FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS** 

PROJECT LOCATED IN THE VILLAGE OF SOUTH ELGIN

## PLANS FOR PROPOSED FEDERAL AID HIGHWAY

## F.A.U. ROUTE 1338 SUNDOWN ROAD

FROM McLEAN BOULEVARD (FAU 2509) TO LA FOX STREET (IL ROUTE 31-FAU 3887)

LAPP RESURFACING

**PROJECT No.: ARA-9003 (306)** SECTION No.: 09-00034-00-RS

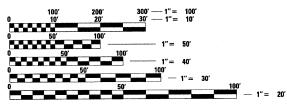
JOB No: C-91-589-09 **VILLAGE OF SOUTH ELGIN** 

KANE COUNTY

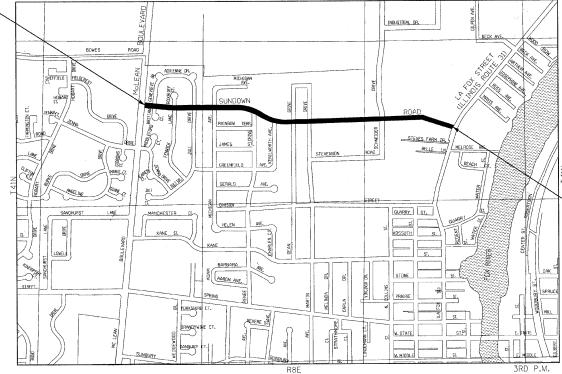
PROJECT NUMBER: ARA-9003 (306) F.A.U. ROUTE 1338 SUNDOWN ROAD BEGIN RESURFACING STA 10+54

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TRAFFIC DATA SUNDOWN ROAD POSTED & DESIGN SPEED LIMIT = 30 MPH 2008 ADT = 7,400 VPDCOLLECTOR



ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.



ELGIN TOWNSHIP

GROSS LENGTH OF IMPROVEMENT = 5,126 LF OR 0.971 MILES

NET LENGTH OF IMPROVEMENT = 5,126 LF OR 0.971 MILES



Consulting Engineers

62-041763 REGISTERED PROJECT MANAGER
"LICENSE EXPIRES 11

PROJECT NUMBER: ARA-9003 (306) F.A.U. ROUTE 1338

SUNDOWN ROAD

**END RESURFACING** STA 61+80

> RELEASING FOR BID BASED ON LIMITED REVIEW SEPTEMBER 1, 2009 Diane M. O'Maghe gr.
> DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEE

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

48 HOURS (2 working days) BEFORE YOU DIG

J.U.L.I.E. DESIGN STAGE REQUEST DIG. No. X1040644

COUNTY = KANE

CONTACT JULIE AT 811 OR 800-892-0123

CITY-TWNSHP. = SOUTH ELGIN - ELGIN SEC. & 1/4 SEC. NO. = SEC. 26 SW 1/4 AND SEC. 27 SW 1/4, SE 1/4, T41N, R8E

CONTRACT NO. 63292

262.763.7834

815.459.1260 (OFFICE WHICH PREPARED PLANS)

815.787.3111 630.773.1870 708.560.7070

847.223.5088

Burlington, Wisconsin (Crystal Lake, Illinois) DeKalb, Illinois Itasca, Illinois Mokena, Illinois Grayslake, Illinois Plainfield, Illinois Madison, Wisconsin Chicago, Illinois

312.578.0050 B&W PROJECT NO.: 081332

DATE: 08-11-09

815.609.7425

608.347.1542

LOCATION OF SECTION INDICATED THUS:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED August 13, 2009 CLSA. Bal

DIVISION OF HIGHWAYS

VILLAGE OF SOUTH ELGIN, REPRESENTATIVE

SECTION

FED. ROAD DIST. NO. | ILLINOIS | FED AID PROJECT | C-91-589-09 | ARA-9003 (306)

1338 09-00034-00-RS

CONTRACT No: 63292

STA.

2. UTILITY LOCATIONS HAVE NOT BEEN SHOWN ON THESE PLANS. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER OR VILLAGE.

4. THE CONTRACTOR SHALL NOTIFY THE VILLAGE DIRECTOR OF PUBLIC WORKS AND THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE VILLAGE SUPERINTENDENT OF PUBLIC

5. MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER. HOT-MIX ASPHALT SURFACES, SIDEWALKS AND EXCAVATION FOR NEW SIDEWALKS ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE ENGINEER, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.

6. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.

7. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE VILLAGE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED. THE COST OF THIS WORK IS INCLUDED IN COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

8. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS. HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

9. THE CONTRACTOR SHALL NOTIFY IDOT BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS PRIOR TO THE PLACEMENT OF HMA OR CONCRETE.

10. ALL SIGNS AND MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH VILLAGE STANDARDS AND INCLUDED IN THE COST OF THE CONTRACT. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES.

11. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

12. IN AREAS WHERE THE EXISTING DRIVEWAY (HOT-MIX ASPHALT OR GRAVEL), SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE PAY ITEMS, HMA SURFACE REMOVAL OF THE TYPE SPECIFIED, SIDEWALK REMOVAL OR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

14. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.3 GAL/SY.

15. THE LOCATIONS OF THE CLASS D PATCHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

16. ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.

17. THE QUANTITIES FOR PATCHING WILL NOT EXCEED THE AMOUNT LISTED IN THE SUMMARY OF

18. THE DAYS PAVING OPERATION SHALL RESULT IN A SINGLE TRANSVERSE JOINT. COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.

19. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4337.

20. ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR FRAME AND LIDS TO BE ADJUSTED (SPECIAL). EXISTING FRAMES AND GRATES OR LIDS THAT ARE TO BE REPLACED AS PART OF STRUCTURE ADJUSTMENT SHALL BE DELIVERED TO THE VILLAGE OF SOUTH ELGIN PUBLIC

21. THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY CONTRACTORS OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST TWICE PER WEEK AND ADDITIONALLY AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION.

22. NO DAMAGE TO PARKWAYS IS PLANNED AS PART OF THESE IMPROVEMENTS EXCEPT WHERE SIDEWALK IS INSTALLED OR REPLACED. EXISTING SIDEWALK IS PERMANENTLY REMOVED OR CURB AND GUTTER IS REPLACED. ANY AND ALL RESTORATION OF DAMAGED PARKWAYS SHALL CONSIST OF NECESSARY SUB-GRADE MATERIAL AS APPROVED BY THE ENGINEER, TOPSOIL 4-INCH AND NATIVE SOD IN ACCORDANCE WITH SECTION 1081.03. RESTORATION SHALL BE INCLUDED IN THE PAY ITEM WHICH CAUSED THE DISTURBANCE EXCEPT WHERE NEW SIDEWALK IS INSTALLED OR EXISTING SIDEWALK IS PERMANENTLY REMOVED. FOR THESE ITEMS, RESTORATION WILL BE PAID FOR AS PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH. SPECIAL OR SIDEWALK REMOVAL (SPECIAL).

23. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.

24. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES PRIVATE DRIVEWAYS AND 8-INCHES WHERE THE SIDEWALK CROSSES COMMERICAL DRIVEWAYS. 6" × 6" WELDED WIRE FABRIC SHALL BE INSTALLED IN THE SIDEWALK WHERE THE SIDEWALK CROSSES EITHER PRIVATE OR COMMERICAL DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 3/4-INCH SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.

25. THE DISTRICT 1 DETAIL FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT SHOWN IN THE PLANS SHALL BE MODIFIED AS SHOWN IN THE CURB DETAIL ON THE MISCELLANEOUS DETAIL SHEET, TO INCLUDE THE FOLLOWING (THESE REQUIREMENTS SHALL APPLY TO REPLACED BARRIER CURB). THE WORK SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6 INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT, AND FILLING THE 6-INCH GAP WITH CLASS SI CONCRETE TO AN ELEVATION 2 1/2 INCHES BELOW THE PROPOSED CURB AND GUTTER FLAG. IF THE CONCRETE IS PLACED HIGHER THAN 2-1/2" FROM THE GUTTER FLAG FOR STREETS TO BE RESURFACED, THE CONTRACTOR WILL BE REQUIRED TO GRIND ADDITIONAL CONCRETE TO THE REQUIRED 2-1/2" DEPTH. REMOVAL OF UNSUITABLE SUB-BASE MATERIAL, AS DIRECTED BY THE ENGINEER, SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, REGARDLESS OF DEPTH. THE AREA BEHIND THE PROPOSED CURB AND GUTTER SHALL BE RESTORED WITH NATIVE SOD IN ACCORDANCE WITH ARTICLE 1081.03 RATHER THAN SALT TOLERANT SOD (WHERE APPLICABLE).

26. WORK AND MATERIALS REQUIRED TO INSTALL 1-INCH UNIT DUCT SHALL BE INCLUDED IN THE PAY ITEM DETECTOR LOOP REPLACEMENT.

27. THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

28. DETECTABLE WARNINGS SHALL CONSIST OF DYED CONCRETE STAMPED WITH APPROPRIATE STAMPING TOOLS. THE PIGMENT SHALL MEET THE REQUIREMENTS OF ASTM C 979, MATCH COLOR 30166 OF FEDERAL STANDARD 595. THE COST OF DYING CONCRETE IN ADDITION TO THE DETECTABLE WARNING AREA SHOWN ON THE DETAIL SHALL BE INCLUDED IN THE COST OF DETECTABLE WARNINGS BUT THE LIMITS OF THE DYED CONCRETE SHALL NOT EXTEND BEYOND THE BACK OF THE DETECTABLE WARNING AREA.

29. THE CONTRACTOR WILL ONLY BE ALLOWED TO REMOVE AND REPLACE CURB AND GUTTER ON ONE SIDE OF THE ROAD AT A TIME TO MINIMIZE CONGESTION. REPLACEMENT MUST BE COMPLETE ON ONE SIDE OF THE ROAD BEFORE THE CONTRACTOR IS ALLOWED TO BEGIN REMOVING CURB AND GUTTER ON THE OTHER SIDE OF THE ROAD.

30. WHERE THE ENGINEER DETERMINES DRIVEWAY APRON REMOVAL AND REPLACEMENT IS REQUIRED AS PART OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, ONLY THE FIRST 2-FEET BEHIND THE CURB AND GUTTER SHALL BE MEASURED FOR PAYMENT. RESIDENTIAL OR COMMERCIAL PORTLAND CEMENT CONCRETE OR HOT-MIX ASPHALT DRIVEWAY APRONS SHALL BE INSTALLED ON AN AGGREGATE BASE. THIS BASE WILL BE PAID FOR SEPARATELY AS AGGREGATE BASE COURSE, TYPE B 4".

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#### **LEGEND**

77777777

BUTT JOINT

FRAME AND LIDS TO BE ADJUSTED (SPECIAL)



DESIGNED - DSH REVISED - IDOT REVIEW 08-11-09 DRAWN KAR REVISED CHECKED - RWL REVISED FILE - 081332-GEN\_NOTES.sh+ - 05-15-09

VILLAGE OF SOUTH ELGIN, ILLINOIS SUNDOWN ROAD ARRA (LAPP) **IMPROVEMENTS** 

INDEX OF SHEETS, HIGHWAY STANDARDS. **GENERAL NOTES AND LEGEND** 

09-00034-00-RS KANE 28 CONTRACT NO. 63292 ED. ROAD DIST. NO. C-91-589-09

SCALE: NONE

STA.

ILLINOIS FED. AID PROJECT ARA-9003 (306)

## **SUMMARY OF QUANTITIES**

			CONSTRUCTION
CODE NO.	PAY ITEM	UNIT	CODE IOOO
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	793
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	16
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	4,961
40600300	AGGREGATE (PRIME COAT)	TON	105
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	5
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	1,501
40600895	CONSTRUCTING TEST STRIP	EACH	2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1,394
40603305	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	2
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2,214
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	24
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	56
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3,835
42400430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	233
42400800	DETECTABLE WARNINGS	SQ FT	386
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	24,805
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	96
44000600	SIDEWALK REMOVAL	SQ FT	3,858
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL	FOOT	1,451
	AND REPLACEMENT		
44004700	SIDEWALK REMOVAL (SPECIAL)	SQ FT	153
44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	111
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	370
44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	323
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	86
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	24,805
60250200	CATCH BASINS TO BE ADJUSTED	EACH	1

			CONSTRUCTION
CODE NO.	PAY ITEM	UNIT	CODE 1000
			,
60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1	EACH	3
	FRAME, OPEN LID		
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	47
67100100	MOBILIZATION	L SUM	1
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	12,571
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,607
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS	SQ FT	148
-	AND SYMBOLS		
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	19,390
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,391
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	110
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	30
* 8860060C	DETECTOR LOOP REPLACEMENT	FOOT	386
X0321556	SANITARY MANHOLES TO BE ADJUSTED	EACH	. 1
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	468
X4420450	CLASS D PATCHES, TYPE I, 4 INCH	SQ YD	123
X4420452	CLASS D PATCHES, TYPE II, 4 INCH	SQ YD	470
X4420454	CLASS D PATCHES, TYPE III, 4 INCH	SQ YD	455
X4420456	CLASS D PATCHES, TYPE IV, 4 INCH	SQ YD	197

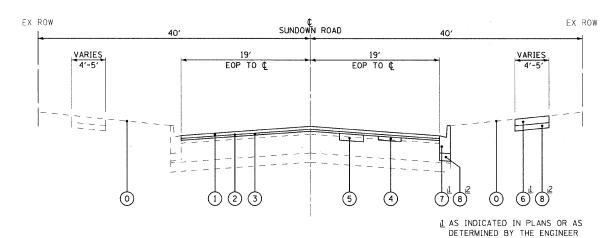
\* INDICATES SPECIALTY ITEM

SCALE: NONE

### \* INDICATES SPECIALTY ITEM

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DESIGNED	-	DSH	REVISED - IDOT REVIEW 08-11-09
DRAWN	-	KAR	REVISED -
CHECKED		RWL	REVISED -
DATE	-	05-15-09	FILE - 081332-S00.sht



#### PROPOSED TYPICAL SECTION SUNDOWN ROAD

STA 10+54 TO STA 20+58

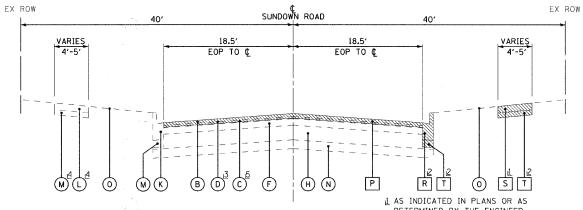
#### **HOT-MIX ASPHALT MIXTURE REQUIREMENTS NOTES:**

1. CONTRACTOR SHALL MILL BEFORE PATCHING.

#### **HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	VOIDS
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm); 1 1/2"	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50, (IL-9.5mm); 1"	4% @ 50 GYR.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm); 2"	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19 mm); CE -8"	4% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 mm); TYPE I - IV - 4-INCH, TYPE I - IV - 6-INCH	4% @ 70 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ. YD./IN FOR "AC TYPE" AND "PERCENT RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.



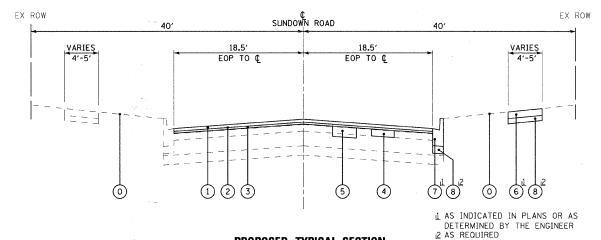
#### **EXISTING TYPICAL SECTION SUNDOWN ROAD**

STA 20+58 TO STA 61+80

DETERMINED BY THE ENGINEER 2 AS REQUIRED

3 LOCATED BETWEEN STA 20+58 TO STA 32+00 AND STA 35+00 TO STA 61+80

4 LEFT SIDE - LOCATED BETWEEN STA 20+58 TO STA 37+50 5 LOCATED BETWEEN STA 20+58 TO STA 50+00 AND STA 55+00 TO STA 61+80



#### PROPOSED TYPICAL SECTION SUNDOWN ROAD

STA 20+58 TO STA 61+80

#### **EXISTING LEGEND**

HOT-MIX ASPHALT SURFACE COURSE, 1 3/4" - 2 1/2" HOT-MIX ASPHALT SURFACE COURSE, 1" - 1 3/4" HOT-MIX ASPHALT SURFACE COURSE, 1/2" - 1 3/4" AREA REFLECTIVE CRACK CONTROL TREATMENT (PETROMAT) HOT-MIX ASPHALT BINDER COURSE, 1 3/4" - 2" HOT-MIX ASPHALT BINDER COURSE, 1 1/2" - 5 1/2" CRUSHED LIMESTONE, 12 1/4" - 17 1/4" CRUSHED AND UNCRUSHED GRAVEL, 8 1/2" - 16 1/2" COMBINATION CURB AND GUTTER. TYPE B-6.12 COMBINATION CURB AND GUTTER, TYPE M-4.12 EXISTING SIDEWALK AGGREGATE BASE COURSE

EXISTING SUB-GRADE GROUND SURFACE HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SIDEWALK REMOVAL

AGGREGATE BASE COURSE REMOVAL (NOT PAID FOR SEPARATELY) ITEM TO BE REMOVED

## AGGREGATE BASE COURSE, TYPE B 4" **LEGEND NOTES:**

SIDEWALK REMOVAL AND REPLACEMENT TO BE DETERMINED BY THE ENGINEER, UNLESS OTHERWISE SHOWN.

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

PROPOSED LEGEND

AREA REFLECTIVE CRACK CONTROL TREATMENT

LEVELING BINDER (MACHINE METHOD), N50 - 1"

CLASS D PATCHES, TYPE I - IV, 4-INCH

CLASS D PATCHES, TYPE I - IV, 6-INCH PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

TO STA. 13+05

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"

CURB AND GUTTER REMOVAL AND REPLACEMENT TO BE DETERMINED BY THE ENGINEER, UNLESS OTHERWISE SHOWN.

REVISED - IDOT REVIEW 08-11-09 DESIGNED DSH DRAWN KAR REVISED CHECKED -RWL REVISED 05-15-09 FILE - 081332-TYP.sht

**VILLAGE OF SOUTH ELGIN, ILLINOIS** SUNDOWN ROAD ARRA (LAPP) **IMPROVEMENTS** 

2 AS REQUIRED

TYPICAL SECTIONS AND **HMA MIXTURE REQUIREMENTS** STA. 10+97

SECTION 09-00034-00-RS KANE 28 4 1338 FED. ROAD DIST. NO. C-91-589-09 CONTRACT NO. 63292

2.

ILLINOIS FED. AID PROJECT ARA-9003 (306)

## **SCHEDULE OF QUANTITIES**

## HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LOCATION	AREA (SQ YD)
	·
SUNDOWN ROAD (STA 10+54)	96
GENEVIEVE DRIVE (STA 12+01 LT)	63
BRITTANY COURT (STA 12+01 RT)	63
ROXBURY COURT (STA 15+29 LT)	63
FENWICK LANE (STA 15+29 RT)	63
JULI DRIVE (STA 18+54 LT)	63
JULI DRIVE (STA 18+54 RT)	63
MICHIGAN AVENUE (STA 21+72 LT)	67
MICHIGAN AVENUE (STA 21+72 RT)	78
RENEE DRIVE (STA 28+34 RT)	v j 78
KENILWORTH AVENUE (STA 31+92 RT)	78
DEAN STREET (STA 35+12 LT)	78
DEAN STREET (STA 35+12 RT)	78
MARTIN DRIVE (STA 37+69 LT)	78
MARTIN DRIVE (STA 37+69 RT)	78
SCHNEIDER DRIVE (STA 49+63 LT)	112
SCHNEIDER DRIVE (STA 49+63 RT)	50
SUNDOWN ROAD (STA 61+80)	145
TOTAL	1,394

WOODMAN
Consulting Engineers

DESIGNED	-	DSH	REVISED - IDOT REVIEW 08-11-09	Γ
DRAWN	-	KAR	REVISED -	
CHECKED	-	RWL	REVISED -	
DATE	-	05-15-09	FILE - 081332-SCHEDULE.sht	

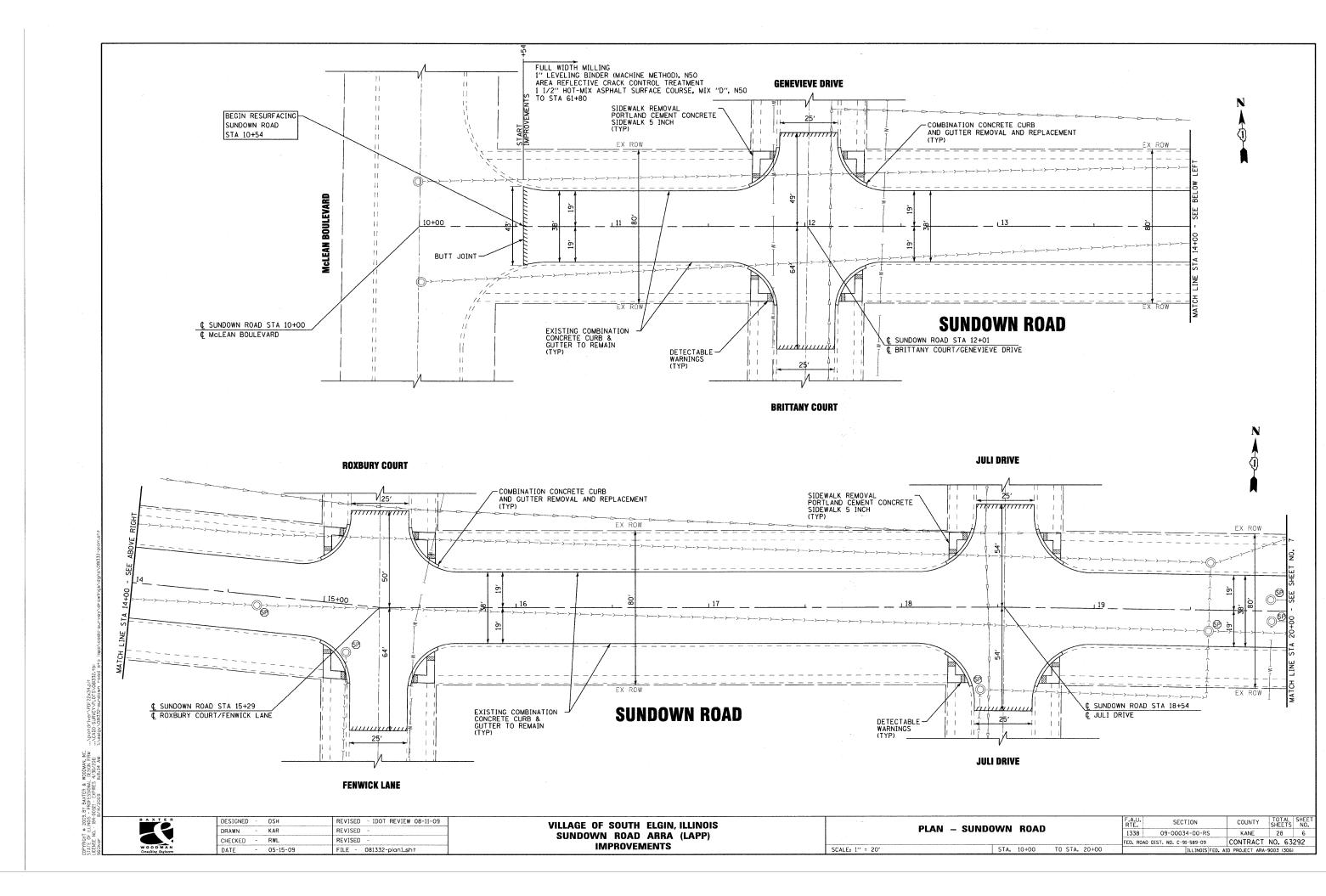
VILLAGE OF SOUTH ELGIN, ILLINOIS SUNDOWN ROAD ARRA (LAPP) IMPROVEMENTS

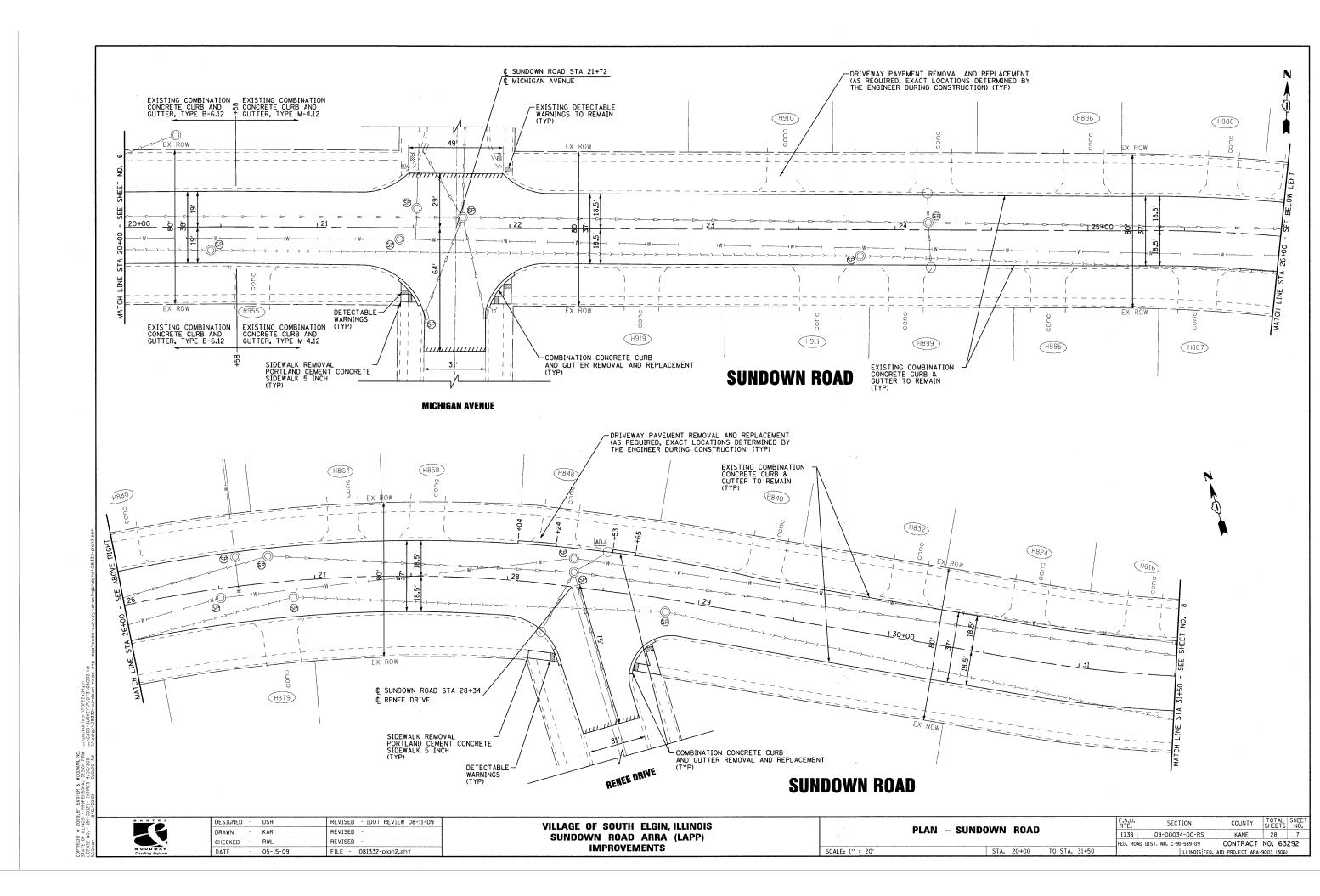
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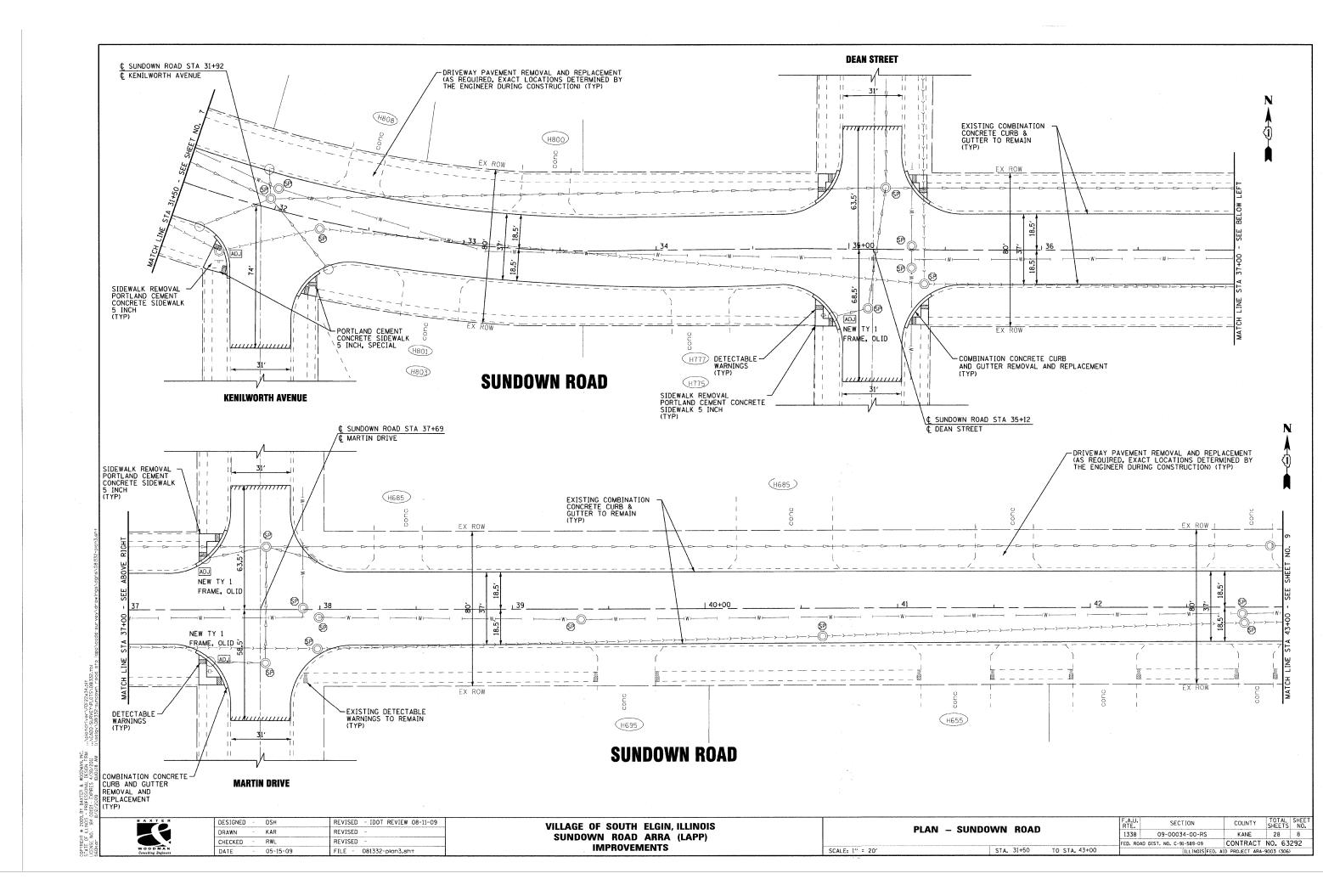
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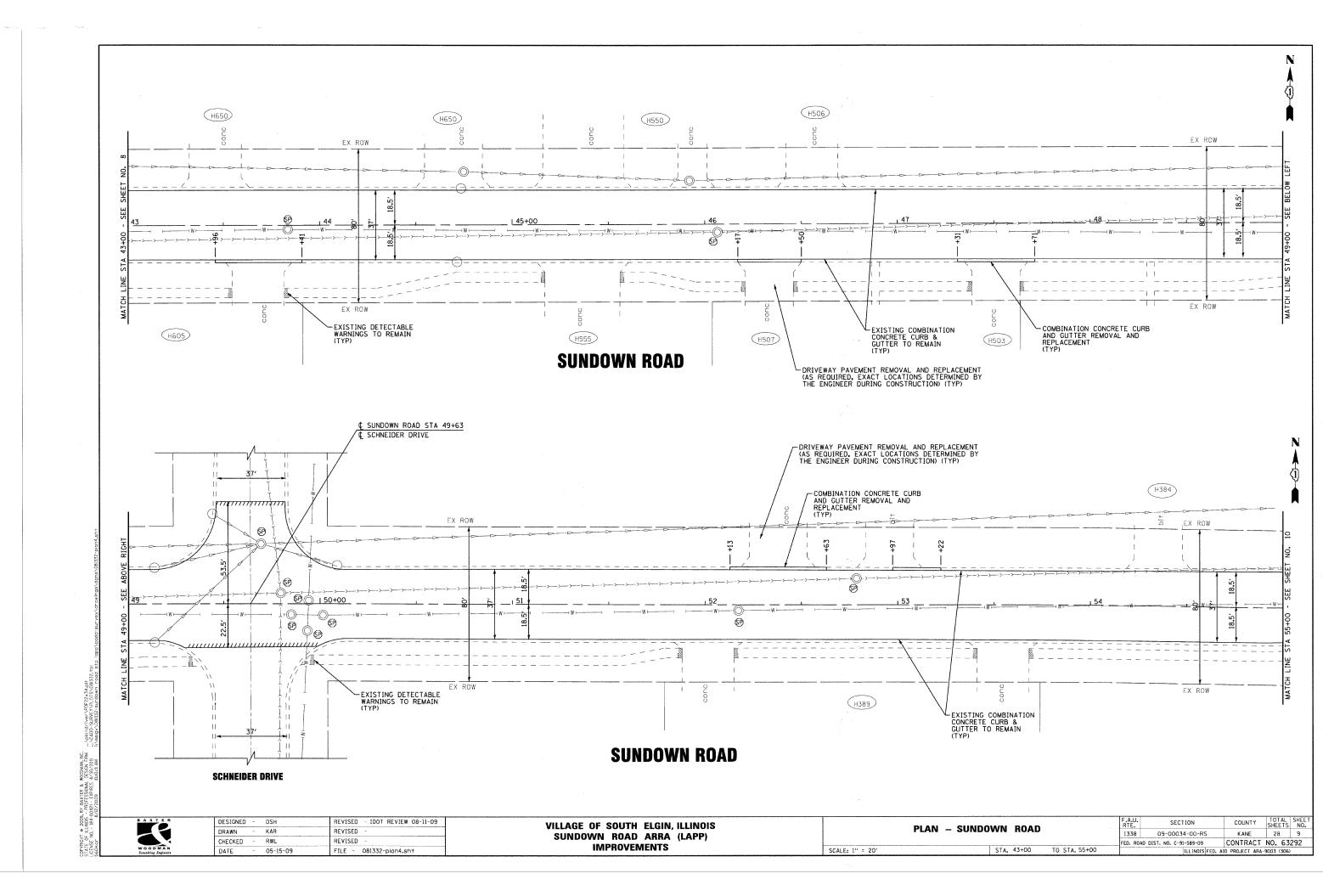
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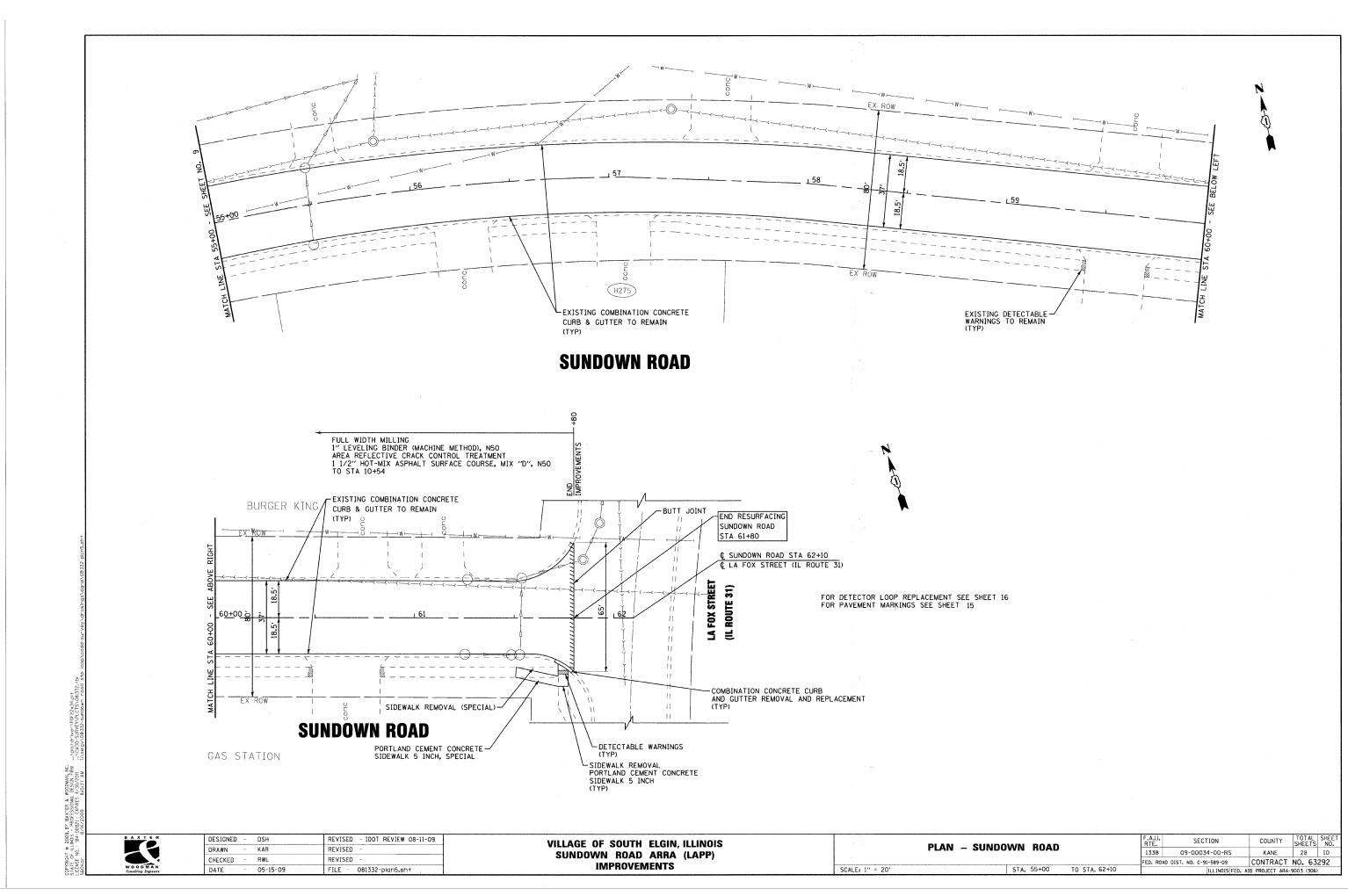
BAXIER & WOODMAN INC.
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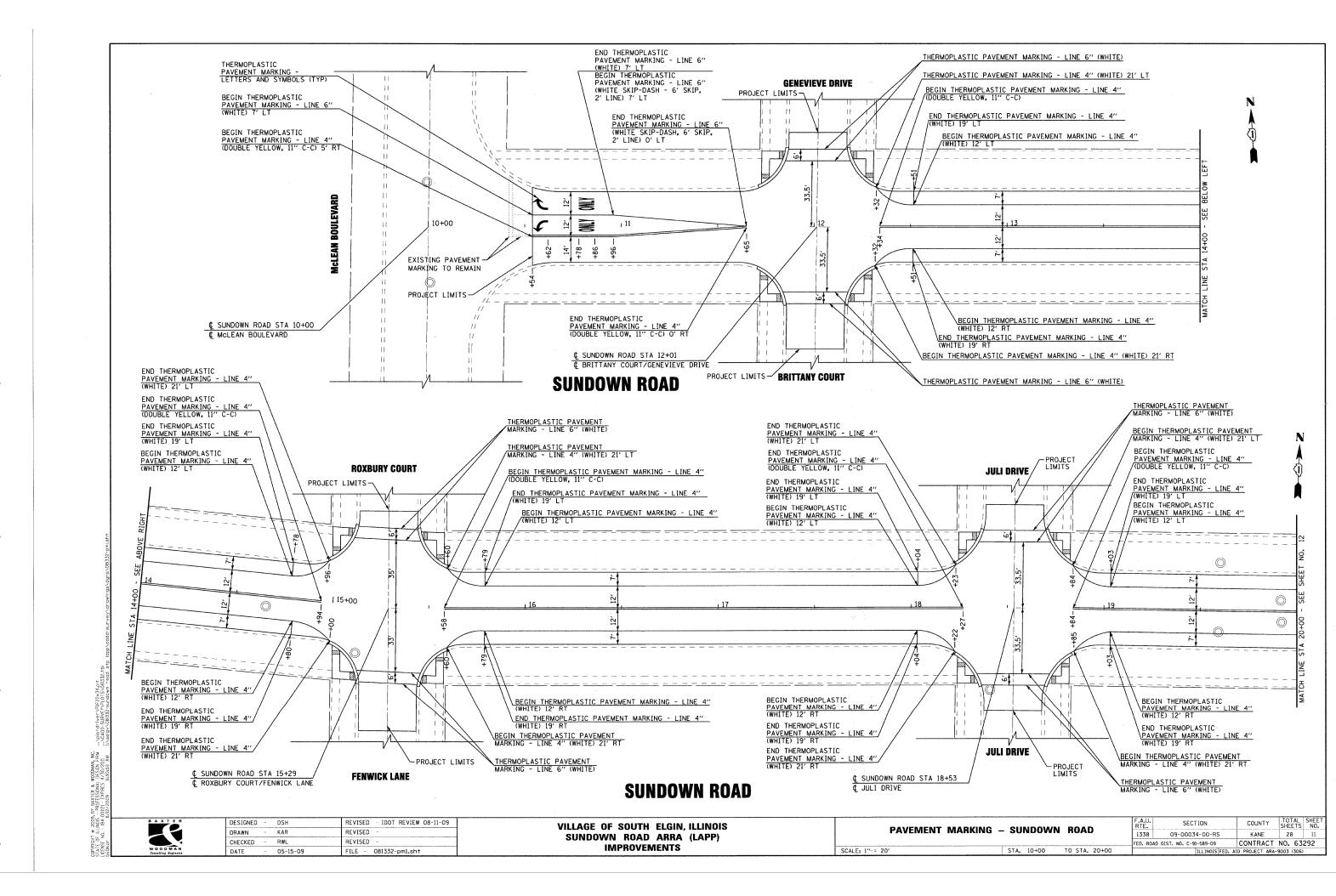


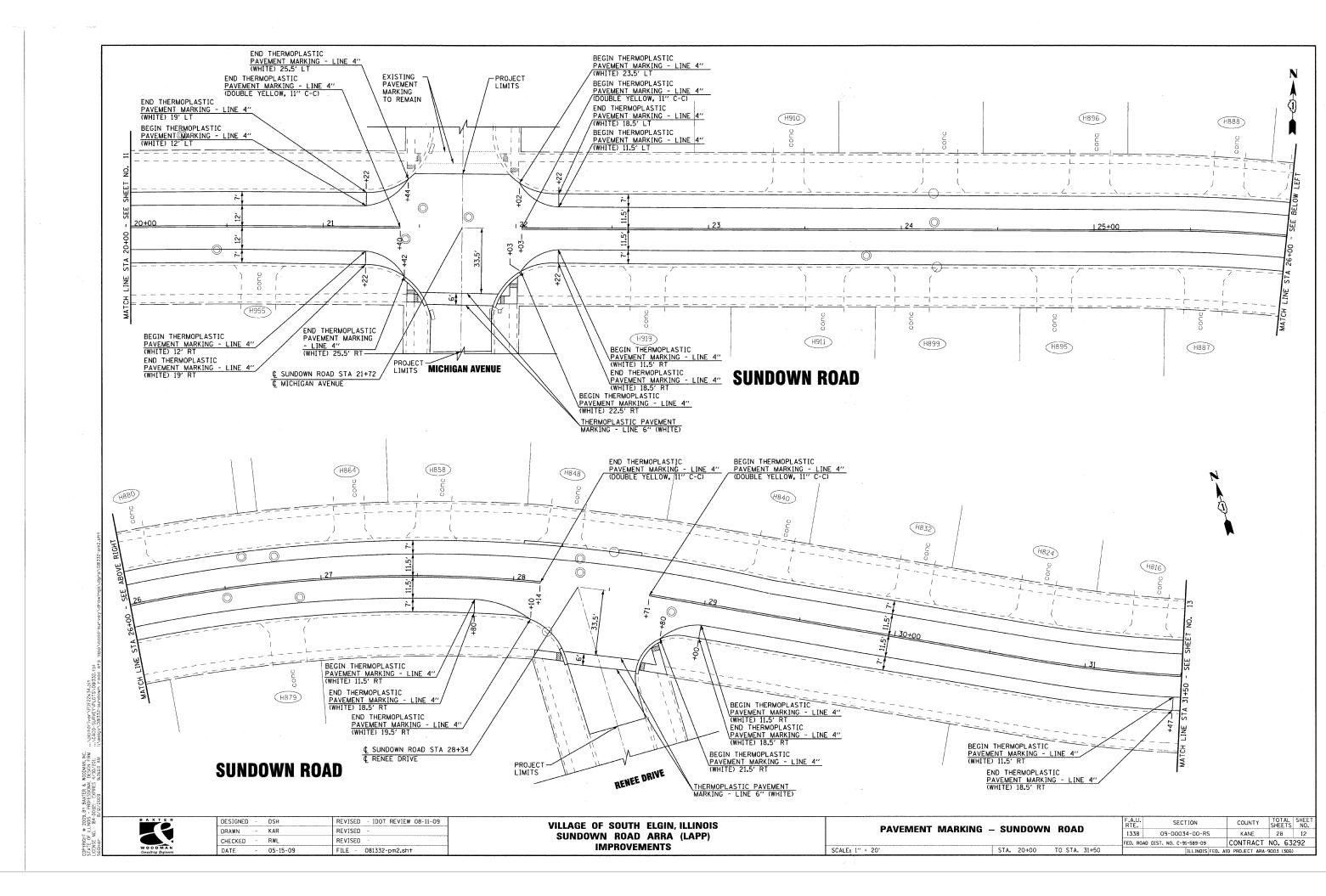


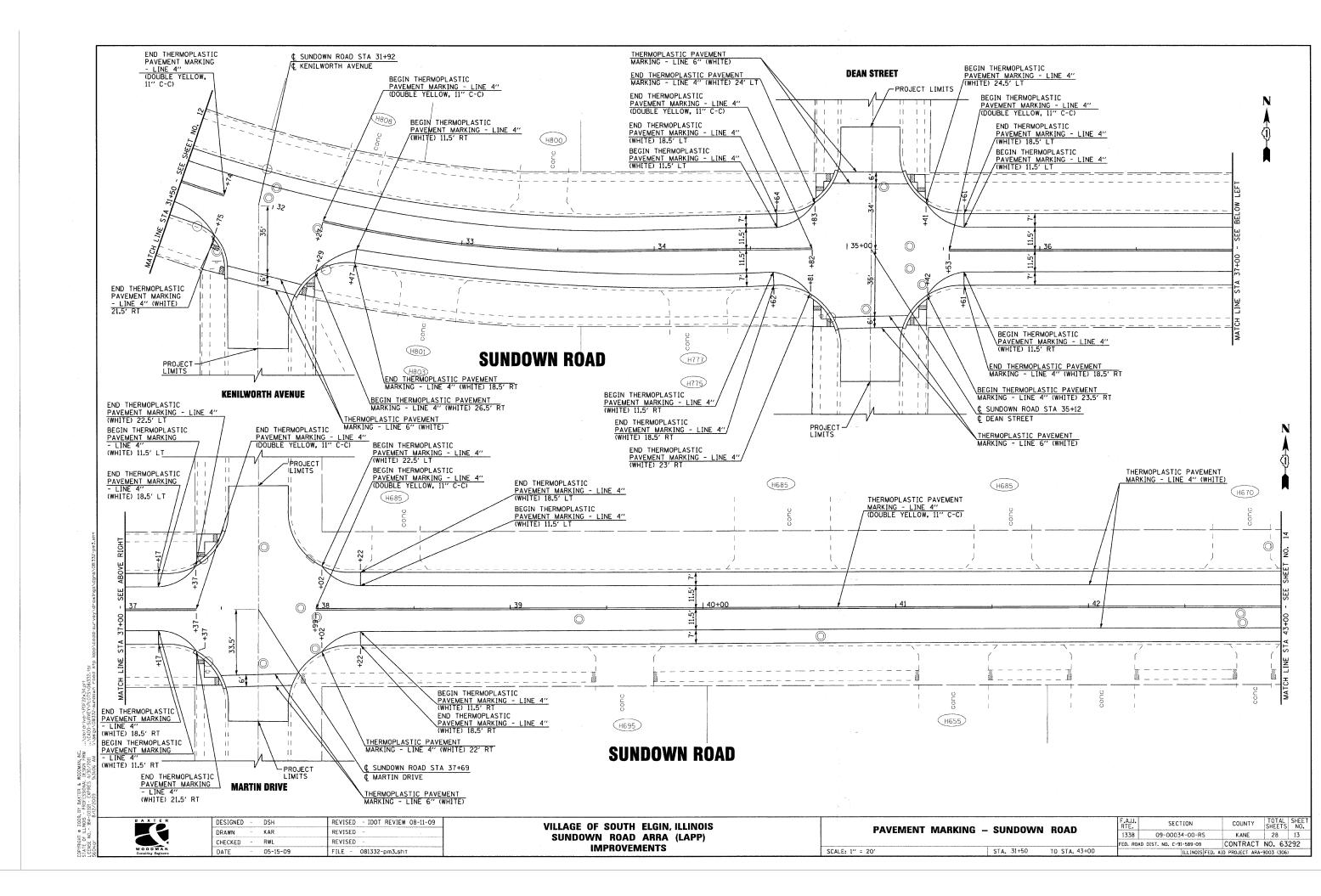


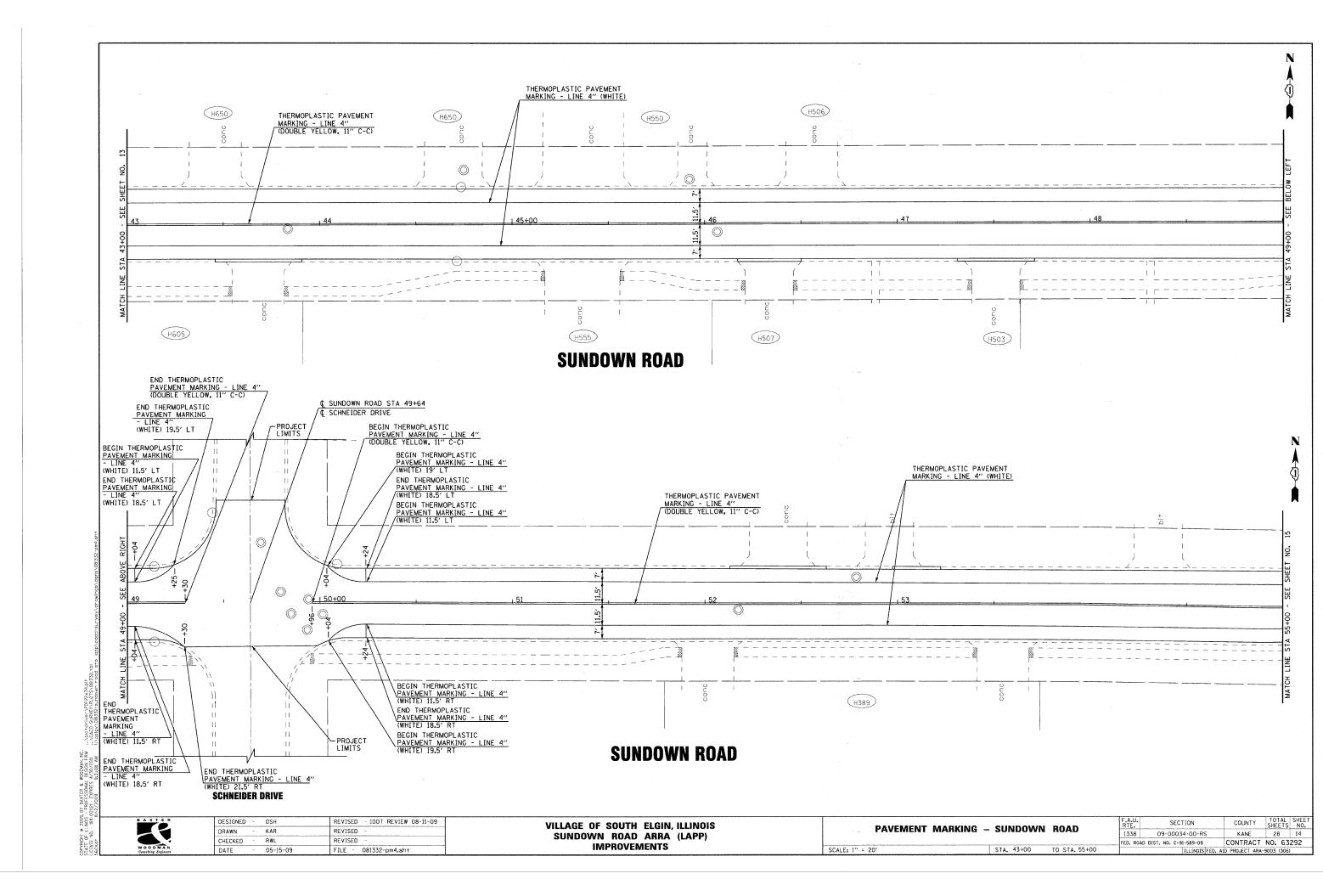


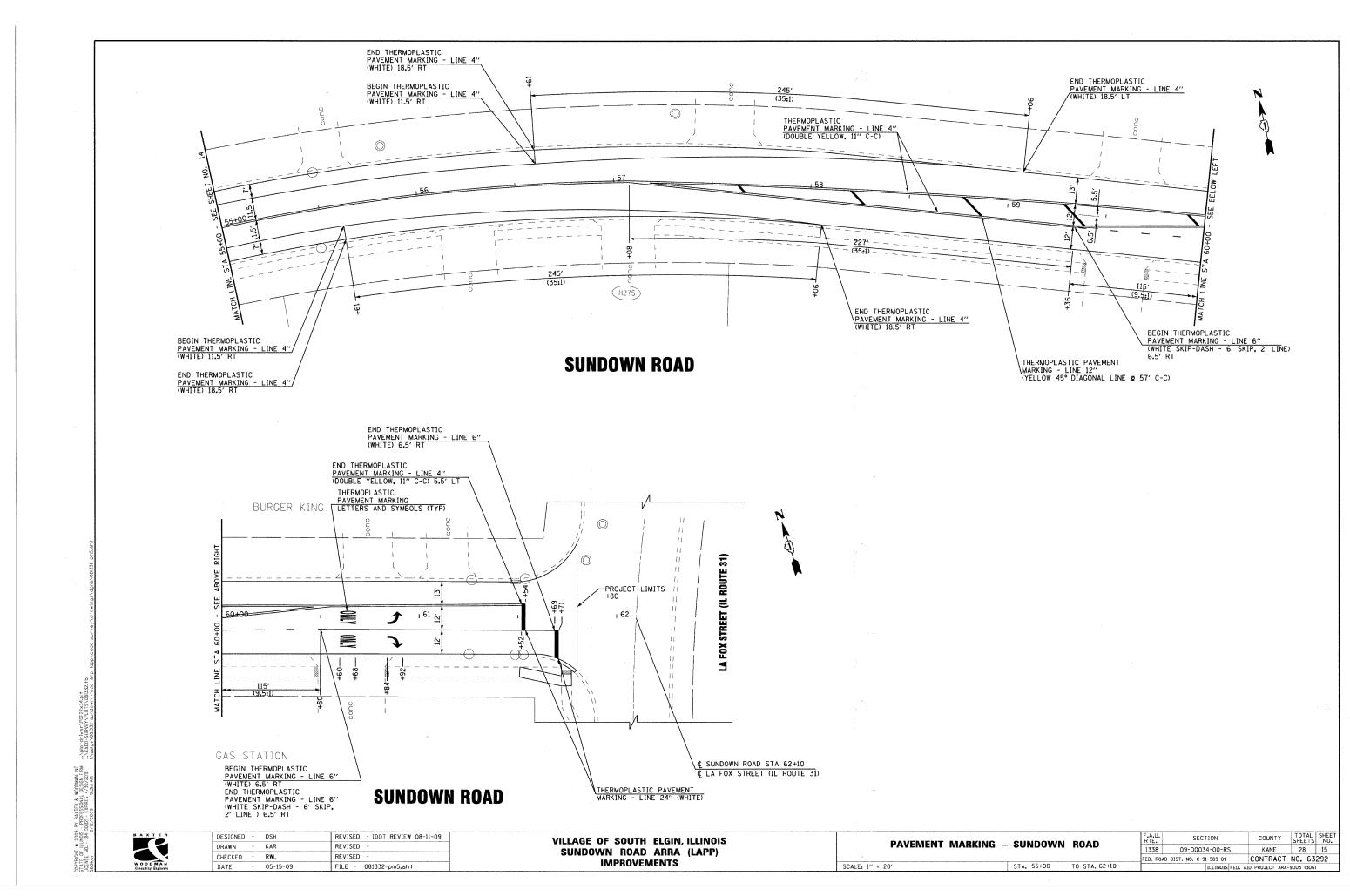


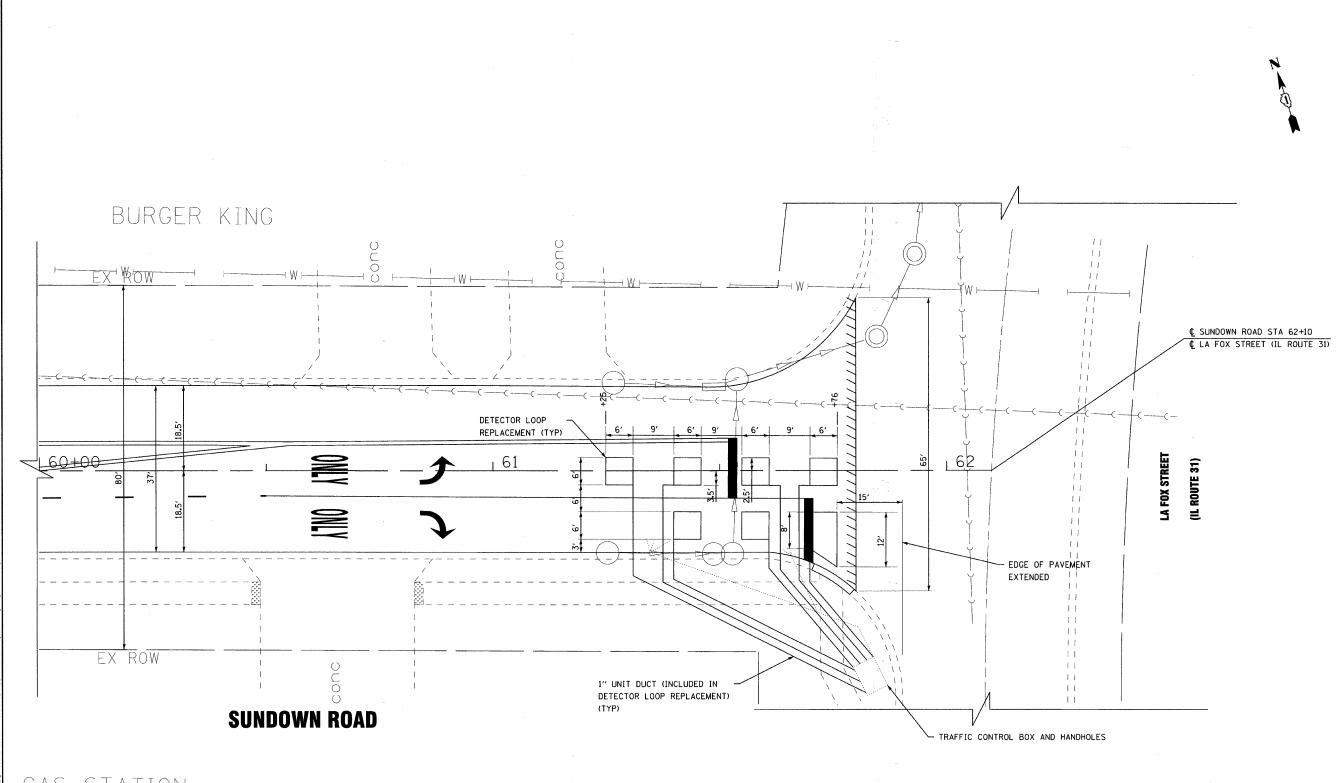












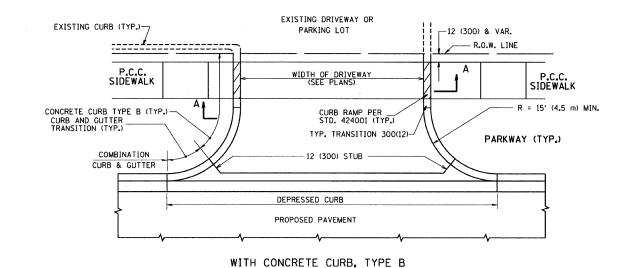
GAS STATION

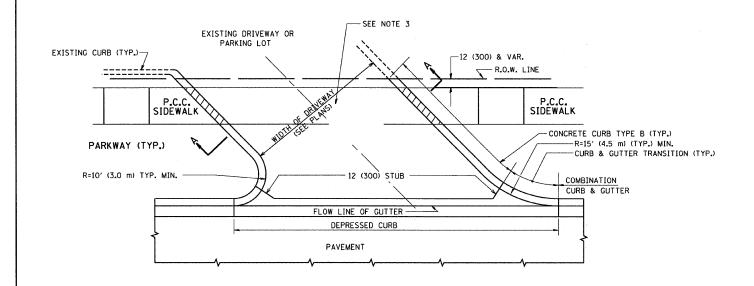
DESIGNED	-	DSH	REVISED - IDOT REVIEW 08-11-09
DRAWN	-	KAR	REVISED
CHECKED	-	RWL	REVISED -
DATE	-	05-15-09	FILE - 081332-plan6.sht

VILLAGE OF SOUTH ELGIN, ILLINOIS SUNDOWN ROAD ARRA (LAPP) IMPROVEMENTS

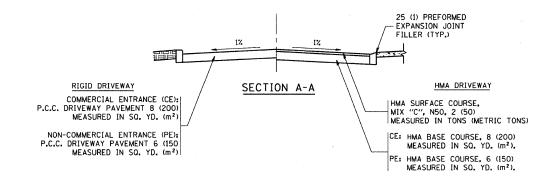
				DETECTOR	LOOP	RI	EPL/	CEM	ENT	•			
CALE:	1"	2	10'				STA.	55+00		TO	STA.	62+10	

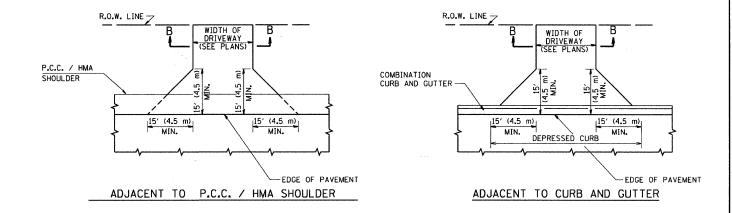
F.A.U. RTE. 1338 SECTION COUNTY 09-00034-00-RS KANE 91-589-09 CONTRACT NO. 63292 ||ILLINOIS||FED. AID PROJECT ARA-9003 (306) FED. ROAD DIST. NO. C-91-589-09

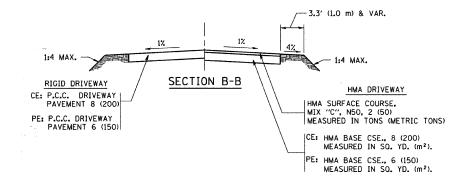




WITH CONCRETE CURB. TYPE B







#### RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²).

#### GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

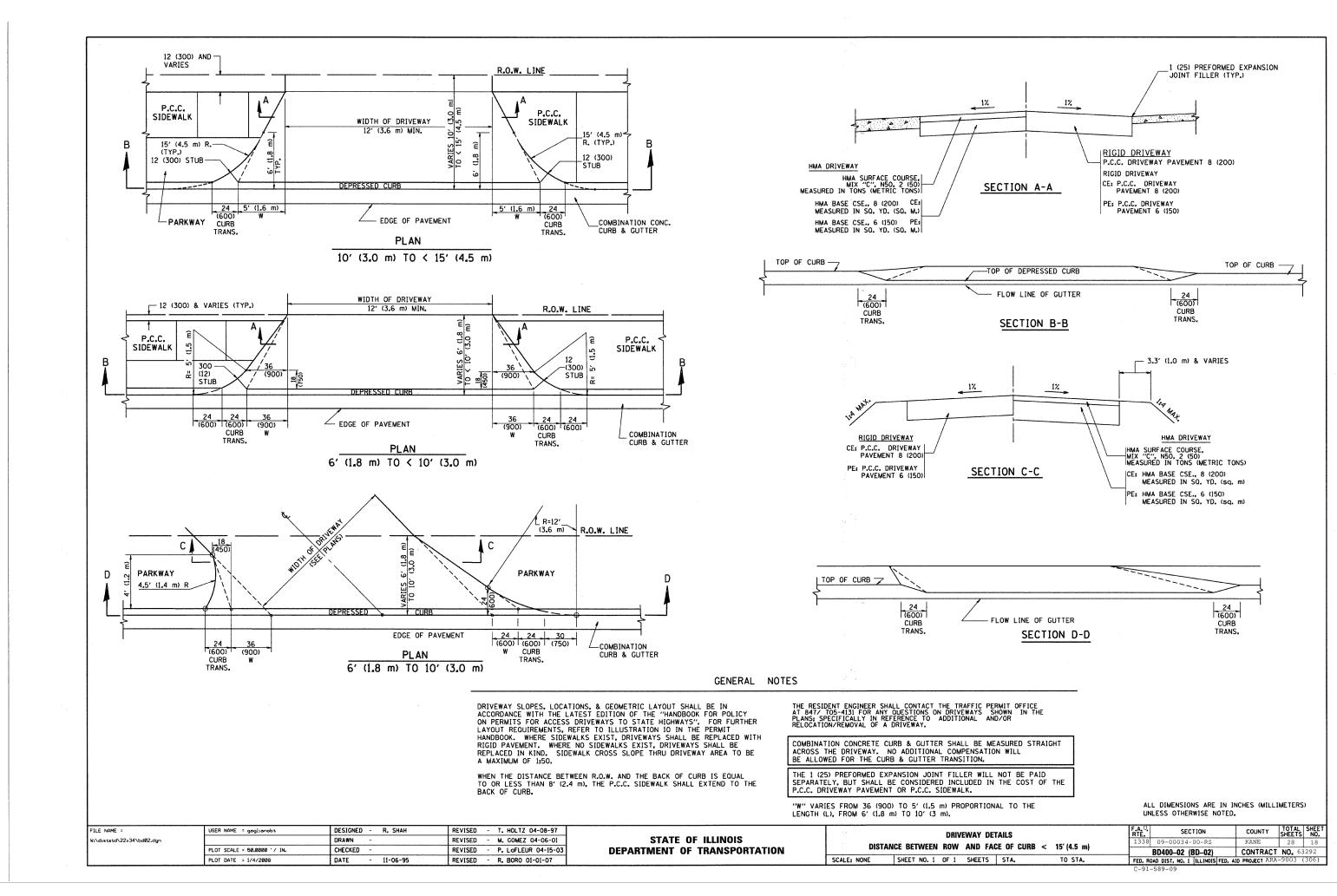
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

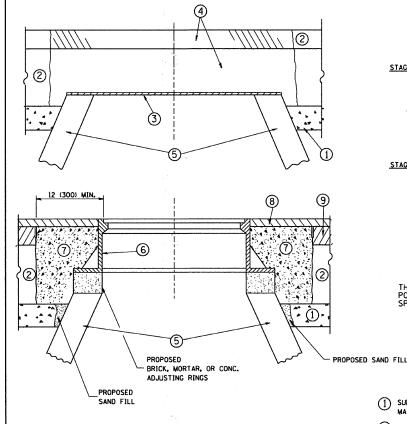
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01		DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.	F.A.U. RTF.	SECTION	COUNTY	TOTAL SHEET		
c:\projects\diststd22x34\bdØ1.dgn		DRAWN -	REVISED - P. LaFLUER 04-15-03	STATE OF ILLINOIS				1338 09	-00034-00-RS	KANE	28 17
	PLOT SCALE = 49,9999 '/ IN.	CHECKED -	REVISED - R. BORO 01-01-07	DEPARTMENT OF TRANSPORTATION	ANL	AND FACE OF CURB & EDGE OF SHOULDER > = 15'(4.5 m)			56-07 (BD-01)	CONTRACT	NO. 63292
	PLOT DATE = 6/12/2008	DATE - 11-04-95	REVISED - R. BORO 06-11-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	FED. ROAD DI	ST. NO. 1 ILLINOIS FED. A	ID PROJECT ARA	-9003 (306)	
								C-91-589-	09		





1 SUB-BASE GRANULAR MATERIAL

2 EXISTING PAVEMENT

(6) FRAME AND LID (SEE NOTES)
(7) CLASS SI CONCRETE,
HMA SURFACE COURSE OR
HMA BINDER COURSE

3 36 (900) DIAMETER METAL PLATE

PROPOSED HMA SURFACE
COURSE

PROPOSED CRUSHED STONE AND
HMA SURFACE MIX

CONSTRUCTION PROCEDURES

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM  $1\!V_2$  (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

STAGE 1 (BEFORE PAVEMENT MILLING)

STAGE 2 (AFTER PAVEMENT MILLING)

(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: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

TOTAL SHEE SHEETS NO. 
 F.A.U. RTE.
 SECTION

 1338
 09-00034-00-RS
 DESIGNED - R. SHAH REVISED - R. SHAH 03-10-95 FILE NAME = USER NAME = gaglianobt COUNTY **DETAILS FOR** STATE OF ILLINOIS w:\diststd\22×34\bd08.dgr DRAWN REVISED - A. ABBAS 03-21-97 KANE FRAMES AND LIDS ADJUSTMENT WITH MILLING BD600-03 (BD-8) CONTRACT NO. 63292
FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT ARA-9003 (306 CHECKED - R. WIEDEMAN 05-14-04 **DEPARTMENT OF TRANSPORTATION** - 10-25-94 REVISED - R. BORO 01-01-07 SHEET NO. 1 OF 1 SHEETS STA. PLOT DATE = 1/4/2008 DATE SCALE: NONE C-91-589-09

NOTES:

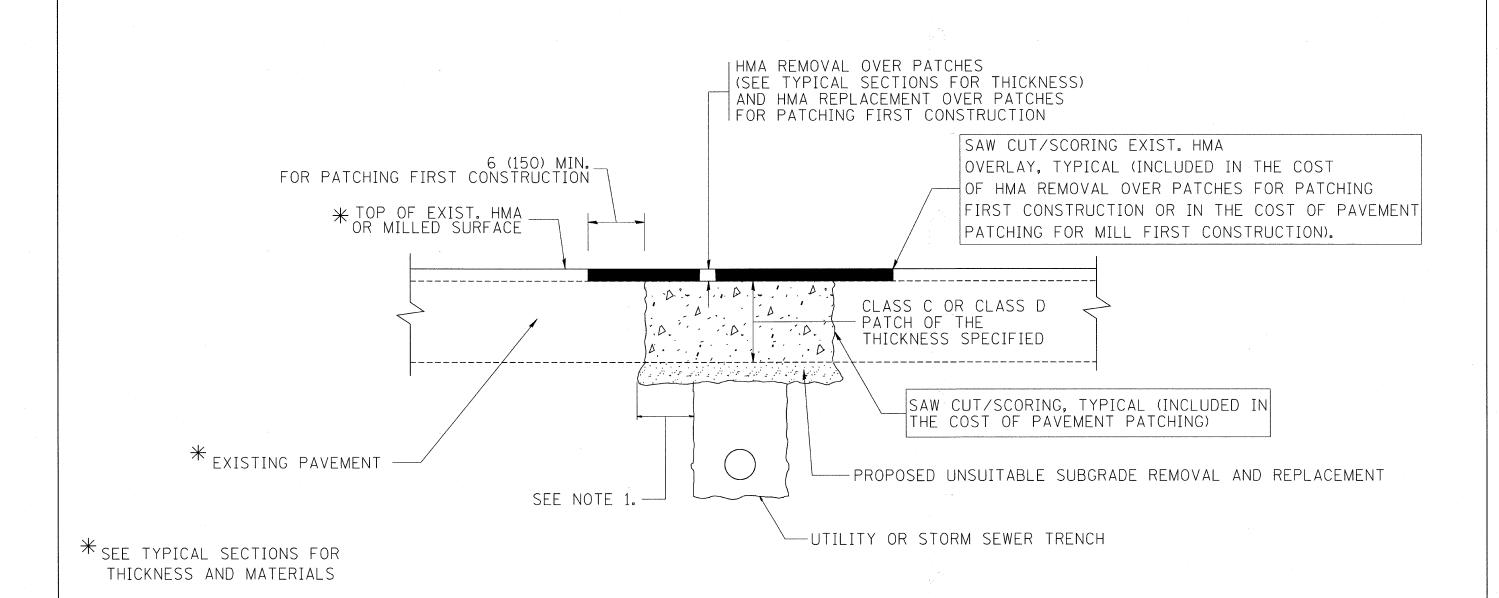
EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

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.



#### 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)

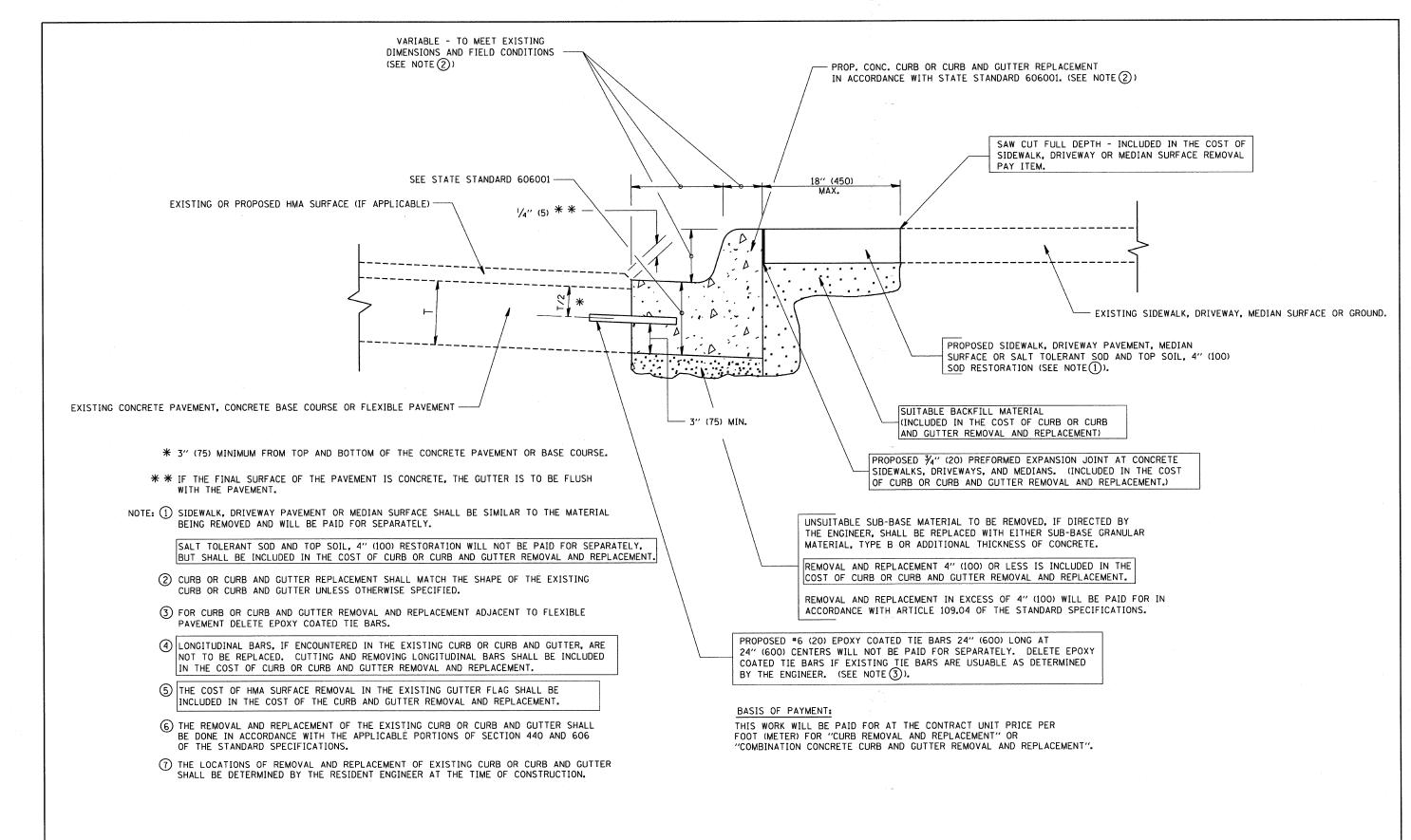
- 1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

#### 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.

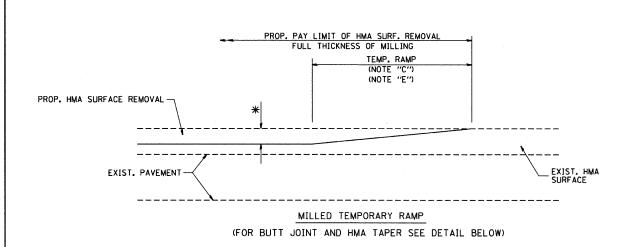
FILE NAME =	USER NAME = bouerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98		PAVEMENT PATCHING FOR	F.A.U. SECTION	COUNTY TOTAL SHEET NO.
cs\projects\diststd22x34\bd22.dgn		DRAWN -	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS	HMA SURFACED PAVEMENT	1338 09-00034-00-RS	KANE 28 20
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - R. BORO 09-04-07	DEPARTMENT OF TRANSPORTATION		BD400-04 (BD-22)	CONTRACT NO. 63292
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE; NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. A	AID PROJECT ARA-9003 (306)



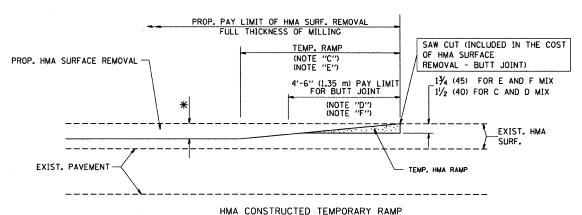
## CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME ≈ gaglianobt	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96		:	CURB OR CURB AND GUTTER	F.A.U RTE.	SECTION	COUNTY	SHEETS NO.
W:\diststd\22x34\bd24.dgn		DRAWN	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS		REMOVAL AND REPLACEMENT	1338	3 09-00034-00-RS	KANE	28 21
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	DEPARTMENT OF TRANSPORTATION				BD600-06 (BD-24)	CONTRACT	NO. 63292
	PLOT DATE = 1/4/2008	DATE - 03-11-94	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO	STA. FED.	ROAD DIST. NO. 1   ILLINOIS FED. /	AID PROJECT ARA	A-9003 (306)



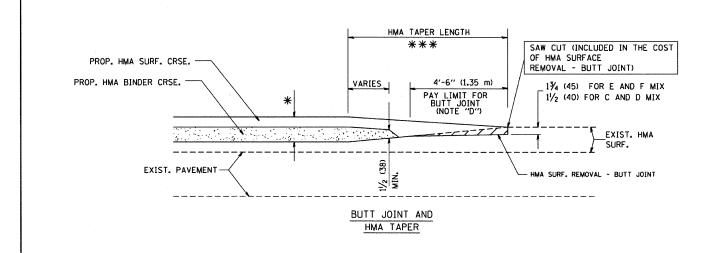
#### OPTION 1



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

#### OPTION 2

### TYPICAL TEMPORARY RAMP



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

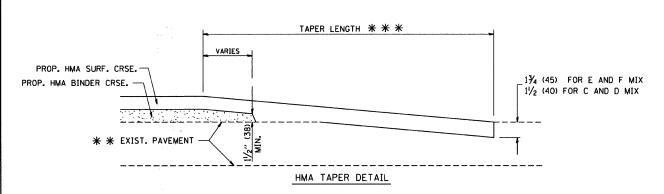
FILE NAME = DESIGNED - M. DE YONG REVISED - R. SHAH 10-25-94 USER NAME = gaglianobt REVISED - A. ABBAS 03-21-97 1:\distatd\22x34\bd32.dgn DRAWN PLOT SCALE = 50.0000 '/ IN CHECKED REVISED - M. GOMEZ 04-06-01 PLOT DATE = 1/4/2008 DATE - 06-13-90 REVISED - R. BORO 01-01-07

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

SECTION COUNTY BUTT JOINT AND 1338 HMA TAPER DETAILS BD400-05 BD32 CONTRACT NO. 63292

TO STA.

PROP. HMA OR PCC SURFACE REMOVAL - BUTT JOINT 30'-0" (9.0 m) (NOTE "A") SAW CUT (INCLUDED IN THE COST EXIST. HMA OR PCC SURFACE OF HMA OR P.C.C. SURFACE REMOVAL 15'-0" (4.5 m) (NOTE "B") BUTT JOINT) (NOTE "D") 13/4 (45) FOR E AND F MIX 1/2 (40) FOR C AND D MIX \* \* EXIST. PAVEMENT BUTT JOINT DETAIL



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

 $\mbox{*}\mbox{*}\mbox{*}$  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'-O" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

SHEET NO. 1 OF 1 SHEETS STA.

- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \* \* \* \* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

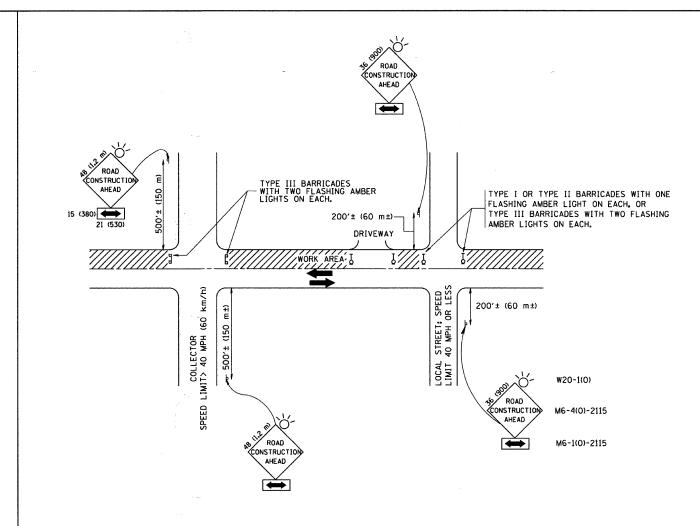
#### BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SOUARE YARD (SOUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

SCALE: NONE

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

TOTAL SHEE NO.



#### 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:
- O) ONE ROAD CONSTRUCTION AHEAD SIGN 36 × 36 (900×900) 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:
- o) ONE ROAD CONSTRUCTION AHEAD SIGN 48  $\times$  48 (1.2 m  $\times$  1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

#### 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.

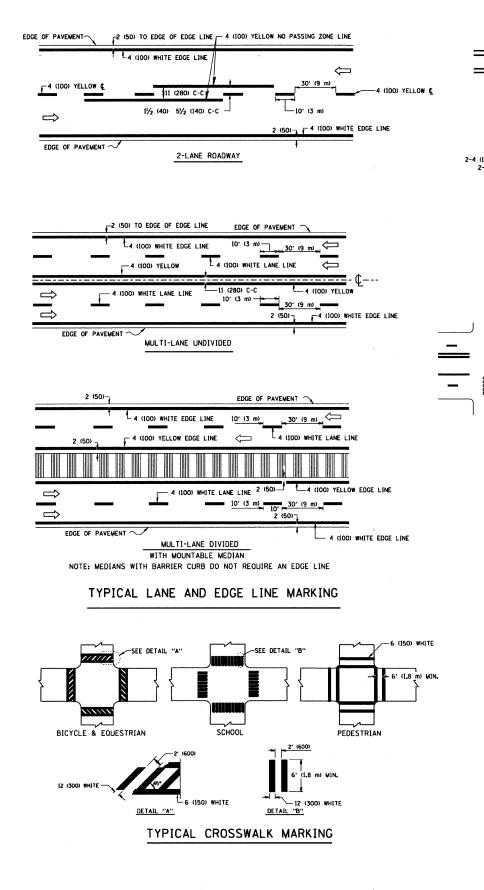
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

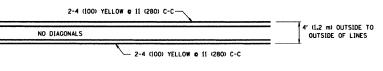
All dimensions are in millimeters (inches) unless otherwise shown.

USER NAME = gaglianobt DESIGNED - LHA REVISED - J. OBERLE 10-18-95 DRAWN :\diststd\22×34\tcl0.dgn REVISED - A. HOUSEH 03-06-96 PLOT SCALE = 50.000 '/ IN. CHECKED -REVISED - A. HOUSEH 10-15-96 PLOT DATE = 1/4/2008 DATE - 06-89 REVISED -T. RAMMACHER 01-06-00

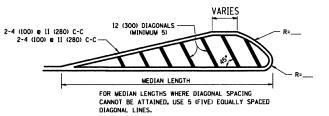
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

	TRAFFIC CONTROL AND PROTECTION FOR	F.A.U. RTE.	SECTION	COUNTY	TOTAL	SHEET NO.
9-1	SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	1338	09-00034-00-RS	KANE	28	23
	SIDE NOADS, INTERSECTIONS, AND DRIVEWATS		TC-10	CONTRACT	NO. 63	3292
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. R	OAD DIST. NO. 1   ILLINOIS FED. A	ID PROJECT ARA	4-9003	(306)



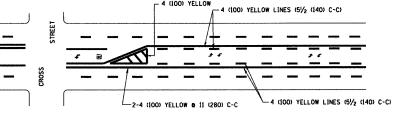


#### 4' (1.2 m) WIDE MEDIANS ONLY

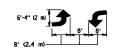


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

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

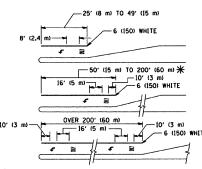


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

#### TYPICAL PAINTED MEDIAN MARKING

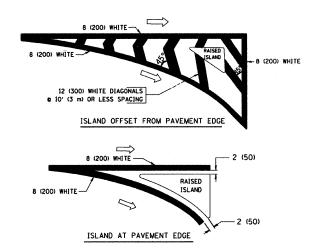


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  $\P$  AREA = 15.6 SO. FT. (1.5 m²) DNLY AREA = 20.8 SO. FT. (1.9 m²)

\* 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



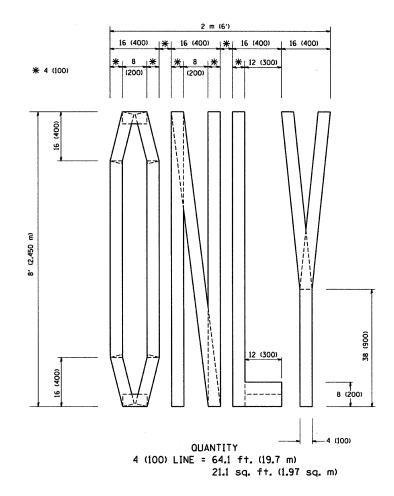
#### TYPICAL ISLAND MARKING

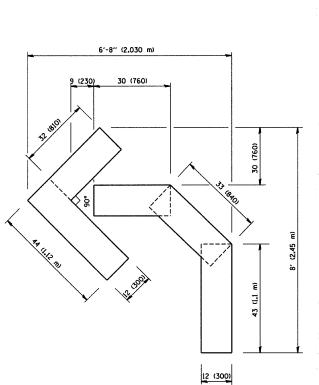
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 <b>e</b> 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (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 0 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 <b>e</b> 6 (150) 12 (300) <b>e</b> 45° 12 (300) <b>e</b> 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	DIACONALS: 15' (4,5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 50. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 S0. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) <b>e</b> 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (0VER 45MPH (70 km/h))

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

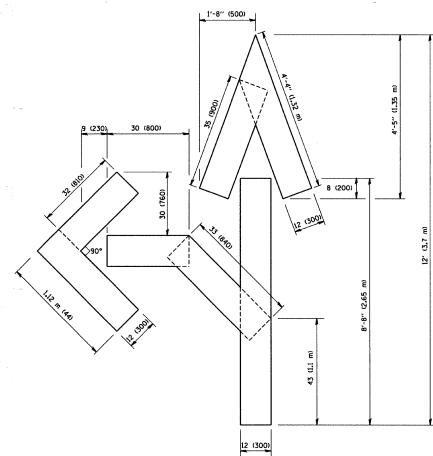
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = gaglianobt	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94		DISTRICT ONE	F.A.U. SECTION	COUNTY TOTAL SHEETS	SHEET NO.
W:\diststd\22x34\tc13.dgn		DRAWN -	REVISED -A. HOUSEH 10-09-96	STATE OF ILLINOIS		1338 09-00034-00-RS	KANE 28	24
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -A. HOUSEH 10-17-96	DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS	TC-13	CONTRACT NO. 632	292
	PLOT DATE = 1/4/2008	DATE - 03-19-90	REVISED -T. RAMMACHER 01-06-00	•	SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. A	ID PROJECT ARA-9003	(306)





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



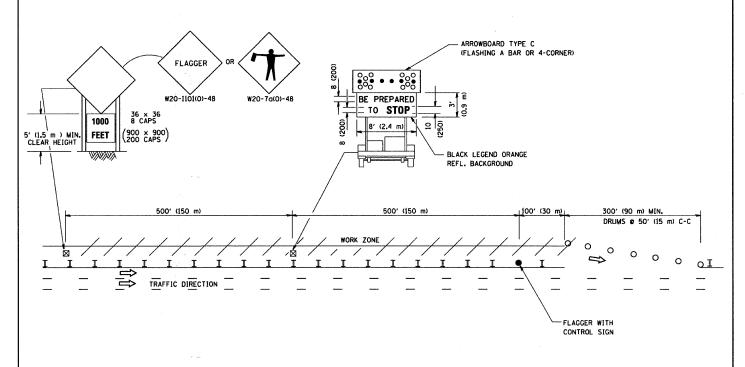
QUANTITY 4 (100) LINE = 82.5 ft. (25.3 m) 27.5 sq. ft. (2.53 sq. m)

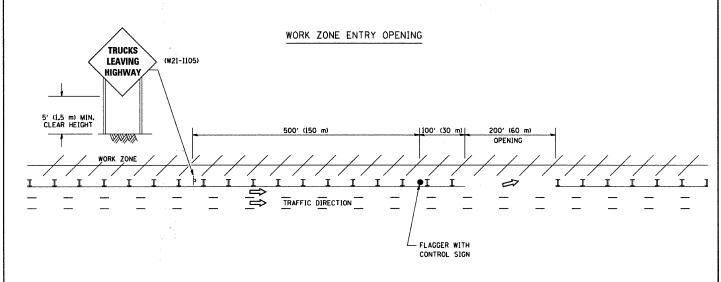
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = goglianobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96		PAVEMENT MARKING LETTERS AND SYMBOLS	F.A.U. SECTION	COUNTY SHEETS NO.
W:\diststd\22x34\tc16.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97	STATE OF ILLINOIS		1338 09-00034-00-RS	KANE 28 25
·	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98	DEPARTMENT OF TRANSPORTATION	FOR TRAFFIC STAGING	TC-16	CONTRACT NO. 63292
-	PLOT DATE = 1/4/2008	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.	AID PROJECT ARA-9003 (306)

#### SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

#### WORK ZONE EXIT OPENING



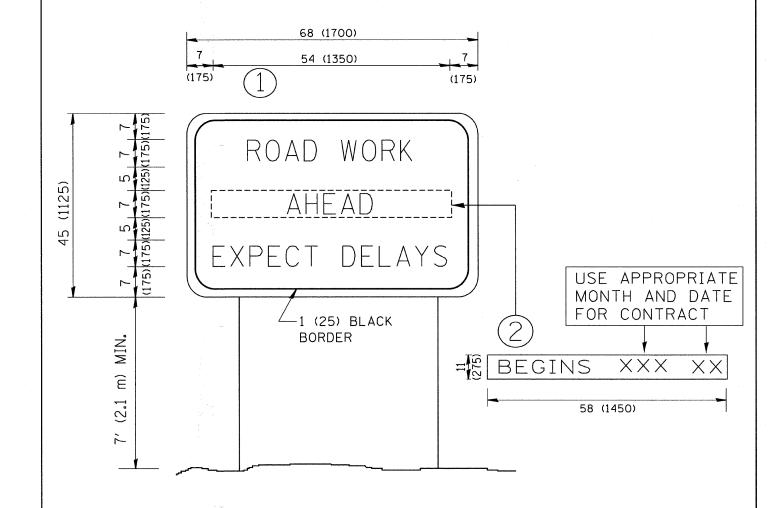


#### NOTES:

- The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
- 2. Work Zone Exit Openings should be a minimum of one half mile apart.
- Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
- 4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists  $\hfill \hfill$

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = gaglianobt	DESIGNED -	REVISED - D.W.S. 08-98	T	SIGNING FOR FLAGGING OPERATIONS	F.A.U. SECTION	COUNTY TOTAL SHEET SHEETS NO.
W:\diststd\22x34\tc18.dgn		DRAWN -	REVISED - J.A.F. 04-03	STATE OF ILLINOIS		1338 09-00034-00-RS	KANE 28 26
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - J.A.F. 02-06	DEPARTMENT OF TRANSPORTATION	AT WORK ZONE OPENINGS	TC-18	CONTRACT NO. 93292
	PLOT DATE = 1/4/2008	DATE -	REVISED - S.P.B. 01-07		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED.	AID PROJECT ARA-9003 (306)



## NOTES:

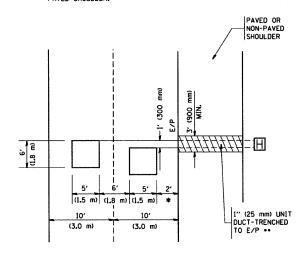
- 1. USE BLACK LETTERING ON ORANGE BACKGROUND.
- 2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- 3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
- 4. REMOVE PANEL 2 SOON AFTER THE START 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 = geglionobt	DESIGNED -	REVISED - R. MIRS 09-15-97		ARTERIAL ROAD	F.A.U. SECTION	COUNTY TOTAL SHEET
Wi\diststd\22×34\tc22.dgn		DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS	INFORMATION SIGN	1338 09-00034-00-RS	KANE 28 27
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99	DEPARTMENT OF TRANSPORTATION		TC-22	CONTRACT NO. 63292
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED	D. AID PROJECT ARA-9003 (306)

#### LOOPS NEXT TO SHOULDERS

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



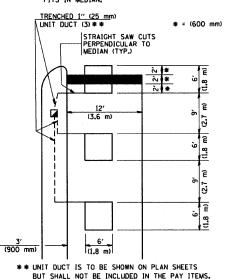
\* \* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

\* = (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 FITS IN MEDIAN.

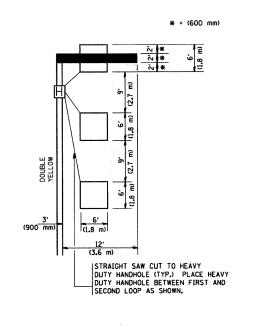


NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

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

- ARTERIA

\_1" (25 mm) UNIT DUCT

SCALE: NONE

j3'(900mm

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

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

OFFSET LOOPS BY-

THIS DIMENSION MAY BE

ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS.

REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER

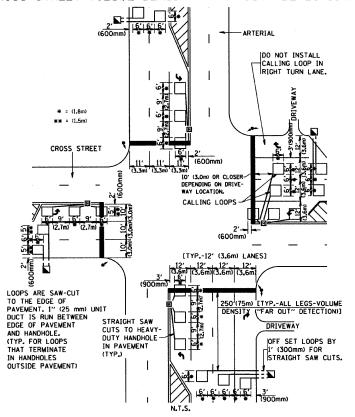
CROSS STREET

STATE OF ILLINOIS

**DEPARTMENT OF TRANSPORTATION** 

WHEN ADJUSTMENT IS

TO THE INTERSECTION.



DETAIL 1

(3.3m) -6 A 619/6 -10'(3.0m) PREFERRED | e' | a, | e' | a, | e' | 15'(4.5m) MAXIMUM DRIVEWAY + - THESE DIMENSIONS WILL BE VARIABLE F6' (1 Rm) MINIMUM 25' (7.6 m) MAXIMUM] △ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT DETAIL 2 LANE OR LEFT TURN

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. <u>EACH</u> ONE OF THESE TYPE OF LOOPS REQUIRES A <u>SEPARATE</u> TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A <u>SEPARATE</u> 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  $\underline{\mathsf{ALL}}$  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.