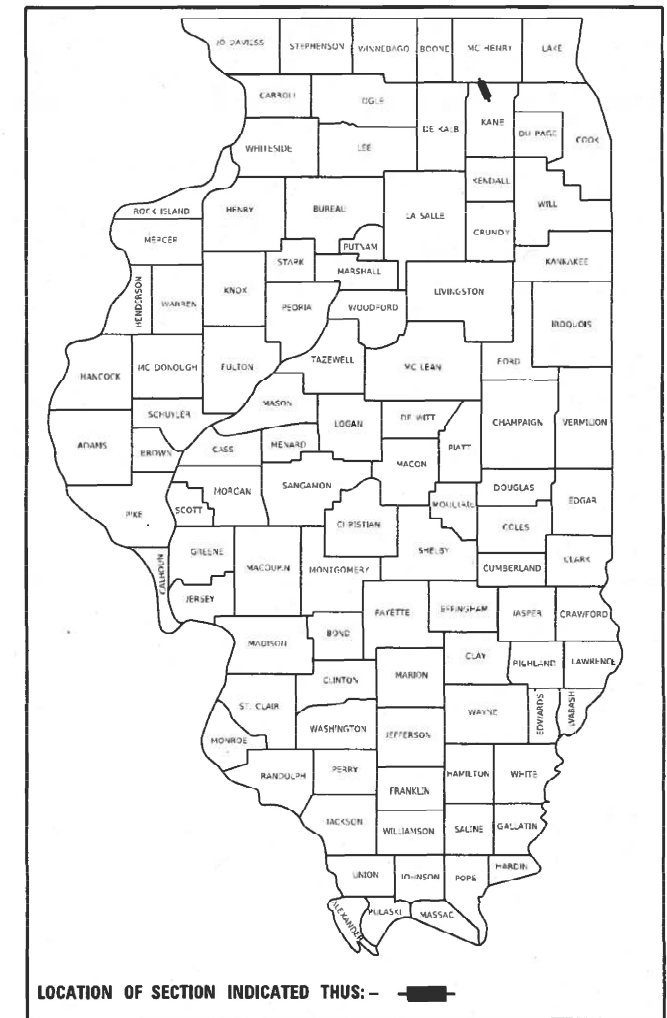


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-RS	KANE	50	1
		ILLINOIS	CONTRACT NO. 62L90	

D-91-511-20



FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE VILLAGE OF HAMPSHIRE

PROPOSED HIGHWAY PLANS

FAP ROUTE 525: US 20 / GRANT HWY
MCHENRY CO LINE TO I-90 (JANE ADDAMS MEMORIAL TOLLWAY)
SECTION: 2020-112-RS
PROJECT: NHPP-LWCT(653)
SMART OVERLAY, DRAINAGE
KANE COUNTY

C-91-309-20

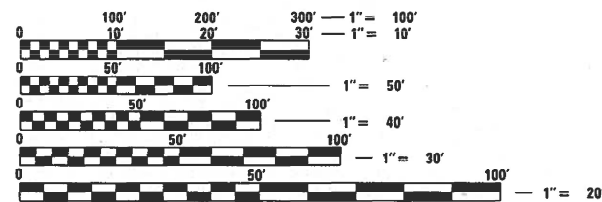
TRAFFIC DATA:

US 20:

ADT (2019) = 10400
SPEED LIMIT = 45-55 MPH

PROJECT ENDS
STA 69+35.7

PROJECT BEGINS
STA 15+65.4

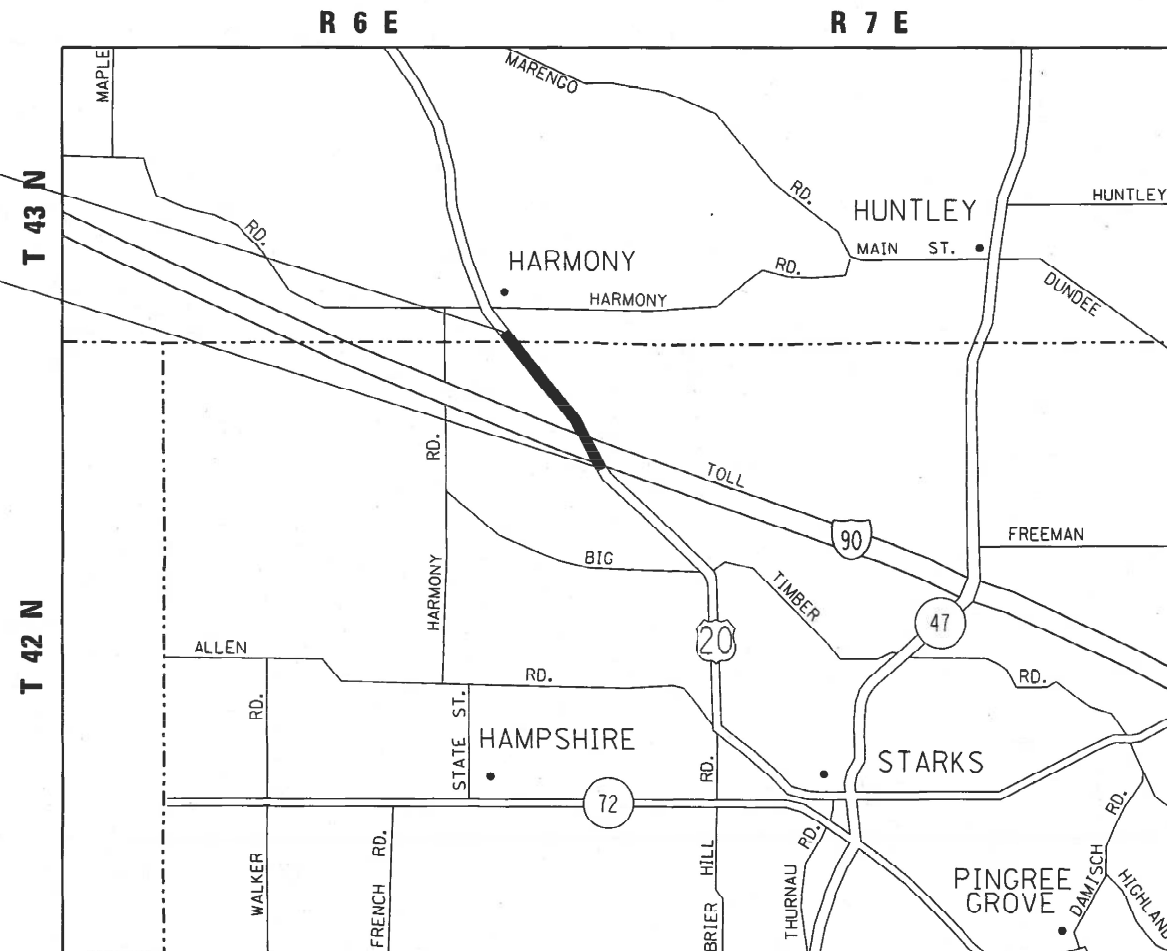


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: VESELIN VELICHKOV (847) 705-4432
PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 62L90



GROSS AND NET LENGTH = 5370 FT. = 1.017 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 9, 2021
Jose Fios
REGIONAL ENGINEER

February 4, 2022
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

February 4, 2022
Stephen M. Lavin
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STANDARDS AND GENERAL NOTES
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8 - 11	TYPICAL SECTIONS
12 - 13	SCHEDULE OF QUANTITIES
14 - 16	ROADWAY AND PAVEMENT MARKING PLAN
17 - 21	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
22 - 23	EROSION CONTROL / LANDSCAPING PLAN
24	DETECTOR LOOP REPLACEMENT PLAN
25 - 26	TRAFFIC SIGNAL PLAN
27	DRIVEAWAY DETAILS - DISTANCE BETWEEN R.O.W AND FACE OF CURB & EDGE OF SHOULDER ≥ 15' (BD-01)
28	DRIVEAWAY DETAILS - DISTANCE BETWEEN R.O.W AND FACE OF CURB & EDGE OF SHOULDER < 15' (BD-02)
29	DETAILS FOR FRAMES AND LIDS ADJACENT WITH MILLING (BD-08)
30	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
31	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
32	BUTT-JOINT AND HMA TAPER DETAILS (BD-32)
33	ENTRANCE AND EXIT RAMP CLOSURE DETAILS (TC-08)
34	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROAD, INTERSECTIONS AND DRIVEWAYS (TC-10)
35	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)
36	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
37	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
38	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
39	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)
40	ARTERIAL ROAD INFORMATION SIGN (TC-22)
41	DRIVEWAY ENTRANCE SIGNING (TC-26)
42	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 2 OF 7)
43	DISTRICT ONE DETECTOR LOOP INTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)
44 - 50	ILLINOIS TOLLWAY DETAILS

STATE STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS & PATTERNS
442201-03	CLASS C & D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
604001-05	FRAME AND LIDS TYPE 1
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
642001-03	SHOULDER RUMBLE STRIPS, 16"
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
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 NONTRAVERSABLE MEDIAN
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-08	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS

- 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.
- TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH. WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV, A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER AT WALTER.CZARNY@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
- TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE SHALL BE USED FOR SHORT TERM PAVEMENT MARKING ON ALL FINAL SURFACES.
- 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.
- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
- THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
- THE CONTRACTOR SHALL COMPLETE THE SHOULDER WIDENING WORK THAT IS SHOWN IN MAINTENANCE OF TRAFFIC STAGES 1 AND 2 PRIOR TO BEGINNING ANY MILLING, PAVEMENT PATCHING OR CURB AND GUTTER WORK WITHIN STATIONS 53+00 AND 44+00.

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 FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED.)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGE OF HAMPSHIRE.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE (OR TOLLWAY) PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 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 THE CONTRACTOR'S EXPENSE.
- ALL PAVEMENT PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, DRAINAGE ADJUSTMENTS, AND CONCRETE BARRIER MEDIAN REPAIR LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER/TECHNICIAN.
- 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.

FILE NAME :	USER NAME : alkhatibej	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 (MCHENRY CO LINE TO I-90 (JANE ADDAMS MEMORIAL TOLLWAY)) INDEX OF SHEETS, STANDARDS AND GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 12/15/2021					SCALE:	SHEET	OF	SHEETS	STA.
						ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		80% FED 20% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN			
20200100	EARTH EXCAVATION	CU YD	1025	1025				
21101610	TOPSOIL FURNISH AND PLACE, 3"	SO YD	1034	1034				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	83	83				
21400100	GRADING AND SHAPING DITCHES	FOOT	1820	1820				
* 25000210	SEEDING, CLASS 2A	ACRE	1	1				
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	405	405				
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	405	405				
* 25003312	INTERSEEDING, CLASS 4A	ACRE	3.25	3.25				
* 25003314	INTERSEEDING, CLASS 4B	ACRE	0.25	0.25				
* 25100630	EROSION CONTROL BLANKET	SO YD	4281	4281				
* 25200110	SODDING, SALT TOLERANT	SO YD	83	83				
* 25200200	SUPPLEMENTAL WATERING	UNIT	1	1				
* 28000305	TEMPORARY DITCH CHECKS	FOOT	269	269				
* 28000400	PERIMETER EROSION BARRIER	FOOT	340	340				
* 28000500	INLET AND PIPE PROTECTION	EACH	6	6				
* 28001100	TEMPORARY EROSION CONTROL BLANKET	SO YD	4281	4281				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		80% FED 20% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN			
* 28100105	STONE RIPRAP, CLASS A3	SO YD	1240	1240				
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SO YD	719	719				
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	12427	12427				
40600370	LONGITUDINAL JOINT SEALANT	FOOT	9323	9323				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	41	41				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	134	134				
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	76	76				
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	2706	2706				
42001300	PROTECTIVE COAT	SO YD	688	688				
44000100	PAVEMENT REMOVAL	SO YD	103	103				
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SO YD	27616	27616				
44000300	CURB REMOVAL	FOOT	2163	2163				
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SO YD	454	454				

* = SPECIALTY ITEMS
 △ = NON-PARTICIPATING
 WORK (100% STATE)

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**US 20 (MCHENRY CO LINE TO I-90 (JANE ADDAMS MEMORIAL TOLLWAY))
 SUMMARY OF QUANTITIES**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-R5	KANE	50	3
CONTRACT NO. 62L90			ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		80% FED 20% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN				
44003100	MEDIAN REMOVAL	SO FT	1985	1985					
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SO YD	50	50					
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SO YD	304	304					
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SO YD	193	193					
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SO YD	55	55					
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SO YD	43	43					
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SO YD	69	69					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	74	74					
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SO YD	719	719					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	10	10					
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	2146	2146					
60618320	CONCRETE MEDIAN SURFACE, 6 INCH	SO FT	725	725					
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SO FT	994	994					
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	3620	3620					
*66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	1025	1025					

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		80% FED 20% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN				
*66900530	SOIL DISPOSAL ANALYSIS	EACH	5	5					
*66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1					
*66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1					
*66901006	REGULATED SUBSTANCES MONITORING	CAL DA	15	15					
67100100	MOBILIZATION	L SUM	1	1					
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	15	15					
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	15	15					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	16038	16038					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	7463	7463					
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SO FT	646	646					
70300221	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	17152	17152					
70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	2226	2226					
70300251	TEMPORARY PAVEMENT MARKING - LINE 8" - PAINT	FOOT	520	520					
70300261	TEMPORARY PAVEMENT MARKING - LINE 12" - PAINT	FOOT	1340	1340					

* = SPECIALTY ITEMS
 Δ = NON-PARTICIPATING WORK (100% STATE)

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**US 20 (MCHENRY CO LINE TO I-90 (JANE ADDAMS MEMORIAL TOLLWAY))
 SUMMARY OF QUANTITIES**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-R5	KANE	50	4
CONTRACT NO. 62L90			ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT		80% FED 20% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN		
* 87900200	DRILL EXISTING HANDHOLE	EACH	6	6			
* 88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2	2			
* 88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2	2			
* 88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	2	2			
* 88600100	DETECTOR LOOP, TYPE I	FOOT	293	293			
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	442	442			
* 89502200	MODIFY EXISTING CONTROLLER	EACH	1	1			
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	884	884			
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	1			
* 89502380	REMOVE EXISTING HANDHOLE	EACH	2	2			
* K0029614	WEED CONTROL, AQUATIC	GALLON	1	1			
* X0327120	WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT	ACRE	3.25	3.25			

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT		80% FED 20% STATE ROADWAY 0005 URBAN	100% STATE ROADWAY 0005 URBAN		
* X1400201	RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, STOP BAR	EACH	1	1			
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	30	30			
X2503110	MOWING (SPECIAL)	ACRE	3.25	3.25			
X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	250	250			
X4402020	CONCRETE MEDIAN SURFACE REMOVAL	SO FT	725	725			
△ X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	150		150		
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12			
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
* X7230100	INSTALL SIGN PANEL - TYPE 1	SO FT	27	27			
* X8950205	REBUILD EXISTING HANDHOLE, SPECIAL	EACH	2	2			
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	250	250			
△ Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	15		15		
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	205.6	205.6			

* = SPECIALTY ITEMS
△ = NON-PARTICIPATING WORK (100% STATE)

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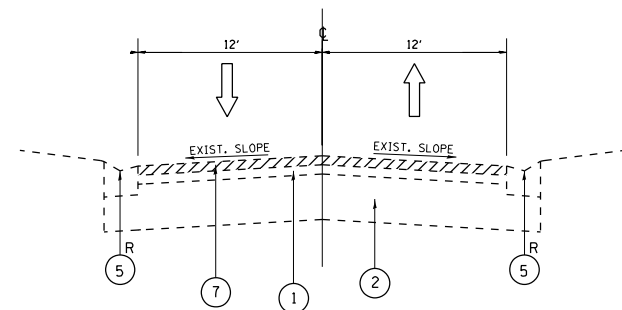
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

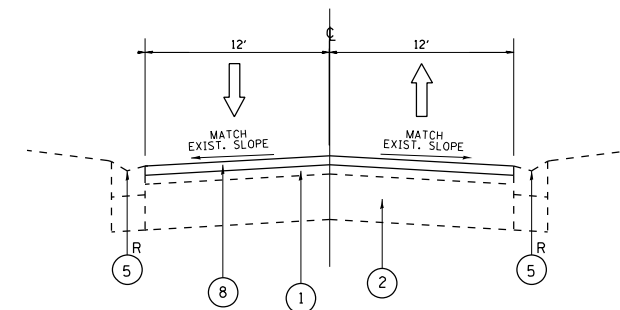
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SUMMARY OF QUANTITIES**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

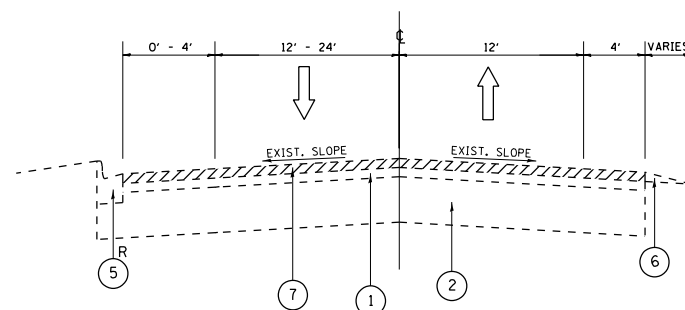
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-R5	KANE	50	6
CONTRACT NO. 62L90				
ILLINOIS FED. AID PROJECT				



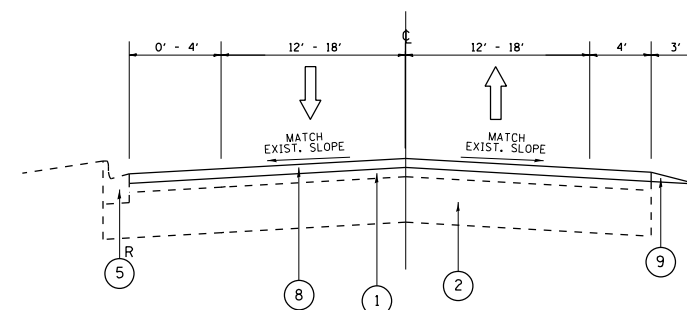
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STA. 15+65 TO 18+92



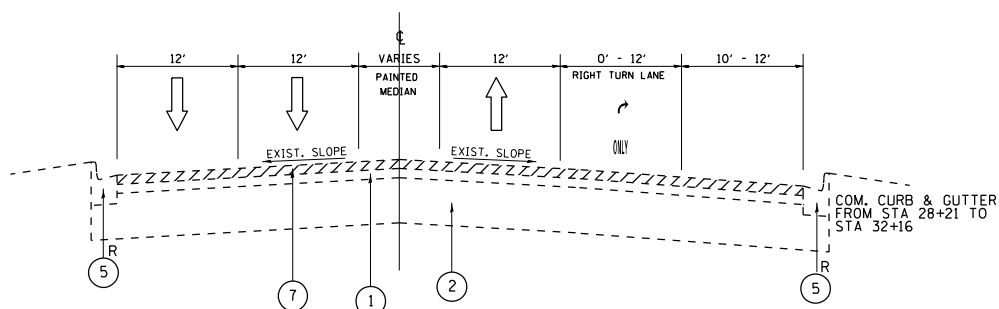
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STA. 15+65 TO 18+92



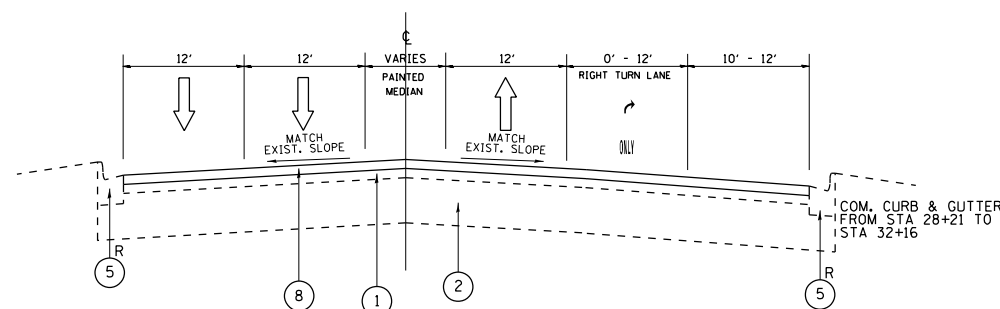
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STA. 18+92 TO 28+00



PROPOSED TYPICAL CROSS SECTION
STA. 18+92 TO 28+00



EXISTING TYPICAL CROSS SECTION
STA. 28+00 TO 36+00



PROPOSED TYPICAL CROSS SECTION
STA. 28+00 TO 36+00

LEGEND:

- ① EXIST. HOT-MIX ASPHALT, 3"
- ② EXIST. P.C.C. PAVEMENT, 10"
- ③ EXIST. CORRUGATED MEDIAN
- ④ EXIST. BARRIER MEDIAN
- ⑤ EXIST. COMB. CONC. CURB AND GUTTER
- ⑥ EXIST. AGGREGATE SHOULDER
- ⑦ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1.75"
- ⑧ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70, 1.75 "
- ⑨ PROP. AGGREGATE WEDGE SHOULDER, TYPE B
- ⑩ PROP. CLASS D PATCH, 12"
- ⑪ PROP. FLUSH MEDIAN
- ⑫ PROP. BARRIER MEDIAN
- ⑬ PROP. HOT-MIX ASPHALT SHOULDER, 8"

R CURB AND GUTTER REMOVAL AND REPLACEMENT
(LOCATION AS DIRECTED BY THE ENGINEER)

NOTES:

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

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS (%) • NDES	
RESURFACING MAINLINE:		
POLYMERIZED HMA SURFACE COURSE, MIX "E", IL-9.5, N70, 1.75"	4% @ 70 GYR.	OCP
HOT-MIX ASPHALT SHOULDERS, 8":		
HMA SURFACE COURSE, MIX "D", IL-9.5, N70, 1.75"	4% @ 70 GYR.	OC/OA
HMA BINDER COURSE, IL-19.0, N70, 6.25"	4% @ 70 GYR.	OC/OA
HOT-MIX ASPHALT PATCHING:		
CLASS D PATCHES (HMA BINDER IL-19 mm), 10"; 12"	4% @ 70 GYR.	OC/OA
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm), 3"	4% @ 70 GYR.	OC/OA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (OCP)		

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN

NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA, THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS

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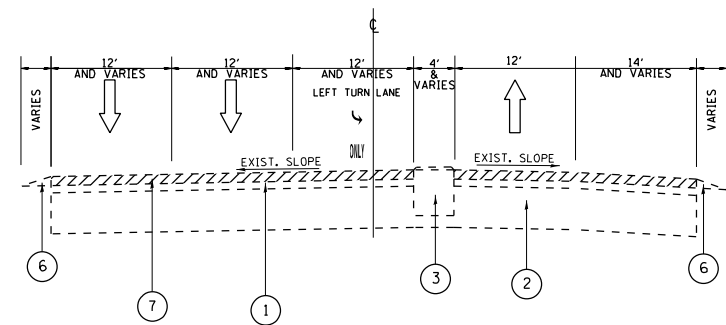
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

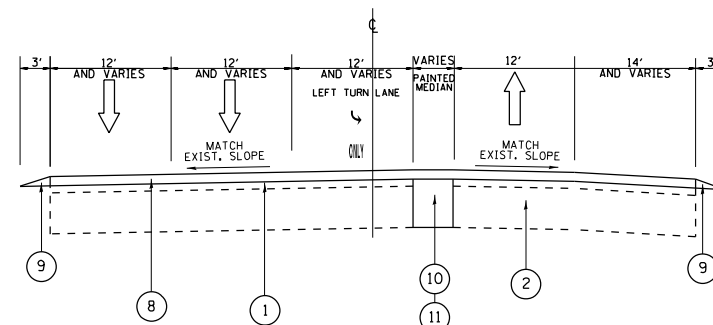
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TYPICAL SECTIONS**

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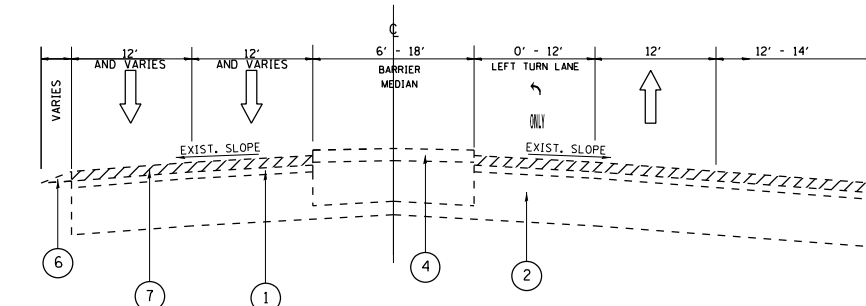
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525	2020-112-R5	KANE	50	8
CONTRACT NO. 62L90				
ILLINOIS FED. AID PROJECT				



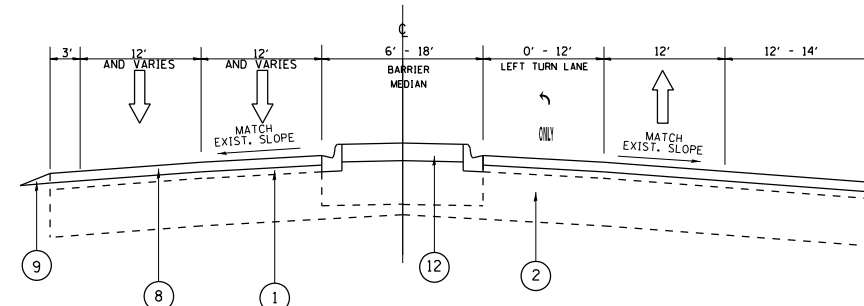
EXISTING TYPICAL CROSS SECTION
STA. 36+00 TO 37+47



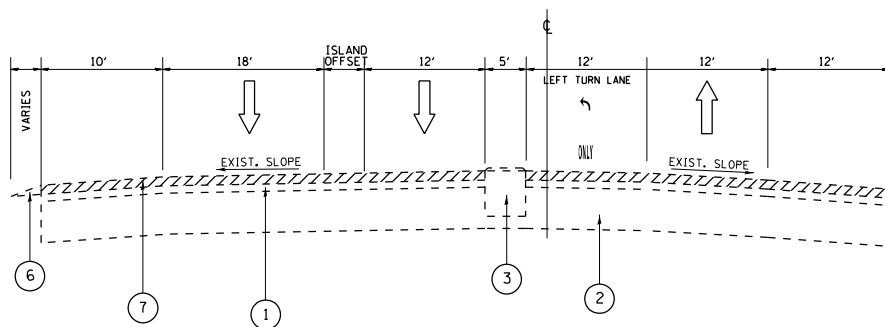
PROPOSED TYPICAL CROSS SECTION
STA. 36+00 TO 37+47



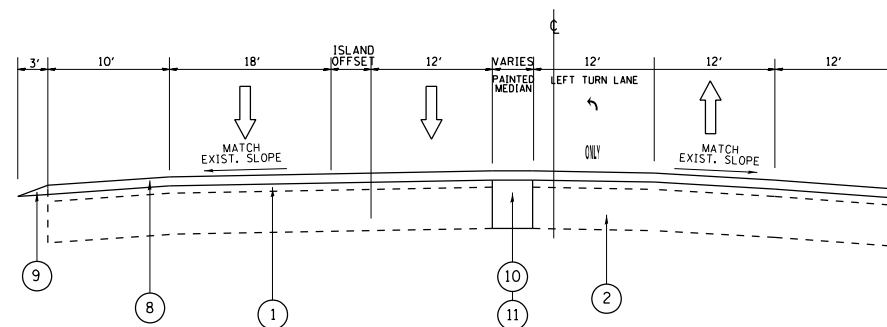
EXISTING TYPICAL CROSS SECTION
STA. 37+47 TO 43+05



PROPOSED TYPICAL CROSS SECTION
STA. 37+47 TO 43+05



EXISTING TYPICAL CROSS SECTION
STA. 43+05 TO 43+83



PROPOSED TYPICAL CROSS SECTION
STA. 43+05 TO 43+83

LEGEND:

- ① EXIST. HOT-MIX ASPHALT, 3"
- ② EXIST. P.C.C. PAVEMENT, 10"
- ③ EXIST. CORRUGATED MEDIAN
- ④ EXIST. BARRIER MEDIAN
- ⑤ EXIST. COMB. CONC. CURB AND GUTTER
- ⑥ EXIST. AGGREGATE SHOULDER
- ⑦ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1.75"
- ⑧ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70, 1.75 "
- ⑨ PROP. AGGREGATE WEDGE SHOULDER, TYPE B
- ⑩ PROP. CLASS D PATCH, 12"
- ⑪ PROP. FLUSH MEDIAN
- ⑫ PROP. BARRIER MEDIAN
- ⑬ PROP. HOT-MIX ASPHALT SHOULDER, 8"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)

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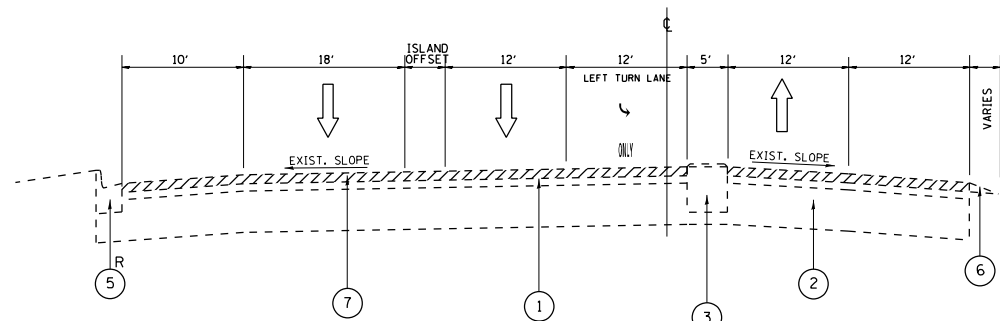
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

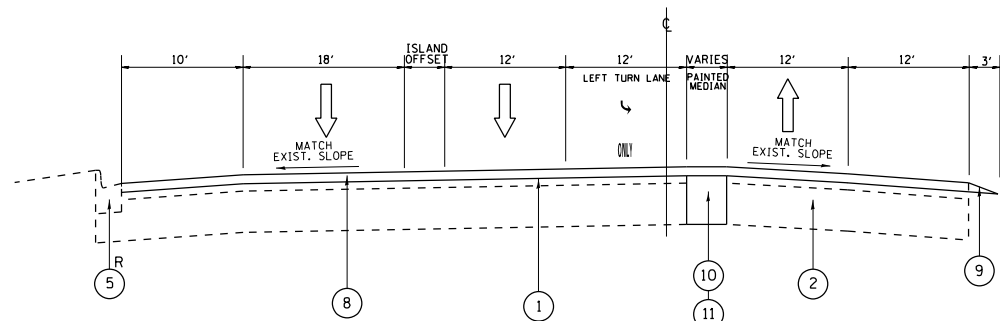
US 20 (MCHENRY CO LINE TO I-90 (JANES ADDAMS MEMORIAL TOLLWAY))
TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

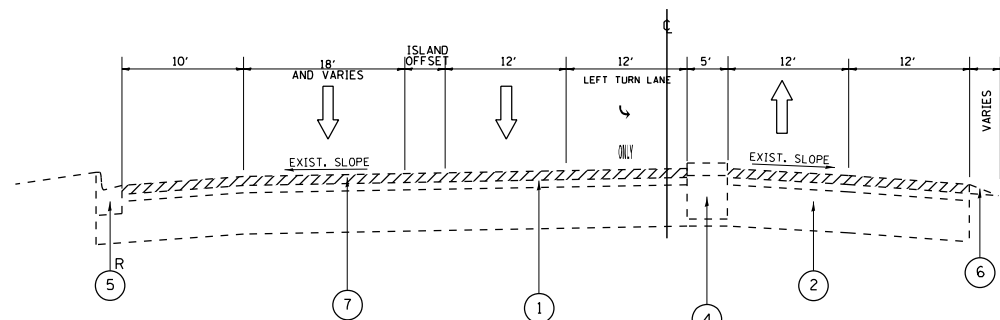
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CONTRACT NO. 62L90				
ILLINOIS FED. AID PROJECT				



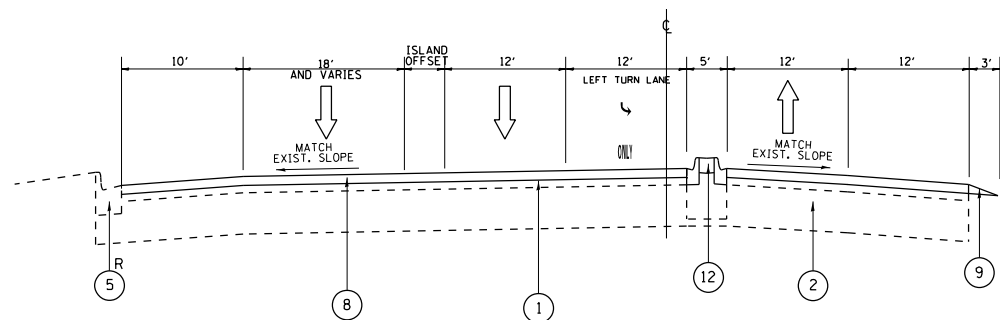
EXISTING TYPICAL CROSS SECTION
STA. 43+83 TO 44+73



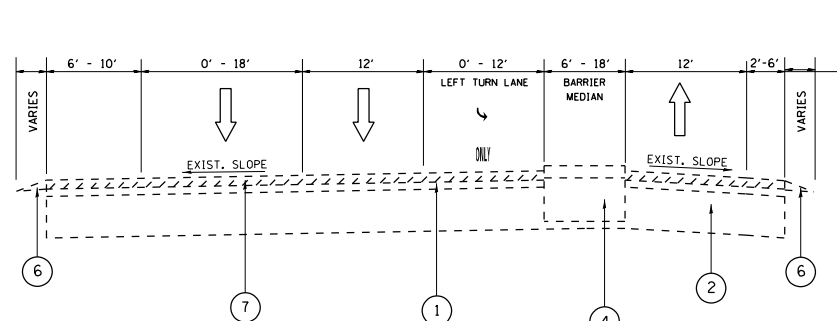
PROPOSED TYPICAL CROSS SECTION
STA. 43+83 TO 44+73



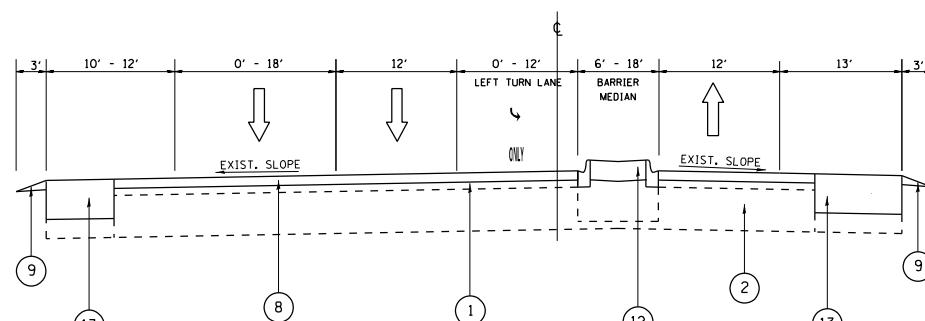
EXISTING TYPICAL CROSS SECTION
STA. 44+73 TO 46+00



PROPOSED TYPICAL CROSS SECTION
STA. 44+73 TO 46+00



EXISTING TYPICAL CROSS SECTION
STA. 46+00 TO 52+46



EXISTING TYPICAL CROSS SECTION
STA. 46+00 TO 52+46

LEGEND:

- ① EXIST. HOT-MIX ASPHALT, 3"
- ② EXIST. P.C.C. PAVEMENT, 10"
- ③ EXIST. CORRUGATED MEDIAN
- ④ EXIST. BARRIER MEDIAN
- ⑤ EXIST. COMB. CONC. CURB AND GUTTER
- ⑥ EXIST. AGGREGATE SHOULDER
- ⑦ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1.75"
- ⑧ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70, 1.75 "
- ⑨ PROP. AGGREGATE WEDGE SHOULDER, TYPE B
- ⑩ PROP. CLASS D PATCH, 12"
- ⑪ PROP. FLUSH MEDIAN
- ⑫ PROP. BARRIER MEDIAN
- ⑬ PROP. HOT-MIX ASPHALT SHOULDER, 8"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 20 (MCHENRY CO LINE TO I-90 (JANES ADDAMS MEMORIAL TOLLWAY))
TYPICAL SECTIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-R5	KANE	50	10
CONTRACT NO. 62L90				
ILLINOIS FED. AID PROJECT				

LANDSCAPING SCHEDULE OF QUANTITIES

CODE NUMBER

25003312 INTERSEEDING, CLASS 4A		
STATION	QUANTITY	UNIT
17+50 (Offset 250 Ft) to 23+30 (Offset 150 Ft) RT	82,300	SQ FT
23+70 (Offset 150 Ft) to 27+30 (Offset 50 Ft) RT	21,000	SQ FT
18+30 (Offset 30 Ft) to 25+00 (Offset 60 Ft) LT	34,300	SQ FT
TOTAL SQ FT	137,600	SQ FT
TOTAL ACRE	3.25	ACRE

25003314 INTERSEEDING, CLASS 4B		
STATION	QUANTITY	UNIT
19+00 (Offset 50 Ft) to 25+20 (Offset 45 Ft) LT	7,125	SQ FT
21+60 (Offset 30 Ft) to 22+50 (Offset 30 Ft) RT	1,600	SQ FT
24+00 (Offset 30 Ft) to 25+00 (Offset 30 Ft) RT	720	SQ FT
TOTAL SQ FT	9,445	SQ FT
TOTAL ACRE	0.25	ACRE

K0029614 WEED CONTROL, AQUATIC		
STATION	AREA (SQ FT)	UNIT
19+00 (Offset 50 Ft) to 25+20 (Offset 45 Ft) LT	7,320	SQ FT
21+70 (Offset 40 Ft) to 22+50 (Offset 65 Ft) RT	2,135	SQ FT
24+00 (Offset 70 Ft) to 24+75 (Offset 70 Ft) RT	1,760	SQ FT
TOTAL SQ FT	11,215	SQ FT
TOTAL GALLON (7.5 Pints Per Acre Used)	1.0	GALLON

X0327120 WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT		
STATION	QUANTITY	UNIT
17+50 (Offset 250 Ft) to 23+30 (Offset 150 Ft) RT	82,300	SQ FT
23+70 (Offset 150 Ft) to 27+30 (Offset 50 Ft) RT	21,000	SQ FT
18+30 (Offset 30 Ft) to 25+00 (Offset 60 Ft) LT	35,475	SQ FT
TOTAL SQ FT	138,775	SQ FT
TOTAL ACRE	3.25	ACRE

X2503110 MOWING (SPECIAL)		
STATION	QUANTITY	UNIT
17+50 (Offset 250 Ft) to 23+30 (Offset 150 Ft) RT	82,300	SQ FT
23+70 (Offset 150 Ft) to 27+30 (Offset 50 Ft) RT	21,000	SQ FT
18+30 (Offset 30 Ft) to 25+00 (Offset 60 Ft) LT	34,300	SQ FT
TOTAL SQ FT	137,600	SQ FT
TOTAL ACRE	3.25	ACRE

20064600 SELECTIVE CLEARING (ACRE)		
STATION	QUANTITY	UNIT
19+00 (Offset 100 Ft) to 24+80 (Offset 60 Ft) LT	14,200	SQ FT
23+70 (Offset 150 Ft) to 25+40 (Offset 120 Ft) RT	6,400	SQ FT
17+50 (Offset 250 Ft) to 23+30 (Offset 150 Ft) RT	53,700	SQ FT
TOTAL SQ FT	74,300	SQ FT
TOTAL ACRE	1.75	ACRE

Contact the IDOT Roadside Development Unit at 847-705-4171 at least 2 weeks prior to beginning landscape and forestry work for layout.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 20 (MCHENRY CO LINE TO I- 90 (JANE ADDAMS MEMORIAL TOLLWAY))
SCHEDULE OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-RS	KANE	50	12
			CONTRACT NO. 62L90	
			ILLINOIS FED. AID PROJECT	

21400100 - GRADING AND SHAPING DITCHES				
LOCATION (APPROX.) LT	LENGTH (FT)	WIDTH (FT)	DEPTH (INCHES)	VOLUME (CU YD)
19+00		12	4	0
25+00	600	12	4	89
27+50	250	12	4	37
28+35		26	12	0
28+40	5	26	12	5
31+50	310	15	9	206
33+55	205	24	12	130
34+50		24	12	0
35+80	130	16	10	88
37+20	140	18	12	81
39+00	180	24	12	140

TOTAL LENGTH:	1820	FOOT	TOTAL VOLUME:	775	CU YD
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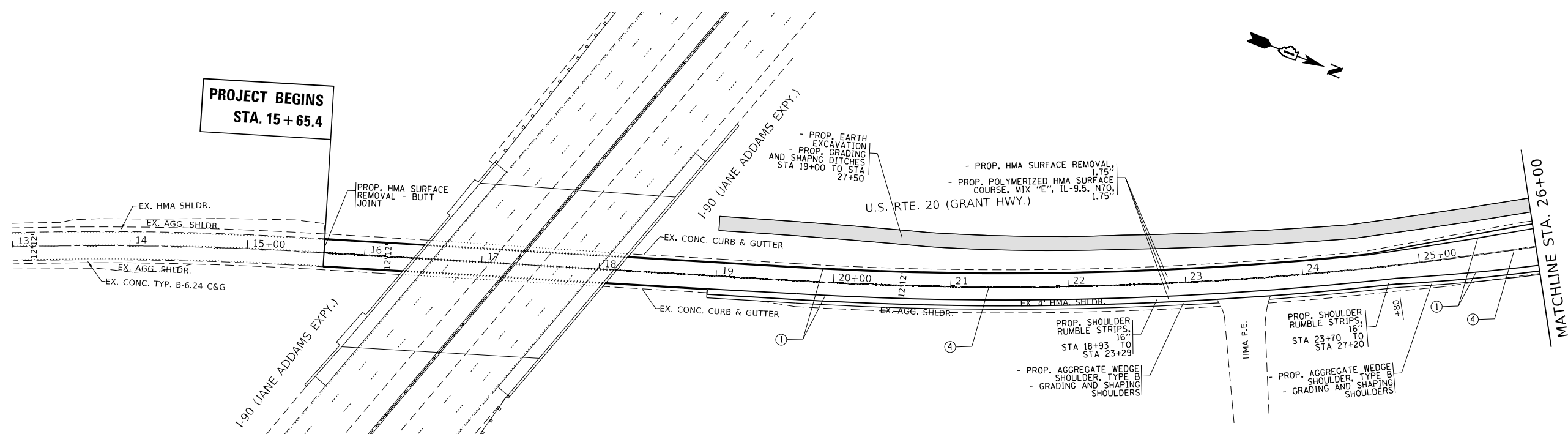
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**US 20 (MCHENRY CO LINE TO I- 90 (JANE ADDAMS MEMORIAL TOLLWAY))
 SCHEDULE OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-RS	KANE	50	13
CONTRACT NO. 62L90			ILLINOIS FED. AID PROJECT	

**PROJECT BEGINS
STA. 15 + 65.4**

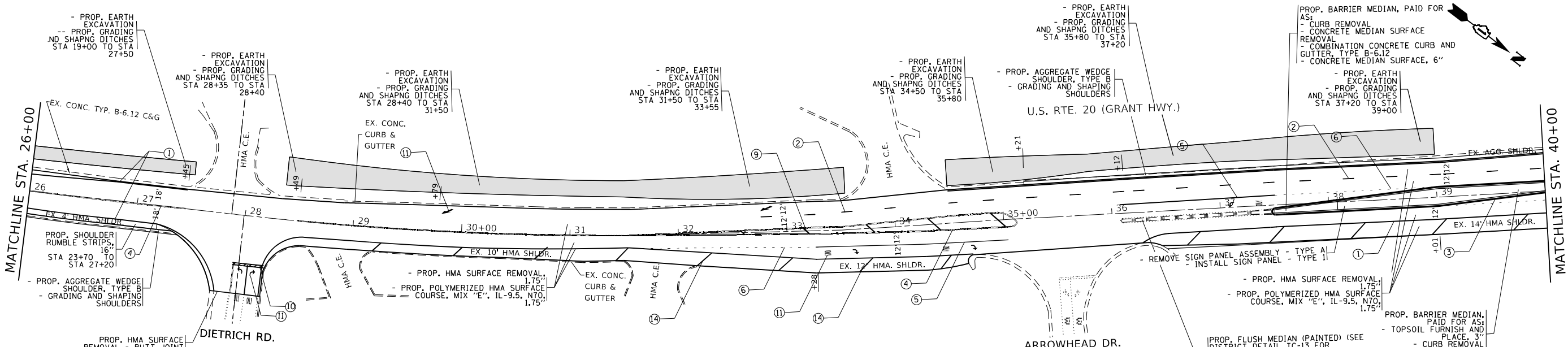


PAVEMENT MARKING LEGEND:

- ① THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE LINE (TYP.)
- ② THERMOPLASTIC PAVEMENT MARKING, 4" SKIP-DASH WHITE LINE, 10' DASH - 30' SKIP (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKING, 4" SOLID YELLOW LINE (TYP.)
- ④ THERMOPLASTIC PAVEMENT MARKING, TWO 4" SOLID YELLOW LINES, @ 11 C-C (TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE TURN LANE LINE (TYP.)
- ⑥ THERMOPLASTIC PAVEMENT MARKING, 6" SKIP-DASH WHITE LINE, 2' DASH - 6' SKIP (TYP.)
- ⑦ THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE MARKING AND CHANNELIZING LINES (TYP.)
- ⑧ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE GORE MARKING CHEVRONS TYP.)
- ⑨ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW LINES, @ 45 DEG. (TYP.)
- ⑩ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)
- ⑪ THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, SOLID WHITE (TYP.)
- ⑫ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP-DASH YELLOW LINE, 10' DASH - 30' SKIP (TYP.)
- ⑬ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP-DASH WHITE LINE, 2' DASH - 6' SKIP (TYP.)
- ⑭ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE LINES @ 45 DEG., 75' C-C (TYP.)

LEGEND

PROPOSED GRADING AND SHAPING DITCHES



NOTES:

- 1) LIMIT OF RESURFACING ON THE SIDE-STREETS THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER / TECHNICIAN.
- 2) ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE).
- 3) ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
- 4) ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.

LEGEND

PROPOSED GRADING AND SHAPING DITCHES

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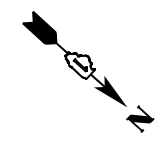
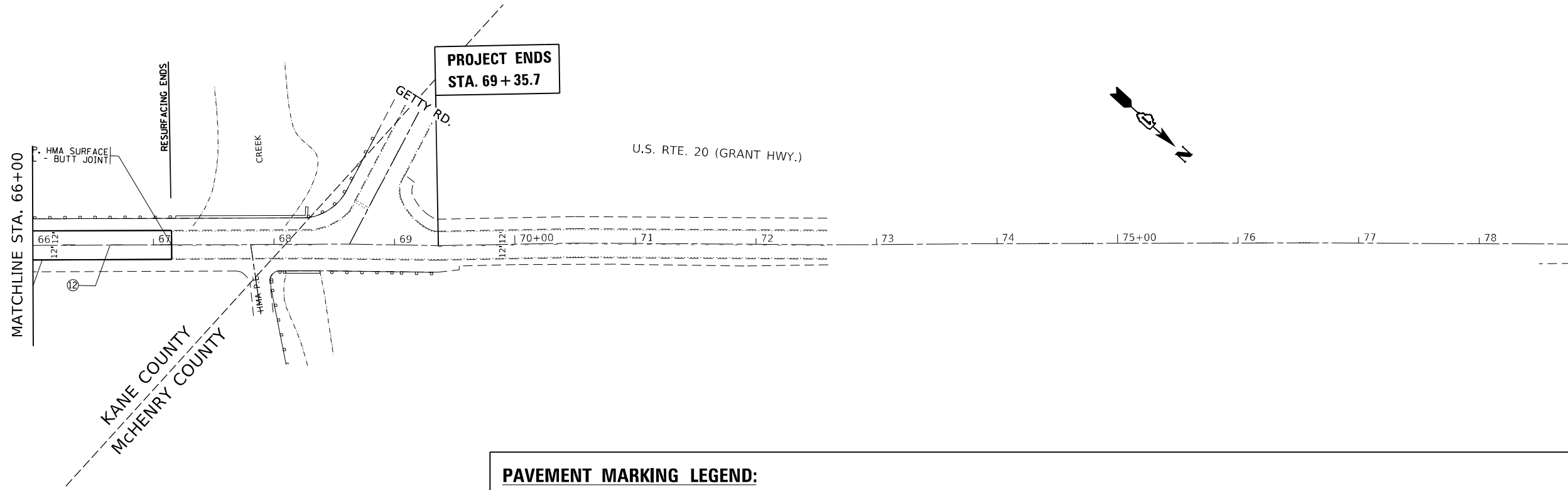
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 20 (MCHENRY CO LINE TO I- 90 (JANE ADDAMS MEMORIAL TOLLWAY))
ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET OF SHEETS STA. 16+15.0 TO STA. 40+00

F.A.P. RTE. 525	SECTION 2020-112-RS	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 14
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62L90	



PAVEMENT MARKING LEGEND:

- | | |
|---|--|
| ① THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE LINE (TYP.) | ⑧ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE GORE MARKING CHEVRONS TYP.) |
| ② THERMOPLASTIC PAVEMENT MARKING, 4" SKIP-DASH WHITE LINE, 10' DASH - 30' SKIP (TYP.) | ⑨ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW LINES, @ 45 DEG. (TYP.) |
| ③ THERMOPLASTIC PAVEMENT MARKING, 4" SOLID YELLOW LINE (TYP.) | ⑩ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.) |
| ④ THERMOPLASTIC PAVEMENT MARKING, TWO 4" SOLID YELLOW LINES, @ 11 C-C (TYP.) | ⑪ THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, SOLID WHITE (TYP.) |
| ⑤ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE TURN LANE LINE (TYP.) | ⑫ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP-DASH YELLOW LINE, 10' DASH - 30' SKIP (TYP.) |
| ⑥ THERMOPLASTIC PAVEMENT MARKING, 6" SKIP-DASH WHITE LINE, 2' DASH - 6' SKIP (TYP.) | ⑬ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP-DASH WHITE LINE, 2' DASH - 6' SKIP (TYP.) |
| ⑦ THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE MARKING AND CHANNELIZING LINES (TYP.) | ⑭ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE LINES @ 45 DEG., 75' C-C (TYP.) |

NOTES:

- | | |
|--|---|
| <p>1) LIMIT OF RESURFACING ON THE SIDE-STREETS THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER / TECHNICIAN.</p> <p>2) ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE).</p> | <p>3) ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.</p> <p>4) ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.</p> |
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 20 (MCHENRY CO LINE TO I- 90 (JANE ADDAMS MEMORIAL TOLLWAY))
ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET OF SHEETS STA. 66+00 TO STA. 69+84.6

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-RS	KANE	50	16
CONTRACT NO. 62L90				
ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC NOTES

- THE STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING THE EXECUTION OF THIS CONTRACT. ANY CHANGES TO THE PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE SPECIAL PROVISIONS, STATE STANDARDS, STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
- THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS.
- ACCESS TO PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. PROPERTIES WITH MULTIPLE ENTRANCES SHALL HAVE ONLY ONE ENTRANCE CLOSED AT A TIME.
- THE CONTRACTOR SHALL COMPLETE THE PROPOSED HMA SHOULDER WORK THAT IS SHOWN IN "SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL" STAGES 1 AND 2 PRIOR TO BEGINNING ANY MILLING, PAVEMENT PATCHING OR CURB AND GUTTER WORK WITHIN STATIONS 44+00 AND 53+00
- THE CONTRACTOR IS ADVISED THAT TO COMPLETE THE PROPOSED HMA SHOULDER WORK SHOWN IN "SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL" STAGES 1 AND 2, TRAFFIC WILL HAVE TO BE SHIFTED THROUGH THE TRAFFIC SIGNAL LOCATED AT THE US 20 AND I-90 EXIT RAMP AS SHOWN IN MAINTENANCE OF TRAFFIC STAGES 1 AND 2. DURING THIS OPERATION THE CONTRACTOR WILL BE REQUIRED TO TAKE MAINTENANCE OF THE TRAFFIC SIGNAL AND MODIFY THE TRAFFIC SIGNAL PHASING TO A FLASHING CIRCULAR RED PHASE AND FLAG THE SIGNALIZED INTERSECTION USING A MINIMUM OF 4 CERTIFIED FLAGGERS. PRIOR TO THE PHASE MODIFICATION OF THE TRAFFIC SIGNAL THE CONTRACTOR MUST HAVE PRIOR APPROVAL OF THE ENGINEER. APPROVAL TO MODIFY THE TRAFFIC SIGNAL WILL ONLY BE GRANTED DURING THE PERIOD EXTENDING FROM 10:00 A.M. TO 2:00 P.M. ON WEEKDAYS AND SHALL NOT BE ALLOWED DURING INCLEMENT WEATHER OR HOLIDAY PERIODS. THE TRAFFIC SIGNALS SHALL BE RETURNED TO NORMAL OPERATING CONDITIONS IMMEDIATELY AFTER THE CONTRACTORS WORK OPERATIONS THAT REQUIRE THE SHIFTING OF TRAFFIC THROUGH THE TRAFFIC SIGNAL CONCLUDE. THIS WORK SHALL NOT BE PAID SEPARATELY AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION.

STAGE III:

- ALL REMAINING PROPOSED WORK SHALL BE COMPLETED DURING THIS STAGE. THIS INCLUDES, BUT IS NOT LIMITED TO:
- MILLING OF EXISTING HMA PAVEMENT WITHIN THE ENTIRE PROJECT LIMITS
 - PLACEMENT OF HMA SURFACE COURSE WITHIN THE ENTIRE PROJECT LIMITS
 - ALL INCIDENTAL AND COLLATERAL WORK NECESSARY TO COMPLETE THE PROJECT AS SHOWN IN THE PLANS AND AS DESCRIBED HEREIN.

SUGGESTED CONSTRUCTION SEQUENCE

PRE-STAGE:

APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL AND PROTECTION FOR DAY-TIME LANE CLOSURES SHALL BE UTILIZED TO PERFORM THE WORK LISTED BELOW. LANE CLOSURES REQUIRED TO COMPLETE STAGE 1 AND 2 WORK SHALL ONLY BE UTILIZED DURING ALLOWABLE HOURS AS SPECIFIED IN THE MAINTENANCE OF TRAFFIC NOTES.

STAGE I:

TRAFFIC TRAVELING EASTBOUND ON US 20 PAST TANG AVENUE AND WITHIN THE WORK AREA STATIONS SHALL BE TEMPORARILY SHIFTED TO THE WESTBOUND LANES AS GUIDED BY FLAGGER. WESTBOUND LANES SHALL FOLLOW THE EXISTING TRAVEL CONFIGURATION AS GUIDED BY FLAGGER.

ALL PROPOSED WORK SHALL BE EXECUTED WITHIN THE WORK AREA. THIS INCLUDES, BUT IS NOT LIMITED TO:

- EARTH EXACAVATION, PAVEMENT REMOVAL, HMA SHOULDERS AND ALL INCIDENTAL AND COLLATERAL WORK NECESSARY TO COMPLETE THE SHOULDER WIDENING.

STAGE II:

TRAFFIC TRAVELING WESTBOUND ON US 20 WITHIN THE WORK AREA STATIONS SHALL BE TEMPORARILY SHIFTED TO THE EASTBOUND LANES AS GUIDED BY FLAGGER. EASTBOUND LANES SHALL FOLLOW THE EXISTING TRAVEL CONFIGURATION AS GUIDED BY FLAGGER.

ALL PROPOSED WORK SHALL BE EXECUTED WITHIN THE WORK AREA. THIS INCLUDES, BUT IS NOT LIMITED TO:

- EARTH EXACAVATION, PAVEMENT REMOVAL, HMA SHOULDERS AND ALL INCIDENTAL AND COLLATERAL WORK NECESSARY TO COMPLETE THE SHOULDER WIDENING.

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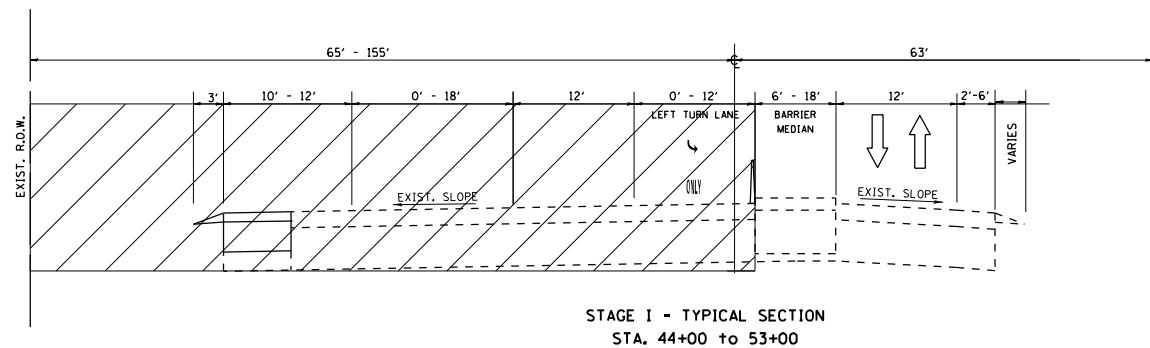
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 20 (MCHENRY CO LINE TO I-90 (JANES ADDAMS MEMORIAL TOLLWAY))
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL**

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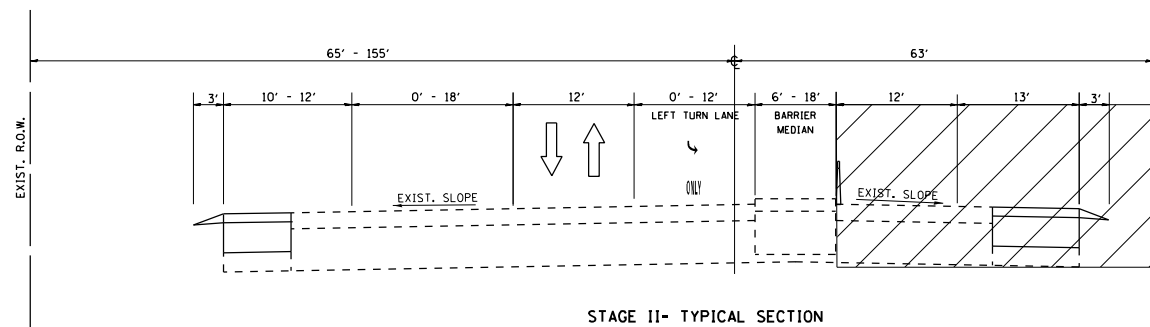
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			CONTRACT NO. 62L90	
		ILLINOIS	FED. AID PROJECT	



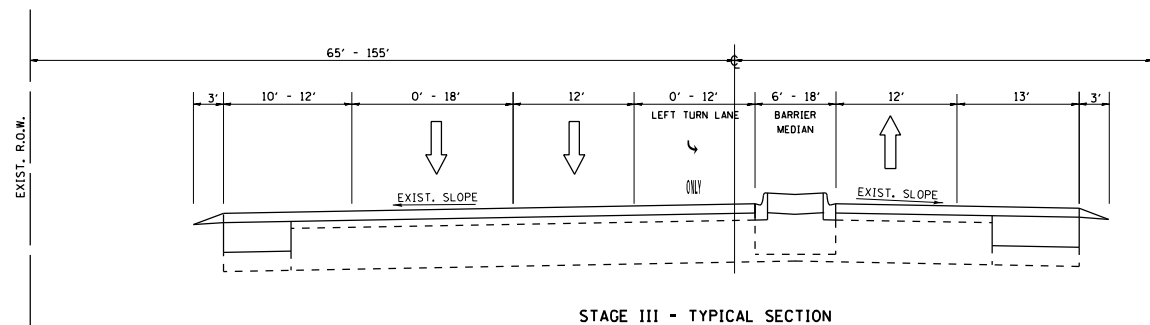
STAGE I - TYPICAL SECTION
STA. 44+00 to 53+00

LEGEND

- ← DIRECTION OF TRAFFIC
- ▨ WORK AREA
- ⊥ CONES AT 25 FT C-C



STAGE II - TYPICAL SECTION
STA. 44+00 to 53+00



STAGE III - TYPICAL SECTION
STA. 44+00 to 53+00

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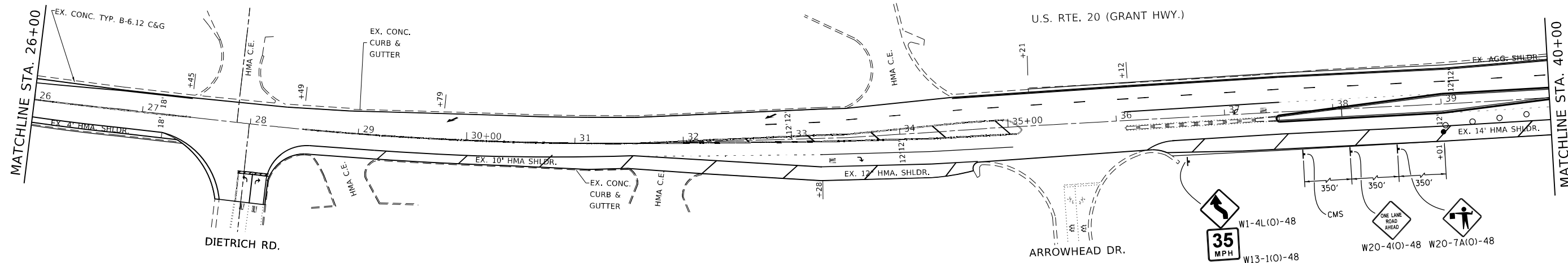
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 20 (MCHENRY CO LINE TO I-90 (JANES ADDAMS MEMORIAL TOLLWAY))
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-R5	KANE	50	18
CONTRACT NO. 62L90				
ILLINOIS FED. AID PROJECT				



LEGEND		CMS MESSAGES	
	WORK AREA	↑	PHASE 1: SIGNAL OUT AHEAD
	SIGN	⌄	PHASE 2: OBEY FLAGGER COMMANDS
	TYPE III BARRICADE	○	
	CONES TO BE PLACED AT 25' C-C	●	
	FLAGGER WITH TRAFFIC CONTROL SIGN		

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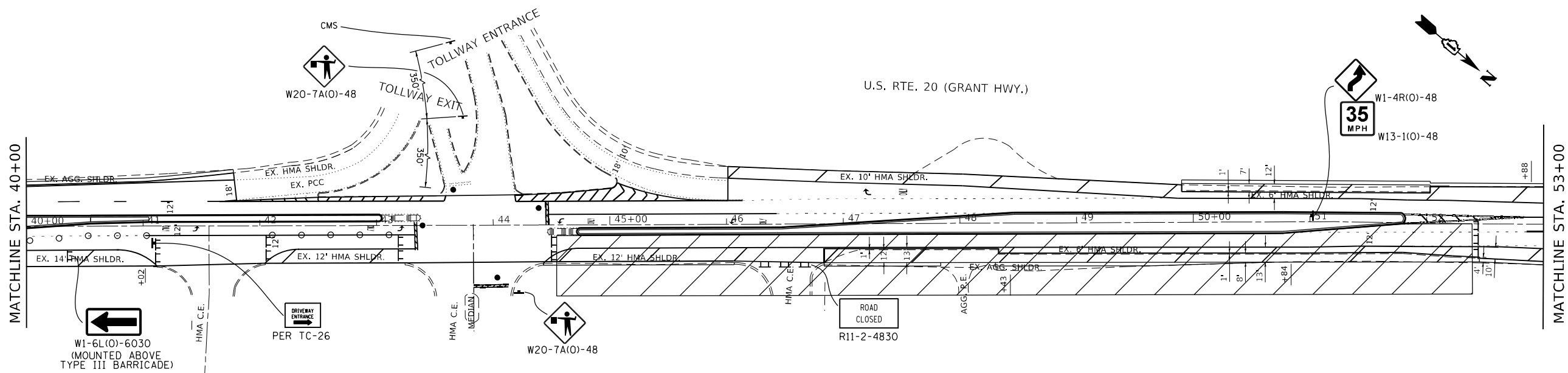
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 20 (MCHENRY CO LINE TO I-90 (JANE ADDAMS MEMORIAL TOLLWAY))
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
- SUGGESTED STAGE II

SCALE: 1"=50' SHEET OF SHEETS STA. 16+15.0 TO STA. 40+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-RS	KANE	50	20
CONTRACT NO. 62L90			ILLINOIS FED. AID PROJECT	

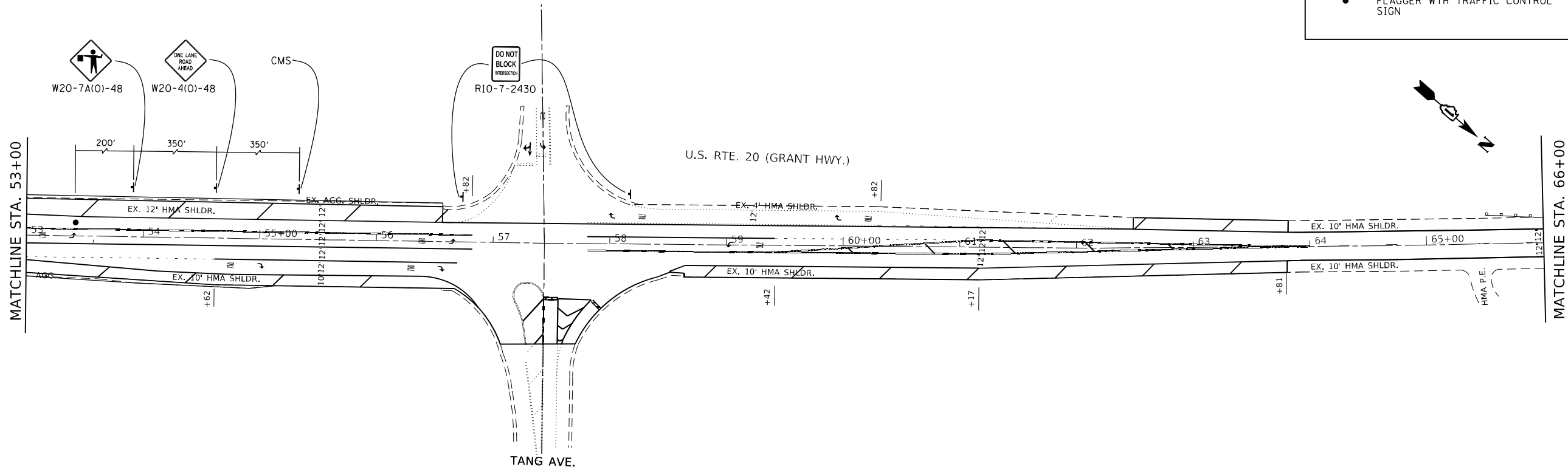


LEGEND

- WORK AREA
- SIGN
- TYPE III BARRICADE
- CONES TO BE PLACED AT 25' C-C
- FLAGGER WITH TRAFFIC CONTROL SIGN

CMS MESSAGES

- PHASE 1: SIGNAL OUT AHEAD
- PHASE 2: OBEY FLAGGER COMMANDS



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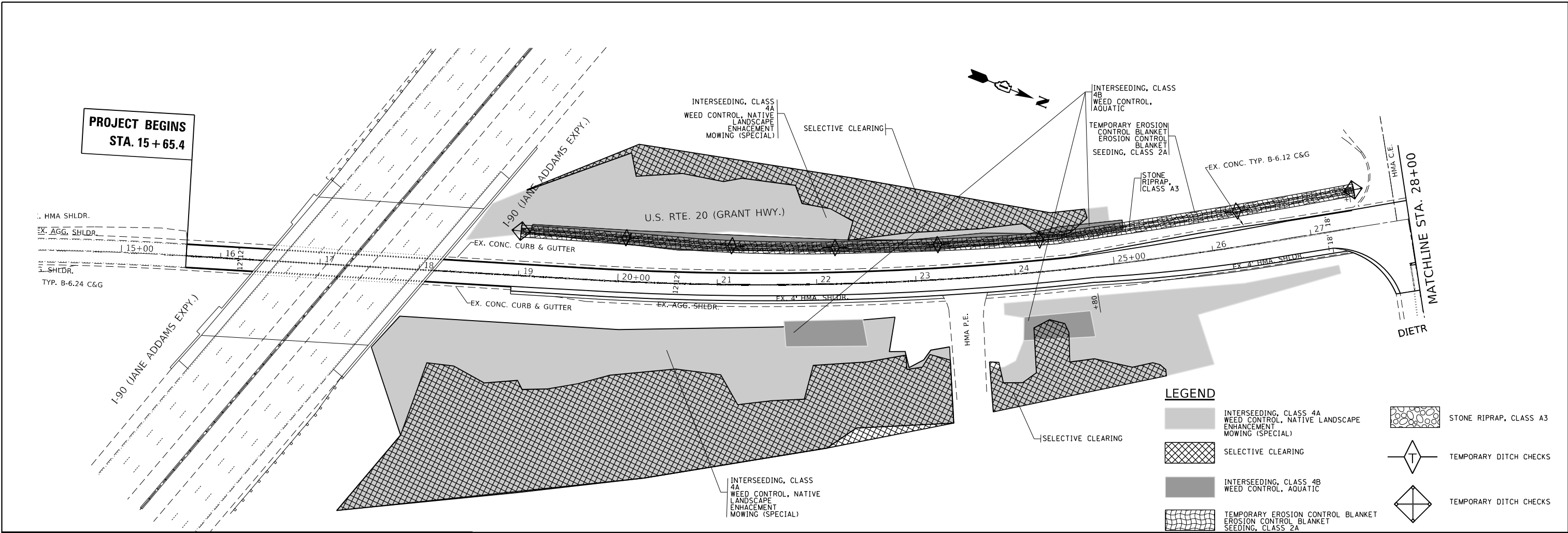
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**








**US 20 (MCHENRY CO LINE TO I-90 (JANE ADDAMS MEMORIAL TOLLWAY))
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
- SUGGESTED STAGE II**

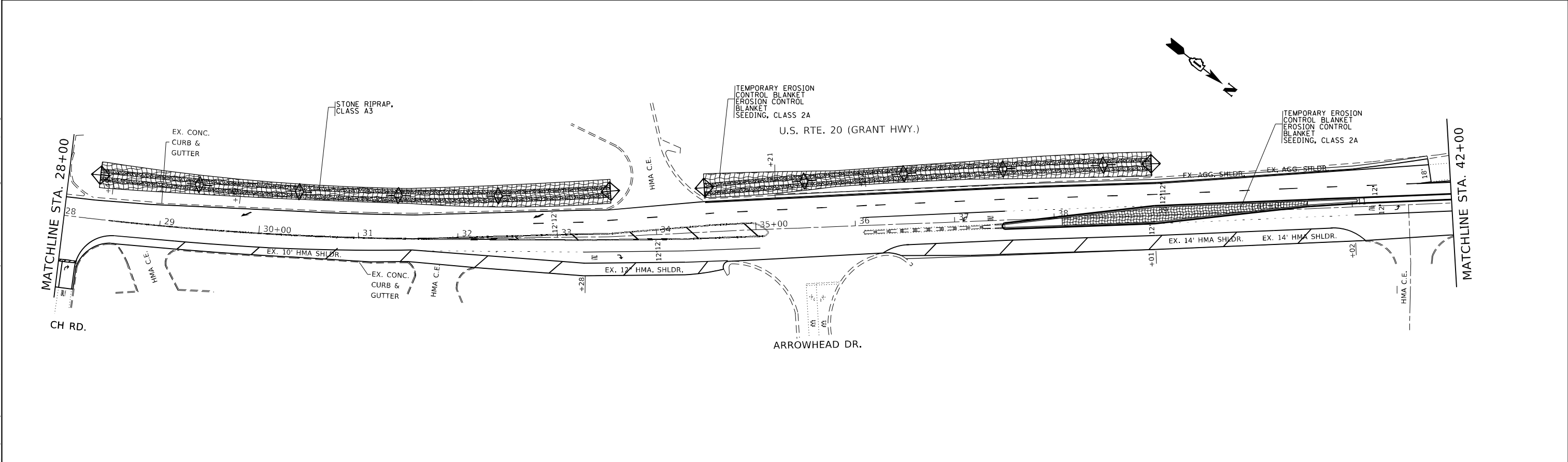
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-RS	KANE	50	21
CONTRACT NO. 62L90				
ILLINOIS FED. AID PROJECT				



LEGEND

	INTERSEEDING, CLASS 4A WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT MOWING (SPECIAL)		STONE RIPRAP, CLASS A3
	SELECTIVE CLEARING		TEMPORARY DITCH CHECKS
	INTERSEEDING, CLASS 4B WEED CONTROL, AQUATIC		TEMPORARY DITCH CHECKS
	TEMPORARY EROSION CONTROL BLANKET EROSION CONTROL BLANKET SEEDING, CLASS 2A		



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 PLOT DATE: 12/16/2021

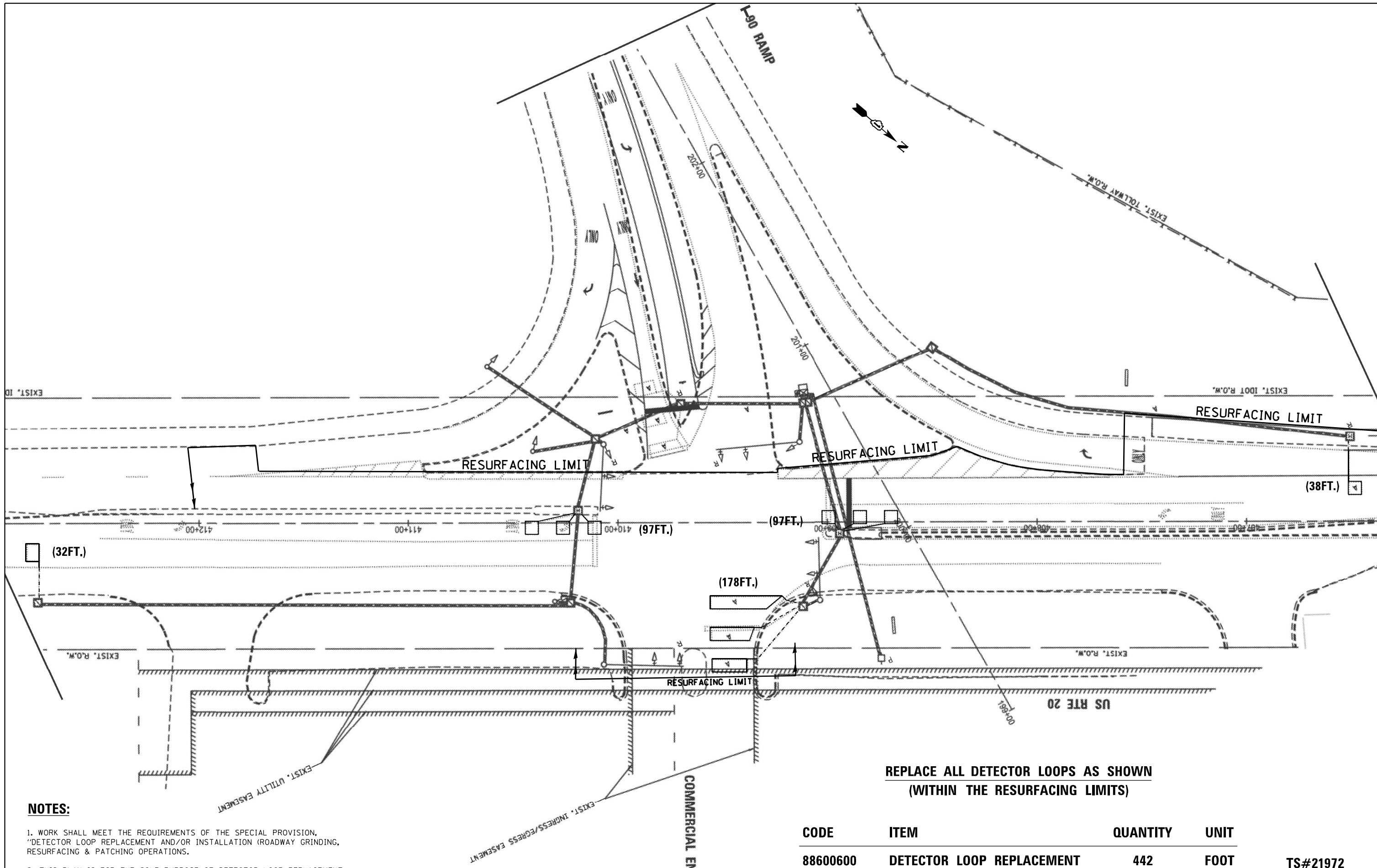
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PLOT DATE = 12/16/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 20 (MCHENRY CO LINE TO I-90 (JANE ADDAMS MEMORIAL TOLLWAY))
EROSION CONTROL /LANDSCAPING PLAN

SCALE: 1"=50' SHEET OF SHEETS STA. 16+15.0 TO STA. 40+00

F.A.P. RTE. 525	SECTION 2020-112-RS	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 22
CONTRACT NO. 62L90				
ILLINOIS FED. AID PROJECT				

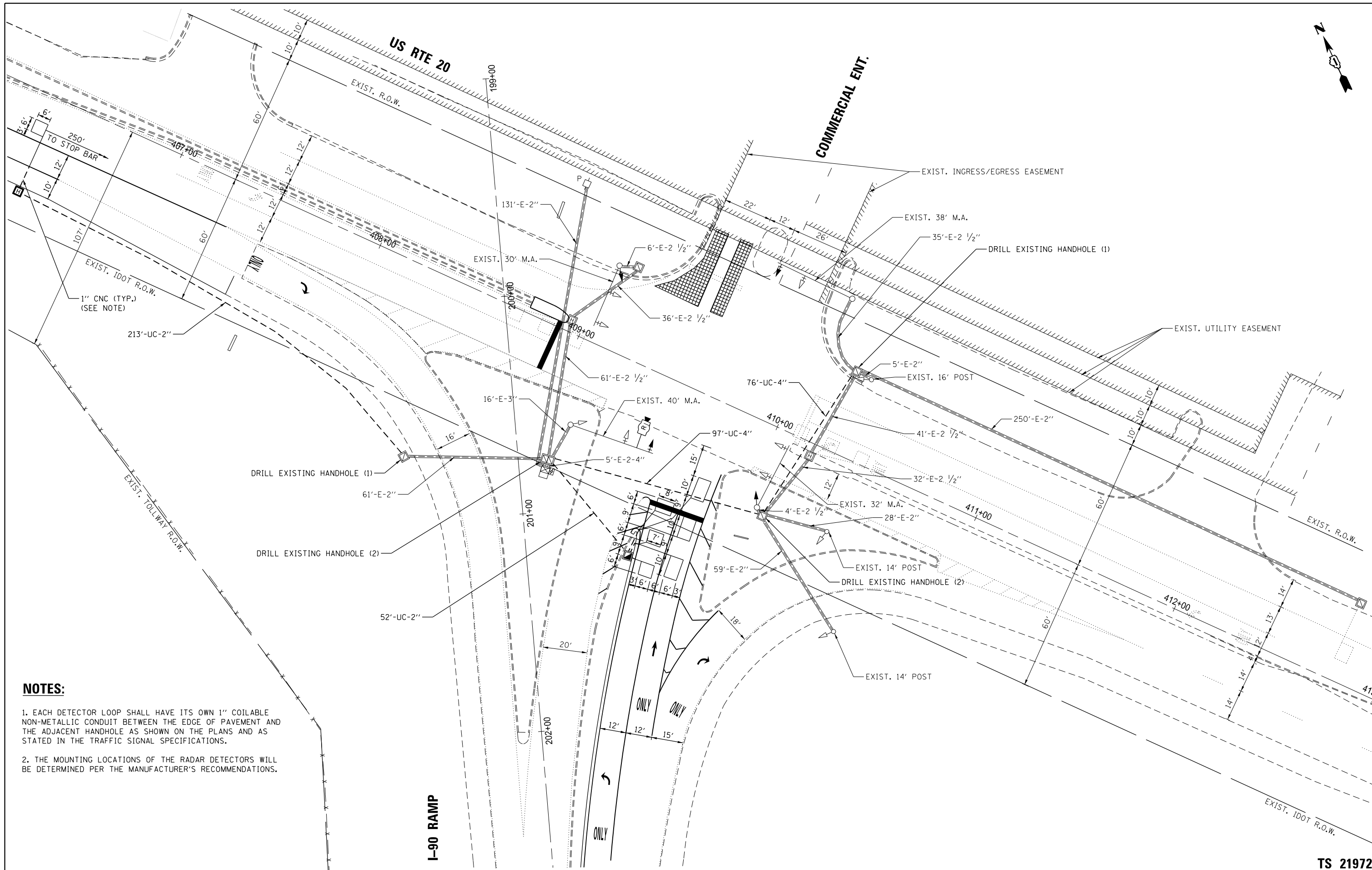


NOTES:

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.

CODE	ITEM	QUANTITY	UNIT	
88600600	DETECTOR LOOP REPLACEMENT	442	FOOT	TS#21972

FILE NAME = P:\Detector Loops\2021\62L90 US20-Kane	USER NAME = mezag	DESIGN - Steven M. Nguyen	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT PLAN US RTE 20 AT I-90 RAMP	F.A.P. RTE. 525	SECTION 2020-112-R5	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 24		
Default	PLOT SCALE = 40.0000' / in.	CHECKED - Steven M. Nguyen	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 3/5/2021	DATE - 01/27/2021	REVISED -			CONTRACT NO. 62L90						



NOTES:

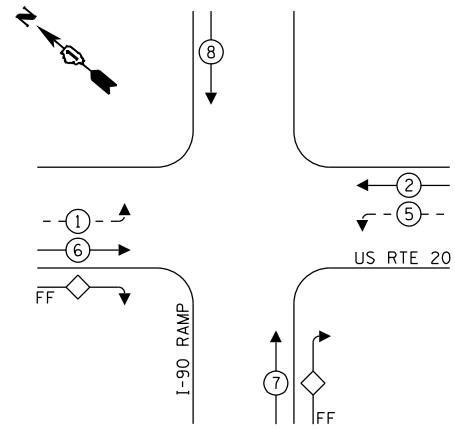
1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
2. THE MOUNTING LOCATIONS OF THE RADAR DETECTORS WILL BE DETERMINED PER THE MANUFACTURER'S RECOMMENDATIONS.

TS SHT NO. 10

TS 21972

FILE NAME = 10 - Signal US20 I-90.dgn	USER NAME = dschnebel	DESIGNED - DMS	REVISED -		9575 West Higgins Road, Suite 400 Rosemont, Illinois 60018 P: (847) 518-9990 F: (847) 518-9987	TRAFFIC SIGNAL MODIFICATION PLAN US RTE 20 AND I-90 RAMP			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000' / in.	CHECKED - LRA	REVISED -						525	2020-112-R5	KANE	50	25
PLOT DATE = 4/2/2018	DATE - 04/02/2018	REVISED -		PROJECT # 16-190	SCALE: 1"=20'	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 62L90	
												ILLINOIS FED. AID PROJECT	

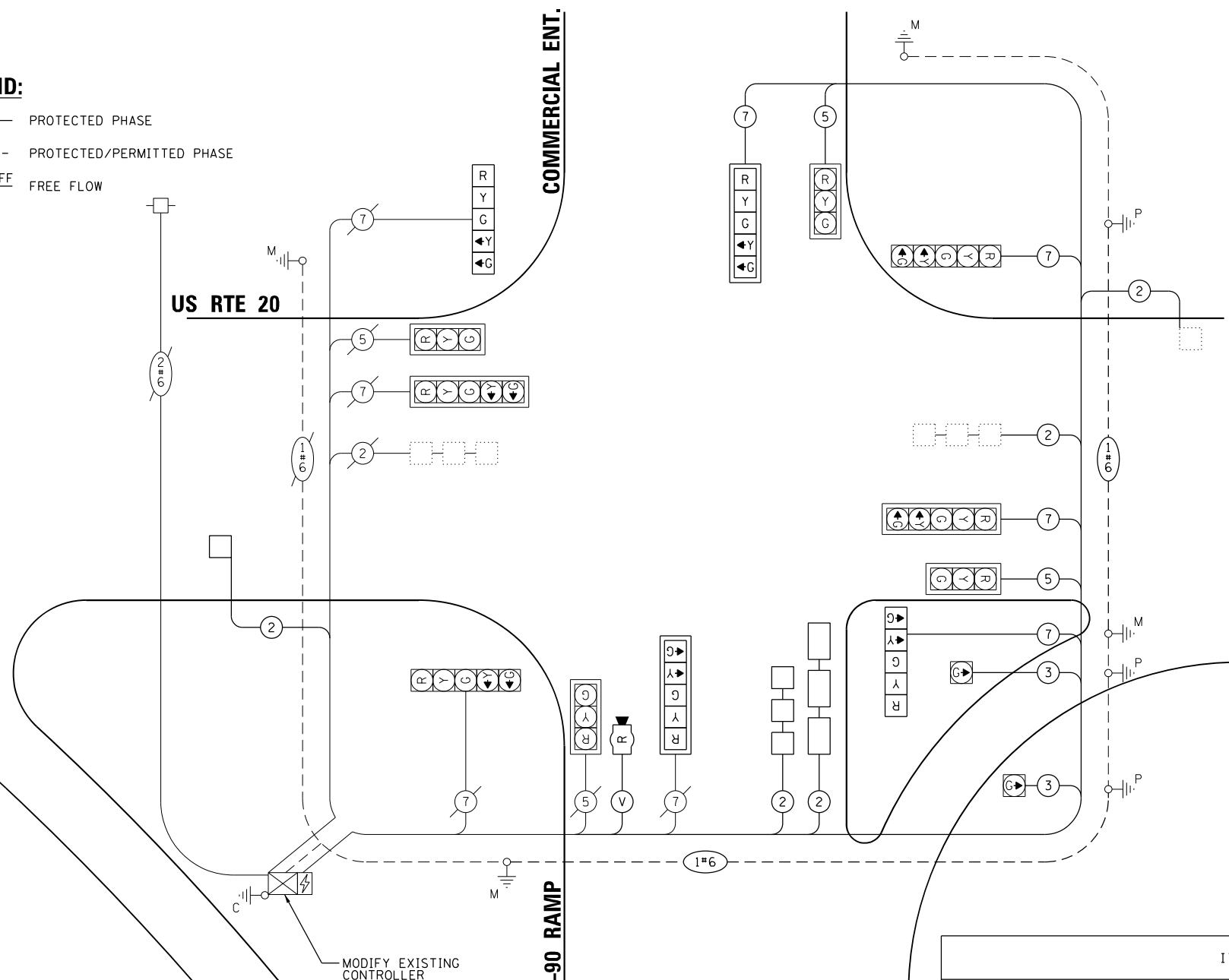
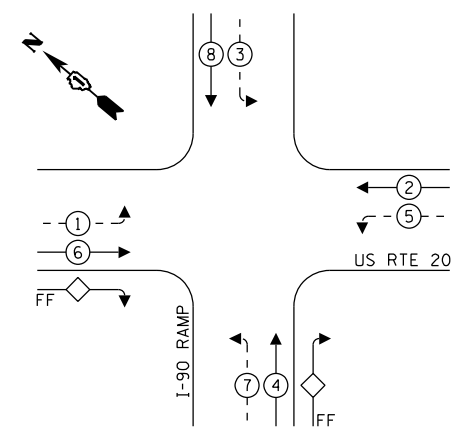
EXISTING CONTROLLER SEQUENCE



LEGEND:

- ← * → PROTECTED PHASE
- ← * - - PROTECTED/PERMITTED PHASE
- ← ◇ → FF FREE FLOW

PROPOSED CONTROLLER SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	11	50	77.0
(YELLOW)	12	20	5	12.0
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	16	10	10	16.0
PED. SIGNAL	-	20	100	-
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				444.8

ENERGY COSTS TO:
 HAMPSHIRE TOWNSHIP
 170 MILL AVE
 HAMPSHIRE, IL 60140
 ENERGY SUPPLY: CONTACT: MS. RENEE MAZARIEGOS
 PHONE: X
 COMPANY: COMMONWEALTH EDISON
 ACCOUNT NUMBER: 3297106018

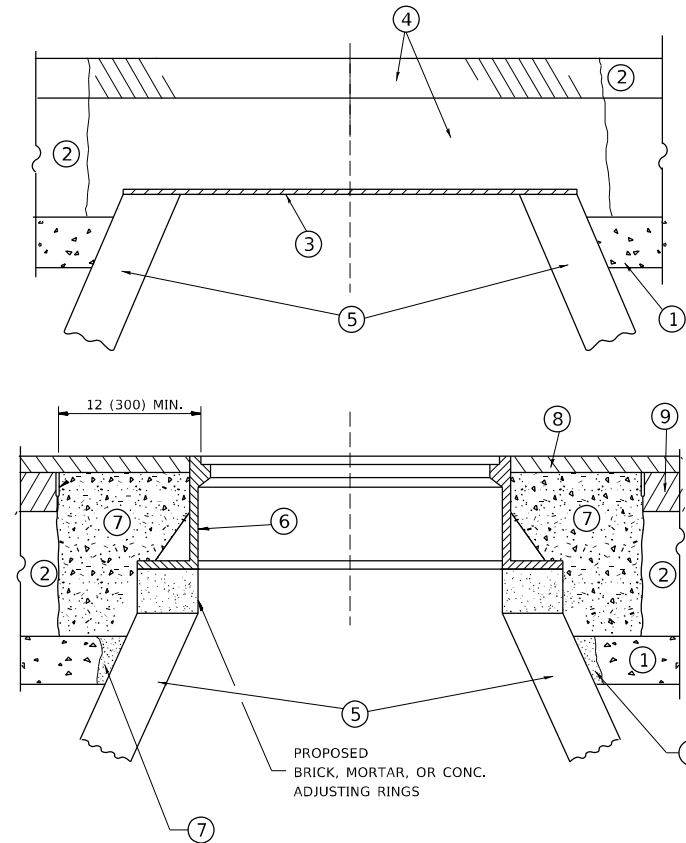
SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	265
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	173
HANDHOLE	EACH	1
HEAVY-DUTY HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	375
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	466
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	869
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1101
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	214
DRILL EXISTING HANDHOLE	EACH	6
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	2
DETECTOR LOOP, TYPE I	FOOT	293
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	884
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, STOP BAR	EACH	1

CABLE PLAN
(NOT TO SCALE)

TS SHT NO. 11

TS 21972



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

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.

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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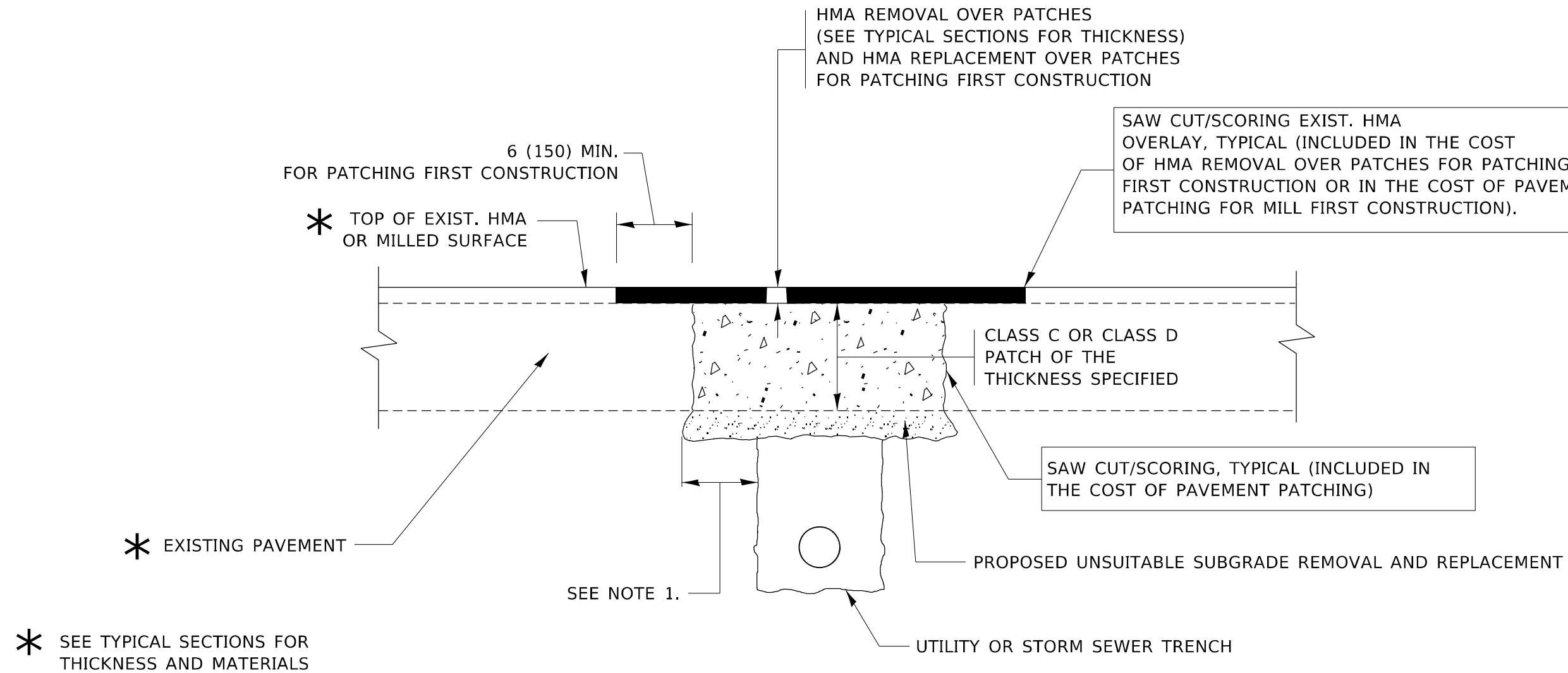
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PLOT DATE = 12/15/2021	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

F.A.P. RTE. 525	SECTION 2020-112-R5	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 29
BD600-03 (BD-8)		CONTRACT NO. 62L90		
ILLINOIS FED. AID PROJECT				



NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

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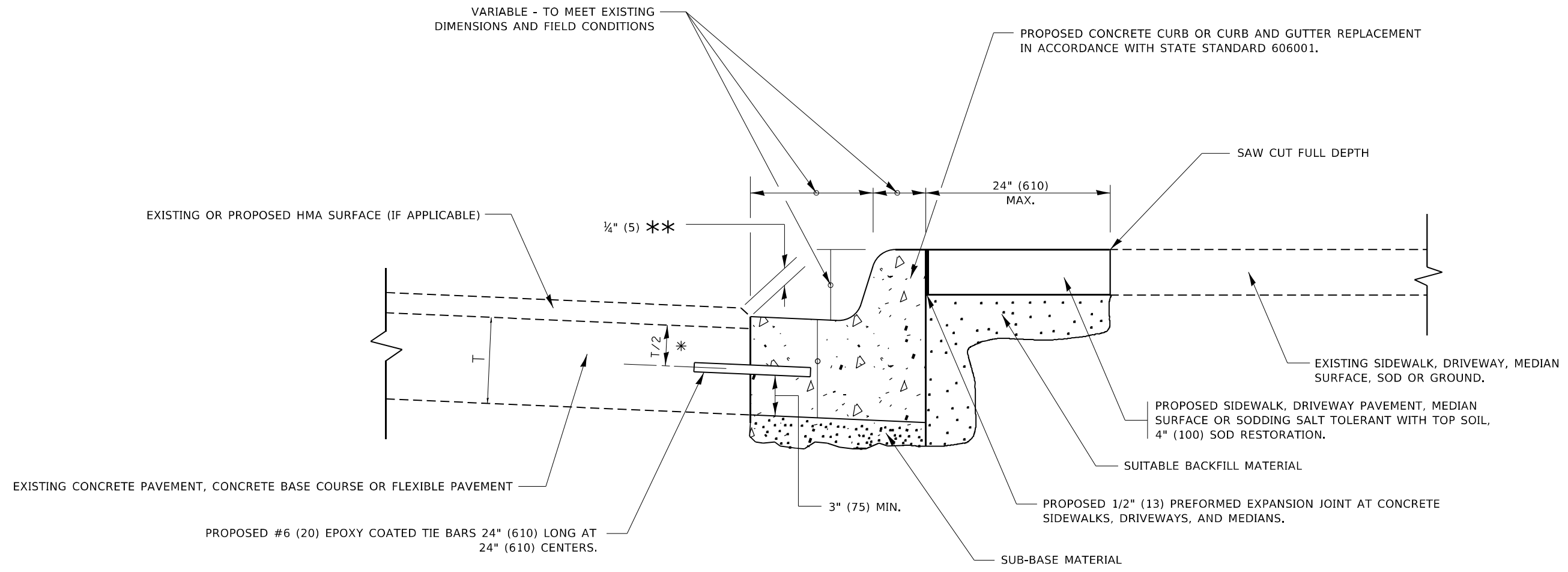
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PLOT DATE = 12/15/2021	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT

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

F.A.P. RTE. 525	SECTION 2020-112-R5	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 30
BD400-04 (BD-22)		CONTRACT NO. 62L90		
ILLINOIS FED. AID PROJECT				



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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

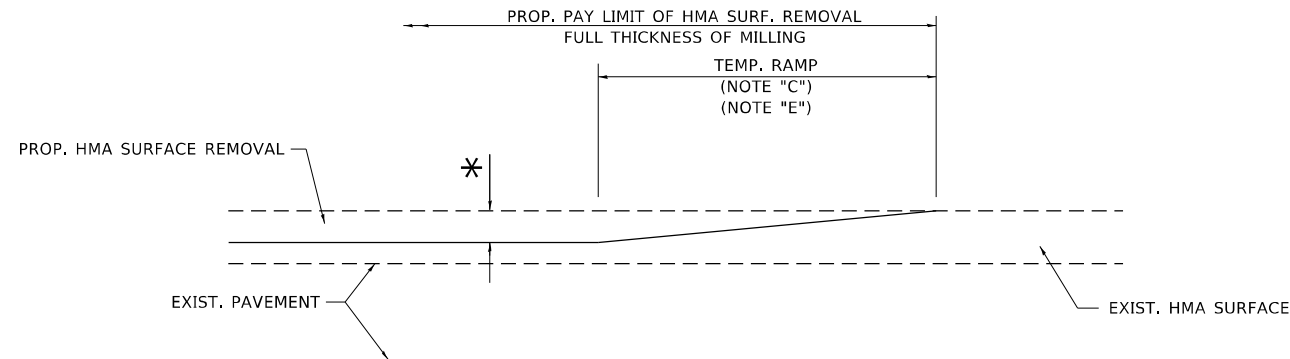
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USER NAME = elknatibaj	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 01-22-01
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09
PLOT DATE = 12/15/2021	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

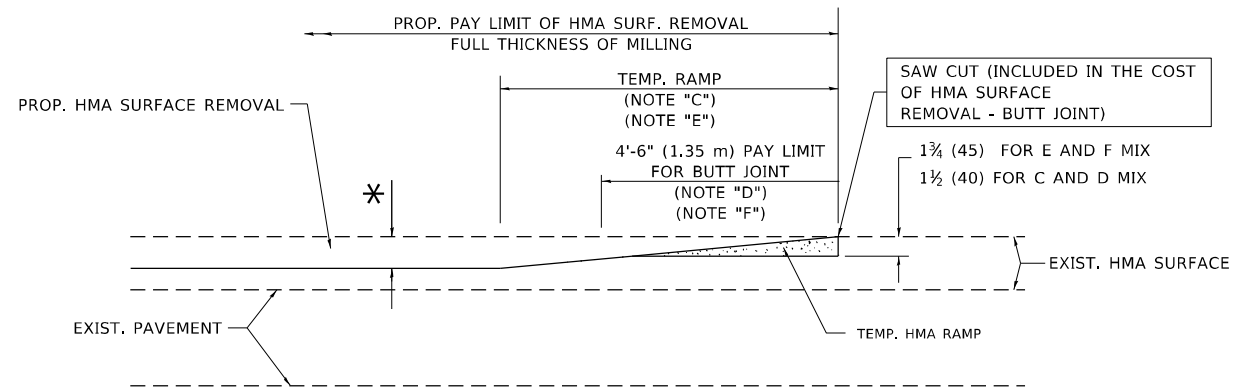
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.P. RTE. 525	SECTION 2020-112-R5	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 31
BD600-06 (BD-24)		CONTRACT NO. 62L90		
ILLINOIS FED. AID PROJECT				



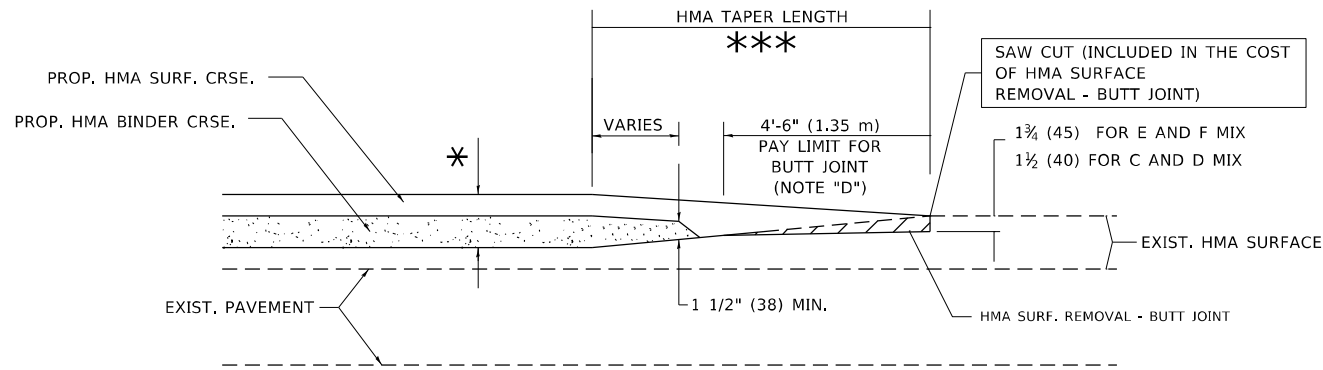
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



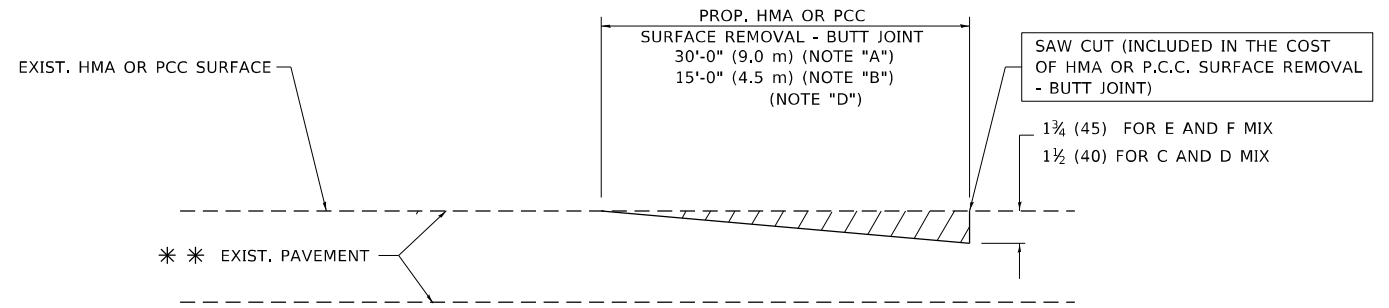
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP

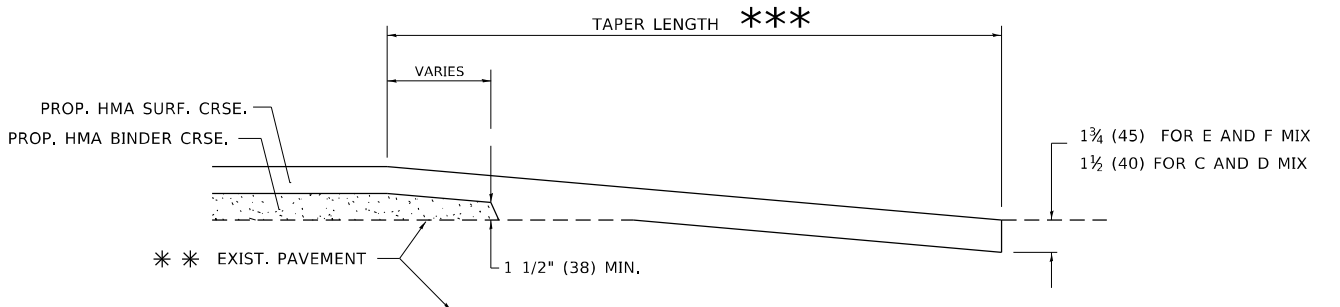


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

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

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

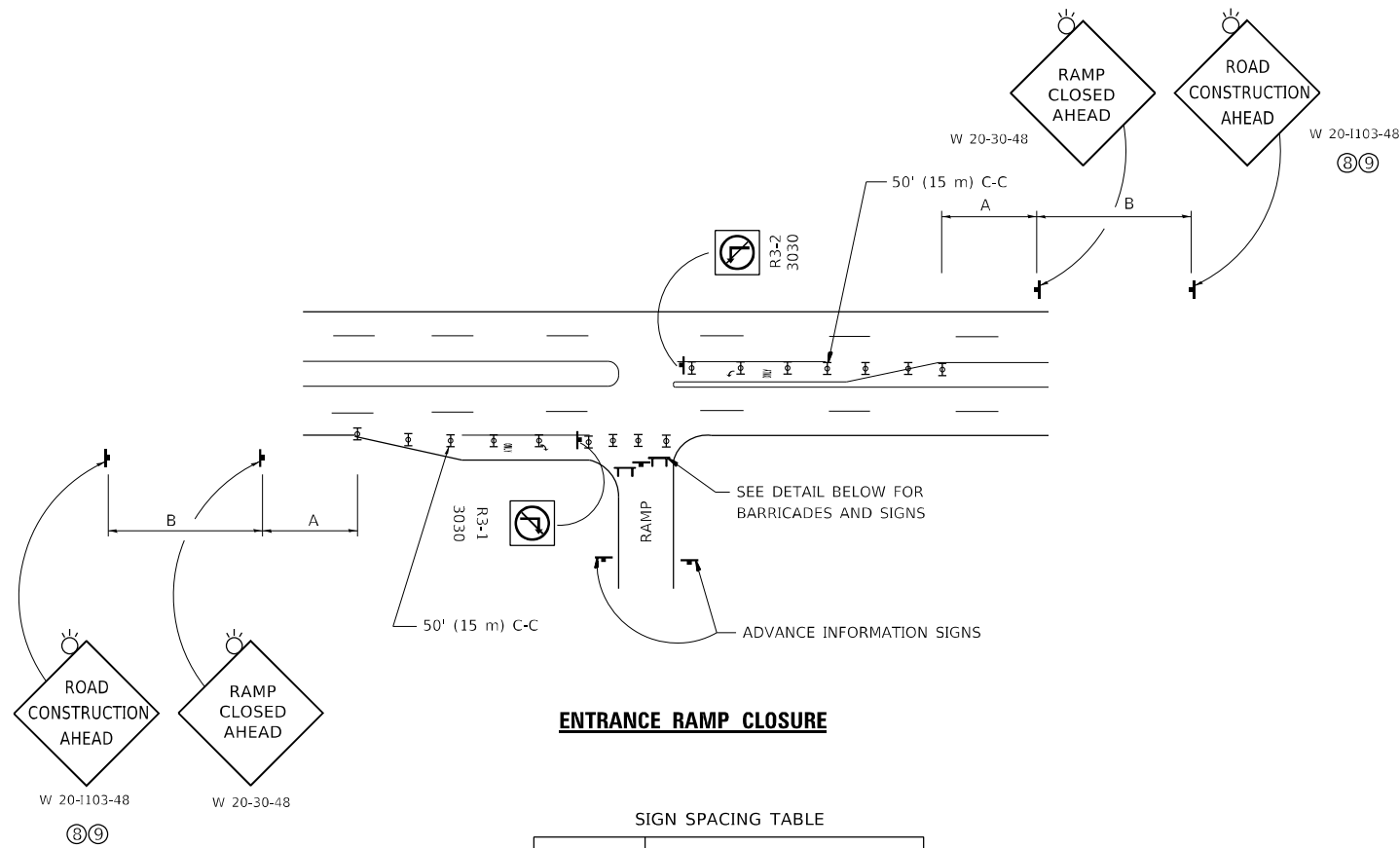
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USER NAME = elknatibaj	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - A. ABBAS 03-21-97
PLOT DATE = 12/15/2021	DATE - 06-13-90	REVISED - M. GOMEZ 04-06-01
		REVISED - R.BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.P. RTE. 525	SECTION 2020-112-R5	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 32
BD400-05 BD32		CONTRACT NO. 62L90		
ILLINOIS FED. AID PROJECT				

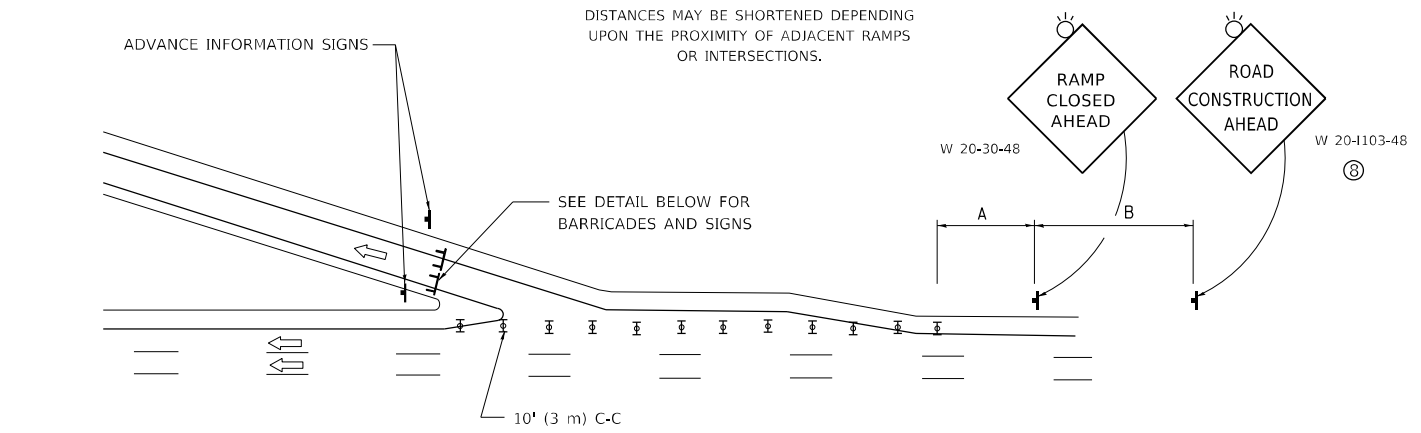


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	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)

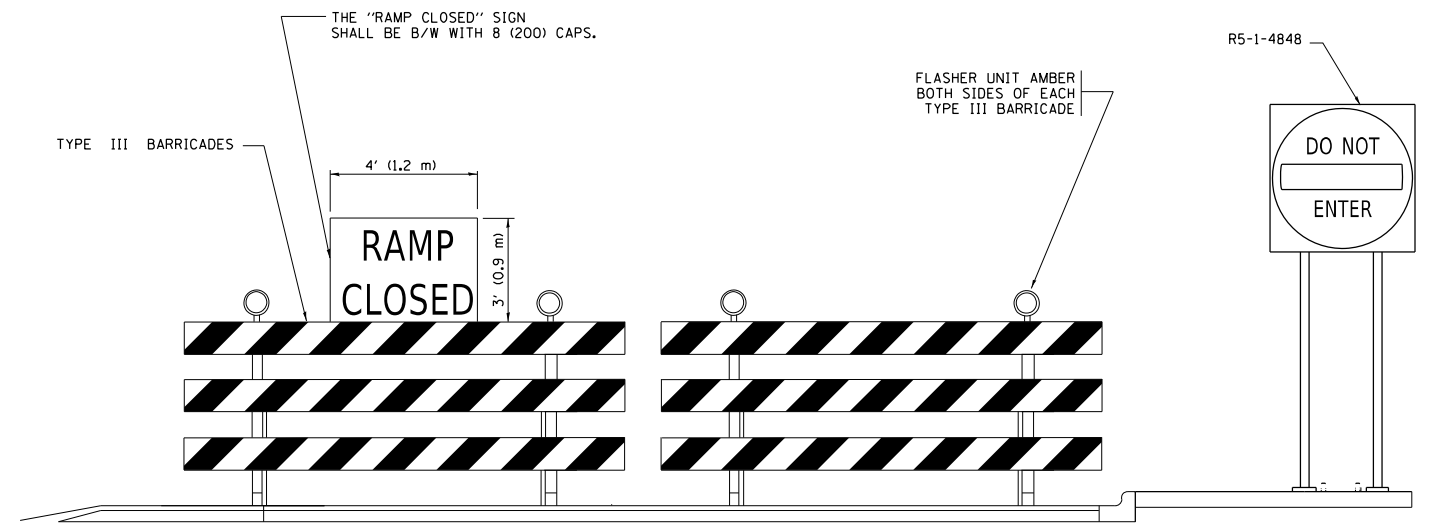
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

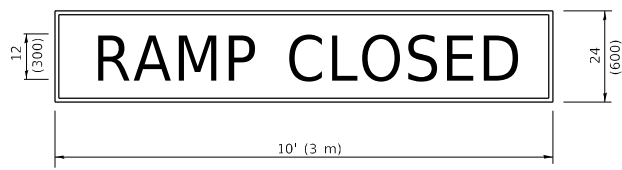
SYMBOLS

- ▬ TYPE II BARRICADE OR DRUM
- ▬ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

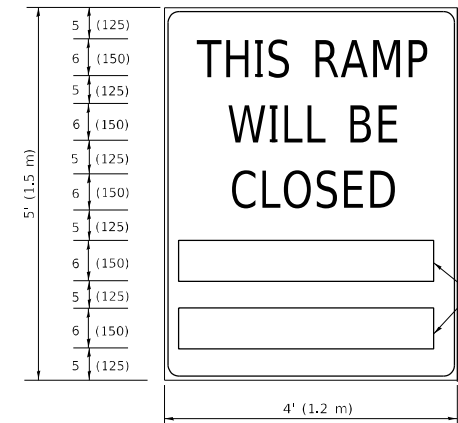
RAMP CLOSURE ADVANCE WARNING SIGN



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



BLACK LEGEND ON WHITE BACKGROUND

1/2 (12) BORDER

E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

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, PRECEDED 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.

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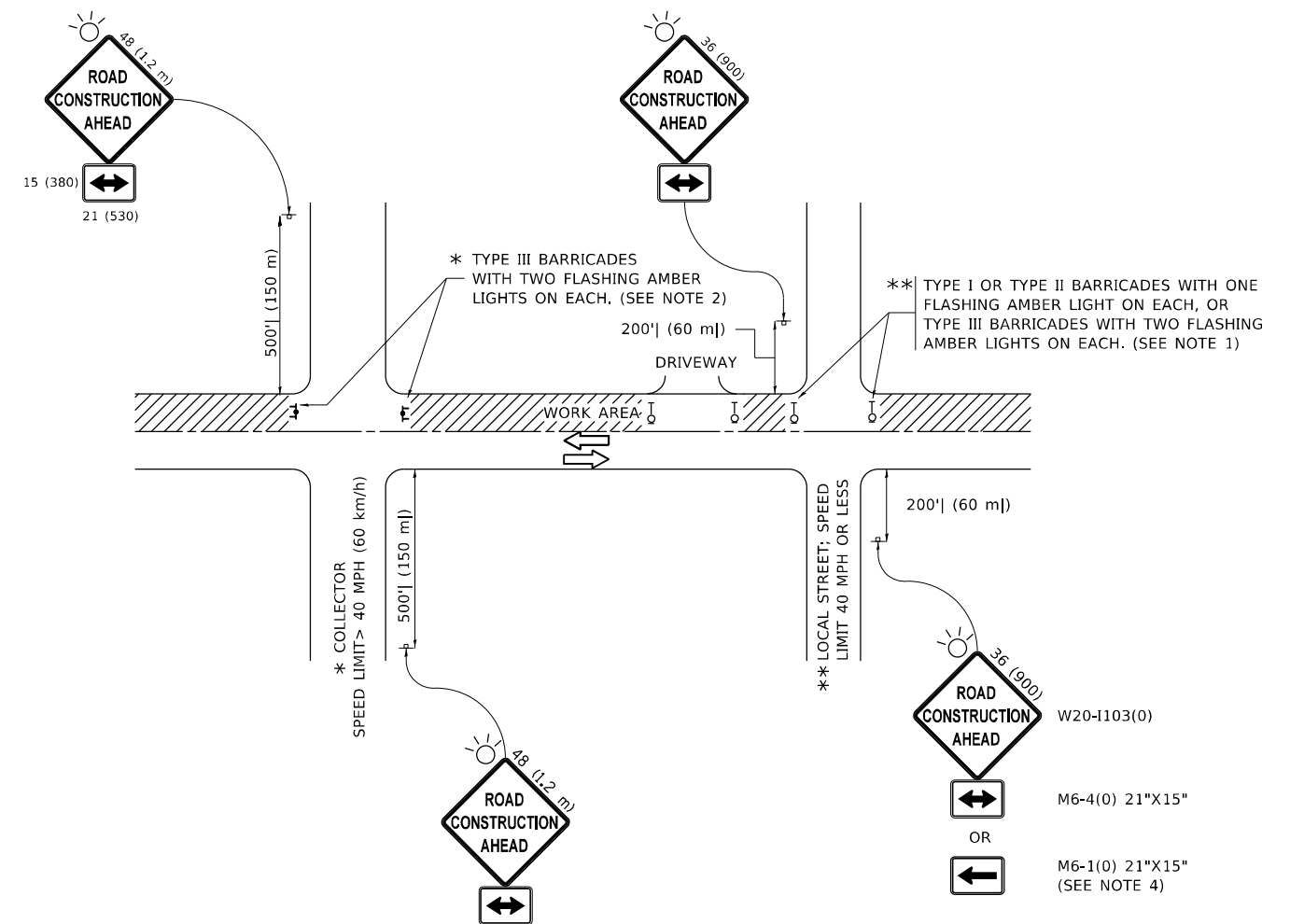
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	DRAWN -	REVISED - S.P.B._12-09
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - M.D._06-13
PLOT DATE = 12/15/2021	DATE - 02-83	REVISED - M.D._01-18

**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. 525	SECTION 2020-112-R5	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 33
TC-08		CONTRACT NO. 62L90		
ILLINOIS FED. AID PROJECT				



NOTES:

- 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:
 - 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.
 - 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.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 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.
- SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- 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.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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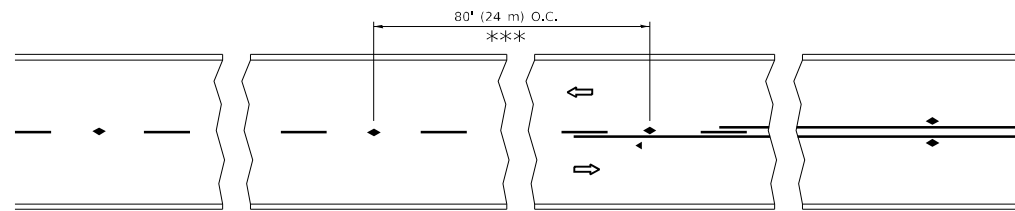
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	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 12/15/2021	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

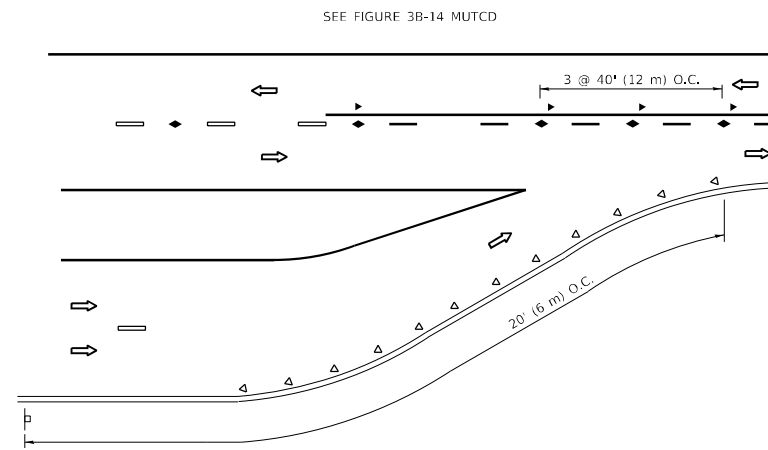
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-R5	KANE	50	34
TC-10		CONTRACT NO. 62L90		
ILLINOIS FED. AID PROJECT				

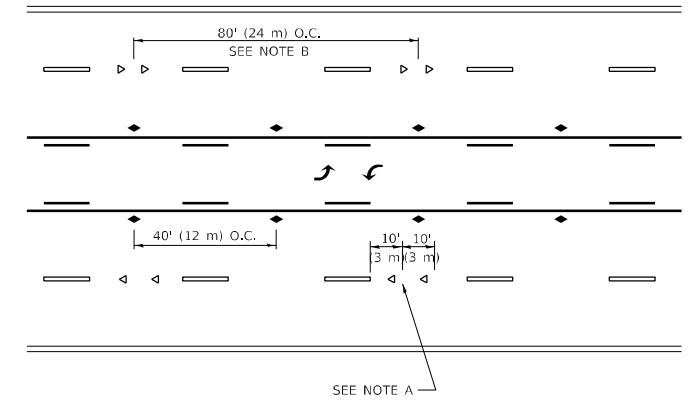


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

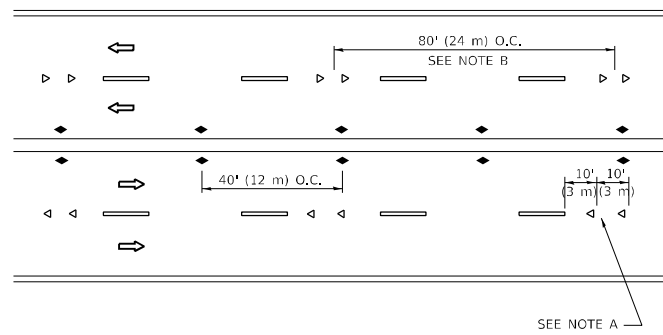
TWO-LANE/TWO-WAY



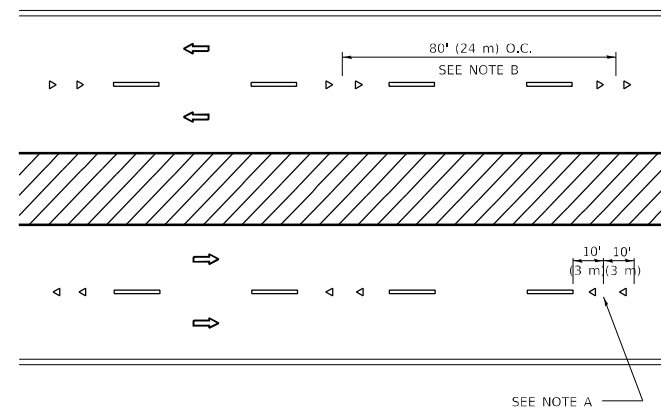
LANE REDUCTION TRANSITION



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.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

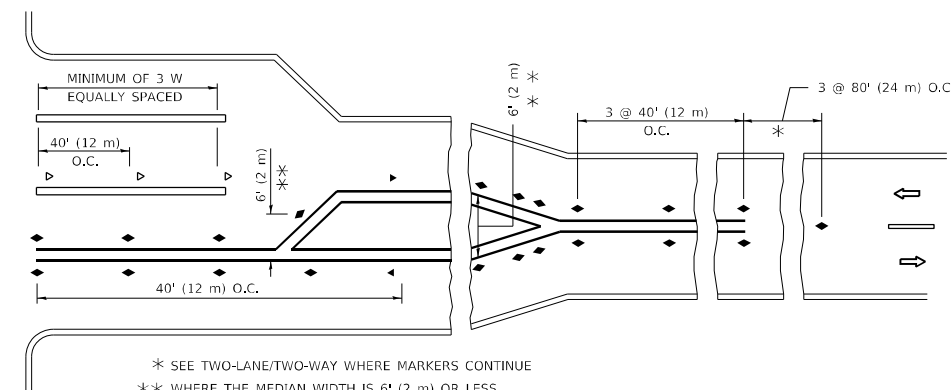
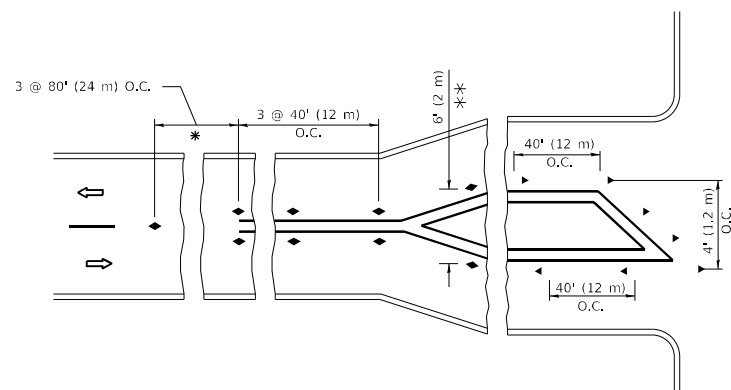
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



TURN LANES

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

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

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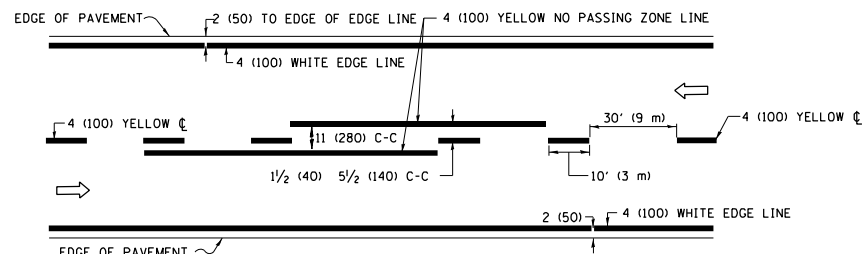
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PLOT DATE = 12/15/2021	CHECKED -	REVISED - C. JUCIUS 09-09-09
	DATE -	REVISED - C. JUCIUS 07-01-13

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

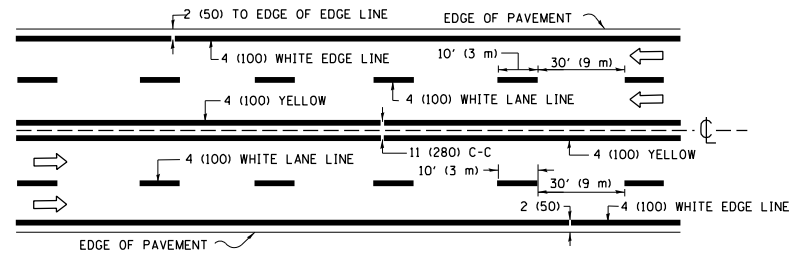
**TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**

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

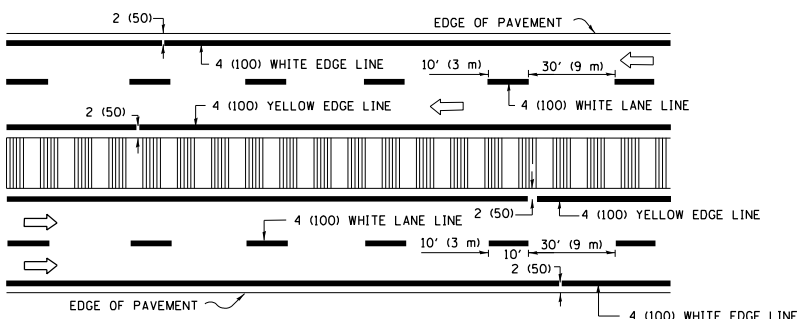
F.A.P. RTE. 525	SECTION 2020-112-R5	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 35
TC-11		CONTRACT NO. 62L90		
ILLINOIS		FED. AID PROJECT		



2-LANE ROADWAY

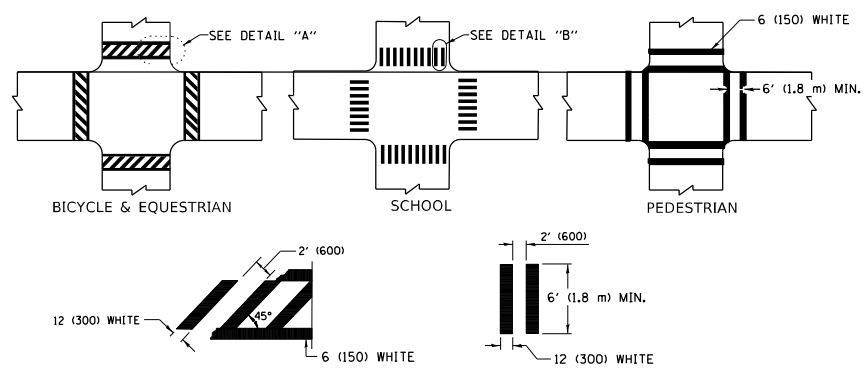


MULTI-LANE UNDIVIDED



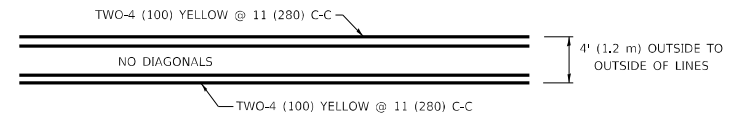
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

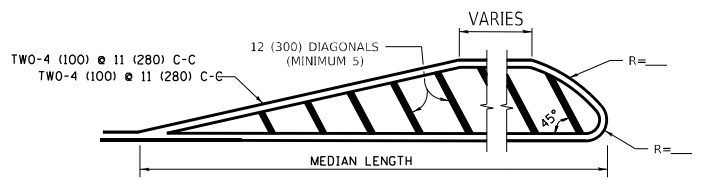


TYPICAL CROSSWALK MARKING

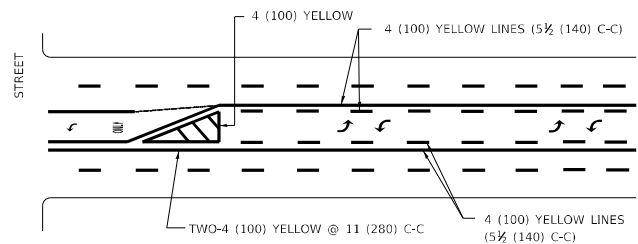
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



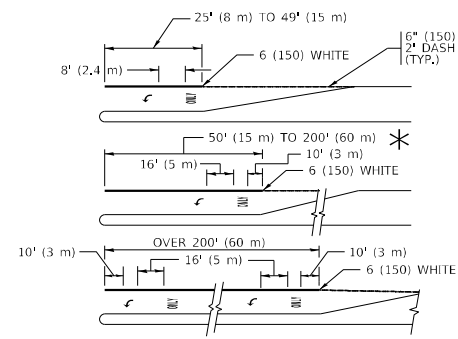
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE



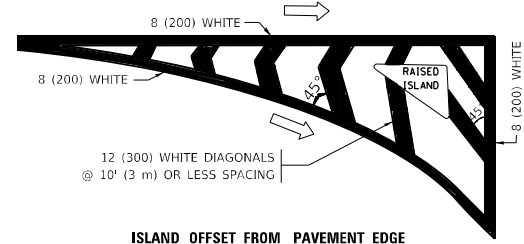
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



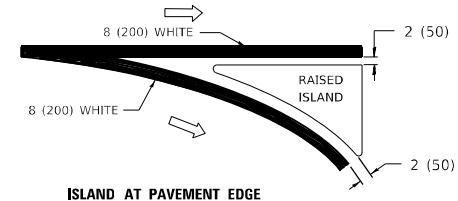
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

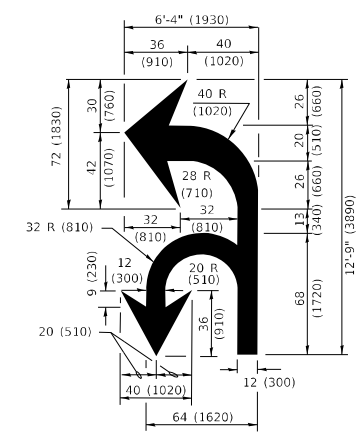


ISLAND OFFSET FROM PAVEMENT EDGE

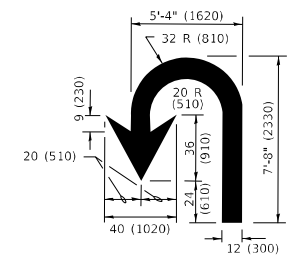


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

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

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

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	5 1/2 (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; 5 1/2 (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 8" (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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USER NAME = elknadibaj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - C. JUCIUS 07-01-13
PLOT DATE = 12/15/2021	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
 TYPICAL PAVEMENT MARKINGS**

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2020-112-R5	KANE	50	36
TC-13		CONTRACT NO. 62L90		
		ILLINOIS FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

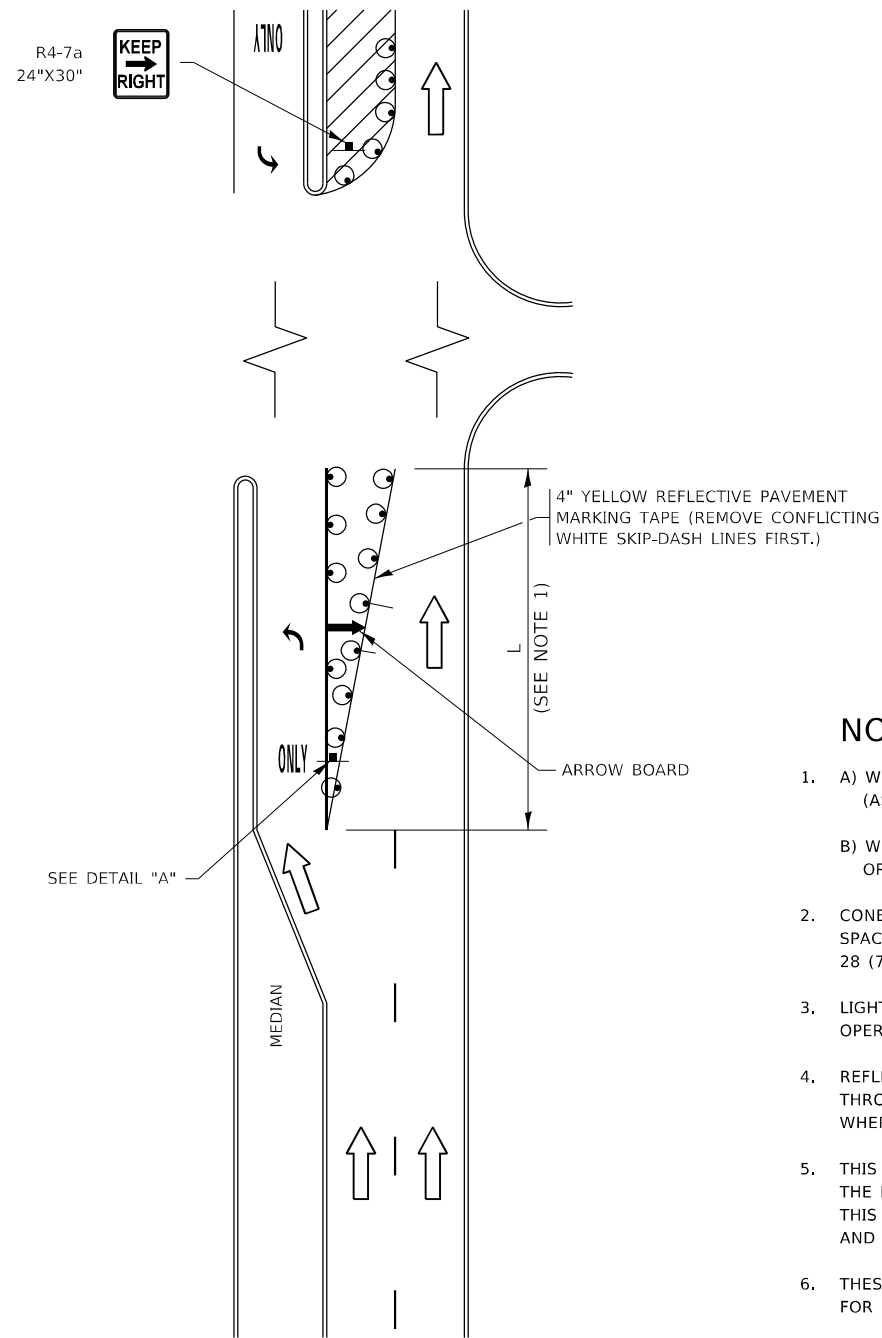


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

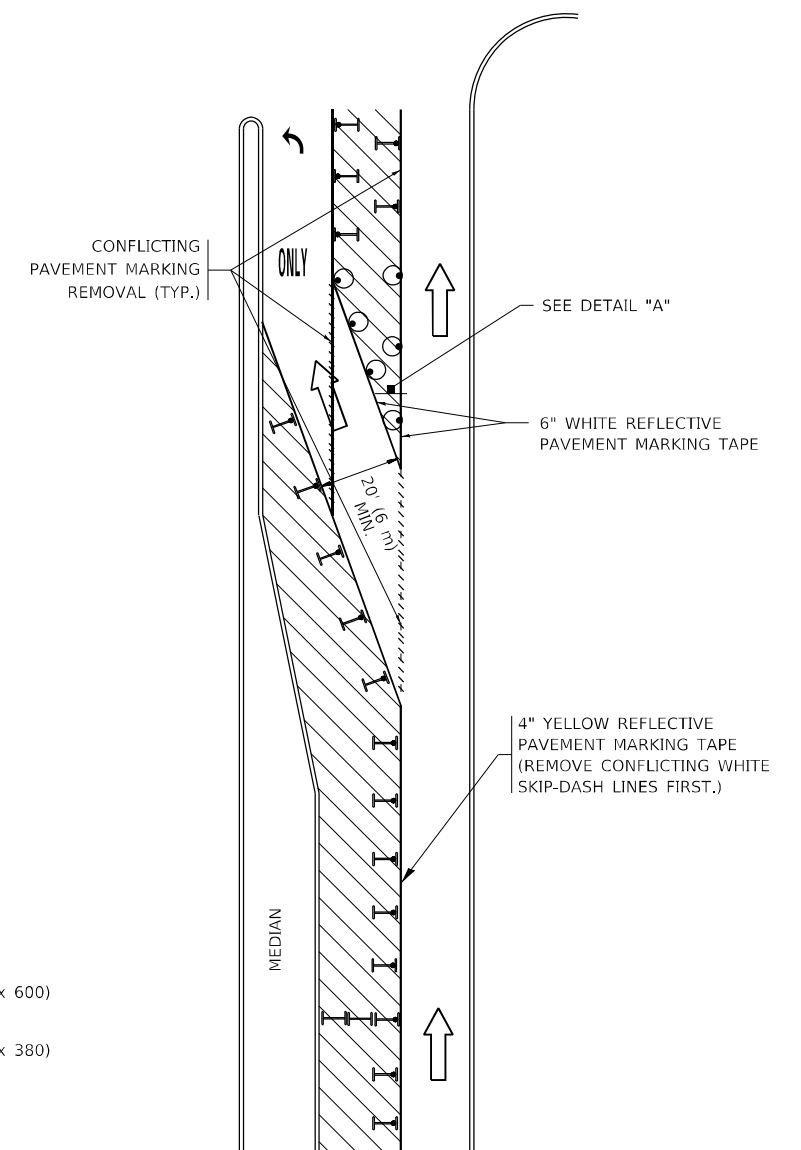
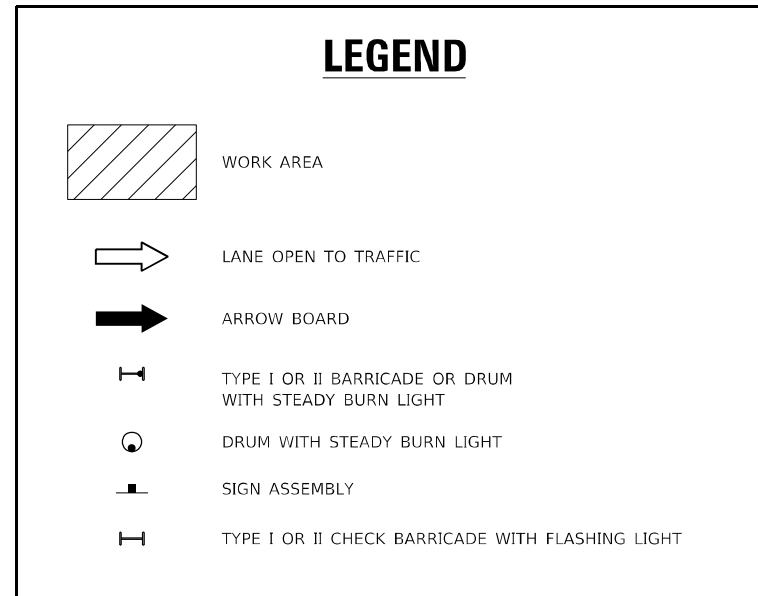
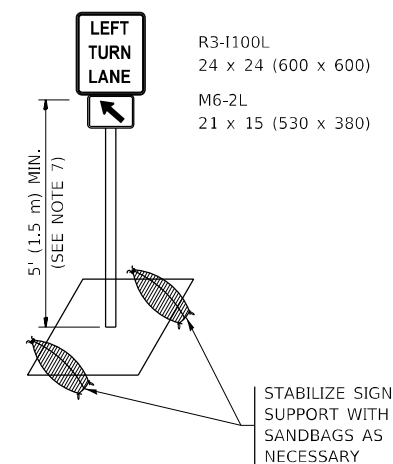


FIGURE 2



NOTES:

1. A) WHEN "L" IS \leq 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" R3-1100R 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 REQUIREMENTS.
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.



DETAIL A

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

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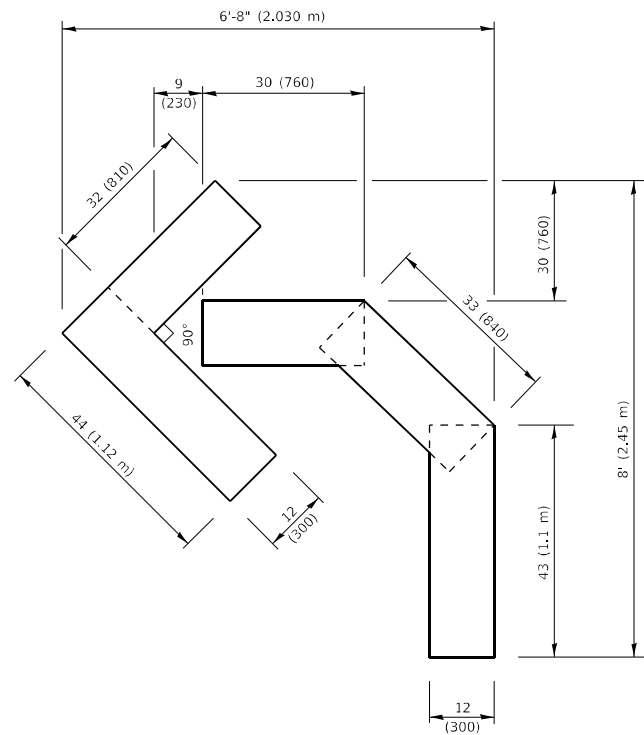
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	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100,0000' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 12/15/2021	DATE - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

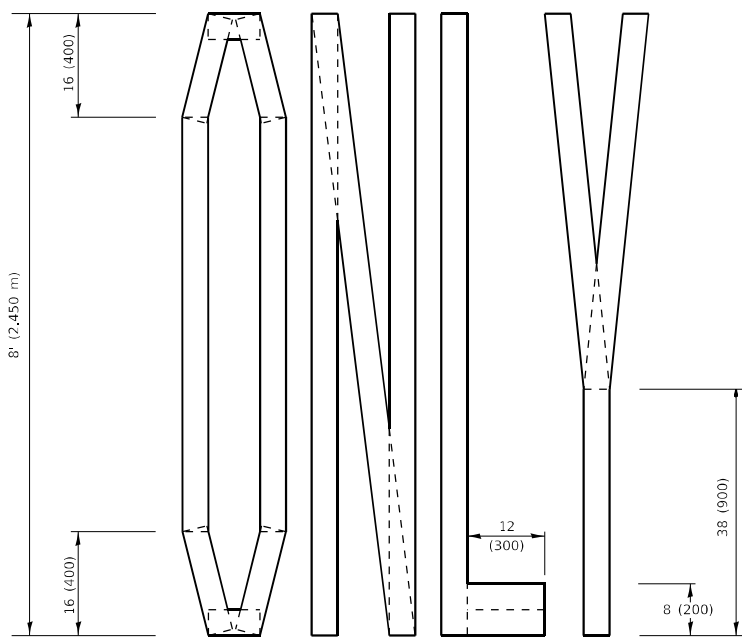
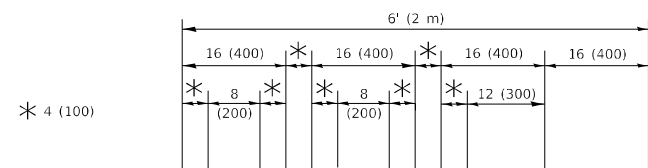
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 525	SECTION 2020-112-R5	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 37
TC-14		CONTRACT NO. 62L90		
ILLINOIS FED. AID PROJECT				



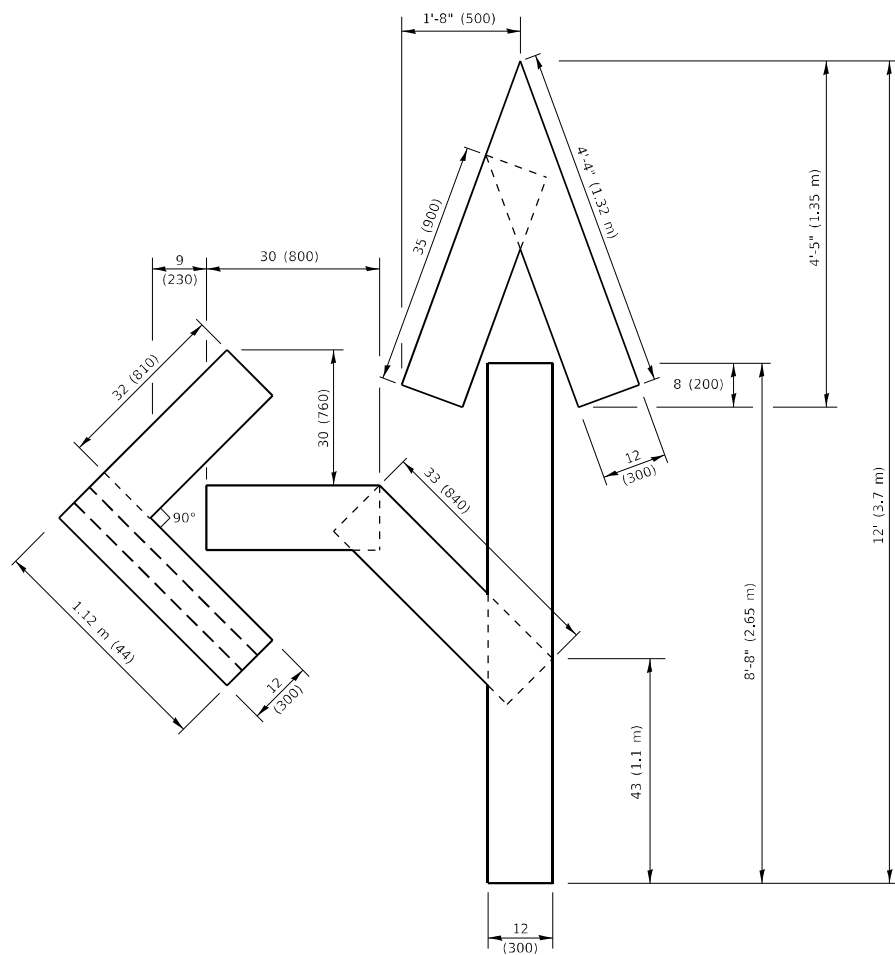
QUANTITY

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)

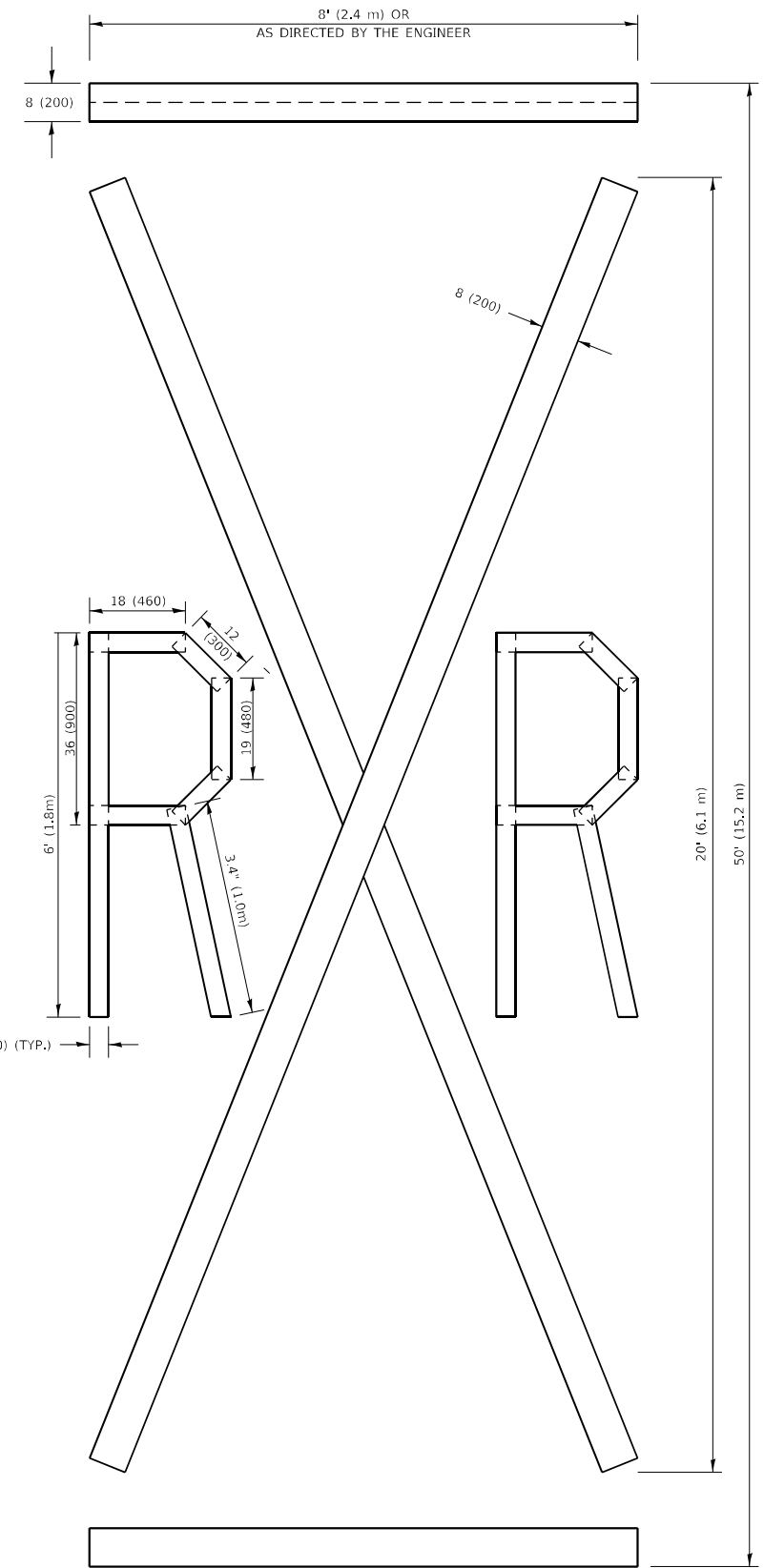


QUANTITY

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.

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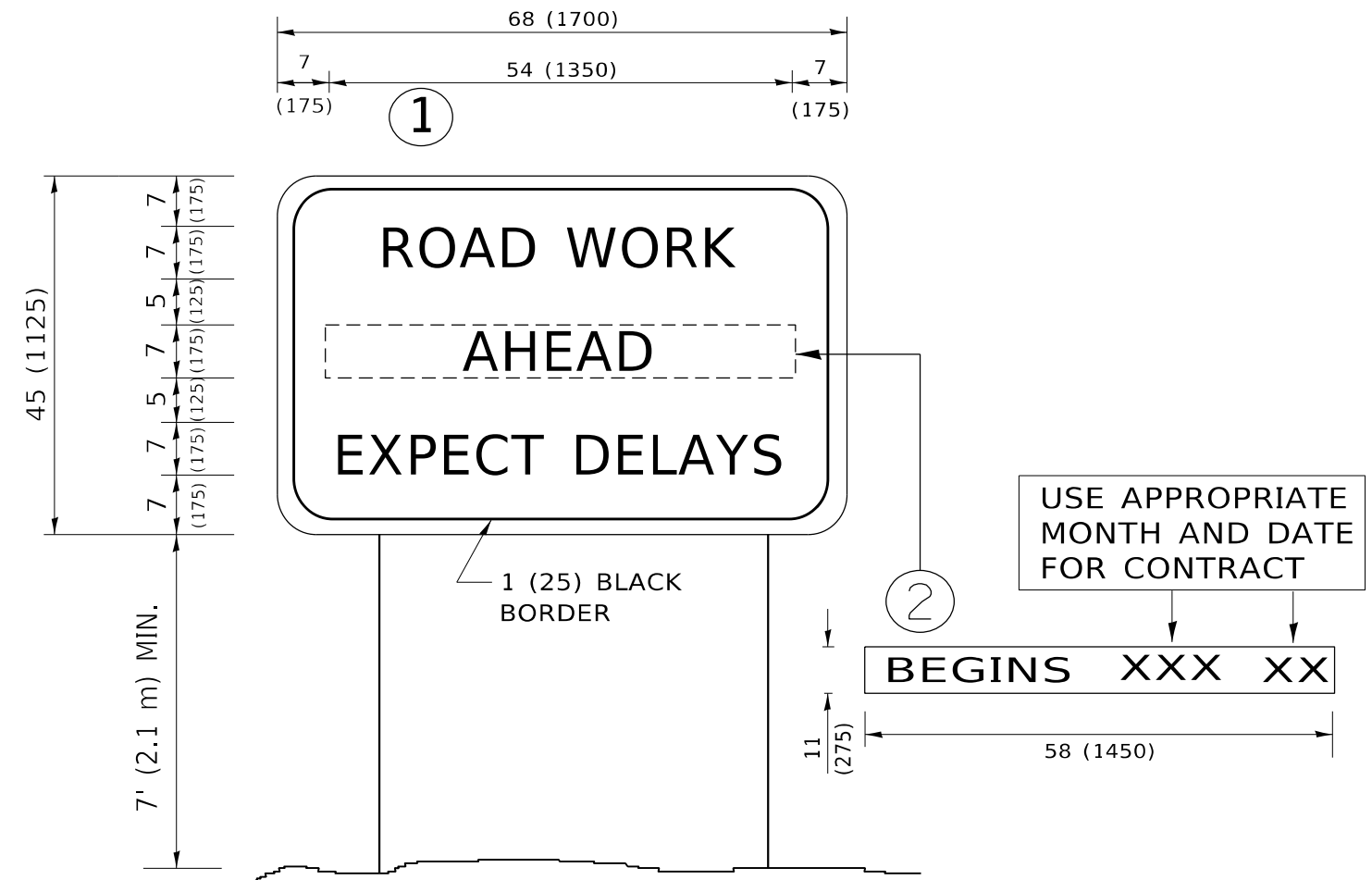
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PLOT SCALE = 100,0000 ' / in.	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 12/15/2021	CHECKED -	REVISED - E. GOMEZ 08-28-00
	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.P. RTE. 525	SECTION 2020-112-R5	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 38
TC-16		CONTRACT NO. 62L90		
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.

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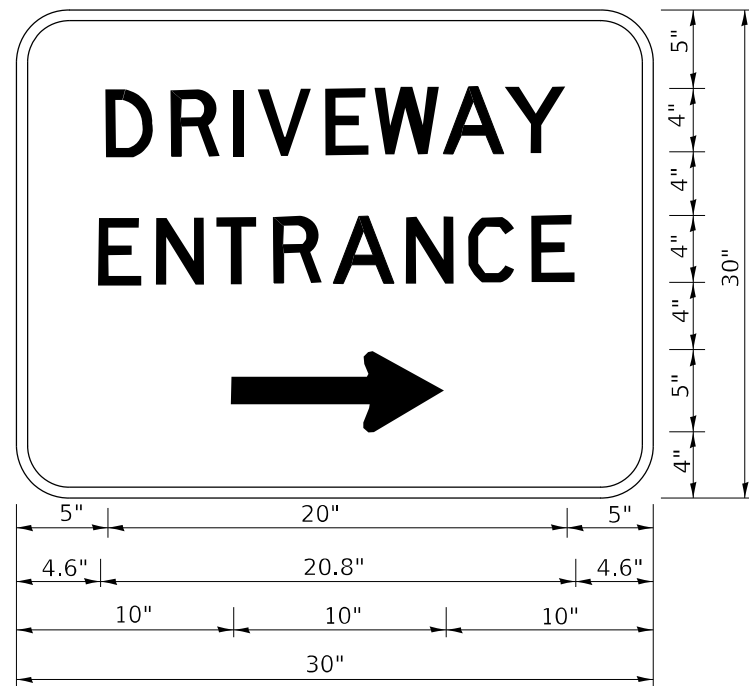
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PLOT DATE = 12/15/2021	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.P. RTE. 525	SECTION 2020-112-R5	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 40
TC-22		CONTRACT NO. 62L90		
ILLINOIS FED. AID PROJECT				



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

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PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/15/2021	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

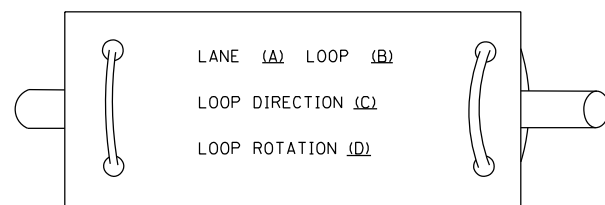
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-26			CONTRACT NO. 62L90	
ILLINOIS FED. AID PROJECT				

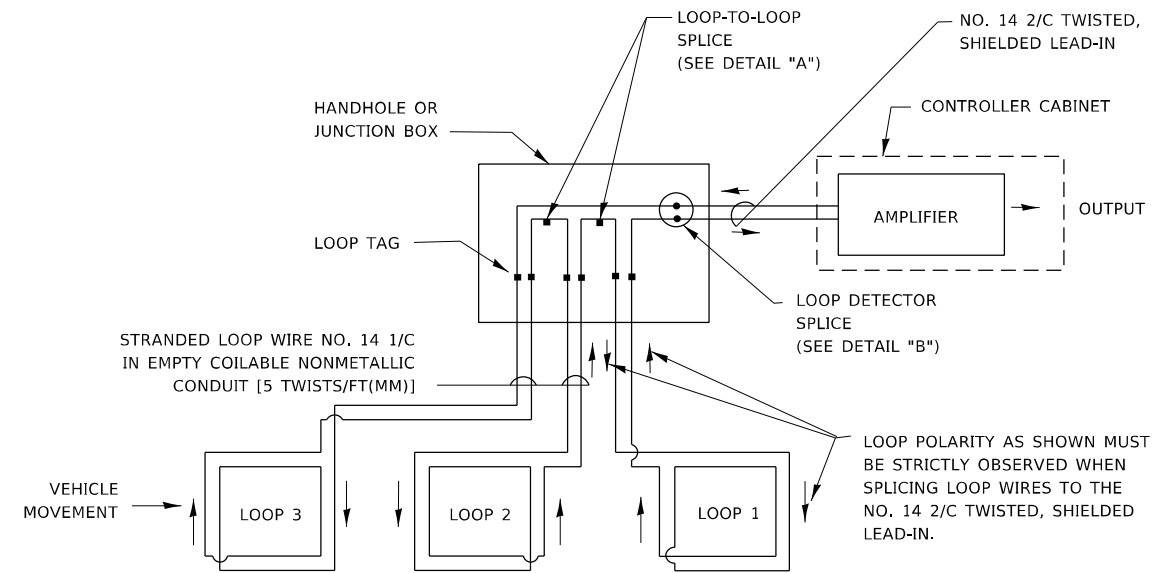
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

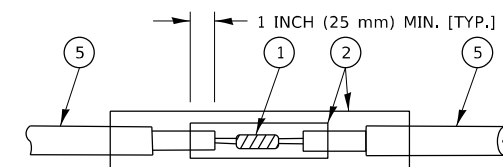


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

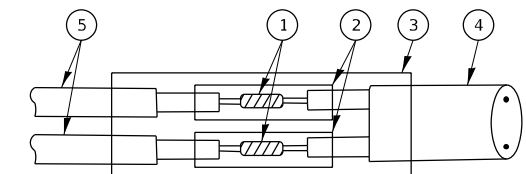


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm), IF IN CONCRETE.
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

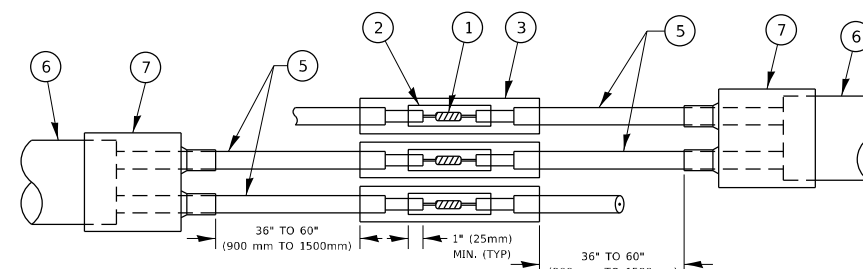


DETAIL "A"
LOOP-TO-LOOP SPLICE

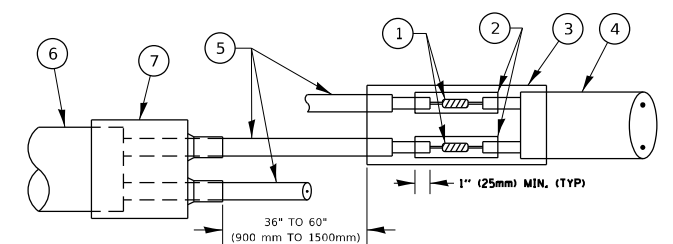


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PREFORMED LOOP
- 6 XL POLYOLEFIN 2 CONDUCTOR
- 7 BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

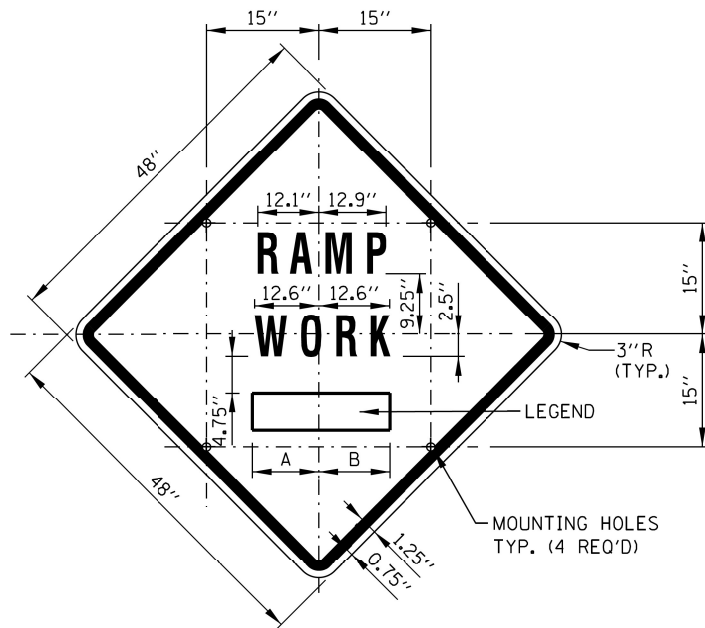
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.P. RTE. 525	SECTION 2020-112-R5	COUNTY KANE	TOTAL SHEETS 50	SHEET NO. 42
TS-05		CONTRACT NO. 62L90		
ILLINOIS FED. AID PROJECT				

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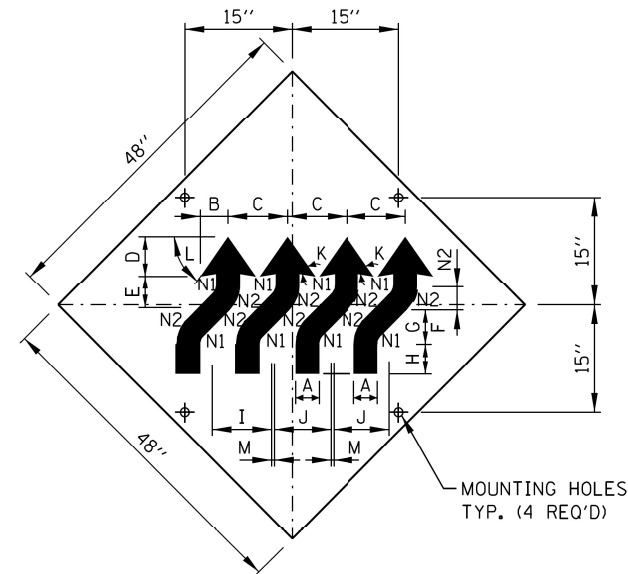
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PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 12/15/2021	CHECKED -	REVISED -
	DATE -	REVISED -



SIGN TS-2 (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND SYMBOL - BLACK
 SIZE: 48"x48"
 LETTERING: 7" FEDERAL SERIES D
 MOUNTING HOLES: 1/16" DIA., 4 HOLES SPACED AS SHOWN

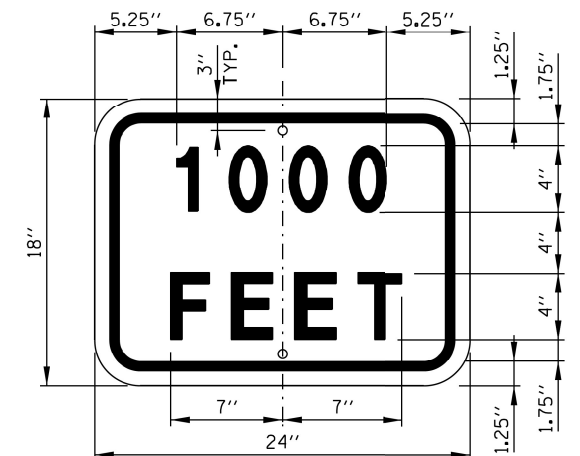
SIGN NO.	LEGEND	A	B
TS-2A	AHEAD	15.50"	15.50"
TS-2B	500 FT	14.25"	15.13"
TS-2C	1000 FT	14.88" L2	15.75" L2
TS-2D	1500 FT	14.88" L2	15.75" L2
TS-2E	1/2 MILE	15.75" L3	15.75" L3
TS-2F	1 MILE	13.06"	13.06"



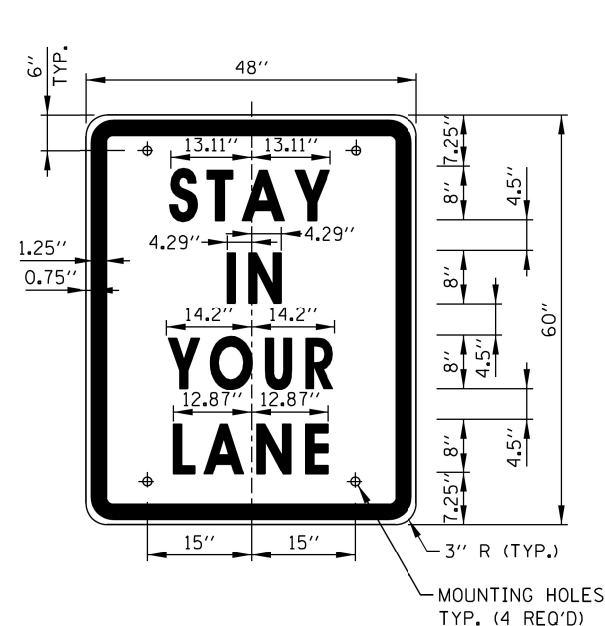
SIGN W1-4dR (O)

COLOR: BACKGROUND-FLUORESCENT ORANGE (O)
 TYPE A REFLECTIVE
 SHEETING PER STANDARD SPECIFICATIONS (*A)
 BORDER AND LETTERS-BLACK
 SIZE: 48"x48"
 MOUNTING HOLES: 1/16" DIA., 4 HOLES SPACED AS SHOWN.

A	4 1/2"
B	5 3/4"
C	12 1/2"
D	7 3/4"
E	6 1/2"
F	4 1/2"
G	6 1/2"
H	6"
I	12 3/4"
J	12"
K	45°
L	55°
M	3/4"
N1	2"
N2	6 1/2"

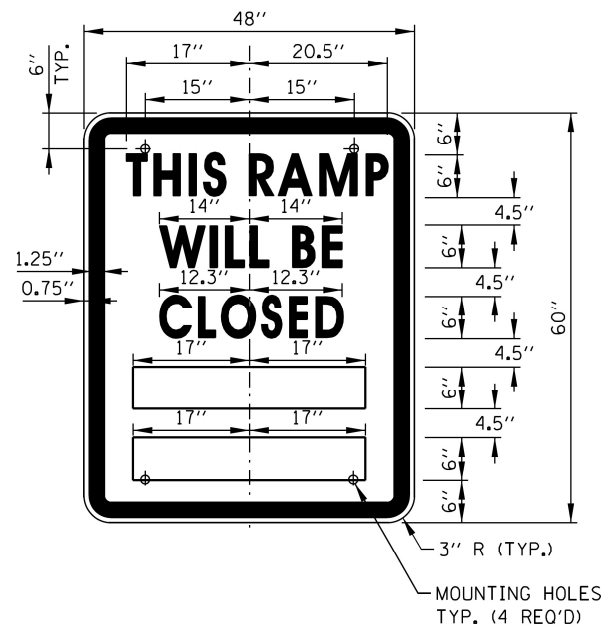


COLOR: BACKGROUND - FLUCESCENT ORANGE (O)
 BORDER AND LETTERS - BLACK
 SIZE: 24"x18"
 LETTERING: 4" FEDERAL SERIES D
 MOUNTING HOLES: 1/16" DIA., 2 HOLES SPACED AS SHOWN



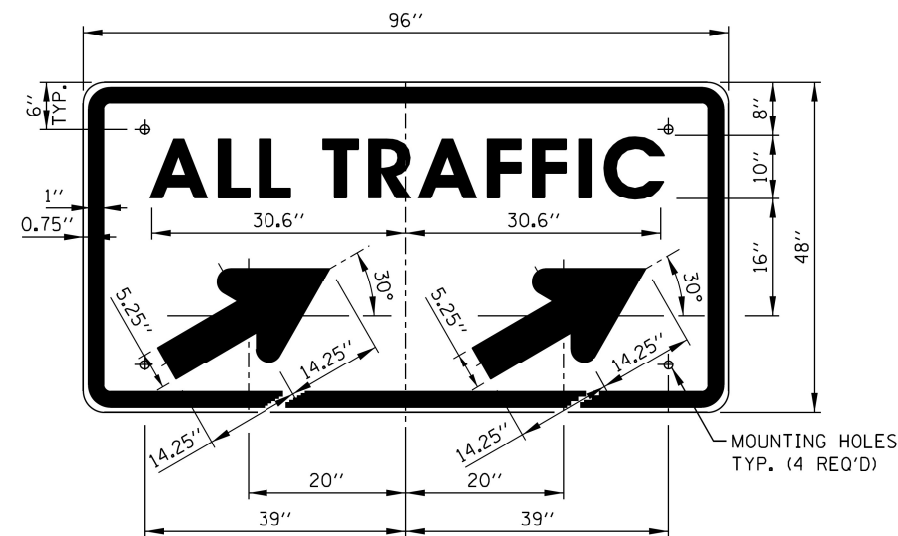
SIGN TS-3

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: LEGEND - 8" FEDERAL SERIES D
 MOUNTING HOLES: 1/16" DIA., 4 HOLES, SPACED AS SHOWN



SIGN TS-4

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: LEGEND - 6" FEDERAL SERIES C
 MOUNTING HOLES: 1/16" DIA., 4 HOLES, SPACED AS SHOWN



SIGN TS-5a & TS-5b

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 ARROW - BLACK
 SIZE: 96"x48"
 LETTERING: 10" FEDERAL SERIES D
 MOUNTING HOLES: 1/16" DIA., 4 HOLES, SPACED AS SHOWN
 NOTE: SIGN TS-5a IS SHOWN, SUBSTITUTE LEGEND "▲" FOR "▲" FOR SIGN TS-5b

NOTES:

- ALL LETTERING IS DESIGNATED BY SIZE AND SERIES IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION. LETTERING SPACING SHALL BE IN ACCORDANCE WITH THIS GUIDE EXCEPT WHERE NOTED.
- SYMBOLS AND ARROWS SHALL CONFORM TO THE DETAILS SHOWN IN THE LATEST EDITION OF "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.
- SEE THE CONTRACT REQUIREMENTS FOR ADDITIONAL NOTES AND SPECIFICATIONS.
 (O) FLUORESCENT ORANGE REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
 (*A) - REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
- DIMENSIONS INDICATED THUS L ARE BASED ON A REDUCTION IN STANDARD LETTERING SPACING AS SHOWN BELOW:
 L1 SPACING REDUCED BY 25%
 L2 SPACING REDUCED BY 40%
 L3 SPACING REDUCED BY 50%

RAMP CLOSURE ADVANCE INFORMATION SIGN

THE VARIABLE MESSAGE WITH DATES FOR THE BOTTOM TWO LINES SHALL BE DETERMINED BY THE ENGINEER AND GIVEN TO THE CONTRACTOR BEFORE THE REQUIRED FIELD ERECTION DATE.

INFORMATION ONLY

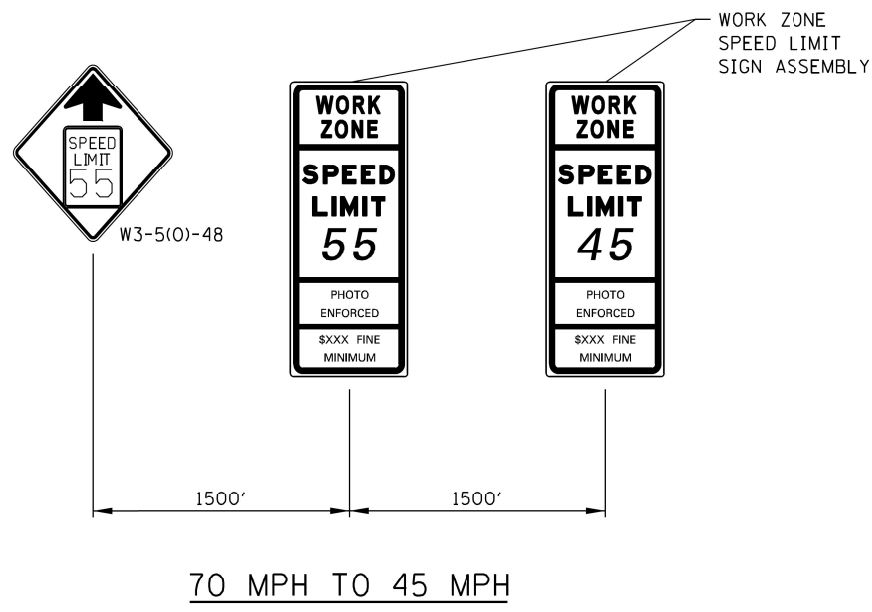
DATE	REVISIONS
11-01-12	DELETED SIGN TS-1
03-31-14	REVISED FINE SIGN NUMBER AND ADDED LED SPEED LIMIT DISPLAY
3-11-2015	REVISED NOTES
3-31-2017	REVISED END WZSL SIGN COLOR
3-01-2019	REMOVED STANDARD IDOT SIGNS, REVISED WZSL ASSEMBLY, ADDED WZSL TRANSITION



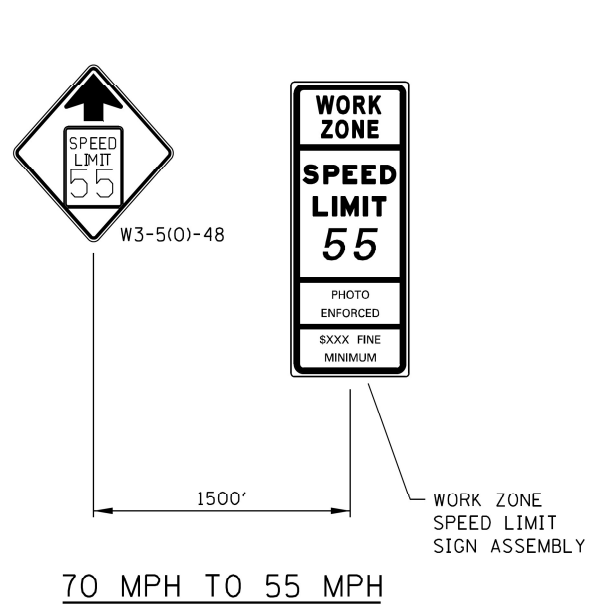
CONSTRUCTION SIGNS

STANDARD E1-07

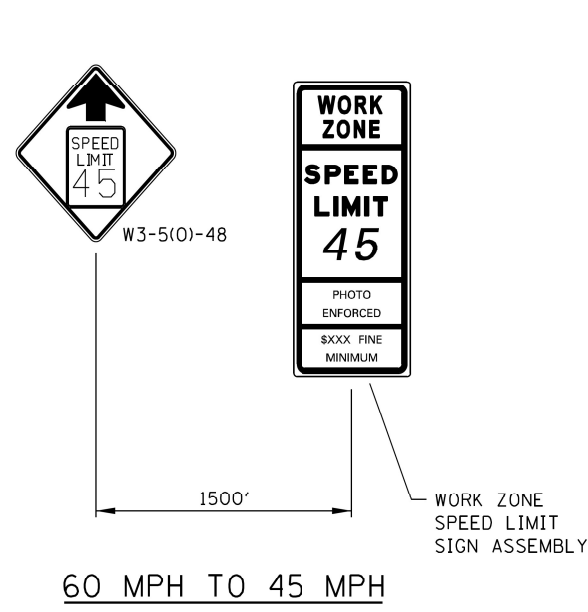
APPROVED: *Paul Kovacs* DATE 5-1-2009
 CHIEF ENGINEERING OFFICER



70 MPH TO 45 MPH

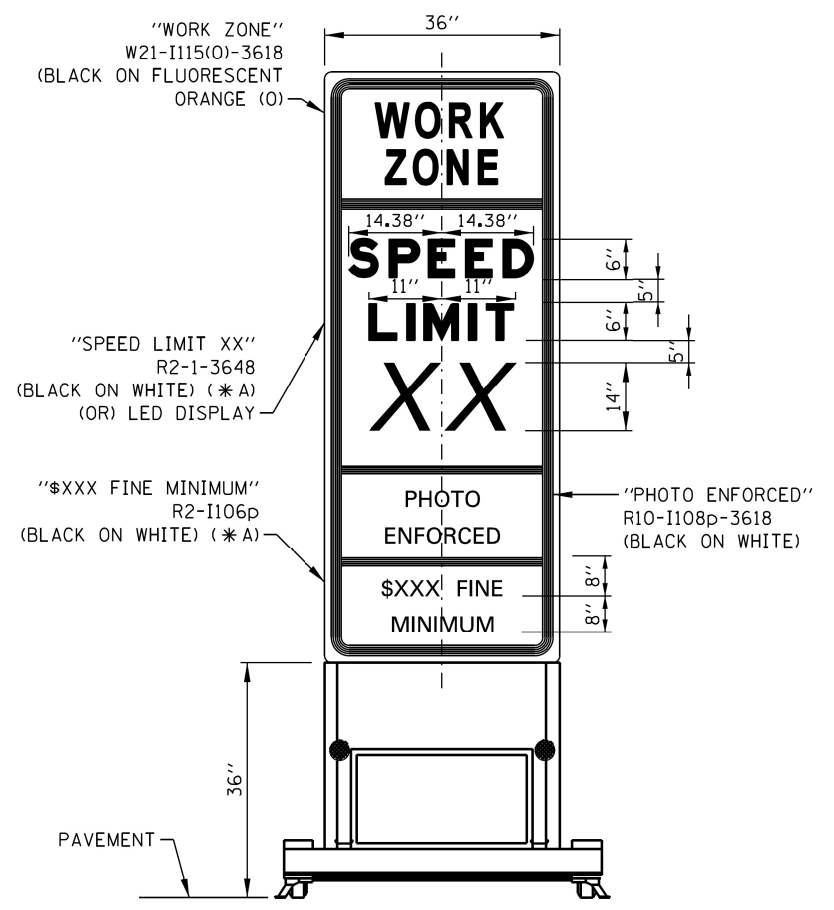


70 MPH TO 55 MPH

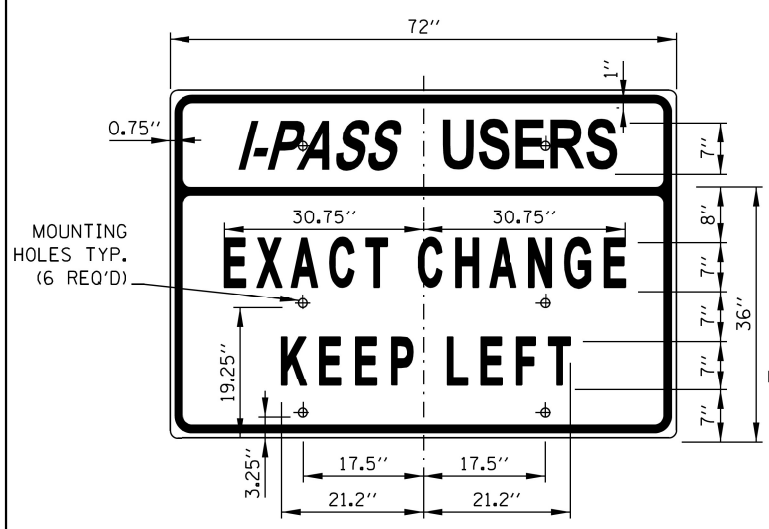


60 MPH TO 45 MPH

WORK ZONE SPEED LIMIT TRANSITION SIGNAGE

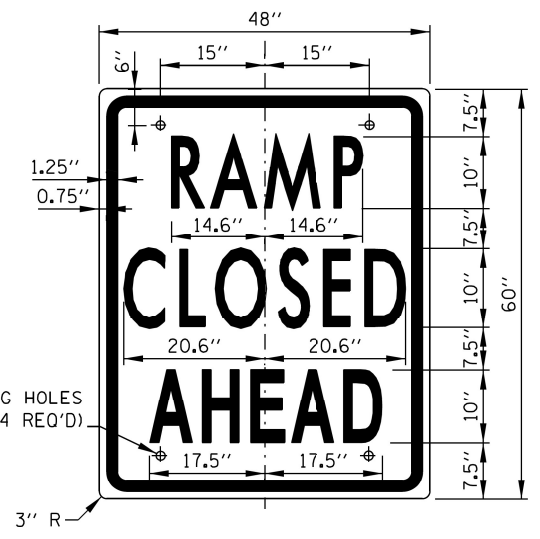


WORK ZONE SPEED LIMIT SIGN ASSEMBLY



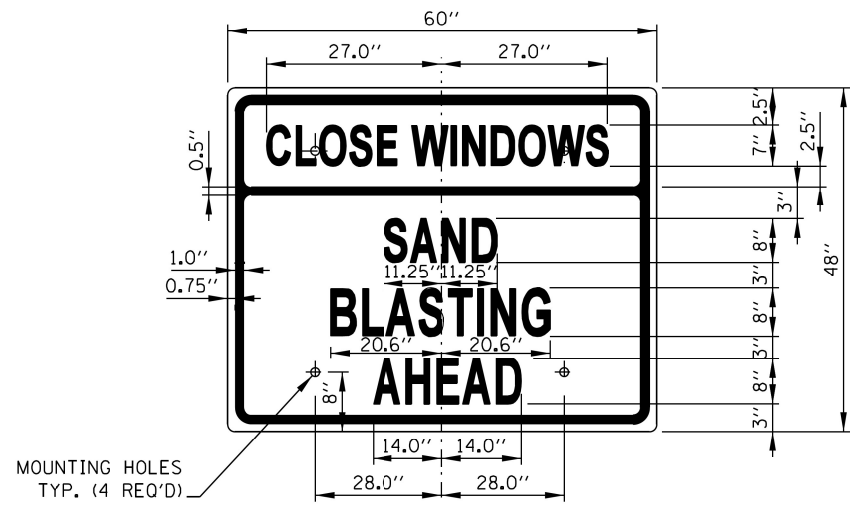
SIGN TS-7

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (* A)
 BORDER AND LETTERS - BLACK
 SIZE: 72"x36"
 LETTERING: 7" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



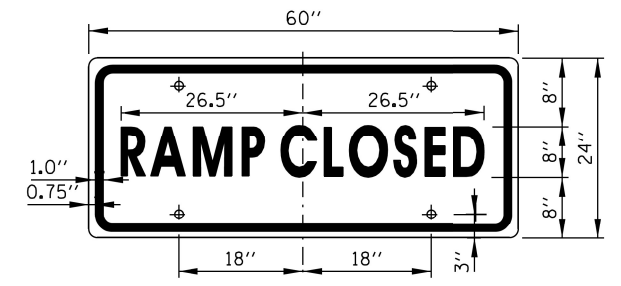
SIGN TS-9

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (* A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: 10" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-10 (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND LETTERS - BLACK
 SIZE: 60"x48"
 LETTERING: 8" FEDERAL SERIES C, 7" FEDERAL SERIES B
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-6

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (* A)
 BORDER AND LETTERS - BLACK
 SIZE: 60"x24"
 LETTERING: 8" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



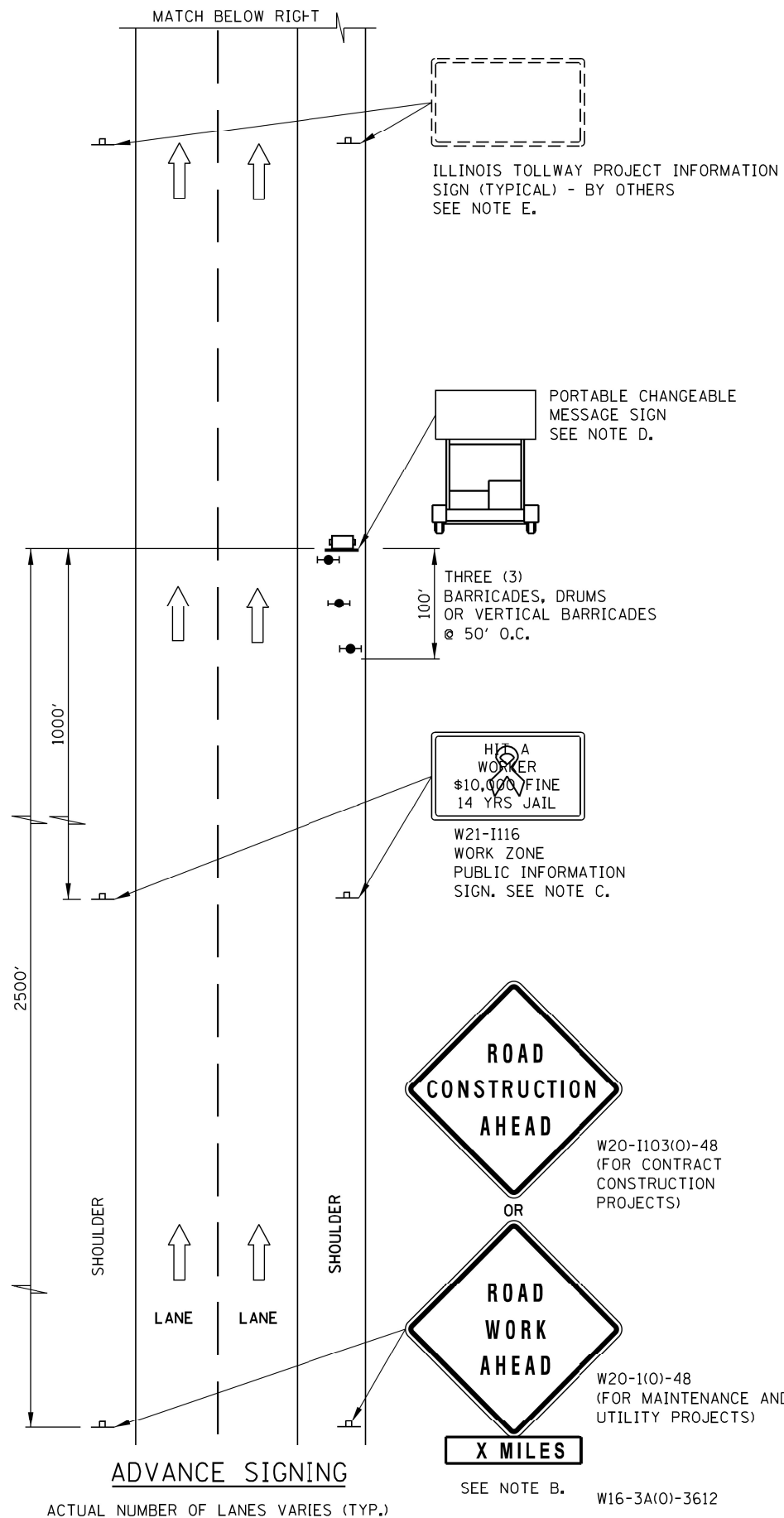
CONSTRUCTION SIGNS

STANDARD E1-07

INFORMATION ONLY

NOTE: SEE SHEET 1 OF THIS SERIES FOR NOTES.

APPROVED: *Paul Kovacs* DATE 5-1-2009
 CHIEF ENGINEERING OFFICER



ADVANCE SIGNING NOTES:

- THE ADVANCE SIGNING SHOWN ON THIS STANDARD SHALL APPLY ANY TIME THE CONTRACTOR CLOSES ONE OR MORE LANES, OR IS REQUIRED TO SHIFT THE LANE ALIGNMENT. THE "ROAD WORK AHEAD" OR "ROAD CONSTRUCTION AHEAD" SIGNS, WORK ZONE PUBLIC INFORMATION SIGNS AND PORTABLE CHANGEABLE MESSAGE ARE STATIONARY.
- THE ROAD CONSTRUCTION AHEAD SIGN (W20-1A, WITH W16-3a SUPPLEMENTAL PLATE) OR ROAD WORK AHEAD SIGN (W20-1, WITH W16-3A SUPPLEMENTAL PLATE) SHALL BE LOCATED UP TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS, WITH THE LOCATION BEING DETERMINED BY THE ENGINEER.
- THE WORK ZONE PUBLIC INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS.
- THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE USED TO DISPLAY THE STATUS OF LANE WITHIN THE CONTRACT LIMITS. THE PRIMARY MESSAGES SHALL BE: "RIGHT LANE(S) CLOSED" / "X MILES AHEAD", "LEFT LANE(S) CLOSED" / "X MILES AHEAD", "LANE(S) SHIFT" / "X MILES AHEAD", "ALL LANES OPEN". THE PORTABLE CHANGEABLE MESSAGE SIGN MAY BE MOVED TO THE MEDIAN SHOULDER WHEN THE LANE CLOSURES ARE ON THE LEFT, PROVIDED THE EXISTING SHOULDER WIDTH IS ADEQUATE.
- THE ILLINOIS TOLLWAY WILL FURNISH AND INSTALL STATIC PROJECT INFORMATION SIGNS IN ADVANCE, THROUGH AND AT THE END OF THE WORK ZONE. THESE SIGNS WILL BE INSTALLED ALONG THE OUTSIDE SHOULDER WITH THE ADVANCE SIGNS LOCATED BEYOND THE PORTABLE CHANGEABLE MESSAGE SIGN. THE ENGINEER AND CONTRACTOR SHALL COORDINATE WITH THE ILLINOIS TOLLWAY REGARDING THE LOCATION OF THESE SIGNS AND NOTIFY THE ILLINOIS TOLLWAY OF ANY DAMAGE TO THE SIGNS OR SUPPORTS.

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- WORKER
- LANE CLOSED
- CHECK BARRICADE
- TRUCK MOUNTED ATTENUATOR



DATE	REVISIONS
3-31-2016	ADDED LANE CLOSURE WITH BARRIER AND ADDED SEQUENTIAL FLASHING WARNING LIGHT.
3-31-2017	ADDED TAPER RATE TABLE
3-01-2019	RE-ARRANGED DETAILS, REVISED NOTE 17, ADDED NOTES 18 & 19, ADDED TMA

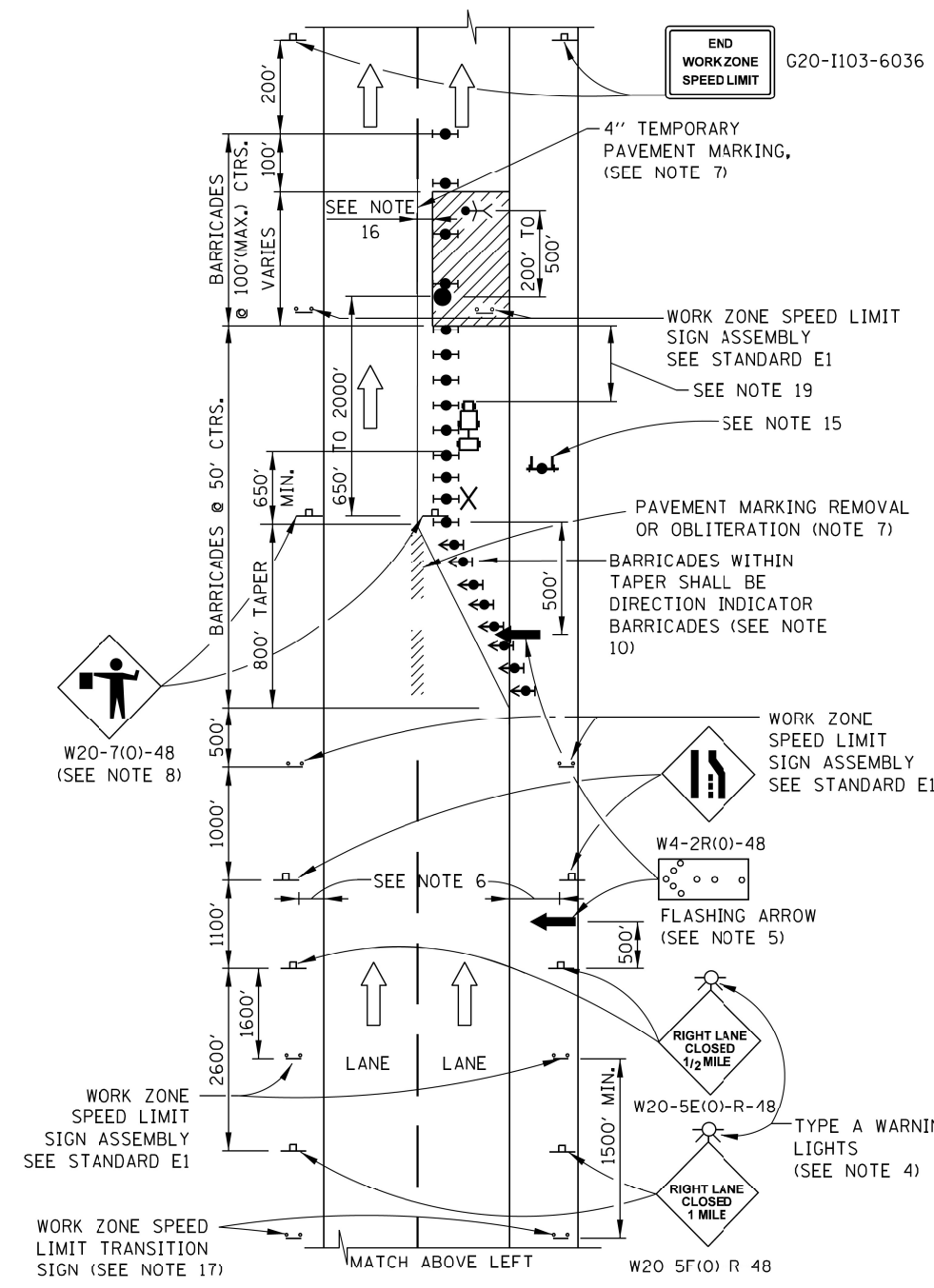
INFORMATION ONLY

APPROVED: *Paul Kovacs* DATE 5-1-2009
CHIEF ENGINEERING OFFICER

LANE CLOSURE NOTES:

- IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUPS EXTENDING BEYOND THE FIRST WARNING SIGN SHOWN ON THE DETAILS, ADDITIONAL UPSTREAM SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE ENCOMPASSES THE ANTICIPATED BACKUP ZONE.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
- FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND 1/2 MILE ADVANCE WARNING SIGNS. FOR DAYLIGHT-ONLY CLOSURES, THE LIGHTS MAY BE OMITTED.
- FOR ANY LANE CLOSURE, FLASHING ARROW BOARDS SHALL BE REQUIRED AND IN OPERATION AT ALL TIMES. THE FLASHING ARROW BOARD IN ADVANCE OF THE TAPER SHALL BE PROTECTED WITH THREE TYPE II BARRICADES AT 50' O.C.
- CONSTRUCTION SIGNS SHALL GENERALLY BE POST-MOUNTED OR ATTACHED TO PORTABLE SUPPORTS AND SHALL BE INSTALLED 8' TO 12' FROM ADJACENT TRAVEL LANE WHEREVER POSSIBLE. IN NO CASE SHALL SIGNS BE LOCATED TO PROVIDE LESS THAN 2' CLEARANCE BETWEEN EDGE OF SIGN AND ADJACENT TRAVEL LANE.
- PAVEMENT MARKING TAPE AND REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CLOSURE TIME EXCEEDS FOUR DAYS. THIS WORK SHALL BE MEASURED AND PAID FOR SEPARATELY.
- WHEN A FLAGGER IS NOT ON STATION, THE FLAGGER SIGN SHALL BE PROMPTLY REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC. FLAGGER SIGNS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED SPACING BETWEEN THE SIGNS AND THE WORKERS IN EACH SEPARATE WORK ACTIVITY, PER THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
- WORK ZONE SPEED LIMIT SIGN ASSEMBLIES, SHALL BE PLACED ADJACENT TO THE OPEN TRAFFIC LANE(S). WORK ZONE SPEED SIGNS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED SPACING BETWEEN SIGNS AND THE WORKERS IN EACH SEPARATE WORK ACTIVITY PER THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
- DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
- FOR CLOSURES OTHER THAN SHORT TERM (SUNRISE TO ONE HOUR BEFORE SUNSET), THE MINIMUM HEIGHT OF THE SIGN FROM SHOULDER ELEVATION SHALL BE 7'-0".
- CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.
- BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.
- SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
- CHECK BARRICADES SHALL BE PLACED IN EACH CLOSED LANE AND SHOULDER AT 1000 FOOT CENTERS.
- A 1'-0" MINIMUM/2'-0" DESIRABLE SHY DISTANCE SHALL BE PROVIDED, MEASURED BETWEEN EDGE OF PAVEMENT LANE MARKING TO THE EDGE OF THE TRAFFIC CONTROL DEVICE.
- SEE STANDARD E1 FOR ADDITIONAL SIGNAGE REQUIRED WHEN WORK ZONE SPEED LIMIT IS REDUCED BY MORE THAN 10 MPH. THE SPEED LIMIT SHALL BE TRANSITIONED TO THE SPECIFIED WORK ZONE SPEED LIMIT 2600 FEET BEFORE THE FIRST W4-2 SIGN.
- WHEN NO POSITIVE PROTECTION IS PROVIDED AND WORKERS OR EQUIPMENT ENCR OACH WITHIN 2'-0" OR LESS FROM THE EDGE OF TRAVELED WAY, THE LANE OPEN TO TRAFFIC SHALL BE TEMPORARILY CLOSED OR SHIFTED DURING WORK ACTIVITIES.
- IN WORK ZONES WITH NO POSITIVE PROTECTION, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED 100' TO 200' IN ADVANCE OF EACH WORK AREA. WHERE MULTIPLE CREWS ARE PRESENT, A TMA SHALL BE PROVIDED AT EACH WORK AREA.

ONE-LANE CLOSURE WITH BARRICADE



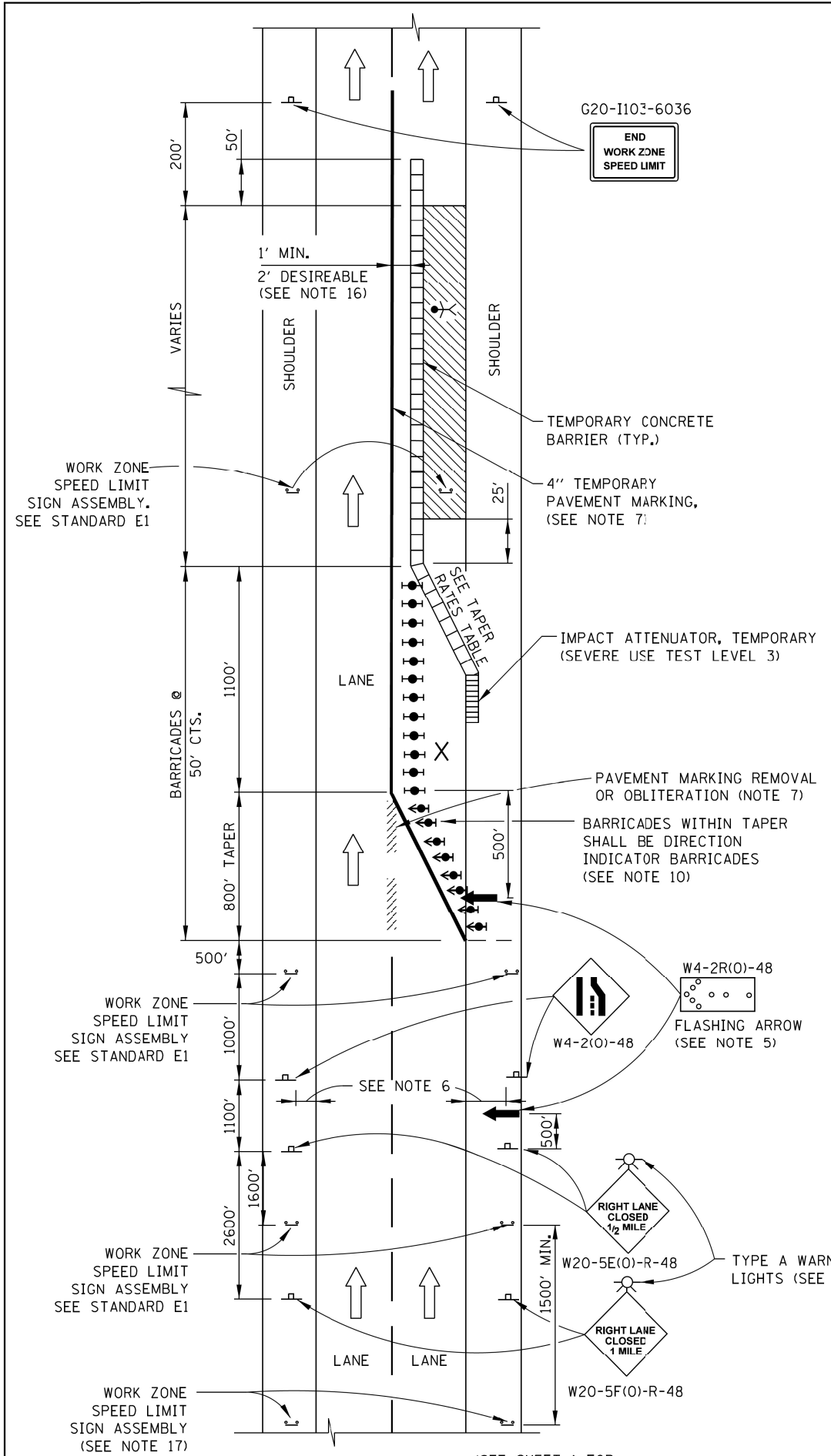
TAPER RATES

WORK ZONE SPEED (mph)	SHY LINE (ft.)	BARRIER INSIDE SHY LINE	BARRIER AT OR BEYOND SHY LINE
65	8.5	28:1	19:1
60	8	26:1	18:1
55	7	24:1	16:1
50	6.5	21:1	14:1
45	6	18:1	12:1
40	5	16:1	10:1
35	4.5	15:1	9:1
30	4	13:1	8:1

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- WORKER
- LANE CLOSED
- CHECK BARRICADE
- TRUCK MOUNTED ATTENUATOR

INFORMATION ONLY



ONE-LANE CLOSURE WITH BARRIER

APPROVED: *Paul Kovacs* DATE 5-1-2009
 CHIEF ENGINEERING OFFICER

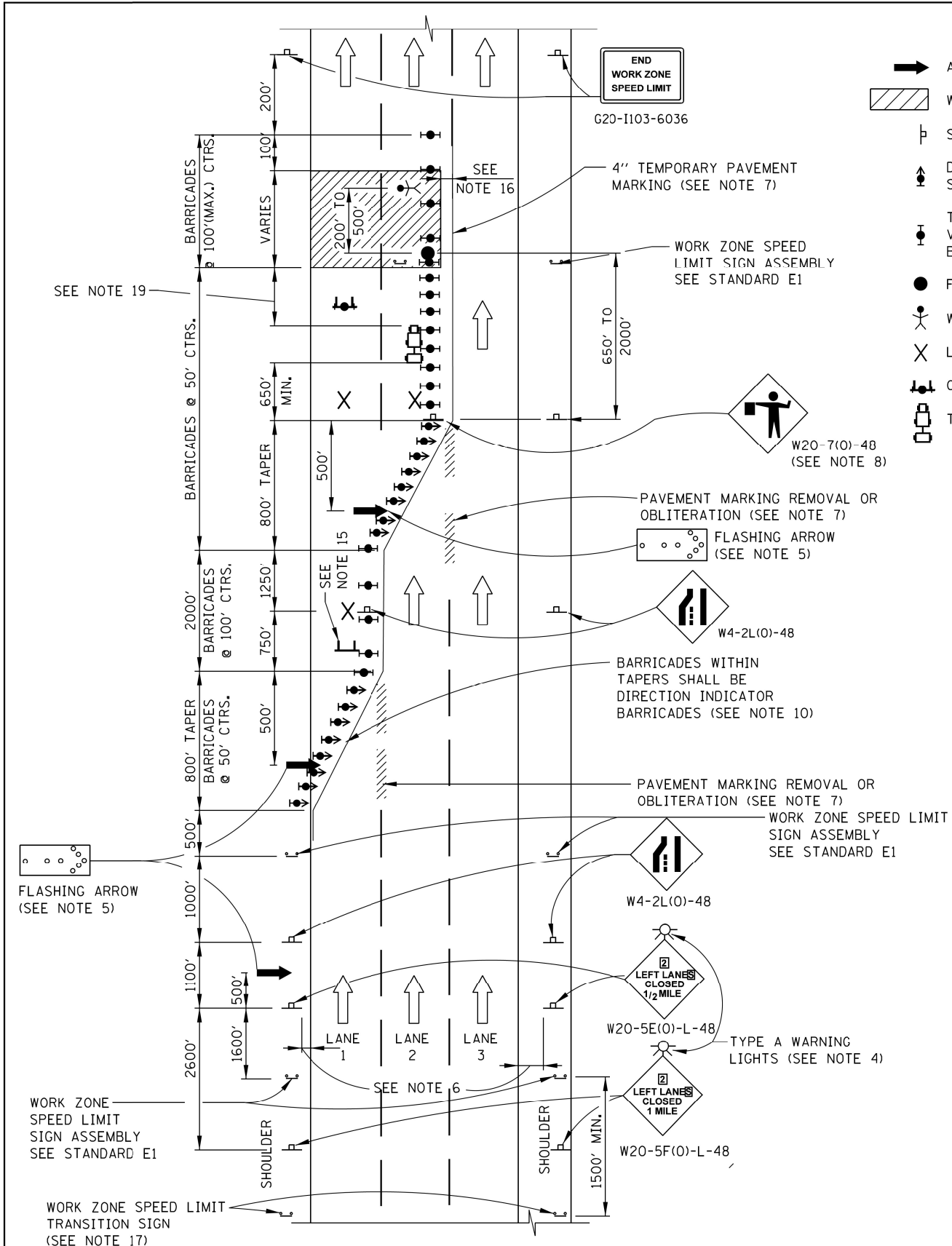
SHEET 2 OF 3

LANE CLOSURE DETAILS

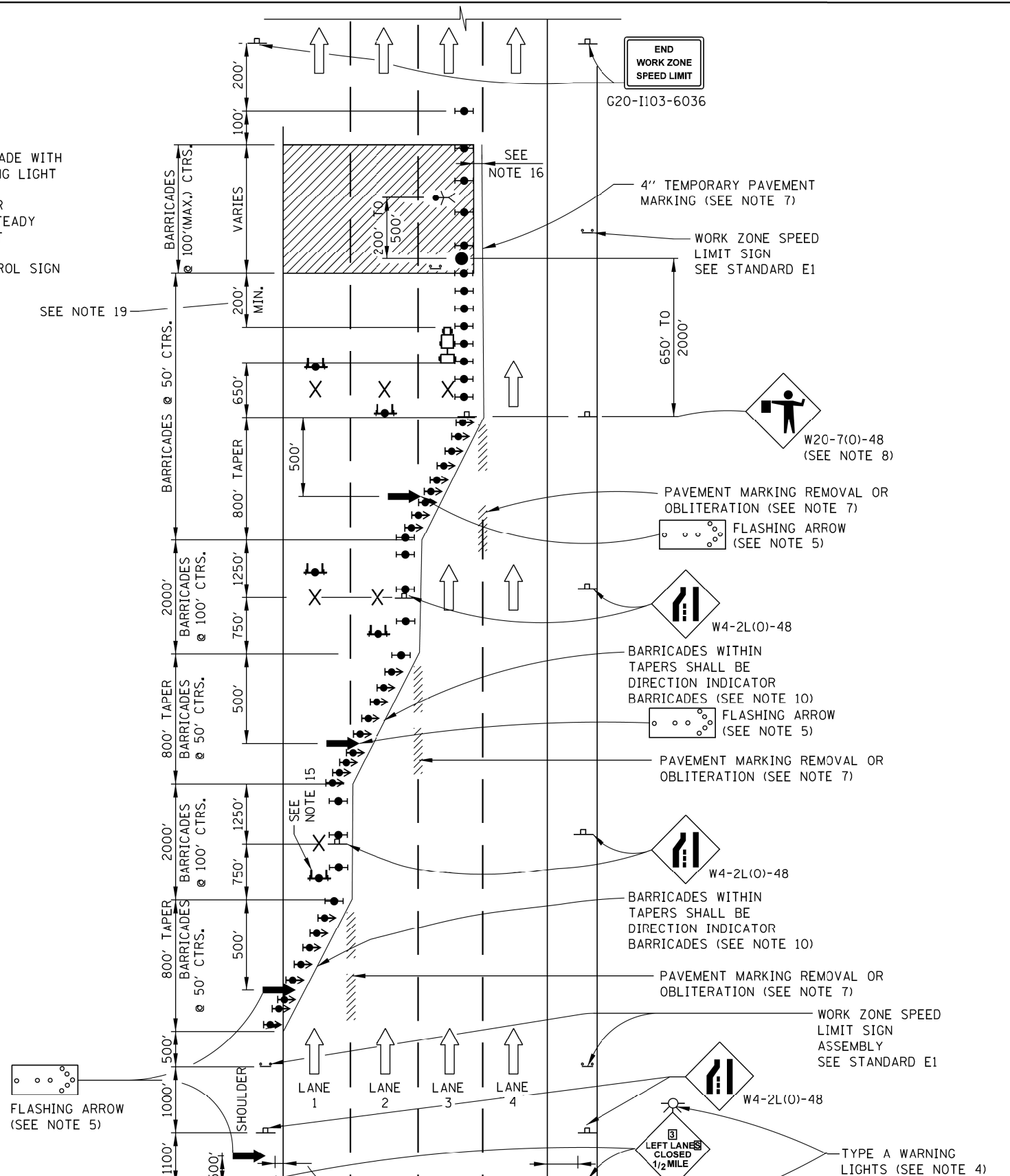
STANDARD E2-08

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- WORKER
- LANE CLOSED
- CHECK BARRICADE
- TRUCK MOUNTED ATTENUATOR



MATCH ADVANCED SIGNING ON SHEET 1
TWO-LANE CLOSURE WITH BARRICADE
 ACTUAL NUMBER OF LANES VARIES (TYP.)



MATCH ADVANCED SIGNING ON SHEET 1
THREE-LANE CLOSURE WITH BARRICADE

INFORMATION ONLY

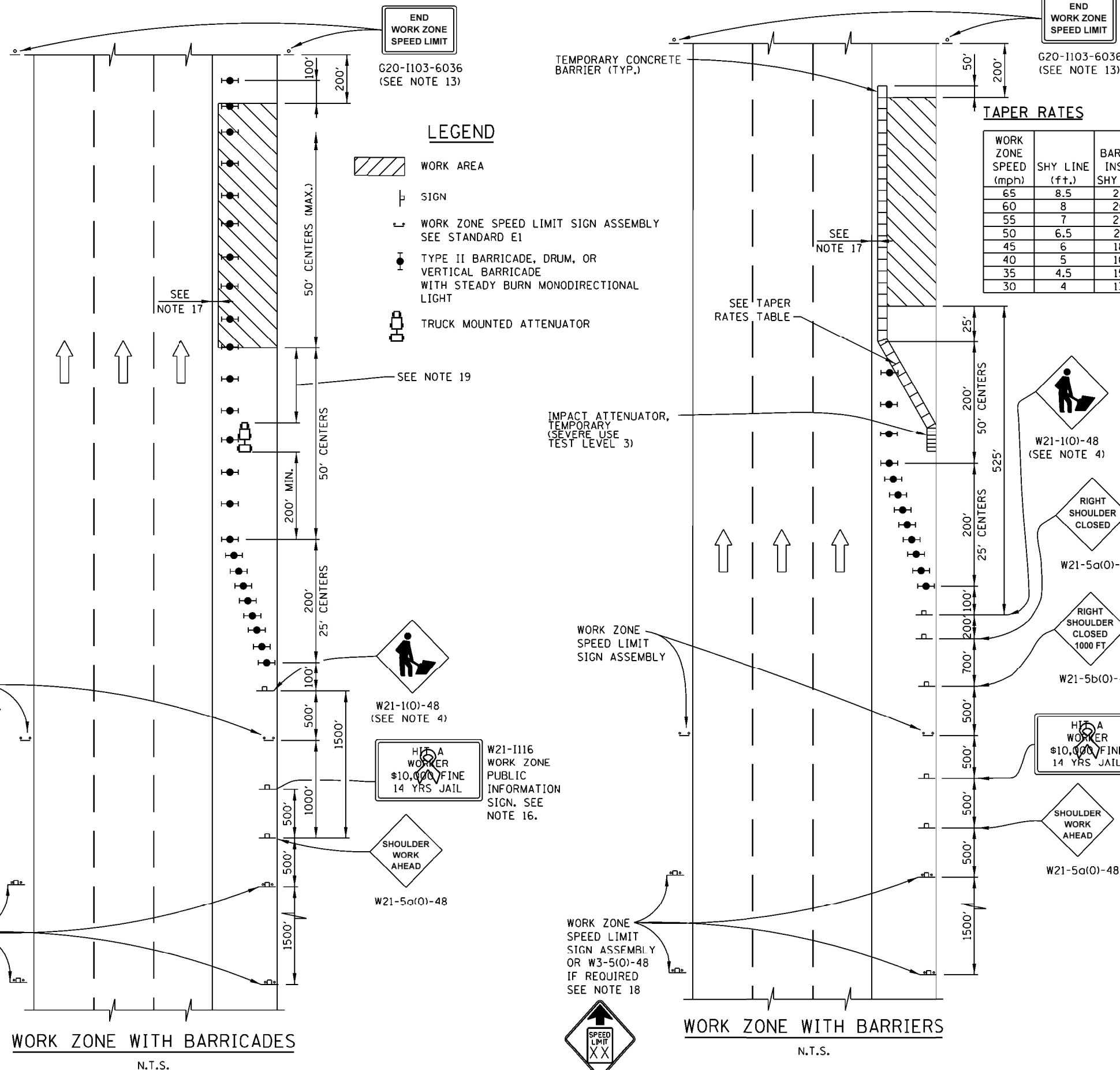
Paul Kovacs
 APPROVED... DATE 5-1-2009
 CHIEF ENGINEERING OFFICER

SEE SHEET 1 IN THIS SERIES FOR NOTES

SHEET 3 OF 3

LANE CLOSURE DETAILS

STANDARD E2-08



TAPER RATES

WORK ZONE SPEED (mph)	SHY LINE (ft.)	BARRIER INSIDE SHY LINE	BARRIER AT OR BEYOND SHY LINE
65	8.5	28:1	19:1
60	8	26:1	18:1
55	7	24:1	16:1
50	6.5	21:1	14:1
45	6	18:1	12:1
40	5	16:1	10:1
35	4.5	15:1	9:1
30	4	13:1	8:1

- GENERAL NOTES:**
1. THE SHOULDER SHALL BE CLOSED WHEN A WORK ACTIVITY REQUIRING 15 OR MORE MINUTES IS PERFORMED AT A DISTANCE WHICH IS LESS THAN 15 FEET BUT NO CLOSER THAN 2 FEET FROM THE EDGE OF PAVEMENT.
 2. THE ADJACENT EXTERIOR LANE SHALL BE CLOSED WHEN WORK IS PERFORMED WITHIN 2 FEET FROM THE EDGE OF PAVEMENT.
 3. THE CHANNELIZING DEVICES WHICH SEPARATE THE WORK SPACE FROM THE ADJACENT TRAVEL LANE SHALL BE SPACED AT 25' FOR (200 FEET) AND AT A MAXIMUM OF 50' FOR ALL ADDITIONAL DEVICES.
 4. WHEN THE WORKSITE IS UNATTENDED, SUBSTITUTE - "SHOULDER WORK AHEAD" SIGN.
 5. WORKER SIGNS OR SHOULDER WORK SIGNS AND CHANNELIZATION DEVICES ARE PLACED ONLY ON THE SIDE OF THE ROADWAY ON WHICH THE ACTIVITY IS PERFORMED.
 6. FOR SHOULDER CLOSURE EXTENDING OVERNIGHT, BARRICADE TYPE II WITH STEADY BURNING LIGHT, TYPE C SHALL BE USED.
 7. FOR SHORT TERM CLOSURE (SUNRISE TO ONE HOUR BEFORE SUNSET) NOT EXTENDING INTO DARKNESS, CONES MAY BE USED.
 8. ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY SHALL BE PLACED AT A DISTANCE OF 500' TO 2,500' MAXIMUM IN ADVANCE OF WORKERS THROUGHOUT THE SHOULDER CLOSURE. MOVING OPERATIONS MAY REQUIRE CONTINUOUS ADJUSTMENT OF THE SIGN ASSEMBLY LOCATION TO MAINTAIN THE ABOVE INTERVAL.
 9. AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
 10. THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
 11. THE WORK ZONE SPEED LIMIT SIGNS AND SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN SHOULDER CLOSURE IS REMOVED.
 12. ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
 13. "END WORK ZONE SPEED LIMIT" SIGNS SHALL BE IN PLACE ONLY WHEN THE EXISTING POSTED SPEED > 55MPH.
 14. FOR SHOULDER REPAIRS OR REPLACEMENT THE CHANNELIZING DEVICES SHALL BE PLACED AT THE EDGE OF PAVEMENT WHENEVER THE WORK ACTIVITIES RESULT IN A DROPOFF AT THE EDGE OF PAVEMENT.
 15. ANY UNATTENDED OBSTACLE OR EXCAVATION LEFT ON THE SHOULDER OVERNIGHT SHALL BE IN COMPLIANCE WITH THE ROADWAY TRAFFIC CONTROL AND COMMUNICATIONS MANUAL.
 16. THE WORK ZONE PUBLIC INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS.
 17. A 1'-0" MINIMUM/2'-0" DESIRABLE SHY DISTANCE SHALL BE PROVIDED, MEASURED BETWEEN EDGE OF PAVEMENT LANE MARKING TO THE EDGE OF THE TRAFFIC CONTROL DEVICE.
 18. SEE STANDARD E1 FOR ADDITIONAL SIGNAGE REQUIRED WHEN WORK ZONE SPEED LIMIT IS REDUCED BY MORE THAN 10 MPH.
 19. IN WORK ZONES WITH NO POSITIVE PROTECTION, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED 100' TO 200' IN ADVANCE OF EACH WORK AREA. WHERE MULTIPLE CREWS ARE PRESENT, A TMA SHALL BE PROVIDED AT EACH WORK AREA.

APPROVED: *Paul Kovacs* DATE: 5-1-2009
 CHIEF ENGINEERING OFFICER

INFORMATION ONLY

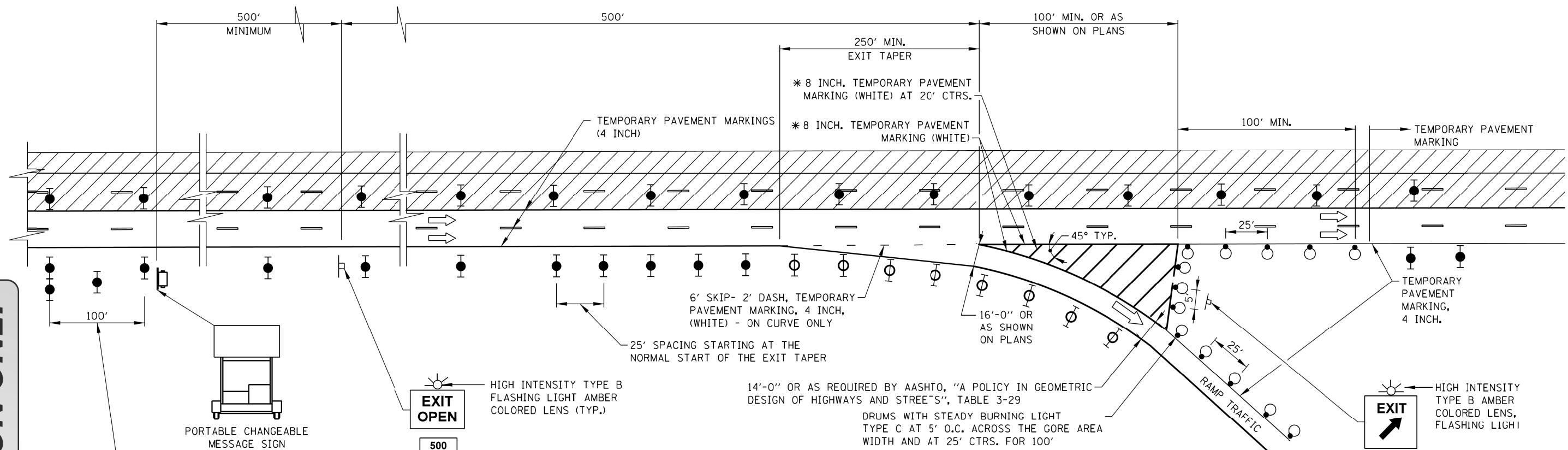
DATE	REVISIONS
1-01-11	CHANGED SYMBOL DESIGNATION
	REVISED NOTES
3-31-14	REVISED WORKER SIGN NUMBERS PER "MUTCD" AND REVISED NOTES.
3-11-2015	REVISED NOTES
3-31-2016	ADD WORK ZONE WITH BARRIERS.
3-31-2017	ADDED TAPER RATE TABLE.
3-01-2019	DELETED W21-1a, ADJUSTED SIGN SPACING, ADDED TMA, REVISED NOTES

Illinois Tollway

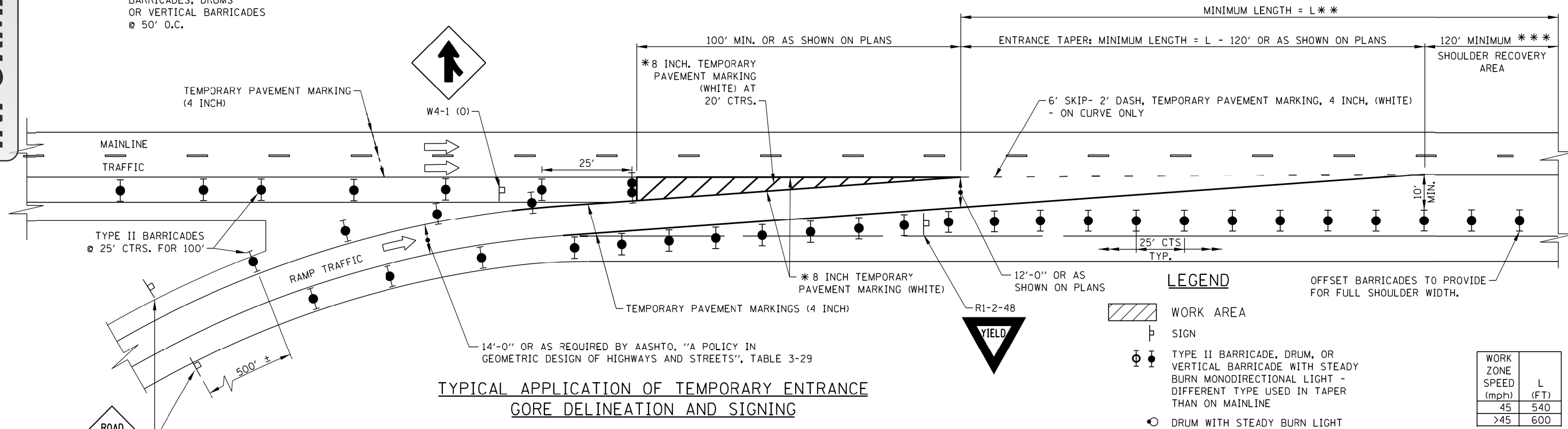
SHOULDER CLOSURE DETAILS

STANDARD E3-07

INFORMATION ONLY



TYPICAL APPLICATION OF TEMPORARY EXIT GORE DELINEATION AND SIGNING



TYPICAL APPLICATION OF TEMPORARY ENTRANCE GORE DELINEATION AND SIGNING

LEGEND

- WORK AREA
- SIGN
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT - DIFFERENT TYPE USED IN TAPER THAN ON MAINLINE
- DRUM WITH STEADY BURN LIGHT

WORK ZONE SPEED (mph)	L (FT)
45	540
>45	600

NOTES:

1. WHEN TEMPORARY PAVEMENT MARKING IS NOT REQUIRED, TEMPORARY GORES MAY BE DELINEATED BY DRUMS WITH STEADY BURN LIGHTS AT 25' C-C ACCORDING TO THE CONFIGURATIONS SHOWN.
2. THE TAPER LENGTHS ARE MINIMUMS. EXISTING ACCELERATION, DECELERATION, AND TAPER LENGTHS SHOULD BE PRESERVED TO THE EXTENT POSSIBLE.

- * 8 INCH TEMPORARY PAVEMENT MARKING IS TO BE MADE OF 2-TEMPORARY PAVEMENT MARKING 4 INCH, WHITE OF THE TYPE SPECIFIED.
- ** REFER TO TABLE - TAPER LENGTHS ARE BASED ON 12'-0" RAMP WIDTH AT START OF ENTRANCE TAPER
- *** WHERE VIABLE WITH STAGED CONSTRUCTION

DATE	REVISIONS
2-07-2012	REVISED MERGE SIGN.
3-31-2014	ADDED 45 MPH SPEED TO ENTRANCE TAPER.
3-11-2015	REVISED EXIT/ENTRANCE DETAIL LAYOUTS REMOVED DETAILS NOT NEEDED.
3-31-2016	REVISED ENTRANCE GORE DETAIL.
3-31-2017	REVISED EXIT GORE DRUM LAYOUT
3-01-2018	REVISED DIMENSIONS FOR ENTRANCE TAPER.
3-01-2019	REVISED EXIT BARRICADES, ADDED EXIT OPEN 1000 FT SIGN

TEMPORARY GORE DETAILS

STANDARD E5-08

Paul Kovacs
 APPROVED... DATE 5-1-2009
 CHIEF ENGINEERING OFFICER