

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OR RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	1
		ILLINOIS	CONTRACT NO. 62R70	

* 29 + 2 = 31 TOTAL SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGES OF BUFFALO GROVE, ARLINGTON HEIGHTS

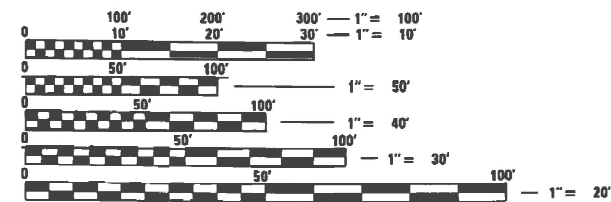
TRAFFIC DATA:

2018 ADT- 5350 VPD
SPEED LIMIT- 40 MPH

**PROPOSED
HIGHWAY PLANS**

OR 2626: OLD ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS ROAD TO ILL 68 (DUNDEE ROAD)
SECTION: OR 2626 22 RESURFACE
PROJECT No: STP-8W20(416)
STANDARD OVERLAY, ADA IMPROVEMENTS
COOK COUNTY

C-91-220-22

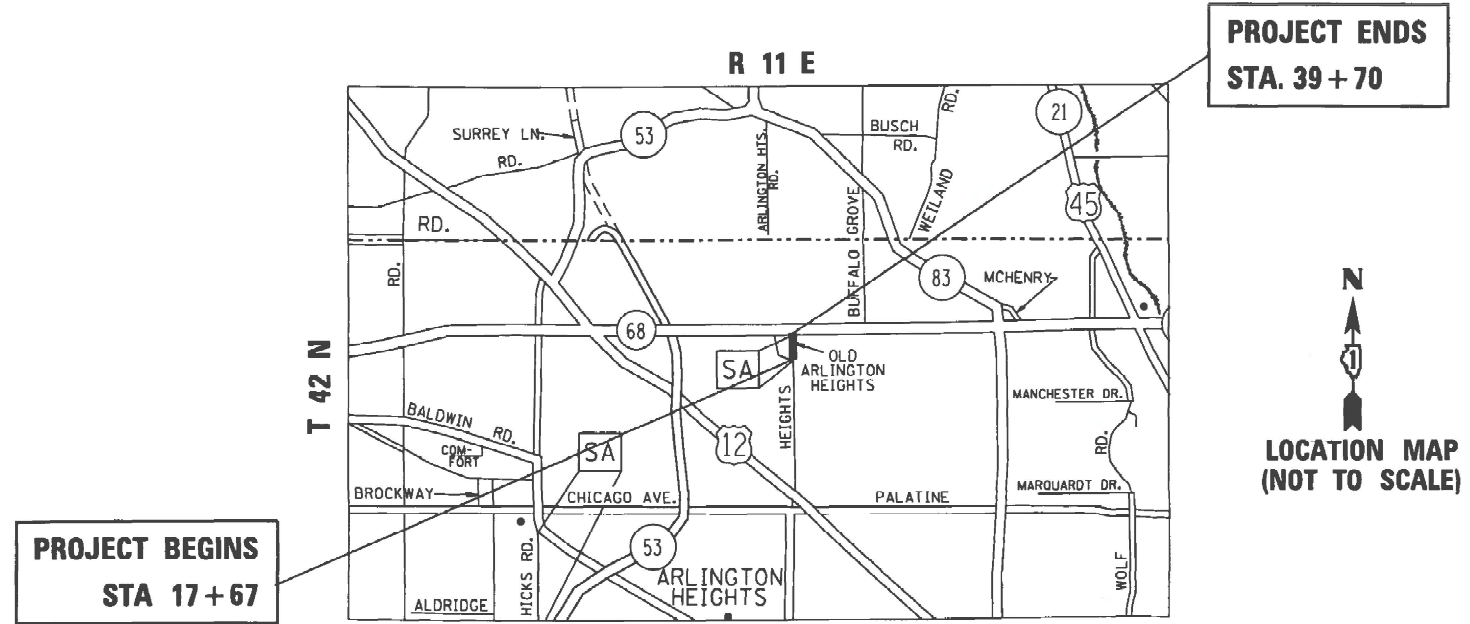


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: VESELIN VELICHKOV (847) 705-4432
PROJECT MANAGER: FAWAD AQUEEL

CONTRACT NO. 62R70



GROSS AND NET LENGTH = 2,203 FT. = 0.417 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED DECEMBER 14 20 22
Joe Rio (CR)
REGIONAL ENGINEER

February 3, 2023
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

February 3, 2023
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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STATE STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS & PATTERNS
424006-05	DIAGONAL CURB RAMPS FOR SIDEWALKS
424031-02	MEDIAN PEDESTRIAN CROSSING
442101-09	CLASS B PATCHES
442201-03	CLASS C & D PATCHES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
604001-05	FRAME AND LIDS, TYPE 1
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606006-04	OUTLETS FOR CONCRETE CURB AND GUTTER TYPE B-6.24 (B-15.60)
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606306-04	CORRUGATED PC CONCRETE MEDIANS
701106-05	OFF-RD OPERATIONS, 2L, 2W, DAY ONLY, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-RD OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-RD OPERATIONS, MULTILANE, LESS THAN 15 FT TO EDGE OF PAVEMENT
701301-04	LANE CLOSURE, 2L, 2W, SHORT-TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS <= 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS
814001-03	HANDHOLES
886001-01	DETECTOR LOOP INSTALLATIONS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED.)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGE OF BUFFALO GROVE AND ARLINGTON HEIGHTS.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO COST TO THE DEPARTMENT.
- 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
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN
- WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH. WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV, A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT FADI SULTAN, AREA TRAFFIC FIELD ENGINEER AT FADI.SULTAN@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
- PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

20. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
21. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
22. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
23. ALL CRACK ROUTING & CRACK SEALING LOCATIONS WILL BE DETERMINED IN THE FIELD BY ENGINEER. CRACK ROUTING SHALL BE OMITTED WHERE VEHICLE DETECTOR LOOPS & RAISED REFLECTIVE PAVEMENT MARKERS ARE PRESENT IN THE PAVEMENT.
24. MODIFIED URETHANE PAVEMENT MARKINGS SHALL BE PLACED AFTER CRACK & JOINT SEALER OVER THE EXISTING PAVEMENT MARKING.
25. MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN THE EXISTING PAVEMENT MAY BE PLACED, SHAPED AND COMPACTED TO THE SATISFACTION OF THE ENGINEER ALONG EXISTING AGGREGATE SHOULDERS ADJACENT TO THE PAVEMENT. ALL MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN PAVEMENTS WITHOUT AGGREGATE SHOULDERS AND SURPLUS MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN PAVEMENTS WITH AGGREGATE SHOULDERS, WHERE ALL MATERIALS ARE NOT PLACED ALONG EXISTING AGGREGATE SHOULDERS, SHALL BE DISPOSED OF AS SPECIFIED IN ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. OLD SEALANTS REMOVED PRIOR TO ROUTING SHALL BE DISPOSED OF AS SPECIFIED IN ARTICLE 202.03. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CONSTRUCTION ITEMS INVOLVED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED."
26. CATCH BASINS, MANHOLES, INLETS, DRAINAGE STRUCTURES AND VALVE VAULTS ADJUSTMENTS AND/OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER / TECHNICIAN.
27. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED INCLUDING PREVIOUSLY SEEDED AREAS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.
28. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF CURB OR DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
29. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENT FIRM TO CONTINUOUSLY MONITOR FOR WORKER SAFETY AND SOIL CONTAMINATION AT SEVERAL LOCATIONS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.
30. ALL MILLED SURFACES SHALL BE AT A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
31. SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
32. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER THE RECORD TO THE ENGINEER.
33. IDOT traffic signal facilities are not part of any of the one-call locating service such as J.U.L.I.E or Digger. If this Contract requires the services of an Electrical Contractor, the Contractor shall be responsible at his/her own expense for locating existing IDOT electrical facilities prior to performing any work. If this Contract does not require the services of an Electrical Contractor, the Contractor may request one free locate for existing IDOT electrical facilities from the District One Electrical Maintenance Contractor prior to the start of any work. Additional requests may be at the expense of the Contractor. The location of underground traffic facilities does not relieve the Contractor of their responsibility to repair any facilities damaged during construction at their expense.

FILE NAME :	USER NAME : mohammed.beig	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OLD ARLINGTON HEIGHTS RD (ARLINGTON HEIGHTS RD TO IL 68) INDEX OF SHEETS, STANDARDS AND GENERAL NOTES	OR. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw\idot\pw.bentley.com\PWIDOT\Documents\IDOT Offices\District 1\Projects\0117422\CADD\DRAWING\0117422-sht-gennote.dgn		CHECKED -	REVISED -			2626	OR 2626 22 RESURFACE	COOK	29	3	
Default	PLOT SCALE = 100.0000' / 1" =	DATE -	REVISED -			CONTRACT NO. 62R70					
	PLOT DATE = 12/13/2022					SCALE:	SHEET	OF	SHEETS	STA.	TO
						ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		100% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN				
20200100	EARTH EXCAVATION	CU YD	142	142					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	806	806					
21400100	GRADING AND SHAPING DITCHES	FOOT	566	566					
* 25200110	SODDING, SALT TOLERANT	SO YD	806	806					
* 25200200	SUPPLEMENTAL WATERING	UNIT	3	3					
28000400	PERIMETER EROSION BARRIER	FOOT	244	244					
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SO YD	75	75					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	5651	5651					
40600370	LONGITUDINAL JOINT SEALANT	FOOT	4006	4006					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	13	13					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	142	142					
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	346	346					
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	703	703					

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		100% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN				
42001300	PROTECTIVE COAT	SO YD	3140	3140					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	2930	2930					
42400800	DETECTABLE WARNINGS	SO FT	182	182					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	8369	8369					
44000600	SIDEWALK REMOVAL	SO FT	2930	2930					
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SO FT	641	641					
44200956	CLASS B PATCHES, TYPE II, 9 INCH	SO YD	10	10					
44201299	DOWEL BARS 1 1/2"	EACH	10	10					
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SO YD	105	105					
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SO YD	75	75					
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SO YD	100	100					
44213200	SAW CUTS	FOOT	48	48					
44213204	TIE BARS 3/4"	EACH	87	87					

* = SPECIALTY ITEMS
 Δ = NON-PARTICIPATING WORK (100% STATE)

FILE NAME =	USER NAME = mohammed.dalg	DESIGNED -	REVISED -
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	PLOT DATE = 12/13/2022	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**OLD ARLINGTON HEIGHTS RD (ARLINGTON HEIGHTS RD TO IL 68)
 SUMMART OF QUANTITIES**

OR. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	4
CONTRACT NO. 62R70				
SCALE: SHEET NO. OF SHEETS STA. TO STA. FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN					CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN				
45200100	JOINT OR CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)	FOOT	2742	2742						* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1					
45200300	JOINT OR CRACK FILLING	POUND	783	783						* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	5	5					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	40	40						67100100	MOBILIZATION	L SUM	1	1					
60250200	CATCH BASINS TO BE ADJUSTED	EACH	2	2						70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1					
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	3	3						70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1					
60262700	INLETS TO BE RECONSTRUCTED	EACH	3	3						70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	3	3						70102634	TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	L SUM	1	1					
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	3	3						70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	2.7	2.7						70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1					
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	259	259						70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5					
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	142	142						70300100	SHORT TERM PAVEMENT MARKING	FOOT	2394	2394					
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	4	4															
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1															

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SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					*	SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		100% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN						CODE NO	ITEM		UNIT	100% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	399	399					*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	382	382				
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SO FT	110	110					*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	51	51				
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	4555	4555					*	78003137	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 7"	FOOT	145	145				
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	605	605					*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1332	1332				
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	382	382					*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	301	301				
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	51	51					*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	45	45				
70306120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE	FOOT	1197	1197					*	78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	145	145				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	110	110					*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	49	49				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4555	4555						78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	49	49				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	605	605						78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SO FT	399	399				

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CODE NO	ITEM	UNIT		100% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN			
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	205	205				
* 89502376	REBUILD EXISTING HANDHOLE	EACH	1	1				
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1				
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	10	10				
X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	100	100				
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	549	549				
△ X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	300		300			
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	3	3				
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	6				
△ Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	24		24			
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4				

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CODE NO	ITEM	UNIT		100% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN			
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1				
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	8	8				
55101200	STORM SEWER REMOVAL 24"	FOOT	15	15				
K1004595	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	L SUM	1	1				

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△ = NON-PARTICIPATING WORK (100% STATE)

FILE NAME =	USER NAME = mohammed.dalg	DESIGNED -	REVISED -
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	PLOT SCALE = 100.0000' / 1in	CHECKED -	REVISED -
	PLOT DATE = 12/13/2022	DATE -	REVISED -

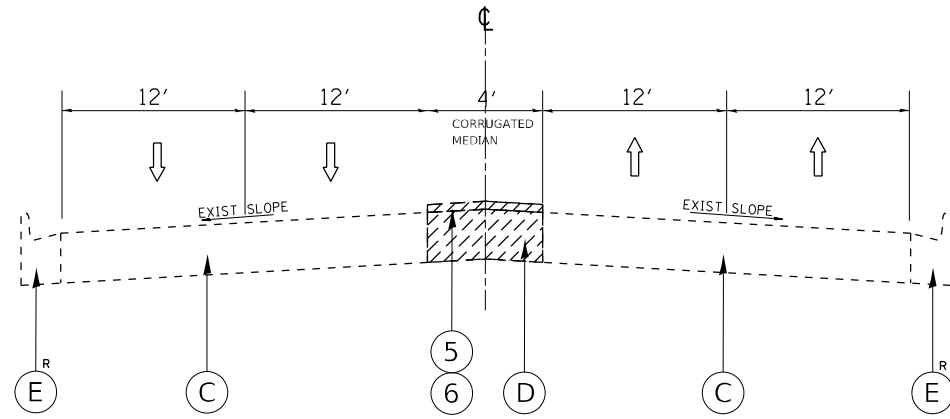
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OLD ARLINGTON HEIGHTS RD (ARLINGTON HEIGHTS RD TO IL 68)
SUMMARY OF QUANTITIES

OR. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	7
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R70	

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

OLD ARLINGTON HEIGHTS ROAD

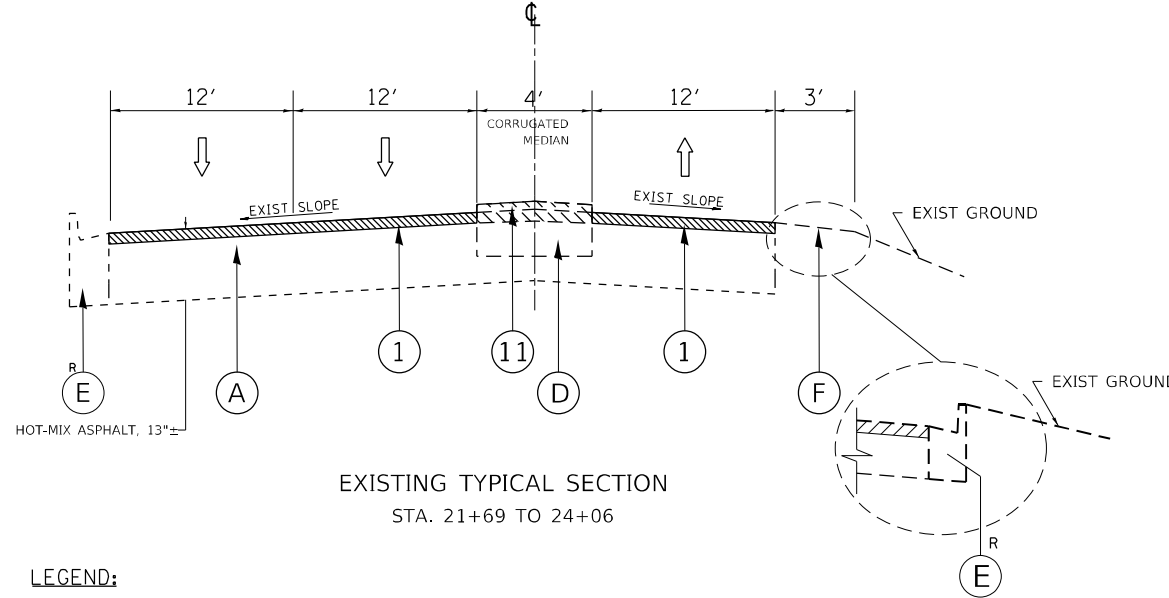


EXISTING TYPICAL SECTION
STA. 17+84 TO 21+69

LEGEND:

- * CORRUGATED MEDIAN REMOVAL STA. 17+84 TO STA 17+99
- ** EXISTING PCC SECTION: CRACK & JOINT SEALING ONLY
- *** EXISTING PCC SECTION: FROM STA 17+99 TO 21+69 REMAIN SAME

OLD ARLINGTON HEIGHTS ROAD



EXISTING TYPICAL SECTION
STA. 21+69 TO 24+06

LEGEND:

- * CORRUGATED MEDIAN REMOVAL STA. 21+69 TO STA 22+72

LEGEND:

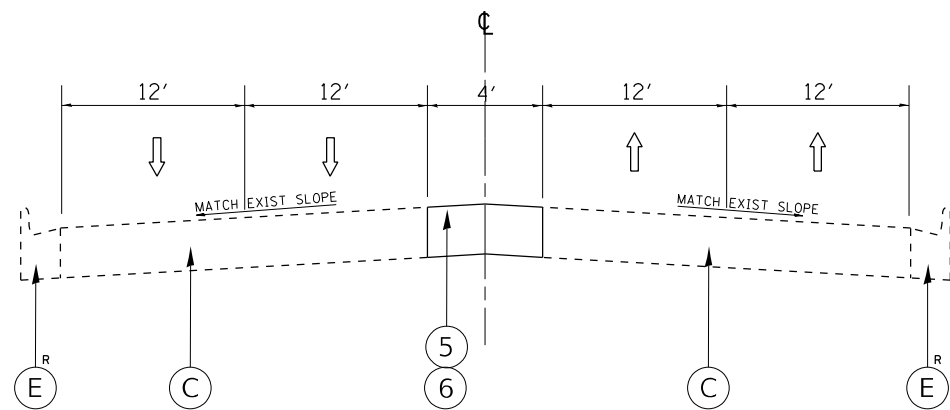
- (A) EXIST. HOT-MIX ASPHALT, 11"± (AFTER MILLING)
- (B) EXIST. HOT-MIX ASPHALT, 4"± (AFTER MILLING)
- (C) EXIST. P.C.C. PAVEMENT, ± 8"
- (D) EXIST. CORRUGATED MEDIAN
- (E) EXIST. COMB. CONC. CURB AND GUTTER
- (F) EXIST. AGGREGATE SHOULDER
- (G) EXIST. HMA SHOULDER
- (1) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4"
- (2) PROP. COMB. CONC. CURB AND GUTTER, TYPE B-6-24
- (3) PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 1-1/2 "
- (4) PROP. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"
- (5) PROP. CLASS B PATCH
- (6) PROP. CORRUGATED MEDIAN
- (7) PROP. SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (8) PROP. AGGREGATE WEDGE SHOULDER, TYPE B
- (9) PROP. GRADING AND SHAPING SHOULDER
- (10) PROP. GRADING AND SHAPING DITCHES
- (11) PROP. MEDIAN REMOVAL PARTIAL DEPTH
- (12) PROP. AGGREGATE SHOULDER REMOVAL (PAID AS EARTH EXCAVATION)
- R CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)

NOTES:

- (1) THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING
- (2) THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HMA BC IL-4.75, N50

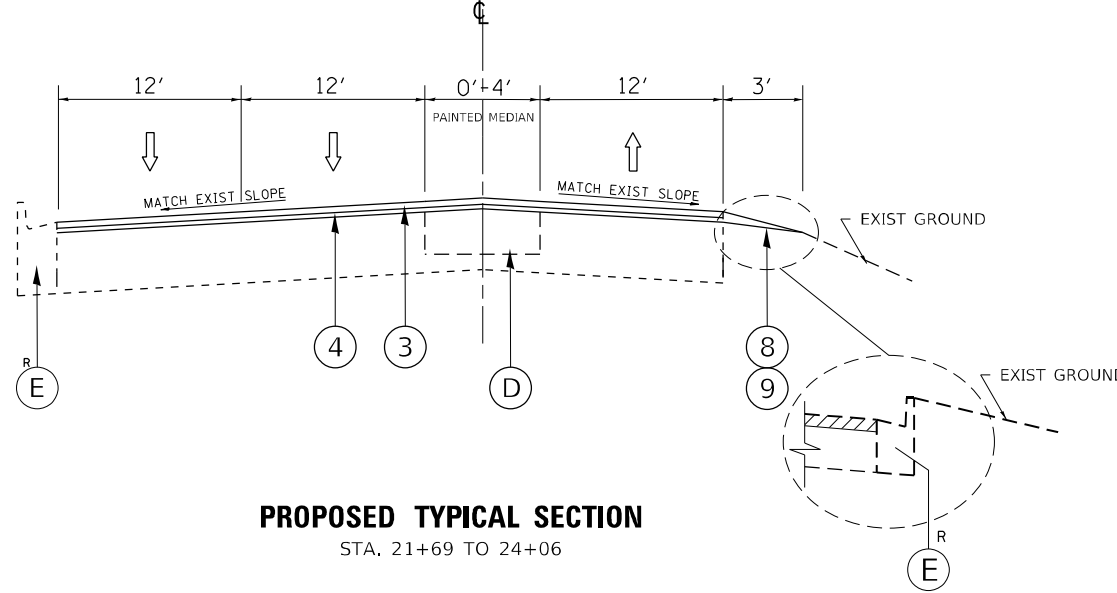
HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D". IL-9.5, N50, 1-1/2"	4% AT 50 GYR	QC/QA
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"	3.5% AT 50 GYR	QC/QA
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% AT 70 GYR	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP)		

OLD ARLINGTON HEIGHTS ROAD



PROPOSED TYPICAL SECTION
STA. 17+84 TO 21+69

OLD ARLINGTON HEIGHTS ROAD



PROPOSED TYPICAL SECTION
STA. 21+69 TO 24+06

STA. 21+69 TO 22+49

- NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
- NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS

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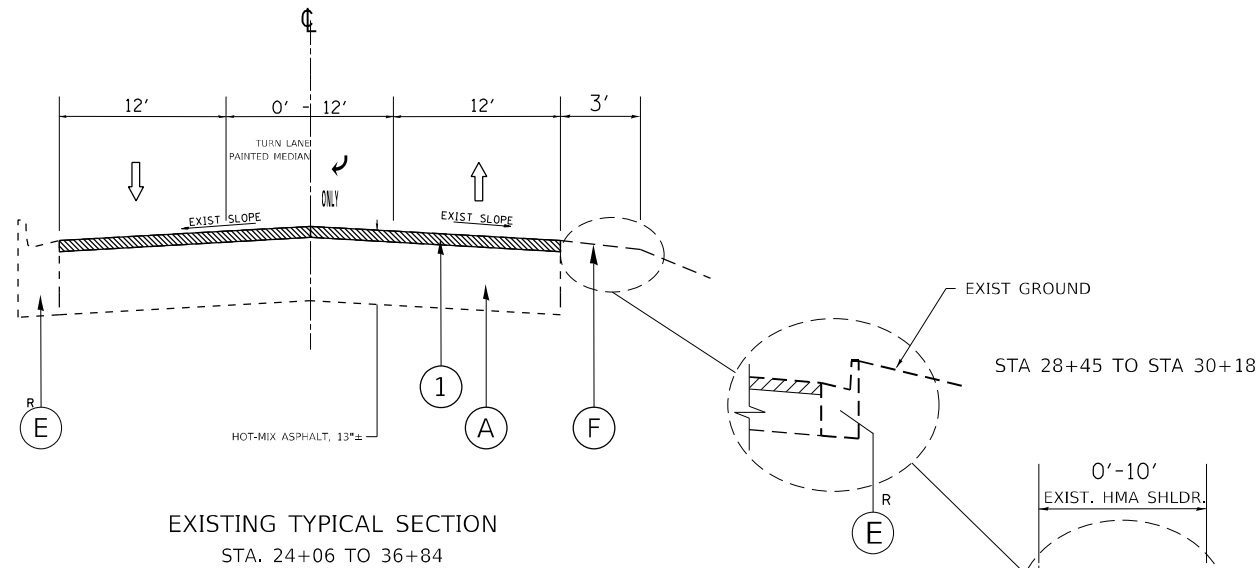
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OLD ARLINGTON HEIGHTS RD (ARLINGTON HEIGHTS RD TO IL 68)
TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

OR RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	8
CONTRACT NO. 62R70				
ILLINOIS FED. AID PROJECT				

OLD ARLINGTON HEIGHTS ROAD



EXISTING TYPICAL SECTION
STA. 24+06 TO 36+84

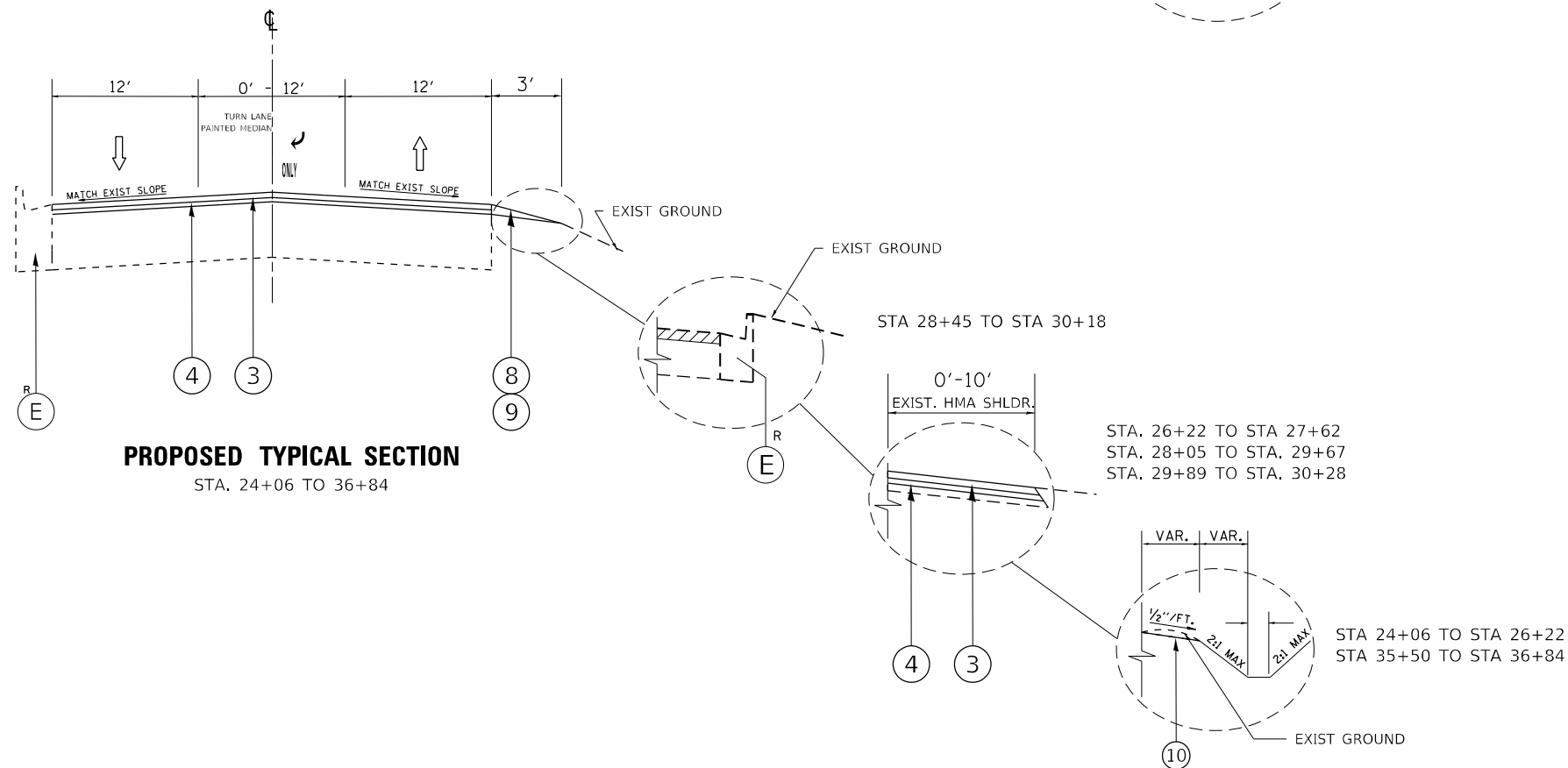
LEGEND:

* LEFT TURN LANE
STA. 25+95 TO STA 27+11
STA. 33+37 TO STA. 34+39

LEGEND:

- (A) EXIST. HOT-MIX ASPHALT, 11"± (AFTER MILLING)
- (B) EXIST. HOT-MIX ASPHALT, 4"± (AFTER MILLING)
- (C) EXIST. P.C.C. PAVEMENT, ± 8"
- (D) EXIST. CORRUGATED MEDIAN
- (E) EXIST. COMB. CONC. CURB AND GUTTER
- (F) EXIST. AGGREGATE SHOULDER
- (G) EXIST. HMA SHOULDER
- (1) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4"
- (2) PROP. COMB. CONC. CURB AND GUTTER, TYPE B-6-24
- (3) PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 1-1/2 "
- (4) PROP. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"
- (5) PROP. CLASS B PATCH
- (6) PROP. CORRUGATED MEDIAN
- (7) PROP. SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (8) PROP. AGGREGATE WEDGE SHOULDER, TYPE B
- (9) PROP. GRADING AND SHAPING SHOULDER
- (10) PROP. GRADING AND SHAPING DITCHES
- (11) PROP. MEDIAN REMOVAL PARTIAL DEPTH
- (12) PROP. AGGREGATE SHOULDER REMOVAL (PAID AS EARTH EXCAVATION)

OLD ARLINGTON HEIGHTS ROAD



PROPOSED TYPICAL SECTION
STA. 24+06 TO 36+84

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

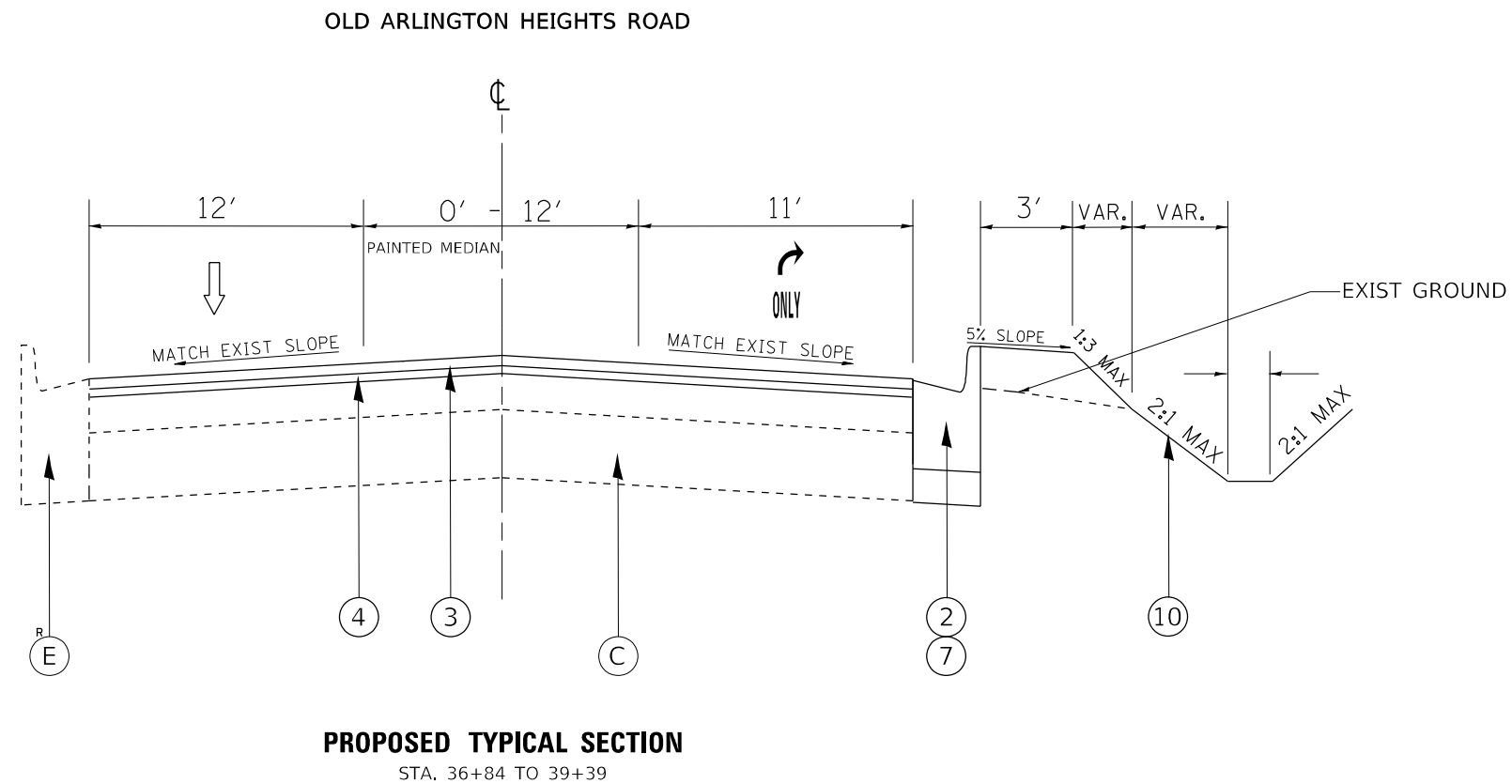
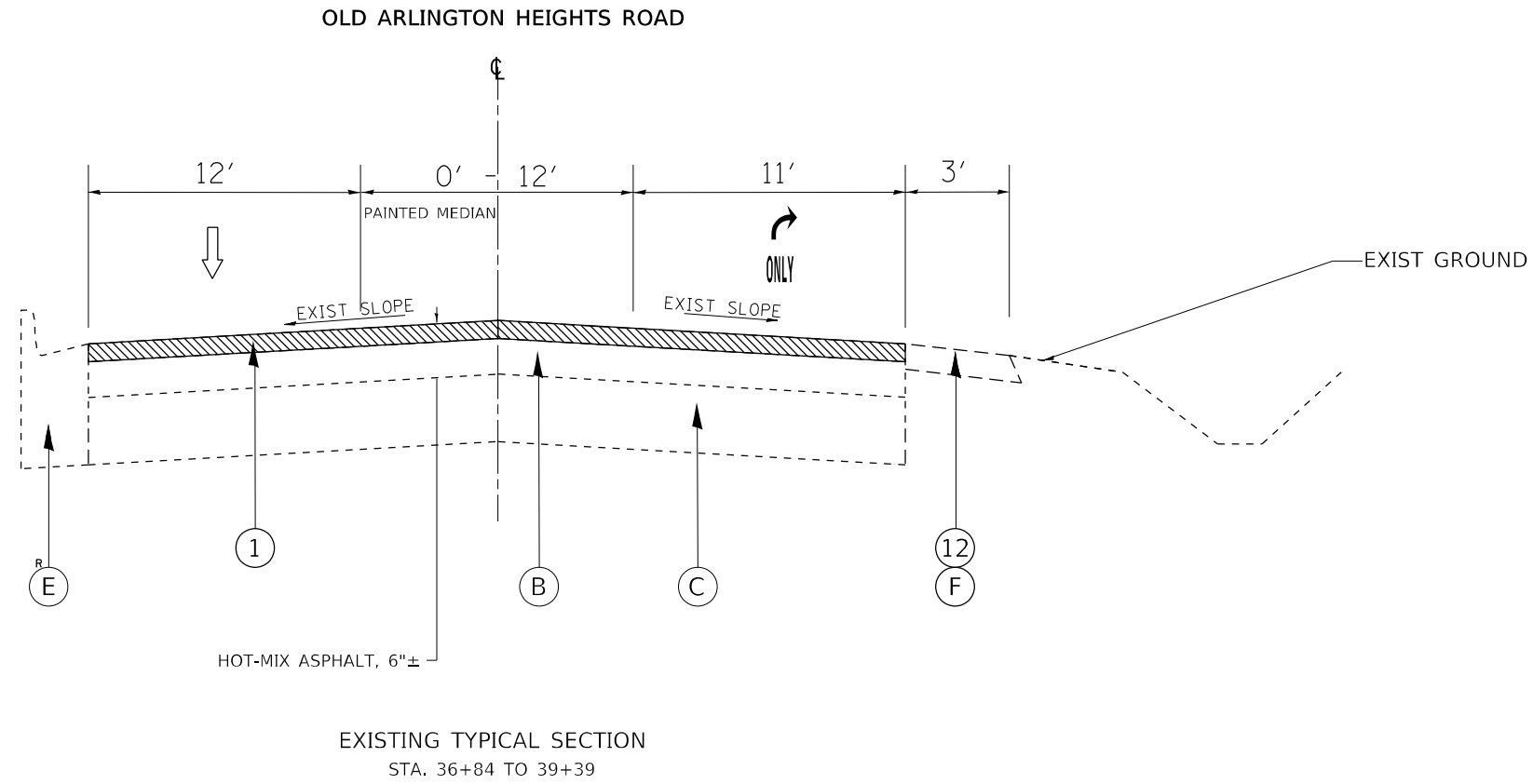
OLD ARLINGTON HEIGHTS RD (ARLINGTON HEIGHTS RD TO IL 68)
TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

OR RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	9
CONTRACT NO. 62R70				
ILLINOIS FED. AID PROJECT				

LEGEND:

- (A) EXIST. HOT-MIX ASPHALT, 11"± (AFTER MILLING)
- (B) EXIST. HOT-MIX ASPHALT, 4"± (AFTER MILLING)
- (C) EXIST. P.C.C. PAVEMENT, ± 8"
- (D) EXIST. CORRUGATED MEDIAN
- (E) EXIST. COMB. CONC. CURB AND GUTTER
- (F) EXIST. AGGREGATE SHOULDER
- (G) EXIST. HMA SHOULDER
- (1) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4"
- (2) PROP. COMB. CONC. CURB AND GUTTER, TYPE B-6-24
- (3) PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 1-1/2 "
- (4) PROP. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"
- (5) PROP. CLASS B PATCH
- (6) PROP. CORRUGATED MEDIAN
- (7) PROP. SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (8) PROP. AGGREGATE WEDGE SHOULDER, TYPE B
- (9) PROP. GRADING AND SHAPING SHOULDER
- (10) PROP. GRADING AND SHAPING DITCHES
- (11) PROP. MEDIAN REMOVAL PARTIAL DEPTH
- (12) PROP. AGGREGATE SHOULDER REMOVAL (PAID AS EARTH EXCAVATION)



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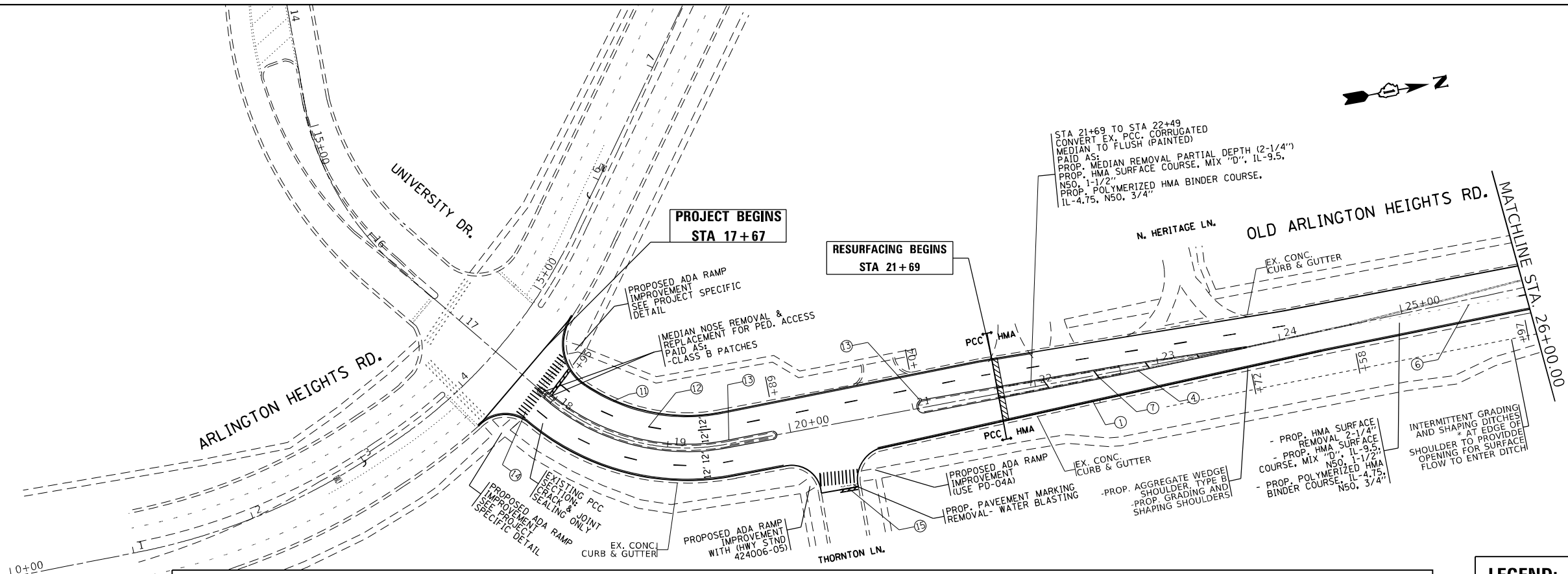
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PLOT DATE = 12/13/2022	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**OLD ARLINGTON HEIGHTS RD (ARLINGTON HEIGHTS RD TO IL 68)
TYPICAL SECTIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

OR RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	10
CONTRACT NO. 62R70				
ILLINOIS FED. AID PROJECT				

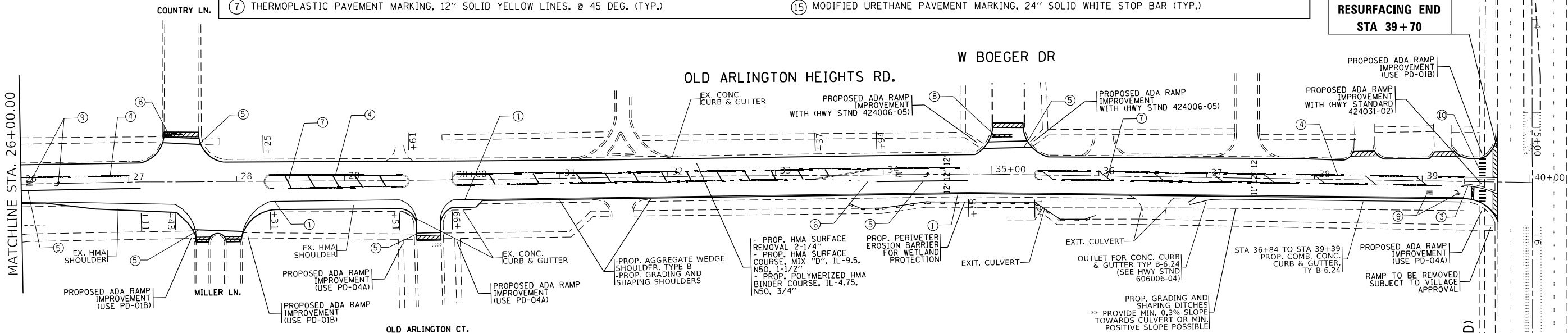


PAVEMENT MARKING LEGEND:

- ① THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE LINE (TYP.)
- ② THERMOPLASTIC PAVEMENT MARKING, 4" SKIP-DASH WHITE LINE, 10' DASH - 30' SKIP (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKING, 4" SOLID YELLOW LINE (TYP.)
- ④ THERMOPLASTIC PAVEMENT MARKING, TWO 4" SOLID YELLOW LINES, @ 11 C-C (TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE LINE (TYP.)
- ⑥ THERMOPLASTIC PAVEMENT MARKING, 6" SKIP-DASH WHITE LINE, 2' DASH - 6' SKIP (TYP.)
- ⑦ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW LINES, @ 45 DEG. (TYP.)
- ⑧ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)
- ⑨ THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, SOLID WHITE (TYP.)
- ⑩ THERMOPLASTIC PAVEMENT MARKING,, 12" CROSSWALK C-C 2', WHITE (TYP.)
- ⑪ MODIFIED URETHANE PAVEMENT MARKING, 4" SOLID WHITE LINE (TYP.)
- ⑫ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 7" (4" WHITE OVER 7" BLACK) OVER GROOVING FOR RECESSED PAVEMENT MARKING 8"
- ⑬ MODIFIED URETHANE PAVEMENT MARKING, 4" SOLID YELLOW LINE (TYP.)
- ⑭ MODIFIED URETHANE PAVEMENT MARKING, 12" CROSSWALK C-C 2', WHITE (TYP.)
- ⑮ MODIFIED URETHANE PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)

LEGEND:

HMA BUTT-JOINT, 4.5'



NOTES:

- 1) LIMIT OF RESURFACING ON THE SIDE- STREETS THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER / TECHNICIAN.
- 2) ALL FINAL PAVEMENT MARKINGS ON HMA SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE).
- 3) ALL FINAL PAVEMENT MARKINGS ON PCC SHALL BE MODIFIED URETHANE PAVEMENT MARKINGS (OF THE EXTRUDED TYPE).
- 4) ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
- 5) ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.

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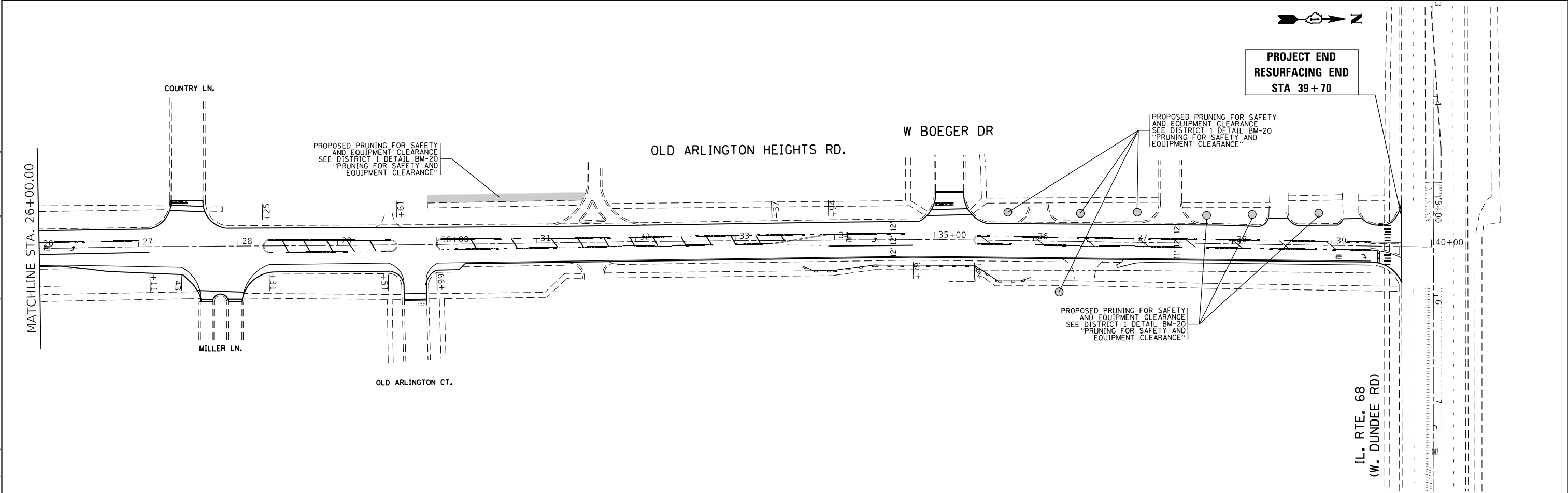
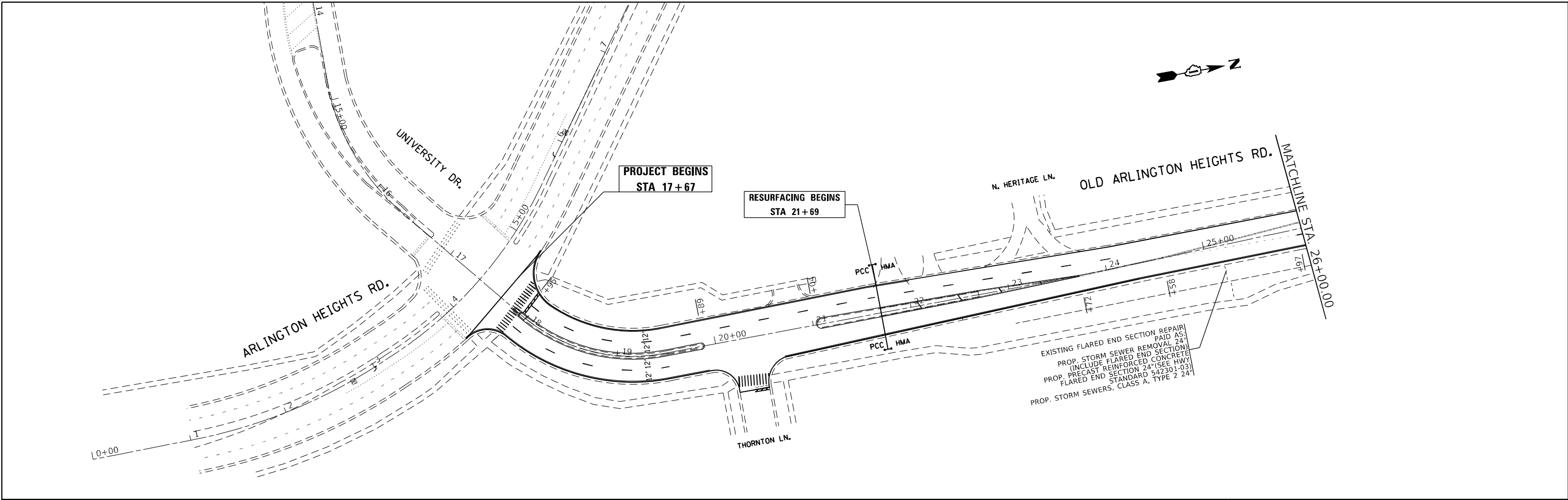
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**OLD ARLINGTON HEIGHTS RD (ARLINGTON HEIGHTS RD TO IL 68)
ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 14+00.00 TO STA. 40+00.00

OR. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R70	



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PLOT DATE = 1/3/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OLD ARLINGTON HEIGHTS RD (ARLINGTON HEIGHTS RD TO IL 68)
ROADSIDE MAINTENANCE PLAN

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 14+00.00 TO STA. 40+00.00

OR. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	11A
CONTRACT NO. 62R70				
ILLINOIS FED. AID PROJECT				

PLACEHOLDER FOR LOOPS

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PLOT DATE = 12/13/2022	DATE -	REVISED -

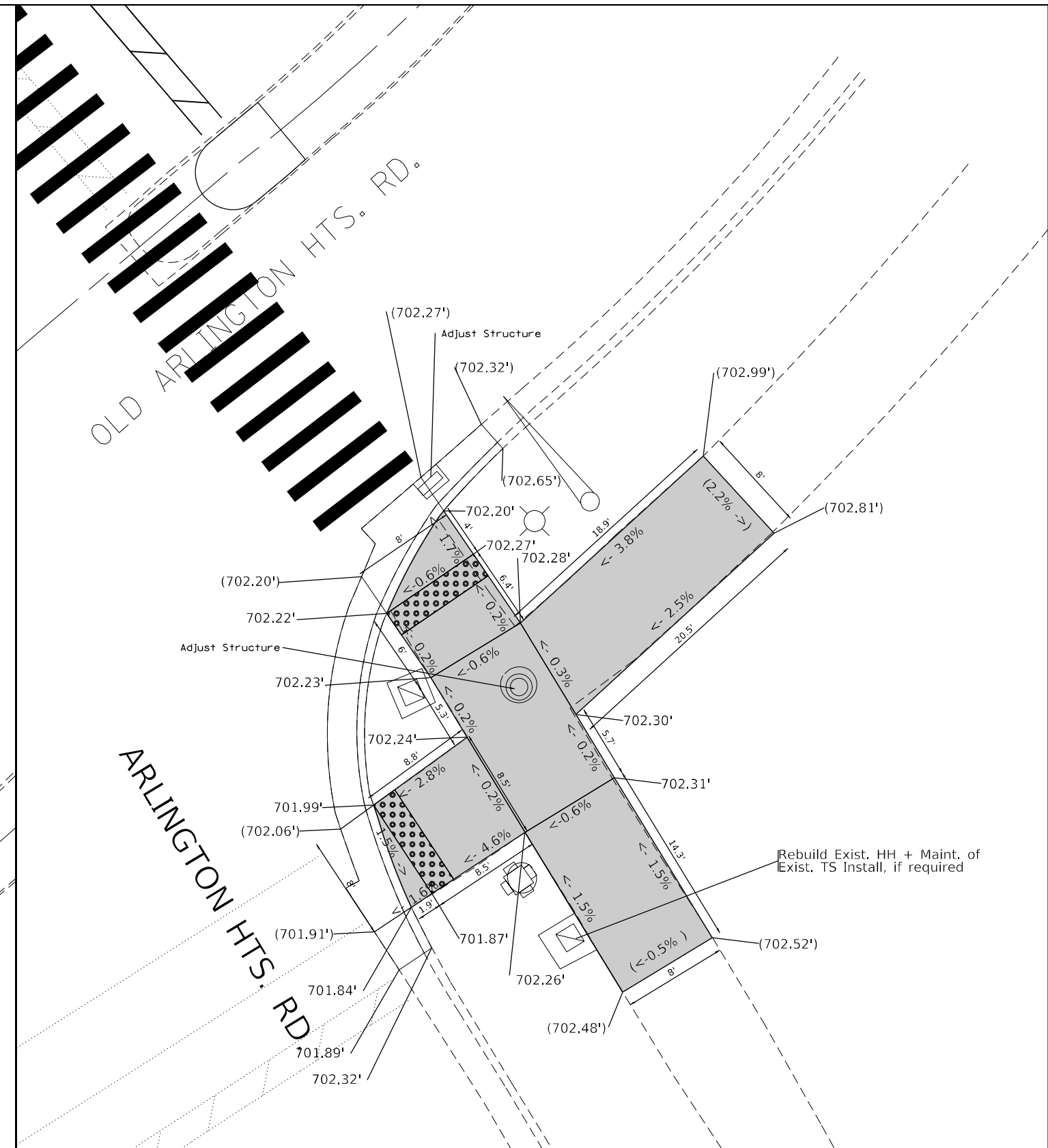
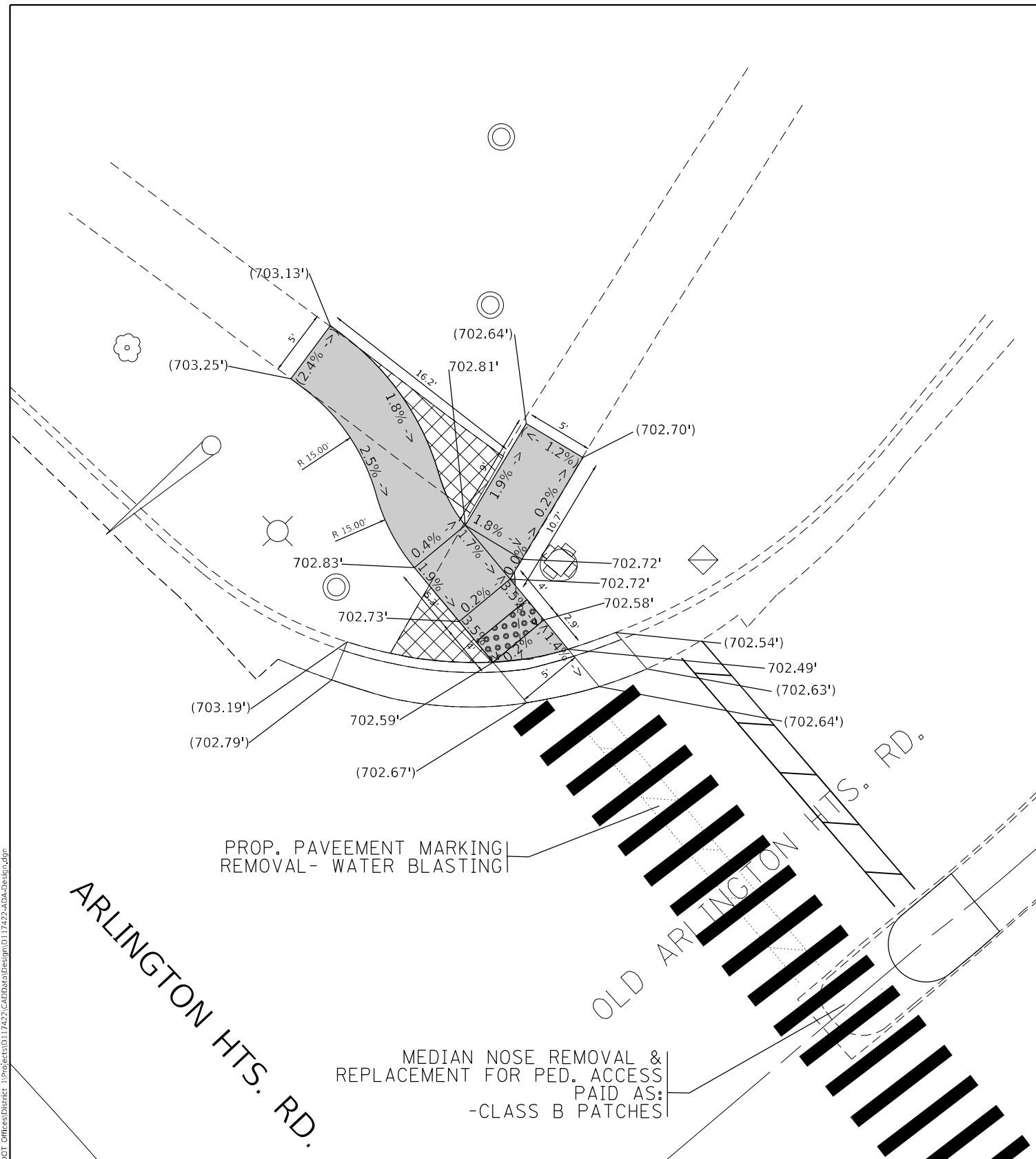
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**OLD ARLINGTON HEIGHTS RD (ARLINGTON HEIGHTS RD TO IL 68)
ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

OR. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	12
				CONTRACT NO. 62R70
				ILLINOIS FED. AID PROJECT

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 USER: mohammed.baig
 DATE: 12/13/2022



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

USER NAME = mohammed.baig	DESIGNED -	REVISED -
PLOT SCALE = 10,0000 * / in.	DRAWN -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

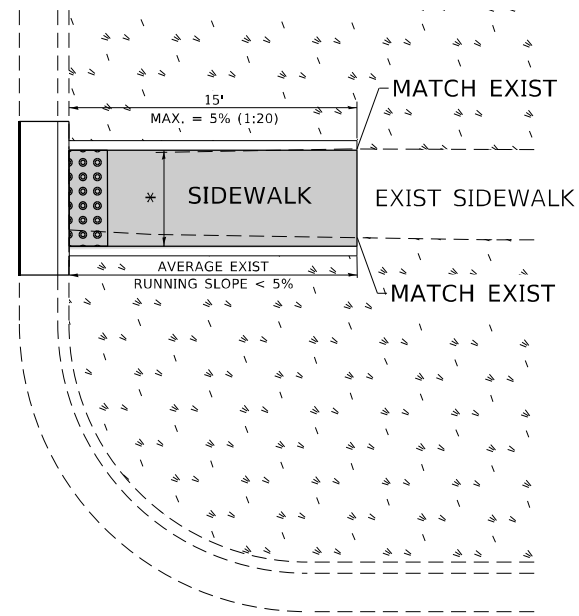
SIDEWALK DETAIL PLAN
OLD ARLINGTON HEIGHTS - ARLINGTON HEIGHTS RD TO IL RTE 68

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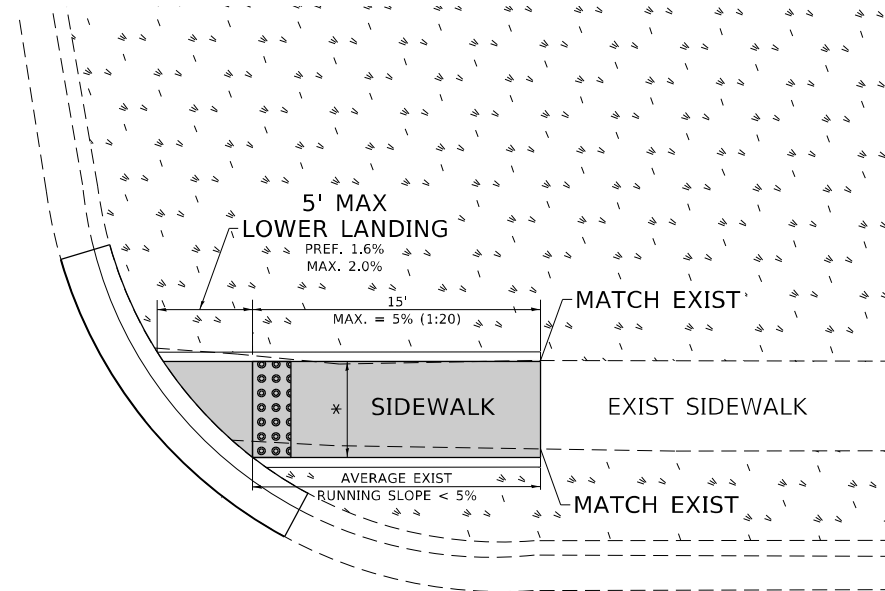
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	13
CONTRACT NO. 62R70				
ILLINOIS FED. AID PROJECT				

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ EXIST. 5% OR LESS RUN. SLOPE

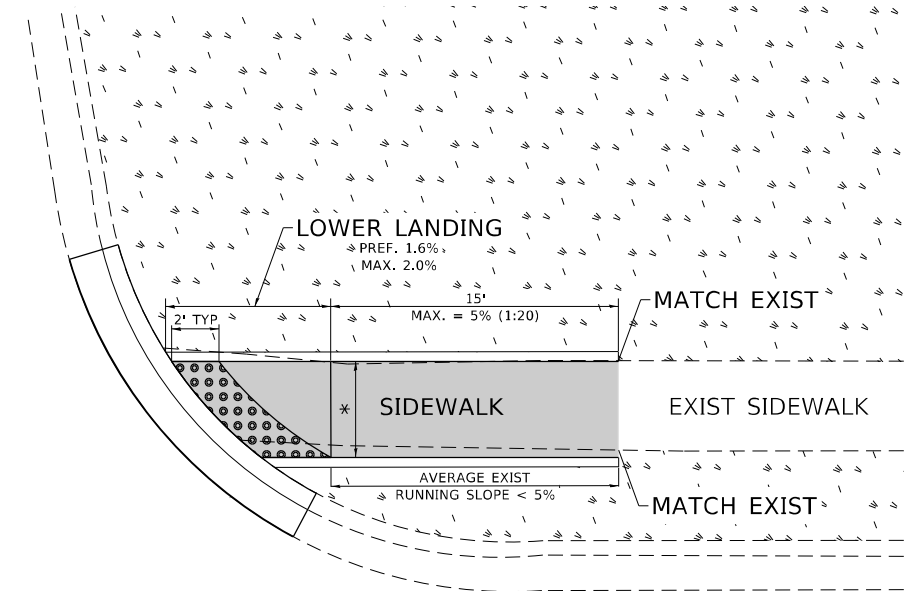
PD-01A



PD-01B



PD-01C



LEGEND

- EXIST. GRASS
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- PROPOSED SIDE CURB

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

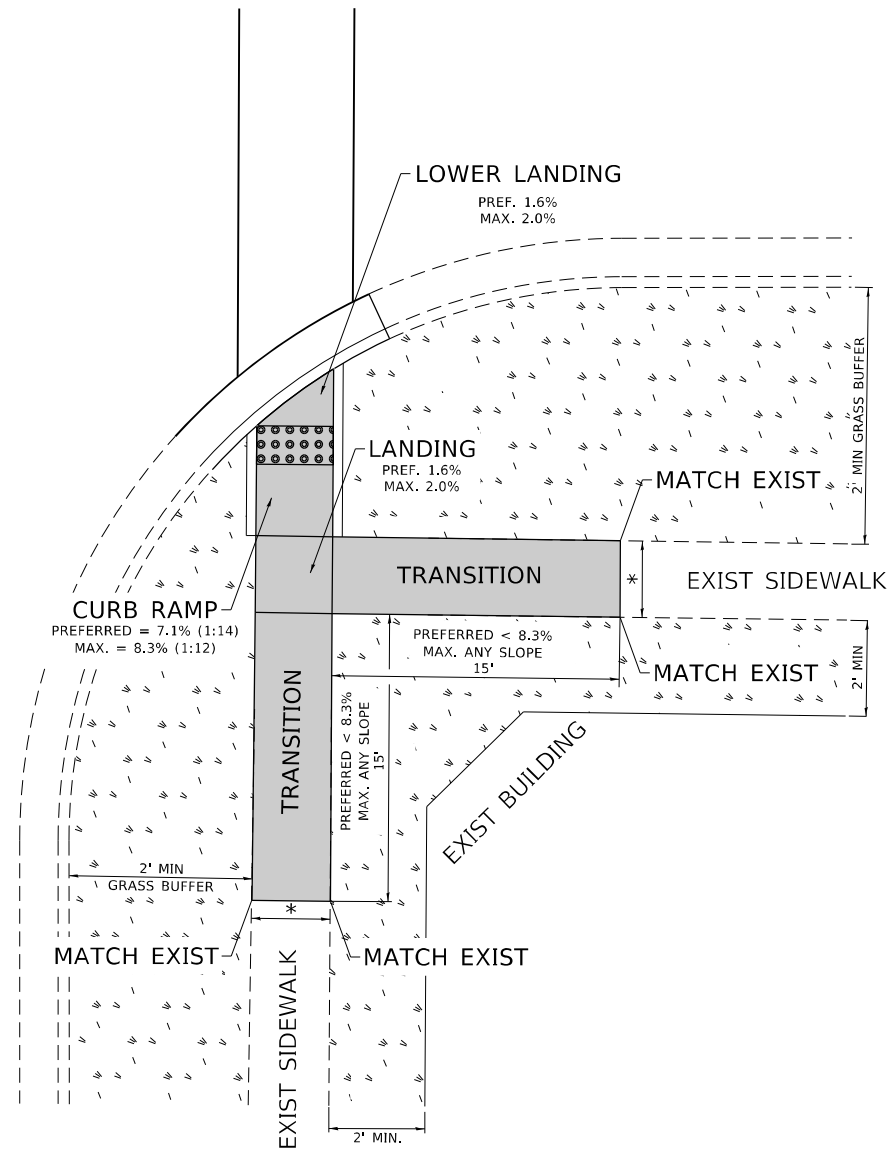
**PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
(PD-01)**

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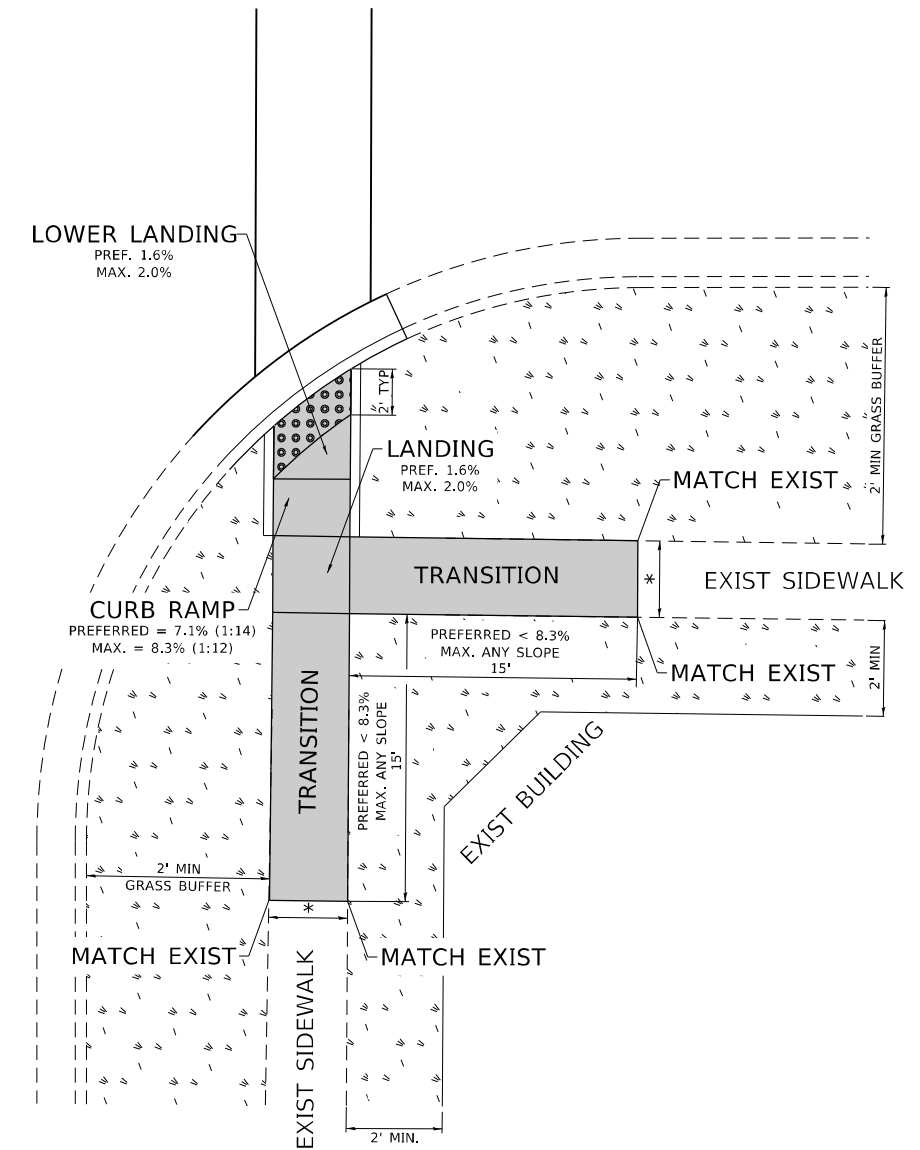
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2626	OR 2626 22 RESURFACE	COOK	29	14
PD-01			CONTRACT NO. 62R70	
ILLINOIS FED. AID PROJECT				

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE

PD-04A



PD-04B



LEGEND

- EXIST. GRASS
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- PROPOSED SIDE CURB

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

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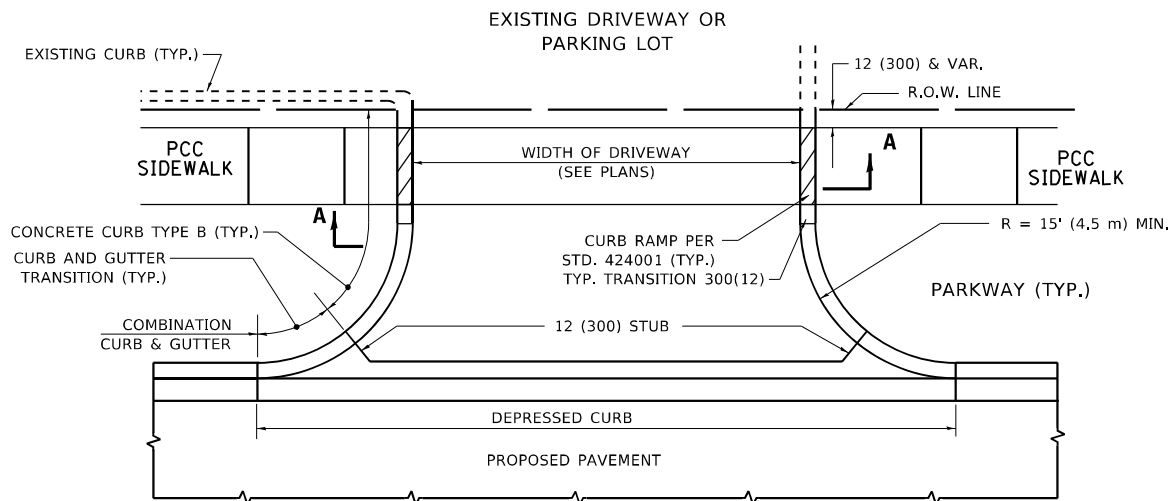
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

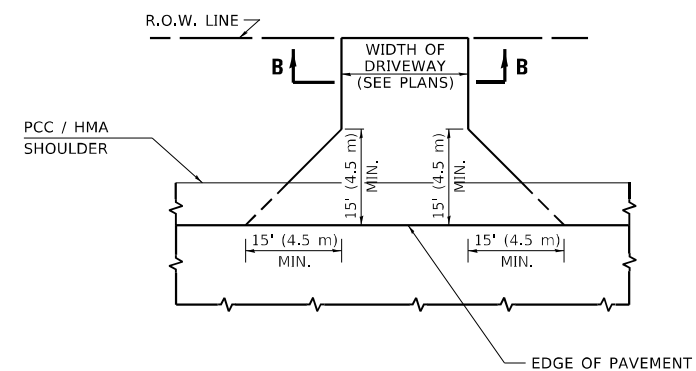
**PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH
TURNING SPACE (PD-04)**

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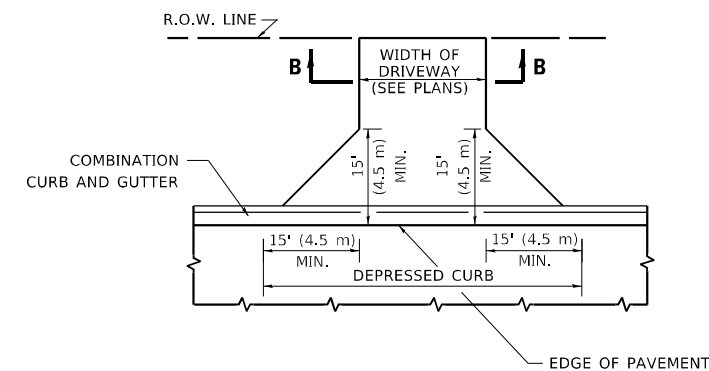
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PD-04		CONTRACT NO. 62R70		
ILLINOIS FED. AID PROJECT				



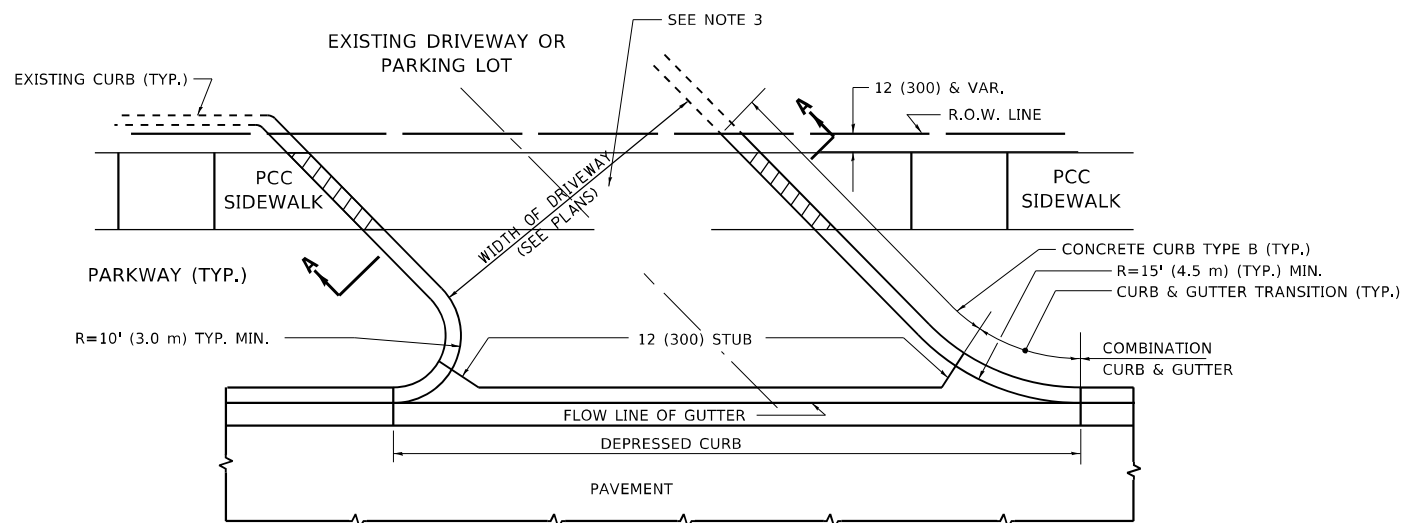
WITH CONCRETE CURB, TYPE B



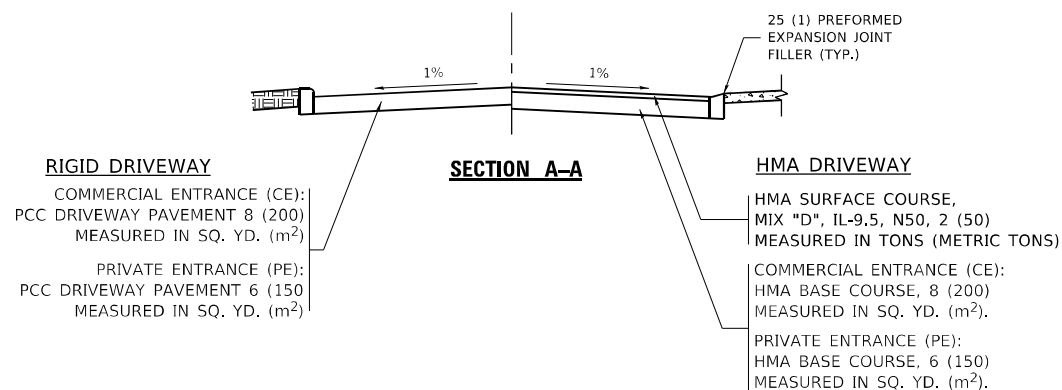
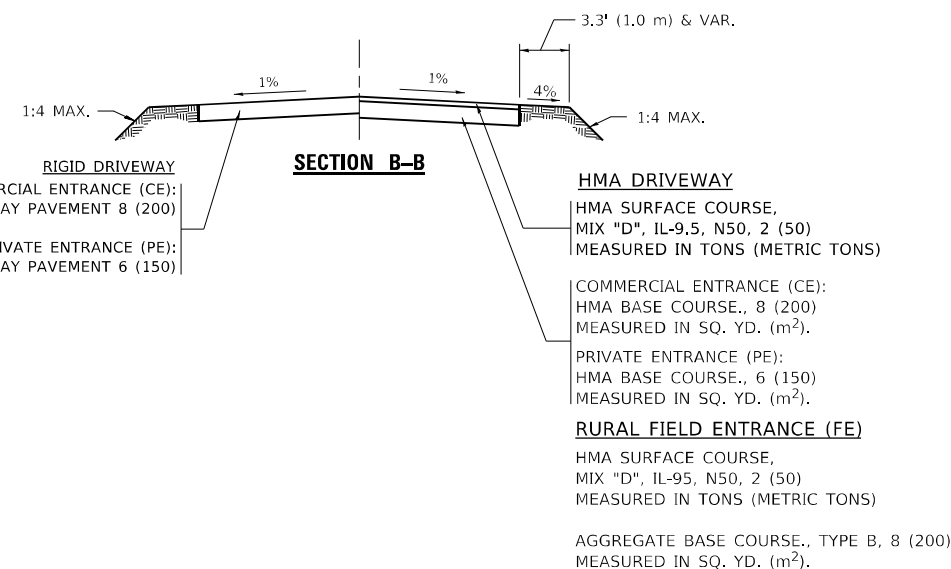
ADJACENT TO PCC /HMA SHOULDER



ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B



GENERAL NOTES

- DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.
- COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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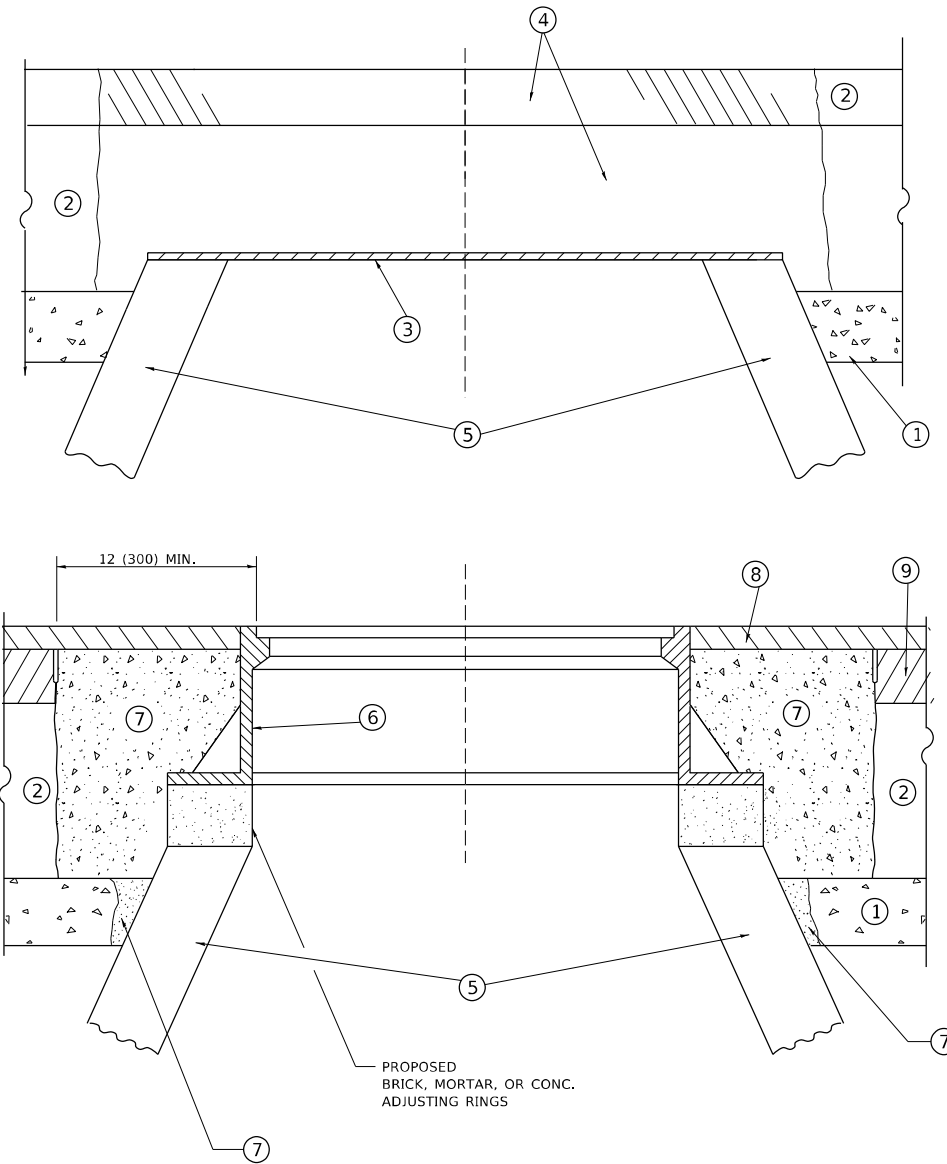
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PLOT DATE = 12/13/2022	CHECKED -	REVISED - K. SMITH 08-28-19
	DATE - 11-04-95	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER ≥ 15'(4.5m)**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	16
BD400-01 (BD-01)		CONTRACT NO. 62R70		
ILLINOIS FED. AID PROJECT				



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

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS*PP-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 | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS*PP-1 CONCRETE |
| ③ 36 (900) DIAMETER METAL PLATE | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE |
| ⑤ EXISTING STRUCTURE | |

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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PLOT DATE = 12/13/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

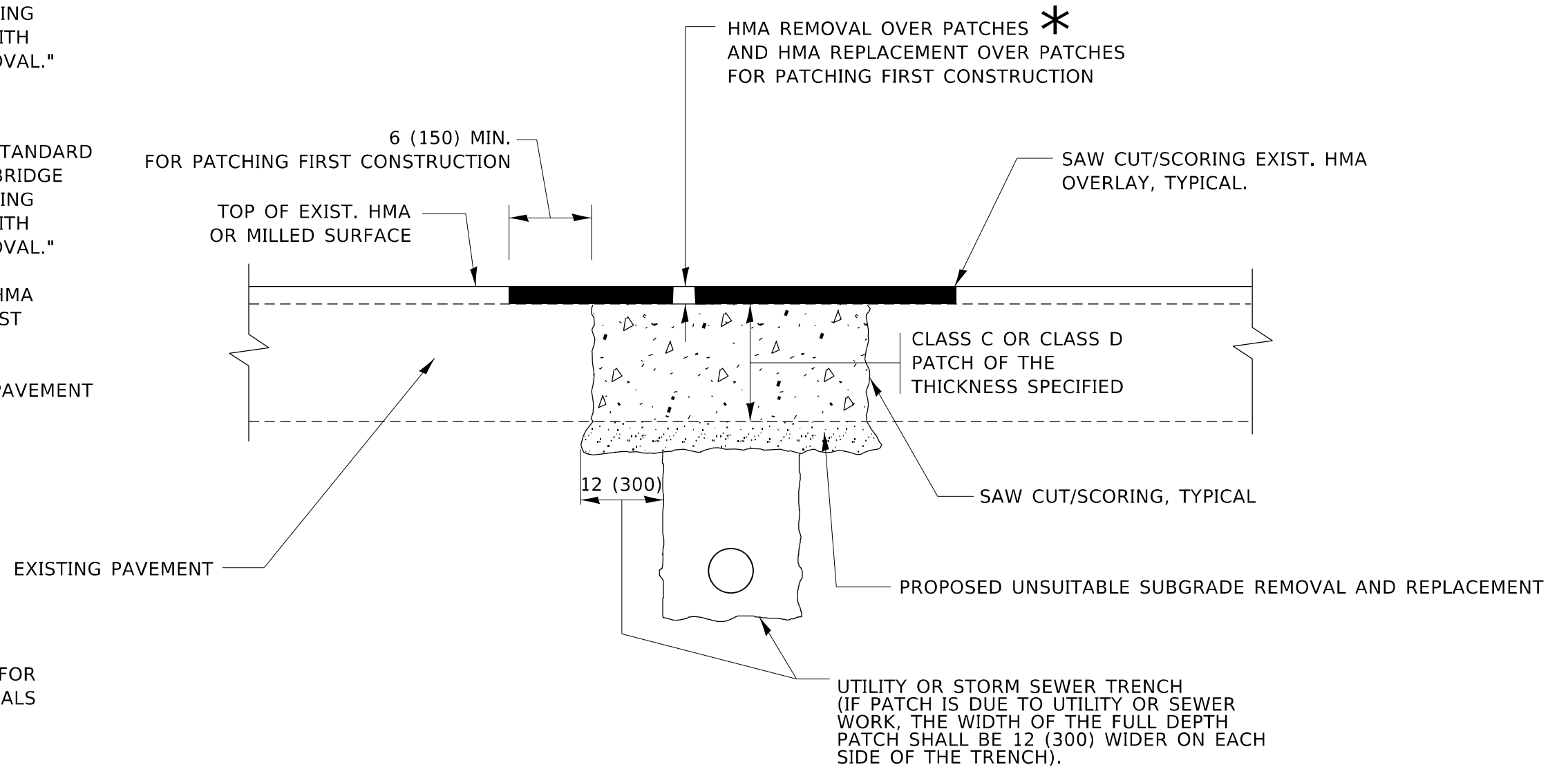
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2626	OR 2626 22 RESURFACE	COOK	29	17
BD600-03 (BD-08)		CONTRACT NO. 62R70		
ILLINOIS		FED. AID PROJECT		

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ 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.

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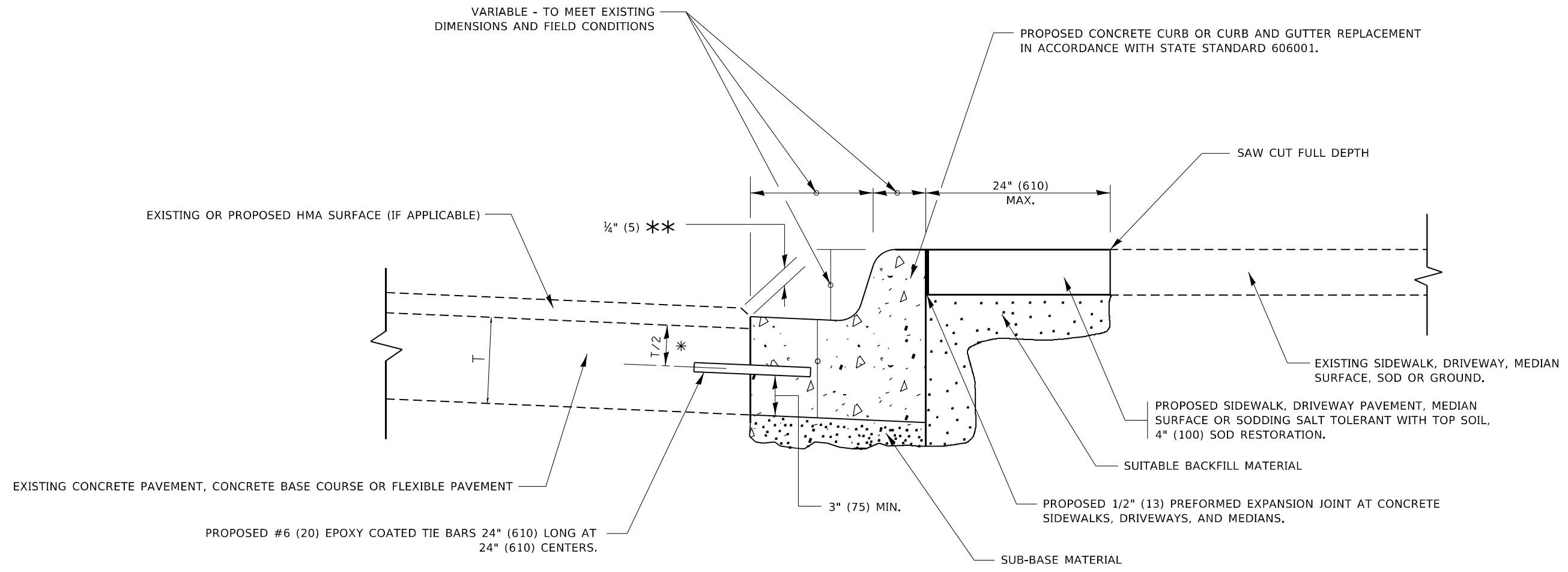
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PLOT DATE = 12/13/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	18
BD400-04 (BD-22)		CONTRACT NO. 62R70		
ILLINOIS FED. AID PROJECT				



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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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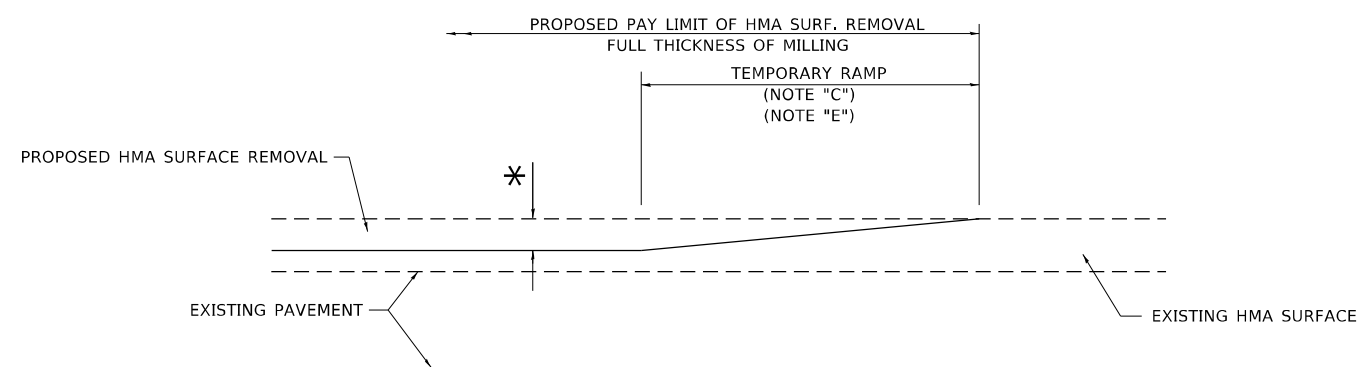
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PLOT DATE = 12/13/2022	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

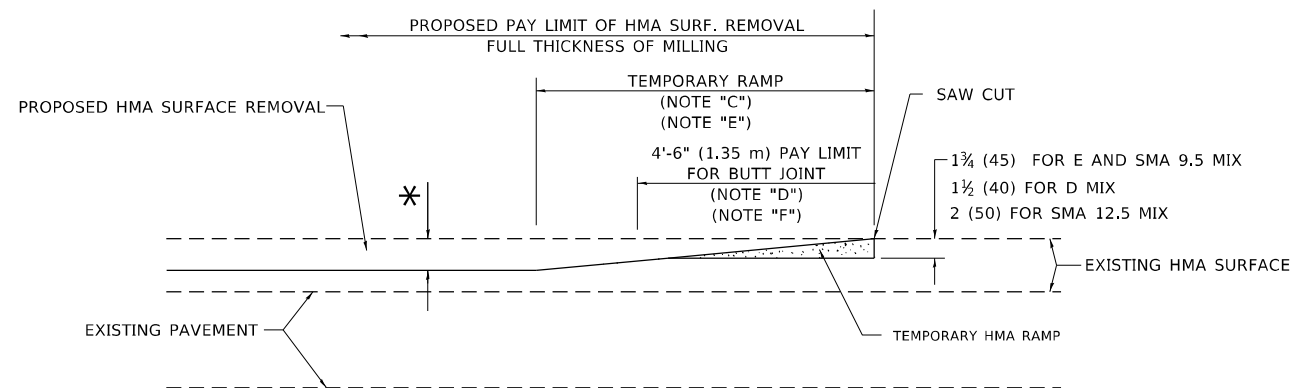
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2626	OR 2626 22 RESURFACE	COOK	29	19
BD600-06 (BD-24)		CONTRACT NO. 62R70		
ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

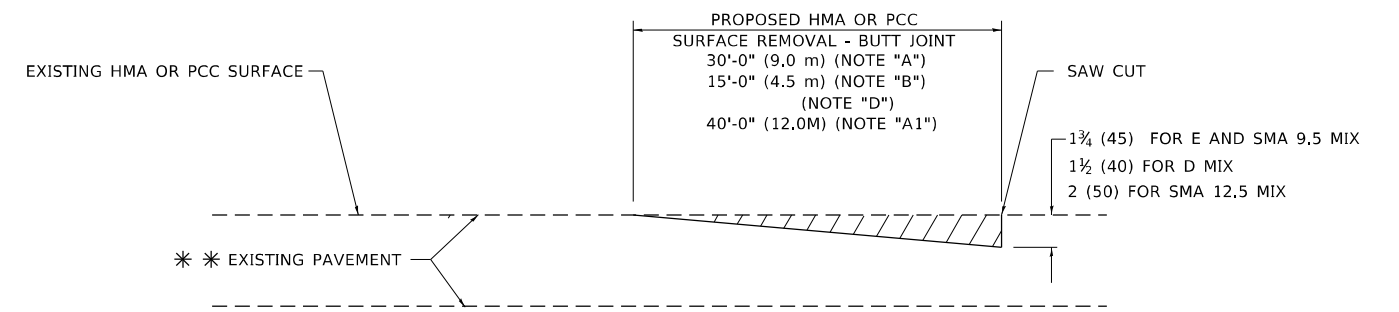


HMA CONSTRUCTED TEMPORARY RAMP

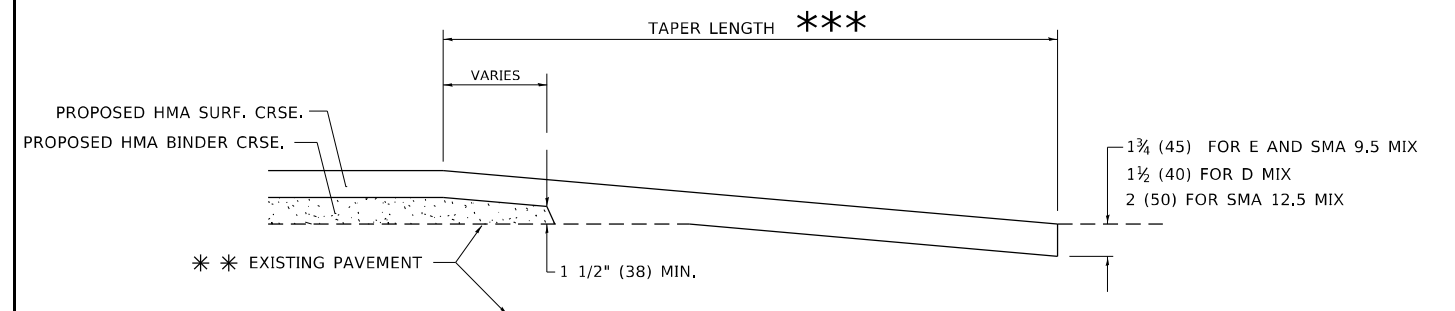
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

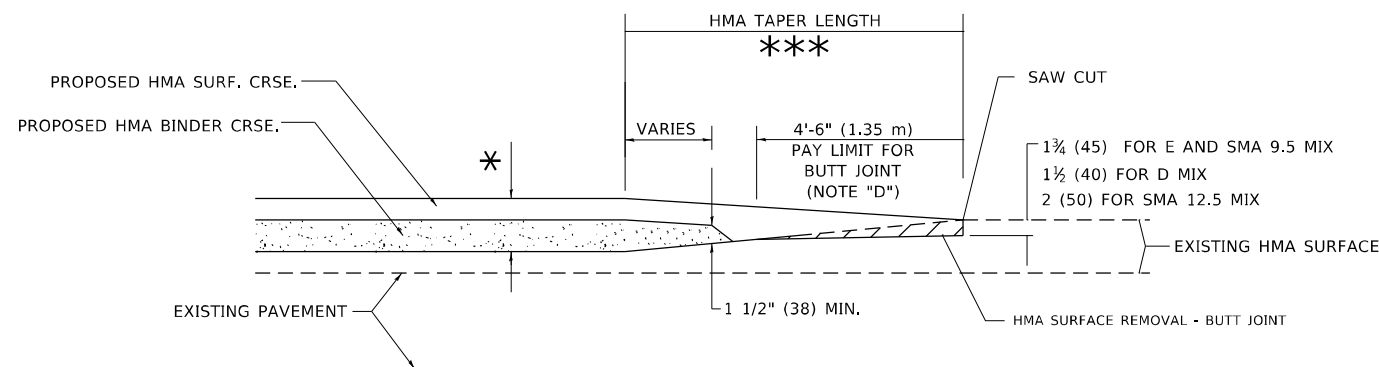
GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

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

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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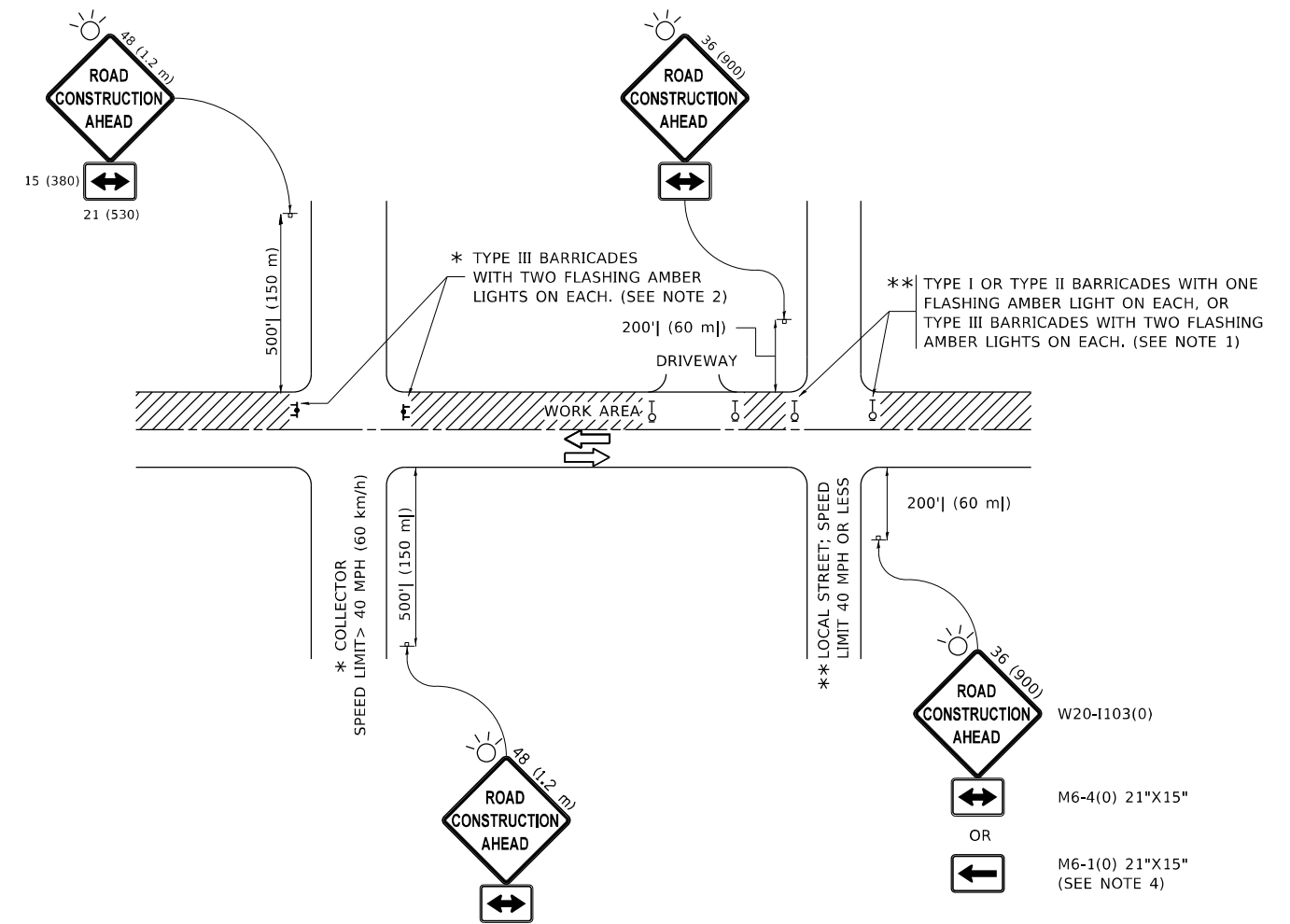
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		REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	20
BD400-05 BD-32		CONTRACT NO. 62R70		
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) 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. 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.

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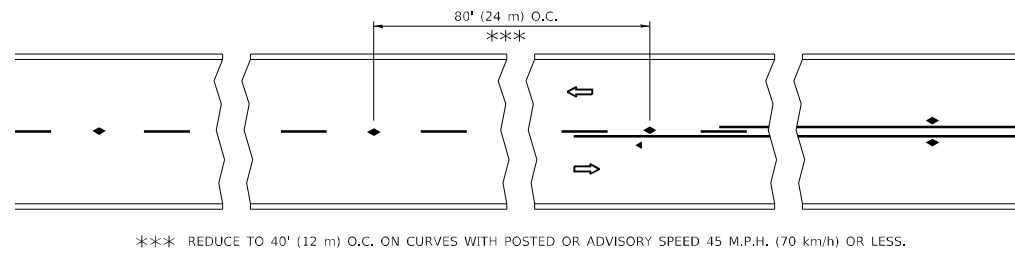
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

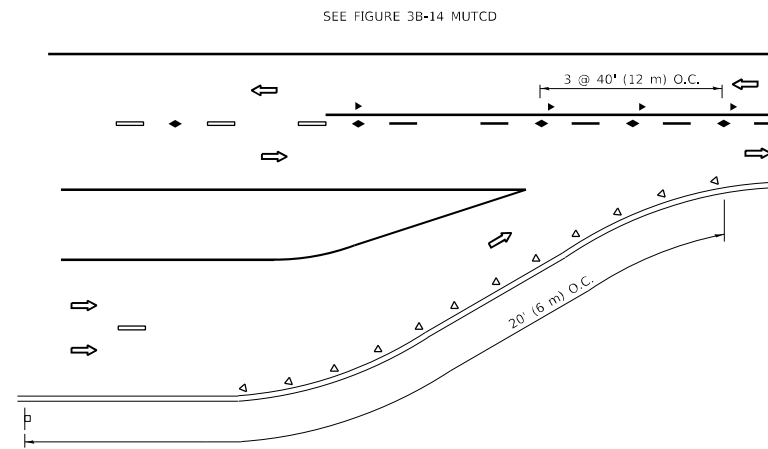
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

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

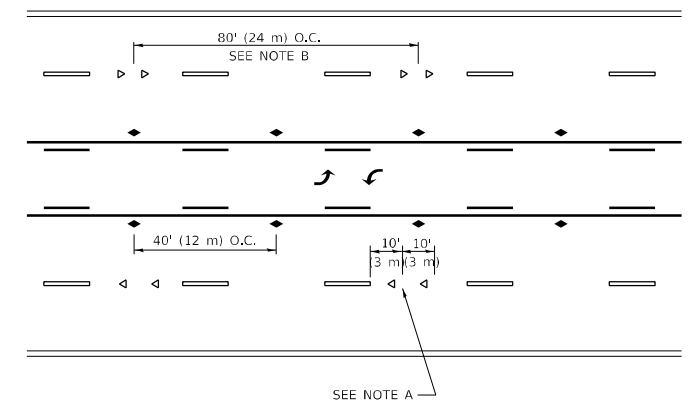
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2626	OR 2626 22 RESURFACE	COOK	29	21
TC-10			CONTRACT NO. 62R70	
ILLINOIS FED. AID PROJECT				



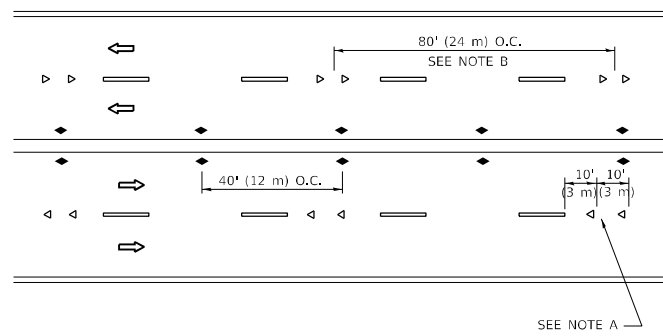
TWO-LANE/TWO-WAY



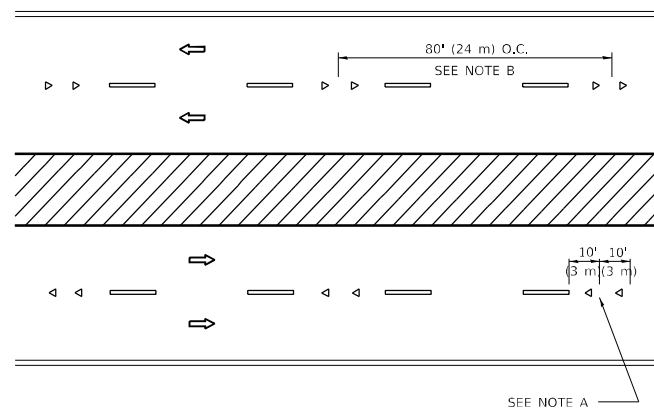
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

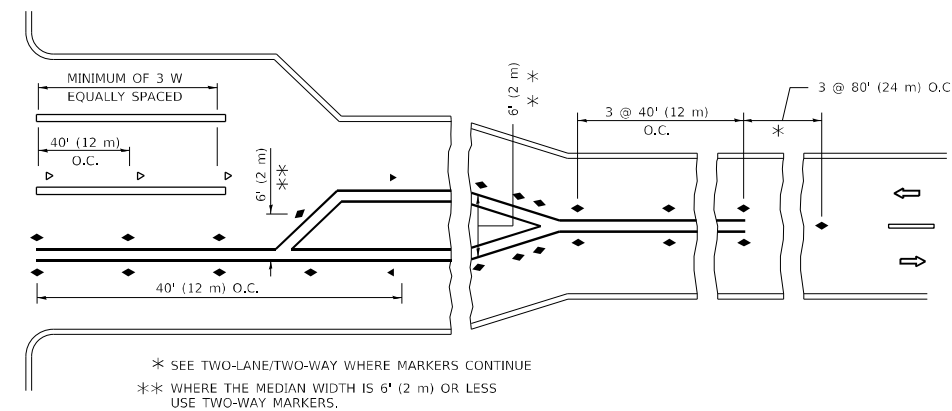
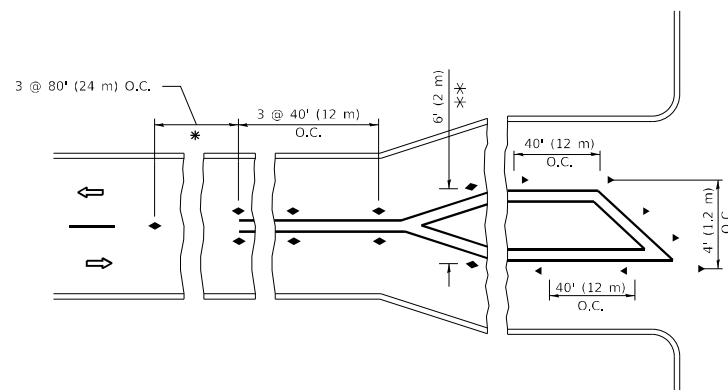
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



TURN LANES

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

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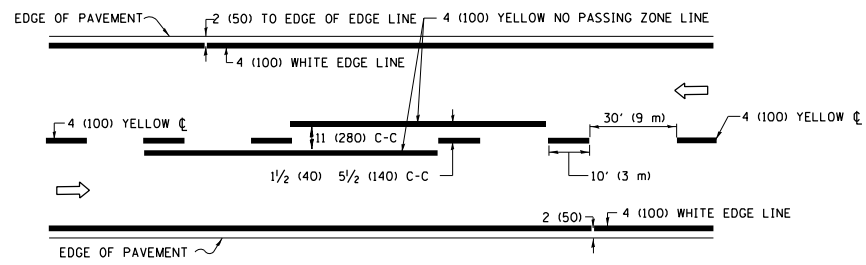
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

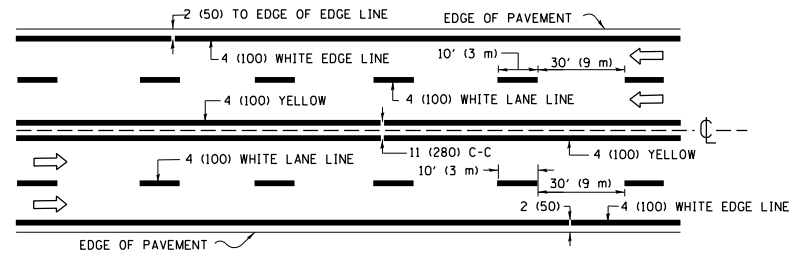
**TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**

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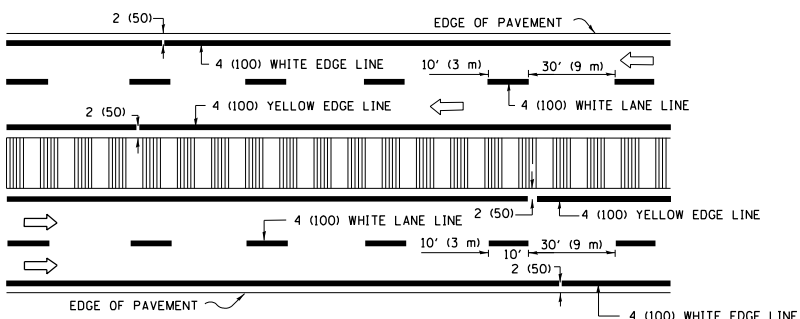
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TC-11		CONTRACT NO. 62R70		
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

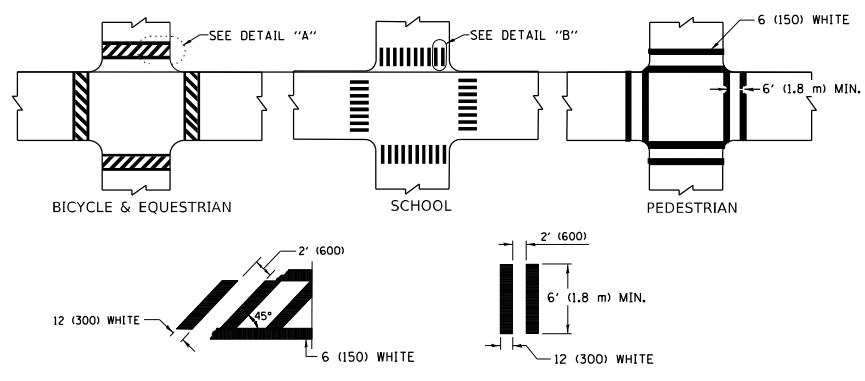


MULTI-LANE UNDIVIDED



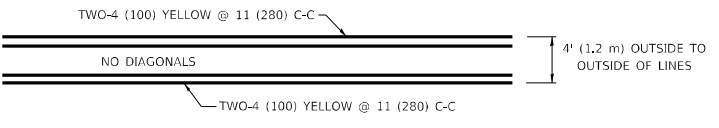
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

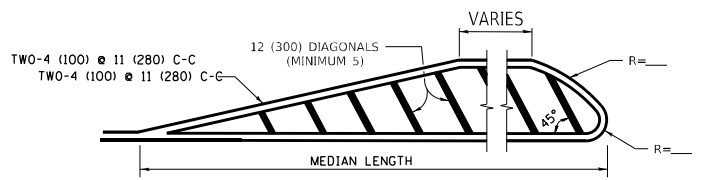


TYPICAL CROSSWALK MARKING

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

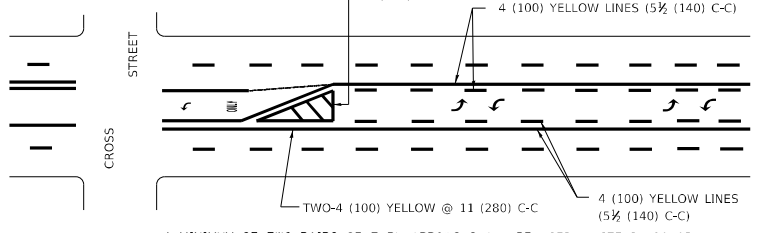


4' (1.2 m) WIDE MEDIANS ONLY

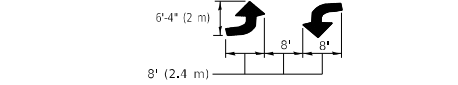


MEDIANS OVER 4' (1.2 m) WIDE

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))



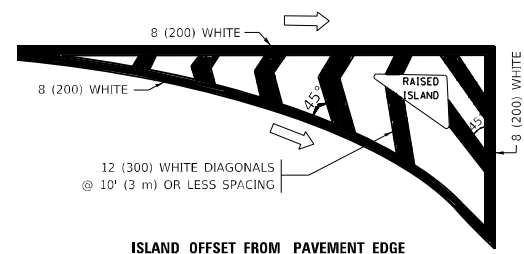
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



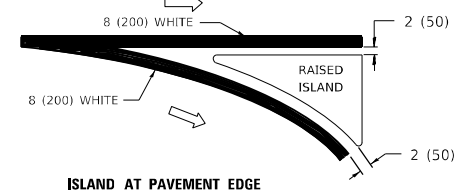
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

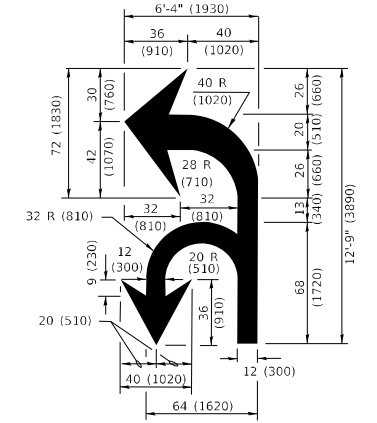
TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING



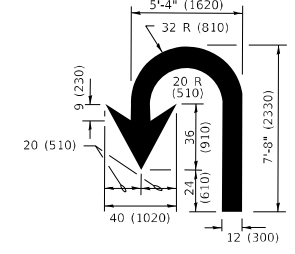
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE 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 ² EACH) "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30 MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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USER NAME	DESIGNED	REVISED
= mohammed.baig	- EVERS	- C. JUCIUS 09-09-09
	-	- C. JUCIUS 07-01-13
	-	- C. JUCIUS 12-21-15
	-	- C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE TYPICAL PAVEMENT MARKINGS	
SCALE: NONE	SHEET 1 OF 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	23
TC-13			CONTRACT NO. 62R70	
ILLINOIS		FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

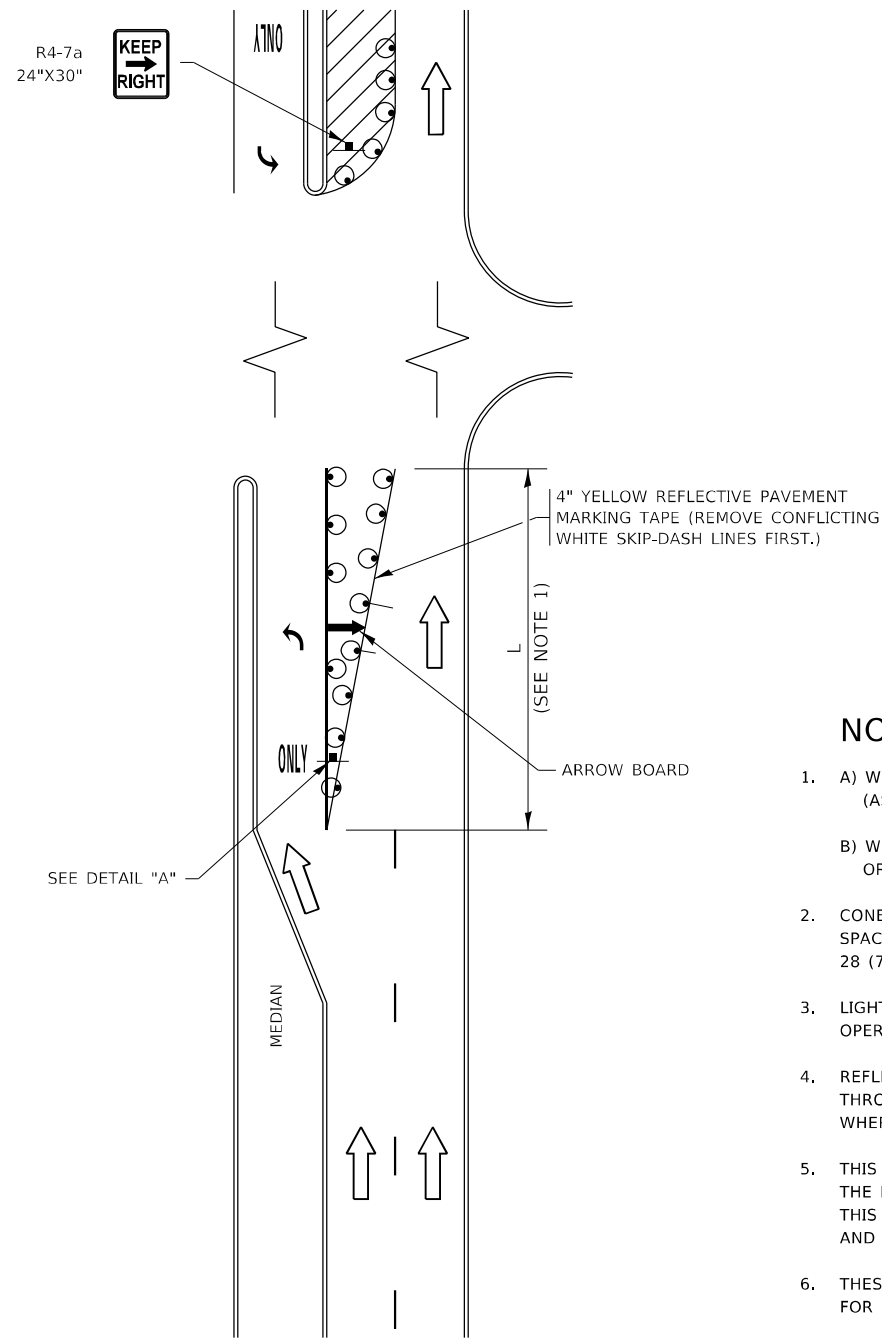


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

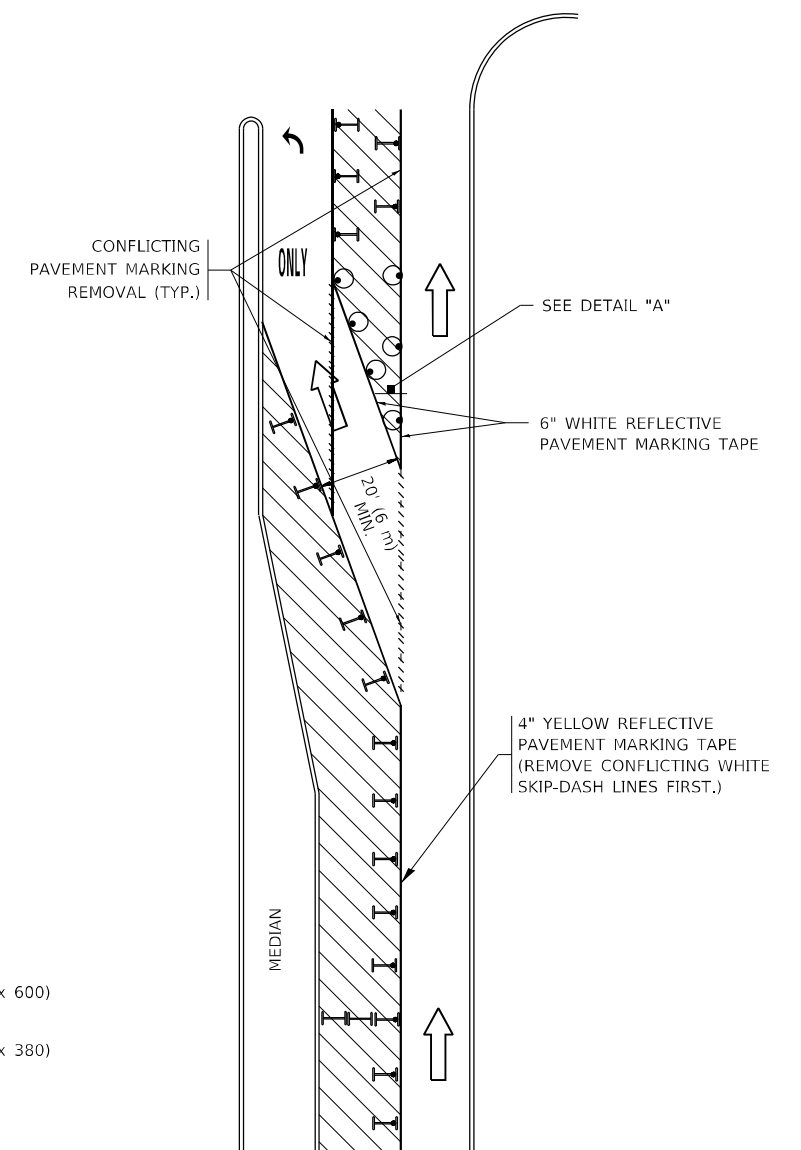


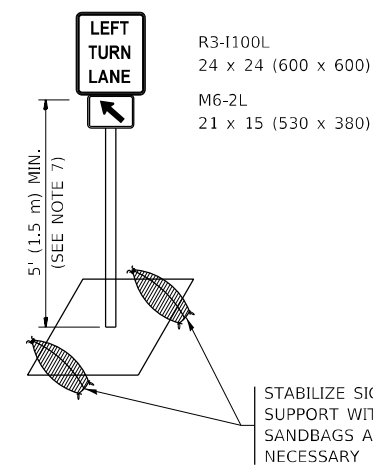
FIGURE 2

LEGEND

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

NOTES:

1. A) WHEN "L" IS \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 REQUIREMENTS.
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.

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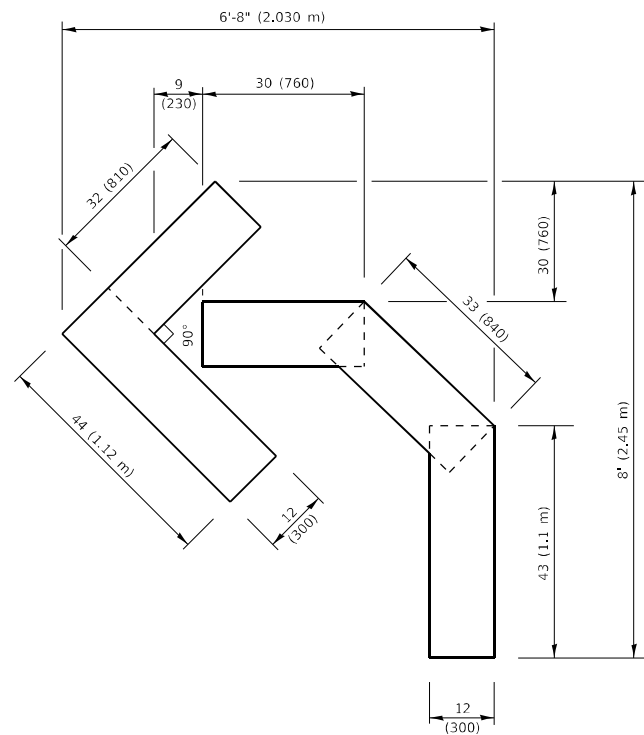
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	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100,0000' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 12/13/2022	DATE - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

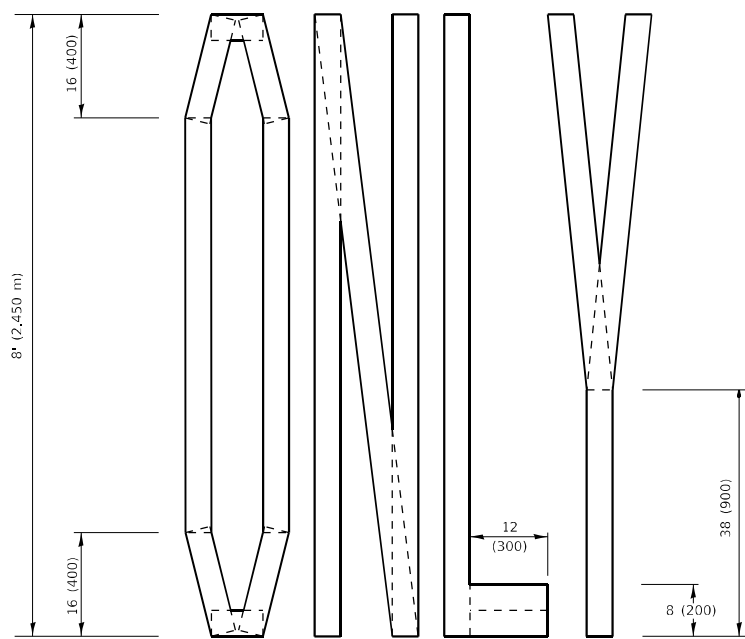
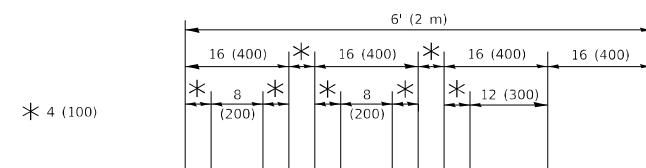
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-14		CONTRACT NO. 62R70		
ILLINOIS FED. AID PROJECT				



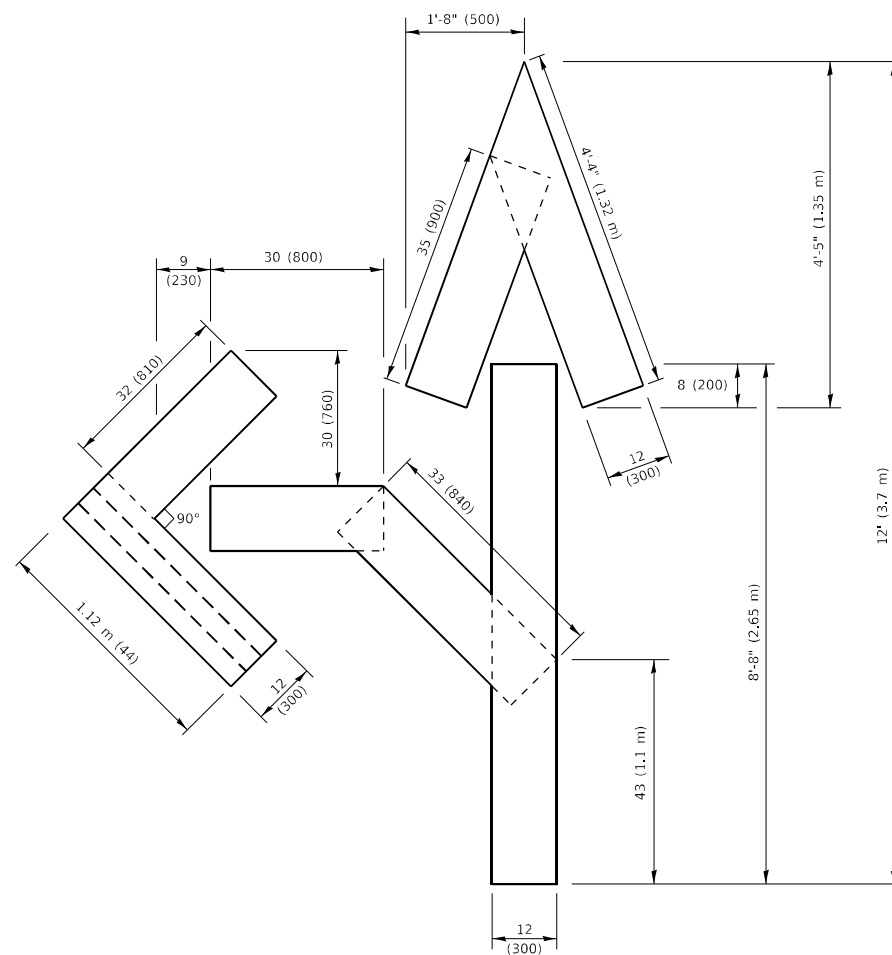
QUANTITY

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



QUANTITY

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

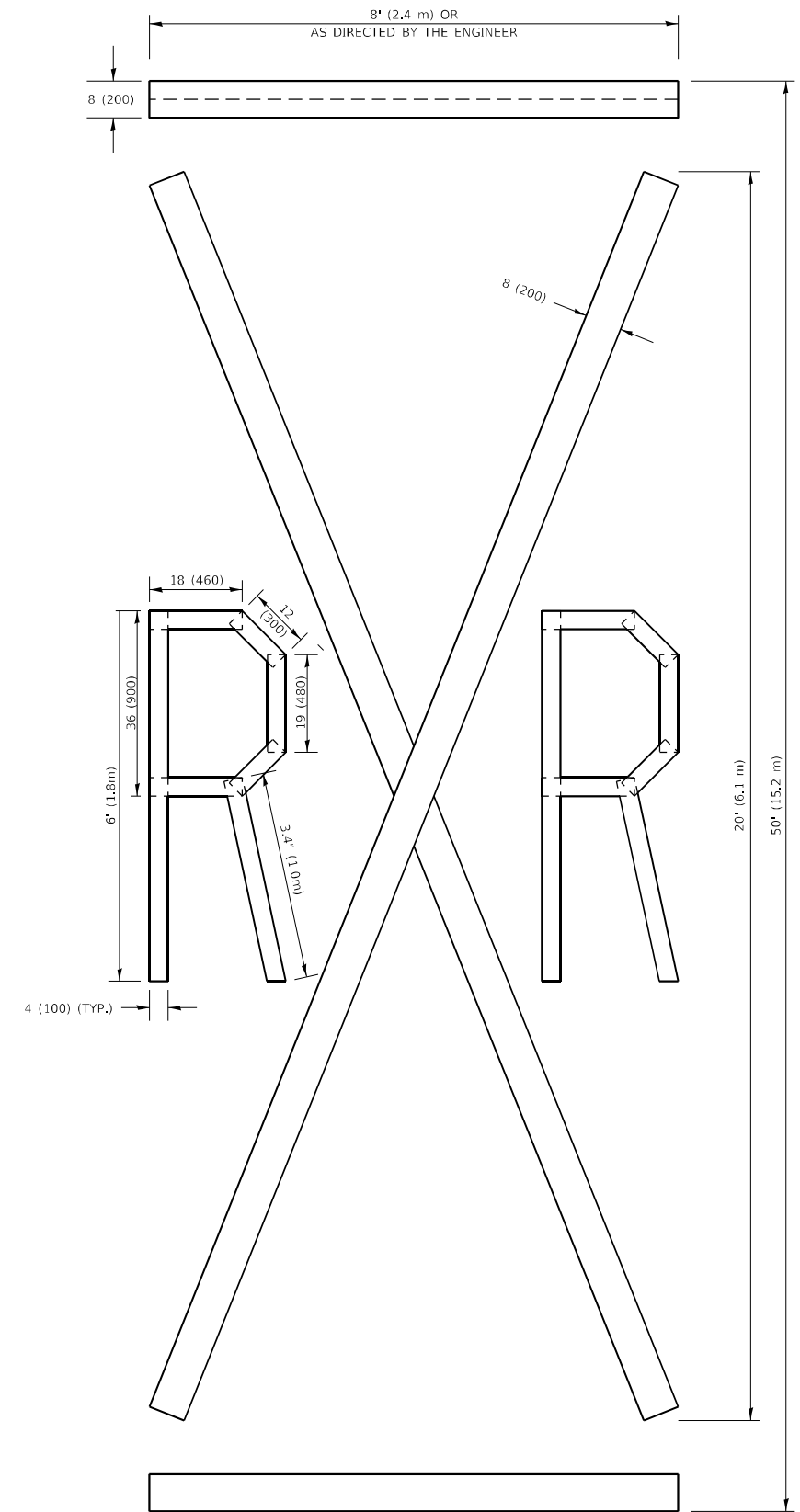


QUANTITY

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

NOTE:

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



QUANTITY

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

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

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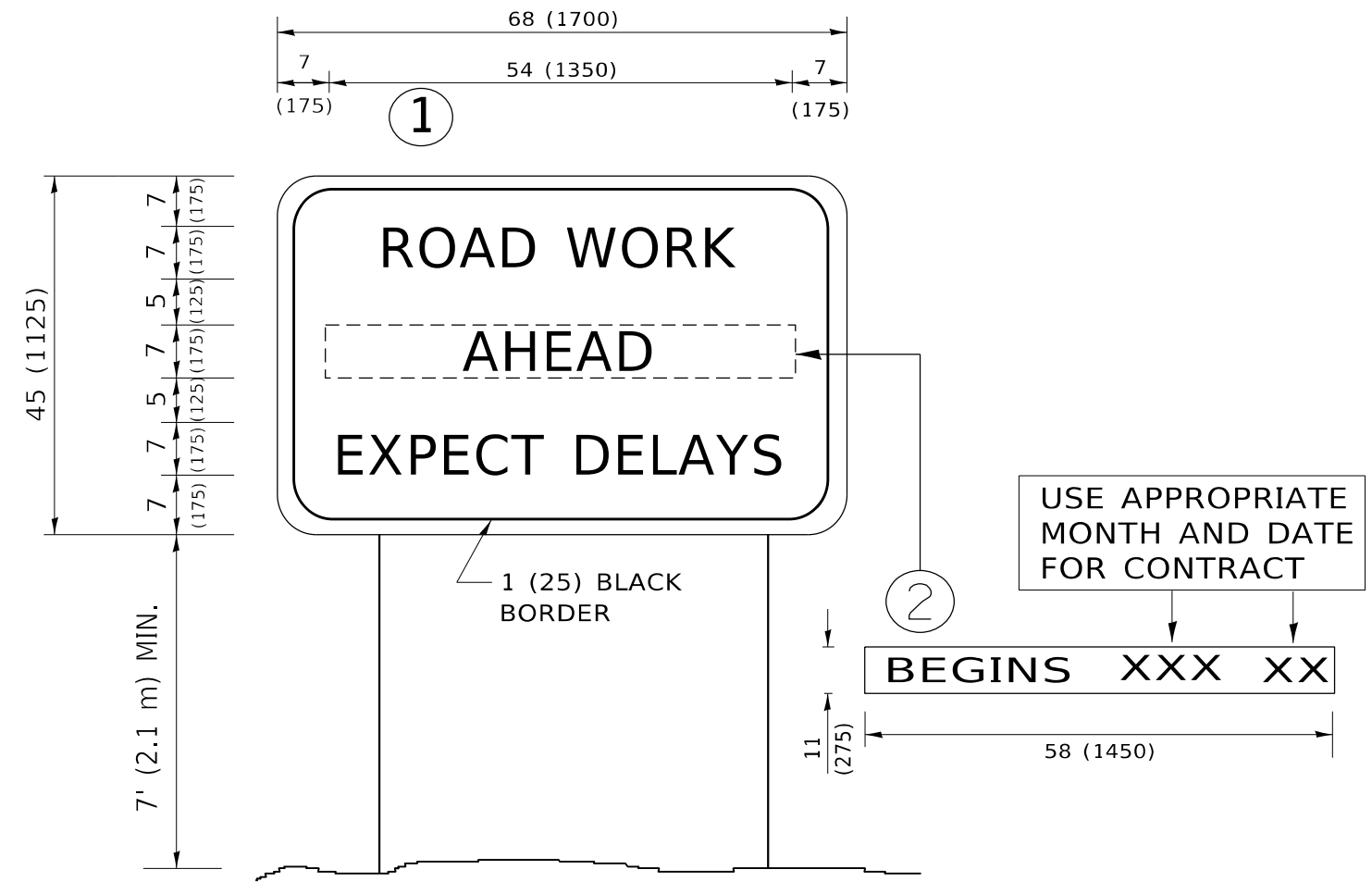
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PLOT DATE = 12/13/2022	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	25
TC-16			CONTRACT NO. 62R70	
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.

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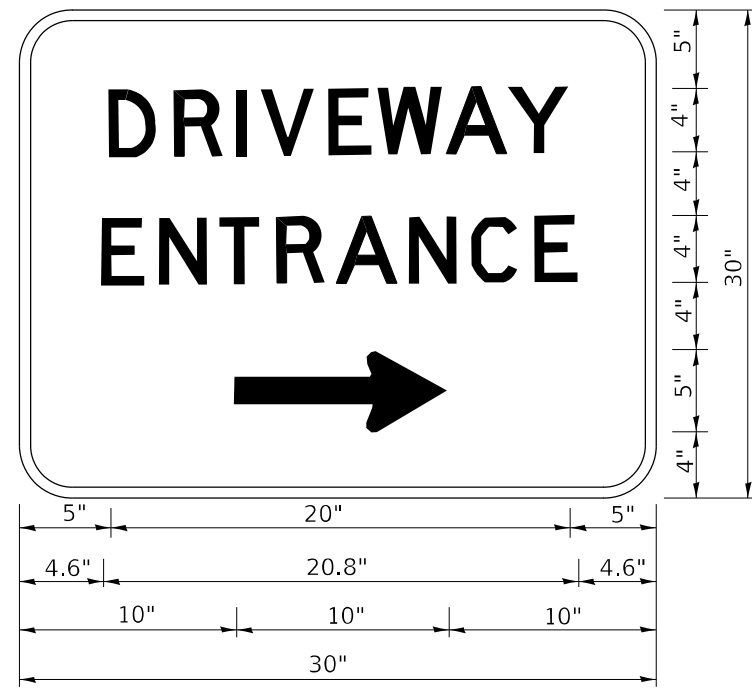
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PLOT DATE = 12/13/2022	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	26
TC-22			CONTRACT NO. 62R70	
ILLINOIS FED. AID PROJECT				



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

NOTES:

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

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

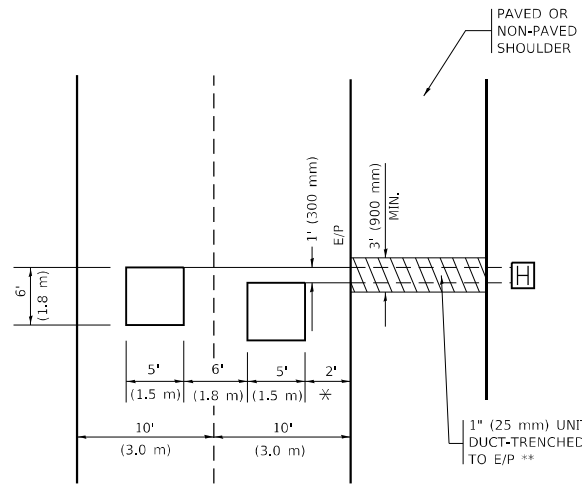
DRIVEWAY ENTRANCE SIGNING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	27
TC-26			CONTRACT NO. 62R70	
ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

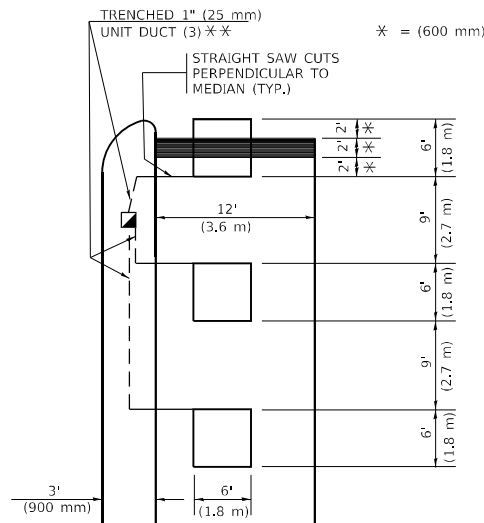


* = (600 mm)

** 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.

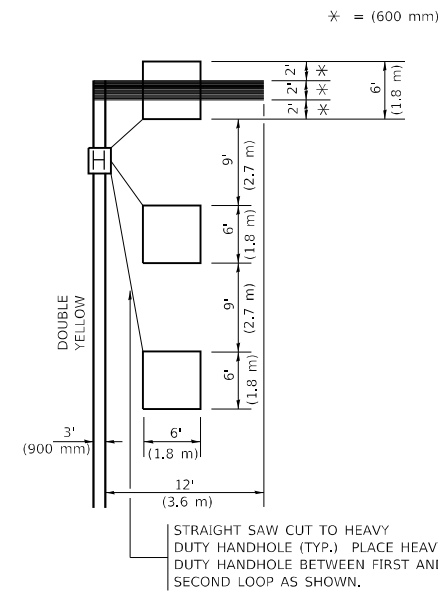


* = (600 mm)

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

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

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



* = (600 mm)

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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

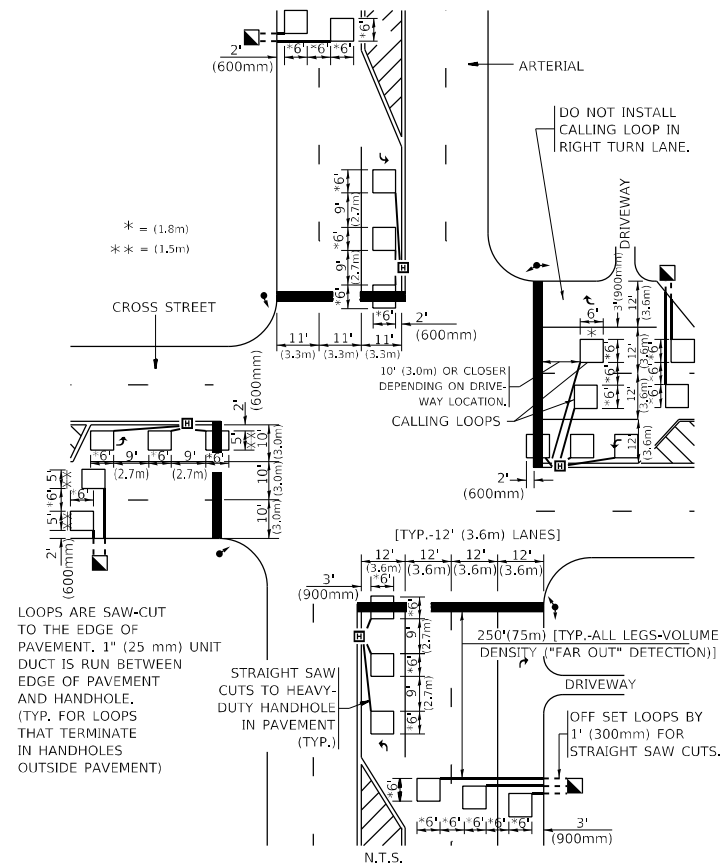
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

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



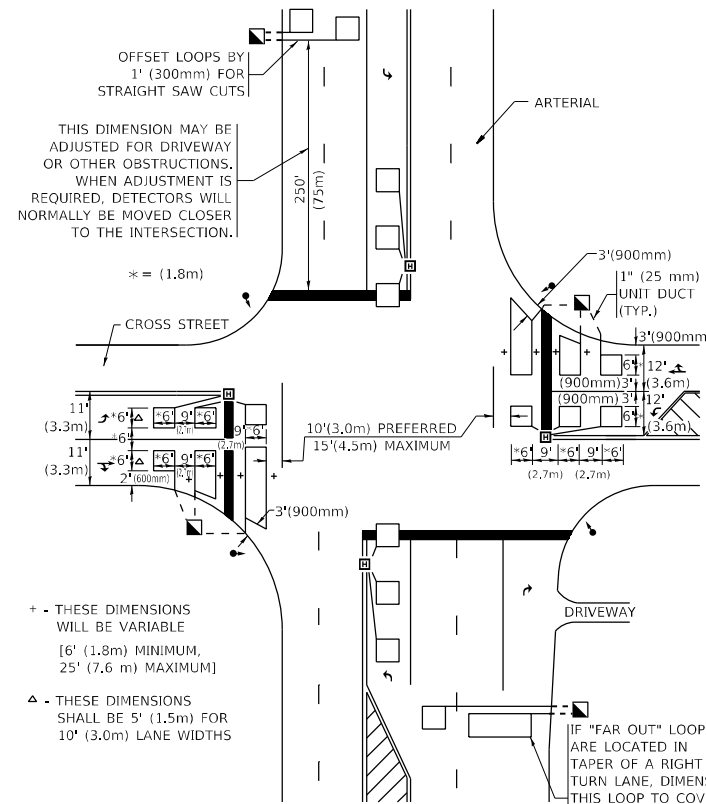
* = (1.8m)
 ** = (1.5m)

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

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

DETAIL 1
 N.T.S.

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



THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.

+ THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]
 Δ THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

DETAIL 2
 N.T.S.

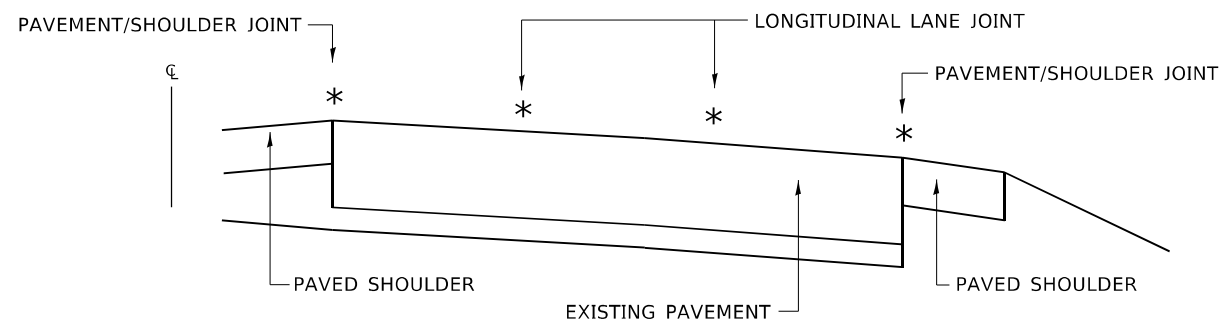
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

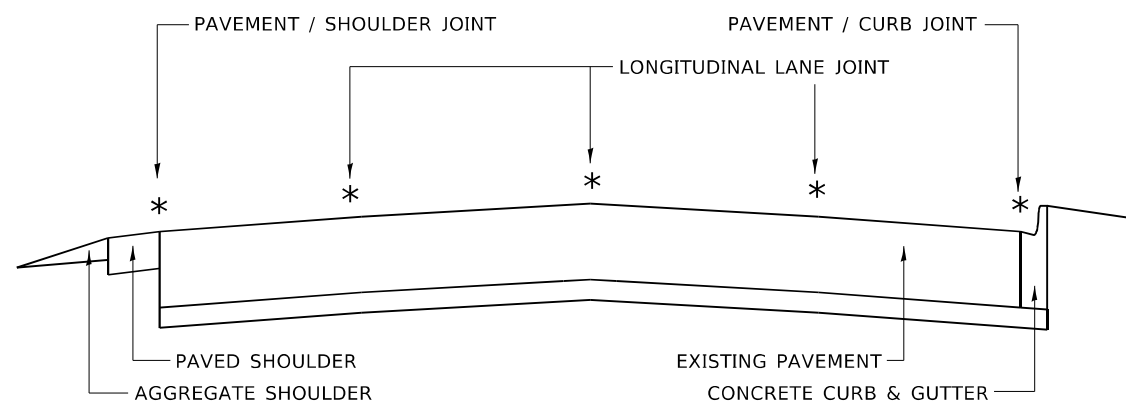
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PLOT DATE = 12/13/2022	CHECKED - R.K.F.	REVISED -
	DATE -	REVISED -

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

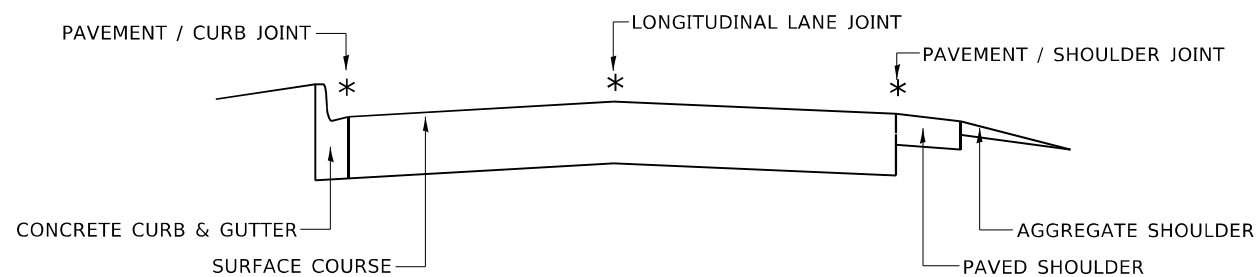
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	28
TS-07		CONTRACT NO. 62R70		
ILLINOIS FED. AID PROJECT				



MULTI-LANE DIVIDED PAVEMENT



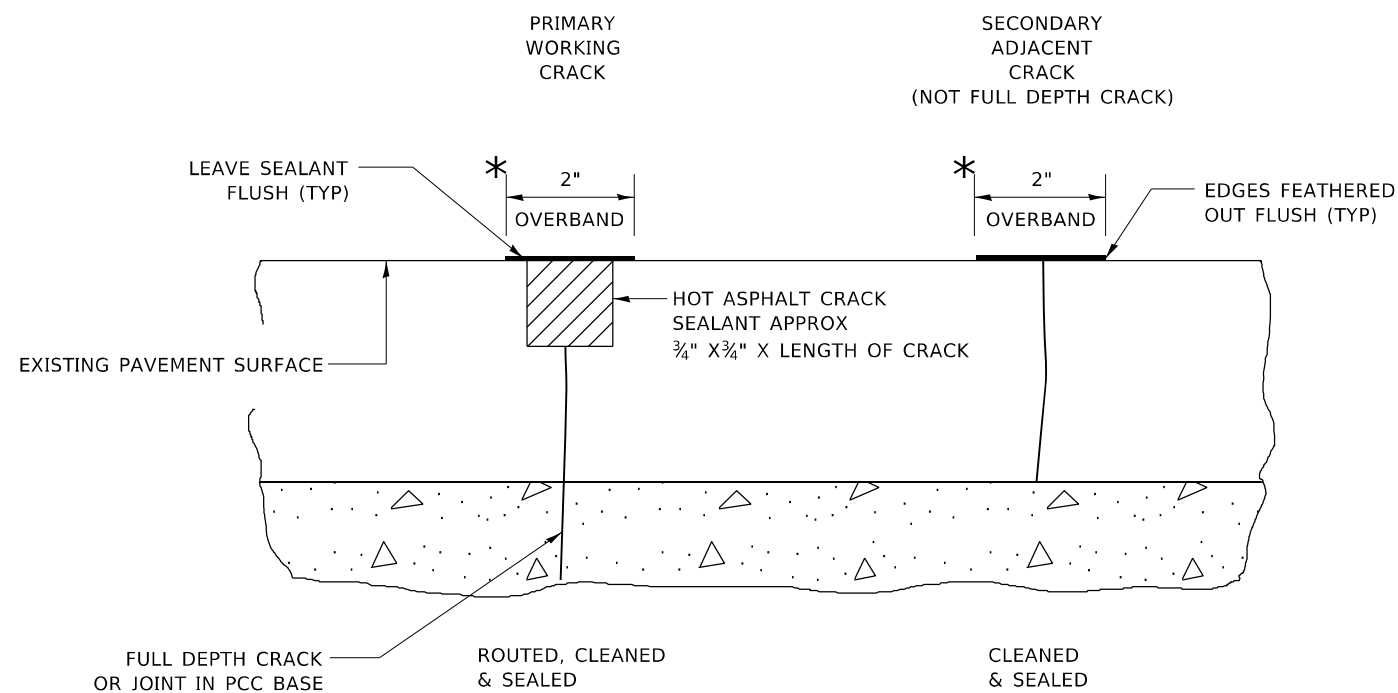
MULTI-LANE UNDIVIDED PAVEMENT



TWO-LANE PAVEMENT

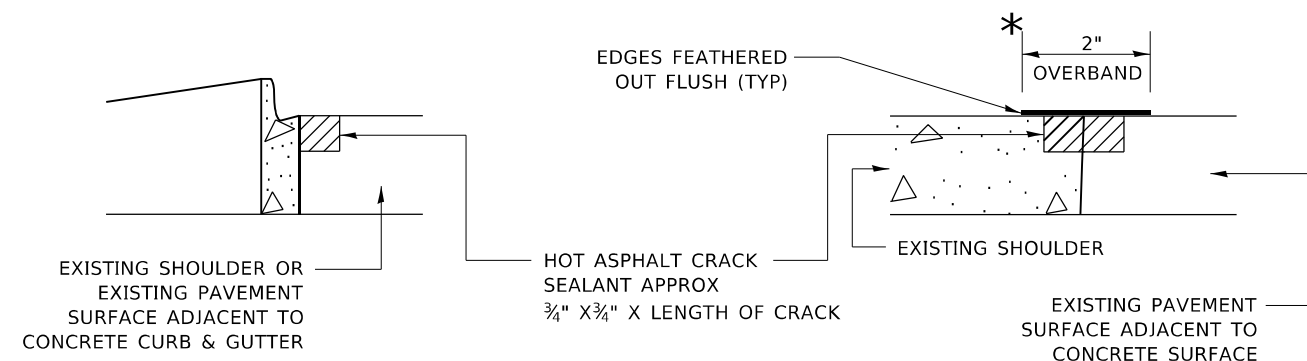
* PROPOSED LONGITUDINAL CRACK ROUTING (PAVEMENT) & CRACK FILLING LOCATIONS

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



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

LONGITUDINAL JOINT



CRACK & JOINT SEALING DETAIL

MODEL: Default
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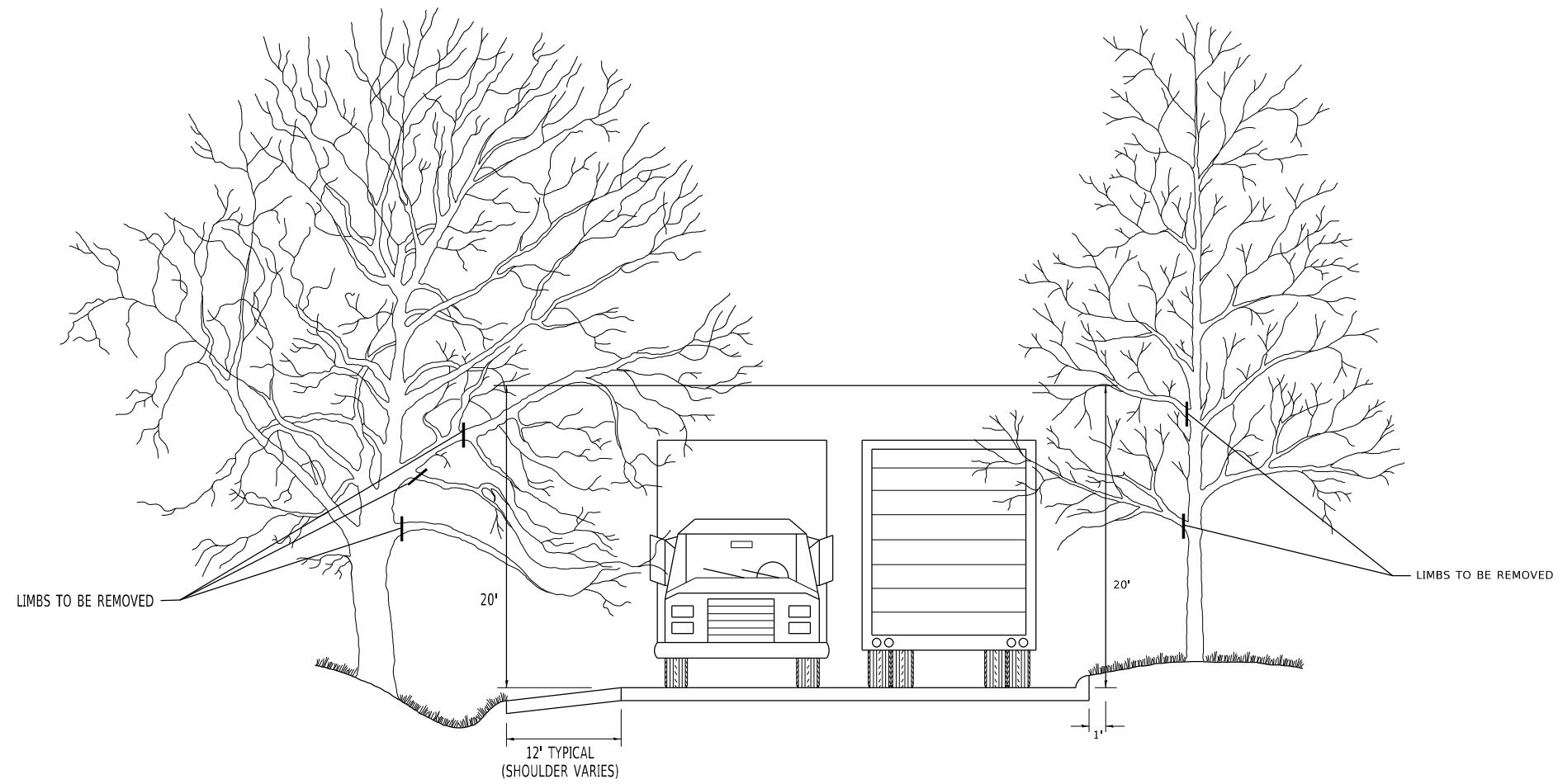
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PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/13/2022	DATE - 10/08/2020	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CRACK & JOINT SEALING DETAIL (PD-11)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	29
CONTRACT NO. 62R70				
ILLINOIS FED. AID PROJECT				



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USER NAME = mohammed.baig	DESIGNED -	REVISED - R. BORO 10-31-06
	DRAWN -	REVISED -
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PLOT DATE = 12/21/2022	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PRUNING FOR SAFETY AND
 EQUIPMENT CLEARANCE**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	OR 2626 22 RESURFACE	COOK	29	29A
BM-20		CONTRACT NO. 62R70		
ILLINOIS FED. AID PROJECT				