

06-12-2026 LETTING ITEM 044

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-RS	COOK	70	1
PROJECT CONTRACT NO. 61M53				

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED
WITHIN VILLAGE OF WHEELING

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

LEXINGTON DRIVE

McHENRY ROAD (IL 83) TO LAKE COOK ROAD

RESURFACING, CURB AND GUTTER, PAVEMENT MARKING

SECTION 23-00095-00-RS

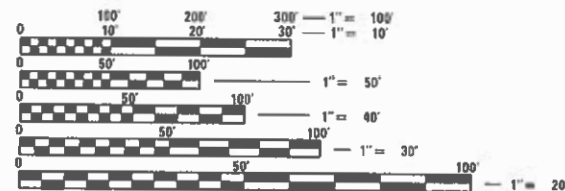
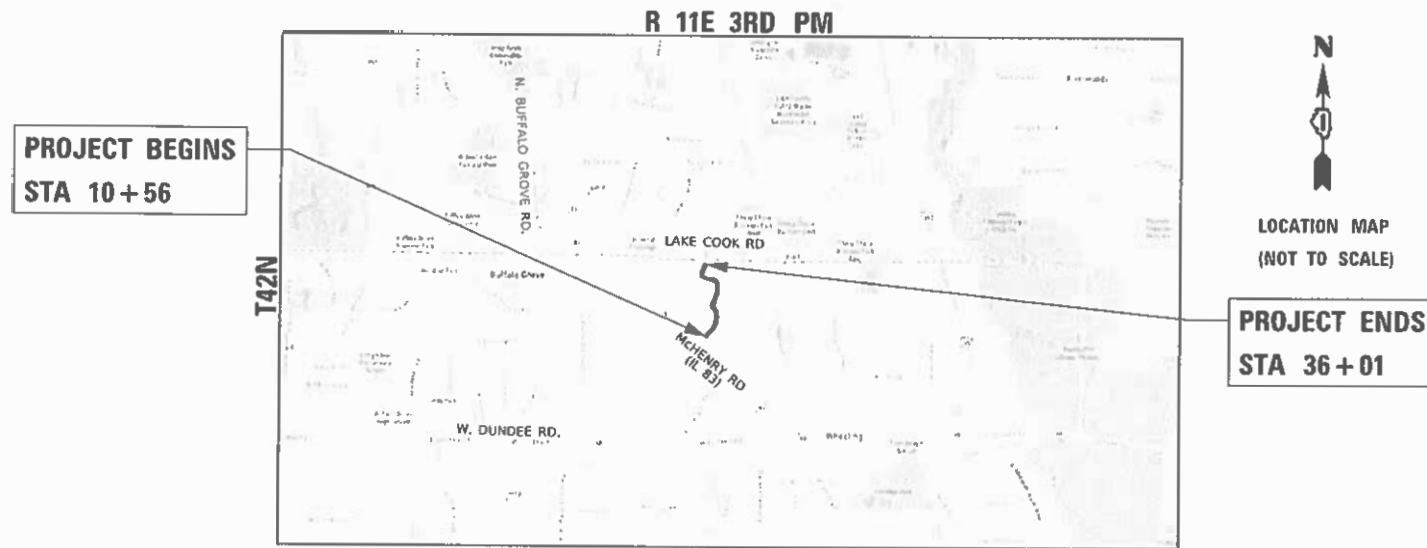
PROJECT NO. Y2KK(934)

VILLAGE OF WHEELING

COOK COUNTY

C-91-221-26

TRAFFIC DATA
LEXINGTON DRIVE
ADT(2018) = 4,500
POSTED SPEED LIMIT = 25 MPH
FUNCTIONAL CLASSIFICATION:
MINOR COLLECTOR



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

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

GROSS LENGTH = 2545 FT. = 0.48 MILE
 NET LENGTH = 2545 FT. = 0.48 MILE



B.P.
 P.E.
 LICENSE EXPIRES 11/30/2026
 DATE 3/20/2026

**CHASTAIN
& ASSOCIATES LLC**
 CONSULTING ENGINEERS

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

APPROVED March 24 2026
Daniel M. Samp
 VILLAGE OF WHEELING, DIRECTOR OF PUBLIC WORKS

PASSED April 10 2026
C. F. ...

RELEASING FOR
 BID BASED ON
 LIMITED REVIEW April 10 2026
J. ...
 REGIONAL ENGINEER

FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E., SCHAMBURG, IL

CONTRACT NO. 61M53

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OF THE STATE OF ILLINOIS

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20	TS-07 - DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
424001-12	TEMPORARY EROSION CONTROL SYSTEMS
442201-04	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS TYPE 1
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
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
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
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATION
886006-01	TYPICAL LAYOUTS FOR DETECTOR LOOPS

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2022 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2026; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES"; THE "DETAILS" ON THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOURS NOTIFICATION REQUIRED). THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNER OF ALL EXISTING UTILITIES FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AND VILLAGE.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE ENGINEER. THE CONTRACTOR SHALL CONTACT THE VILLAGE OF WHEELING AT (847) 279-6903 A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC PROPERTY WITHOUT THE WRITTEN PERMISSION FROM THE ENGINEER.
- THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE RIGHT OF WAY OF ANY STREET AND/OR PARK PROPERTY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE RESIDENT ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL VERIFY THAT ALL CRACKS, JOINTS, AND FLANGEWAYS ARE CLEAN AND DRY PRIOR TO PLACEMENT OF MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS.
- PRIOR TO APPLYING HOT-MIX ASPHALT TACK COAT, THE BASE SURFACE INCLUDING GUTTERS SHALL BE CLEANED OF LOOSE MATERIALS. ALL CRACK FILL MATERIAL SHALL BE REMOVED IN ITS ENTIRETY ALONG THE CURB LINE.
- THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES, AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED INCLUDING PREVIOUSLY SEEDED AREAS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- THE MINIMUM THICKNESS OF THE PROPOSED GUTTER FLAG SHALL BE 10 INCHES UNLESS OTHERWISE STATED IN THE PLANS OR DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAKE FULL DEPTH SAW CUTS AT THE EDGE OF PAVEMENT ADJACENT TO THE REMOVAL OF ALL COMBINATION CURB AND GUTTER. THE CONTRACTOR SHALL MAKE ALL FULL DEPTH SAW CUTS REQUIRED FOR THE REMOVAL OF CONCRETE CURB AND GUTTERS, SIDEWALKS, AND DRIVEWAYS OR AS DIRECTED BY THE ENGINEER.
- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF CURB OR DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN THE SITE IN A CLEAN AND ORDERLY MANNER, DEBRIS AND SURPLUS MATERIAL SHALL BE REMOVED AND RESTORATION SHALL PROCEED AS THE WORK PROCEEDS. IF THE ENGINEER SO DIRECTS, THE CONTRACTOR SHALL STOP ALL OTHER WORK AND CONCENTRATE ON CLEAN-UP AND RESTORATION. DEBRIS AND SURPLUS MATERIAL SHALL BE DISPOSED BY THE CONTRACTOR OFF-SITE.
- CONTRACTOR SHALL USE CAUTION NOT TO DAMAGE ANY TREES WITHIN THE PROJECT AREA. SHOULD ANY TREES BE DAMAGED OR DISTURBED DUE TO CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL REPLACE THEM IN KIND PER ARTICLE 201.07.
- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF WHEELING. THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS.
- EXISTING VEGETATED AREAS (TREES, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC.) WHERE DISTURBANCE IS NOT OCCURRING (INCLUDING AREAS OUTSIDE THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED HEALTHY TO MINIMIZE SOIL EROSION AND TO ELIMINATE SOIL COMPACTION. NO MATERIALS ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME.
- UNLESS OTHERWISE APPROVED BY THE ENGINEER, CONTRACTOR SHALL BE REQUIRED TO KEEP ALL ENTRANCES AND SIDEROADS OPEN TO TRAFFIC. ALL CONCRETE WORK AT ENTRANCES AND SIDEROADS SHALL BE CONSTRUCTED 1/2 AT A TIME TO ALLOW ACCESS DURING THE CONCRETE CURING PERIOD.
- CONSTRUCTION SEQUENCE WILL BE AS FOLLOWS: REMOVAL AND REPLACEMENT OF CURB AND GUTTER AND SIDEWALK. MILLING OF EXISTING BITUMINOUS SURFACE AND PATCHING OF EXISTING PAVEMENT RESURFACING AND FINAL STRIPING OF BITUMINOUS SURFACE, AND RESTORATION
- MAINTENANCE OF TRAFFIC PLANS HAVE NOT BEEN DEVELOPED FOR THIS PROJECT. PROJECT IS ANTICIPATED TO BE CONSTRUCTED USING SHORT DURATION LANE CLOSURES WITH FLAGGERS AND MOVING OPERATIONS.
- ALL SOIL MATERIAL RESULTING FROM SIDEWALK AND CURB & GUTTER REMOVAL OPERATIONS SHALL BE USED AS INITIAL BACKFILL IN THE AREAS OF SIDEWALK AND CURB & GUTTER REPLACEMENT.
- ANY AGGREGATE SUBGRADE CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

COMMITMENTS

NO COMMITMENTS MADE FOR THE PROJECT

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**VILLAGE OF WHEELING – LEXINGTON DRIVE IMPROVEMENTS
INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-R5	COOK	20	2
CONTRACT NO. 61M53				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FEDERAL 20% LOCAL	ROADWAY
				0005	URBAN
20101100	TREE TRUNK PROTECTION	EACH	25		25
20101200	TREE ROOT PRUNING	EACH	21		21
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	354		354
25000110	SEEDING, CLASS 1A	ACRE	0.25		0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	23		23
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	23		23
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	23		23
25100630	EROSION CONTROL BLANKET	SQ YD	354		354
28000510	INLET FILTERS	EACH	34		34
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	7844		7,844
40600370	LONGITUDINAL JOINT SEALANT	FOOT	7635		7,635
40600400	MIXTURE FOR CRACKS, JOINTS & FLANGWAYS	TON	5		5
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	47		47
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	488		488
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	976		976
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4760		4,760
42400800	DETECTABLE WARNINGS	SQ FT	24		24
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	11614		11,614
44000600	SIDEWALK REMOVAL	SQ FT	4760		4,760
44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	116		116

* SPECIALTY ITEMS

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CHASTAIN & ASSOCIATES LLC
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF WHEELING - LEXINGTON DRIVE IMPROVEMENTS
SUMMARY OF QUANTITIES

SCALE: NONE SHEET 1 OF 3 SHEETS STA. TO STA.

FAU. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-R5	COOK	20	3
CONTRACT NO. 61M53			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FEDERAL	20% LOCAL
				ROADWAY	
				0005	URBAN
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	116		116
44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	232		232
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	232		232
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	20		20
67100100	MOBILIZATION	L SUM	1		1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1		1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1		1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	509		509
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	168		168
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	298		298
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	12900		12,900
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	10174		10,174
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	336		336
* 72000100	SIGN PANEL - TYPE 1	SQ FT	48		48
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	50		50
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	200		200
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	298		298
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6450		6,450
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	5087		5,087
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	168		168

* SPECIALTY ITEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF WHEELING - LEXINGTON DRIVE IMPROVEMENTS
SUMMARY OF QUANTITIES

SCALE: NONE SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE. 2088	SECTION 23-00095-00-R5	COUNTY COOK	TOTAL SHEETS 20	SHEET NO. 4
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61M53	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FEDERAL 20% LOCAL	
				ROADWAY	URBAN
Z0013798	CONSTRUCTION LAY OUT	L SUM	1	1	
Z0018100	DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL)	EACH	20	20	
X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	173	173	
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	181	181	
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	52	52	
* X8860105	DETECTOR LOOP REPLACEMENT	FOOT	124	124	

* SPECIALTY ITEMS

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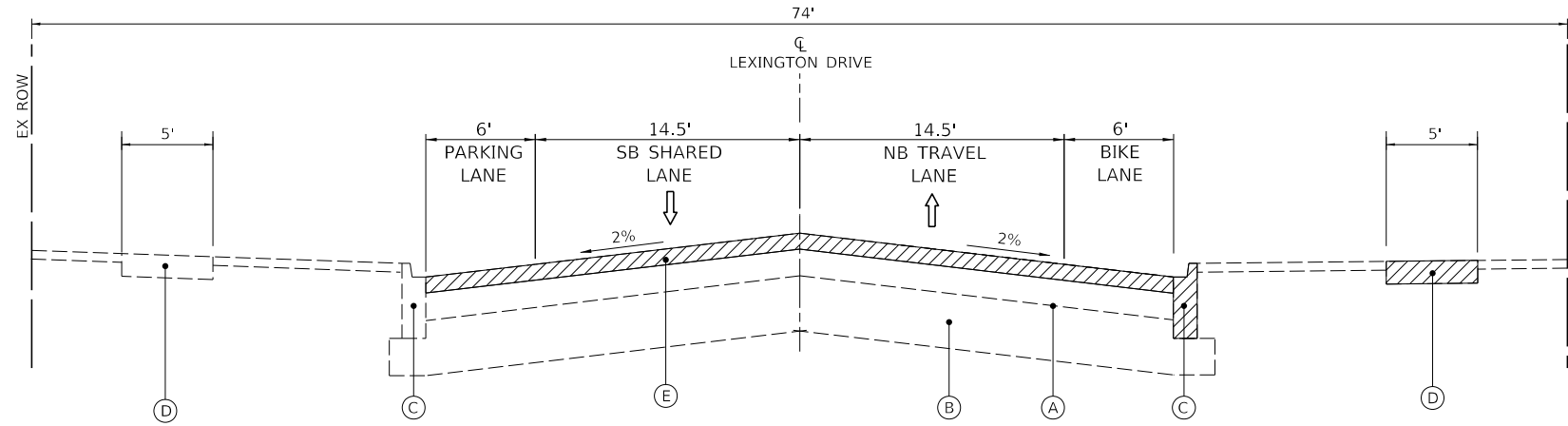
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF WHEELING -- LEXINGTON DRIVE IMPROVEMENTS
SUMMARY OF QUANTITIES

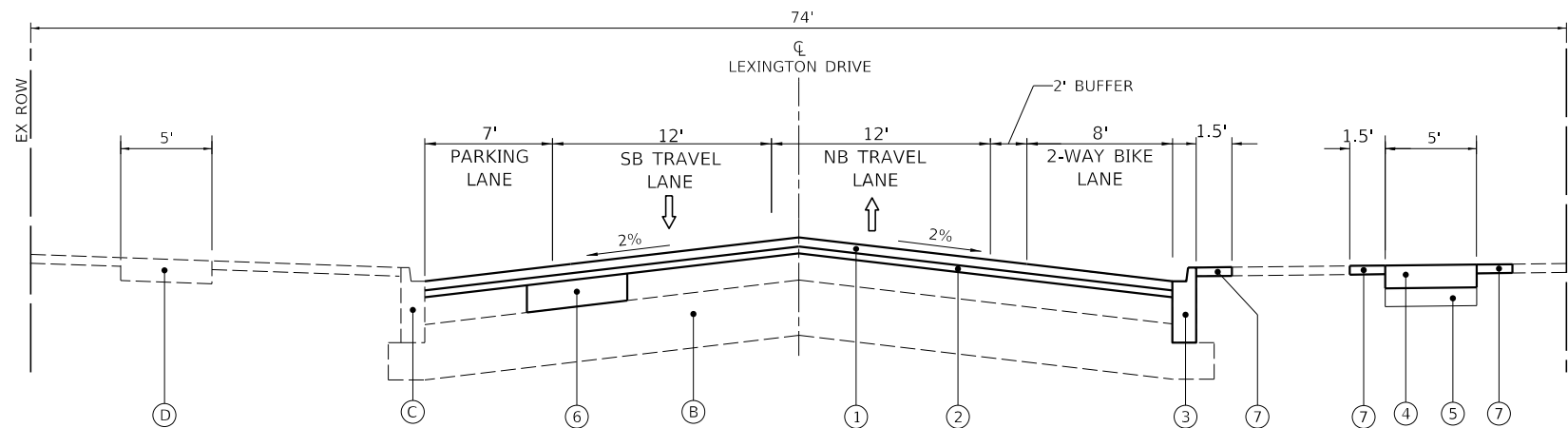
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-R5	COOK	20	5
				CONTRACT NO. 61M53
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION

LEXINGTON DRIVE
STA. 10+56 TO STA. 36+01



PROPOSED TYPICAL SECTION

LEXINGTON DRIVE
STA. 10+56 TO STA. 36+01

FINAL LIMITS FOR CURB AND GUTTER, AND SIDEWALK REMOVALS WILL BE ESTABLISHED BY THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.

PATCHING LIMITS WILL BE DETERMINED AND MARKED BY THE ENGINEER FOLLOWING PAVEMENT INSPECTION COMPLETED AFTER MILLING OPERATIONS.

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50

EXISTING LEGEND

- (A) HMA PAVEMENT, ±7½"
- (B) AGGREGATE BASE COURSE, 12"-14"
- (C) COMBINATION CONCRETE CURB & GUTTER, B-6.12
- (D) CONCRETE SIDEWALK
- (E) HMA SURFACE REMOVAL, 2"
- REMOVAL ITEMS

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1-1/2"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"
- (3) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- (4) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (5) AGGREGATE BASE COURSE, TYPE B
- (6) CLASS D PATCHES, 6"
- (7) TOPSOIL FURNISH AND PLACE 4" SEEDING, CLASS 1A EROSION CONTROL BLANKET

HOT-MIX ASPHALT MIXTURE REQUIREMENTS MIXTURE TYPE	AIR VOIDS @ NDES	QMP
	PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 - 1 1/2"	4% @ 70 GYR.	LR1030-2
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"	3.5% @ 50 GYR.	LR1030-2
PAVEMENT PATCHING		
CLASS D PATCHES (HMA BINDER IL-19mm)	4% @ 70 GYR.	LR1030-2
QMP DESIGNATION IS QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2		

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/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 RECLAIMED MATERIALS SPECIFICATIONS.

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


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

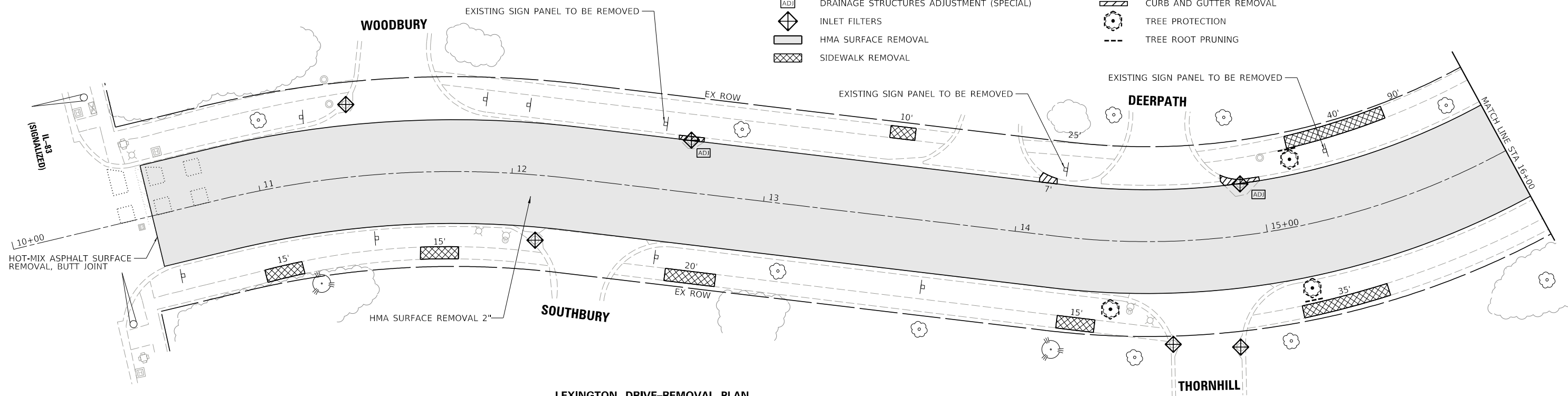
VILLAGE OF WHEELING – LEXINGTON DRIVE IMPROVEMENTS
TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

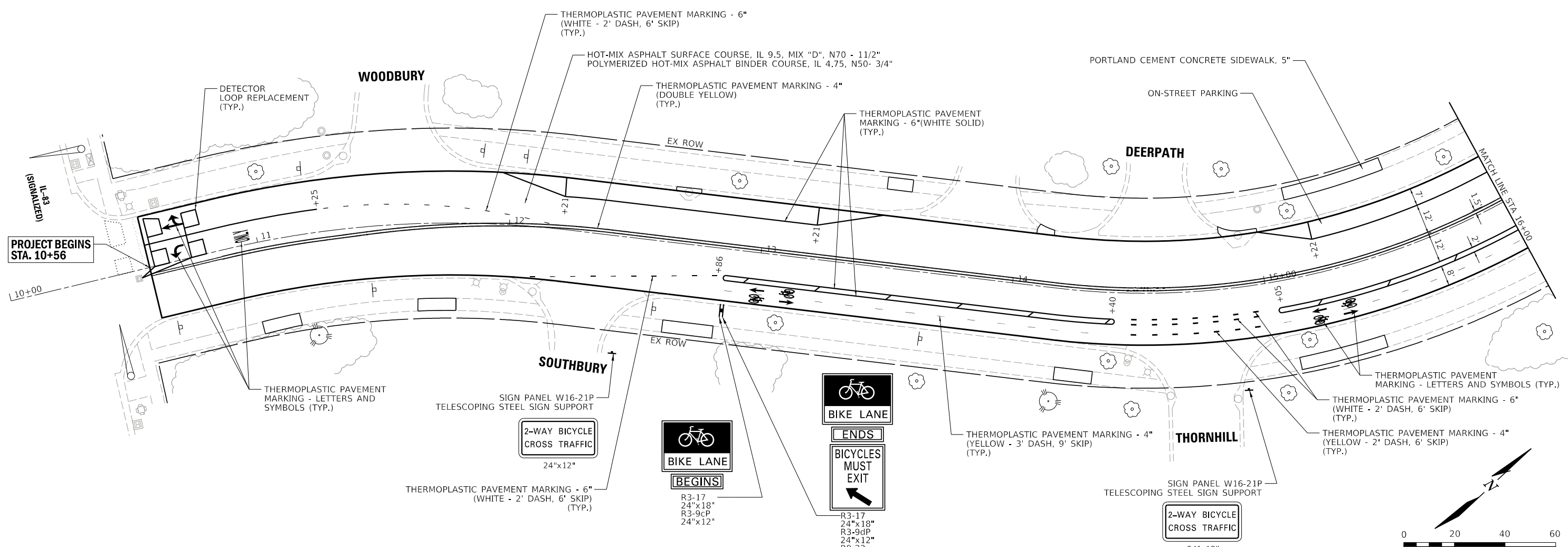
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2088	23-00095-00-R5	COOK	20	6
CONTRACT NO. 61M53				
ILLINOIS FED. AID PROJECT				

REMOVAL LEGEND

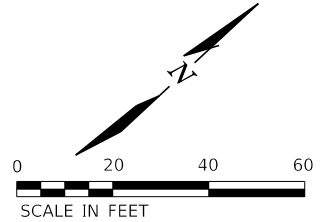
-  DRAINAGE STRUCTURES ADJUSTMENT (SPECIAL)
-  INLET FILTERS
-  HMA SURFACE REMOVAL
-  SIDEWALK REMOVAL
-  CURB AND GUTTER REMOVAL
-  TREE PROTECTION
-  TREE ROOT PRUNING



LEXINGTON DRIVE-REMOVAL PLAN



LEXINGTON DRIVE-IMPROVEMENT AND PAVEMENT MARKING PLAN



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CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS

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	DATE -	3

DESIGNED -	REVISIONS
DRAWN -	1
CHECKED -	2
DATE -	3

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

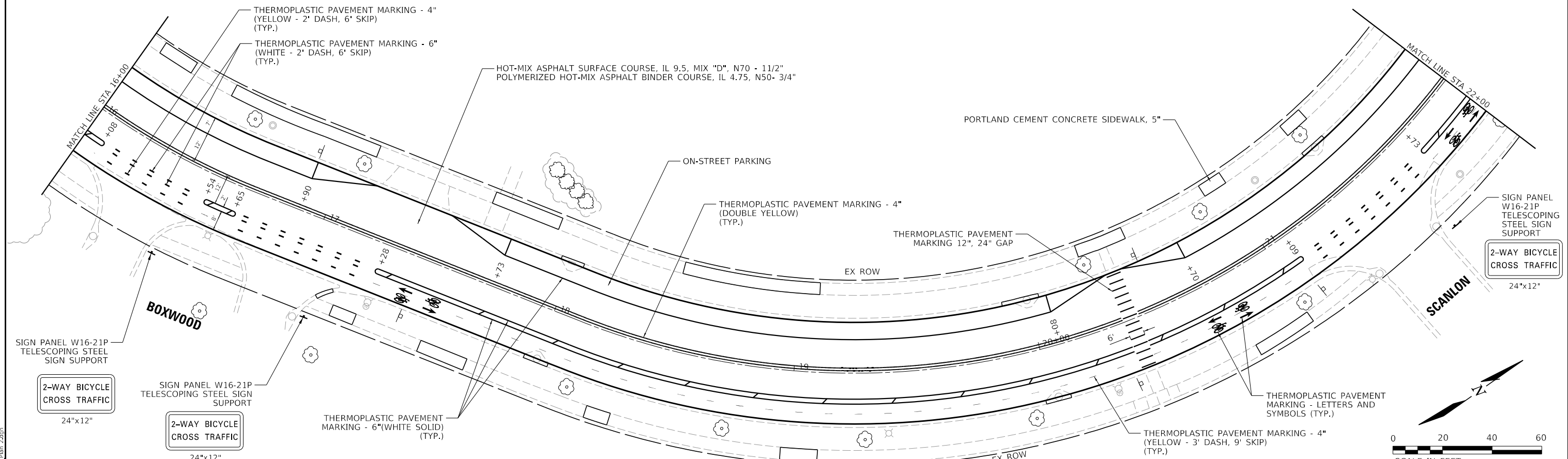
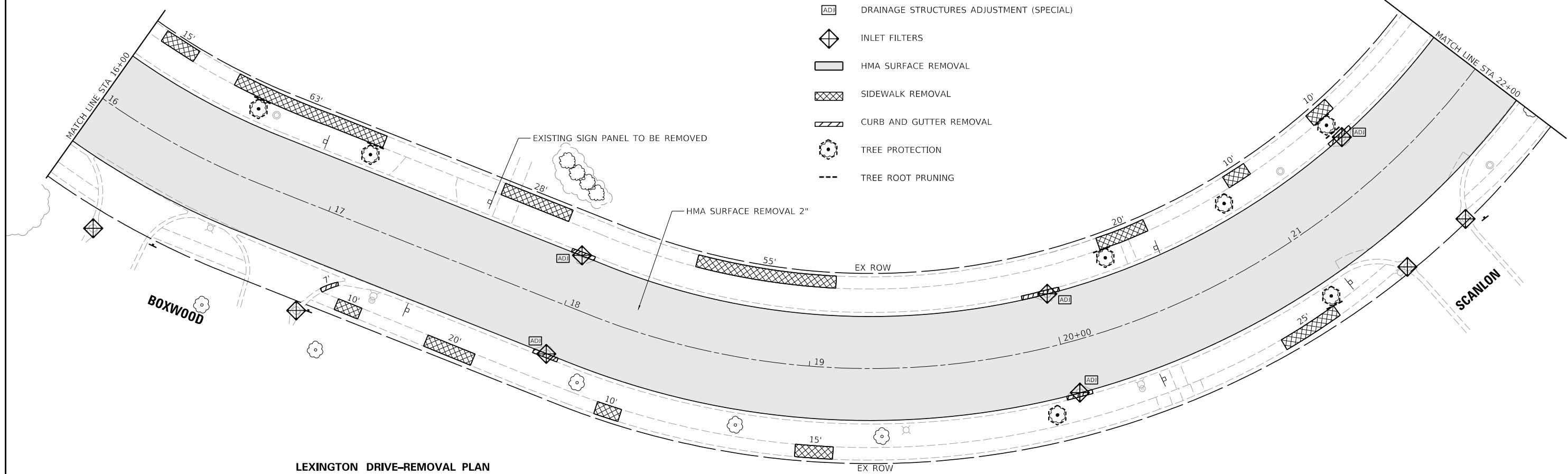
**VILLAGE OF WHEELING - LEXINGTON DRIVE IMPROVEMENTS
REMOVAL, ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 40,0000' / 1" SHEET 1 OF 5 SHEETS STA. 10+56 TO STA. 16+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-R5	COOK	20	7
CONTRACT NO. 61M53			ILLINOIS FED. AID PROJECT	

REMOVAL LEGEND

- DRAINAGE STRUCTURES ADJUSTMENT (SPECIAL)
- INLET FILTERS
- HMA SURFACE REMOVAL
- SIDEWALK REMOVAL
- CURB AND GUTTER REMOVAL
- TREE PROTECTION
- TREE ROOT PRUNING



MODEL: Dwg011; FILE NAME: 2088_001.dwg; STA: 16+00 TO 22+00

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS

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DESIGNED -
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
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

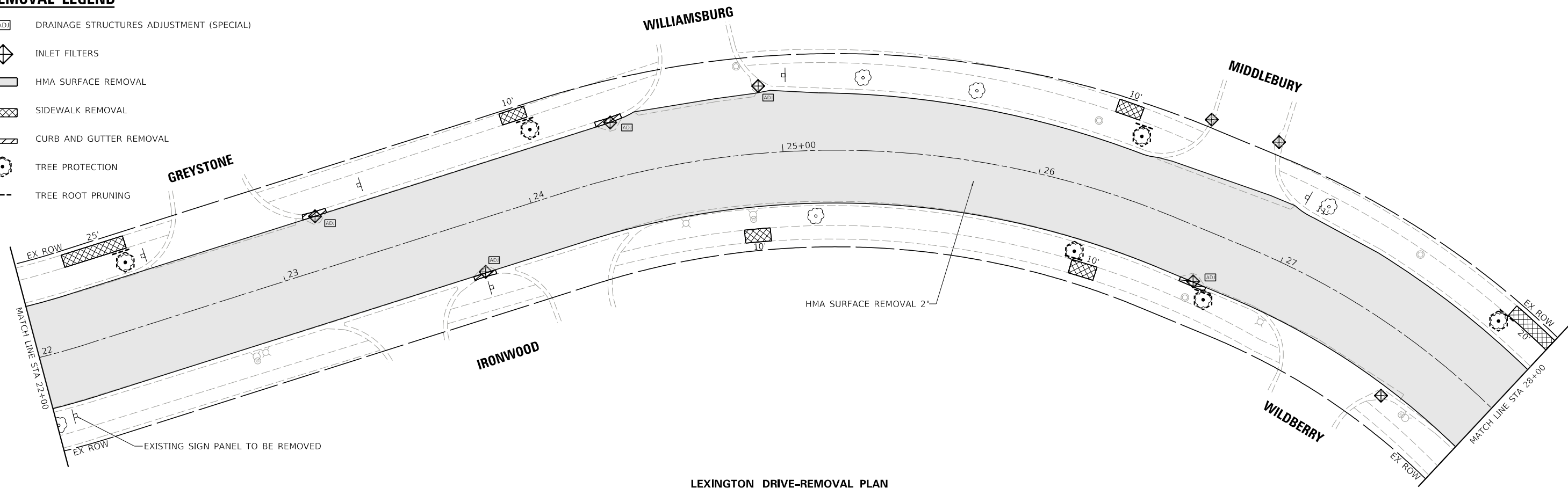
VILLAGE OF WHEELING - LEXINGTON DRIVE IMPROVEMENTS
REMOVAL, ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 40,0000' / 1" SHEET 2 OF 5 SHEETS STA. 16+00 TO STA. 22+00

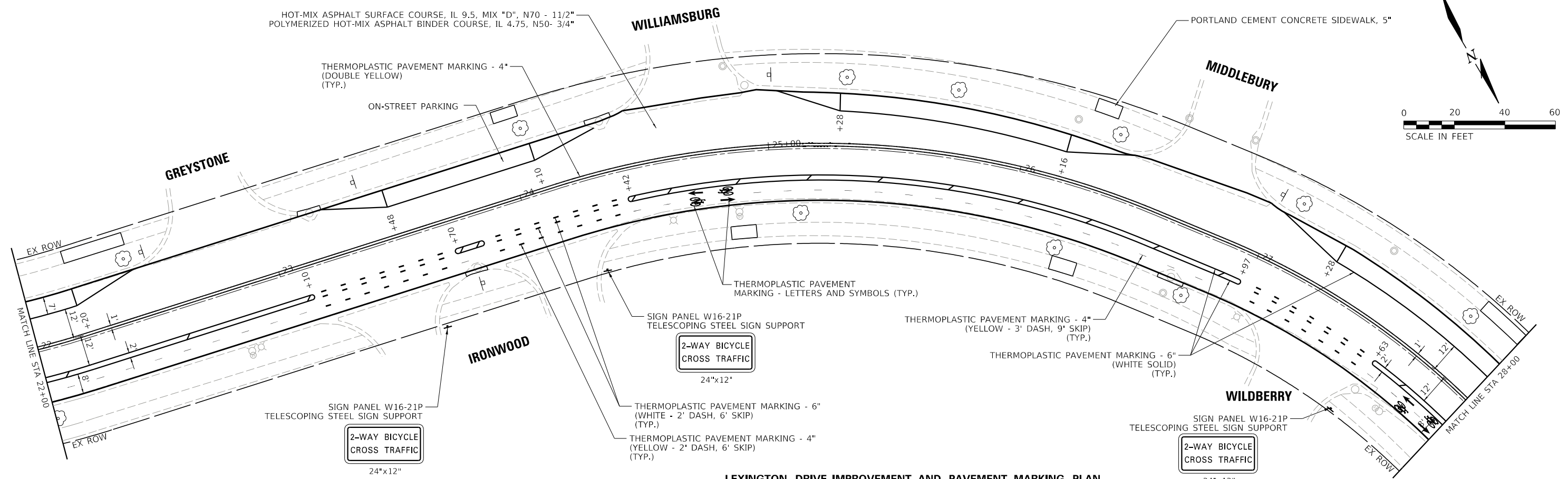
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-R5	COOK	20	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61M53	

REMOVAL LEGEND

-  DRAINAGE STRUCTURES ADJUSTMENT (SPECIAL)
-  INLET FILTERS
-  HMA SURFACE REMOVAL
-  SIDEWALK REMOVAL
-  CURB AND GUTTER REMOVAL
-  TREE PROTECTION
-  TREE ROOT PRUNING



LEXINGTON DRIVE-REMOVAL PLAN



LEXINGTON DRIVE-IMPROVEMENT AND PAVEMENT MARKING PLAN

MODEL Dwg: 611
 FILE NUMBER: 2023_041_Road_3.dwg



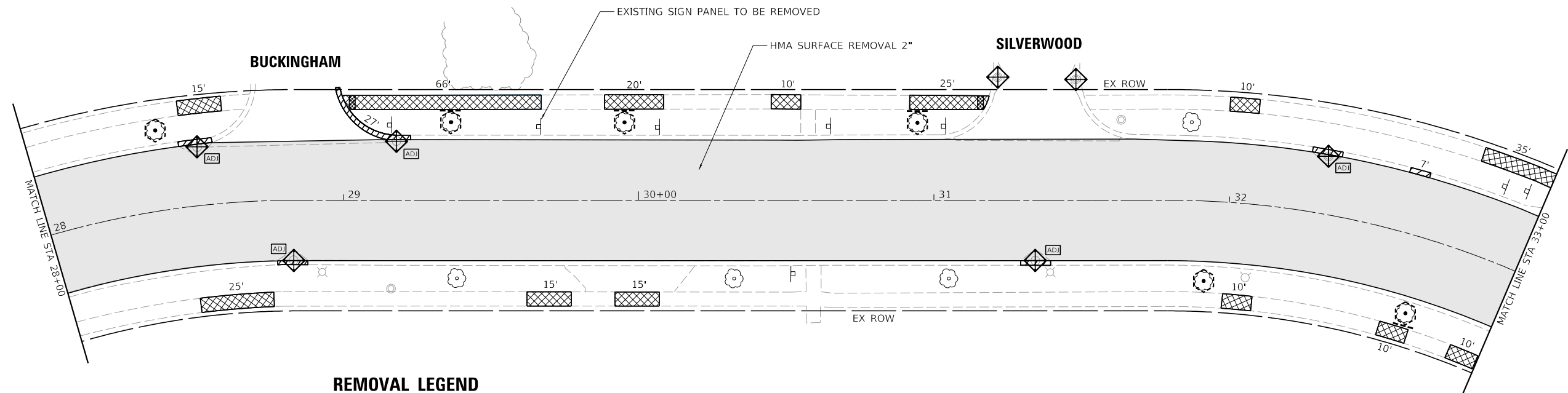
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**VILLAGE OF WHEELING - LEXINGTON DRIVE IMPROVEMENTS
REMOVAL, ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 40,0000' / 1" SHEET 3 OF 5 SHEETS STA. 22+00 TO STA. 28+00

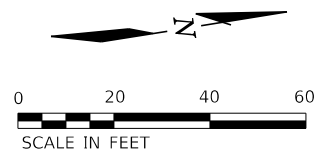
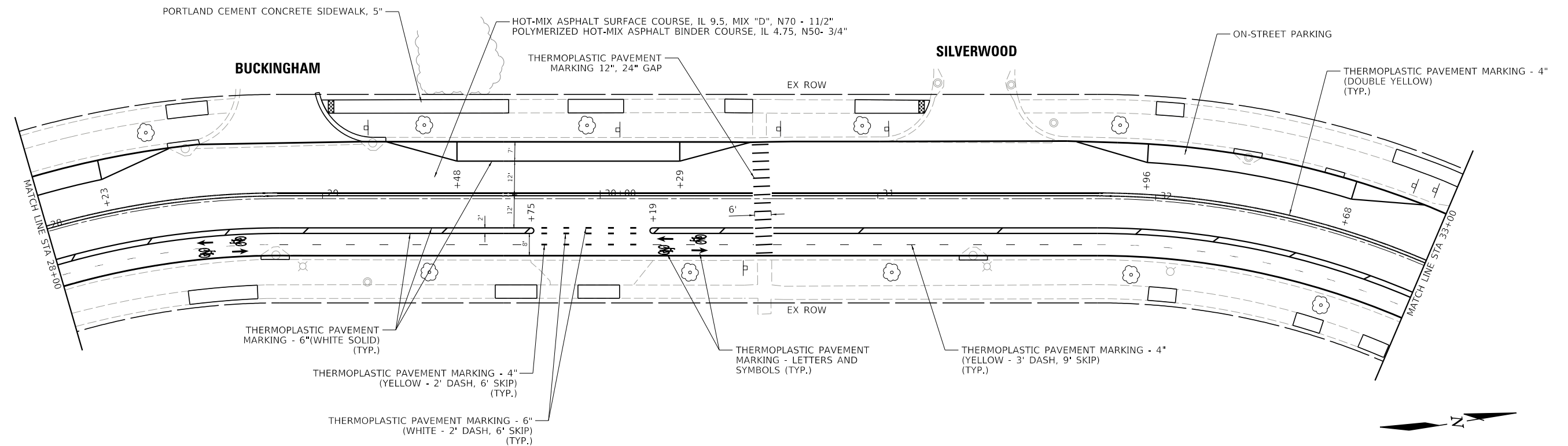
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2088	23-00095-00-R5	COOK	20	9
CONTRACT NO. 61M53				
ILLINOIS FED. AID PROJECT				



REMOVAL LEGEND

- ADJ DRAINAGE STRUCTURES ADJUSTMENT (SPECIAL)
- INLET FILTERS
- HMA SURFACE REMOVAL
- SIDEWALK REMOVAL
- CURB AND GUTTER REMOVAL
- TREE PROTECTION
- TREE ROOT PRUNING

LEXINGTON DRIVE-REMOVAL PLAN



LEXINGTON DRIVE-IMPROVEMENT AND PAVEMENT MARKING PLAN

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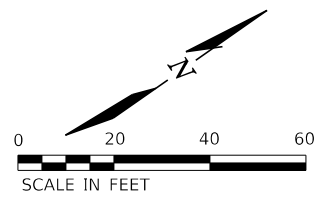
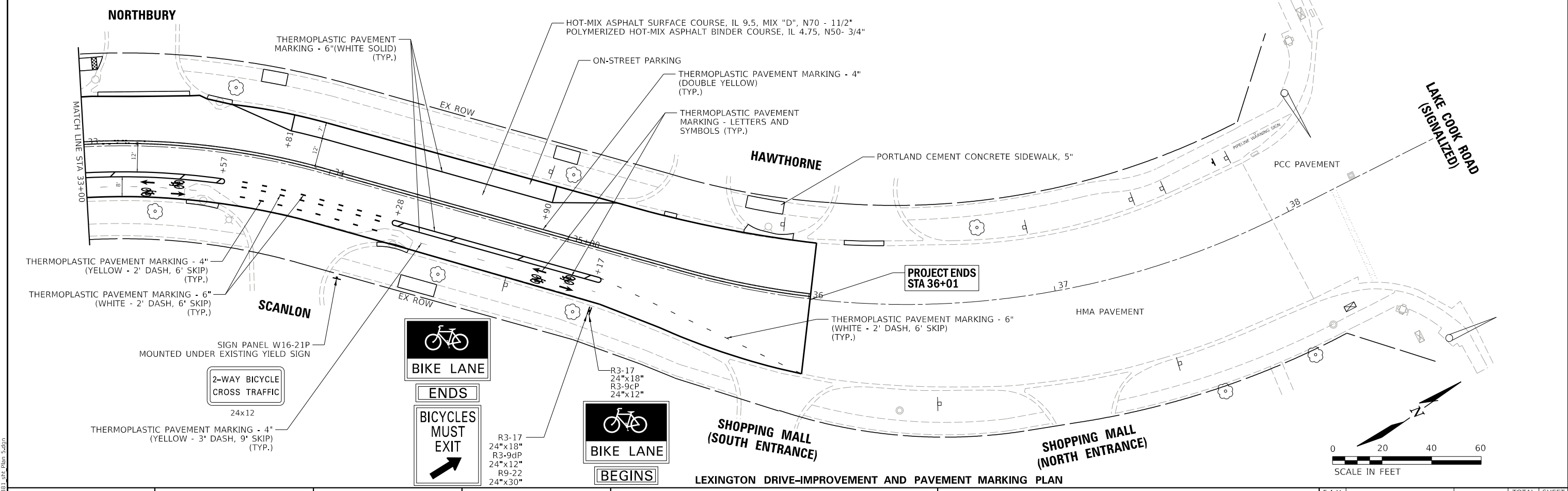
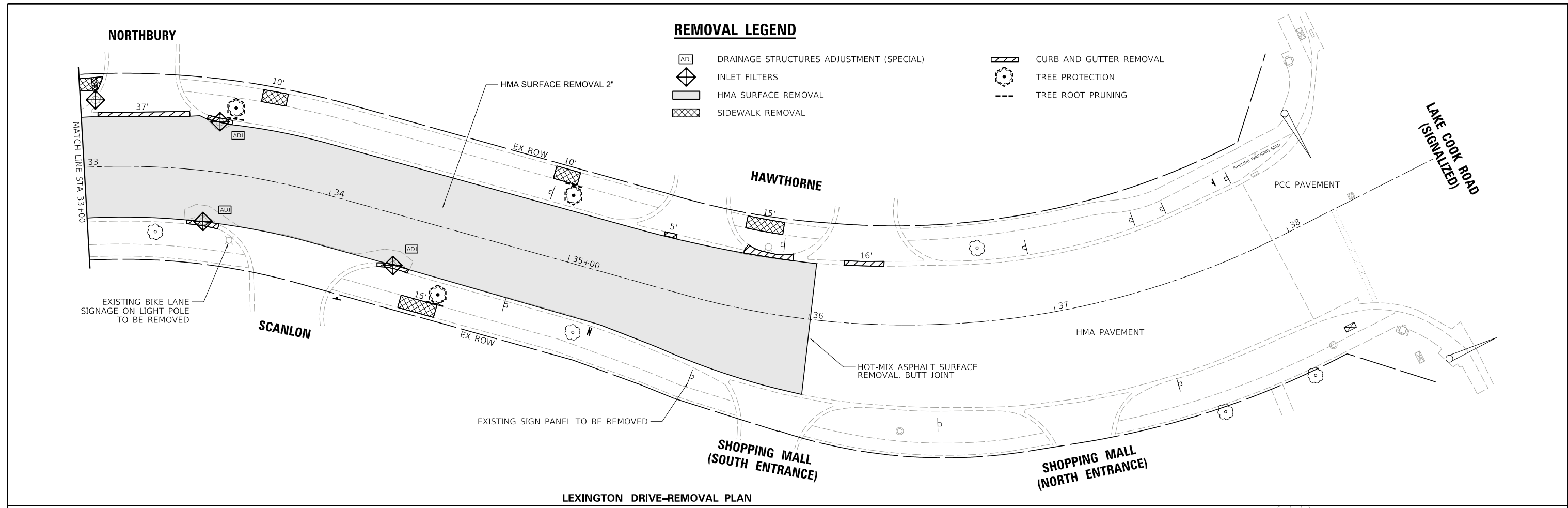
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF WHEELING - LEXINGTON DRIVE IMPROVEMENTS
REMOVAL, ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 40,0000' / 1" SHEET 4 OF 5 SHEETS STA. 28+00 TO STA. 33+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-R5	COOK	20	10
CONTRACT NO. 61M53				
ILLINOIS FED. AID PROJECT				



MODEL: Default
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CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS

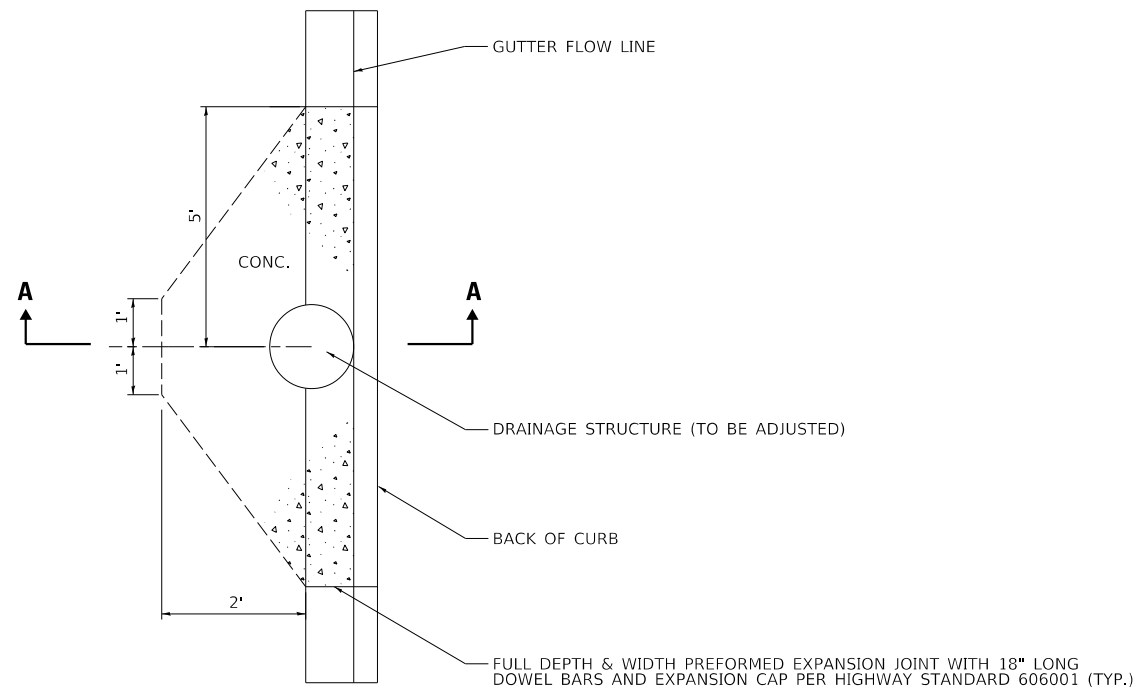
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

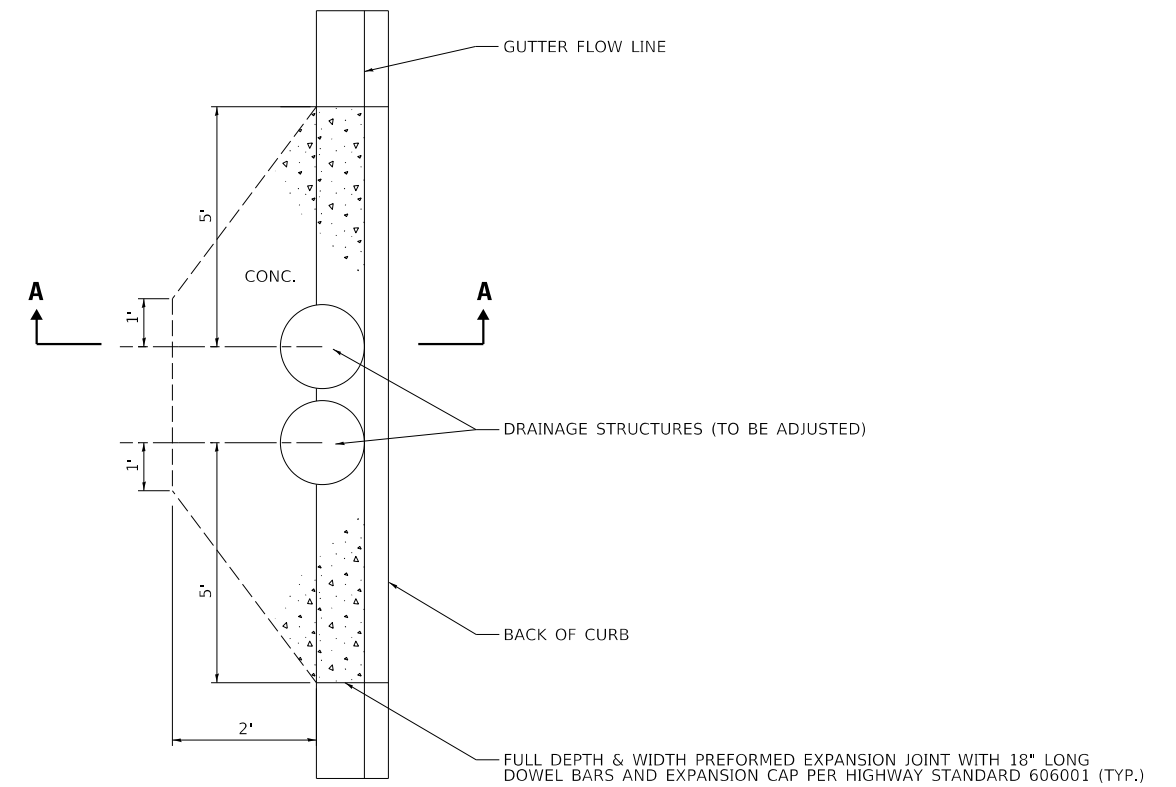
VILLAGE OF WHEELING - LEXINGTON DRIVE IMPROVEMENTS
REMOVAL, ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 40,0000' / 1" SHEET 5 OF 5 SHEETS STA. 33+00 TO STA. 36+01

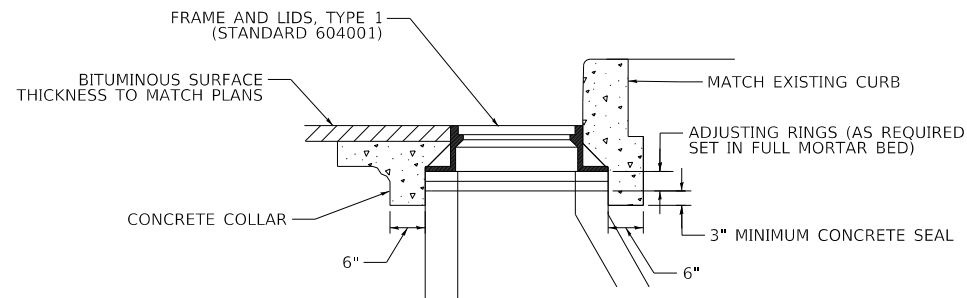
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-R5	COOK	20	11
CONTRACT NO. 61M53				
ILLINOIS FED. AID PROJECT				



SINGLE INLET



DOUBLE INLET



SECTION A-A

NOTES:

1. ADJUSTING RINGS AND FRAMES SHALL BE ALIGNED.
2. ADJUSTING RINGS SHALL BE FREE OF ANY CRACKS, CHIPS, AND DAMAGE.
3. MAXIMUM ADJUSTING HEIGHT SHALL BE 12" FOR STORM AND WATER STRUCTURES.
4. MINIMUM NUMBER OF ADJUSTING RINGS SHALL BE USED.
5. ADJUSTING RINGS AND FRAMES SHALL BE SET IN PLACE ON FULL MORTAR BED.
6. A 6" WIDE CONCRETE COLLAR SHALL BE POURED FROM 3" BELOW LOWEST RING INTEGRAL WITH CURB AND GUTTER.

DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL) DETAIL

NOTE:

CONCRETE PLACEMENT WILL BE MONOLITHIC POUR WITH EXPANSION MATERIAL AT CONSTRUCTION JOINT.
EXACT SIZE OF CURB AT DRAINAGE STRUCTURES SHALL BE DETERMINED IN THE FIELD BASED ON EXISTING CONDITIONS.

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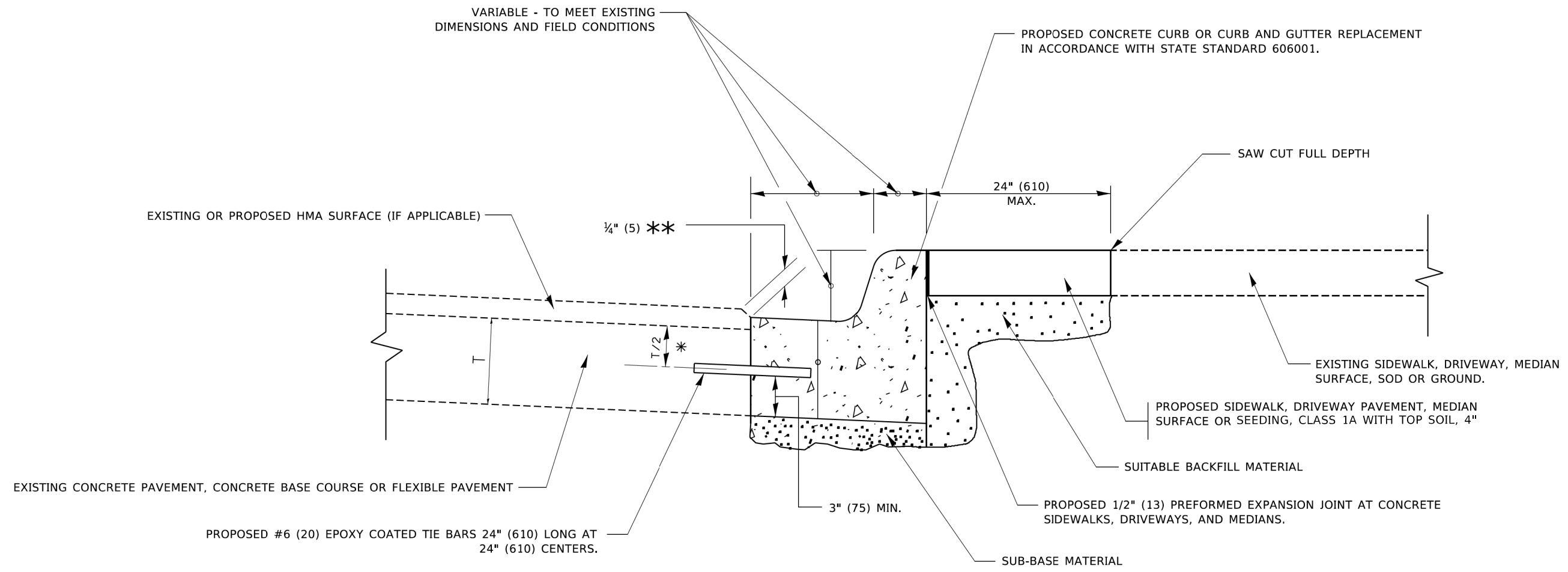
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**VILLAGE OF WHEELING – LEXINGTON DRIVE IMPROVEMENTS
DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL) – DETAIL**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-R5	COOK	20	13
CONTRACT NO. 61M53				
ILLINOIS FED. AID PROJECT				



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

MODIFIED

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS

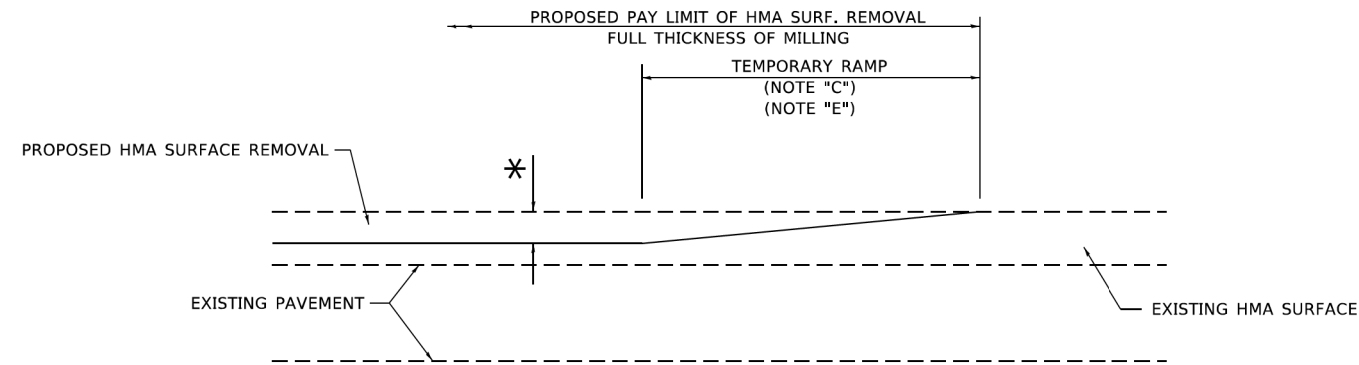
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PLOT DATE = 3/27/2026	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF WHEELING - LEXINGTON DRIVE IMPROVEMENTS
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD600-06 (BD-24)		CONTRACT NO. 61M53		
ILLINOIS FED. AID PROJECT				

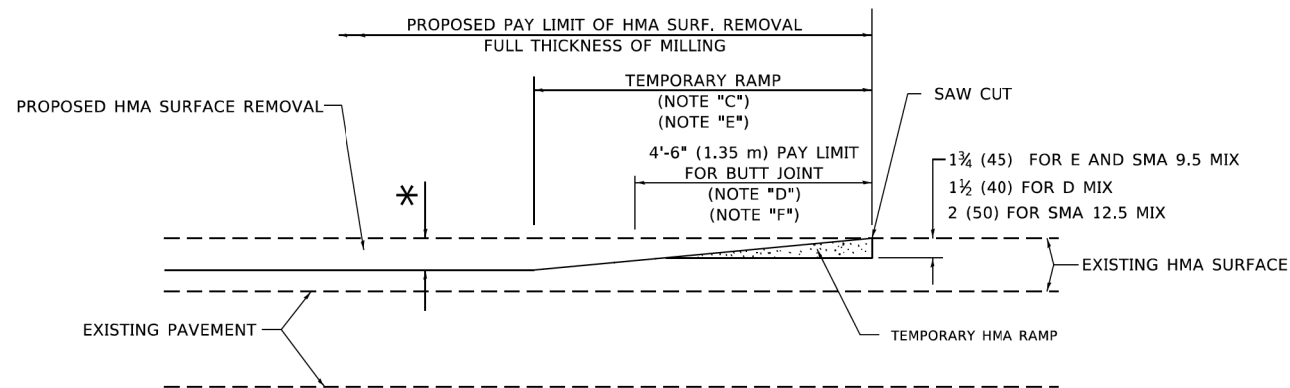
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MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

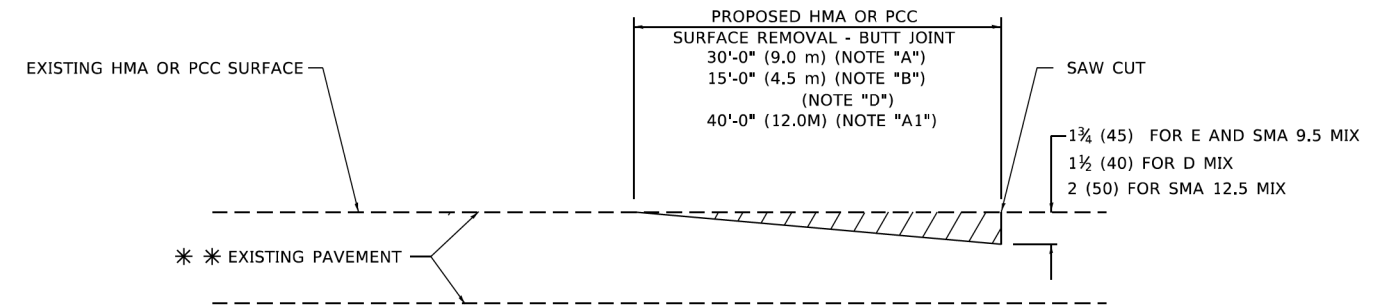


HMA CONSTRUCTED TEMPORARY RAMP

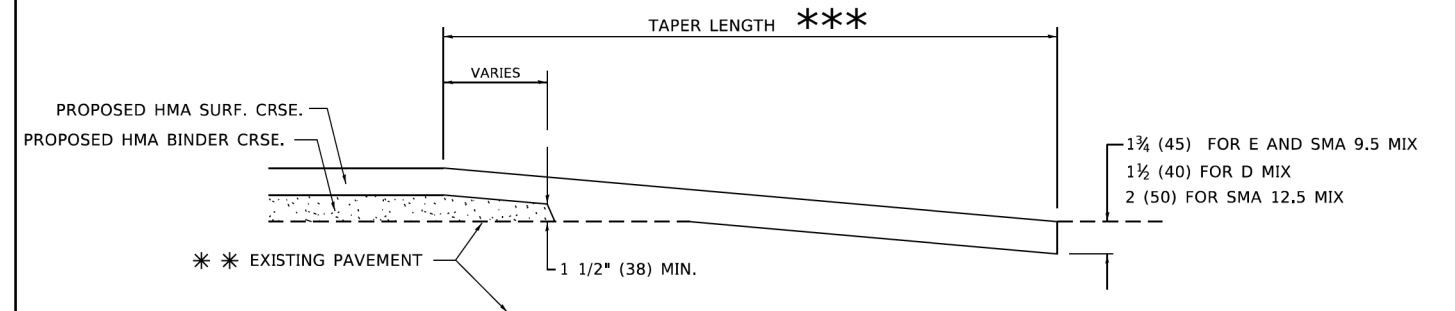
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



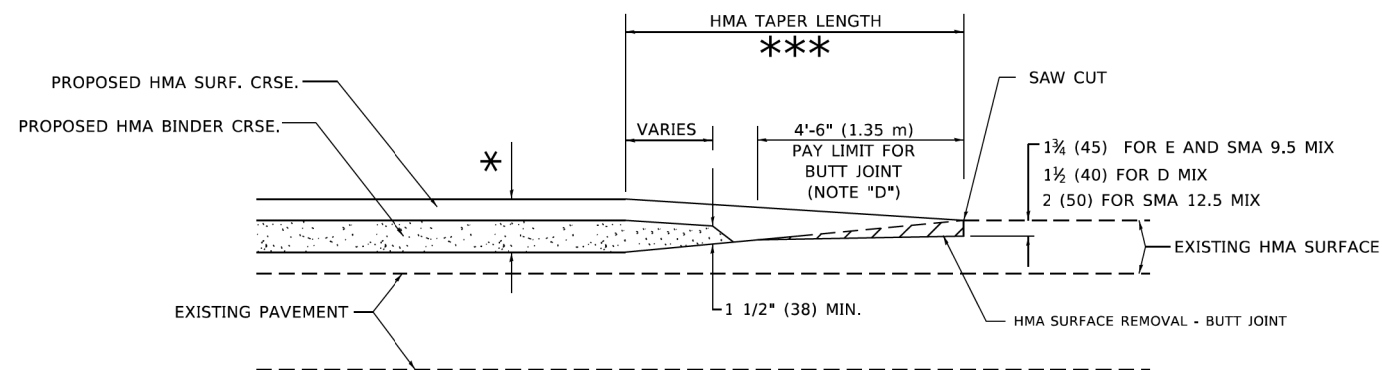
BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. 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

- 1. 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".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

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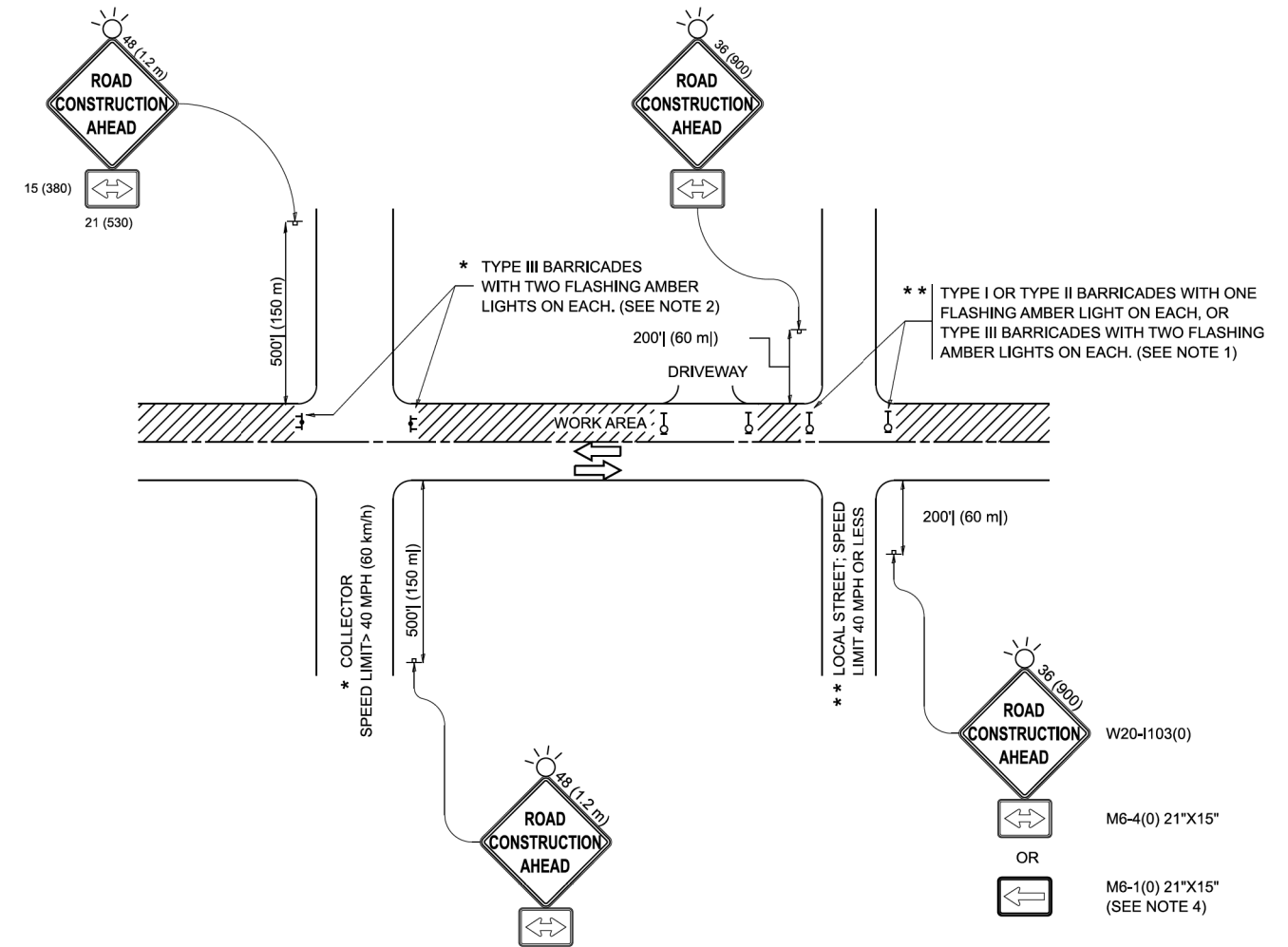
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PLOT DATE = 3/27/2026	CHECKED -	REVISED - R. BORO 01-01-07
	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF WHEELING - LEXINGTON DRIVE IMPROVEMENTS
BUTT JOINT AND HMA TAPER

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-R5	COOK	20	15
BD400-05 (BD-32)		CONTRACT NO. 61M53		
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.

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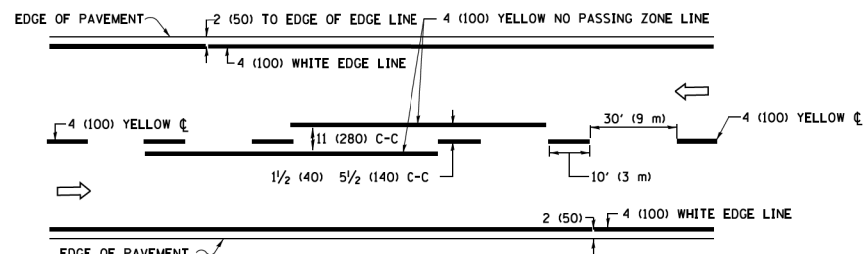
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

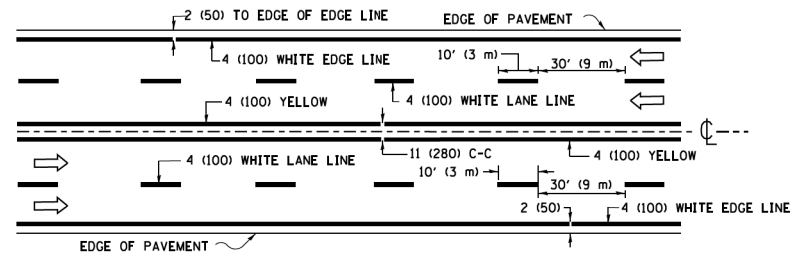
VILLAGE OF WHEELING – LEXINGTON DRIVE IMPROVEMENTS
TRAFFIC CONTROL FOR SIDE ROADS AND DRIVEWAYS

SCALE: NA SHEET 3 OF 7 SHEETS STA. TO STA.

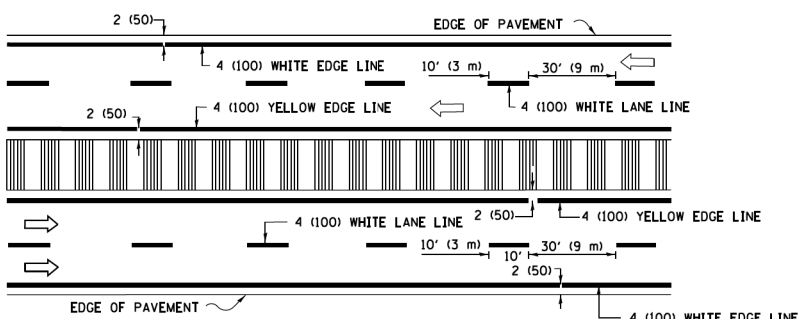
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2088	23-00095-00-R5	COOK	20	16
TC-10			CONTRACT NO. 61M53	
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

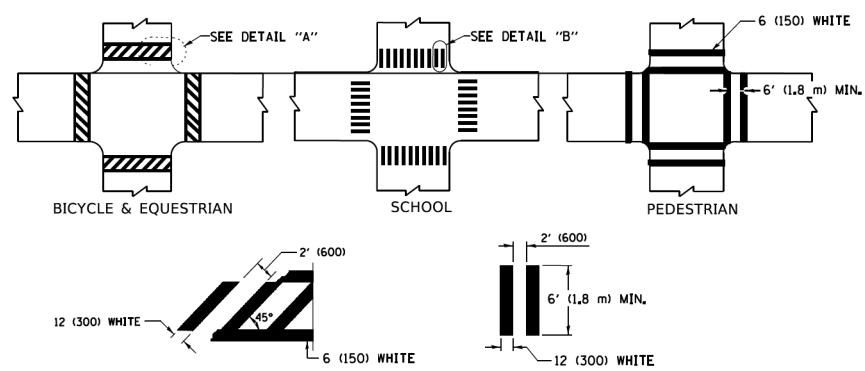


MULTI-LANE UNDIVIDED



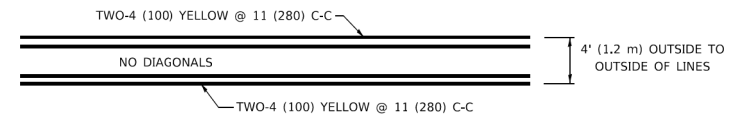
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

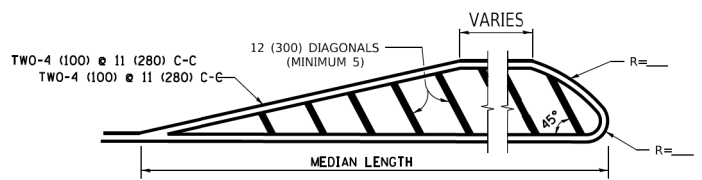


TYPICAL CROSSWALK MARKING

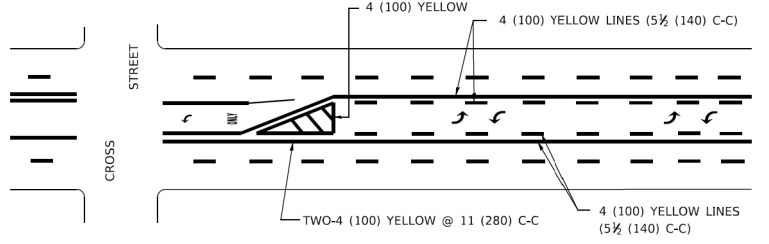
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



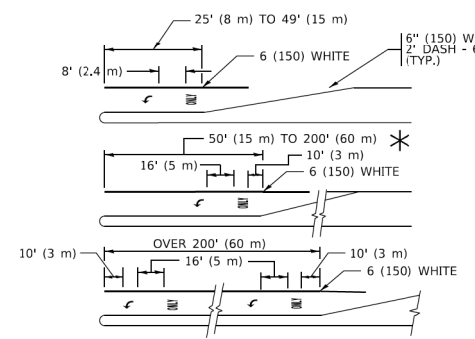
4' (1.2 m) WIDE MEDIANS ONLY



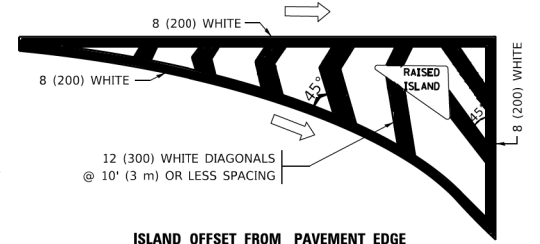
MEDIANS OVER 4' (1.2 m) WIDE



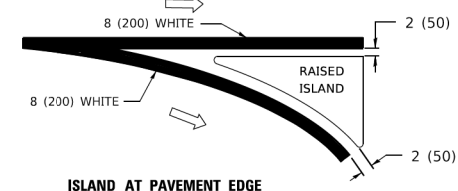
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



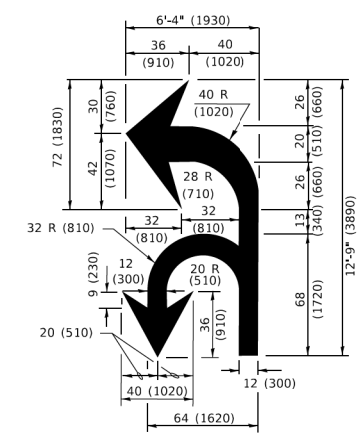
TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING



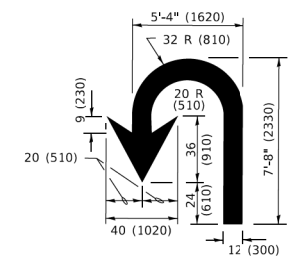
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

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

LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 2' (600) APART 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.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30 MPH (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" 15' 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.

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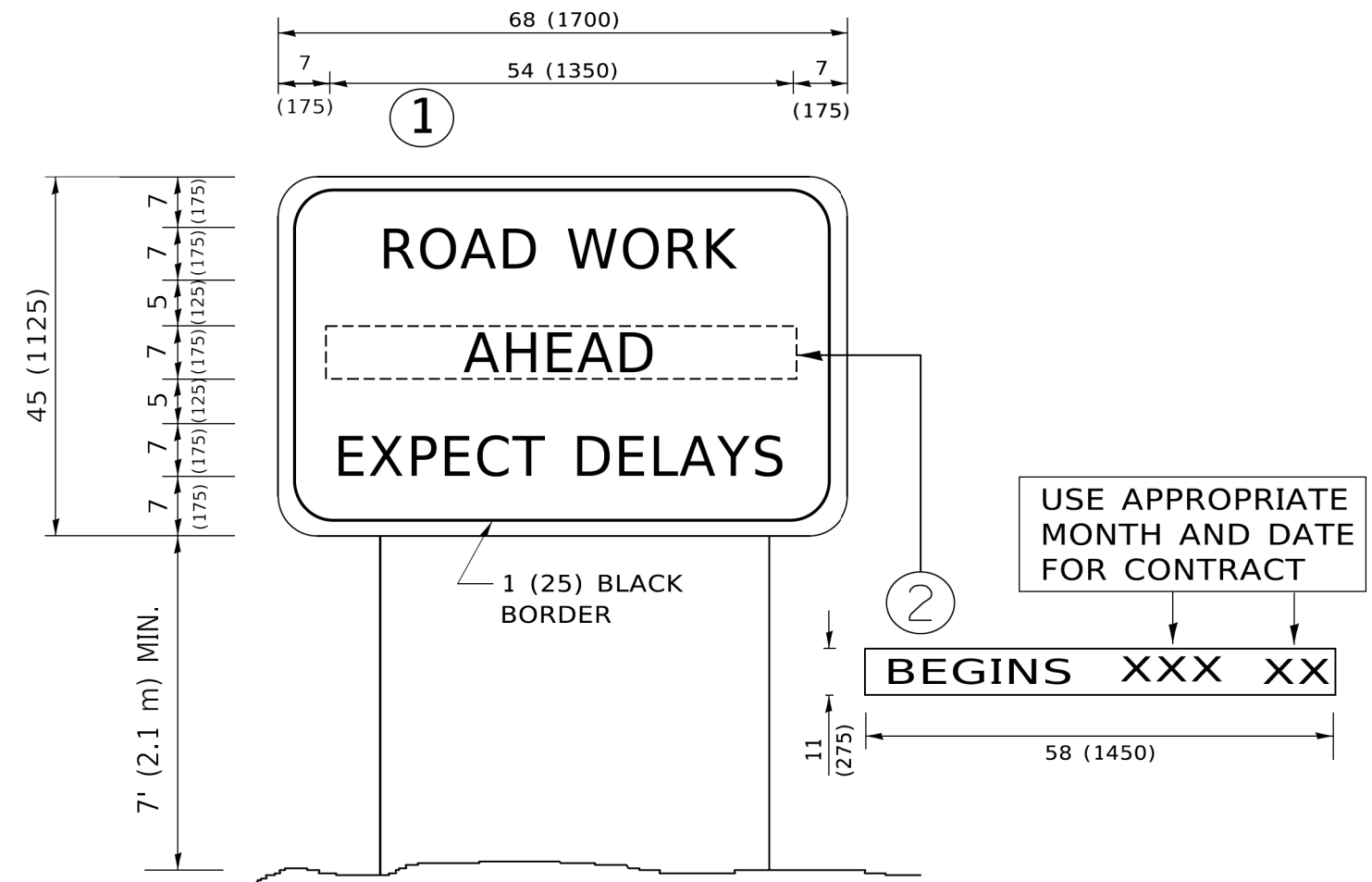
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	DATE - 06-13-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF WHEELING - LEXINGTON DRIVE IMPROVEMENTS DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-RS	COOK	20	17
TC-13		CONTRACT NO. 61M53		
ILLINOIS		FED. AID PROJECT		



NOTES:

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

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

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PLOT DATE = 3/27/2026	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

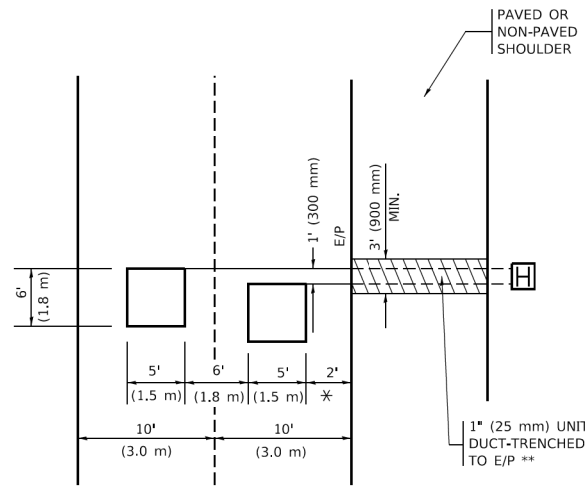
VILLAGE OF WHEELING – LEXINGTON DRIVE IMPROVEMENTS
ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-R5	COOK	20	19
TC-22			CONTRACT NO. 61M53	
ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

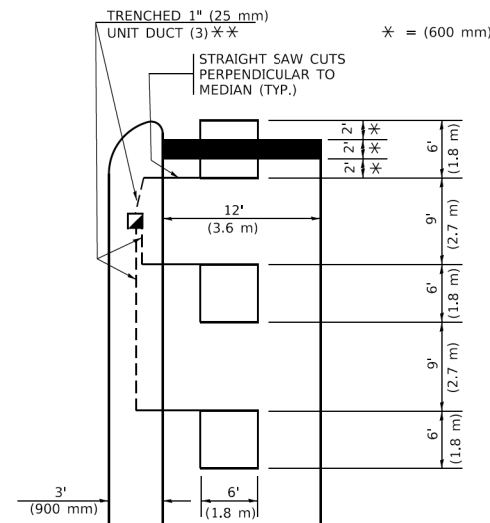


* = (600 mm)

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

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

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

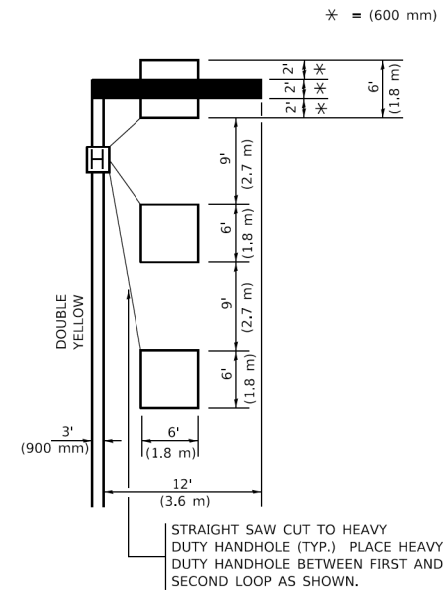


* = (600 mm)

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

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

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



* = (600 mm)

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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

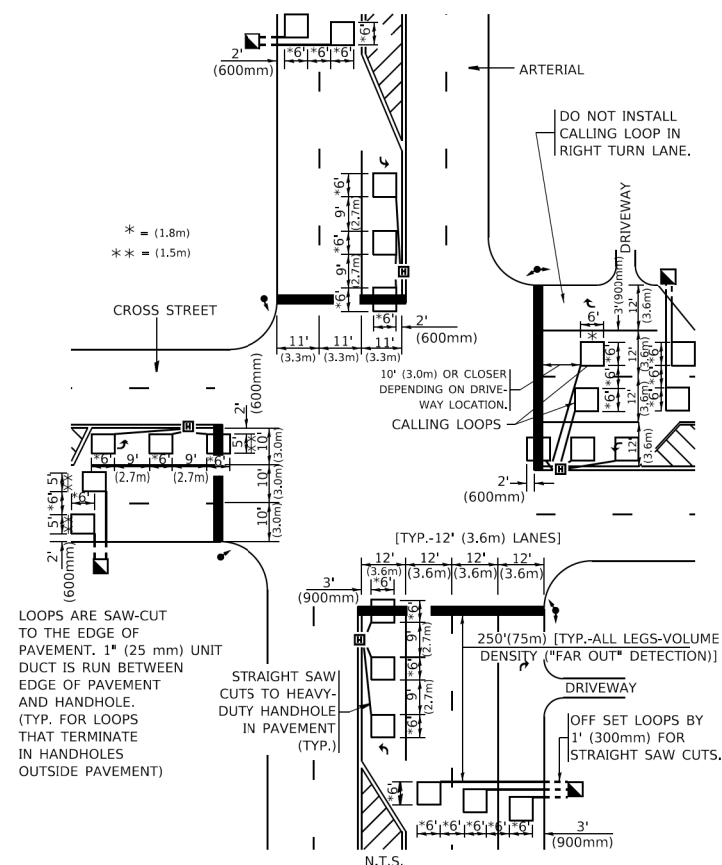
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

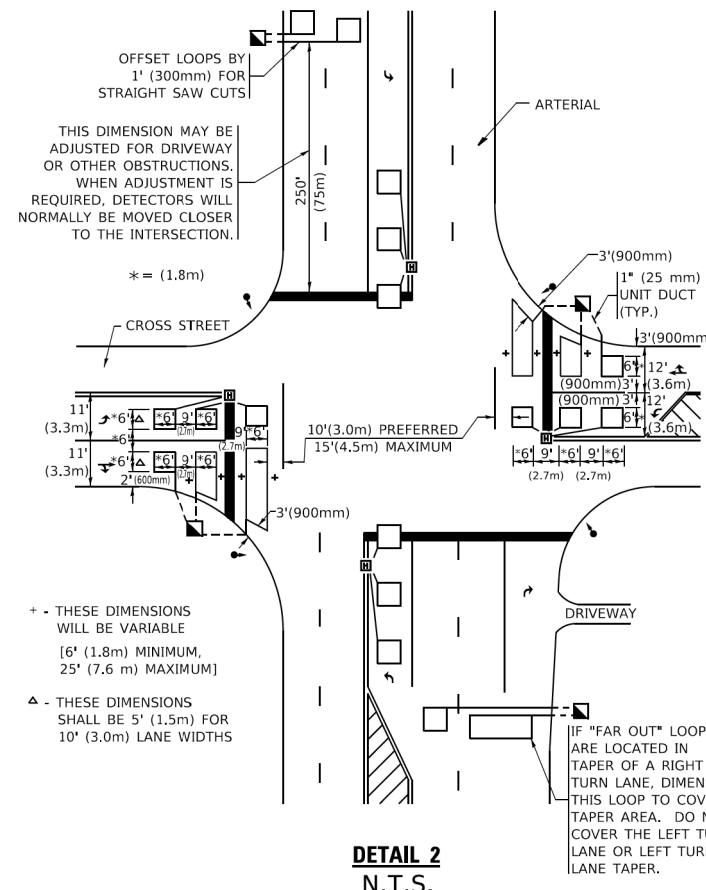
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

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PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = 3/27/2026	CHECKED - R.K.F.	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF WHEELING - LEXINGTON DRIVE IMPROVEMENTS
DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2088	23-00095-00-R5	COOK	20	20
TS-07		CONTRACT NO. 61M53		
		ILLINOIS FED. AID PROJECT		