STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

D-91-120-21

SCHOOL OGER NOT PLANT GEROLE STARK MARSHALL PLONE MCDONGUIGH FU.TOY ADAM'S BROWN CASS METHARD MISTERY MASON LOGAY DEPLOYER MASON LOGAY DEPLOYER MASON LOGAY MASON MASON LOGAY MASON MASON LOGAY MASON MASON

LOCATION OF SECTION INDICATED THUS: -

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS IMPROVEMENT IS LOCATED
IN THE VILLAGES OF WADSWORTH & ZION

TRAFFIC DATA

0

0

0

EXISTING ADT = 13500 (2019)
POSTED SPEED LIMIT = 45 & 50 MPH

PROPOSED HIGHWAY PLANS

FAP ROUTE 303 – IL 173 (ROSECRANS RD)
E OF I-94 (TRI-STATE TOLLWAY) TO IL-131 (GREEN BAY RD)
SECTION: 2021–028–RS
PROJECT: NHPP-H03Z(844)
SMART OVERLAY
LAKE COUNTY

C-91-143-21

IMPROVEMENT BEGINS STA 37+03

OMISSION STA 62+30 TO STA 64+62 STA 72+85 TO STA 73+98 STA 104+17 TO STA 104+40 STA 193+25 TO STA 193+68



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 EXCAVATORS
1-800-892-0123
OR 811

PROJECT MANAGER: J. ALAIN MIDY (847) 221–3056
PROJECT ENGINEER: RODRIGO LEDEZMA (847) 705–4580

R11E

NEWPORT TOWNSHIP

GROSS LENGTH = 20,062.0 FT. = 3.80 MILE

NET LENGTH = 19,651.0 FT. = 3.72 MILE

IMPROVEMENT ENDS STA 237+65

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED. A MA AO 1 73 20 72

REGIONAL ENGINEER

March 25

ENGINEER OF DESIGN AND ENVIRONMENT

March 22

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION 2

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 62N70

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STATE STANDARDS

STANDARD NO. DESCRIPTION

1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES
3-5	SUMMARY OF QUANTITIES
6-7	EXISTING AND PROPOSED TYPICAL SECTIONS
8-15	ROADWAY PLAN
16-19	DETECTOR LOOP REPLACEMENT PLANS
20	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)
21	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
22	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
23	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
24	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
25	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11)
26	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
27	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
28	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
29	ARTERIAL ROAD INFORMATION SIGN (TC-22)
30	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

INDEX OF SHEETS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W DAY ONLY, FOR SPEEDS \(\) 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS \geq 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS- DAY ONLY
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-08	TRAFFIC CONTROL DEVICES

GENERAL NOTES

- 1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 1-800-892-0123, OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
- 2. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- 3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND AND THE VILLAGES OF WADSWORTH AND ZION.
- 4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 5. ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- 6. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- 7. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- 8. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT IOR COMBINATION CURB AND GUTTER, WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 10. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 12. 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.
- 13. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 14. THE RESIDENT ENGINEER SHALL CONTACT FADI SULTAN, AREA TRAFFIC FIELD ENGINEER, AT FADI.SULTAN@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 15. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF CONSTRUCTION.
- 16. THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. 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 MIXTURE IS PLACED.
- 17. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 18. THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
- 19. 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.
- 20. FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- 21. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 22. 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.
- 23. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 24. 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 (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h), WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
- 25. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 26. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
- 27. ALL MILLED SURFACES SHALL BE AT A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.

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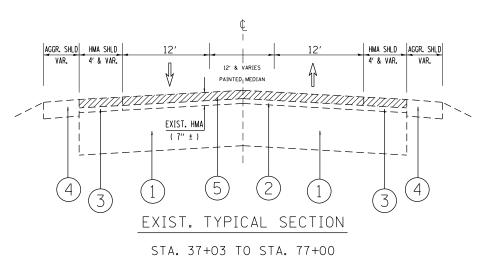
INDEX	OF SH	EET	S, STAT	E STAN	DARDS,		F.A.P. RTE	SECT	ΠΟN		COUNTY	TOTAL SHEETS	SHEET NO.
AND GENERAL NOTES					303	2021-0	28-RS		LAKE	30	2		
	AND	UL	NENAL	NOILS							CONTRACT	NO. 62	2N70
SHEET 1	OF	1	SHEETS	STA.	TO S	STA.			TELINOIS	FFD. AI	ID PROJECT	-	

	SLIMMAF	RY OF QUANTITIES				CON	STRUCTION	N TYPE C	DDE			SIIMMAI	RY OF QUANTITIES			_	cc	NSTRUCTIO	ON TYPE C	ODE	
	JUNINA	TO GUARTITIES		URBAN TOTAL	0005							JUMMAI	21 OL GOMMITTES		URBAN TOTAL	0005					
CODE NO		ITEM	UNIT	QUANTITIES	80% FED 20% STATE	0005 100% STATE					CODE NO		ITEM	UNIT	QUANTITIES		0005 100% STATE				
X4400501	COMBINATION CU	IRB AND GUTTER REMOVAL AND	FOOT	200	200						44000156	HOT-MIX ASPH	ALT SURFACE REMOVAL, 1	SO YO	12611	12611					
	REPLACEMENT LES	SS THAN OR EQUAL TO 10 FEET										3/4"									
•21400100	GRADING AND SHA	APING DITCHES	FOOT	100	100																
21101615	TOPSOIL FURNIS	SH AND PLACE, 4"	SO YD	120	120						44201737	CLASS D PATC	HES, TYPE I, 8 INCH	SO YE	5	5					
25200110	SODDING, SALT	TOLERANT	SO YD	120	120						44201823	CLASS D PATC	HES, TYPE I, 15 INCH	SO YE	50	50					
25200200	SUPPLEMENTAL W	VATERING	UNIT	12	12						44201827	CLASS D PATC	HES, TYPE II, 15 INCH	SO YE	1000	1000					
40600290	BITUMINOUS MAT	ERIALS (TACK COAT)	POUND	39343	39343						44201831	CLASS D PATC	HES, TYPE III, 15 INCH	SO YE	400	400					
40600400	MIXTURE FOR CR	RACKS, JOINTS, AND	TON	131	131						44201833	CLASS D PATC	HES, TYPE IV, 15 INCH	SO YE	400	400					
	FLANGEWAYS										48102100	AGGREGATE WE	DGE SHOULDER, TYPE B	TON	700	700					
40600982	HOT-MIX ASPHAL	T SURFACE REMOVAL - BUTT	SQ YD	445	445																
	JOINT										60250200	CATCH BASINS	TO BE ADJUSTED	EACH	4	4					
40604062	HOT-MIX ASPHAL	T SURFACE COURSE, IL-9.5,	TON	6287	6287	,					60252800	CATCH BASINS	TO BE RECONSTRUCTED	EACH	1	1					
	MIX "D", N70																			1	
											60255500	MANHOLES TO	BE ADJUSTED	EACH	4	4]			
40604172		OT-MIX ASPHALT SURFACE	TON	1236	1236															<u> </u>	
	COURSE, IL-9.5	6, MIX "E", N70									60260100	INLETS TO BE	ADJUSTED	EACH	4	4					<u> </u>
40800050	INCIDENTAL HOT	-MIX ASPHALT SURFACING	TON	5	5						60404950	FRAMES AND G	RATES, TYPE 24	EACH	1	1					
42001300	PROTECTIVE COA	\T	SO YD	92	92						x6700407	ENGINEER'S F	IELD OFFICE, TYPE A (D1)	CAL MO	6	6					
44000155	HOT-MIX ASPHAL	T SURFACE REMOVAL, 1	SO YD	74845	74845						67100100	MOBILIZATION	1	L SUN	A 1	1					
	1/2"																				
											70100450		ROL AND PROTECTION.	L SUN	1	1					
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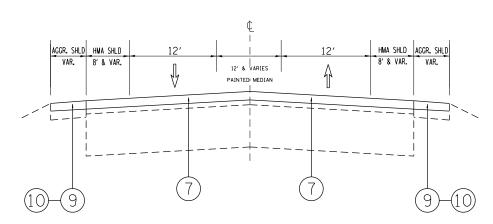
	SUMMARY OF QUANTITIES				CO	NSTRUCTIO	ON TYPE C	ODE			SUMMA	RY OF QUANTITIES				СО	NSTRUCTI	N TYPE C	ODE	
	22	\Box	URBAN TOTAL	0005							30		_	URBAN TOTAL	0005					
CODE NO	ITEM	UNIT	QUANTITIES	80% FED 20% STATE	0005 100% STATE					CODE NO		ITEM	UNIT	QUANTITIES	80% FED 20% STATE	0005 100% STATE				
70100460	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					•	78000600	THERMOPLAST	IC PAVEMENT MARKING - LINE	FOOT	950	950					
	STANDARD 701306										12"									
70102635	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					•	78000650	THERMOPLAST1	IC PAVEMENT MARKING - LINE	FOOT	450	450					
	STANDARD 701701										24"									<u> </u>
70300100	SHORT TERM PAVEMENT MARKING	FOOT	15260	15260						78100100	RAISED REFLE	ECTIVE PAVEMENT MARKER	EACH	1000	1000					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	5090	5090						78300200	RAISED REFLE	ECTIVE PAVEMENT MARKER	EACH	801	801					
											REMOVAL									
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND	SO FT	813.6	813.6																
	SYMBOLS - PAINT									88600600	DETECTOR LOC	DP REPLACEMENT	FOOT	1590	1590					
70300221	TEMPORARY PAVEMENT MARKING - LINE 4" PAINT	F00T	86000	86000						X2020110	GRADING AND	SHAPING SHOULDERS	UNIT	380	380				1	
70300241	TEMPORARY PAVEMENT MARKING - LINE 6" PAINT	FOOT	2200	2200						X5537800	STORM SEWERS	S TO BE CLEANED 12"	FOOT	1000	1000					
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	950	950						x6030310	FRAMES AND L	LIDS TO BE ADJUSTED	EACH	1	1					
	1000										(SPECIAL)									
70300281	TEMPORARY PAVEMENT MARKING - LINE 24" PAINT	FOOT	450	450																
										78300201	PAVEMENT MAR	RKING REMOVAL -GRINDING	SO FT	34160	34160					
70306120	TEMPORARY PAVEMENT MARKING-LINE 4"- TYPE III TAPE	FOOT	7630	7630																
										Z0004562	COMBINATION	CONCRETE CURB AND GUTTER	FOOT	350	350					
78000100	THERMOPLASTIC PAVEMENT MARKING -	SO FT	813.6	813.6							REMOVAL AND	REPLACEMENT								
	LETTERS AND SYMBOLS									70019500	DDAINACE CT	DUCTURES TO BE OF EARLS	FACU	17		17		<u> </u>	<u> </u> 	
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	86000	86000						Z0018500	DRAINAGE SIF	RUCTURES TO BE CLEANED	EACH	13		13		<u> </u>	<u> </u>	
10000200	4"	1001	20000	35555						Z0030850	TEMPORARY IN	NFORMATION SIGNING	SO FT	102.8	102.8			<u> </u>		
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE	F00T	2200	2200						40600370	LONGITUDINAL	L JOINT SEALANT	FOOT	39310	39310					
	6"										• SPECIALT	Y ITEMS								
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									SUMMARY OF QUANTITIES CONSTRUCTION TYPE CODE									
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Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1														
Ø z0076600	TRAINEES	HOURS	500	500														
Ø 20076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	500	500														
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IL 173 - ROSECRANS ROAD



IL 173 - ROSECRANS ROAD



PROP. TYPICAL SECTION STA. 37+03 TO STA. 77+00

NOTES:

THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE,

LEGEND

- EXISTING P.C.C. PAVEMENT, ±9"
- EXISTING HMA. PAVEMENT, ±7"
- (3) EXISTING HMA. SHOULDER
- (4) EXISTING AGGREGATE SHOULDER
- (5) PROPOSED HMA SURFACE REMOVAL, 1 3/4"
- PROPOSED HMA SURFACE REMOVAL, 1 1/2"
- PROPOSED POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX "E", N70, 1 3/4"
- (8) PROPOSED HMA SURFACE COURSE, IL-9.5, MIX "D", N70, $1 \frac{1}{2}$ "
- (9)PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- PROPOSED GRADING AND SHAPING SHOULDERS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES	QMP
ROADWAY HMA RESURFACING - SMART OVERLAY MIXTURES:		
POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX "E", N70, 1 3/4"	4% AT 70 GYR.	QC / QA
HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1 $\frac{1}{2}$ "	4% AT 70 GYR.	QCP

HOT-MIX ASPHALT PATCHING:

CLASS D PATCHES (HMA BINDER IL-19 mm)	4% AT 70 GYR.	QC / QA
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PATCHING FOR DRIVEWAY:

CLASS D PATCHES, 8" (HMA BINDER IL-19 mm)	4% AT 70 GYR.	QC / QA
INCIDENTAL HMA SURFACING, HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 2"	4% AT 70 GYR.	QC / QA

OMP Designation: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP); Pay for Performance (PFP)

NOTES:

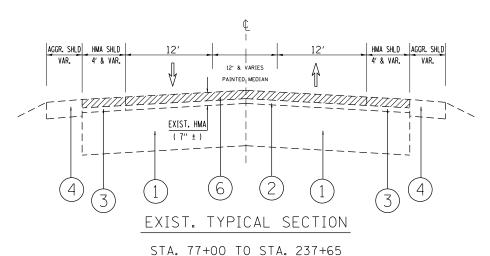
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

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 RECLAIMED MATERIALS SPECIFICATIONS.

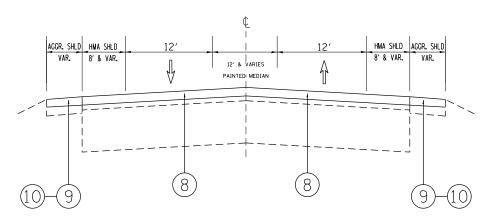
USER NAME = guillaumefp	DESIGNED -	REVISED -
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PLOT DATE = 3/11/2022	DATE	REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

IL 173 - ROSECRANS ROAD



IL 173 - ROSECRANS ROAD



PROP. TYPICAL SECTION

STA. 77+00 TO STA. 237+65

NOTES:

THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.

JSER NAME = guillaumefp DESIGNED -REVISED DRAWN REVISED CHECKED REVISED PLOT DATE = 3/11/2022 REVISED DATE

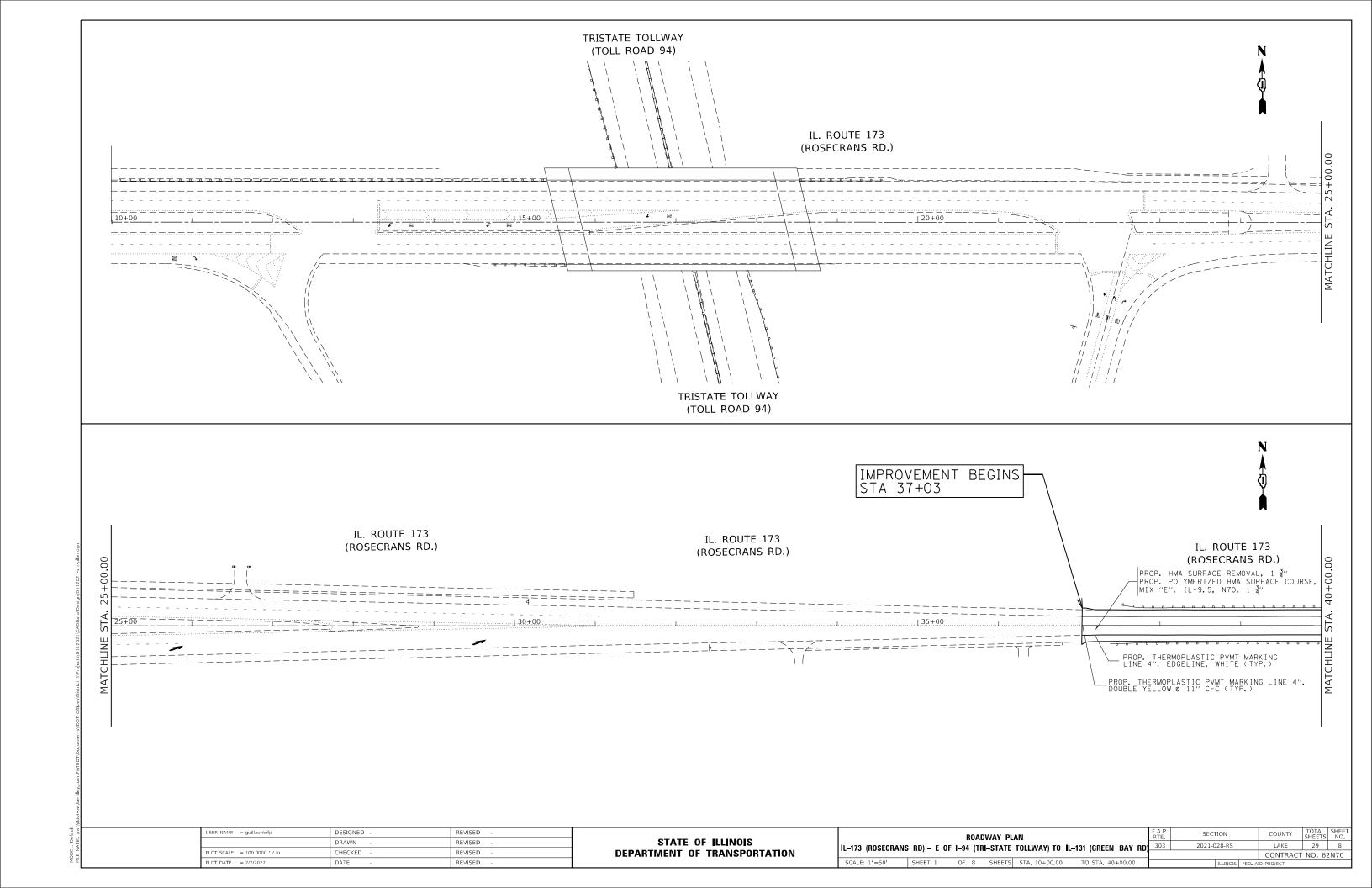
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

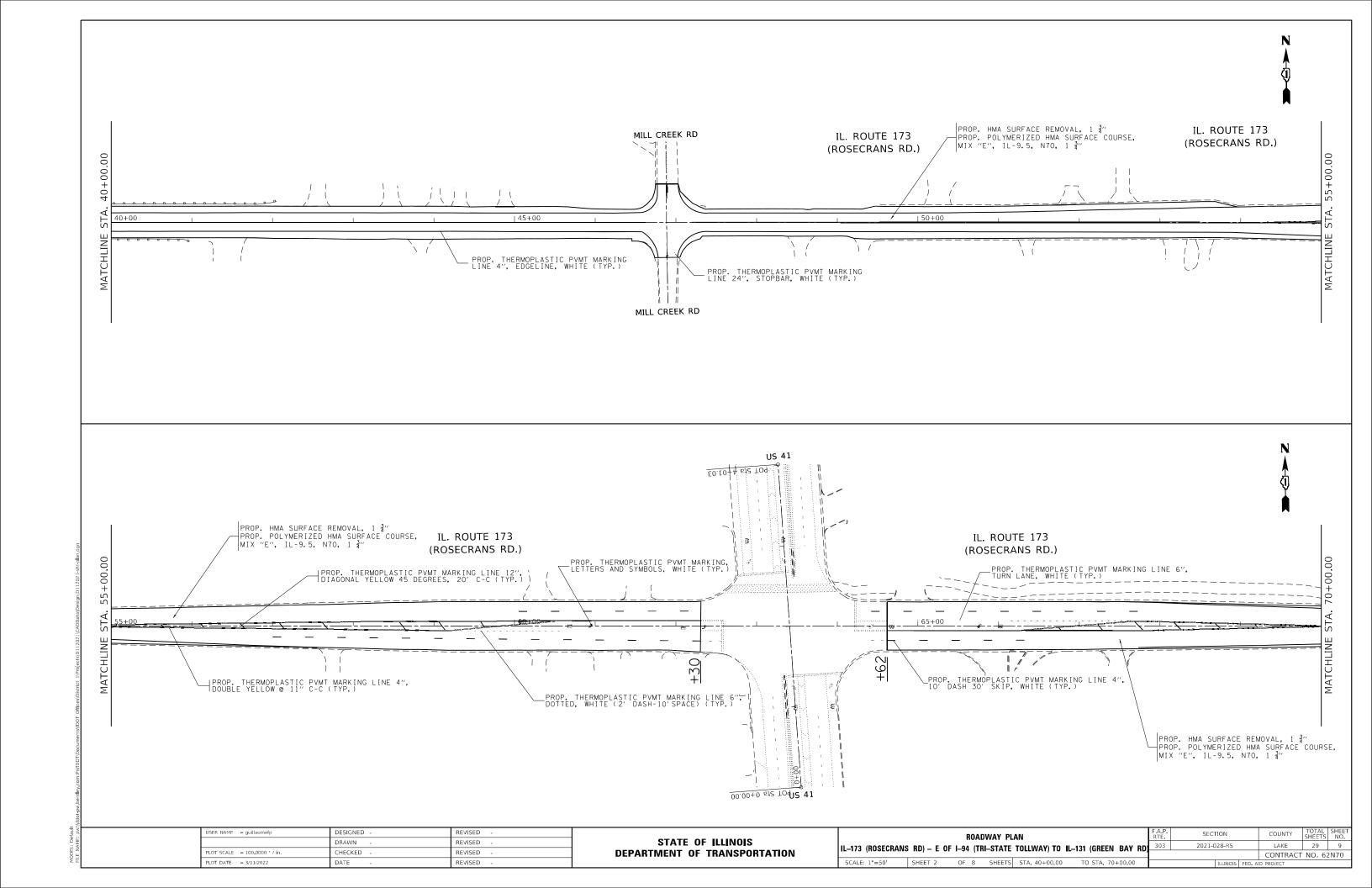
IL 173 (ROSECRANS RD.) E OF I-94 TO IL 131 (GREEN BAY RD) **EXISTING AND PROPOSED TYPICAL SECTIONS** OF SHEETS STA.

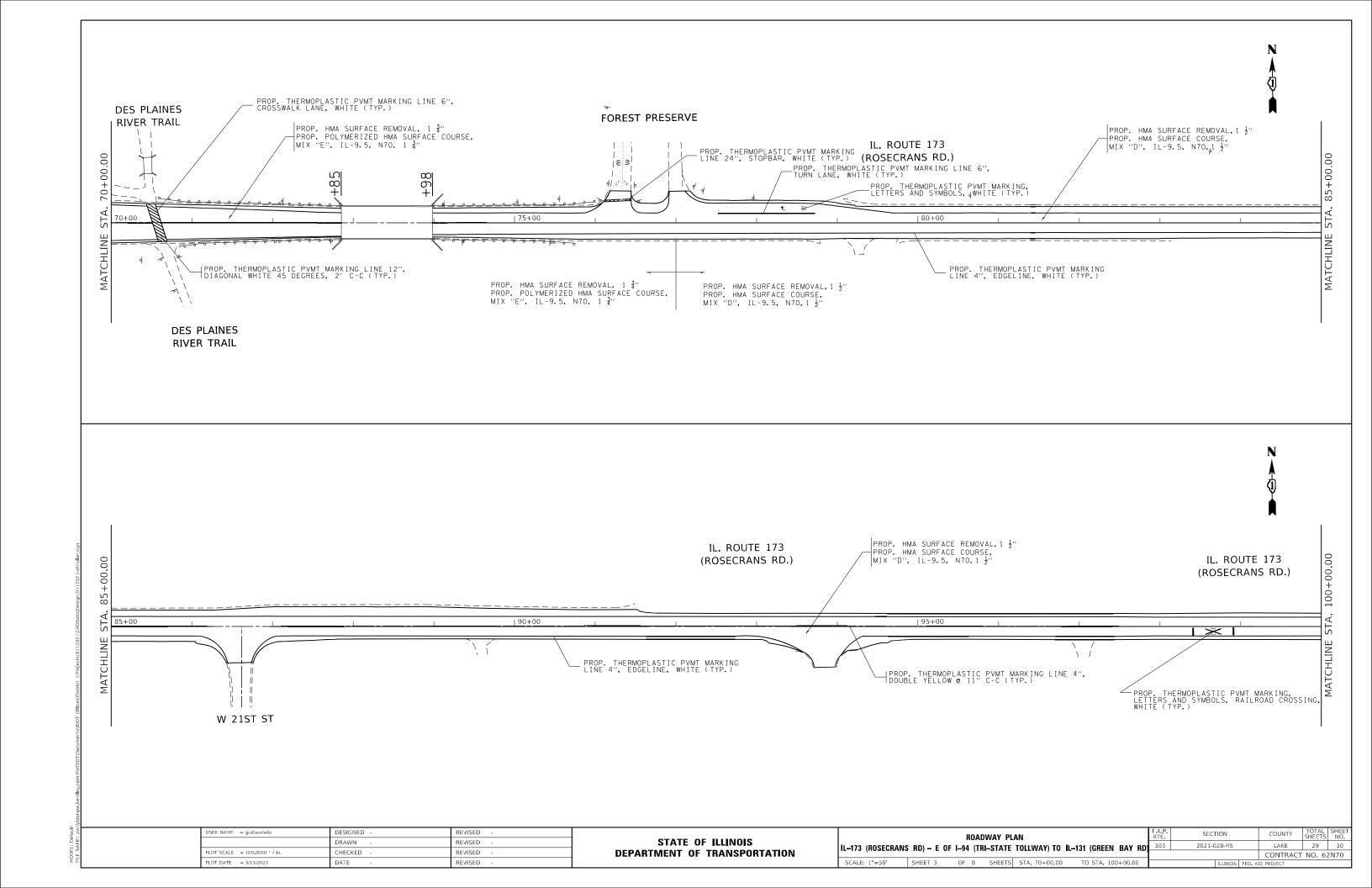
A.P.	SECT	ION		COUNTY	TOTAL SHEETS	SHEET NO.
303	2021-0	28-RS		LAKE	7	
				CONTRACT	NO. 62	2N70
		ILLINOIS	D PROJECT			

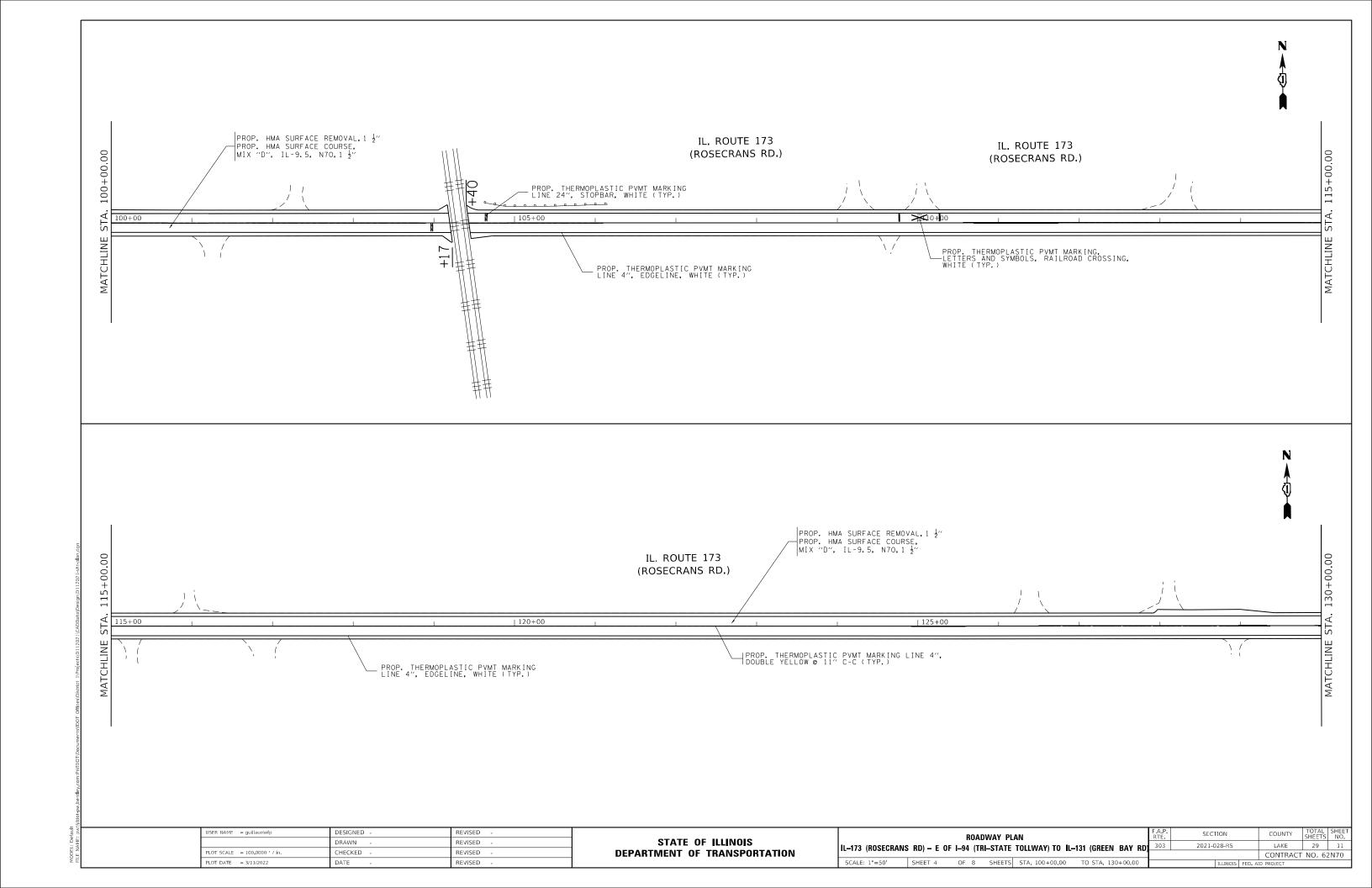
LEGEND

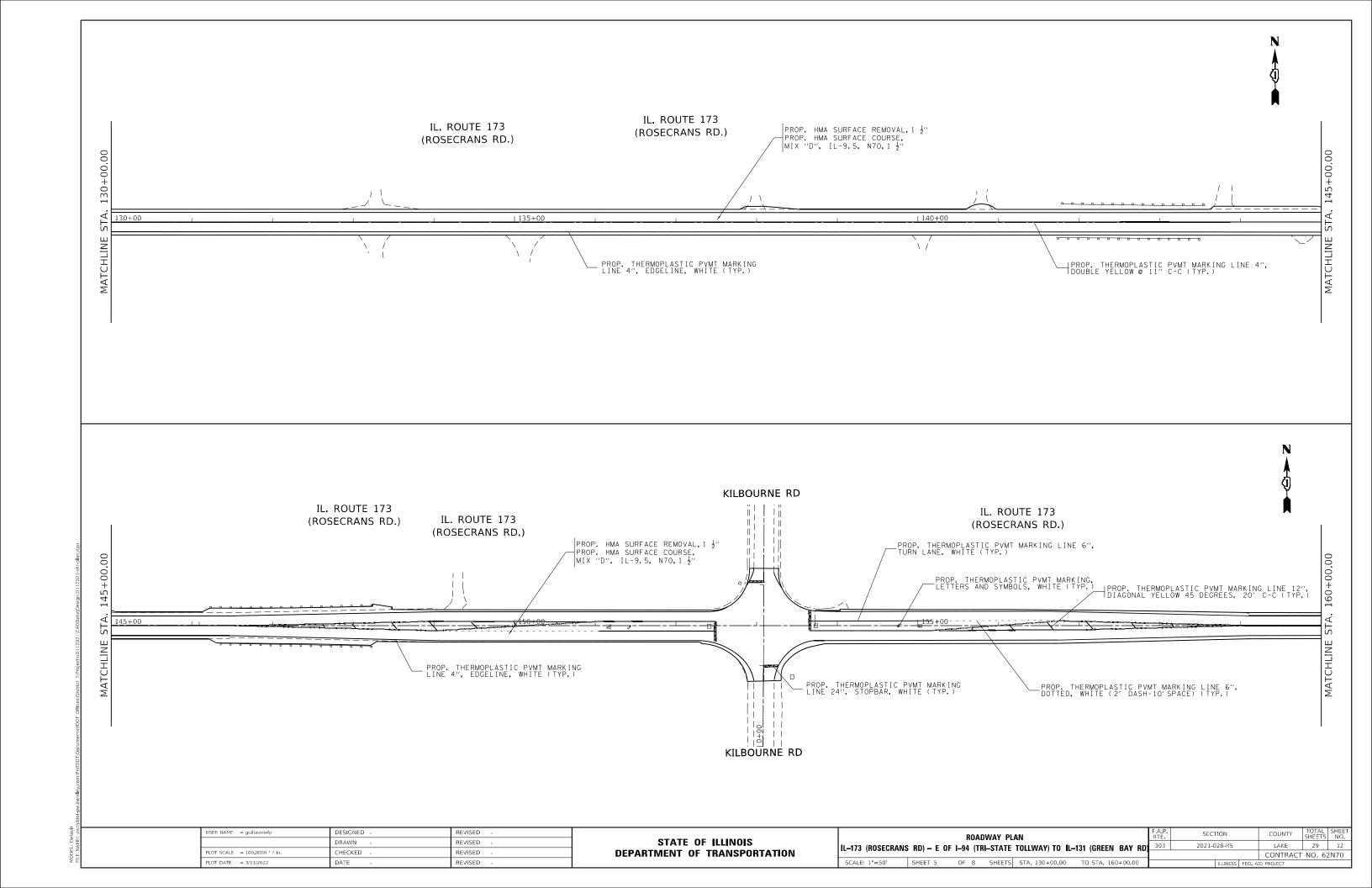
- (1) EXISTING P.C.C. PAVEMENT, ±9" EXISTING HMA. PAVEMENT, ±7"
- 3) EXISTING HMA. SHOULDER
- 4) EXISTING AGGREGATE SHOULDER
- 5) PROPOSED HMA SURFACE REMOVAL, 1 3/4"
- PROPOSED HMA SURFACE REMOVAL, 1 1/2"
- PROPOSED POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX "E", N70, 1 3/4"
- (8) PROPOSED HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1 $\frac{1}{2}$ "
- (9) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- PROPOSED GRADING AND SHAPING SHOULDERS

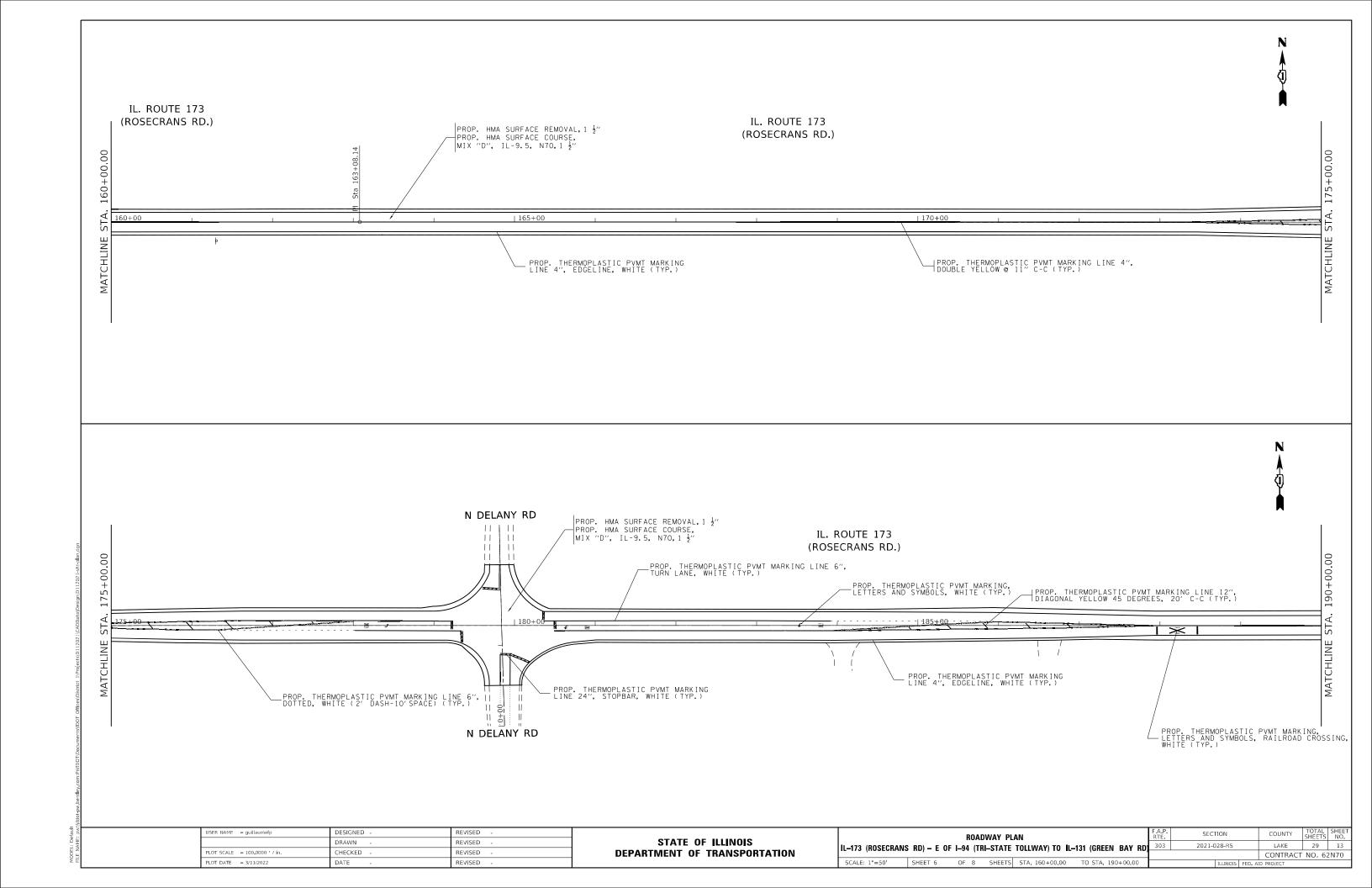


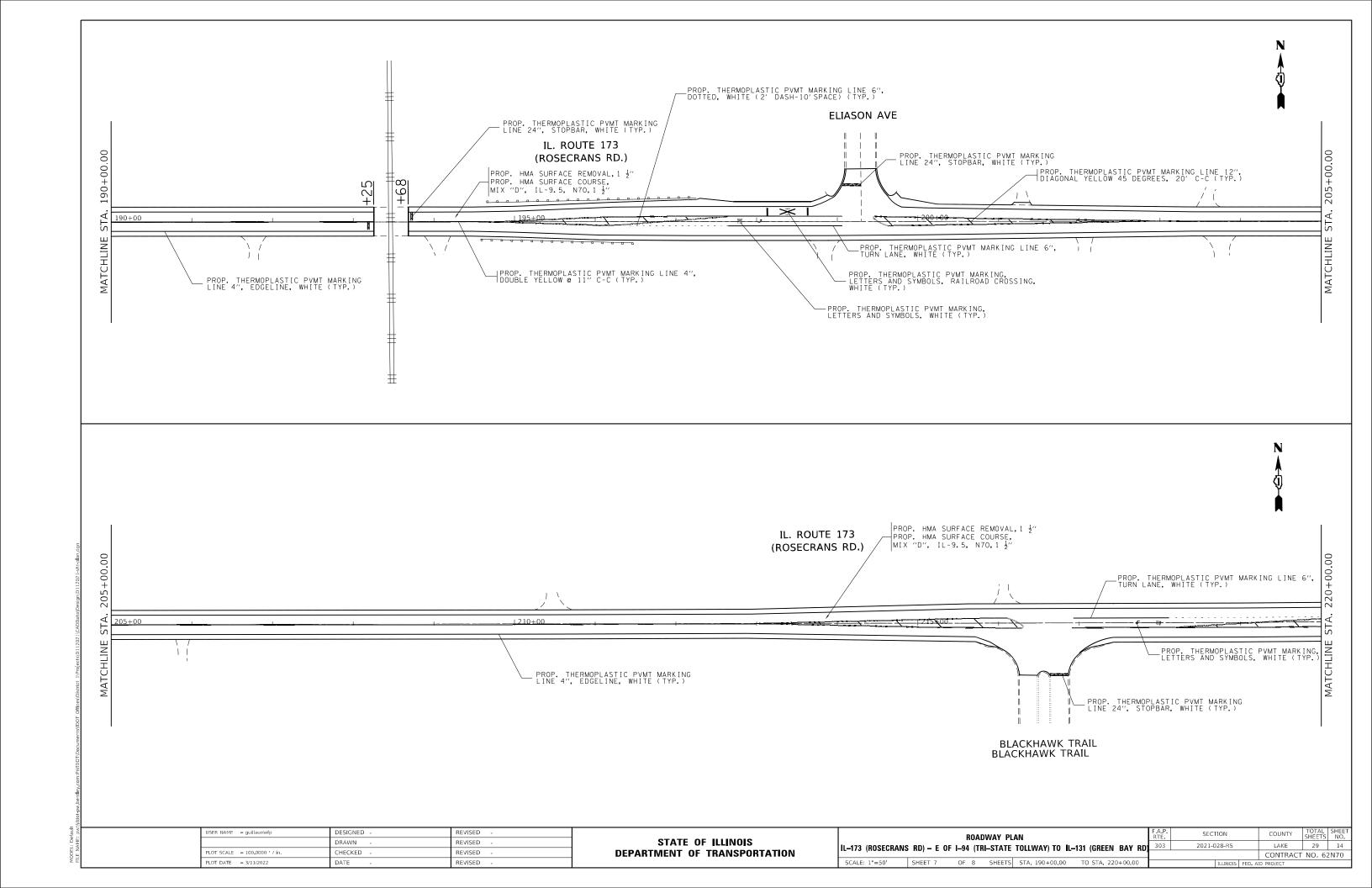


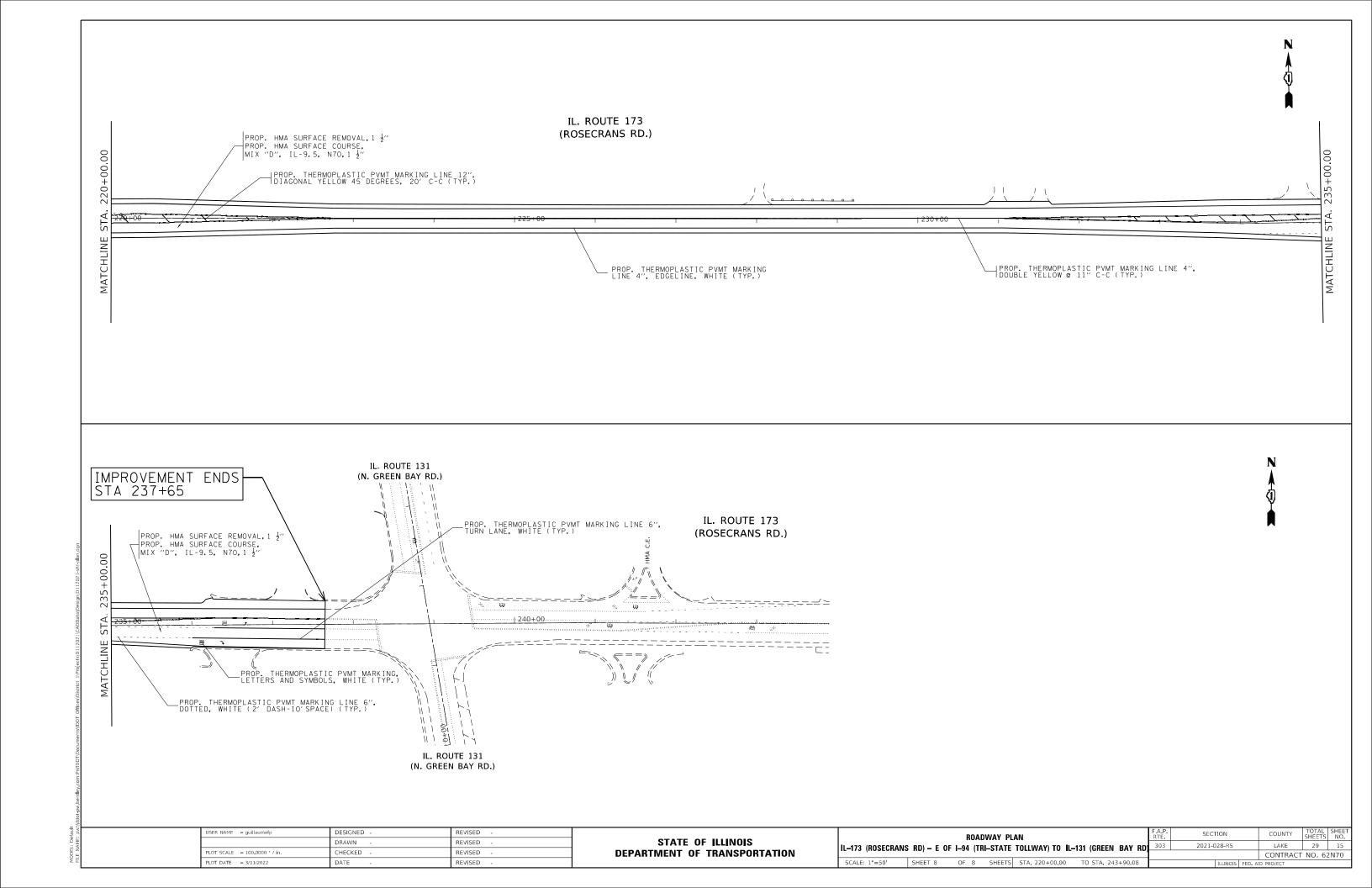


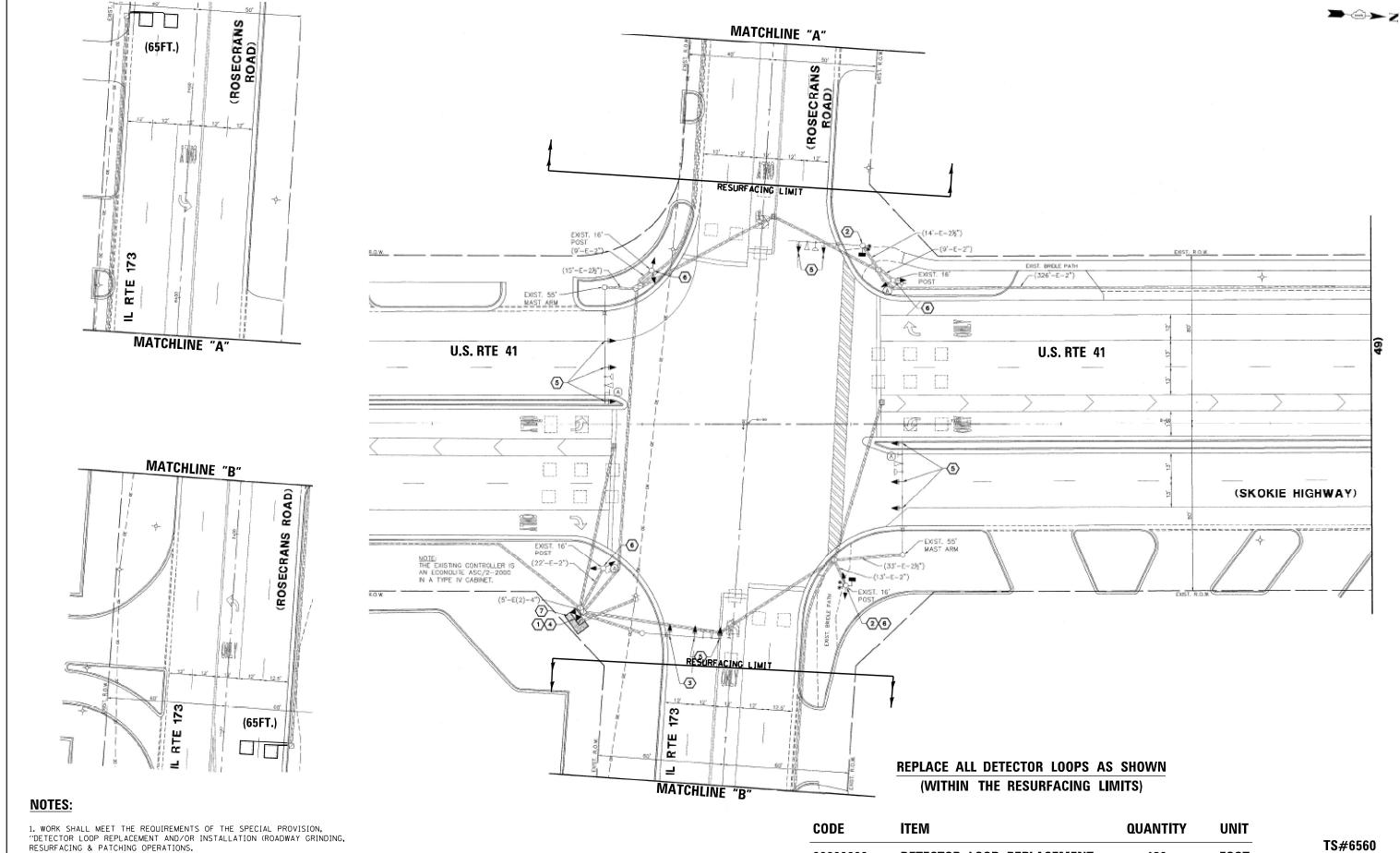








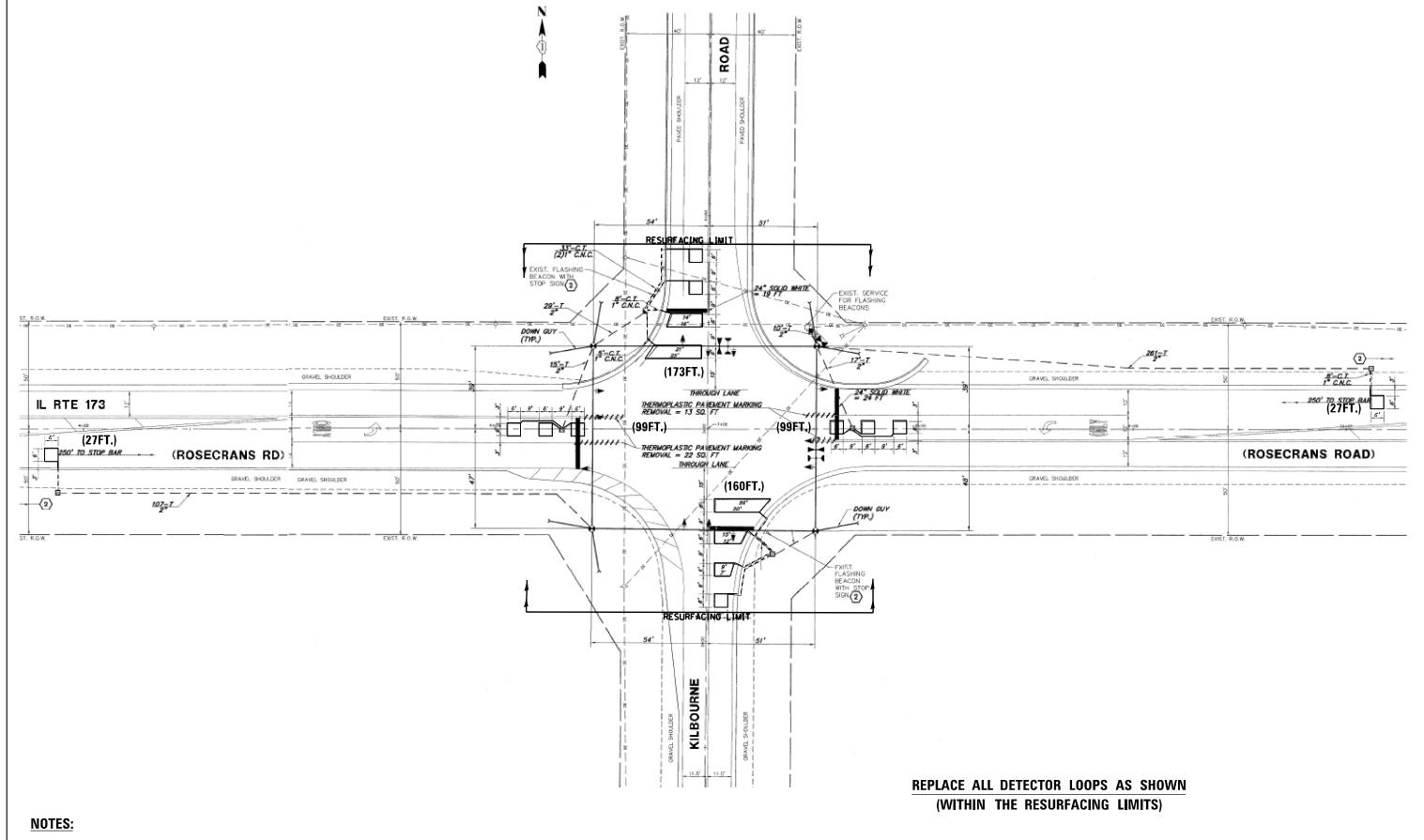




2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.

88600600 **DETECTOR LOOP REPLACEMENT FOOT** 130

FILE NAME =	USER NAME = mezag	DESIGN - Steven M. Nguyen	REVISED -			DETECTOR LOOP REPLA	CEMENT PLAN	F.A.P.	SECTION	COUNTY	TOTAL SHEET
pw://planroom.dot.illinois.gov:PWIDOT/Docu	nents\IDOT Offices\District 1\Projects\Traffi	c URAWN ta\Traffic\ ©onazoloLMez ©PDF\Lal	e RE2N/SED (IL ±73 Rosecrans Rd.)\CADD\1TS"	560 IL 173 Rosecrans Rd. © USSTANTE OF ILLINOIS		IL 173 (ROSECRANS R		303	2021-028-RS	LAKE	30 16
	PLOT SCALE = 40.0004 '/ in.	CHECKED - Steven M. Nguyen	REVISED -	DEPARTMENT OF TRANSPORTATION		IL 173 (NUSECHAINS N	U.) AI US 41	,		CONTRACT	T NO. 62N70
Default	DI DT DATE - 7/6/2021	DATE 07/02/2021	DEVISED		SCALE. SH	UEET OE SUEETS	STA TO STA		tu u tuore een	110 000 1507	



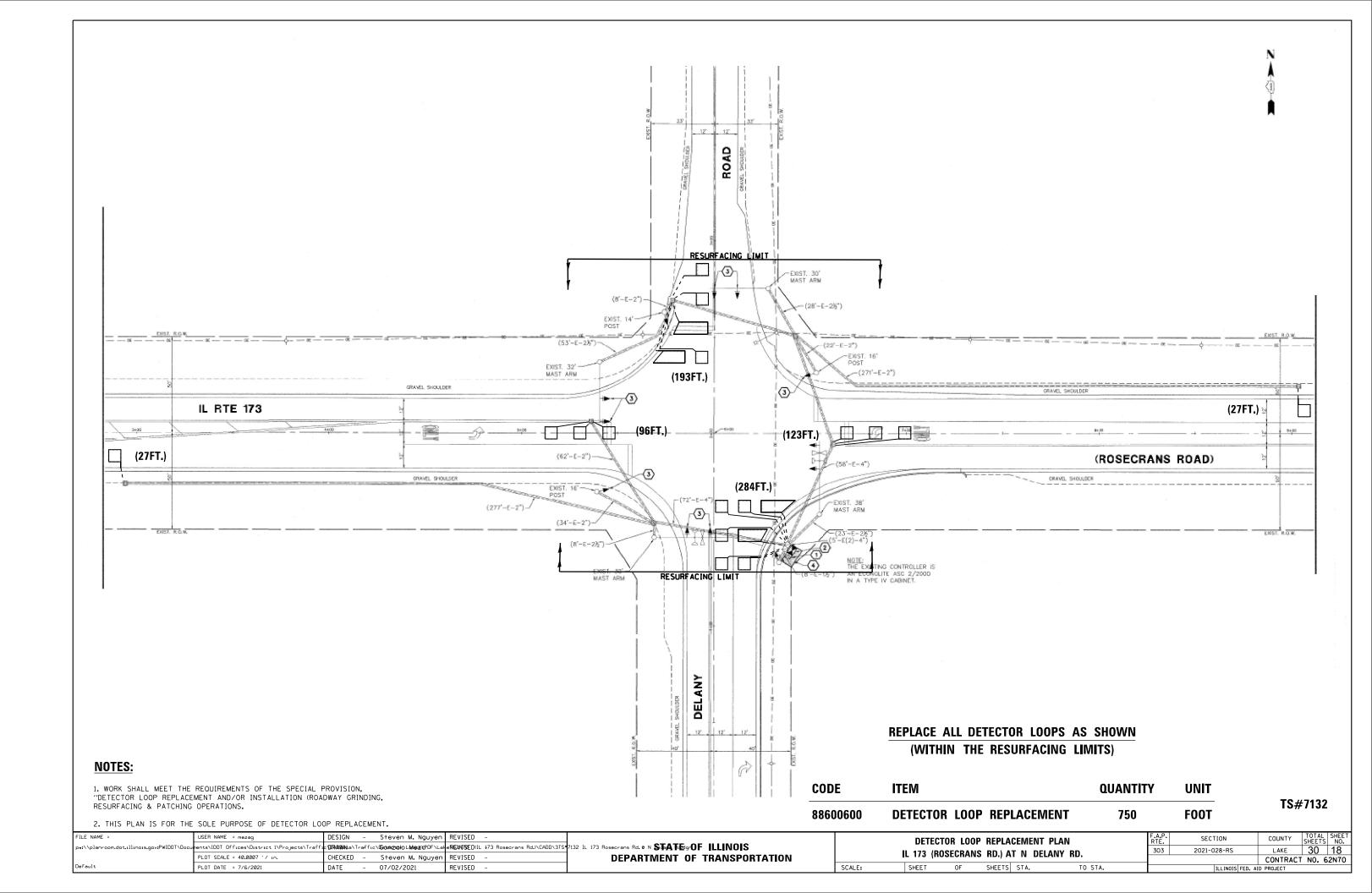
1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS.

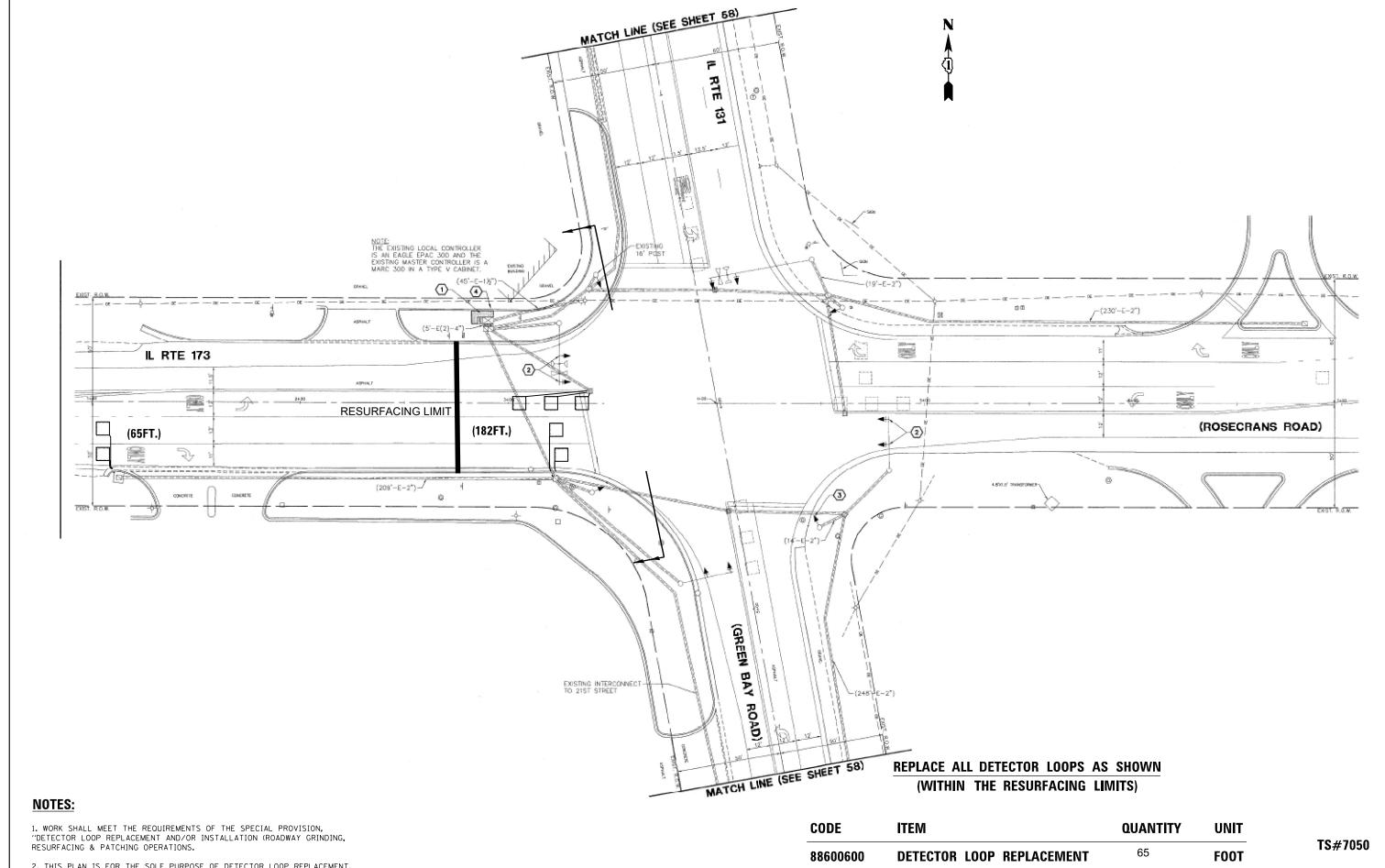
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.

CODE ITEM QUANTITY UNIT 88600600 DETECTOR LOOP REPLACEMENT 585 FOOT

TS#7133

F	TILE NAME =	USER NAME = mezag	DESIGN -	Steven M. Nguyen				DETEC	TOR LOO	P REPLAC	CEMENT PLA	ΔΝ	F.A.P.	SECTION		OTAL SHEET
p	ow:\\planroom.dot.illinois.gov:PWIDOT\Docu	nents\IDOT Offices\District 1\Projects\Traffi	c /DIRADDA ta/Traff	`ıс\ ©олаzою L Мф2 &PDF\La	eRE2NISED(IL ±73 Rosecrans RdJ\CADD\2TS*	7133 IL 173 Rosecrans Rd. @ Ki.STATE.dgOF ILLINOIS							303	2021-028-RS	LAKE 3	30 17
		PLOT SCALE = 40.0002 ' / in.	CHECKED -	Steven M. Nguyen	REVISED -	DEPARTMENT OF TRANSPORTATION		IL 1/3 (K	09ECKAN	15 KU.) AI	r Kilbourn	IE KU.			CONTRACT N	NO. 62N70
D	Default	PLOT DATE = 7/6/2021	DATE -	07/02/2021	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILL INOIS FED. AL	PROJECT	



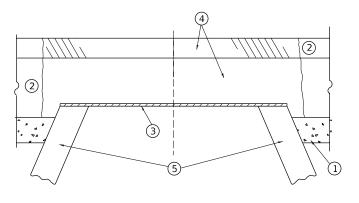


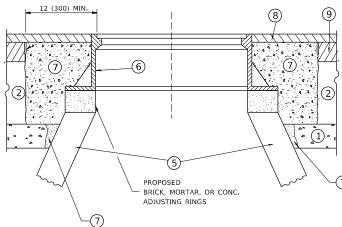
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.

COUNTY SHEETS NO.

LAKE 30 19

CONTRACT NO. 62N70 REVISED SECTION DETECTOR LOOP REPLACEMENT PLAN DRANNAN-\Treffic\@omzooolMezgPDF\LateREXNSED(IL +73 Rosecrans Rd.)\CADD\4TS 7050 IL 173 Rosecrans Rd. 0 ILSTATE: OF RALLINOIS nts\IDOT Offices\District I\Projects\Traff 303 2021-028-RS IL 173 (ROSECRANS RD.) AT IL 131 (N GREEN BAY RD.) CHECKED -Steven M. Nguyen REVISED **DEPARTMENT OF TRANSPORTATION** OF SHEETS STA.





NOTES

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

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

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

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

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

LEGEND

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

(5) EXISTING STRUCTURE

9 PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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

 DRAWN
 REVISED
 R. BORO 01-01-07

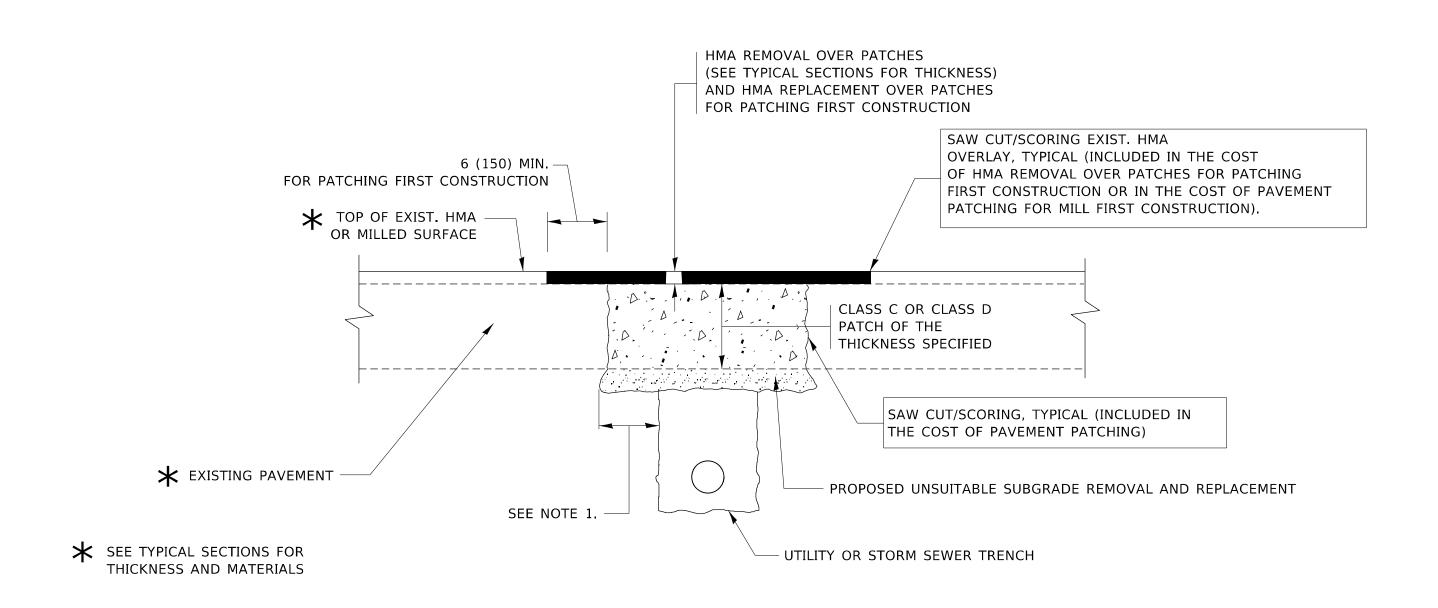
 PLOT SCALE
 = 100.0000 ' / in.
 CHECKED
 REVISED
 R. BORO 03-09-11

 PLOT DATE
 = 2/1/2022
 DATE
 10-25-94
 REVISED
 R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMES AND LIDS ADJUSTMENT WITH MILLING

E SHEET 1 OF 1 SHEETS STA. TO STA.



NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

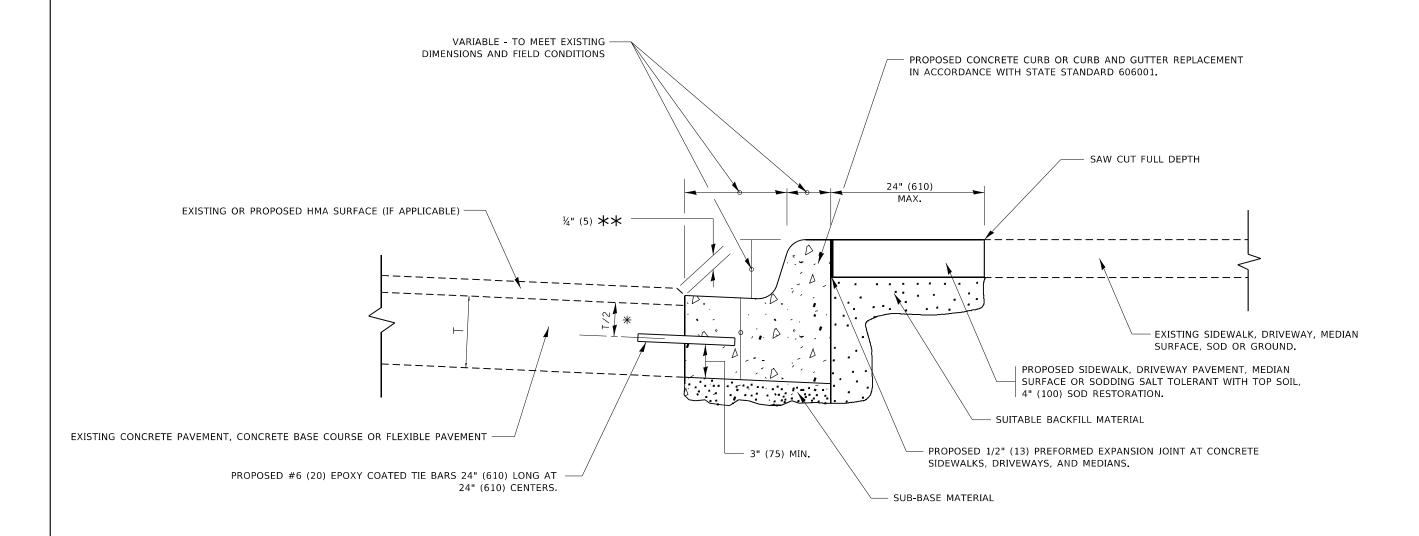
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

OSER NAME = guillaumerp	DESIGNED - N. SHAH	NEVISED - A. ABBAS 04-27-90		i	PAVE
	DRAWN -	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS		
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - R. BORO 09-04-07	DEPARTMENT OF TRANSPORTATION		НМА
PLOT DATE = 2/1/2022	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET 1

PA	VEM	ENT	PATCH	ING FOR		F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HMA SURFACED PAVEMENT			303	2021 - 028 - R5	LAKE	30	21			
111111	MINIA SUNFACED PAVEINIENT					BD400-04 (BD-22)	CONTRACT	NO.	62N70	
1	OF	1	SHEETS	STA.	TO STA.		TILLINOIS FED. AI	ID PROJECT		



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

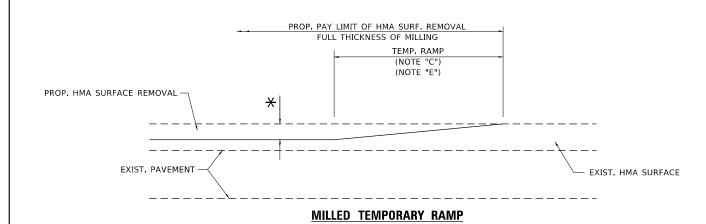
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

USER NAME = guillaumerp	DRAWN -	REVISED -	M. GOMEZ 01-22-01	STATE OF ILLINOIS
PLOT SCALE = 100.0000 / in	CHECKED -	REVISED -	R. BORO 12-15-09	DEPARTMENT OF TRANSPORTATION
PLOT DATE = 2/1/2022	DATE - 03-11-94	REVISED -	K. SMITH 07-11-19	

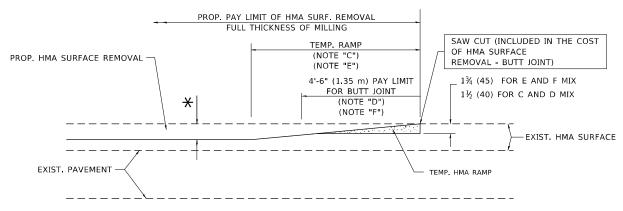
CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT

SHEET 1 OF 1 SHEETS STA. TO ST.



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

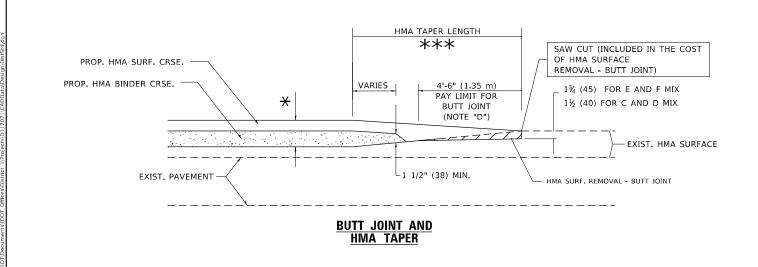


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

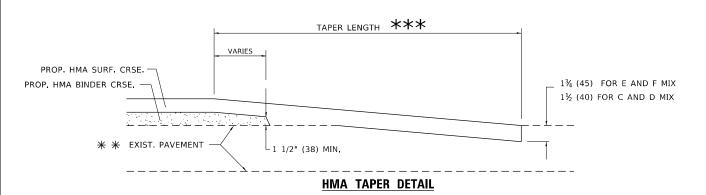
JSER NAME = guillaumef M. DE YONG DESIGNED -DRAWN REVISED -A. ABBAS 03-21-97 HECKED REVISED M. GOMEZ 04-06-01 LOT DATE = 2/1/2022 R.BORO 01-01-07 DATE REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS SHEET 1 OF 1 SHEETS STA. TO STA.

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

PROP, HMA OR PCC SURFACE REMOVAL - BUTT JOINT SAW CUT (INCLUDED IN THE COST 30'-0" (9.0 m) (NOTE "A") EXIST. HMA OR PCC SURFACE -OF HMA OR P.C.C. SURFACE REMOVAL 15'-0" (4.5 m) (NOTE "B") - BUTT JOINT) (NOTE "D") 1¾ (45) FOR E AND F MIX 1½ (40) FOR C AND D MIX * * EXIST. PAVEMENT **BUTT JOINT DETAIL**



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

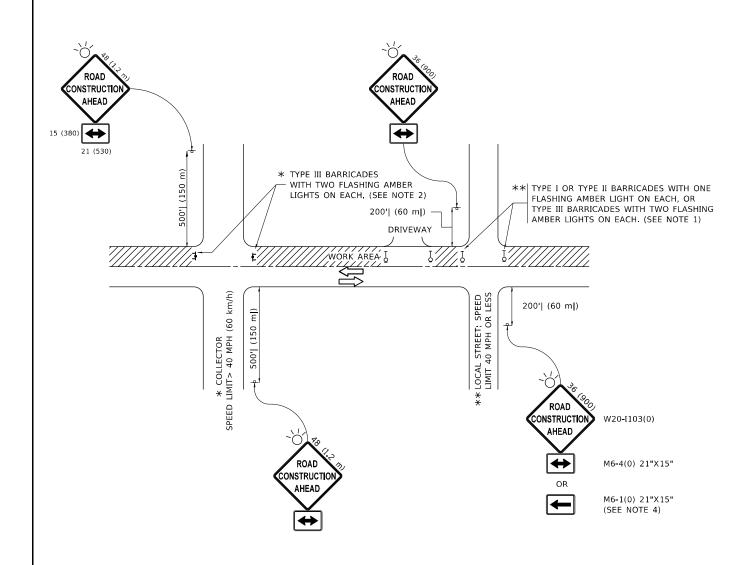
- A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B. MINOR SIDE ROADS.
- C. THE TEMP, RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE,
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3'-0"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

BASIS OF PAYMENT

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT" OR

SCALE: NONE

2021-028-RS LAKE 30 23 BD400-05 BD32 CONTRACT NO. 62N70



NOTES:

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

SCALE: NONE

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

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

USER NAME = guillaumefp	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 2/1/2022	DATE - 06-89	REVISED _ A. SCHUETZE 09-15-16

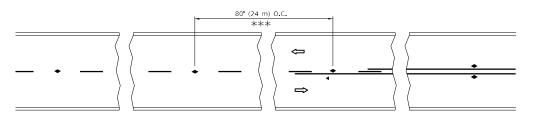
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

 DE RO	ADS	S, INTE	R	SECTION	S, AND	TION FOR DRIVEWAYS
SHEET	1	OF	1	SHEETS	STA.	TO STA.

 F.A.P. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS
 SHEETS NO.

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 LAKE
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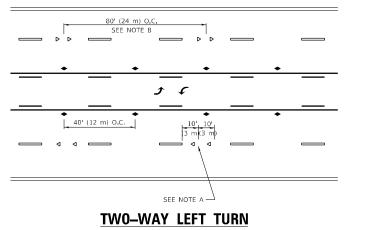
 TC-10
 CONTRACT
 NO.
 62N70



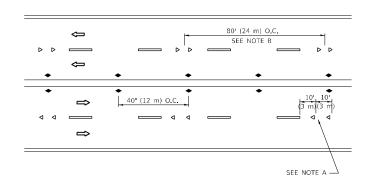
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

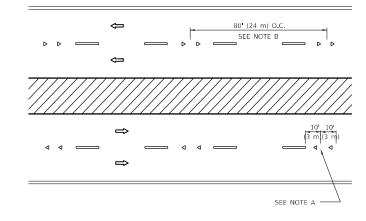
3 @ 40' (12 m) O.C. \Rightarrow LANE REDUCTION TRANSITION

SEE FIGURE 3B-14 MUTCD



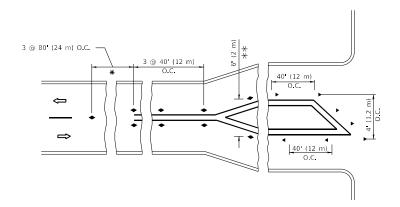
TW0-LANE/TW0-WAY

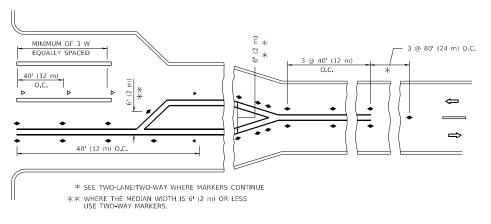




MULTI-LANE/UNDIVIDED







TURN LANES

GENERAL NOTES

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

LANE MARKER NOTES

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

DESIGN NOTES

- 1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- 2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
- 3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN 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.

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

JSER NAME = guillaur DESIGNED REVISED - T. RAMMACHER 03-12-99 PLOT SCALE = 10 PLOT DATE = 2/

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SECTION 2021-028-RS LAKE 30 25 CONTRACT NO. 62N70 TC-11

SYMBOLS

ONE-WAY AMBER MARKER

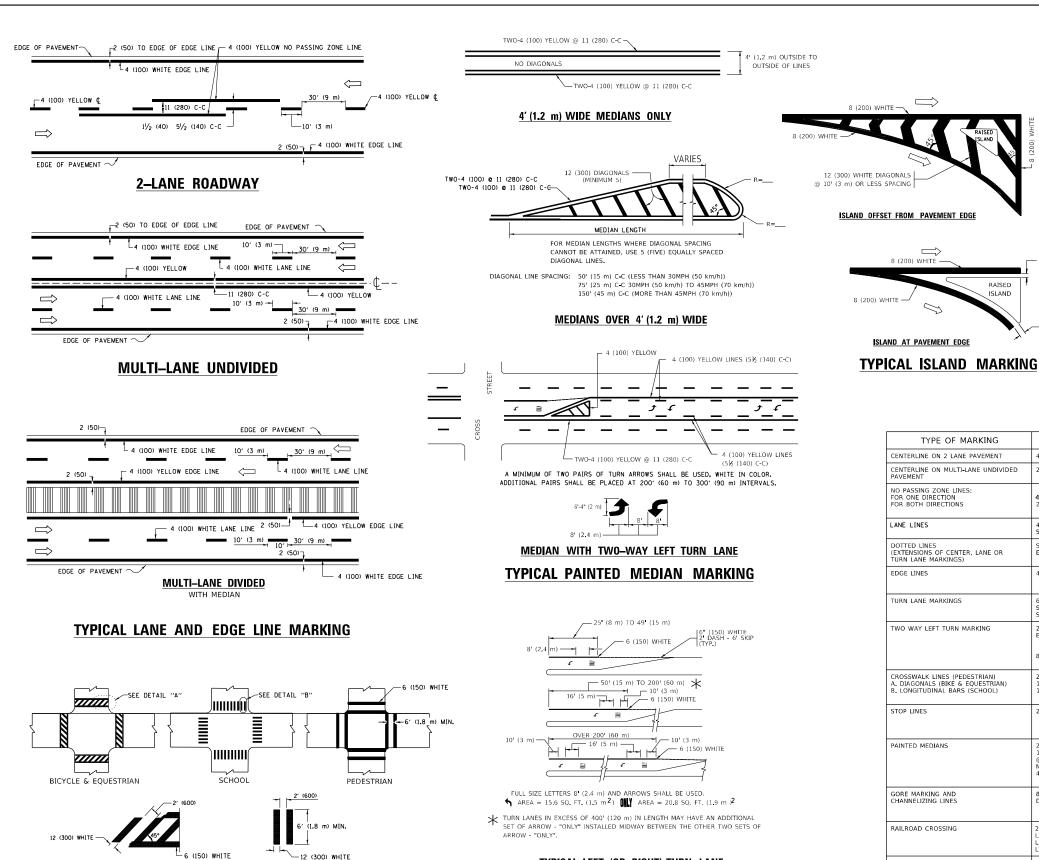
TWO-WAY AMBER MARKER

ONE-WAY CRYSTAL MARKER (W/O)

YELLOW STRIPE

■ WHITE STRIPE

	DRAWN -	REVISED	-T. RAMMACHER 01-06-00	
100.0000 ' / in.	CHECKED -	REVISED	- C. JUCIUS 09-09-09)
2/1/2022	DATE -	REVISED	- C. JUCIUS 07-01-13	



TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

JSER NAME = guillaumei DESIGNED -EVERS C. JUCIUS 09-09-09 DRAWN REVISED C. JUCIUS 07-01-13 HECKED REVISED PLOT DATE = 2/1/2022 DATE C. JUCIUS 04-12-16 REVISED

DETAIL "B"

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.		All dimensions a unless otherwise		es (millir	meters)		
DISTRICT ONE	F.A.P. RTE	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS	303	2021-02	28 - RS		LAKE	30	26
III JOAL I AVLIVILIVI WANKINGO	TC-13 CONTRACT NO. 62					62N70	
SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.			ILLINOIS	FED. AI	D PROJECT		

CLAN (ACCO)				
6'-4" (1930) 36 , 40		ĺ	D(FT)	SPEED LIMIT
(910) (1020)			345	30
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20 (510) 20 (510)				Ŧ
40 (1020)	 NE REDU			ANSITION
<u>U–TURN</u> *	REDUCTION ARRO ER OR WHEN SPE			DS OF 45 MPH OR

TYPE OF MARKING WIDTH OF LINE PATTERN COLOR SPACING / REMARKS ENTERLINE ON 2 LANE PAVEMENT SKIP-DASH 10' (3 m) LINE WITH 30' (9 m) SPACE SOLID YELLOW 11 (280) C-C NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS **4 (100)** 2 @ 4 (100) YELLOW YELLOW 5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN LANE LINES SKIP-DASH 10' (3 m) LINE WITH 30' (9 m) SPACE 4 (100) 5 (125) ON FREEWAYS SKIP-DASH 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 SOLID EDGE LINES OUTLINE MEDIANS IN YELLOW 4 (100) YELLOW-LEFT WHITE-RIGHT URN LANE MARKINGS SEE TYPICAL TURN LANE MARKING DETAIL 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 TWO WAY LEFT TURN MARKING 2 @ 4 (100) EACH DIRECTION 8 (2.4m) LEFT ARROW CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) NOT LESS THAN 6 (1.8 m) APART 2 (600) APART LONGITUDINAL BARS (SCHOOL) (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. PARALLEL TO CROSSWALK, PRESENT.
OTHERWISE, PLACE AT DESIRED STOPPING
POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE
POSSIBLE STOP LINES 24 (600) SOLID WHITE 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. PAINTED MEDIANS 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° SOLID YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC @ 45° NO DIAGONALS USED FO 4' (1.2 m) WIDE MEDIAN! GORE MARKING AND CHANNELIZING LINES 8 (200) WITH 12 (300) DIAGONALS @ 45° 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)) 24 (600) TRANSVERSE LINES; "RR" IS 6 (1.8 m) LETTERS; 16 (400) LINE FOR "X" RAILROAD CROSSING SOLID WHITE SEE STATE STANDARD 780001 AREA OF: 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)) SHOULDER DIAGONALS (REQUIRED FOR 12 (300) @ 45° SOLID WHITE - RIGHT YELLOW - LEFT SHOULDERS > 8') SOLID J TURN ARROW SEE DETAIL WHITE 2 ARROW COMBINATION SOLID 30.4 SF

All dimensions are in inches (millimeters unless otherwise shown.

SCALE: NONE

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO

8 (200) WHITE -

— 2 (50)

2 (50)

RAISED

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

DETAIL "A"

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

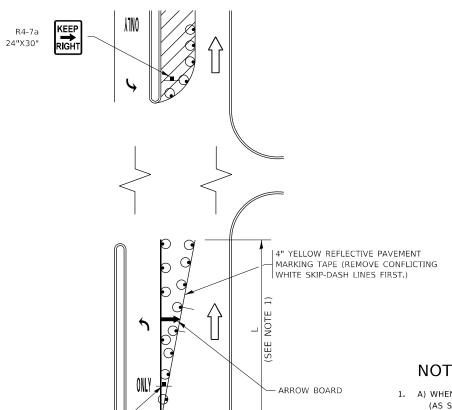


FIGURE 1

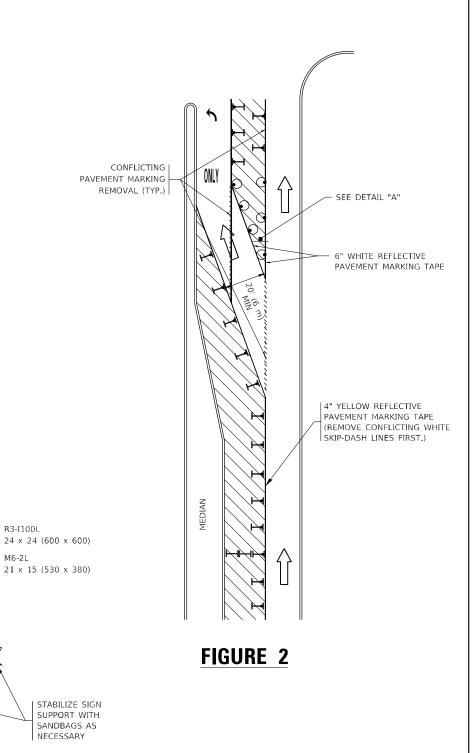
SEE DETAIL "A"

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

NOTES:

- 1. A) WHEN "L" IS ≤ 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 PREOUIREMENTS.
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

TURN

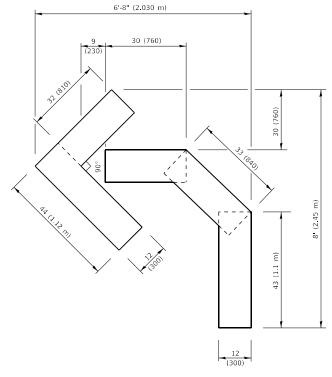
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = guillaumefp	DESIGNED	- T.	RAMMACHER 09-08-9	4 REVISED	-	R. BORO 09-14-09
	DRAWN	-	A. HOUSEH 11-07-95	REVISED	- A	• SCHUETZE 07-01-13
PLOT SCALE = 100.0000 / in.	CHECKED	-	A. HOUSEH 10-12-96	REVISED	- A	. SCHUETZE 09-15-16
PLOT DATE = 2/1/2022	DATE	_ T	RAMMACHER 01-06-0	0 REVISED		

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

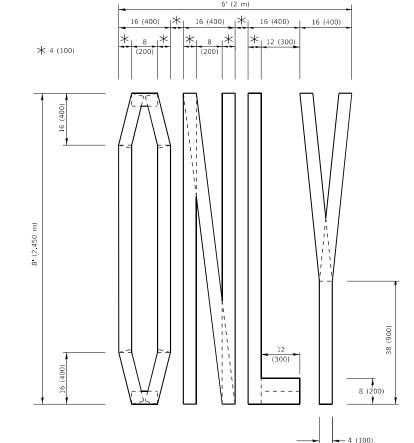
TRAF	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS									
	(TO REMAIN OPEN TO TRAFFIC)									
	,,,,	ILLIVIALIA	OILIV	IU IIIAI	1 10/		TC-			
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.					

SECTION 21-028-RS LAKE 30 27 -14 CONTRACT NO. 62N70



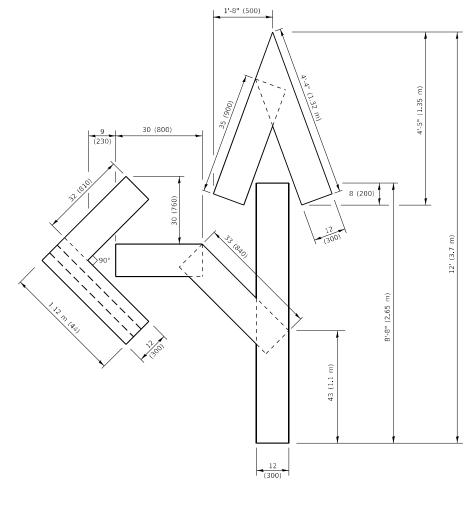
QUANTITY

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



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

QUANTITY

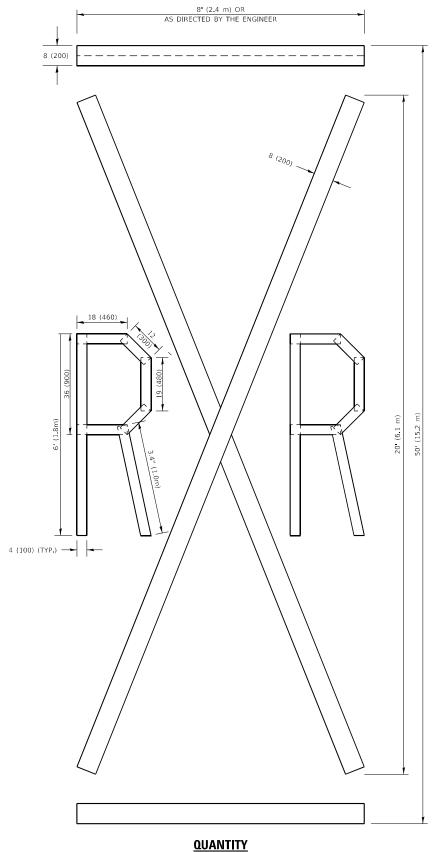


QUANTITY

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

NOTE:

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



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

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

REVISED - T. RAMMACHER 03-02-98 JSER NAME = guillaumefp DESIGNED -DRAWN -REVISED - E. GOMEZ 08-28-00 CHECKED -REVISED - E. GOMEZ 08-28-00 PLOT DATE = 2/1/2022 DATE - 09-18-94

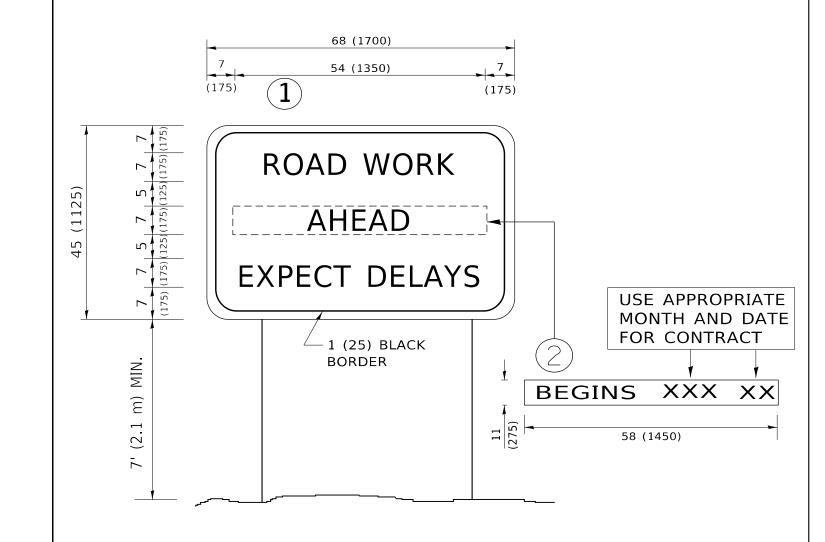
STATE OF ILLINOIS

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

SECTION 2021-028-RS LAKE 30 28 TC-16 CONTRACT NO. 62N70

REVISED - A. SCHUETZE 09-15-16

DEPARTMENT OF TRANSPORTATION



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.)

SCALE: NONE

7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

USER NAME = guillaumefp	DESIGNED -	REVISED	-	R. MIRS 09-15-97
	DRAWN -	REVISED	-	R. MIRS 12-11-97
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	- T.	RAMMACHER 02-02-9
PLOT DATE = 2/1/2022	DATE -	REVISED	-	C. JUCIUS 01-31-07

ARTERIAL ROAD INFORMATION SIGN							F.A.P. SECTION		
							303	2021 - 028 - RS	
							TC-22		
	SHEET	1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS FE

LOOPS NEXT TO SHOULDERS A PAVEMENT REPLACEMENT

* * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS

BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS

SER NAME = guillaumef

PLOT DATE = 2/1/2022

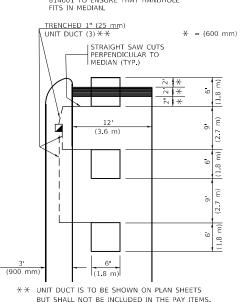
* = (600 mm)

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



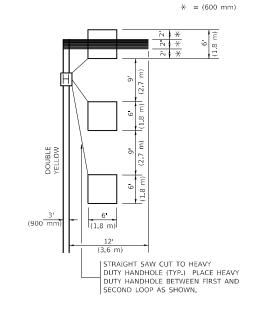
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

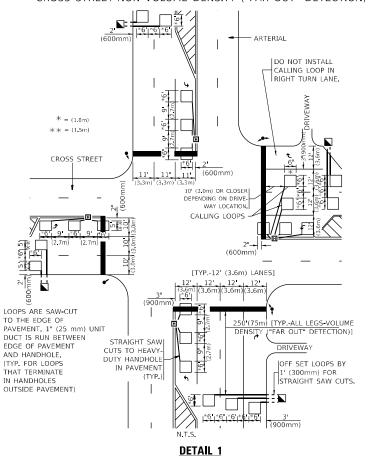
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



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

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



N.T.S.

DATE

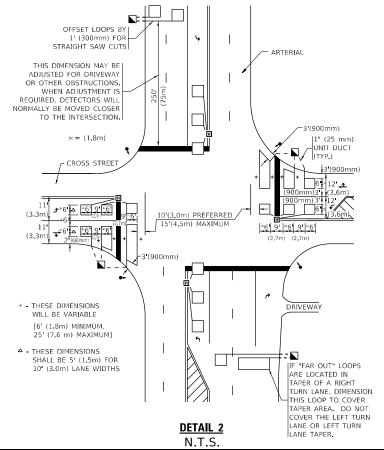
DESIGNED

DRAWN

HECKED

R.K.F

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



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 \underline{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.

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REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	DISTRICT 1 - DETECTOR LOOP INSTALLATION								
	DETAIL	S FOR	ROADWA	AY RESURFAC	CING				
SCALE: NONE	SHEET 1	OF	1 SHEET	S STA.	TO STA.				

 F.A.P. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS
 NO.

 303
 2021-028-RS
 LAKE
 30
 30

 TS-07
 CONTRACT NO.
 62N70