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## STATE OF ILLINOIS

### **DEPARTMENT OF TRANSPORTATION**

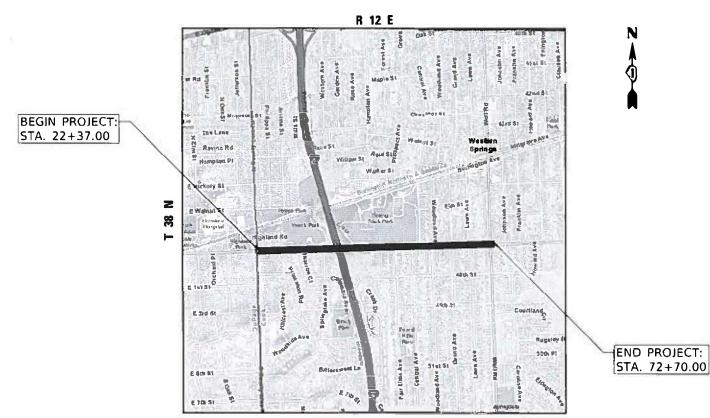
# PROPOSED HIGHWAY PLANS

F.A.U. 1488: 47TH STREET
COUNTY LINE ROAD TO WOLF ROAD
SECTION: 2020–148–RS–SW&PP

SMART OVERLAY, ADA IMPROVEMENTS, BRIDGE APPROACH PATCHING

PROJECT: STP-PGTQ(239)
COOK COUNTY

C-91-315-20



DOWNERS GROVE, LYONS TOWNSHIPS

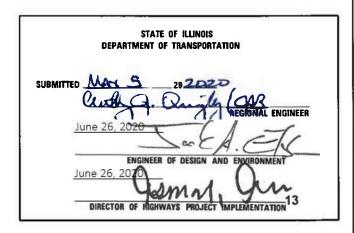
GROSS LENGTH = 5033 FT = 0.953 MILE

| SECTION | COUNTY | STOTAL SHEET | SH

**★** 29+1=30 TOTAL SHEET

D-91-517-20





PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-9

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN VILLAGE OF HINSDALE AND VILLAGE OF WESTERN SPRINGS

TRAFFIC DATA:
2018 ADT = 13,000
POSTED SPEED LIMIT = 35 MPH

DESIGN DESIGNATION: MINOR ARTERIAL



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

J.U.L.I.E.

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

PROJECT ENGINEER: DAN WILGREEN (847) 705-4240 PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 62M20

**REV-SEP** 

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25	TC-13: DISTRICT ONE TYPICAL PAVEMENT MARKINGS
25A	TC-14: TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
26	TC-16: SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
27	TC-22: ARTERIAL ROAD INFORMATION SIGN
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29	TS-07: DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

#### LIST OF STATE STANDARDS

	LIST OF STATE STANDARDS
STANDARD NO.	DESCRIPTION
000001-07	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
424016-05	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-05	DEPRESSED CORNER FOR SIDEWALKS
424026-03	ENTRANCE / ALLEY PEDESTRIAN CROSSING
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606306-04	CORRUGATED PC CONCRETE MEDIANS
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
635001-02	DELINEATORS
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS $\leq$ 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

USER NAME = rostkowskir	DESIGNED -	RR	REVISED -	
	DRAWN -	RR	REVISED -	1
PLOT SCALE = 100.0000 ' / in.	CHECKED -	DW	REVISED -	1
PLOT DATE = 6/19/2020	DATE -	5/8/2020	REVISED -	

#### **GENERAL NOTES**

- 1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
- 2. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- 3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, VILLAGE OF HINSDALE, AND VILLAGE OF WESTERN SPRINGS.
- 4. THE CONTRATOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 5. THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR "GUARDRAIL REMOVAL".
- 6. 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.
- 7. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- 8. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- 9. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 10. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 11. DRAINAGE ADJUSTEMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 13. 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.
- 14. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 15. THE RESIDENT ENGINEER SHALL CONTACT EMAD ALHUSSEINI, AREA TRAFFIC FIELD TECHNICIAN, VIA EMAIL AT EMAD.ALHUSSEINI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 16. THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULATIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MISTURE IS PLACED.
- 17. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 18. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 19. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
- 20. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 21. THE "ARTERIAL ROAD INFORMATION SIGN (TC-22)" IS APPLICABLE ONLY TO ARTERIAL ROADS AND SHALL NOT BE APPLIED TO EXPRESSWAYS/TOLLWAYS.
- 22. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 40 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 KM/H). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.

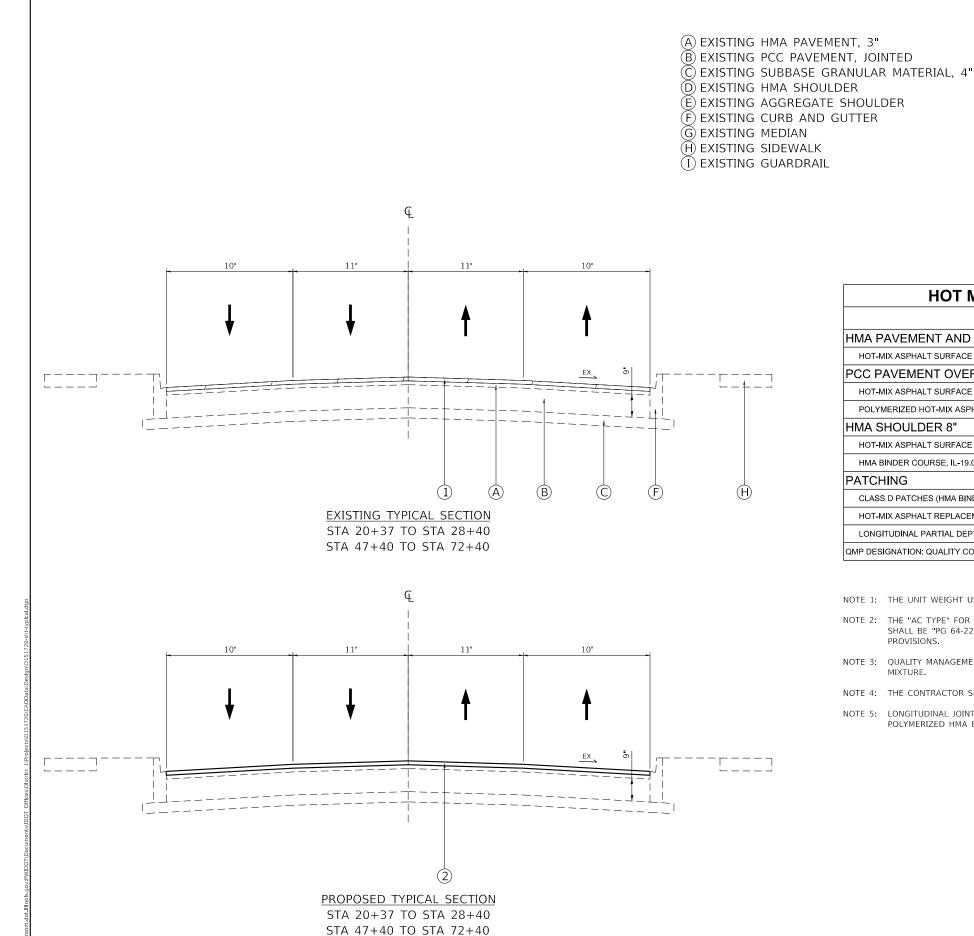
- 23. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX APSHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 24. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
- 25. CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 AT LEAST 2 WEEKS PRIOR TO BEGINNING LANDSCAPE AND FORESTRY WORK. LIMITS OF WORK SHALL BE LAID OUT BY CONTACTOR PRIOR TO SELECTING TREES TO SAVE WITHIN LIMITS

USER NAME = rostkowskir	DESIGNED	-	RR	REVISED -
	DRAWN	-	RR	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED	-	DW	REVISED -
PLOT DATE = 6/19/2020	DATE	_	5/8/2020	REVISED -

SUMMARY OF QUANTITIES				CONSTRU	UCTION TY	YPE CODE			CLINANA	ARY OF QUANTITIES				CONSTR	UCTION T	YPE CODE	
SUMMART OF QUANTITIES		TOTAL	0004 ROADWAY						SUMMA	ANT OF QUANTITIES		TOTAL	0004 ROADWAY				
CODE NO ITEM	UNIT	QUANTITIES URBAN	80% FED 20% STATE COOK COUNTY					CODE NO		ITEM	UNIT	QUANTITIES URBAN	l I				
20200100 EARTH EXCAVATION	CUYD	53	53					42400200	PORTLAND CEME	NT CONCRETE SIDEWALK 5 INCH	SQ FT	5300	5300				
20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CUYD	110	110					42400800	DETECTABLE WAR	RNINGS	SQFT	540	540				
20400800 FURNISHED EXCAVATION	CUYD	2	2					44000155	HOT-MIX ASPHAL	T SURFACE REMOVAL, 11/2"	SQYD	17503	17503				
21101615 TOPSOIL FURNISH AND PLACE, 4"	SQ YD	102	102					44000600	SIDEWALK REMOV	VAL	SQ FT	5300	5300				
25200110 SODDING, SALT TOLERANT	SQ YD	102	102					44002212	HOT-MIX ASPHAL	T REMOVAL OVER PATCHES, 3"	SQYD	607	607				
40600290 BITUMINOUS MATERIALS (TACK COAT)	POUND	13322	13322					44003100	MEDIAN REMOVAL	L	SQFT	3016	3016				
40600400 MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	49	49					44003510	MEDIAN REMOVAL	L PARTIAL DEPTH	SQFT	2014	2014				<u> </u> 
40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQYD	296	296					<b>X440503</b> 0	LONGITUDINAL P	ARTIAL DEPTH REMOVAL 3"	FOOT	532	532				
																	<u> </u> 
40600985 PORTLAND CEMENT CONCRETE SURFACE REMOVAL - E JOINT	UTT SQ YD	500	500					44201753	CLASS D PATCHES	S, TYPE II, 9 INCH	SQYD	218	218				
50								44201757	CLASS D PATCHES	S, TYPE III, 9 INCH	SQ YD	184	184				
40601005 HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	102	102					44201759	CLASS D PATCHES	S TYPE IV 0 INCH	SQYD	184	184				
40603200 POLYMERIZED HOT-MIX APSHALT BINDER COURSE,	TON	431	431					44201739	CLASS D PATCHES	5, TTF E IV, 3 INGT	30,10	104	104				
IL-4.75, N50								44201777	CLASS D PATCHES	S, TYPE II, 11INCH	SQ YD	369	369				
40604062 HOT MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5,	TON	2116	2116					44201781	CLASS D PATCHES	S, TYPE III, 11INCH	SQ YD	431	431				
N70																	
42001300 PROTECTIVE COAT	SQYD	1195	1195					44201783	CLASS D PATCHES	S, TYPE IV, 11INCH	SQ YD	431	431				
	5415	. 100	1100					44209000	LONGITUDINAL PA	ARTIAL DEPTH PATCHING	TON	20	20				
																SPECIALTY	
USER NAME = rostkowskir  PLOT SCALE = 100.0000 ' / in.	DESIGNED - RR DRAWN - RR CHECKED - DW	REVISED REVISED REVISED	-				TATE OF IL	LINOIS ANSPORTA	ΓΙΟΝ	SUMMARY OF Q 47TH STREET (COUNTY LINE  SCALE: 1"=50' SHEET 1 OF 3 SHEET	ROAD TO WOL	F ROAD)	F.A.U. RTE. 1488		TION		TOTAL SHE SHEETS NO 29 4

	SUMMARY OF QUANTITIES				CONSTRI	UCTION T	YPE CODE			CLIMMA	ARY OF QUANTITIES				CONSTRU	JCTION T	YPE CODE	
	SUMMANT OF QUANTITIES		TOTAL	0004 ROADWAY						2 OIMMA	ANT OF QUANTITIES	<u> </u>	TOTAL	0004 ROADWAY				
CODE NO	ITEM	UNIT	QUANTITIES	80% FED					CODE NO		ITEM	UNIT	QUANTITIES	80% FED 20% STATE				
CODE NO	1 1 201		URBAN	соок					CODE NO		1 1 21-1		URBAN	соок				1
40404000	ACCORDATE CHOULDEDG TYPE D	CHAD	47	COUNTY					67000400	ENCINEERIS FIELD	ACCEPTED A	CAL MO	6	COUNTY				
48101202	AGGREGATE SHOULDERS, TYPE B	CUYD	47	47			<u> </u>		67000400	ENGINEER'S FIELD	JOFFICE, I TPE A	CAL MO	0	6				
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	54	54					67100100	MOBILIZATION		L SUM	1	1				
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	574	574			1		70102625		L AND PROTECTION, STANDARD 701606	L SUM	1	1				
40203029	HOT-WIX ASTRACT SHOULDERS, 0	30 10	374	574			<u> </u>		70102023	TIVALLI IC CONTINOL	EAND FROTEGION, STANDARD 701000	LOON	'	'				
																		1
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	27	27														
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	2	2			İ		70102635	TRAFFIC CONTROL	L AND PROTECTION, STANDARD 701701	L SUM	1	1				
							<u> </u>					<u> </u>						
60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	3016	3016					70102640	TRAFFIC CONTROL	L AND PROTECTION, STANDARD 701801	LSUM	1	1				
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1891	1891					70300100	SHORT TERM PAVI	EMENT MARKING	FOOT	6413	6413				
							Ì											
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2			<u> </u>		70300150	SHORT TERM PAVI	EMENT MARKING REMOVAL	SQFT	2138	2138				
																		<u> </u>
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2					70300210	TEMPORARY PAVE	EMENT MARKING LETTERS AND SYMBOLS	SQ FT	116	116				
63200310	GUARDRAIL REMOVAL	FOOT	2016	2016					70300220	TEMPODA DV DAVE	EMENT MARKING - LINE 4"	FOOT	12 4 49	12 449				
03200310	GUARDINAL REWIOVAL	1001	2010	2010					70300220	TEINIFORART FAVE	EWENT WARRING - LINE 4	1001	12 449	12 4 4 9				
			<u> </u>				1											
<b>*</b> 66900200	NON-SPECIAL WASTE DISPOSAL	CUYD	170	170					70300240	TEMPORARY PAVE	EMENT MARKING - LINE 6"	FOOT	729	729				
<b>*</b> 66900530	SOIL DISPOSAL ANALYSIS	EACH	4	4			İ		70300260	TEMPORARY PAVE	EMENT MARKING - LINE 12"	FOOT	1032	1032				
							<u> </u>					<u> </u>						
66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1			1		70300280	TEMPORARY PAVE	EMENT MARKING - LINE 24"	FOOT	290	290				
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1					70300520	PAVEMENT MARKI	ING TAPE, TYPE III 4"	FOOT	2739	2739				
*																		
66901006	REGULATED SUBSTANCES MONITORING	CAL DA	5	5					70300904	PAVEMENT MARKI	NG TAPE, TYPE IV 4"	FOOT	4971	4971				<u> </u>
																		REV-SE
																	SPECIALTY 100% STAT	
	USER NAME = rostkowskir DESIGNED -		REVISED								SUMMARY OF QUAN	    TITIFS		F.A.U. RTE.	SEC	TION	COUNTY	TOTAL SHEE SHEETS NO.
	DRAWN -     PLOT SCALE = 100.0000 ' / in.   CHECKED -		REVISED REVISED			r		TATE OF ENT OF T	ILLINOIS RANSPORTA	TION	47TH STREET (COUNTY LINE ROA		F ROAD)	1488		RS-SW&PP	COOK	29 5
	-	5/8/2020	REVISED			-					SCALE: 1"=50' SHEET 2 OF 3 SHEETS S	TA	TO STA			ILLINOIS FED. AII		140. UZIVIZU

	SUMMARY OF QUANTITIES				CONSTR	UCTION T	YPE CODE			STIMM	ARY OF QUANTITIES				CONSTRU	JCTION TY	YPE CODE	
I	SUPPLIANT OF QUANTITIES		TOTAL	0004 ROADWAY						30141141	TITL OF QUANTIFIES		TOTAL	0004 ROADWAY				
CODE NO	ITEM	UNIT	QUANTITIES	80% FED 20% STATE					CODE N	,	ITEM	UNIT	QUANTITIES	80% FED 20% STATE			1	
	· · <u>-</u> · ·		URBAN	COOK COUNTY							· · <del>-</del> · ·		URBAN	COOK COUNTY				
72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2					X7010216	TRAFFIC CONTRO	DL AND PROTECTION, (SPECIAL)	L SUM	1	1				
<b>*</b> 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND	SQ FT	116	116					X7030005	TEMPORARY PAV	EMENT MARKING REMOVAL	SQFT	8812	8812				
	SYMBOLS																	<u> </u>
									Z0004562	COMBINATION CO	NCRETE CURB AND GUTTER REMOVAL AND	FOOT	840	840				<u> </u>
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12 449	12 4 49						REPLACEMENT								<u> </u>
									# z0018500	DRAINAGE STRUC	CTURES TO BE CLEANED	EACH	5	5				<u> </u>
<b>*</b> 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	729	729		1		1	Z0030850	TEMPORARY INFO	DRMATION SIGNING	SQFT	154	154				<u> </u>
									Z0033700	LONGITUDINAL JO	DINT SEALANT	FOOT	12944	12944				<u> </u>
<b>*</b> 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1032	1032					<b>*</b> 20100110	TREE REMOVAL	(6 TO 15 UNITS DIAMETER)	UNIT	22	22				
									<b>*</b> 20101350	TREE PRUNING (C	OVER 10 INCH DIAMETER)	EACH	10	10				<u> </u>
<b>*</b> 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	290	290					<b>*</b> 25003210	INTERS EEDING,	CLASS 2A	ACRE	0.478	0.478				
				ļ					44000100	PAVEMENT REMO	DVAL	SQ YD	7	7				<u> </u>
<b>*</b> 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	335	335					60257900	MANHOLES TO B	E RECONSTRUCTED	EACH	1	1				<u> </u>
									60262700	INLETS TO BE RE	ECONSTRUCTED	EACH	2	2				
78200006	GUARDRAIL REFLECTORS, TYPE B	EACH	16	16					70102620	TRAFFIC CONTRO	DL AND PROTECTION, STANDARD 701501	L SUM	1	1				
									70102630	TRAFFIC CONTRO	DL AND PROTECTION, STANDARD 701601	L SUM	1	1				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	302	302					72 400500	RELOCATE SIGN	PANEL ASSEMBLY - TYPE A	EACH	2	2				<u> </u>
									<b>*</b> 85000200	MAINTENANCE O	F EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	900	900					<b>*</b> 89502376	REBUILD EXISTIN	IG HANDHOLE	EACH	3	3				
									<b>*</b> X2010350	TREE REMOVAL	ACRES (SPECIAL)	ACRE	0.478	0.478				
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1					X6030310	FRAMES AND LID	S TO BE ADJUSTED (SPECIAL)	EACH	20	20				
									Ø z0076600	TRAINEES		HOUR	500	500				<u> </u>
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	13	13		1			Ø Z0076604	TRAINEES - TRAI	NING PROGRAM GRADUATE	HOUR	500	500				
							1											1
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE	SQ YD	264	264														1
	DEPTH)																	1
  ,																		<b>d</b> 22.
# x5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	100	100			<u> </u>											<b>Ø</b> 004
																* #	SPECIALTY 100% STAT	REV-SE Y ITEMS TE FUNDIN
	USER NAME = rostkowskir DESIGNED	RR	REVISED	<u> </u>							SUMMARY OF QUA	 NTITIES		F.A.U. RTE.	SEC	<u> </u>		TOTAL SHEE
	DRAWN	RR DW	REVISED REVISED					TATE OF	ILLINOIS RANSPORT	ATION	47TH STREET (COUNTY LINE ROA		LF ROAD)	1488			соок	29 6 NO. 62M20
	<del> </del>	5/8/2020	REVISED	-		_					SCALE: 1"=50' SHEET 3 OF 3 SHEETS S	STA	TO STA			ILLINOIS FED. AII		INO. 021912



DESIGNED - RR

DRAWN - RR

5/8/2020

HECKED -

JSER NAME = rostkowskir

PLOT DATE = 6/19/2020

#### **LEGEND**

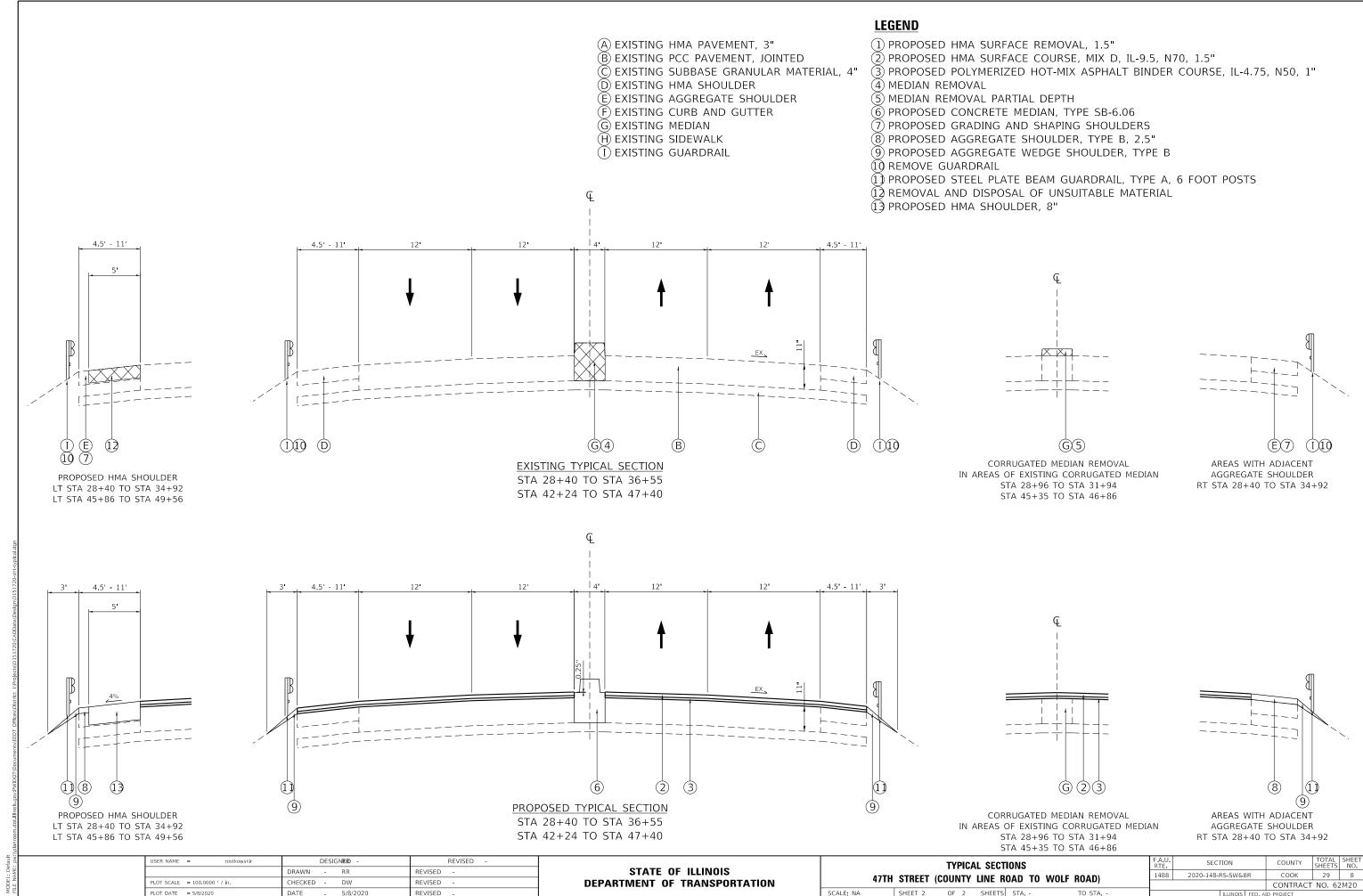
- (1) PROPOSED HMA SURFACE REMOVAL, 1.5"
- (2) PROPOSED HMA SURFACE COURSE, MIX D, IL-9.5, N70, 1.5"
- (3) PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- (4) MEDIAN REMOVAL
- (5) MEDIAN REMOVAL PARTIAL DEPTH
- (6) PROPOSED CONCRETE MEDIAN, TYPE SB-6.06
- 7 PROPOSED GRADING AND SHAPING SHOULDERS
- 8 PROPOSED AGGREGATE SHOULDER, TYPE B, 2.5"
- (9) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- (1) REMOVE GUARDRAIL
- (1) PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (1) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- (13) PROPOSED HMA SHOULDER, 8"

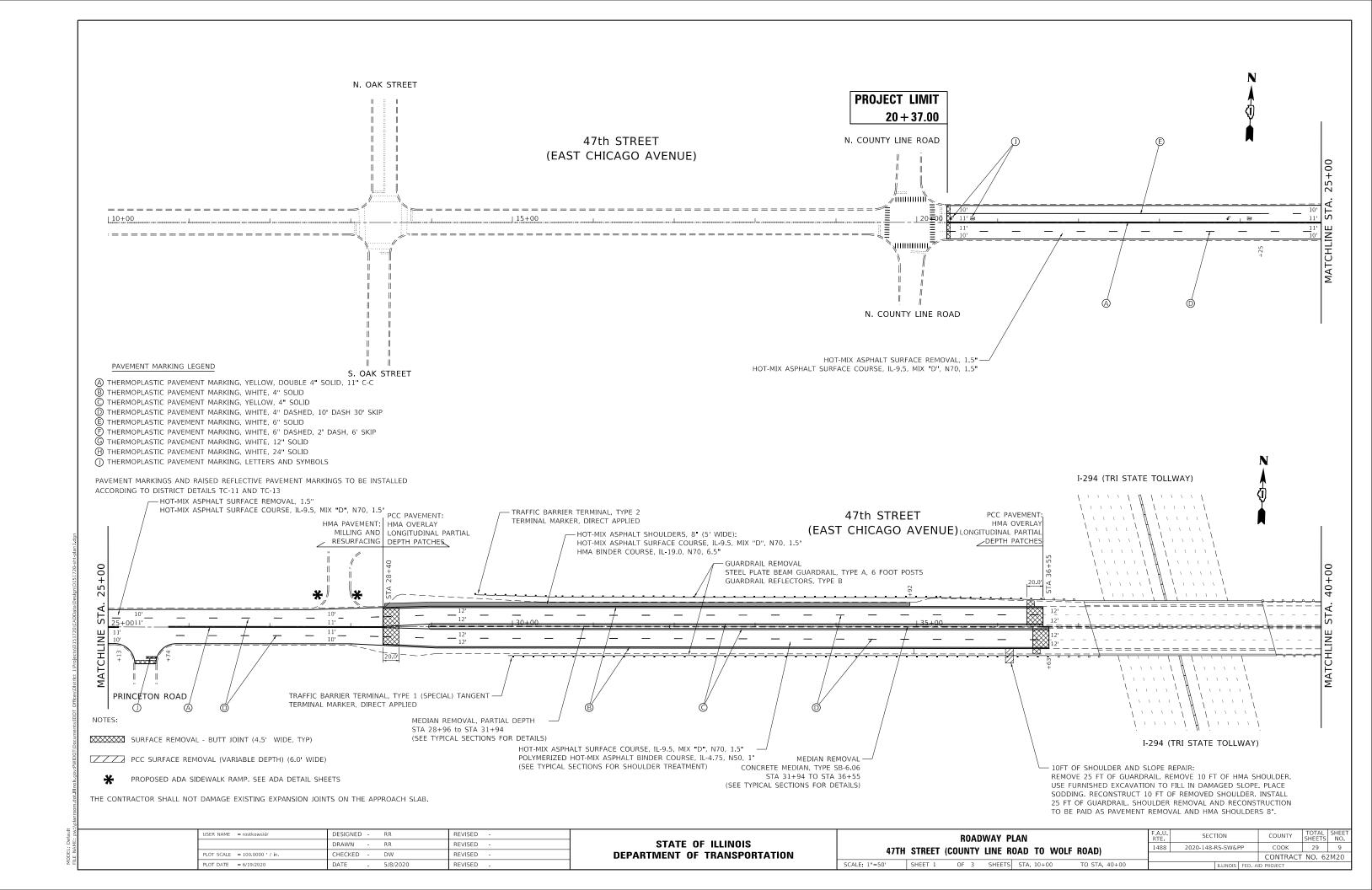
HOT MIX ASPHALT MIXTURE REQUIR	EMENTS	QUALITY
MIXTURE TYPE	AIR VOIDS @ Ndes	MANAGEMENT PROGRAM (QMP)
HMA PAVEMENT AND SHOULDER SMART OVERLAY		•
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.5"	4% AT 70 GYR	QCP
PCC PAVEMENT OVERLAY	·	•
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.5"	4% AT 70 GYR	QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"	3.5% AT 50 GYR	QC/QA
HMA SHOULDER 8"	·	•
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.5"	4% AT 70 GYR	QC/QA
HMA BINDER COURSE, IL-19.0, N70, 6.5"	4% AT 70 GYR	QC/QA
PATCHING	·	•
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% AT 70 GYR	QC/QA
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-19mm)	4% AT 70 GYR	QC/QA
LONGITUDINAL PARTIAL DEPTH PATCHES (HMA BINDER IL-19 mm)	4% AT 70 GYR	QC/QA
OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA): QUALITY CONTROL FO	R PERFORMANCE (OCP): PAY FOR PE	REORMANCE (PEP)

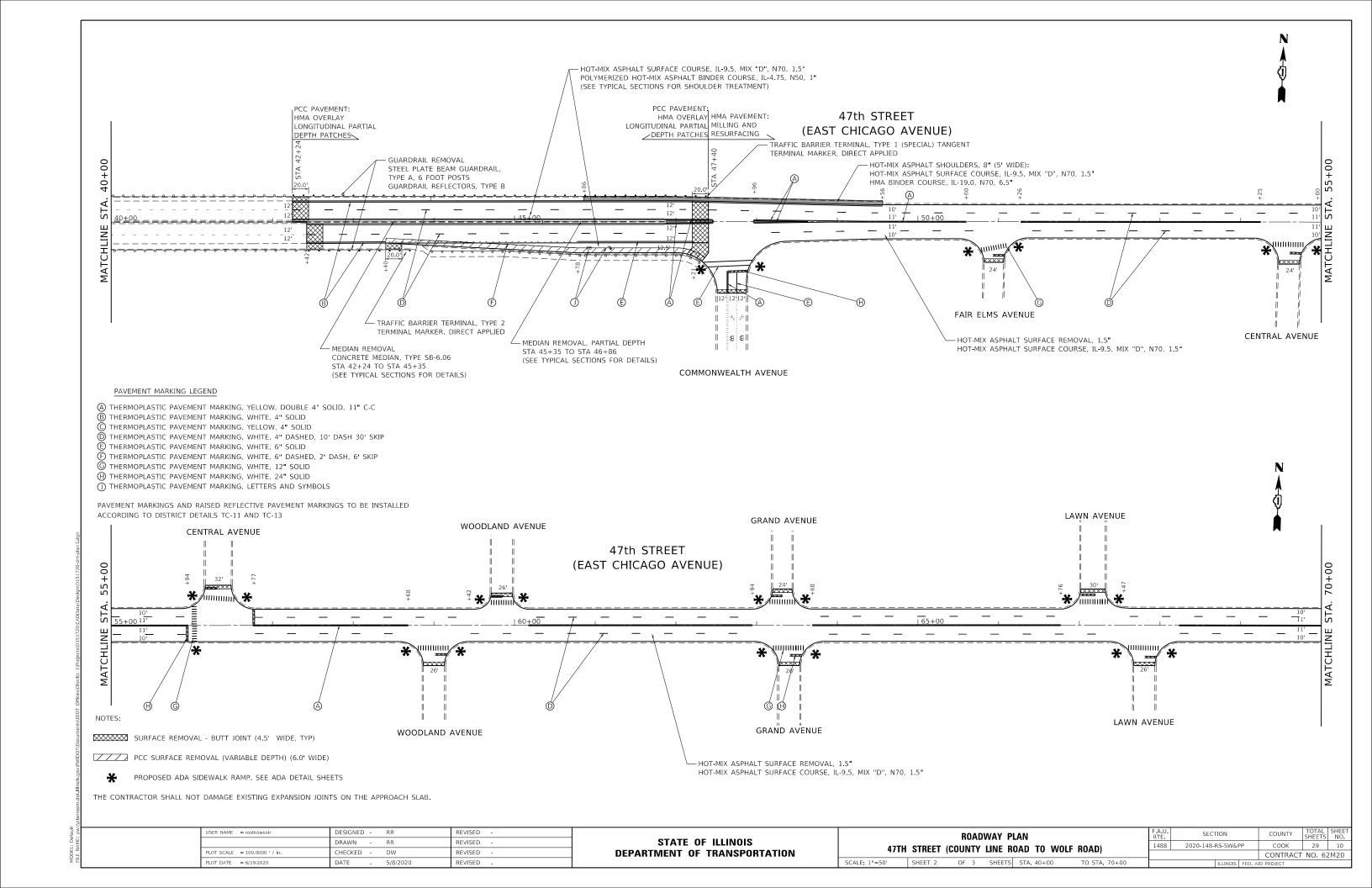
- NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
- NOTE 3: QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.
- NOTE 4: THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.
- NOTE 5: LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE WHERE ONLY SURFACE IS PAVED AND OVER THE POLYMERIZED HMA BINDER COURSE IL-4.75 THROUGH THE PCC SEGMENT.

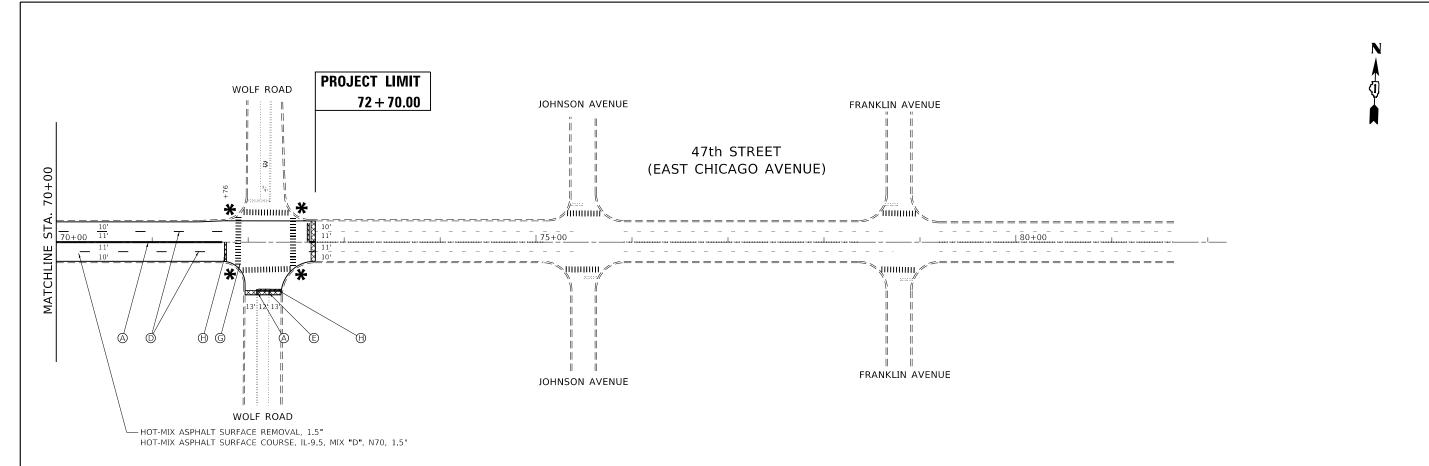
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		TYPICA	AL SECT	IONS		F.A.U. RTE	SECT	ION		COUNTY	TOTAL SHEETS	SHEET NO.
/7TH	CTRFFT	/COLINITY	LINE R	OAD TO	WOLF ROAD)	1488	2020-148-F	RS-SW&E	BR	СООК	29	7
7/111	JINLLI	(0001411	LINE III	טאט וט	WOLI HOAD					CONTRACT	NO. 62	2M20
	SHEET 1	OF 2	SHEETS	STA	TO STA			ILLINOIS	EED ΔI	D PROJECT		









#### PAVEMENT MARKING LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING, YELLOW, DOUBLE 4" SOLID, 11" C-C
- B THERMOPLASTIC PAVEMENT MARKING, WHITE, 4" SOLID
- © THERMOPLASTIC PAVEMENT MARKING, YELLOW, 4" SOLID
- ① THERMOPLASTIC PAVEMENT MARKING, WHITE, 4" DASHED, 10' DASH 30' SKIP
- E THERMOPLASTIC PAVEMENT MARKING, WHITE, 6" SOLID
- (E) THERMOPLASTIC PAVEMENT MARKING, WHITE, 6" DASHED, 2' DASH, 6' SKIP
- © THERMOPLASTIC PAVEMENT MARKING, WHITE, 12" SOLID
- H THERMOPLASTIC PAVEMENT MARKING, WHITE, 24" SOLID THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKINGS TO BE INSTALLED ACCORDING TO DISTRICT DETAILS TC-11 AND TC-13

SURFACE REMOVAL - BUTT JOINT (4.5' WIDE, TYP)

PCC SURFACE REMOVAL (VARIABLE DEPTH) (6.0' WIDE)

PROPOSED ADA SIDEWALK RAMP. SEE ADA DETAIL SHEETS

USER NAME = FOSTKOWSKIF	DESIGNED - KK	KEVISED -	
	DRAWN - RR	REVISED -	STATE OF ILLINOIS
PLOT SCALE = 100.0000 ' / in.	CHECKED - DW	REVISED -	DEPARTMENT OF TRANSPORTA
PLOT DATE = 6/19/2020	DATE - 5/8/2020	REVISED -	

ROADWAY PLAN	F.A.U. RTE	SECTION
47TH STREET (COUNTY LINE ROAD TO WOLF ROAD)	1488	2020-148-RS-SW&
TITI STILLE (GOORTT LINE HOAD TO WOLL HOAD)		

COOK 29 11 NOITAT CONTRACT NO. 62M20 SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. 70+00

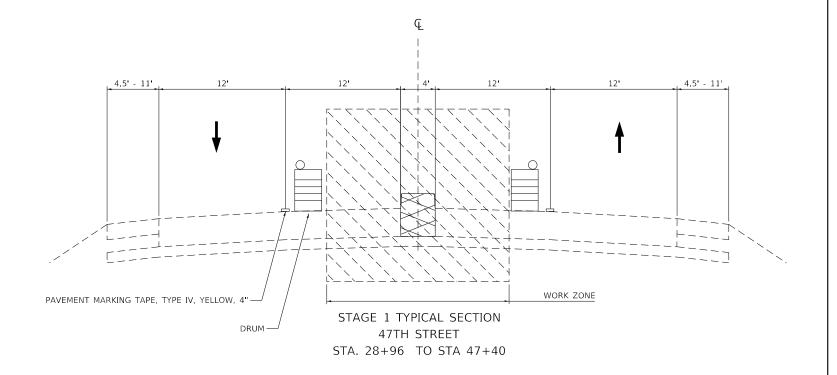
#### SUGGESTED SEQUENCE OF CONTRUCTION

#### STAGE 1

REMOVE EXISTING MEDIAN IN PCC PAVEMENT AREAS AS SHOWN IN PLANS. CONSTRUCT NEW MEDIAN AT A HIGHER ELEVATION TO MATCH APPROPRIATELY THE PROPOSED HMA PAVEMENT OVERLAY SURFACE ELEVATION. SET UP TRAFFIC CONTROL AS SHOWN.

#### STAGE 2

COMPLETE RESURFACING WORK AS SHOWN IN PLANS. USE TYPICAL IDOT STANDARDS AND DETAILS TO ESTABLISH PROPER TRAFFIC CONTROL.



 USER NAME
 = rostkowskir
 DESIGNED
 RR
 REVISED

 DRAWN
 RR
 REVISED

 PLOT SCALE
 = 100.0000 '/ in.
 CHECKED
 DW
 REVISED

 PLOT DATE
 = 6/19/2020
 DATE
 5/8/2020
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION
47TH STREET (COUNTY LINE ROAD TO WOLF ROAD)

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

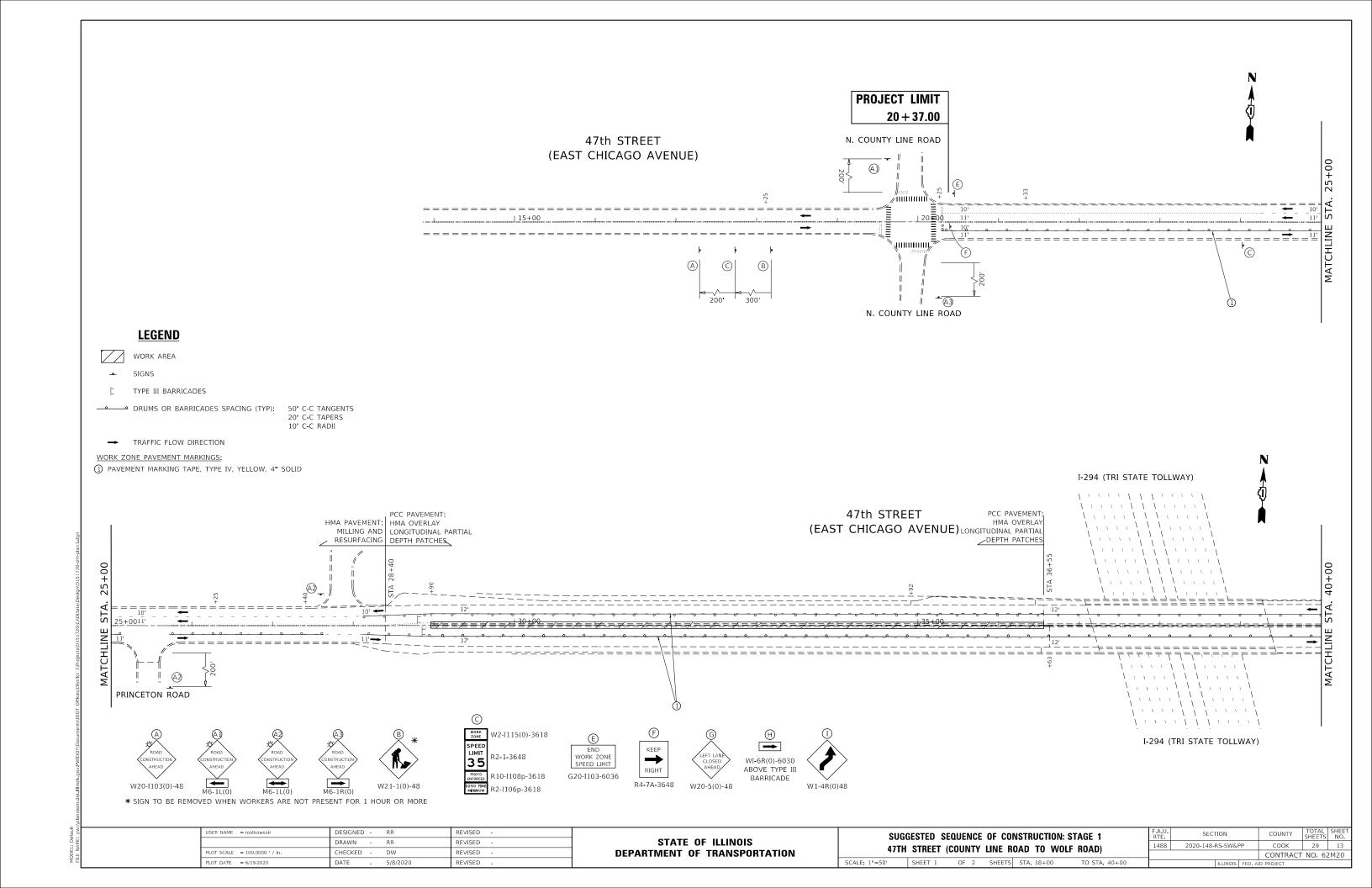
 
 FA.U. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS
 SHEET NO.

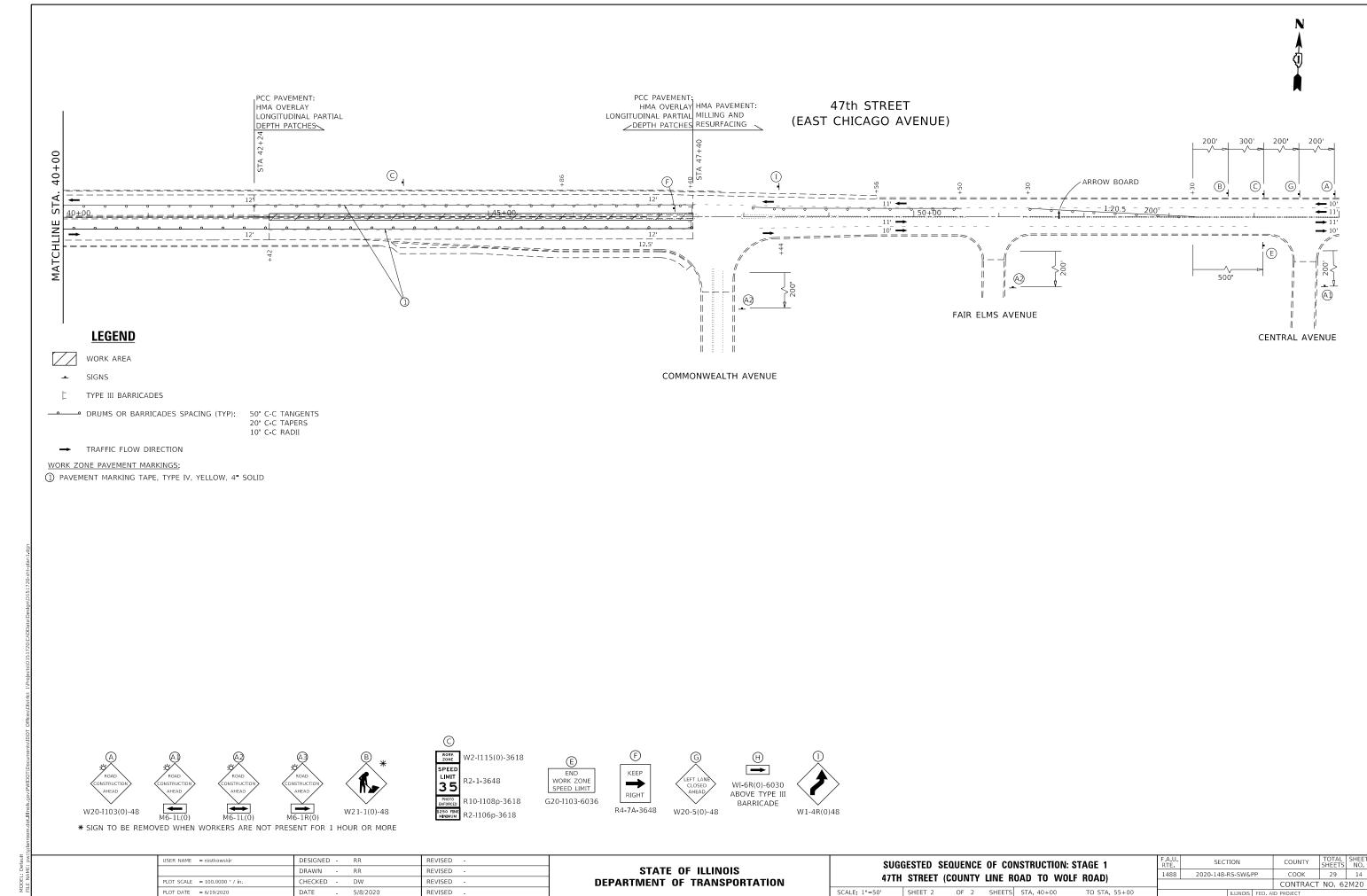
 1488
 2020-148-RS-SW&PP
 COOK
 29
 12

 CONTRACT
 NO.
 62M20

FILE NAME: part/holaproom dof Illinois gov.P

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# BLANK SHEET

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT SHEETS

47TH STREET; COUNTY LINE ROAD TO WOLF ROAD

500 SHEET 1 OF 1 SHEETS STA TO STA

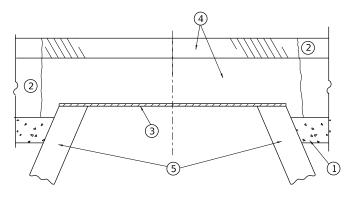
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DEPARTMENT OF TRANSPORTATION

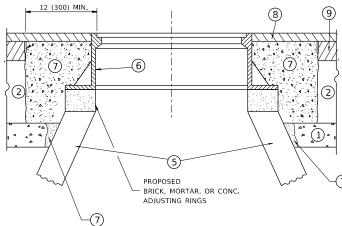
SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. - TO STA. - ILLINOIS FED. ALIC

# BLANK SHEET

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA SIDEWALK CURB RAMP DETAILS
47TH STREET; COUNTY LINE ROAD TO WOLF ROAD





#### 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.
- $oldsymbol{*}$  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 FINGINEFER."

#### **LEGEND**

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

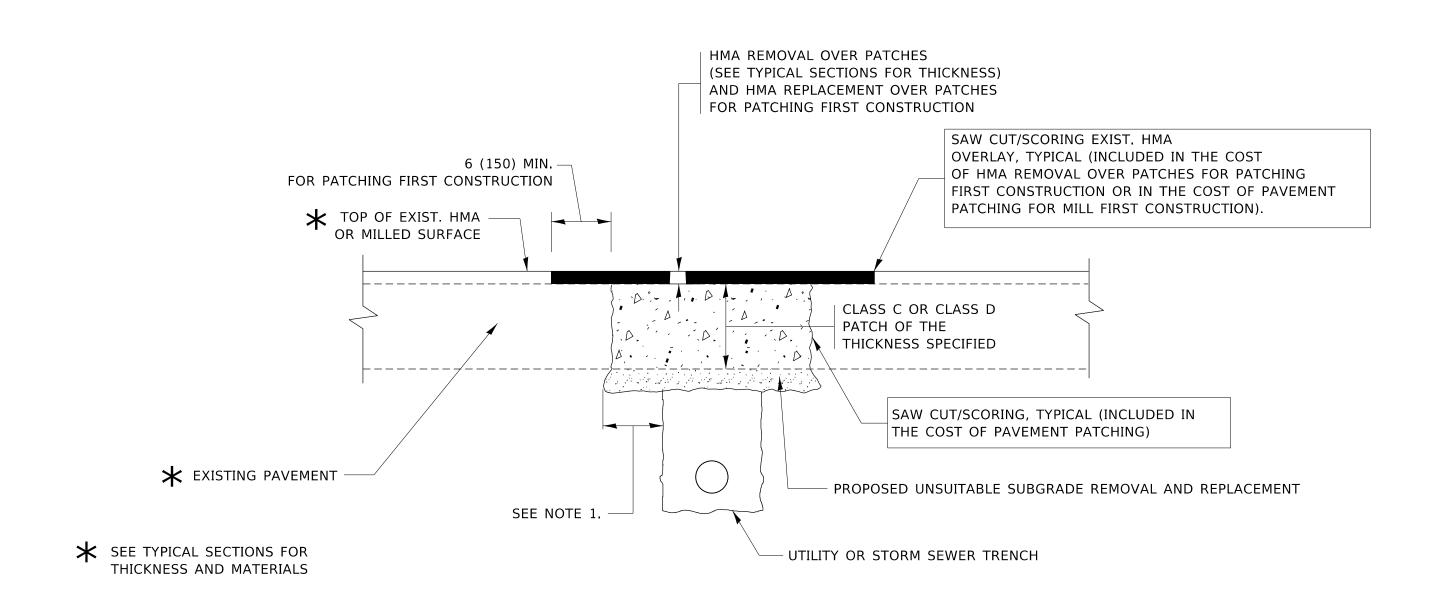
# DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMES AND LIDS ADJUSTMENT WITH MILLING

SHEET 1 OF 1 SHEETS STA. TO STA.



#### **NOTES:**

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

#### **SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

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

### **SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

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

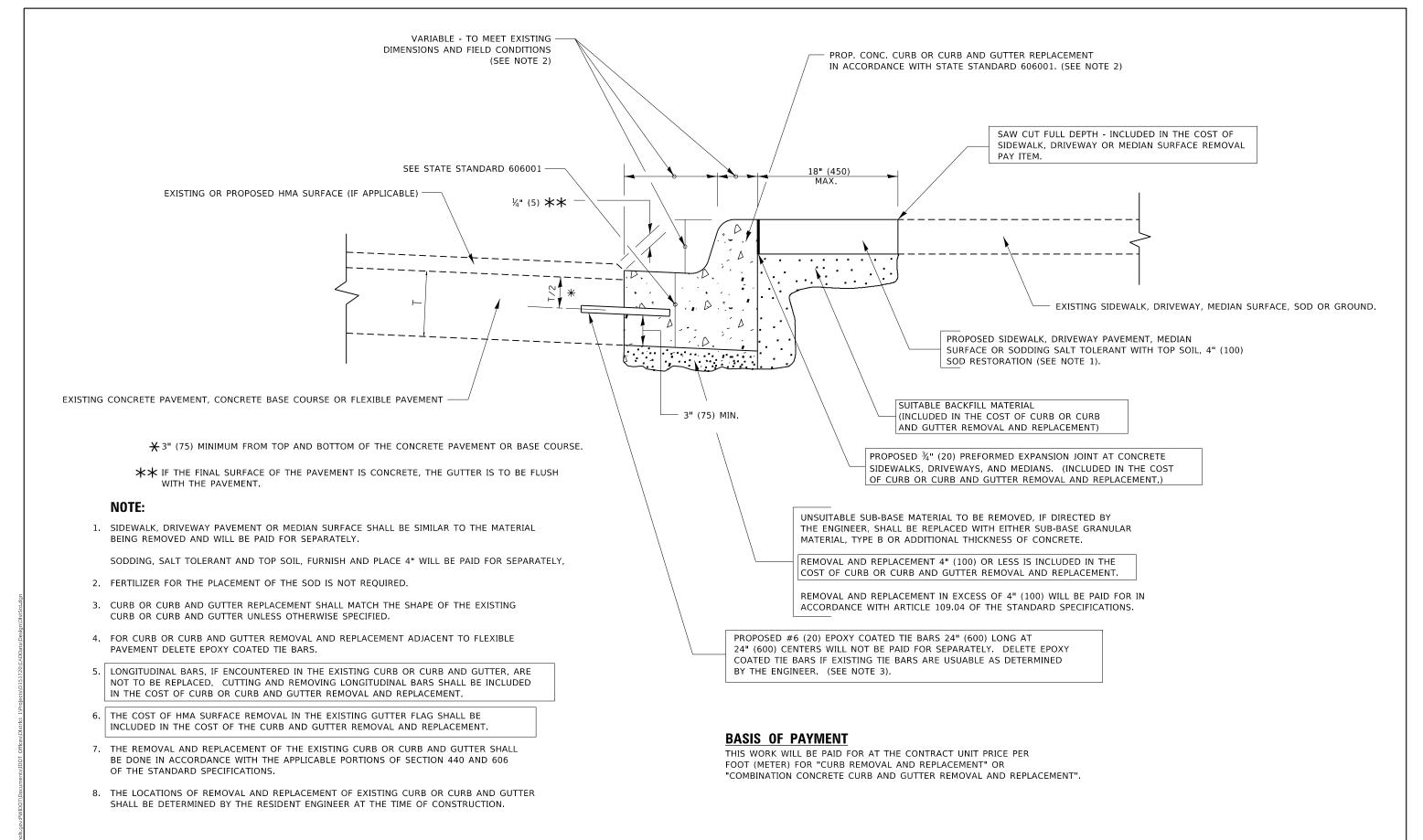
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = IOSKOWSKII	DESIGNED - R. SHARI	KENIZED -	A. ADDAS 04-27-90
	DRAWN -	REVISED -	R. BORO 01-01-07
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	R. BORO 09-04-07
PLOT DATE = 5/8/2020	DATE - 10-25-94	REVISED -	K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE

	PA	/EM	PAVEMENT PATCHING FOR							COUNTY	TOTAL SHEETS	-
	HMA SURFACED PAVEMENT							2020-148-RS-SW&P	P	COOK	29	Г
	HIVIA SUNFACED FAVEIVIEIVI							BD400-04 (BD-22)		CONTRACT	NO. 62	21
SHEET	1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS	FED. AI	D PROJECT		_



# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

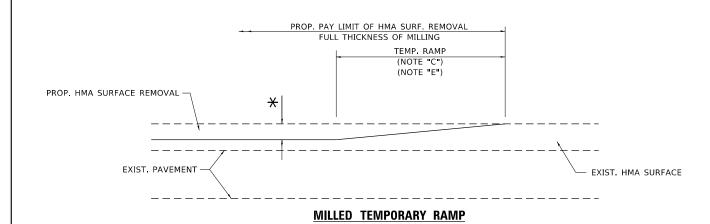
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = rostkowskir	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 = 5/8/2020	DATE - 03-11-94	REVISED - R. BORO 12-15-09	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

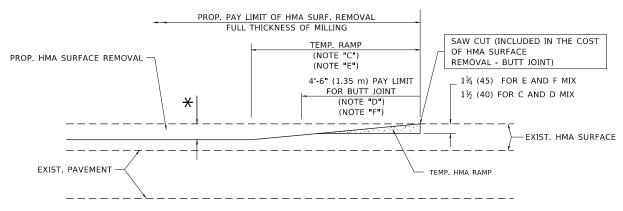
SCALE: NONE

	CURE	3 OF	C	URB AN	ID GUTTER		F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	REMOVAL AND REPLACEMENT							2020-148-RS-SW&PP	соок	29	19
								BD600-06 (BD-24)	CONTRACT	NO. 62	2M20
HEET	1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

#### OPTION 1

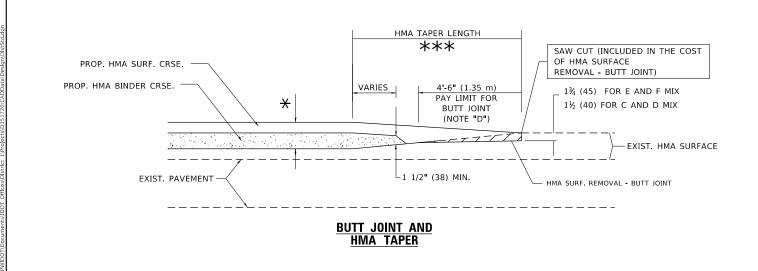


#### HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

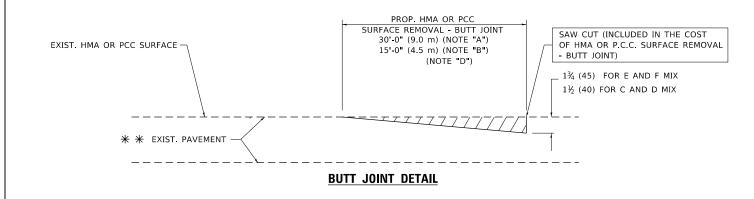
#### OPTION 2

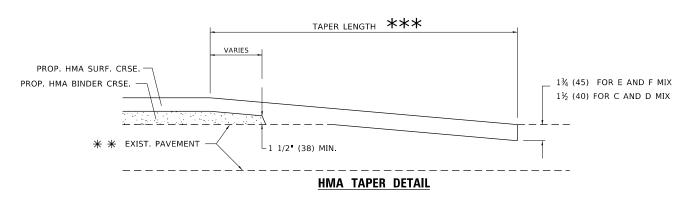
### TYPICAL TEMPORARY RAMP



# TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION





# TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

#### NOTES

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

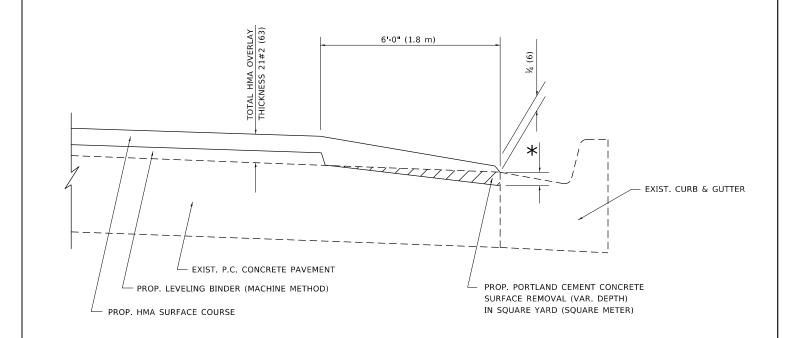
  \*\* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

#### **BASIS OF PAYMENT**

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

SCALE: NONE

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



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

HMA SURFACE		LEVELING BINDER	
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1½ (38)	1 (25)	11/4 (33)
E	1¾ (44)	³⁄ <sub>4</sub> (19)	1½ (38)

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

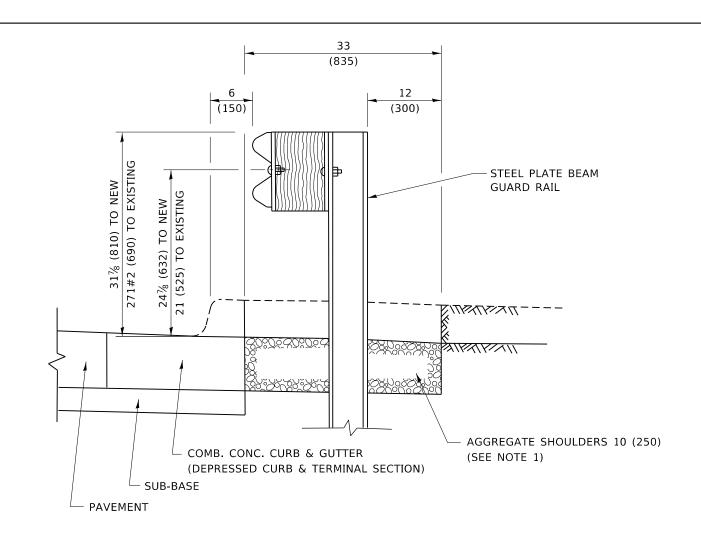
USER NAME = rostkowskir	DESIGNED -	R. SHAH	REVISED -	A. ABBAS 05-05-9
	DRAWN -	JIS	REVISED -	E. GOMEZ 12-21-00
PLOT SCALE = 100.0000 / in.	CHECKED -	A. ABBAS	REVISED -	R. BORO 01-01-07
PLOT DATE = 5/8/2020	DATE -	09-10-94	REVISED -	JP CHANG 07-08-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

		E			A TAPER P.C.C. P <i>i</i>	AT AVEMENT
SCALE: NONE	SHEET	1	OF	1	SHEETS	STA.

TO STA.

F.A. RTE	SE	ECTION		COUNTY	TOTAL SHEETS	SHEE NO.
1488	2020-14	СООК	29	21		
В	D400-06	(BD33	)	CONTRACT	NO. 62	2M20
		ILLINOIS	FED. A	ID PROJECT		

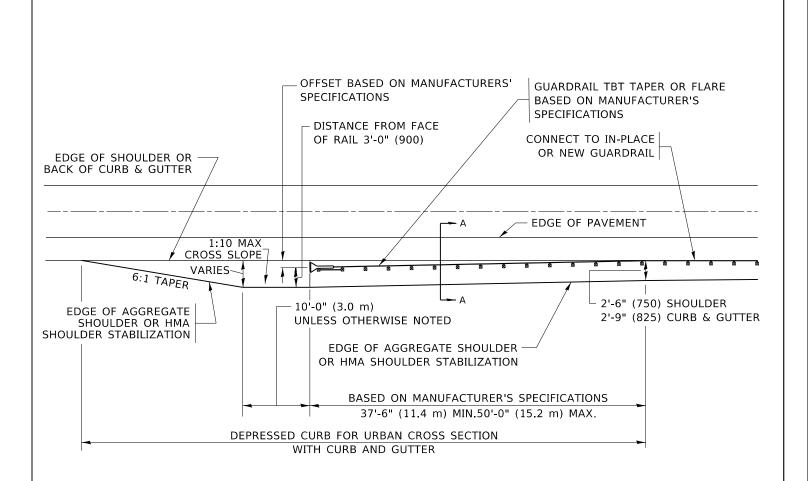


#### SECTION A-A

#### NOTES:

- 1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
- 2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
- 3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

**DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER** [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



## DEPRESSED CURB AND GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL.

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

> TBT = TRAFFIC BARRIER TERMINAL ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

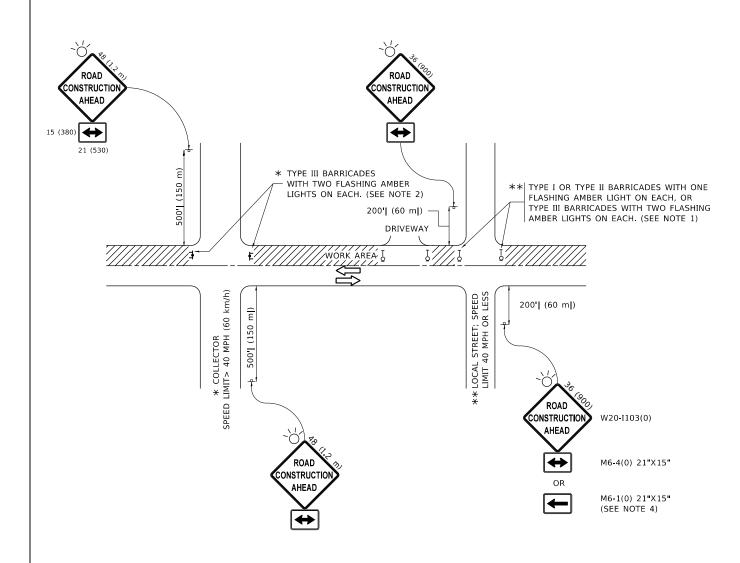
USER NAME = FOSTKOWSKIF	DESIGNED - M. DE YONG	KEVISED -	R. BORO 12-08-200
	DRAWN -	REVISED -	R. BORO 09-14-200
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	R. BORO 08-06-201
PLOT DATE = 5/8/2020	DATE - 09-22-90	REVISED -	R. BORO 05-08-201

STATE OF ILLINOIS

**DETAILS FOR DEPRESSED CURB & GUTTER AND** SHOULDER TREATMENT AT TBT TY. 1 SPL. SHEET 1 OF 1 SHEETS STA.

2020-148-RS-SW&PE BD600-10 (BD 34) CONTRACT NO. 62M20

**DEPARTMENT OF TRANSPORTATION** 



#### NOTES:

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

  IN HEIGHT
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
  4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
  BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

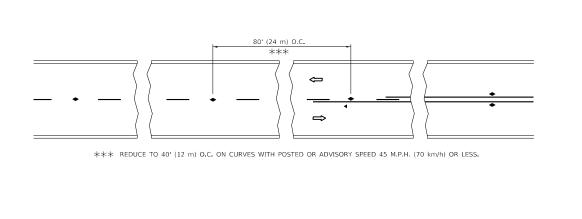
- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED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

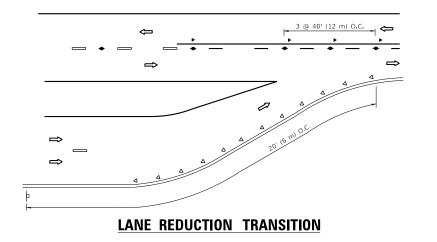
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = rostkowskir	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 5/8/2020	DATE - 06-89	REVISED A SCHUETZE 09-15-16

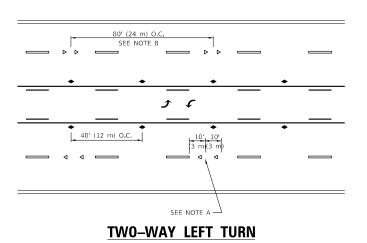
	TRAFFIC CONTROL AND PROTECTION FOR							
СI	SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS							
31						<u> </u>	DIIIVEVVAIS	
	SHEET	1	OF	1	SHEETS	STA.	TO STA.	

F.A. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
1488	2020-148-RS-SW8	соок	29	23	
	TC-10	CONTRACT	NO. 62	2M20	
	ILLINOIS	FED. A	ID PROJECT		

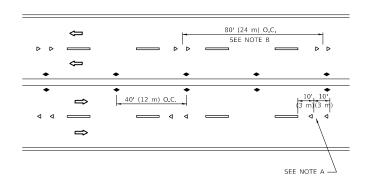


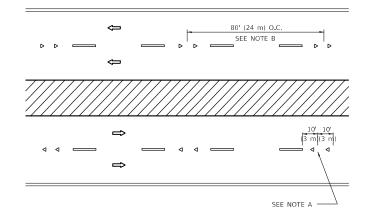


SEE FIGURE 3B-14 MUTCD



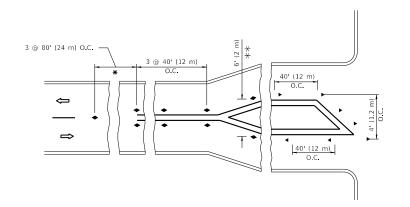
#### TW0-LANE/TW0-WAY

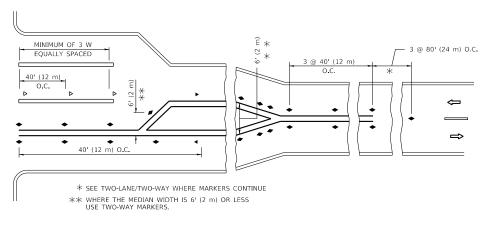




#### MULTI-LANE/UNDIVIDED







#### **TURN LANES**

#### **GENERAL NOTES**

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

#### LANE MARKER NOTES

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

#### **DESIGN NOTES**

- 1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- 2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT
- 3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN
- 4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY INVOLVED.

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

JSER NAME = rostkowskir DESIGNED -REVISED - T. RAMMACHER 03-12-99 REVISED -T. RAMMACHER 01-06-00 DRAWN LOT SCALE = 100.0000 ' / in. HECKED REVISED -C. JUCIUS 09-09-09 C. JUCIUS 07-01-13 PLOT DATE = 5/8/2020 DATE REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

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

SECTION 1488 2020-148-RS-SW&PP COOK 29 24 TC-11 CONTRACT NO. 62M20

**SYMBOLS** 

ONE-WAY AMBER MARKER

TWO-WAY AMBER MARKER

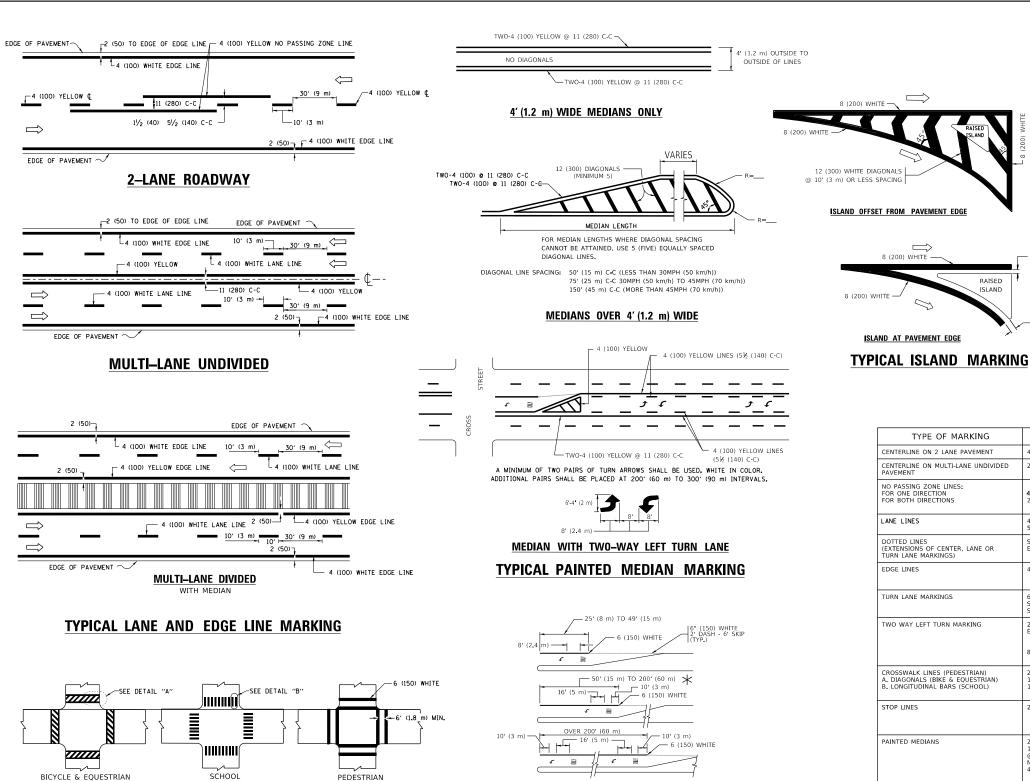
ONE-WAY CRYSTAL MARKER (W/O)

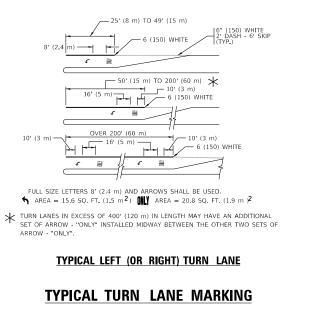
- YELLOW STRIPE

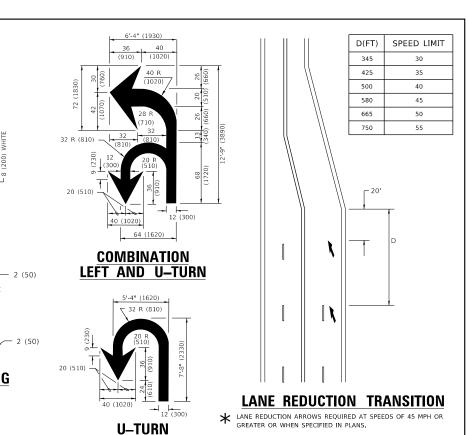
■ WHITE STRIPE

RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.

SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE







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

8 (200) WHITE -

ISLAND AT PAVEMENT EDGE

RAISED

ISLAND

All dimensions are in inches (millimeters unless otherwise shown.

USER NAME = rostkowskir	DESIGNED -	EVERS	REVISED	-	C. JUCIUS 09-09-09
	DRAWN -		REVISED	-	C. JUCIUS 07-01-13
PLOT SCALE = 100.0000 ' / in.	CHECKED -		REVISED	-	C. JUCIUS 12-21-15
PLOT DATE = 5/8/2020	DATE -	03-19-90	REVISED	-	C. JUCIUS 04-12-16

2' (600)

DETAIL "B"

-12 (300) WHITE

-6 (150) WHITE

TYPICAL CROSSWALK MARKING

\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

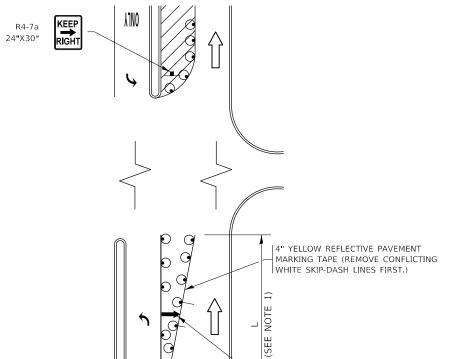
DETAIL "A"

THE ROAD WHICH IT CROSSES

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

DISTRICT ONE Typical pavement markings				F.A. RTE	SEC	TION	COUNTY	TOTAL SHEETS	SHEET NO.			
				1488	2020-148-	RS-SW&PP	соок	29	25			
'		,AL 1	~	LIVILIVI	WAIIKING			TC-13		CONTRACT	NO. 62	2M20
SHEET	1	ΩE	2	SHEETS	STA	TO STA			TILINOIS SED A	ID BROJECT		

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



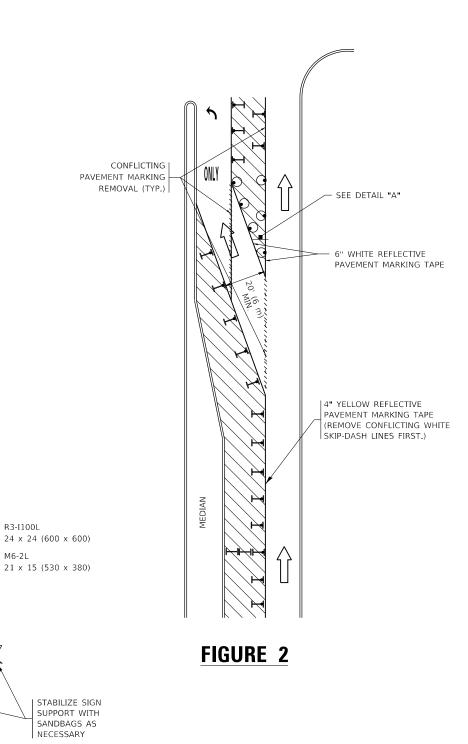
- ARROW BOARD

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

#### NOTES:

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

# **TURN BAY ENTRANCE** WITHIN A LANE CLOSURE



**DETAIL A** 

SCALE: NONE

TURN

M6-2L

All dimensions are in inches (millimeters) unless otherwise shown

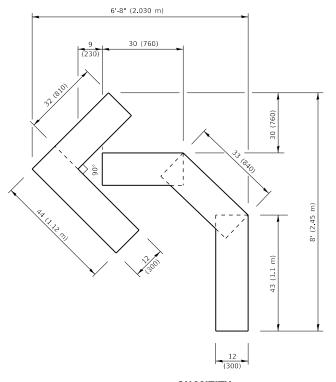
#### JSER NAME = rostkowskir DESIGNED -T. RAMMACHER 09-08-94 REVISED - R. BORO 09-14-09 DRAWN - A. HOUSEH 11-07-95 REVISED - A. SCHUETZE 07-01-13 A. HOUSEH 10-12-96 REVISED - A. SCHUETZE 09-15-16 DATE -T. RAMMACHER 01-06-00 REVISED PLOT DATE = 5/22/2020

FIGURE 1

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

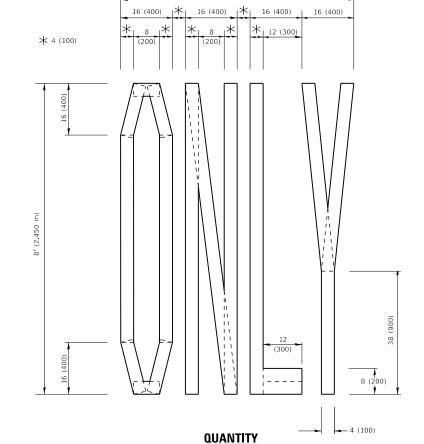
TRAFF	IC CONTROL AND	PROTECTION AT TURN	BAYS	F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
	(TO REMAIN	OPEN TO TRAFFIC)		1488	2020-148-RS-SW&PP	СООК	29	25△
	(10 IILIVIAIIV	OI EN TO THATTIO,			TC-14	CONTRACT	NO. 62	2M20
NE	CUEET 1 OF 1	сыссте стл	TO CTA		WALKINGTON SECO. A	D DOOLEGE		

SEE DETAIL "A"

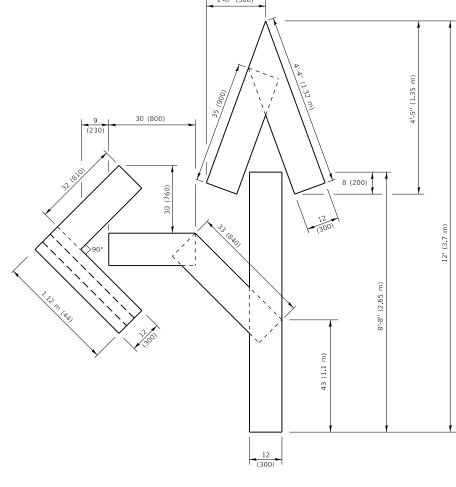


#### QUANTITY

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



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

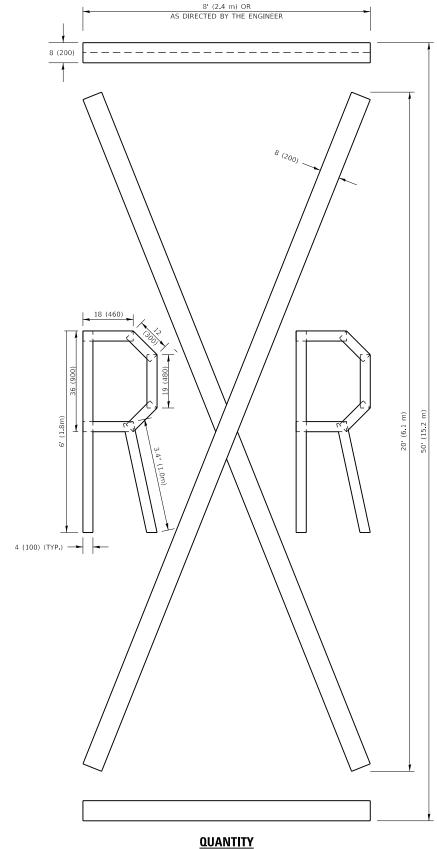


#### QUANTITY

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

#### NOTE:

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



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

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

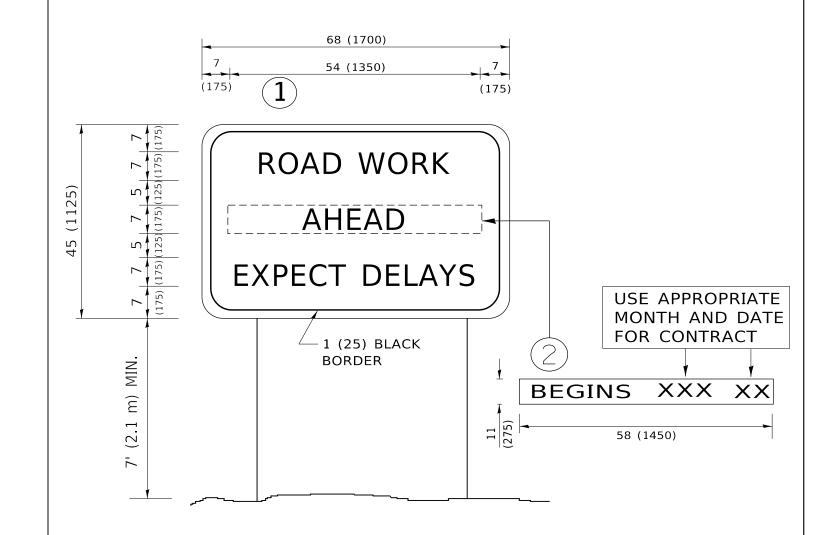
DRAWN REVISED - E. GOMEZ 08-28-00 PLOT SCALE = 100.0000 ' / in. CHECKED -REVISED - E. GOMEZ 08-28-00

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**  SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SECTION 2020-148-RS-SW&PP COOK 29 26 1488 TC-16 CONTRACT NO. 62M20

JSER NAME = rostkowskir DESIGNED -REVISED - T. RAMMACHER 03-02-98 PLOT DATE = 5/8/2020 DATE 09-18-94 REVISED - A. SCHUETZE 09-15-16

SCALE: NONE SHEET 1 OF 1 SHEETS STA.



### NOTES:

- 1. USE BLACK LETTERING ON ORANGE BACKGROUND.
- 2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- 3. ERECT SIGN 1 WITH INSTALLED PANEL 2 ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
- 4. REMOVE PANEL(2)SOON AFTER THE START OF CONSTRUCTION.
- 5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.

SHEET

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

SCALE: NONE

7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

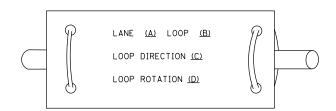
USER NAME = rostkowskir	DESIGNED -	REVISED	-	R. MIRS 09-15-97
	DRAWN -	REVISED	-	R. MIRS 12-11-97
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	- T.	RAMMACHER 02-02-9
PLOT DATE = 5/8/2020	DATE -	REVISED	-	C. JUCIUS 01-31-07

ARTERIAL ROAD				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
INFORMATION SIGN			1488	2020-148-RS-SW&PP	COOK	29	27		
	IIVI OIII	VIATION	JIUIV			TC-22	CONTRACT	NO. 62	2M20
1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS FED AID PROJECT				

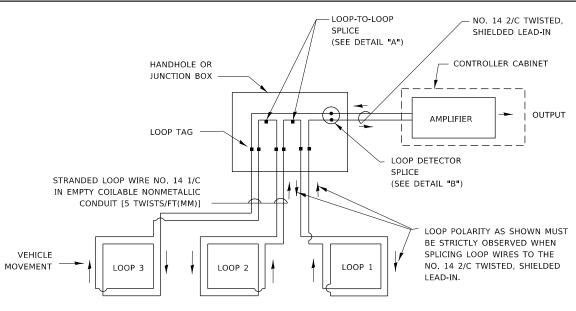
#### LOOP DETECTOR NOTES

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

#### LOOP LEAD-IN CABLE TAG

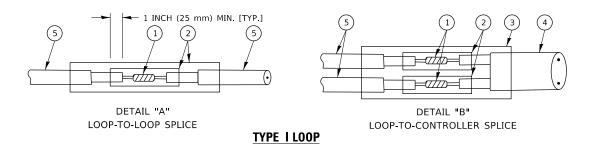


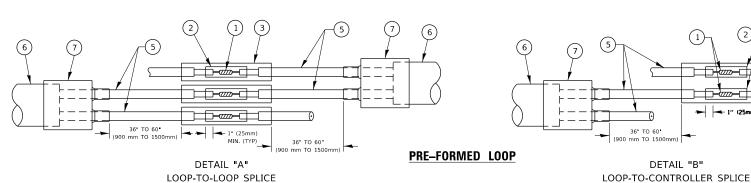
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



#### **DETECTOR LOOP WIRING SCHEMATIC**

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





#### LOOP DETECTOR SPLICE

- (1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- (2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
- (4) NO. 14 2/C TWISTED, SHIELDED CABLE.

5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP

→ 1" (25mm) MIN, (TYP)

- (6) XL POLYOLEFIN 2 CONDUCTOR
- (7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

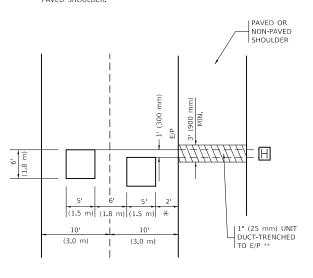
USER NAME = rostkowskir	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/8/2020	DATE -	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

DISTRICT ONE 1488 2020-148-RS-SW&PP COOK 29 28 STANDARD TRAFFIC SIGNAL DESIGN DETAILS TS-05 CONTRACT NO. 62M20 SHEET 2 OF 7 SHEETS STA.

#### LOOPS NEXT TO SHOULDERS

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



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

IN HANDHOLES

OUTSIDE PAVEMENT)

SER NAME = rostkowskir

PLOT DATE = 5/8/2020

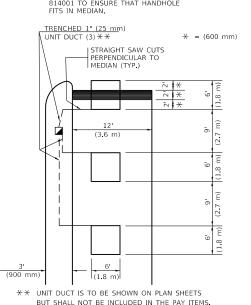
\* = (600 mm)

#### LEFT TURN LANES WITH MEDIANS

#### VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

#### (PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLF 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 HANDHOLI



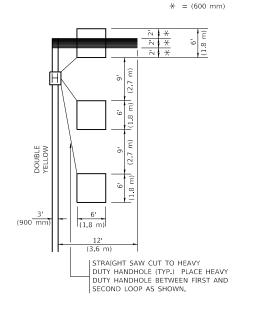
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

#### LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

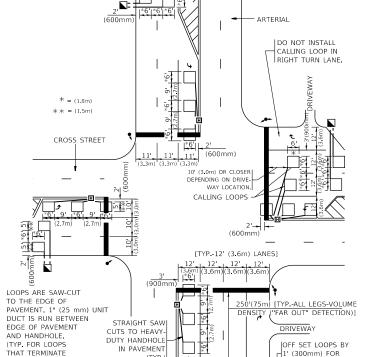
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

SCALE: NONE

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



DETAIL 1 N.T.S.

DESIGNED

DRAWN

DATE

HECKED

R.K.F.

STRAIGHT SAW CUTS.

REVISED

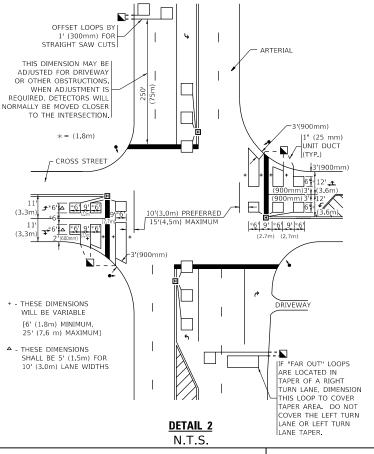
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ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



#### VEHICLES LOOP DETECTORS

- \* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED,
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE
- \* 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).
- st WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

#### PLACEMENT OF DETECTORS

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

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

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

#### NOTE:

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

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

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

SECTION COUNTY DISTRICT 1 - DETECTOR LOOP INSTALLATION 1488 2020-148-RS-SW&PP COOK 29 29 **DETAILS FOR ROADWAY RESURFACING** TS-07 CONTRACT NO. 62M20 SHEET 1 OF 1 SHEETS STA. TO STA.