

FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, P.E. 847-705-4021, SCHAUMBURG, IL
CONSULTING ENGINEER: ENGINEERING ENTERPRISES, INC. CONTACT: TODD WELLS 630-466-6700

**FOR INDEX OF SHEETS AND
HIGHWAY STANDARDS
SEE SHEET NO. 2**

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
FAU 2423 (LARKIN AVENUE)
AIRLITE STREET TO McLEAN BOULEVARD
RESURFACING
SECTION: 15-00186-00-RS
PROJECT NUMBER: M-4003(490)
CITY OF ELGIN
KANE COUNTY
JOB NUMBER: C-91-247-15**

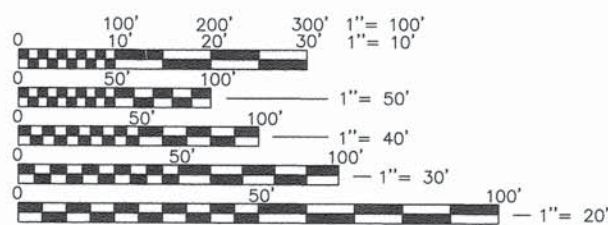
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2423	15-00186-00-RS	KANE	22	1

CONTRACT NO. 61B75



LOCATION OF SECTION INDICATED THUS: [Symbol]

DESIGN DESIGNATION
LARKIN AVENUE, MINOR ARTERIAL
DESIGN SPEED = 30 M.P.H.
POSTED SPEED = 30 M.P.H.
ADT (2010) = 9,700 VPD 13% TRUCKS



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.



SW 1/4 SEC. 15, SE 1/4 SEC 16, T41N, R8E, 3RD P.M., ELGIN TOWNSHIP
LOCATION MAP
(N.T.S.)
GROSS LENGTH = NET LENGTH OF PROJECT = 4,291 FEET (0.813 MILES)

JULIE
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION CALL 811

Simply Call 811

Engineering Enterprises, Inc.
Consulting Engineers
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
APPROVED	April 30 2015 CITY OF ELGIN, CITY ENGINEER
PASSED	May 8 2015 DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS
RELEASING FOR BID BASED ON LIMITED REVIEW	May 16 2015 2015 DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER
DATE: April 22, 2015	
BY: Todd A. Wells	
LICENSE EXPIRES: NOVEMBER 30, 2015	

CONTRACT NO. 61B75

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GENERAL NOTES

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2012 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2015, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS", SEVENTH EDITION, THE CODES AND ORDINANCES OF THE VILLAGE OF BURLINGTON, ILLINOIS, THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

NO SUBSTITUTIONS OR VARIANCES WILL BE PERMITTED TO ANY STANDARD NOTES OR ORDINANCES UNLESS APPROVED OTHERWISE IN WRITING PRIOR TO COMMENCING CONSTRUCTION ACTIVITY.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS AND THE PLANS

UTILITIES

THE CONTRACTOR SHALL COOPERATE WITH THE OWNER IF ANY UTILITY IMPROVEMENTS ARE REQUIRED WITHIN THE DURATION OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, FIELD TILES AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND NOT NECESSARILY COMPLETE; THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED. THIS WORK SHALL BE ARRANGED BY THE UTILITY COMPANY AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS.

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, THE OWNER'S AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.

MISCELLANEOUS

SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

AT ALL MAINLINE AND SIDE ROAD BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF TWO (2.0) INCHES AS INDICATED ON THE PLANS.

THE THICKNESS OF ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE ASPHALT MIXTURES ARE TO BE PLACED.

THE CONTRACTOR SHALL BE REQUIRED TO MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS, STRUCTURES, POLES, CABLES AND PIPE LINES, BEFORE CONSTRUCTION BEGINS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE ENGINEER AT THEIR OWN EXPENSE. ANY SHEETING AND/OR SHORING USED FOR THIS IMPROVEMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL PROTECT ALL EXISTING FACILITIES (E.G. CURB, DRIVEWAYS, PAVEMENT) THAT ARE NOT INDICATED TO BE REMOVED ON THE PLANS. ANY FACILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED AT THE CONTRACTOR'S EXPENSE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. ANY ADDITIONAL COSTS REQUIRED BY THE CONTRACTOR DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE INCLUDED IN THE COST OF THE CONTRACT.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, THE CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEANED, LAYERED WITH TOPSOIL, AND SODDED AS SHOWN IN THE PLANS. LIMITS SHOWN ON THE PLANS ARE THE MAXIMUM PAY WIDTHS FOR PAYMENT PURPOSES. ADDITIONAL AREAS DAMAGED BY MACHINERY, CONSTRUCTION EQUIPMENT, CONTRACTOR NEGLIGENCE OR OVER-EXCAVATION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED AT THE COST OF THE CONTRACTOR.

THE CONTRACTOR SHALL DISPOSE OF AND REMOVE FROM THE SITE EACH DAY ALL CURB AND GUTTER, PAVEMENT AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE. THE COST FOR HAULING AND TRUCKING TO DISPOSAL LOCATIONS WILL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

THE ENGINEER IS NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THEIR WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

BACKFILL AREAS ADJACENT TO COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND HAVE AN HMA SURFACE COURSE AS SHOWN IN THE SPECIAL DETAIL. THE CLASS SI CONCRETE WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT

DETECTABLE WARNINGS SHALL BE BRICK RED VITRIFIED POLYMER COMPOSITE CAST IN PLACE DETECTABLE WARNING PANEL, MANUFACTURED BY ARMOR TILE.

SOME LOCATIONS OF CURB AND GUTTER AND SIDEWALK MAY HAVE BEEN POURED MONOLITHICALLY WHEN CONSTRUCTED. AT EACH LOCATION WHERE THESE ITEMS ARE REMOVED THEY SHALL BE PAID FOR AS SIDEWALK REMOVAL AND CURB AND GUTTER REMOVAL SEPARATELY. A FULL DEPTH SAW CUT SHALL BE CONSTRUCTED AT THE LIMITS OF REMOVAL. IF ADDITIONAL CONCRETE IS DAMAGED, IT SHALL BE REPLACED AT THE CONTRACTORS COST. THE NEW SIDEWALK AND CURB SHALL BE POURED MONOLITHICALLY BUT PAID FOR SEPARATELY AS PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH AND COMBINATION CONCRETE CURB & GUTTER OF THE TYPE SPECIFIED.

THE COST OF EARTH EXCAVATION REQUIRED FOR CONSTRUCTION OF THE SIDEWALKS, CURB AND GUTTER, AND ALL ASSOCIATED ITEMS INCLUDING ANY EXCAVATION REQUIRED FOR INSTALLATION OF TOPSOIL SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING INSTALLED.

PATCHING LOCATIONS SHALL BE VERIFIED BY THE ENGINEER.

LARKIN AVENUE SHALL BE OPEN TO TRAFFIC AT ALL TIMES. WHEN IT IS NECESSARY TO CLOSE ONE LANE OF TRAFFIC DUE TO CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE-WAY TRAFFIC DURING CONSTRUCTION HOURS WITH THE USE OF TRAFFIC CONTROL DEVICES, SIGNS AND FLAGGERS AS APPLICABLE IN THE TRAFFIC CONTROL STANDARDS.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ANY RESIDENT OR BUSINESS OF ANY REMOVAL AND REPLACEMENT ACTIVITIES THAT WILL INHIBIT OR PROHIBIT ACCESS TO THEIR DRIVEWAY, IN WRITING, A MINIMUM OF 48 HOURS BUT NOT MORE THAN 72 HOURS, PRIOR TO THE COMMENCEMENT OF THESE ACTIVITIES. THE MORNING OF THE WORK, THE CONTRACTOR SHALL AGAIN NOTIFY THE OWNER VERBALLY, TO ALLOW THE OWNER TIME TO MOVE THEIR VEHICLE SO AS NOT TO PROHIBIT THE VEHICLE FROM LEAVING THE DRIVEWAY UPON REMOVAL OF ANY MATERIAL. THE NOTICE GIVEN OUT BY THE CONTRACTOR SHALL PROVIDE INFORMATION REGARDING THE ANTICIPATED DATE THAT FULL ACCESS WILL BE RESTORED. COORDINATION BETWEEN ACTIVITIES SHOULD ALLOW ALL WORK TO BE DONE IN A TIMELY MANNER SO AS TO PERMIT ACCESS TO THE ROADWAY. ANY ADDITIONAL COST OF STAGING REQUIRED TO MAINTAIN ACCESS IS CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

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3.	SUMMARY OF QUANTITIES
4.-6.	TYPICAL SECTIONS
7.-11.	GENERAL PLAN
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14.	(TC-13) DISTRICT ONE - TYPICAL PAVEMENT MARKINGS
15.	(TC-14) TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
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HIGHWAY STANDARDS

STD. NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-02	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-02	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-04	OFF-RD OPERATIONS, MULTILANE LESS THAN 15' FROM EDGE OF PAVEMENT
701427-03	LANE CLOSURE, MULTILANE - INTERMITTENT OR MOVING OPERATIONS LONG TERM OPERATIONS < 40 MPH
701502-06	URBAN LANE CLOSURE, 1L, 2W BIDIRECTIONAL LEFT TURN LANE
701602-07	URBAN LANE CLOSURE, MULTILANE, 2W BIDIRECTIONAL LEFT TURN LANE
701701-09	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-04	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

SUPPLEMENTAL LEGEND

SEE IDOT HIGHWAY STANDARDS FOR ADDITIONAL INFORMATION

	EXISTING CONCRETE SIDEWALK OR DRIVEWAY TO REMAIN IN PLACE	STM (ADJ)	ADJUST STORM MANHOLE
	SIDEWALK REMOVAL AND PCC SIDEWALK, 5"	SAN (ADJ)	ADJUST SANITARY MANHOLE
	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	WAT (ADJ)	ADJUST WATER VALVE VAULT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	TEL (ADJ)	ADJUST TELEPHONE VAULT
	CLASS D PATCHES		

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	DATE - 02/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, HIGHWAY STANDARDS,
SUPPLEMENTAL LEGEND AND INDEX OF SHEETS**

SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	F.A.U. RTE. 2423	SECTION 15-00186-00-RS	COUNTY KANE	TOTAL SHEETS 22	SHEET NO. 2
			FED. ROAD DIST. NO. 1 ILLINOIS		CONTRACT NO. 61B75		
			FED. AID PROJECT - STP				

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SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY ROADWAY 75% FEDERAL 25% LOCAL 0005
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	523
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	7
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	7
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	7
25200110	SODDING, SALT TOLERANT	SQ YD	523
25200200	SUPPLEMENTAL WATERING	UNIT	8
* 40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	17630
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	15
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1462
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	520
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2923
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	6
* 42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2761
* 42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	156
42400800	DETECTABLE WARNINGS	SQ FT	386
* 44000100	PAVEMENT REMOVAL	SQ YD	25
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	891
44000600	SIDEWALK REMOVAL	SQ FT	2710
44201823	CLASS D PATCHES, TYPE I, 15 INCH	SQ YD	98
44201827	CLASS D PATCHES, TYPE II, 15 INCH	SQ YD	42
44201831	CLASS D PATCHES, TYPE III, 15 INCH	SQ YD	46
44201833	CLASS D PATCHES, TYPE IV, 15 INCH	SQ YD	269
60260100	INLETS TO BE ADJUSTED	EACH	10
* 60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	1
* 60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	35
* 60404910	FRAMES AND GRATES, TYPE 20	EACH	9
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	230
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	706
67100100	MOBILIZATION	L SUM	1
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2
70300100	SHORT TERM PAVEMENT MARKING	FOOT	10025
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3310
Δ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	589
Δ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12485
Δ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3379
Δ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	436
Δ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	260
Δ * 88600600	DETECTOR LOOP REPLACEMENT	FOOT	870
* X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	26107
* X6026626	VALVE BOXES TO BE RECONSTRUCTED	EACH	2
* X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	35
* Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52

Δ INDICATES SPECIALTY ITEM
* SEE SPECIAL PROVISIONS

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DEPARTMENT OF TRANSPORTATION**

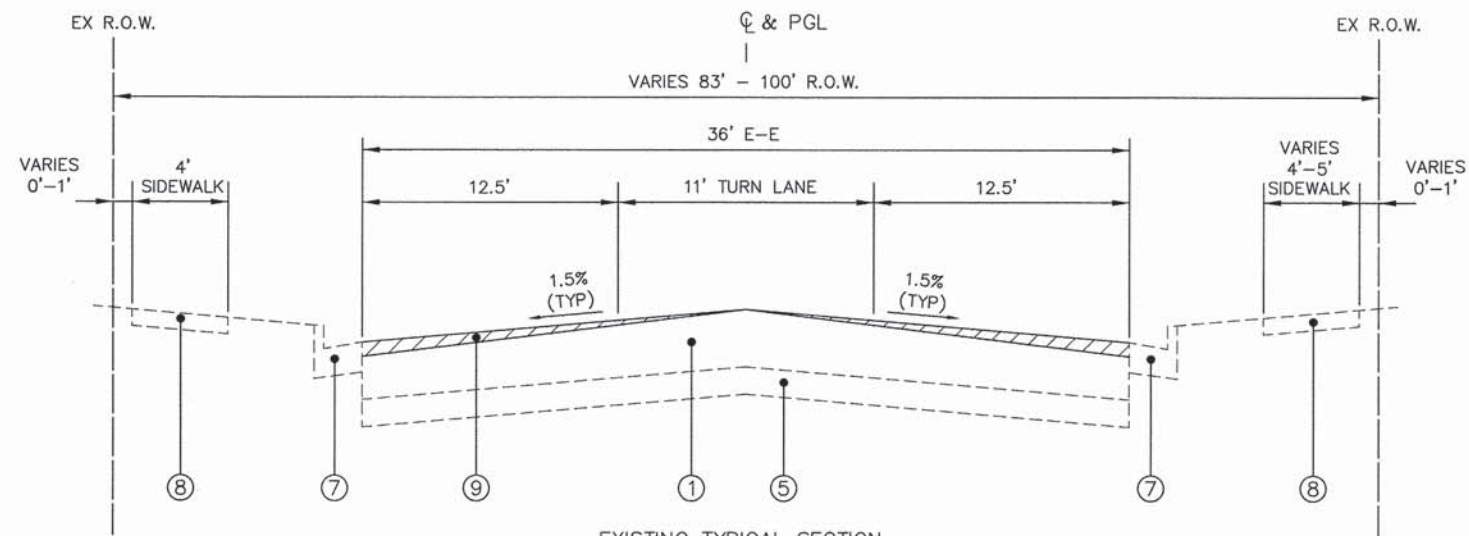
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. X TO STA. X

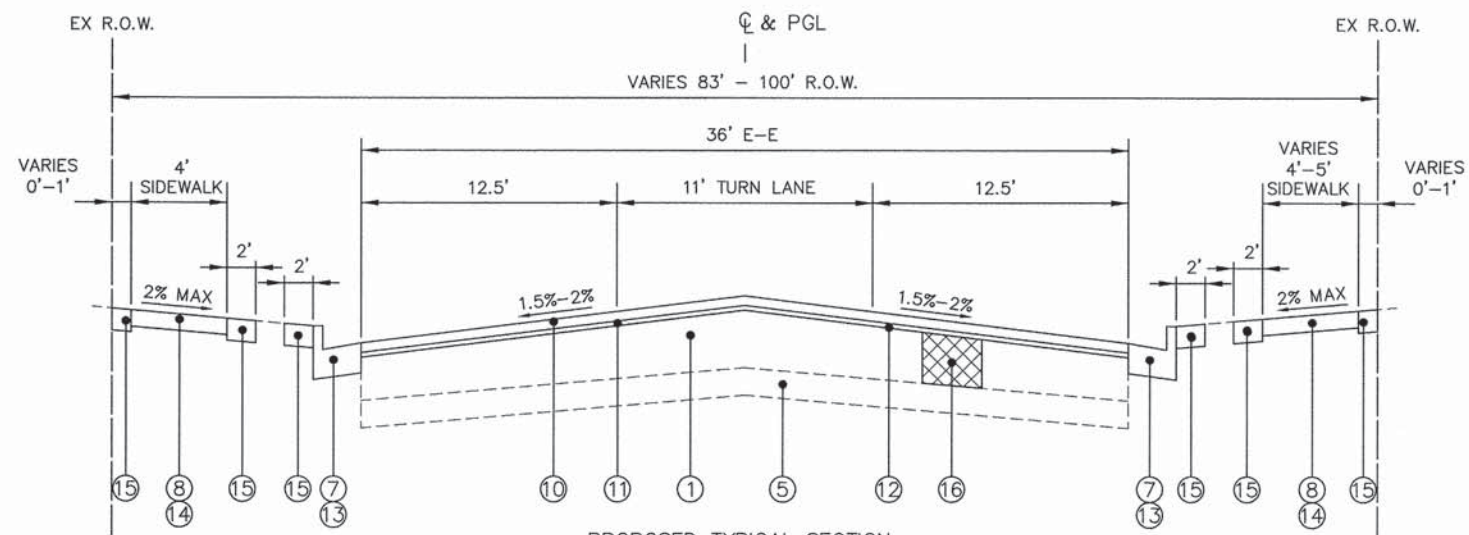
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2423	15-00186-00-RS	KANE	22	3
CONTRACT NO. 61B75				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP				

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EXISTING TYPICAL SECTION
STA 53+01 TO STA 71+32, LARKIN AVENUE
N.T.S.



PROPOSED TYPICAL SECTION
STA 53+01 TO STA 71+32, LARKIN AVENUE
N.T.S.

LEGEND

- ① EXISTING 15.5" - 17.0" ASPHALT PAVEMENT
- ② EXISTING 13.5" - 15.5" ASPHALT PAVEMENT
- ③ EXISTING 5.0" ASPHALT PAVEMENT
- ④ EXISTING PORTLAND CEMENT CONCRETE BASE, 7" - 8"
- ⑤ EXISTING 7.0" - 8.5" AGGREGATE BASE
- ⑥ EXISTING 2.5" - 3.0" AGGREGATE BASE
- ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE VARIES B-6.12 TO B-6.24
- ⑧ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- ⑨ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH 0"-3"
- ⑩ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2.0"
- ⑪ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1.0"
- ⑫ BITUMINOUS MATERIALS (PRIME COAT)
- ⑬ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
- ⑭ SIDEWALK REMOVAL AND PORTLAND CEMENT CONCRETE SIDEWALK, 5" (AT VARIOUS LOCATIONS)
- ⑮ TOPSOIL, FERTILIZER AND SOD (LOCATIONS AS DIRECTED BY THE ENGINEER)
- ⑯ CLASS D PATCHES, 15 INCH (AT VARIOUS LOCATIONS)

PATCHING SHALL BE PERFORMED AFTER MILLING


HOT-MIX ASPHALT MIXTURE REQUIREMENTS

OPERATION	MIXTURE TYPE	AIR VOIDS @ N ₅₀
LARKIN AVENUE RESURFACING	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm), 2"	3.5% @ 50 Gyr. 4% @ 70 Gyr.
PATCHING	HMA BINDER COURSE, IL-19.0, N70, 15" (IN 4 LIFTS) CLASS D PATCHES, 15 INCH	4% @ 70 Gyr.
INCIDENTAL HMA	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm), THICKNESS VARIES	4% @ 70 Gyr.

THE UNIT WEIGHT USED TO CALCULATE THE HMA SURFACE COURSE QUANTITY IS 112 LBS/SQ YD/INCH AND FOR POLYMERIZED LEVELING BINDER IS 110 LBS/SQ YD/INCH.

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 HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

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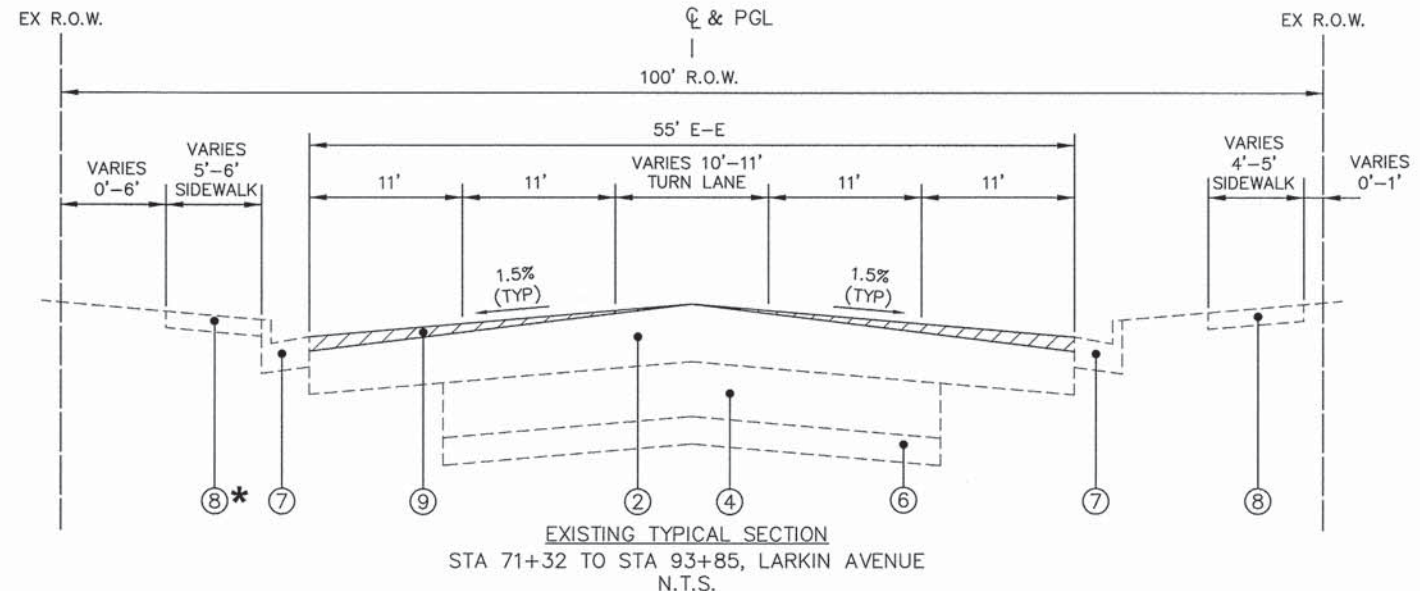
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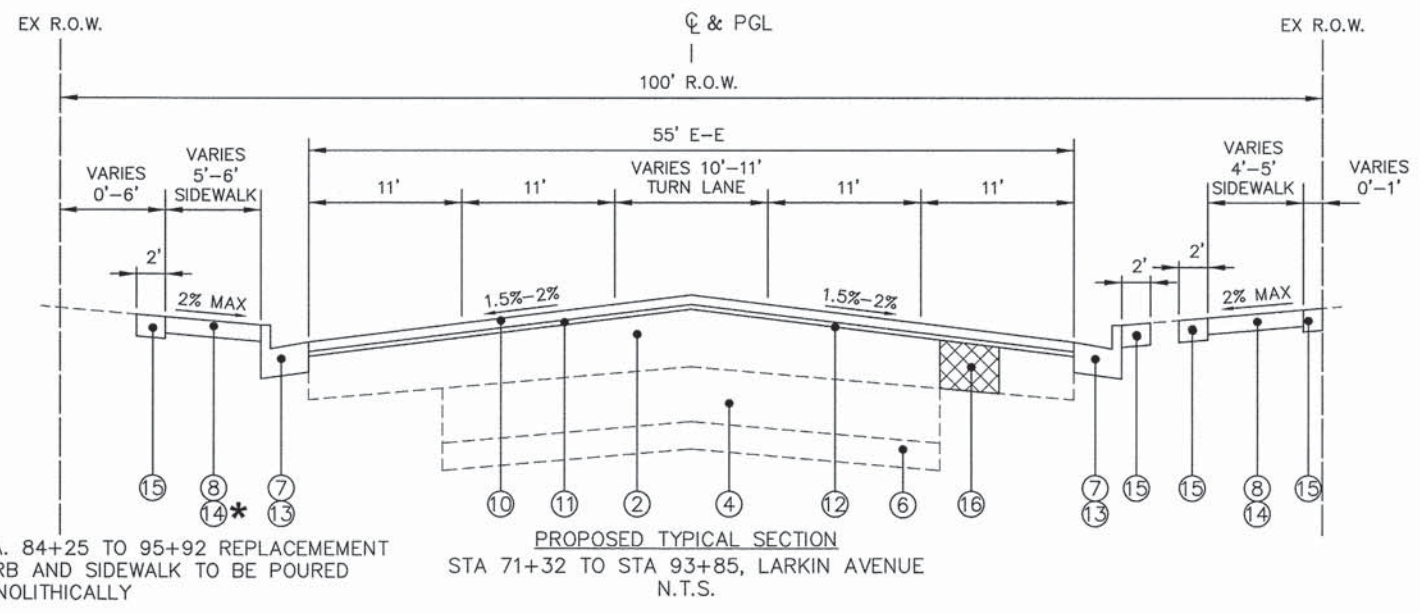
TYPICAL SECTIONS	
SCALE: N.T.S.	SHEET NO. 1 OF 3 SHEETS
STA. 53+01	TO STA. 71+32

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 61B75	
FED. AID PROJECT - STP				

Path: \\S058P003\EGT\07\DWG\DWG_FINAL_ENG\61B75-COVER



* STA 84+25 TO STA 95+92



* STA. 84+25 TO 95+92 REPLACEMENT CURB AND SIDEWALK TO BE POURED MONOLITHICALLY

LEGEND	
①	EXISTING 15.5" - 17.0" ASPHALT PAVEMENT
②	EXISTING 13.5" - 15.5" ASPHALT PAVEMENT
③	EXISTING 5.0" ASPHALT PAVEMENT
④	EXISTING PORTLAND CEMENT CONCRETE BASE, 7" - 8"
⑤	EXISTING 7.0" - 8.5" AGGREGATE BASE
⑥	EXISTING 2.5" - 3.0" AGGREGATE BASE
⑦	EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE VARIES B-6.12 TO B-6.24
⑧	EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
⑨	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH 0"-3"
⑩	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2.0"
⑪	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1.0"
⑫	BITUMINOUS MATERIALS (PRIME COAT)
⑬	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
⑭	SIDEWALK REMOVAL AND PORTLAND CEMENT CONCRETE SIDEWALK, 5" (AT VARIOUS LOCATIONS)
⑮	TOPSOIL, FERTILIZER AND SOD (LOCATIONS AS DIRECTED BY THE ENGINEER)
⑯	CLASS D PATCHES, 15 INCH (AT VARIOUS LOCATIONS)

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	DATE - 02/2015	REVISED -

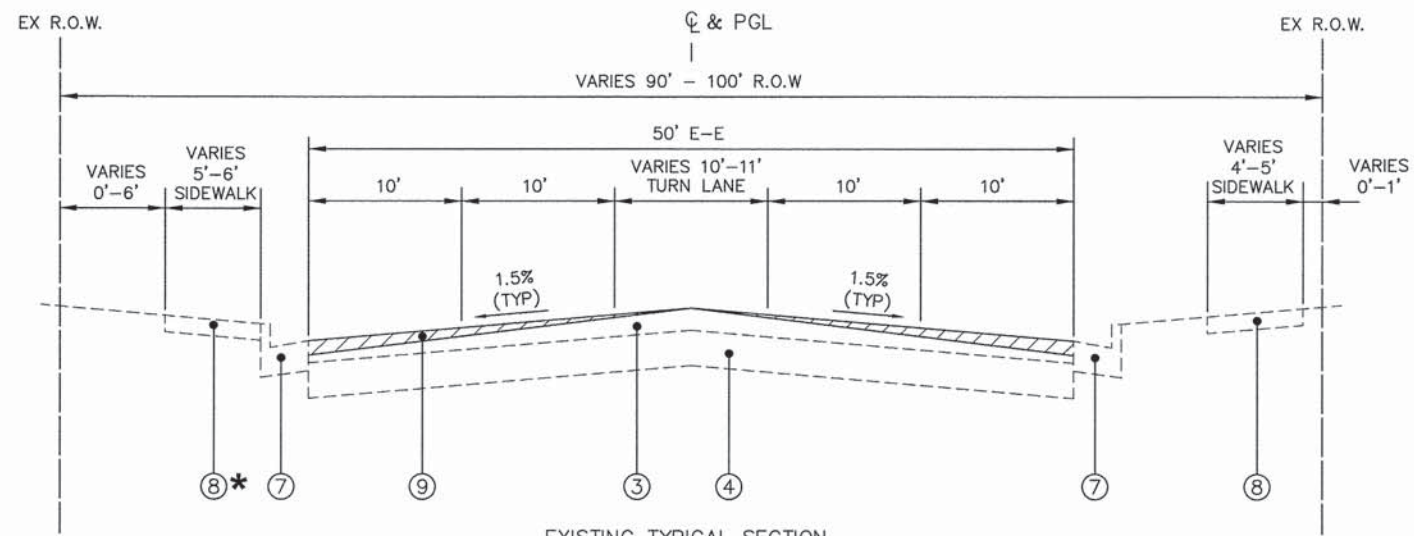
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

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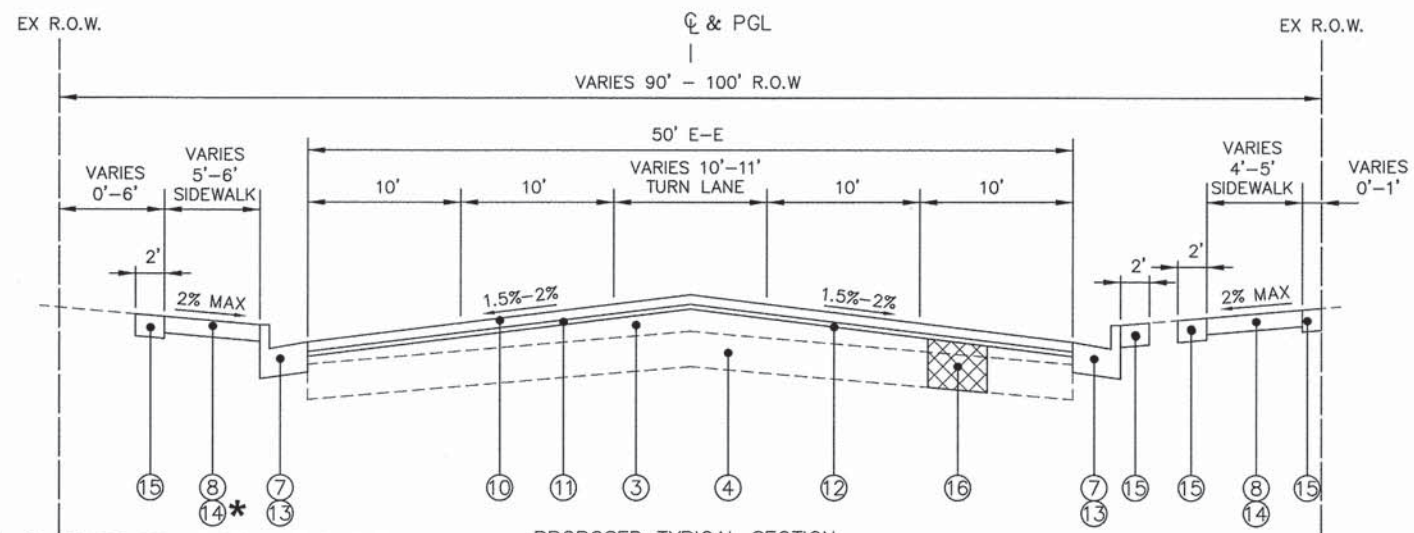
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2423	15-00186-00-RS	KANE	22	5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP			CONTRACT NO. 61B75	

Path: \\SUSPRO\EG1407\DWG\FINAL ENG\EG1407-00VER



EXISTING TYPICAL SECTION
STA 93+85 TO STA 95+92, LARKIN AVENUE
N.T.S.

* STA 84+25 TO STA 95+92



PROPOSED TYPICAL SECTION
STA 93+85 TO STA 95+92, LARKIN AVENUE
N.T.S.

* STA. 84+25 TO 95+92 REPLACEMENT
CURB AND SIDEWALK TO BE POURED
MONOLITHICALLY

LEGEND

- ① EXISTING 15.5" - 17.0" ASPHALT PAVEMENT
- ② EXISTING 13.5" - 15.5" ASPHALT PAVEMENT
- ③ EXISTING 5.0" ASPHALT PAVEMENT
- ④ EXISTING PORTLAND CEMENT CONCRETE BASE, 7" - 8"
- ⑤ EXISTING 7.0" - 8.5" AGGREGATE BASE
- ⑥ EXISTING 2.5" - 3.0" AGGREGATE BASE
- ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE VARIES B-6.12 TO B-6.24
- ⑧ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- ⑨ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH 0"-3"
- ⑩ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2.0"
- ⑪ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1.0"
- ⑫ BITUMINOUS MATERIALS (PRIME COAT)
- ⑬ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
- ⑭ SIDEWALK REMOVAL AND PORTLAND CEMENT CONCRETE SIDEWALK, 5" (AT VARIOUS LOCATIONS)
- ⑮ TOPSOIL, FERTILIZER AND SOD (LOCATIONS AS DIRECTED BY THE ENGINEER)
- ⑯ CLASS D PATCHES, 15 INCH (AT VARIOUS LOCATIONS)

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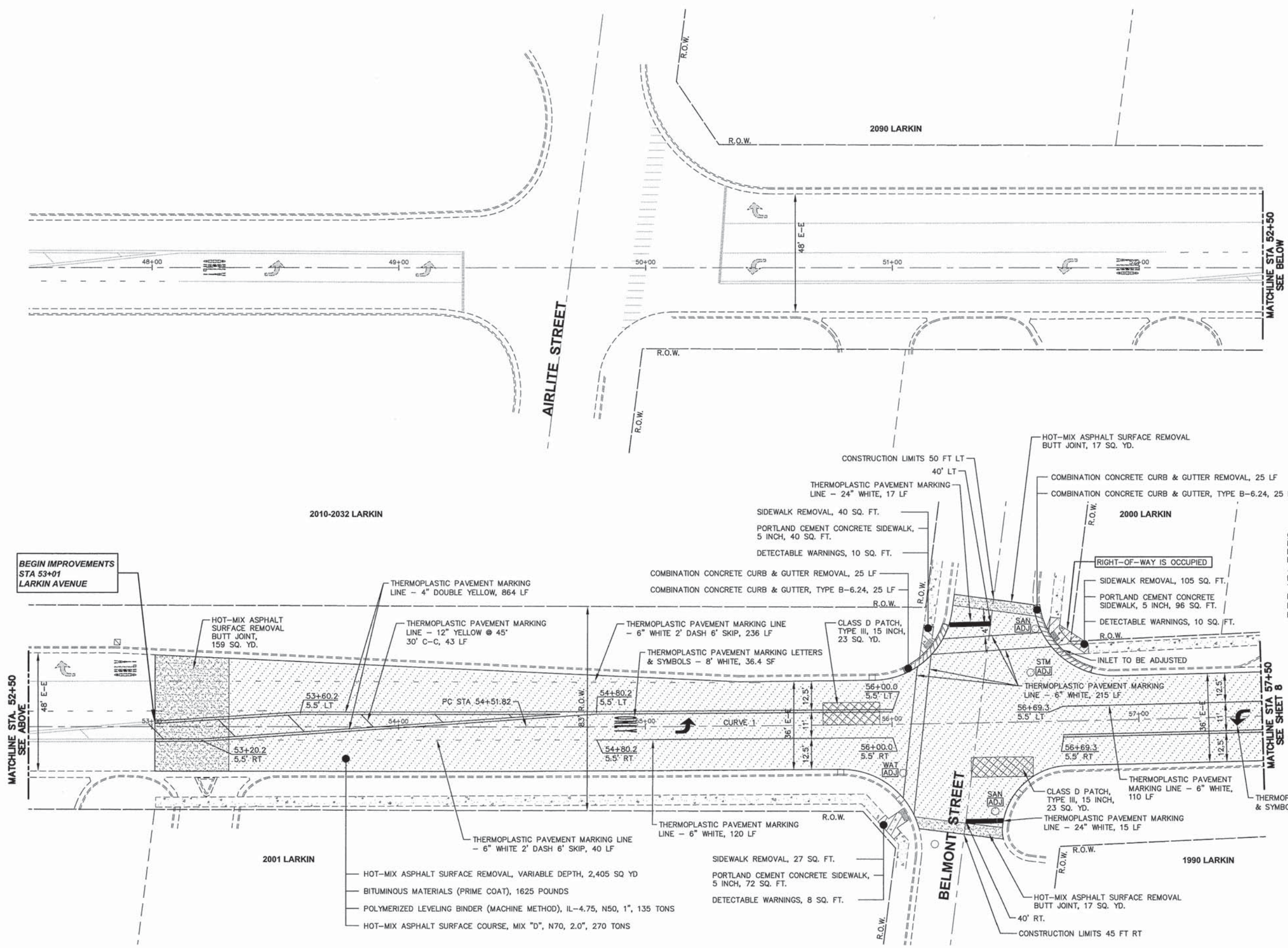
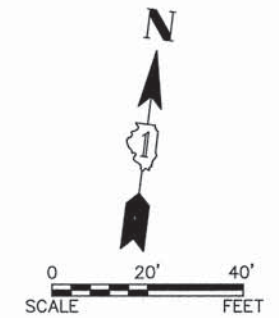
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. SHEET NO. 3 OF 3 SHEETS STA. 93+85 TO STA. 95+92

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2423	15-00186-00-RS	KANE	22	6
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT - STP			CONTRACT NO. 61B75	

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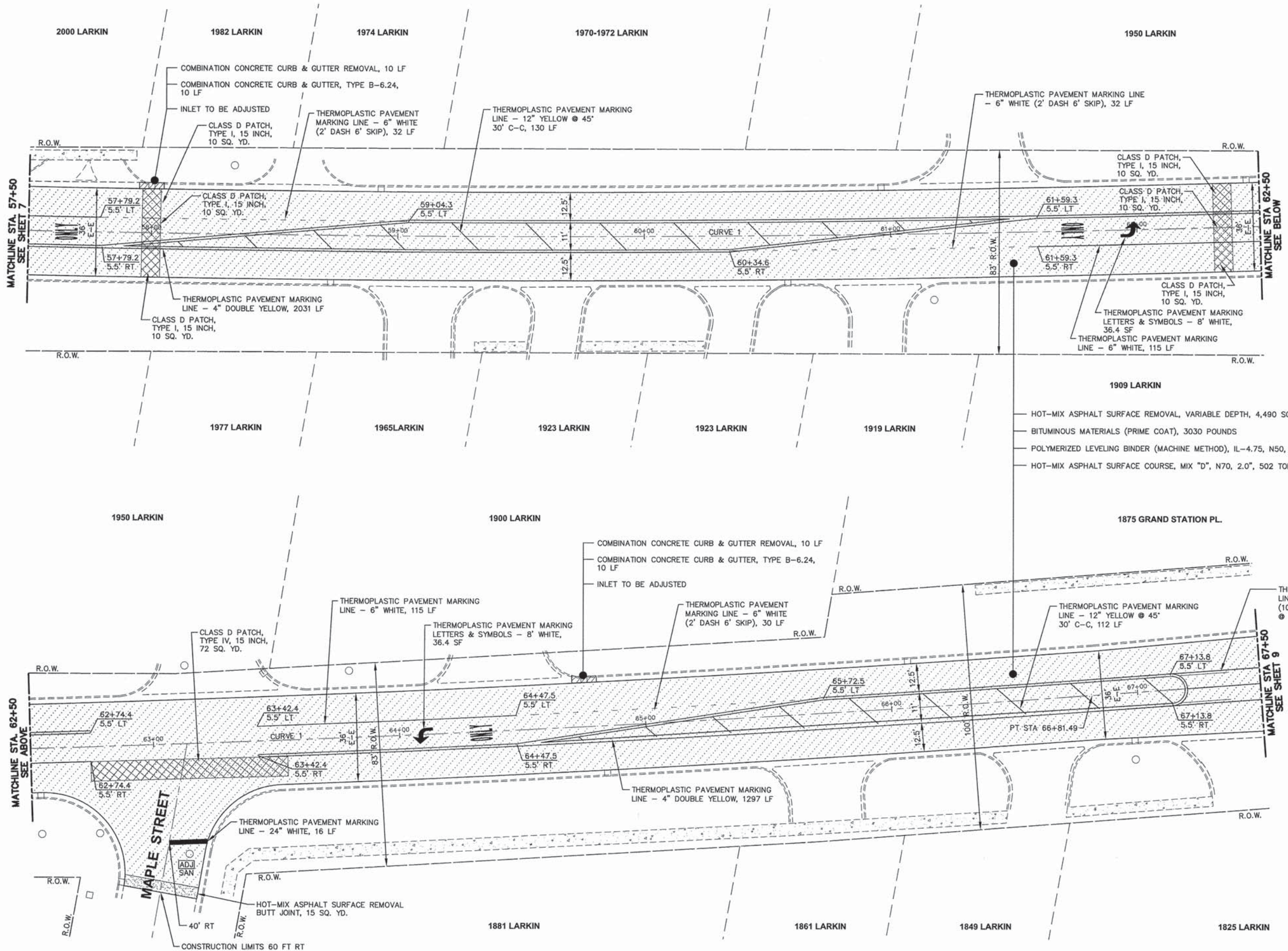
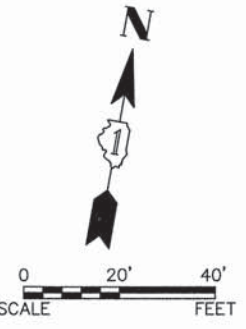


CURVE 1 DATA
 P.C. STA. = 54+51.82
 P.I. STA. = 60+67.44
 P.T. STA. = 66+81.49
 $\Delta = 7^{\circ}05'04''$
 $D = 0.576111'$
 $T = 615.62'$
 $R = 9,945.04'$
 $L = 1,229.67'$
 $E = 19.00'$

**BEGIN IMPROVEMENTS
 STA 53+01
 LARKIN AVENUE**

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	SCALE: 1" = 20' SHEET NO. 1 OF 5 SHEETS STA. 47+50 TO STA. 57+50					FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT - STP				



CURVE 1 DATA
 P.C. STA. = 54+51.82
 P.L. STA. = 60+67.44
 P.T. STA. = 66+81.49
 Δ = 7°05'04"
 D = 0.576111'
 T = 615.62'
 R = 9,945.04'
 L = 1,229.67'
 E = 19.00'

- HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH, 4,490 SQ YD
- BITUMINOUS MATERIALS (PRIME COAT), 3030 POUNDS
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1", 251 TONS
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2.0", 502 TONS

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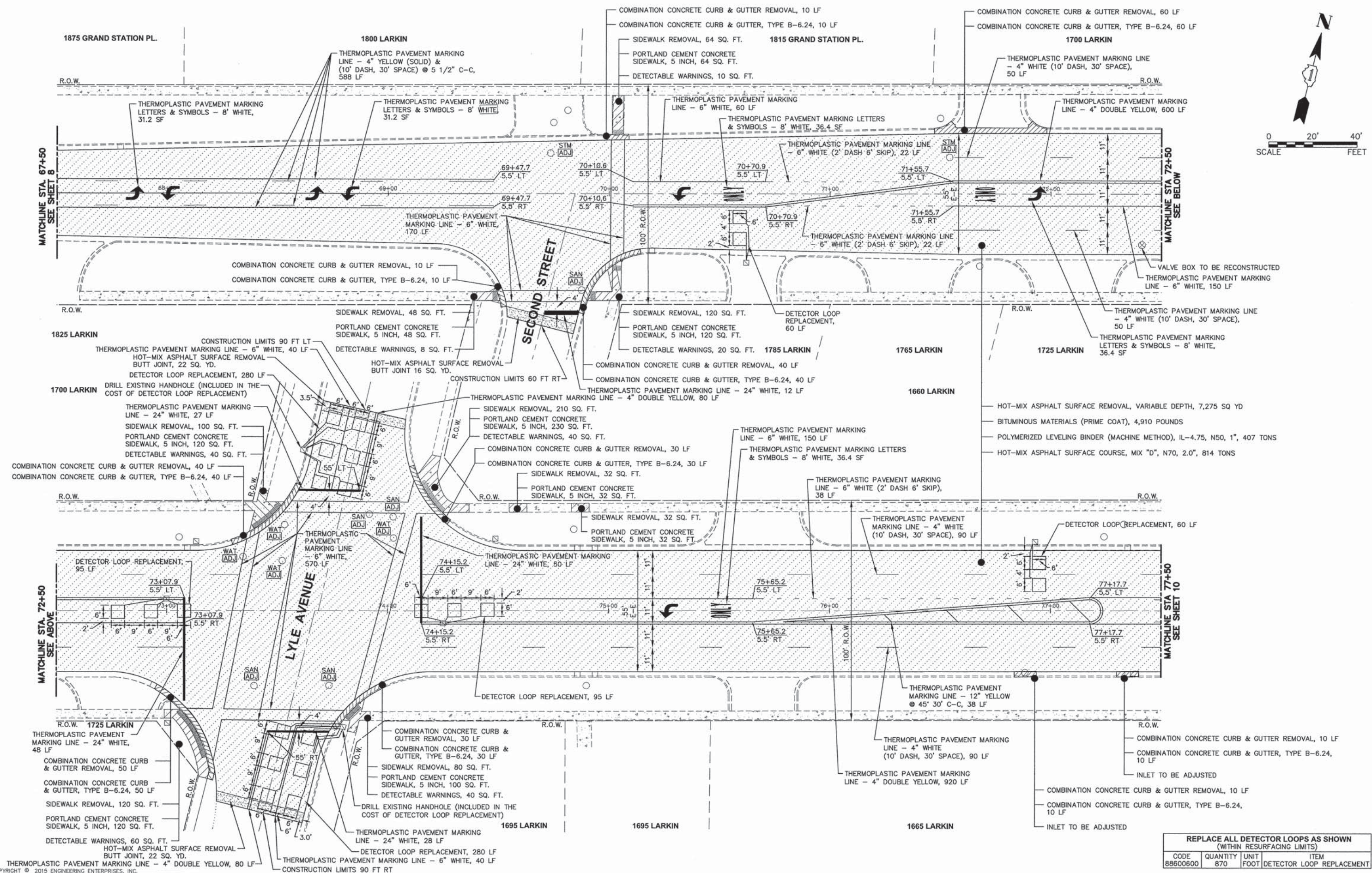
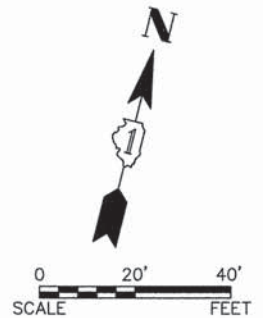
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

GENERAL PLAN

SCALE: 1" = 20' SHEET NO. 2 OF 5 SHEETS STA. 57+50 TO STA. 67+50

F.A.U. RTE. 2423	SECTION 15-00186-00-RS	COUNTY KANE	TOTAL SHEETS 22	SHEET NO. 8
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 61B75	
FED. AID PROJECT - STP				

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REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN RESURFACING LIMITS)			
CODE	QUANTITY	UNIT	ITEM
88600600	870	FOOT	DETECTOR LOOP REPLACEMENT

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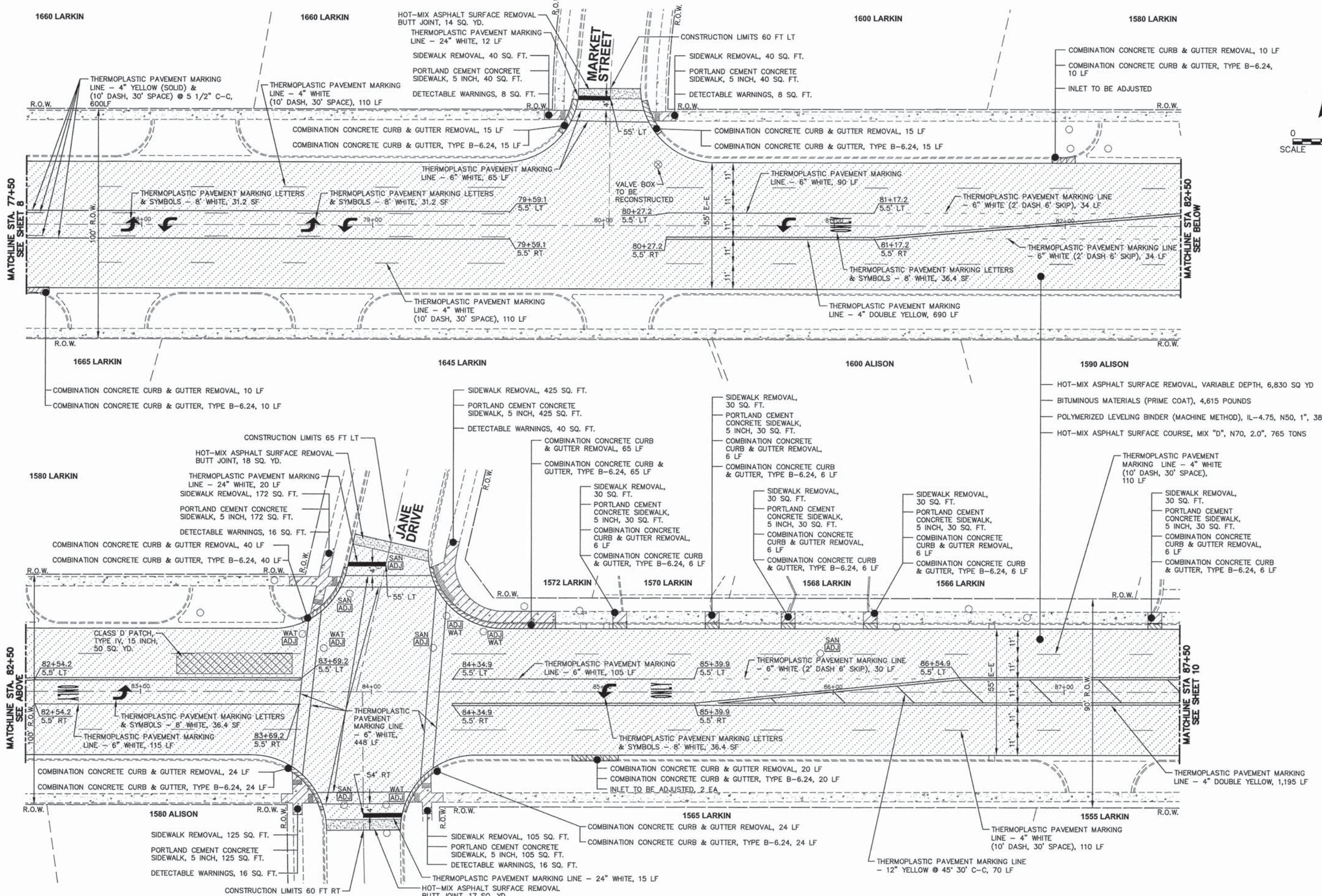
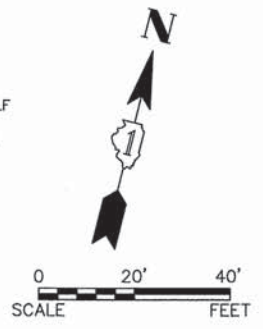
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PLAT DATE =	DATE - 02/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

SCALE: 1" = 20' SHEET NO. 3 OF 5 SHEETS STA. 67+50 TO STA. 77+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2423	15-00186-00-RS	KANE	22	9
CONTRACT NO. 61B75			FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT - STP	



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	DATE - 02/2015	REVISED -

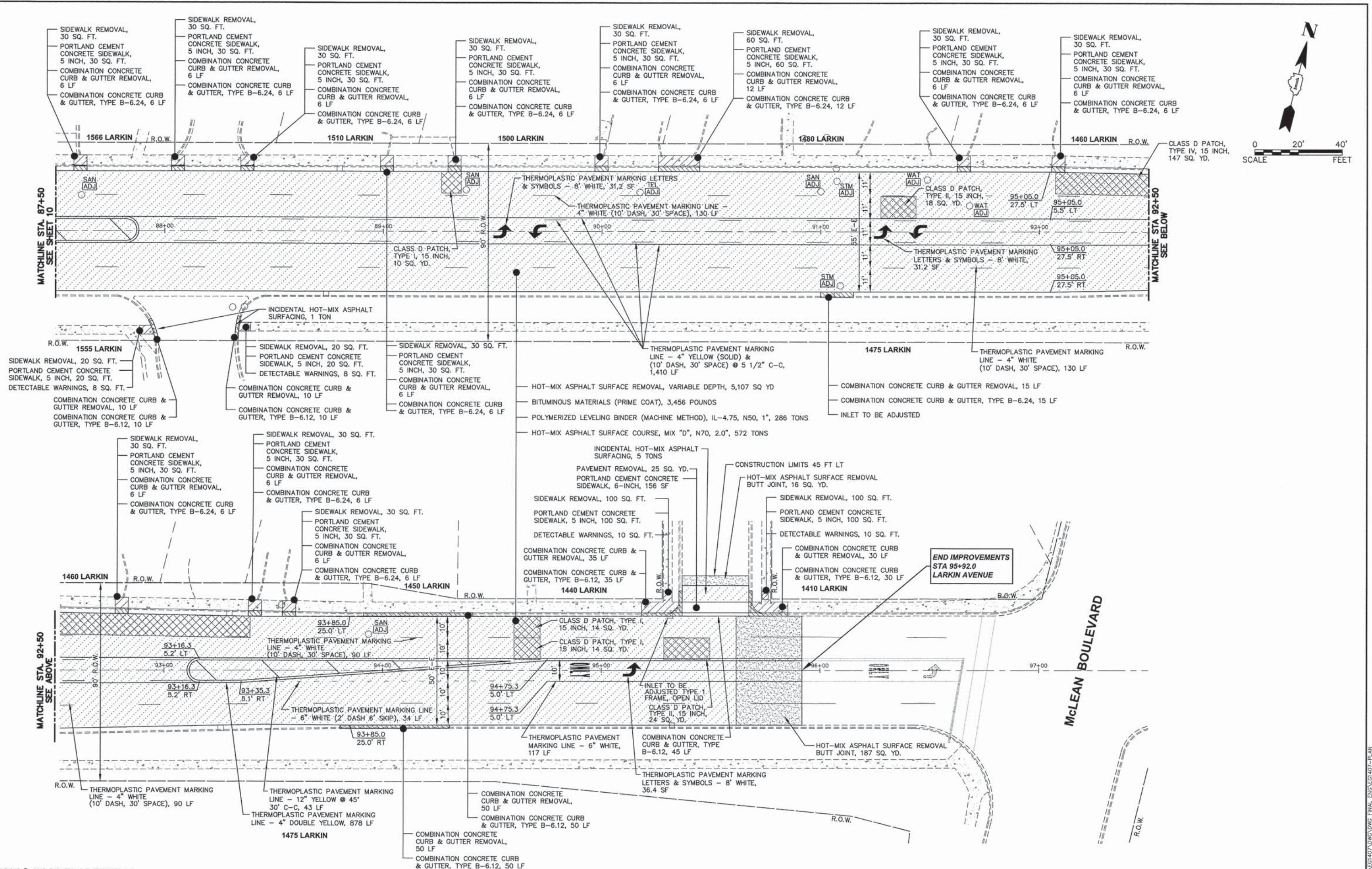
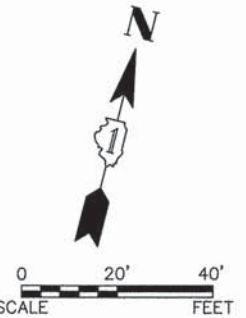
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

SCALE: 1" = 20' SHEET NO. 4 OF 5 SHEETS STA. 77+50 TO STA. 87+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2423	15-00186-00-RS	KANE	22	10
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT - STP			CONTRACT NO. 61B75	

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	DATE - 02/2015	REVISED -

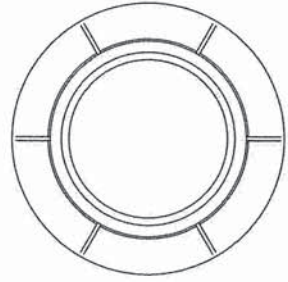
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

SCALE: 1" = 20' SHEET NO. 5 OF 5 SHEETS STA. 87+50 TO STA. 97+50

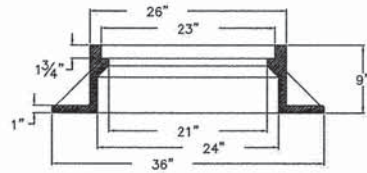
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2423	15-00186-00-RS	KANE	22	11
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT - STP			CONTRACT NO. 61B75	

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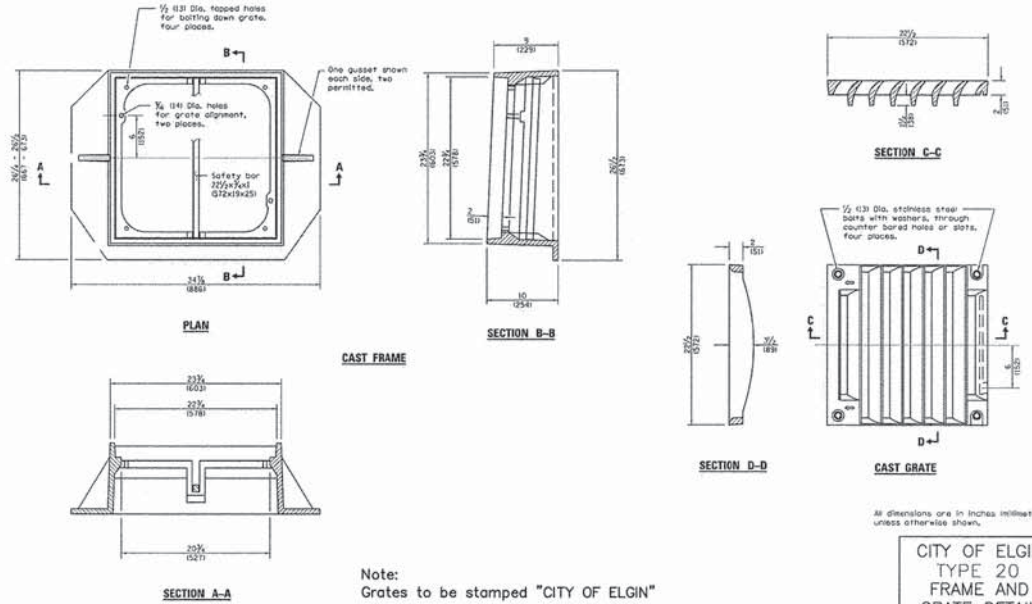


NOTES:

1. Material is cast gray iron ASTM A-48, Class 35B with non-painted finish.
2. Frame = 370 lbs. or greater.
3. Lid = 180 lbs. or greater.
4. Closed lids to have blind surface and machined horizontal bearing surface and:
 - a. Sanitary manholes to have self sealing lid or gasket sealed cover, and to have "CITY OF ELGIN" stamped in lid "SANITARY"
 - b. Valve vaults to have stamped "CITY OF ELGIN" "WATER"
 - c. Storm manholes to have stamped "CITY OF ELGIN" "STORM"

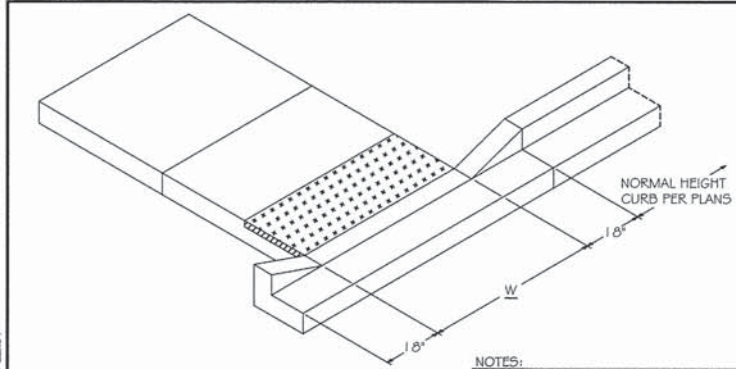


CITY OF ELGIN
TYPE 1
FRAME AND
LID DETAIL
REVISED: MARCH 3, 2011



CITY OF ELGIN
TYPE 20
FRAME AND
GRATE DETAIL
REVISED: JULY 12 2011

Note:
Grates to be stamped "CITY OF ELGIN"



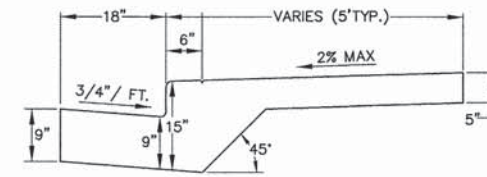
CURB HEAD TAPER AT
PEDESTRIAN RAMP
FOR SIDEWALK IN LANDSCAPED AREAS

NOTES:

1. PLACEMENT OF DETECTABLE WARNING TILES SHALL ADHERE TO LOCATIONS # SETBACKS AS SHOWN IN IDOT HIGHWAY STANDARDS INCLUDING 424001, 424006, 424016, 424021, AND 424026 FOR VARIOUS FIELD CONDITIONS. SIDEWALK RAMP WIDTH (W) AND LAYOUT SHALL BE ACCORDING TO THESE IDOT HIGHWAY STANDARDS, EXCEPT A SIDE CURB SHALL NOT BE CONSTRUCTED IN LANDSCAPED AREAS.
2. DETECTABLE WARNING TILES SHALL BE BRICK RED ARMOR TILE PRODUCT WITH A 5 YEAR WARRANTY (MIN.).
3. TILES SHALL BE INSTALLED PER MANUFACTURER INSTRUCTIONS.
4. THE COLORING AND STAMPING OF CONCRETE WILL NOT BE ALLOWED.

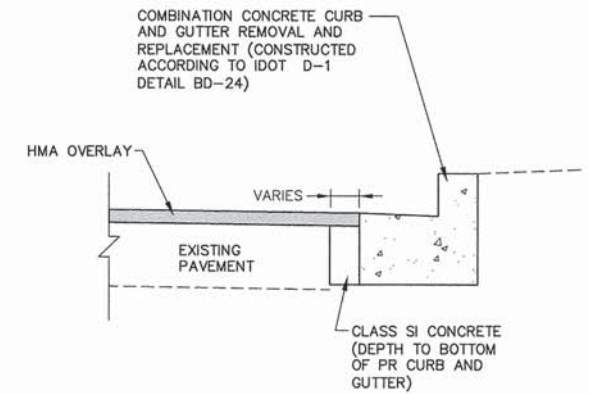
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DATE:	BY:	DATE:	BY:	DATE:	BY:
		2/2015			
		CHECKED: TAW			
		DRAWN: CLN			



- NOTE:**
- FIELD CONDITIONS MAY REQUIRE THE HEIGHT OF THE CURB HEAD TO BE REDUCED AND/OR THE CROSS SLOPE OF THE WALK PORTION MAY REQUIRE REDUCTION.
 - THIS DETAIL SHALL APPLY TO ALL LOCATIONS WHERE CURB LINE WALK EXISTS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 - REMOVAL OF MONOLITHIC WALK SHALL BE PAID FOR AS COMBINATION CONCRETE CURB & GUTTER REMOVAL AND SIDEWALK REMOVAL.
 - REPLACEMENT OF MONOLITHIC WALK SHALL BE PAID AS COMBINATION CONCRETE CURB & GUTTER AND PORTLAND CEMENT CONCRETE SIDEWALK OF THE TYPE AND THICKNESS SPECIFIED IN THE PLANS.

MONOLITHIC SIDEWALK DETAIL



- NOTE:**
- THE COST OF THE CLASS SI CONCRETE SHALL BE CONSIDERED INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER REMOVAL OF THE TYPE SPECIFIED.

CONCRETE BACKFILL ADJACENT TO COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS

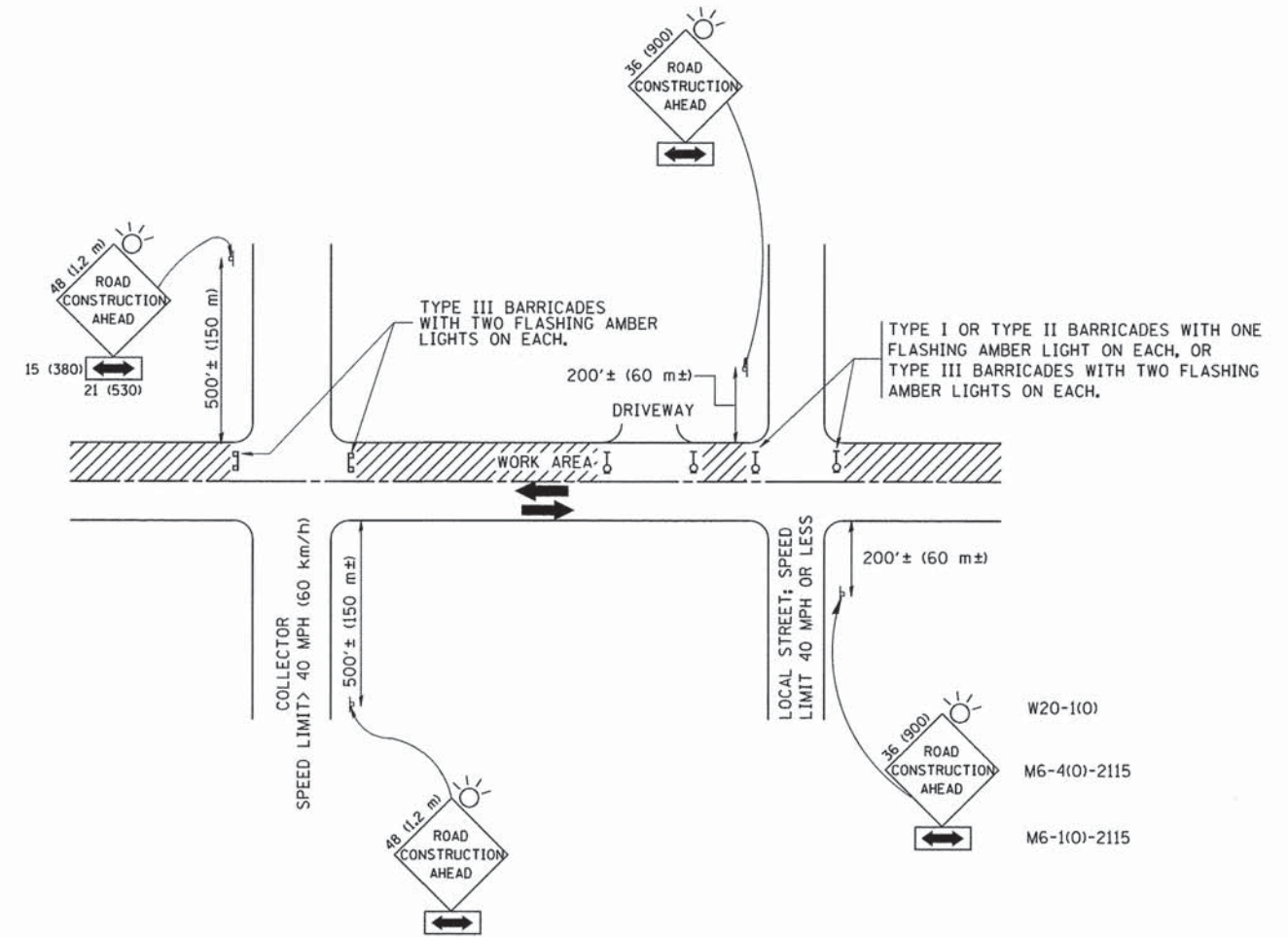
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2423	15-00186-00-RS	KANE	22	12
CONTRACT NO. 61B75				

FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT - STP

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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.

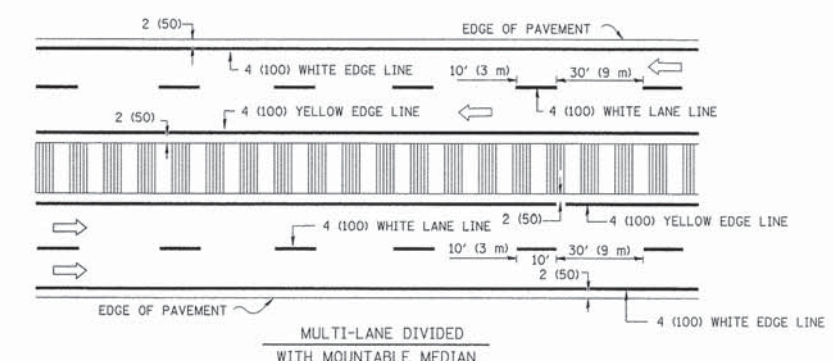
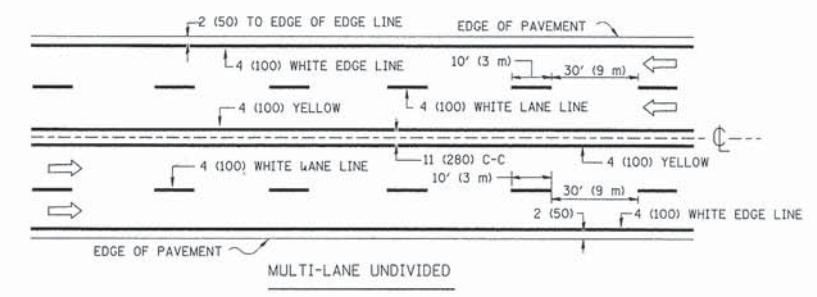
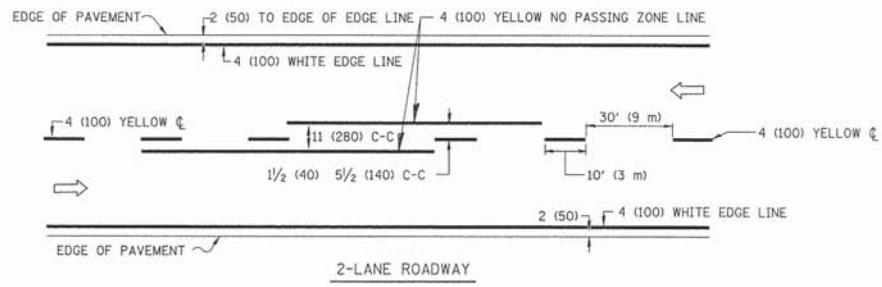
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	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

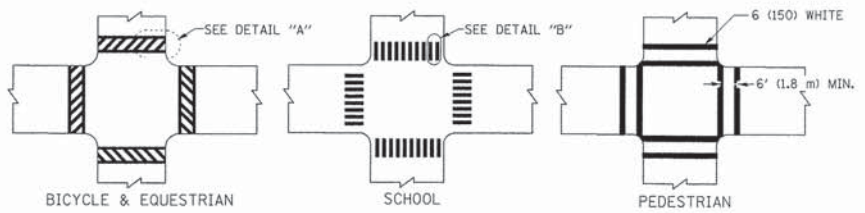
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 61B75	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

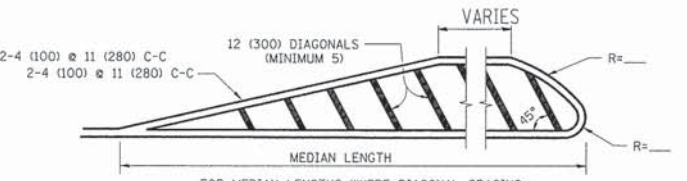
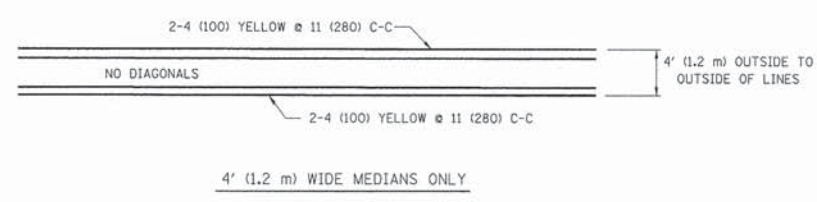


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

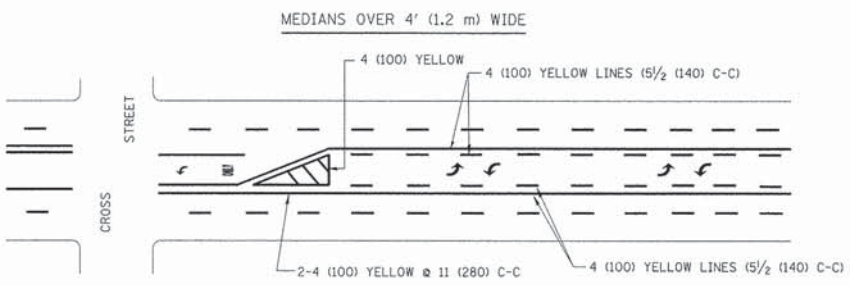
TYPICAL LANE AND EDGE LINE MARKING



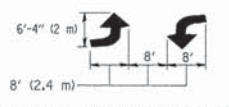
TYPICAL CROSSWALK MARKING



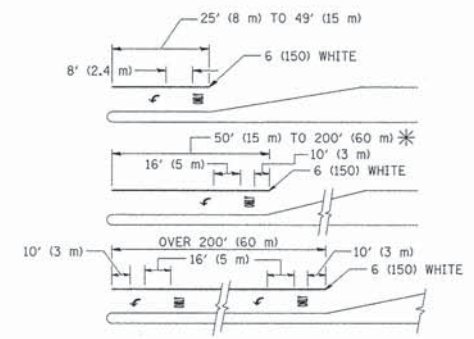
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



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.



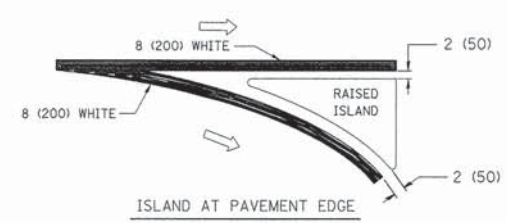
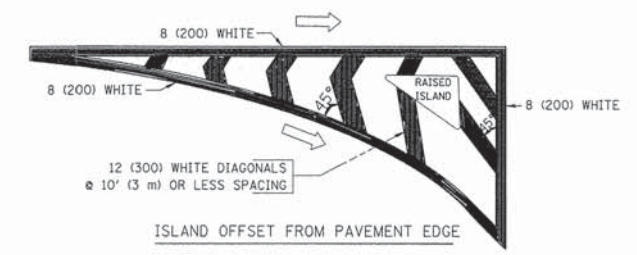
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * 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



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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	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))

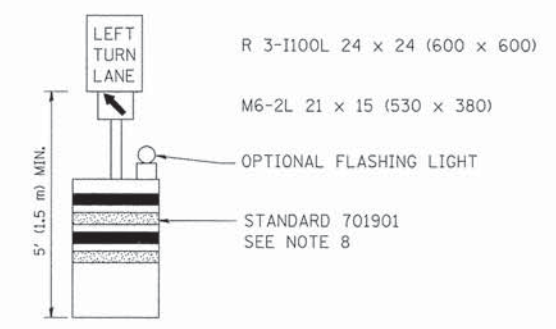
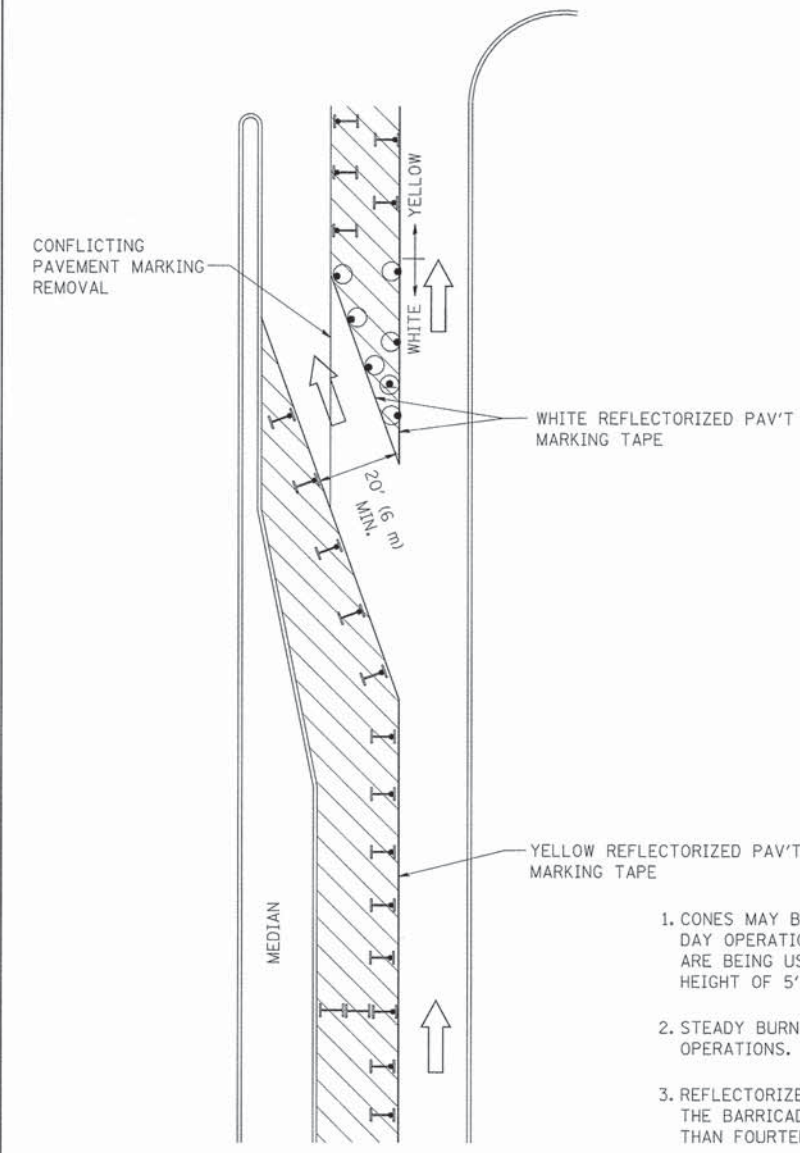
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
c:\pwwork\p\drivakosgn\d0100315\td	3.dgn	DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 58,000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.U. RTE. 2423	SECTION 15-00186-00-RS	COUNTY KANE	TOTAL SHEETS 22	SHEET NO. 14
TYPICAL PAVEMENT MARKINGS		TC-13		CONTRACT NO. 61B75		
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			









GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

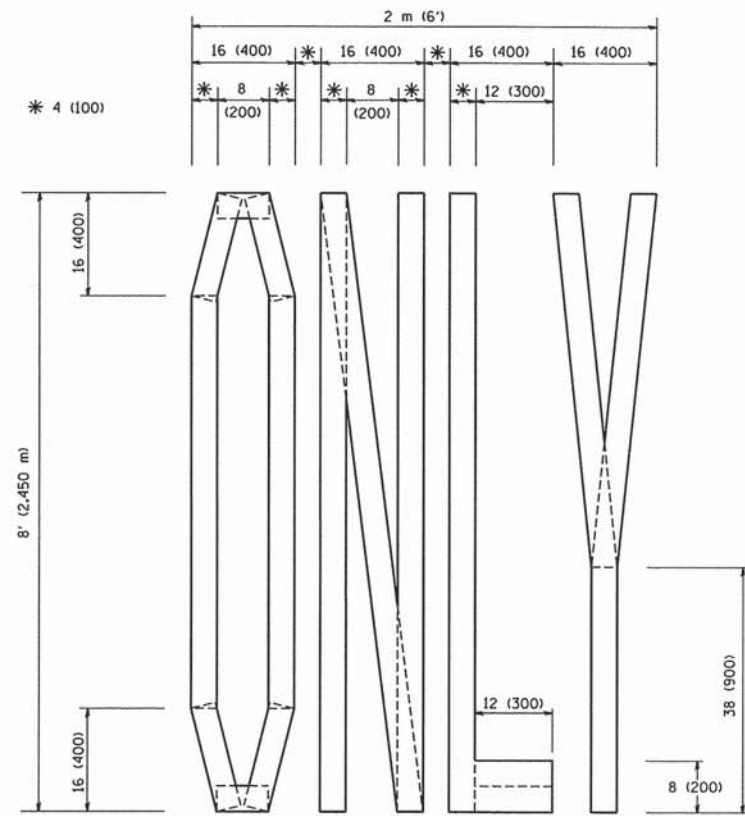
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	PLOT SCALE = 49.9999 ' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 9/14/2009	REVISED -T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

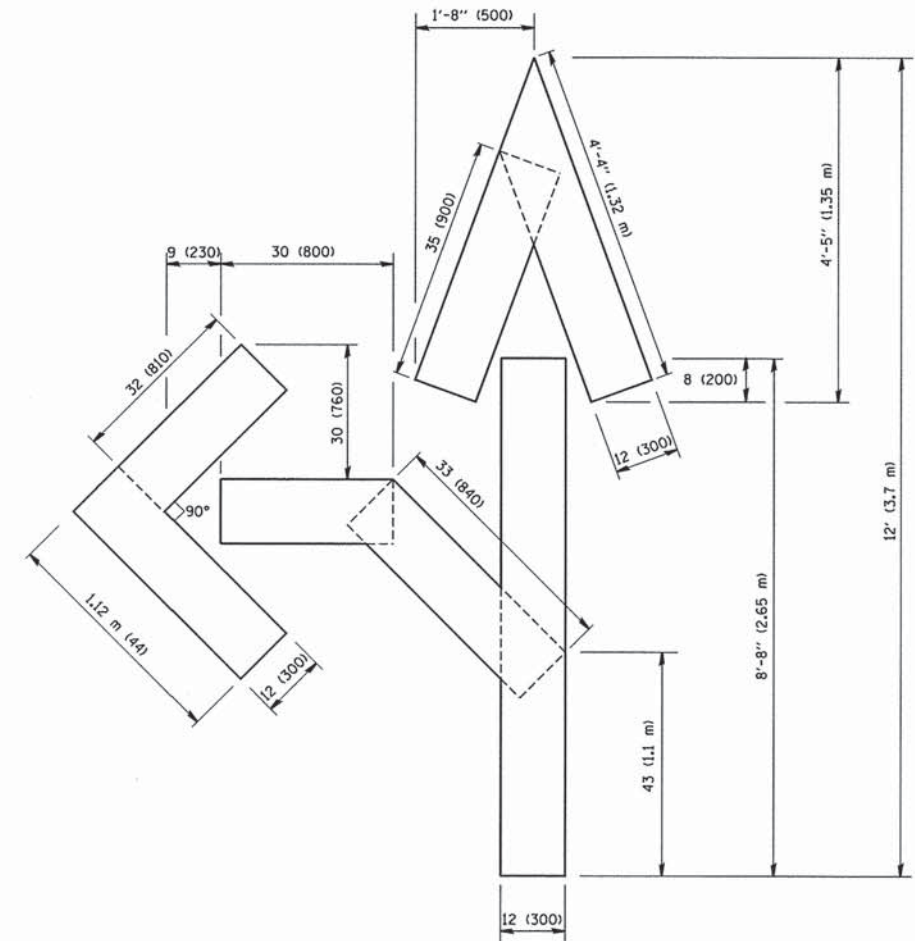
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

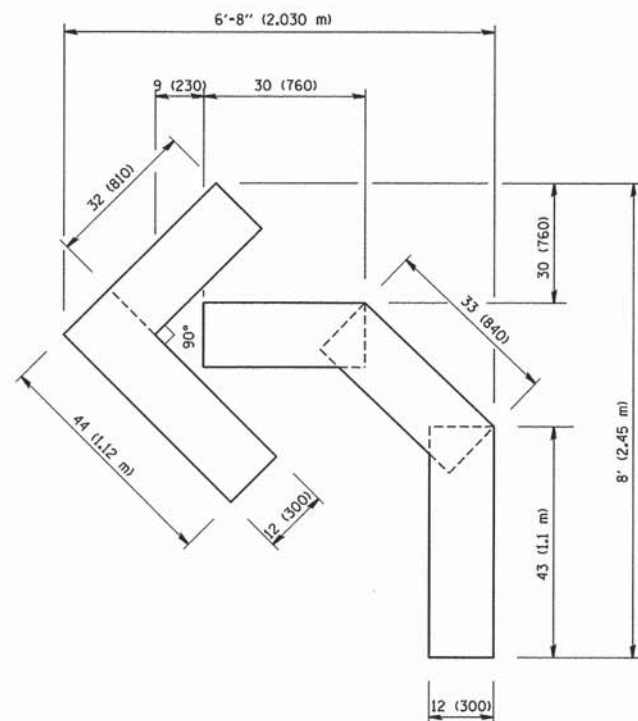
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2423	15-00186-00-RS	KANE	22	15
TC-14		CONTRACT NO. 61B75		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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)

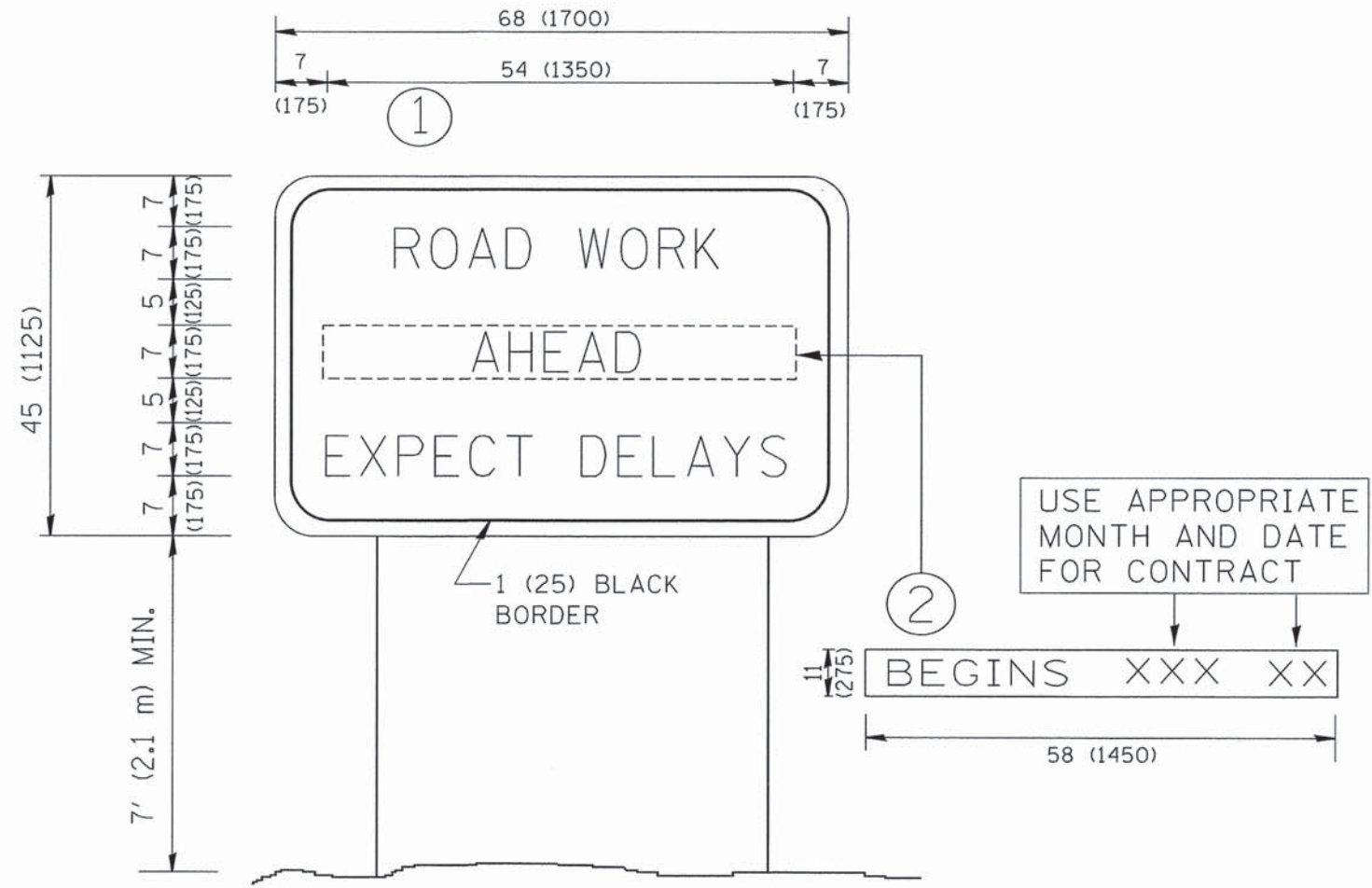
All dimensions are in Inches (millimeters) unless otherwise shown.

FILE NAME = W:\distatd\22\34\tcl6.dgn	USER NAME = geglianobt	DESIGNED - DRAWN -	REVISED -T, RAMMACHER 06-05-96 REVISED -T, RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T, RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	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.
2423	15-00186-00-RS	KANE	22	16
TC-16			CONTRACT NO. 61B75	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

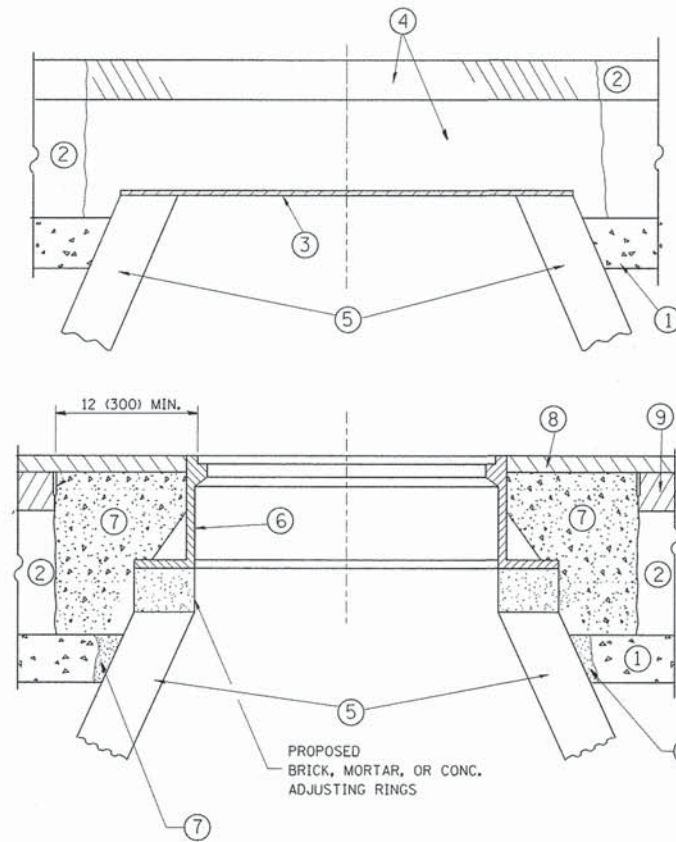


NOTES:

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 = W:\diststd\22x34\to22.dgn	USER NAME = gaglienobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97 REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.U. RTE. 2423	SECTION 15-00186-00-RS	COUNTY KANE	TOTAL SHEETS 22	SHEET NO. 17
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	TC-22			CONTRACT NO. 61B75				
PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



NOTES:

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

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

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

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

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
ci:\pw\work\p\p\dot\bauerdl\d0100315\bd008.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1/68.5000' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

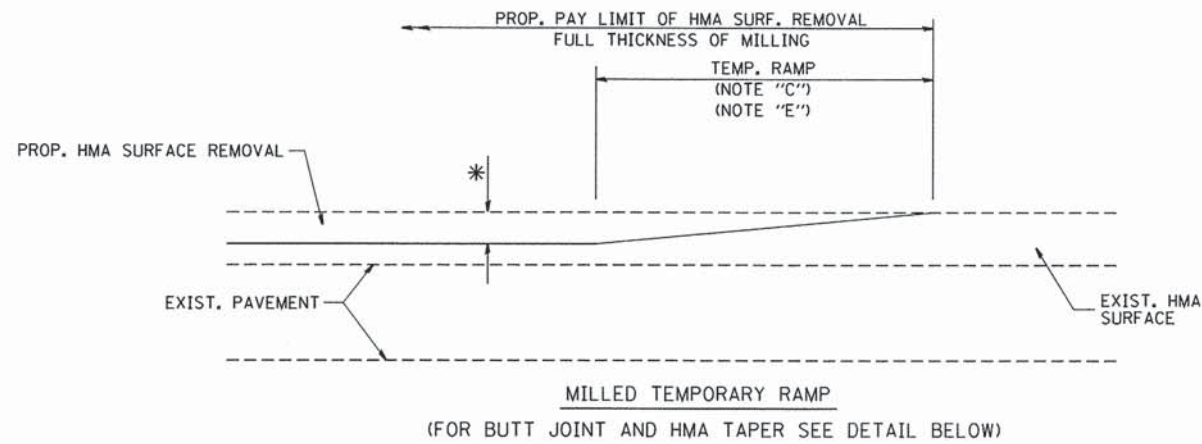
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SHEET NO. 1 OF 1 SHEETS

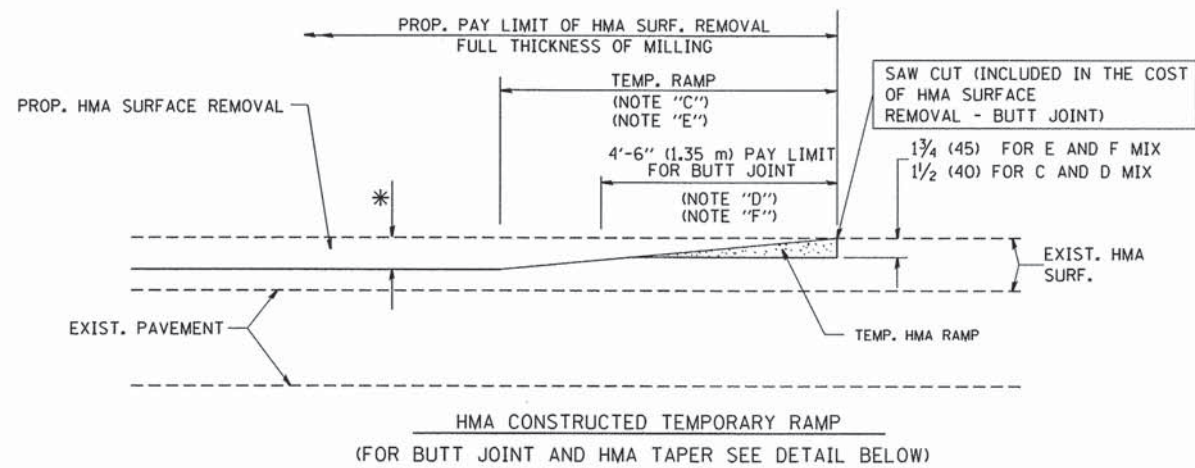
STA.

TO STA.

F.A.U. RTE. 2423	SECTION 15-00186-00-RS	COUNTY KANE	TOTAL SHEETS 22	SHEET NO. 18
BD600-03 (BD-8)			CONTRACT NO. 61B75	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

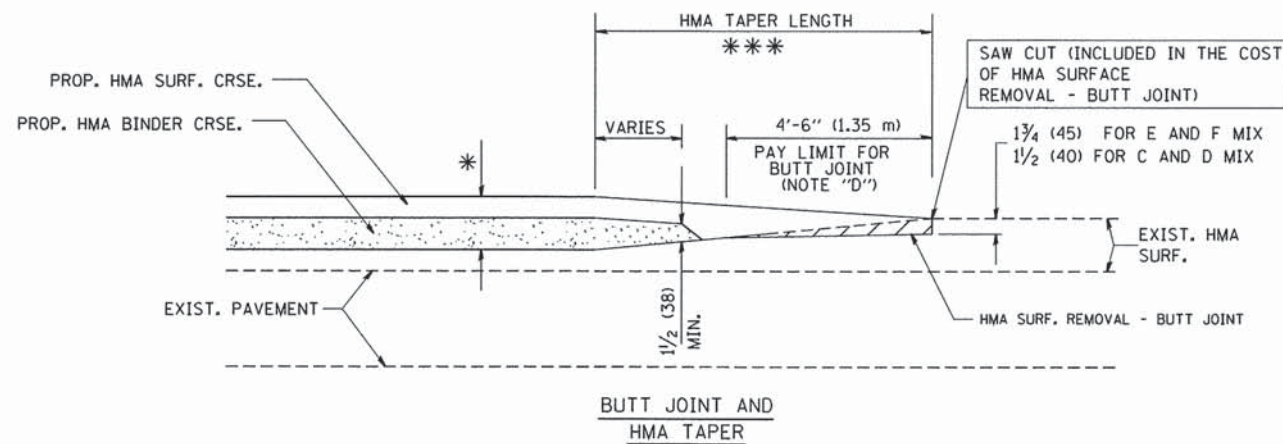


OPTION 1

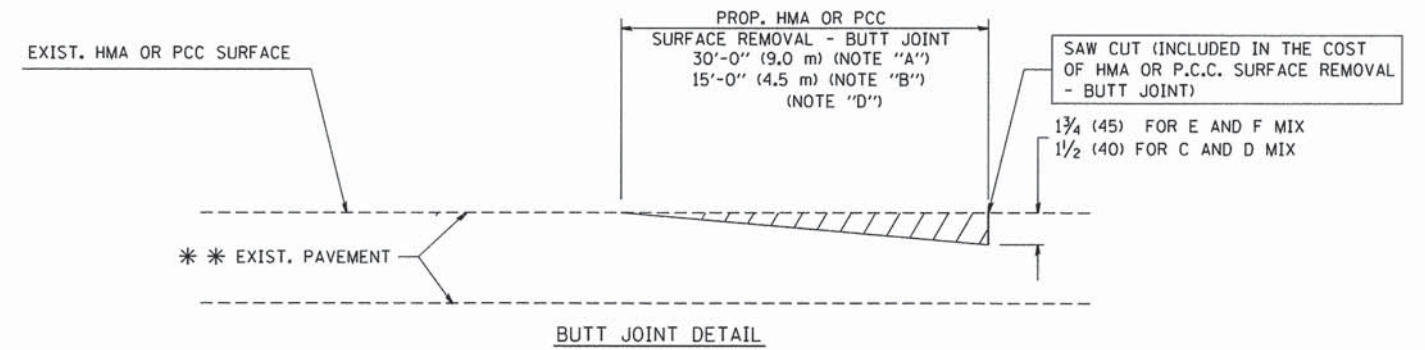


OPTION 2

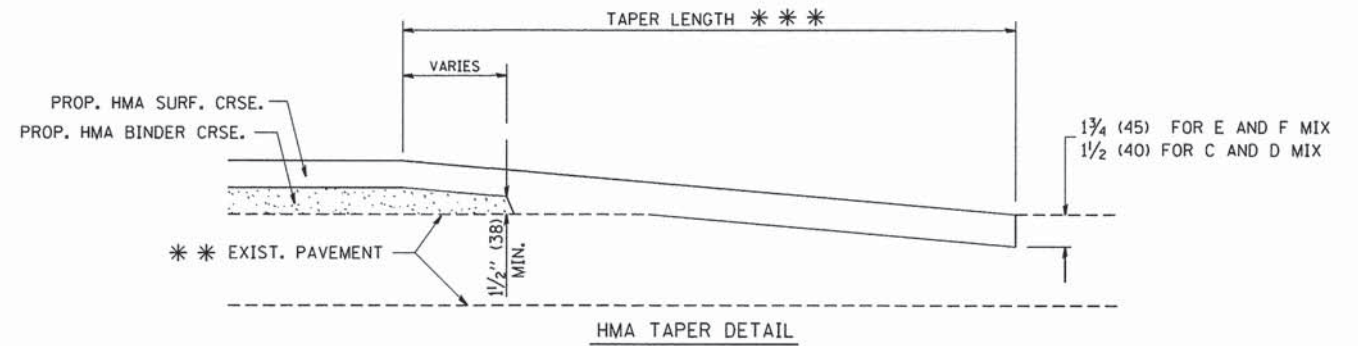
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = goglienobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50,0000 "/ IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

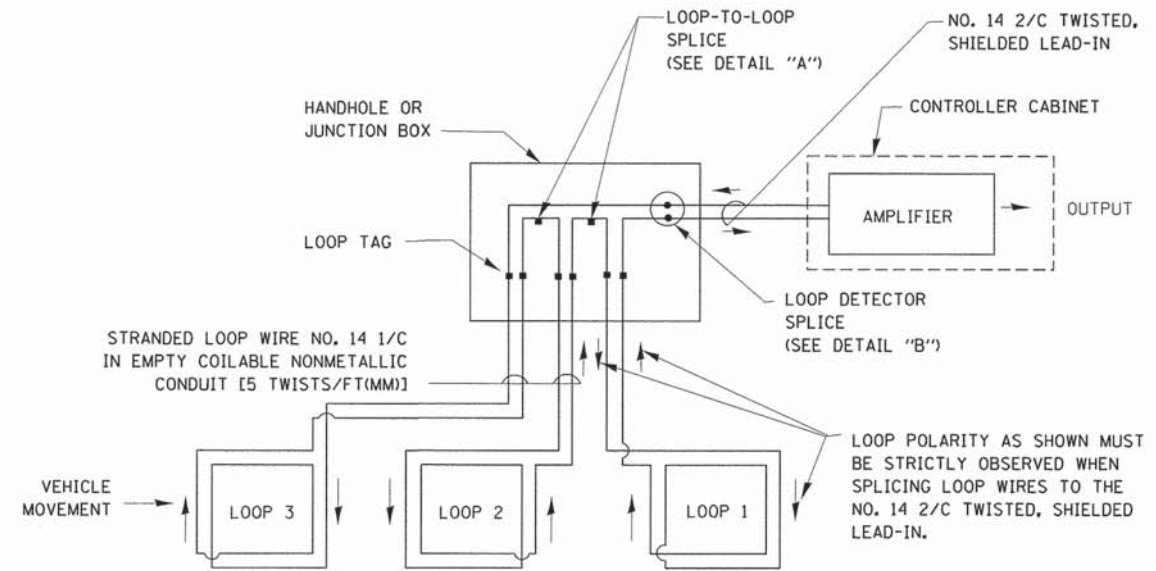
**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.U. RTE. 2423	SECTION 15-00186-00-RS	COUNTY KANE	TOTAL SHEETS 22	SHEET NO. 20
BD400-05 BD32			CONTRACT NO. 61B75	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

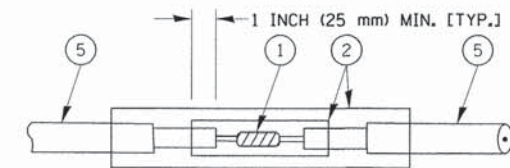
LOOP DETECTOR NOTES

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

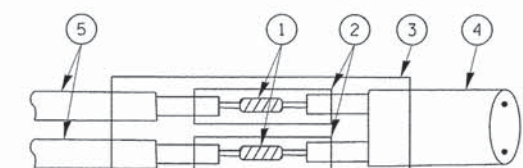


DETECTOR LOOP WIRING SCHEMATIC

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

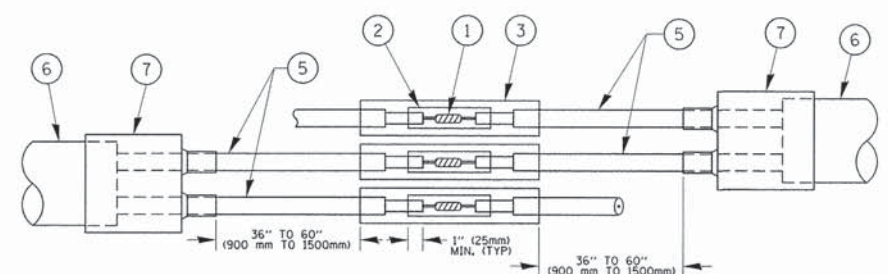


DETAIL "A"
LOOP-TO-LOOP SPLICE

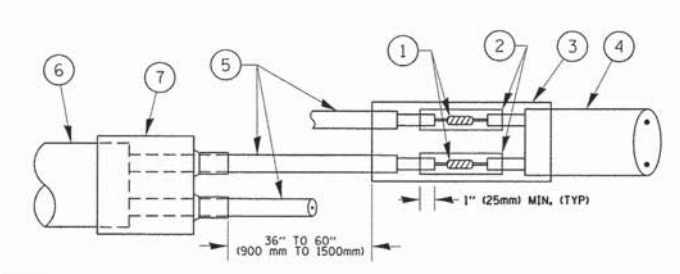


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



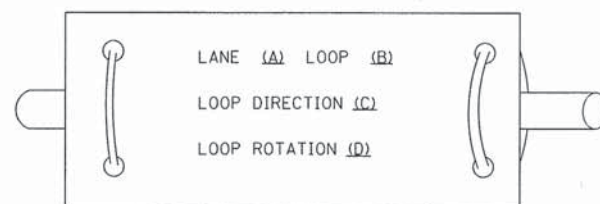
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

LOOP LEAD-IN CABLE TAG

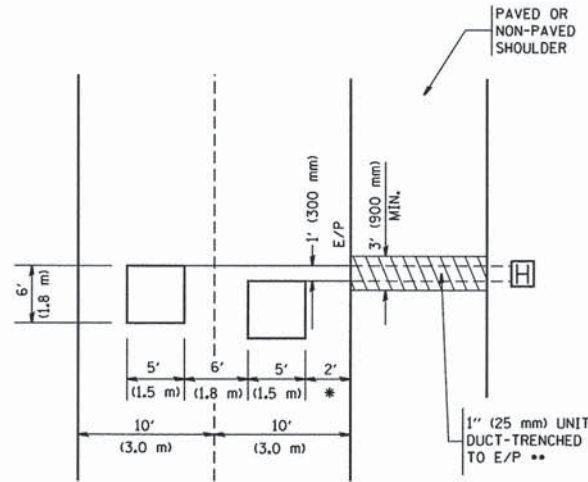


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE. 2423	SECTION 15-00186-00-RS	COUNTY KANE	TOTAL SHEETS 22	SHEET NO. 21
DRAWN - BCK	CHECKED - DAD	DATE - 10-28-09	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA. TO STA.	TS-05		CONTRACT NO. 61B75		
PLOT SCALE = 50,0000' / in.					FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT							
PLOT DATE = 1/13/2014												

LOOPS NEXT TO SHOULDERS

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

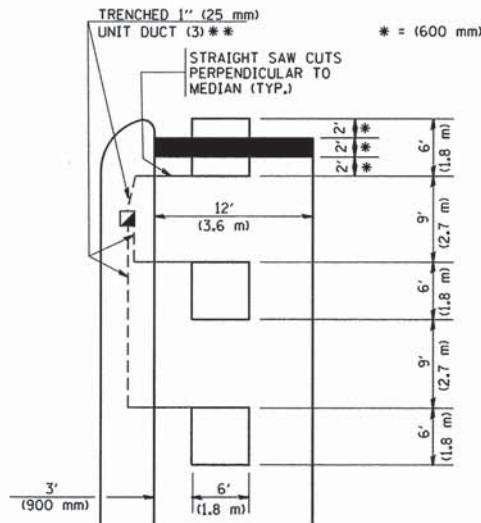


* = (600 mm)

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

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

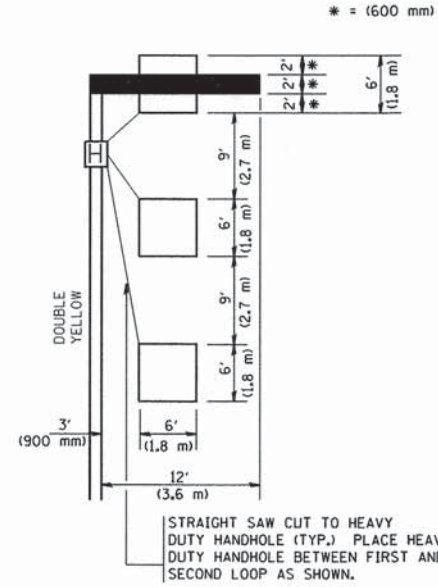
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

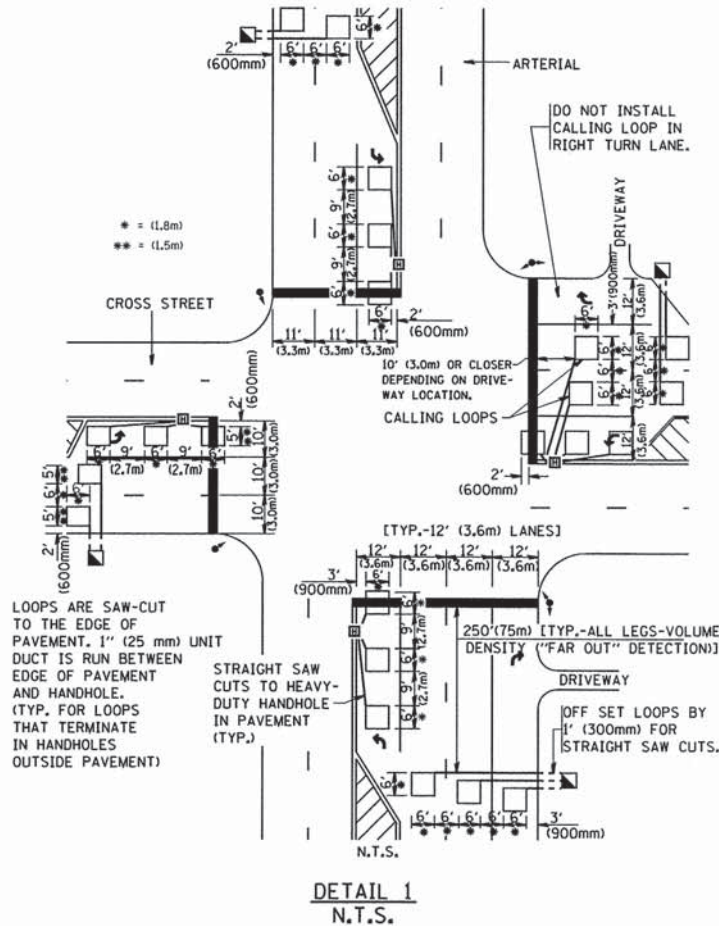
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



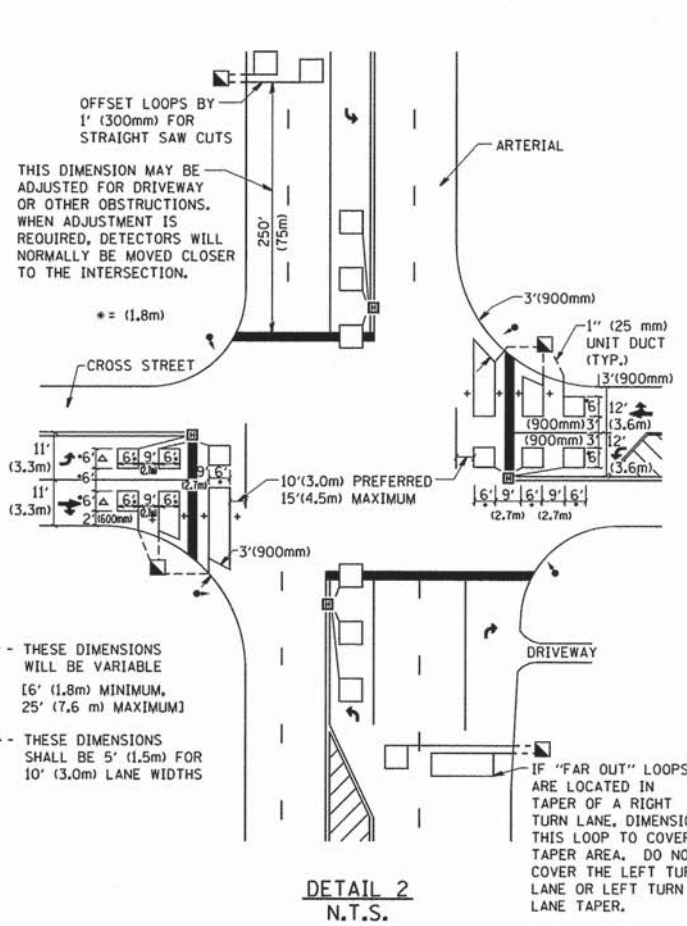
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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 SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

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.

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USER NAME = geglennobt
PLOT SCALE = 50.0000" / IN.
PLOT DATE = 1/4/2008

DESIGNED -
DRAWN -
CHECKED - R.K.F.
DATE -

REVISED -
REVISED -
REVISED -
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. 2423	SECTION 15-00186-00-RS	COUNTY KANE	TOTAL SHEETS 22	SHEET NO. 22
TS-07		CONTRACT NO. 61B75		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				