06-14-2019 LETTING ITEM 026

026

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2019-030-RS	WILL	19	1
	ILLINOIS	CONTRACT NO. 62J08		

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

D–91–152–19

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED HIGHWAY PLANS

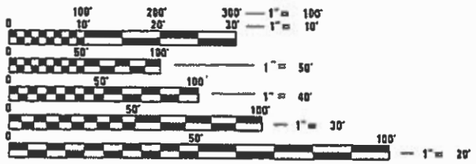
VARIOUS ROUTES
SECTION: 2019–030–RS
VARIOUS LOCATIONS IN WILL COUNTY
INTERMITTENT RESURFACING
WILL COUNTY

C–91–363–19

THIS PROJECT IS LOCATED IN:
THE CITY OF LOCKPORT
THE CITY OF WILMINGTON
THE VILLAGE OF BOLINGBROOK
THE VILLAGE OF ROMEOVILLE

LOCATION OF SECTION INDICATED THUS:– ■

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4



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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 26 20 19

Anthony J. Quigley 1883
REGIONAL ENGINEER

May 10 20 19
ENGINEER OF DESIGN AND ENVIRONMENT

May 9 20 19
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PROJECT ENGINEER: DANIEL WILGREEN (847) 705–4240
PROJECT MANAGER: FAWAD AQUEEL (847) 705–4247

CONTRACT NO. 62J08

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-07	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701336-07	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS $\geq$ 45 MPH TO 55 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS $\geq$ 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS $\leq$ 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-08	TRAFFIC CONTROL DEVICES

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE (OR TOLLWAY) PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT (OR ISTHA)

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.

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.

ALL INTERMITTENT RESURFACING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE ENGINEER SHALL CONTACT DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT DON.CHIARUGI@ILLINOIS.GOV, A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

THE EXISTING ROADWAY TYPICAL SECTION IS ASSUMED TO HAVE A 3 INCH HOT-MIX ASPHALT OVERLAY ON TOP OF A TEN INCH CONCRETE BASE.

ALL INTERMITTENT RESURFACING LOCATIONS SHOWN IN THE PLANS ARE TWO (2) INCH MILL AND RESURFACE ONLY. THE MINIMUM WIDTH FOR INTERMITTENT RESURFACING SHALL BE THREE (3) FEET.

NO PATCHING OR RESURFACING IS TO BE DONE WITHIN FIFTY (50) FEET OF ANY RAILROAD CROSSING.

THE COST OF ANY PARTIAL OR FULL DEPTH PATCHING REQUIRED AFTER THE REMOVAL OF THE EXISTING 2 INCH HOT-MIX ASPHALT SURFACE SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

ANY DETECTOR LOOPS DAMAGED BY MILLING SHALL BE REPLACED IN KIND.
IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO QUANTIFY LOOP REPLACEMENTS NEEDED AND PROVIDE THE RESIDENT ENGINEER THIS INFORMATION PRIOR TO GRINDING OR REMOVAL.

ALL LOOP DETECTOR LOCATIONS SHALL BE CURB MARKED BY THE CONTRACTOR PRIOR TO MILLING FOR THE PURPOSE OF REESTABLISHING DETECTOR LOOP LAYOUT AFTER THE RESURFACING IS COMPLETED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).

OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
ANY MILLED PAVEMENT IS TO BE RESURFACED BY THE END OF EACH DAY AND OPEN TO TRAFFIC.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS (%) @ $N_{DES.}$	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% @ 70 GYR	QC/ QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" 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

REV. - MS

MODEL: Default
FILE NAME: pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Design\CADD\strat\Design\2019\Patching\HMA\HMA-Arterial Will.dgn

USER NAME = Bilgramisa	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/29/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	2
		CONTRACT NO. 62J08		
		ILLINOIS	FED. AID PROJECT	

	SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					
	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE WILL COUNTY 0005						CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE WILL COUNTY 0005					
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	5374	5374						* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	90	90					
	40600400	MIXTURE FOR CRACKS, JOINTS, AND	TON	18	18						78300200	RAISED REFLECTIVE PAVEMENT MARKER	EACH	90	90					
		FLANGEWAYS										REMOVAL								
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SQ YD	359	359						* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	395	395					
		JOINT																		
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX	TON	1338	1338						X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	279	279					
		"D", N70									Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	257	257					
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	11941	11941															
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6															
	67100100	MOBILIZATION	L SUM	1	1															
	70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	837	837															
*	78000100	THERMOPLASTIC PAVEMENT MARKING -	SQ FT	151	151															
		LETTERS AND SYMBOLS																		
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	9098	9098															
		4"																		
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	104	104															
		6"																		
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	72	72															
		24"																		

* SPECIALTY ITEM

FILE NAME = pw:\\planroomdot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Design\CADData\Design\2019\Patching\Arterial Will.dgn	USER NAME = Bilgramlsa	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / In.	CHECKED -	REVISED -
	PLOT DATE = 3/29/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	3
		CONTRACT NO. 62J08		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOCATION 3

LOCATION 1

LOCATION 4

LOCATION 5

LOCATION 2

BOLINGBROOK
ROMEOVILLE
PLAINFIELD
LOCKPORT
CANTON FARM
CREST HILL
SHOREWOOD
JOLIET
MARLEY
MOKENA
NEW LENOX
ROCK DALE
PRESTON HEIGHTS
FRANKFORT
CHANNAHON
ELWOOD
MANHATTAN
BLODGETT
LORENZO
WILL
ANDRES
WILTON CENTER
SYMERTON
WILMINGTON
BRAIDWOOD
RITCHIE
CUSTER PARK
GODLEY
STEGER
CRETE
UNIVERSITY PARK
MONEE
GOODENOW
BEECHER
PEOTONE

USER NAME = Bilgramisa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/29/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL LOCATION MAP
VARIOUS LOCATIONS IN WILL COUNTY

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	4
		CONTRACT NO. 62J08		
	ILLINOIS	FED. AID PROJECT		

	SUMMARY - WILL COUNTY ARTERIAL ROUTES	CITIES/VILLAGES	TOWNSHIPS	SPEED LIMIT	EXISTING ADT (YEAR)
LOC. 1	SOUTH EAST FRONTAGE RD. (TAYLOR RD. TO AIRPORT RD.)	ROMEOVILLE	PLAINFIELD	55 MPH	3,350 (2016)
LOC. 2	WEST FRONTAGE RD. (KAVANAUGH RD. TO JOHNSON RD./ IL 113)	WILMINGTON	WILMINGTON	55 MPH	UNKNOWN
LOC. 3	IL RTE. 53 (AT BOUGHTON RD.)	BOLINGBROOK	DUPAGE	40 MPH	33,100 (2017)
LOC. 4	NEW AVE. (STATE ST. TO LOCKPORT ST.)	LOCKPORT	LOCKPORT	45-55 MPH	7,650 (2017)
LOC. 5	US RTE. 7 (159TH ST.) (FARRELL TO I-355)	LOCKPORT	HOMER	45 MPH	17,900 (2017)

MODEL: Default
FILE NAME: pw:\\planroom.dot.illinois.gov:PWROOT\Documents\IDOT Offices\Distrct 1\Projects\Desktop\CADData\DataDesign\2019\Patching\plotMAUHMA-Arterial WR.dgn

USER NAME = Bilgramisa	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/29/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE INFORMATION
VARIOUS LOCATIONS IN WILL COUNTY

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	5
		CONTRACT NO. 62J08		
	ILLINOIS	FED. AID PROJECT		

	SUMMARY - WILL COUNTY ARTERIAL ROUTES	HMA 2" MILL & RESURFACE (SY)
1	SOUTH EAST FRONTAGE RD. (TAYLOR RD. TO AIRPORT RD.)	417
2	WEST FRONTAGE RD. (KAVANAUGH RD. TO JOHNSON RD./ IL 113)	442
3	IL RTE. 53 (AT BOUGHTON RD.)	1,328
4	NEW AVE. (STATE ST. TO LOCKPORT ST.)	6,374
5	US RTE. 7 (159TH ST.) (FARRELL TO I-355)	3,380
	WILL COUNTY ARTERIAL TOTAL =	11,941
		SY

LOCATION 1

ROUTE: South East Frontage Rd (Taylor Rd to Airport Rd)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Taylor Rd	Airport Rd	NB/SB	1	10	6	**60**	**7**
Taylor Rd	Airport Rd	NB	1	10	8	**80**	**9**
Taylor Rd	Airport Rd	NB	1	10	27	**270**	**30**
Airport Rd	Taylor Rd	SB	1	18	15	**270**	**30**
Airport Rd	Taylor Rd	SB	1	12	90	**1080**	**120**
Airport Rd	Taylor Rd	SB	1	10	15	**150**	**17**
Airport Rd	Taylor Rd	SB	1	10	10	**100**	**11**
Airport Rd	Taylor Rd	SB	1	10	25	**250**	**28**
Airport Rd	Taylor Rd	SB	1	10	20	**200**	**22**
Airport Rd	Taylor Rd	SB	1	3	30	**90**	**10**
Airport Rd	Taylor Rd	SB	1	10	20	**200**	**22**
Airport Rd	Taylor Rd	SB	1	10	20	**200**	**22**
Airport Rd	Taylor Rd	SB	1	10	30	**300**	**33**
Airport Rd	Taylor Rd	SB	1	10	20	**200**	**22**
Airport Rd	Taylor Rd	SB	1	10	20	**200**	**22**
Airport Rd	Taylor Rd	SB	1	10	10	**100**	**11**
TOTALS:					**366 FT**		**417 SY**

LOCATION 2

ROUTE: West Frontage Rd (Kavanaugh Rd to Johnson Rd / IL-113)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Johnson Rd	Third Private Entrance	NB/SB	1	22	6	**132**	**15**
Outdoor Club Entrance	Kavanaugh Rd	NB/SB	1	11	8	**88**	**10**
Outdoor Club Entrance	Kavanaugh Rd	NB	1	11	24	**264**	**29**
Outdoor Club Entrance	Kavanaugh Rd	NB	1	11	28	**308**	**34**
Outdoor Club Entrance	Kavanaugh Rd	NB	1	11	15	**165**	**18**
Outdoor Club Entrance	Kavanaugh Rd	NB	1	11	15	**165**	**18**
Outdoor Club Entrance	Kavanaugh Rd	NB	1	11	20	**220**	**24**
Kavanaugh Rd	Outdoor Club Entrance	SB	1	11	9	**99**	**11**
Kavanaugh Rd	Outdoor Club Entrance	SB	1	11	64	**704**	**78**
Kavanaugh Rd	Outdoor Club Entrance	SB	1	11	54	**594**	**66**
Kavanaugh Rd	Outdoor Club Entrance	SB	1	11	12	**132**	**15**
Kavanaugh Rd	Outdoor Club Entrance	SB	1	11	64	**704**	**78**
Kavanaugh Rd	Outdoor Club Entrance	SB	1	11	25	**275**	**31**
Kavanaugh Rd	Outdoor Club Entrance	SB	1	11	12	**132**	**15**
TOTALS:					**356 FT**		**442 SY**

LOCATION 3

ROUTE: IL Route 53 (at Boughton Rd)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Robinhood Way	Intersection	NB	1|2	3	254	**762**	**85**
Robinhood Way	Intersection	NB	2|RTL	3	110	**330**	**37**
Robinhood Way	Intersection	NB	2	12	40	**480**	**53**
Robinhood Way	Intersection	NB	RTL	12	30	**360**	**40**
Robinhood Way	Intersection	NB	RTL	12	30	**360**	**40**
In	Intersection	NB	1	12	55	**660**	**73**
In	Intersection	NB	1	12	90	**1080**	**120**
Intersection	Aspen Dr	NB	1|2	3	60	**180**	**20**
Intersection	Aspen Dr	NB	1|2	24	75	**1800**	**200**
Intersection	Aspen Dr	NB	1|2	3	30	**90**	**10**
Intersection	Aspen Dr	NB	RTL	14	62	**868**	**96**
Aspen Dr	Intersection	SB	RTL	5	30	**150**	**17**
Aspen Dr	Intersection	SB	1	12	150	**1800**	**200**
In	Intersection	SB	1	12	65	**780**	**87**
Intersection	Robinhood Way	SB	1	12	50	**600**	**67**
Intersection	Robinhood Way	SB	2	12	50	**600**	**67**
Intersection	Robinhood Way	SB	1	12	50	**600**	**67**
Intersection	Robinhood Way	SB	LTL|1	3	150	**450**	**50**
TOTALS:					**1381 FT**		**1328 SY**

MODEL: Default
FILE NAME: pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Desk\nCADD\stra\Design\2019\Patching\MAU\MA-Arterial WIM.dgn

USER NAME = Bilgramisa	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/29/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
LOCATIONS 1 – 3

SCALE: | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	7
		CONTRACT NO. 62J08		
	ILLINOIS FED. AID PROJECT			

LOCATION 4

ROUTE: NEW AVE (STATE ST. TO LOCKPORT ST)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
STATE ST	TRIPLE G ENTERPRISES	NB	1	14	12	**168**	**19**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	50	**500**	**56**
		NB	1	10	50	**500**	**56**
		NB	1	10	6	**60**	**7**
		NB	1	10	25	**250**	**28**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	10	**100**	**11**
		NB	1	10	500	**5000**	**556**
		NB	1	10	20	**200**	**22**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	100	**1000**	**111**
		NB	1	10	20	**200**	**22**
		NB	1	10	25	**250**	**28**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	15	**150**	**17**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
TRIPLE G ENTERPRISES	135 TH ST	NB	1	10	6	**60**	**7**
		NB	1	10	10	**100**	**11**
		NB	1	10	25	**250**	**28**
		NB	1	10	25	**250**	**28**
		NB	1	10	15	**150**	**17**
		NB	1	10	10	**100**	**11**
		NB	1	10	10	**100**	**11**
		NB	1	10	25	**250**	**28**
		NB	1	10	10	**100**	**11**
		NB	1	10	6	**60**	**7**
		NB	1	10	25	**250**	**28**
		NB	1	10	50	**500**	**56**

LOCATION 4 (CONTINUED)

ROUTE: NEW AVE (STATE ST. TO LOCKPORT ST)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
TRIPLE G ENTERPRISES	135 TH ST	NB	1	10	10	**100**	**11**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	10	**100**	**11**
		NB	1	10	10	**100**	**11**
		NB	1	10	50	**500**	**56**
		NB	1	10	50	**500**	**56**
		NB	1	10	6	**60**	**7**
		NB	1	10	50	**500**	**56**
		NB	1	10	50	**500**	**56**

ROUTE: NEW AVE (STATE ST. TO LOCKPORT ST)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
135TH ST	127TH ST	NB	1	10	100	**1000**	**111**
		NB	1	10	1000	**10000**	**1111**
		NB	1	10	50	**500**	**56**
		NB	1	10	50	**500**	**56**
		NB	1	10	25	**250**	**28**
		NB	1	10	100	**1000**	**111**
		NB	1	10	20	**200**	**22**
		NB	1	10	10	**100**	**11**
		NB	1	10	12	**120**	**13**
		NB	1	10	12	**120**	**13**
		NB	1	10	20	**200**	**22**
		NB	1	10	10	**100**	**11**
		NB	1	10	12	**120**	**13**
		NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
127TH ST	COUNTY LINE	NB	1	10	6	**60**	**7**
		NB	1	10	6	**60**	**7**
		NB	1	10	25	**250**	**28**
		NB	1	10	6	**60**	**7**
		NB	1	10	25	**250**	**28**
		NB	1	10	100	**1000**	**111**
		NB	1	10	20	**200**	**22**
		NB	1	10	6	**60**	**7**
COUNTY LINE	TIMBERLINE DR	NB	1	13	25	**325**	**36**
TIMBERLINE DR	LOCKPORT ST	NB	1	0	0	**0**	**0**

CONTINUED ON NEXT PAGE

USER NAME = Bilgramisa	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/29/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
LOCATION 4

SCALE: | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	8
		CONTRACT NO. 62J08		
	ILLINOIS	FED. AID PROJECT		

LOCATION 4 (CONTINUED)

ROUTE: NEW AVE (STATE ST. TO LOCKPORT ST)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
LOCKPORT ST	TIMBERLINE DR	SB	1	10	20	**200**	**22**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
TIMBERLINE DR	COUNTY LINE	SB	1	13	6	**78**	**9**
		SB	1	13	15	**195**	**22**
		SB	1	13	6	**78**	**9**
COUNTY LINE	127 TH ST	SB	1	10	50	**500**	**56**
		SB	1	10	25	**250**	**28**
		SB	1	10	6	**60**	**7**
		SB	1	10	100	**1000**	**111**
		SB	1	10	6	**60**	**7**
		SB	1	10	100	**1000**	**111**
127TH ST	135TH ST	SB	1	10	20	**200**	**22**
		SB	1	10	8	**80**	**9**
		SB	1	10	25	**250**	**28**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	700	**7000**	**778**
		SB	1	10	25	**250**	**28**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	12	**120**	**13**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	25	**250**	**28**
		SB	1	10	20	**200**	**22**
		SB	1	10	25	**250**	**28**
		SB	1	10	8	**80**	**9**

ROUTE: NEW AVE (STATE ST. TO LOCKPORT ST)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
127TH ST	135TH ST	SB	1	10	6	**60**	**7**
		SB	1	10	10	**100**	**11**
		SB	1	10	75	**750**	**83**
		SB	1	10	25	**250**	**28**
		SB	1	10	12	**120**	**13**
		SB	1	10	12	**120**	**13**
		SB	1	10	25	**250**	**28**

LOCATION 4 (CONTINUED)

ROUTE: NEW AVE (STATE ST. TO LOCKPORT ST)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
135TH ST	TRIPLE G ENTERPRISES	SB	1	10	12	**120**	**13**
		SB	1	10	20	**200**	**22**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	20	**200**	**22**
		SB	1	10	15	**150**	**17**
		SB	1	10	20	**200**	**22**
		SB	1	10	6	**60**	**7**
		SB	1	10	12	**120**	**13**
		SB	1	10	12	**120**	**13**
		SB	1	10	6	**60**	**7**
		SB	1	10	75	**750**	**83**
		SB	1	10	12	**120**	**13**
		SB	1	10	20	**200**	**22**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	12	**120**	**13**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	10	**100**	**11**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	20	**200**	**22**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
TRIPLE G ENTERPRISES	STATE ST	SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	12	**120**	**13**
		SB	1	10	12	**120**	**13**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	10	**100**	**11**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	500	**5000**	**556**
		SB	1	10	25	**250**	**28**
		SB	1	10	6	**60**	**7**

CONTINUED ON NEXT PAGE

USER NAME = Bilgramisa	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/29/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
LOCATION 4

SCALE: | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	9
		CONTRACT NO. 62J08		
	ILLINOIS FED. AID PROJECT			

LOCATION 4 (CONTINUED)

ROUTE: NEW AVE. (STATE ST. TO LOCKPORT ST.)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
TRIPLE G ENTERPRISES	STATE ST.	SB	1	10	20	**200**	**22**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	12	**120**	**13**
		SB	1	10	20	**200**	**22**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	6	**60**	**7**
		SB	1	10	50	**500**	**56**
		SB	1	10	100	**1000**	**111**
TOTALS:					**5716 FT**		**6374 SY**

LOCATION 5

ROUTE: US Rte. 7 (159th St.) (Farrell to I-355)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
FROM FARRELL EB	TOWARDS I-355					**0**	**0**
100' West of Jewel Ent.		EB	1,2	24	10	**240**	**27**
50' East of Jewel Ent.	Porter Dental Bldg.	EB	1	12	120	**1440**	**160**
50' East of Jewel Ent.	Porter Dental Bldg.	EB	2	12	90	**1080**	**120**
Porter Dental Bldg.	Adelman Drive	EB	1	12	350	**4200**	**467**
Return @ SW Corner of	Adelman Drive	EB	-	15	100	**1500**	**167**
Adelman Drive		EB	1	12	345	**4140**	**460**
200' West of Mattress	Firm (Right Turn Lane)	EB	-	12	10	**120**	**13**
Fire Hydrant @ Mattress	Firm to Concrete Joint	EB	1	12	250	**3000**	**333**
						0	**0**
FROM I-355 WB	TOWARDS FARRELL					**0**	**0**
Concrete Joint	Mattress Firm Bldg.	WB	1	12	200	**2400**	**267**
Concrete Joint		WB	2	12	10	**120**	**13**
WB Left Turn Lane of	Adelman Drive	WB	-	12	200	**2400**	**267**
Intersection @ Adelman	Drive Westbound	WB	1	12	500	**6000**	**667**
At Jimmy Johns		WB	1	12	20	**240**	**27**
Between Jimmy Johns	and Taco Bell	WB	1	12	15	**180**	**20**
Taco Bell	Jewel Entrance	WB	1	12	280	**3360**	**373**
TOTALS:					**2500 FT**		**3380 SY**

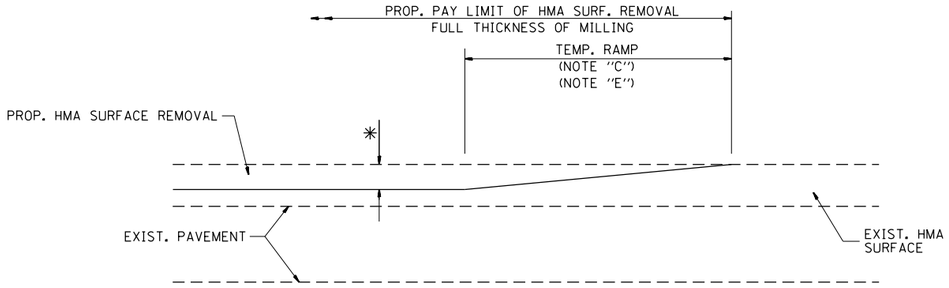
MODEL: Default
FILE NAME: pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Desktop\CADD\stat\Desktop\2019\Patching\HMA\HMA-Arterial Will.dgn

USER NAME = Bilgramisa	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/29/2019	DATE -	REVISED -	

INTERMITTENT RESURFACING SCHEDULE
LOCATIONS 4 – 5

SCALE: | SHEET 4 OF 4 SHEETS | STA. | TO STA.

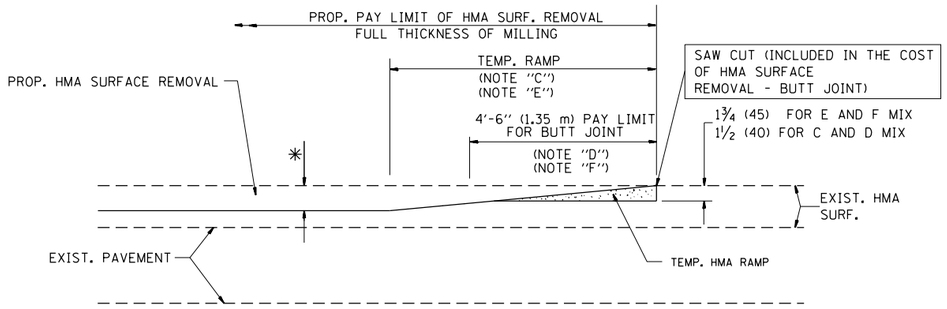
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	10
		CONTRACT NO. 62J08		
	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

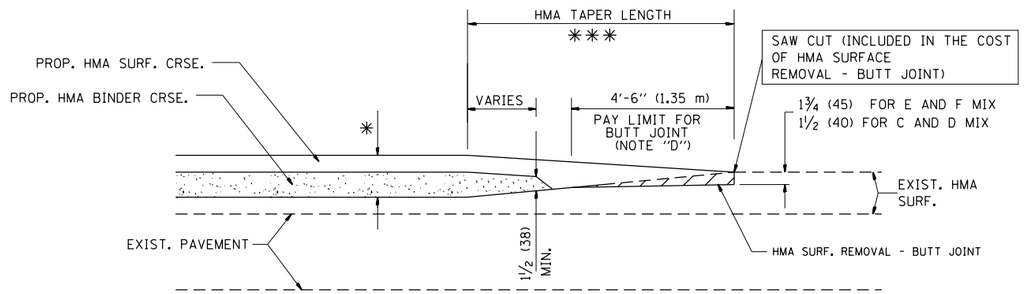


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

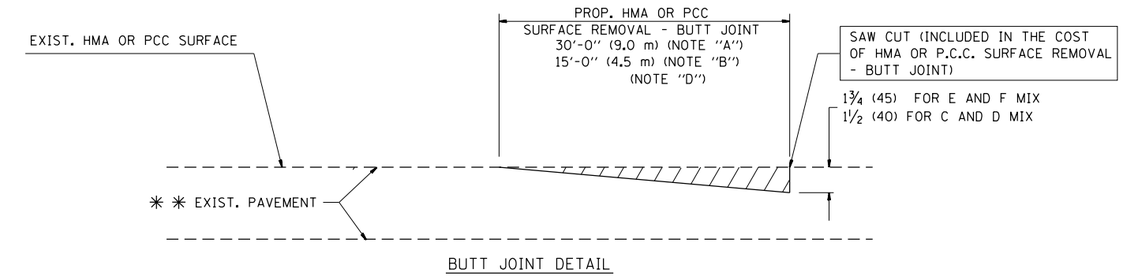
OPTION 2

TYPICAL TEMPORARY RAMP

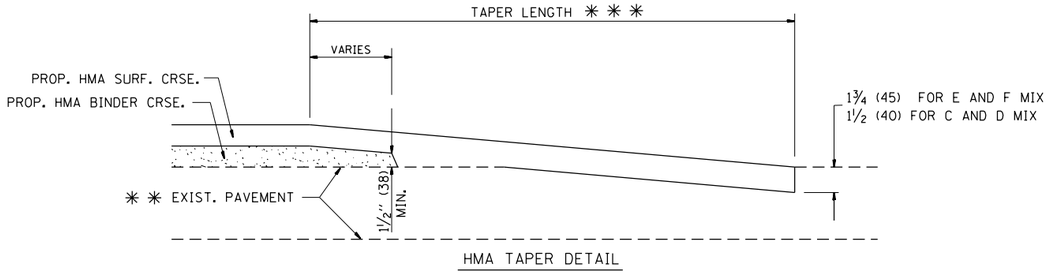


BUTT JOINT AND HMA TAPER

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.

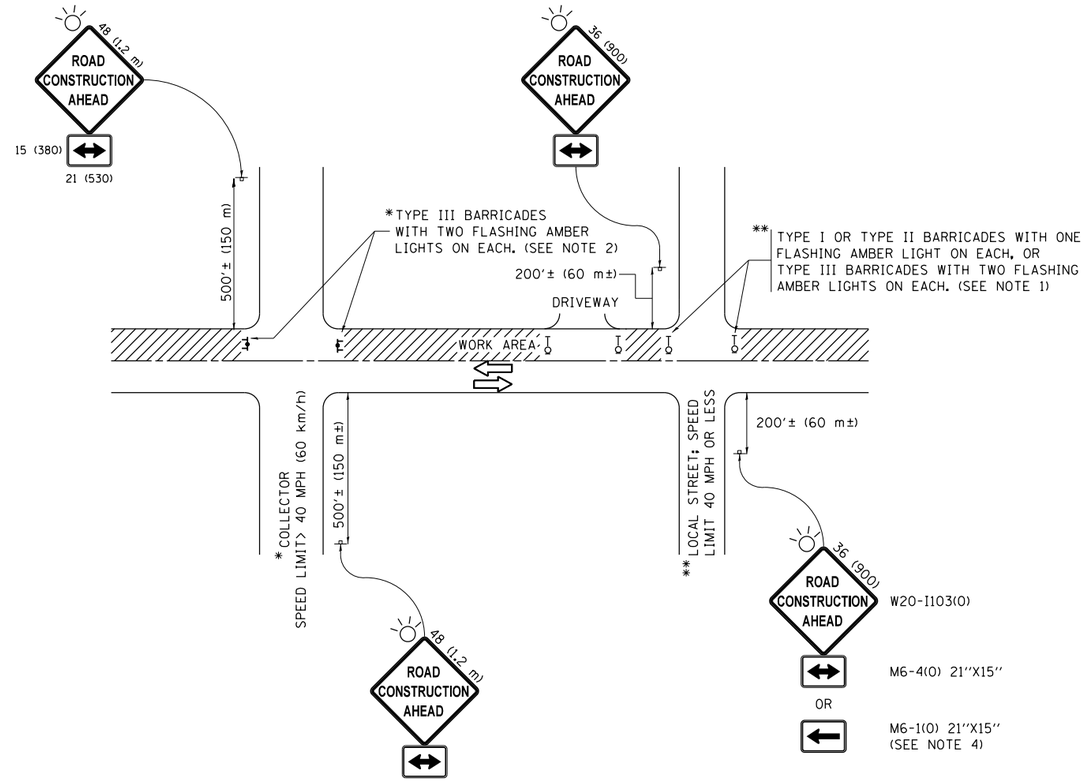
FILE NAME = pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Design\DRAWN\Design\2019\Patching\HMA\HMA-Art406-DistStd.dgn	USER NAME = Bilgramisa	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN - A. ABBAS 03-21-97	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 3/29/2019	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	11
	BD400-05 BD32	CONTRACT NO. 62J08		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

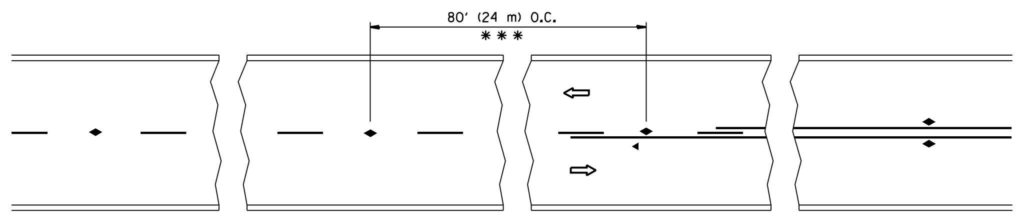
FILE NAME = pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Design\DRAWN\Design\2019\Patching\HMA\HMA-Arterial-Side-Streets.dgn	USER NAME = Bilgramise	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
		DRAWN - T. RAMMACHER	REVISED - 01-06-00
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
Default	PLOT DATE = 3/29/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

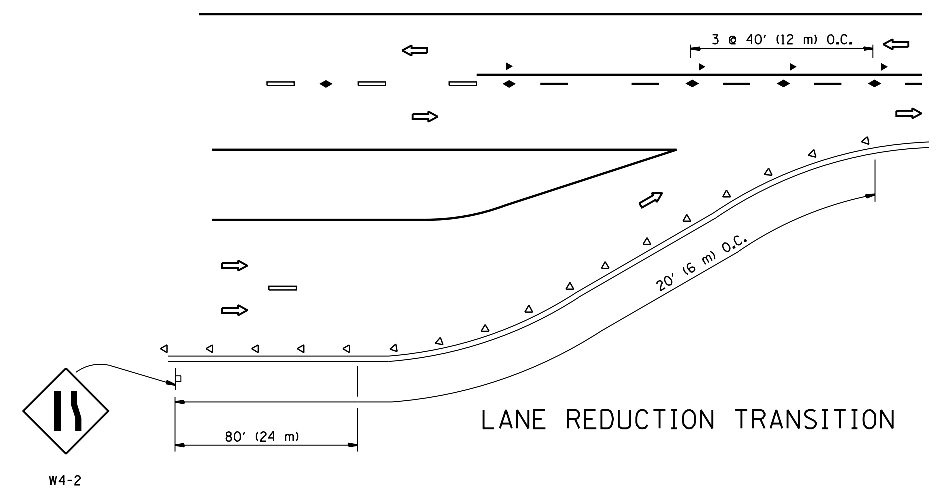
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	12
	TC-10	CONTRACT NO. 62J08		
	ILLINOIS FED. AID PROJECT			

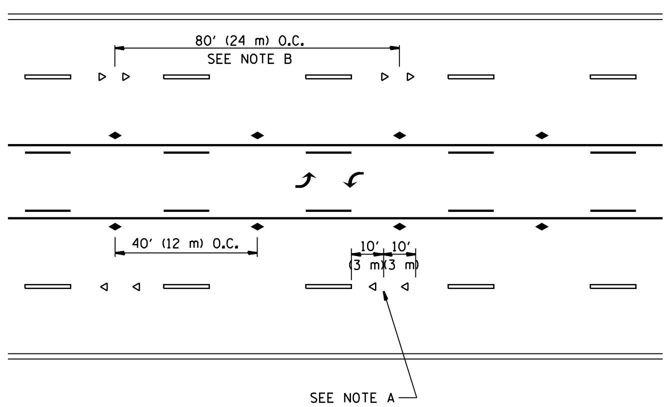


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

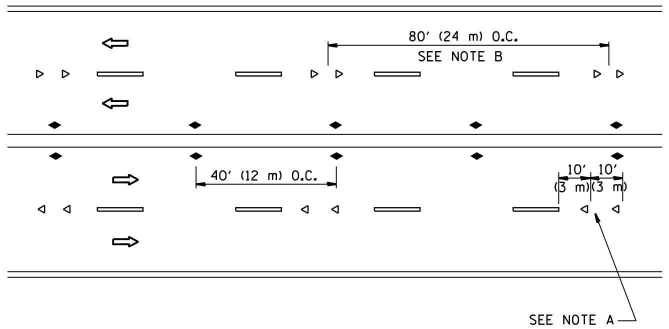
TWO-LANE/TWO-WAY



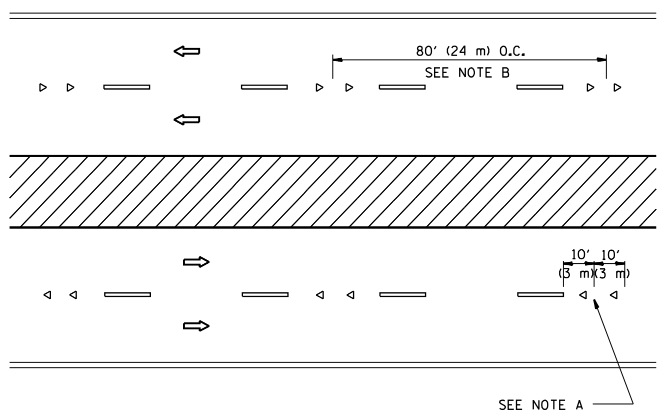
LANE REDUCTION TRANSITION



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.

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

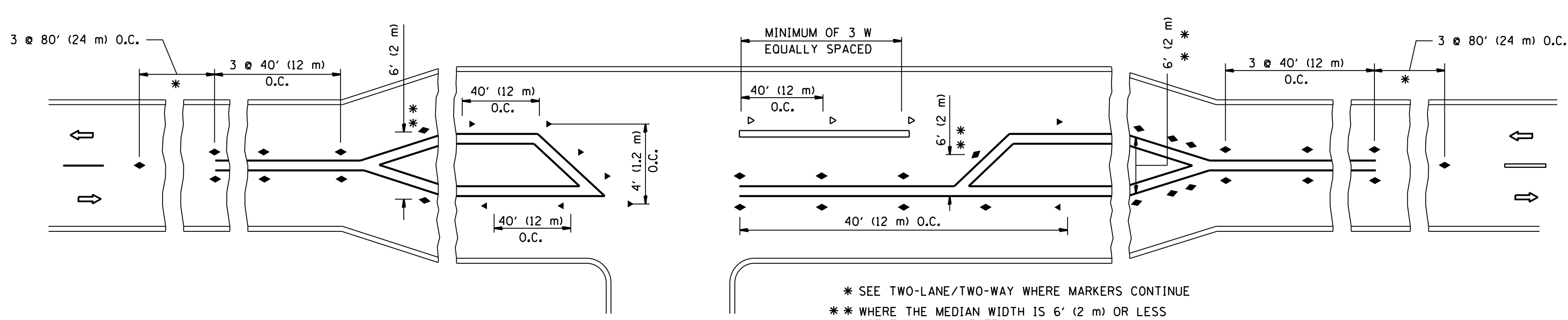
B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

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.

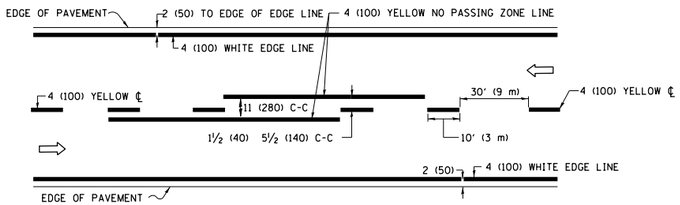
FILE NAME = pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Design\CADData\Design\2019\Patching\HMA\HMA-Arterial.WLL-DistStd.dgn	USER NAME = Bilgramisa	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
		DRAWN	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/29/2019	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

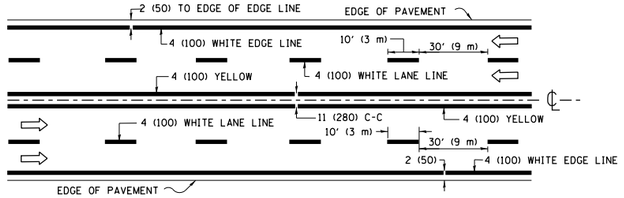
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW–PLOW RESISTANT)

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

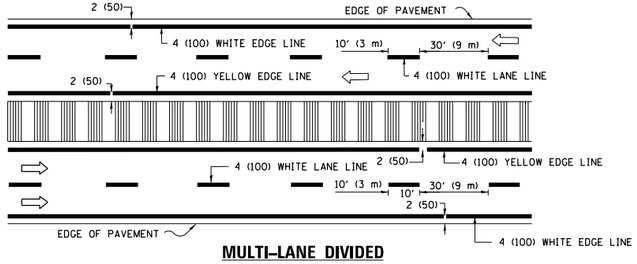
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	13
TC–11		CONTRACT NO. 62J08		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2–LANE ROADWAY

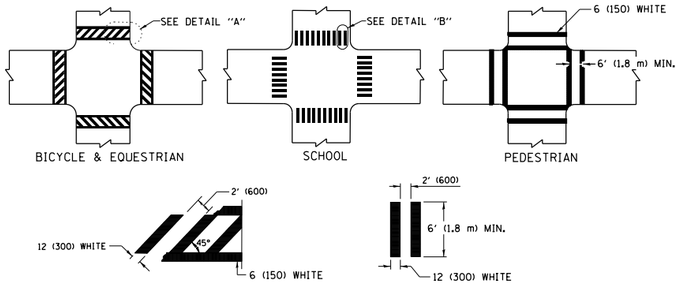


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

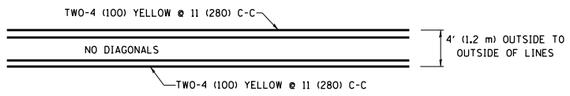
TYPICAL LANE AND EDGE LINE MARKING



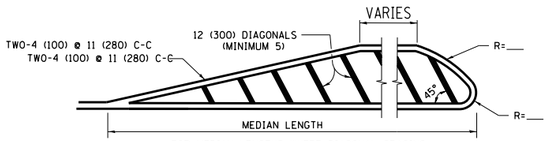
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



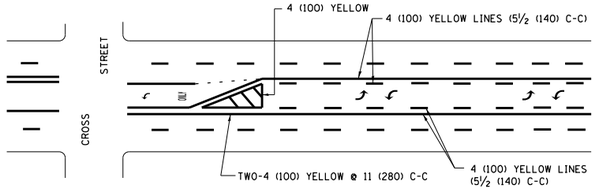
4' (1.2 m) WIDE MEDIANS ONLY



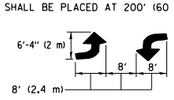
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

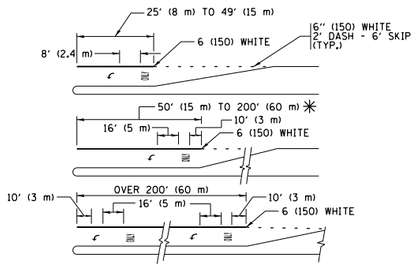


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

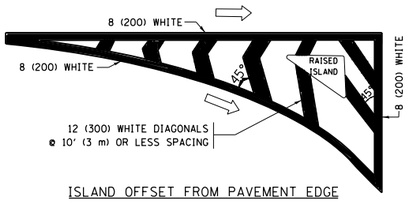


FULL SIZE LETTERS 8' (2,4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

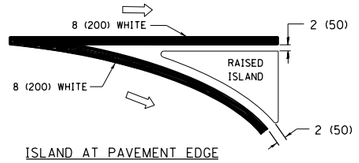
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

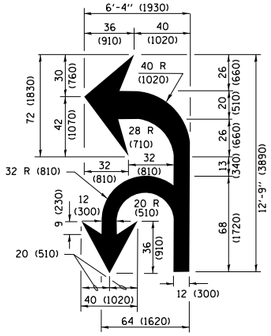


ISLAND OFFSET FROM PAVEMENT EDGE

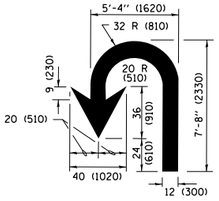


ISLAND AT PAVEMENT EDGE

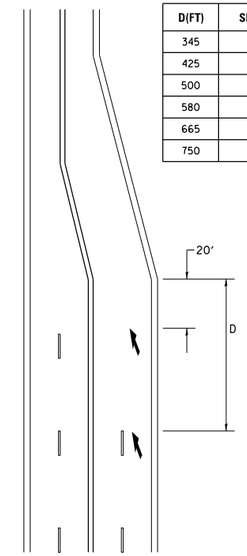
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⌀ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⌀ 4 (100)	SOLID SOLID	YELLOW YELLOW	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:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Design\Details\Design\2019\Patching\HMA\HMA-Arterial-Dist-Std.dgn Default	USER NAME = Bilgramisa PLOT SCALE = 100.0000 ' / in. PLOT DATE = 3/29/2019	DESIGNED - EVERS DRAWN - CHECKED - DATE - 03-19-90	REVISED - C. JUCIUS 09-09-09 REVISED - C. JUCIUS 07-01-13 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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	14
	TC–13	CONTRACT NO. 62J08		
	ILLINOIS FED. AID PROJECT			

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

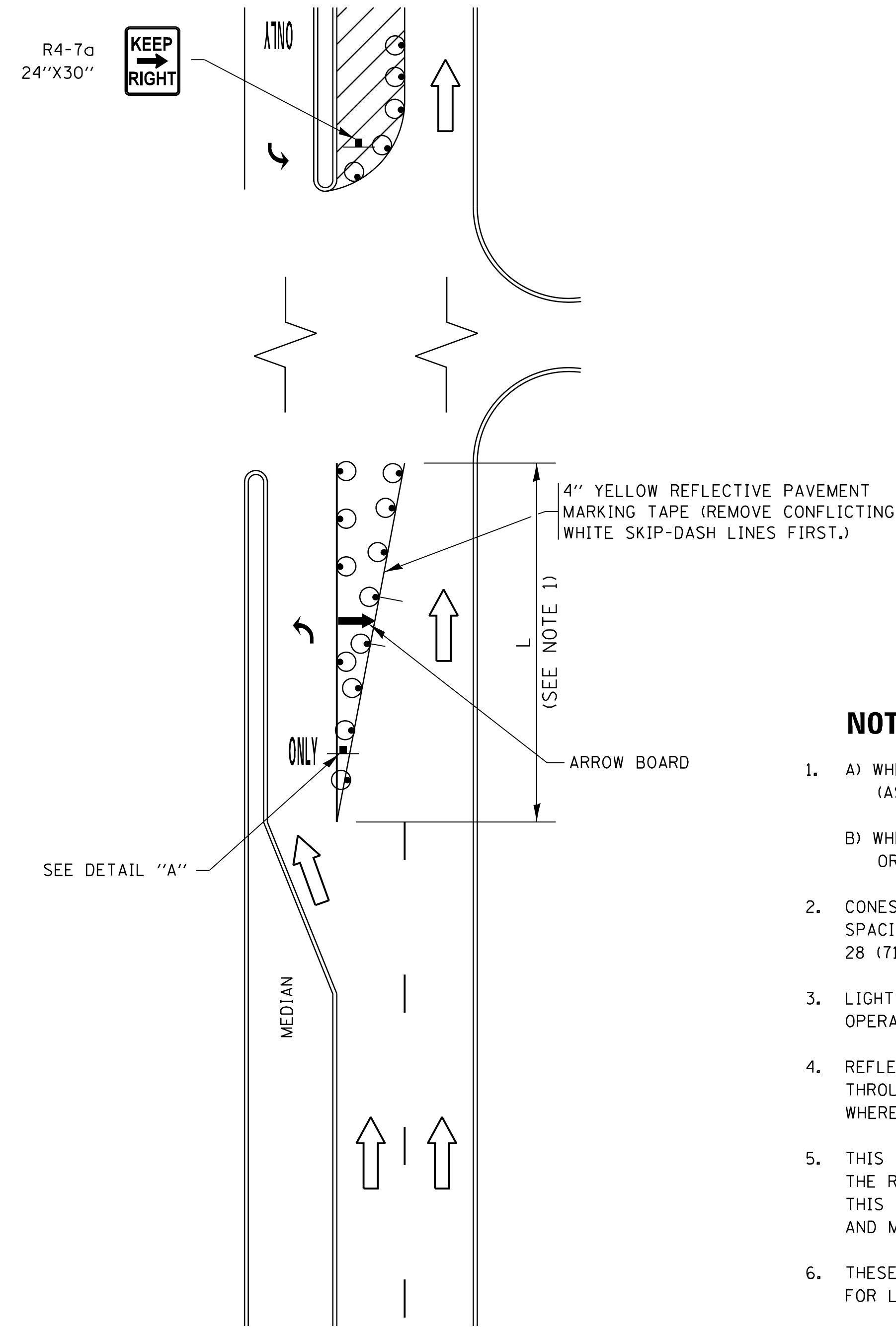


FIGURE 1

LEGEND

(hatched box)	WORK AREA
(open arrow)	LANE OPEN TO TRAFFIC
(solid arrow)	ARROW BOARD
(symbol)	TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
(symbol)	DRUM WITH STEADY BURN LIGHT
(symbol)	SIGN ASSEMBLY
(symbol)	TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

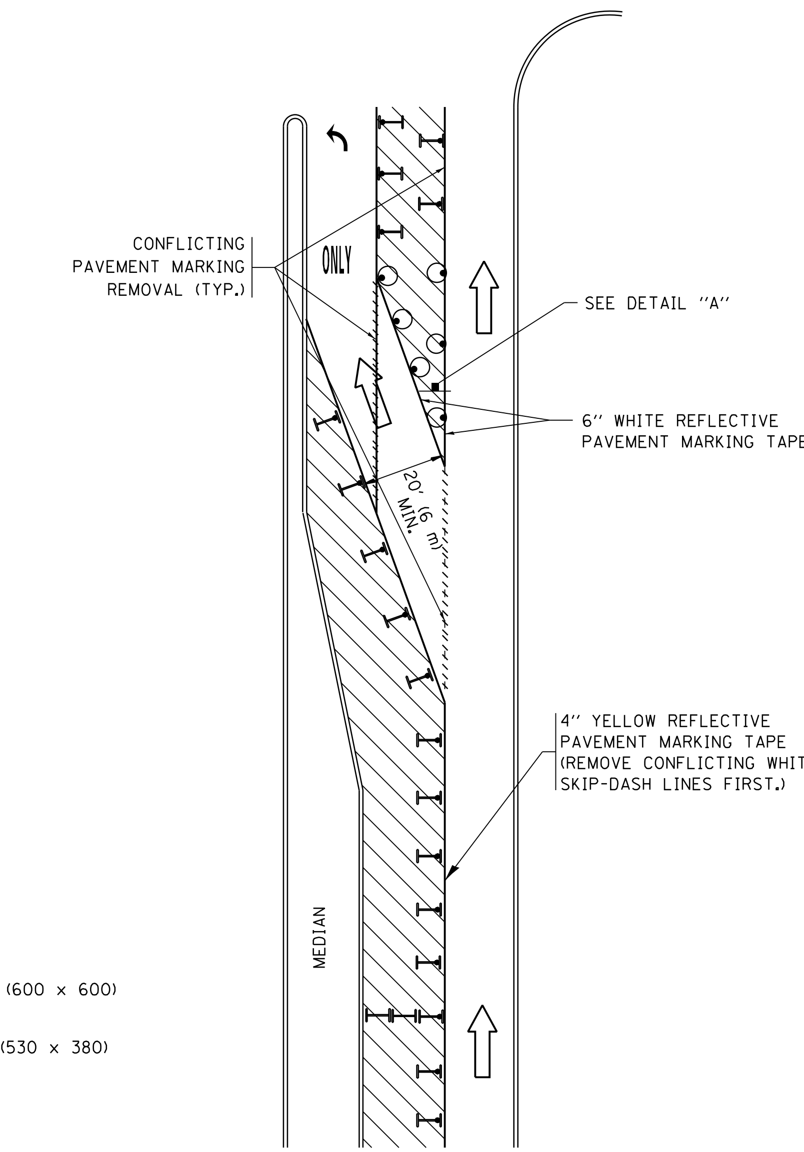


FIGURE 2

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

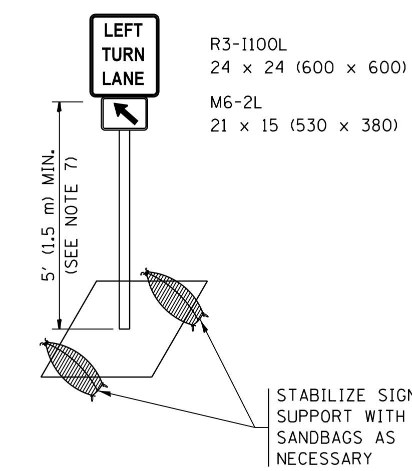
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

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

FILE NAME = pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Design\CADD\Design\2019\Patching\...	USER NAME = Bilgramisa	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
		REVISED - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
	PLOT SCALE = 100.0000 '/ in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
Default	PLOT DATE = 3/29/2019	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

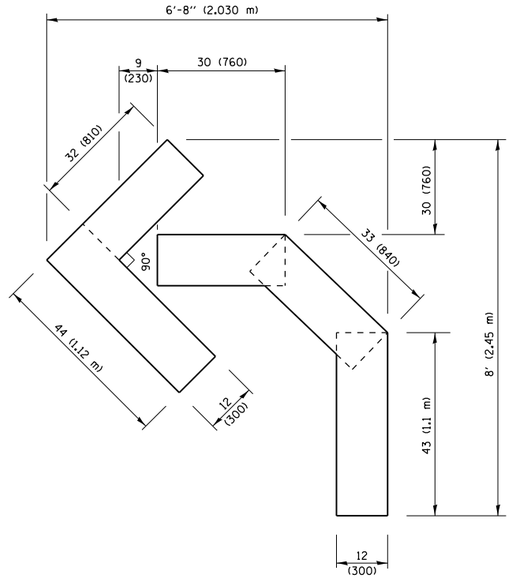
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	15

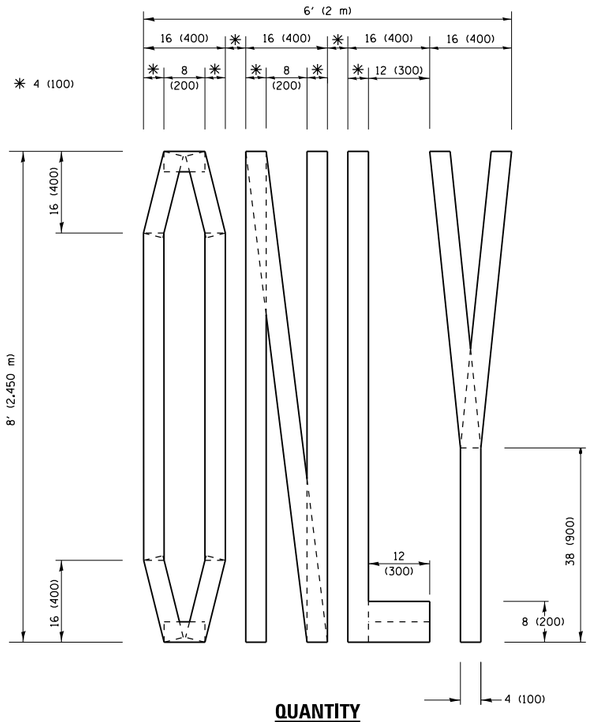
TC-14 | CONTRACT NO. 62J08

ILLINOIS FED. AID PROJECT



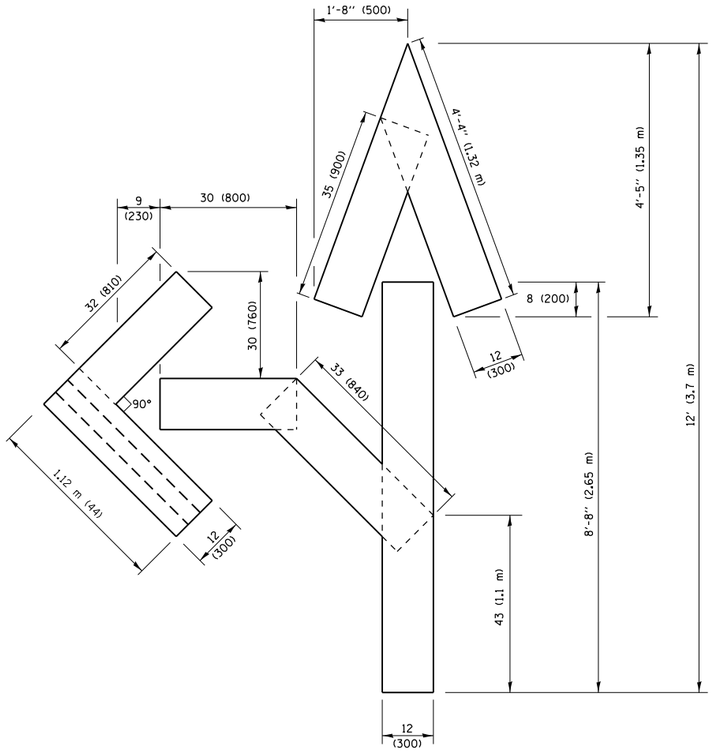
QUANTITY

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



QUANTITY

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

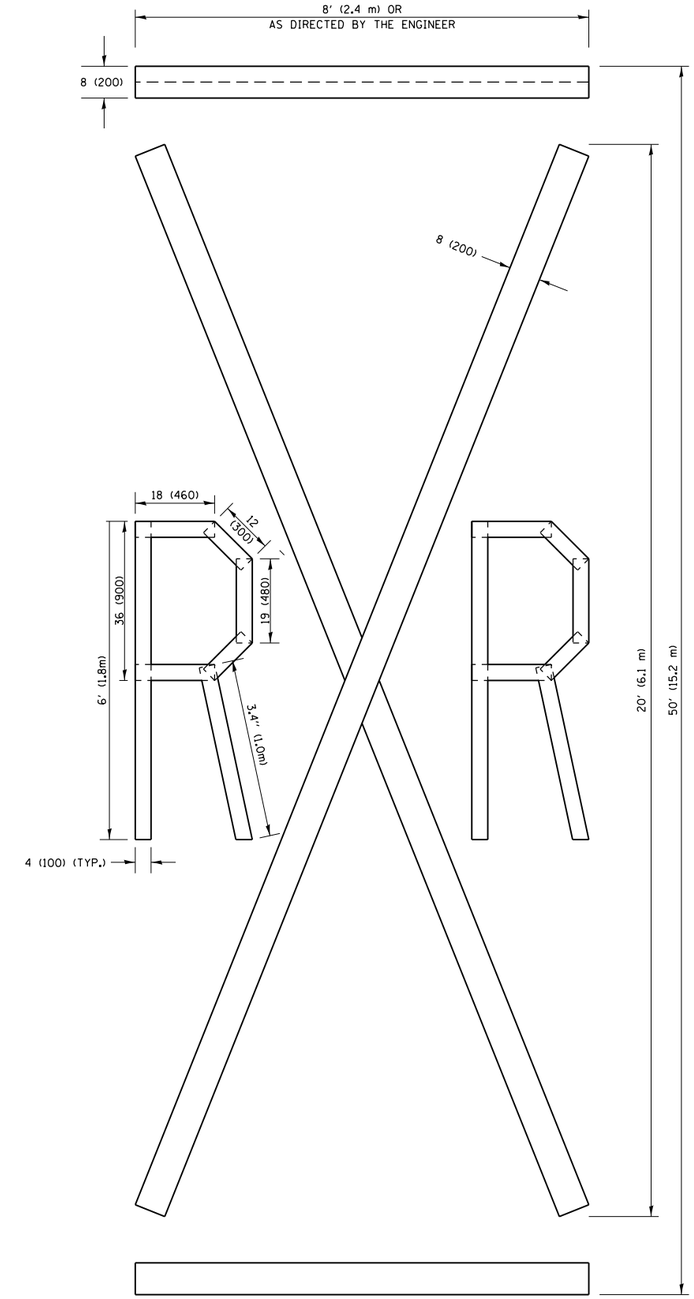


QUANTITY

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

NOTE:

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



QUANTITY

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

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

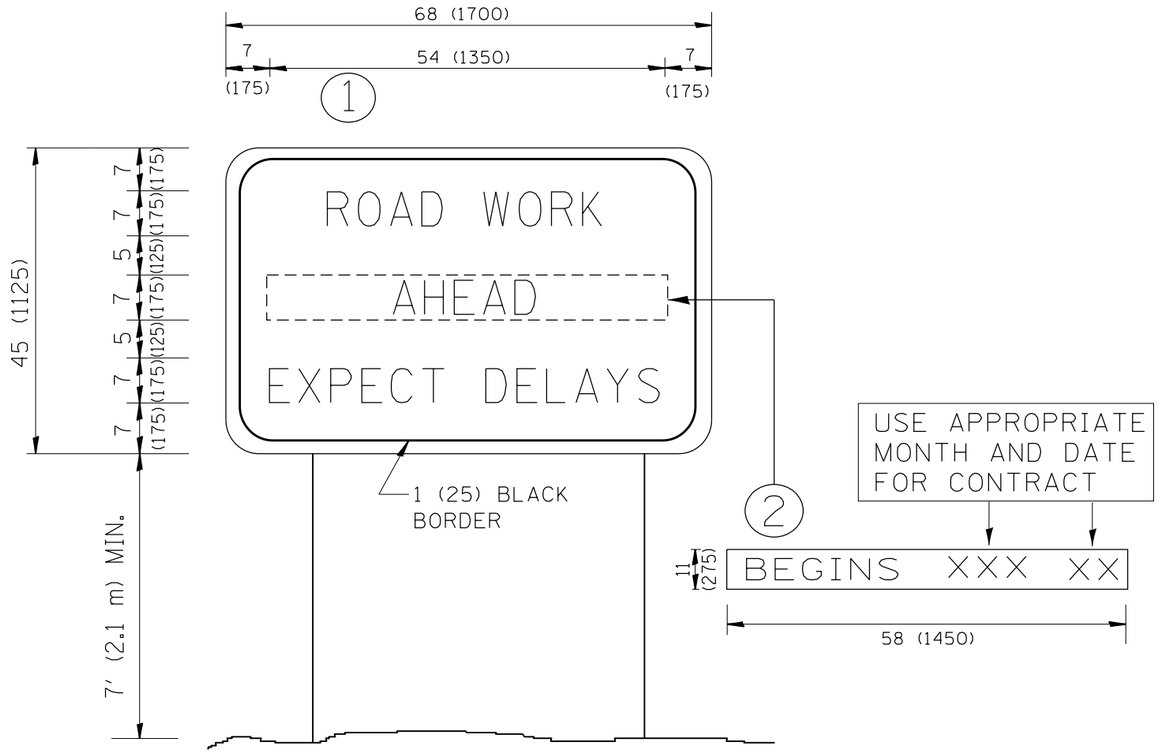
FILE NAME = pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Design\Drawings\Design\2019\Patching\HMA\HMA-Arterial-Distress	USER NAME = Bilgramise	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
		DRAWN -	REVISED -E. GOMEZ 08-28-00
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -E. GOMEZ 08-28-00
	PLOT DATE = 3/29/2019	DATE - 09-18-94	REVISED -A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	16
	TC-16	**CONTRACT NO.** 62J08		
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:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Design\Drawings\Design\2019\Patching\HMA\HMA-Arterial-DistStd.dgn	USER NAME = Bilgramisa	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - MIRS 12-11-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 3/29/2019	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	17
	TC-22	CONTRACT NO. 62J08		
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.

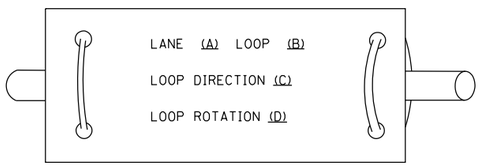
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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.

LOOP LEAD-IN CABLE TAG

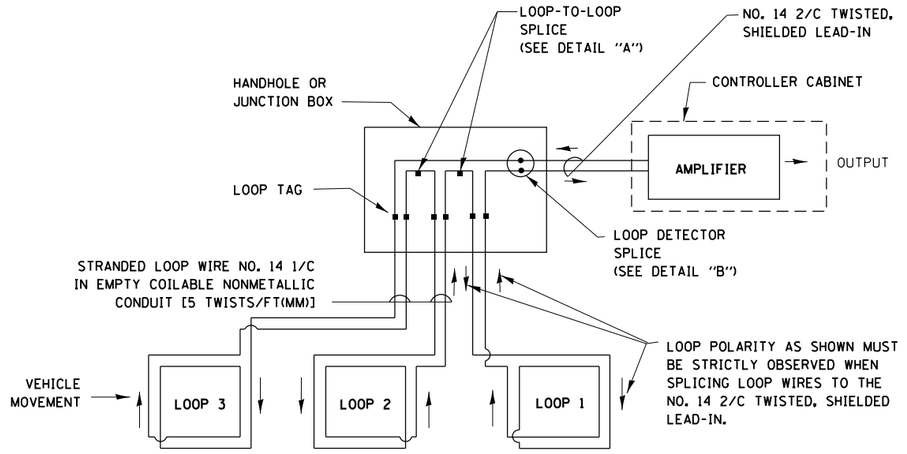


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

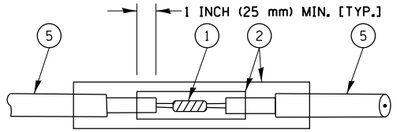
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

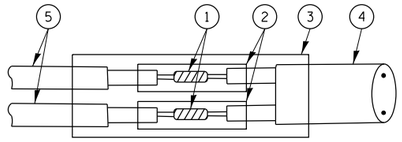


DETECTOR LOOP WIRING SCHEMATIC

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

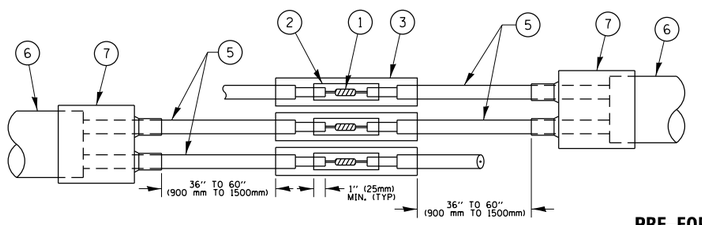


DETAIL "A"
LOOP-TO-LOOP SPLICE



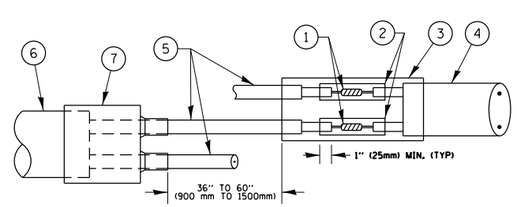
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

FILE NAME = pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Design\Drawn\Design\2019\Patching\HMA\HMA-Art-TS-DistStd.dgn	USER NAME = Bilgramise	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/29/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

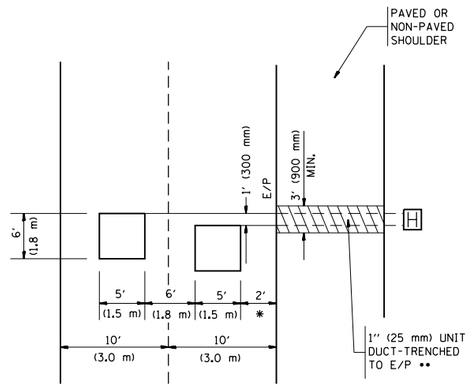
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	18
	TS-05	CONTRACT NO. 62J08		
	ILLINOIS FED. AID PROJECT			

LOOPS NEXT TO SHOULDERS

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

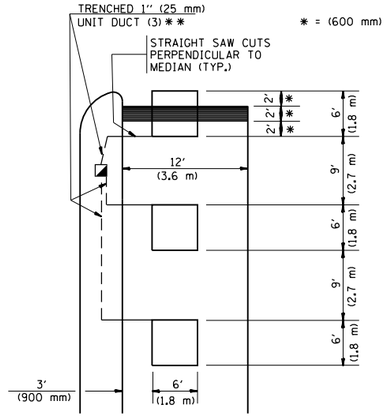


* = (600 mm)

** 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.

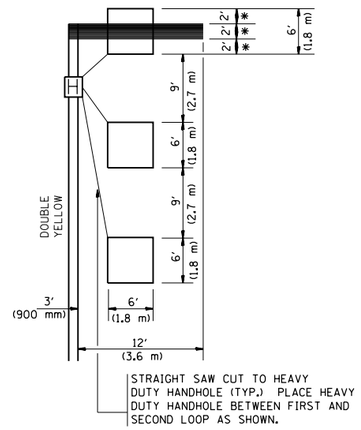


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

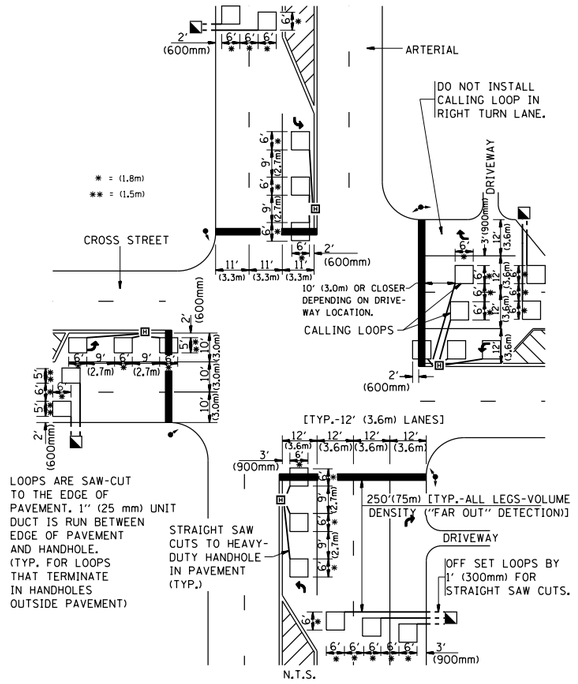
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



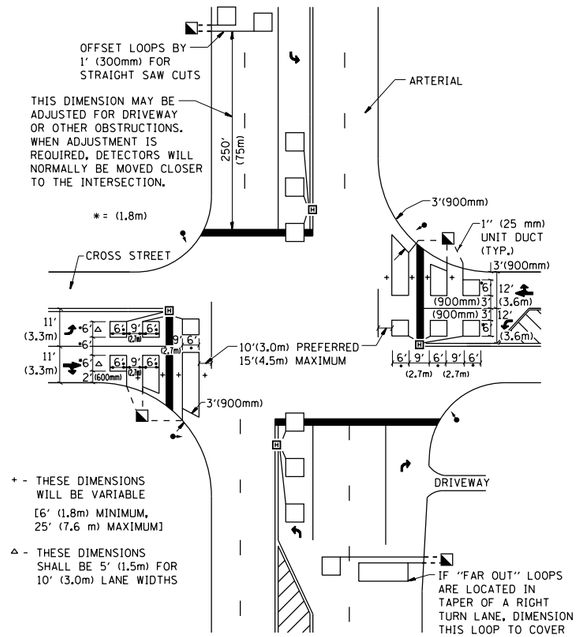
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Design\DRAWN\Design\2019\Patching\HMA\HMA-Arterial-DistStd.dgn	USER NAME = Bilgramisa	DESIGNED -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 3/29/2019	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-030-RS	WILL	19	19
	TS-07	CONTRACT NO. 62J08		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		