03-08-2019 LETTING ITEM 022

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
21	2018-026-RS-SW	DUPAGE	64	1
	ILLINOIS	CONTRACT NO. 62G64		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

F.A.P. ROUTE 21 : US 20
W OF SUMMERFIELD DR. TO I–355
(VETERANS MEMORIAL TOLLWAY)
SECTION 2018–026–RS–SW
PROJECT NHPP–KGG5(618)
RESURFACING(3P), PEDESTRIAN RAMPS, AND PAVEMENT PATCHING
DUPAGE COUNTY

C–91–248–18

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE VILLAGES OF ADDISON, BLOOMINGDALE & ROSELLE

TRAFFIC DATA:
2017
STA 12+27.5 TO STA 70+00
ADT = 31900
STA 70+00 – STA 165+00
ADT = 45000
STA 165+00 – STA 191+54
ADT = 37700

STA 12+27.5 TO STA 51+00
POSTED SPEED LIMIT = 40 MPH

STA 51+00 TO STA 147+00
POSTED SPEED LIMIT = 35 MPH

STA 147+00 TO STA 173+00
POSTED SPEED LIMIT = 45 MPH

STA 173+00 TO STA 191+54
POSTED SPEED LIMIT = 40 MPH

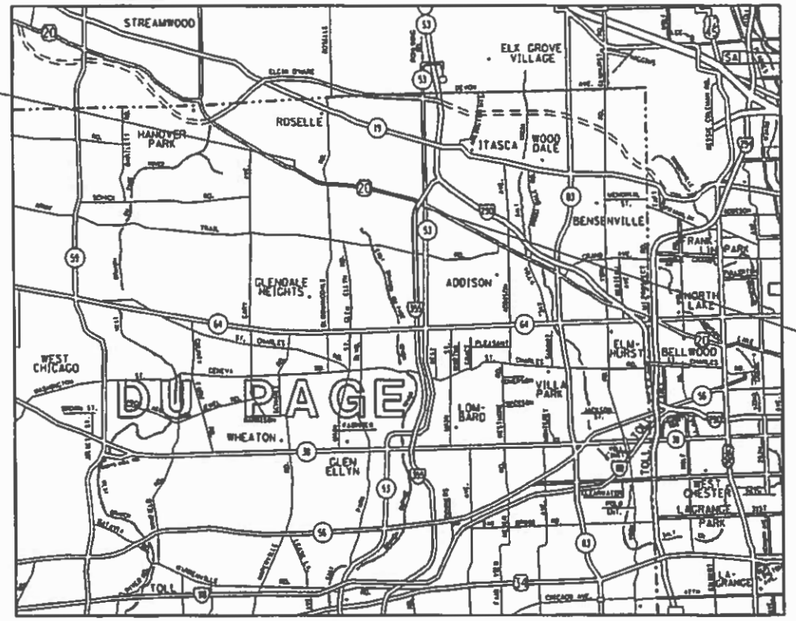
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER : KARI SMITH (847) 705–4437
PROJECT MANAGER : FAWAD AQUEEL (847) 705 705–4247

CONTRACT NO. 62G64

PROJECT BEGINS STA 12+27.5



PROJECT ENDS STA 191+54

BLOOMINGDALE TOWNSHIP

GROSS LENGTH = 12949 FT. = 2.45 MILE
NET LENGTH = 12949 FT. = 2.45 MILE

D–91–325–18

LOCATION OF SECTION INDICATED THUS: –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 6 2018
Anthony J. Quigley /DB
REGIONAL ENGINEER
Feb 19 2019
ENGINEER OF DESIGN AND ENVIRONMENT
Feb 20 2019
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-04	DIAGONAL CURB RAMPS FOR SIDEWALKS
424021-05	DEPRESSED CORNER FOR SIDEWALKS
442101-09	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
604001-04	FRAMES AND LIDS TYPE 1
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701101-05	OFF -RD OPERATION, MULTILANE, 15' (4.5 m) TO 24" (600mm) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE,2L,2W, SLOW MOVING OPERATION DAY ONLY, FOR SPEEDS >= 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701336-07	LANE CLOSURE,2L,2W, WORK AREAS IN SERIES, FOR SPEEDS>= 45 MPH
701422-10	LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING SPEEDS >= 45MPH TO 55 MPH
701426-09	LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPER. FOR SPEED>= 45MPH
701427-05	LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPER. FOR SPEED < 40MPH
701501-06	URBAN LANE CLOSURE 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE,2L,2W, WITH BIDIRECTIONAL LEFT TURN LANE
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NON TRAVERSABLE MEDIAN
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
886001-01	DETECTOR LOOP INSTALLATIONS

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF ADDISON, BLOOMINGDALE AND ROSEDALE.

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

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

TWO WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT MR. DON CHIARUGI, ARTERIAL TRAFFIC FIELD ENGINEER, AT don.chiarugi@illinois. gov

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.

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.

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

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

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

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

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

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.

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

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

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

WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/) 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).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION

CONTACT ROADSIDE DEVELOPMENT UNIT AT 847.705.4171 AT LEAST 2 WEEKS PRIOR TO BEGINNING LANDSCAPE AND FORESTRY WORK FOR LAYOUT.

ANY DETECTOR LOOPS DAMAGED BY PCC PATCHING OR PCC SURFACE REMOVAL VARIABLE DEPTH SHALL BE REPLACED IN KING. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO QUANTIFY LOOP REPLACEMENTS NEEDED AND PROVIDE THE RESIDENT ENGINEER THIS INFO PRIOR TO REMOVAL.

REV. - MS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	2
		CONTRACT NO. 62G64		
		ILLINOIS FED. AID PROJECT		

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		0005 80% FED 20% STATE					
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	80	80					
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	1	1					
20200100	EARTH EXCAVATION	CU YD	15	15					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	130	130					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1.5	1.5					
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1.5	1.5					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1.5	1.5					
25003210	INTERSEEDING, CLASS 2A	ACRE	0.4	0.4					
25200110	SODDING, SALT TOLERANT	SQ YD	130	130					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	49947	49947					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	92.8	92.8					
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2600	2600					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	113	113					
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	419	419					

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		0005 80% FED 20% STATE					
42001300	PROTECTIVE COAT	SQ YD	2180	2180					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	619	619					
42400800	DETECTABLE WARNINGS	SQ FT	100	100					
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	7840	7840					
44000600	SIDEWALK REMOVAL	SQ FT	565	565					
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	1015	1015					
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	843	843					
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	253	253					
44201299	DOWEL BARS 1 1/2"	EACH	2892	2892					
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SQ YD	998	998					
44201819	CLASS D PATCHES, TYPE III, 14 INCH	SQ YD	395	395					
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SQ YD	118	118					
44200050	WELDED WIRE REINFORCEMENT	SQ YD	2787	2787					
44213200	SAW CUTS	FOOT	15802	15802					
44213204	TIE BARS 3/4"	EACH	183	183					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	3
		CONTRACT NO. 62G64		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

URBAN

	SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED 20% STATE					
45200100	JOINT OR CRACK ROUTING (PC CONCRETE	FOOT	405	405					
	PAVEMENT AND SHOULDER)								
45200300	JOINT OR CRACK FILLING	POUND	50	50					
60250200	CATCH BASINS TO BE ADJUSTED	EACH	43	43					
60251740	CATCH BASINS TO BE ADJUSTED WITH NEW	EACH	2	2					
	TYPE 24 FRAME AND GRATE								
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	4	4					
60255500	MANHOLES TO BE ADJUSTED	EACH	11	11					
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1	EACH	3	3					
	FRAME, CLOSED LID								
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	14	14					
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	15	15					
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2					
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION	LSUM	1	1					
	PLAN								
* 66901002	ON-SITE MONITORING OF REGULATED	CAL DA	2	2					
	SUBSTANCES								
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION	LSUM	1	1					
	REPORT								

URBAN

	SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED 20% STATE					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	18					
67100100	MOBILIZATION	L SUM	1	1					
70102630	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					
	STANDARD 701601								
70102632	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					
	STANDARD 701602								
70102635	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					
	STANDARD 701701								
70102640	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					
	STANDARD 701801								
70300100	SHORT TERM PAVEMENT MARKING	FOOT	81482	81482					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	27144	27144					
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND	SQ FT	1587	1587					
	SYMBOLS								
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	17857	17857					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	11877	11877					
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1190	1190					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	776	776					

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	4
		CONTRACT NO. 62G64		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

URBAN

	SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
	CODE NO	ITEM	UNIT		0005 80% FED 20% STATE	0005 80% FED 20% STATE				
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1285	1285					
*	78000100	THERMOPLASTIC PAVEMENT MARKING -	SQ FT	1587	1587					
		LETTERS AND SYMBOLS								
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	7494	7494					
		4"								
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	9326	9326					
		6"								
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	1190	1190					
		8"								
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	644	644					
		12"								
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	850	850					
		24"								
*	78009000	MODIFIED URETHANE PAVEMENT MARKING -	SQ FT	16	16					
		LETTERS AND SYMBOLS								
*	78009004	MODIFIED URETHANE PAVEMENT MARKING -	FOOT	1933	1933					
		LINE 4"								
*	78009006	MODIFIED URETHANE PAVEMENT MARKING -	FOOT	2551	2551					
		LINE 6"								
*	78009012	MODIFIED URETHANE PAVEMENT MARKING -	FOOT	132	132					
		LINE 12"								

URBAN

	SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
	CODE NO	ITEM	UNIT		0005 80% FED 20% STATE					
*	78009024	MODIFIED URETHANE PAVEMENT MARKING -	FOOT	435	435					
		LINE 24"								
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	570	570					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER	EACH	285	285					
		REMOVAL								
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	703	703					
*	89500400	RELOCATE EXISTING PEDESTRIAN	EACH	3	3					
		PUSH-BUTTON								
	K0029614	WEED CONTROL, AQUATIC	GALLON	1	1					
	K0029624	WEED CONTROL, TEASEL	GALLON	1	1					
	X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1					
	X0326767	PROFILE DIAMOND GRINDING CONCRETE	SQ YD	74706	74706					
		PAVEMENT								
	X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	4580	4580					
	X0327772	PRECAST CONCRETE PAVEMENT SLABS 10"	SQ FT	8364	8364					
	X2503110	MOWING (SPECIAL)	ACRE	1.45	1.45					
	X2503318	INTERSEEDING, CLASS 4B (MODIFIED)	ACRE	1.12	1.12					

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	5
		CONTRACT NO. 62G64		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

URBAN

	SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
	CODE NO	ITEM	UNIT		0005 80% FED 20% STATE					
*	X2700004	PREFORMED PLASTIC PAVEMENT MARKING,	FOOT	8430	8430					
		TYPE B - LINE 7"								
	X4060004	POLYMERIZED HOT-MIX ASPHALT SURFACE	TON	7960	7960					
		COURSE, STONE MATRIX ASPHALT, 9.5, N80								
	X4400100	PORTLAND CEMENT CONCRETE SURFACE	SQ YD	18400	18400					
		REMOVAL (VARIABLE DEPTH)								
	X4405030	LONGITUDINAL PARTIAL DEPTH REMOVAL 3"	FOOT	7020	7020					
	X4420900	LONGITUDINAL PARTIAL DEPTH PATCHING	TON	263	263					
	X4423015	DOWEL BARS 1 1/2" RETROFIT	EACH	1400	1400					
	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	1710	1710					
	X6030310	FRAMES AND LIDS TO BE ADJUSTED	EACH	19	19					
		(SPECIAL)								
	X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	15955	15955					
*	X7830070	GROOVING FOR RECESSED PAVEMENT MARKING	FOOT	8430	8430					
		5"								
	XZ043900	PREFORMED JOINT FILLER REMOVAL	FOOT	2750	2750					
	Z0004562	COMBINATION CONCRETE CURB AND GUTTER	FOOT	2400	2400					
		REMOVAL AND REPLACEMENT								
	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	57	57					

URBAN

	SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
	CODE NO	ITEM	UNIT							
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	103	103					
	Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	28070	28070					
	Z0064800	SELECTIVE CLEARING	UNIT	25.6	25.6					
Ø	Z0076600	TRAINEES	HOUR	1000	1000					
Ø	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000	1000					

* SPECIALTY ITEM Ø 0042

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	PLOT DATE = 12/13/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

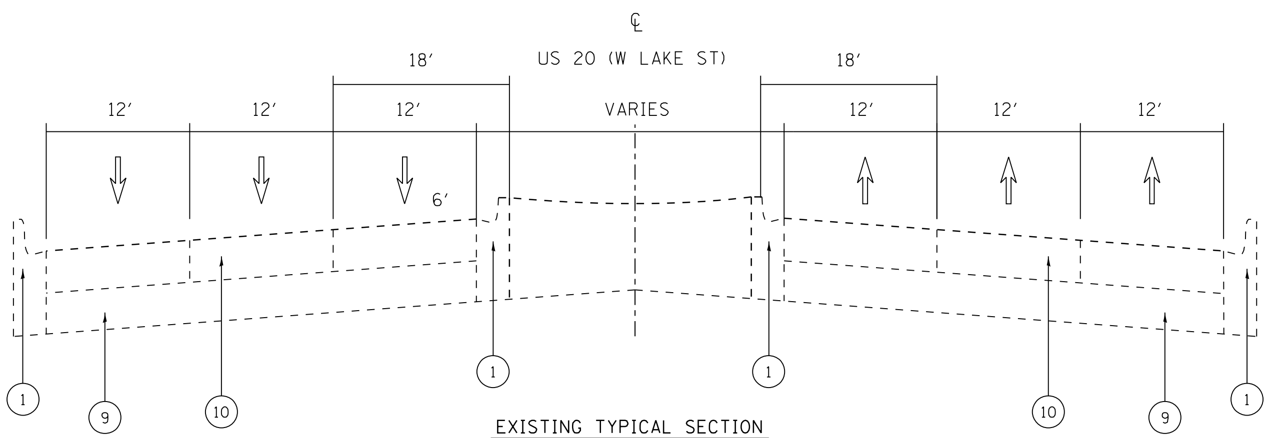
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	6
		CONTRACT NO. 62G64		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

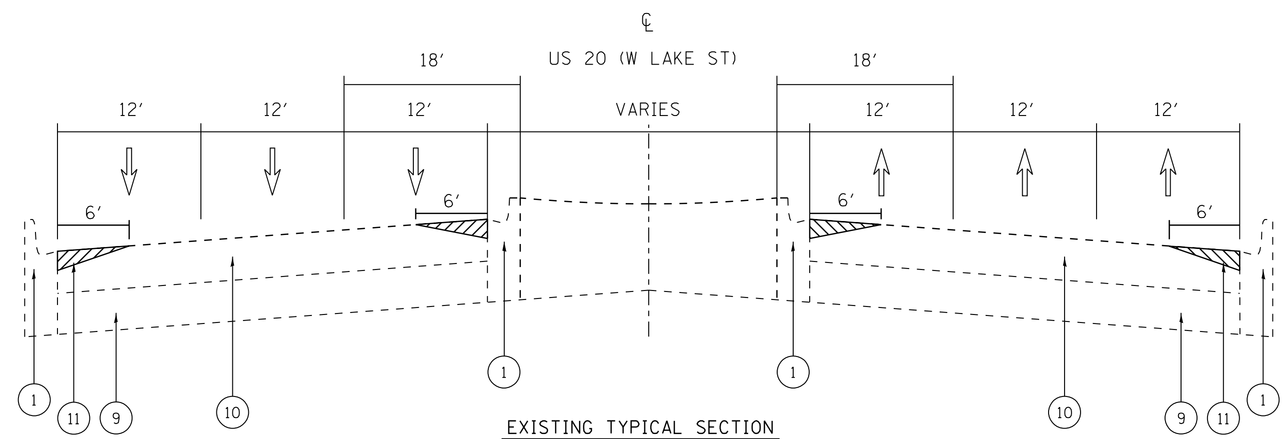
LEGEND

1. EXISTING COMBINATION CONCRETE CURB AND GUTTER
2. EXISTING P.C. CONCRETE PAVEMENT ± 6″
3. PROPOSED HMA SURFACE REMOVAL, 2 1/2″
4. EXISTING HMA SURFACE 7 1/2″ (AFTER MILLING)
5. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4″
6. PROPOSED POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1 3/4″
7. PROPOSED CLASS B PATCHES, 11″
8. PROPOSED PRECAST PANELS (SEE SCHEDULE OF QUANTITIES)
9. AGGREGATE SUBGRADE 12″
10. PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4″
11. PROP. PCC SURFACE REMOVAL, VARIABLE DEPTH
12. PROPOSED PROFILE DIAMOND GRINDING CONCRETE PAVEMENT, 3/16″ TO 1/4″



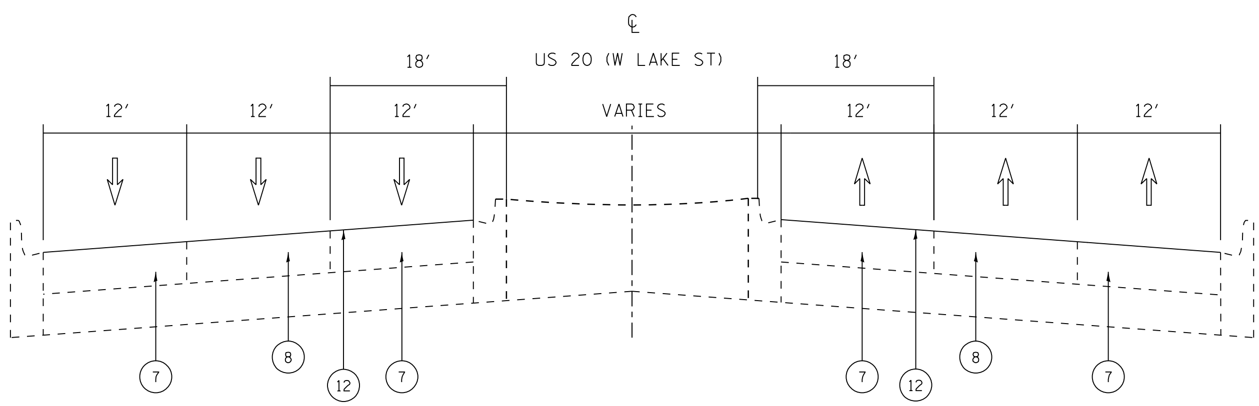
EXISTING TYPICAL SECTION

STA. 12+27.5 TO STA. 113+67



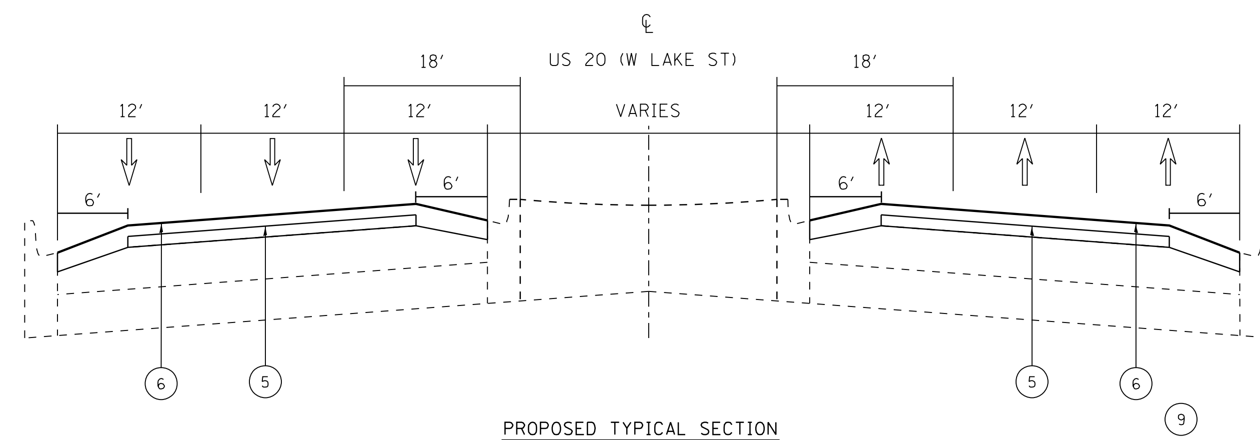
EXISTING TYPICAL SECTION

STA. 113+67 TO STA. 184+46



PROPOSED TYPICAL SECTION

STA. 12+27.5 TO STA. 113+67



PROPOSED TYPICAL SECTION

STA. 113+67 TO STA. 184+46

••THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED LEVLING BINDER WHERE THE SURFACE JOINT WILL BE LOCATED.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS(%) @ Ndes	
PAVEMENT		
POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80	3.5% @ 80 GYR.	QCP
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	3.5% @ 50 GYR.	QCP
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 MM)	4% @ 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

NOTE

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTATIES IS 112 LBS/SQ YD/IN.

NOTE 2: THE ″AC TYPE″ FOR POLYMERIZED HMA MIXES SHALL BE ″SBS/SBR PG 76 -22″ AND AND FOR NON-POLYMERIZED HMA THE ″AC TYPE″ SHALL BE ″PG 64 -22″ UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

NOTE 3: ″QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE″

NOTE 4: THE CONTRACTOR SHALL MILL BEFORE PATCHING

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PLOT DATE = 12/13/2018	DATE -	REVISED -	

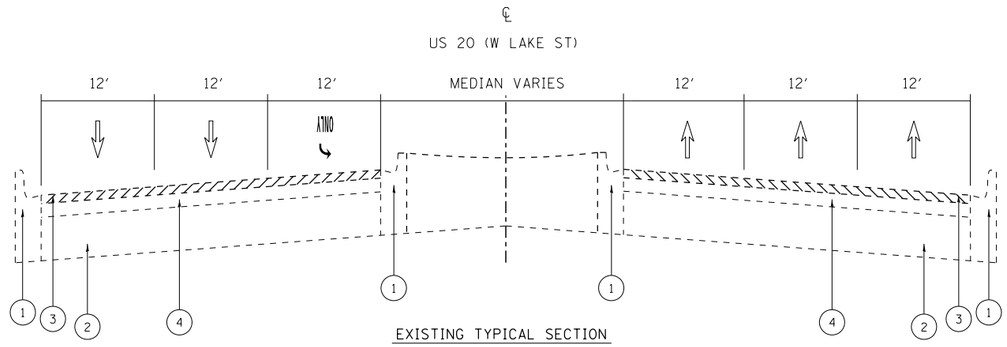
EXISTING TYPICAL SECTION
US RTE 20 (SUMMERFIELD DR TO I–355)

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	7
		CONTRACT NO. 62G64		
		ILLINOIS FED. AID PROJECT		

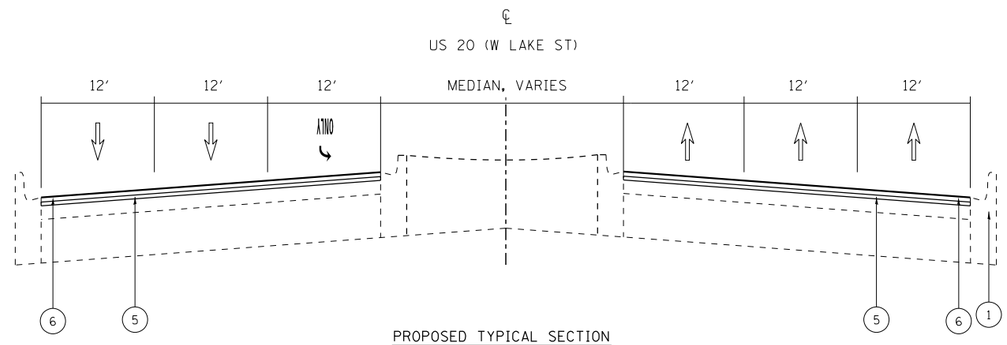
LEGEND

1. EXISTING COMBINATION CONCRETE CURB AND GUTTER
2. EXISTING P.C. CONCRETE PAVEMENT ± 6″
3. PROPOSED HMA SURFACE REMOVAL, 2 1/2″
4. EXISTING HMA SURFACE 7 1/2″ (AFTER MILLING)
5. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4″
6. PROPOSED POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80, 1 ¾″
7. PROPOSED CLASS B PATCHES, 11″
8. PROPOSED PRECAST PANELS (SEE SCHEDULE OF QUANTITIES)
9. AGGREGATE SUBGRADE 12″
10. PORTLAND CEMENT CONCRETE PAVEMENT 10 ¼″
11. PROP. PCC SURFACE REMOVAL, VARIABLE DEPTH
12. PROPOSED PROFILE DIAMOND GRINDING CONCRETE PAVEMENT, 3/16″ TO ¼″



EXISTING TYPICAL SECTION

STA. 184+46.1 TO STA. 191+54



PROPOSED TYPICAL SECTION

STA. 184+46.1 TO STA. 191+54

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EXISTING TYPICAL SECTION
US RTE 20 (SUMMERFIELD DR TO I-355)

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	8
		CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			

TREE REMOVAL (6 TO 15 UNITS DIAMETER)	
STATION	QUANTITY
76+80 TO 78+80 LT	30 UNITS
114+30 TO 128+00 LT	50 UNITS
TOTAL	80 UNITS

TREE PRUNNING (OVER 10 INCH DIAMETER)	
STATION	QUANTITY
137+00 LT	1 EA

SELECTIVE CLEARING	
STATION	QUANTITY
76+80 TO 78+80 LT	2
114+30 TO 128+00 LT	20
133+40 TO 137+00 LT	3.6
TOTAL	25.6

MOWING (SPECIAL)	
STATION	QUANTITY
114+30 TO 128+00 LT	1.45

WEED CONTROL, TEASEL	
STATION	AREA (SQ FT) TO SPRAY
76+80 TO 78+80 LT	2000 SQ FT
114+30 TO 128+00 LT	2000 SQ FT
TOTAL	1 GALLON

SEEDING, CLASS 2A	
STATION	QUANTITY
76+80 TO 78+80 LT	2000 SQ FT
114+30 TO 128+00 LT	12000 SQ FT
133+40 TO 137+00 LT	3600 SQ FT
TOTAL	0.4 ACRE

SEEDING, CLASS 4B	
STATION	AREA (SQ FT) TO SPRAY
114+30 TO 128+00 LT	49000 SQ FT
TOTAL	1.12 ACRE

WEED CONTROL, AQUATIC	
STATION	AREA (SQ FT) TO SPRAY
114+30 TO 128+00 LT	43000 SQ FT
TOTAL	1 GALLON

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	9
		CONTRACT NO. 62G64		
	ILLINOIS	FED. AID PROJECT		

PRECAST PATCHES

CROSS STREET		DIRECTION EB/WB NB/SB	LANE NO.	WIDTH (FT)	LENGTH (FT)	AREA (SQ FT)	AREA (SQ YD)
FROM	TO						
Springfield	Rosedale	WB	2	12	8	96	11
Springfield	Rosedale	WB	2	12	8	96	11
Springfield	Rosedale	WB	2	12	7	84	9
Springfield	Rosedale	WB	2	12	7	84	9
Rosedale	Springfield	EB	2	12	11	132	15
Rosedale	Springfield	EB	2	12	6	72	8
Rosedale	Springfield	EB	2	12	10	120	13
Rosedale	Springfield	EB	2	12	10	120	13
Rosedale	Springfield	EB	2	12	7	84	9
Rosedale	Springfield	EB	2	12	7	84	9
Rosedale	Springfield	EB	2	12	8	96	11
Rosedale	Springfield	EB	2	12	8	96	11
Rosedale	Springfield	EB	2	12	9	108	12
Rosedale	Springfield	EB	2	12	18	216	24
Rosedale	Bloomingdale Rd	WB	2	12	15	180	20
Rosedale	Bloomingdale Rd	WB	2	12	8	96	11
Rosedale	Bloomingdale Rd	WB	2	12	11	132	15
Rosedale	Bloomingdale Rd	WB	2	12	7	84	9
Rosedale	Bloomingdale Rd	WB	2	12	9	108	12
Rosedale	Bloomingdale Rd	WB	2	12	7	84	9
Bloomingdale	Rosedale	EB	2	12	30	360	40
Bloomingdale	Rosedale	EB	2	12	8	96	11
Bloomingdale	Rosedale	EB	2	12	15	180	20
Bloomingdale	Rosedale	EB	2	12	8	96	11
Bloomingdale	Rosedale	EB	2	12	9	108	12
Bloomingdale	Rosedale	EB	2	12	8	96	11
Bloomingdale	Rosedale	EB	2	12	15	180	20
Bloomingdale	Rosedale	EB	2	12	6	72	8
Bloomingdale	Rosedale	EB	2	12	15	180	20
Bloomingdale	Rosedale	EB	2	12	7	84	9
Bloomingdale	Rosedale	EB	2	12	10	120	13
Bloomingdale	Rosedale	EB	2	12	6	72	8
Bloomingdale	Rosedale	EB	2	12	10	120	13
Fairfield	Bloomingdale Rd	EB	2	12	6	72	8
Fairfield	Bloomingdale Rd	EB	2	12	15	180	20
Fairfield	Bloomingdale Rd	EB	2	12	6	72	8
Fairfield	Bloomingdale Rd	EB	2	12	16	192	21
Fairfield	Bloomingdale Rd	EB	2	12	6	72	8
Fairfield	Bloomingdale Rd	EB	2	12	6	72	8
Fairfield	Bloomingdale Rd	EB	2	12	8	96	11
Fairfield	Bloomingdale Rd	EB	2	12	8	96	11
Fairfield	Bloomingdale Rd	EB	2	12	6	72	8
Fairfield	Bloomingdale Rd	EB	2	12	8	96	11
Fairfield	Bloomingdale Rd	EB	2	12	7	84	9
Bloomingdale Rd	Fairfield Way	WB	2	12	6	72	8
Bloomingdale Rd	Fairfield Way	WB	2	12	9	108	12
Bloomingdale Rd	Fairfield Way	WB	2	12	6	72	8
Bloomingdale Rd	Fairfield Way	WB	2	12	6	72	8
Bloomingdale Rd	Fairfield Way	WB	2	12	6	72	8
Bloomingdale Rd	Fairfield Way	WB	2	12	15	180	20
Bloomingdale Rd	Fairfield Way	WB	2	12	8	96	11
Bloomingdale Rd	Fairfield Way	WB	2	12	6	72	8
Bloomingdale Rd	Fairfield Way	WB	2	12	6	72	8
Bloomingdale Rd	Fairfield Way	WB	2	12	6	72	8
Bloomingdale Rd	Fairfield Way	WB	2	12	6	72	8
Bloomingdale Rd	Fairfield Way	WB	2	12	7	84	9
Fairfield Way	Prarie	WB	2	12	7	84	9
Fairfield Way	Prarie	WB	2	12	6	72	8
Fairfield Way	Prarie	WB	2	12	6	72	8
Fairfield Way	Prarie	WB	2	12	15	180	20

PRECAST PATCHES (CONTINUED)

CROSS STREET		DIRECTION EB/WB NB/SB	LANE NO.	WIDTH (FT)	LENGTH (FT)	AREA (SQ FT)	AREA (SQ YD)
FROM	TO						
Prarie	Fairfield Way	EB	2	12	6	72	8
Prarie	Fairfield Way	EB	2	12	15	180	20
Prarie	Fairfield Way	EB	2	12	6	72	8
Prarie	Fairfield Way	EB	2	12	8	96	11
Prarie	Sta. 113+67/Gln. Eln Rd	WB	2	12	21	252	28
Prarie	Sta. 113+67/Gln. Eln Rd	WB	2	12	6	72	8
Prarie	Sta. 113+67/Gln. Eln Rd	WB	2	12	15	180	20
Prarie	Sta. 113+67/Gln. Eln Rd	WB	2	12	7	84	9
Prarie	Sta. 113+67/Gln. Eln Rd	WB	2	12	6	72	8
Prarie	Sta. 113+67/Gln. Eln Rd	WB	2	12	6	72	8
Prarie	Sta. 113+67/Gln. Eln Rd	WB	2	12	6	72	8
Prarie	Sta. 113+67/Gln. Eln Rd	WB	2	12	6	72	8
Prarie	Sta. 113+67/Gln. Eln Rd	WB	2	12	6	72	8
Sta. 113+67/Gln. Eln Rd	Prarie	EB	2	12	15	180	20
Sta. 113+67/Gln. Eln Rd	Prarie	EB	2	12	15	180	20
END PCC PATCHING	Prarie	EB	2	12	6	72	8
					TOTAL	8364	929

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	10
		CONTRACT NO. 62G64		
	ILLINOIS	FED. AID PROJECT		

CLASS B PATCHES

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	TYPE II	TYPE III	TYPE IV
FROM	TO	EB/WB NB/SB	NO.	PATCH WIDTH	PATCH LENGTH	PATCHES (SQ YD)	PATCHES (SQ YD)	PATCHES (SQ YD)
SPRINGFIELD DRV.	ROSEDALE	WB	LTL	12	8	11		
SPRINGFIELD DRV.	ROSEDALE	WB	1	12	8	11		
SPRINGFIELD DRV.	ROSEDALE	WB	RTL	12	10	13		
SPRINGFIELD DRV.	ROSEDALE	WB	1	12	6	8		
SPRINGFIELD DRV.	ROSEDALE	WB	1	12	6	8		
SPRINGFIELD DRV.	ROSEDALE	WB	3	12	15		20	
SPRINGFIELD DRV.	ROSEDALE	WB	1	12	15		20	
SPRINGFIELD DRV.	ROSEDALE	WB	1	12	22			29
SPRINGFIELD DRV.	ROSEDALE	WB	1	12	15		20	
SPRINGFIELD DRV.	ROSEDALE	WB	3	12	7	9		
SPRINGFIELD DRV.	ROSEDALE	WB	3	12	6	8		
SPRINGFIELD DRV.	ROSEDALE	WB	1	12	15		20	
ROSEDALE	SPRINGFIELD DRV.	EB	1	12	5	7		
ROSEDALE	SPRINGFIELD DRV.	EB	3	12	10	13		
ROSEDALE	SPRINGFIELD DRV.	EB	3	12	7	9		
ROSEDALE	SPRINGFIELD DRV.	EB	1	12	6	8		
ROSEDALE	SPRINGFIELD DRV.	EB	3	12	16		21	
ROSEDALE	SPRINGFIELD DRV.	EB	3	12	8	11		
ROSEDALE	SPRINGFIELD DRV.	EB	3	12	7	9		
ROSEDALE	SPRINGFIELD DRV.	EB	3	12	15		20	
ROSEDALE	SPRINGFIELD DRV.	EB	1	12	10	13		
ROSEDALE	SPRINGFIELD DRV.	EB	3	12	15		20	
ROSEDALE	SPRINGFIELD DRV.	EB	1	12	6	8		
ROSEDALE	SPRINGFIELD DRV.	EB	1	12	7	9		
ROSEDALE	SPRINGFIELD DRV.	EB	1	12	7	9		
ROSEDALE	SPRINGFIELD DRV.	EB	1	12	6	8		
ROSEDALE	BLOOMINGDALE RD.	WB	1	12	15		20	
ROSEDALE	BLOOMINGDALE RD.	WB	3	12	15		20	
ROSEDALE	BLOOMINGDALE RD.	WB	3	12	15		20	
ROSEDALE	BLOOMINGDALE RD.	WB	3	12	6	8		
ROSEDALE	BLOOMINGDALE RD.	WB	1	12	45			60
ROSEDALE	BLOOMINGDALE RD.	WB	1	12	6	8		
ROSEDALE	BLOOMINGDALE RD.	WB	3	12	8	11		
ROSEDALE	BLOOMINGDALE RD.	WB	1	12	7	9		
ROSEDALE	BLOOMINGDALE RD.	WB	3	12	7	9		
ROSEDALE	BLOOMINGDALE RD.	WB	1	12	7	9		
ROSEDALE	BLOOMINGDALE RD.	WB	3	12	9	12		
ROSEDALE	BLOOMINGDALE RD.	WB	1	12	6	8		
ROSEDALE	BLOOMINGDALE RD.	WB	3	12	6	8		
ROSEDALE	BLOOMINGDALE RD.	WB	1	12	20			27
ROSEDALE	BLOOMINGDALE RD.	WB	3	12	7	9		
ROSEDALE	BLOOMINGDALE RD.	WB	3	12	6	8		
BLOOMINGDALE RD.	ROSEDALE	EB	3	12	6	8		
BLOOMINGDALE RD.	ROSEDALE	EB	3	12	15		20	
BLOOMINGDALE RD.	ROSEDALE	EB	1	12	6	8		
BLOOMINGDALE RD.	ROSEDALE	EB	3	12	8	11		
BLOOMINGDALE RD.	ROSEDALE	EB	1	12	8	11		
BLOOMINGDALE RD.	ROSEDALE	EB	3	12	9	12		
BLOOMINGDALE RD.	ROSEDALE	EB	1	12	7	9		
BLOOMINGDALE RD.	ROSEDALE	EB	1	12	15		20	
BLOOMINGDALE RD.	ROSEDALE	EB	1	12	15		20	
BLOOMINGDALE RD.	ROSEDALE	EB	3	12	15		20	
BLOOMINGDALE RD.	ROSEDALE	EB	3	12	6	8		
BLOOMINGDALE RD.	ROSEDALE	EB	1	12	15		20	
BLOOMINGDALE RD.	ROSEDALE	EB	3	12	15		20	
BLOOMINGDALE RD.	ROSEDALE	EB	3	12	30			40
BLOOMINGDALE RD.	ROSEDALE	EB	3	12	15		20	
BLOOMINGDALE RD.	ROSEDALE	EB	3	12	10	13		
BLOOMINGDALE RD.	ROSEDALE	EB	1	12	6	8		
BLOOMINGDALE RD.	ROSEDALE	EB	3	12	6	8		
BLOOMINGDALE RD.	ROSEDALE	EB	1	12	10	13		

CLASS B PATCHES (CONTINUTED)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	TYPE II	TYPE III	TYPE IV
FROM	TO	EB/WB NB/SB	NO.	PATCH WIDTH	PATCH LENGTH	PATCHES (SQ YD)	PATCHES (SQ YD)	PATCHES (SQ YD)
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	6	8		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	6	8		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	6	8		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	7	9		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	16		21	
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	1	12	10	13		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	1	12	6	8		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	6	8		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	6	8		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	1	12	6	8		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	8	11		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	15		20	
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	1	12	8	11		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	6	8		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	1	12	8	11		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	8	11		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	1	12	6	8		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	6	8		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	8	11		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	6	8		
FAIRFIELD WAY	BLOOMINGDALE RD.	EB	3	12	7	9		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	RTL	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	RTL	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	9	12		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	1	12	9	12		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	LTL	12	9	12		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	LTL	12	9	12		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	1	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	1	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	15		20	
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	RTL	12	15		20	
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	15		20	
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	RTL	12	15		20	
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	1	12	15		20	
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	RTL	8	45			40
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	7	9		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	15		20	
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	1	12	8	11		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	8	11		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	1	12	15		20	
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	1	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	1	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	1	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	1	12	15		20	
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	7	9		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	3	12	6	8		
BLOOMINGDALE RD.	FAIRFIELD WAY	WB	1	12	6	8		
FAIRFIELD WAY	PRARIE	WB	LTL	12	7	9		
FAIRFIELD WAY	PRARIE	WB	1	12	7	9		
FAIRFIELD WAY	PRARIE	WB	3	12	7	9		
FAIRFIELD WAY	PRARIE	WB	1	12	6	8		
FAIRFIELD WAY	PRARIE	WB	3	12	6	8		
FAIRFIELD WAY	PRARIE	WB	3	12	15		20	

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DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	11
		CONTRACT NO. 62G64		
		ILLINOIS	FED. AID PROJECT	

CLASS B PATCHES (CONTINUED)

CROSS STREET FROM	CROSS STREET TO	DIRECTION EB/WB NB/SB	LANE NO.	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	TYPE II PATCHES (SQ YD)	TYPE III PATCHES (SQ YD)	TYPE IV PATCHES (SQ YD)
PRARIE	FAIRFIELD WAY	EB	3	12	6	8		
PRARIE	FAIRFIELD WAY	EB	1	12	6	8		
PRARIE	FAIRFIELD WAY	EB	3	12	6	8		
PRARIE	FAIRFIELD WAY	EB	3	12	22			29
PRARIE	FAIRFIELD WAY	EB	3	12	11	15		
PRARIE	FAIRFIELD WAY	EB	1	12	6	8		
PRARIE	FAIRFIELD WAY	EB	1	12	15		20	
PRARIE	FAIRFIELD WAY	EB	3	12	15		20	
PRARIE	FAIRFIELD WAY	EB	1	12	15		20	
PRARIE	FAIRFIELD WAY	EB	3	12	6	8		
PRARIE	FAIRFIELD WAY	EB	3	12	6	8		
PRARIE	FAIRFIELD WAY	EB	3	12	15		20	
PRARIE	FAIRFIELD WAY	EB	1	12	8	11		
PRARIE	STA 113+67/GLEN ELN	WB	1	12	15		20	
PRARIE	STA 113+67/GLEN ELN	WB	1	12	15		20	
PRARIE	STA 113+67/GLEN ELN	WB	3	12	15		20	
PRARIE	STA 113+67/GLEN ELN	WB	3	12	21			28
PRARIE	STA 113+67/GLEN ELN	WB	1	12	15		20	
PRARIE	STA 113+67/GLEN ELN	WB	3	12	15		20	
PRARIE	STA 113+67/GLEN ELN	WB	1	12	7	9		
PRARIE	STA 113+67/GLEN ELN	WB	3	12	7	9		
PRARIE	STA 113+67/GLEN ELN	WB	1	12	6	8		
PRARIE	STA 113+67/GLEN ELN	WB	3	12	6	8		
PRARIE	STA 113+67/GLEN ELN	WB	1	12	6	8		
PRARIE	STA 113+67/GLEN ELN	WB	3	12	6	8		
PRARIE	STA 113+67/GLEN ELN	WB	1	12	6	8		
PRARIE	STA 113+67/GLEN ELN	WB	3	12	8	11		
PRARIE	STA 113+67/GLEN ELN	WB	3	12	6	8		
PRARIE	STA 113+67/GLEN ELN	WB	3	12	6	8		
STA 113+67/GLEN ELN	END PCC PATCHING	EB	1	12	15		20	
STA 113+67/GLEN ELN	END PCC PATCHING	EB	3	12	15		20	
STA 113+67/GLEN ELN	END PCC PATCHING	EB	3	12	6	8		
STA 113+67/GLEN ELN	END PCC PATCHING	EB	3	12	10	13		
STA 113+67/GLEN ELN	END PCC PATCHING	EB	3	12	6	8		
STA 113+67/GLEN ELN	END PCC PATCHING	EB	1	12	15		20	
STA 113+67/GLEN ELN	END PCC PATCHING	EB	3	12	15		20	
STA 113+67/GLEN ELN	END PCC PATCHING	EB	3	12	6	8		
STA 113+67/GLEN ELN	END PCC PATCHING	EB	1	12	15		20	
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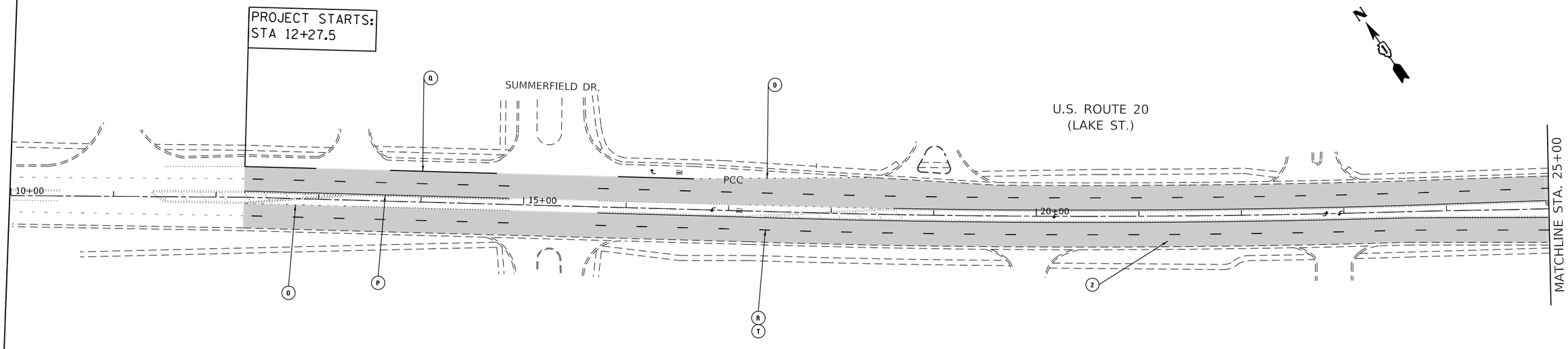


NOTES

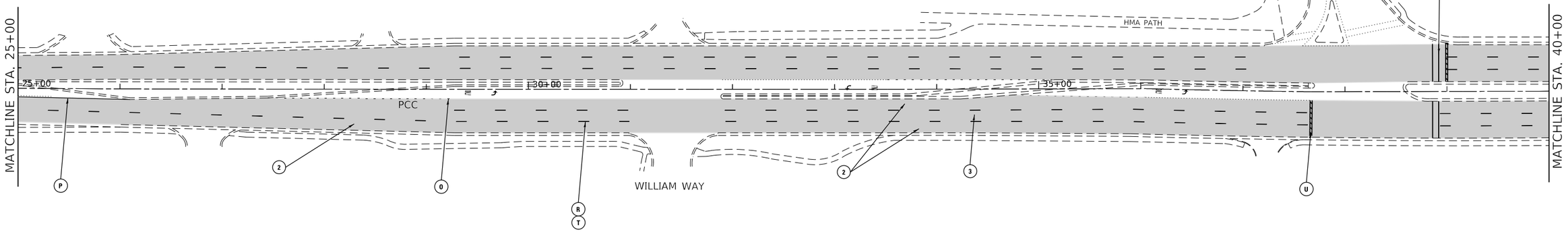
1. BETWEEN STA 12+27.5 AND STA 113+67, ALL PATCHES SHALL BE CLASS B, WITH EXCEPTION OF LANE 2 (MIDDLE LANE) AND INTERSECTIONS WHICH SHALL USE PRECAST CONCRETE PAVEMENT SLABS. BETWEEN STA 113+67 TO 191+54, ALL PATCHES SHALL BE CLASS D.

PAVEMENT MARKING LEGEND

- (A) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINES 4", YELLOW (TYP.)
- (B) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", YELLOW (TYP.)
- (C) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINE 4", YELLOW (TYP.)
- (D) PROP. THERMOPLASTIC PAVEMENT TURN LANE MARKING-LINE 6", WHITE (TYP.)
- (E) PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4", 10' DASH-30' SKIP, WHITE (TYP.)
- (F) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", 10' DASH-30'SKIP, YELLOW (TYP.)
- (G) PROP. THERMOPLASTIC PAVEMENT STOP MARKING-LINE 24", WHITE (TYP.)
- (H) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 8", WHITE (TYP.)
- (I) PROP. THERMOPLASTIC PAVEMENT PEDESTRIAN CROSSWALK MARKING-LINE 6", WHITE (TYP.)
- (J) PROP. THERMOPLASTIC PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- (K) PROP. THERMOPLASTIC PAVEMENT BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6", DIAGONAL MARKING-LINE 12", WHITE (TYP.)
- (L) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 6", 2" DASH - 6' SKIP, WHITE (TYP.)
- (M) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", WHITE (TYP.)
- (N) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", YELLOW (TYP.)
- (O) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 6", 2" DASH - ' 6' SKIP, WHITE (TYP.)
- (P) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 4" YELLOW (TYP.)
- (Q) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 6" WHITE (TYP.)
- (R) PROP. PREFORMED PLASTIC PAVEMENT MARKING TYPE B 7" SKIP, WHITE (TYP.)
- (S) PROP. MODIFIED URETHANE PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- (T) PROP. GROOVING FOR RECESSED PAVEMENT MARKNG 5"
- (U) PROP. MODIFIED URETHANE STOP MARKING-LINE 24", WHITE (TYP.)

- (1) PROP. POLY HMA ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80 1 ¾"
  PROP. POLY LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 ¾"
  PROP. PCC SURFACE REMOVAL, VARIABLE DEPTH
  PROP. CLASS D PATCHES, 14"
- (2) PROP. CLASS B PATCHES, 10" (LOCATION TO BE DETERMINED BY ENGINEER)
- (3) PROPOSED PRECAST PANELS
- (4) PROP. HMA ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80 1 ¾"
  PROP. POLY LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 ¾"
  PROP. HMA SURFACE REMOVAL, 2 ½"
  PROP. CLASS D PATCHES, 14"

PROP. PROFILE DIAMOND GRINDED OF PCC PAVEMENT



USER NAME = khans	DESIGNED -	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 12/14/2018	DATE -	REVISED -	

ROADWAY & PAVEMENT MARKING PLAN
U.S. ROUTE 20 (SUMMERFIELD DR. – I-355)

SCALE: 1"=50' | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	13
		CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			

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PAVEMENT MARKING LEGEND

- (A) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINES 4", YELLOW (TYP.)
- (B) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", YELLOW (TYP.)
- (C) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINE 4", YELLOW (TYP.)
- (D) PROP. THERMOPLASTIC PAVEMENT TURN LANE MARKING-LINE 6", WHITE (TYP.)
- (E) PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4", 10' DASH-30' SKIP, WHITE (TYP.)
- (F) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", 10' DASH-30'SKIP, YELLOW (TYP.)
- (G) PROP. THERMOPLASTIC PAVEMENT STOP MARKING-LINE 24", WHITE (TYP.)
- (H) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 8", WHITE (TYP.)
- (I) PROP. THERMOPLASTIC PAVEMENT PEDESTRIAN CROSSWALK MARKING-LINE 6", WHITE (TYP.)
- (J) PROP. THERMOPLASTIC PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- (K) PROP. THERMOPLASTIC PAVEMENT BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6", DIAGONAL MARKING-LINE 12", WHITE (TYP.)
- (L) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 6", 2" DASH - 6' SKIP, WHITE (TYP.)
- (M) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", WHITE (TYP.)
- (N) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", YELLOW (TYP.)
- (O) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 6", 2" DASH - ' 6' SKIP, WHITE (TYP.)
- (P) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 4" YELLOW (TYP.)
- (Q) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 6" WHITE (TYP.)
- (R) PROP. PREFORMED PLASTIC PAVEMENT MARKING TYPE B 7" SKIP, WHITE (TYP.)
- (S) PROP. MODIFIED URETHANE PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- (T) PROP. GROOVING FOR RECESSED PAVEMENT MARKNG 5"
- (U) PROP. MODIFIED URETHANE STOP MARKING-LINE 24", WHITE (TYP.)
- (1) PROP. POLY HMA ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80 1 ¾"
  PROP. POLY LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 ¾"
  PROP. PCC SURFACE REMOVAL, VARIABLE DEPTH
  PROP. CLASS D PATCHES, 14"
- (2) PROP. CLASS B PATCHES, 10" (LOCATION TO BE DETERMINED BY ENGINEER)
- (3) PROPOSED PRECAST PANELS
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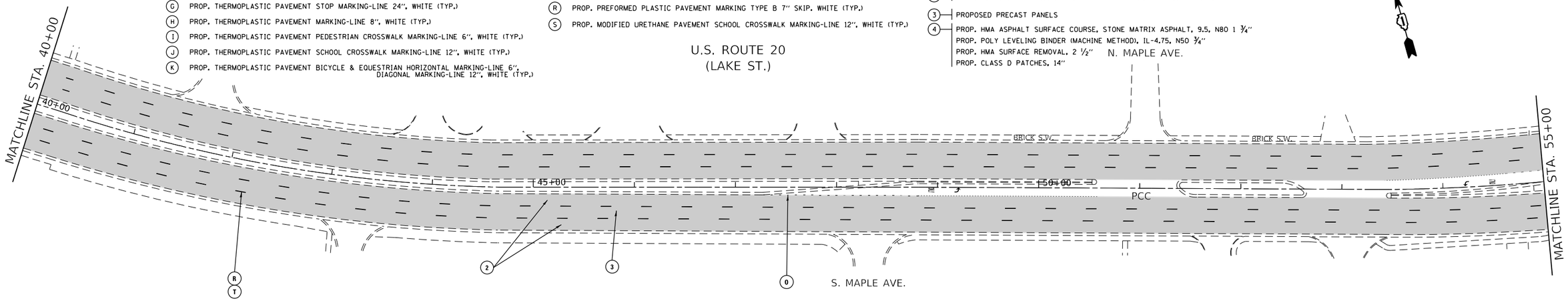
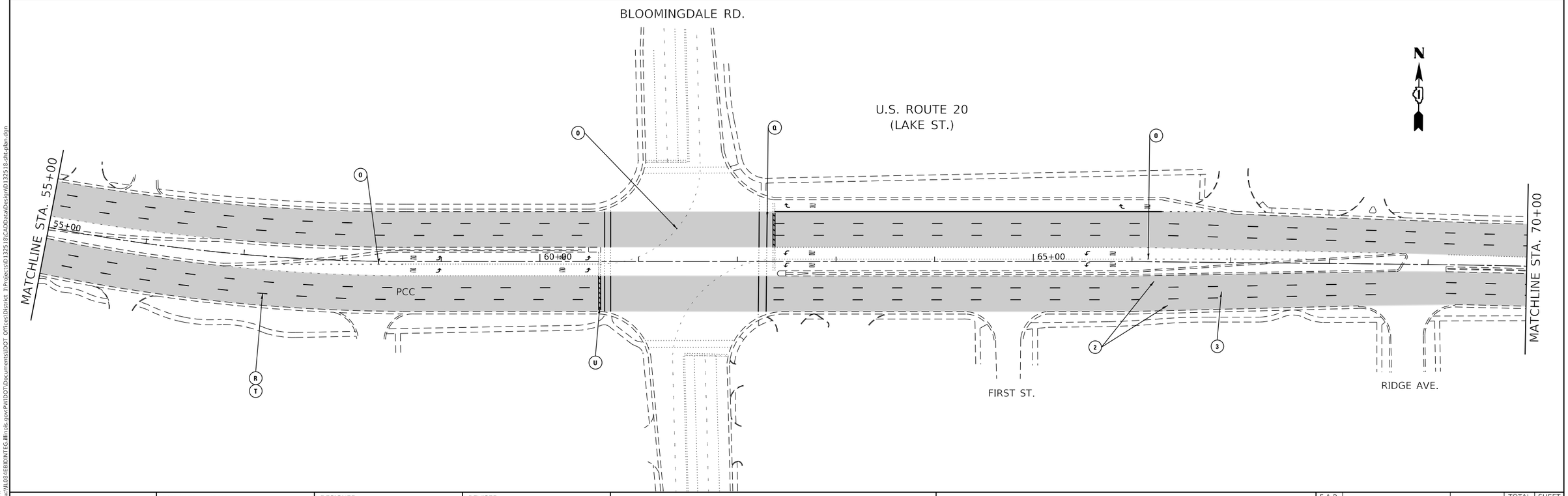
  PROP. HMA SURFACE REMOVAL, 2 ½"
  PROP. CLASS D PATCHES, 14"

PROP. PROFILE DIAMOND GRINDED OF PCC PAVEMENT



NOTES

1. BETWEEN STA 12+27.5 AND STA 113+67, ALL PATCHES SHALL BE CLASS B, WITH EXCEPTION OF LANE 2 (MIDDLE LANE) AND INTERSECTIONS WHICH SHALL USE PRECAST CONCRETE PAVEMENT SLABS. BETWEEN STA 113+67 TO 191+54, ALL PATCHES SHALL BE CLASS D.



USER NAME = khans	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 12/14/2018	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY & PAVEMENT MARKING PLAN
U.S. ROUTE 20 (SUMMERFIELD DR. – I-355)

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	14
		CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			

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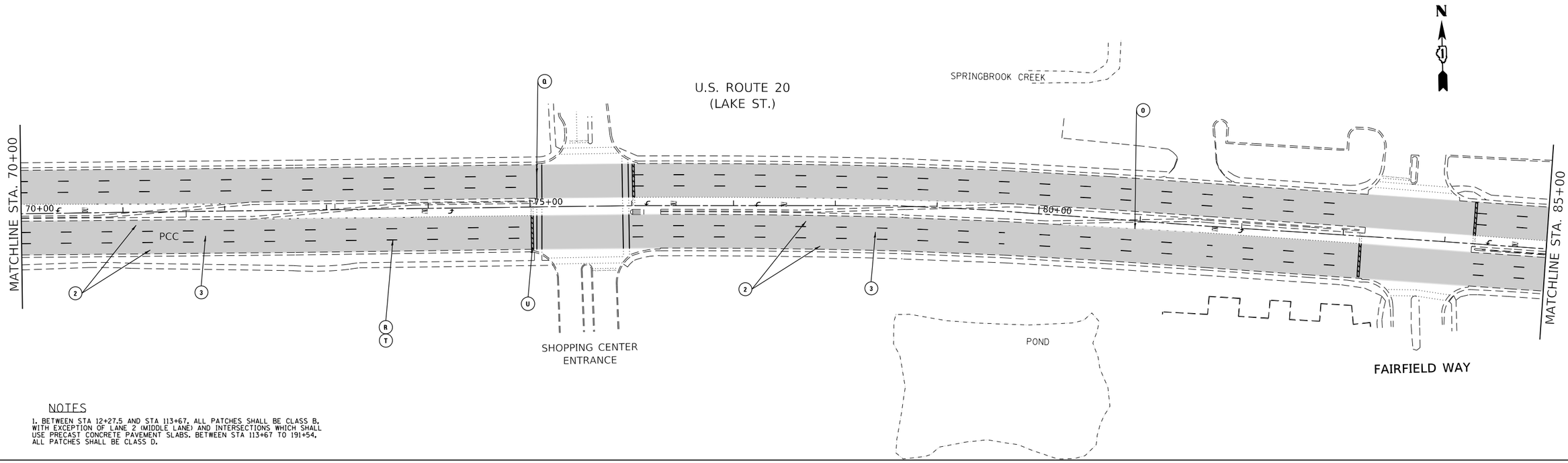
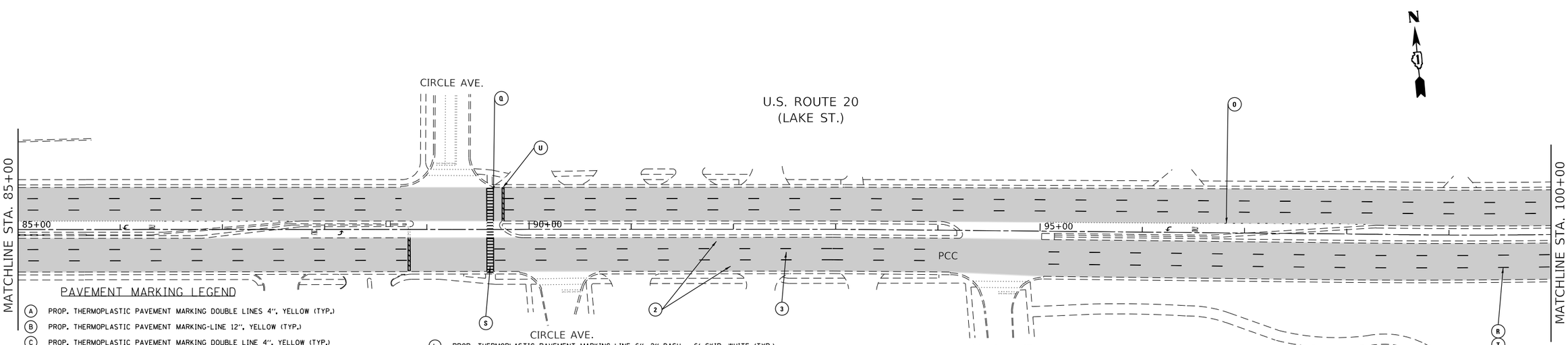


NOTES

1. BETWEEN STA 12+27.5 AND STA 113+67, ALL PATCHES SHALL BE CLASS B, WITH EXCEPTION OF LANE 2 (MIDDLE LANE) AND INTERSECTIONS WHICH SHALL USE PRECAST CONCRETE PAVEMENT SLABS. BETWEEN STA 113+67 TO 191+54, ALL PATCHES SHALL BE CLASS D.



PAVEMENT MARKING LEGEND

- (A) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINES 4", YELLOW (TYP.)
- (B) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", YELLOW (TYP.)
- (C) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINE 4", YELLOW (TYP.)
- (D) PROP. THERMOPLASTIC PAVEMENT TURN LANE MARKING-LINE 6", WHITE (TYP.)
- (E) PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4", 10' DASH-30' SKIP, WHITE (TYP.)
- (F) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", 10' DASH-30'SKIP, YELLOW (TYP.)
- (G) PROP. THERMOPLASTIC PAVEMENT STOP MARKING-LINE 24", WHITE (TYP.)
- (H) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 8", WHITE (TYP.)
- (I) PROP. THERMOPLASTIC PAVEMENT PEDESTRIAN CROSSWALK MARKING-LINE 6", WHITE (TYP.)
- (J) PROP. THERMOPLASTIC PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- (K) PROP. THERMOPLASTIC PAVEMENT BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6", DIAGONAL MARKING-LINE 12", WHITE (TYP.)
- (L) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 6", 2" DASH - 6' SKIP, WHITE (TYP.)
- (M) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", WHITE (TYP.)
- (N) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", YELLOW (TYP.)
- (O) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 6", 2" DASH - ' 6' SKIP, WHITE (TYP.)
- (P) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 4" YELLOW (TYP.)
- (Q) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 6" WHITE (TYP.)
- (R) PROP. PREFORMED PLASTIC PAVEMENT MARKING TYPE B 7" SKIP, WHITE (TYP.)
- (S) PROP. MODIFIED URETHANE PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- (T) PROP. GROOVING FOR RECESSED PAVEMENT MARKNG 5"
- (U) PROP. MODIFIED URETHANE STOP MARKING-LINE 24", WHITE (TYP.)
- (1) PROP. POLY HMA ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80 1 ¾"
  PROP. POLY LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 ¾"
  PROP. PCC SURFACE REMOVAL, VARIABLE DEPTH
  PROP. CLASS D PATCHES, 14"
- (2) PROP. CLASS B PATCHES, 10" (LOCATION TO BE DETERMINED BY ENGINEER)
- (3) PROPOSED PRECAST PANELS
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  PROP. HMA SURFACE REMOVAL, 2 ½"
  PROP. CLASS D PATCHES, 14"
- PROP. PROFILE DIAMOND GRINDED OF PCC PAVEMENT

USER NAME = khans	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 12/14/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY & PAVEMENT MARKING PLAN
U.S. ROUTE 20 (SUMMERFIELD DR. – I-355)

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	15
		CONTRACT NO. 62G64		
	ILLINOIS	FED. AID PROJECT		

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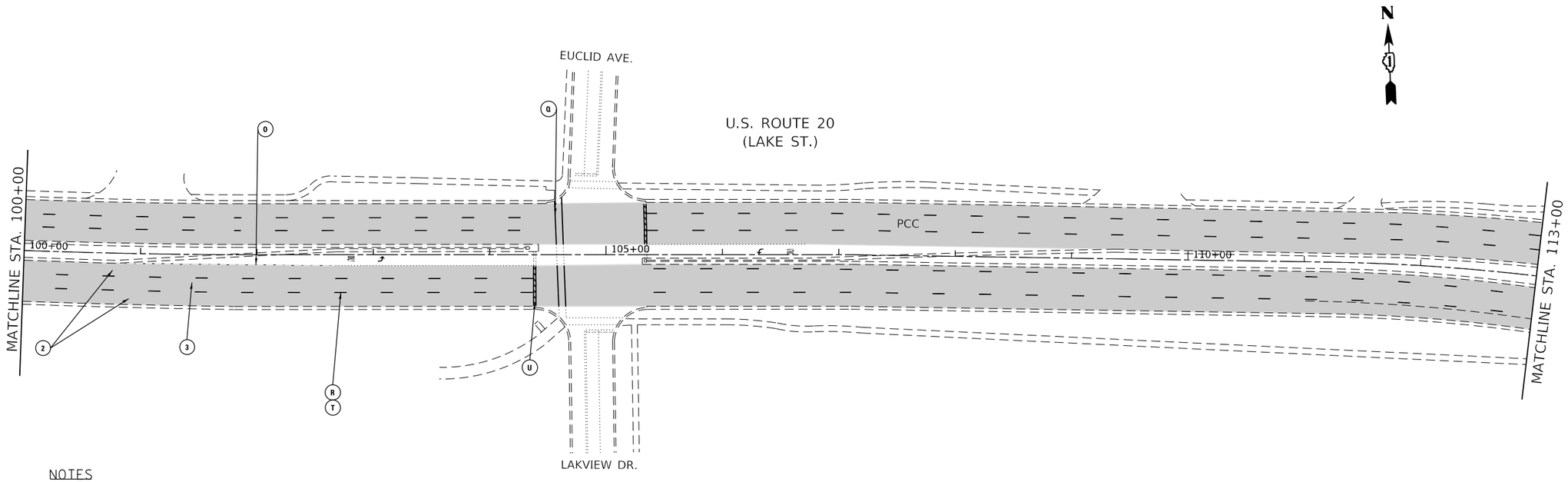

NOTES

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PAVEMENT MARKING LEGEND

- (A) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINES 4", YELLOW (TYP.)
- (B) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", YELLOW (TYP.)
- (C) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINE 4", YELLOW (TYP.)
- (D) PROP. THERMOPLASTIC PAVEMENT TURN LANE MARKING-LINE 6", WHITE (TYP.)
- (E) PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4", 10' DASH-30' SKIP, WHITE (TYP.)
- (F) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", 10' DASH-30'SKIP, YELLOW (TYP.)
- (G) PROP. THERMOPLASTIC PAVEMENT STOP MARKING-LINE 24", WHITE (TYP.)
- (H) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 8", WHITE (TYP.)
- (I) PROP. THERMOPLASTIC PAVEMENT PEDESTRIAN CROSSWALK MARKING-LINE 6", WHITE (TYP.)
- (J) PROP. THERMOPLASTIC PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- (K) PROP. THERMOPLASTIC PAVEMENT BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6", DIAGONAL MARKING-LINE 12", WHITE (TYP.)
- (L) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 6", 2" DASH - 6' SKIP, WHITE (TYP.)
- (M) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", WHITE (TYP.)
- (N) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", YELLOW (TYP.)
- (O) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 6", 2" DASH - ' 6' SKIP, WHITE (TYP.)
- (P) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 4" YELLOW (TYP.)
- (Q) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 6" WHITE (TYP.)
- (R) PROP. PREFORMED PLASTIC PAVEMENT MARKING TYPE B 7" SKIP. WHITE (TYP.)
- (S) PROP. MODIFIED URETHANE PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- (T) PROP. GROOVING FOR RECESSED PAVEMENT MARKNG 5"
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- (2) PROP. CLASS B PATCHES, 10" (LOCATION TO BE DETERMINED BY ENGINEER)
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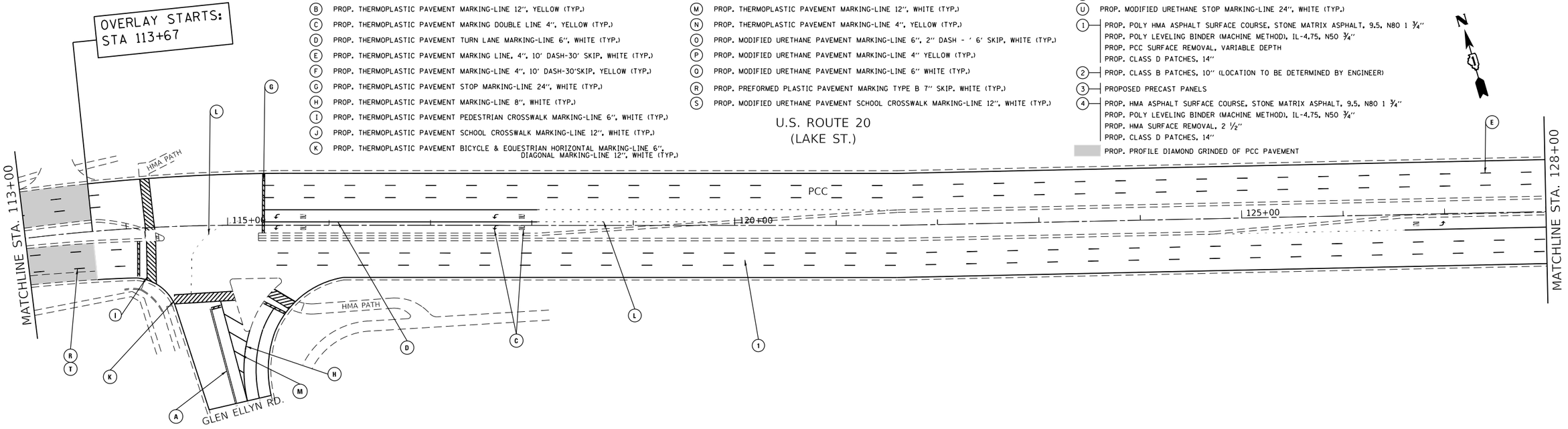
- PROP. PROFILE DIAMOND GRINDED OF PCC PAVEMENT



USER NAME = khans	DESIGNED -	REVISED -	**STATE OF ILLINOIS**	**ROADWAY & PAVEMENT MARKING PLAN**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**U.S. ROUTE 20 (SUMMERFIELD DR. – I-355)**	21	2018-026-RS-SW	DUPAGE	64	16
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 62G64		
PLOT DATE = 12/14/2018	DATE -	REVISED -		SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

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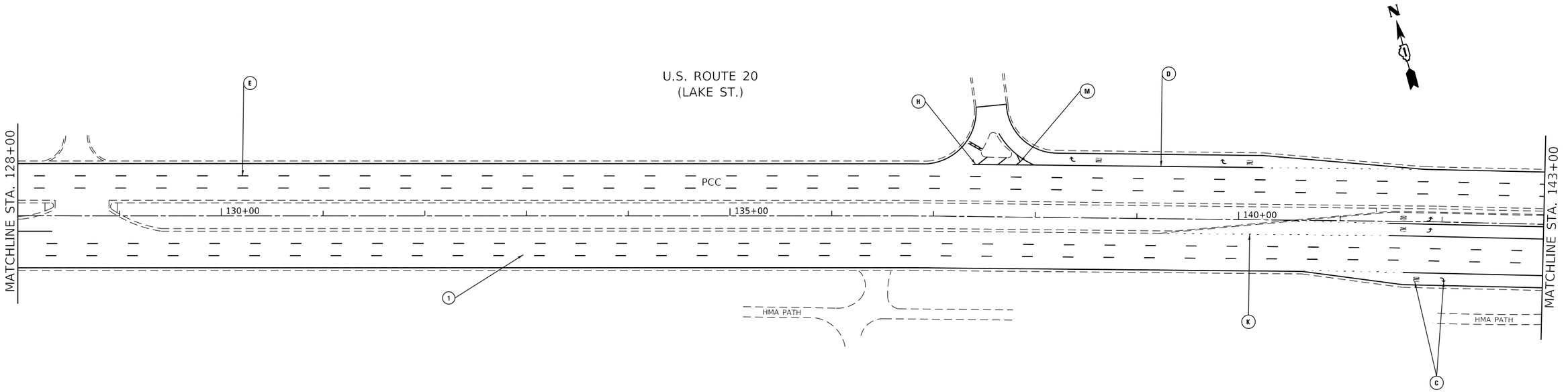

NOTES

1. BETWEEN STA 12+27.5 AND STA 113+67, ALL PATCHES SHALL BE CLASS B, WITH EXCEPTION OF LANE 2 (MIDDLE LANE) AND INTERSECTIONS WHICH SHALL USE PRECAST CONCRETE PAVEMENT SLABS. BETWEEN STA 113+67 TO 191+54, ALL PATCHES SHALL BE CLASS D.

PAVEMENT MARKING LEGEND

- (A) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINES 4", YELLOW (TYP.)
- (B) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", YELLOW (TYP.)
- (C) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINE 4", YELLOW (TYP.)
- (D) PROP. THERMOPLASTIC PAVEMENT TURN LANE MARKING-LINE 6", WHITE (TYP.)
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- (F) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", 10' DASH-30'SKIP, YELLOW (TYP.)
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- (J) PROP. THERMOPLASTIC PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- (K) PROP. THERMOPLASTIC PAVEMENT BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6", DIAGONAL MARKING-LINE 12", WHITE (TYP.)
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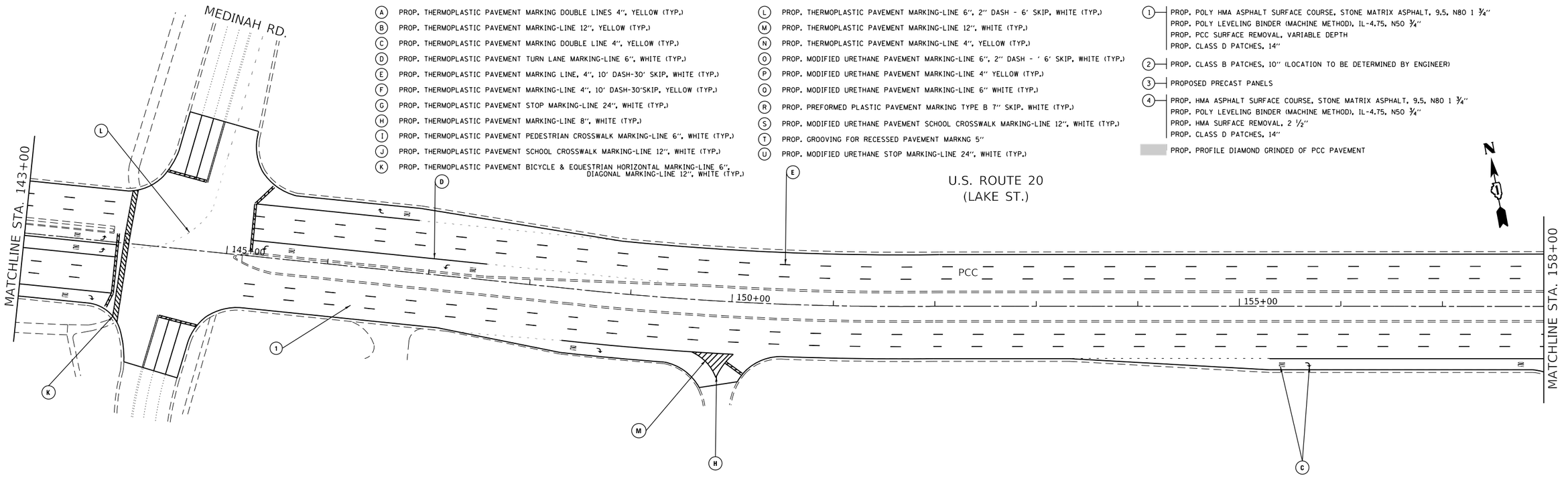
- (Q) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 6" WHITE (TYP.)
- (R) PROP. PREFORMED PLASTIC PAVEMENT MARKING TYPE B 7" SKIP. WHITE (TYP.)
- (S) PROP. MODIFIED URETHANE PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- (T) PROP. GROOVING FOR RECESSED PAVEMENT MARKNG 5"
- (U) PROP. MODIFIED URETHANE STOP MARKING-LINE 24", WHITE (TYP.)

- (1) PROP. POLY HMA ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80 1 ¾"
  PROP. POLY LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 ¾"
  PROP. PCC SURFACE REMOVAL, VARIABLE DEPTH
  PROP. CLASS D PATCHES, 14"
- (2) PROP. CLASS B PATCHES, 10" (LOCATION TO BE DETERMINED BY ENGINEER)
- (3) PROPOSED PRECAST PANELS
- (4) PROP. HMA ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80 1 ¾"
  PROP. POLY LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 ¾"
  PROP. HMA SURFACE REMOVAL, 2 ½"
  PROP. CLASS D PATCHES, 14"

PROP. PROFILE DIAMOND GRINDED OF PCC PAVEMENT



USER NAME = khans	DESIGNED -	REVISED -	**STATE OF ILLINOIS**	**ROADWAY & PAVEMENT MARKING PLAN**	
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**U.S. ROUTE 20 (SUMMERFIELD DR. – I-355)**	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -		SCALE: 1"=50' | SHEET OF SHEETS | STA. TO STA.	
PLOT DATE = 12/14/2018	DATE -	REVISED -			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	17
		CONTRACT NO. 62G64		
	ILLINOIS | FED. AID PROJECT			

MODEL: Default
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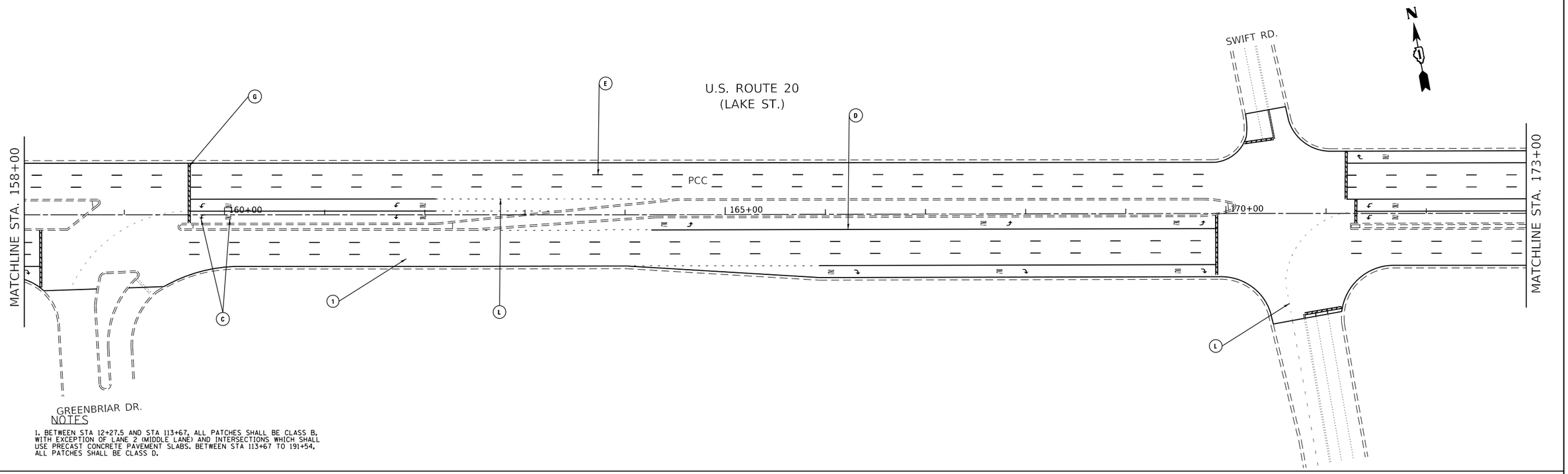
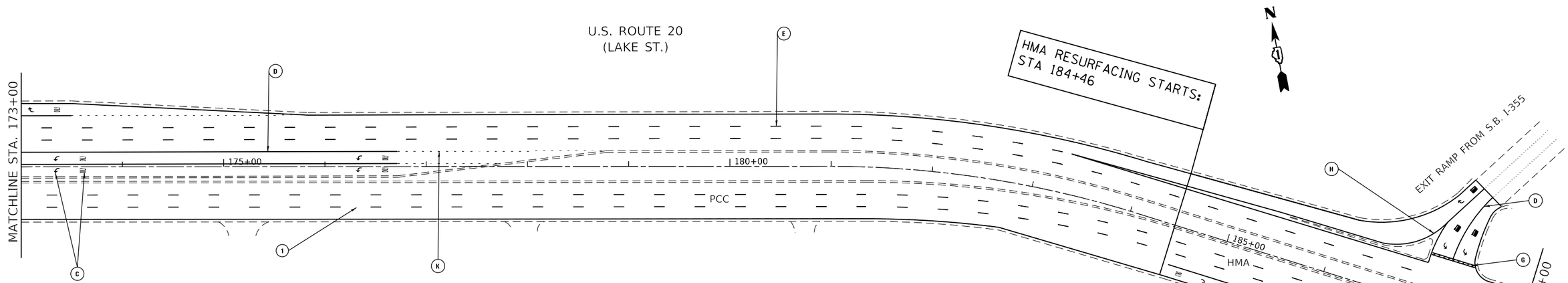


NOTES

1. BETWEEN STA 12+27.5 AND STA 113+67, ALL PATCHES SHALL BE CLASS B, WITH EXCEPTION OF LANE 2 (MIDDLE LANE) AND INTERSECTIONS WHICH SHALL USE PRECAST CONCRETE PAVEMENT SLABS. BETWEEN STA 113+67 TO 191+54, ALL PATCHES SHALL BE CLASS D.



PAVEMENT MARKING LEGEND

- (A) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINES 4", YELLOW (TYP.)
- (B) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", YELLOW (TYP.)
- (C) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINE 4", YELLOW (TYP.)
- (D) PROP. THERMOPLASTIC PAVEMENT TURN LANE MARKING-LINE 6", WHITE (TYP.)
- (E) PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4", 10' DASH-30' SKIP, WHITE (TYP.)
- (F) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", 10' DASH-30'SKIP, YELLOW (TYP.)
- (G) PROP. THERMOPLASTIC PAVEMENT STOP MARKING-LINE 24", WHITE (TYP.)
- (H) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 8", WHITE (TYP.)
- (I) PROP. THERMOPLASTIC PAVEMENT PEDESTRIAN CROSSWALK MARKING-LINE 6", WHITE (TYP.)
- (J) PROP. THERMOPLASTIC PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- (K) PROP. THERMOPLASTIC PAVEMENT BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6", DIAGONAL MARKING-LINE 12", WHITE (TYP.)
- (L) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 6", 2" DASH - 6' SKIP, WHITE (TYP.)
- (M) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", WHITE (TYP.)
- (N) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", YELLOW (TYP.)
- (O) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 6", 2" DASH - ' 6' SKIP, WHITE (TYP.)
- (P) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 4" YELLOW (TYP.)
- (Q) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 6" WHITE (TYP.)
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- (1) PROP. POLY HMA ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80 1 ¾"
  PROP. POLY LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 ¾"
  PROP. PCC SURFACE REMOVAL, VARIABLE DEPTH
  PROP. CLASS D PATCHES, 14"
- (2) PROP. CLASS B PATCHES, 10" (LOCATION TO BE DETERMINED BY ENGINEER)
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  PROP. HMA SURFACE REMOVAL, 2 ½"
  PROP. CLASS D PATCHES, 14"

PROP. PROFILE DIAMOND GRINDED OF PCC PAVEMENT

USER NAME = khans	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 12/14/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY & PAVEMENT MARKING PLAN
U.S. ROUTE 20 (SUMMERFIELD DR. – I-355)

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	18
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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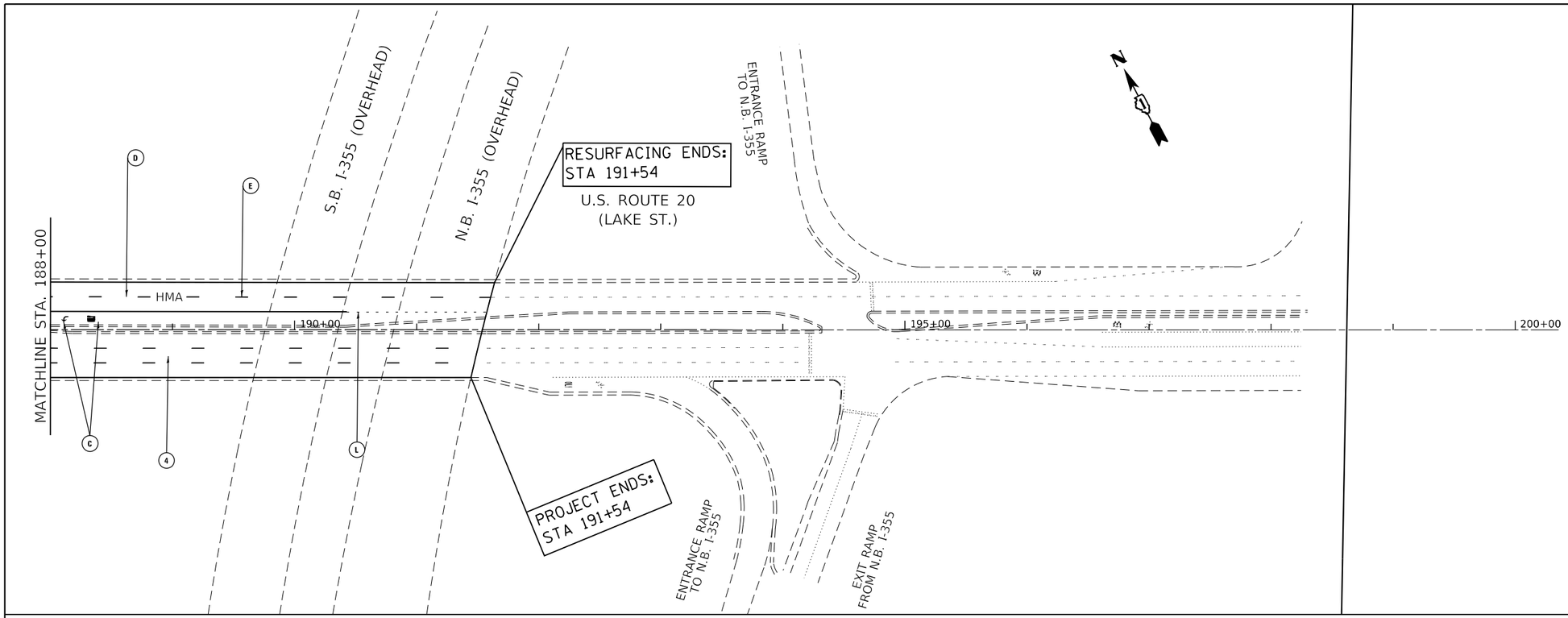

PAVEMENT MARKING LEGEND

- (A) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINES 4", YELLOW (TYP.)
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- (G) PROP. THERMOPLASTIC PAVEMENT STOP MARKING-LINE 24", WHITE (TYP.)
- (H) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 8", WHITE (TYP.)
- (I) PROP. THERMOPLASTIC PAVEMENT PEDESTRIAN CROSSWALK MARKING-LINE 6", WHITE (TYP.)
- (J) PROP. THERMOPLASTIC PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- (K) PROP. THERMOPLASTIC PAVEMENT BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6", DIAGONAL MARKING-LINE 12", WHITE (TYP.)
- (L) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 6", 2" DASH - 6' SKIP, WHITE (TYP.)
- (M) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", WHITE (TYP.)
- (N) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", YELLOW (TYP.)
- (O) PROP. MODIFIED URETHANE PAVEMENT MARKING-LINE 6", 2" DASH - ' 6' SKIP, WHITE (TYP.)
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  PROP. CLASS D PATCHES, 14"
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  PROP. POLY LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 ¾"
  PROP. HMA SURFACE REMOVAL, 2 ½"
  PROP. CLASS D PATCHES, 14"

PROP. PROFILE DIAMOND GRINDED OF PCC PAVEMENT

NOTES

1. BETWEEN STA 12+27.5 AND STA 113+67, ALL PATCHES SHALL BE CLASS B, WITH EXCEPTION OF LANE 2 (MIDDLE LANE) AND INTERSECTIONS WHICH SHALL USE PRECAST CONCRETE PAVEMENT SLABS. BETWEEN STA 113+67 TO 191+54, ALL PATCHES SHALL BE CLASS D.

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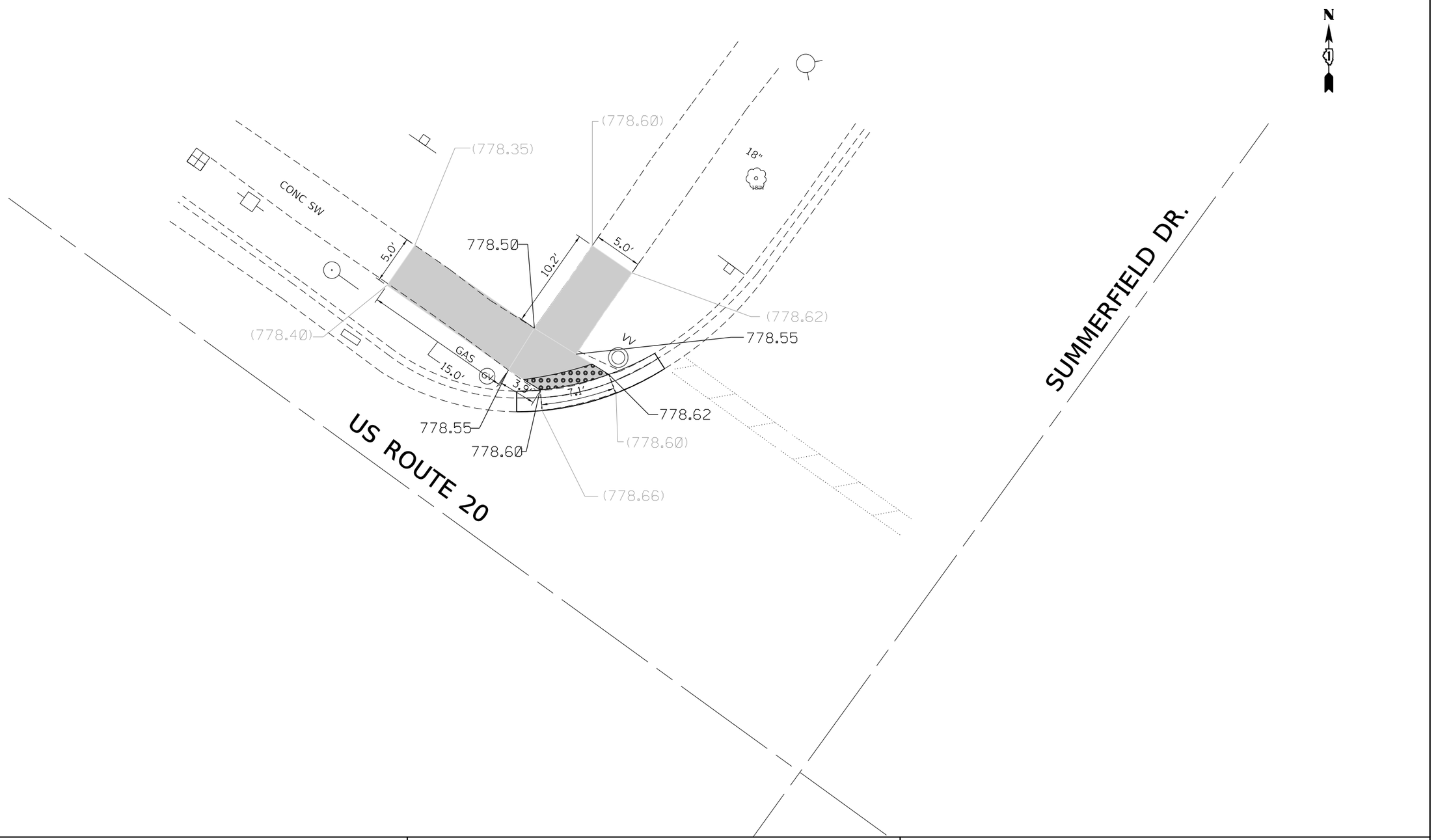
USER NAME = khans	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 12/14/2018	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY & PAVEMENT MARKING PLAN
U.S. ROUTE 20 (SUMMERFIELD DR. – I-355)

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	19
		CONTRACT NO. 62G64		
	ILLINOIS	FED. AID PROJECT		



REFERENCE BENCH MARK ELEV 674.80

BENCHMARK: CUT SQUARE SOUTH CORNER BASE OF TRAFFIC SIGNAL WITH ARM

LOCATION: NORTH WEST CORNER OF US RTE. 20 AND SUMMERFIELD DR.

LEGEND

XX.XX'	EXISTING LENGTH
═══	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
▒▒▒	PROPOSED SIDEWALK
▒▒▒	DETECTABLE WARNINGS
▒▒▒	SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

USER NAME = khans	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 12/13/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS (US 20 FROM W SUMMER FIELD DR TO I-355 (VETERANS MEMORIAL TOLLWAY))

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	20
		CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			

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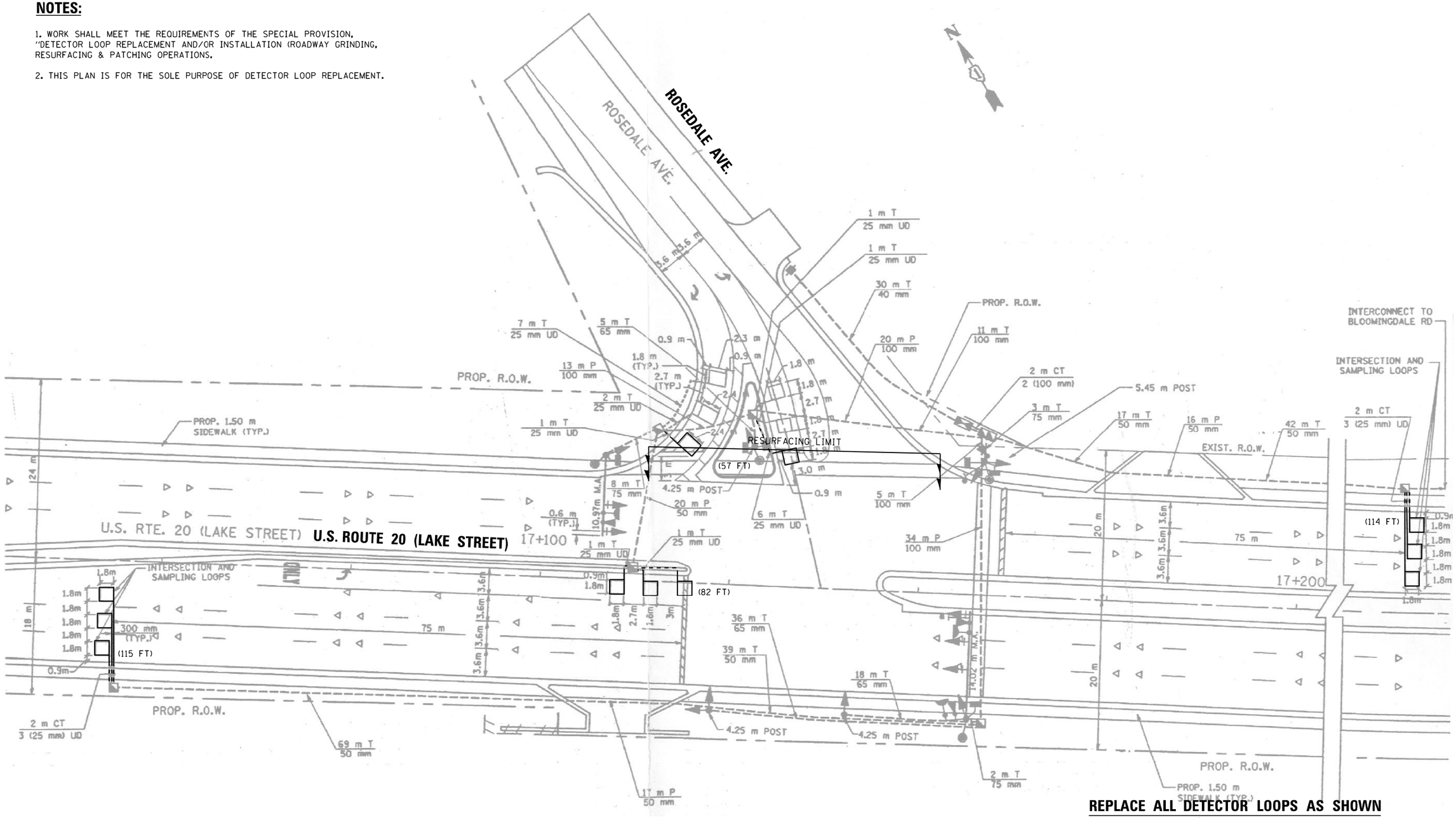
NOTES:

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		FOOT

FILE NAME = 62G64 -US 20 @ Rosedale Ave.dgn	USER NAME = vargasa	DESIGNED - AV	REVISED -
		DRAWN - AV	REVISED -
	PLOT SCALE = 40.0480 ' / in.	CHECKED - LP	REVISED -
Default	PLOT DATE = 7/16/2018	DATE - 07/16/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
U.S. ROUTE (LAKE ST.) AT ROSEDALE AVE.

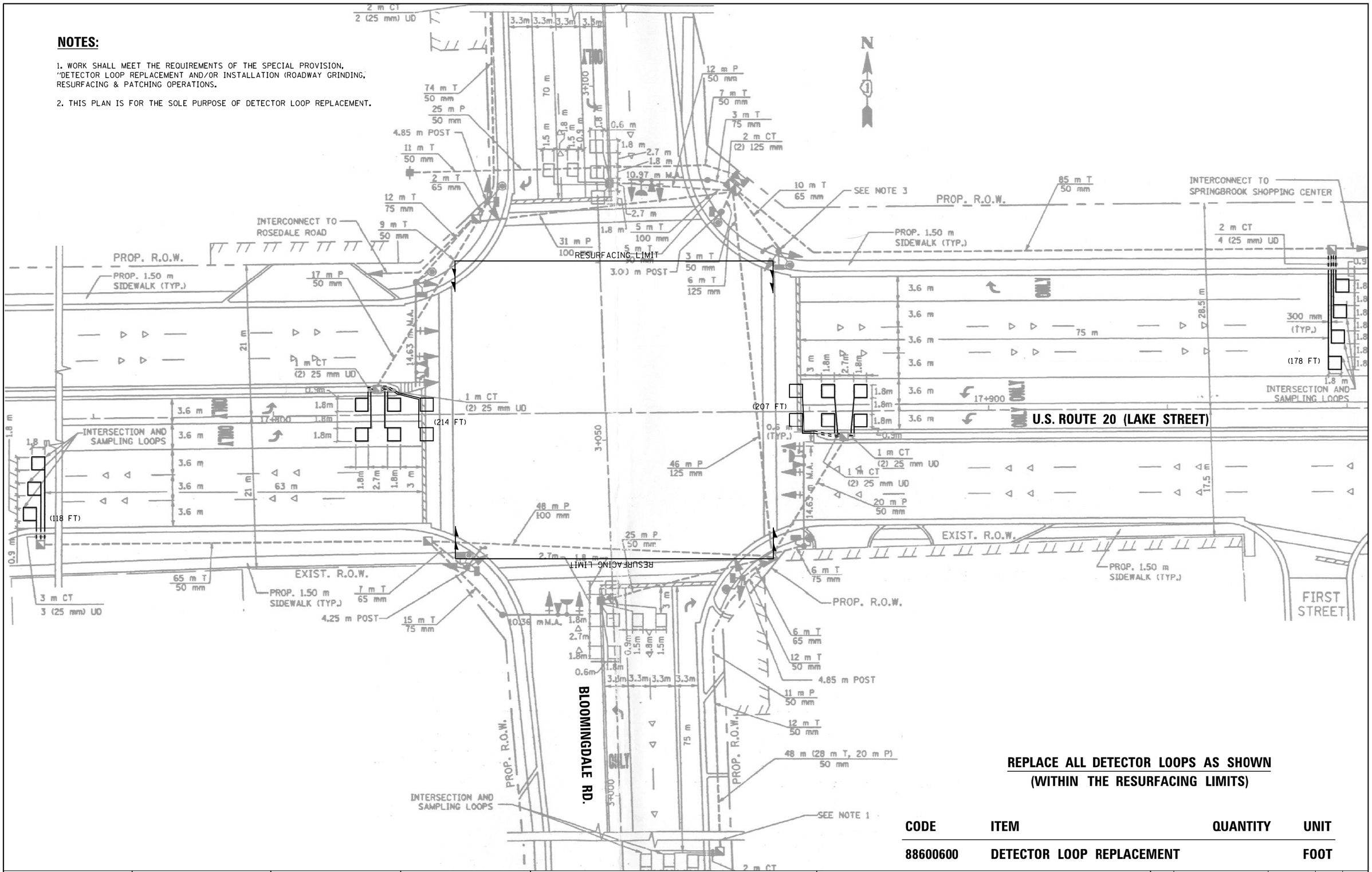
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	21
		CONTRACT NO. 62G64		
	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		FOOT

FILE NAME = 62G64 -US 20 @ Bloomingdale Rd.dgn	USER NAME = vargasa	DESIGNED - AV	REVISED -
		DRAWN - AV	REVISED -
	PLOT SCALE = 40.0470 ' / in.	CHECKED - LP	REVISED -
Default	PLOT DATE = 7/16/2018	DATE - 07/16/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
U.S. ROUTE (LAKE ST.) AT BLOOMINGDALE RD.

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	22
		CONTRACT NO. 62G64		
		ILLINOIS FED. AID PROJECT		

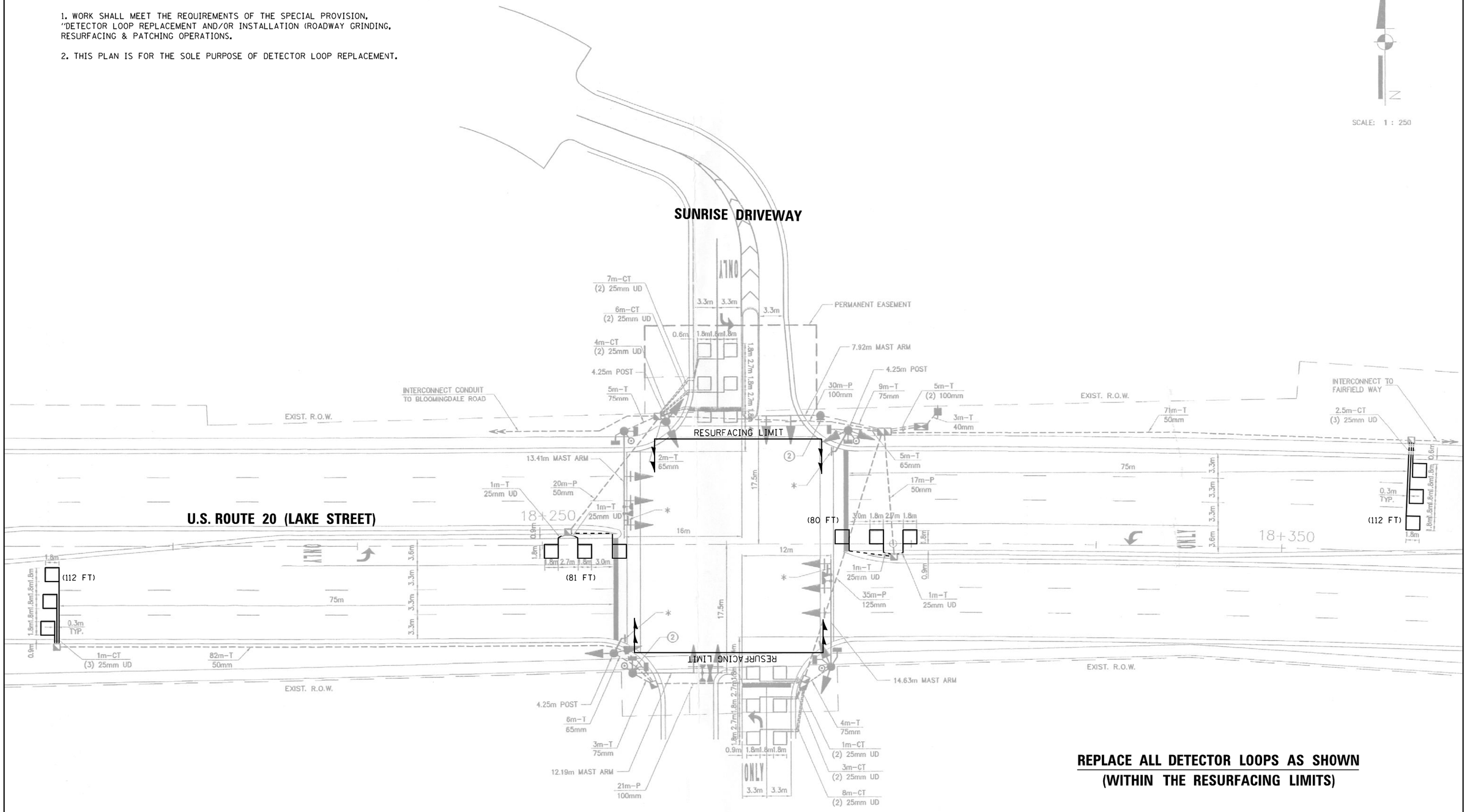
NOTES:

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.

N

SCALE: 1 : 250



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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT		FOOT

FILE NAME = 62G64 -US 20 @ Shopping Center.dgn	USER NAME = vargasa	DESIGNED - AV	REVISED -
		DRAWN - AV	REVISED -
Default	PLOT SCALE = 40.0023 ' / in.	CHECKED - LP	REVISED -
	PLOT DATE = 7/16/2018	DATE - 07/16/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
U.S. ROUTE (LAKE ST.) AT SPRINGBROOK SHOPPING CENTER.

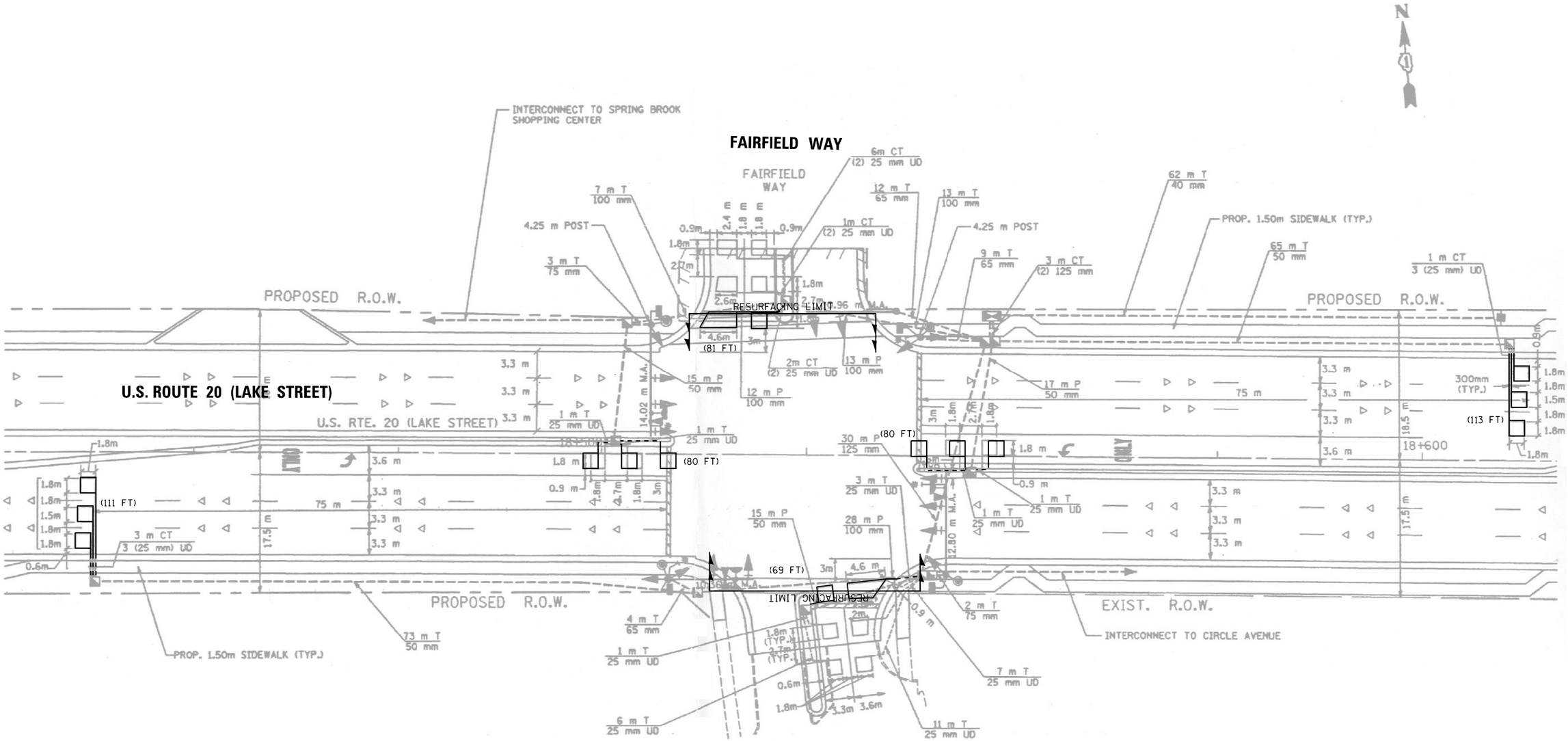
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	23
		CONTRACT NO. 62G64		
		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		FOOT

FILE NAME = 62G64 -US 20 @ Fairfield Way .dgn	USER NAME = vargasa	DESIGNED - AV	REVISED -
		DRAWN - AV	REVISED -
Default	PLOT SCALE = 40.0292 ' / in.	CHECKED - LP	REVISED -
	PLOT DATE = 7/16/2018	DATE - 07/16/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
U.S. ROUTE (LAKE ST.) AT FAIRFIELD WAY

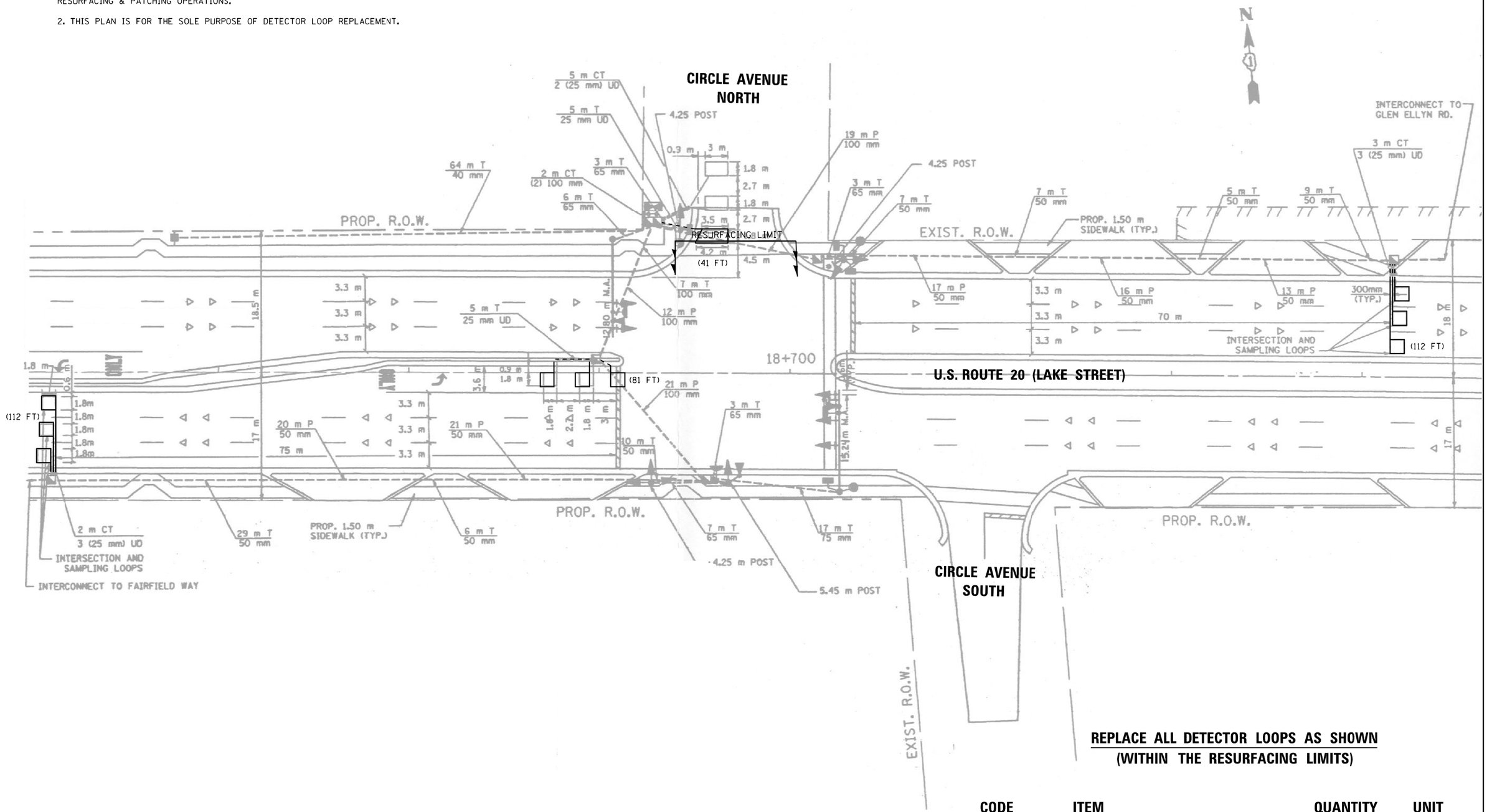
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	24
		CONTRACT NO. 62G64		
		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		FOOT

FILE NAME = 62G64 -US 20 @ Circle Ave.dgn	USER NAME = vargasa	DESIGNED - AV	REVISED -
		DRAWN - AV	REVISED -
Default	PLOT SCALE = 40.0355 ' / in.	CHECKED - LP	REVISED -
	PLOT DATE = 7/16/2018	DATE - 07/16/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
U.S. ROUTE (LAKE ST.) AT CIRCLE AVENUE

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	25
		CONTRACT NO. 62G64		
	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.

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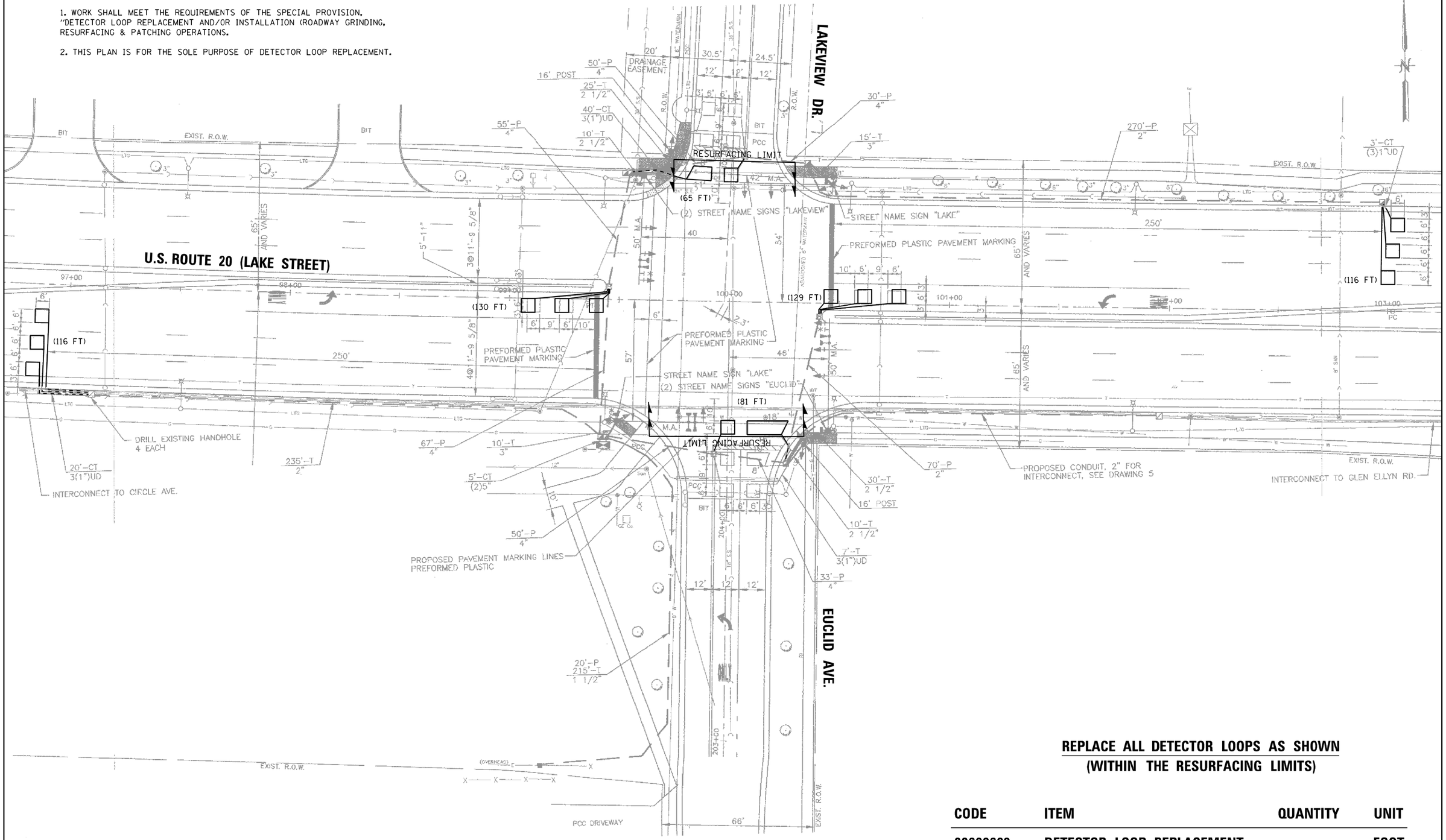

REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT		FOOT

FILE NAME = 62G64 -US 20 @ Lakeview.dgn	USER NAME = vargasa	DESIGNED - AV	REVISED -
		DRAWN - AV	REVISED -
	PLOT SCALE = 40.0224 ' / in.	CHECKED - LP	REVISED -
Default	PLOT DATE = 7/17/2018	DATE - 07/16/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
U.S. ROUTE (LAKE ST.) AT LAKEVIEW DR / EUCLID AVE.

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	26
		CONTRACT NO. 62G64		
	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.

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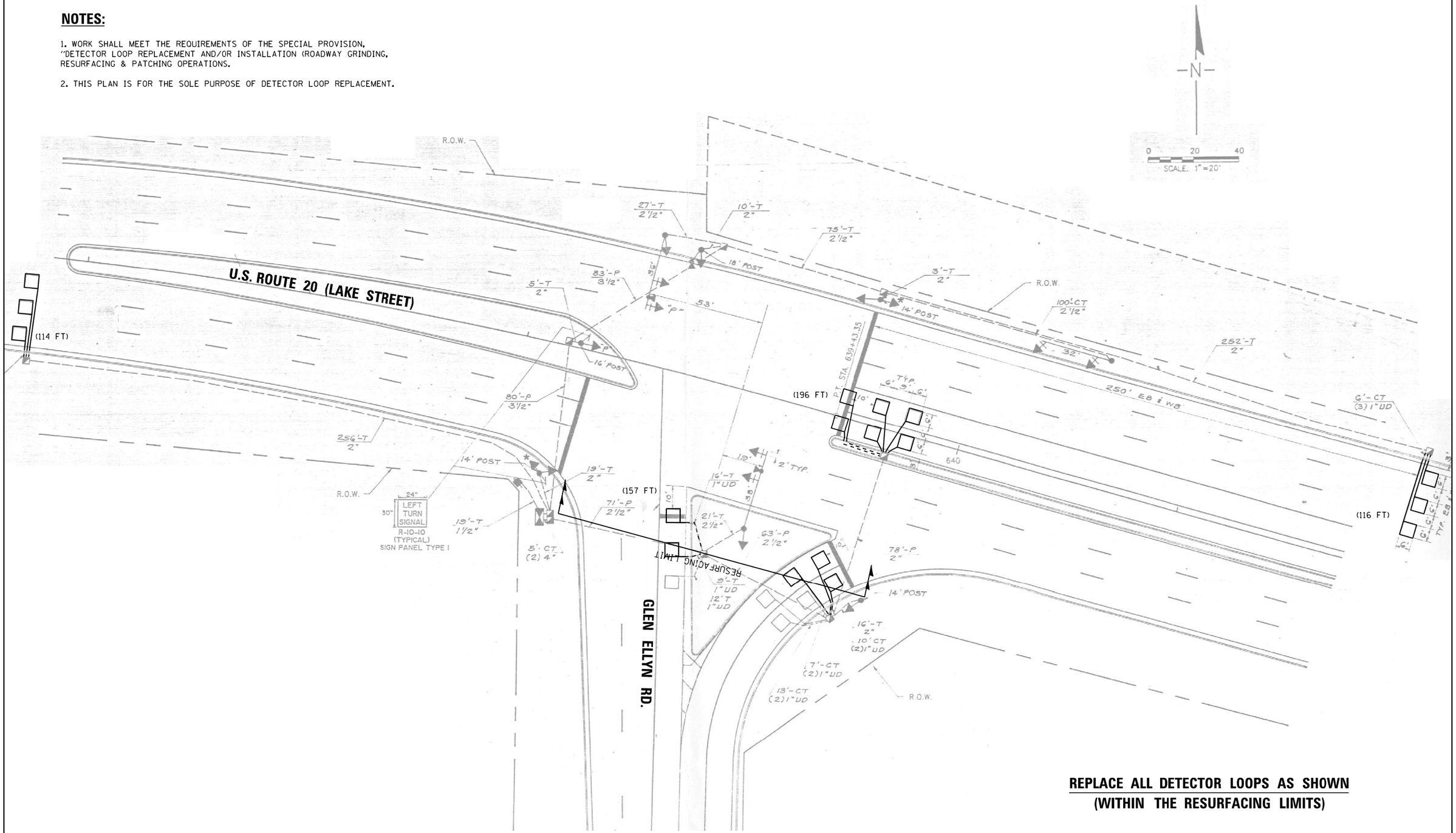


REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT		FOOT

FILE NAME = 62G64 -US 20 @ Glen Ellyn Rd.dgn	USER NAME = vargase	DESIGNED - AV	REVISED -
		DRAWN - AV	REVISED -
Default	PLOT SCALE = 40.0220 ' / in.	CHECKED - LP	REVISED -
	PLOT DATE = 7/17/2018	DATE - 07/17/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
U.S. ROUTE (LAKE ST.) AT GLEN ELLYN RD.

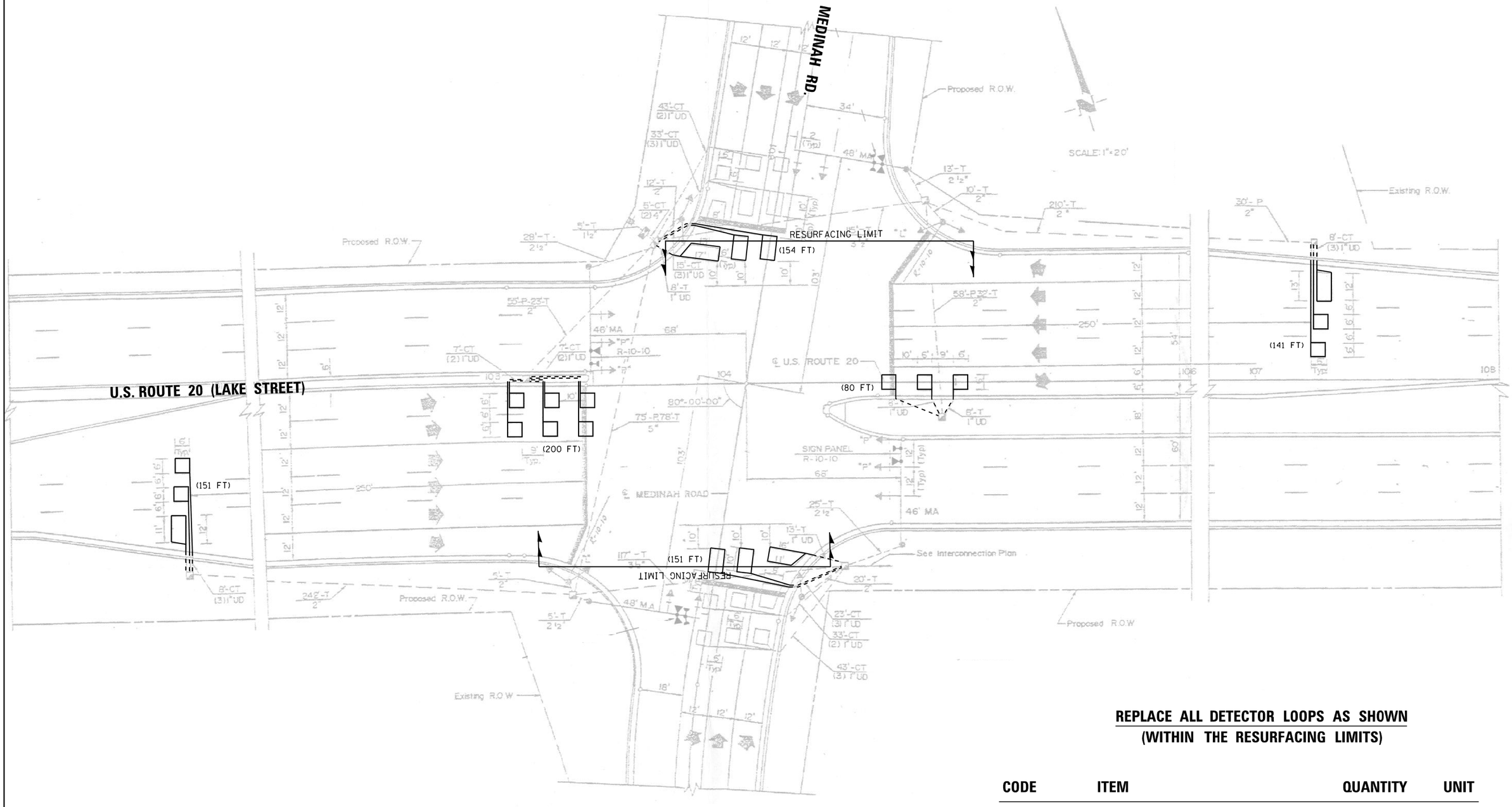
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	27
		CONTRACT NO. 62G64		
	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		FOOT

FILE NAME = 62G64 -US 20 @ Medinah Rd.dgn	USER NAME = vargasa	DESIGNED - AV	REVISED -
		DRAWN - AV	REVISED -
	PLOT SCALE = 40.0161 ' / in.	CHECKED - LP	REVISED -
Default	PLOT DATE = 7/18/2018	DATE - 07/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
U.S. ROUTE (LAKE ST.) AT MEDINAH RD.

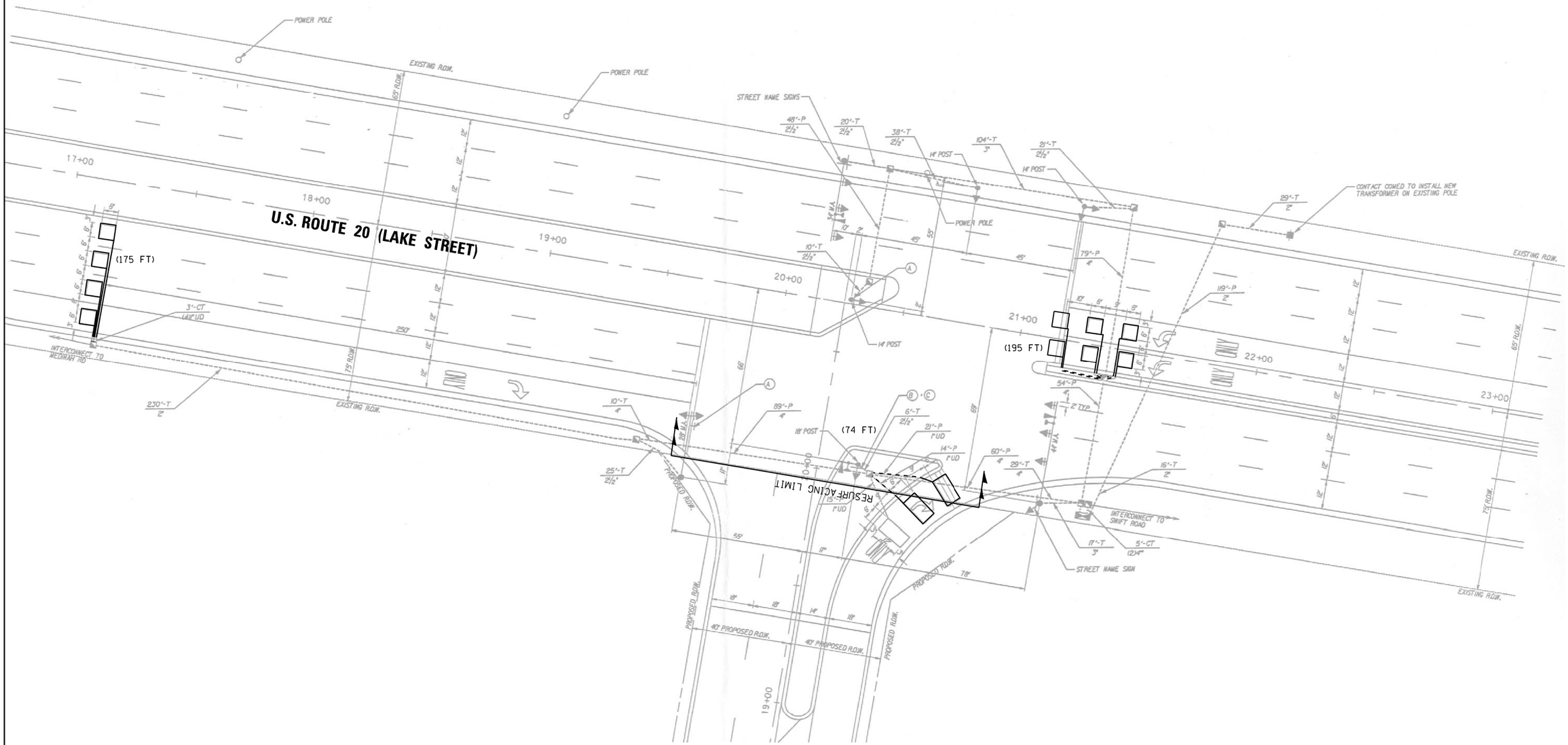
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	28
		CONTRACT NO. 62G64		
	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.



GREENBRIAR DR.

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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT		FOOT

FILE NAME = 62G64 -US 20 @ Greenbriar Dr.dgn	USER NAME = vargasa	DESIGNED - AV	REVISED -
		DRAWN - AV	REVISED -
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Default	PLOT DATE = 7/18/2018	DATE - 07/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
U.S. ROUTE (LAKE ST.) AT GREENBRIAR DR.

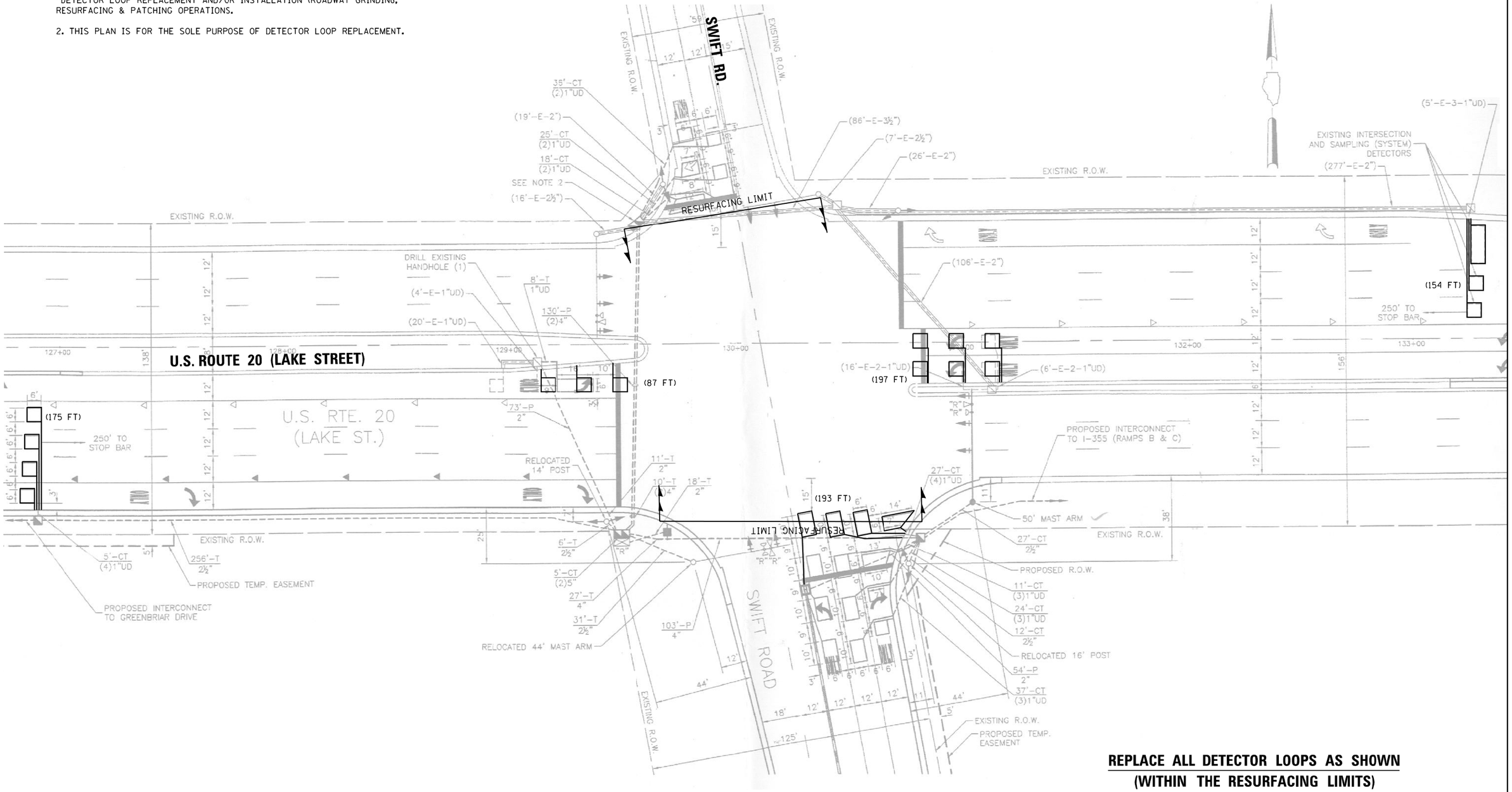
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	29
		CONTRACT NO. 62G64		
	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		FOOT

FILE NAME = 62G64 -US 20 @ Swift Rd.dgn	USER NAME = vargasa	DESIGNED - AV	REVISED -
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	PLOT DATE = 7/18/2018	DATE - 07/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
U.S. ROUTE (LAKE ST.) AT SWIFT RD.

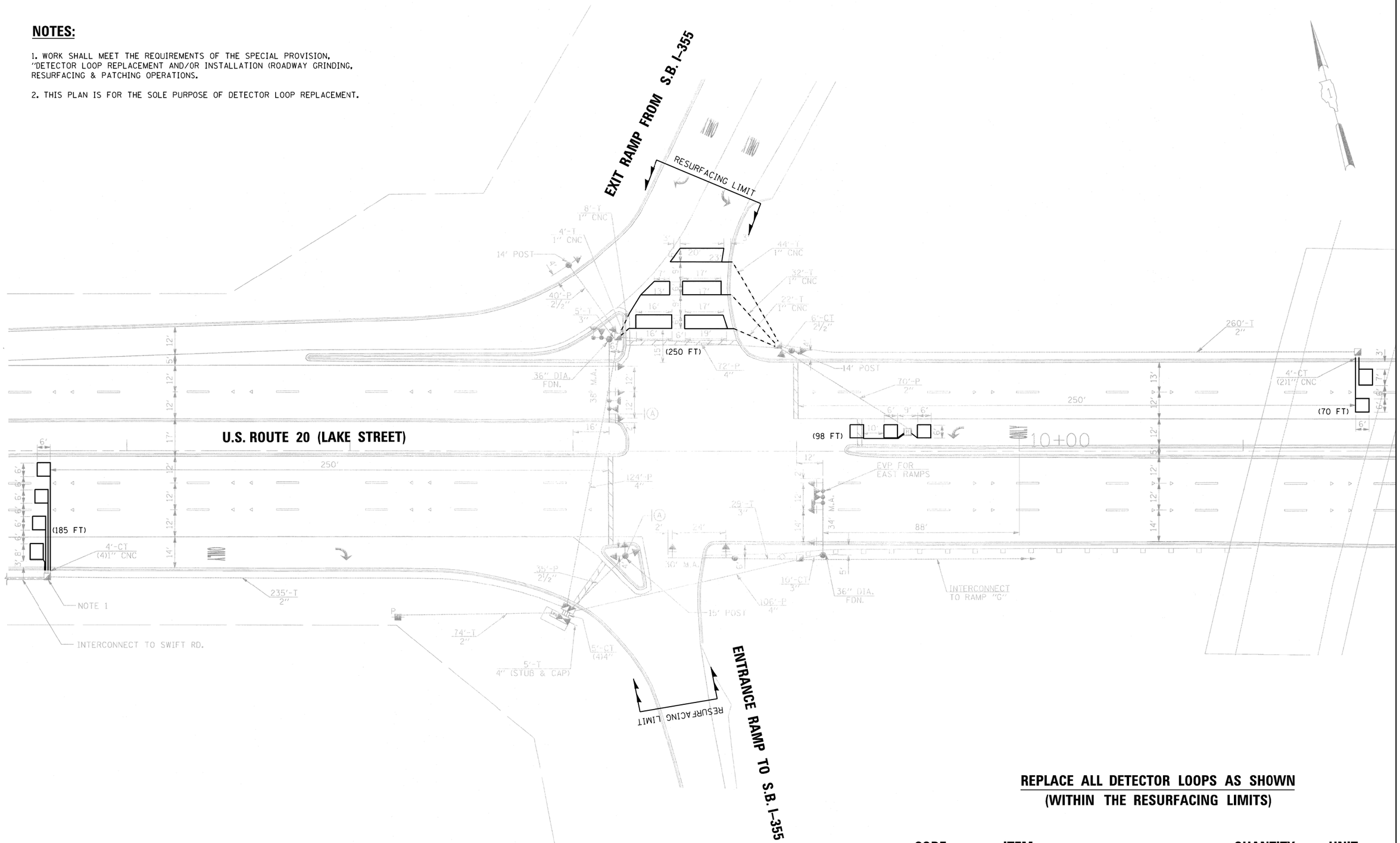
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	30
		CONTRACT NO. 62G64		
		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	603	FOOT

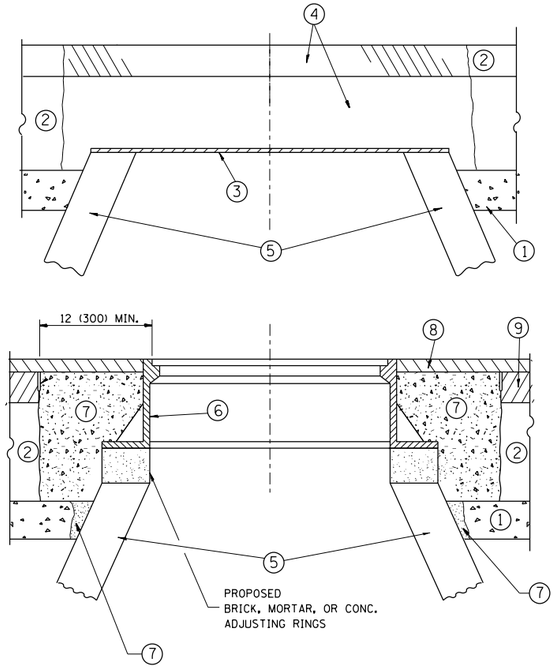
FILE NAME = 62G64 -US 20 @ I-355 Ramps.dgn	USER NAME = vargasa	DESIGNED - AV	REVISED -
		DRAWN - AV	REVISED -
Default	PLOT SCALE = 40.0044 ' / in.	CHECKED - LP	REVISED -
	PLOT DATE = 7/19/2018	DATE - 07/19/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
U.S. ROUTE (LAKE ST.) AT I-355 WEST RAMPS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	31
		CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			



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

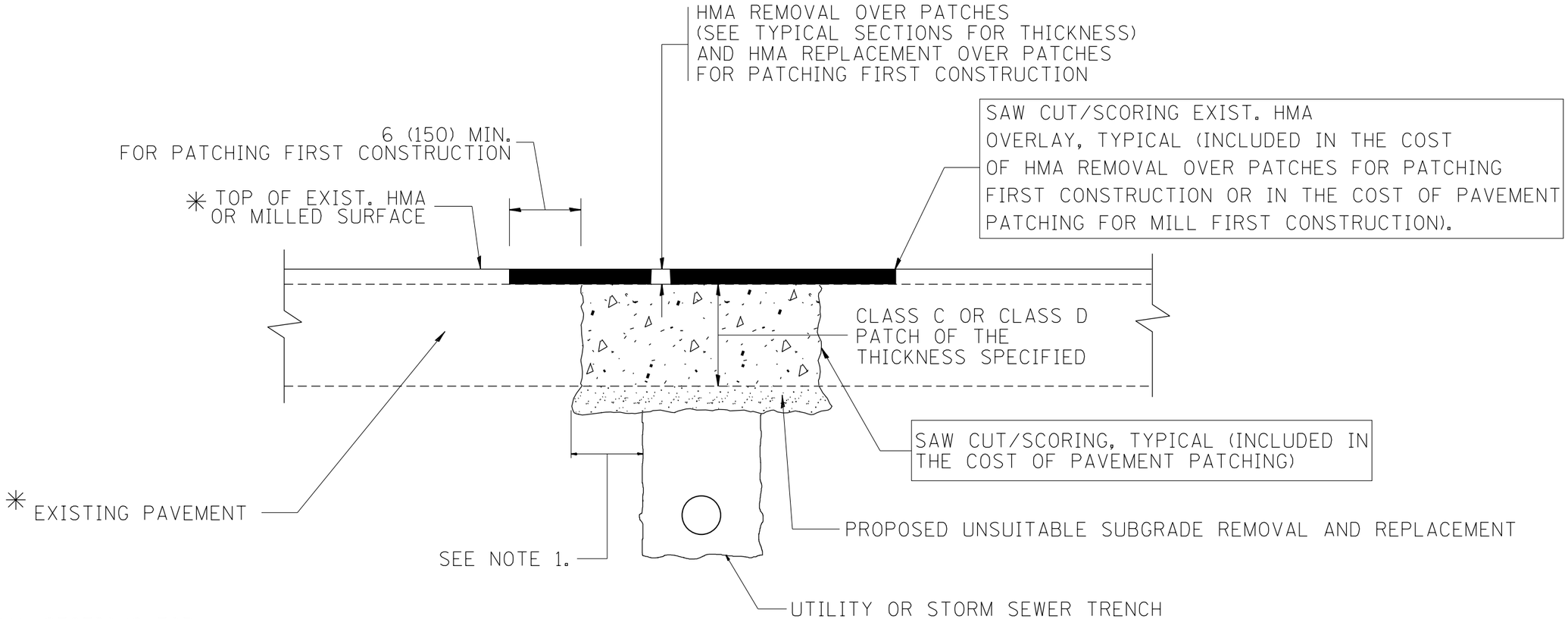
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325\DRAWINGS\Design\DistStd.dgn	USER NAME = khans	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/13/2018	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 NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	32
	BD600-03 (BD-8)	**CONTRACT NO. 62G64**		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

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

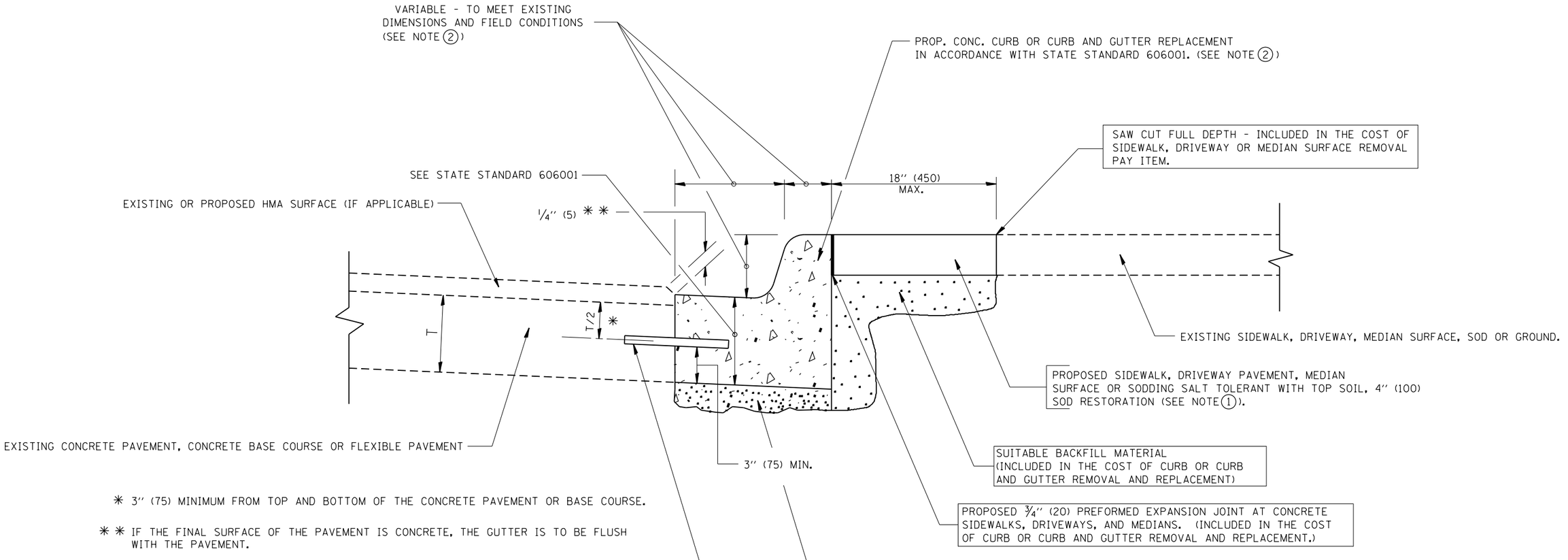
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325\DRAWINGS\Design\DistStd.dgn	USER NAME = khans	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
			REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 12/13/2018	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 NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	33
	BD400-04 (BD-22)	CONTRACT NO. 62G64		
FED. ROAD DIST. NO. 1	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.

NOTE: (1) SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

(2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

(3) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

(4) FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

(5) LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(6) THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

(7) THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

(8) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

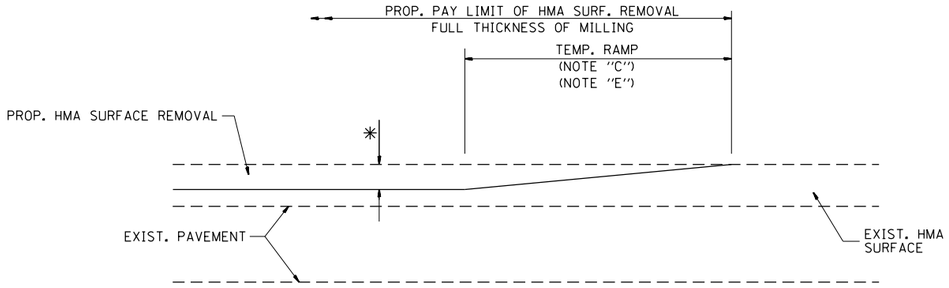
BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

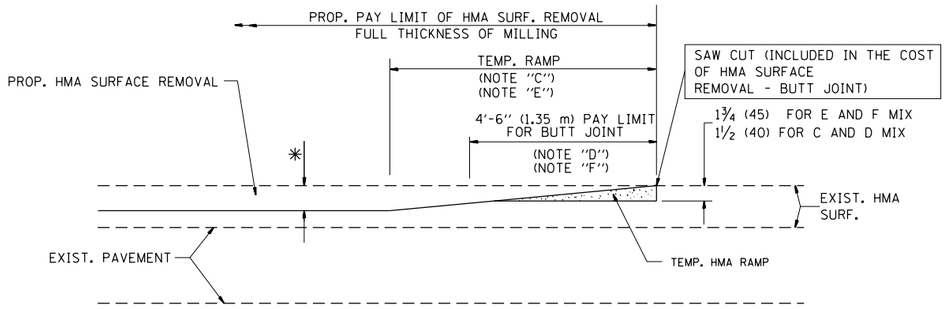
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325 Drawings\Design\DistStd.dgn	USER NAME = khans	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED - A. ABBAS 03-21-97				21	2018-026-RS-SW	DUPAGE	64	34
	PLOT DATE = 12/13/2018	DATE - 03-11-94	REVISED - M. GOMEZ 01-22-01					BD600-06 (BD-24)		CONTRACT NO. 62G64	
			REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

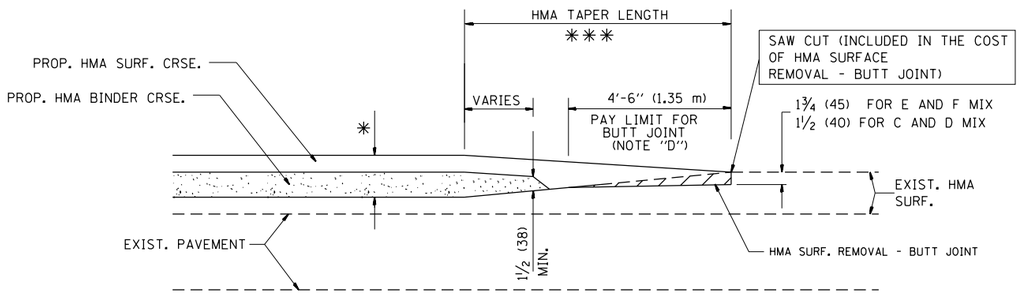


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

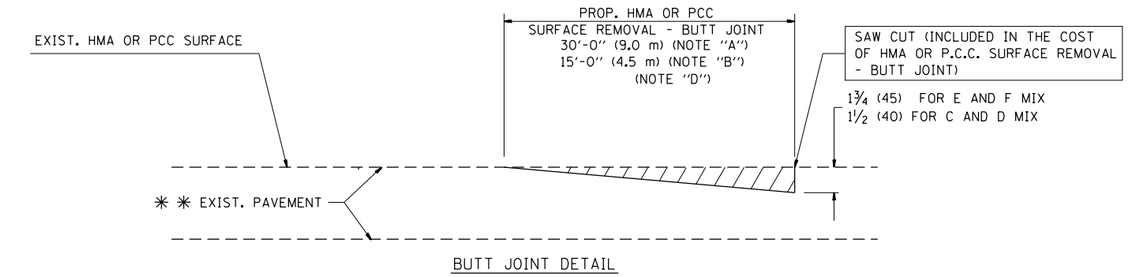
OPTION 2

TYPICAL TEMPORARY RAMP

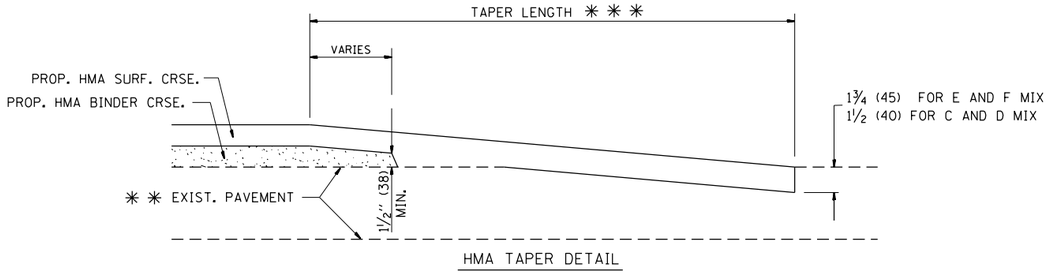


BUTT JOINT AND HMA TAPER

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

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

* * * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

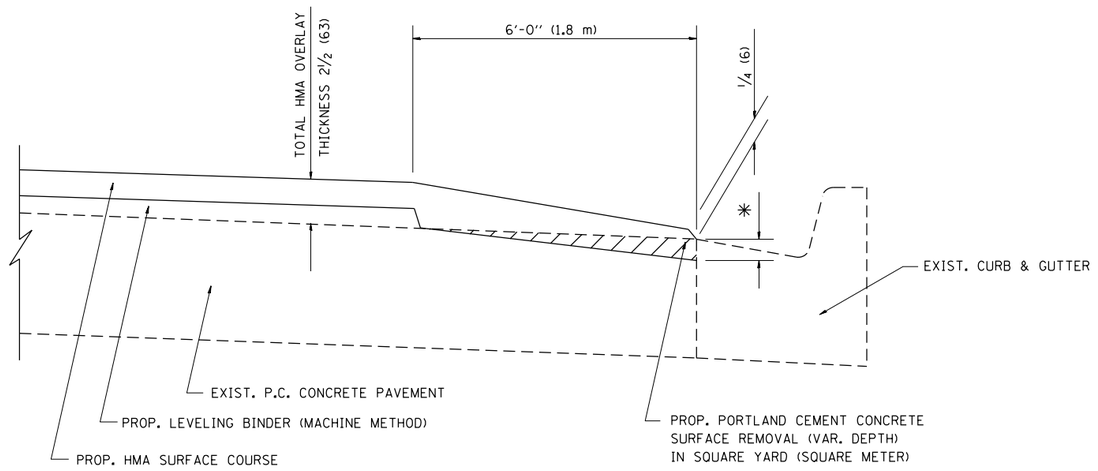
BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER 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.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325[illegible]\Data\Design\DistStd.dgn	USER NAME = khans	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS
	PLOT SCALE = 100.0002 '/ in.	DRAWN -	REVISED - A. ABBAS 03-21-97		
	PLOT DATE = 12/13/2018	CHECKED -	REVISED - M. GOMEZ 04-06-01		
		DATE - 06-13-90	REVISED - R. BORO 01-01-07		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	35
	BD400-05 BD32	CONTRACT NO. 62G64		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



HMA TAPER AT EDGE OF P.C.C PAVEMENT

HMA SURFACE		LEVELING BINDER	
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1½ (38)	1 (25)	1¼ (33)
E	1¾ (44)	¾ (19)	1½ (38)

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

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325\Drawings\Data\Design\D1StStd.dgn	USER NAME = khans	DESIGNED - R. SHAH	REVISED - A. ABBAS 05-05-9
		DRAWN -	REVISED - E. GOMEZ 12-21-00
	PLOT SCALE = 100.0002 ' / in.	CHECKED - A. ABBAS	REVISED - R. BORO 01-01-07
Default	PLOT DATE = 12/13/2018	DATE - 09-10-94	REVISED - JP CHANG 07-08-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HMA TAPER AT EDGE OF P.C.C. PAVEMENT

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	36
	BD400-06 (BD33)	CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			

FABRICATION GENERAL NOTES

MATERIALS:

1. EPOXY COATED DOWEL BARS USED SHALL COMPLY WITH ASTM A 615 GRADE 60.

2. ALL EMBEDDED LIFTING HARDWARE USED SHALL BE GALVANIZED.

   A. FOR LIFTING INSERTS, INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATION INCLUDING MINIMUM EDGE DISTANCE AND SPACING REQUIREMENTS. UNLESS THE CONTRACTOR AND FABRICATOR WILL BE USING A LIFTING BEAM OR ROLLING SHEAVE TO ENSURE THAT EACH OF THE FOUR INSERTS WILL SHARE THE LOAD EQUALLY, TWO OF THE FOUR INSERTS MUST BE CAPABLE OF CARRYING THE TOTAL LOAD WITH A 4:1 SAFETY FACTOR WHILE ADJUSTING FOR THE ANGLE OF THE CABLES AND THE STRENGTH OF THE CONCRETE OVER TIME. THE INSERT SHOULD BE RECESSED A MINIMUM OF 1½'' UNLESS THE SLAB IS TO BE OVERLAID IMMEDIATELY AFTER PLACEMENT. THE INSERT SHALL LEAVE A MAXIMUM 1¼'' DIAMETER THREADED HOLE TO BE GROUTED AFTER SLAB INSTALLATION. IF THE INSERT IS INSTALLED WITH A FULL SLAB PENETRATION, THE LIFTING INSERT CAN BE USED AS A BEDDING GROUT PORT AT THE CONTRACTOR'S DISCRETION.

   B. FOR LIFTING PLATES, INSTALLATION MUST BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND HAVE A STANDARD 5:1 SAFETY FACTOR FOR LIFTING HARDWARE. UNLESS A LIFTING BEAM IS USED TO SPACE THE FOUR PICK POINTS DIRECTLY ABOVE THE INSERTS, THE LIFTING HARDWARE MUST BE RATED FOR USE WITH CABLES AT AN ANGLE AND TWO OF THE FOUR DEVICES MUST BE CAPABLE OF LIFTING THE FULL LOAD AS WITH THE INSERTS REFERENCED IN THE PREVIOUS NOTE.

3. REINFORCEMENT USED SHALL BE EPOXY COATED, IN ACCORDANCE WITH ASTM A706 GRADE 60 AND IN COMPLIANCE WITH ARTICLE 1006.10 OF THE STANDARD SPECIFICATIONS.

4. CONCRETE COVER OVER REINFORCEMENT TO BE MAINTAINED USING WIRE OR THERMOPLASTIC CHAIRS OR SPACERS OR AN APPROVED EQUIVALENT.

5. CONCRETE USED SHALL MEET THE FOLLOWING REQUIREMENTS:

   A. CONCRETE USED SHALL BE CLASS PC (f'C = 4,500 PSI @ 28 DAYS) IN ACCORDANCE WITH SECTION 1020 OF THE STANDARD SPECIFICATIONS.

   B. MINIMUM STRIPPING STRENGTH OF CONCRETE SHALL BE 3,000 PSI.

   C. CONCRETE MIX DESIGN TO BE SUBMITTED AND APPROVED PRIOR TO FABRICATION.

   D. CURING OF CONCRETE SLABS TO BE IN ACCORDANCE WITH THE SPECIFIED METHODS OF SECTION 1020 OF THE STANDARD SPECIFICATIONS. THE CURING PROCEDURE TO BE USED SHALL BE SUBMITTED AND APPROVED PRIOR TO FABRICATION.

SLAB DESIGN:

6. FOR STANDARD SLABS:

   A. USE SLAB DIMENSIONS SHOWN ON THE DISTRICT STANDARD DRAWINGS FOR DESIGN SLAB THICKNESS, WIDTH, AND LENGTH. ACTUAL WIDTH TO BE MODIFIED WITH ON-SITE SAW CUTS TO FIT THE OPENING.

   B. USE TWO LAYERS OF REINFORCEMENT WITH A MINIMUM STEEL AREA RATIO OF 0.2%.

   C. SIZE ANY PREFORMED SLOTS THAT ARE DESIGNED FOR CONSECUTIVE STANDARD SLABS CONSISTENT WITH THE THICKNESS OF THE SLAB SUCH THAT THE BOTTOM OF THE OPENING IS AT LEAST 2½'' (±¼'') WIDE AND AT LEAST ½'' OF GROUT COVER IS PROVIDED UNDER THE DOWEL.

   D. FOR STANDARD SLABS WITH WIDE OPEN SLOTS AND/OR EMBEDDED DOWEL BARS, IT SHALL BE THE CONTRACTOR'S OPTION TO EITHER PRE-INSTALL/EMBED THE DOWEL BARS INTO THE SLABS AT THE PRECAST PLANT AND PARTIALLY RETROFIT THE EMBEDDED DOWELS INTO ADJACENT PAVEMENT SLABS IN THE FIELD, OR TO FULLY RETROFIT THE DOWEL BARS INTO BOTH THE INSTALLED PRECAST SLAB AND ANY ADJACENT SLAB IN THE FIELD DURING PLACEMENT IN ACCORDANCE WITH CONTRACT SPECIFICATIONS AND THE GENERAL NOTES FOR INSTALLATION. THE LOCATIONS AND SPACING OF THE DOWEL BARS IN THE STANDARD SLABS SHALL BE SHOWN ON THE DISTRICT STANDARD DRAWINGS AND WITHIN THE SPECIFIED TOLERANCES FOR ALIGNMENT. FOR DOWEL BAR RETROFITTING WITH STANDARD SLAB INSTALLATION, A STANDARD TEMPLATE SHALL BE USED TO LOCATE THE CUTS AND POSITION THE DOWEL SLOTS CONSISTENTLY.

   E. FOR STANDARD ISOLATED SLABS WITH NARROW ELONGATED PREFORMED DOWEL SLOTS, THE CENTERPOINT BETWEEN THE WHEEL PATH SLOTS SHALL BE MARKED.

7. FOR CUSTOM SLABS:

   A. USE SLAB DIMENSIONS SHOWN ON THE DISTRICT STANDARD DRAWINGS FOR DESIGN SLAB THICKNESS. LENGTHS AND WIDTHS OF EACH CUSTOM SLAB SHALL BE ACCURATE DIMENSIONS BASED ON FIELD SURVEY DATA COLLECTED BY THE CONTRACTOR TO DEVELOP WORKING DRAWINGS FOR THE SLAB. MINIMUM AND MAXIMUM DIMENSIONS FOR LENGTHS AND WIDTHS ARE NOTED ON THE STANDARD DRAWINGS.

   B. FOR ANY CUSTOM SLAB FABRICATED TO REPLACE EXISTING WARPED PAVEMENT AT AN ISOLATED LOCATION, THE CUSTOM SLAB SHALL BE FABRICATED ON A SINGLE PLANE. THE SLAB THICKNESS OR BEDDING MATERIAL SHALL BE ADJUSTED TO ALLOW FOR THE ELEVATION OF ALL FOUR (4) CORNERS OF THE CUSTOM SLAB TO BE FLUSH OR HIGHER THAN THE EXISTING OR ADJOINING PAVEMENT WHEN INSTALLED. THE SURFACE OF ALL CUSTOM SLABS REPLACING WARPED PAVEMENT SHALL RECEIVE A COMPLETE PROFILE DIAMOND GRIND AFTER INSTALLATION AND GROUTING TO PROVIDE A SMOOTH SURFACE AND LEAVE ALL EDGES FLUSH WITH THE ADJOINING PAVEMENTS. THE PROFILE GRINDING OPERATION FOR CUSTOM SLABS REPLACING ANY WARPED PAVEMENTS, ON CURVED RAMPS OR SUPERELEVATED MAINLINE SECTIONS, SHALL BE IN ACCORDANCE WITH CONTRACT SPECIAL PROVISIONS FOR PROFILE DIAMOND GRINDING PRECAST CONCRETE PAVEMENT SLABS AND PAID FOR SEPARATELY. FOR CONSECUTIVELY PLACED CUSTOM SLABS FABRICATED TO REPLACE EXISTING WARPED PAVEMENT, FULL SURVEYS FOR X, Y, AND Z DIMENSIONS SHALL BE TAKEN BY THE CONTRACTOR BEFORE FABRICATION IN ORDER TO MATCH EXISTING GRADES AT ALL CORNERS DURING INSTALLATION.

   C. FOR ALL CUSTOM SLABS WITH WIDE OPEN SLOTS, THE DOWEL BARS SHALL BE FULLY RETROFITTED INTO ADJACENT PAVEMENT SLABS DURING FIELD INSTALLATION OF THE PRECAST SLAB IN ACCORDANCE WITH CONTRACT SPECIFICATIONS AND GENERAL NOTES FOR INSTALL-ATION.

   D. FOR ALL CUSTOMS SLABS WITH NARROW ELONGATED PREFORMED DOWEL SLOTS, THE DOWEL BARS SHALL BE SLID INTO PREDRILLED HOLES IN THE ADAJECENT PAVEMENT SLABS DURING FIELD INSTALLATION OF THE PRECAST SLAB IN ACCORDANCE WITH CONTRACT SPECIFICATIONS AND GENERAL NOTES FOR INSTALLATION.

8. ALL FABRICATED SLABS:

   A. THE MAXIMUM ALLOWABLE JOINT WIDTH CAN NOT BE LESS THAN THE TOTAL OF THE ALLOWABLE SLAB FABRICATION TOLERANCES.

   B. BEDDING GROUT PORT HOLES SHALL BE LOCATED ON TRANSVERSE LINES ACROSS THE SLAB THAT ARE PARALLEL WITH EXISTING TRANSVERSE JOINTS. EACH PORT HOLE SHALL BE EVENLY DISTRIBUTED ON EACH LINE. THE DISTANCE BETWEEN BEDDING GROUT PORT HOLES SHALL NOT EXCEED 4'-0'', WITH THE PORT HOLES AT THE END OF THE TRANSVERSE LINES TO BE NO LESS THAN 1'-8'' AND NO MORE THAN 3'-0'' OFF A LONGITUDINAL JOINT. THE TRANSVERSE LINES FOR PORT HOLES SHALL BE NO MORE THAN 4'-0'' APART, AND NO LESS THAN 1'-8'' AND NO MORE THAN 2'-6'' OFF OF A TRANSVERSE JOINT.

   C. RECESS LIFTING DEVICES 1'' MINIMUM BELOW THE SURFACE OF THE SLAB TO ALLOW FOR A MINIMUM GROUT COVER OF 1'' ON SLABS THAT WILL NOT BE OVERLAID.

FABRICATION:

9. PREPARE WORKING DRAWINGS THAT SHALL INCLUDE THE FOLLOWING INFORMATION:

   A. SLAB LAYOUT DRAWING FOR TYPICAL STANDARD SLABS AND FOR EACH CUSTOM SLAB TO BE FABRICATED, WITH ACCURATE DIMENSIONS CITED.

   B. REINFORCEMENT SIZES, SPACING, NUMBER OF MATS, AND METHOD OF MAINTAINING CONCRETE COVER.

   C. SIZES AND LOCATIONS FOR EMBEDDED DOWELS, OF DOWEL BARS TO BE RETROFITTED AFTER PLACEMENT OF THE SLAB, AND OF PREFORMED SLOTS AT THE FEMALE END OF STANDARD SLABS FOR CONSECUTIVE PLACEMENT.

   D. SIZE AND LOCATION OF GROUT PORTS, LIFTING ANCHORS, AND GROUT SEAL GASKETS.

   E. COMPRESSIVE STRENGTH AND AIR CONTENT OF CONCRETE.

   F. CONCRETE CURING METHOD TO BE USED.

   G. MARKING LEGEND FOR EACH SLAB TO INDICATE PRECAST MANUFACTURER, AND DATE OF PRODUCTION; AND FOR EACH CUSTOM SLAB TO INCLUDE CONTRACT NUMBER AND MARK NUMBER OF THE SLAB.

   H. WEIGHT OF EACH SLAB.

10. PERFORM A PRE-POUR INSPECTION OF THE FORMS TO CONFIRM THAT THEY ARE ASSEMBLED IN ACCORDANCE WITH THE FOLLOWING TOLERANCES:

LENGTH AND WIDTH	±⅛''
DIAGONALS	±3/16''
DOWEL VARIANCE FROM LEVEL, SQUARENESS TO EDGE OF SLAB, AND LOCATION.	±⅛''
EDGE SQUARENESS -⅛'' IN 10'' (IN RELATION TO TOP AND BOTTOM SURFACES).	

11. INCLUDE A 1 INCH CHAMFER ALONG ALL BOTTOM EDGES OF SLABS. AND A STONED EDGE TO ALL TOP EDGES OF THE SLAB.

12. THE EXPOSED SURFACES OF ALL PREFORMED SLOTS FOR DOWEL BARS SHALL BE SANDBLASTED.

13. ACCURATELY SCREED TOP OF SLAB TO MEET SURFACE AND THICKNESS TOLERANCES.

14. THE FINAL FINISH SHALL MATCH THE SURROUNDING PAVEMENT WITH EITHER AN ARTIFICIAL TURF DRAG FINISH TO TOP OF SLAB IN ACCORDANCE WITH ARTICLE 420.09(e)(2) OF THE STANDARD SPECIFICATIONS, OR A TINED FINISH IN ACCORDANCE WITH ARTICLE 420.09(e)(1) OF THE STANDARD SPECIFICATIONS.

15. AFTER REMOVAL OF FORMS AND ANY BLOCKOUTS, NO SPALLS OF THE FINISHED SURFACE WILL BE ALLOWED.

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			REVISED - D.G. 9-16
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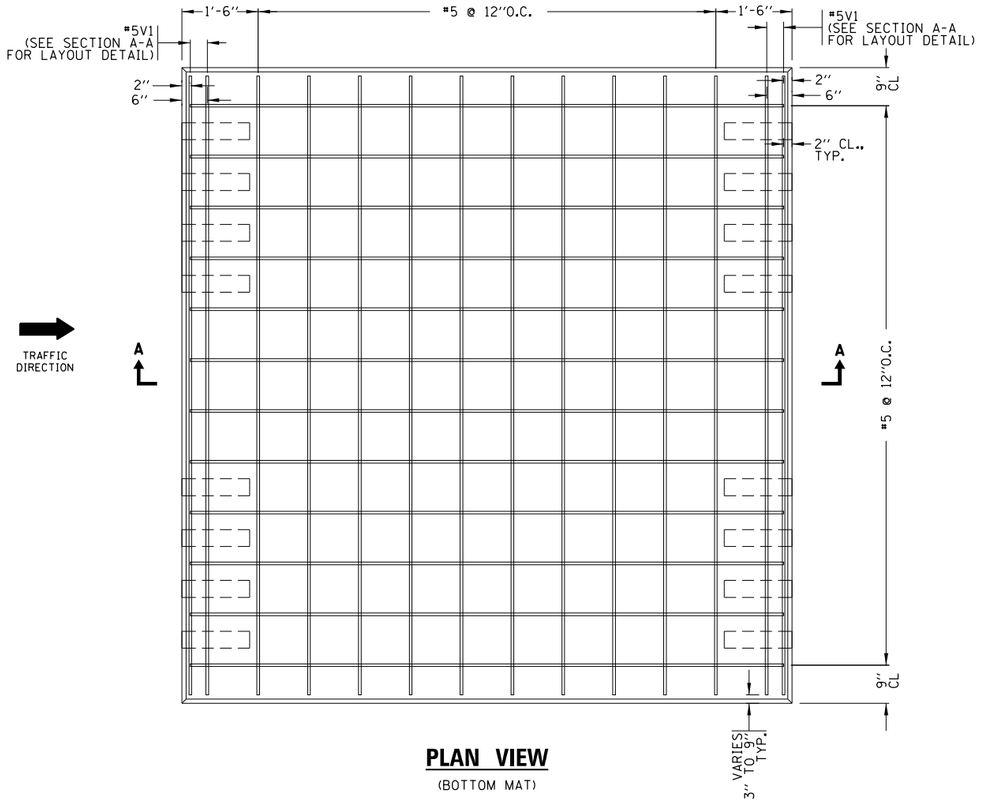
	PLOT DATE = 12/13/2018	DATE - 10-25-2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE PAVEMENT SLABS

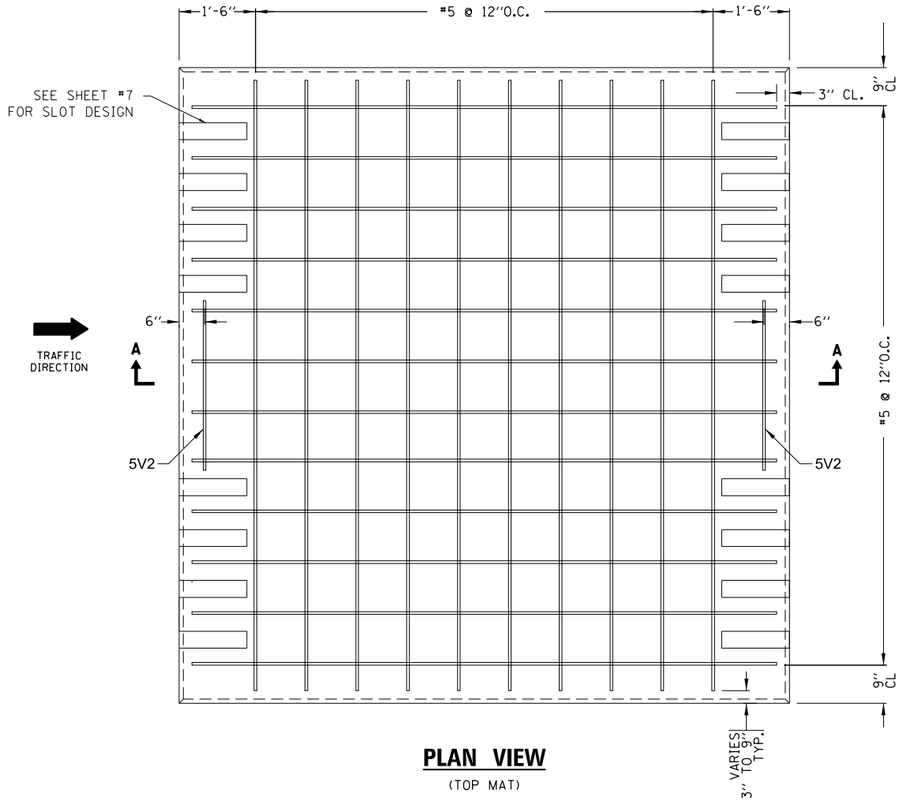
SCALE: NONE | SHEET 1 OF 19 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	37
	BD 57	CONTRACT NO. 62G64		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



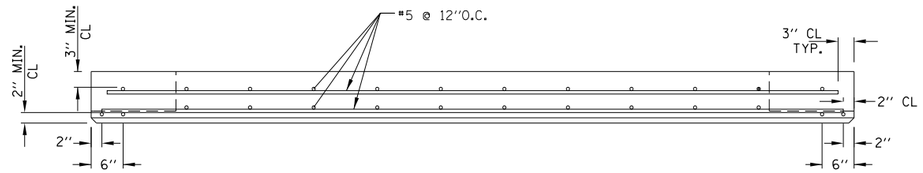
PLAN VIEW

(BOTTOM MAT)



PLAN VIEW

(TOP MAT)



REINFORCEMENT SECTION A–A

ALL BARS ARE TRIM TO FIT #5 BAR
SAW CUTS OFF LONGITUDINAL EDGES SHALL BE NO MORE THAN 6" OFF THE EDGES

STANDARD SLAB TYPICAL REINFORCEMENT DETAIL

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Default	PLOT DATE = 12/13/2018	DATE - 10-25-2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE PAVEMENT SLABS

SCALE: NONE | SHEET 2 OF 19 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	38
	BD 57	CONTRACT NO. 62G64		
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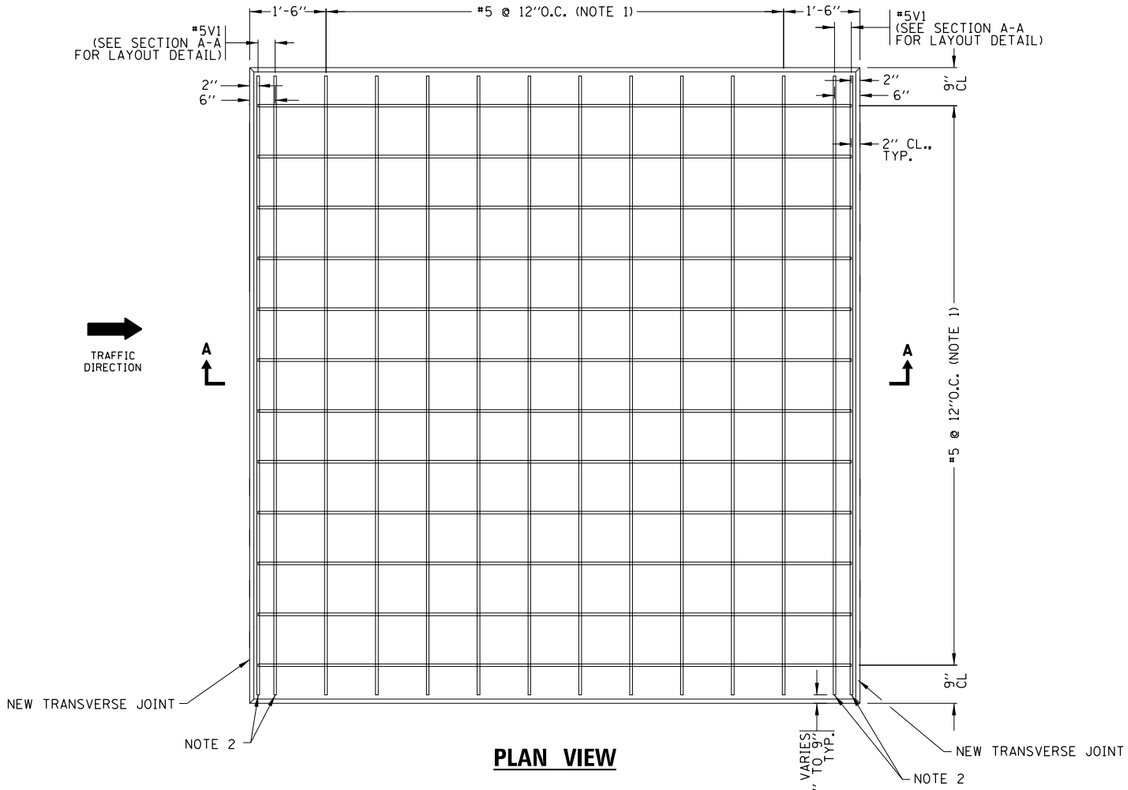
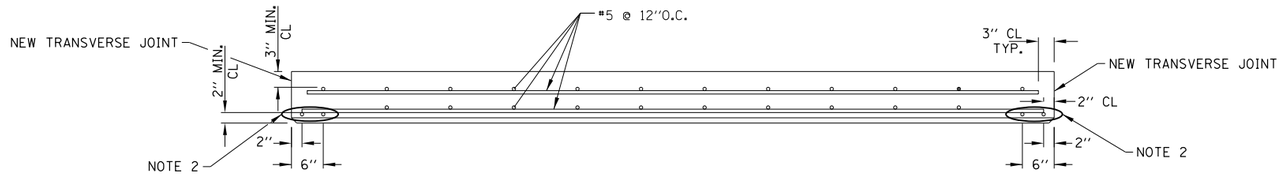


PLAN VIEW



REINFORCEMENT SECTION A–A

ALL BARS ARE TRIM TO FIT #5 BAR
SAW CUTS OFF LONGITUDINAL EDGES SHALL BE NO MORE THAN 6" OFF THE EDGES

NOTES:

1. FOR ALL CUSTOM SLABS OF TRAPEZOID SHAPES, THIS REINFORCEMENT SHALL BE LAID OUT IN A PERPENDICULAR GRID PATTERN, NOT SKEWED.
2. THIS REINFORCEMENT SHALL BE PARALLEL TO THE NEW TRANSVERSE JOINT.

CUSTOM SLAB TYPICAL REINFORCEMENT DETAIL

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		DRAWN -	REVISED - D.G. 9-16			21	2018-026-RS-SW	DUPAGE	64	39
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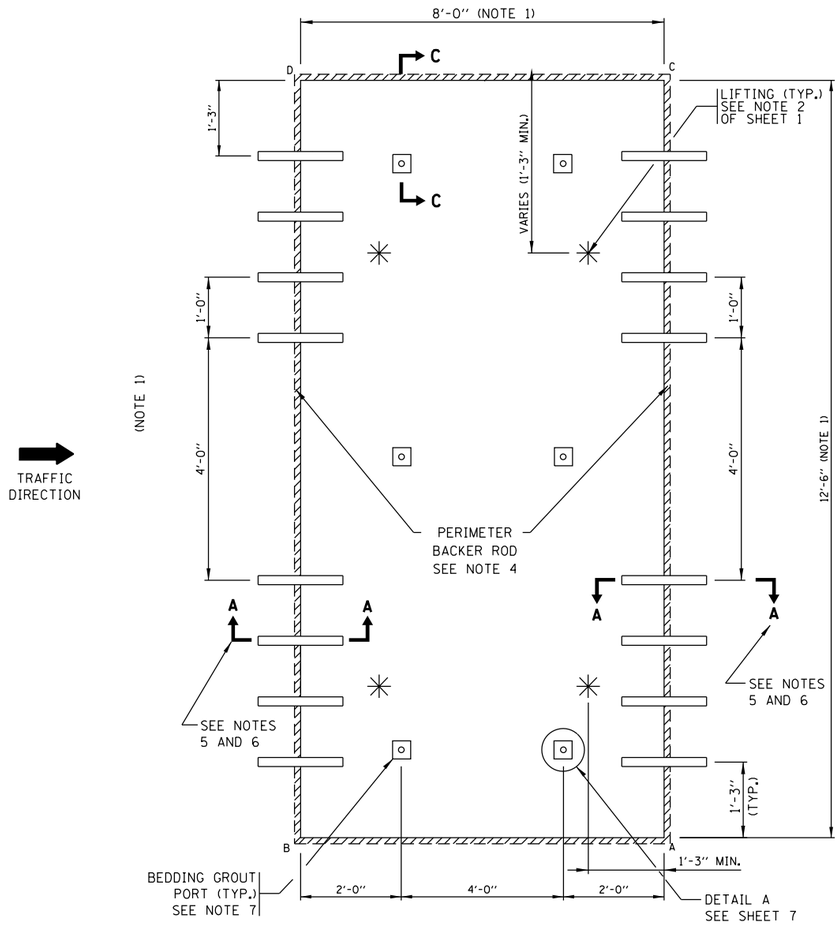
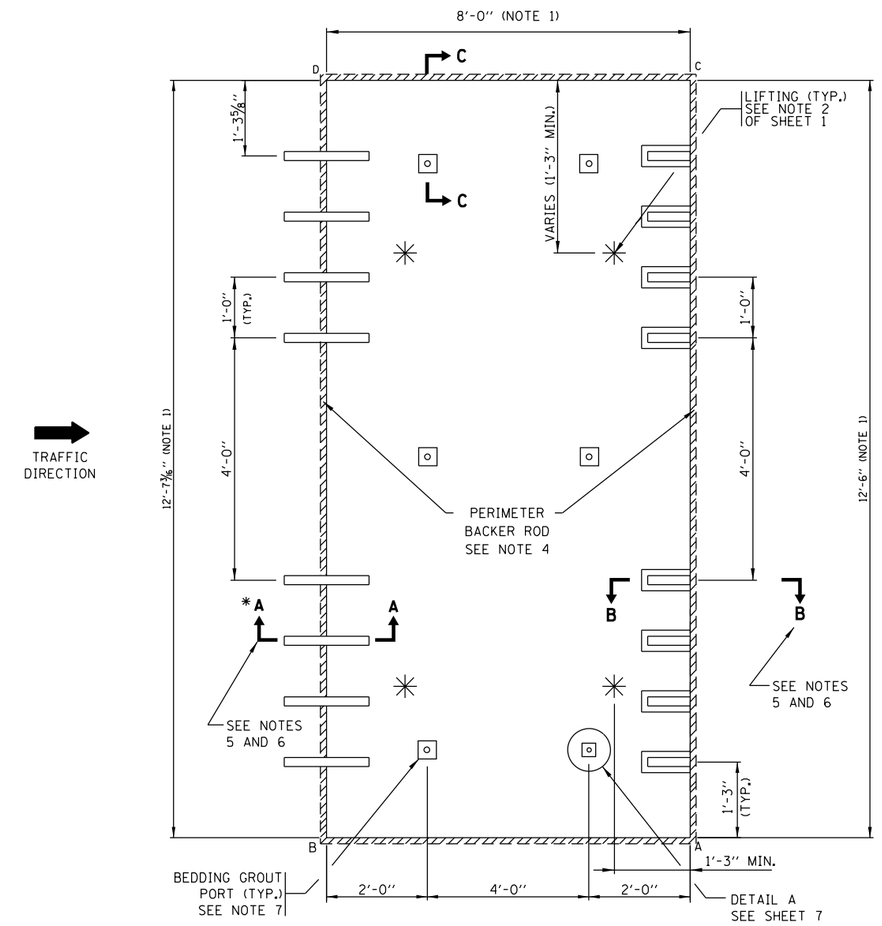


STANDARD 12'–6" WIDE PANEL LAYOUT FOR ISOLATED PLACEMENT WITH EMBEDDED DOWELS FOR PRECUT WIDE MOUTH SLOTS IN ADJACENT PAVEMENT



STANDARD 12'–6" WIDE PANEL LAYOUT FOR CONSECUTIVE PLACEMENT

* FOR INTERNAL CONSECUTIVE SLABS, PREFORMED SLOTS IN ACCORDANCE WITH SECTION B-B OF SHEET 4 MAY BE USED IN-PLACE OF EMBEDDED DOWELS OR OF FIELD RETROFITTED DOWEL BARS WITH SAWCUT SLOTS. ALL PREFORMED SLOTS MUST BE FILLED BEFORE BEING OPENED TO TRAFFIC.

NOTES:

1. THE WIDTH AND LENGTH OF PRODUCED SLABS SHALL BE THE INDICATED DIMENSIONS ± 1/8".
2. FOR MIDDLE LANE SLAB OPENINGS/PATCHES LESS THAN 12'-6" IN WIDTH AND GREATER THAN 11'-6" IN WIDTH, THE STANDARD PERCAST SLAB CAN BE SAW CUT ON-SITE TO FIT THE OPENING AND TO MAINTAIN ALIGNMENT WITH EXISTING LONGITUDINAL JOINTS. OTHERWISE, THE SLAB PATCH LOCATION MUST BE PRESURVEYED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.
3. SLAB THICKNESS SHALL BE AS INDICATED IN THE PLANS.
4. A FOAM BACKER ROD SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE SLAB AT THE BOTTOM OF THE JOINTS BEFORE THE SLAB HAS BEEN SET AND BEFORE BEDDING GROUT OR POLYURETHANE LEVELING FILL IS APPLIED. THE BACKER ROD SHALL NOT BE REQUIRED WHEN ANY SLAB IS LEVELED WITH FLOWABLE FILL.
5. SEE SHEET 7 FOR SECTION DETAILS.
6. IT SHALL BE THE CONTRACTOR'S OPTION TO REPLACE ANY EMBEDED DOWEL BARS OR PREFORMED SLOTS AS SHOWN ON THESE DRAWINGS WITH FULLY RETROFITTED DOWEL BARS FIELD INSTALLED IN ACCORDANCE WITH "DETAIL C" OF SHEET 13. THE CONTRACTOR SHALL USE AN APPROVED TEMPLATE TO LOCATE THE SAW CUTS REQUIRED FOR PROPER SPACING AND RETROFITTING OF THE DOWEL BARS IN ACCORDANCE WITH THESE DRAWINGS. DIAMOND BLADED GANG SAWS SHALL BE USED TO MAKE SAW CUTS PERPENDICULAR TO THE TRANSVERSE (NONSKEWED) JOINT LINE TO ALLOW FOR DOWEL BAR PLACEMENTS WITHIN THE SPECIFIED TOLERANCES.
7. SEE NOTE 8 ON SHEET 1 FOR LOCATING BEDDING GROUT PORTS.

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			REVISED - D.G. 9-16		
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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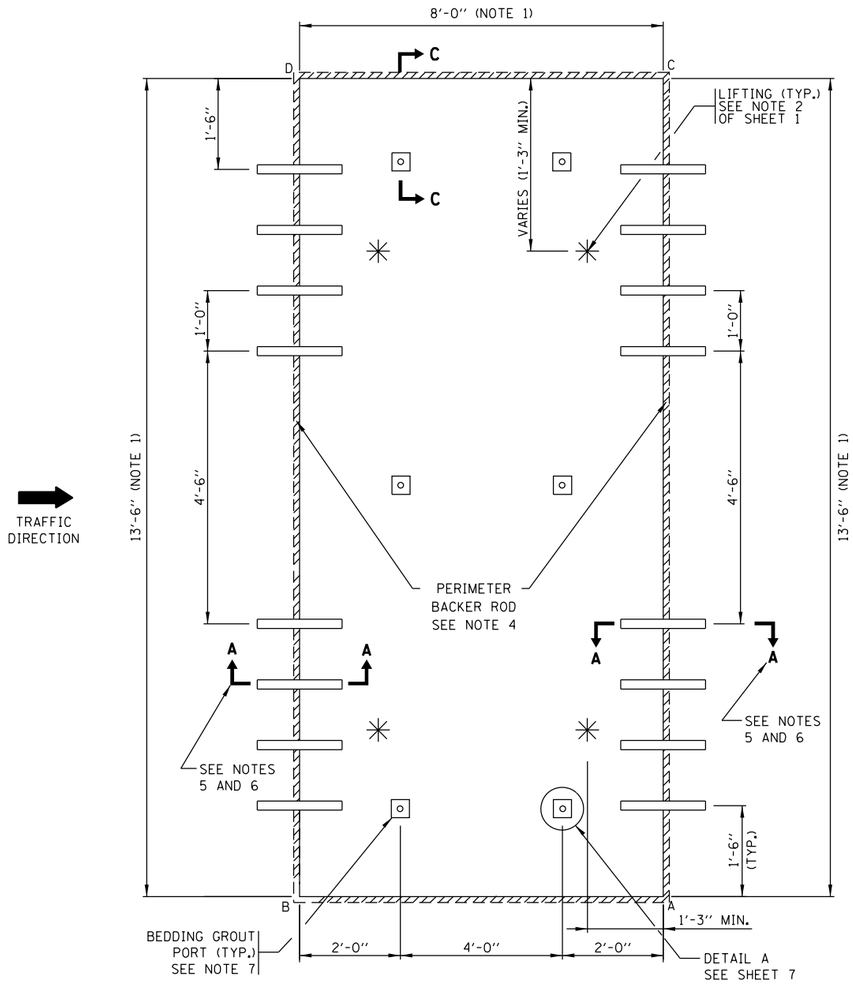
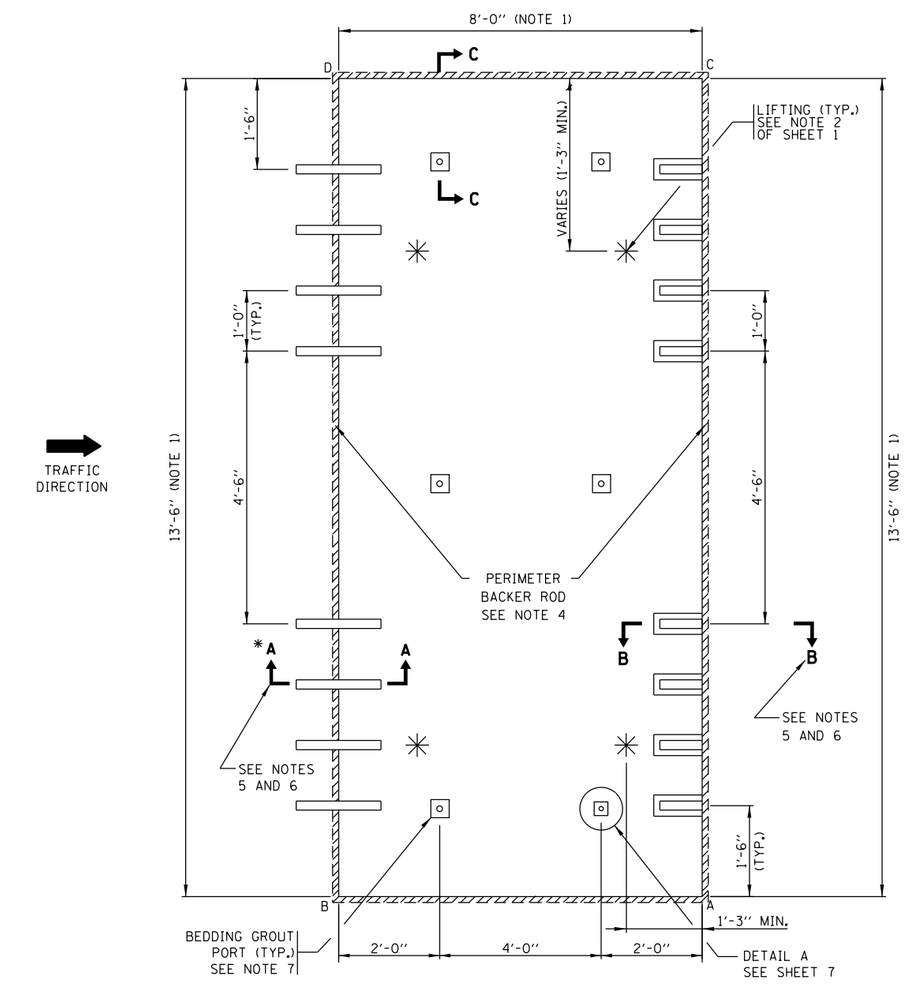
	BD 57	CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			



STANDARD 13'–6" WIDE PANEL LAYOUT FOR ISOLATED PLACEMENT WITH EMBEDDED DOWELS FOR PRECUT WIDE MOUTH SLOTS IN ADACENT PAVEMENT.



STANDARD 13'–6" WIDE PANEL LAYOUT FOR CONSECUTIVE PLACEMENT

* FOR INTERNAL CONSECUTIVE SLABS, PREFORMED SLOTS IN ACCORDANCE WITH SECTION B-B OF SHEET 5 MAY BE USED IN-PLACE OF EMBEDDED DOWELS OR OF FIELD RETROFITTED DOWEL BARS WITH SAWCUT SLOTS. ALL PREFORMED SLOTS MUST BE FILLED BEFORE BEING OPENED TO TRAFFIC.

NOTES:

1. THE WIDTH AND LENGTH OF PRODUCED SLABS SHALL BE THE INDICATED DIMENSIONS ± 1/8".
2. FOR MIDDLE LANE SLAB OPENINGS/PATCHES LESS THAN 13'-6" IN WIDTH AND GREATER THAN 12'-6" IN WIDTH, THE STANDARD PERCAST SLAB CAN BE SAW CUT ON-SITE TO FIT THE OPENING AND TO MAINTAIN ALIGNMENT WITH EXISTING LONGITUDINAL JOINTS. OTHERWISE, THE SLAB PATCH LOCATION MUST BE PRESURVEYED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.
3. SLAB THICKNESS SHALL BE AS INDICATED IN THE PLANS.
4. A FOAM BACKER ROD SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE SLAB AT THE BOTTOM OF THE JOINTS BEFORE THE SLAB HAS BEEN SET AND BEFORE BEDDING GROUT OR POLYURETHANE LEVELING FILL IS APPLIED. THE BACKER ROD SHALL NOT BE REQUIRED WHEN ANY SLAB IS LEVELED WITH FLOWABLE FILL.
5. SEE SHEET 7 FOR SECTION DETAILS.
6. IT SHALL BE THE CONTRACTOR'S OPTION TO REPLACE ANY EMBEDED DOWEL BARS OR PREFORMED SLOTS AS SHOWN ON THESE DRAWINGS WITH FULLY RETROFITTED DOWEL BARS FIELD INSTALLED IN ACCORDANCE WITH "DETAIL C" OF SHEET 13. THE CONTRACTOR SHALL USE AN APPROVED TEMPLATE TO LOCATE THE SAW CUTS REQUIRED FOR PROPER SPACING AND RETROFITTING OF THE DOWEL BARS IN ACCORDANCE WITH THESE DRAWINGS. DIAMOND BLADED GANG SAWS SHALL BE USED TO MAKE SAW CUTS PERPENDICULAR TO THE TRANSVERSE (NONSKEWED) JOINT LINE TO ALLOW FOR DOWEL BAR PLACEMENTS WITHIN THE SPECIFIED TOLERANCES.
7. SEE NOTE 8 ON SHEET 1 FOR LOCATING BEDDING GROUT PORTS.

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		DRAWN -	REVISED - D.G. 9-16				21	2018-026-RS-SW	DUPAGE	64	41
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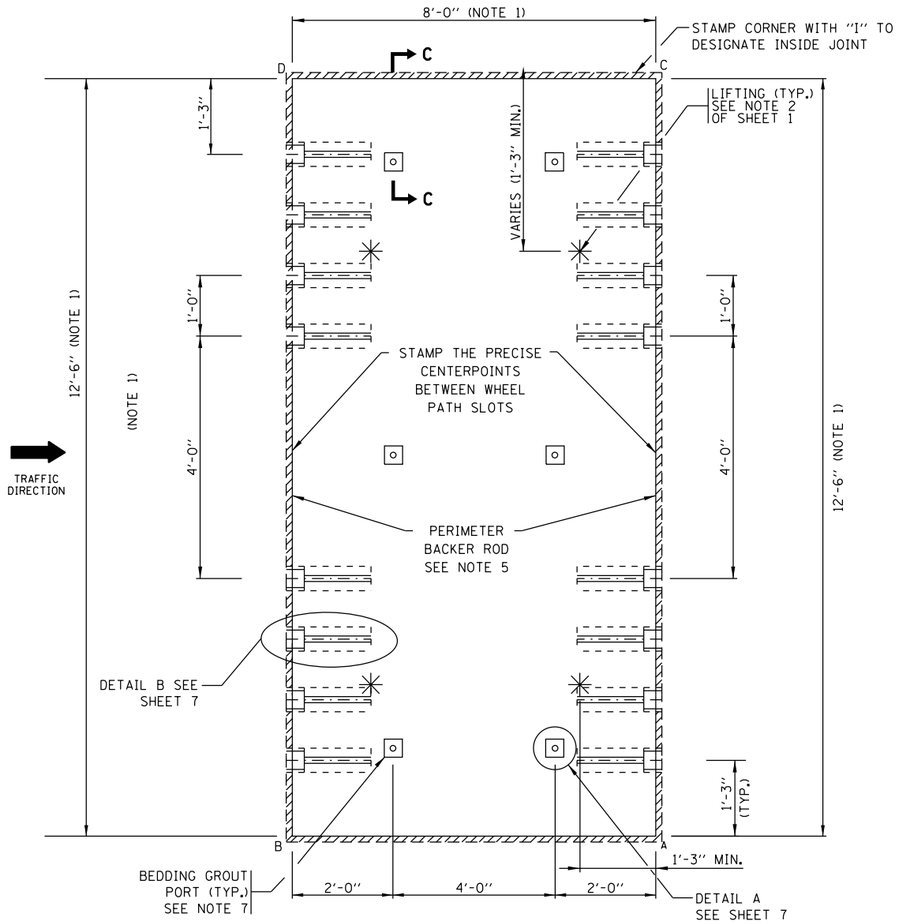
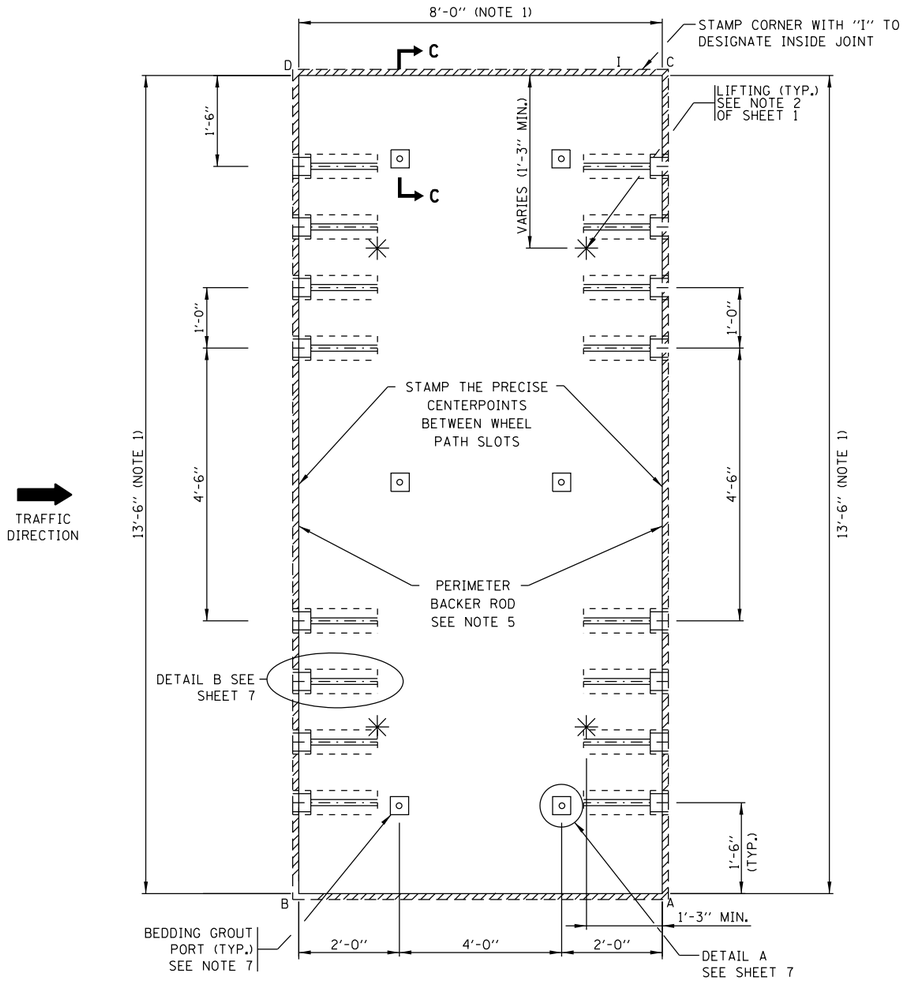


STANDARD 12'–6" WIDE PANEL LAYOUT FOR ISOLATED PLACEMENT WITH NARROW MOUTH PREFORMED DOWEL SLOTS TO ALIGN WITH PREDRILLED HOLES IN ADJACENT PAVEMENT.



STANDARD 13'–6" WIDE PANEL LAYOUT FOR ISOLATED PLACEMENT WITH NARROW MOUTH PREFORMED DOWEL SLOTS TO ALIGN WITH PREDRILLED HOLES IN ADJACENT PAVEMENT.

NOTES:

1. THE WIDTH AND LENGTH OF PRODUCED SLABS SHALL BE THE INDICATED DIMENSIONS ± 1/8".
2. FOR MIDDLE LANE SLAB OPENINGS/PATCHES LESS THAN 12'-6" IN WIDTH AND GREATER THAN 11'-6" IN WIDTH, THE 12'-6" WIDE STANDARD PERCAST SLAB CAN BE SAW CUT ON-SITE TO FIT THE OPENING AND TO MAINTAIN ALIGNMENT WITH EXISTING LONGITUDINAL JOINTS. OTHERWISE, THE SLAB PATCH LOCATION MUST BE PRESURVEYED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.
3. FOR MIDDLE LANE SLAB OPENINGS/PATCHES LESS THAN 13'-6" IN WIDTH AND GREATER THAN 12'-6" IN WIDTH, THE 13'-6" WIDE STANDARD PERCAST SLAB CAN BE SAW CUT ON-SITE TO FIT THE OPENING AND TO MAINTAIN ALIGNMENT WITH EXISTING LONGITUDINAL JOINTS. OTHERWISE, THE SLAB PATCH LOCATION MUST BE PRESURVEYED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.
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6. SEE SHEET 7 FOR SECTION DETAILS.
7. SEE NOTE 8 ON SHEET 1 FOR LOCATING BEDDING GROUT PORTS.

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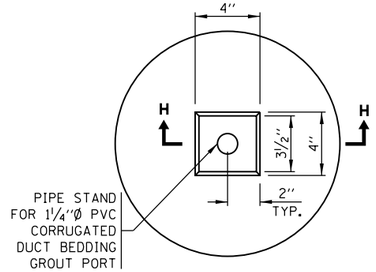
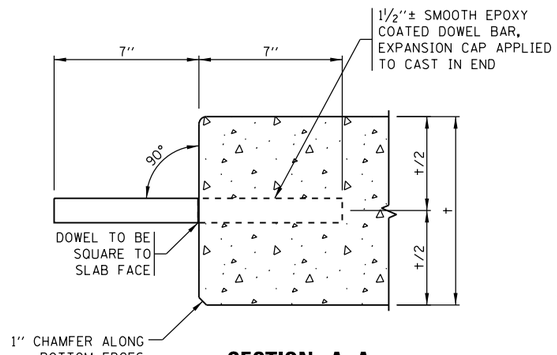
	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED - D.G. 9-16				21	2018-026-RS-SW	DUPAGE	64	42
Default	PLOT DATE = 12/13/2018	DATE - 10-25-2013	REVISED -		SCALE: NONE	SHEET 6 OF 19 SHEETS STA. TO STA.		BD 57	CONTRACT NO. 62G64		
								ILLINOIS	FED. AID PROJECT		

† = THICKNESS OF PAVEMENT



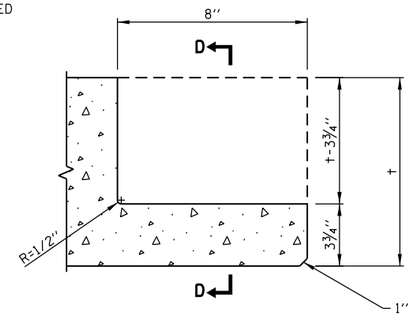
DETAIL A

GROUT PIPE STAND



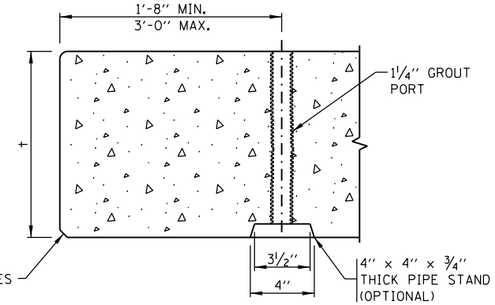
SECTION A–A

TRANSVERSE JOINT-DOWEL BAR (EMBEDDED INTO STANDARD PRECAST PAVEMENT SLAB FOR BOTH ISOLATED AND CONSECUTIVE PLACEMENT-TYP.)



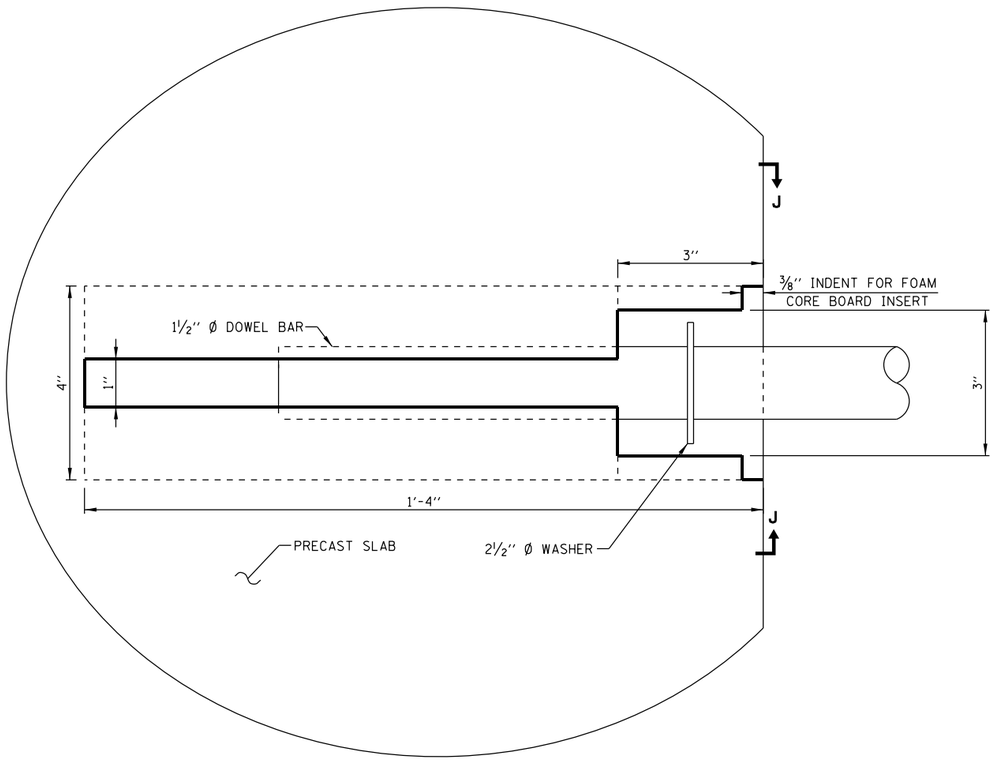
SECTION B–B

TRANSVERSE WIDE MOUTH OPEN SLOT DETAIL FOR CONSECUTIVE STANDARD SLABS



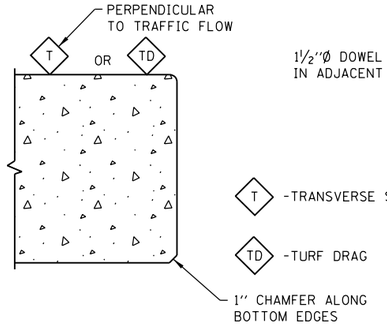
SECTION C–C

GROUT CHANNEL & PORT LOCATION

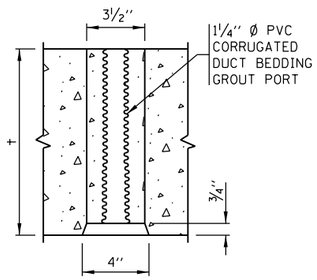


DETAIL B

TRANSVERSE NARROW MOUTH SLOT DETAIL FOR ISOLATED SLABS

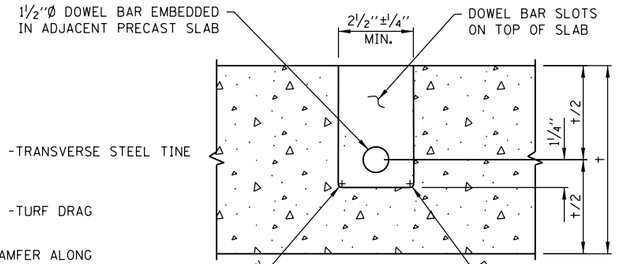


FINISH SCHEDULE



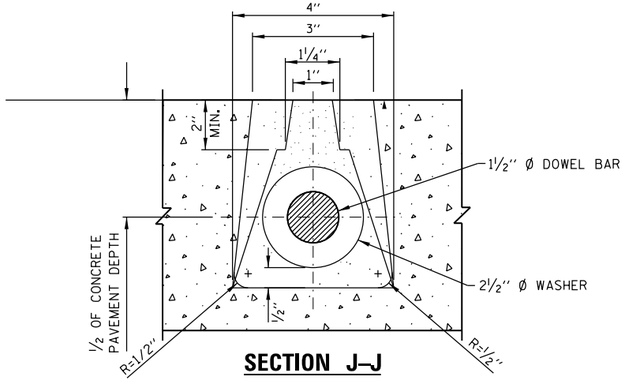
SECTION H–H

PIPE STAND ELEVATION



SECTION D–D

DOWEL BAR SECTION FOR WIDE MOUTH OPEN SLOTS



SECTION J–J

3'' TAPER TO 4''x16'' LONG DOWEL SLOT

FABRICATION DETAILS

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	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED - D.G. 9-16		
Default	PLOT DATE = 12/13/2018	DATE - 10-25-2013	REVISED -		SCALE: NONE SHEET 7 OF 19 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	43
	BD 57	CONTRACT NO. 62G64		
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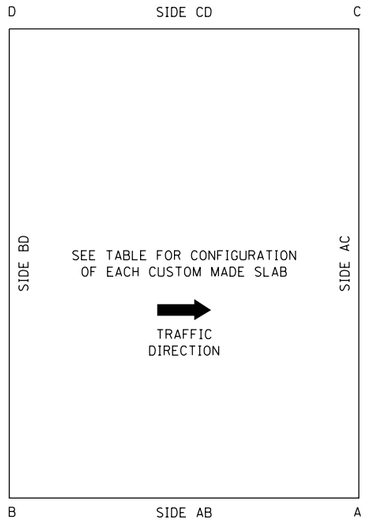
FOR NON STANDARD SLABS, UPON COMPLETION BY THE CONTRACTOR A SLAB LAYOUT WILL BE ADDED WITH SLAB DIMENSIONS TO INCLUDE BUT NOT BE LIMITED TO THE TABLE SHOWN BELOW.

EXAMPLE	ROUTE	STATION NUMBER	MAINLINE LANE NO.	RAMP ID.	RAMP LANE NO.	MARK NO.	LANE TYPE	VARIABLES (FT.) AB (FT.)	AC (FT.)	BD (FT.)	CD (FT.)	AB* SIDE	BD* SIDE	CD* SIDE	AC* SIDE	AREA (SQ.FT.)	VOLUME (CU. FT.)	WEIGHT (TONS)	DIAGONALS (FT.) AD	BC

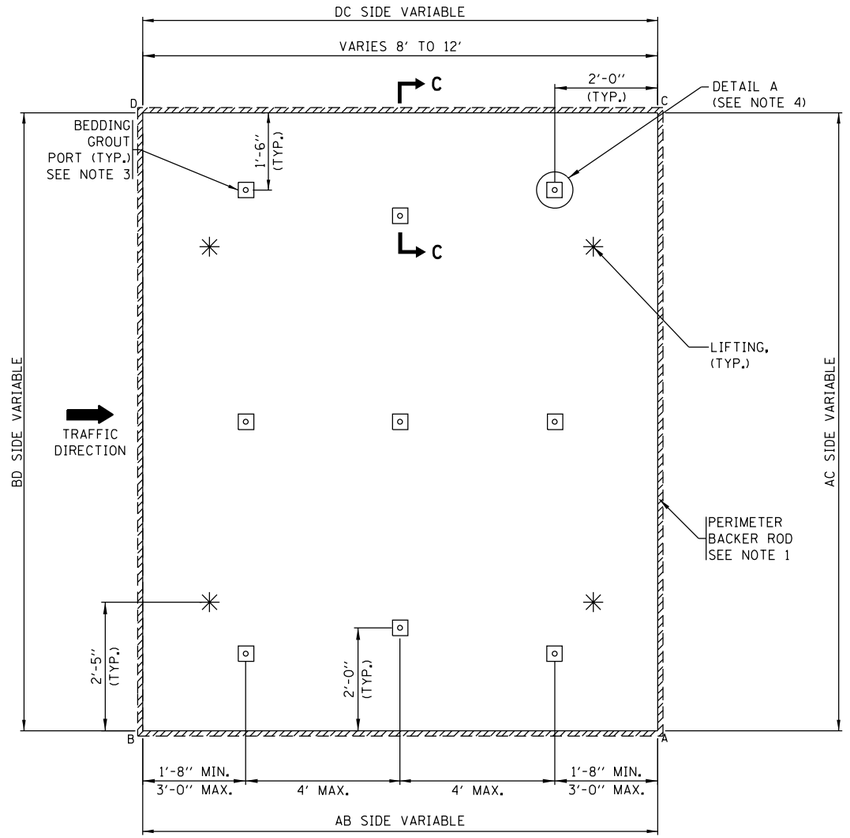
MAINLINE LANE NO.: LANE NO. 1 IS ADJACENT TO MEDIAN SHOULDER.
RAMP LANE NO.: LANE NO. 1 IS ADAJACENT TO INSIDE SHOULDER
MARK NO.: EACH PANEL SHALL BE INDIVIDUALLY MARKED FOR CORRECT PLACEMENT.
LANE TYPE: "OUT" IN THIS COLUMN INDICATES OUTSIDE LANE.
"MID" IN THIS COLUMN INDICATES MIDDLE LANE.
"IN" IN THIS COLUMN INDICATES INSIDE LANE

*LEGEND
DB= DOWEL BAR EMBEDDED
DS= DOWEL SLOT
ST= SLOT OR HOLE FOR STITCHED TIE BAR
RD= FIELD RETROFITTED DOWEL BARS



LAYOUT FOR CUSTOM SLABS

LAYOUT KEY



LAYOUT DETAIL FOR CUSTOM SLABS 8'–12' IN LENGTH (VARIED WIDTH**)

**FOR TRAPEZOID SLABS MINIMUM WIDTH IS 2 FT. WITH MAXIMUM WIDTH OF 16 FT.

NOTES:

1. A FOAM BACKER ROD SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE SLAB AT THE BOTTOM OF THE JOINTS BEFORE THE SLAB HAS BEEN SET AND BEFORE BEDDING GROUT OR POLYURETHANE LEVELING FILL IS APPLIED. THE BACKER ROD SHALL NOT BE REQUIRED WHEN ANY SLAB IS LEVELED WITH A FLOWABLE FILL.
2. EITHER SINGLE DIAMOND BLADED SAWS OR DIAMOND BLADED GANG SAWS SHALL BE USED TO MAKE THE SAW CUTS PERPENDICULAR TO THE TRANSVERSE (NONSKEWED) JOINT LINE TO ALLOW FOR DOWEL BAR PLACEMENTS WITHIN THE SPECIFIED TOLERANCES.
3. SEE NOTE 8 ON SHEET 1 FOR LOCATING BEDDING GROUT PORTS.
4. SEE SHEET 7 FOR SECTION DETAILS.

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Default	PLOT SCALE = 100.0002 ' / in.	DRAWN -	REVISED - D.G. 9-16		
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		DATE - 10-25-2013	REVISED -		SCALE: NONE | SHEET 8 OF 19 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	44
	BD 57	CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			

INSTALLATION GENERAL NOTES

ALIGNMENT:

1. WHEN THE TRANSVERSE JOINTS OF ANY PRECAST SLAB CAN NOT BE ALIGNED WITH TRANSVERSE JOINTS IN ADJACENT LANES, A MINIMUM 2'-0" OFFSET BETWEEN JOINTS SHALL BE PROVIDED.

2. THE LONGITUDINAL JOINT OF ANY ISOLATED OR CONSECUTIVE STANDARD PRECAST SLAB MUST BE ALIGNED TO BE PARALLEL WITH EXISTING LONGITUDINAL JOINTS. NO LONGITUDINAL OFFSETS SHALL BE ALLOWED. THE WIDTH OF ANY OF THE STANDARD PRECAST SLABS SHALL BE SAW CUT ON-SITE TO BE ALIGNED WITH THE EXISTING LONGITUDINAL JOINTS IN ADJACENT LANES OF EXISTING CONCRETE PAVEMENTS. THE WIDTH OF THE PRECAST SLAB SHALL BE NO MORE THAN ½ INCH LESS THAN THE WIDTH OF THE EXISTING SLAB BEING REPLACED. IF A STANDARD SLAB DOES NOT COMPLY WITH TOLERANCES FOR MAXIMUM AND MINIMUM WIDTHS FOR A DESIGNATED LOCATION, THEN A CUSTOM SLAB SHALL BE REQUIRED TO BE PRODUCED AND PLACED.

3. THE TRANSVERSE JOINT OF ANY PRECAST SLAB SHALL BE NO LESS THAN 4'-0" DISTANCE FROM AN EXISTING TRANSVERSE JOINT THAT REMAINS, OR NO LESS THAN 2'-0" DISTANCE PAST ANY EXISTING TRANSVERSE JOINT THAT IS REMOVED AND REPLACED WITH A PRECAST SLAB.

4. PRIOR TO THE PLACEMENT OF AN ISOLATED STANDARD PRECAST SLAB IN A MIDDLE LANE, THE WIDTH BETWEEN EXISTING LONGITUDINAL CONCRETE PAVEMENTJOINTS SHALL BE MEASURED BY THE CONTRACTOR UNDER MAINTENANCE OF TRAFFIC PROVIDED BY THE CONTRACTOR. ONLY APPROXIMATE WIDTHS SHALL BE MEASURED BY AND PROVIDED BY THE DESIGNER FOR BIDDING PURPOSES. THE CONTRACTOR'S WIDTH MEASUREMENTS SHALL BE USED TO DETERMINE THE NEED FOR ANY ON-SITE SAWCUTS OF THE LONGITUDINAL EDGES TO FIT THE OPENING AND TO ALIGN THE SAW CUT EDGE(S) WITH ANY EXISTING LONGITUDINAL JOINTS. THE LONGITUDINAL EDGES OF ANY STANDARD SLAB SHALL NOT BE SAW CUT MORE THAN 6 INCHES OFF THE ORIGINAL EDGE. NO NEW LONGITUDINAL JOINT SHALL BE ALLOWED INSIDE THE EXISTING JOINT BY MORE THAN ⅜ INCH. IF THESE TOLERANCES CAN NOT BE MET, THEN A CUSTOM SLAB SHALL BE REQUIRED. FOR ISOLATED STANDARDS SLABS PLACED IN THE OUTSIDE OR INSIDE LANES, THE NEW CONCRETE LONGITUDINAL JOINT SHALL MATCH THE EXISTING JOINT. THE STANDARD PRECAST SLAB MAY EXTEND INTO THE EXISTING HMA SHOULDERS NO MORE THAN 6 INCHES TO ALLOW FOR PROPER ALIGNMENT OF THE CONCRETE JOINTS. THE ONLY ALTERNATIVE TO ON-SITE SAW CUTTING OF ISOLATED STANDARD SIZES PRE-FABRICATED SLABS IS TO DESIGN AND FABRICATE EACH SLAB, TAKING WIDTH MEASUREMENTS AT THE BEGINNING OF A PROJECT AND THEN FABRICATING THE SLAB TO FIT THE SPECIFIC OPENING DIMENSIONS.

5. FOR STANDARD SLAB PLACEMENTS, A TEMPLATE SUPPLIED BY THE PRECAST FABRICATOR SHALL BE USED TO LOCATE THE PERIMETER SAW CUTS FOR THE SLAB. THE TEMPLATE MAY BE USED TO MARK LONGITUDINAL EDGE SAW CUT LOCATIONS ON A PRECAST SLAB TO FIT THE SAME PATCH OPENING THAT THE TEMPLATE WAS USED FOR TO LOCATE A PERIMETER SAW CUT. IF THE SLAB DOWEL BAR IS RETROFITTED OR FABRICATED FOR INSERTED DOWELS, THE TEMPLATE MAY ALSO BE USED FOR THE EMBEDDED /SLOTTED DOWEL BAR LOCATIONS TO BE RETROFITTED OR INSERTED INTO EXISTING PAVEMENT.

LOAD TRANSFER:

6. ACROSS STANDARD SLABS

   A. THE EMBEDDED DOWEL BARS OF ISOLATED STANDARD PRECAST SLABS SHALL BE RETROFITTED INTO EXISTING CONRETE PAVEMENT IN ACCORDANCE WITH DETAIL D (SEE SHEET 14).

   B. THE EMBEDDED DOWEL BARS OF CONSECUTIVE STANDARD SLABS SHALL BE:

      i) RETROFITTED INTO THE EXISTING CONCRETE PAVEMENT AT THE LOCATION OF THE FIRST SLAB PLACEMENT IN ACCORDANCE WITH DETAIL D (SEE SHEET 14).

      ii) RETROFITTED INTO THE PREFORMED SLOTS OF ADJACENT PRECAST SLABS IN ACCORDANCE WITH DETAIL E (SEE SHEET 15).

      iii) EITHER FULLY RETROFITTED INTO THE PREFORMED SLOT OF THE LAST INSTALLED CONSECUTIVE PRECAST SLAB AND THE ADJACENT CONCRETE PAVEMENT IN ACCORDANCE WITH DETAIL F (SEE SHEET 16), OR PARTIALLY RETROFIT AN EMBEDDED DOWEL BAR OF A STANDARD ISOLATED SLAB INTO ADJACENT PAVEMENT AS THE LAST INSTALLED CONSECUTIVE PRECAST SLAB IN ACCORDANCE WITH DETAIL D (SEE SHEET 14).

   C. FOR PRECAST STANDARD SLABS WITH NO EMBEDDED DOWEL BARS AND WITHOUT NARROW MOUTH PREFORMED SLOTS FOR DOWEL INSERTIONS, THE DOWEL BARS SHALL BE FULLY RETROFITTED ACROSS ALL TRANSVERSE JOINTS IN THE FIELD IN ACCORDANCE WITH DETAIL C (SEE SHEET 13). THE LOCATIONS AND SPACING OF ALL FIELD RETROFITTED DOWEL BARS SHALL COMPLY WITH THE SPECIFIED TOLERANCES AS SHOWN ON SHEETS 4 AND 5.

   D. FOR PRECAST STANDARD SLABS WITH LONG AND NARROW MOUTH PREFORMED SLOTS AS SHOWN ON SHEET 6, THE LOCATIONS FOR PREDRILLED HOLES FOR DOWEL BAR INSERTIONS SHALL BE ALIGNED WITH THE PREFORMED SLOTS IN THE SPECIFIC PANEL BEING PLACED. ONLY GANG DRILLS WILL BE USED TO DRILL THE HOLES. THE HOLES SHALL BE PARALLEL TO THE GRADE AND CENTERLINE OF THE PAVEMENT WITH A TOLERANCE OF⅛INCH IN 12 INCHES. THE DRILLING OPERATION SHALL NOT CRACK OR SPALL THE PAVEMENT. BEFORE SLAB PLACEMENT, THE DOWEL BARS SHALL BE PLACED WITHIN THE ELONGATED SLOTS AND THE PREDRILLED HOLES THOROUGHLY CLEANED OF DRILLING DEBRIS. AFTER SLAB PLACEMENT, THE DOWEL BARS WILL BE SLID INTO THE PREDRILLED HOLES AND EPOXIED IN ACCORDANCE WITH ARTICLE 442.06(a)(2) OF THE STANDARD SPECIFICATIONS WITH RETENTION DISKS OR WASHERS PLACED AGAINST THE FACE OF THE SLAB. SEE DETAIL G OF SHEET 17. IMMEDIATELY PRIOR TO FILLING THE PREFORMED SLOT WITH BACKFILL GROUT, THE EXPOSED ENDS OF THE DOWEL BARS SHALL BE CLEANED AND LIGHTLY OILED IN SUCH A MANNER AS TO NOT CONTAMINATE THE SURFACE OF ANY CLEANED SLOT AND THE FOAM CORE BOARD SHALL BE INSERTED AT THE FACE OF THE ADJACENT SLAB.

7. ACROSS CUSTOM MADE SLABS

   A. THE DOWEL BARS OF CUSTOM DESIGNED PRECAST SLABS PLACED CONSECUTIVELY, PLACED ON WARPED GRADES, OR PLACED ON RAMPS SHALL BE FULLY RETROFITTED ACROSS THE JOINT IN THE FIELD IN ACCORDANCE WITH DETAIL C (SEE SHEET 13). FOR ALL SUCH CUSTOM SLABS, THE DOWELS BETWEEN ANY EXISTING CONCRETE PAVEMENT AND ANY ADJACENT PRECAST SLABS, AND BETWEEN CONSECUTIVELY PLACED CUSTOM PRECAST SLABS SHALL BE 1'-0" ON CENTER ACROSS THE ENTIRE JOINT.

   B. THE DOWEL BARS OF CUSTOM DESIGNED ISOLATED PRECAST SLABS PLACED ON TANGENT MAINLINE PAVEMENT FOR MID SLAB CRACK REPAIR OR FOR JOINT REPLACEMENT CAN BE EITHER RETROFITTED ACROSS THE JOINT IN ACCORDANCE WITH DETAIL C (SEE SHEET 13), OR FULLY INSERTED INTO THE ADJACENT PAVEMENT IN ACCORDANCE WITH DETAIL G (SEE SHEET 17). THE LOCATIONS AND SPACING OF ALL FIELD RETROFITTED OR FIELD INSERTED DOWEL BARS SHALL COMPLY WITH THE SPECIFIED TOLERANCES AS SHOWN ON SHEETS 4 AND 5. FIELD INSERTION OF DOWEL BARS SHALL BE IN ACCORDANCE WITH NOTE 6(D) ABOVE.

   C. NO END DOWEL BARS SHALL BE RETROFITTED OR INSERTED WITHIN 8" OR NO MORE THAN 1'-7" FROM THE CORNER OF THE PRECAST SLAB OR ADJOINING CONCRETE PAVEMENT SLAB THAT EXISTS.

LONGITUDINAL TIE BAR STITCHING:

8. THE LOCATIONS OF LONGITUDINAL TIE BARS SHALL BE DETERMINED BASED ON THE CRITERIA THAT LONGITUDINAL TIES SHALL BE REQUIRED FOR ANY CLASS B FULL DEPTH REPAIR AND PRECAST REPAIR GREATER THAN 20 FT. IN LENGTH OR WITH ANY PRECAST REPAIR THAT REQUIRES MORE THAN 3 CONSECUTIVE PRECAST SLABS.

9. THE SPACING BETWEEN TIE BARS SHALL BE NO LESS THAN 24 INCHES. TIE BAR INSERTIONS SHALL BE NO LESS THAN 24 INCHES FROM ANY EXISTING TRANSVERSE JOINT OR FROM THE LOAD TRANSFER JOINTS OF ANY PLACED PRECAST SLAB OR CAST-IN-PLACE CONCRETE PATCH IN EITHER LANE ADJACENT TO THE LONGITUDINAL JOINT. THE PROCEDURE AND LOCATIONS FOR TIE BAR STITCHING SHALL BE IN ACCORDANCE WITH DETAIL H (SEE SHEET 19).

MATERIALS:

10. FOR GRADE SUPPORTED PRECAST SLABS, THE BEDDING AND UNDERSEALING MATERIAL FOR LEVELING AND SUPPORT SHALL CONSIST OF:

    A. LEVELING SAND SHALL BE 100% CRUSHED FINE AGGREGATE OF AN FA-6, FA-20, OR FA-21 GRADATION AS SPECIFIED IN SECTION 1003 OF THE STANDARD SPECIFICATIONS. THE FINE AGGREGATE SHALL BE REASONABLY FREE FROM AN EXCESS OF SOFT AND UNSOUND PARTICLES AND OTHER OBJECTIONABLE MATTER. THE TYPICAL THICKNESS OF THE LEVELING SAND LAYER SHALL BE APPROXIMATELY¼ INCH WITH A MAXIMUM THICKNESS OF 1 INCH.

    B. FOR GRADE SUPPORTED SLABS, UNDERSEALING GROUT SHALL BE USED AFTER SLAB INSTALLATION TO FILL ALL VOIDS BENEATH THE PRECAST PANELS. THE MIXTURE USED FOR UNDERSEALING GROUT SHALL CONSIST OF PORTLAND CEMENT, FLY ASH, GROUND GRANULATED BLAST FURNACE SLAG (OPTIONAL), A SUPERPLASTICIZER, AND WATER ALL IN ACCORDANCE WITH DIVISION 1000 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT THE PROPOSED MIX DESIGN FOR UNDERSEALING GROUT TO THE ENGINEER FOR DEPARTMENT APPROVAL PRIOR TO PLACEMENT. THE UNDERSEALING GROUT PRODUCED SHALL BE IN ACCORDANCE WITH THE FOLLOWING:

       i) THE UNDERSEALING GROUT SHALL REMAIN FLUID AND NOT EXHIBIT A RESISTANCE TO FLOW FOR A MINIMUM OF ONE HOUR. THE GROUT MIXTURE SHALL HAVE A FLOW RATE OF 15 TO 25 SECONDS AS MEASURED BY ASTM C 939 TO ENSURE FLUIDITY.

       ii) THE UNDERSEALING GROUT SHALL ACHIEVE AN INITIAL SET IN LESS THAN 4 HOURS AND A COMPRESSIVE STRENGTH AS MEASURED BY ASTM C 942 OF 300 PSI BEFORE OPENING THE SLAB TO TRAFFIC AND A COMPRESSIVE STRENGTH OF 500 PSI IN 12 HOURS.

11. FOR PRECAST SLABS SUPPORTED AND LEVELED BY FLOWABLE FILL PLACED BEFORE SLAB INSTALLATION, THE FLOWABLE FILL SHALL CONSIST OF PORTLAND CEMENT, FLY ASH, COARSE AND/OR FINE AGGREGATES, WATER, AND AIR ENTRAINING ADMIXTURE (OPTIONAL). THE CONTRACTOR SHALL SUBMIT THE PROPOSED MIX DESIGN FOR FLOWABLE FILL TO THE ENGINEER FOR DEPARTMENT APPROVAL PRIOR TO PLACEMENT. THE FLOWABLE FILL PRODUCED SHALL BE IN ACCORDANCE WITH THE FOLLOWING:

       i) PORTLAND CEMENT SHALL BE TYPE 1 CEMENT IN ACCORDANCE WITH SECTION 1001 OF THE STANDARD SPECIFICATIONS.

       ii) FLY ASH SHALL BE IN ACCORDANCE WITH SECTION 1010 OF THE STANDARD SPECIFICATIONS.

       iii) FINE AGGREGATE SHALL BE IN ACCORDANCE WITH SECTION 1003 OF THE STANDARD SPECIFICATIONS.

       iv) COARSE AGGREGATE, IF USED, SHALL BE IN ACCORDANCE WITH SECTION 1004 OF THE STANDARD SPECIFICATIONS WITH A MAXIMUM AGGREGATE SIZE OF ½INCH.

       v) IF AN AIR ENTRAINMENT ADMIXTURE IS USED, THE AIR CONTENT OF THE FLOWABLE FILL SHALL NOT EXCEED 35% OF THE FLOWABLE FILL VOLUME.

       vi) THE COMPRESSIVE STRENGTH OF THE FLOWABLE FILL MIXTURE SHALL NOT BE LESS THAN 50 PSI AT 3 DAYS, NOR LESS THAN 75 PSI OR GREATER THAN 150 PSI AT 28 DAYS.

       vii) THE FINAL SET TIME SHALL BE DETERMINED IN ACCORDANCE WITH ASTM C403 ON A TRIAL BATCH SPECIMEN.

       viii) THE MAXIMUM THICKNESS OF THE LEVELING FILL SHALL BE 1 INCH

12. FOR PRECAST SLABS SUPPORTED AND LEVELED BY HIGH-DENSITY FOAM PLACED AFTER SLAB INSTALLATION, THE HIGH-DENSITY FOAM SHALL BE EXPANDING POLYURETHANE FOAM HAVING A WATER INSOLUBLE DILUENT AND SHALL BE IN ACCORDANCE WITH THE FOLLOWING:

       i)

DENSITY (LBS./CU. FT.)-AIR RISE	6.0 MIN.
TENSILE STRENGTH (PSI) ASTM D 1623	100 MIN.
ELONGATION (%)	5.1
COMPRESSIVE STRENGTH (PSI) ASTM D 1621 (AT YIELD)	100 MIN.
VOLUME CHANGE (% OF ORGINAL)	0

       THE MANUFACTURER SHALL PROVIDE DOCUMENTATION THAT THE LOT(S) OF FOAM MEETS THE SPECIFIED PROPERTIES. MANUFACTURER'S CERTIFICATION SHALL LIST LOT NUMBER(S) AND DOCUMENTATION OF COMPLIANCE WITH THE SPECIFICATION.

       ii) THE MAXIMUM THICKNESS OF THE HIGH DENSITY FOAM SHALL BE 1 INCH.

13. HARDWARE GROUT/ADHESIVES

    A. FOR DOWEL BAR RETROFITS OR INSERTIONS, FOR THE FILLING OF ANY GROUT PORT HOLES USED FOR HIGH DENSITY FOAM INJECTIONS, FOR THE FILLING OF DOWEL SLOTS AND FOR THE FILLING OF RECESSED LIFTING DEVICES, THE BACKFILL MATERIAL SHALL BE:

       1) FIVE STAR HIGHWAY PATCH AS MANUFACTURED BY FIVE STAR PRODUCTS INC. FAIRFIELD, CONNECTICUT.

       2) HIGHWAY DB RETROFIT MORTAR AS MANUFACTURED BY DAYTON SUPERIOR, MIAMISBURG, OHIO.

       3) A DEPARTMENT APPROVED EQUIVALENT THAT HAS BEEN TESTED AS A RAPID SET CONCRETE PATCHING MATERIAL PER THE AASHTO NATIONAL TRANSPORTATION PRODUCT EVALUATION PROGRAM (NTPEP), WHICH CONFORMS TO ASTM C 928. THE GROUT MATERIAL IS REQUIRED TO PROVIDE A COMPRESSIVE STRENGTH OF 4,000 PSI IN 24 HOURS (OPENING TO TRAFFIC AFTER 3,000 PSI) PER ASTM C 39, EXHIBITS EXPANSION OF LESS THAN 0.10 PERCENT PER ASTM C 531, AND HAS A CALCULATED DURABILITY FACTOR OF 90.0 PERCENT MINIMUM AT THE END OF 300 FREEZE-THAW CYCLES PER ASTM C 666. THE PROPOSED MATERIAL SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO ANY PLACEMENT.

    B. FOR TIE BAR STITCHING AN APPROVED CHEMICAL ADHESIVE IN ACCORDANCE WITH ARTICLE 1027.01 OF THE STANDARD SPECIFICATIONS SHALL BE USED AS THE ANCHORING MATERIAL FOR STITCHED TIE BARS.

    C. FOR DOWEL BAR INSERTIONS, AN APPROVED CHEMICAL ADHESIVE OR EPOXY IN ACCORDANCE WITH ARTICLE 1027.01 OF THE STANDARD SPECIFICATIONS SHALL BE USED WITH PLACEMENT IN ACCORDANCE WITH ARTICLE 442.06 (a)(2) OF THE STANDARD SPECIFICATIONS WITH RETENTION DISCS OR WASHERS PLACED AGAINST THE FACE OF THE SLAB.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325DRAWN...\Default	USER NAME = khans	DESIGNED - O. PATEL	REVISED - D.G. 6-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRECAST CONCRETE PAVEMENT SLABS			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED -					21	2018-026-RS-SW	DUPAGE	64	45
	PLOT DATE = 12/13/2018	DATE - 10-25-2013	REVISED -		SCALE: NONE	SHEET 9 OF 19 SHEETS	STA. TO STA.		BD 57	CONTRACT NO. 62G64		
									ILLINOIS	FED. AID PROJECT		

INSTALLATION GENERAL NOTES

14. EPOXY COATED DOWEL BARS SHALL COMPLY WITH THE REQUIREMENTS OF ARTICLE 1006.06 (b) OF THE STANDARD SPECIFICATIONS. ANY ADDITIONAL MATERIAL REQUIRED FOR DOWEL BAR RETROFITTING SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION FOR "DOWEL BAR RETROFIT".

15. EPOXY COATED TIE BARS FOR STITCHING SHALL COMPLY WITH THE REQUIREMENTS OF ARTICLE 1006.10 OF THE STANDARD SPECIFICATIONS.

16. THE BACKER ROD USED AS A SEAL RESERVOIR GASKET AROUND THE PERIMETER OF A SLAB, NEAR THE TOP OF THE JOINTS, SHALL BE A CLOSED-CELL. PLASTIC FOAM ROD COMPATIBLE WITH THE SEALANT AND THE ELEVATED TEMPERATURES OF FINAL JOINT SEALANT APPLICATION. A CLOSED CELL PLASTIC FOAM BACKER ROD OF ⅜" DIAMETER SHALL BE PINNED OR NAILED TO THE FINISHED BASE AROUND THE PERIMETER OF EACH OPENING BEFORE THE PANELS ARE SET.

EQUIPMENT:

17. FOR BASE PREPARATION, A MECHANICALLY-CONTROLLED SCREEDING DEVICE OR STRAIGHTEDGE DEVICE CAPABLE OF GRADING FULLY COMPACTED FINE AGGREGATE USED AS THE LEVELING SAND TO A TOLERANCE OF ⅛ INCH PER 6 FT. LENGTHS OF PLACEMENT.

18. CHIPPING HAMMERS SHALL BE HAND HELD AND HAVE A MAXIMUM WEIGHT OF 30 LBS. PRIOR TO ANY HANDLE MODIFICATION WHERE APPLICABLE.

19. WITH ANY FIELD RETROFITTING OF DOWEL BARS, A TEMPLATE SHALL BE ROUTINELY USED FOR ALL STANDARD SLABS IN ORDER TO LOCATE AND ALIGN THE SAWCUTS CONSISTENTLY. EITHER SINGLE DIAMOND BLADED SAWS OR DIAMOND BLADED GANG SAWS SHALL BE USED TO MAKE SAW CUTS PERPENDICULAR TO THE TRANSVERSE (NONSKEWED) JOINT LINE TO ALLOW FOR DOWEL BAR PLACEMENTS WITHIN THE FOLLOWING TOLERANCES:
    - ± ½ INCH OF THE MIDDLE OF THE CONCRETE SLAB DEPTH.
    - ± ½ INCH OF BEING CENTERED OVER THE TRANSVERSE JOINT
    - ± ¼" FROM PARALLEL TO THE CENTERLINE OVER 12 INCHES OF THE BAR
    - ± ¼" FROM PARALLEL TO THE ROADWAY SURFACE OVER 12 INCHES OF THE BAR

    SAWCUTS SAWED ACROSS SKEWED JOINTS SHOULD ALLOW EQUAL LENGTH OF THE DOWEL BAR TO BE PLACED ACROSS THE TRANSVERSE JOINT. THE ALIGNMENT OF SAWCUTS MUST BE PARALLEL TO THE ROADWAY CENTERLINE, REGARDLESS OF TRANSVERSE JOINT SKEW.

20. WITH ANY FIELD INSERTIONS OF DOWEL BARS INTO PREDRILLED HOLES, THE DRILLING MACHINE SHALL BE IN ACCORDANCE WITH ARTICLE 442.03(g) OF THE STANDARD SPECIFICATIONS. HAND HELD DRILLING TOOLS WILL NOT BE ALLOWED.

21. THE COMPRESSOR FOR AIR BLASTING SHALL HAVE A MINIMUM CAPACITY OF 120 CFM. THE COMPRESSED AIR SHALL BE FREE FROM OIL AND OTHER CONTAMINANTS.

22. CONSOLIDATION EQUIPMENT USED TO CONSOLIDATE THE CONCRETE REPAIR MATERIAL IN THE RETROFITTED DOWEL BAR SLOTS SHALL BE INTERNAL VIBRATORS WITH A MAXIMUM DIAMETER OF 1 INCH AND SHALL HAVE A RESILIENT COVERING THAT WILL NOT DAMAGE THE EPOXY COATED REINFORCEMENT DURING USE. ANY VIBRATORS OR RODS USED FOR CONSOLIDATION OF THE REPAIR MATERIAL FOR NARROW MOUTH SLOTS SHALL HAVE A DIAMETER OF LESS THAN 1 INCH.

23. BATCHING EQUIPMENT FOR FLOWABLE FILL SHALL HAVE DEVICES DESIGNED TO MEASURE THE SPECIFIED QUANTITIES OF EACH COMPONENT MATERIAL, AND MIXING SHALL BE OF SUFFICIENT DURATION TO INSURE UNIFORM CONSISTENCY OF THE MIXTURE. NO WATER WILL BE ADDED TO THE FLOWABLE FILL MIXTURE AFTER BATCHING. WATER CONTENT SHALL BE MAINTAINED SUCH THAT COMPRESSIVE STRENGTHS ARE ACHIEVED AND A UNIFORM, FLOWABLE MIXTURE IS DEVELOPED THAT IS ESSENTIALLY SELF-LEVELLING WHEN PLACED.

24. EQUIPMENT FOR HIGH-DENSITY FOAM INJECTION SHALL INCLUDE A TRUCK MOUNTED PUMPING UNIT CAPABLE OF INJECTING THE POLYURETHANE BETWEEN THE CONCRETE AND THE SLAB SUBBASE. THE PUMP SHALL BE CAPABLE OF CONTROLLING THE RATE OF RISE OF THE PAVEMENT SLAB. A LEVELING UNIT SHALL BE PROVIDED TO ENSURE THE SLABS ARE RAISED TO AN EVEN PLANE, WITH VERTICAL ELEVATION DIFFERENCE ACROSS ANY CORNER NOT TO EXCEED ¼ INCH.

25. EQUIPMENT FOR MIXING AND PUMPING ANY GROUT/ADHESIVE MATERIALS FOR BEDDING THE SLABS, RETROFITTING DOWEL BARS, OR CROSS STITCHING TIE BARS SHALL BE IN ACCORDANCE WITH THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND THE SPECIFICATIONS.

REMOVAL /INSTALLATION:

26. PERIMETER SAWCUTTING OF THE REMOVAL AREA AND SAWCUTTING OF THE DOWEL BAR SLOTS SHALL NOT BE CARRIED OUT MORE THAN (1) WEEK IN ADVANCE OF THE EXPECTED DATE OF REPAIR. THE CONTRACTOR SHALL USE A TEMPLATE TO PRECISELY DELINEATE THE LIMITS OF THE AREAS TO BE REPAIRED AS DEFINED ON THE CONTRACT DOCUMENTS AND APPROVED SHOP DRAWINGS. WITHIN A TOLERANCE OF ½ INCH. REPAIRS SHALL BE NO LESS THAN THE FULL WIDTH OF A LANE AND THE FULL DEPTH OF CONCRETE.

27. REMOVAL OF EXISTING PAVEMENT SHALL BE IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS EXCEPT AS FOLLOWS:

    A. THE OUTER LIMITS OF THE REPAIR AREA WILL BE SAWCUT FULL DEPTH AND SHALL NOT EXTEND (OVERCUT) BY MORE THAN 10 INCHES INTO THE ADJACENT CONCRETE THAT IS TO REMAIN IN PLACE. OVERCUTS SHALL BE FILLED WITH A PRODUCT ACCEPTABLE TO THE DEPARTMENT. THE OUTER LIMITS FOR REPAIR SHALL BE MARKED OUT BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO ANY SAWCUTTING.

    B. REMOVAL OF CONCRETE WITHIN THE PERIMETER SAWCUTS SHALL BE BY THE LIFT-OUT METHOD, AND CONCRETE BETWEEN SAWCUTS FOR DOWEL BAR RETROFITS SHALL BE REMOVED USING JACKHAMMER AND HAND TOOLS. THE CONTRACTOR SHALL ENSURE THAT REMOVALS ARE CARRIED OUT WITHOUT DAMAGING THE ADJACENT CONCRETE PAVEMENT OR ASPHALT SHOULDER OR DISTURBING THE UNDERLYING BASE. HEAVY BREAKING EQUIPMENT SUCH AS HOE RAMS SHALL NOT BE USED IN THE REMOVAL OPERATION. THE CONCRETE PAVEMENT SHALL NOT BE BROKEN IN PLACE.

    C. IF DURING THE REMOVAL PROCESS THE ADJACENT CONCRETE IN THE SAME LANE OR IN AN ADJACENT LANE THAT CAN ONLY BE REPAIRED DURING NIGHT TIME LANE CLOSURES, IS DAMAGED OR CRACKED DUE TO THE CONTRACTOR'S REMOVAL PROCEDURE, THE DAMAGED AREA SHALL BE CUT BACK FULL DEPTH TO SOUND CONCRETE AND REPLACED WITH PRECAST SLABS AT THE CONTRACTOR'S EXPENSE. IF CONCRETE IN THE ADJOINING LANE IS DAMAGED DURING THE REMOVAL PROCESS AND WEEKEND REPAIRS ARE POSSIBLE, THE DAMAGED CONCRETE SHALL BE REPAIRED IN ACCORDANCE SECTION 442 OF THE STANDARD SPECIFICATIONS AT THE CONTRACTOR'S EXPENSE. ASPHALT SHOULDER DAMAGED DURING THE REMOVAL PROCESS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL PROVIDE A PROPOSAL FOR REPAIRS TO THE ENGINEER FOR DEPARTMENT APPROVAL.

    D. DISPOSAL OF EXCAVATED MATERIALS FROM THE REMOVAL OF CONCRETE SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AT THE CONTRACTOR'S EXPENSE.

    E. ALL SLURRY FROM SAW CUTTING OPERATIONS SHALL BE THOROUGHLY SCRAPED AND REMOVED FROM THE PAVEMENT SURFACE BEFORE THE PAVEMENT IS OPENED TO TRAFFIC. DISPOSAL OF SLURRY SHALL BE IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AT THE CONTRACTORS EXPENSE.

28. ANY AREAS OF SUBBASE WHICH ARE BELOW THE REQUIRED ELEVATION OF THE FINISHED SUBBASE, SHALL BE BUILT UP TO GRADE WITH SATISFACTORY COMPACTED GRANULAR MATERIAL.

29. LEVELING MATERIAL PLACED BEFORE SLAB INSTALLATION SHALL BE EITHER A FLOWABLE FILL OR A FINE AGGREGATE MEETING THE REQUIREMENTS OF THIS CONTRACT DOCUMENT. FLOWABLE FILL SHALL BE USED AS A LEVELING MATERIAL ONLY ON TANGENT PAVEMENT SECTIONS. GRADE CONTROL SHALL BE ESTABLISHED FOR ALL LEVELING MATERIAL USING STRINGLINES, LASER GUIDANCE, OR OTHER APPROVED METHODS. THE TEMPERATURE OF THE FLOWABLE FILL MIXTURE AS MANUFACTURED AND DELIVERED SHALL BE AT LEAST 50° F. NON FLOWABLE FILL WILL BE ALLOWED IF THE ANTICIPATED AIR TEMPERATURE WILL BE 36° F OR LESS WITHIN 24 HOURS OF SLAB PLACEMENT. THE FLOWABLE FILL MUST OBTAIN FINAL SET BEFORE THE PAVEMENT MAY BE OPENED TO TRAFFIC.

30. WHEN FLOWABLE FILL IS USED AS THE LEVELING MATERIAL WITH SLAB INSTALLATION. A PERIMETER BACKER ROD WILL NOT BE REQUIRED AROUND THE PERIMETER OF THE SLAB.

31. LEVELING MATERIAL PLACED IMMEDIATELY AFTER SLAB INSTALLATION SHALL ONLY BE A HIGH-DENSITY POLYURETHANE FOAM MEETING THE REQUIREMENTS OF THIS CONTRACT DOCUMENT. PLACEMENT OF POLYURETHANE FOAM SHALL FILL ALL VOIDS BENEATH THE PRECAST PANELS THAT MAY BE PRESENT AFTER PLACING THE PANELS OVER THE PREPARED SUBBASE AND LEVELING AGGREGATE. PLACEMENT OF THE POLYURETHANE SHALL UTILIZE THE UNDERSLAB GROUT PORT HOLES AS SHOWN ON THE PLANS. THE PORT HOLES ARE TO BE FILLED WITH THE DOWEL BAR BACKFILLING MATERIAL.

32. FOLLOWING PROPER REMOVAL OF EXISTING PAVEMENTS AND ACCEPTABLE BASE PREPARATION/LEVELING, THE CONTRACTOR SHALL HAVE ALL EQUIPMENT REQUIRED FOR PANEL INSTALLATION ON-SITE PRIOR TO BEGINNING PANEL INSTALLATION. LIFTING AND TRANSPORTING EQUIPMENT SHALL NOT DAMAGE THE PREPARED SUBBASE/LEVELING MATERIALS PRIOR TO OR DURING PANEL INSTALLATION. PRIOR TO SLAB INSTALLATION, ALL VERTICAL SURFACES OF SURROUNDING PAVEMENT SHALL BE COATED WITH A BOND BREAKER SUCH AS FORM OIL OR A CURING COMPOUND.

33. PANELS SHALL BE INSTALLED ONE AT A TIME, AND SHALL BE INSTALLED IN SUCH A MANNER THAT THE SUBBASE/LEVELING MATERIAL OR ANY REMAINING PAVEMENT IS NOT DAMAGED DURING INSTALLATION. DURING PLACEMENT OF THE SLABS, USE TIE OFF ROPES TO AVOID CHIPPING OR SPALLING EDGES OF THE PRECAST UNITS. USE WOOD SHIMS OR WEDGES TO GUIDE THE SLAB INTO THE CORRECT POSITION. THE USE OF STEEL PRY BARS THAT CHIP EDGES SHOULD BE AVOIDED.

34. IMMEDIATELY AFTER THE SLAB HAS BEEN SET AND LEVELED, SURVEY THE VERTICAL ELEVATION ACROSS ALL CORNERS TO VERIFY THAT THE VERTICAL DIFFERENCE BETWEEN ADJACENT SLABS ACROSS ANY CORNER DOES NOT EXCEED ¼ INCH. IF THE DIFFERENCE EXCEEDS ¼ INCH, THEN THE SLAB SHALL BE REMOVED AND RESET OR THE SURFACE SHALL RECEIVE A CORRECTIVE DIAMOND GRIND AT THE CONTRACTORS EXPENSE AFTER ANY REQUIRED BEDDING GROUT OR LEVELING MATERIAL HAS BEEN PLACED UNLESS COMPLETE PROFILE DIAMOND GRINDING OF THE ENTIRE PAVEMENT IS INCLUDED IN THE CONTRACT.

35. IF A SET PRECAST SLAB IS OPENED TO TRAFFIC BEFORE ANY GROUTING OPERATIONS, THE CONTRACTOR SHALL MEET THE FOLLOWING REQUIREMENTS:

    i) DURING INSTALLATION, INCOMPRESSIBLE SHIMS APPROVED BY THE ENGINEER SHALL BE PLACED IN EACH TRANSVERSE AND LONGITUDINAL JOINT TO CORRECT AND MAINTAIN HORIZONTAL ALIGNMENT OF THE SLAB. THE TOTAL THICKNESS OF SHIMS USED IN ANY JOINT SHALL BE EQUAL TO OR LESS THAN ⅜".

    ii) ASPHALT SHOULDERS SHALL BE BACKFILLED TO MAINTAIN HORIZONTAL ALIGNMENT.

    iii) WIDE MOUTH DOWEL SLOTS LEFT OPEN SHALL BE TEMPORARILY FILLED WITH A COMPRESSION SEAL APPROVED BY THE ENGINEER TO WITHIN 1 INCH FLUSH WITH THE PAVEMENT SURFACE.

    iv) NARROW MOUTH DOWEL SLOTS MAY BE LEFT OPEN.

    v) ALL GROUTING MEETING THE REQUIREMENTS OF THIS CONTRACT SHALL BE COMPLETED WITHIN 48 HOURS OF EACH SLAB'S PLACEMENT.

36. PRIOR TO DOWEL BAR PLACEMENT, THE TRANSVERSE JOINT SHALL BE CAULKED WITH A SILICONE SEALANT AT THE BOTTOM AND SIDES OF THE SLOT. THE CAULKING FILLER SHOULD NOT BE PLACED ANY FARTHER THAN ½ INCH OUTSIDE EITHER SIDE OF THE JOINT, AND APPLIED SUFFICIENTLY TO PREVENT ANY PATCHING MATERIAL FROM ENTERING THE JOINT AT THE BOTTOM OR SIDES OF THE SLOT. EXCESSIVE SEALANT AROUND THE SLOT DOES NOT ALLOW THE CONCRETE PATCHING MATERIAL TO BOND TO THE SIDES OF THE SLOT. BEFORE PLACEMENT, THE DOWEL BARS SHOULD BE LIGHTLY COATED WITH PARTING COMPOUND AND FULLY RETROFITTED DOWEL BARS PLACED ON A CHAIR THAT WILL PROVIDE A MINIMUM ½ INCH CLEARANCE BETWEEN THE BOTTOM OF THE DOWEL AND THE BOTTOM OF THE SLOT. FOR ANY DOWEL BARS INSERTED INTO PREDRILLED EPOXIED HOLES, AN APPURATUS CAPABLE OF MAINTAINING VERTICAL ALIGNMENT OF THE DOWEL AND TO PROVIDE A MINIMUM ½ INCH CLEARANCE BETWEEN THE BOTTOM OF THE DOWEL AND THE BOTTOM OF THE SLOT SHAL BE PROVIDED BY THE CONTRCTOR. A ⅜ INCH THICK FOAM INSERT SHOULD BE PLACED AT THE MIDDLE OF THE DOWEL TO MAINTAIN THE TRANSVERSE JOINT. THE FOAM INSERT SHOULD FIT TIGHTLY AROUND THE DOWEL, THE BOTTOM, AND THE EDGES OF THE SLOT, AND BE UP TO THE SURFACE OF THE EXISTING CONCRETE SURFACE. THE FOAM INSERT SHOULD BE CAPABLE OF REMAINING IN A VERTICAL POSITION AND HELD TIGHTLY TO ALL EDGES DURING PLACEMENT OF THE PATCH. IF FOR ANY REASON THE FOAM INSERT SHIFTS DURING PLACEMENT OF THE CONCRETE PATCHING MATERIAL, THE WORK SHALL BE REJECTED AND REDONE AT THE CONTRACTOR'S EXPENSE.

37. PLACEMENT OF HARDWARE GROUT/ADHESIVES:

    A. DOWEL BARS - THE PLACEMENT OF ANY APPROVED BACKFILL MATERIAL FOR DOWEL BAR RETROFITTING OR FOR DOWEL BAR INSERTIONS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION FOR "DOWEL BAR RETROFIT". THE PAVEMENT WILL NOT BE OPENED TO TRAFFIC UNTIL THE BACKFILL MATERIAL AROUND THE PAVEMENT HARDWARE OBTAINS 3,000 PSI COMPRESSIVE STRENGTH. ALL CONCRETE SURFACES WITHIN THE SLOT SHALL BE SOLID, FREE FROM LOOSE OR UNSOUND FRAGMENTS. BEFORE GROUTING, SANDBLAST ALL EXPOSED SURFACES IN THE DOWEL BAR SLOT FOLLOWED BY AIR BLASTING TO REMOVE ANY DUST, RESIDUE OR DEBRIS LEFT IN THE SLOT. UPON COMPLETION OF THE RETROFITTING WORK, THE GROUT OR CONCRETE PATCH MATERIAL SHALL FILL ALL SLOTS TO THE SURFACE OF THE EXISTING PAVEMENTS. ANY SLOTS INSUFFICIENTLY FILLED BELOW EXISTING PAVEMENT SURFACES SHALL BE REDONE AT THE CONTRACTOR'S EXPENSE.

    B. TIE BARS - A FOAM BOARD GASKET SHALL BE INSERTED INTO THE LONGITUDINAL JOINT AT THE STITCHING LOCATION AND THE TIEBAR HOLE PREDRILLED THROUGH THE GASKET. AFTER PREDRILLED HOLES ARE AIR BLASTED, PRESSURE INJECT THE APPROVED ADHESIVE INTO THE PREDRILLED HOLES, LEAVING SOME VOLUME FOR THE BAR TO OCCUPY THE HOLE. INSERT THE TIEBAR INTO THE HOLE, LEAVING ABOUT I INCH FROM THE TOP OF THE TIE BAR TO THE PAVEMENT SURFACE. REMOVE EXCESS ADHESIVE AND FINISH FLUSH WITH THE PAVEMENT SURFACE.

    C. FILL LIFTING INSERT HOLES AND GROUT PORTS WITH THE APPROVED GROUT USED FOR DOWEL BAR RETROFITTING.

38. PLACEMENT OF UNDERSEALING GROUT SHALL FILL ALL VOIDS BENEATH THE PRECAST PANELS AND GROUT PORT HOLES THAT MAY BE PRESENT AFTER PLACING THE PANELS OVER THE PREPARED SUBBASE AND LEVELING AGGREGATE. PLACEMENT OF THE UNDERSEALING GROUT SHALL UTILIZE THE UNDERSLAB GROUT PORT HOLES AS SHOWN ON THE PLANS. PLACEMENT OF UNDERSEALING GROUT SHALL NOT OCCUR UNTIL AFTER ALL HARDWARE DEVICES ARE PLACED AND GROUTED. IF UNDERSEALING GROUT FILLS ANY LONGITUDINAL JOINT TO WITHIN 9" OF THE SLAB SURFACE, A 9" SAW CUT OF THE JOINT SHALL BE REQUIRED DURING INSTALLATION. IF UNDERSEALING GROUT FILLS ANY TRANSVERSE JOINT TO WITHIN 9" OF THE SLAB SURFACE, THEN A 9" SAW CUT OF THE JOINT SHALL BE REQUIRED FOLLOWED BY REMOVAL AND FULL RETROFITTING OF ALL SEVERED DOWEL BARS ACROSS THE JOINT.

39. AFTER INSTALLATION AND GROUTING IS COMPLETED ALL LONGITUDINAL AND TRANSVERSE JOINTS SHALL BE SEALED IN ACCORDANCE WITH ARTICLE 420.12 OF THE STANDARD SPECIFICATIONS

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325DRAWN\Data\Design\DistStd.dgn	USER NAME = khans	DESIGNED - O. PATEL	REVISED - D.G. 6-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRECAST CONCRETE PAVEMENT SLABS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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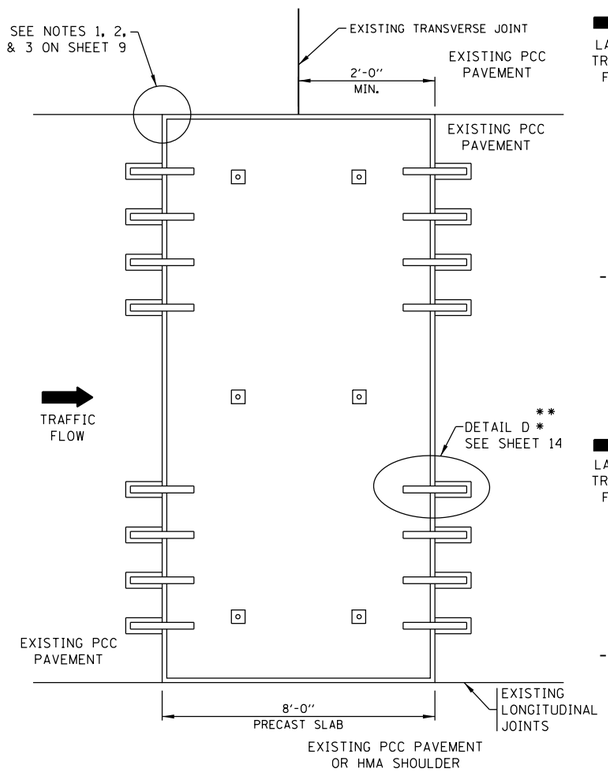
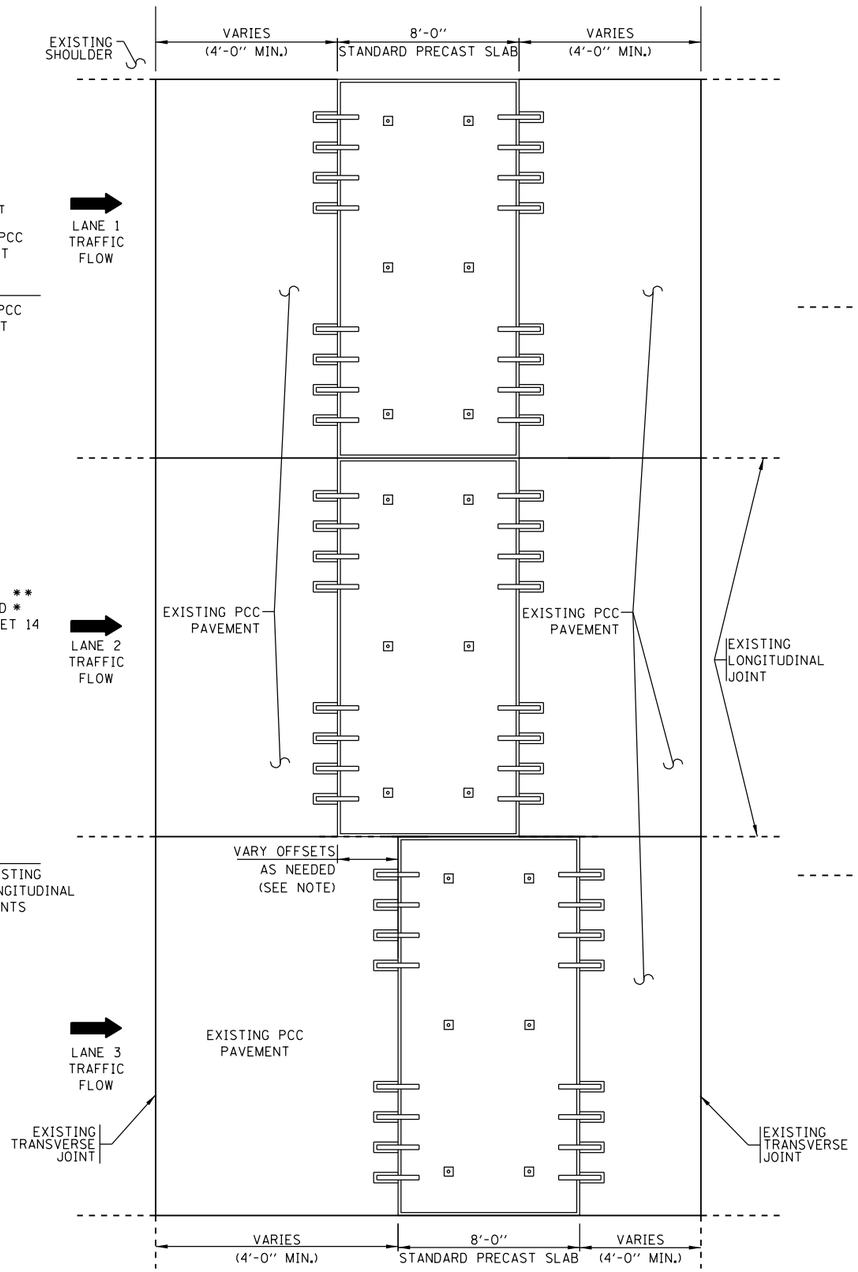
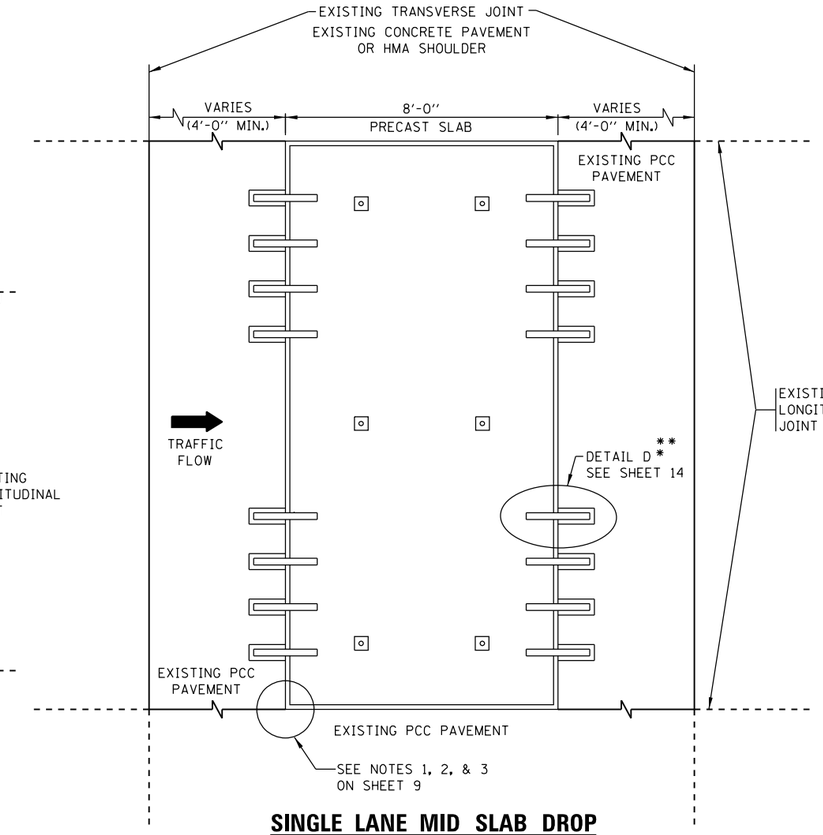


SINGLE LANE JOINT REPLACEMENT DROP IN PANEL FOR STANDARD PRECAST SLABS



MULITPLE LANE MID SLAB DROP IN PANEL FOR STANDARD PRECAST PANELS



SINGLE LANE MID SLAB DROP IN PANEL FOR STANDARD PRECAST PANELS

NOTE:

WHEN THE TRANSVERSE JOINTS OF ANY PRECAST SLAB CANNOT BE ALIGNED WITH TRANSVERSE JOINTS IN ADJACENT LANES, A MAXIMUM 2'-0" OFFSET BETWEEN JOINTS SHALL BE PROVIDED.

* FOR DOWEL BARS FULLY RETROFITTED IN THE FIELD, REFER TO DETAIL C ON SHEET 13.

* * FOR DOWEL BARS TO BE SLID INTO PRE-DRILLED HOLES IN THE FIELD, REFER TO DETAIL G ON SHEET 17.

INSTALLATION OF ISOLATED STANDARD PRECAST SLABS

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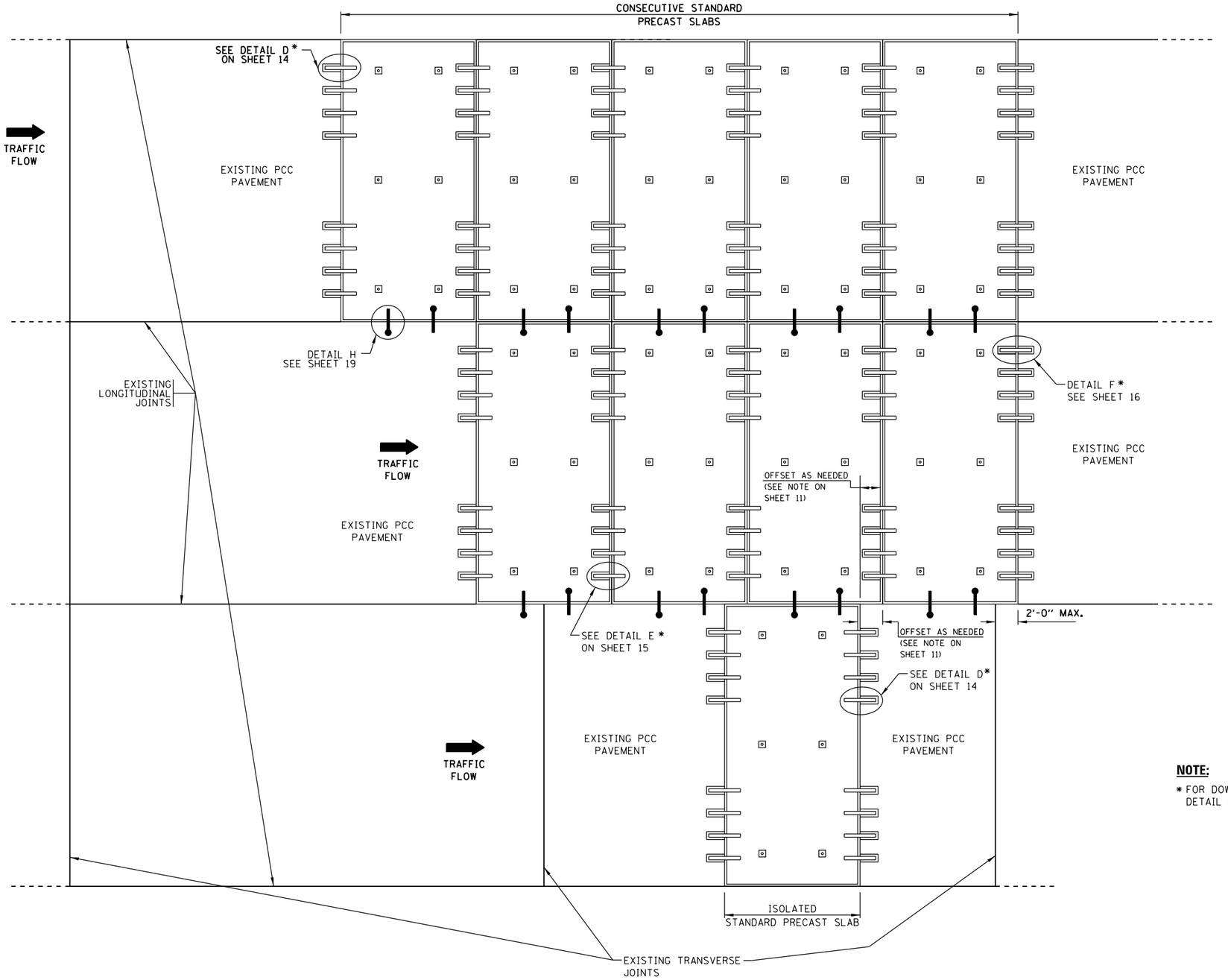

NOTE:

* FOR DOWEL BARS FULLY RETROFITTED IN THE FIELD, REFER TO DETAIL C ON SHEET 13.

INSTALLATION OF CONSECUTIVE STANDARD PRECAST SLABS

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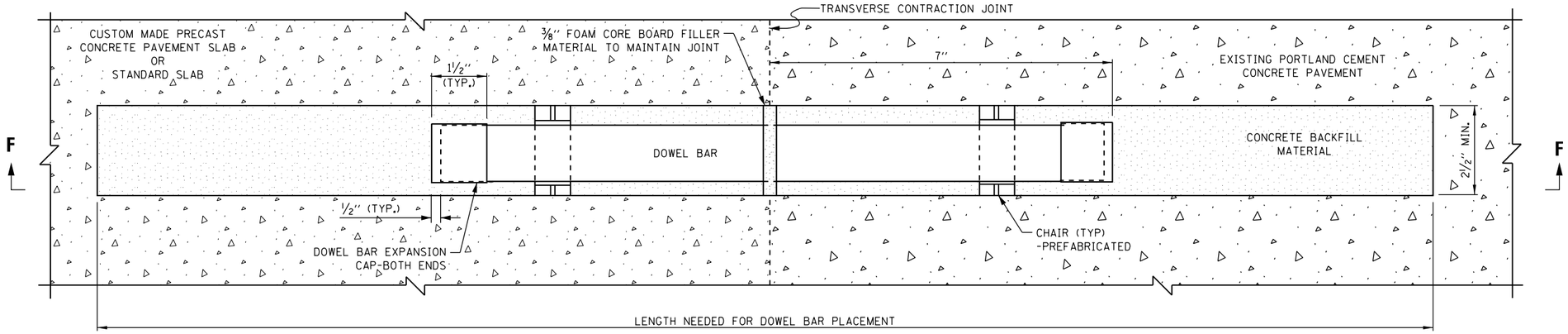
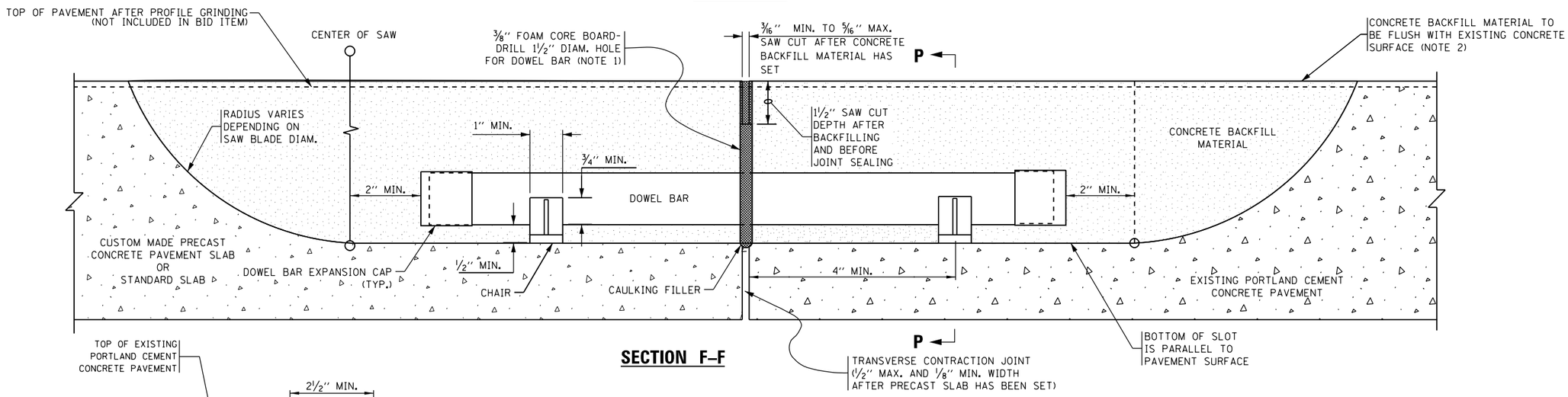
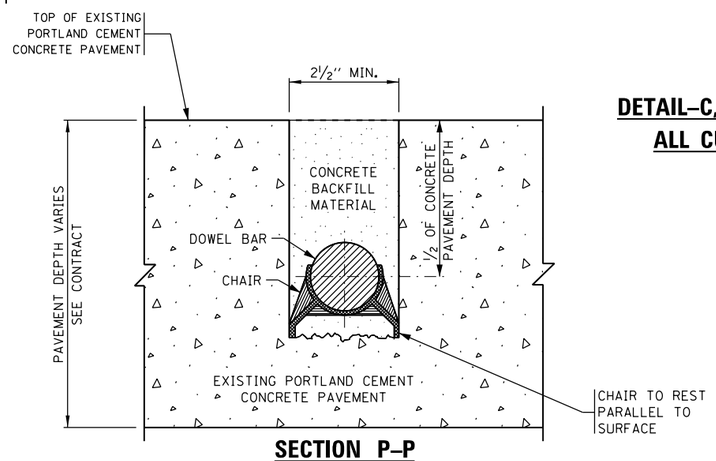


PLAN VIEW

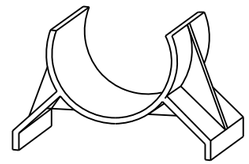


SECTION F–F



SECTION P–P

DETAIL–C, WIDE MOUTH DOWEL BAR PLACEMENT DETAIL FOR ALL CUSTOM MADE PRECAST PANELS AND OPTIONAL FOR STANDARD SLABS



CHAIR DETAIL

NOTES:

1. PLACE FOAM CORE BOARDS TO THE TOP OF PATCH.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW EXISTING CONCRETE SURFACE.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE PAVEMENT SLABS

SCALE: NONE | SHEET 13 OF 19 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	49
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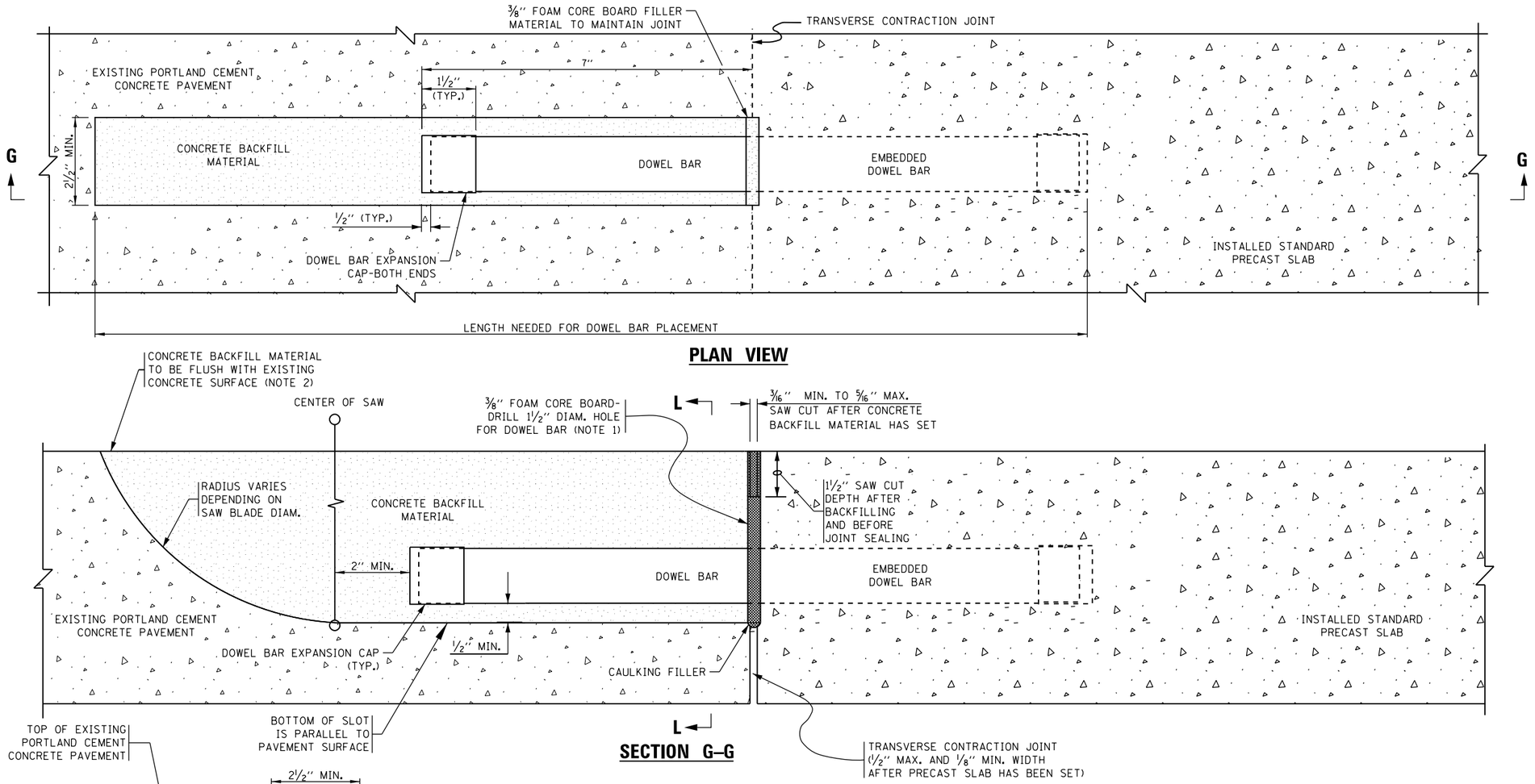

DETAIL D – WIDE MOUTH DOWEL BAR PLACEMENT
DETAIL FOR STANDARD PRECAST PANELS

(FOR APPLICATION WITH ALL ISOLATED STANDARD SLABS AND WITH INITIAL PLACEMENT OF CONSECUTIVE STANDARD SLABS)

NOTES:

1. PLACE FOAM CORE BOARDS TO THE TOP OF PATCH.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW EXISTING CONCRETE SURFACE.

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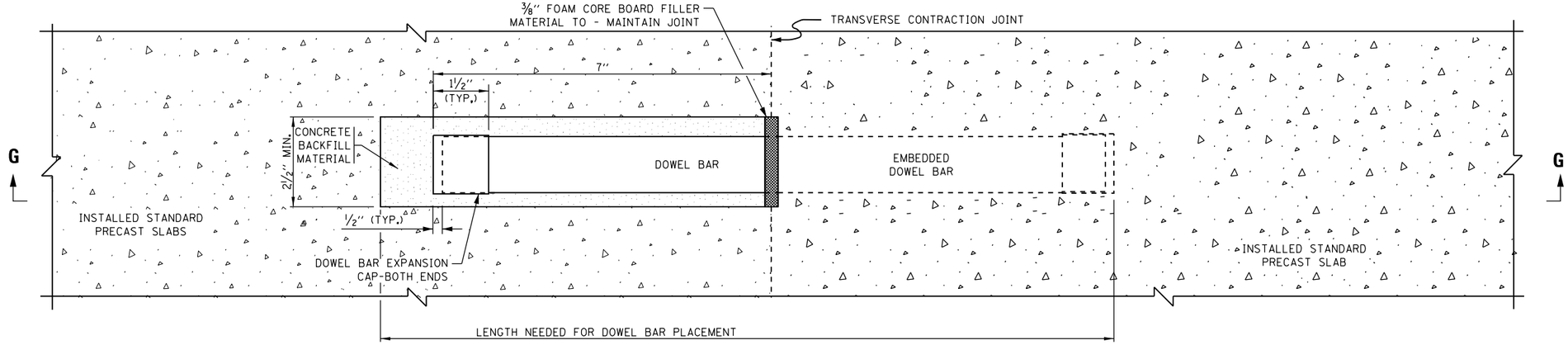
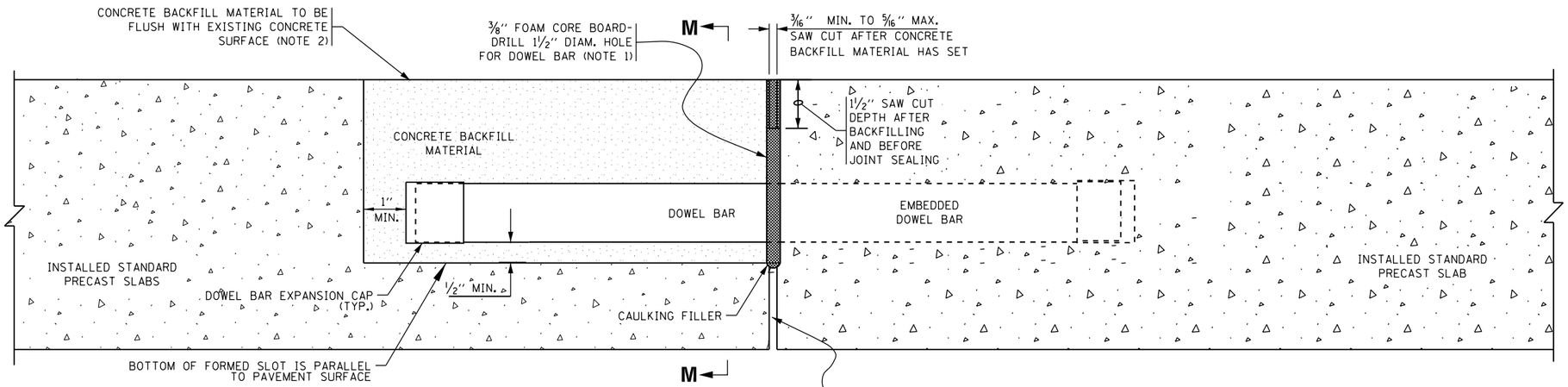
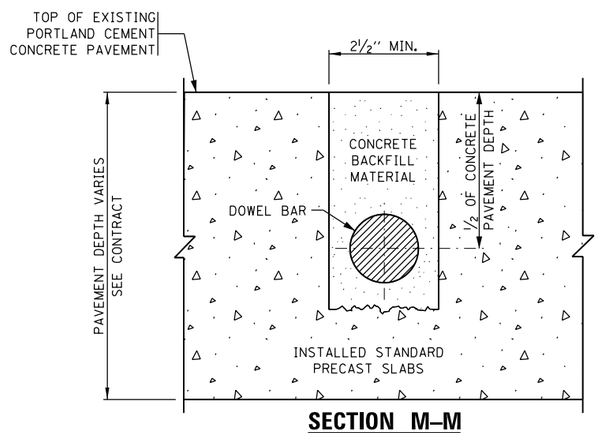


PLAN VIEW



SECTION G–G



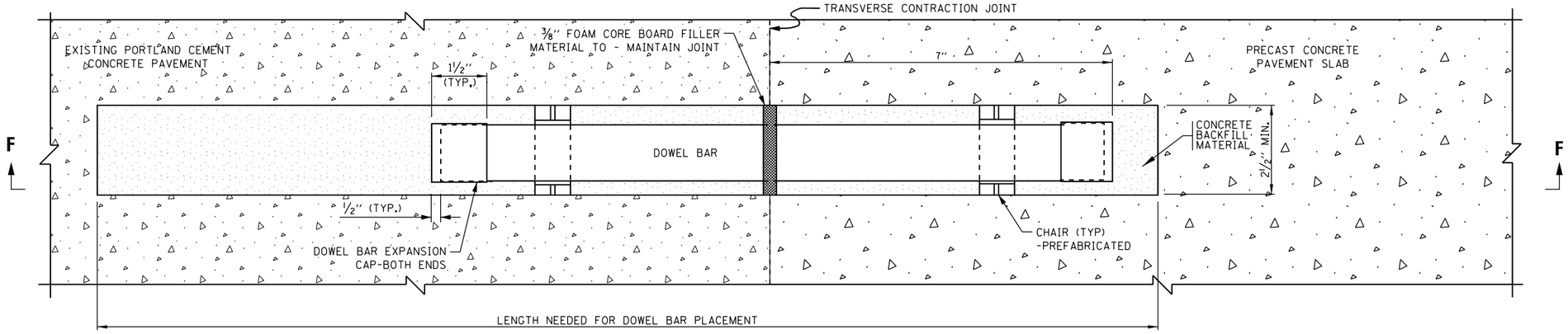
SECTION M–M

DETAIL E – WIDE MOUTH DOWEL BAR PLACEMENT DETAIL FOR CONSECUTIVE STANDARD PRECAST PANELS

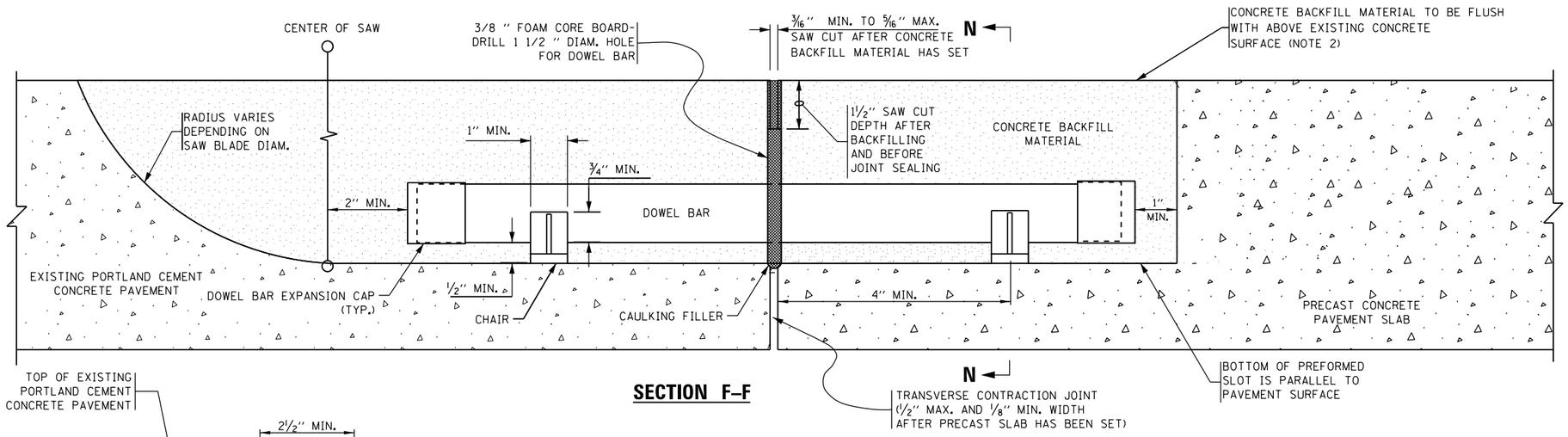
NOTES:

1. PLACE FOAM CORE BOARDS TO THE TOP OF PATCH.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW THE EXISTING CONCRETE SURFACE.

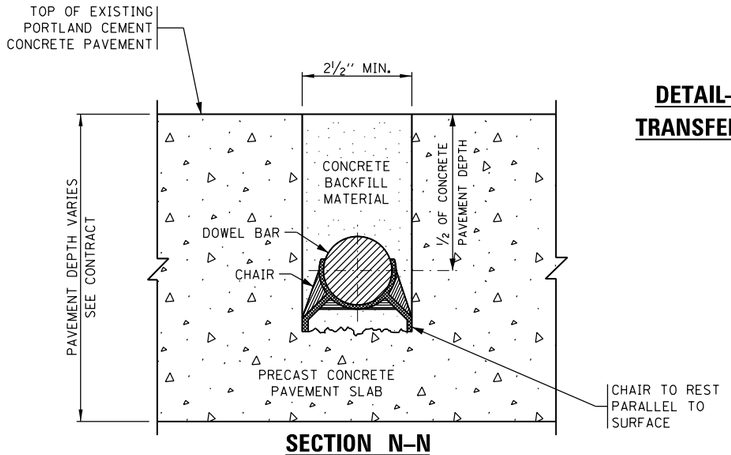
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325DRAWN\Data\Design\DistStd.dgn	USER NAME = khans	DESIGNED - O. PATEL	REVISED - D.G. 9-16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRECAST CONCRETE PAVEMENT SLABS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			REVISED -			21	2018-026-RS-SW	DUPAGE	64	51
Default	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED -				BD 57		CONTRACT NO. 62G64	
	PLOT DATE = 12/13/2018	DATE - 10-25-2013	REVISED -		SCALE: NONE SHEET 15 OF 19 SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	



PLAN VIEW

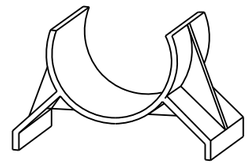


SECTION F–F



SECTION N–N

DETAIL–F, WIDE MOUTH DOWEL BAR PLACEMENT DETAIL FOR THE LAST TRANSFER JOINT OF CONSECUTIVELY PLACED STANDARD PRECAST PANELS



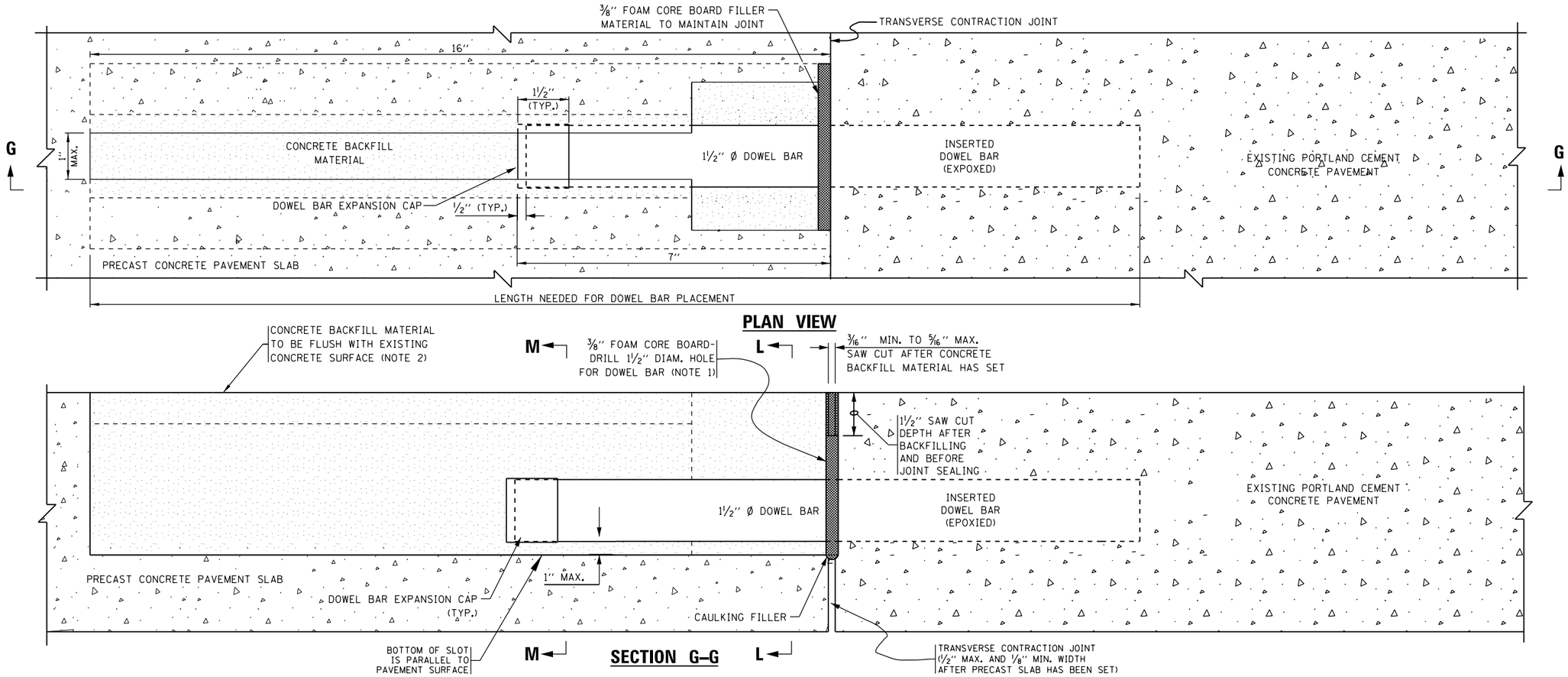
CHAIR DETAIL

NOTES:

1. PLACE FOAM CORE BOARDS TO THE TOP OF PATCH.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW THE EXISTING CONCRETE SURFACE.

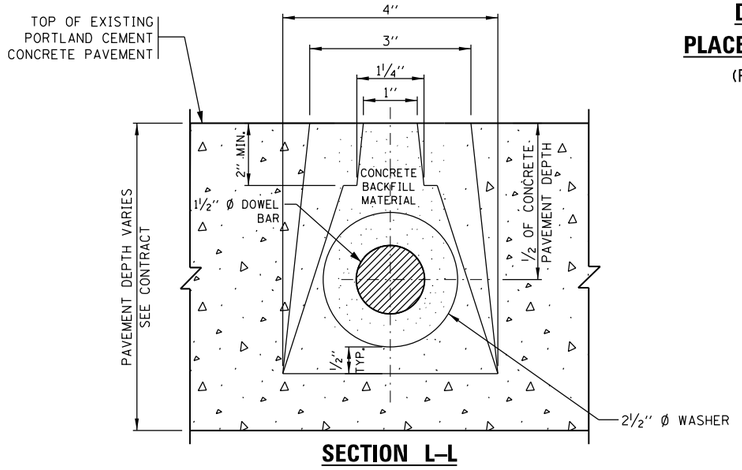
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325DRAWN\Data\Design\DistStd.dgn	USER NAME = khans	DESIGNED - O. PATEL	REVISED - D.G. 6-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRECAST CONCRETE PAVEMENT SLABS
Default	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED - D.G. 9-16		SCALE: NONE | SHEET 16 OF 19 SHEETS | STA. | TO STA.
	PLOT DATE = 12/13/2018	DATE - 10-25-2013	REVISED -		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	52
	BD 57	CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			



DETAIL G – NARROW MOUTH DOWEL BAR PLACEMENT DETAIL FOR ISOLATED PRECAST PANELS

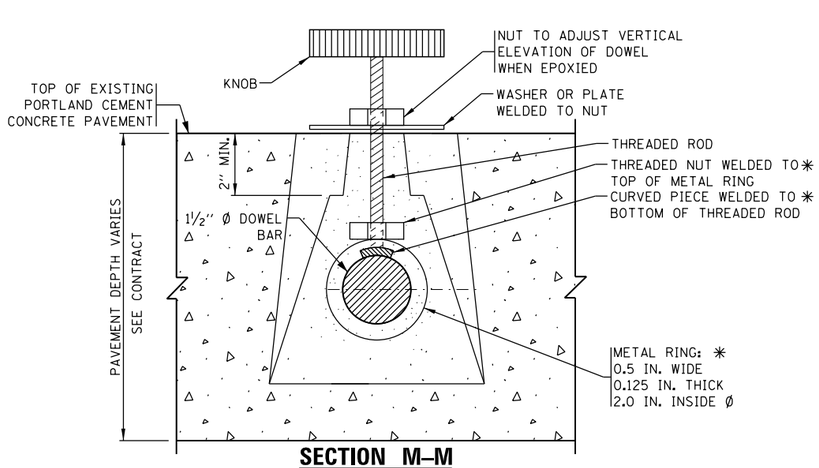
(FOR OPTIONAL APPLICATION WITH ALL ISOLATED SLABS IN PLACE OF FULL RETROFITS)



SECTION L–L

NOTES:

1. PLACE FOAM CORE BOARDS TO THE TOP OF PATCH.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW EXISTING CONCRETE SURFACE.



SECTION M–M

CLAMP DETAIL FOR SLIDING DOWEL BAR SLOTS

* METAL RING MAY BE REPLACED WITH A STRONG MAGNET WELDED TO THE THREADED ROD. AT LEAST ONE CLAMP WILL BE NEEDED FOR EACH INSERTED DOWEL BAR TO MAINTAIN ALIGNMENT.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325DRAWN\Data\Design\DistStd.dgn	USER NAME = khans	DESIGNED - O. PATEL	REVISED - D.G. 6-14
			REVISED - D.G. 9-16
Default	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/13/2018	DATE - 10-25-2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE PAVEMENT SLABS

SCALE: NONE | SHEET 17 OF 19 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	53
	BD 57	CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			

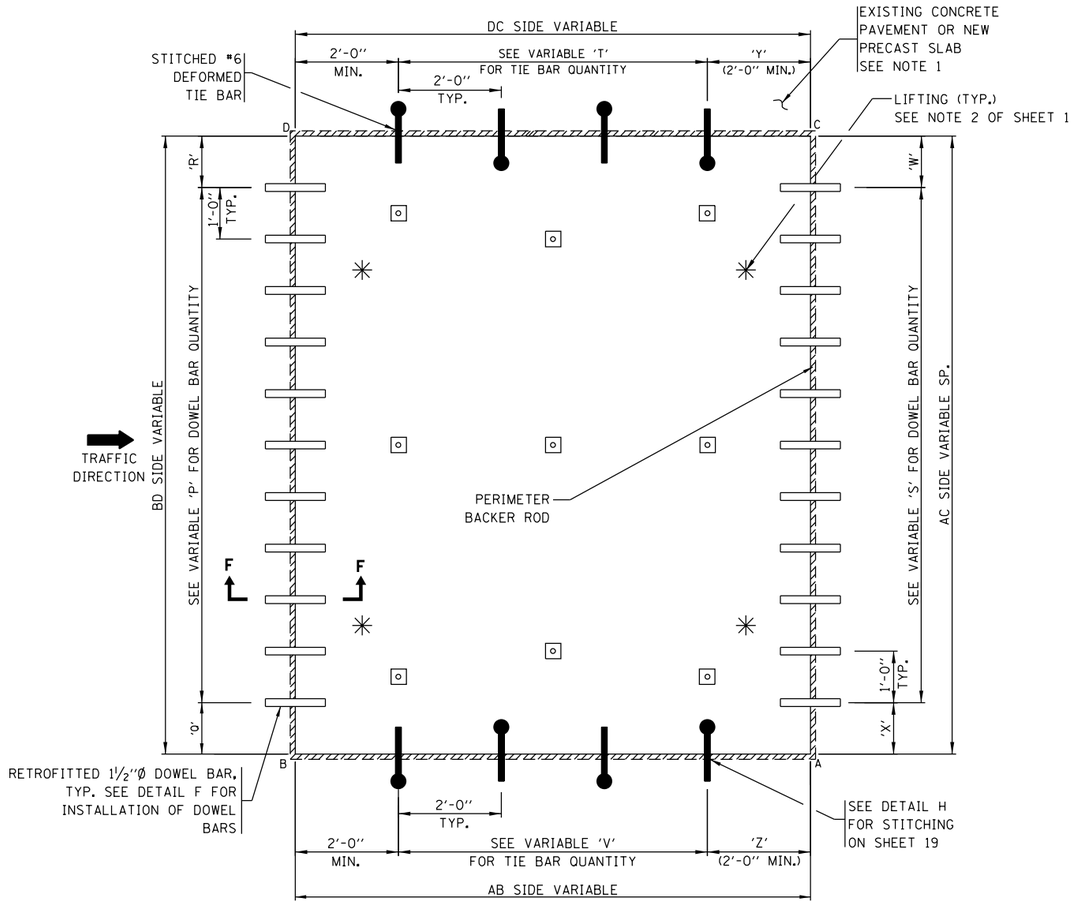
FOR NON STANDARD SLABS, UPON COMPLETION BY THE CONTRACTOR A SLAB LAYOUT WILL BE ADDED WITH SLAB DIMENSIONS TO INCLUDE BUT NOT BE LIMITED TO THE TABLE SHOWN BELOW.

EXAMPLE	ROUTE	STATION NUMBER	MAINLINE LANE NO.	RAMP ID.	RAMP LANE NO.	MARK NO.	LANE TYPE	VARIABLES														AB* SIDE	BD* SIDE	CD* SIDE	AC* SIDE	AREA (SQ.FT.)	VOLUME (CU. FT.)	WEIGHT (TONS)	DIAGONALS (FT.)	
								AB (FT.)	AC (FT.)	BD (FT.)	CD (FT.)	P (NO.)	Q (FT.)	R (FT.)	S (NO.)	T (NO.)	V (NO.)	W (FT.)	X (FT.)	Y (FT.)	Z (FT.)								AD	BC

MAINLINE LANE NO.: LANE NO. 1 IS ADJACENT TO MEDIAN SHOULDER.
RAMP LANE NO.: LANE NO. 1 IS ADJACENT TO THE INSIDE SHOULDER.
MARK NO.: EACH PANEL SHALL BE INDIVIDUALLY MARKED FOR CORRECT PLACEMENT.
LANE TYPE: "OUT" IN THIS COLUMN INDICATES OUTSIDE LANE.
"MID" IN THIS COLUMN INDICATES MIDDLE LANE.
"IN" IN THIS COLUMN INDICATES INSIDE LANE

*** LEGEND**

DB= DOWEL BAR EMBEDDED
DS= DOWEL SLOT
ST= SLOT OR HOLE FOR STITCHED TIE BAR
RD= FIELD RETROFITTED DOWEL BARS



INSTALLATION DETAIL FOR CUSTOM SLABS

NOTES:

1. NO STITCHING OF DEFORMED TIE BARS IS REQUIRED WHEN PRECAST SLAB IS PLACED ADJACENT TO HMA SHOULDER.
2. TIE BAR STITCHING SHALL BE REQUIRED WHEN THE REPAIR AREA LENGTH EXCEEDS 20 FT. OR WHEN MORE THAN 3 PRECAST SLAB ARE PLACED IN SEQUENCE.

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	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED -		
Default	PLOT DATE = 12/13/2018	DATE - 10-25-2013	REVISED -		SCALE: NONE SHEET 18 OF 19 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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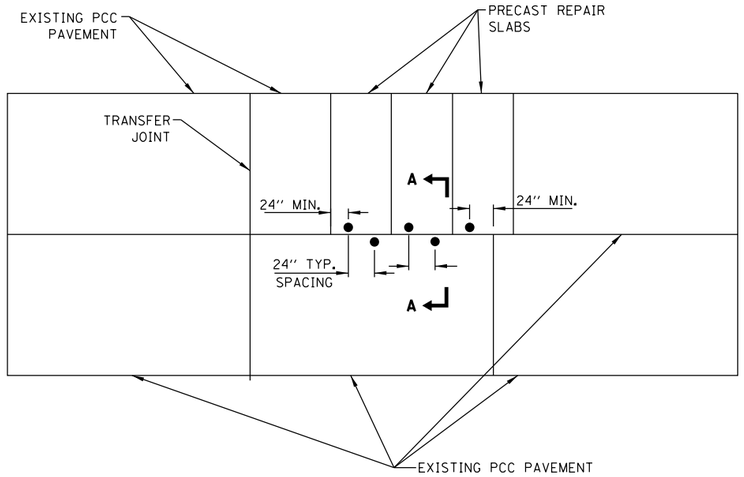
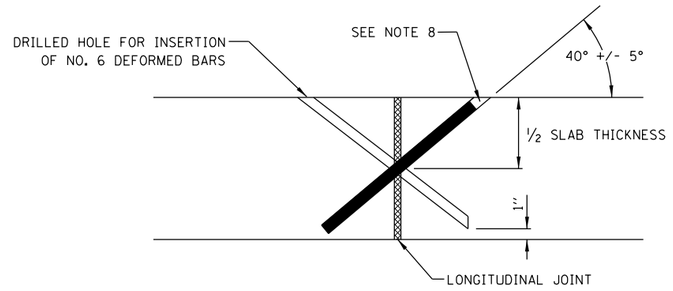
	BD 57	CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			



DETAIL H – LONGITUDINAL TIE BAR STITCHING FOR PRECAST PANELS



SECTION A–A

NOTES FOR TIE BAR STITCHING:

1. DRILL HOLES THAT ARE ORIENTED AT 40° ± 5° ANGLE TO THE PAVEMENT SURFACE SO THAT THEY INTERSECT THE LONGITUDINAL CRACK OR JOINT AT ABOUT MID-DEPTH. (IT IS IMPORTANT TO START DRILLING THE HOLE AT A CONSISTENT DISTANCE FROM THE JOINT, IN ORDER TO CONSISTENTLY CROSS AT THE MID-DEPTH OF THE SLAB.)
2. HOLE CENTERLINES ARE PERPENDICULAR TO THE JOINT(IN PLAN VIEW) AT EACH LOCATION BEING DRILLED.
3. SELECT A DRILL THAT MINIMIZES DAMAGE TO THE CONCRETE SURFACE, SUCH AS A HYDRAULIC POWERED DRILL. SELECT A DRILL DIAMETER NO MORE THAN 0.375 IN. LARGER THAN THE TIE-BAR DIAMETER. CHOOSE A GANG-MOUNTED DRILL IF A HIGHER PRODUCTIVITY IS NEEDED.
4. DRILL HOLES WITH NO LESS THAN A 24 INCH BAR SPACING. ADJACENT HOLES ARE DRILLED IN OPPOSITE DIRECTIONS ACROSS THE JOINT. THE HOLES AND INSERTED TIE BAR SHALL BE NO LESS THAN 24 INCHES FROM ANY EXISTING TRANSVERSE JOINT OR ANY PRECAST OR REPAIR TRANSFER JOINT.
5. HOLE BOTTOMS ARE NO MORE THAN 1 INCH FROM THE SLAB BOTTOM.
6. AIR BLOW THE HOLES TO REMOVE DUST AND DEBRIS AFTER DRILLING.
7. INJECT ADHESIVE INTO THE HOLE, LEAVING SOME VOLUME FOR THE BAR TO OCCUPY THE HOLE. (POURING THE ADHESIVE IS ACCEPTABLE FOR SMALL QUANTITIES.)
8. INSERT THE NO. 6 EPOXY COATED DEFORMED TIE BAR INTO THE HOLE, LEAVING ABOUT 1 IN. FROM THE TOP OF BAR TO THE PAVEMENT SURFACE. DEFORMED TIE BARS SHALL BE EPOXY COATED.
9. REMOVE EXCESS ADHESIVE AND FINISH FLUSH WITH THE PAVEMENT SURFACE.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325DRWData\Design\DistStd.dgn	USER NAME = khans	DESIGNED - O. PATEL	REVISED - D.G. 9-16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRECAST CONCRETE PAVEMENT SLABS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN	REVISED -			21	2018-026-RS-SW	DUPAGE	64	55
Default	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED -				BD 57	CONTRACT NO. 62G64		
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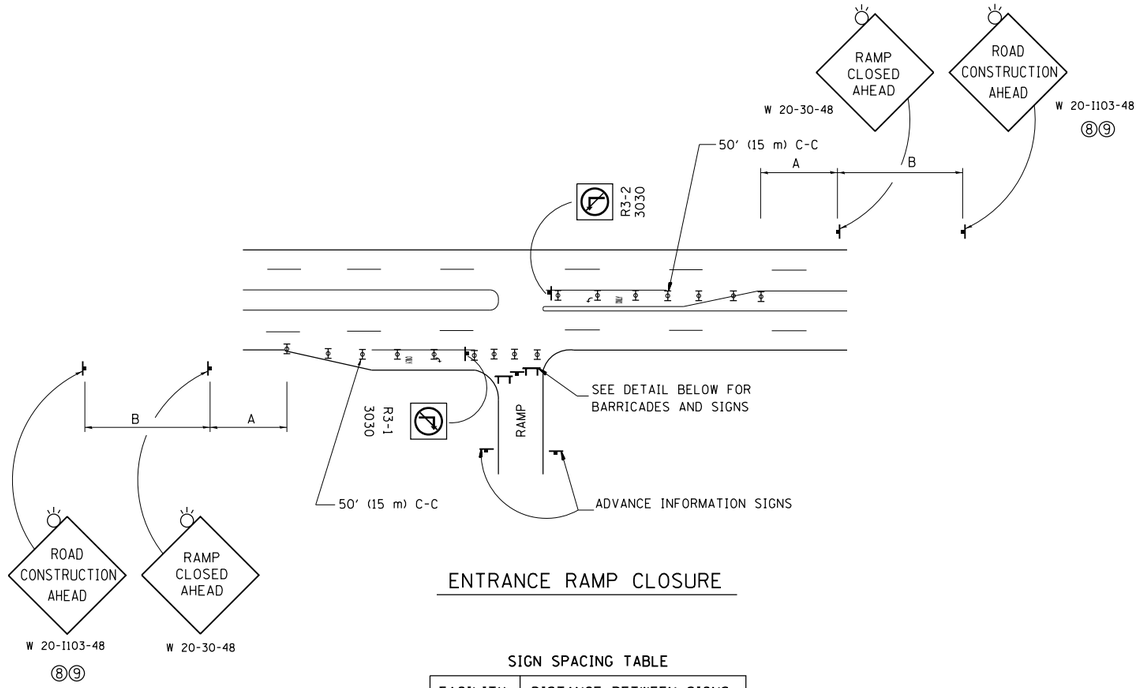
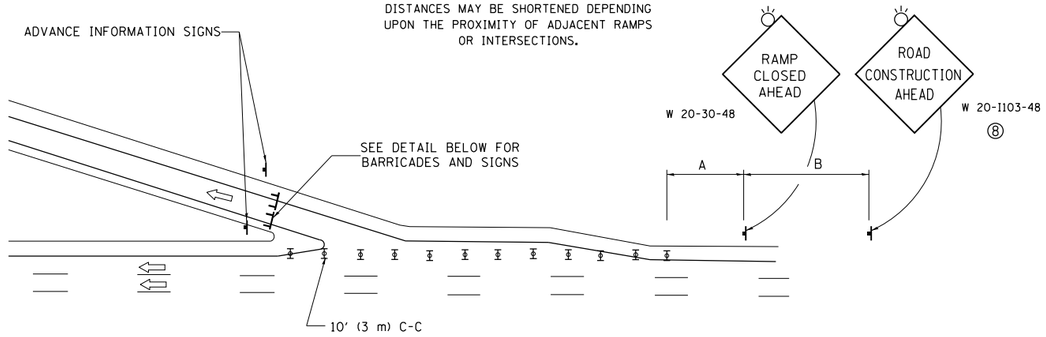


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS A	DISTANCE BETWEEN SIGNS B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.

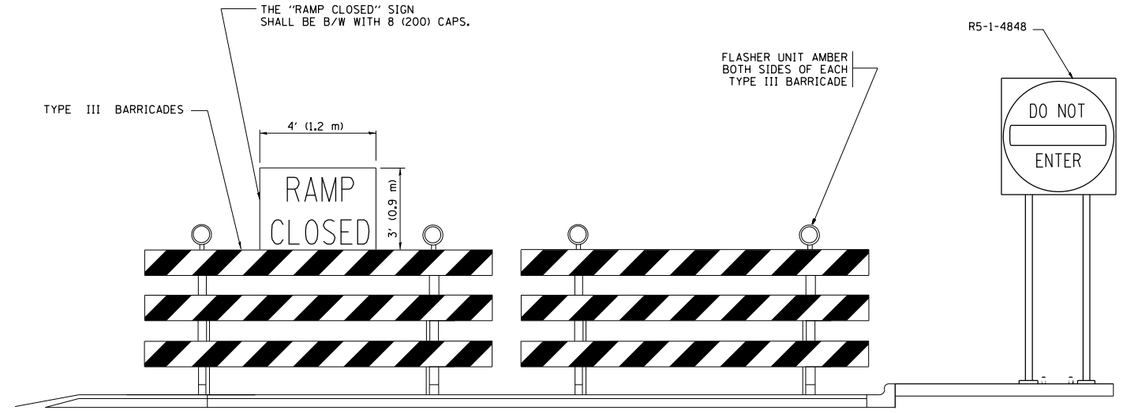


EXIT RAMP CLOSURE

SYMBOLS

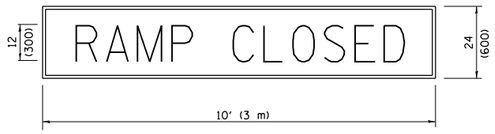
TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

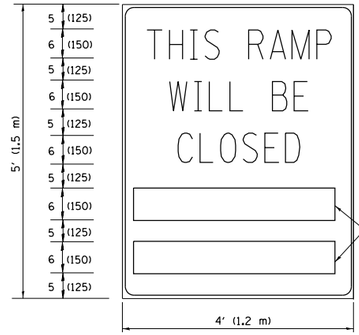
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

1. CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
2. VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
3. A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEEDED BY A W20-7 FLAGGER WARNING SIGN.
4. ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
5. THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
7. THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH
8. ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
9. ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325\DrawingData\Design\DistStd.dgn	USER NAME = khans	DESIGNED - D.W.S.	REVISED - S.P.B. 01-07
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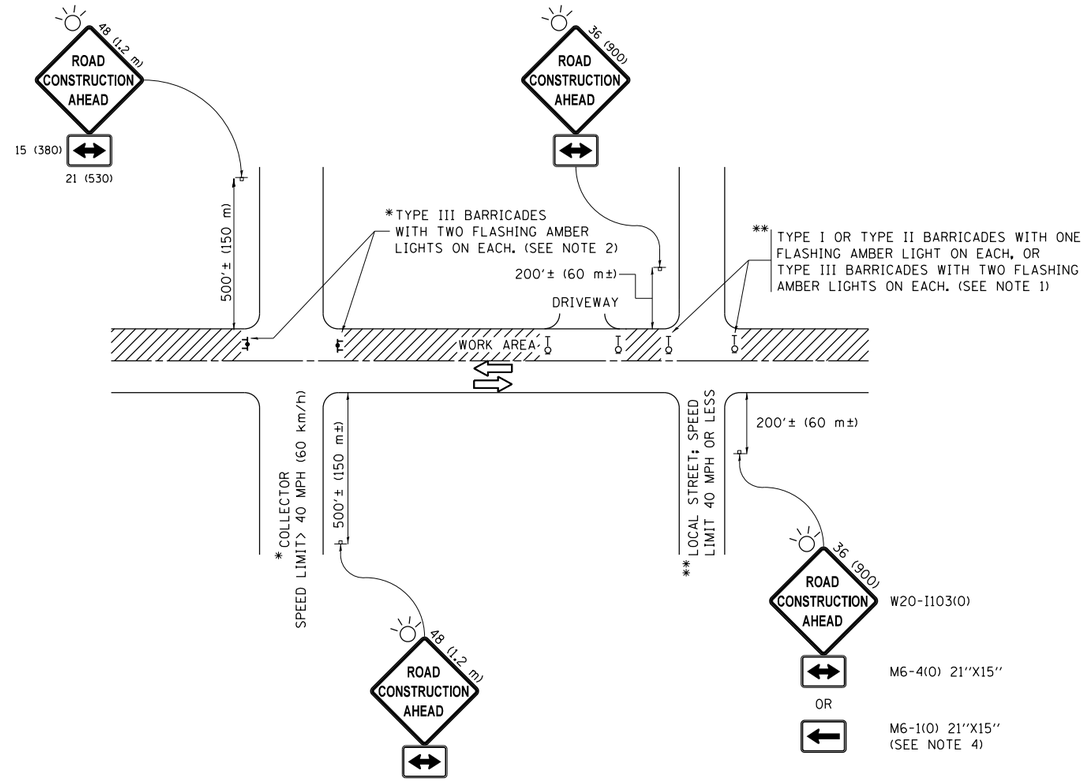
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENTRANCE AND EXIT RAMP CLOSURE DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	56
	TC-08	**CONTRACT NO.** 62C64		
	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.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325DRWN.dgn	USER NAME = khans	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
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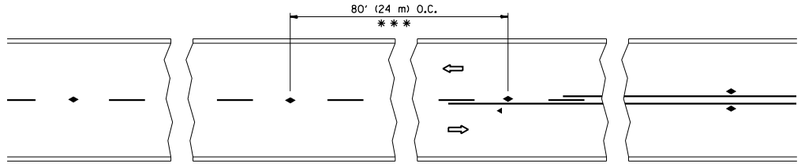
Default	PLOT DATE = 12/13/2018	CHECKED -	REVISED - A. SCHUETZE 07-01-13
		DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

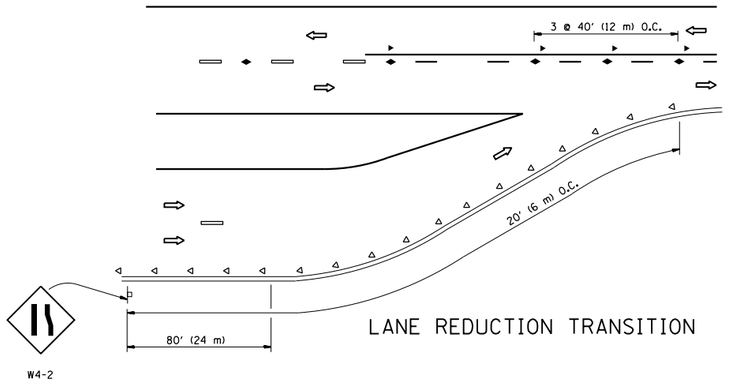
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	57
	TC-10	CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			

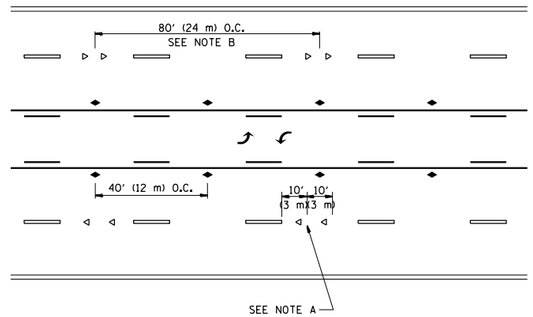


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

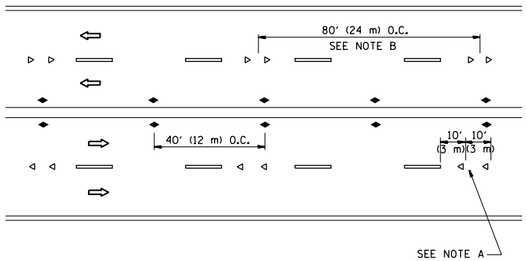
TWO-LANE/TWO-WAY



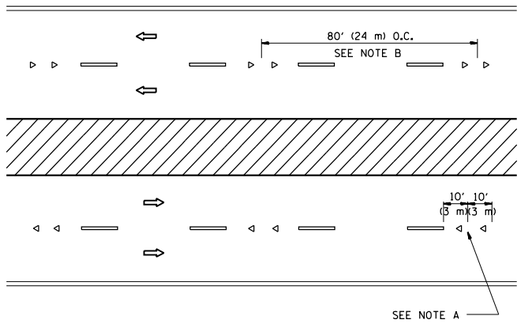
LANE REDUCTION TRANSITION



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.

SYMBOLS

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

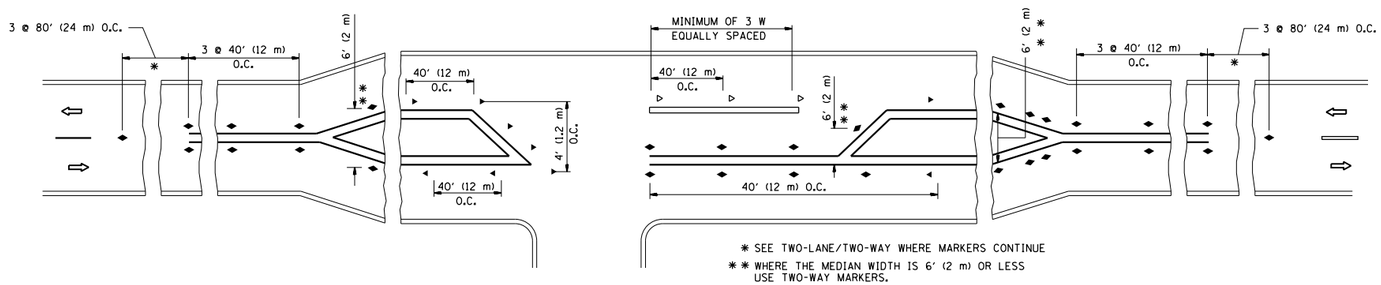
LANE MARKER NOTES

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.

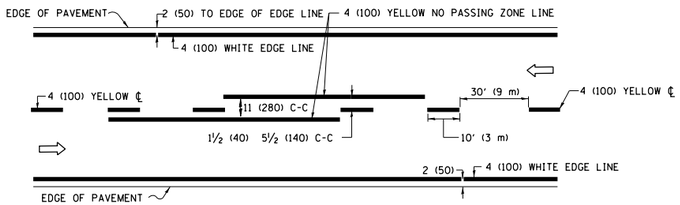


LEFT TURN

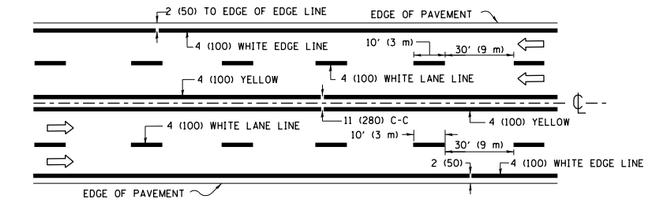
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325DRWN\Data\Design\DistStd.dgn	USER NAME = khans	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED - T. RAMMACHER 03-12-99		
	PLOT DATE = 12/13/2018	DATE -	REVISED - T. RAMMACHER 01-06-00		
			REVISED - C. JUCIUS 09-09-09		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

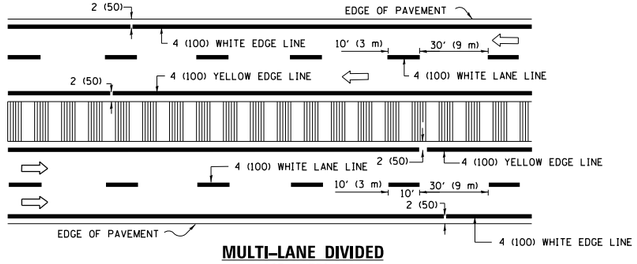
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	58
	TC-11	CONTRACT NO. 62G64		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2–LANE ROADWAY

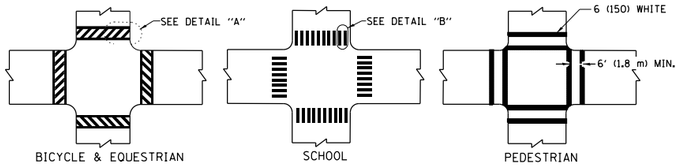


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

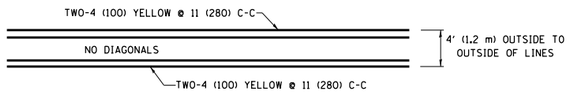
TYPICAL LANE AND EDGE LINE MARKING



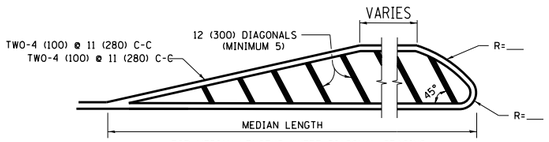
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



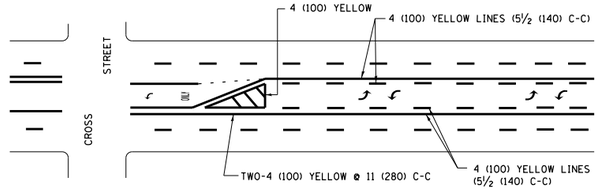
4' (1.2 m) WIDE MEDIANS ONLY



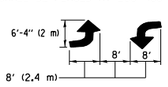
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

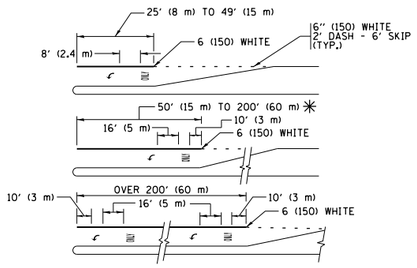


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

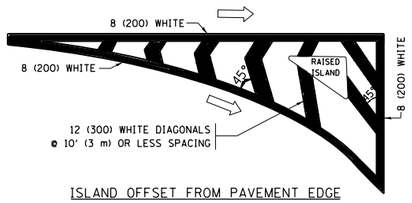


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

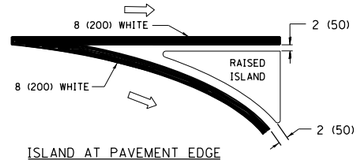
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

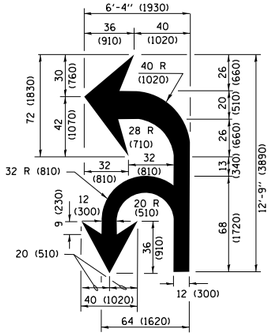


ISLAND OFFSET FROM PAVEMENT EDGE

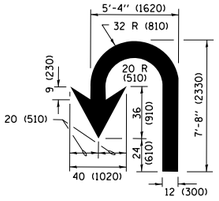


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

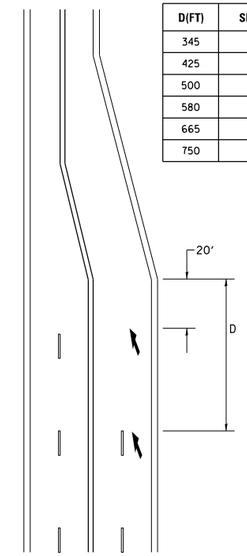


COMBINATION LEFT AND U–TURN



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.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325BRAWN\Data\Design\DistStd.dgn	USER NAME = khans	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
			REVISED - C. JUCIUS 07-01-13
	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
Default	PLOT DATE = 12/13/2018	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 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	59
	TC–13	CONTRACT NO. 62G64		
	ILLINOIS FED. AID PROJECT			

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

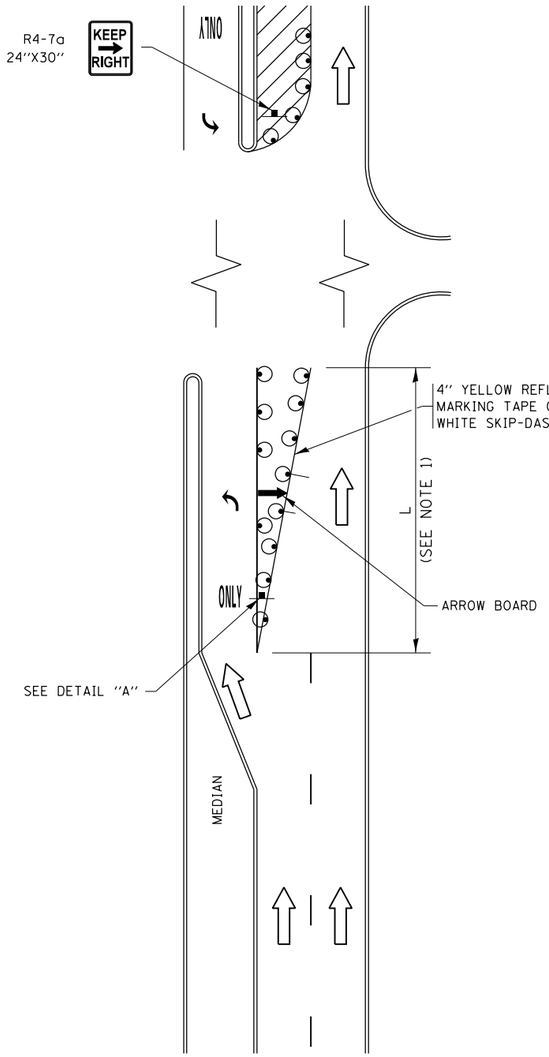


FIGURE 1

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-I10OR 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

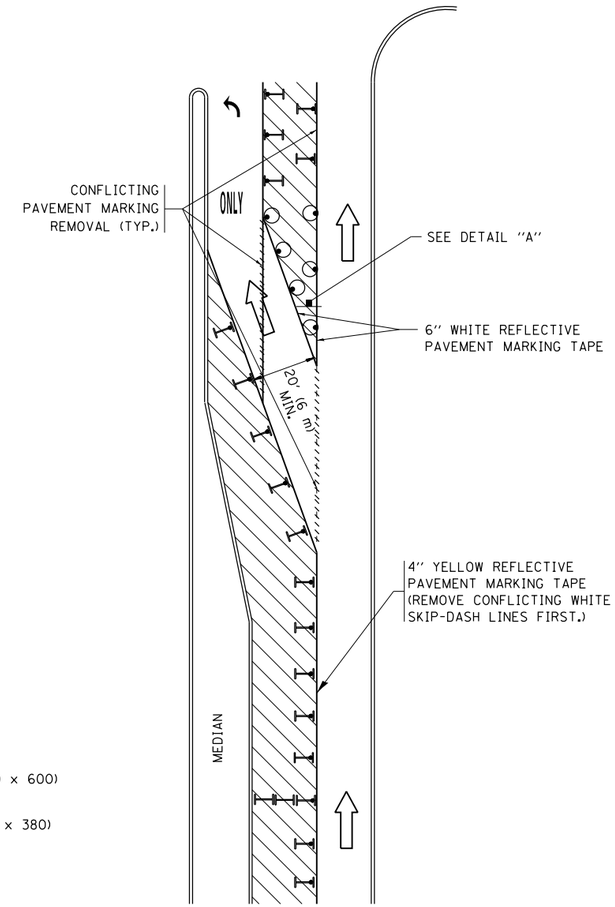
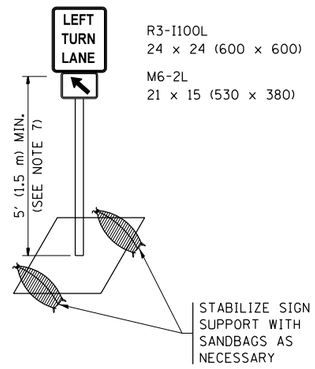


FIGURE 2



DETAIL A

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

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325[illegible]\Design\Highway\Default	USER NAME = khans	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 100.0002 ' / in.	REVISED - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 12/13/2018	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
		REVISED - 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. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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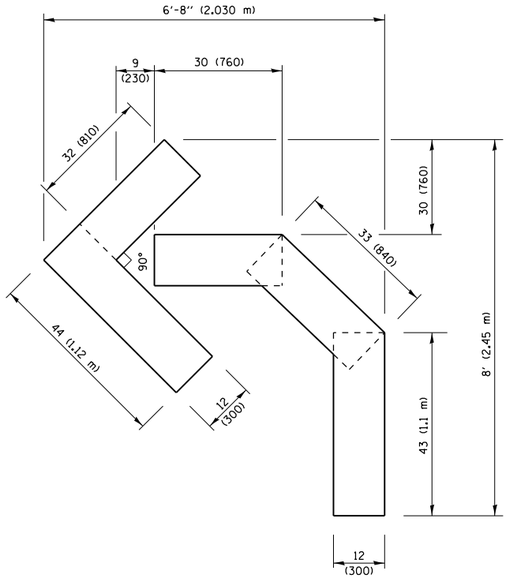
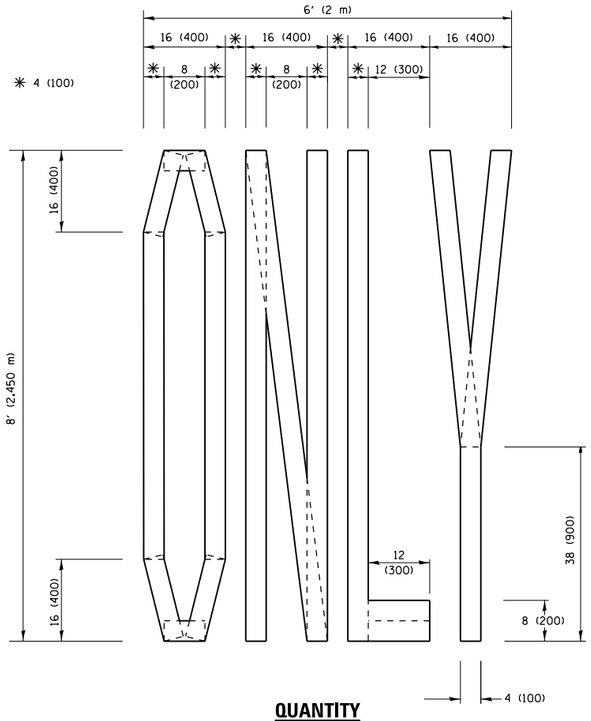
	TC-14	CONTRACT NO. 62064		
	ILLINOIS FED. AID PROJECT			



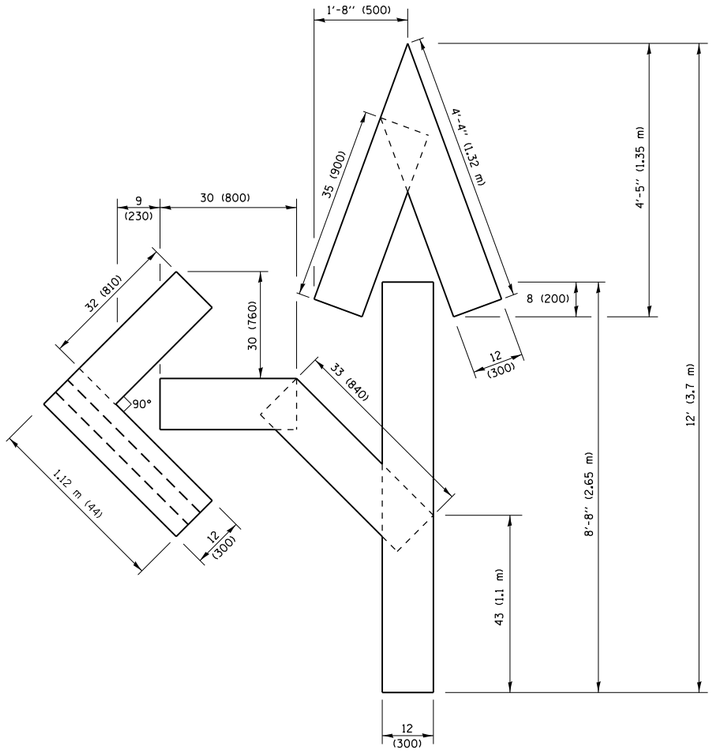
QUANTITY

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)

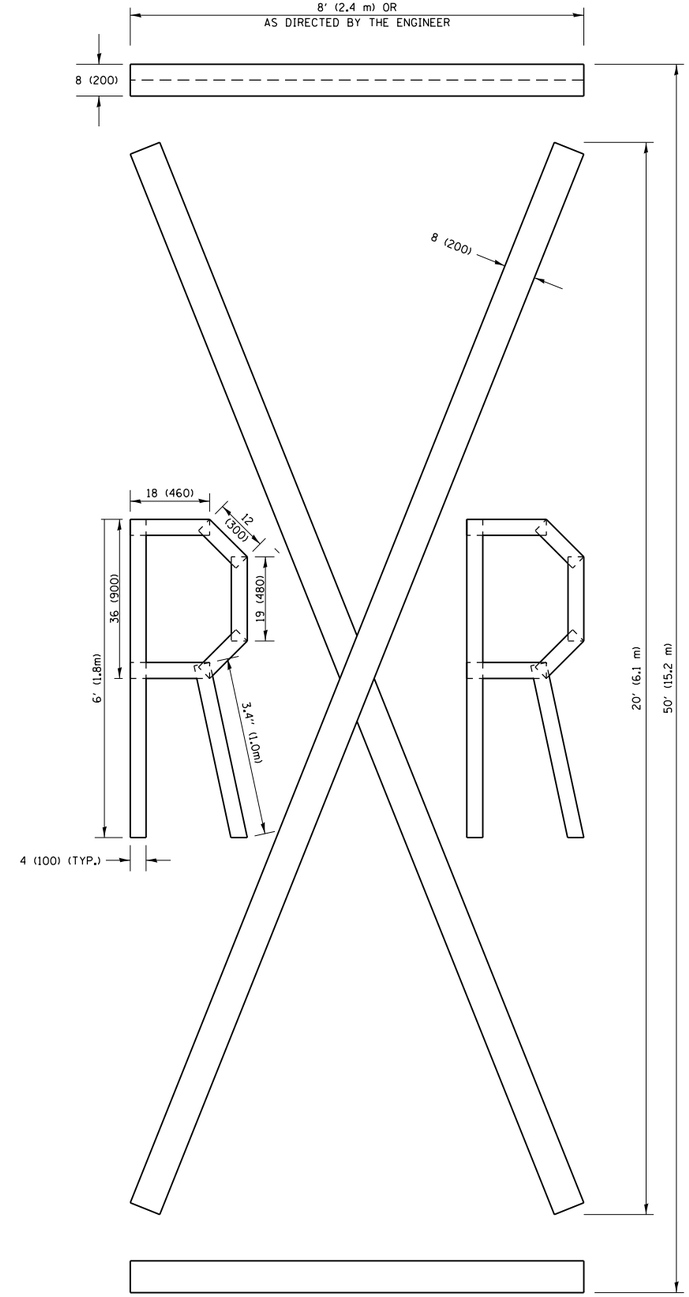


QUANTITY

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.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325DRAWN\Data\Design\DistStd.dgn	USER NAME = khans	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
			REVISED -E. GOMEZ 08-28-00
	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED -E. GOMEZ 08-28-00
	PLOT DATE = 12/13/2018	DATE - 09-18-94	REVISED -A. SCHUETZE 09-15-16

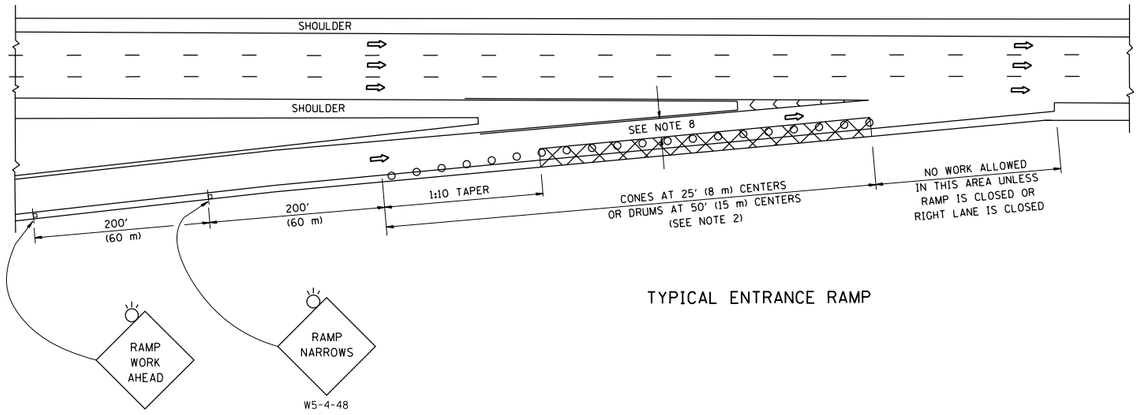
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

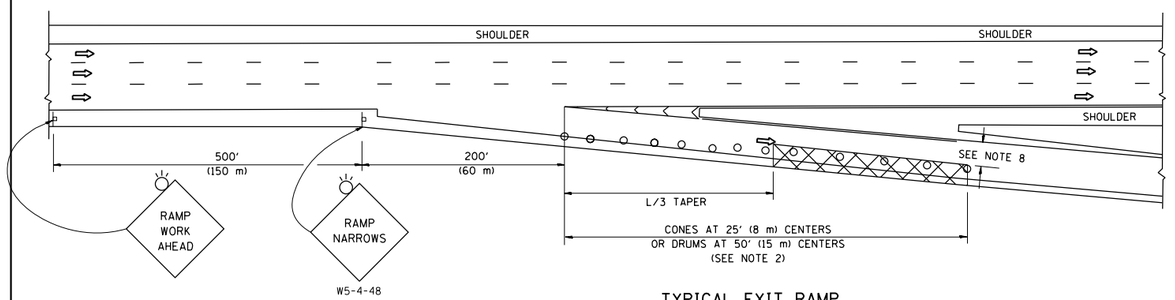
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	61
	TC-16	**CONTRACT NO.** 62G64		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

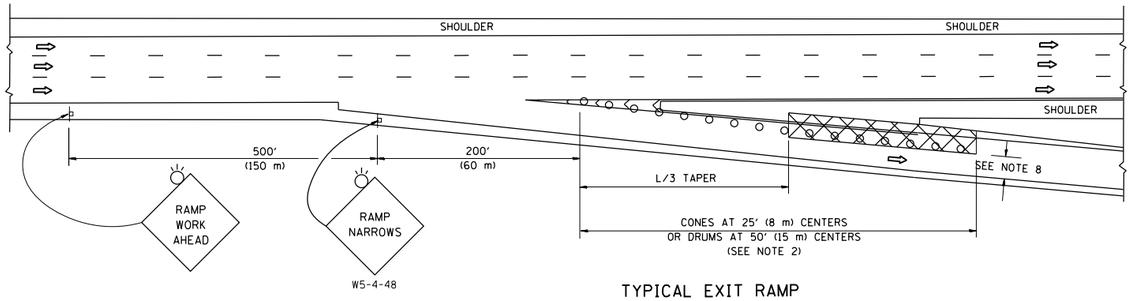
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

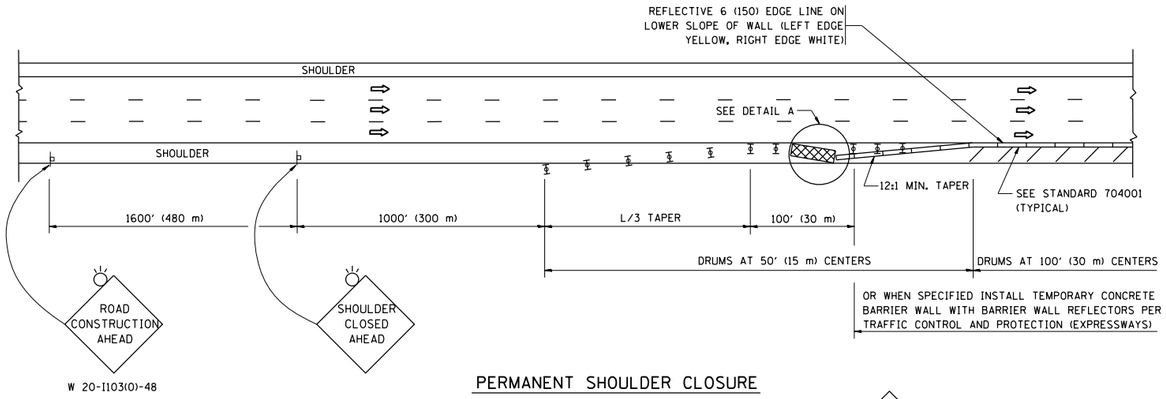


TYPICAL EXIT RAMP

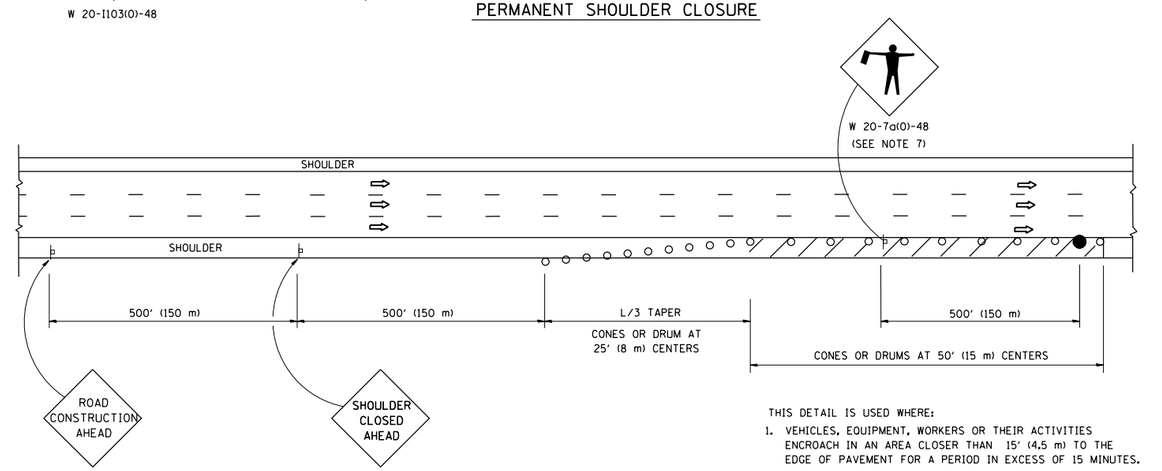


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



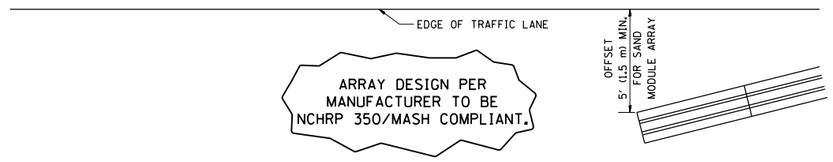
PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



DETAIL "A"
IMPACT ATTENTUATOR, TEMPORARY
(SEE NOTE 5)

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS	
	METRIC	ENGLISH
45 mph (80 km/h) OR GREATER:	L=0.65(W)(S)	L=(W)(S)

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)

2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTICLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENTUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
   a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
   b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.

   THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
   16' MIN. WIDTH CURVE SECTION.

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

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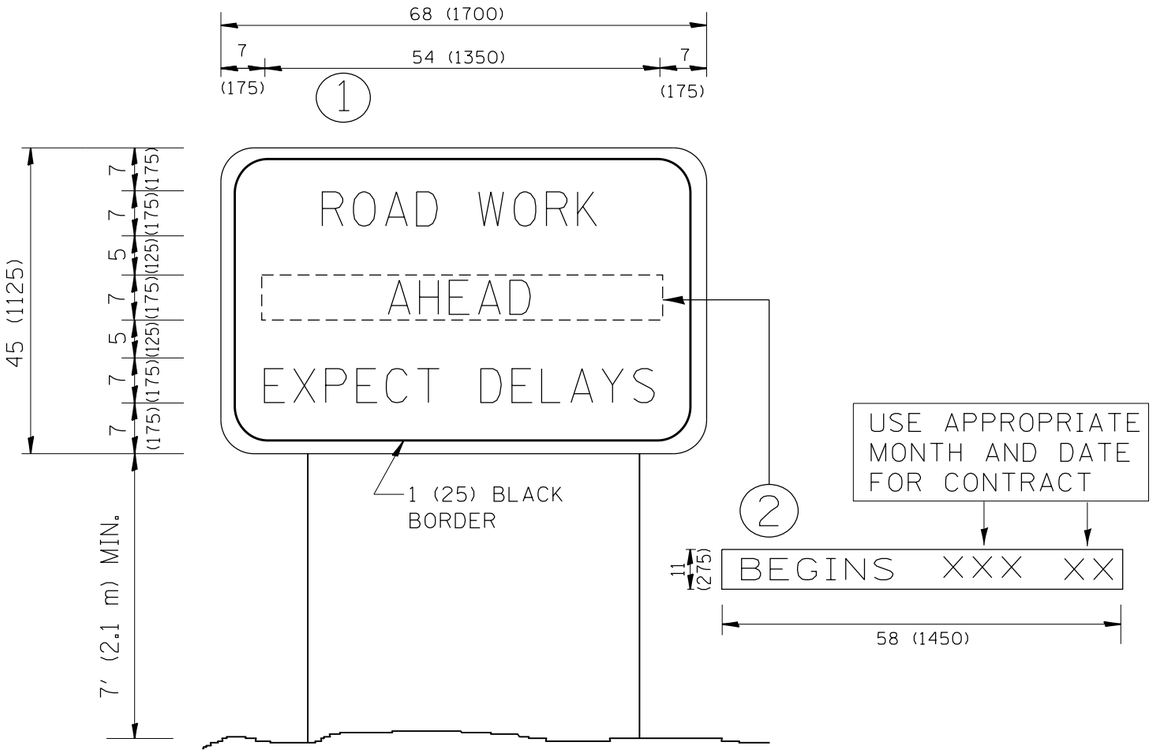
			REVISED - S.P.B. 12-09
	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED - M.D. 06-13
Default	PLOT DATE = 12/13/2018	DATE - 11-96	REVISED - M.D. 01-18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	62
	TC-17	CONTRACT NO. 62G64		
		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.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1325DRWN\Data\Design\DistStd.dgn	USER NAME = khans	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0002 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 12/13/2018	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

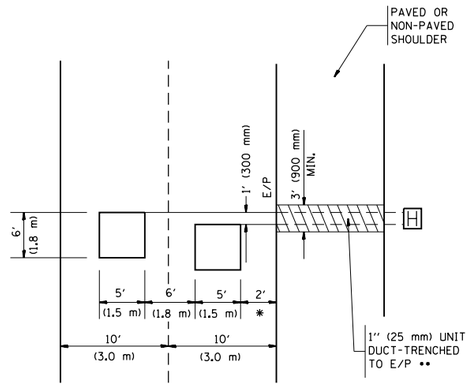
ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	63
	TC-22	CONTRACT NO. 62G64		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

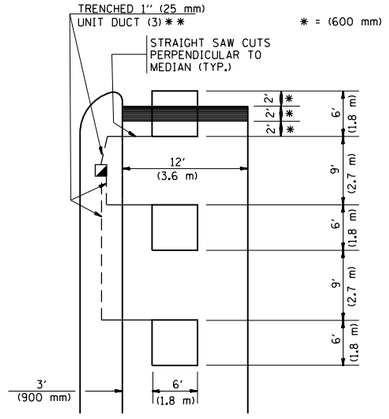


* = (600 mm)

** 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.

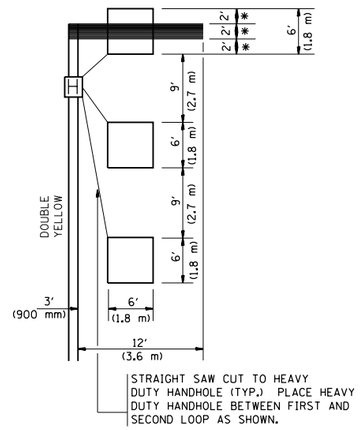


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

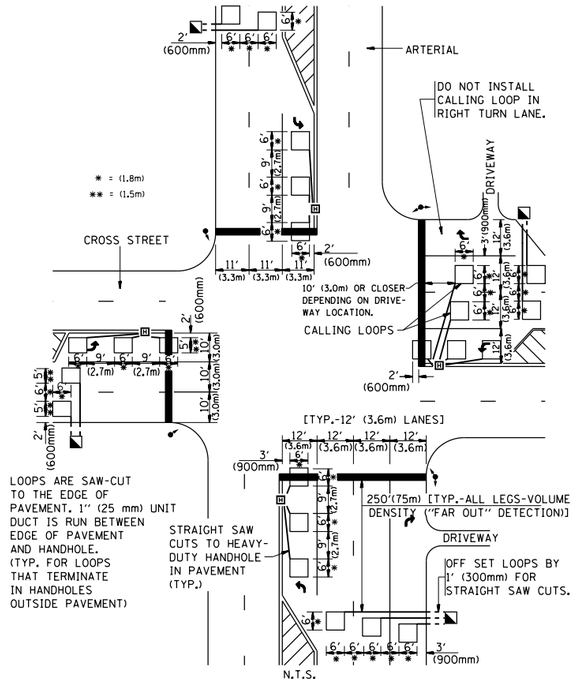
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



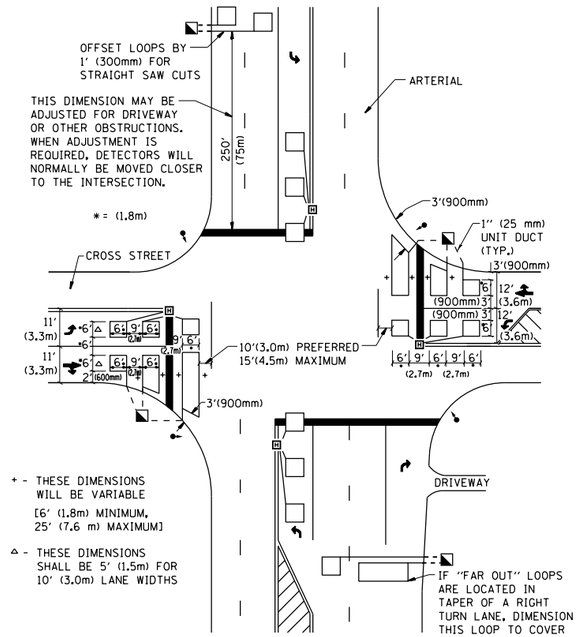
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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

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.

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		DRAWN -	REVISED -
	PLOT SCALE = 100.0002 ' / in.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 12/13/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	2018-026-RS-SW	DUPAGE	64	64
	TS-07	CONTRACT NO. 62G64		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		