYPICAL SECTIONS IL ROUTE 83 (NORTH OF 1-290 TO IL ROUTE 19 (IRVING PARK ROAD))

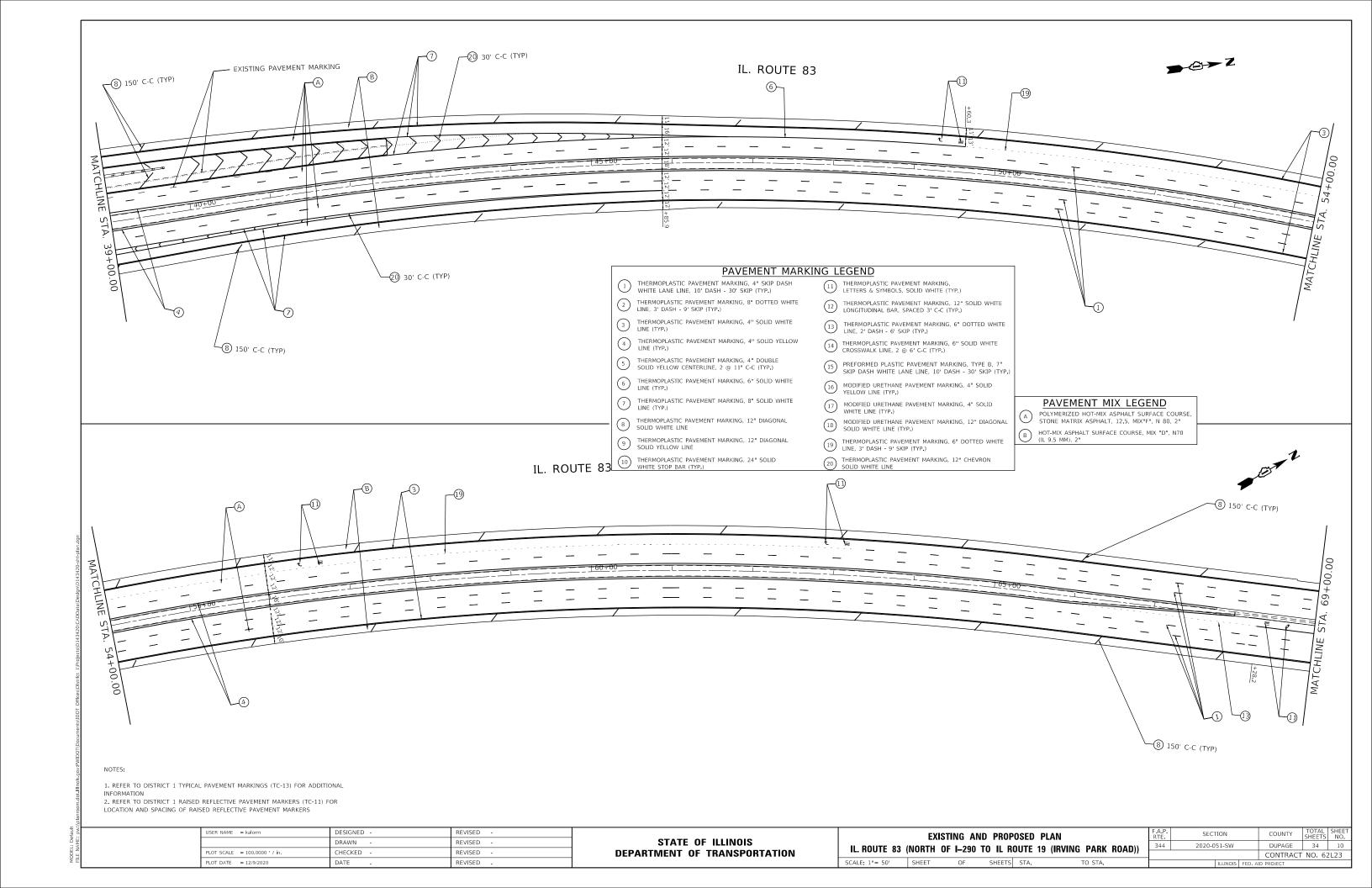
LEGEND

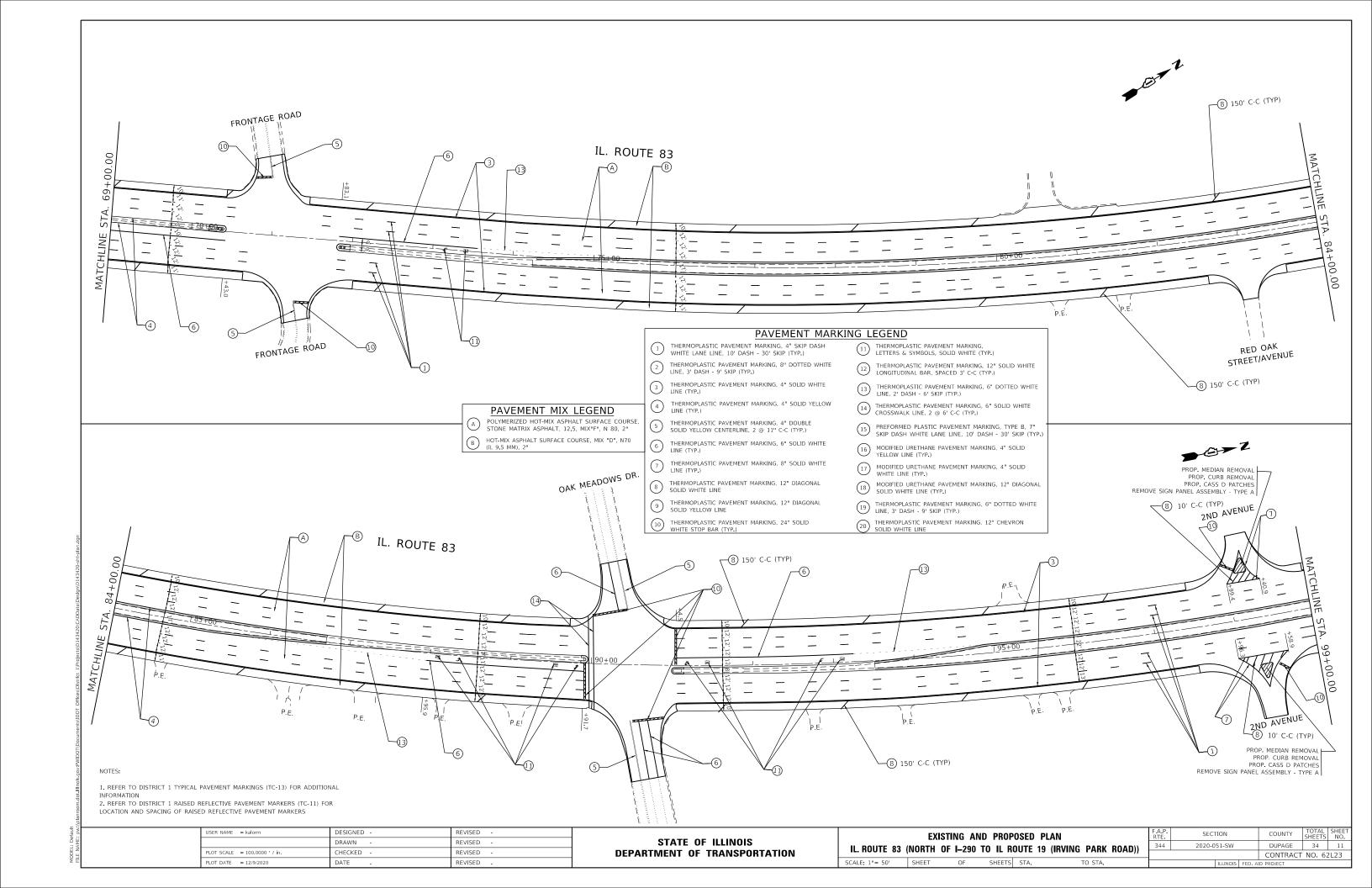
- ① EXISTING +/-3" HMA
- ② EXISTING +/-10" P.C.C. BASE
- ③ EXISTING B-6.24 CURB AND GUTTER
- 4 EXISTING HMA SHOULDER +/-8 1/2"
- ⑤ GRASS MEDIAN
- 6 HMA SURFACE REMOVAL 2"
- THOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5MM) 2"
- 8 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX"F", N80 -2"
- 9 HMA SURFACE REMOVAL 2"

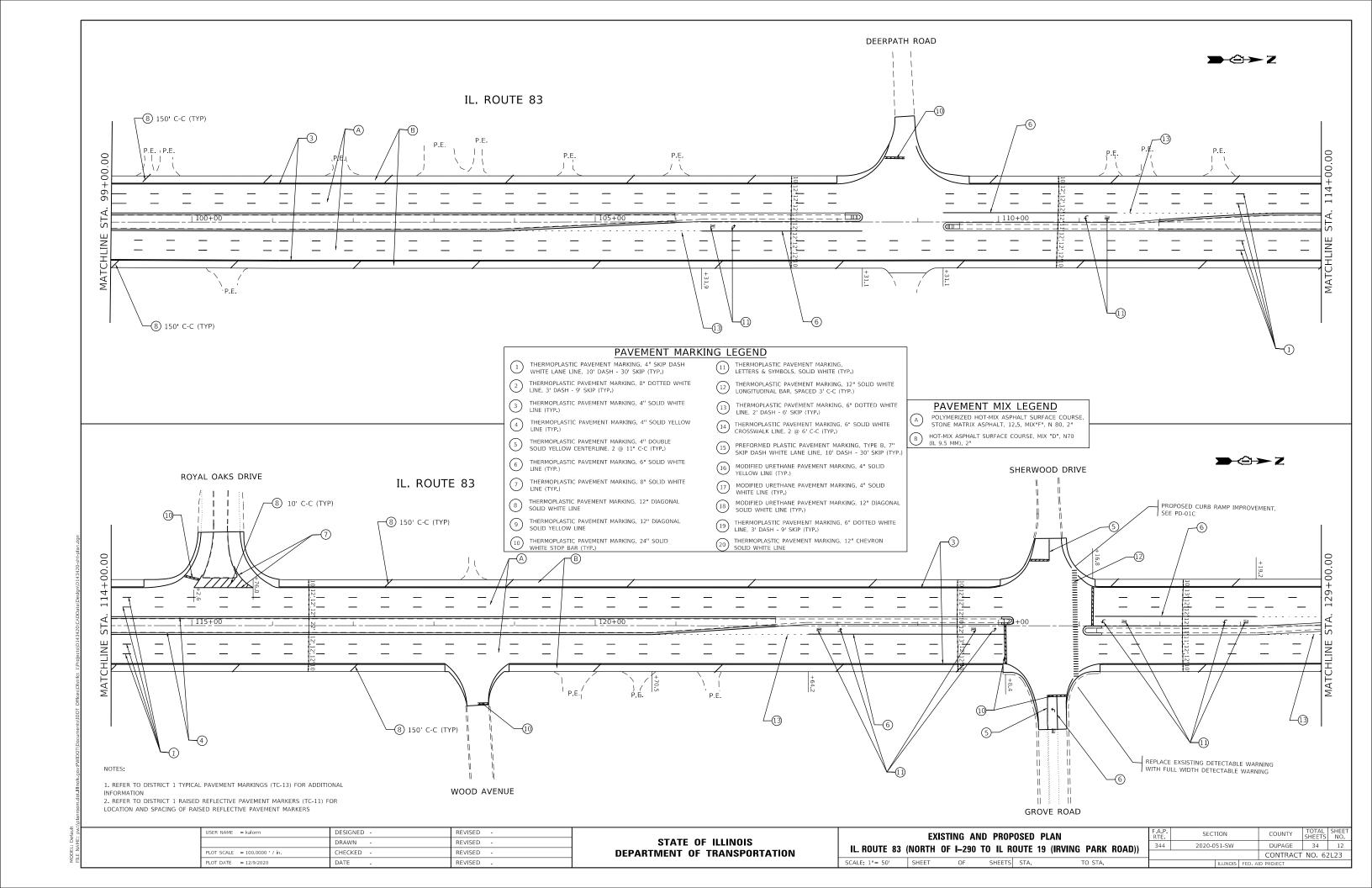
NOTES

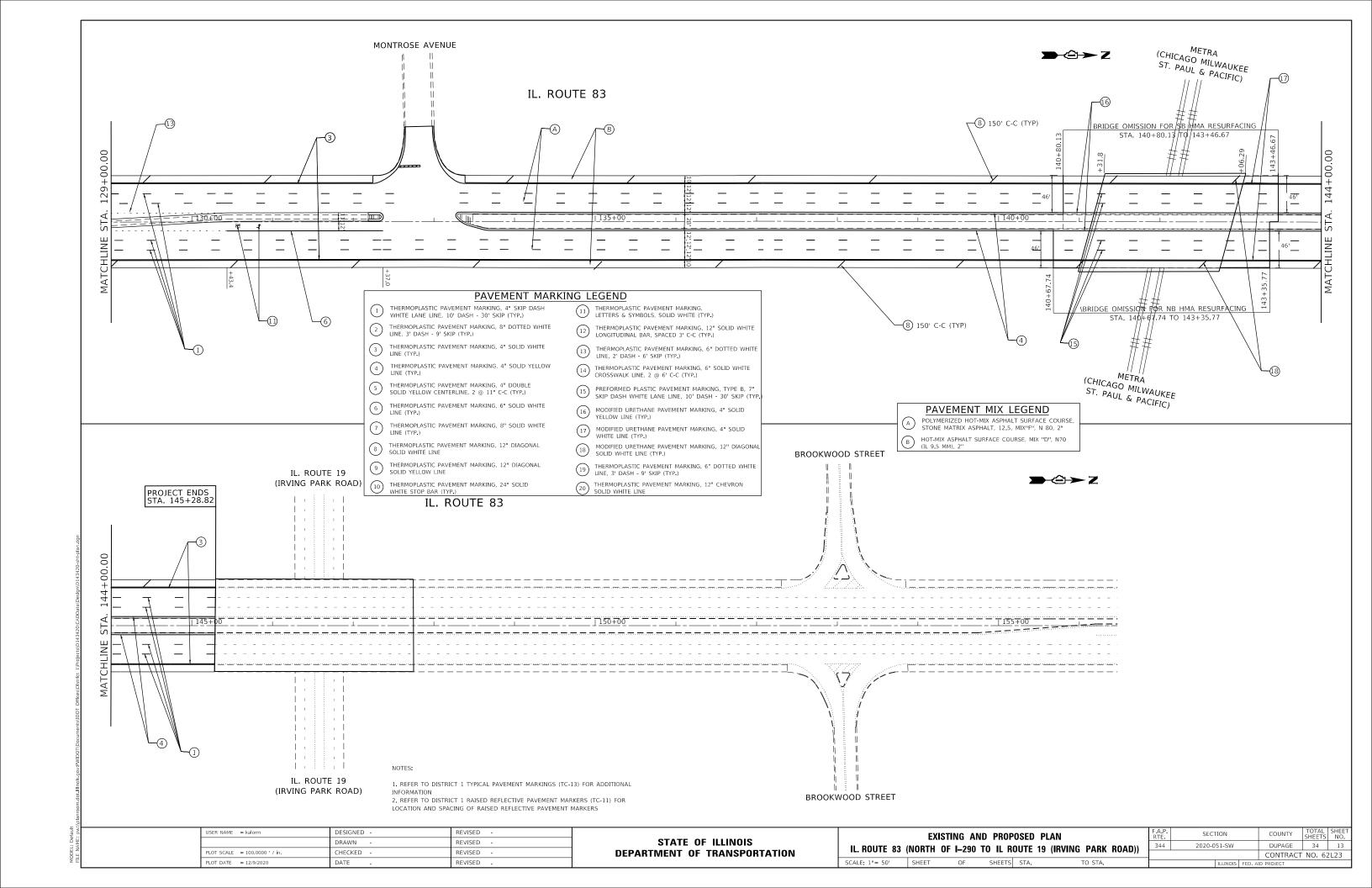
- 1. THE CONTRACTOR SHALL PERFORM THE PAVEMENT PATCHING OPERATIONS PRIOR TO THE HMA SURFACE REMOVAL OPERATION. SEE IDOT DISTRICT 1 DETAIL PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22) FOR ADDITIONAL INFORMATION.
- 2. NO ADDITIONAL COMPENSATION WILL BE GIVEN TO THE CONTRACTOR FOR ANY EXTRA WORK REQUIRED TO MILL THE HMA SHOULDER ADJACENT TO THE EXISTING BARRIER WALL. THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HMA SURFACE REMOVAL 2".

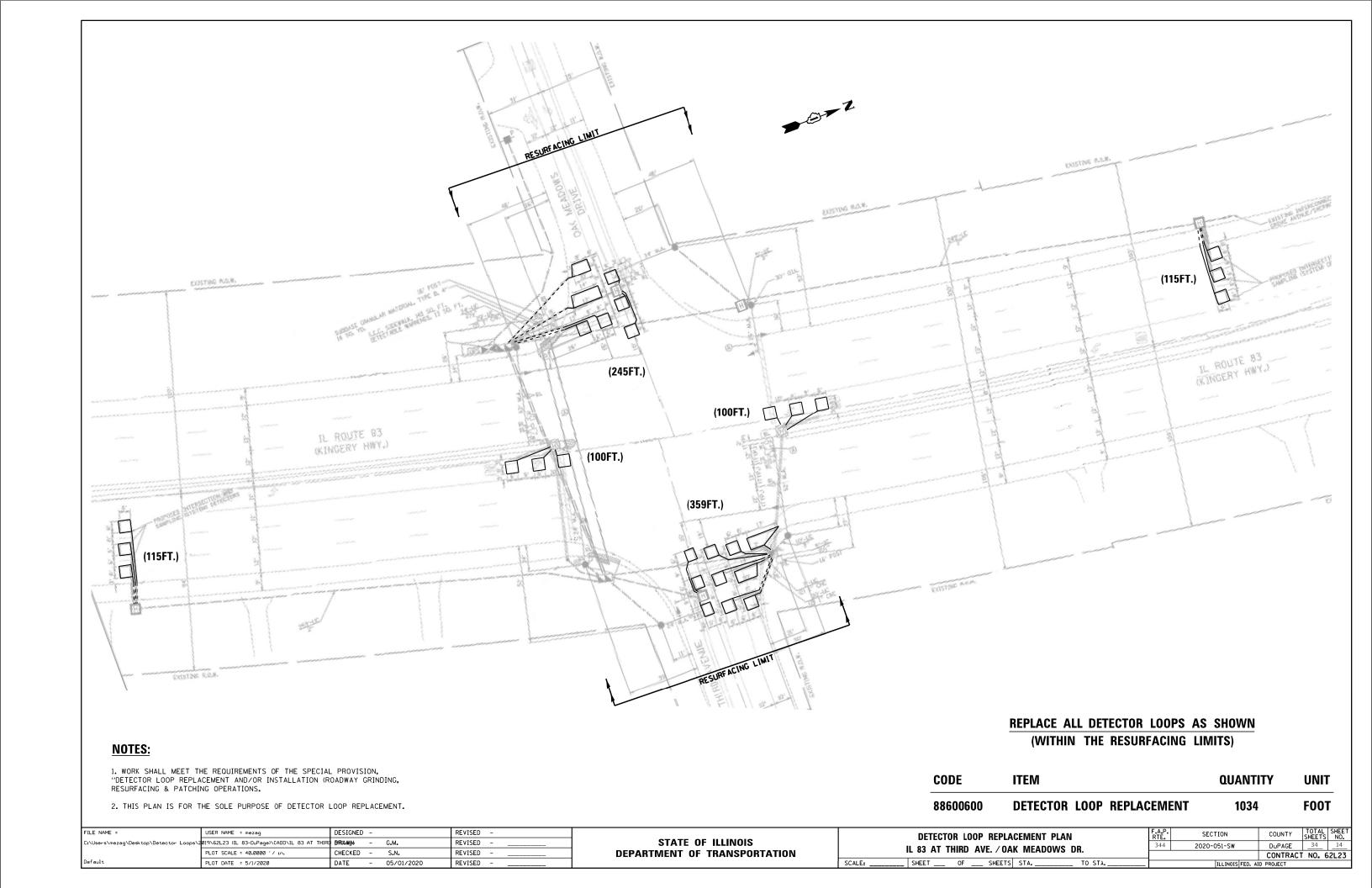


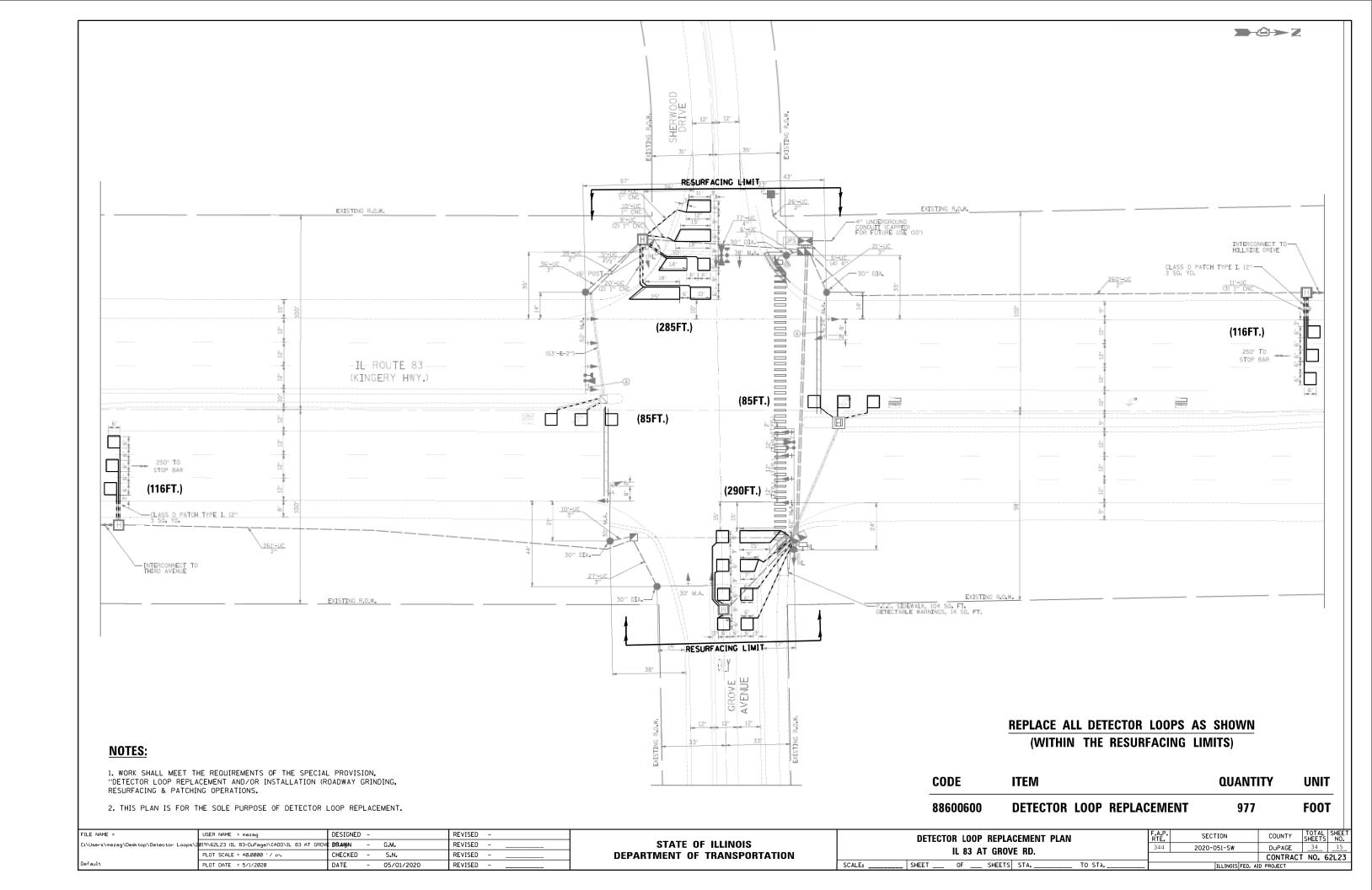


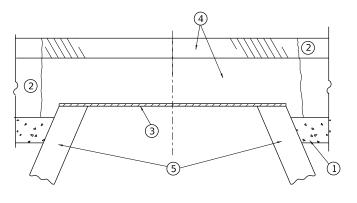


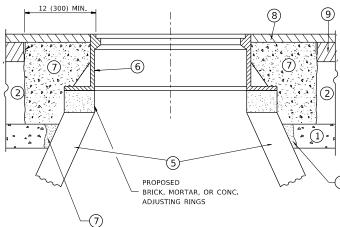












NOTES

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40)
 THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LEGEND

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

 (5) EXISTING STRUCTURE
- 9 PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

 USER NAME
 = kalorm
 DESIGNED
 R. SHAH
 REVISED
 R. WEDEMAN 05-14-04

 DRAWN
 REVISED
 R. BORO 01-01-07

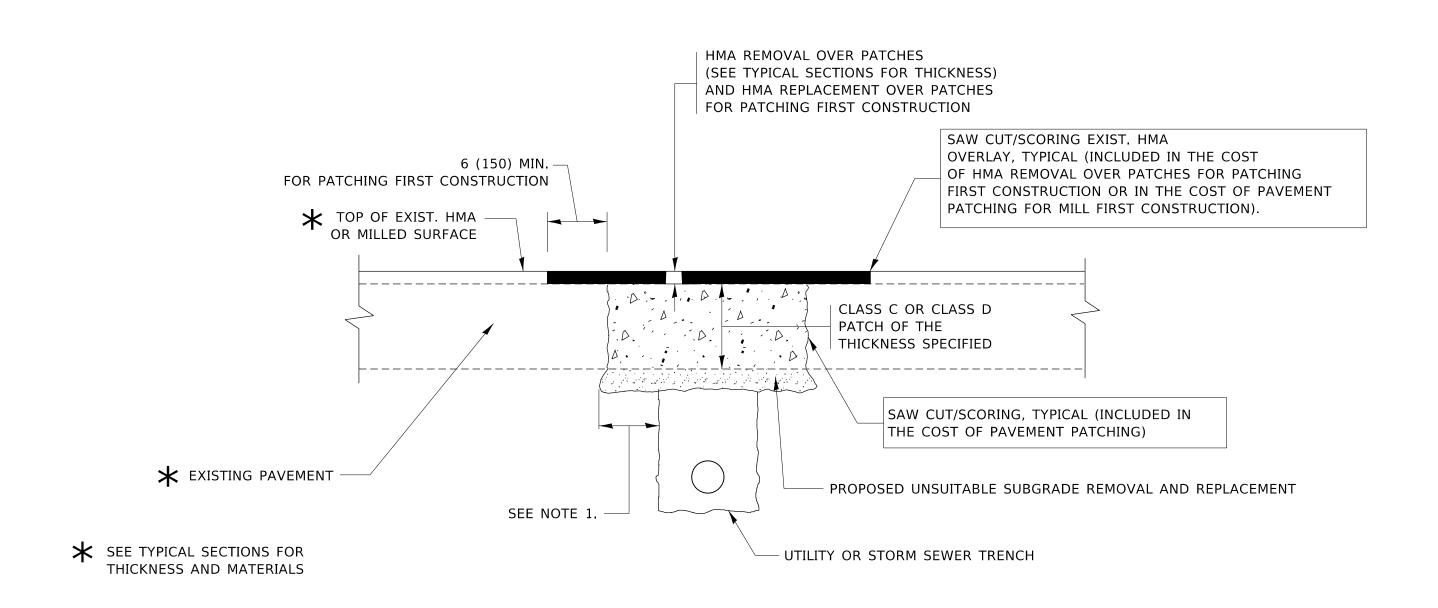
 PLOT SCALE
 = 100.0000 ' / in.
 CHECKED
 REVISED
 R. BORO 03-09-11

 PLOT DATE
 = 12/9/2020
 DATE
 10-25-94
 REVISED
 R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMES AND LIDS ADJUSTMENT WITH MILLING

SHEET 1 OF 1 SHEETS STA. TO STA.



NOTES:

- 1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
- 2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

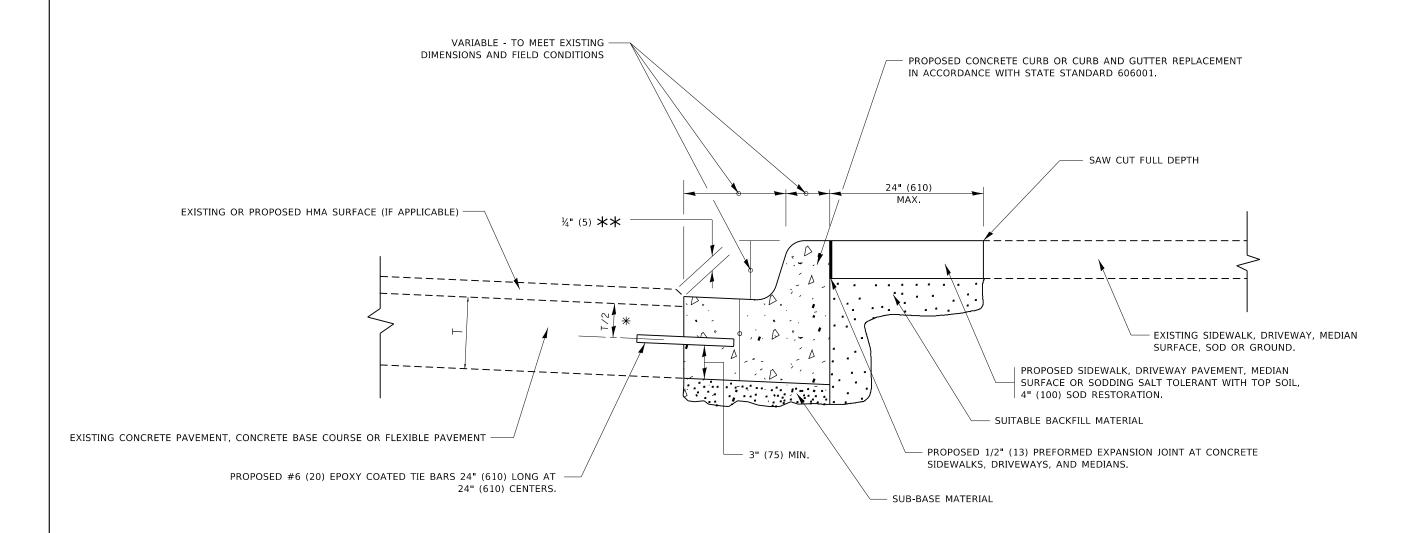
- 1. MILL HMA FIRST IF THERE IS AT LEAST $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED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

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

USER NAME = KAIOITII	DESIGNED - K. SHARI	REVISED - A. ABBAS 04-27-96		
	DRAWN -	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 09-04-07	DEPARTMENT OF TRANSPORTATION	
PLOT DATE = 12/9/2020	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE

	PAVEMENT PATCHING FOR						F.A.P. RTE	SECTION		COUNTY	TOTAL SHEETS	
	HMA SURFACED PAVEMENT					344	2020-051-SW		DUPAGE	34	17	
HIVIA SUNFACED PAVEINENT						BD400-04 (BD-22)		CONTRACT	NO. 62	2L23		
EΤ	1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS	FED. AI	D PROJECT		

MODEL: Default



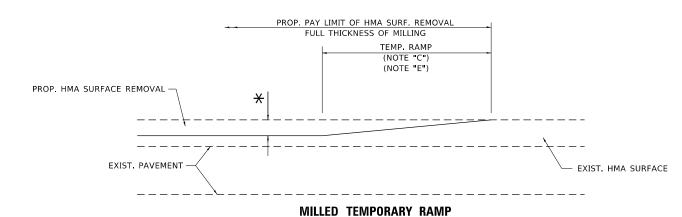
- imes 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- $\star\star$ IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

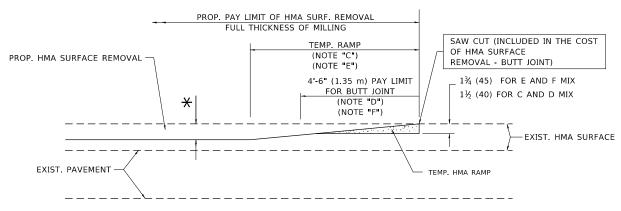
USER NAME = kalorm	DESIGNED -	A. HOUSEH	REVISED	-	A. ABBAS 03-21-97
	DRAWN -		REVISED	-	M. GOMEZ 01-22-01
PLOT SCALE = 100.0000 / in.	CHECKED -		REVISED	-	R. BORO 12-15-09
PLOT DATE = 12/9/2020	DATE -	03-11-94	REVISED	-	K. SMITH 07-11-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

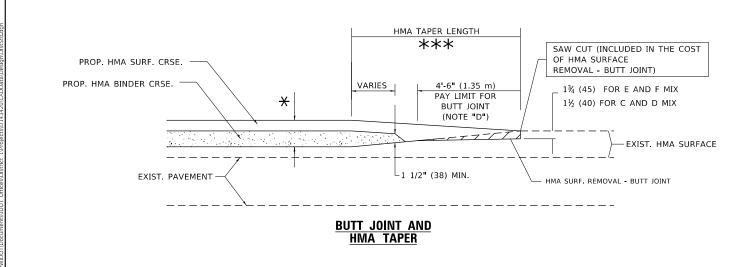


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

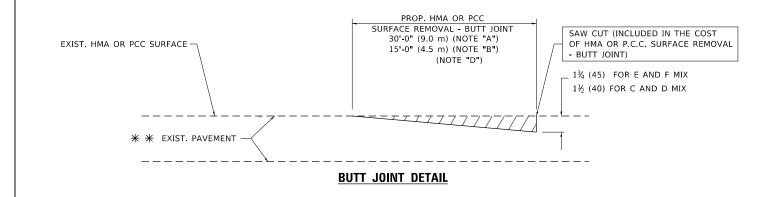
TYPICAL TEMPORARY RAMP

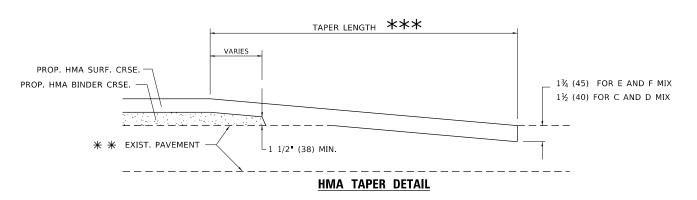


TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

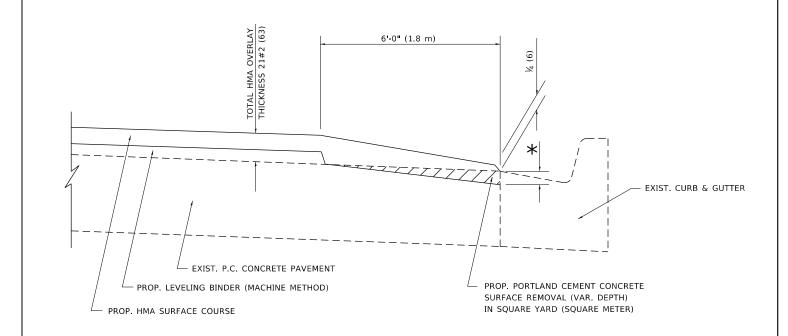
- A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL BUTT JOINT.

 ** SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT".

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



HMA TAPER AT EDGE OF P.C.C PAVEMENT

HMA SURFACE		LEVELING BINDER	
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1½ (38)	1 (25)	11/4 (33)
E	1¾ (44)	³⁄ ₄ (19)	1½ (38)

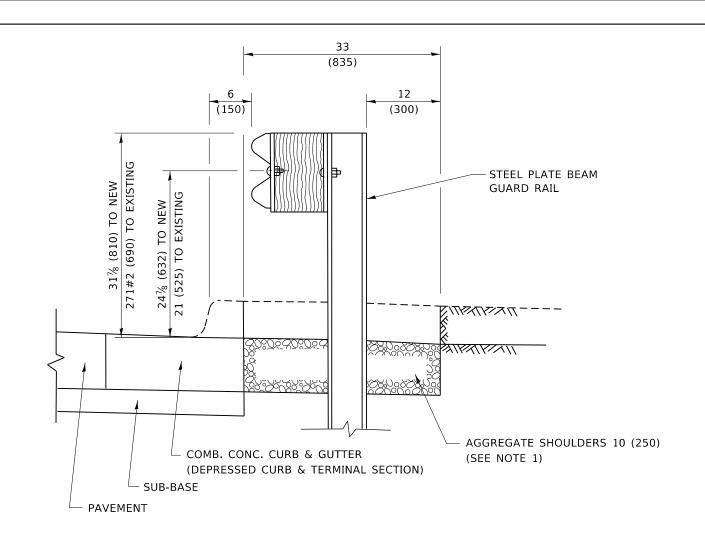
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = kalorm	DESIGNED -	R. SHAH	REVISED -	A. ABBAS 05-05-9
	DRAWN -	JIS	REVISED -	E. GOMEZ 12-21-00
PLOT SCALE = 100.0000 ' / in.	CHECKED -	A. ABBAS	REVISED -	R. BORO 01-01-07
PLOT DATE = 12/9/2020	DATE -	09-10-94	REVISED -	JP CHANG 07-08-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

TO STA.



SECTION A-A

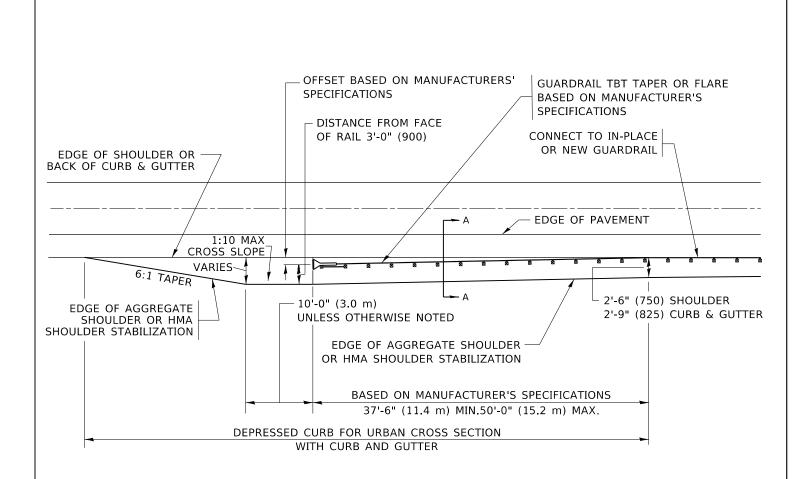
NOTES:

- 1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
- 2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
- 3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

DETAILS FOR STEEL PLATE BEAM

GUARD RAIL ADJACENT TO CURB AND GUTTER

[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



DEPRESSED CURB AND GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL.

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

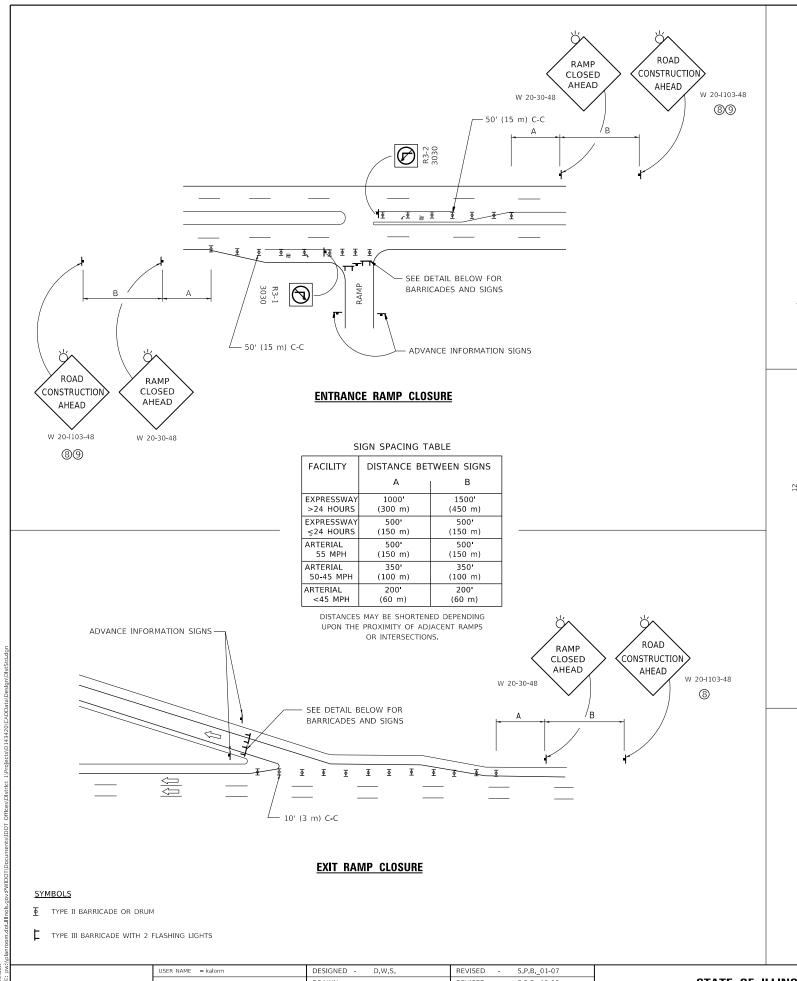
COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

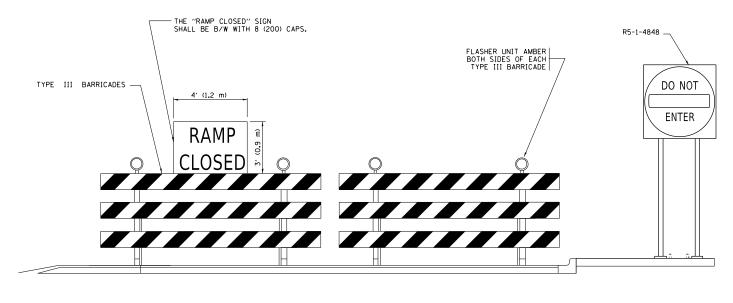
TBT = TRAFFIC BARRIER TERMINAL

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

USER NAME = Kalorm	DESIGNED -	M. DE YONG	KEVISED	-	R. BURU 12-08-200
	DRAWN -		REVISED	-	R. BORO 09-14-200
PLOT SCALE = 100.0000 ' / in.	CHECKED -		REVISED	-	R. BORO 08-06-201
PLOT DATE = 12/9/2020	DATE -	09-22-90	REVISED	-	R. BORO 05-08-201

RTE.	SECT	ΠΟΝ		COUNTY	SHEETS	NO.
344	2020-0	51-SW		DUPAGE	34	21
	BD600-10 (B	D 34)	CONTRACT	NO. 62	2L23	
		ILLINOIS	ID PROJECT			





DETAIL FOR REQUIRED BARRICADES & SIGNS

-T

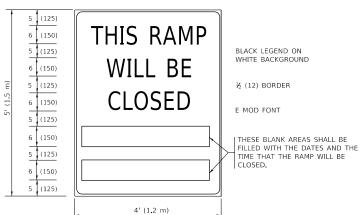


BLACK LEGEND ON ORANGE

RAMP CLOSURE ADVANCE WARNING SIGN

BACKGROUND MOUNTED
DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.



RAMP CLOSURE ADVANCE INFORMATION SIGN

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- (2) VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
- 3 A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEEDED BY A W20-7 FLAGGER WARNING SIGN.
- 4 ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- (3) THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

SCALE: NONE

- 6 AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS, ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH
- (8) ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ② ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

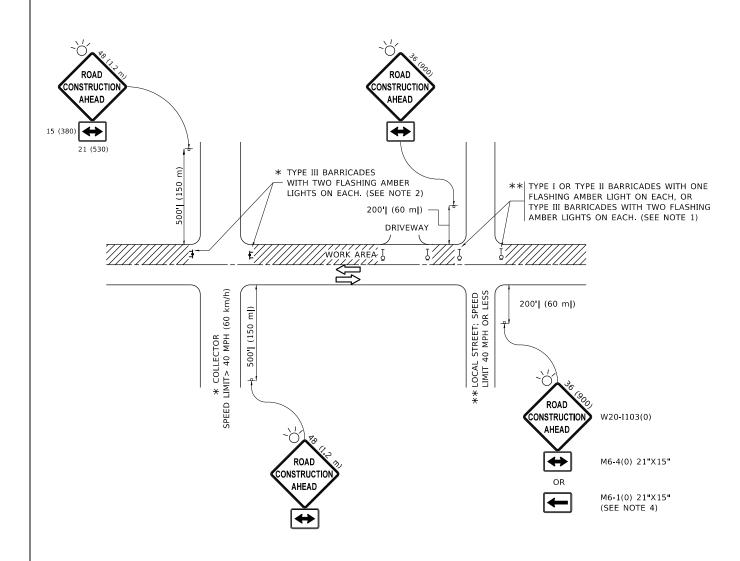
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

 ENTRANCE_AND_EXIT_RAMP
 F.A.P. RTE.
 SEC

 CLOSURE_DETAILS
 344
 2020-4

 SHEET 1 OF 1 SHEETS STA. TO STA.



NOTES:

- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION
 OF THE CLOSED PORTION.
- 3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
 BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

SCALE: NONE

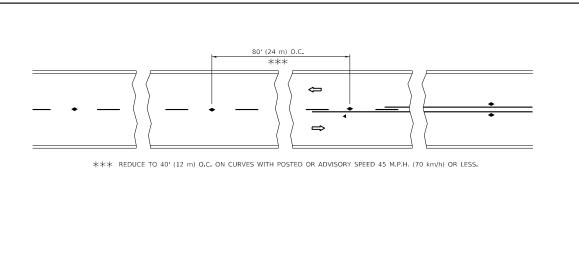
- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED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

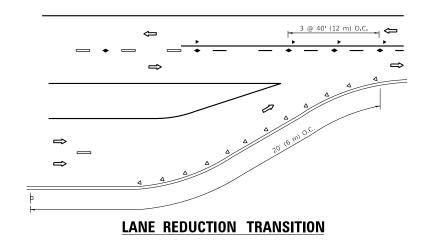
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = kalorm	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 12/9/2020	DATE - 06-89	REVISED A SCHUETZE 09-15-16

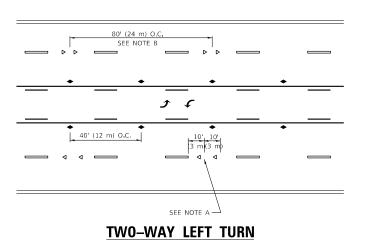
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

						TION FOR DRIVEWAYS
SHEET	1	OF	1	SHEET	S STA.	TO STA.

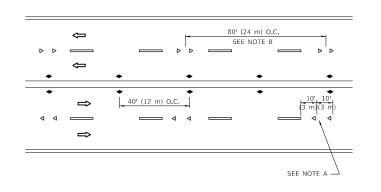


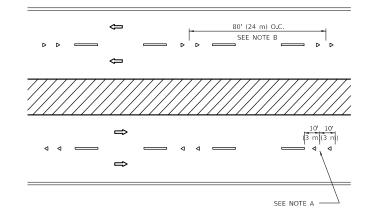


SEE FIGURE 3B-14 MUTCD



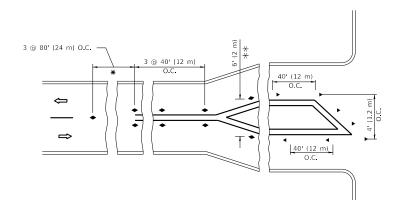
TW0-LANE/TW0-WAY

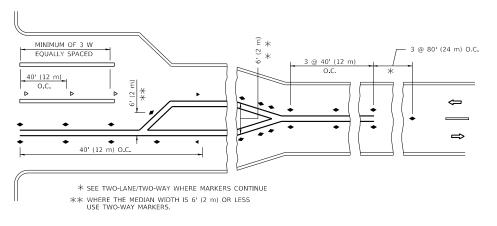




MULTI-LANE/UNDIVIDED







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

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
- 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 = kalorm DESIGNED -REVISED - T. RAMMACHER 03-12-99 REVISED -T. RAMMACHER 01-06-00 DRAWN HECKED REVISED -C. JUCIUS 09-09-09 C. JUCIUS 07-01-13 PLOT DATE = 12/9/2020

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

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

SECTION DUPAGE 2020-051-SW 34 24 TC-11 CONTRACT NO. 62L23

SYMBOLS

ONE-WAY AMBER MARKER

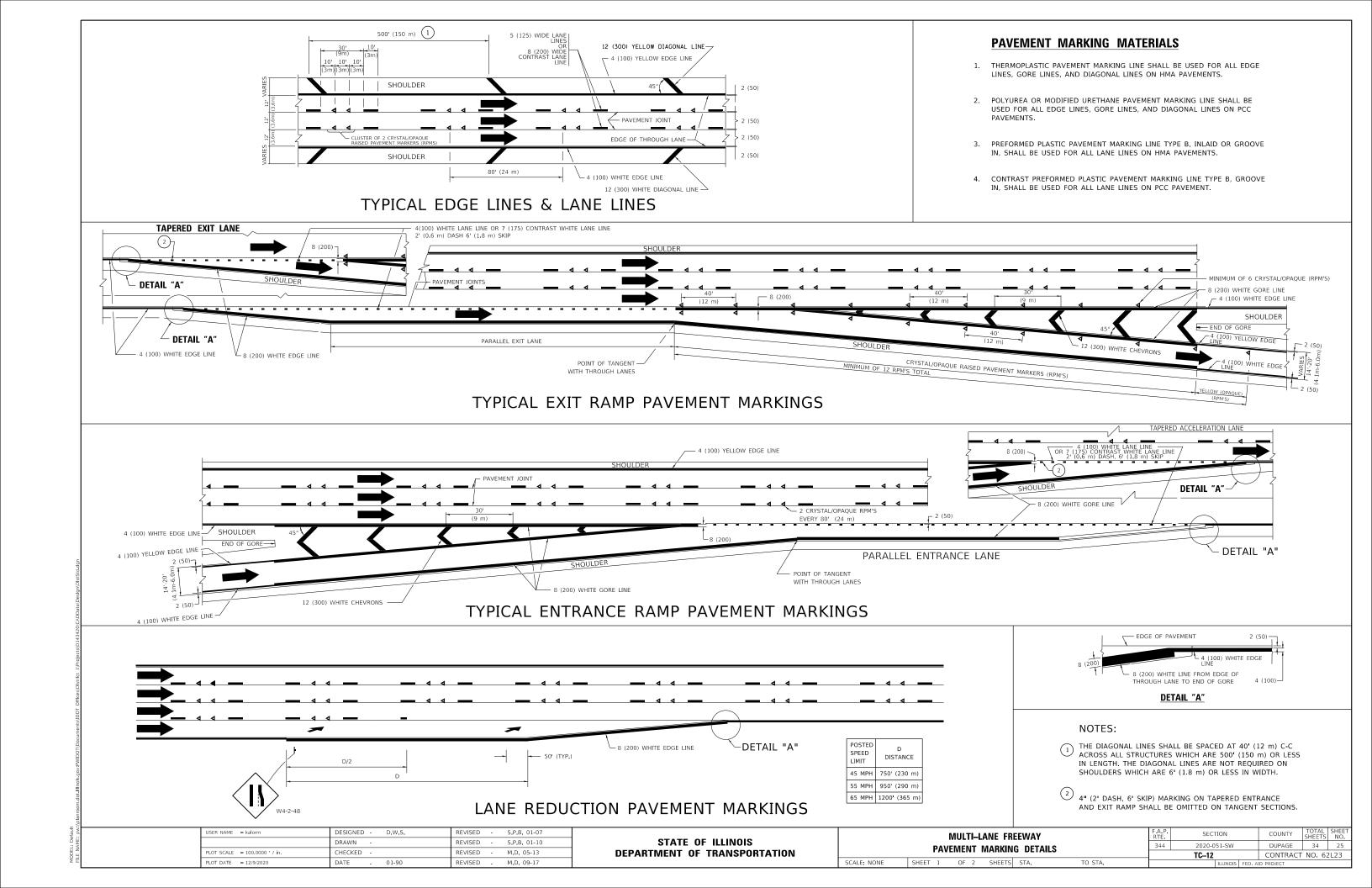
TWO-WAY AMBER MARKER

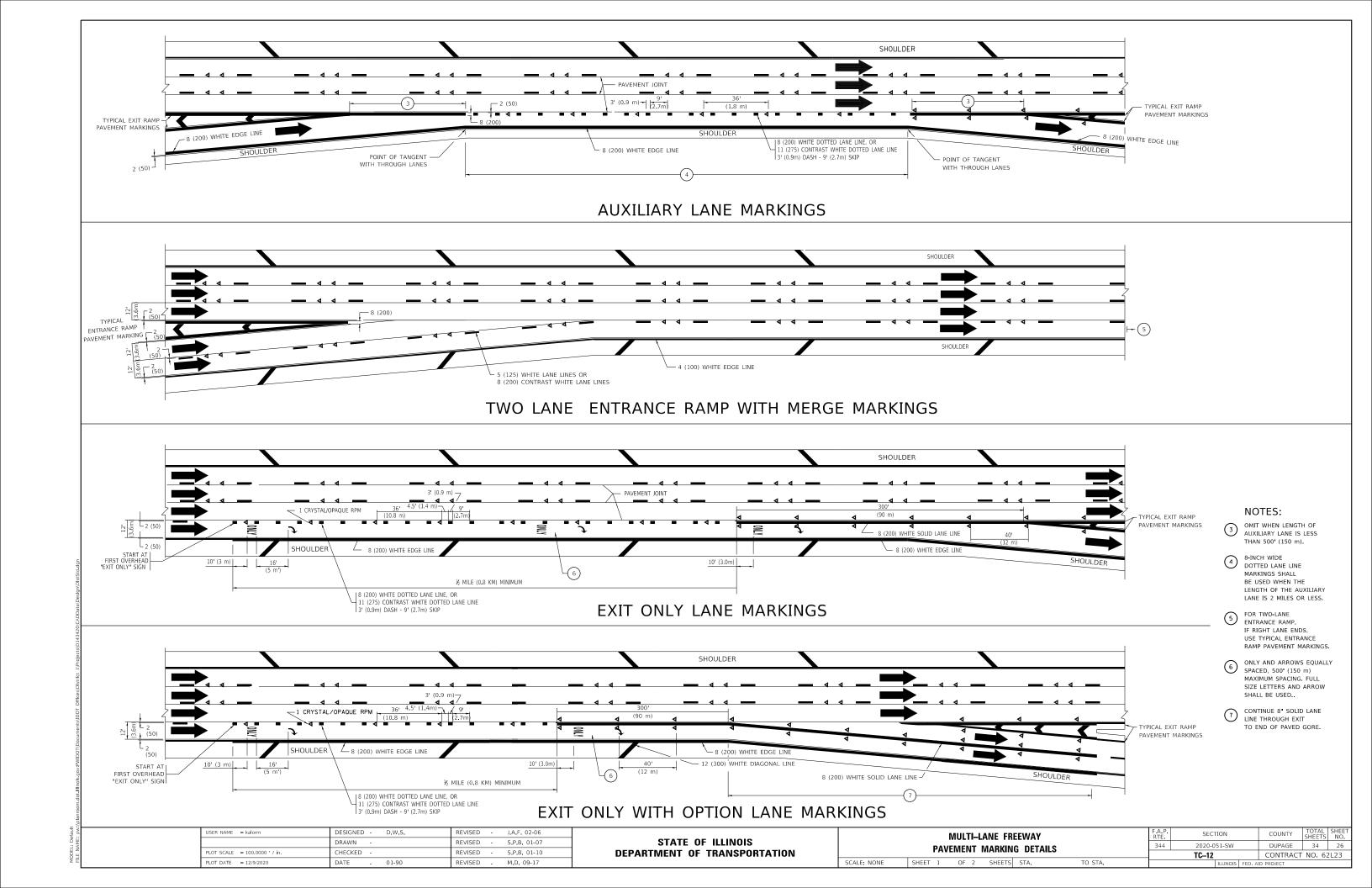
ONE-WAY CRYSTAL MARKER (W/O)

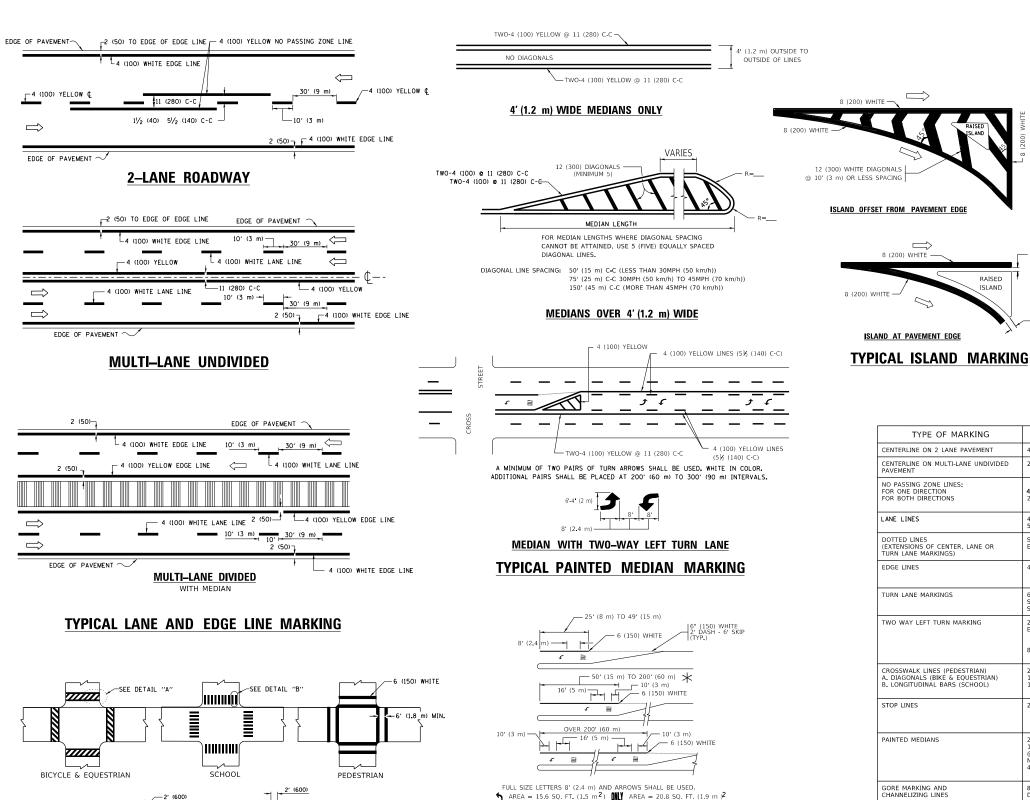
- YELLOW STRIPE

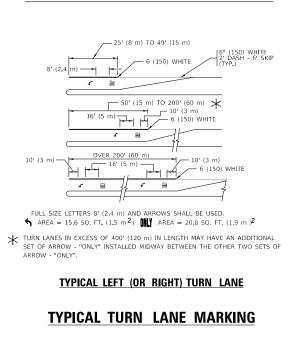
■ WHITE STRIPE

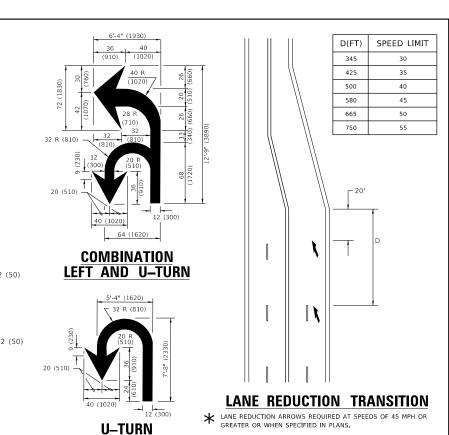
DATE REVISED -











TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIDED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m PEACH "X"=54.0 SQ. FT. (5.0 m P
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

8 (200) WHITE -

ISLAND AT PAVEMENT EDGE

RAISED

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

USER NAME = kalorm	DESIGNED - EVERS	REVISED	-	C. JUCIUS 09-09-09
	DRAWN -	REVISED	-	C. JUCIUS 07-01-13
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	-	C. JUCIUS 12-21-15
PLOT DATE = 12/9/2020	DATE - 03-19-90	REVISED	-	C. JUCIUS 04-12-16

12 (300) WHITE

DETAIL "B"

-6 (150) WHITE

TYPICAL CROSSWALK MARKING

 $m{\star}$ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

DETAIL "A"

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

	DISTRICT ONE TYPICAL PAVEMENT MARKINGS					F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
						344	2020-051-SW	DUPAGE	34	27
							TC-13	CONTRACT	CONTRACT NO. 62L23	
	SHEET 1	OF 2	SHEETS	STA.	TO STA.		TILLINOIS FED AL	D PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

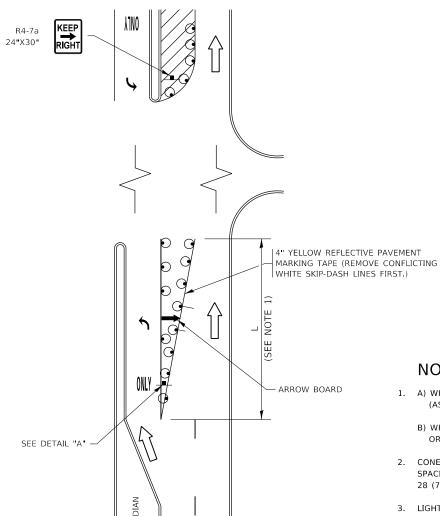


FIGURE 1

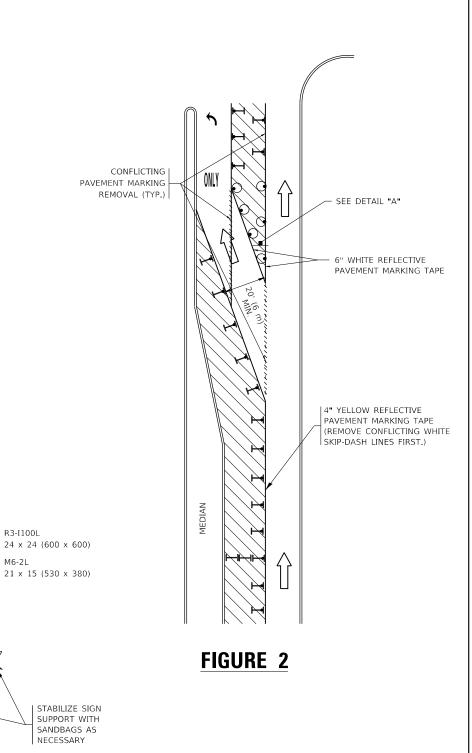
LEGEND WORK AREA LANE OPEN TO TRAFFIC ARROW BOARD TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT O DRUM WITH STEADY BURN LIGHT SIGN ASSEMBLY

TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

- 1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 - B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE
 OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- 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 PREOUIREMENTS.
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

TURN

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

DUPAGE 34 28

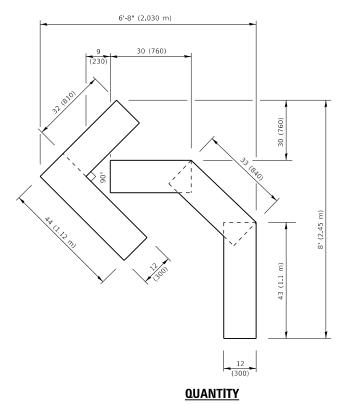
CONTRACT NO. 62L23

USER NAME = Kalorm	DESIGNED	-1.	RAMMACHER	09-08-94	KEVISED	-	R. BURU (J9-14-U9
	DRAWN	-	A. HOUSEH	11-07-95	REVISED	- A.	SCHUETZE	07-01-13
PLOT SCALE = 100.0000 ' / in.	CHECKED	-	A. HOUSEH	10-12-96	REVISED	- A.	SCHUETZE	09-15-16
PLOT DATE = 12/9/2020	DATE	- T.	RAMMACHER	01-06-00	REVISED	-		

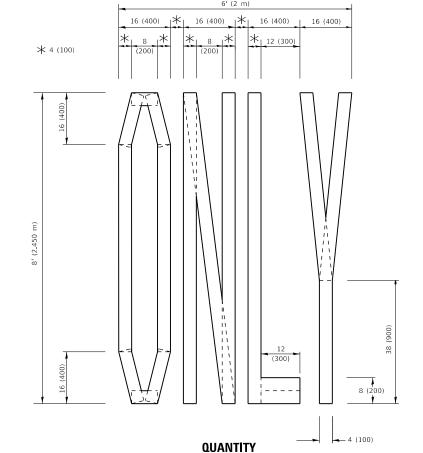
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAI	FIC CONT	ROL AND	PROTECTI	ION AT TURN	BAYS	F.A.P. RTE	SECTION		
	(TO REMAIN OPEN TO TRAFFIC)						344 2020-051-SW		
	TC-14								
SCALE: NONE	SHEET 1	OF 1	SHEETS S	STA. T	O STA.		ILLINOIS FED.		

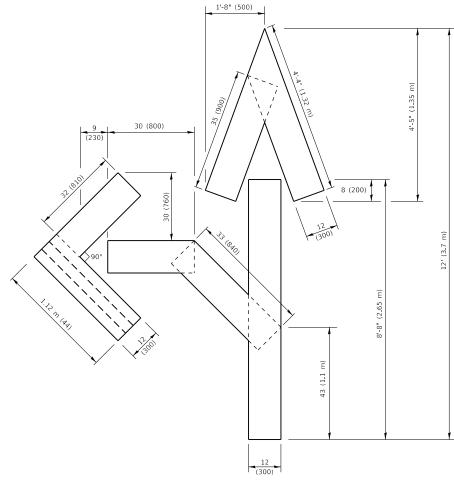
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4 (100) LINE = 45.5 ft. (13.9 m) 15.2 sq. ft. (1.41 sq. m)



4 (100) LINE = 64.1 ft. (19.5 m)

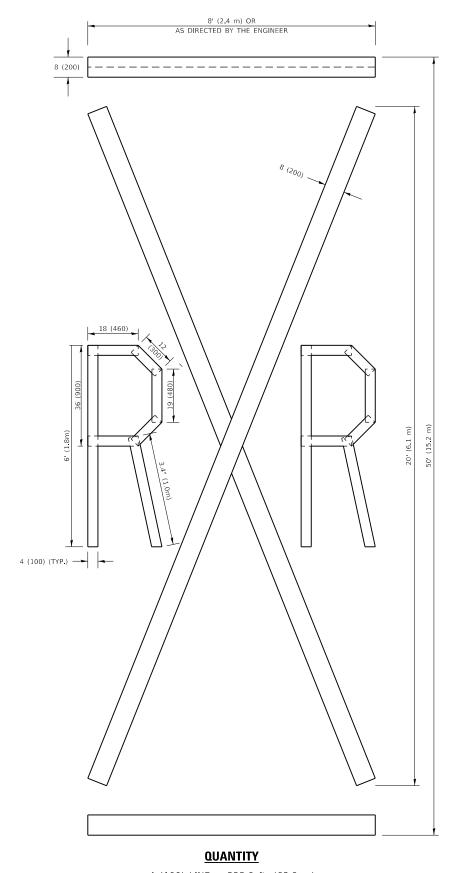


QUANTITY

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.

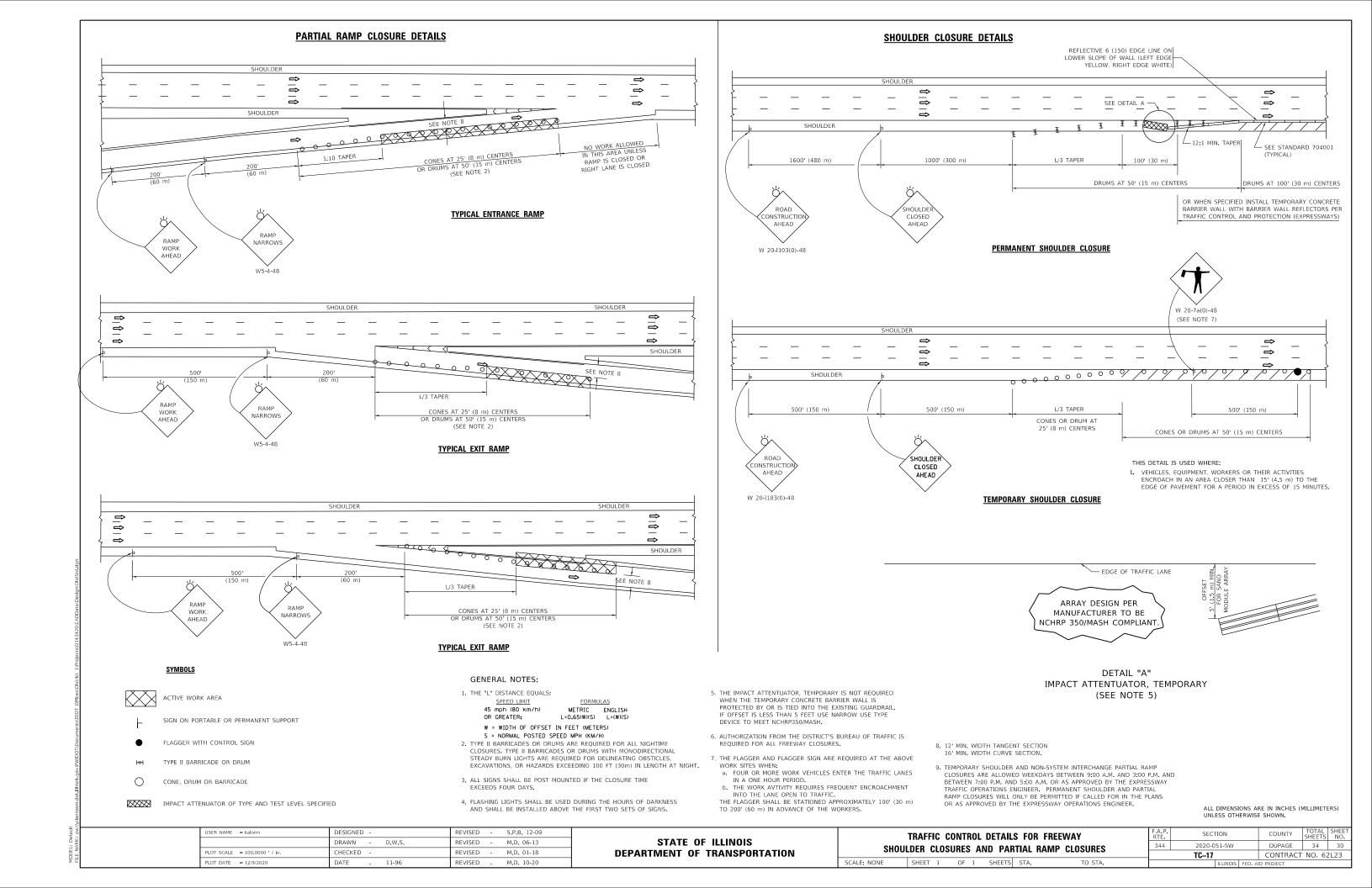
USER NAME = kalorm	DESIGNED -	REVISED	- T. RAMMACHER 03-02-98
	DRAWN -	REVISED	- E. GOMEZ 08-28-00
PLOT SCALE = 100.0010 ' / In.	CHECKED -	REVISED	- E. GOMEZ 08-28-00
PLOT DATE = 12/9/2020	DATE - 09-18-94	REVISED	- A. SCHUETZE 09-15-16

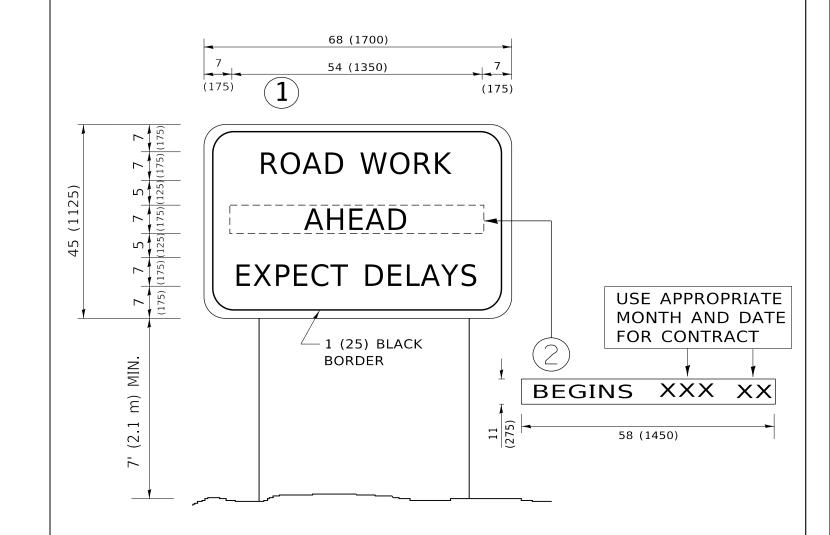
21.4 sq. ft. (1.99 sq. m)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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





NOTES:

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

SHEET

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

SCALE: NONE

7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

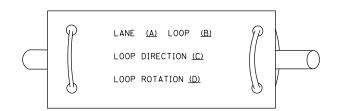
USER NAME = kalorm	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
PLOT DATE = 12/9/2020	DATE -	REVISED - C. JUCIUS 01-31-07

	AF	RTE	RIAL RO	AD		F.A.P. RTE	SECTION	_
INFORMATION SIGN						344	2020-051-SW	Ī
	IIVI O	1111	MATION	JIUIN			TC-22	
1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ī

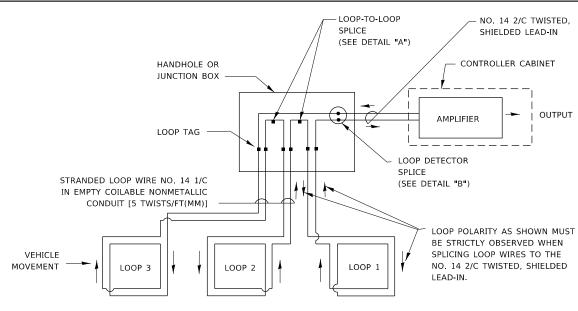
LOOP DETECTOR NOTES

- 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.
- 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.
- 7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE 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

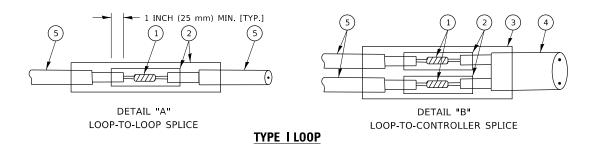


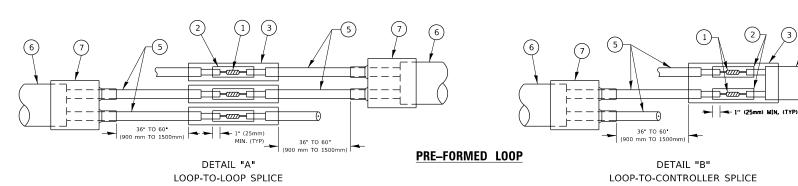
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



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.





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.
- (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.

SCALE: NONE

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

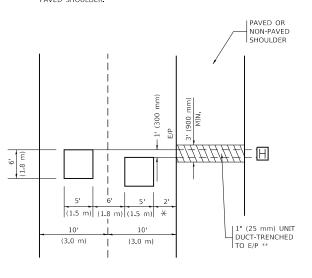
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- 6 XL POLYOLEFIN 2 CONDUCTOR
- (7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

USER NAME = kalorm	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 12/9/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOOPS NEXT TO SHOULDERS

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



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

SER NAME = kalorm

PLOT DATE = 12/9/2020

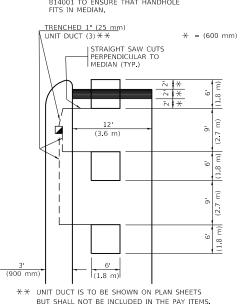
* = (600 mm)

LEFT TURN LANES WITH MEDIANS

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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



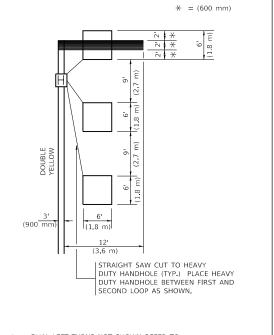
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



UNIT DUCT

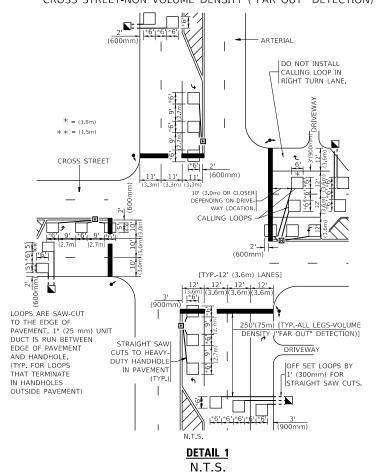
6 *

SCALE: NONE

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)



DESIGNED

DRAWN

DATE

HECKED

R.K.F.

OFFSET LOOPS BY 1' (300mm) FOR STRAIGHT SAW CUTS ARTERIAL THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSE TO THE INTERSECTION CROSS STREET 10 (3.0m) PREFERRED *6| 9' |*6| 9' |*6' + - THESE DIMENSIONS RIVEWAY WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM] △ - THESE DIMENSIONS -FAR OUT" LOOPS 10' (3.0m) LANE WIDTHS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN **DETAIL 2** LANE OR LEFT TURN N.T.S.

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 (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED. MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- st 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.

DISTRICT 1 - DETECTOR LOOP INSTALLATION **DETAILS FOR ROADWAY RESURFACING** SHEET 1 OF 1 SHEETS STA. TO STA.

SECTION COUNTY 344 2020-051-SW DUPAGE 34 33 TS-07 CONTRACT NO. 62L23

REVISED REVISED REVISED REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

