04-28-2017 LETTING ITEM 017

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	1
	ILLINOIS	CONTRACT NO. 62D01		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

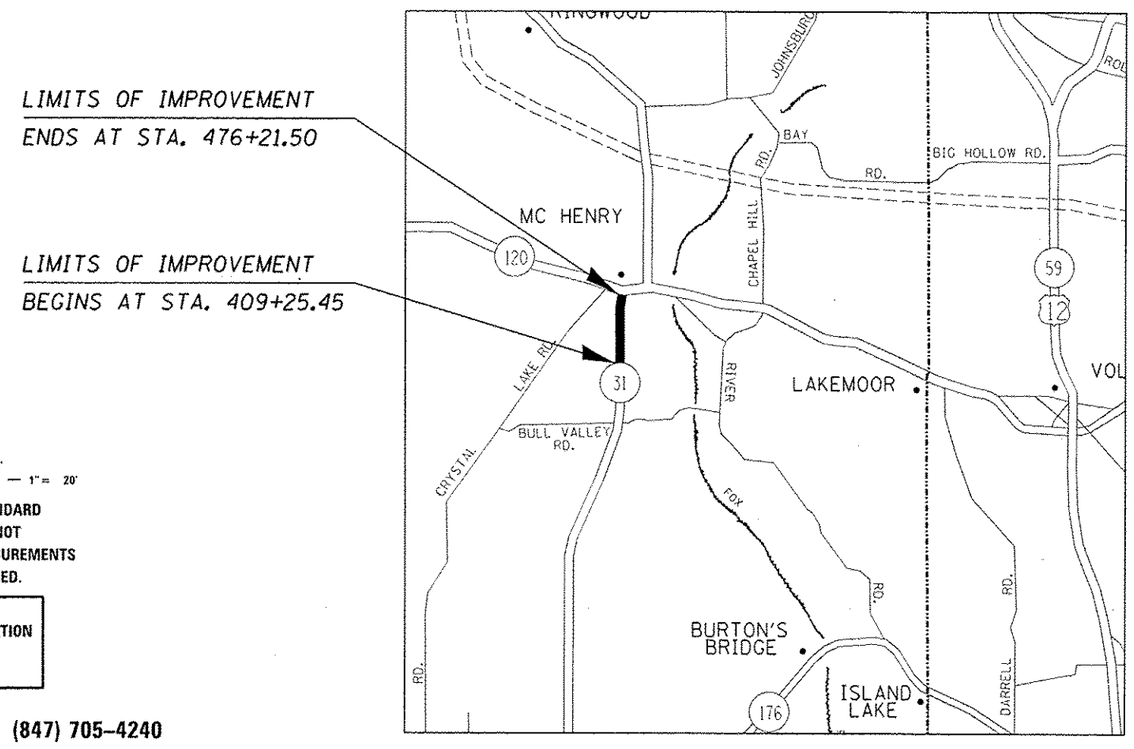
F.A.P. ROUTE 336 (IL 31)
SECTION 112RS-1
PARK PLACE TO IL 120
PROJECT NHPP-0336(052)
RESURFACING (3P), PEDESTRIAN RAMPS (ADA)
MCHENRY COUNTY

C-91-418-16

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE CITY OF MCHENRY

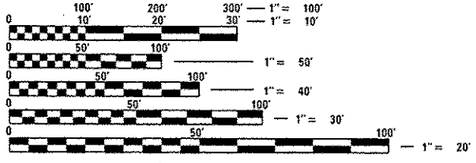
2015 ADT: 17,600
POSTED SPEED: 30-45 MPH



GROSS LENGTH = 6,696.05 FT. = 1.268 MILE
NET LENGTH = 6,696.05 FT. = 1.268 MILE

D-91-418-16

LOCATION OF SECTION INDICATED THUS: –



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED February 6 20 17
REGIONAL ENGINEER
Mar 24 20 17
ENGINEER OF DESIGN AND ENVIRONMENT
Mar 24 20 17
DIRECTOR OF PROGRAM DEVELOPMENT

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

CONTRACT NO. 62D01

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STANDARDS

000001-06	STANDARD SYBMOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-02	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-03	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-03	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-03	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-04	FRAME AND LIDS TYPE 1
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS- DAY ONLY
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES

COMMITMENTS

NO COMMITMENTS

GENERAL NOTES

(1) BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

(2) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.39 OF THE STANDARD SPECIFICATIONS. ANY DAMAGE TO THE UNDERGROUND FACILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE, INCLUDING TEMPORARY REPAIRS WHICH MAY BE REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS.

(3) THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGE OF CARPENTERSVILLE.

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

(5) THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

(6) THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

(7) THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.

(8) 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 THE LOCATIONS CAN BE RE-ESTABLISED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

(9) IN ADDITION TO FIELD AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

(10) THE LOCATIONS OF THOSE BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATIONS, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVE GROUND UTILITES REMAIN THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

(11) DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

(12) THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.

(13) 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 IN THE CONTRACT SPECIFICATIONS.

(14) WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED THEIR LOCATION.

(15) THE EXACT LOCATIONS AND SIZES OF PAVEMENT PATCHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

(16) WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 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.

(17) ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACEING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

(18) LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLANCEMENT, WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

(19) DRAINAGE ADJUSTMENT OR RECONSTRUCTION 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 SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED

(21) FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.

(22) 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.

(23) THE NOMINAL THICKNESS FOR HMA BASE AND SURFACE COURSES ARE SHOWN ON THE TYPICAL SECTIONS, STANDARDS, SCHEDULES, OR SPECIAL DETAILS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXUTRE IS PLACED.

(24) PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.

(25) 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.

(26) THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER, AT WALTER.CZARNY@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		0005 ROADWAY 80% FEDERAL 20% STATE					
20200100	EARTH EXCAVATION	CU YD	56	56					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	444	444					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6	6					
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	6	6					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6	6					
25200110	SODDING, SALT TOLERANT	SQ YD	444	444					
25200200	SUPPLEMENTAL WATERING	UNIT	7	7					
28000400	PERIMETER EROSION BARRIER	FOOT	1000	1000					
28000510	INLET FILTERS	EACH	30	30					
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	7	7					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	22141	22141					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	50	50					
40600827	POLYMERIZED LEVELING BINDER (MACHINE	TON	1378	1378					
	METHOD), IL-4.75, N50								
40600982	HOT-MIX ASPHALT SURFACE REMOVAL -	SQ YD	318	318					
	BUTT JOINT								

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		0005 ROADWAY 80% FEDERAL 20% STATE					
40603335	HOT-MIX ASPHALT SURFACE COURSE,	TON	3	3					
	MIX "D", N50								
40603340	HOT-MIX ASPHALT SURFACE COURSE,	TON	2756	2756					
	MIX "D", N70								
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4932	4932					
42400800	DETECTABLE WARNINGS	SQ FT	384	384					
44000100	PAVEMENT REMOVAL	SQ YD	11	11					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	32484	32484					
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	7	7					
44000600	SIDEWALK REMOVAL	SQ FT	5703	5703					
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	1083	1083					
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	476	476					
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	104	104					
56109210	WATER VALVES TO BE ADJUSTED	EACH	1	1					
60250200	CATCH BASINS TO BE ADJUSTED	EACH	37	37					
60255500	MANHOLES TO BE ADJUSTED	EACH	4	4					
	• SPECIALTY ITEMS								

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	3
		CONTRACT NO. 62D01		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		0005 ROADWAY 80% FEDERAL 20% STATE					
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2					
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW	EACH	22	22					
	TYPE 1 FRAME, CLOSED LID								
60260300	INLETS TO BE ADJUSTED WITH NEW TYPE 1	EACH	2	2					
	FRAME, OPEN LID								
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	56	56					
66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1					
66900530	SOIL DISPOSAL ANALYSIS	EACH	5	5					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	LSUM	1	1					
70102620	TRAFFIC CONTROL AND PROTECTION,	LSUM	1	1					
	STANDARD 701501								
70102625	TRAFFIC CONTROL AND PROTECTION,	LSUM	1	1					
	STANDARD 701606								
70102635	TRAFFIC CONTROL AND PROTECTION,	LSUM	1	1					
	STANDARD 701701								
70102640	TRAFFIC CONTROL AND PROTECTION,	LSUM	1	1					
	STANDARD 701801								
70300100	SHORT TERM PAVEMENT MARKING	FOOT	12428	12428					

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		0005 ROADWAY 80% FEDERAL 20% STATE					
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND	SQ FT	1081.6	1081.6					
	SYMBOLS								
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	19011	19011					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3633	3633					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1053	1053					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	234	234					
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	6214	6214					
78000100	THERMOPLASTIC PAVEMENT MARKING -	SQ FT	1081.6	1081.6					
	LETTERS AND SYMBOLS								
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	19011	19011					
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3633	3633					
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1053	1053					
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	234	234					
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	413	413					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	373	373					
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL	EACH	1	1					
	INSTALLATION								
	SPECIALTY ITEMS								

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	4
		CONTRACT NO. 62D01		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		0005 ROADWAY 80% FEDERAL 20% STATE					
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	476	476					
* 89502376	REBUILD EXISTING HANDHOLE	EACH	3	3					
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1					
☐ X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	220	220					
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	23	23					
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	10511	10511					
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1785	1785					
☐ Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	60	60					
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4					
9	* Specialty Items								

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT							

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

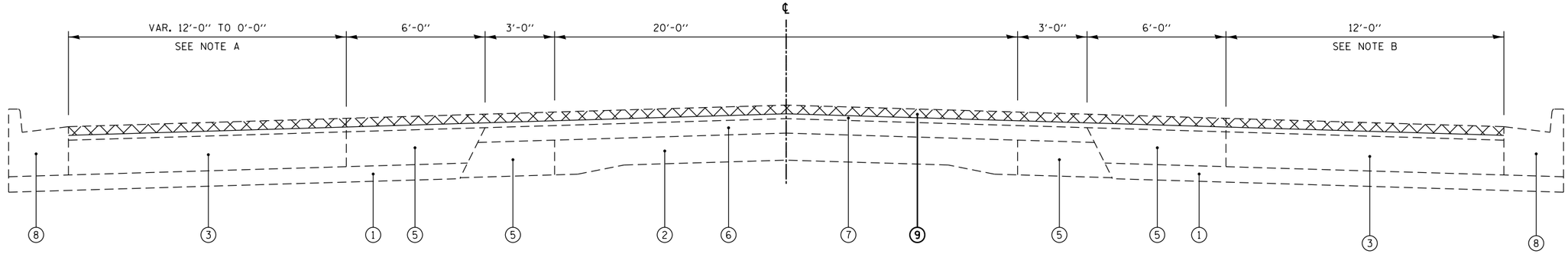
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	5
		CONTRACT NO. 62D01		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

☐ NON-PARTICIPATING

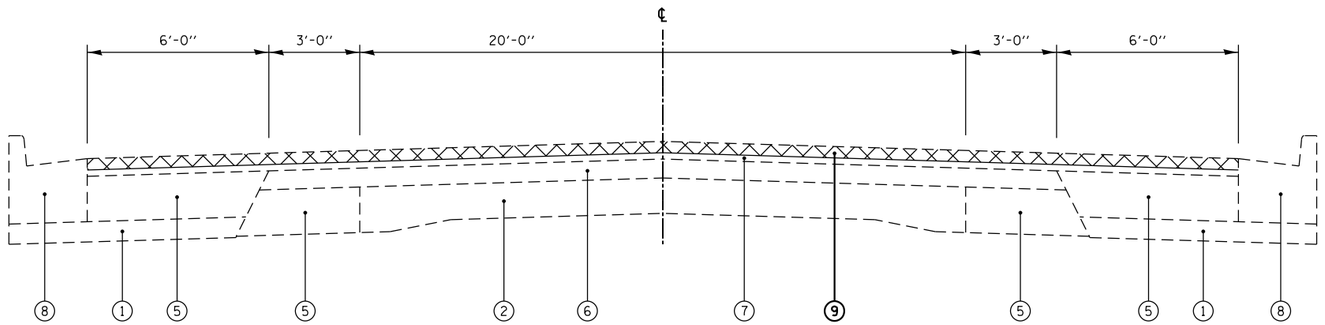
REV

F.A.P. 336 (IL 31)



(1) STA. 409+25.45 TO STA. 418+01.94 (876.49')
(EXISTING)

F.A.P. 336 (IL 31)



(2) STA. 418+01.94 TO STA. 428+79.00 (1,077.06')
(EXISTING)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)
RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	4% @ 70 GYR.	QCP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.	QCP
PATCHING		
CLASS D PATCHING (HMA BINDER, IL-19.0)	4% @ 70 GYR.	QC/QA
DRIVEWAYS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0 mm) CE-8"	4% @ 50 GYR.	QC/QA
BIKE PATH		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 3"	4% @ 50 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP)		

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

LEGEND

1. EXIST. SUBBASE GRANULAR MATERIAL, TYPE B, 4"
2. EXIST. PCC PAVEMENT 9"-7"-9"
3. EXIST. PCC BASE COURSE, 9"
4. EXIST. HOT-MIX ASPHALT BASE COURSE, 6"
5. EXIST. HOT-MIX ASPHALT BASE COURSE, 9"
6. EXIST. LEVELING BINDER (VARIES)
7. EXIST. HOT-MIX ASPHALT OVERLAY, 3 1/2"
8. EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.24
9. **PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"**
10. **PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"**
11. **PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"**
12. **PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 4"**
13. **PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 6"**

☒ **PROP. 2 1/4" HOT-MIX ASPHALT SURFACE REMOVAL**

NOTES

(A) VARIES FROM 12'-0" TO 0'-0" FROM STA. 416+32.54 TO STA. 418+01.94; LANE BEGINS AT STA. 411+06.75

(B) LANE ENDS AT STA. 410+13.22

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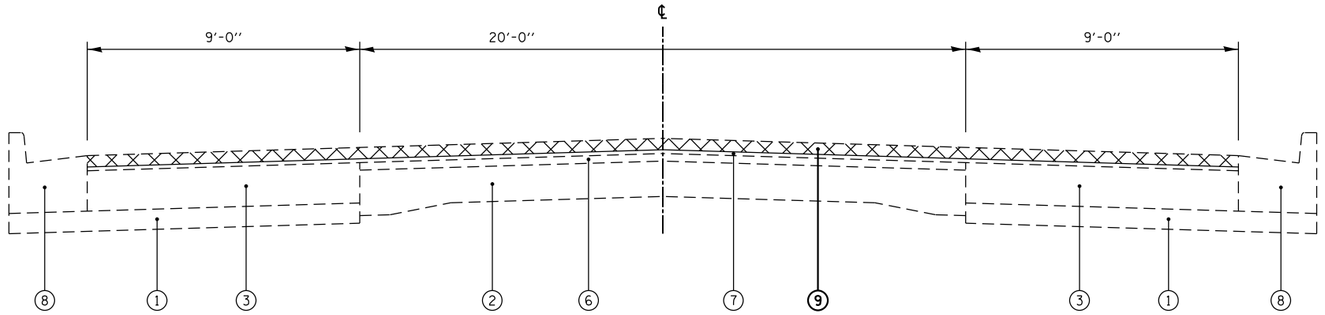
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
TYPICAL SECTIONS

SCALE: NTS | SHEET 1 OF 6 SHEETS | STA. | TO STA.

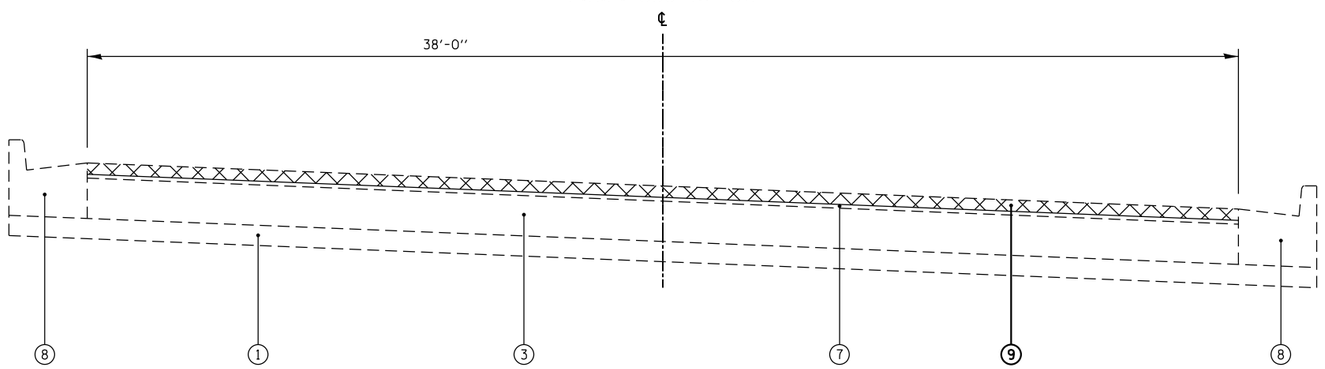
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	6
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			

F.A.P. 336 (IL 31)



(3) STA. 428+79.00 TO STA. 458+94.00 (3,015')
(EXISTING)

F.A.P. 336 (IL 31)



(4) STA. 458+94.00 TO STA. 467+40.00 (846')
(EXISTING)

LEGEND

1. EXIST. SUBBASE GRANULAR MATERIAL, TYPE B, 4"
2. EXIST. PCC PAVEMENT 9"-7"-9"
3. EXIST. PCC BASE COURSE, 9"
4. EXIST. HOT-MIX ASPHALT BASE COURSE, 6"
5. EXIST. HOT-MIX ASPHALT BASE COURSE, 9"
6. EXIST. LEVELING BINDER (VARIES)
7. EXIST. HOT-MIX ASPHALT OVERLAY, 3 1/2"
8. EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.24
9. **PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"**
10. **PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"**
11. **PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"**
12. **PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 4"**
13. **PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 6"**

⊠ **PROP. 2 1/4" HOT-MIX ASPHALT SURFACE REMOVAL**

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	PLOT DATE = 2/7/2017	DATE - 1/20/2017	REVISED -

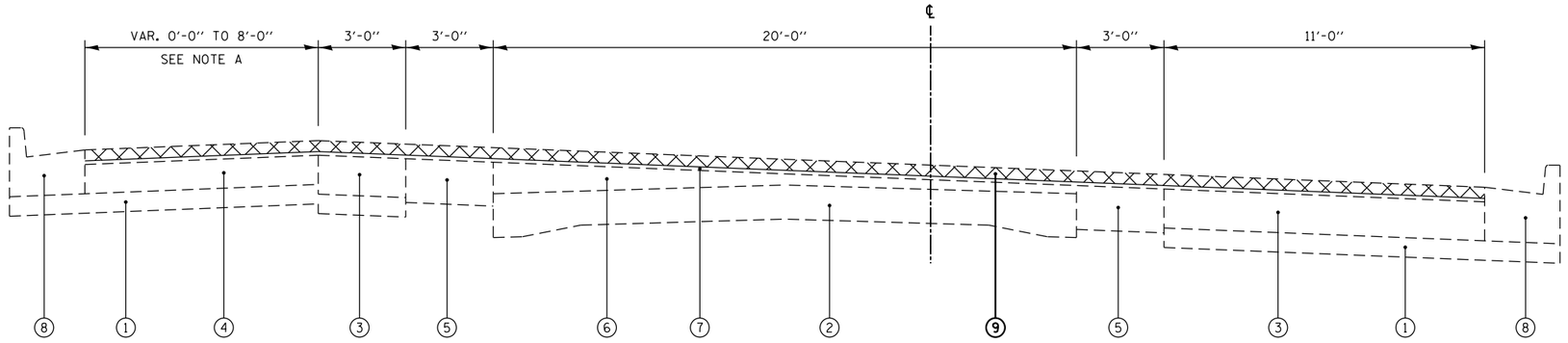
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
TYPICAL SECTIONS

SCALE: NTS | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	7
		CONTRACT NO. 62D01		
		ILLINOIS FED. AID PROJECT		

F.A.P. 336 (IL 31)



(5) STA. 467+40.00 TO 476+21.50 (881.5')
(EXISTING)

LEGEND

1. EXIST. SUBBASE GRANULAR MATERIAL, TYPE B, 4''
2. EXIST. PCC PAVEMENT 9''-7''-9''
3. EXIST. PCC BASE COURSE, 9''
4. EXIST. HOT-MIX ASPHALT BASE COURSE, 6''
5. EXIST. HOT-MIX ASPHALT BASE COURSE, 9''
6. EXIST. LEVELING BINDER (VARIES)
7. EXIST. HOT-MIX ASPHALT OVERLAY, 3 1/2''
8. EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.24
9. **PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4''**
10. **PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4''**
11. **PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2''**
12. **PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 4''**
13. **PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 6''**

⊠ **PROP. 2 1/4'' HOT-MIX ASPHALT SURFACE REMOVAL**

NOTES

(A) VARIES FROM 0'-0'' TO 8'-0'' FROM STA. 466+96.62 TO STA. 467+52.09

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Default	PLOT DATE = 2/7/2017	DATE - 1/20/2017	REVISED -

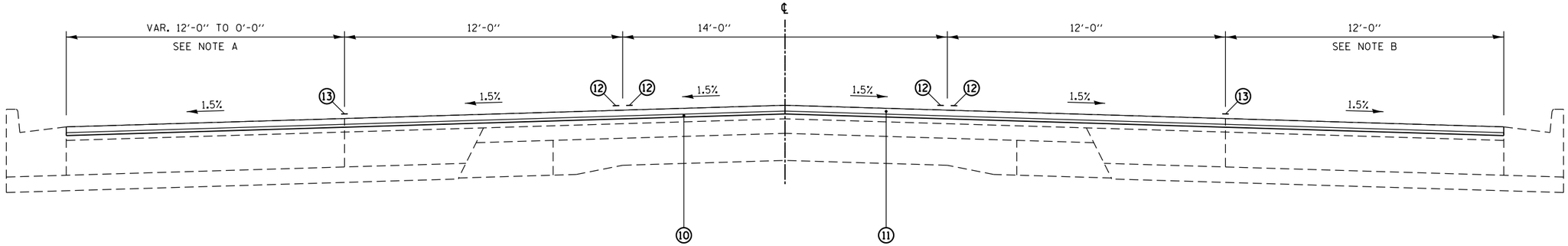
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
TYPICAL SECTIONS

SCALE: NTS | SHEET 3 OF 6 SHEETS | STA. | TO STA.

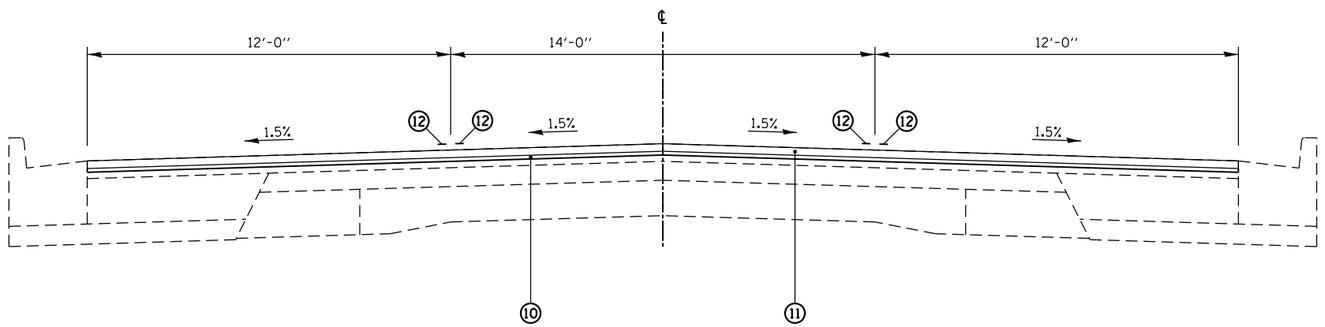
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	8
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			

F.A.P. 336 (IL 31)



(7) STA. 409+25.45 TO STA. 418+01.94 (876.49')
(PROPOSED)

F.A.P. 336 (IL 31)



(8) STA. 418+01.94 TO STA. 428+79.00 (1,077.06')
(PROPOSED)

LEGEND

①	EXIST. SUBBASE GRANULAR MATERIAL, TYPE B, 4''
②	EXIST. PCC PAVEMENT 9''-7''-9''
③	EXIST. PCC BASE COURSE, 9''
④	EXIST. HOT-MIX ASPHALT BASE COURSE, 6''
⑤	EXIST. HOT-MIX ASPHALT BASE COURSE, 9''
⑥	EXIST. LEVELING BINDER (VARIES)
⑦	EXIST. HOT-MIX ASPHALT OVERLAY, 3 1/2''
⑧	EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.24
⑨	**PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4''**
⑩	**PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4''**
⑪	**PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX ''D'', N70, 1 1/2''**
⑫	**PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 4''**
⑬	**PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 6''**
☒	**PROP. 2 1/4'' HOT-MIX ASPHALT SURFACE REMOVAL**

NOTES

(A) VARIES FROM 12'-0'' TO 0'-0'' FROM STA. 416+32.54 TO STA. 418+01.94; LANE BEGINS AT STA. 411+06.75

(B) LANE ENDS AT STA. 410+13.22

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Default	PLOT DATE = 2/7/2017	DATE - 1/20/2017	REVISED -

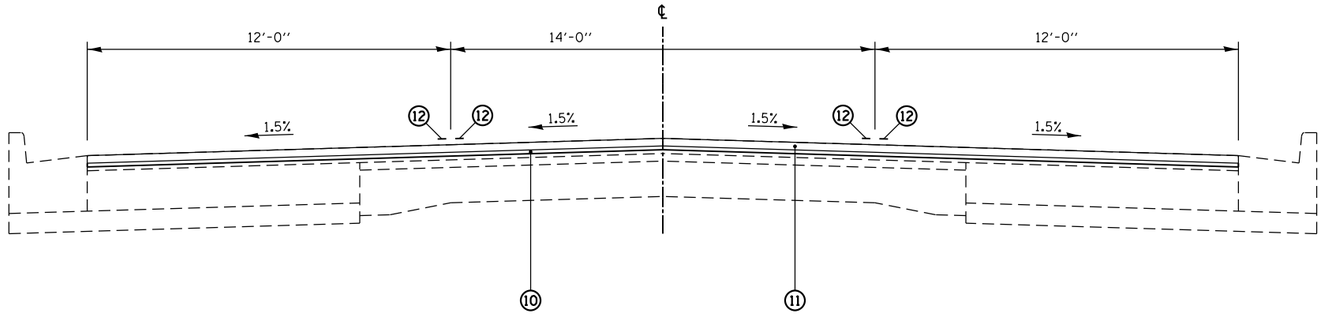
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
TYPICAL SECTIONS

SCALE: NTS | SHEET 4 OF 6 SHEETS | STA. | TO STA.

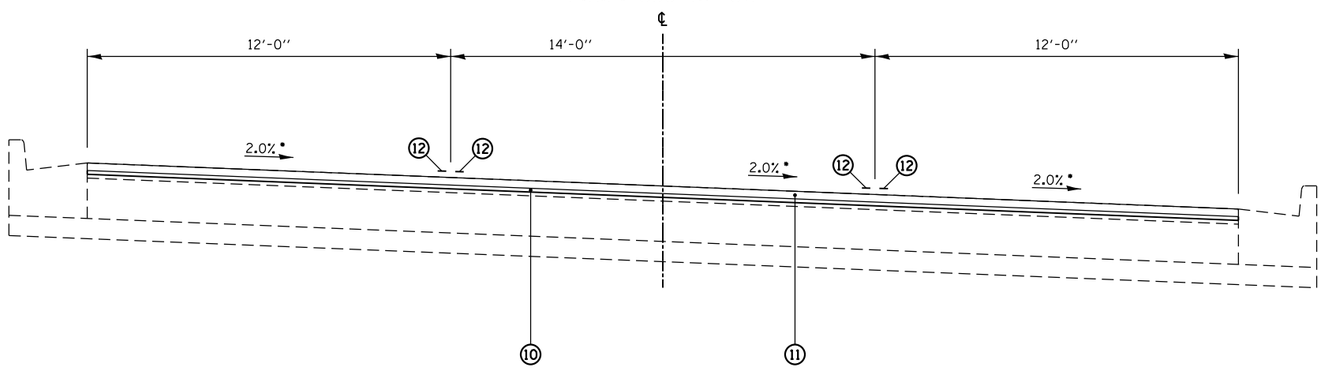
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	9
		CONTRACT NO. 62D01		
	ILLINOIS	FED. AID PROJECT		

F.A.P. 336 (IL 31)



(9) STA. 428+79.00 TO STA. 458+94.00 (3,015')
(PROPOSED)

F.A.P. 336 (IL 31)



(10) STA. 458+94.00 TO STA. 467+40.00 (846')
(PROPOSED)

• SEE NOTE A

LEGEND

1. EXIST. SUBBASE GRANULAR MATERIAL, TYPE B, 4''
2. EXIST. PCC PAVEMENT 9''-7''-9''
3. EXIST. PCC BASE COURSE, 9''
4. EXIST. HOT-MIX ASPHALT BASE COURSE, 6''
5. EXIST. HOT-MIX ASPHALT BASE COURSE, 9''
6. EXIST. LEVELING BINDER (VARIES)
7. EXIST. HOT-MIX ASPHALT OVERLAY, 3 1/2''
8. EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.24
9. **PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4''**
10. **PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4''**
11. **PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2''**
12. **PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 4''**
13. **PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 6''**

⊠ **PROP. 2 1/4'' HOT-MIX ASPHALT SURFACE REMOVAL**

NOTES

(A) SUPER ELEVATION TRANSITION FROM STA. 458+77.16 TO STA. 460+27.16

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	PLOT DATE = 2/7/2017	DATE - 1/20/2017	REVISED -

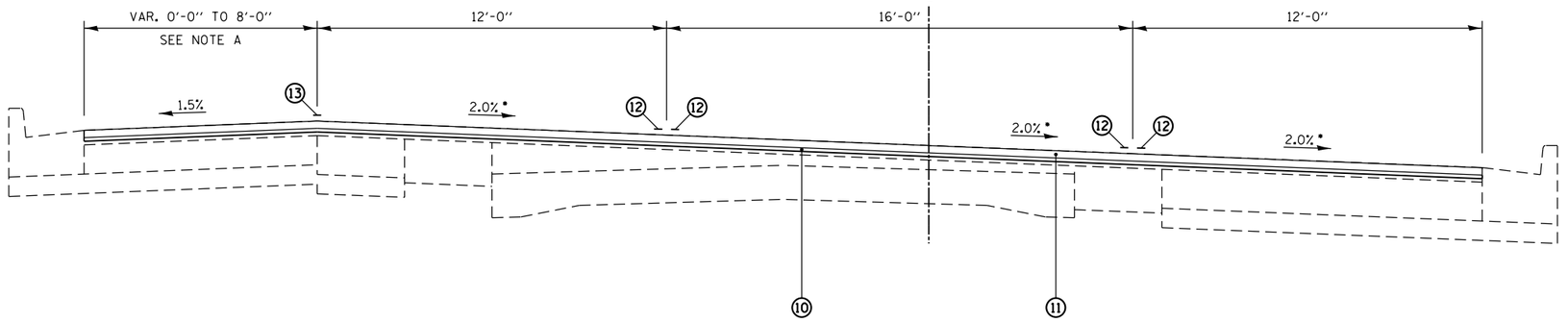
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
TYPICAL SECTIONS

SCALE: NTS | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	10
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			

F.A.P. 336 (IL 31)



(11) STA. 467+40.00 TO 476+21.50 (881.5')
(PROPOSED)

• SEE NOTE B

LEGEND

1	EXIST. SUBBASE GRANULAR MATERIAL, TYPE B, 4''
2	EXIST. PCC PAVEMENT 9''-7''-9''
3	EXIST. PCC BASE COURSE, 9''
4	EXIST. HOT-MIX ASPHALT BASE COURSE, 6''
5	EXIST. HOT-MIX ASPHALT BASE COURSE, 9''
6	EXIST. LEVELING BINDER (VARIES)
7	EXIST. HOT-MIX ASPHALT OVERLAY, 3 1/2''
8	EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.24
9	**PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4''**
10	**PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4''**
11	**PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX ''D'', N70, 1 1/2''**
12	**PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 4''**
13	**PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 6''**
⊠	**PROP. 2 1/4'' HOT-MIX ASPHALT SURFACE REMOVAL**

NOTES

(A) VARIES FROM 0'-0'' TO 8'-0'' FROM STA. 466+96.62 TO STA. 467+52.09

(B) SUPER ELEVATION TRANSITION FROM STA. 469+25.72 TO STA. 470+75.72

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Default	PLOT DATE = 2/7/2017	DATE - 1/20/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
TYPICAL SECTIONS

SCALE: NTS | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	11
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			

EARTHWORK

TYP. SEC.	LOCATION	CUT (CU YD)	FILL (CU YD)	SHRINKAGE (CU YD)	EARTH EXCAVATION (CU YD)	REM. AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	TOPSOIL FURNISH AND PLACE, 4" (SQ YD)
	FAP 336 (IL 31 AND DARTMOOR DR.)						
	N.W. QUADRANT	-	-	-	2.0	0	12.98
	FAP 336 (IL 31 AND PARK PL.)						
	N.E. QUADRANT	-	-	-	4.75	0	25.25
	S.E. QUADRANT	-	-	-	4.75	0	20.19
	FAP 336 (IL 31 AND HIGH ST.)						
	N.E. QUADRANT	-	-	-	1.0	0	6.15
	S.E. QUADRANT	-	-	-	1.5	0	7.87
	FAP 336 (IL 31 AND ANNE ST.)						
	N.E. QUADRANT	-	-	-	1.5	0	6.15
	S.E. QUADRANT	-	-	-	1.0	0	4.70
	FAP 336 (IL 31 AND LILLIAN ST.)						
	N.W. QUADRANT	-	-	-	2.5	0	15.25
	S.W. QUADRANT	-	-	-	4.0	0	20.81
	FAP 336 (IL 31 AND GROVE AVE.)						
	N.E. QUADRANT	-	-	-	2.5	0	19.95
	S.E. QUADRANT	-	-	-	4.0	0	31.23
	FAP 336 (IL 31 AND OAK AVE.)						
	N.E. QUADRANT	-	-	-	1.5	0	21.14
	S.E. QUADRANT	-	-	-	1.5	0	20.04
	FAP 336 (IL 31 AND OAK AVE.)						
	N.W. QUADRANT	-	-	-	2.0	0	13.98
	N.E. QUADRANT	-	-	-	3.0	0	12.96
	S.W. QUADRANT	-	-	-	1.5	0	20.59
	S.E. QUADRANT	-	-	-	1.0	0	22.95
	FAP 336 (IL 31 AND MEADOW LN.)						
	N.W. QUADRANT	-	-	-	1.0	0	4.80
	S.W. QUADRANT	-	-	-	1.0	0	4.83
	FAP 336 (IL 31 AND JOHN ST.)						
	N.W. QUADRANT	-	-	-	1.0	0	0
	N.E. QUADRANT	-	-	-	2.75	0	5.21
	S.W. QUADRANT	-	-	-	1.5	0	0
	S.E. QUADRANT	-	-	-	2.75	0	5.72
	FAP 336 (IL 31 AND MAIN ST.)						
	N.W. QUADRANT	-	-	-	2.0	0	3.80
	N.E. QUADRANT	-	-	-	1.0	0	0
	S.W. QUADRANT	-	-	-	2.0	0	2.69
	S.E. QUADRANT	-	-	-	1.0	0	0
PROJECT TOTAL					56.0	0	444*

* ADDITIONAL QUANTITY IS FOR COMB. CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

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Default	PLOT DATE = 2/7/2017	DATE - 2/6/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

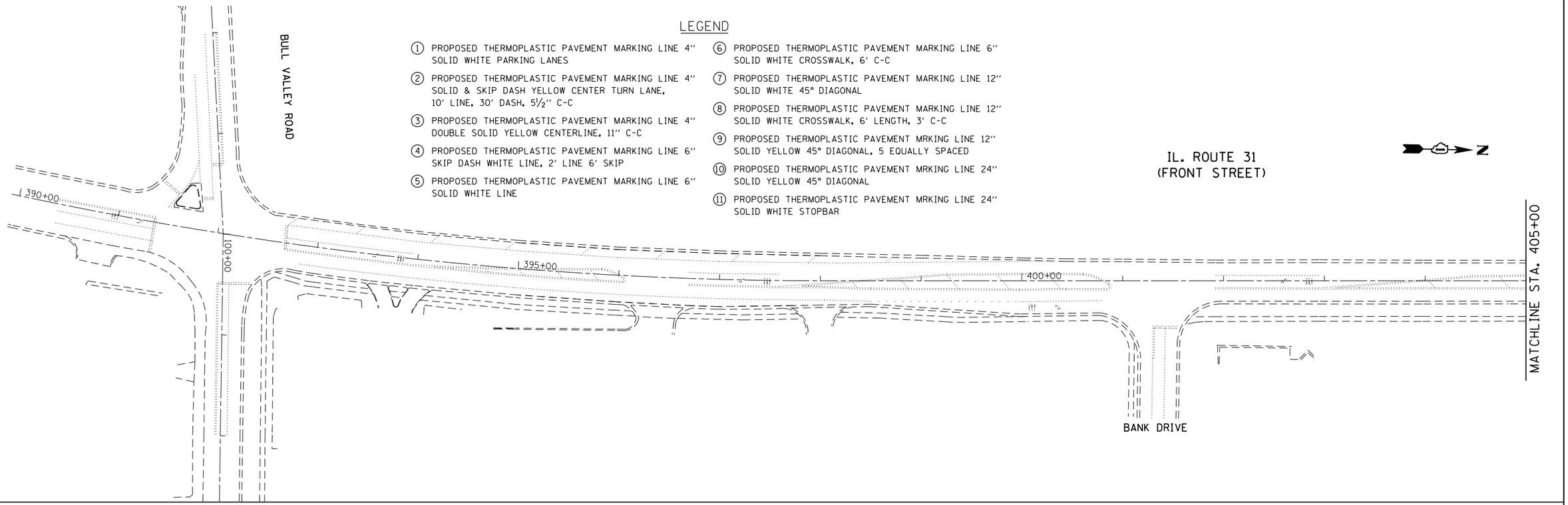
IL 31 FROM PARK PLACE TO IL 120
SCHEDULE OF QUANTITIES

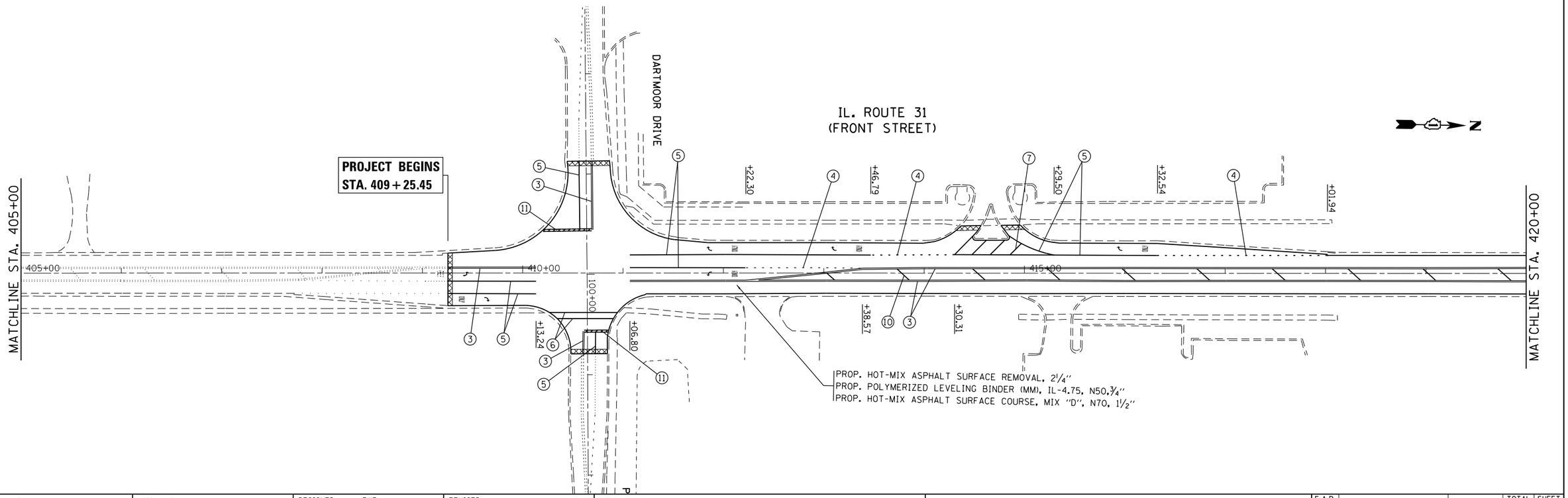
SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	12
		CONTRACT NO. 62D01		
	ILLINOIS	FED. AID PROJECT		

LEGEND

1. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID WHITE PARKING LANES
2. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID & SKIP DASH YELLOW CENTER TURN LANE, 10' LINE, 30' DASH, 5½" C-C
3. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C
4. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SKIP DASH WHITE LINE, 2' LINE 6' SKIP
5. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SOLID WHITE LINE
6. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SOLID WHITE CROSSWALK, 6' C-C
7. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID WHITE 45° DIAGONAL
8. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID WHITE CROSSWALK, 6' LENGTH, 3' C-C
9. PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 12" SOLID YELLOW 45° DIAGONAL, 5 EQUALLY SPACED
10. PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 24" SOLID YELLOW 45° DIAGONAL
11. PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 24" SOLID WHITE STOPBAR





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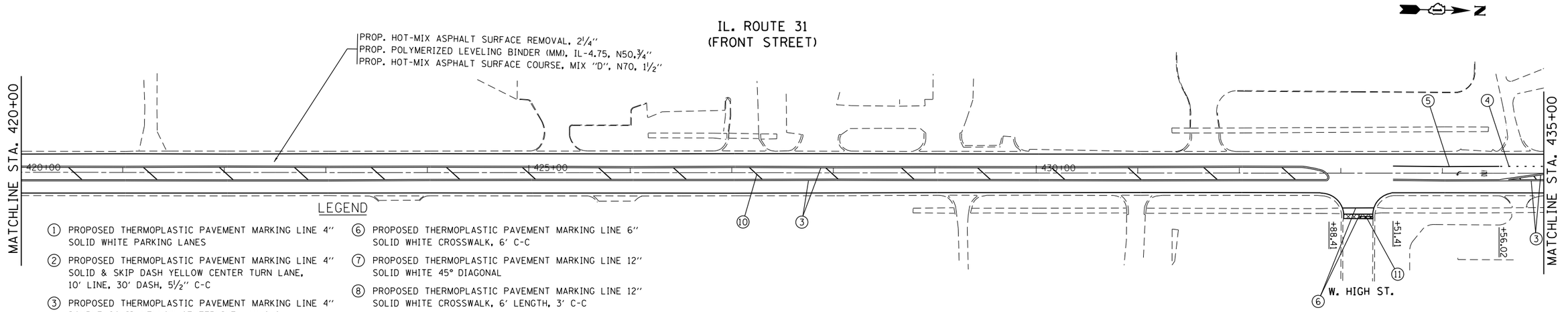
	PLOT DATE = 2/7/2017	DATE - 1/20/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
ROADWAY AND PAVEMENT MARKING PLAN

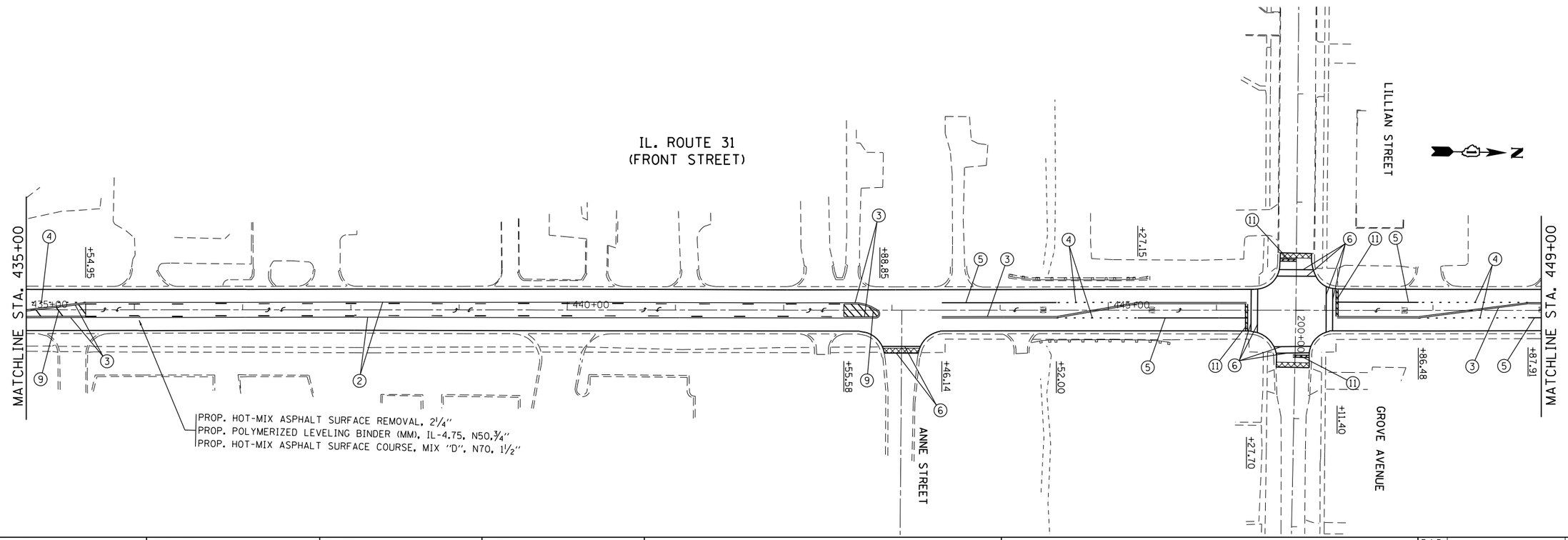
SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	McHENRY	43	13
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			



LEGEND

1. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID WHITE PARKING LANES
2. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID & SKIP DASH YELLOW CENTER TURN LANE, 10' LINE, 30' DASH, 5½" C-C
3. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C
4. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SKIP DASH WHITE LINE, 2' LINE 6' SKIP
5. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SOLID WHITE LINE
6. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SOLID WHITE CROSSWALK, 6' C-C
7. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID WHITE 45° DIAGONAL
8. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID WHITE CROSSWALK, 6' LENGTH, 3' C-C
9. PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 12" SOLID YELLOW 45° DIAGONAL, 5 EQUALLY SPACED
10. PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 24" SOLID YELLOW 45° DIAGONAL
11. PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 24" SOLID WHITE STOPBAR



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		DRAWN - RWB	REVISED -
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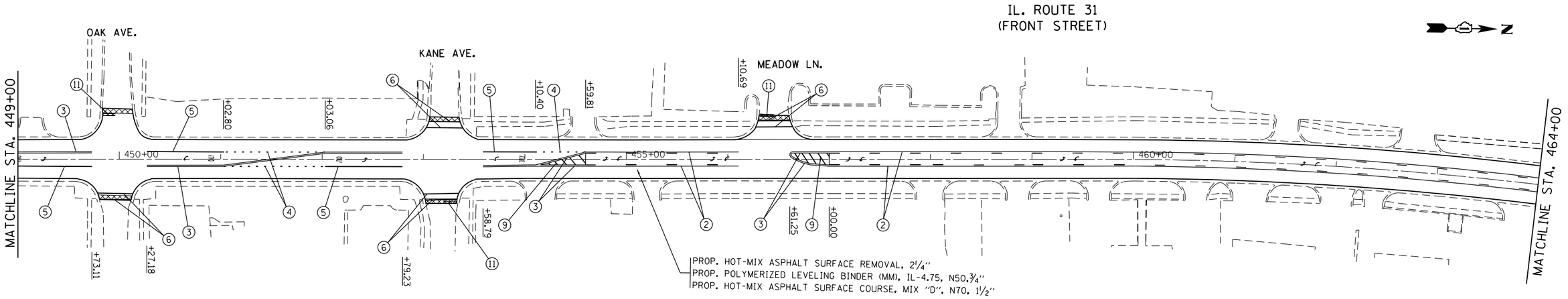
Default	PLOT DATE = 2/7/2017	DATE - 1/20/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. | TO STA.

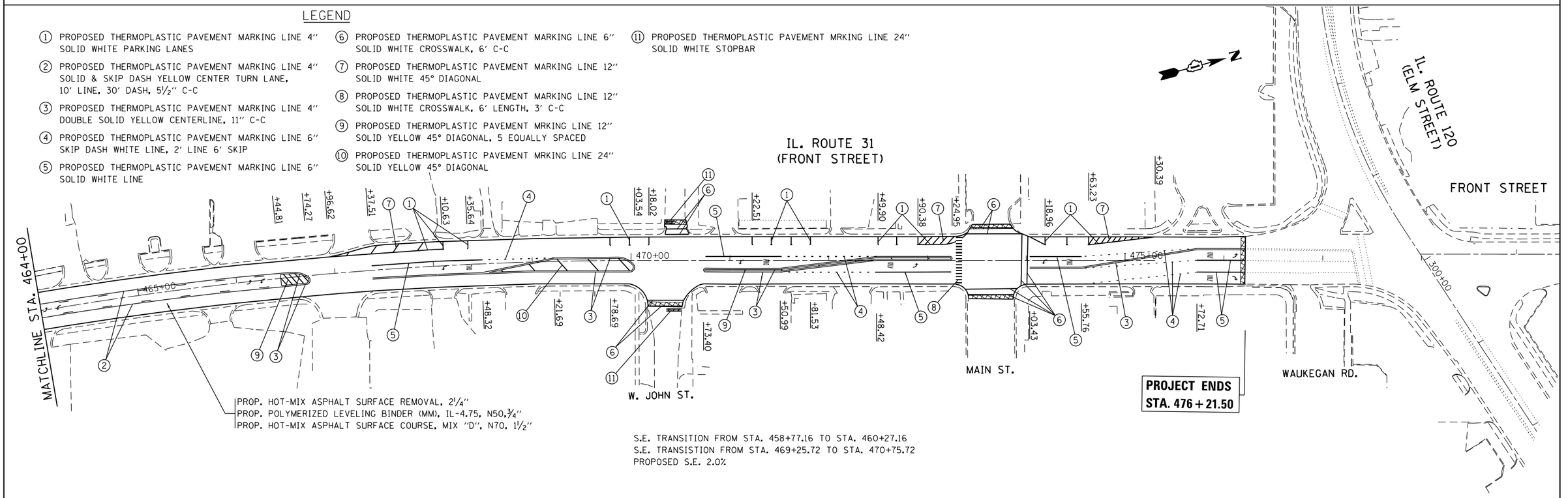
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	McHENRY	43	14
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			



S.E. TRANSITION FROM STA. 458+77.16 TO STA. 460+27.16
S.E. TRANSISTION FROM STA. 469+25.72 TO STA. 470+75.72
PROPOSED S.E. 2.0%

LEGEND

1. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID WHITE PARKING LANES
2. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID & SKIP DASH YELLOW CENTER TURN LANE, 10' LINE, 30' DASH, 5½" C-C
3. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C
4. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SKIP DASH WHITE LINE, 2' LINE 6' SKIP
5. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SOLID WHITE LINE
6. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SOLID WHITE CROSSWALK, 6' C-C
7. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID WHITE 45° DIAGONAL
8. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID WHITE CROSSWALK, 6' LENGTH, 3' C-C
9. PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 12" SOLID YELLOW 45° DIAGONAL, 5 EQUALLY SPACED
10. PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 24" SOLID YELLOW 45° DIAGONAL
11. PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 24" SOLID WHITE STOPBAR



S.E. TRANSITION FROM STA. 458+77.16 TO STA. 460+27.16
S.E. TRANSISTION FROM STA. 469+25.72 TO STA. 470+75.72
PROPOSED S.E. 2.0%

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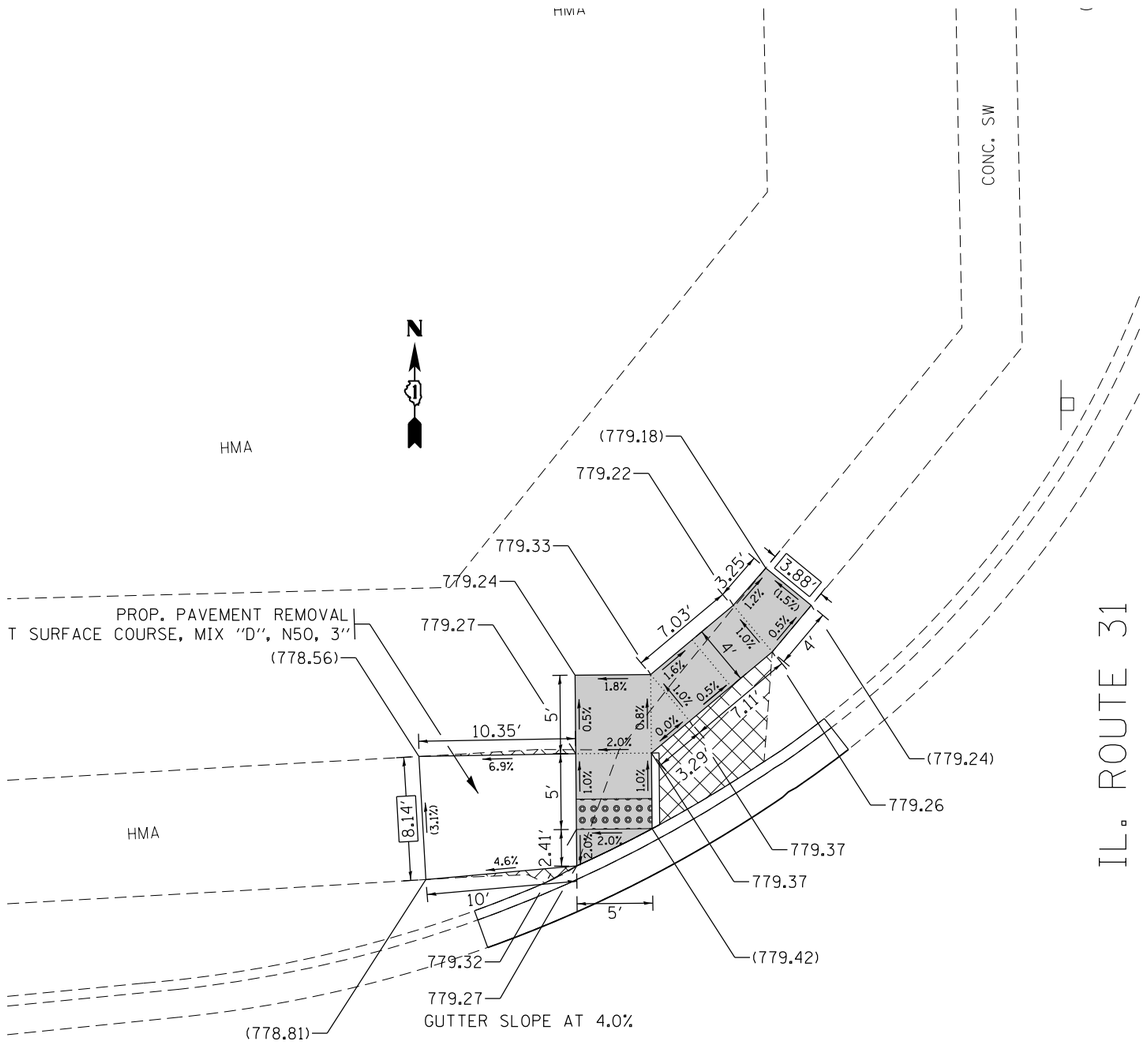
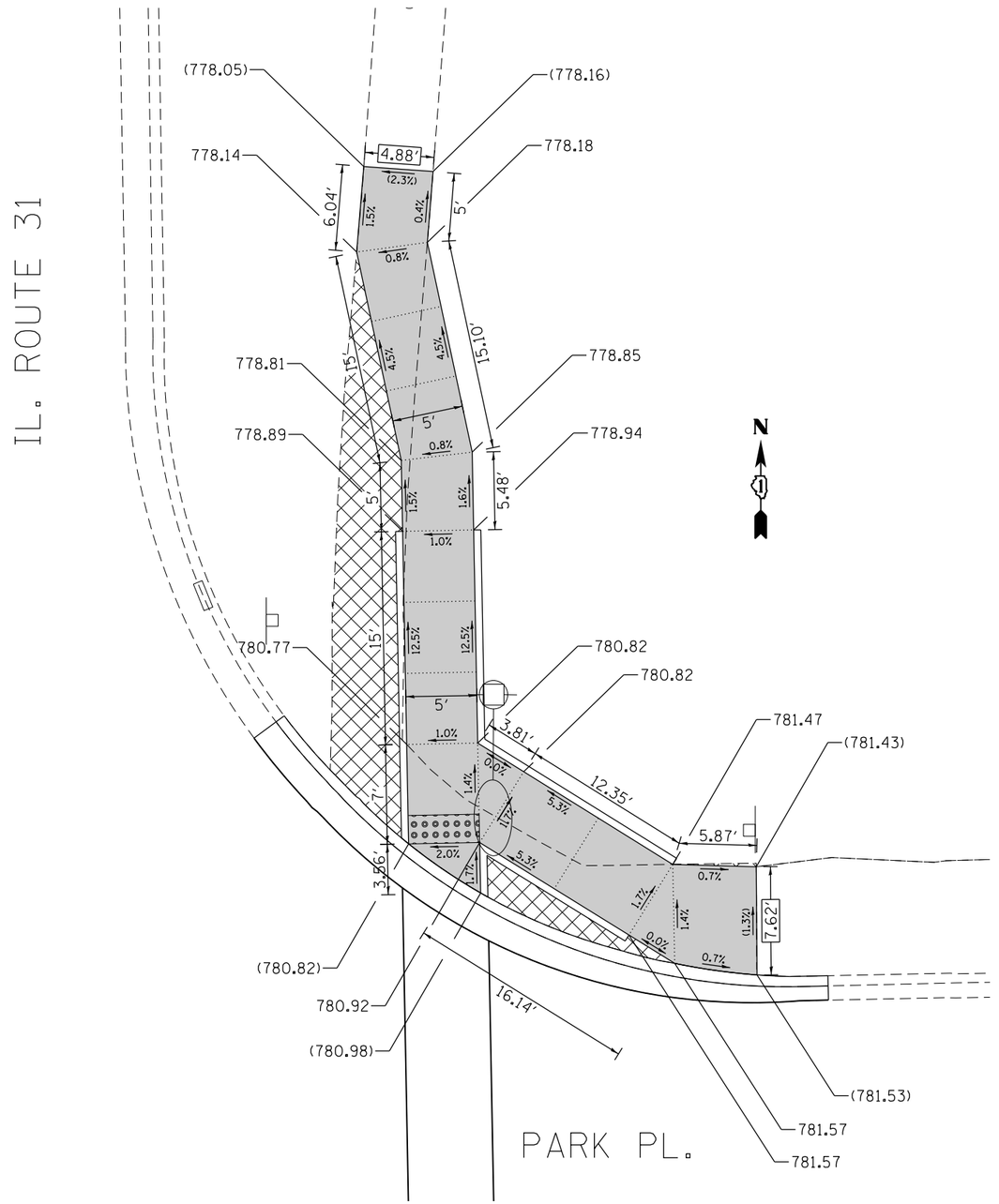
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	McHENRY	43	15
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			





REFERENCE BENCHMARK ELEV 779.41

BENCHMARK : "X" CUT ON NORTH WESTERNLY LOWER FLANGE BOLT OF HYDRANT

LOCATION : ON NORTH WEST CORNER OF IL ROUTE 31 AND DARTMOOR DRIVE

LEGEND

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

REFERENCE BENCHMARK ELEV 779.41

BENCHMARK : "X" CUT ON NORTH WESTERNLY LOWER FLANGE BOLT OF HYDRANT

LOCATION : ON NORTH WEST CORNER OF IL ROUTE 31 AND DARTMOOR DRIVE

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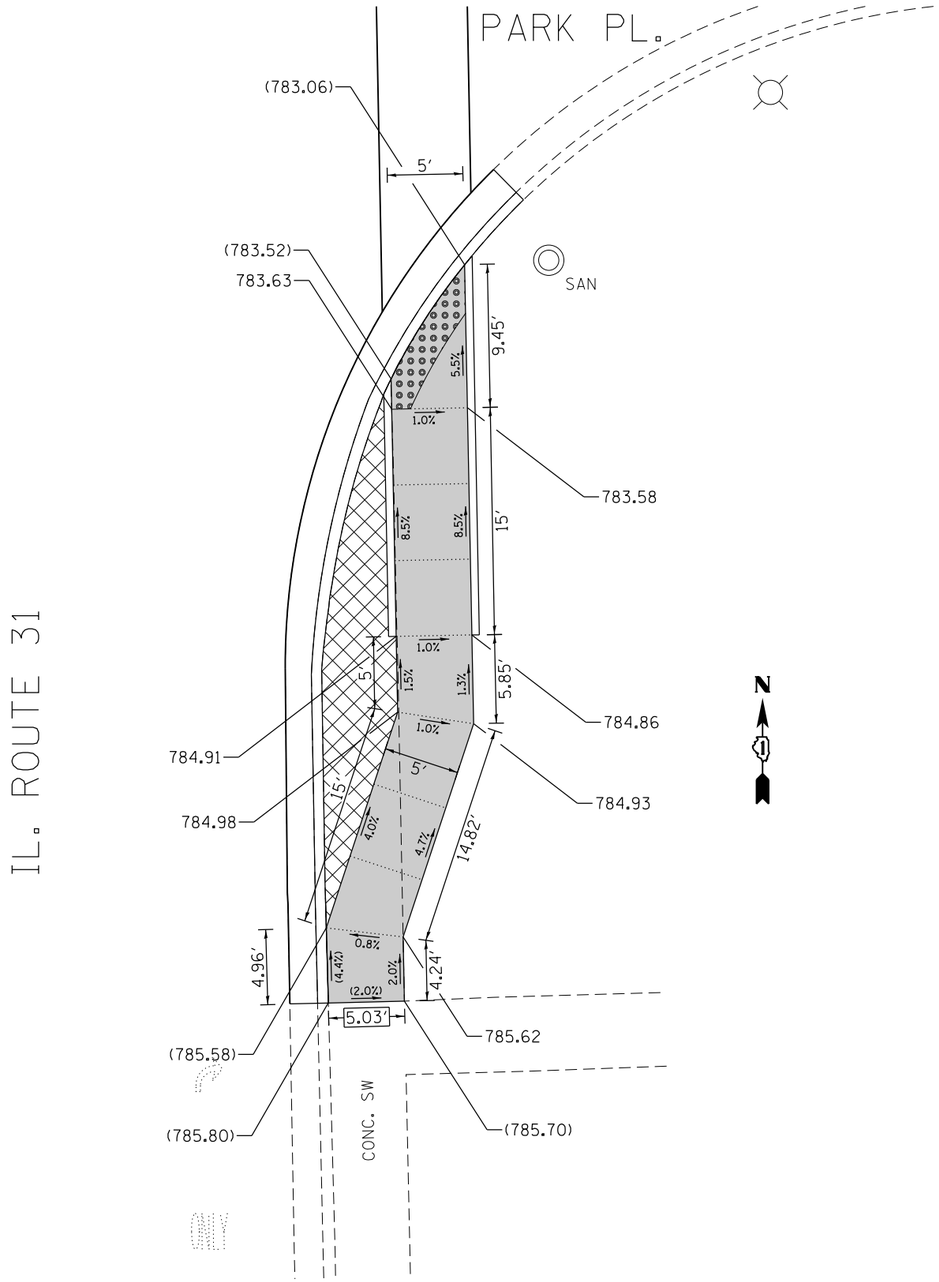
Default	PLOT DATE = 2/7/2017	DATE - 2/6/2017	REVISED -

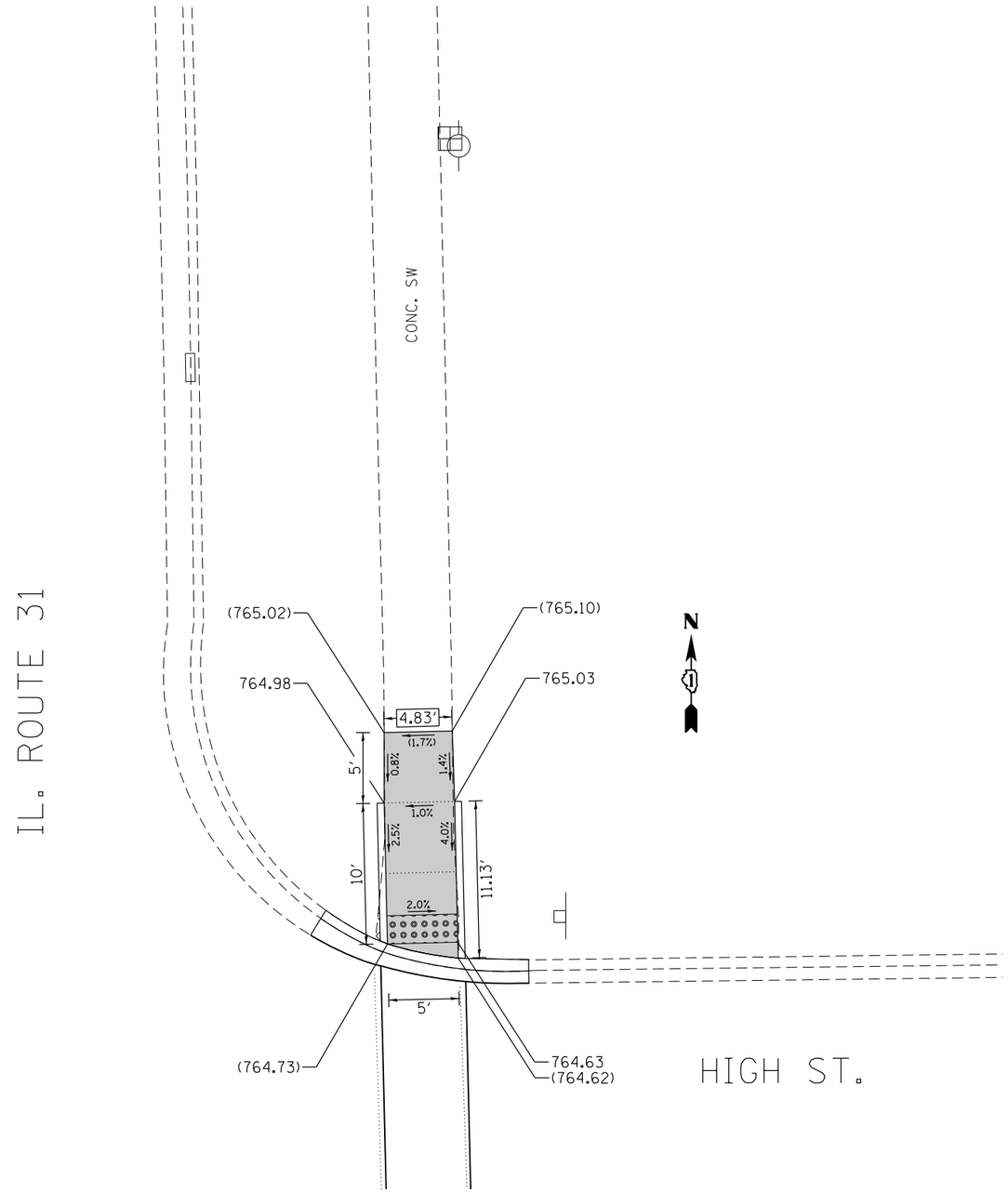
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

SCALE: 1" = 5' | SHEET 1 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	16
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			





REFERENCE BENCHMARK ELEV 779.41

BENCHMARK : "X" CUT ON NORTH WESTERNLY LOWER FLANGE BOLT OF HYDRANT

LOCATION : ON NORTH WEST CORNER ON IL ROUTE 31 AND DARTMOOR DRIVE

LEGEND

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

REFERENCE BENCHMARK ELEV 766.78

BENCHMARK : "X" CUT ON SOUTH EASTERNLY LOWER FLANGE BOLT OF HYDRANT

LOCATION : ON SOUTH EAST CORNER OF IL 31 AND HIGH STREET

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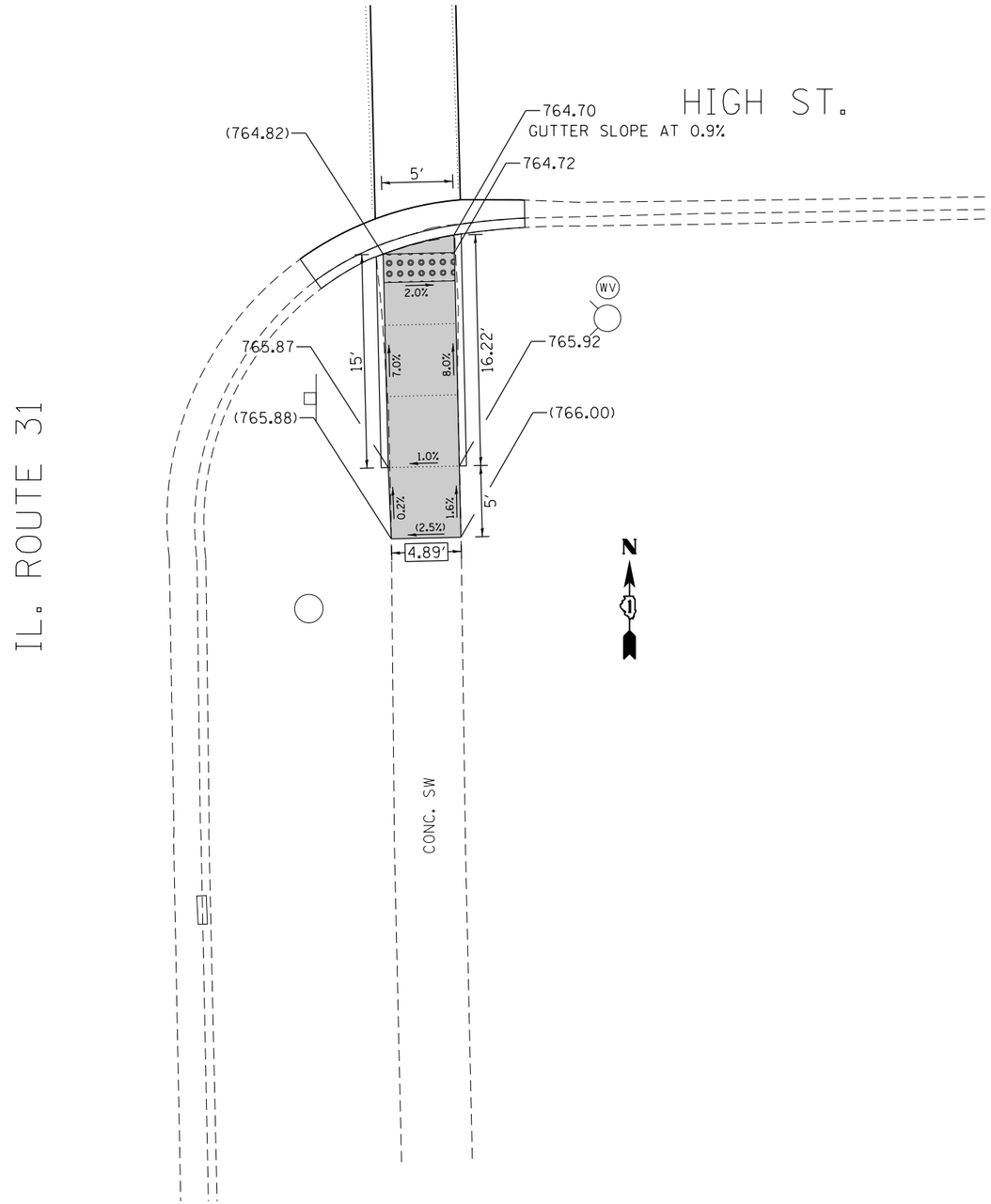
Default	PLOT DATE = 2/7/2017	DATE - 2/6/2017	REVISED -

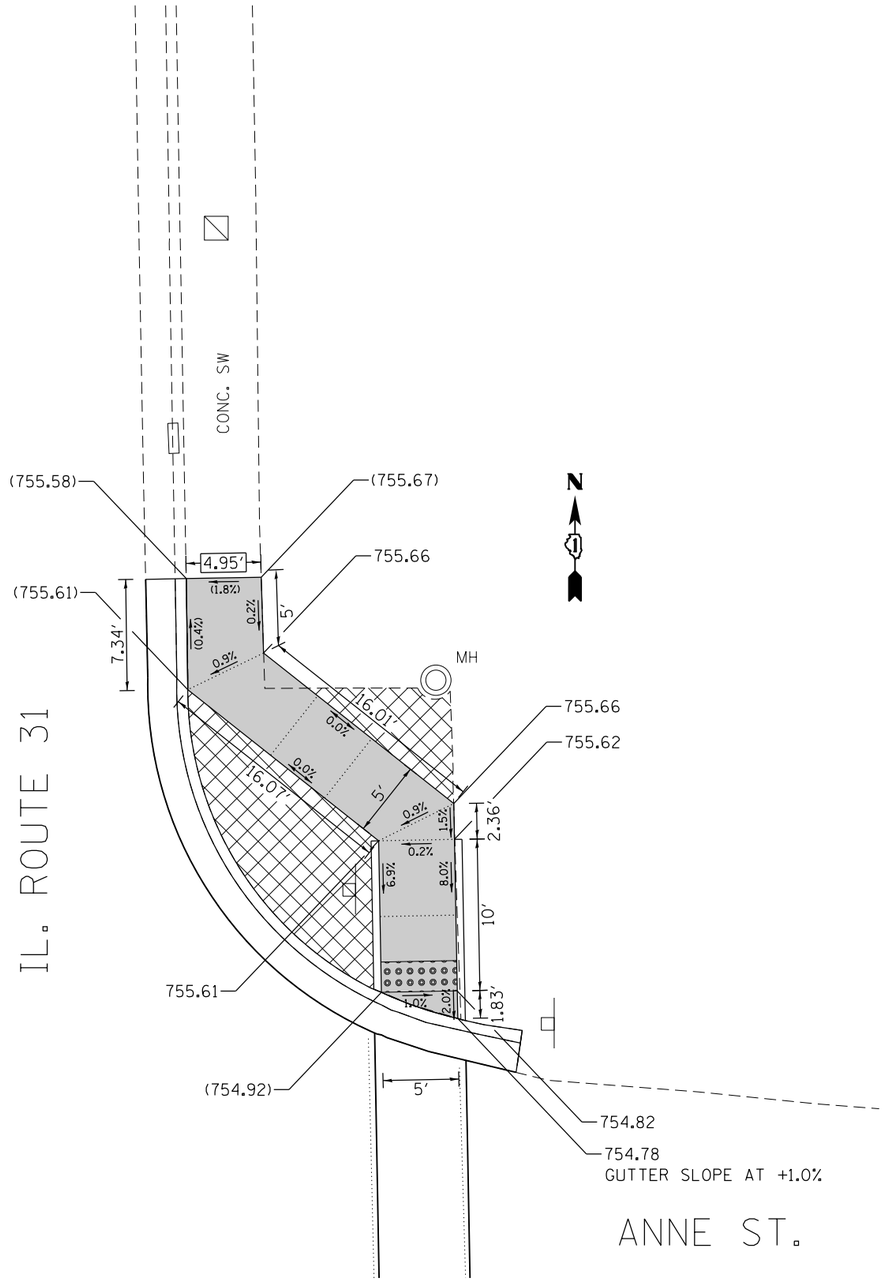
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

SCALE: 1" = 5' | SHEET 2 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	17
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			





REFERENCE BENCHMARK ELEV 766.78

BENCHMARK : "X" CUT ON SOUTH EASTERNLY LOWER FLANGE BOLT OF HYDRANT

LOCATION : ON SOUTH EAST CORNER OF IL 31 AND HIGH STREET

LEGEND

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

REFERENCE BENCHMARK ELEV 755.11

BENCHMARK : SQUARE CUT ON NORTH WESTERNLY CORNER OF TRF. SIGNAL FDN.

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 31 AND GROVE AVENUE

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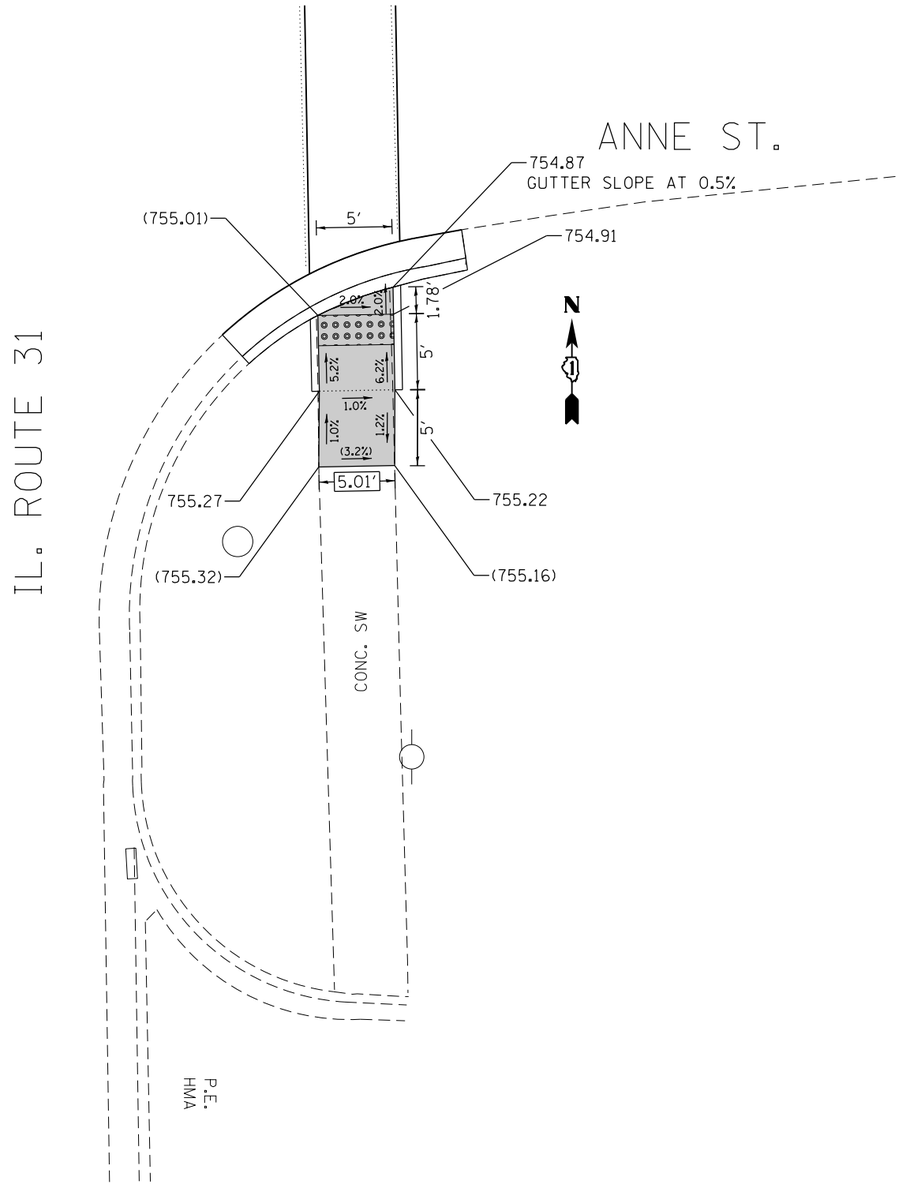
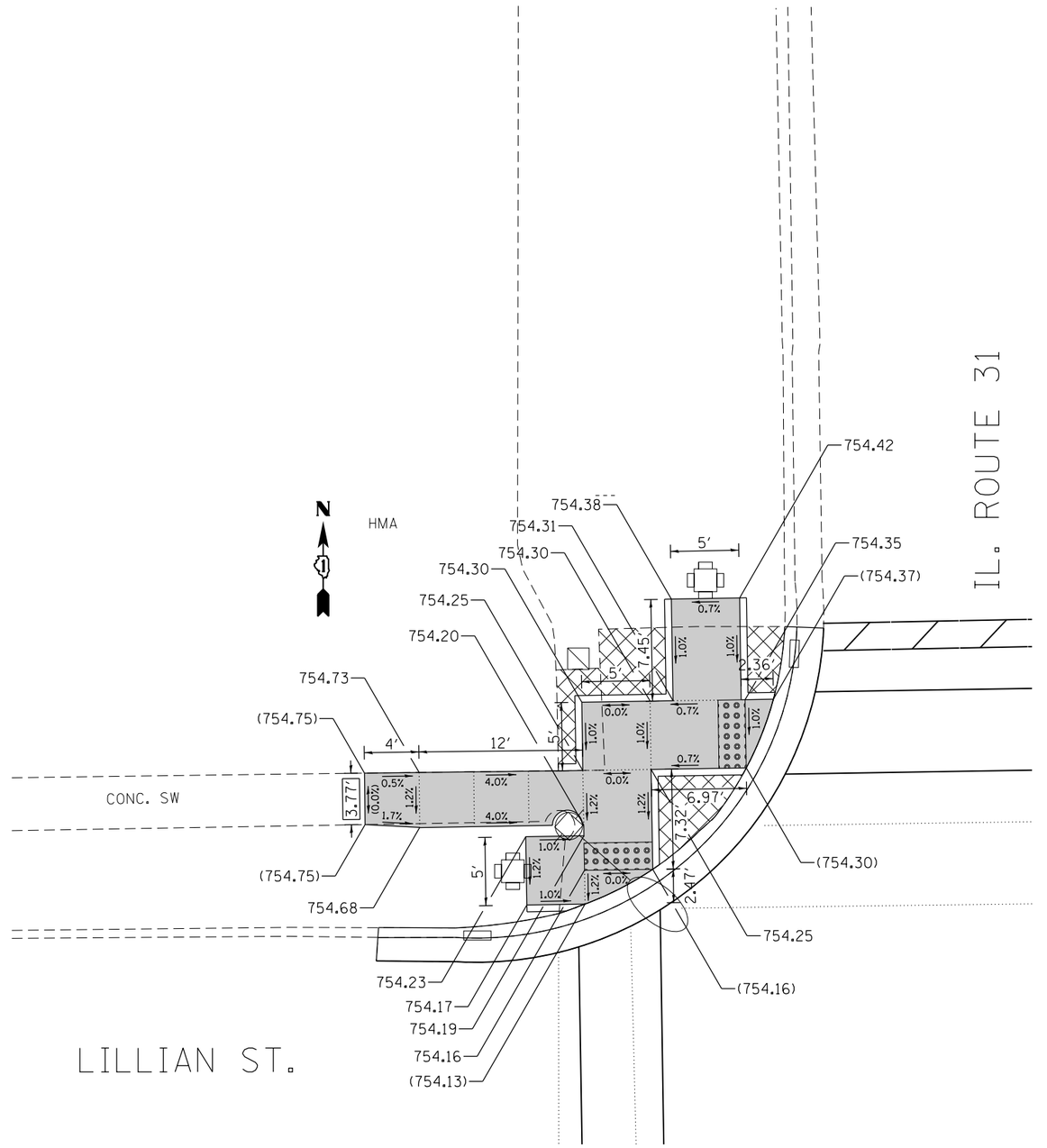
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

SCALE: 1" = 5' | SHEET 3 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	18
		CONTRACT NO. 62D01		
	ILLINOIS	FED. AID PROJECT		





REFERENCE BENCHMARK ELEV 755.11

BENCHMARK : SQUARE CUT ON NORTH WESTERNLY CORNER OF TRF. SIGNAL FDN.

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 31 AND GROVE 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 755.08

BENCHMARK : SQUARE CUT ON NORTH WESTERNLY CORNER OF TRF. SIGNAL FDN.

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 31 AND GROVE AVENUE

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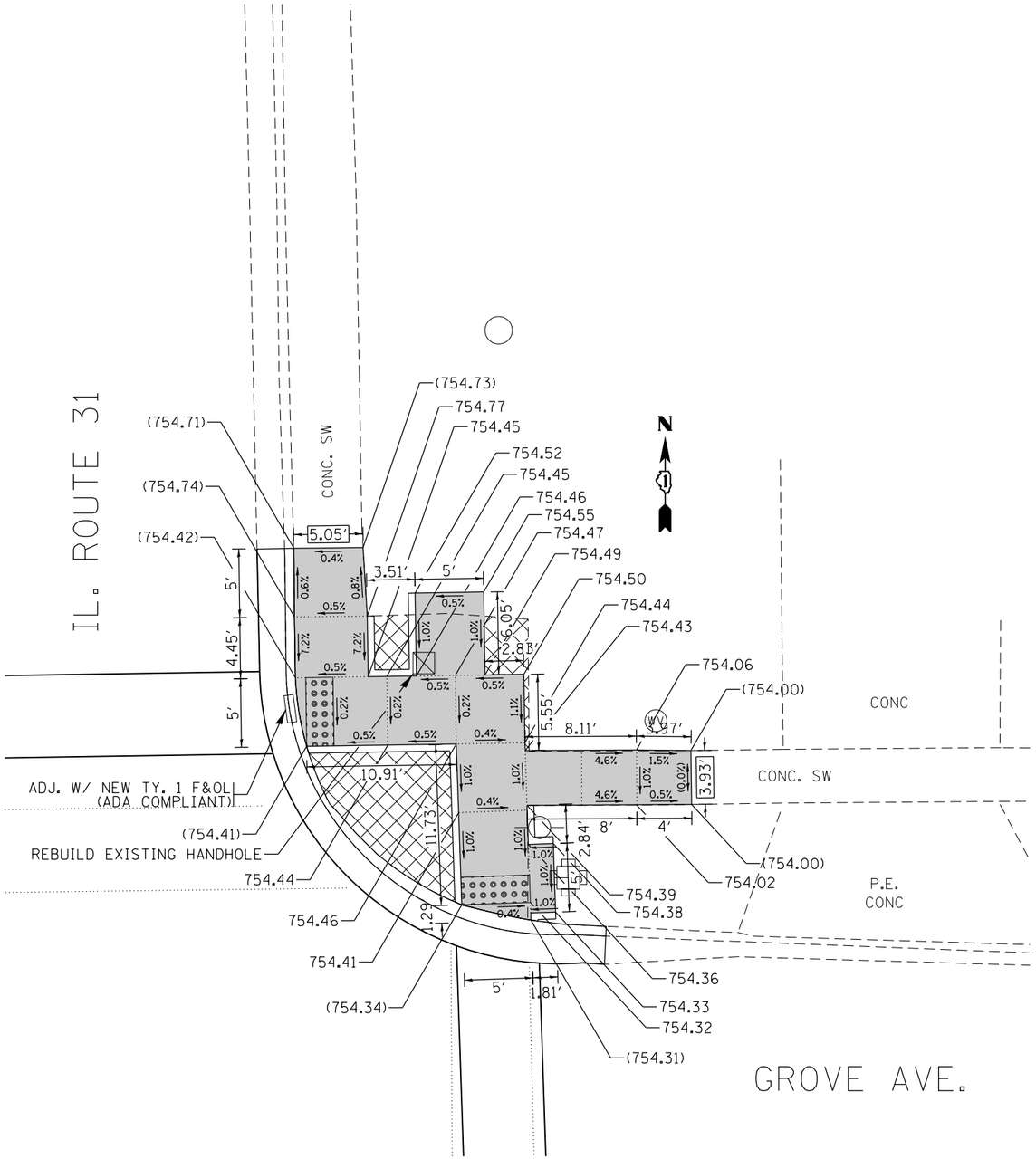
Default	PLOT DATE = 2/7/2017	DATE - 2/6/2017	REVISED -

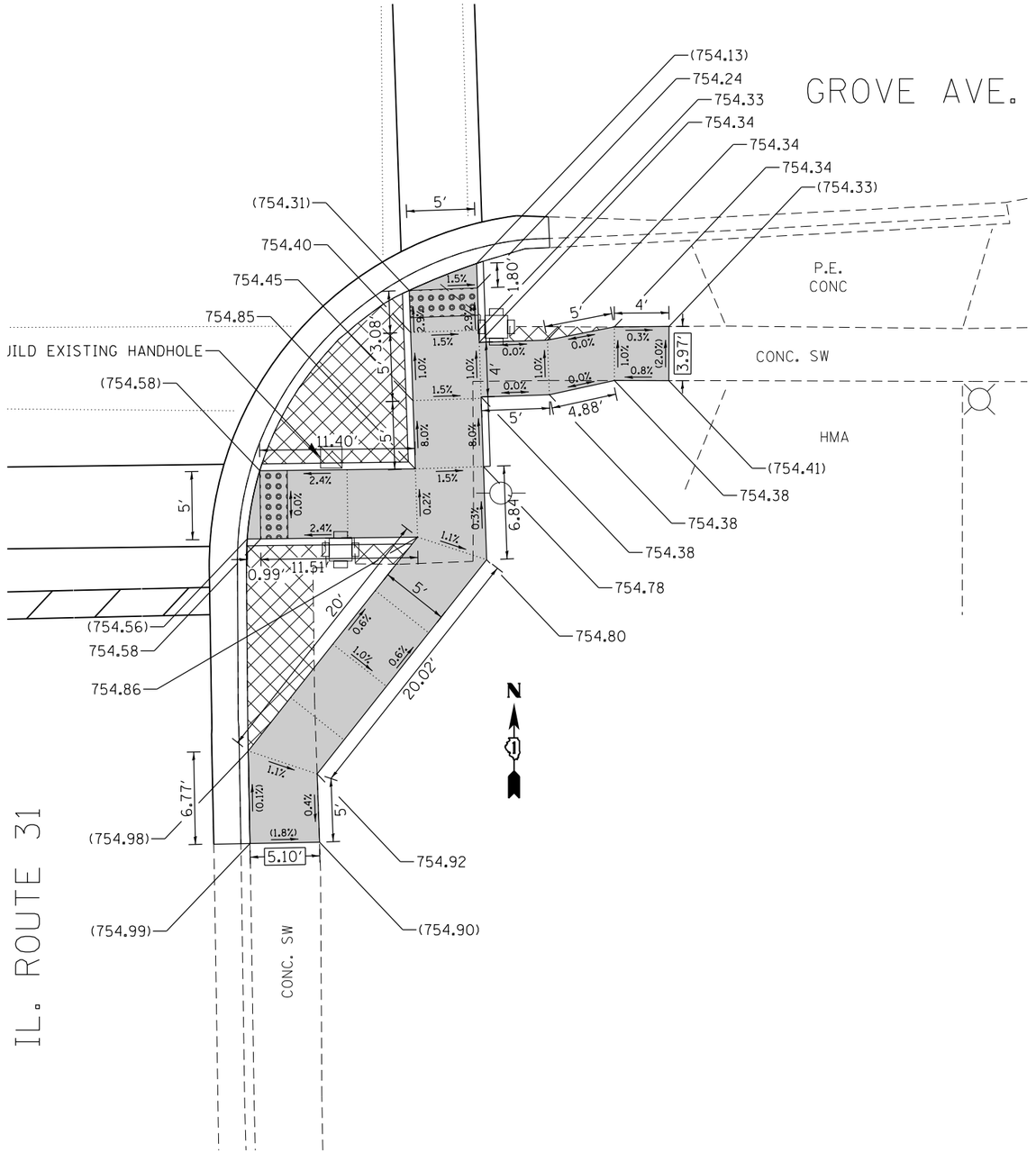
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

SCALE: 1" = 5' | SHEET 4 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	19
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			





REFERENCE BENCHMARK ELEV 755.08

BENCHMARK : SQUARE CUT ON NORTH WESTERNLY CORNER OF TRF. SIGNAL FDN.

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 31 AND GROVE 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 755.08

BENCHMARK : SQUARE CUT ON NORTH WESTERNLY CORNER OF TRF. SIGNAL FDN.

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 31 AND GROVE AVENUE

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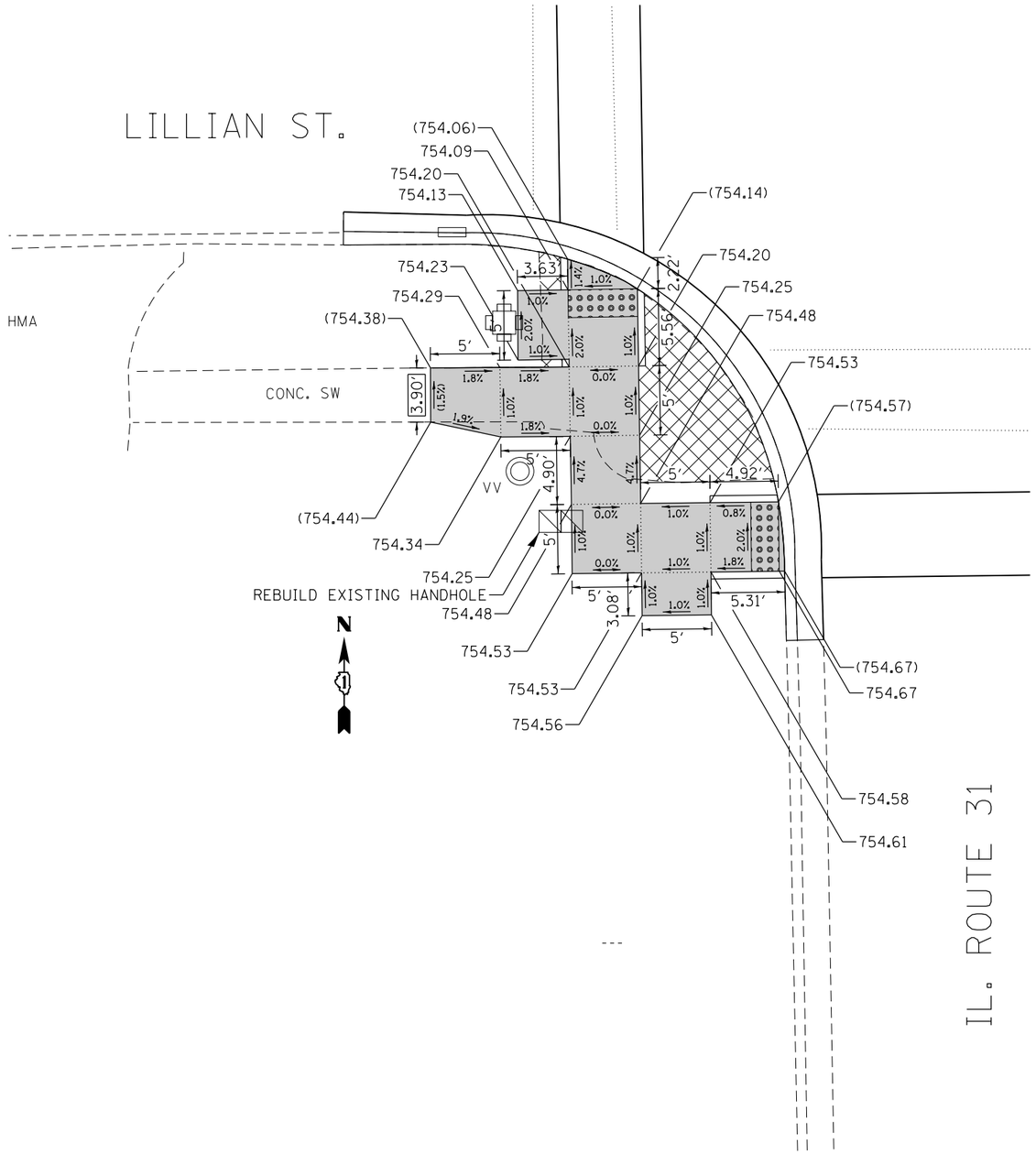
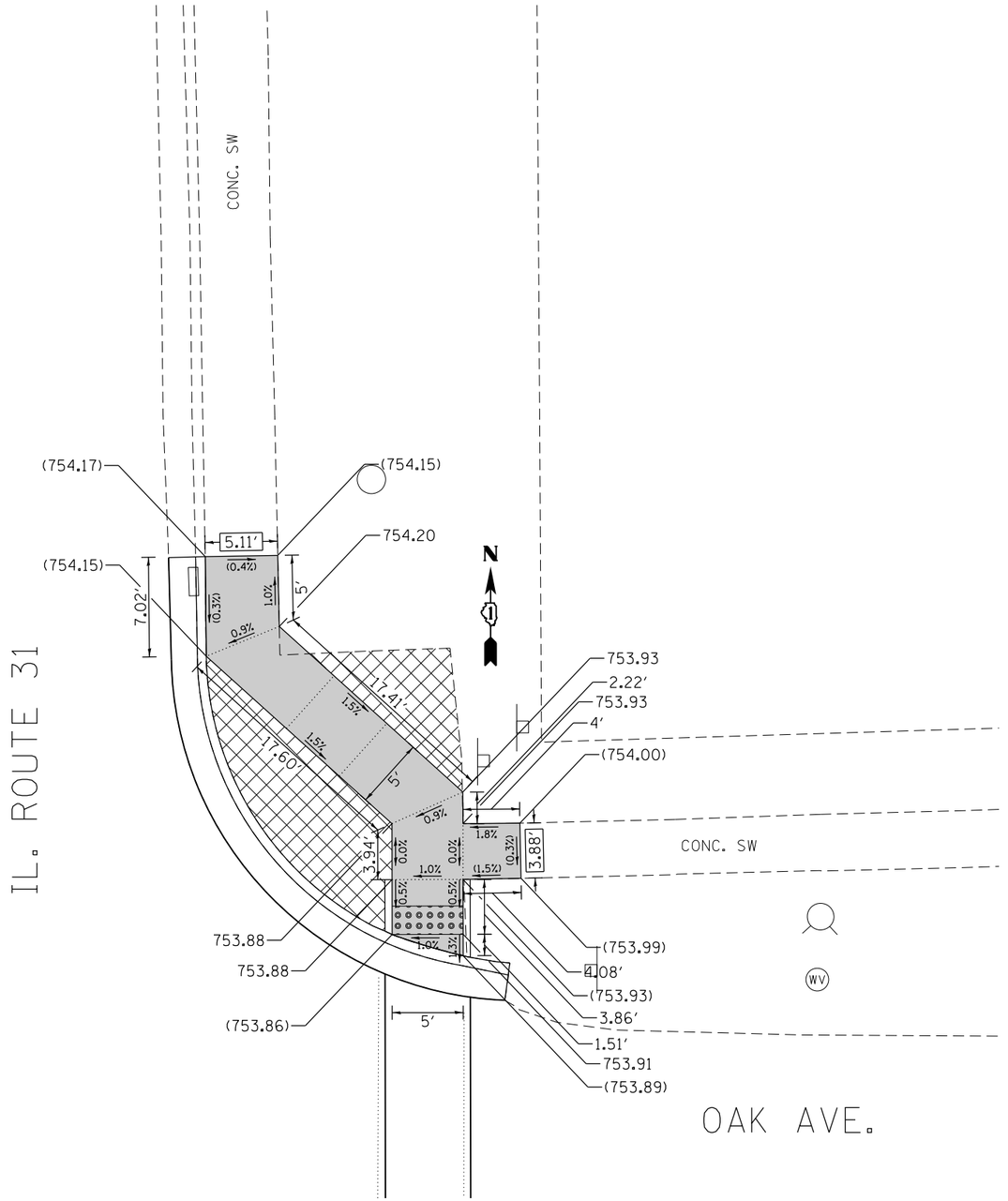
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

SCALE: 1" = 5' | SHEET 5 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	20
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			





REFERENCE BENCHMARK ELEV 755.08

BENCHMARK : SQUARE CUT ON NORTH WESTERNLY CORNER OF TRF. SIGNAL FDN.

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 31 AND GROVE 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 756.60

BENCHMARK : "X" CUT ON SOUTH EASTERNLY LOWER FLANGE BOLT OF HYDRANT

LOCATION : ON NORTH EAST CORNER OF IL ROUTE 31 AND OAK AVENUE

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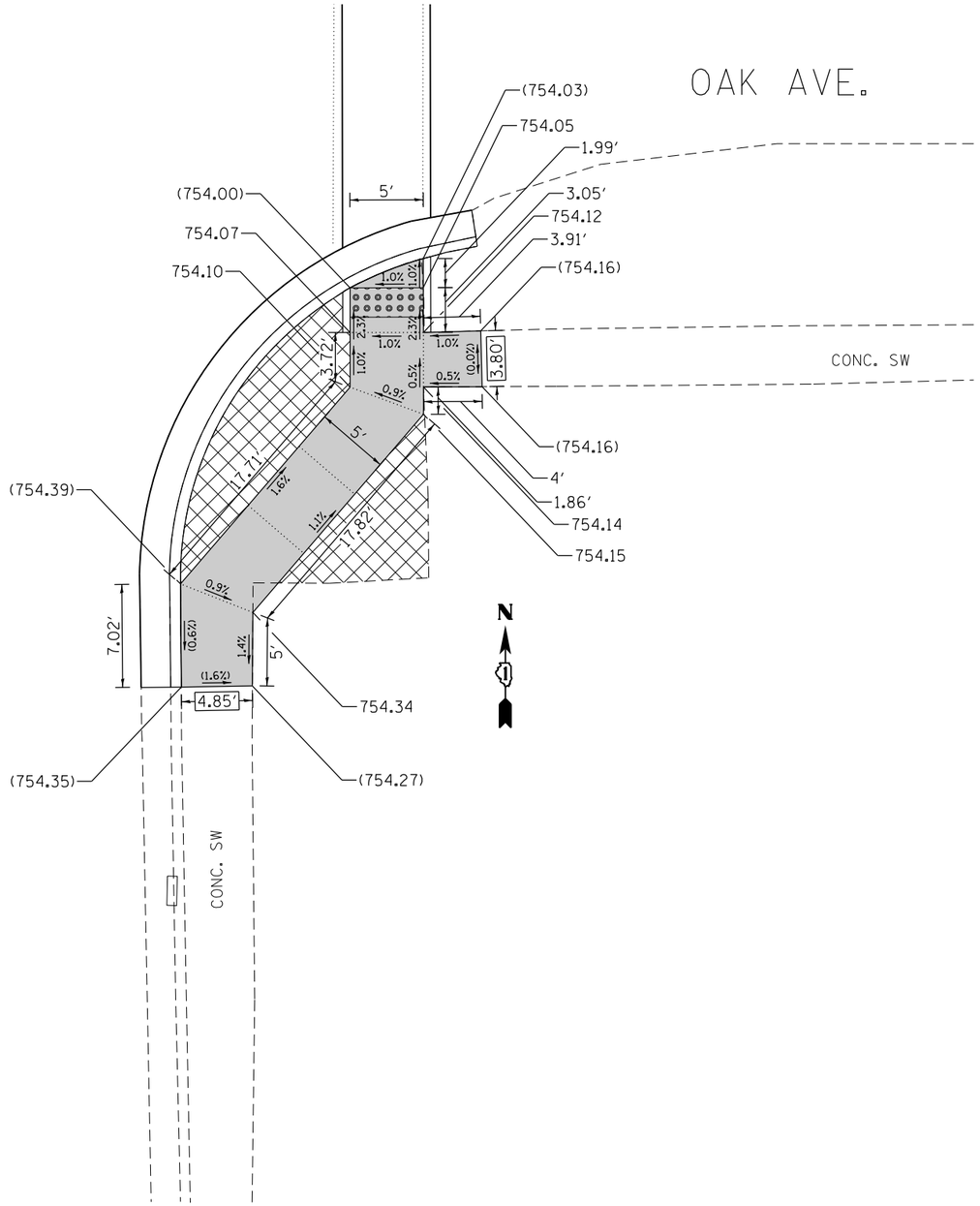
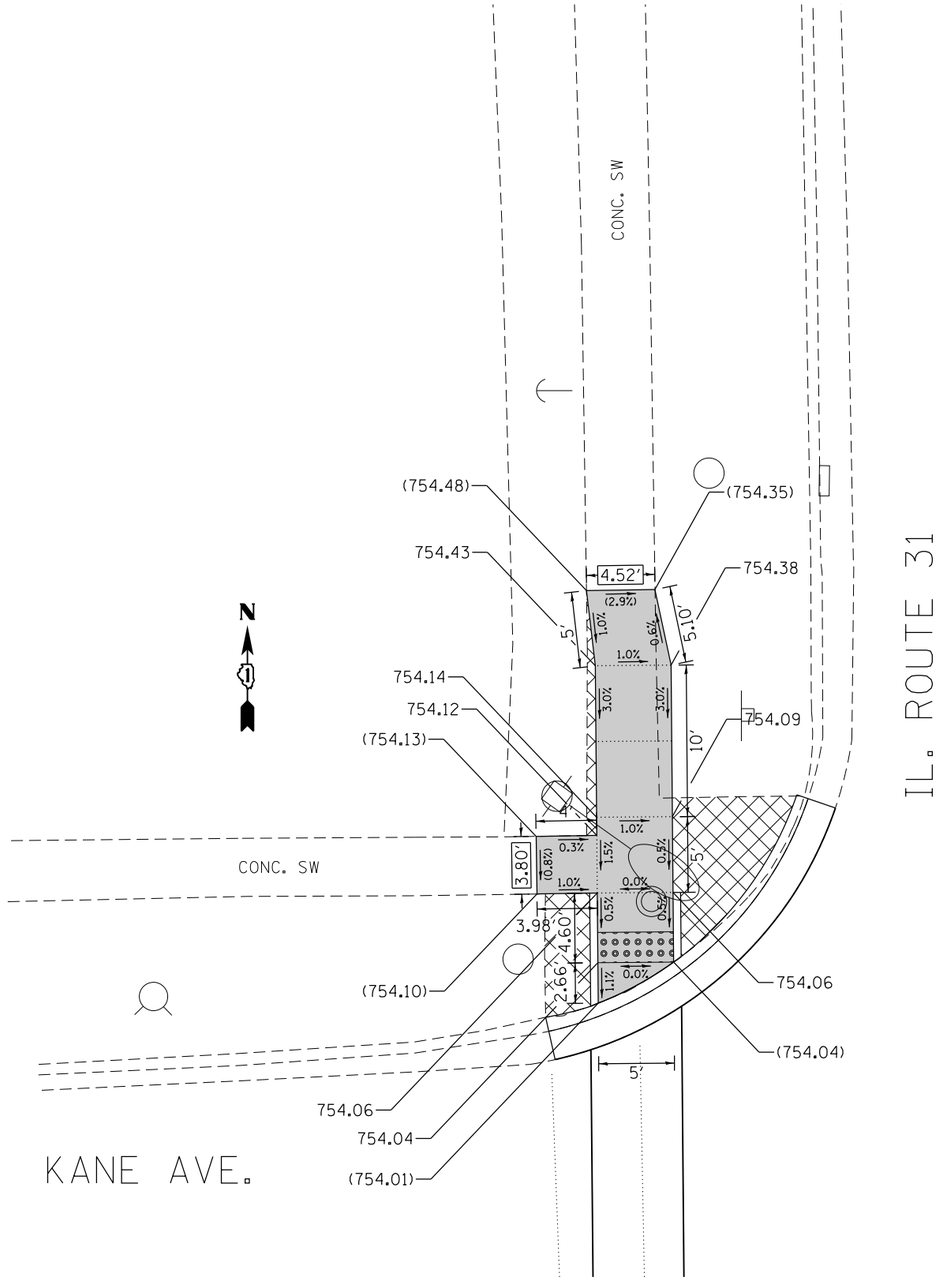
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

SCALE: 1" = 5' | SHEET 6 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	21
		CONTRACT NO. 62D01		
	ILLINOIS	FED. AID PROJECT		





REFERENCE BENCHMARK ELEV 756.60

BENCHMARK : "X" CUT ON SOUTH EASTERNLY LOWER FLANGE BOLT OF HYDRANT

LOCATION : ON NORTH EAST CORNER OF IL ROUTE 31 AND OAK 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 754.49

BENCHMARK : SQUARE CUT ON SOUTH WESTERNLY CORNER OF HAND HOLE

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 31 AND KANE AVENUE

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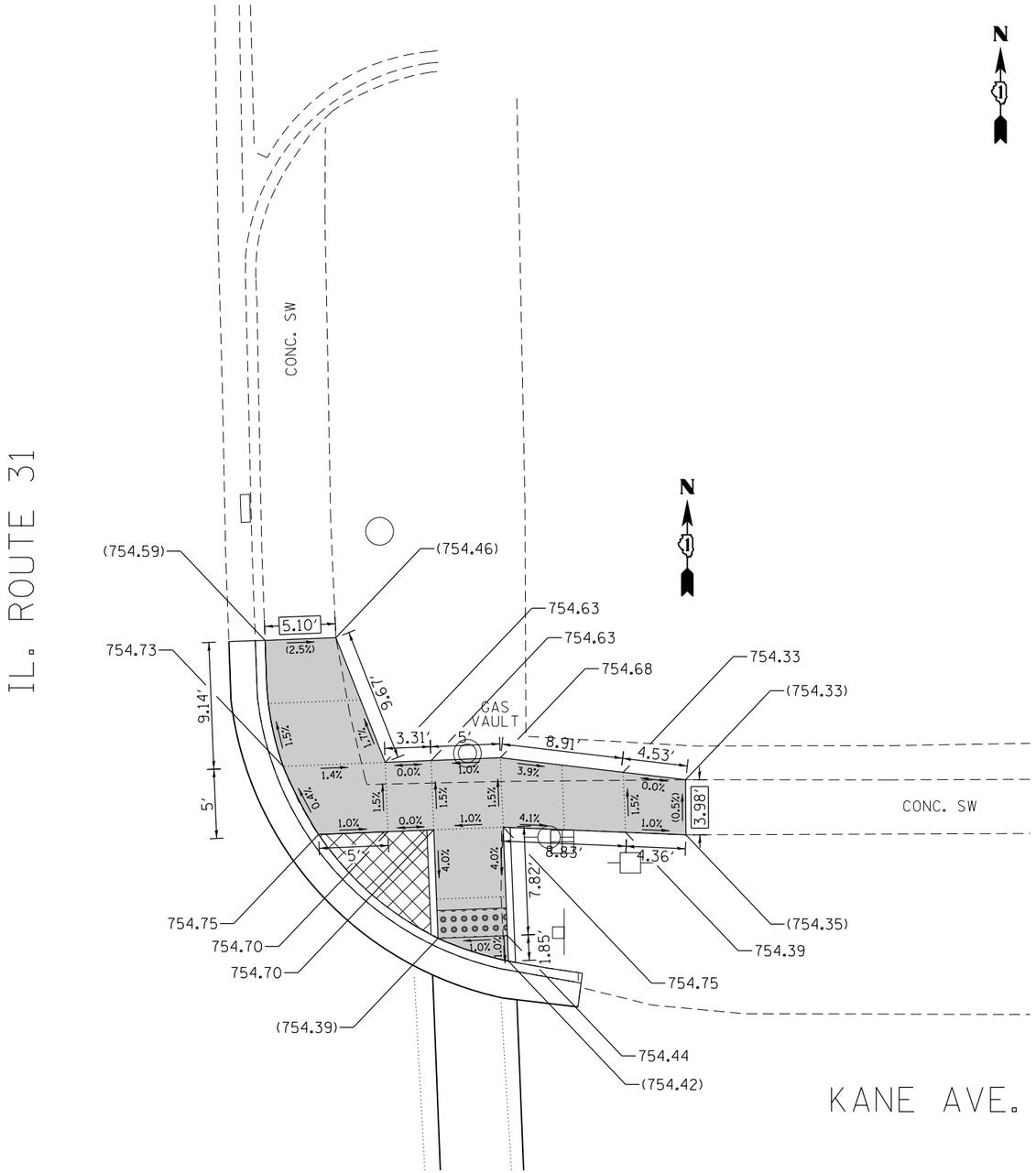
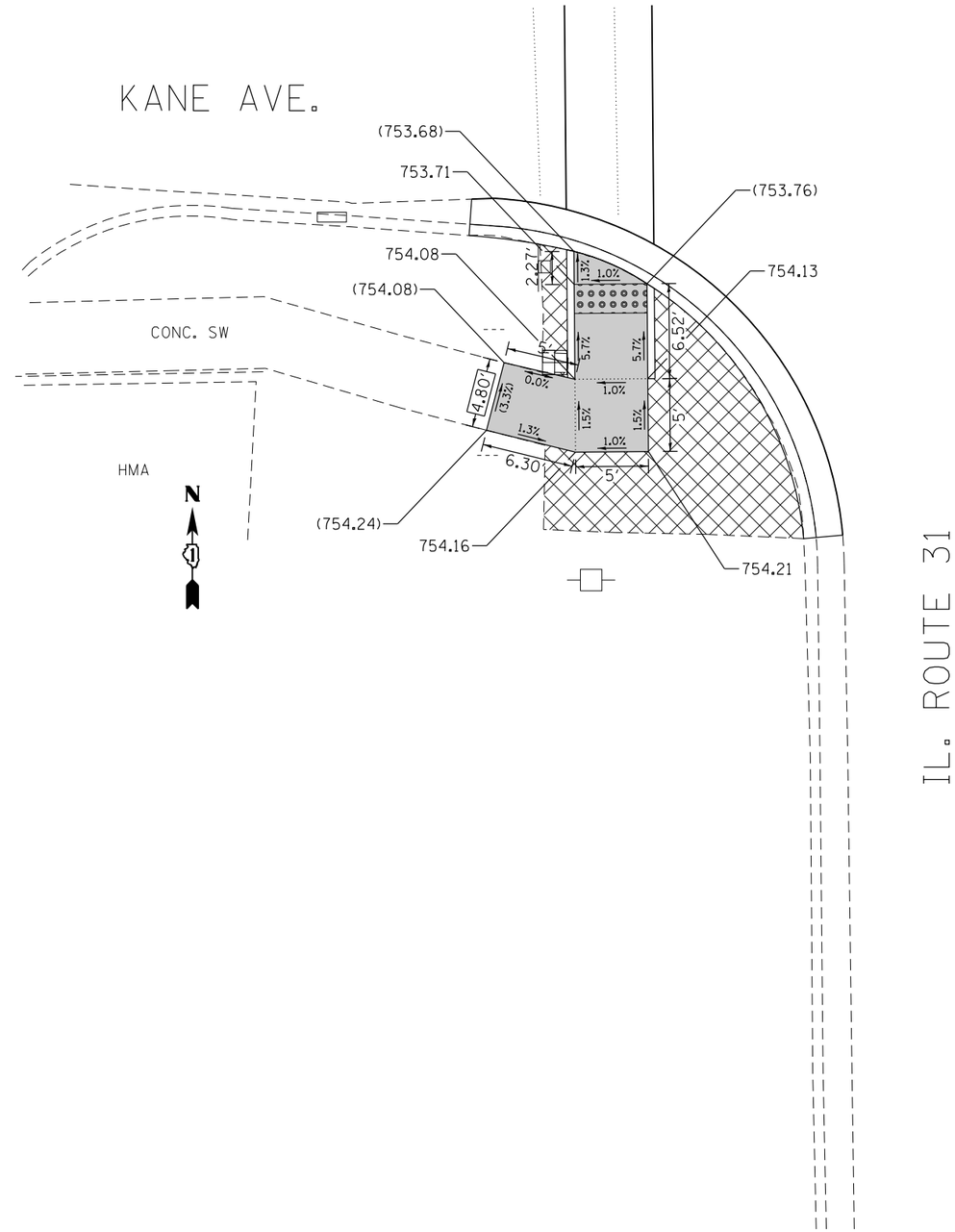
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

SCALE: 1" = 5' | SHEET 7 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	22
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			





REFERENCE BENCHMARK ELEV 754.49

BENCHMARK : SQUARE CUT ON SOUTH WESTERNLY CORNER OF HAND HOLE

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 31 AND KANE 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 754.49

BENCHMARK : SQUARE CUT ON SOUTH WESTERNLY CORNER OF HAND HOLE

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 31 AND KANE AVENUE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

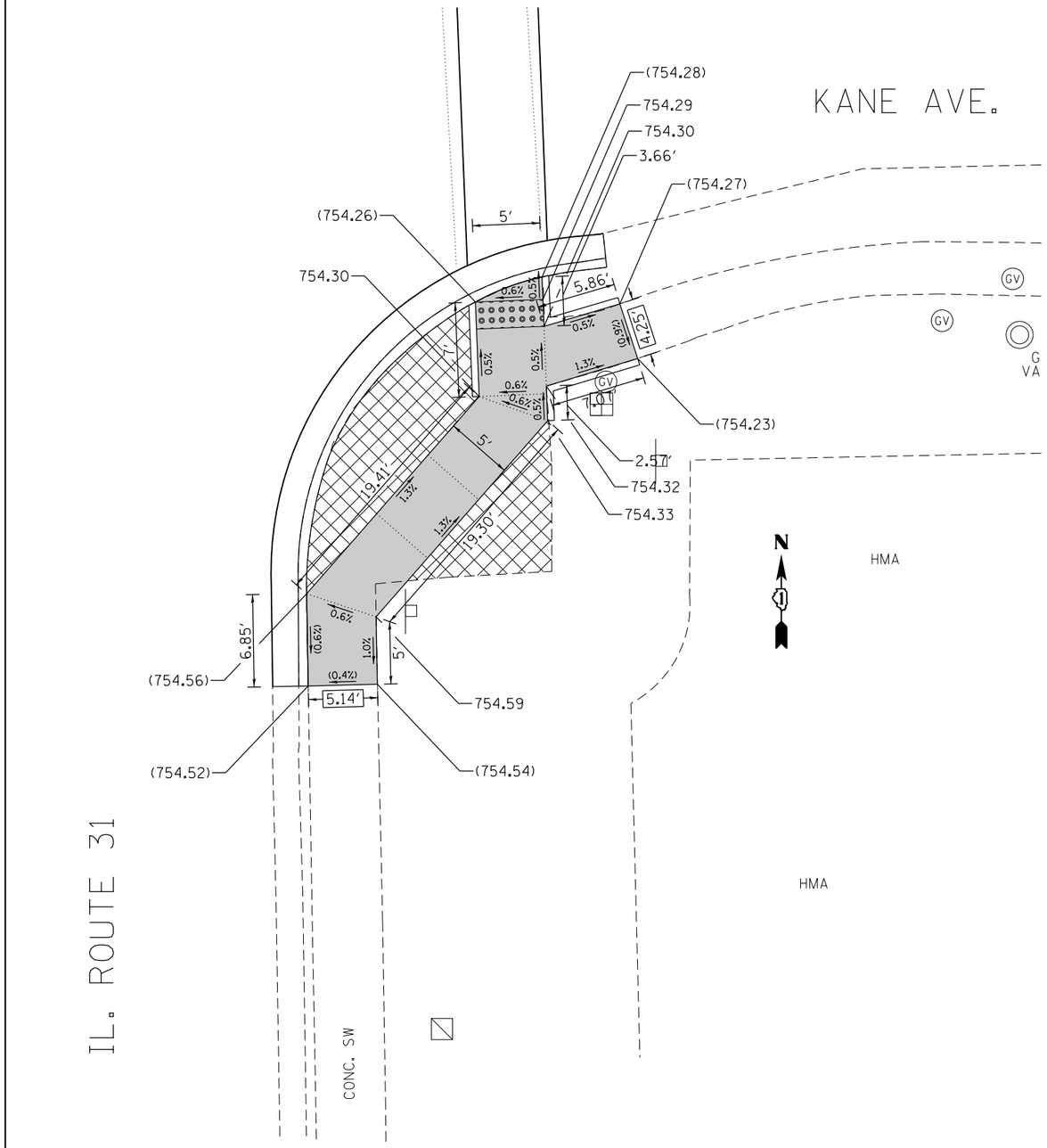
IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

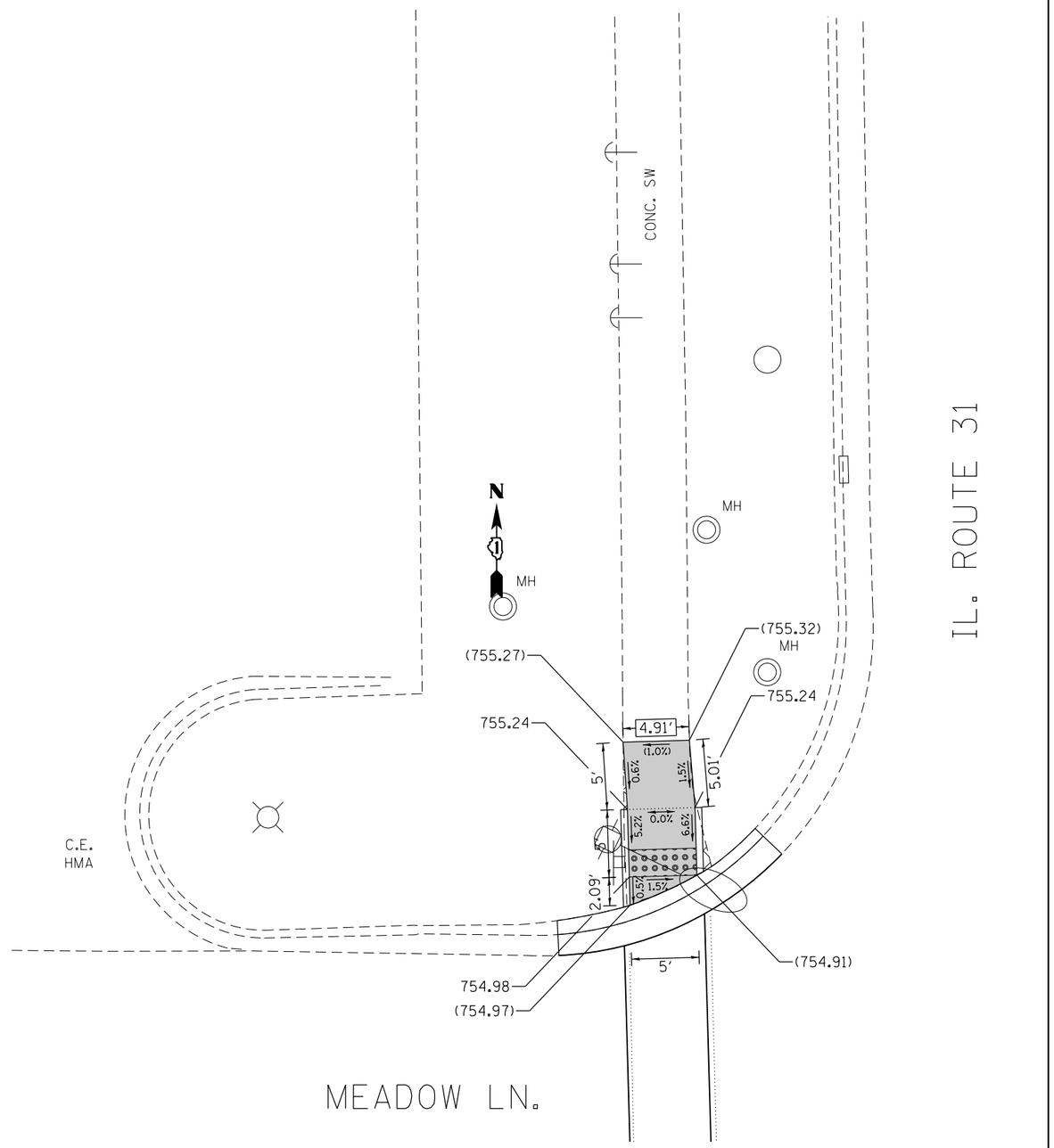
SCALE: 1" = 5' | SHEET 8 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	23

CONTRACT NO. 62D01

ILLINOIS | FED. AID PROJECT





REFERENCE BENCHMARK ELEV 754.49

BENCHMARK : SQUARE CUT ON SOUTH WESTERNLY CORNER OF HAND HOLE

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 31 AND KANE 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 754.50

BENCHMARK : SQUARE CUT ON SOUTH WESTERNLY CORNER OF HAND HOLE

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 31 AND KANE AVENUE

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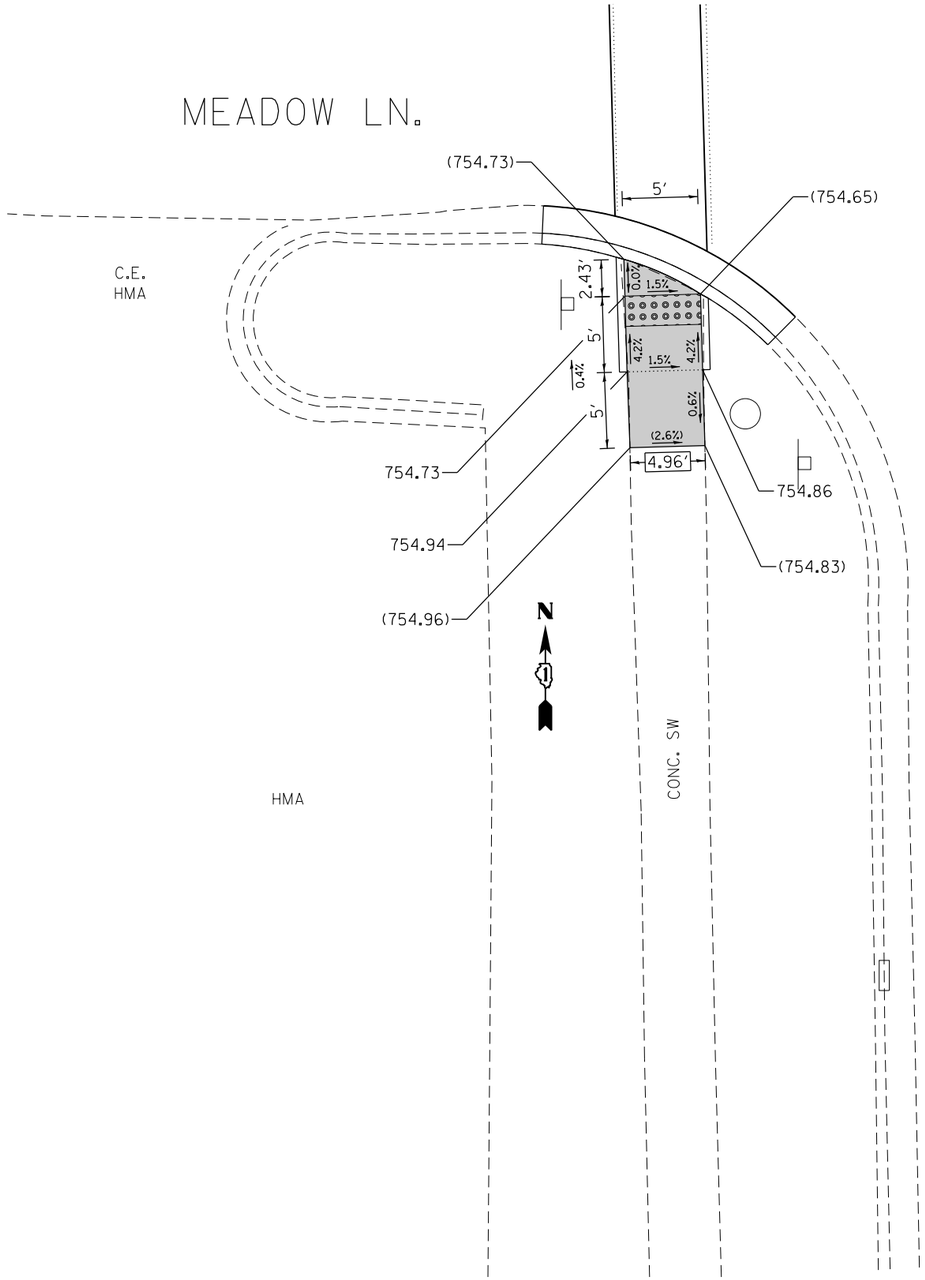
Default	PLOT DATE = 2/7/2017	DATE - 2/6/2017	REVISED -

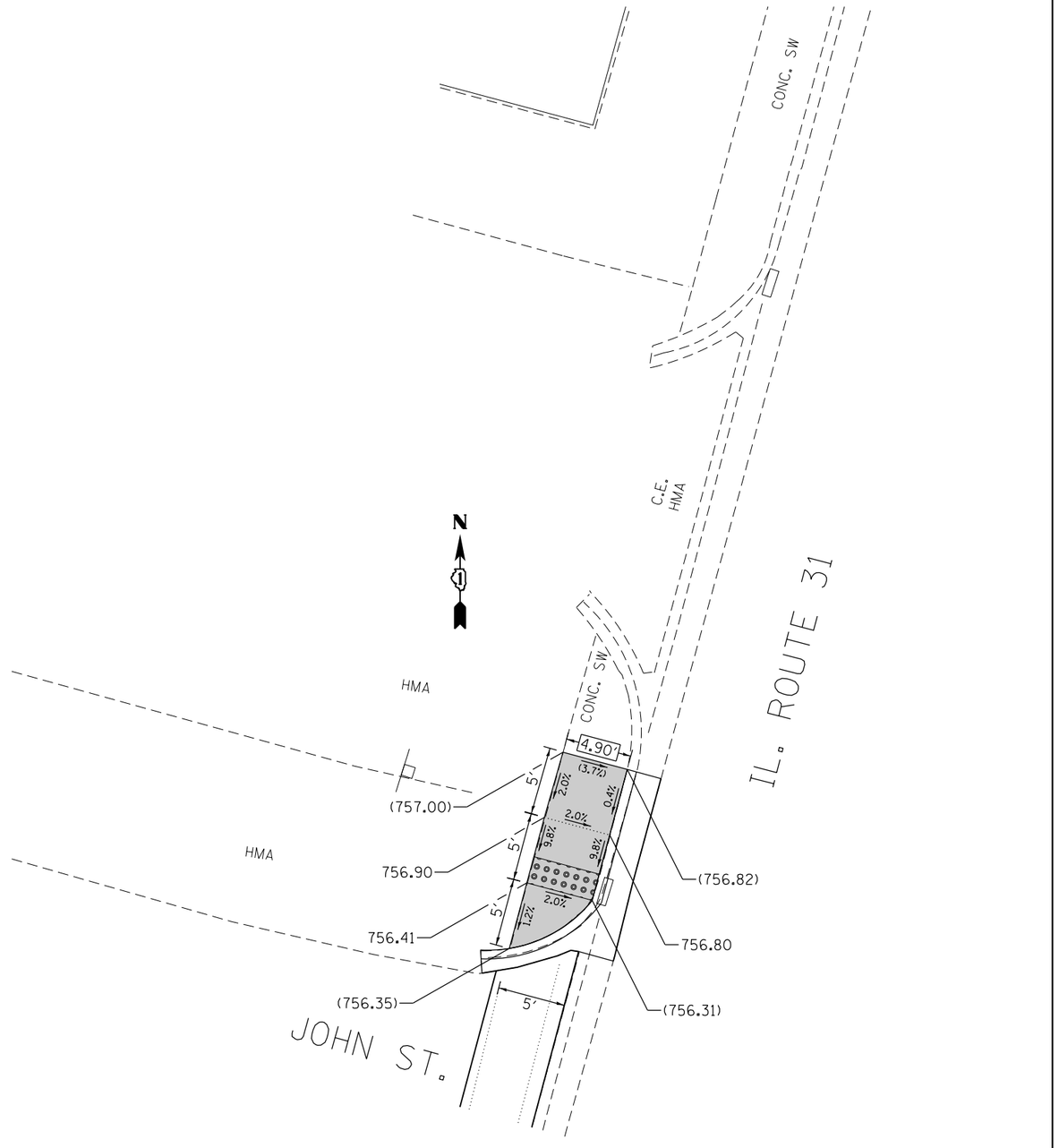
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

SCALE: 1" = 5' | SHEET 9 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	24
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			





REFERENCE BENCHMARK ELEV 754.50

BENCHMARK : SQUARE CUT ON SOUTH WESTERNLY CORNER OF HAND HOLE

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 31 AND KANE 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 761.56

BENCHMARK : SQUARE CUT ON EASTERNLY CORNER OF LIGHT POLE FOUNDATION

LOCATION : ON SOUTH WEST CORNER OF IL ROUTE 31 AND MAIN STREET

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		DRAWN - RWB	REVISED -
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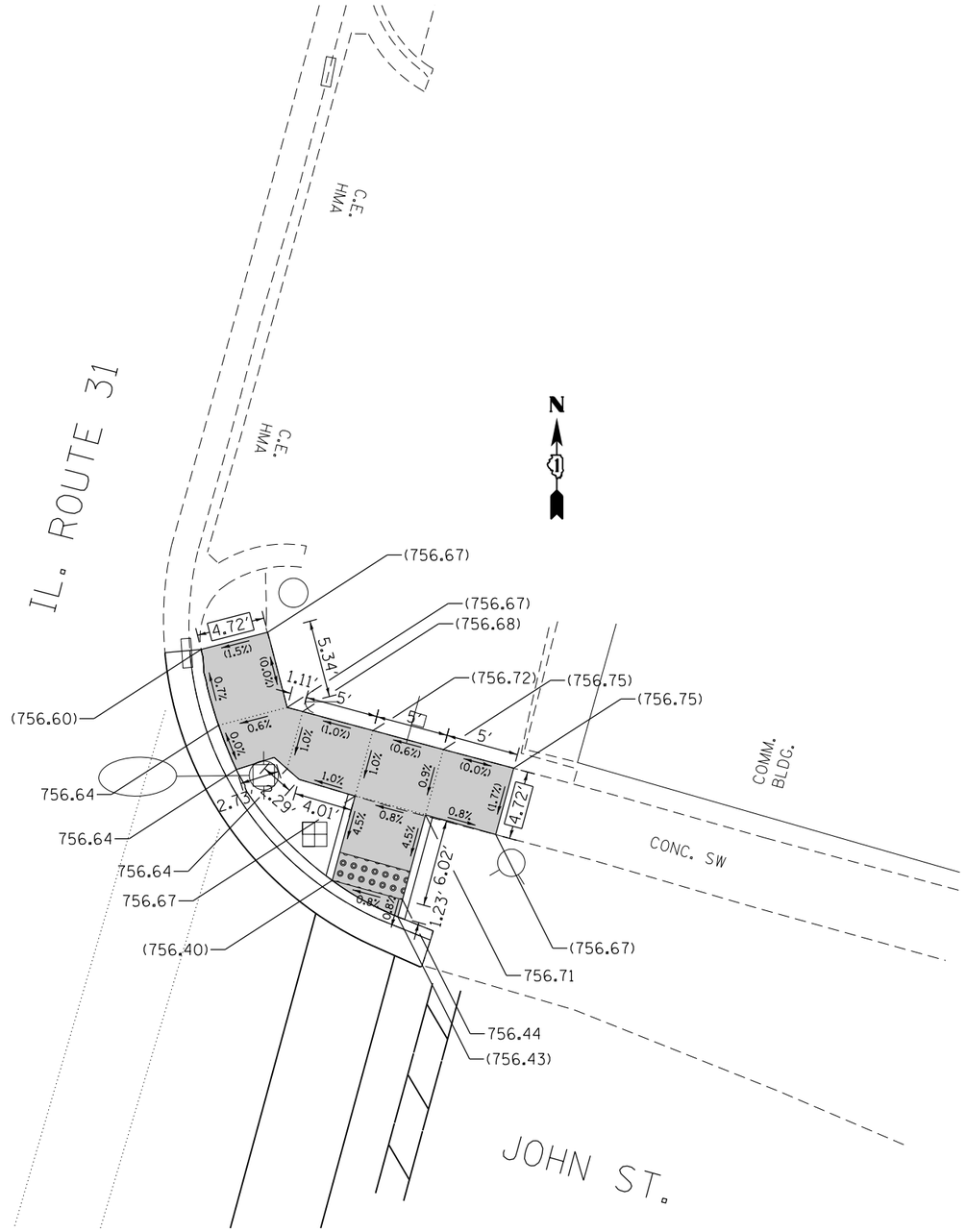
Default	PLOT DATE = 2/7/2017	DATE - 2/6/2017	REVISED -

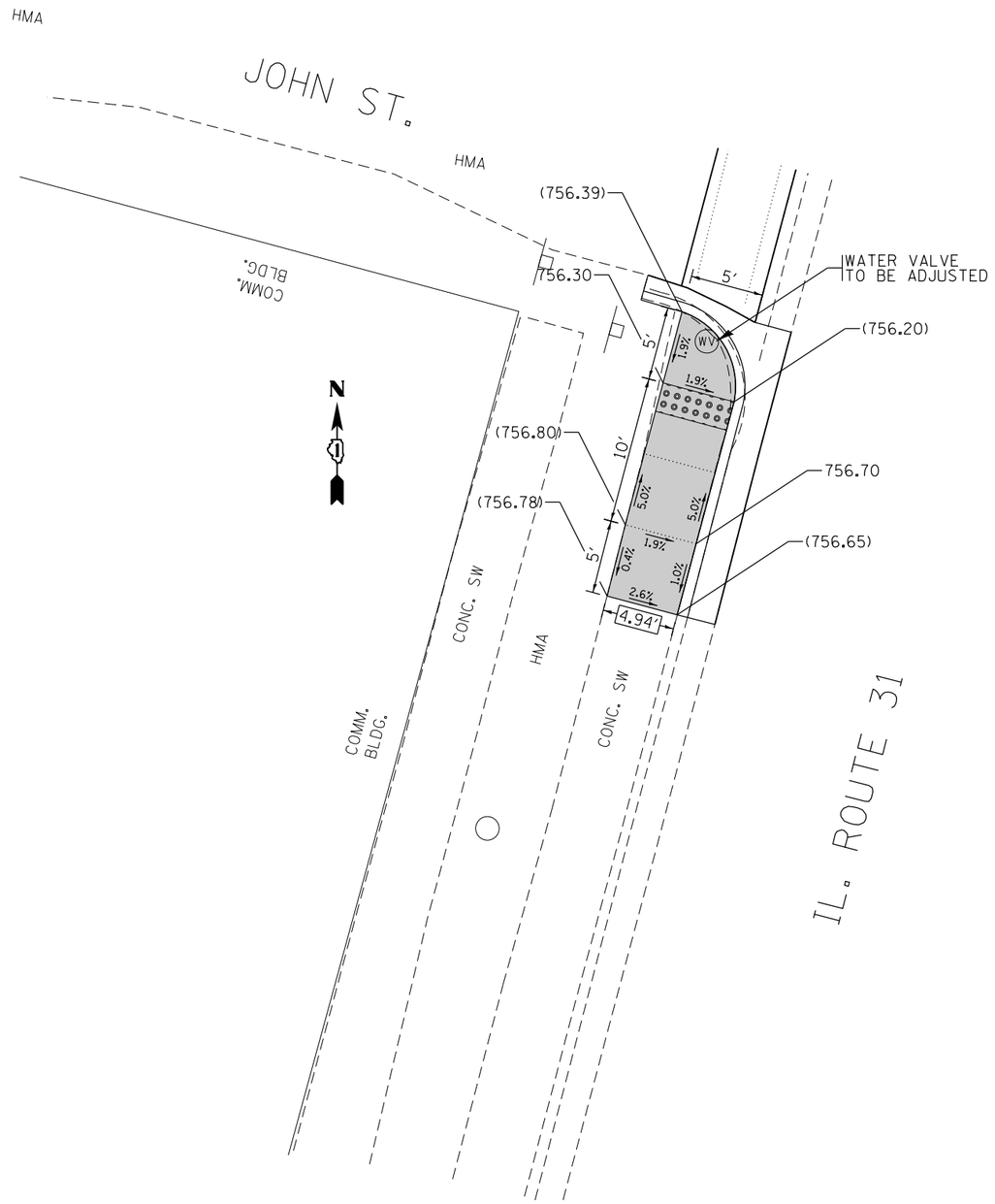
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

SCALE: 1" = 5' | SHEET 10 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	25
		CONTRACT NO. 62D01		
	ILLINOIS	FED. AID PROJECT		





REFERENCE BENCHMARK ELEV 761.56

BENCHMARK : SQUARE CUT ON EASTERNLY CORNER OF LIGHT POLE FOUNDATION

LOCATION : ON SOUTH WEST CORNER OF IL ROUTE 31 AND MAIN STREET

LEGEND

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

REFERENCE BENCHMARK ELEV 761.56

BENCHMARK : SQUARE CUT ON EASTERNLY CORNER OF LIGHT POLE FOUNDATION

LOCATION : ON SOUTH WEST CORNER OF IL ROUTE 31 AND MAIN STREET

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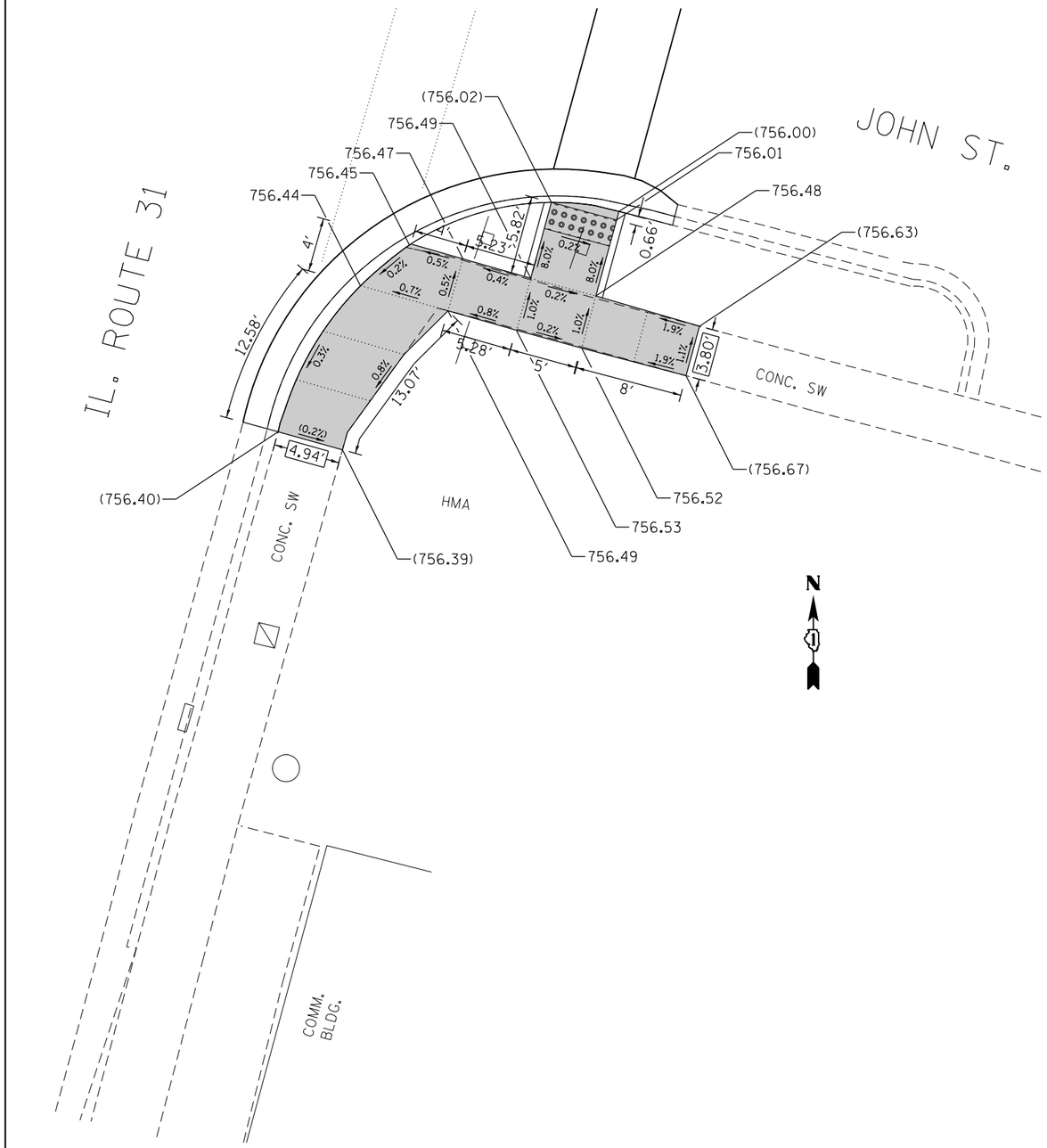
Default	PLOT DATE = 2/7/2017	DATE - 2/6/2017	REVISED -

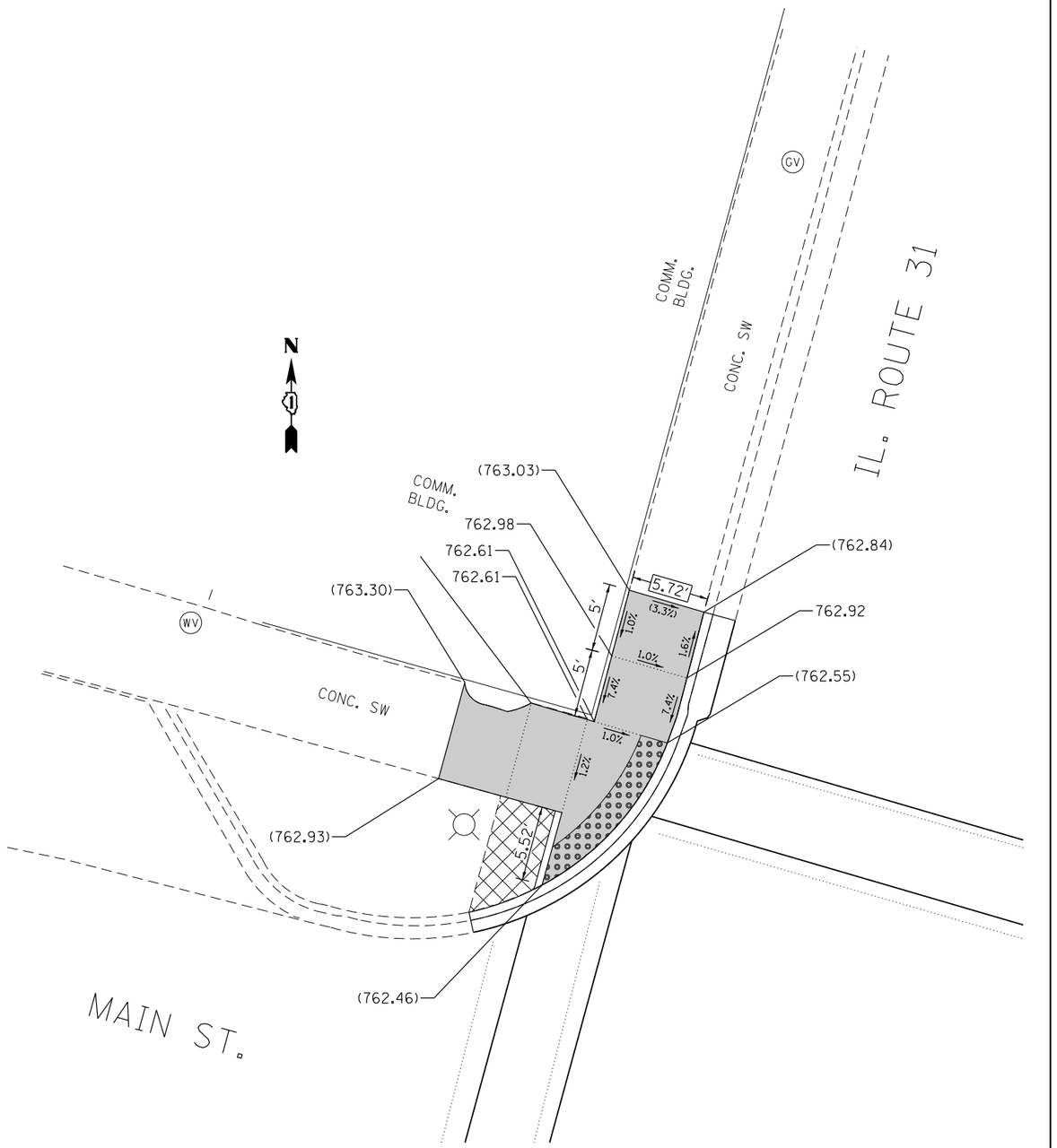
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

SCALE: 1" = 5' | SHEET 11 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	26
		CONTRACT NO. 62D01		
	ILLINOIS	FED. AID PROJECT		





REFERENCE BENCHMARK ELEV 761.56

BENCHMARK : SQUARE CUT ON EASTERNLY CORNER OF LIGHT POLE FOUNDATION

LOCATION : ON SOUTH WEST CORNER OF IL ROUTE 31 AND MAIN STREET

LEGEND

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

REFERENCE BENCHMARK ELEV 761.61

BENCHMARK : SQUARE CUT ON EASTERNLY CORNER OF LIGHT POLE FOUNDATION

LOCATION : ON SOUTH WEST CORNER OF IL ROUTE 31 AND MAIN STREET

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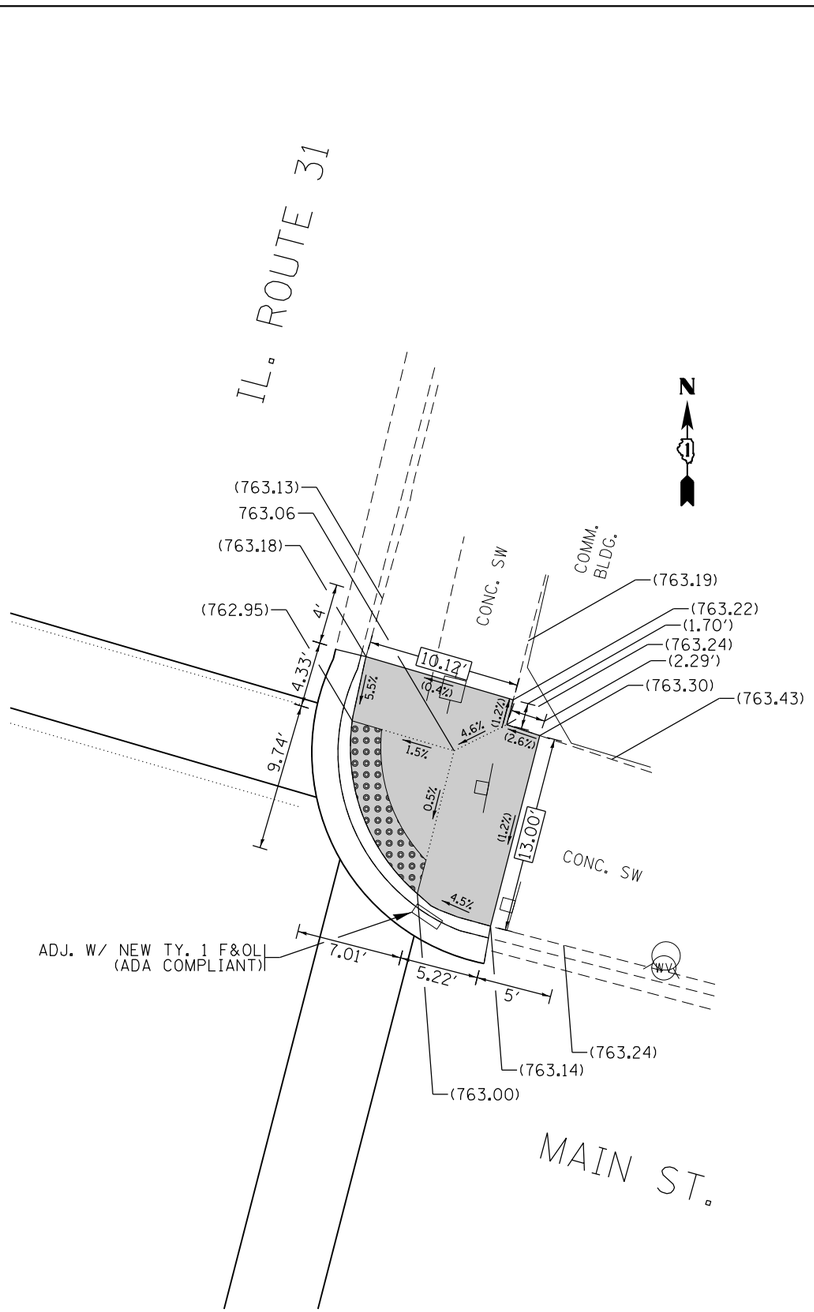
Default	PLOT DATE = 2/7/2017	DATE - 2/6/2017	REVISED -

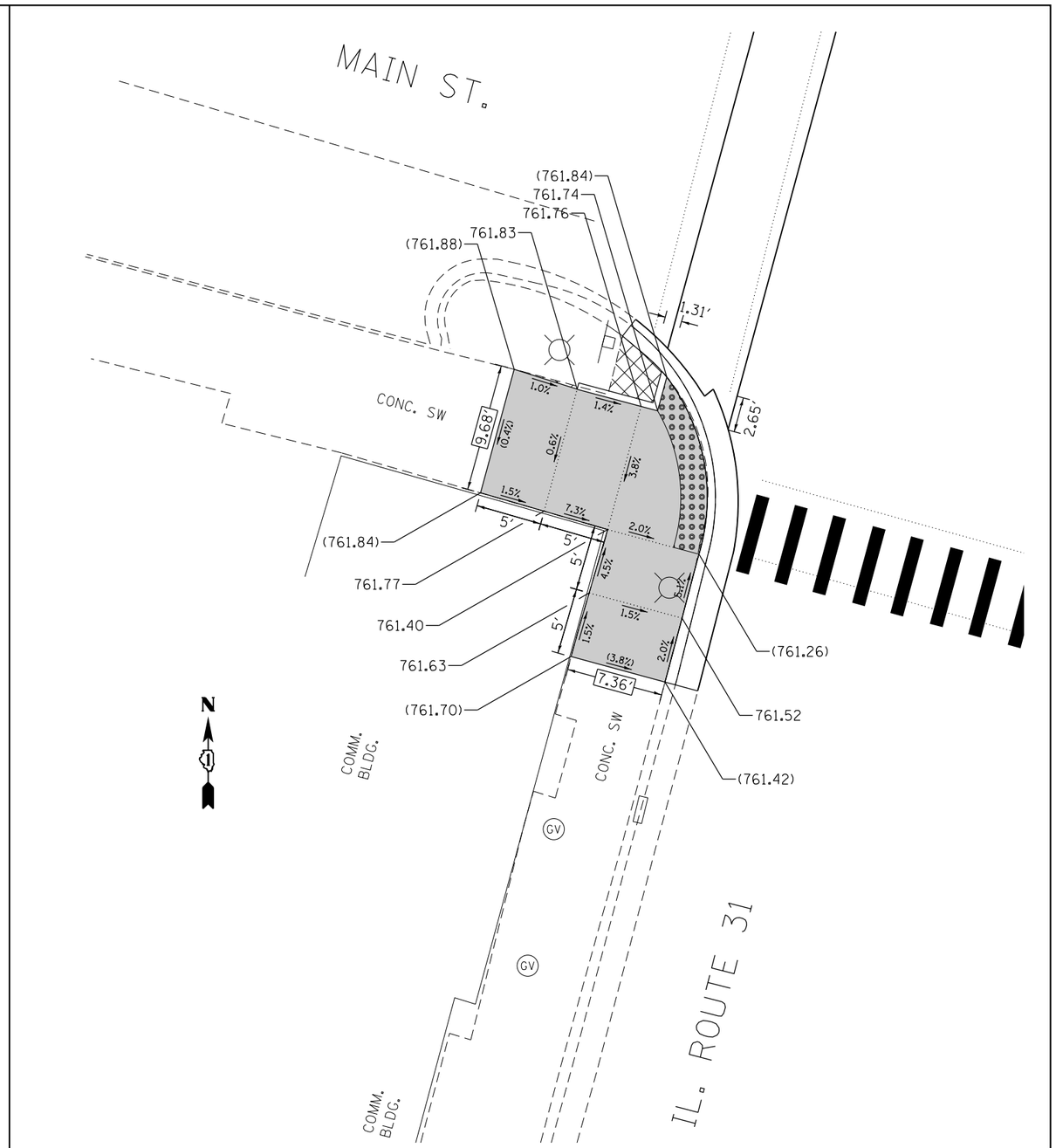
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

SCALE: 1" = 5' | SHEET 12 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	27
		CONTRACT NO. 62D01		
		ILLINOIS FED. AID PROJECT		





REFERENCE BENCHMARK ELEV 761.61

BENCHMARK : SQUARE CUT ON EASTERNLY CORNER OF LIGHT POLE FOUNDATION

LOCATION : ON SOUTH WEST CORNER OF IL ROUTE 31 AND MAIN STREET

LEGEND

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

REFERENCE BENCHMARK ELEV 761.61

BENCHMARK : SQUARE CUT ON EASTERNLY CORNER OF LIGHT POLE FOUNDATION

LOCATION : ON SOUTH WEST CORNER OF IL ROUTE 31 AND MAIN STREET

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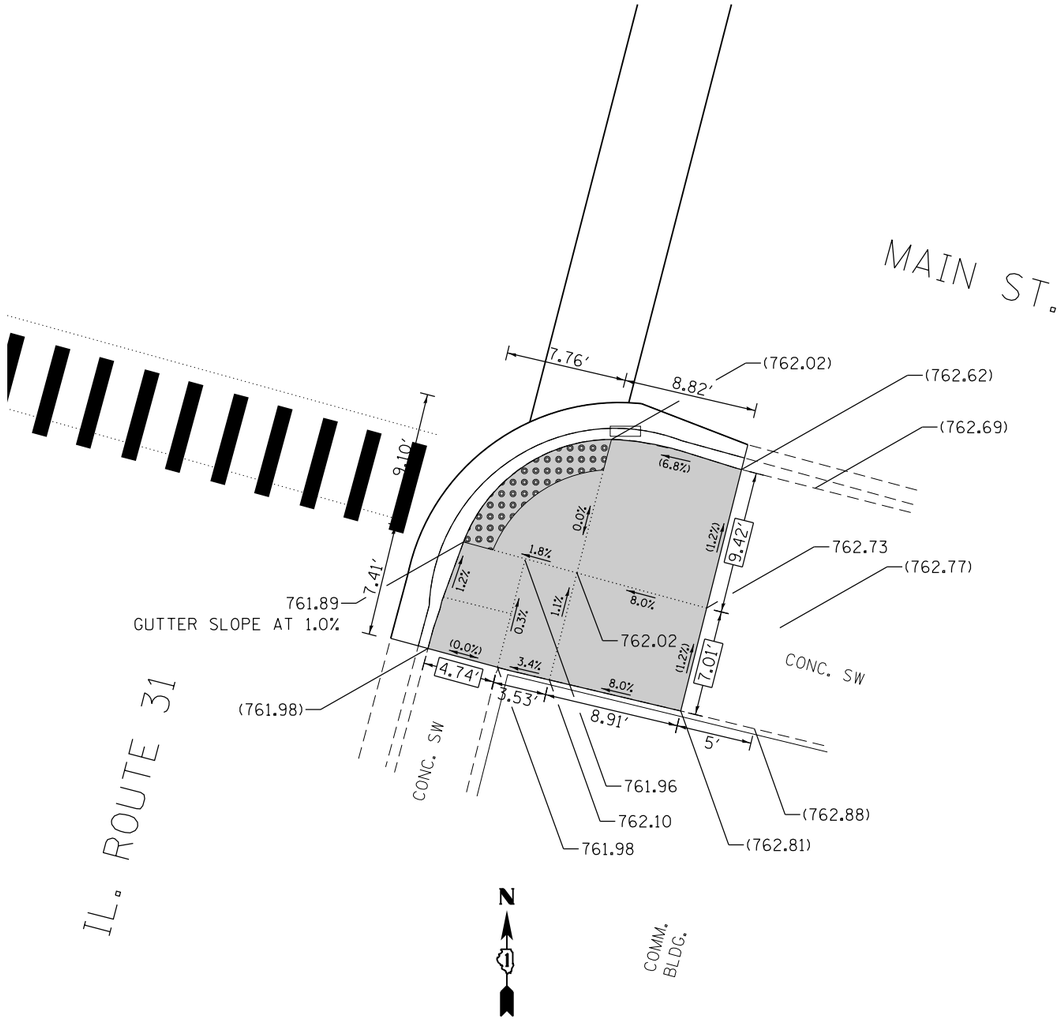
Default	PLOT DATE = 2/7/2017	DATE - 2/6/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

SCALE: 1" = 5' | SHEET 13 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	28
		CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			



REFERENCE BENCHMARK ELEV 761.61

BENCHMARK : SQUARE CUT ON EASTERNLY CORNER OF LIGHT POLE FOUNDATION

LOCATION : ON SOUTH WEST CORNER OF IL ROUTE 31 AND MAIN STREET

LEGEND

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

REFERENCE BENCHMARK ELEV

BENCHMARK :

LOCATION :

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1418\Drawings\Design\RWB816-sht-details.dgn	USER NAME = bartonrw	DESIGNED - RWB	REVISED -
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Default	PLOT DATE = 2/7/2017	DATE - 2/6/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 FROM PARK PLACE TO IL 120
SIDEWALK DETAILS

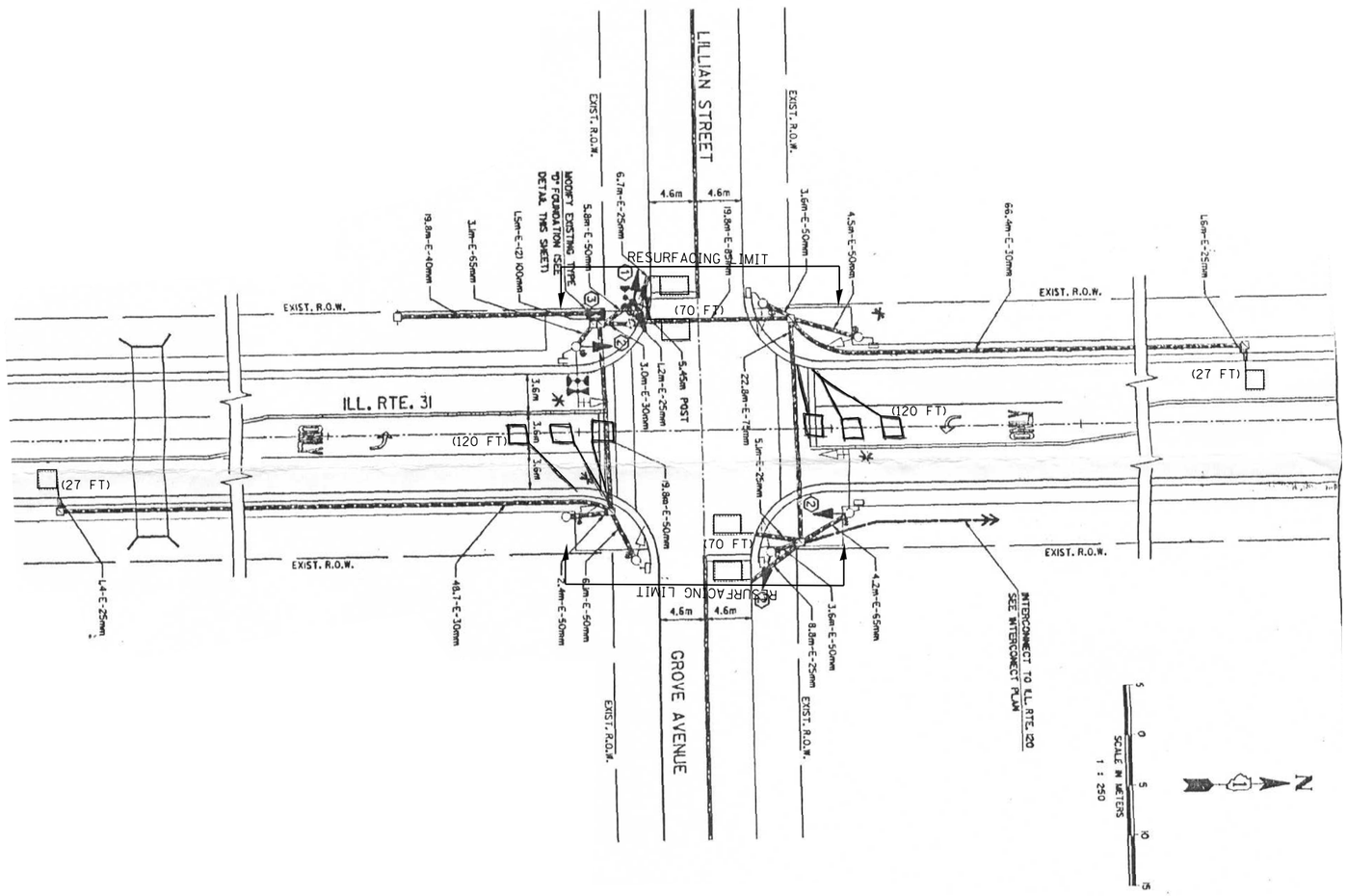
SCALE: 1" = 5' | SHEET 14 OF 14 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	29
		CONTRACT NO. 62D01		
	ILLINOIS	FED. AID PROJECT		

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	434	FOOT

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Default	PLOT DATE = 2/7/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
IL 31 AT GROVE ST.

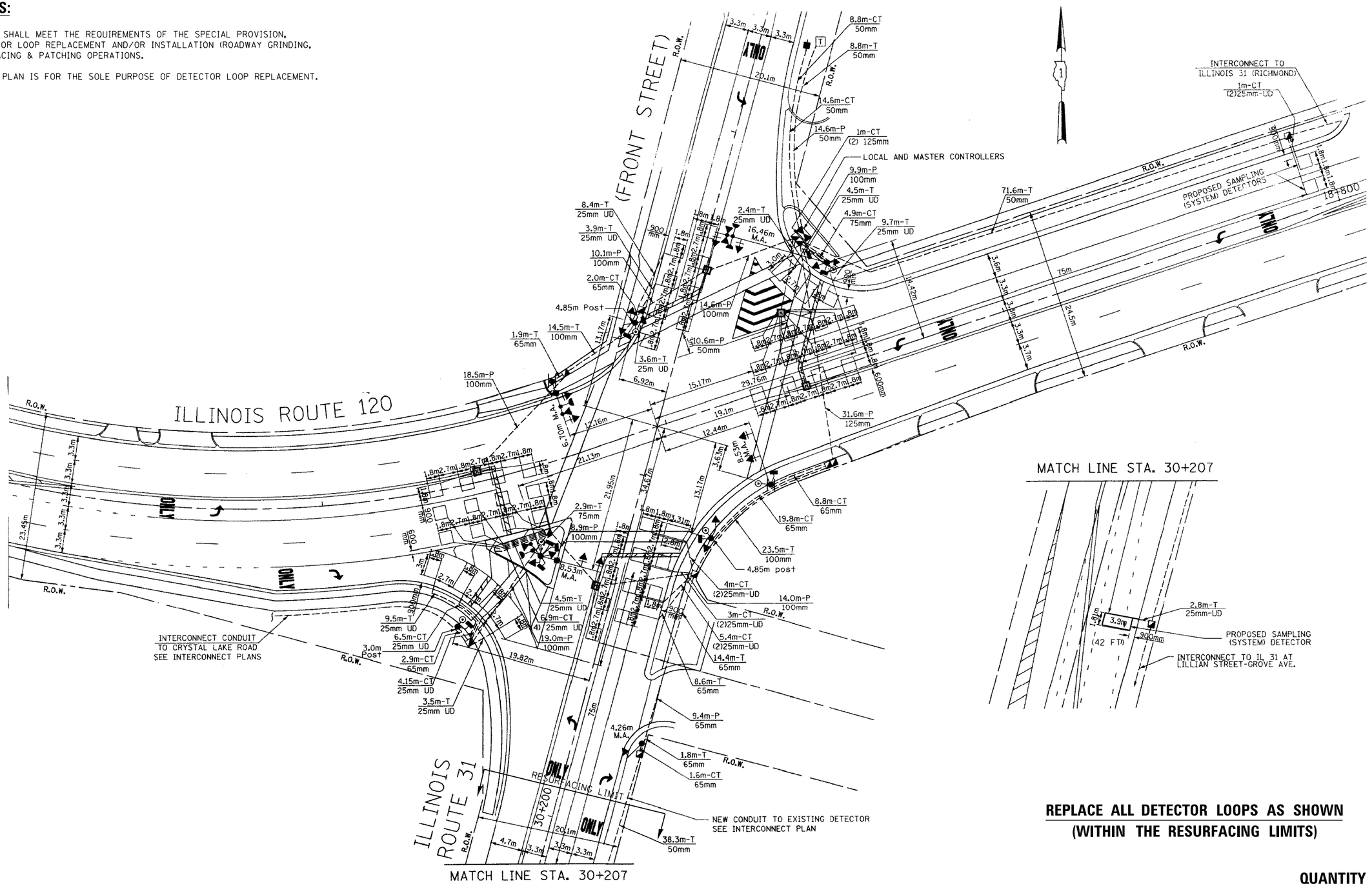
SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	30
		CONTRACT NO. 62D01		
		ILLINOIS FED. AID PROJECT		

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)

	QUANTITY	UNIT
DETECTOR LOOP REPLACEMENT	42	FOOT

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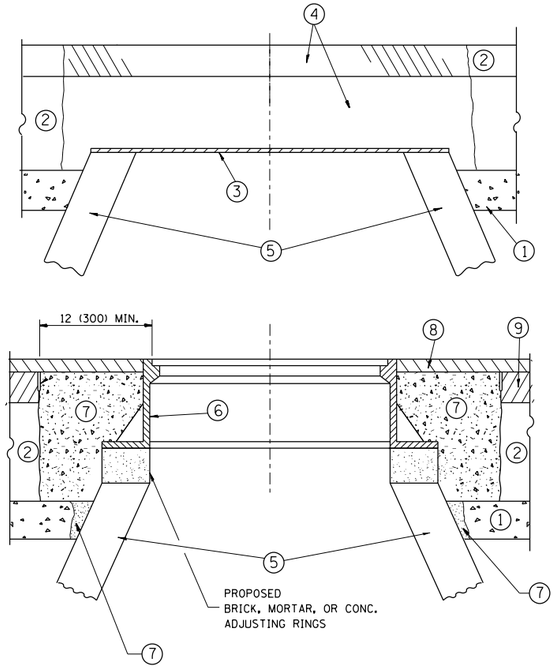
Default	PLOT DATE = 2/6/2017	CHECKED - ---	REVISED -
		DATE - ---	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
IL 31 AT IL 120

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	31
		CONTRACT NO. 62D01		
		ILLINOIS FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*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

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.

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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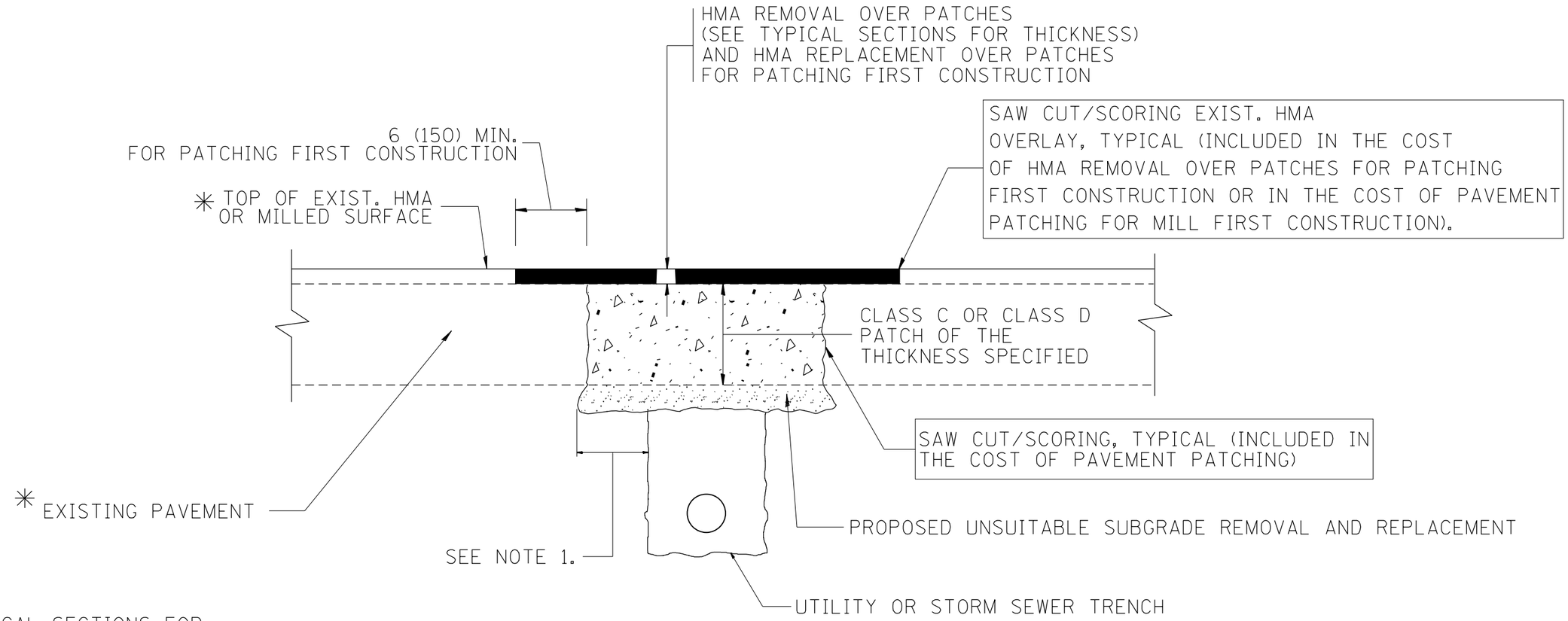
	PLOT DATE = 2/7/2017	DATE - 10-25-94	REVISED - R. BORO 03-09-11
			REVISED - R. BORO 12-06-11

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.
336	112RS-1	MCHENRY	43	32
	BD600-03 (BD-8)	CONTRACT NO. 62D01		
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 $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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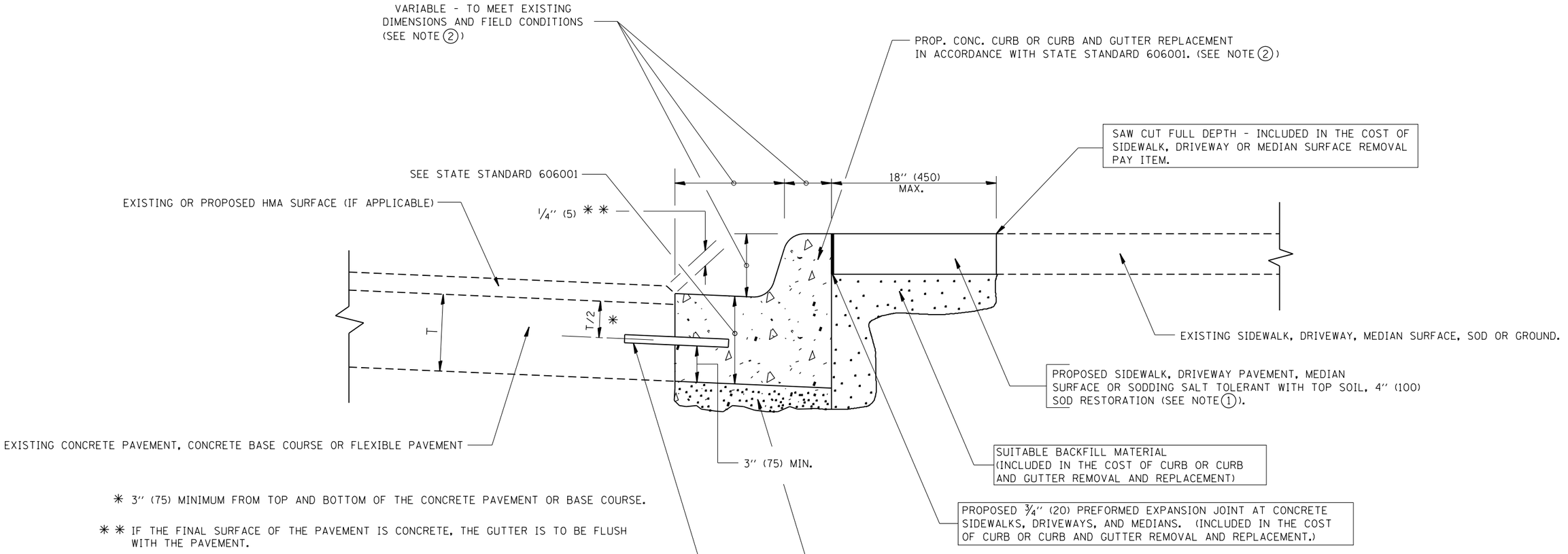
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07				336	112RS-1	MCHENRY	43	33
	PLOT DATE = 2/7/2017	DATE - 10-25-94	REVISED - R. BORO 09-04-07					BD400-04 (BD-22)		CONTRACT NO. 62D01	
			REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 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.

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.

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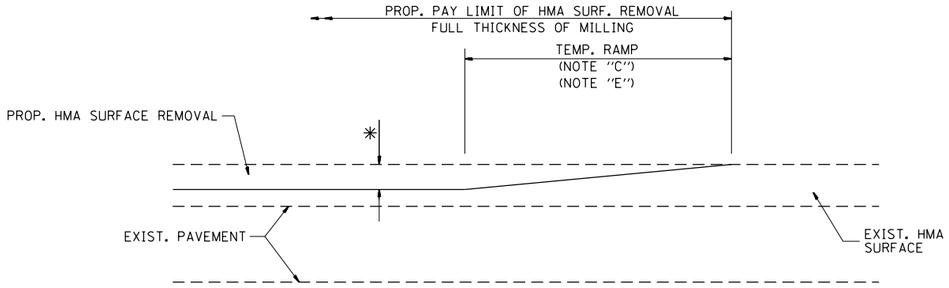
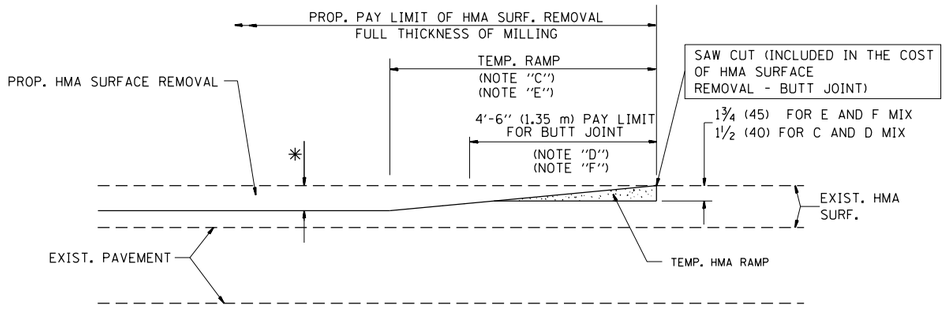
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. ABBAS 03-21-97				336	112RS-1	MCHENRY	43	34
	PLOT DATE = 2/7/2017	DATE - 03-11-94	REVISED - M. GOMEZ 01-22-01		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	BD600-06 (BD-24)		CONTRACT NO. 62D01		
			REVISED - R. BORO 12-15-09				FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

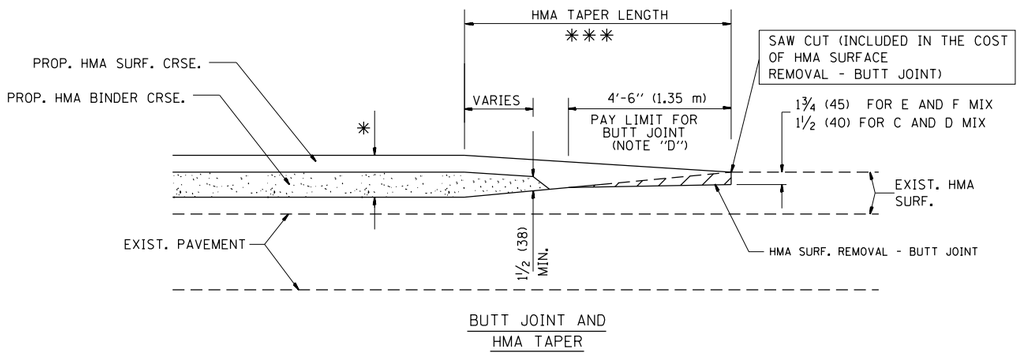


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

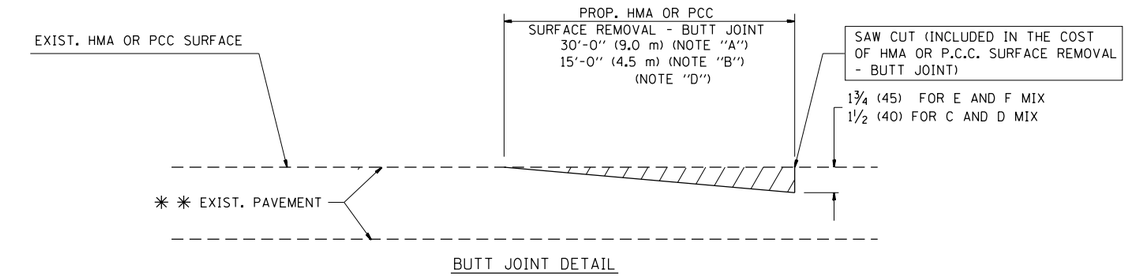
OPTION 2

TYPICAL TEMPORARY RAMP

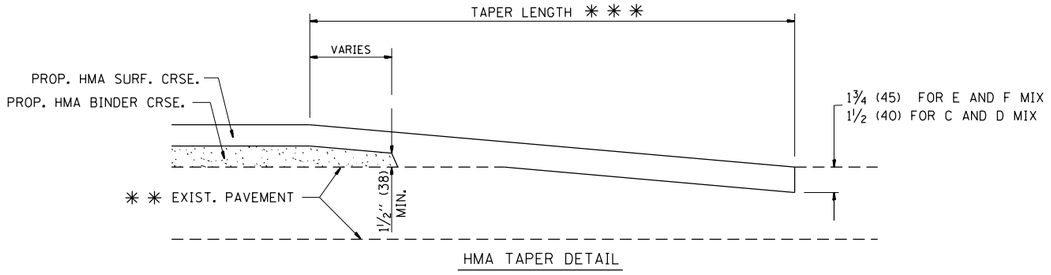


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

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")

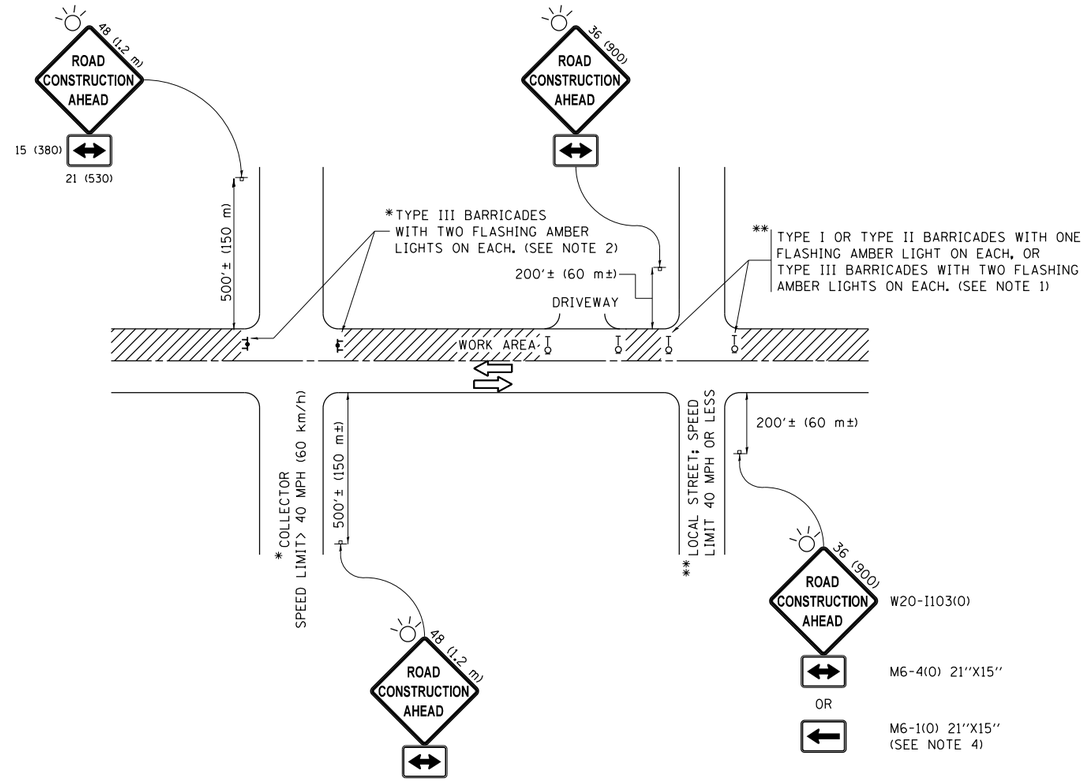
BASIS OF PAYMENT:

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.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1418\DRAWNata\Design\Diststd.dgn	USER NAME = bartonrw	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED - A. ABBAS 03-21-97		
	PLOT DATE = 2/7/2017	DATE - 06-13-90	REVISED - M. GOMEZ 04-06-01		
			REVISED - R. BORO 01-01-07		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	35
	BD400-05 BD32	CONTRACT NO. 62D01		
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.

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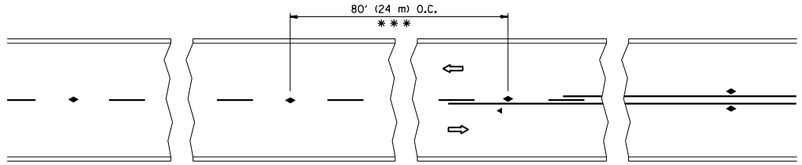
			REVISED -T. RAMMACHER 01-06-00
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
Default	PLOT DATE = 2/7/2017	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

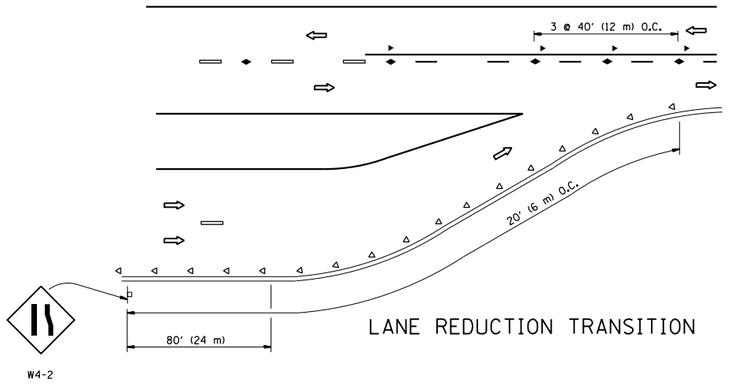
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	36
	TC-10	CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			

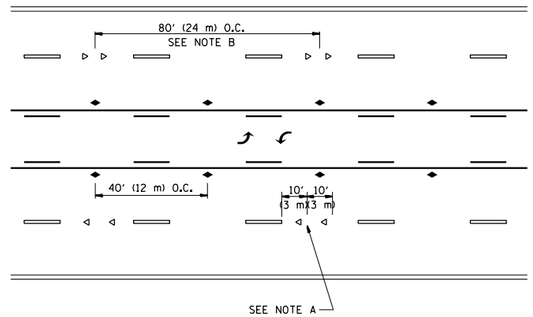


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

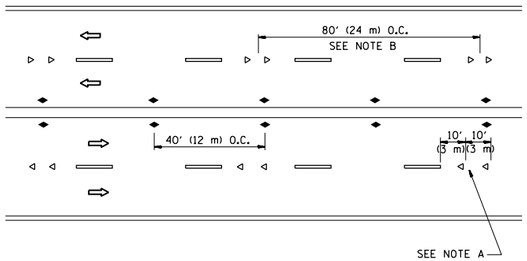
TWO-LANE/TWO-WAY



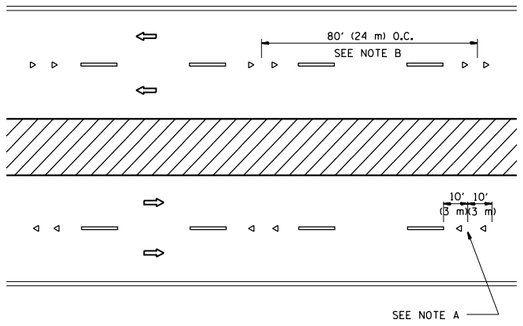
LANE REDUCTION TRANSITION



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

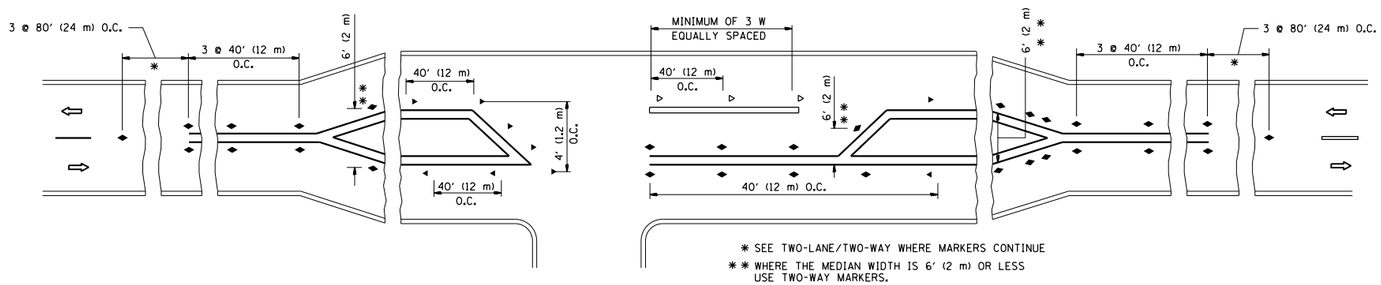
LANE MARKER NOTES

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.



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

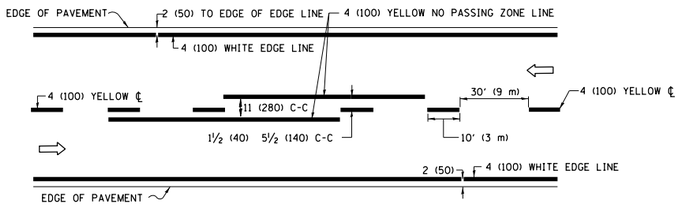
** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

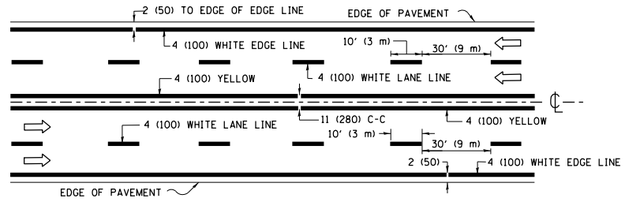
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1418\DRAWNote\Design\Diststd.dgn	USER NAME = bartonrw	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED - T. RAMMACHER 03-12-99		
	PLOT DATE = 2/7/2017	CHECKED -	REVISED - T. RAMMACHER 01-06-00		
		DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

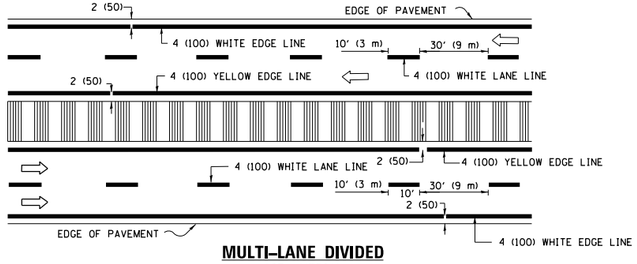
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	37
	TC-11	CONTRACT NO. 62D01		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2–LANE ROADWAY

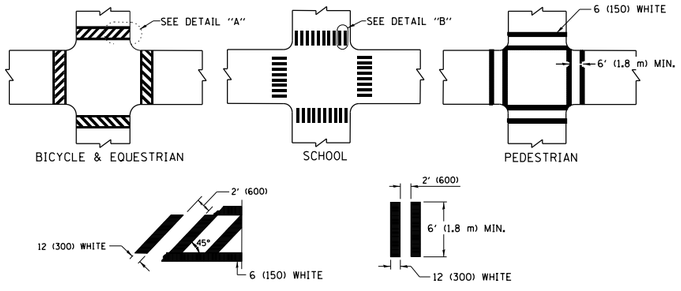


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

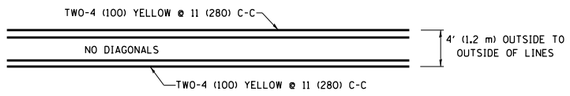
TYPICAL LANE AND EDGE LINE MARKING



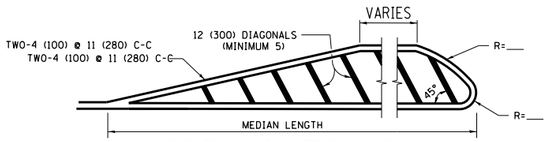
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



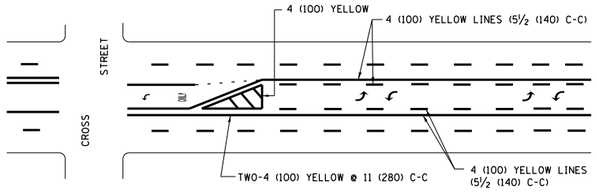
4' (1.2 m) WIDE MEDIANS ONLY



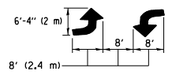
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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))

MEDIANS OVER 4' (1.2 m) WIDE

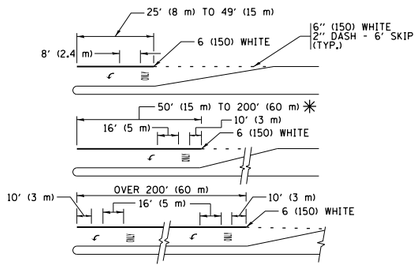


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

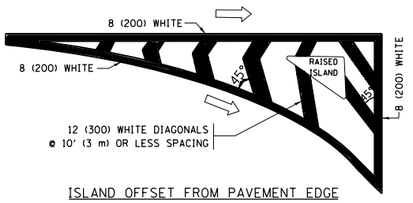


FULL SIZE LETTERS 8' (2,4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

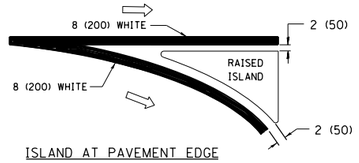
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

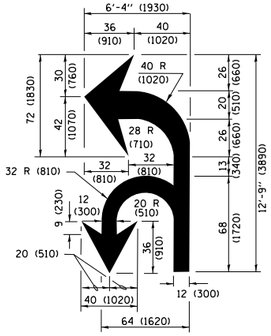


ISLAND OFFSET FROM PAVEMENT EDGE

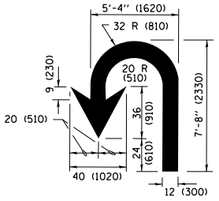


ISLAND AT PAVEMENT EDGE

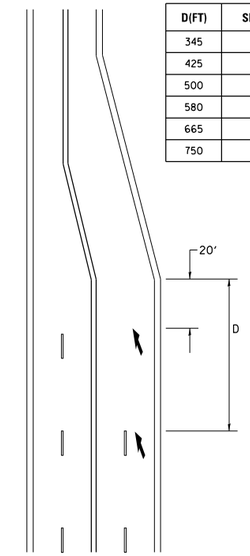
TYPICAL ISLAND MARKING



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	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⌀ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⌀ 6 (150) 12 (300) ⌀ 45° 12 (300) ⌀ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT 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.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1418DRAWN Default	USER NAME = bartonrw	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 07-01-13
	PLOT DATE = 2/7/2017	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
			REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	38
	TC-13	CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

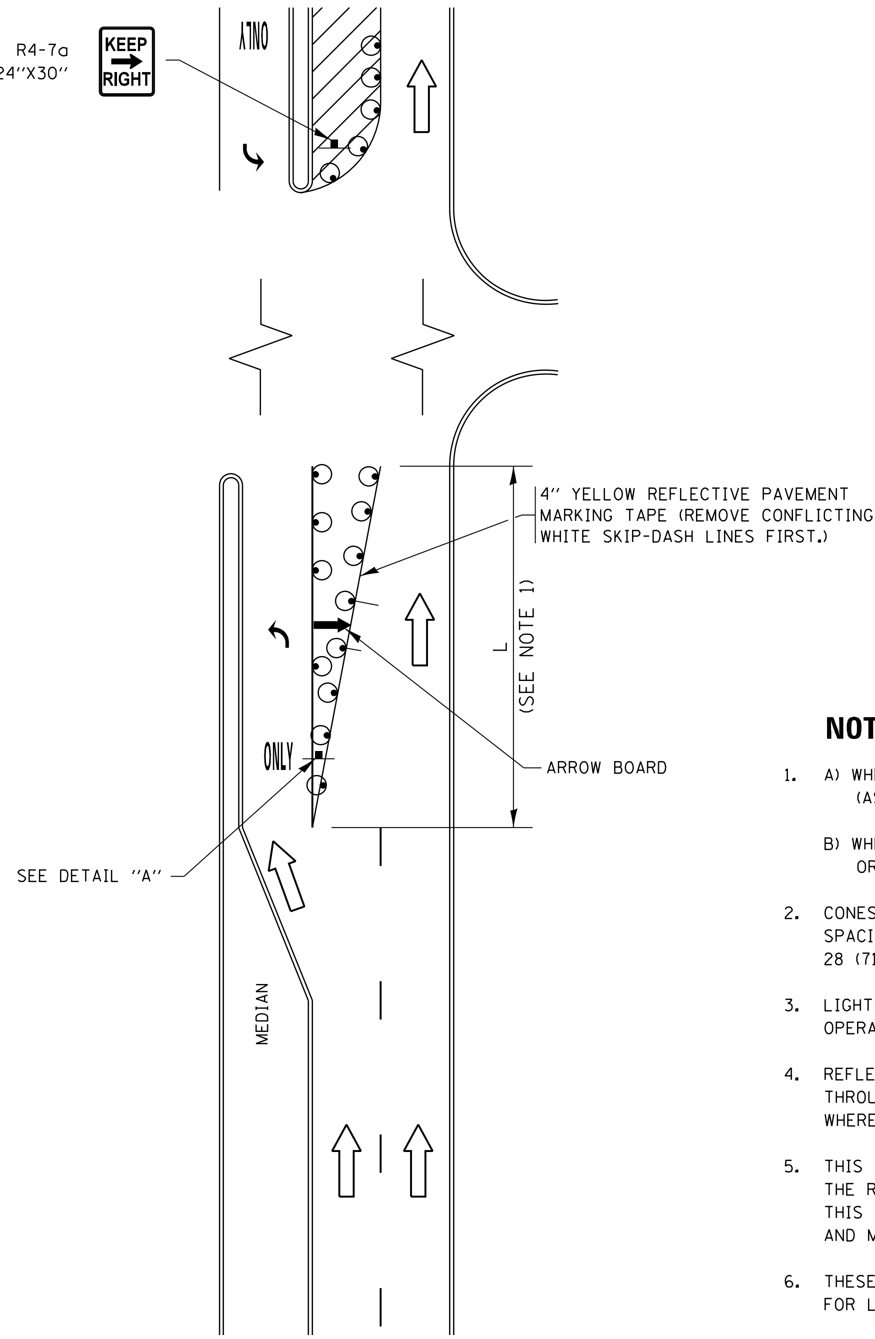


FIGURE 1

LEGEND

▨	WORK AREA
⇨	LANE OPEN TO TRAFFIC
➡	ARROW BOARD
├─┤	TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
◉	DRUM WITH STEADY BURN LIGHT
┴	SIGN ASSEMBLY
├─┤	TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

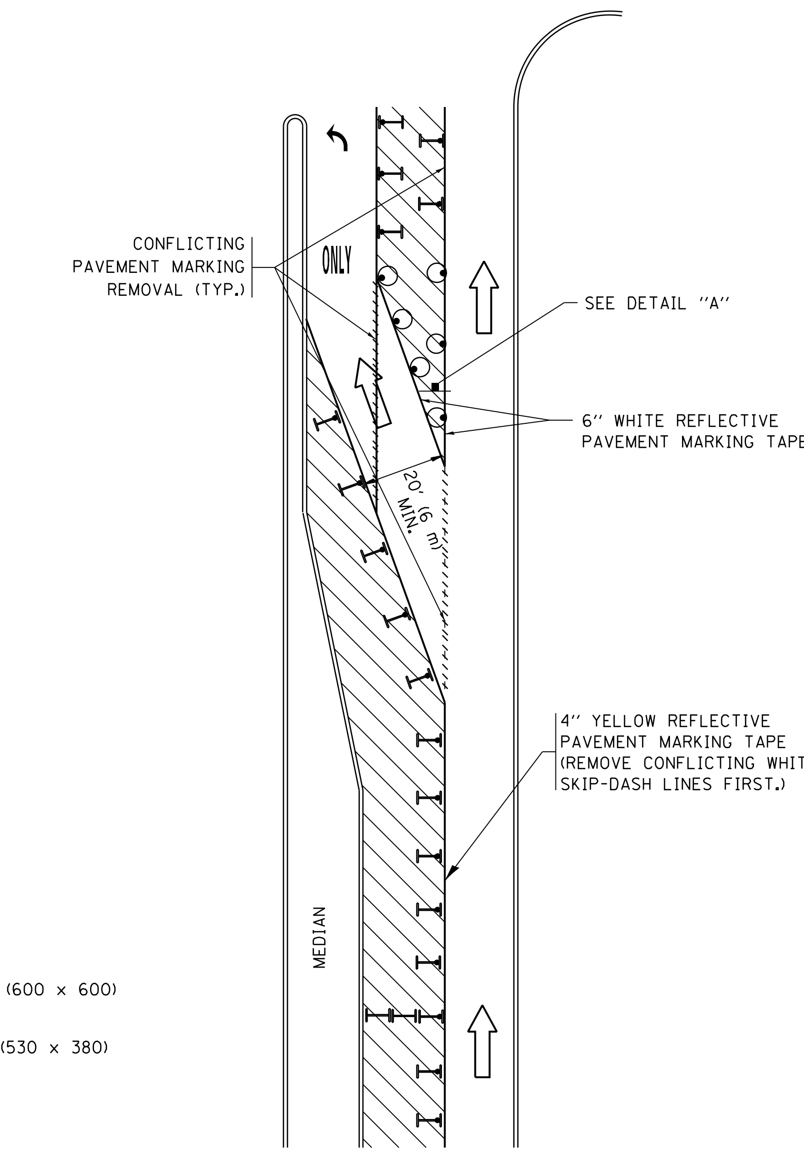


FIGURE 2

NOTES:

1. A) WHEN ''L'' IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN ''L'' IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

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.

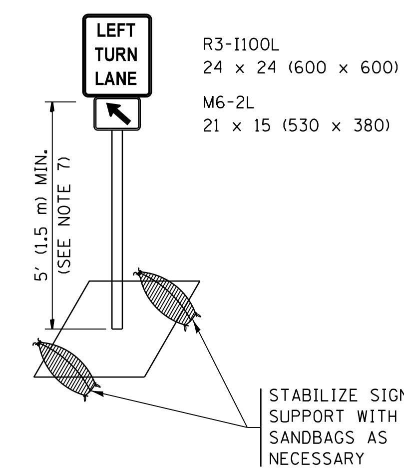
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

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-I100R 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

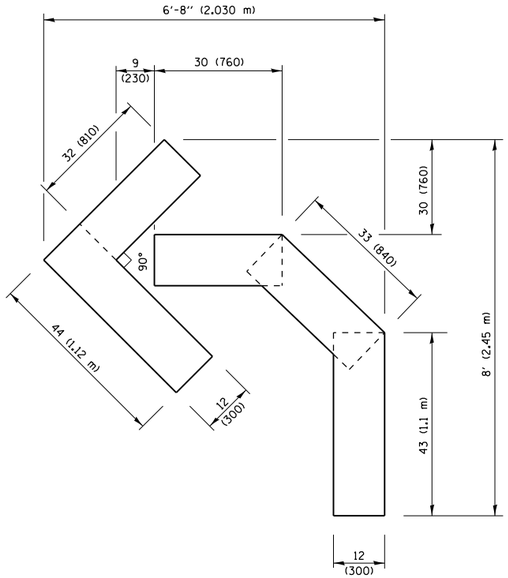
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D141	USER NAME = bartonrw	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		REVISED - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	
	PLOT SCALE = 100.0000 ' / in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	
Default	PLOT DATE = 2/7/2017	REVISED -T. RAMMACHER 01-06-00	REVISED -	

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

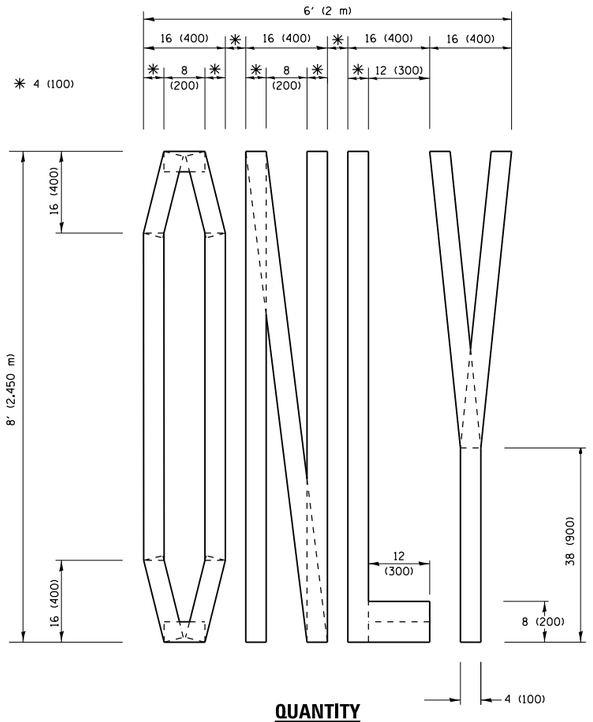
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	39
	TC-14	CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			



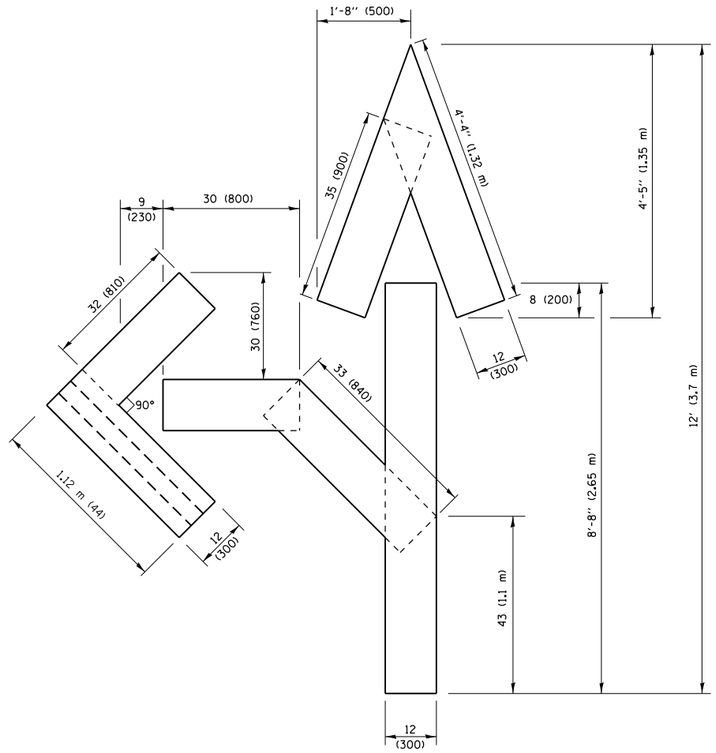
QUANTITY

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)

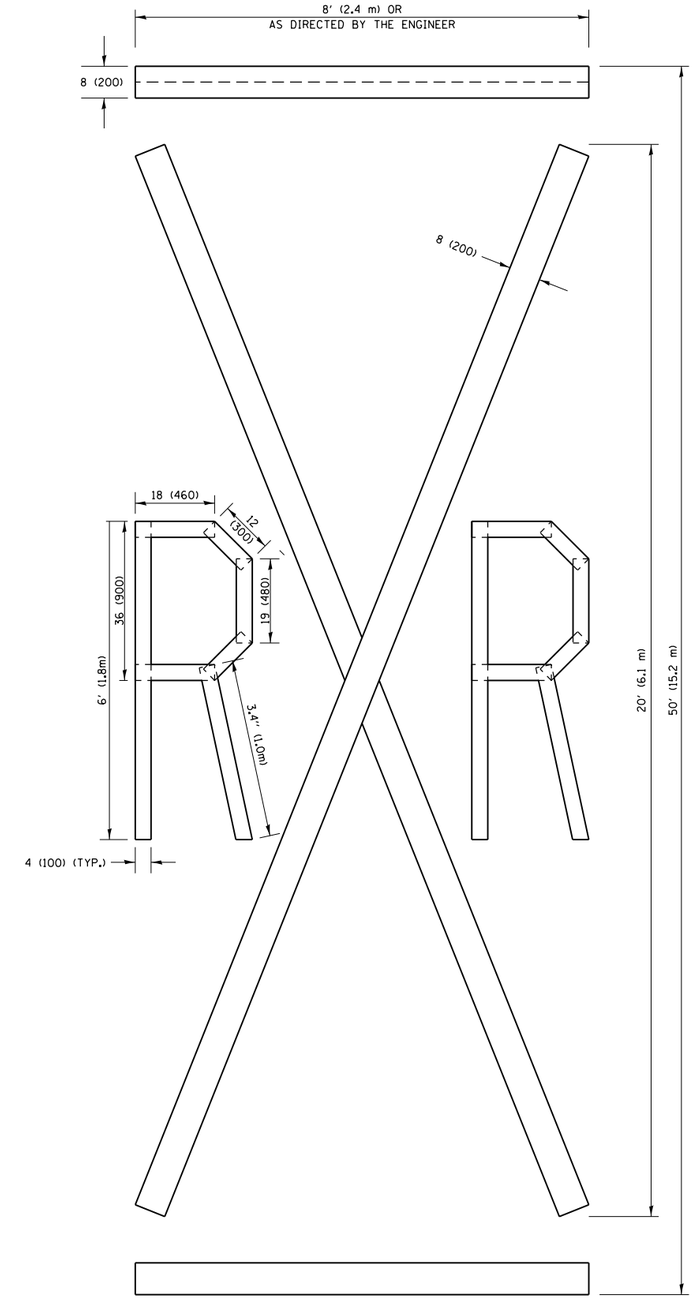


QUANTITY

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.

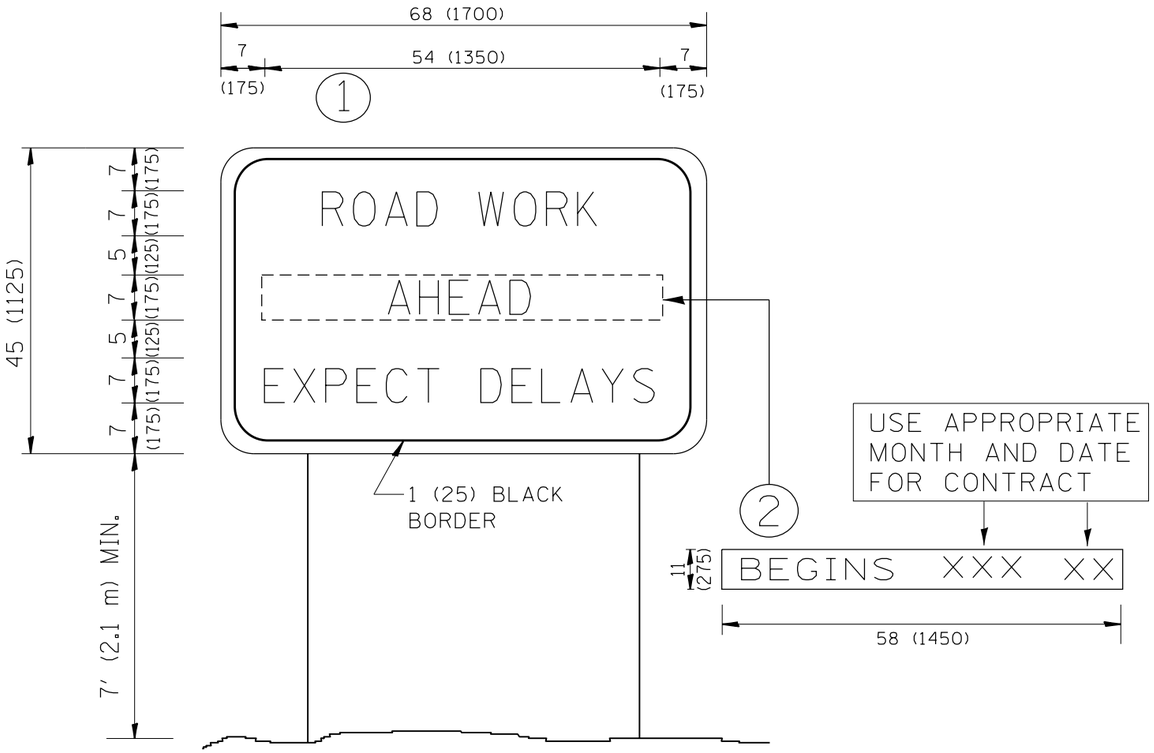
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1418\Data\Design\Diststd.dgn	USER NAME = bartonrw	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
		DRAWN -	REVISED -E. GOMEZ 08-28-00
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -E. GOMEZ 08-28-00
	PLOT DATE = 2/7/2017	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 NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	40
	TC-16	CONTRACT NO. 62D01		
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 = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1418\Drawings\Design\Diststd.dgn	USER NAME = bartonrw	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 2/7/2017	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	41
	TC-22	CONTRACT NO. 62D01		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

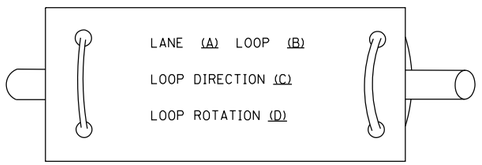
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

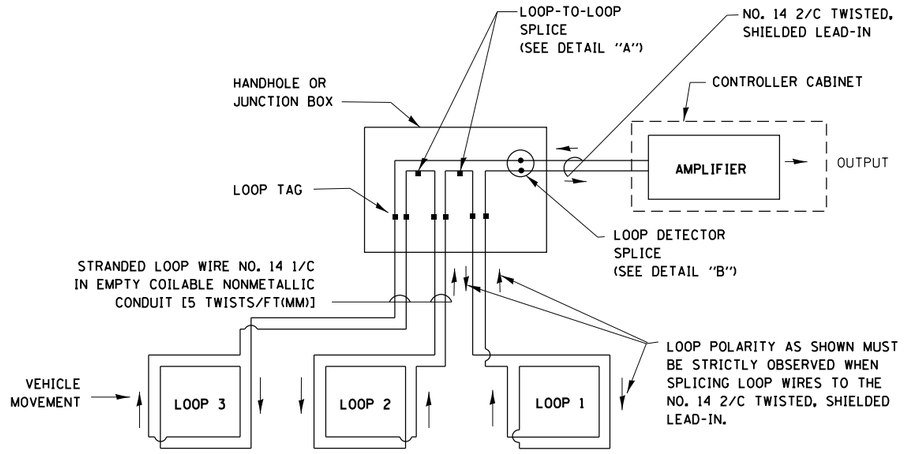


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

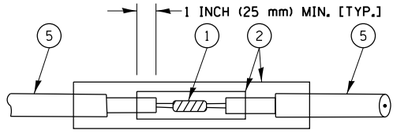
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

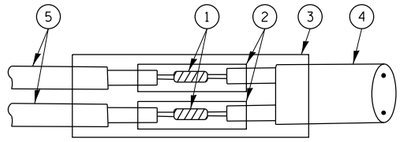


DETECTOR LOOP WIRING SCHEMATIC

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

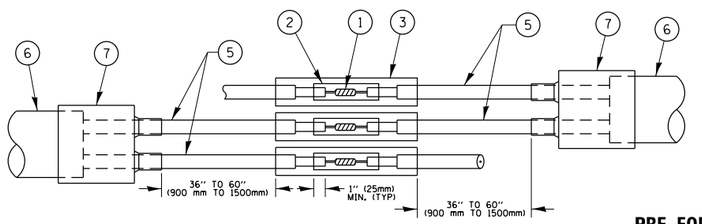


DETAIL "A"
LOOP-TO-LOOP SPLICE



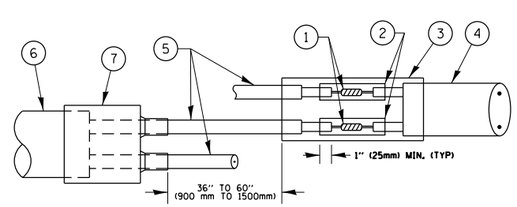
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

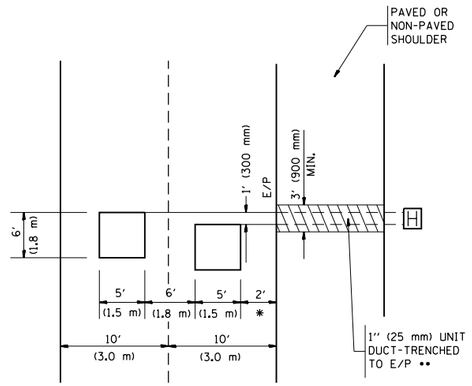
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	42
	TS-05	CONTRACT NO. 62D01		
	ILLINOIS FED. AID PROJECT			

LOOPS NEXT TO SHOULDERS

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

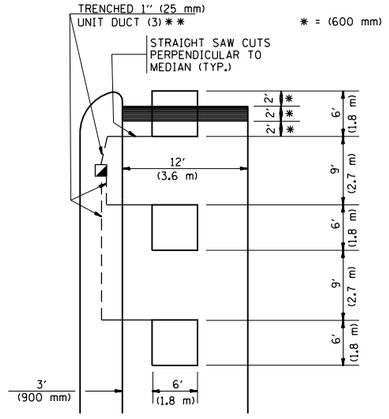


* = (600 mm)

** 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.

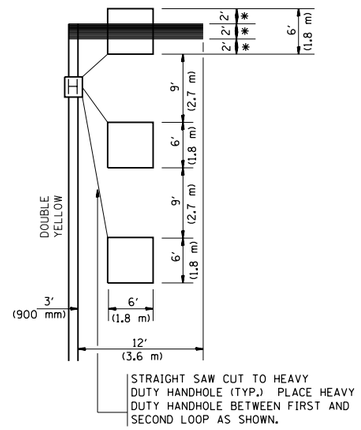


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

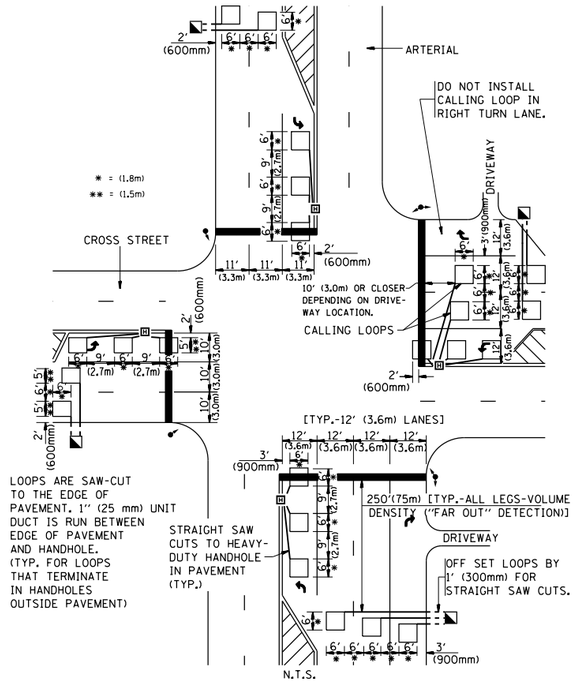
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



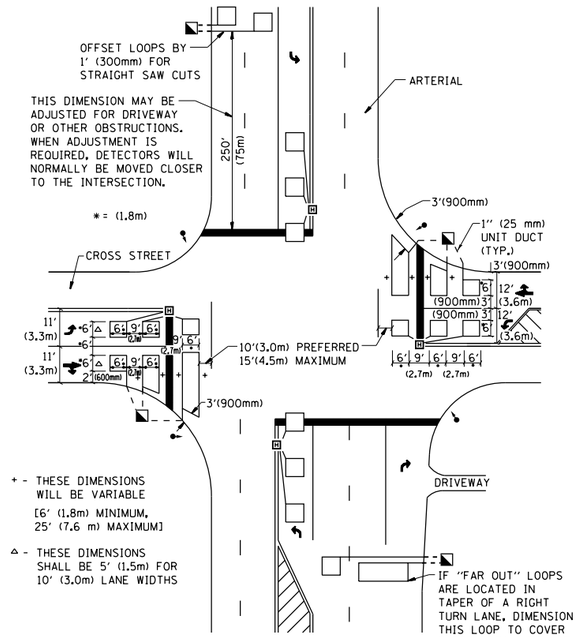
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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 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.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1418DRAWN\Data\Design\Diststd.dgn	USER NAME = bartonrw	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 2/7/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112RS-1	MCHENRY	43	43
	TS-07	CONTRACT NO. 62D01		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		