06-13-14 LETTING ITEM 035

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

VARIOUS ROUTES
SECTION: 2014–024RS
VARIOUS LOCATIONS IN KANE COUNTY
INTERMITTENT RESURFACING
KANE COUNTY
C-91–300–14

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4

THE VILLAGE OF SUGAR GROVE
THE CITY OF GENEVA
THE CITY OF ST. CHARLES
THE CITY OF YORKVILLE

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN: THE VILLAGE OF MONTGOMERY THE VILLAGE OF SOUTH ELGIN

0 100' 200' 300' - 1" = 100'
0 10' 20' 30' - 1" = 10'
0 50' 100' 1" = 50'
0 50' 100' - 1" = 30'
0 50' 100' - 1" = 30'
0 50' 100' - 1" = 30'

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.

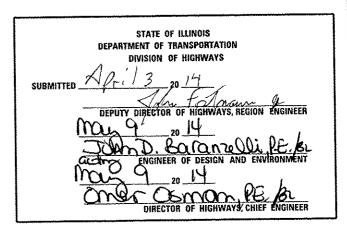
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

PROJECT ENGINEER: DANIEL WILGREEN (847) 705-4240 PROJECT MANAGER: KEN ENG (847) 705-4247

CONTRACT NO. 60Y10

D-91-300-14





PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	TITLE SHEET	000001	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS. STATE STANDARDS AND GENERAL NOTES	701011	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
3	SUMMARY OF QUANTITIES	701301	LANE CLOSURE, 2L. 2W, SHORT TIME OPERATIONS
4	GENERAL LOCATION MAP	701306	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
5	ROUTE INFORMATION	701311	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
6	SUMMARY OF INTERMITTENT RESURFACING SCHEDULE	701336	LANE CLOSURE, 2L. 2W, WORK AREAS IN SERIES
7-8	INTERMITTENT RESURFACING SCHEDULE	•	
9	BUTT JOINT AND HMA TAPER DETAILS (80-32)	701421	LANE CLOSURE, MULTILANE. DAY OPERATIONS ONLY. FOR SPEEDS > 45 MPH TO 55 MPH
10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701426	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS \geq 45 MPH
11	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701427	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER FOR SPEEDS \leq 40 MPH
12	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701501	URBAN LANE CLOSURE, 2L, 2W. UNDIVIDED
13	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701502	URBAN LANE CLOSURE, 2L. 2W. WITH BIDIRECTIONAL
14	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)		LEFT TURN LANE
15	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701601	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
16	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 2 OF 7)	701602	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
17	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING		LEFT TOMY LANE
	(TS-07)	701606	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
		701701	URBAN LANE CLOSURE, MULTILANE INTERSECTION
		701901	TRAFFIC CONTROL DEVICES

HOT-MIX ASPHALT MIXTURE R	EQUIREMENTS	QUALITY MANAGEMENT
MIXTURE TYPE	AJR VOIDS (%) @ N _{DES.}	PROGRAM (QMP)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D". N7O (IL 9.5MM), 2"	4% © 70 GYR	QC/QA
N70 (IL 9.5MM), 2"		407.44

QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)

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.

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

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)

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

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.

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.

ALL INTERMITTENT RESURFACING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

THE ENGINEER SHALL CONTACT WALLY CZARNY, AREA TRAFFIC FIELD ENGINEER AT (773) 685-4342 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

THE EXISTING ROADWAY TYPICAL SECTION IS ASSUMED TO HAVE A 3 INCH HOT-MIX ASPHALT OVERLAY ON TOP OF A TEN INCH CONCRETE BASE.

ALL INTERMITTENT RESURFACING LOCATIONS SHOWN IN THE PLANS ARE TWO (2) INCH MILL AND RESURFACE ONLY. THE MINIMUM WIDTH FOR INTERMITTENT RESURFACING SHALL BE THREE (3) FEET.

NO PATCHING OR RESURFACING IS TO BE DONE WITHIN FIFTY (50) FEET OF ANY RAILROAD CROSSING.

THE COST OF ANY PARTIAL OR FULL DEPTH PATCHING REQUIRED AFTER THE REMOVAL OF THE EXISTING 2 INCH HOT-MIX ASPHALT SURFACE SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

ANY DETECTOR LOOPS DAMAGED BY MILLING SHALL BE REPLACED IN KIND.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO QUANTIFY LOOP REPLACEMENTS NEEDED AND PROVIDE THE RESIDENT ENGINEER THIS INFORMATION PRIOR TO GRINDING OR REMOVAL.

ALL LOOP DETECTOR LOCATIONS SHALL BE CURB MARKED BY THE CONTRACTOR PRIOR TO MILLING FOR THE PURPOSE OF REESTABLISHING DETECTOR LOOP LAYOUT AFTER THE RESURFACING IS COMPLETED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).

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.

ANY MILLED PAVEMENT IS TO BE RESURFACED BY THE END OF EACH DAY AND OPEN TO TRAFFIC.

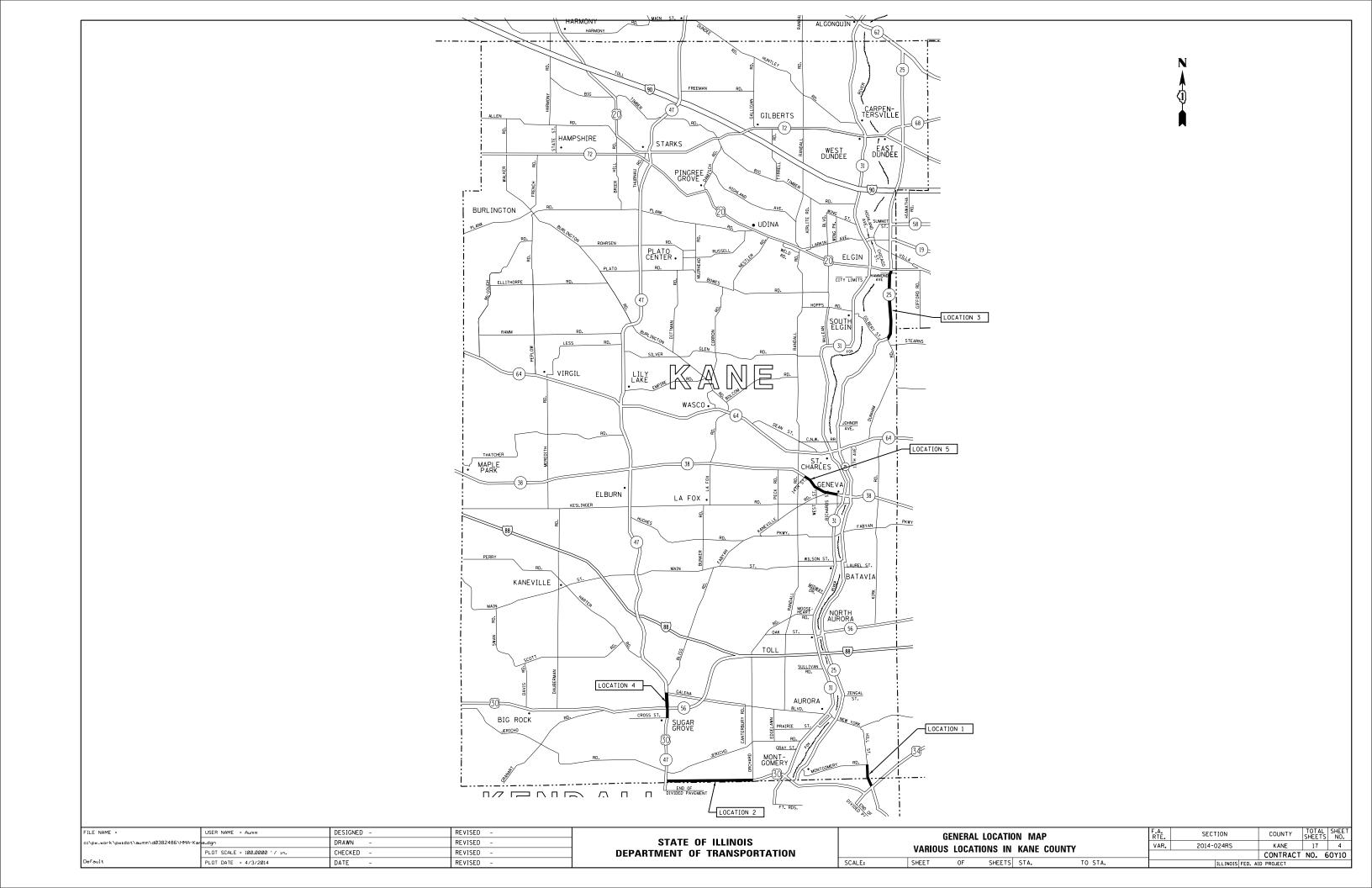
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STATE	OF	ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

SCALE

			4			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VDEX (JF SHEE	is, state	STANDARDS A	ND GENERAL	NOTES	VAR.	2014-024RS	KANE CONTRACT	NO.	2 60Y10
	SHEET	OF	SHEETS STA.	TO	STA.	1	ILLINOIS FED. A			~~

	SUMMARY OF QUANTITIES		URBAN	/	CONS	TRUCTION TYP	E CODE			SUMMARY OF QUANTITIES		URBAN			CONSTRUCT	ION TYPE	CODE	
CODE NO	ITEM	UNIT	TOTAL	100% STATE 0005			***************************************	the transfer series and white law desirements	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005	· · ·		***************************************		
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAY	S TON	5	5					* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 2-	1" F00T	36	36		gar a l'angujura e un reger parèjer recers supres pu			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SO YO	85	85					* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	35	35		Principle of the Princi			
	JOINT																	
		T 0		4.7					78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOV.	AL EACH	35	35			A STATE OF THE STA		emener o
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	317	317					* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	100	100					
									antigenda de l'estate de la constitue de la co									
44000157	HOT-MIX ASPHALT SURFACE REMOVAL. 2"	SQ YO	2826	2826					X4060110	BITUMINOUS MATER(ALS (PRIME COAT)	POUND	1272	1272					wani
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	10	10					Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	257	257					
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67000400	ENGINEER'S FIELD OFFICE. TYPE A	CAL MO	6	6									-					
67100100	MOBILIZATION	L SUM		1														
70300520	PAVEMENT MARKING TAPE, TYPE [1] 4"	FOOT	529	529		***************************************		-						er magana, disagni denomi denda, accessorad a effect	hali kujumba ja malai jahi di kumija mai sahind i			,,
									7									-0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	176	176		***************************************								and the section of the figure and other sections of the figure and	and and a second a	alle i forma e a su sum fund amagariform desp y a sum a e de a papar	ورد و در و بود او برد او بود او برد در و در او در او برد او در او برد	
78000100	THERMOPLASTIC PAVEMENT MARKING -	SO FT	37	37														
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78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5710	5710														
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	100	100				and the state of t										organi [*] h
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	25	25		When you and the second of the									eren, artenaga ayan yanan erenga, eren o yanan daga	gan		
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12'	FOOT	50	50					and the section of th	* SPECIALTY ITEM		Maria and Principle Principle And Advisor Section 2014	and Administrative Science of the Science of	E. J. Partinion and A. S.	and and an experience of the second of the s	TE PROPERTY PROPERTY OF THE THE PERSON AND THE PROPERTY OF THE	***************************************	*****
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	SUMMARY - KANE COUNTY ARTERIAL ROUTES	CITIES/VILLAGES	TOWNSHIPS	SPEED LIMIT	EXISTING ADT (YEAR)
LOC.1	HILL AVENUE (OGDEN AVE. TO MONTGOMERY RD.)	UNINCORPORATED	AURORA, OSWEGO	50 MPH	14,200 (2010)
LOC.2	US 30 (ORCHARD RD. TO IL 47)	MONTGOMERY, YORKVILLE	BRISTOL, SUGAR GROVE	55 MPH	7,550 (2010)
LOC.3	IL 25 (STEARNS RD. TO BARTLETT RD.)	SOUTH ELGIN	ELGIN, ST. CHARLES	40-50 MPH	16,500 (2013)
LOC.4	IL 47 (CROSS ST. TO GALENA BLVD.)	SUGAR GROVE	SUGAR GROVE	45 MPH	20,000 (2013)
LOC.5	IL 38 (RICHARDS ST. TO 14TH ST.)	GENEVA, ST. CHARLES	GENEVA, ST. CHARLES	40-45 MPH	16,600 (2013)

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ROUTE INFORMATION						F.A. RTE.	SECT	ION		COUNTY	TOTAL SHEETS	SHEET NO.
VARIOUS	LOCAT	TONS IN	KVVIE	COLINTY		VAR.	2014-0	D24RS		KANE	17	5
VAIIIUU	LUCAI		IVAINE							CONTRACT	NO. 6	50Y10
SHEET	OF	SHEETS	STA.		TO STA.			ILLINOIS	FED. AIC	PROJECT		

		HMA 2" MILL
	SUMMARY - KANE COUNTY ARTERIAL ROUTES	& RESURFACE
		(SY)
LOC.1	HILL AVENUE (OGDEN AVE. TO MONTGOMERY RD.)	597
LOC.2	US 30 (ORCHARD RD. TO IL 47)	328
LOC.3	IL 25 (STERNS RD. TO BARTLETT RD.)	965
LOC.4	IL 47 (CROSS ST. TO GALENA BLVD.)	105
LOC.5	IL 38 (RICHARDS ST. TO 14TH ST.)	831
	KANE COUNTY ARTERIAL TOTAL =	2826
		SY

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CROSS	STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAI
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YE
						· · · · · · · · · · · · · · · · · · ·	
Ogden Avenue	Goodwin Drive	NB			PCC CONCR	ETE	
Goodwin Drive		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB NB	1	12 12	6 6	72 72	8
		NB	1	12	6	72	8 8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
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		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	3	50	150	17
		NB	1	3	50	150	17
		NB	1	3	50	150	17 17
		NB NB	1	3	50 50	150 150	17
		NB	1	3	100	300	33
		NB	1	3	100	300	33
	Montgomery Road	NB	1	3	200	600	67
Montgomery Road	Workgomery Road	SB	1	12	6	72	8
Montgomery read		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB SB	1	12 12	6	72 72	8
		SB	1	12	6 6	72	8
	Ogden Avenue	SB	1	12	6	72	8
	Oguen Avenue	SB	1	12	6	72	8
		SB	1	3	50	150	17
		SB	1	3	50	150	17
		SB	1	3	50	150	17
		SB	1	3	50	150	17
	Goodwin Drive	SB	1	3	100	300	33
Goodwin Drive	Ogden Avenue	SB			PCC CONCR		1
		TOTALS:			1160		597
					FT		SY

ROUTE:	US 30 (Orchard Road to II	L 47)					
CROSS	STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
1110111		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD
IL 47		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
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		EB EB	1	12 12	6	72 72	8
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		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Orchard Road	EB	1	12	6	72	8
Orchard Road		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
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		WB	1	12	6	72	8
	11 47				6		8
	IL 47	WB	1	12	ь	72	8
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STATE OF	ILLINOIS
DEPARTMENT OF	TRANSPORTATION

	INTERMITTENT RESURFACING SCHEDULE							SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
ı	HILL AVE. AND US 30						VAR.	2014-024RS	KANE	17	7
ı	IIILL AVL. AND US SU								CONTRACT	NO.	60Y10
ı	SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD
Bartlett Road		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
	Southwind Boulevard	SB	LT	12	6	72	8
Southwind Boulevard		SB	1	6	70	420	47
		SB	1	12	6	72	8
		SB	1	12	10	120	13
		SB	1	12	20	240	27
		SB	1	12	8	96	11
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	6	75	450	50
		SB	1	6	75	450	50
		SB	1	6	75	450	50
		SB	1	12	6	72	8
	PCC Pavement	SB	1	12	6	72	8
PCC Pavement	1 55 i aveillent	NB	1	12	6	72	8
1 00 T avenient		NB	1	6	120	720	80
		NB	1	12	30	360	40
		NB	1	12	30	360	40
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	6	200	1200	133
		NB	1	6	75	450	50
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	6	150	900	100
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
	Bartlett Road	NB	RT	6	100	600	67
						0	0
		TOTALS:			1194		965
		<u> </u>			FT		SY
ROUTE:	IL 47 (Cross Street to Gal	ena Boulevard)					
CDOSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
		(EB/WB)	NO.			AREA	AREA
FROM	ТО	, ,		PATCH	PATCH		
0 0		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD
Galena Boulevard		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
	Cross Street	SB	2	12	6	72	8
Cross Street		NB	2	3	100	300	33
		NB	2	12	12	144	16
		NB	2	12	6	72	8
	Galena Boulevard	NB	2	12	6	72	8
		TOTALS:			154		105

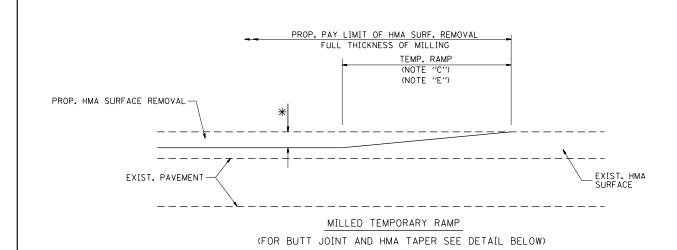
ROUTE:	IL 38 (Richards Street to	14th Street)					
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAI
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YE
Richards Street		WB	1	6	12	72	. 8
		WB	1	6	100	600	67
		WB	1	3	30	90	10
		WB	2	12	20	240	27
		WB	1	12	20	240	27
		WB	2	3	15	45	5
		WB	1	12	10	120	13
		WB	2	3	15	45	5
		WB	2	12	200	2400	267
		WB	2	3	100	300	33
		WB	2	5	12	60	7
		WB	2	5	12	60	7
		WB	2	3	25	75	8
		WB	2	3	10	30	3
		WB	2	3	15	45	5
		WB	1	3	15	45	5
		WB	2	12	5	60	7
		WB	1	12	5	60	7
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	1	3	10	30	3
		WB	2	3	10	30	3
		WB	2	12	5	60	7
		WB	2	3	6	18	2
		WB	2	3	15	45	5
		WB	2	6	12	72	8
		WB	2	4	12	48	5
	14th Street	WB	1	3	50	150	17
14th Street	THII CHOCK	EB	2	3	20	60	7
7 1111 011001		EB	2	4	12	48	5
		EB	2	3	10	30	3
		EB	2	3	50	150	17
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	2	12	4	48	5
		EB	2	3	50	150	17
		EB	2	12	100	1200	133
		EB	2	12	20	240	27
		EB	1	12	10	120	13
		EB	1	3	25	75	8
	Richards Street	EB	2	3	35	105	12
		TOTALS:			1095		831
					FT		SY

FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED -
c:\pw_work\pwidot\aumm\d0382486\HMA-Kar	e.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -
Default	PLOT DATE = 4/3/2014	DATE -	REVISED -

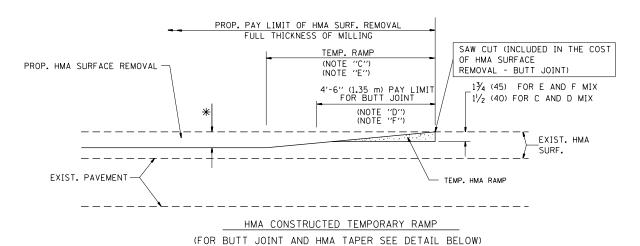
STATI	E OI	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

SCALE:

	INTERMITTENT RESURFACING SCHEDULE						SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 25. IL 47. AND IL 38					VAR. 2014-024RS		KANE	17	8	
	IL 23, IL 47, AND IL 30							CONTRACT	NO.	60Y10
	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. AI	ID PROJECT		

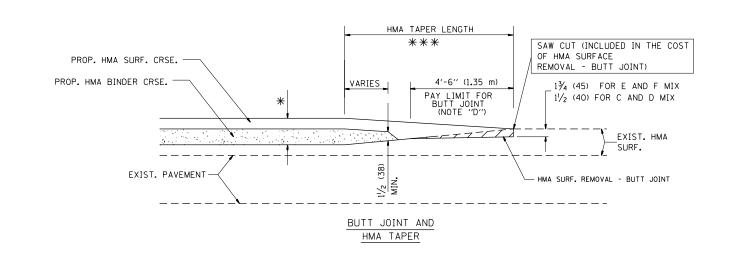


OPTION 1



OPTION 2

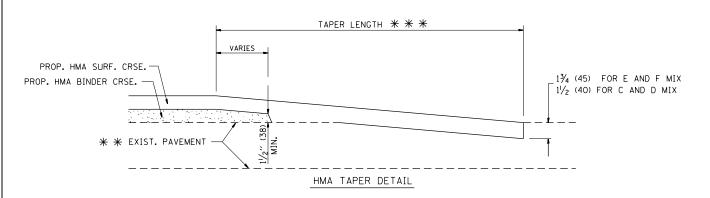
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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".

PROP. HMA OR PCC SURFACE REMOVAL - BUTT JOINT 30'-0" (9.0 m) (NOTE "A") 15'-0" (4.5 m) (NOTE "B") (NOTE "D") ** * EXIST. PAVEMENT BUTT JOINT DETAIL



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

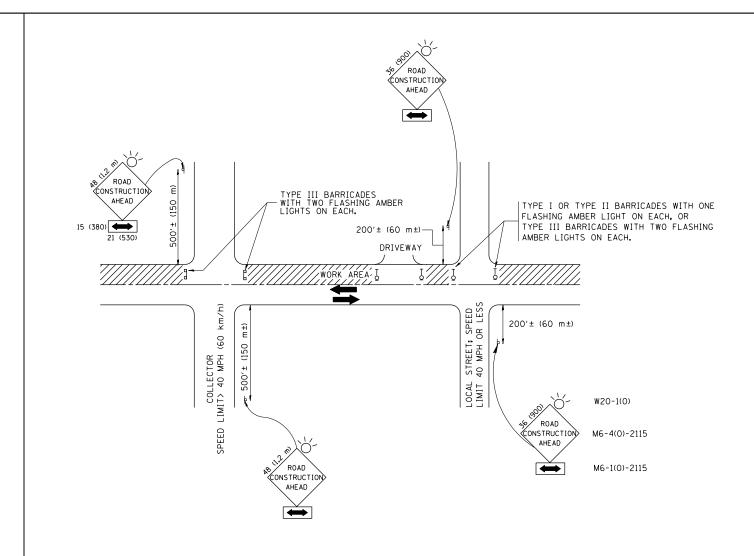
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- : MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (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.

BASIS OF PAYMENT:

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

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



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 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:
- 0) ONE ROAD CONSTRUCTION AHEAD SIGN $36 \times 36 \ (900 \times 900)$ WITH A FLASHER AND FLAG 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:
- d) 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 ROLLTE.
- 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.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (MG-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (MG-4).

SCALE: NONE

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

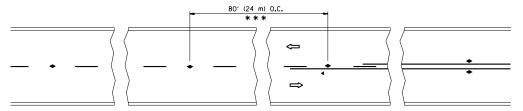
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

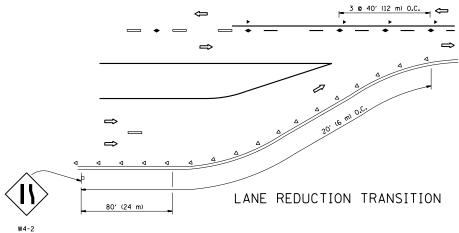
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

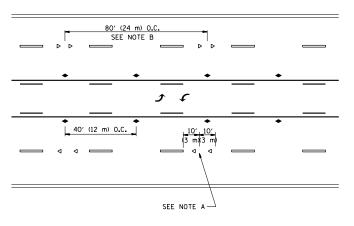
SHEET NO. 1 OF 1 SHEETS STA. TO STA.



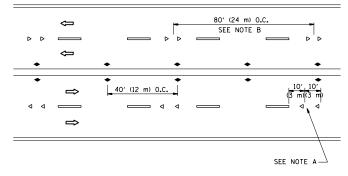
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

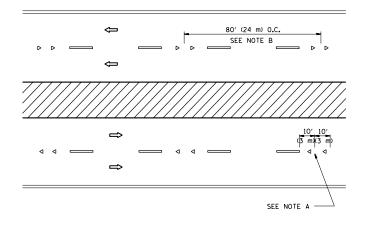




TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

- 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.

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.

SYMBOLS

---- YELLOW STRIPE

---- WHITE STRIPE

- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (₩/O)
- ◆ TWO-WAY AMBER MARKER

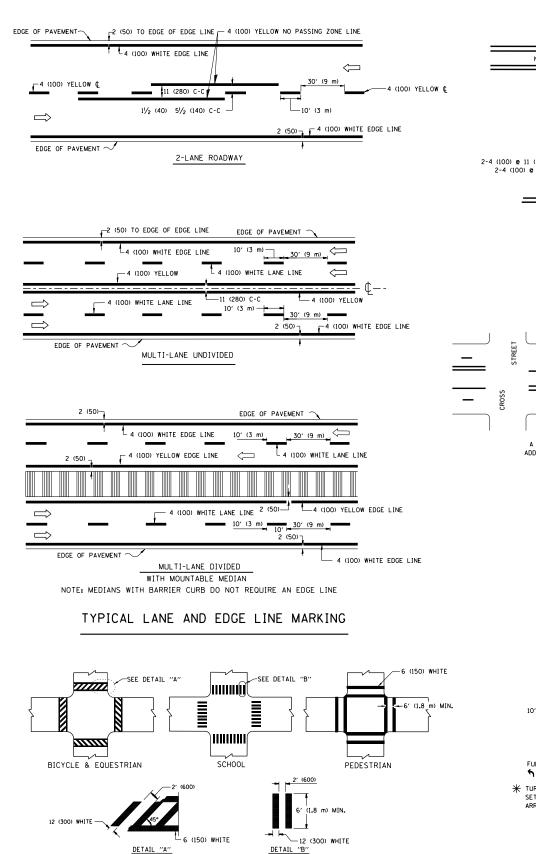
DESIGN NOTES

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

LEFT TURN

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

FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED - T. RAMMACHER 09-19-94			TYPICAL APPLICATIONS		RTE.	SECTION	COUNTY	SHEETS NO.
c:\pw_work\pwidot\aumm\d0382486\60Y10-D	stStd.dgn	DRAWN -	REVISED -T. RAMMACHER 03-12-99	STATE OF ILLINOIS	DAICED		A/ DLOW/ DECICEANT\	VAR.	2014-024RS	соок	17 11
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -T. RAMMACHER 01-06-00	DEPARTMENT OF TRANSPORTATION	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)		V-PLUVV RESISTANT)		TC-11	CONTRACT	T NO. 60Y10
	PLOT DATE = 4/3/2014	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA.	TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FED	aID PROJECT	



TYPICAL CROSSWALK MARKING

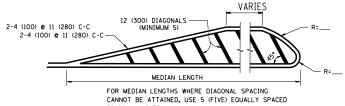
2-4 (100) YELLOW • 11 (280) C-C

NO DIAGONALS

4' (1.2 m) OUTSIDE TO OUTSIDE OF LINES

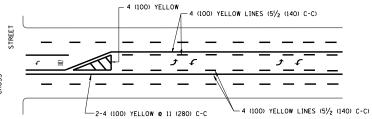
2-4 (100) YELLOW • 11 (280) C-C

4' (1.2 m) WIDE MEDIANS ONLY

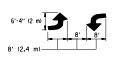


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

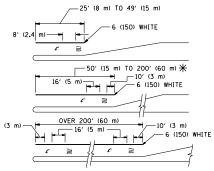


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

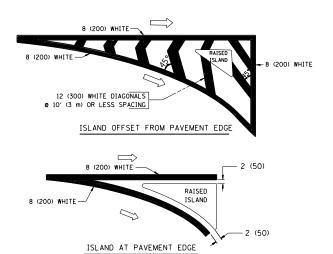


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. \P AREA = 15.6 SO. FT. (1.5 m²) \P AREA = 20.8 SO. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

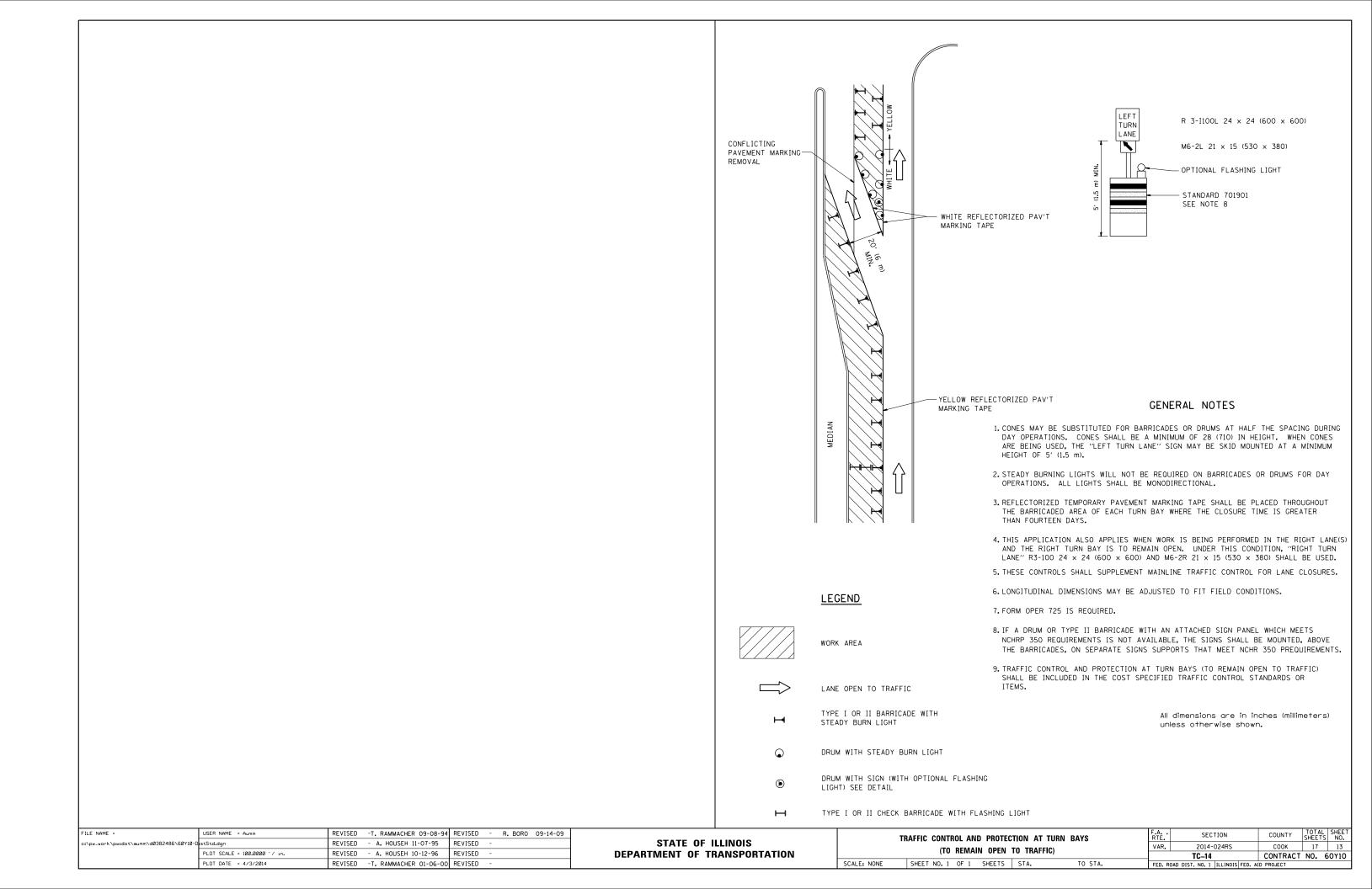
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 1280) 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 MOUNTABLE MEDIANS IN YELLOW: EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1,2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT 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 (0VER 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 SO. FT. (0.33 m²) EACH "X"=54.0 SO. FT. (5.0 m²)
SHOULDER DIAGONALS	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) T0 45MPH (70 km/h)) 150' (45 m) C-C (0VER 45MPH (70 km/h))

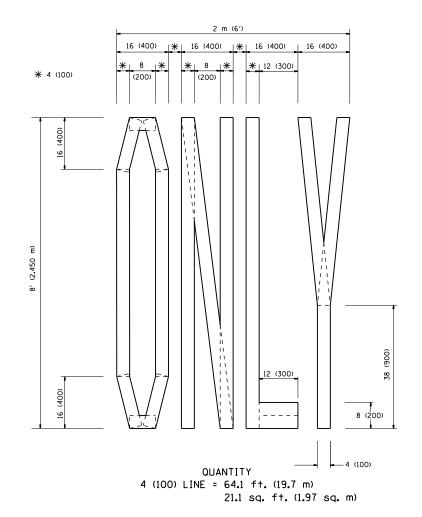
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

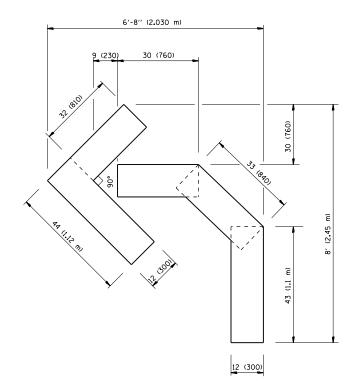
All dimensions are in inches (millimeters) unless otherwise shown.

1 11	ICAL	101111	LANL	WAINTING

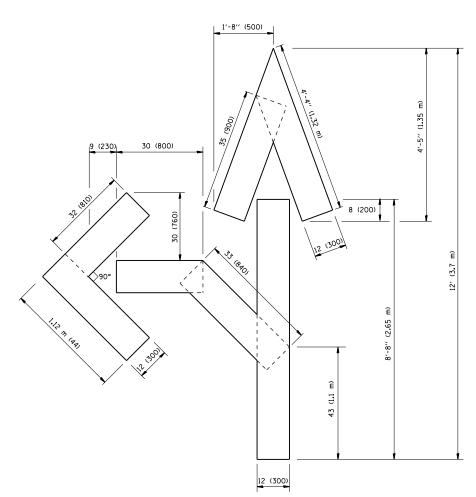
FILE NAME =	USER NAME = Aumm	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94			DISTRICT ONE	=	F.A	SECTION	COUNTY	TOTAL SH	HEET
c:\pw_work\pwidot\aumm\d0382486\60Yl0-D	istStd.dgn	DRAWN -	REVISED -C. JUCIUS 09-09-09	STATE OF ILLINOIS				VAR.	2014-024RS	соок	17	12
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		TYPICAL PAVEMENT N	IARKINGS		TC-13	CONTRACT	NO. 60	Y10
	PLOT DATE = 4/3/2014	DATE - 03-19-90	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FFD. ROA				







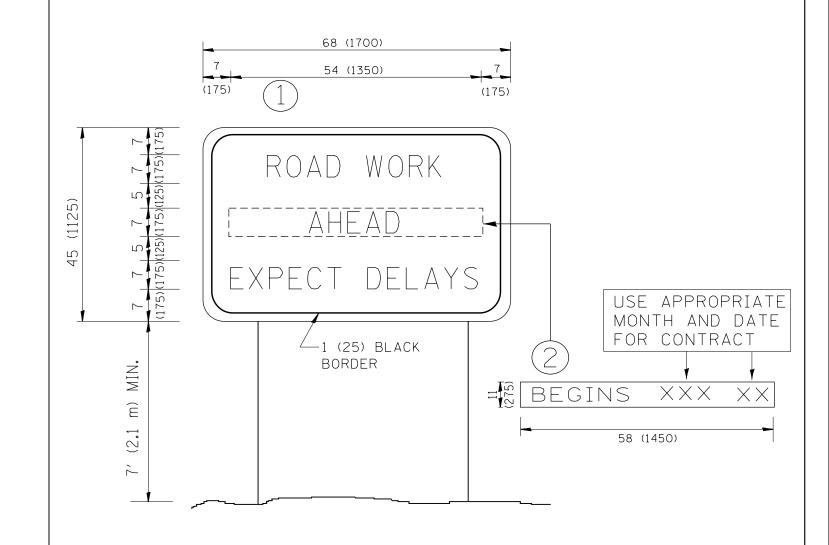
OUANTITY 4 (100) LINE = 45.5 ft. (13.9 m) 15.2 sq. ft. (1.39 sq. m)



OUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)

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

FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED -T. RAMMACHER 06-05-96		PAVEMENT MARKING LETTER:	S AND SYMBOLS	F.A RTE.	SECTION	COUNTY TOTAL SHEET SHEETS NO.
c:\pw_work\pwidot\aumm\d0382486\60Y10-D	stStd.dgn	DRAWN -	REVISED -T. RAMMACHER 11-04-97	STATE OF ILLINOIS			VAR.	2014-024RS	COOK 17 14
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98	DEPARTMENT OF TRANSPORTATION	FOR TRAFFIC STA	AGING		TC-16	CONTRACT NO. 60Y10
	PLOT DATE = 4/3/2014	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FED. A	D PROJECT



NOTES:

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

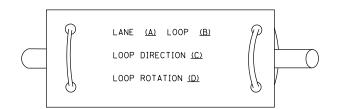
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED - R. MIRS 09-15-97	27477 07 111111010	ARTERIAL ROAD	F.A RTE.	SECTION	COUNTY TO	TAL SHEET EETS NO.
c:\pw_work\pwidot\aumm\d0382486\60Y10-		DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS	INFORMATION SIGN	VAR.	2014-024RS	COOK 1	17 15
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99	DEPARTMENT OF TRANSPORTATION	INFONNATION SIGN		TC-22	CONTRACT NO	J. 60Y10
	PLOT DATE = 4/3/2014	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST	T. NO. 1 ILLINOIS FED. AI	PROJECT	

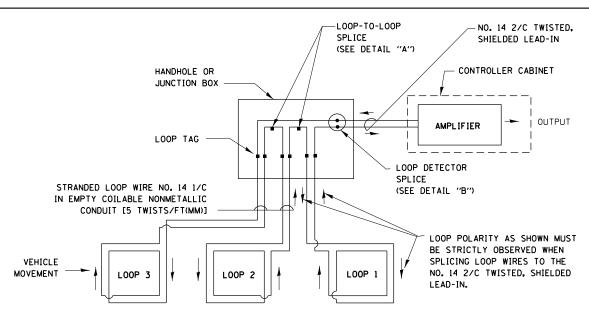
LOOP DETECTOR NOTES

- 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

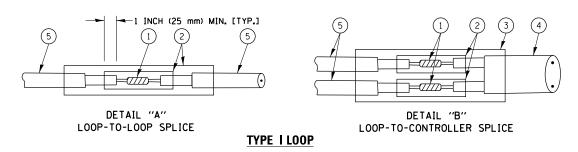


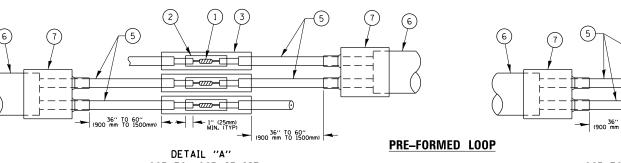
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP *1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

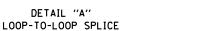


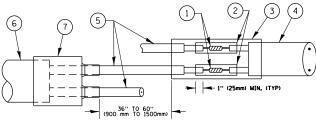
DETECTOR LOOP WIRING SCHEMATIC

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

SCALE: NONE

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SHEET NO. 2	OF 7	SHEETS	STA.	TO STA.	FED. R	OAD DIST, NO. 1 ILLINOIS FED. A	ID PROJECT		

LOOPS NEXT TO SHOULDERS PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER. PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EARLY SHOULDER. PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULDER SHOULDER. PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD BROWN OF PAVED SHOULDER. PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD BROWN ON PLAN SHEETS NOTE: # * (600 mm) * * * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS. ARTERIAL - VOLUME DENSITY ("FAR OUT" DETECTION)

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. TRENCHED 1" (25 mm) PERPENDICULAR TO MEDIAN (TYP.) ** 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

VOLUME DENSITY ("FAR OUT" DETECTION)

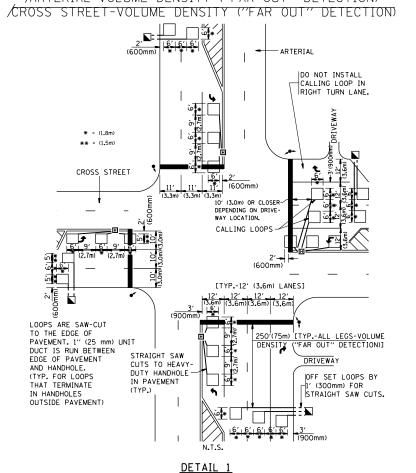
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)

*

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



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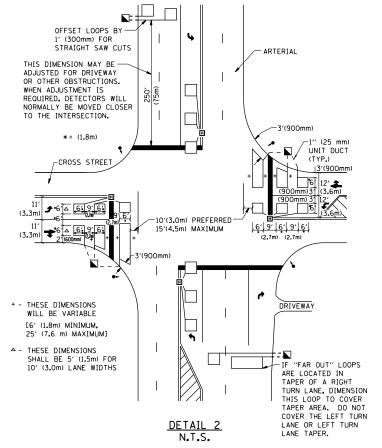
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SCALE: NONE

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIFLDED.
- * 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 <u>ALL</u> 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.

JOTE.

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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TOTAL SHEET

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION