

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| F.A.P. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------------|----------------|--------|--------------|-----------|
| 330 | 2019-118-RS&SW | COOK | 52 | 1 |
| ILLINOIS CONTRACT NO. 62J68 | | | | |

* 52+3=55 TOTAL SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE VILLAGES OF WHEELING AND MT. PROSPECT AND THE CITIES OF PROSPECT HEIGHTS AND DES PLAINES

PROPOSED
HIGHWAY PLANS

F.A.P. 330: US 45 / IL 21 (DES PLAINES RIVER RD.)
LAKE COOK RD. TO US 12 (RAND RD.)
SECTION: 2019-118-RS&SW
PROJECT: NHPP-GW5Z(081)
STANDARD OVERLAY / ADA IMPROVEMENTS
COOK COUNTY

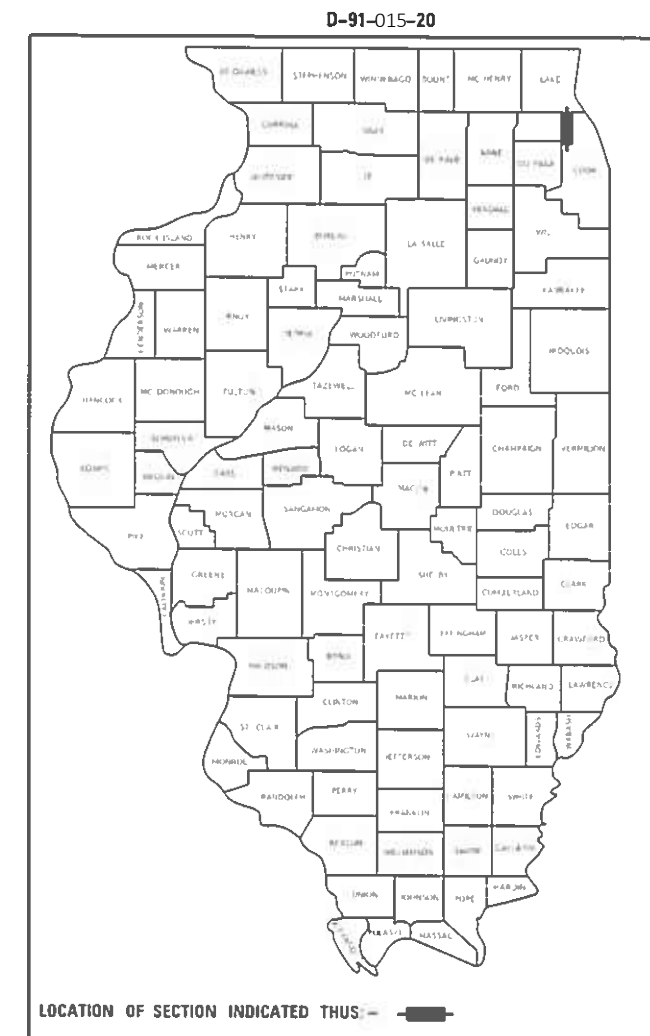
C-91-015-20

TRAFFIC DATA

2017 ADT
US 45 / IL 21 (MILWAUKEE AVE) = 25,100 - 35,200
US 45 (DES PLAINES RIVER RD) = 14,200 - 22,500

POSTED SPEED LIMIT

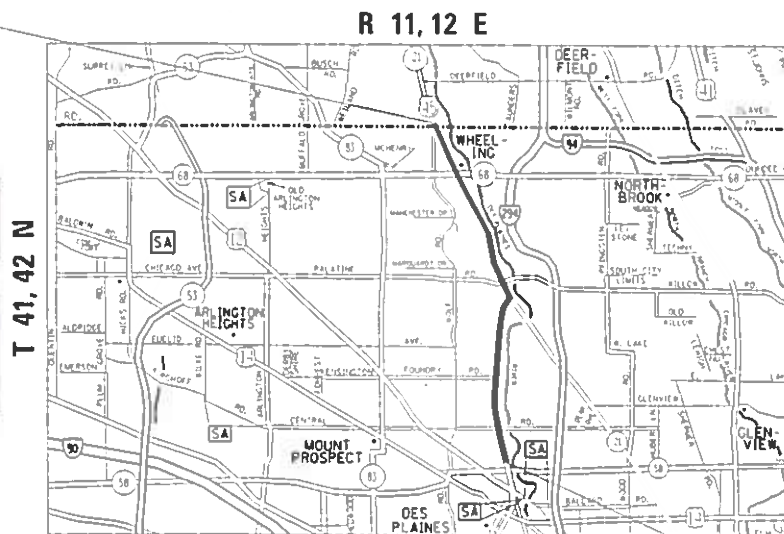
US 45 / IL 21 (MILWAUKEE AVE) = 35 - 40 MPH
US 45 (DES PLAINES RIVER RD) = 35 - 45 MPH



IMPROVEMENT BEGINS
STA 13+85

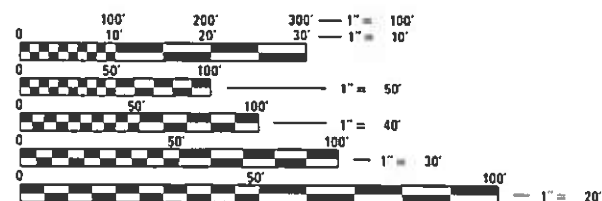
OMISSION FROM RESURFACING
STA. 13+85 TO STA. 202+94

OMISSION
STA. 213+65 TO STA. 232+45
STA. 324+74 TO STA. 325+81
STA. 410+00 TO STA. 412+94.9



WHEELING AND MAINE TOWNSHIP

IMPROVEMENT ENDS
STA 427+08



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

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

PROJECT MANAGER: ALAIN MIDY (847) 221-3056

GROSS LENGTH = 41323 FT. = 8.0 MILE
NET LENGTH = 39041.1 FT. = 7.4 MILE

CONTRACT NO. 62J68

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 13 2020
Anthony Rungtjorn REGIONAL ENGINEER
May 8, 2020
Eric A. Elk ENGINEER OF DESIGN AND ENVIRONMENT
May 8, 2020
James J. Gu DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION '13

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF WHEELING, MOUNT PROSPECT AND CITIES OF PROSPECT HEIGHTS AND DES PLAINES
3. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
4. THE CONTRACTOR SHALL CONTACT DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
6. UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE RESIDENT ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.
7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
8. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
9. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
10. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER/TECHNICIAN.
11. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
12. FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.
13. **WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1V:3H.**
14. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
15. THE RESIDENT ENGINEER SHALL CONTACT DON CHIARUGI, IDOT AREA TRAFFIC FIELD ENGINEER VIA E-MAIL AT DON.CHIARUGI@ILLINOIS.GOV, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
16. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE RESIDENT ENGINEER.
17. ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
18. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY DETECTOR LOOPS DAMAGED DURING CONSTRUCTION.
20. THE CONTRACTOR MUST APPLY FOR A RIGHT OF ENTRY PERMIT FROM THE UNION PACIFIC RAILROAD AND REFERENCE THE UNION PACIFIC FOLDER NO: 3199-62, WHEN FILLING OUT THE PERMIT APPLICATION.
21. ALL CRACK FILLING OF EXISTING CONCRETE PAVEMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

STATE HIGHWAY STANDARDS

| STANDARD NO. | DESCRIPTION |
|--------------|---|
| 000001-07 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 420101-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 424001-11 | PERPENDICULAR CURB RAMPS FOR SIDEWALKS |
| 424006-04 | DIAGONAL CURB RAMPS FOR SIDEWALKS |
| 424011-04 | CORNER PARALLEL CURB RAMPS FOR SIDEWALKS |
| 424021-05 | DEPRESSED CORNER FOR SIDEWALKS |
| 424031-02 | MEDIAN PEDESTRIAN CROSSING |
| 442101-09 | CLASS B PATCHES |
| 442201-03 | CLASS C AND D PATCHES |
| 606001-07 | COMBINATION CONCRETE CURB AND GUTTER |
| 701006-05 | OFF-ROAD OPERATION, 2L, 2W, 15' to 24" FROM PAVEMENT EDGE |
| 701011-04 | OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY |
| 701101-05 | OFF-ROAD OPERATION, MULTILANE, 15' to 24" FROM PAVEMENT EDGE |
| 701106-02 | OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY |
| 701301-04 | LANE CLOSURE , 2L, 2W, SHORT TIME OPERATIONS |
| 701311-03 | LANE CLOSURE , 2L, 2W, MOVING OPERATIONS-DAY ONLY |
| 701421-08 | LANE CLOSURE , MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS > 45 MPH TO 55 MPH |
| 701426-09 | LANE CLOSURE , MULTILANE, INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS > 45 MPH |
| 701427-05 | LANE CLOSURE , MULTILANE, INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS < 40 MPH |
| 701501-06 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701601-09 | URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NON TRAVERSABLE MEDIAN |
| 701606-10 | URBAN SINGLE LANE CLOSURE, MULTILANE, 2W, 2W WITH MOUNTABLE MEDIAN |
| 701701-10 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701801-06 | LANE CLOSURE MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE |
| 701901-08 | TRAFFIC CONTROL DEVICES |

INDEX OF SHEETS

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| 26 | ADA RAMPS |
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| 47 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11) |
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| * | SHEET 7A ADDED HERE |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12)
INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES

SCALE: NONE SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------------|----------|--------------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 2 |
| | | | CONTRACT NO. 62J68 | |
| | | ILLINOIS | FED. AID PROJECT | |

REV-SEP

| SUMMARY OF QUANTITIES | | | TOTAL QUANTITIES | CONSTRUCTION TYPE CODE | | | | |
|-----------------------|--|-------|------------------|--------------------------------|--|--|--|--|
| CODE NO | ITEM | UNIT | | 0005 OVERLAY 80% FED 20% STATE | | | | |
| | | | URBAN | | | | | |
| 20200100 | EARTH EXCAVATION | CU YD | 15 | 15 | | | | |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 216 | 216 | | | | |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 216 | 216 | | | | |
| 25200110 | SODDING, SALT TOLERANT | SO YD | 744 | 744 | | | | |
| 25200200 | SUPPLEMENTAL WATERING | UNIT | 7.4 | 7.4 | | | | |
| 35501308 | HOT-MIX ASPHALT BASE COURSE, 6" | SO YD | 177 | 177 | | | | |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 88480 | 88480 | | | | |
| 40600400 | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 198 | 198 | | | | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SO YD | 555 | 555 | | | | |
| 40603200 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 | TON | 5441 | 5441 | | | | |
| 40604060 | HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 | TON | 148 | 148 | | | | |
| 40604172 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 | TON | 12924 | 12924 | | | | |

| SUMMARY OF QUANTITIES | | | TOTAL QUANTITIES | CONSTRUCTION TYPE CODE | | | | |
|-----------------------|--|-------|------------------|--------------------------------|--|--|--|--|
| CODE NO | ITEM | UNIT | | 0005 OVERLAY 80% FED 20% STATE | | | | |
| | | | URBAN | | | | | |
| 42001300 | PROTECTIVE COAT | SO YD | 5668 | 5668 | | | | |
| 42300400 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH | SO YD | 30 | 30 | | | | |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SO FT | 1740 | 1740 | | | | |
| 42400800 | DETECTABLE WARNINGS | SO FT | 240 | 240 | | | | |
| 44000157 | HOT-MIX ASPHALT SURFACE REMOVAL, 2" | SO YD | 1200 | 1200 | | | | |
| 44000159 | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2" | SO YD | 129882 | 129882 | | | | |
| 44000600 | SIDEWALK REMOVAL | SO FT | 1444 | 1444 | | | | |
| 44003510 | MEDIAN REMOVAL PARTIAL DEPTH | SO FT | 18002 | 18002 | | | | |
| 44200050 | WELDED WIRE REINFORCEMENT | SO YD | 2421 | 2421 | | | | |
| 44200970 | CLASS B PATCHES, TYPE II, 10 INCH | SO YD | 1792 | 1792 | | | | |
| 44200974 | CLASS B PATCHES, TYPE III, 10 INCH | SO YD | 1017 | 1017 | | | | |
| 44200976 | CLASS B PATCHES, TYPE IV, 10 INCH | SO YD | 1405 | 1405 | | | | |
| 44201299 | DOWEL BARS 1 1/2" | EACH | 5464 | 5464 | | | | |
| 44201811 | CLASS D PATCHES, TYPE I, 14 INCH | SO YD | 356 | 356 | | | | |

| | | | |
|--|---|------------|-----------|
| FILE NAME = | USER NAME = abebawa | DESIGNED - | REVISED - |
| p:\planroom\dtd\illinois\p11001\Documents\VDOT | Offices\District\Projects\DI23520\CAOD\Des\gn\DI23520 | DRAWN - | REVISED - |
| | PLOT SCALE = 100,0000' / 1in | CHECKED - | REVISED - |
| | PLOT DATE = 3/27/2020 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12)
SUMMARY OF QUANTITIES

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 330 | 2019-118-R56SW | COOK | 52 | 3 |
| CONTRACT NO. 62J68 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

*SPECIALTY ITEMS

REV-SEP

| SUMMARY OF QUANTITIES | | | TOTAL QUANTITIES | CONSTRUCTION TYPE CODE | | | | |
|-----------------------|-------------------------------------|-------|------------------|--------------------------------|--|--|--|--|
| CODE NO | ITEM | UNIT | | 0005 OVERLAY 80% FED 20% STATE | | | | |
| 44201815 | CLASS D PATCHES, TYPE II, 14 INCH | SO YD | 3641 | 3641 | | | | |
| 44201819 | CLASS D PATCHES, TYPE III, 14 INCH | SO YD | 1223 | 1223 | | | | |
| 44201821 | CLASS D PATCHES, TYPE IV, 14 INCH | SO YD | 4236 | 4236 | | | | |
| 44213200 | SAW CUTS | FOOT | 18957 | 18957 | | | | |
| 44213204 | TIE BARS 3/4" | EACH | 882 | 882 | | | | |
| 45100200 | CRACK FILLING | POUND | 1224 | 1224 | | | | |
| 60265700 | VALVE VAULTS TO BE ADJUSTED | EACH | 2 | 2 | | | | |
| 60300105 | FRAMES AND GRATES TO BE ADJUSTED | EACH | 68 | 68 | | | | |
| 60300305 | FRAMES AND LIDS TO BE ADJUSTED | EACH | 41 | 41 | | | | |
| 60404800 | FRAMES AND GRATES, TYPE 11 | EACH | 1 | 1 | | | | |
| 60404940 | FRAMES AND GRATES, TYPE 23 | EACH | 1 | 1 | | | | |
| 60404950 | FRAMES AND GRATES, TYPE 24 | EACH | 2 | 2 | | | | |
| 60406000 | FRAMES AND LIDS, TYPE 1, OPEN LID | EACH | 4 | 4 | | | | |
| 60406100 | FRAMES AND LIDS, TYPE 1, CLOSED LID | EACH | 11 | 11 | | | | |
| * 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 14 | 14 | | | | |
| * 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 3 | 3 | | | | |

| SUMMARY OF QUANTITIES | | | TOTAL QUANTITIES | CONSTRUCTION TYPE CODE | | | | |
|-----------------------|---|--------|------------------|--------------------------------|--|--|--|--|
| CODE NO | ITEM | UNIT | | 0005 OVERLAY 80% FED 20% STATE | | | | |
| 66901001 | REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN | LSUM | 1 | 1 | | | | |
| 66901003 | REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT | LSUM | 1 | 1 | | | | |
| 66901006 | REGULATED SUBSTANCES MONITORING | CAL DA | 4 | 4 | | | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 12 | 12 | | | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | | | |
| 70100310 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701421 | L SUM | 1 | 1 | | | | |
| 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 | 1 | | | | |
| 70102625 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701606 | L SUM | 1 | 1 | | | | |
| 70102630 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 | L SUM | 1 | 1 | | | | |
| 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 1 | 1 | | | | |
| 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | L SUM | 1 | 1 | | | | |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 45552 | 45552 | | | | |

*SPECIALTY ITEMS

REV-SEP

* SPECIALTY ITEM

| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | |
|-----------------------|--|-------|------------------|--------------------------------|--|--|--|--|-----------------------|--|-------|------------------|--------------------------------|--|--|--|--|
| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0005 OVERLAY 80% FED 20% STATE | | | | | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0005 OVERLAY 80% FED 20% STATE | | | | |
| | | | URBAN | | | | | | | | | URBAN | | | | | |
| 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SO FT | 15032 | 15032 | | | | | * 78009000 | MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 139.2 | 139.2 | | | | |
| 70300210 | TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS | SO FT | 1322 | 1322 | | | | | * 78009004 | MODIFIED URETHANE PAVEMENT MARKING - LINE 4" | FOOT | 2928 | 2928 | | | | |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 51140 | 51140 | | | | | * 78009006 | MODIFIED URETHANE PAVEMENT MARKING - LINE 6" | FOOT | 2436 | 2436 | | | | |
| 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 4793 | 4793 | | | | | * 78009012 | MODIFIED URETHANE PAVEMENT MARKING - LINE 12" | FOOT | 1090 | 1090 | | | | |
| 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 865 | 865 | | | | | * 78009024 | MODIFIED URETHANE PAVEMENT MARKING - LINE 24" | FOOT | 408 | 408 | | | | |
| 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 1061 | 1061 | | | | | * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 2465 | 2465 | | | | |
| 70300520 | PAVEMENT MARKING TAPE, TYPE III 4" | FOOT | 55802 | 55802 | | | | | * 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 2054 | 2054 | | | | |
| * 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 1322 | 1322 | | | | | * 88600600 | DETECTOR LOOP REPLACEMENT | FOOT | 3659 | 3659 | | | | |
| * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 51140 | 51140 | | | | | X0320050 | CONSTRUCTION LAYOUT (SPECIAL) | L SUM | 1 | 1 | | | | |
| * 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 4793 | 4793 | | | | | X0327980 | PAVEMENT MARKING REMOVAL - WATER BLASTING | SO FT | 4229 | 4229 | | | | |
| * 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 865 | 865 | | | | | X1700062 | BRICK PAVER REMOVAL AND REPLACEMENT | SO FT | 215 | 215 | | | | |
| * 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 1061 | 1061 | | | | | X5537800 | STORM SEWERS TO BE CLEANED 12" | FOOT | 2645 | 2645 | | | | |

REV-SEP

* SPECIALTY ITEM

*SPECIALTY ITEMS

| Milwaukee Ave NB | | | | | | |
|------------------|----------|-------|--------|-----------|--|--------|
| Station | Lane No. | Width | Length | Area (SY) | Comments | Y/N/MB |
| 16+89 | 3 | 12 | 10 | 13.33 | | |
| 16+93 | 2 | 12 | 6 | 8.00 | | |
| 16+93 | 3 | 12 | 6 | 8.00 | | |
| 18+55 | 1 | 12 | 6 | 8.00 | | |
| 18+55 | 2 | 12 | 6 | 8.00 | | |
| 18+55 | 3 | 12 | 6 | 8.00 | | |
| 18+97 | 1 | 12 | 9 | 12.00 | COLUMBUS PKWY INT | |
| 18+97 | 2 | 12 | 9 | 12.00 | COLUMBUS PKWY INT | |
| 18+97 | 3 | 12 | 9 | 12.00 | COLUMBUS PKWY INT | |
| 26+82 | 1 | 12 | 14 | 18.67 | 2 RRPM | |
| 26+82 | 2 | 12 | 14 | 18.67 | 2 RRPM | |
| 28+16 | RT | 25 | 10 | 27.78 | WB LAKE COOK RD EXIT RAMP 2X LOOPS 10X6 | |
| 28+42 | LT | 15 | 12 | 20.00 | WB LAKE COOK RD EXIT RAMP LOOPS 10X6 | |
| 30+90 | LT1 | 12 | 6 | 8.00 | 1 RRPM | |
| 30+90 | LT2 | 12 | 6 | 8.00 | 1 RRPM | |
| 30+92 | 2 | 12 | 10 | 13.33 | 1 RRPM | |
| 30+92 | 3 | 12 | 15 | 20.00 | | |
| 31+17 | 1 | 12 | 10 | 13.33 | 1 RRPM | |
| 32+76 | 3 | 12 | 24 | 32.00 | | |
| 32+80 | LAKE | 6 | 15 | 10.00 | EB LAKE COOK RD ENTRANCE RAMP | |
| 32+88 | LT2 | 12 | 12 | 16.00 | | |
| 32+88 | 1 | 12 | 6 | 8.00 | | |
| 33+70 | 2 | 12 | 8 | 10.67 | | |
| 33+81 | 1 | 12 | 6 | 8.00 | | |
| 34+46 | 1 | 12 | 15 | 20.00 | STRUCTURE | |
| 34+53 | 2 | 12 | 8 | 10.67 | 1 RRPM | |
| 34+53 | 3 | 12 | 8 | 10.67 | | |
| 36+31 | 1 | 12 | 9 | 12.00 | STRUCTURE | |
| 36+31 | 2 | 12 | 9 | 12.00 | STRUCTURE | |
| 36+38 | 3 | 12 | 9 | 12.00 | 1 RRPM | |
| 36+38 | RT | 12 | 9 | 12.00 | 1 RRPM | |
| 37+66 | LT | 12 | 7 | 9.33 | | |
| 37+66 | 1 | 12 | 8 | 10.67 | | |
| 37+66 | 2 | 12 | 10 | 13.33 | | |
| 37+66 | 3 | 12 | 9 | 12.00 | | |
| 37+66 | RT | 12 | 9 | 12.00 | | |
| 38+78 | 2 | 12 | 9 | 12.00 | 1 RRPM, STRUCTURE | |
| 40+82 | 1 | 12 | 9 | 12.00 | | |
| 40+82 | 2 | 12 | 9 | 12.00 | STRUCTURE | |
| 40+82 | 3 | 12 | 9 | 12.00 | | |
| 43+36 | LT | 11 | 6 | 7.33 | | |
| 43+36 | 1 | 12 | 8 | 10.67 | | |
| 43+36 | 2 | 12 | 8 | 10.67 | | |
| 43+36 | 3 | 12 | 7 | 9.33 | | |
| 43+36 | RT | 12 | 7 | 9.33 | | |
| 45+23 | 1 | 12 | 6 | 8.00 | | |

| | | | | | | |
|-------|-----|--------|----------|-------|------------------------|--|
| 45+23 | 2 | 12 | 6 | 8.00 | | |
| 45+23 | 3 | 6 | 10 | 6.67 | | |
| 46+88 | 1 | 12 | 9 | 12.00 | | |
| 46+88 | 2 | 12 | 9 | 12.00 | 1 RRPM | |
| 47+87 | 1 | 12 | 30 | 40.00 | | |
| 50+71 | 2 | 12 | 6 | 8.00 | | |
| 53+70 | 1 | 12 | 15 | 20.00 | 1 RRPM | |
| 53+70 | 2 | 12 | 8 | 10.67 | 1 RRPM | |
| 56+54 | 2 | 12 | 23 | 30.67 | 1 RRPM | |
| 56+60 | 1 | 12 | 16 | 21.33 | | |
| 57+66 | 1 | 12 | 9 | 12.00 | | |
| 57+66 | 2 | 12 | 36 | 48.00 | STRUCTURE | |
| 59+56 | 1 | 12 | 10 | 13.33 | | |
| 59+56 | 2 | 12 | 10 | 13.33 | STRUCTURE | |
| 60+42 | 1 | 12 | 15 | 20.00 | | |
| 60+42 | 2 | 12 | 15 | 20.00 | | |
| 66+38 | 1 | 12 | 18 | 24.00 | | |
| 66+38 | 2 | 12 | 18 | 24.00 | | |
| 73+04 | 1 | 12 | 6 | 8.00 | | |
| 73+04 | 2 | 12 | 6 | 8.00 | | |
| 75+14 | 1 | 12 | 6 | 8.00 | | |
| 76+62 | 1 | 12 | 22 | 29.33 | | |
| 76+62 | 2 | 12 | 22 | 29.33 | 2 RRPM | |
| 79+54 | 1 | 12 | 6 | 8.00 | | |
| 82+57 | INT | 14 | 9S, 14L | 17.89 | SB LT | |
| 82+58 | RT | 14H | 6B | 4.67 | WB DUNDEE AVE TRIANGLE | |
| 82+62 | RT | 24 | 16 | 42.67 | WB DUNDEE AVE | |
| 82+96 | 1 | 12 | 25 | 33.33 | WB DUNDEE AVE | |
| 82+96 | 2 | 12 | 25 | 33.33 | WB DUNDEE AVE | |
| 83+23 | LT | 15 | 16 | 26.67 | WB DUNDEE AVE | |
| 83+37 | 1 | 11 | 16 | 19.56 | EB DUNDEE AVE | |
| 83+37 | 2 | 11 | 16 | 19.56 | EB DUNDEE AVE | |
| 83+49 | LT1 | 15 | 11S, 16L | 22.50 | NB MILWAUKEE AVE | |
| 84+02 | 1 | 12 | 6 | 8.00 | STRUCTURE | |
| 84+02 | LT1 | 11 | 8 | 9.78 | | |
| 84+02 | LT2 | 11 | 8 | 9.78 | | |
| 84+93 | 1 | 12 | 9 | 12.00 | | |
| 84+93 | 2 | 12 | 9 | 12.00 | | |
| 84+93 | RT | 11 | 9 | 11.00 | | |
| 84+93 | LT1 | 11 | 9 | 11.00 | | |
| 85+62 | 2 | 12 | 8 | 10.67 | 1 RRPM | |
| 85+62 | RT | 11 | 8 | 9.78 | | |
| 86+35 | RT | 11 | 30 | 36.67 | LOOP 6X6 | |
| 86+35 | 2 | 12 | 30 | 40.00 | LOOP 6X6 | |
| 86+35 | 1 | 12 | 30 | 40.00 | LOOP 6X6 | |
| 87+53 | 2 | 11 | 8 | 9.78 | 1 RRPM | |
| 87+53 | RT | 4S, 6L | 15 | 8.33 | STRUCTURE | |
| 89+05 | 1 | 12 | 14 | 18.67 | | |
| 89+05 | 2 | 12 | 14 | 18.67 | | |
| 91+68 | 1 | 12 | 15 | 20.00 | 1 RRPM | |

| | | | | | | |
|--------|-----|------|----|-------|----------------------------|--|
| 91+68 | 2 | 12 | 15 | 20.00 | 1 RRPM | |
| 92+53 | 1 | 12 | 8 | 10.67 | | |
| 92+53 | 2 | 12 | 8 | 10.67 | | |
| 94+94 | 1 | 12 | 9 | 12.00 | | |
| 102+93 | 2 | 12 | 6 | 8.00 | | |
| 102+93 | 1 | 12 | 6 | 8.00 | | |
| 104+69 | 1 | 12 | 8 | 10.67 | | |
| 104+69 | 2 | 12 | 8 | 10.67 | | |
| 110+16 | 2 | 12 | 13 | 17.33 | | |
| 114+03 | 1 | 12 | 7 | 9.33 | | |
| 114+03 | 2 | 12 | 7 | 9.33 | | |
| 116+66 | 1 | 12 | 6 | 8.00 | 1 RRPM | |
| 127+29 | 1 | 12 | 6 | 8.00 | | |
| 127+29 | 2 | 12 | 6 | 8.00 | | |
| 133+69 | 2 | 12 | 6 | 8.00 | | |
| 142+79 | 1 | 12 | 6 | 8.00 | | |
| 143+15 | 2 | 12 | 17 | 22.67 | | |
| 143+41 | 1 | 12 | 8 | 10.67 | 1 RRPM | |
| 143+41 | 2 | 12 | 8 | 10.67 | 1 RRPM | |
| 147+15 | 2 | 12.3 | 7 | 9.57 | STRUCTURE | |
| 147+83 | INT | 12.3 | 9 | 12.30 | STRUCTURE ON HINTZ | |
| 149+39 | LT | 12 | 6 | 8.00 | | |
| 152+11 | LT | 8 | 6 | 5.33 | | |
| 154+04 | 1 | 12 | 16 | 21.33 | 1 RRPM, CURB STRUCTURE | |
| 157+80 | 2 | 12 | 6 | 8.00 | | |
| 159+99 | 1 | 12 | 8 | 10.67 | | |
| 159+99 | 2 | 12 | 8 | 10.67 | | |
| 183+63 | 1 | 12 | 11 | 14.67 | | |
| 183+63 | 2 | 12 | 11 | 14.67 | | |
| 195+32 | 1 | 12.3 | 6 | 8.20 | | |
| 196+89 | 1 | 12 | 9 | 12.00 | 1 RRPM | |
| 196+89 | 2 | 12 | 9 | 12.00 | | |
| 410+00 | RT | 12 | 13 | 17.33 | IN HMA RESURFACING SECTION | |

| Milwaukee Ave SB | | | | | | |
|------------------|----------|---------|--------|-----------|-------------------|--------|
| Station | Lane No. | Width | Length | Area (SY) | Comments | Y/N/MB |
| 13+84 | 3 | 12 | 6 | 8.00 | | |
| 23+06 | 1 | 12 | 8 | 10.67 | | |
| 24+07 | LT2 | 12 | 10 | 13.33 | | |
| 25+27 | 1 | 12 | 11 | 14.67 | 1 RRPM, LOOP 6X6 | |
| 25+27 | 2 | 12 | 11 | 14.67 | 1 RRPM, LOOP 6X6 | |
| 25+27 | 3 | 12 | 11 | 14.67 | 1 RRPM, LOOP 6X6 | |
| 25+27 | RT | 12 | 11 | 14.67 | 1 RRPM, LOOP 6X6 | |
| 26+85 | 3 | 12 | 15 | 20.00 | | |
| 27+97 | LT1 | 12 | 6 | 8.00 | | |
| 27+97 | LT2 | 12 | 6 | 8.00 | | |
| 31+09 | 2 | 12 | 15 | 20.00 | | |
| 31+09 | 3 | 12 | 6 | 8.00 | | |
| 31+16 | LT1 | 12 | 9 | 12.00 | | |
| 31+16 | LT2 | 12 | 9 | 12.00 | | |
| 31+16 | 1 | 12 | 9 | 12.00 | | |
| 31+64 | LT1 | 12 | 6 | 8.00 | | |
| 31+64 | LT2 | 12 | 6 | 8.00 | | |
| 32+30 | 3 | 12 | 15 | 20.00 | | |
| 32+35 | 1 | 12 | 6 | 8.00 | | |
| 32+35 | 2 | 12 | 6 | 8.00 | | |
| 32+60 | LT | 12 | 16 | 21.33 | | |
| 32+65 | 3 | 12 | 14 | 18.67 | | |
| 32+68 | 1 | 12 | 10 | 13.33 | | |
| 32+75 | 2 | 12 | 24 | 32.00 | | |
| 32+87 | 1 | 12 | 8 | 10.67 | | |
| 32+87 | 3/RT | 12.5 | 24 | 33.33 | | |
| 32+91 | LT | 9 | 7 | 7.00 | | |
| 38+20 | 1 | 12 | 9 | 12.00 | | |
| 38+20 | 2 | 12 | 9 | 12.00 | | |
| 38+20 | 3/RT | 12 | 30 | 40.00 | STRUCTURE | |
| 39+76 | LT | 12 | 6 | 8.00 | | |
| 41+29 | RT | 12 | 15 | 20.00 | STRUCTURE | |
| 41+43 | RT | 4S, 14L | 22 | 22.00 | | |
| 41+56 | 1 | 12 | 6 | 8.00 | | |
| 41+56 | 2 | 12 | 6 | 8.00 | | |
| 41+97 | 1 | 12 | 6 | 8.00 | WOLF RD INT | |
| 41+97 | 3 | 12 | 6 | 8.00 | WOLF RD INT | |
| 43+38 | 3 | 12 | 8 | 10.67 | | |
| 43+46 | 1 | 12 | 23 | 30.67 | | |
| 43+59 | 2 | 12 | 17 | 22.67 | | |
| 43+90 | 3 | 11.5 | 7 | 8.94 | | |
| 45+33 | 1 | 12 | 42 | 56.00 | 2 RRPM, STRUCTURE | |
| 45+63 | 2 | 12 | 20 | 26.67 | | |
| 46+42 | 1 | 12 | 34 | 45.33 | | |
| 46+42 | 2 | 12 | 28 | 37.33 | | |
| 49+07 | 1 | 12 | 30 | 40.00 | | |
| 50+96 | 2 | 12 | 6 | 8.00 | | |

| | | | | | | |
|--------|--------|----|-----|--------|-------------------|--|
| 53+41 | 2 | 12 | 32 | 42.67 | 1 RRPM | |
| 53+57 | 1 | 12 | 13 | 17.33 | | |
| 60+28 | 1 | 12 | 8 | 10.67 | | |
| 60+28 | 2 | 12 | 8 | 10.67 | 1 RRPM, STRUCTURE | |
| 60+43 | MED | 12 | 15 | 20.00 | | |
| 60+43 | 1 | 12 | 15 | 20.00 | | |
| 60+43 | 2 | 12 | 8 | 10.67 | | |
| 66+31 | 1 | 12 | 7 | 9.33 | | |
| 66+31 | 2 | 12 | 7 | 9.33 | | |
| 66+36 | MED | 12 | 9 | 12.00 | | |
| 67+50 | 1 | 12 | 6 | 8.00 | | |
| 70+98 | 1 | 12 | 6 | 8.00 | 1 RRPM | |
| 70+98 | 2 | 12 | 6 | 8.00 | | |
| 72+98 | 1 | 12 | 7 | 9.33 | 1 RRPM | |
| 72+98 | 2 | 12 | 6 | 8.00 | | |
| 73+46 | 1 | 12 | 113 | 150.67 | 2 RRPM | |
| 74+46 | 2 | 12 | 12 | 16.00 | 1 RRPM | |
| 74+98 | 1 | 12 | 9 | 12.00 | | |
| 74+98 | 2 | 12 | 9 | 12.00 | | |
| 75+45 | 1 | 12 | 6 | 8.00 | | |
| 75+45 | 2 | 12 | 15 | 20.00 | 1 RRPM, STRUCTURE | |
| 80+27 | LT1 | 11 | 7 | 8.56 | | |
| 80+27 | LT2 | 11 | 7 | 8.56 | | |
| 80+27 | 1 | 12 | 7 | 9.33 | | |
| 81+55 | 2 | 12 | 6 | 8.00 | 1 RRPM, STRUCTURE | |
| 81+99 | 1 | 12 | 7 | 9.33 | | |
| 81+99 | 2 | 12 | 7 | 9.33 | | |
| 84+14 | 1 | 12 | 10 | 13.33 | STRUCTURE | |
| 84+14 | 2 | 12 | 10 | 13.33 | 1 RRPM | |
| 86+48 | 1 | 12 | 7 | 9.33 | | |
| 86+48 | 2 | 12 | 20 | 26.67 | | |
| 90+50 | 1 | 12 | 6 | 8.00 | | |
| 91+52 | 1 | 12 | 16 | 21.33 | 1 RRPM | |
| 92+50 | 1 | 12 | 8 | 10.67 | | |
| 92+50 | 2 | 12 | 8 | 10.67 | | |
| 95+19 | 1 | 12 | 8 | 10.67 | 1 RRPM | |
| 95+19 | 2 | 12 | 8 | 10.67 | | |
| 99+52 | 1 | 12 | 6 | 8.00 | | |
| 99+52 | 2 | 12 | 16 | 21.33 | STRUCTURE | |
| 104+19 | 1 | 12 | 7 | 9.33 | | |
| 104+19 | 2 | 12 | 7 | 9.33 | | |
| 105+56 | 1 | 12 | 6 | 8.00 | | |
| 105+62 | 2 | 12 | 6 | 8.00 | | |
| 108+88 | MED TL | 12 | 6 | 8.00 | | |
| 108+88 | 1 | 12 | 15 | 20.00 | | |
| 108+88 | 2 | 12 | 15 | 20.00 | | |
| 111+75 | 1 | 12 | 14 | 18.67 | | |
| 111+75 | 2 | 12 | 6 | 8.00 | | |
| 115+62 | 2 | 12 | 6 | 8.00 | STRUCTURE | |
| 115+77 | 1 | 12 | 6 | 8.00 | | |
| 115+77 | 2 | 12 | 6 | 8.00 | | |

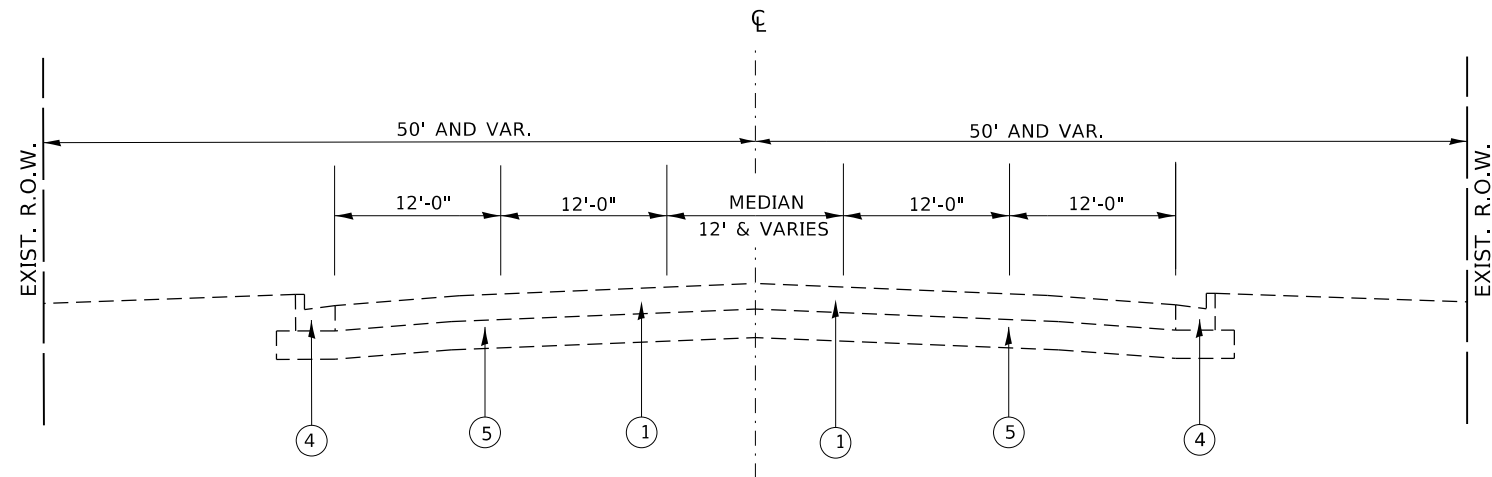
| | | | | | | |
|--------|---|------|----|-------|-----------|--|
| 117+69 | 1 | 12 | 9 | 12.00 | | |
| 117+63 | 2 | 12 | 15 | 20.00 | STRUCTURE | |
| 121+38 | 1 | 12 | 8 | 10.67 | 1 RRPM | |
| 121+38 | 2 | 12 | 8 | 10.67 | | |
| 125+15 | 1 | 12 | 6 | 8.00 | | |
| 131+21 | 1 | 12 | 15 | 20.00 | | |
| 131+27 | 2 | 12 | 8 | 10.67 | | |
| 137+81 | 2 | 12 | 20 | 26.67 | 1 RRPM | |
| 139+57 | 1 | 12 | 6 | 8.00 | | |
| 144+00 | 1 | 12 | 15 | 20.00 | 1 RRPM | |
| 144+30 | 1 | 12 | 15 | 20.00 | LOOP 6X6 | |
| 144+30 | 2 | 12 | 15 | 20.00 | LOOP 6X6 | |
| 144+54 | 1 | 12 | 7 | 9.33 | | |
| 146+70 | 1 | 12 | 30 | 40.00 | | |
| 146+70 | 2 | 12 | 30 | 40.00 | | |
| 148+18 | 1 | 12 | 6 | 8.00 | STRUCTURE | |
| 150+64 | 1 | 12 | 15 | 20.00 | STRUCTURE | |
| 150+64 | 2 | 12 | 15 | 20.00 | | |
| 151+84 | 1 | 12 | 8 | 10.67 | | |
| 151+90 | 2 | 12 | 25 | 33.33 | | |
| 152+07 | 1 | 12 | 39 | 52.00 | STRUCTURE | |
| 153+27 | 1 | 12 | 8 | 10.67 | STRUCTURE | |
| 154+17 | 1 | 12 | 8 | 10.67 | | |
| 154+17 | 2 | 12 | 8 | 10.67 | | |
| 158+09 | 1 | 12 | 8 | 10.67 | 1 RRPM | |
| 158+09 | 2 | 12 | 8 | 10.67 | | |
| 160+89 | 2 | 12 | 30 | 40.00 | | |
| 160+96 | 1 | 12 | 13 | 17.33 | | |
| 163+89 | 2 | 12 | 15 | 20.00 | | |
| 163+96 | 1 | 12 | 7 | 9.33 | | |
| 167+49 | 1 | 12 | 29 | 38.67 | 1 RRPM | |
| 167+56 | 2 | 12 | 11 | 14.67 | | |
| 181+03 | 2 | 12.3 | 10 | 13.67 | STRUCTURE | |
| 190+35 | 2 | 12.3 | 11 | 15.03 | | |
| 194+44 | 1 | 12.3 | 6 | 8.20 | | |
| 196+68 | 1 | 6 | 6 | 4.00 | | |
| 196+96 | 1 | 7 | 7 | 5.44 | | |
| 200+80 | 1 | 11.9 | 15 | 19.83 | LOOP 6X6 | |
| 200+80 | 2 | 12.3 | 15 | 20.50 | LOOP 6X6 | |
| 200+80 | 3 | 12 | 15 | 20.00 | LOOP 6X6 | |

| CODE NUMBER | | | |
|-------------|---|-------------------------|---------------------------------------|
| 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | | |
| | <u>STATION</u> | <u>QUANTITY</u> | |
| | 301+80 LT | 14.4 | Elm |
| | 313+70 LT | 12.8 | Elm |
| | | 27.2 UNITS | |
| 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | | |
| | <u>STATION</u> | <u>QUANTITY</u> | |
| | 313+60 LT | 16.2 | Elm |
| | Total | 16.2 UNITS | |
| 20101350 | TREE PRUNING (OVER 10 INCH DIAMETER) | | |
| | <u>STATION</u> | <u>QUANTITY</u> | |
| | 302+15 LT | 2 | 14.8, 14.5 Elm |
| | 303+00 LT | 1 | 14.5 Elm |
| | 310+10 LT | 1 | Hawthorn |
| | 367+60 RT | 1 | Mulberry |
| | | 5 EA | |
| X2010100 | TREE LIMB REMOVAL (4 - 10 INCHES DIAMETER) | | |
| | <u>STATION</u> | <u>QUANTITY</u> | |
| | 255+50LT | 3 EA | Elm Over/Blocking traffic Mast |
| X2010350 | TREE REMOVAL, ACRES (SPECIAL) | | |
| | <u>STATION</u> | <u>QUANTITY SQ. FT.</u> | |
| | 285+80 to 288+45 LT | 3675 | 15'*245' |
| | 290+00 to 293+15 LT | 3150 | avg 10'*315' |
| | 294+60 to 301+00 LT | 10880 | 17'*640' |
| | 305+80 to 309+40 LT | 6120 | 18'*340' |
| | 310+75 to 311+20 LT | 450 | 10'*45' |
| | 312+00 to 313+40 LT | 2100 | 15'*140' |
| | 315+40 to 317+80 LT | 3600 | 15'*240' |
| | 318+20 to 324+80 LT | 7920 | 12'*660' |
| | 324+70 to 324+80 RT | 100 | 10'*10' |
| | 325+40 to 326+20 RT | 1600 | 20'*80' |
| | 325+65 to 327+40 LT | 2625 | 15'*175' |
| | 327+40 to 330+30 LT | 2320 | 8'*290' |
| | 339+40 to 346+00 LT | 9900 | 15'*660' |
| | 346+00 to 349+10 LT | 1550 | 5'*310' |
| | 315+20 to 354+00 LT | 1400 | 5'*280' |
| | 345+00 to 355+80 LT | 2700 | 15'*180' |
| | 355+80 to 359+00 | 1600 | 5'*320' |
| | 406+10 to 410+10 | 2000 | 5'*400' |
| | 410+10 to 411+20 | 1520 | 19' *80' |
| | 412+30 to 413+00 LT | 2500 | 75' to river from Guardrail at 413+00 |
| | 413+00 to 416+00 LT | 1500 | 5'*300' |
| | Total Sq Ft | 69210 | |
| | 69210/43560= | 1.589 ACRE | |
| X2010400 | STUMP REMOVAL ONLY | | |
| | <u>STATION</u> | <u>QUANTITY</u> | |
| | To be used as needed in Clearing areas | | 150 UNITS |

| 25000210 | SEEDING, CLASS 2A | | |
|----------|--------------------------|-------------------------|---------------------------------------|
| | <u>STATION</u> | <u>QUANTITY SQ. FT.</u> | |
| | 285+80 to 288+45 LT | 4900 | 20'*245 |
| | 290+00 to 293+15 LT | 5670 | avg 18'*315' |
| | 294+60 to 301+00 LT | 12800 | 20'*640' |
| | 305+80 to 309+40 LT | 6800 | 20'*340' |
| | 310+75 to 311+20 LT | 900 | 20'*45' |
| | 312+00 to 313+40 LT | 2800 | 20'*140* |
| | 315+40 to 317+80 LT | 4800 | 20'*240' |
| | 318+20 to 324+80 LT | 13200 | 20'*660' |
| | 324+70 to 324+80 RT | 100 | 10'*10' |
| | 325+40 to 326+20 LT | 1600 | 20'*80' |
| | 325+60 to 330+30 LT | 7050 | 15'*470 |
| | 339+40 to 349+10 LT | 19400 | 20'*970' |
| | 351+20 to 359+00 LT | 15600 | |
| | 406+10 to 410+10 LT | 2000 | 5'*400' |
| | 410+10 to 411+20 LT | 1520 | 19' *80' |
| | 412+30 to 413+00 LT | 2500 | 75' to river from Guardrail at 413+00 |
| | 413+00 to 416+00 LT | 1500 | 5'*300' |
| | Total Sq Ft | 103140 | |
| | 103140/43560= | 2.368 ACRE | |

LEGEND

- ① EXIST. P.C.C. PAVEMENT ± 10"
- ② EXIST. HOT-MIX ASPHALT BASE COURSE VARIOUS
- ③ EXIST. HOT-MIX ASPHALT PAVEMENT AFTER MILLING ± 4"
- ④ EXIST. COMBINATION CONC. CURB AND GUTTER
- ⑤ EXIST. AGGREGATE SUBGRADE
- **⑤A PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ⑥ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑦ PROP. POLYMERIZED HMA BINDER COURSE, IL-4.75, N50, 3/4"
- ⑧ PROP. POLYMERIZED HMA SURFACE COURSE, MIX "E", N70, IL-9.5, 1 3/4"
- ⑨ PROP. MEDIAN REMOVAL PARTIAL DEPTH



US 45 / IL 21 (DES PLAINES RIVER RD.)
EXISTING TYPICAL SECTION
 Sta. 13+85 to Sta. 202+94

****MEDIAN RESURFACING**

STA. 168+00 TO STA. 174+00
 STA. 187+00 TO STA. 190+00
 -PROP. HMA SURFACE REMOVAL - 2"
 -PROP. HMA SURFACE COURSE, MIX "D", IL- 9.5, N50, 2"

THE CONTRACTOR SHALL MILL FIRST THEN CLASS D PATCH

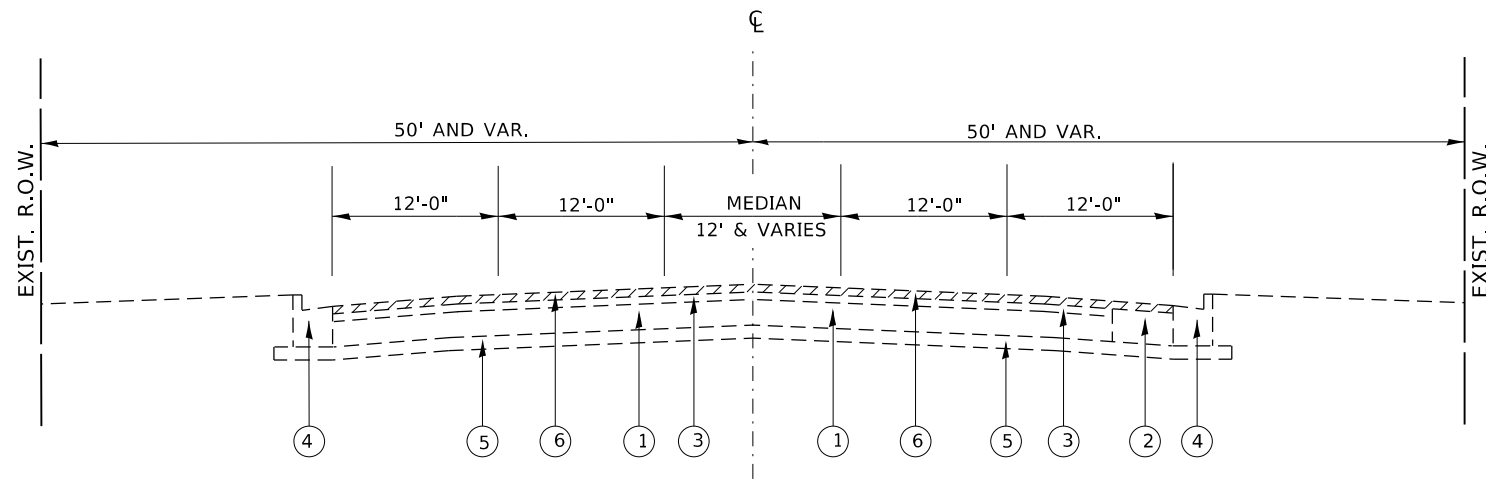
| MIXTURE REQUIREMENTS | | QUALITY MANAGEMENT PROGRAM (QMP) |
|---|---------------------|----------------------------------|
| MIXTURE USES | VOIDS @ %ides | |
| PAVEMENT RESURFACING(INCLUDING SHOULDER) | | |
| POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70 (IL 9.5 mm) | 4% AT 70 GYR. | PFP |
| POLYMERIZED HMA BINDER COURSE, IL-4.75, N50, 3/4" | 3.5% AT 50 GYR. | QCP |
| PATCHING | | |
| CLASS D PATCHES (HMA BINDER, IL-19.0) | 4% AT 70 GYR. | QC/QA |
| MEDIAN | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm) | 4% AT 50 GYR. | QC/QA |
| DRIVEWAYS | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm); 2" | 4% AT 50 GYR. | QC/QA |
| HMA BASE COURSE (HMA BINDER IL-19mm); PE-6" or CE-8" | 4% AT 50 GYR. | QC/QA |
| QMP Designation: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP) | | |

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/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 DISTRICT ONE SPECIAL PROVISIONS.
 FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

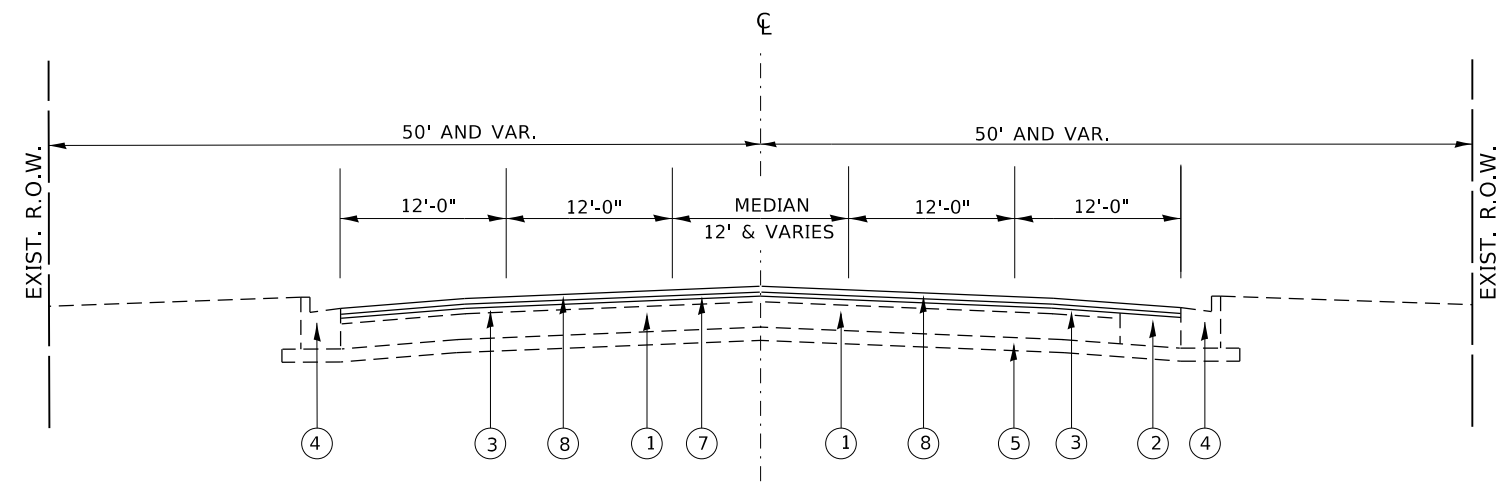
QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

| | | | | | | | | | | | |
|---|---------------------|------------|-----------|---|---|--------------------|----------------|--------|--------------|-----------|----|
| FILE NAME = | USER NAME = abebawa | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12) TYPICAL CROSS SECTIONS | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| px:\planroom.dot\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\123520\123520\Design\123520-sht-plan.dgn | | CHECKED - | REVISED - | | | 330 | 2019-118-R5&SW | COOK | 52 | 9 | |
| Default | | DATE - | REVISED - | | | CONTRACT NO. 62J68 | | | | | |
| | | | | | | SCALE: | SHEET | OF | SHEETS | STA. | TO |

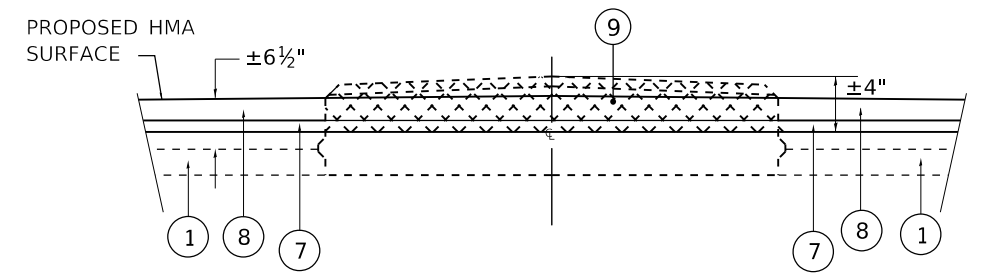


US 45 / IL 21 (DES PLAINES RIVER RD.)
EXISTING TYPICAL SECTION
 Sta. 202 + 94 to Sta. 427 + 08

- LEGEND**
- ① EXIST. P.C.C. PAVEMENT ± 10"
 - ② EXIST. HOT-MIX ASPHALT BASE COURSE VARIOUS
 - ③ EXIST. HOT-MIX ASPHALT PAVEMENT AFTER MILLING ± 4"
 - ④ EXIST. COMBINATION CONC. CURB AND GUTTER
 - ⑤ EXIST. AGGREGATE SUBGRADE
 - ** 5A PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
 - ⑥ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
 - ⑦ PROP. POLYMERIZED HMA BINDER COURSE, IL-4.75, N50, 3/4"
 - ⑧ PROP. POLYMERIZED HMA SURFACE COURSE, MIX "E", N70, IL-9.5, 1 3/4"
 - ⑨ PROP. MEDIAN REMOVAL PARTIAL DEPTH



US 45 / IL 21 (DES PLAINES RIVER RD.)
EXISTING TYPICAL SECTION
 Sta. 202 + 94 to Sta. 427 + 08



CORRUGATED MEDIAN REMOVAL DETAIL
 STA. 232+45 TO STA. 234+00
 STA. 282+00 TO STA. 287+00
 STA. 291+00 TO STA. 295+19
 STA. 299+00 TO STA. 301+66

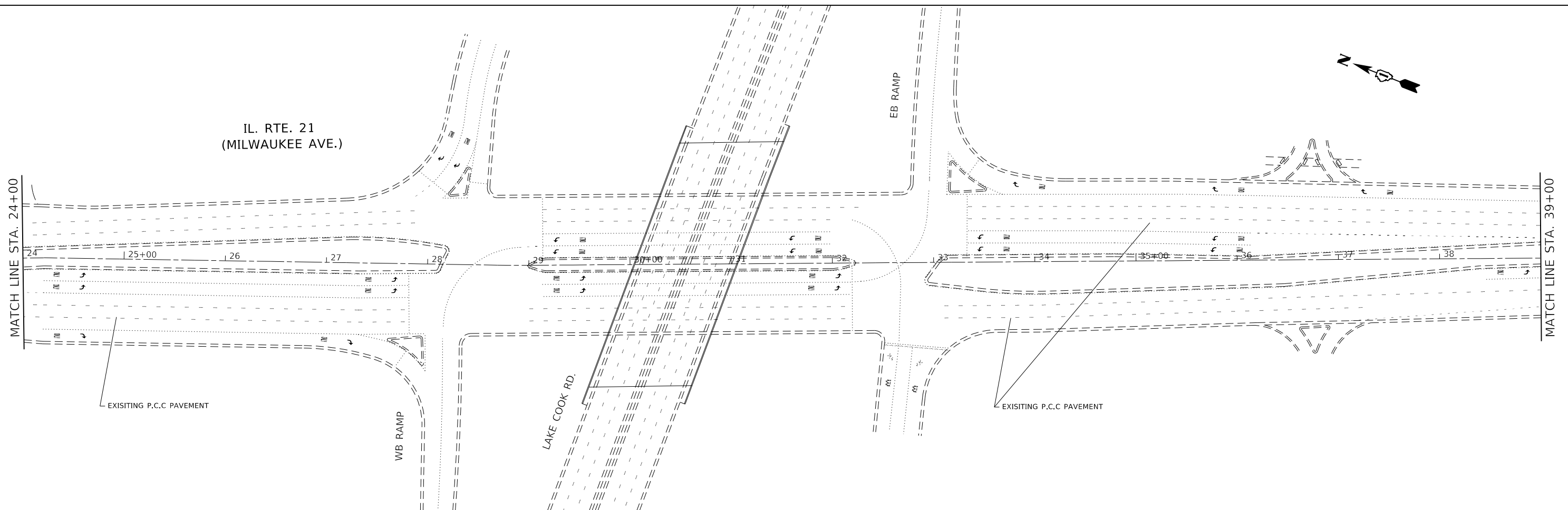
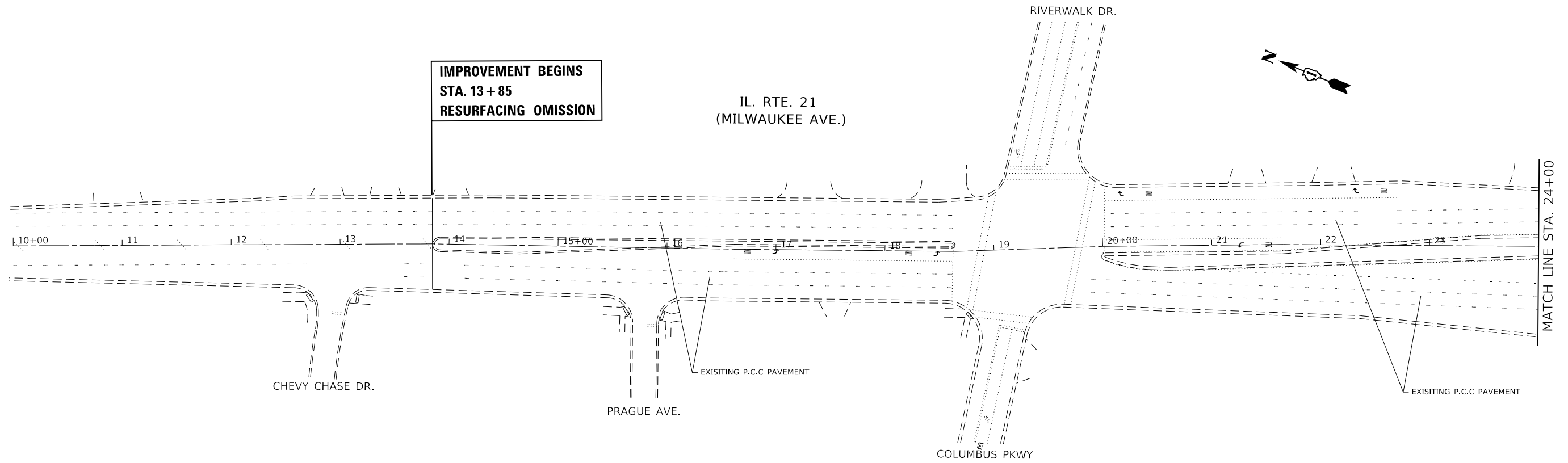
****MEDIAN RESURFACING**

STA. 168+00 TO STA. 174+00
 STA. 187+00 TO STA. 190+00
 -PROP. HMA SURFACE REMOVAL - 2"
 -PROP. HMA SURFACE COURSE, MIX "D", IL- 9.5, N50, 2"

THE CONTRACTOR SHALL MILL FIRST THEN CLASS D PATCH

NOTE:
 THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY HMA BINDER COURSE IL-4.75 N50

| | | | | | | | | | | | |
|-------------|---------------------|------------|-----------|---|--|---------------------------|----------------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = abebawa | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12) TYPICAL CROSS SECTIONS | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | | | | | | 330 | 2019-118-R5&SW | COOK | 52 | 10 | |
| | | | | | | CONTRACT NO. 62J68 | | | | | |
| | | | | | | ILLINOIS FED. AID PROJECT | | | | | |
| | | | | SCALE: | SHEET OF SHEETS | STA. | TO STA. | | | | |



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| | | |
|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 3/27/2020 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12)

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 11 |
| CONTRACT NO. 62168 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

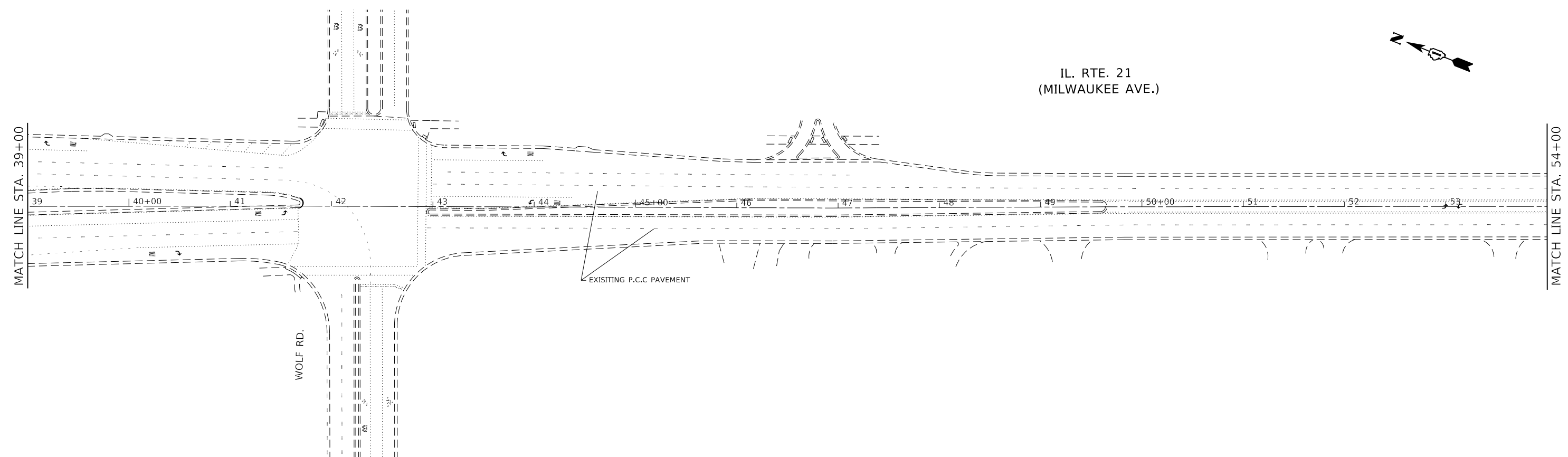
SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

IL. RTE. 21
(MILWAUKEE AVE.)



MATCH LINE STA. 39+00

MATCH LINE STA. 54+00

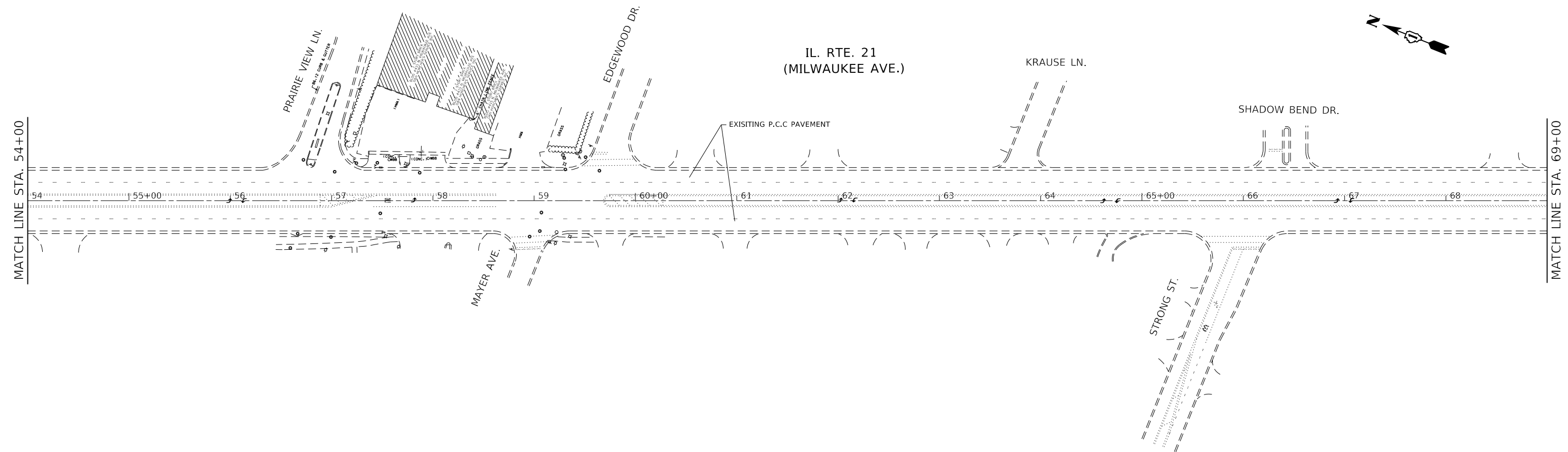


IL. RTE. 21
(MILWAUKEE AVE.)



MATCH LINE STA. 54+00

MATCH LINE STA. 69+00



MODEL: Default
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| | | |
|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| PLOT SCALE = 100,0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 3/27/2020 | DATE - | REVISED - |

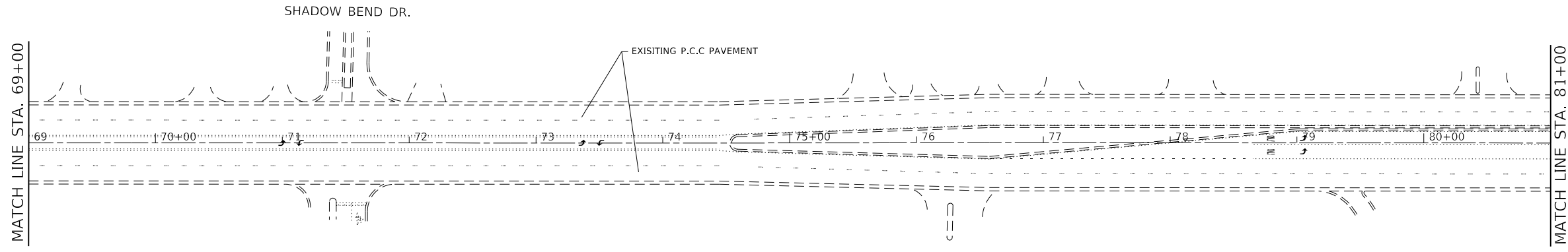
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN
U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12)

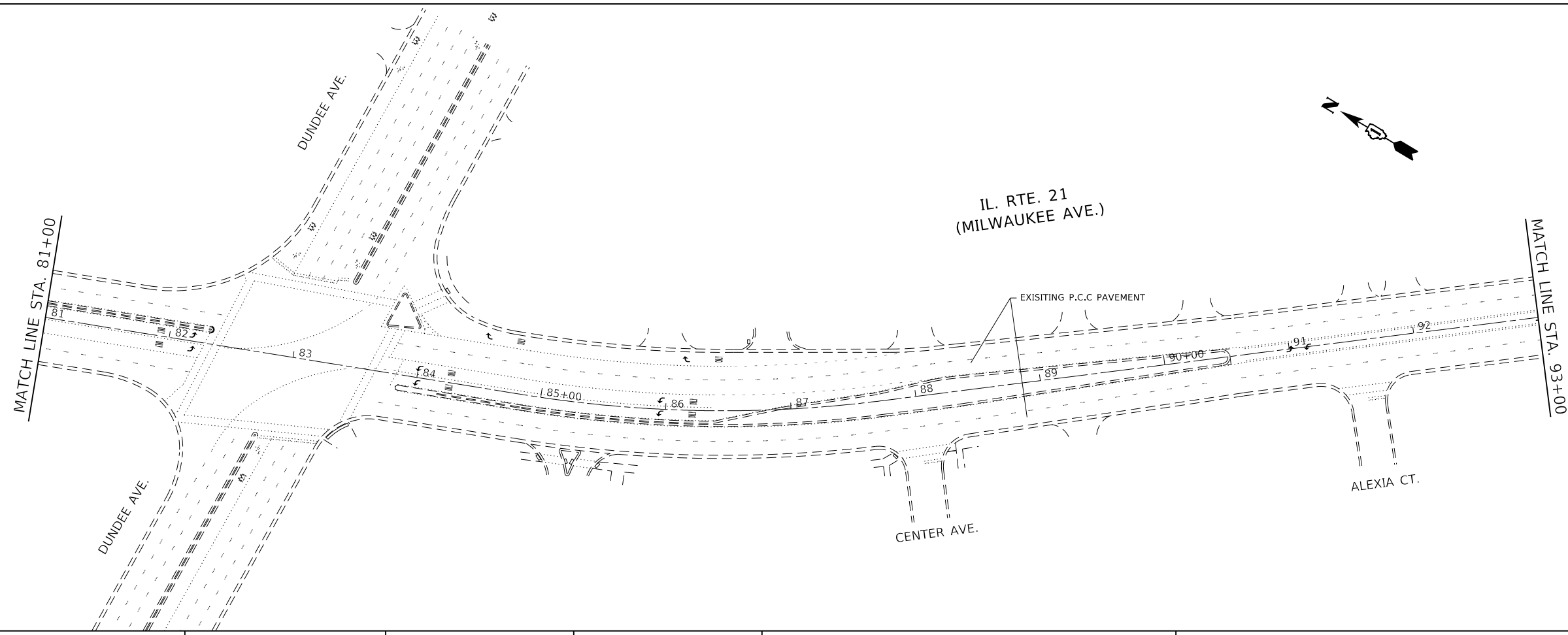
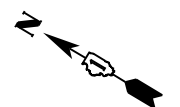
SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 12 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

IL. RTE. 21
(MILWAUKEE AVE.)



IL. RTE. 21
(MILWAUKEE AVE.)



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

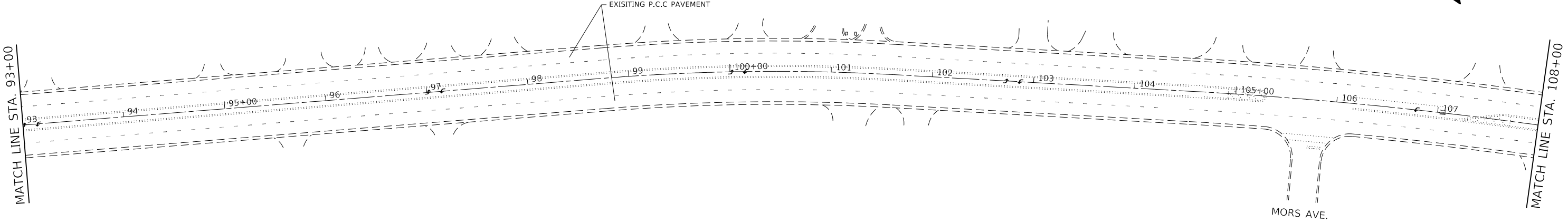
ROADWAY PLAN
U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12)
SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 13 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

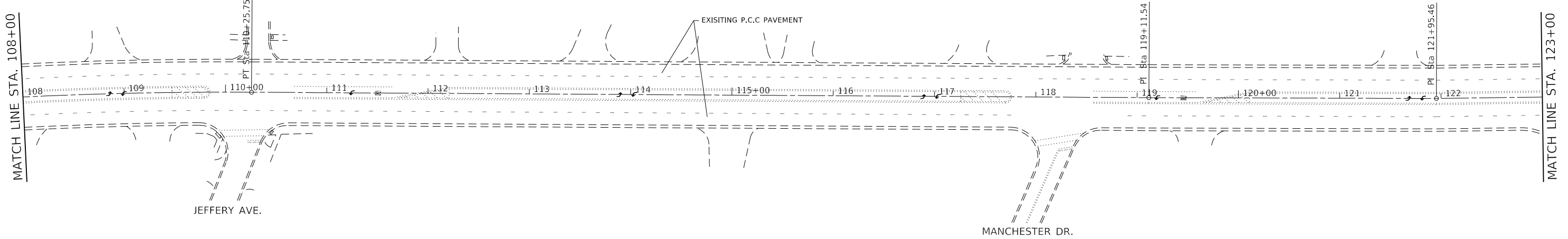
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|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| PLOT SCALE = 100,0000' / in. | DRAWN - | REVISED - |
| PLOT DATE = 3/27/2020 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

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PROJECT: 1232570\COOK\DATA\Design\1232570-sh-1-lan.dwg

IL. RTE. 21
(MILWAUKEE AVE.)



IL. RTE. 21
(MILWAUKEE AVE.)



MODEL: Default
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| | | |
|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| PLOT SCALE = 100.0000' / in. | DRAWN - | REVISED - |
| PLOT DATE = 3/27/2020 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

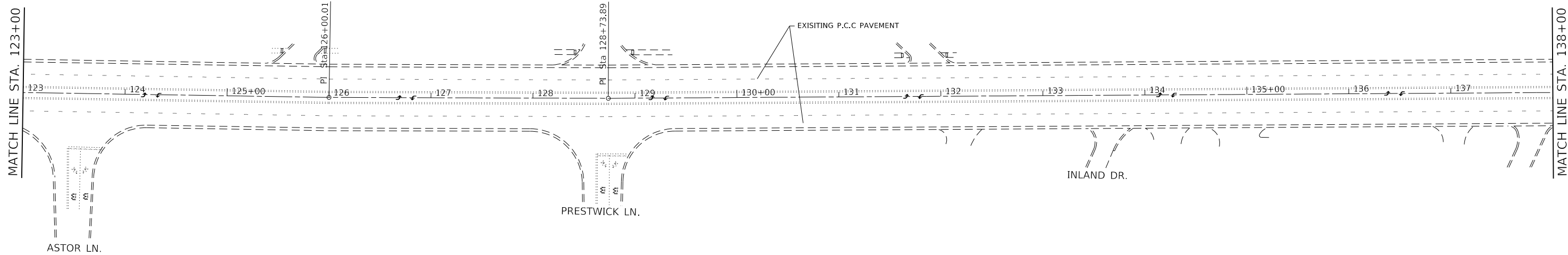
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---|-------|-----------|--------------|
| ROADWAY PLAN | | | |
| U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12) | | | |
| SCALE: 1"=50' | SHEET | OF SHEETS | STA. TO STA. |

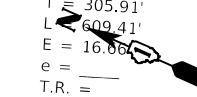
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|----------------|----------|------------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 14 |
| CONTRACT NO. 62J68 | | | | |
| | | ILLINOIS | FED. AID PROJECT | |



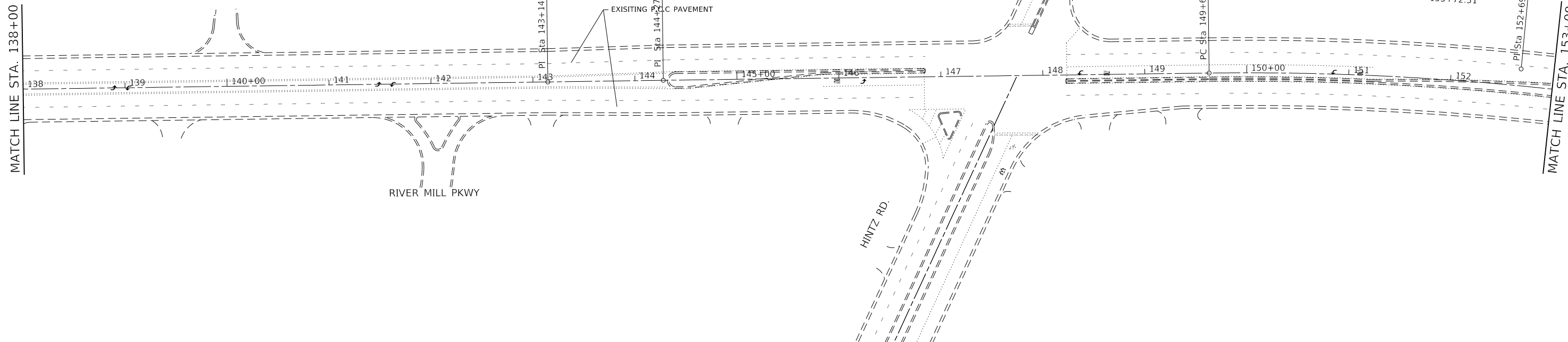
IL. RTE. 21
(MILWAUKEE AVE.)



EXIST. CURVE US45_EX_54
 PI STA. = 152+69.01
 $\Delta = 12^\circ 28' 13''$ (RT)
 $D = 2^\circ 02' 47''$
 $R = 2,800.00'$
 $T = 305.91'$
 $L = 609.41'$
 $E = 16.66'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 149+63.10$
 $P.T. STA. = 155+72.51$



IL. RTE. 21
(MILWAUKEE AVE.)



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|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 3/27/2020 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12)

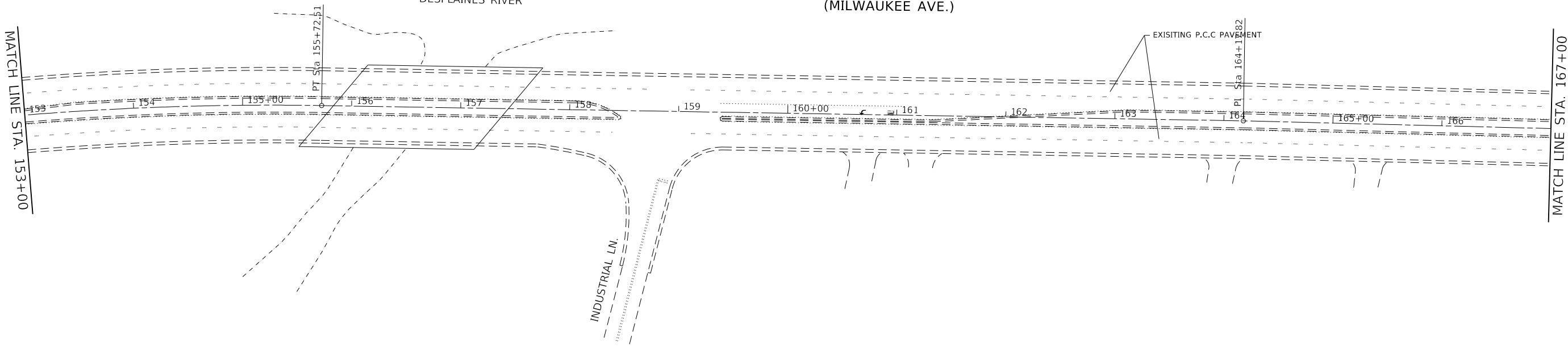
SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 15 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



IL. RTE. 21
(MILWAUKEE AVE.)

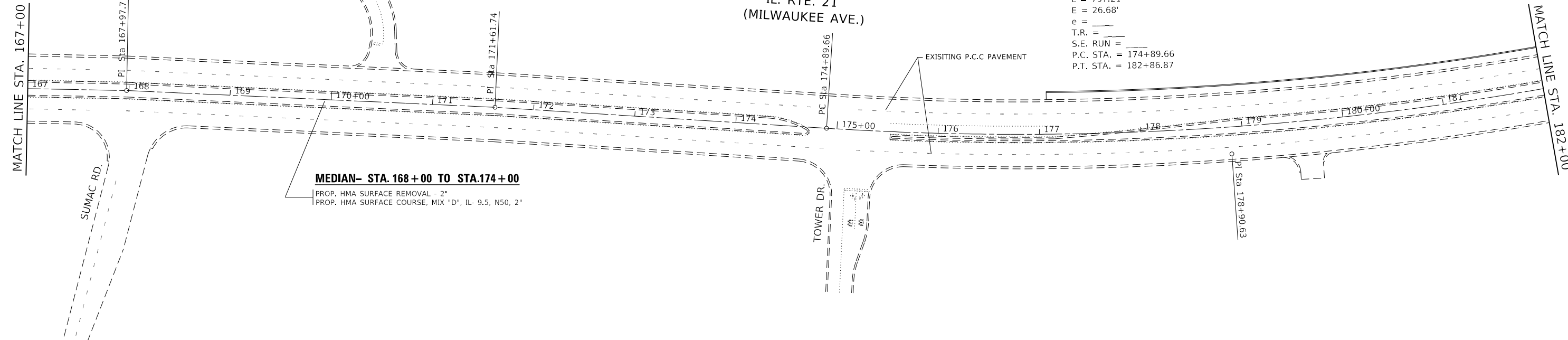
DESPLAINES RIVER



IL. RTE. 21
(MILWAUKEE AVE.)

EXIST. CURVE US45_EX_63
 PI STA. = 178+90.63
 $\Delta = 15^\circ 13' 32''$ (LT)
 D = $1^\circ 54' 35''$
 R = 3,000.00'
 T = 400.97'
 L = 797.21'
 E = 26.68'
 e = _____
 T.R. = _____
 S.E. RUN = _____
 P.C. STA. = 174+89.66
 P.T. STA. = 182+86.87

MEDIAN- STA. 168+00 TO STA.174+00
 PROP. HMA SURFACE REMOVAL - 2"
 PROP. HMA SURFACE COURSE, MIX "D", IL- 9.5, N50, 2"



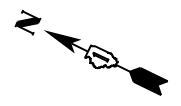
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| | | |
|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| PLOT SCALE = 100.0000' / in. | DRAWN - | REVISED - |
| PLOT DATE = 3/27/2020 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

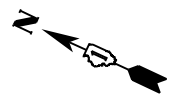
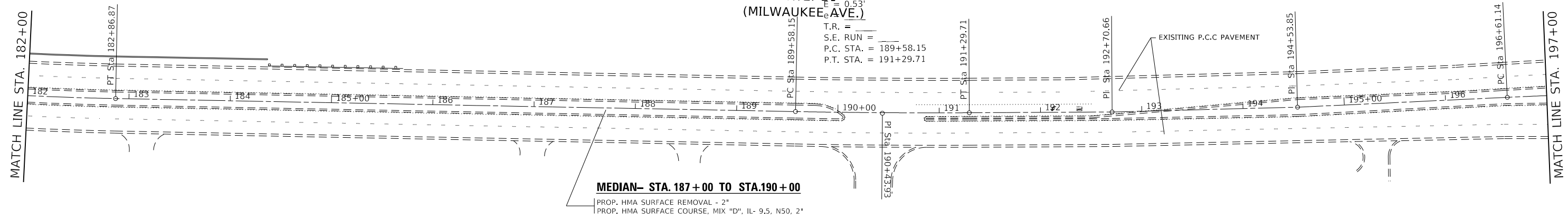
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
 U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12)
 SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

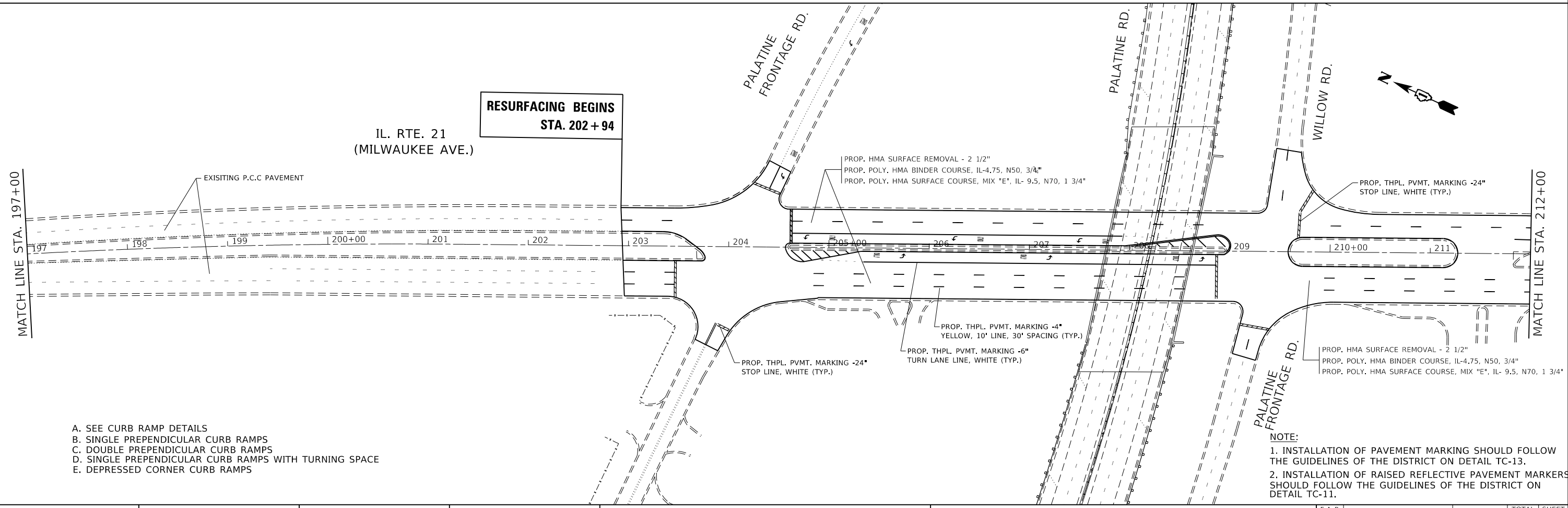
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 16 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



EXIST. CURVE US45_EX_66
 PI STA. = 190+43.93
 $\Delta = 1^\circ 24' 15''$ (LT)
 $D = 0^\circ 49' 07''$
 $R = 7,000.00'$
 $T = 85.79'$
 $E = 171.57'$
 $E_c = 0.53'$
 IL. RTE. 21
 (MILWAUKEE AVE.)
 T.R. = _____
 S.E. RUN = _____
 P.C. STA. = 189+58.15
 P.T. STA. = 191+29.71



**RESURFACING BEGINS
 STA. 202+94**



- A. SEE CURB RAMP DETAILS
- B. SINGLE PREPENDICULAR CURB RAMP
- C. DOUBLE PREPENDICULAR CURB RAMP
- D. SINGLE PREPENDICULAR CURB RAMP WITH TURNING SPACE
- E. DEPRESSED CORNER CURB RAMP

NOTE:
 1. INSTALLATION OF PAVEMENT MARKING SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-13.
 2. INSTALLATION OF RAISED REFLECTIVE PAVEMENT MARKERS SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-11.

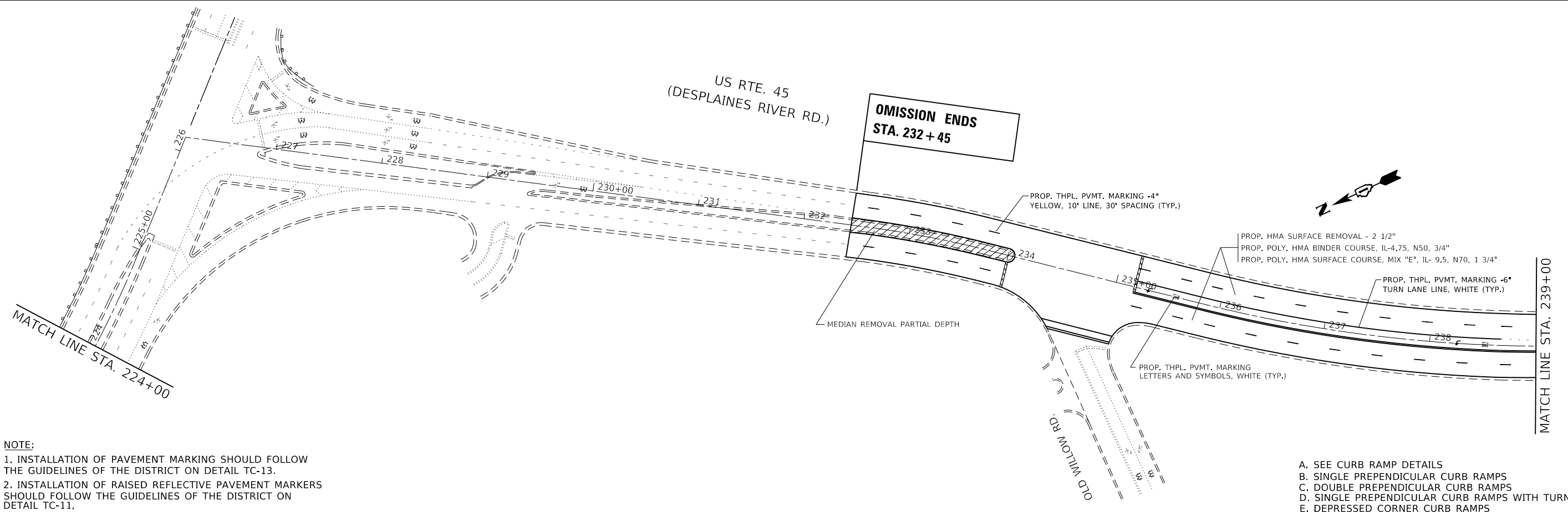
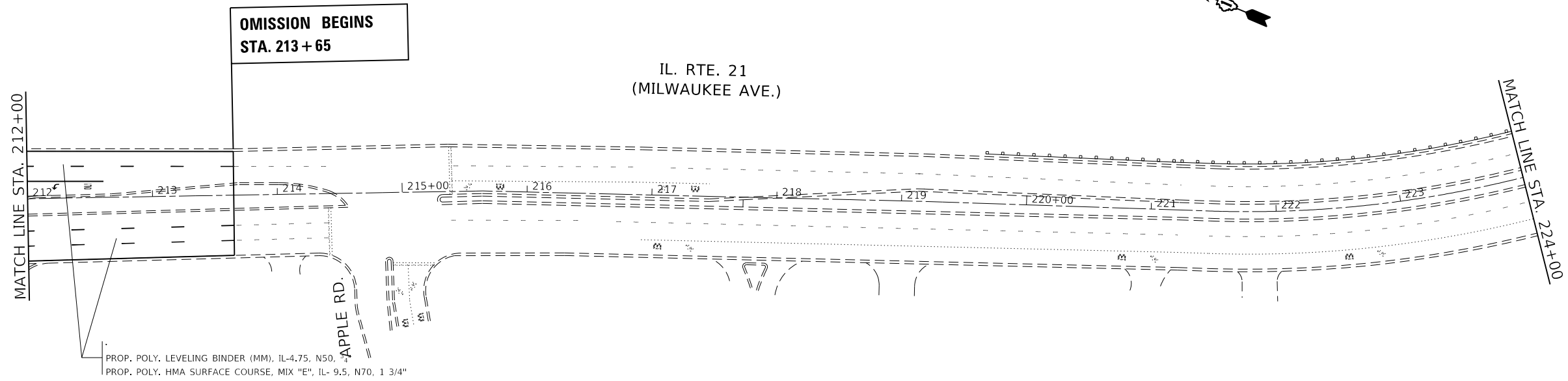
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| | | |
|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| PLOT SCALE = 100,0000' / in. | DRAWN - | REVISED - |
| PLOT DATE = 3/27/2020 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN
U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12)
 SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 17 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTE:

1. INSTALLATION OF PAVEMENT MARKING SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-13.
2. INSTALLATION OF RAISED REFLECTIVE PAVEMENT MARKERS SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-11.

- A. SEE CURB RAMP DETAILS
- B. SINGLE PREPENDICULAR CURB RAMP
- C. DOUBLE PREPENDICULAR CURB RAMP
- D. SINGLE PREPENDICULAR CURB RAMP WITH TURNING SPACE
- E. DEPRESSED CORNER CURB RAMP

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 DATE: 3/27/2020

| | | |
|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| PLOT SCALE = 100.0000' / in. | DRAWN - | REVISED - |
| PLOT DATE = 3/27/2020 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

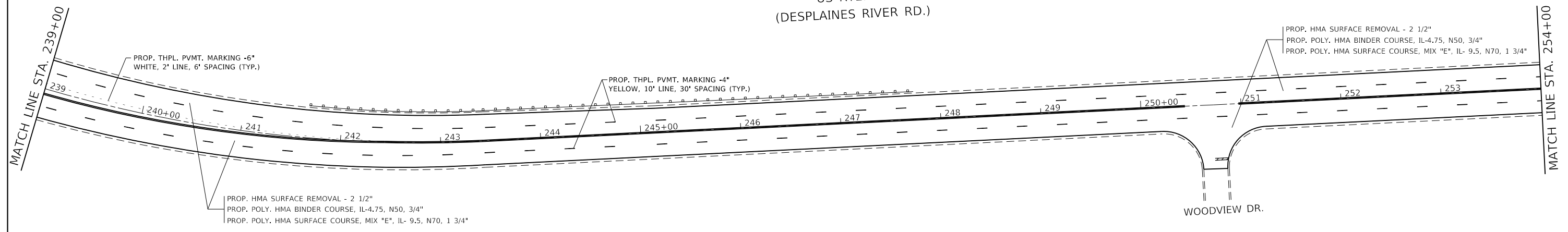
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|---|-------|-----------|--------------|
| ROADWAY PLAN | | | |
| U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12) | | | |
| SCALE: 1"=50' | SHEET | OF SHEETS | STA. TO STA. |

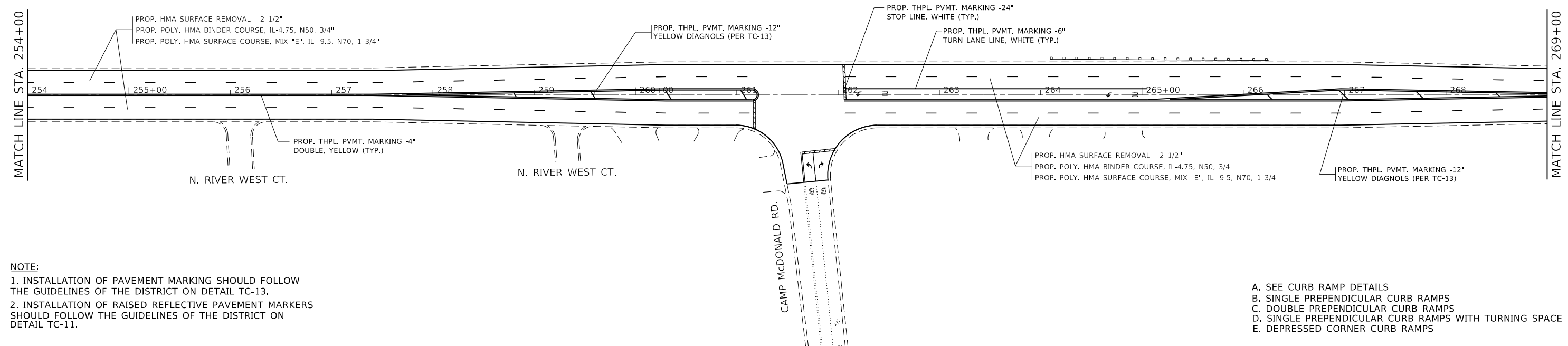
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|---------------------------|------------------------|-------------|-----------------|--------------|
| F.A.P. RTE. 330 | SECTION 2019-118-R5&SW | COUNTY COOK | TOTAL SHEETS 52 | SHEET NO. 18 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



US RTE. 45
(DESPLAINES RIVER RD.)



US RTE. 45
(DESPLAINES RIVER RD.)



NOTE:
 1. INSTALLATION OF PAVEMENT MARKING SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-13.
 2. INSTALLATION OF RAISED REFLECTIVE PAVEMENT MARKERS SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-11.

- A. SEE CURB RAMP DETAILS
- B. SINGLE PREPENDICULAR CURB RAMP
- C. DOUBLE PREPENDICULAR CURB RAMP
- D. SINGLE PREPENDICULAR CURB RAMP WITH TURNING SPACE
- E. DEPRESSED CORNER CURB RAMP

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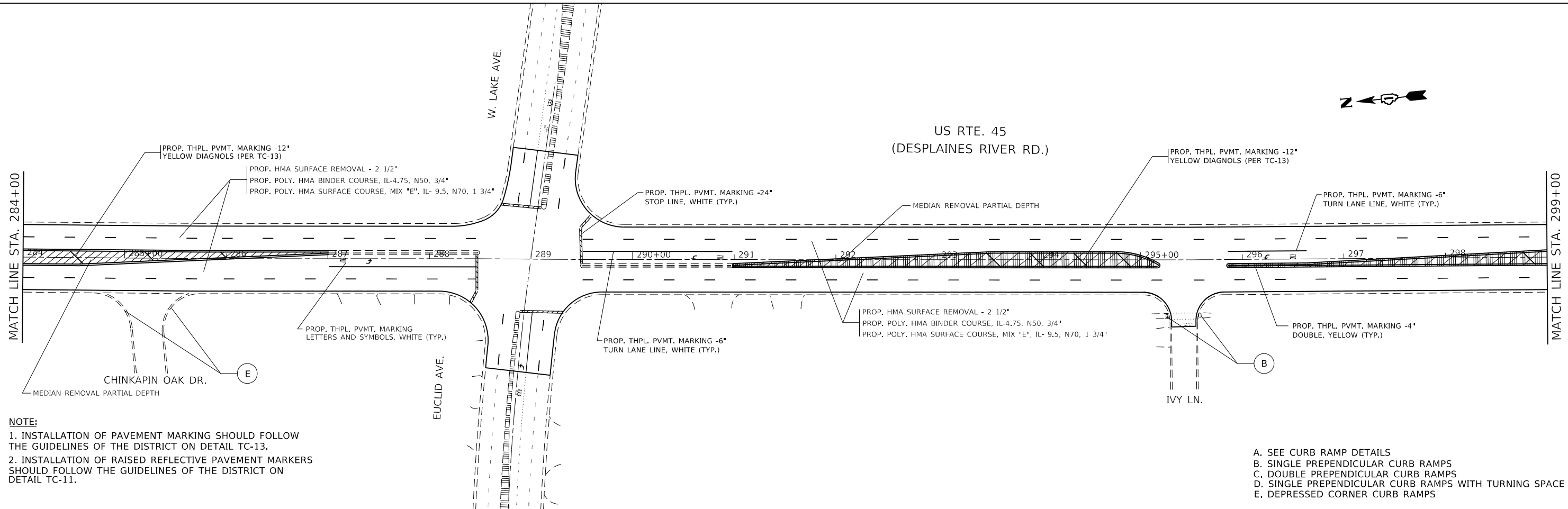
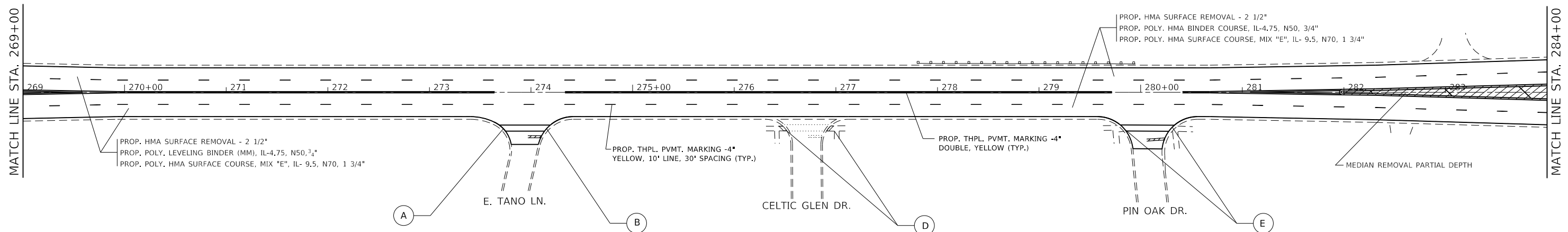
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|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| PLOT SCALE = 100.0000' / in. | DRAWN - | REVISED - |
| PLOT DATE = 3/27/2020 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| ROADWAY PLAN | | | |
|--|-------|-----------|--------------|
| U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12) | | | |
| SCALE: 1"=50' | SHEET | OF SHEETS | STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 19 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

US RTE. 45
(DESPLAINES RIVER RD.)



NOTE:
 1. INSTALLATION OF PAVEMENT MARKING SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-13.
 2. INSTALLATION OF RAISED REFLECTIVE PAVEMENT MARKERS SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-11.

- A. SEE CURB RAMP DETAILS
- B. SINGLE PREPENDICULAR CURB RAMP
- C. DOUBLE PREPENDICULAR CURB RAMP
- D. SINGLE PREPENDICULAR CURB RAMP WITH TURNING SPACE
- E. DEPRESSED CORNER CURB RAMP

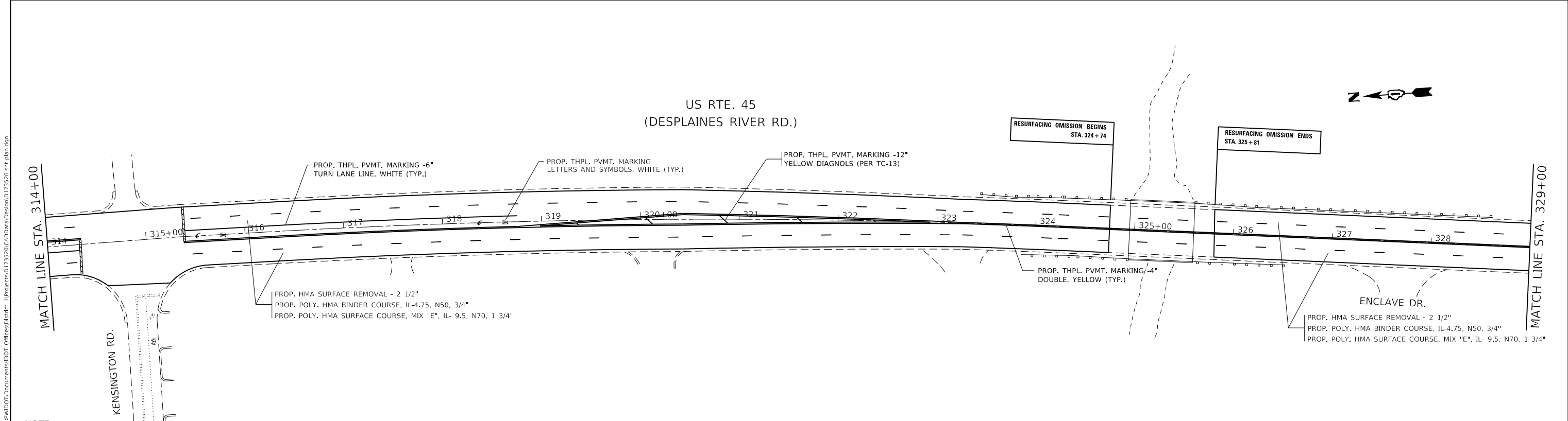
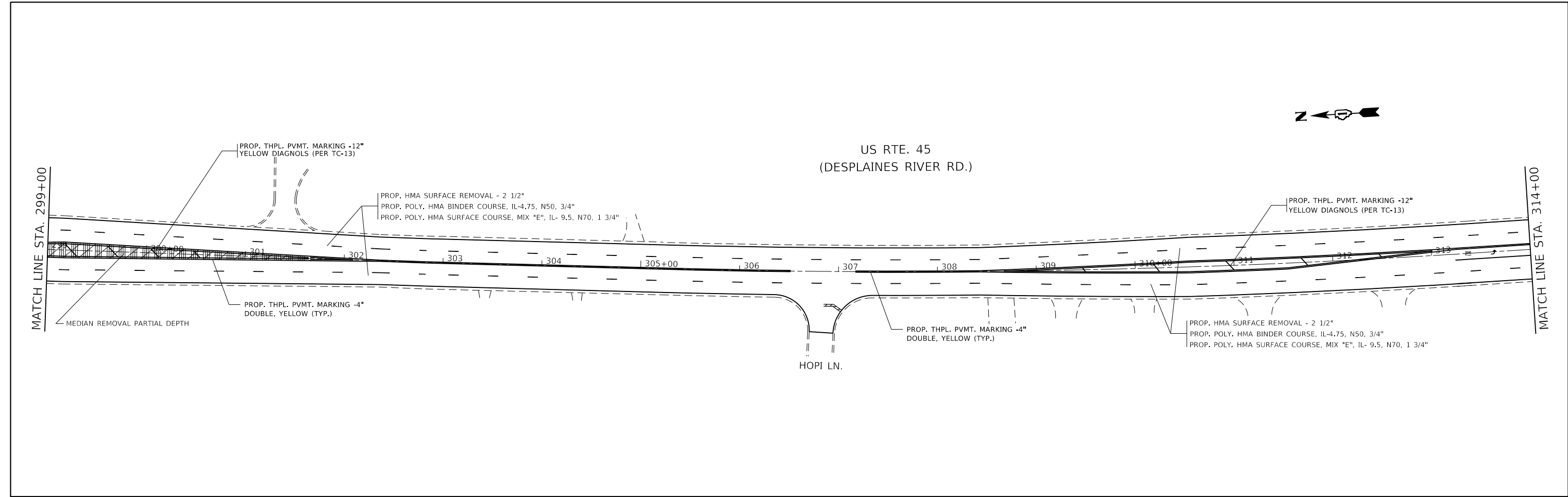
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| | | |
|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| PLOT SCALE = 100,0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 3/27/2020 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | |
|---|------------------------------|
| ROADWAY PLAN | |
| U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12) | |
| SCALE: 1"=50' | SHEET OF SHEETS STA. TO STA. |

| | | | | |
|---------------------------|------------------------|-------------|-----------------|--------------|
| F.A.P. RTE. 330 | SECTION 2019-118-R5&SW | COUNTY COOK | TOTAL SHEETS 52 | SHEET NO. 20 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



- NOTE:**
1. INSTALLATION OF PAVEMENT MARKING SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-13.
 2. INSTALLATION OF RAISED REFLECTIVE PAVEMENT MARKERS SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-11.

- A. SEE CURB RAMP DETAILS
- B. SINGLE PERPENDICULAR CURB RAMP
- C. DOUBLE PERPENDICULAR CURB RAMP
- D. SINGLE PERPENDICULAR CURB RAMP WITH TURNING SPACE
- E. DEPRESSED CORNER CURB RAMP

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| | | |
|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| PLOT SCALE = 100.0000' / in. | DRAWN - | REVISED - |
| PLOT DATE = 3/27/2020 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

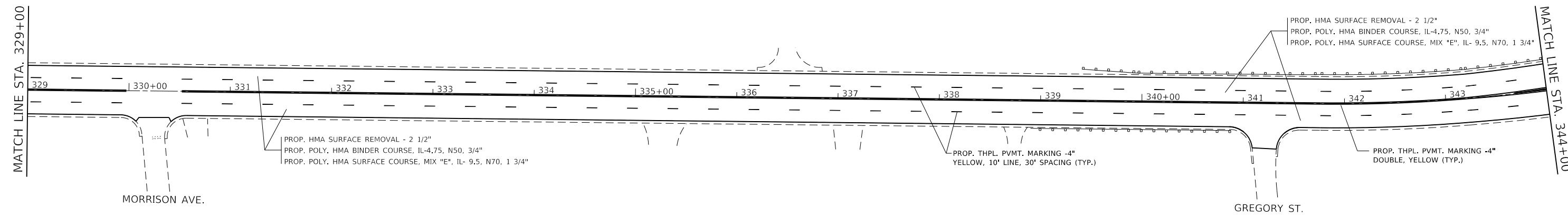
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12)**

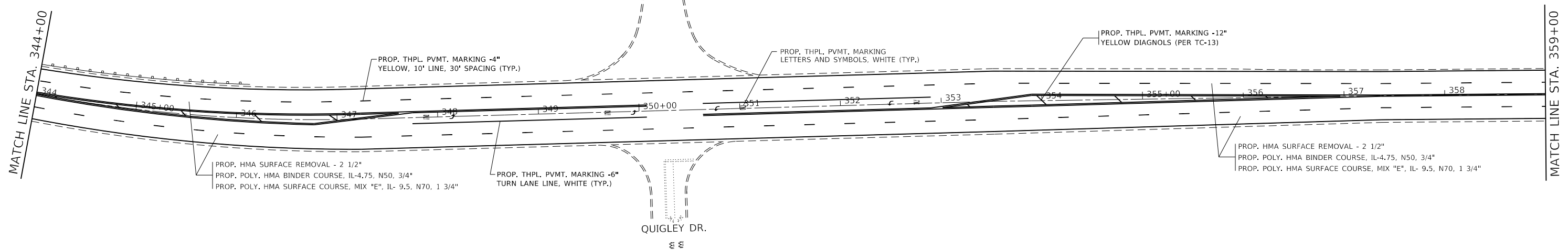
SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 21 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

US RTE. 45
(DESPLAINES RIVER RD.)



US RTE. 45
(DESPLAINES RIVER RD.)



NOTE:
 1. INSTALLATION OF PAVEMENT MARKING SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-13.
 2. INSTALLATION OF RAISED REFLECTIVE PAVEMENT MARKERS SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-11.

- A. SEE CURB RAMP DETAILS
- B. SINGLE PREPENDICULAR CURB RAMPS
- C. DOUBLE PREPENDICULAR CURB RAMPS
- D. SINGLE PREPENDICULAR CURB RAMPS WITH TURNING SPACE
- E. DEPRESSED CORNER CURB RAMPS

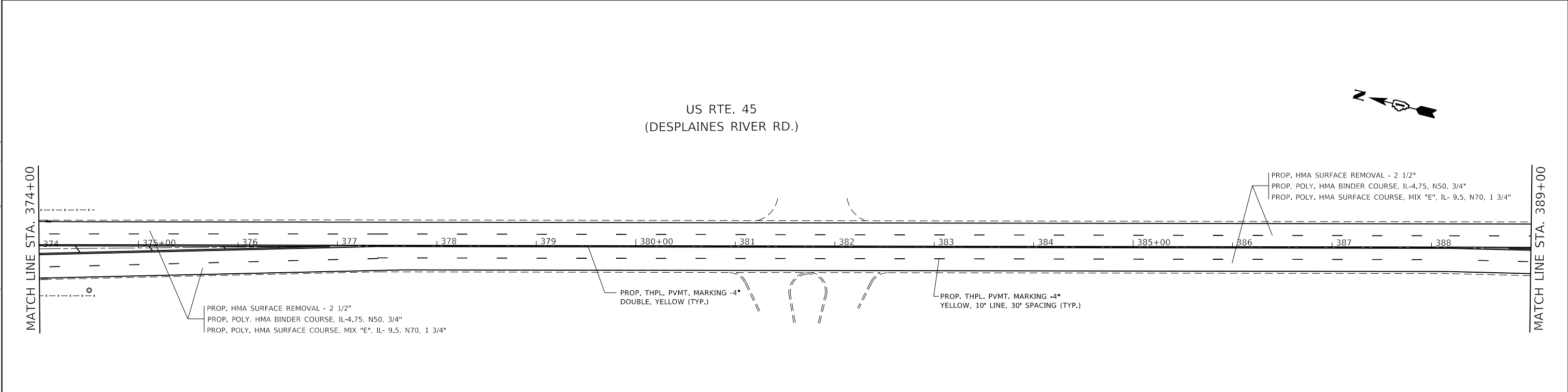
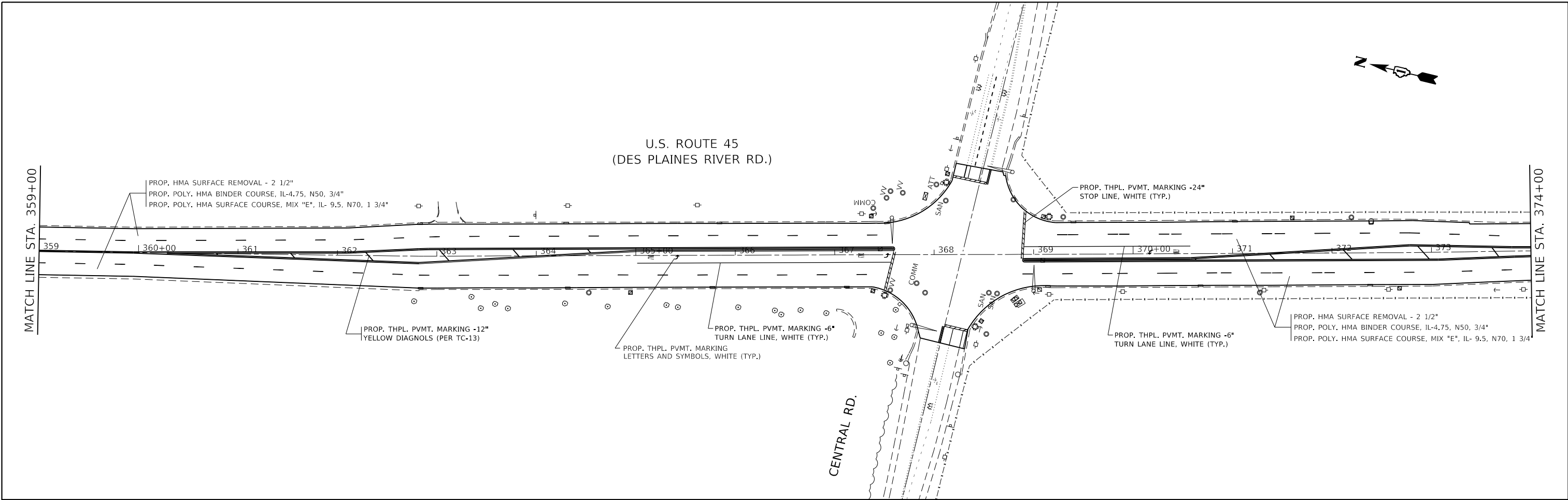
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|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| PLOT SCALE = 100.0000' / in. | DRAWN - | REVISED - |
| PLOT DATE = 3/27/2020 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN
U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12)
 SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 22 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTE:
 1. INSTALLATION OF PAVEMENT MARKING SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-13.
 2. INSTALLATION OF RAISED REFLECTIVE PAVEMENT MARKERS SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-11.

A. SEE CURB RAMP DETAILS
 B. SINGLE PREPENDICULAR CURB RAMP
 C. DOUBLE PREPENDICULAR CURB RAMP
 D. SINGLE PREPENDICULAR CURB RAMP WITH TURNING SPACE
 E. DEPRESSED CORNER CURB RAMP

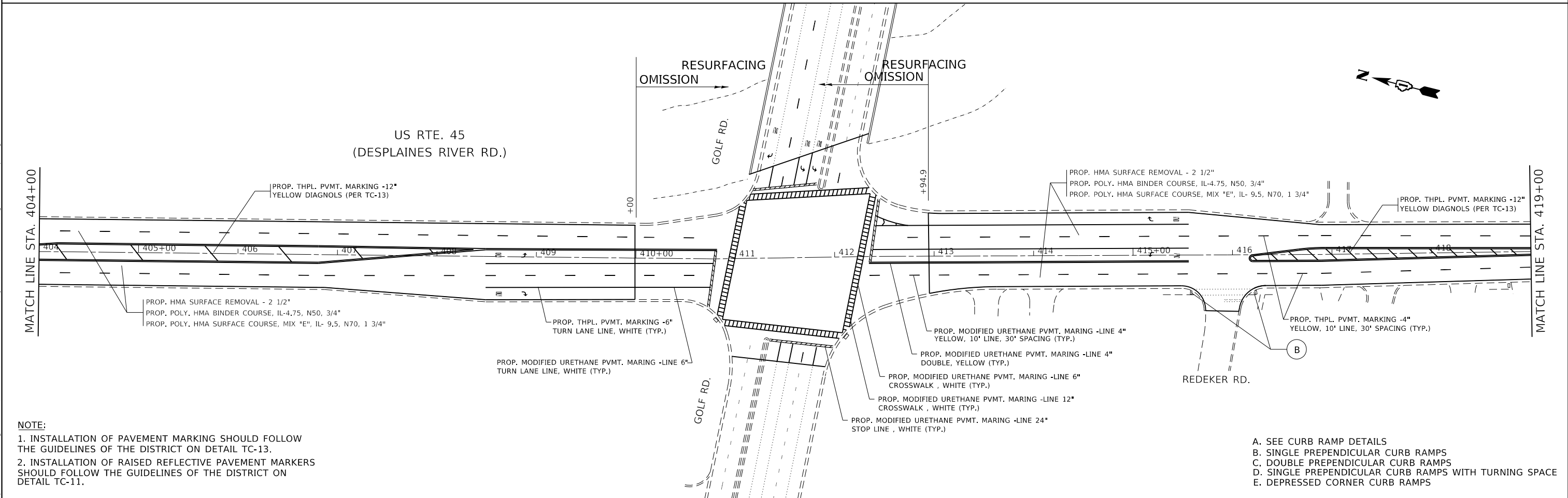
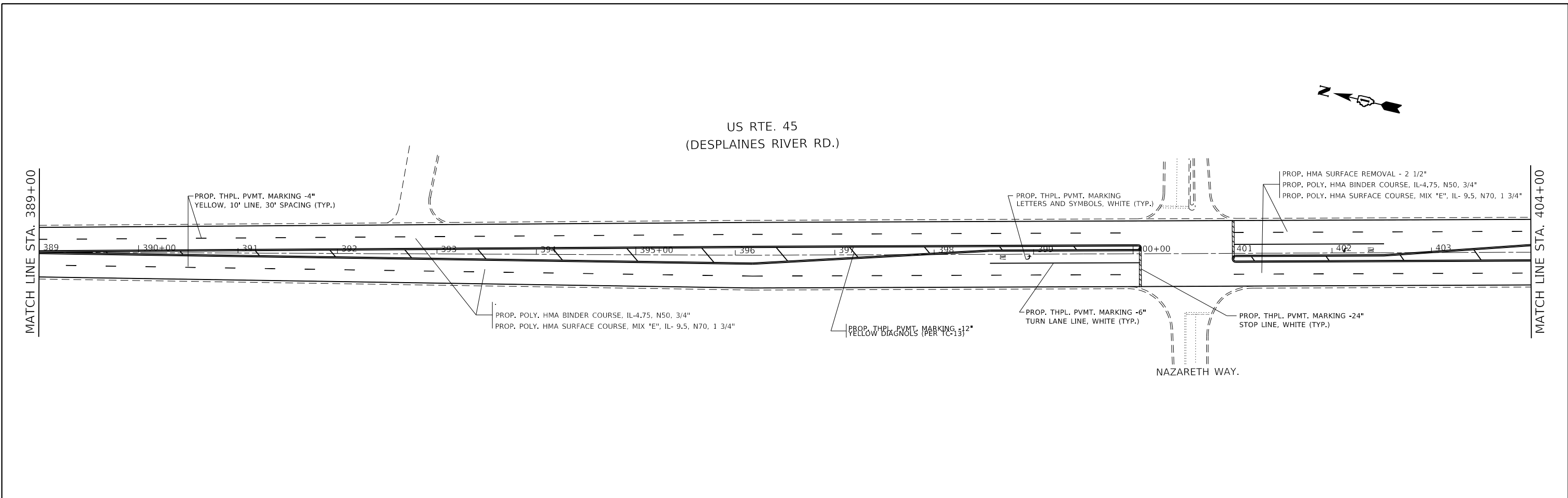
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 PROJECT: D:\Projects\1232570\CaddData\Design\1232570-sh-c-lan.dgn

| | | |
|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| PLOT SCALE = 100,0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 3/27/2020 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| | | | |
|---|-------|-----------|--------------|
| ROADWAY PLAN | | | |
| U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12) | | | |
| SCALE: 1"=50' | SHEET | OF SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|----------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 330 | 2019-118-R5&SW | COOK | 52 | 23 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTE:
 1. INSTALLATION OF PAVEMENT MARKING SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-13.
 2. INSTALLATION OF RAISED REFLECTIVE PAVEMENT MARKERS SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-11.

A. SEE CURB RAMP DETAILS
 B. SINGLE PREPENDICULAR CURB RAMP
 C. DOUBLE PREPENDICULAR CURB RAMP
 D. SINGLE PREPENDICULAR CURB RAMP WITH TURNING SPACE
 E. DEPRESSED CORNER CURB RAMP

MODEL: Default
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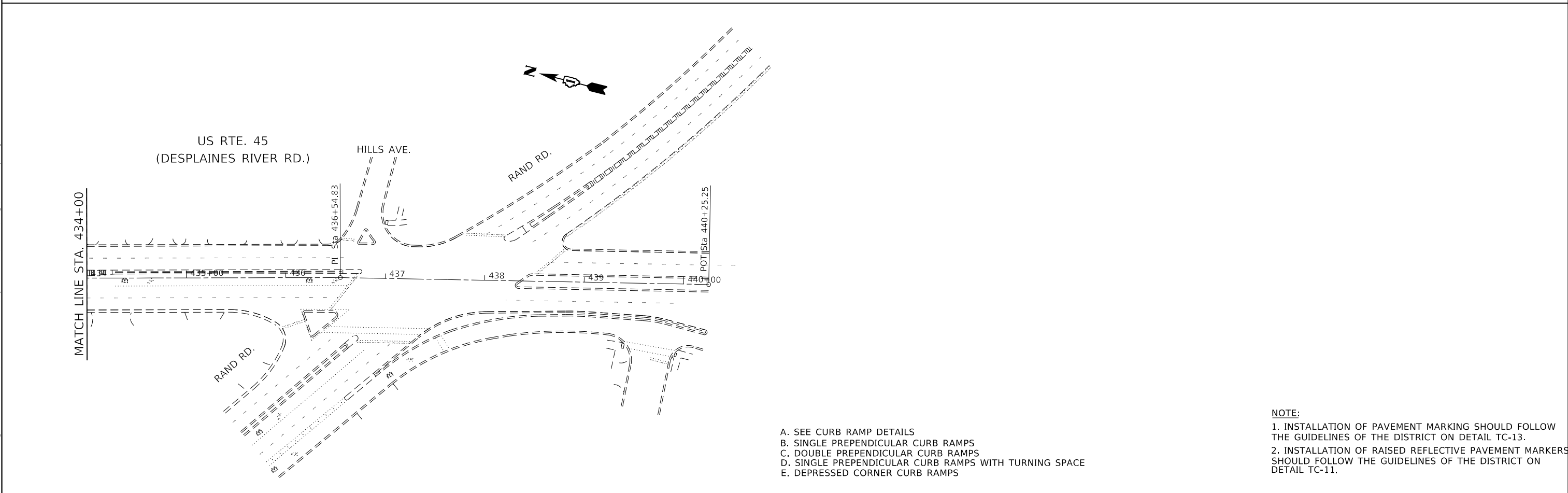
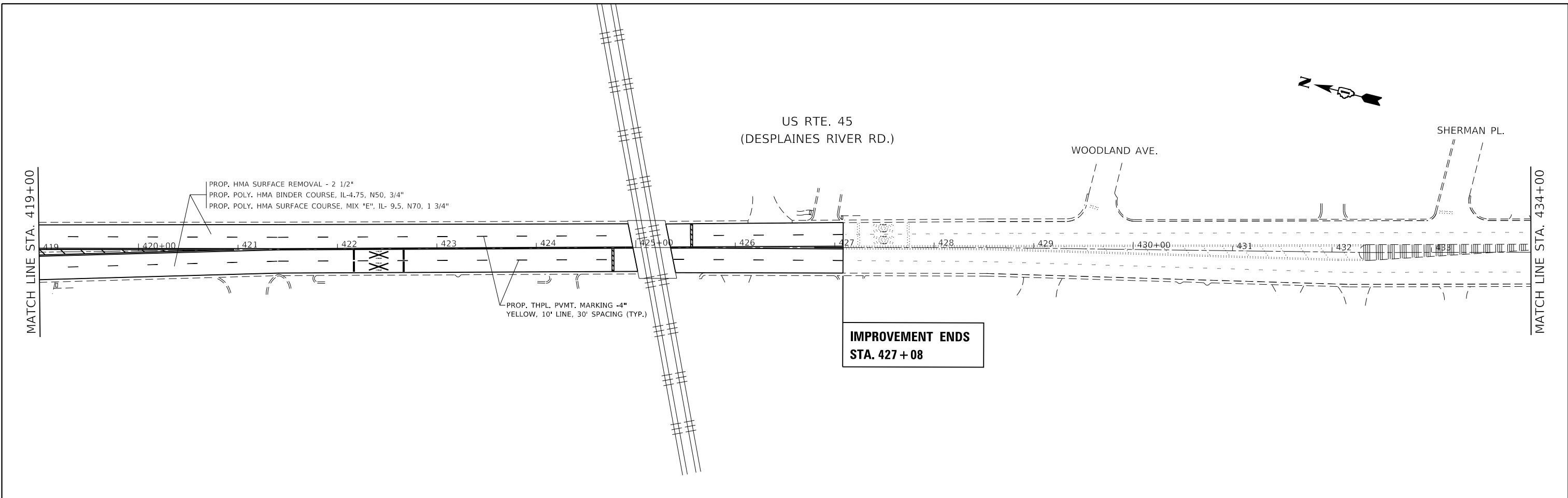
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|------------------------------|------------|-----------|
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| PLOT SCALE = 100,0000' / in. | DRAWN - | REVISED - |
| PLOT DATE = 3/27/2020 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12)

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------------|--------|--------------|-----------|
| 330 | 2019-118-R56-SW | COOK | 52 | 24 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



- A. SEE CURB RAMP DETAILS
- B. SINGLE PREPENDICULAR CURB RAMP
- C. DOUBLE PREPENDICULAR CURB RAMP
- D. SINGLE PREPENDICULAR CURB RAMP WITH TURNING SPACE
- E. DEPRESSED CORNER CURB RAMP

NOTE:
 1. INSTALLATION OF PAVEMENT MARKING SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-13.
 2. INSTALLATION OF RAISED REFLECTIVE PAVEMENT MARKERS SHOULD FOLLOW THE GUIDELINES OF THE DISTRICT ON DETAIL TC-11.

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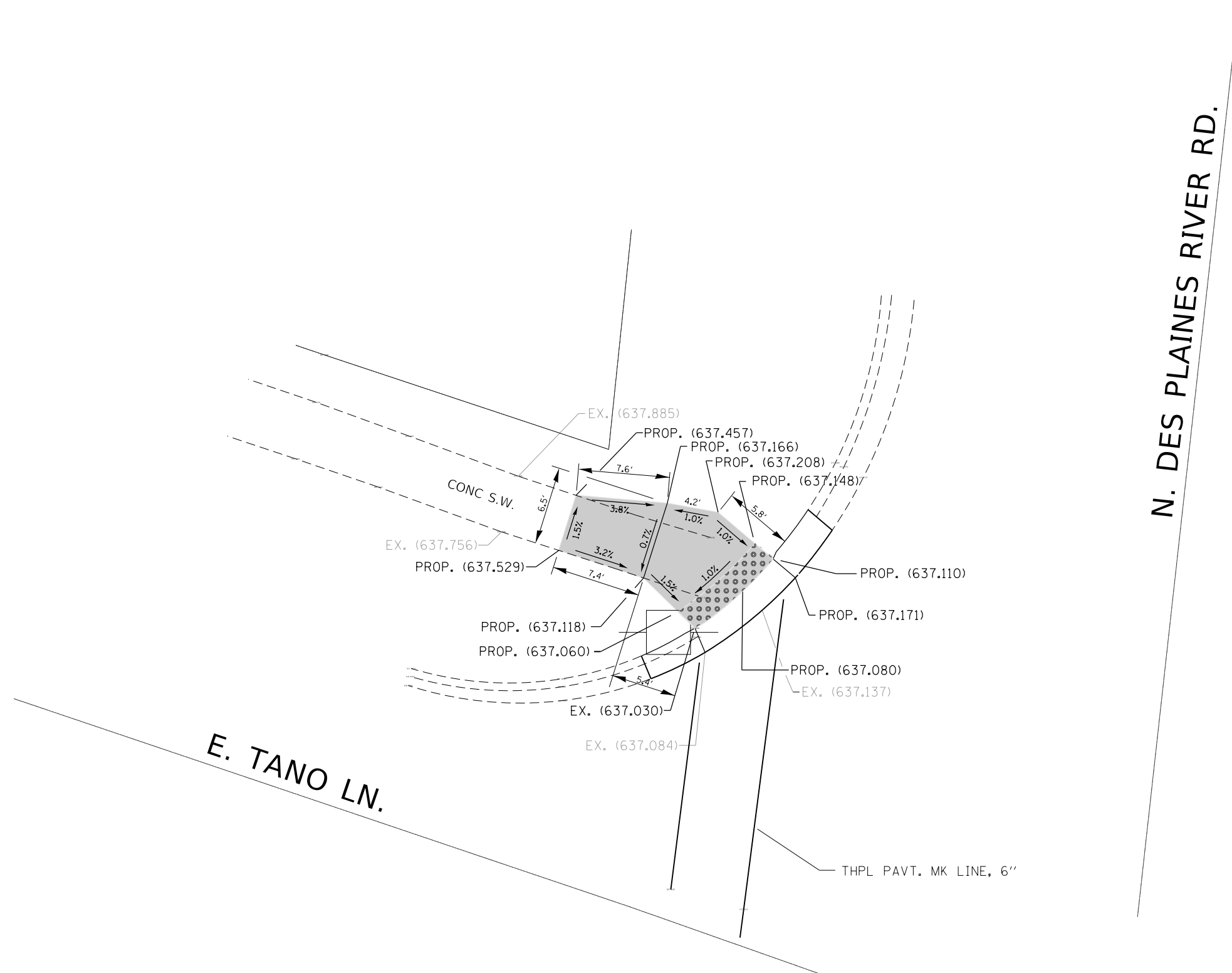
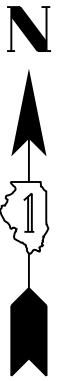
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| USER NAME = abebawa | DESIGNED - | REVISED - |
| PLOT SCALE = 100,0000 ' / in. | DRAWN - | REVISED - |
| PLOT DATE = 3/27/2020 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
 U.S. RTE. 45 / IL. RTE. 21 (LAKE COOK RD. - U.S. 12)**

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

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| | | | 52 | 25 |
| CONTRACT NO. | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



REFERENCE BENCHMARK ELEV. = 641.34
 BENCHMARK : "X" IN E. BOLT OF FIRE HYDRANT ON THE S. SIDE OF PIN OAK ± 100FT W. OF RIVER RD.
 LOCATION: ON NORTHEAST CORNER OF E. TANO LN. AND DES PLAINES RIVER RD.

LEGEND

| | | | |
|--------|--------------------------|--|---|
| xx.xx' | EXISTING LENGTH | | PROPOSED SIDEWALK |
| ==== | PROPOSED SIDE CURB | | DETECTABLE WARNINGS |
| () | EXISTING ELEVATION/SLOPE | | SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD |

REFERENCE BENCHMARK ELEV. = 641.34
 BENCHMARK : "X" IN E. BOLT OF FIRE HYDRANT ON THE S. SIDE OF PIN OAK ± 100FT W. OF RIVER RD.
 LOCATION: ON NORTHEAST CORNER OF E. TANO LN. AND DES PLAINES RIVER RD.

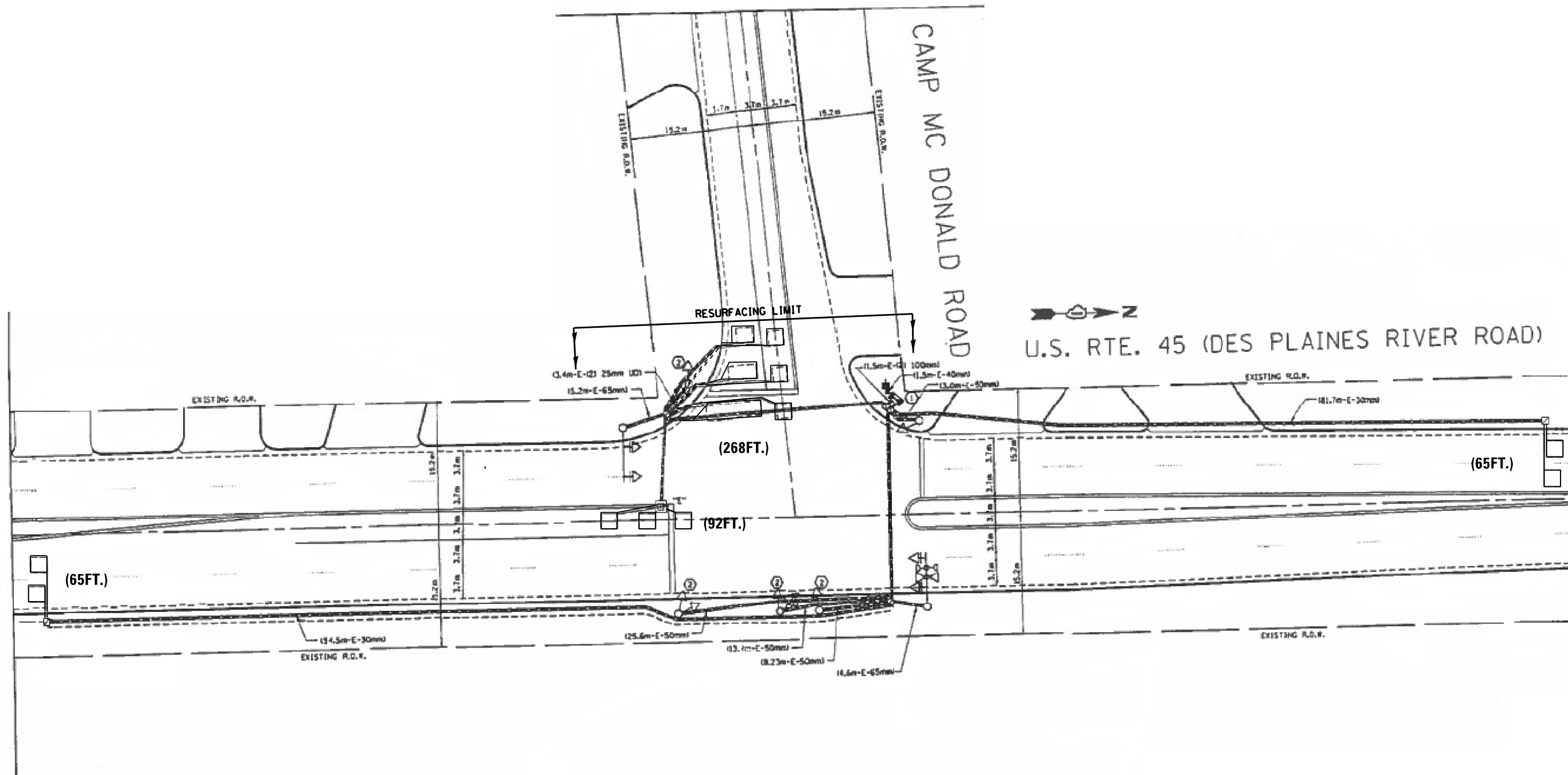
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|--|-----------------------------|------------|-----------|
| FILE NAME = | USER NAME = abebawa | DESIGNED - | REVISED - |
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| Default | PLOT SCALE = 10.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 3/24/2020 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SIDEWALK DETAIL A
 U.S. RTE. 45 AT E. TANO LN. AND DES PLAINES RIVER RD.**

SCALE: SHEET OF SHEETS STA. TO STA.

| | | | | |
|---------------------------|----------------|--------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 330 | 2019-118-RS&SW | COOK | 52 | 26 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 62J68 | |



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

| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 490 | FOOT |

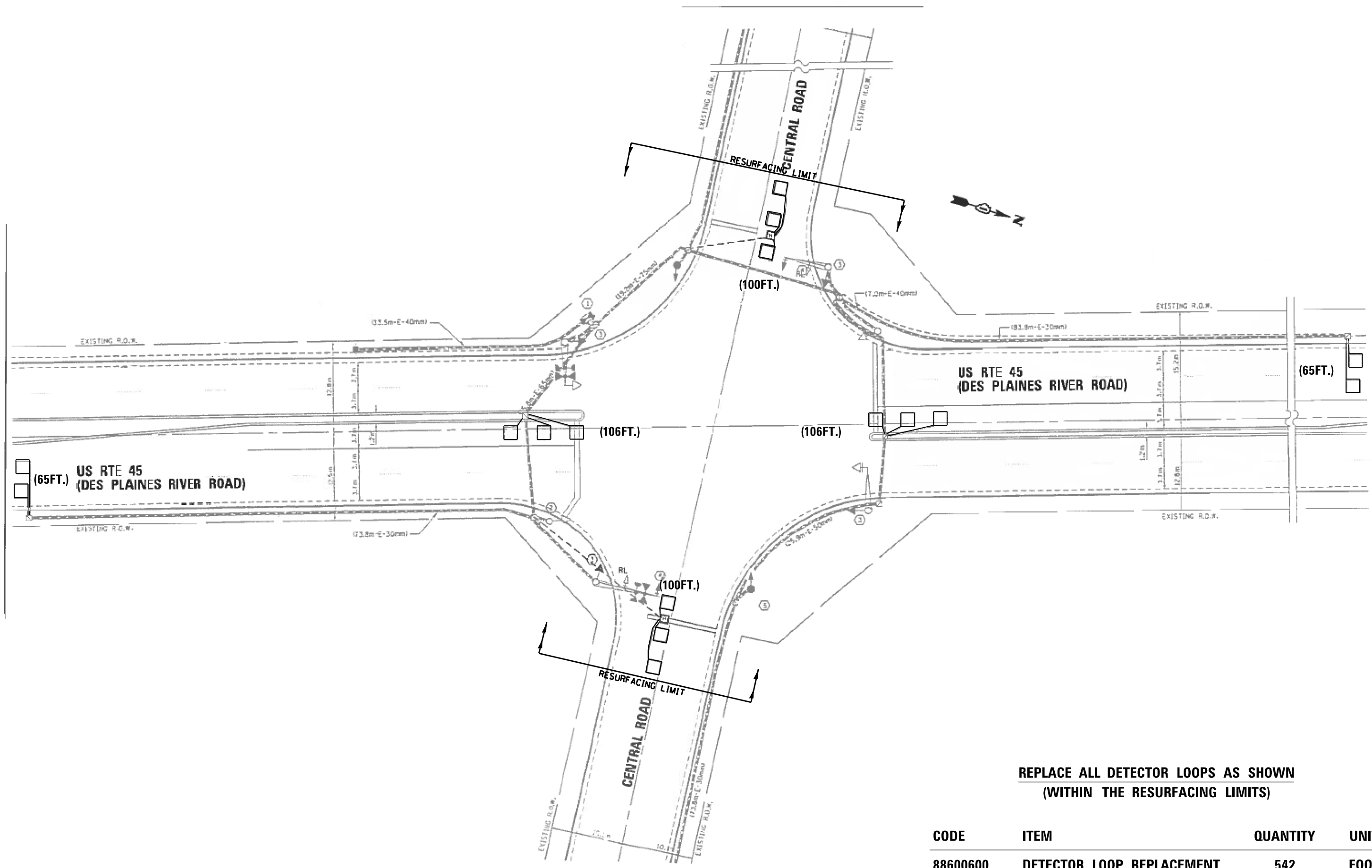
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|--|--------------------------------------|-------------------|-----------|
| FILE NAME = | USER NAME = mezag | DESIGNED - | REVISED - |
| C:\Users\mezag\Desktop\Detector Loops\2019\62J68 (US45-IL21-Milwaukee Ave-DesPlains) | DRAWN\DOTS-9700G:M45 @ CAMP McDONALD | CHECKED - S.N. | REVISED - |
| Default | PLOT DATE = 12/20/2019 | DATE - 12/16/2019 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETECTOR LOOP REPLACEMENT PLAN
US 45 (DES PLAINES RIVER RD.) AT CAMP MC DONALD RD.**

SCALE: SHEET OF SHEETS STA. TO STA.

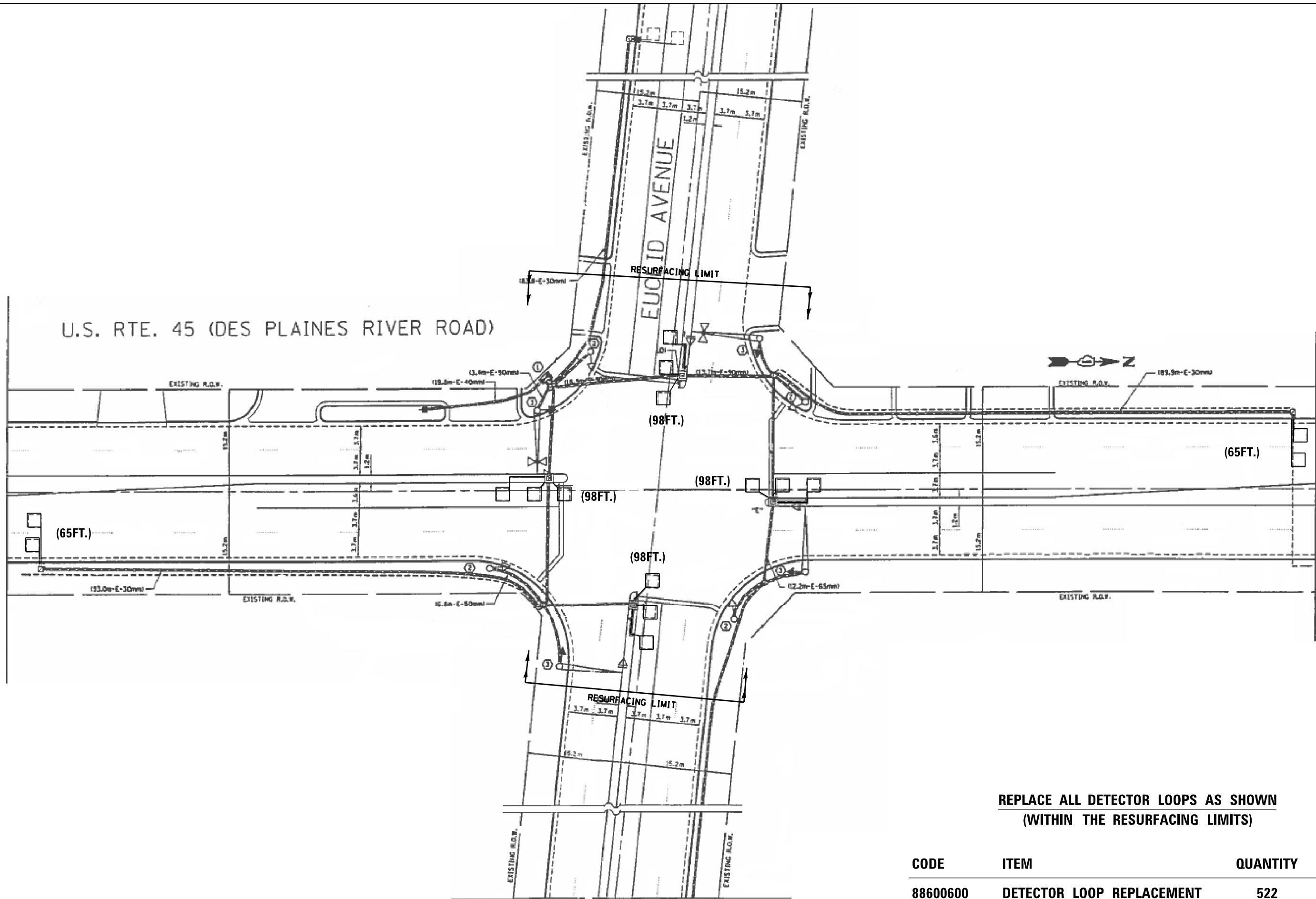
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|---------------------------|----------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 2019-118-R5&SW | COOK | 52 | 27 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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

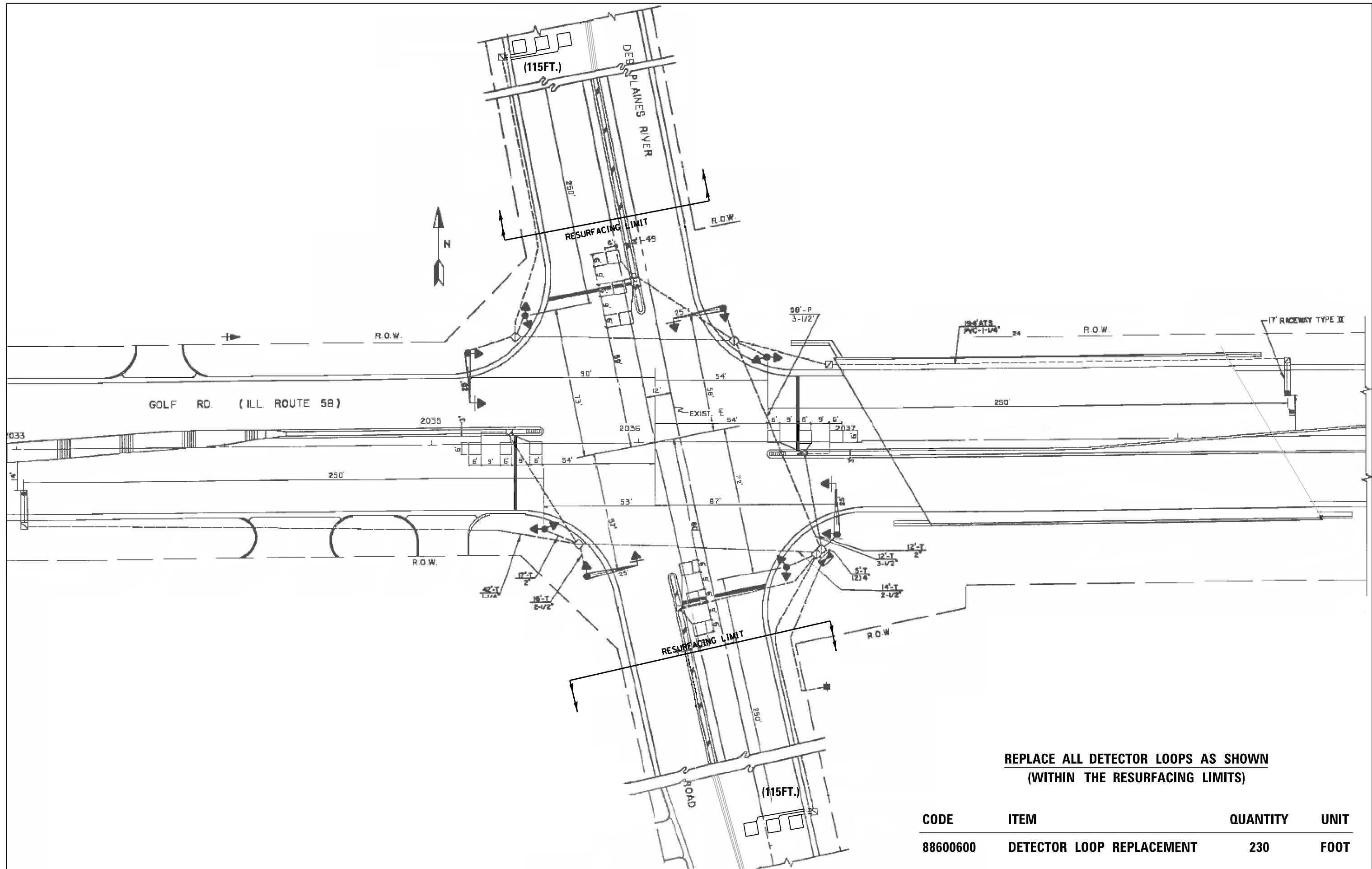
| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 542 | FOOT |

| | | | | | | | | | | |
|--|-------------------------------------|-------------------|-----------|---|--|--------------------|---------|--------|---------------------------|-----------|
| FILE NAME = | USER NAME = mezag | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP REPLACEMENT PLAN US 45 (DES PLAINES RIVER RD.) AT CENTRAL RD. | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| C:\Users\mezag\Desktop\Detector Loops\2019\62J68 (US45-IL21-Milwaukee Ave-DesPlains) | DRAWN\TS-9700G\M45 @ Central Rd.dwg | CHECKED - S.N. | REVISED - | | | 2019-118-R5&SW | COOK | 52 | 28 | |
| Default | PLOT SCALE = 40.0000' / in. | DATE - 12/16/2019 | REVISED - | | | CONTRACT NO. 62J68 | | | ILLINOIS FED. AID PROJECT | |
| | PLOT DATE = 1/7/2020 | | | | | SCALE: | SHEET | OF | SHEETS | STA. |



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

| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 522 | FOOT |



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

| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 230 | FOOT |

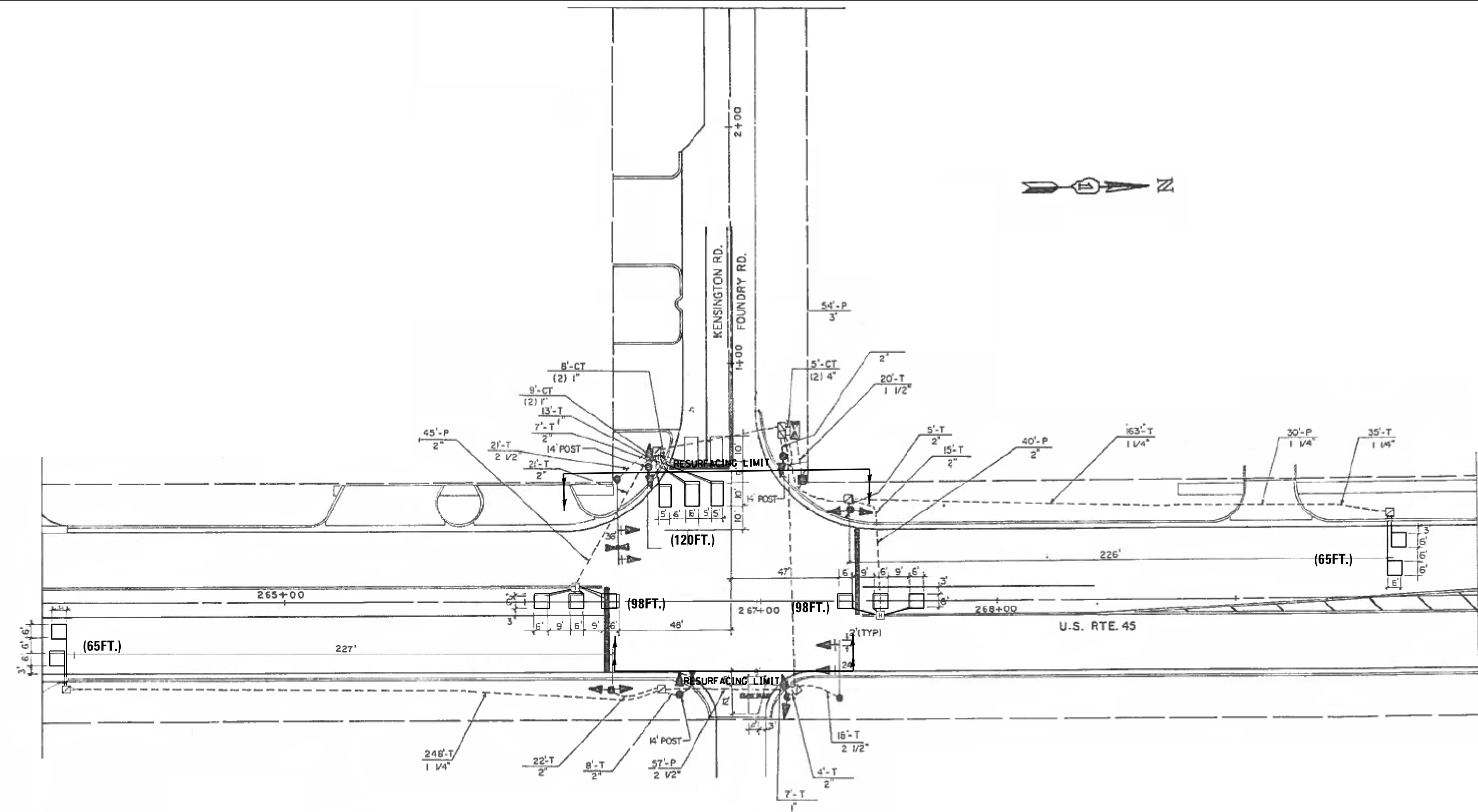
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|--|--------------------------------------|-------------------|-----------|
| FILE NAME = | USER NAME = mezag | DESIGNED - | REVISED - |
| C:\Users\mezag\Desktop\Detector Loops\2019\62J68 (US45-IL21-Milwaukee Ave-DesPlains) | C:\DRAWING\TS-9700G\M645 Golf Rd.dgn | CHECKED - S.N. | REVISED - |
| Default | PLOT DATE = 1/3/2020 | DATE - 12/27/2019 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETECTOR LOOP REPLACEMENT PLAN
US 45 (DES PLAINES RIVER RD.) AT GOLF RD.**

SCALE: SHEET OF SHEETS STA. TO STA.

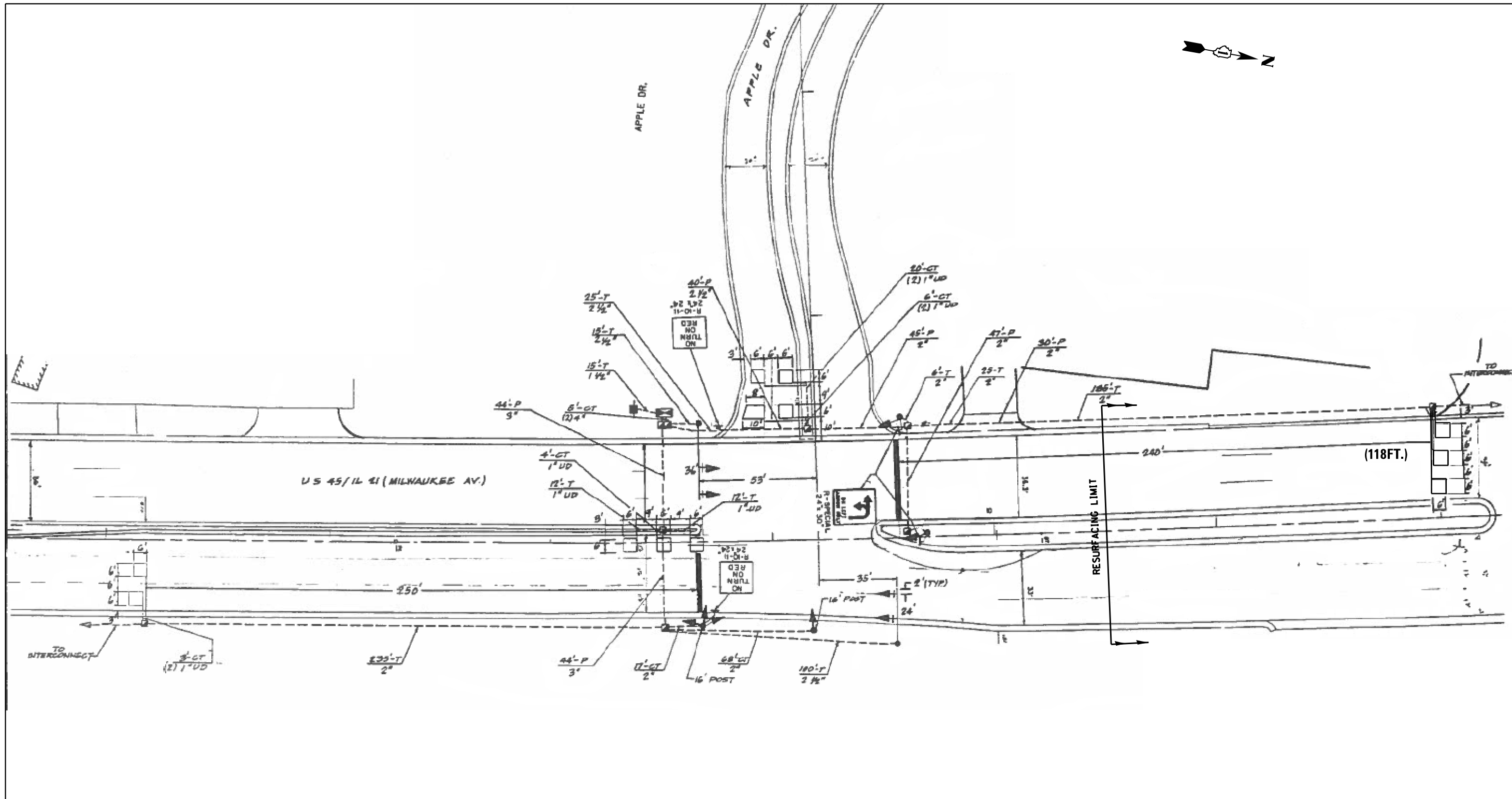
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|---------------------------|----------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 2019-118-R5&SW | COOK | 52 | 30 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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

| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 446 | FOOT |

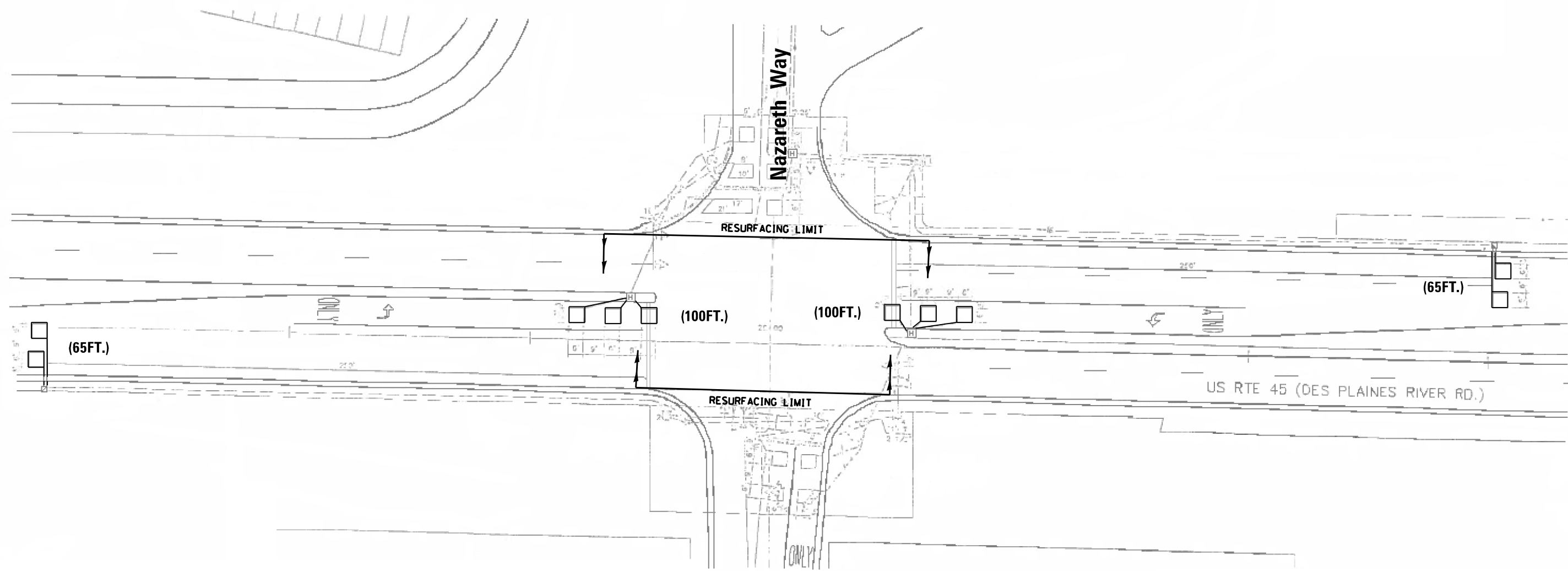
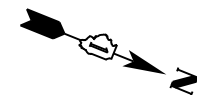
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| FILE NAME = | USER NAME = mezag | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP REPLACEMENT PLAN US 45 (DES PLAINES RIVER RD.) AT KENSINGTON RD. | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| C:\Users\mezag\Desktop\Detector Loops\2019\62J68 (US45-IL21-Milwaukee Ave-DesPlains) | DRAWN\TS-9700G\M45 Kensington Rd. | CHECKED - S.N. | REVISED - | | | 2019-118-R5&SW | COOK | 52 | 31 | |
| Default | PLOT SCALE = 40.0000' / in. | DATE - 12/16/2019 | REVISED - | | | CONTRACT NO. 62J68 | | | ILLINOIS FED. AID PROJECT | |
| | PLOT DATE = 12/20/2019 | | | | | SCALE: | SHEET OF SHEETS | STA. TO STA. | | |



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

| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 118 | FOOT |

| | | | | | | | | | | |
|--|-------------------------------------|-------------------|-----------|---|--|---------------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = mezag | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP REPLACEMENT PLAN US 45 - IL 21 (MILWAUKEE AVE.) AT NORTH OF APPLE DR. | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| C:\Users\mezag\Desktop\Detector Loops\2019\62J68 (US45-IL21-Milwaukee Ave-DesPlans | CDRAWNOD\TS-9700G\M645 Apple Dr.dgn | REVISIONS | REVISIONS | | | 2019-118-R5&SW | COOK | 52 | 32 | |
| Default | PLOT SCALE = 40.0000' / in. | CHECKED - S.N. | REVISIONS | | | CONTRACT NO. 62J68 | | | | |
| | PLOT DATE = 12/17/2019 | DATE - 12/16/2019 | REVISIONS | | | ILLINOIS FED. AID PROJECT | | | | |



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

| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 330 | FOOT |

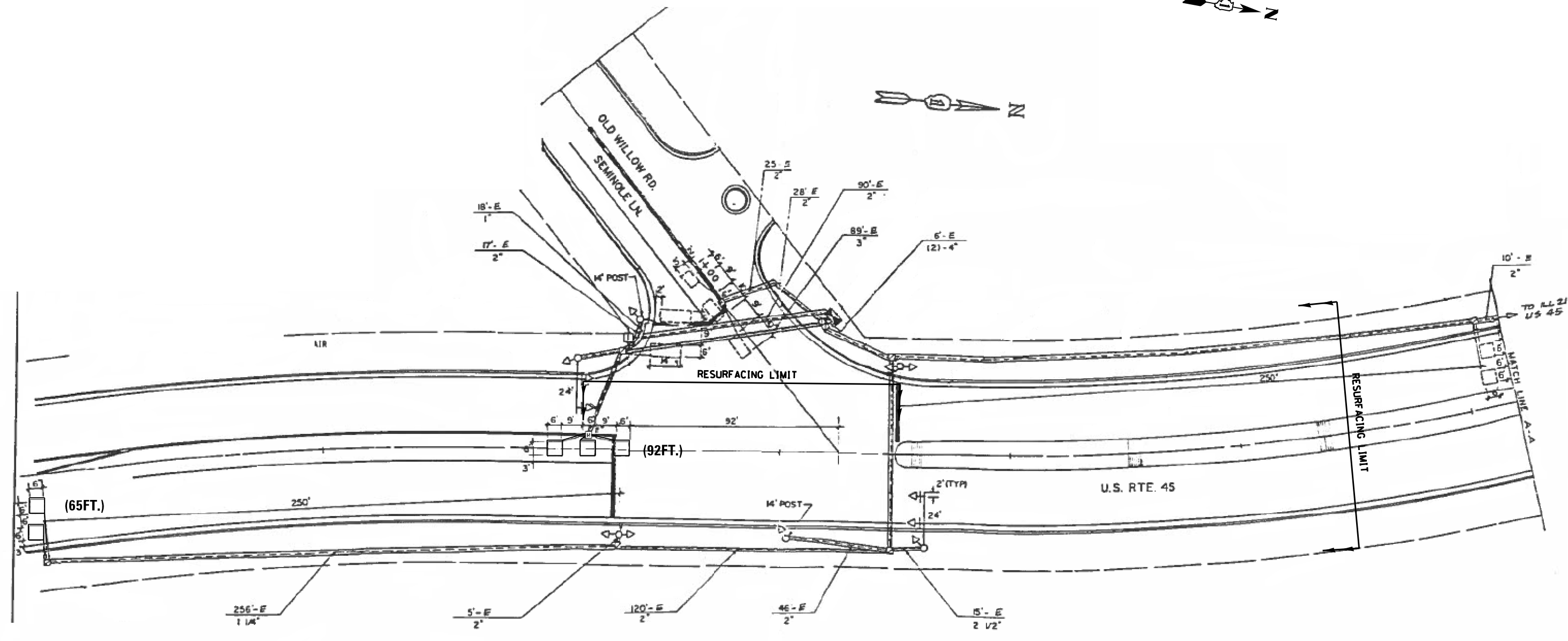
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| FILE NAME = | USER NAME = mezag | DESIGNED - | REVISED - |
| C:\Users\mezag\Desktop\Detector Loops\2019\62J68 (US45-IL21-Milwaukee Ave-DesPlains) | | DRAWN\TS-9700G:M45 @ Nazareth Way | REVISED - |
| Default | PLOT SCALE = 40.0000' / in. | CHECKED - S.N. | REVISED - |
| | PLOT DATE = 12/27/2019 | DATE - 12/27/2019 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETECTOR LOOP REPLACEMENT PLAN
US 45 (DES PLAINES RIVER RD.) AT NAZARETH WAY**

SCALE: SHEET OF SHEETS STA. TO STA.

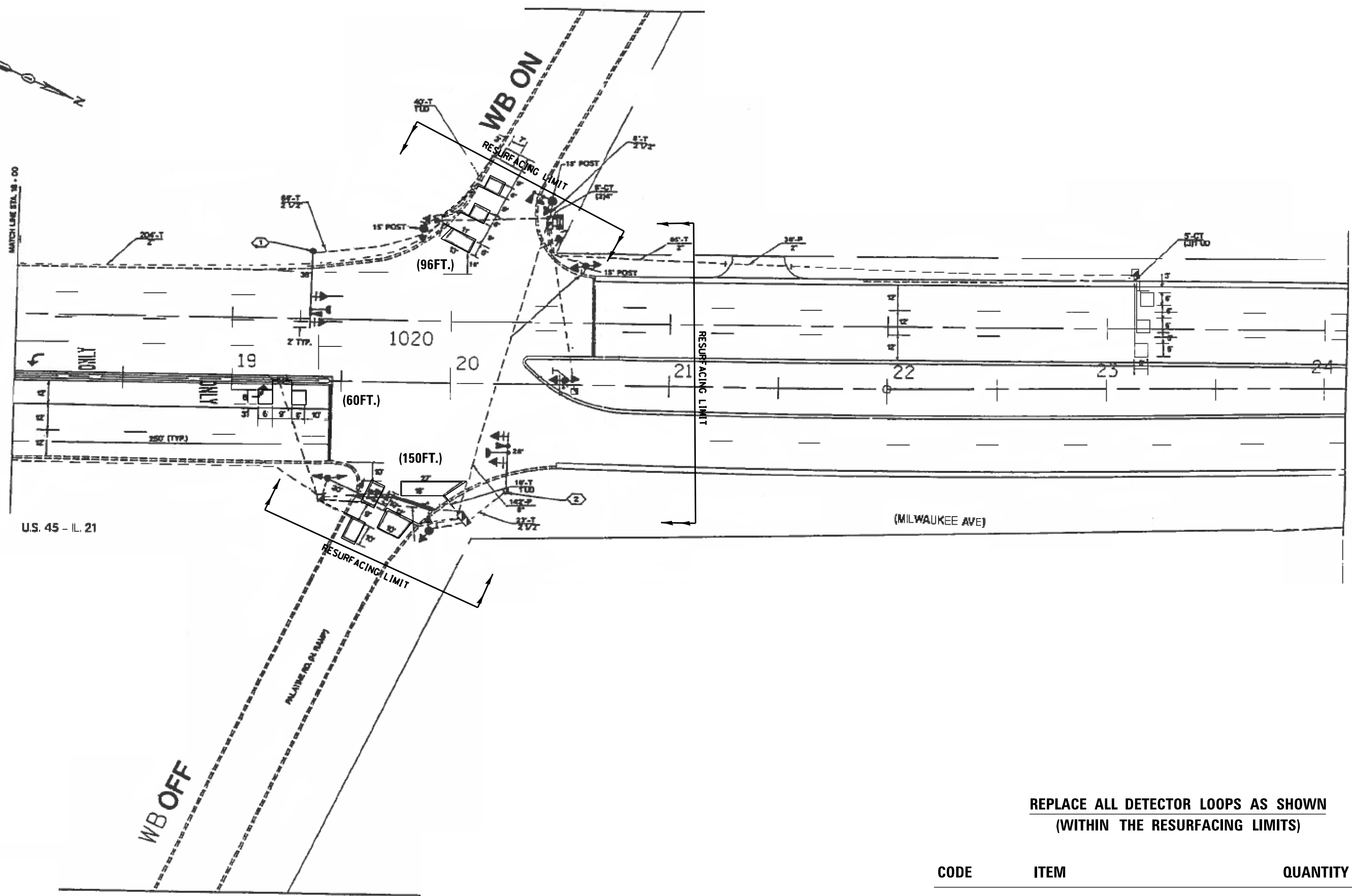
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|---------------------------|----------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 2019-118-R5&SW | COOK | 52 | 33 |
| CONTRACT NO. 62J68 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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

| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 157 | FOOT |

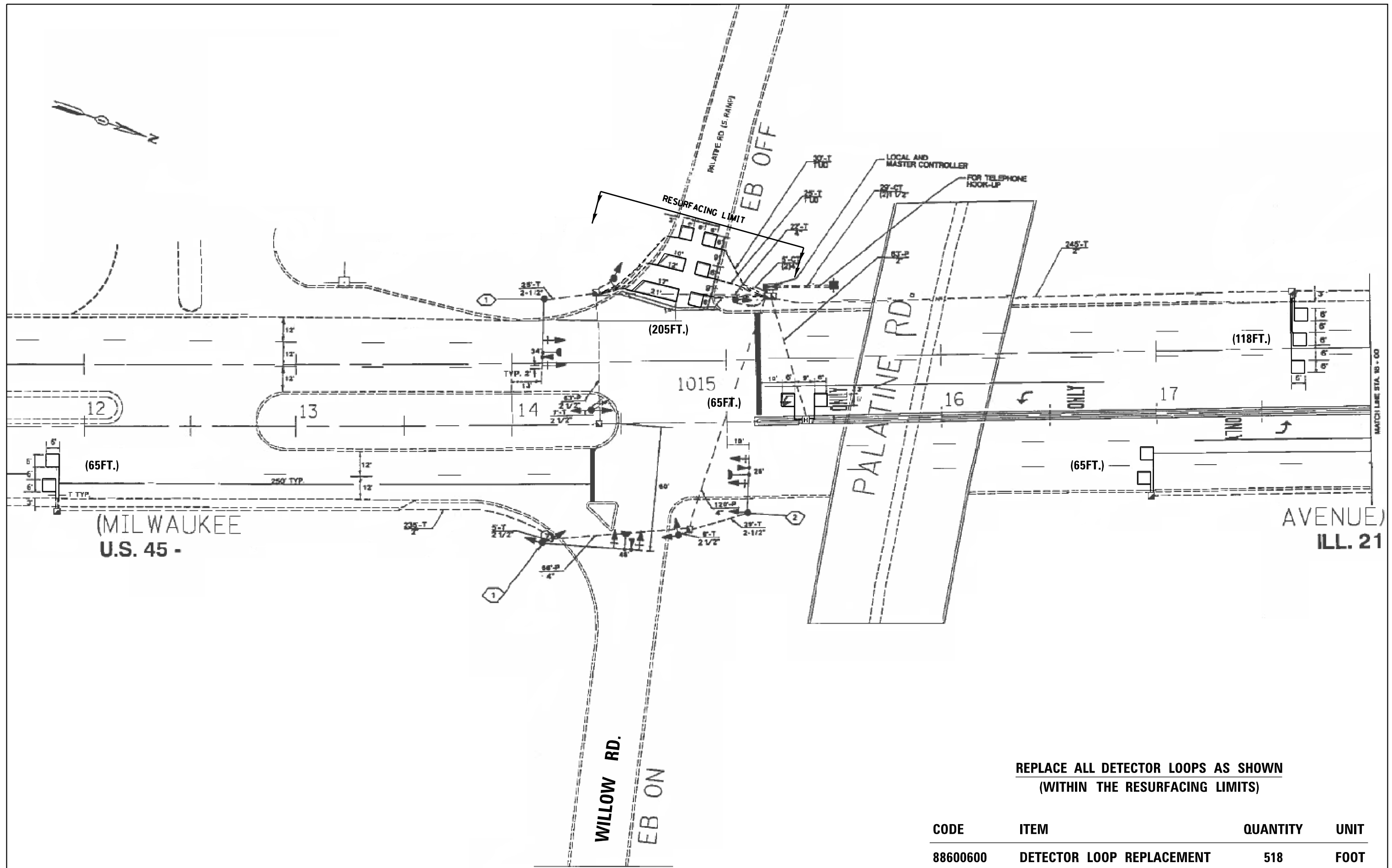
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| FILE NAME = | USER NAME = mezag | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP REPLACEMENT PLAN US 45 (DES PLAINES RIVER RD.) AT OLD WILLOW RD. / SEMINOLE LN. | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| C:\Users\mezag\Desktop\Detector Loops\2019\62J68 (US45-IL21-Milwaukee Ave-DesPlaines) | DRAWN BY: TS-9700G;M645 @ OLD WILLOW RD | CHECKED - S.N. | REVISED - | | | 2019-118-R5&SW | COOK | 52 | 34 | |
| Default | PLOT SCALE = 40.0000' / in. | DATE - 12/16/2019 | REVISED - | | | CONTRACT NO. 62J68 | | | | |
| | PLOT DATE = 12/20/2019 | DATE - 12/16/2019 | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |



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

| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 306 | FOOT |

| | | | | | | | | | | |
|--|-----------------------------------|-------------------|-----------|---|---|--------------------|---------|--------|---------------------------|-----------|
| FILE NAME = | USER NAME = mezag | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP REPLACEMENT PLAN US 45 - IL 21 (MILWAUKEE AVE.) AT PALATINE RD. (N RAMP) | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| C:\Users\mezag\Desktop\Detector Loops\2019\62J68 (US45-IL21-Milwaukee Ave-DesPlains) | DRAWN\TS-97000\645 @ Palatine Rd. | CHECKED - S.N. | REVISED - | | | 2019-118-R5&SW | COOK | 52 | 35 | |
| Default | PLOT SCALE = 40.0000' / in. | DATE - 12/16/2019 | REVISED - | | | CONTRACT NO. 62J68 | | | ILLINOIS FED. AID PROJECT | |
| | PLOT DATE = 12/16/2019 | | | | | SCALE: | SHEET | OF | SHEETS | STA. |



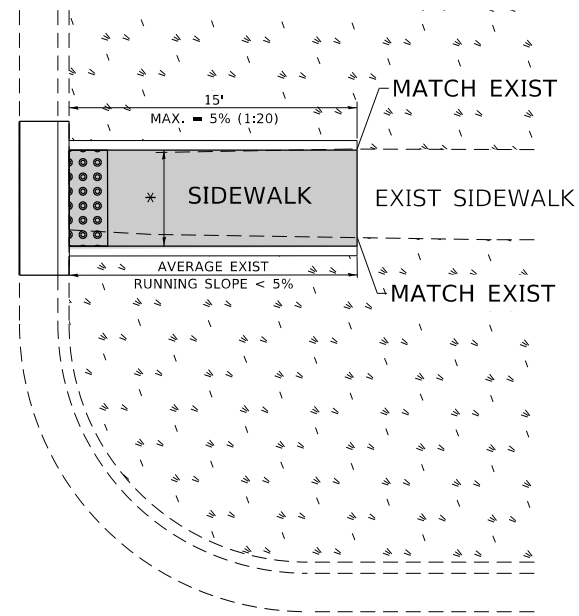
**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 518 | FOOT |

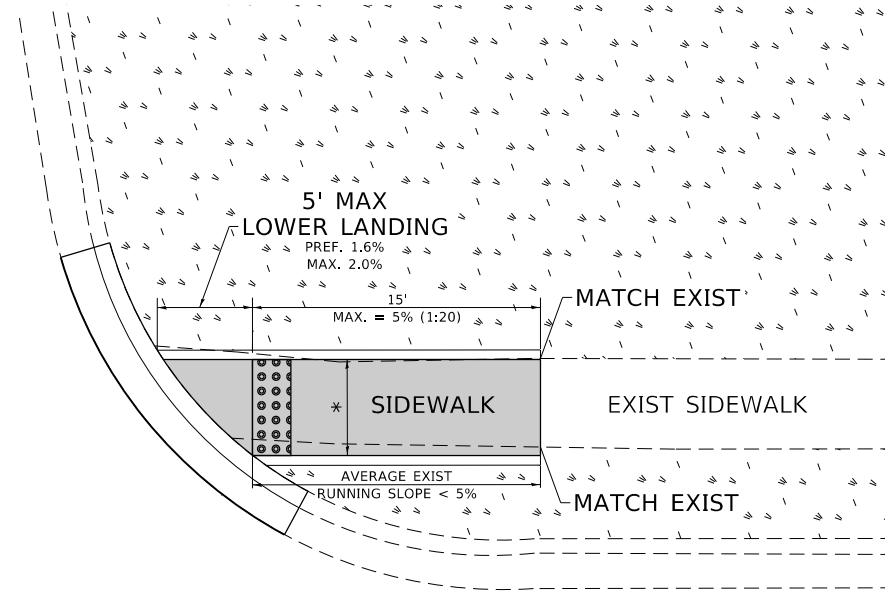
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|---|--|-------------------|-----------|---|--|--------------------|---------|--------|---------------------------|-----------|
| FILE NAME = | USER NAME = mezag | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP REPLACEMENT PLAN US 45 - IL 21 (MILWAUKEE AVE.) AT WILLOW RD. | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| C:\Users\mezag\Desktop\Detector Loops\2019\62J68 (US45-IL21-Milwaukee Ave-DesPlains | C:\DRAWING\TS-9700G\M645 Willow Rd.dgn | CHECKED - S.N. | REVISED - | | | 2019-118-R5&SW | COOK | 52 | 36 | |
| Default | PLOT SCALE = 40.0000' / in. | DATE - 12/16/2019 | REVISED - | | | CONTRACT NO. 62J68 | | | ILLINOIS FED. AID PROJECT | |
| | PLOT DATE = 1/7/2020 | | | | | SCALE: | SHEET | OF | SHEETS | STA. |

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ EXIST. 5% OR LESS RUN. SLOPE

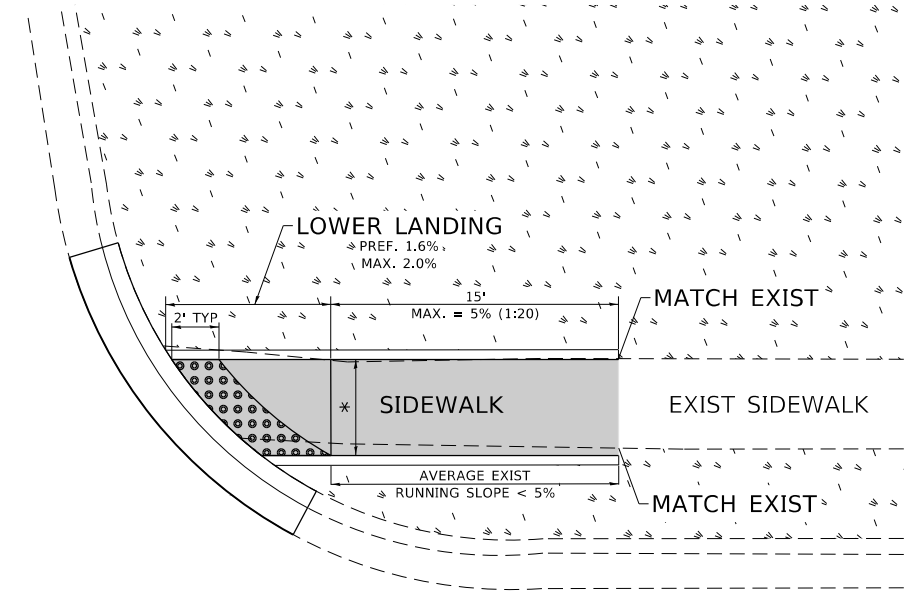
PD-01A



PD-01B



PD-01C



LEGEND

- EXIST. GRASS
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- PROPOSED SIDE CURB

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

MODEL: Default
 FILE: h:\mhc\p\pub\baronm\dat\illinois.gov\RW\DOT\Documents\DOT_Offices\Dir\ctc_1\Project\ID1232570\Cadd\Drawn\Design\DES54.dgn

| | | |
|------------------------------|--------------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| | DRAWN - R. LEDEZMA | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 3/24/2020 | DATE - 10/02/2019 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

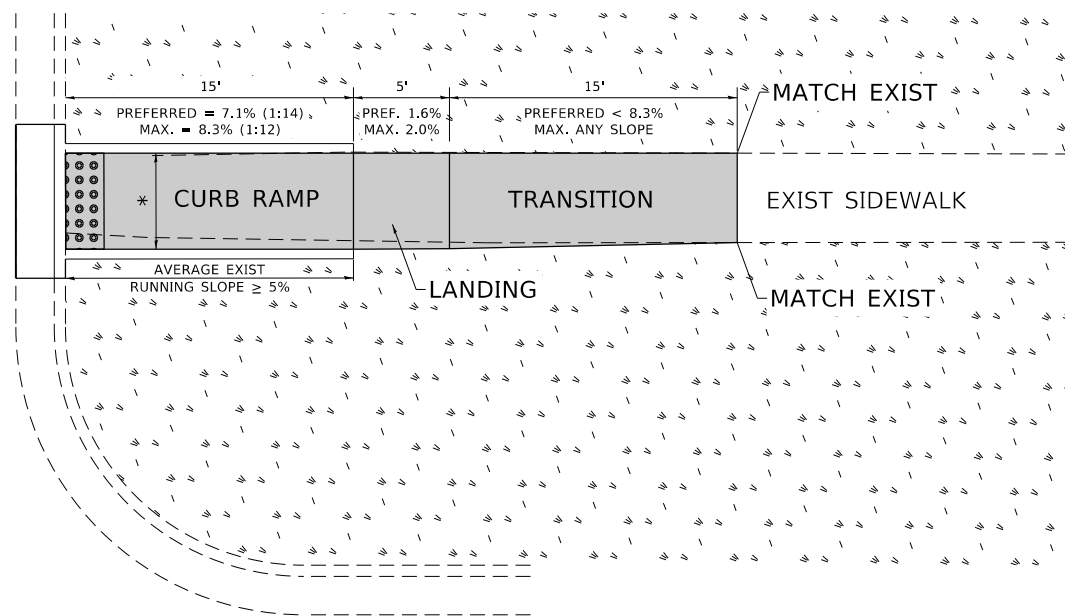
**PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
(PD-01)**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

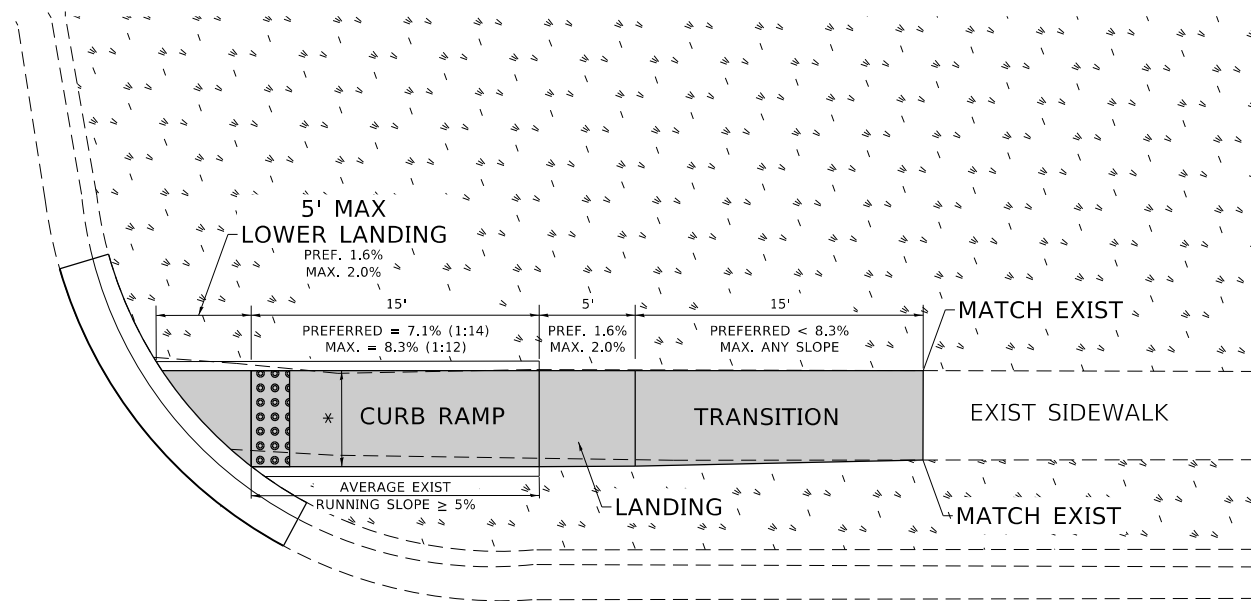
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------------|---------------------------|--------------|-----------|
| 330 | 2019-118-RS&SW | COOK | 52 | 37 |
| PD-01 | | CONTRACT NO. 62168 | | |
| | | ILLINOIS FED. AID PROJECT | | |

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ EXIST. 5% OR GREATER RUN. SLOPE

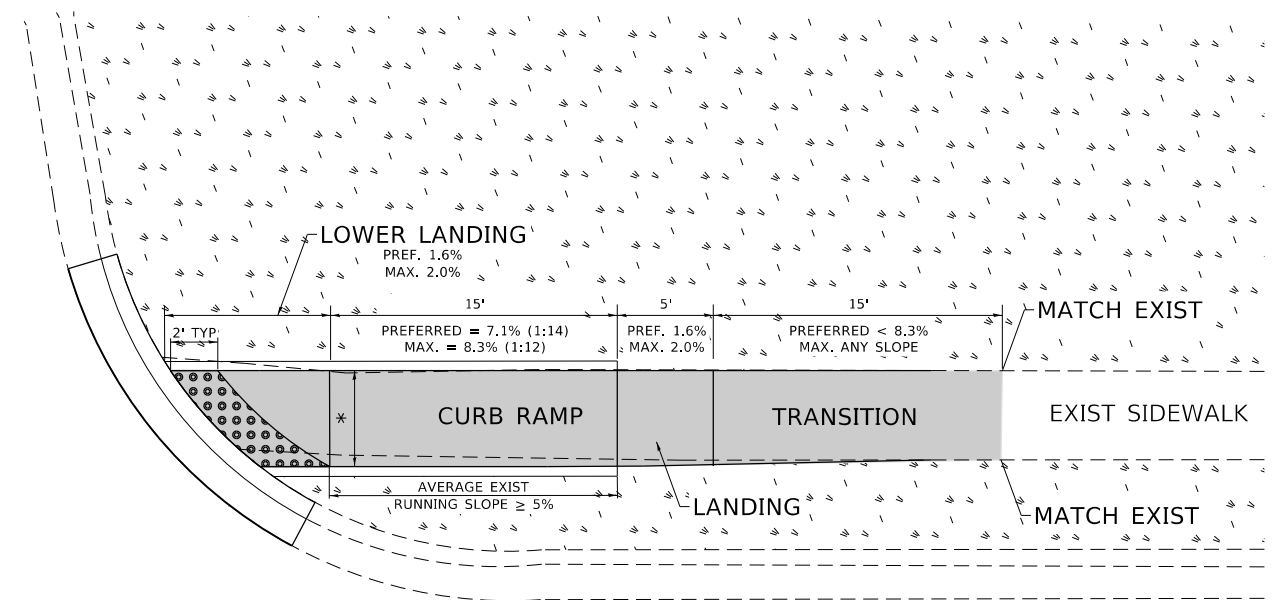
PD-02A



PD-02B



PD-02C



LEGEND

- EXIST. GRASS
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- PROPOSED SIDE CURB

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

MODEL: Default
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|------------------------------|--------------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| PLOT SCALE = 100,0000' / in. | DRAWN - R. LEDEZMA | REVISED - |
| PLOT DATE = 3/24/2020 | CHECKED - | REVISED - |
| | DATE - 10/02/2019 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

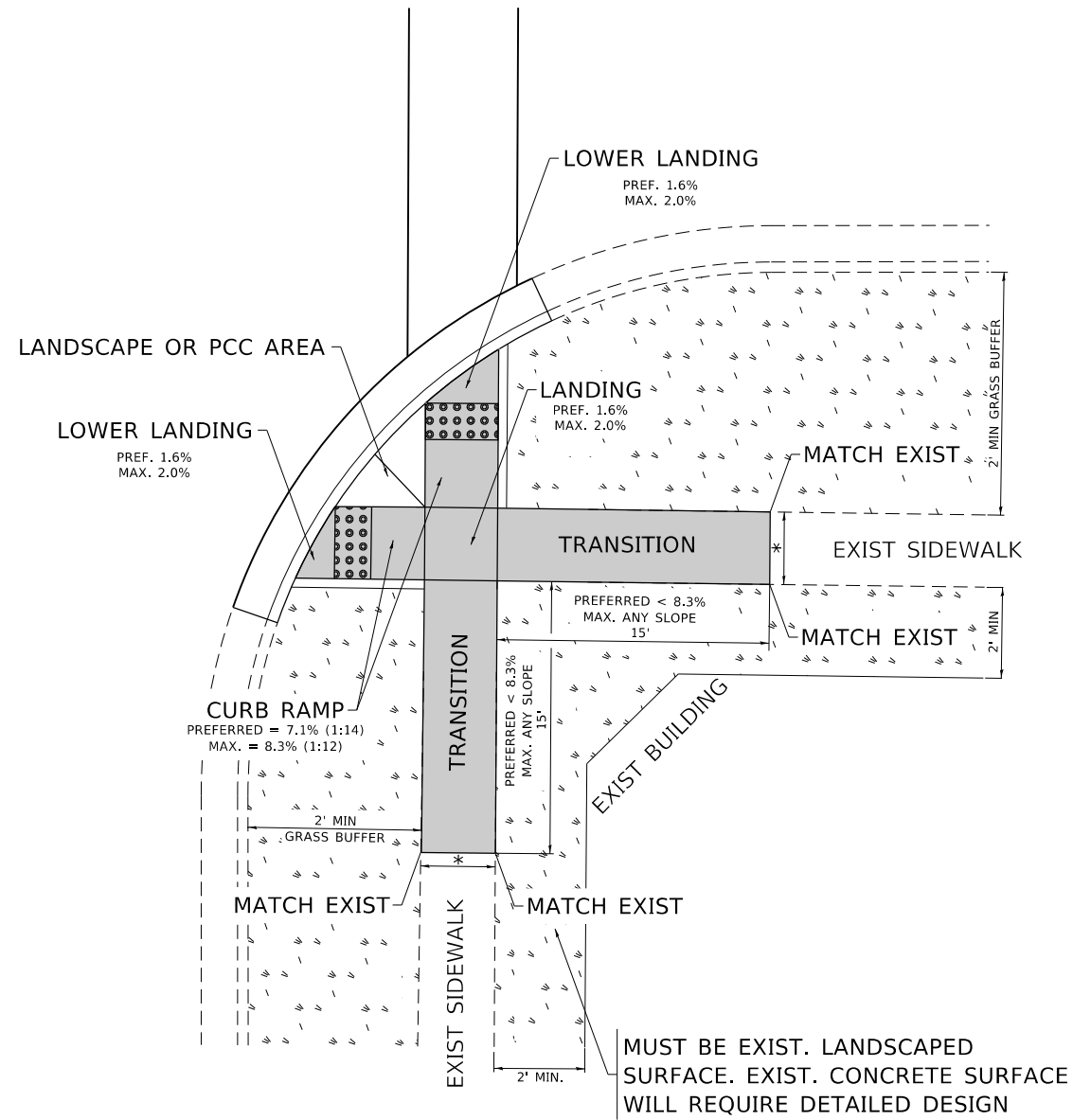
**PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
(PD-02)**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

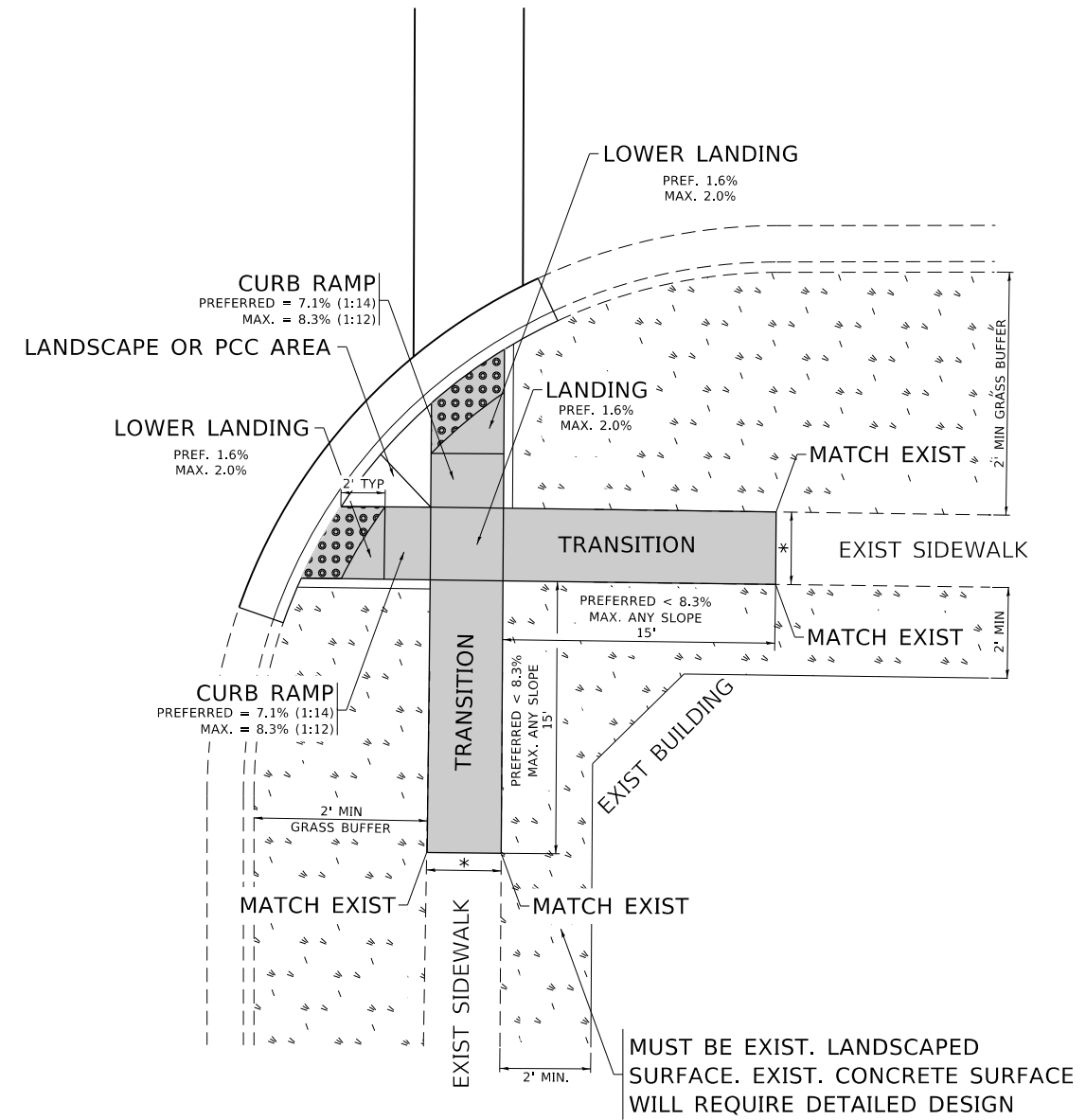
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------------|--------------------|------------------|-----------|
| 330 | 2019-118-RS&SW | COOK | 52 | 38 |
| PD-02 | | CONTRACT NO. 62168 | | |
| | | ILLINOIS | FED. AID PROJECT | |

ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS

PD-03A



PD-03B



LEGEND

- PROPOSED SIDE CURB
- EXIST. GRASS
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

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| | | |
|------------------------------|--------------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| | DRAWN - R. LEDEZMA | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 3/24/2020 | DATE - 10/02/2019 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

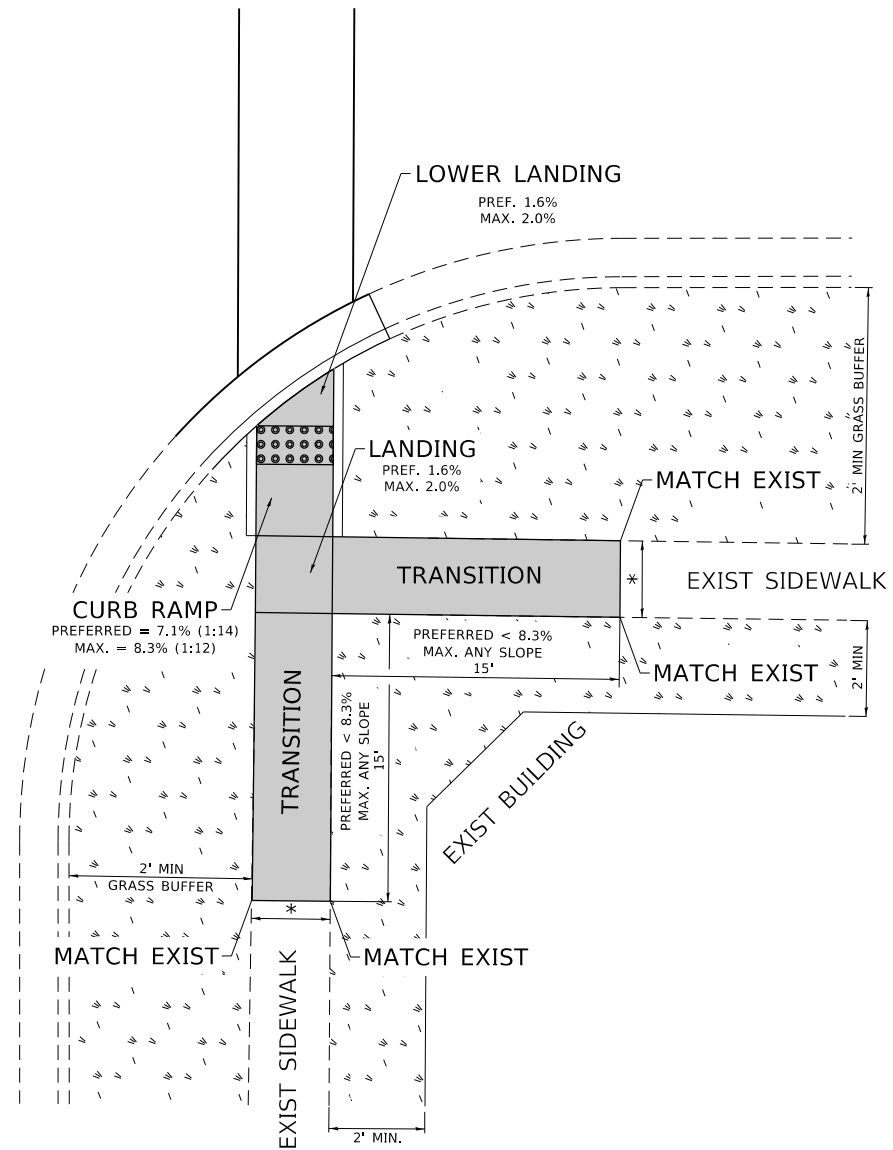
**PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS
(PD-03)**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

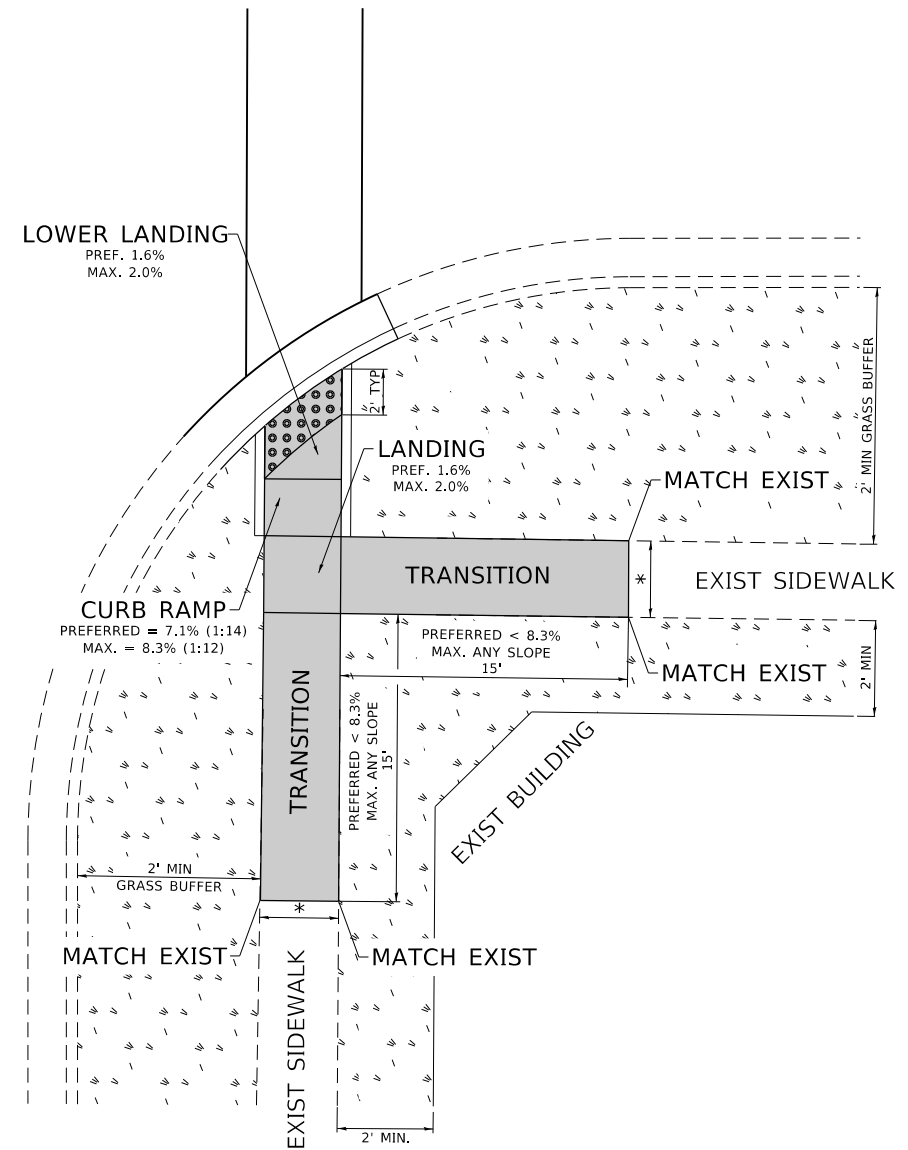
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------------|---------------------------|--------------|-----------|
| 330 | 2019-118-RS&SW | COOK | 52 | 39 |
| PD-03 | | CONTRACT NO. 62J68 | | |
| | | ILLINOIS FED. AID PROJECT | | |

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE

PD-04A



PD-04B



LEGEND

- EXIST. GRASS
- PROPOSED SIDE CURB
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

MODEL: Default
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| | | |
|------------------------------|--------------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| | DRAWN - R. LEDEZMA | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 3/24/2020 | DATE - 10/02/2019 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

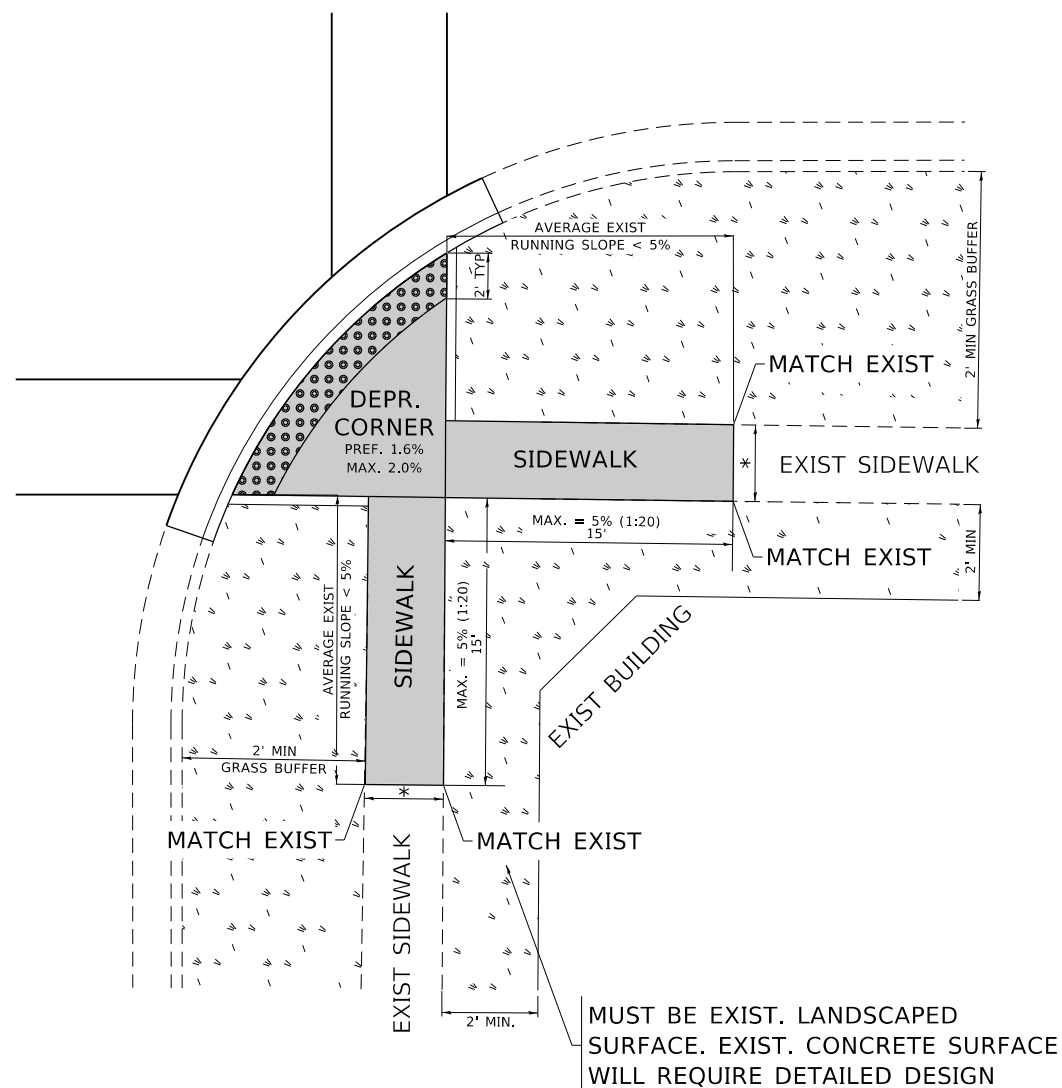
**PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH
TURNING SPACE (PD-04)**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

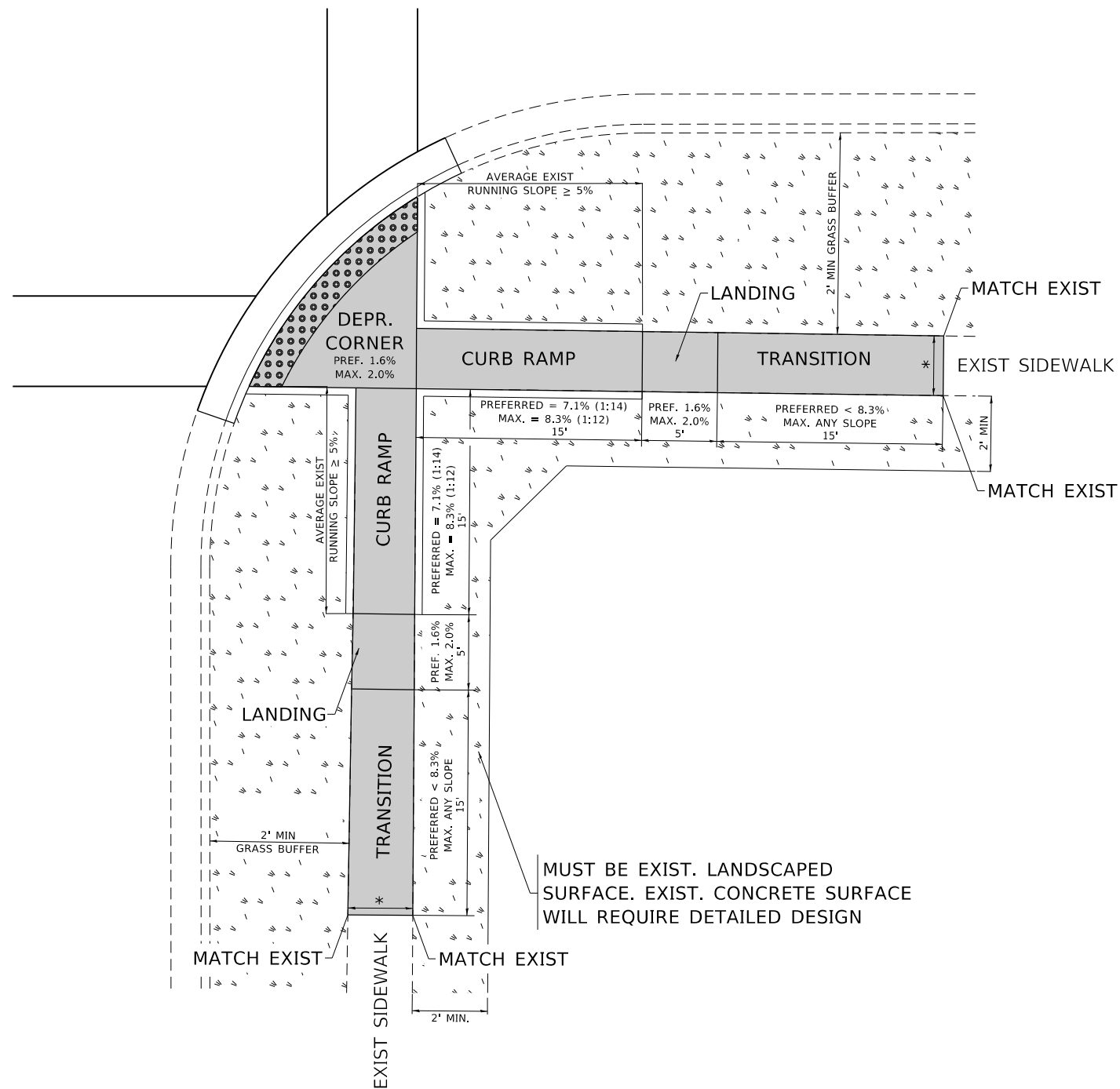
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------------|------------------------------|--------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 40 |
| PD-04 | | CONTRACT NO. 62168 | | |
| | | ILLINOIS FED. AID PROJECT | | |

ADA DETAIL FOR DEPRESSED CORNER CURB RAMPS

PD-05A



PD-05B



LEGEND

- EXIST. GRASS
- PROPOSED SIDEWALK
- PROPOSED SIDE CURB
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

MODEL: Default
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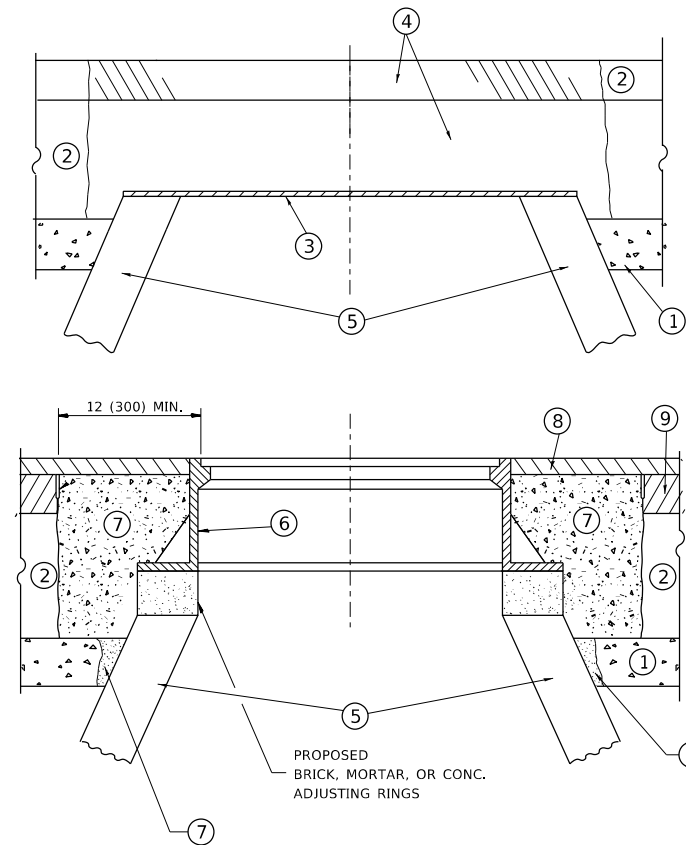
| | | |
|------------------------------|--------------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| | DRAWN - R. LEDEZMA | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 3/24/2020 | DATE - 10/02/2019 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROJECT DETAIL FOR DEPRESSED CORNER CURB RAMPS
(PD-05)**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

| | | | | |
|-------------|----------------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 330 | 2019-118-RS&SW | COOK | 52 | 41 |
| PD-05 | | CONTRACT NO. 62168 | | |
| ILLINOIS | | FED. AID PROJECT | | |



NOTES

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

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

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

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

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

* 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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

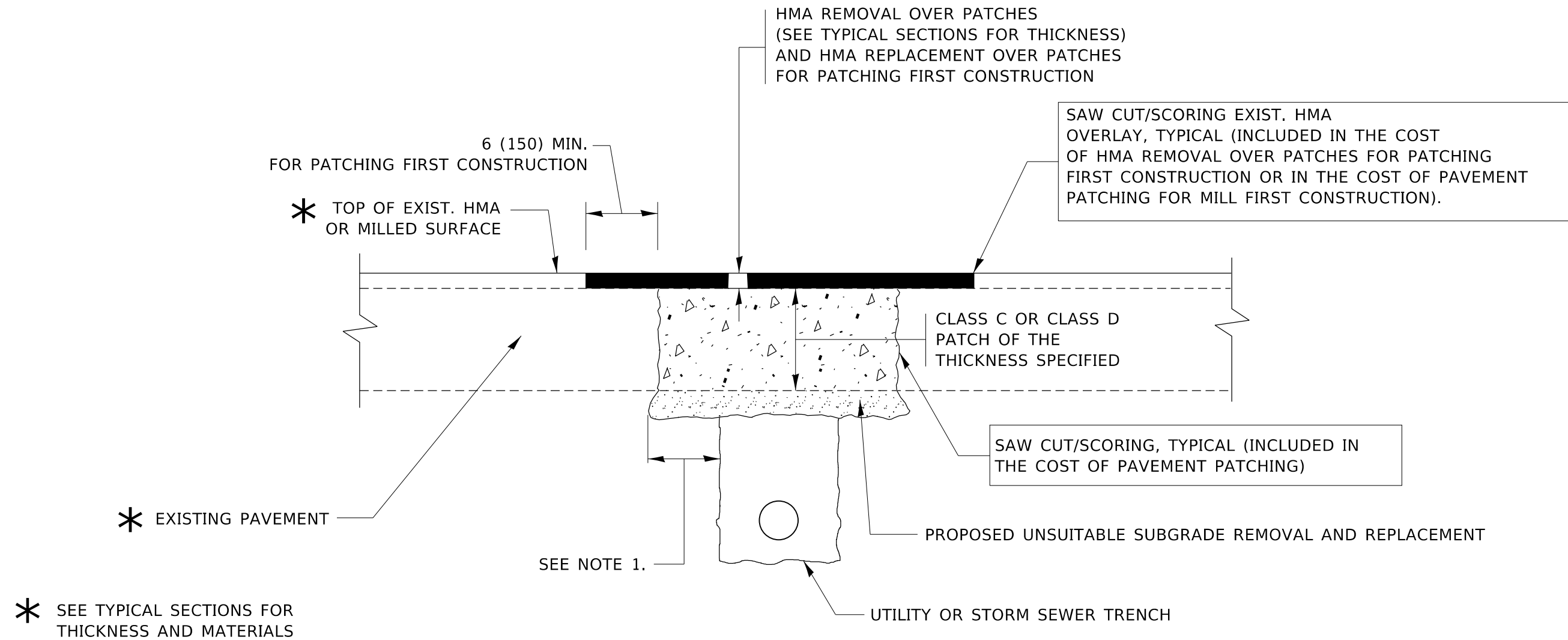
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

| | | | | |
|-----------------|----------------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 330 | 2019-118-RS&SW | COOK | 52 | 42 |
| BD600-03 (BD-8) | | CONTRACT NO. 62168 | | |
| ILLINOIS | | FED. AID PROJECT | | |

| | | |
|------------------------------|--------------------|-------------------------------|
| USER NAME = abebawa | DESIGNED - R. SHAH | REVISED - R. WEDEMAN 05-14-04 |
| | DRAWN - | REVISED - R. BORO 01-01-07 |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - R. BORO 03-09-11 |
| PLOT DATE = 3/24/2020 | DATE - 10-25-94 | REVISED - R. BORO 12-06-11 |



NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

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|------------------------------|--------------------|-----------------------------|
| USER NAME = abebawa | DESIGNED - R. SHAH | REVISED - A. ABBAS 04-27-98 |
| | DRAWN - | REVISED - R. BORO 01-01-07 |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - R. BORO 09-04-07 |
| PLOT DATE = 3/24/2020 | 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. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 43 |
| BD400-04 (BD-22) | | | CONTRACT NO. 62168 | |
| ILLINOIS FED. AID PROJECT | | | | |

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE 2)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE 2)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

¼" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE 1).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED ¾" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

* 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.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE 3).

NOTE:

- SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED.
- CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

BASIS OF PAYMENT

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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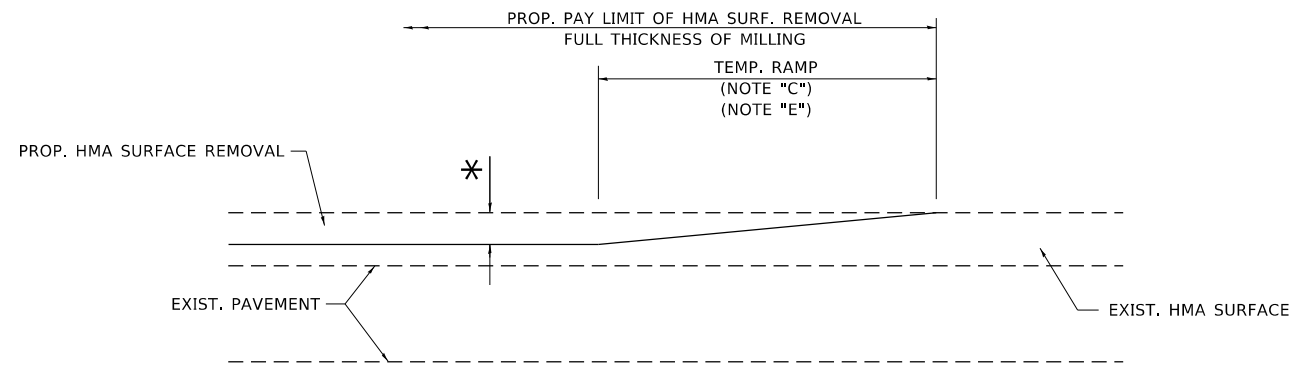
| | | |
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| USER NAME = abebawa | DESIGNED - A. HOUSEH | REVISED - R. SHAH 10-03-96 |
| | DRAWN - | REVISED - A. ABBAS 03-21-97 |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - M. GOMEZ 01-22-01 |
| PLOT DATE = 3/24/2020 | DATE - 03-11-94 | REVISED - R. BORO 12-15-09 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT

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

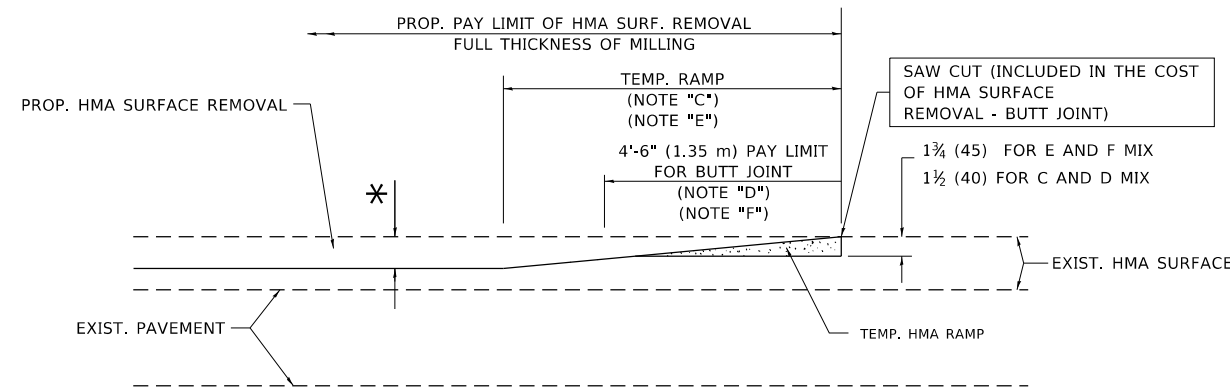
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------------------|--------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 44 |
| BD600-06 (BD-24) | | CONTRACT NO. 62168 | | |
| ILLINOIS FED. AID PROJECT | | | | |



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

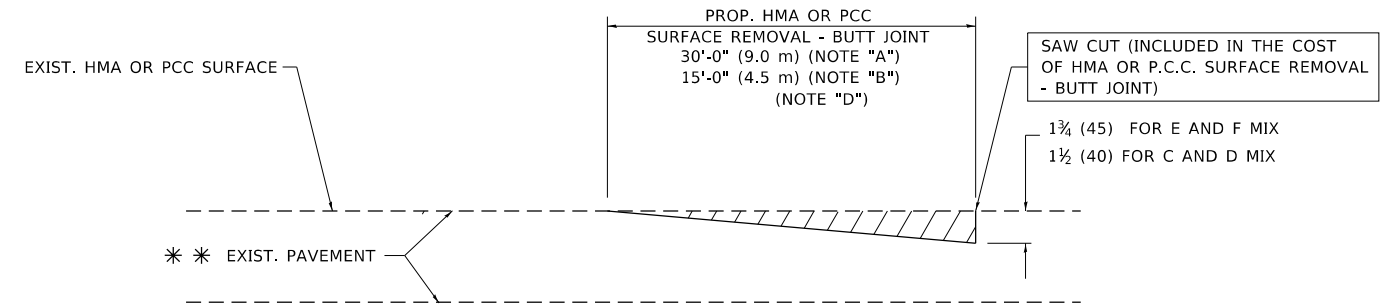


HMA CONSTRUCTED TEMPORARY RAMP

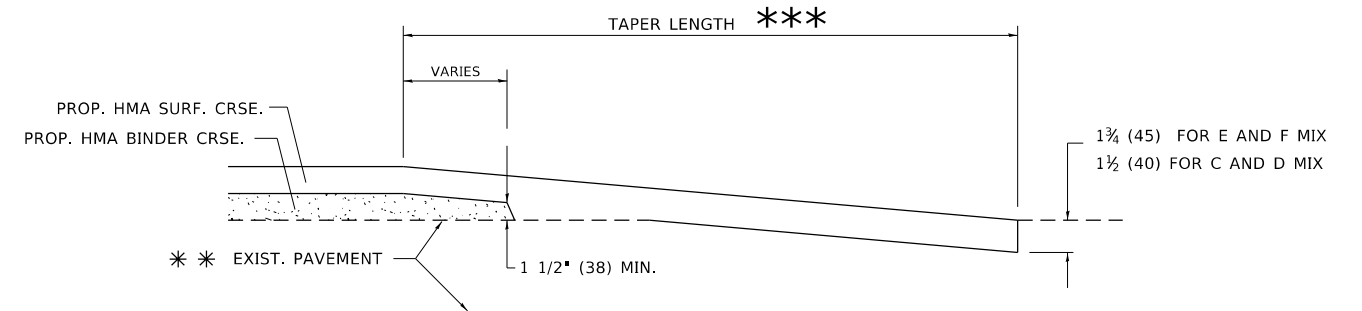
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

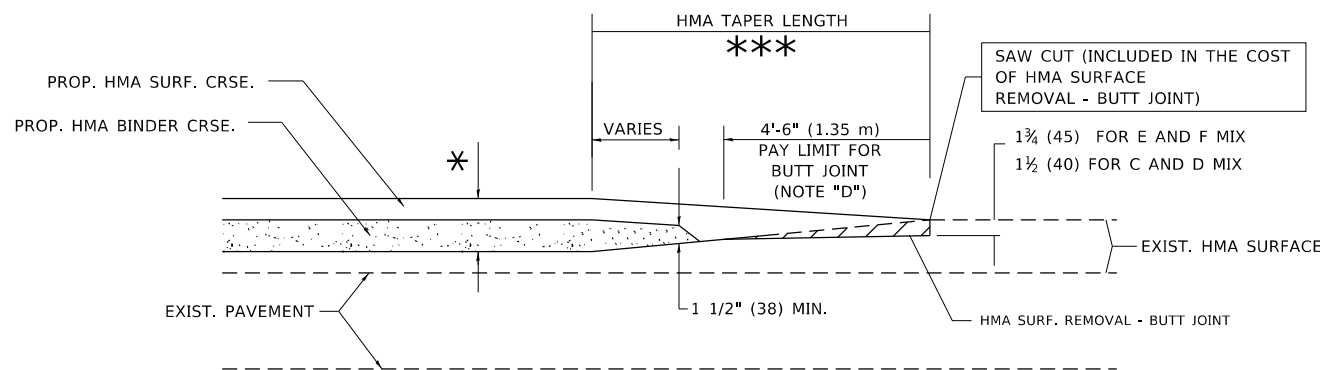
NOTES

- 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.



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

MODEL: Default
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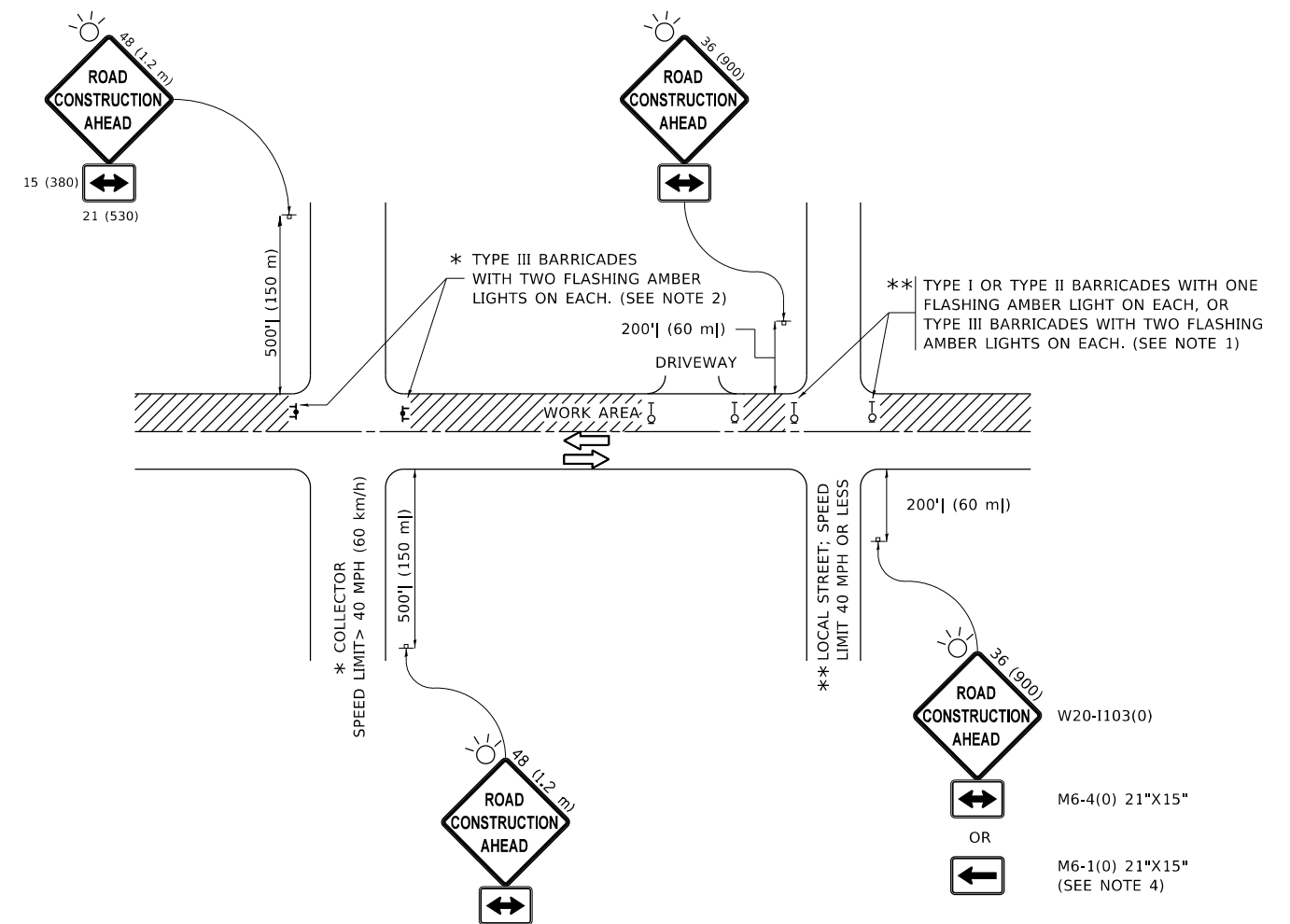
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|------------------------------|-----------------------|-----------------------------|
| USER NAME = abebawa | DESIGNED - M. DE YONG | REVISED - R. SHAH 10-25-94 |
| | DRAWN - | REVISED - A. ABBAS 03-21-97 |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - M. GOMEZ 04-06-01 |
| PLOT DATE = 3/24/2020 | DATE - 06-13-90 | REVISED - R.BORO 01-01-07 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

| | | | | |
|---------------------------|----------------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 330 | 2019-118-RS&SW | COOK | 52 | 45 |
| BD400-05 BD32 | | CONTRACT NO. 62168 | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTES:

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

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

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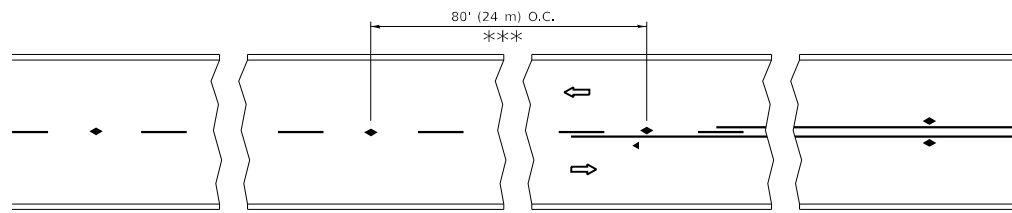
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|------------------------------|-------------------|---------------------------------|
| USER NAME = abebawa | DESIGNED - L.H.A. | REVISED - A. HOUSEH 10-15-96 |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - T. RAMMACHER 01-06-00 |
| PLOT DATE = 3/24/2020 | DATE - 06-89 | REVISED - A. SCHUETZE 07-01-13 |
| | | REVISED - A. SCHUETZE 09-15-16 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

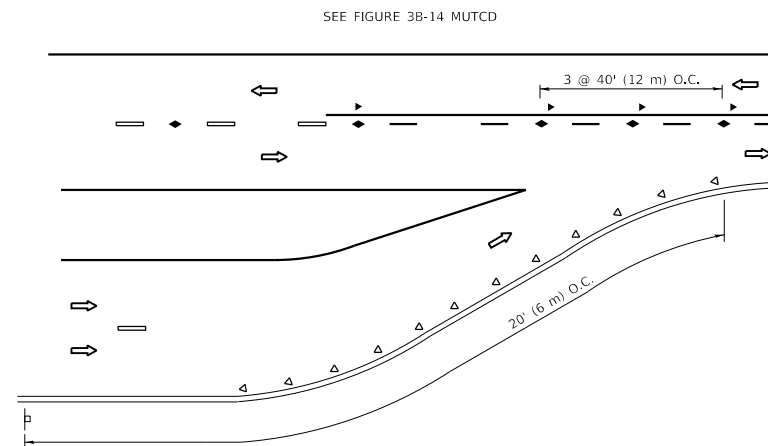
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------------|-----------|
| 330 | 2019-118-RS&SW | COOK | 52 | 46 |
| TC-10 | | | CONTRACT NO. 62168 | |
| ILLINOIS FED. AID PROJECT | | | | |

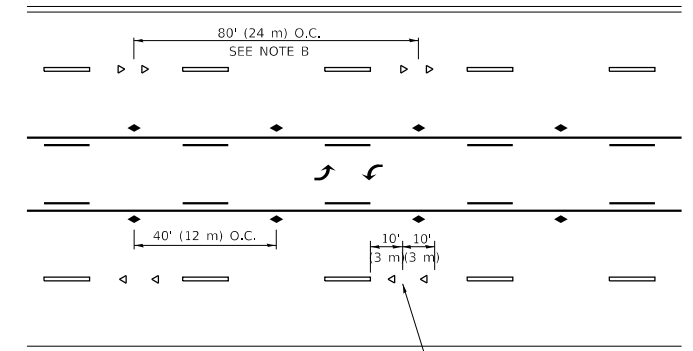


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

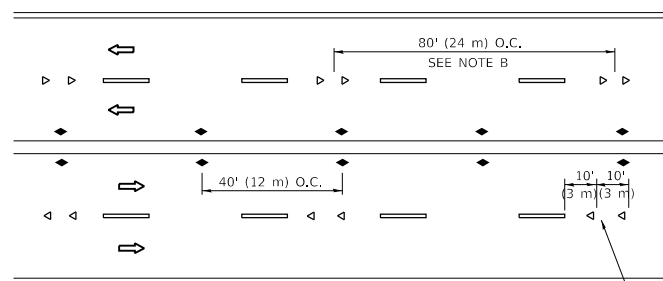
TWO-LANE/TWO-WAY



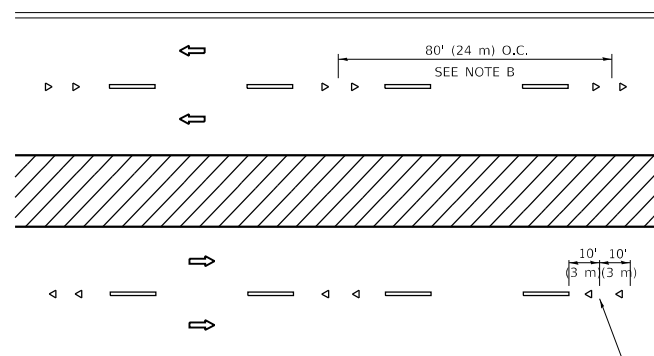
LANE REDUCTION TRANSITION



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

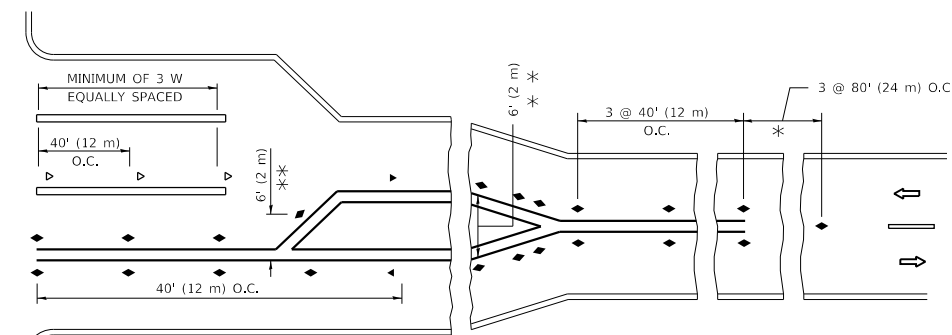
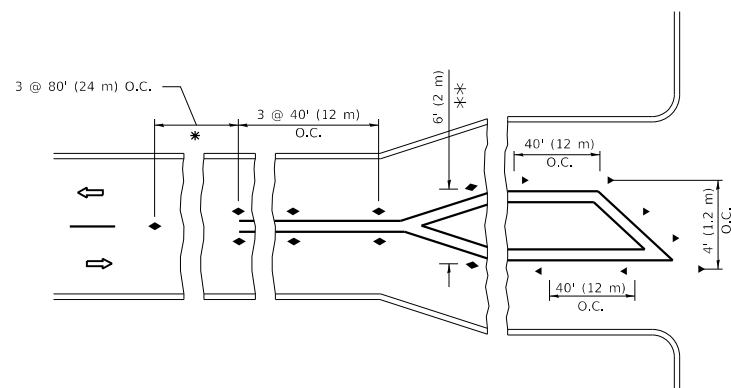
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.



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

TURN LANES

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

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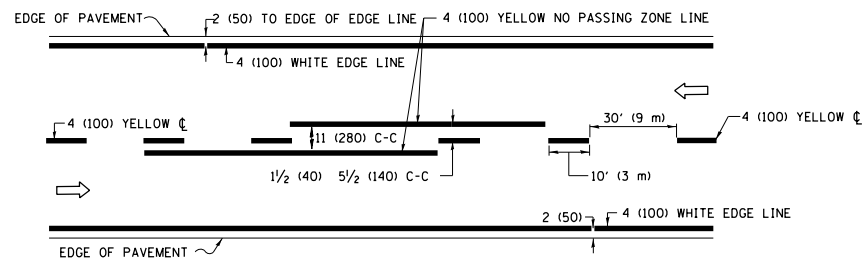
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|-------------------------------|------------|---------------------------------|
| USER NAME = abebawa | DESIGNED - | REVISED - T. RAMMACHER 03-12-99 |
| | DRAWN - | REVISED - T. RAMMACHER 01-06-00 |
| PLOT SCALE = 100,0000 ' / in. | CHECKED - | REVISED - C. JUCIUS 09-09-09 |
| PLOT DATE = 3/24/2020 | DATE - | REVISED - C. JUCIUS 07-01-13 |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

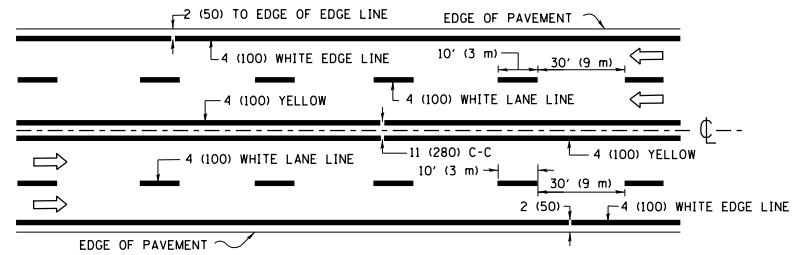
**TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**

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

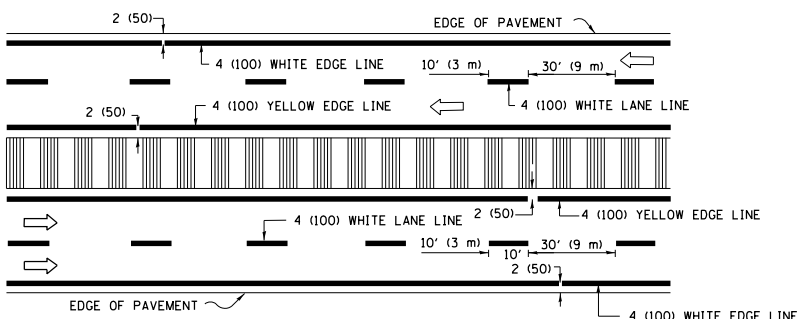
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------------|------------------|--------------------|-----------|
| 330 | 2019-118-RS&SW | COOK | 52 | 47 |
| TC-11 | | | CONTRACT NO. 62J68 | |
| ILLINOIS | | FED. AID PROJECT | | |



2-LANE ROADWAY

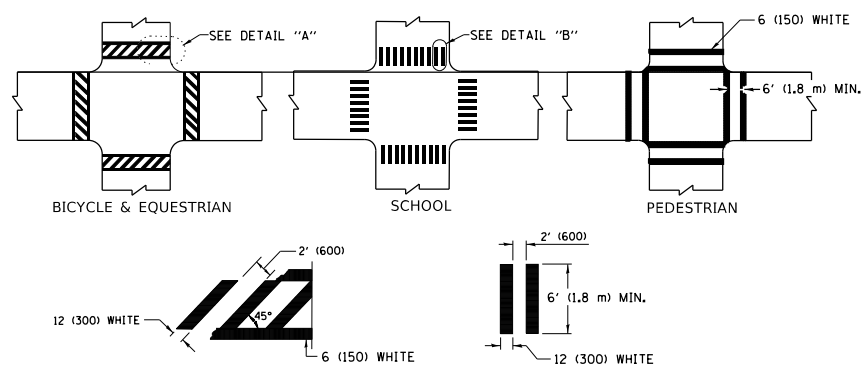


MULTI-LANE UNDIVIDED



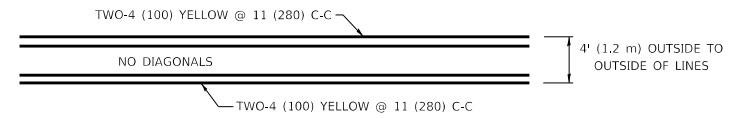
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

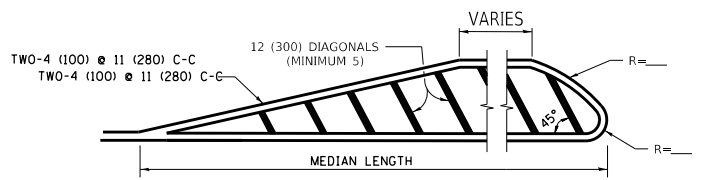


TYPICAL CROSSWALK MARKING

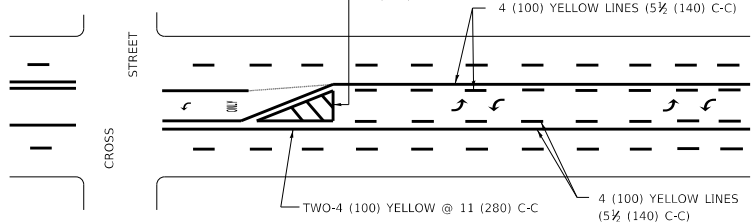
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



4' (1.2 m) WIDE MEDIANS ONLY

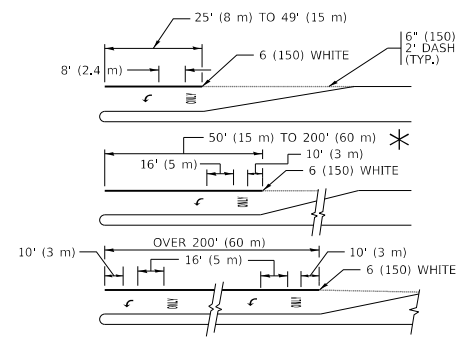


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

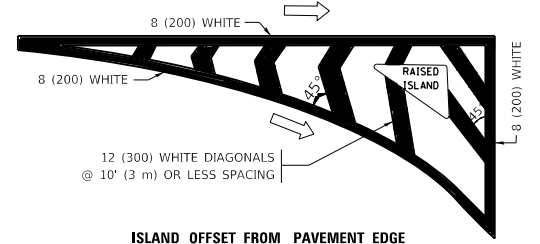
TYPICAL PAINTED MEDIAN MARKING



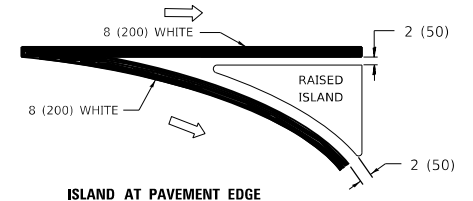
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

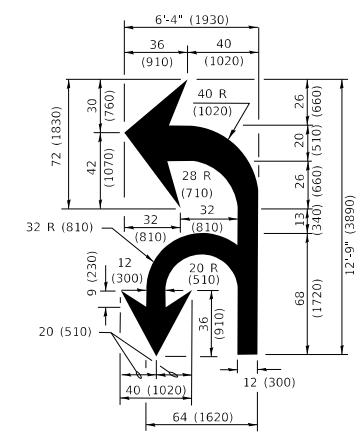


ISLAND OFFSET FROM PAVEMENT EDGE

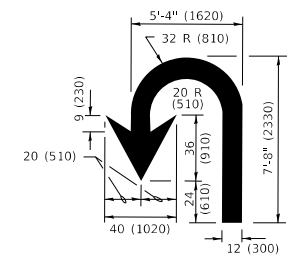


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

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 6' (1.8 m) LETTERS: 16 (400) LINE FOR *X* | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m ²) EACH *X*=54.0 SQ. FT. (5.0 m ²) |
| SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8') | 12 (300) @ 45° | SOLID | WHITE - RIGHT YELLOW - LEFT | 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h)) |
| U TURN ARROW | SEE DETAIL | SOLID | WHITE | 16.3 SF |
| 2 ARROW COMBINATION LEFT AND U TURN | SEE DETAIL | SOLID | WHITE | 30.4 SF |

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

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

MODEL: Default FILE: \public\pavement\pavement\illinois\pavement\documents\dot Office\District 1\Projects\123570\CaddData\Design\DS1554.dwg

| USER NAME | DESIGNED | REVISION | DATE |
|------------------------------|-----------------|----------------------|------|
| = abebawa | - EVERS | - C. JUCIUS 09-09-09 | |
| | - | - C. JUCIUS 07-01-13 | |
| PLOT SCALE = 100.0000' / in. | CHECKED - | - C. JUCIUS 12-21-15 | |
| PLOT DATE = 3/24/2020 | DATE - 03-19-90 | - 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. |
|---------------------------|----------------|--------|--------------------|-----------|
| 330 | 2019-118-RS&SW | COOK | 52 | 48 |
| TC-13 | | | CONTRACT NO. 62168 | |
| ILLINOIS FED. AID PROJECT | | | | |

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

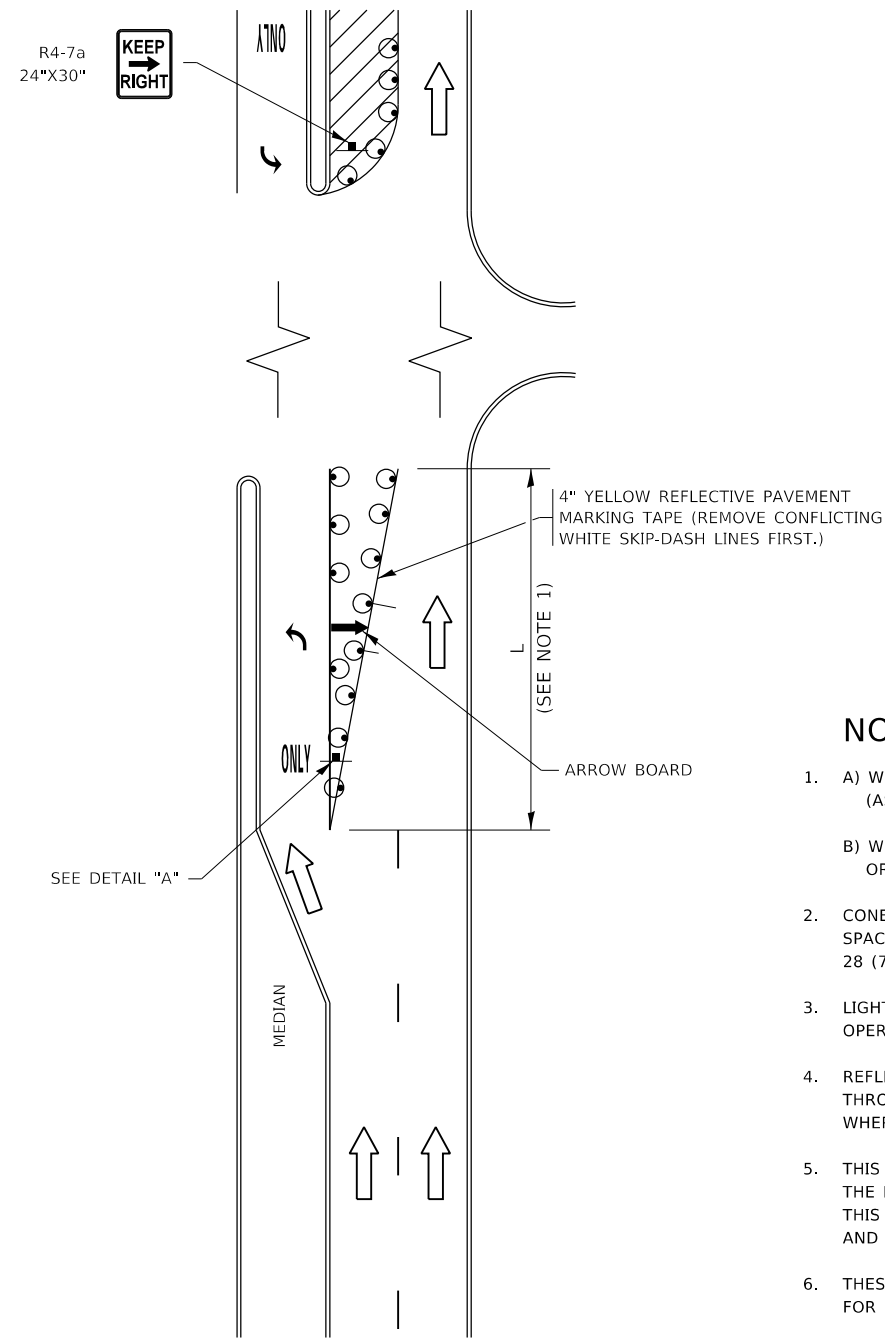


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

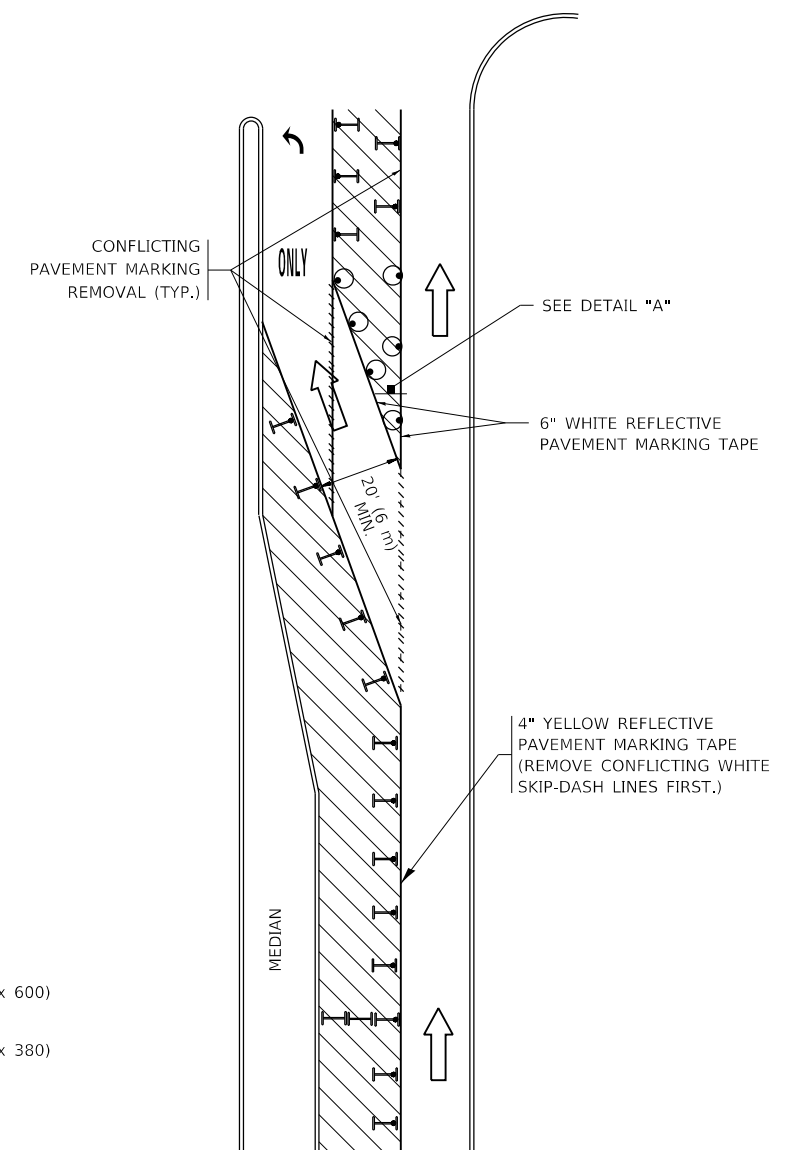


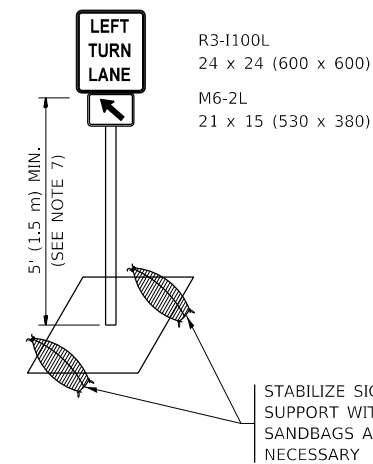
FIGURE 2

LEGEND

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

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 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.

MODEL: Default
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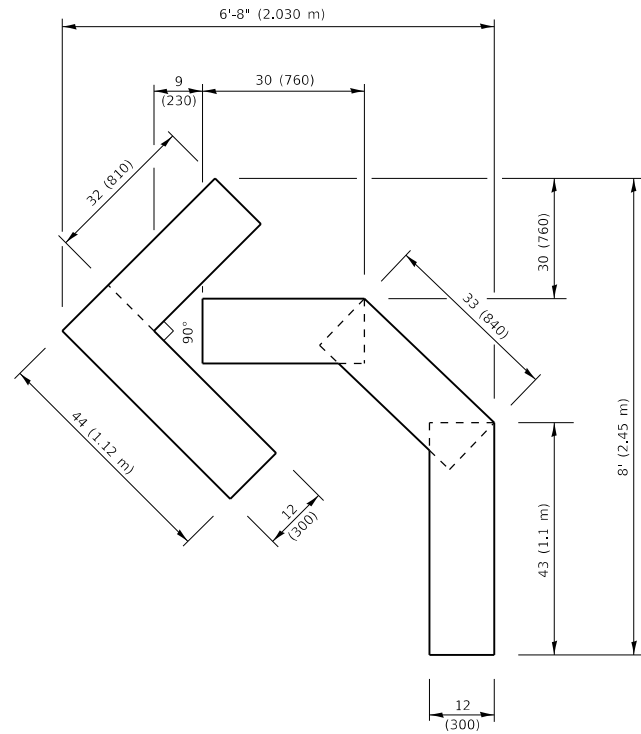
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|------------------------------|----------------------------------|--------------------------------|
| USER NAME = abebawa | DESIGNED - T. RAMMACHER 09-08-94 | REVISED - R. BORO 09-14-09 |
| | DRAWN - A. HOUSEH 11-07-95 | REVISED - A. SCHUETZE 07-01-13 |
| PLOT SCALE = 100,0000' / in. | CHECKED - A. HOUSEH 10-12-96 | REVISED - A. SCHUETZE 09-15-16 |
| PLOT DATE = 3/24/2020 | 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)

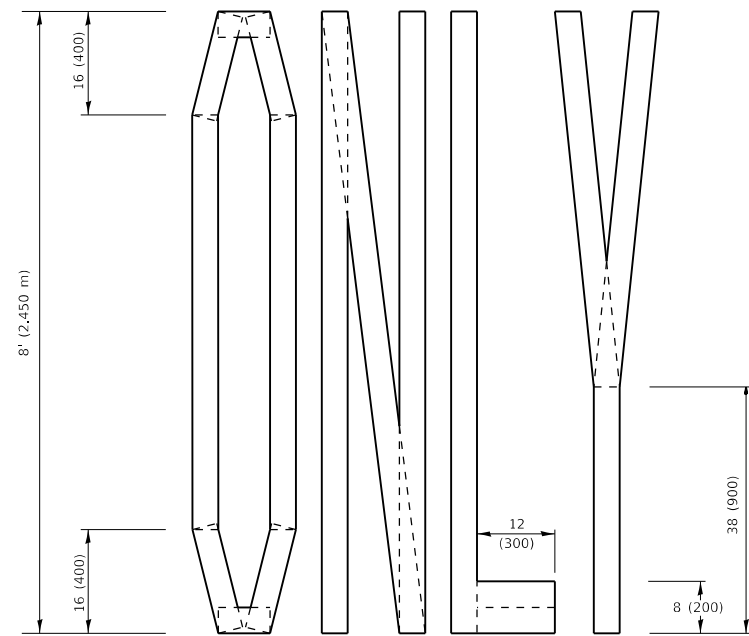
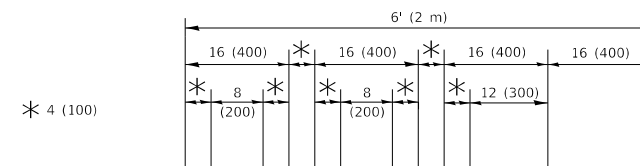
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

| | | | | |
|---------------------------|----------------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 330 | 2019-118-RS&SW | COOK | 52 | 49 |
| TC-14 | | CONTRACT NO. 62J68 | | |
| ILLINOIS FED. AID PROJECT | | | | |



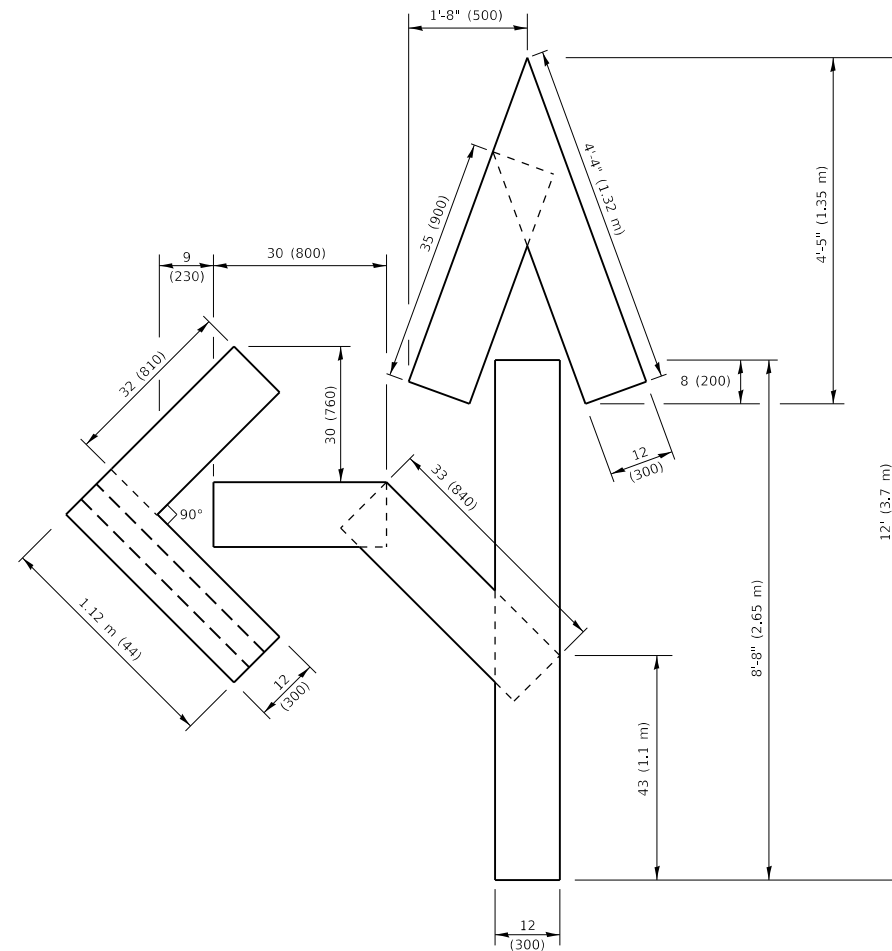
QUANTITY

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



QUANTITY

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

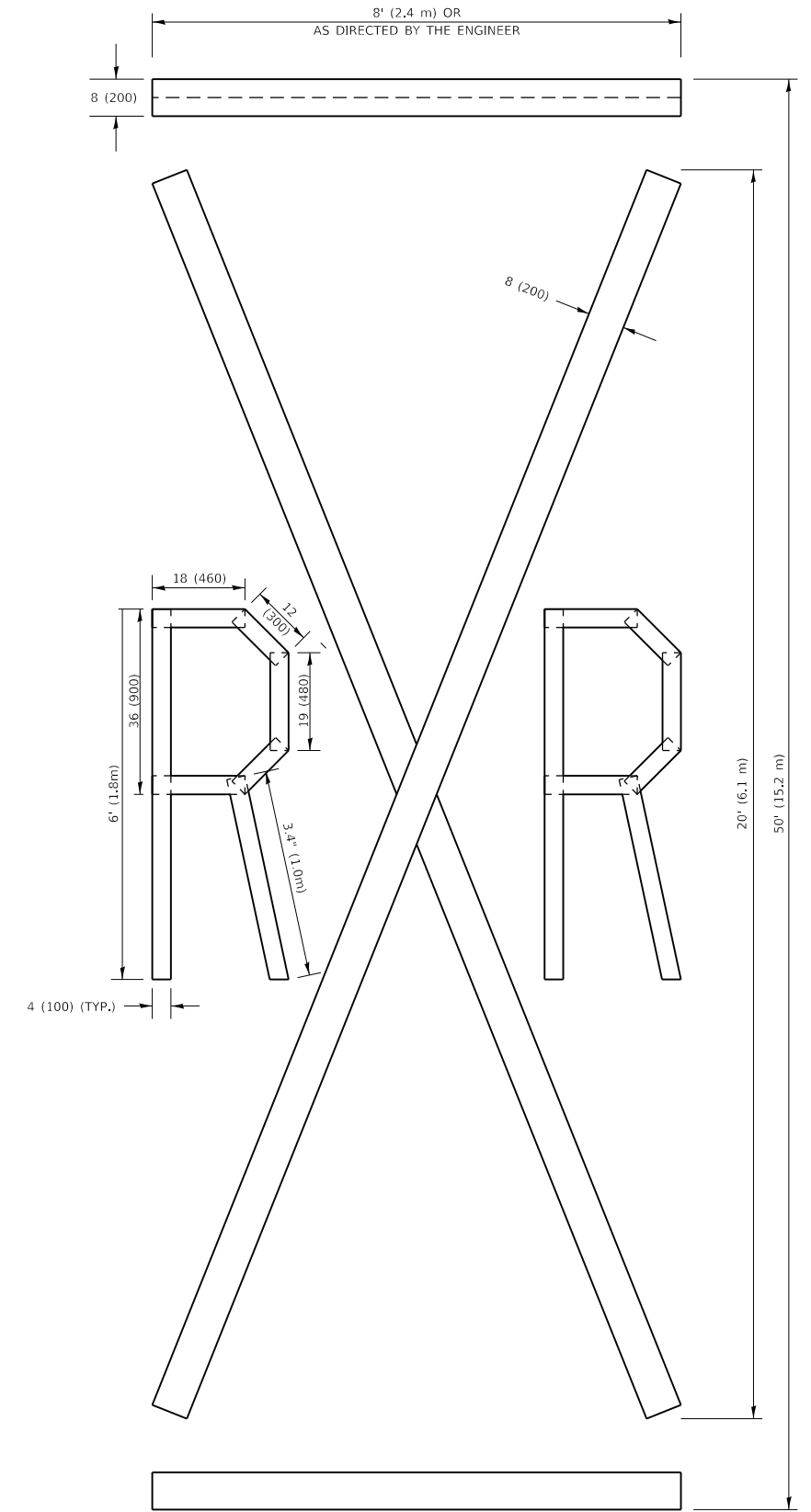


QUANTITY

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

NOTE:

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



QUANTITY

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

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

MODEL: Default
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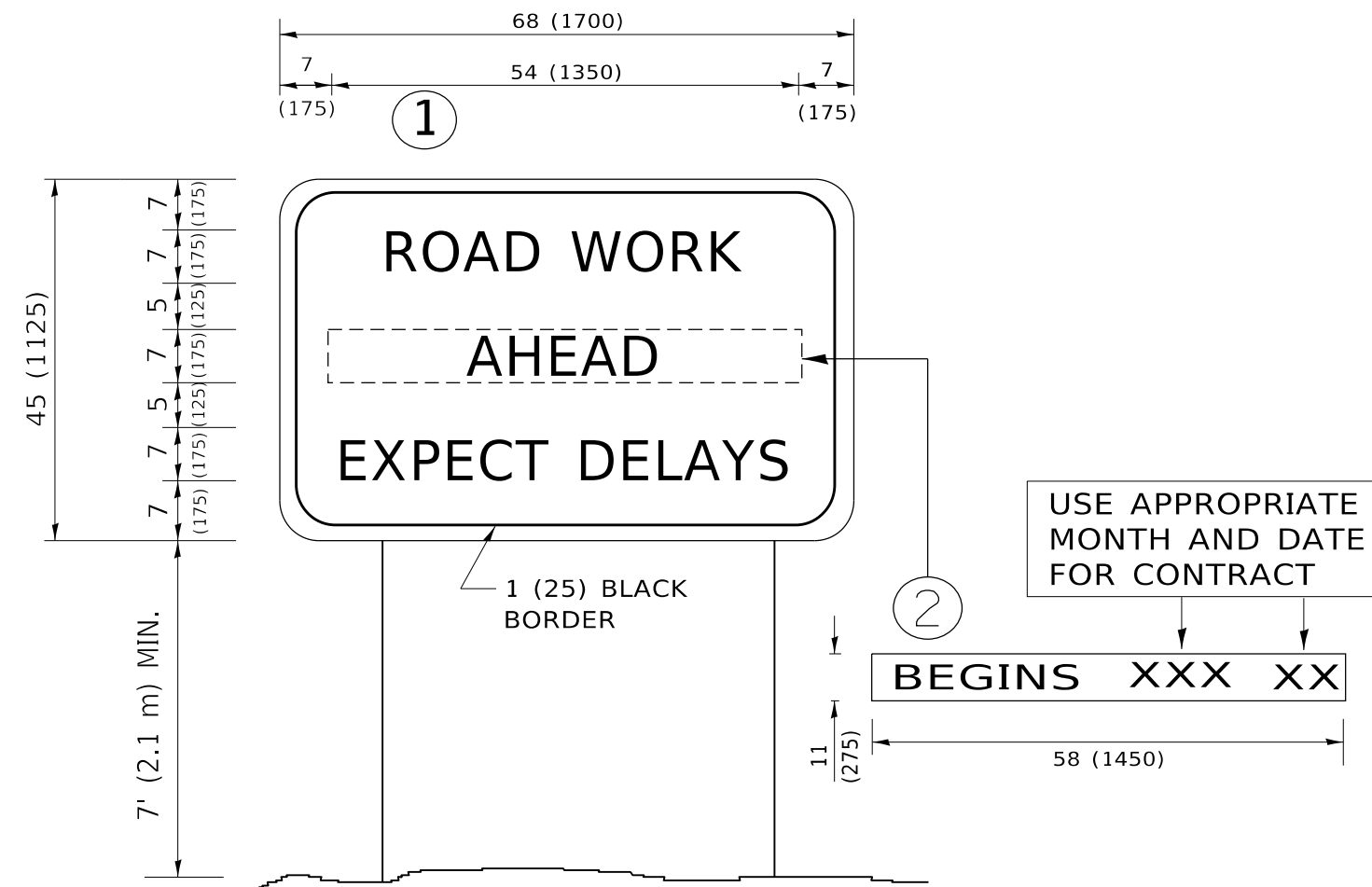
| | | |
|-------------------------------|-----------------|---------------------------------|
| USER NAME = abebawa | DESIGNED - | REVISED - T. RAMMACHER 03-02-98 |
| | DRAWN - | REVISED - E. GOMEZ 08-28-00 |
| PLOT SCALE = 100,0010 ' / In. | CHECKED - | REVISED - E. GOMEZ 08-28-00 |
| PLOT DATE = 3/24/2020 | 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. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------------|-----------|
| 330 | 2019-118-R5&SW | COOK | 52 | 50 |
| TC-16 | | | CONTRACT NO. 62J68 | |
| 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.

MODEL: Default
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| | | |
|-------------------------------|------------|---------------------------------|
| USER NAME = abebawa | DESIGNED - | REVISED - R. MIRS 09-15-97 |
| | DRAWN - | REVISED - R. MIRS 12-11-97 |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - T. RAMMACHER 02-02-99 |
| PLOT DATE = 3/24/2020 | DATE - | REVISED - C. JUCIUS 01-31-07 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

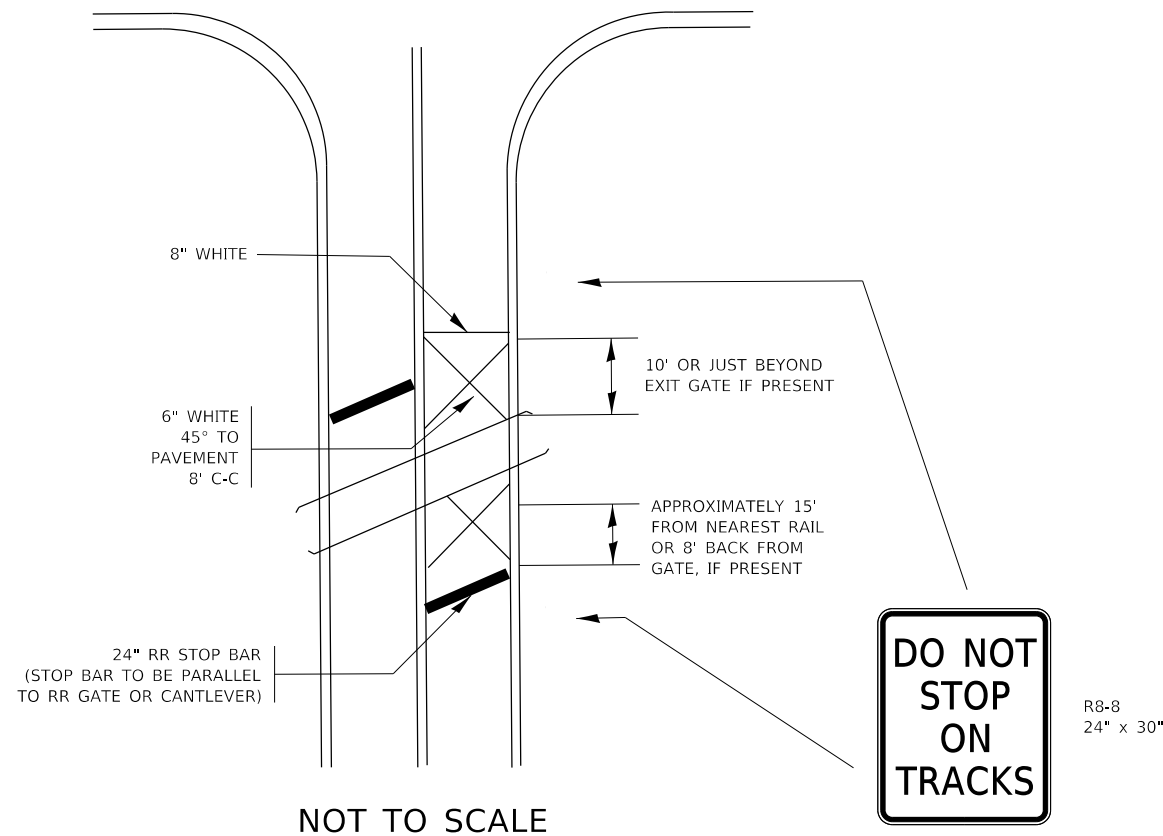
**ARTERIAL ROAD
INFORMATION SIGN**

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------------|-----------|
| 330 | 2019-118-RS&SW | COOK | 52 | 51 |
| TC-22 | | | CONTRACT NO. 62168 | |
| ILLINOIS FED. AID PROJECT | | | | |

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

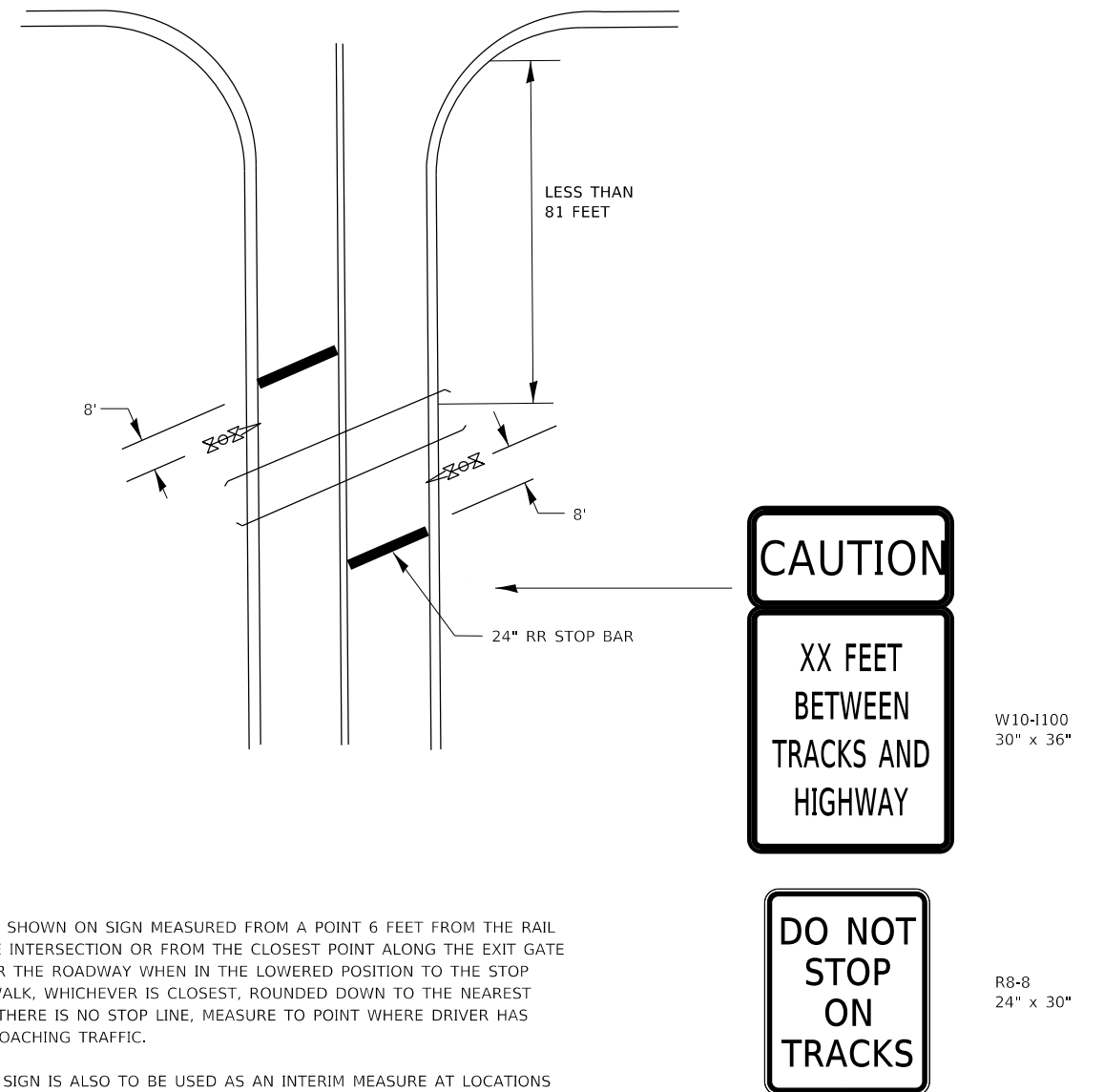
WITH SIGNALIZED INTERSECTION



NOTE:

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

WITH NON-SIGNALIZED INTERSECTION 81' OR LESS TO CLOSEST RAIL



NOTE:

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

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

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| | | |
|------------------------------|------------|-----------|
| USER NAME = abebawa | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| PLOT SCALE = 100.0001' / in. | CHECKED - | REVISED - |
| PLOT DATE = 3/24/2020 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

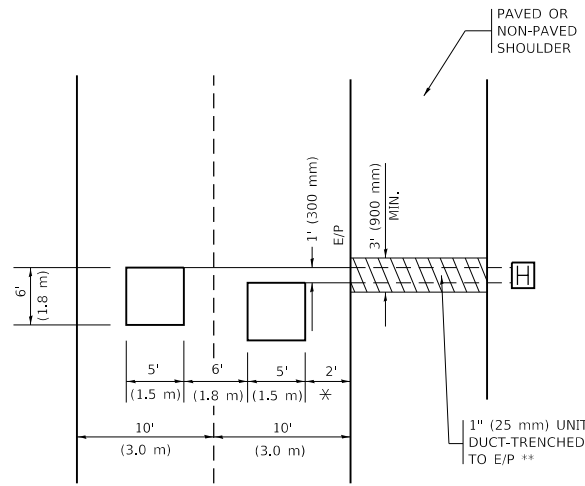
TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING
TREATMENT FOR RAILROAD CROSSINGS

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------------|-----------|
| 330 | 2019-118-RS&SW | COOK | 52 | 51B |
| TC-23 | | | CONTRACT NO. 62J68 | |
| ILLINOIS FED. AID PROJECT | | | | |

LOOPS NEXT TO SHOULDERS

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



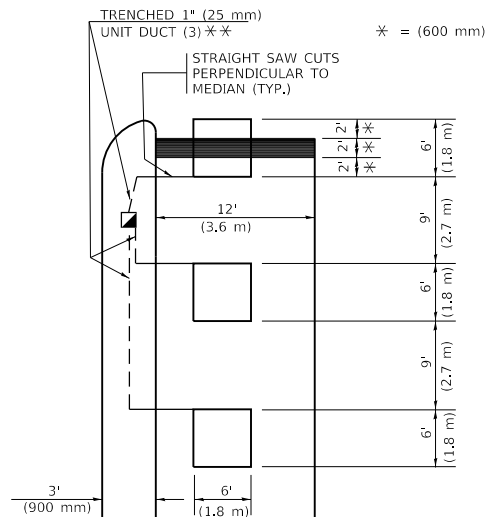
* = (600 mm)

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

LEFT TURN LANES WITH MEDIANS

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

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



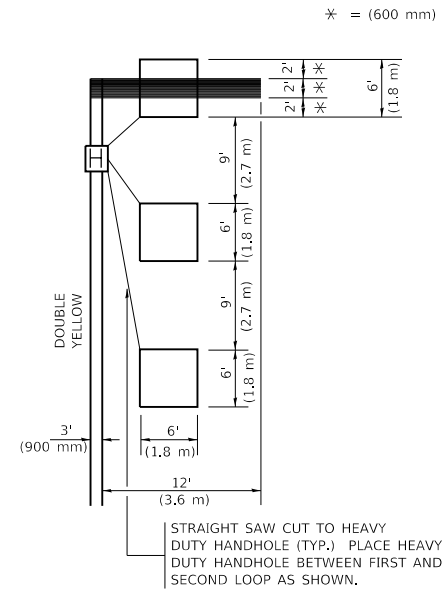
* = (600 mm)

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

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

LEFT TURN LANES WITHOUT MEDIANS

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



* = (600 mm)

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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

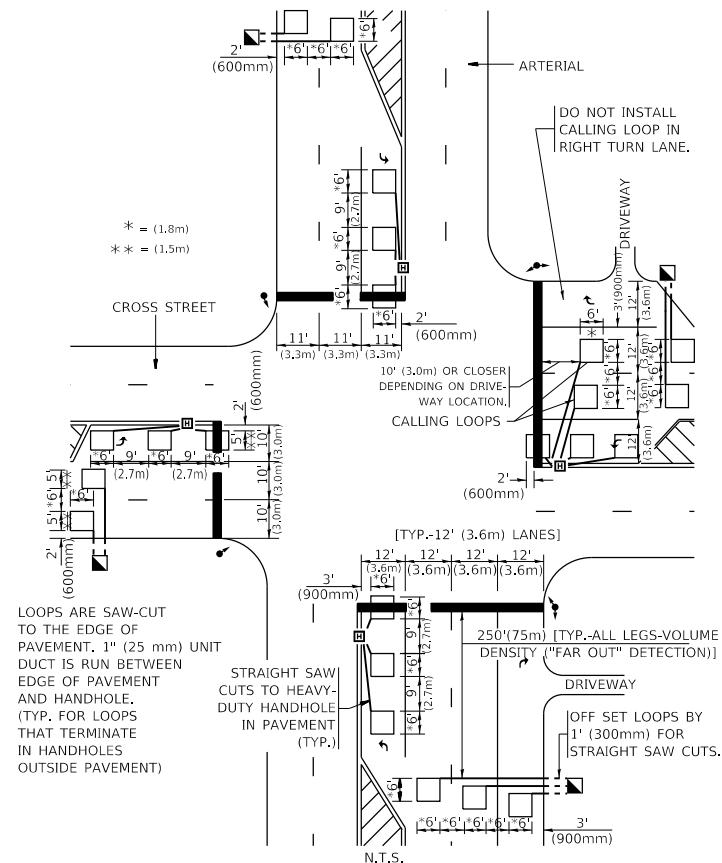
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

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



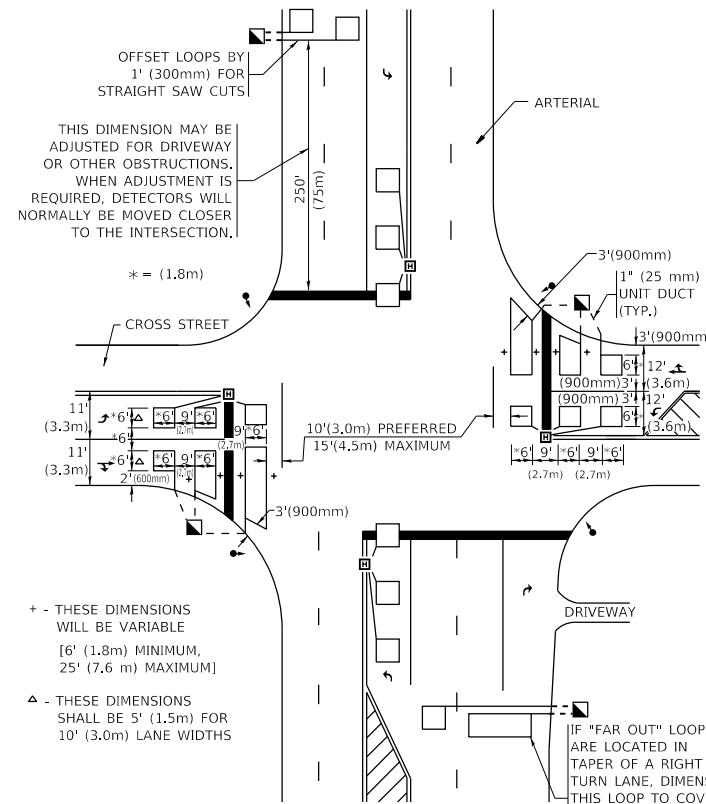
* = (1.8m)
** = (1.5m)

LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

DETAIL 1
N.T.S.

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



THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.

* = (1.8m)

+ - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]

Δ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

DETAIL 2
N.T.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

| | | | | |
|-------------|----------------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 330 | 2019-118-R5&SW | COOK | 52 | 52 |
| TS-07 | | CONTRACT NO. 62J68 | | |

ILLINOIS FED. AID PROJECT