07-29-2016 LETTING ITEM 009

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	1
	ILLINOIS	CONTRACT NO. 60Y97		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

F.A.U. 3583: (I–55 N. FRONTAGE ROAD)
LEMONT ROAD TO OLDFIELD ROAD
SECTION: 2014–062–RS
RESURFACING
DUPAGE COUNTY
C–91–044–15
PROJECT: ACM-3583(001)

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE CITY OF DARIEN

TRAFFIC DATA

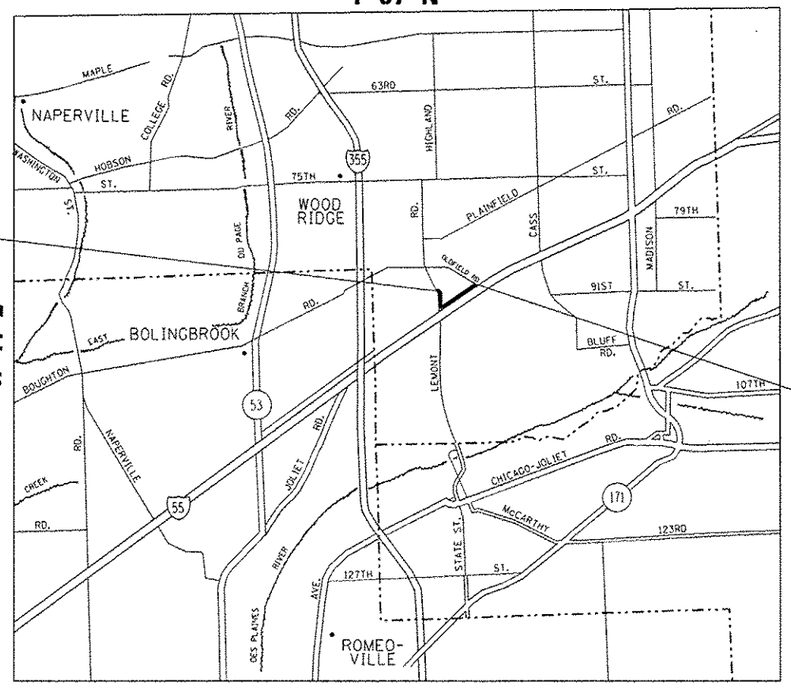
2012 ADT = 1600
POSTED SPEED LIMIT = 35–40 MPH

D–91–044–15

LOCATION OF SECTION INDICATED THUS: –

T 37 N

R 11 E

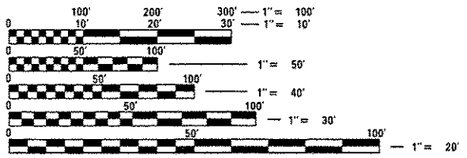


PROJECT BEGINS STA. 10 + 39

PROJECT ENDS STA. 69 + 42.50

DOWNERS GROVE TOWNSHIP

GROSS LENGTH = 5,904 FT. = 1.11 MILE
NET LENGTH = 5,904 FT. = 1.11 MILE



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

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

PROJECT ENGINEER: KARI SMITH (847) 705–4437
PROJECT MANAGER: FAWAD AQUEEL (847) 705–4247

CONTRACT NO. 60Y97

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED May 13 20 16
John Fortmann Jr
REGIONAL ENGINEER

July 1 20 16
Maureen M. Addis, PE
ENGINEER OF DESIGN AND ENVIRONMENT

July 1 20 16
DIRECTOR OF PROGRAM DEVELOPMENT

2

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INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5-7	TYPICAL SECTIONS
8-10	ROADWAY AND PAVEMENT MARKING PLANS
11	ADA SIDEWALK DETAILS
12	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
13	CURB AND CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
14	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
15	TRAFFIC CONTROL AND PROTECTION FOR SIDEROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
16	RAISED REFLECTIVE PAVEMENT MARKERS (TC-11)
17	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
18	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)
19	ARTERIAL ROAD INFORMATION SIGN (TC-22)
20	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)

STATE STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
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
701901-05	TRAFFIC CONTROL DEVICES

GENERAL NOTES

1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
2. ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
3. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
4. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
6. THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
7. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
8. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
9. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCOLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.
10. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS, AND 1 INCH. WHERE THE SPEED LIMIT IS OVER 40 MPH. WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).
11. 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.
12. UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE 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.
13. ALL PROPOSED SIDE CURB QUANTITIES ARE INCLUDED IN THE "PCC SIDEWALK, 5-IN" AND SHALL BE PAID AS SUCH.
14. THE RESIDENT ENGINEER SHALL CONTACT ERIC CAMPOS (ERIC.CAMPOS@ILLINOIS.GOV) , AREA TRAFFIC FIELD ENGINEER, AT (847)-485-6475 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
15. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO BEGINNING WORK.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	2
		CONTRACT NO. 60Y97		
	ILLINOIS FED. AID PROJECT			

CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 80% FED 20% STATE 0005					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	40	40					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	0.8	0.8					
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	0.8	0.8					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	0.8	0.8					
25200110	SODDING, SALT TOLERANT	SQ YD	40	40					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	10982	10982					
40600400	MIXTURE FOR CRACKS, JOINTS, AND	TON	25	25					
	FLANGEWAYS								
40600827	POLYMERIZED LEVELING BINDER (MACHINE	TON	672	672					
	METHOD), IL-4.75, N50								
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SQ YD	260	260					
	JOINT								
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX	TON	1420	1420					
	"D", N70								
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5	SQ FT	415	415					
	INCH								
42400800	DETECTABLE WARNINGS	SQ FT	30	30					
44000151	HOT-MIX ASPHALT SURFACE REMOVAL,	SQ YD	3060	3060					
	1/2"								

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CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 80% FED 20% STATE 0005					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2	SQ YD	13192	13192					
	1/4"								
44000600	SIDEWALK REMOVAL	SQ FT	382	382					
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	9	9					
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	38	38					
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	94	94					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	110	110					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	LSUM	1	1					
70102620	TRAFFIC CONTROL AND PROTECTION,	LSUM	1	1					
	STANDARD 701501								
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	3350	3350					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	372	372					
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND	SQ FT	26	26					
	SYMBOLS								
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	19100	19100					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	180	180					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	50	50					

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FILE NAME =	USER NAME = josephm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE. 3583	SECTION 2014-062-RS	COUNTY DUPAGE	TOTAL SHEETS 20	SHEET NO. 3
		DRAWN -	REVISED -					CONTRACT NO. 60Y97		
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	PLOT DATE = 5/13/2016	DATE -	REVISED -							

SUMMARY OF QUANTITIES

			URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80% FED 20% STATE 0005					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	26	26					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	19100	19100					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	180	180					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	50	50					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	210	210					
~~78300100~~	~~PAVEMENT MARKING REMOVAL~~	~~SQ FT~~	~~372~~	~~372~~					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	150	150					
* 88600100	DETECTOR LOOP, TYPE I	FOOT	220	220					
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	60	60					
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	164	164					
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	26	26					
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4					
12	*-Specialty Items								

SUMMARY OF QUANTITIES

				CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES							

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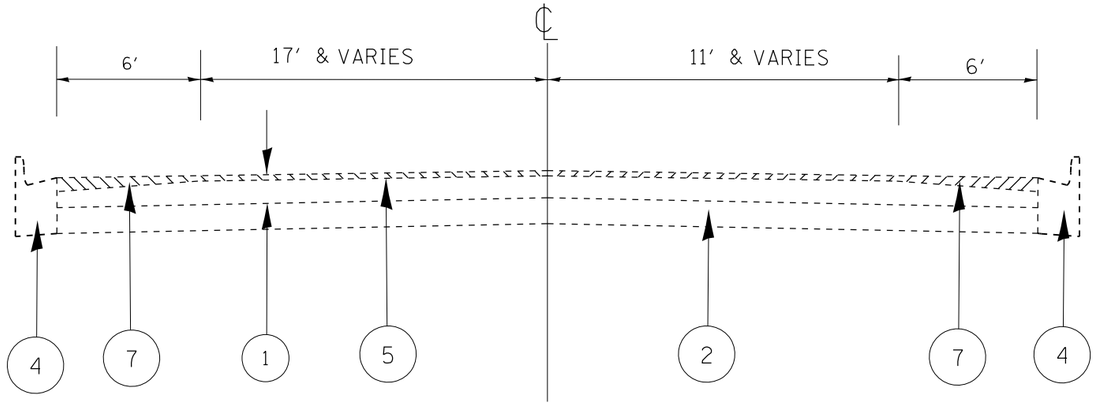
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

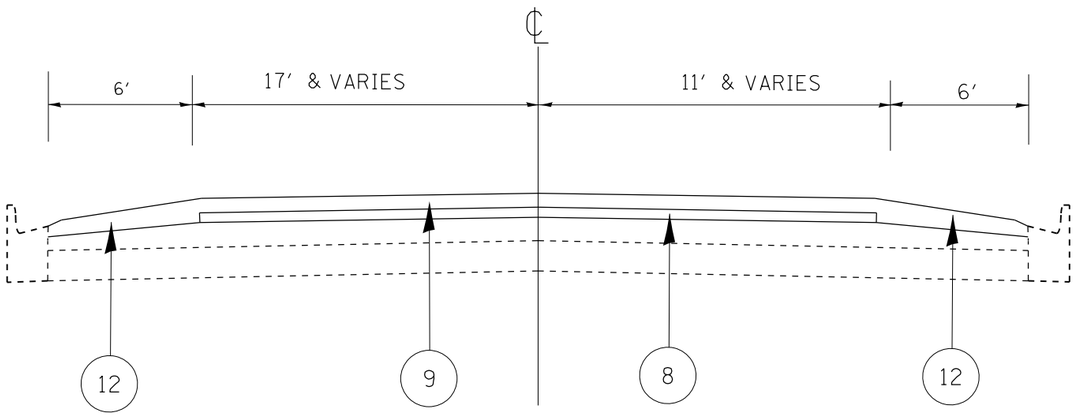
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	4
		CONTRACT NO. 60Y97		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



FRONTAGE RD.
EXISTING TYPICAL SECTION
STA 10+39 TO STA 11+62



FRONTAGE RD.
PROPOSED TYPICAL SECTION
STA 10+39 TO STA 11+62

LEGEND

(1) EXISTING HMA SURFACE COURSE, 11'' AND VARIES
(2) EXISTING AGGRAEGATE BASE COURSE, 7''
(3) EXISTING AGGREGATE SHOULDER
(4) EXISTING CURB AND GUTTER
(5) PROPOSED HMA SURFACE REMOVAL, 1/2''
(6) PROPOSED HMA SURFACE REMOVAL, 2 1/4''
(7) PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH (1/2 - 1 1/4'')
(8) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4''
(9) PROPOSED HMA SURFACE COURSE, MIX ''D'', N70, 1 1/2''
(10) PROPOSED GRADING AND SHAPING SHOULDERS
(11) PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
(12) HMA TAPER AT EDGE OF CURB & GUTTER

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS @ Ndes	
HOT-MIX ASPHALT SURFACE COURSE, MIX ''D'', N70, (IL-9.5 mm)	4% @ 70 GYR.	QCP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.	QC/QA
CLASS D PATCHES (HMA BINDER IL-19 mm), 9''	4% @ 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

NOTES:

1. THE CONTRACTOR SHALL MILL BEFORE PATCHING
2. THE UNIT WEIGHT TO BE USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
3. THE ''AC TYPE'' FOR POLYMERIZED HMA MIXES SHALL BE ''SBS/SBR PG 76-22'' AND FOR NON POLYMERIZED HMA THE ''AC TYPE'' SHALL BE ''PG 64-22'' UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
   QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

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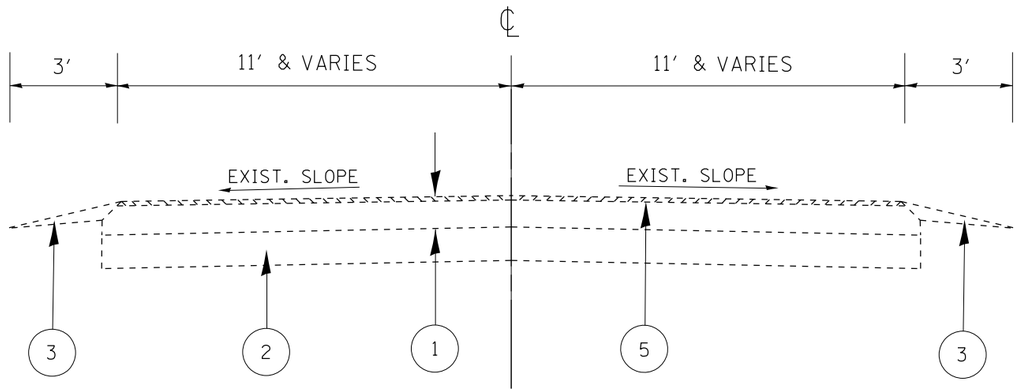
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-55 N. FRONTAGE ROAD FROM OLDFIELD ROAD TO LEMONT ROAD

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	5
		CONTRACT NO. 60Y97		
	ILLINOIS FED. AID PROJECT			



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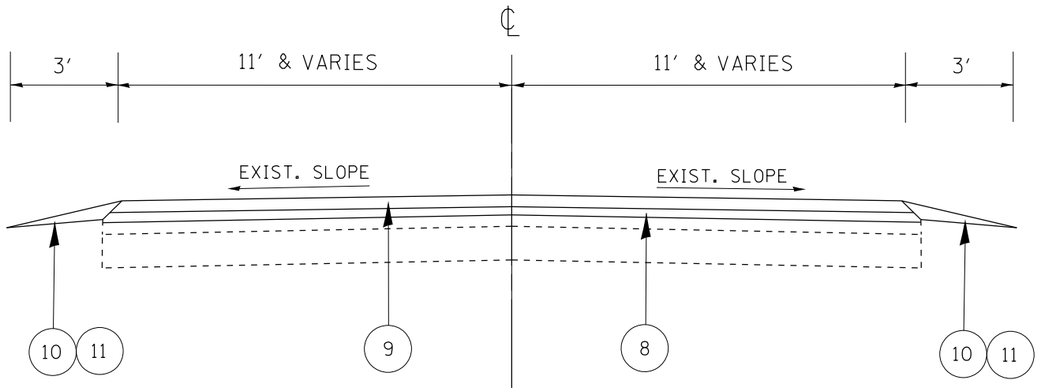
EXISTING TYPICAL SECTION
STA 11+62 TO STA 20+00



FRONTAGE RD.
PROPOSED TYPICAL SECTION
STA 11+62 TO STA 20+00

LEGEND

1. EXISTING HMA SURFACE COURSE, 11'' AND VARIES
2. EXISTING AGGRAEGATE BASE COURSE, 7''
3. EXISTING AGGREGATE SCHOULER
4. EXISTING CURB AND GUTTER
5. PROPOSED HMA SURFACE REMOVAL, 1/2''
6. PROPOSED HMA SURFACE REMOVAL, 2 1/4''
7. PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH (1/2 - 1 1/4'')
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4''
9. PROPOSED HMA SURFACE COURSE, MIX ''D'', N70, 1 1/2''
10. PROPOSED GRADING AND SHAPING SHOULDERS
11. PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
12. HMA TAPER AT EDGE OF CURB & GUTTER

NOTE:

GRADING AND SHAPING SHOULDER & AGGREGATE WEDGE SHOULDER LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

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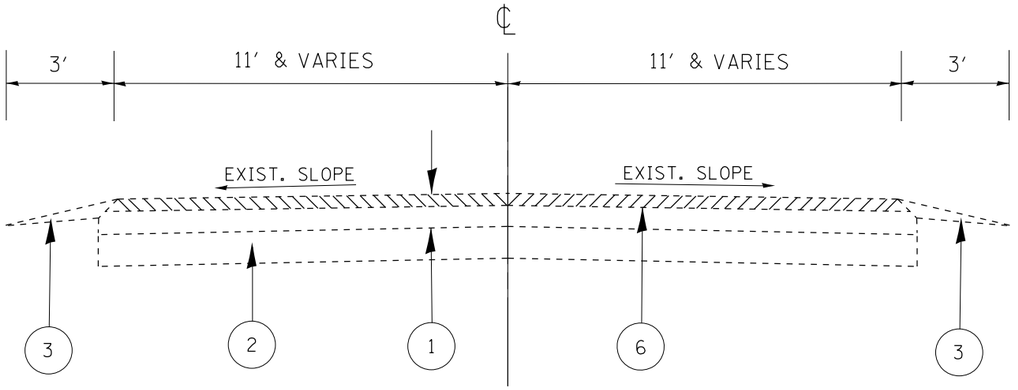
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

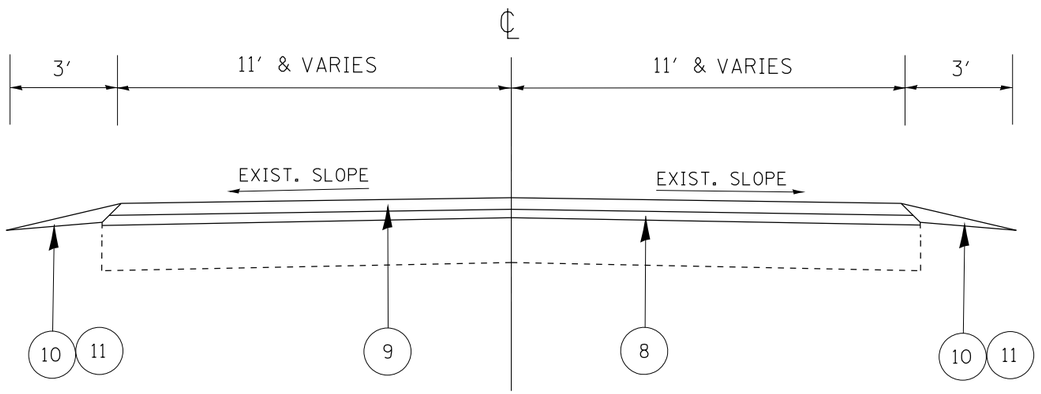
TYPICAL SECTIONS
I-55 N. FRONTAGE ROAD FROM OLDFIELD ROAD TO LEMONT ROAD

SCALE: | SHEET | OF | SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	6
		CONTRACT NO. 60Y97		
	ILLINOIS FED. AID PROJECT			



FRONTAGE RD.
EXISTING TYPICAL SECTION
STA 20+00 TO STA 70+78



FRONTAGE RD.
PROPOSED TYPICAL SECTION
STA 20+00 TO STA 70+78

LEGEND

(1) EXISTING HMA SURFACE COURSE, 11'' AND VARIES
(2) EXISTING AGGRAEGATE BASE COURSE, 7''
(3) EXISTING AGGREGATE SHOULDER
(4) EXISTING CURB AND GUTTER
(5) PROPOSED HMA SURFACE REMOVAL, 1/2''
(6) PROPOSED HMA SURFACE REMOVAL, 2 1/4''
(7) PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH (1/2 - 1 1/4'')
(8) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4''
(9) PROPOSED HMA SURFACE COURSE, MIX ''D'', N70, 1 1/2''
(10) PROPOSED GRADING AND SHAPING SHOULDERS
(11) PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
(12) HMA TAPER AT EDGE OF CURB & GUTTER

NOTE:

GRADING AND SHAPING SHOULDER & AGGREGATE WEDGE SHOULDER LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

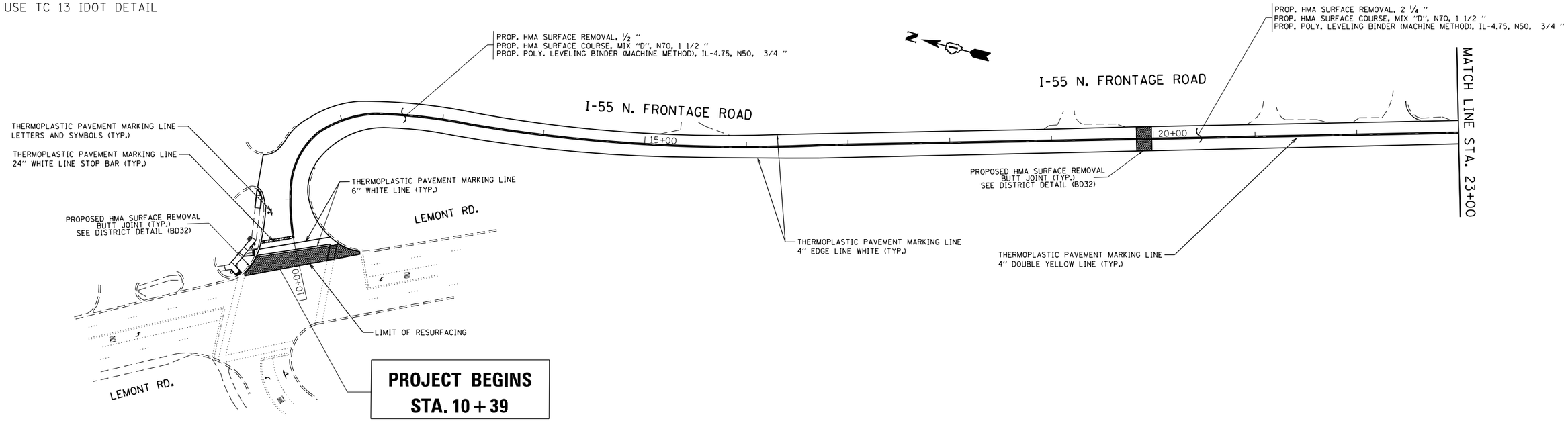
TYPICAL SECTIONS
I-55 N. FRONTAGE ROAD FROM OLDFIELD ROAD TO LEMONT ROAD

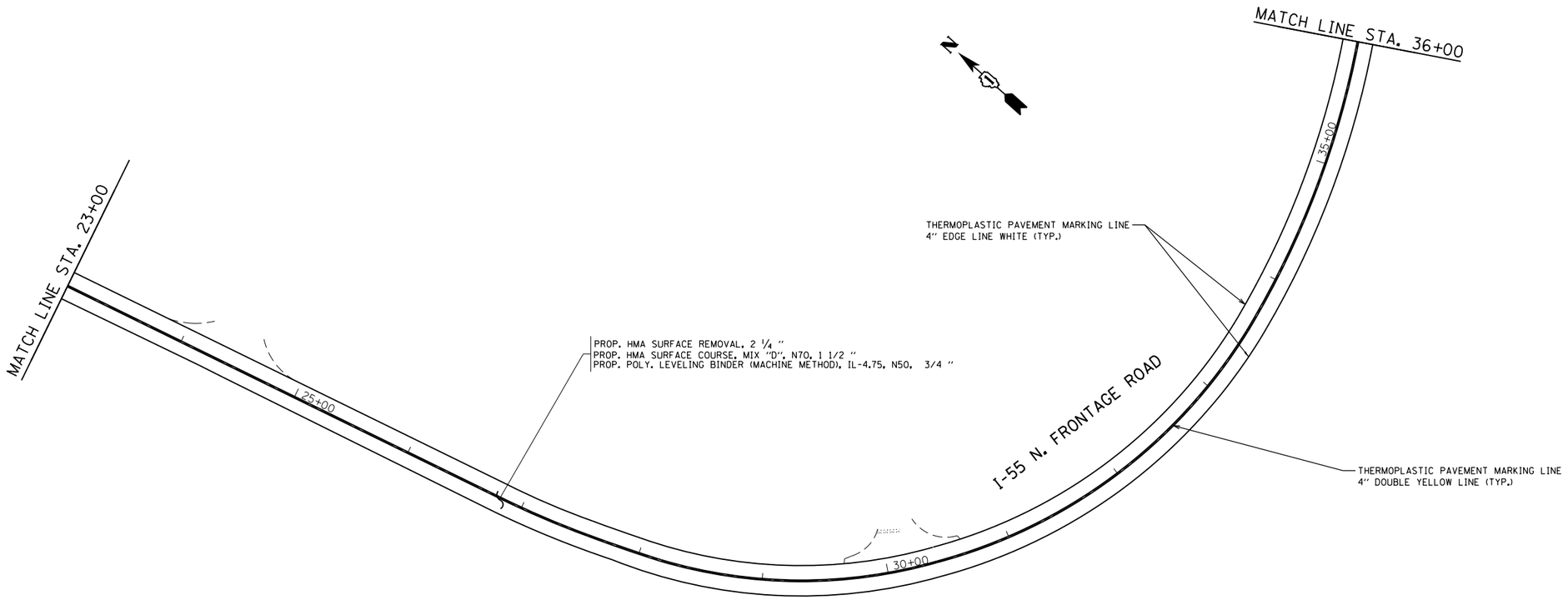
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	7
		CONTRACT NO. 60Y97		
	ILLINOIS FED. AID PROJECT			

USE TC 11 IDOT DETAIL

USE TC 13 IDOT DETAIL





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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

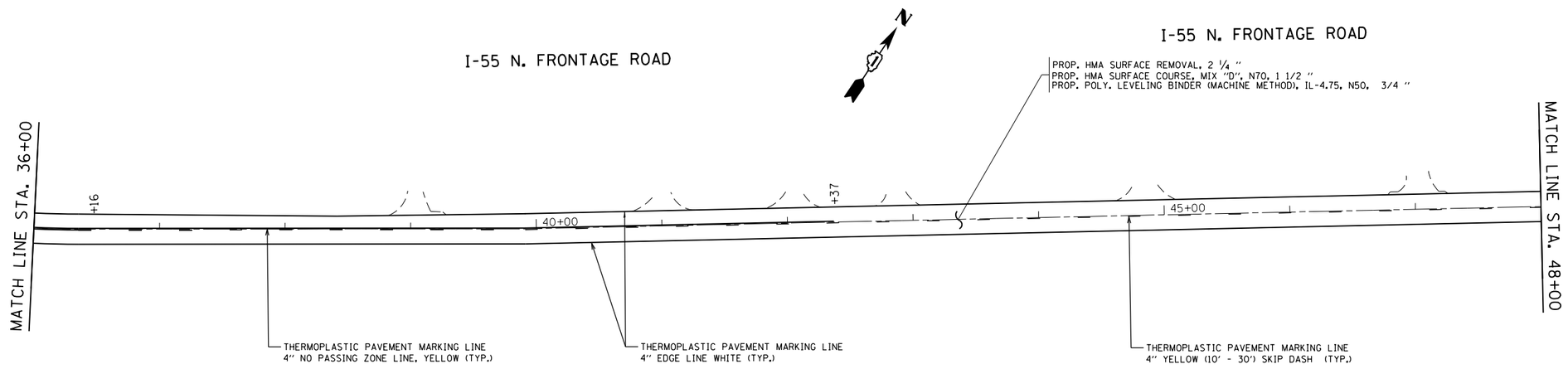
EXISTING AND PROPOSED ROADWAY PLAN
I-55 N. FRONTAGE ROAD FROM OLDFIELD ROAD TO LEMONT ROAD

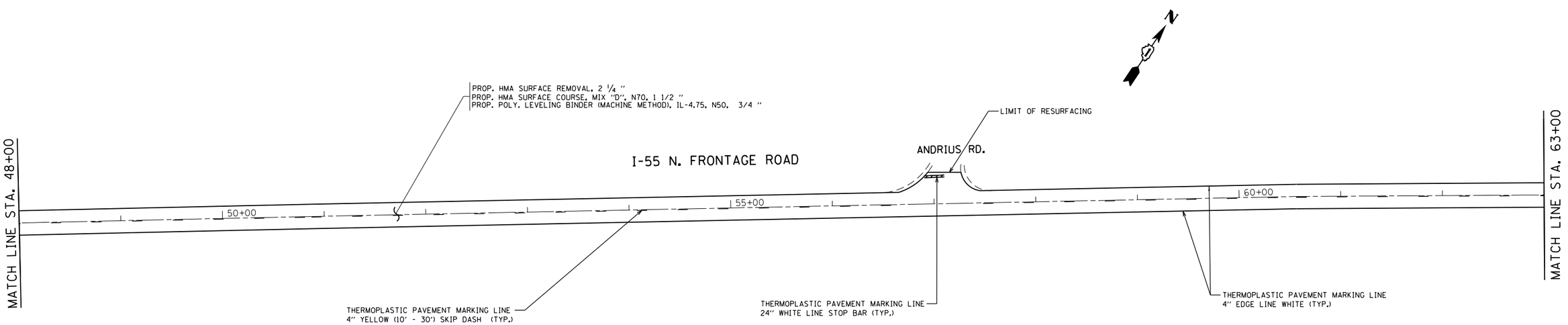
SCALE: 1"= 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	8
		CONTRACT NO. 60Y97		
	ILLINOIS	FED. AID PROJECT		

USE TC 11 IDOT DETAIL

USE TC 13 IDOT DETAIL





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	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 5/13/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

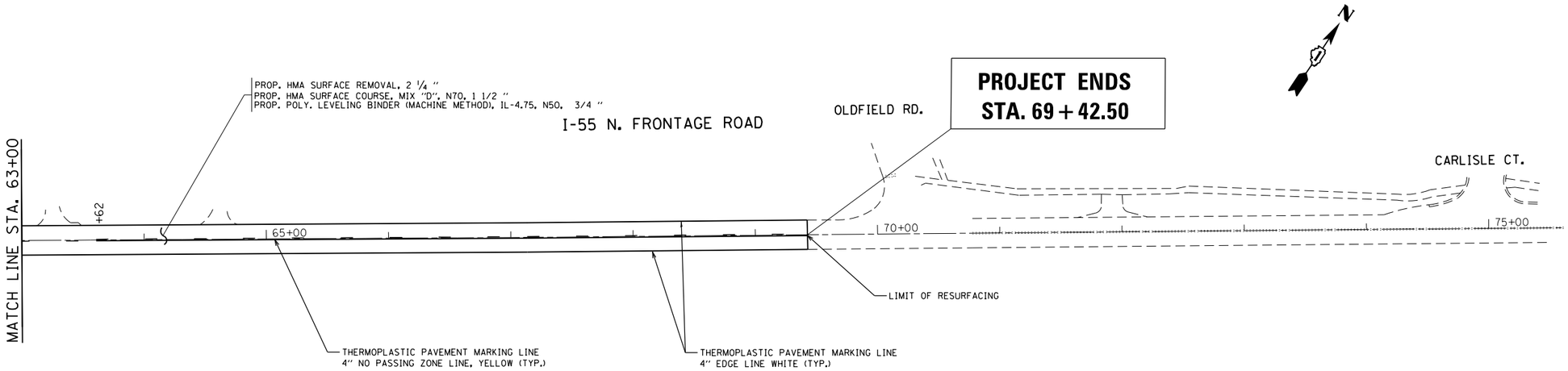
EXISTING AND PROPOSED ROADWAY PLAN
I-55 N. FRONTAGE ROAD FROM OLDFIELD ROAD TO LEMONT ROAD

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	9
		CONTRACT NO. 60Y97		
	ILLINOIS FED. AID PROJECT			

USE TC 11 IDOT DETAIL

USE TC 13 IDOT DETAIL



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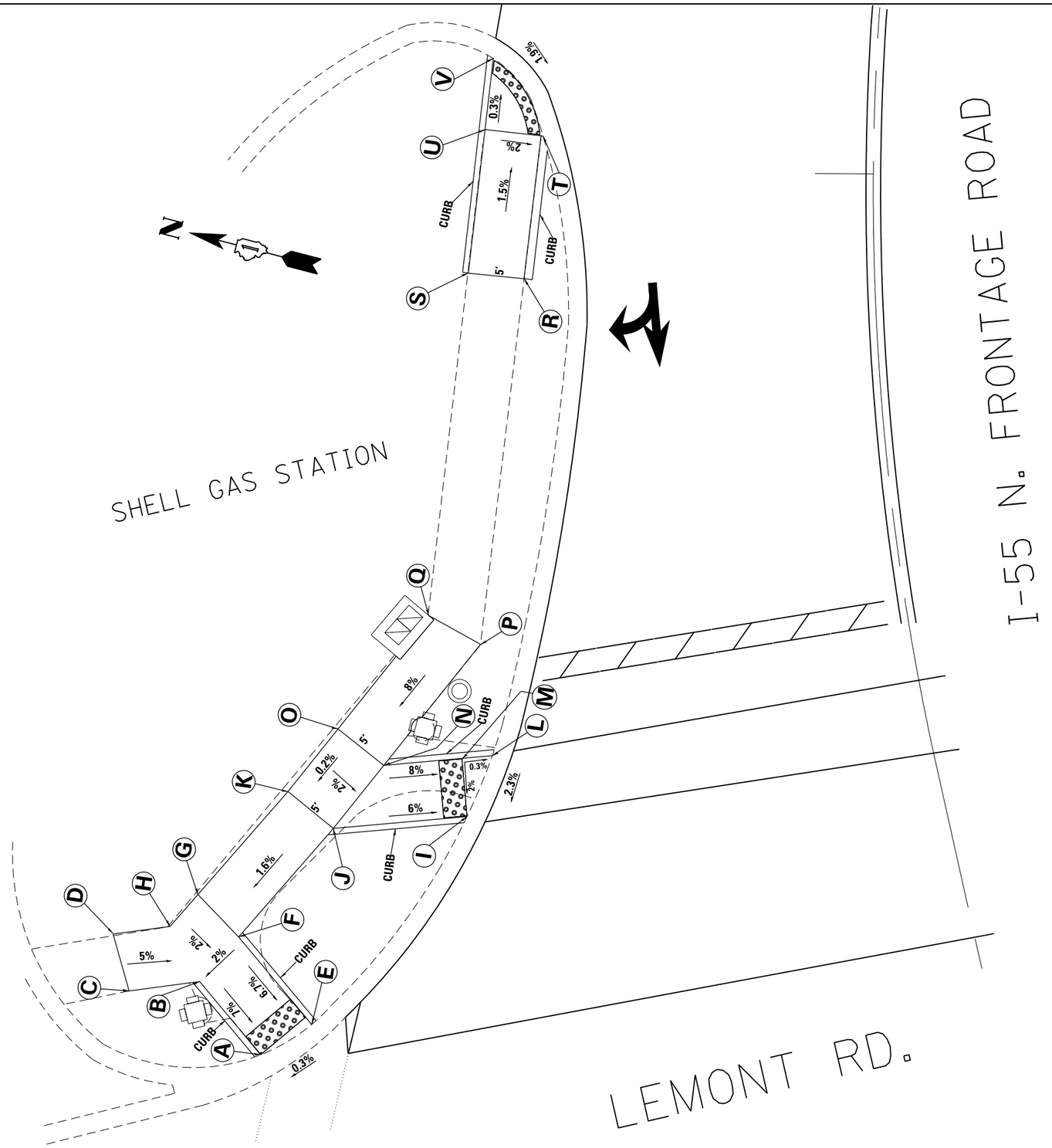
			REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 5/13/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED ROADWAY PLAN
I-55 N. FRONTAGE ROAD FROM OLDFIELD ROAD TO LEMONT ROAD

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	10
		CONTRACT NO. 60Y97		
	ILLINOIS	FED. AID PROJECT		



POINT	STA	OFFSET	ELEV
A	10+37.54	61.80 LT	776.77
B	10+44.80	65.53 LT	777.34
*C	10+45.30	71.60 LT	777.56
*D	10+50	71.85 LT	777.78
E	10+39	56.98 LT	776.79
F	10+47.78	61.45 LT	777.44
G	10+51.32	64.00 LT	777.54
H	10+49.94	66.96 LT	777.47
I	10+52.80	40.16 LT	776.94
J	10+53.85	51.57 LT	777.63
K	10+57	54.78 LT	777.73
L	10+56.81	37.00 LT	777.09
M	10+57	39.64 LT	777.10
N	10+57.55	46.30 LT	777.64
O	10+60.64	49.64 LT	777.74
*P	10+65	36.46 LT	778.60
*Q	10+67.66	40.50 LT	778.83
*R	10+92	30.00 LT	779.86
*S	10+92.45	34.73 LT	779.97
T	11+02.70	28.30 LT	779.69
U	11+03.11	33.26 LT	779.79
V	11+08.44	32.75 LT	779.81
* MATCH EXISTING ELEVATION			

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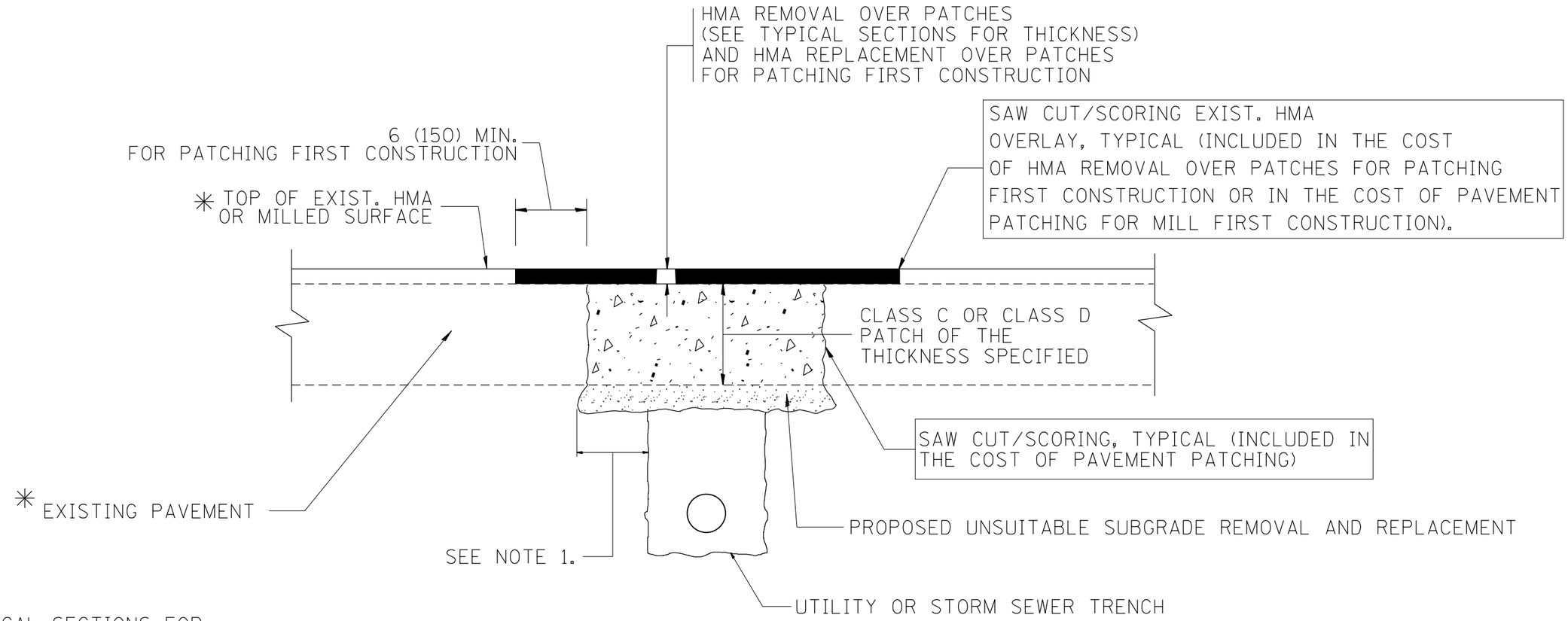
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/13/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA SIDEWALK DETAILS (NORTHEAST CORNER)

SCALE: 1"=5' | SHEET OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	11
		CONTRACT NO. 60Y97		
	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 $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

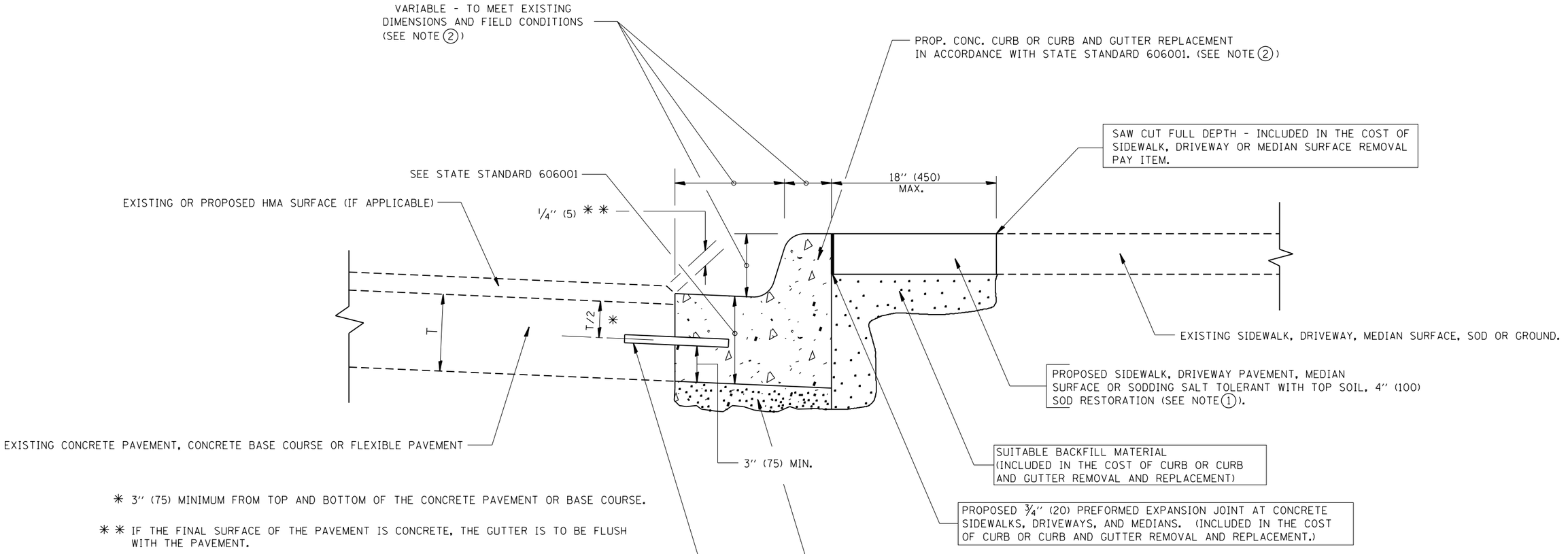
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1044DRAWN\Data\Design\DistStd.dgn	USER NAME = josephm	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
			REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 5/13/2016	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.L.L RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	12
	BD400-04 (BD-22)	CONTRACT NO. 60Y97		
FED. ROAD DIST. NO. 1	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.

NOTE: (1) SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

(2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

(3) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

(4) FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

(5) LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(6) THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

(7) THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

(8) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

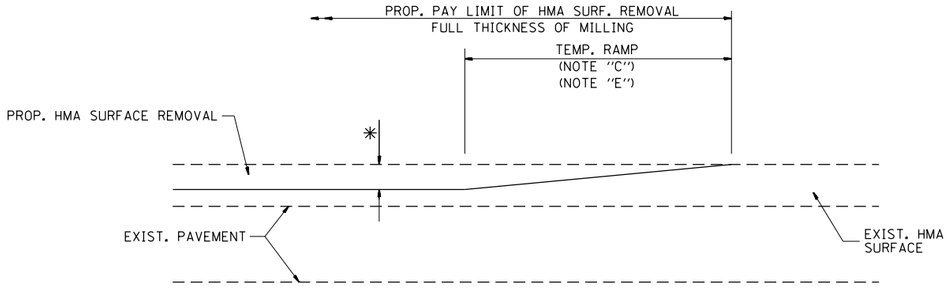
BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

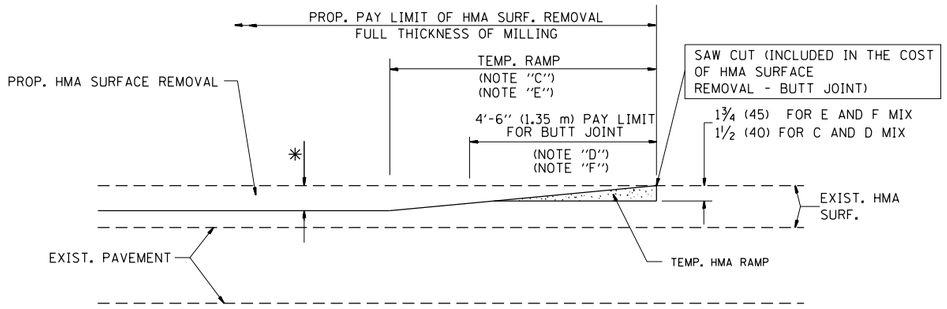
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1044BRDWN\Data\Design\DistStd.dgn	USER NAME = josephm	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. ABBAS 03-21-97				3583	2014-062-RS	DUPAGE	20	13
	PLOT DATE = 5/13/2016	DATE - 03-11-94	REVISED - M. GOMEZ 01-22-01				BD600-06 (BD-24)		CONTRACT NO. 60Y97		
			REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

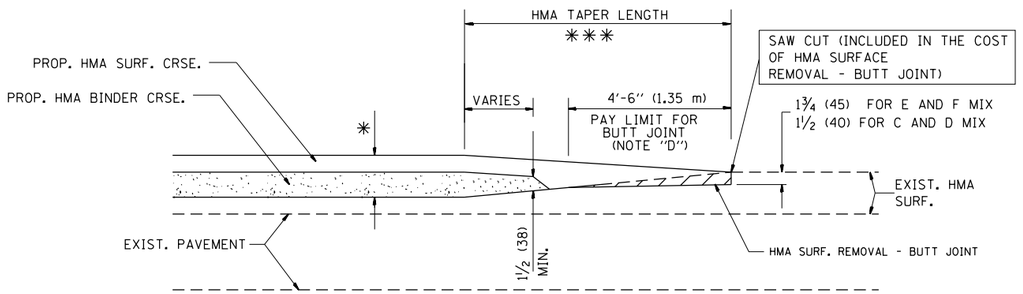


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

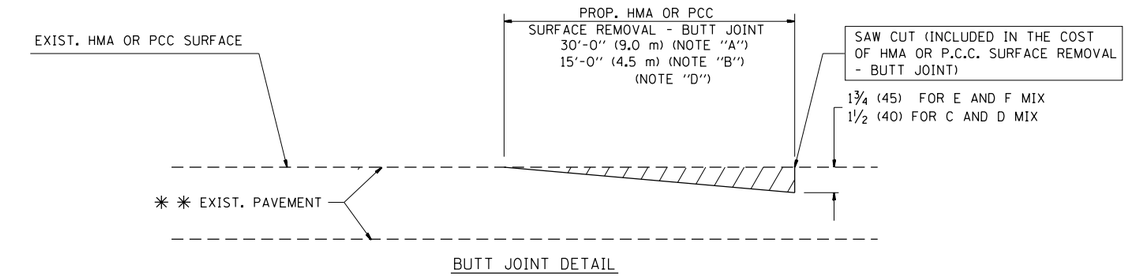
OPTION 2

TYPICAL TEMPORARY RAMP

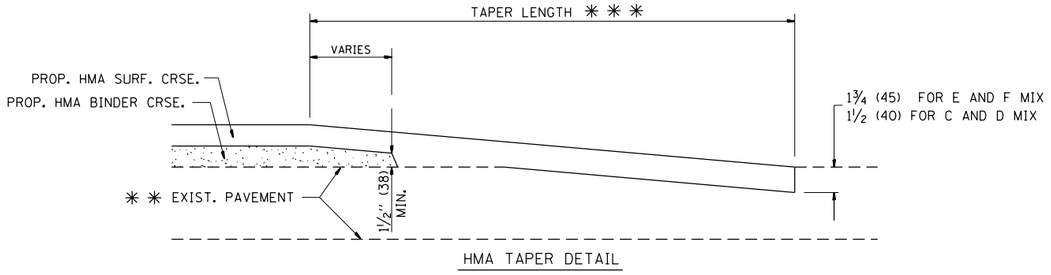


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

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")

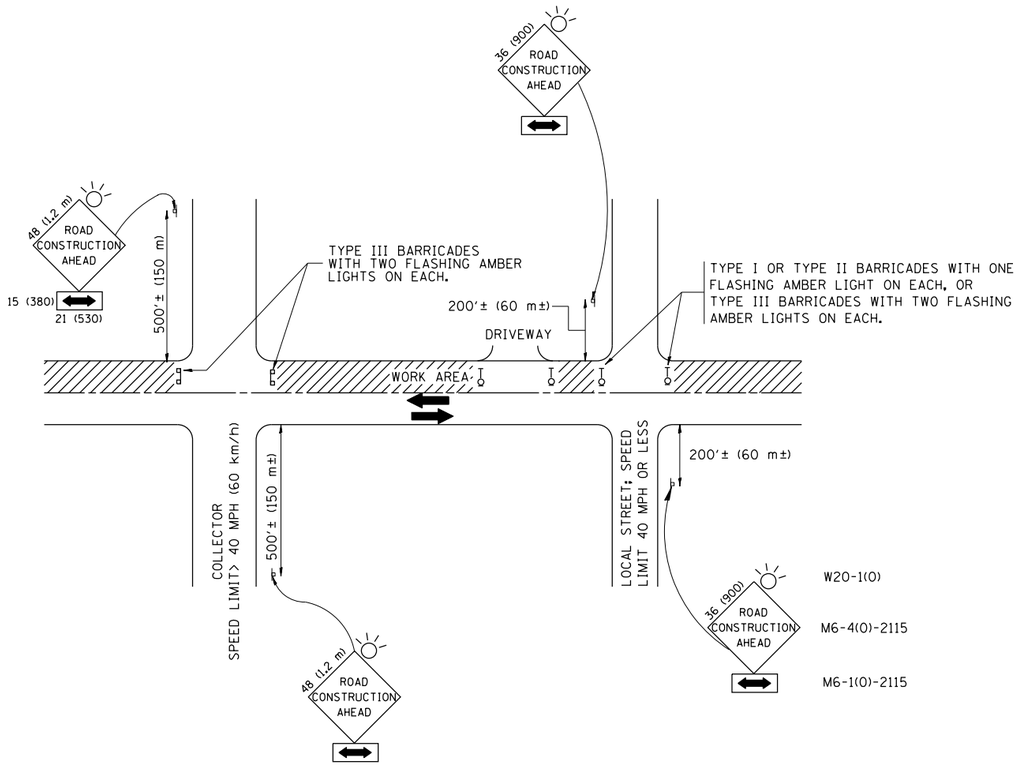
BASIS OF PAYMENT:

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 = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1044DRAWN\Data\Design\DistStd.dgn	USER NAME = josephm	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED - A. ABBAS 03-21-97		
	PLOT DATE = 5/13/2016	DATE - 06-13-90	REVISED - M. GOMEZ 04-06-01		
			REVISED - R. BORO 01-01-07		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	14
	BD400-05 BD32	CONTRACT NO. 60Y97		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

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 AND FLAG 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. 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).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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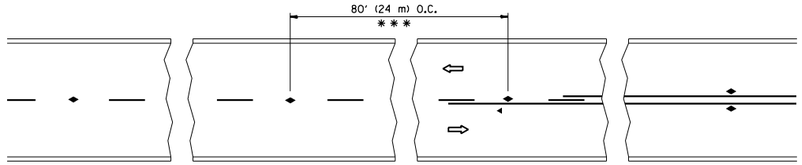
			REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 5/13/2016	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

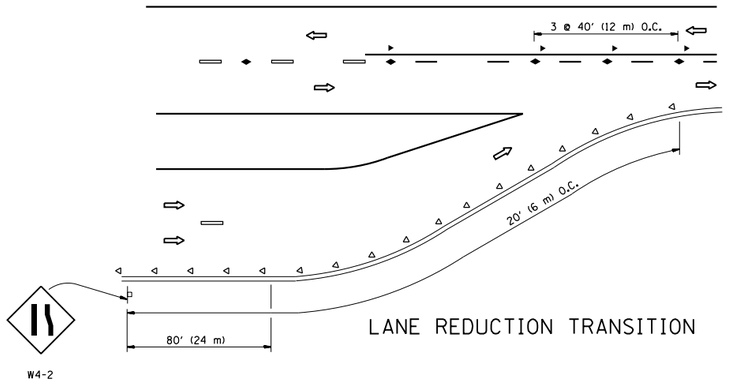
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	15
	TC-10	CONTRACT NO. 60Y97		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

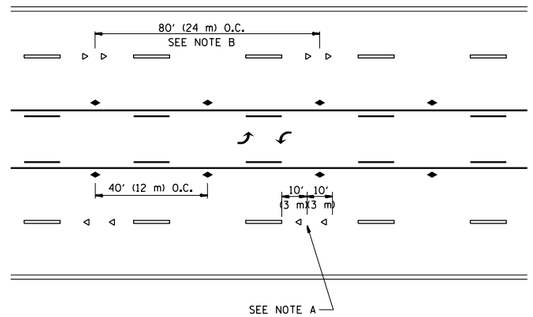


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

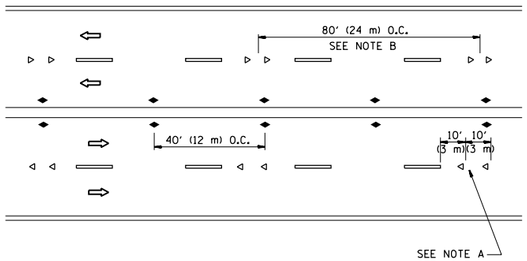
TWO-LANE/TWO-WAY



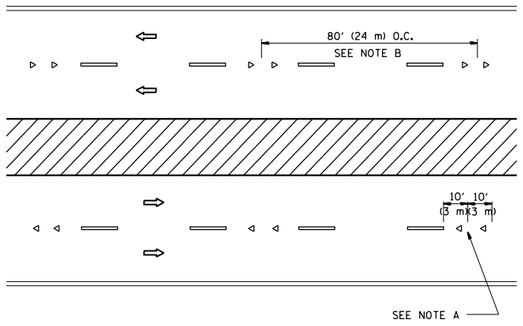
LANE REDUCTION TRANSITION



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.

SYMBOLS

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

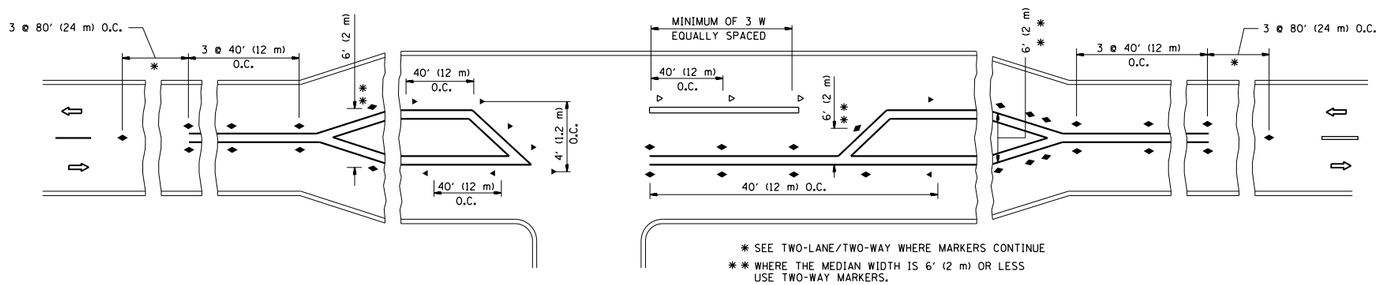
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

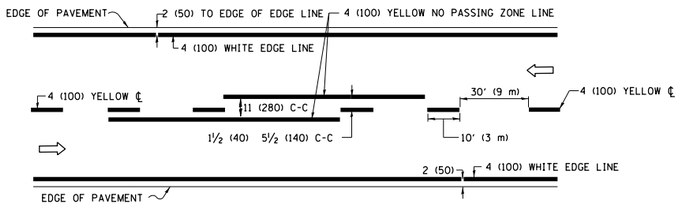
** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

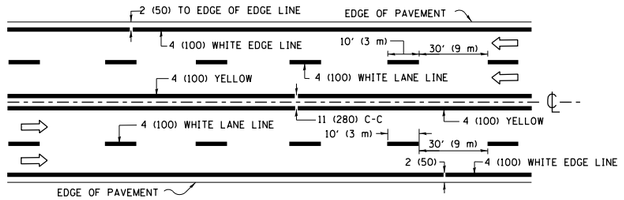
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1044BRWN\Data\Design\DistStd.dgn	USER NAME = josephm	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 03-12-99		
	PLOT DATE = 5/13/2016	DATE -	REVISED - T. RAMMACHER 01-06-00		
			REVISED - C. JUCIUS 09-09-09		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

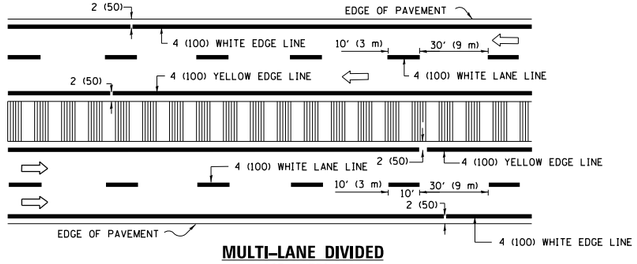
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	16
	TC-11	CONTRACT NO. 60Y97		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2–LANE ROADWAY

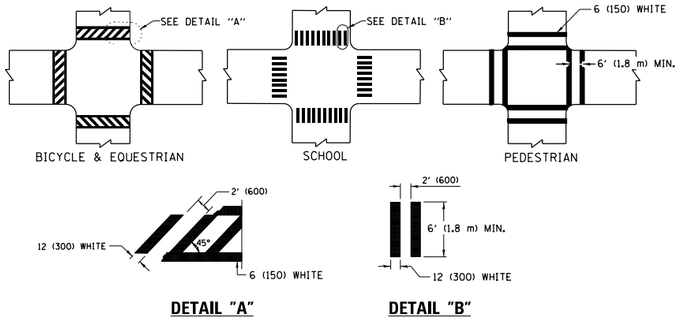


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

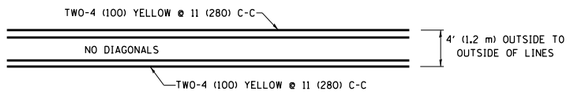
TYPICAL LANE AND EDGE LINE MARKING



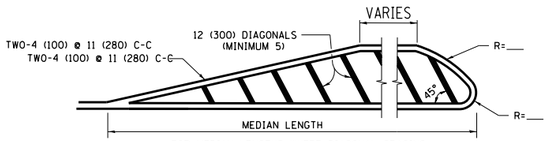
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



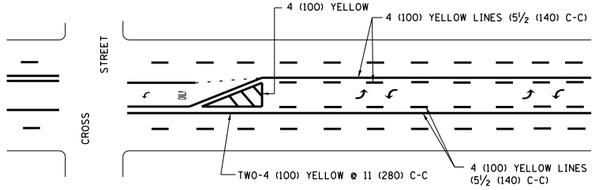
4' (1.2 m) WIDE MEDIANS ONLY



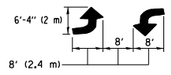
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

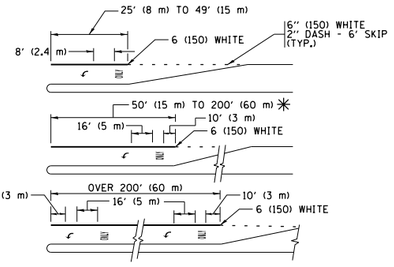


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

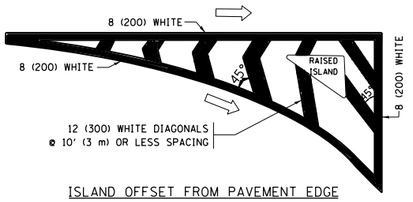


FULL SIZE LETTERS 8' (2,4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

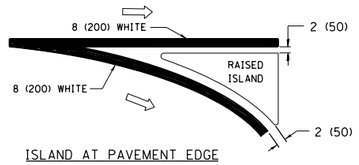
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

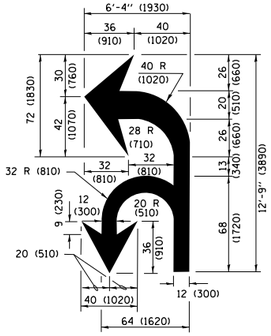


ISLAND OFFSET FROM PAVEMENT EDGE

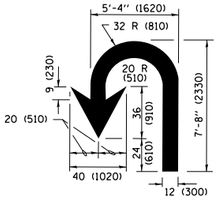


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

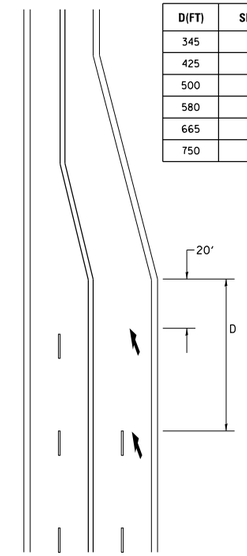


COMBINATION LEFT AND U–TURN



U–TURN

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	5½ (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; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⊠ 6 (150) 12 (300) ⊠ 45° 12 (300) ⊠ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⊠ 4 (100) WITH 12 (300) DIAGONALS ⊠ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⊠ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) ⊠ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

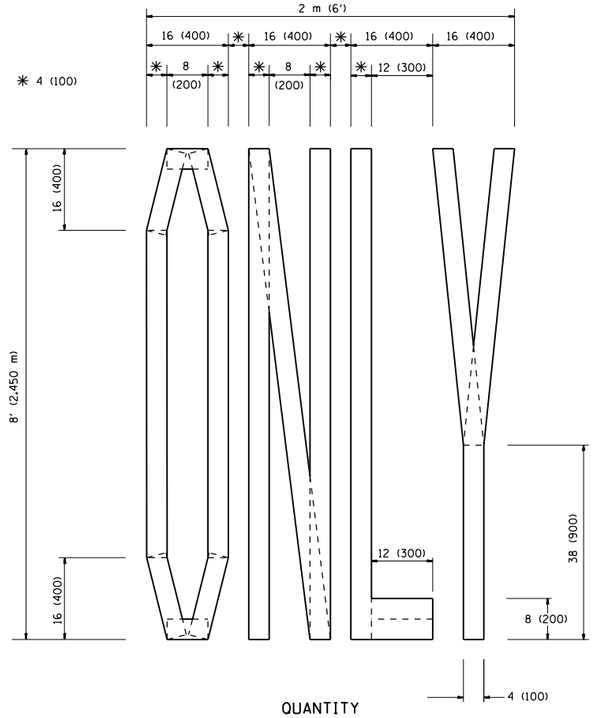
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1044BRAIN\Data\Design\DistStd.dgn	USER NAME = josephm	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT DATE = 5/13/2016	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
			REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

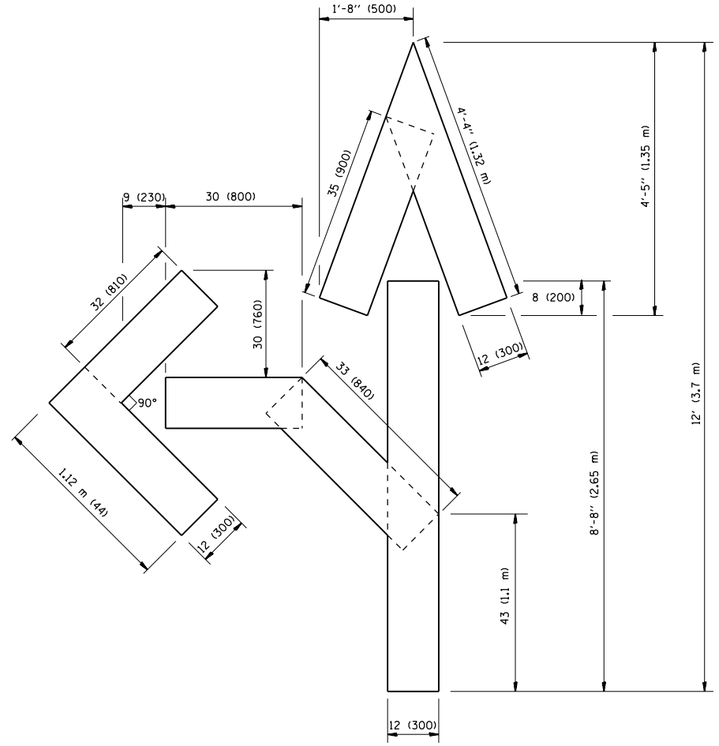
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

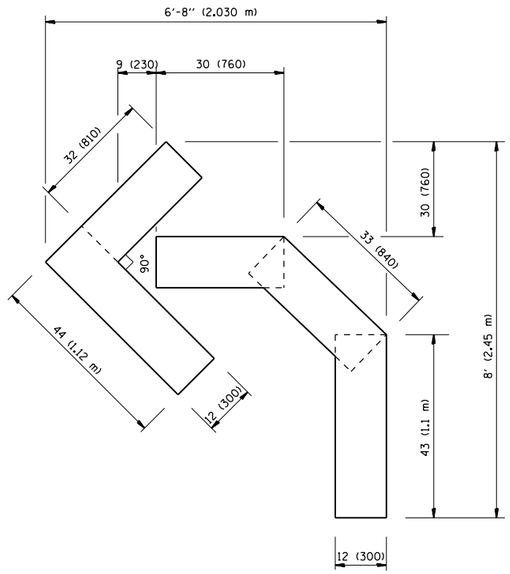
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	17
	TC–13	CONTRACT NO. 60Y97		
	ILLINOIS FED. AID PROJECT			



QUANTITY
4 (100) LINE = 64.1 ft. (19.7 m)
21.1 sq. ft. (1.97 sq. m)



QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)

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

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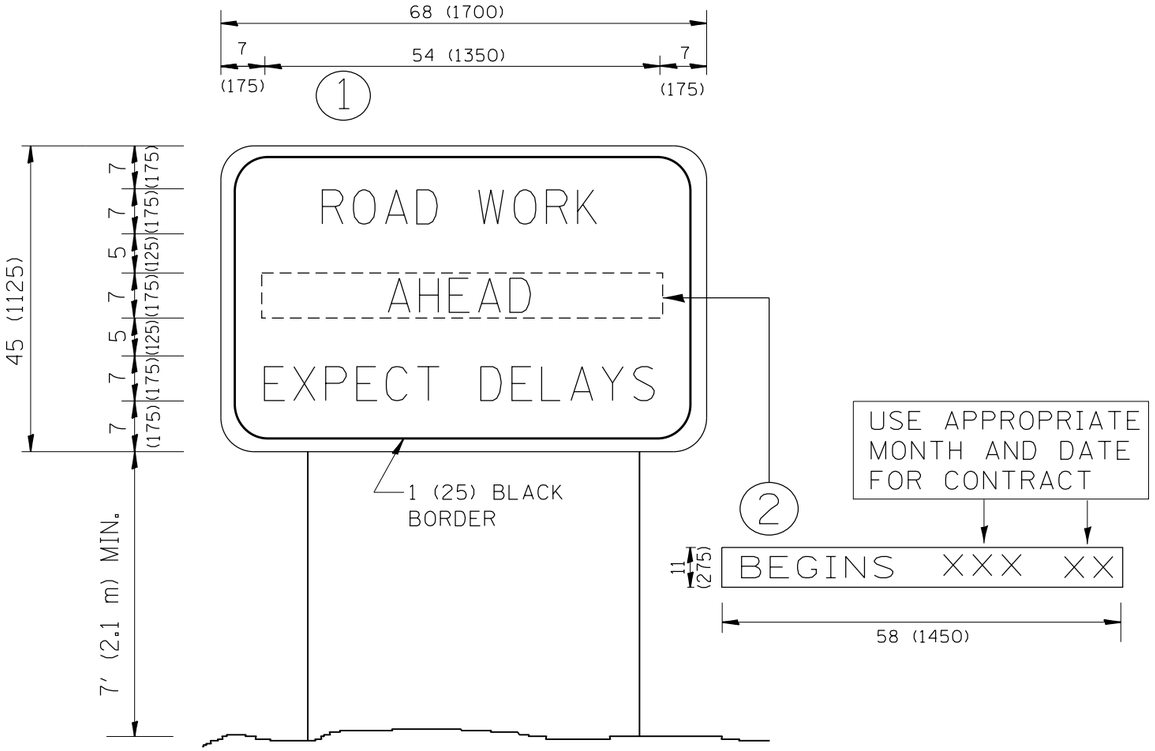
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 11-04-97
	PLOT DATE = 5/13/2016	DATE - 09-18-94	REVISED -T. RAMMACHER 03-02-98
			REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	18
	TC-16	CONTRACT NO. 60Y97		
FED. ROAD DIST. NO. 1	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 = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1044DRAWN\Data\Design\DistStd.dgn	USER NAME = josephm	DESIGNED -	REVISED - R. MIRS 09-15-97
			REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 5/13/2016	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

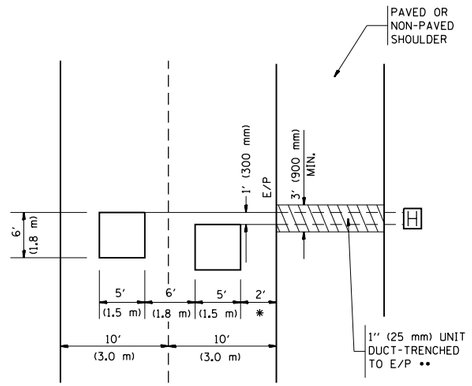
ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	19
	TC-22	CONTRACT NO. 60Y97		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

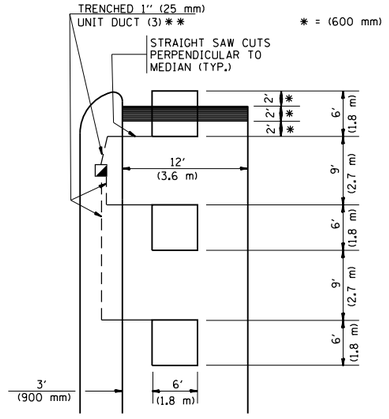


* = (600 mm)

** 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.

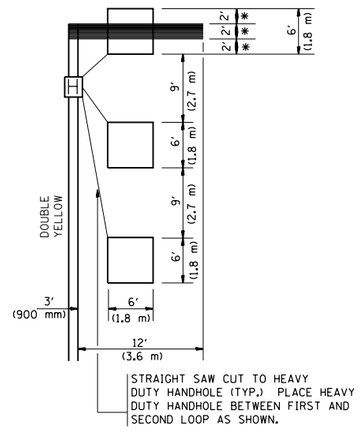


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

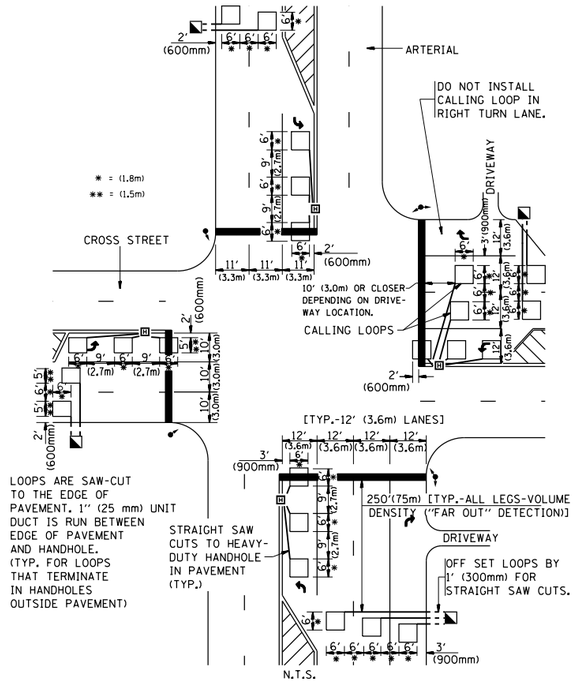
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



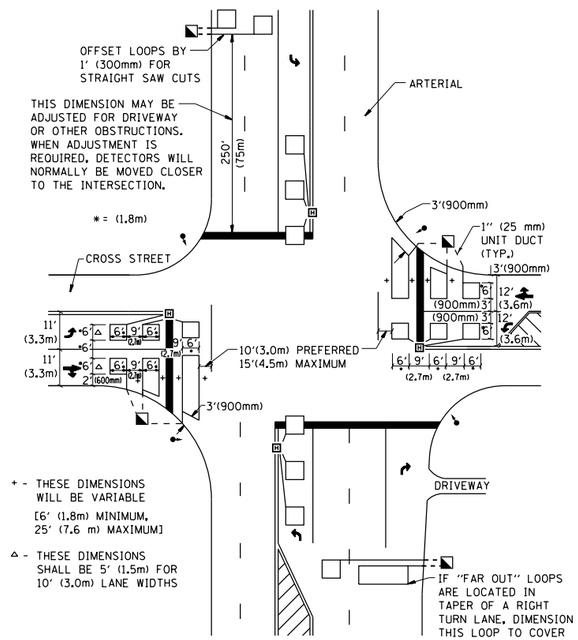
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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

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.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1044 DRAWING Data\Design\DistStd.dgn	USER NAME = josephm	DESIGNED -	REVISED -
			REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 5/13/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3583	2014-062-RS	DUPAGE	20	20
	TS-07	CONTRACT NO. 60Y97		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		