

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.H. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1654	20-00029-00-RS	WILL	19	1
STA. TO STA.				
FOR ROAD DIST. NO. 1	NUMBER	FOR JOB PROJECT	X35I(780)	
CONTRACT #61H00				

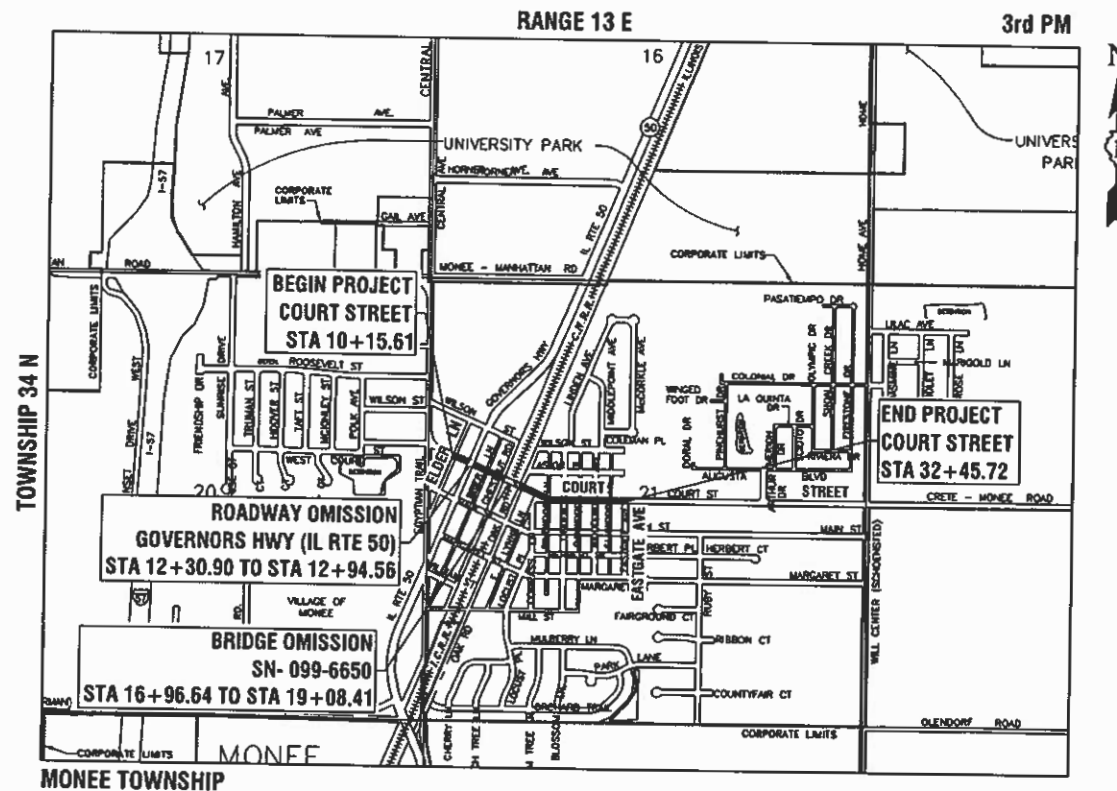
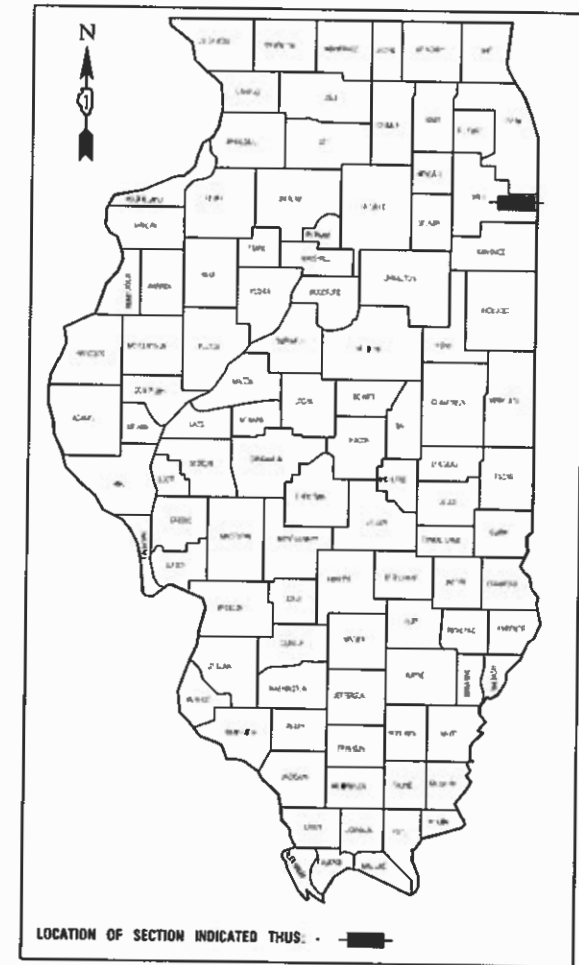
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 1654 (COURT STREET)
ELDER LANE TO EASTGATE AVENUE
ROADWAY RESURFACING
SECTION NO.: 20-00029-00-RS
PROJECT NO.: X35I(780)
VILLAGE of MONEE
WILL COUNTY
C-91-080-21

INDEX OF SHEETS
SEE SHEET NO. 2

HIGHWAY STANDARDS
SEE SHEET NO. 2

FAU 1654 (COURT STREET)
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL
ADT: 6,000 (2019)
POSTED SPEED: 25 MPH



LOCATION MAP

NTS
GROSS LENGTH = 2,230.11 FEET = 0.42 MILES
NET LENGTH = 1,954.68 FEET = 0.37 MILES

SCALES
PLAN - 1"=50'
PROFILE HORIZ. - N/A
PROFILE VERT. - N/A
CROSS SECTIONS - N/A



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

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

CONTRACT NO. 61H00

FEDERAL AID PROGRAM ENGINEER: CARMEN RAMOS, P.E., SCHAMBURG, IL.
CONSULTANTS: ROBINSON ENGINEERING, LTD. 708-331-6700



PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:

George A. Aggar
01/07/21

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

APPROVED: 01/07/21
James F. Popp
MAYOR, VILLAGE OF MONEE

PASSED: 2.20.2021
G.A. Aggar
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW: February 22, 2021
[Signature]
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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- 3 SUMMARY OF QUANTITIES
- 4 TYPICAL CROSS SECTIONS
- 5 PAVEMENT RESURFACING IMPROVEMENT PLAN
- 6 PAVEMENT MARKING PLAN
- 7-19 IDOT DISTRICT 1 STANDARDS

HIGHWAY STANDARDS

- 000001-08 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 424001-11 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 442201-03 CLASS C AND D PATCHES
- 604001-05 FRAMES AND LIDS TYPE 1
- 606001-07 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
- 701011-04 OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701101-05 OFF-RD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701502-09 URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
- 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-08 TRAFFIC CONTROL DEVICES
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 886001-01 DETECTOR LOOP INSTALLATIONS

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- BD-01 DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. & FACE OF CURB & EDGE OF SHOULDER
- BD-08 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
- BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
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- TC-11 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
- TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
- TC-16 SHORT TERM PAVEMENT MARKINGS LETTERS AND SYMBOLS
- TC-22 ARTERIAL ROAD INFORMATION SIGN
- TC-26 DRIVEWAY ENTRANCE SIGNING
- TS-07 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

GENERAL NOTES

1. ALL CONSTRUCTION SHALL CONFORM TO THE LATEST EDITION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED APRIL 1, 2016 AND THE SUPPLEMENTAL SPECIFICATION AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2021.
2. ITEMS OF WORK LISTED IN THE SUMMARY OF QUANTITIES NOT SPECIFICALLY CALLED OUT ON THE PLANS SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER.
3. THE ROBINSON ENGINEERING, LTD. FIELD OFFICE (708-331-6700), AND THE PUBLIC WORKS DIRECTOR, AT THE VILLAGE OF MONEE, SHALL BE NOTIFIED TWO (2) WORKING DAYS BEFORE CONSTRUCTION BEGINS.
4. BEFORE STARTING ANY EXCAVATION THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 AND (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION REQUIRED)
5. UTILITIES INDICATED ON THE PLANS ARE PROVIDED FOR THE CONTRACTOR'S USE AND ARE BASED UPON INFORMATION AVAILABLE AT THE TIME OF THE ADVERTISEMENT FOR BIDS. THE OWNER AND ENGINEER DO NOT GUARANTEE THE ACCURACY OF UTILITY INFORMATION.
6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
7. THE THICKNESS OF HMA MIXTURE STATED IN THE SPECIFICATIONS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA SURFACE IS PLACED.
8. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR OTHER DRAINAGE STRUCTURES SHALL BE REMOVED BY THE END OF EACH DAY BY THE CONTRACTOR.
9. CLASS D PATCHING QUANTITIES FOR THIS CONTRACT SHALL BE PERFORMED AT THE DIRECTION OF THE ENGINEER AFTER PAVEMENT MILLING.
10. EXISTING TREES ARE NOT AFFECTED BY THE LIMITS OF CONSTRUCTION. CONTRACTOR SHALL BE CAUTIOUS ON TREE PROTECTION DURING THE CONSTRUCTION.
11. NO PAVEMENT PATCHING SHALL BE PERMITTED AFTER FRIDAY AT 3:00 PM OF EACH AND EVERY WEEK AND NO HOLES WILL BE ALLOWED TO REMAIN OPEN OVERNIGHT OR OVER THE WEEKEND.
12. ALL EQUIPMENT SHALL BE REMOVED OFF THE VILLAGE STREETS DURING ALL HOLIDAY WEEKENDS AS COORDINATED WITH THE VILLAGE.
13. HMA PAVING SHALL BE PERFORMED WITH HOT JOINTS.

FILE NAME = 20R0573-NOTE-01 - P01	USER NAME =	DESIGNED -- GA	REVISED --	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COURT STREET			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED -- WD	REVISED --		INDEX OF SHEETS, STANDARDS & GENERAL NOTES			1654	20-00029-00-RS	WILL	19	2	
	PLOT SCALE =	DRAWN -- ND	REVISED --		SCALE: NONE			SHEET NO. 1 OF 1 SHEETS			STA. TO STA.		
	PLOT DATE = 01-07-21	CHECKED -- AG	REVISED --		CONTRACT NO. 61H00								
												FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT X35(780)	

SUMMARY OF QUANTITIES					FED 80% VILLAGE 20%	FED 80% VILLAGE 20%
					ROADWAY	SAFETY
S.P.	S.I.	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
					0005	0021
		35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	175	175
△		40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	10	10
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	5,630	5,630
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	325	325
		40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	365	365
		40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	725	725
△		42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	53	53
△		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,560	1,560
△		42400800	DETECTABLE WARNINGS	SQ FT	190	190
		44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	8,340	8,340
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	160	160
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	335	335
△		44000600	SIDEWALK REMOVAL	SQ FT	1,560	1,560
		44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	10	10
		44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	75	75
		44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	30	30
		44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	100	100
△		48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	90	90
		67100100	MOBILIZATION	LSUM	1	1
		70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1
		70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	LSUM	1	1
		70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
		70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1

SUMMARY OF QUANTITIES					FED 80% VILLAGE 20%	FED 80% VILLAGE 20%
					ROADWAY	SAFETY
S.P.	S.I.	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
					0005	0021
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	495	495
		70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	165	165
	*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	153	153
	*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5,690	5,690
	*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2,085	2,085
	*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	40	40
	*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	275	275
	*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	95	95
		78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	95	95
△	*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	730	730
△		Z0004514	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"	SQ YD	105	105
△		Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	35	35
△		Z0017700	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	1	1
△		Z0018100	DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL)	EACH	1	1
△		Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52
△		Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	1,955	1,955
△		X2110104	TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)	SQ YD	100	100
△		X2520650	SODDING, SALT TOLERANT (SPECIAL)	SQ YD	100	100
△		X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	5	5
△		X6026624	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	15	15
△		X6064200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	335	335

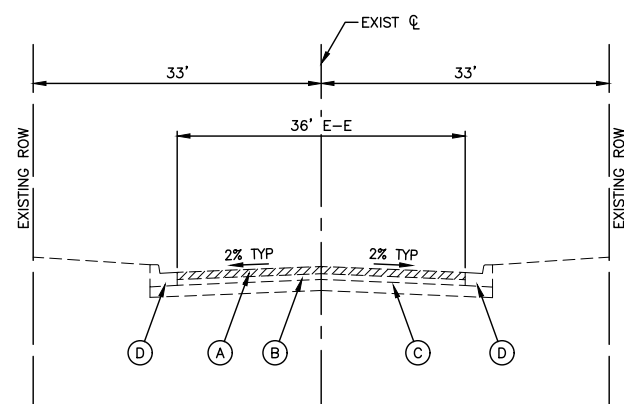
* - INDICATES SPECIALTY ITEMS
△ - INDICATES SPECIAL PROVISIONS

FILE NAME = 20R0573-QUAN-01 - P01

USER NAME =	DESIGNED -- GA	REVISED --
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PLOT SCALE =	DRAWN -- ND	REVISED --
PLOT DATE = 01-07-21	CHECKED -- AG	REVISED --

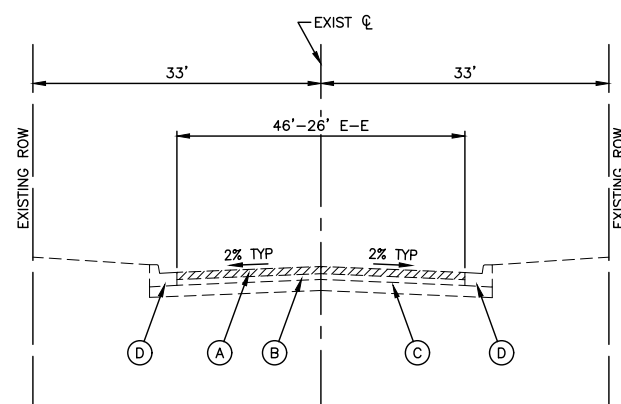
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET ROADWAY RESURFACING SUMMARY OF QUANTITIES		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		1654	20-00029-00-RS	WILL	19	3
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	
		FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT X35(780)	



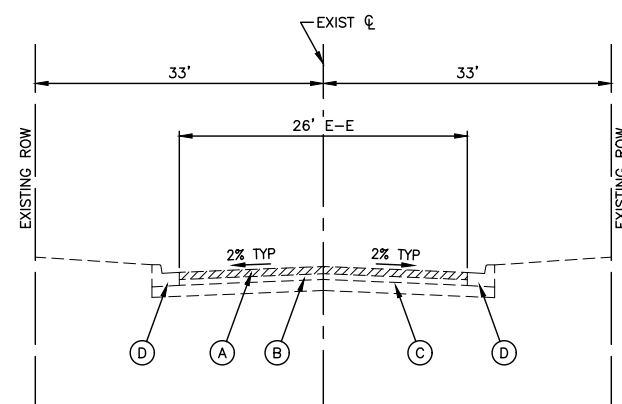
EXISTING TYPICAL SECTION

STA. 10+15.61 to STA. 12+30.90
(ELDER LANE to GOVERNORS HWY - IL-50)
(N.T.S.)



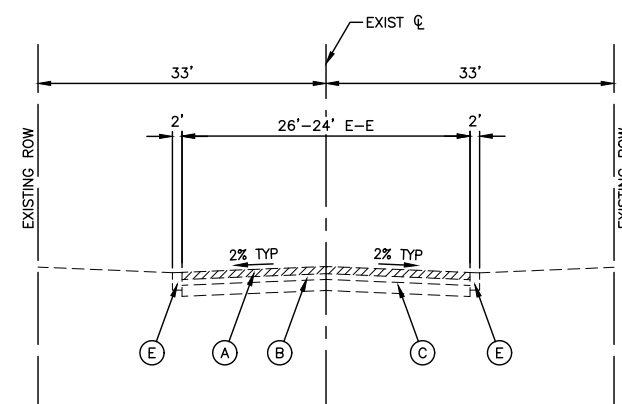
EXISTING TYPICAL SECTION

STA. 12+94.56 to STA. 16+96.64
(GOVERNORS HWY - IL-50 to CHESTNUT ROAD)
(N.T.S.)



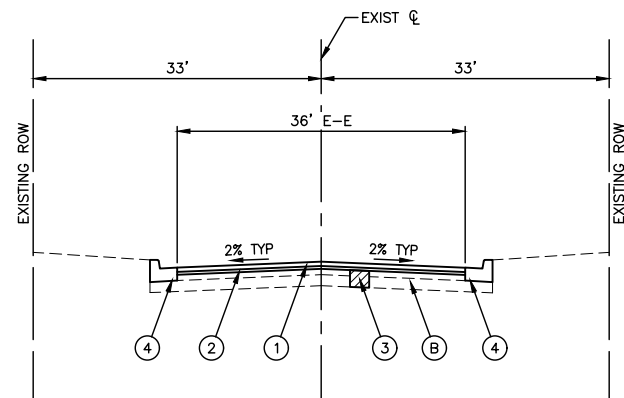
EXISTING TYPICAL SECTION

STA. 19+08.41 to STA. 20+45.68
(OAK ROAD to LYNN LANE)
(N.T.S.)



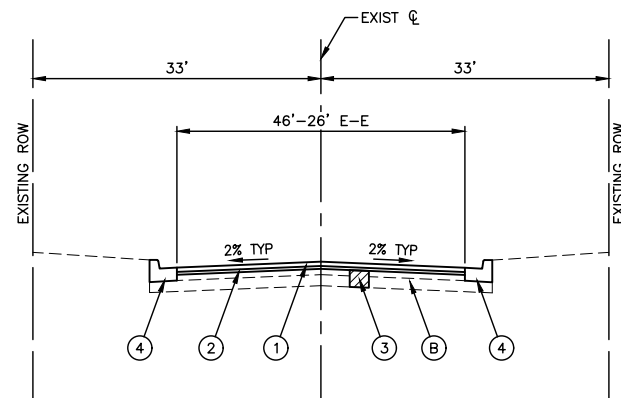
EXISTING TYPICAL SECTION

STA. 20+45.68 to STA. 32+45.72
(LYNN LANE to EASTGATE AVENUE)
(N.T.S.)



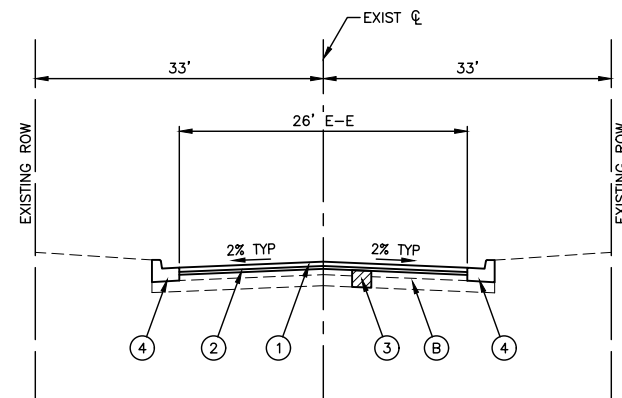
PROPOSED TYPICAL SECTION

STA. 10+15.61 to STA. 12+30.90
(ELDER LANE to GOVERNORS HWY - IL-50)
(N.T.S.)



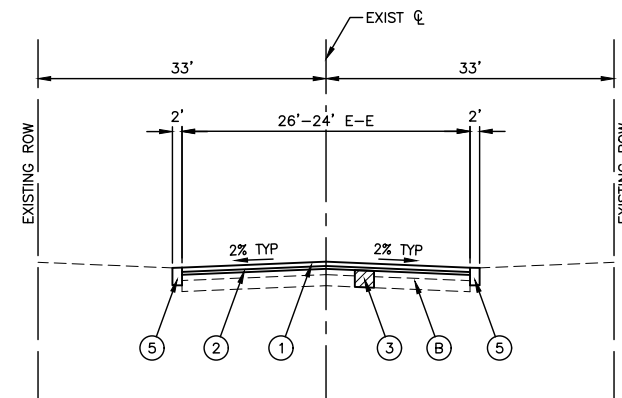
PROPOSED TYPICAL SECTION

STA. 12+94.56 to STA. 16+96.64
(GOVERNORS HWY - IL-50 to CHESTNUT ROAD)
(N.T.S.)



PROPOSED TYPICAL SECTION

STA. 19+08.41 to STA. 20+45.68
(OAK ROAD to LYNN LANE)
(N.T.S.)



PROPOSED TYPICAL SECTION

STA. 20+45.68 to STA. 32+45.72
(LYNN LANE to EASTGATE AVENUE)
(N.T.S.)

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (B) EXISTING HOT-MIX ASPHALT PAVEMENT, 10.5" TO 17"
- (C) AGGREGATE SUBGRADE, 3" TO 8"
- (D) CURB AND GUTTER REMOVAL (SHOWN ON PLANS)
- (E) AGGREGATE SHOULDER

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1.5"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"
- (3) CLASS D PATCHES (AS DIRECTED BY THE ENGINEER)
- (4) CONCRETE CURB & GUTTER, TYPE B-6.12 (AS DIRECTED BY THE ENGINEER)
- (5) AGGREGATE SHOULDER

NOTE: THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE LEVELING BINDER PRIOR TO THE SURFACE COURSE PER BDE 80398.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1.5"	4% @ 50 Gyr.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 0.75"	3.5% @ 50 Gyr.
HMA DRIVEWAYS, 4"	
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1.5"	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2.50"	4% @ 50 Gyr.
PATCHING	
CLASS D PATCHES, (HMA BINDER IL-19mm), 10'	4% @ 70 Gyr.

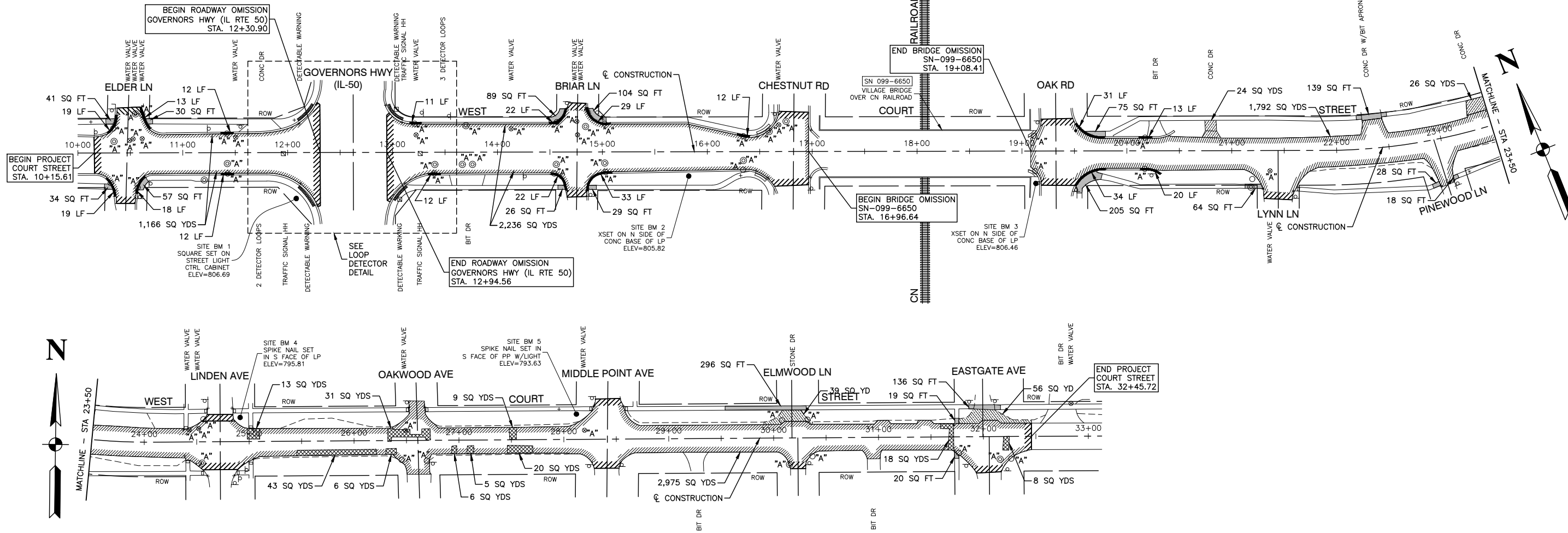
- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
- THE "AC-TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY SPECIAL PROVISIONS.
- FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

USER NAME =	DESIGNED -- GA	REVISED --
	CHECKED -- WD	REVISED --
PLOT SCALE =	DRAWN -- ND	REVISED --
PLOT DATE = 01-07-21	CHECKED -- AG	REVISED --

COURT STREET RESURFACING PLAN TYPICAL CROSS SECTIONS		
SCALE: N.T.S.	SHEET NO. 4 OF 19 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1654	20-00029-00-RS	WILL	19	4
CONTRACT NO. 61H00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT X35(780)				

SECTION 21, TOWNSHIP 34N, RANGE 13E, 3rd P.M.

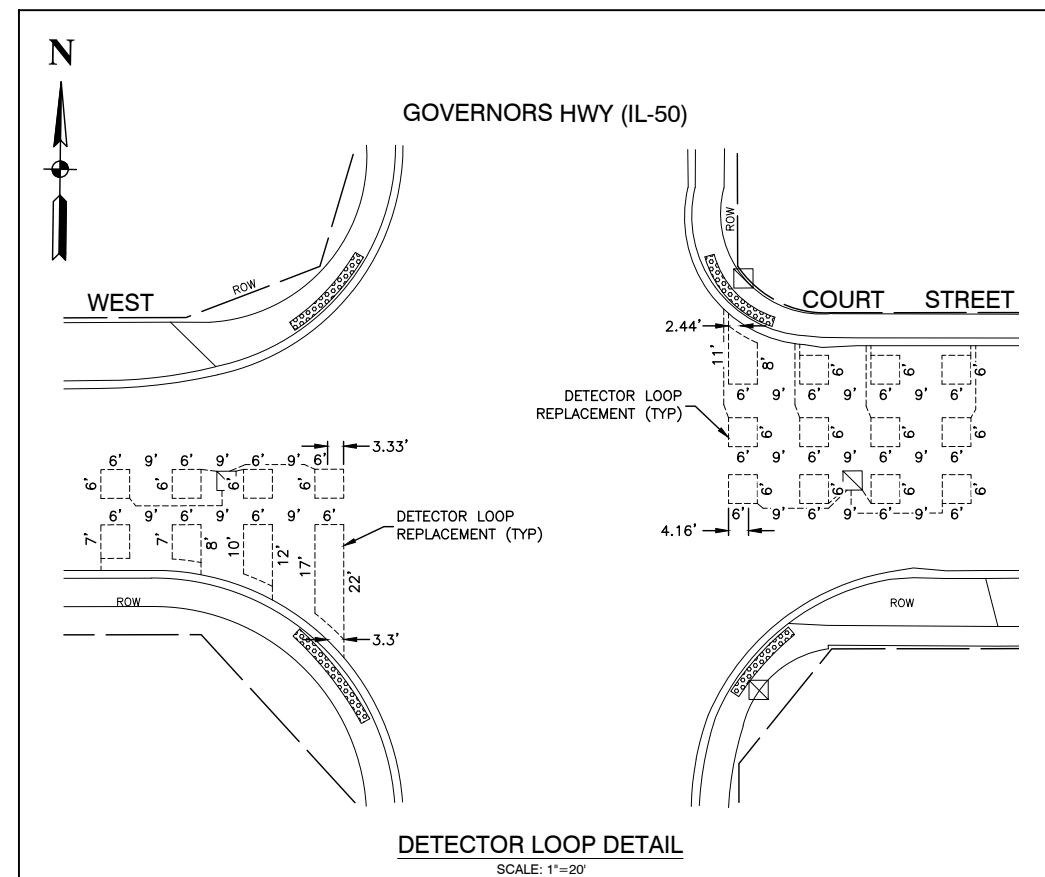


LEGEND

- SIDEWALK REMOVAL - REPLACE WITH PCC SIDEWALK 5" (6" THICK AT DRIVEWAYS) AND AGGREGATE BASE COURSE, TYPE B, 4" (SEE NOTE 1)
- HMA SURFACE REMOVAL, 2" - REPLACE WITH POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4" HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1 1/2"
- CONCRETE DRIVEWAY PAVEMENT REMOVAL - REPLACE WITH PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH
- BITUMINOUS DRIVEWAY PAVEMENT REMOVAL - REPLACE WITH HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"
- CLASS D PATCHES, 10"
- CURB REMOVAL
- "A" DRAINAGE & UTILITY STRUCTURE TO BE ADJUSTED
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (10' UNLESS OTHERWISE INDICATED)

NOTES

1. AGGREGATE BASE COURSE, TYPE B, 4" SHALL BE USED IN AREAS OF SIDEWALK REMOVAL AT LOCATIONS WHERE EXISTING SUBGRADE IS UNSUITABLE TO SUPPORT NEW SIDEWALK, AT THE DIRECTION OF THE ENGINEER. THE EXCAVATION OF EXISTING SUBGRADE AT THESE LOCATIONS SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE, TYPE B 4" PAY ITEM.
2. THE STRUCTURE AT THE SOUTHEAST CORNER OF ELDER LANE AND COURT STREET SHALL BE ADJUSTED WITH A NEW ADA GRATE (PAID FOR AS DRAINAGE & UTILITY STRUCTURE ADJUSTMENT (SPECIAL)).
3. THE UTILITY STRUCTURE LOCATED IN THE SIDEWALK AT THE SOUTHWEST CORNER OF LYNN LANE AND COURT STREET SHALL BE ADJUSTED. THE CONTRACTOR SHALL COORDINATE WITH THE RESPECTIVE UTILITY COMPANY ACCORDINGLY.
4. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE LEVELING BINDER PRIOR TO THE SURFACE COURSE PER BDE 80398.

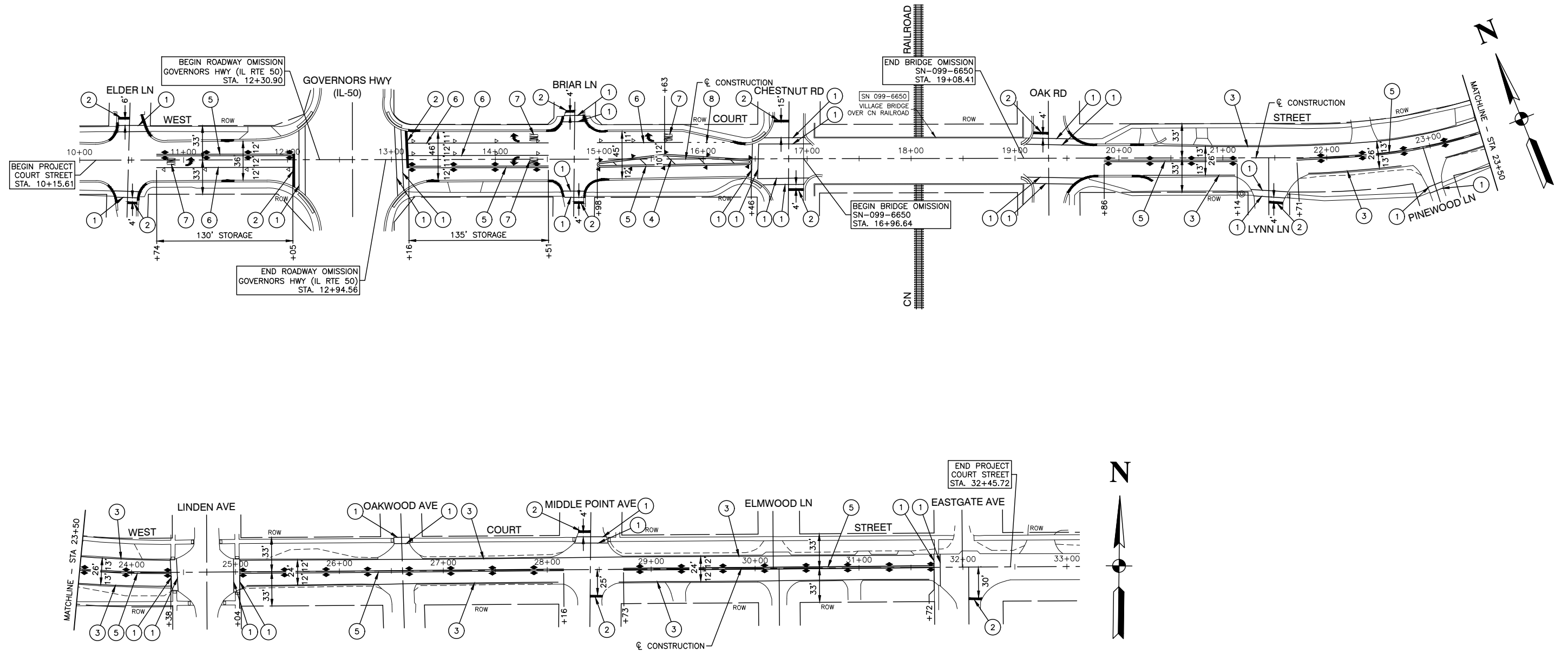


FILE NAME = 20R0573-PLAN-01 - P01	USER NAME =	DESIGNED - GA	REVISED -
		CHECKED - WD	REVISED -
	PLOT SCALE =	DRAWN - ND	REVISED -
	PLOT DATE = 01-07-21	CHECKED - AG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

COURT STREET	
PAVEMENT RESURFACING IMPROVEMENT PLAN	
SCALE: 1" = 50'	SHEET NO. 5 OF 19 SHEETS
STA. TO STA.	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1654	20-00029-00-RS	WILL	19	5
CONTRACT NO. 61H00				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	X35(780)	



PAVEMENT MARKING LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING - WHITE LINE, 6" (CROSSWALK 6' C/C)
- ② THERMOPLASTIC PAVEMENT MARKING - WHITE LINE, 24" (STOP BAR)
- ③ THERMOPLASTIC PAVEMENT MARKING - WHITE LINE, 4" (EDGE LINE)
- ④ THERMOPLASTIC PAVEMENT MARKING - YELLOW LINE, 12" (DIAGONAL)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - YELLOW LINE, 4" DOUBLE LINE (11" C/C)
- ⑥ THERMOPLASTIC PAVEMENT MARKING - WHITE LINE, 6" LINE
- ⑦ THERMOPLASTIC PAVEMENT MARKING - FULL SIZE LETTERS & SYMBOLS
- ⑧ THERMOPLASTIC PAVEMENT MARKING - WHITE LINE, 6" DASHED LINE (2' DASH, 6' SKIP)

RECESSED REFLECTIVE PAVEMENT MARKER LEGEND

- ▲ ONE-WAY AMBER MARKER
40' C/C UNLESS OTHERWISE INDICATED
- ◄ ONE-WAY CRYSTAL MARKER
40' C/C UNLESS OTHERWISE INDICATED
- ◆ TWO-WAY AMBER MARKER
40' C/C UNLESS OTHERWISE INDICATED

FILE NAME = 20R0573-PMRK-01 - PMRK

USER NAME =	DESIGNED -- GA	REVISED --
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PLOT SCALE =	DRAWN -- ND	REVISED --
PLOT DATE = 01-07-21	CHECKED -- AG	REVISED --

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET

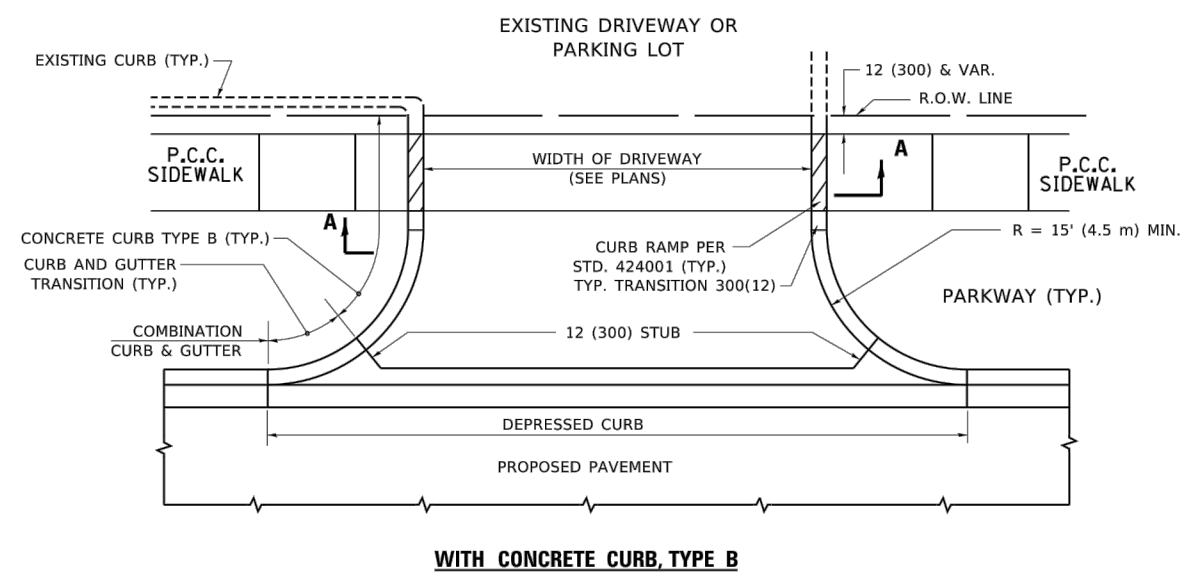
PAVEMENT MARKING PLAN

SCALE: 1" = 50'

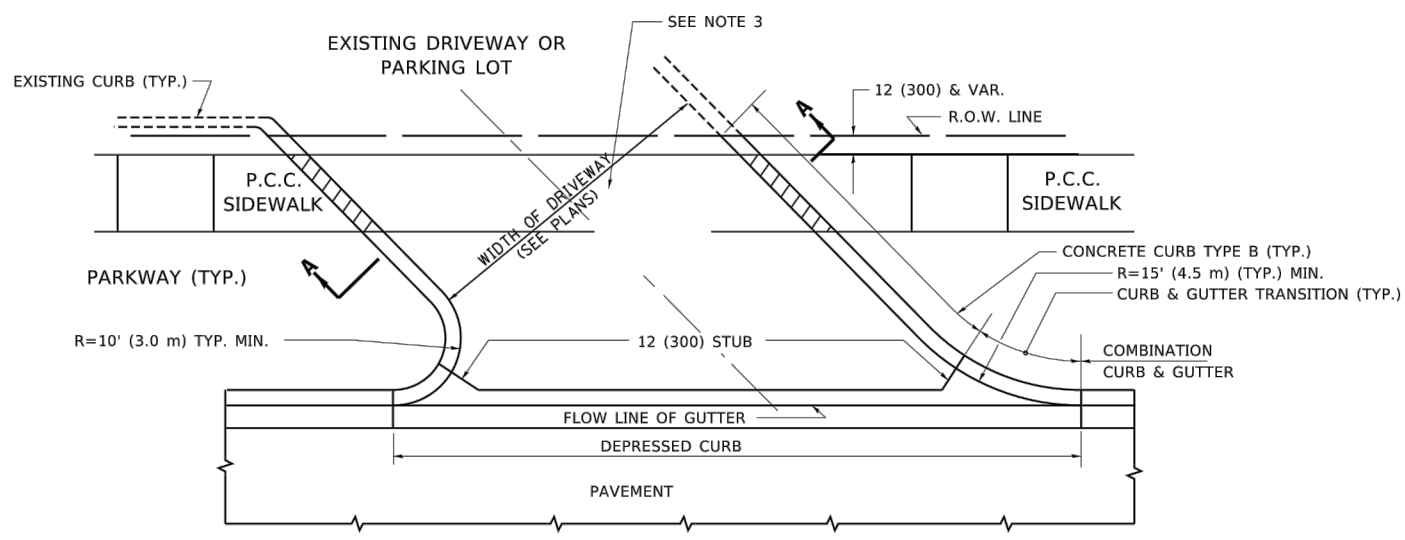
SHEET NO. 6 OF 19 SHEETS

STA. TO STA.

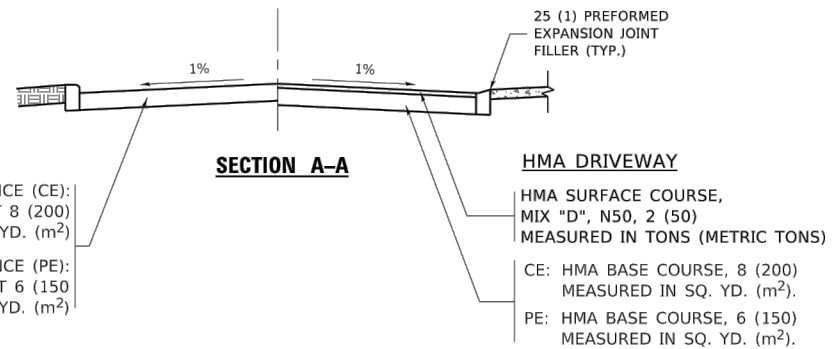
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1654	20-00029-00-RS	WILL	19	6
CONTRACT NO. 61H00				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	X35(780)	



WITH CONCRETE CURB, TYPE B

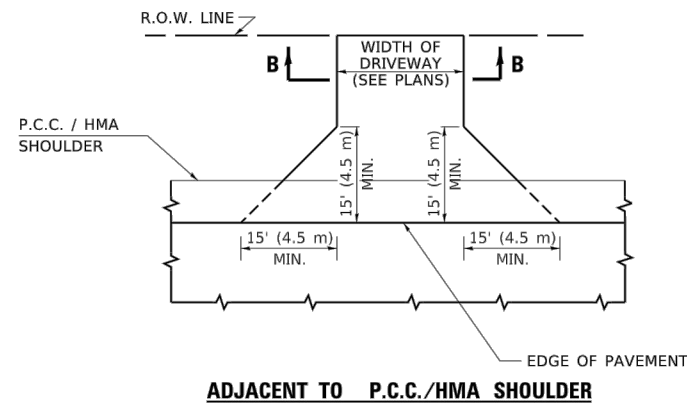


WITH CONCRETE CURB, TYPE B

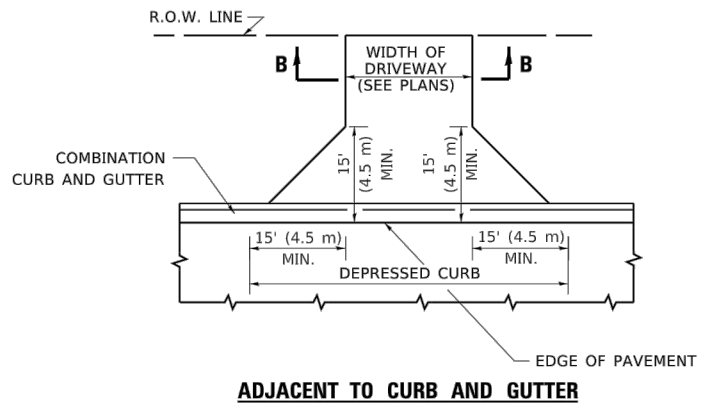


RIGID DRIVEWAY
 COMMERCIAL ENTRANCE (CE):
 P.C.C. DRIVEWAY PAVEMENT 8 (200)
 MEASURED IN SQ. YD. (m²)
 NON-COMMERCIAL ENTRANCE (PE):
 P.C.C. DRIVEWAY PAVEMENT 6 (150)
 MEASURED IN SQ. YD. (m²)

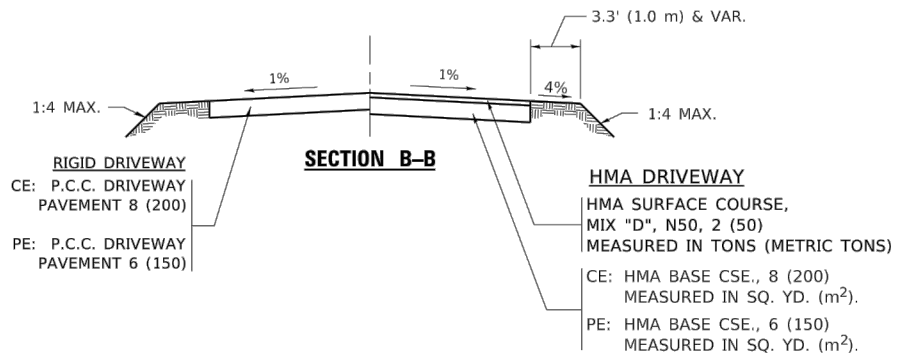
HMA DRIVEWAY
 HMA SURFACE COURSE,
 MIX "D", N50, 2 (50)
 MEASURED IN TONS (METRIC TONS)
 CE: HMA BASE COURSE, 8 (200)
 MEASURED IN SQ. YD. (m²).
 PE: HMA BASE COURSE, 6 (150)
 MEASURED IN SQ. YD. (m²).



ADJACENT TO P.C.C./HMA SHOULDER



ADJACENT TO CURB AND GUTTER



GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

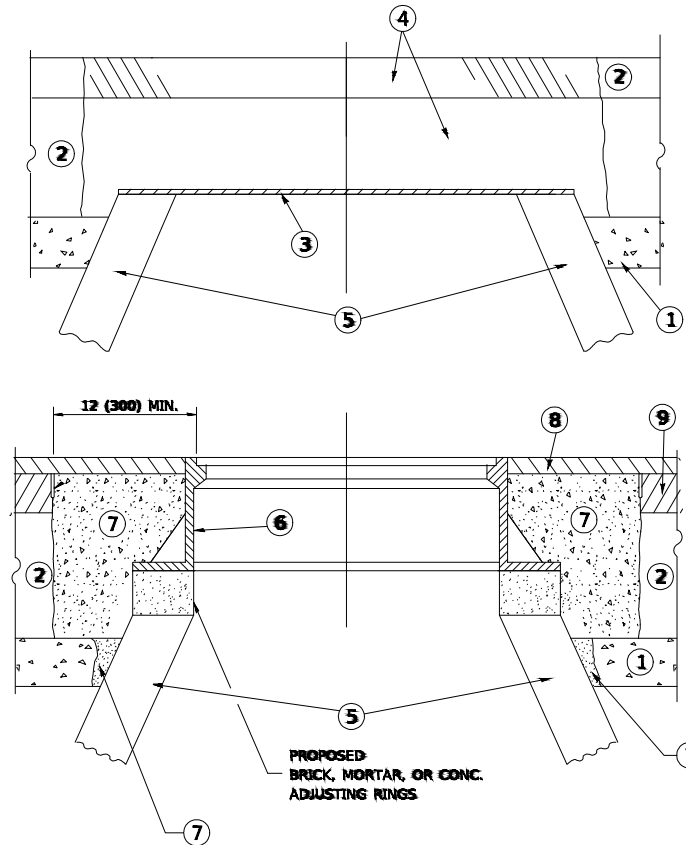
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USER NAME =	DESIGNED -- GA	REVISED --
	CHECKED -- WD	REVISED --
PLOT SCALE =	DRAWN -- ND	REVISED --
PLOT DATE = 01-07-21	CHECKED -- AG	REVISED --

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER ≥ 15'(4.5m)
 SCALE: SHEET NO. 7 OF 19 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	19	7
BD400-01 (BD-01)			CONTRACT NO. 61H00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

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

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

NOTES

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

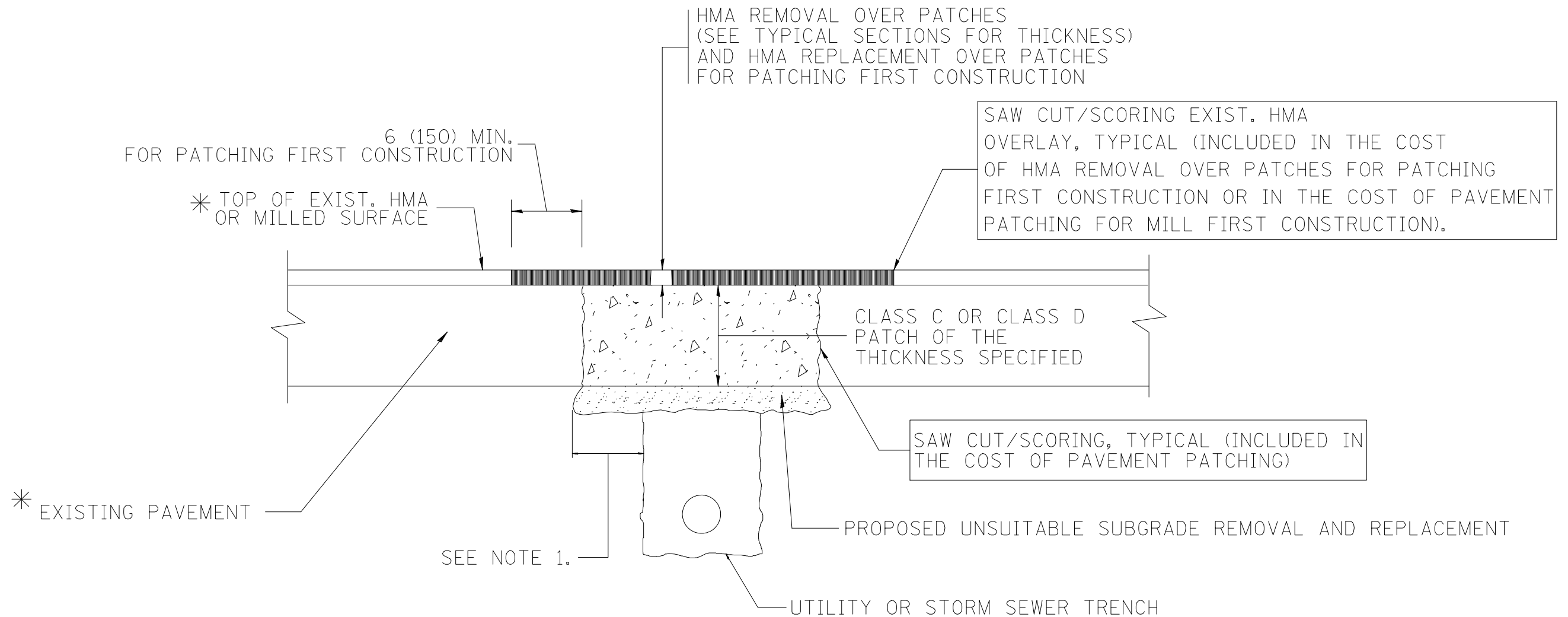
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		CHECKED — WD	REVISED —
	PLOT SCALE =	DRAWN — ND	REVISED —
	PLOT DATE = 01-07-21	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: SHEET NO. 8 OF 19 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	19	8
80680-03 (80-8)			CONTRACT NO. 61H00	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

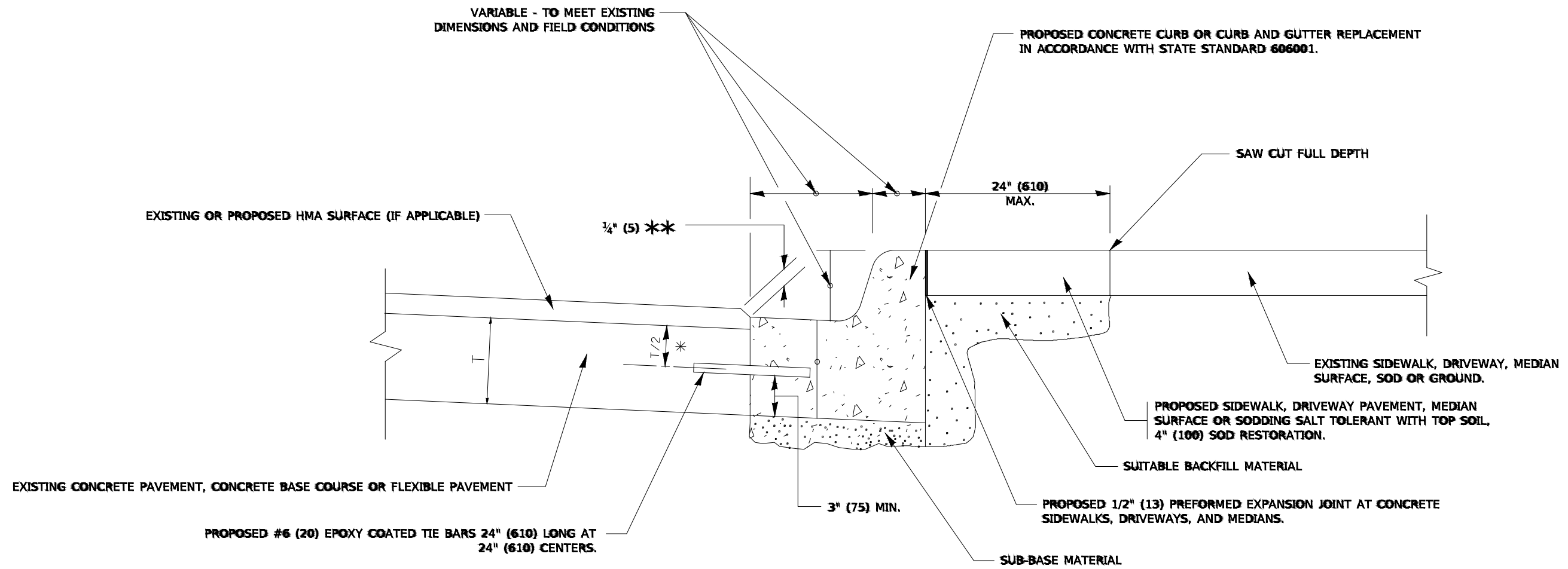
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME = 20R0573-DTLS-01 - IDOT 03	USER NAME =	DESIGNED -- GA	REVISED --	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE =	CHECKED -- WD	REVISED --					WILL	19	9	
PLOT DATE = 01-07-21	DRAWN -- ND	REVISED --			SCALE:	SHEET NO. 9 OF 19 SHEETS	STA.	TO STA.	BD400-04 (BD-22)		
	CHECKED -- AG	REVISED --						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 61H00



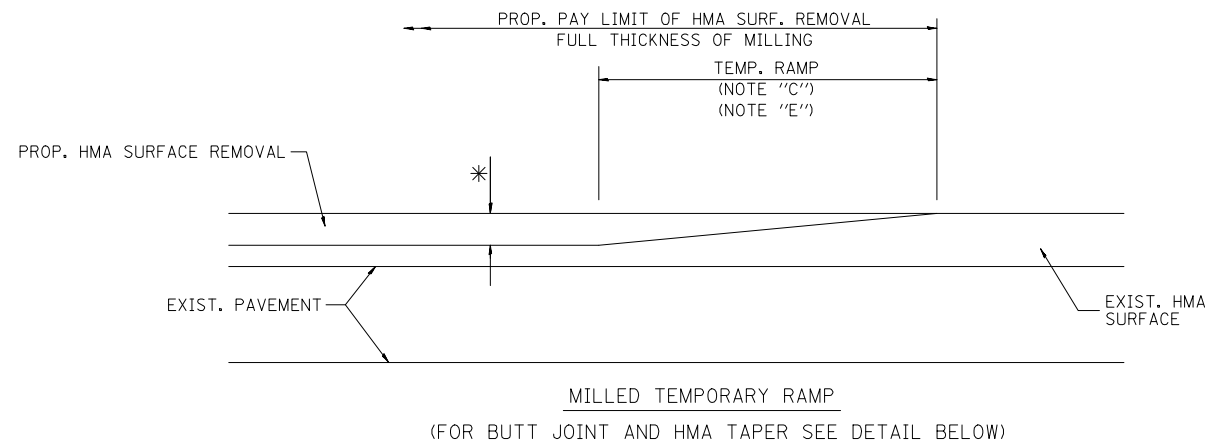
* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

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

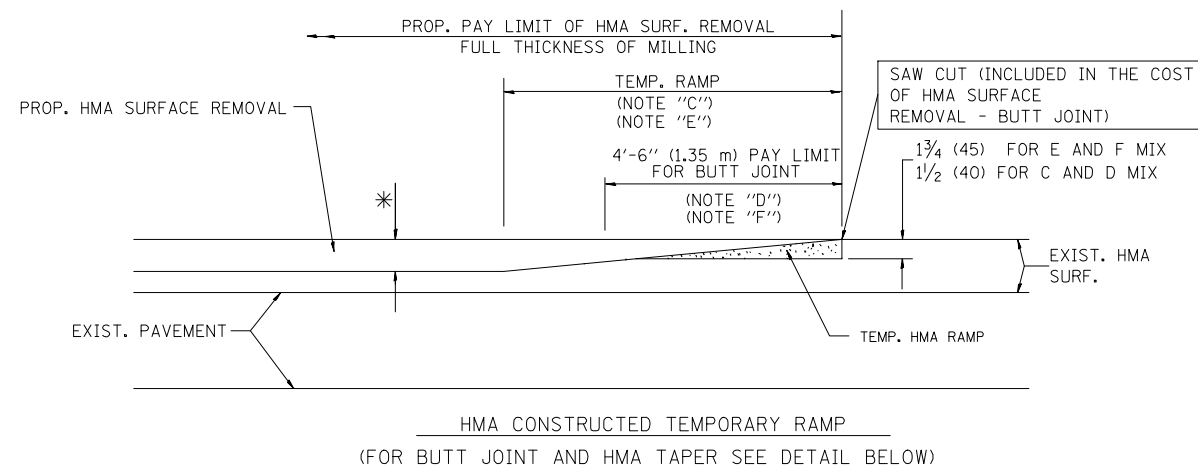
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME = 20R0573-DTLS-01 - IDOT 04	USER NAME =	DESIGNED — GA	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED — WD	REVISED —					WILL	19	10	
	PLOT SCALE =	DRAWN — ND	REVISED —			BD600-06 (BD-24)		CONTRACT NO. 61H00			
	PLOT DATE = 01-07-21	CHECKED — AG	REVISED —		SCALE:	SHEET NO. 10 OF 19 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

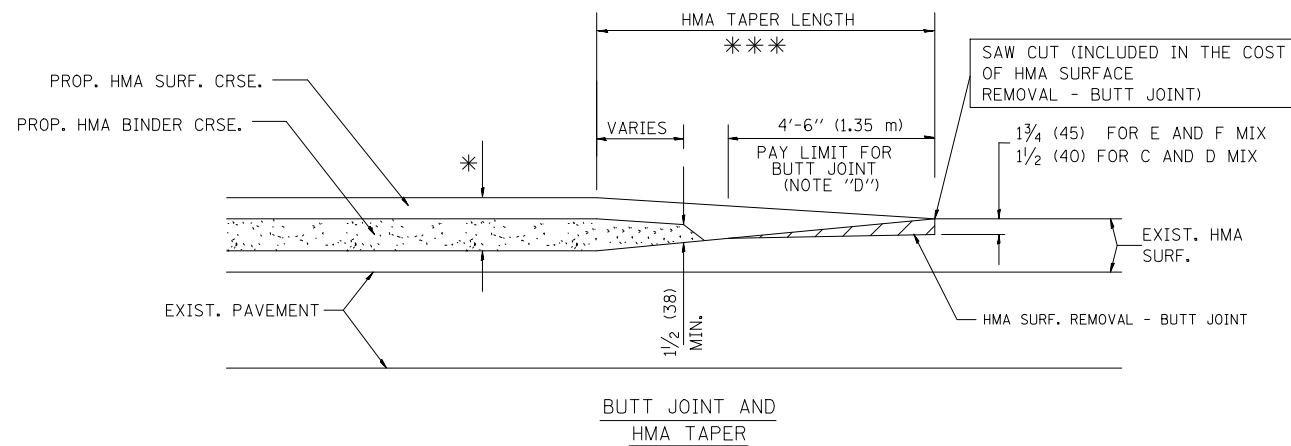


OPTION 1

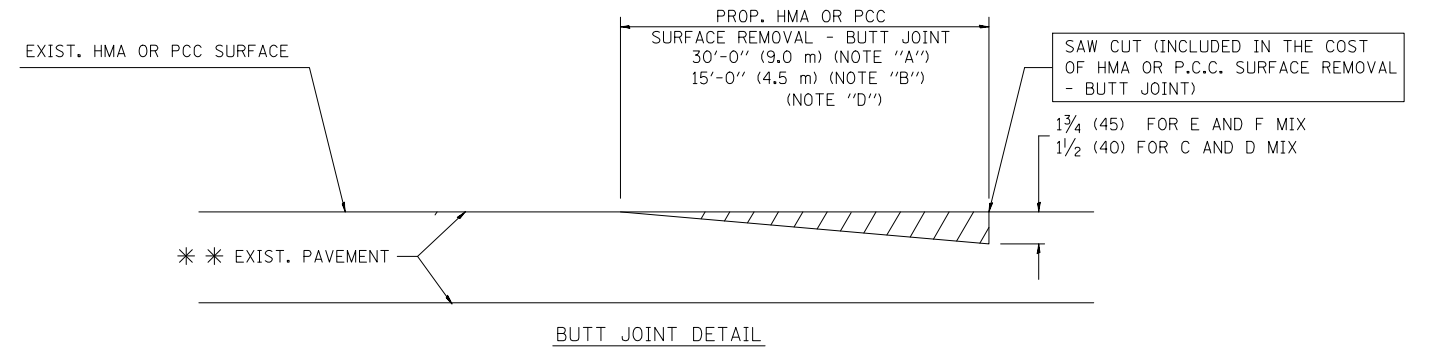


OPTION 2

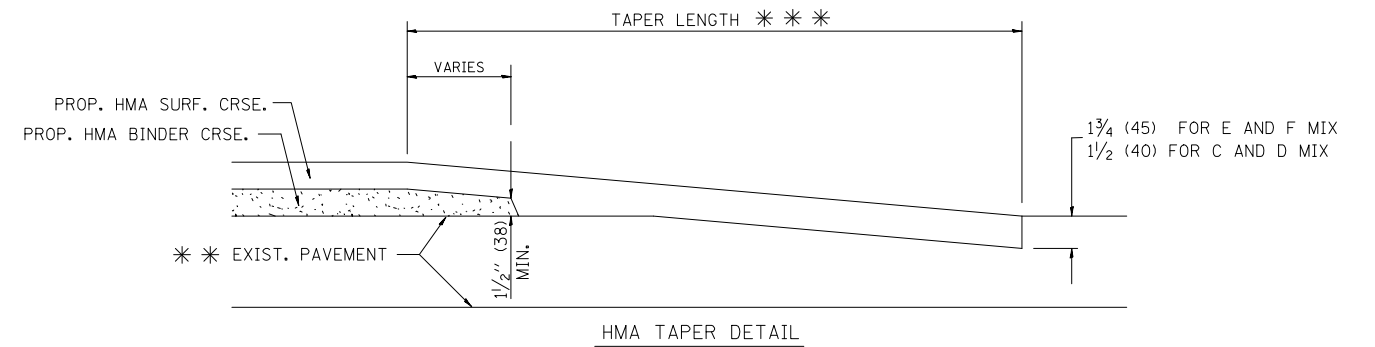
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

FILE NAME = 20R0573-DTLS-01 - IDOT 05

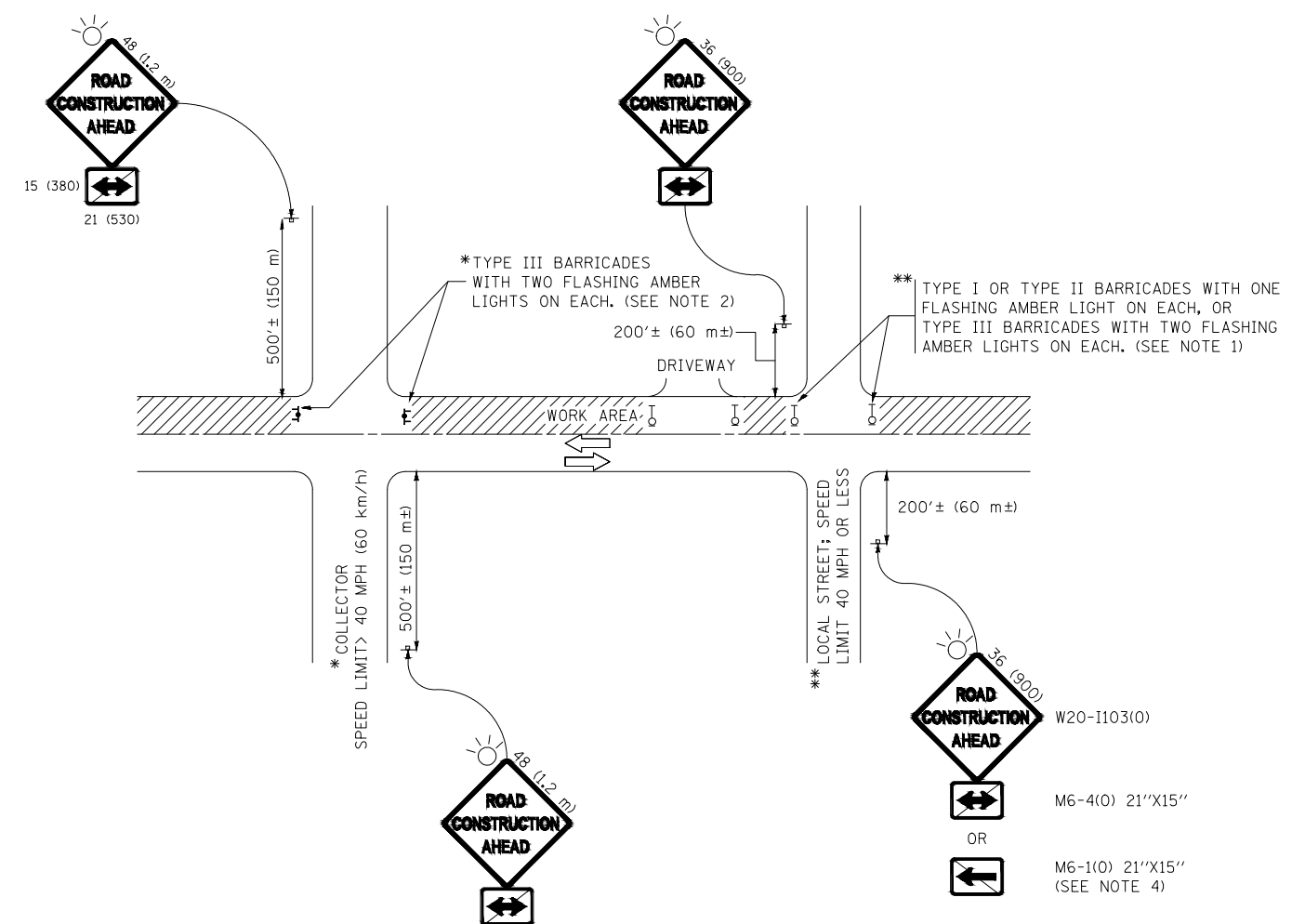
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	CHECKED -- WD	REVISED --
PLOT SCALE =	DRAWN -- ND	REVISED --
PLOT DATE = 01-07-21	CHECKED -- AG	REVISED --

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

SCALE: SHEET NO. 11 OF 19 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	19	11
BD400-05 BD32		CONTRACT NO. 61H00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

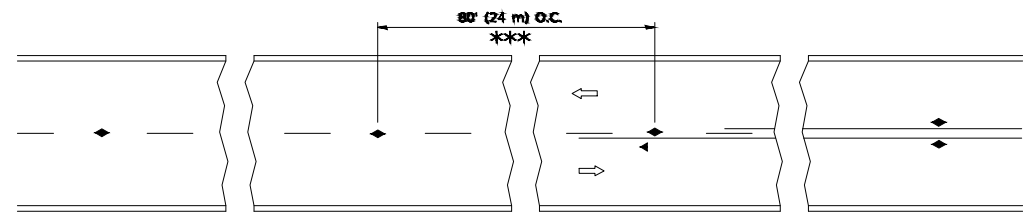


NOTES:

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

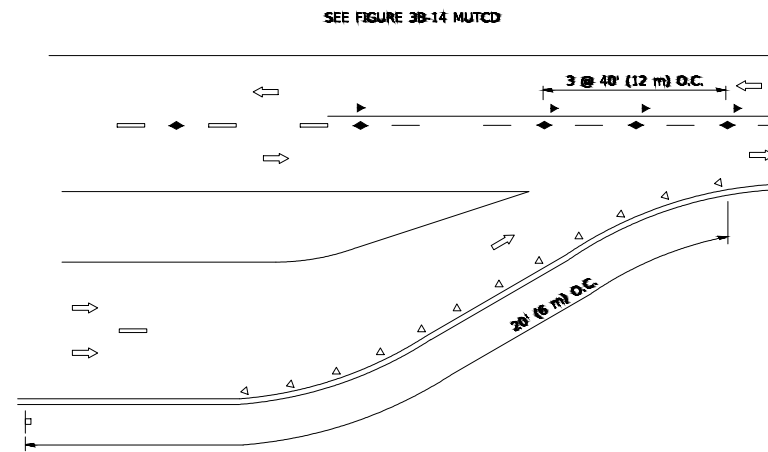
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = 20R0573-DTLS-01 - IDOT 06	USER NAME =	DESIGNED — GA	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED — WD	REVISED —					WILL	19	12	
	PLOT SCALE =	DRAWN — ND	REVISED —			TC-10		CONTRACT NO. 61H00			
	PLOT DATE = 01-07-21	CHECKED — AG	REVISED —			SCALE:		SHEET NO. 12 OF 19 SHEETS	STA.	TO STA.	
						FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	

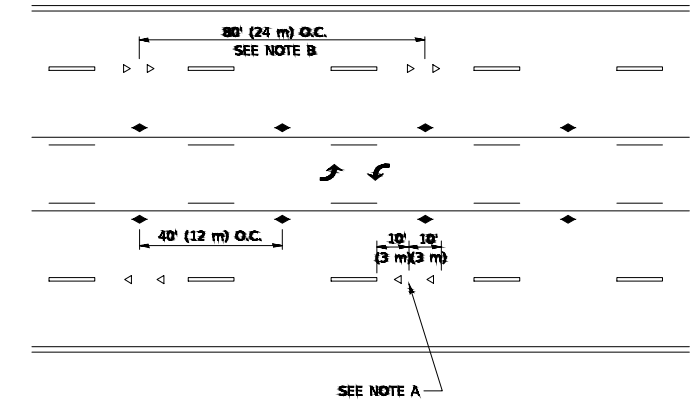


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

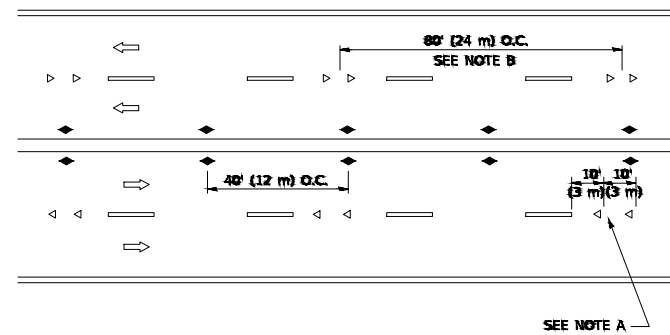
TWO-LANE/TWO-WAY



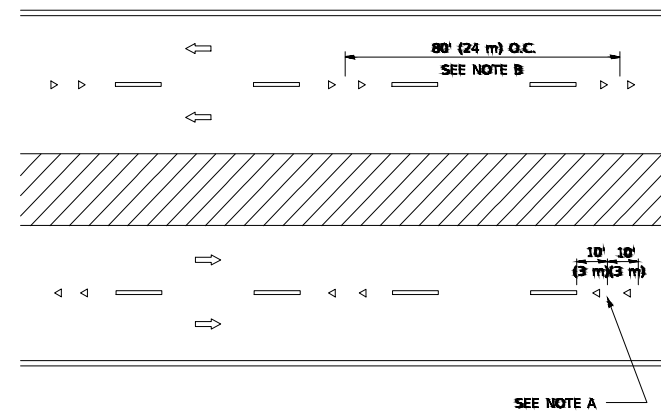
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

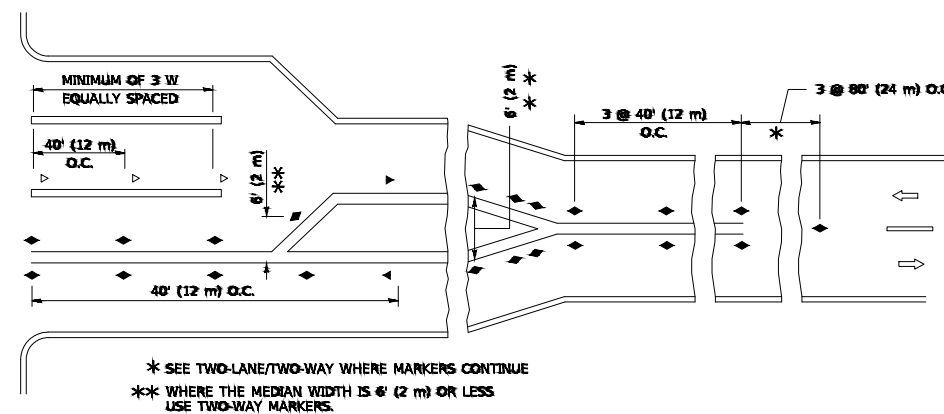
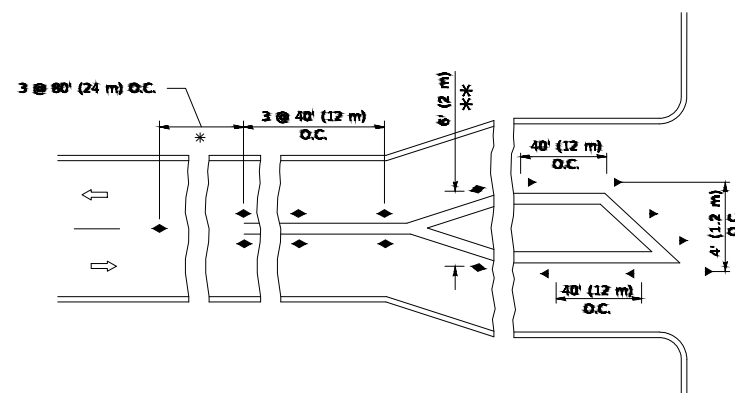
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



TURN LANES

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

FILE NAME = 20R0573-DTLS-01 - IDOT 07

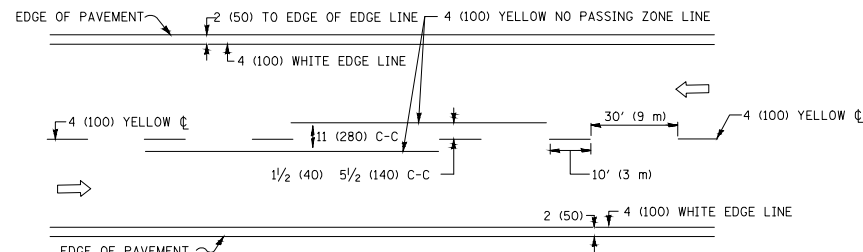
USER NAME =	DESIGNED — GA	REVISED —
	CHECKED — WD	REVISED —
PLOT SCALE =	DRAWN — ND	REVISED —
PLOT DATE = 01-07-21	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

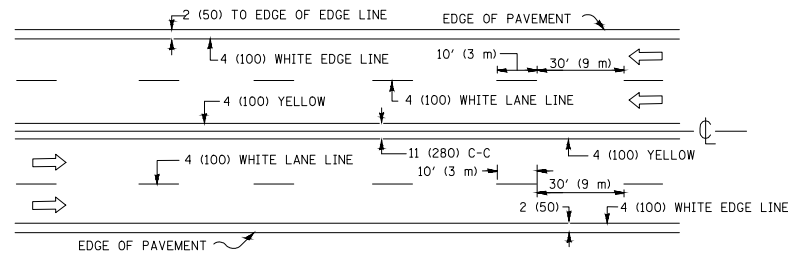
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: SHEET NO. 13 OF 19 SHEETS STA. TO STA.

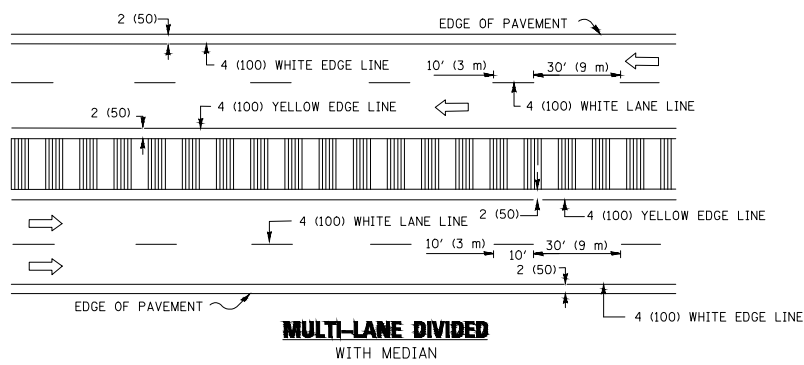
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	19	13
TC-11		CONTRACT NO. 61H00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



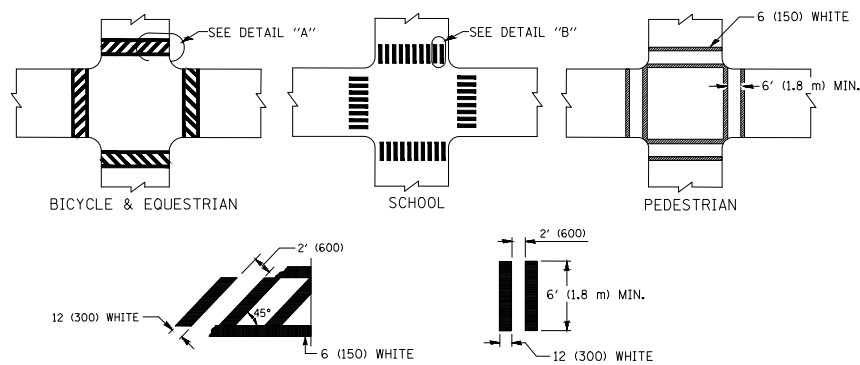
2-LANE ROADWAY



MULTI-LANE UNDIVIDED

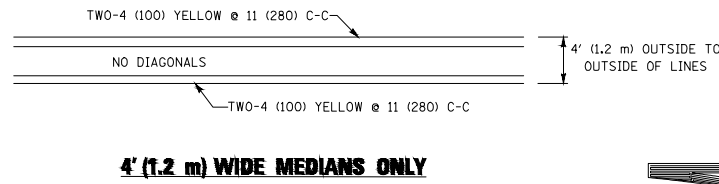


TYPICAL LANE AND EDGE LINE MARKING

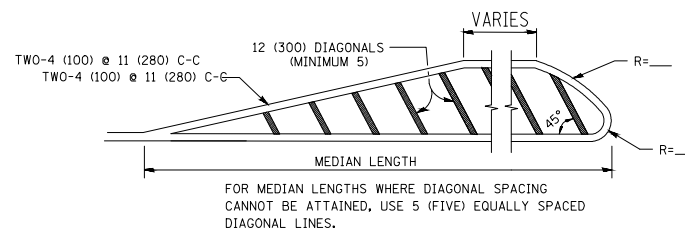


DETAIL "A" TYPICAL CROSSWALK MARKING

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

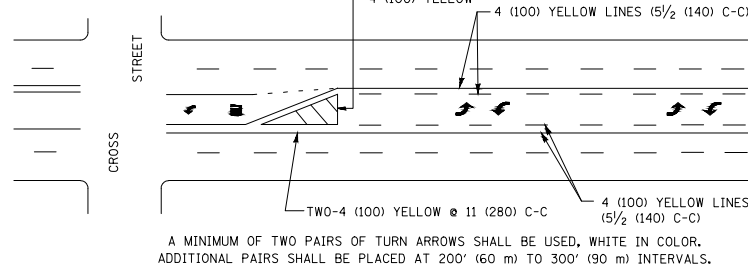


4' (1.2 m) WIDE MEDIANS ONLY



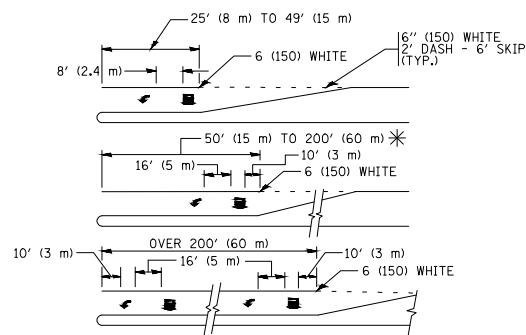
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

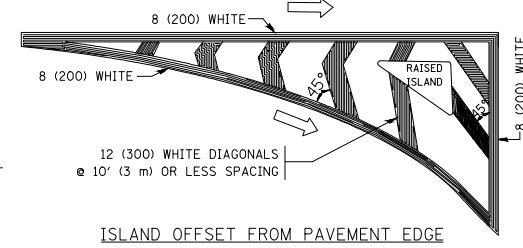


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

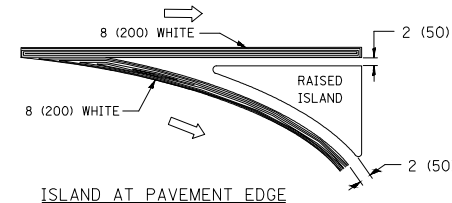
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

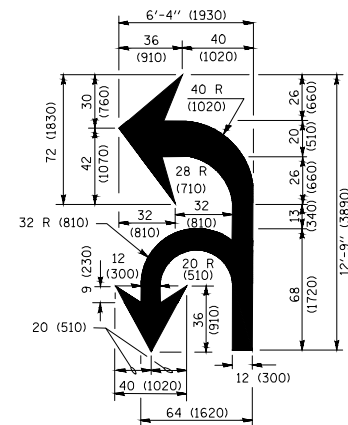


ISLAND OFFSET FROM PAVEMENT EDGE

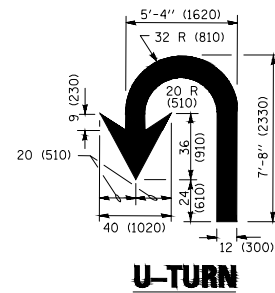


ISLAND AT PAVEMENT EDGE

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	5/2 (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; 5/2 (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 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.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

FILE NAME = 20R0573-DTLS-01 - IDOT 08

USER NAME =	DESIGNED — GA	REVISED —
PLOT SCALE =	CHECKED — WD	REVISED —
PLOT DATE = 01-07-21	DRAWN — ND	REVISED —
	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: SHEET NO. 14 OF 19 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			19	14
TC-13		CONTRACT NO.	61H00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

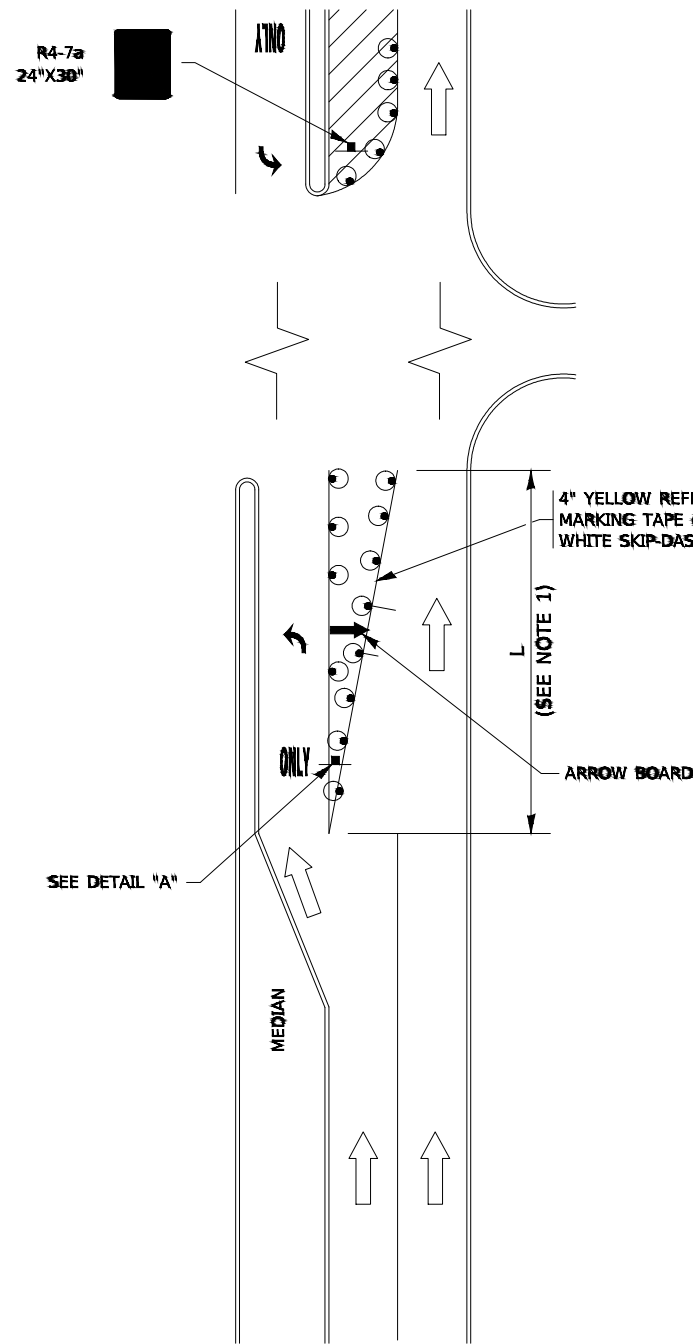


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

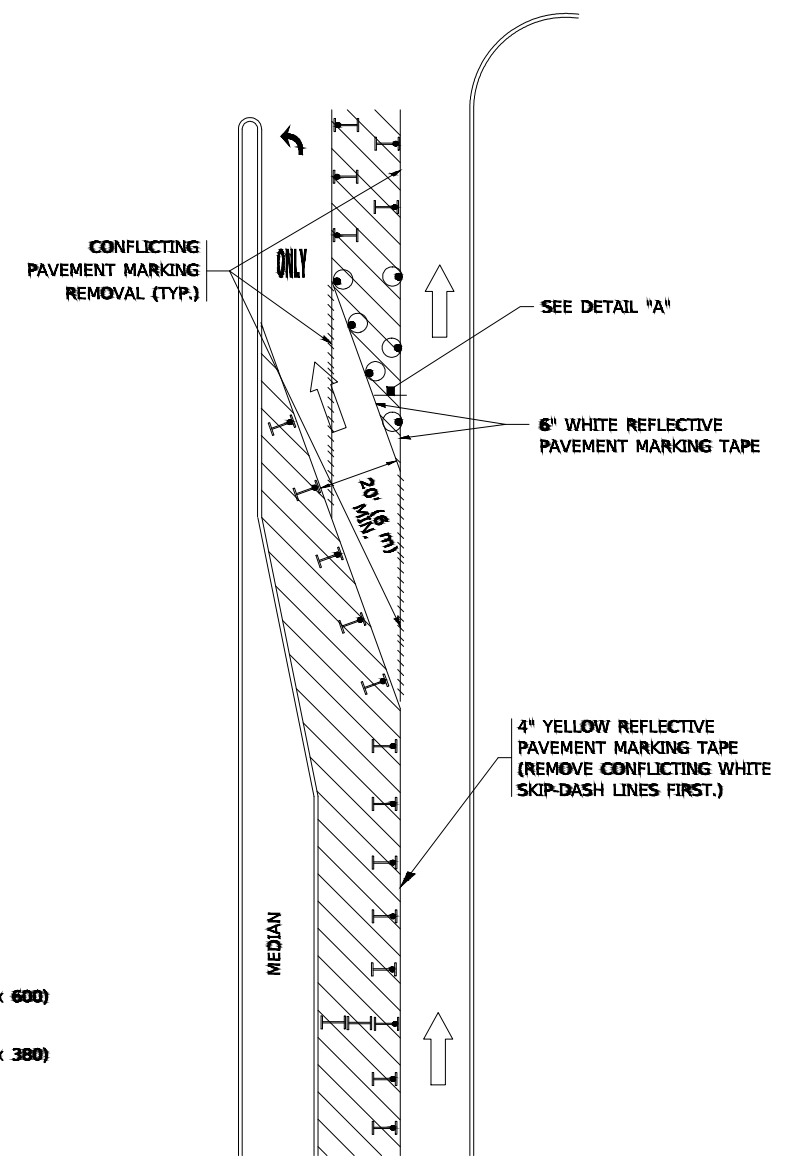


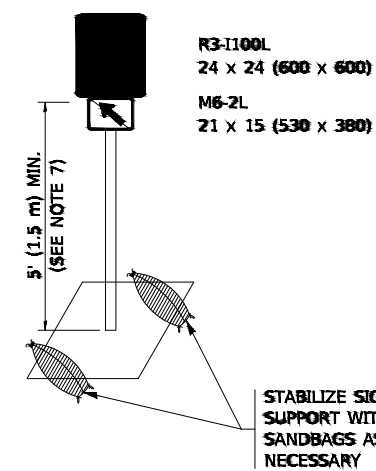
FIGURE 2

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

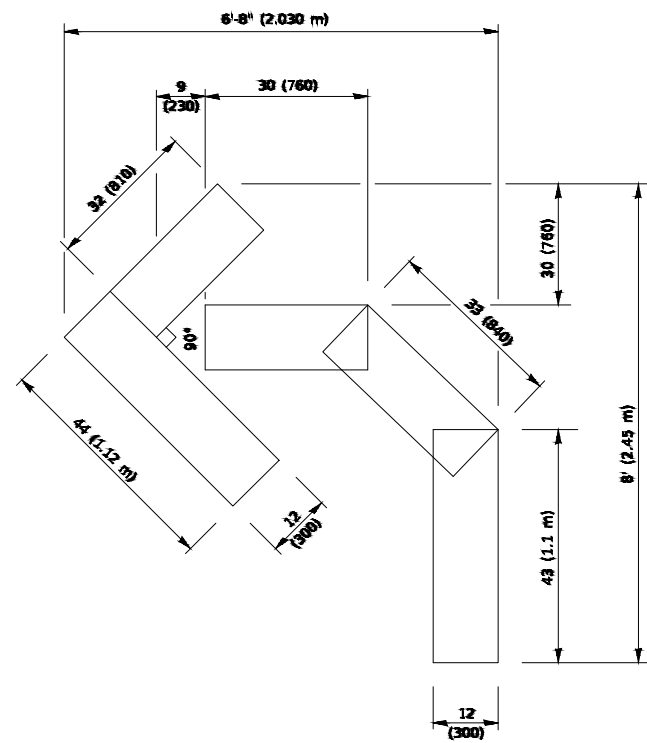
NOTES:

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.

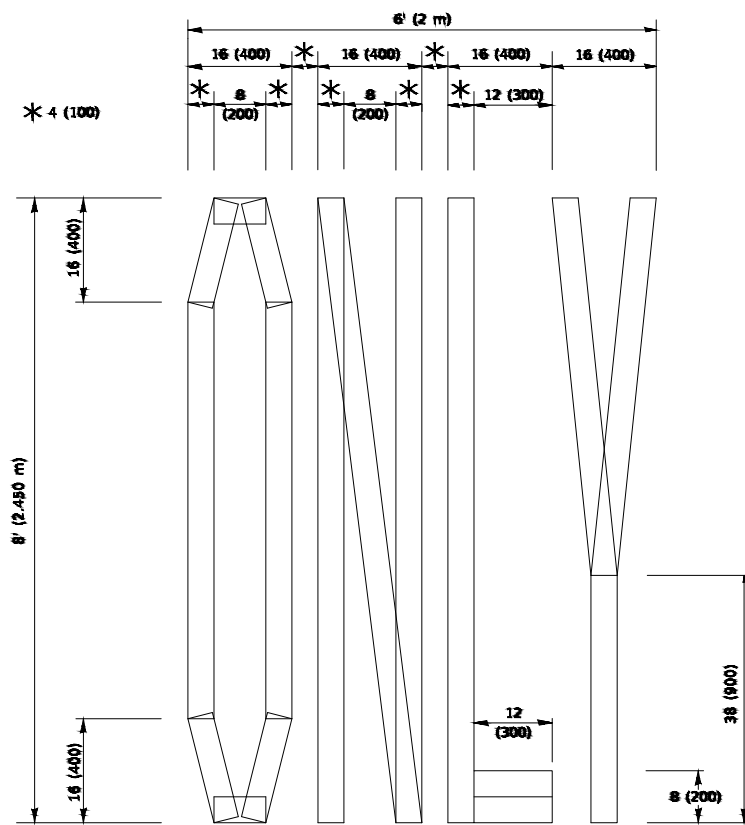


DETAIL A

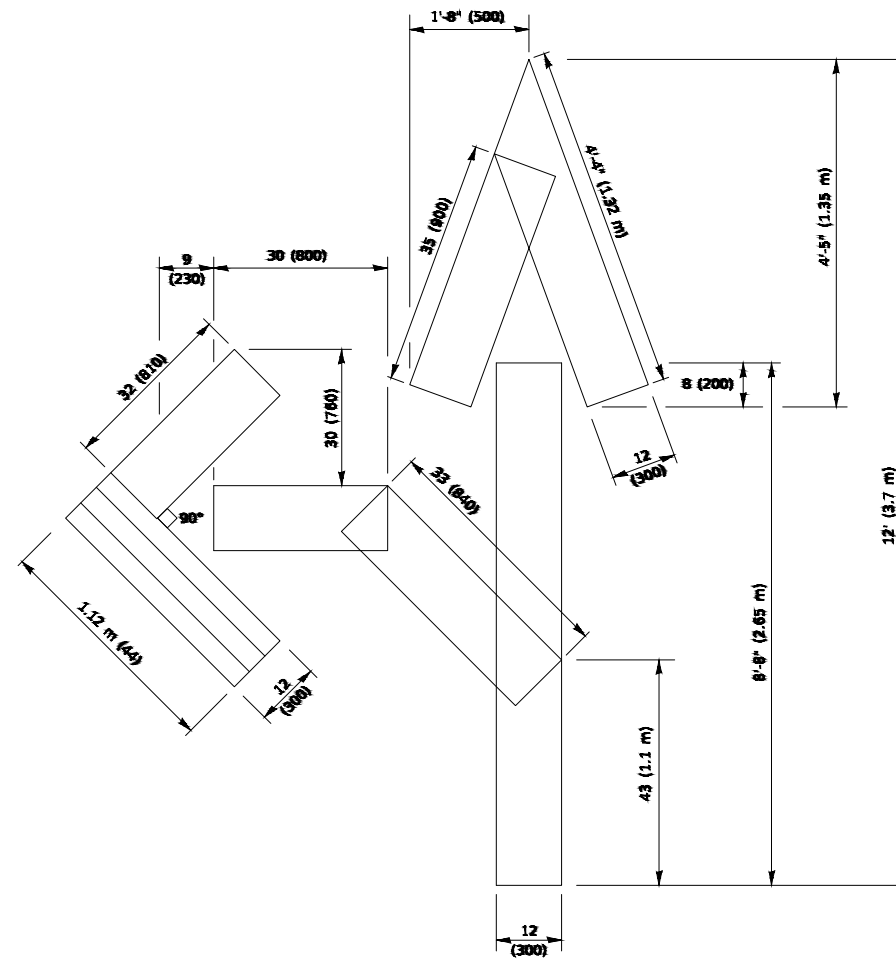
All dimensions are in inches (millimeters) unless otherwise shown.



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

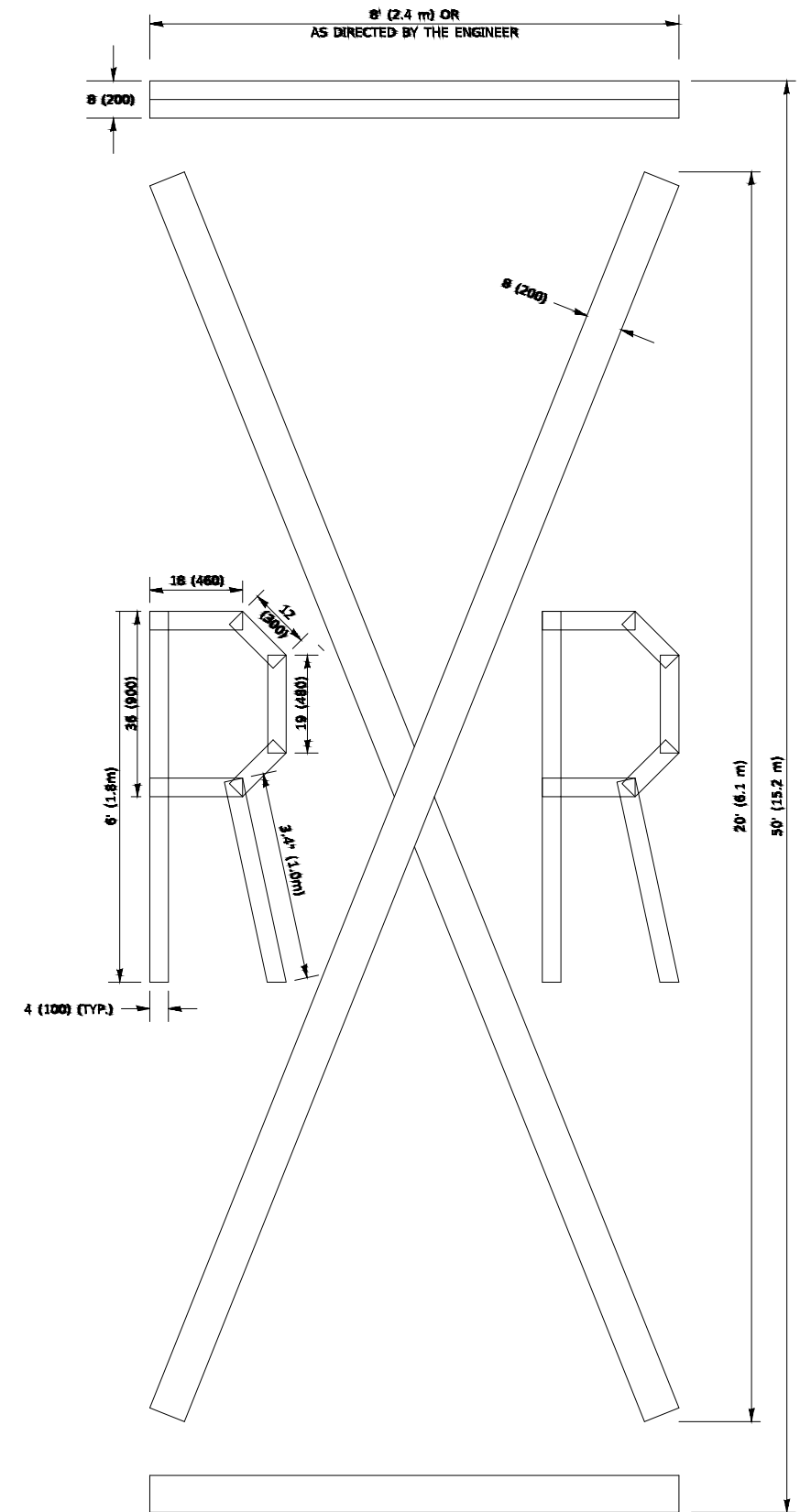


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



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

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



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

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

FILE NAME = 20R0573-DTLS-01 - IDOT 10

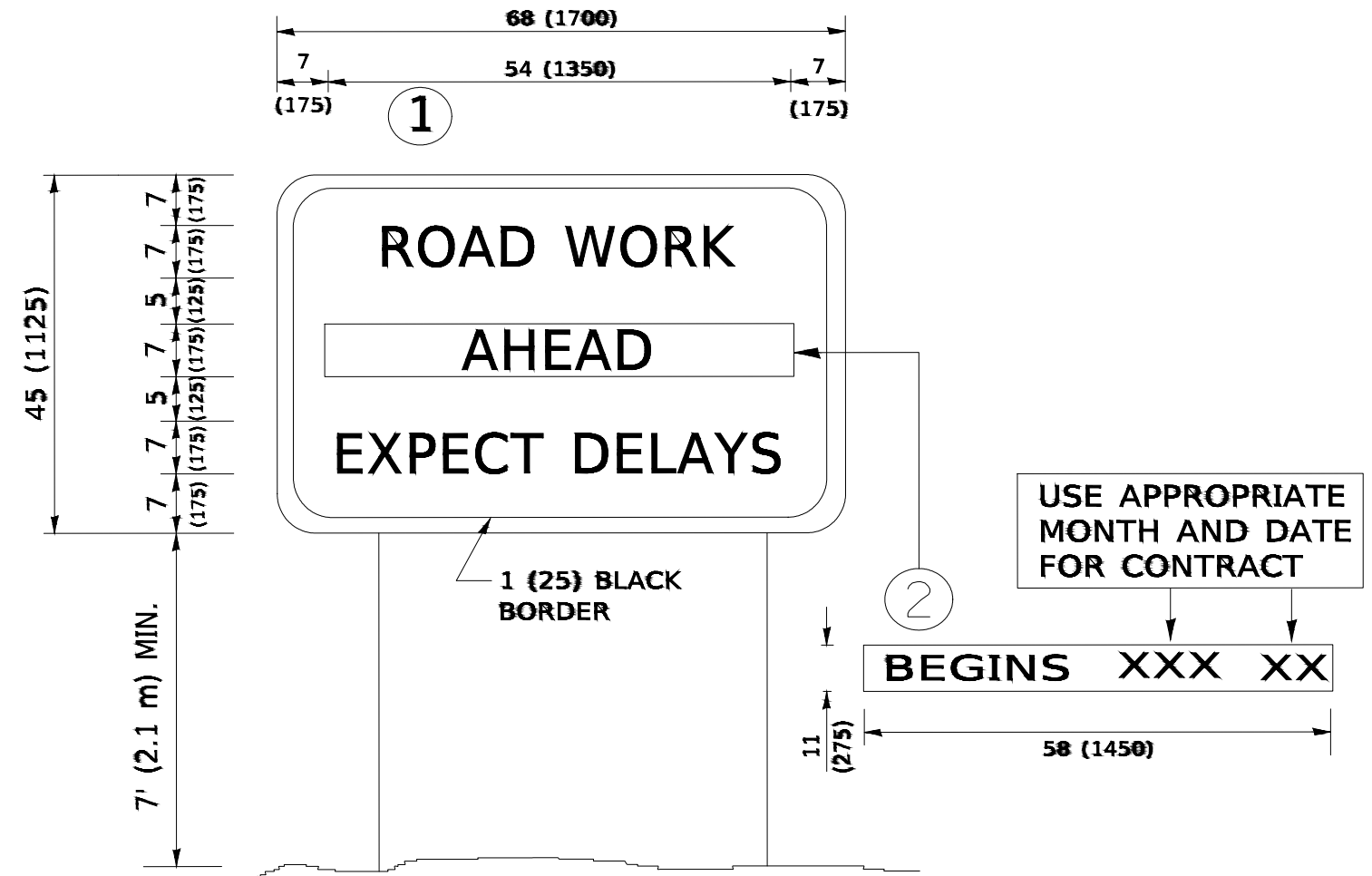
USER NAME =	DESIGNED — GA	REVISED —
	CHECKED — WD	REVISED —
PLOT SCALE =	DRAWN — ND	REVISED —
PLOT DATE = 01-07-21	CHECKED — AG	REVISED —

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: SHEET NO. 16 OF 19 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	19	16
TC-16		CONTRACT NO. 61H00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

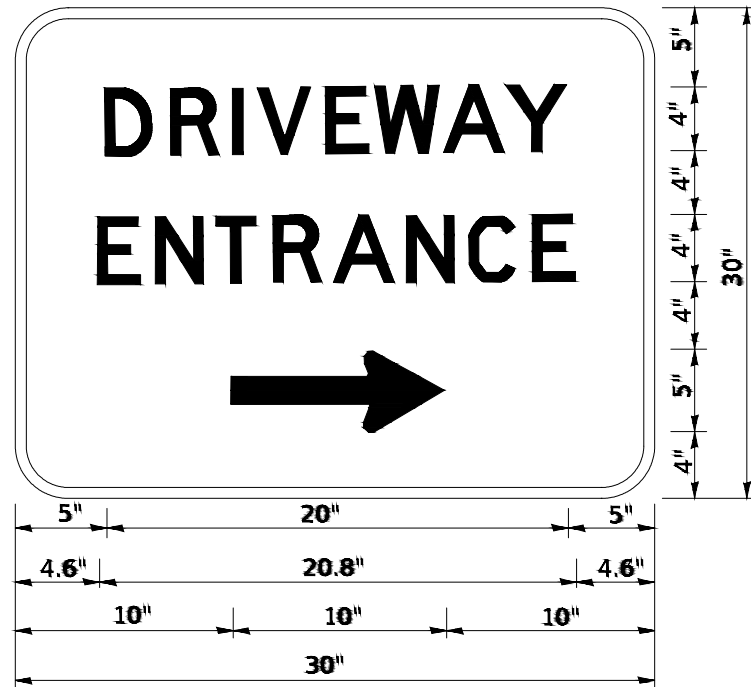
FILE NAME = 20R0573-DTLS-01 - IDOT 11

USER NAME =	DESIGNED — GA	REVISED —
	CHECKED — WD	REVISED —
PLOT SCALE =	DRAWN — ND	REVISED —
PLOT DATE = 01-07-21	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN	
SCALE:	SHEET NO. 17 OF 19 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	19	17
TC-22		CONTRACT NO. 61H00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

FILE NAME = 20R0573-DTLS-01 - IDOT 12

USER NAME =	DESIGNED -- GA	REVISED --
	CHECKED -- WD	REVISED --
PLOT SCALE =	DRAWN -- ND	REVISED --
PLOT DATE = 01-07-21	CHECKED -- AG	REVISED --

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

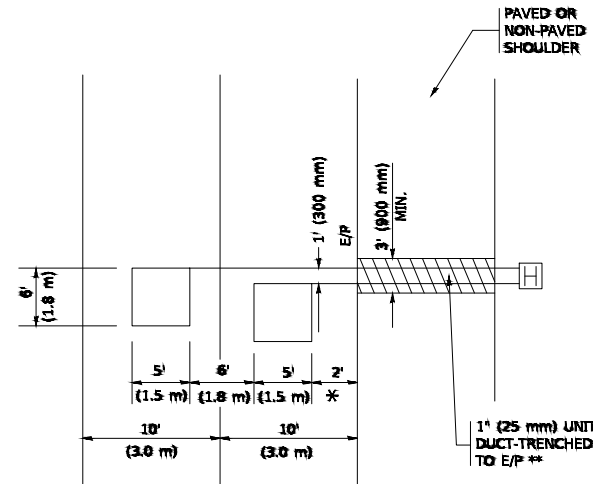
DRIVEWAY ENTRANCE SIGNING

SCALE: SHEET NO. 18 OF 19 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	19	18
TC-25			CONTRACT NO. 61H100	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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



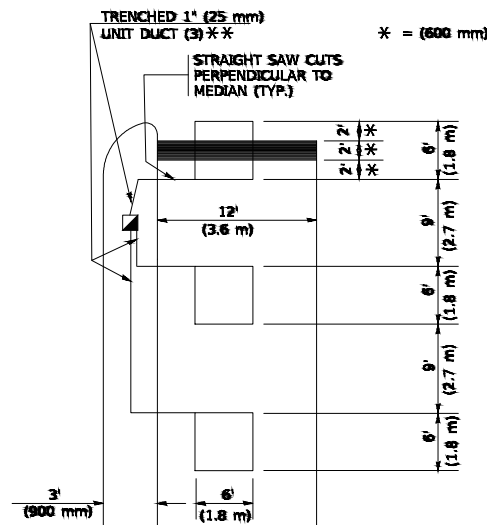
* = (600 mm)

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

LEFT TURN LANES WITH MEDIANS

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

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

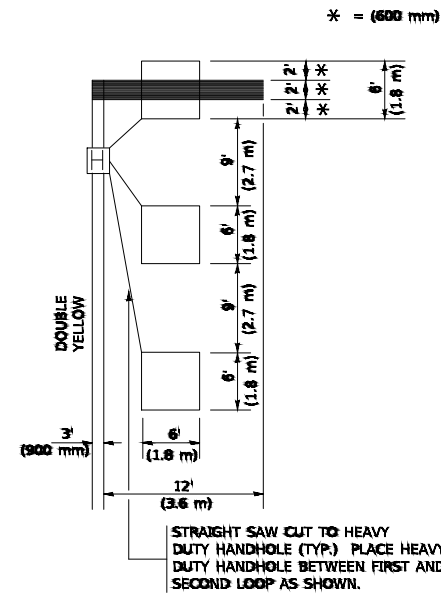


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

LEFT TURN LANES WITHOUT MEDIANS

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



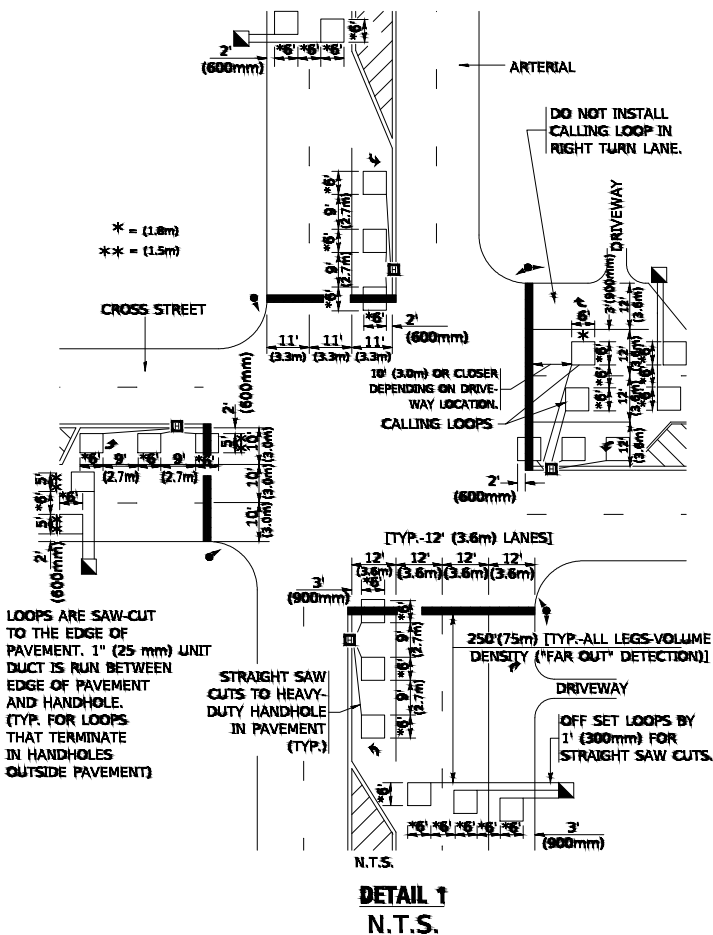
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

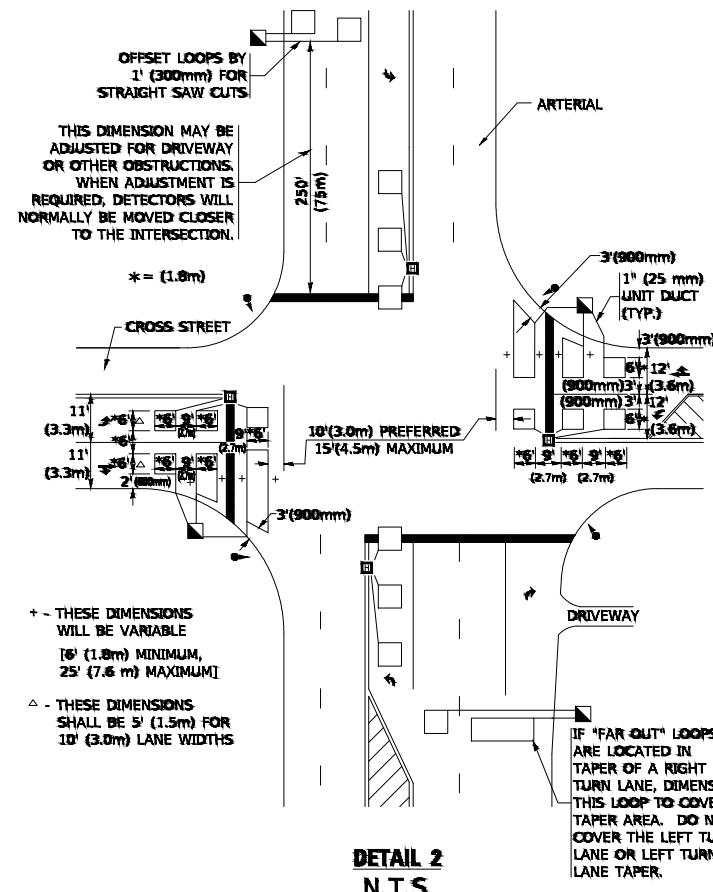
- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. 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.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

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.

FILE NAME = 20R0573-DTLS-01 - IDOT 13

USER NAME =	DESIGNED -- GA	REVISED --
	CHECKED -- WD	REVISED --
PLOT SCALE =	DRAWN -- ND	REVISED --
PLOT DATE = 01-07-21	CHECKED -- AG	REVISED --

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

SCALE: SHEET NO. 19 OF 19 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			19	19
TS-07		CONTRACT NO. 61H00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		