

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE. 307	SECTION (131&542)R-2-RS-1	COUNTY DU PAGE	TOTAL SHEETS 89	SHEET NO. 1
ILLINOIS CONTRACT NO. 62F54				

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF VILLA PARK AND THE CITY OF ELMHURST

# PROPOSED HIGHWAY PLANS

## F.A.P. 307 / F.A.I. 290: IL 64 / US 20 VILLA AVE. TO COOK COUNTY LINE & I-290 (EISENHOWER EXPY. RAMPS)

### RESURFACING (3P) AND ADA PEDESTRIAN RAMPS SECTION NO.: (131&542)R-2-RS-1 PROJECT: NHPP-68WZ(898)

### DuPAGE COUNTY C-91-013-18

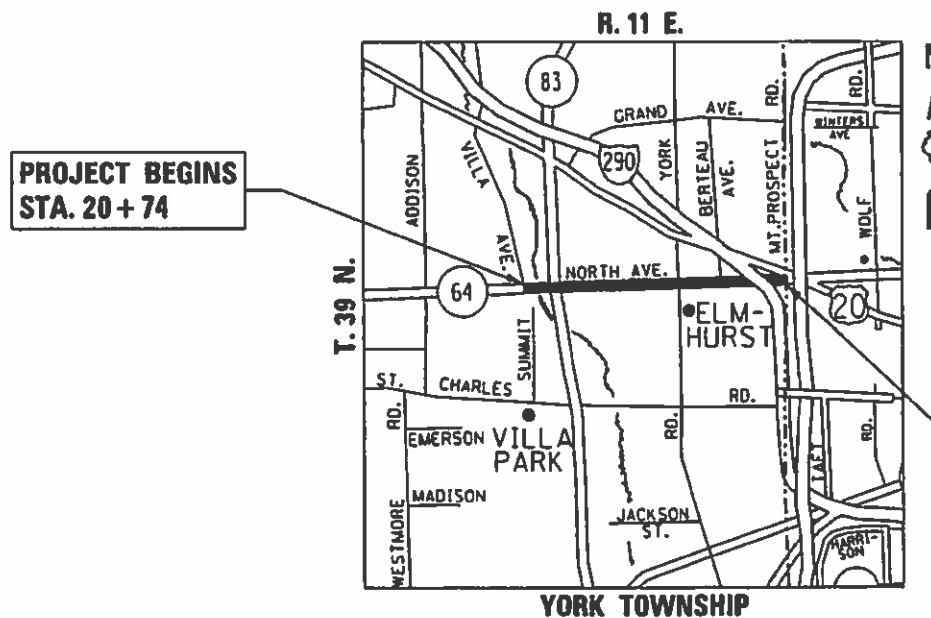


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: KARI SMITH (847) 705-4437  
PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 62F54



**TRAFFIC DATA:**

2017 ADT - 32700 TO 48900  
SPEED LIMIT - 30 TO 40 MPH

**OMISSIONS:**

BRIDGE OVER SALT CREEK  
STA. 24+08 TO STA. 25+61

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 5, 2018

*Anthony P. Ranjith* / A.P.  
REGIONAL ENGINEER

Feb 1 2019  
ENGINEER OF DESIGN AND ENVIRONMENT

Feb 1 2019  
DIRECTOR OF HIGHWAY PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

GROSS LENGTH OF PROJECT - 13353 FEET - 2.53 MILES  
NET LENGTH OF PROJECT - 13200 FEET - 2.50 MILES

INDEX OF SHEETS

SHEET NO.	DESCRIPTION:	STATE STANDARDS:	GENERAL NOTES:
1	COVER SHEET	000001-07 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS	BEFORE STARTING ANY EXCAVATION THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR "CUAN" (CHICAGO UTILITY ALERT NETWORK) AT 312-744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED).
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES	424001-11 PERPENDICULAR CURB RAMPS FOR SIDEWALKS	
3-5	SUMMARY OF QUANTITIES	424011-04 CORNER PARALLEL CURB RAMPS FOR SIDEWALKS	10 FEET (3 METERS) TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
6-16	EXISTING AND PROPOSED TYPICAL SECTIONS	424021-05 DEPRESSED CORNER RAMPS FOR SIDEWALKS	
17-23	PROPOSED ROADWAY AND PAVEMENT MARKING PLANS	424031-02 MEDIAN PEDESTRIAN CROSSINGS	THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES AND THE VILLAGE OF VILLA PARK AND THE CITY OF ELMHURST.
24-63	ADA SIDEWALK RAMP DETAILS	442201-03 CLASS C AND D PATCHES	
64	DETAILS FOR FRAMES AND LIDS ADJUSTMENTS WITH MILLING (BD-08)	604001-04 FRAME AND LIDS, TYPE 1	THE CONTRACTOR SHALL SUBMIT ALL DAILY RAMP CLOSURE REQUESTS VIA WWW.IDOTLCS.COM AT LEAST 24 HOURS IN ADVANCE OF ALL PROPOSED RAMP, SHOULDER AND PARTIAL CLOSURES. THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER (847-705-4151 OR 4155). THE CONTRACTOR MAY CLOSE ENTRANCE AND EXIT RAMPS TO AND FROM I-290 AT ILLINOIS ROUTE 64 (NORTH AVENUE).
65	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)	606001-07 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER	
66	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)	701101-05 OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE	ALL WORK BETWEEN STATIONS 136+00 AND 154+27 SHALL BE COMPLETED DURING THE NIGHT TIME ALLOWABLE RAMP CLOSURE HOURS PROVIDED IN THE ATTACHED KEOTT (KEEPING THE EXPRESSWAY OPEN TO TRAFFIC) SPECIAL PROVISION. DUE TO THE HIGH VOLUME OF VEHICLES ENTERING ILLINOIS ROUTE 64 (NORTH AVENUE) FROM I-290, LANE REDUCTIONS TO COMPLETE WORK WITHIN THESE LIMITS DURING THE DAY WILL CREATE MAJOR DELAYS AND QUEUES EXTENDING INTO THE EB I-290 MAINLINE CREATING HAZARDOUS CONDITIONS FOR THE END OF QUEUE CRASHES ON MAINLINE I-290.
67	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701400-09 APPROACH TO LANE CLOSURE, FREEWAY/ EXPRESSWAY	
68	HMA TAPER AT EDGE OF PCC PAVEMENT (BD-33)	701401-12 LANE CLOSURE, FREEWAY/ EXPRESSWAY	
69	ENTRANCE AND EXIT RAMP CLOSURE DETAILS (TC-08)	701411-09 MULTI-LANE, TRAFFIC CONTROL AT ENTRANCE OR EXIT RAMPS	THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
70	SINGLE LANE WEAVE AND MULTI-LANE WEAVE (TC-09)	701427-05 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION FOR SPEEDS LESS THAN OR EQUAL TO 40 MPH	
71	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)	701428-01 TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/ EXPRESSWAY	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.
72	TYPICAL APPLICATION FOR RAISED REFLECTIVE PAVEMENT MARKERS (TC-11)	701446-09 TWO-LANE CLOSURE, FREEWAY/ EXPRESSWAY	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.
73-74	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS (TC-12)	701601-09 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRANSVERSABLE MEDIAN	ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
75	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701602-10 URBAN LANE CLOSURE, MULTILANE, 2W WITH BI-DIRECTIONAL LEFT TURN LANE	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.
76	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TC-14)	701606-10 URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN	DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
77	SHORT-TREM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)	701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION	IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
78	PARTIAL RAMP AND SHOULDER CLOSURE DETAIL (TC-17)	701801-06 LANE CLOSURE, MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE	FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENT SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT IN PART OF THIS CONTRACT.
79	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS (TC-18)	701901-08 TRAFFIC CONTROL DEVICES	
80-87	DETECTOR LOOP LOCATION DETAILS	780001-05 TYPICAL PAVEMENT MARKINGS	BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
88	DISTRICT ONE - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)	886001-01 DETECTOR LOOP INSTALLATIONS	
89	ARTERIAL ROAD INFORMATION SIGNING (TC-22)	886006-01 TYPICAL LAYOUTS FOR DETECTION LOOPS	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 40 MPH (80 km/ h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 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 MACHINE IS SLOPED A MINIMUM (1:3).

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL CENTER AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH THE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL. (TC-13)

THE RESIDENT ENGINEER SHALL CONTACT DON CHIARUGI, AREA 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 MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.

CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT (847) 705-4171 A MINIMUM OF 2 WEEKS PRIOR TO THE START OF FORESTRY WORK FOR LAYOUT ASSISTANCE.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 INDEX OF SHEETS, STATE STANDARDS &amp; GENERAL NOTES</b>	F. A. P. R. E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 100.0000' / 1in.		DATE -	REVISED -			CONTRACT NO. 62F54					
PLOT DATE = 12/12/2018						SCALE: SHEET NO. OF SHEETS STA. TO STA. (ILLINOIS) FED. AID PROJECT					

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		80% FEDERAL 20% STATE 0005	100% COST TO VILLAGE OF VILLA PARK 0005				
20100110	TREE REMOVAL ( 6 TO 15 UNITS DIAMETER)	UNIT	84	84					
20100210	TREE REMOVAL ( OVER 15 UNITS DIAMETER)	UNIT	83	83					
20101350	TREE PRUNING ( OVER 10 INCH DIAMETER)	EACH	27	27					
20200100	EARTH EXCAVATION	CU YD	450	450					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	362	362					
25200110	SODDING, SALT TOLERANT	SO YD	362	362					
40600290	BITUMINOUS MATERIALS ( TACK COAT)	POUND	66248	65693	555				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	158	156	2				
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	4307	4273	34				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	723	699	24				
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SO YD	2863	2863					
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	200	200					
42001300	PROTECTIVE COAT	SO YD	1944	1944					

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		80% FEDERAL 20% STATE 0005	100% COST TO VILLAGE OF VILLA PARK 0005				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	14458	14458					
*42400800	DETECTABLE WARNINGS	SO FT	968	968					
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	53907	53085	822				
44000600	SIDEWALK REMOVAL	SO FT	14069	14069					
44002210	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 2 1/2"	SO YD	1612	1612					
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SO FT	427	427					
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SO YD	783	758	25				
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SO YD	470	453	17				
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SO YD	313	313					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	50	50					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	4	4					
*66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1					
*66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	450	450					
*66901002	ON-SITE MONITORING OF REGULATED SUBSTANCES	CAL DA	30	30					
*66900530	SOIL DISPOSAL ANALYSIS	EACH	5	5					
*66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1					

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SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		80% FEDERAL 20% STATE 0005	100% COST TO VILLAGE OF VILLA PARK 0005				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	LSUM	1	1					
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1					
70100815	TRAFFIC CONTROL AND PROTECTION, STANDARD 701446	L SUM	1	1					
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	LSUM	1	1					
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	LSUM	1	1					
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1					
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	18980	18854	126				
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	3184	3163	21				
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	1394	1321	73				

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		80% FEDERAL 20% STATE 0005	100% COST TO VILLAGE OF VILLA PARK 0005				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	38311	38080	231				
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	7108	6877	231				
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	3190	3190					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2627	2607	20				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1187	1187					
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	9553	9490	63				
*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	1394	1321	73				
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	38311	38080	231				
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	7108	6877	231				
*78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	3190	3190					
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2627	2607	20				
*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1187	1187					
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1444	1430	14				

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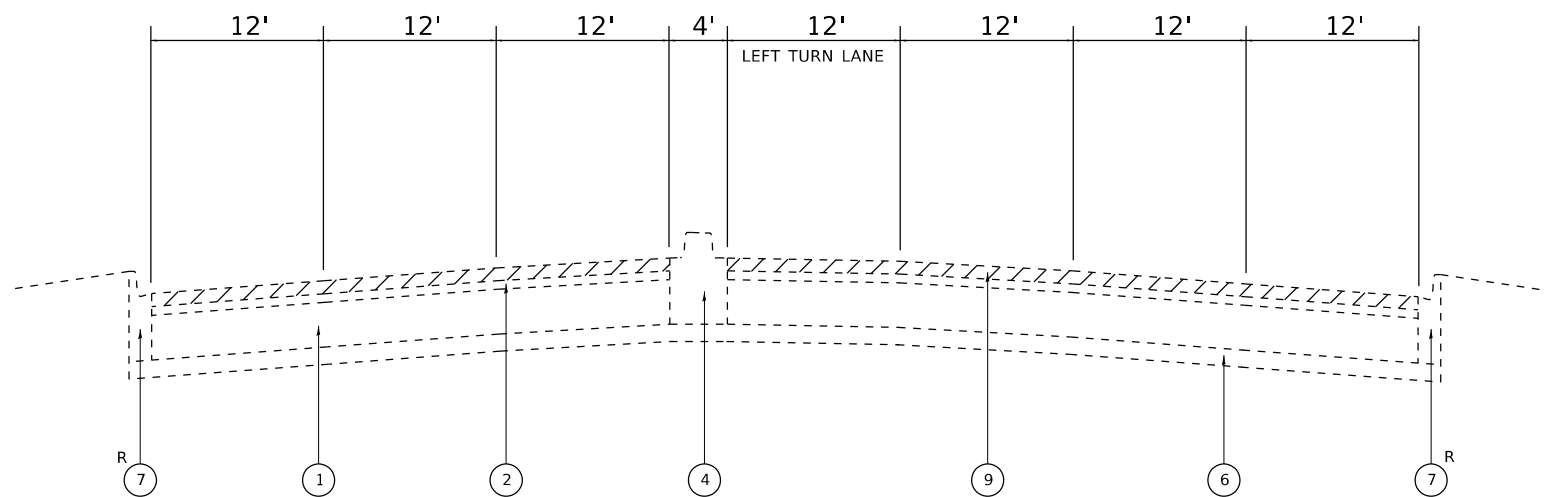
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78300200	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1299	1287	12				
	REMOVAL								
*88600600	DETECTOR LOOP REPLACEMENT	FOOT	5200	5200					
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	LSUM	1	1					
X4060004	POLYMERIZED HOT-MIX ASPHALT SURFACE	TON	10501	10420	81				
	COURSE, STONE MATRIX ASPHALT, 9.5, N80								
X4400100	PORTLAND CEMENT CONCRETE SURFACE	SO YD	8547	8547					
	REMOVAL (VARIABLE DEPTH)								
X4400196	HOT-MIX ASPHALT SURFACE REMOVAL,	SO YD	2738	2738					
	SPECIAL								
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	2003	2003					
X6030310	FRAMES AND LIDS TO BE ADJUSTED	EACH	77	75	2				
	(SPECIAL)								
X7011015	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1					
	(EXPRESSWAYS)								
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	120	120					
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SO FT	3184	3163	21				
Z0004562	COMBINATION CONCRETE CURB AND GUTTER	FOOT	1733	1733					
	REMOVAL AND REPLACEMENT								

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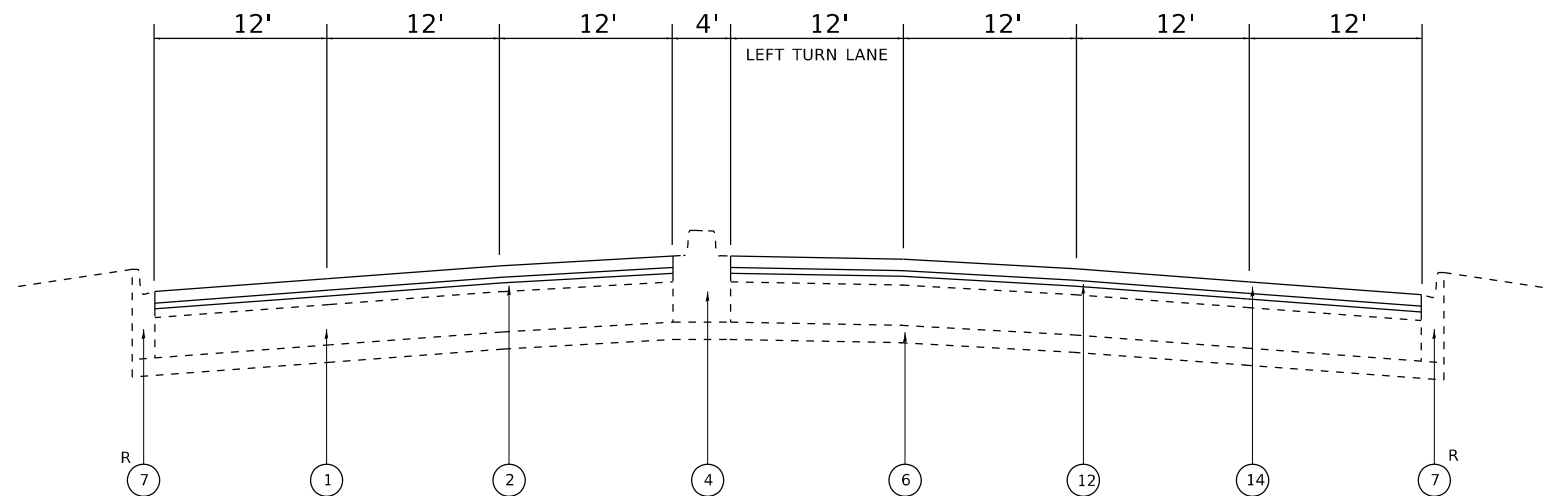
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CODE NO	ITEM	UNIT		80% FEDERAL 20% STATE 0005	100% COST TO VILLAGE OF VILLA PARK 0005				
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	131	131					
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4					
Z0064800	SELECTIVE CLEARING	UNIT	1	1					
Z0076600	TRAINEES	HOURL	500	500					
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOURL	500	500					

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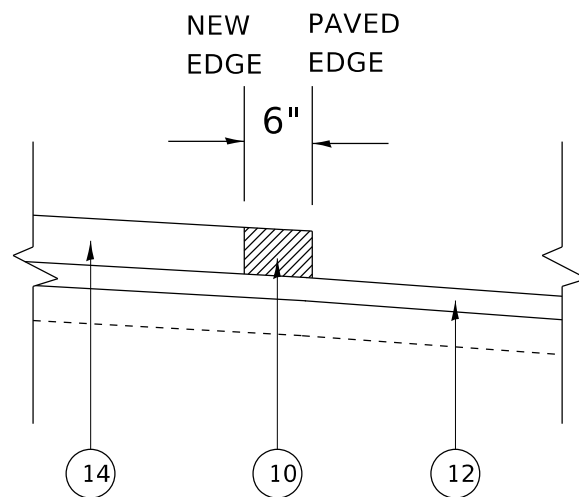
**EXISTING TYPICAL SECTION**

STA. 20+75 TO 22+87  
STA. 25+61 TO 27+70



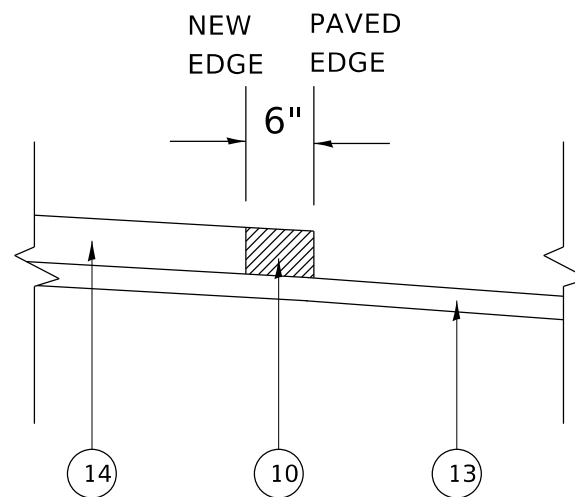
**PROPOSED TYPICAL SECTION**

STA. 20+75 TO 22+87  
STA. 25+61 TO 27+70



DETAIL FOR PAVED EDGE /  
HMA SURFACE REMOVAL (SPECIAL)

NOTE:  
NOT APPLICABLE AT THE GUTTER EDGE



DETAIL FOR PAVED EDGE /  
HMA SURFACE REMOVAL (SPECIAL)  
(P.C.C. SECTION)

NOT APPLICABLE AT THE GUTTER EDGE

**LEGEND:**

- ① EXISTING P.C.C. PAVEMENT |11"
  - ② EXISTING HOT-MIX ASPHALT SURFACE, |3"
  - ③ EXISTING HOT-MIX ASPHALT MEDIAN
  - ④ EXISTING P.C.C. BARRIER MEDIAN
  - ⑤ EXISTING LANDSCAPE MEDIAN
  - ⑥ EXISTING STABILIZED SUB-BASE
  - ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ⑧ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
  - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2½"
  - ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)
  - ⑪ PROPOSED P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
  - ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"
  - ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
  - ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1¾"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT  
(AS DIRECTED BY THE ENGINEER)

**MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS @ Ndes	QMP	IC
<b>PATCHING</b>			
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, 2½" (HMA BINDER COURSE, IL-19MM)	4% @ 70 GYR.	QC / QA	
CLASS "D" PATCHES (HMA BINDER COURSE, IL-19MM)	4% @ 70 GYR.	QC / QA	
<b>PAVEMENT RESURFACING</b>			
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80	3.5% @ 80 GYR.	PFPP	
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.	QCP	9 PASSES
QMP DESIGNATION: QUALITY CONTROL FOR PERFORMANCE (QCP); QUALITY CONTROL/ QUALITY ASSURANCE (QC/ QA); PAY FOR PERFORMANCE (PFPP)			

**NOTES:**

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE QUANTITIES IS 112 LBS./SQ. YD./ IN.

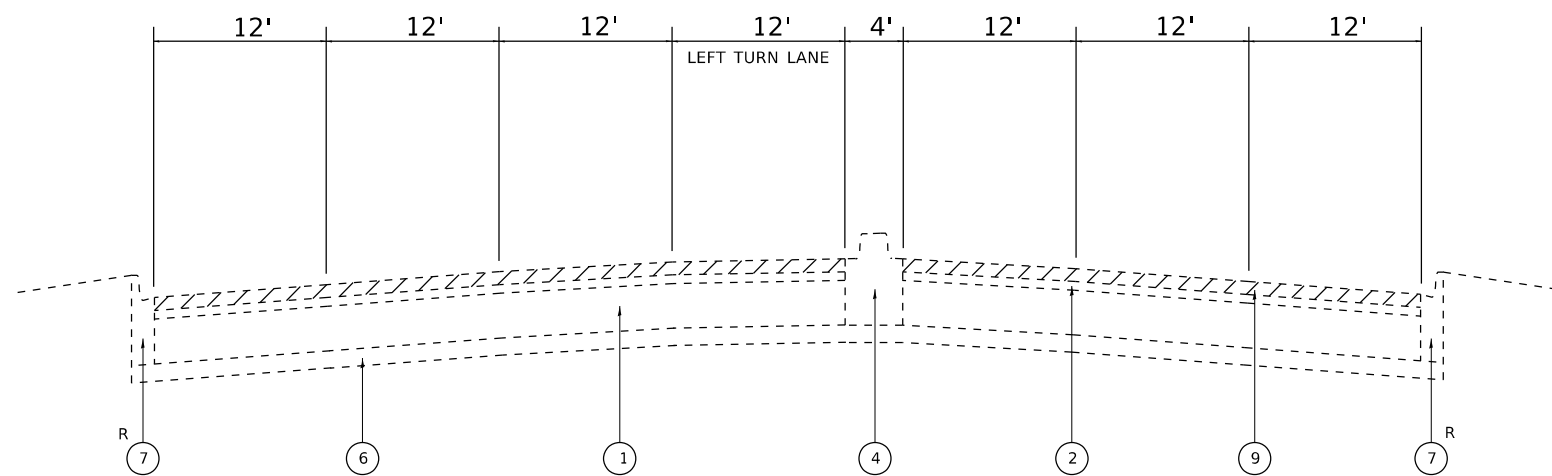
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

THE PATCHING SHALL BE DONE PRIOR TO MILLING

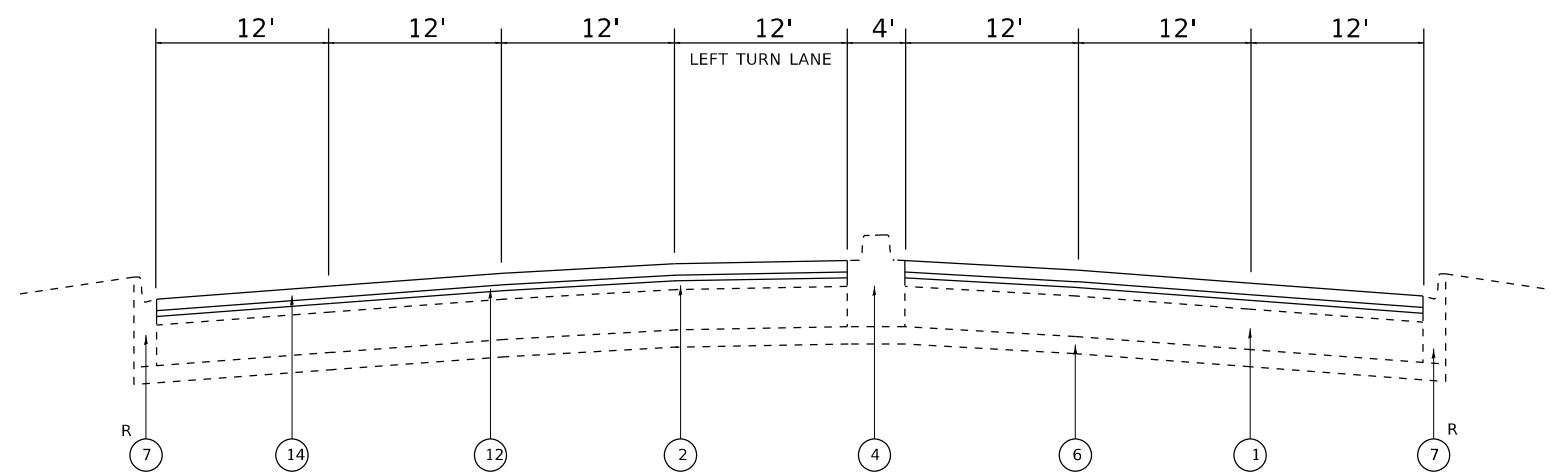
QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

WHEN A NUMBER OF PASSES IS SPECIFIED, THE CONTRACTOR MAY OPT TO USE INTELLIGENT COMPACTION (IC) IN LIEU OF DENSITY TESTING UNDER THE QUALITY CONTROL FOR PERFORMANCE (QCP)

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS



**EXISTING TYPICAL SECTION**  
STA. 22+87 TO 24+08



**PROPOSED TYPICAL SECTION**  
STA. 22+87 TO 24+08

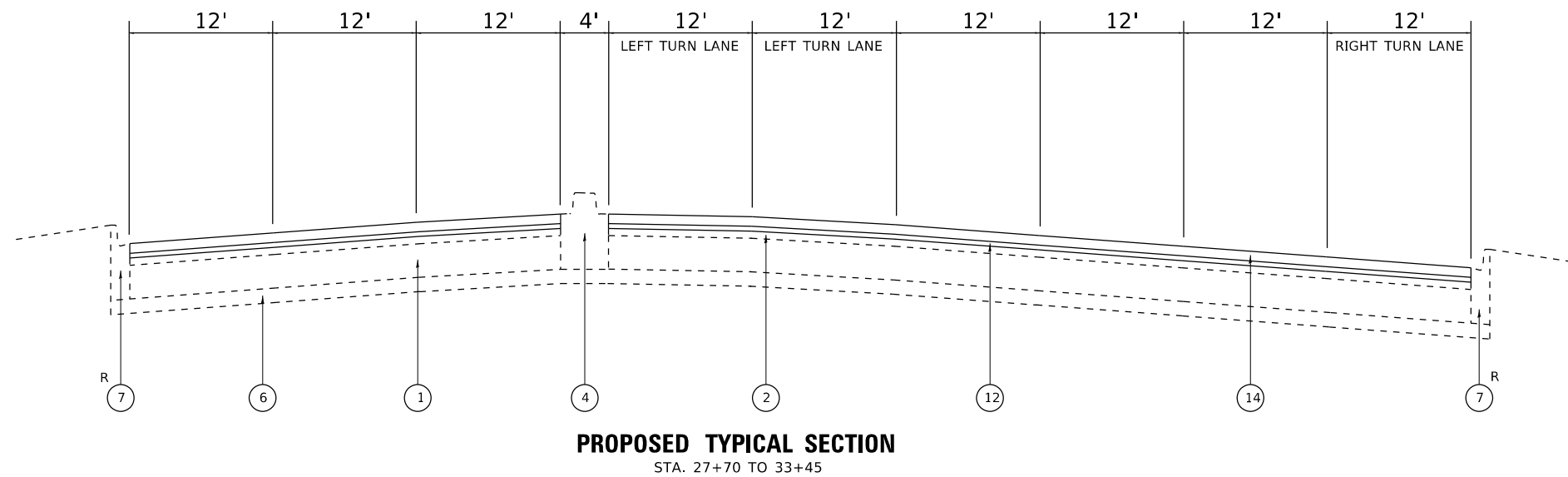
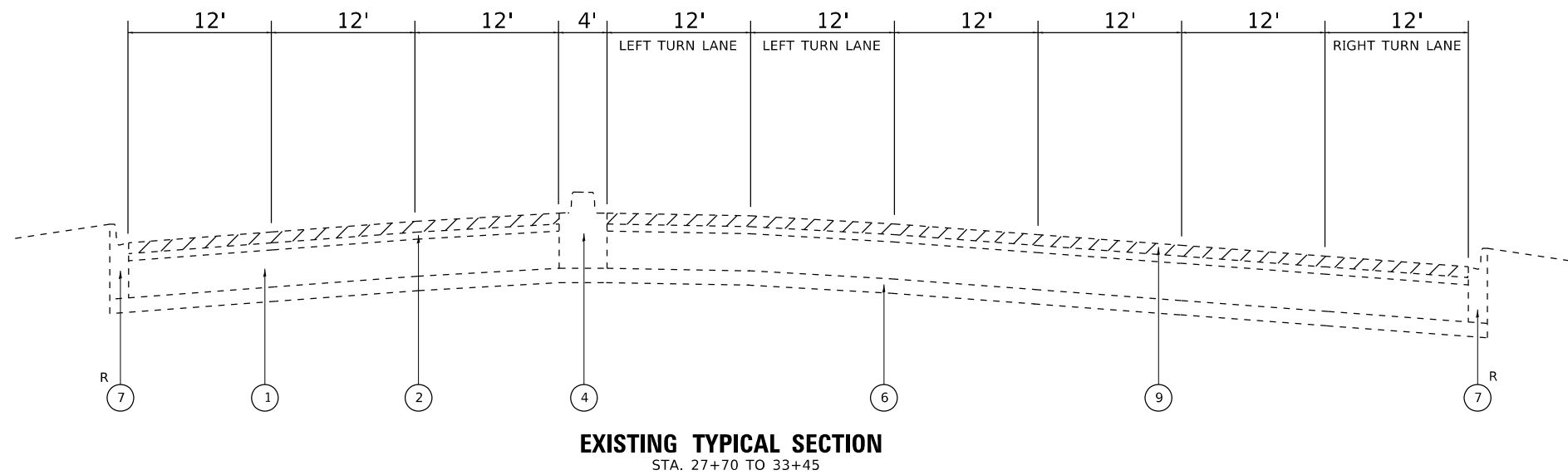
**LEGEND:**

- ① EXISTING P.C.C. PAVEMENT |11"
  - ② EXISTING HOT-MIX ASPHALT SURFACE, |3"
  - ③ EXISTING HOT-MIX ASPHALT MEDIAN
  - ④ EXISTING P.C.C. BARRIER MEDIAN
  - ⑤ EXISTING LANDSCAPE MEDIAN
  - ⑥ EXISTING STABILIZED SUB-BASE
  - ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ⑧ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
  - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2½"
  - ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)
  - ⑪ PROPOSED P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
  - ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"
  - ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
  - ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1¾"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT  
(AS DIRECTED BY THE ENGINEER)

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 EXISTING AND PROPOSED TYPICAL SECTIONS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI01218\BROW\Notes\Design\DI01218-sh-t-plan.dgn	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			307	(131&542)R-2-RS-1	DU PAGE	89	7
PLOT DATE = 12/13/2018	DATE -	REVISED -	REVISED -			<b>CONTRACT NO. 62F54</b>				
						SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

**LEGEND:**

- ① EXISTING P.C.C. PAVEMENT |11"
  - ② EXISTING HOT-MIX ASPHALT SURFACE, |3"
  - ③ EXISTING HOT-MIX ASPHALT MEDIAN
  - ④ EXISTING P.C.C. BARRIER MEDIAN
  - ⑤ EXISTING LANDSCAPE MEDIAN
  - ⑥ EXISTING STABILIZED SUB-BASE
  - ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ⑧ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
  - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2½"
  - ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)
  - ⑪ PROPOSED P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
  - ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"
  - ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
  - ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1¾"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT  
(AS DIRECTED BY THE ENGINEER)

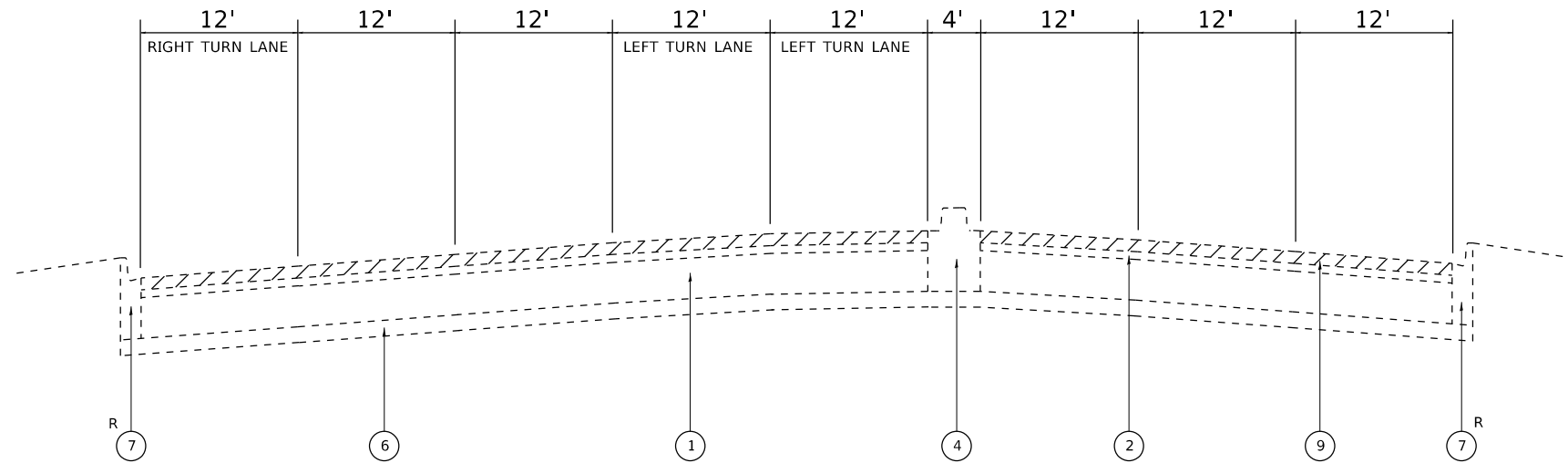


FILE NAME =	USER NAME = steedpa	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 EXISTING AND PROPOSED TYPICAL SECTIONS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT DATE = 12/13/2018						DATE -	REVISED -	ILLINOIS FED. AID PROJECT			
SCALE:		SHEET NO. OF SHEETS		STA. TO STA.							

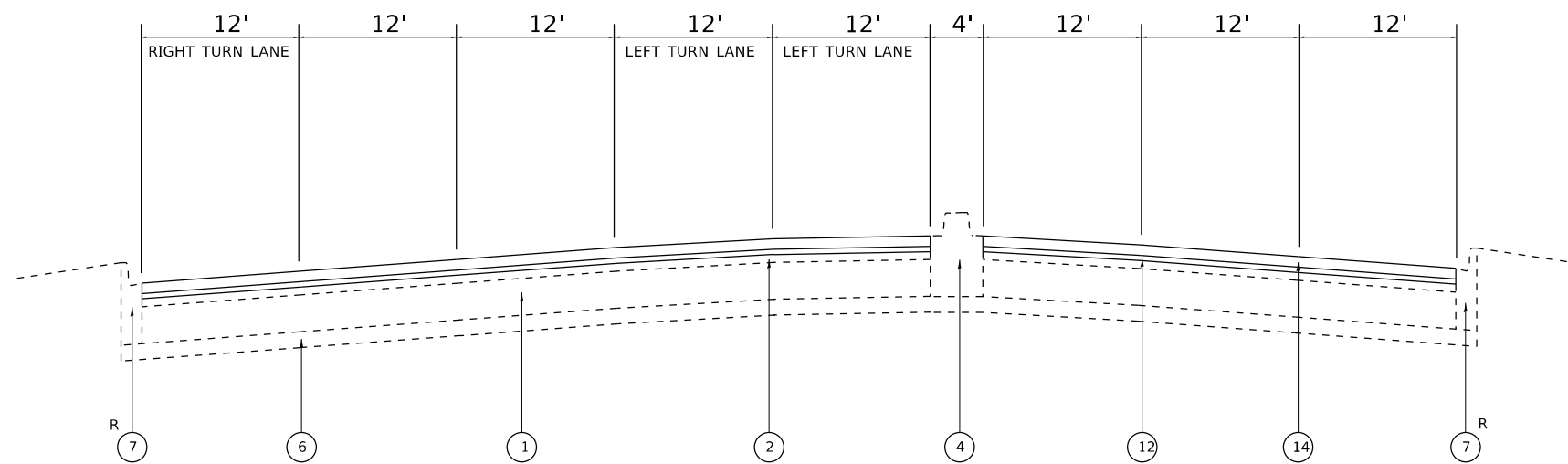


**LEGEND:**

- ① EXISTING P.C.C. PAVEMENT |11"
  - ② EXISTING HOT-MIX ASPHALT SURFACE, |3"
  - ③ EXISTING HOT-MIX ASPHALT MEDIAN
  - ④ EXISTING P.C.C. BARRIER MEDIAN
  - ⑤ EXISTING LANDSCAPE MEDIAN
  - ⑥ EXISTING STABILIZED SUB-BASE
  - ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ⑧ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
  - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2½"
  - ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)
  - ⑪ PROPOSED P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
  - ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"
  - ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
  - ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1¾"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)



**EXISTING TYPICAL SECTION**  
STA. 33+45 TO 39+73

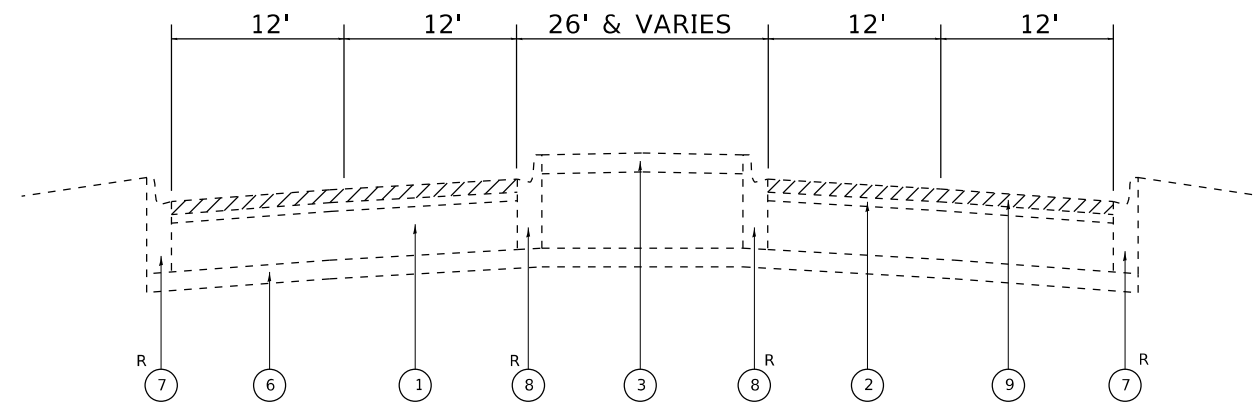


**PROPOSED TYPICAL SECTION**  
STA. 33+45 TO 39+73

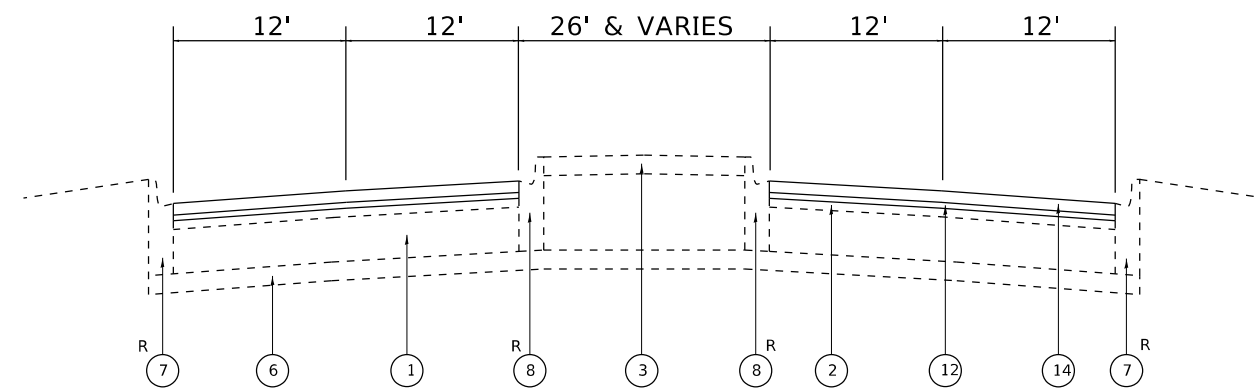
FILE NAME =	USER NAME = steeppo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 EXISTING AND PROPOSED TYPICAL SECTIONS</b>	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI01218\BRAW\Design\DI01218-shr-plan.dgn						307	(131&542)R-2-RS-1	DU PAGE	89	9		
PLOT SCALE = 100.0000' / in.						CONTRACT NO. 62F54						
PLOT DATE = 12/13/2018						ILLINOIS FED. AID PROJECT						
SCALE:		SHEET NO. OF SHEETS		STA. TO STA.								

**LEGEND:**

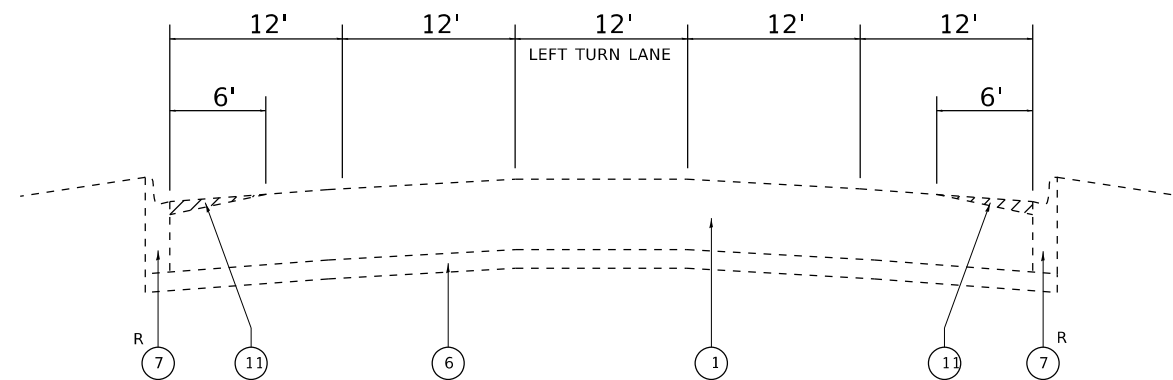
- ① EXISTING P.C.C. PAVEMENT |11"
  - ② EXISTING HOT-MIX ASPHALT SURFACE, |3"
  - ③ EXISTING HOT-MIX ASPHALT MEDIAN
  - ④ EXISTING P.C.C. BARRIER MEDIAN
  - ⑤ EXISTING LANDSCAPE MEDIAN
  - ⑥ EXISTING STABILIZED SUB-BASE
  - ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ⑧ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
  - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2½"
  - ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)
  - ⑪ PROPOSED P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
  - ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"
  - ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
  - ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1¾"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)



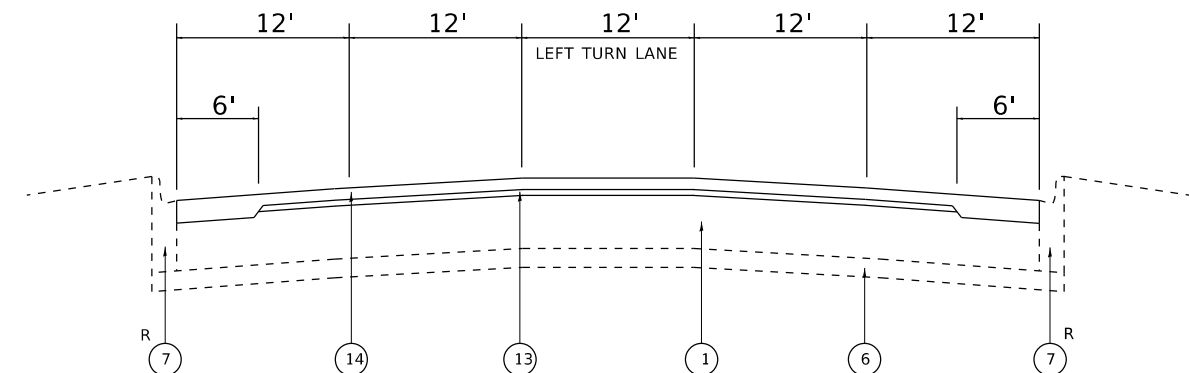
**EXISTING TYPICAL SECTION**  
 STA. 39+73 TO 47+54  
 STA. 136+72 TO 141+01



**PROPOSED TYPICAL SECTION**  
 STA. 39+73 TO 47+54  
 STA. 136+72 TO 141+01



**EXISTING TYPICAL SECTION**  
 STA. 47+54 TO 52+88  
 STA. 73+68 TO 80+91  
 STA. 96+10 TO 106+99  
 STA. 121+92 TO 135+73



**PROPOSED TYPICAL SECTION**  
 STA. 47+54 TO 52+88  
 STA. 73+68 TO 80+91  
 STA. 96+10 TO 106+99  
 STA. 121+92 TO 135+73

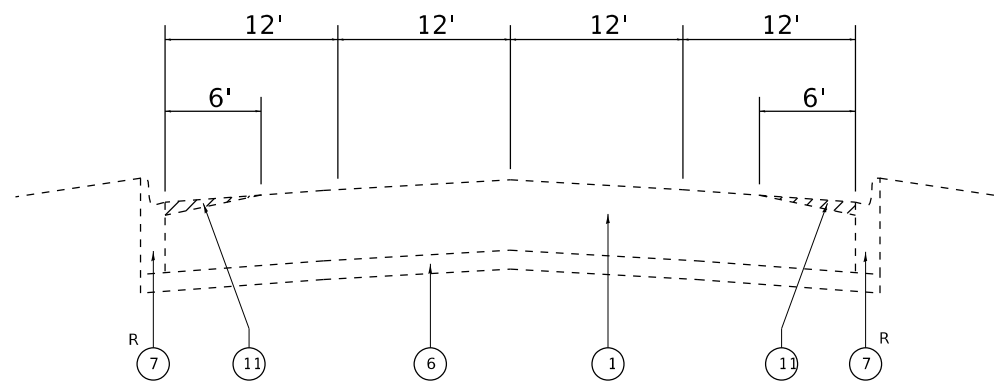
FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -
p:\IL\084EBID\INTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI01218\Design\DI01218-shr-plan.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/13/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

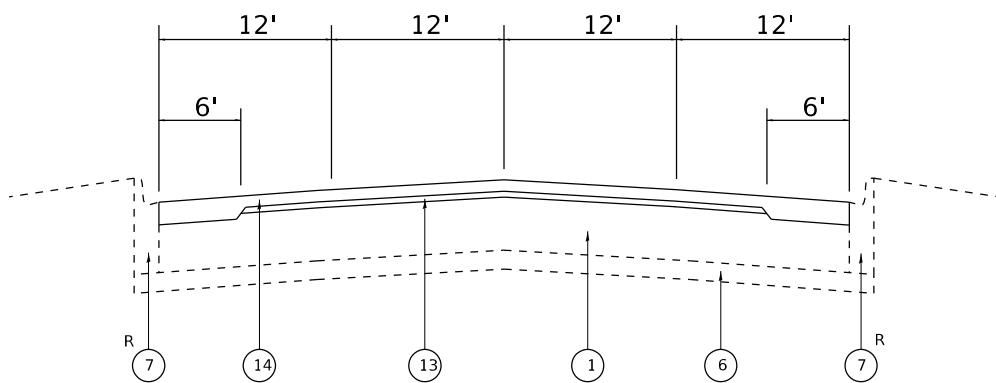
**FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
 EXISTING AND PROPOSED TYPICAL SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DU PAGE	89	10
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				



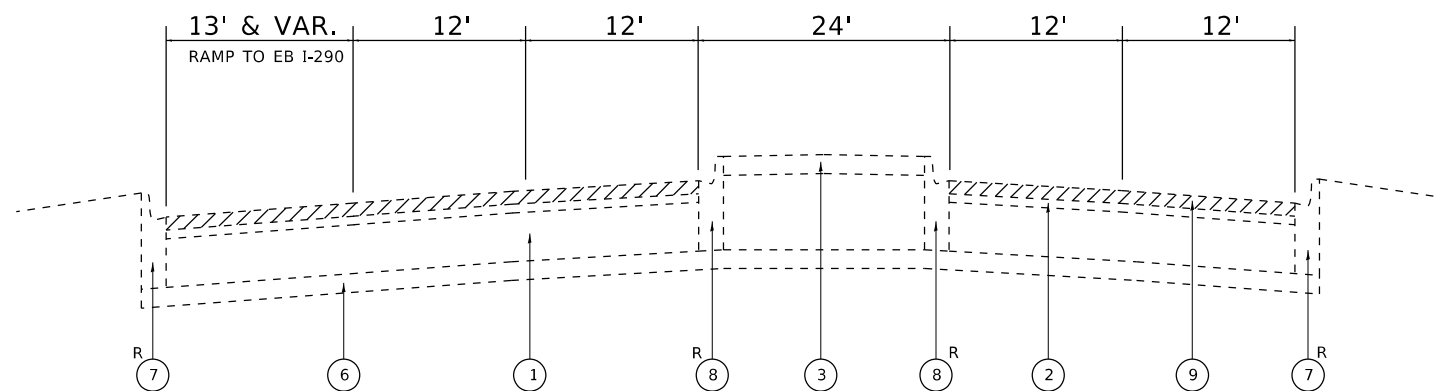
**EXISTING TYPICAL SECTION**  
 STA. 52+88 TO 73+68  
 STA. 80+91 TO 96+10  
 STA. 106+99 TO 121+92



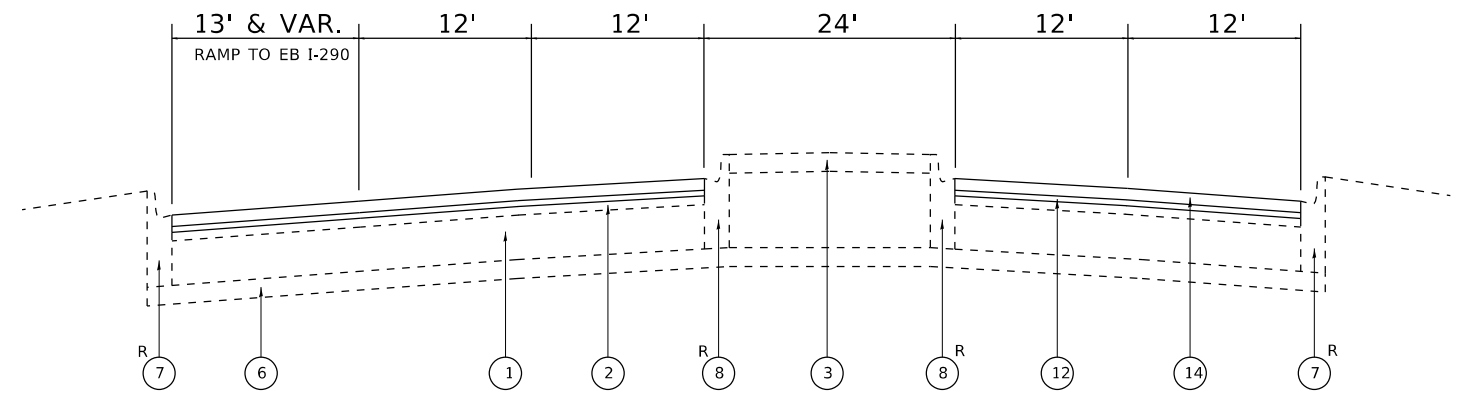
**PROPOSED TYPICAL SECTION**  
 STA. 52+88 TO 73+68  
 STA. 80+91 TO 96+10  
 STA. 106+99 TO 121+92

**LEGEND:**

- ① EXISTING P.C.C. PAVEMENT |11"
  - ② EXISTING HOT-MIX ASPHALT SURFACE, |3"
  - ③ EXISTING HOT-MIX ASPHALT MEDIAN
  - ④ EXISTING P.C.C. BARRIER MEDIAN
  - ⑤ EXISTING LANDSCAPE MEDIAN
  - ⑥ EXISTING STABILIZED SUB-BASE
  - ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ⑧ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
  - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2½"
  - ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)
  - ⑪ PROPOSED P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
  - ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"
  - ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
  - ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1¾"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT  
 (AS DIRECTED BY THE ENGINEER)



**EXISTING TYPICAL SECTION**  
 STA. 141+01 TO 145+09

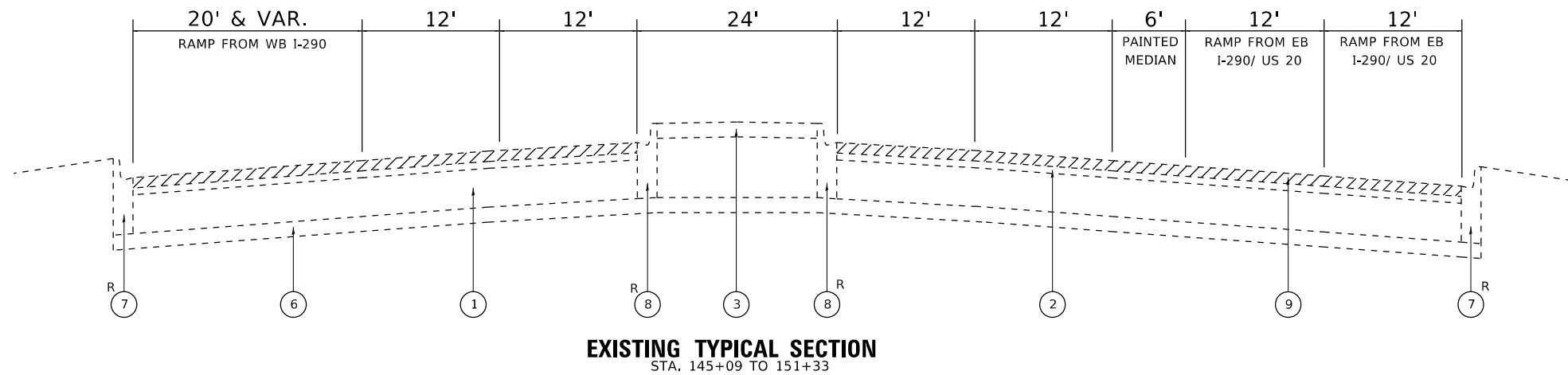


**PROPOSED TYPICAL SECTION**  
 STA. 141+01 TO 145+09

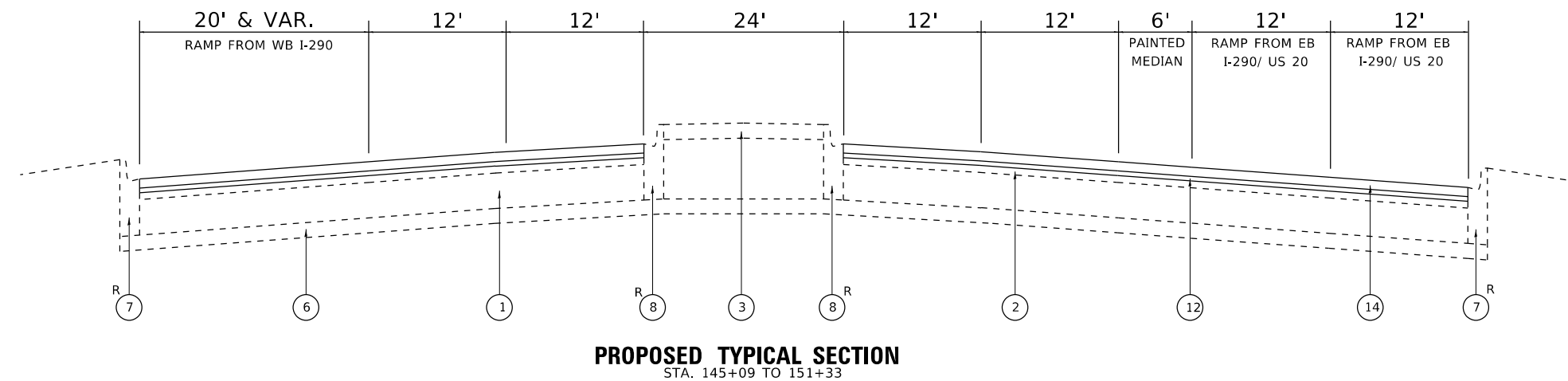
FILE NAME =	USER NAME = steeppo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 EXISTING AND PROPOSED TYPICAL SECTIONS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI01218\Drawings\Design\DI01218-shr-plan.dgn	PLLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			307	(131&542)R-2-RS-1	DU PAGE	89	11
PLLOT DATE = 12/13/2018	DATE -	REVISED -	REVISED -			CONTRACT NO. 62F54				
						ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO. OF SHEETS	STA. TO STA.				

**LEGEND:**

- ① EXISTING P.C.C. PAVEMENT |11"
  - ② EXISTING HOT-MIX ASPHALT SURFACE, |3"
  - ③ EXISTING HOT-MIX ASPHALT MEDIAN
  - ④ EXISTING P.C.C. BARRIER MEDIAN
  - ⑤ EXISTING LANDSCAPE MEDIAN
  - ⑥ EXISTING STABILIZED SUB-BASE
  - ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ⑧ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
  - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2½"
  - ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)
  - ⑪ PROPOSED P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
  - ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"
  - ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
  - ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1¾"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT  
(AS DIRECTED BY THE ENGINEER)



**EXISTING TYPICAL SECTION**  
STA. 145+09 TO 151+33

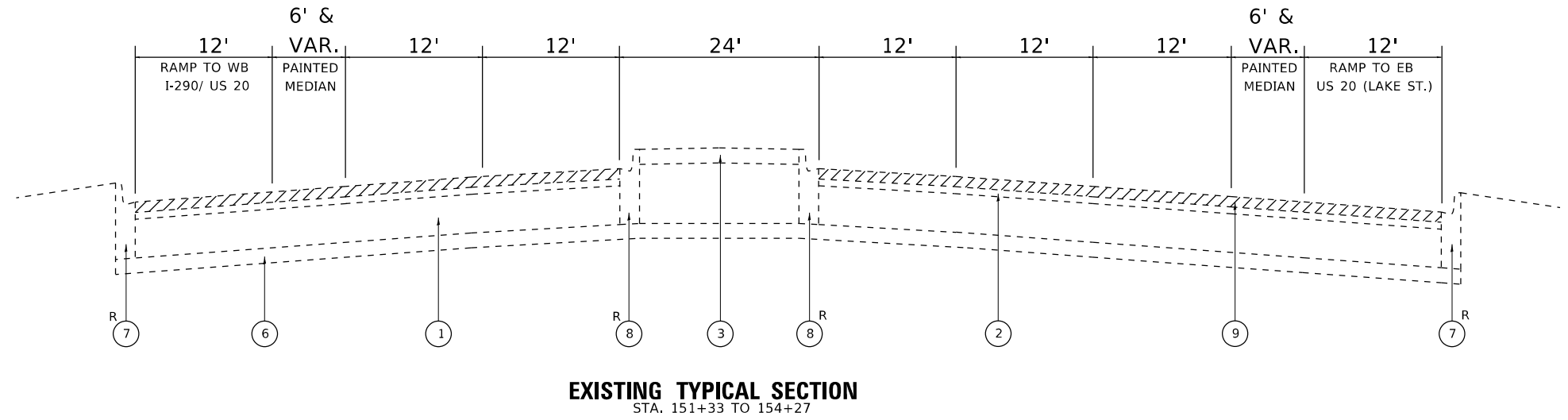


**PROPOSED TYPICAL SECTION**  
STA. 145+09 TO 151+33

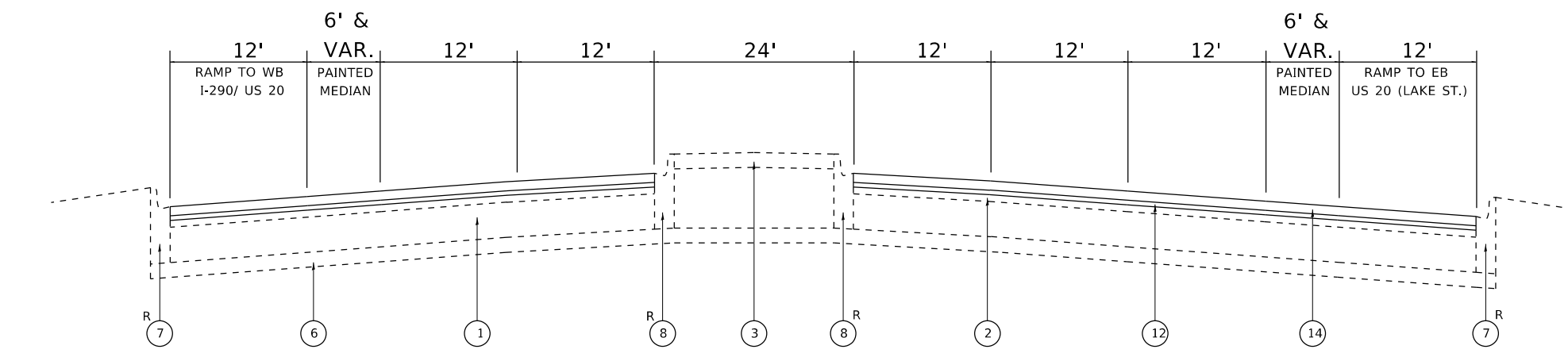
FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 EXISTING AND PROPOSED TYPICAL SECTIONS</b>	F.A.P. RTE. 307	SECTION (131&542)R-2-RS-1	COUNTY DU PAGE	TOTAL SHEETS 89	SHEET NO. 12		
p:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI01218\BRAW\Design\DI01218-shr-plan.dgn						CONTRACT NO. 62F54						
PLOT SCALE = 100.0000' / in.						ILLINOIS FED. AID PROJECT						
PLOT DATE = 12/13/2018						SCALE: SHEET NO. OF SHEETS STA. TO STA.						

**LEGEND:**

- ① EXISTING P.C.C. PAVEMENT |11"
  - ② EXISTING HOT-MIX ASPHALT SURFACE, |3"
  - ③ EXISTING HOT-MIX ASPHALT MEDIAN
  - ④ EXISTING P.C.C. BARRIER MEDIAN
  - ⑤ EXISTING LANDSCAPE MEDIAN
  - ⑥ EXISTING STABILIZED SUB-BASE
  - ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ⑧ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
  - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2½"
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  - ⑪ PROPOSED P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
  - ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"
  - ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
  - ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1¾"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT  
(AS DIRECTED BY THE ENGINEER)



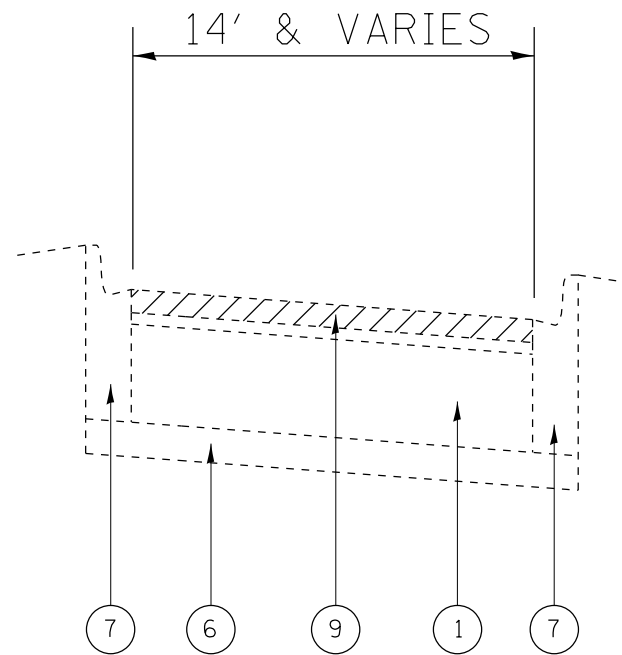
**EXISTING TYPICAL SECTION**  
STA. 151+33 TO 154+27



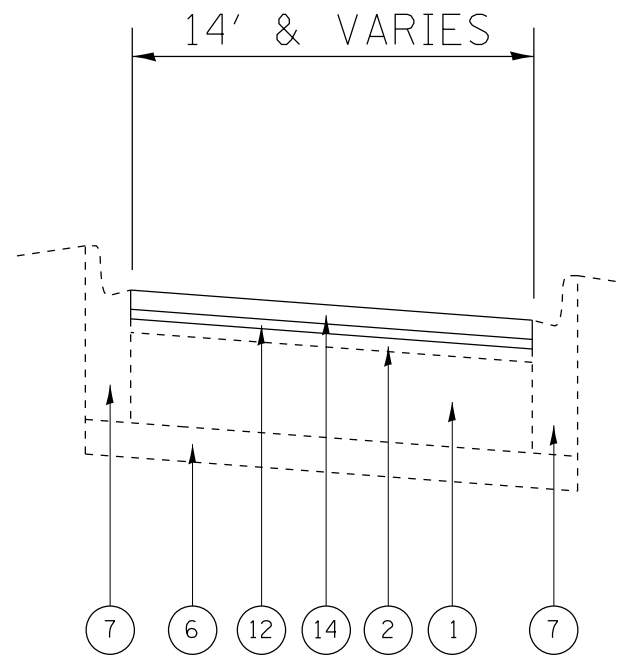
**PROPOSED TYPICAL SECTION**  
STA. 151+33 TO 154+27

**LEGEND:**

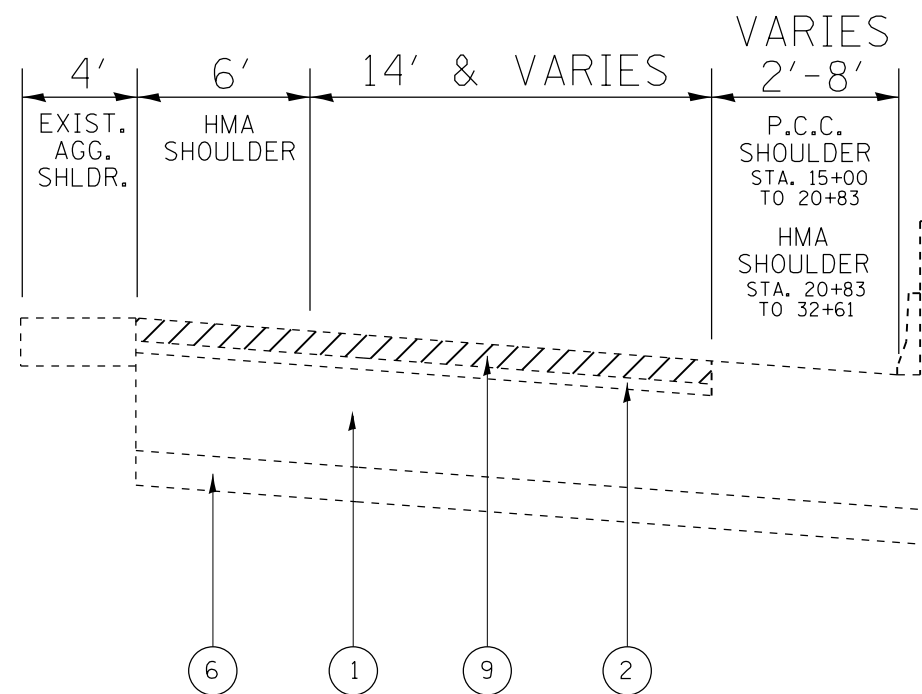
- ① EXISTING P.C.C. PAVEMENT ±11"
  - ② EXISTING HOT-MIX ASPHALT SURFACE, ±3"
  - ③ EXISTING HOT-MIX ASPHALT MEDIAN
  - ④ EXISTING P.C.C. BARRIER MEDIAN
  - ⑤ EXISTING LANDSCAPE MEDIAN
  - ⑥ EXISTING STABILIZED SUB-BASE
  - ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ⑧ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
  - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
  - ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)
  - ⑪ PROPOSED P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
  - ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
  - ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
  - ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1 3/4"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)



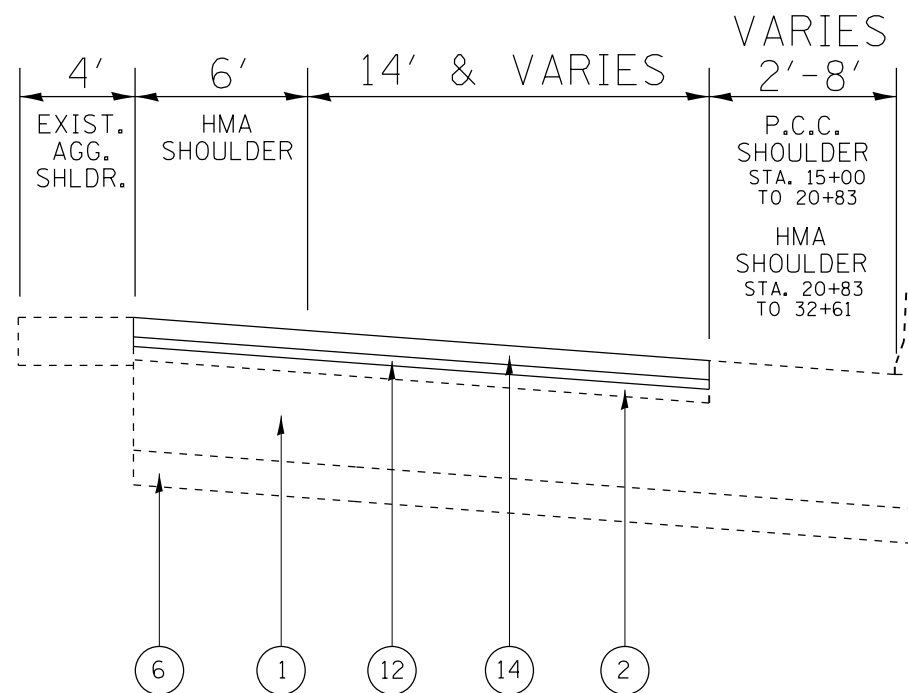
EXISTING TYPICAL SECTION  
EB IL. 64 (NORTH AVE.) RAMP ONTO EB I-290  
STA. 12+85 TO 15+00



PROPOSED TYPICAL SECTION  
EB IL. 64 (NORTH AVE.) RAMP ONTO EB I-290  
STA. 12+85 TO 15+00



EXISTING TYPICAL SECTION  
EB IL. 64 (NORTH AVE.) RAMP ONTO EB I-290  
STA. 15+00 TO 32+61

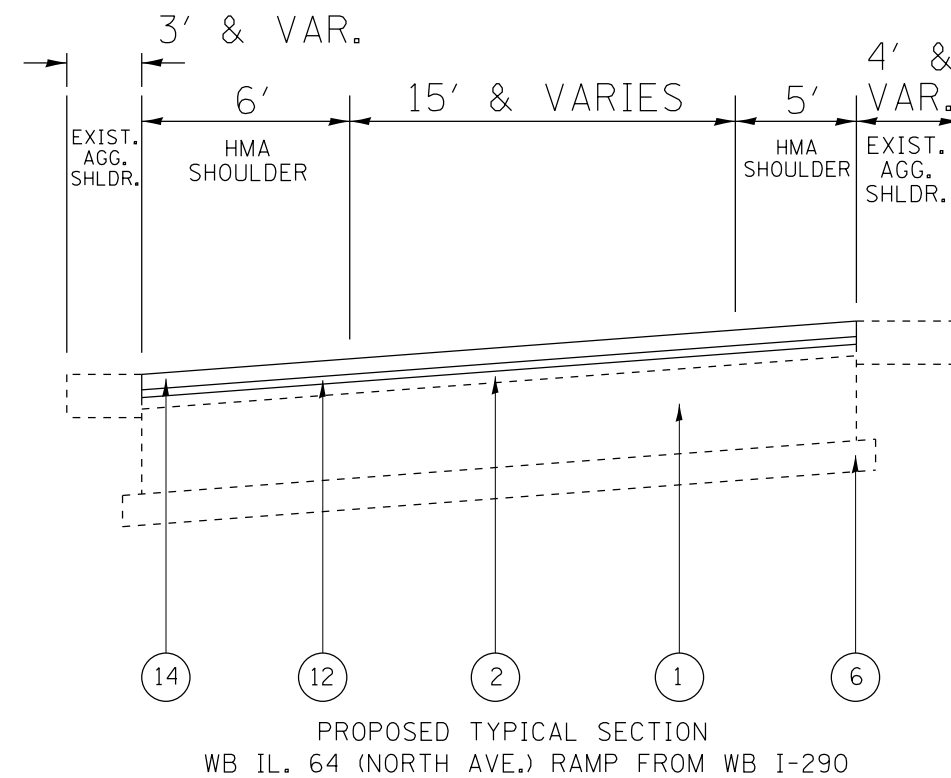
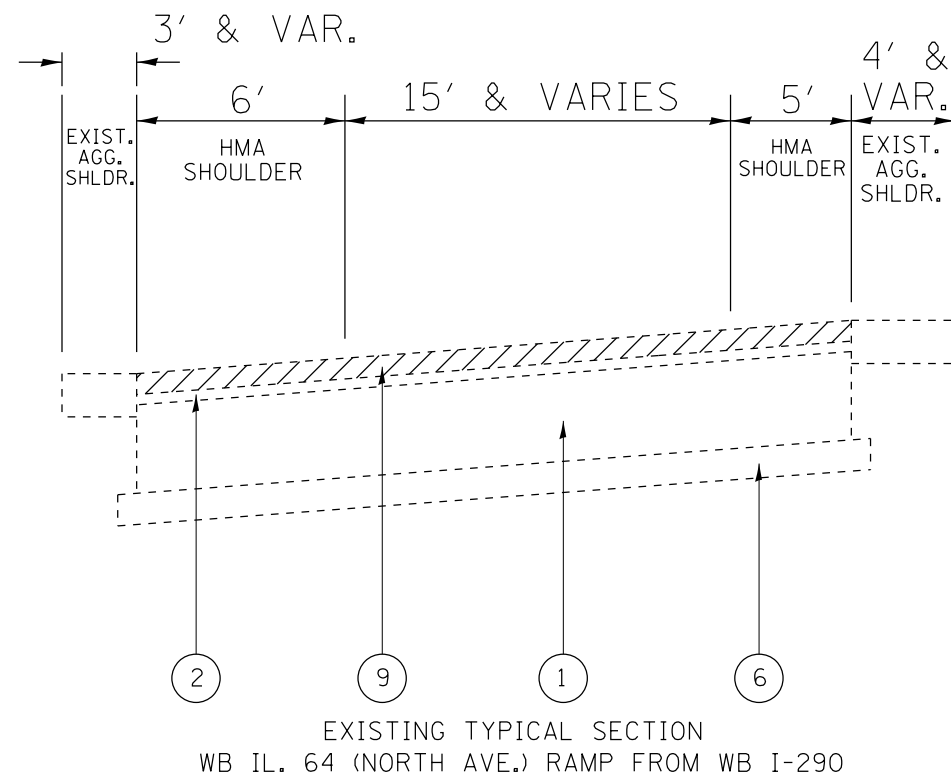
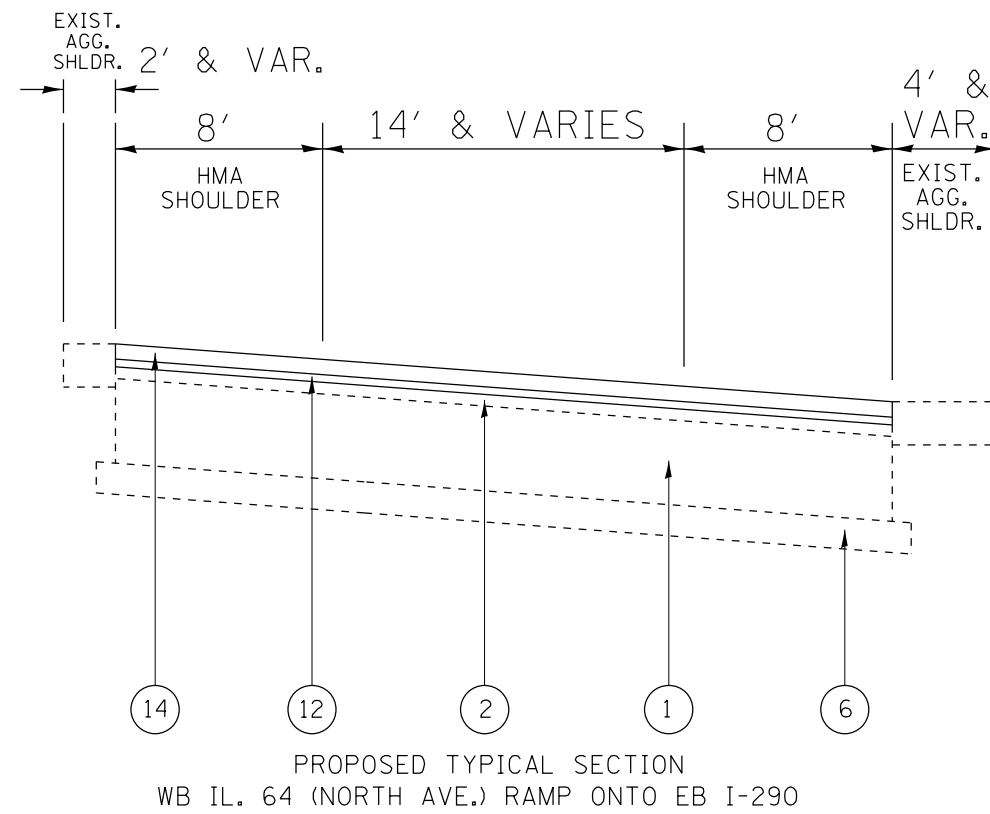
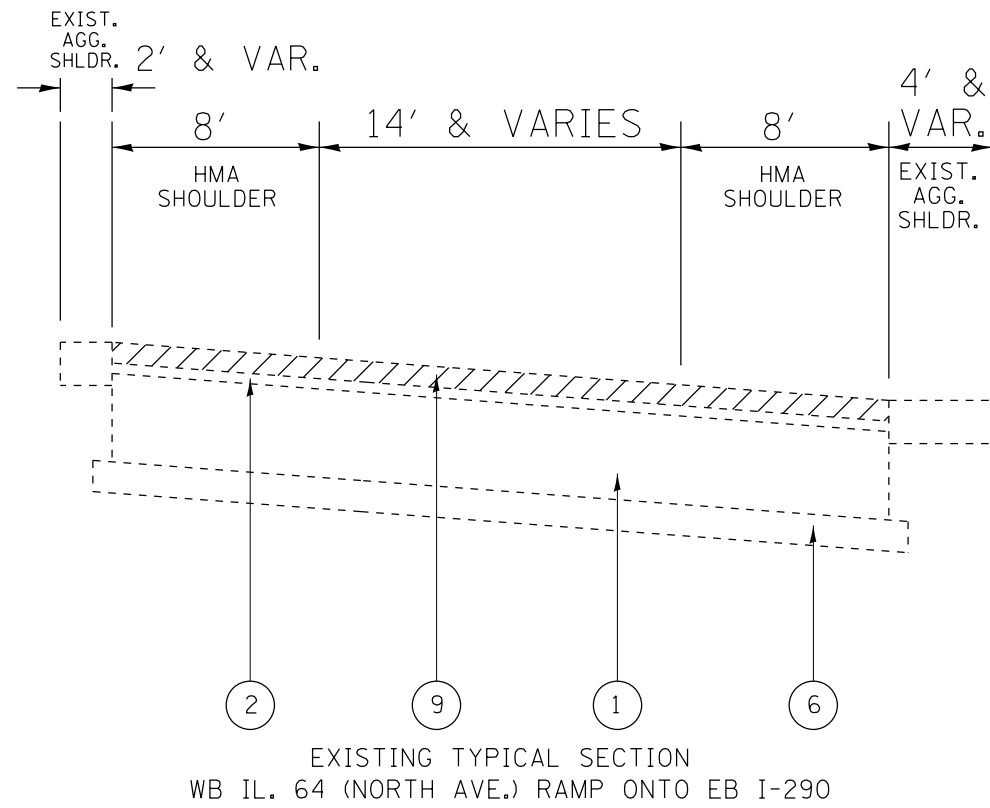


PROPOSED TYPICAL SECTION  
EB IL. 64 (NORTH AVE.) RAMP ONTO EB I-290  
STA. 15+00 TO 32+61

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 EXISTING AND PROPOSED TYPICAL SECTIONS</b>	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
pw:\IL\084EBID\INTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI01218\BROW\Design\DI01218-shr-plan.dgn						REVISED -	REVISED -	307	(131&542)R-2-RS-1	DJ PAGE	89	14
PLOT SCALE = 100.0000' / in.						CHECKED -	REVISED -	CONTRACT NO. 62F54				
PLOT DATE = 12/13/2018						DATE -	REVISED -	ILLINOIS FED. AID PROJECT				
SCALE:		SHEET NO. OF SHEETS		STA. TO STA.								

**LEGEND:**

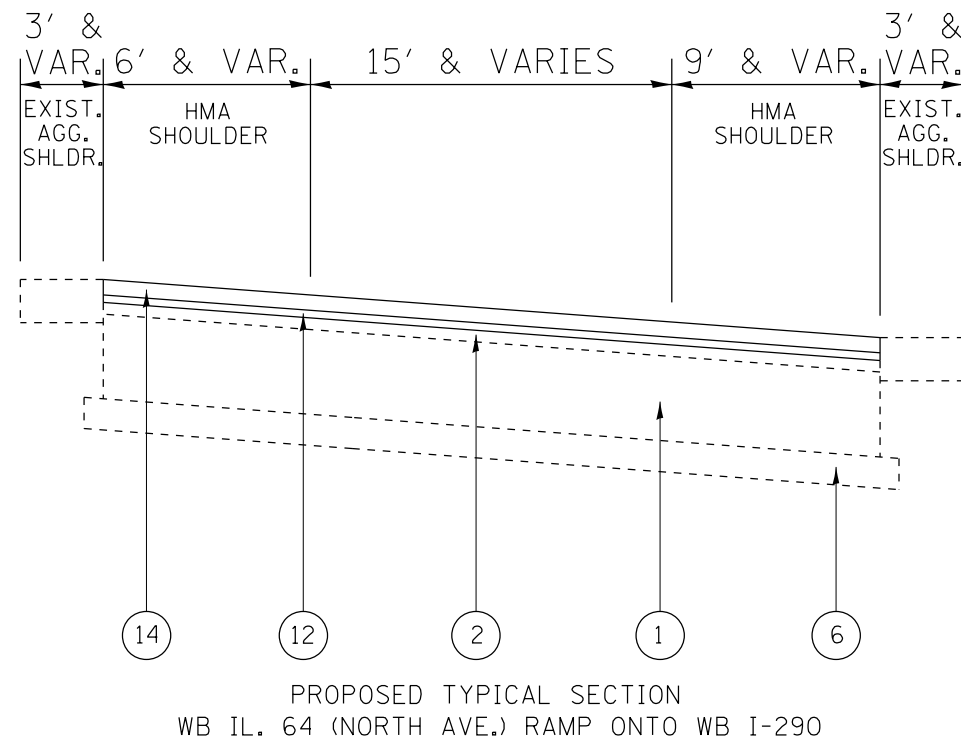
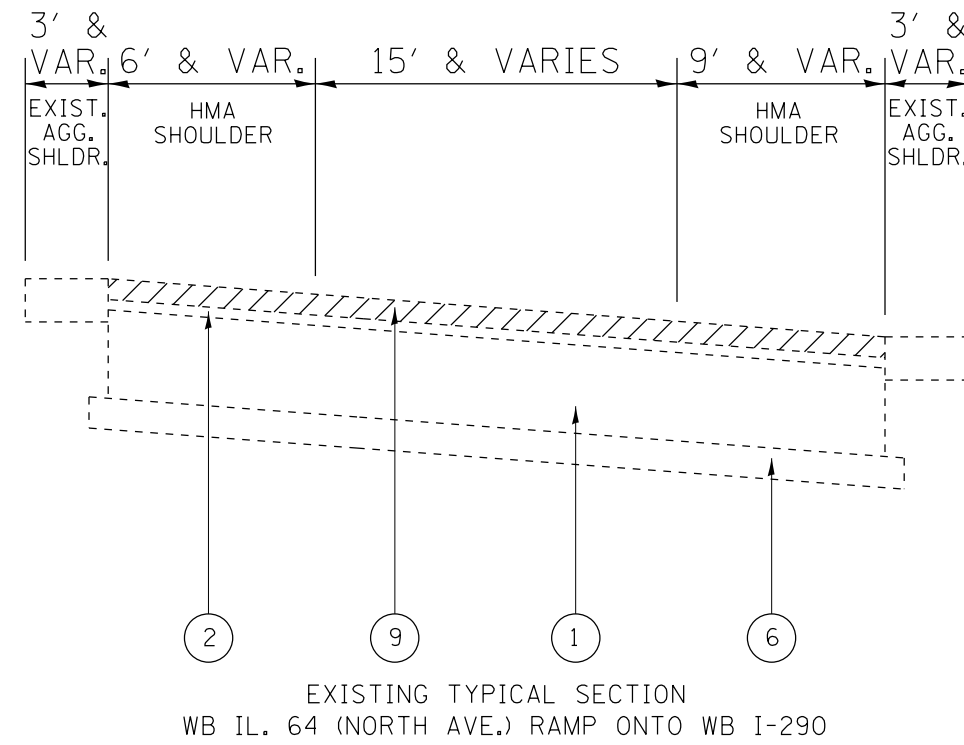
- ① EXISTING P.C.C. PAVEMENT ±11"
  - ② EXISTING HOT-MIX ASPHALT SURFACE, ±3"
  - ③ EXISTING HOT-MIX ASPHALT MEDIAN
  - ④ EXISTING P.C.C. BARRIER MEDIAN
  - ⑤ EXISTING LANDSCAPE MEDIAN
  - ⑥ EXISTING STABILIZED SUB-BASE
  - ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ⑧ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
  - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
  - ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)
  - ⑪ PROPOSED P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
  - ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
  - ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
  - ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1 3/4"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)



FILE NAME =	USER NAME = steeppo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 EXISTING AND PROPOSED TYPICAL SECTIONS</b>	F.A.P. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =		
p:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI01218\Drawings\Design\DI01218-shr-plan.dgn						REVISED -	307	(131&542)R-2-RS-1	DU PAGE	89	15	
PLOT SCALE = 100.0000' / 1" =						REVISED -	CONTRACT NO. 62F54					
PLOT DATE = 12/13/2018						REVISED -	ILLINOIS FED. AID PROJECT					
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.

**LEGEND:**

- ① EXISTING P.C.C. PAVEMENT ±11"
  - ② EXISTING HOT-MIX ASPHALT SURFACE, ±3"
  - ③ EXISTING HOT-MIX ASPHALT MEDIAN
  - ④ EXISTING P.C.C. BARRIER MEDIAN
  - ⑤ EXISTING LANDSCAPE MEDIAN
  - ⑥ EXISTING STABILIZED SUB-BASE
  - ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ⑧ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
  - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
  - ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)
  - ⑪ PROPOSED P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
  - ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
  - ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
  - ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1 3/4"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)



FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 EXISTING AND PROPOSED TYPICAL SECTIONS</b>	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
pw\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\I290\BRAW\Design\I290-shl-plan.dgn						307	(131&542)R-2-RS-1	DU PAGE	89	16		
PLOT SCALE = 100.0000' / in.						CONTRACT NO. 62F54						
PLOT DATE = 12/13/2018						ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -	SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.		



IL. 64 (NORTH AVE.)

BEGINNING OF PROJECT  
STA. 20+75

VILLA AVE.

OMISSION FOR  
HMA RESURFACING

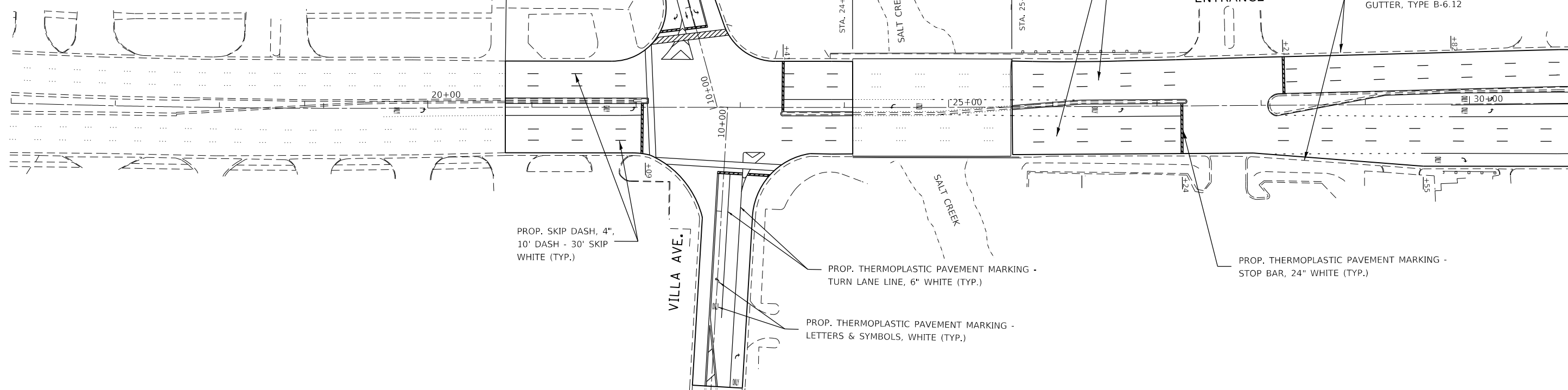
PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2½"  
PROP. POLYMERIZED LEVELING BINDER (MACHINE  
METHOD), IL-4.75, N50, ¾"  
PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE  
COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1¾"

COURTYARD PLAZA  
ENTRANCE

COMB. CONC. CURB AND  
GUTTER, TYPE B-6.12



MATCHLINE STA.31+00.00



PROP. SKIP DASH, 4",  
10' DASH - 30' SKIP  
WHITE (TYP.)

PROP. THERMOPLASTIC PAVEMENT MARKING -  
TURN LANE LINE, 6" WHITE (TYP.)

PROP. THERMOPLASTIC PAVEMENT MARKING -  
LETTERS & SYMBOLS, WHITE (TYP.)

PROP. THERMOPLASTIC PAVEMENT MARKING -  
STOP BAR, 24" WHITE (TYP.)

IL. 83 (KINGERY HWY.)

LIMIT OF HMA RESURFACING

PROP. THERMOPLASTIC PAVEMENT MARKING -  
DOTTED DASHED LINE, 6", 2' DASH - 6' SKIP  
WHITE (TYP.)

PROP. THERMOPLASTIC PAVEMENT MARKING -  
STOP BAR, 24" WHITE (TYP.)

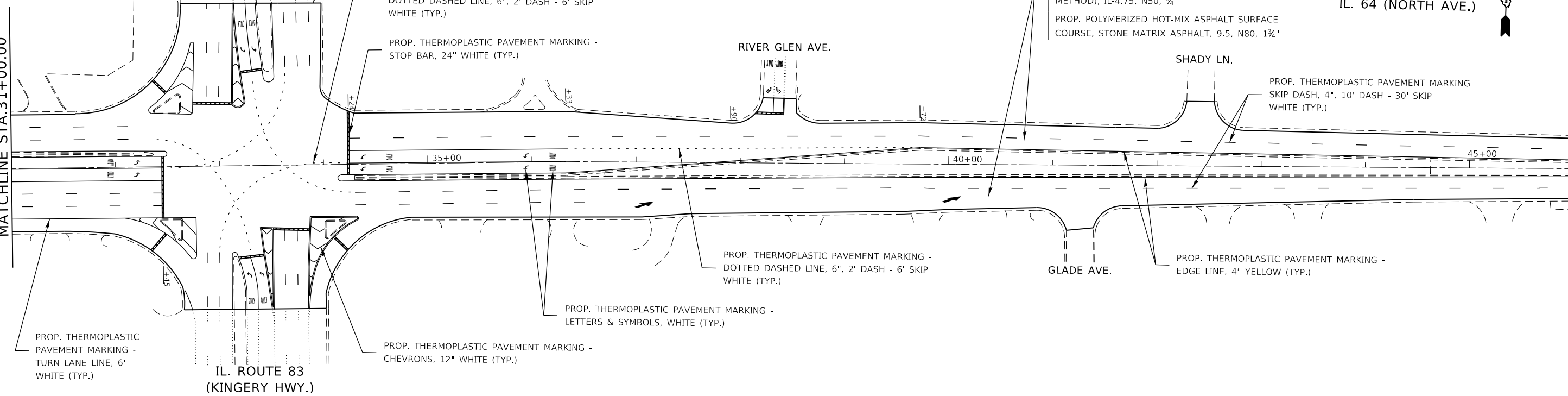
RIVER GLEN AVE.

PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2½"  
PROP. POLYMERIZED LEVELING BINDER (MACHINE  
METHOD), IL-4.75, N50, ¾"  
PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE  
COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1¾"

IL. 64 (NORTH AVE.)



MATCHLINE STA.46+00.00



MATCHLINE STA.31+00.00

PROP. THERMOPLASTIC  
PAVEMENT MARKING -  
TURN LANE LINE, 6"  
WHITE (TYP.)

IL. ROUTE 83  
(KINGERY HWY.)

PROP. THERMOPLASTIC PAVEMENT MARKING -  
CHEVRONS, 12" WHITE (TYP.)

PROP. THERMOPLASTIC PAVEMENT MARKING -  
DOTTED DASHED LINE, 6", 2' DASH - 6' SKIP  
WHITE (TYP.)

PROP. THERMOPLASTIC PAVEMENT MARKING -  
LETTERS & SYMBOLS, WHITE (TYP.)

GLADE AVE.

PROP. THERMOPLASTIC PAVEMENT MARKING -  
EDGE LINE, 4" YELLOW (TYP.)

PROP. THERMOPLASTIC PAVEMENT MARKING -  
SKIP DASH, 4", 10' DASH - 30' SKIP  
WHITE (TYP.)

USER NAME = steedpa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 12/12/2018	DATE -	REVISED -

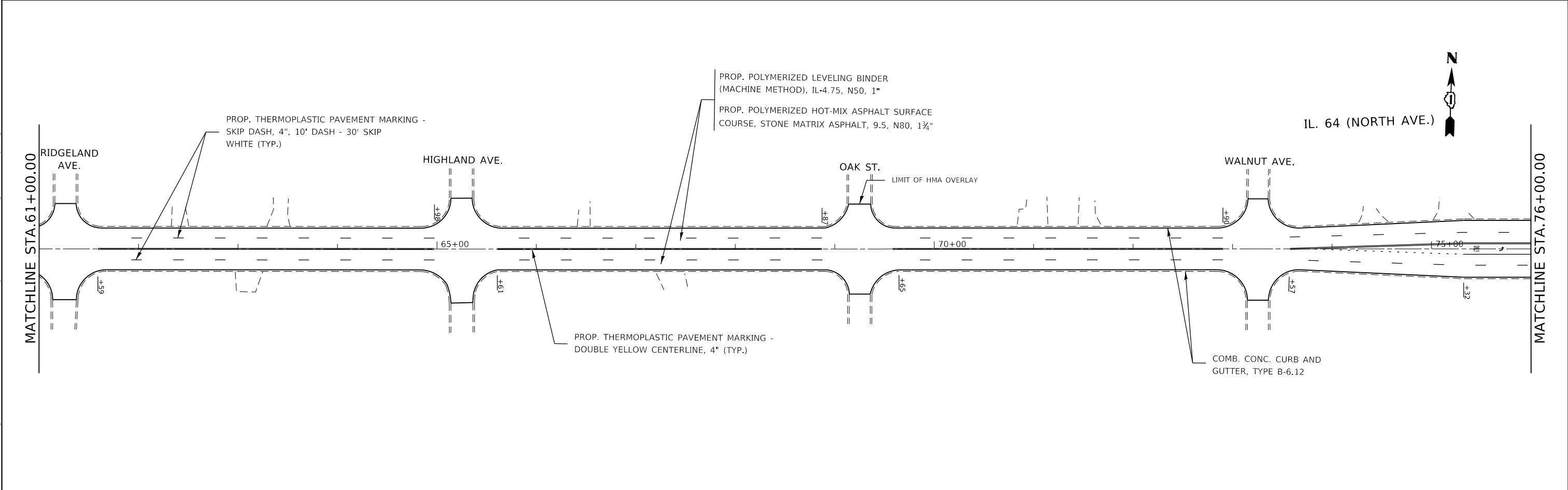
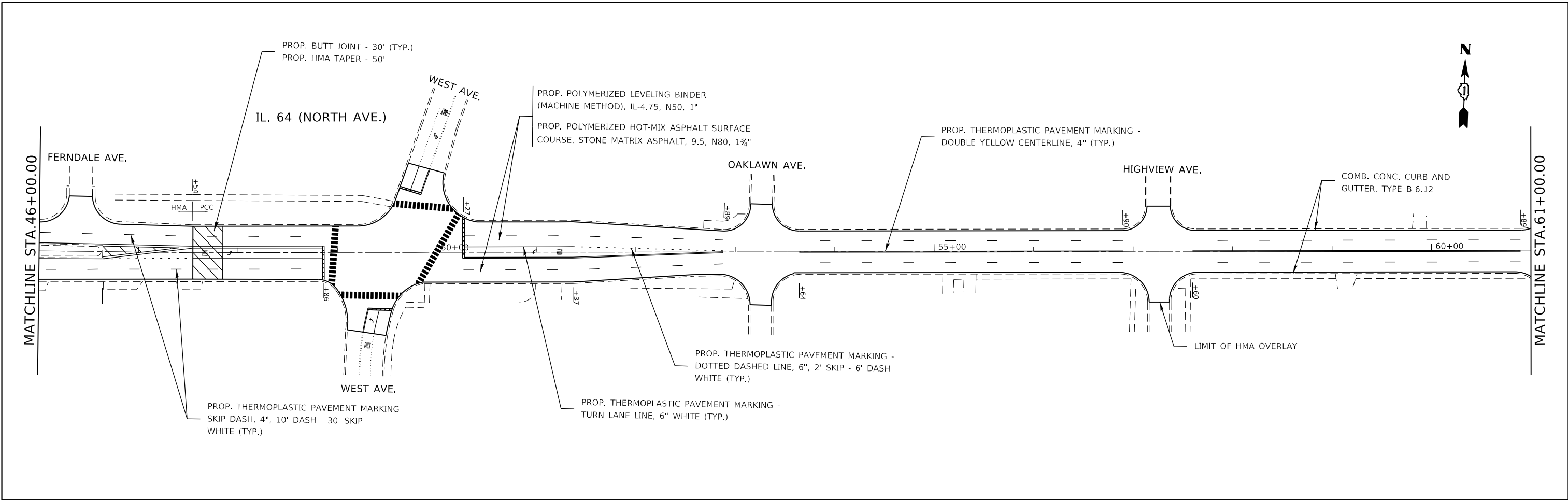
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"= 50' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(1316542)R-2-RS-1	DUPAGE	89	17
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F54	

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PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 12/12/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

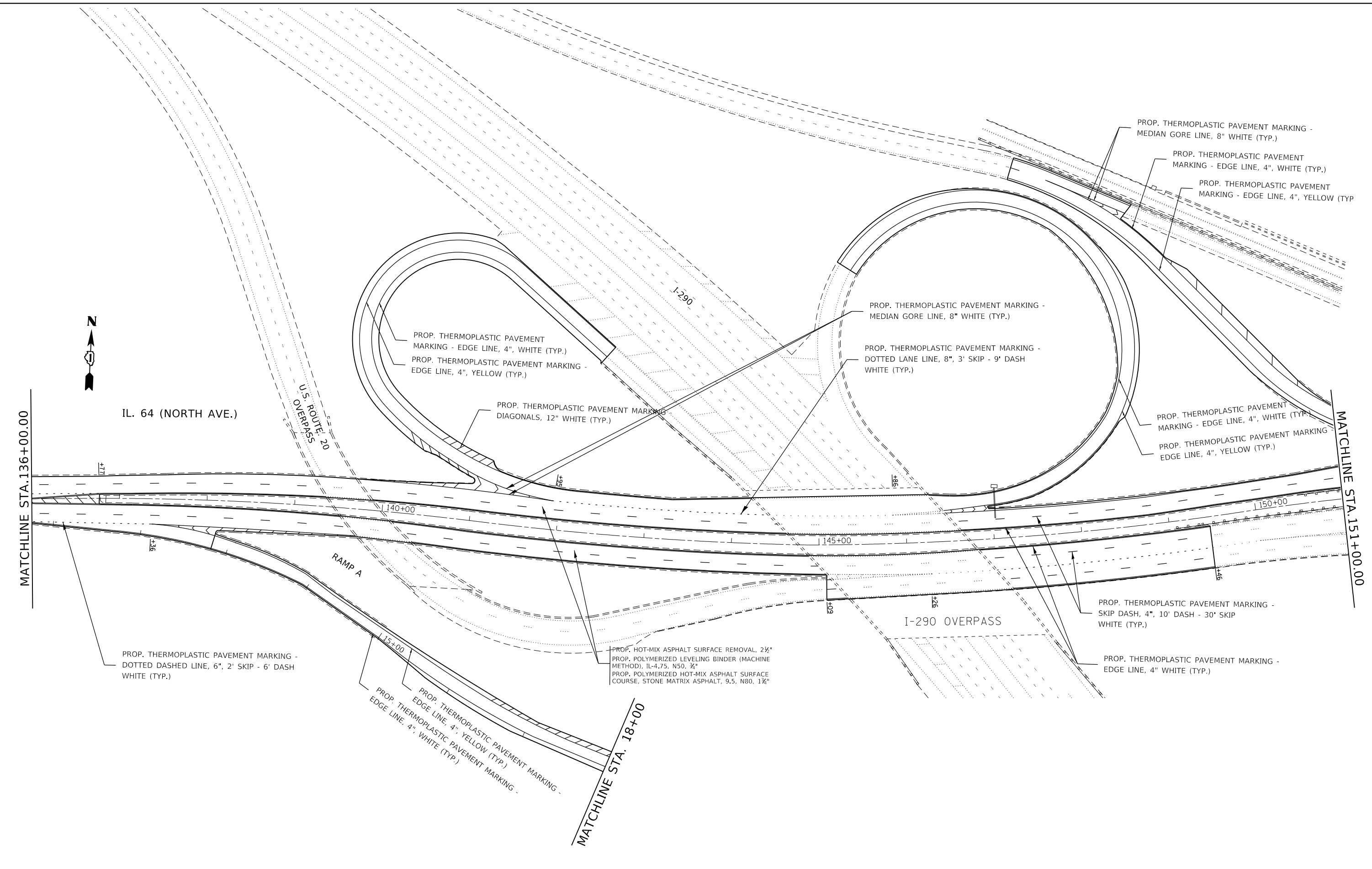
SCALE: 1"= 50'      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	18
CONTRACT NO. 62F54			ILLINOIS FED. AID PROJECT	





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USER NAME = steedpa	DESIGNED -	REVISED -
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PLOT DATE = 12/12/2018	DATE -	REVISED -

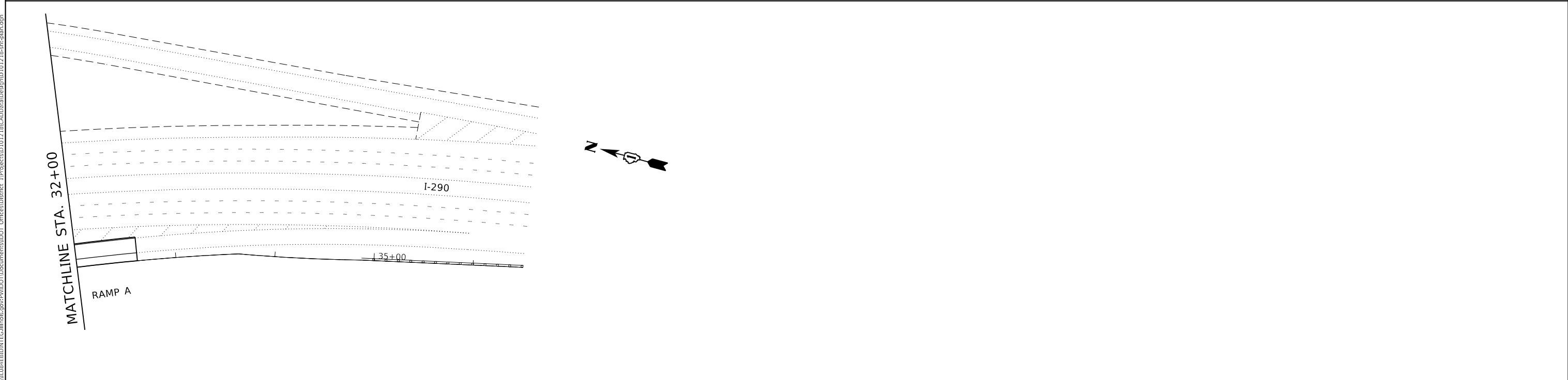
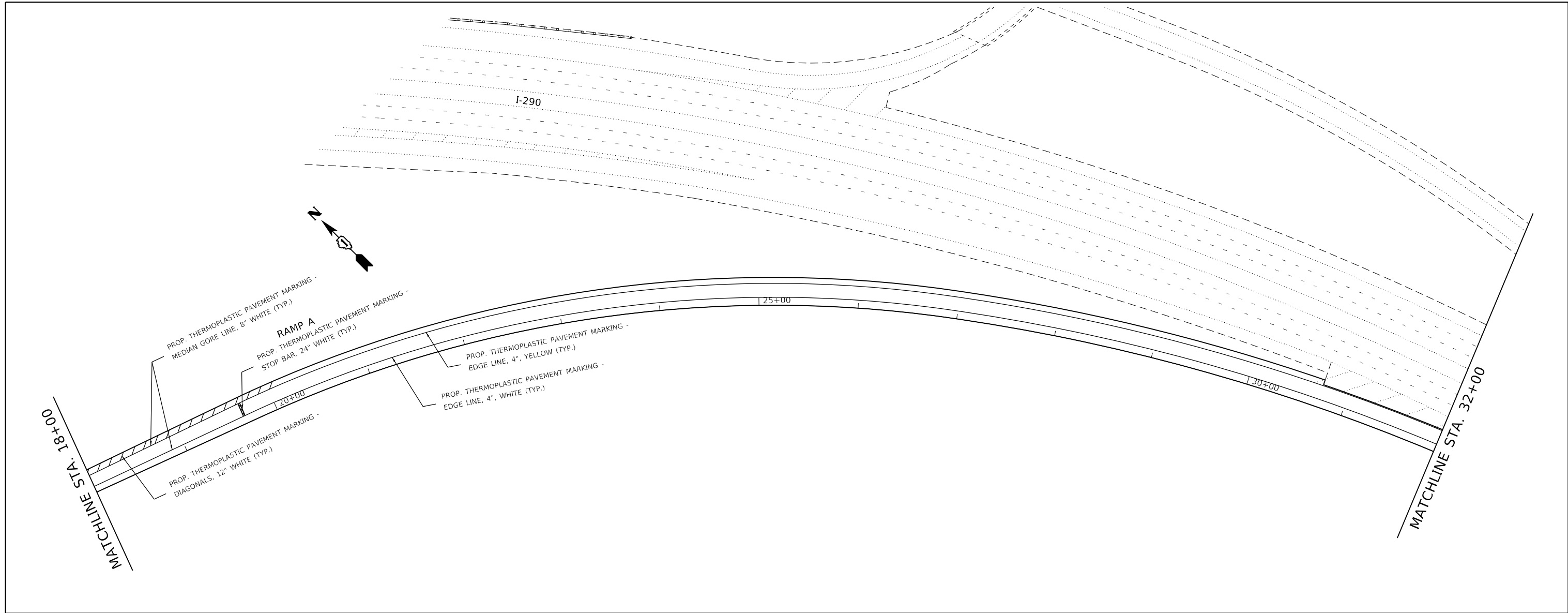
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
 EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	21
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F54	

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USER NAME = steedpa	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 12/12/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

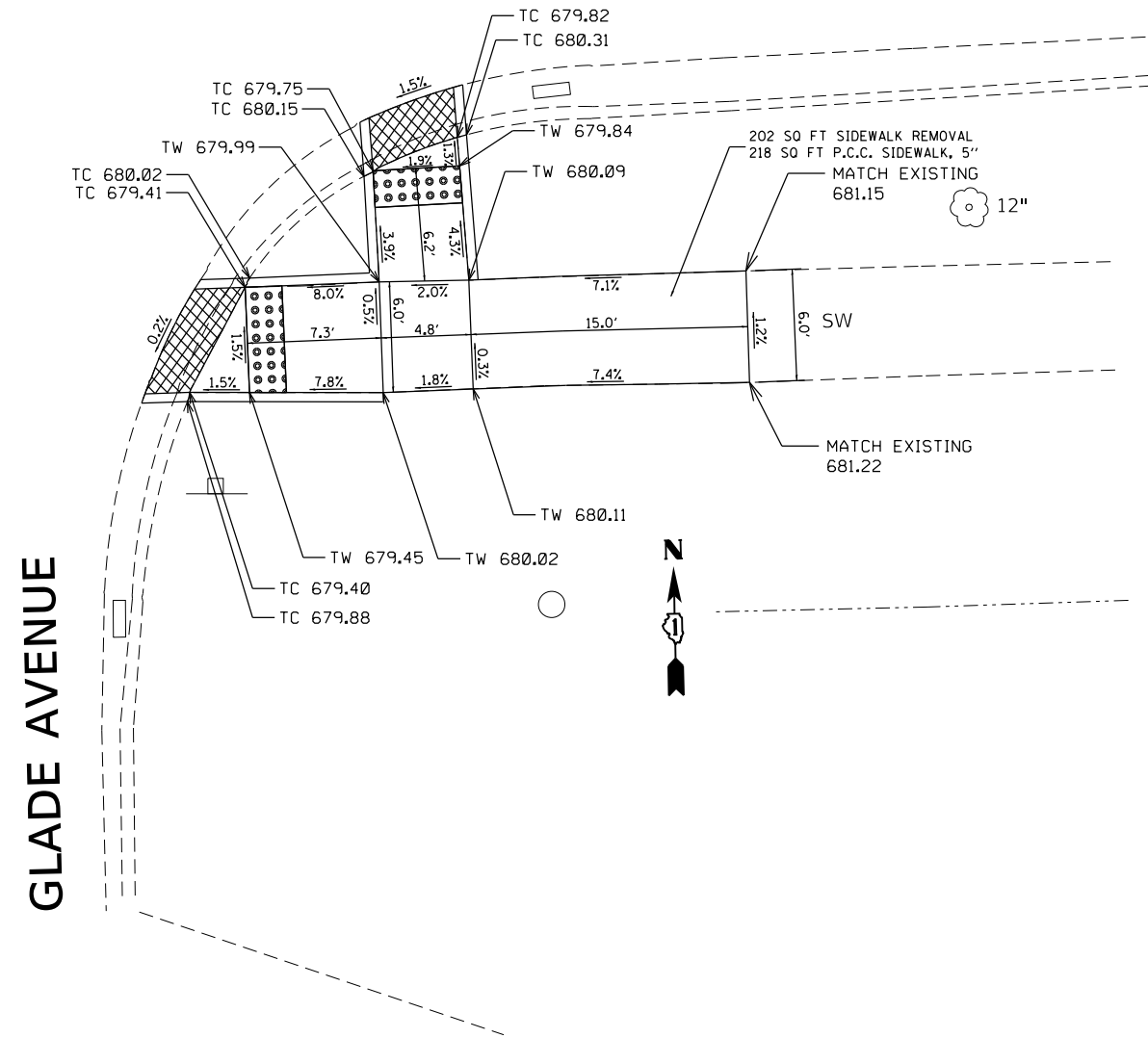
**FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
 EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"= 50'    SHEET    OF    SHEETS    STA.    TO STA.

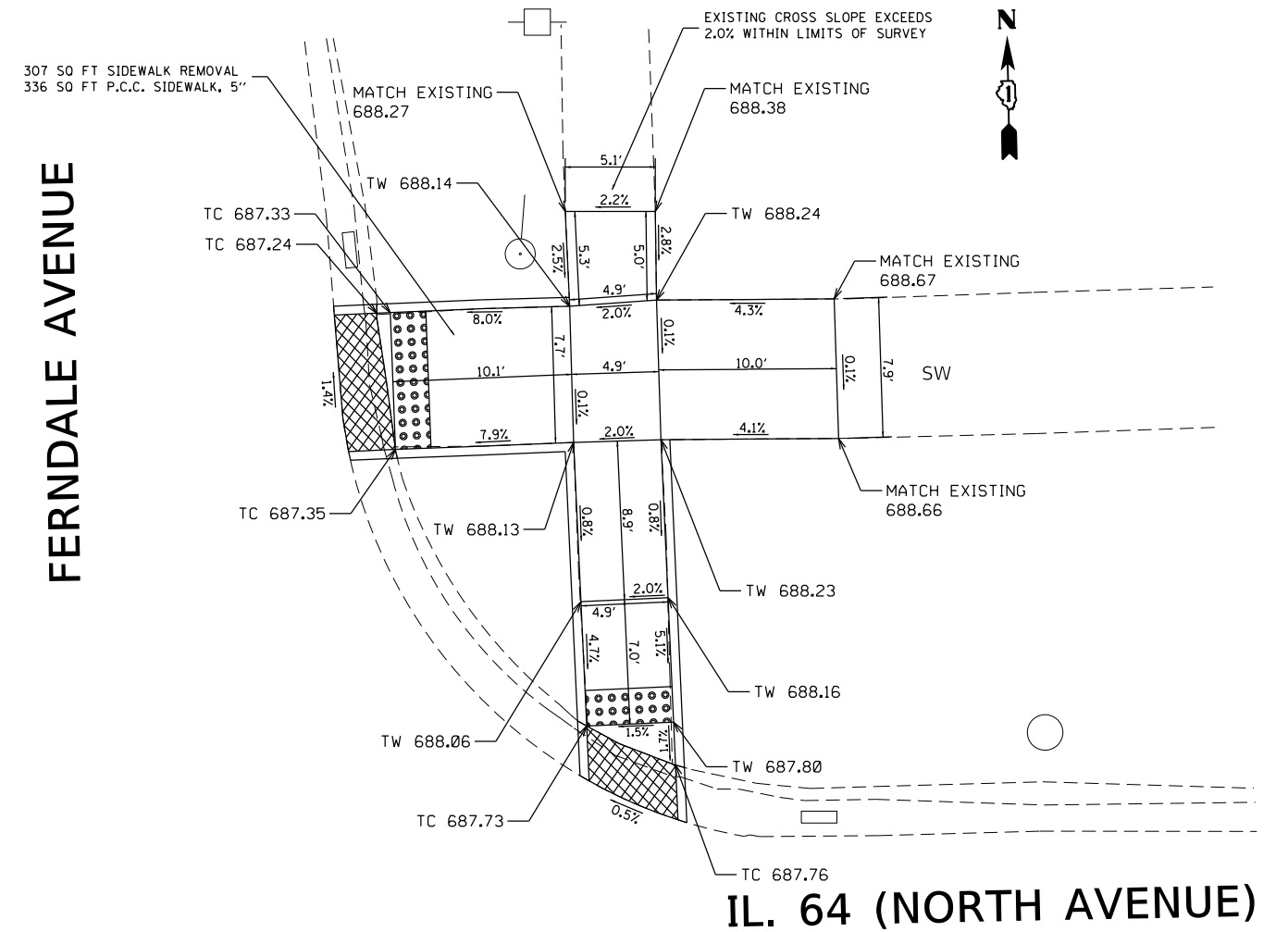
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DU PAGE	89	22
			CONTRACT NO. 62F54	
			ILLINOIS FED. AID PROJECT	



### IL. 64 (NORTH AVENUE)



### FERNDALE AVENUE



REFERENCE BENCH MARK ELEV 681.63  
 BENCHMARK : SET X ON FIRE HYDRANT BOLT (S.W. BOLT)  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND GLADE AVE.

#### LEGEND

- xx.xx' EXISTING LENGTH
- ===== PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE

- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB

REFERENCE BENCH MARK ELEV 688.90  
 BENCHMARK : SET X ON FIRE HYDRANT BOLT (S.E. BOLT)  
 LOCATION : BASE AT NW CORNER OF IL 64 (NORTH AVE.) AND FERNDAL AVE.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -
p:\IL\084EBID\INTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\DI01218\BRAW\Design\DI01218-ADA.dgn		REVISED -	
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	PLOT DATE = 12/12/2018	DATE -	REVISED -

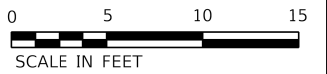
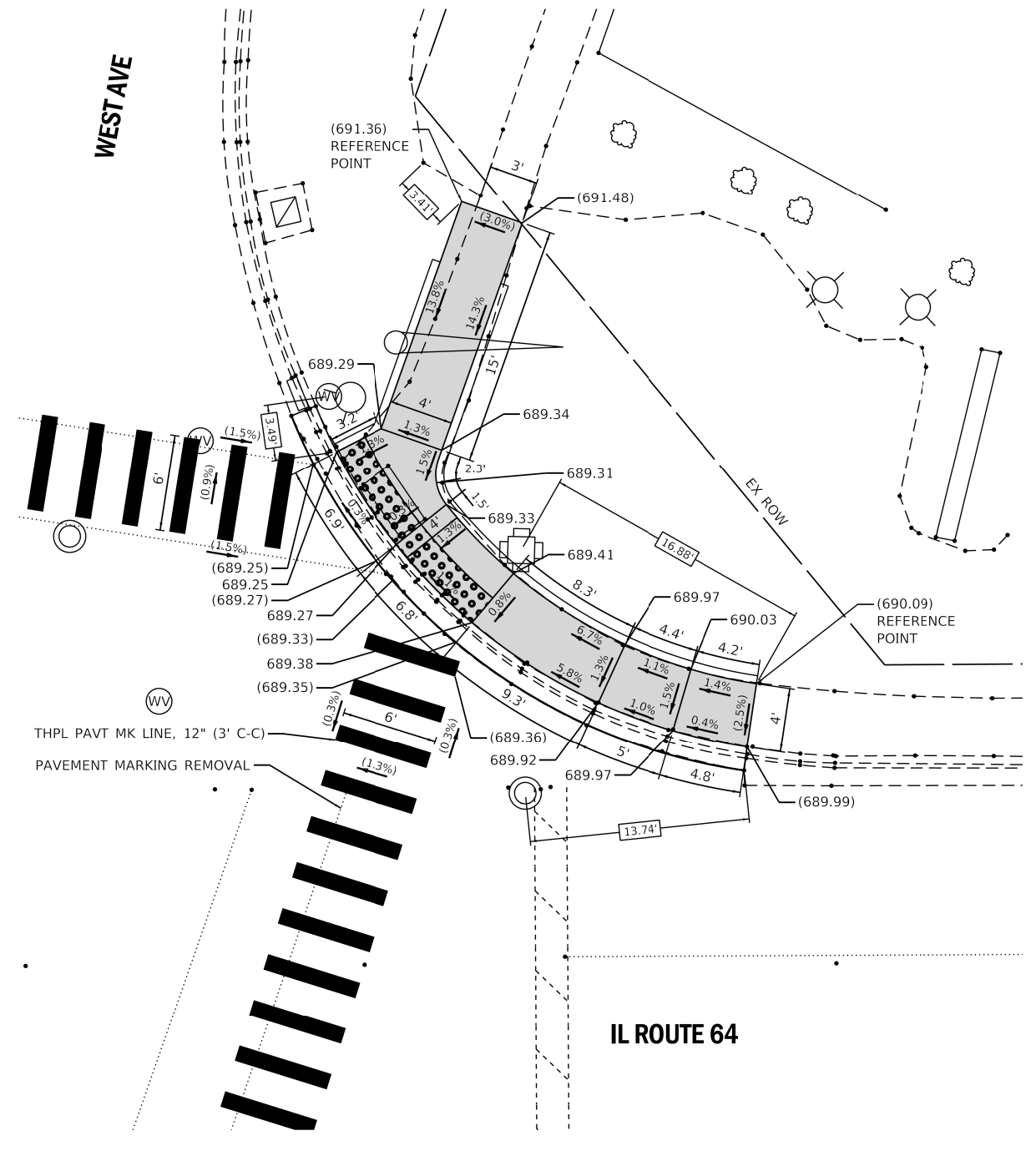
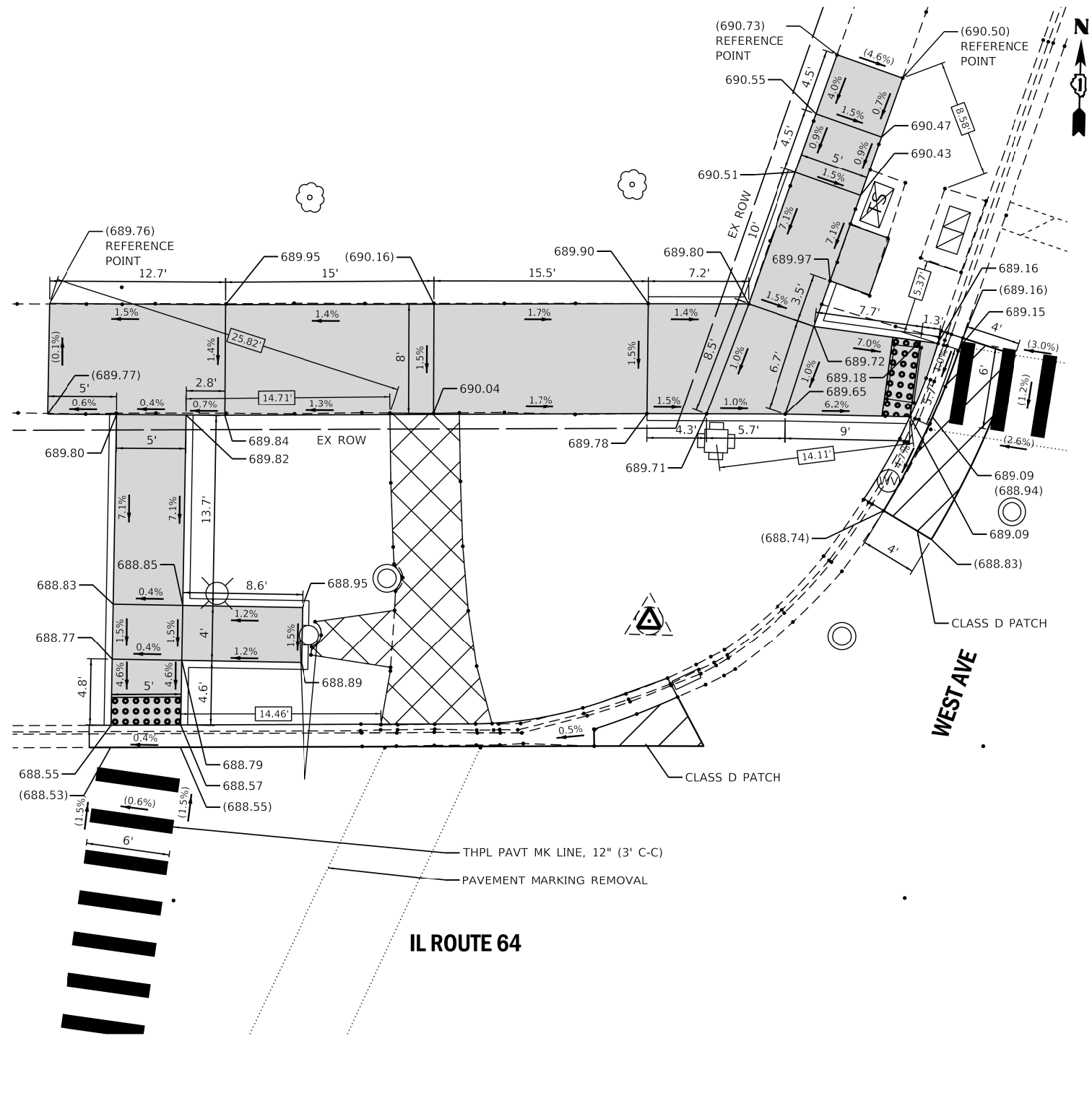
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
 ADA DETAILS (AT GLADE AVE.-SE CORNER & FERNDAL AVE.-NE CORNER)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	24
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				





REFERENCE BENCHMARK ELEV 689.58  
 BENCHMARK : CHISELED "X" IN NORTHEAST BOLT  
 LOCATION : TRAFFIC SIGNAL CANTILEVER AT SOUTHWEST CORNER OF IL ROUTE 64 AND WEST AVENUE

LEGEND	
XX.XX'	EXISTING LENGTH
==	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
[Grey Box]	PROPOSED SIDEWALK
[Grid Box]	DETECTABLE WARNINGS
[Cross-hatch Box]	SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 689.58  
 BENCHMARK : CHISELED "X" IN NORTHEAST BOLT  
 LOCATION : TRAFFIC SIGNAL CANTILEVER AT SOUTHWEST CORNER OF IL ROUTE 64 AND WEST AVENUE

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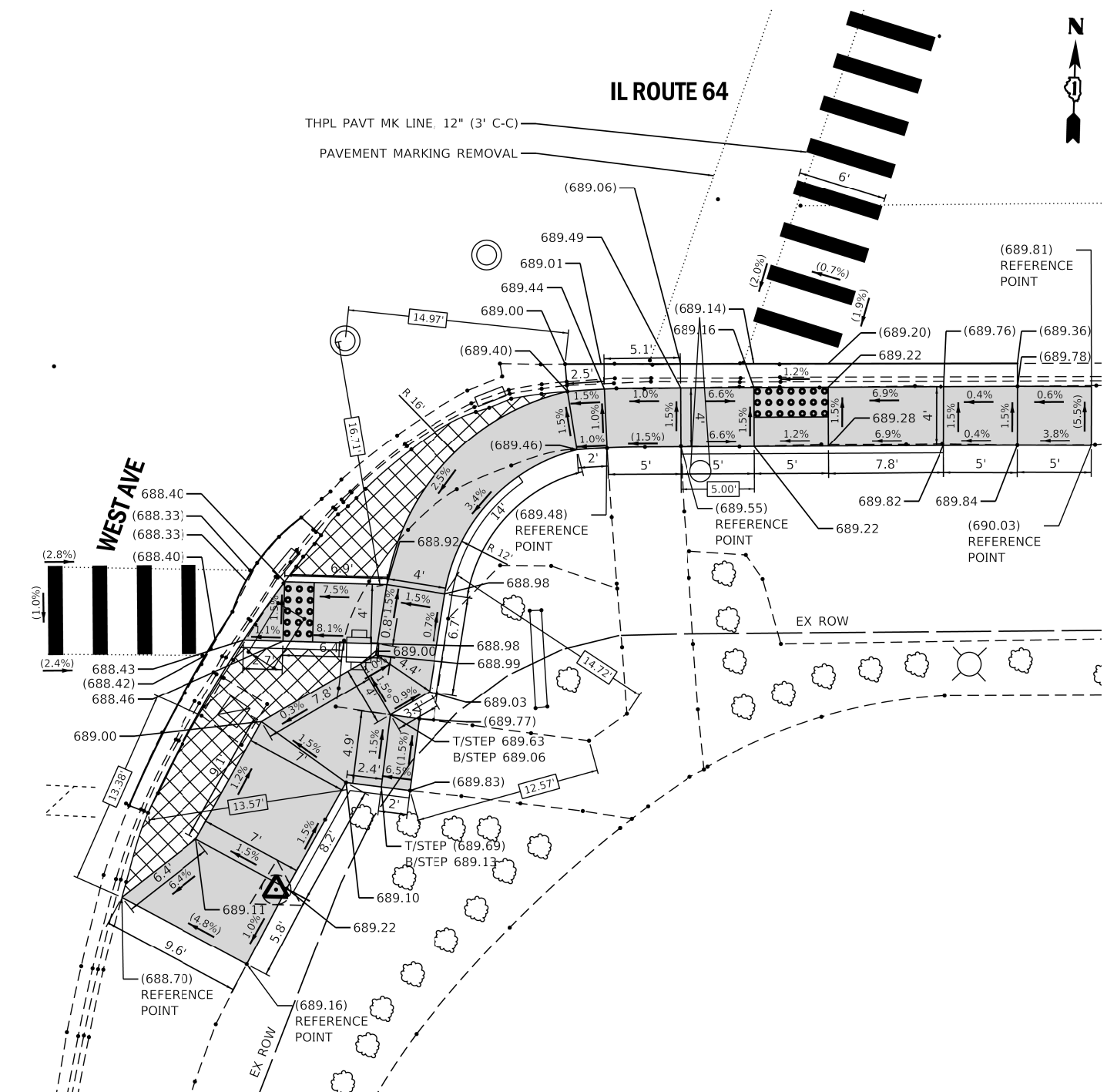
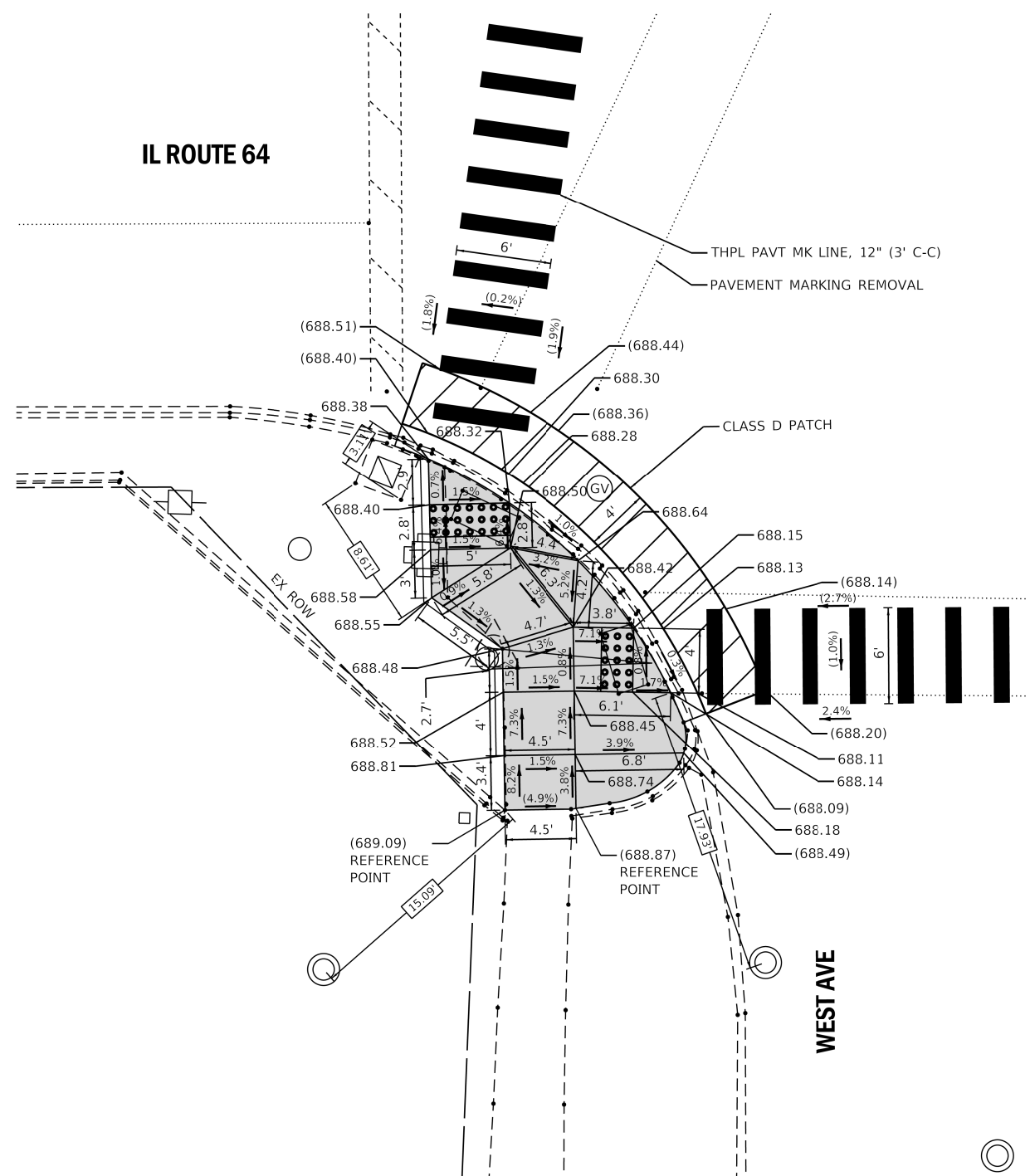
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PLOT DATE = 5/31/2018	CHECKED - THG	REVISED -
	DATE - 10-03-2017	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DUPAGE SMART CORRIDOR - PROWAG  
 IL 64 (NORTH AVE) AT WEST AVE

SCALE: 1"=5' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE. 307	SECTION (131&542)R-2-RS-1	COUNTY DUPAGE	TOTAL SHEETS 89	SHEET NO. 25
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				



REFERENCE BENCHMARK ELEV 689.58  
 BENCHMARK : CHISELED "X" IN NORTHEAST BOLT  
 LOCATION : TRAFFIC SIGNAL CANTILEVER AT SOUTHWEST CORNER OF IL ROUTE 64 AND WEST AVENUE

LEGEND	
xx.xx'	EXISTING LENGTH
====	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS
	SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 689.58  
 BENCHMARK : CHISELED "X" IN NORTHEAST BOLT  
 LOCATION : TRAFFIC SIGNAL CANTILEVER AT SOUTHWEST CORNER OF IL ROUTE 64 AND WEST AVENUE

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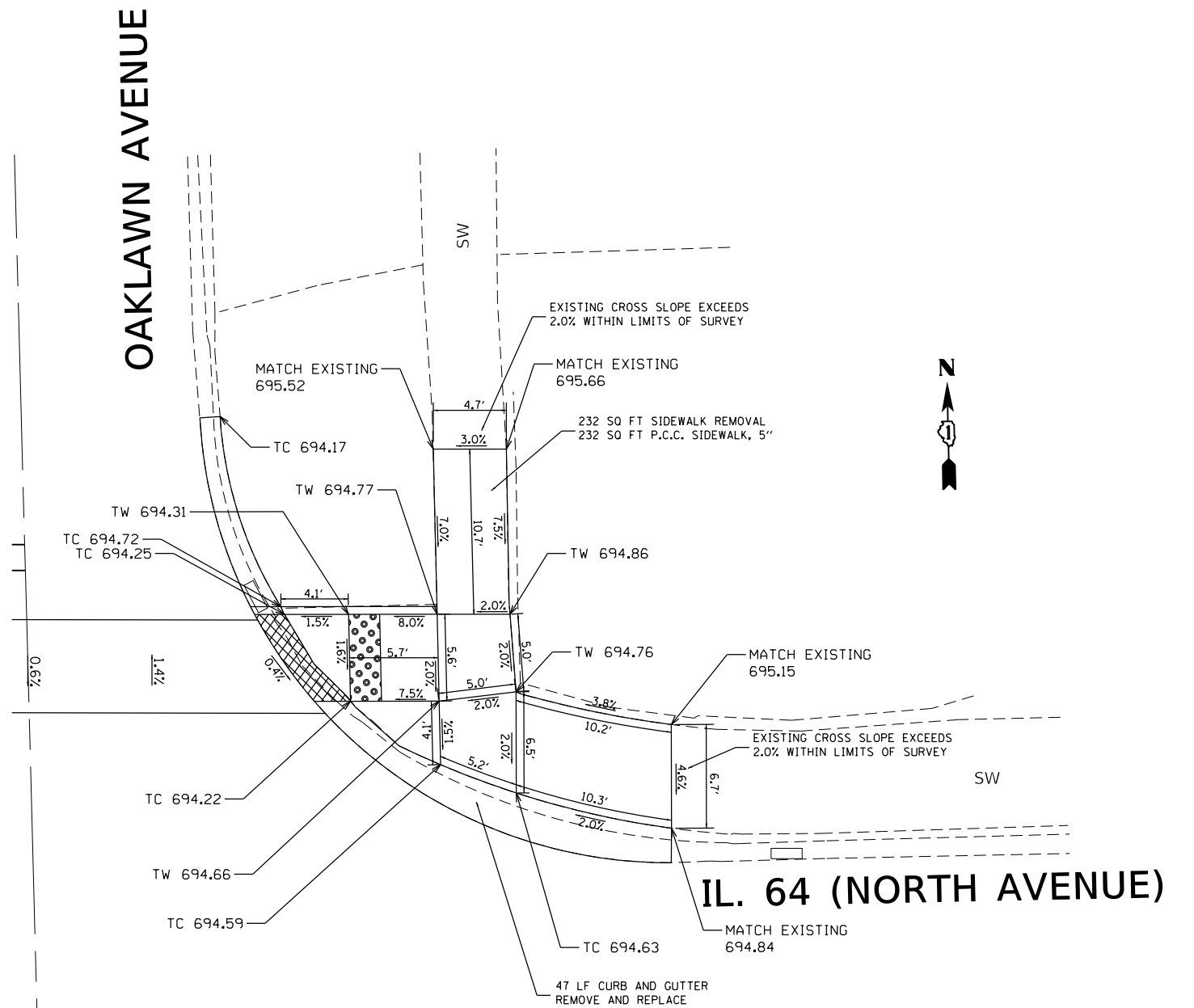
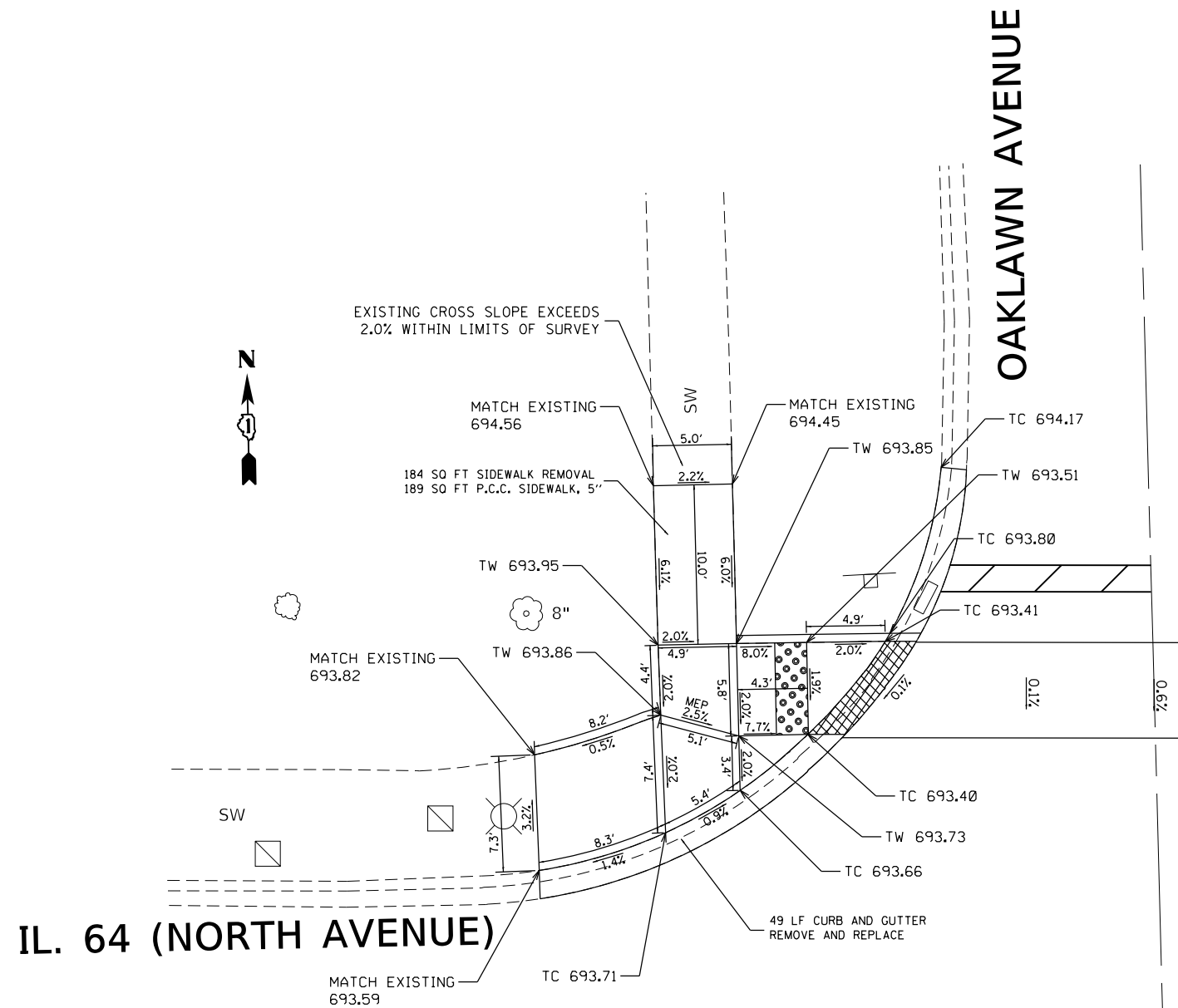
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	DRAWN - REH	REVISED -
PLOT SCALE = 10.0000' / ft.	CHECKED - THG	REVISED -
PLOT DATE = 5/31/2018	DATE - 10-03-2017	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DUPAGE SMART CORRIDOR - PROWAG  
 IL 64 (NORTH AVE) AT WEST AVE

SCALE: 1"=5' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	26
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F54	



REFERENCE BENCH MARK ELEV ONE 695.45 & ELEV TWO 695.39  
 BENCHMARK : SET X ON FIRE HYDRANT BOLT (TOP BOLT)  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND OAKLAWN AVE.

**LEGEND**



EXISTING LENGTH



PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



DEPRESSED CURB

REFERENCE BENCH MARK ELEV ONE 695.45 & ELEV TWO 695.39  
 BENCHMARK : SET X ON FIRE HYDRANT BOLT (TOP BOLT)  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND OAKLAWN AVE.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -
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		DATE -	REVISED -

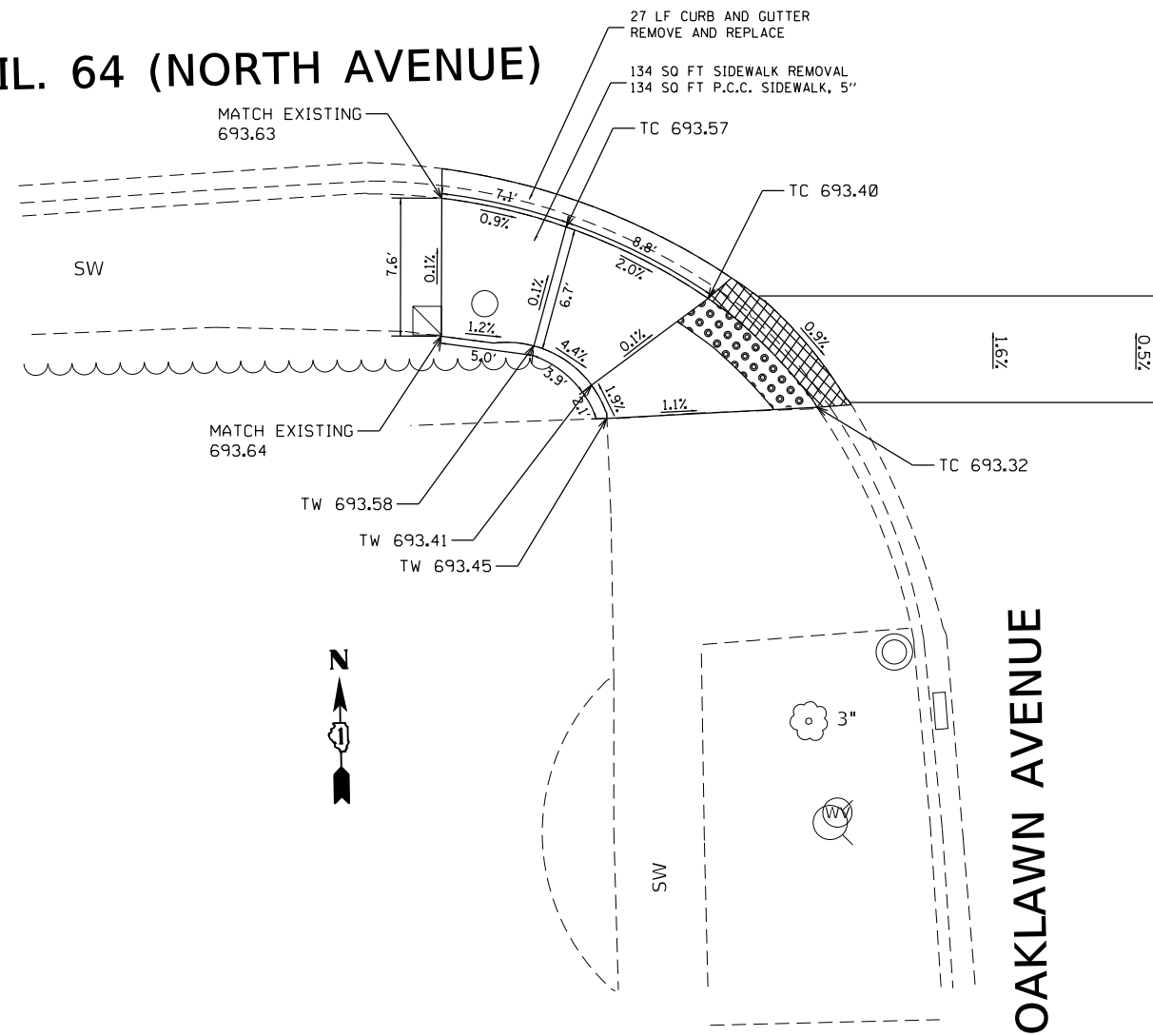
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
 ADA DETAILS (AT OAKLAWN AVE. - NW & NE CORNERS)**

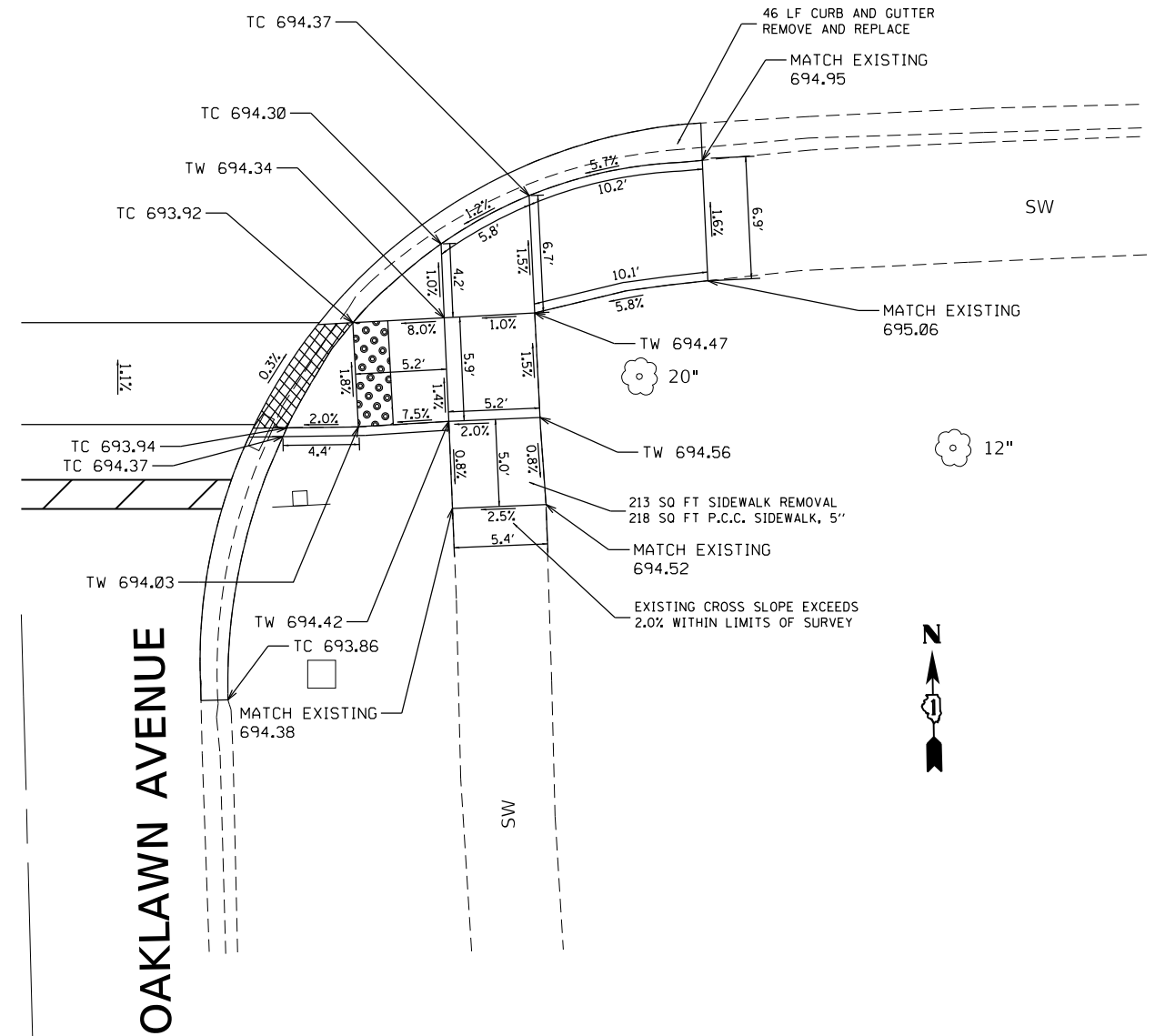
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	27
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				

# IL. 64 (NORTH AVENUE)



# IL. 64 (NORTH AVENUE)



REFERENCE BENCH MARK ELEV ONE 695.45 & ELEV TWO 695.39  
 BENCHMARK : SET X ON FIRE HYDRANT BOLT (TOP BOLT)  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND OAKLAWN AVE.

## LEGEND

xx.xx'

EXISTING LENGTH

====

PROPOSED SIDE CURB

( )

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



DEPRESSED CURB

REFERENCE BENCH MARK ELEV ONE 695.45 & ELEV TWO 695.39  
 BENCHMARK : SET X ON FIRE HYDRANT BOLT (TOP BOLT)  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND OAKLAWN AVE.

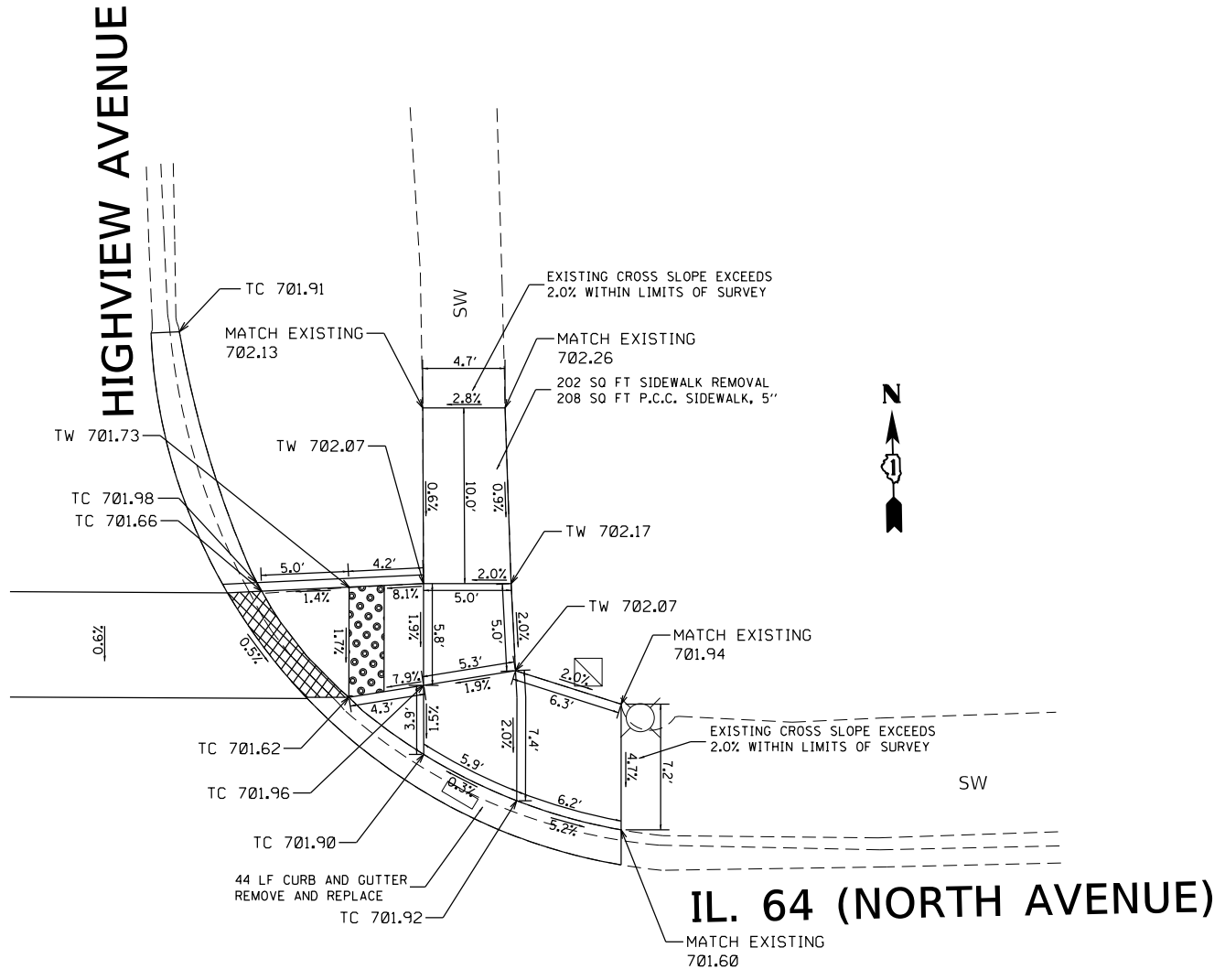
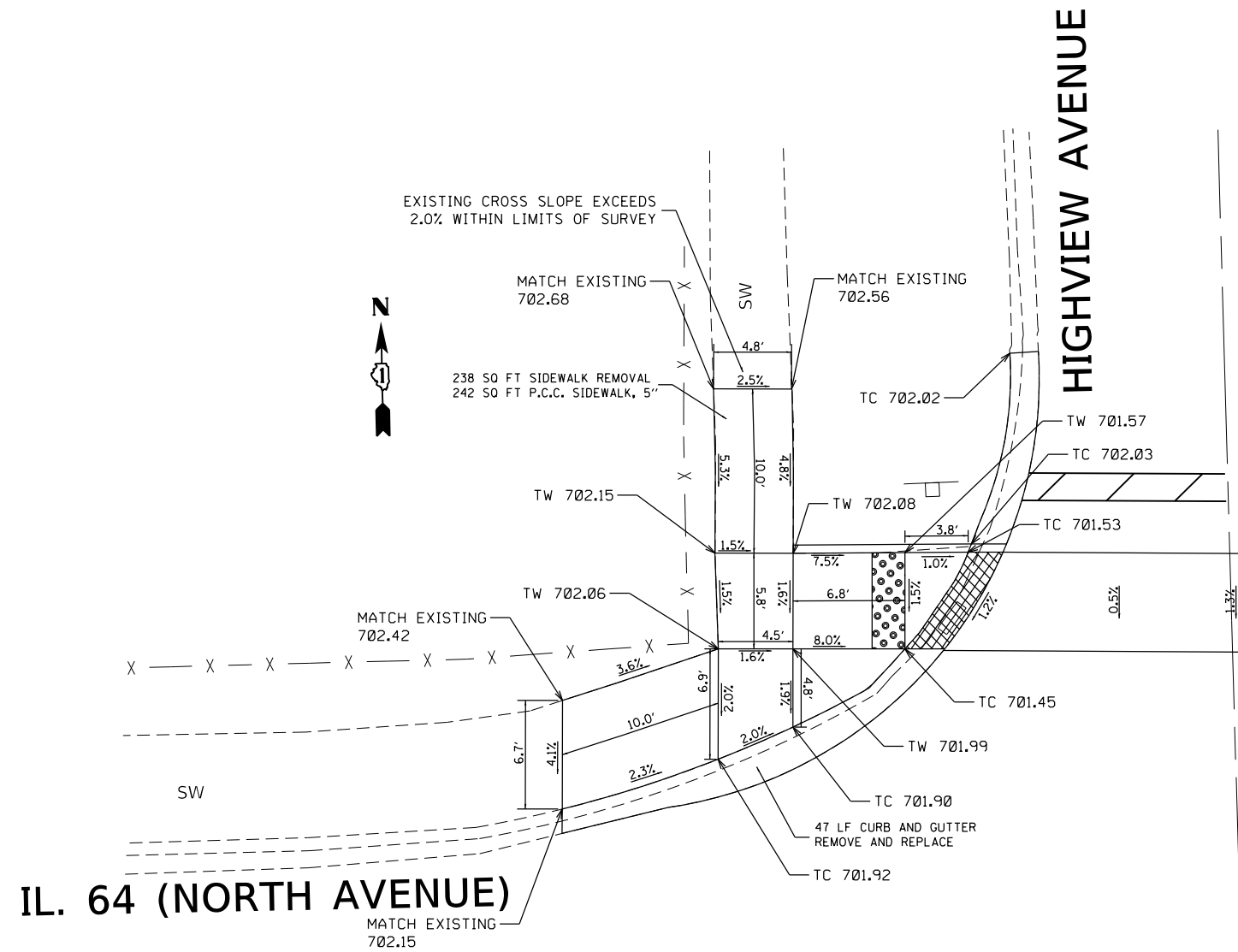
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	PLOT DATE = 12/12/2018	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
 ADA DETAILS (AT OAKLAWN AVE. - SW & SE CORNERS)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	28
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				

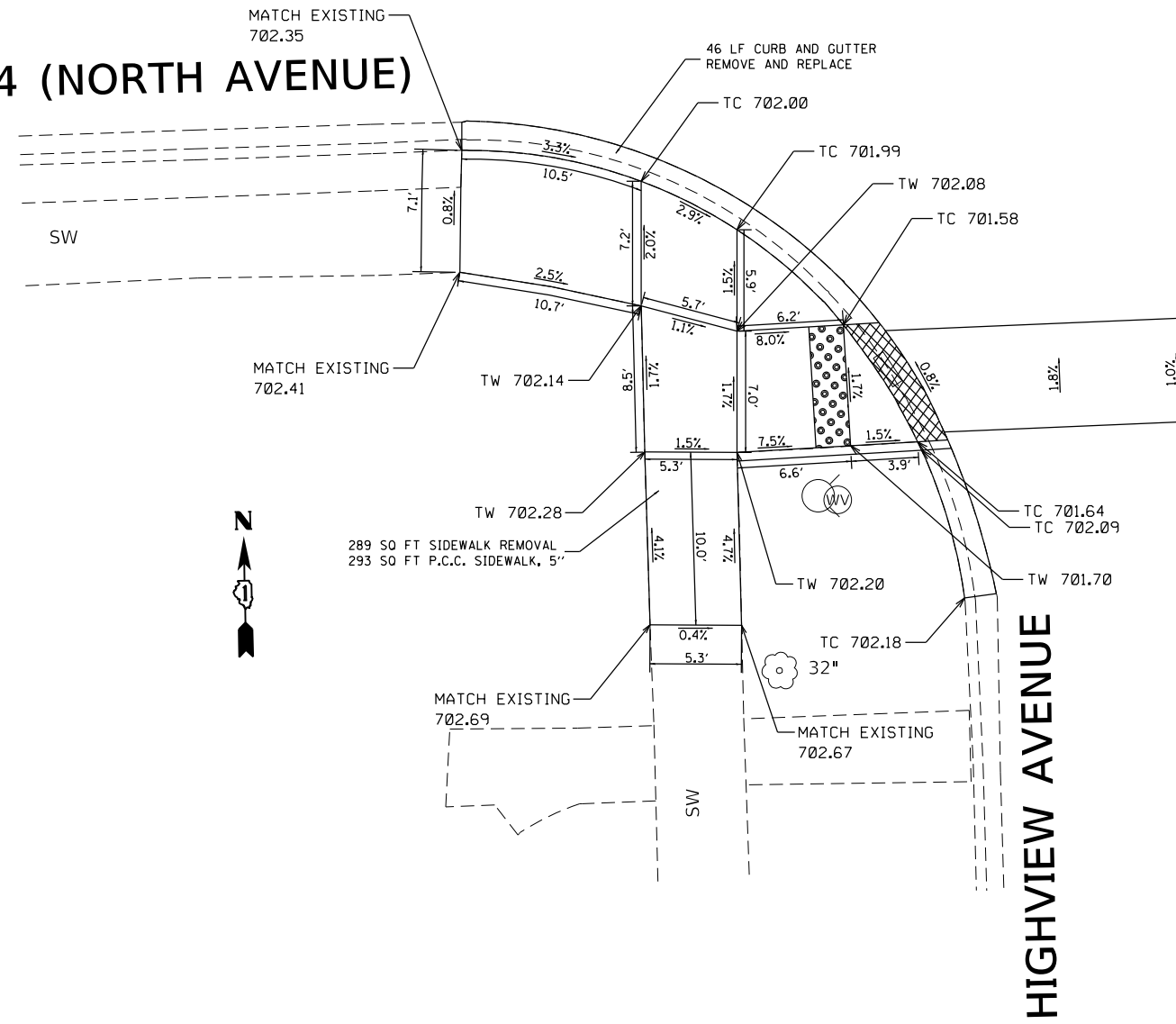


REFERENCE BENCH MARK ELEV 703.96  
 BENCHMARK : SET X ON FIRE HYDRANT BOLT (SW BOLT)  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND HIGHVIEW AVE.

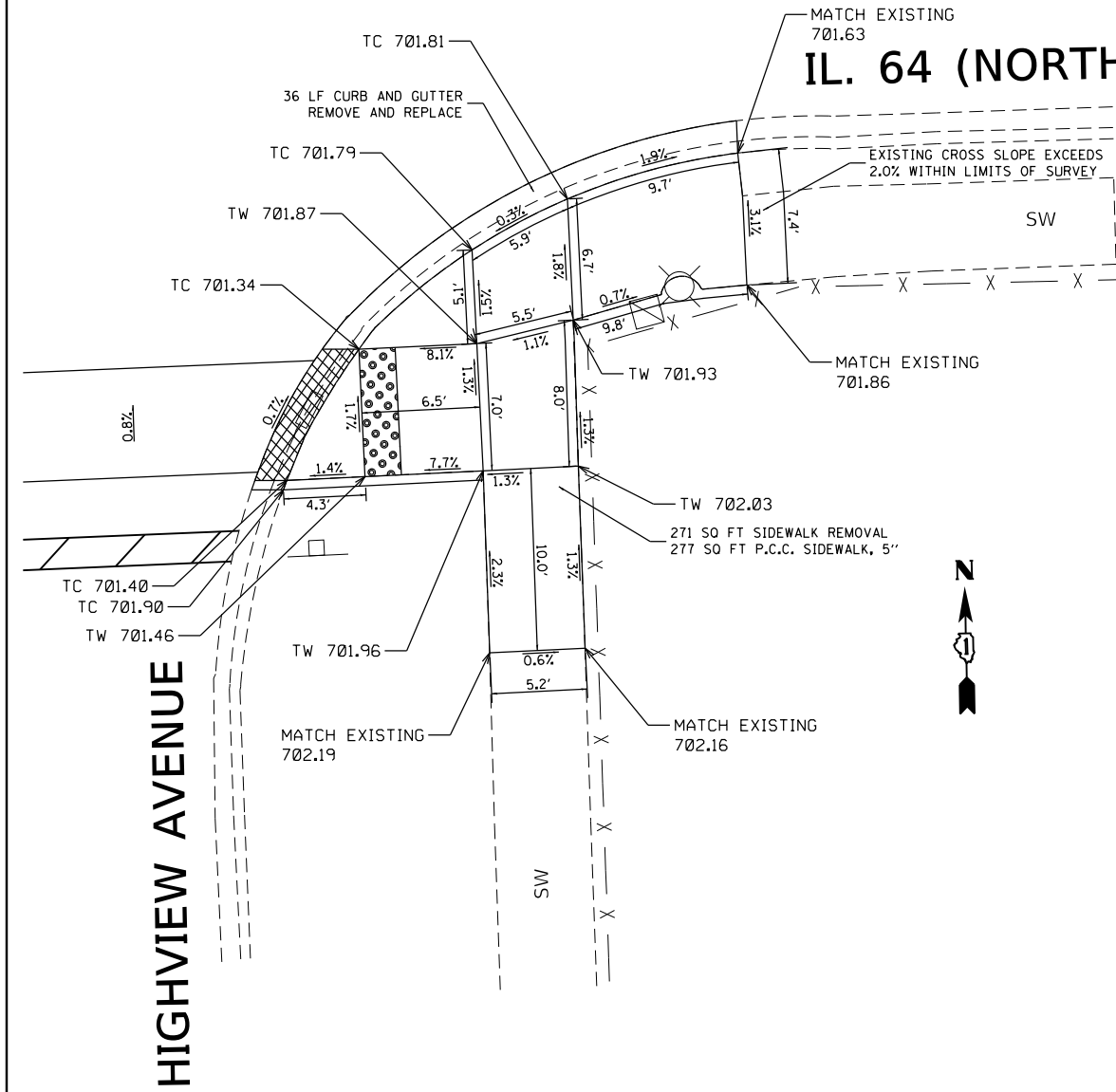
LEGEND	
xx.xx'	EXISTING LENGTH
=====	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
[ ]	PROPOSED SIDEWALK
[•••••]	DETECTABLE WARNINGS
[X/X/X/X]	DEPRESSED CURB

REFERENCE BENCH MARK ELEV 703.96  
 BENCHMARK : SET X ON FIRE HYDRANT BOLT (SW BOLT)  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND HIGHVIEW AVE.

# IL. 64 (NORTH AVENUE)



# IL. 64 (NORTH AVENUE)



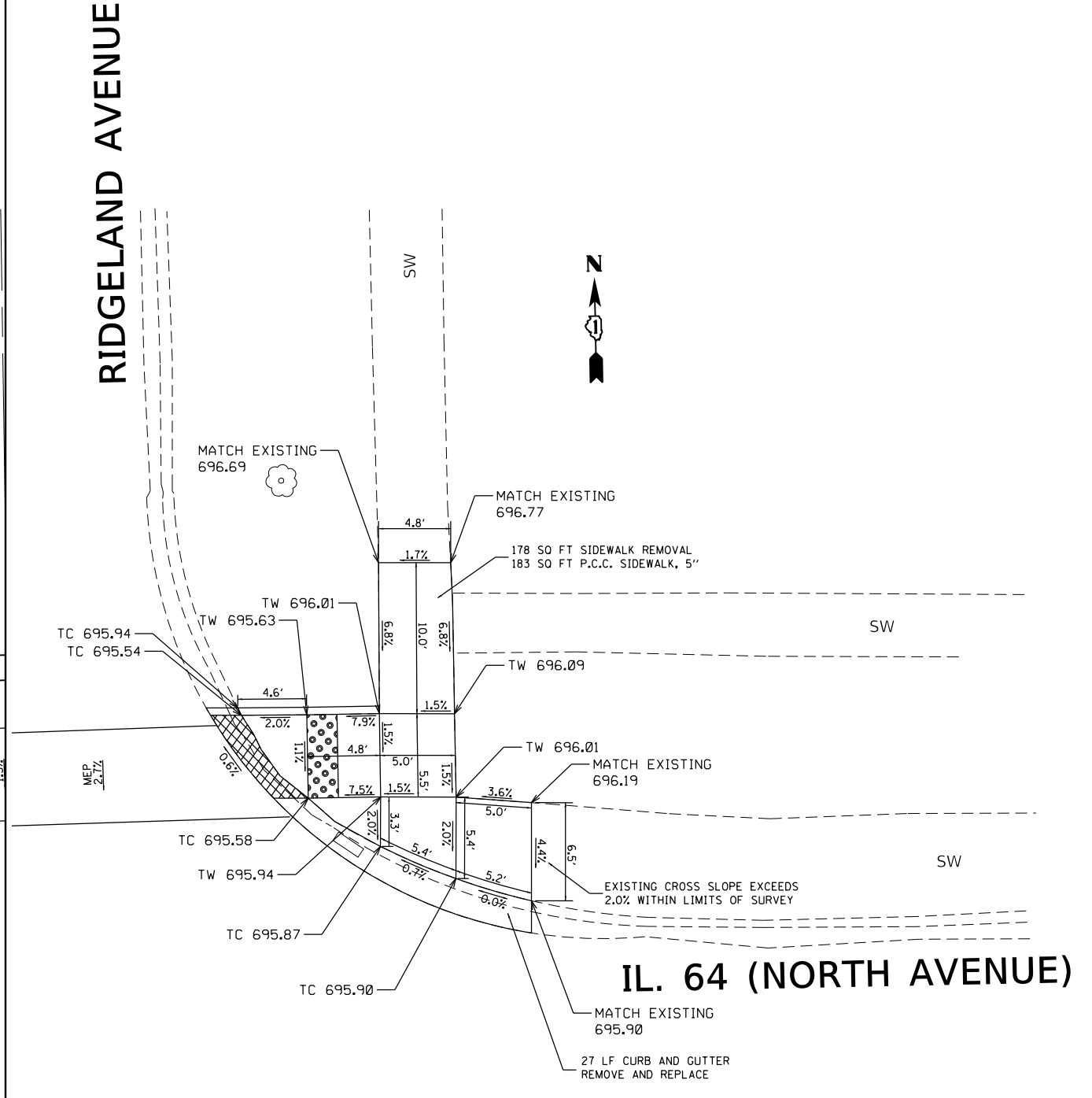
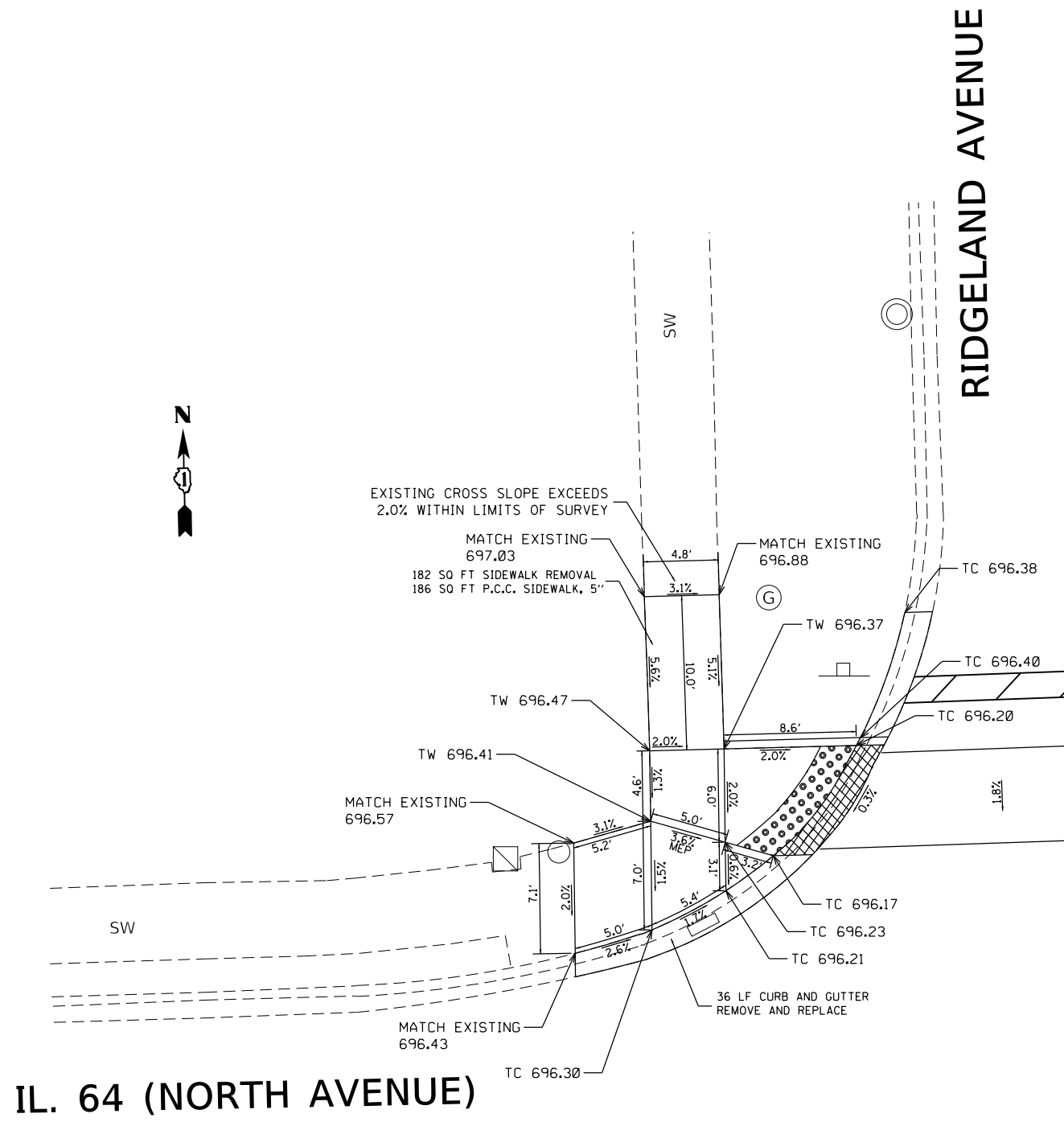
## LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB

REFERENCE BENCH MARK ELEV 703.96  
 BENCHMARK : SET X ON FIRE HYDRANT BOLT (SW BOLT)  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND HIGHVIEW AVE.

REFERENCE BENCH MARK ELEV 703.96  
 BENCHMARK : SET X ON FIRE HYDRANT BOLT (SW BOLT)  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND HIGHVIEW AVE.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 ADA DETAILS (AT HIGHVIEW AVE. - SW &amp; SE CORNERS)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\ill084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI01218\BRAWN\Design\DI01218-ADA.dgn	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -			307	(131&542)R-2-RS-1	DUPAGE	89	30
Default	PLOT DATE = 12/12/2018	DATE -	REVISED -			CONTRACT NO. 62F54				



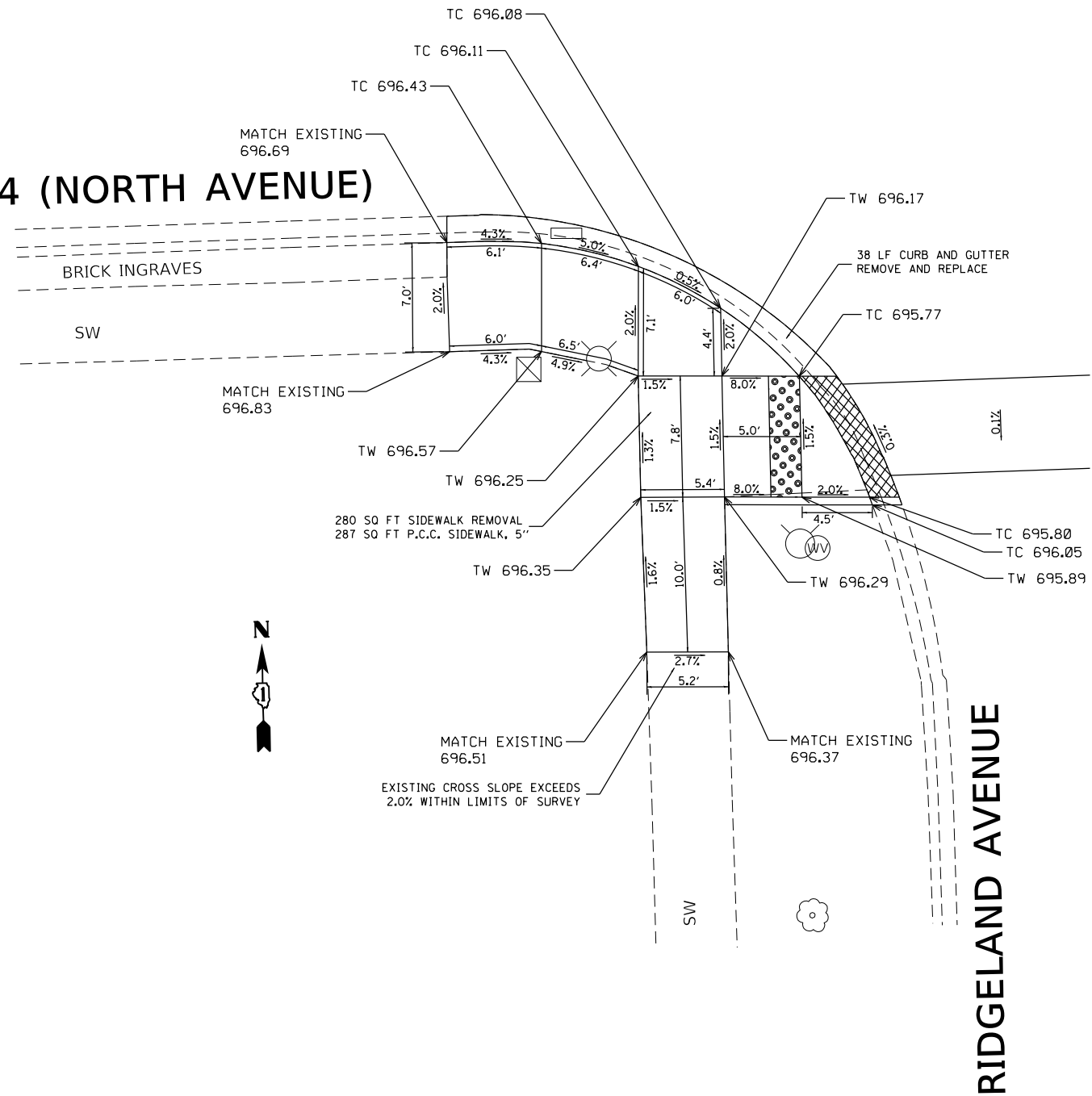
REFERENCE BENCH MARK ELEV ONE 698.64 AND BENCHMARK ELEV TWO 698.14  
 BENCHMARK ONE: SET X ON SIDEWALK (SOUTHWEST CORNER)  
 BENCHMARK TWO: SET X ON SIDEWALK (NORTHWEST CORNER)  
 LOCATION ONE: BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND RIDGELAND AVE.  
 LOCATION TWO: BASE AT NW CORNER OF IL 64 (NORTH AVE.) AND RIDGELAND AVE.

**LEGEND**

<span style="border: 1px solid black; padding: 2px;">xx.xx'</span>	EXISTING LENGTH		PROPOSED SIDEWALK
	PROPOSED SIDE CURB		DETECTABLE WARNINGS
( )	EXISTING ELEVATION/SLOPE		DEPRESSED CURB

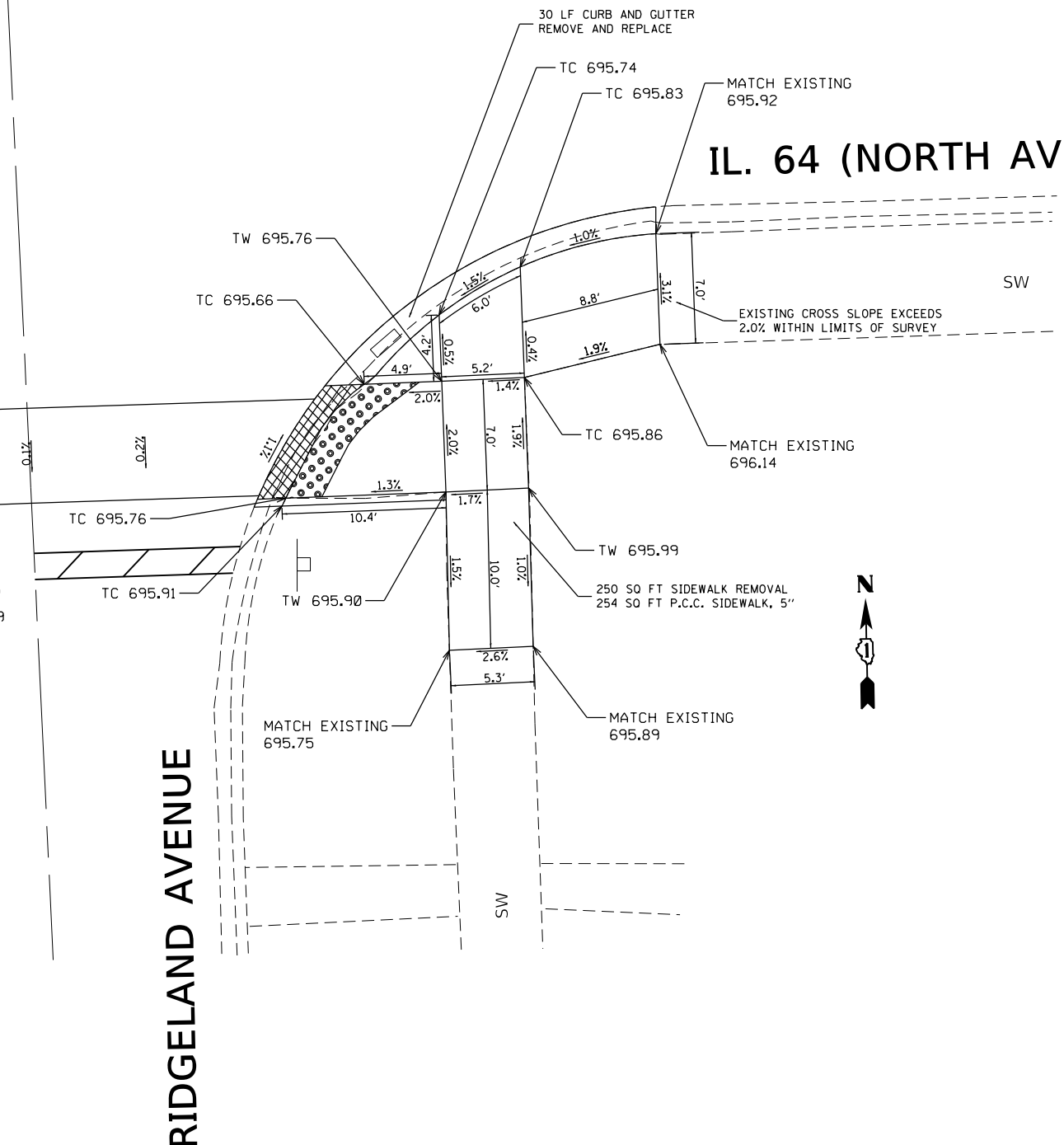
REFERENCE BENCH MARK ELEV ONE 698.64 AND BENCHMARK ELEV TWO 698.14  
 BENCHMARK ONE: SET X ON SIDEWALK (SOUTHWEST CORNER)  
 BENCHMARK TWO: SET X ON SIDEWALK (NORTHWEST CORNER)  
 LOCATION ONE: BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND RIDGELAND AVE.  
 LOCATION TWO: BASE AT NW CORNER OF IL 64 (NORTH AVE.) AND RIDGELAND AVE.

# IL. 64 (NORTH AVENUE)



# RIDGELAND AVENUE

# IL. 64 (NORTH AVENUE)



# RIDGELAND AVENUE

REFERENCE BENCH MARK ELEV ONE 698.64 AND BENCHMARK ELEV TWO 698.14  
 BENCHMARK ONE: SET X ON SIDEWALK (SOUTHWEST CORNER)  
 BENCHMARK TWO: SET X ON SIDEWALK (NORTHWEST CORNER)  
 LOCATION ONE: BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND RIDGELAND AVE.  
 LOCATION TWO: BASE AT NW CORNER OF IL 64 (NORTH AVE.) AND RIDGELAND AVE.

## LEGEND



EXISTING LENGTH



PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



DEPRESSED CURB

REFERENCE BENCH MARK ELEV ONE 698.64 AND BENCHMARK ELEV TWO 698.14  
 BENCHMARK ONE: SET X ON SIDEWALK (SOUTHWEST CORNER)  
 BENCHMARK TWO: SET X ON SIDEWALK (NORTHWEST CORNER)  
 LOCATION ONE: BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND RIDGELAND AVE.  
 LOCATION TWO: BASE AT NW CORNER OF IL 64 (NORTH AVE.) AND RIDGELAND AVE.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -
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	PLOT DATE = 12/12/2018	DATE -	REVISED -

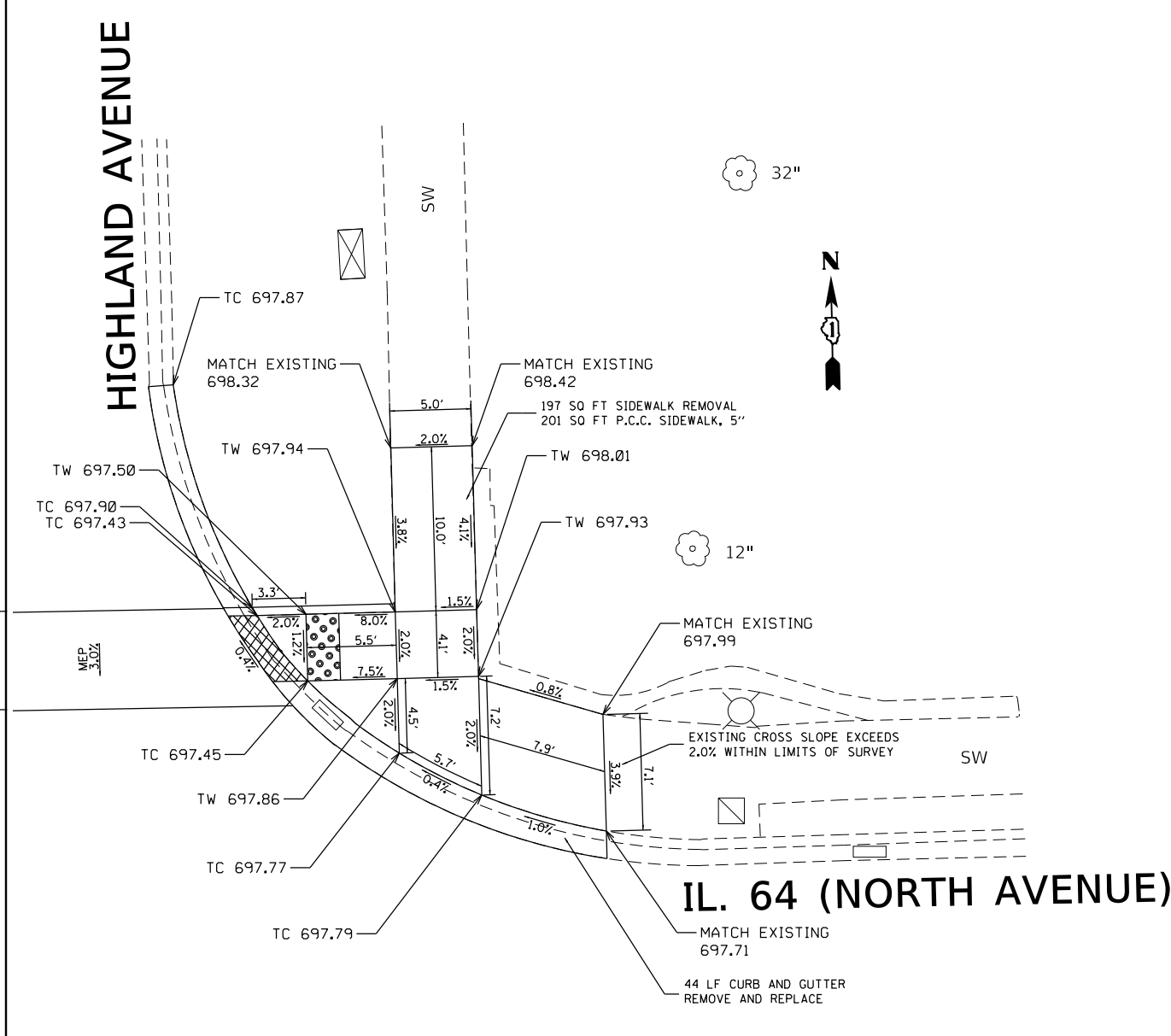
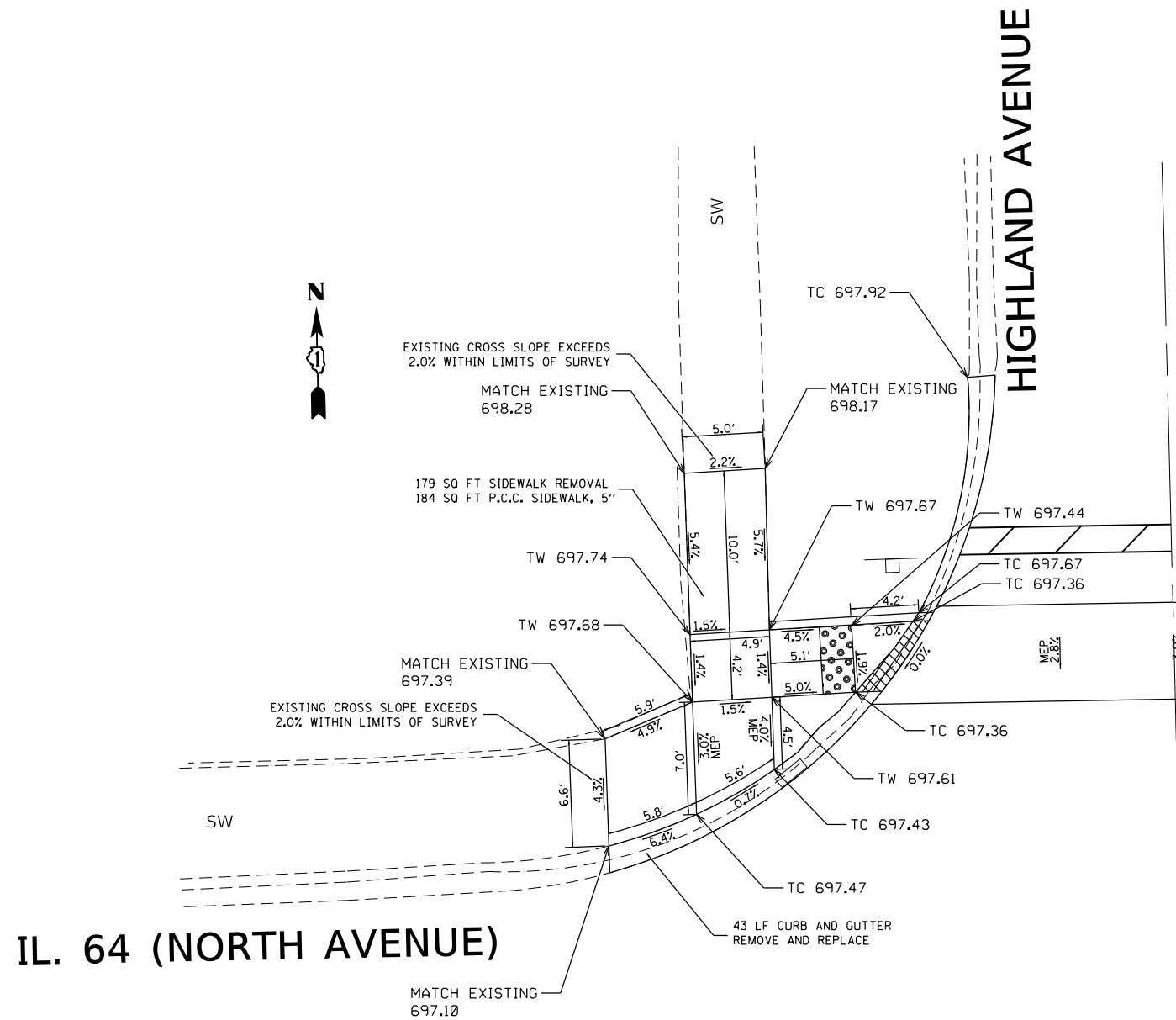
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
 ADA DETAILS (AT RIDGELAND AVE. - SW & SE CORNERS)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	32
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				





**IL. 64 (NORTH AVENUE)**

**IL. 64 (NORTH AVENUE)**

REFERENCE BENCH MARK ELEV 698.79

BENCHMARK : SET X ON FIRE HYDRANT BOLT (SW BOLT)

LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND HIGHLAND AVE.

**LEGEND**



EXISTING LENGTH



PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



DEPRESSED CURB

REFERENCE BENCH MARK ELEV 698.79

BENCHMARK : SET X ON FIRE HYDRANT BOLT (SW BOLT)

LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND HIGHLAND AVE.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -
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Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/12/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

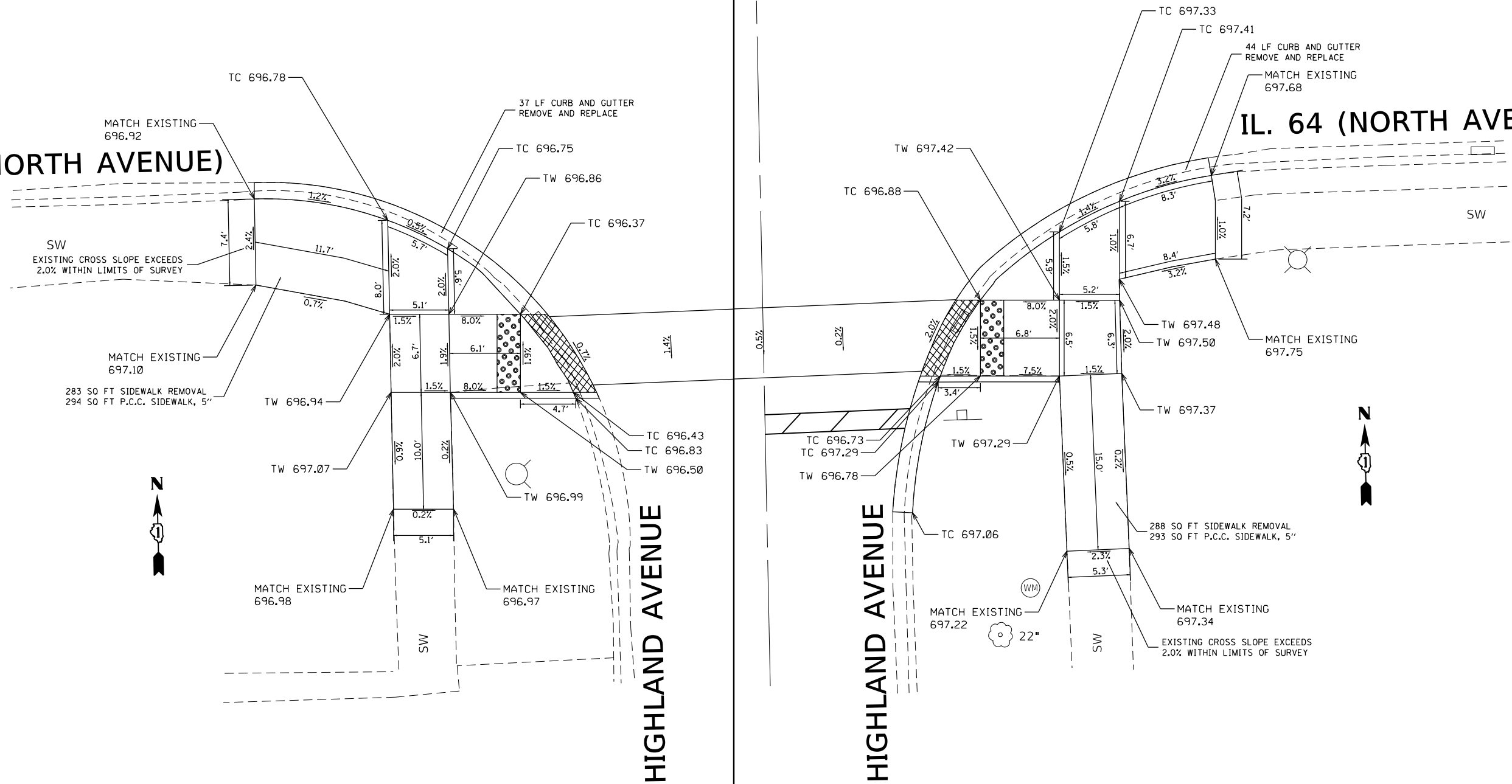
**FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
ADA DETAILS (AT HIGHLAND AVE. - NW & NE CORNERS)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	33
<b>CONTRACT NO. 62F54</b>				
ILLINOIS FED. AID PROJECT				

# IL. 64 (NORTH AVENUE)

# IL. 64 (NORTH AVENUE)



## LEGEND

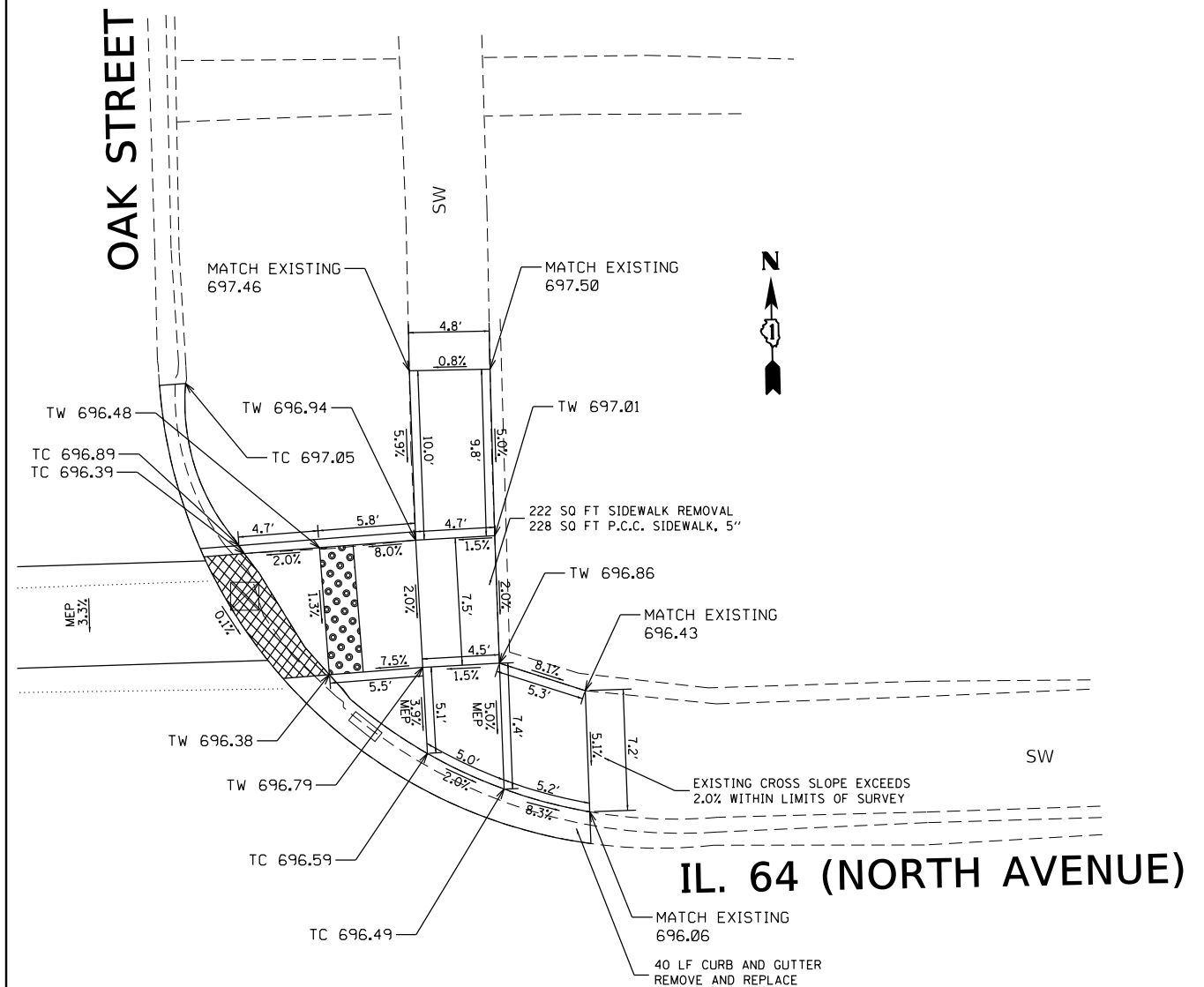
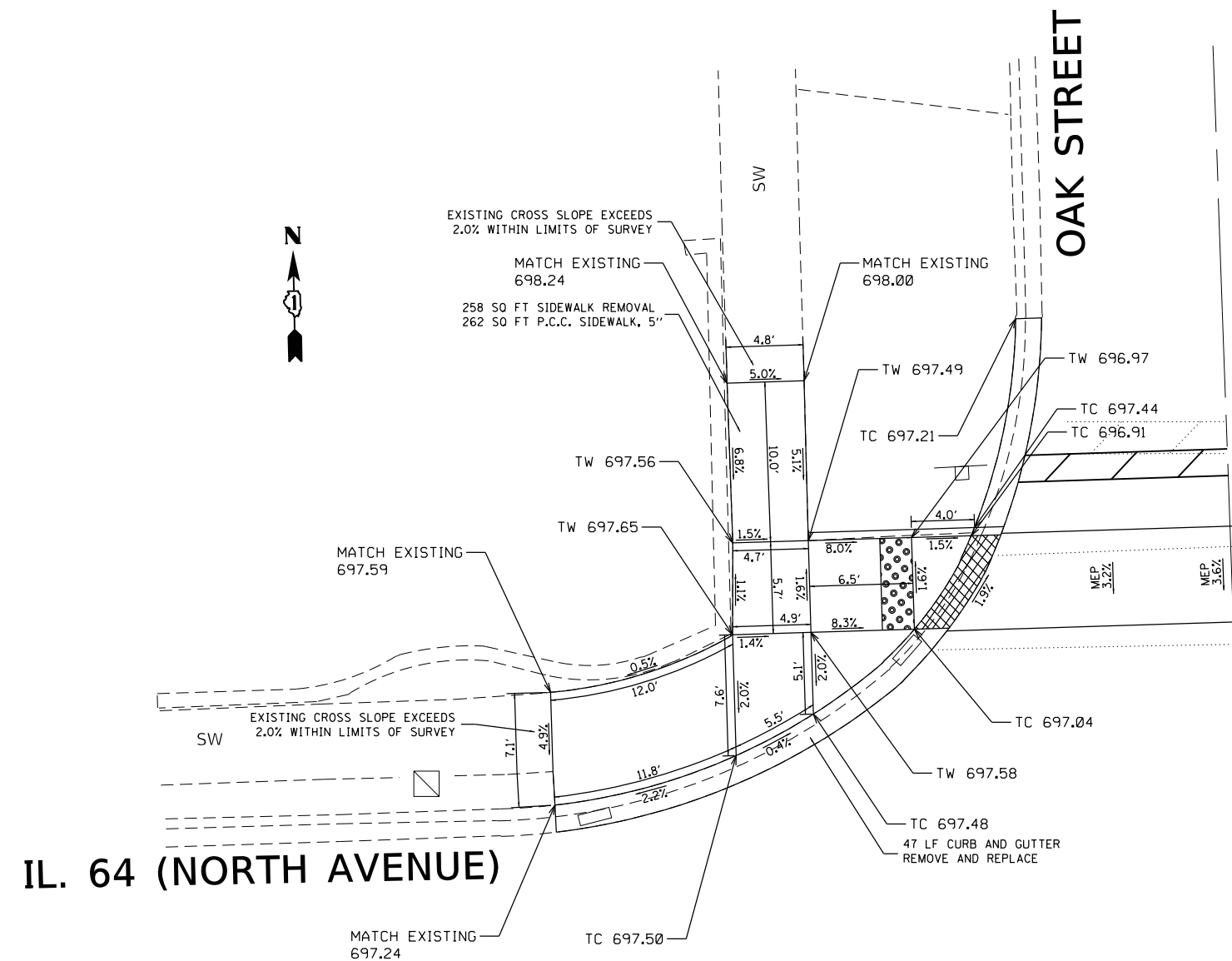
- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB

REFERENCE BENCH MARK ELEV 698.79  
 BENCHMARK : SET X ON FIRE HYDRANT BOLT (SW BOLT)  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND HIGHLAND AVE.

REFERENCE BENCH MARK ELEV 698.79  
 BENCHMARK : SET X ON FIRE HYDRANT BOLT (SW BOLT)  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND HIGHLAND AVE.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 ADA DETAILS (AT HIGHLAND AVE. - SW &amp; SE CORNERS)</b>	F.A.P. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\DI01218\BRAW\Design\DI01218-ADA.dgn						307	(131&542)R-2-RS-1	DUPAGE	89	34
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -			SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62F54



REFERENCE BENCH MARK ELEV 698.19

BENCHMARK : SET □ ON EAST FACE OF CONCRETE LAMPOST

LOCATION : BASE AT NW CORNER OF IL 64 (NORTH AVE.) AND OAK ST.

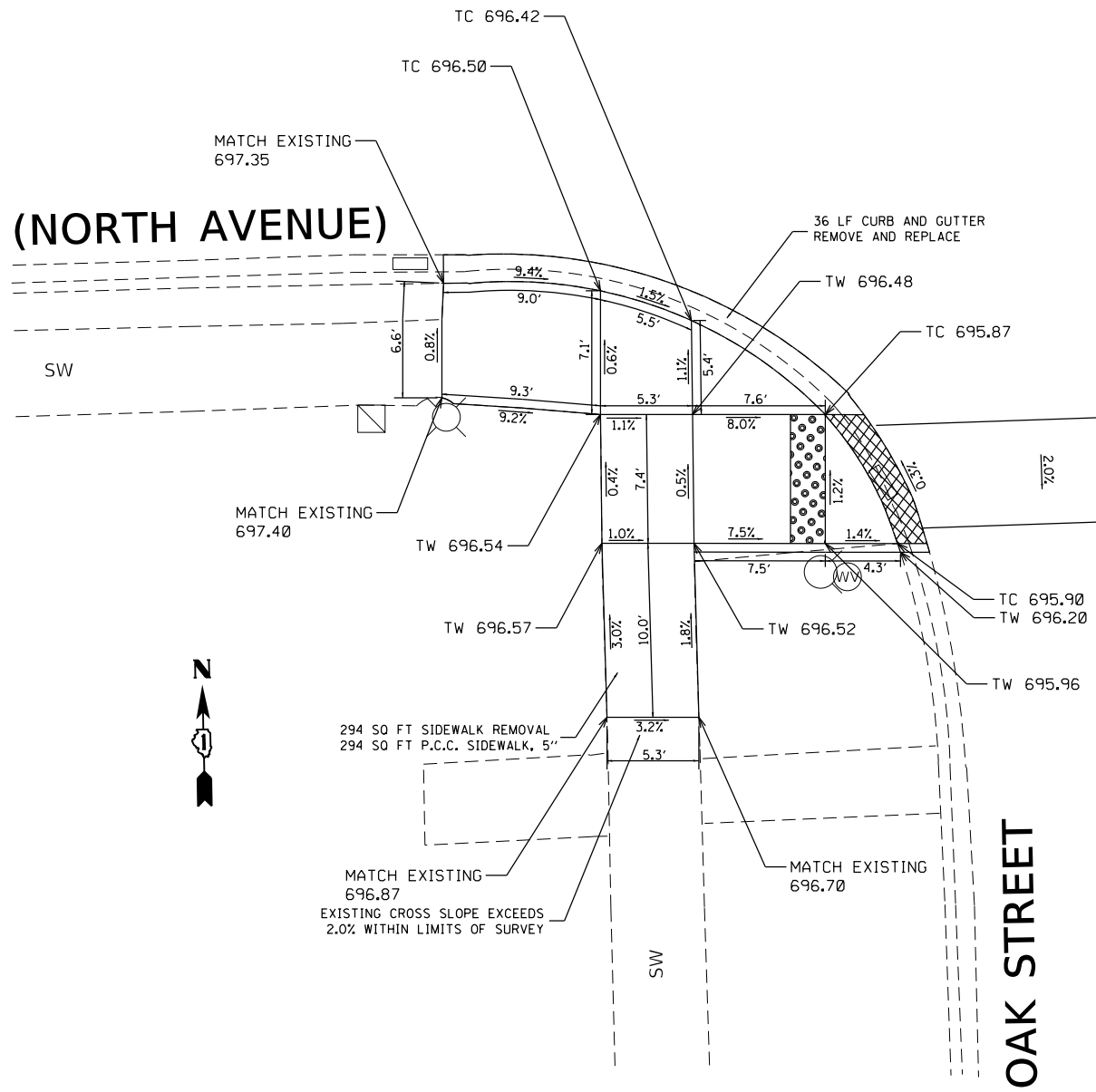
LEGEND	
xx.xx'	EXISTING LENGTH
□	PROPOSED SIDEWALK
▬▬▬	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
⦿	DETECTABLE WARNINGS
⊠	DEPRESSED CURB

REFERENCE BENCH MARK ELEV 698.19

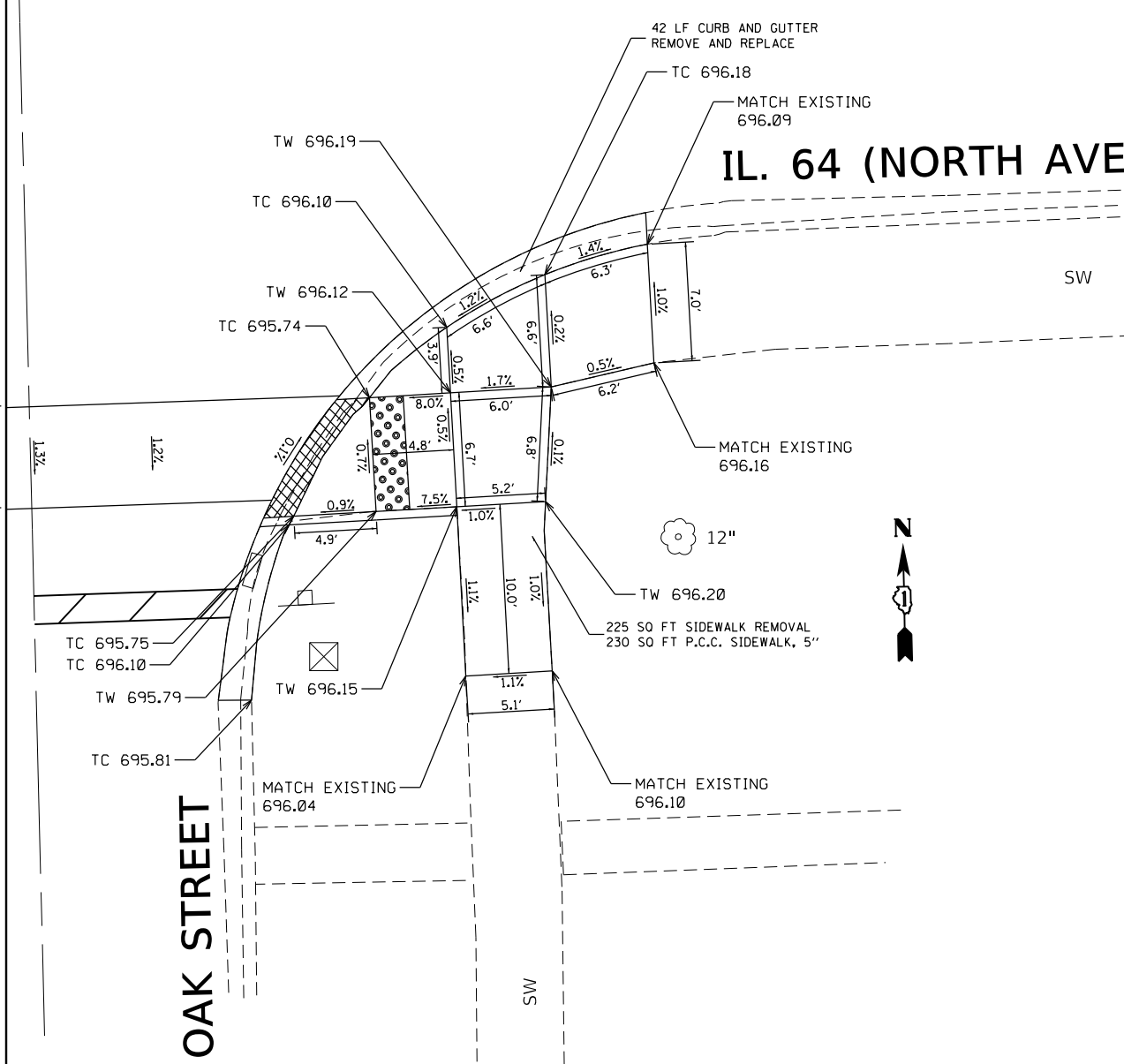
BENCHMARK : SET □ ON EAST FACE OF CONCRETE LAMPOST

LOCATION : BASE AT NW CORNER OF IL 64 (NORTH AVE.) AND OAK ST.

# IL. 64 (NORTH AVENUE)



# IL. 64 (NORTH AVENUE)

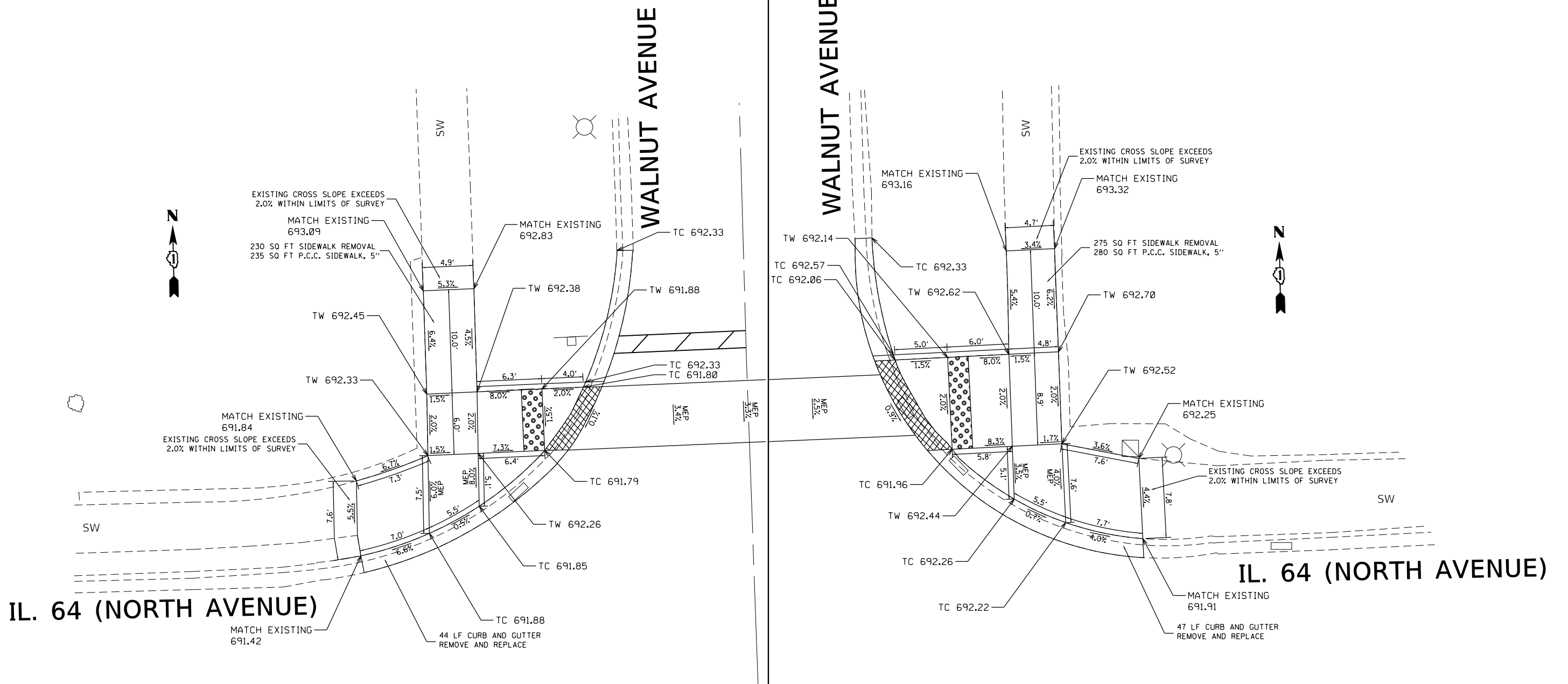


REFERENCE BENCH MARK ELEV 698.19  
 BENCHMARK : SET □ ON EAST FACE OF CONCRETE LAMPOST  
 LOCATION : BASE AT NW CORNER OF IL 64 (NORTH AVE.) AND OAK ST.

### LEGEND

xx.xx'	EXISTING LENGTH		PROPOSED SIDEWALK
	PROPOSED SIDE CURB		DETECTABLE WARNINGS
( )	EXISTING ELEVATION/SLOPE		DEPRESSED CURB

REFERENCE BENCH MARK ELEV 698.19  
 BENCHMARK : SET □ ON EAST FACE OF CONCRETE LAMPOST  
 LOCATION : BASE AT NW CORNER OF IL 64 (NORTH AVE.) AND OAK ST.

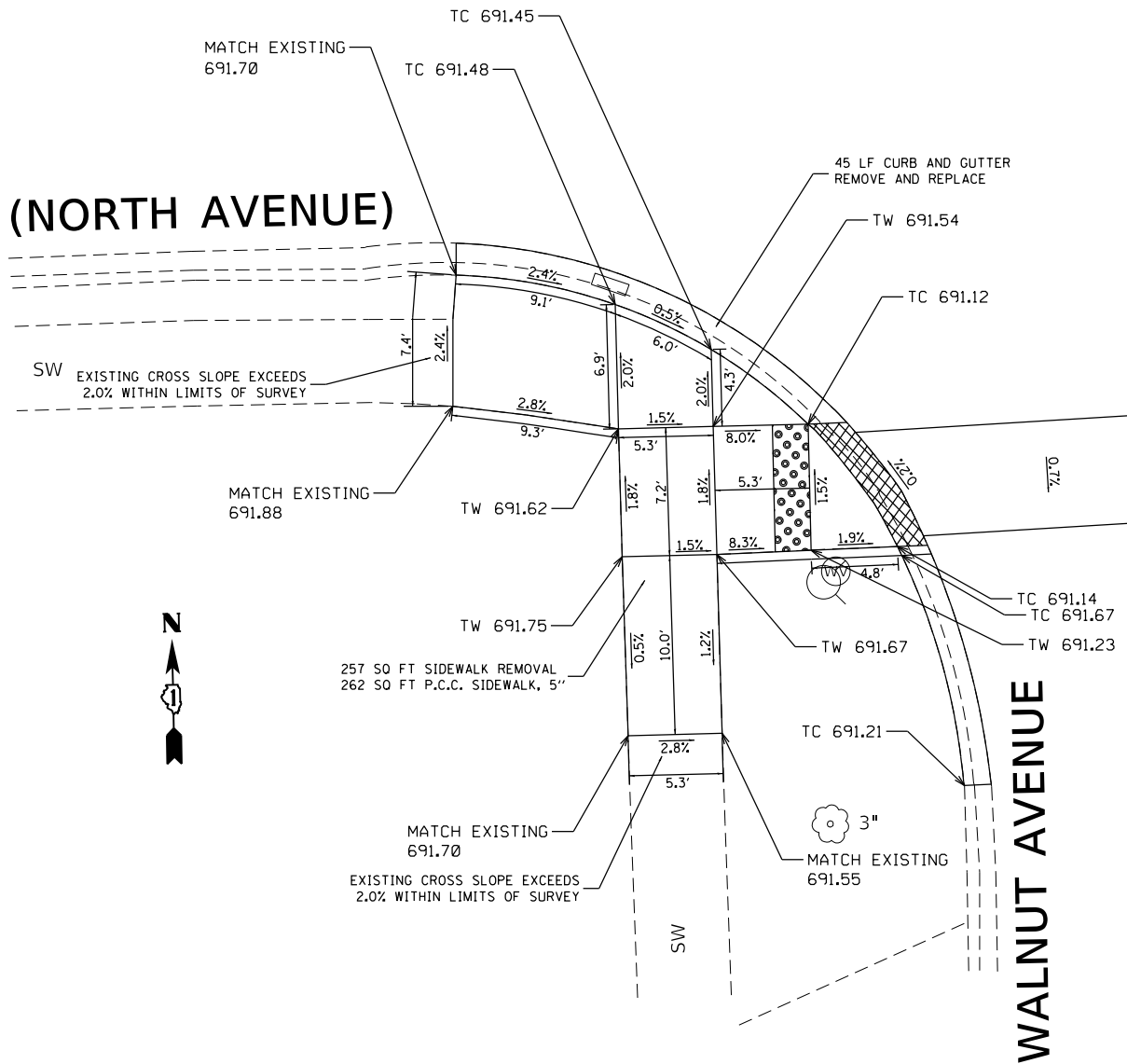


REFERENCE BENCH MARK ELEV 693.08  
 BENCHMARK : SET X ON SW BOLT OF FIRE HYDRANT  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND WALNUT AVE.

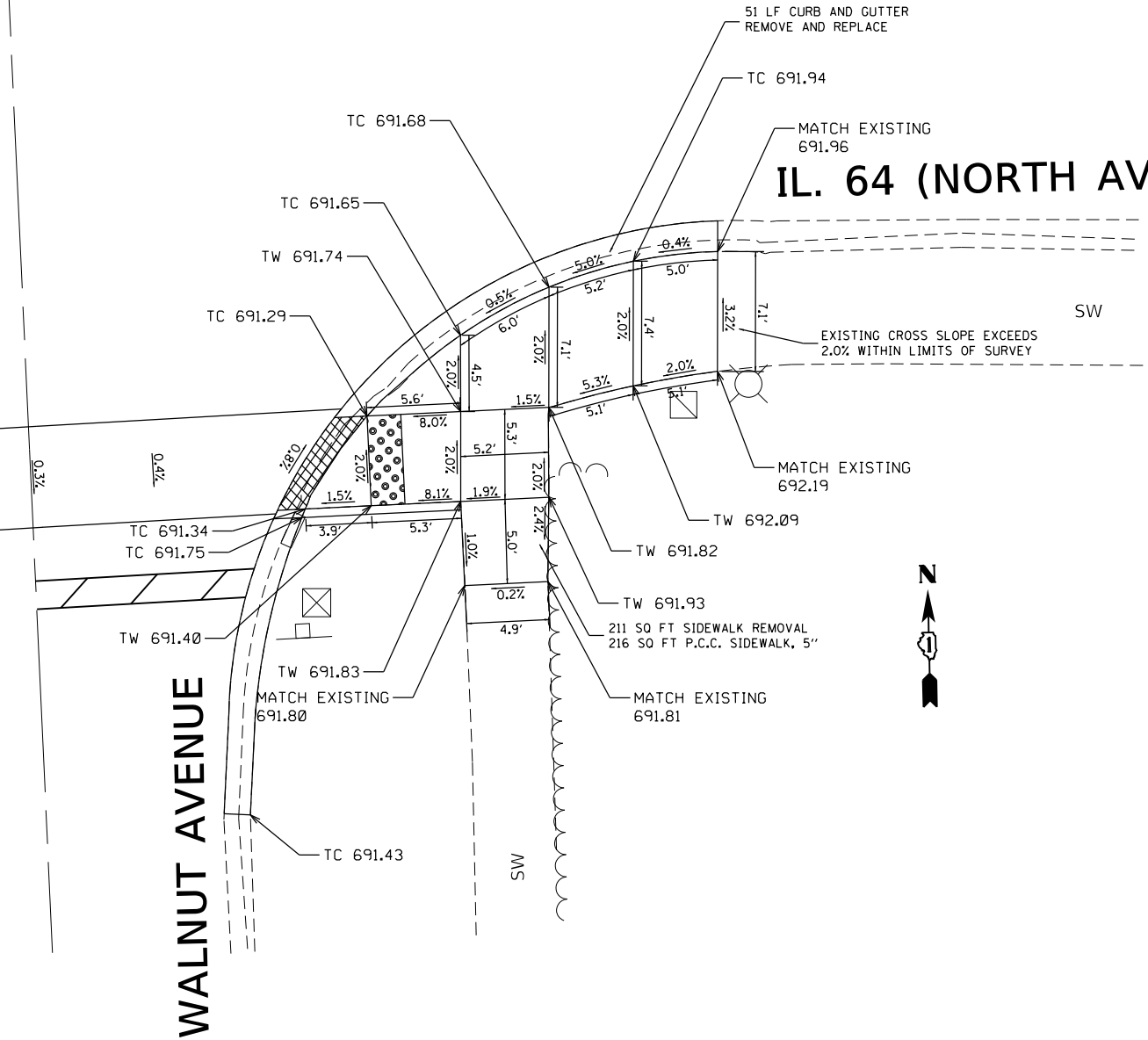
LEGEND	
xx.xx'	EXISTING LENGTH
==	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
[ ]	PROPOSED SIDEWALK
[•••••]	DETECTABLE WARNINGS
[X-X-X-X]	DEPRESSED CURB

REFERENCE BENCH MARK ELEV 693.08  
 BENCHMARK : SET X ON SW BOLT OF FIRE HYDRANT  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND WALNUT AVE.

# IL. 64 (NORTH AVENUE)



# IL. 64 (NORTH AVENUE)



## LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB

REFERENCE BENCH MARK ELEV 693.08  
 BENCHMARK : SET X ON SW BOLT OF FIRE HYDRANT  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND WALNUT AVE.

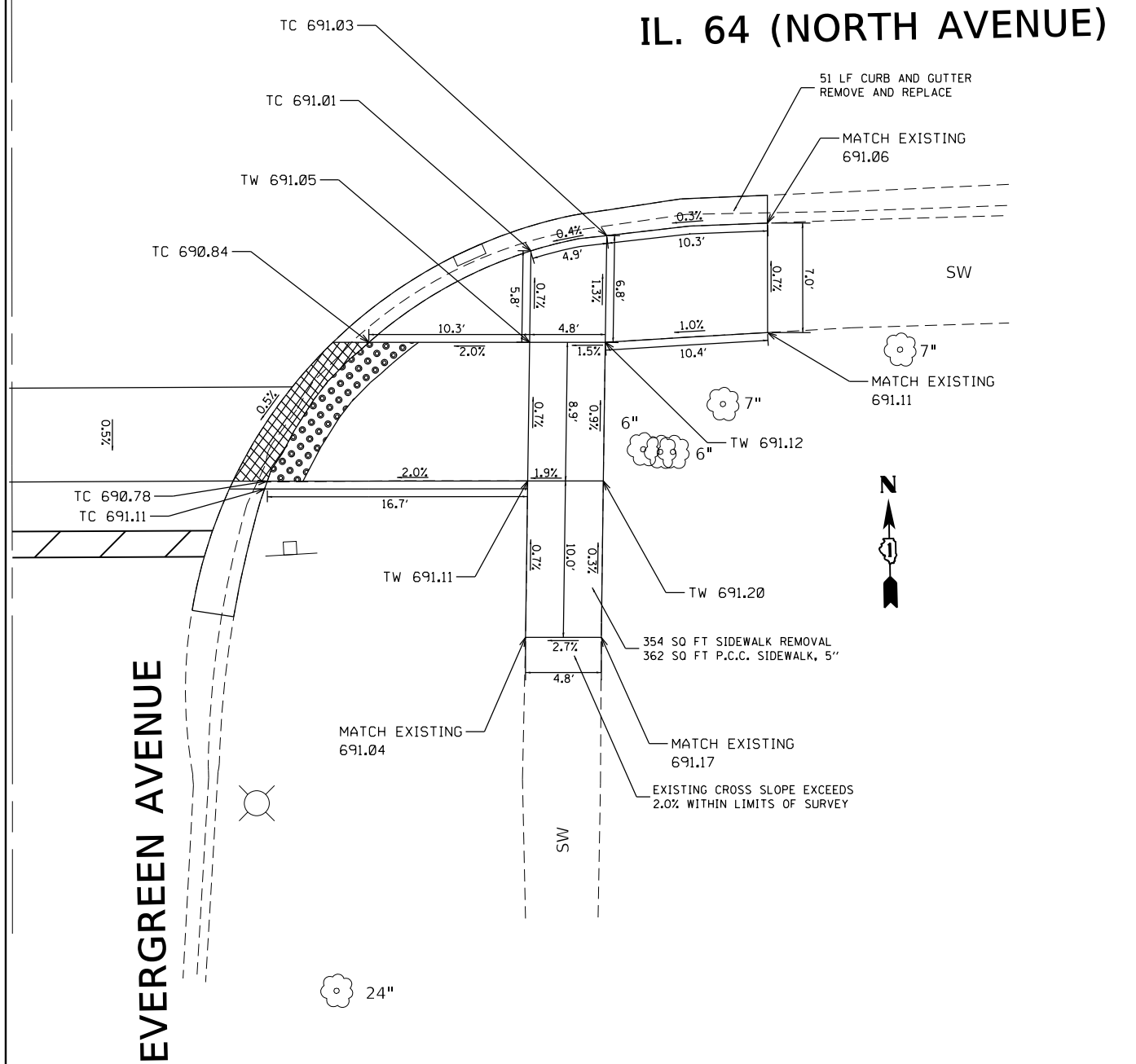
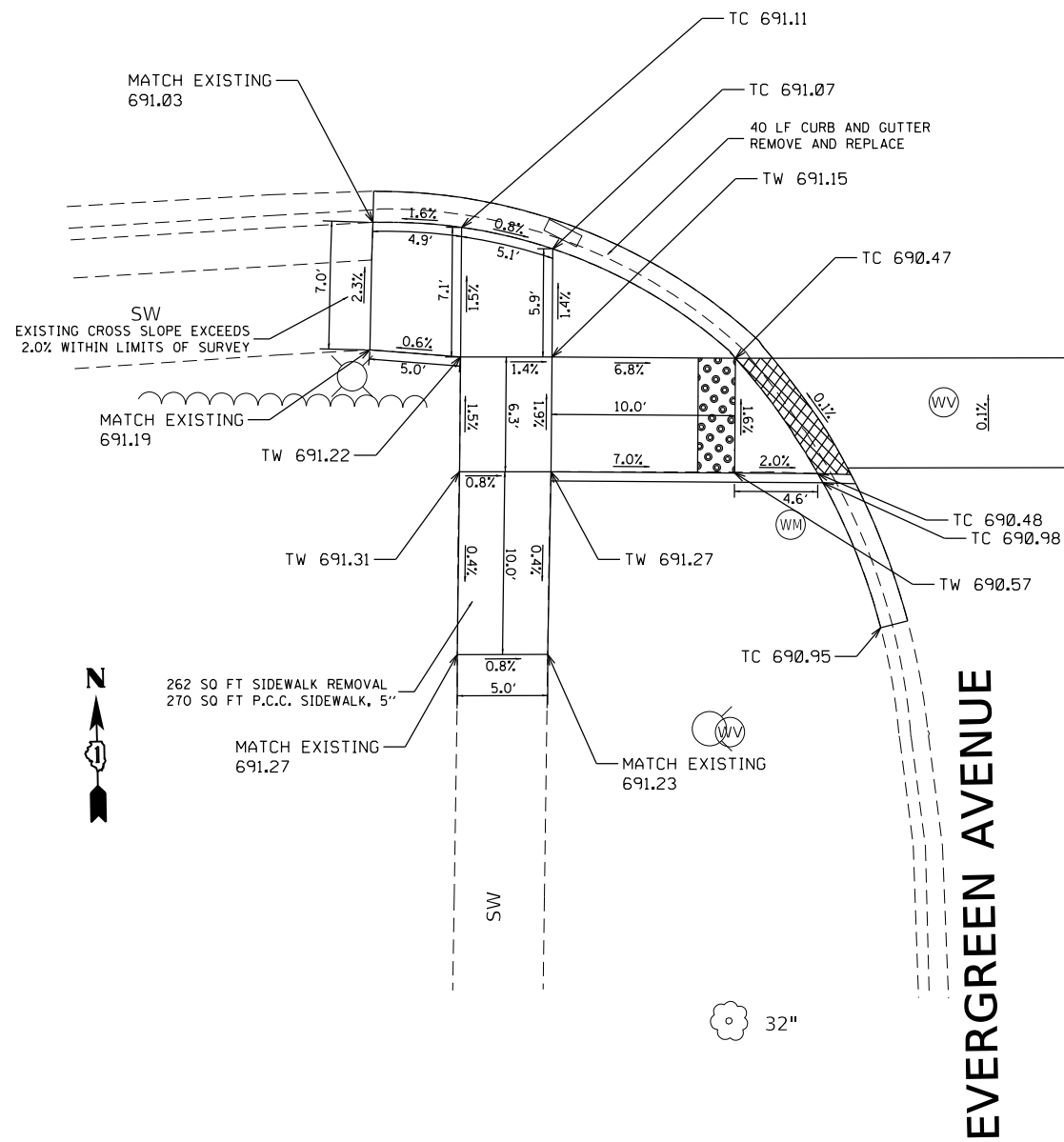
REFERENCE BENCH MARK ELEV 693.08  
 BENCHMARK : SET X ON SW BOLT OF FIRE HYDRANT  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND WALNUT AVE.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 ADA DETAILS (AT WALNUT AVE. - SW &amp; SE CORNERS)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\IL084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI01218\BRAW\Design\DI01218-ADA.dgn	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -			307	(131&542)R-2-RS-1	DUPAGE	89	38
Default	PLOT DATE = 12/12/2018	DATE -	REVISED -			SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		









REFERENCE BENCH MARK ELEV 691.11

BENCHMARK : SET □ ON NORTH FACE OF LAMPOST BASE

LOCATION : BASE AT SE CORNER OF IL 64 (NORTH AVE.) AND EVERGREEN AVE.  
(APPROXIMATELY ±50' EAST OF EVERGREEN AVE.)

### LEGEND

xx.xx'

EXISTING LENGTH

====

PROPOSED SIDE CURB

( )

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



DEPRESSED CURB

REFERENCE BENCH MARK ELEV 691.11

BENCHMARK : SET □ ON NORTH FACE OF LAMPOST BASE

LOCATION : BASE AT SE CORNER OF IL 64 (NORTH AVE.) AND EVERGREEN AVE.  
(APPROXIMATELY ±50' EAST OF EVERGREEN AVE.)

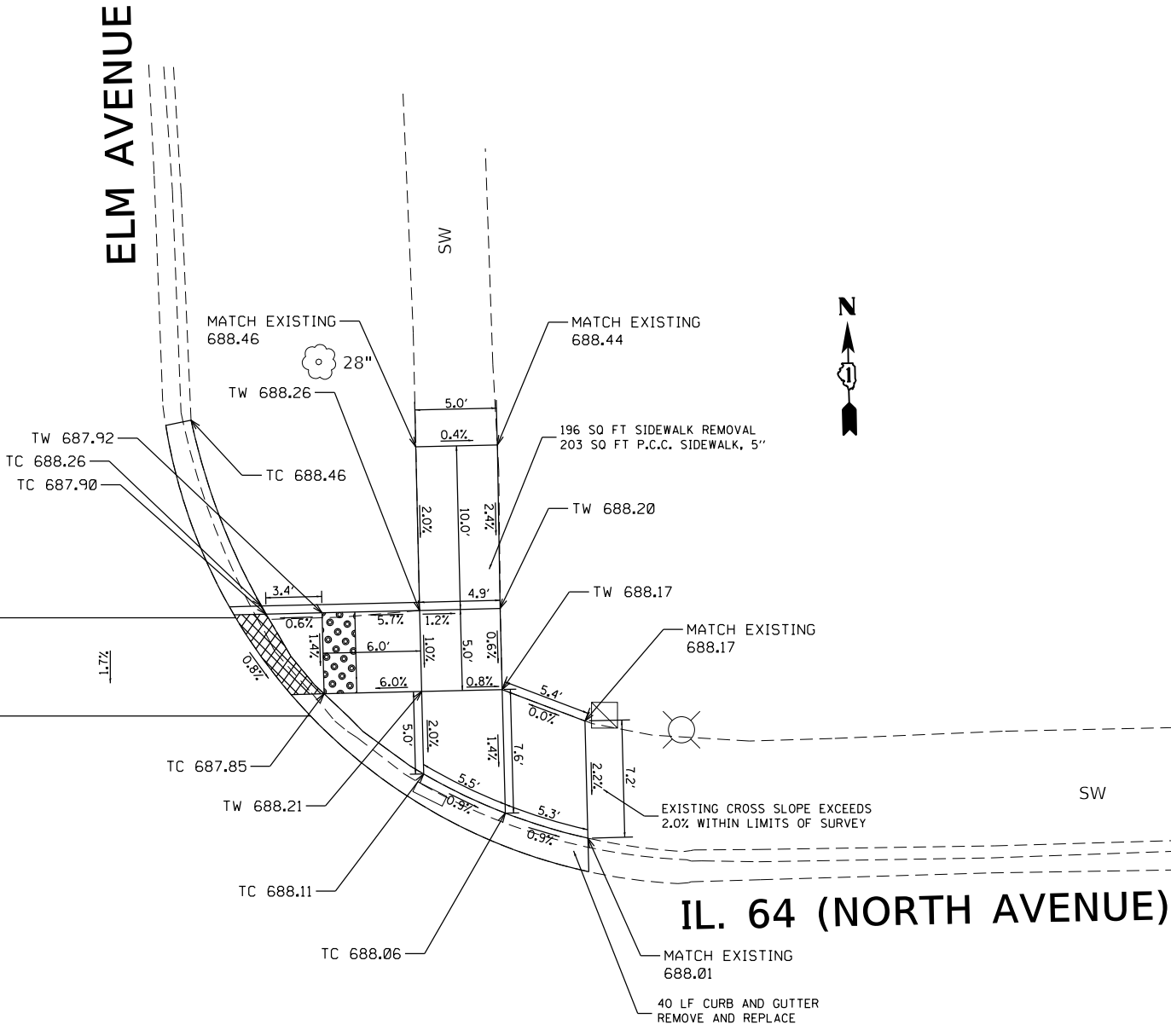
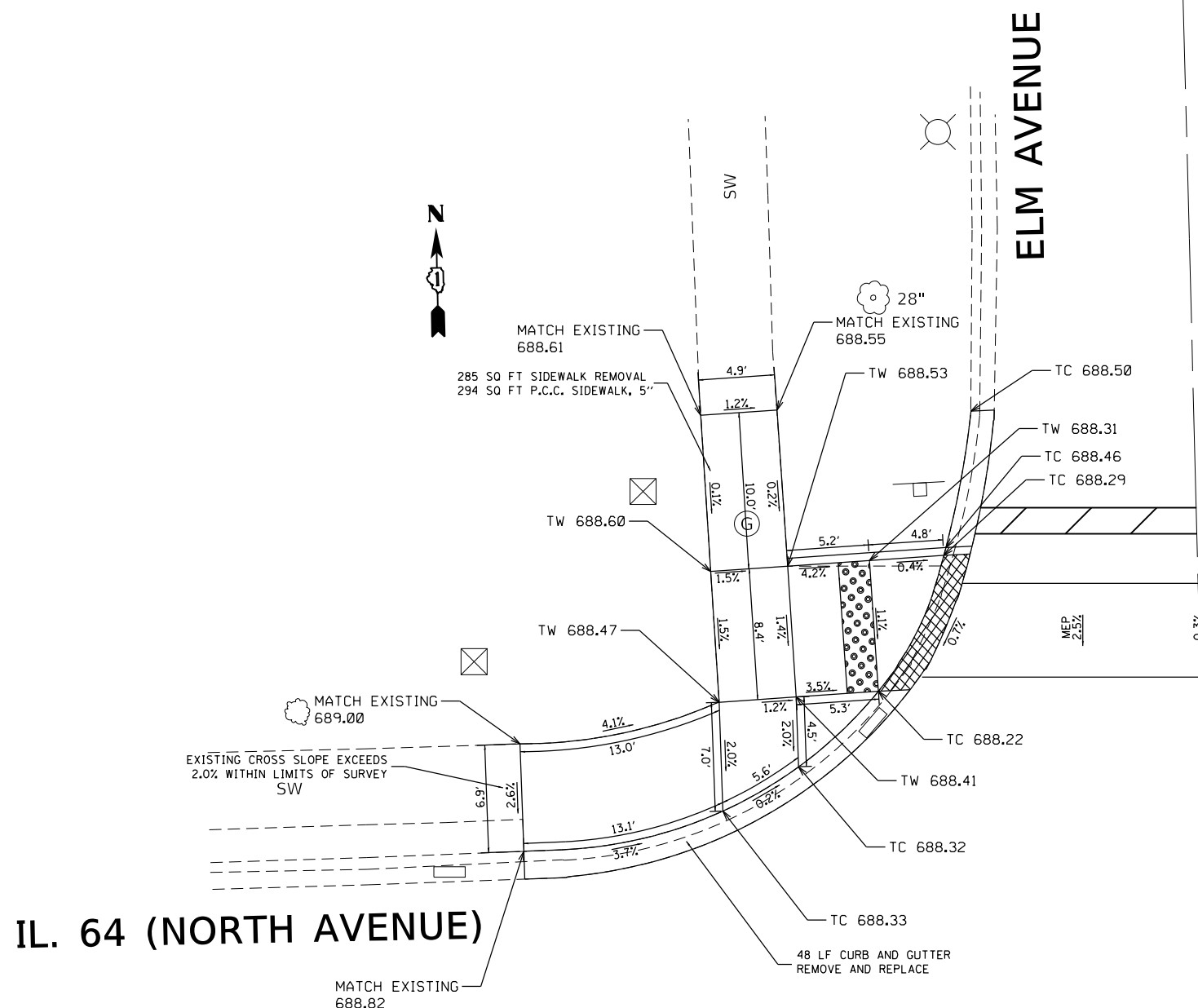
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Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/12/2018	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
ADA DETAILS (AT EVERGREEN AVE. - SW & SE CORNERS)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	41
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				



**IL. 64 (NORTH AVENUE)**

**IL. 64 (NORTH AVENUE)**

**LEGEND**

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB

REFERENCE BENCH MARK ELEV 691.27  
 BENCHMARK : SET X ON TOP OF FIRE HYDRANT  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND ELM AVE.

REFERENCE BENCH MARK ELEV 691.27  
 BENCHMARK : SET X ON TOP OF FIRE HYDRANT  
 LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND ELM AVE.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -
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	PLOT DATE = 12/12/2018	DATE -	REVISED -

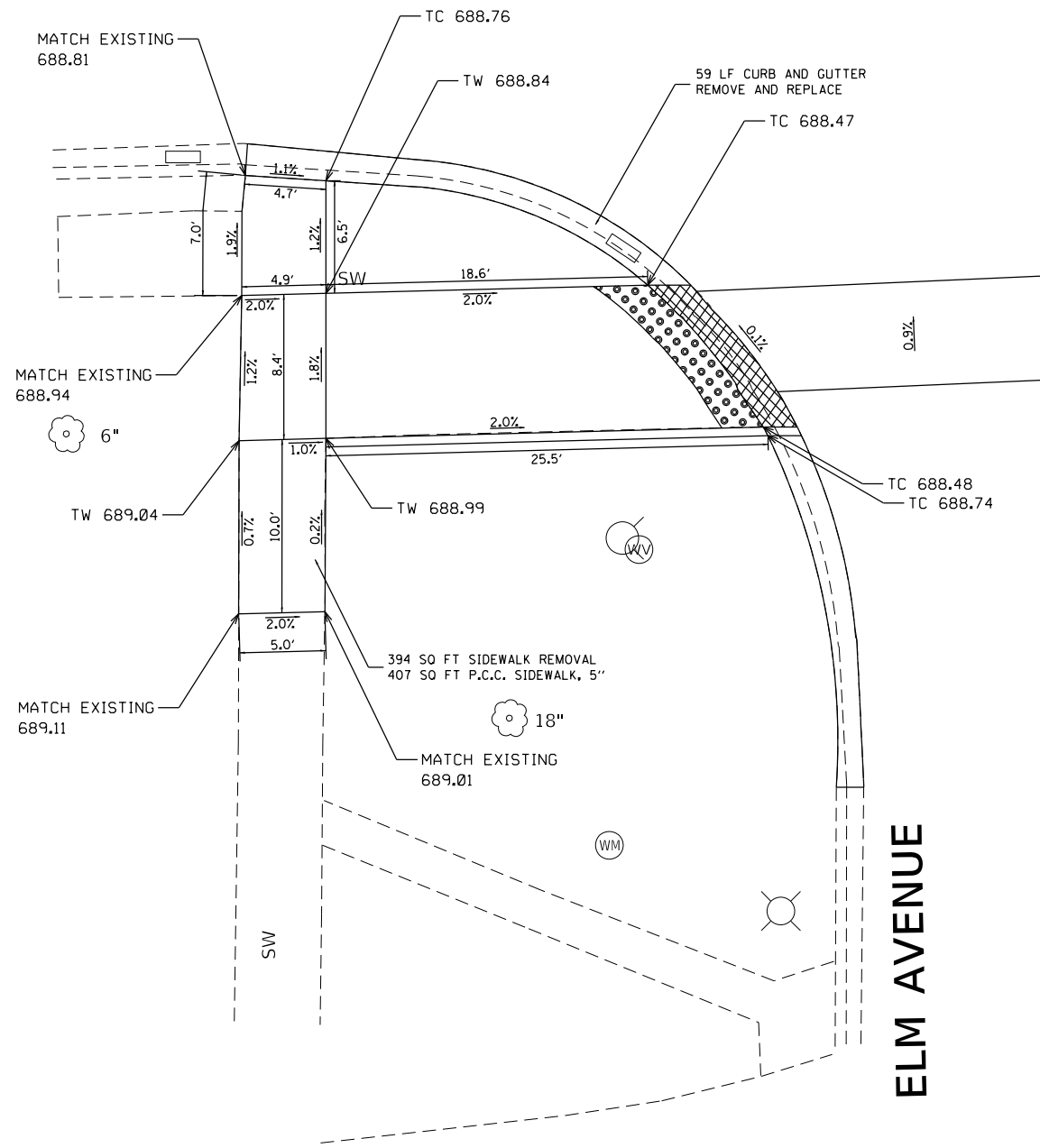
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
 ADA DETAILS (AT ELM AVE. - NW & NE CORNERS)**

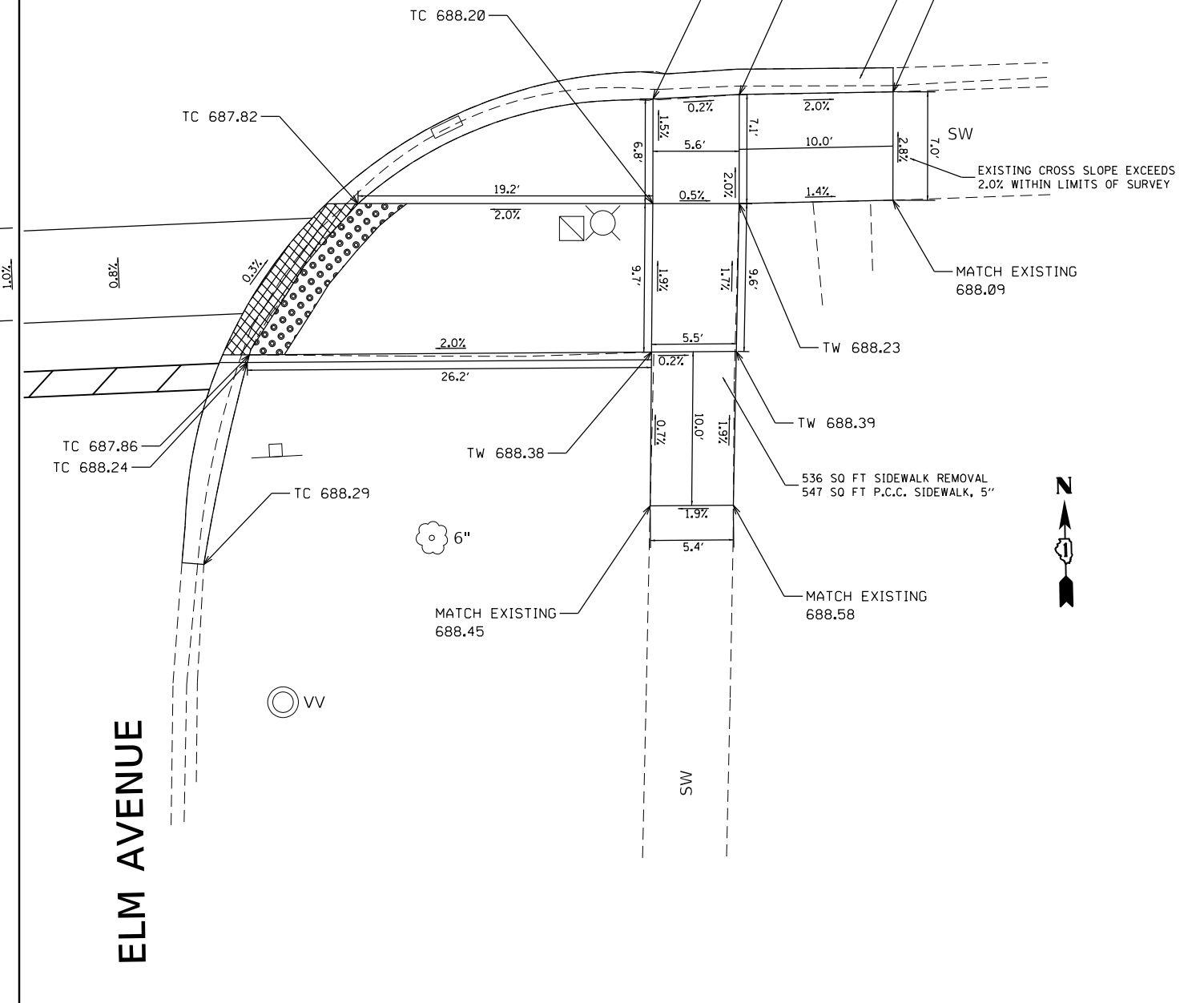
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	42
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				

# IL. 64 (NORTH AVENUE)



# IL. 64 (NORTH AVENUE)



## LEGEND



EXISTING LENGTH



PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



DEPRESSED CURB

REFERENCE BENCH MARK ELEV 691.27

BENCHMARK : SET X ON TOP OF FIRE HYDRANT

LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND ELM AVE.

REFERENCE BENCH MARK ELEV 691.27

BENCHMARK : SET X ON TOP OF FIRE HYDRANT

LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND ELM AVE.

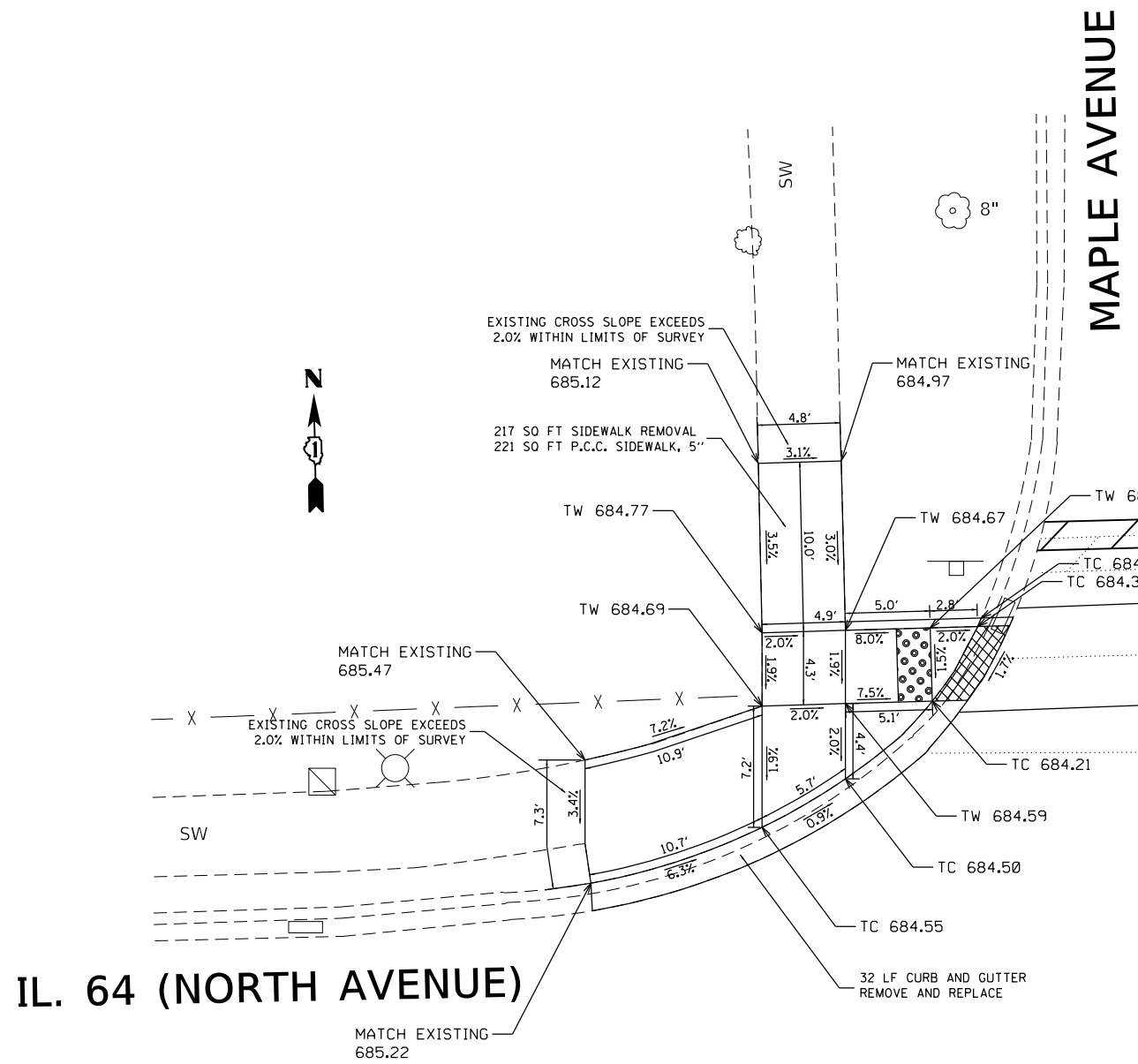
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Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/12/2018	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

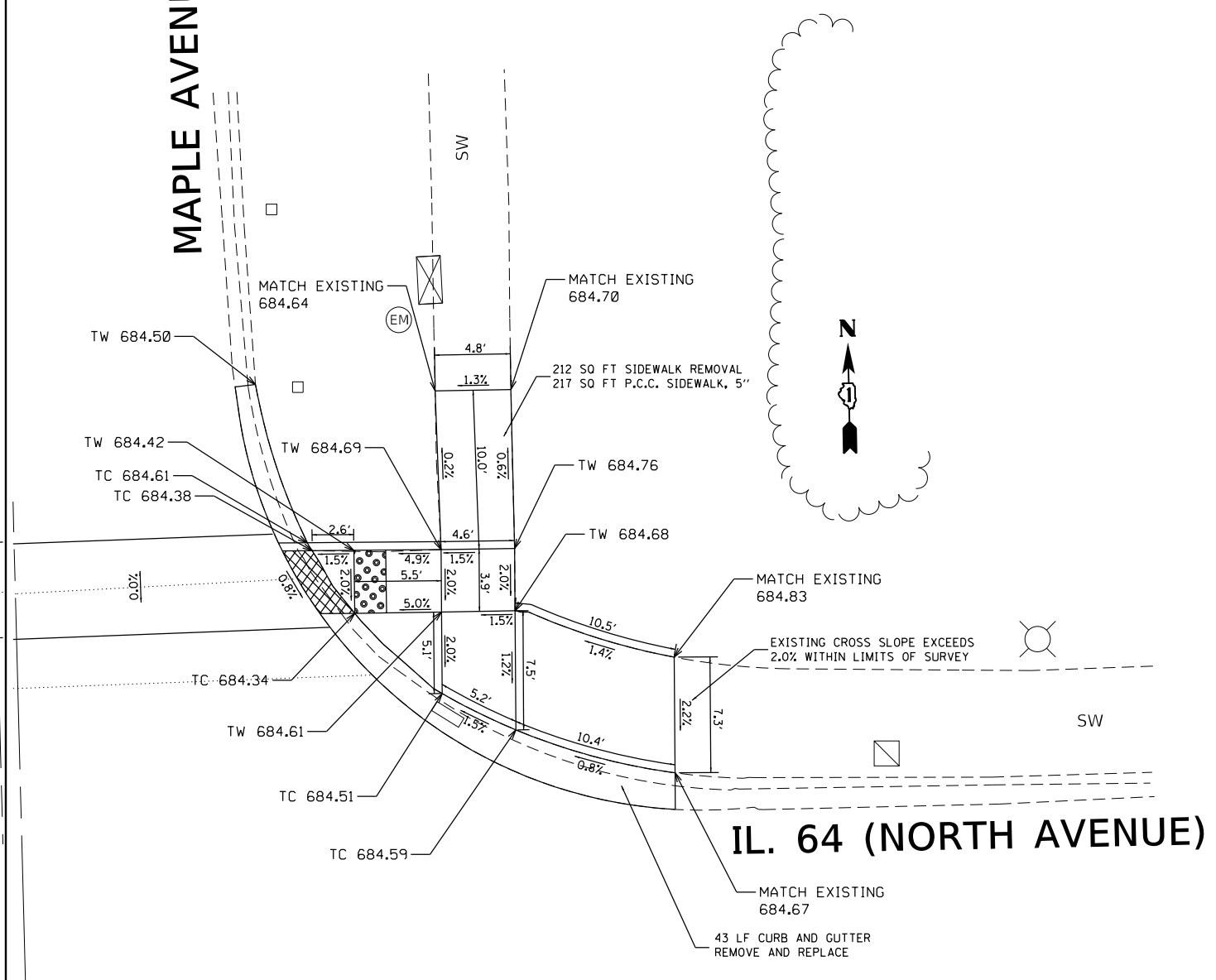
FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
ADA DETAILS (AT ELM AVE. - SW & SE CORNERS)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	43
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				



**MAPLE AVENUE**



**IL. 64 (NORTH AVENUE)**

**IL. 64 (NORTH AVENUE)**

REFERENCE BENCH MARK ELEV 685.02  
 BENCHMARK : SET X ON TOP OF SQUARE OF TRAFFIC SIGNAL BOX  
 LOCATION : BASE AT NE CORNER OF IL 64 (NORTH AVE.) AND MAPLE AVE.

**LEGEND**

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB

REFERENCE BENCH MARK ELEV 685.02  
 BENCHMARK : SET X ON TOP OF SQUARE OF TRAFFIC SIGNAL BOX  
 LOCATION : BASE AT NE CORNER OF IL 64 (NORTH AVE.) AND MAPLE AVE.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -
pw\IL084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI01218\BRAW\Design\DI01218-ADA.dgn		CHECKED -	REVISED -
Default	PLOT DATE = 12/12/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

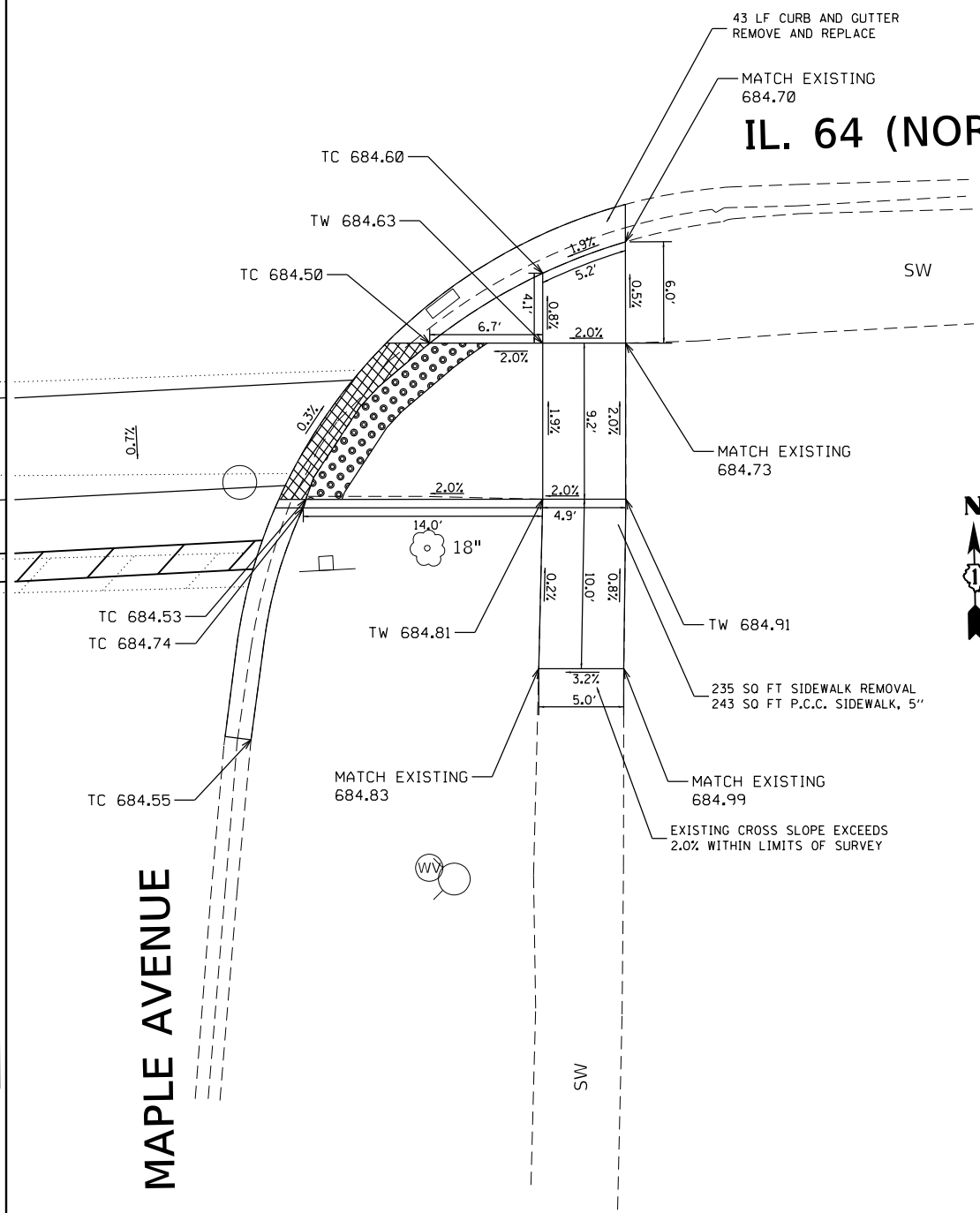
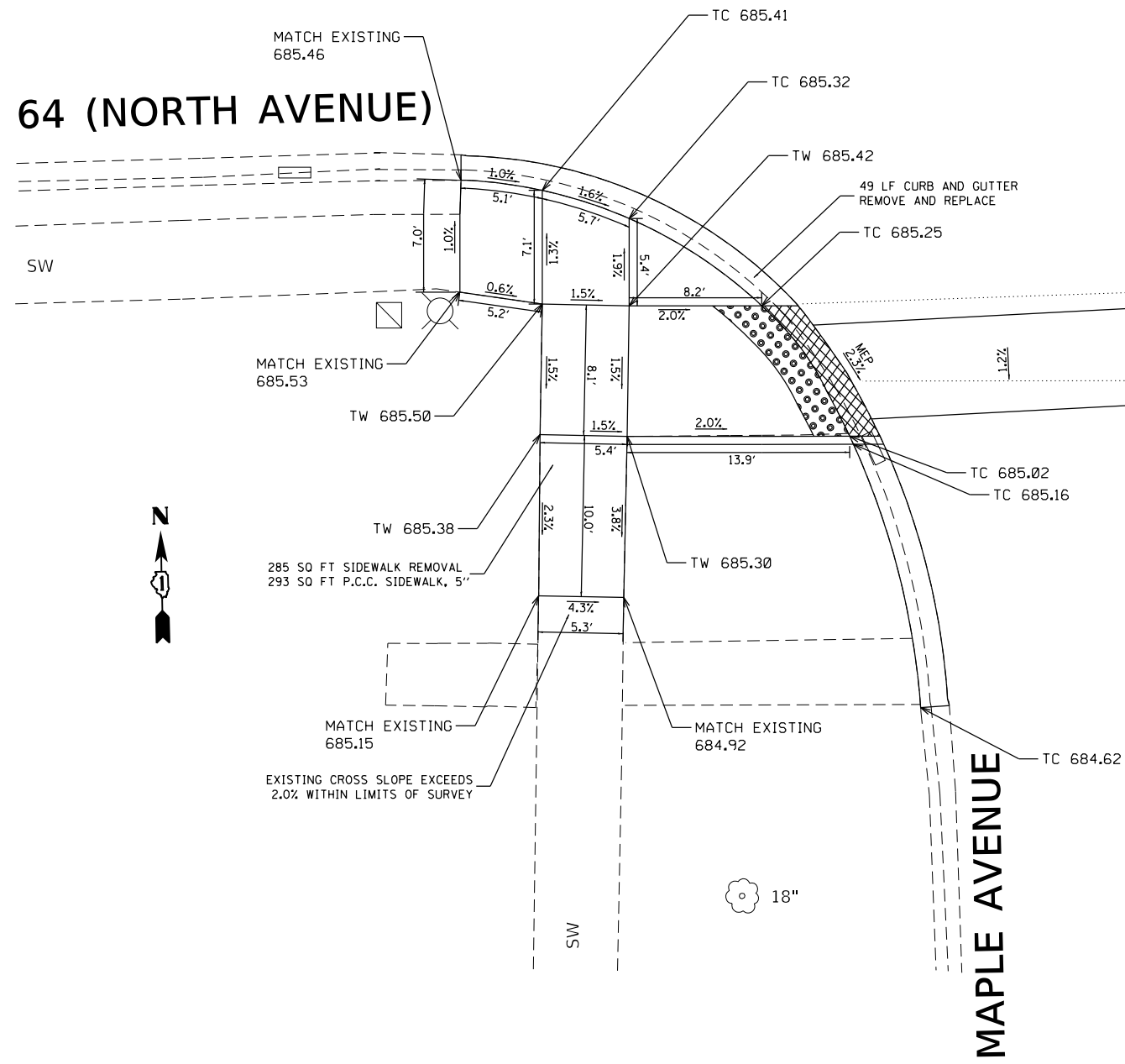
**FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
ADA DETAILS (AT MAPLE AVE. - NW & NE CORNERS)**

SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	44
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				

# IL. 64 (NORTH AVENUE)

# IL. 64 (NORTH AVENUE)

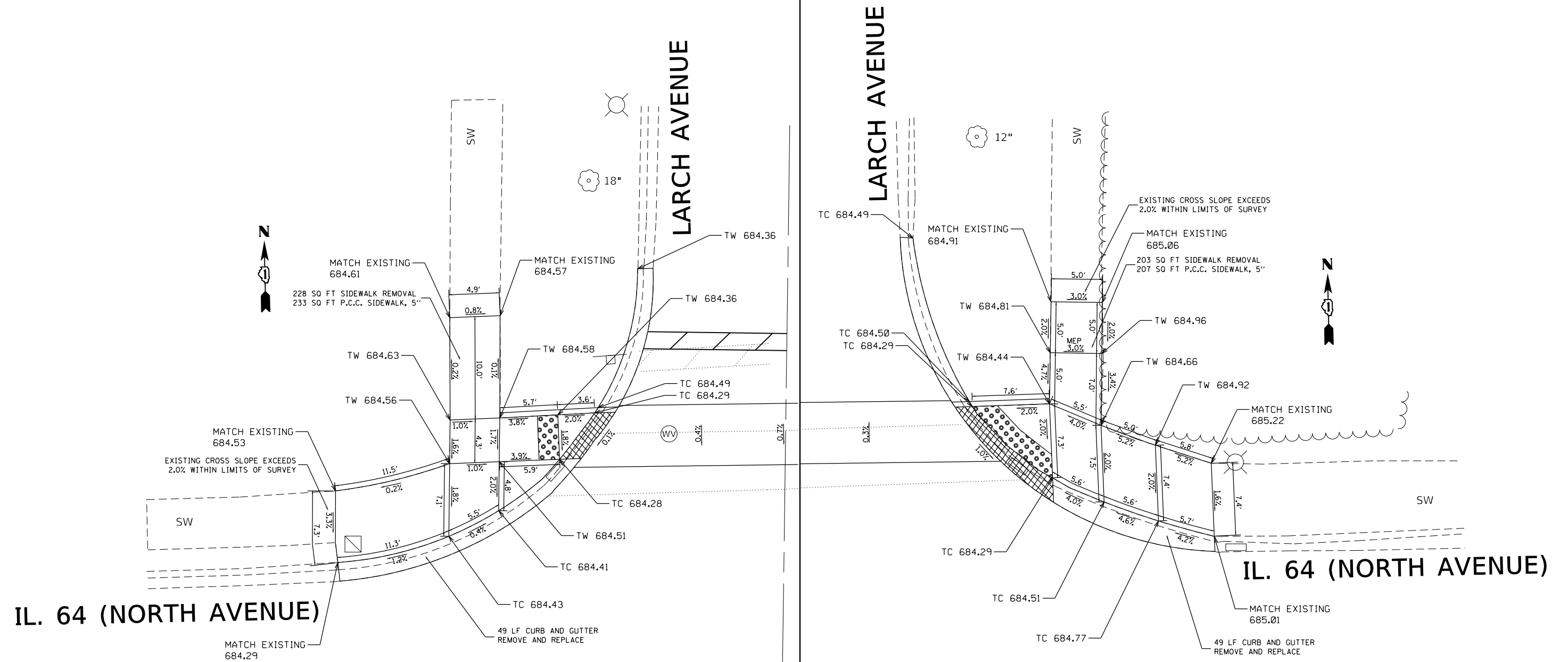


## LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDEWALK
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- DETECTABLE WARNINGS
- DEPRESSED CURB

REFERENCE BENCH MARK ELEV 685.02  
 BENCHMARK : SET X ON TOP OF SQUARE OF TRAFFIC SIGNAL BOX  
 LOCATION : BASE AT NE CORNER OF IL 64 (NORTH AVE.) AND MAPLE AVE.

REFERENCE BENCH MARK ELEV 685.02  
 BENCHMARK : SET X ON TOP OF SQUARE OF TRAFFIC SIGNAL BOX  
 LOCATION : BASE AT NE CORNER OF IL 64 (NORTH AVE.) AND MAPLE AVE.



REFERENCE BENCH MARK ELEV 684.23  
 BENCHMARK : SET X ON TOP OF FIRE HYDRANT  
 LOCATION : BASE AT SE CORNER OF IL 64 (NORTH AVE.) AND LARCH AVE.

**LEGEND**

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB

REFERENCE BENCH MARK ELEV 684.23  
 BENCHMARK : SET X ON TOP OF FIRE HYDRANT  
 LOCATION : BASE AT SE CORNER OF IL 64 (NORTH AVE.) AND LARCH AVE.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 ADA DETAILS (AT LARCH AVE. - NW &amp; NE CORNERS)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\IL084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI01218\BRAW\Design\DI01218-ADA.dgn	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -			307	(131&542)R-2-RS-1	DUPAGE	89	46
Default	PLOT DATE = 12/12/2018	DATE -	REVISED -			SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.		ILLINOIS FED. AID PROJECT		

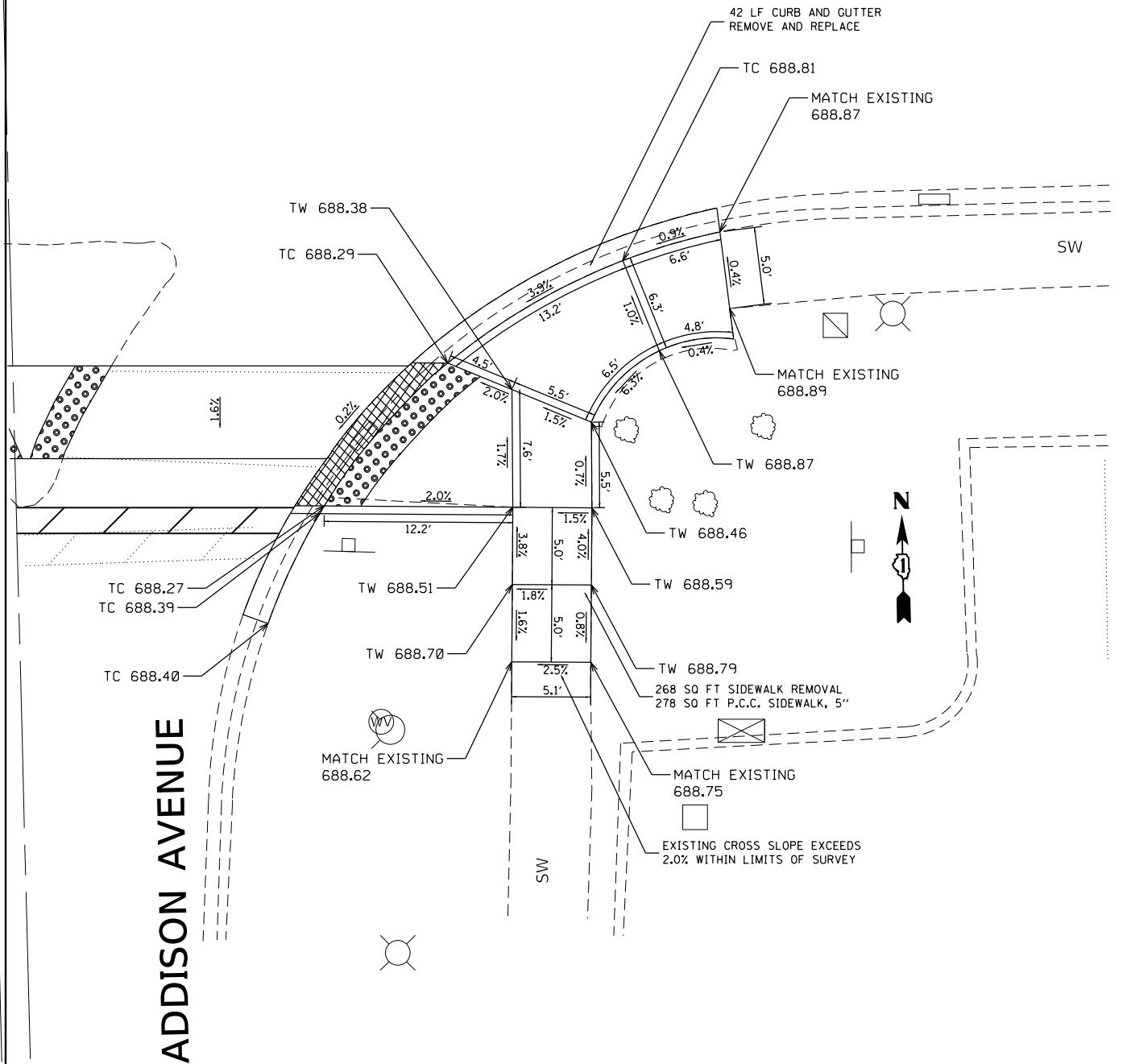
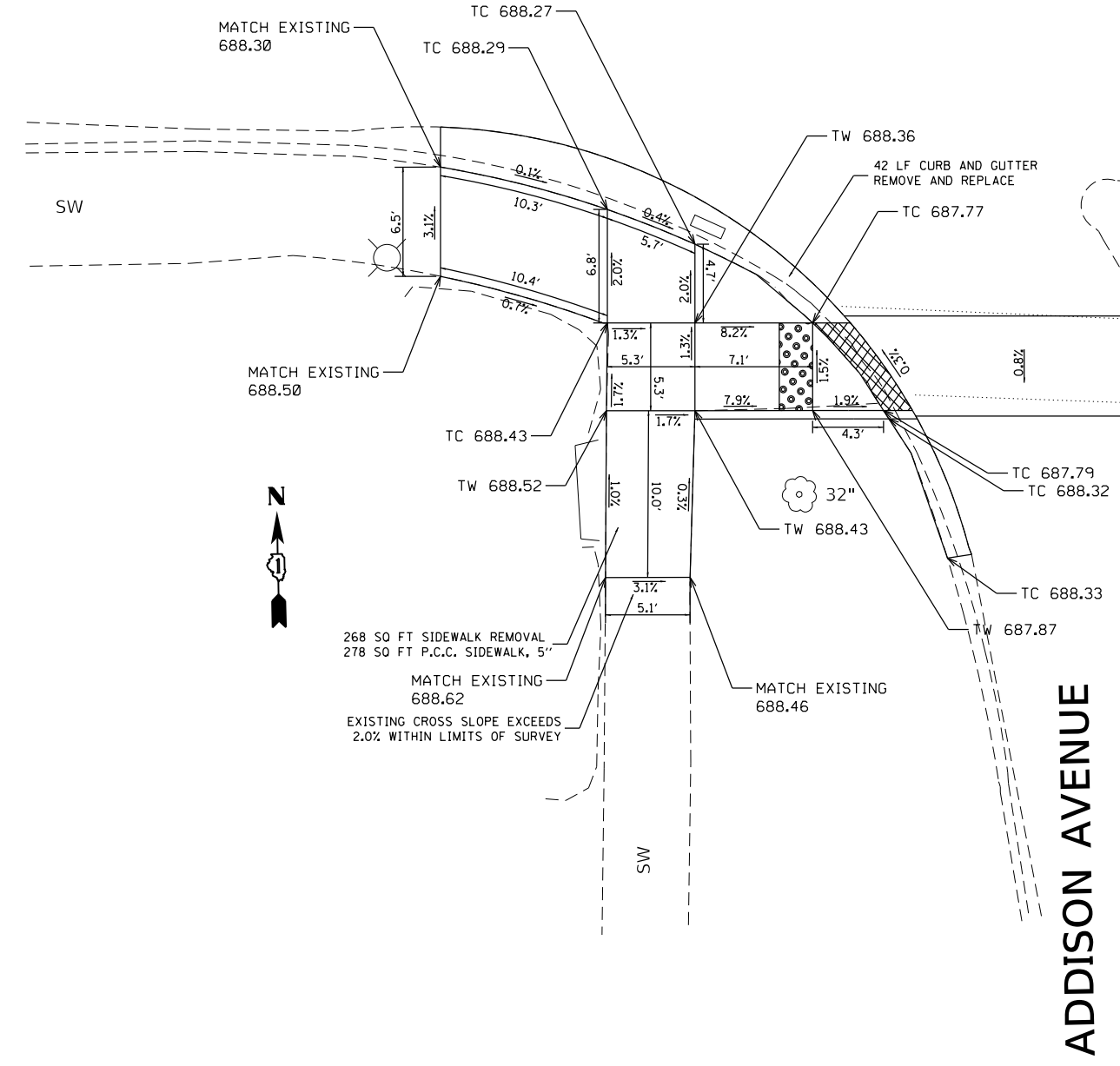






# IL. 64 (NORTH AVENUE)

# IL. 64 (NORTH AVENUE)



## LEGEND

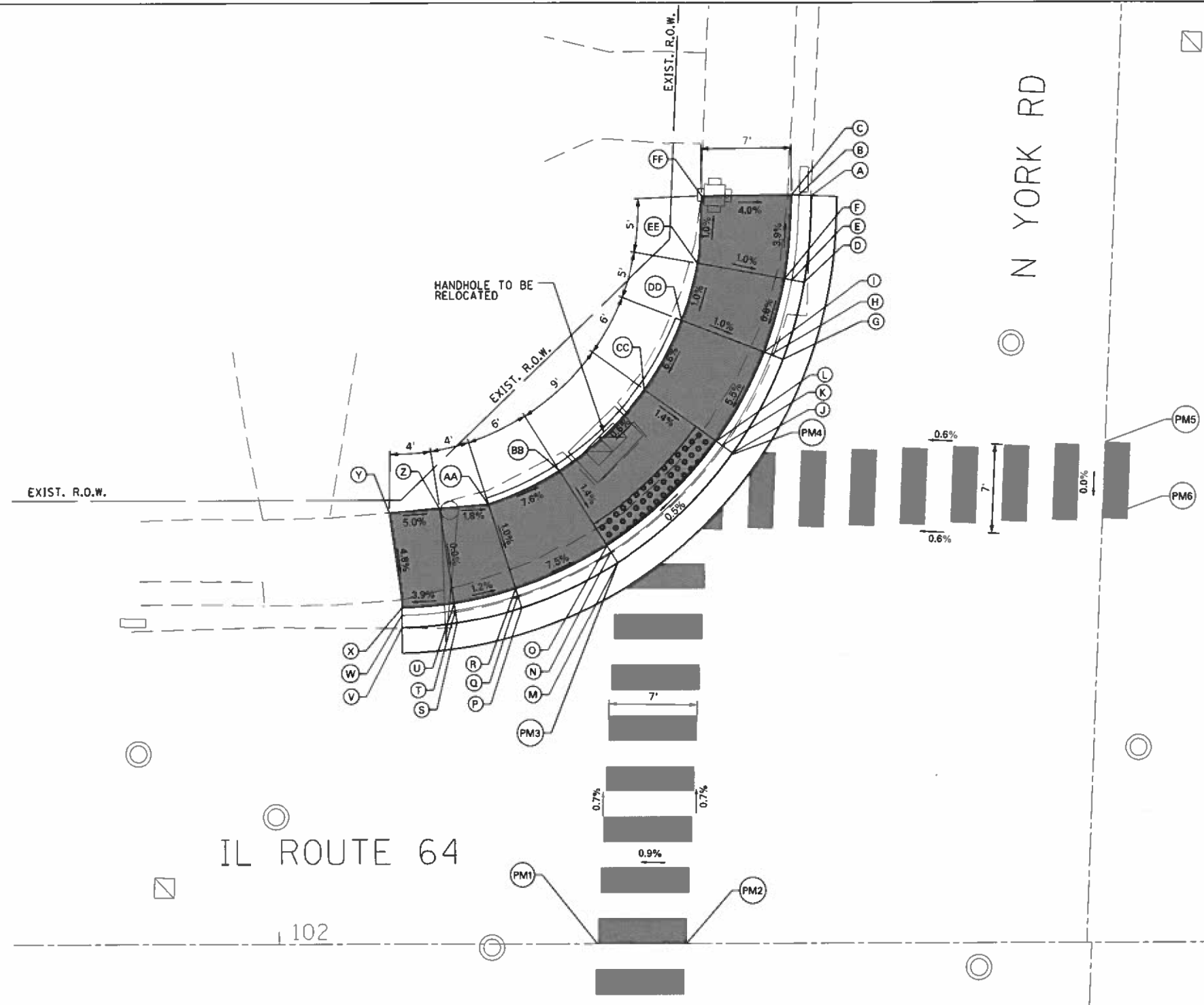
- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB

REFERENCE BENCH MARK ELEV 688.56  
 BENCHMARK : SET X ON TOP OF SE BOLT OF FIRE HYDRANT  
 LOCATION : BASE AT SE CORNER OF IL 64 (NORTH AVE.) AND ADDISON AVE.

REFERENCE BENCH MARK ELEV 688.56  
 BENCHMARK : SET X ON TOP OF SE BOLT OF FIRE HYDRANT  
 LOCATION : BASE AT SE CORNER OF IL 64 (NORTH AVE.) AND ADDISON AVE.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 ADA DETAILS (AT ADDISON AVE. - SW &amp; SE CORNERS)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI01218-ADA.dgn	PLotted SCALE = 10.0000' / in.	CHECKED -	REVISED -			307	(131&542)R-2-RS-1	DUPAGE	89	49	
Default	PLOT DATE = 12/12/2018	DATE -	REVISED -			CONTRACT NO. 62F54					
						ILLINOIS FED. AID PROJECT					

# ADA DETAILS FOR PHASE 1 PROJECTS

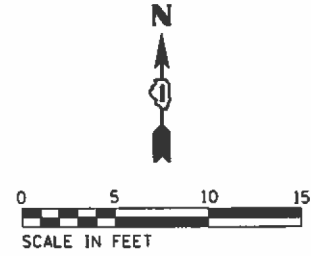


	STATION	OFFSET	ELEVATION
A	102+42.28	58.91 L	687.66
B	102+41.28	58.95 L	687.60
C	102+40.70	58.97 L	688.05
D	102+41.69	52.08 L	687.70
E	102+40.71	52.26 L	687.64
F	102+40.13	52.36 L	688.31
G	102+39.99	46.02 L	687.72
H	102+39.05	46.39 L	687.66
I	102+38.51	46.60 L	688.26
J	102+35.99	38.66 L	687.79
K	102+35.18	39.24 L	687.78
L	102+34.71	39.58 L	687.82
M	102+26.87	30.07 L	687.73
N	102+26.34	30.91 L	687.72
O	102+26.03	31.40 L	687.76
P	102+19.28	26.52 L	687.70
Q	102+18.98	27.47 L	687.64
R	102+18.80	28.03 L	688.36
S	102+14.17	25.32 L	687.69
T	102+14.02	26.31 L	687.63
U	102+13.94	26.89 L	688.40
V	102+09.81	24.95 L	687.67
W	102+09.80	25.95 L	687.61
X	102+09.80	26.53 L	688.24
Y	102+08.82	34.03 L	688.60
Z	102+12.80	34.36 L	688.40
AA	102+16.66	34.69 L	688.33
BB	102+22.28	37.32 L	687.86
CC	102+29.03	43.67 L	687.92
DD	102+31.98	49.13 L	688.33
EE	102+33.24	53.61 L	688.38
FF	102+33.57	58.91 L	688.33

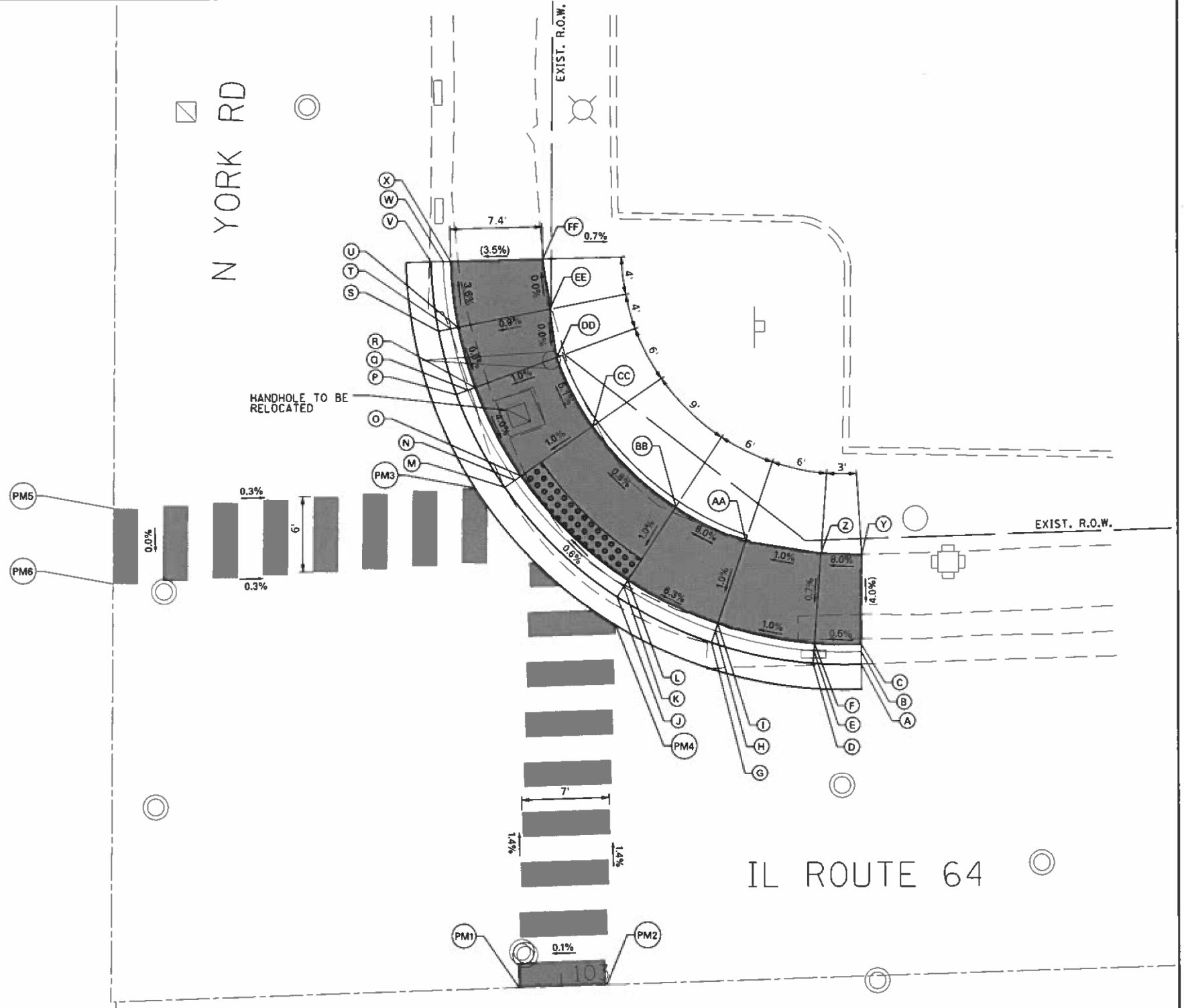
**LEGEND**

(XX,XX) EXISTING LENGTH/ELEVATION ——— PROPOSED SIDE CURB (%) EXISTING SLOPE	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <span style="display: inline-block; width: 15px; height: 10px; background-color: gray; margin-right: 5px;"></span> PROPOSED SIDEWALK  <span style="display: inline-block; width: 15px; height: 10px; border: 1px dotted black; margin-right: 5px;"></span> DETECTABLE WARNINGS  <span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black; margin-right: 5px;"></span> SIDEWALK REMOVAL                      REPLACE W/ TOPSOIL &amp; SOD                 </div> <div style="width: 45%;"> <p style="text-align: center;">** ALL CROSSWALKS SHALL BE HIGH VISIBILITY CROSSWALKS</p> </div> </div>
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# ADA DETAILS FOR PHASE 1 PROJECTS



	STATION	OFFSET	ELEVATION
A	103+24.94	24.95 L	688.10
B	103+24.97	25.95 L	688.04
C	103+25.00	26.53 L	688.58
D	103+21.08	25.14 L	687.94
E	103+21.18	26.13 L	687.88
F	103+21.25	26.71 L	688.56
G	103+12.97	27.08 L	688.08
H	103+13.31	28.00 L	688.02
I	103+13.52	28.55 L	688.48
J	103+05.56	30.99 L	687.95
K	103+06.13	31.81 L	687.94
L	103+06.47	32.29 L	687.98
M	102+96.88	40.03 L	687.88
N	102+97.72	40.57 L	687.87
O	102+98.21	40.89 L	687.91
P	102+93.26	47.59 L	687.75
Q	102+94.21	47.90 L	687.69
R	102+94.76	48.09 L	688.23
S	102+92.01	52.68 L	687.67
T	102+93.00	52.84 L	687.61
U	102+93.58	52.94 L	688.23
V	102+91.59	58.25 L	687.56
W	102+92.59	58.24 L	687.50
X	102+93.18	58.24 L	688.04
Y	103+25.27	33.76 L	688.87
Z	103+22.02	33.98 L	688.61
AA	103+15.99	35.10 L	688.55
BB	103+10.51	38.00 L	688.05
CC	103+04.09	44.69 L	687.97
DD	103+01.41	50.28 L	688.30
EE	103+00.99	54.14 L	688.30
FF	103+00.56	58.17 L	688.30



**LEGEND**

- (XX.XX) EXISTING LENGTH/ELEVATION
- PROPOSED SIDE CURB
- (%) EXISTING SLOPE
- PROPOSED SIDEWALK
- ▣ DETECTABLE WARNINGS
- ▤ SIDEWALK REMOVAL REPLACE W/ TOPSOIL & SOD

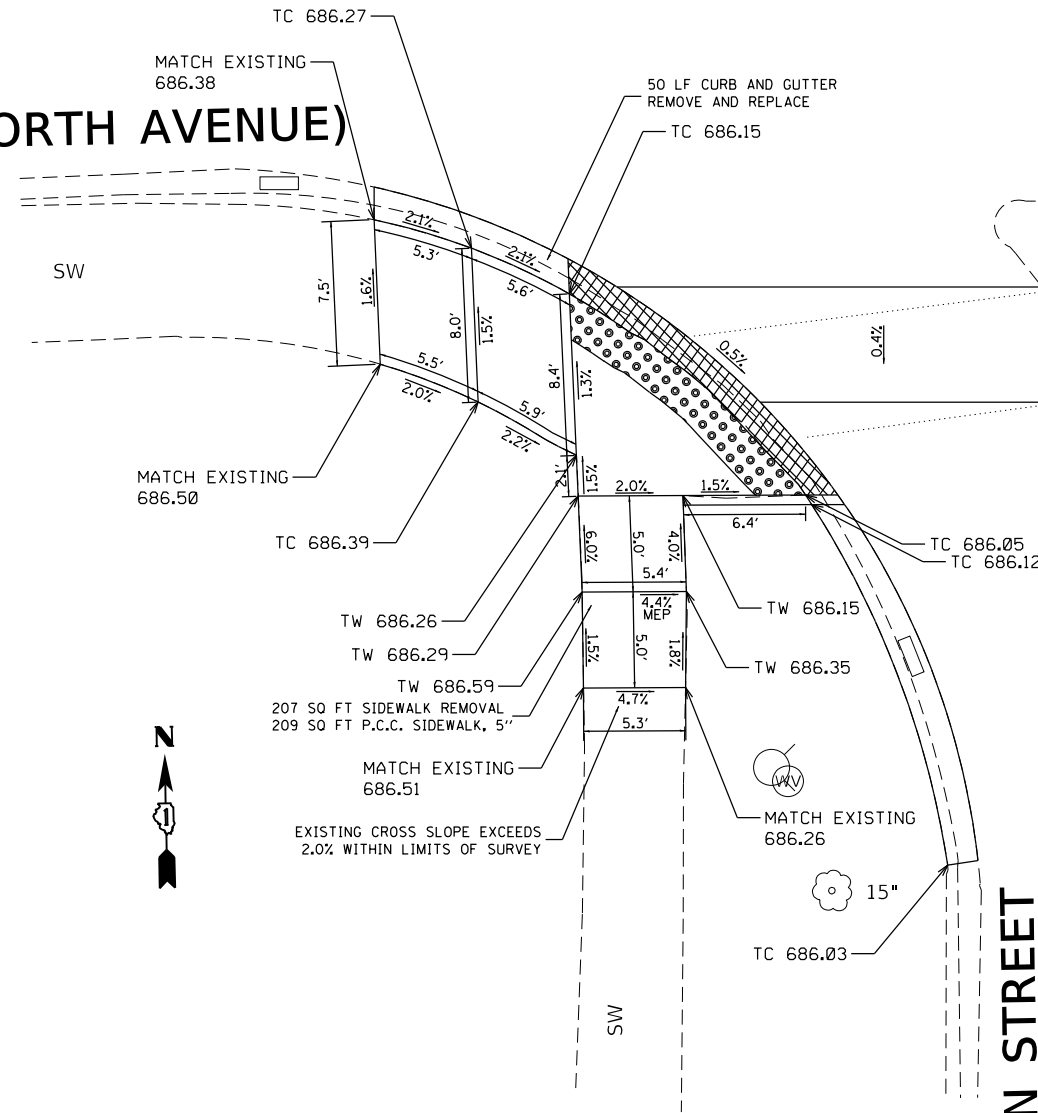
•• ALL CROSSWALKS SHALL BE HIGH VISIBILITY CROSSWALKS

FILE NAME = \*FILES\*

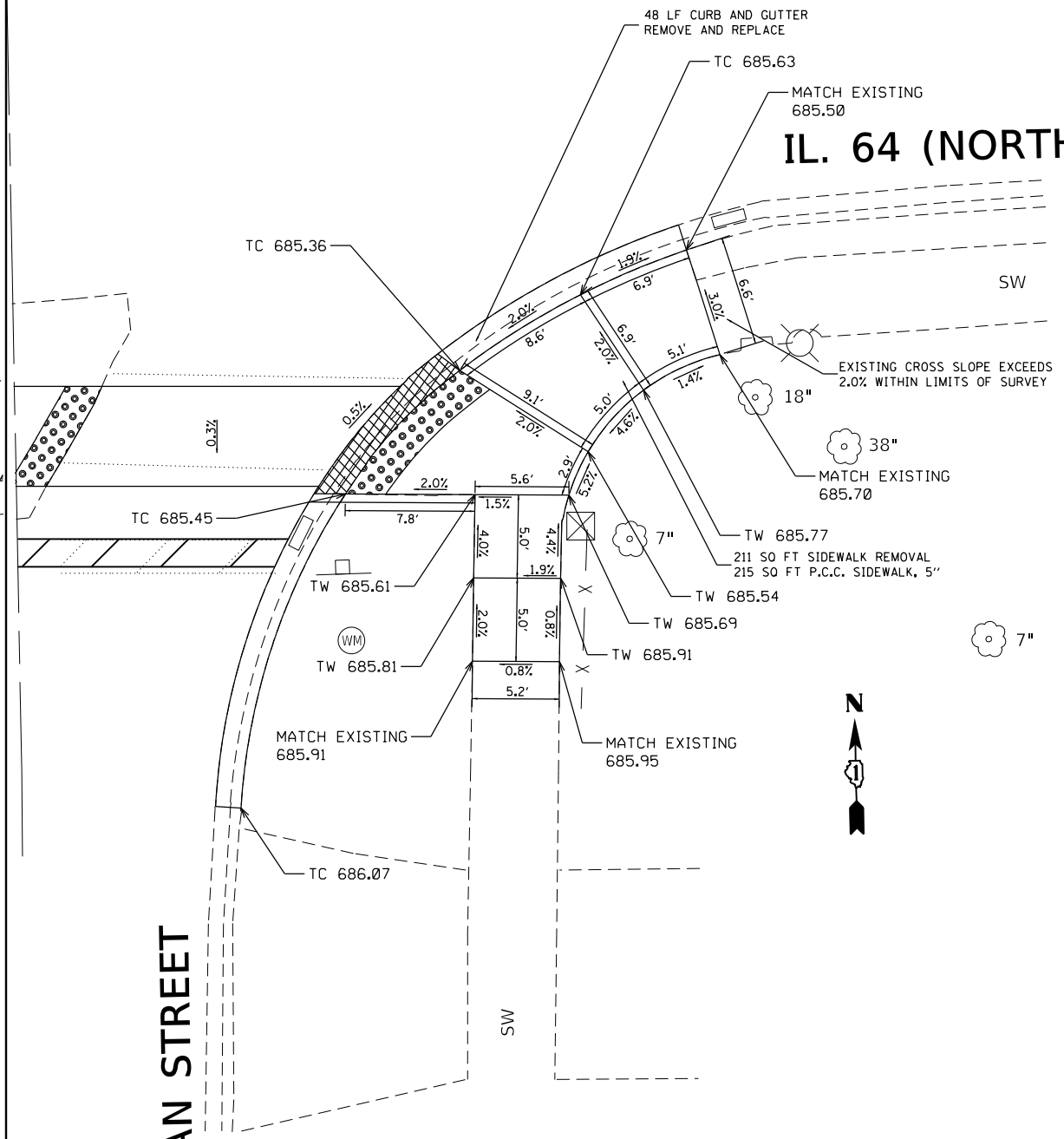




# IL. 64 (NORTH AVENUE)



# IL. 64 (NORTH AVENUE)



## MICHIGAN STREET

## MICHIGAN STREET

### LEGEND



EXISTING LENGTH



PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



DEPRESSED CURB

REFERENCE BENCH MARK ELEV 686.17

BENCHMARK : SET X ON TOP OF SW BOLT OF FIRE HYDRANT

LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND MICHIGAN ST.

REFERENCE BENCH MARK ELEV 686.17

BENCHMARK : SET X ON TOP OF SW BOLT OF FIRE HYDRANT

LOCATION : BASE AT SW CORNER OF IL 64 (NORTH AVE.) AND MICHIGAN ST.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -
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	PLOT DATE = 12/12/2018	DATE -	REVISED -

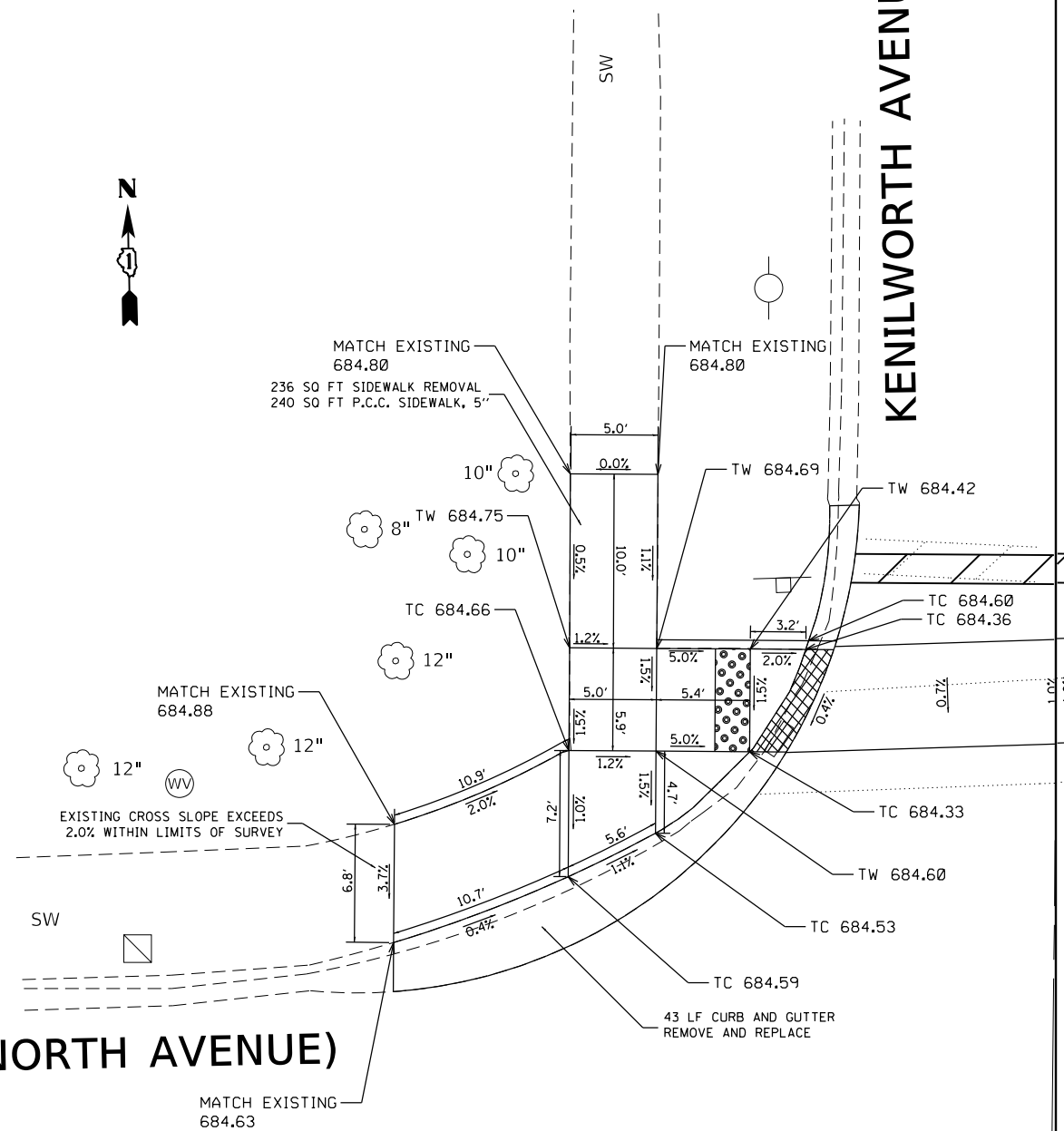
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
ADA DETAILS (AT MICHIGAN ST. - SW & SE CORNERS)

SCALE: SHEET OF SHEETS STA. TO STA.

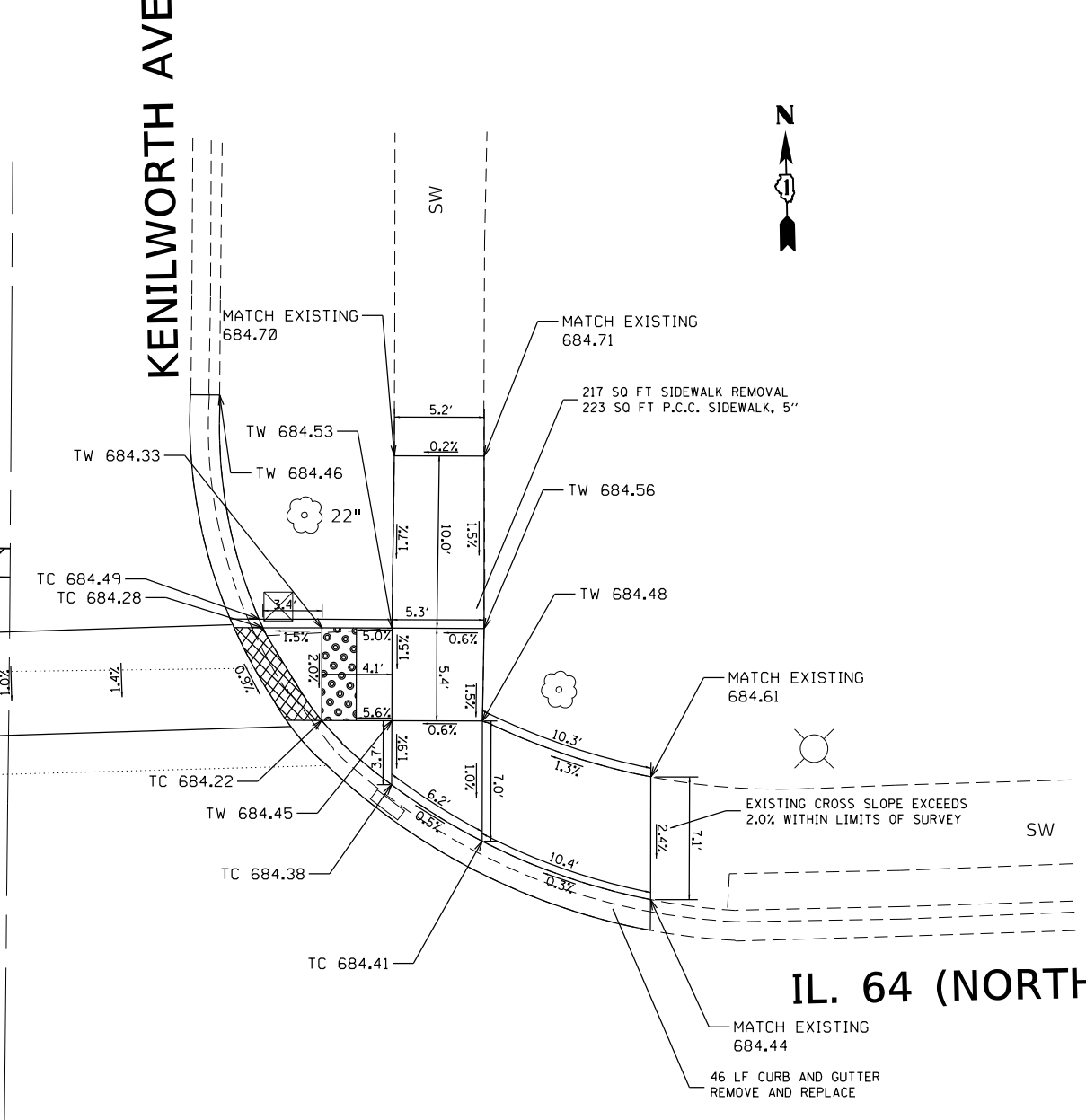
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DUPAGE	89	54
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				

# IL. 64 (NORTH AVENUE)



# KENILWORTH AVENUE

# KENILWORTH AVENUE



# IL. 64 (NORTH AVENUE)

REFERENCE BENCH MARK ELEV 684.46  
 BENCHMARK : SET X ON TOP OF NE BOLT OF FIRE HYDRANT  
 LOCATION : BASE AT SE CORNER OF IL 64 (NORTH AVE.) AND ILLINOIS ST.

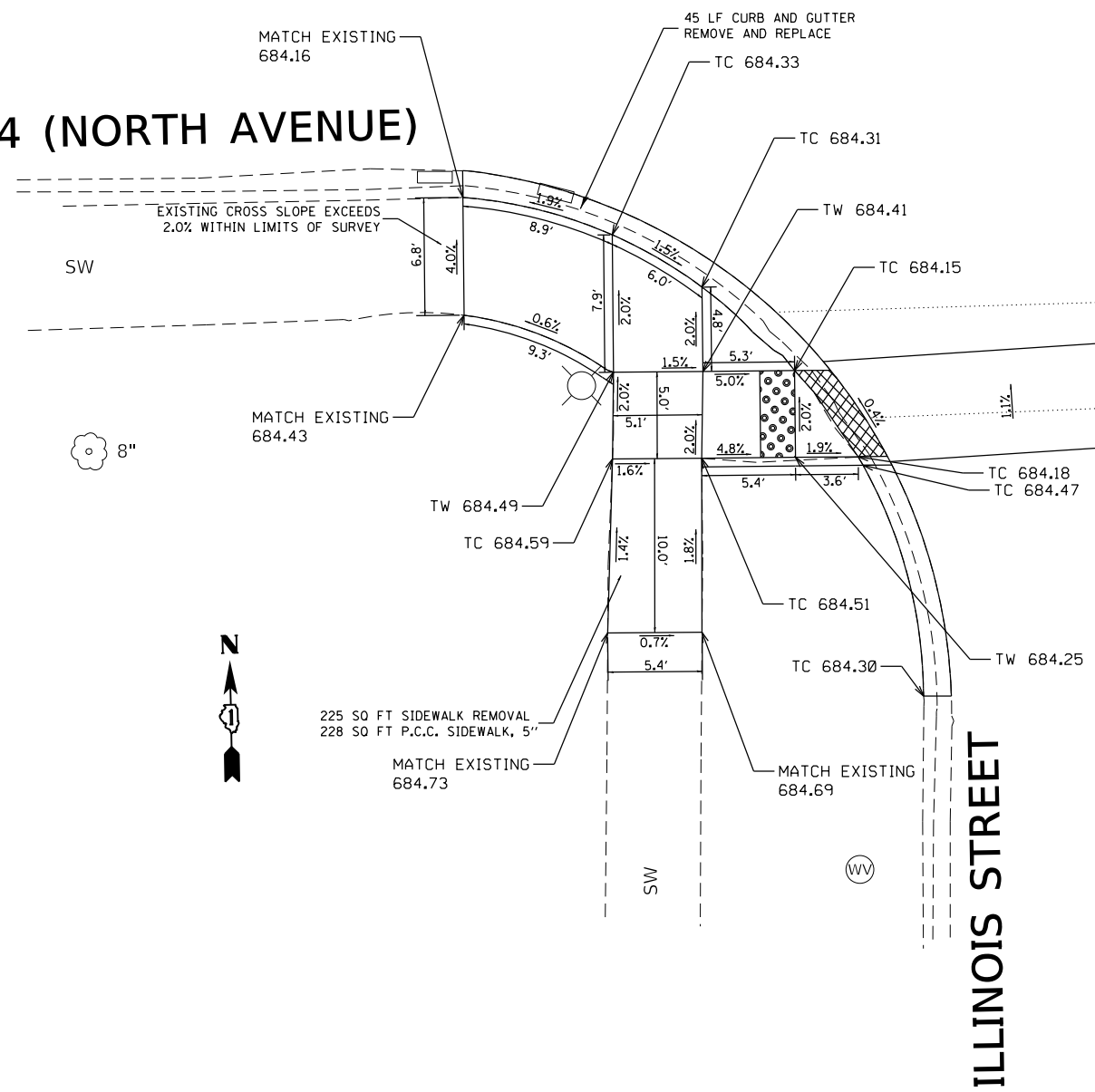
## LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB

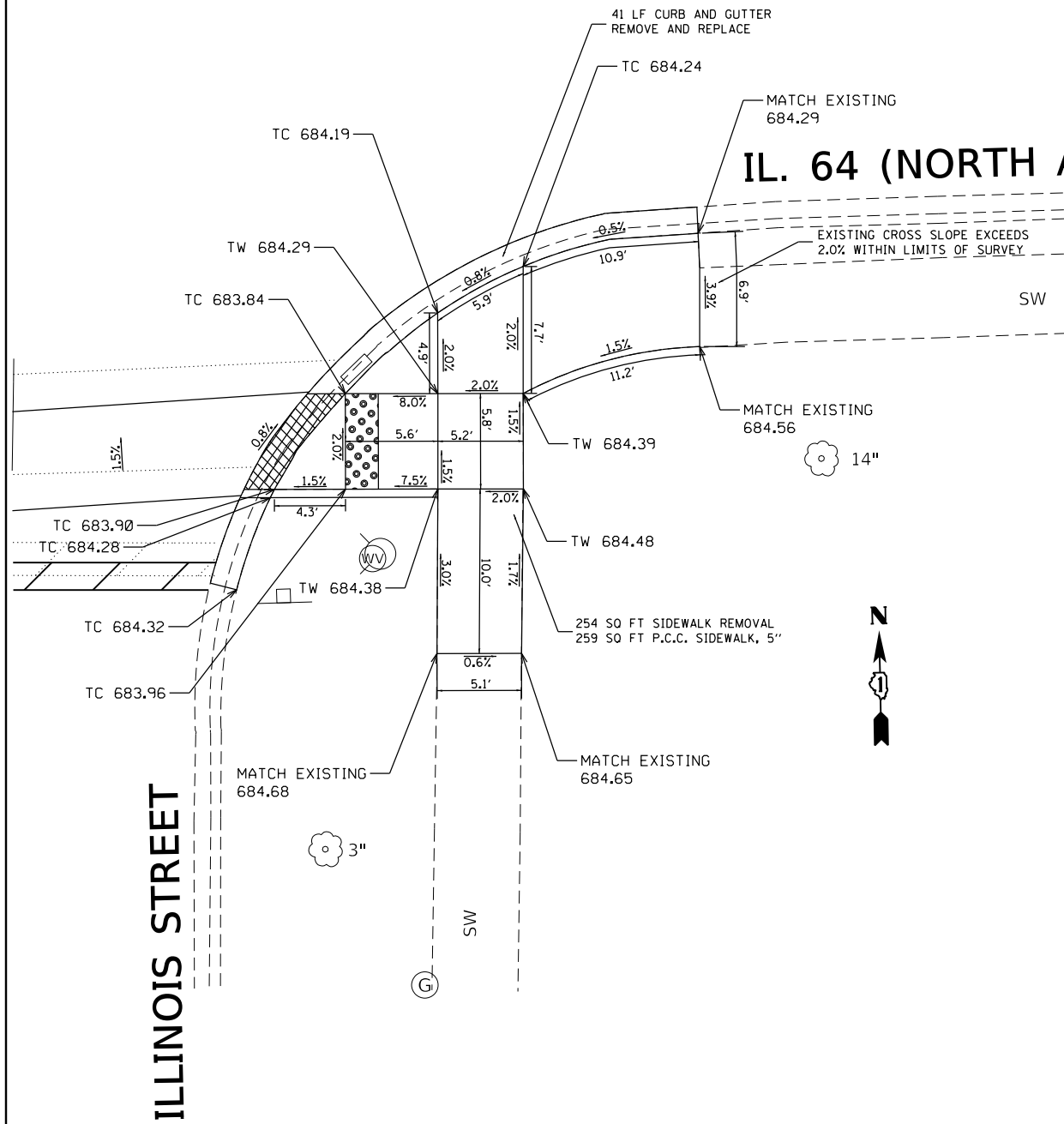
REFERENCE BENCH MARK ELEV 684.46  
 BENCHMARK : SET X ON TOP OF NE BOLT OF FIRE HYDRANT  
 LOCATION : BASE AT SE CORNER OF IL 64 (NORTH AVE.) AND ILLINOIS ST.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE &amp; I-290 ADA DETAILS (AT KENILWORTH AVE. - NW &amp; NE CORNERS)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	pw:\IL\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\DI01218\BRAW\Design\DI01218-ADA.dgn	CHECKED -	REVISED -			307	(131&542)R-2-RS-1	DUPAGE	89	55
	PLOT SCALE = 10.0000' / in.	DATE -	REVISED -			CONTRACT NO. 62F54		ILLINOIS FED. AID PROJECT		

# IL. 64 (NORTH AVENUE)



# IL. 64 (NORTH AVENUE)



## LEGEND

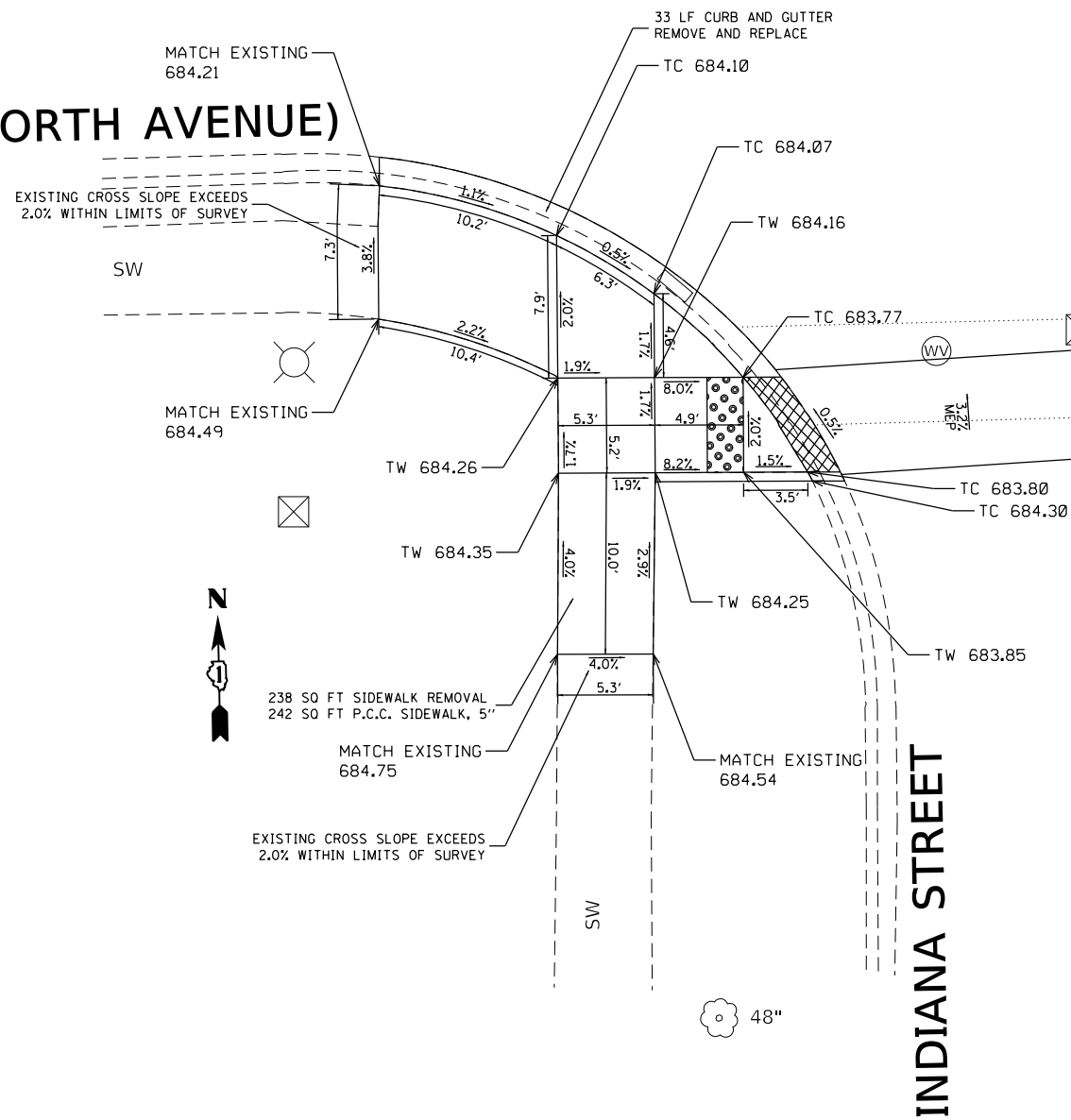
- xx.xx' EXISTING LENGTH
- PROPOSED SIDEWALK
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- DETECTABLE WARNINGS
- DEPRESSED CURB

REFERENCE BENCH MARK ELEV 684.46  
 BENCHMARK : SET X ON TOP OF NE BOLT OF FIRE HYDRANT  
 LOCATION : BASE AT SE CORNER OF IL 64 (NORTH AVE.) AND ILLINOIS ST.

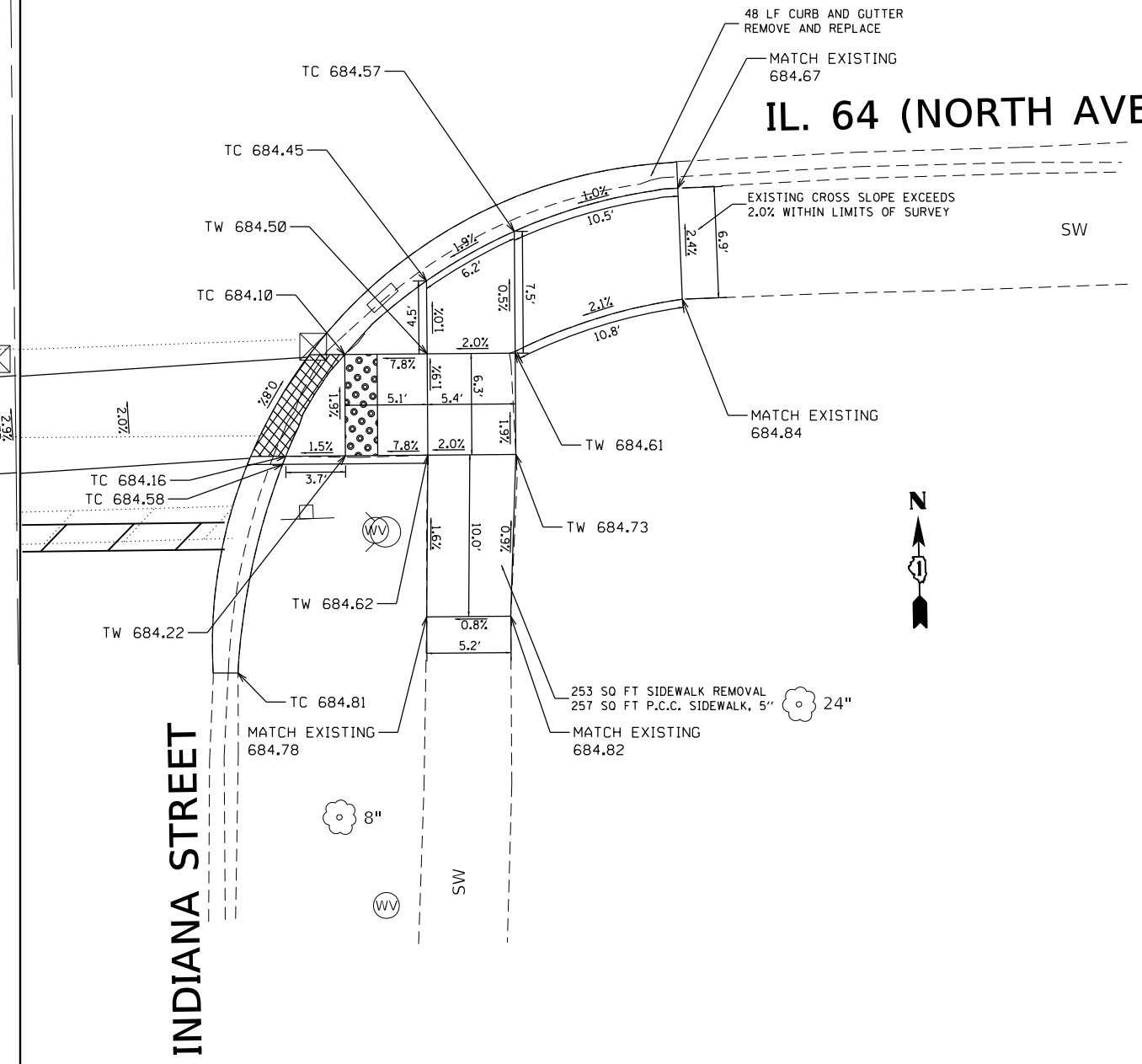
REFERENCE BENCH MARK ELEV 684.46  
 BENCHMARK : SET X ON TOP OF NE BOLT OF FIRE HYDRANT  
 LOCATION : BASE AT SE CORNER OF IL 64 (NORTH AVE.) AND ILLINOIS ST.



# IL. 64 (NORTH AVENUE)



# IL. 64 (NORTH AVENUE)



REFERENCE BENCH MARK ELEV 684.57  
 BENCHMARK : SET X ON TOP OF SE BOLT OF FIRE HYDRANT  
 LOCATION : BASE AT SE CORNER OF IL 64 (NORTH AVE.) AND INDIANA ST.

## LEGEND

xx.xx'

EXISTING LENGTH

====

PROPOSED SIDE CURB

( )

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



DEPRESSED CURB

REFERENCE BENCH MARK ELEV 684.57  
 BENCHMARK : SET X ON TOP OF SE BOLT OF FIRE HYDRANT  
 LOCATION : BASE AT SE CORNER OF IL 64 (NORTH AVE.) AND INDIANA ST.

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -
p:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI01218\Design\DI01218-ADA.dgn		DESIGNED -	REVISED -
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/12/2018	DATE -	REVISED -

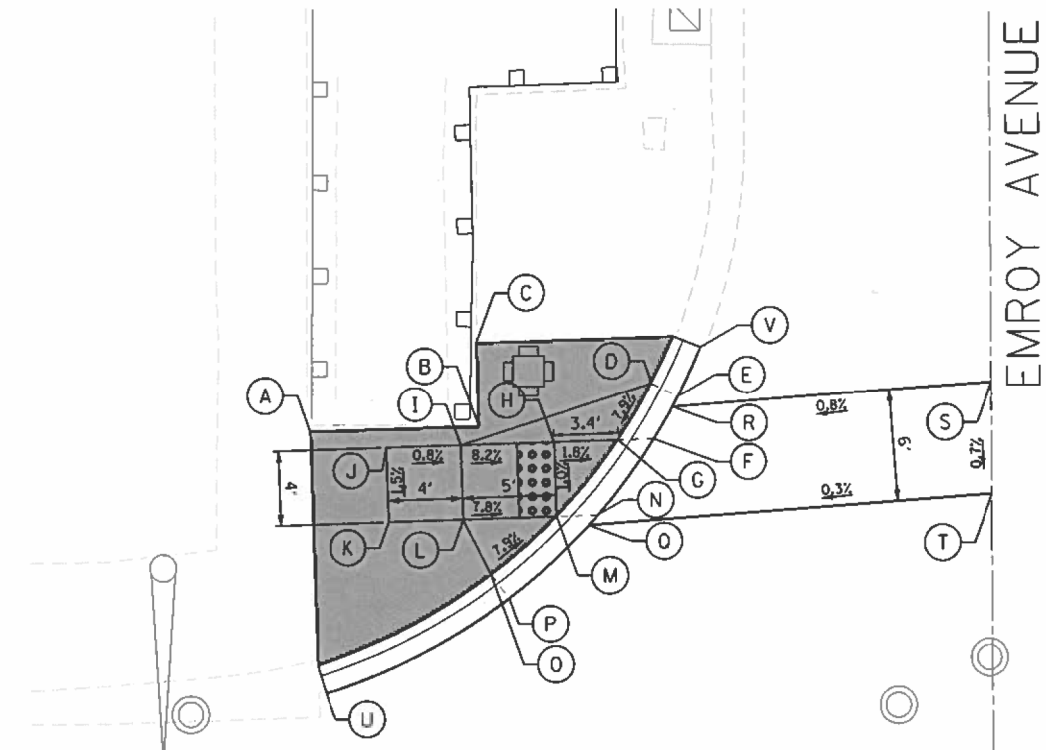
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

FAP 307 / FAI 290: IL 64 / US 20--VILLA AVE. TO COOK COUNTY LINE & I-290  
 ADA DETAILS (AT INDIANA ST. - SW & SE CORNERS)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1		89	57
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				

# ADA DETAILS FOR PHASE 1 PROJECTS



STATION	OFFSET	ELEVATION
A	126+09.77	39.98 L (677.62)
B	126+18.88	39.98 L (677.53)
C	126+18.88	44.48 L (677.54)
D	126+28.23	41.98 L 677.33
E	126+29.61	41.21 L 677.06
F	126+28.25	38.98 L 677.07
G	126+26.32	38.98 L 677.05
H	126+22.88	38.98 L 677.11
I	126+17.88	38.98 L 677.52
J	126+13.88	38.98 L 677.55
K	126+13.88	34.98 L 677.49
L	126+17.88	34.98 L 677.46
M	126+22.88	34.98 L 677.07
N	126+25.09	34.98 L 677.09
O	126+19.29	31.98 L 677.44
P	126+20.21	30.69 L 677.12
Q	126+24.59	34.45 L 677.09
R	126+29.31	40.67 L 677.06
S	126+46.54	41.45 L 677.19
T	126+46.38	35.44 L 677.15
U	126+10.19	25.91 L (677.18)
V	126+30.92	43.84 L 677.05

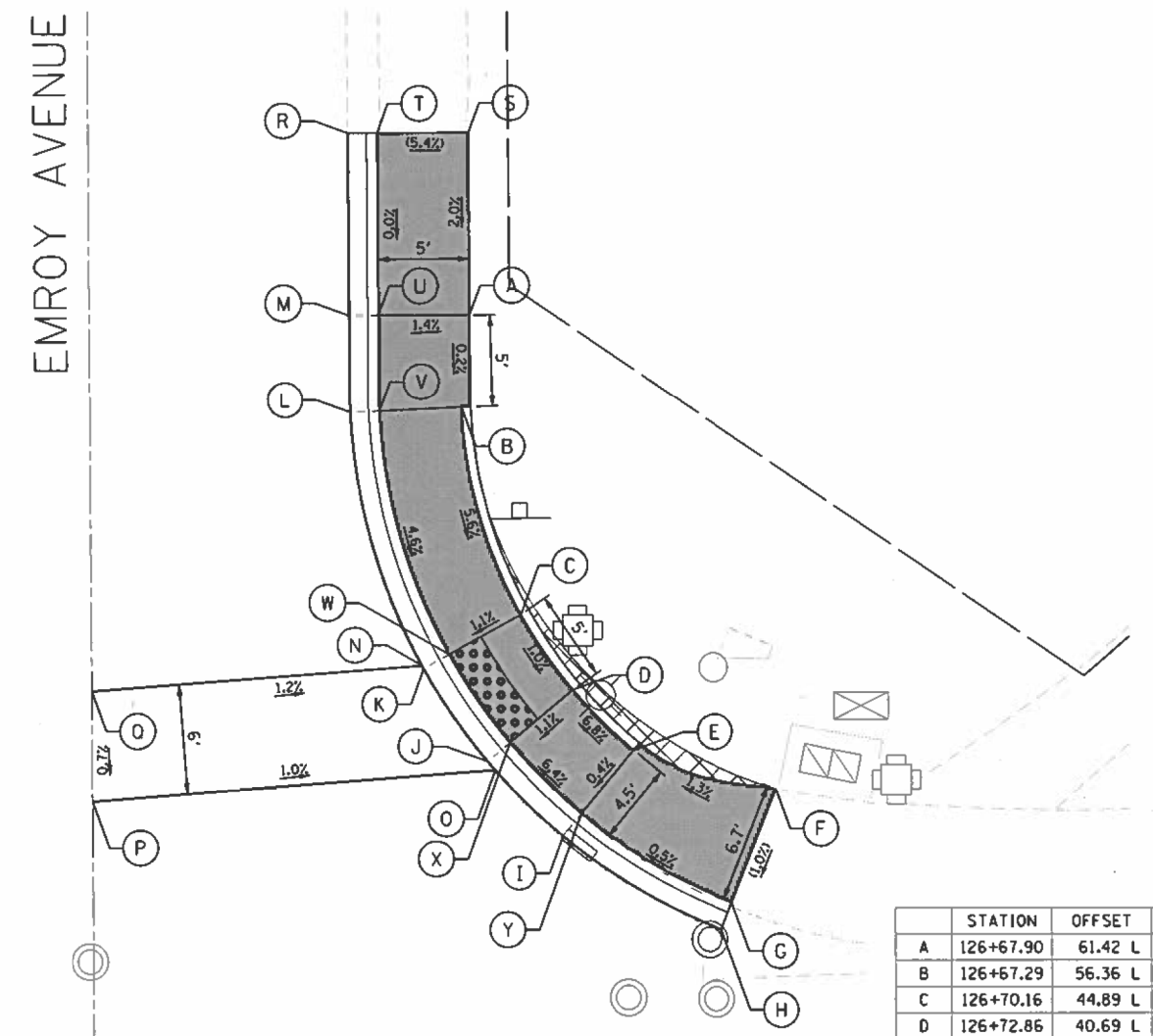
IL 64 (NORTH AVENUE)

NOTES:  
INTERSECTION INCLUDES EXISTING PEDESTRIAN UNDERPASS FROM NORTHWEST CORNER TO SOUTHEAST CORNER OF INTERSECTION



### LEGEND

(XX.XX) EXISTING LENGTH/ELEVATION ——— PROPOSED SIDE CURB (%) EXISTING SLOPE	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  PROPOSED SIDEWALK   DETECTABLE WARNINGS   SIDEWALK REMOVAL REPLACE W/ TOPSOIL &amp; SOD                 </div> <div style="width: 45%;">  PROPOSED SIDEWALK   DETECTABLE WARNINGS   SIDEWALK REMOVAL REPLACE W/ TOPSOIL &amp; SOD                 </div> </div>
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IL 64 (NORTH AVENUE)



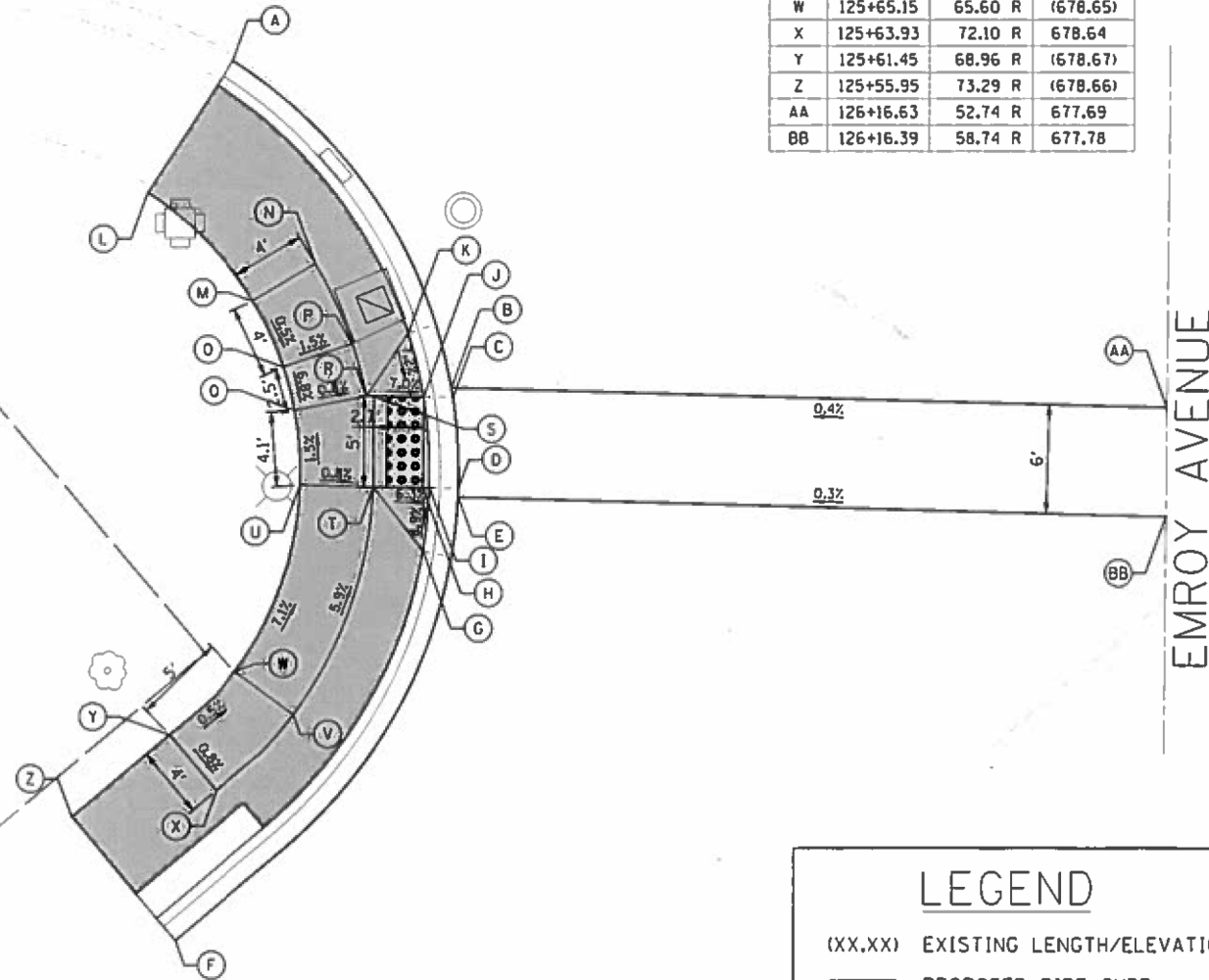
STATION	OFFSET	ELEVATION
A	126+67.90	61.42 L 677.69
B	126+67.29	56.36 L 677.68
C	126+70.16	44.89 L 677.01
D	126+72.86	40.69 L 676.96
E	126+76.08	37.30 L 677.28
F	126+83.83	34.92 L (677.38)
G	126+81.20	28.80 L (677.31)
H	126+80.58	27.35 L (676.81)
I	126+72.06	32.73 L 676.72
J	126+68.09	36.92 L 676.93
K	126+64.75	42.11 L 676.98
L	126+61.21	56.27 L 677.13
M	126+61.32	61.59 L 677.16
N	126+64.66	42.27 L 676.98
O	126+68.47	36.44 L 676.91
P	126+46.38	35.44 L 677.15
Q	126+46.54	41.45 L 677.19
R	126+61.58	71.58 L (677.23)
S	126+68.16	71.41 L (677.89)
T	126+63.16	71.54 L (677.62)
U	126+62.90	61.55 L 677.62
V	126+62.79	56.29 L 677.61
W	126+66.16	42.83 L 676.96
X	126+69.33	37.90 L 676.91
Y	126+73.11	33.92 L 677.26

COOK

# ADA DETAILS FOR PHASE 1 PROJECTS

IL 64 (NORTH AVENUE)

	STATION	OFFSET		ELEVATION
A	125+66.08	32.02 R		(677.50)
B	125+77.49	50.41 R		677.54
C	125+77.55	50.93 R		677.56
D	125+77.71	55.94 R		677.65
E	125+77.67	56.44 R		677.67
F	125+61.42	80.23 R		(677.97)
G	125+75.66	59.36 R		677.99
H	125+75.75	55.86 R		677.67
I	125+76.12	55.87 R		677.67
J	125+75.95	50.86 R		677.58
K	125+75.22	47.33 R		677.84
L	125+61.16	39.16 R		(678.13)
M	125+66.75	45.29 R		(677.96)
N	125+70.24	43.34 R		(677.91)
O	125+68.31	48.97 R		677.98
P	125+72.14	47.82 R		(677.92)
Q	125+68.86	51.37 R		677.81
R	125+72.81	50.74 R		677.78
S	125+73.23	50.76 R		677.77
T	125+73.03	55.75 R		677.84
U	125+69.04	55.48 R		677.87
V	125+68.29	68.07 R		678.62
W	125+65.15	65.60 R		(678.65)
X	125+63.93	72.10 R		678.64
Y	125+61.45	68.96 R		(678.67)
Z	125+55.95	73.29 R		(678.66)
AA	126+16.63	52.74 R		677.69
BB	126+16.39	58.74 R		677.78



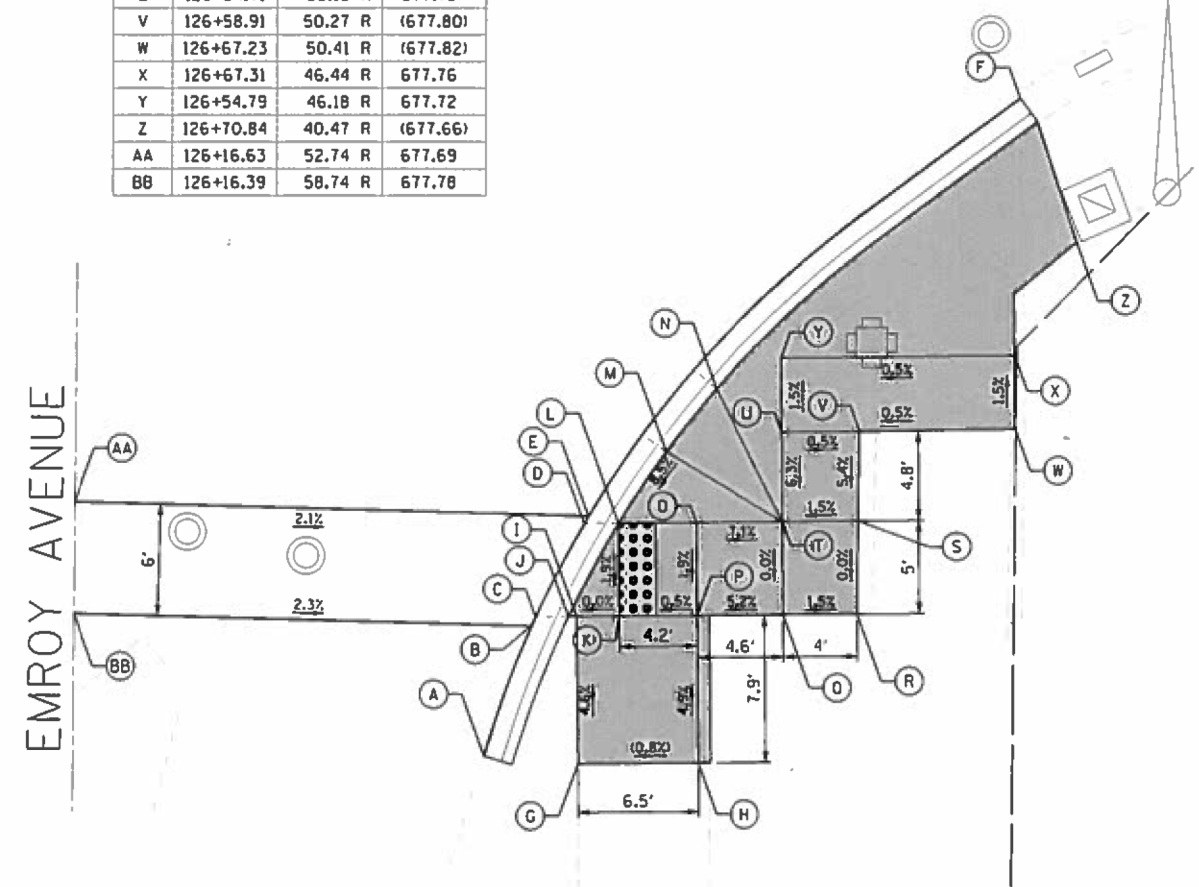
## LEGEND

- (XX.XX) EXISTING LENGTH/ELEVATION
- PROPOSED SIDE CURB
- (%) EXISTING SLOPE

- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL  
REPLACE W/ TOPSOIL & SOD

IL 64 (NORTH AVENUE)

	STATION	OFFSET		ELEVATION
A	126+38.19	67.06 R		(677.39)
B	126+40.94	60.20 R		677.21
C	126+41.18	59.71 R		677.20
D	126+43.92	54.77 R		677.11
E	126+44.17	54.38 R		677.10
F	126+68.01	32.58 R		(676.86)
G	126+43.20	67.66 R		(677.58)
H	126+49.70	67.80 R		(677.63)
I	126+43.36	59.76 R		677.22
J	126+42.93	59.75 R		677.22
K	126+45.67	59.80 R		677.22
L	126+45.77	54.81 R		677.13
M	126+48.45	51.05 R		677.52
N	126+51.26	47.74 R		677.48
O	126+49.97	54.89 R		677.15
P	126+49.86	59.89 R		677.24
Q	126+54.50	59.99 R		677.48
R	126+58.50	60.08 R		677.54
S	126+58.71	55.08 R		677.54
T	126+54.61	54.99 R		677.48
U	126+54.71	50.18 R		677.78
V	126+58.91	50.27 R		(677.80)
W	126+67.23	50.41 R		(677.82)
X	126+67.31	46.44 R		677.76
Y	126+54.79	46.18 R		677.72
Z	126+70.84	40.47 R		(677.66)
AA	126+16.63	52.74 R		677.69
BB	126+16.39	58.74 R		677.78



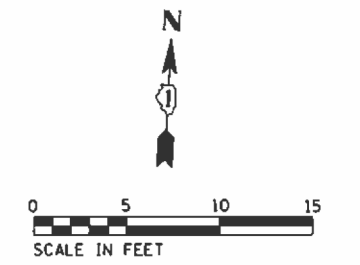
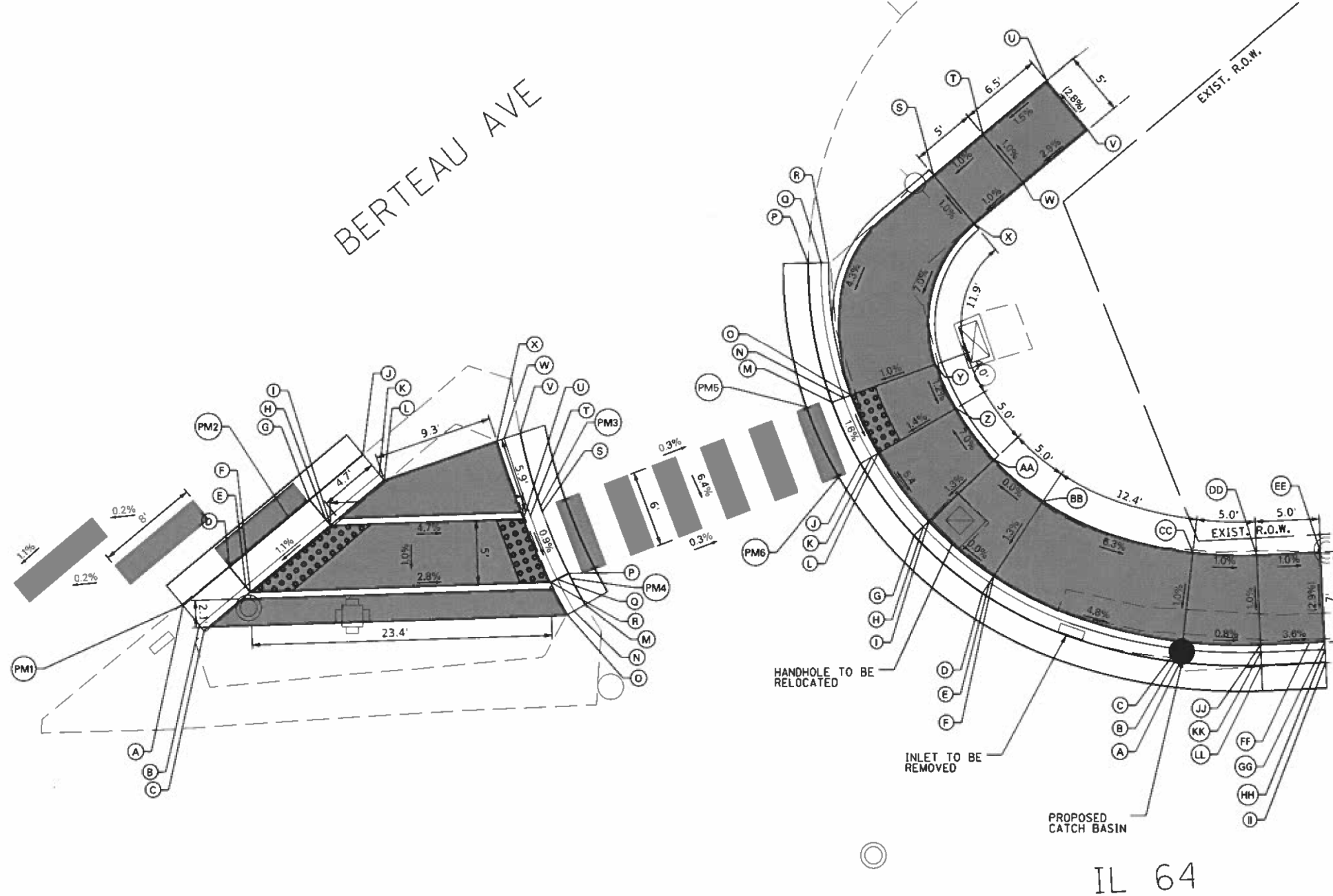
NOTES:  
INTERSECTION INCLUDES EXISTING PEDESTRIAN UNDERPASS FROM NORTHWEST CORNER TO SOUTHEAST CORNER OF INTERSECTION



# ADA DETAILS FOR PHASE 1 PROJECTS

BERTEAU AVE

	STATION	OFFSET	ELEVATION
A	133+07.89	34.37 L	676.69
B	133+09.08	32.77 L	676.63
C	133+09.43	32.30 L	676.98
D	133+11.67	37.18 L	676.75
E	133+12.86	35.58 L	676.74
F	133+13.21	35.11 L	676.78
G	133+18.20	42.03 L	676.84
H	133+19.39	40.43 L	676.83
I	133+19.74	39.96 L	676.87
J	133+22.60	45.30 L	676.90
K	133+23.79	43.70 L	676.84
L	133+24.14	43.23 L	677.34
M	133+39.23	32.70 L	675.90
N	133+38.34	32.25 L	675.84
O	133+37.82	31.99 L	676.51
P	133+38.08	35.19 L	676.09
Q	133+37.16	34.80 L	676.08
R	133+36.64	34.58 L	676.12
S	133+36.30	40.09 L	676.15
T	133+35.35	39.79 L	676.13
U	133+34.79	39.62 L	676.17
V	133+34.91	46.26 L	676.66
W	133+33.64	45.92 L	676.60
X	133+33.08	45.77 L	677.32



	STATION	OFFSET	ELEVATION
A	133+85.31	25.68 L	674.86
B	133+85.47	26.66 L	674.80
C	133+85.57	27.24 L	675.51
D	133+70.22	31.85 L	675.58
E	133+70.81	32.65 L	675.52
F	133+71.16	33.12 L	676.27
G	133+65.14	36.62 L	675.76
H	133+65.91	37.27 L	675.70
I	133+66.35	37.64 L	676.27
J	133+61.30	42.43 L	675.88
K	133+62.19	42.88 L	675.87
L	133+62.71	43.15 L	675.91
M	133+59.33	47.32 L	675.96
N	133+60.29	47.61 L	675.95
O	133+60.84	47.78 L	675.99
P	133+58.10	58.28 L	676.47
Q	133+59.09	58.24 L	676.41
R	133+59.68	58.22 L	677.02
S	133+68.21	64.57 L	676.85
T	133+72.21	67.56 L	676.90
U	133+77.43	71.45 L	677.00
V	133+80.41	67.43 L	677.14
W	133+75.20	63.54 L	676.95
X	133+71.19	60.55 L	676.90
Y	133+67.55	49.82 L	676.06
Z	133+68.95	46.32 L	676.01
AA	133+71.71	42.16 L	676.36
BB	133+75.34	38.74 L	676.36
CC	133+86.76	34.14 L	675.58
DD	133+91.75	33.69 L	675.53
EE	133+96.75	33.64 L	675.48
FF	133+96.70	28.89 L	675.36
GG	133+96.68	26.64 L	675.28
HH	133+96.67	26.05 L	674.64
II	133+96.66	25.05 L	674.70
JJ	133+91.68	26.68 L	675.46
KK	133+91.67	26.10 L	674.72
LL	133+91.64	25.10 L	674.78

**LEGEND**

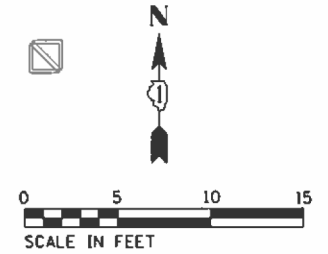
- (XX.XX) EXISTING LENGTH/ELEVATION
- PROPOSED SIDE CURB
- (%) EXISTING SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL REPLACE W/ TOPSOIL & SOD

**\*\* ALL CROSSWALKS SHALL BE HIGH VISIBILITY CROSSWALKS**

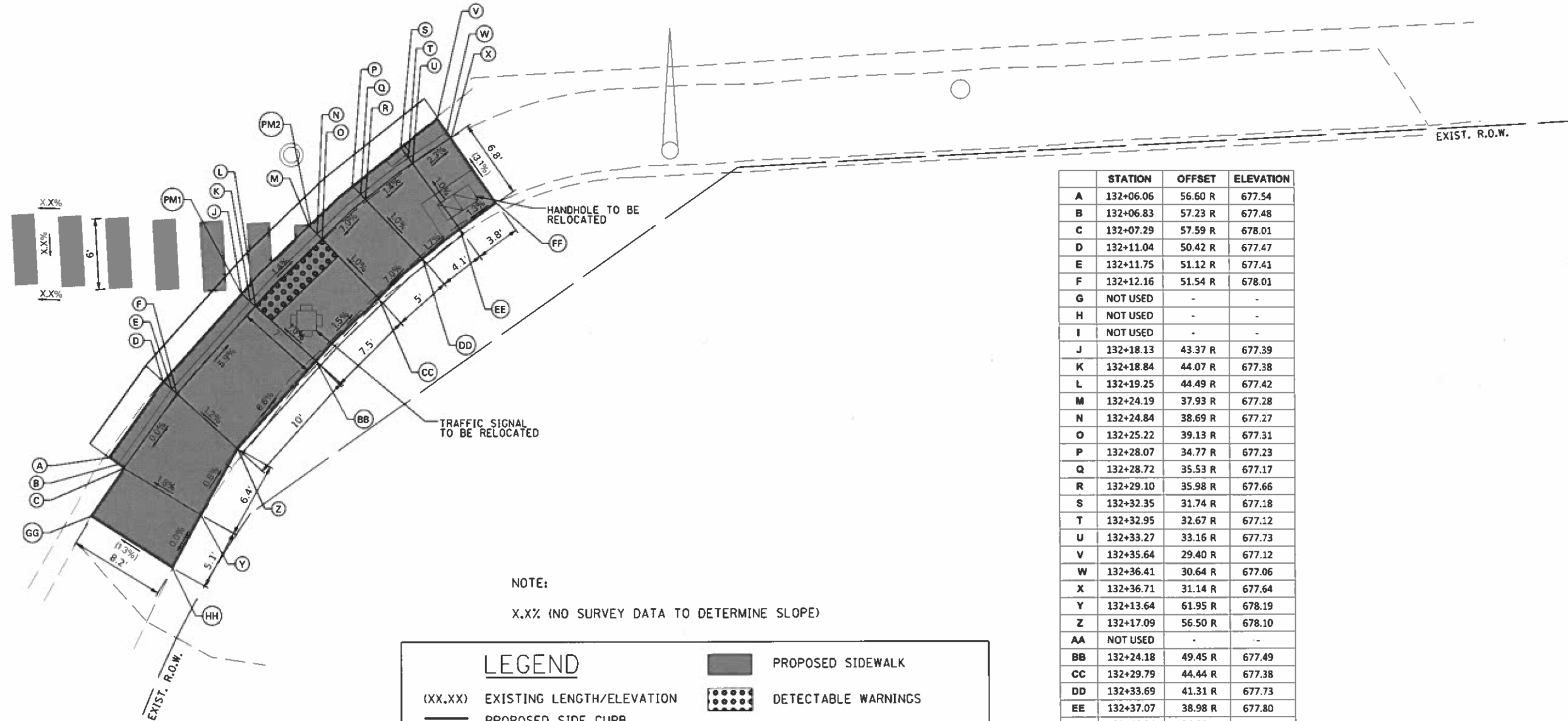


# ADA DETAILS FOR PHASE 1 PROJECTS

IL 64



BERTEAU AVE

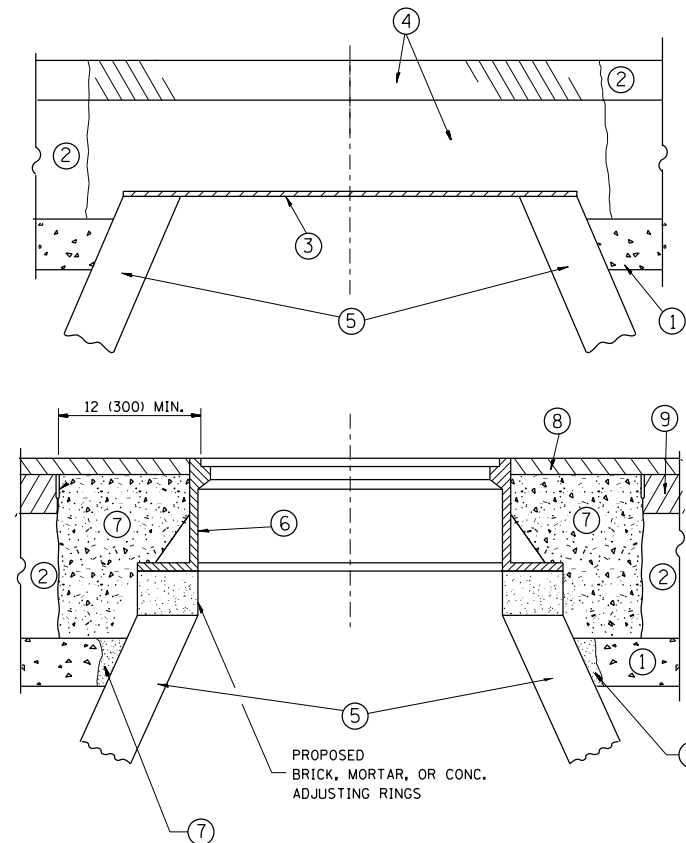


NOTE:  
X.XX (NO SURVEY DATA TO DETERMINE SLOPE)

LEGEND	
(XX.XX) EXISTING LENGTH/ELEVATION	[Solid Grey Box] PROPOSED SIDEWALK
[Dashed Line] PROPOSED SIDE CURB	[Dotted Box] DETECTABLE WARNINGS
(%) EXISTING SLOPE	[Cross-hatched Box] SIDEWALK REMOVAL REPLACE W/ TOPSOIL & SOD

\*\* ALL CROSSWALKS SHALL BE HIGH VISIBILITY CROSSWALKS

STATION	OFFSET	ELEVATION
A	132+06.06	56.60 R 677.54
B	132+06.83	57.23 R 677.48
C	132+07.29	57.59 R 678.01
D	132+11.04	50.42 R 677.47
E	132+11.75	51.12 R 677.41
F	132+12.16	51.54 R 678.01
G	NOT USED	-
H	NOT USED	-
I	NOT USED	-
J	132+18.13	43.37 R 677.39
K	132+18.84	44.07 R 677.38
L	132+19.25	44.49 R 677.42
M	132+24.19	37.93 R 677.28
N	132+24.84	38.69 R 677.27
O	132+25.22	39.13 R 677.31
P	132+28.07	34.77 R 677.23
Q	132+28.72	35.53 R 677.17
R	132+29.10	35.98 R 677.66
S	132+32.35	31.74 R 677.18
T	132+32.95	32.67 R 677.12
U	132+33.27	33.16 R 677.73
V	132+35.64	29.40 R 677.12
W	132+36.41	30.64 R 677.06
X	132+36.71	31.14 R 677.64
Y	132+13.64	61.95 R 678.19
Z	132+17.09	56.50 R 678.10
AA	NOT USED	-
BB	132+24.18	49.45 R 677.49
CC	132+29.79	44.44 R 677.38
DD	132+33.69	41.31 R 677.73
EE	132+37.07	38.98 R 677.80
FF	132+40.26	36.90 R 677.85
GG	132+04.24	61.49 R 677.04
HH	132+10.95	66.29 R 677.15



**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 1/2 (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.

\* 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
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-1\* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- 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.

**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.

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = steedpo	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
pw:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI01\BRAW\Notes\Design\DistStd.dgn		CHECKED -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000' / in.	DATE - 10-25-94	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/12/2018		REVISED - R. BORO 12-06-11

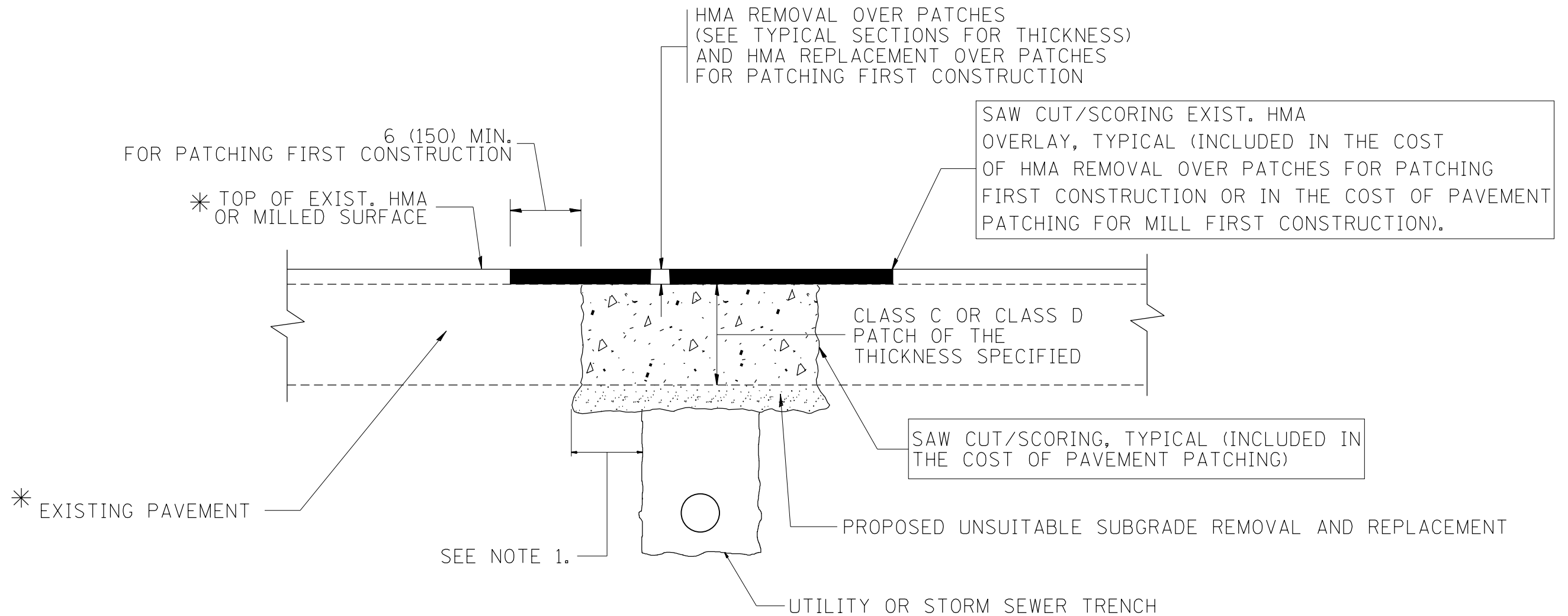
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DJ	89	64
BD600-03 (BD-8)			CONTRACT NO. 62F54	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**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)

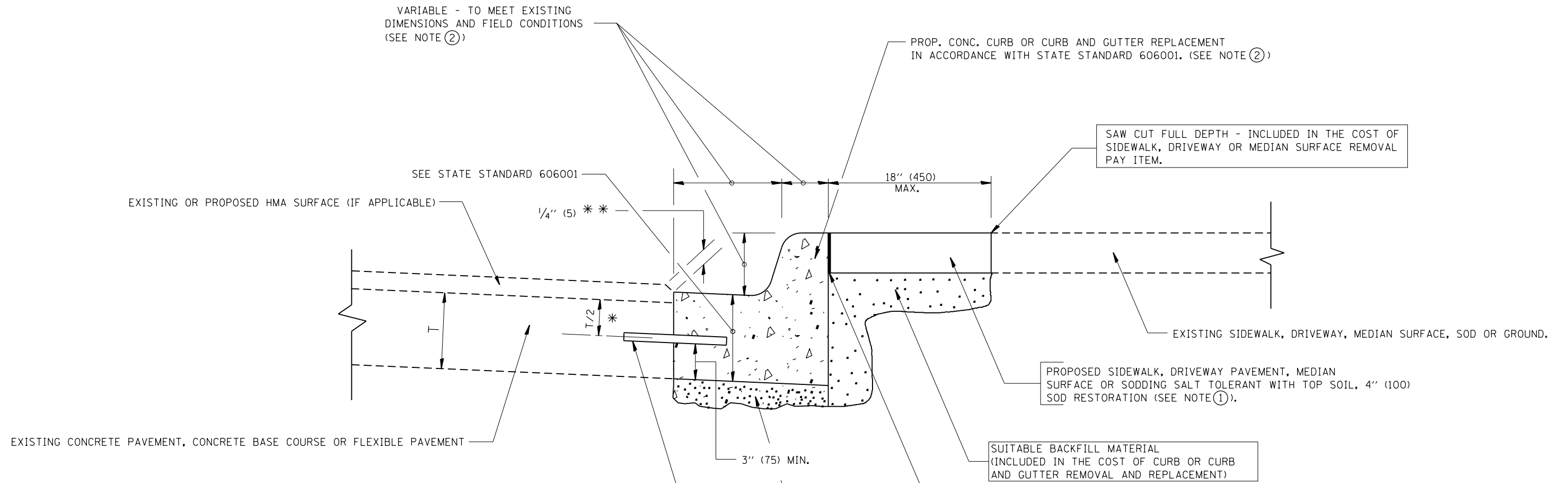
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 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.

FILE NAME =	USER NAME = steedpo	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI0121\BRAW\Design\DistStd.dgn	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 01-01-07					307	(131&542)R-2-RS-1	DJ PAGE	89	65
PLOT DATE = 12/12/2018	DATE - 10-25-94	REVISED - R. BORO 09-04-07	REVISED - K. ENG 10-27-08		BD400-04 (BD-22)			CONTRACT NO. 62F54				
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1   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.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
  - ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
  - ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
  - ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
  - ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
  - ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
  - ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

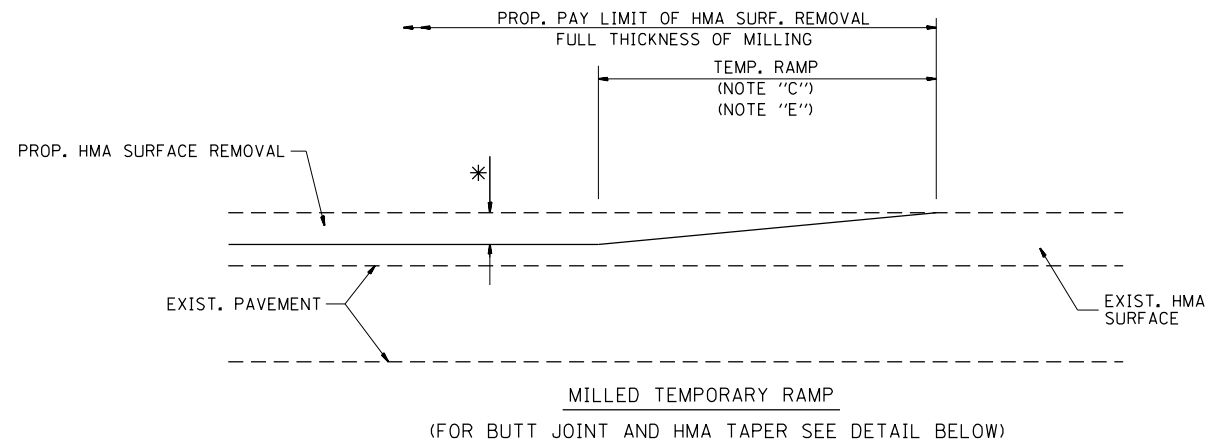
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

**BASIS OF PAYMENT:**  
 THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

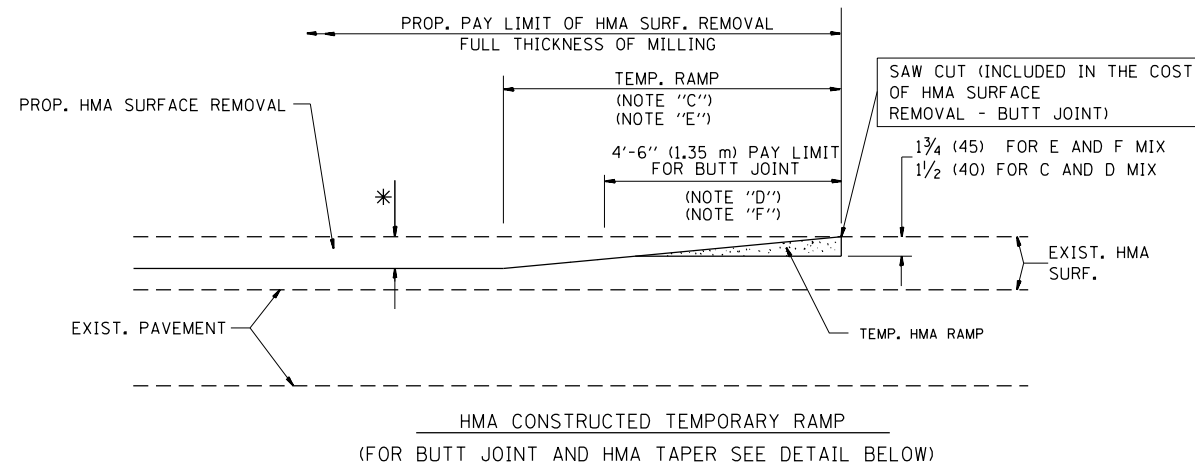
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = steedpo	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI01218\BRAW\Design\DistStd.dgn	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - A. ABBAS 03-21-97			307	(131&542)R-2-RS-1	DU PAGE	89	66
PLOT DATE = 12/12/2018	DATE - 03-11-94	REVISED - M. GOMEZ 01-22-01	REVISED - R. BORO 12-15-09			<b>BD600-06 (BD-24)</b>		<b>CONTRACT NO. 62F54</b>		
						FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

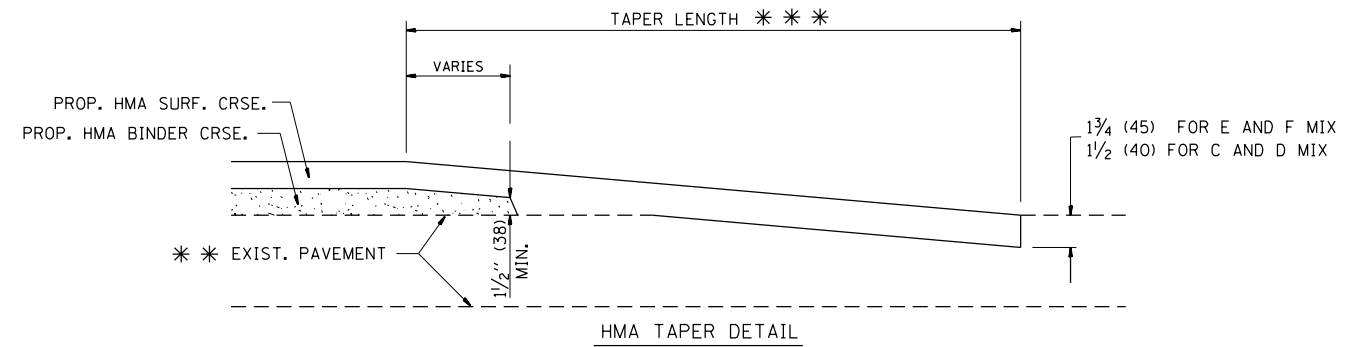
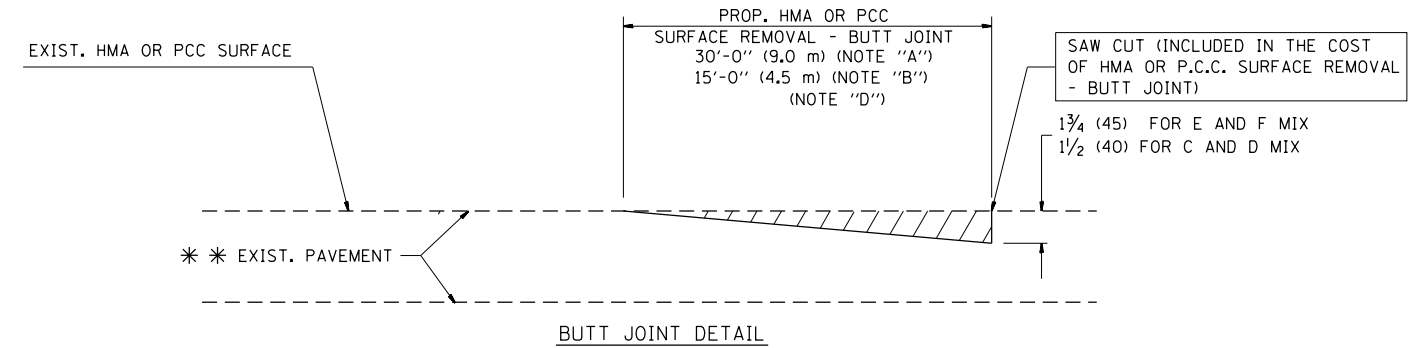


**OPTION 1**



**OPTION 2**

**TYPICAL TEMPORARY RAMP**



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

\* \* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

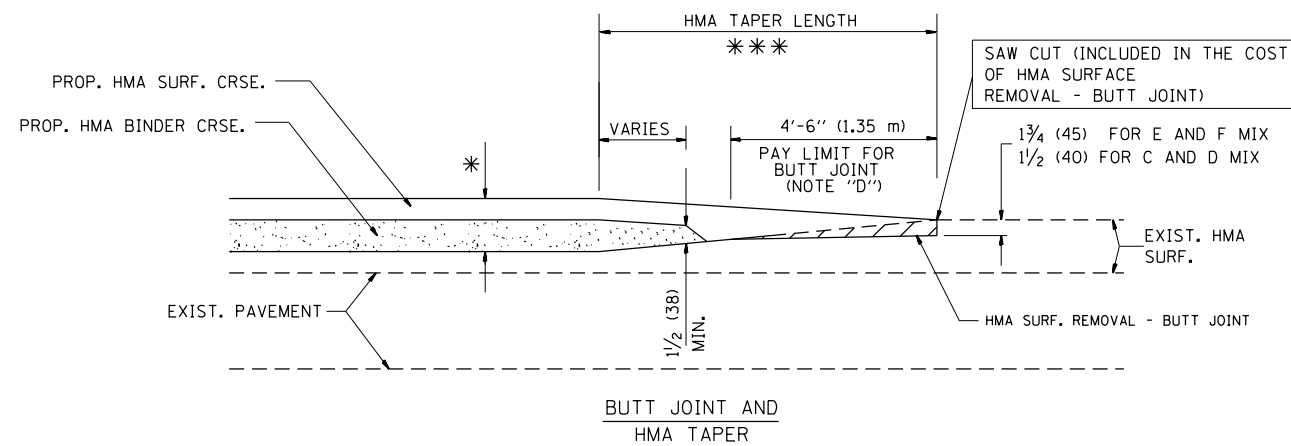
**NOTES**

- 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
  - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \* \* \* 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.



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

FILE NAME =	USER NAME = steedpo	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
p:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI0121\BRAW\Design\DistStd.dgn		REVISED - A. ABBAS 03-21-97	
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 12/12/2018	DATE - 06-13-90	REVISED - R. BORO 01-01-07

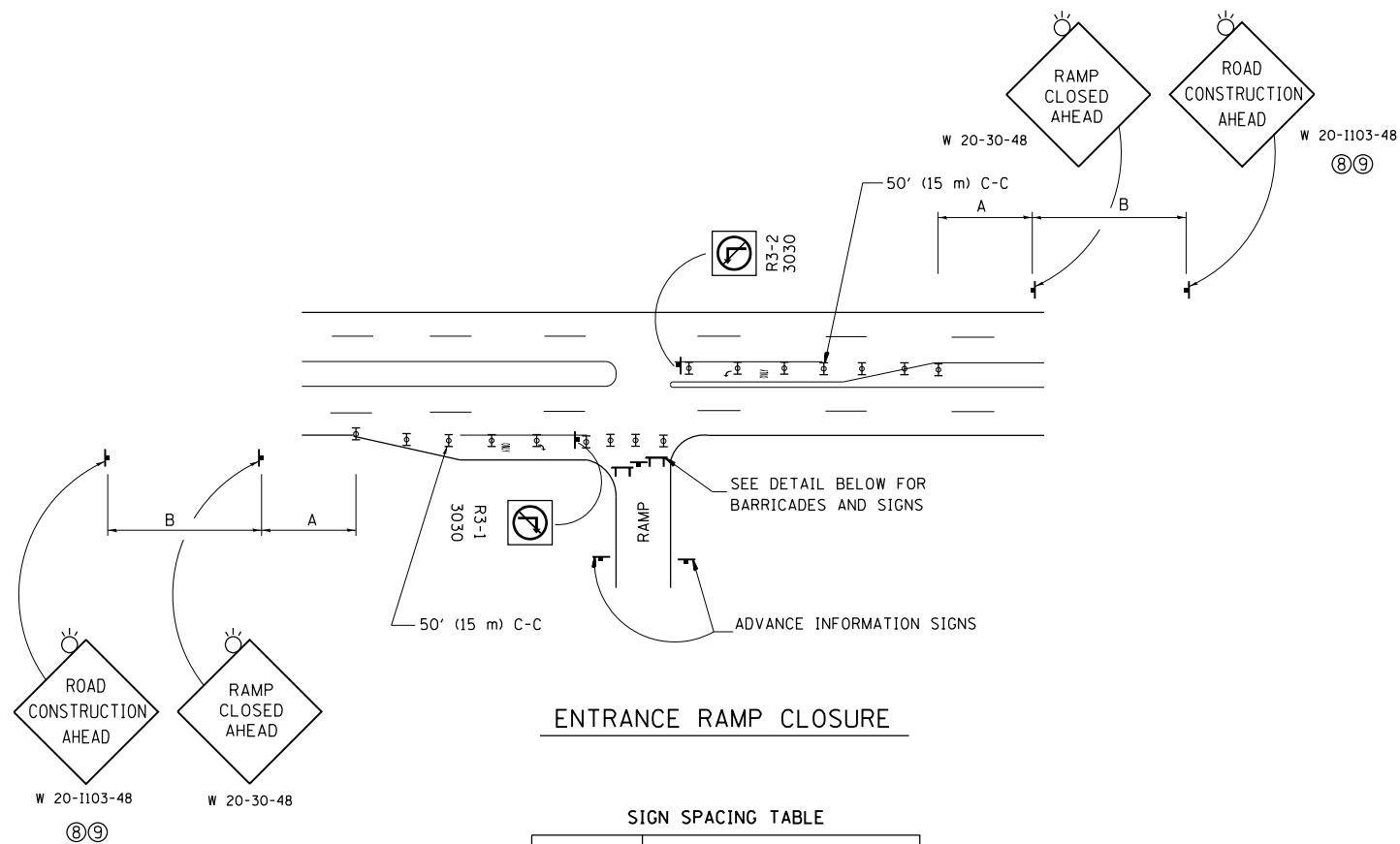
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND  
HMA TAPER DETAILS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DJ PAGE	89	67
BD400-05 BD32		CONTRACT NO. 62F54		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



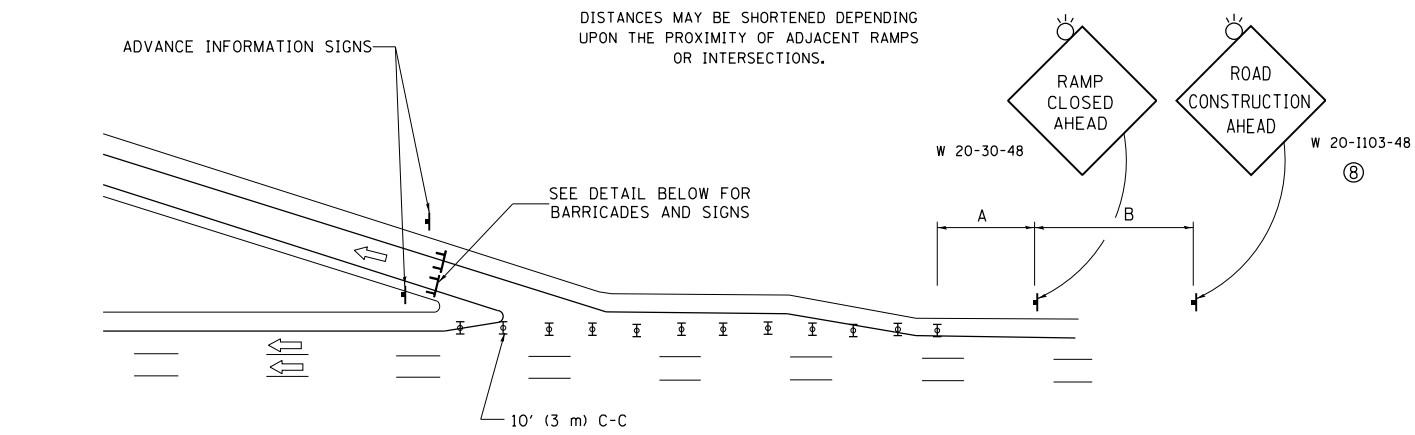


**ENTRANCE RAMP CLOSURE**

**SIGN SPACING TABLE**

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY <24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

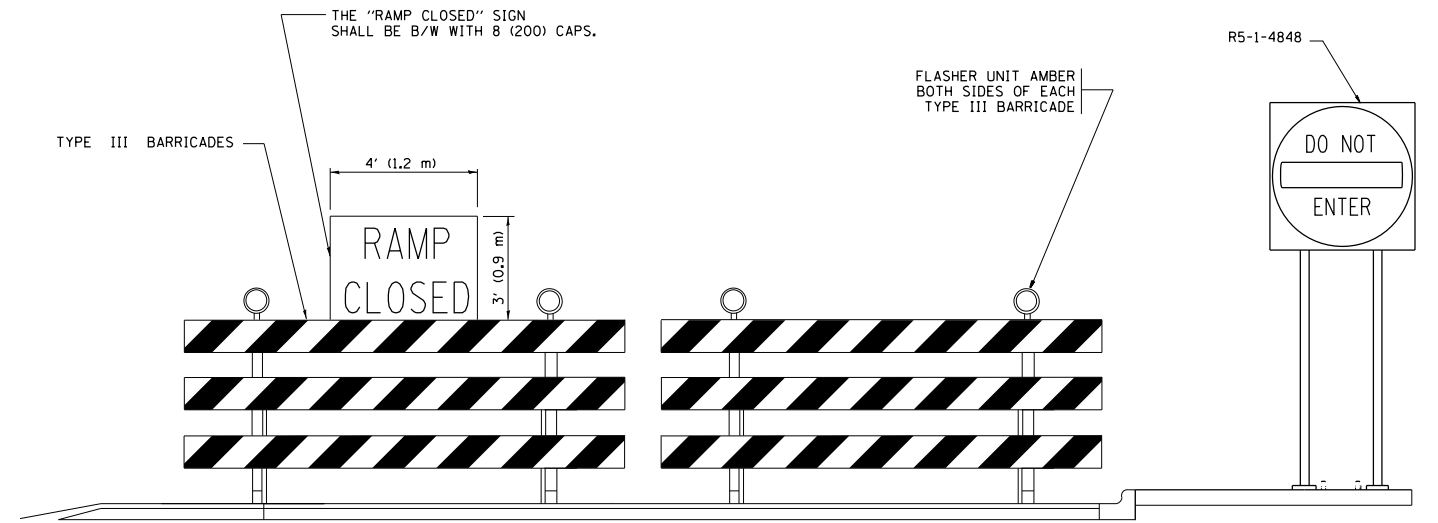
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



**EXIT RAMP CLOSURE**

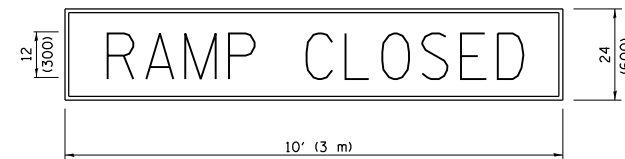
**SYMBOLS**

- ⊥ TYPE II BARRICADE OR DRUM
- ⊥ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



**DETAIL FOR REQUIRED BARRICADES & SIGNS**

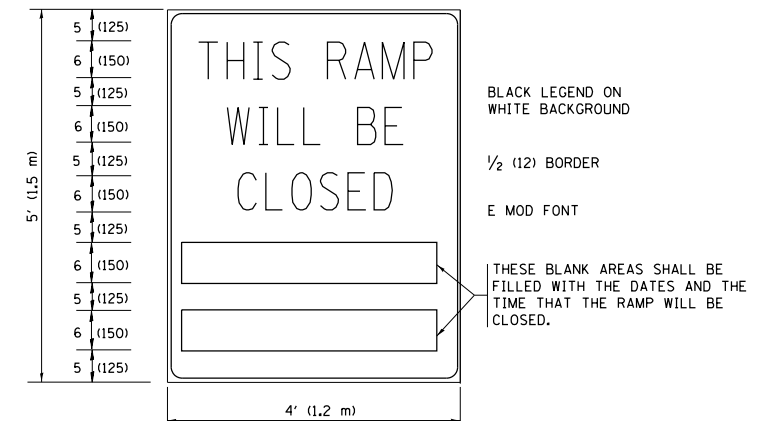
**RAMP CLOSURE ADVANCE WARNING SIGN**



BLACK LEGEND ON ORANGE 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**



BLACK LEGEND ON WHITE BACKGROUND

1/2 (12) BORDER

E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

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, PRECEDED 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.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ 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.
- ⑨ 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.

FILE NAME =	USER NAME = steedp	DESIGNED - D.W.S.	REVISED - S.P.B. 01-07
p:\11\084EBID\INTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI01\BRAW\Notes\Design\DistStd.dgn		CHECKED -	REVISED - S.P.B. 12-09
Default	PLOT SCALE = 100.0000' / 1in.	DATE - 02-83	REVISED - M.D. 06-13
	PLOT DATE = 12/12/2018		REVISED - M.D. 01-18

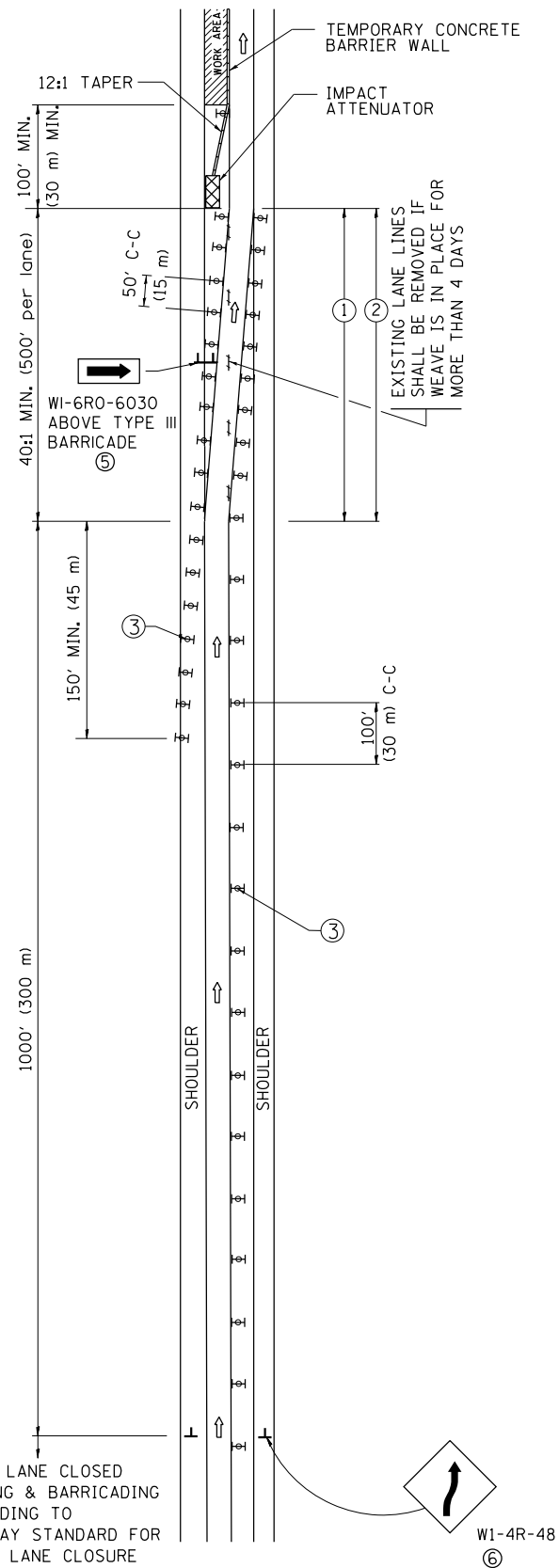
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP  
CLOSURE DETAILS**

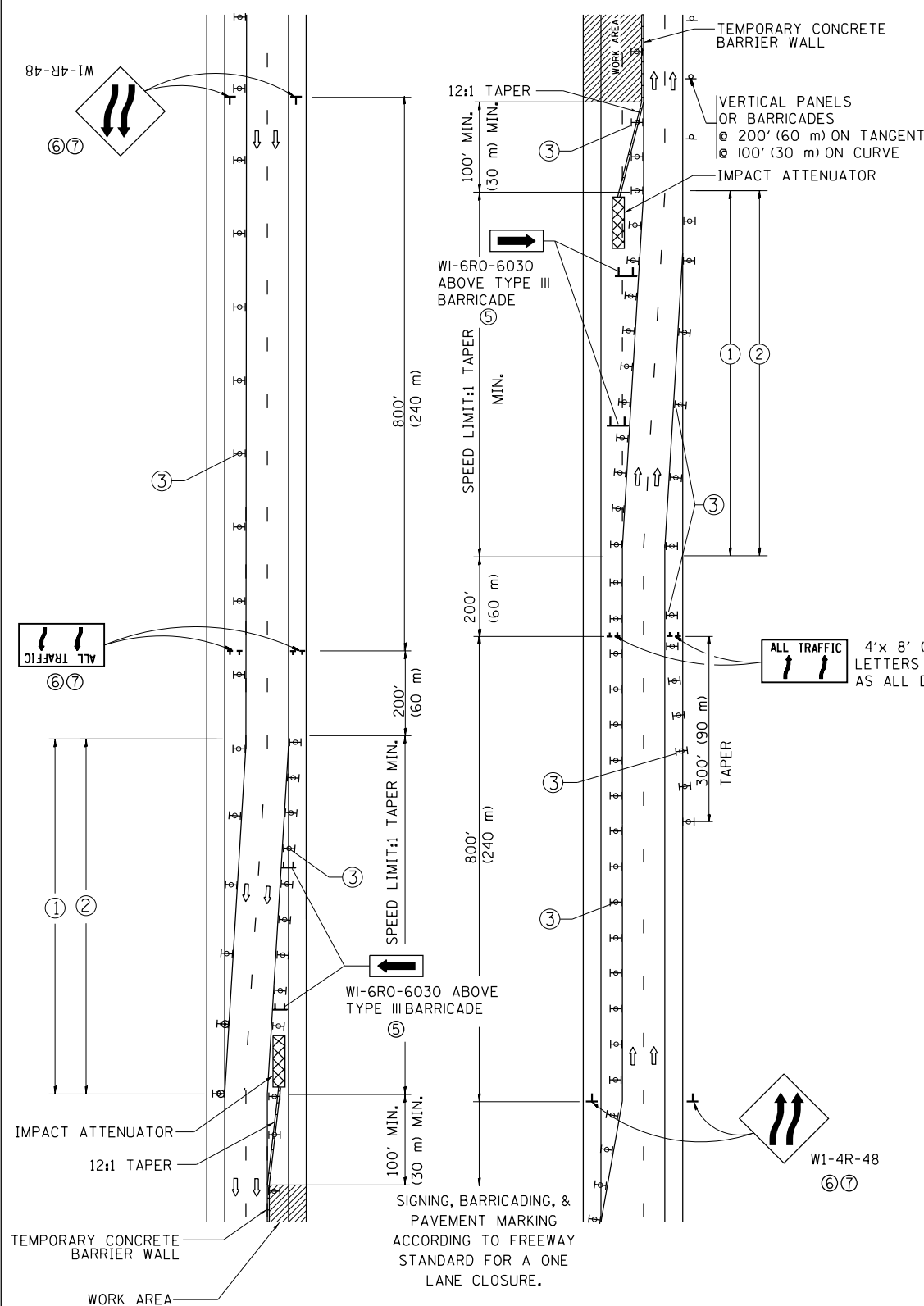
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DJ	89	69
<b>TC-08</b>			<b>CONTRACT NO. 62F54</b>	
ILLINOIS FED. AID PROJECT				

# SINGLE LANE WEAVE



# MULTI-LANE WEAVE



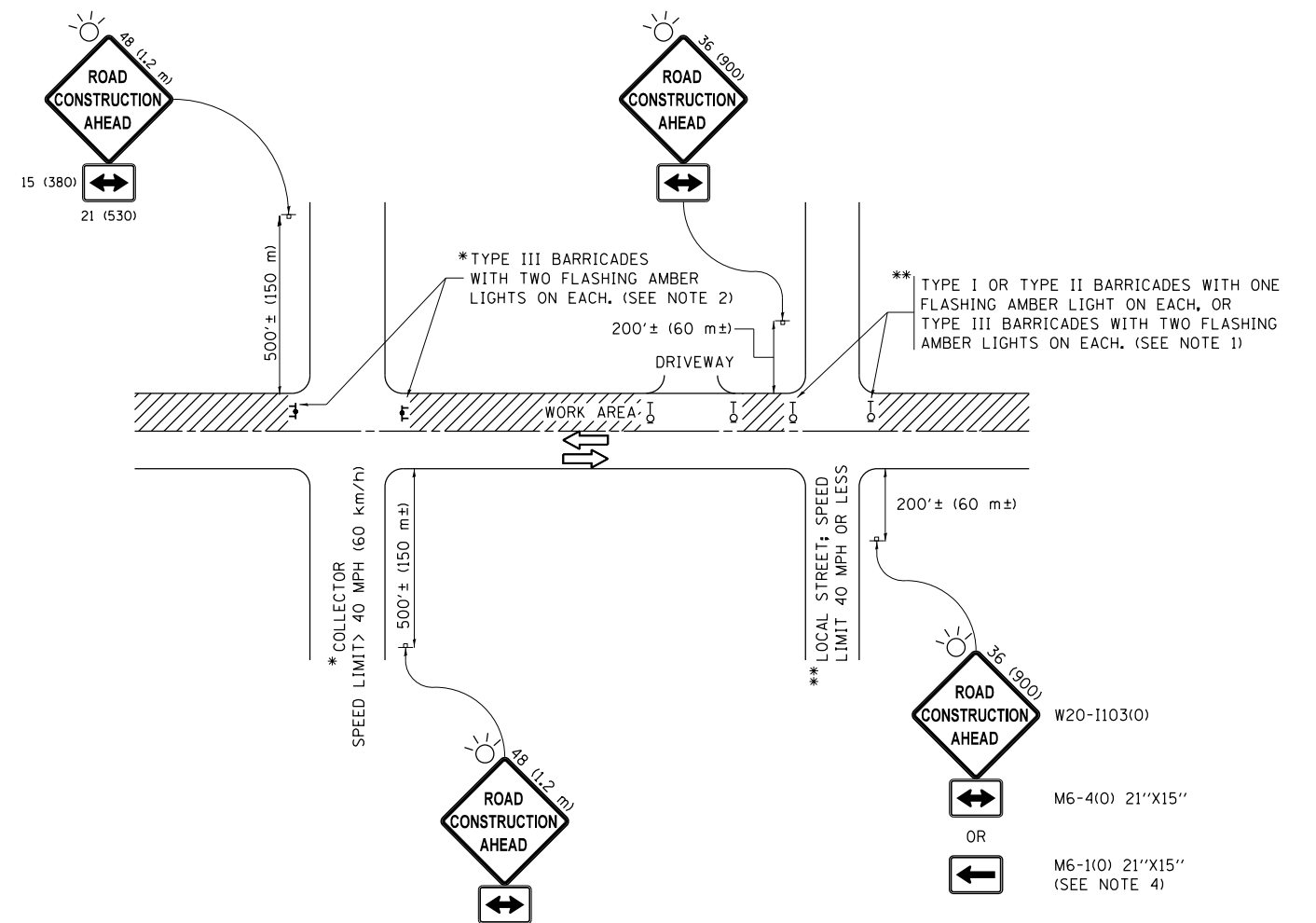
- ### GENERAL NOTES
- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
  - CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
  - PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
  - ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
  - TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
  - WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
  - THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

4'x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL LETTERS BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

- ### SYMBOLS
- DIRECTION OF TRAFFIC
  - WORK AREA
  - SIGN ON PORTABLE OR PERMANENT SUPPORT
  - TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
  - TEMPORARY CONCRETE BARRIER WALL
  - IMPACT ATTENUATOR
  - W1-4R-48
  - W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = steedpo	DESIGNED - DWS	REVISED - JAF 02-06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE &amp; MULTI-LANE WEAVE</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\11\084EBID\INTEG\11\inois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\0181218\BRAW\Design\DistStd.dgn			REVISED - SPB 01-07		307	(131&542)R-2-RS-1	DJ PAGE	89	70			
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - SPB 12-09			<b>TC-09</b>			<b>CONTRACT NO. 62F54</b>				
PLOT DATE = 12/12/2018	DATE - 02-87	REVISED - MD 06-13			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**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.
  - 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.
4. 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.

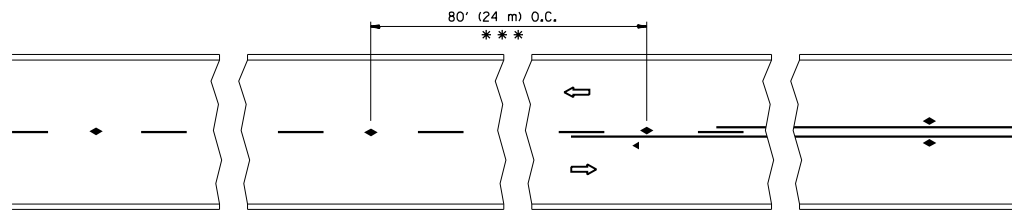
FILE NAME =	USER NAME = steedpo	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI0121\BRAW\Notes\Design\DistStd.dgn			REVISED - T. RAMMACHER 01-06-00
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 12/12/2018	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

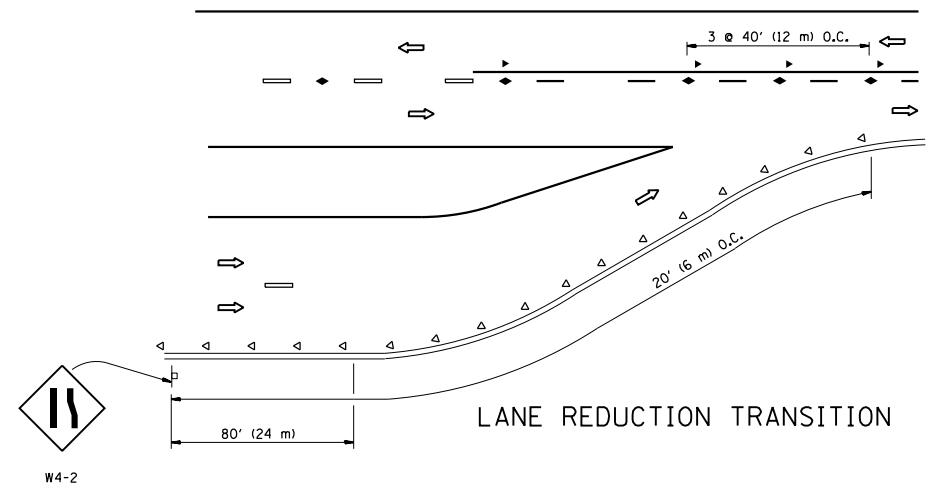
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TC-10</b>			<b>CONTRACT NO. 62F54</b>	
ILLINOIS FED. AID PROJECT				

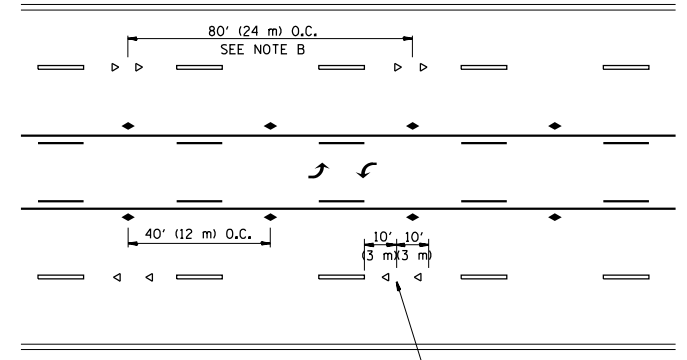


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

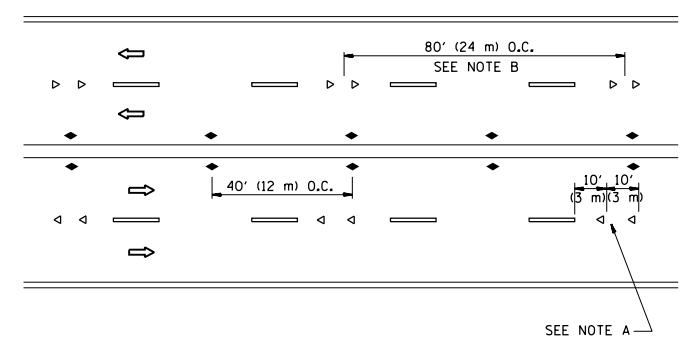
TWO-LANE/TWO-WAY



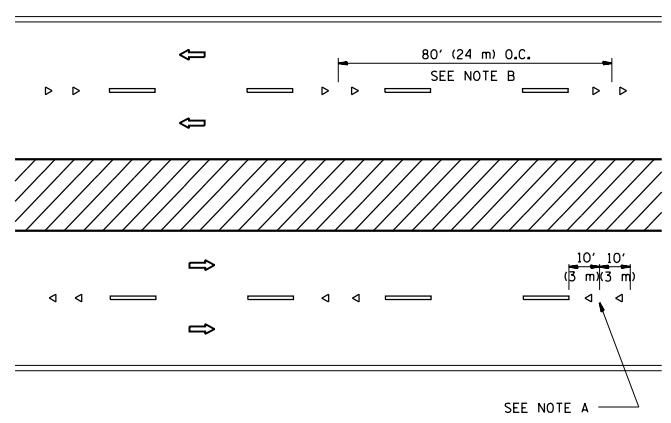
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

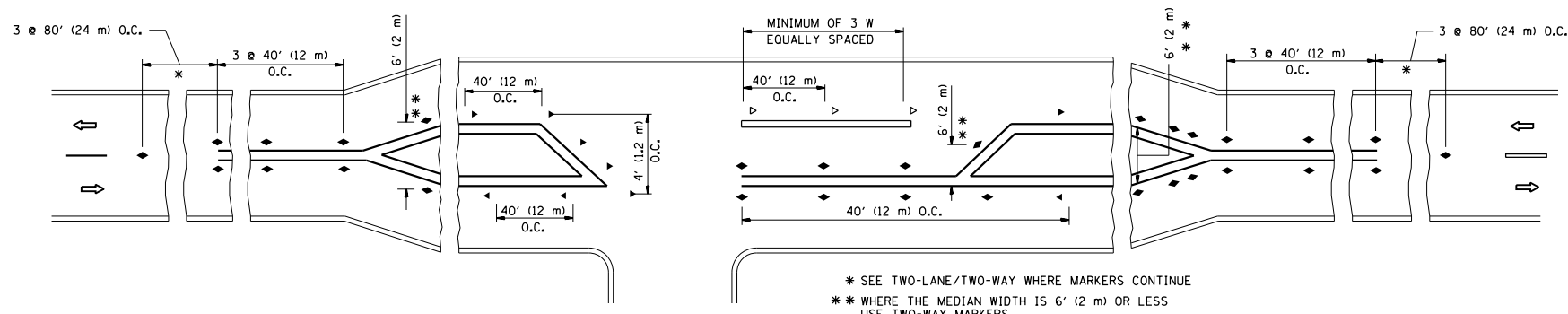
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.



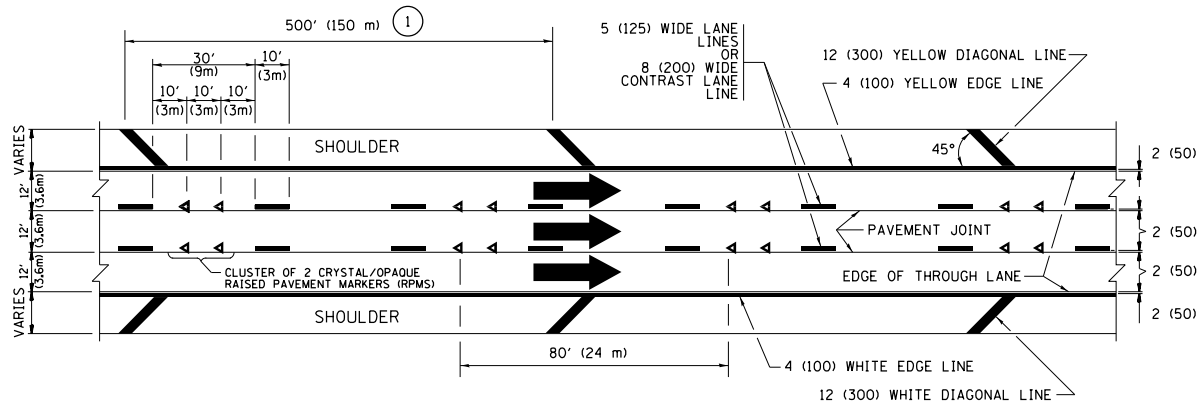
LEFT TURN

\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

FILE NAME =	USER NAME = steedp	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI0121\BRAW\Design\DistStd.dgn	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 03-12-99					307	(131&542)R-2-RS-1	DJ	PAGE 89	72
PLOT DATE = 12/12/2018	DATE -	REVISED - C. JUCIUS 09-09-09	REVISED - T. RAMMACHER 01-06-00		<b>TC-11</b>			<b>CONTRACT NO. 62F54</b>				
					SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

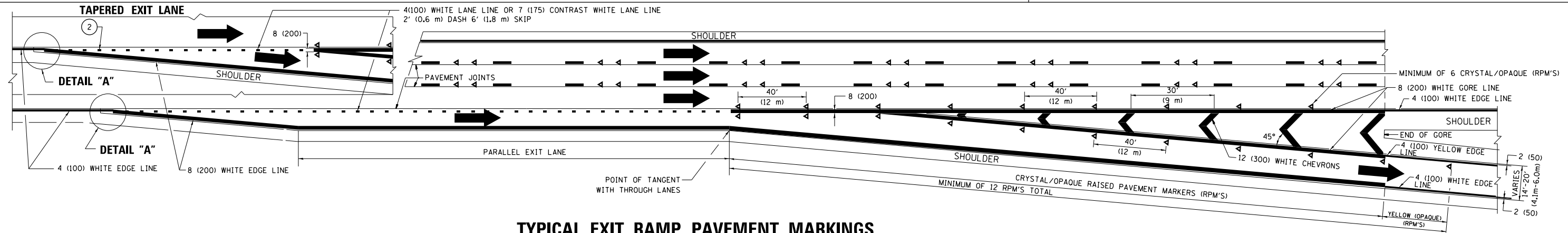




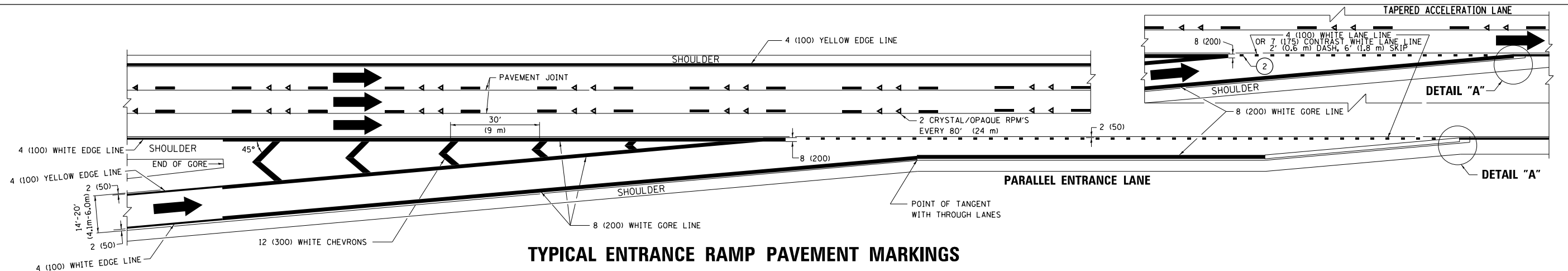
**TYPICAL EDGE LINES & LANE LINES**

**PAVEMENT MARKING MATERIALS**

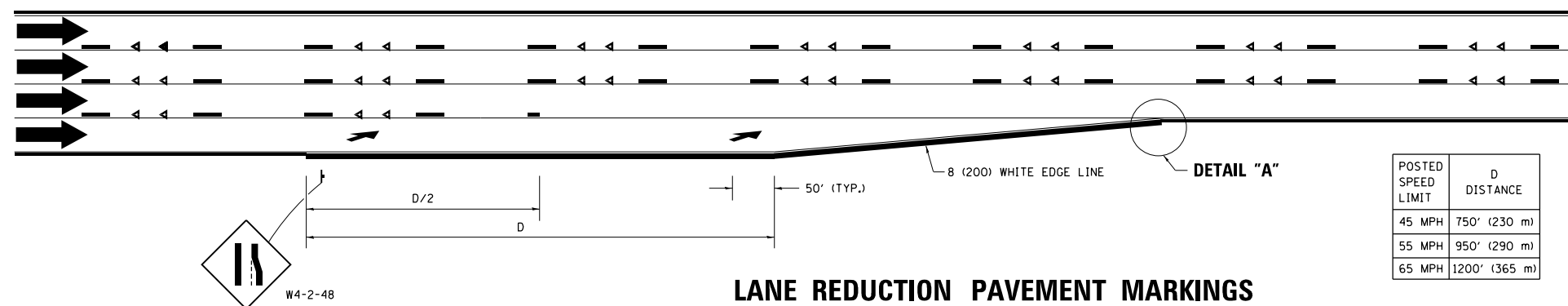
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



**TYPICAL EXIT RAMP PAVEMENT MARKINGS**

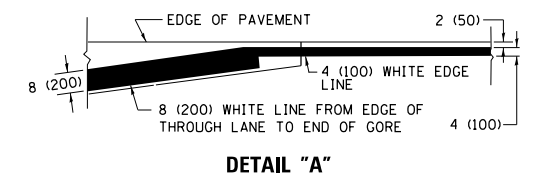


**TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS**

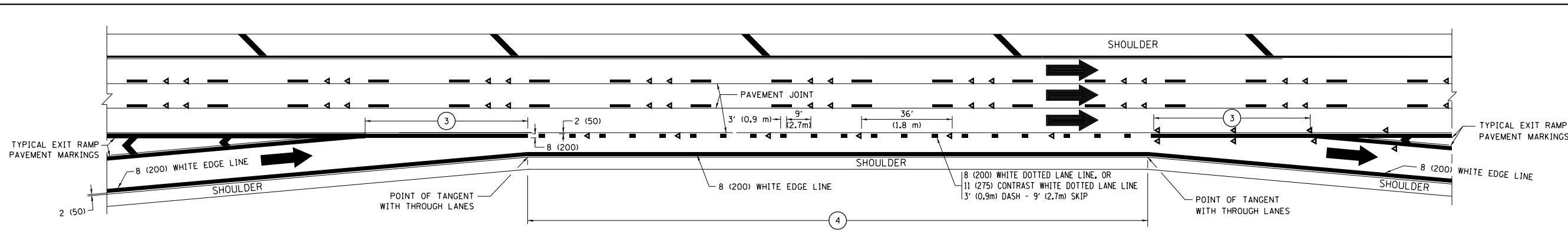


**LANE REDUCTION PAVEMENT MARKINGS**

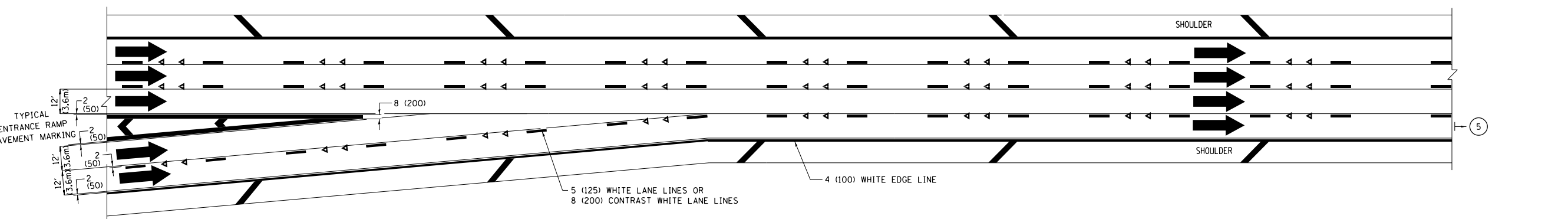
POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



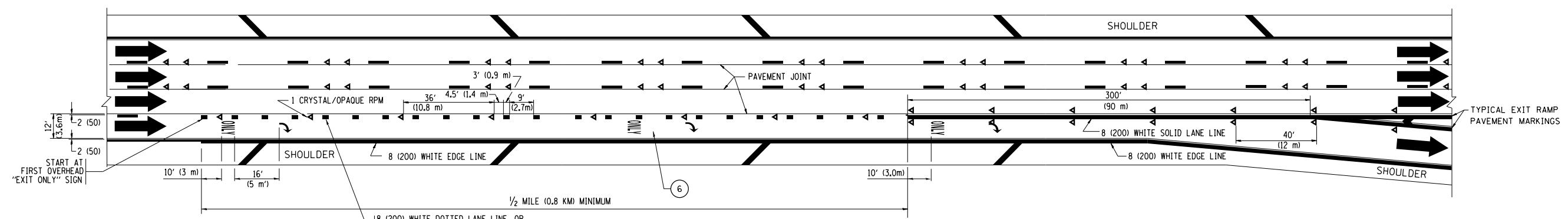
- NOTES:**
- 1 THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
  - 2 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.



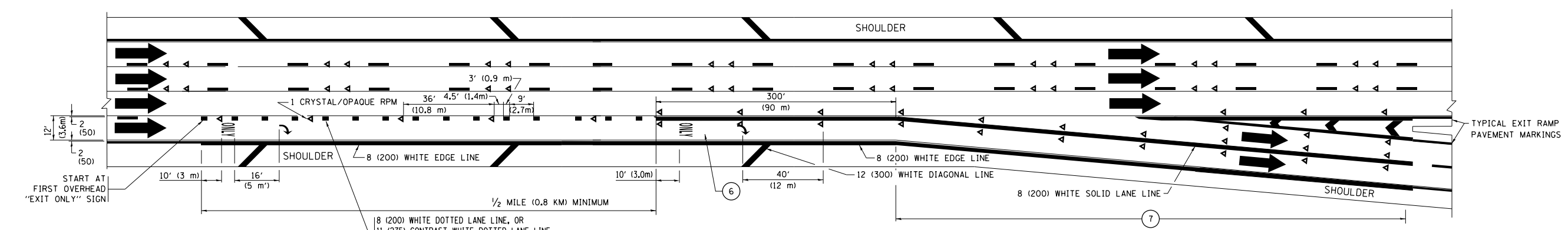
**AUXILIARY LANE MARKINGS**



**TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS**



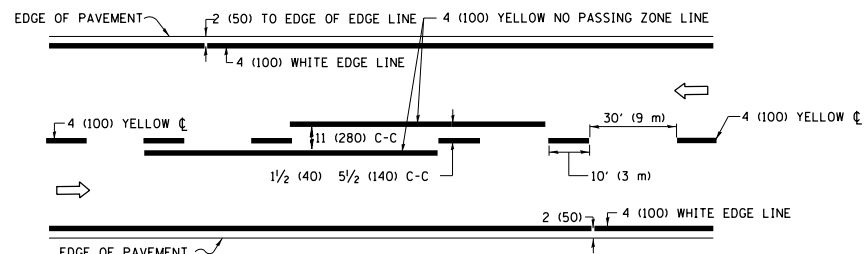
**EXIT ONLY LANE MARKINGS**



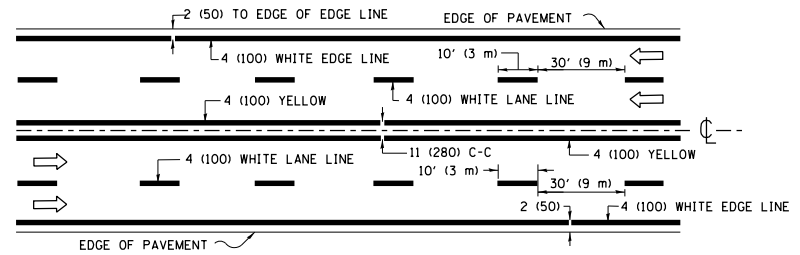
**EXIT ONLY WITH OPTION LANE MARKINGS**

- NOTES:**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
  - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
  - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
  - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
  - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

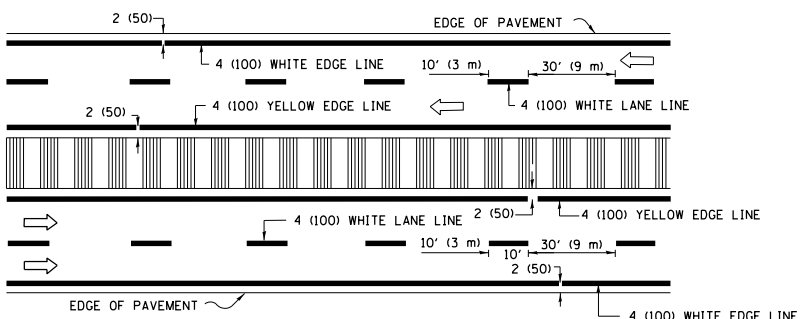
FILE NAME =	USER NAME = steedp	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI01\BRAW\Design\DistStd.dgn			REVISED - S.P.B. 01-07		307	(131&542)R-2-RS-1	DU PAGE	89	74			
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - S.P.B. 01-10		<b>TC-12</b>			<b>CONTRACT NO. 62F54</b>				
	PLOT DATE = 12/12/2018	DATE - 01-90	REVISED - M.D. 09-17		SCALE: NONE	SHEET 2	OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



**2-LANE ROADWAY**

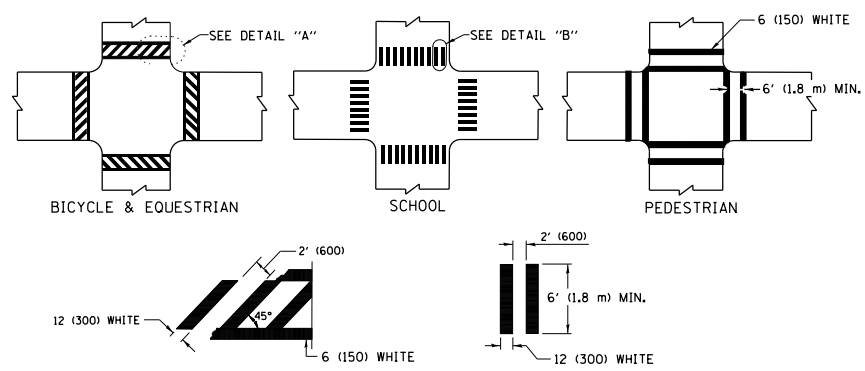


**MULTI-LANE UNDIVIDED**



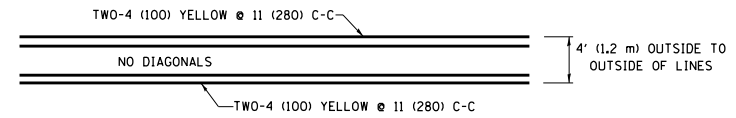
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

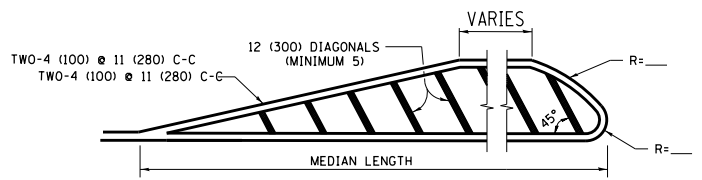


**TYPICAL CROSSWALK MARKING**

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

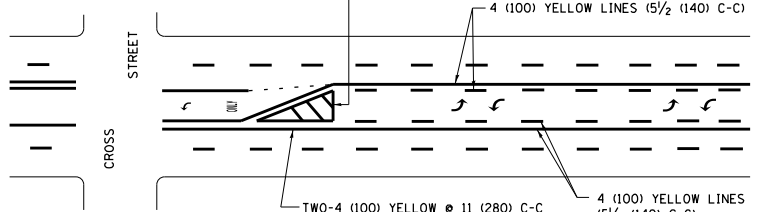


**4' (1.2 m) WIDE MEDIANS ONLY**



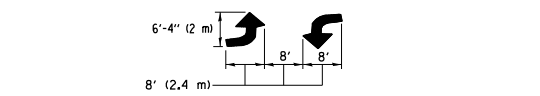
**MEDIANS OVER 4' (1.2 m) WIDE**

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



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

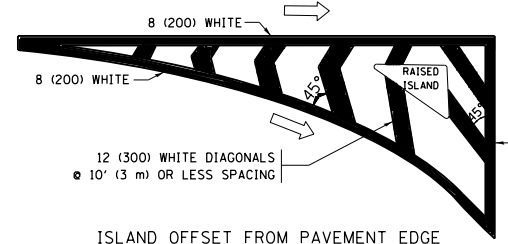
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



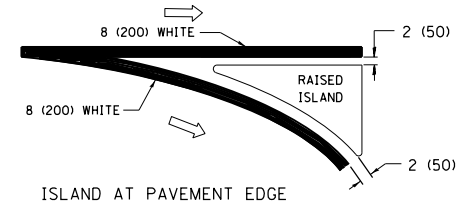
**TYPICAL LEFT (OR RIGHT) TURN LANE**

**TYPICAL TURN LANE MARKING**

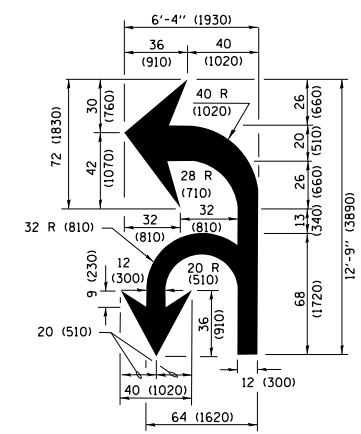
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



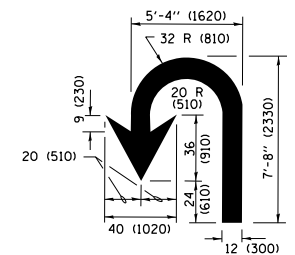
**ISLAND OFFSET FROM PAVEMENT EDGE**



**ISLAND AT PAVEMENT EDGE  
TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

**LANE REDUCTION TRANSITION**

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

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

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

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

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

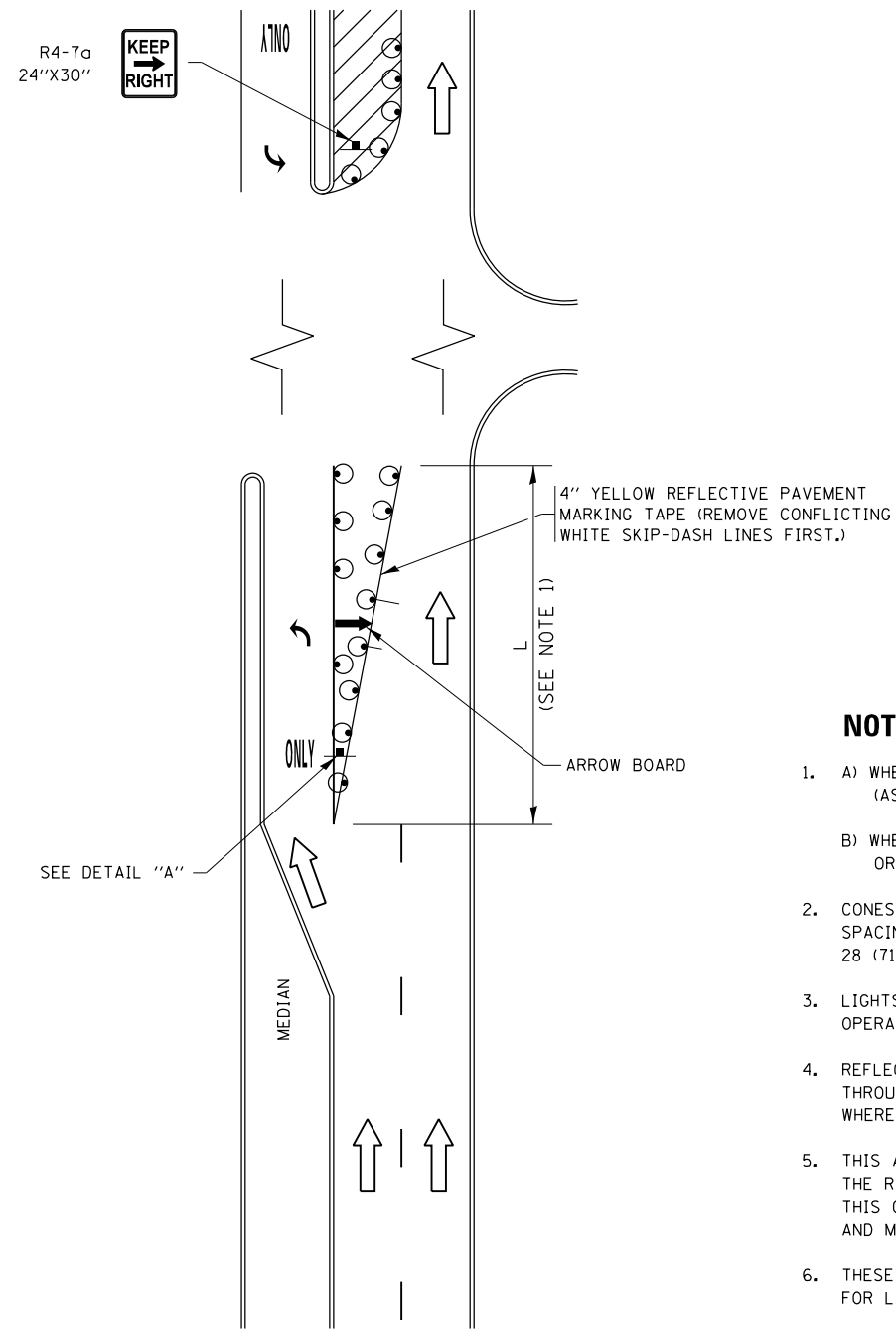
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pw\1\084EBIDINTEG\11\inois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\010121\BROWN\Design\DistStd.dgn			REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 12/12/2018	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT ONE</b>			
<b>TYPICAL PAVEMENT MARKINGS</b>			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

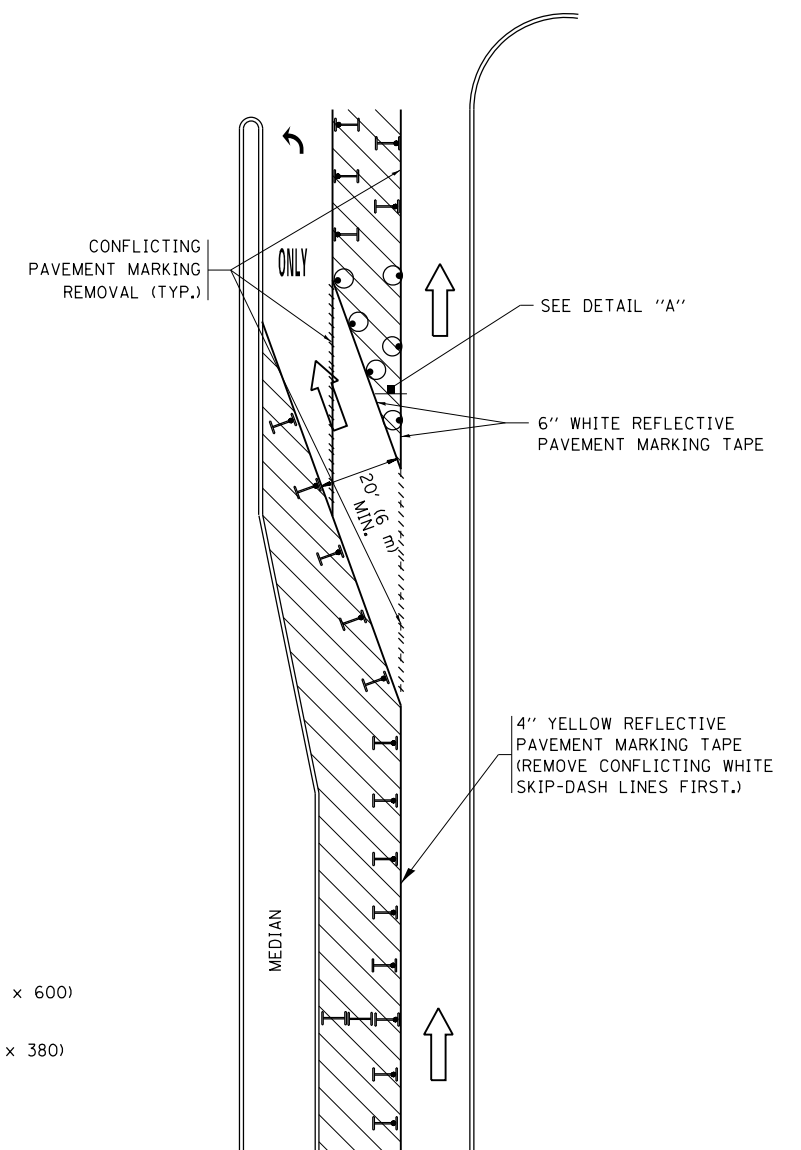
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DU PAGE	89	75
<b>TC-13</b>		<b>CONTRACT NO.</b>	<b>62F54</b>	
ILLINOIS FED. AID PROJECT				

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

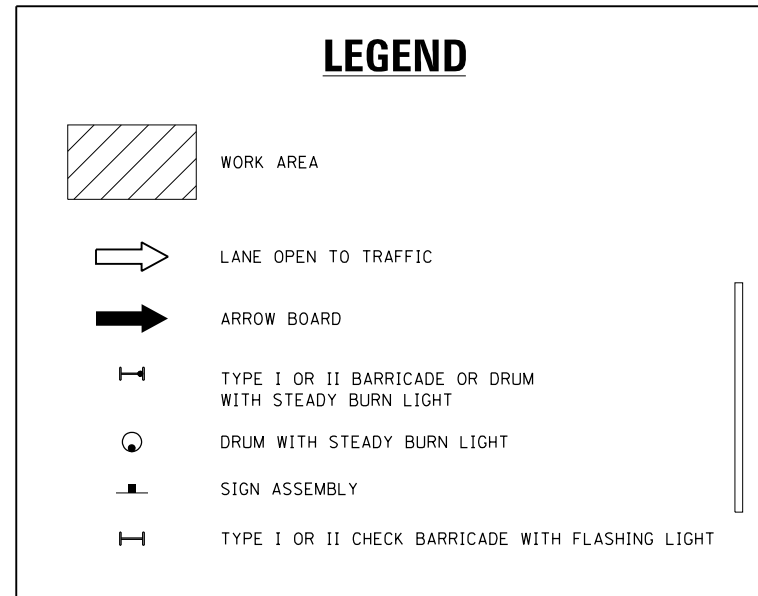


**FIGURE 1**

# TURN BAY ENTRANCE WITHIN A LANE CLOSURE

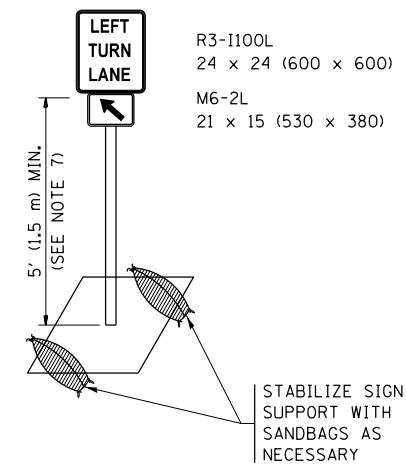


**FIGURE 2**



### NOTES:

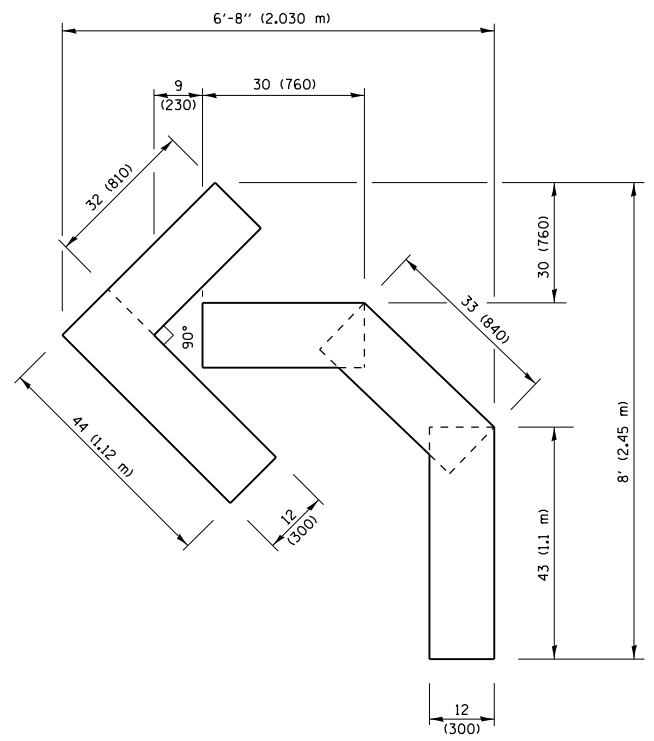
1. A) WHEN "L" IS  $\leq$  THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.  
B) WHEN "L" IS  $>$  THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
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.



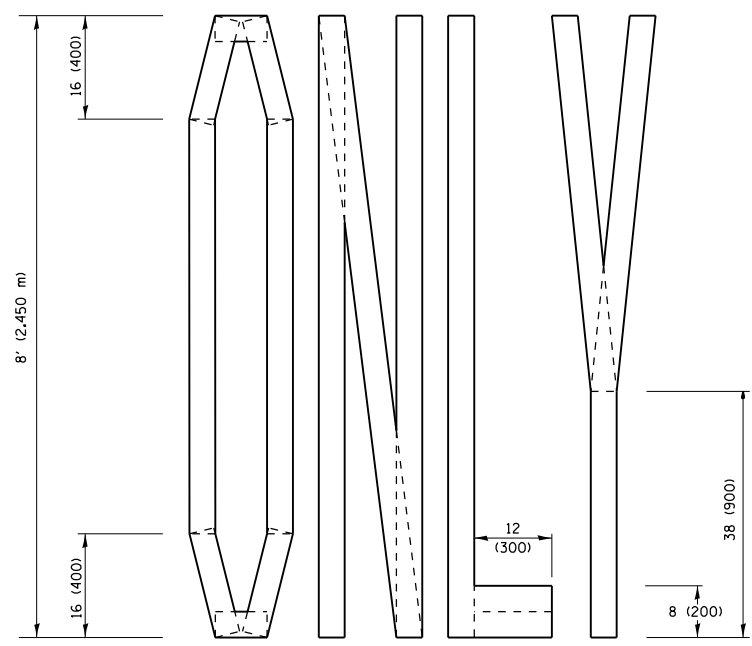
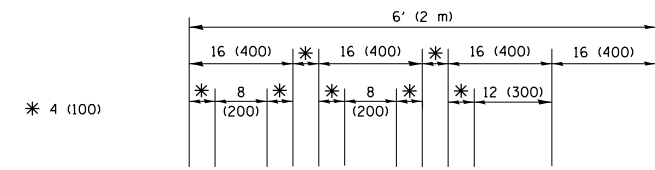
**DETAIL A**

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

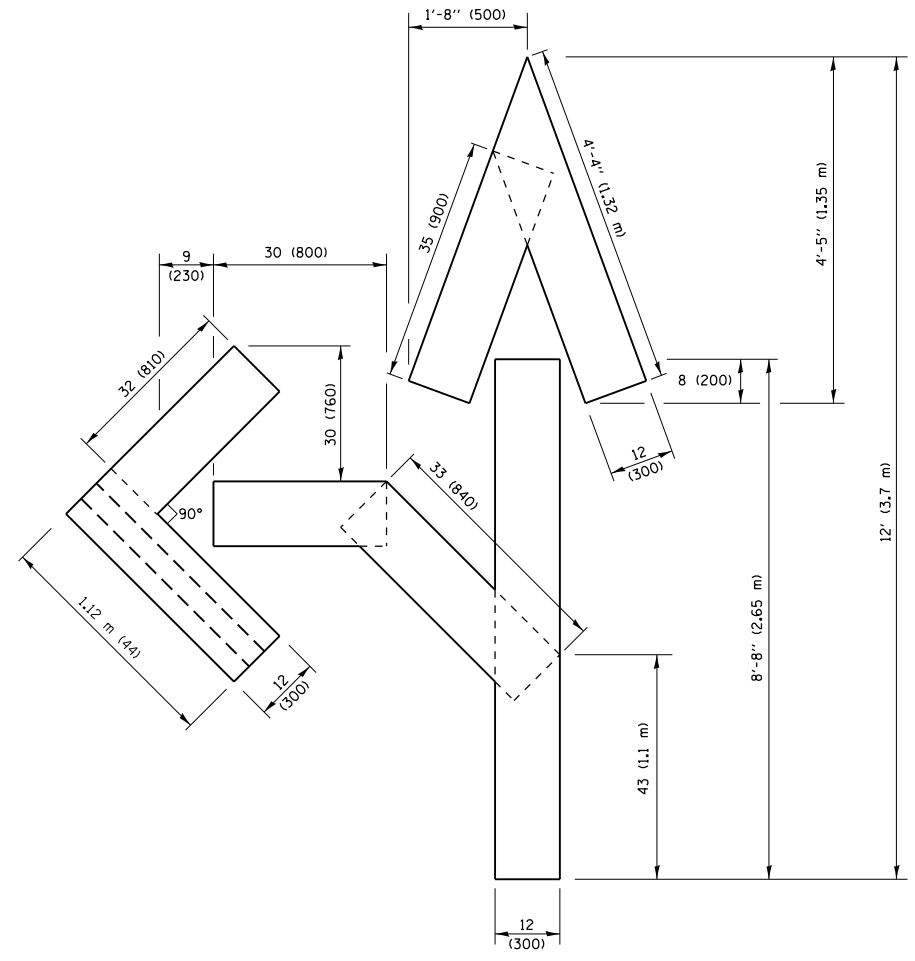
FILE NAME =	USER NAME = steedp	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)</b>	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI02\REVISED Design\As PLOTTED	REVISED - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	REVISED - A. SCHUETZE 07-01-13			307	(131&542)R-2-RS-1	DJ PAGE	89	76
Default	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	REVISED - A. SCHUETZE 09-15-16			<b>TC-14</b>		<b>CONTRACT NO. 62F54</b>		
	REVISED - T. RAMMACHER 01-06-00	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT				
	PLOT DATE = 12/12/2018			SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.			



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

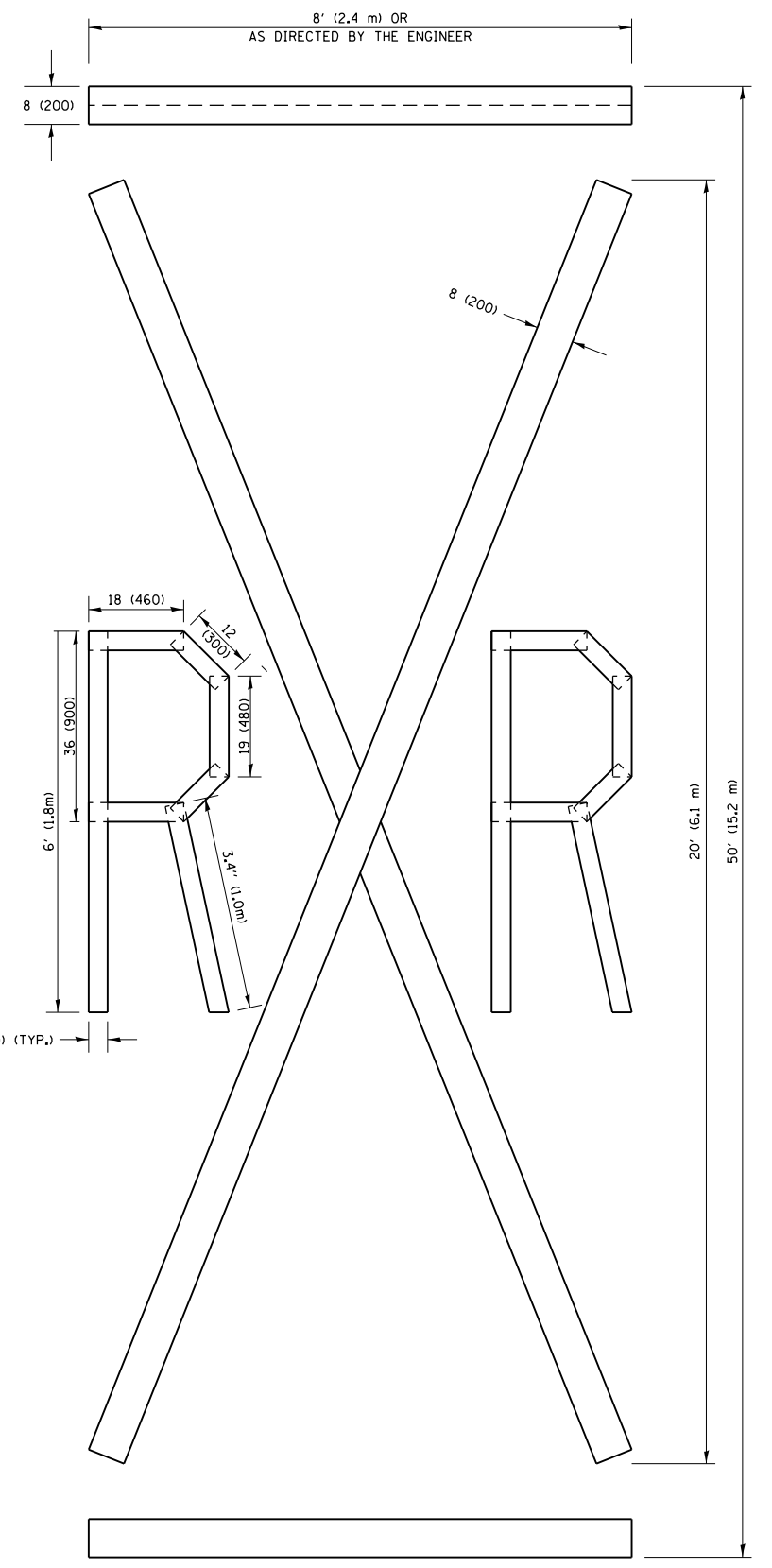


**QUANTITY**  
 4 (100) LINE = 64.1 ft. (19.5 m)  
 21.4 sq. ft. (1.99 sq. m)



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

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



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

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

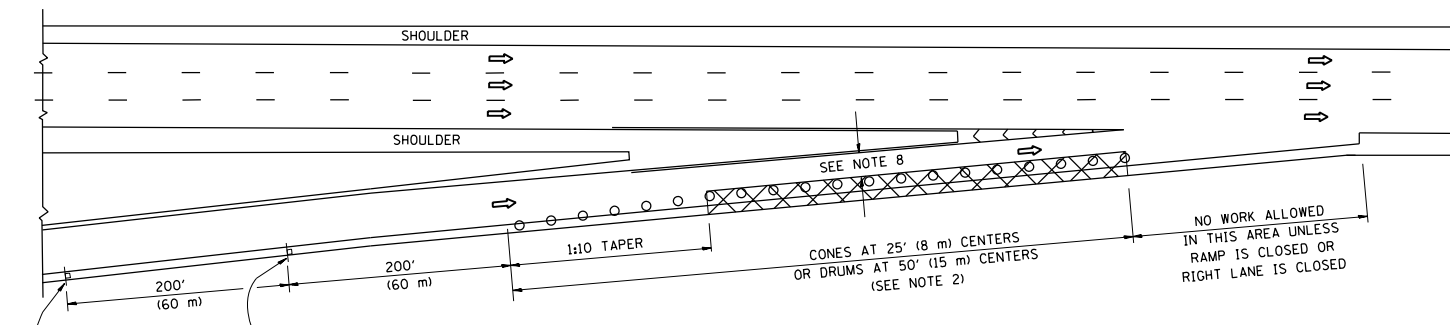
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		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00
			REVISED -A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

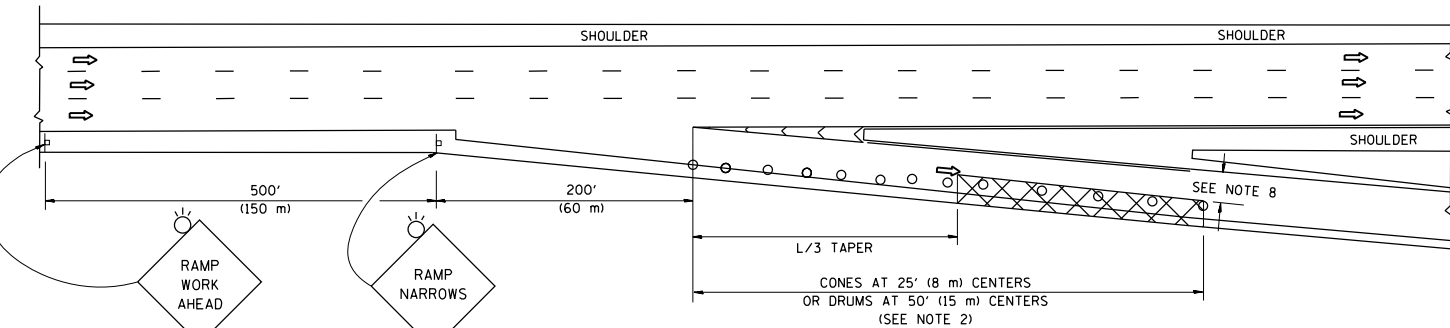
<b>SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131&542)R-2-RS-1	DU PAGE	89	77
<b>TC-16</b>		<b>CONTRACT NO. 62F54</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

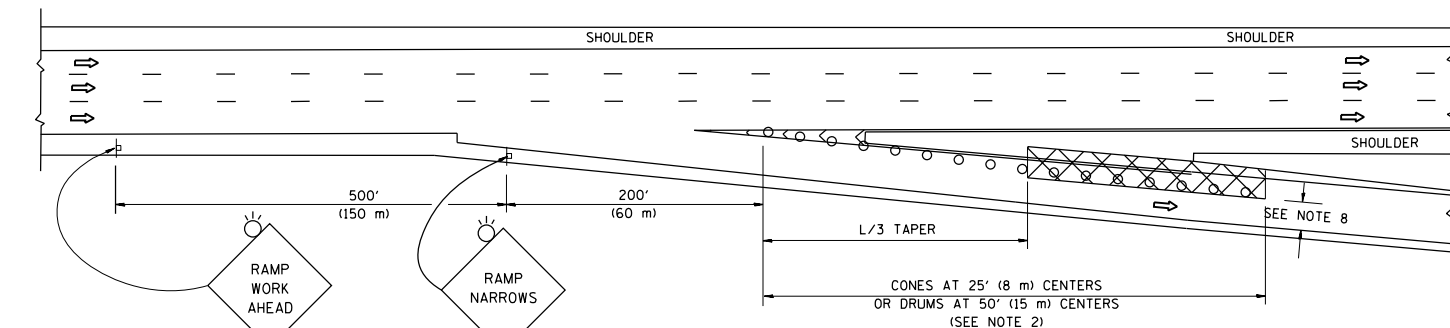
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

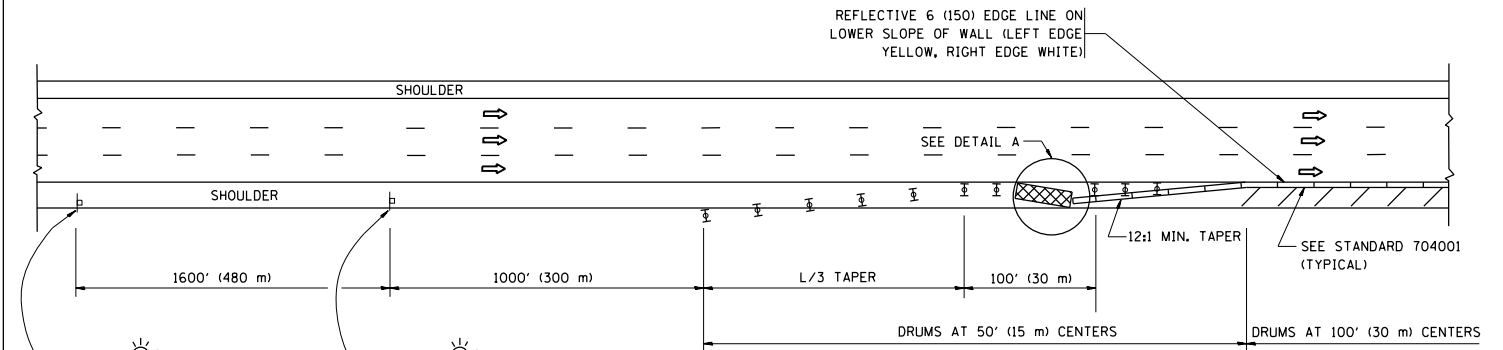
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES

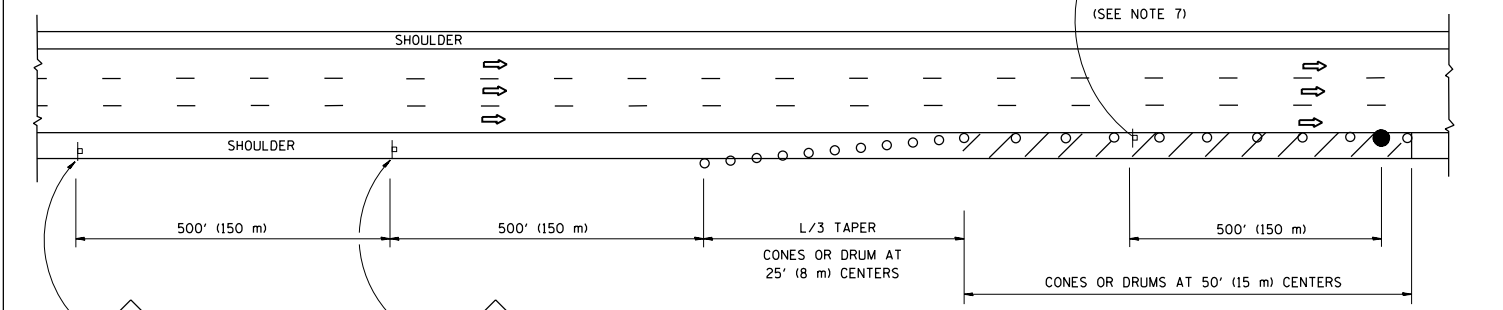
1. THE "L" DISTANCE EQUALS:  

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH L=0.65(W)(S) L=(W)(S)
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
  - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
  - b. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION  
16' MIN. WIDTH CURVE SECTION.

SHOULDER CLOSURE DETAILS

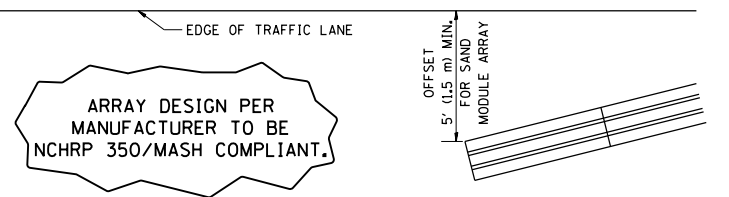


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

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



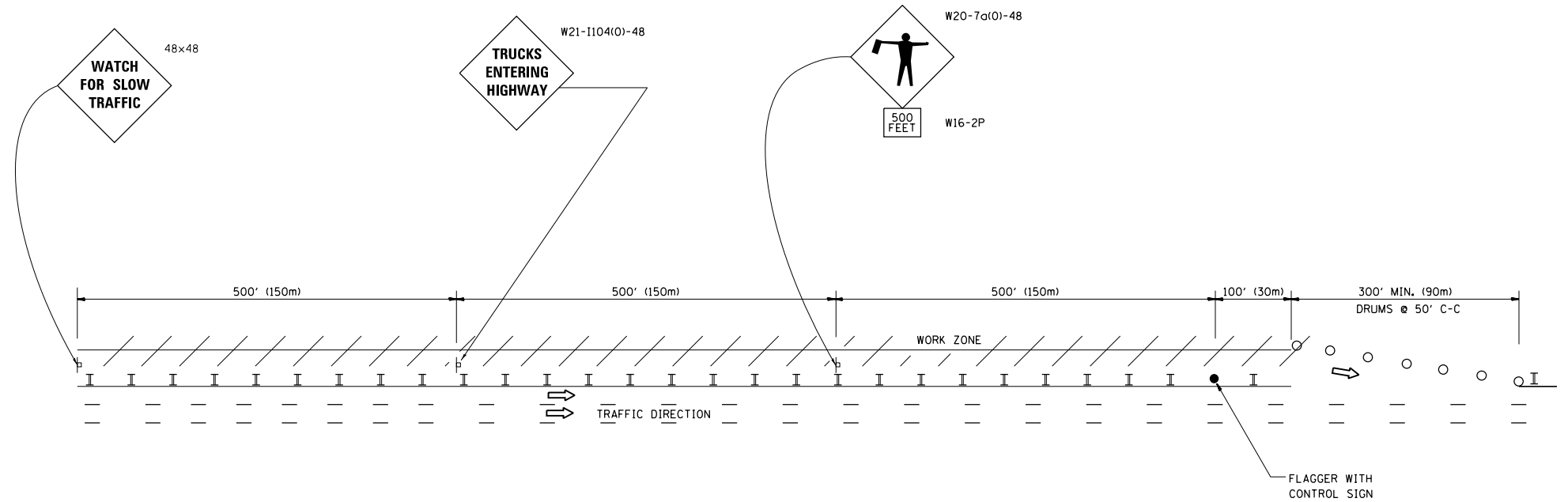
DETAIL "A"  
IMPACT ATTENUATOR, TEMPORARY  
(SEE NOTE 5)

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

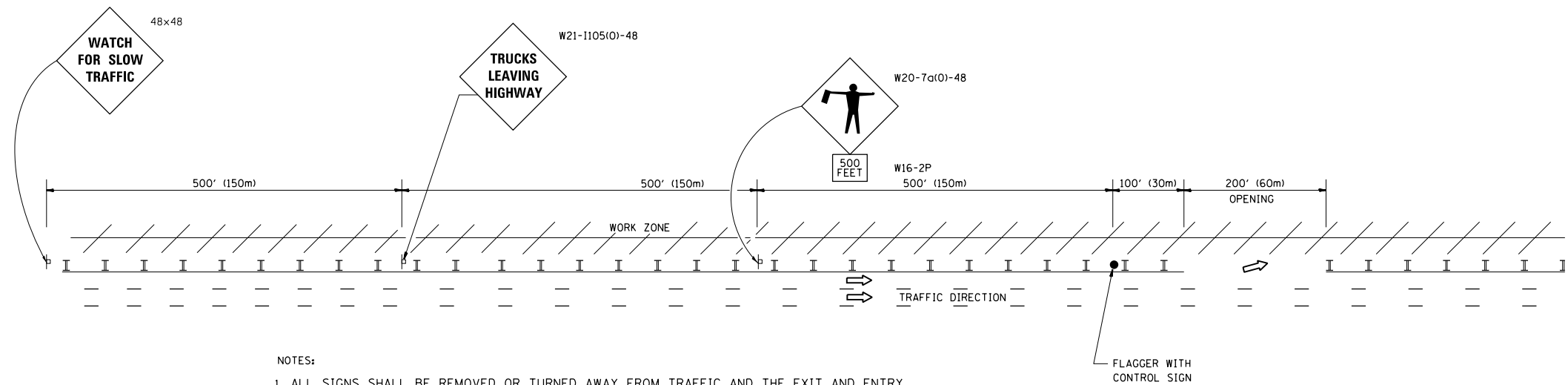
FILE NAME =	USER NAME = steepp	DESIGNED -	REVISED - S.P.B. 01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBID\INTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI0121\BRAW\Design\DWG\12-09.dgn	PLotted	CHECKED -	REVISED - S.P.B. 12-09			307	(131&542)R-2-RS-1	DJ PAGE	89	78
Default	PLLOT SCALE = 100.0000' / in.	DATE - 11-96	REVISED - M.D. 06-13			TC-17		CONTRACT NO. 62F54		
	PLLOT DATE = 12/12/2018		REVISED - M.D. 01-18			SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	

# SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

## WORK ZONE EXIT OPENING



## WORK ZONE ENTRY OPENING



**NOTES:**

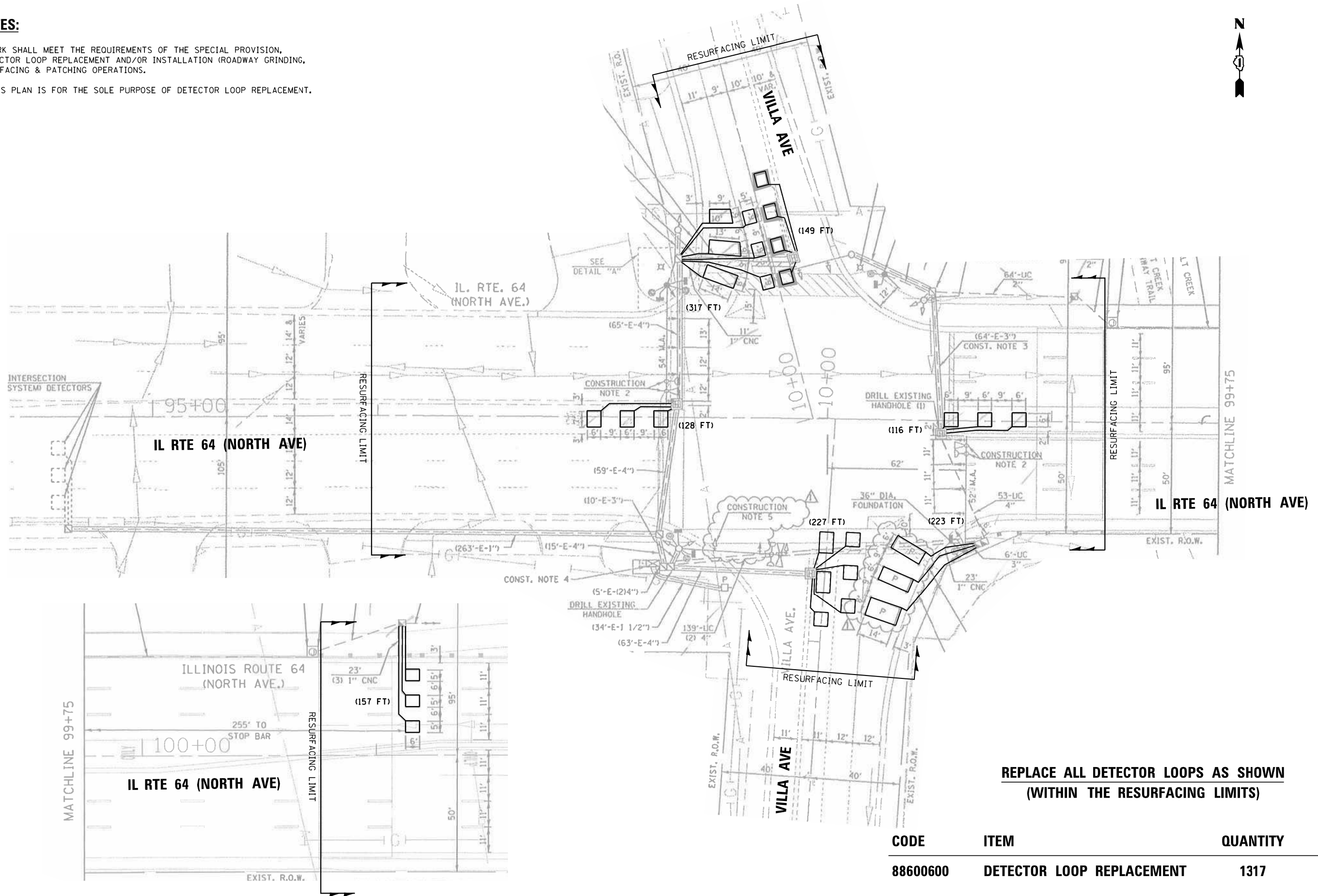
1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMPS.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = steedp	DESIGNED -	REVISED - J.A.F. 02-06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
p:\11\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\DI0121\BRAW\Design\DistStd.dgn		CHECKED -	REVISED - S.P.B. 01-07			307	(131&542)R-2-RS-1	DJ	PAGE	89	79
		DATE -	REVISED - S.P.B. 12-09			<b>TC-18</b>		<b>CONTRACT NO. 62F54</b>			
		PLOT DATE = 12/12/2018	REVISED - M.D. 06-13			SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	

**NOTES:**

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	1317	FOOT

FILE NAME = TS6480 - IL RTE 64 AT VILLA AVE.08282017.dgn	USER NAME = snowba	DESIGNED - BAS	REVISED -
		DRAWN - BAS	REVISED -
		CHECKED - LP	REVISED -
		DATE - 08/28/2017	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETECTOR LOOP REPLACEMENT PLAN  
IL RTE 64 (NORTH AVE) AT VILLA AVE**

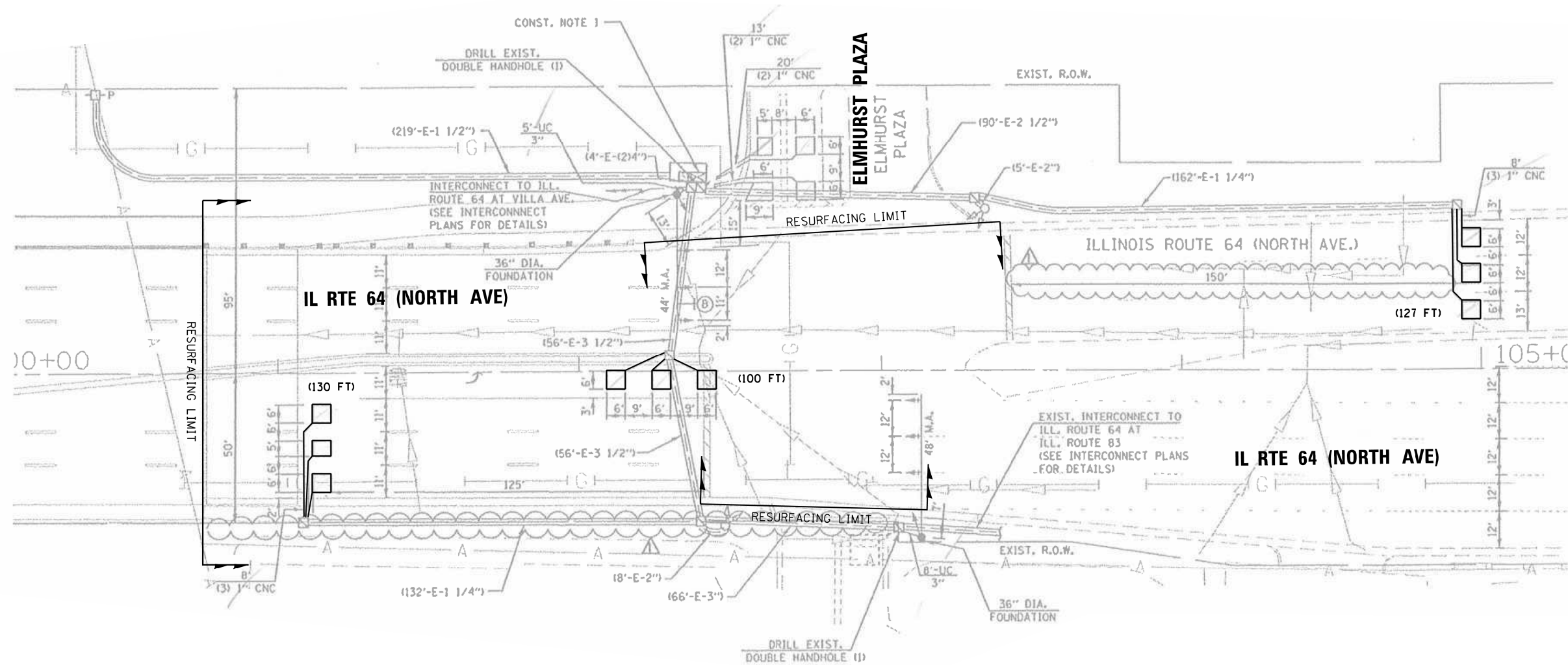
F.A.P. RTE. 307	SECTION (131 & 542)R-2-R5-1	COUNTY DUPAGE	TOTAL SHEETS 89	SHEET NO. 80
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.



**NOTES:**

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	357	FOOT

FILE NAME =	USER NAME = snowba	DESIGNED -	BAS	REVISED -	
TS6505 - IL RTE 64 AT ELMHURST PLAZA.08282017.dgn		DRAWN -	BAS	REVISED -	
Default	PLOT SCALE = 40.0000' / in.	CHECKED -	LP	REVISED -	
	PLOT DATE = 8/28/2017	DATE -	08/28/2017	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETECTOR LOOP REPLACEMENT PLAN  
IL RTE 64 (NORTH AVE) AT ELMHURST PLAZA**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	(131 & 542)R-2-R5-1	DUPAGE	89	81
CONTRACT NO. 62F54				
ILLINOIS FED. AID PROJECT				







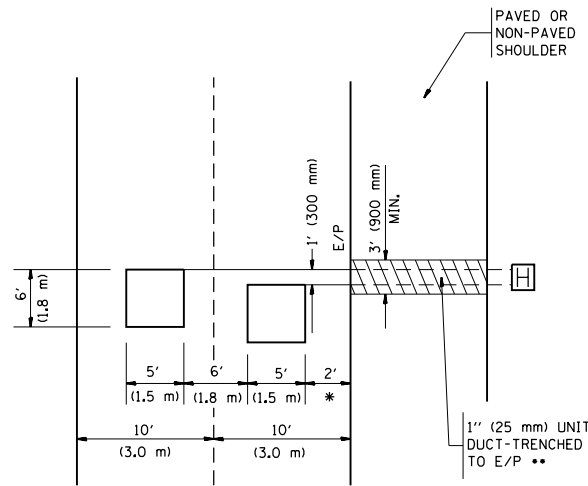






**LOOPS NEXT TO SHOULDERS**

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



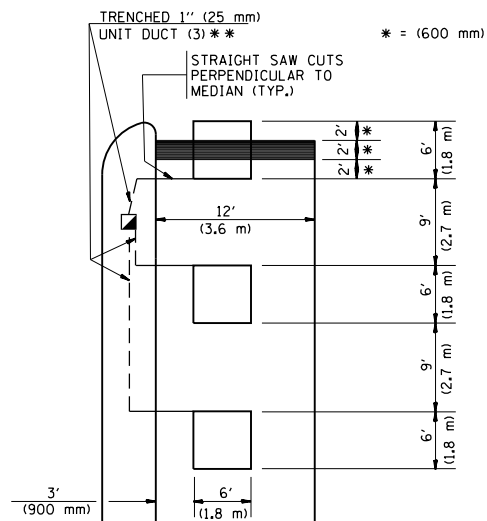
\* = (600 mm)

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

**LEFT TURN LANES WITH MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

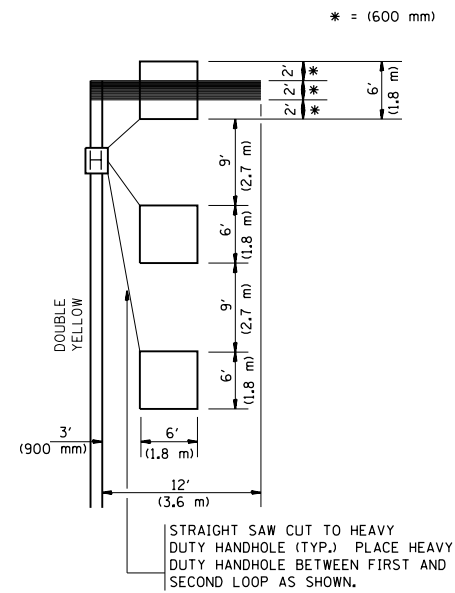


\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

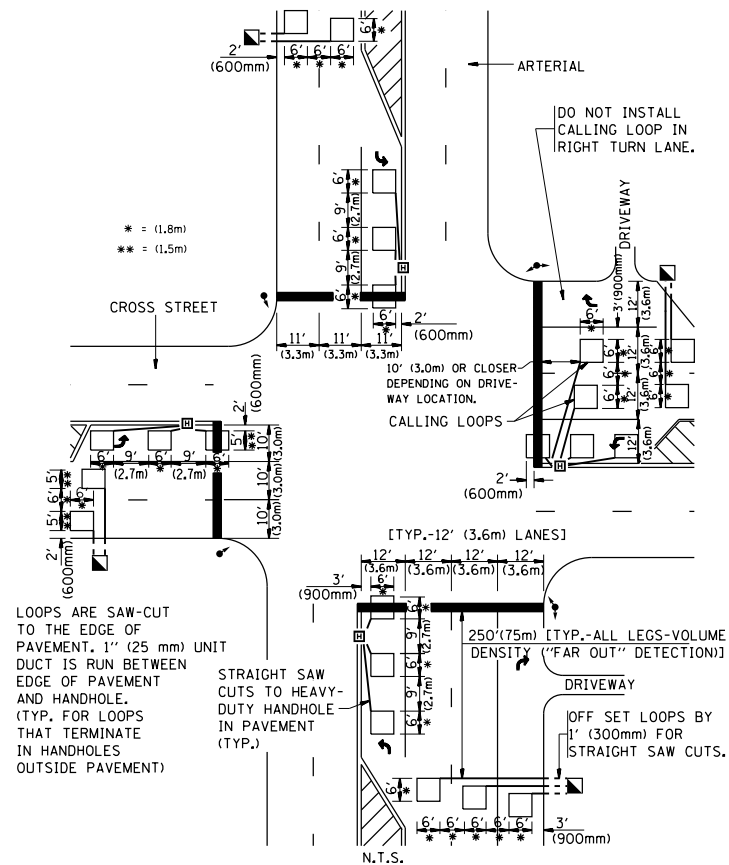
**LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)



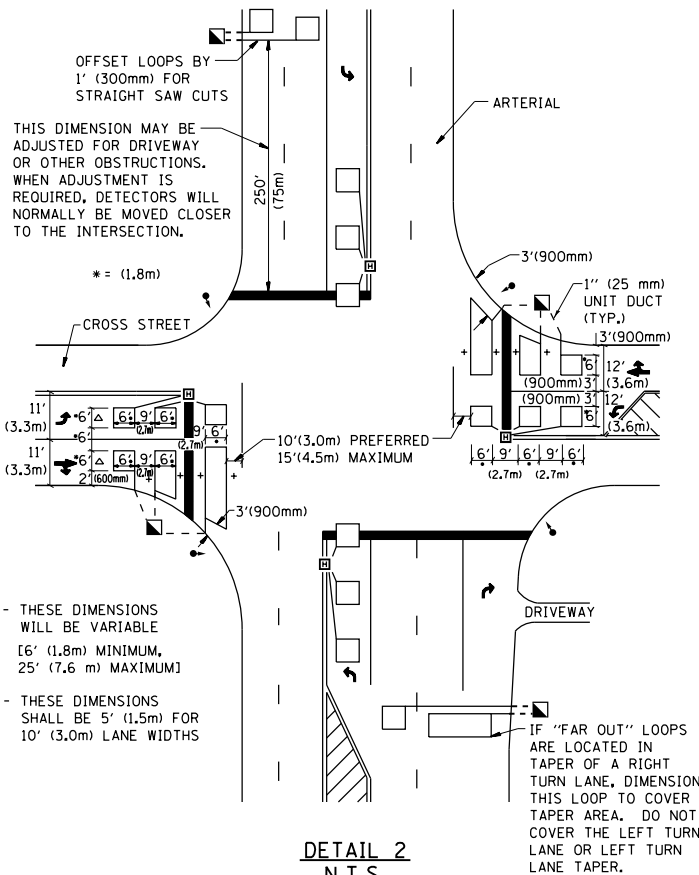
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



**DETAIL 1**  
N.T.S.

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



**DETAIL 2**  
N.T.S.

**NOTES:**

**VEHICLES LOOP DETECTORS**

- \* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- \* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- \* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- \* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- \* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

**PLACEMENT OF DETECTORS**

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

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

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

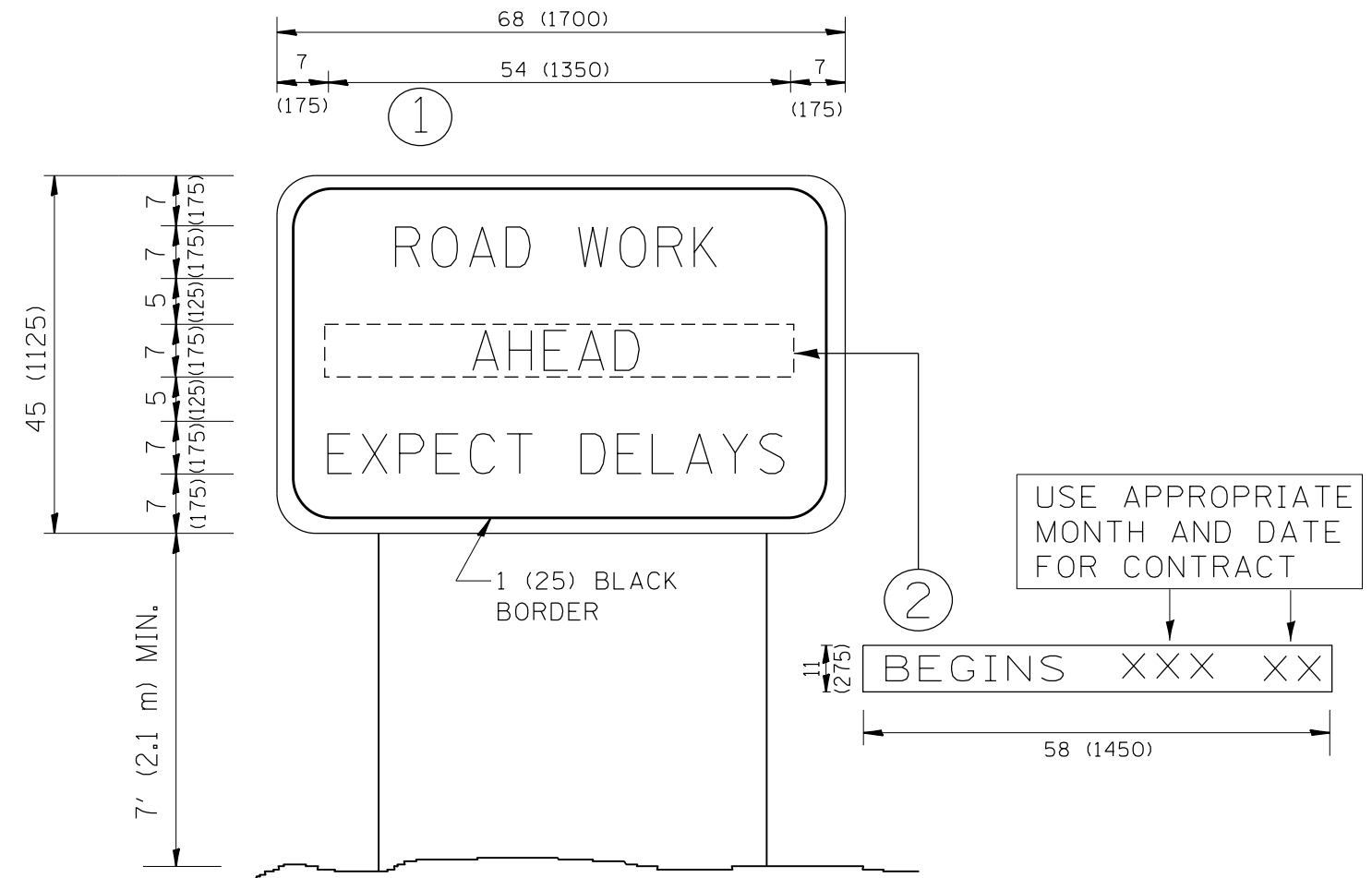
**NOTE:**

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

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

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</b>	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBID\INTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI0121\BRAW\Design\DistStd.dgn		CHECKED - R.K.F.	REVISED -			307	(131&542)R-2-RS-1	DJ PAGE	89	88
PLOT SCALE = 100.0000' / 1"		DATE -	REVISED -			<b>TS-07</b>		<b>CONTRACT NO. 62F54</b>		
PLOT DATE = 12/12/2018						SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





**NOTES:**

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

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

FILE NAME =	USER NAME = steedpa	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI01\BROW\Brow\Design\DistStd.dgn			REVISED - R. MIRS 12-11-97			307	(131&542)R-2-RS-1	DU PAGE	89	89
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99				<b>TC-22</b>		<b>CONTRACT NO. 62F54</b>		
PLOT DATE = 12/12/2018	DATE -	REVISED - C. JUCIUS 01-31-07				SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT										