01-21-2022 LETTING ITEM 100

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	1
	ILLINOIS	CONTRACT NO. 62N59		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

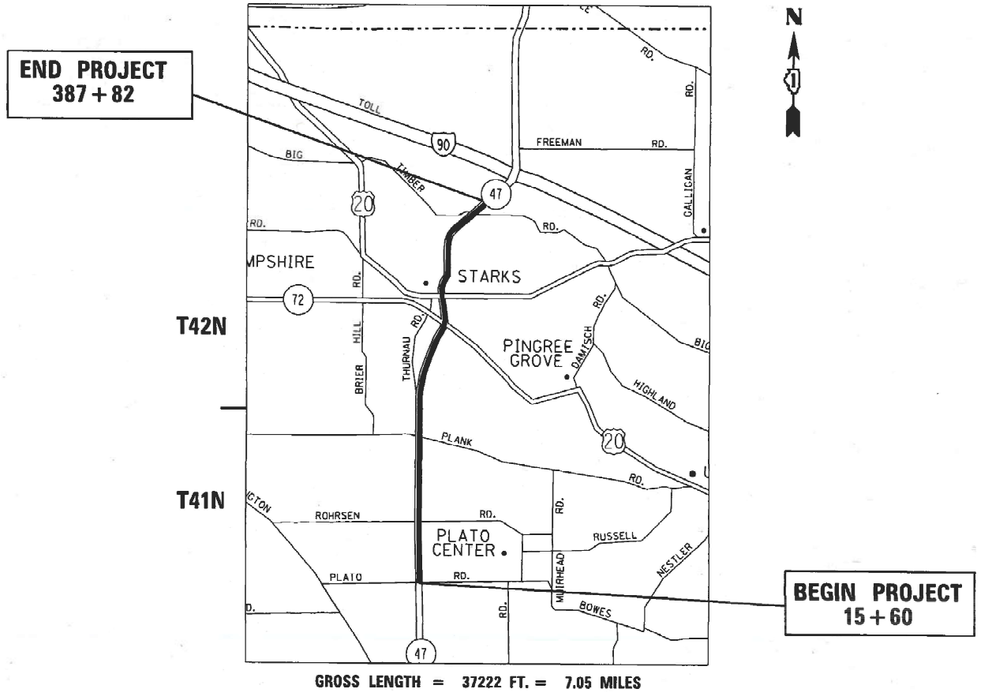
FAP ROUTE 326: IL ROUTE 47
NORTH OF BIG TIMBER RD
TO PLATO RD
SECTION: 2021–025–RS
PROJECT: NHPP–DLQZ(827)
SMART OVERLAY
KANE COUNTY

C–91–132–21

D–91–109–21

LOCATION OF SECTION INDICATED THUS: –

R7E



GROSS LENGTH = 37222 FT. = 7.05 MILES

PLATO AND RUTLAND TOWNSHIP

100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS
1–800–892–0123
OR 811

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE VILLAGES OF HAMPSHIRE, HUNTLEY, AND PINGREE GROVE

TRAFFIC DATA

EXISTING ADT = 19,200 (2019)
POSTED SPEED LIMIT = 45–55 MPH

PROJECT ENGINEER: LUKASZ POCIECHA (847) 705–4255
PROJECT MANAGER: FAWAD AQUEEL

CONTRACT NO. 62N59

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED October 18 20 21
Jose Rios (DB3)
REGIONAL ENGINEER
December 10 20 21
ENGINEER OF DESIGN AND ENVIRONMENT
December 10 20 21
Stephen McGrath
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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INDEX OF SHEETS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15′ (4.5 M) TO 24′′ (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701201-05	LANE CLOSURE 2L, 2W, DAY ONLY. FOR SPEEDS >45 MPH
701311-03	LANE CLOSURE, 2W, 2L, MOVING OPERATIONS, DAY ONLY
701427-05	LANE CLOSURES, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS <40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-08	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFELCTIVE PAVEMENT MARKERS

GENERAL NOTES

1 BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL ''J.U.L.I.E'' AT (8000 892-0123) OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTICE IS REQUIRED.

2 THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGES OF HUNTLEY, HAMPSHIRE, AND PINGREE GROVE.

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

4 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.

5 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.

6 BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

7 ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

8 DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

9 IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

10 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.

11 THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

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

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

14 THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF MAINTENANCE (or CONSTRUCTION or BRIDGE INSPECTORS).

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

16 WHEN CONSTRUCTION OPERATIONS ON TWO-LANE ROADS OPEN TO TRAFFIC RESULT IN THE REMOVAL OR COVERING OF ANY PAVEMENT STRIPING INDICATING PASSING RESTRICTIONS, 'NO PASSING ZONES NOT STRIPED NEXT MILES' SIGNS SHALL BE USED. THE CONTRACTOR SHALL PLACE THE SIGNS AT THE BEGINNING OF THE UNSTRIPED AREA, JUST BEYOND EACH MAJOR INTERSECTION WITHIN THE UNSTRIPED AREA, AND AT SUCH OTHER LOCATIONS AS THE ENGINEER MAY DIRECT TO ENSURE A MINIMUM SPACING OF FIVE MILES. THE SIGNS SHALL BE PLACED JUST PRIOR TO REMOVAL OR COVERING OF THE STRIPE AND SHALL REMAIN IN PLACE UNTIL FULL NO PASSING ZONE STRIPING HAS BEEN RESTORED. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO EXTRA COMPENSATION WILL BE ALLOWED.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES

SCALE: | SHEET 1 OF 2 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	2
		CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

17 THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.

18 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.

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

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

21 DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

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

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

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

25 OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.

26 THE CONTRACTOR MUST USE EXTREME CAUTION WHEN MILLINIG AND PAVING UNDER THE RAILROAD BRIDGE SO AS TO AVOID ACCIDNENTLY HITTING THE BRIDGE WITH DUMP TRUCKS OR MILLING MACHINES. IT'S RECOMMENDED THAT MILLING UNDER THE RR STRUCTURE BE DONE USING A GRINDER MOUNTED ON A SKID-STEER/BOBCAT LOADER.

27 MILLING AND RESURFACING UNDER THE RAILROAD STRUCTURE MUST NOT CHANGE OR NEGATIVELY IMPACT THE MINIMUM VERTICAL CLEARANCE UNDER THE STRUCTURE.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES

SCALE: | SHEET 2 OF 2 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	3
		CONTRACT NO. 62N59		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE 0005 80% FED 20% STATE	0005 100% STATE				
CODE NO	ITEM	UNIT							
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	17	17					
25200110	SODDING, SALT TOLERANT	SQ YD	17	17					
25200200	SUPPLEMENTAL WATERING	UNIT	0.2	0.2					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	68798	68798					
40600400	MIXTURE FOR CRACKS, JOINTS, AND	TON	230	230					
	FLANGEWAYS								
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SQ YD	369	369					
	JOINT								
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE	TON	14983	14983					
	COURSE, IL-9.5, MIX "E", N70								
42001300	PROTECTIVE COAT	SQ YD	23	23					
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1	SQ YD	152884	152884					
	3/4"								
44201835	CLASS D PATCHES, TYPE I, 16 INCH	SQ YD	764	764					
44201839	CLASS D PATCHES, TYPE II, 16 INCH	SQ YD	4587	4587					
44201843	CLASS D PATCHES, TYPE III, 16 INCH	SQ YD	1147	1147					

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE 0005 80% FED 20% STATE	0005 100% STATE				
CODE NO	ITEM	UNIT							
44201845	CLASS D PATCHES, TYPE IV, 16 INCH	SQ YD	1147	1147					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	765	765					
54213675	PRECAST REINFORCED CONCRETE FLARED END	EACH	2	2					
	SECTIONS 30"								
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12					
67100100	MOBILIZATION	L SUM	1	1					
70100450	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					
	STANDARD 701201								
70102620	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					
	STANDARD 701501								
70102625	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					
	STANDARD 701606								
70102635	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					
	STANDARD 701701								
70300100	SHORT TERM PAVEMENT MARKING	FOOT	42014	42014					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	21007	21007					
	* SPECIALTY ITEMS								

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 47 (NORTH OF BIG TIMBER RD – NORTH OF PLATO RD)
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	4
		CONTRACT NO. 62N59		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

REV-SEP

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE 0005 80% FED 20% STATE	0005 100% STATE				
CODE NO	ITEM	UNIT							
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND	SQ FT	1344	1344					
	SYMBOLS-PAINT								
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	112074	112074					
	-PAINT								
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	5279	5279					
	-PAINT								
70300251	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	105	105					
	-PAINT								
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	742	742					
	-PAINT								
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	804	804					
	-PAINT								
70306120	TEMPORARY PAVEMENT MARKING- LINE 4"	FOOT	21007	21007					
	TYPE I II TAPE								
• 78000100	THERMOPLASTIC PAVEMENT MARKING -	SQ FT	1344	1344					
	LETTERS AND SYMBOLS								
• 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	112074	112074					
• 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	5279	5279					
• 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	105	105					

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE 0005 80% FED 20% STATE	0005 100% STATE				
CODE NO	ITEM	UNIT							
• 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	742	742					
• 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	803	803					
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	869	869					
78300200	RAISED REFLECTIVE PAVEMENT MARKER	EACH	695	695					
	REMOVAL								
• 88600600	DETECTOR LOOP REPLACEMENT	FOOT	3676	3676					
X0322936	REMOVE EXISTING FLARED END SECTION	EACH	2	2					
X0326898	CENTER LINE - RUMBLE STRIP - 16"	FOOT	28309	28309					
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	565	565					
60920015	PIPE CULVERTS TO BE CLEANED 15"	FOOT	13		13				
60920030	PIPE CULVERTS TO BE CLEANED 30"	FOOT	110		110				
X6030310	FRAMES AND LIDS TO BE ADJUSTED	EACH	15	15					
	(SPECIAL)								
• X7800815	HOT SPRAY THERMOPLASTIC PAVEMENT	FOOT	28064	28064					
	MARKING LINE - 4 INCH								
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	43761	43761					
	• SPECIALTY ITEMS								

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 47 (NORTH OF BIG TIMBER RD – NORTH OF PLATO RD)
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	5
		CONTRACT NO. 62N59		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

REV-SEP

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE 0005 80% FED 20% STATE	CONSTRUCTION TYPE CODE 0005 100% STATE				
CODE NO	ITEM	UNIT							
Z0004562	COMBINATION CONCRETE CURB AND GUTTER	FOOT	100	100					
	REMOVAL AND REPLACEMENT								
Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	10	10					
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4					
40600370	LONGITUDINAL JOINT SEALANT	FOOT	47879	47879					
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1					
X4421863	CLASS D PATCHES, TYPE II, 18 INCH	SQ YD	12	12					
	(SPECIAL)								
Ø Z0076600	TRAINEES	HOURS	500	500					
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	500	500					

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

• SPECIALTY ITEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

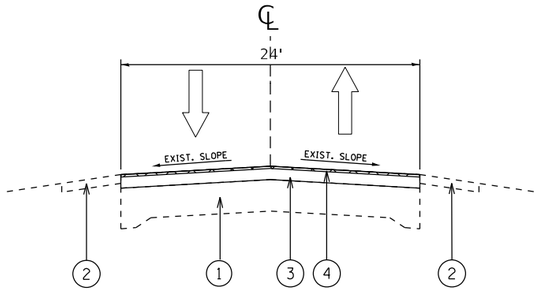
IL 47 (NORTH OF BIG TIMBER RD – NORTH OF PLATO RD)
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 3 OF 3 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	6
		CONTRACT NO. 62N59		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

REV-SEP

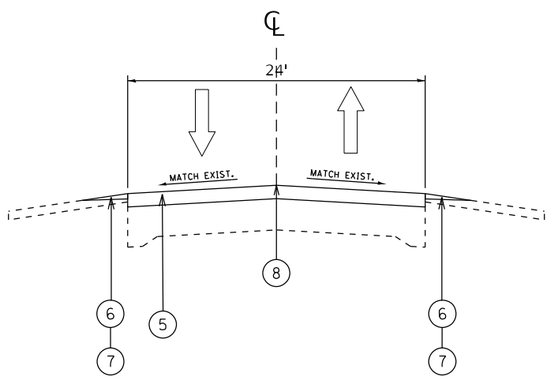
IL–47



EXISTING TYPICAL SECTION

FROM STA 15+60 TO STA 230+00,
STA 273+10 TO STA 370+20

IL–47



PROPOSED TYPICAL SECTION

FROM STA 15+60 TO STA 230+00,
STA 273+10 TO STA 370+20

LEGEND

① EXISTING PCC BASE COURSE, ±9''

② EXISTING AGGREGATE SHOULDER

③ EXISTING HMA PAVEMENT ±9''

④ PROPOSED HMA SURFACE REMOVAL, 1 3/4 ''

⑤ PROPOSED POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX E, N70; 1 3/4''

⑥ PROPOSED GRADING AND SHAPING SHOULDERS

⑦ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B

⑧ PROPOSED 16'' CENTERLINE RUMBLE STRIP

⑨ PROPOSED HMA SHOULDER REMOVAL (TO BE DONE AT SAME TIME AS AMILINE)

⑩ PROPOSED HMA SHOULDER (TO BE DONE AT SAME TIME AS MAINLINE)

NOTES

1. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.

2. LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE

3. NO CENTERLINE RUMBLE STRIPS BETWEEN US 20 AND IL 72
STA 229+00 TO STA 273+10

HOT-MIX ASPHALT MIXTURE REQUIREMENTS				
MIXTURE USES	MIXTURE TYPE		AIR VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)
PAVEMENT RESURFACING	POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX E, N70; 1 3/4''		4.0% @ 70 GYR	PFP
PATCHING	CLASS D PATCHES (HMA BINDER IL-19.0 mm)		4% @ 70 GYR	QC/QA
	CLASS D PATCHES (SPECIAL)	HMA BINDER IL-19.0 mm 16''	4% @ 70 GYR	QC/QA
		POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX E, N70; 2''	4.0% @ 70 GYR	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); PAY FOR PERFORMANCE (PFP)				

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 RECLAIMED MATERIALS SPECIFICATIONS.

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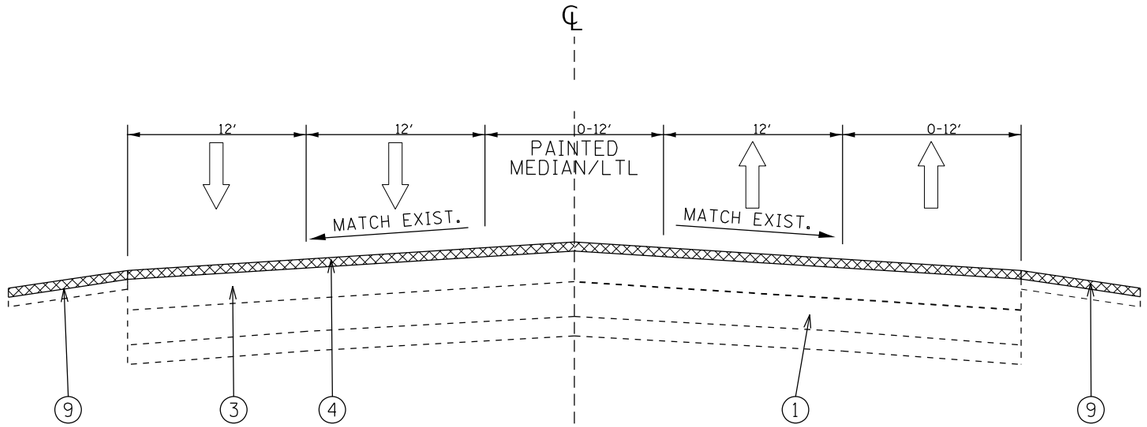
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTIONS
IL 47 – NORTH OF BIG TIMBER RD TO NORTH OF PLATO RD

SCALE: | SHEET OF 1 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	7
		CONTRACT NO. 62N59		
	ILLINOIS	FED. AID PROJECT		

IL–47



EXISTING TYPICAL SECTION

FROM STA 230+00 TO STA 273+00

LEGEND

① EXISTING PCC BASE COURSE, ±9″

② EXISTING AGGREGATE SHOULDER

③ EXISTING HMA PAVEMENT ±9″

④ PROPOSED HMA SURFACE REMOVAL, 1 3/4 ″

⑤ PROPOSED POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX E, N70; 1 3/4″

⑥ PROPOSED GRADING AND SHAPING SHOULDERS

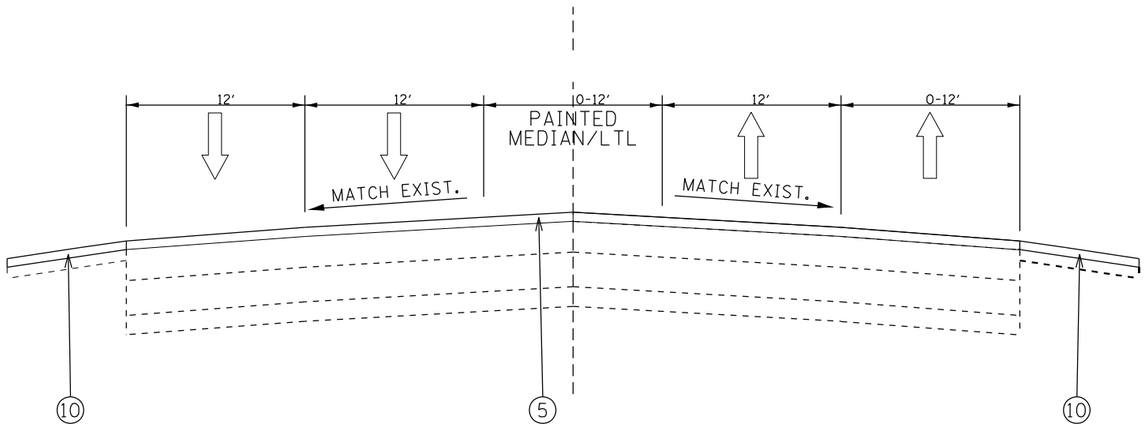
⑦ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B

⑧ PROPOSED 16″ CENTERLINE RUMBLE STRIP

⑨ PROPOSED HMA SHOULDER REMOVAL (TO BE DONE AT SAME TIME AS AMILINE)

⑩ PROPOSED HMA SHOULDER (TO BE DONE AT SAME TIME AS MAINLINE)

IL–47



PROPOSED TYPICAL SECTION

FROM STA 230+00 TO STA 273+00

NOTES

1. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.

2. LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE

3. NO CENTERLINE RUMBLE STRIPS BETWEEN US 20 AND IL 72
   STA 229+00 TO STA 273+10

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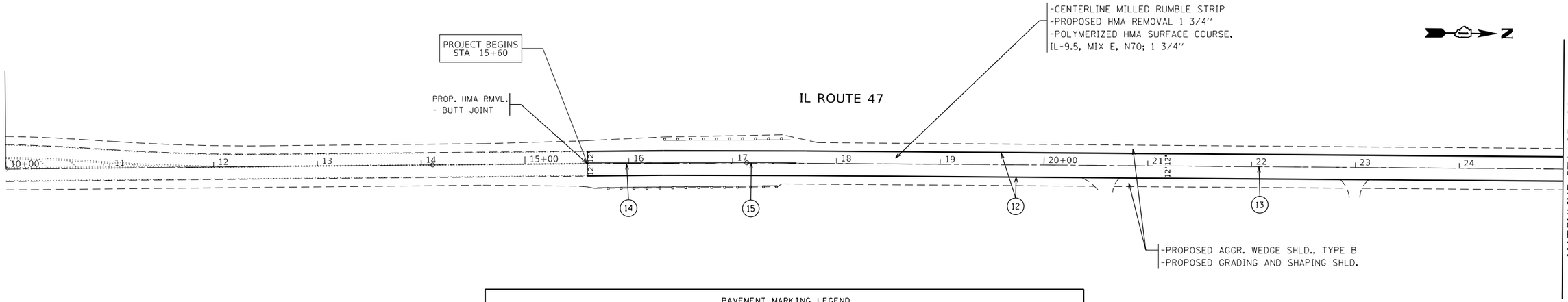
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/22/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTIONS
IL 47 – NORTH OF BIG TIMBER RD TO NORTH OF PLATO RD

SCALE: | SHEET 2 OF 2 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	8
		CONTRACT NO. 62N59		
	ILLINOIS	FED. AID PROJECT		



PAVEMENT MARKING LEGEND

1. PROP. THERMOPLASTIC PVMT MARKING LINE 4", 10' DASH 30' SKIP, YELLOW (TYP.)
2. PROP. THERMOPLASTIC PVMT MARKING LINE 6", TURN LANE, WHITE (TYP.)
3. PROP. THERMOPLASTIC PVMT MARKING LINE 4", DOUBLE YELLOW @ 11" C-C (TYP.)
4. PROP. THERMOPLASTIC PVMT MARKING LINE 24", STOPBAR, WHITE (TYP.)
5. PROP. THERMOPLASTIC PVMT MARKING, LETTERS AND SYMBOLS, WHITE (TYP.)
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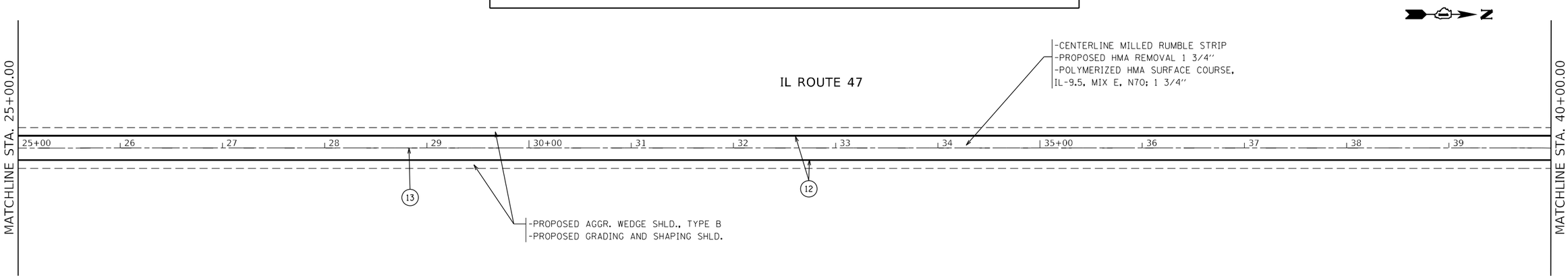
15. PROP. HOT SPRAY THERMOPLASTIC PVMT MARKING LINE 4", SINGLE CONTINUOUS AND SINGLE 10' DASH 30' SKIP, YELLOW (TYP)

NOTE: ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE DETAILS TC-11 AND TC-13



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	DRAWN -	REVISED -	
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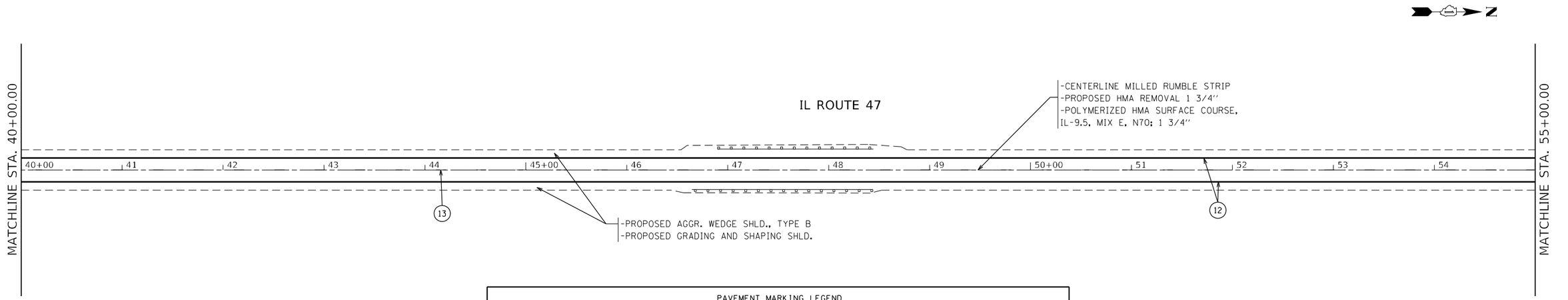
PLOT DATE = 10/22/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)

SCALE: 1"=50' | SHEET 1 OF 13 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-R5	KANE	39	9
		CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			



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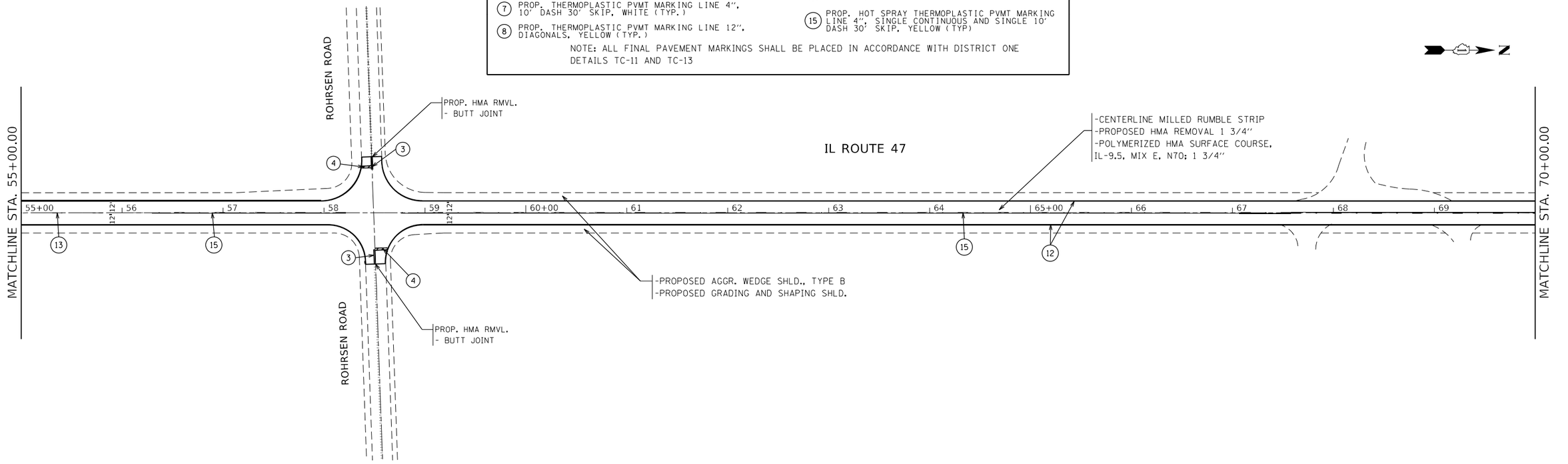

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	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/22/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)

SCALE: 1"=50' | SHEET 2 OF 13 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	10
		CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			

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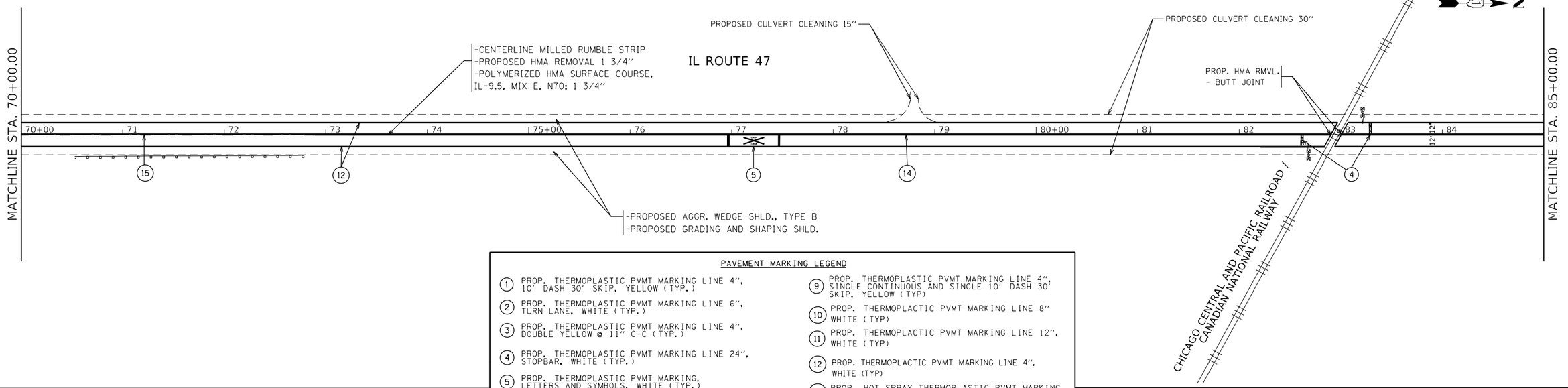

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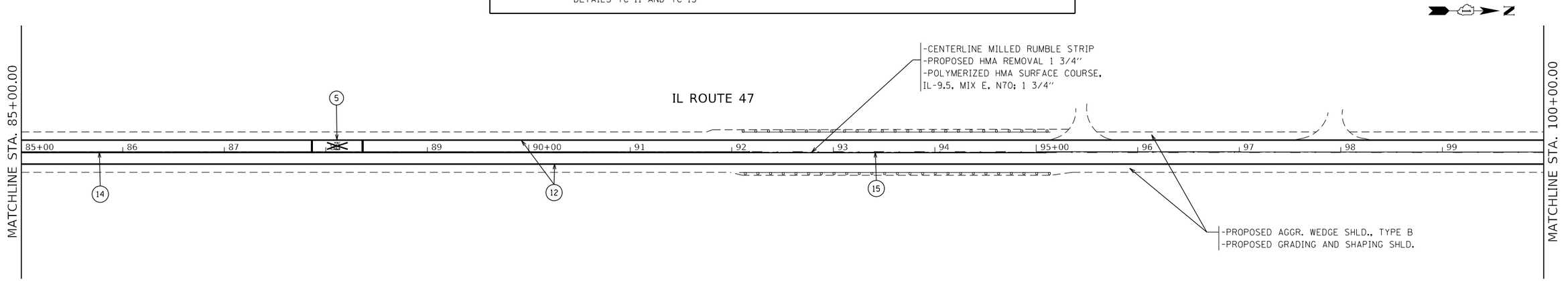

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PLOT DATE = 10/22/2021	DATE -	REVISED -	

ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)

SCALE: 1"=50' | SHEET 3 OF 13 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-R5	KANE	39	11
		CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			

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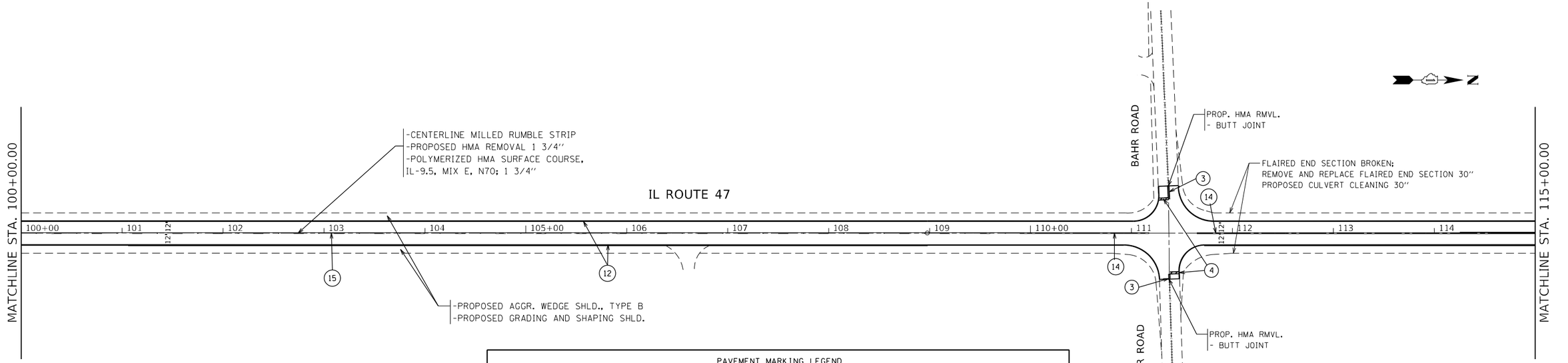

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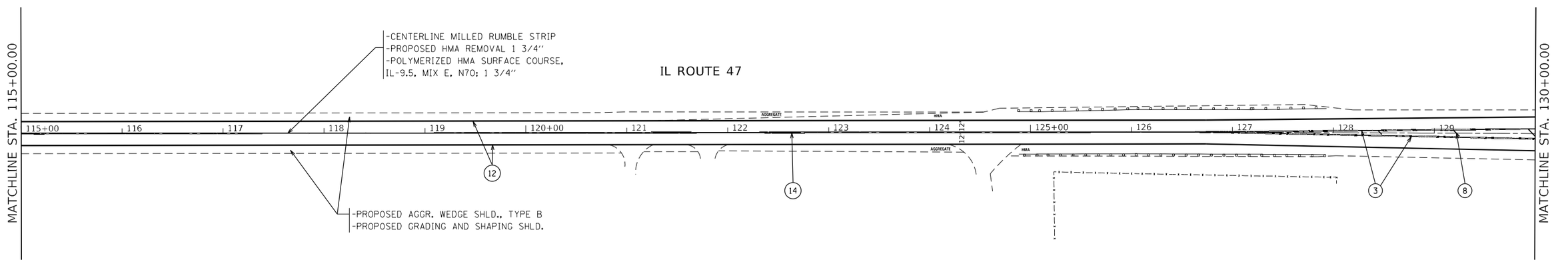

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ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)
SCALE: 1"=50' | SHEET 4 OF 13 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-R5	KANE	39	12
		CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			

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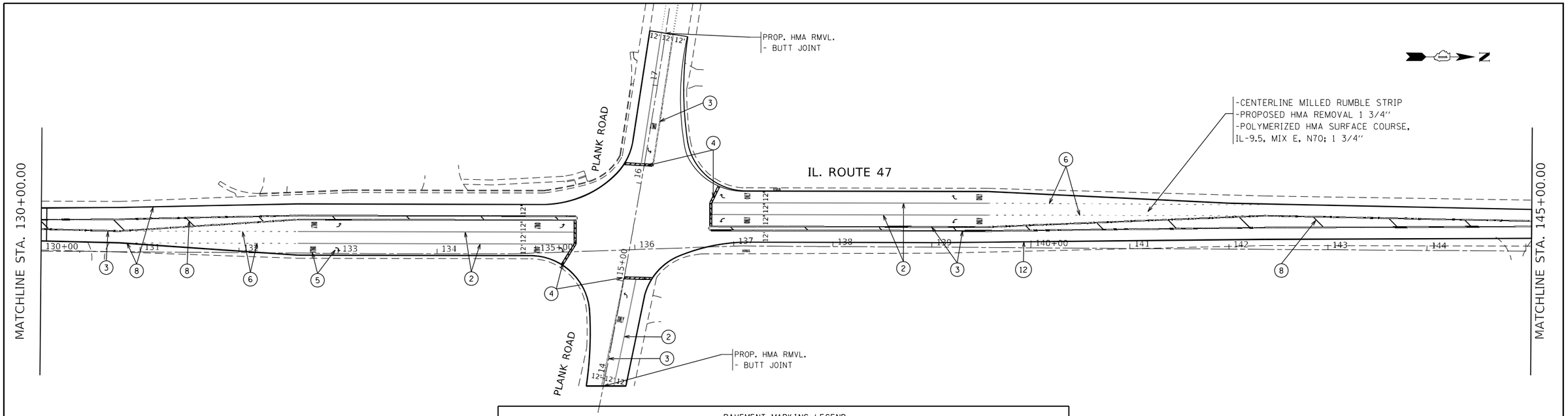

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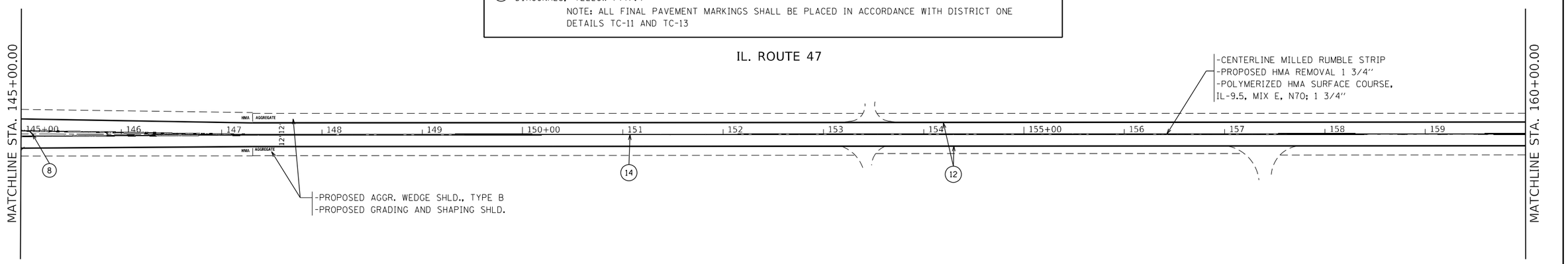

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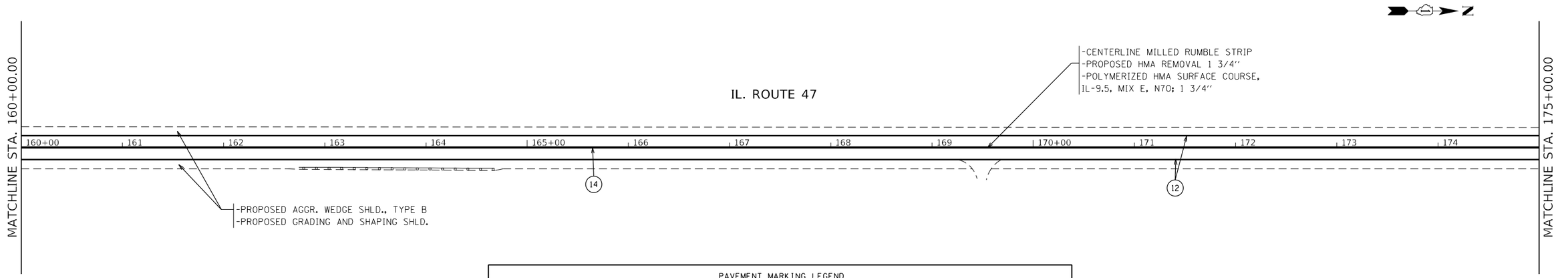
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)

SCALE: 1"=50' | SHEET 5 OF 13 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	13
		CONTRACT NO. 62N59		
		ILLINOIS FED. AID PROJECT		



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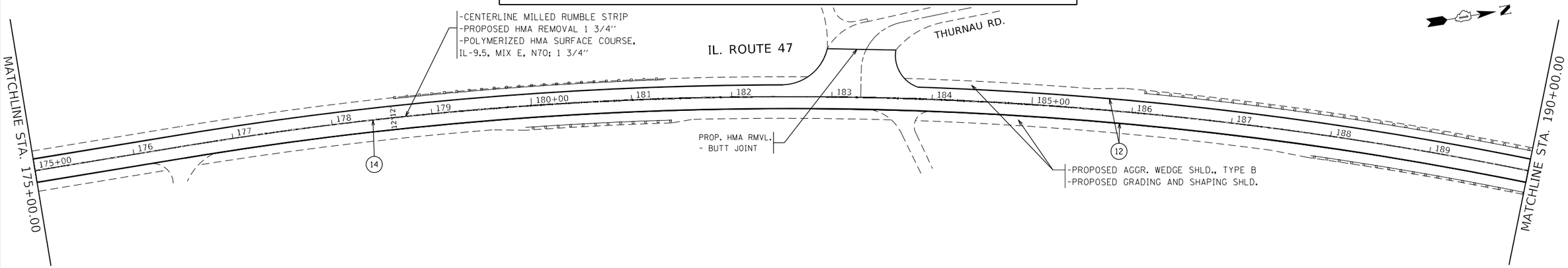

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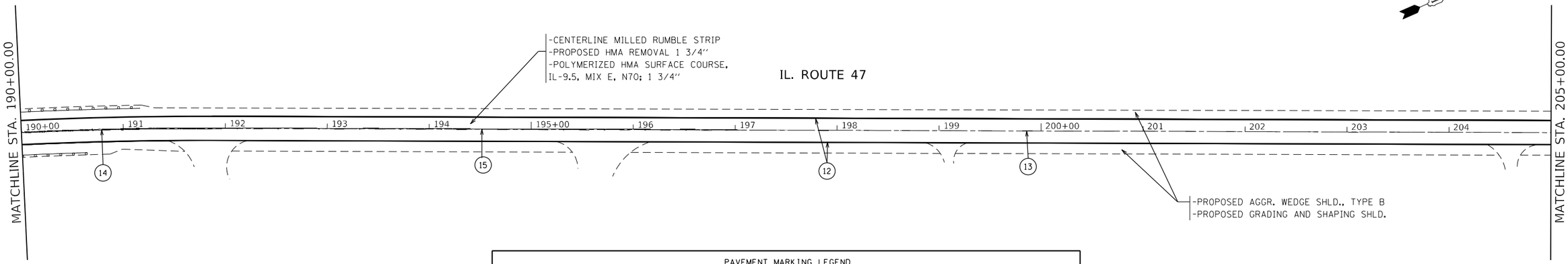
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)

SCALE: 1"=50' | SHEET 6 OF 13 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-R5	KANE	39	14
		CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			



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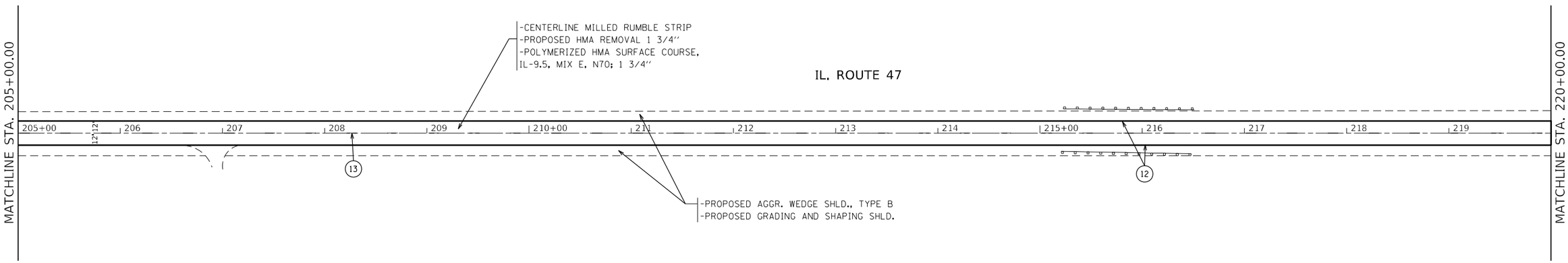

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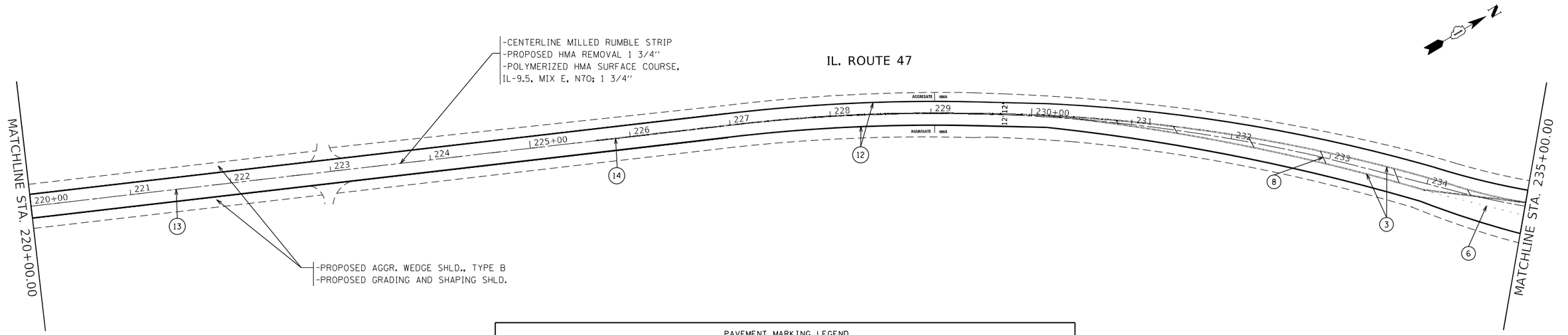
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)

SCALE: 1"=50' | SHEET 7 OF 13 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-R5	KANE	39	15
		CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			



PAVEMENT MARKING LEGEND

1. PROP. THERMOPLASTIC PVMT MARKING LINE 4", 10' DASH 30' SKIP, YELLOW (TYP.)
2. PROP. THERMOPLASTIC PVMT MARKING LINE 6", TURN LANE, WHITE (TYP.)
3. PROP. THERMOPLASTIC PVMT MARKING LINE 4", DOUBLE YELLOW @ 11" C-C (TYP.)
4. PROP. THERMOPLASTIC PVMT MARKING LINE 24", STOPBAR, WHITE (TYP.)
5. PROP. THERMOPLASTIC PVMT MARKING, LETTERS AND SYMBOLS, WHITE (TYP.)
6. PROP. THERMOPLASTIC PVMT MARKING LINE 6", 3' DASH 9' SKIP, WHITE (TYP.)
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8. PROP. THERMOPLASTIC PVMT MARKING LINE 12", DIAGONALS, YELLOW (TYP.)
9. PROP. THERMOPLASTIC PVMT MARKING LINE 4", SINGLE CONTINUOUS AND SINGLE 10' DASH 30' SKIP, YELLOW (TYP)
10. PROP. THERMOPLACTIC PVMT MARKING LINE 8" WHITE (TYP)
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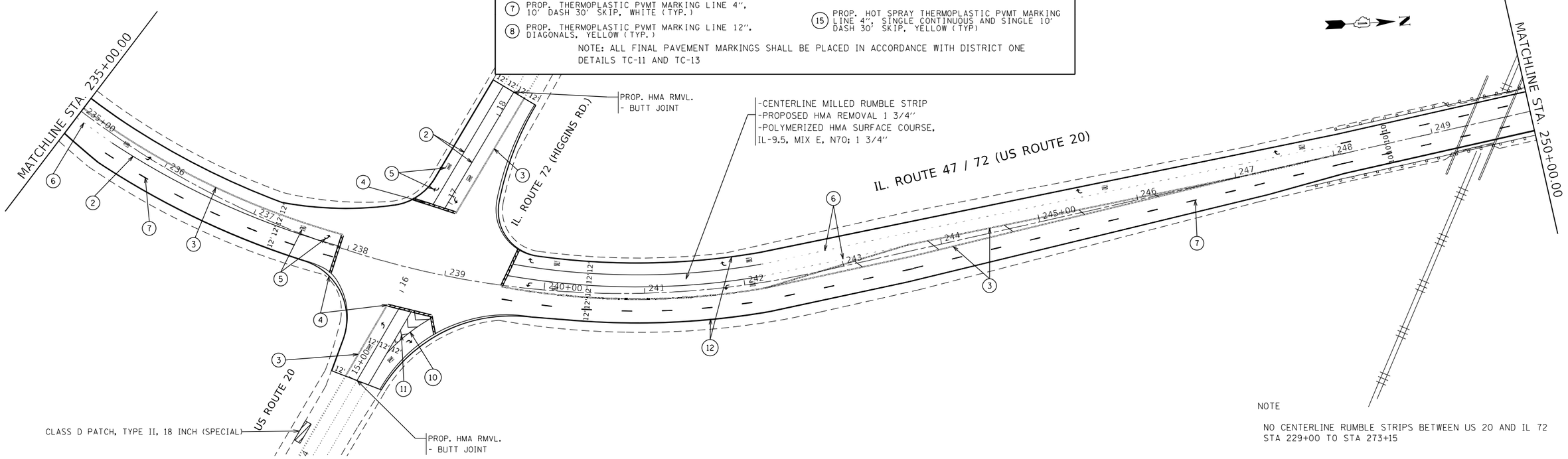
12. PROP. THERMOPLACTIC PVMT MARKING LINE 4", WHITE (TYP)
13. PROP. HOT SPRAY THERMOPLASTIC PVMT MARKING LINE 4", 10' DASH 30' SKIP, YELLOW (TYP.)
14. PROP. HOT SPRAY THERMOPLASTIC PVMT MARKING LINE 4", DOUBLE YELLOW @ 11" C-C (TYP.)
15. PROP. HOT SPRAY THERMOPLASTIC PVMT MARKING LINE 4", SINGLE CONTINUOUS AND SINGLE 10' DASH 30' SKIP, YELLOW (TYP)

NOTE: ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE DETAILS TC-11 AND TC-13



NOTE

NO CENTERLINE RUMBLE STRIPS BETWEEN US 20 AND IL 72
STA 229+00 TO STA 273+15

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)

SCALE: 1"=50' | SHEET 8 OF 13 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	16
		CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			

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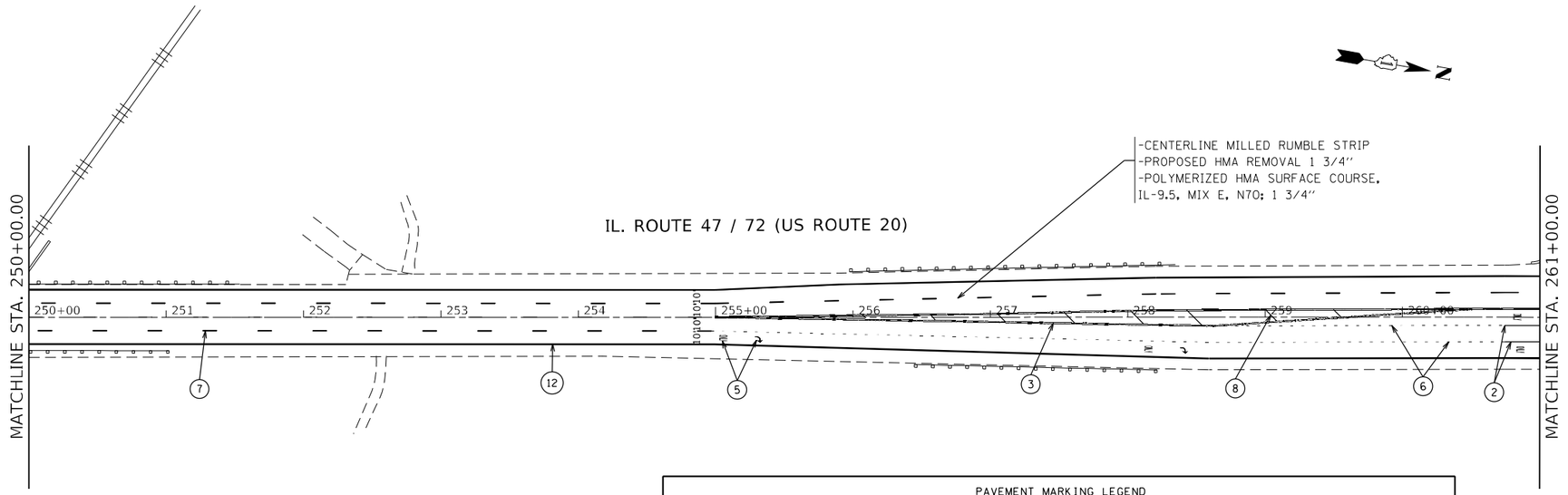

PAVEMENT MARKING LEGEND

1. PROP. THERMOPLASTIC PVMT MARKING LINE 4", 10' DASH 30' SKIP, YELLOW (TYP.)
2. PROP. THERMOPLASTIC PVMT MARKING LINE 6", TURN LANE, WHITE (TYP.)
3. PROP. THERMOPLASTIC PVMT MARKING LINE 4", DOUBLE YELLOW @ 11" C-C (TYP.)
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5. PROP. THERMOPLASTIC PVMT MARKING, LETTERS AND SYMBOLS, WHITE (TYP.)
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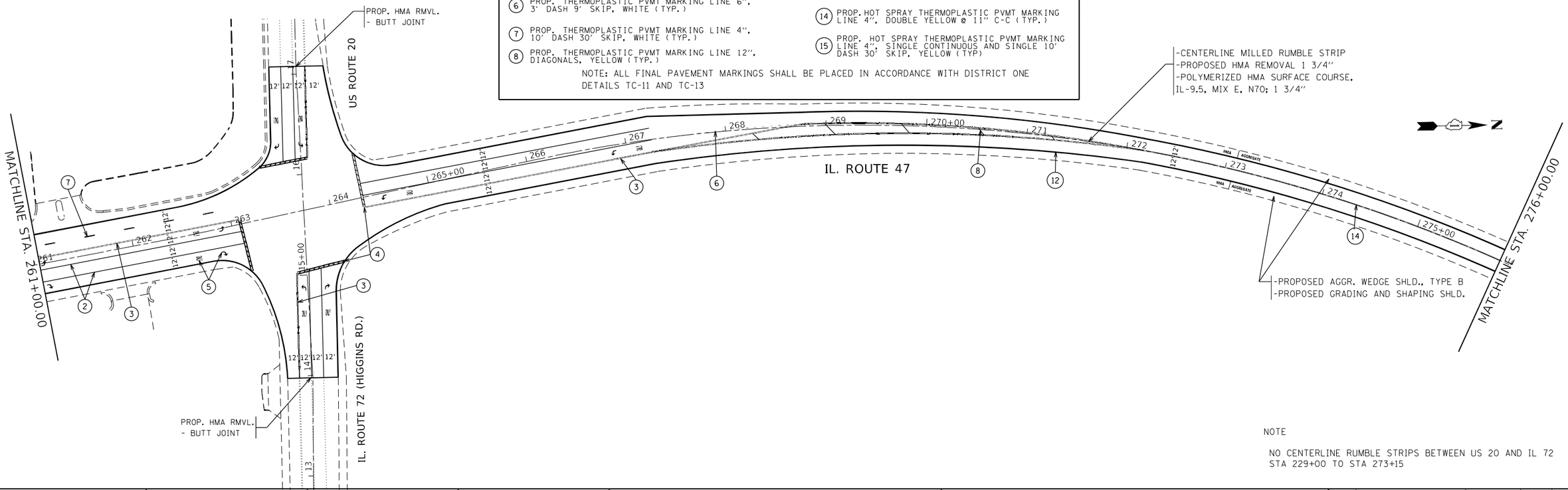
12. PROP. THERMOPLACTIC PVMT MARKING LINE 4", WHITE (TYP)
13. PROP. HOT SPRAY THERMOPLASTIC PVMT MARKING LINE 4", 10' DASH 30' SKIP, YELLOW (TYP.)
14. PROP. HOT SPRAY THERMOPLASTIC PVMT MARKING LINE 4", DOUBLE YELLOW @ 11" C-C (TYP.)
15. PROP. HOT SPRAY THERMOPLASTIC PVMT MARKING LINE 4", SINGLE CONTINUOUS AND SINGLE 10' DASH 30' SKIP, YELLOW (TYP)

NOTE: ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE DETAILS TC-11 AND TC-13



NOTE

NO CENTERLINE RUMBLE STRIPS BETWEEN US 20 AND IL 72 STA 229+00 TO STA 273+15

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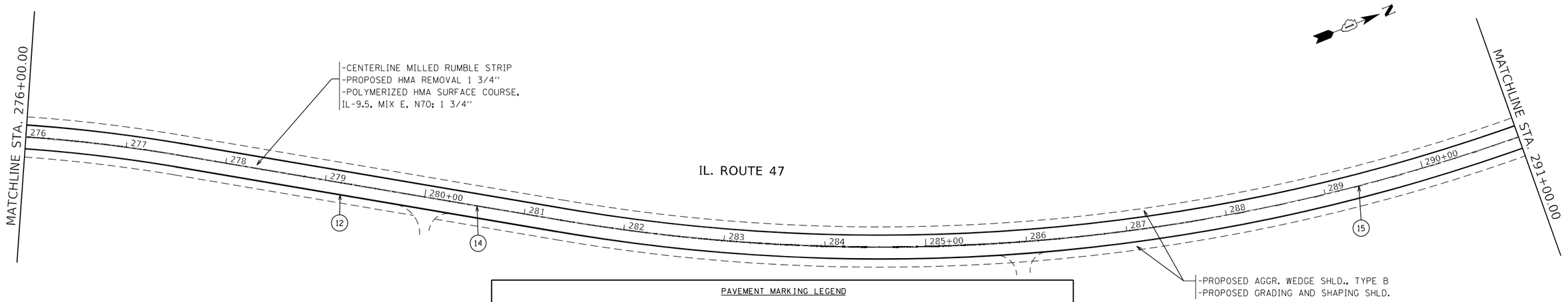
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/22/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)

SCALE: 1"=50' | SHEET 9 OF 13 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-R5	KANE	39	17
		CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			



PAVEMENT MARKING LEGEND

1. PROP. THERMOPLASTIC PVMT MARKING LINE 4", 10' DASH 30' SKIP, YELLOW (TYP.)
2. PROP. THERMOPLASTIC PVMT MARKING LINE 6", TURN LANE, WHITE (TYP.)
3. PROP. THERMOPLASTIC PVMT MARKING LINE 4", DOUBLE YELLOW @ 11" C-C (TYP.)
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5. PROP. THERMOPLASTIC PVMT MARKING, LETTERS AND SYMBOLS, WHITE (TYP.)
6. PROP. THERMOPLASTIC PVMT MARKING LINE 6", 3' DASH 9' SKIP, WHITE (TYP.)
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13. PROP. HOT SPRAY THERMOPLASTIC PVMT MARKING LINE 4", 10' DASH 30' SKIP, YELLOW (TYP.)
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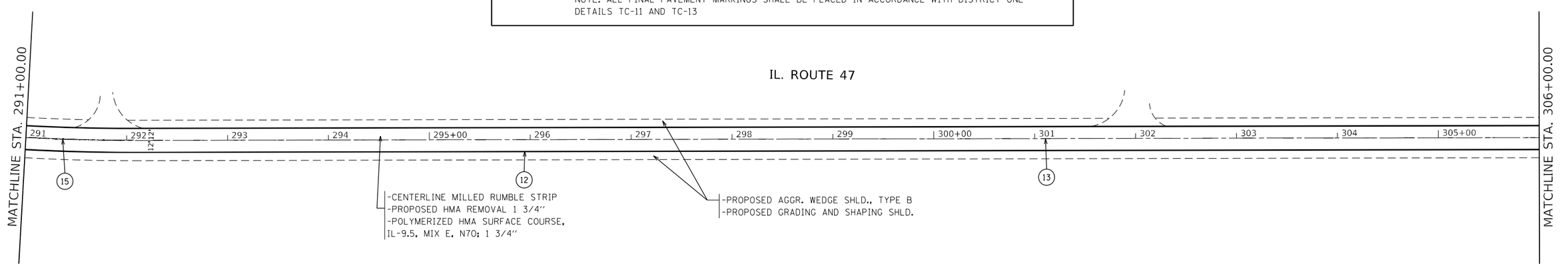
NOTE: ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE DETAILS TC-11 AND TC-13



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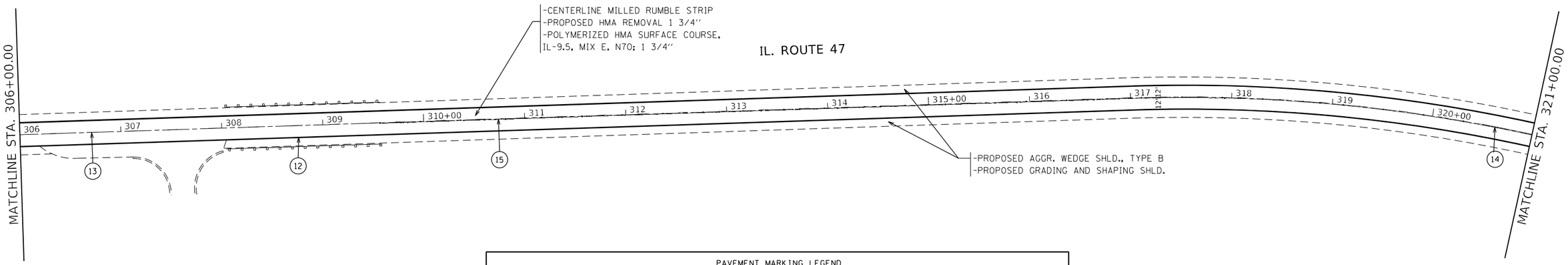
PLOT DATE = 10/22/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)

SCALE: 1"=50' | SHEET 10 OF 13 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	18
		CONTRACT NO. 62N59		
		ILLINOIS	FED. AID PROJECT	



PAVEMENT MARKING LEGEND

1. PROP. THERMOPLASTIC PVMT MARKING LINE 4", 10' DASH 30' SKIP, YELLOW (TYP.)
2. PROP. THERMOPLASTIC PVMT MARKING LINE 6", TURN LANE, WHITE (TYP.)
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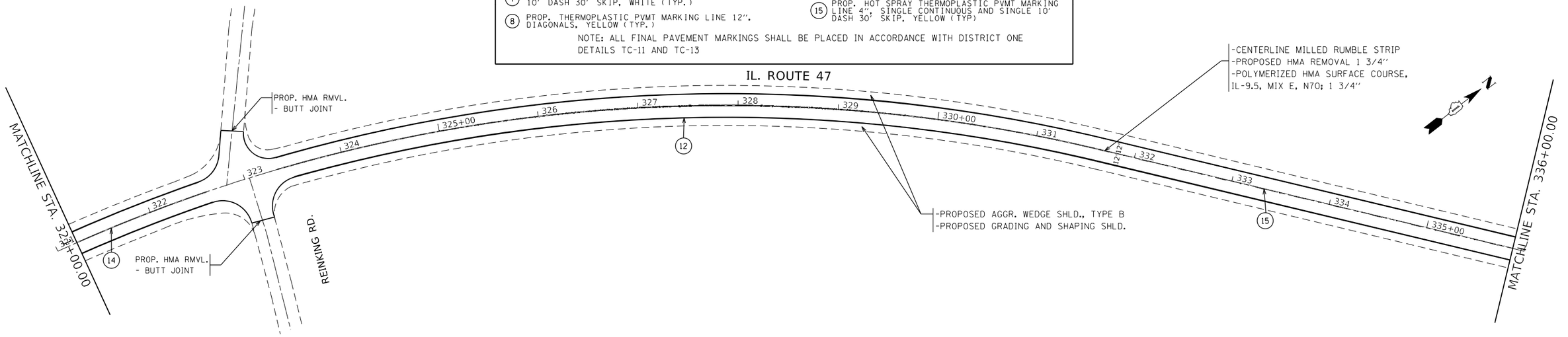
NOTE: ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE DETAILS TC-11 AND TC-13



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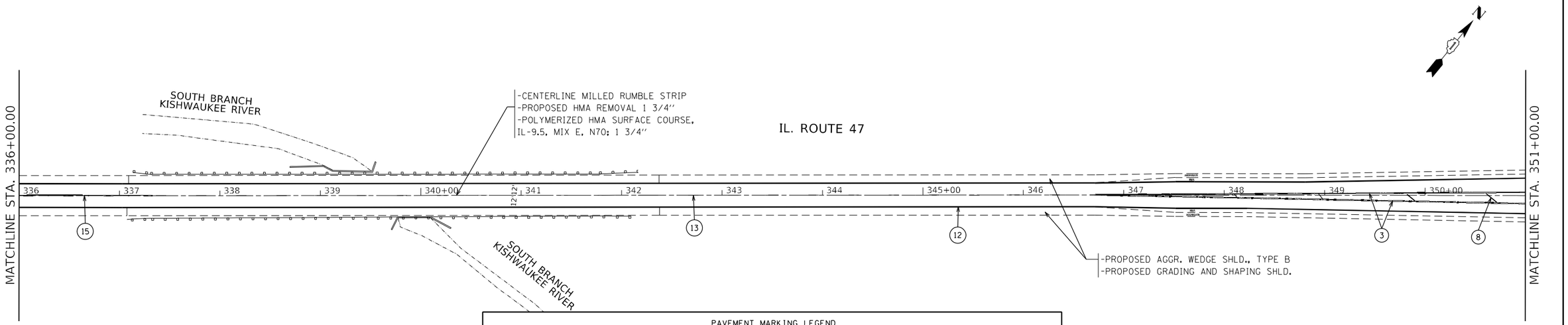
PLOT DATE = 10/22/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)

SCALE: 1"=50' | SHEET 11 OF 13 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-R5	KANE	39	19
		CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			



PAVEMENT MARKING LEGEND

1. PROP. THERMOPLASTIC PVMT MARKING LINE 4", 10' DASH 30' SKIP, YELLOW (TYP.)
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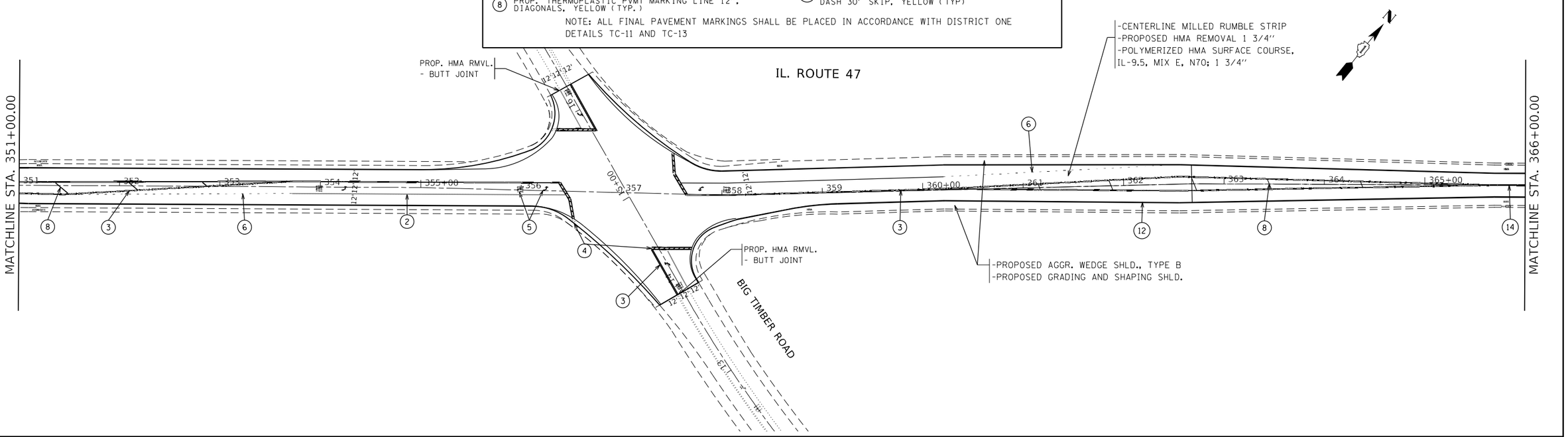
NOTE: ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE DETAILS TC-11 AND TC-13



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PLOT DATE = 10/22/2021	DATE -	REVISED -	

ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)

SCALE: 1"=50' | SHEET 12 OF 13 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	20
		CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			

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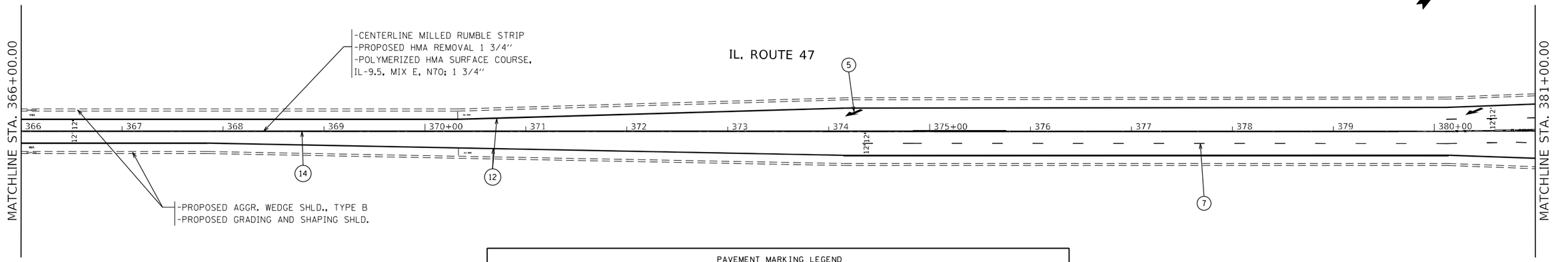

PAVEMENT MARKING LEGEND

1. PROP. THERMOPLASTIC PVMT MARKING LINE 4", 10' DASH 30' SKIP, YELLOW (TYP.)
2. PROP. THERMOPLASTIC PVMT MARKING LINE 6", TURN LANE, WHITE (TYP.)
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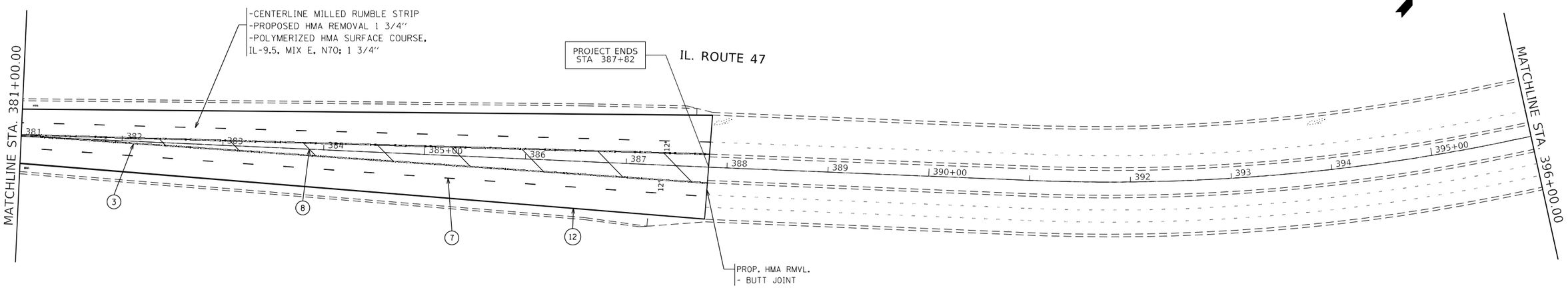
NOTE: ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE DETAILS TC-11 AND TC-13



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL. ROUTE 47 (BIG TIMBER RD. TO PLATO RD.)

SCALE: 1"=50' | SHEET 13 OF 13 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	21
		CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			

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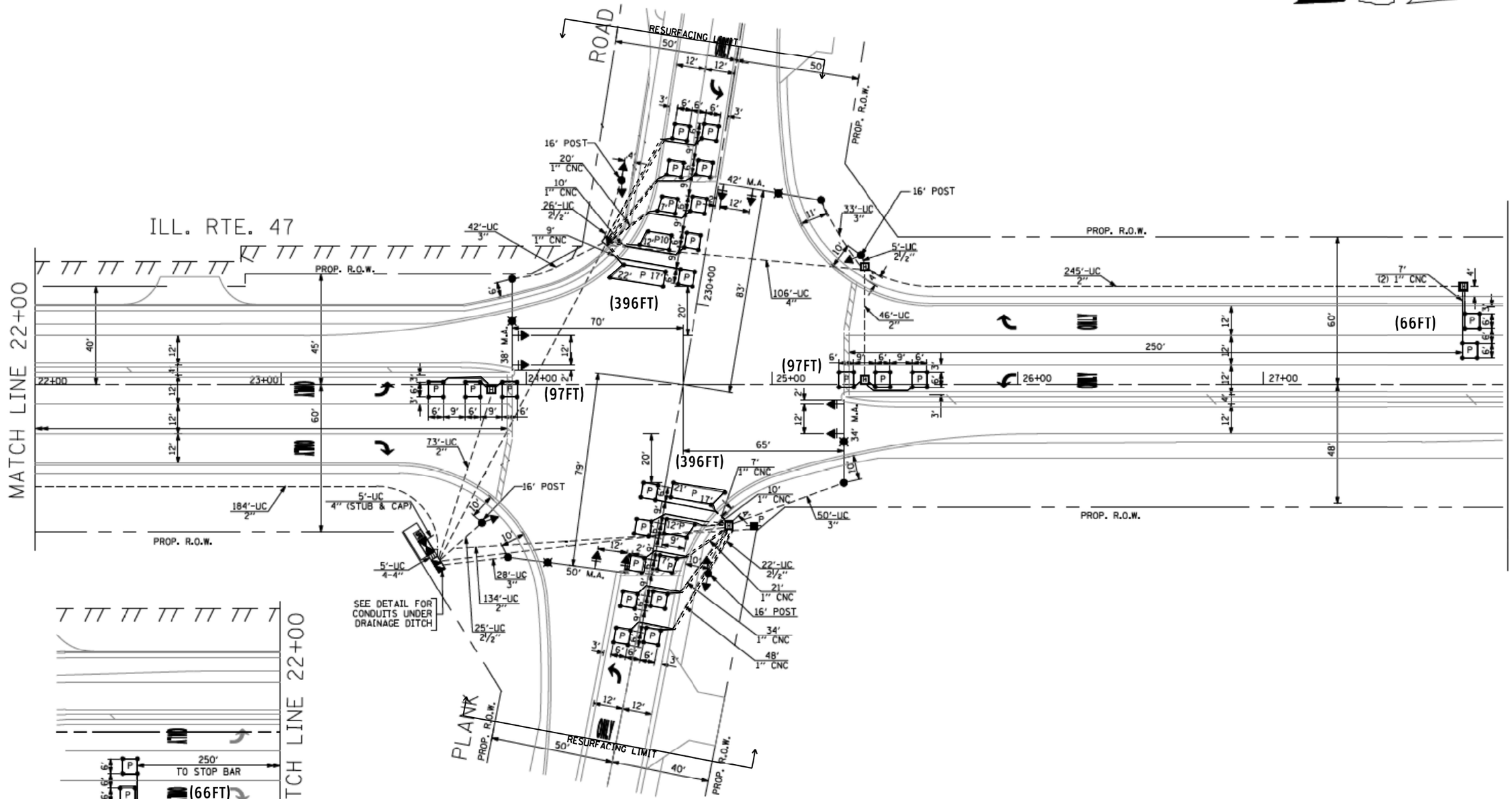

NOTES:

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

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

REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	1118	FOOT

TS#7333

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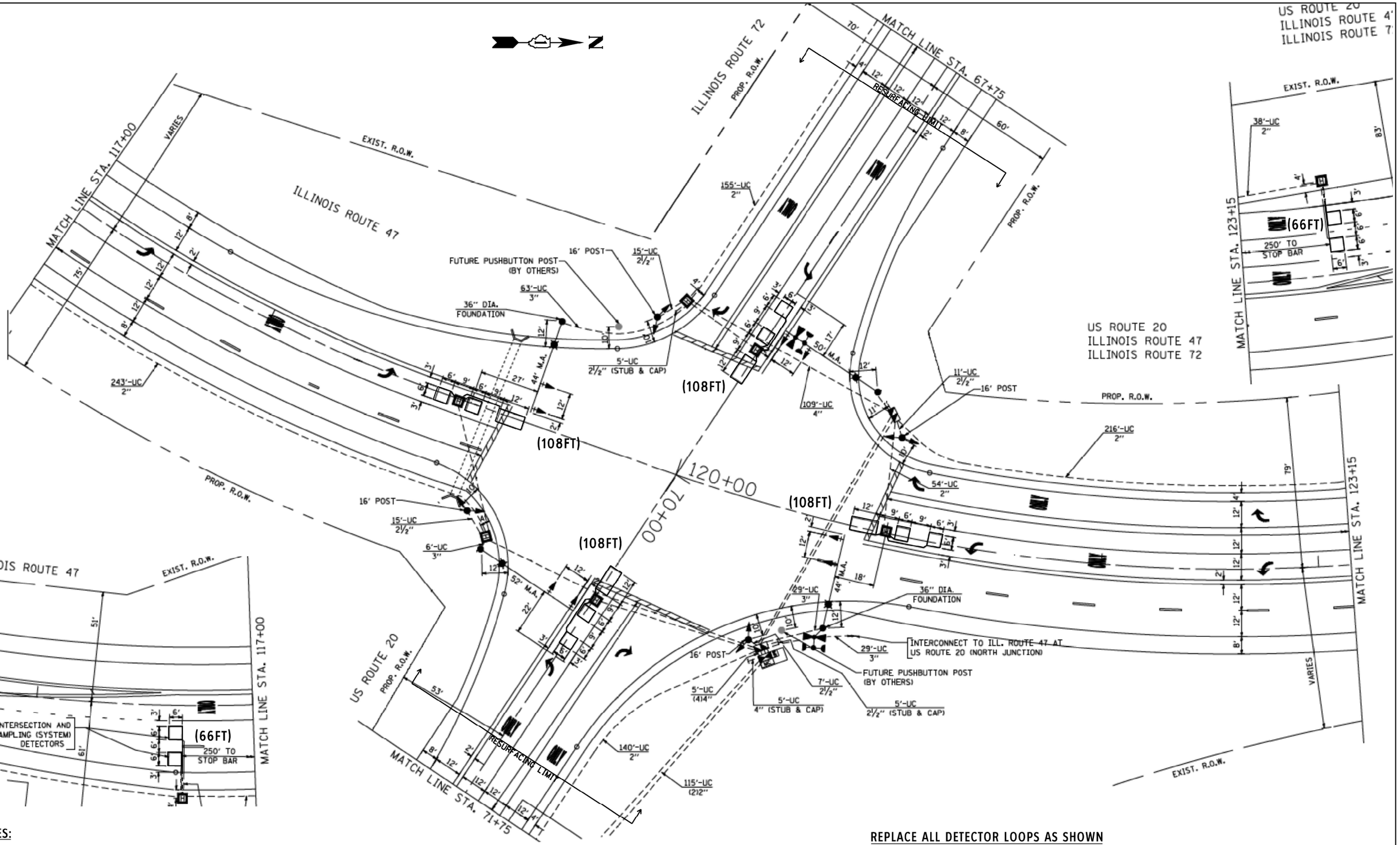
PLOT DATE = 10/22/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
IL 47 AT PLANK RD

SCALE: | SHEET 1 OF 4 SHEETS | STA. 15+60 TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	22
		CONTRACT NO. 62N59		
		ILLINOIS	FED. AID PROJECT	



NOTES:

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

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

REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	564	FOOT

TS#776

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	DRAWN -	REVISED -	
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PLOT DATE = 10/22/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
IL 47 AT US RTE 20

SCALE: | SHEET 2 OF 4 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	23
		CONTRACT NO. 62N59		
	ILLINOIS	FED. AID PROJECT		

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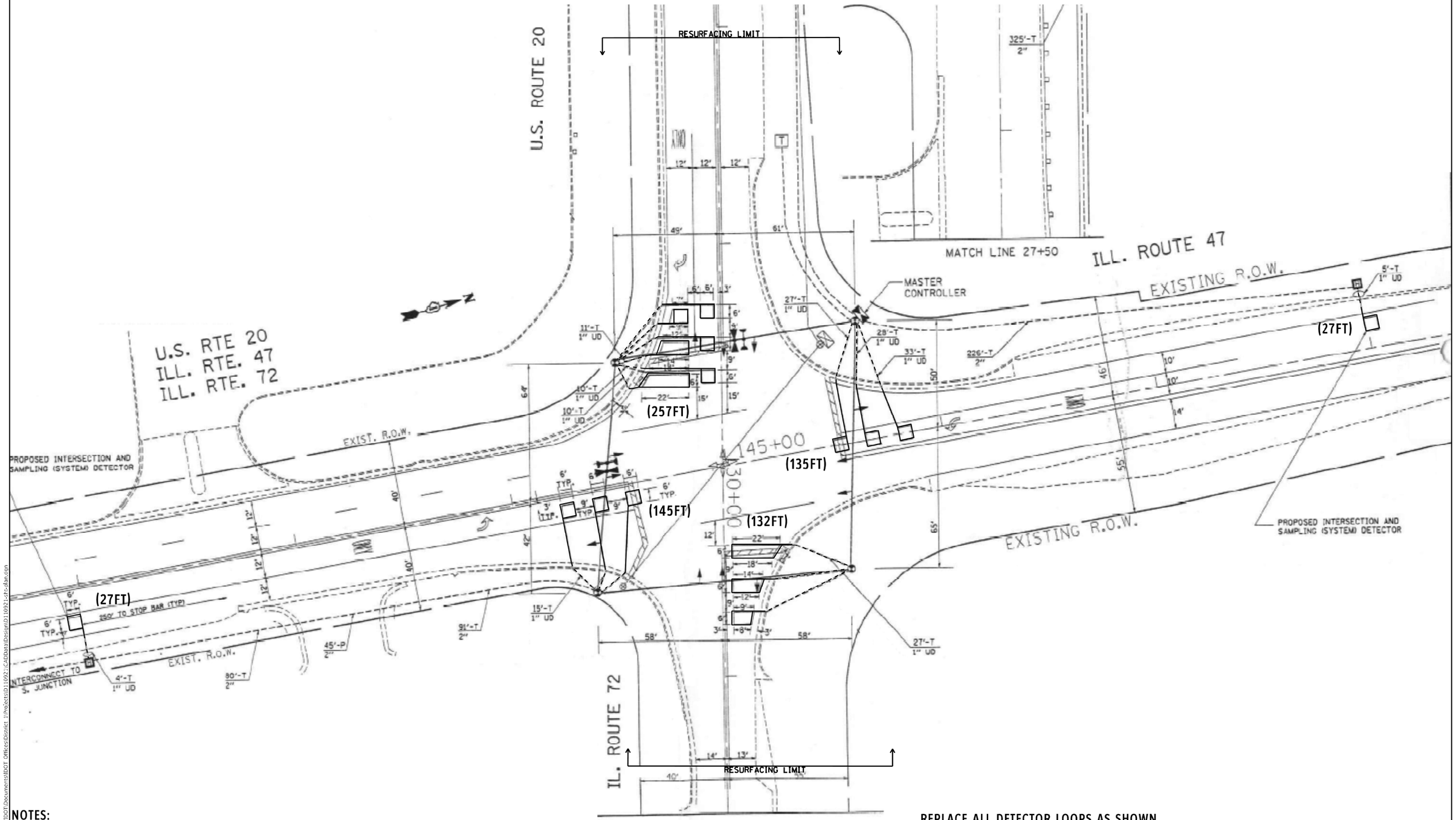

NOTES:

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

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

REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	723	FOOT

TS#777

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	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/22/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
IL 47 AT IL RTE 72

SCALE: | SHEET 3 OF 4 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	24
		CONTRACT NO. 62N59		
	ILLINOIS	FED. AID PROJECT		

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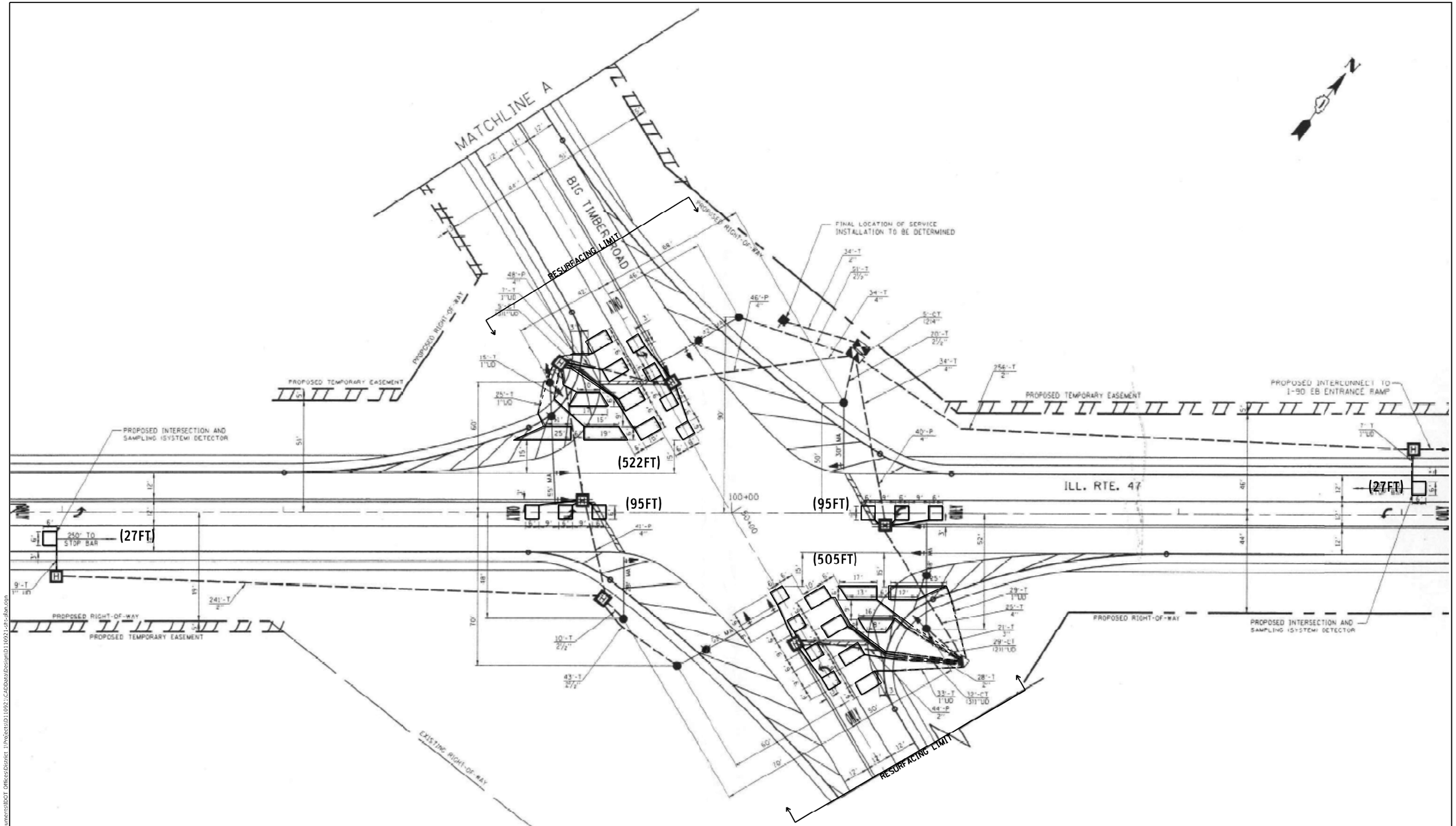

NOTES:

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

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

REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	1271	FOOT

TS#7339

USER NAME = mullaneed	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/22/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
IL 47 AT BIG TIMBER RD

SCALE: | SHEET 4 OF 4 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	25
		CONTRACT NO. 62N59		
	ILLINOIS	FED. AID PROJECT		

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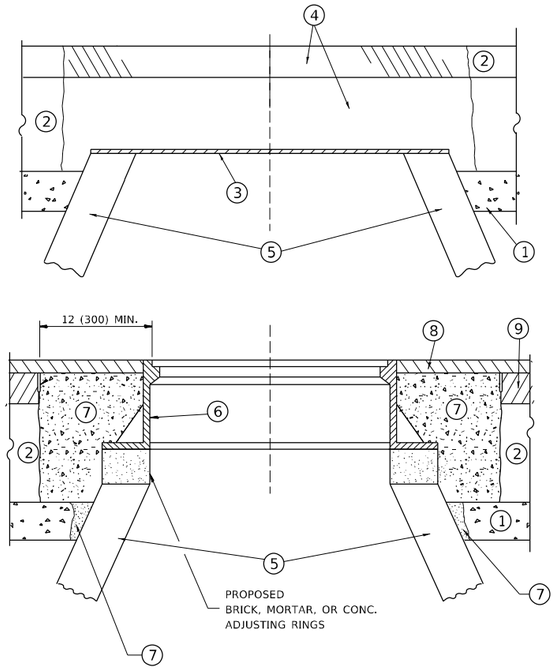

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

NOTES

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

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

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

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

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = mullaneed	DESIGNED - R. SHAH	REVISED - R. WEDEMAN 05-14-04
	DRAWN -	REVISED - R. BORO 01-01-07
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 03-09-11
PLOT DATE = 10/22/2021	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	26
	BD600-03 (BD-8)	CONTRACT NO. 62N59		
	ILLINOIS	FED. AID PROJECT		

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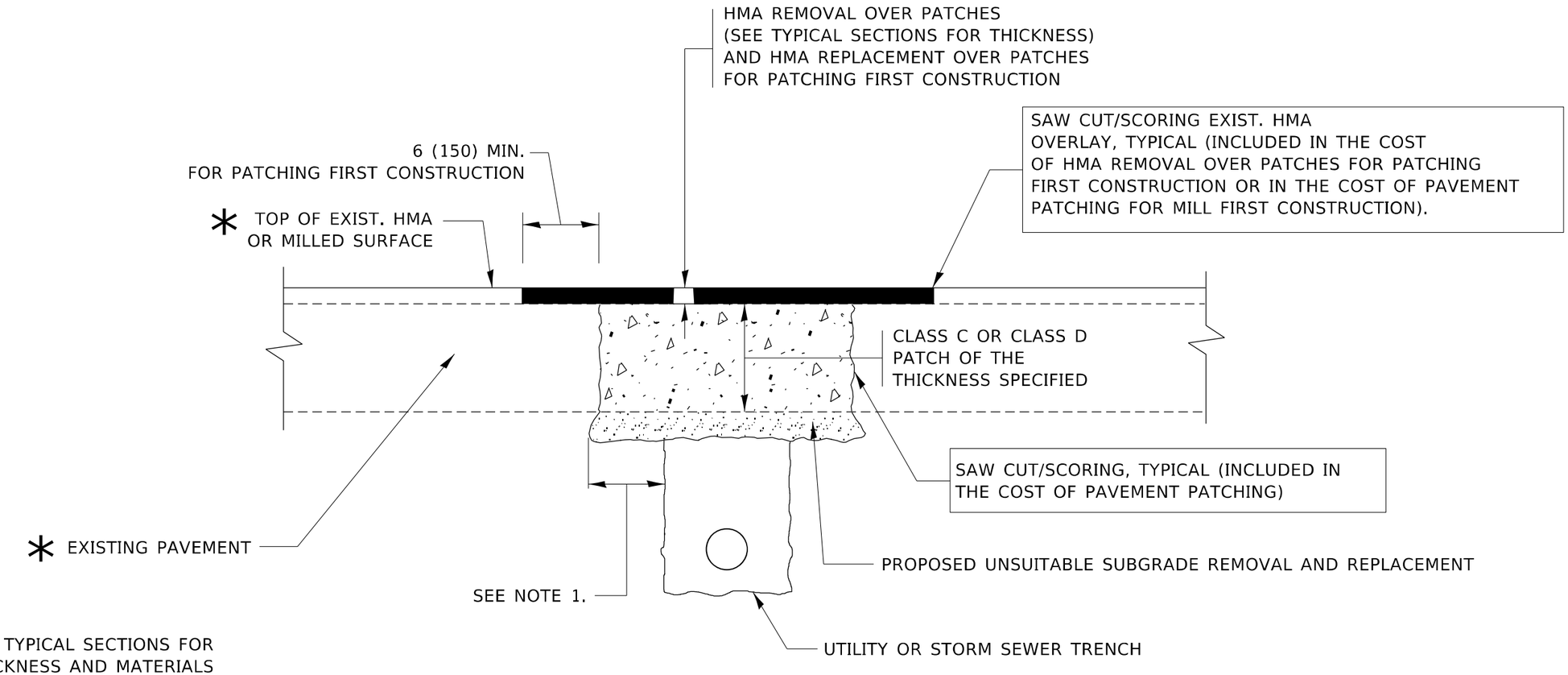

* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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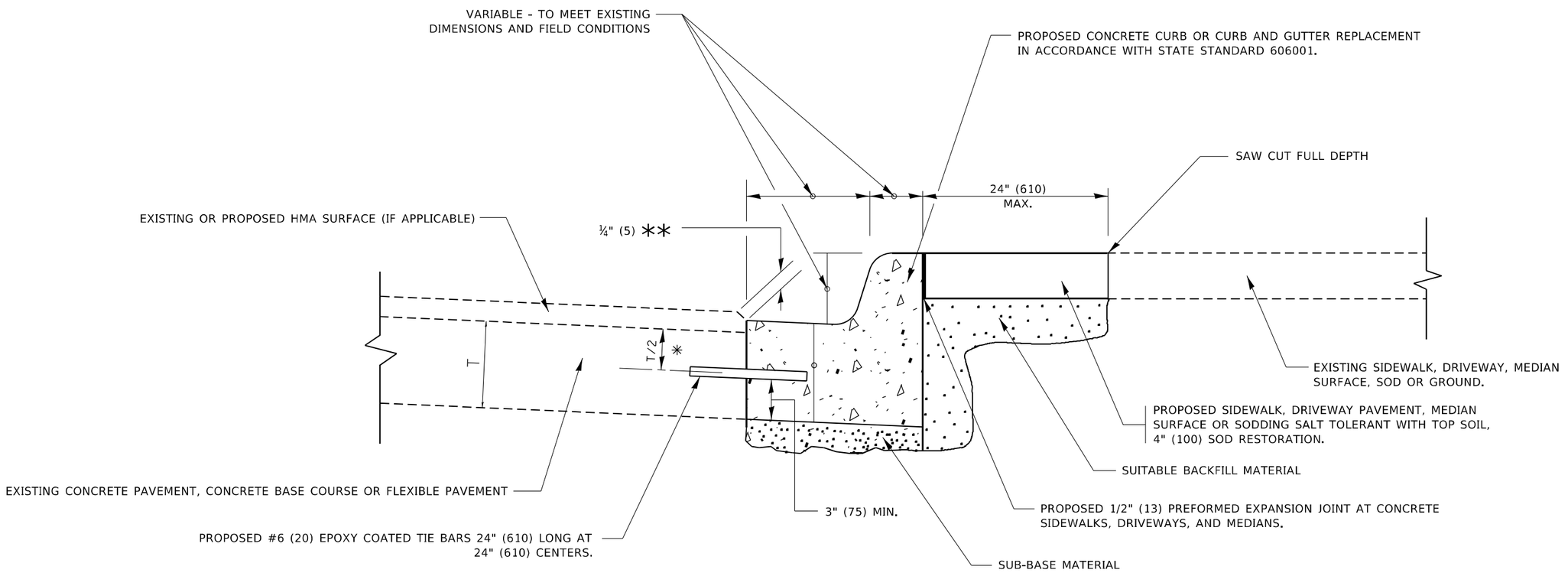
USER NAME = mullaneco	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	
	DRAWN -	REVISED - R. BORO 01-01-07	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 09-04-07	
PLOT DATE = 10/22/2021	DATE - 10-25-94	REVISED - K. ENG 10-27-08	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	27
	BD400-04 (BD-22)	CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

USER NAME = mullaneco	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED - M. GOMEZ 01-22-01	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09	
PLOT DATE = 10/22/2021	DATE - 03-11-94	REVISED - K. SMITH 07-11-19	

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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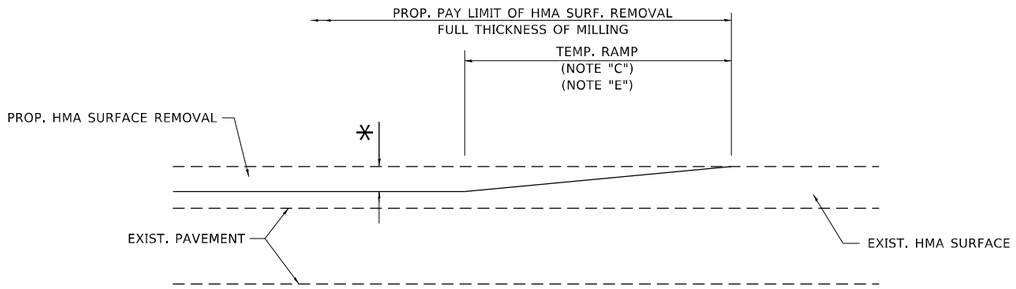
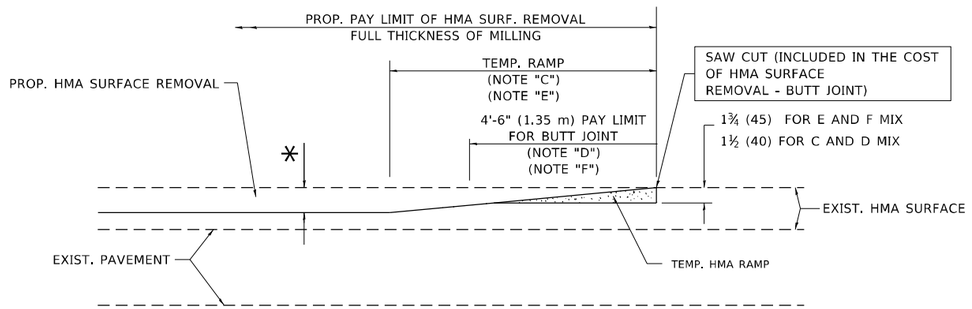
	BD600–06 (BD–24)	CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

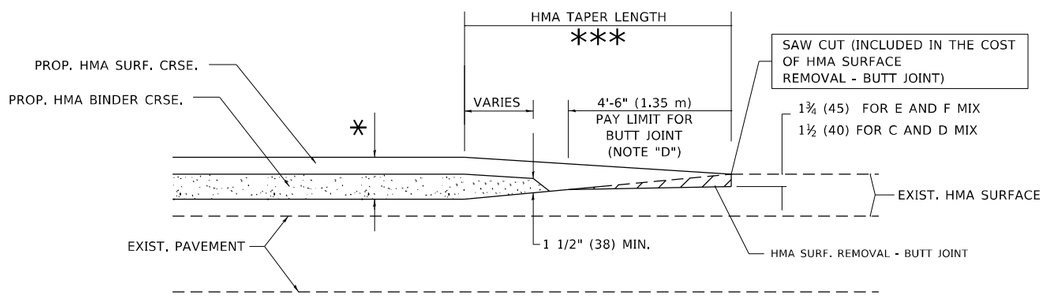


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

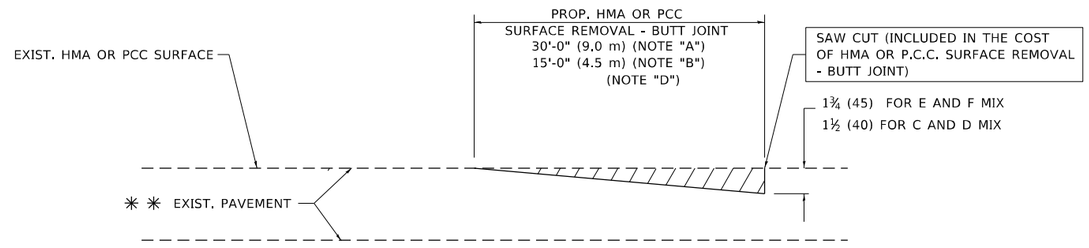
OPTION 2

TYPICAL TEMPORARY RAMP

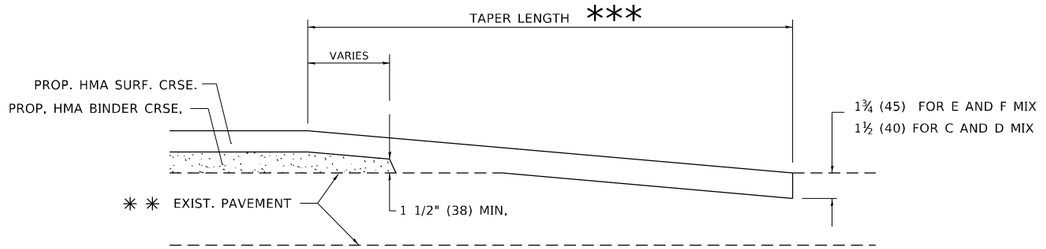


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B. MINOR SIDE ROADS.

C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E. TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT.

* 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".

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

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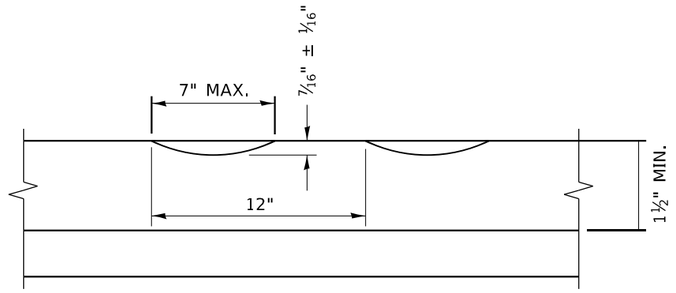
USER NAME = mullaneed	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	
	DRAWN -	REVISED - A. ABBAS 03-21-97	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01	
PLOT DATE = 10/22/2021	DATE - 06-13-90	REVISED - R.BORO 01-01-07	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

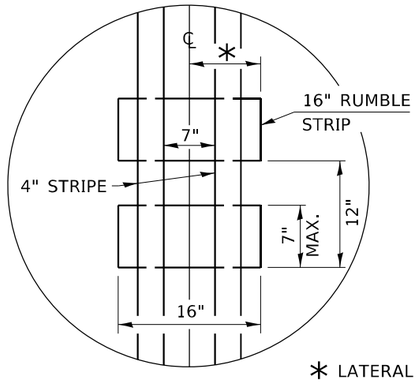
BUTT JOINT AND HMA TAPER DETAILS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	29
	BD400-05 BD32	CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			

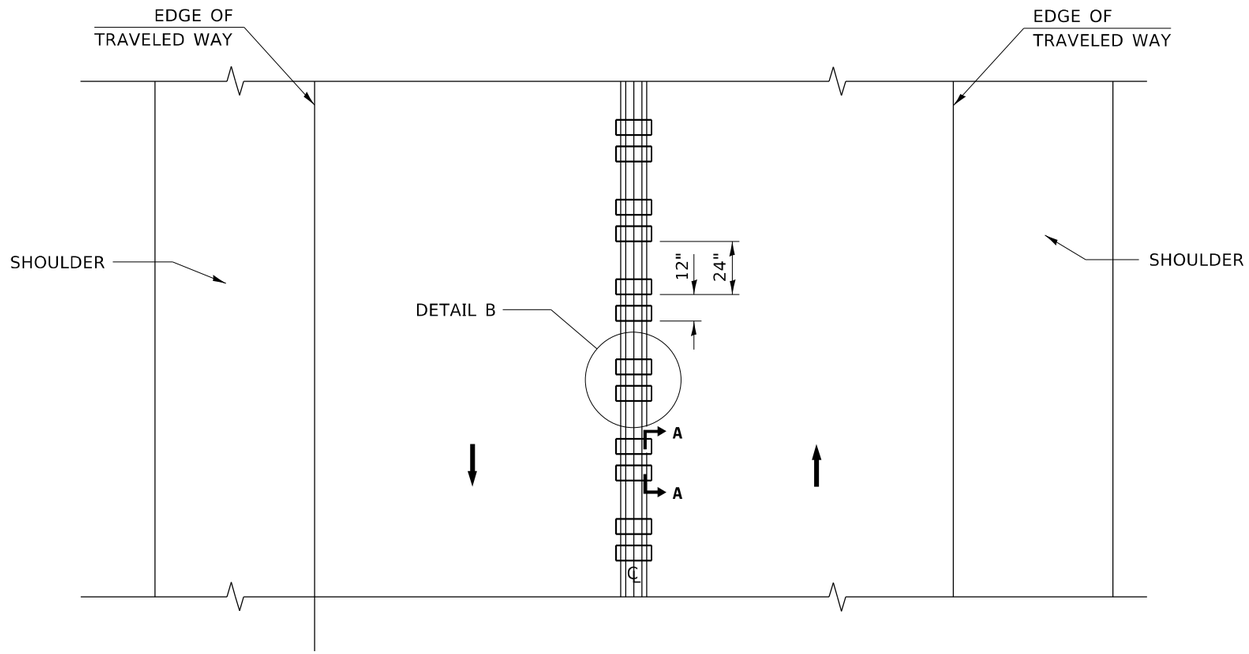


SECTION A–A



* LATERAL DEVIATION SHALL NOT EXCEED ONE INCH IN 100 FEET.

DETAIL B



TWO–WAY ROAD

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.

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USER NAME = mullaneco
PLOT SCALE = 100.0000 ' / in.
PLOT DATE = 10/22/2021

DESIGNED - R. BORO
DRAWN -
CHECKED -
DATE - 08-06-2012

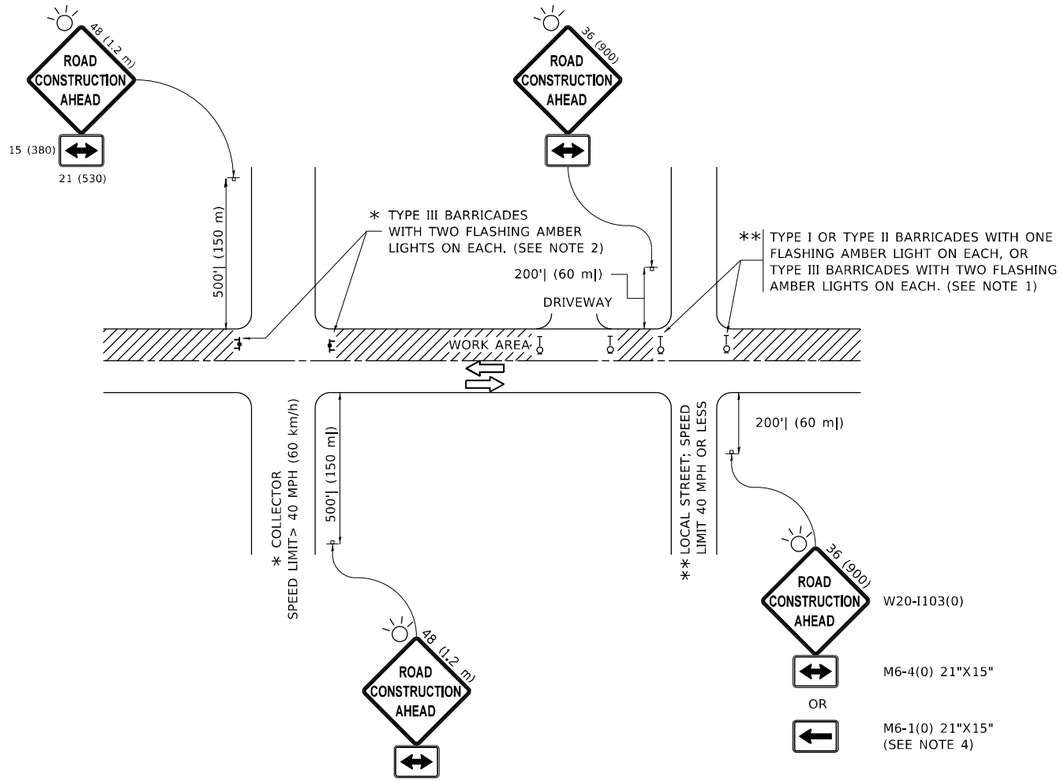
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RUMBLE STRIPS FOR CENTERLINE, NON–FREEWAY

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	30
	BD 55	CONTRACT NO. 62N59		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

USER NAME = mullaneco	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 = 10/22/2021	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	31
	TC-10	CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			

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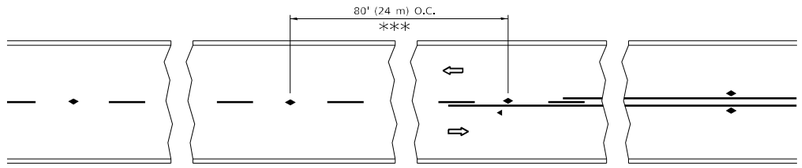
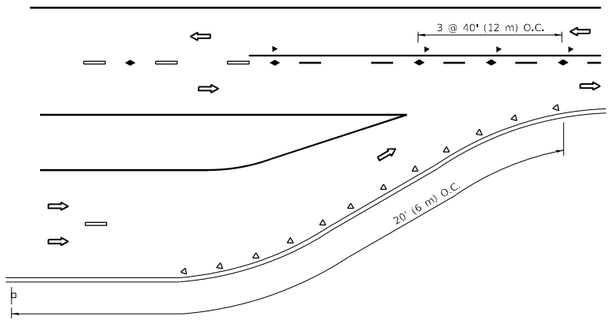


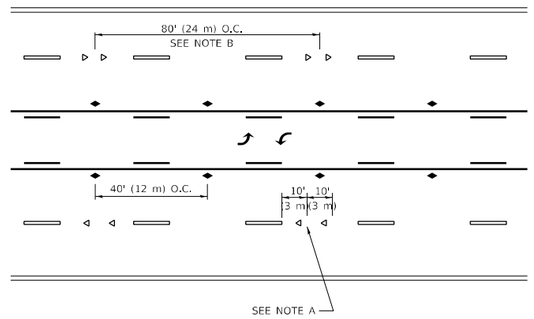
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

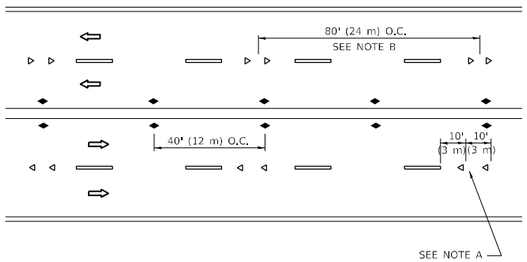
SEE FIGURE 3B-14 MUTCD



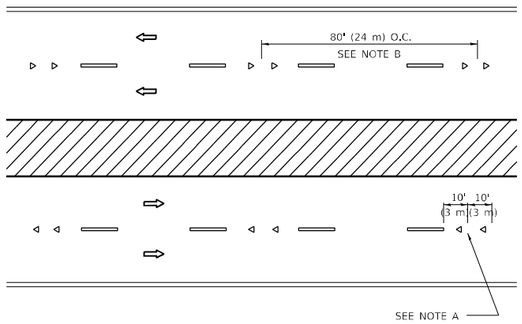
LANE REDUCTION TRANSITION



TWO–WAY LEFT TURN



MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

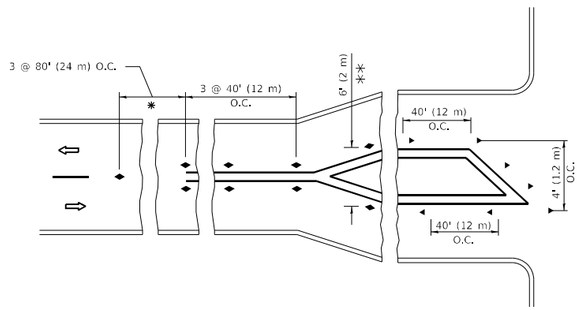
LANE MARKER NOTES

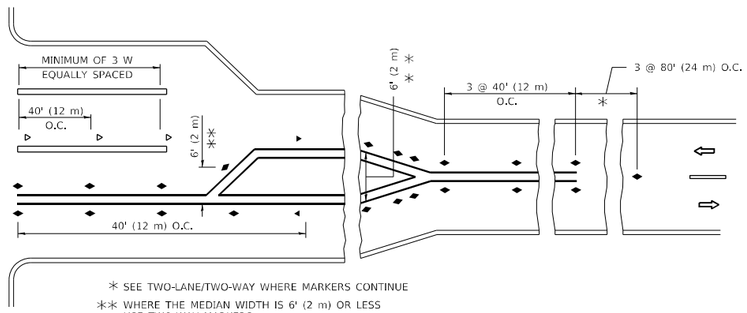
A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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





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

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

TURN LANES

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

USER NAME = mullaneed	DESIGNED -	REVISED - T. RAMMACHER 03-12-99
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09
PLOT DATE = 10/22/2021	DATE -	REVISED - C. JUCIUS 07-01-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW–PLOW RESISTANT)

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	32
	TC-11	CONTRACT NO. 62N59		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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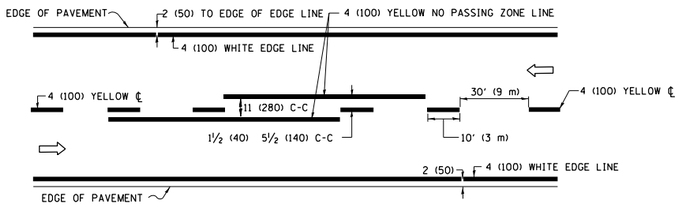
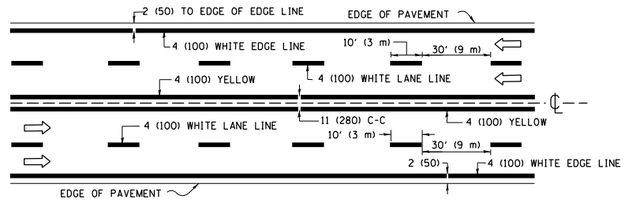
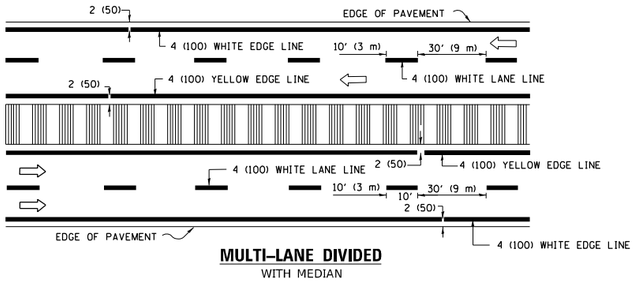


2–LANE ROADWAY

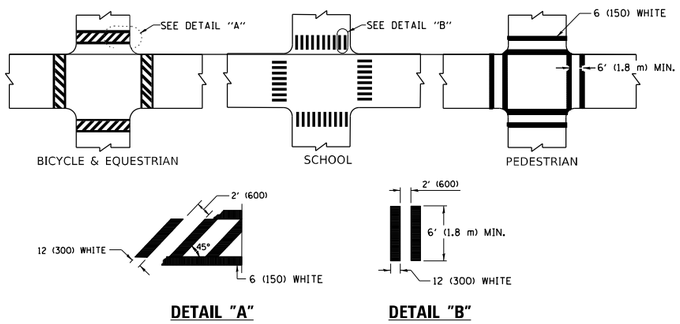


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

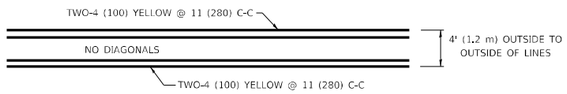
TYPICAL LANE AND EDGE LINE MARKING



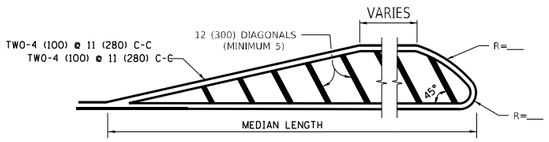
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



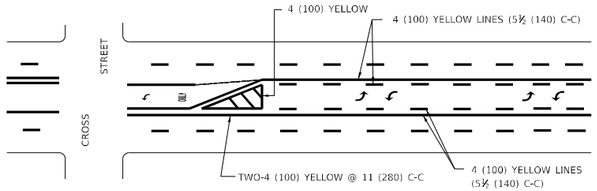
4' (1.2 m) WIDE MEDIANS ONLY



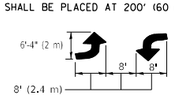
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

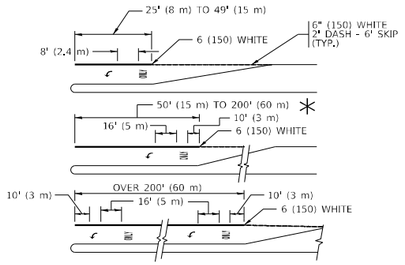


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

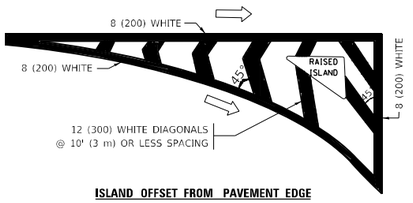


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m ²

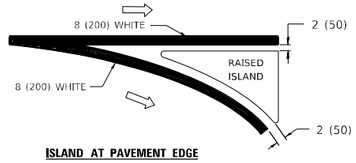
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

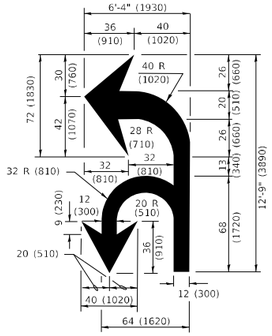


ISLAND OFFSET FROM PAVEMENT EDGE

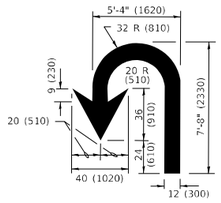


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

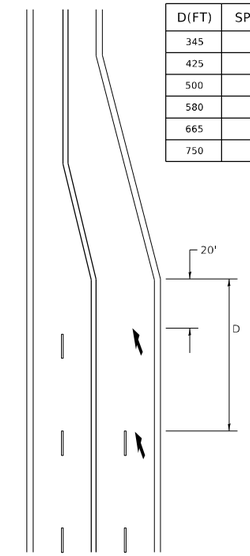


COMBINATION LEFT AND U–TURN



U–TURN

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55



LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ² EACH "X"=54.0 SQ. FT. (5.0 m ²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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USER NAME = mullaneo	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 = 10/22/2021	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	33
	TC–13	CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

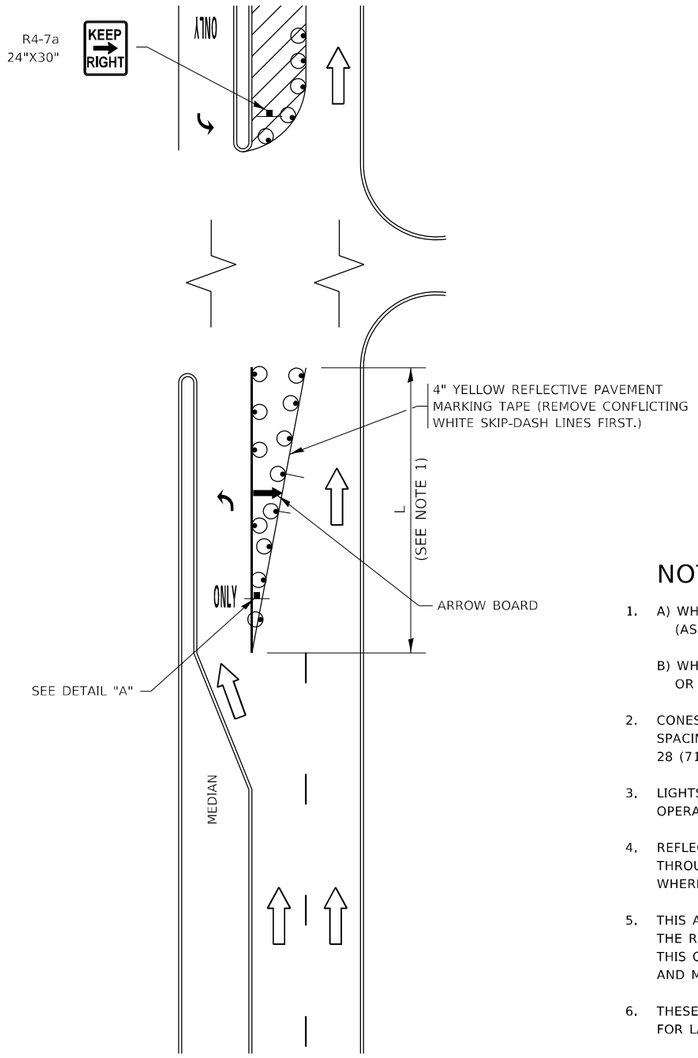


FIGURE 1

LEGEND

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

NOTES:

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

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

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

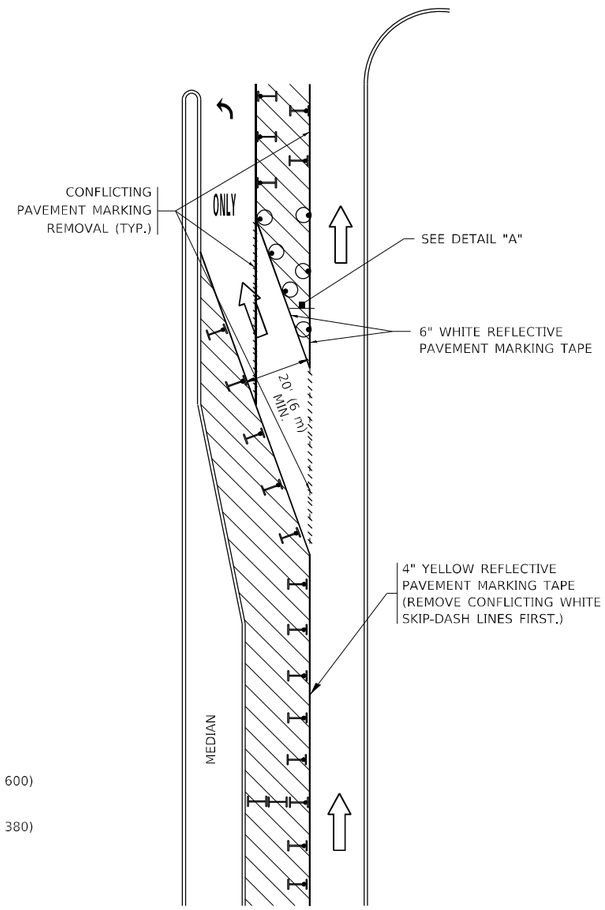
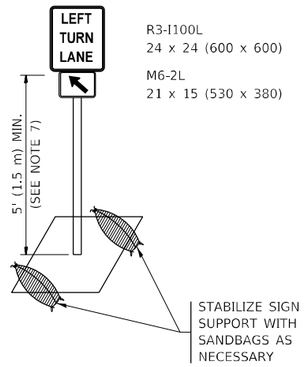


FIGURE 2



DETAIL A

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

MODEL: Default
FILE NAME: //willdot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 1\Projects\D11092:\CADData\Design\StdSht.dgn

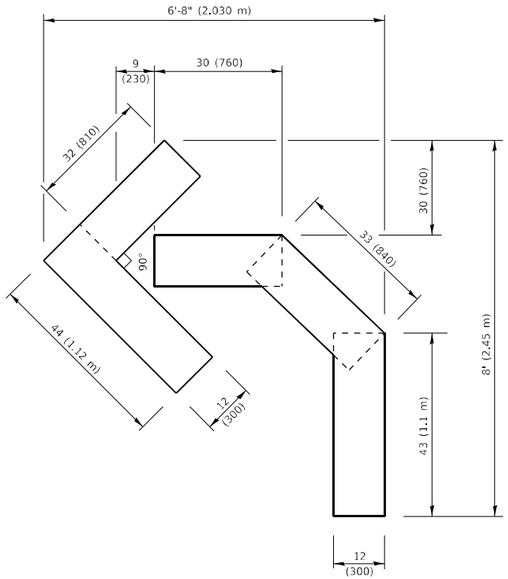
USER NAME = mullaneco	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 100.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 10/22/2021	DATE - T. RAMMACHER 01-06-00	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

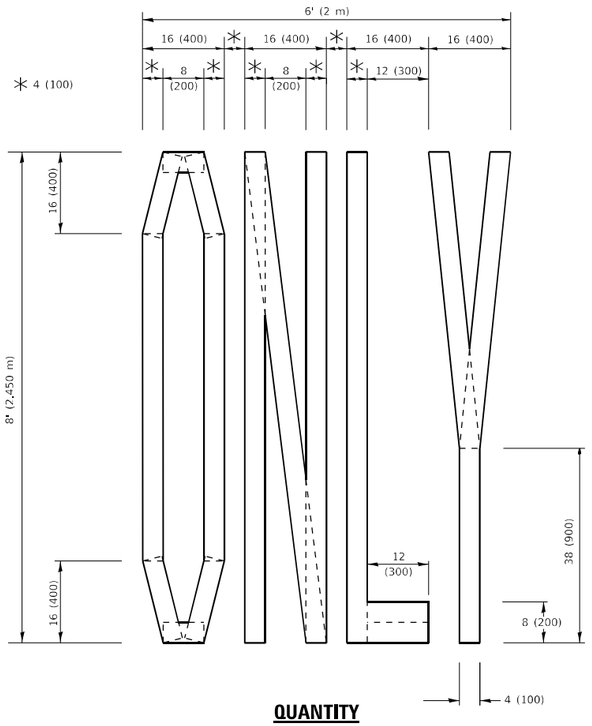
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	34
	TC-14	CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			



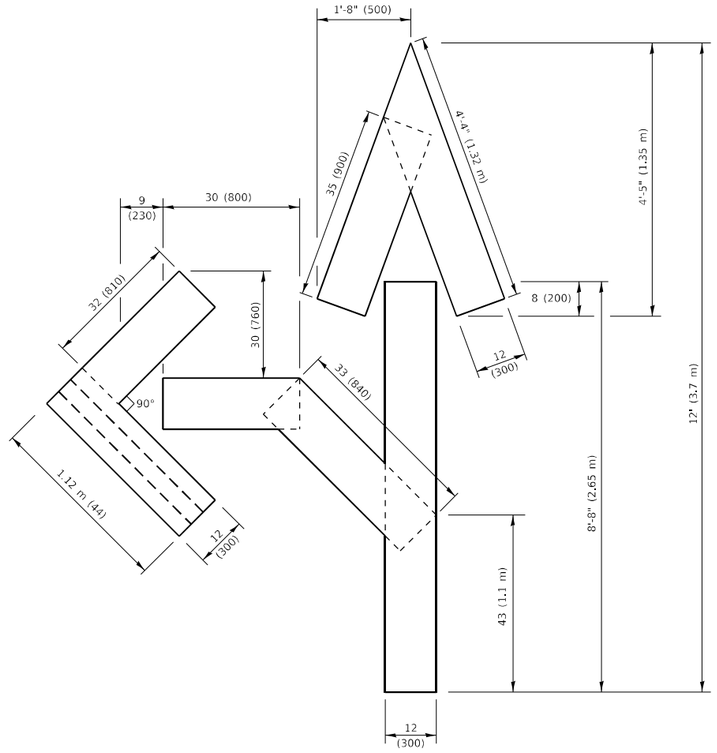
QUANTITY

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



QUANTITY

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

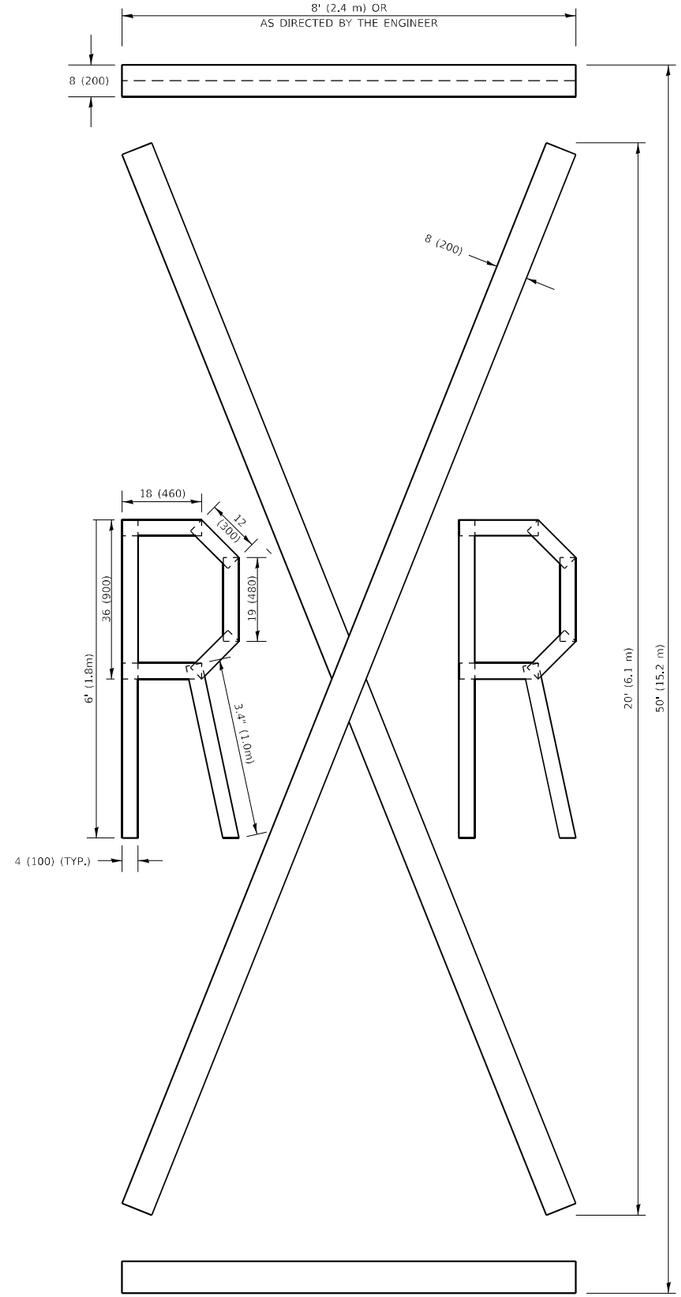


QUANTITY

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

NOTE:

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



QUANTITY

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

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

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 1\Projects\D110921\CADData\Design\DistStd.dgn

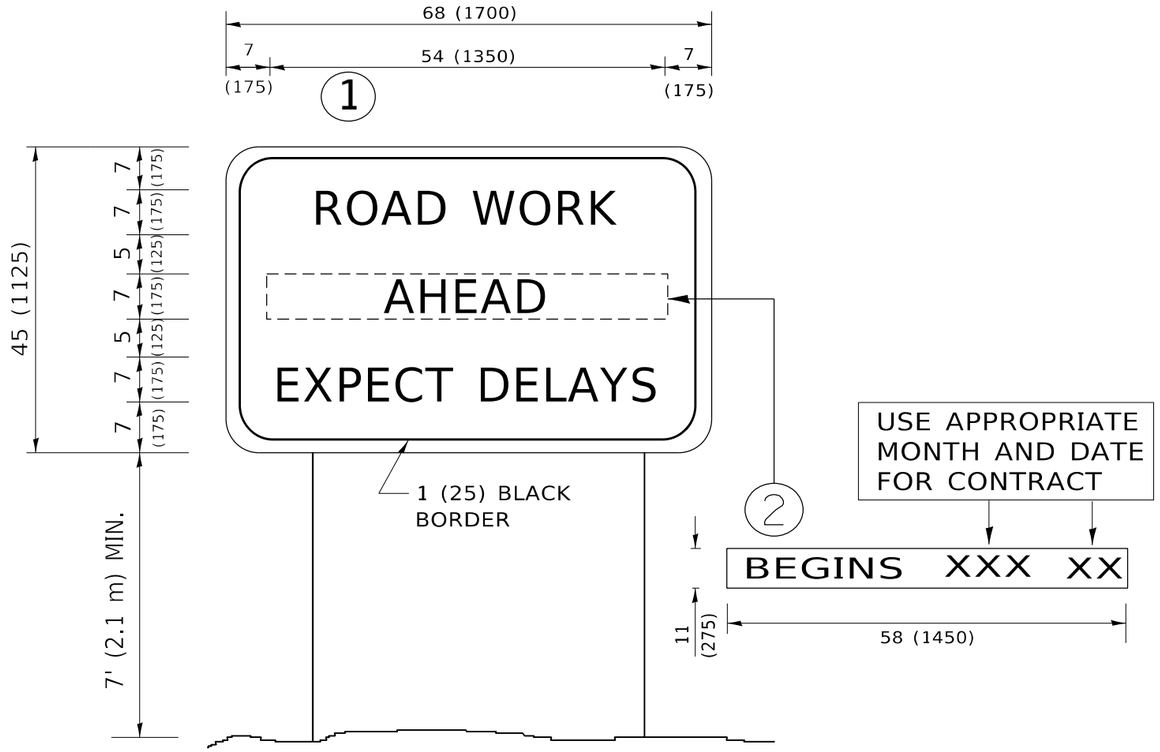
USER NAME = mullaneco	DESIGNED -	REVISED - T. RAMMACHER 03-02-98	
	DRAWN -	REVISED - E. GOMEZ 08-28-00	
PLOT SCALE = 100.0010 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00	
PLOT DATE = 10/22/2021	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	35
	TC-16	**CONTRACT NO. 62N59**		
	ILLINOIS FED. AID PROJECT			



NOTES:

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

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

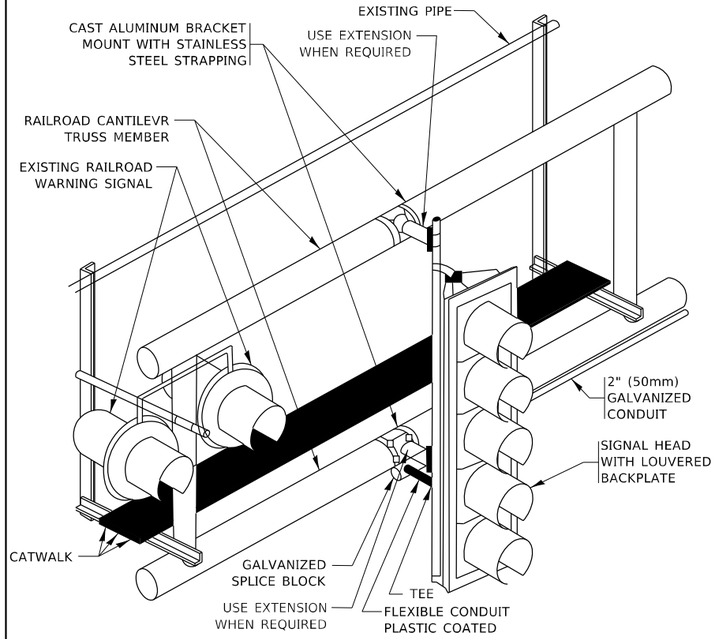
USER NAME = mullaneco	DESIGNED -	REVISED -	R. MIRS 09-15-97
	DRAWN -	REVISED -	R. MIRS 12-11-97
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	T. RAMMACHER 02-02-99
PLOT DATE = 10/22/2021	DATE -	REVISED -	C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	36
	TC-22	CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			



RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION

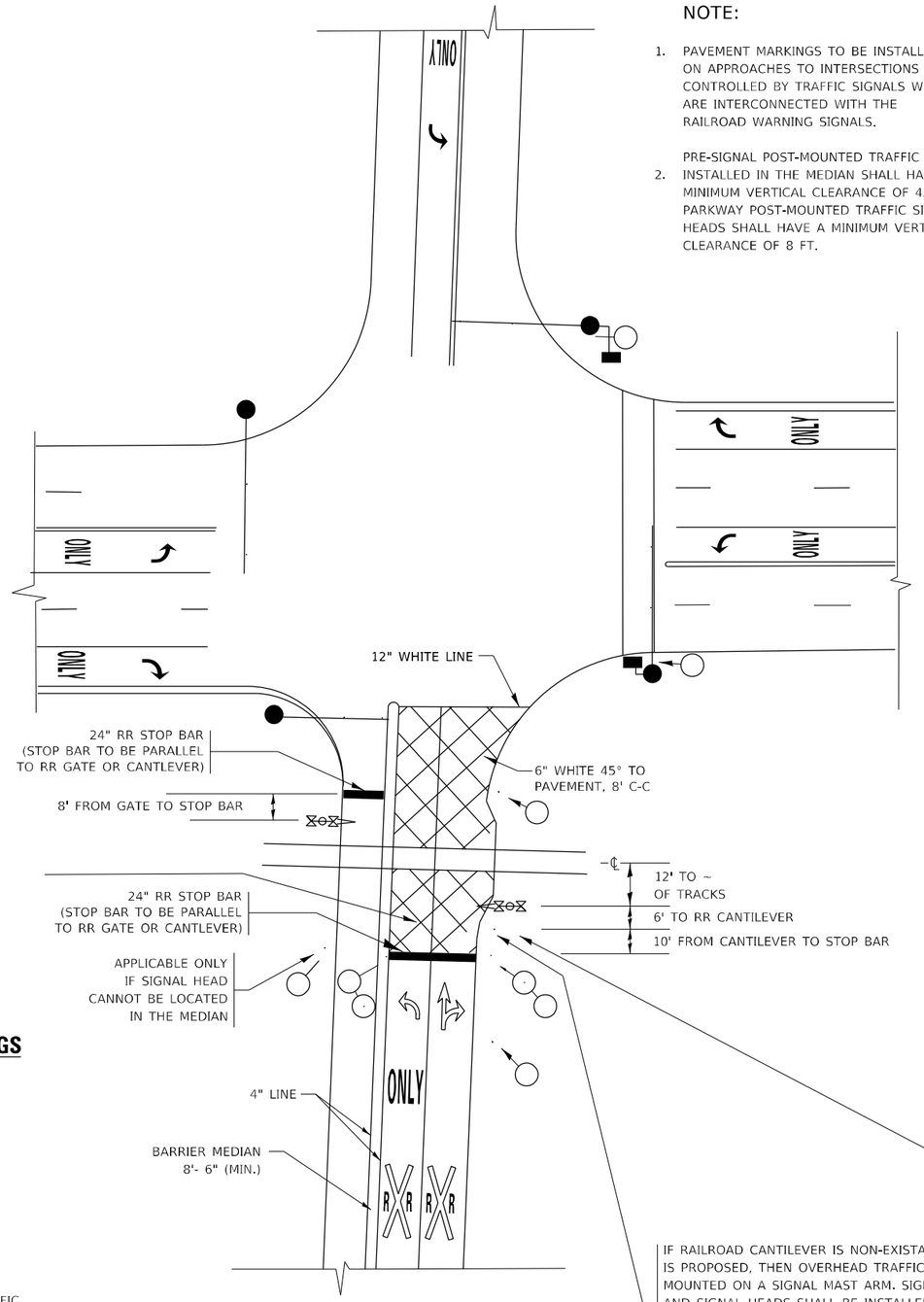
N.T.S.

SIGNING AND PAVEMENT MARKING AT RAILROAD CROSSINGS

SIGNING AND PAVEMENT MARKING TRAFFIC CONTROL STANDARD (TC-23) HAS BEEN DEVELOPED IN CONSULTATION WITH THE ILLINOIS COMMERCE COMMISSION AND THE U.S. DEPARTMENT OF TRANSPORTATION'S GRADE CROSSING SAFETY TASK FORCE. THIS STANDARD PROVIDES INFORMATION ON UPDATES TO THE PAVEMENT MARKING AND SIGNING DETAILS IN ORDER TO INCORPORATE CHANGES ADOPTED IN THE 2009 NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICE (MUTCD). THESE NEW DETAILS HAVE BEEN STUDIED AND TESTED BY THE DEPARTMENT AND ACCEPTED BY THE ILLINOIS COMMERCE COMMISSION.

THIS APPLIES TO PROJECTS WHICH INCLUDE RAILROAD INTERCONNECTED TRAFFIC SIGNALS, WITH OR WITHOUT PRE-SIGNALS. THIS STANDARD ALSO APPLIES TO NON-SIGNALIZED INTERSECTIONS THAT ARE WITHIN 81 FEET OF A RAILROAD GRADE CROSSING. THE ILLINOIS SUPPLEMENT TO THE MUTCD SHOULD BE CONSULTED FOR ADDITIONAL INFORMATION ON SIGN REQUIREMENTS AT NON-SIGNALIZED INTERSECTIONS NEAR RAILROAD GRADE CROSSINGS.

THESE DETAILS WILL BE INCLUDED IN A FUTURE UPDATE TO THE BUREAU OF OPERATIONS TRAFFIC POLICIES AND PROCEDURES MANUAL.

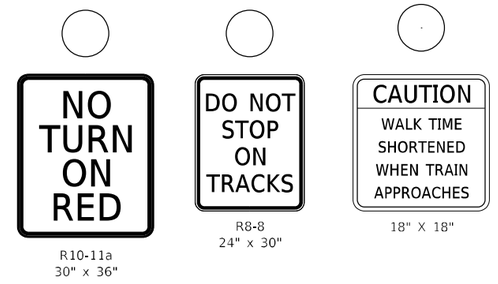


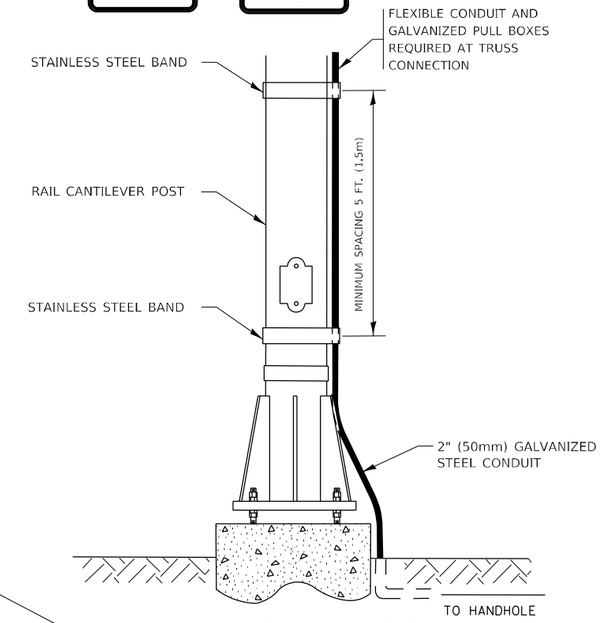
SIGNALIZED INTERSECTION WITH NEAR–SIDE TRAFFIC SIGNAL

NOTE:

1. PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. PRE-SIGNAL POST-MOUNTED TRAFFIC SIGNAL HEADS INSTALLED IN THE MEDIAN SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 4.5 FT. PARKWAY POST-MOUNTED TRAFFIC SIGNAL HEADS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8 FT.

IF RAILROAD CANTILEVER IS NON-EXISTANT AND NONE IS PROPOSED, THEN OVERHEAD TRAFFIC SIGNAL TO BE MOUNTED ON A SIGNAL MAST ARM. SIGNAL MAST ARM AND SIGNAL HEADS SHALL BE INSTALLED AS CLOSE AS PRACTICABLE TO THE RAILROAD TRACKS WITHOUT OBSTRUCTING ANY RAILROAD WARNING DEVICES. SIGNAL MAST ARM SHALL BE AT LEAST 12 FT. FROM NEAREST RAIL.





SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL

USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

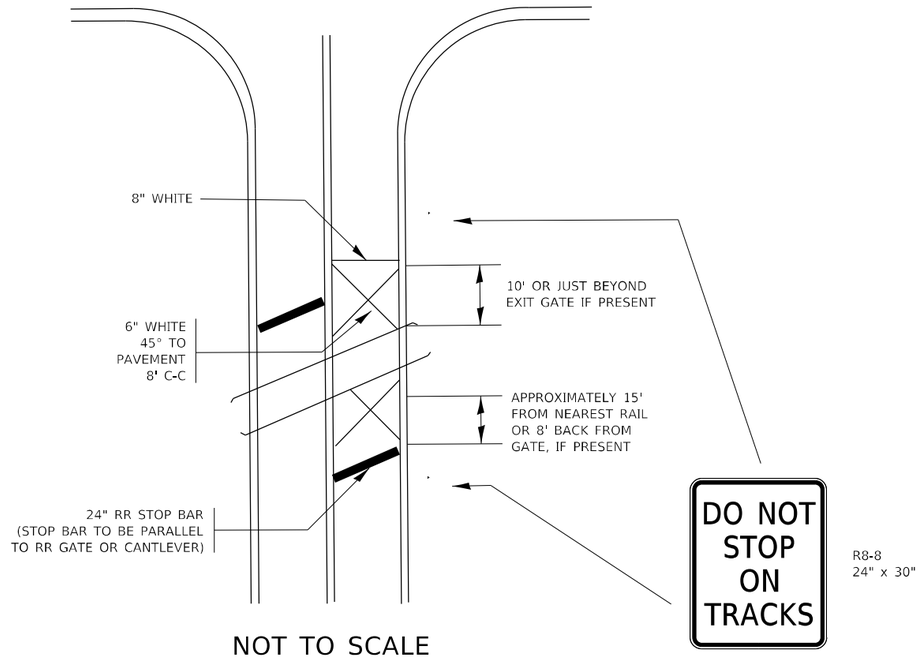
TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. 15+60 | TO STA. 387+82

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	37
	TC–23	CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

WITH SIGNALIZED INTERSECTION



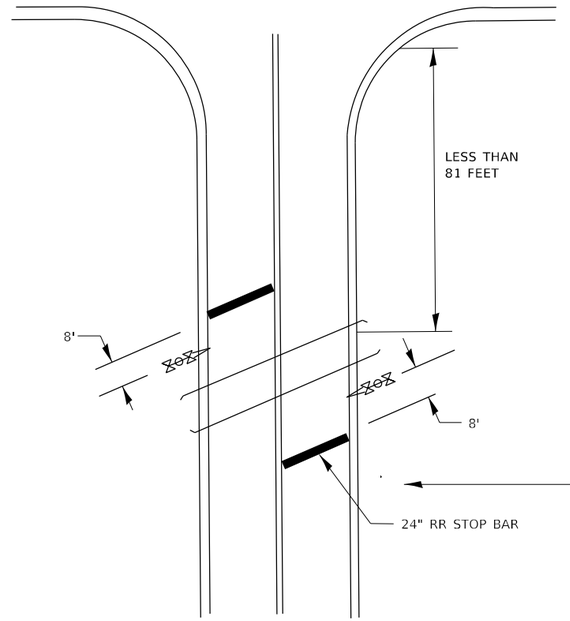
NOT TO SCALE

NOTE:

1. PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION. (SEE DETAIL FOR PRE-SIGNALS).

WITH NON–SIGNALIZED INTERSECTION

81' OR LESS TO CLOSEST RAIL



CAUTION

XX FEET BETWEEN TRACKS AND HIGHWAY

W10-I100
30" x 36"

DO NOT STOP ON TRACKS

R8-8
24" x 30"

NOTE:

1. DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
2. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKING EXTEND TO THE INTERSECTION.

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

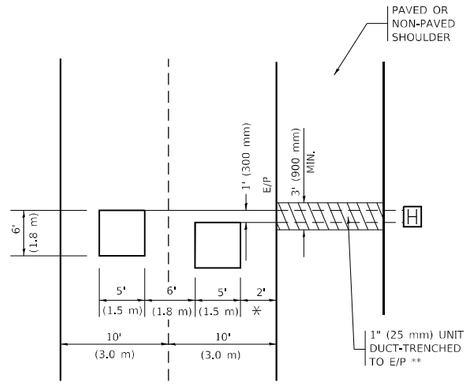
TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

SCALE: NONE | SHEET 2 OF 2 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	38
	TC–23	CONTRACT NO. 62N59		
	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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



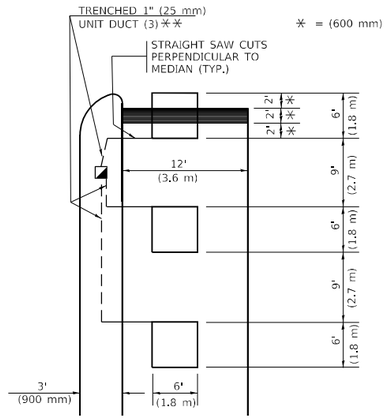
* = (600 mm)

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

LEFT TURN LANES WITH MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.

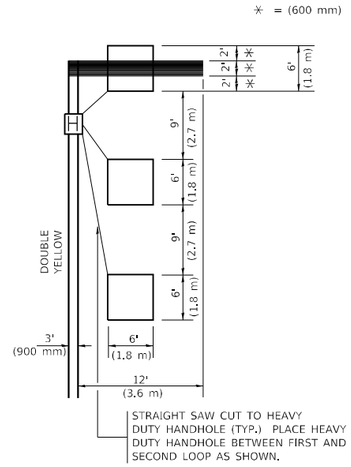


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY (''FAR OUT'' DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)



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

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

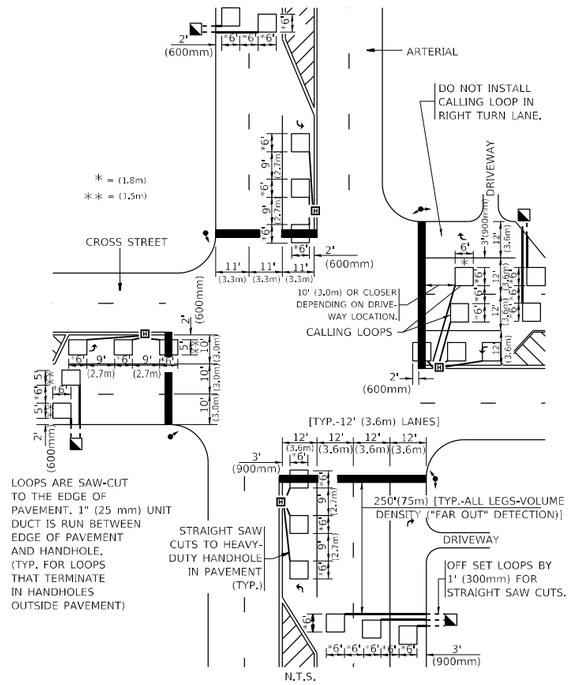
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

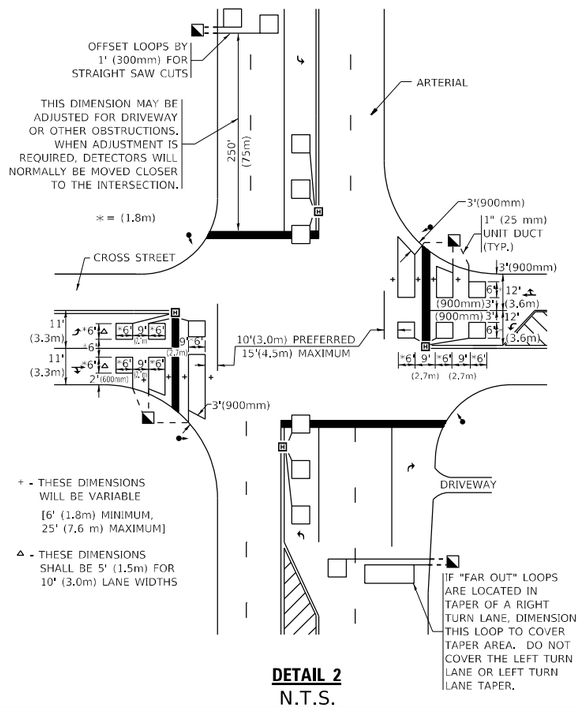
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

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PLOT DATE = 10/22/2021	DATE -		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. 15+60 | TO STA. 387+82

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0326	2021-025-RS	KANE	39	39
	TS–07	CONTRACT NO. 62N59		
	ILLINOIS FED. AID PROJECT			

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