01-15-2021 LETTING ITEM 113

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

D_91_476_20

LOCATION OF SECTION INDICATED THUS: - -

PROPOSED HIGHWAY PLANS

THE PROJECT IS LOCATED IN THE CITY OF WILMINGTON

F.A.P. ROUTE 631: IL 102 /WATER STREET FROM RYAN ST. TO KANKAKEE CO LINE **SECTION: 2020–077–RS–SW&SR** PROJECT: STP-J4T5(078) SMART OVERLAY, PEDESTRIAN RAMPS, HMA SHOULDER RUMBLE STRIPS **WILL COUNTY**

C-91-274-20

TRAFFIC DATA: 2019 ADT = 12.700 POSTED SPEED LIMIT = 35-55 MPH

PROJECT BEGINS STA. 18 + 61

OMISSIONS: STA. 233+58 TO STA. 235+21 STA. 312+64 TO STA. 312+86

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

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123 OR 811

CONTRACT NO. 62L55

PROJECT MANAGER J. ALAIN MIDY (847) 221-3056

R 9 E R10E WILMINGTON - PEOTONE WILL WILMINGTON BRAIDWOOD W **PROJECT ENDS** 33 STA. 530 + 00KANKAKEE

WILMINGTON AND WESLEY TOWNSHIP

GROSS LENGTH OF PROJECT = 51,139 FT. = 9.69 MILES NET LENGTH OF PROJECT = 50.954 FT. = 9.65 MILES

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SUBMITTED OCOBER 20 20

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

0

0

INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|-----------|---|
| 1 | COVER SHEET |
| 2-3 | INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES |
| 4-6 | SUMMARY OF QUANTITIES |
| 7 | TYPICAL SECTIONS |
| 8-25 | ROADWAY AND PAVEMENT MARKING PLANS |
| 26 | CURB RAMP DETAILS (ADA IMPROVEMENT) |
| 27 | DETECTOR LOOP REPLACEMENT PLANS |
| 28 | BD-08: DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING |
| 29 | BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT |
| 30 | BD-24: CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT |
| 31 | BD-32: BUTT JOINT AND HMA TAPER DETAILS |
| 32 | BD-55: RUMBLE STRIPES FOR CENTERLINE, NON - FREEWAY |
| 33 | TC-10: TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS |
| 34 | TC-11: TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) |
| 35 | TC-13: DISTRICT ONE TYPICAL PAVEMENT MARKINGS |
| 36 | TC-14: TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) |
| 37 | TC-16: PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING |
| 38 | TC-22: ARTERIAL ROAD INFORMATION SIGN |
| 39 | TS-05: DISTRICT 1 - STANDARD TRAFFIC SIGNAL DESIGN DETAILS (SHEET 2 OF 7) |
| 4.0 | |

TS-07: DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS

FOR ROADWAY RESURFACING

STATE STANDARDS

DESCRIPTION

STANDARD NO.

| 000001-08 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
|-----------|---|
| 424001-11 | PERPENDICULAR CURB RAMPS FOR SIDEWALKS |
| 424021-06 | DEPRESSED CORNER FOR SIDEWALKS |
| 442201-03 | CLASS C AND D PATCHES |
| 482011-03 | HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS |
| 642006-01 | SHOULDER RUMBLE STRIPS, 8 IN. |
| 701001-02 | OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY |
| 701006-05 | OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE |
| 701011-04 | OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY |
| 701201-05 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH |
| 701206-05 | LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS >= 45 MPH |
| 701301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701306-04 | LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS $\gt=$ 45 MPH |
| 701311-03 | LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY |
| 701501-06 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701502-09 | URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE |
| 701801-06 | SIDEWALK, CORNER OR CROSSWALK CLOSURE |
| 701901-08 | TRAFFIC CONTROL DEVICES |
| | |

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)
- 2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, CITY OF WOODSTOCK AND THE CITY OF WILMINGTON.
- 3. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 4. THE CONTRACTOR SHALL CONTACT DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
- 6. UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE RESIDENT ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.
- 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
- 8. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1V:3H.
- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF CURB OR DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF FACH WORKING DAY
- 10. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS, UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 11. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED INCLUDING PREVIOUSLY SEEDED AREAS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.
- 12. LOCATIONS OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)], WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER / TECHNICIAN.
- 13. CATCH BASINS, MANHOLES, INLETS, DRAINAGE STRUCTURES AND VALVE VAULTS ADJUSTMENT AND/OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER / TECHNICIAN.
- 14. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 15. THE RESIDENT ENGINEER SHALL CONTACT ERIC CAMPOS, AREA TRAFFIC FIELD ENGINEER, VIA E-MAIL AT ERIC.CAMPOS@ILLINOIS.GOV, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

SEE SHEET 3 FOR CONTINUATION

| USER NAME = paraynoal | DESIGNED - | REVISED - | |
|-----------------------------|------------|-----------|--|
| | DRAWN - | REVISED - | |
| PLOT SCALE = 100.0000 / in. | CHECKED - | REVISED - | |
| PLOT DATE = 10/15/2020 | DATE - | REVISED - | |

| A.P. | SECT | ΠΟN | | COUNTY | TOTAL SHEETS | SHEET NO. | | | |
|------|------------|---------|----------|--------|-----------------|--------------|--|--|--|
| 631 | 2020-077-I | RS-SW&S | SR | WILL | /ILL 40 | | | | |
| | | | CONTRACT | NO. 62 | 2L55 | | | | |
| | | | | | | | | | |

GENERAL NOTES (CONTINUED)

- 16. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- 17. 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.
- 18. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENT FIRM TO CONTINUOUSLY MONITOR FOR WORKER SAFETY AND SOIL CONTAMINATION AT SEVERAL LOCATIONS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.
- 19. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 20. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 21. ALL CAST OPEN LIDS FOR FRAMES, TYPE 1, WITHIN CURB RAMPS FOR SIDEWALK, SHALL BE "ADA COMPLIANT" CAST OPEN LIDS PER HIGHAY STANDARD 604001.
- 22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY DETECTOR LOOPS DAMAGED DURING CONSTRUCTION.
- 23. PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER / TECHNICIAN.
- 24. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 25. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
- 26. GAPS BETWEEN SUCCESSIVE LANE CLOSURES SHALL NOT BE LESS THAN 2 MILES (3 KM) IN LENGHT ACCORDING TO ARTICLE 701.05 MAXIMIM LENGTH OF LANE CLOSURE
- 27. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 28. CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT 72 HOURS PRIOR TO WEED CONTROL AT (847) 705-4171. WEED CONTROL LOCATIONS WLL BE DETERMINED IN THE FIELD DURING CONSTRUCTION.
- 29. NO-PASSING PAVEMENT MARKINGS SHALL MATCH THE LOCATIONS OF THE NO-PASSING PENNANTS SIGN ASSEMBLIES.

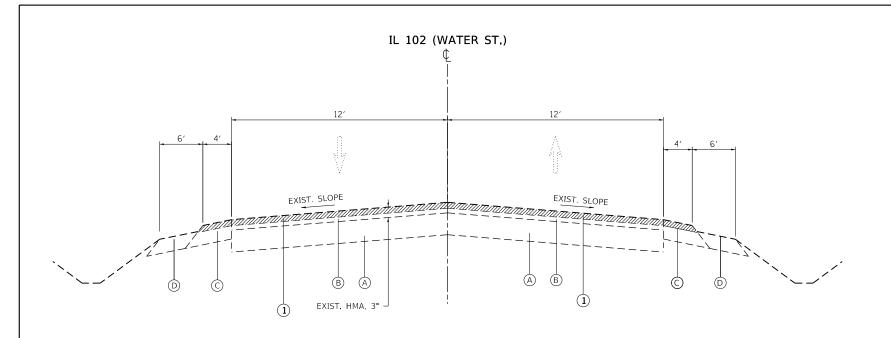
| USER NAME = paraynoal | DESIGNED - | REVISED - | |
|-------------------------------|------------|-----------|--|
| | DRAWN - | REVISED - | |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - | |
| PLOT DATE = 11/19/2020 | DATE - | REVISED - | |

MODEL: Derault FILE NAME: ow:\\olanroom.dot.||Ilnols.gov:PWIDOT\Docu

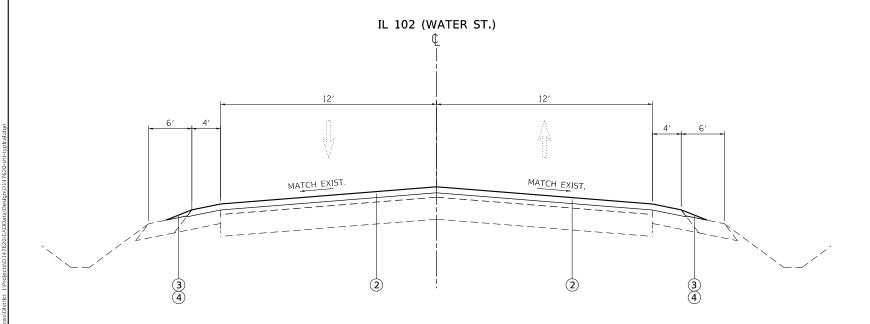
| | STIMM | ARY OF QUANTITIES | | | | JCTION TYPE CODE | | SI IMMAI | RY OF QUANTITIES | | | | | NSTRUCTIO | N TYPE CODE | |
|----------------------------|------------------------------|----------------------------------|--------------------|------------------------------|---------------------------------|------------------|----------------------------------|--------------|-------------------------------|-------------|----------|----------------------|----------------|-------------------|----------------------|----------------|
| | JUIVIIVIA | O GUANTITIES | | TOTAL | 0005 0005 | | | JUMMAF | NI OI GOMNIIIIES | | TOTAL | 0005 | 0005 | | | |
| CODE NO | | ITEM | UNIT | TOTAL QUANTITIES URBAN | 80% FED 20% STATE 100% STATE | | CODE NO | | ITEM | UNIT | | 80% FED 20% STATE | 100% STATE | | | |
| 20200100 | EARTH EXCAVA | TION | CU YD | 6 | 6 | | 44000156 | HOT-MIX ASPH | TALT SURFACE REMOVAL. 1 3/4" | SO YD | 184155 | 184155 | | | | |
| 21101615 | TOPSOIL FURN | ISH AND PLACE, 4" | SQ YD | 25 | 25 | | 44000600 | SIDEWALK REM | IOVAL | SO FT | 425 | 425 | | | | |
| 25000750 | MOWING | | ACRE | 21 | 21 | | 44002212 | HOT-MIX ASPH | MALT REMOVAL OVER PATCHES, 3" | SO YD | 4535 | 4535 | | | | |
| | | | | | | | | | | | | | | | | |
| 25200110 | SODDING, SAL | T TOLERANT | SO YD | 25 | 25 | | 44201753 | CLASS D PATC | HES. TYPE II. 9 INCH | SO YD | 100 | 100 | | | | |
| 25200200 | SUPPLEMENTAL | WATERING | UNIT | 0. 3 | .03 | | 44201757 | CLASS D PATC | HES, TYPE III, 9 INCH | SQ YD | 275 | 275 | | | | |
| | | | | | | | | | | | | | | | | |
| 40600290 | BITUMINOUS MA | ATERIALS (TACK COAT) | POUND | 82870 | 82870 | | 44201759 | CLASS D PATC | HES, TYPE IV. 9 INCH | SO YD | 3638 | 3638 | | | | |
| 40600400 | MINTURE FOR | PDACKS IGINTS AND | TON | | EE 7 | | 40100100 | ACCRECATE "" | DOE CHOIN DED. TYPE D | TON | 2701 | 2701 | | | | |
| 40600400 | | CRACKS, JOINTS, AND | TON | 553 | 553 | | 48102100 | AGGREGATE WE | DGE SHOULDER, TYPE B | TON | 2301 | 2301 | | | | |
| | FLANGEWAYS | | | | | | | | | | | | | | | |
| | | | | | | | 60262700 | INLETS TO BE | RECONSTRUCTED | EACH | 1 | 1 | | | | |
| 40600982 | | ALT SURFACE REMOVAL - BUTT | SO YD | 746 | 746 | | | | | | | | | | | |
| | JOINT | | | | | | 64200108 | SHOULDER RUM | BLE STRIPS, 8 INCH | FOOT | 92054 | 92054 | | | | |
| 40601005 | HOT-MIX ASPHA | ALT REPLACEMENT OVER | TON | 445 | 445 | | * 66900200 | NON-SPECIAL | WASTE DISPOSAL | CU YD | 6 | 6 | | | | |
| | PATCHES | | | | | | | | | | | | | | | |
| | | | | | | | * 66900530 | SOIL DISPOSA | L ANALYSIS | EACH | 1 | 1 | | | | |
| 40604172 | POLYMERIZED H | HOT-MIX ASPHALT SURFACE | TON | 18048 | 18048 | | | | | | | | | | | |
| | COURSE. IL-9. | 5. MIX "E", N70 | | | | | * 66901001 | REGULATED SU | BSTANCES PRE-CONSTRUCTION | LSUM | 1 | 1 | | | | |
| | | | | | | | | PLAN | | | | | | | | |
| 42001300 | PROTECTIVE CO | DAT | SO YD | 54 | 54 | | | | | | | | | | | |
| | | | | | | | * 66901003 | REGULATED SU | BSTANCES FINAL CONSTRUCTION | LSUM | 1 | 1 | | | | |
| 42400200 | PORTLAND CEMB | ENT CONCRETE SIDEWALK 5 INCH | SO FT | 425 | 425 | | | REPORT | | | | | | | | |
| 42400800 | DETECTABLE WA | ARNINGS | SQ FT | 80 | 80 | | | | | | | | | | | |
| 72700000 | SEILOIABLE WA | | 30 F1 | | | | | | | | | | | | | |
| | | | | | | | | * = SP | PECIALTY ITEMS | | | | | | | REV-SE |
| FILE NAME = | | | ESIGNED - | 1 | REVISED - | 07477 | | | IL. ROUTE 102 (WATER ST.) | (RYAN ST. – | KANKAKEE | CO. LINE) | F.A.P. RTE. | SECTIO | N COU | NTY TOTAL SHEE |
| pw:\\planroom.dotJilinois. | gov:PWIDOT\Documents\IDOT Of | PLOT SCALE = 100,0000 ' / In. CH | ROWN - HECKED - | | REVISED - REVISED - | STATE O | F ILLINOIS TRANSPORT <i>A</i> | ATION | SUMMARY | OF QUANTI | TIES | | 631 | 2020-077-RS | | |
| | | PLOT DATE = 10/15/2020 DA | ATE - | | REVISED - | | | | SCALE: SHEET NO. OF | SHEETS STA. | Т | O STA. | FED. ROA | D DIST. NO. 1 ILL | INOIS FED. AID PROJE | |

| | SHMMADY OF CHANTITIES | | | | CO | NSTRUCTIO | N TYPE C | ODE | | | CHMMADY OF CHANTITIES | | | | CON | STRUCTION | ON TYPE C | ODE | |
|---|--|---------------------------------------|------------------------|---------------------------------|------------|-----------|----------|-----|----------|-----------------------|--|----------|------------------------------|----------------------|------------|-----------------|-----------|-----------|---------------------------------|
| | SUMMARY OF QUANTITIES | | | 0005 | 0005 | | | | | | SUMMARY OF QUANTITIES | T | 4 | 0005 | 0005 | | | | |
| CODE NO | ITEM | UNIT | TOTAL OUANTITIES URBAN | 80% FED 20% STATE | 100% STATE | | | | | CODE NO | ITEM | UNIT | TOTAL QUANTITIES URBAN | 80% FED 20% STATE | 100% STATE | | | | |
| 66901006 | REGULATED SUBSTANCES MONITORING | CAL DA | 3 | 3 | | | | | | 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 442 | 442 | | | | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 6 | 6 | | | | | | 70300250 | TEMPORARY PAVEMENT MARKING - LINE 8" | FOOT | 518 | 518 | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | | | | | 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 684 | 684 | | | | | |
| 70100450 | TRAFFIC CONTROL AND PROTECTION. | L SUM | 1 | 1 | | | | | | 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 210 | 210 | | | | | |
| | STANDARD 701201 | | | | | | | | | 70300520 | PAVEMENT MARKING TAPE, TYPE III 4" | FOOT | 4931 | 4931 | | | | | |
| 70100460 | TRAFFIC CONTROL AND PROTECTION. | L SUM | 1 | 1 | | | | | | | | | | | | | | | |
| | STANDARD 701306 | | | | | | | | ; | * 78000100 | THERMOPLASTIC PAVEMENT MARKING - | SO FT | 221 | 221 | | | | | |
| | | | | | | | | | | | LETTERS AND SYMBOLS | | | | | | | | |
| 70102620 | TRAFFIC CONTROL AND PROTECTION, | L SUM | 1 | 1 | | | | | | | | | | | | | | | |
| | STANDARD 701501 | | | | | | | | ; | * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 124273 | 124273 | | | | | |
| 70102622 | TRAFFIC CONTROL AND PROTECTION. | L SUM | 1 | 1 | | | | | ÷ | * 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 442 | 442 | | | | | |
| | STANDARD 701502 | | | | | | | | ; | * 78000500 | THERMOPLASTIC PAVEMENT MARKING - LINE 8" | FOOT | 518 | 518 | | | | | |
| 70102640 | TRAFFIC CONTROL AND PROTECTION. | L SUM | 1 | 1 | | | | | | | | | | | | | | | |
| | STANDARD 701801 | | | | | | | | ÷ | * 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | F00T | 684 | 684 | | | | | |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 9862 | 9862 | | | | | ; | * 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 210 | 210 | | | | | |
| 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SO FT | 3288 | 3288 | | | | | 3 | * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 1 36 3 | 1363 | | | | | |
| 70300210 | TEMPORARY PAVEMENT MARKING LETTERS AND | SO FT | 221 | 221 | | | | | | 78300200 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 1048 | 1048 | | | | | |
| | SYMBOLS | | | | | | | | | | REMOVAL | | | | | | | | |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 124273 | 124273 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | * = SPECIALTY ITEMS | | | | | | | | REV-SEF |
| FILE NAME = pw:\\pianroom.dot.illinois. | gov:PWIDOT\Documents\DOT | ESIGNED - PROMPN - HECKED - LATE - | | REVISED REVISED REVISED REVISED | - | | DI | | ATE OF I | LLINOIS AANSPORTA | TION IL. ROUTE 102 (WATER ST.) SUMMARY SCALE: SHEET NO. OF | OF QUANT | TITIES | CO. LINE) | | SECT 2020-077-F | RS-SW&SR | COUNTY SI | OTAL SHEET HEETS NO. 40 5 |

| | SUMMARY OF QUANTITIES | | | | | ON TYPE CODE | | | SUMMARY OF QUANTITIES | | | | | RUCTION TYPE (| CODE | |
|---|--|-----------------|---------------------|--------------------|------------|--------------|-----------|----------|--------------------------------------|------------|---------------------|-----------------|----------------|----------------------------|----------|-----------------------------------|
| | 00,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | TOTAL | 0005 80% FED | 0005 | | | | 33 3. 33 | | TOTAL | 0005 80% FED | 0005 | | | |
| CODE NO | ITEM | UNIT | OUANTITIES URBAN | | 100% STATE | | | CODE NO | ITEM | UNIT | QUANTITIES URBAN | 20% STATE | 100% STATE | | | |
| * 88600600 | DETECTOR LOOP REPLACEMENT | FOOT | 349 | 349 | | | | Z0018500 | DRAINAGE STRUCTURES TO BE CLEANED | EACH | 3 | | 3 | | | |
| * 89500400 | RELOCATE EXISTING PEDESTRIAN | EACH | 2 | 2 | | | | Z0030850 | TEMPORARY INFORMATION SIGNING | SO FT | 102.8 | 102.8 | | | | |
| ,,, | | 1 | <u> </u> | _ | | | | | | | | | | | | |
| | PUSH-BUTTON | | | | | | | Z0033700 | LONGITUDINAL JOINT SEALANT | FOOT | 46027 | 46027 | | | | |
| коо29618 | WEED CONTROL, BROADLEAF IN TURF | GALLON | 10 | 10 | | | Ø | z0076600 | TRAINEES | HOURS | 500 | 500 | | | | |
| | | | | | | | Ø | Z0076604 | TRAINEES - TRAINING PROGRAM GRADUATE | HOURS | 500 | 500 | | | | |
| x0320050 | CONSTRUCTION LAYOUT (SPECIAL) | L SUM | 1 | 1 | | | | | | | | | | | | |
| x0325222 | WEED CONTROL, BASAL TREATMENT | GALLON | 30 | 30 | | | | | | | | | | | | |
| X0326898 | CENTER LINE - RUMBLE STRIP - 16" | FOOT | 46027 | 46027 | | | | | | | | | | | | |
| | SERVEN ETRE NUMBER STREET | | 10021 | .002 | | | | | | | | | | | | |
| X2020110 | GRADING AND SHAPING SHOULDERS | UNIT | 1020 | 1020 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| x5537800 | STORM SEWERS TO BE CLEANED 12" | FOOT | 30 | | 30 | | | | | | | | | | | |
| x6030205 | FRAMES AND GRATES TO BE ADJUSTED (SPECIAL) | EACH | 3 | 3 | | | | | | | | | | | | |
| x6030310 | FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) | EACH | 3 | 3 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| x7030005 | TEMPORARY PAVEMENT MARKING REMOVAL | SO FT | 44960 | 44960 | | | | | | | | | | | | |
| * X7800815 | HOT SPRAY THERMOPLASTIC PAVEMENT | FOOT | 46027 | 46027 | | | | | | | | | | | | |
| | MARKING LINE - 4 INCH | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | <u></u> | |
| Z0004562 | | FOOT | 35 | 35 | | | | | | | | | | | | |
| | REMOVAL AND REPLACEMENT | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | ø 0042 |
| | | | | | | | | | * = SPECIALTY ITEMS | | | | | | | REV-SEP |
| FILE NAME = pw:\\planroom.dot.Jillnot. | USER NAME = pargynoal USER NAME = pargynoal SpowPWIDOT\Documents\UDOT\Oldrices\District\n\Projects\Di47620\CADDatd\Design\Di47620\Strict\n\Projects\Di47620\CADDatd\Design\Di47620\Strict\n\Projects\Di47620\CADDatd\Design\Di47620\Strict\n\Projects\Di47620\CADDatd\Design\Di47620\Strict\n\Projects\Di47620\CADDatd\Design\Di47620\Strict\n\Projects\Di47620\CADDatd\Design\Di47620\Strict\n\Projects\Di47620\CADDatd\Design\Di47620\Strict\n\Projects\Di47620\CADDatd\Design\Di47620\Strict\n\Projects\Di47620\Strict\n\Projects\Di47620\CADDatd\Design\Di47620\Strict\n\Projects\Di47620\Strict\n\Projects\Di47620\CADDatd\Design\Di47620\Strict\n\Projects | SIGNED - | | REVISED REVISED | - | ST | ATE OF IL | LINOIS | IL. ROUTE 102 (WATER S | | | CO. LINE) | F.A.P. RTE. | SECTION 0-077-RS-SW&SR | | TOTAL SHEET SHEETS NO. 40 6 |
| | PLOT SCALE = 100,0000 '/ In. CHE PLOT DATE = 10/15/2020 DAT | ECKED - TE - | | REVISED REVISED | - | DEPARTMEI | | | TION SUMMA SCALE: SHEET NO. OF | SHEETS STA | | O STA. | | . NO. 1 [ILLINOIS[FED. AII | CONTRACT | |



EXISTING TYPICAL SECTION FROM STA. 18+61 TO 530+00



PROPOSED TYPICAL SECTION

FROM STA. STA. 18+61 TO 530+00

LEGEND - EXISTING:

- A EXIST. PCC PAVEMENT, 9"
- B EXIST. HMA AFTER MILLING, 1 1/4"
- © EXIST. HMA SHOULLDER
- (D) EXIST. AGGREGATE SHOULDER

NOTES:

- 1.) THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.
- 2.) LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE

LEGEND — PROPOSED

- 1 PROP. HMA SURFACE REMOVAL, 1 3/4"
- PROP. POLY. HMA SURFACE COURSE, MIX "E", IL-9.5, N70, 1 3/4"
- 3 PROP. GRADING AND SHAPING SHOULDERS
- PROP. AGGREGATE WEDGE SHOULDER, TYPE B

| HOT-MIX ASPHALT MIXTURE REQUIREMENTS | S | QUALITY MANAGEMENT |
|--|----------------------|-----------------------|
| MIXTURE TYPE | AIR VOIDS @ Ndes | PROGRAM (QMP) |
| PAVEMENT RESURFACING | | |
| POLY. HMA SURFACE COURSE, MIX "E", IL-9.5, N70, 1 3/4" | 4.0% AT 70 GYR | PFP |
| | | |
| PATCHING | | |
| CLASS D PATCHES (HMA BINDER IL-19 mm), 9" | 4.0% AT 70 GYR | QC/QA |
| HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm), 3" | 4.0% AT 70 GYR. | QC/QA |
| QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PAY FOR PERFORMANCE (PFP). | R PERFORMANCE (QCP); | |

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

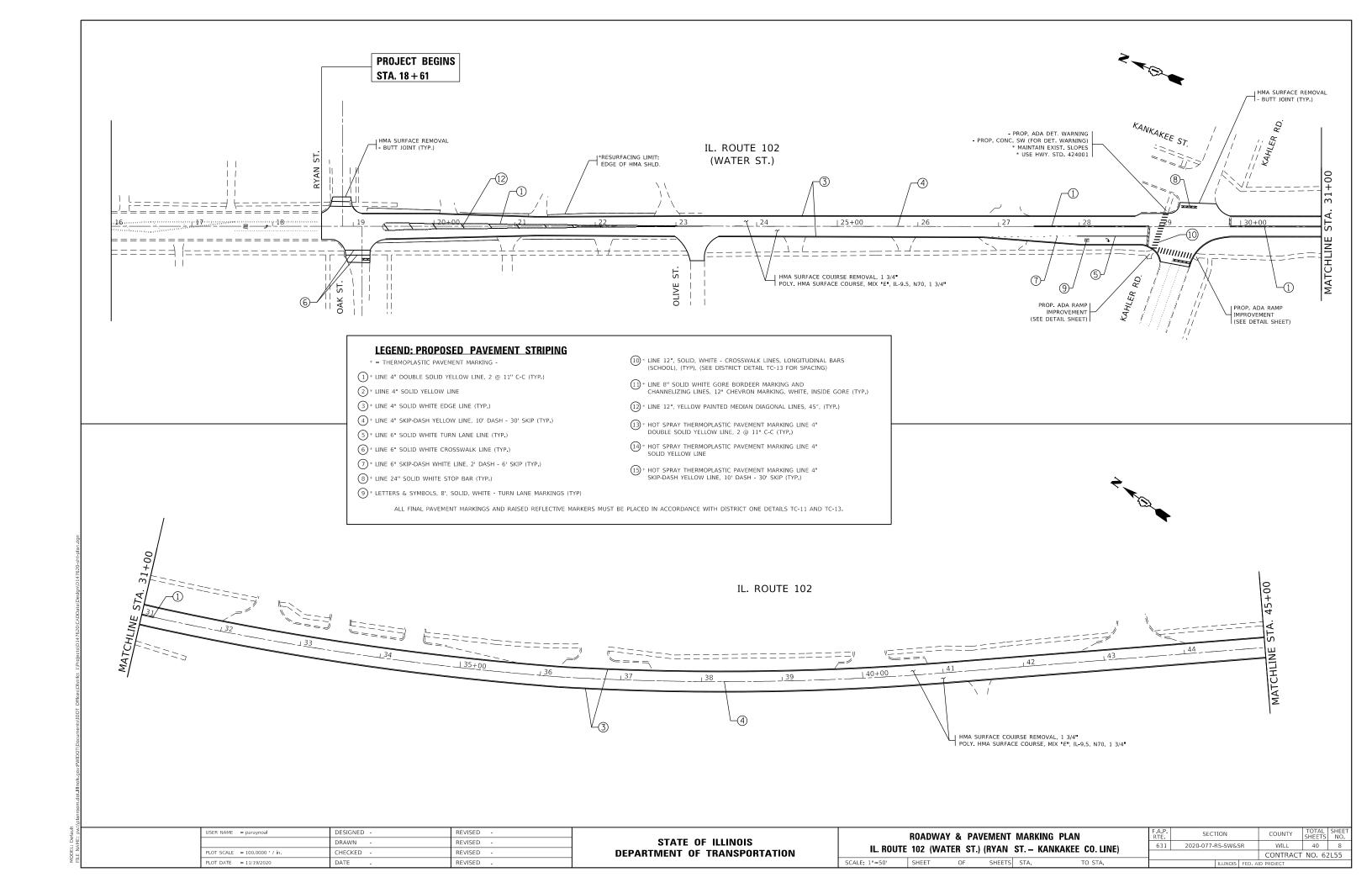
 FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
- NOTE 3: QUALITY MANAGEMENT PROGRAM (QMP) IDNTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

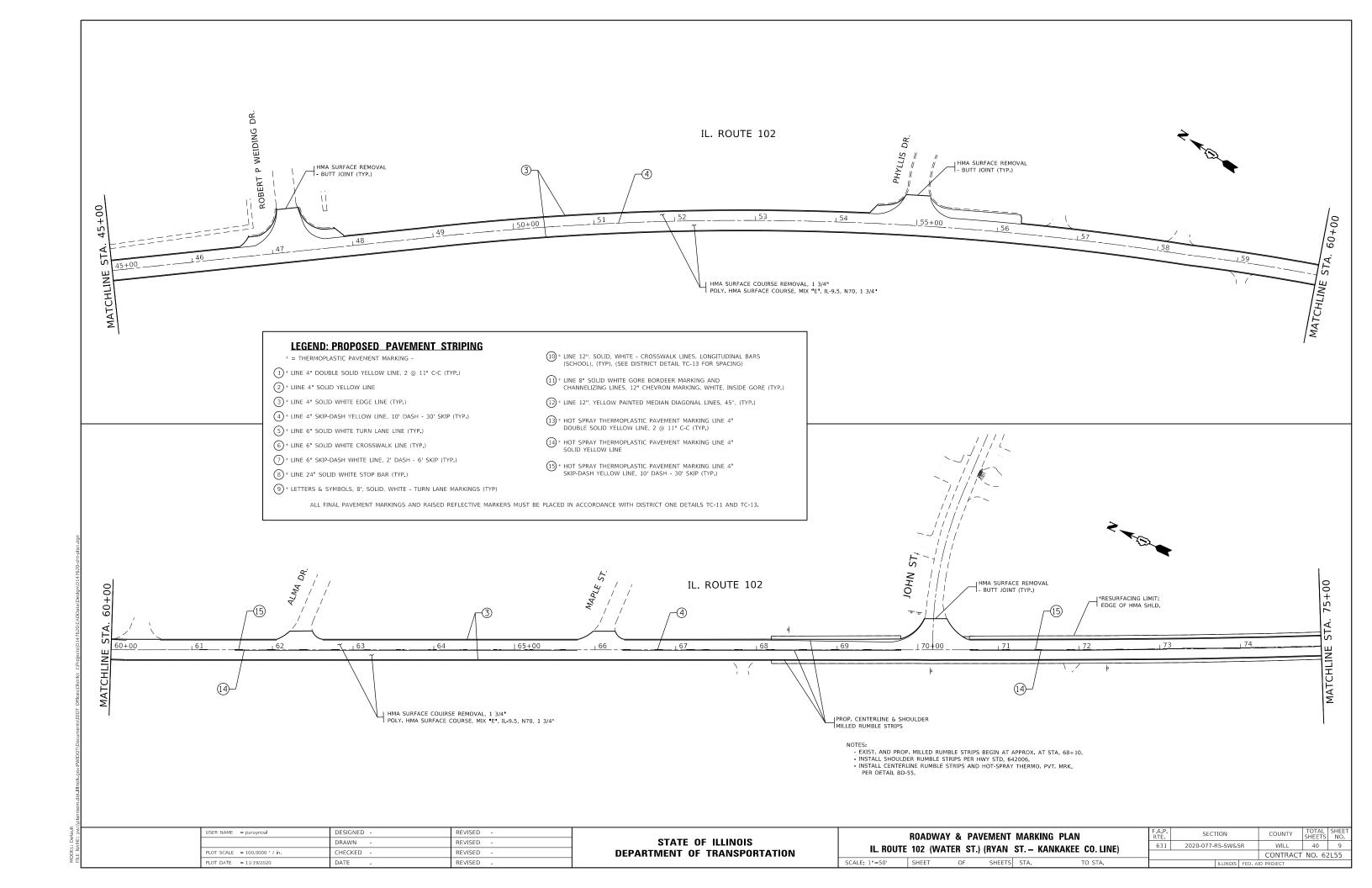
| USER NAME = paraynoal | DESIGNED - | REVISED - |
|-------------------------------|------------|-----------|
| | DRAWN - | REVISED - |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - |
| PLOT DATE = 10/15/2020 | DATE - | REVISED - |

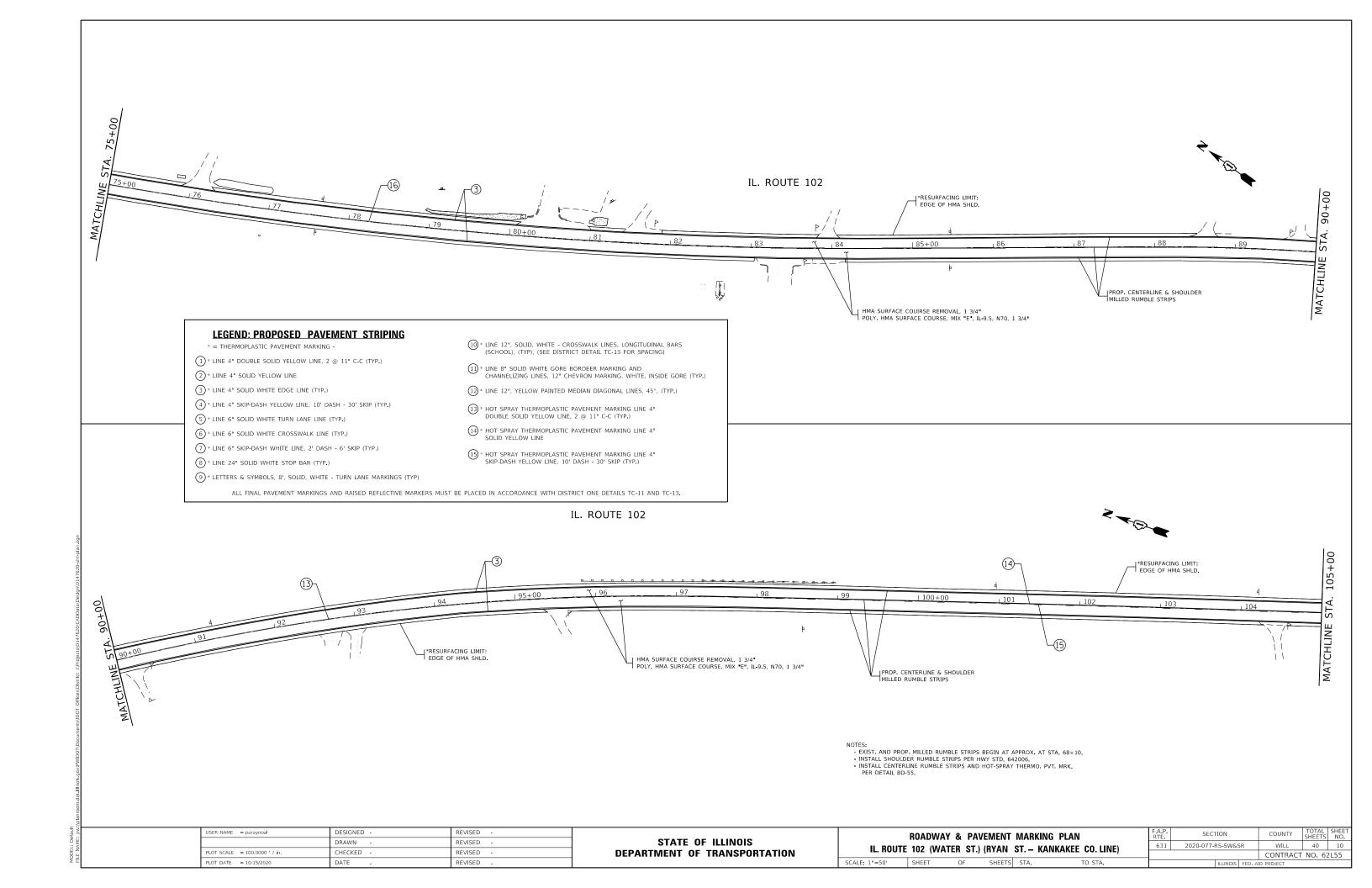
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

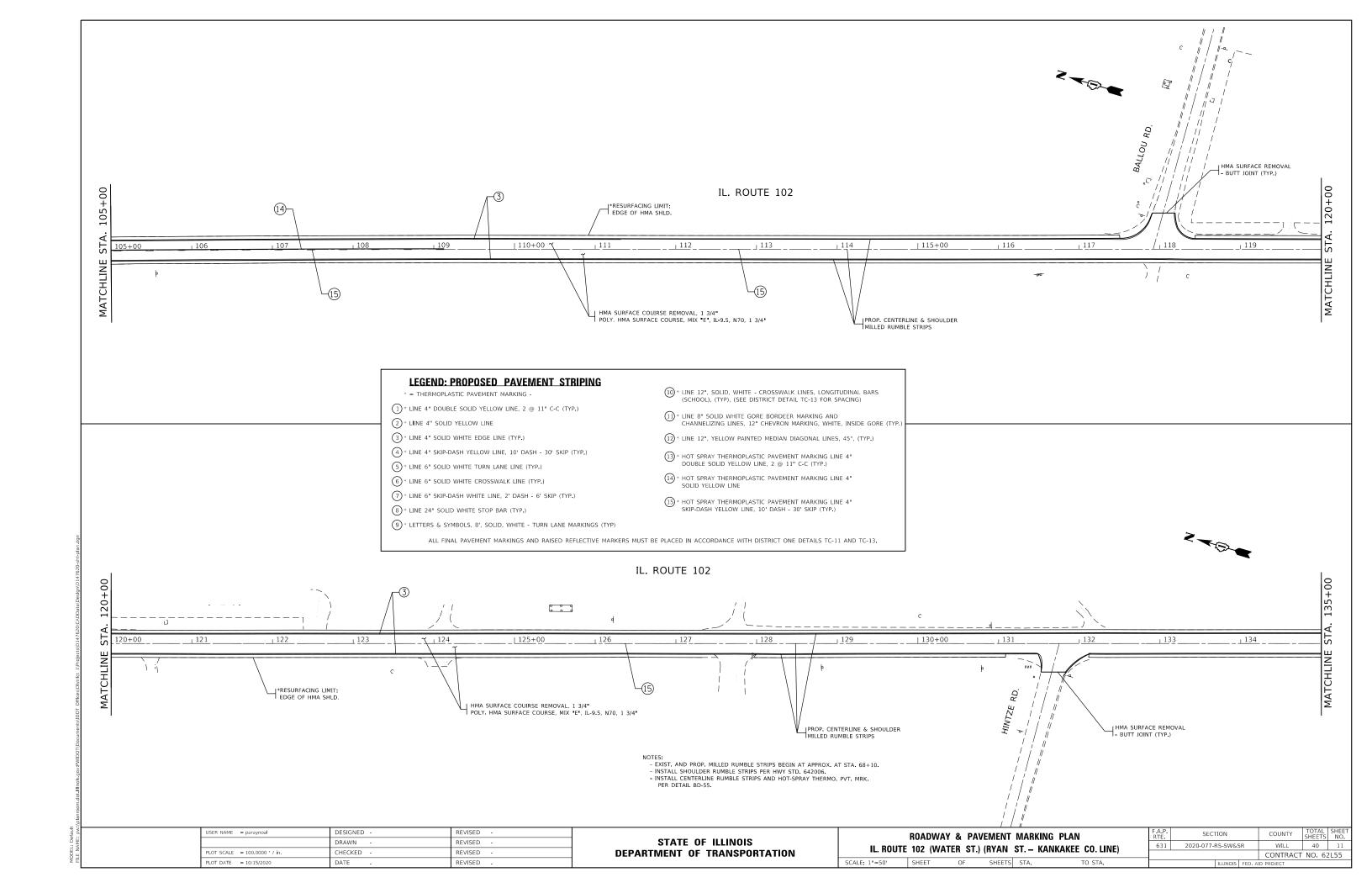
SCALE:

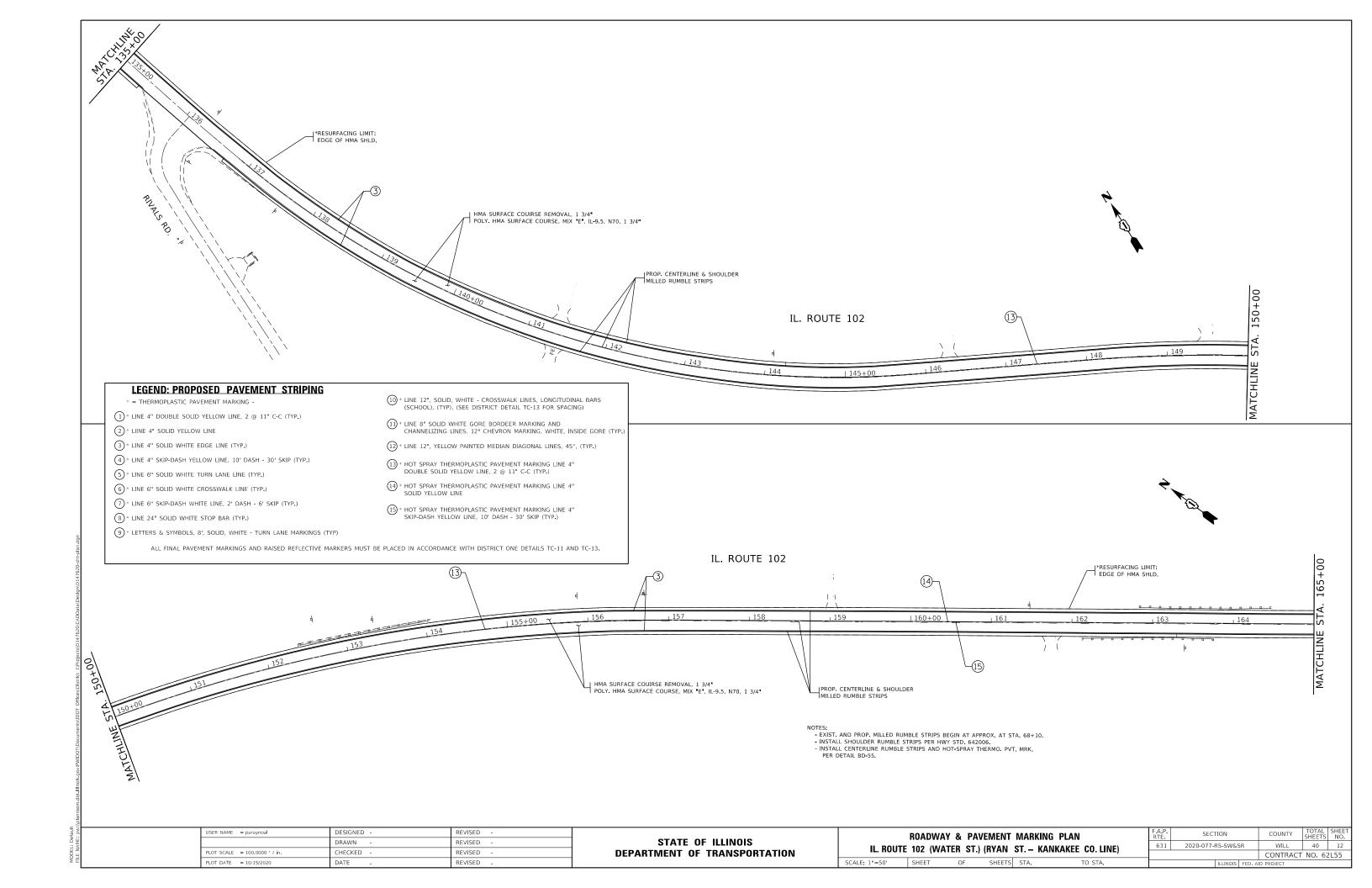
| IL. ROUTE | 102 (WATI | ER ST | .) (RYAN | ST. – | KANKAKEE CO. LINE) | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------|-----------|-------|----------|-------|--------------------|----------------|-------------------|----------|-----------------|--------------|
| | • | TVDI | CAL SECT | ION | · | 631 | 2020-077-RS-SW&SR | WILL | 40 | 7 |
| | | | OAL SECT | IUI | | | | CONTRACT | NO. 62 | 2L55 |
| | CHEET | OF | CHEETC | CTA | TO CTA | | | | | |

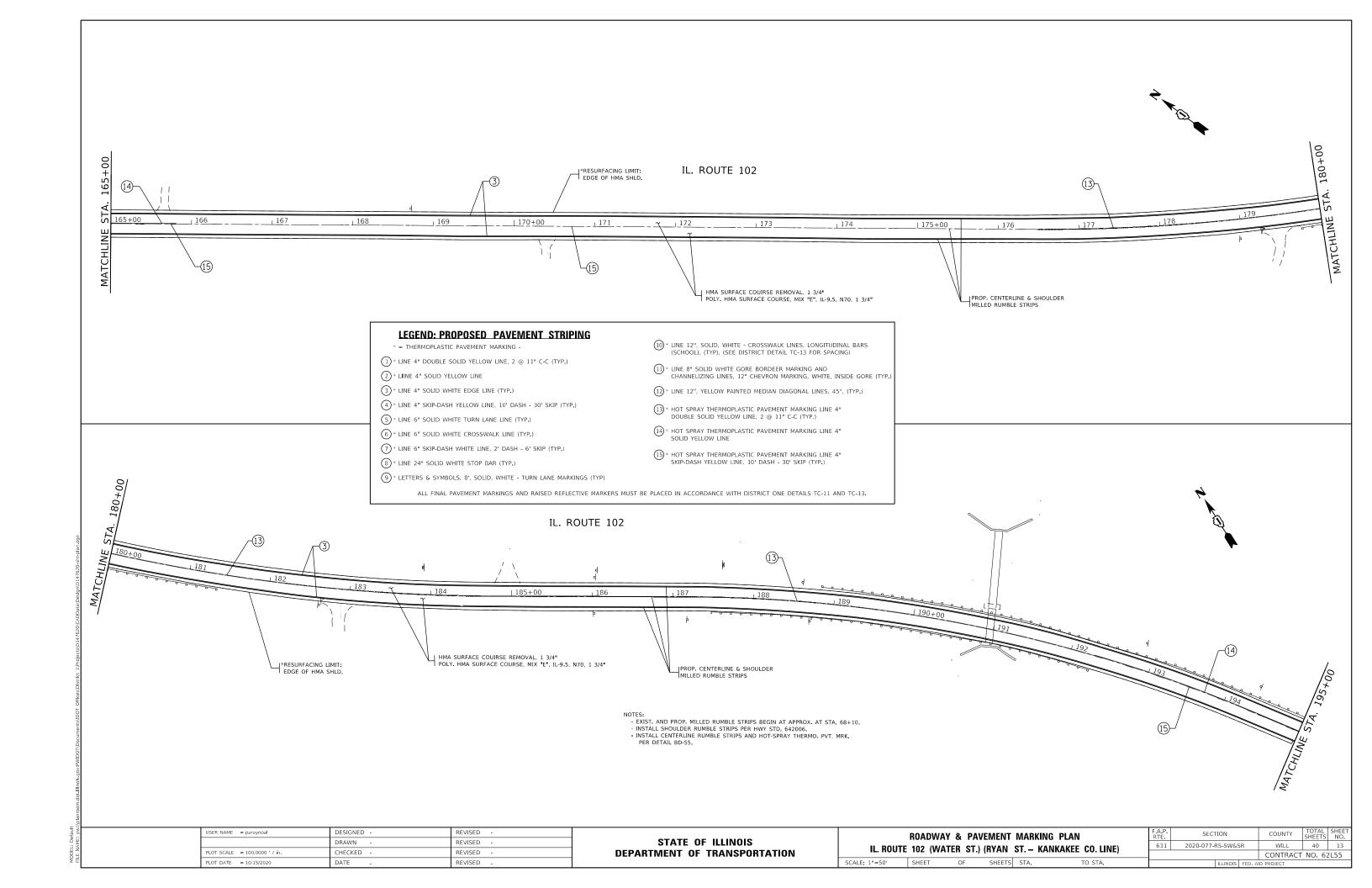


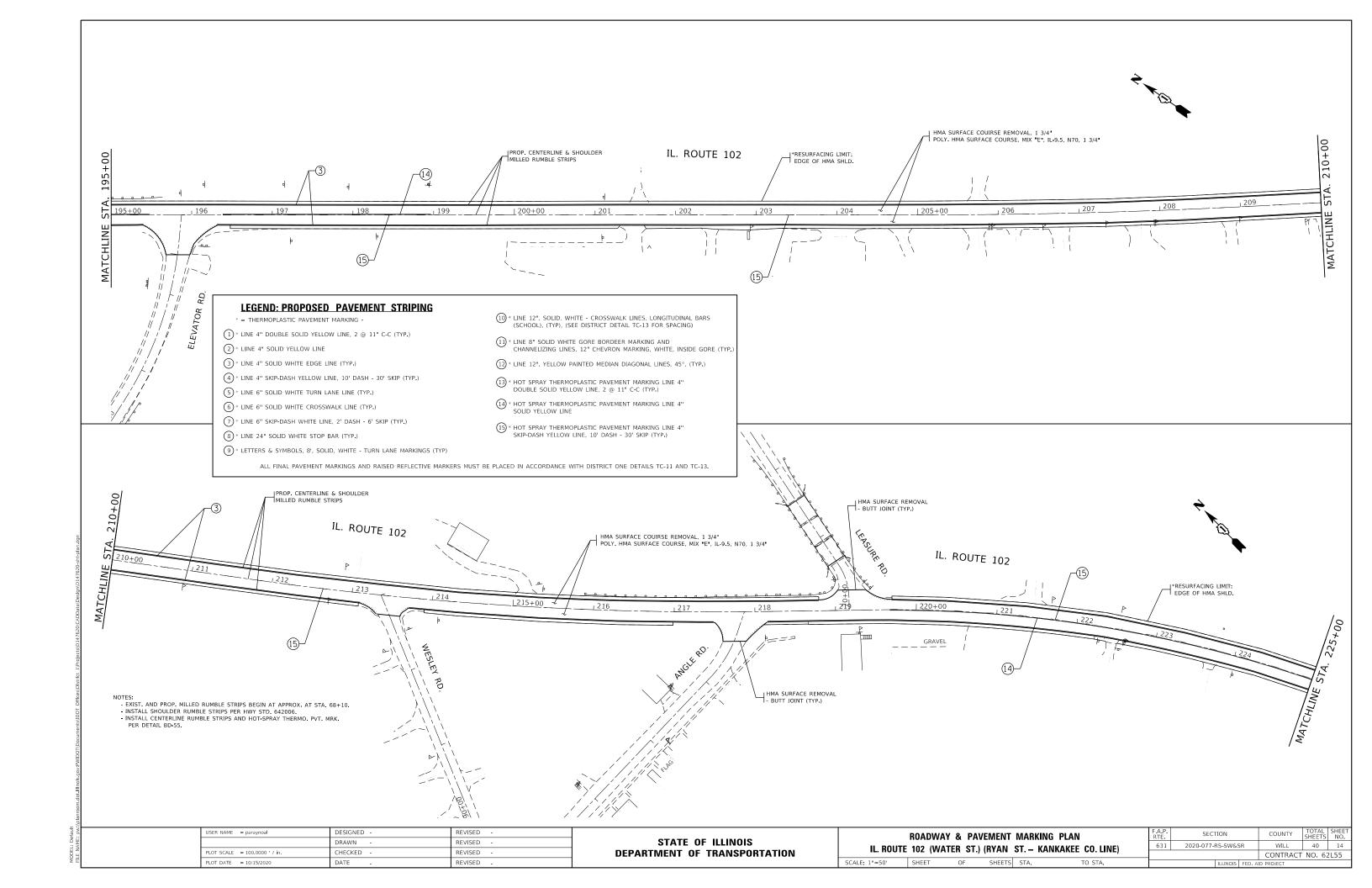


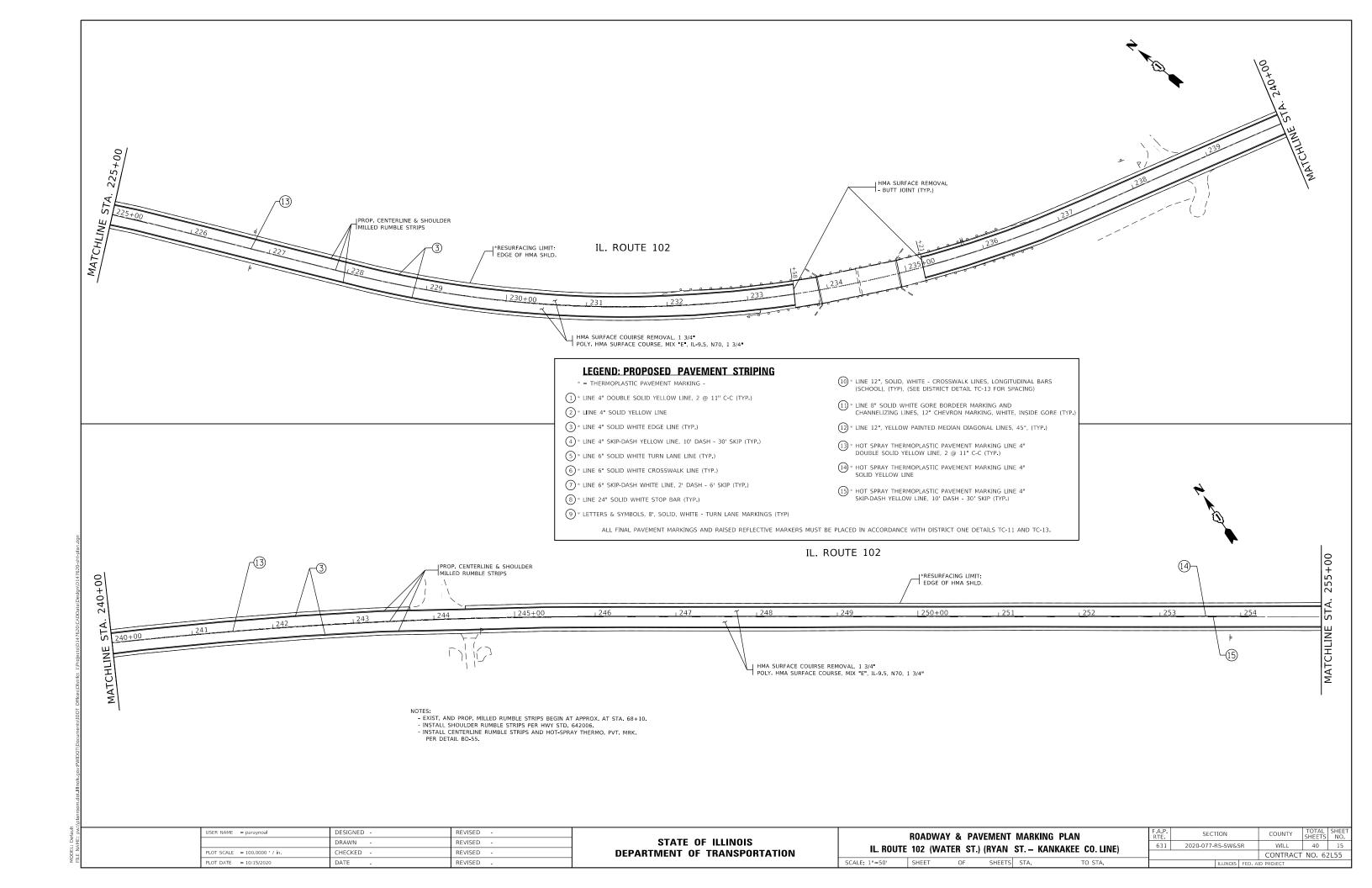


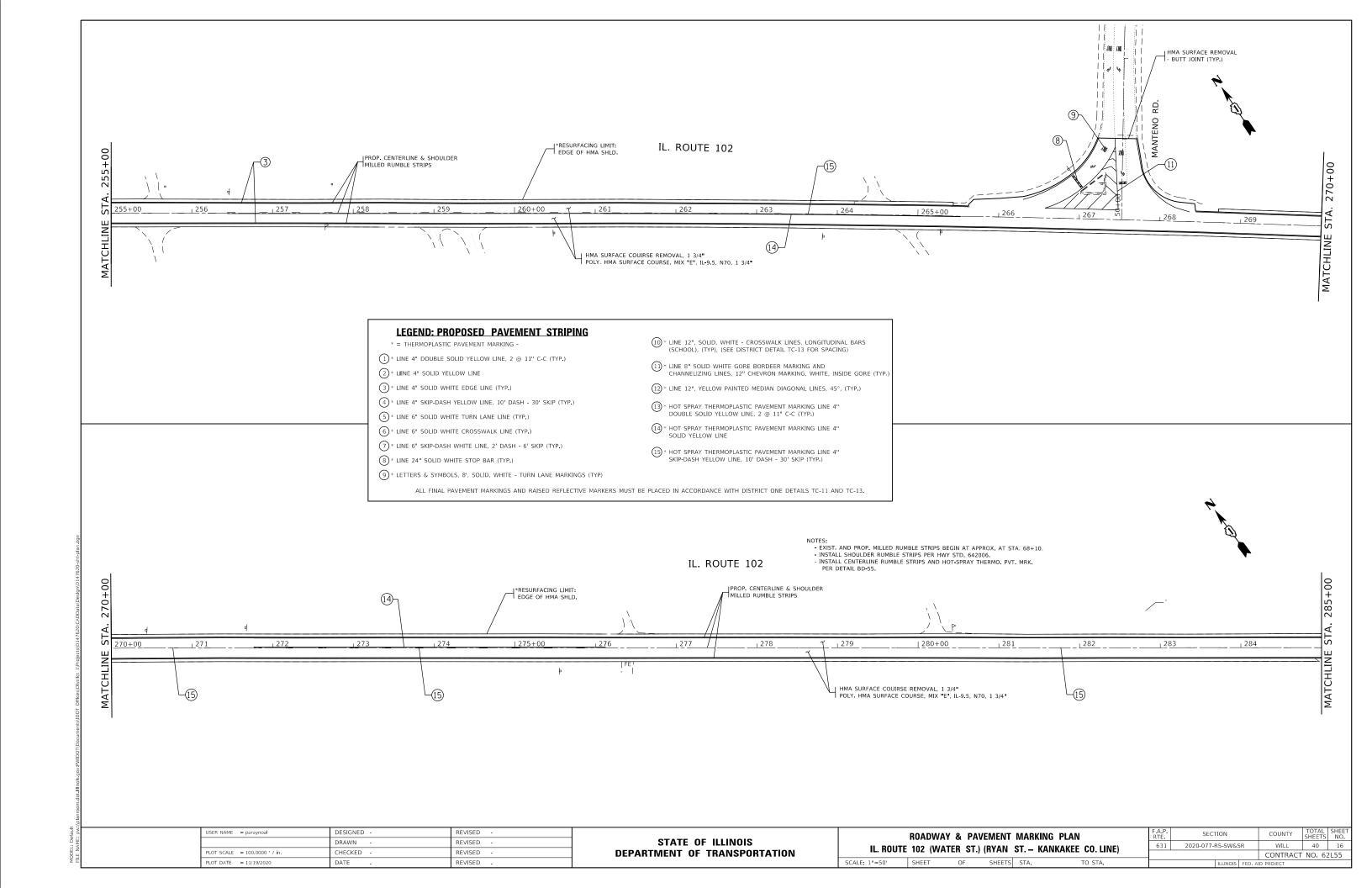


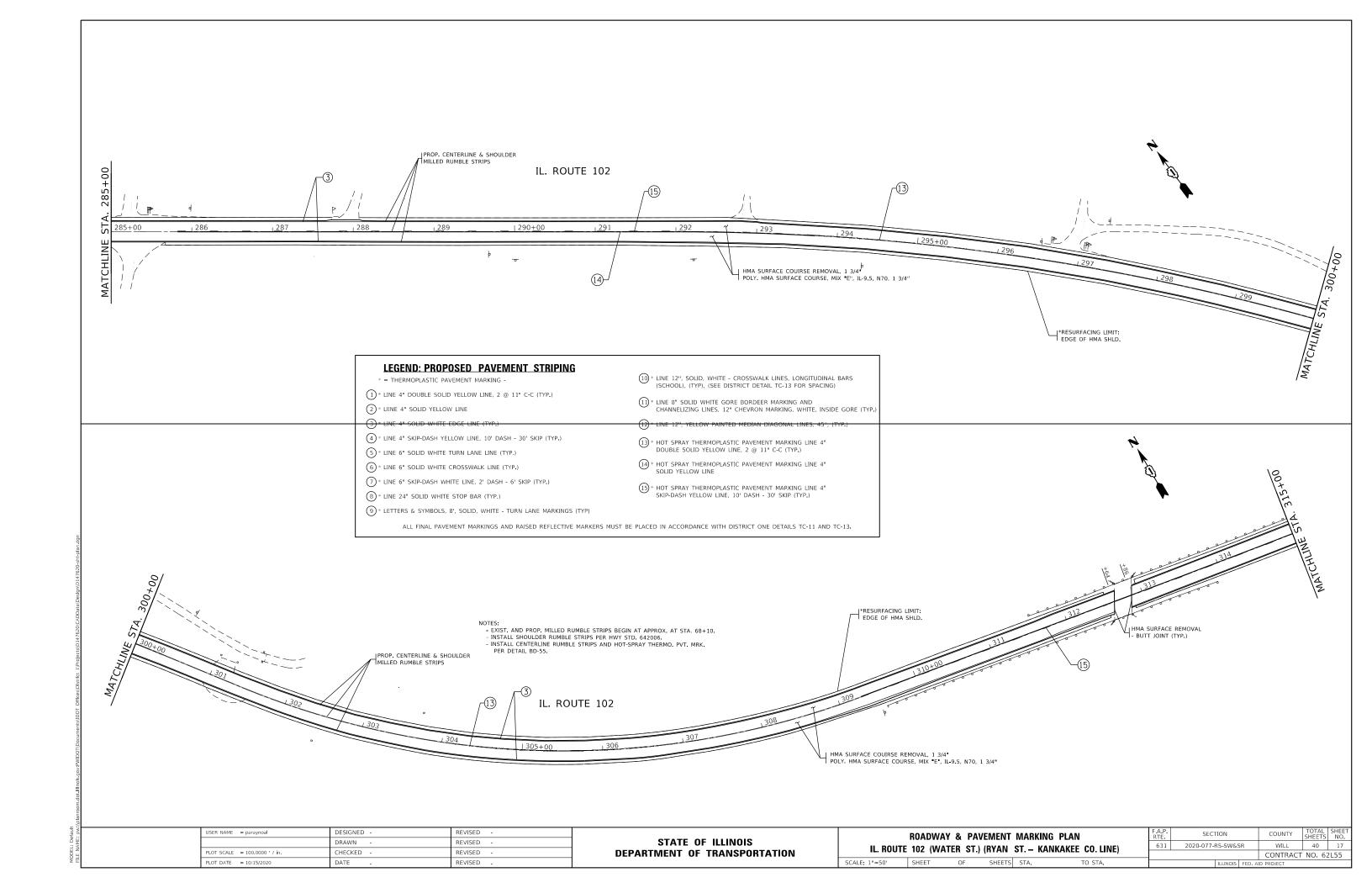


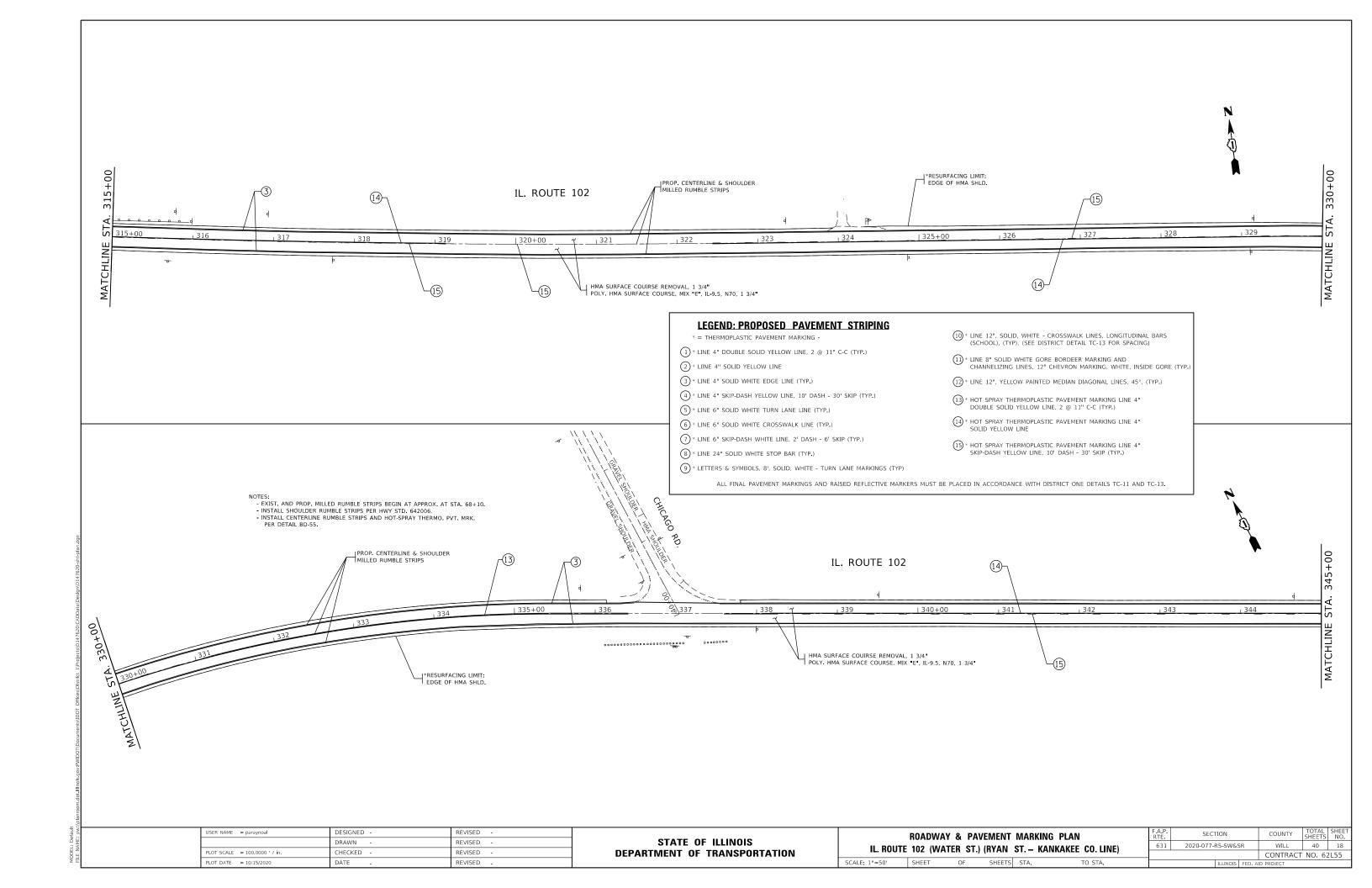


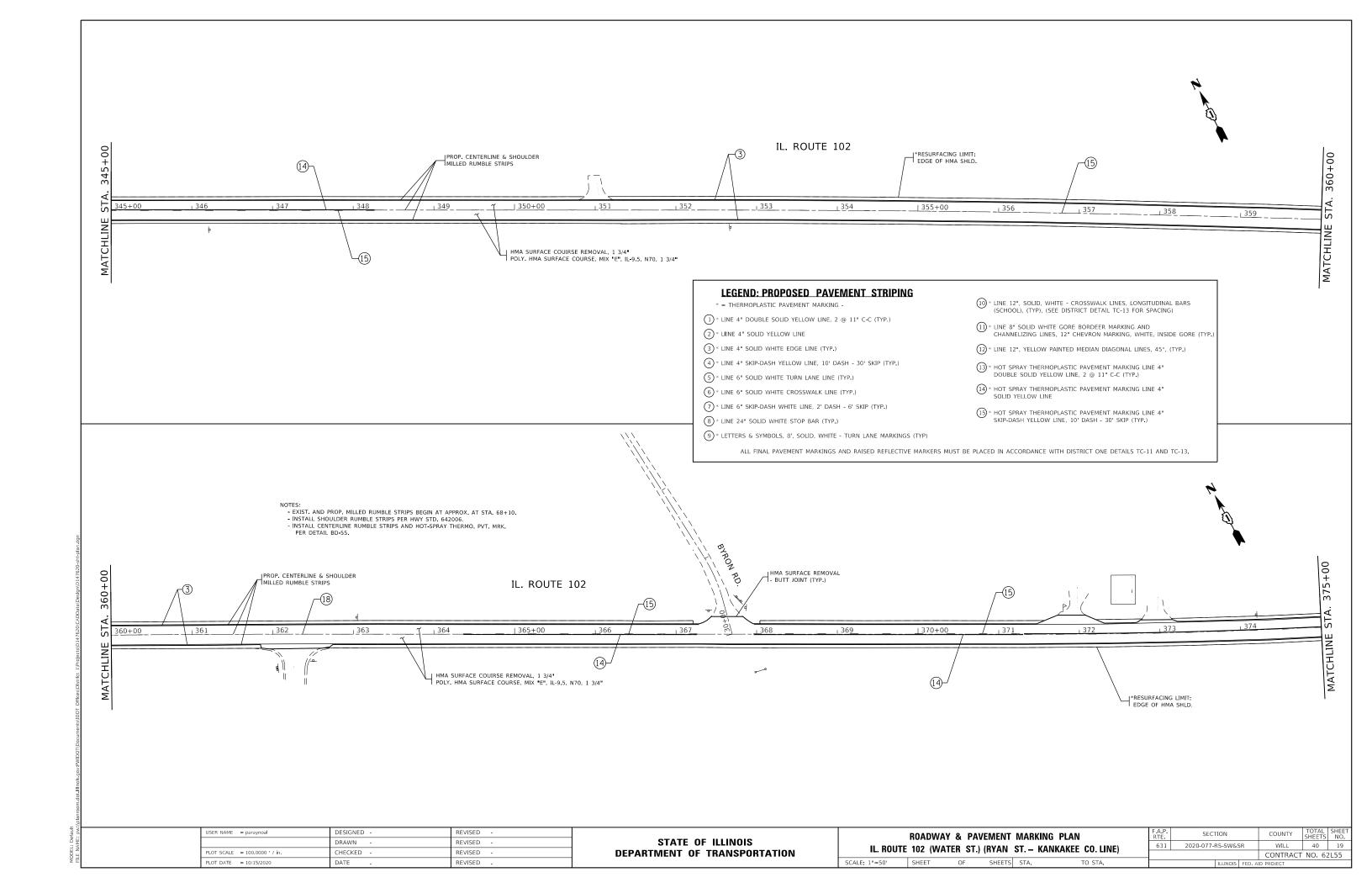


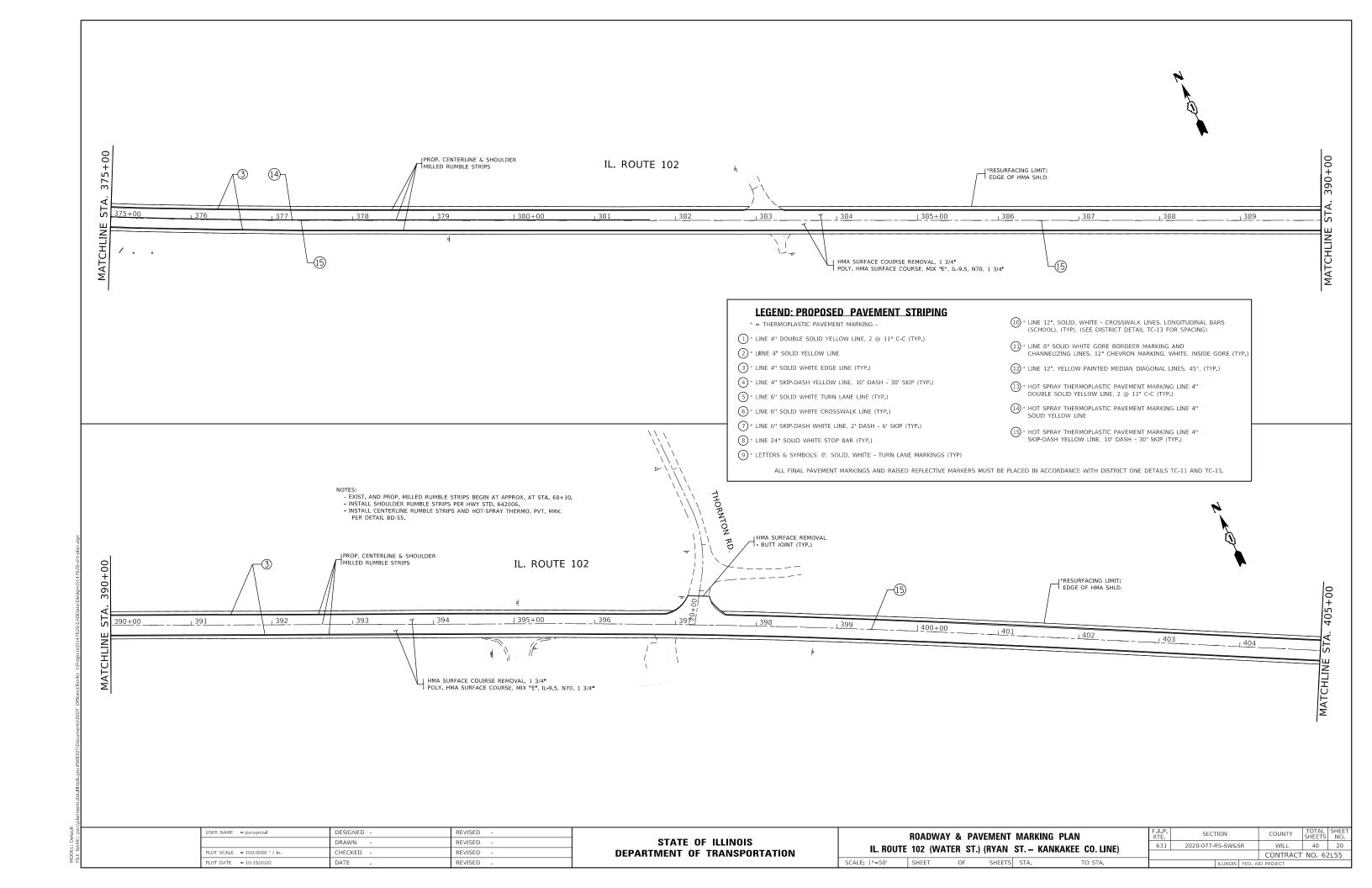


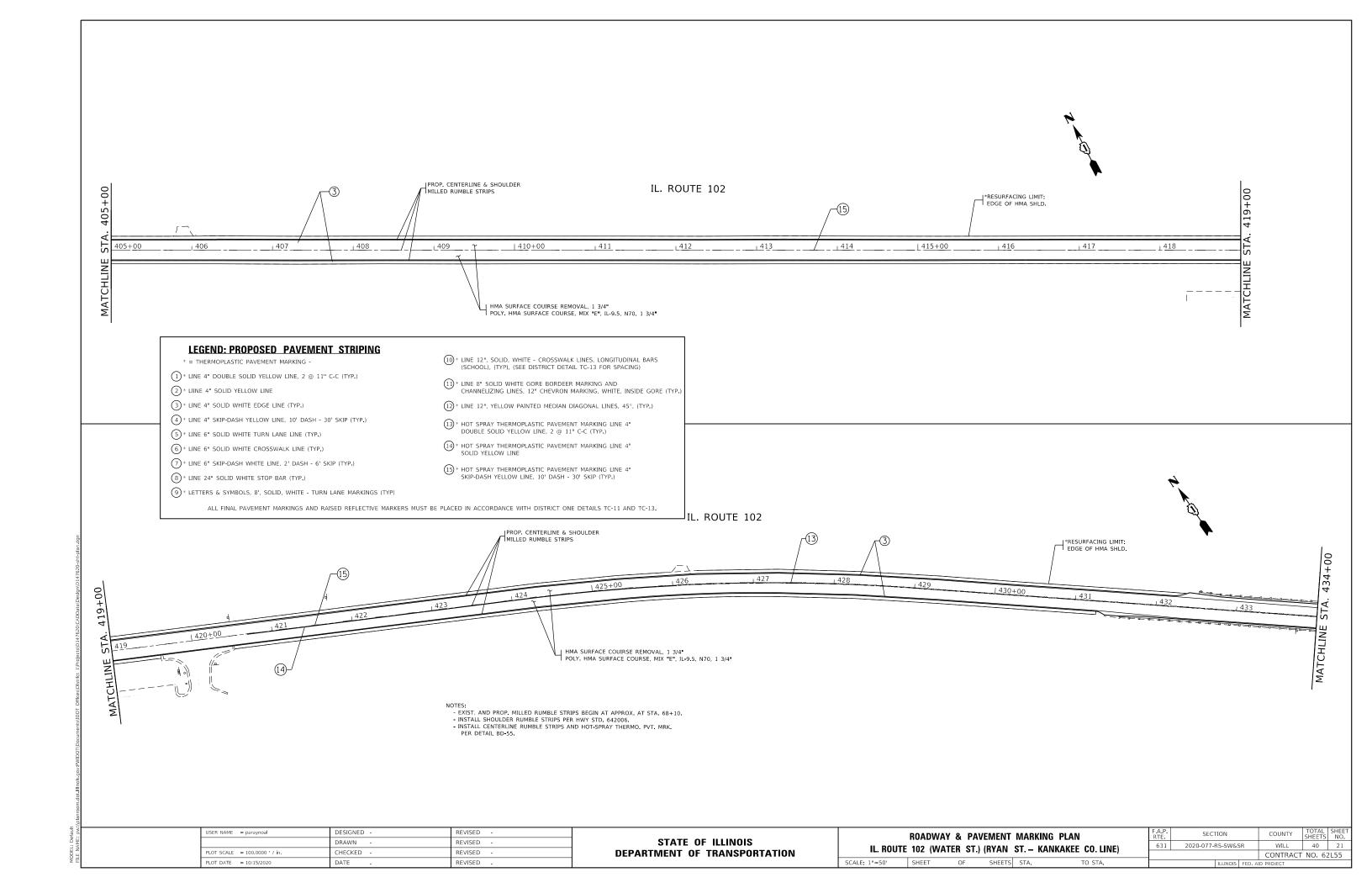


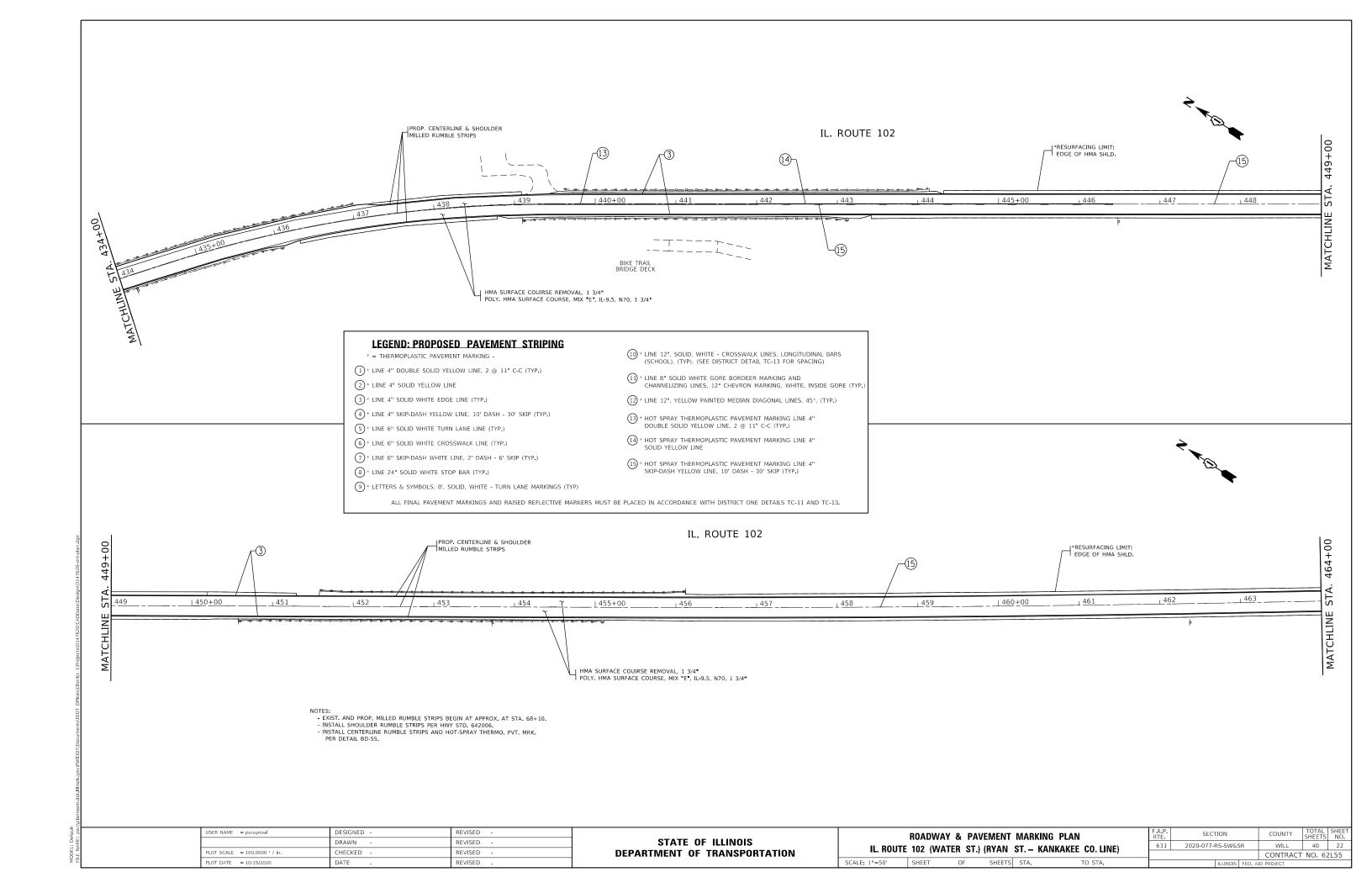


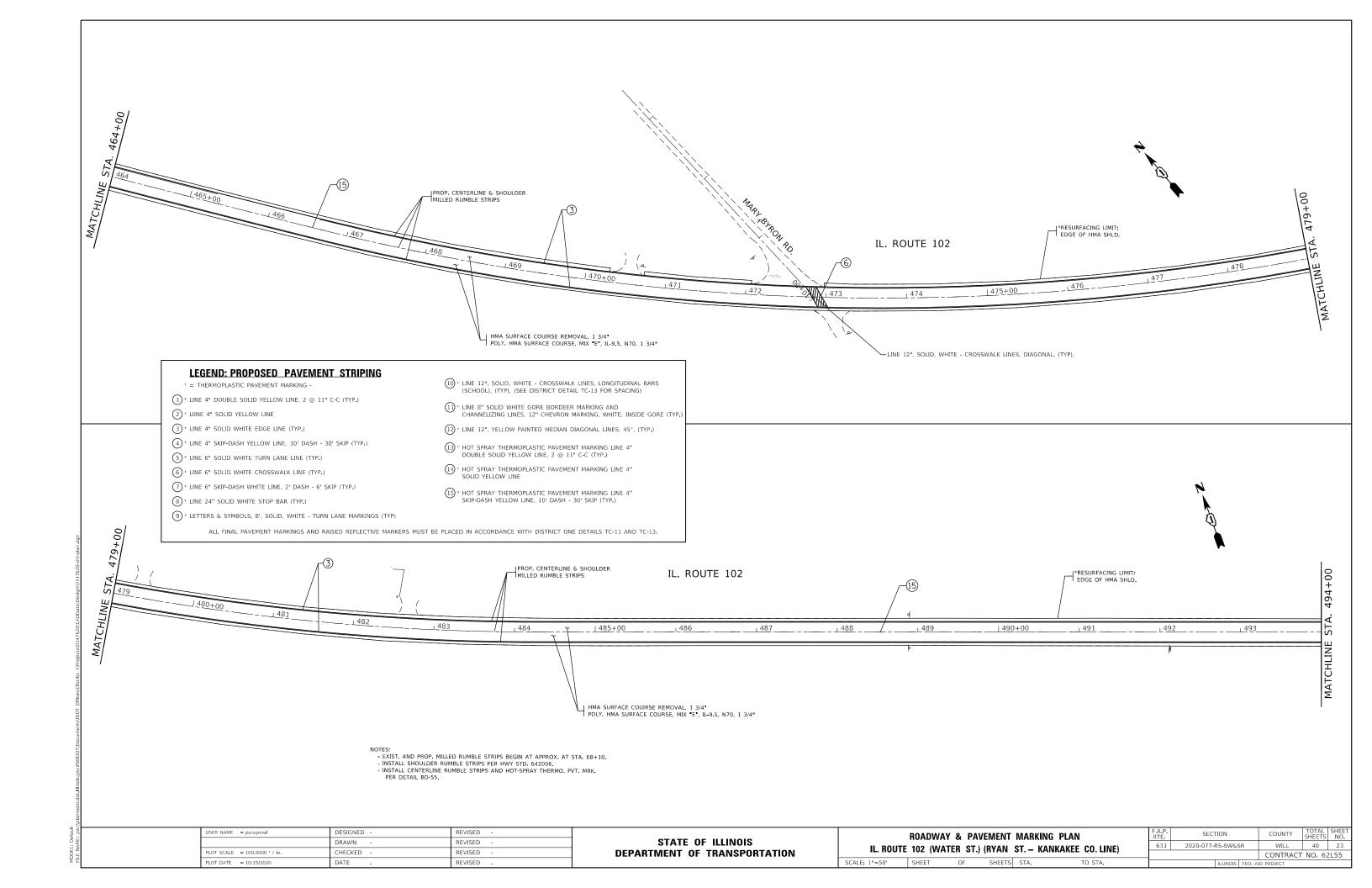


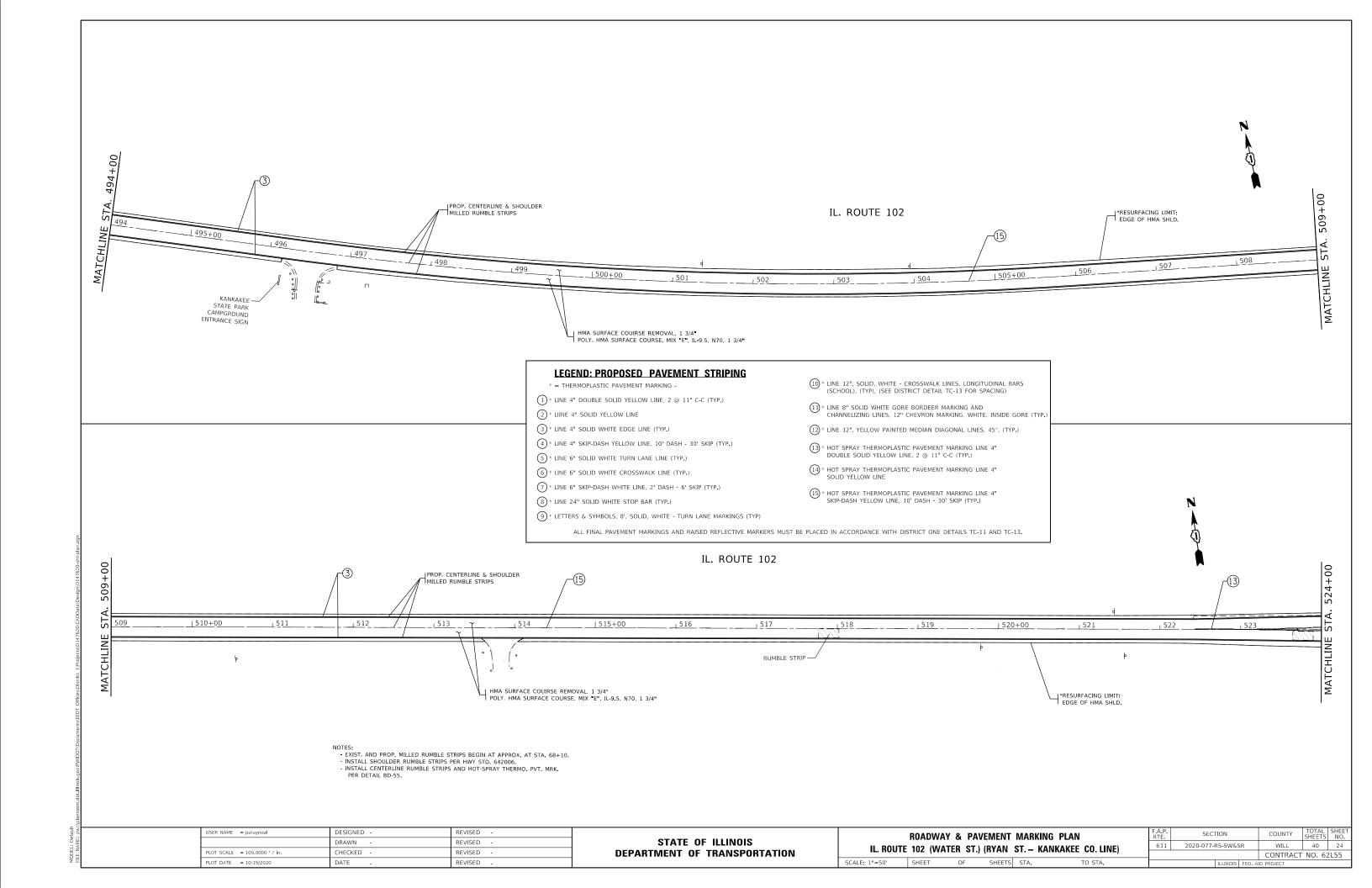


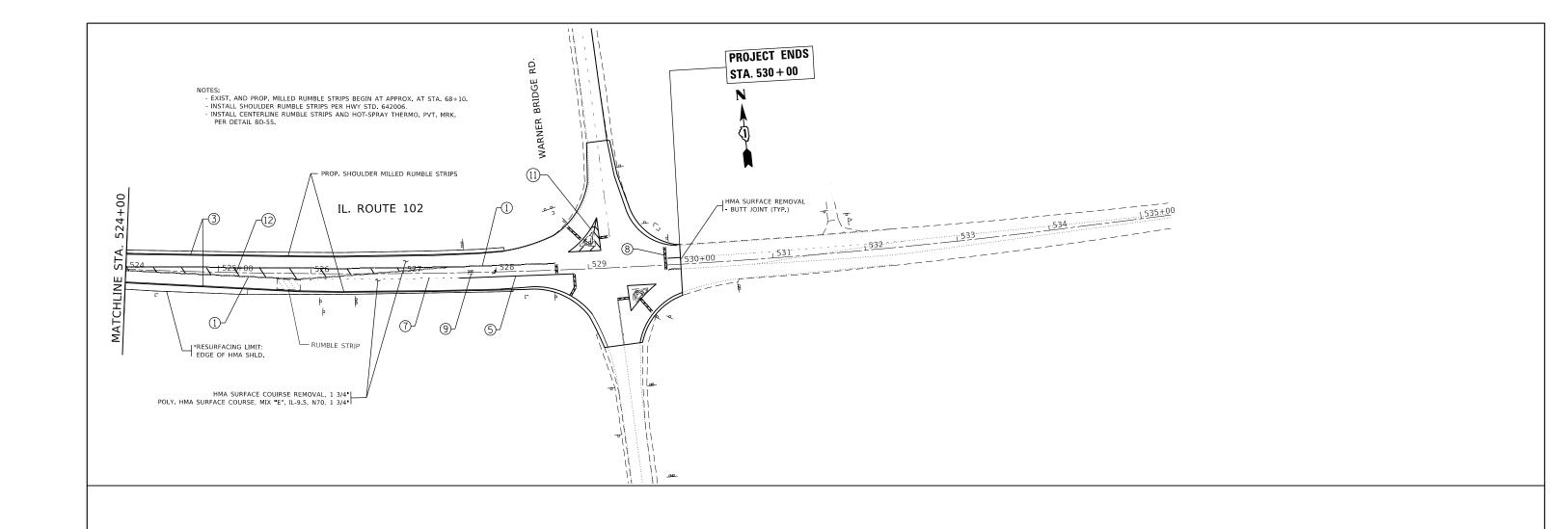












LEGEND: PROPOSED PAVEMENT STRIPING

- * = THERMOPLASTIC PAVEMENT MARKING -
- 1 * LINE 4" DOUBLE SOLID YELLOW LINE, 2 @ 11" C-C (TYP.)
- 2 * LIINE 4" SOLID YELLOW LINE
- 3 * LINE 4" SOLID WHITE EDGE LINE (TYP.)
- 4 * LINE 4" SKIP-DASH YELLOW LINE, 10' DASH 30' SKIP (TYP.)
- 5 * LINE 6" SOLID WHITE TURN LANE LINE (TYP.)
- 6 * LINE 6" SOLID WHITE CROSSWALK LINE (TYP.)
- 7 * LINE 6" SKIP-DASH WHITE LINE, 2' DASH 6' SKIP (TYP.)
- 8 * LINE 24" SOLID WHITE STOP BAR (TYP.)
- 9 * LETTERS & SYMBOLS, 8', SOLID, WHITE TURN LANE MARKINGS (TYP)

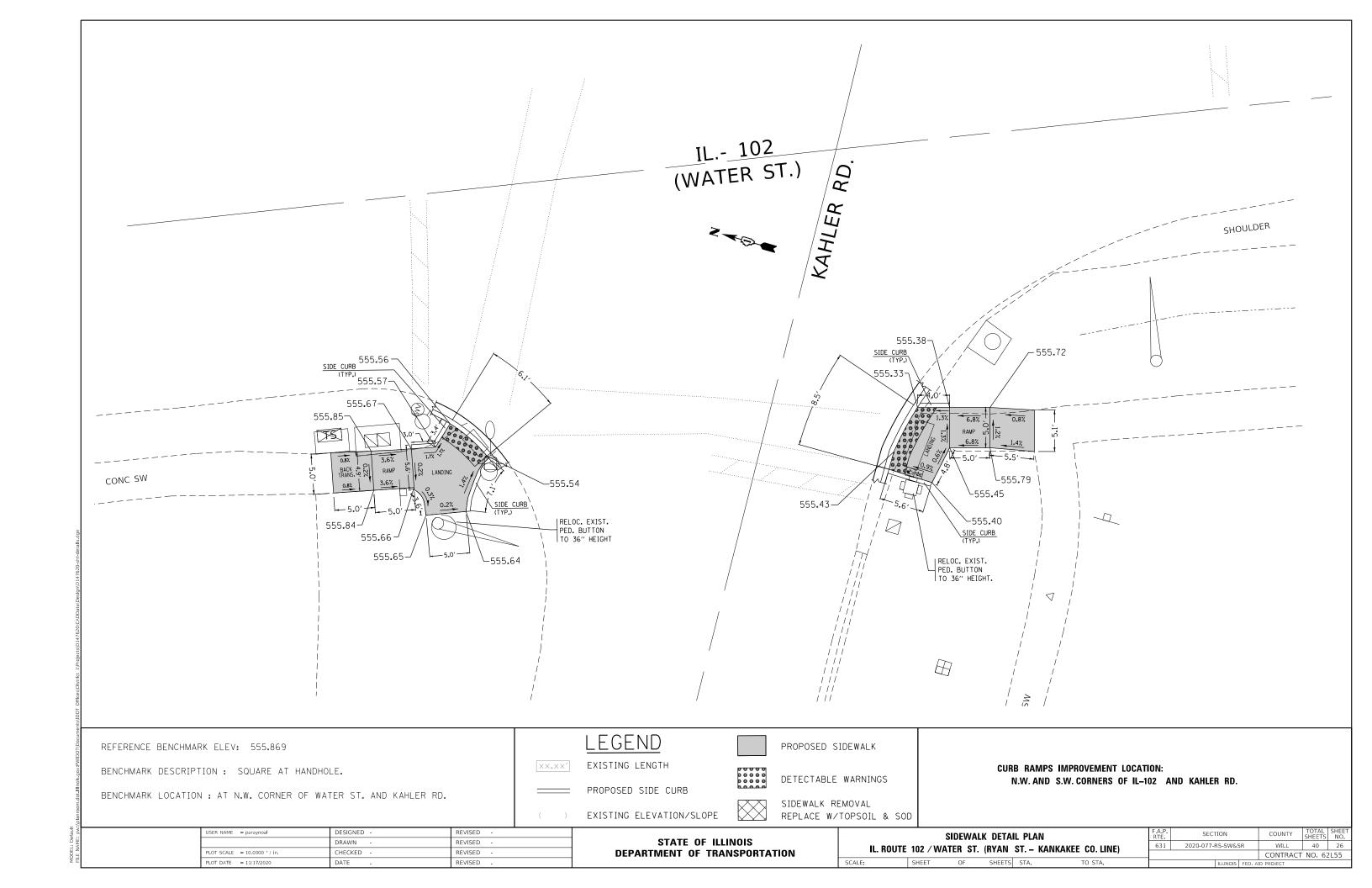
- (SCHOOL), (TYP), (SEE DISTRICT DETAIL TC-13 FOR SPACING)
- (1)* LINE 8" SOLID WHITE GORE BORDEER MARKING AND CHANNELIZING LINES, 12" CHEVRON MARKING, WHITE, INSIDE GORE (TYP.)
- 12)* LINE 12", YELLOW PAINTED MEDIAN DIAGONAL LINES, 45°, (TYP.)
- $\ensuremath{\fbox{13}}^*$ hot spray thermoplastic pavement marking line 4" double solid yellow line, 2 @ 11" C-C (TYP.)
- $\ensuremath{ \begin{tabular}{ll} \ensuremath{ \begin{tabular}{ll$
- (15) * HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE 4" SKIP-DASH YELLOW LINE, 10' DASH 30' SKIP (TYP.)

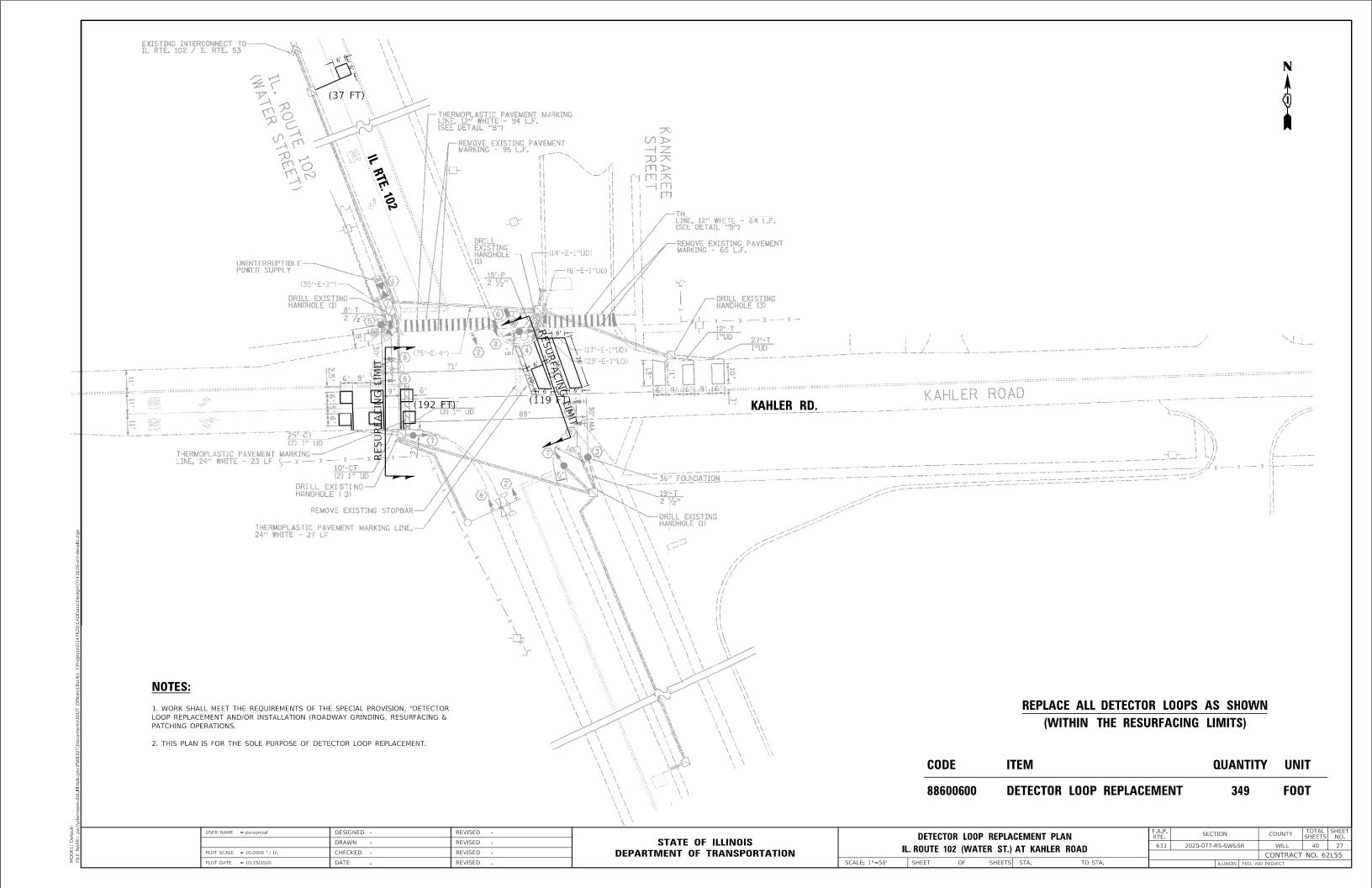
ALL FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS MUST BE PLACED IN ACCORDANCE WITH DISTRICT ONE DETAILS TC-11 AND TC-13.

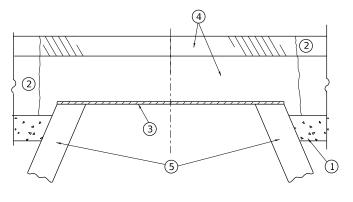
| USER NAME = paraynoal | DESIGNED - | REVISED - | |
|-------------------------------|------------|-----------|---|
| | DRAWN - | REVISED - | ĺ |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - | ĺ |
| PLOT DATE = 10/15/2020 | DATE - | REVISED - | |

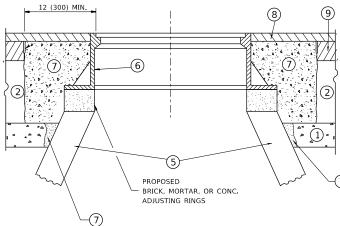
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | ROADWAY | & PAV | EMENT | MARKIN | IG PLAN |
|---------------|----------------|---------|--------|----------|-------------------|
| IL. ROUTE | 102 (WAT | ER ST.) | (RYAN | ST. – KA | ANKAKEE CO. LINE) |
| SCALE: 1"=50" | SHEET | OF | SHEETS | STA. | TO STA. |









NOTES

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

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

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

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

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE FINGINFER."

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

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

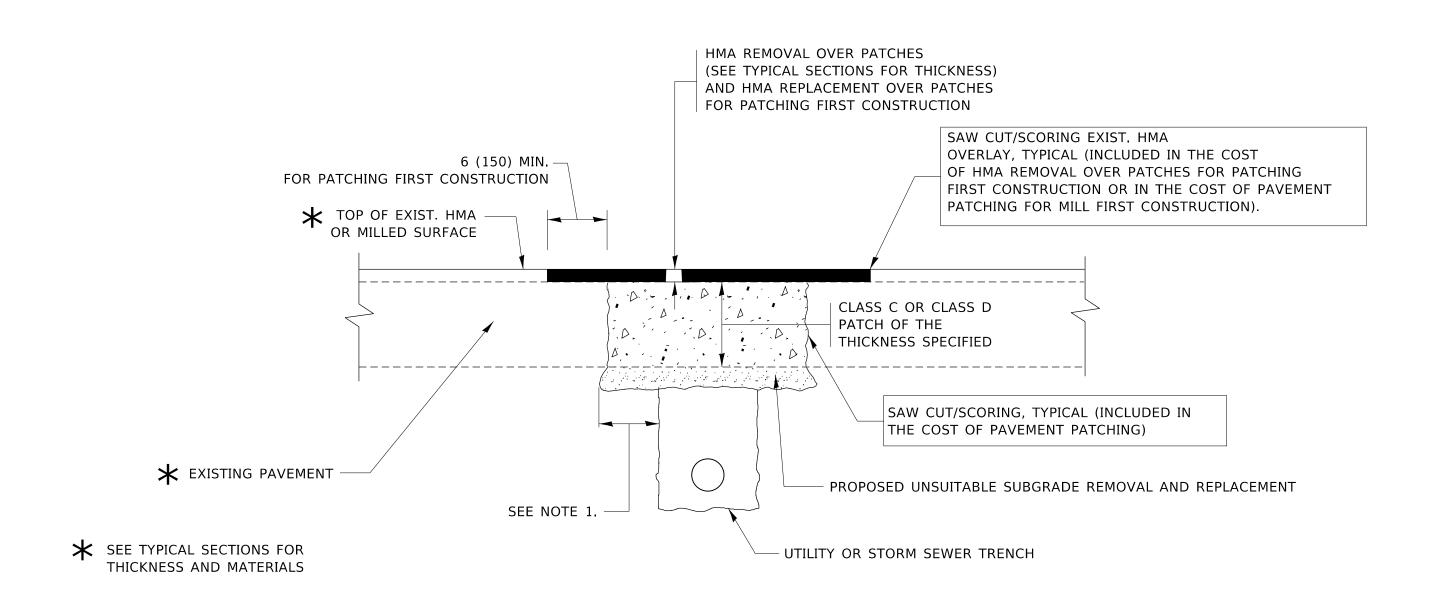
NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING
SHEET 1 OF 1 SHEETS STA. TO STA.



NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

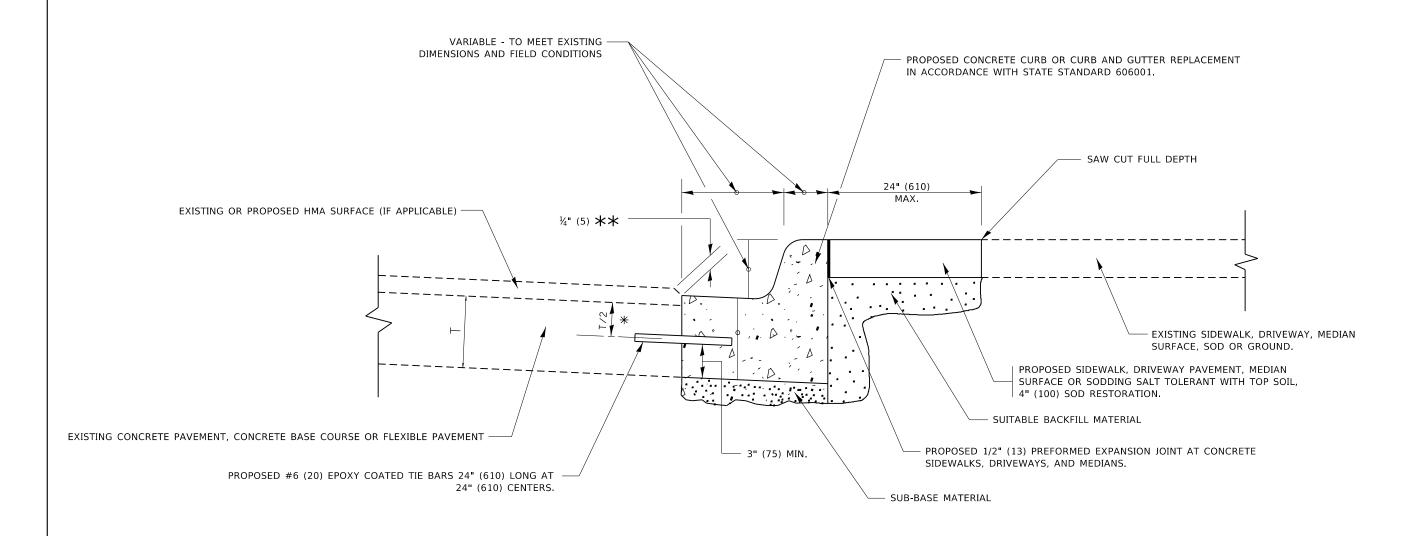
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

CONTRACT NO. 62L55

| USER NAME = paraynoai | DESIGNED - R. SHAH | REVISED - A ABBAS 04-27-98 | | | P | AVEMEN | IT PATCI | IING FOR | | RTE. | 1 |
|-------------------------------|--------------------|----------------------------|------------------------------|-------------|---------|---------------|----------|----------|---------|------|----|
| | DRAWN - | REVISED - R. BORO 01-01-07 | STATE OF ILLINOIS | | | | | | | 631 | Г |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - R. BORO 09-04-07 | DEPARTMENT OF TRANSPORTATION | | HN | IA SUR | FACED I | PAVEMENT | | 031 | ВГ |
| PLOT DATE = 10/15/2020 | DATE - 10-25-94 | REVISED - K. ENG 10-27-08 | | SCALE: NONE | SHEET 1 | OF 1 | SHEETS | STA. | TO STA. | | |



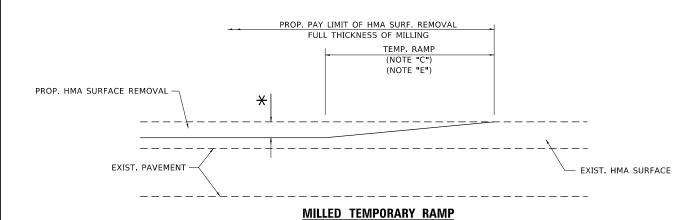
- 💥 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- $\star\star$ IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

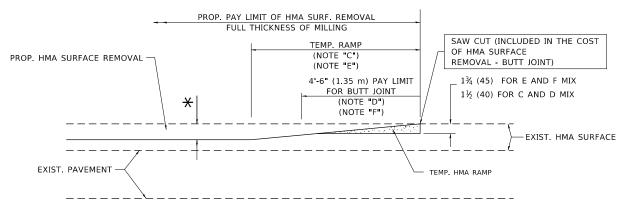
| USER NAME = paraynoal | DESIGNED - A. HOUSEH | REVISED - A. ABBAS 03-21-97 |
|-------------------------------|----------------------|-----------------------------|
| | DRAWN - | REVISED - M. GOMEZ 01-22-01 |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - R. BORO 12-15-09 |
| PLOT DATE = 10/15/2020 | DATE - 03-11-94 | REVISED - K. SMITH 07-11-19 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

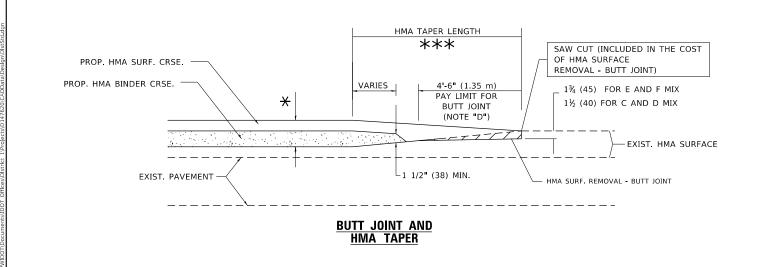


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

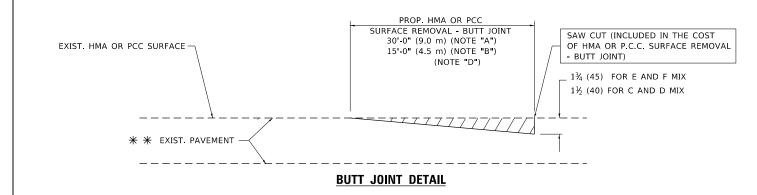
OPTION 2

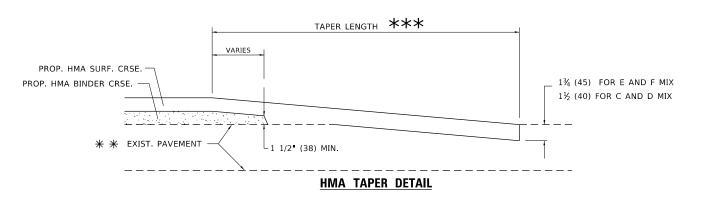
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL BUTT JOINT.

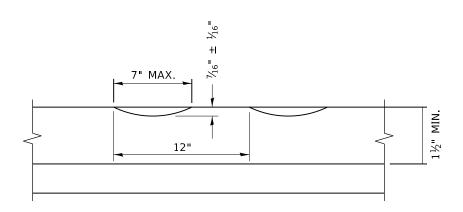
 ** SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

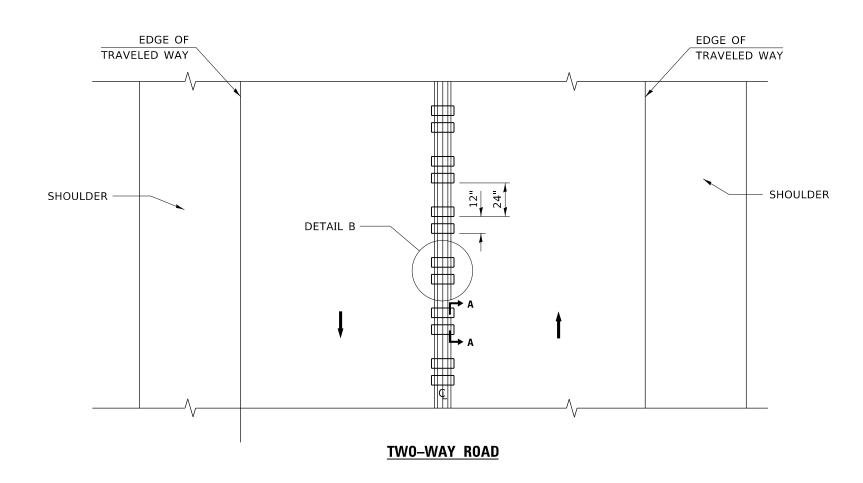
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT".

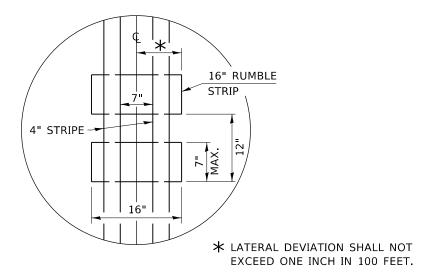
SCALE: NONE

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



SECTION A-A





DETAIL B

GENERAL NOTES

CENTERLINE RUMBLE STRIPS SHALL BE CONSTRUCTED ACCORDING TO SECTION 642 ALONG THE CENTERLINE OF PAVEMENT.

SEE STANDARD 780001 FOR OTHER STRIPING LAYOUTS.
RUMBLE STRIPS SHALL NOT BE PLACED ON BRIDGES.

ALL RUMBLE STRIPS SHALL BE MILLED.

CENTERLINE RUMBLE STRIPS SHALL BE CONTINUOUS THROUGH CONNECTIONS OF SIDEROADS WITH NO LEFT TURN LANES.

DISCONTINUE CENTERLINE RUMBLE STRIPS THROUGH THE LIMITS OF ALL LEFT TURN LANES, INCLUDING ANY LANE TAPER SECTIONS.

AFTER RUMBLE STRIPS ARE INSTALLED, THE PAVEMENT SURFACE SHALL BE SWEPT CLEAN PRIOR TO THE PLACEMENT OF THE NEW PAVEMENT MARKINGS.

WHERE USED, ADJUST SPACING OF RAISED REFLECTIVE PAVEMENT MARKERS TO FALL IN WIDER GAP BETWEEN RUMBLE STRIPS.

BASIS OF PAYMENT

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR CENTERLINE-RUMBLE STRIP OF THE WIDTH SPECIFIED.

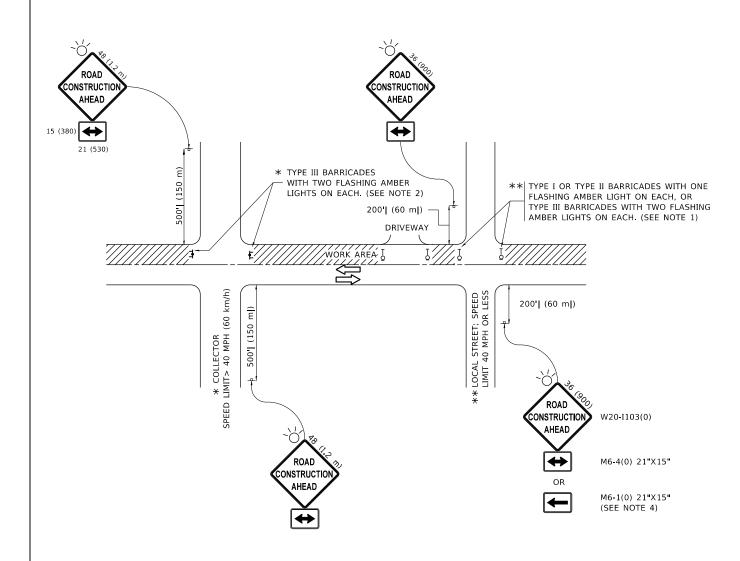
HOT-SPRAY THERMOPLASTIC PAVEMENT MARKING WILL BE USED OVER THE RUMBLE STRIPS, AND WILL BE PAID FOR SEPARATELY.

| USER NAME = paraynoal | DESIGNED - R. BORO | REVISED - |
|-------------------------------|--------------------|-----------|
| | DRAWN - | REVISED - |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - |
| PLOT DATE = 10/15/2020 | DATE - 08-06-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE

| DUBADLE CTDIDE FOR CENTEDIANE NON EDECMAY | | | | | | F.A.P. SECTION | | COUNTY | TOTAL SHEETS | SHEET NO. | | | |
|---|---|---|----|---|--------|----------------|--------|----------------------------|-----------------|--------------|--|--|-----|
| KUN | RUMBLE STRIPS FOR CENTERLINE, NON-FREEWAY | | | | 631 | 2020-077-RS | 40 | 32 | | | | | |
| | | | | | | | | BD 55 CONTRACT NO. 62L | | | | | L55 |
| | SHEET | 1 | OF | 1 | SHEETS | STA | TO STA | THE PROOF SEED AND PROJECT | | | | | |



NOTES:

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

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

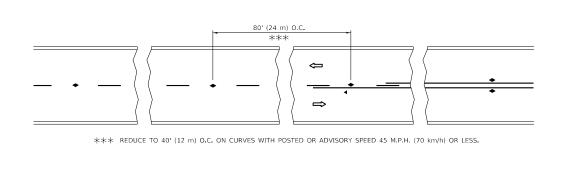
All dimensions are in inches (millimeters) unless otherwise shown.

| USER NAME = paraynoal | DESIGNED - L.H.A. | REVISED - A. HOUSEH 10-15-96 |
|-------------------------------|-------------------|---------------------------------|
| | DRAWN - | REVISED - T. RAMMACHER 01-06-00 |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - A. SCHUETZE 07-01-13 |
| PLOT DATE = 10/15/2020 | DATE - 06-89 | REVISED A SCHUETZE 09-15-16 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

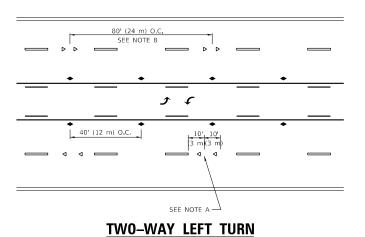
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SHEET 1 OF 1 SHEETS STA. TO ST

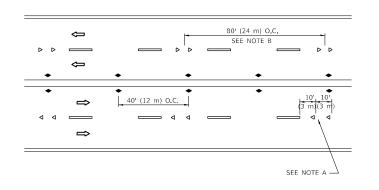


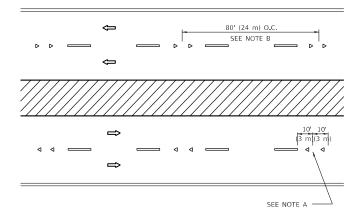
\Rightarrow LANE REDUCTION TRANSITION

SEE FIGURE 3B-14 MUTCD



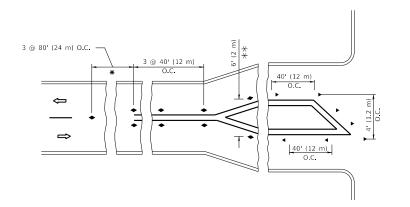
TW0-LANE/TW0-WAY

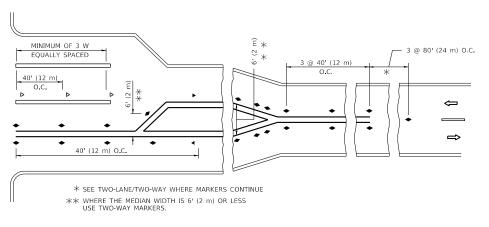




MULTI-LANE/UNDIVIDED







TURN LANES

GENERAL NOTES

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

LANE MARKER NOTES

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

DESIGN NOTES

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

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

JSER NAME = paraynoal DESIGNED -REVISED - T. RAMMACHER 03-12-99 REVISED -T. RAMMACHER 01-06-00 DRAWN LOT SCALE = 100.0000 ' / in. HECKED REVISED -C. JUCIUS 09-09-09 C. JUCIUS 07-01-13 PLOT DATE = 10/15/2020 DATE REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

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

SECTION 2020-077-RS-SW&SR WILL 40 34 TC-11 CONTRACT NO. 62L55

SYMBOLS

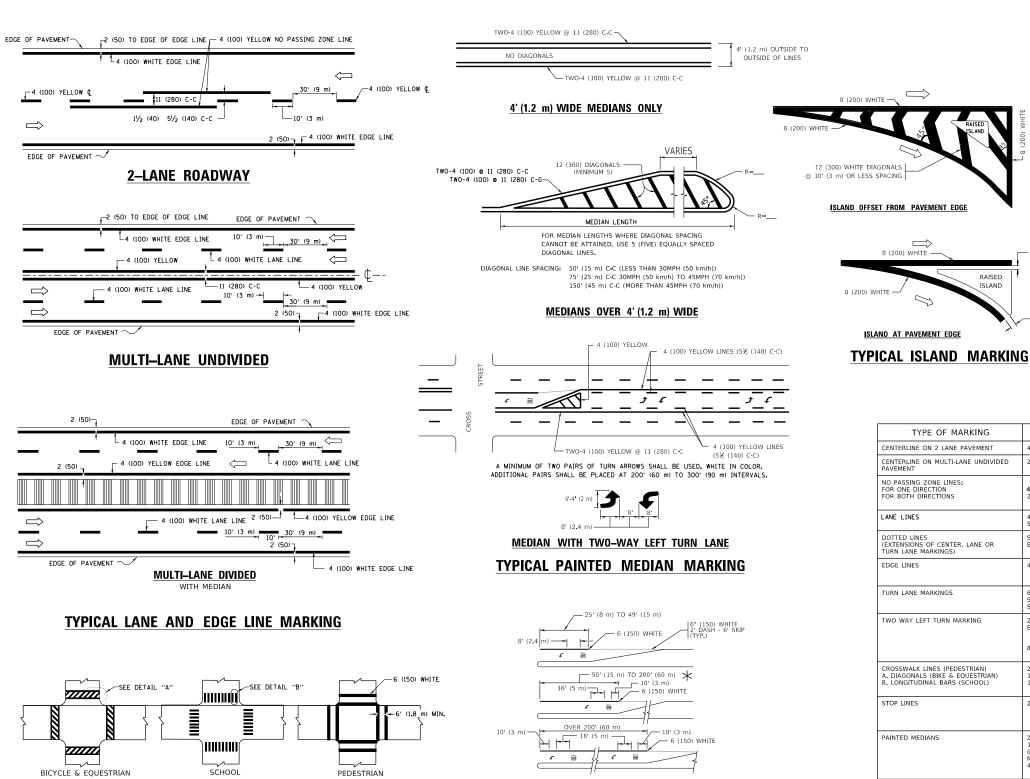
ONE-WAY AMBER MARKER

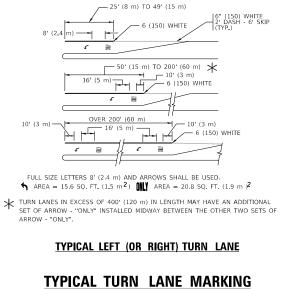
TWO-WAY AMBER MARKER

ONE-WAY CRYSTAL MARKER (W/O)

- YELLOW STRIPE

■ WHITE STRIPE





D(FT) SPEED LIMIT 45 665 50 750 55 COMBINATION LEFT AND U-TURN 5'-4" (1620) 32 R (810) 2 (50) LANE REDUCTION TRANSITION

WIDTH OF LINE PATTERN SPACING / REMARKS TYPE OF MARKING COLOR ENTERLINE ON 2 LANE PAVEMENT SKIP-DASH YELLOW 10' (3 m) LINE WITH 30' (9 m) SPACE SOLID YELLOW 11 (280) C-C NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS 5½ (140) C-C FROM SKIP-DASH CENTERLINE l1 (280) C-C **4 (100)** 2 @ 4 (100) YELLOW YELLOW OMIT SKIP-DASH CENTERLINE BETWEEN LANE LINES SKIP-DASH SKIP-DASH 10' (3 m) LINE WITH 30' (9 m) SPACE 4 (100) 5 (125) ON FREEWAYS 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 SOLID OUTLINE MEDIANS IN YELLOW 4 (100) YELLOW-LEFT WHITE-RIGHT 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m) URN LANE MARKINGS SEE TYPICAL TURN LANE MARKING DETAIL 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL TWO WAY LEFT TURN MARKING 2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW 2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90° CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) NOT LESS THAN 6 (1.8 m) APART 2 (600) APART LONGITUDINAL BARS (SCHOOL) SOLID (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. 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 POSCEID IE STOP LINES 24 (600) SOLID WHITE 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° PAINTED MEDIANS SOLID YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC @ 45° NO DIAGONALS USED FO 4' (1.2 m) WIDE MEDIAN! 8 (200) WITH 12 (300) DIAGONALS @ 45° DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h)) 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m 2 EACH "X"=54.0 SQ. FT. (5.0 m 2 RAILROAD CROSSING SOLID WHITE 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h)) SHOULDER DIAGONALS (REQUIRED FOR 12 (300) @ 45° SOLID WHITE - RIGHT YELLOW - LEFT SHOULDERS > 8') U TURN ARROW SEE DETAIL SOLID WHITE 2 ARROW COMBINATION SEE DETAIL SOLID WHITE 30.4 SF

U_TURN

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.

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

| USER NAME = paraynoal | DESIGNED | - | EVERS | REVISED | - | C. JUCIUS 09-09-09 |
|-------------------------------|----------|---|----------|---------|---|--------------------|
| | DRAWN | - | | REVISED | - | C. JUCIUS 07-01-13 |
| PLOT SCALE = 100.0000 ' / in. | CHECKED | - | | REVISED | - | C. JUCIUS 12-21-15 |
| PLOT DATE = 10/15/2020 | DATE | - | 03-19-90 | REVISED | - | C. JUCIUS 04-12-16 |

2' (600)

DETAIL "B"

-12 (300) WHITE

-6 (150) WHITE

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

DETAIL "A"

THE ROAD WHICH IT CROSSES

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

| | DISTRICT ONE TYPICAL PAVEMENT MARKINGS | | | | | F.A.P. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEE NO. | |
|--|--|------|--------|------|---------|-------------------|-----------------|----------|-----------------|-------------|----|
| | | | | | | 631 | 2020-077-RS-SW& | SR | WILL | 40 | 35 |
| | TTFICAL FAVEINEINT INIANNINGS | | | | | | TC-13 | CONTRACT | NO. 62 | 2L55 | |
| | SHEET 1 | OF 2 | SHEETS | STA. | TO STA. | ILLINOIS FED. All | | | ID PROJECT | | |

— 2 (50)

RAISED

ISLAND

8 (200) WHITE -

ISLAND AT PAVEMENT EDGE

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

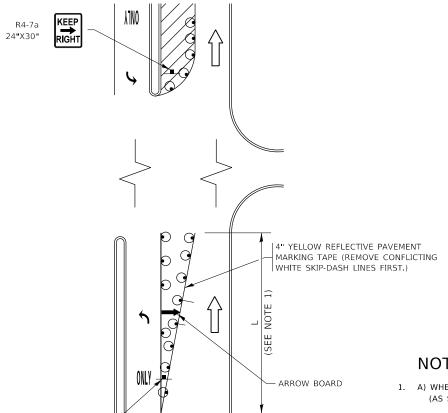


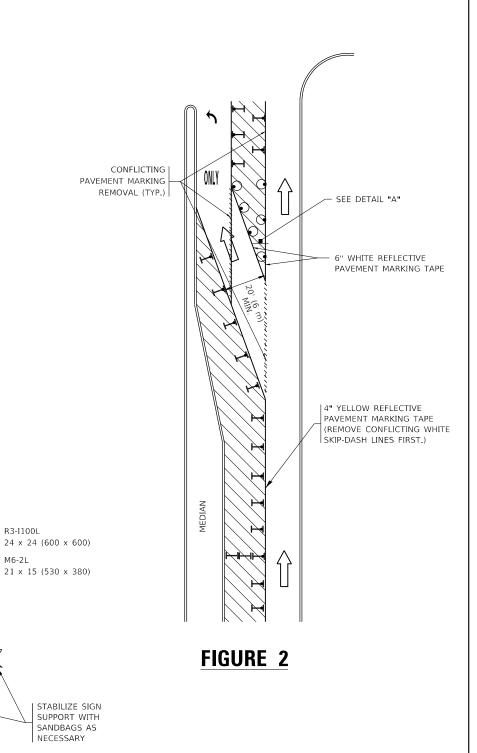
FIGURE 1

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

NOTES:

- 1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 - B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- 2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- 3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- 6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- 7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREOUIREMENTS.
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

TURN

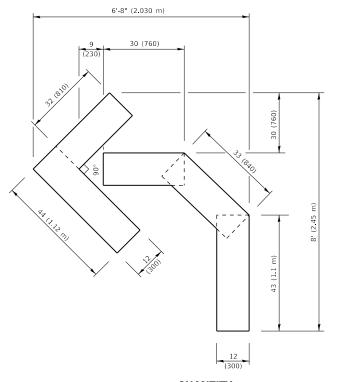
All dimensions are in inches (millimeters) unless otherwise shown.

| USER NAME = paraynoai | DESIGNED | - 1. | RAMMACHER 09-08-94 | KENIZED | - | R. BURU 09-14-09 |
|-----------------------------|----------|------|--------------------|---------|------|-------------------|
| | DRAWN | - | A. HOUSEH 11-07-95 | REVISED | - A. | SCHUETZE 07-01-1 |
| PLOT SCALE = 100.0000 / in. | CHECKED | - | A. HOUSEH 10-12-96 | REVISED | Α. | SCHUETZE 09-15-16 |
| PLOT DATE = 10/15/2020 | DATE | - T. | RAMMACHER 01-06-00 | REVISED | - | |

| FRAFFIC CONTROL AND PROTECTION AT TURN BAYS | F.A.P. RTE | SECTION | | |
|---|---------------|-------------------|--|--|
| (TO REMAIN OPEN TO TRAFFIC) | 631 | 2020-077-RS-SW&SR | | |
| (10 HEINIAIN OFEN TO HIATTIO) | TC-14 | | | |
| | | | | |

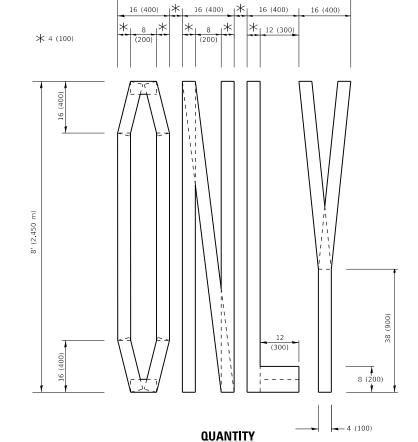
STATE OF ILLINOIS WILL 40 36 **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62L55 SCALE: NONE SHEET 1 OF 1 SHEETS STA.

SEE DETAIL "A"

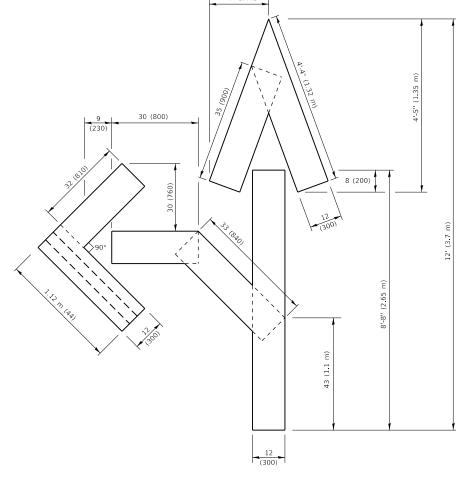


QUANTITY

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



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

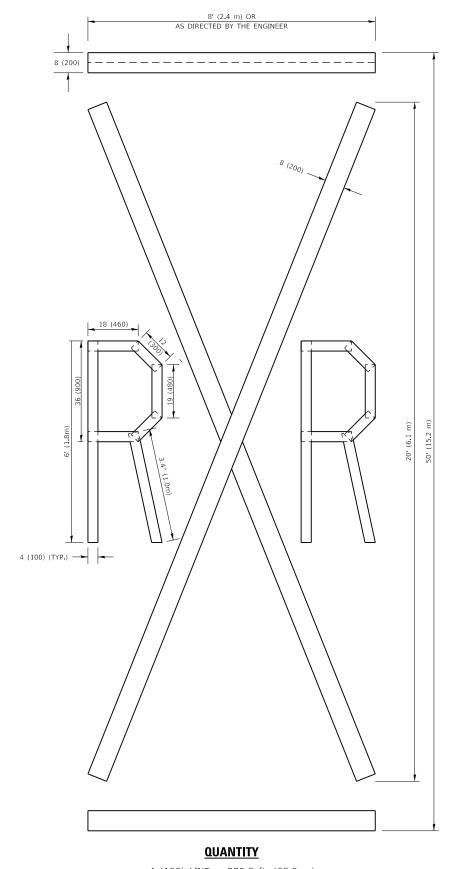


QUANTITY

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

NOTE:

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



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

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

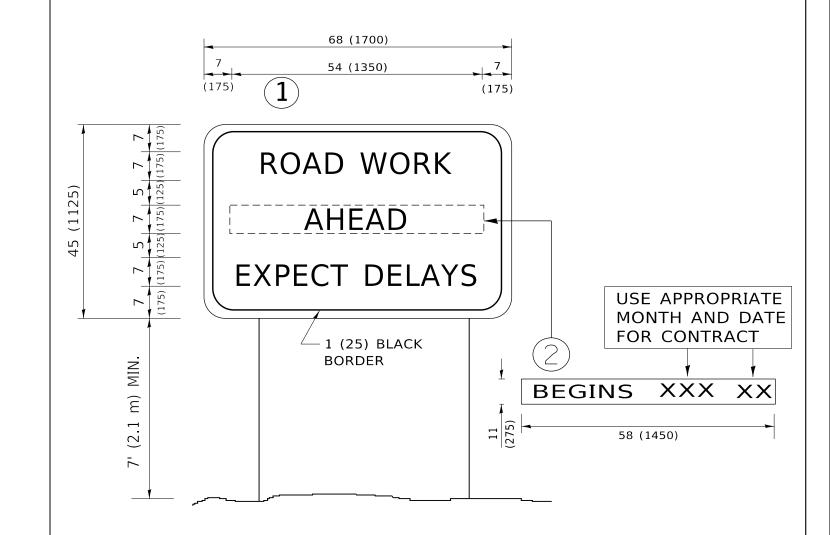
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

A.P. SECTION COUNTY TOTAL SHEETS NO.
31 2020-077-RS-SW&SR WILL 40 37

TC-16 CONTRACT NO. 62L55



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.

SHEET 1

6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)

SCALE: NONE

7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

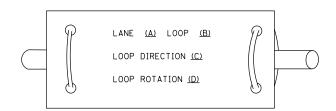
| USER NAME = paraynoal | DESIGNED - | REVISED | - R. MIRS 09-15-97 |
|-----------------------------|------------|---------|------------------------|
| | DRAWN - | REVISED | - R. MIRS 12-11-97 |
| PLOT SCALE = 100.0000 / in. | CHECKED - | REVISED | -T. RAMMACHER 02-02-99 |
| PLOT DATE = 10/15/2020 | DATE - | REVISED | - C. JUCIUS 01-31-07 |

| ARTERIAL ROAD INFORMATION SIGN | | F.A.P. RTE | SECTION | N | | COUNTY | TOTAL SHEETS | SHEE | | |
|--------------------------------|--------|---------------|-----------------------|------------------|------|--------|-----------------|------------|--------|------|
| | | 631 | 631 2020-077-RS-SW&SR | | | WILL | 40 | 38 | | |
| INFORMATION SIGN | | | | TC-22 CONTRACT N | | | | | NO. 62 | 2L55 |
| OF 1 | SHEETS | STA. | TO STA. | | ILLI | INOIS | FED. A | ID PROJECT | | |

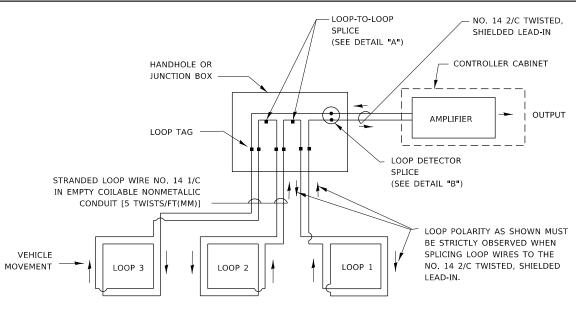
LOOP DETECTOR NOTES

- 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.
- 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

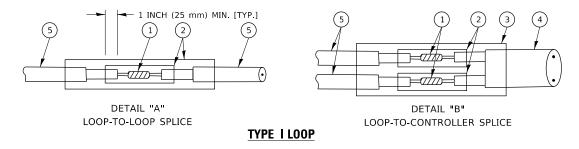


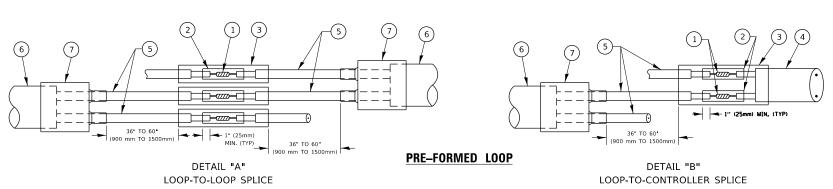
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



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.





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.

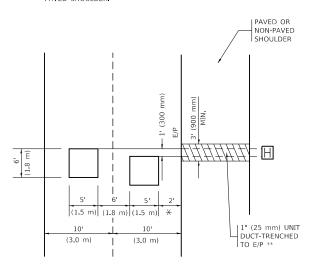
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- 6 XL POLYOLEFIN 2 CONDUCTOR
- (7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

| USER NAME = paraynoal | DESIGNED - | REVISED - |
|-------------------------------|------------|-----------|
| | DRAWN - | REVISED - |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - |
| PLOT DATE = 10/15/2020 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SER NAME = paraynoal

PLOT DATE = 10/15/2020

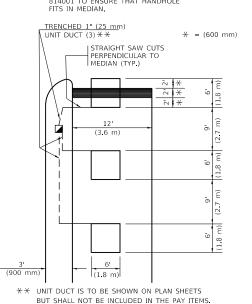
* = (600 mm)

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.

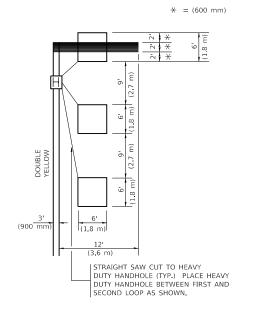


PHASING) (

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

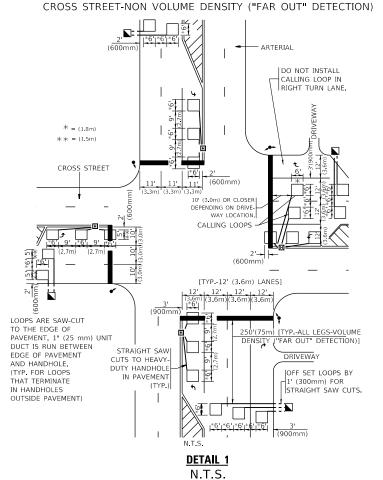
SCALE: NONE

NI)

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DESIGNED

DRAWN

DATE

HECKED

R.K.F.

REVISED

REVISED

REVISED

REVISED

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

OFFSET LOOPS BY 1' (300mm) FOR STRAIGHT SAW CUTS ARTERIAL THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSE TO THE INTERSECTION UNIT DUCT CROSS STREET 6 * 10 (3.0m) PREFERRED *6| 9' |*6| 9' |*6' + - THESE DIMENSIONS RIVEWAY WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM] △ - THESE DIMENSIONS -FAR OUT" LOOPS 10' (3.0m) LANE WIDTHS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN **DETAIL 2** LANE OR LEFT TURN N.T.S.

NOTE:

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 \underline{ALL} DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION