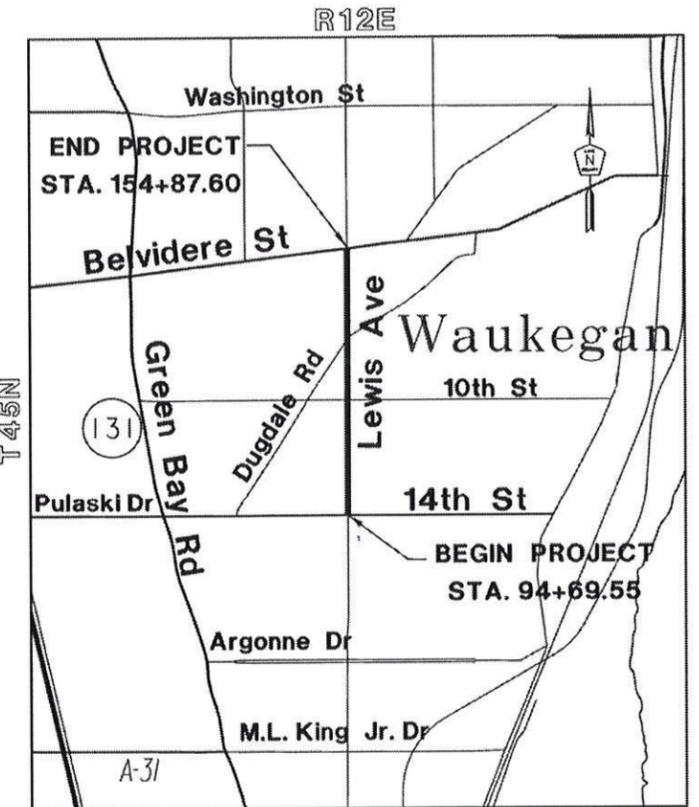


STATE OF ILLINOIS COUNTY OF LAKE PLANS FOR PROPOSED LEWIS AVENUE RESURFACING SECTION 16-00082-08-RS

PROJECT LOCATION



LEWIS AVENUE RESURFACING 16-00082-08-RS

INDEX OF SHEETS

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HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	4% = 70 GYRATION
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% = 50 GYRATION

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



IDOT HIGHWAY STANDARDS

000001-06 (8 SHTS)	424001-08 (2 SHTS)	424006-02
424021-03	424026-01	442201-03
602301-04	602401-03	602406-07 (2 SHTS)
604001-04	604056-04	606001-06 (2 SHTS)
701101-05	701106-02	701427-05
701606-10	701701-10	701801-06 (2 SHTS)
701901-06 (3 SHTS)		

LCDOT STANDARDS DETAILS

LC0020	LC4100	LC4101
LC4103	LC4121	LC4202
LC4204	LC6000	LC6003
LC6020		
LC7003	LC7004	LC7200
LC7800	LC7802	LC7805
LC8600		

FOR UNDERGROUND UTILITY

LOCATIONS, CALL
J. U. L. I. E.

TOLL FREE
800-892-0123

 BUILDING LAKE COUNTY'S EFFECTIVE TRANSPORTATION SYSTEM TODAY	Plans Prepared By: Lake County Division of Transportation
	Signature: Date: 11-22-16 Illinois License No: 062-061626 Expiration Date: 11/30/17 Field: CIVIL Approved By: County Engineer Date: 11-22-16

NO.	REVISIONS / REMARKS	DATE	BY	SURVEYOR	
	DESCRIPTION	/ /		DSGMR/LIAISON	/
		/ /		PLOTTED BY:	hdsxs 11/18/2016

LEWIS AVENUE RESURFACING		ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
COVER SHEET		CH27	082	16-00082-08-RS	1	78

GENERAL NOTES

LCDOT GENERAL NOTES (Revised 5/1/16)

1. GENERAL

- a. All construction shall be done according to the State of Illinois "Standard Specifications for Road and Bridge Construction" adopted April 1, 2016; the "Supplemental Specifications and Recurring Special Provisions, adopted April 1, 2016; the latest edition of the "Illinois Manual on Uniform Traffic Control devices for Streets and Highways" "The Standard Specifications for Water and Sewer Main Construction in Illinois" January 2014 seventh edition; the details in these plans, and the Special Provisions included in the contract documents.
- b. The Contractor shall notify the Engineer at least 72 hours prior to beginning work and shall coordinate all construction operations with the Engineer.
- c. The Contractor shall coordinate his/her work with any adjacent projects that are or may be under construction.
- d. The Contractor shall verify all dimensions and existing conditions in the field prior to ordering materials and beginning construction. Where new work is proposed to meet existing features, it shall be the Contractor's responsibility to field check all dimensions and elevations and notify the Engineer of discrepancies before proceeding with construction.
- e. The Contractor shall provide access to abutting properties at all times during construction, except for brief periods of interruption. The Contractor shall notify the property owner no less than 24 hours in advance of the interruption of access and/or services. The notification will include the time and duration of the interruption. The cost to provide access shall be paid for and included in the cost of TRAFFIC CONTROL AND PROTECTION (SPECIAL)

2. SURVEY

- a. All elevations shown on these plans are based upon the North American Vertical Datum of 1988 (NAVD 88). The elevations shown on the plans are for finished grades unless otherwise noted.
- b. Where section or subsection monuments are encountered, the Engineer shall be notified before the monuments are removed. The Contractor shall carefully preserve all property marks and monuments until the owner, authorized surveyor or agent has witnessed or otherwise referenced their location.
- c. All radii for proposed curb and gutter are to the edge of pavement unless otherwise noted.

3. REMOVAL

a. The Contractor shall saw cut the existing pavement, concrete curb & gutter, median, hot-mix asphalt shoulder; sidewalk; and/or other appurtenances as shown on the plans, to separate the existing material to be removed, by means of an approved concrete saw to a depth shown on the plans or as directed by the Engineer. This work shall be included in the cost of the item being removed.

The Contractor shall be required to saw vertical cuts so as to form clean vertical joints. Should the Contractor deface any edge, a new sawed joint shall be provided and any additional work, including removal and replacement, shall be done at the Contractor's expense.

- b. All excess material shall be disposed of offsite on the day it is excavated or removed.
- c. The Contractor is prohibited from burning any material within or adjacent to the project limits. All excess or waste material shall be hauled away from the project site by the contractor and legally disposed of outside the right-of-way. No extra compensation will be allowed the contractor for any expense incurred by complying with the requirements of this note.

d. All storm sewer, pipe culverts, guardrail and other items scheduled for removal will be examined by the Engineer, and in coordination with LCDOT Maintenance, to determine if the item is suitable for salvage. Items designated for salvage shall be carefully removed and stored at the location and in the manner designated by Engineer. The cost of storing salvaged items shall be included in the unit cost of the item being removed. Salvageable items damaged by the Contractor shall be replaced by at the Contractor's expense with new material of the same kind.

4. DRAINAGE

a. The cost of connecting existing storm sewers to the proposed drainage system shall be included in the unit cost of the proposed drainage structure. The cost of connecting proposed storm sewer to existing structures shall be included in the unit cost of the proposed storm sewer. Additional pipe required to complete the connections will be paid for at the contract unit price for "STORM SEWER" of the type, size and class required.

- b. Unless otherwise noted on the plans, the existing drainage facilities shall remain in use during the period of construction. During construction operations the Contractor shall ensure positive site drainage at the conclusion of each day. Site drainage may be achieved by ditching, pumping, or any other method acceptable to the Engineer.
- c. The Contractor shall confirm all existing storm sewer pipe sizes and inverts prior to ordering structures. Any modification of structures due to the failure of the Contractor to perform this task shall be at the Contractor's expense and may lead to the rejection of the structure in the field if the modification is not approved by the Engineer.

d. If during construction, the Contractor encounters or otherwise becomes aware of any sewers or underdrains within the right-of-way other than those shown on the plans, he/she shall inform the Engineer, who shall direct the work necessary to maintain or replace the facilities in service and to protect them from damage during construction if maintained. Existing facilities to be maintained that are damaged because of non-compliance with this provision shall be replaced at the Contractor's own expense. Should the Engineer direct the replacement of a facility, the necessary work and payment shall be according to Sections 550 and 601, and Article 104.02 of the "Standard Specifications".

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:

GENERAL NOTES

e. When existing drainage facilities are disturbed, the contractor shall provide and maintain temporary outlets and connections for all private or public drains, culverts, sewers or catch basins. The Contractor shall provide facilities to take in all storm water which will be received by these drains and sewers and discharge the same. The Contractor shall provide and maintain an efficient pumping plant, if necessary, and a temporary outlet. The Contractor shall be prepared at all times to dispose of the water received from temporary connections until such time as the permanent connections with sewer are built and in service. This work will not be paid for separately, but shall be included in the cost of the storm sewers and drainage structures installed as part of this project.

f. The Contractor shall determine when flat slab tops are required on manholes and catch basins. Restricted depth manholes and catch basins shall be constructed according to LCDOT standard LC6000. Sumps, where required, will be included in the unit price of the restricted depth structure. No additional compensation shall be allowed for the use of flat slab tops.

g. All existing drainage facilities, headwalls and fences no longer required, in the opinion of the Engineer, shall be removed. The cost of removal of existing pipe culverts, storm sewers, drainage structures, concrete headwalls, fencing or other obstructions which interfere with the proposed improvements and which are not shown to be removed as a separate pay item shall be considered included in the cost of EARTH EXCAVATION.

h. During the construction operation when any loose material is deposited in the flow line of ditches, gutters or drainage structures so the natural flow of water is obstructed, the material shall be removed at the close of each working day.

At the conclusion of the construction operations all drainage structures shall be free from all dirt and debris. This work will not be paid for separately but shall be considered included in the unit costs of the various Temporary Erosion Control Systems e.g. INLET FILTERS, INLET PROTECTION SPECIAL, TEMPORARY DITCH CHECKS, etc...

i. Top of frame (rim) elevations shown on the plans are only to assist the Contractor in determining the approximate overall height of the structure. Frames on all new structures shall be adjusted to the final elevations of the areas in which they are located as part of the structure cost. Any plating of the structure required for staged construction shall be included in the cost of the structure.

j. Unless otherwise noted, locations shown on the plans are to the edge of pavement for structures in the curb and to the center of the structure for all other structures. All top of frame (rim) elevations for structures located in the curb and gutter are at the edge of pavement. See the LCDOT detail for Drainage Structure Rim Elevations and Offsets LC6003. Drainage structure flat-tops and cones shall be turned so that the frames are closest to the centerline of the lane unless otherwise noted. All flat-tops and cones are assumed to be eccentric unless otherwise noted.

k. Stations, offsets, and invert elevations for flared end sections are given at the centerline of the outlet end of the flared end section. The flared end section shall be installed at the same slope as the outlet pipe.

l. All frames with closed lids to be furnished as part of this contract, for the construction, adjustment or reconstruction of manholes, catch basins, inlets, valve vaults, or meter vaults shall have cast into the lid one of the following words: Lids for storm sewer structures shall bear the word STORM. Lids for sanitary sewer structures shall bear the word SANITARY. Lids for water system structures shall bear the word WATER. Additionally open grates or lids shall include the wording DUMP NO WASTE, DRAINS TO WATERWAYS. This work shall be included in the unit cost of the structure being constructed, adjusted or reconstructed.

m. Hot-mix asphalt or concrete pavement crossings shall not be left in gravel overnight. This will include the main road, side streets, private entrances, commercial entrances and parking areas. Temporary hot-mix asphalt patching or steel plates (see steel plate special provision) at the Contractor's expense may be used in lieu of immediate pavement replacement.

n. Temporary sheeting or bracing for sewer trenches that may be required shall be the responsibility of the Contractor. The cost of this work shall be included in the proposed drainage and/or utility unit prices and no additional compensation will be allowed.

o. At locations where the proposed storm sewer crosses over utilities, a 4" Styrofoam cushion shall be placed under the storm sewer when directed to do so by the Engineer. This work shall be included in the unit price for the proposed storm sewer.

p. All field tile encountered during construction operations shall be connected to the proposed storm sewer or extended to outlet into a proposed drainage way. If this cannot be accomplished, then it shall be repaired with new pipe of similar size and material to the original line and put in acceptable operating condition. A record of the location of all field tile or on-site drain pipe encountered shall be kept by the contractor and turned over to the engineer upon completion of the project. An estimated quantity of PIPE DRAINS, 4" and PIPE DRAINS, 6" has been included for this work.

q. Precast concrete adjustment rings, maximum of 12" in height, will be allowed in the adjustment or reconstruction of catch basin, manhole, inlet and valve vault structures. HDPE plastic and recycled rubber adjusting rings may be used according to Section 602 of the "Standard Specifications". Common brick will not be allowed. All type 8 grates on drainage structures shall be adjusted to plan grade with 4" minimum concrete adjustment rings. The rings shall be included in the cost of the structure.

r. Couplings used for connections of new pipe to existing pipe and where dissimilar pipe and joint materials are encountered shall be approved by the Engineer prior to installation. No stainless steel shear rings will be allowed. This work will not be paid for separately, but shall be included in the cost of the storm sewer being installed.

5. DRIVEWAYS and ENTRANCES

a. Existing hot-mix asphalt, and gravel driveways and entrances scheduled to be re-surfaced shall be resurfaced to one foot inside the right-of-way with hot-mix asphalt surface course.

GENERAL NOTES

- b. Existing concrete driveways and entrances shall be reconstructed to one foot inside the right-of-way with concrete as scheduled on the plans.
 - c. Existing hot-mix asphalt driveways and entrances scheduled to be reconstructed shall be sawcut at the limits of construction line. The surface shall be removed to the sawcut. The aggregate base shall be appropriately prepared, and the driveway shall be resurfaced with Hot-Mix Asphalt Surface Course.
 - d. Existing aggregate field entrances shall be built up in place to one foot inside the right-of-way with aggregate base course.
6. LANDSCAPING: Phosphorus Fertilizer Nutrient **shall not** be used on Lake County Highways.
7. MILLED PAVEMENT: When milled pavement is open to traffic, the maximum elevation difference between lanes, at concrete curb and gutter, or existing ground (shoulders, entrances etc...) shall not exceed 1.5 inches. With written approval from the Engineer the maximum elevation difference may be up to 3 inches if the edge of the milling is sloped a minimum 3:1 (H:V).
8. SIGNS
- a. The Contractor will be required to relocate or remove and replace signs which interfere with his/her construction operations, and to temporarily reset all such signs during construction operations according to **Article 107.25 of the "Standard Specifications"**.
 - All unused signs shall be returned to the County.
 - Longer posts may be required at some temporary or permanent sign locations to maintain proper sign elevations.
 - b. Permanent signing will be furnished and installed by LCDOT. Proposed permanent signs shown on the plans are for reference only.
9. UTILITIES
- a. Location information for underground utility facilities shown on the plans and/or included in the Contract Specifications represents the best information provided to LCDOT, and is only included for the convenience of the Contractor. LCDOT assumes no responsibility for the sufficiency or the accuracy of the location information provided.
 - b. Before starting any excavation, the Contractor shall contact "JULIE" at 1-800-892-0123 for field locations of buried electric, telephone, gas, water, sewer, cable, etc., utility lines (minimum 48 hours notification is required).

POINTS OF CONTACT

COMED
 TERRI J. BLECK
 PUBLIC RELATION GROUP MANAGER
 1500 FRANKLIN BLVD.
 LIBERTYVILLE, IL 60048
 PH: (847) 816-5239

NORTH SHORE GAS CO.
 MS. GLANNIE CHAN
 ENGINEERING
 3001 GRAND AVE.
 WAUKEGAN, IL 60085
 PH: (847) 263-4687

AT&T CORP
 MR. HECTOR GARCIA
 1000 COMMERCE DR.
 OAK BROOK, IL 60523
 PH: (630) 573-5465

CITY OF WAUKEGAN
 PUBLIC WORKS DEPARTMENT
 MR. TOM HAGERTY
 1700 N McAREE ROAD
 WAUKEGAN, IL 60085
 PH: (847) 360-0944

NORTH SHORE SANITARY DISTRICT
 MR. BILL STOLTZ
 WILLIAM KOEPEL DRIVE
 GURNEE, IL 60031
 PH: (847) 623-6060

- c. The Contractor shall be responsible for any damage or destruction of public or private property according to the special provisions and Article 107.20 of the "Standard Specifications". The Contractor shall restore such property at his/her own expense. The Contractor shall use all necessary precautions and protective measures required to maintain existing utilities, sewers, and appurtenances that must be kept in operation. In particular, the Contractor will take adequate measures to prevent the undermining of utilities and sewers which are still in service.

10. MAILBOXES

- a. According to Article 107.20 of the "Standard Specifications" the Contractor shall remove all mailboxes within the limits of construction which interfere with construction operations. The removed mailboxes shall be erected at temporary locations. As soon as construction operations permit, the Contractor shall set the mailboxes at their permanent locations as directed by the Engineer and approved by the Postmaster. This work is included in the unit bid price of the contract, and no additional compensation will be allowed.

11. MISCELLANEOUS

- a. The Contractor shall provide temporary toilet facilities for the use of all the Contractors' personnel employed on the work site, and shall maintain same in proper sanitary condition. The temporary facilities shall include hand sanitizing stations. At the completion of the project, the facilities shall be removed and the premises left clean. The Engineer shall approve the location of the temporary toilets. The cost of this work shall be included in the unit bid prices and no additional compensation will be allowed.

- b. Generally 10 foot transitions shall be used to match proposed items of work to existing items in the field, unless otherwise shown on the plans. The transitions shall be paid for at the contract unit price for the proposed item of work specified.

- c. The Contractor shall not cross completed surface course, or existing pavement not scheduled to be removed, with construction equipment which may damage the pavement.
- d. All references in the highway standards and standard specifications for reinforcement, dowel bars and tie bars in pavement, shoulders, curb, gutter, combination curb & gutter and median, and chair supports for continuously reinforced concrete pavement, shall be epoxy coated, unless noted on the plans.
- e. The Contractor's attention is called to the fact that some quantities are given in both summary form and on the plan sheets. Care should be taken to avoid duplication of quantities.

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:

LEWIS AVENUE RESURFACING



GENERAL NOTES

LEWIS AVENUE - 14TH ST TO BELVIDERE ST

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	4	78

* PLEASE NOTE THAT DUE TO THE CONDITION OF THE EXISTING PAVEMENT, WE ANTICIPATE USING MOST OF THE QUANTITIES FOR CLASS D PATCHES ON THE PROJECT.

LEWIS AVENUE (14TH ST TO BELVIDERE ST) SUMMARY OF QUANTITIES AND INDEX OF SCHEDULES

E	S	PAY CODE	DESCRIPTION	UNIT	QUANTITY	SCHEDULE #	SHEET	
		20800150	TRENCH BACKFILL	CU YD	82	27	14	
E	S	35101400	AGGREGATE BASE COURSE, TYPE B	TON	150	19	12	
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	19045	5	7	
E		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	5	19	12	
E	S	40600535	LEVELING BINDER (HAND METHOD), N70	TON	5	19	12	
		40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1035	3	7	
	S	40600990	TEMPORARY RAMP	SQ YD	759	6	8	
		40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1678	4	8	
	S	42001300	PROTECTIVE COAT	SQ YD	2156	20	13	
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3160	18	11	
	S	42400800	DETECTABLE WARNINGS	SQ FT	123	13	11	
	S	44000159	HOT-MIX ASPHALT SURFACE REMOVAL 2 1/2"	SQ YD	19723	1	7	
E		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	460	19	12	
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1890	15	12	
		44000600	SIDEWALK REMOVAL	SQ FT	3160	17	11	
*	E	S	44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	456	19	12
*	E	S	44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	684	19	12
*	E	S	44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	2053	19	12
*	E	S	44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	1369	19	12
		550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	212	27	14	
	S	56109210	WATER VALVES TO BE ADJUSTED	EACH	7	24	14	
	S	60100905	PIPE DRAINS 4"	FOOT	100	19	12	
	S	60100915	PIPE DRAINS 6"	FOOT	100	19	12	
	S	60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	316	26	14	
		60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	27	14	
		60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	27	14	
		60237470	INLETS, TYP A, TYPE 24 FRAME AND GRATE	EACH	1	27	14	
		60261320	INLETS TO BE ADJUSTED WITH NEW TYPE 11V F&G	EACH	7	21	13	
		60262700	INLETS TO BE RECONSTRUCTED	EACH	2	23	14	
	S	60603900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (ABUTTING EXISTING PAVEMENT)	FOOT	1890	16	13	
E		66900205	SPECIAL WASTE DISPOSAL	CU YD	100	19	12	
E		66900400	SPECIAL WASTE GROUNDWATER DISPOSAL	GAL	100	19	12	
		66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	-	-	
E		66900530	SOIL DISPOSAL ANALYSIS	EACH	4	19	12	
		67100100	MOBILIZATION	L SUM	1	-	-	
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	14569	7	9	
		70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	291	9	9	
		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	13427	9	9	
		70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	11396	9	10	
		70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	867	9	10	
		70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	770	9	10	
		70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	170	9	10	
		70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	3642	8	9	
	S	78000300	THERMOPLASTIC PAVEMENT MARKING - LINE 5"	FOOT	311	11	11	
		78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	11085	12	10	
	S	88600600	DETECTOR LOOP REPLACEMENT	FOOT	176	28	14	
		89502380	REMOVE EXISTING HANDHOLE	EACH	2	25	14	
	S	LC200051	REJECTED LOAD TRANSPORTATION	LOAD	2	-	-	
	S	LC780020	GROOVED THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	291	10	10	
	S	LC780021	GROOVED THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13427	10	10	
	S	LC780023	GROOVED THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	867	10	11	
	S	LC780025	GROOVED THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	770	10	11	
	S	LC780026	GROOVED THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	170	10	11	
	S	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	356	2	7	
	S	X6030205	FRAME AND GRATES TO BE ADJUSTED (SPECIAL)	EACH	42	24	14	
	S	X6700405	ENGINEERS'S FIELD OFFICE, TYPE A (MODIFIED)	CAL MO	3	-	-	
	S	X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	-	-	
	S	X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	289	14	7	
	S	XX003168	WORK ZONE PAVEMENT MARKING REMOVAL, SPECIAL	FOOT	3642	8	9	
E	S	XX003435	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	50	19	12	
	S	XX006343	SEEDING (COMPLETE)	SQ YD	31	13	11	
E	S	XX206400	MAILBOX POST	EACH	5	19	12	
	S	Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	4	22	14	
	E		ESTIMATED OR CONTINGENCY ITEM					
	S		REQUIRES SPECIAL PROVISION					

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:
		/ /		DSGMR/LIAISON:
		/ /		PLOTTED BY:
				hdsxs 11/22/2016

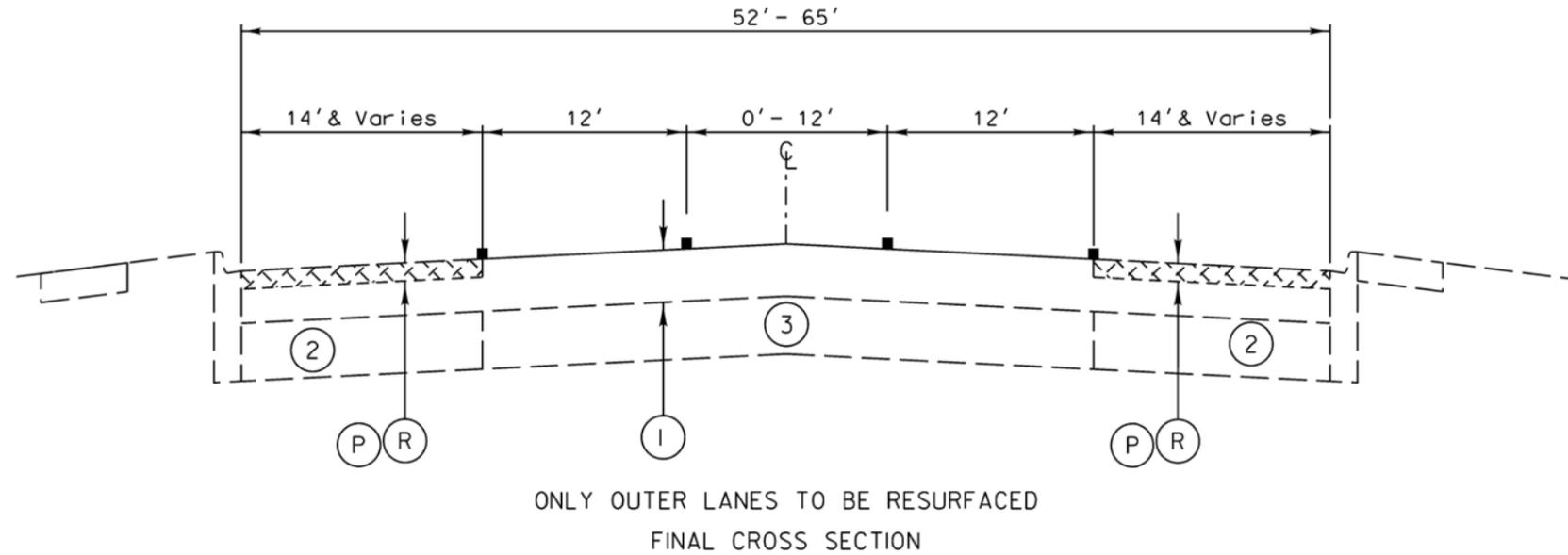
LEWIS AVENUE RESURFACING



SUMMARY OF QUANTITIES

LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	5	78



EXISTING PAVEMENT (FROM RECORDS):

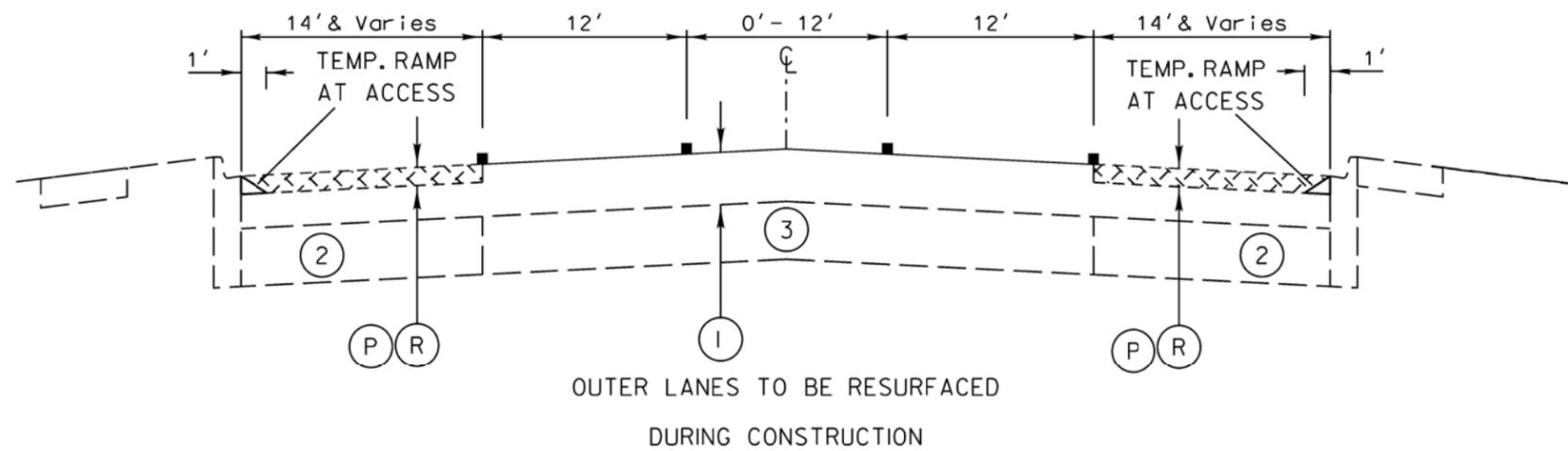
- ① 4"-8" BITUMINOUS PAVEMENT
- ② 9"-12" STABILIZED AGG. MIX BASE
- ③ 8"-12" CONCRETE PAVEMENT

PAVEMENT REMOVAL:

- Ⓡ 2½" HMA SURFACE REMOVAL
- CLASS D PATCHING OF OUTER LANES WILL INCLUDE REMOVAL OF STABILIZED AGG. MIX BASE (POZZALONIC MIX)

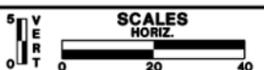
PROPOSED OVERLAY:

- Ⓟ 1½" HMA SURFACE COURSE
- 1" POLYMERIZED LEVELING BINDER



**LEWIS AVENUE
STA 94+69.55 TO 154+87.60**

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:



LEWIS AVENUE RESURFACING



TYPICAL SECTIONS
LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	6	78

1 HOT-MIX ASPHALT SURFACE REMOVAL 2 1/2"						
FROM	TO	LT/RT	LENGTH (FEET)	AVG. WIDTH (FEET)	AREA (SQ. FT.)	AREA (SQ. YDS.)
MAINLINE - LEFT						
94+99.55	98+12.30	LT	312.75	16.0	5004.0	556.0
98+12.30	98+58.00	LT	45.70	16.0	731.2	81.2
98+58.00	102+00.00	LT	342.00	14.0	4788.0	532.0
102+00.00	106+00.00	LT	400.00	14.0	5600.0	622.2
106+00.00	112+00.00	LT	600.00	14.0	8400.0	933.3
112+00.00	115+96.00	LT	396.00	14.0	5544.0	616.0
115+96.00	117+49.50	LT	153.50	15.0	2302.5	255.8
117+49.50	120+36.50	LT	287.00	16.0	4592.0	510.2
120+36.50	121+04.00	LT	67.50	14.0	945.0	105.0
121+04.00	123+73.40	LT	269.40	15.5	4175.7	464.0
123+73.40	124+63.00	LT	89.60	16.0	1433.6	159.3
124+63.00	125+03.50	LT	40.50	15.0	607.5	67.5
125+03.50	130+00.00	LT	497.00	14.0	6958.0	773.1
130+00.00	133+45.00	LT	345.00	14.0	4830.0	536.7
133+45.00	136+00.00	LT	255.00	14.0	3570.0	396.7
136+00.00	142+00.00	LT	600.00	14.0	8400.0	933.3
142+00.00	148+00.00	LT	600.00	14.0	8400.0	933.3
148+00.00	154+00.00	LT	600.00	14.0	8400.0	933.3
154+00.00	154+57.60	LT	57.60	14.0	806.4	89.6
MAINLINE - RIGHT						
94+99.55	97+80.00	RT	280.45	15.8	4417.1	490.8
97+80.00	99+16.00	RT	136.00	14.0	1904.0	211.6
98+76.50	102+00.00	RT	323.50	14.0	4529.0	503.2
102+00.00	106+00.00	RT	400.00	14.0	5600.0	622.2
106+00.00	112+00.00	RT	600.00	14.0	8400.0	933.3
112+00.00	116+30.00	RT	430.00	14.0	6020.0	668.9
116+30.00	117+19.00	RT	89.00	15.5	1379.5	153.3
117+19.00	120+36.30	RT	317.30	16.0	5076.8	564.1
120+36.30	121+08.90	RT	72.60	15.5	1125.3	125.0
121+08.90	124+33.00	RT	324.10	14.8	4780.5	531.2
132+22.00	136+00.00	RT	378.00	14.0	5292.0	588.0
136+00.00	142+00.00	RT	600.00	14.0	8400.0	933.3
142+00.00	148+00.00	RT	600.00	14.0	8400.0	933.3
148+00.00	152+43.40	RT	443.40	14.0	6207.6	689.7
152+43.40	153+34.60	RT	91.20	18.0	1641.6	182.4
153+34.60	154+57.60	RT	123.00	22.0	2706.0	300.7
SUBTOTAL						17929.7
10% CONTINGENCY						1793.0
TOTAL						19722.7
PAY CODE 44000159						

2 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH						
FROM	TO	LT/RT	LENGTH (FEET)	AVG. WIDTH (FEET)	AREA (SQ. FT.)	AREA (SQ. YDS.)
MAINLINE - LEFT						
94+69.55	94+99.55	LT	30.00	19.5	585.0	65.0
154+57.60	154+87.60	LT	30.00	21.5	645.0	71.7
MAINLINE - RIGHT						
94+69.55	94+99.55	RT	30.00	19.0	570.0	63.3
154+57.60	154+87.60	RT	30.00	37.0	1110.0	123.3
SUBTOTAL						323.3
10% CONTINGENCY						32.3
TOTAL						355.7
PAY CODE X4401198						

5 BITUMINOUS MATERIALS (TACK COAT)	
Area from Leveling Binder (Machine Method)	18826.2
Area from Hot-Mix Asphalt Surface Course	19648.7
SUM OF AREAS (SQ. YDS.)	38474.9
PRIME TYPE SS-1 @ 0.45 POUND/SQ. YD.	
PRIME QUANTITY (POUND)	17313.7
10% CONTINGENCY	1731.4
TOTAL PRIME (POUND)	19045.1
PAY CODE 40600290	

14 RECESSED REFLECTIVE PAVEMENT MARKER							
FROM STATION	TO STATION	LT/RT	DESCRIPTION	LENGTH (FEET)	SPACING (FEET)	QUANTITY (EACH)	
94+85.60	113+77.00	LT	LANE LINE	1891.4	40.0	47	
114+32.30	120+28.20	LT	LANE LINE	595.9	40.0	15	
121+13.90	123+76.30	LT	LANE LINE	262.4	40.0	7	
124+40.00	127+14.50	LT	LANE LINE	274.5	40.0	7	
127+69.50	133+39.80	LT	LANE LINE	570.3	40.0	14	
135+32.70	151+42.60	LT	LANE LINE	1609.9	40.0	40	
94+85.60	113+77.00	RT	LANE LINE	1891.4	40.0	47	
114+32.00	120+28.20	RT	LANE LINE	596.2	40.0	15	
121+13.90	133+39.80	RT	LANE LINE	1225.9	40.0	31	
135+32.70	151+35.10	RT	LANE LINE	1602.4	40.0	40	
SUBTOTAL						263	
10% CONTINGENCY						26	
TOTAL						289	
PAY CODE X7810300							

3 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50								
FROM	TO	LEFT OR RIGHT	LENGTH (FEET)	AVERAGE WIDTH (FEET)	DEPTH (INCHES)	AREA TO BE PRIMED (SQ. YDS.)	QUANTITY (TONS)	
MAINLINE LEFT								
94+99.55	98+12.30	LT	312.75	16.0	1.00	556.0	30.6	
98+12.30	98+58.00	LT	45.70	16.0	1.00	81.2	4.5	
98+58.00	102+00.00	LT	342.00	14.0	1.00	532.0	29.3	
102+00.00	106+00.00	LT	400.00	14.0	1.00	622.2	34.2	
106+00.00	112+00.00	LT	600.00	14.0	1.00	933.3	51.3	
112+00.00	115+96.00	LT	396.00	14.0	1.00	616.0	33.9	
115+96.00	117+49.50	LT	153.50	15.0	1.00	255.8	14.1	
117+49.50	120+36.50	LT	287.00	16.0	1.00	510.2	28.1	
120+36.50	121+04.00	LT	67.50	14.0	1.00	105.0	5.8	
121+04.00	123+73.40	LT	269.40	15.5	1.00	464.0	25.5	
123+73.40	124+63.00	LT	89.60	16.0	1.00	159.3	8.8	
124+63.00	125+03.50	LT	40.50	15.0	1.00	67.5	3.7	
125+03.50	130+00.00	LT	497.00	14.0	1.00	773.1	42.5	
130+00.00	133+45.00	LT	345.00	14.0	1.00	536.7	29.5	
133+45.00	136+00.00	LT	255.00	14.0	1.00	396.7	21.8	
136+00.00	142+00.00	LT	600.00	14.0	1.00	933.3	51.3	
142+00.00	148+00.00	LT	600.00	14.0	1.00	933.3	51.3	
148+00.00	154+00.00	LT	600.00	14.0	1.00	933.3	51.3	
154+00.00	154+57.60	LT	57.60	14.0	1.00	89.6	4.9	
MAINLINE RIGHT								
94+99.55	97+80.00	RT	280.45	15.8	1.00	490.8	27.0	
97+80.00	99+16.00	RT	136.00	14.0	1.00	211.6	11.6	
98+76.50	102+00.00	RT	323.50	14.0	1.00	503.2	27.7	
102+00.00	106+00.00	RT	400.00	14.0	1.00	622.2	34.2	
106+00.00	112+00.00	RT	600.00	14.0	1.00	933.3	51.3	
112+00.00	116+30.00	RT	430.00	14.0	1.00	668.9	36.8	
116+30.00	117+19.00	RT	89.00	15.5	1.00	153.3	8.4	
117+19.00	120+36.30	RT	317.30	16.0	1.00	564.1	31.0	
120+36.30	121+08.90	RT	72.60	15.5	1.00	125.0	6.9	
121+08.90	124+33.00	RT	324.10	14.8	1.00	531.2	29.2	
132+22.00	136+00.00	RT	378.00	14.0	1.00	588.0	32.3	
136+00.00	142+00.00	RT	600.00	14.0	1.00	933.3	51.3	
142+00.00	148+00.00	RT	600.00	14.0	1.00	933.3	51.3	
148+00.00	152+43.40	RT	443.40	14.0	1.00	689.7	37.9	
152+43.40	153+34.60	RT	91.20	18.0	1.00	182.4	10.0	
153+34.60	154+57.60	RT	123.00	22.0	1.00	300.7	16.5	
SUBTOTAL						17929.7	986.1	
5% CONTINGENCY						896.5	49.3	
TOTAL						18826.2	1035.4	
PAY CODE 40600827 (110 lbs./Sq. Yd./1" Depth)								

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:
		/ /		/
		/ /		DSGMR/LIAISON:
		/ /		PLOTTED BY: hdsxs 11/18/2016

LEWIS AVENUE RESURFACING



SCHEDULE OF QUANTITIES

LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	7	78

6 TEMPORARY RAMP						
STATION	TYPE	LT/RT	LENGTH	AVG WIDTH	AREA	AREA
			(FEET)	(FEET)	(SQ. FT.)	(SQ. YDS.)
95+16	Major	LT	30.0	14.0	420.0	46.7
95+16	Major	RT	30.0	14.0	420.0	46.7
95+27	Major	RT	33.0	1.0	33.0	3.7
96+07	Major	RT	33.0	1.0	33.0	3.7
96+61	Minor	RT	38.0	1.0	38.0	4.2
97+18	Major	RT	34.0	1.0	34.0	3.8
98+17	Major	RT	36.0	1.0	36.0	4.0
100+44	Major	RT	36.0	1.0	36.0	4.0
100+92	Major	RT	36.0	1.0	36.0	4.0
102+05	Major	LT	15.0	1.0	15.0	1.7
103+09	Minor	LT	17.0	1.0	17.0	1.9
111+26	Major	LT	34.0	1.0	34.0	3.8
111+33	Major	RT	57.0	1.0	57.0	6.3
112+88	Major	LT	30.0	1.0	30.0	3.3
114+65	Major	RT	33.0	1.0	33.0	3.7
115+32	Major	RT	35.0	1.0	35.0	3.9
117+40	Major	RT	45.0	1.0	45.0	5.0
119+49	Major	RT	35.0	1.0	35.0	3.9
121+54	Major	LT	63.0	1.0	63.0	7.0
122+21	Major	RT	44.0	1.0	44.0	4.9
122+42	Major	LT	28.0	1.0	28.0	3.1
122+72	Major	RT	13.0	1.0	13.0	1.4
123+34	Major	RT	20.0	1.0	20.0	2.2
128+96	Major	LT	18.0	1.0	18.0	2.0
129+86	Major	LT	22.0	1.0	22.0	2.4
131+60	Major	LT	39.0	1.0	39.0	4.3
132+77	Major	LT	35.0	1.0	35.0	3.9
137+52	Major	RT	15.0	1.0	15.0	1.7
137+88	Major	LT	31.0	1.0	31.0	3.4
139+30	Major	LT	31.0	1.0	31.0	3.4
139+30	Major	RT	47.0	1.0	47.0	5.2
142+34	Major	LT	28.0	1.0	28.0	3.1
143+14	Major	RT	57.0	1.0	57.0	6.3
143+16	Major	LT	28.0	1.0	28.0	3.1
144+62	Major	RT	32.0	1.0	32.0	3.6
145+30	Major	RT	30.0	1.0	30.0	3.3
145+58	Major	LT	32.0	1.0	32.0	3.6
146+53	Major	LT	38.0	1.0	38.0	4.2
146+74	Major	RT	41.0	1.0	41.0	4.6
147+45	Major	LT	66.0	1.0	66.0	7.3
151+12	Major	LT	77.0	1.0	77.0	8.6
152+71	Major	RT	30.0	1.0	30.0	3.3
154+87	Major	LT	30.0	21.5	645.0	71.7
154+87	Major	RT	30.0	35.0	1050.0	116.7
SUBTOTAL						345.2
2 Applications						690.4
10% CONTINGENCY						69.0
TOTAL						759.5
PAY CODE 40600990						

4 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70									
FROM	TO	LEFT OR RIGHT	LENGTH	AVERAGE WIDTH	DEPTH	AREA TO BE PRIMED	QUANTITY		
			(FEET)	(FEET)	(INCHES)	(SQ. YDS.)	(TONS)		
MAINLINE - LEFT									
94+69.55	94+99.55	LT	30.00	19.5	1.50	65.0	5.5		
94+99.55	98+12.30	LT	312.75	16.0	1.50	556.0	46.7		
98+12.30	98+58.00	LT	45.70	16.0	1.50	81.2	6.8		
98+58.00	102+00.00	LT	342.00	14.0	1.50	532.0	44.7		
102+00.00	106+00.00	LT	400.00	14.0	1.50	622.2	52.3		
106+00.00	112+00.00	LT	600.00	14.0	1.50	933.3	78.4		
112+00.00	115+96.00	LT	396.00	14.0	1.50	616.0	51.7		
115+96.00	117+49.50	LT	153.50	15.0	1.50	255.8	21.5		
117+49.50	120+36.50	LT	287.00	16.0	1.50	510.2	42.9		
120+36.50	121+04.00	LT	67.50	14.0	1.50	105.0	8.8		
121+04.00	123+73.40	LT	269.40	15.5	1.50	464.0	39.0		
123+73.40	124+63.00	LT	89.60	16.0	1.50	159.3	13.4		
124+63.00	125+03.50	LT	40.50	15.0	1.50	67.5	5.7		
125+03.50	130+00.00	LT	497.00	14.0	1.50	773.1	64.9		
130+00.00	133+45.00	LT	345.00	14.0	1.50	536.7	45.1		
133+45.00	136+00.00	LT	255.00	14.0	1.50	396.7	33.3		
136+00.00	142+00.00	LT	600.00	14.0	1.50	933.3	78.4		
142+00.00	148+00.00	LT	600.00	14.0	1.50	933.3	78.4		
148+00.00	154+00.00	LT	600.00	14.0	1.50	933.3	78.4		
154+00.00	154+57.60	LT	57.60	14.0	1.50	89.6	7.5		
154+57.60	154+87.60	LT	30.00	21.5	1.50	71.7	6.0		
MAINLINE - RIGHT									
94+69.55	94+99.55	RT	30.00	19.0	1.50	63.3	5.3		
94+99.55	97+80.00	RT	280.45	15.8	1.50	490.8	41.2		
97+80.00	99+16.00	RT	136.00	14.0	1.50	211.6	17.8		
98+76.50	102+00.00	RT	323.50	14.0	1.50	503.2	42.3		
102+00.00	106+00.00	RT	400.00	14.0	1.50	622.2	52.3		
106+00.00	112+00.00	RT	600.00	14.0	1.50	933.3	78.4		
112+00.00	116+30.00	RT	430.00	14.0	1.50	668.9	56.2		
116+30.00	117+19.00	RT	89.00	15.5	1.50	153.3	12.9		
117+19.00	120+36.30	RT	317.30	16.0	1.50	564.1	47.4		
120+36.30	121+08.90	RT	72.60	15.5	1.50	125.0	10.5		
121+08.90	124+33.00	RT	324.10	14.8	1.50	531.2	44.6		
132+22.00	136+00.00	RT	378.00	14.0	1.50	588.0	49.4		
136+00.00	142+00.00	RT	600.00	14.0	1.50	933.3	78.4		
142+00.00	148+00.00	RT	600.00	14.0	1.50	933.3	78.4		
148+00.00	152+43.40	RT	443.40	14.0	1.50	689.7	57.9		
152+43.40	153+34.60	RT	91.20	18.0	1.50	182.4	15.3		
153+34.60	154+57.60	RT	123.00	22.0	1.50	300.7	25.3		
154+57.60	154+87.60	RT	30.00	37.0	1.50	123.3	10.4		
						SUBTOTAL	18253.0	1533.3	
CONTINGENCY FOR ENTRANCE RECONSTRUCTION									
						DEPTH	AREA	QUANTITY	
						(INCHES)	(SQ. YDS.)	(TONS)	
						2.5	400.0	56.0	
CONTINGENCY FOR MAILBOX TURNOUT RECONSTRUCTION (based on LCDOT STANDARD LC4121)									
						DEPTH	AREA	QUANTITY	
						(INCHES)	(SQ. YDS.)	(TONS)	
						2.5	60.0	8.4	
						SUBTOTAL	18713.0	1597.7	
						5% CONTINGENCY	935.7	79.9	
						TOTAL	19648.7	1677.5	
PAY CODE 40603340 (112 lbs./Sq. Yd./1" Depth)									

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:
		/ /		DSGMR/LIAISON:
		/ /		PLOTTED BY:

LEWIS AVENUE RESURFACING



SCHEDULE OF QUANTITIES

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	8	78

7 SHORT TERM PAVEMENT MARKINGS					
LETTERS & SYMBOLS					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)
95+41.60	95+73.60	C/L	32.0	LEFT TURN ONLY	109
119+35.30	119+67.30	C/L	32.0	LEFT TURN ONLY	109
121+73.50	122+05.50	C/L	32.0	LEFT TURN ONLY	109
132+27.00	132+59.00	C/L	32.0	LEFT TURN ONLY	109
136+17.70	136+49.70	C/L	32.0	LEFT TURN ONLY	109
152+79.10	153+11.10	C/L	32.0	LEFT TURN ONLY	109
153+57.50	153+89.50	RT	32.0	RIGHT TURN ONLY	109
154+27.40	154+59.40	C/L	32.0	LEFT TURN ONLY	109
PAY CODE 70300100				TOTAL 1 APPLICATION	872.0
				TOTAL 4 APPLICATIONS	3488.0
4" DOUBLE YELLOW LINE, 4' DASH 40' SPACE					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)
94+93.60	100+71.00	C/L	577.4	D DASH CENTERLINE	105.0
101+29.50	113+77.00	C/L	1247.5	D DASH CENTERLINE	226.8
114+32.30	120+26.50	C/L	594.2	D DASH CENTERLINE	108.0
121+14.00	123+76.40	C/L	262.4	D DASH CENTERLINE	47.7
124+36.70	127+07.50	C/L	270.8	D DASH CENTERLINE	49.2
127+69.50	133+41.80	C/L	572.3	D DASH CENTERLINE	104.1
135+32.70	154+69.40	C/L	1936.7	D DASH CENTERLINE	352.1
PAY CODE 70300100				TOTAL 1 APPLICATION	993.0
				TOTAL 4 APPLICATIONS	3971.9
4" WHITE LINE, 4' DASH 40' SPACE					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)
94+93.60	100+71.00	LT	577.4	SINGLE DASH	52.5
101+29.50	113+77.00	LT	1247.5	SINGLE DASH	113.4
114+32.30	120+26.50	LT	594.2	SINGLE DASH	54.0
121+14.00	123+76.40	LT	262.4	SINGLE DASH	23.9
124+36.70	127+07.50	LT	270.8	SINGLE DASH	24.6
127+69.50	133+41.80	LT	572.3	SINGLE DASH	52.0
135+32.70	154+69.40	LT	1936.7	SINGLE DASH	176.1
94+93.60	100+71.00	RT	577.4	SINGLE DASH	52.5
101+29.50	113+77.00	RT	1247.5	SINGLE DASH	113.4
114+32.30	120+26.50	RT	594.2	SINGLE DASH	54.0
121+14.00	123+76.40	RT	262.4	SINGLE DASH	23.9
124+36.70	127+07.50	RT	270.8	SINGLE DASH	24.6
127+69.50	133+41.80	RT	572.3	SINGLE DASH	52.0
135+32.70	151+35.70	RT	1603.0	SINGLE DASH	145.7
PAY CODE 70300100				TOTAL 1 APPLICATION	910.6
				TOTAL 4 APPLICATIONS	3642.4
4" SOLID WHITE LINE					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)
94+93.60	95+83.60	LT	90.0	TURN LANE	90.0
119+25.30	120+26.50	RT	101.2	TURN LANE	101.2
121+14.00	122+15.50	LT	101.5	TURN LANE	101.5
132+17.00	133+41.80	RT	124.8	TURN LANE	124.8
135+32.70	136+59.70	LT	127.0	TURN LANE	127.0
152+69.10	154+69.40	RT	200.3	TURN LANE	200.3
153+47.50	154+69.40	RT	121.9	TURN LANE	121.9
PAY CODE 70300100				TOTAL 1 APPLICATION	866.7
				TOTAL 4 APPLICATIONS	3466.8
				COMPOSITE TOTAL	14569.1

8 PAVEMENT MARKING TAPE, TYPE III 4"					
LETTERS & SYMBOLS					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)
95+41.60	95+73.60	C/L	32.0	LEFT TURN ONLY	109
119+35.30	119+67.30	C/L	32.0	LEFT TURN ONLY	109
121+73.50	122+05.50	C/L	32.0	LEFT TURN ONLY	109
132+27.00	132+59.00	C/L	32.0	LEFT TURN ONLY	109
136+17.70	136+49.70	C/L	32.0	LEFT TURN ONLY	109
152+79.10	153+11.10	C/L	32.0	LEFT TURN ONLY	109
153+57.50	153+89.50	RT	32.0	RIGHT TURN ONLY	109
154+27.40	154+59.40	C/L	32.0	LEFT TURN ONLY	109
				TOTAL 1 APPLICATION	872.0
4" DOUBLE YELLOW LINE, 4' DASH 40' SPACE					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)
94+93.60	100+71.00	C/L	577.4	D DASH CENTERLINE	105.0
101+29.50	113+77.00	C/L	1247.5	D DASH CENTERLINE	226.8
114+32.30	120+26.50	C/L	594.2	D DASH CENTERLINE	108.0
121+14.00	123+76.40	C/L	262.4	D DASH CENTERLINE	47.7
124+36.70	127+07.50	C/L	270.8	D DASH CENTERLINE	49.2
127+69.50	133+41.80	C/L	572.3	D DASH CENTERLINE	104.1
135+32.70	154+69.40	C/L	1936.7	D DASH CENTERLINE	352.1
				TOTAL 1 APPLICATION	993.0
4" WHITE LINE, 4' DASH 40' SPACE					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)
94+93.60	100+71.00	LT	577.4	SINGLE DASH	52.5
101+29.50	113+77.00	LT	1247.5	SINGLE DASH	113.4
114+32.30	120+26.50	LT	594.2	SINGLE DASH	54.0
121+14.00	123+76.40	LT	262.4	SINGLE DASH	23.9
124+36.70	127+07.50	LT	270.8	SINGLE DASH	24.6
127+69.50	133+41.80	LT	572.3	SINGLE DASH	52.0
135+32.70	154+69.40	LT	1936.7	SINGLE DASH	176.1
94+93.60	100+71.00	RT	577.4	SINGLE DASH	52.5
101+29.50	113+77.00	RT	1247.5	SINGLE DASH	113.4
114+32.30	120+26.50	RT	594.2	SINGLE DASH	54.0
121+14.00	123+76.40	RT	262.4	SINGLE DASH	23.9
124+36.70	127+07.50	RT	270.8	SINGLE DASH	24.6
135+32.70	151+35.70	RT	1603.0	SINGLE DASH	145.7
				TOTAL 1 APPLICATION	910.6
4" SOLID WHITE LINE					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)
94+93.60	95+83.60	LT	90.0	TURN LANE	90.0
119+25.30	120+26.50	RT	101.2	TURN LANE	101.2
121+14.00	122+15.50	LT	101.5	TURN LANE	101.5
132+17.00	133+41.80	RT	124.8	TURN LANE	124.8
135+32.70	136+59.70	LT	127.0	TURN LANE	127.0
152+69.10	154+69.40	RT	200.3	TURN LANE	200.3
153+47.50	154+69.40	RT	121.9	TURN LANE	121.9
				TOTAL 1 APPLICATION	866.7
PAY CODE 70300520				COMPOSITE TOTAL	3642.3
WORK ZONE PAVEMENT MARKING REMOVAL, SPECIAL					
				LENGTH (FEET)	QUANTITY (FT)
WORK ZONE PAVEMENT MARKING REMOVAL, SPECIAL				3642.3	3642.3
PAY CODE XX003168				TOTAL	3642.3

9 TEMPORARY PAVEMENT MARKINGS					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (SQ FT)
LETTERS & SYMBOLS - WHITE					
95+41.60	95+73.60	C/L	32.0	LEFT TURN ONLY	36.4
119+35.30	119+67.30	C/L	32.0	LEFT TURN ONLY	36.4
121+73.50	122+05.50	C/L	32.0	LEFT TURN ONLY	36.4
132+27.00	132+59.00	C/L	32.0	LEFT TURN ONLY	36.4
136+17.70	136+49.70	C/L	32.0	LEFT TURN ONLY	36.4
152+79.10	153+11.10	C/L	32.0	LEFT TURN ONLY	36.4
153+57.50	153+89.50	RT	32.0	RIGHT TURN ONLY	36.4
154+27.40	154+59.40	C/L	32.0	LEFT TURN ONLY	36.4
				TOTAL 1 APPLICATION	291.2
PAY CODE 70300210				TOTAL 1 APPLICATIONS	291.2
4" YELLOW LINE					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)
94+93.60	100+71.00	C/L	577.4	DOUBLE YELLOW	1154.8
101+29.50	113+77.00	C/L	1247.5	DOUBLE YELLOW	2495.0
114+32.30	120+26.50	C/L	594.2	DOUBLE YELLOW	1188.4
121+14.00	123+76.40	C/L	262.4	DOUBLE YELLOW	524.8
124+36.70	127+07.50	C/L	270.8	DOUBLE YELLOW	541.6
127+69.50	133+41.80	C/L	572.3	DOUBLE YELLOW	1144.6
135+32.70	154+69.40	C/L	1936.7	DOUBLE YELLOW	3873.4
4" 10/30 SKIP/DASH WHITE LINE = LENGTH X 0.25					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (SQ FT)
94+93.60	100+71.00	LT	577.4	10/30 SKIP/DASH	144.4
101+29.50	113+77.00	LT	1247.5	10/30 SKIP/DASH	311.9
114+32.30	120+26.50	LT	594.2	10/30 SKIP/DASH	148.6
121+14.00	123+76.40	LT	262.4	10/30 SKIP/DASH	65.6
124+36.70	127+07.50	LT	270.8	10/30 SKIP/DASH	67.7
127+69.50	133+41.80	LT	572.3	10/30 SKIP/DASH	143.1
135+32.70	154+69.40	LT	1936.7	10/30 SKIP/DASH	484.2
94+93.60	100+71.00	RT	577.4	10/30 SKIP/DASH	144.4
101+29.50	113+77.00	RT	1247.5	10/30 SKIP/DASH	311.9
114+32.30	120+26.50	RT	594.2	10/30 SKIP/DASH	148.6
121+14.00	123+76.40	RT	262.4	10/30 SKIP/DASH	65.6
124+36.70	127+07.50	RT	270.8	10/30 SKIP/DASH	67.7
135+32.70	151+35.70	RT	1603.0	10/30 SKIP/DASH	400.8
				TOTAL 1 APPLICATION	13426.8
PAY CODE 70300220				TOTAL 1 APPLICATIONS	13426.8

REVISIONS / REMARKS			
NO.	DESCRIPTION	DATE	BY

SURVEYOR:	/
DSGMR/LIAISON:	/
PLOTTED BY:	hdsxs 11/22/2016

LEWIS AVENUE RESURFACING



SCHEDULE OF QUANTITIES
LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	9	78

9 TEMPORARY PAVEMENT MARKINGS					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (SQ FT)
5" SOLID WHITE LINE					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)
94+93.60	100+71.00	LT	577.4	EDGE LINE	577.4
101+29.50	107+29.40	LT	599.9	EDGE LINE	599.9
107+79.30	113+67.70	LT	588.4	EDGE LINE	588.4
114+32.30	120+36.50	LT	604.2	EDGE LINE	604.2
121+04.10	123+76.40	LT	272.3	EDGE LINE	272.3
124+36.30	127+14.50	LT	278.2	EDGE LINE	278.2
127+72.20	133+45.50	LT	573.3	EDGE LINE	573.3
135+18.90	154+52.20	LT	1933.3	EDGE LINE	1933.3
94+92.40	113+70.90	RT	1878.5	EDGE LINE	1878.5
114+35.80	120+36.50	RT	600.7	EDGE LINE	600.7
121+08.90	134+29.09	RT	1320.2	EDGE LINE	1320.2
135+89.60	154+48.40	RT	1858.8	EDGE LINE	1858.8
NW Quad @ 14TH ST		LT	36.0	EDGE LINE @ RETURN	36.0
NE Quad @ 14TH ST		RT	32.0	EDGE LINE @ RETURN	32.0
SW Quad @ 13TH ST		LT	6.9	EDGE LINE @ RETURN	6.9
NW Quad @ 13TH ST		LT	9.6	EDGE LINE @ RETURN	9.6
SW Quad @ 12TH ST		LT	7.5	EDGE LINE @ RETURN	7.5
NW Quad @ 12TH ST		LT	7.5	EDGE LINE @ RETURN	7.5
SW Quad @ 11TH ST		LT	10.1	EDGE LINE @ RETURN	10.1
NW Quad @ 11TH ST		LT	5.9	EDGE LINE @ RETURN	5.9
SE Quad @ 11TH ST		RT	8.3	EDGE LINE @ RETURN	8.3
NE Quad @ 11TH ST		RT	6.7	EDGE LINE @ RETURN	6.7
SW Quad @ 10TH ST		LT	7.8	EDGE LINE @ RETURN	7.8
NW Quad @ 10TH ST		LT	6.4	EDGE LINE @ RETURN	6.4
SE Quad @ 10TH ST		RT	6.2	EDGE LINE @ RETURN	6.2
NE Quad @ 10TH ST		RT	8.9	EDGE LINE @ RETURN	8.9
SW Quad @ MARSHALL PK		LT	6.8	EDGE LINE @ RETURN	6.8
NW Quad @ MARSHALL PK		LT	7.8	EDGE LINE @ RETURN	7.8
SW Quad @ 9TH PKWAY		LT	6.3	EDGE LINE @ RETURN	6.3
NW Quad @ 9TH PKWAY		LT	10.2	EDGE LINE @ RETURN	10.2
NW Quad @ DUGDALE		LT	9.4	EDGE LINE @ RETURN	9.4
NE Quad @ DUGDALE		RT	8.0	EDGE LINE @ RETURN	8.0
NW Quad @ BELVIDERE ST		LT	43.0	EDGE LINE @ RETURN	43.0
NE Quad @ BELVIDERE ST		RT	59.8	EDGE LINE @ RETURN	59.8
TOTAL 1 APPLICATION					11396.3
TOTAL 1 APPLICATIONS					11396.3
PAY CODE 70300230					
6" SOLID WHITE LINE					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (SQ FT)
94+93.60	95+83.60	LT	90.0	TURN LANE	90.0
119+25.30	120+26.50	RT	101.2	TURN LANE	101.2
121+14.00	122+15.50	LT	101.5	TURN LANE	101.5
132+17.00	133+41.80	RT	124.8	TURN LANE	124.8
135+32.70	136+59.70	LT	127.0	TURN LANE	127.0
152+69.10	154+69.40	RT	200.3	TURN LANE	200.3
153+47.50	154+69.40	RT	121.9	TURN LANE	121.9
TOTAL 1 APPLICATION					866.7
TOTAL 1 APPLICATIONS					866.7
PAY CODE 70300240					

9 TEMPORARY PAVEMENT MARKINGS					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (SQ FT)
12" SOLID WHITE LINE					
94+79.20	94+85.20	22.0	6.0	CROSS WALK	132.0
120+32.40	120+38.40	22.0	6.0	CROSS WALK	132.0
121+05.40	121+11.40	22.0	6.0	CROSS WALK	132.0
133+45.90	133+51.90	17.0	6.0	CROSS WALK	102.0
135+22.10	135+28.10	17.0	6.0	CROSS WALK	102.0
154+72.00	154+84.00	2.0	85.0	CROSS WALK	170.0
TOTAL 1 APPLICATION					770.0
TOTAL 1 APPLICATIONS					770.0
PAY CODE 70300260					
24" SOLID WHITE LINE					
LOCATION	LENGTH	DESCRIPTION	QUANTITY (FEET)		
94+93.60	94+95.60	LT	36.0	STOP BAR	36.0
120+24.50	120+26.50	RT	34.0	STOP BAR	34.0
121+14.00	121+16.00	LT	34.0	STOP BAR	34.0
133+39.80	133+41.80	RT	31.0	STOP BAR	31.0
135+32.70	135+34.70	LT	30.0	STOP BAR	30.0
154+67.40	154+69.40	RT	41.0	STOP BAR	41.0
TOTAL 1 APPLICATION					170.0
TOTAL 1 APPLICATIONS					170.0
PAY CODE 70300280					

12 PAINT PAVEMENT MARKINGS					
5" SOLID WHITE LINE					
FROM	TO	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)
94+93.60	100+71.00	LT	577.4	EDGE LINE	577.4
101+29.50	107+29.40	LT	599.9	EDGE LINE	599.9
107+79.30	113+67.70	LT	588.4	EDGE LINE	588.4
114+32.30	120+36.50	LT	604.2	EDGE LINE	604.2
121+04.10	123+76.40	LT	272.3	EDGE LINE	272.3
124+36.30	127+14.50	LT	278.2	EDGE LINE	278.2
127+72.20	133+45.50	LT	573.3	EDGE LINE	573.3
135+18.90	154+52.20	LT	1933.3	EDGE LINE	1933.3
94+92.40	113+70.90	RT	1878.5	EDGE LINE	1878.5
114+35.80	120+36.50	RT	600.7	EDGE LINE	600.7
121+08.90	134+29.09	RT	1320.2	EDGE LINE	1320.2
135+89.60	154+48.40	RT	1858.8	EDGE LINE	1858.8
TOTAL					11085.2
PAY CODE 78001120					

10 GROOVED THERMOPLASTIC PAVEMENT MARKINGS					
LETTERS & SYMBOLS - WHITE (SQUARE FEET)					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (SQ FT)
95+41.60	95+73.60	C/L	32.0	LEFT TURN ONLY	36.4
119+35.30	119+67.30	C/L	32.0	LEFT TURN ONLY	36.4
121+73.50	122+05.50	C/L	32.0	LEFT TURN ONLY	36.4
132+27.00	132+59.00	C/L	32.0	LEFT TURN ONLY	36.4
136+17.70	136+49.70	C/L	32.0	LEFT TURN ONLY	36.4
152+79.10	153+11.10	C/L	32.0	LEFT TURN ONLY	36.4
153+57.50	153+89.50	RT	32.0	RIGHT TURN ONLY	36.4
154+27.40	154+59.40	C/L	32.0	LEFT TURN ONLY	36.4
TOTAL					291.2
PAY CODE LC780020					
4" DOUBLE YELLOW LINE					
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)
94+93.60	100+71.00	C/L	577.4	DOUBLE YELLOW	1154.8
101+29.50	113+77.00	C/L	1247.5	DOUBLE YELLOW	2495.0
114+32.30	120+26.50	C/L	594.2	DOUBLE YELLOW	1188.4
121+14.00	123+76.40	C/L	262.4	DOUBLE YELLOW	524.8
124+36.70	127+07.50	C/L	270.8	DOUBLE YELLOW	541.6
127+69.50	133+41.80	C/L	572.3	DOUBLE YELLOW	1144.6
135+32.70	154+69.40	C/L	1936.7	DOUBLE YELLOW	3873.4
4" 10/30 SKIP/DASH WHITE LINE = LENGTH X 0.25					
94+93.60	100+71.00	LT	577.4	10/30 SKIP/DASH	144.4
101+29.50	113+77.00	LT	1247.5	10/30 SKIP/DASH	311.9
114+32.30	120+26.50	LT	594.2	10/30 SKIP/DASH	148.6
121+14.00	123+76.40	LT	262.4	10/30 SKIP/DASH	65.6
124+36.70	127+07.50	LT	270.8	10/30 SKIP/DASH	67.7
127+69.50	133+41.80	LT	572.3	10/30 SKIP/DASH	143.1
135+32.70	154+69.40	LT	1936.7	10/30 SKIP/DASH	484.2
94+93.60	100+71.00	RT	577.4	10/30 SKIP/DASH	144.4
101+29.50	113+77.00	RT	1247.5	10/30 SKIP/DASH	311.9
114+32.30	120+26.50	RT	594.2	10/30 SKIP/DASH	148.6
121+14.00	123+76.40	RT	262.4	10/30 SKIP/DASH	65.6
124+36.70	127+07.50	RT	270.8	10/30 SKIP/DASH	67.7
135+32.70	151+35.70	RT	1603.0	10/30 SKIP/DASH	400.8
TOTAL					13426.8
PAY CODE LC780021					

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:
				/
				DSGMR/LIAISON:
				PLOTTED BY:

hdsxs 11/18/2016

LEWIS AVENUE RESURFACING



SCHEDULE OF QUANTITIES
LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	10	78

10 GROOVED THERMOPLASTIC PAVEMENT MARKINGS						
6" SOLID WHITE LINE						
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)	
94+93.60	95+83.60	LT	90.0	TURN LANE	90.0	
119+25.30	120+26.50	RT	101.2	TURN LANE	101.2	
121+14.00	122+15.50	LT	101.5	TURN LANE	101.5	
132+17.00	133+41.80	RT	124.8	TURN LANE	124.8	
135+32.70	136+59.70	LT	127.0	TURN LANE	127.0	
152+69.10	154+69.40	RT	200.3	TURN LANE	200.3	
153+47.50	154+69.40	RT	121.9	TURN LANE	121.9	
PAY CODE LC780023					TOTAL	866.7

12" SOLID WHITE LINE						
FROM	TO	NUMBER OF STRIPES	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)	
94+79.20	94+85.20	22.0	6.0	CROSS WALK	132.0	
120+32.40	120+38.40	22.0	6.0	CROSS WALK	132.0	
121+05.40	121+11.40	22.0	6.0	CROSS WALK	132.0	
133+45.90	133+51.90	17.0	6.0	CROSS WALK	102.0	
135+22.10	135+28.10	17.0	6.0	CROSS WALK	102.0	
154+72.00	154+84.00	2.0	85.0	CROSS WALK	170.0	
PAY CODE LC780025					TOTAL	770.0

24" SOLID WHITE LINE						
LOCATION	LENGTH	DESCRIPTION	QUANTITY (FEET)			
94+93.60	94+95.60	LT	36.0	STOP BAR	36.0	
120+24.50	120+26.50	RT	34.0	STOP BAR	34.0	
121+14.00	121+16.00	LT	34.0	STOP BAR	34.0	
133+39.80	133+41.80	RT	31.0	STOP BAR	31.0	
135+32.70	135+34.70	LT	30.0	STOP BAR	30.0	
154+67.40	154+69.40	RT	41.0	STOP BAR	41.0	
PAY CODE LC780026					TOTAL	170.0

11 THERMOPLASTIC PAVEMENT MARKINGS						
5" SOLID WHITE LINE						
FROM STATION	TO STATION	LEFT OR RIGHT	LENGTH (FEET)	DESCRIPTION	QUANTITY (FEET)	
NW Quad @ 14TH ST		LT	36.0	EDGE LINE @ RETURN	36.0	
NE Quad @ 14TH ST		RT	32.0	EDGE LINE @ RETURN	32.0	
SW Quad @ 13TH ST		LT	6.9	EDGE LINE @ RETURN	6.9	
NW Quad @ 13TH ST		LT	9.6	EDGE LINE @ RETURN	9.6	
SW Quad @ 12TH ST		LT	7.5	EDGE LINE @ RETURN	7.5	
NW Quad @ 12TH ST		LT	7.5	EDGE LINE @ RETURN	7.5	
SW Quad @ 11TH ST		LT	10.1	EDGE LINE @ RETURN	10.1	
NW Quad @ 11TH ST		LT	5.9	EDGE LINE @ RETURN	5.9	
SE Quad @ 11TH ST		RT	8.3	EDGE LINE @ RETURN	8.3	
NE Quad @ 11TH ST		RT	6.7	EDGE LINE @ RETURN	6.7	
SW Quad @ 10TH ST		LT	7.8	EDGE LINE @ RETURN	7.8	
NW Quad @ 10TH ST		LT	6.4	EDGE LINE @ RETURN	6.4	
SE Quad @ 10TH ST		RT	6.2	EDGE LINE @ RETURN	6.2	
NE Quad @ 10TH ST		RT	8.9	EDGE LINE @ RETURN	8.9	
SW Quad @ MARSHALL PK		LT	6.8	EDGE LINE @ RETURN	6.8	
NW Quad @ MARSHALL PK		LT	7.8	EDGE LINE @ RETURN	7.8	
SW Quad @ 9TH PKWAY		LT	6.3	EDGE LINE @ RETURN	6.3	
NW Quad @ 9TH PKWAY		LT	10.2	EDGE LINE @ RETURN	10.2	
NW Quad @ DUGDALE		LT	9.4	EDGE LINE @ RETURN	9.4	
NE Quad @ DUGDALE		RT	8.0	EDGE LINE @ RETURN	8.0	
NW Quad @ BELVIDERE ST		LT	43.0	EDGE LINE @ RETURN	43.0	
NE Quad @ BELVIDERE ST		RT	59.8	EDGE LINE @ RETURN	59.8	
PAY CODE 78000300					TOTAL	311.1

13 ADA RAMPS							DETECTABLE WARNINGS	PROTECTIVE COAT	SEEDING FOR RESTORATION		
STATION	OFFSET	LT/RT	LENGTH (FEET)	WIDTH (FEET)	DEPTH (INCHES)	AREA (SQ. FT.)	AREA (SQ. FT.)	# OF COATS	QUANTITY (SQ YD)	AREA (SQ YD)	
113+86.00	37	LT	10.0	6.0	5.0	60.0	16.0	2.0	13.3	4.0	
114+27.00	33	LT	15.0	6.0	5.0	90.0	16.0	2.0	20.0	5.0	
114+28.00	30	RT	14.0	12.0	5.0	168.0	16.0	2.0	37.3	6.0	
123+86.00	36	LT	11.0	6.0	5.0	66.0	16.0	2.0	14.7	4.0	
124+28.00	35	LT	11.0	6.0	5.0	66.0	16.0	2.0	14.7	4.0	
127+56.50	36	LT	10.0	5.0	5.0	50.0	16.0	2.0	11.1	4.0	
127+68.00	29	LT	6.0	5.0	5.0	30.0	16.0	2.0	6.7	4.0	
SUBTOTALS							530.0	112.0	-	117.8	
10% CONTINGENCY							53.0	11.2	-	11.8	
PAY CODE							ITEM	583.0	123.2	-	129.6
44000600							SIDEWALK REMOVAL*	583.0	-	-	-
42400200							PORTLAND CEMENT CONC. SIDEWALK 5 INCH**	583.0	-	-	64.78
42400800							DETECTABLE WARNINGS	-	123.2	-	-
42001300							PROTECTIVE COAT***	-	-	-	194.3
XX006343							SEEDING (COMPLETE)	-	-	-	31.0
*SIDEWALK REMOVAL INCLUDED IN SCHEDULE 17											
**PORTLAND CEMENT CONC. SIDEWALK 5 INCH INCLUDED IN SCHEDULE 18											
***PROTECTIVE COAT INCLUDED IN SCHEDULE 21											

17 SIDEWALK REMOVAL								
FROM STATION	TO STATION	OFFSET	LT/RT	DESCRIPTION	LENGTH FT	WIDTH FT	AREA SQ FT	
116+54.50	116+75.50	31.7	LT	SIDEWALK REMOVAL	21.0	5.0	105.0	
117+64.50	117+69.50	35.0	LT	SIDEWALK REMOVAL	5.0	5.0	25.0	
118+04.50	118+09.50	35.0	LT	SIDEWALK REMOVAL	5.0	5.0	25.0	
118+44.50	118+48.50	35.0	LT	SIDEWALK REMOVAL	4.0	5.0	20.0	
118+62.50	118+73.50	35.0	LT	SIDEWALK REMOVAL	11.0	5.0	55.0	
118+83.40	118+87.40	35.0	LT	SIDEWALK REMOVAL	4.0	5.0	20.0	
119+00.50	119+05.50	35.0	LT	SIDEWALK REMOVAL	5.0	5.0	25.0	
119+17.50	119+22.50	35.0	LT	SIDEWALK REMOVAL	5.0	5.0	25.0	
119+52.50	119+57.50	35.0	LT	SIDEWALK REMOVAL	5.0	5.0	25.0	
119+83.50	119+87.50	35.0	LT	SIDEWALK REMOVAL	4.0	5.0	20.0	
120+00.50	120+15.50	35.0	LT	SIDEWALK REMOVAL	15.0	5.0	75.0	
122+12.50	122+27.50	34.0	LT	SIDEWALK REMOVAL	15.0	5.0	75.0	
123+61.50	123+65.50	34.0	LT	SIDEWALK REMOVAL	4.0	5.0	20.0	
144+44.50	145+39.50	35.0	LT	SIDEWALK REMOVAL	95.0	5.0	475.0	
145+68.50	146+35.00	35.0	LT	SIDEWALK REMOVAL	66.5	5.0	332.5	
95+24.60	95+30.60	34.0	RT	SIDEWALK REMOVAL	6.0	5.0	30.0	
95+46.70	95+59.70	34.0	RT	SIDEWALK REMOVAL	13.0	5.0	65.0	
95+90.60	96+25.60	34.0	RT	SIDEWALK REMOVAL	35.0	5.0	175.0	
96+51.60	96+88.60	34.0	RT	SIDEWALK REMOVAL	37.0	5.0	185.0	
97+42.50	97+46.50	34.0	RT	SIDEWALK REMOVAL	4.0	5.0	20.0	
97+57.00	97+61.00	34.0	RT	SIDEWALK REMOVAL	4.0	5.0	20.0	
97+96.60	98+00.60	34.0	RT	SIDEWALK REMOVAL	4.0	5.0	20.0	
114+25.00	114+44.50	27.5	RT	SIDEWALK REMOVAL	19.5	5.0	97.5	
121+36.60	121+42.60	34.0	RT	SIDEWALK REMOVAL	6.0	5.0	30.0	
122+48.50	122+65.50	34.0	RT	SIDEWALK REMOVAL	17.0	5.0	85.0	
SIDEWALK REMOVAL FOR ADA RAMP (FROM SCHEDULE 13)							583.0	
SUBTOTAL							2633	
20% CONTINGENCY							526.6	
PAY CODE 44000600							TOTAL	3159.6

18 PORTLAND CEMENT CONCRETE SIDEWALK 5"								
FROM STATION	TO STATION	OFFSET	LT/RT	DESCRIPTION	LENGTH FT	WIDTH FT	AREA SQ FT	
116+54.50	116+75.50	31.7	LT	SIDEWALK	21.0	5.0	105.0	
117+64.50	117+69.50	35.0	LT	SIDEWALK	5.0	5.0	25.0	
118+04.50	118+09.50	35.0	LT	SIDEWALK	5.0	5.0	25.0	
118+44.50	118+48.50	35.0	LT	SIDEWALK	4.0	5.0	20.0	
118+62.50	118+73.50	35.0	LT	SIDEWALK	11.0	5.0	55.0	
118+83.40	118+87.40	35.0	LT	SIDEWALK	4.0	5.0	20.0	
119+00.50	119+05.50	35.0	LT	SIDEWALK	5.0	5.0	25.0	
119+17.50	119+22.50	35.0	LT	SIDEWALK	5.0	5.0	25.0	
119+52.50	119+57.50	35.0	LT	SIDEWALK	5.0	5.0	25.0	
119+83.50	119+87.50	35.0	LT	SIDEWALK	4.0	5.0	20.0	
120+00.50	120+15.50	35.0	LT	SIDEWALK	15.0	5.0	75.0	
122+12.50	122+27.50	34.0	LT	SIDEWALK	15.0	5.0	75.0	
123+61.50	123+65.50	34.0	LT	SIDEWALK	4.0	5.0	20.0	
144+44.50	145+39.50	35.0	LT	SIDEWALK	95.0	5.0	475.0	
145+68.50	146+35.00	35.0	LT	SIDEWALK	66.5	5.0	332.5	
95+24.60	95+30.60	34.0	RT	SIDEWALK	6.0	5.0	30.0	
95+46.70	95+59.70	34.0	RT	SIDEWALK	13.0	5.0	65.0	
95+90.60	96+25.60	34.0	RT	SIDEWALK	35.0	5.0	175.0	
96+51.60	96+88.60	34.0	RT	SIDEWALK	37.0	5.0	185.0	
97+42.50	97+46.50	34.0	RT	SIDEWALK	4.0	5.0	20.0	
97+57.00	97+61.00	34.0	RT	SIDEWALK	4.0	5.0	20.0	
97+96.60	98+00.60	34.0	RT	SIDEWALK	4.0	5.0	20.0	
114+25.00	114+44.50	27.5	RT	SIDEWALK	19.5	5.0	97.5	
121+36.60	121+42.60	34.0	RT	SIDEWALK	6.0	5.0	30.0	
122+48.50	122+65.50	34.0	RT	SIDEWALK	17.0	5.0	85.0	
FROM ADA RAMP (FROM SCHEDULE 13)							583.0	
SUBTOTAL							2633	
20% CONTINGENCY							526.6	
PAY CODE 42400200							TOTAL	3159.6

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR/ DSGNR/LIAISON/ PLOTTED BY:
				hdsxs 11/18/2016

LEWIS AVENUE RESURFACING



SCHEDULE OF QUANTITIES				ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST				CH27	082	16-00082-08-RS	11	78

15 COMBINATION CURB AND GUTTER REMOVAL					
FROM STATION	TO STATION	OFFSET	LT/RT	DESCRIPTION	FOOT
95+51.40	95+57.40	32.5	LT	CONCRETE CURB AND GUTTER REMOVAL	6
96+36.30	96+67.30	32.5	LT	CONCRETE CURB AND GUTTER REMOVAL	31
96+91.50	97+01.50	32.5	LT	CONCRETE CURB AND GUTTER REMOVAL	10
98+50.90	98+57.90	29.0	LT	CONCRETE CURB AND GUTTER REMOVAL	7
99+03.40	99+07.30	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
99+38.90	99+42.90	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
99+75.00	99+79.00	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
100+21.00	100+25.00	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
103+74.50	103+78.50	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
104+08.50	104+14.50	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	6
104+23.00	104+27.00	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
108+91.00	108+95.00	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
109+12.60	109+16.60	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
109+94.50	110+00.50	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	6
110+72.50	110+77.50	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	5
110+90.50	110+95.50	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	5
111+09.80	111+42.80	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	33
112+31.50	112+37.50	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	6
112+73.50	113+04.50	27.5	LT	CONCRETE CURB AND GUTTER REMOVAL	31
116+54.50	116+75.50	30.1	LT	CONCRETE CURB AND GUTTER REMOVAL	21
117+64.50	117+69.50	33.5	LT	CONCRETE CURB AND GUTTER REMOVAL	5
118+04.50	118+09.50	33.5	LT	CONCRETE CURB AND GUTTER REMOVAL	5
118+44.50	118+48.50	33.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
118+62.50	118+73.50	33.5	LT	CONCRETE CURB AND GUTTER REMOVAL	11
118+83.40	118+87.40	33.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
119+00.50	119+05.50	33.5	LT	CONCRETE CURB AND GUTTER REMOVAL	5
119+17.50	119+22.50	33.5	LT	CONCRETE CURB AND GUTTER REMOVAL	5
119+52.50	119+57.50	33.5	LT	CONCRETE CURB AND GUTTER REMOVAL	5
119+83.50	119+87.50	33.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
120+00.50	120+15.50	33.5	LT	CONCRETE CURB AND GUTTER REMOVAL	15
122+12.50	122+27.50	32.5	LT	CONCRETE CURB AND GUTTER REMOVAL	15
123+61.50	123+65.50	32.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
125+64.80	125+69.80	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	5
125+85.00	125+89.00	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	4
125+97.00	126+01.00	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	4
126+37.30	126+41.30	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	4
127+79.50	127+97.50	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	18
128+16.50	128+20.50	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	4
128+44.60	128+48.60	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	4
129+71.50	130+03.60	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	32
130+37.50	130+41.50	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	4
130+47.50	130+52.50	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	5
130+61.50	130+65.50	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	4
131+31.50	132+07.50	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	76
132+24.50	133+08.50	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	84
133+25.40	133+29.50	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	4
143+16.00	144+61.00	27.0	LT	CONCRETE CURB AND GUTTER REMOVAL	145
146+34.50	146+80.50	26.5	LT	CONCRETE CURB AND GUTTER REMOVAL	46
148+37.50	148+50.50	26.5	LT	CONCRETE CURB AND GUTTER REMOVAL	13
148+61.50	148+66.50	26.5	LT	CONCRETE CURB AND GUTTER REMOVAL	5
148+75.50	148+79.50	26.5	LT	CONCRETE CURB AND GUTTER REMOVAL	4
153+25.50	153+30.50	25.0	LT	CONCRETE CURB AND GUTTER REMOVAL	5
153+41.50	153+46.50	25.0	LT	CONCRETE CURB AND GUTTER REMOVAL	5

15 COMBINATION CURB AND GUTTER REMOVAL					
FROM STATION	TO STATION	OFFSET	LT/RT	DESCRIPTION	FOOT
95+24.60	95+30.60	32.5	RT	CONCRETE CURB AND GUTTER REMOVAL	6
95+46.70	95+59.70	32.5	RT	CONCRETE CURB AND GUTTER REMOVAL	13
95+90.60	96+25.60	32.5	RT	CONCRETE CURB AND GUTTER REMOVAL	35
96+51.60	96+88.60	32.5	RT	CONCRETE CURB AND GUTTER REMOVAL	37
97+42.50	97+46.50	32.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
97+57.00	97+61.00	32.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
97+96.60	98+00.60	32.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
99+15.50	99+19.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
101+06.60	101+20.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	14
101+43.70	101+47.70	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
102+09.00	102+13.00	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
102+47.60	102+51.60	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
102+66.70	102+70.70	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
103+70.00	103+74.00	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
103+86.00	103+90.00	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
104+43.50	104+47.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
104+84.50	104+88.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
105+02.50	105+06.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
105+43.00	105+47.00	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
105+62.00	105+66.00	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
106+22.50	106+30.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	8
107+07.50	107+11.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
107+47.60	107+52.60	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	5
109+63.40	109+81.40	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	18
109+93.50	110+01.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	8
110+90.00	110+95.00	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	5
114+25.00	114+44.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	32
114+66.50	114+95.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	29
115+18.50	115+29.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	11
115+51.50	115+80.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	29
115+92.50	115+96.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
116+06.60	116+10.60	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	4
116+18.50	116+28.50	25.5	RT	CONCRETE CURB AND GUTTER REMOVAL	10
116+41.60	116+45.60	26.3	RT	CONCRETE CURB AND GUTTER REMOVAL	4
116+51.60	116+55.60	27.1	RT	CONCRETE CURB AND GUTTER REMOVAL	4
116+79.50	116+83.50	29.1	RT	CONCRETE CURB AND GUTTER REMOVAL	4
117+26.60	117+41.60	32.0	RT	CONCRETE CURB AND GUTTER REMOVAL	15
117+65.50	117+69.50	32.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
117+77.60	117+81.60	32.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
117+90.50	117+96.50	32.0	RT	CONCRETE CURB AND GUTTER REMOVAL	6
118+45.60	118+49.60	32.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
118+74.50	118+78.50	32.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4

15 COMBINATION CURB AND GUTTER REMOVAL					
FROM STATION	TO STATION	OFFSET	LT/RT	DESCRIPTION	FOOT
118+93.50	118+97.50	32.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
119+08.50	119+12.50	32.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
119+26.50	119+71.50	32.0	RT	CONCRETE CURB AND GUTTER REMOVAL	45
120+00.60	120+04.60	32.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
121+36.60	121+42.60	32.5	RT	CONCRETE CURB AND GUTTER REMOVAL	6
122+48.50	123+09.50	32.5	RT	CONCRETE CURB AND GUTTER REMOVAL	61
123+45.50	123+55.50	32.5	RT	CONCRETE CURB AND GUTTER REMOVAL	10
124+10.50	124+27.50	32.5	RT	CONCRETE CURB AND GUTTER REMOVAL	17
125+57.00	125+65.00	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	8
127+25.50	127+29.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
127+44.50	127+48.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
127+78.50	127+82.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
127+94.50	127+98.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
128+89.50	128+94.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	5
129+06.50	129+12.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	6
130+86.50	130+91.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	5
131+51.60	131+56.60	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	5
132+17.60	132+22.60	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	5
132+58.50	132+63.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	5
132+75.50	132+79.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
132+96.50	133+00.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
133+14.50	133+18.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
138+18.50	138+22.50	26.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
143+52.50	143+56.50	26.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
145+23.50	145+27.50	26.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
148+44.60	148+48.60	26.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
148+76.50	148+80.50	26.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
148+84.50	148+88.50	26.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
150+67.50	150+71.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	4
150+79.50	150+84.50	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	5
151+84.60	151+98.60	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	14
152+09.70	152+14.70	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	5
152+26.60	152+31.60	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	5
152+44.60	152+49.60	27.0	RT	CONCRETE CURB AND GUTTER REMOVAL	5
152+59.60	152+63.60	28.2	RT	CONCRETE CURB AND GUTTER REMOVAL	4
152+76.50	152+80.50	29.6	RT	CONCRETE CURB AND GUTTER REMOVAL	4
C&G REMOVAL FOR ADA RAMPS AT VARIOUS LOCATIONS					150
SUBTOTAL					1575
20% CONTINGENCY					315.0
PAY CODE 44000500 TOTAL					1890.0

19 ESTIMATED & CONTINGENT ITEMS			
PAY CODE	DESCRIPTION	UNIT	QUANTITY
35101400	AGGREGATE BASE COURSE, TYPE B	TON	150.0
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	5.0
40600535	LEVELING BINDER (HAND METHOD), N70	TON	5.0
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	460.0
60100905	PIPE DRAINS, 4"	FOOT	100.0
60100915	PIPE DRAINS, 6"	FOOT	100.0
66900205	SPECIAL WASTE DISPOSAL	CU YD	100.0
66900400	SPECIAL WASTE GROUNDWATER DISPOSAL	GAL	100.0
66900530	SOIL DISPOSAL ANALYSIS	EACH	4.0
XX003435	PORTLAND CEMENT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	50.0
XX206400	MAILBOX POST	EACH	5.0
PAVEMENT PATCHING			AREA (SQ. YDS.)
AREA OF MAINLINE HOT-MIX ASPHALT SURFACE COURSE =			18253
PATCHING @ 25%			4563
44201713	CLASS D PATCHES, TYPE I, 6 INCH	10%	456.3
44201717	CLASS D PATCHES, TYPE II, 6 INCH	15%	684.5
44201721	CLASS D PATCHES, TYPE III, 6 INCH	45%	2053.5
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	30%	1369.0

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:
		/ /		DSGMR/LIAISON:
		/ /		PLOTTED BY:

LEWIS AVENUE RESURFACING



SCHEDULE OF QUANTITIES
LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	12	78

16 COMBINATION CONCRETE CURB AND GUTTER B-6.12 (ABUTTING EXISTING PAVEMENT)					
FROM STATION	TO STATION	OFFSET	LT/RT	DESCRIPTION	FOOT
95+51.40	95+57.40	32.5	LT	CONCRETE CURB AND GUTTER	6
96+36.30	96+67.30	32.5	LT	CONCRETE CURB AND GUTTER	31
96+91.50	97+01.50	32.5	LT	CONCRETE CURB AND GUTTER	10
98+50.90	98+57.90	29.0	LT	CONCRETE CURB AND GUTTER	7
99+03.40	99+07.30	27.5	LT	CONCRETE CURB AND GUTTER	4
99+38.90	99+42.90	27.5	LT	CONCRETE CURB AND GUTTER	4
99+75.00	99+79.00	27.5	LT	CONCRETE CURB AND GUTTER	4
100+21.00	100+25.00	27.5	LT	CONCRETE CURB AND GUTTER	4
103+74.50	103+78.50	27.5	LT	CONCRETE CURB AND GUTTER	4
104+08.50	104+14.50	27.5	LT	CONCRETE CURB AND GUTTER	6
104+23.00	104+27.00	27.5	LT	CONCRETE CURB AND GUTTER	4
108+91.00	108+95.00	27.5	LT	CONCRETE CURB AND GUTTER	4
109+12.60	109+16.60	27.5	LT	CONCRETE CURB AND GUTTER	4
109+94.50	110+00.50	27.5	LT	CONCRETE CURB AND GUTTER	6
110+72.50	110+77.50	27.5	LT	CONCRETE CURB AND GUTTER	5
110+90.50	110+95.50	27.5	LT	CONCRETE CURB AND GUTTER	5
111+09.80	111+42.80	27.5	LT	CONCRETE CURB AND GUTTER	33
112+31.50	112+37.50	27.5	LT	CONCRETE CURB AND GUTTER	6
112+73.50	113+04.50	27.5	LT	CONCRETE CURB AND GUTTER	31
116+54.50	116+75.50	30.1	LT	CONCRETE CURB AND GUTTER	21
117+64.50	117+69.50	33.5	LT	CONCRETE CURB AND GUTTER	5
118+04.50	118+09.50	33.5	LT	CONCRETE CURB AND GUTTER	5
118+44.50	118+48.50	33.5	LT	CONCRETE CURB AND GUTTER	4
118+62.50	118+73.50	33.5	LT	CONCRETE CURB AND GUTTER	11
118+83.40	118+87.40	33.5	LT	CONCRETE CURB AND GUTTER	4
119+00.50	119+05.50	33.5	LT	CONCRETE CURB AND GUTTER	5
119+17.50	119+22.50	33.5	LT	CONCRETE CURB AND GUTTER	5
119+52.50	119+57.50	33.5	LT	CONCRETE CURB AND GUTTER	5
119+83.50	119+87.50	33.5	LT	CONCRETE CURB AND GUTTER	4
120+00.50	120+15.50	33.5	LT	CONCRETE CURB AND GUTTER	15
122+12.50	122+27.50	32.5	LT	CONCRETE CURB AND GUTTER	15
123+61.50	123+65.50	32.5	LT	CONCRETE CURB AND GUTTER	4
125+64.80	125+69.80	27.0	LT	CONCRETE CURB AND GUTTER	5
125+85.00	125+89.00	27.0	LT	CONCRETE CURB AND GUTTER	4
125+97.00	126+01.00	27.0	LT	CONCRETE CURB AND GUTTER	4
126+37.30	126+41.30	27.0	LT	CONCRETE CURB AND GUTTER	4
127+79.50	127+97.50	27.0	LT	CONCRETE CURB AND GUTTER	18
128+16.50	128+20.50	27.0	LT	CONCRETE CURB AND GUTTER	4
128+44.60	128+48.60	27.0	LT	CONCRETE CURB AND GUTTER	4
129+71.50	130+03.60	27.0	LT	CONCRETE CURB AND GUTTER	32
130+37.50	130+41.50	27.0	LT	CONCRETE CURB AND GUTTER	4
130+47.50	130+52.50	27.0	LT	CONCRETE CURB AND GUTTER	5
130+61.50	130+65.50	27.0	LT	CONCRETE CURB AND GUTTER	4
131+31.50	132+07.50	27.0	LT	CONCRETE CURB AND GUTTER	76
132+24.50	133+08.50	27.0	LT	CONCRETE CURB AND GUTTER	84
133+25.40	133+29.50	27.0	LT	CONCRETE CURB AND GUTTER	4
143+16.00	144+61.00	27.0	LT	CONCRETE CURB AND GUTTER	145
146+34.50	146+80.50	26.5	LT	CONCRETE CURB AND GUTTER	46
148+37.50	148+50.50	26.5	LT	CONCRETE CURB AND GUTTER	13
148+61.50	148+66.50	26.5	LT	CONCRETE CURB AND GUTTER	5
148+75.50	148+79.50	26.5	LT	CONCRETE CURB AND GUTTER	4
153+25.50	153+30.50	25.0	LT	CONCRETE CURB AND GUTTER	5
153+41.50	153+46.50	25.0	LT	CONCRETE CURB AND GUTTER	5

16 COMBINATION CONCRETE CURB AND GUTTER B-6.12 (ABUTTING EXISTING PAVEMENT)					
FROM STATION	TO STATION	OFFSET	LT/RT	DESCRIPTION	FOOT
95+24.60	95+30.60	32.5	RT	CONCRETE CURB AND GUTTER	6
95+46.70	95+59.70	32.5	RT	CONCRETE CURB AND GUTTER	13
95+90.60	96+25.60	32.5	RT	CONCRETE CURB AND GUTTER	35
96+51.60	96+88.60	32.5	RT	CONCRETE CURB AND GUTTER	37
97+42.50	97+46.50	32.5	RT	CONCRETE CURB AND GUTTER	4
97+57.00	97+61.00	32.5	RT	CONCRETE CURB AND GUTTER	4
97+96.60	98+00.60	32.5	RT	CONCRETE CURB AND GUTTER	4
99+15.50	99+19.50	25.5	RT	CONCRETE CURB AND GUTTER	4
101+06.60	101+20.50	25.5	RT	CONCRETE CURB AND GUTTER	14
101+43.70	101+47.70	25.5	RT	CONCRETE CURB AND GUTTER	4
102+09.00	102+13.00	25.5	RT	CONCRETE CURB AND GUTTER	4
102+47.60	102+51.60	25.5	RT	CONCRETE CURB AND GUTTER	4
102+66.70	102+70.70	25.5	RT	CONCRETE CURB AND GUTTER	4
103+70.00	103+74.00	25.5	RT	CONCRETE CURB AND GUTTER	4
103+86.00	103+90.00	25.5	RT	CONCRETE CURB AND GUTTER	4
104+43.50	104+47.50	25.5	RT	CONCRETE CURB AND GUTTER	4
104+84.50	104+88.50	25.5	RT	CONCRETE CURB AND GUTTER	4
105+02.50	105+06.50	25.5	RT	CONCRETE CURB AND GUTTER	4
105+43.00	105+47.00	25.5	RT	CONCRETE CURB AND GUTTER	4
105+62.00	105+66.00	25.5	RT	CONCRETE CURB AND GUTTER	4
106+22.50	106+30.50	25.5	RT	CONCRETE CURB AND GUTTER	8
107+07.50	107+11.50	25.5	RT	CONCRETE CURB AND GUTTER	4
107+47.60	107+52.60	25.5	RT	CONCRETE CURB AND GUTTER	5
109+63.40	109+81.40	25.5	RT	CONCRETE CURB AND GUTTER	18
109+93.50	110+01.50	25.5	RT	CONCRETE CURB AND GUTTER	8
110+90.00	110+95.00	25.5	RT	CONCRETE CURB AND GUTTER	5
114+25.00	114+44.50	25.5	RT	CONCRETE CURB AND GUTTER	32
114+66.50	114+95.50	25.5	RT	CONCRETE CURB AND GUTTER	29
115+18.50	115+29.50	25.5	RT	CONCRETE CURB AND GUTTER	11
115+51.50	115+80.50	25.5	RT	CONCRETE CURB AND GUTTER	29
115+92.50	115+96.50	25.5	RT	CONCRETE CURB AND GUTTER	4
116+06.60	116+10.60	25.5	RT	CONCRETE CURB AND GUTTER	4
116+18.50	116+28.50	25.5	RT	CONCRETE CURB AND GUTTER	10
116+41.60	116+45.60	26.3	RT	CONCRETE CURB AND GUTTER	4
116+51.60	116+55.60	27.1	RT	CONCRETE CURB AND GUTTER	4
116+79.50	116+83.50	29.1	RT	CONCRETE CURB AND GUTTER	4
117+26.60	117+41.60	32.0	RT	CONCRETE CURB AND GUTTER	15
117+65.50	117+69.50	32.0	RT	CONCRETE CURB AND GUTTER	4
117+77.60	117+81.60	32.0	RT	CONCRETE CURB AND GUTTER	4
117+90.50	117+96.50	32.0	RT	CONCRETE CURB AND GUTTER	6
118+45.60	118+49.60	32.0	RT	CONCRETE CURB AND GUTTER	4
118+74.50	118+78.50	32.0	RT	CONCRETE CURB AND GUTTER	4

16 COMBINATION CONCRETE CURB AND GUTTER B-6.12 (ABUTTING EXISTING PAVEMENT)					
FROM STATION	TO STATION	OFFSET	LT/RT	DESCRIPTION	FOOT
118+93.50	118+97.50	32.0	RT	CONCRETE CURB AND GUTTER	4
119+08.50	119+12.50	32.0	RT	CONCRETE CURB AND GUTTER	4
119+26.50	119+71.50	32.0	RT	CONCRETE CURB AND GUTTER	45
120+00.60	120+04.60	32.0	RT	CONCRETE CURB AND GUTTER	4
121+36.60	121+42.60	32.5	RT	CONCRETE CURB AND GUTTER	6
122+48.50	123+09.50	32.5	RT	CONCRETE CURB AND GUTTER	61
123+45.50	123+55.50	32.5	RT	CONCRETE CURB AND GUTTER	10
124+10.50	124+27.50	32.5	RT	CONCRETE CURB AND GUTTER	17
125+57.00	125+65.00	27.0	RT	CONCRETE CURB AND GUTTER	8
127+25.50	127+29.50	27.0	RT	CONCRETE CURB AND GUTTER	4
127+44.50	127+48.50	27.0	RT	CONCRETE CURB AND GUTTER	4
127+78.50	127+82.50	27.0	RT	CONCRETE CURB AND GUTTER	4
127+94.50	127+98.50	27.0	RT	CONCRETE CURB AND GUTTER	4
128+89.50	128+94.50	27.0	RT	CONCRETE CURB AND GUTTER	5
129+06.50	129+12.50	27.0	RT	CONCRETE CURB AND GUTTER	6
130+86.50	130+91.50	27.0	RT	CONCRETE CURB AND GUTTER	5
131+51.60	131+56.60	27.0	RT	CONCRETE CURB AND GUTTER	5
132+17.60	132+22.60	27.0	RT	CONCRETE CURB AND GUTTER	5
132+58.50	132+63.50	27.0	RT	CONCRETE CURB AND GUTTER	5
132+75.50	132+79.50	27.0	RT	CONCRETE CURB AND GUTTER	4
132+96.50	133+00.50	27.0	RT	CONCRETE CURB AND GUTTER	4
133+14.50	133+18.50	27.0	RT	CONCRETE CURB AND GUTTER	4
138+18.50	138+22.50	26.0	RT	CONCRETE CURB AND GUTTER	4
143+52.50	143+56.50	26.0	RT	CONCRETE CURB AND GUTTER	4
145+23.50	145+27.50	26.0	RT	CONCRETE CURB AND GUTTER	4
148+44.60	148+48.60	26.0	RT	CONCRETE CURB AND GUTTER	4
148+76.50	148+80.50	26.0	RT	CONCRETE CURB AND GUTTER	4
148+84.50	148+88.50	26.0	RT	CONCRETE CURB AND GUTTER	4
150+67.50	150+71.50	27.0	RT	CONCRETE CURB AND GUTTER	4
150+79.50	150+84.50	27.0	RT	CONCRETE CURB AND GUTTER	5
151+84.60	151+98.60	27.0	RT	CONCRETE CURB AND GUTTER	14
152+09.70	152+14.70	27.0	RT	CONCRETE CURB AND GUTTER	5
152+26.60	152+31.60	27.0	RT	CONCRETE CURB AND GUTTER	5
152+44.60	152+49.60	27.0	RT	CONCRETE CURB AND GUTTER	5
152+59.60	152+63.60	28.2	RT	CONCRETE CURB AND GUTTER	4
152+76.50	152+80.50	29.6	RT	CONCRETE CURB AND GUTTER	4
C&G REPLACEMENT FOR ADA RAMP AT VARIOUS LOCTIONS					150
SUBTOTAL					1575
20% CONTINGENCY					315.0
PAY CODE 60603900 TOTAL					1890.0

20 PROTECTIVE COAT				
ITEM	LENGTH	SURFACE WIDTH	# OF COATS	QUANTITY
DESCRIPTION	(FEET)	(FEET)		(SQ YD)
COMB CONC C & G (From Schedule 16)	1890.0	3.0	2.0	1260.0
ADA RAMPS (Schedule 13)				129.6
PCC SIDEWALK RAMPS(Schedule 13)				64.8
PCC SIDEWALK (Schedule 18)	410.0	5.0	2.0	455.6
PCC DRIVEWAY BEHIND C&G (Schedule 19)				50.0
SUBTOTAL				1959.9
10% CONTINGENCY				196.0
PAY CODE 42001300 TOTAL				2155.9

21 INLET TO BE ADJUSTED WITH NEW TYPE 11V F&G				
FROM STATION	OFFSET	LT/RT	DESCRIPTION	QUANTITY
95+44.00	32.5	LT	TYPE 11 V FRAME & GRATE	1.0
95+55.50	32.5	RT	TYPE 11 V FRAME & GRATE	1.0
104+11.50	27.5	LT	TYPE 11 V FRAME & GRATE	1.0
109+97.60	27.5	LT	TYPE 11 V FRAME & GRATE	1.0
109+97.60	25.5	RT	TYPE 11 V FRAME & GRATE	1.0
124+17.60	32.5	RT	TYPE 11 V FRAME & GRATE	1.0
SUBTOTAL				6.0
20% CONTINGENCY				1
PAY CODE 60261320 TOTAL				7.0

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:
		/ /		DSGMR/LIAISON:
		/ /		PLOTTED BY:

LEWIS AVENUE RESURFACING



SCHEDULE OF QUANTITIES
LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	13	78

22 DRAINAGE STRUCTURES TO BE ADJUSTED				
FROM STATION	OFFSET	LT/RT	DESCRIPTION	EACH
95+54.00	32.5	LT	CLEAN AND GROUT INLET	1
95+55.50	32.5	RT	CLEAN AND GROUT INLET	1
104+11.50	27.5	LT	CLEAN AND GROUT INLET	1
109+97.60	27.5	LT	CLEAN AND GROUT INLET	1
PAY CODE Z0018400				TOTAL 4

23 INLETS TO BE RECONSTRUCTED				
FROM STATION	OFFSET	LT/RT	DESCRIPTION	INLET
109+97.60	25.5	RT	INLET TO BE RECONSTRUCT	1
124+17.60	32.5	RT	INLET TO BE RECONSTRUCT	1
PAY CODE 60262700				TOTAL 2

26 PIPE UNDERDRAINS, TYPE 2, 4"					
FROM STATION	OFFSET	LT/RT	DESCRIPTION	FOOT	
95+44.40	95+66.40	LT	PIPE UNDERDRAIN	22.0	
98+52.90	98+62.90	LT	PIPE UNDERDRAIN	10.0	
104+10.50	104+20.50	LT	PIPE UNDERDRAIN	10.0	
109+96.50	110+06.50	LT	PIPE UNDERDRAIN	10.0	
125+45.00	125+55.00	LT	PIPE UNDERDRAIN	10.0	
128+95.00	129+20.00	LT	PIPE UNDERDRAIN	25.0	
135+28.00	135+38.00	LT	PIPE UNDERDRAIN	10.0	
135+40.00	135+50.00	LT	PIPE UNDERDRAIN	10.0	
138+40.00	138+50.00	LT	PIPE UNDERDRAIN	10.0	
138+52.00	138+62.00	LT	PIPE UNDERDRAIN	10.0	
141+69.00	141+79.00	LT	PIPE UNDERDRAIN	10.0	
141+81.00	141+91.00	LT	PIPE UNDERDRAIN	10.0	
146+96.00	147+06.00	LT	PIPE UNDERDRAIN	10.0	
154+02.00	154+12.00	LT	PIPE UNDERDRAIN	10.0	
154+35.00	154+45.00	LT	PIPE UNDERDRAIN	10.0	
95+44.50	95+54.50	RT	PIPE UNDERDRAIN	10.0	
95+56.50	95+66.50	RT	PIPE UNDERDRAIN	10.0	
101+10.50	101+20.50	RT	PIPE UNDERDRAIN	10.0	
104+10.50	104+20.50	RT	PIPE UNDERDRAIN	10.0	
107+58.50	107+68.50	RT	PIPE UNDERDRAIN	10.0	
109+98.60	110+08.60	RT	PIPE UNDERDRAIN	10.0	
118+04.60	118+14.60	RT	PIPE UNDERDRAIN	10.0	
124+06.50	124+16.50	RT	PIPE UNDERDRAIN	10.0	
124+18.50	124+28.50	RT	PIPE UNDERDRAIN	10.0	
138+50.80	138+60.80	RT	PIPE UNDERDRAIN	10.0	
141+79.00	141+89.00	RT	PIPE UNDERDRAIN	10.0	
SUBTOTAL				287	
10% CONTINGENCY				29	
PAY CODE 60108204				TOTAL	316

24 ITEMS TO BE ADJUSTED					
STATION	OFFSET	LT/RT	DESCRIPTION	EACH	
95+55.70	20.9	RT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
96+61.40	31.8	RT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
98+55.50	22.4	RT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
100+93.50	38.7	LT	FRAMES & GRATES TO BE ADJUSTED - SANITARY	1	
100+96.40	30.2	LT	FRAMES & GRATES TO BE ADJUSTED - WATER	1	
101+07.20	19.2	RT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
104+09.40	20.6	RT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
107+19.70	19.7	LT	FRAMES & GRATES TO BE ADJUSTED - WATER	1	
107+35.90	19.8	LT	FRAMES & GRATES TO BE ADJUSTED - WATER	1	
107+52.60	27.1	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
107+53.90	18.4	RT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
109+96.60	19.6	RT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
110+77.60	20.7	RT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
113+83.90	28.3	RT	FRAMES & GRATES TO BE ADJUSTED - SANITARY	1	
114+10.60	20.3	RT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
114+12.00	31.3	LT	FRAMES & GRATES TO BE ADJUSTED - SANITARY	1	
114+87.50	22	RT	FRAMES & GRATES TO BE ADJUSTED - SANITARY	1	
114+87.50	21.4	LT	FRAMES & GRATES TO BE ADJUSTED - SANITARY	1	
117+55.70	22.1	LT	FRAMES & GRATES TO BE ADJUSTED - SANITARY	1	
117+58.30	23.6	RT	FRAMES & GRATES TO BE ADJUSTED - SANITARY	1	
120+25.60	22.2	LT	FRAMES & GRATES TO BE ADJUSTED - SANITARY	1	
120+29.10	26.1	RT	FRAMES & GRATES TO BE ADJUSTED - SANITARY	1	
120+83.90	32.6	LT	FRAMES & GRATES TO BE ADJUSTED - WATER	1	
120+91.70	18.6	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
121+08.00	25.2	RT	FRAMES & GRATES TO BE ADJUSTED	1	
122+38.50	17.1	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
124+04.30	35.2	LT	FRAMES & GRATES TO BE ADJUSTED - SANITARY	1	
124+05.60	30.6	RT	FRAMES & GRATES TO BE ADJUSTED - SANITARY	1	
124+17.00	17.3	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
125+63.70	17.9	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
127+04.40	11.8	LT	FRAMES & GRATES TO BE ADJUSTED - WATER	1	
127+59.00	16.7	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
129+08.10	17.2	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
131+03.50	10.9	LT	FRAMES & GRATES TO BE ADJUSTED - WATER	1	
134+27.80	42.2	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
134+38.50	16.3	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
135+40.40	27.9	RT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
135+40.50	18.1	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
138+49.70	18.3	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
138+75.10	18.3	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
141+55.70	24.9	LT	FRAMES & GRATES TO BE ADJUSTED - WATER	1	
141+78.50	17.4	LT	FRAMES & GRATES TO BE ADJUSTED - STORM	1	
PAY CODE X6030205				TOTAL	42
113+81.20	20.67	LT	WATER VALVE TO BE ADJUSTED	1	
120+40.50	26.75	LT	WATER VALVE TO BE ADJUSTED	1	
124+15.85	33.32	LT	WATER VALVE TO BE ADJUSTED	1	
127+51.85	32.82	LT	WATER VALVE TO BE ADJUSTED	1	
131+03.50	10.9	LT	WATER VALVE TO BE ADJUSTED	1	
133+69.98	10.25	LT	WATER VALVE TO BE ADJUSTED	1	
154+66.66	26.6	LT	WATER VALVE TO BE ADJUSTED	1	
PAY CODE 56109210				TOTAL	7

28 DETECTOR LOOP REPLACEMENT					
STATION	OFFSET	LT/RT	LOOP (FEET)	LEAD (FEET)	QUANTITY (FEET)
154+24.00	6	RT	24.0	40.0	64.0
154+38.00	6	RT	24.0	31.0	55.0
154+56.00	6	RT	24.0	13.0	37.0
154+50.00	18	RT	24.0	16.0	40.0
154+50.00	30	RT	24.0	4.0	28.0
SUBTOTAL					160.0
10% CONTINGENCY					16.0
PAY CODE 88600600					TOTAL 176.0

27 SCHEDULE OF DRAINAGE RELATED ITEMS									
FROM STATION	TO STATION	LEFT OR RIGHT	OFFSET (FT)	TRENCH BACKFILL 20800150 ** (CU YD)	AGGREGATE BASE COURSE TYPE B 35101400 * (TON)	MANHOLE TY A, 4' TY 1 CL 60218400 (EACH)	MANHOLE TY A, 6' TY 1 CL 60223800 (EACH)	INLET TY A, TY 24 F&G 60237470 (EACH)	STORM SEWER, CLASS A, TYPE 2 12" 550A0340 (FT)
Lewis Ave									
144+50.56		LT	27.18		2			1	
144+50.56	17+53.04	LT	27.07-31.07	1.5					4
144+50.56		LT	31.07		2	1			
144+50.56	146+58.55	LT	31.07-33.20	78					208
146+58.55		LT	33.2		2	1			
FROM SCHEDULE 25					2				
TOTAL				81.5	6	1	1	1	212

* QUANTITY INCLUDED IN AGGREGATE BASE COURSE TYPE B, SCHEDULE 19
 ** INCLUDES QUANTITY FROM SCHEDULE 25

25 REMOVE EXISTING HANDHOLE						
FROM STATION	OFFSET	LT/RT	DESCRIPTION	HANDHOLE EACH	TRENCH BACKFILL CU YD	CLASS D PATCHES, TYPE I, 4"
120+26.00	5.0	LT	REMOVE EXISTING HANDHOLE FILLED WITH CONCRETE	1	1.0	2.0
121+14.00	5.9	RT	REMOVE EXISTING HANDHOLE FILLED WITH CONCRETE	1	1.0	2.0
PAY CODE 89502380 - REMOVE EXISTING HANDHOLE				2.0		
PAY CODE 20800150 - TRENCH BACKFILL (CU YD)**						
PAY CODE 44201713 - CLASS D PATCHES, TYPE I, 6" *						4.0
* INCLUDED IN CONTINGENT ITEM						
** INCLUDED IN SCHEDULE 27						
TOTAL				2.0		

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:
		/ /		/
		/ /		DSG NR/LIAISON:
		/ /		PLOTTED BY:

LEWIS AVENUE RESURFACING



SCHEDULE OF QUANTITIES				ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST				CH27	082	16-00082-08-RS	14	78

LEWIS AVENUE TRAFFIC CONTROL PLAN

TRAFFIC CONTROL AND PROTECTION GENERAL NOTES

1. APPLICABLE STANDARDS

701101-05, 701106-02, 701427-05
701606-10, 701701-10, 701801-06, 701901-06

LC7003, LC7004

2. The permanent traffic control depicted hereon is the minimum requirement. Additional traffic control devices as specified by the above Highway Standards and the Special Provisions shall be placed by the contractor to the satisfaction of the engineer. All traffic control devices shall be considered incidental to the lump sum pay item "TRAFFIC CONTROL AND PROTECTION (SPECIAL)" unless otherwise indicated in the plans or special provisions.

3. All traffic control warning signs and associated signing mounted with the warning signs shall have black legends and borders on fluorescent orange reflective sheeting.

4. All construction signs, barricades and other devices required to control traffic shall be furnished, installed and maintained by the Contractor.

5. All traffic control devices shall be removed, covered or turned away from traffic immediately when they are no longer necessary. When a sign is covered, it's post shall have a reflective 3 inch x 6 inch delineator installed.

6. The sign spacing for the above Highway Standards shall be according to the Sign Spacing Table shown on this Traffic Control Plan.

7. Road name plates shall be installed on the "ROAD WORK AHEAD" signs at the intersections shown on this Traffic Control Plan. The road name plates shall be 9 inch blanks with 6 inch uppercase and 5 inch lowercase lettering. The road name plates shall be furnished by the Contractor.

8. "ROAD WORK AHEAD" signs shall be equipped with mono-directional Type A amber flashing lights.

SIGN NO.

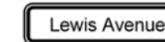
SIGN TYPE

1



W20-1 (0)-48

2



W17-I 100 (0)-9xVARIABLE

3



M6-1R (0)-2115

4



M6-1L (0)-2115

5



M6-4 (0)-2115

POSTED SPEED LIMIT
LEWIS AVENUE
14th St TO BELVIDERE ST - 30 MPH

TRAFFIC CONTROL SIGN
SPACING TABLE

55 MPH	500 FT.
45-50 MPH	350 FT.
<45 MPH	200 FT.

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:

LEWIS AVENUE RESURFACING

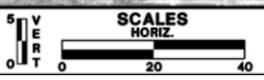


TRAFFIC CONTROL PLAN		ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST		CH27	082	16-00082-08-RS	15	78



13

REVISIONS / REMARKS		DATE	BY	SURVEYOR:
NO.	DESCRIPTION	/ /		DSGNR/LIAISON:
		/ /		PLOTTED BY:
				hdsxs 11/18/2016



LEWIS AVENUE RESURFACING

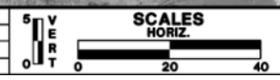


TRAFFIC CONTROL PLAN
LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST

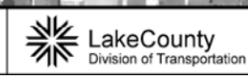
ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	16	78



REVISIONS / REMARKS		DATE	BY	SURVEYOR:
NO.	DESCRIPTION	/ /		DSGNR/LIA
		/ /		PLOTTED BY:
				hdsxs 11/18/2016



LEWIS AVENUE RESURFACING

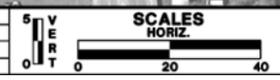


TRAFFIC CONTROL PLAN
LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	17	78



REVISIONS / REMARKS		DATE	BY	SURVEYOR:
NO.	DESCRIPTION	/ /		DSGNR/LIAISON:
0		/ /		PLOTTED BY:
				hdsxs 11/18/2016

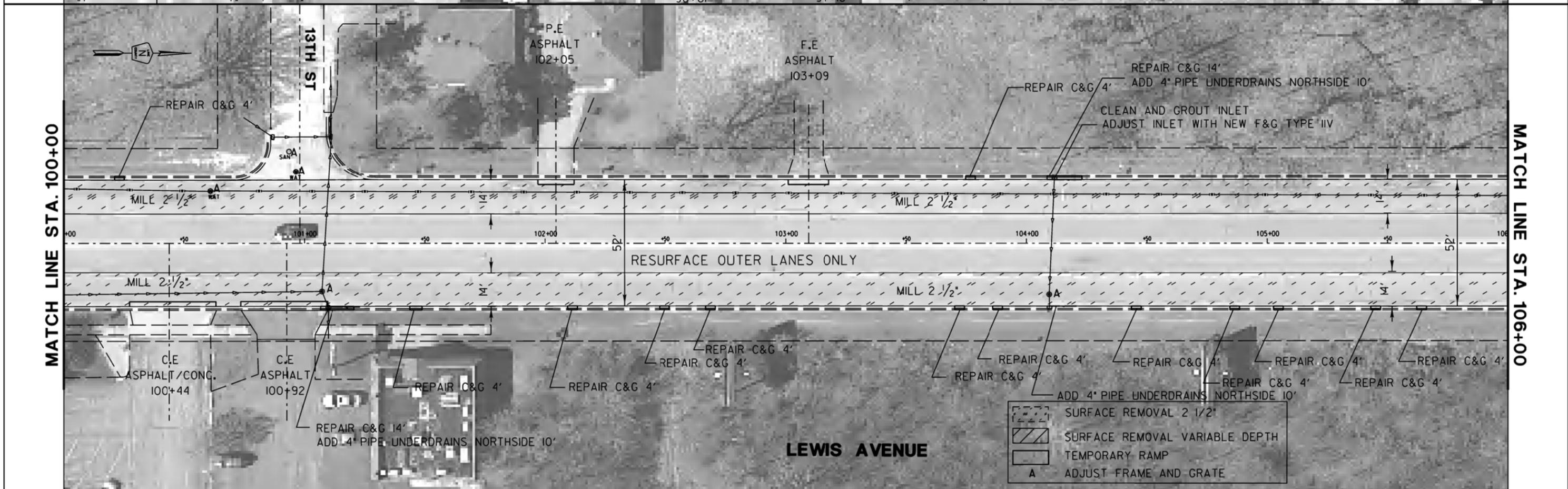
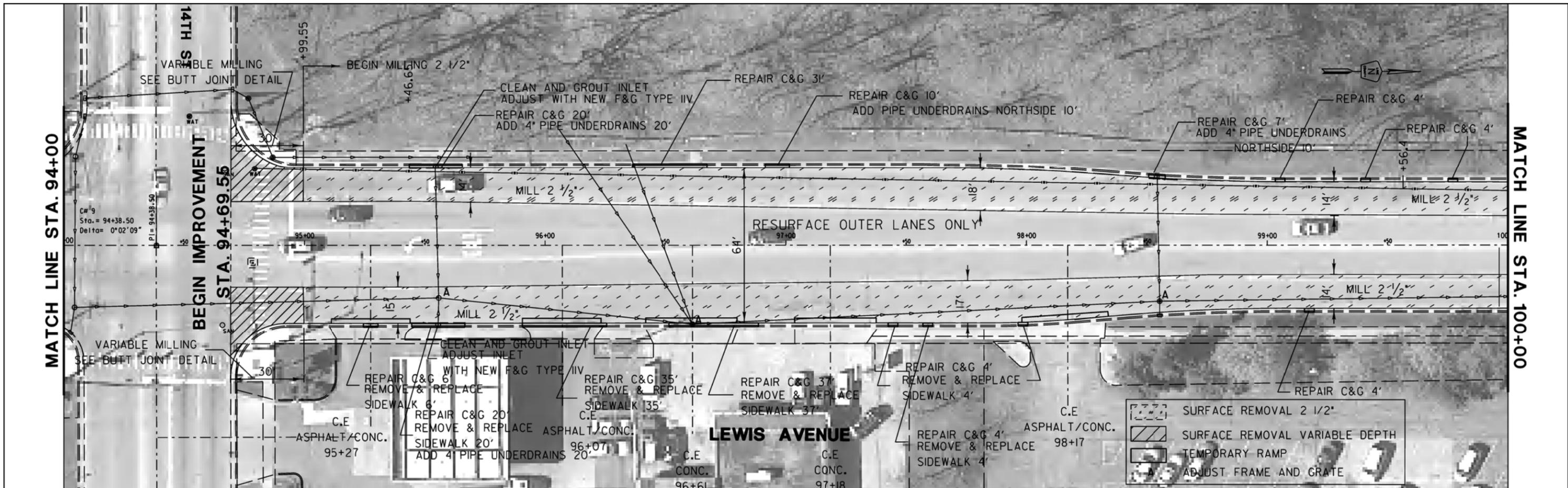


LEWIS AVENUE RESURFACING

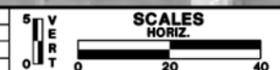


TRAFFIC CONTROL PLAN
LEWIS AVENUE RESURFACING - 14TH ST TO BELVIDERE ST

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	18	78



REVISIONS / REMARKS		DATE	BY	SURVEYOR:
NO.	DESCRIPTION	/ /		DSGMR/LIAISON:
		/ /		PLOTTED BY:

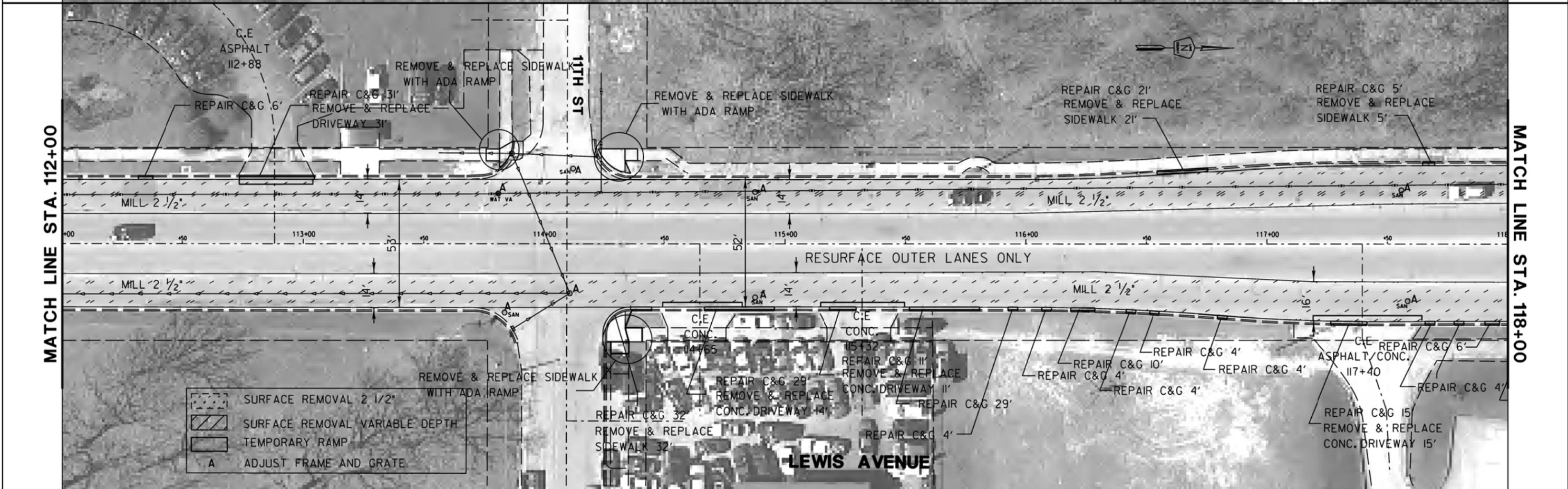
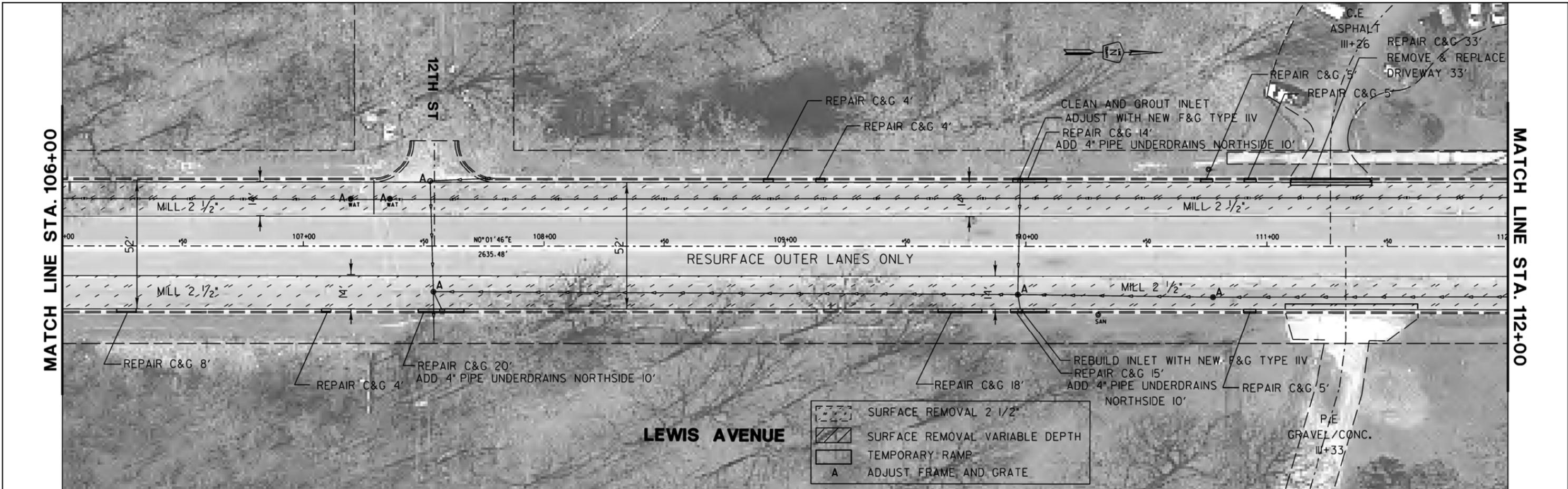


LEWIS AVENUE RESURFACING

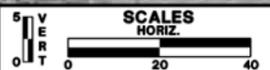


REMOVAL/ADJUST SHEET
 STA. 94+00.00 TO 106+00.00 (14TH ST TO BELVIDERE ST)

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	19	78



REVISIONS / REMARKS		DATE	BY	SURVEYOR:
NO.	DESCRIPTION	/ /		/
		/ /		DSGMR/LIAISON:
		/ /		PLOTTED BY:



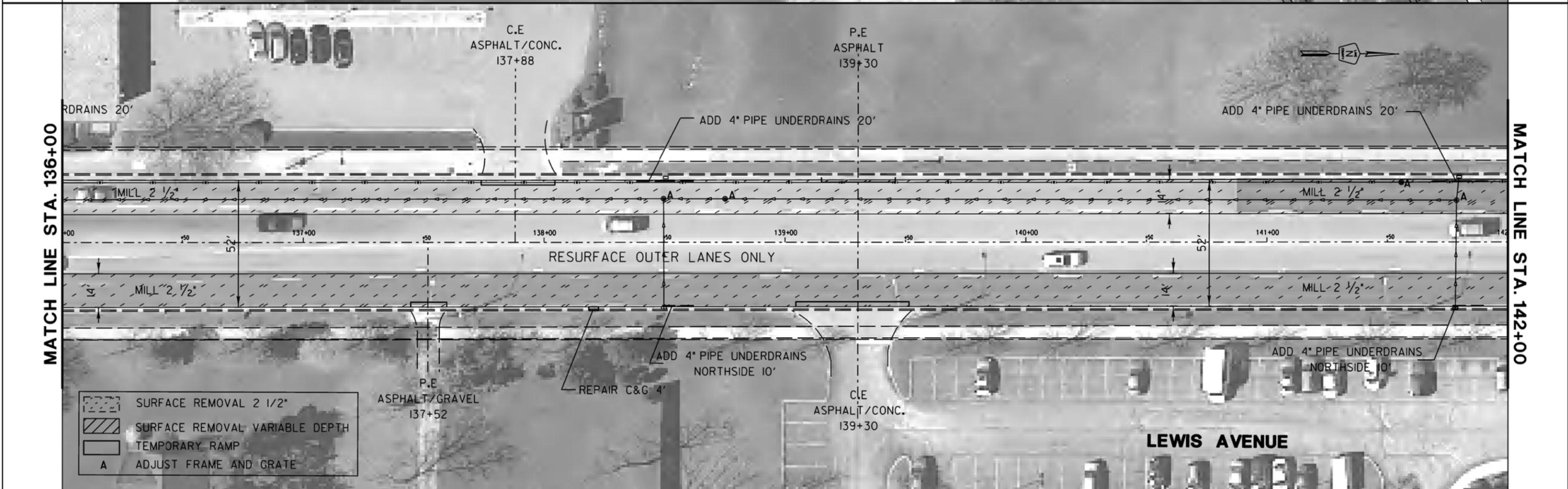
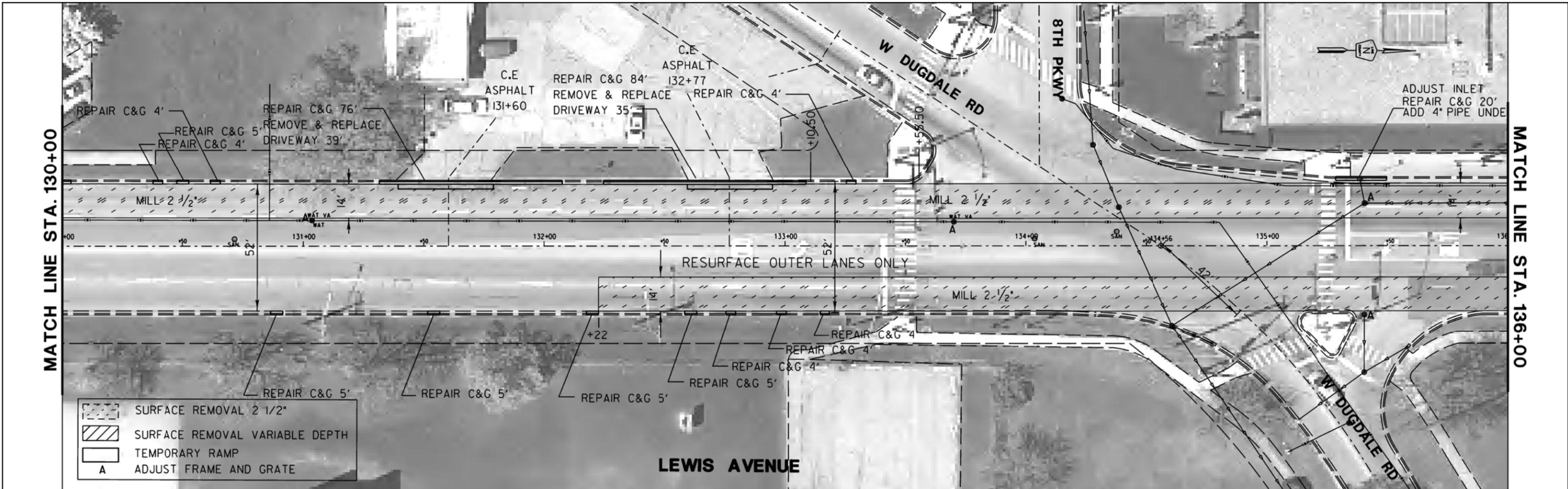
LEWIS AVENUE RESURFACING



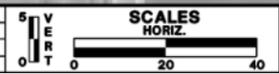
REMOVAL/ADJUST SHEET

STA. 106+00.00 TO 118+00.00 (14th ST TO BELVIDERE ST)

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	20	78



REVISIONS / REMARKS		DATE	BY	SURVEYOR:	
NO.	DESCRIPTION	/ /		DSG NR/LIAISON:	
		/ /		PLOTTED BY:	hdsxs 11/21/2016



LEWIS AVENUE RESURFACING

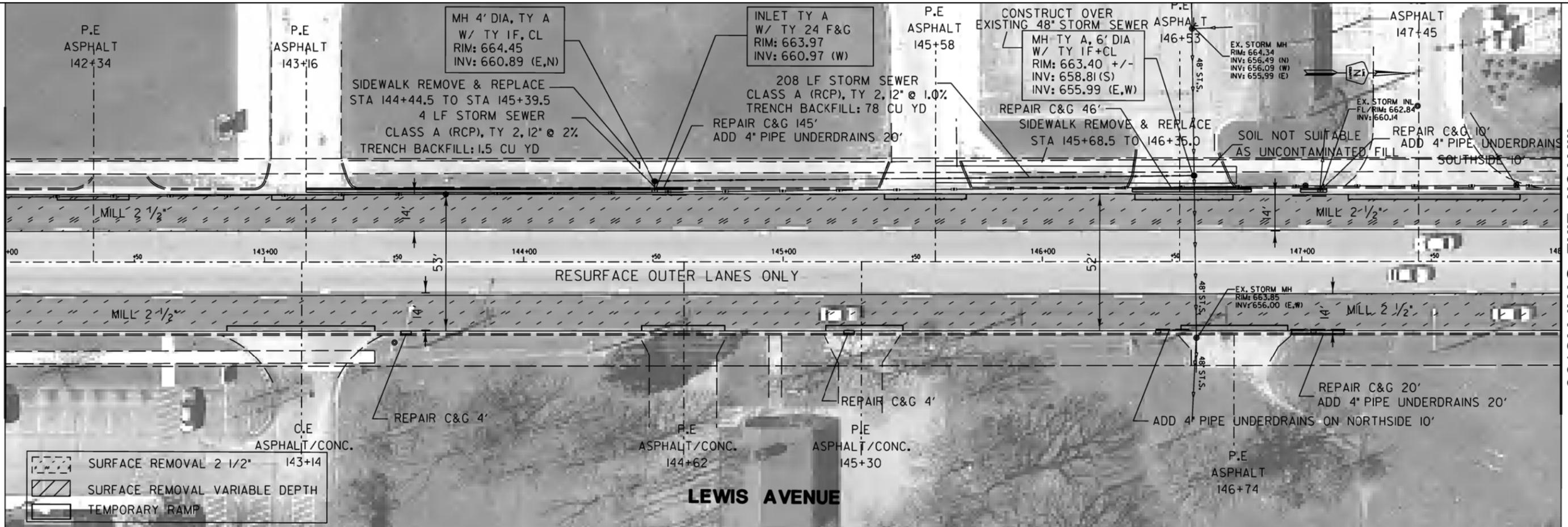


REMOVAL/ADJUST SHEET
 STA. 130+00.00 TO 142+00.00 (14th ST TO BELVIDERE ST)

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	22	78

MATCH LINE STA. 142+00

MATCH LINE STA. 148+00

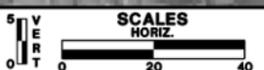


MATCH LINE STA. 148+00

MATCH LINE STA. 154+00



REVISIONS / REMARKS		DATE	BY	SURVEYOR:
NO.	DESCRIPTION	/ /	/	/
		/ /		DSG NR/LIAISON:
		/ /		PLOTTED BY:



LEWIS AVENUE RESURFACING

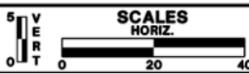


REMOVAL/ADJUST SHEET
 STA. 142+00 TO STA. 154+00 (14th ST TO BELVIDERE ST)

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	23	78



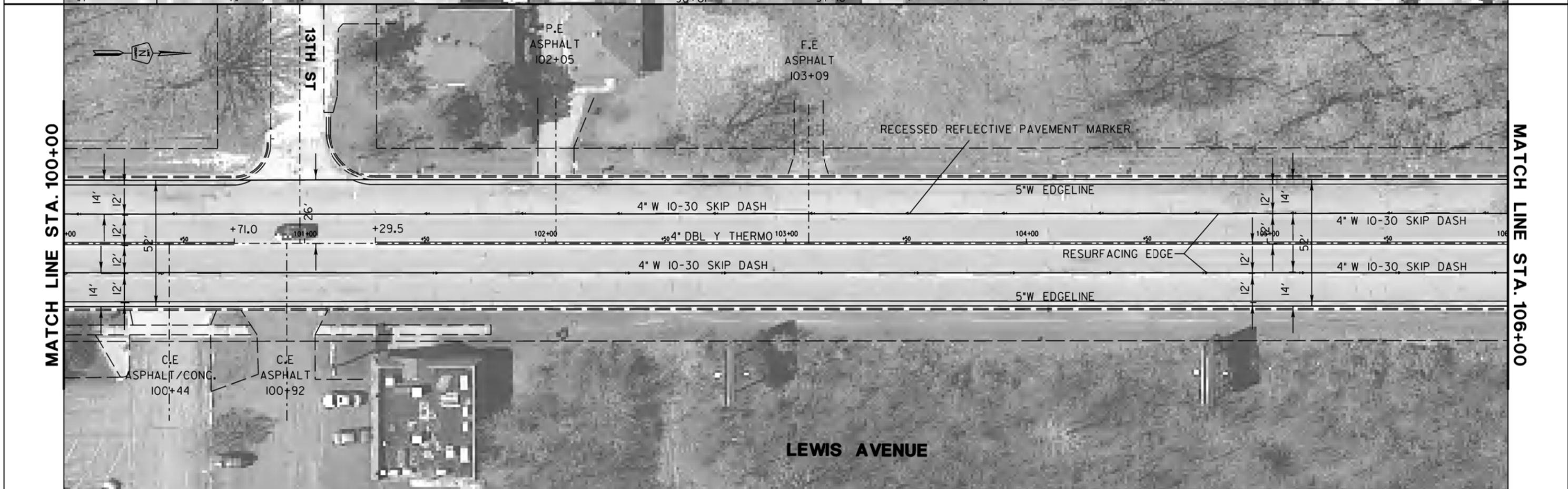
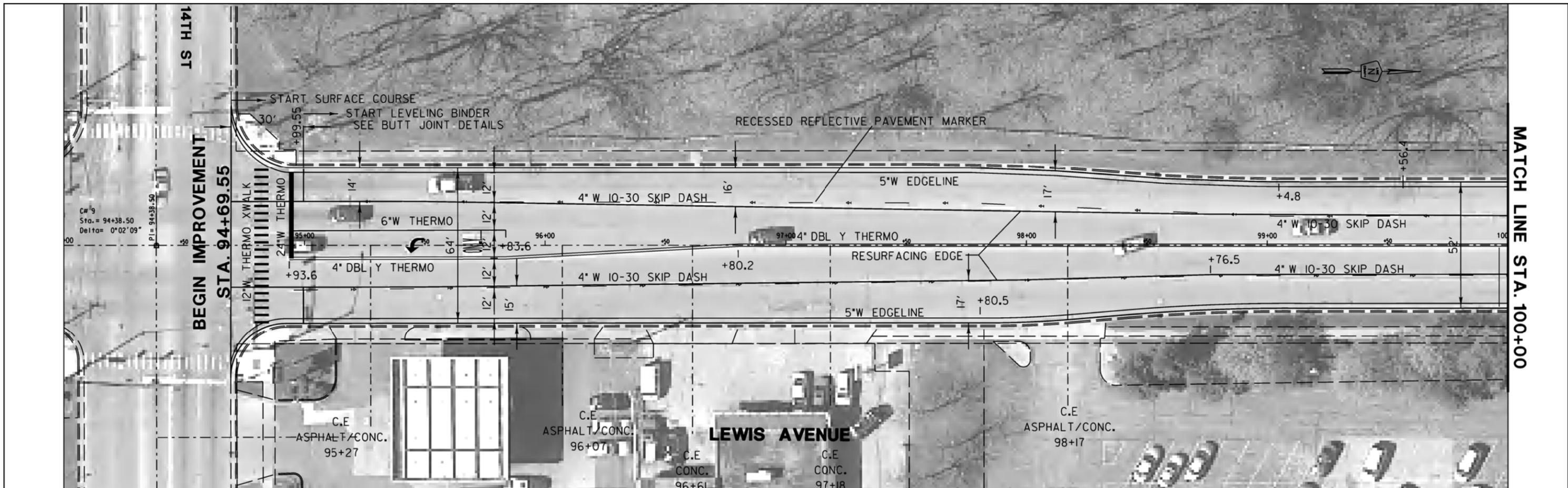
REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:



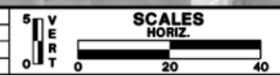
LEWIS AVENUE RESURFACING



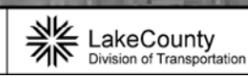
REMOVAL/ADJUST SHEET		ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
STA. 154+00 TO STA. 154+87.60 (14th ST TO BELVIDERE ST)		CH27	082	16-00082-08-RS	24	78



REVISIONS / REMARKS		DATE	BY	SURVEYOR:
NO.	DESCRIPTION	/ /		DSGNR/LIAISON:
		/ /		PLOTTED BY:

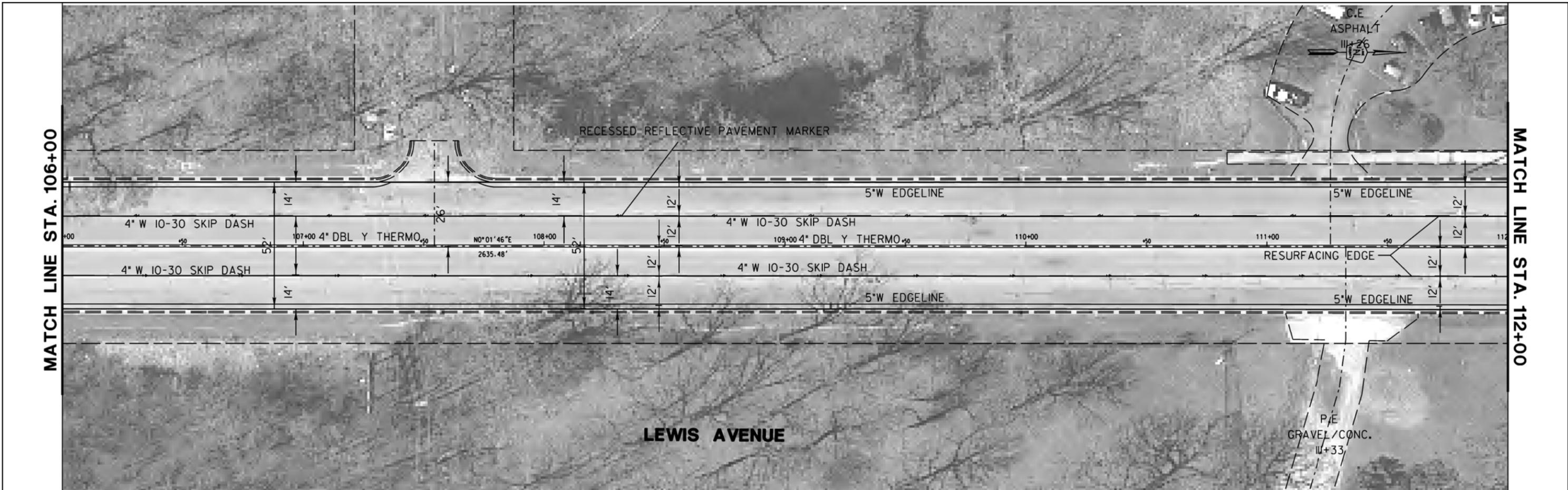


LEWIS AVENUE RESURFACING



PLAN SHEET
STA. 94+00.00 TO 106+00.00

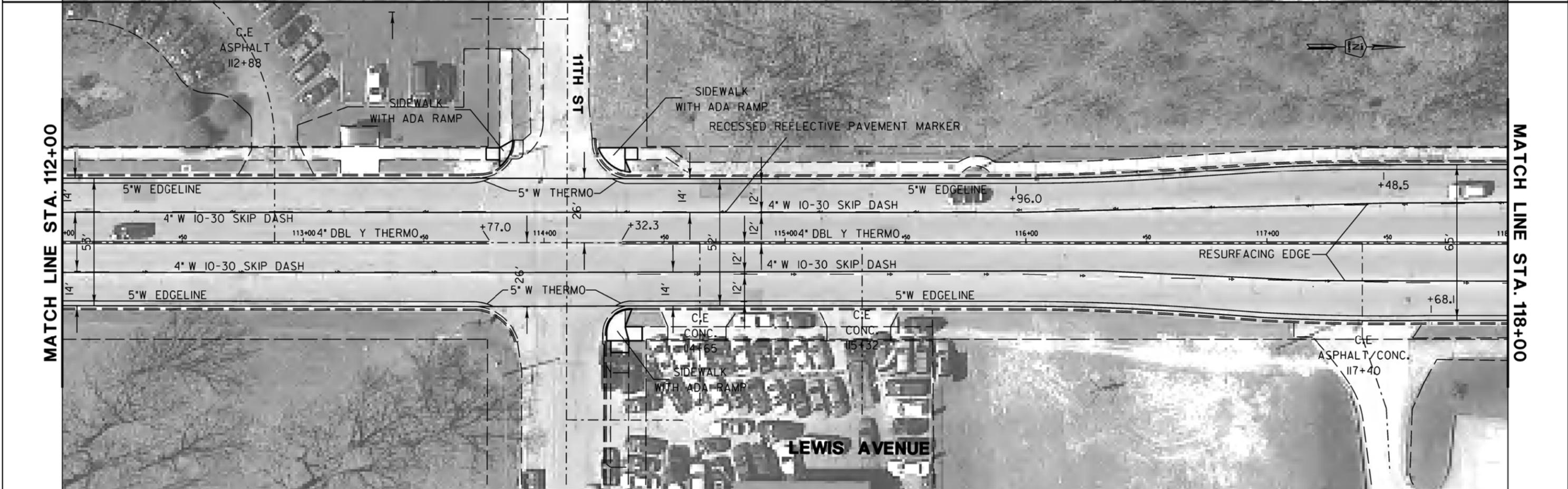
ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	25	78



MATCH LINE STA. 106+00

MATCH LINE STA. 112+00

LEWIS AVENUE

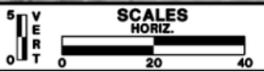


MATCH LINE STA. 112+00

MATCH LINE STA. 118+00

LEWIS AVENUE

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:

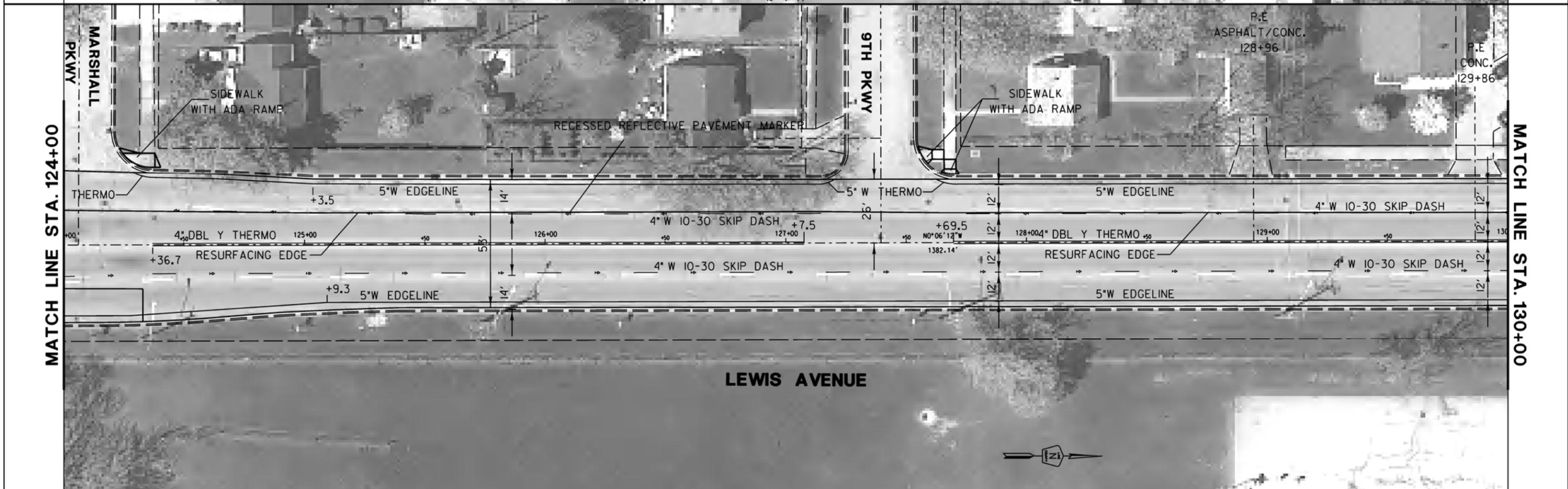
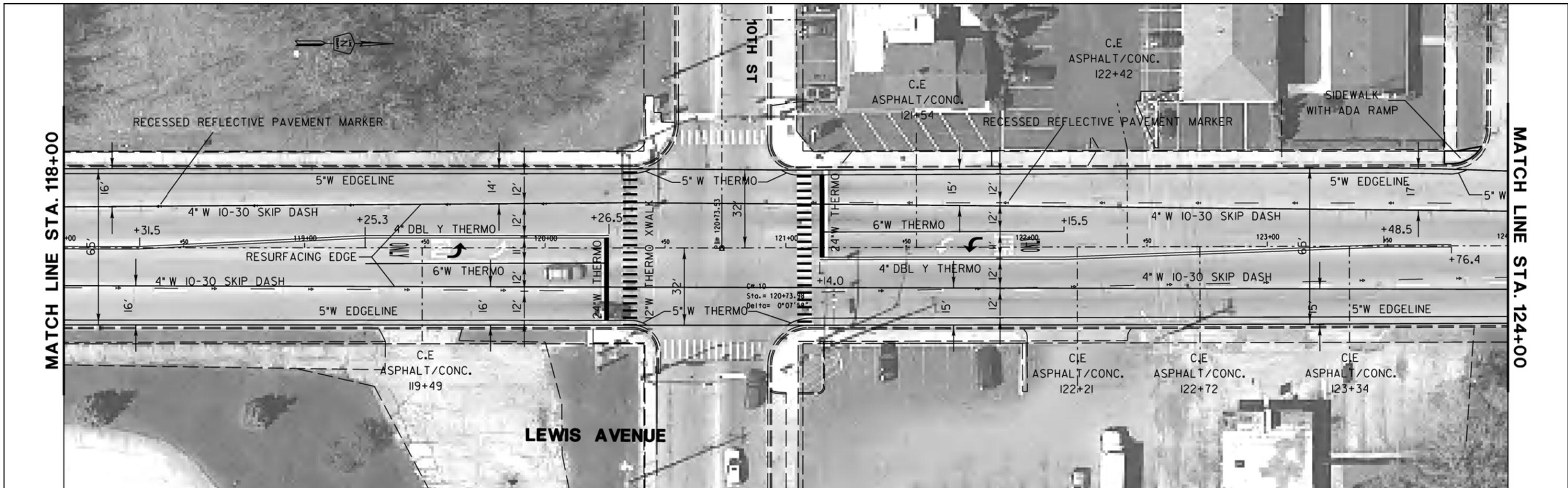


LEWIS AVENUE RESURFACING

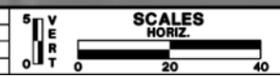


PLAN SHEET
STA. 106+00.00 TO 118+00.00

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	26	78



REVISIONS / REMARKS		DATE	BY	SURVEYOR:
NO.	DESCRIPTION	/ /		/
		/ /		DSG NR/LIAISON:
		/ /		PLOTTED BY:

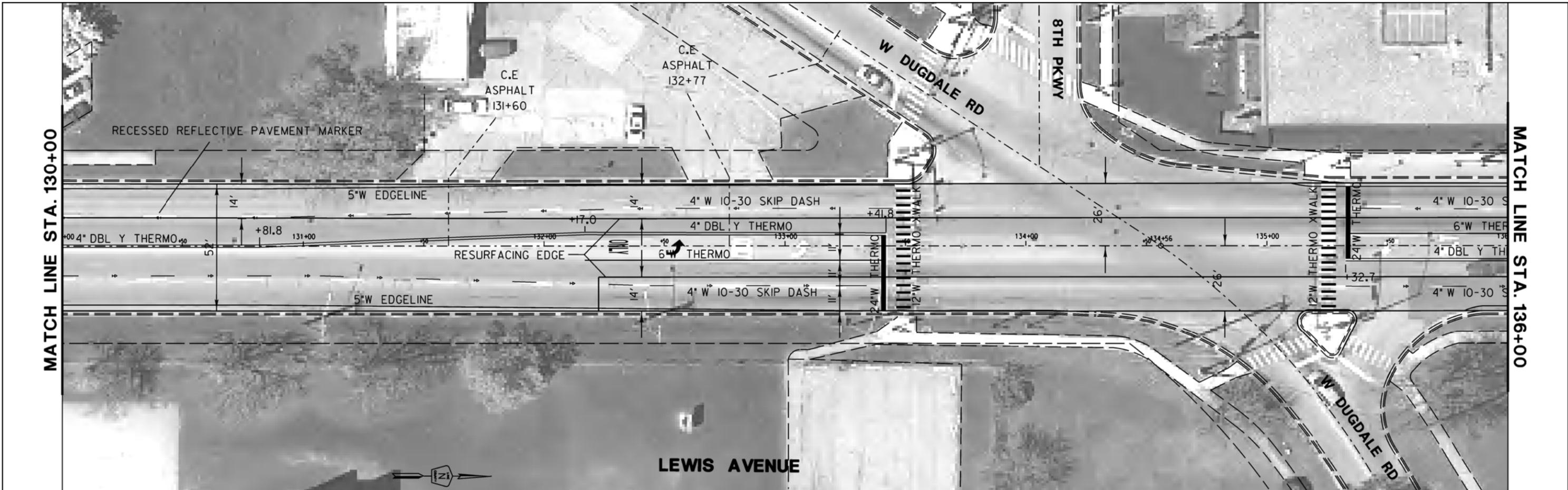


LEWIS AVENUE RESURFACING



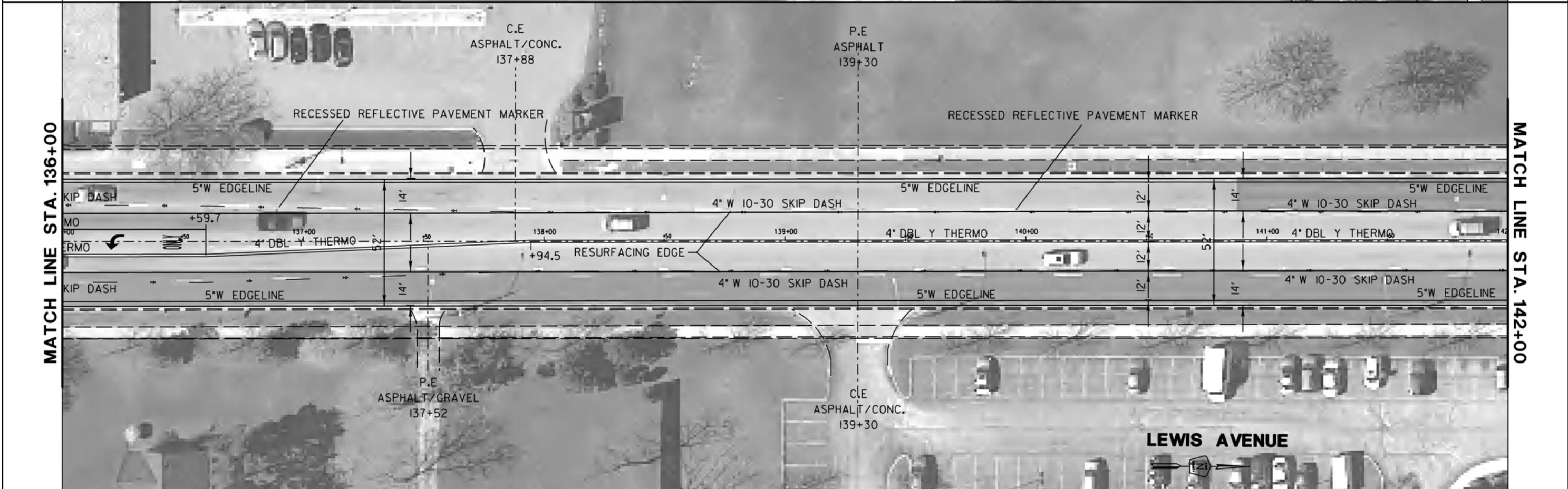
PLAN SHEET
STA. 118+00.00 TO 130+00.00

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	27	78



MATCH LINE STA. 130+00

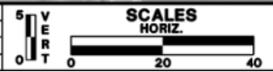
MATCH LINE STA. 136+00



MATCH LINE STA. 136+00

MATCH LINE STA. 142+00

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:



LEWIS AVENUE RESURFACING



PLAN SHEET
STA. 130+00.00 TO 142+00.00

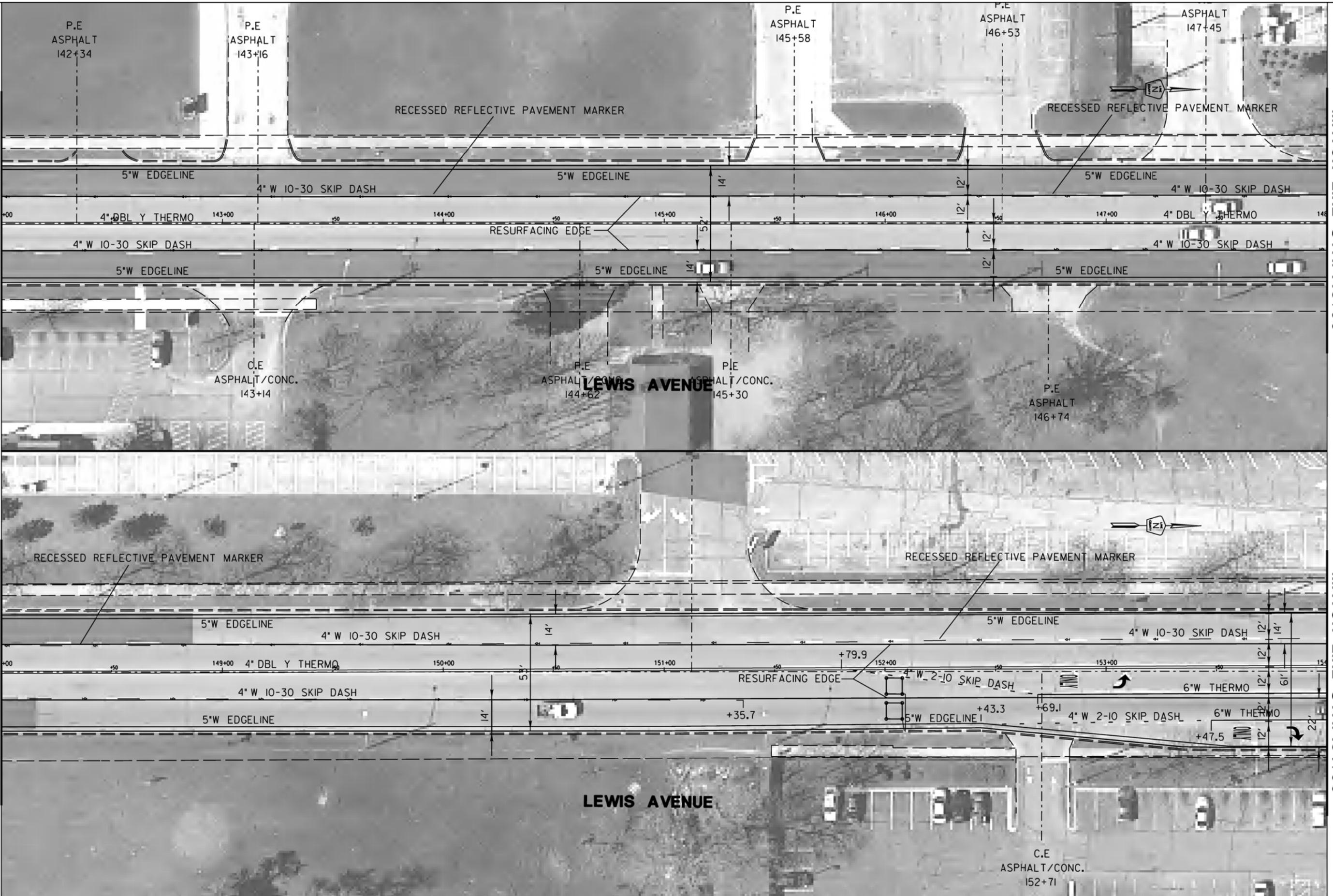
ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	28	78

MATCH LINE STA. 142+00

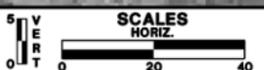
MATCH LINE STA. 148+00

MATCH LINE STA. 148+00

MATCH LINE STA. 154+00



REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:



LEWIS AVENUE RESURFACING

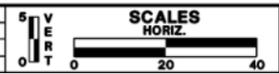


PLAN SHEET
STA. 142+00.00 TO STA. 154+00.00

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	29	78



REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:

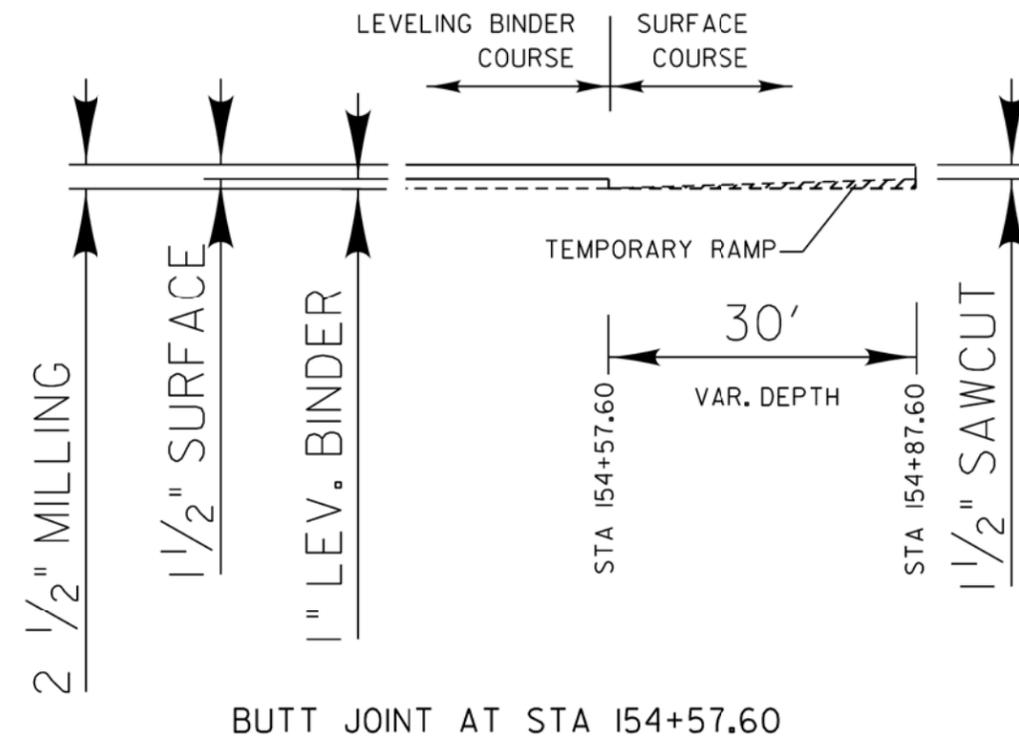
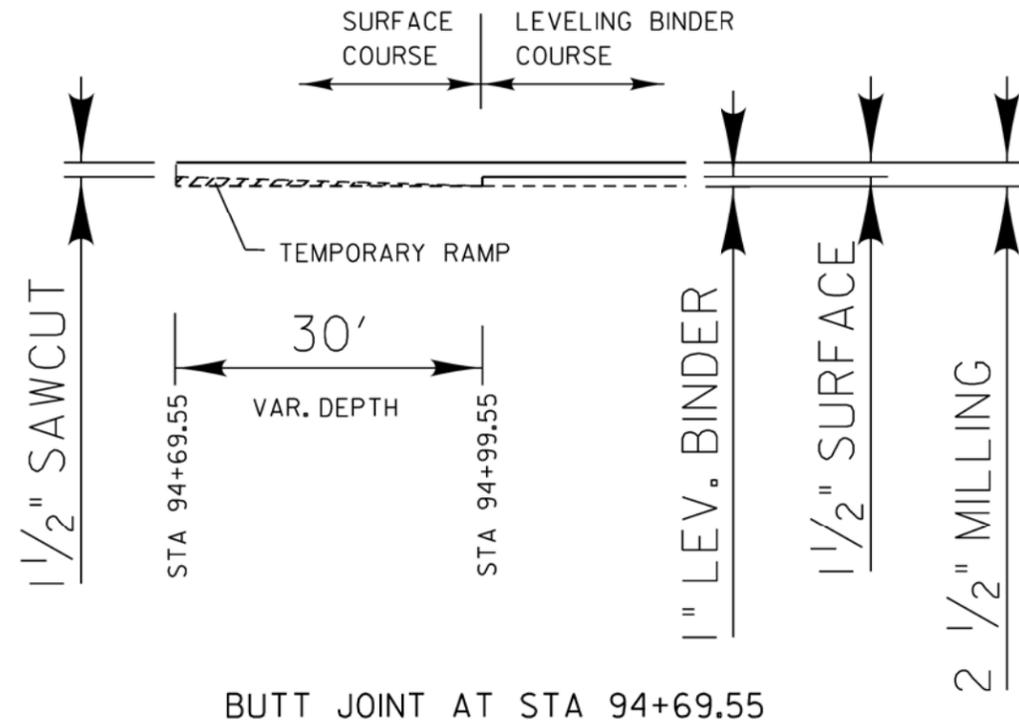


LEWIS AVENUE RESURFACING



PLAN SHEET
STA. 154+00.00 TO 154+87.60

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	30	78



REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:

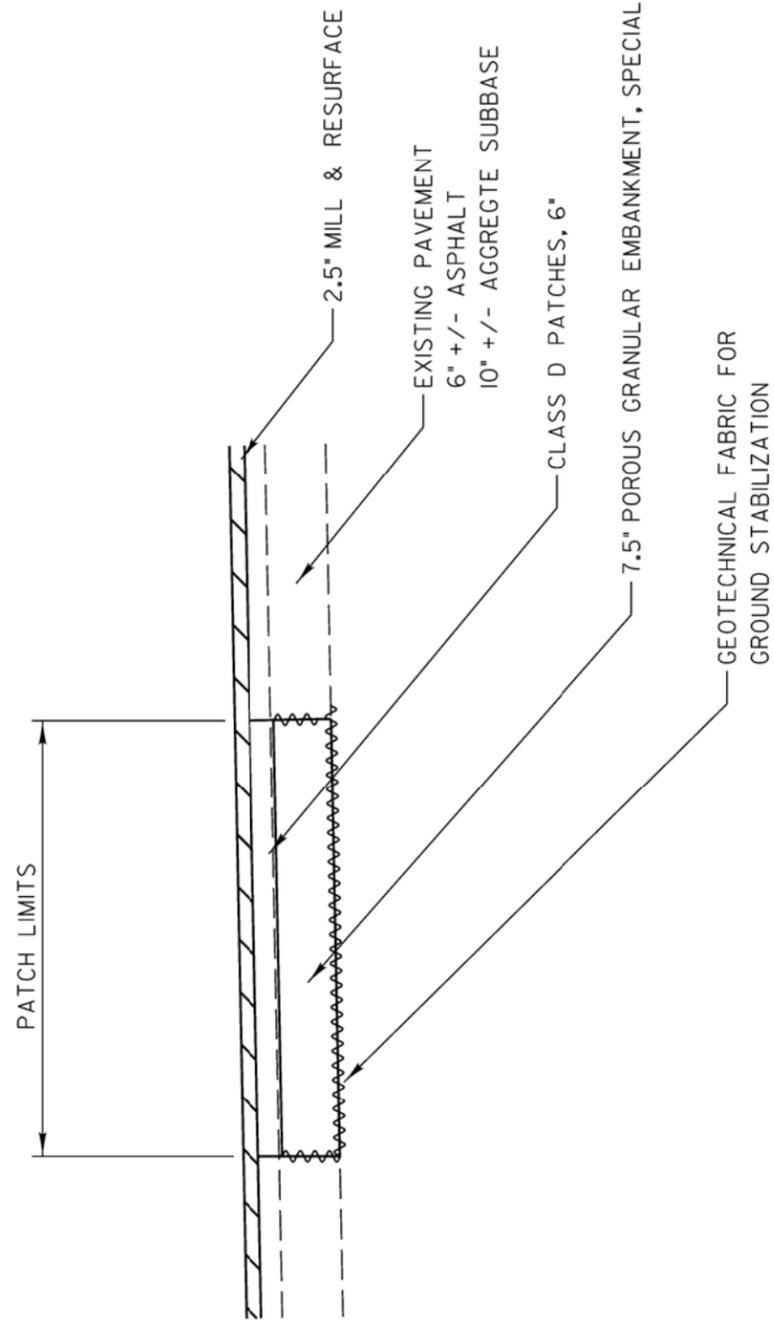


LEWIS AVENUE RESURFACING



BUTT JOINT DETAILS
LEWIS AVENUE RESURFACING (14TH ST TO BELVIDERE ST)

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	31	78



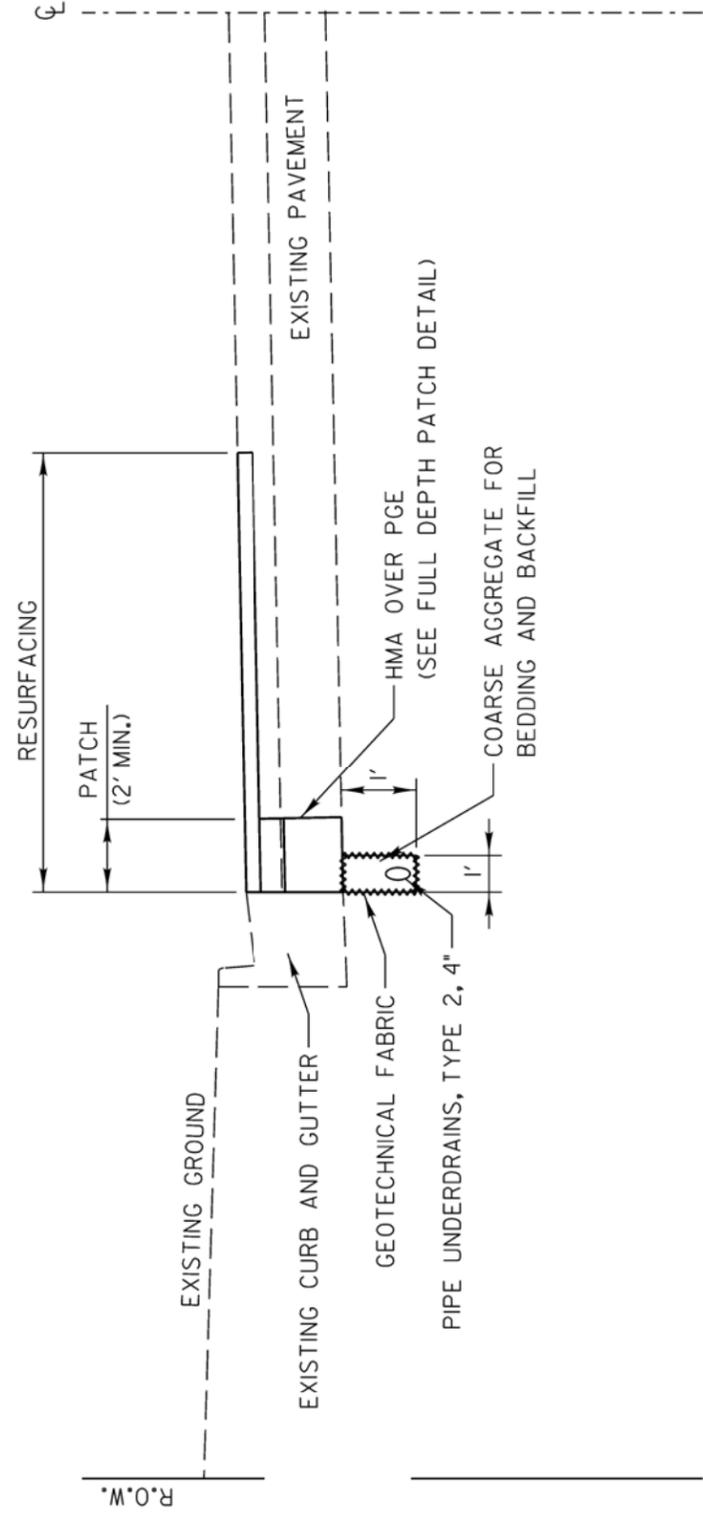
FULL DEPTH PATCHING LIMITS SHALL BE AS DIRECTED BY THE ENGINEER.

THE EXCAVATION, REMOVAL, AND DISPOSAL OF THE EXISTING AGGREGATE SUBBASE SHALL BE INCLUDED IN THE UNIT PRICE OF THE CLASS D PATCH.

THE POROUS GRANULAR EMBANKMENT, SPECIAL AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE INCLUDED IN THE UNIT PRICE OF THE CLASS D PATCH.

SCALE:
HORIZONTAL 1" = 5'
VERTICAL 1" = 2.5'

**FULL DEPTH
PATCH DETAIL**



PIPE UNDERDRAINS SHALL BE CONNECTED TO A DRAINAGE STRUCTURE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE UNDERDRAIN. REFER TO THE PLAN SHEETS FOR LOCATIONS AND ADDITIONAL DETAILS.

FULL DEPTH PATCHING LIMITS SHALL BE AS DIRECTED BY THE ENGINEER.

GEOTECHNICAL FABRIC AND AGGREGATE FOR BEDDING/BACKFILL SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE UNDERDRAIN.

SCALE:
HORIZONTAL 1" = 5'
VERTICAL 1" = 2.5'

PIPE UNDERDRAIN DETAIL

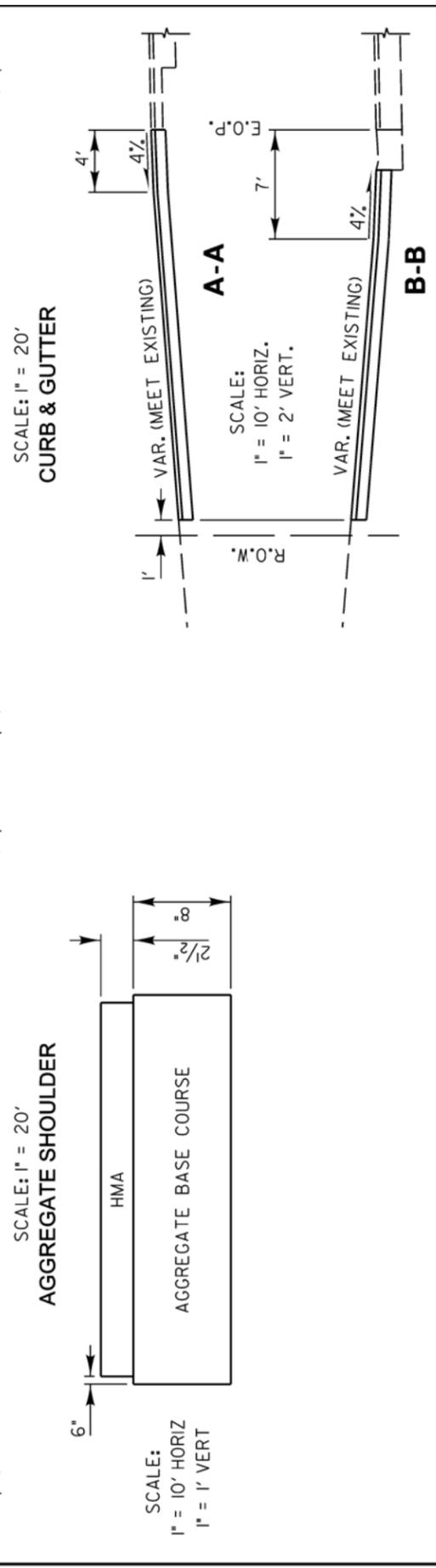
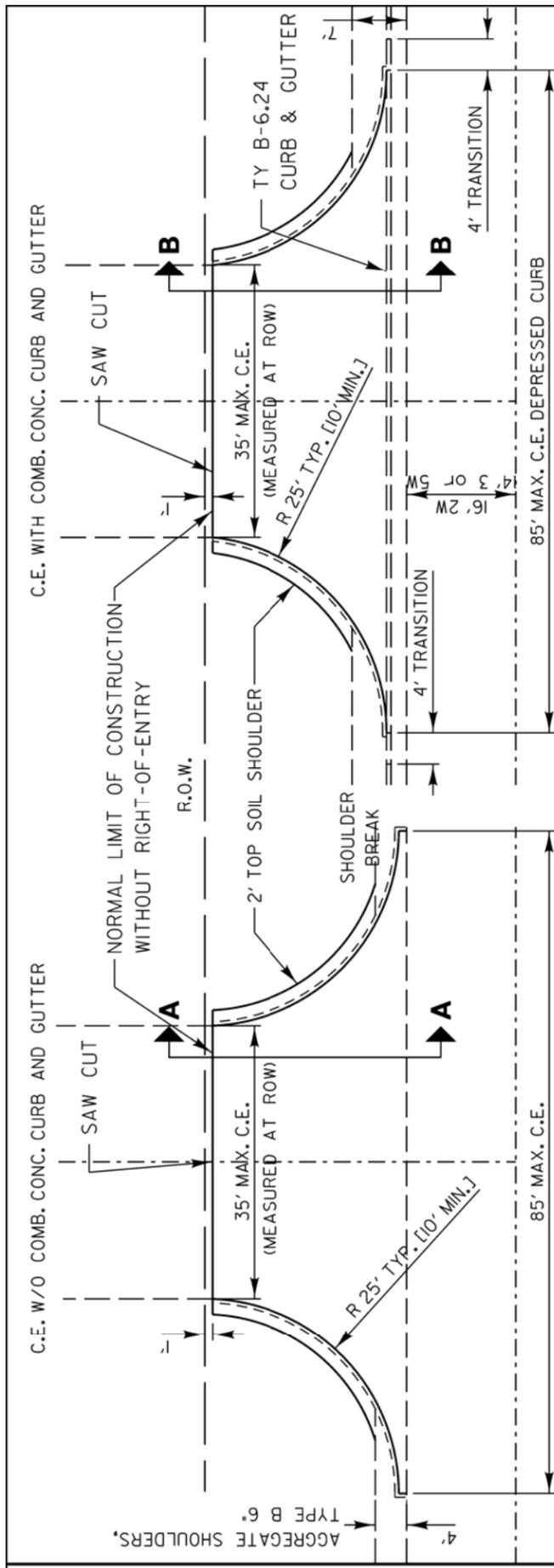
REVISIONS / REMARKS					
NO.	DESCRIPTION	DATE	BY	SURVEYOR:	/
		/ /		DSGMR/LIAISON:	
		/ /		PLOTTED BY:	hdsxs 11/18/2016

LEWIS AVENUE RESURFACING



PROJECT SPECIFIC DETAILS
LEWIS AVENUE

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	32	78



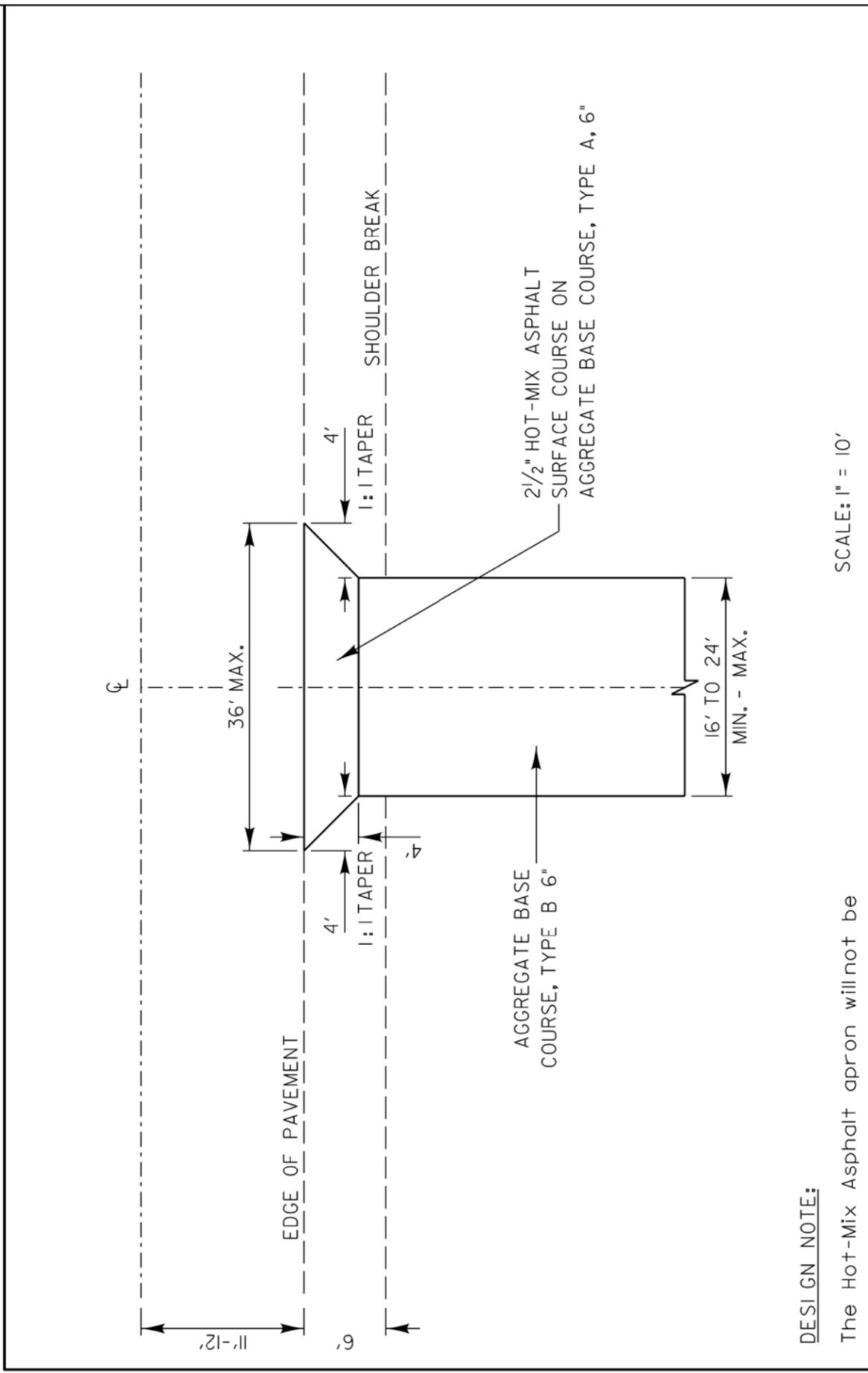
LC4101

APPROVED BY: M. G. ZEMAITIS
DATE: APRIL 1, 2007

LakeCounty
Division of Transportation

**TYPICAL MAJOR ACCESS
(COMMERCIAL ENTRANCE)**

REVISIONS	DATE
Removed Prime Coat Qty	5/20/08
Revised Type A to Type B Aggregate	12/20/12
Revised Curb Transition	1/7/15



LC4103

APPROVED BY: M. G. ZEMAITIS
DATE: APRIL 1, 2007

LakeCounty
Division of Transportation

**HOT-MIX ASPHALT APRON
FOR AGGREGATE FIELD
ENTRANCE**

REVISIONS	DATE
Revised Type A to Type B Aggregate	12/20/12

REVISIONS / REMARKS		DATE	BY	SURVEYOR:	
NO.	DESCRIPTION				

DESIGN NOTE:
The Hot-Mix Asphalt apron will not be included on roads with a 2' (or wider) paved shoulder. The apron will be constructed behind curb & gutter only when a hot-mix asphalt shoulder is not included.

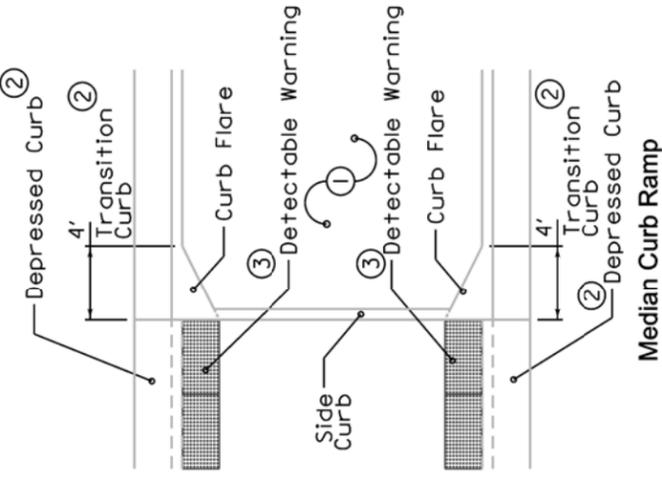
LEWIS AVENUE RESURFACING



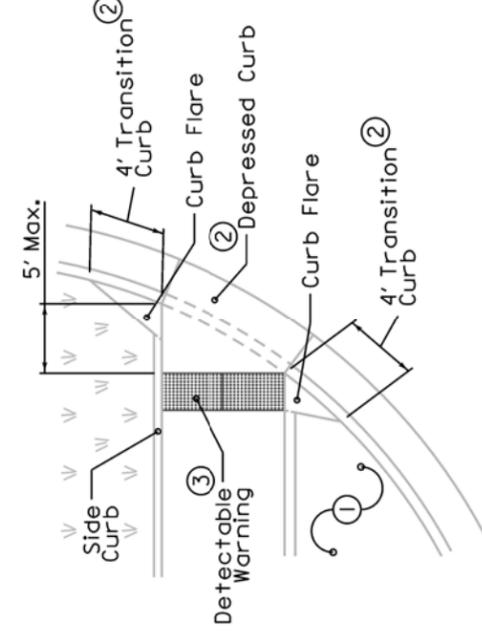
LAKE COUNTY STANDARD AND DETAILS
LEWIS AVENUE RESURFACING

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	34	78

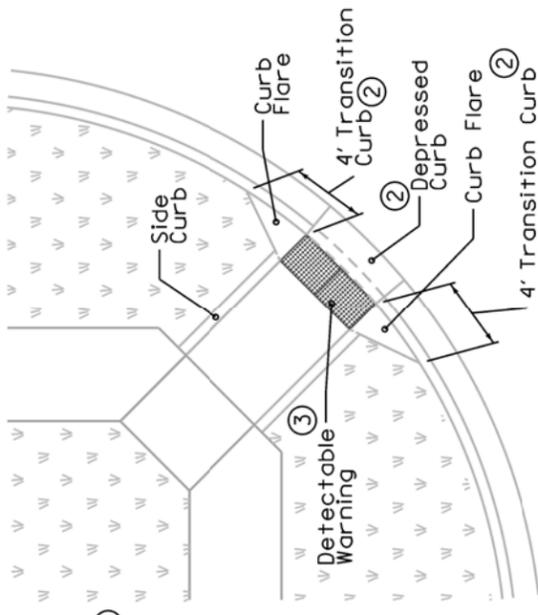
REVISIONS / REMARKS					
NO.	DESCRIPTION	DATE	BY	SURVEYOR:	/
		/ /		DSGMR/LIAISON:	
		/ /		PLOTTED BY:	hdsxs 11/8/2016



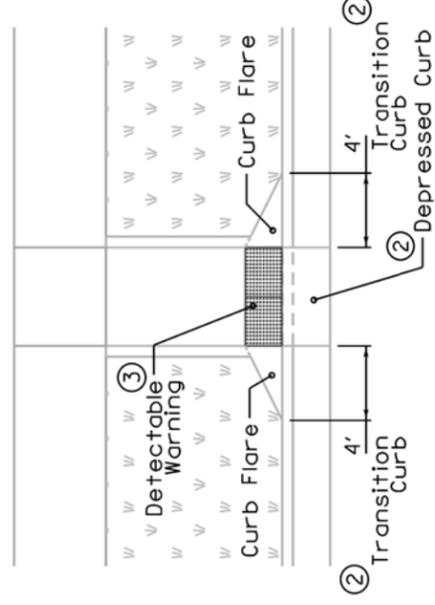
Median Curb Ramp



Perpendicular Curb Ramp



Diagonal Curb Ramp



Mid-Block Curb Ramp

Design Notes:

- ① Pavement type and details are shown elsewhere in the plans.
- ② The Depressed Curb and the Transition Curb will be paid for as COMBINATION CONCRETE CURB AND GUTTER of the type adjacent to the curb ramp. See IDOT Standard 606001 for details of Depressed Curb adjacent to curb ramp.
- ③ The Detectable Warnings shall be installed in accordance with Article 424.09 of the IDOT Standard Specifications and the LCDOT Specification 42400800 DETECTABLE WARNINGS and will be measured and paid for per square foot.

REVISIONS	DATE

APPROVED BY: M. G. ZEMAITIS
DATE: JAN 7, 2015

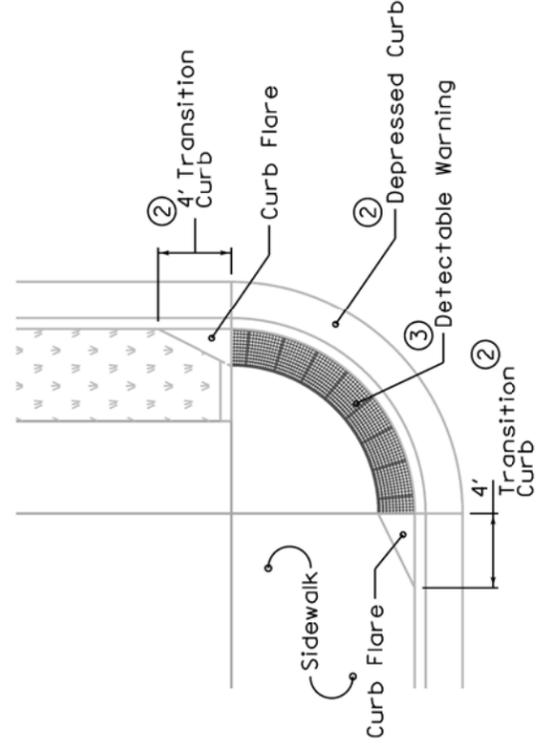
CURB FLARES FOR SIDEWALKS
(SHEET 1 OF 2)

LEWIS AVENUE RESURFACING

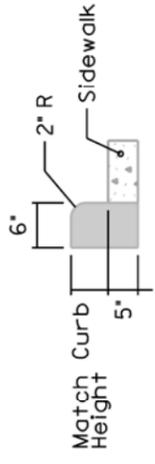


LAKE COUNTY STANDARDS AND DETAILS
LEWIS AVENUE

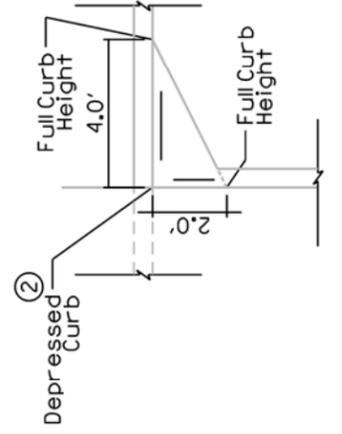
ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	36	78



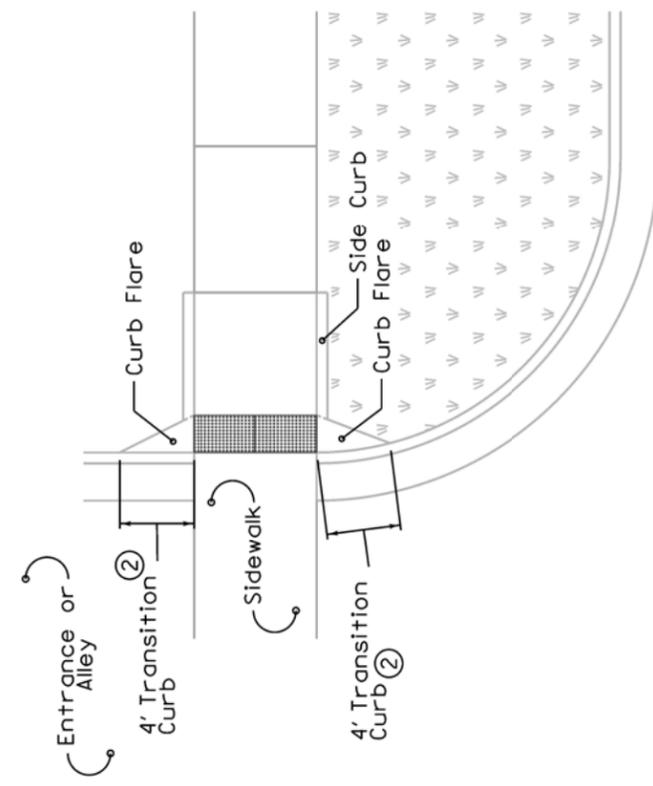
Depressed Corner



Side Curb Type "B" Detail



Curb Flare Detail



Entrance / Alley Pedestrian Crossing

Design Notes:

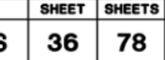
- ① Pavement type and details are shown elsewhere in the plans.
- ② The Depressed Curb and the Transition Curb will be paid for as COMBINATION CONCRETE CURB AND GUTTER of the type adjacent to the curb ramp. See IDOT Standard 606001 for details of Depressed Curb adjacent to curb ramp.
- ③ The Detectable Warnings shall be installed in accordance with Article 424.09 of the IDOT Standard Specifications and the LCDOT Specification 42400800 DETECTABLE WARNINGS and will be measured and paid for per square foot.

REVISIONS	DATE

APPROVED BY: M. G. ZEMAITIS
DATE: JAN 7, 2015

CURB FLARES FOR SIDEWALKS
(SHEET 2 OF 2)

LEWIS AVENUE RESURFACING



LAKE COUNTY STANDARDS AND DETAILS
LEWIS AVENUE

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	36	78

REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:

LEWIS AVENUE RESURFACING

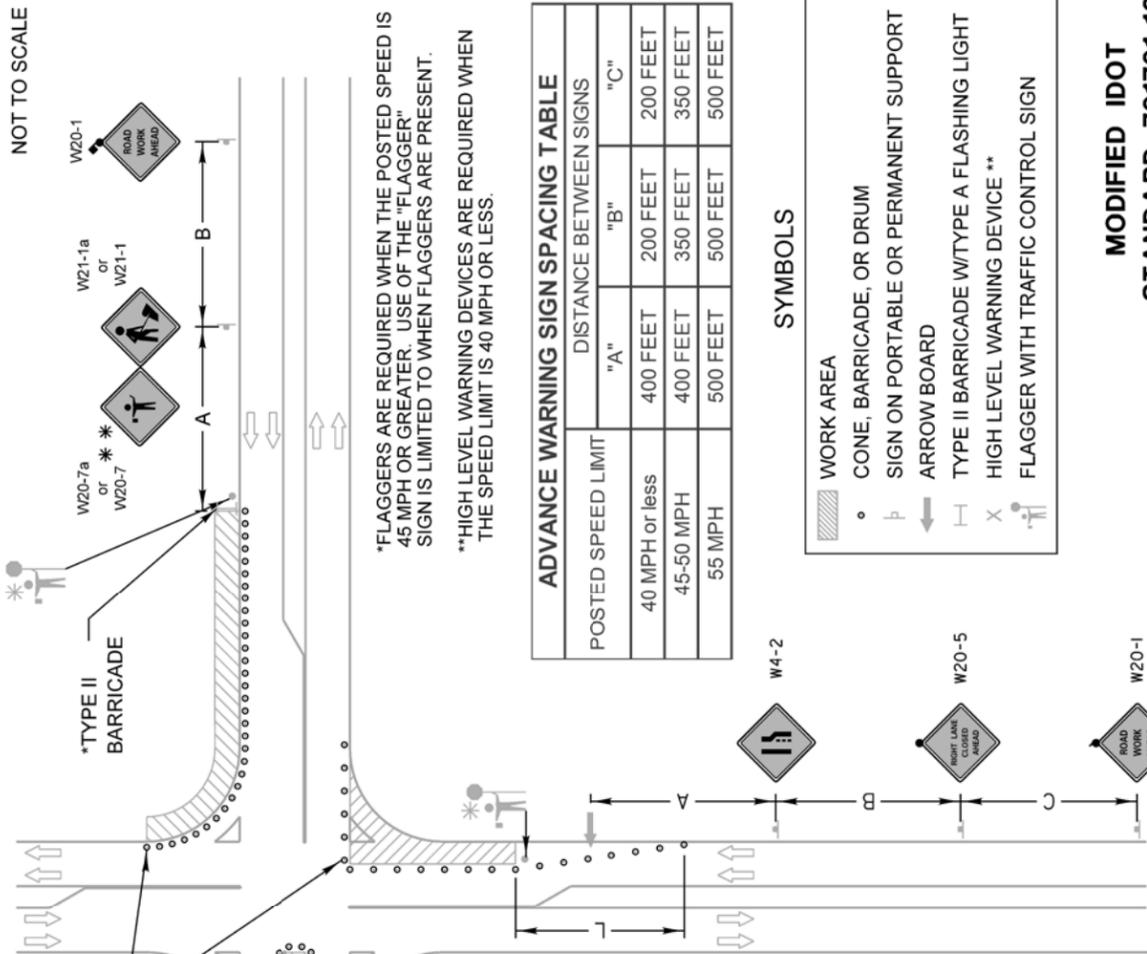
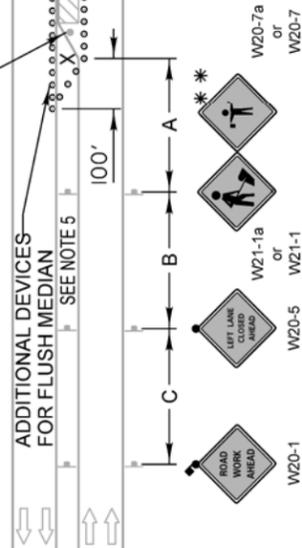


LAKE COUNTY STANDARDS AND DETAILS
LEWIS AVENUE

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	38	78

**TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
for HIGHWAY CONSTRUCTION, CONTRACT MAINTENANCE
and UTILITY OPERATIONS**

CONES AT 25' CENTERS FOR 250'. ADDITIONAL CONES MAY BE PLACED AT 50' CENTERS. WHEN BARRICADES ARE USED, THE DISTANCE BETWEEN DEVICES MAY BE DOUBLED.



*FLAGGERS ARE REQUIRED WHEN THE POSTED SPEED IS 45 MPH OR GREATER. USE OF THE "FLAGGER" SIGN IS LIMITED TO WHEN FLAGGERS ARE PRESENT.
**HIGH LEVEL WARNING DEVICES ARE REQUIRED WHEN THE SPEED LIMIT IS 40 MPH OR LESS.

POSTED SPEED LIMIT	DISTANCE BETWEEN SIGNS		
	"A"	"B"	"C"
40 MPH or less	400 FEET	200 FEET	200 FEET
45-50 MPH	400 FEET	350 FEET	350 FEET
55 MPH	500 FEET	500 FEET	500 FEET

SYMBOLS

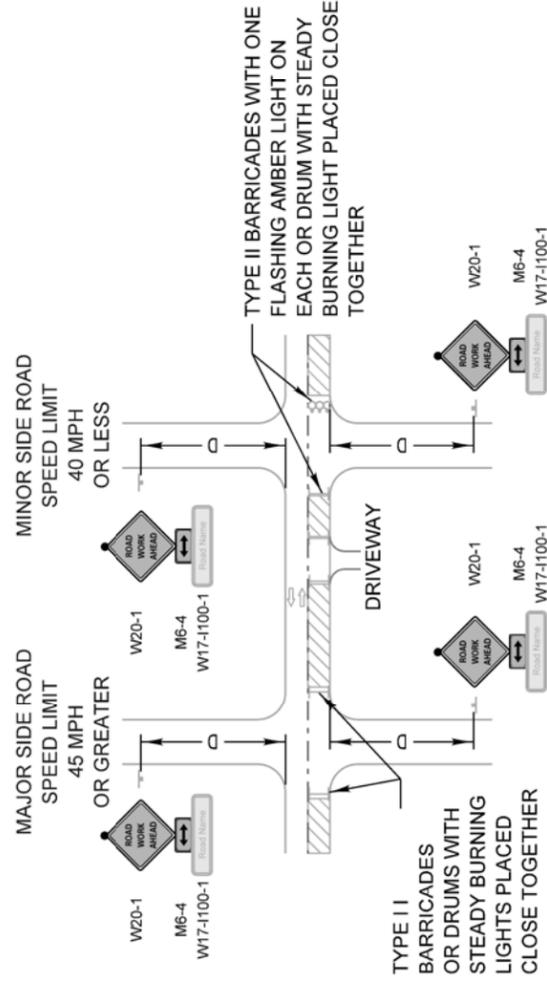
- WORK AREA
- CONE, BARRICADE, OR DRUM
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- ARROW BOARD
- TYPE II BARRICADE W/TYPE A FLASHING LIGHT
- HIGH LEVEL WARNING DEVICE **
- FLAGGER WITH TRAFFIC CONTROL SIGN

**MODIFIED IDOT
STANDARD 701701-10**

REVISIONS	DATE
Revised IDOT Reference	2/1/06
Title Block Revision	8/1/09
Reformat LCDOT Standard	7/15/10
Removed "Worker" & "Flagger" signs	6/28/12
Updated IDOT Standard Version #	3/29/16

Lake County Division of Transportation	APPROVED BY: ANTHONY KHAWAJA DATE: APRIL 1, 2007
URBAN LANE CLOSURE MULTILANE INTERSECTION	

**TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
for HIGHWAY CONSTRUCTION, CONTRACT MAINTENANCE
and UTILITY OPERATIONS**



SYMBOLS

	WORK AREA
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	TYPE II BARRICADE W/TYPE A FLASHING LIGHT
	DRUM WITH STEADY BURNING LIGHT

ADVANCE WARNING SIGN SPACING TABLE

POSTED SPEED LIMIT	DISTANCE BETWEEN SIGNS "D"
40 MPH or less	200 FEET
45-50 MPH	350 FEET
55 MPH	500 FEET

GENERAL NOTE:

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement or where construction requires lane closures.

DESIGN NOTES:

- For a side road with a speed limit of 40 mph or less, the closed portion of the main route shall be protected by blocking with Type II barricades or drums, 1/3 of the cross section of the closed portion of the roadway.
- For a side road with a speed limit of 45 mph or greater, the closed portion of the main route shall be protected by blocking with Type II barricades or drums, 1/2 of the cross section of the closed portion of the roadway.
- All W20-1 "ROAD WORK AHEAD" signs shall be 48" x 48" with fluorescent orange reflective sheeting with an amber Type A flashing light mounted on the sign.
- When the side road lies between the beginning of the mainline signing and the work zone, a M6-1 Single Headed Arrow shall be used in lieu of the M6-4 Double Headed Arrow.
- For a lane closure on a side road, use the applicable portions of the appropriate Highway Standard or Traffic Control Detail. The spacing of the signs and barricades or drums 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 closure.
- Advance warning signs shall be omitted on driveways unless otherwise noted.
- The traffic control and protection for side roads and intersections shall be included in the contract lump sum price for "TRAFFIC CONTROL AND PROTECTION, SPECIAL."

LEWIS AVENUE RESURFACING



LAKE COUNTY STANDARDS AND DETAILS
LEWIS AVENUE

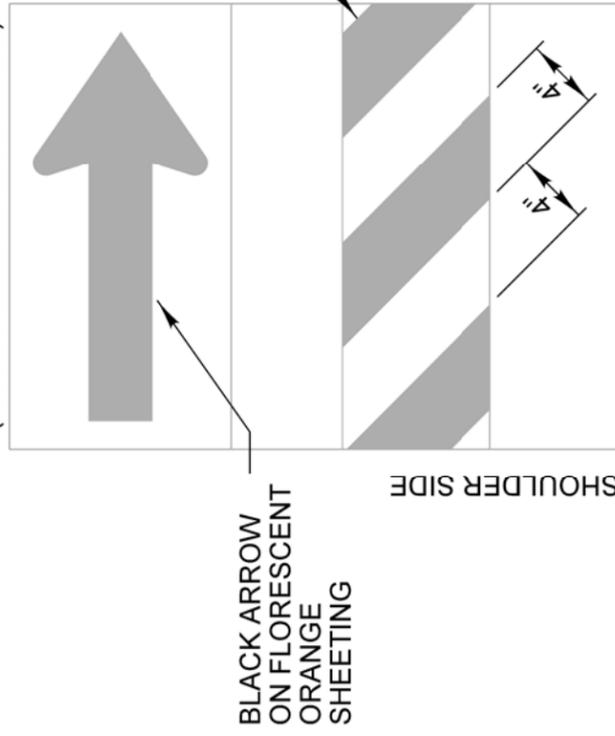
ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	39	78

**MODIFIED IDOT DISTRICT ONE
SIDE ROAD DETAIL**

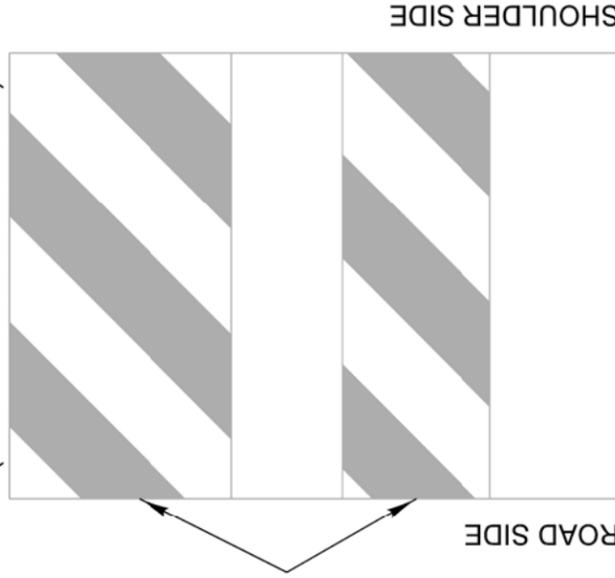
REVISIONS		DATE	APPROVED BY: ANTHONY KHAWAJA Lake County Division of Transportation	LC7004
Title Block Revision		8/1/09		
Reformat LCDOT Standard		7/15/10		
Use of Drums in lieu Type III Barricade		4/22/14		
			DATE: APRIL 1, 2007	
TRAFFIC CONTROL and PROTECTION for SIDEROADS, INTERSECTIONS and DRIVEWAYS				

NOT TO SCALE

FACING TOWARD TRAFFIC
(FRONT SIDE OF BARRICADE)



FACING AWAY FROM TRAFFIC
(BACK SIDE OF BARRICADE)

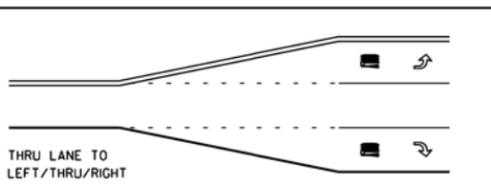
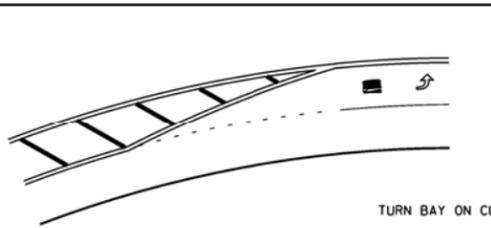
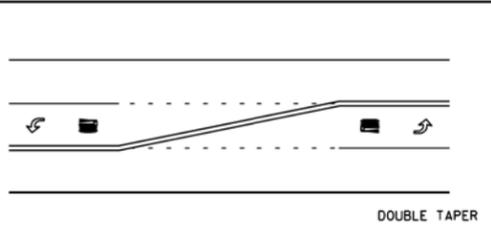
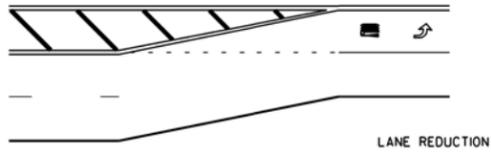


GENERAL NOTES

- Direction Indicator Barricades shall be constructed from non-metallic Type II barricades meeting the requirements of Article 1106.02 of the Standard Specifications, except where modified by this detail.
- The Direction Indicator Barricades shall be equipped with Type C steady burning lights if used to channelize traffic during the hours of darkness.
- The reflective sheeting for the top panel shall be Type AZ fluorescent orange. The diagonal panels shall have orange and white Type A or better reflective sheeting.

REVISIONS		DATE	APPROVED BY: ANTHONY KHAWAJA Lake County Division of Transportation	LC7200
Text Update		7/15/11		
TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES HIGHWAY CONSTRUCTION, CONTRACT MAINTENANCE DIRECTION INDICATOR BARRICADES				

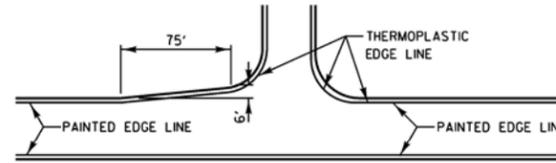
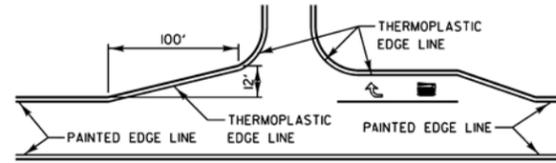
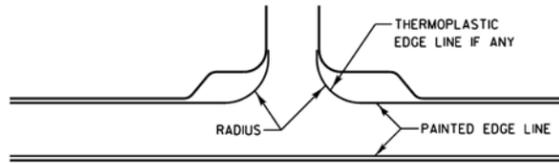
TYPICAL MINI-SKIP PAVEMENT MARKINGS



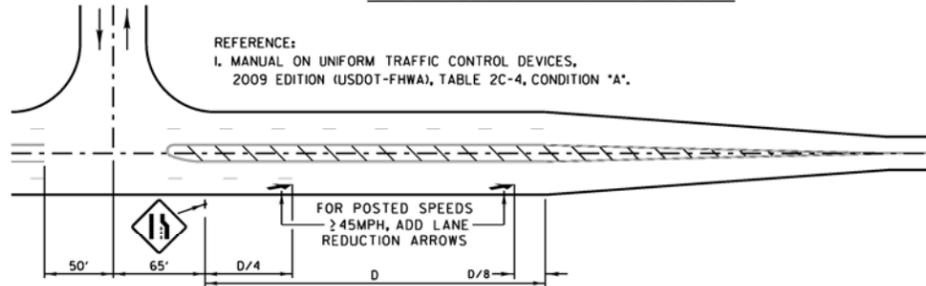
MINI-SKIPS ARE 2 FEET WHITE LINE WITH 6 FEET SPACING, THE MINI-SKIP IS THE SAME WIDTH AS THE PAVEMENT MARKING LINE, IT EXTENDS.

TYPICAL PAVEMENT MARKINGS

EDGE LINE RADII AT SIDE STREETS

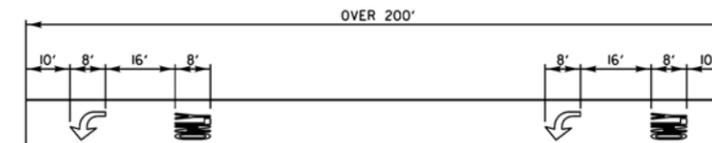
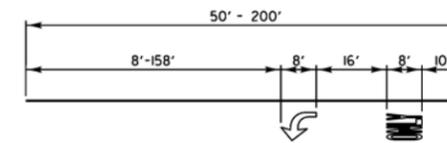
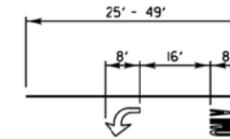


LANE REDUCTION ARROW PLACEMENT



DESIGN SPEED MPH	D (FEET)
<45	N/A
45	775' [1]
50	885' [1]
55	990' [1]

TYPICAL TURN BAY PAVEMENT MARKINGS



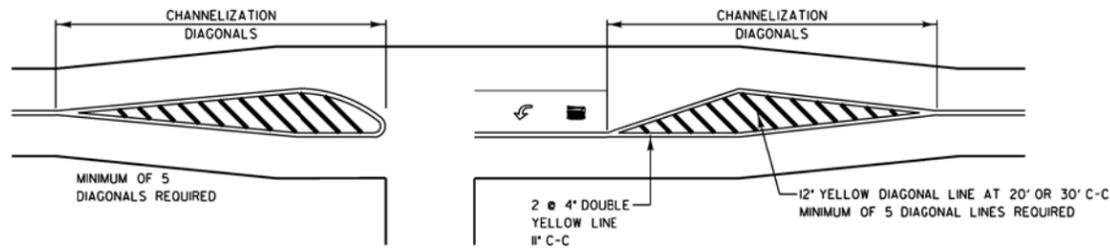
* AT INTERSECTIONS WITH VIDEO DETECTION, THE ARROW AND ONLY PAVEMENT MARKINGS SHALL BE A MINIMUM OF 30' BEHIND THE STOP BAR.

AREA = 15.6 SQ. FT.

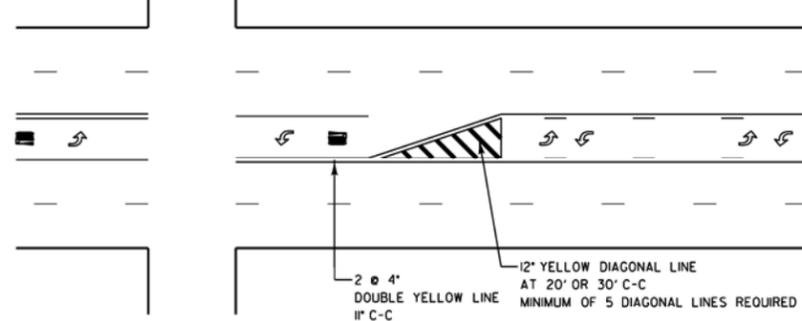
AREA = 20.8 SQ. FT.

FULL SIZE LETTERS (8") AND ARROWS SHALL BE USED. TURN LANES IN EXCESS OF 400' IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW W/ "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW W/ "ONLY".

TWO LANE ROAD



TWO-WAY LEFT TO LEFT TURN BAY



TYPICAL DIAGONAL SPACING

SPEED LIMIT RANGE	DIAGONAL SPACING	
	CONTINUOUS	INTERSECTION CHANNELIZATION
30-45 MPH	75 FT.	20 FT.
OVER 45 MPH	150 FT.	30 FT.

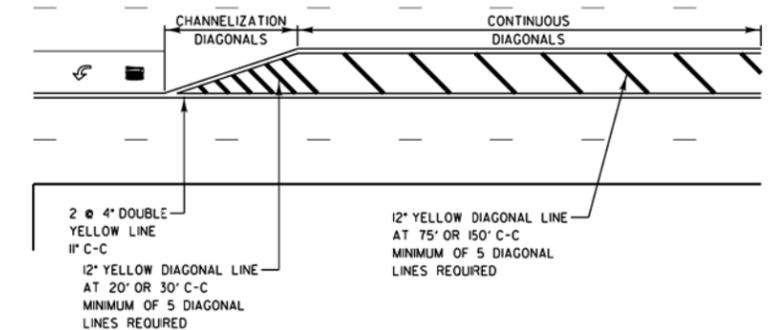
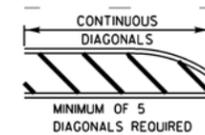
DUAL LEFT TURN ARROWS



31.2 SQ. FT. MINIMUM OF 2 SETS REQUIRED

A MINIMUM OF TWO PAIRS OF DUAL LEFT TURN ARROWS SHALL BE USED. THE DUAL LEFT TURN ARROWS SHALL BE WHITE IN COLOR. THE INTERVAL BETWEEN SETS OF DUAL LEFT TURN ARROWS SHOULD BE 200' AND 300'.

3 OR 5 LANE ROAD



REVISIONS	DATE
SEPARATED RAILROAD SHEET	06/02/08
ADDED LANE REDUCTION ARROWS	07/11/12



APPROVED BY: A. KHAWAJA
DATE: APRIL 1, 2007

TYPICAL PAVEMENT MARKINGS FOR COUNTY HIGHWAYS

SHEET 1 OF 2

LC7800

REVISIONS / REMARKS		DATE	BY	SURVEYOR	
NO.	DESCRIPTION	/ /		DSCNR/LIAISON	/
		/ /		PLOTTED BY	hdsxs 11/18/2016

LEWIS AVENUE RESURFACING



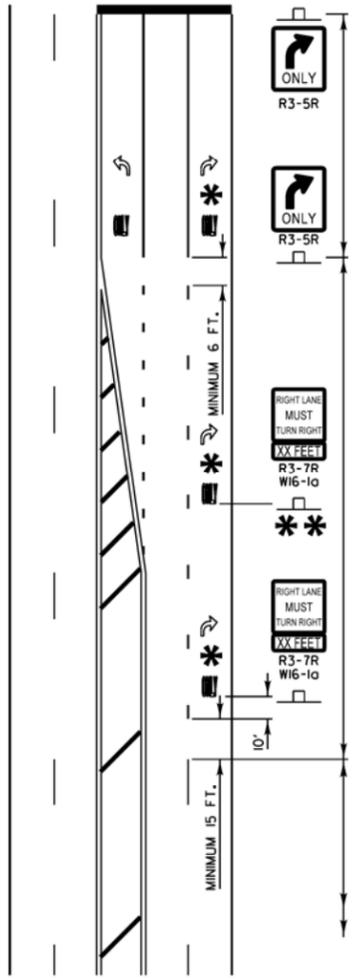
LEWIS AVENUE

LAKE COUNTY STANDARDS & DETAILS

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	40	78

THRU LANE TO
TURN LANE CONVERSION

TYPICAL PAVEMENT MARKINGS AND RECESSED PAVEMENT MARKERS



TURN LANE
6" WHITE LINE
(ADDITIONAL PAVEMENT MARKINGS AS SHOWN
ON SHEET ONE OF THE L.C.D.O.T TYPICAL
PAVEMENT MARKINGS DETAIL SHEETS)

TRANSITION ZONE
6" WHITE 3 1/2" SKIP DASH
LANE LINE

THRU LANE
4" WHITE 10'/30' SKIP DASH
LANE LINE

MINIMUM TRANSITION ZONE LENGTH

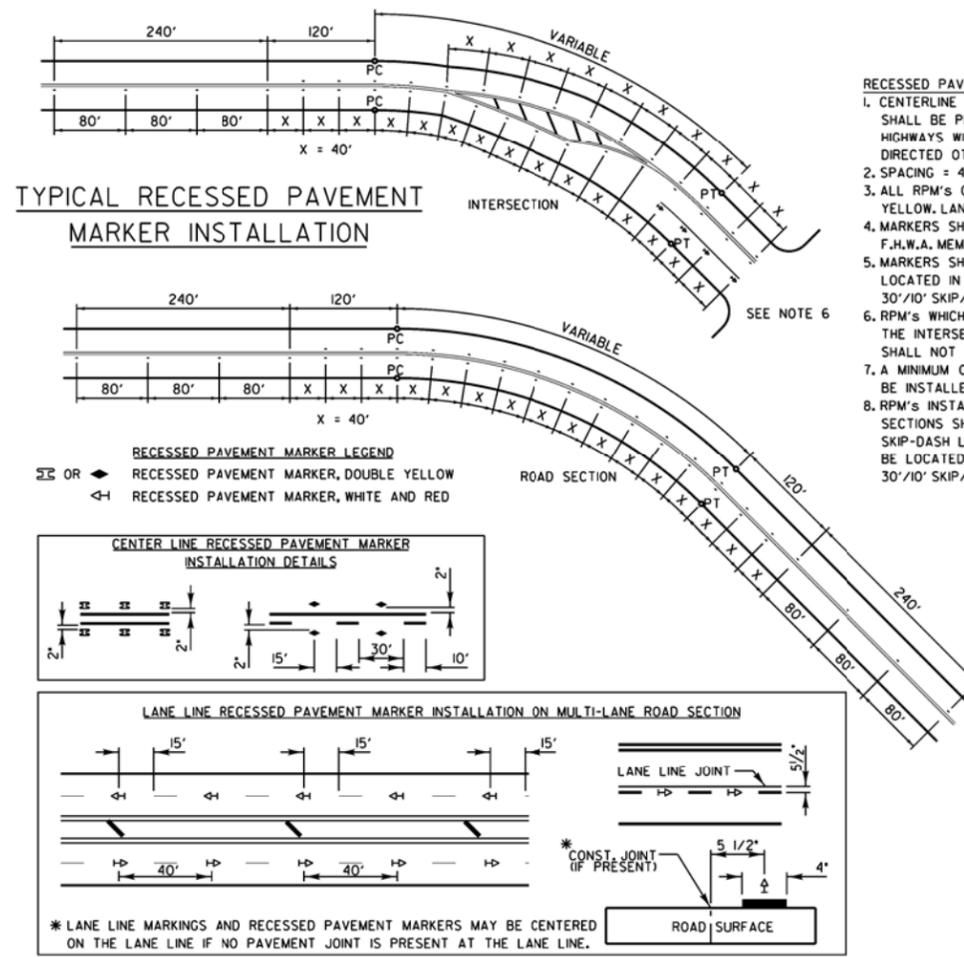
POSTED SPEED	LENGTH
25 M.P.H.	255 FT
30 M.P.H.	330 FT
35 M.P.H.	405 FT
40 M.P.H.	480 FT
45 M.P.H.	555 FT
50 M.P.H.	630 FT
55 M.P.H.	705 FT

* LOCATION OF PAV'T MARKINGS

(MEASURED FROM BEGINNING OF TRANSITION ZONE)

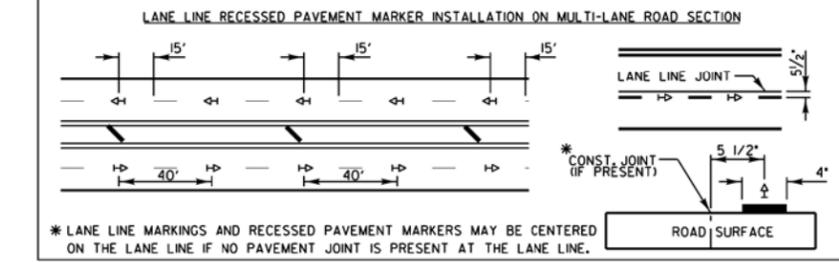
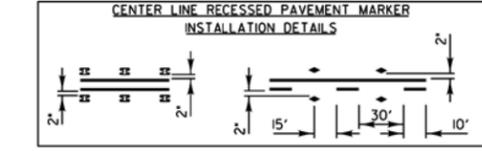
POSTED SPEED	LOCATION OF PAV'T MARKINGS
25 M.P.H.	10 FT, 260 FT
30 M.P.H.	10 FT, 170 FT, 340 FT
35 M.P.H.	10 FT, 210 FT, 410 FT
40 M.P.H.	10 FT, 170 FT, 330 FT, 490 FT
45 M.P.H.	10 FT, 190 FT, 370 FT, 560 FT
50 M.P.H.	10 FT, 170 FT, 330 FT, 490 FT, 640 FT
55 M.P.H.	10 FT, 180 FT, 350 FT, 520 FT, 710 FT

** FOR POSTED SPEEDS 40 M.P.H. OR GREATER
A SECOND R3-7/W16-10 SIGN INSTALLATION
SHALL BE LOCATED HALFWAY BETWEEN THE
BEGINNING OF THE TRANSITION ZONE AND THE
BEGINNING OF THE TURN LANE

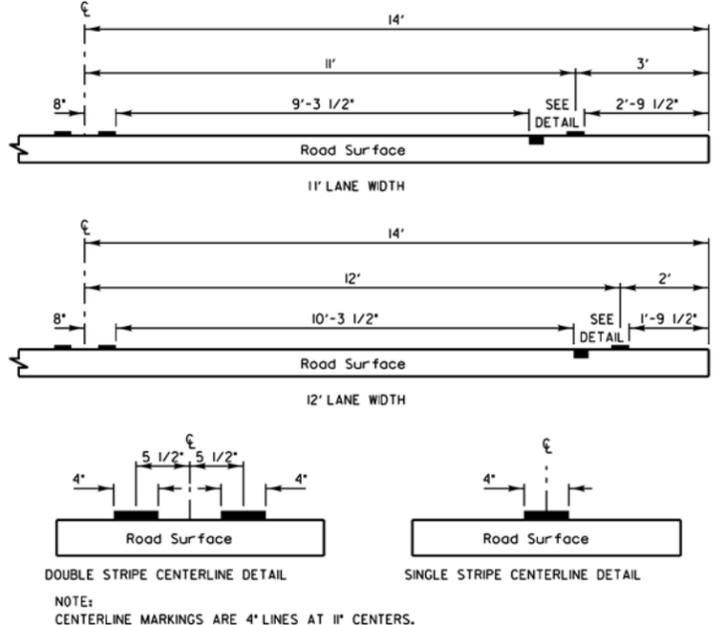


TYPICAL RECESSED PAVEMENT MARKER INSTALLATION

RECESSED PAVEMENT MARKER LEGEND
 ☐ OR ◀ RECESSED PAVEMENT MARKER, DOUBLE YELLOW
 ◀ RECESSED PAVEMENT MARKER, WHITE AND RED

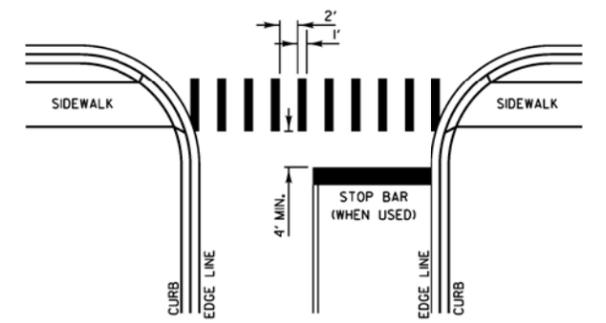


PAVEMENT CROSS SECTION SHOWING TYPICAL PAVEMENT MARKINGS (2-LANE ROADWAY)



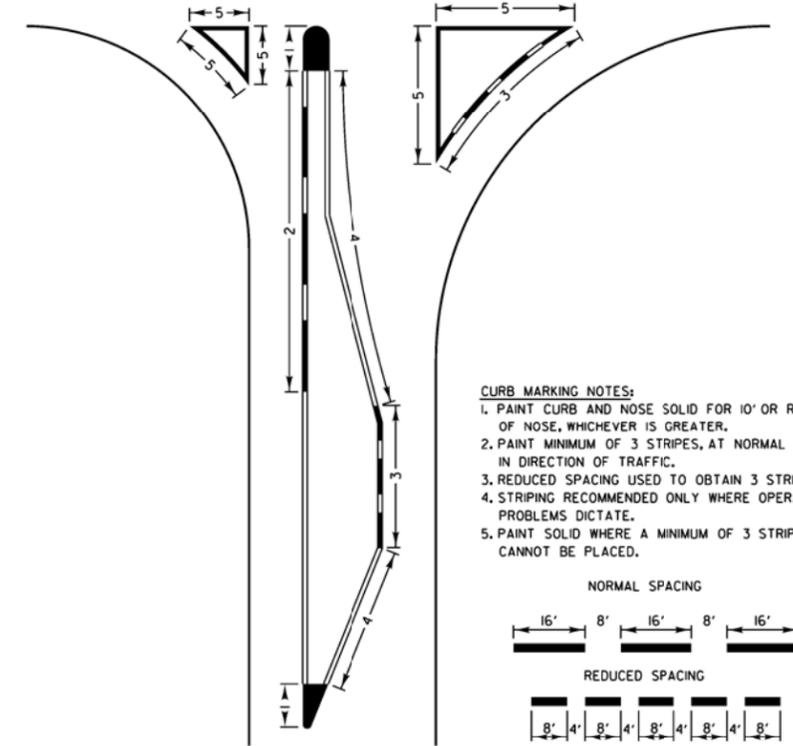
- RECESSED PAVEMENT MARKER NOTES:
- CENTERLINE RECESSED PAVEMENT MARKERS (RPM'S) SHALL BE PLACED ON ALL TWO AND THREE LANE HIGHWAYS WITH CURVES OVER 3 1/2 DEGREES, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
 - SPACING = 40' FOR CENTERLINE MARKERS.
 - ALL RPM'S ON CENTERLINE ARE 2-WAY YELLOW. LANE LINE MARKERS ARE WHITE/RED.
 - MARKERS SHALL BE INSTALLED ACCORDING TO F.H.W.A. MEMORANDUM H10-21.
 - MARKERS SHALL BE FIELD ADJUSTED TO BE LOCATED IN CENTER OF THE 30' GAP OF A 30'/10' SKIP/DASH CENTERLINE.
 - RPM'S WHICH ARE TO BE LOCATED WITHIN THE INTERSECTION OF A CROSS STREET, SHALL NOT BE INSTALLED.
 - A MINIMUM OF 4 WHITE/RED MARKERS SHALL BE INSTALLED ALONG THE TURN LANE LINE.
 - RPM'S INSTALLED ON MULTI-LANE ROAD SECTIONS SHALL BE INSTALLED ON THE WHITE SKIP-DASH LANE LINE ONLY. THESE RPM'S SHALL BE LOCATED IN CENTER OF THE 30' GAP OF A 30'/10' SKIP/DASH LANE LINE.

CROSSWALKS



- CROSSWALK NOTES:
- WIDTH OF THE CROSSWALK IS GENERALLY 6' EXCEPT AT SCHOOL CROSSINGS AND BICYCLE CROSSINGS, WHICH CAN BE 8'.
 - THE STOP BAR SHOULD BE INSTALLED A MINIMUM OF 4' IN ADVANCE OF THE CROSSWALK.

CURB MARKING



- CURB MARKING NOTES:
- PAINT CURB AND NOSE SOLID FOR 10' OR RADIUS OF NOSE, WHICHEVER IS GREATER.
 - PAINT MINIMUM OF 3 STRIPES, AT NORMAL SPACING, IN DIRECTION OF TRAFFIC.
 - REDUCED SPACING USED TO OBTAIN 3 STRIPE MINIMUM.
 - STRIPING RECOMMENDED ONLY WHERE OPERATIONAL PROBLEMS DICTATE.
 - PAINT SOLID WHERE A MINIMUM OF 3 STRIPES CANNOT BE PLACED.

PAVEMENT MARKING GUIDELINES				
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE OF 2 LANE PAVEMENT	4 IN.	SKIP-DASH	YELLOW	10 FT. LINE WITH 30 FT. SPACE
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 IN. 2 @ 4 IN.	SOLID	YELLOW	5 1/2 IN. C-C FROM SKIP-DASH CENTERLINE
CENTERLINE ON MULTI-LANE UNDIVIDED	2 @ 4 IN.	SOLID	YELLOW	11 IN. C-C
LANE LINES	4 IN.	SKIP-DASH	WHITE	10 FT. LINE WITH 30 FT. SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2 FT. LINE WITH 6 FT. SPACE
EDGE LINES	5 IN. WHITE 4 IN. YELLOW	SOLID	WHITE - RIGHT YELLOW - LEFT	OUTLINE RAISED MEDIANS IN YELLOW
TURN LANE MARKINGS	6 IN. LINE FULL SIZE LETTERS AND SYMBOLS (8 FT.)	SOLID	WHITE	TURN ARROW 15.6 SO. FT. STRAIGHT ARROW 11.5 SO. FT. ONLY 20.8 SO. FT. COMB. ARROW 26.0 SO. FT.
TWO WAY LEFT TURN MARKING	2 @ 4 IN. EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10 FT. LINE WITH 30 FT. SPACE FOR SKIP-DASH 5 1/2 IN. C-C BETWEEN SKIP-DASH LINE AND SOLID LINE
CROSSWALK	8 FT. LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
STOP BARS	24 IN.	SOLID	WHITE	12 IN. LONGITUDINAL BAR WITH 24 IN. SPACE 6 FT. TO 12 FT. WIDE SEE TYPICAL CROSSWALK MARKING DETAIL PLACE 4 FT. IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE PLACE AT DESIRED STOPPING POINT.
PAINTED MEDIANS	2 @ 4 IN. & 11 IN. C-C 12 IN. DIAGONALS @ 45° NO DIAGONALS USED FOR 4 FT. WIDE MEDIAN	SOLID	YELLOW; 2-WAY TRAFFIC WHITE; 1-WAY TRAFFIC	11 IN. C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING DETAIL MINIMUM OF 5 DIAGONALS
GORE MARKING AND CHANNELIZING LINES	8 IN. WITH 12 IN. DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS 15 FT. C-C (LESS THAN 30 M.P.H.) 20 FT. C-C (30 TO 45 M.P.H.) 30 FT. C-C (OVER 45 M.P.H.) MINIMUM OF 5 DIAGONALS
R.R. CROSSING	24 IN. TRANSVERSE LINES RR IS 6 FT. LETTER 16 IN. LINE FOR "X"	SOLID	WHITE	SEE I.D.O.T. STD. 780001 50 FT. AREA OF: "R" = 3.6 SO. FT. / "R" "X" = 54.0 SO. FT.
SHOULDER DIAGONALS (FOR PAVED SHOULDER 2 @ 6 FT.)	12 IN. @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50 FT. C-C (LESS THAN 30 M.P.H.) 75 FT. C-C (30 TO 45 M.P.H.) 150 FT. C-C (OVER 45 M.P.H.) MINIMUM OF 5 DIAGONALS

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO PART III "MARKINGS" IN THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", AND THE LATEST I.D.O.T. HIGHWAY STANDARD 78000.

REVISIONS	DATE
SEPARATED RAILROAD SHEET	06/02/08
REVISED RPM DETAILS	07/11/12
RAISED TO RECESSED MARKERS	12/2/13
REMOVE STATION NUMBERS	5/30/14

LakeCounty
Division of Transportation

APPROVED BY: A. KHAWAJA
DATE: APRIL 1, 2007

TYPICAL PAVEMENT MARKINGS FOR COUNTY HIGHWAYS

SHEET 2 OF 2

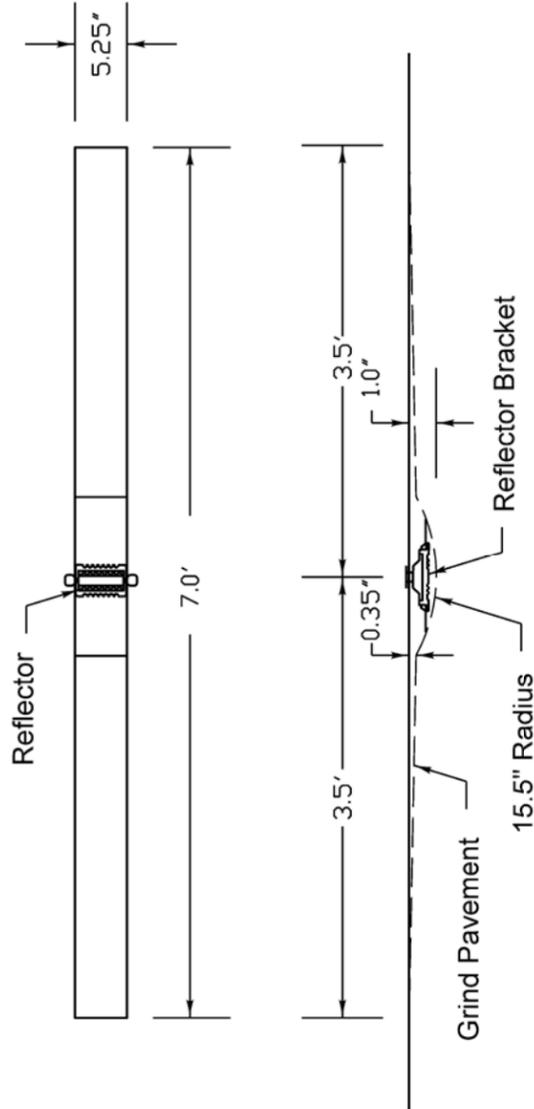
REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:

LEWIS AVENUE RESURFACING



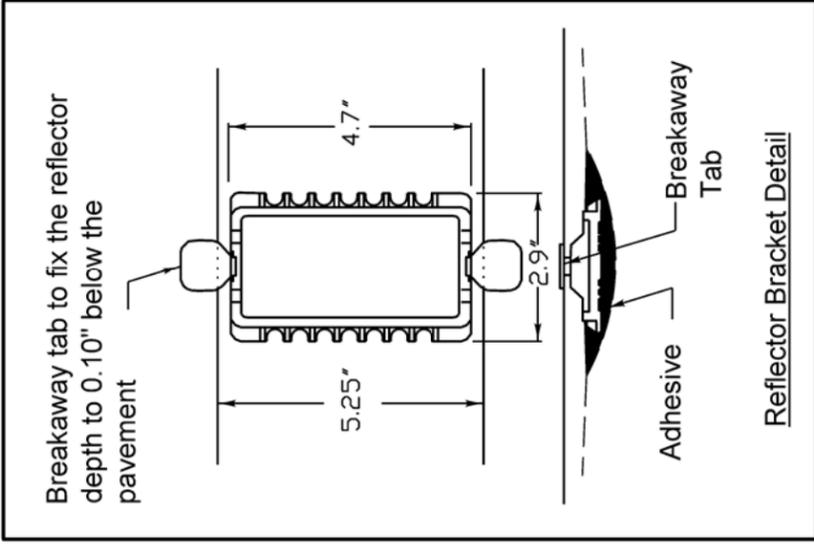
LAKE COUNTY STANDARD AND DETAILS
LEWIS AVENUE RESURFACING

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	42	78



Notes

1. The reflective pavement marker lens shall be a 3M 190 series pavement marker or an approved equal.
2. The reflector bracket shall be made of a polycarbonate and shall be a MarkerOne Series R100 or an approved equal.
3. The adhesive used shall meet the requirements of AASHTO M237 specification for adhesives to be used in cementing asphalt surfaces.
4. Markers shall be placed at 40' intervals on lane lines and painted medians and 40' intervals on curves and approaching intersections as shown on LCDOT standard LC7800.



Reflector Bracket Detail

REVISIONS	DATE



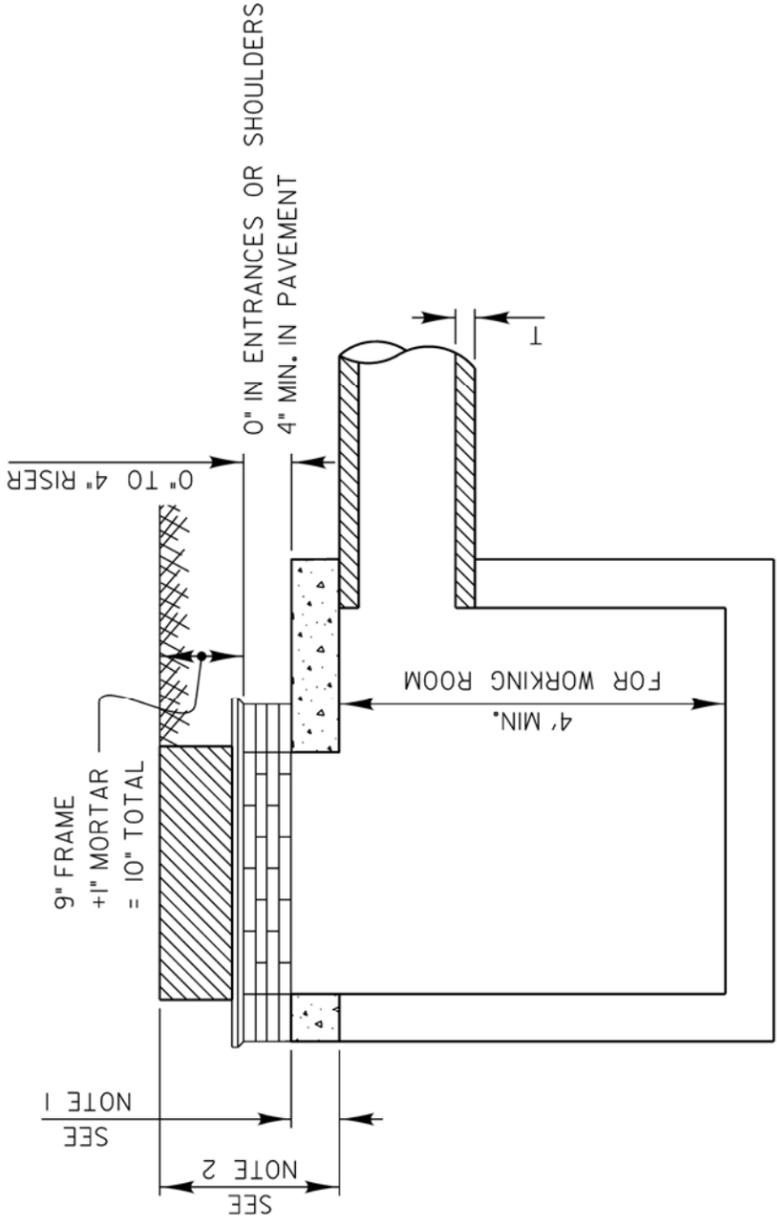
APPROVED BY: JN
DATE: 12/02/13

RECESSED REFLECTIVE PAVEMENT MARKER

LC7805

NOTE 1:
6" - 4' DIA. M.H.
8" - 5' DIA. M.H.

NOTE 2:
4' M.H. 1'-8" DESIRABLE
5' M.H. 1'-4" MIN.
1'-10" DESIRABLE
1'-6" MIN.



PIPE DIA.	T	MINIMUM DEPTH	
		4' DIAMETER	5' DIAMETER
10"	2"	2.33'	2.50'
12"	2"	2.50'	2.67'
15"	2 1/4"	2.77'	2.94'
18"	2 1/2"	3.04'	3.21'
21"	2 3/4"	-	3.48'
24"	3"	-	3.75'
30"	3 1/2"	-	4.29'
36"	4"	-	4.83'
42"	4 1/2"	-	5.38'

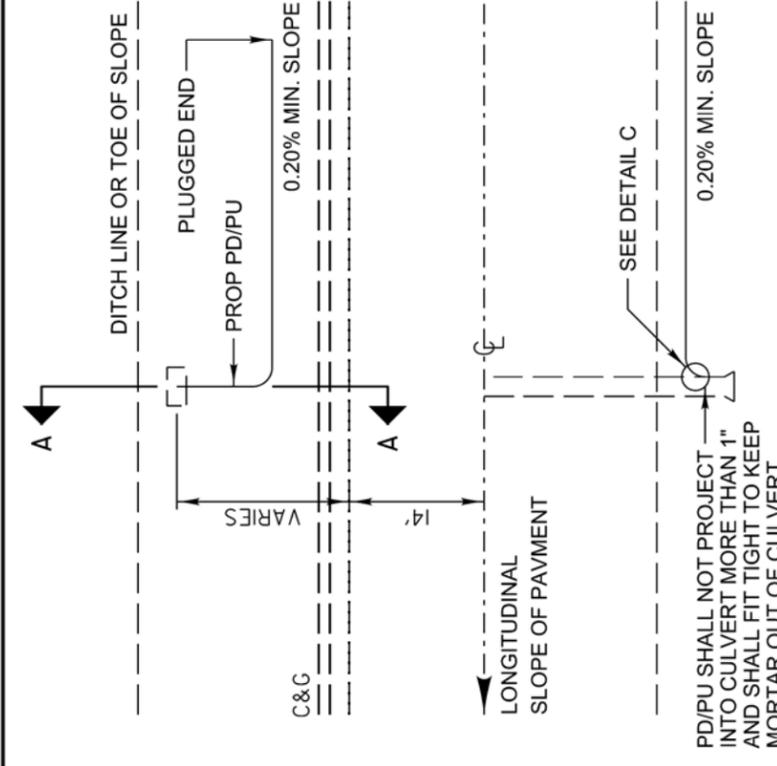
STRUCTURES REQUIRE SUMP FOR HEADROOM

SCALE: 1"=2'

APPROVED BY: M. G. ZEMAITIS
DATE: APRIL 1, 2007

LC6000

RESTRICTED DEPTH MANHOLE



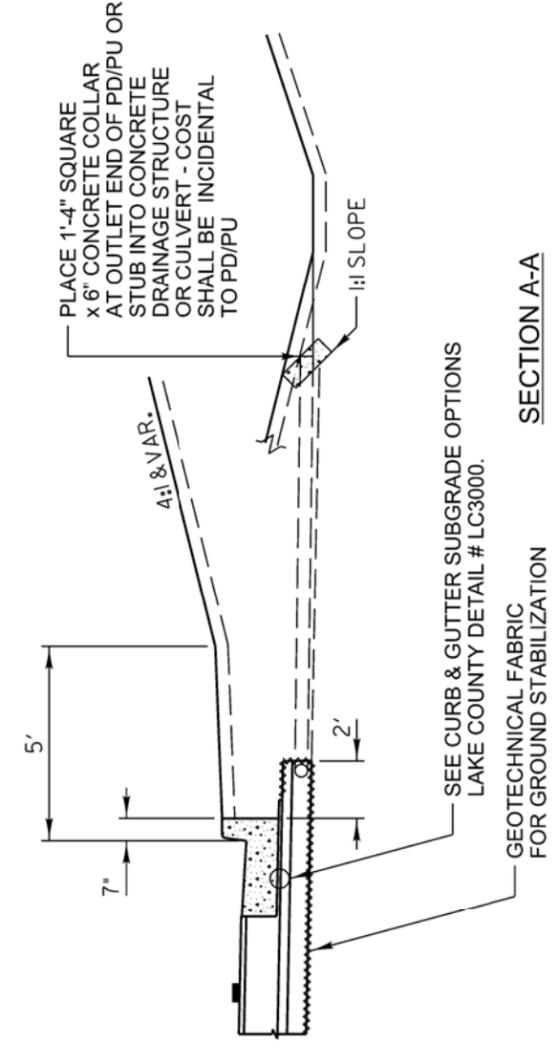
TYPICAL PIPE DRAIN/ PIPE UNDERDRAIN OUTLET

DESIGN NOTES:

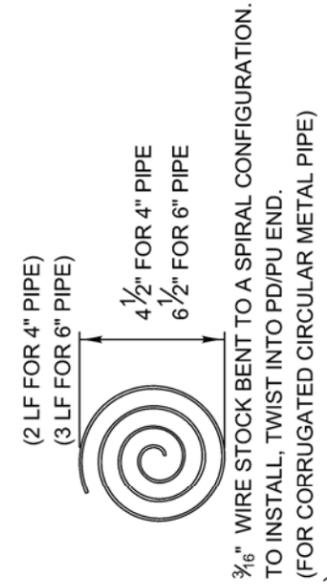
All work shall be according to the applicable portions of the "Standard Specifications" except as modified hereon.

In addition to the requirements of Article 601.08 of the "Standard Specifications", the contract unit price per foot for pipe drains 4" & 6" and pipe underdrains 4" shall include the cost of furnishing and placing the rodent shield.

The removable rodent shield shall be furnished and installed in accordance with one of the configurations shown. The shield shall be fabricated from steel wire, or expanded metal, as detailed above and shall be galvanized after fabrication in accordance with AASHTO M-111. Other submitted designs for a removable rodent shield will be allowed with the approval of the Engineer.



SECTION A-A



DETAIL C

RODENT SHIELDS DETAIL (ALTERNATES) NOT TO SCALE

APPROVED BY: M. G. ZEMAITIS
DATE: APRIL 1, 2007

LC6020

SUB-SURFACE DRAINS

REVISIONS	DATE
Pipe Drain Added to Labels	5/19/2009
Revised Type A to Type B Aggregate	12/20/12
Removed HMA Shldr. & Agg	11/20/13

NO.	REVISIONS / REMARKS DESCRIPTION	DATE	BY	SURVEYOR:

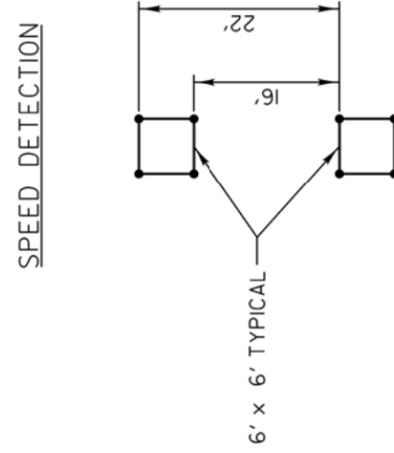
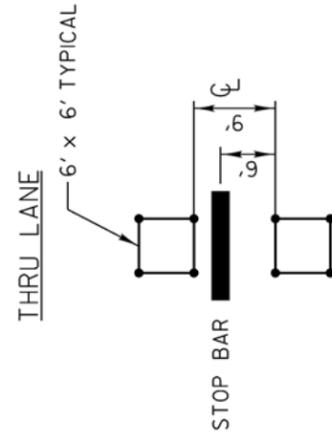
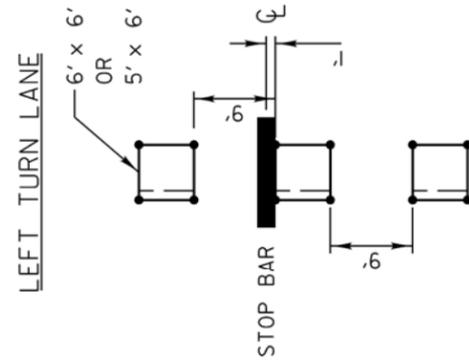
REVISIONS / REMARKS				
NO.	DESCRIPTION	DATE	BY	SURVEYOR:

LEWIS AVENUE RESURFACING

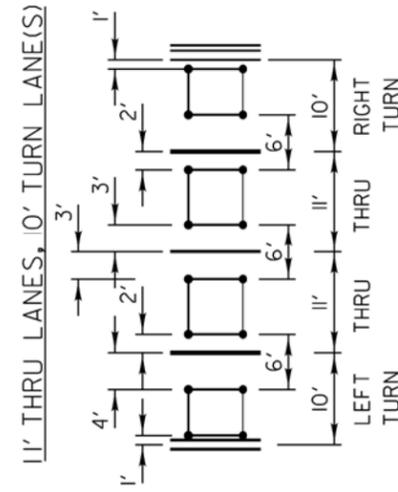
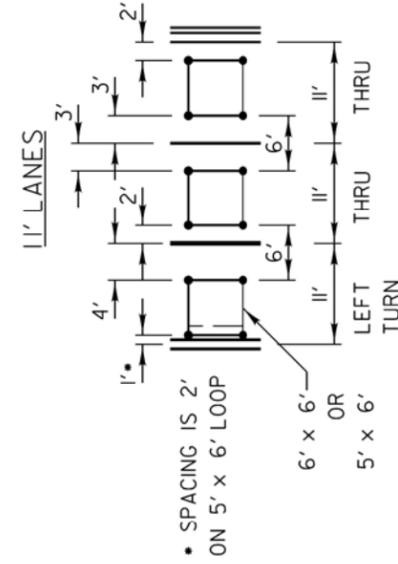
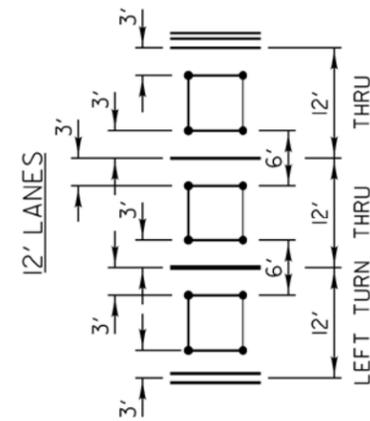


LAKE COUNTY STANDARD AND DETAILS
LEWIS AVENUE RESURFACING

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH27	082	16-00082-08-RS	44	78



TYPICAL SPACING FOR DETECTOR LOOPS



TYPICAL LATERAL PLACEMENT FOR DETECTOR LOOPS

REVISIONS	DATE

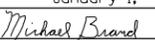
APPROVED BY: A. KHAWAJA
DATE: APRIL 1, 2007



TYPICAL DETECTOR LOOP LAYOUTS

LC8600

ABV	ABOVE	CU YD	CUBIC YARD	HD	HEAD	PED	PEDESTAL	STD	STANDARD
A/C	ACCESS CONTROL	CULV	CULVERT	HDW	HEADWALL	PNT	POINT	SBI	STATE BOND ISSUE
AC	ACRE	C&G	CURB & GUTTER	HDUTY	HEAVY DUTY	PC	POINT OF CURVATURE	SR	STATE ROUTE
ADJ	ADJUST	D	DEGREE OF CURVE	ha	HECTARE	PI	POINT OF INTERSECTION OF HORIZONTAL CURVE	STA	STATION
AS	AERIAL SURVEYS	DC	DEPRESSED CURVE	HMA	HOT MIX ASPHALT			SPBGR	STEEL PLATE BEAM GUARDRAIL
AGG	AGGREGATE	DET	DETECTOR	HWY	HIGHWAY	PRC	POINT OF REVERSE CURVE	SS	STORM SEWER
AH	AHEAD	DIA	DIAMETER	HORIZ	HORIZONTAL	PT	POINT OF TANGENCY	STY	STORY
APT	APARTMENT	DIST	DISTRICT	HSE	HOUSE	POT	POINT ON TANGENT	ST	STREET
ASPH	ASPHALT	DOM	DOMESTIC	IL	ILLINOIS	POLYETH	POLYETHYLENE	STR	STRUCTURE
AUX	AUXILIARY	DBL	DOUBLE	IMP	IMPROVEMENT	PCC	PORTLAND CEMENT CONCRETE	e	SUPERELEVATION RATE
AGS	AUXILIARY GAS VALVE (SERVICE)	DSEL	DOWNSTREAM ELEVATION	IN DIA	INCH DIAMETER	PP	POWER POLE OR PRINCIPAL POINT	S.E. RUN.	SUPERELEVATION RUNOFF LENGTH
AVE	AVENUE	DSFL	DOWNSTREAM FLOWLINE	INL	INLET	PRM	PRIME	SURF	SURFACE
AX	AXIS OF ROTATION	DR	DRAINAGE OR DRIVE	INST	INSTALLATION	PE	PRIVATE ENTRANCE	SMK	SURVEY MARKER
BK	BACK	DI	DRAINAGE INLET OR DROP INLET	IDS	INTERSECTION DESIGN STUDY	PROF	PROFILE	T	TANGENT DISTANCE
B-B	BACK TO BACK	DRV	DRIVEWAY	INV	INVERT	PGL	PROFILE GRADELINE	T.R.	TANGENT RUNOUT DISTANCE
BKPL	BACKPLATE	DCT	DUCT	IP	IRON PIPE	PROJ	PROJECT	TEL	TELEPHONE
B	BARN	EA	EACH	IR	IRON ROD	P.C.	PROPERTY CORNER	TB	TELEPHONE BOX
BARR	BARRICADE	EB	EASTBOUND	JT	JOINT	PL	PROPERTY LINE	TP	TELEPHONE POLE
BGN	BEGIN	EOP	EDGE OF PAVEMENT	kg	KILOGRAM	PR	PROPOSED	TEMP	TEMPORARY
BM	BENCHMARK	E-CL	EDGE TO CENTERLINE	km	KILOMETER	R	RADIUS	TBM	TEMPORARY BENCH MARK
BIND	BINDER	E-E	EDGE TO EDGE	LS	LANDSCAPING	RR	RAILROAD	TD	TILE DRAIN
BIT	BITUMINOUS	EL	ELEVATION	LN	LANE	RRS	RAILROAD SPIKE	TBE	TO BE EXTENDED
BTM	BOTTOM	ENTR	ENTRANCE	LT	LEFT	RPS	REFERENCE POINT STAKE	TBR	TO BE REMOVED
BLVD	BOULEVARD	EXC	EXCAVATION	LP	LIGHT POLE	REF	REFLECTIVE	TBS	TO BE SAVED
BRK	BRICK	EX	EXISTING	LGT	LIGHTING	RCCP	REINFORCED CONCRETE CULVERT PIPE	TWP	TOWNSHIP
BBOX	BUFFALO BOX	EXPWAY	EXPRESSWAY	LF	LINEAL FEET OR LINEAR FEET	REINF	REINFORCEMENT	TR	TOWNSHIP ROAD
BLDG	BUILDING	E	EXTERNAL DISTANCE OF HORIZONTAL CURVE	L	LITER OR CURVE LENGTH	REM	REMOVAL	TS	TRAFFIC SIGNAL
CIP	CAST IRON PIPE	E	OFFSET DISTANCE TO VERTICAL CURVE	LC	LONG CHORD	RC	REMOVE CROWN	TSCB	TRAFFIC SIGNAL CONTROL BOX
CB	CATCH BASIN	F-F	FACE TO FACE	LNG	LONGITUDINAL	REP	REPLACEMENT	TSC	TRAFFIC SYSTEMS CENTER
C-C	CENTER TO CENTER	FA	FEDERAL AID	L SUM	LUMP SUM	REST	RESTAURANT	TRVS	TRANSVERSE
CL	CENTERLINE OR CLEARANCE	FAI	FEDERAL AID INTERSTATE	MACH	MACHINE	RESURF	RESURFACING	TRVL	TRAVEL
CL-E	CENTERLINE TO EDGE	FAP	FEDERAL AID PRIMARY	MB	MAIL BOX	RET	RETAINING	TRN	TURN
CL-F	CENTERLINE TO FACE	FAS	FEDERAL AID SECONDARY	MH	MANHOLE	RT	RIGHT	TY	TYPE
CTS	CENTERS	FAUS	FEDERAL AID URBAN SECONDARY	MATL	MATERIAL	ROW	RIGHT-OF-WAY	T-A	TYPE A
CERT	CERTIFIED	FP	FENCE POST	MED	MATERIAL	RD	ROAD	TYP	TYPICAL
CHSLD	CHISELED	FE	FIELD ENTRANCE	m	METER	RDWY	ROADWAY	UNDGND	UNDERGROUND
CS	CITY STREET	FH	FIRE HYDRANT	METH	METHOD	RTE	ROUTE	USGS	U.S. GEOLOGICAL SURVEY
CP	CLAY PIPE	FL	FLOW LINE	M	MID-ORDINATE	SAN	SANITARY	USEL	UPSTREAM ELEVATION
CLSD	CLOSED	FB	FOOT BRIDGE	mm	MILLIMETER	SANS	SANITARY SEWER	USFL	UPSTREAM FLOWLINE
CLID	CLOSED LID	FDN	FOUNDATION	mm DIA	MILLIMETER DIAMETER	SEC	SECTION	UTIL	UTILITY
CT	COAT OR COURT	FR	FRAME	MIX	MIXTURE	SEED	SEEDING	VBOX	VALVE BOX
COMB	COMBINATION	F&G	FRAME & GRATE	MBH	MOBILE HOME	SHAP	SHAPING	VV	VALVE VAULT
C	COMMERCIAL BUILDING	FRWAY	FREEWAY	MOD	MODIFIED	S	SHED	VLV	VAULT
CE	COMMERCIAL ENTRANCE	GAL	GALLON	MFT	MOTOR FUEL TAX	SH	SHEET	VEH	VEHICLE
CONC	CONCRETE	GALV	GALVANIZED	N & BC	NAIL & BOTTLE CAP	SHLD	SHOULDER	VP	VENT PIPE
CONST	CONSTRUCT	G	GARAGE	N & C	NAIL & CAP	SW	SIDEWALK OR SOUTHWEST	VERT	VERTICAL
CONTD	CONTINUED	GM	GAS METER	N & W	NAIL & WASHER	SIG	SIGNAL	VC	VERTICAL CURVE
CONT	CONTINUOUS	GV	GAS VALVE	NOAA	NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION	SOD	SODDING	VPC	VERTICAL POINT OF CURVATURE
COR	CORNER	GRAN	GRANULAR	NC	NORMAL CROWN	SM	SOLID MEDIUM	VPI	VERTICAL POINT OF INTERSECTION
CORR	CORRUGATED	GR	GRATE	NB	NORTHBOUND	SB	SOUTHBOUND	VPT	VERTICAL POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	GRVL	GRAVEL	NE	NORTHEAST	SE	SOUTHEAST	WM	WATER METER
CNTY	COUNTY	GND	GROUND	NW	NORTHWEST	SPL	SPECIAL	WV	WATER VALVE
CH	COUNTY HIGHWAY	GUT	GUTTER	OLID	OPEN LID	SD	SPECIAL DITCH	WMAIN	WATER MAIN
CSE	COURSE	GP	GUY POLE	PAT	PATTERN	SQ FT	SQUARE FEET	WB	WESTBOUND
XSECT	CROSS SECTION	GW	GUY WIRE	PVD	PAVED	m ²	SQUARE METER	WILDFL	WILDFLOWERS
m ³	CUBIC METER	HH	HANDHOLE	PVMT	PAVEMENT	mm ²	SQUARE MILLIMETER	W	WITH
mm ³	CUBIC MILLIMETER	HATCH	HATCHING	PM	PAVEMENT MARKING	SQ YD	SQUARE YARD	WO	WITHOUT
						STB	STABILIZED		

 Illinois Department of Transportation	
PASSED	January 1, 2011
 ENGINEER OF POLICY AND PROCEDURES	
APPROVED	January 1, 2011
 ENGINEER OF DESIGN AND ENVIRONMENT	

ISSUED 1-1-97

DATE	REVISIONS
1-1-11	Updated abbreviations and symbols.
1-1-08	Updated abbreviations and symbols.

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 1 of 8)

STANDARD 000001-06

<u>ADJUSTMENT ITEMS</u>			<u>ALIGNMENT ITEMS</u>			<u>CONTOUR ITEMS</u>		
	<u>EX</u>	<u>PR</u>		<u>EX</u>	<u>PR</u>		<u>EX</u>	<u>PR</u>
Structure To Be Adjusted		ADJ	Baseline			Approx. Index Line		
Structure To Be Cleaned		C	Centerline			Approx. Intermediate Line		
Main Structure To Be Filled		FM	Centerline Break Circle			Index Contour		
Structure To Be Filled		F	Baseline Symbol			Intermediate Contour		
Structure To Be Filled Special		FSP	Centerline Symbol			<u>DRAINAGE ITEMS</u>		
Structure To Be Removed		R	PI Indicator			Channel or Stream Line		
Structure To Be Reconstructed		REC	Point Indicator			Culvert Line		
Structure To Be Reconstructed Special		RSP	Horizontal Curve Data (Half Size)	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=	Grading & Shaping Ditches		
Frame and Grate To Be Adjusted		A	<u>BOUNDARIES ITEMS</u>					
Frame and Lid To Be Adjusted		A	Dashed Property Line			Drainage Boundary Line		
Domestic Service Box To Be Adjusted		A	Solid Property/Lot Line			Paved Ditch		
Valve Vault To Be Adjusted		A	Section/Grant Line			Aggregate Ditch		
Special Adjustment		SP	Quarter Section Line			Pipe Underdrain		
Item To Be Abandoned		AB	Quarter/Quarter Section Line			Storm Sewer		
Item To Be Moved		M	County/Township Line			Flowline		
Item To Be Relocated		REL	State Line			Ditch Check		
Pavement Removal and Replacement			Iron Pipe Found			Headwall		
			Iron Pipe Set			Inlet		
			Survey Marker			Manhole		
			Property Line Symbol			Summit		
			Same Ownership Symbol (Half Size)			Roadway Ditch Flow		
			Northwest Quarter Corner (Half Size)			Swale		
			Section Corner (Half Size)			Catch Basin		
			Southeast Quarter Corner (Half Size)			Culvert End Section		
						Water Surface Indicator		
						Riprap		

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**STANDARD SYMBOLS,
 ABBREVIATIONS
 AND PATTERNS**
 (Sheet 2 of 8)
STANDARD 000001-06

EROSION & SEDIMENT CONTROL ITEMS

EX

PR

Cleaning & Grading Limits



Dike



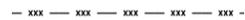
Erosion Control Fence



Perimeter Erosion Barrier



Temporary Fence



Ditch Check Temporary



Ditch Check Permanent



Inlet & Pipe Protection



Sediment Basin



Erosion Control Blanket



Fabric Formed Concrete Revetment Mat



Turf Reinforcement Mat



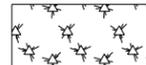
Mulch Temporary



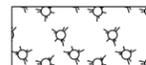
Mulch Method 1



Mulch Method 2 Stabilized



Mulch Method 3 Hydraulic

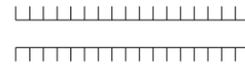


NON-HIGHWAY IMPROVEMENT ITEMS

EX

PR

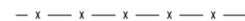
Noise Attn./Levee



Field Line



Fence



Base of Levee



Mailbox



Multiple Mailboxes



Pay Telephone



Advertising Sign



LANDSCAPING ITEMS

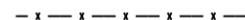
EX

PR

Contour Mounding Line



Fence



Fence Post



Shrubs



Mowline



Perennial Plants



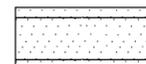
Seeding Class 2



Seeding Class 2A



Seeding Class 4



Seeding Class 4 & 5 Combined



EXISTING LANDSCAPING ITEMS (contd.)

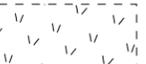
EX

PR

Seeding Class 5



Seeding Class 7



Seedlings Type 1



Seedlings Type 2



Sodding



Mowstake w/Sign



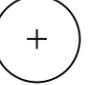
Tree Trunk Protection



Evergreen Tree



Shade Tree



LIGHTING

EX

PR

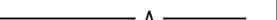
Duct



Conduit



Electrical Aerial Cable



Electrical Buried Cable



Controller



Underpass Luminaire



Power Pole



STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 3 of 8)

STANDARD 000001-06

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**LIGHTING
(contd.)**

Pull Point

EX



PR



Handhole



Heavy Duty Handhole



Junction Box



Light Unit Comb.



Electrical Ground



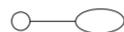
Traffic Flow Arrow



High Mast Pole
(Half Size)



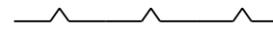
Light Unit-1



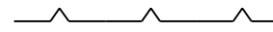
PAVEMENT (MISC.)

Keyed Long. Joint

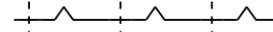
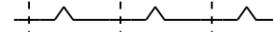
EX



PR



Keyed Long. Joint w/Tie Bars



Sawed Long. Joint w/Tie Bars



Bituminous Shoulder



Bituminous Taper



Stabilized Driveway



Widening



PAVEMENT MARKINGS

Bike Lane Symbol

EX



PR



Bike Lane Text



Handicap Symbol



RR Crossing



Raised Marker Amber 1 Way



Raised Marker Amber 2 Way



Raised Marker Crystal 1 Way



Two Way Turn Left



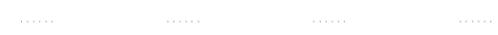
Shoulder Diag. Pattern



Skip-Dash White



Skip-Dash Yellow



Stop Line



Solid Line



Double Centerline



Dotted Lines



CL 2Ln 2Way
RRPM 12.2 m (40') o.c.



CL 2Ln 2Way
RRPM 80' (24.4 m) o.c.



CL Multilane Div.
RRPM 40' (12.2 m) o.c.



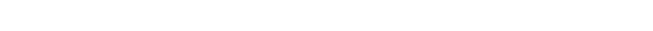
CL Multilane Div.
RRPM 80' (24.4 m) o.c.



CL Multilane Div. Dbl.
RRPM 80' (24.4 m) o.c.



CL Multilane Undiv.



Two Way Turn Left Line



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**STANDARD SYMBOLS,
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AND PATTERNS**

(Sheet 4 of 8)

STANDARD 000001-06

PAVEMENT MARKINGS

(contd.)

Urban Combination Left

EX



PR



Urban Combination Right



Urban Left Turn Arrow



Urban Right Turn Arrow



Urban Left Turn Only



ONLY ONLY ONLY



Urban Right Turn Only



Urban Thru Only



Urban U-Turn



Urban Combined U-Turn



Rural Combination Left



Rural Combination Right



Rural Left Turn Arrow



Rural Right Turn Arrow



Rural Left Turn Only



ONLY ONLY ONLY



Rural Right Turn Only



ONLY ONLY ONLY



Rural Thru Only



ONLY ONLY ONLY

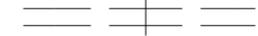


RAILROAD ITEMS

EX

PR

Abandoned Railroad



Railroad



Railroad Point



Control Box



Crossing Gate



Flashing Signal



Railroad Cant. Mast Arm



Crossbuck



REMOVAL ITEMS

EX

PR

Removal Tic



Bituminous Removal



Hatch Pattern



Tree Removal Single



RIGHT OF WAY ITEMS

EX

PR

Future ROW Corner Monument



ROW Marker



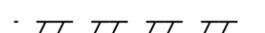
ROW Line



Easement



Temporary Easement



**STANDARD SYMBOLS,
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(Sheet 5 of 8)

STANDARD 000001-06

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**RIGHT OF WAY ITEMS
(contd.)**

	EX	PR
Access Control Line	— AC —————	— AC —————
Access Control Line & ROW	— AC —————	— AC —————
Access Control Line & ROW with Fence	— x ————— AR —	— x — AC — x —
Excess ROW Line		— XS —————

**ROADWAY PLAN
ITEMS**

	EX	PR
Cable Barrier		
Concrete Barrier		
Edge of Pavement	-----	-----
Bit Shoulders, Medians and C&G Line	-----	-----
Aggregate Shoulder	-----	-----
Sidewalks, Driveways	-----	-----
Guardrail		
Guardrail Post	□	
Traffic Sign		
Corrugated Median		
Impact Attenuator		
North Arrow with District Office (Half Size)		
Match Line		STA. 45+00
Slope Limit Line	-----	
Typical Cross-Section Line	-----	-----

ROADWAY PROFILES

	EX	PR
P.I. Indicator	△	△
Point Indicator	○	○
Earthworks Balance Point		
Begin Point		
Vert. Curve Data	VPI = ELEV = L = E =	VPI = ELEV = L = E =
Ditch Profile Left Side	-----	-----
Ditch Profile Right Side	-----	-----
Roadway Profile Line	-----	-----
Storm Sewer Profile Left Side	-----	-----
Storm Sewer Profile Right Side	-----	-----

SIGNING ITEMS

	EX	PR
Cone, Drum or Barricade		○
Barricade Type II		
Barricade Type III		
Barricade With Edge Line		
Flashing Light Sign		○
Panels I		
Panels II		
Direction of Traffic		
Sign Flag (Half Size)		

**SIGNING ITEMS
(contd.)**

	EX	PR
Reverse Left W1-4L (Half Size)		
Reverse Right W1-4R (Half Size)		
Two Way Traffic Sign W6-3 (Half Size)		
Detour Ahead W20-2(0) (Half Size)		
Left Lane Closed Ahead W20-5L(0) (Half Size)		
Right Lane Closed Ahead W20-5R(0) (Half Size)		
Road Closed Ahead W20-3(0) (Half Size)		
Road Construction Ahead W20-1(0) (Half Size)		
Single Lane Ahead (Half Size)		
Transition Left W4-2L (Half Size)		
Transition Right W4-2R (Half Size)		

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**STANDARD SYMBOLS,
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AND PATTERNS**

(Sheet 6 of 8)

STANDARD 000001-06

SIGNING ITEMS
(contd.)

EX

PR

One Way Arrow Lrg. W1-6-(0)
(Half Size)



Two Way Arrow Large W1-7-(0)
(Half Size)



Detour M4-10L-(0)
(Half Size)



Detour M4-10R-(0)
(Half Size)



One Way Left R6-1L
(Half Size)



One Way Right R6-1R
(Half Size)



Left Turn Lane R3-1100L
(Half Size)



Keep Left R4-7AL
(Half Size)



Keep Left R4-7BL
(Half Size)



Keep Right R4-7AR
(Half Size)



Keep Right R4-7BR
(Half Size)



Stop Here On Red R10-6-AL
(Half Size)



Stop Here On Red R10-6-AR
(Half Size)



No Left Turn R3-2
(Half Size)



No Right Turn R3-1
(Half Size)



Road Closed R11-2
(Half Size)



Road Closed Thru Traffic R11-2
(Half Size)



STRUCTURES ITEMS

EX

PR

Box Culvert Barrel



Box Culvert Headwall



Bridge Pier



Bridge



Retaining Wall



Temporary Sheet Piling



TRAFFIC SHEET
ITEMS

EX

PR

Cable Number



Left Turn Green



Left Turn Yellow



Signal Backplate



Signal Section 8" (200 mm)



Signal Section 12" (300 mm)



Walk/Don't Walk Letters



Walk/Don't Walk Symbols



TRAFFIC SIGNAL
ITEMS

EX

PR

Galv. Steel Conduit



Underground Cable



Detector Loop Line



Detector Loop Large



Detector Loop Small



Detector Loop Quadrapole



STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS

(Sheet 7 of 8)

STANDARD 000001-06

Illinois Department of Transportation

PASSED January 1, 2011
Michael Beard
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2011
Scott Schick
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

**TRAFFIC SIGNAL
ITEMS (contd.)**

EX

PR

Detector Raceway



Aluminum Mast Arm



Steel Mast Arm



Veh. Detector Magnetic



Conduit Splice



Controller



Gulfbox Junction



Wood Pole



Temp. Signal Head



Handhole



Double Handhole



Heavy Duty Handhole



Junction Box



Ped. Pushbutton Detector



Ped. Signal Head



Power Pole Service



Priority Veh. Detector



Signal Head



Signal Head w/Backplate



Signal Post



Closed Circuit TV



Video Detector System



**UNDERGROUND
UTILITY ITEMS**

EX

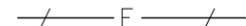
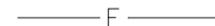
PR

ABANDONED

Cable TV



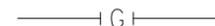
Electric Cable



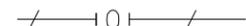
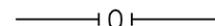
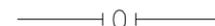
Fiber Optic



Gas Pipe



Oil Pipe



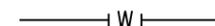
Sanitary Sewer



Telephone Cable



Water Pipe



UTILITIES ITEMS

EX

PR

Controller



Double Handhole



Fire Hydrant



GuyWire or Deadman Anchor



Handhole



Heavy Duty Handhole



Junction Box



Light Pole



Manhole



Pipeline Warning Sign



Power Pole



Power Pole with Light



Sanitary Sewer Cleanout



Splice Box Above Ground



Telephone Splice Box
Above Ground



Telephone Pole



**UTILITY ITEMS
(contd.)**

EX

PR

Traffic Signal



Traffic Signal Control Box



Water Meter



Water Meter Valve Box



Profile Line



Aerial Power Line



VEGETATION ITEMS

EX

PR

Deciduous Tree



Bush or Shrub



Evergreen Tree



Stump



Orchard/Nursery Line



Vegetation Line



Woods & Bush Line



**WATER FEATURE
ITEMS**

EX

PR

Stream or Drainage Ditch



Waters Edge



Water Surface Indicator



Water Point



Disappearing Ditch



Marsh



Marsh/Swamp Boundary



**STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS**

(Sheet 8 of 8)

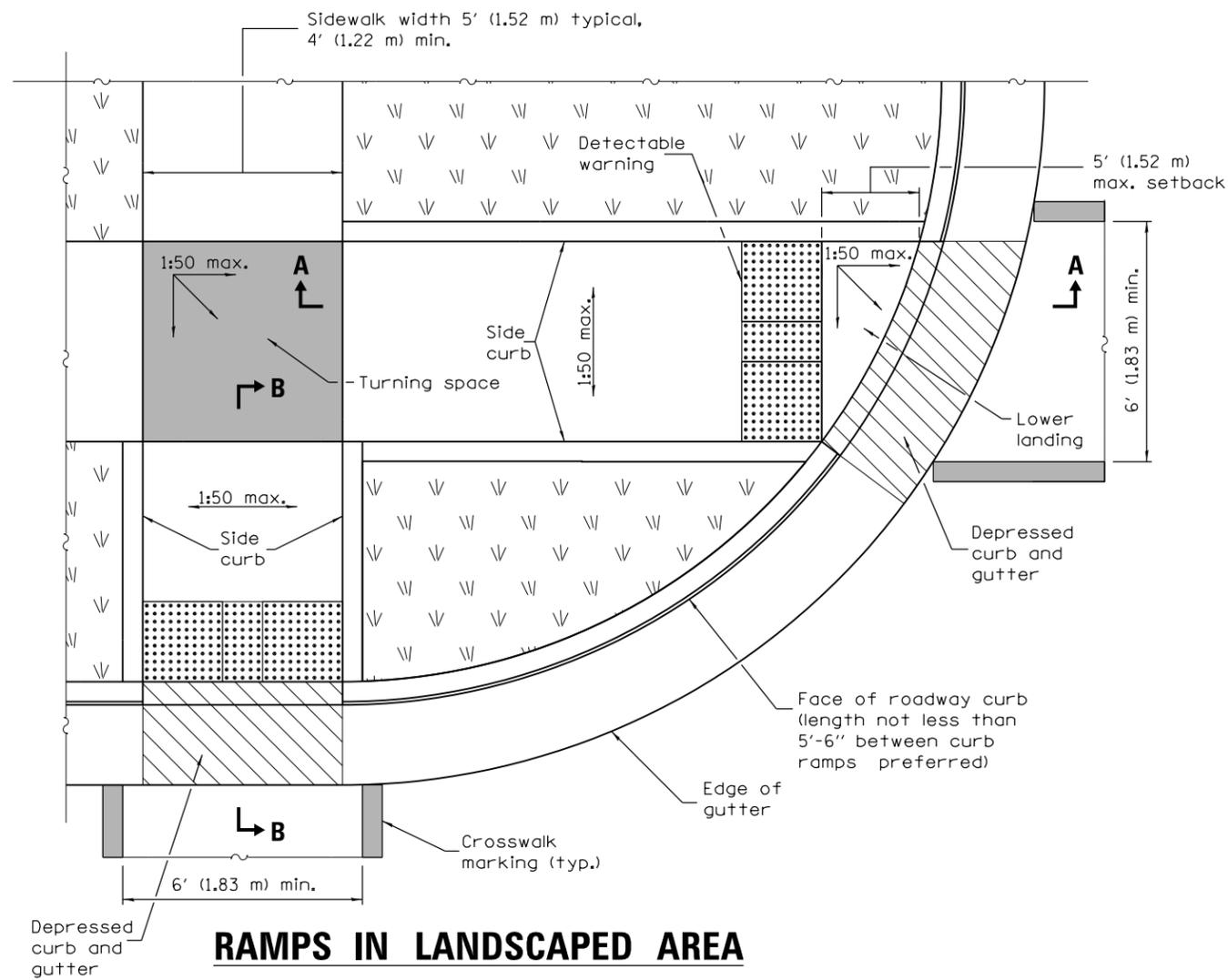
STANDARD 000001-06

Illinois Department of Transportation

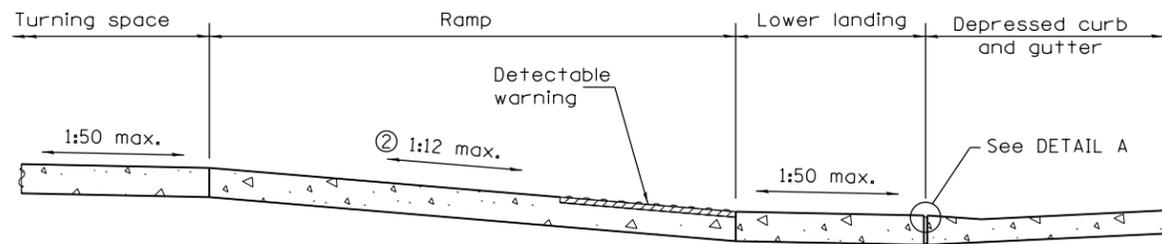
PASSED January 1, 2011
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2011
Scott Schick
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

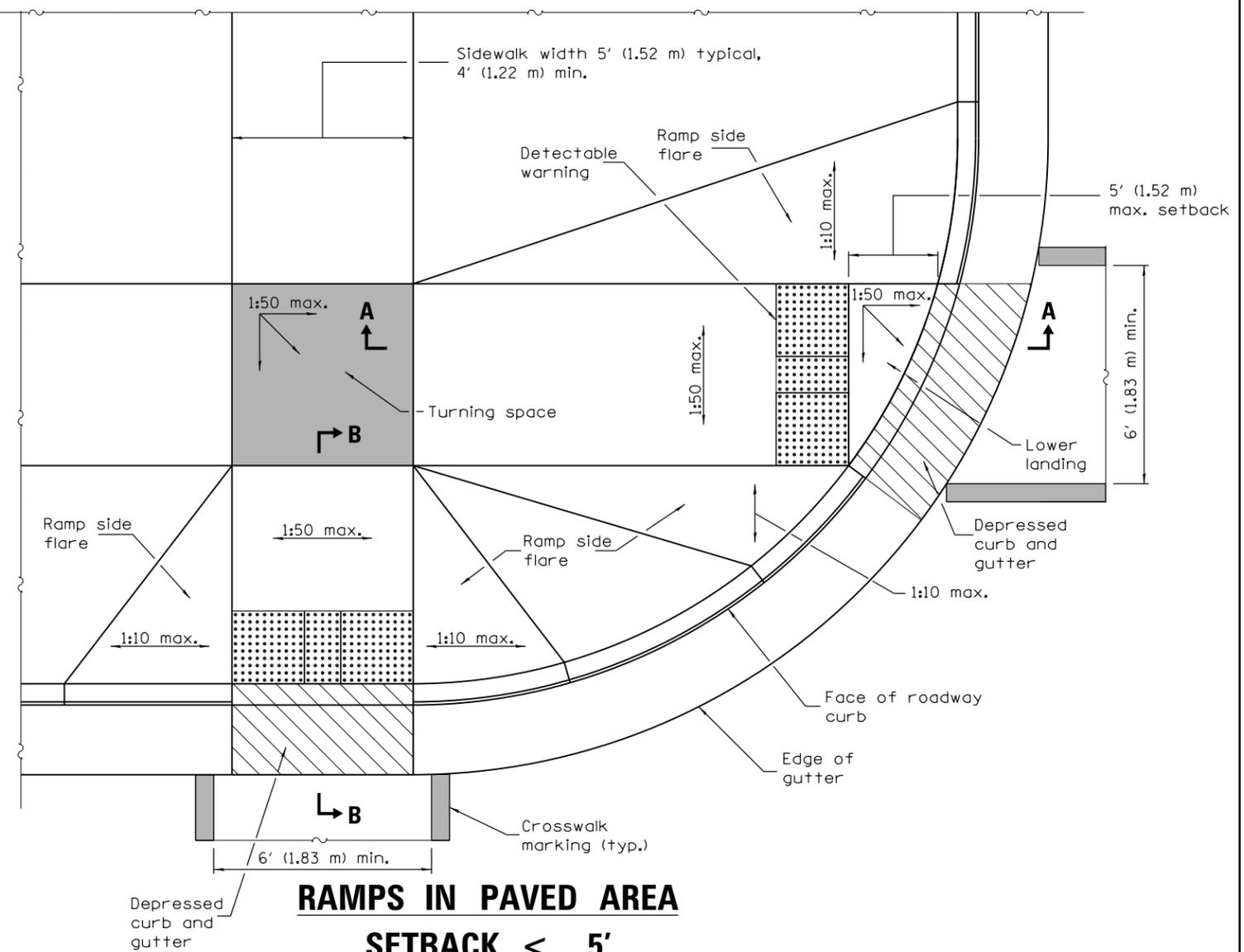


RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

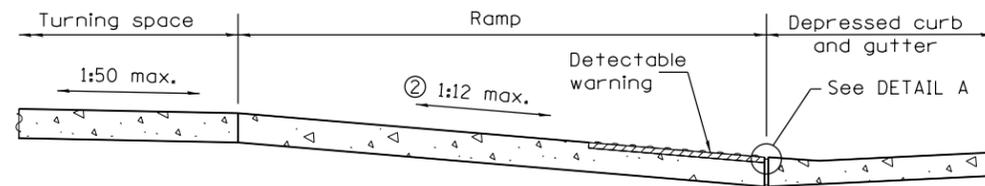


SECTION A-A

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

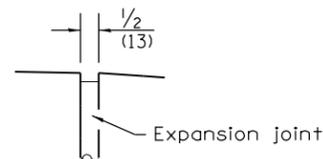


RAMPS IN PAVED AREA
SETBACK ≤ 5'

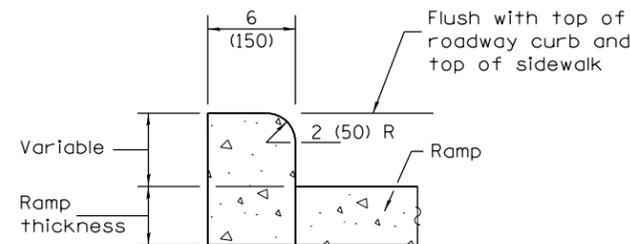


SECTION B-B

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



DETAIL A



SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

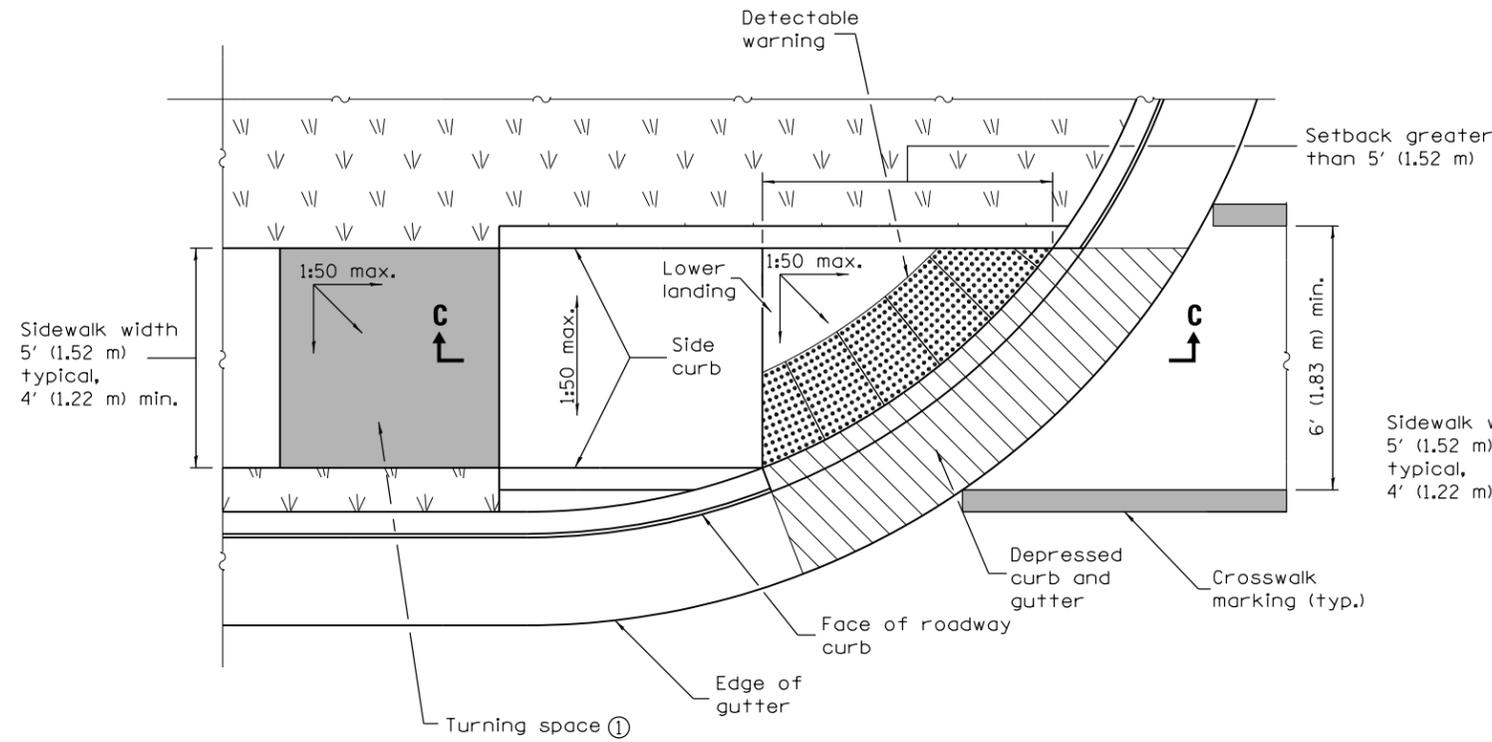
DATE	REVISIONS
1-1-15	① not appl. to int. sidewalks. Rev. gen. notes. Ch'd Upper landing to Turning space.
1-1-13	Widened crosswalk markings to 6' (1.83 m) min. inside dimension. Rev. Gen. Notes.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

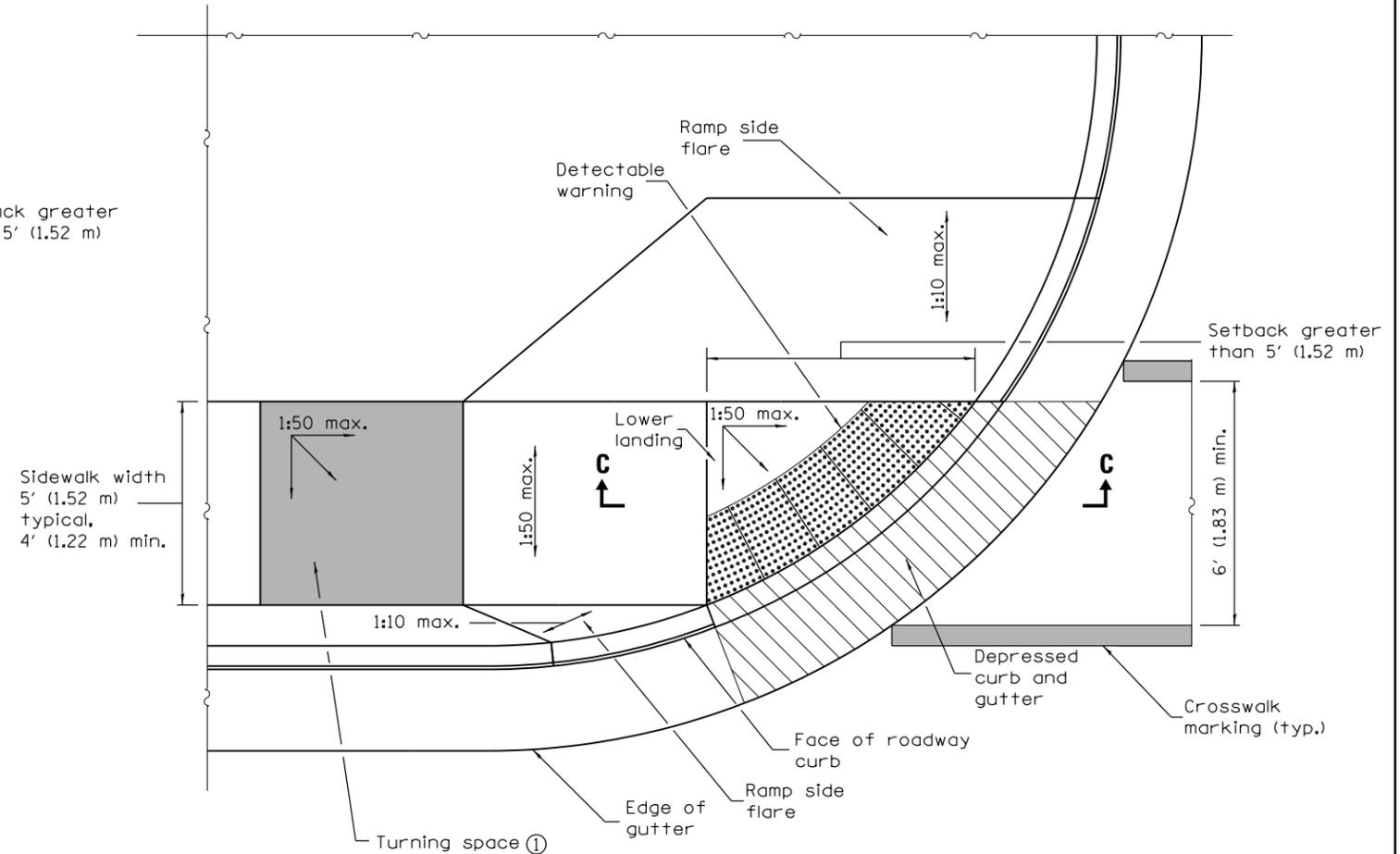
(Sheet 1 of 2)

STANDARD 424001-08

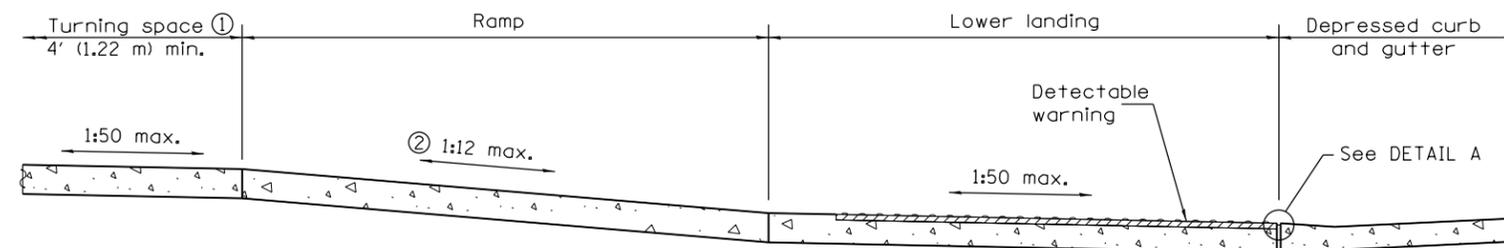
Illinois Department of Transportation
 PASSED January 1, 2015
 Michael Beard
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED January 1, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-97



**RAMP IN LANDSCAPED AREA
SETBACK > 5'**



**RAMP IN PAVED AREA
SETBACK > 5'**



SECTION C-C

- ① Turning space not required for ramp slopes flatter than 1:20.
- ② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

**PERPENDICULAR CURB RAMPS
FOR SIDEWALKS**

(Sheet 2 of 2)

STANDARD 424001-08

Illinois Department of Transportation

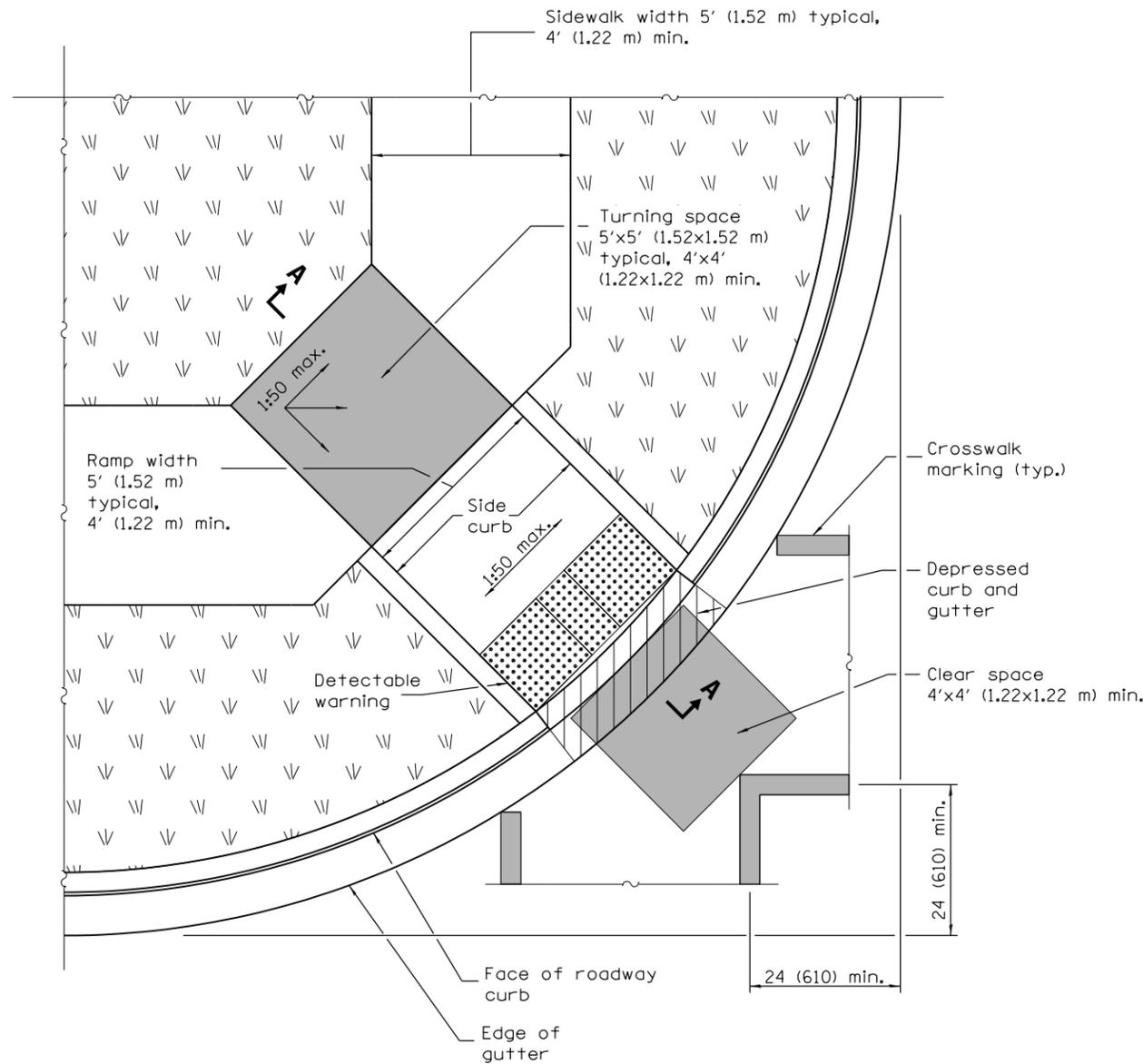
PASSED January 1, 2015

Michael Beard
ENGINEER OF POLICY AND PROCEDURES

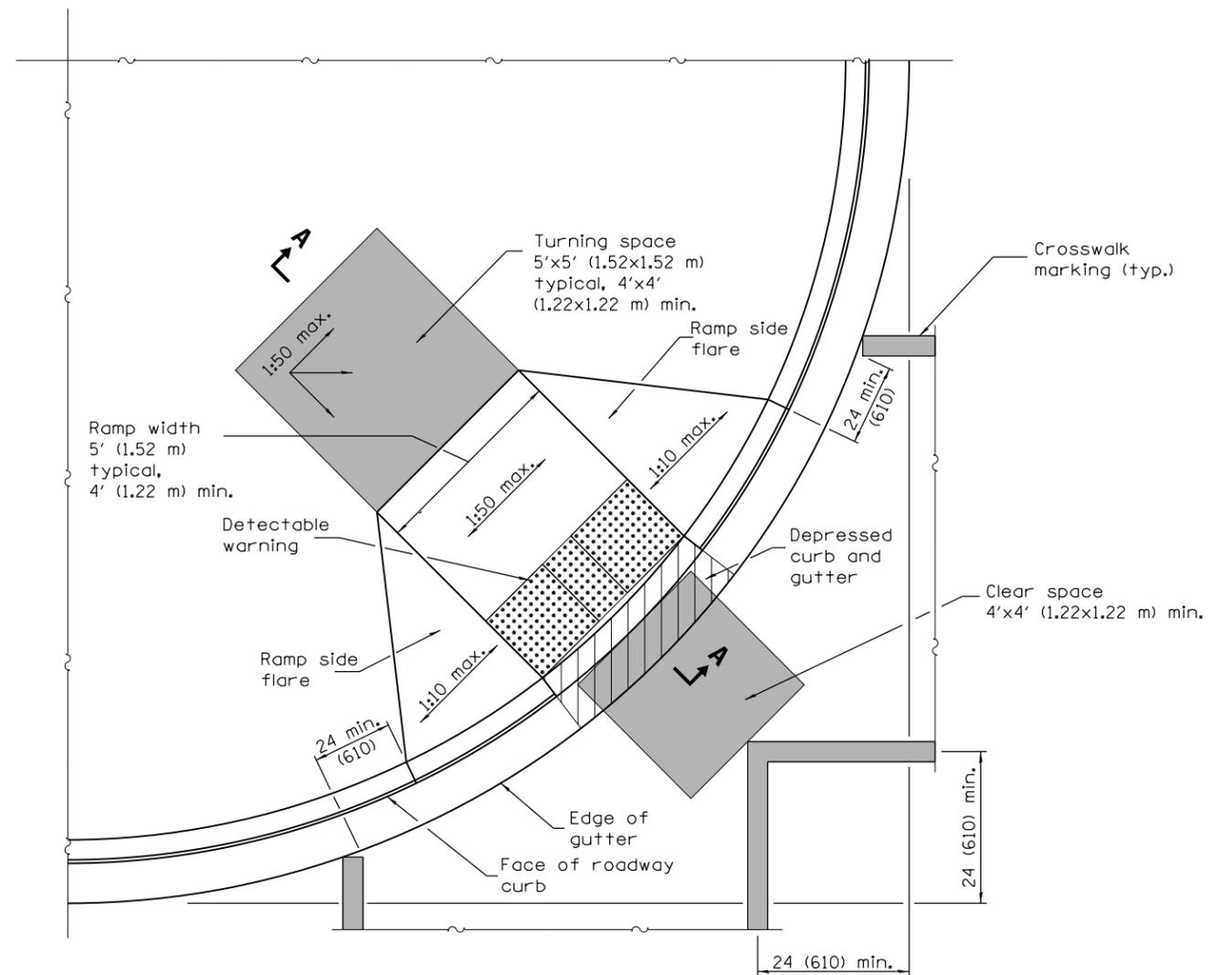
APPROVED January 1, 2015

[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



RAMP IN LANDSCAPED AREA



RAMP IN PAVED AREA

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

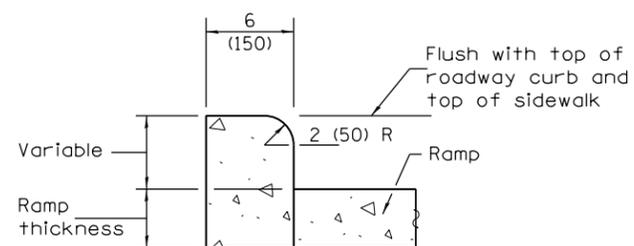
Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

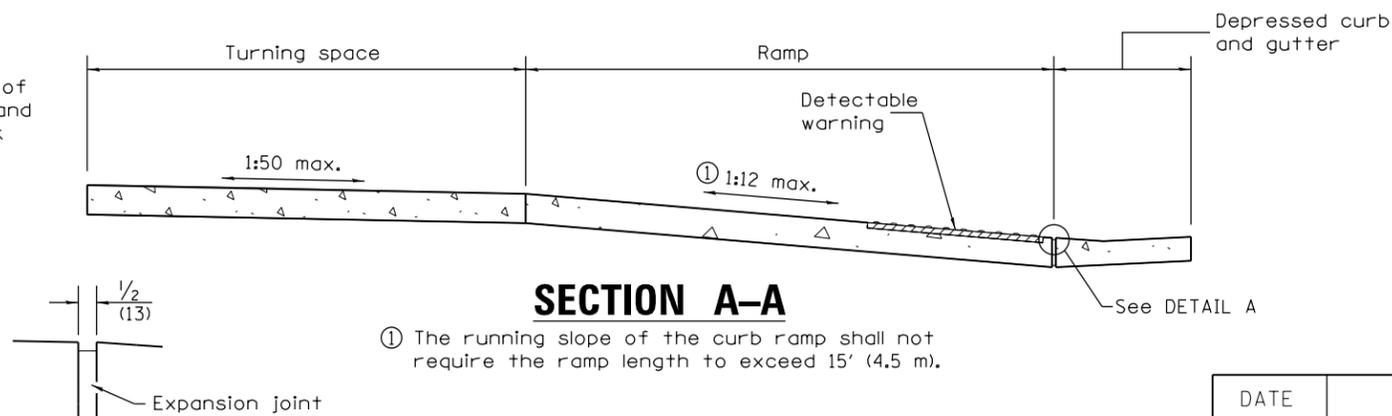
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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



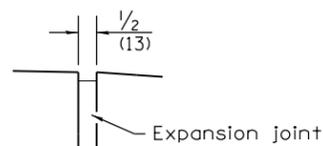
SIDE CURB DETAIL



SECTION A-A

① The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

DETAIL A



DATE	REVISIONS
1-1-15	Changed 'Upper landing' to 'Turning space'. Added note reg. const. turning space.
1-1-13	Revised General Notes.

DIAGONAL CURB RAMPS FOR SIDEWALKS

STANDARD 424006-02

Illinois Department of Transportation

PASSED January 1, 2015

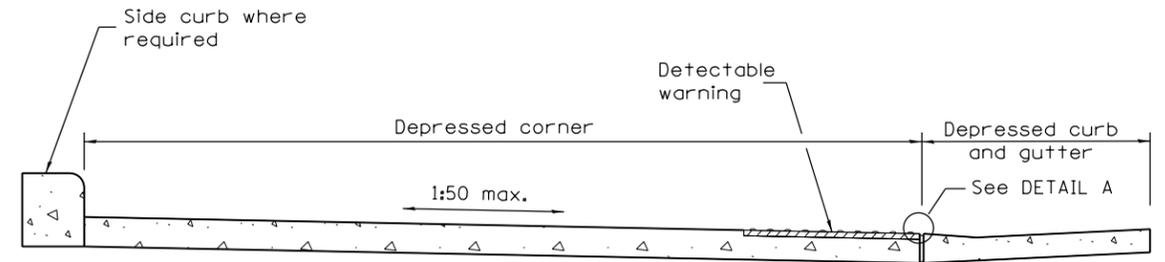
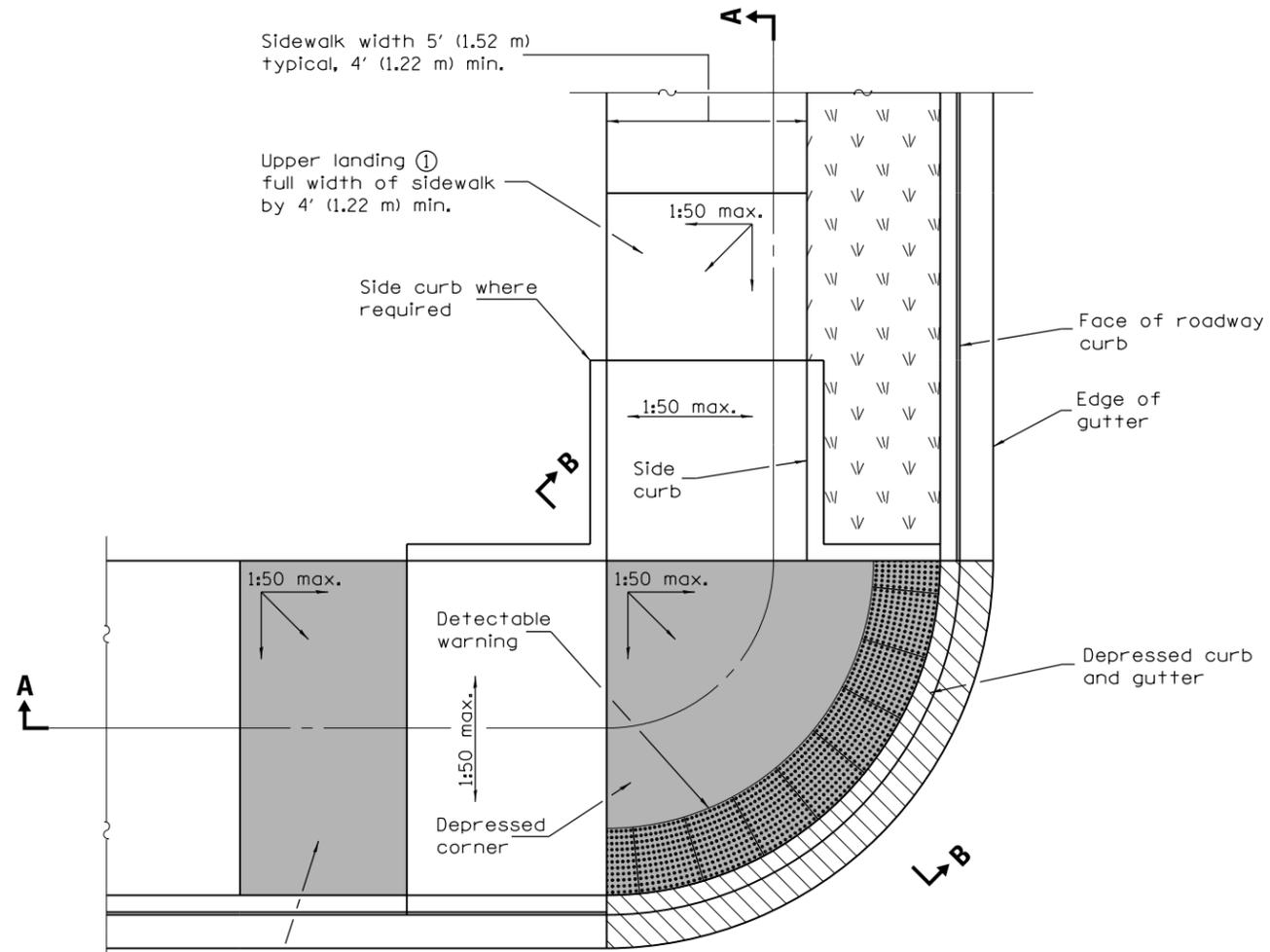
Michael Beard
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2015

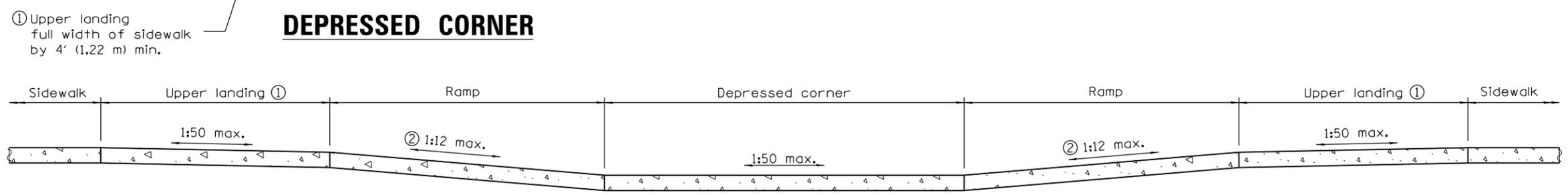
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

21-1-12

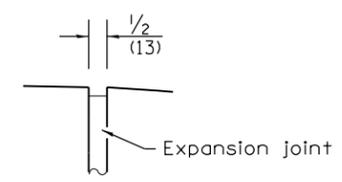


SECTION B-B

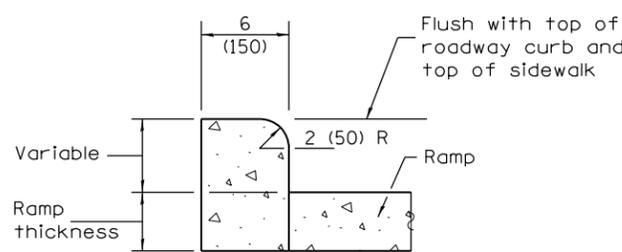


SECTION A-A

- ① Upper landing(s) not required for ramp slopes flatter than 1:20.
- ② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



DETAIL A



SIDE CURB DETAIL

GENERAL NOTES

This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

DATE	REVISIONS
1-1-15	Added note ②.
1-1-14	Revised sidewalk width.
	Revised gen. notes to limit curb rad. to 6' (1.83 m) min.

DEPRESSED CORNER FOR SIDEWALKS

STANDARD 424021-03

Illinois Department of Transportation

PASSED January 1, 2015

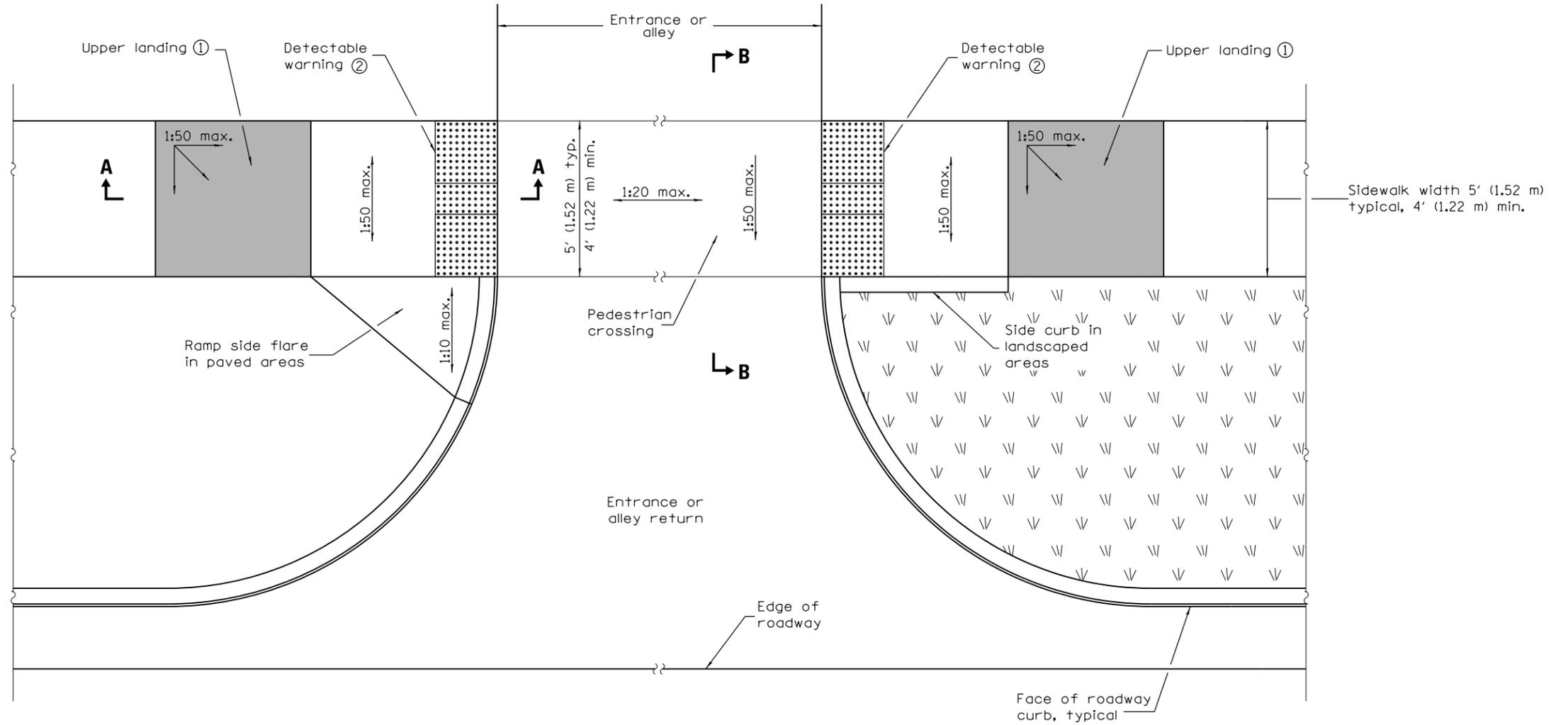
Michael Beard
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2015

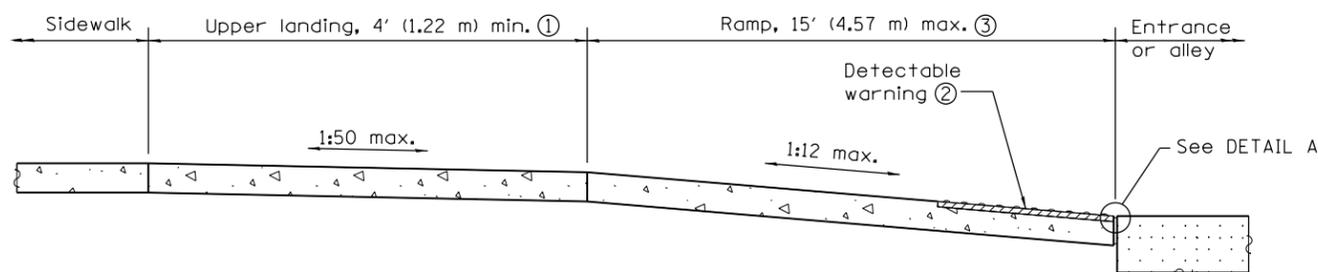
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

- ② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).
- ③ Where possible, maintain the grade of the sidewalk across the entrance/alley to avoid the need for ramps and upper landings.

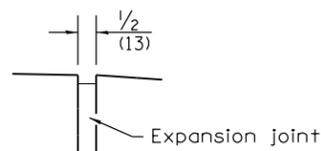


ENTRANCE /ALLEY PEDESTRIAN CROSSING

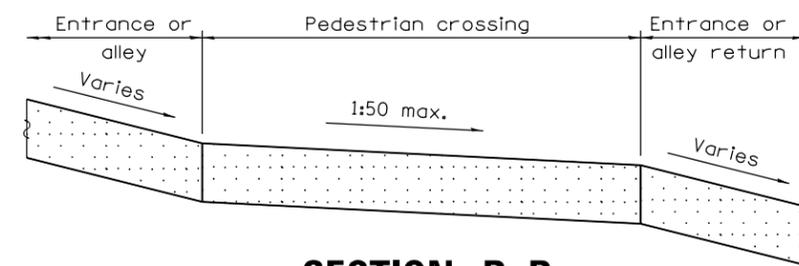


SECTION A-A

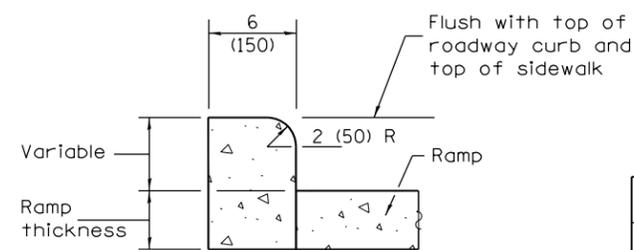
① Upper landing not required for ramp slopes flatter than 1:20.



DETAIL A



SECTION B-B



SIDE CURB DETAIL

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

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

DATE	REVISIONS
1-1-13	Revised General Notes.
1-1-12	New standard.

ENTRANCE /ALLEY PEDESTRIAN CROSSINGS

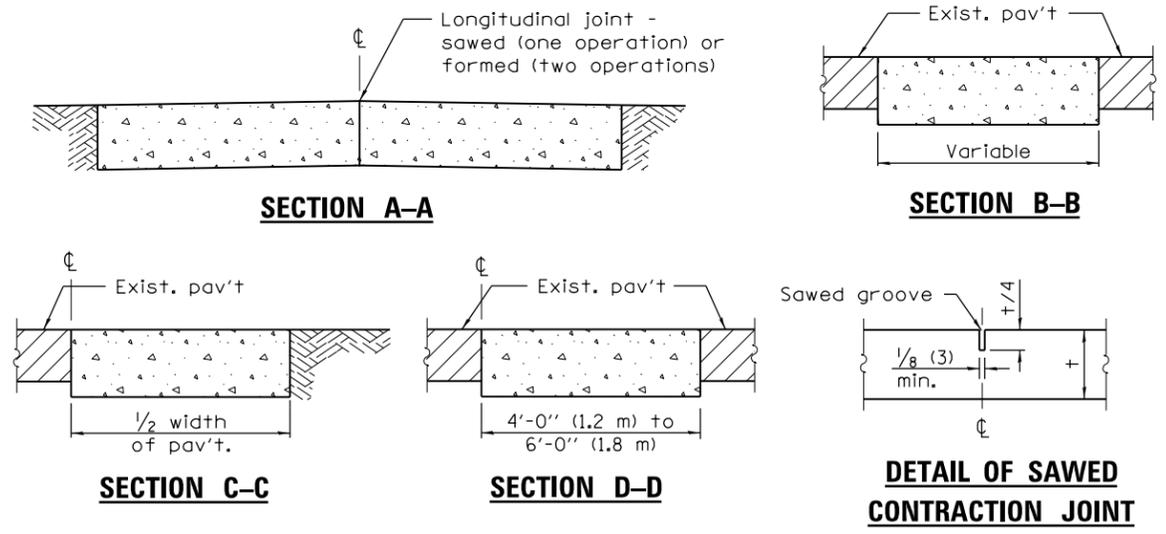
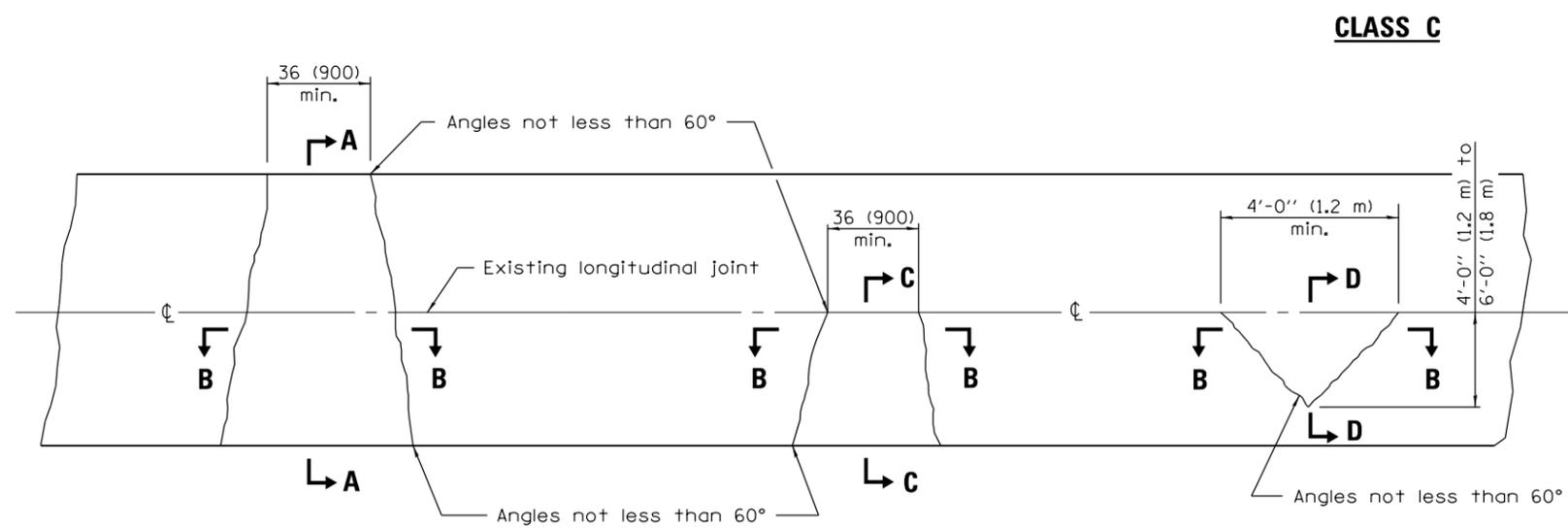
STANDARD 424026-01

Illinois Department of Transportation

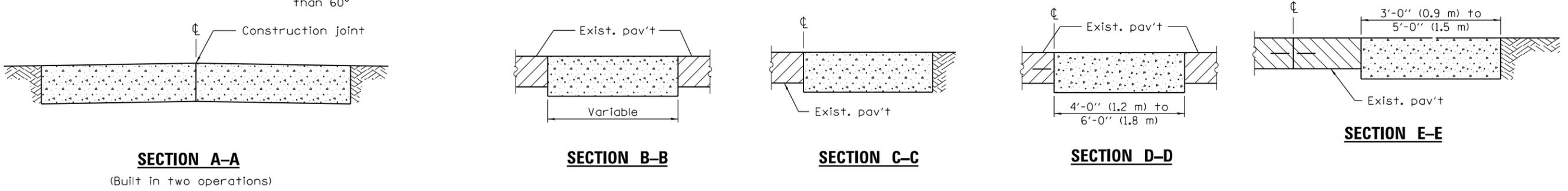
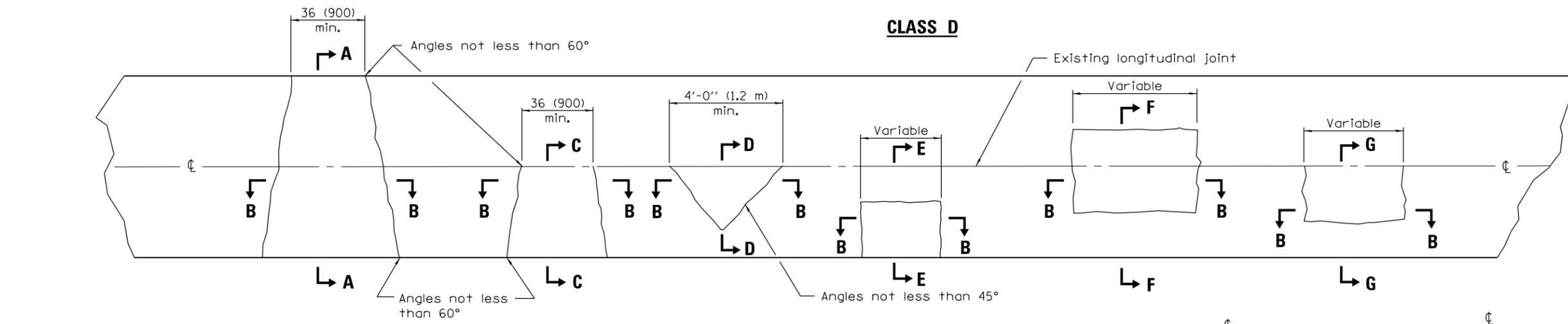
PASSED January 1, 2013
Michael Brand
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2013
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12



Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.



GENERAL NOTES

Existing tie bars shall be either cut or removed. Marginal bars shall be cut.

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

Illinois Department of Transportation

PASSED January 1, 2008

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2008

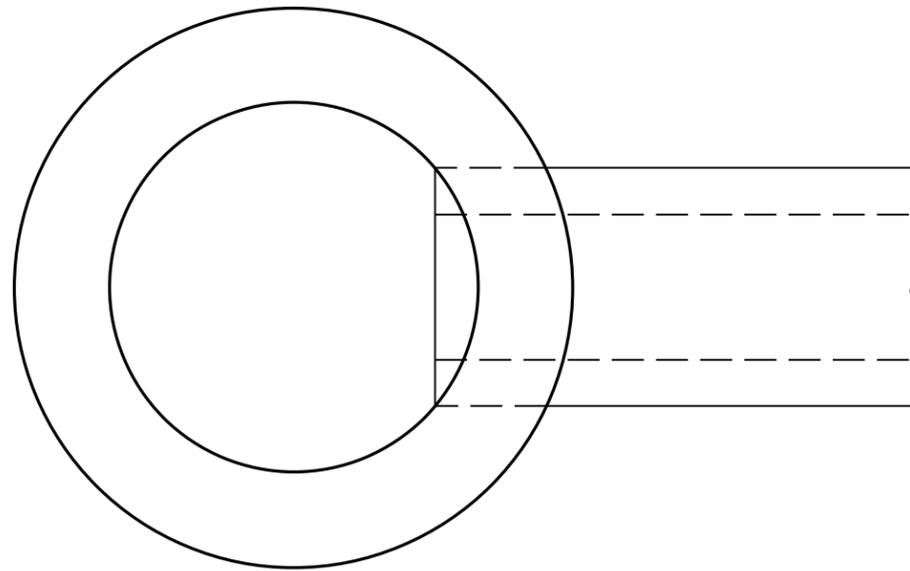
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

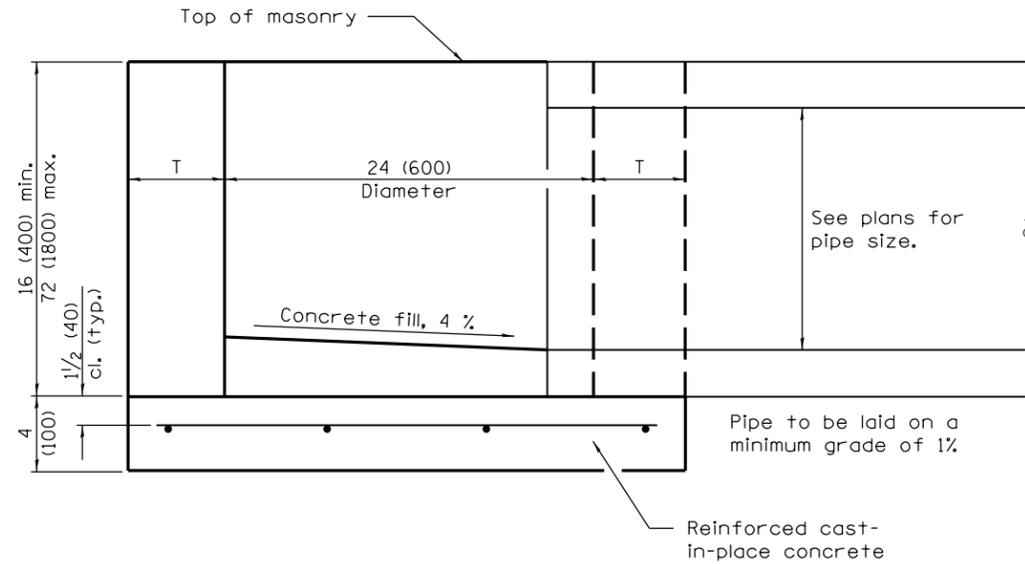
DATE	REVISIONS
1-1-08	Switched units to English (metric).
1-1-07	Revised Note for Class C patches.

CLASS C and D PATCHES

STANDARD 442201-03

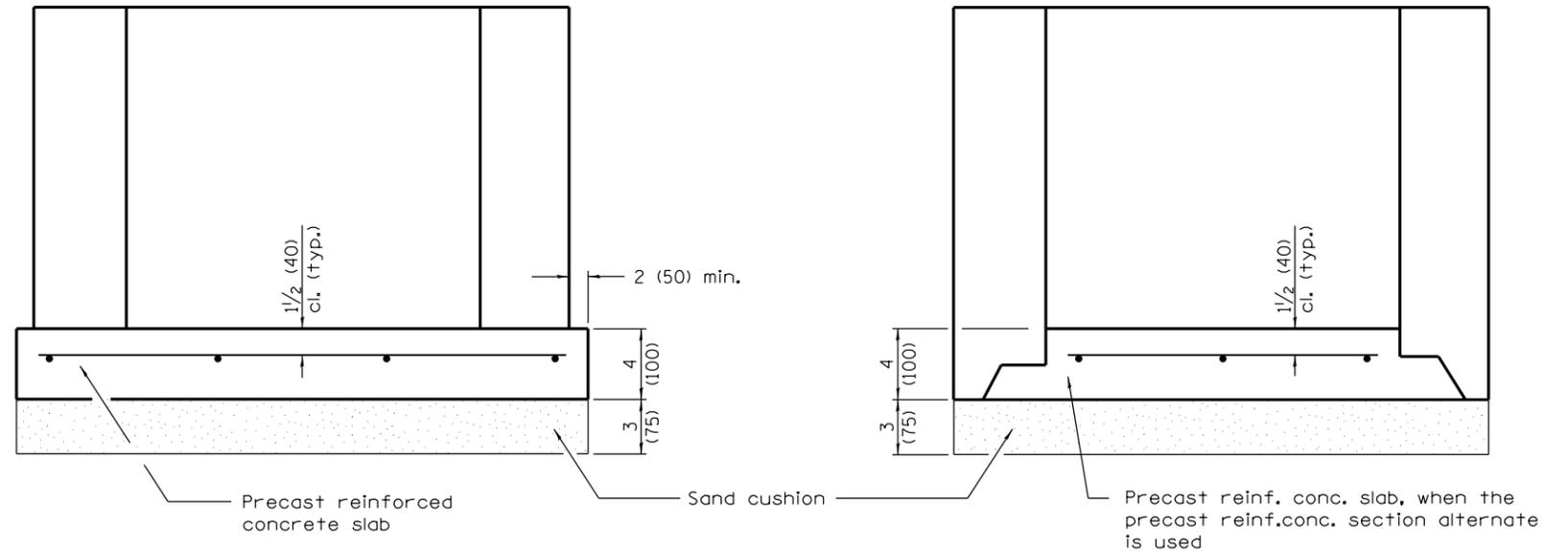


PLAN



ELEVATION

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



ALTERNATE METHODS

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

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

DATE	REVISIONS
1-1-14	Increased height to 72 (1800) maximum.
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Added general notes.

INLET – TYPE A

STANDARD 602301-04

Illinois Department of Transportation

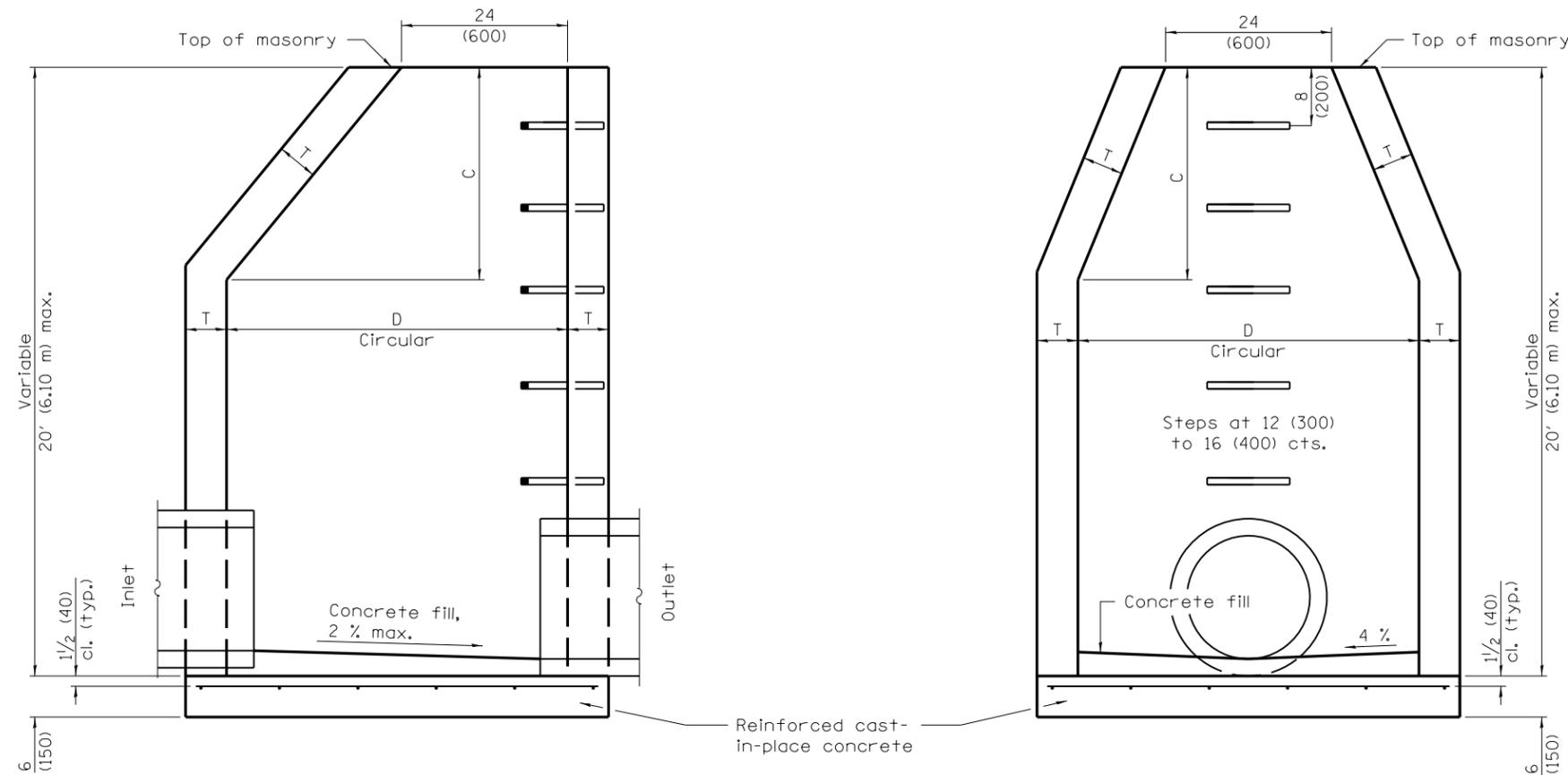
PASSED January 1, 2014

Michael Beard
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2014

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

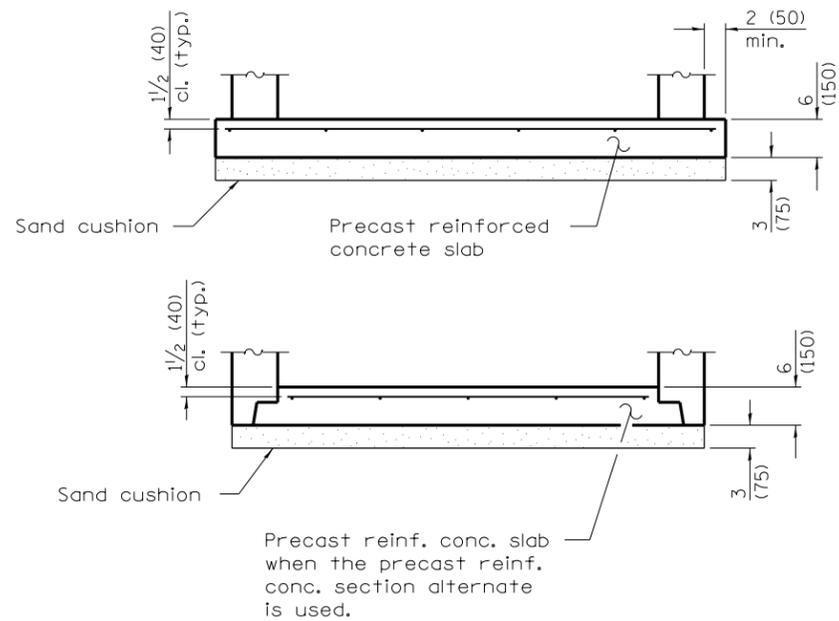


ELEVATION - ECCENTRIC

ELEVATION - CONCENTRIC

ALTERNATE MATERIALS FOR WALLS	D	C*	T (min.)
Concrete Masonry Unit	4'-0" (1.2 m)	30 (750)	5 (125)
	5'-0" (1.5 m)	3'-9" (1.15 m)	5 (125)
Brick Masonry	4'-0" (1.2 m)	30 (750)	8 (200)
	5'-0" (1.5 m)	3'-9" (1.15 m)	8 (200)
Precast Reinforced Concrete Section	4'-0" (1.2 m)	30 (750)	4 (100)
	5'-0" (1.5 m)	3'-9" (1.15 m)	5 (125)
Cast-in-place Concrete	4'-0" (1.2 m)	30 (750)	6 (150)
	5'-0" (1.5 m)	3'-9" (1.15 m)	6 (150)

* For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).



ALTERNATE BOTTOM SLAB

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.31 sq. in./ft. (660 sq. mm/m) in both directions with a maximum spacing of 12 (300).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

See Standard 602701 for details of steps.

See Standard 602601 for optional Precast Reinforced Concrete Flat Slab Top.

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

DATE	REVISIONS
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Revised general notes.
1-1-09	Switched units to
	English (metric).

MANHOLE TYPE A

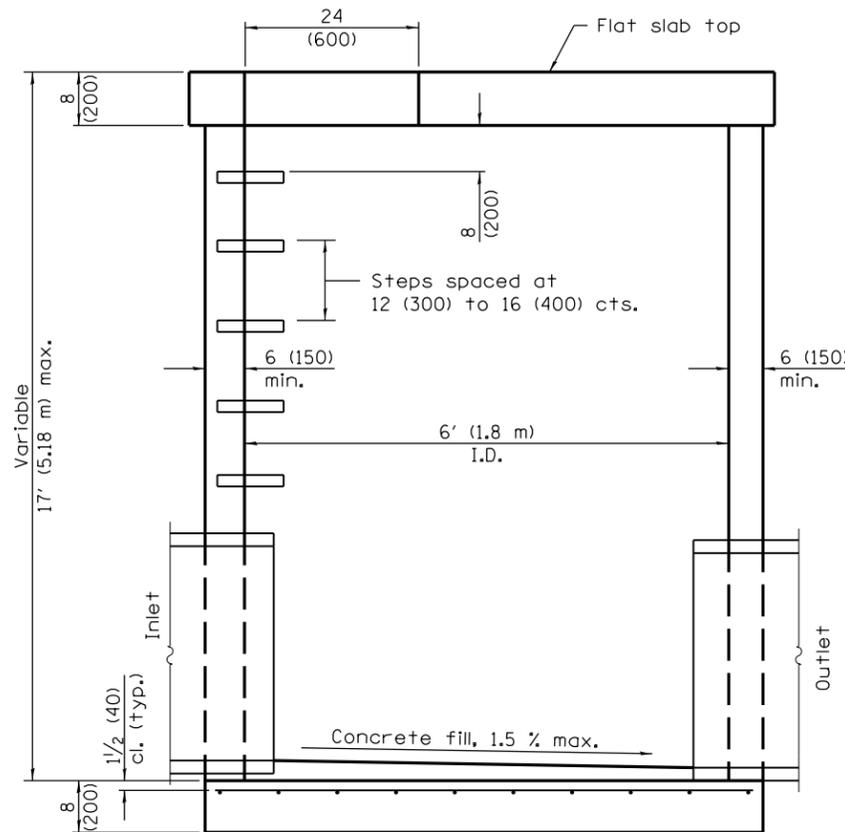
STANDARD 602401-03

Illinois Department of Transportation

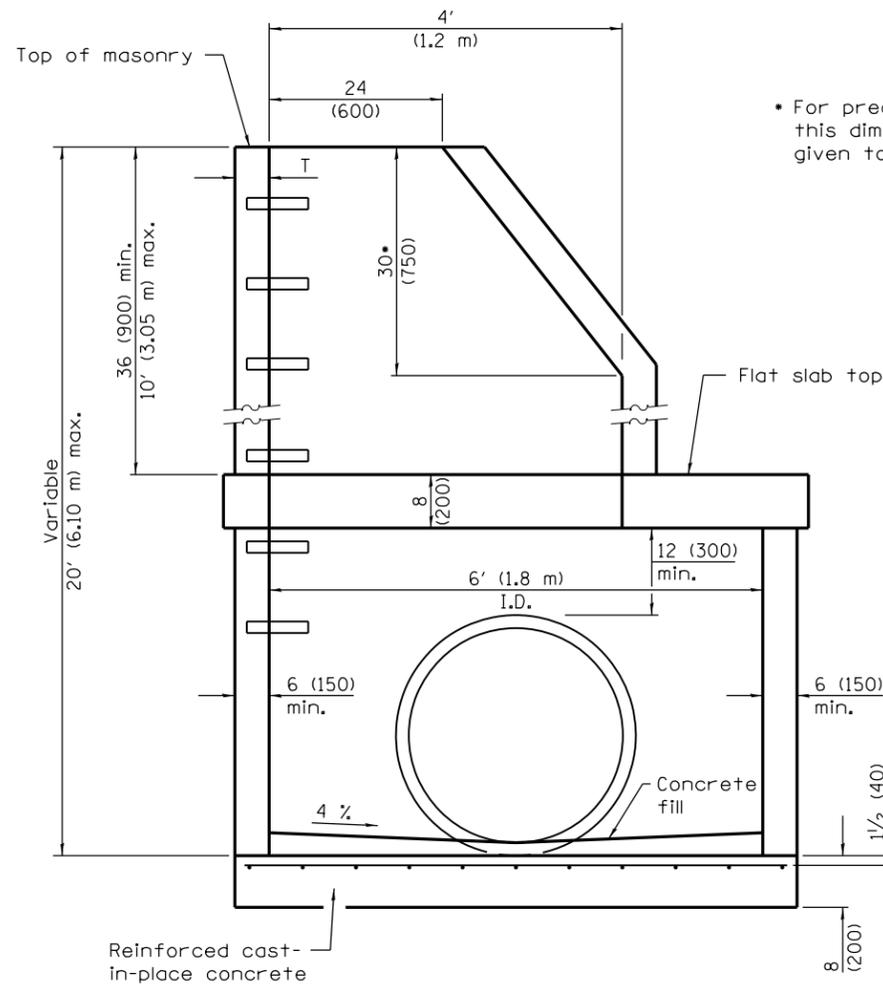
PASSED January 1, 2011
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2011
Scott Schick
 ENGINEER OF DESIGN AND ENVIRONMENT

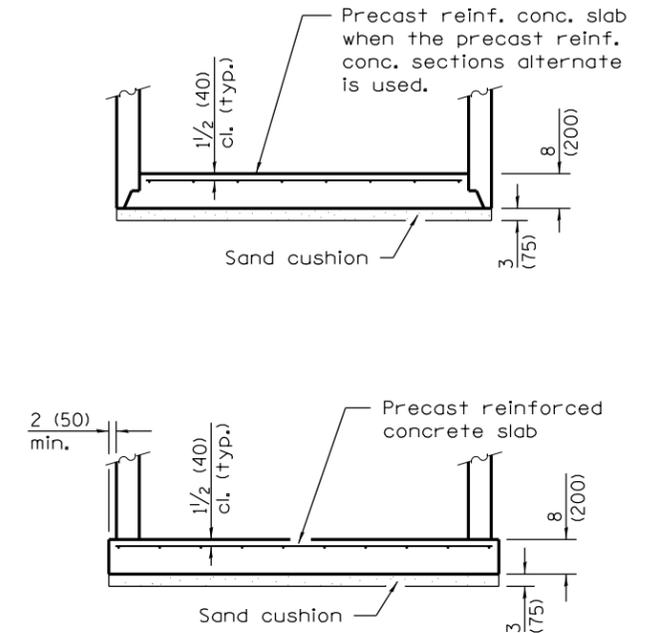
ISSUED 1-1-11
 16-1-1-97



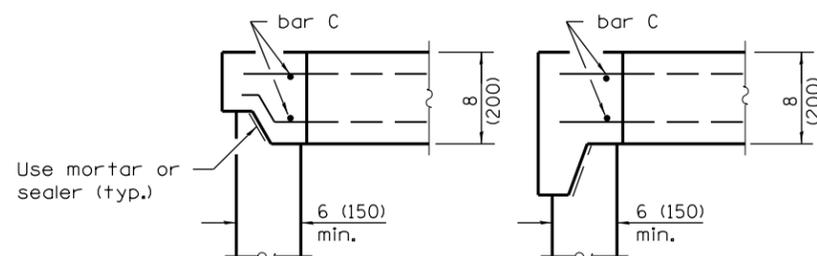
ELEVATION
(with flat slab top only)



ELEVATION
(with flat slab top and riser)



ALTERNATE BOTTOM SLABS



ALTERNATE JOINT CONFIGURATIONS

ALTERNATE MATERIALS FOR WALLS	T (min)
Concrete Masonry Units	5 (125)
Precast Reinforced Concrete Sections	4 (100)
Cast-in-Place Concrete	6 (150)

GENERAL NOTES

Joint configuration and dimensions of flat slab top shall match and fit the riser joint detail.

Bottom slabs shall be reinforced with a minimum of 0.29 sq. in./ft. (610 sq. mm /m) in both directions with a maximum spacing of 13 (330)

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

See Standard 602701 for details of manhole steps.

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

DATE	REVISIONS
4-1-16	Changed terminology to 'welded wire reinforcement'.
1-1-14	Increased maximum heights. Revised General Notes.

MANHOLE TYPE A
6' (1.8 m) DIAMETER

(Sheet 1 of 2)

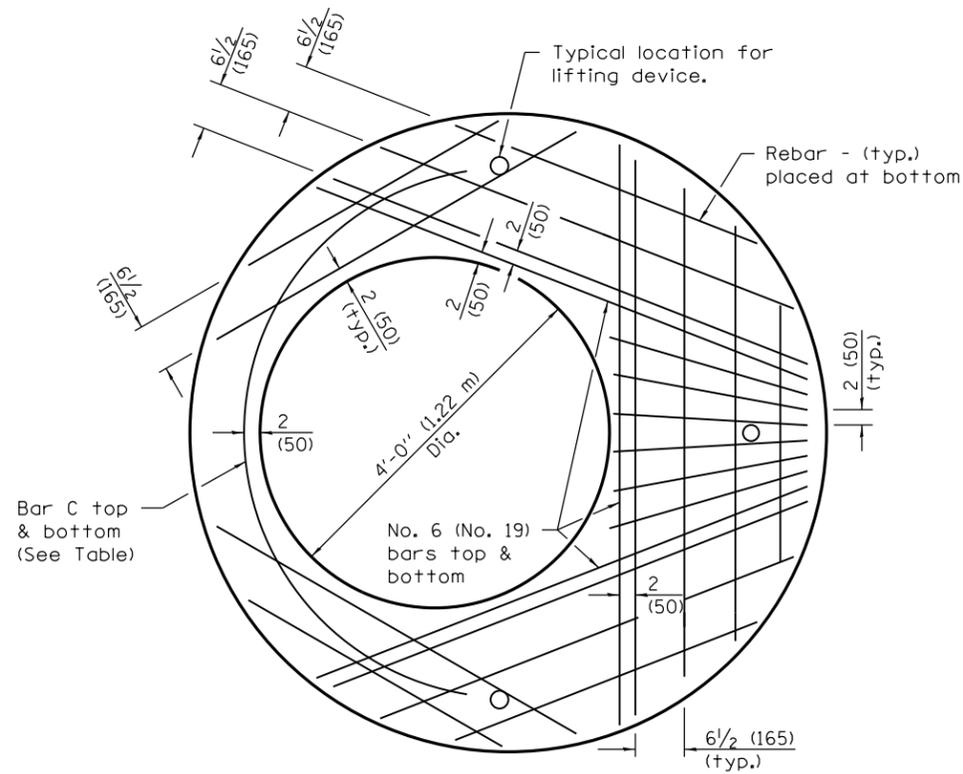
STANDARD 602406-07

Illinois Department of Transportation

PASSED April 1, 2016
Michael Beard
ENGINEER OF POLICY AND PROCEDURES

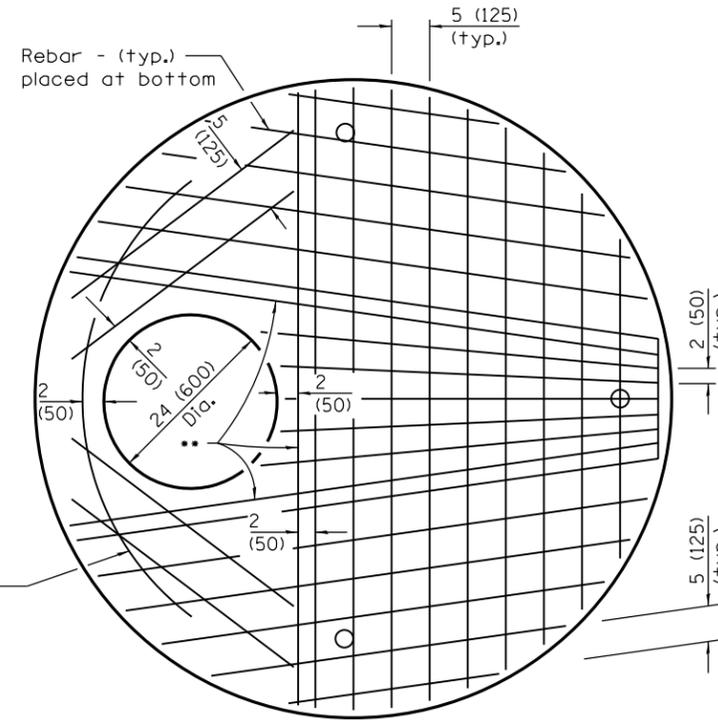
APPROVED April 1, 2016
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



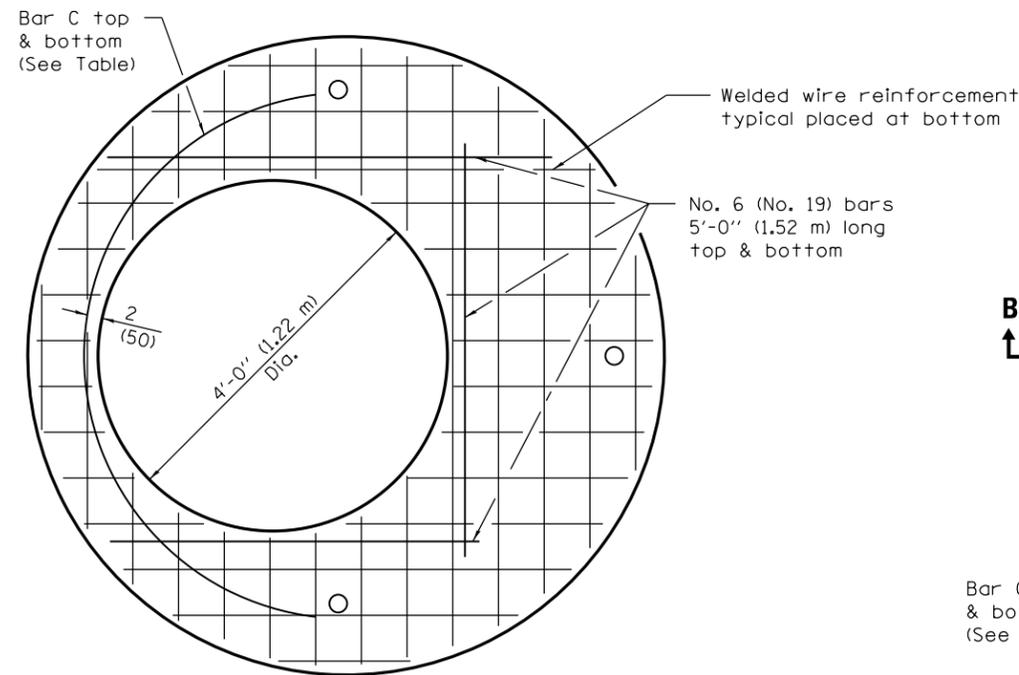
PLAN

Showing Rebar Reinforcement



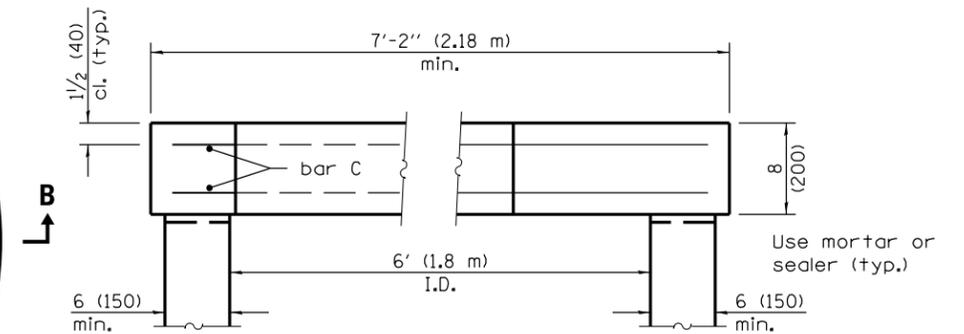
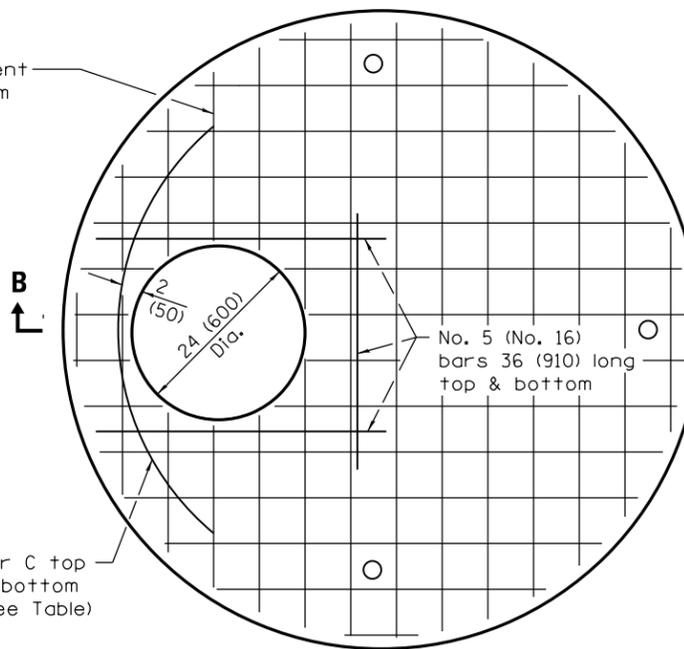
** No. 6 (No. 19) bars top & bottom

Diameter of opening	Thickness	Reinforcement "As" WWR Each direction	Bar Size	No. 4 (No. 13) Bar C	
				Length	Radius
24 (600)	8 (200)	1.06 sq. in./ft. (2244 sq. mm/m)	No. 6 (No. 19)	6'-0" (1.83 m)	38 (965)
4'-0" (1.2 m)	8 (200)	0.82 sq. in./ft. (1736 sq. mm/m)	No. 6 (No. 19)	9'-0" (2.74 m)	38 (965)



PLAN

Showing Welded Wire Fabric Reinforcement



SECTION B-B

Illinois Department of Transportation

PASSED April 1, 2016

Michael Beard
ENGINEER OF POLICY AND PROCEDURES

APPROVED April 1, 2016

ENGINEER OF DESIGN AND ENVIRONMENT

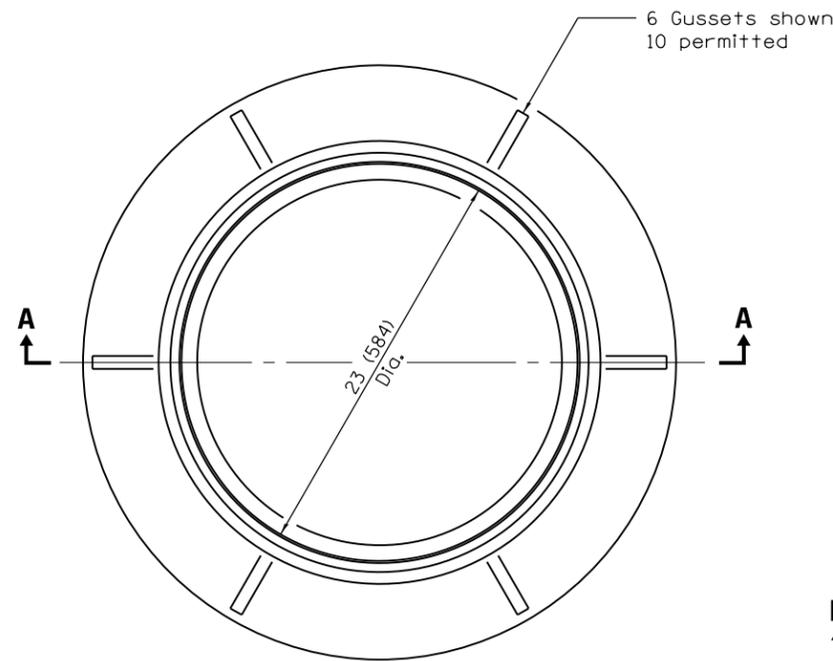
ISSUED 1-1-97

MANHOLE TYPE A

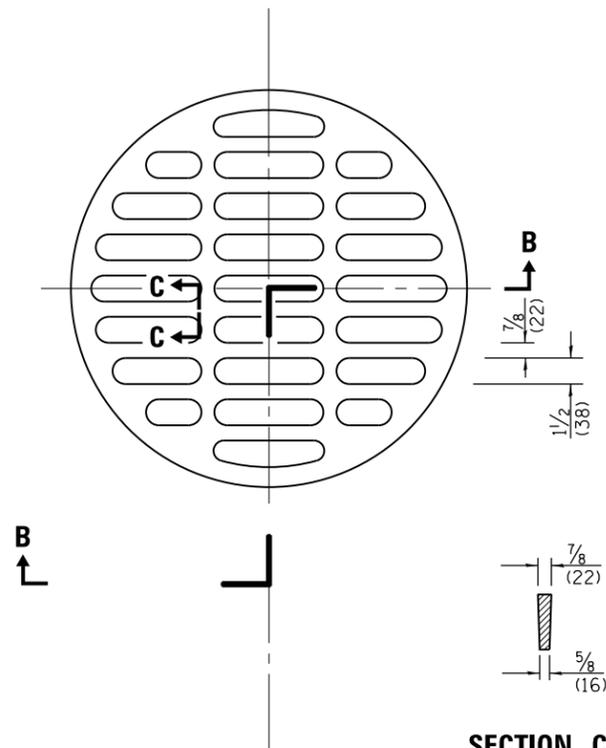
6' (1.8 m) DIAMETER

(Sheet 2 of 2)

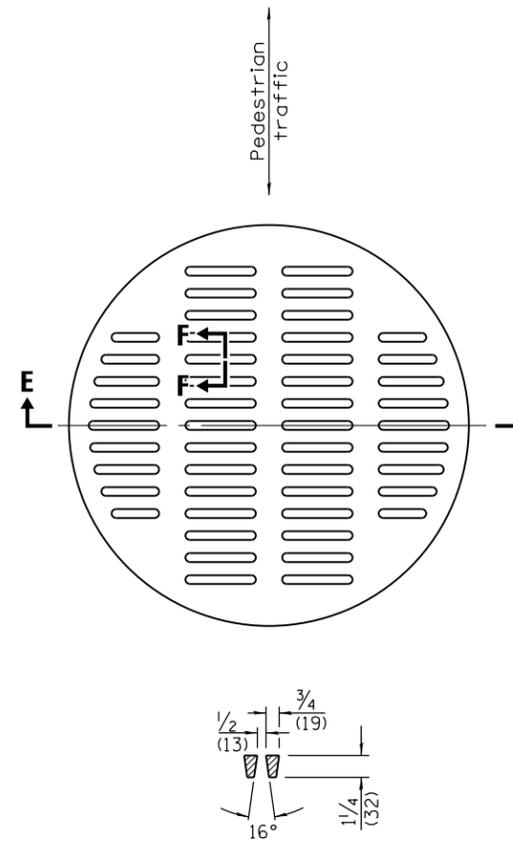
STANDARD 602406-07



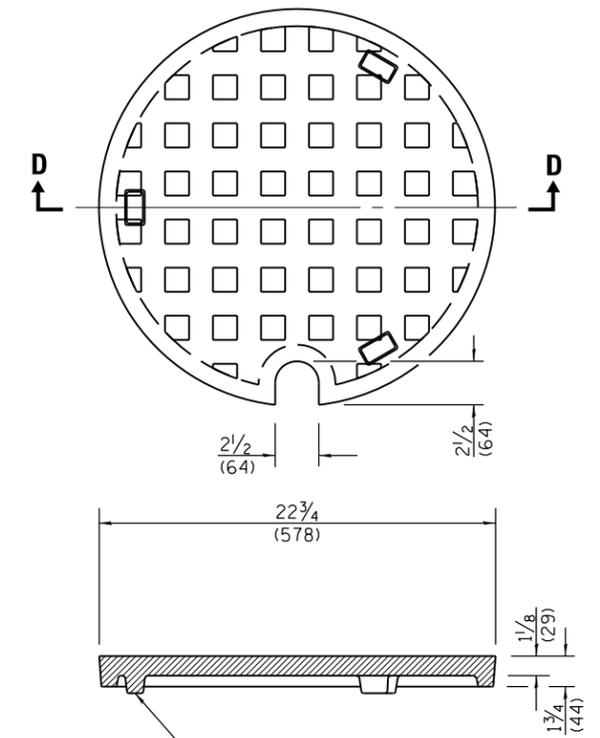
CAST FRAME



SECTION C-C

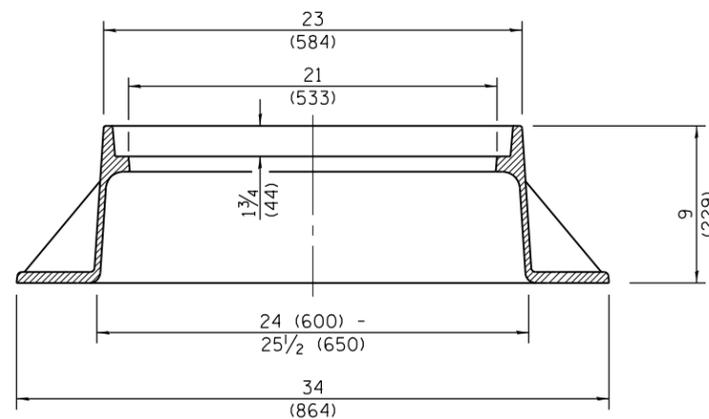


SECTION F-F

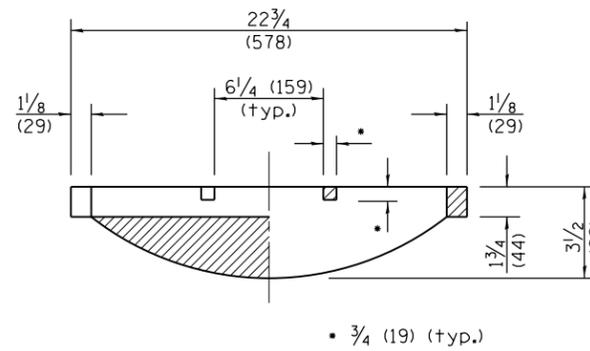


SECTION D-D

CAST CLOSED LID
Gray Iron Lid

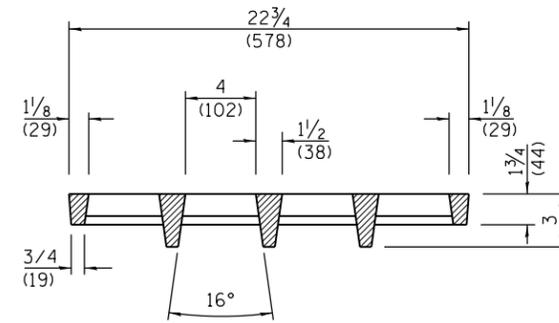


SECTION A-A
Gray Iron



SECTION B-B

CAST OPEN LID



SECTION E-E

**ADA COMPLIANT
CAST OPEN LID**

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

Illinois Department of Transportation

PASSED January 1, 2015

Michael Beard
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2015

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-15

46-1-19

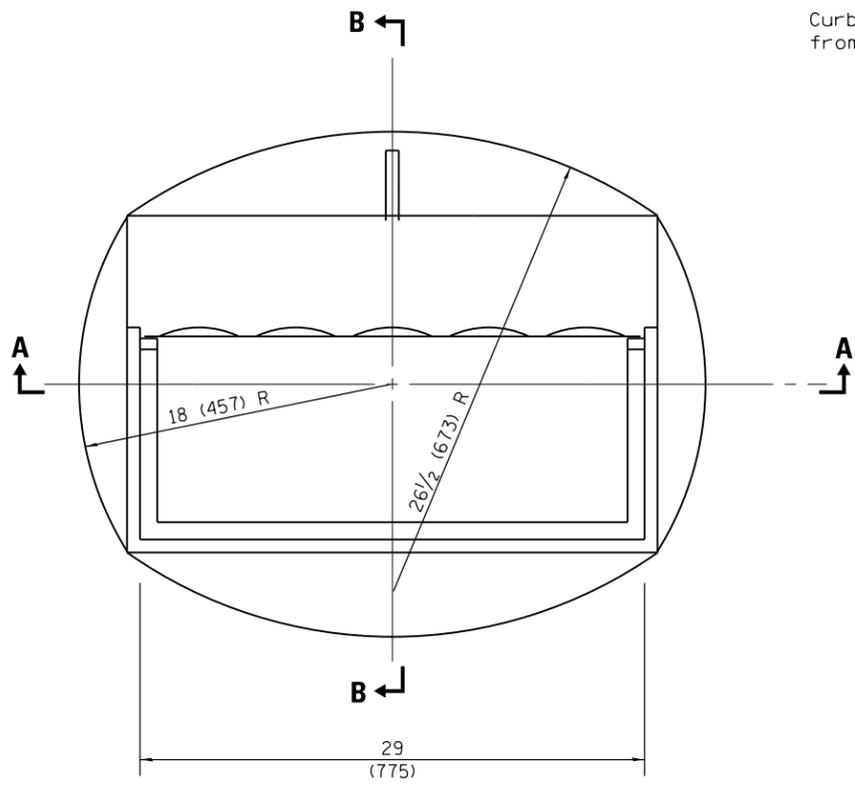
DATE	REVISIONS
1-1-15	Revised dimensioning of frame. Added ADA compliant open lid.
1-1-09	Switched units to English (metric).

**FRAME AND LIDS
TYPE 1**

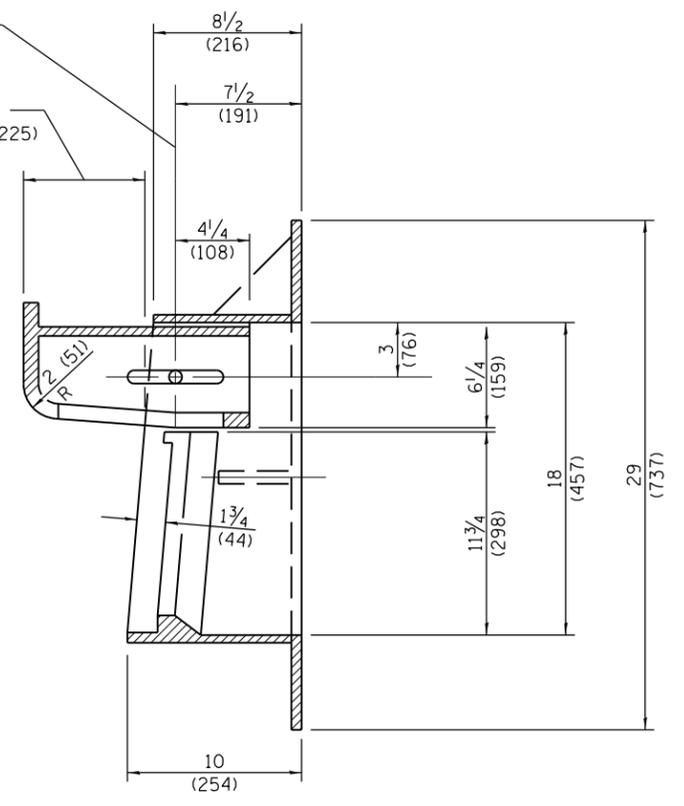
STANDARD 604001-04

Ø 5/8 (10) Dia. hole and 5/8x5/2 (16x140) slotted hole for galvanized 1/2 (M12) bolt, nut, and washer.

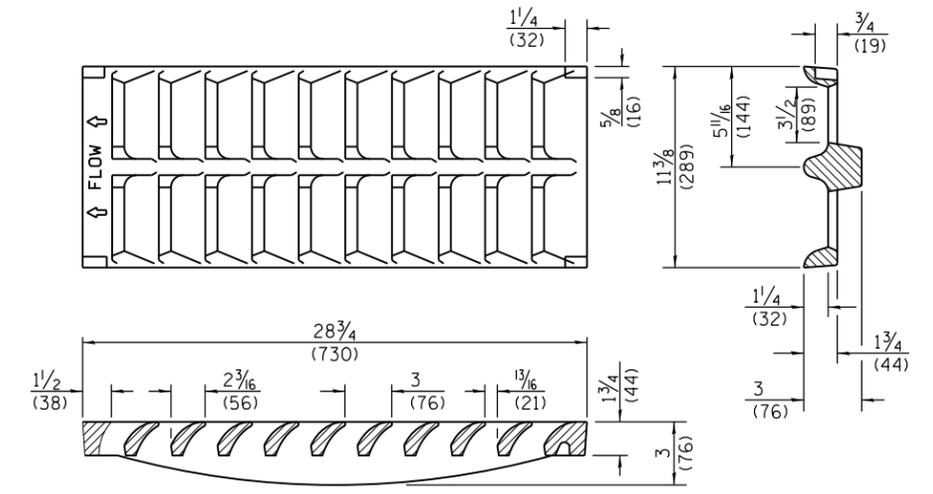
Curb box adjustable from 4 1/2 (115) to 9 (225)



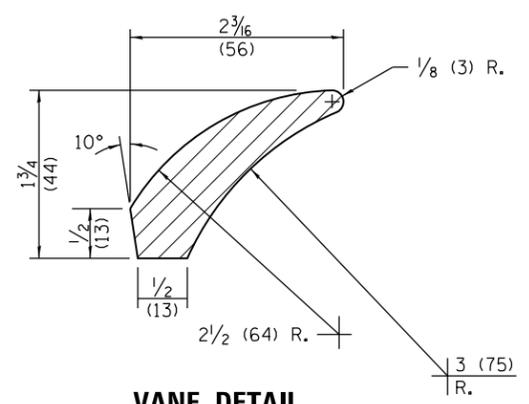
CAST FRAME



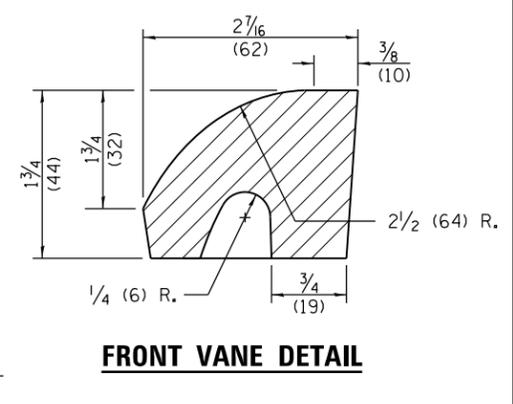
SECTION B-B



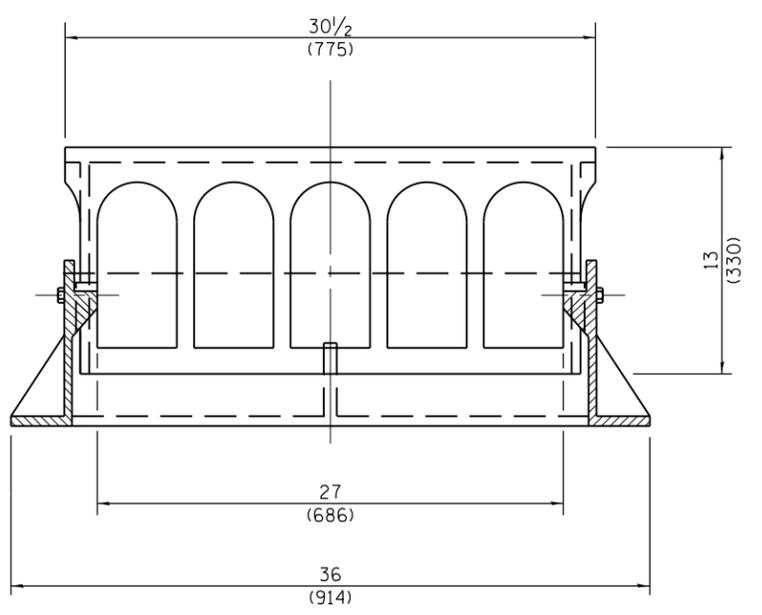
CAST GRATE



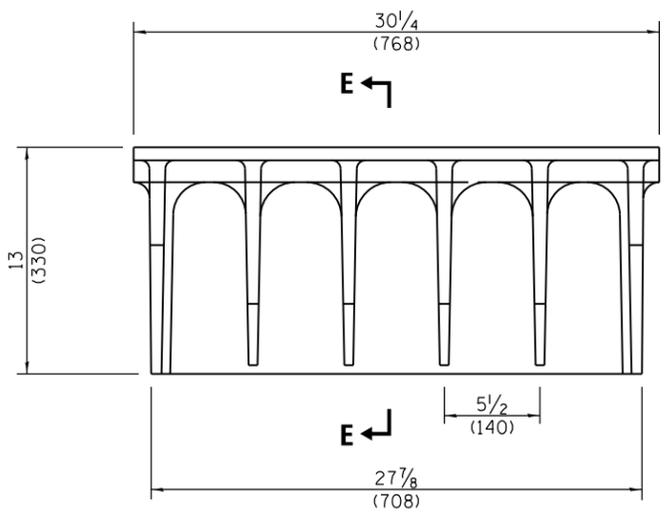
VANE DETAIL



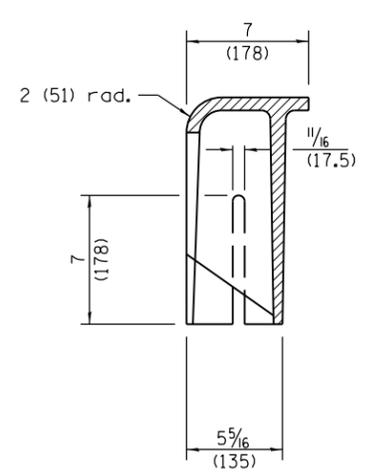
FRONT VANE DETAIL



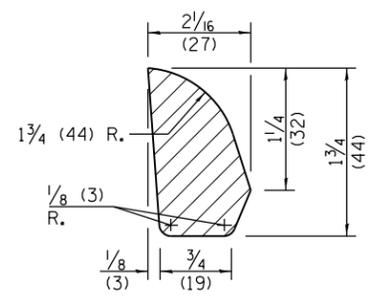
SECTION A-A



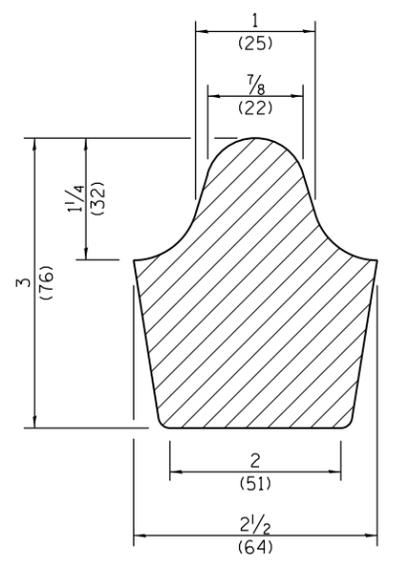
ALTERNATE CURB BOX



SECTION E-E



SIDE RIB DETAIL



MIDDLE RIB DETAIL

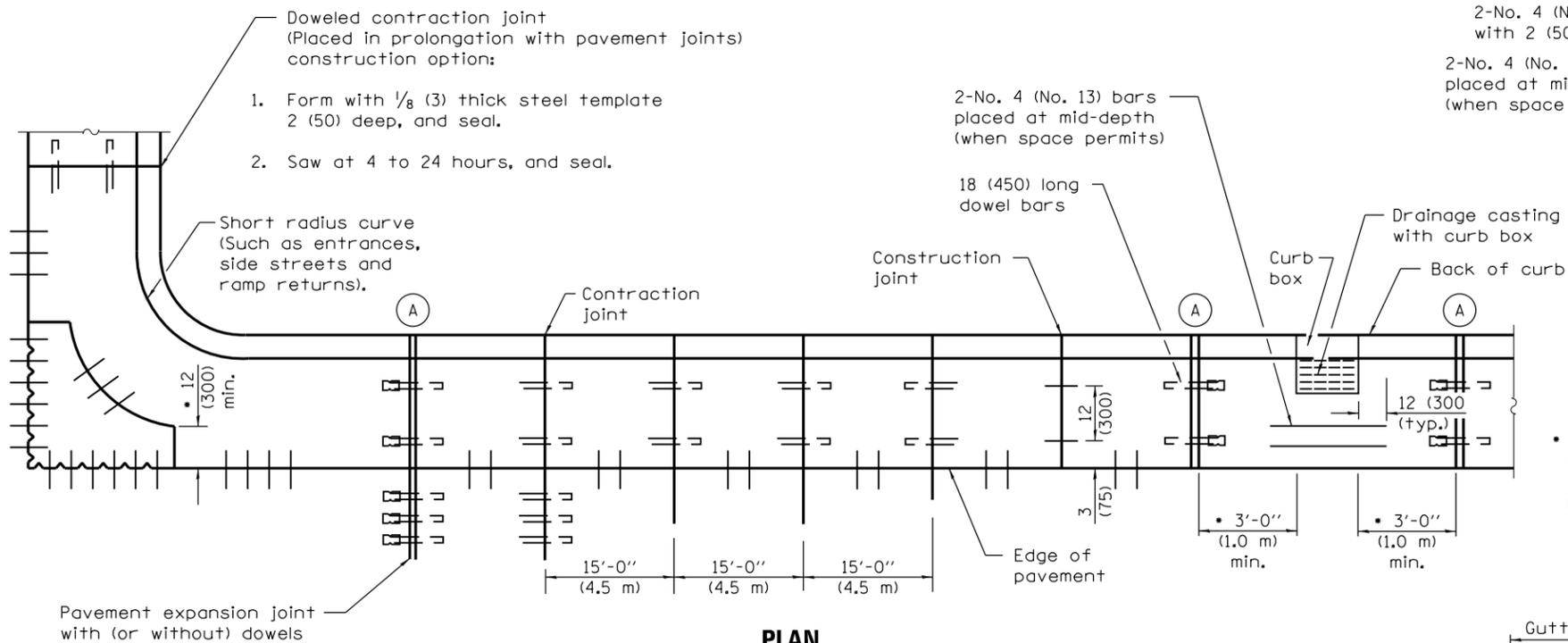
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
 PASSED January 1, 2015
 Michael Beard
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED January 1, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-15
 16-1-97

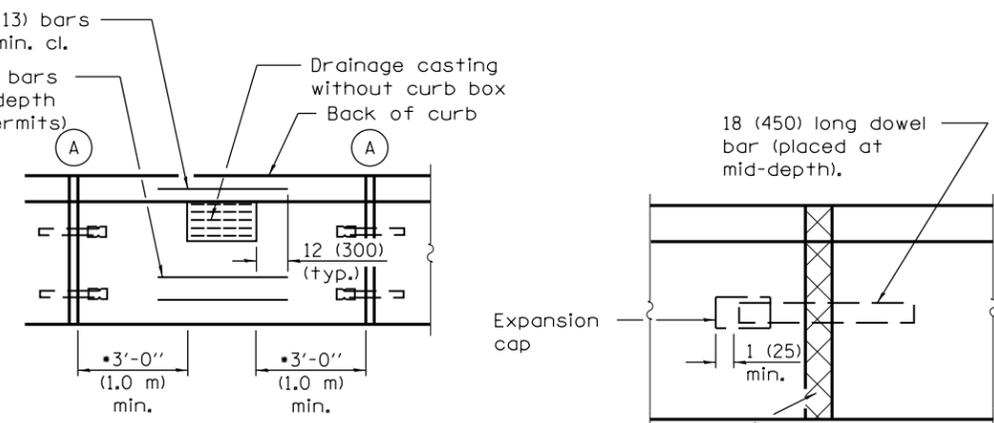
DATE	REVISIONS
1-1-15	Revised dimensions of frame and alternate curb box.
1-1-09	Switched units to English (metric).

**FRAME AND GRATE
TYPE 11V**

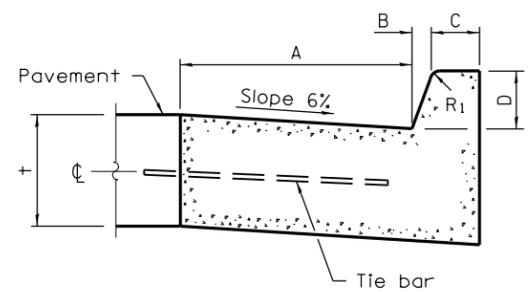
STANDARD 604056-04



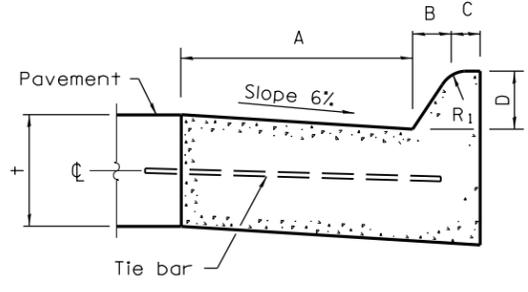
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



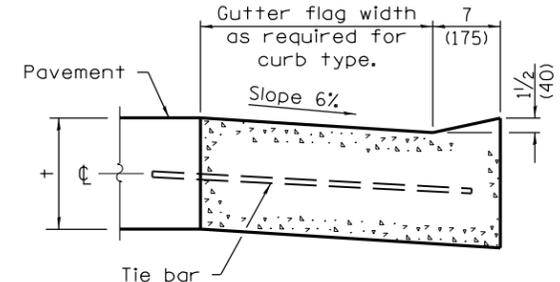
DETAIL A
EXPANSION JOINT



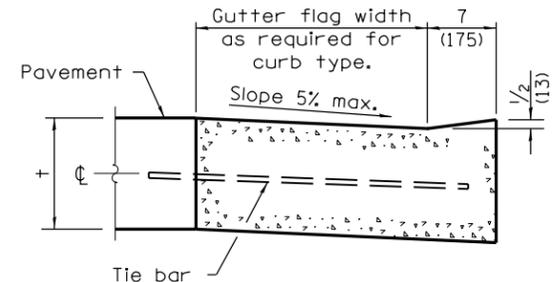
BARRIER CURB



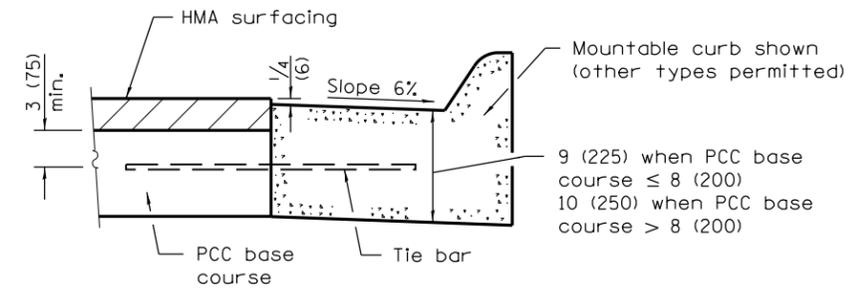
MOUNTABLE CURB



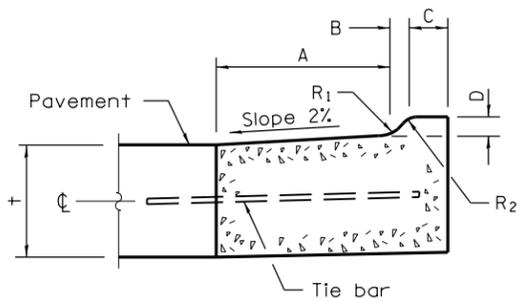
DEPRESSED CURB (TYPICAL)



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R ₁
B-6.06 *	6	1	6	6	1
(B-15.15)	(150)	(25)	(150)	(150)	(25)
B-6.12	12	1	6	6	1
(B-15.3)	(300)	(25)	(150)	(150)	(25)
B-6.18	18	1	6	6	1
(B-15.45)	(450)	(25)	(150)	(150)	(25)
B-6.24	24	1	6	6	1
(B-15.60)	(600)	(25)	(150)	(150)	(25)
B-9.12	12	2	5	9	1
(B-22.30)	(300)	(50)	(125)	(225)	(25)
B-9.18	18	2	5	9	1
(B-22.45)	(450)	(50)	(125)	(225)	(25)
B-9.24	24	2	5	9	1
(B-22.60)	(600)	(50)	(125)	(225)	(25)

* For corner islands only.

TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R ₁	R ₂
M-2.06	6	2	4	2	3	2
(M-5.15)	(150)	(50)	(100)	(50)	(75)	(50)
M-2.12	12	2	4	2	3	2
(M-5.30)	(300)	(50)	(100)	(50)	(75)	(50)
M-4.06	6	4	3	4	3	NA
(M-10.15)	(150)	(100)	(75)	(100)	(75)	NA
M-4.12	12	4	3	4	3	NA
(M-10.30)	(300)	(100)	(75)	(100)	(75)	NA
M-4.18	18	4	3	4	3	NA
(M-10.45)	(450)	(100)	(75)	(100)	(75)	NA
M-4.24	24	4	3	4	3	NA
(M-10.60)	(600)	(100)	(75)	(100)	(75)	NA
M-6.06	6	6	2	6	2	NA
(M-15.15)	(150)	(150)	(50)	(150)	(50)	NA
M-6.12	12	6	2	6	2	NA
(M-15.30)	(300)	(150)	(50)	(150)	(50)	NA
M-6.18	18	6	2	6	2	NA
(M-15.45)	(450)	(150)	(50)	(150)	(50)	NA
M-6.24	24	6	2	6	2	NA
(M-15.60)	(600)	(150)	(50)	(150)	(50)	NA

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 24 (600) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

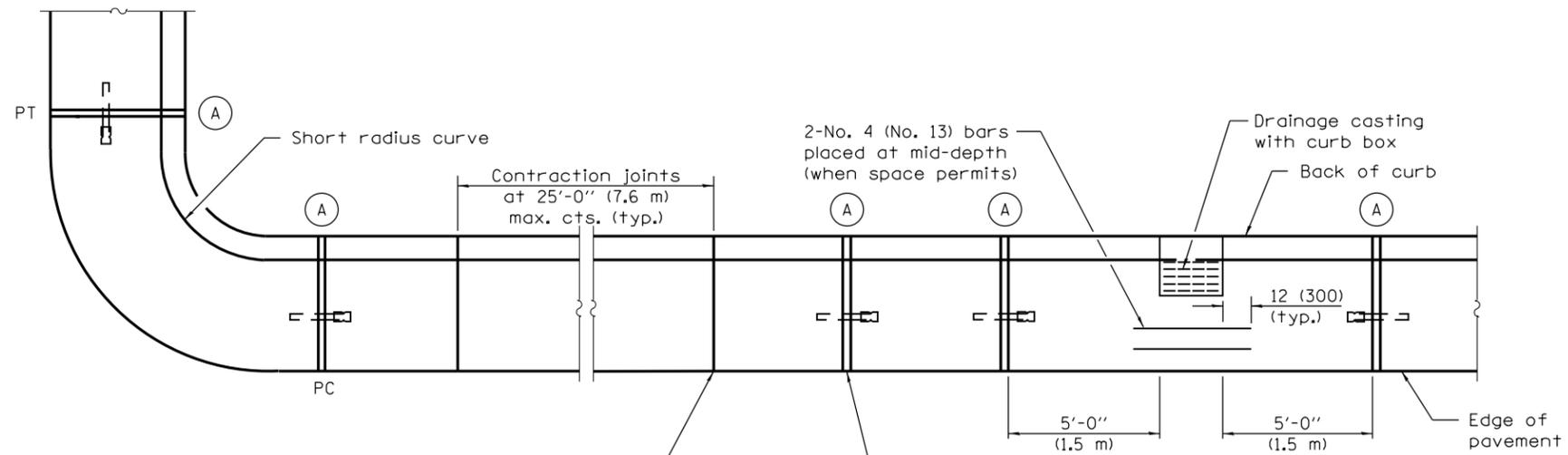
See Standard 606301 for details of corner islands.

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

DATE	REVISIONS
1-1-15	Added B-6.06 (B-15.15) barrier curb and gutter to table (corner islands only).
1-1-13	Added general note regarding requirement for dowel bars.

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 1 of 2)
STANDARD 606001-06

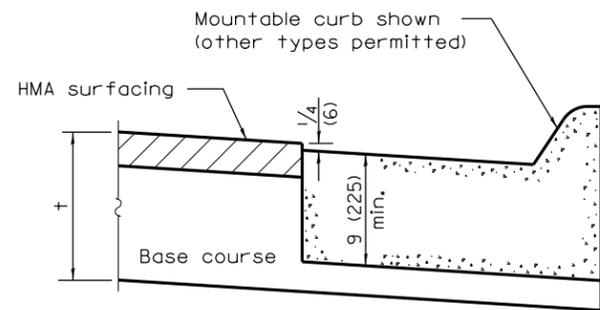
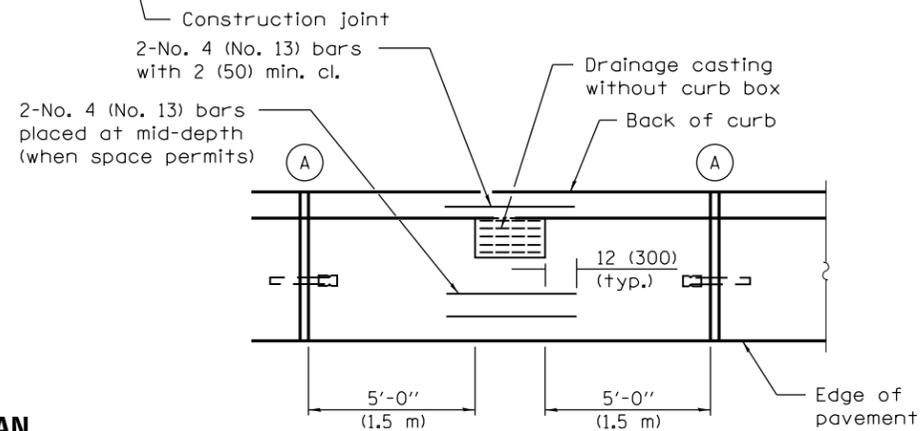
Illinois Department of Transportation
PASSED January 1, 2015
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97



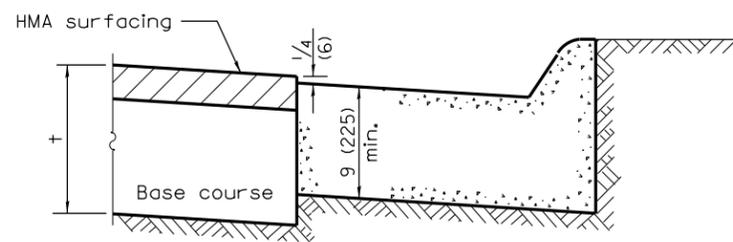
Undoweled contraction joint (typ.) construction options:

1. Form with 1/8 (3) thick steel template 2 (50) deep, and seal.
2. Saw 2 (50) deep at 4 to 24 hours, and seal.
3. Insert 3/4 (20) thick preformed joint filler full depth and width.

PLAN

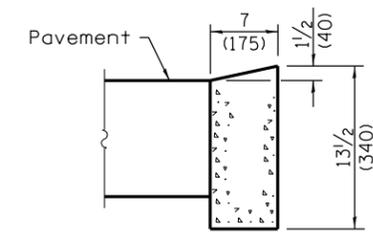


ON DISTURBED SUBGRADE

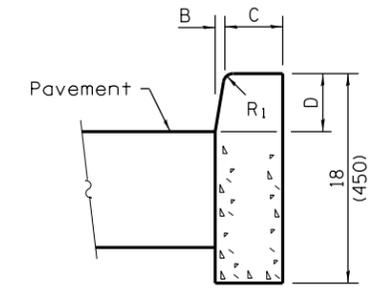


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

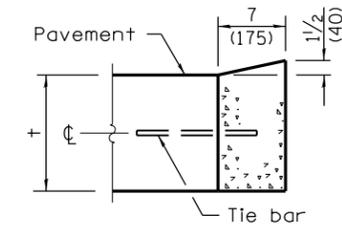


DEPRESSED CURB

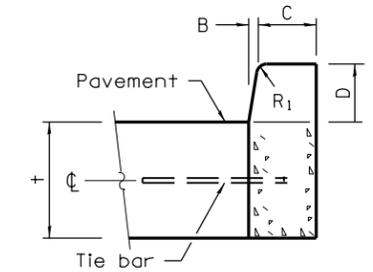


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

**CONCRETE CURB TYPE B
AND COMBINATION
CONCRETE CURB AND GUTTER**

(Sheet 2 of 2)

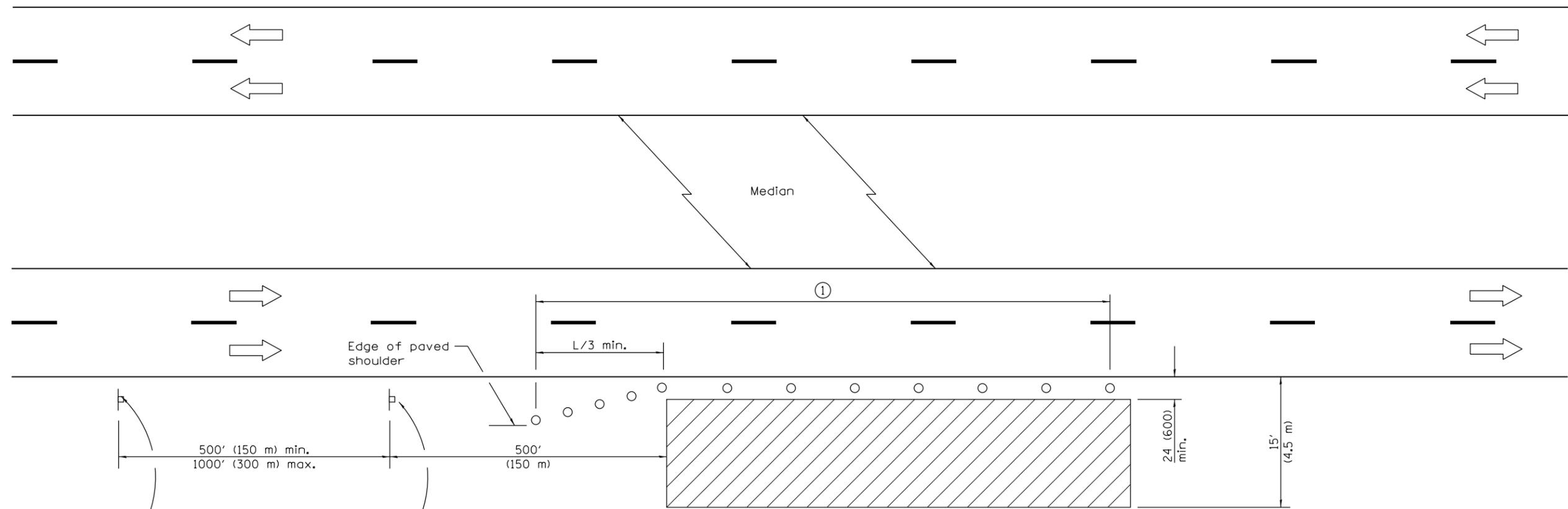
STANDARD 606001-06

Illinois Department of Transportation

PASSED January 1, 2015
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2015
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



For contract construction projects



W20-1103(O)-48



W21-1(O)-48

For maintenance and utility projects



W20-1(O)-48

TYPICAL APPLICATIONS

- Utility operations
- Culvert extensions
- Side slope changes
- Guardrail installation and maintenance
- Delineator installation
- Landscaping operations
- Shoulder repair
- Sign installation and maintenance

① When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.

SYMBOLS

- Work area
- Sign
- Cone, drum or barricade

GENERAL NOTES

This Standard is used where any vehicles, equipment, workers or their activities will encroach in the area 15' (4.5 m) to 24' (600) from the edge of pavement.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

DATE	REVISIONS
4-1-16	Corrected typo in title.
1-1-14	Revised workers sign number to agree with current MUTCD.

**OFF-RD OPERATIONS, MULTILANE,
15' (4.5 m) TO 24" (600 mm)
FROM PAVEMENT EDGE**

STANDARD 701101-05

Illinois Department of Transportation

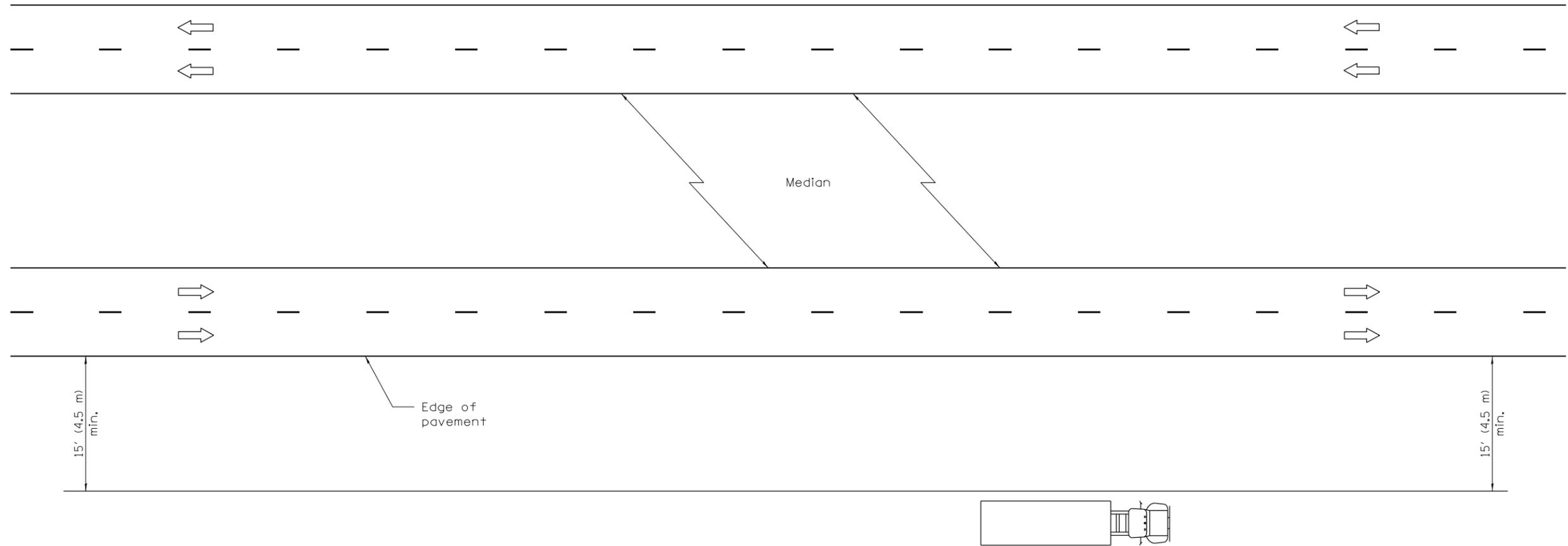
APPROVED April 1, 2016

 ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Fencing contracts

GENERAL NOTES

This Standard is used where at all times all vehicles, equipment, workers or their activities are more than 15' (4.5 m) from the edge of pavement.

When the work operation requires that two or more work vehicles cross the 15' (4.5 m) clear zone in any one hour, traffic control shall be according to Standard 701101.

This Standard also applies to work performed in the median more than 15' (4.5 m) from either pavement.

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

DATE	REVISIONS
1-1-05	Switched units to English (metric).
1-1-05	Revised title.

**OFF-RD OPERATIONS, MULTILANE,
MORE THAN 15' (4.5 m) AWAY**

STANDARD 701106-02

Illinois Department of Transportation

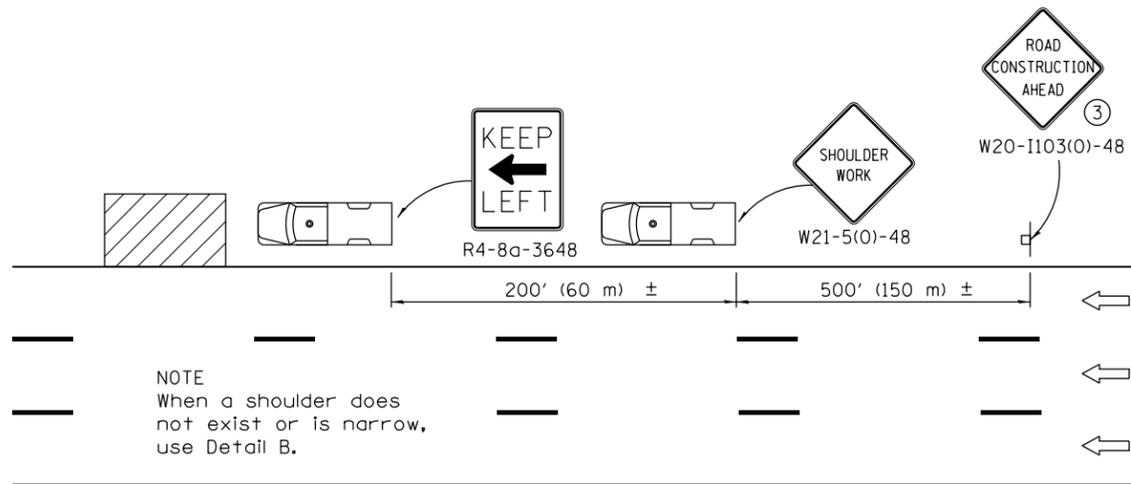
APPROVED January 1, 2009

 ENGINEER OF OPERATIONS

APPROVED January 1, 2009

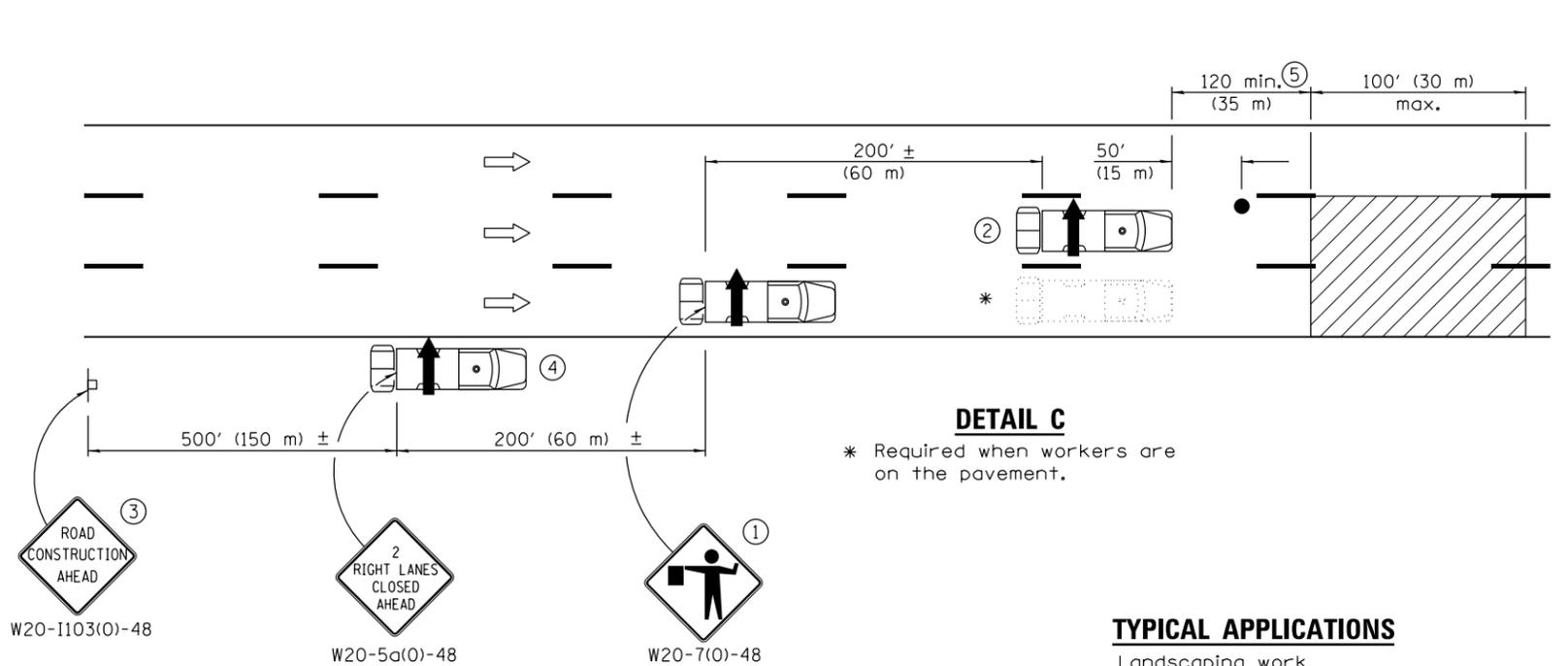
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



NOTE
When a shoulder does not exist or is narrow, use Detail B.

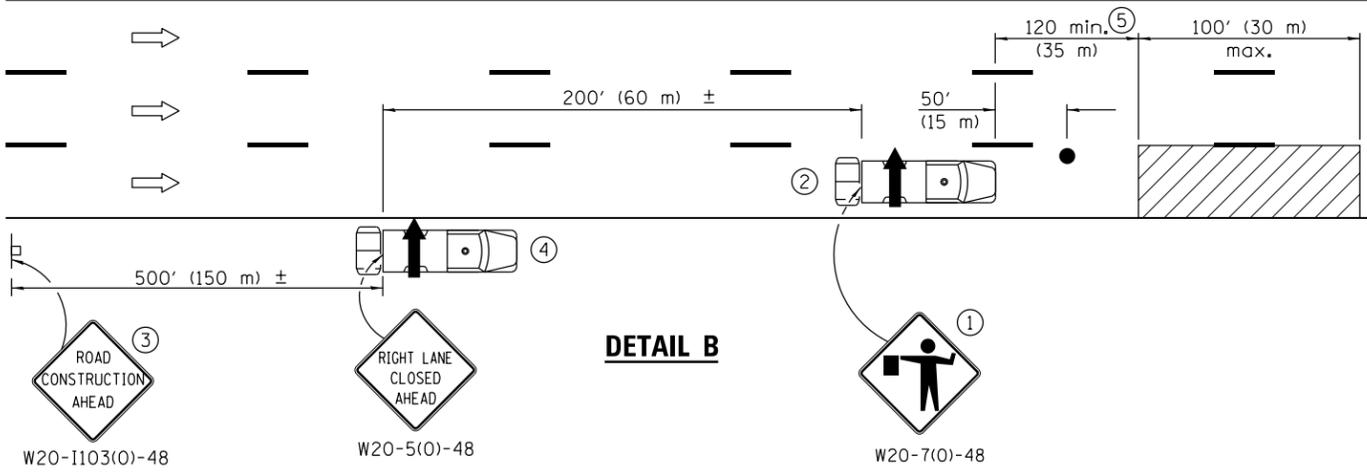
DETAIL A



DETAIL C
* Required when workers are on the pavement.

TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring



DETAIL B

- ① Flaggers are required when workers are on the pavement.
- ② For striping operations only. See sign arrow detail on this standard.
- ③ For stationary operations which are on the roadway or shoulder, greater than 15 minutes and up to 1 hour.
- ④ Omit truck, attenuator and arrow board when no shoulder exists due to curb and gutter.
- ⑤ The distance between the work and the lead truck may vary according to terrain or paint/crack sealing time.



G20-1101-2430
(appropriate arrow)
② (when striping only)

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require: 1) stationary operations up to 1 hour, or 2) a continuous or intermittent moving operation where the average speed of movement is greater than 1 mph (2 km/h).

This Standard is also applicable when work is being performed in the left lane(s) or on the median shoulder. Under these conditions, KEEP RIGHT signs shall be substituted for KEEP LEFT signs and arrow board indications shall be directed to the right.

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

SYMBOLS

- Arrow board
- Work area
- Truck with flashing amber light
- Truck/Trailer mounted attenuator
- Flagger with traffic control sign
- Sign

Illinois Department of Transportation

APPROVED January 1, 2017
Bruce L. ...
ENGINEER OF SAFETY PROG. AND ENGINEERING

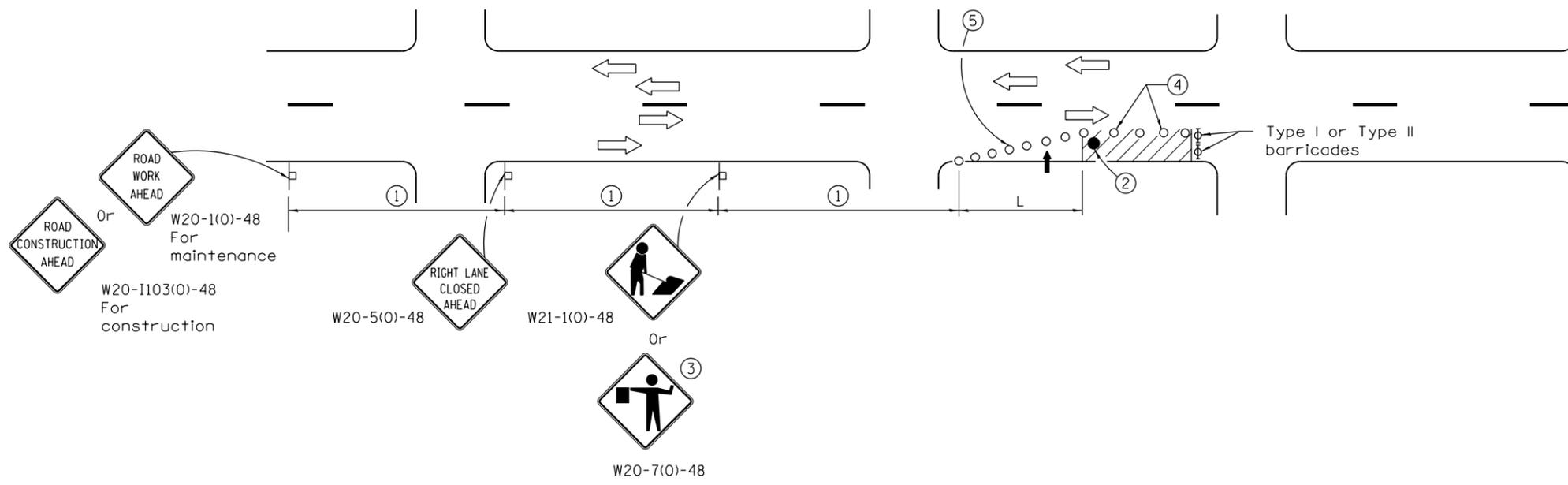
APPROVED January 1, 2017
Maureen M. ...
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-11

DATE	REVISIONS
1-1-17	Revised 'NOTE' on DETAIL A to use DETAIL B in lieu of DETAIL C.
4-1-16	Rev. gen. notes. Added note ⑤. Rev. dist. between work and lead truck.

LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH

STANDARD 701427-05



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Arrow board
- Cone, drum or barricade
- Sign on portable or permanent support
- Work area
- Barricade or drum with flashing light
- Flagger with traffic control sign.

- ① Refer to SIGN SPACING TABLE for distances.
- ② Required for speeds > 40 mph.
- ③ Use flagger sign only when flagger is present.
- ④ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ⑤ Cones, drums or barricades at 20' (6 m) centers in taper.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an Urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L=(W)(S)$	$L=0.65(W)(S)$

W = Width of offset in feet (meters).
S = Normal posted speed mph (km/h).

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

Illinois Department of Transportation

APPROVED January 1, 2015
[Signature]
ENGINEER OF SAFETY ENGINEERING

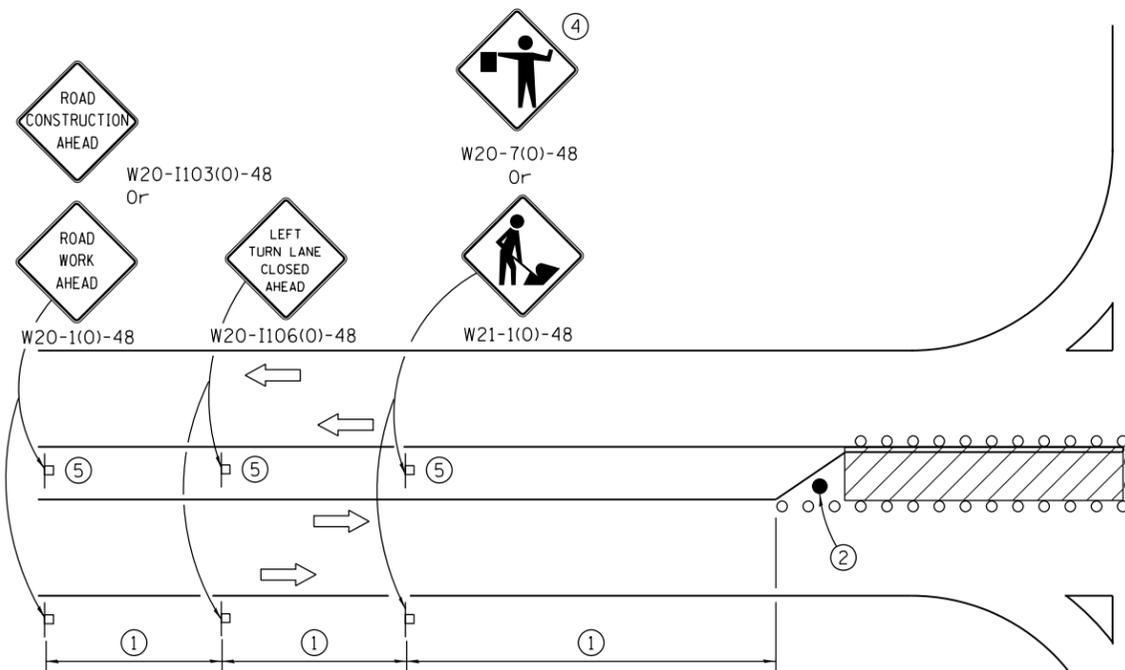
APPROVED January 1, 2015
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-15	Renamed standard. Moved case on Sheet 2 to new Highway Standard.
1-1-14	Revised workers sign number to agree with current MUTCD.

URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

STANDARD 701606-10



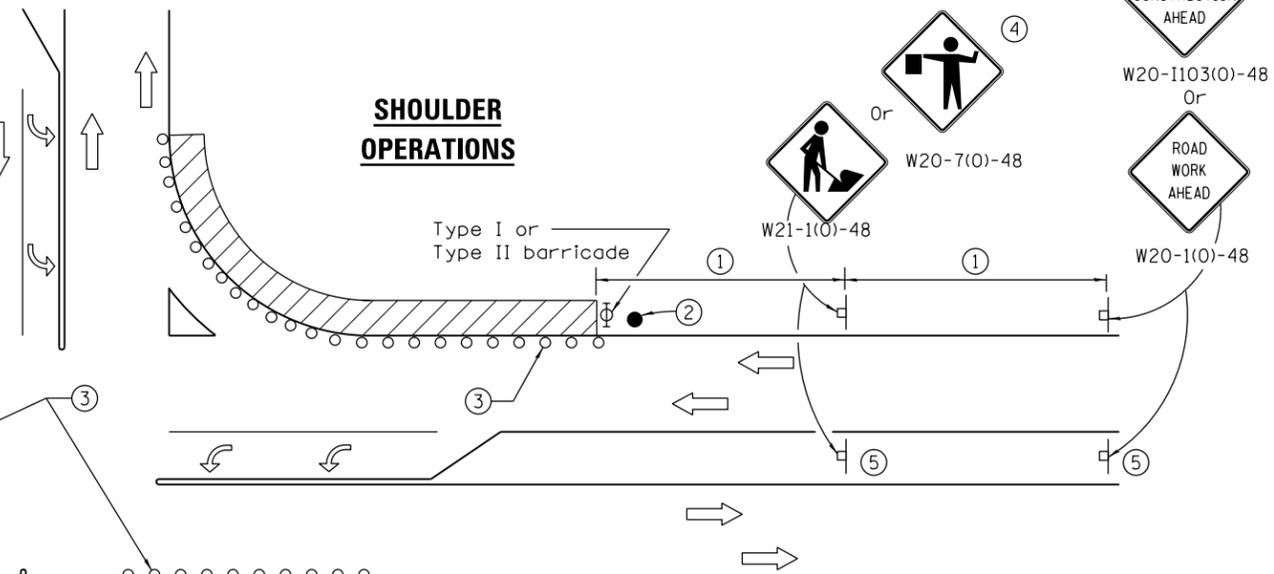
LEFT TURN LANE OR CENTER MEDIAN OPERATIONS

- ① Refer to SIGN SPACING TABLE for distance.
- ② Required for speed > 40 mph.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Use flagger sign only when flagger is present.
- ⑤ Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
- ⑥ Cones, drums or barricades at 20' (6 m) centers in taper.
- ⑦ Advanced arrow board required for speeds > 45 mph.
- ⑧ Three Type II barricades, drums or vertical barricades at 50' (15 m) centers.

SYMBOLS

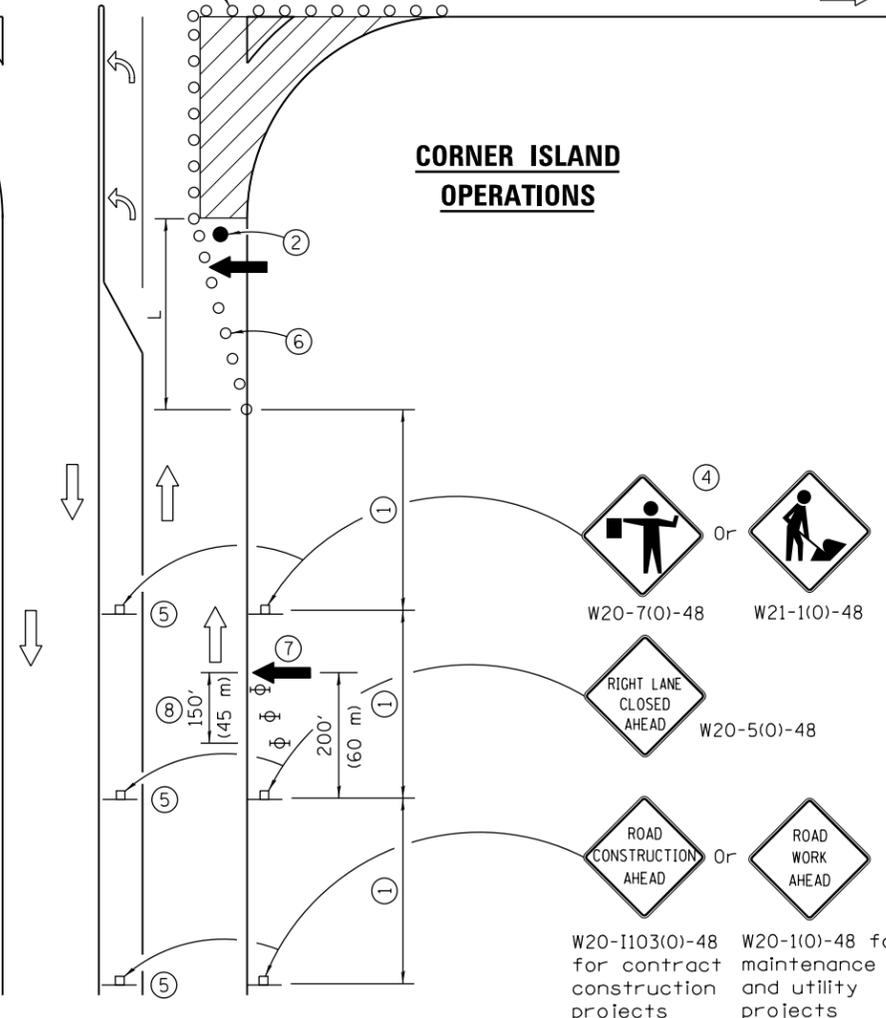
- Work area
- Cone, drum or barricade
- Sign on portable or permanent support
- Arrow board
- Barricade or drum with flashing light
- Flagger with traffic control sign

SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)



SHOULDER OPERATIONS

CORNER ISLAND OPERATIONS



GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

DATE	REVISIONS
4-1-16	Corrected sign number for LEFT TURN LANE CLOSED AHEAD.
1-1-14	Added devices at arrow board upstream from taper.
	Rev. workers sign number.

URBAN LANE CLOSURE, MULTILANE INTERSECTION

STANDARD 701701-10

Illinois Department of Transportation

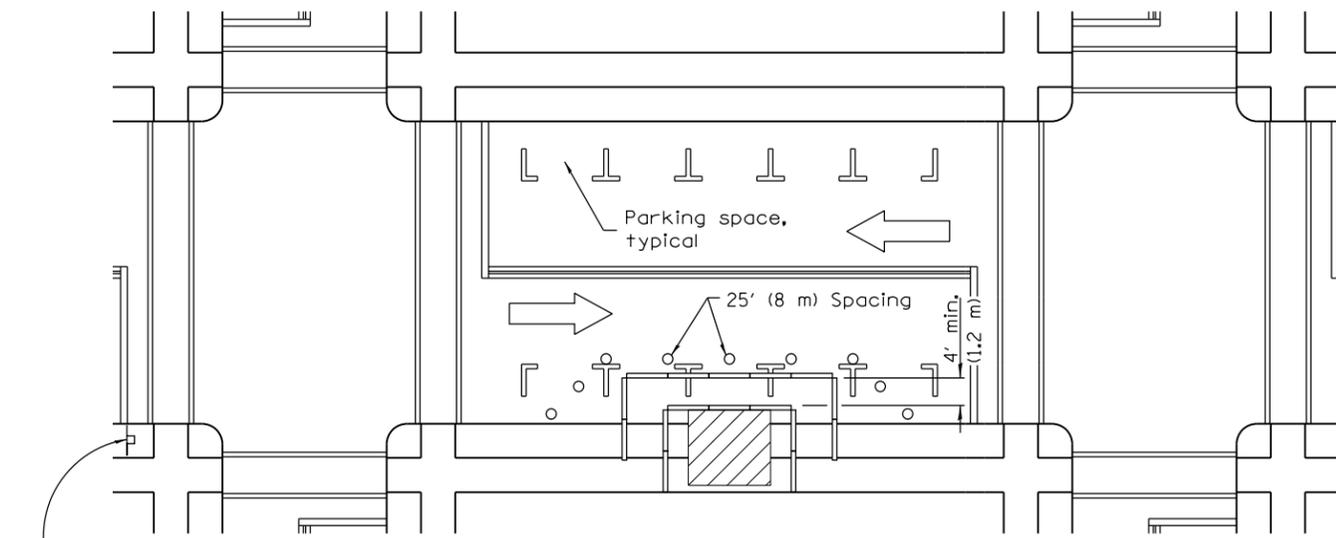
APPROVED April 1, 2016

 ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016

 ENGINEER OF DESIGN AND ENVIRONMENT

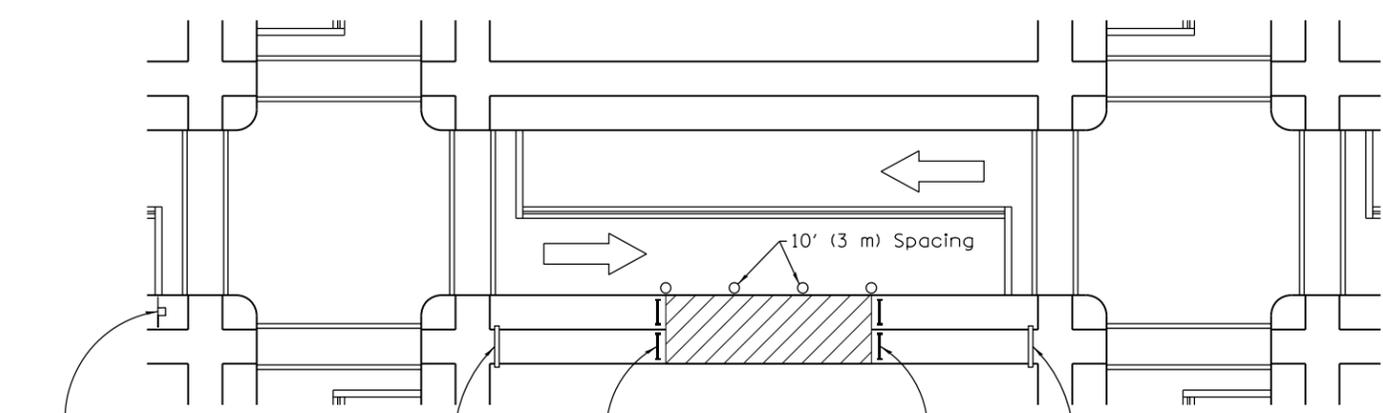
ISSUED 1-1-97



① ROAD CONSTRUCTION AHEAD
W20-I103(O)-48 for contract construction projects

Or
① ROAD WORK AHEAD
W20-1(O)-48 for maintenance and utility projects

SIDEWALK DIVERSION



① ROAD CONSTRUCTION AHEAD
W20-I103(O)-48 for contract construction projects

Or
① ROAD WORK AHEAD
W20-1(O)-48 for maintenance and utility projects

SIDEWALK CLOSED
←
USE OTHER SIDE
R11-I102-2430

SIDEWALK CLOSED
R11-I101-2418

SIDEWALK CLOSED
→
USE OTHER SIDE
R11-I102-2430

SIDEWALK CLOSURE

① Omit whenever duplicated by road work traffic control.

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

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

SYMBOLS

- Work area
- Sign on portable or permanent support
- Barricade or drum
- Cone, drum or barricade
- Type III barricade
- Detectable pedestrian channelizing barricade

Illinois Department of Transportation

APPROVED April 1, 2016
[Signature]
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

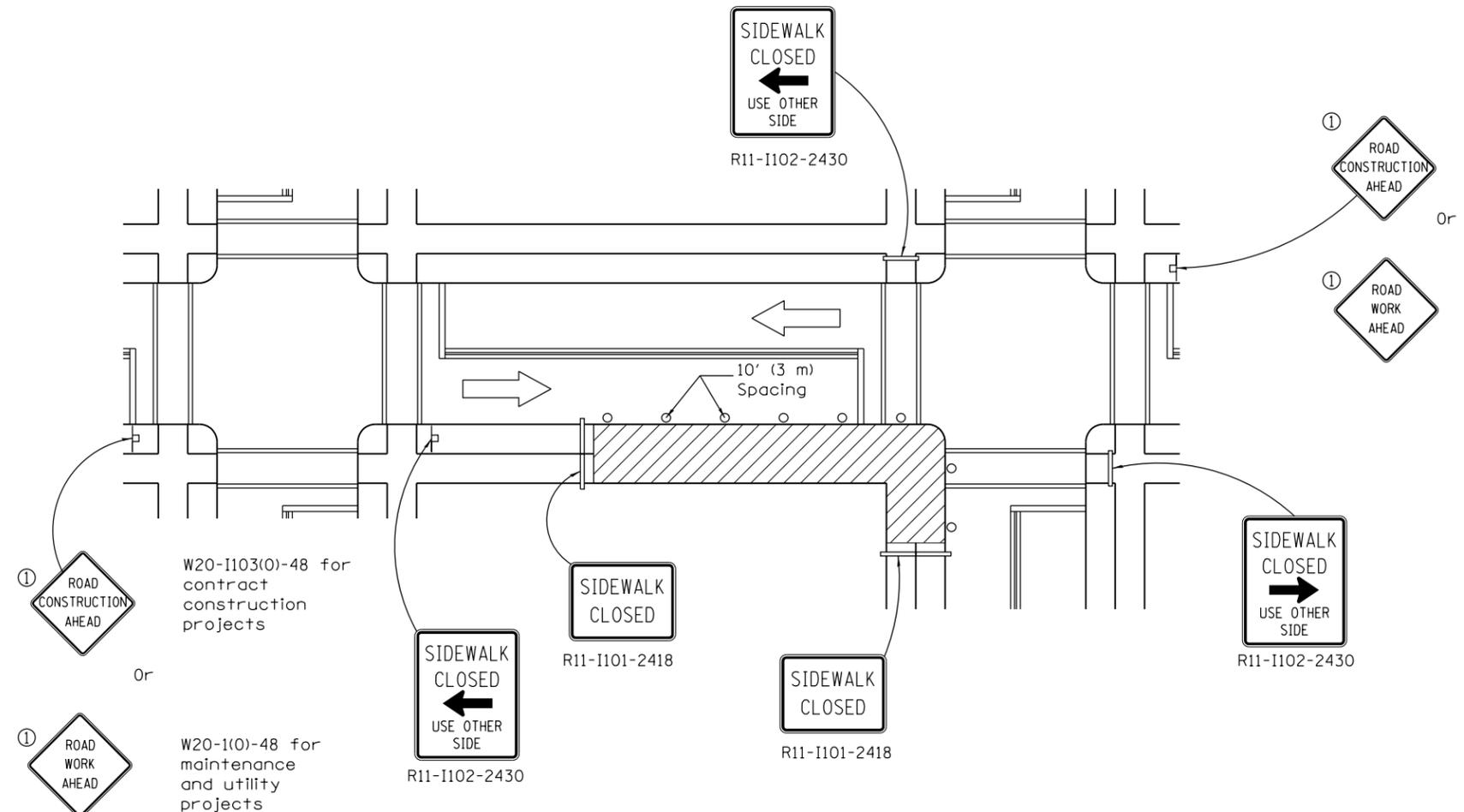
ISSUED 1-1-97

DATE	REVISIONS
4-1-16	Omitted orange safety fence from standard as this is covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION. Modified appearance of plan views. Renamed Std.

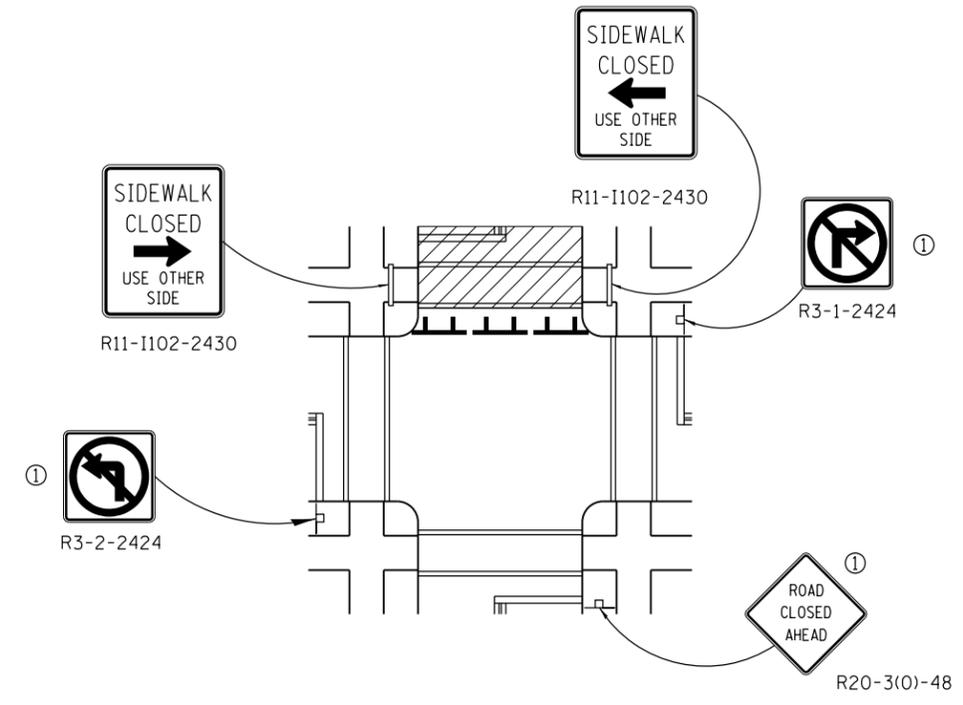
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



CROSSWALK CLOSURE

W20-I103(0)-48 for contract construction projects
 or
 W20-1(0)-48 for maintenance and utility projects

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

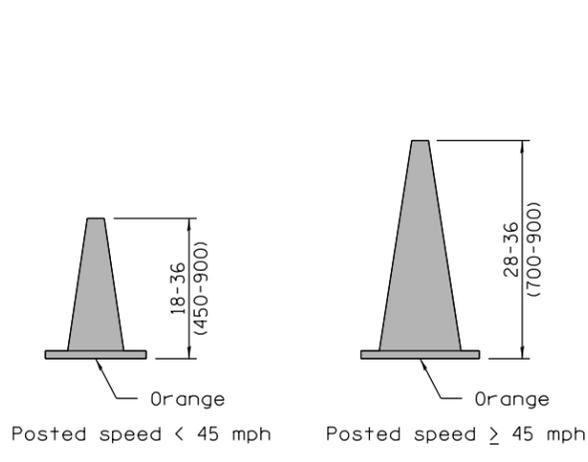
STANDARD 701801-06

Illinois Department of Transportation

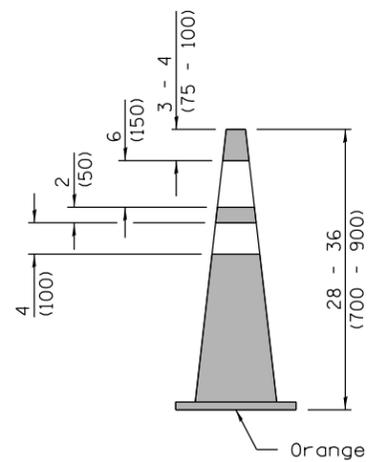
APPROVED April 1, 2016
 ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
 ENGINEER OF DESIGN AND ENVIRONMENT

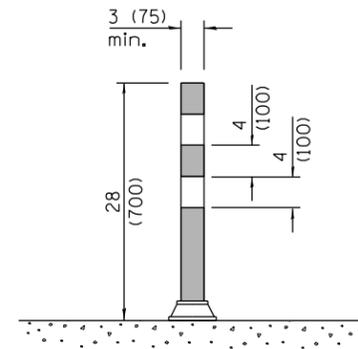
ISSUED 1-1-97



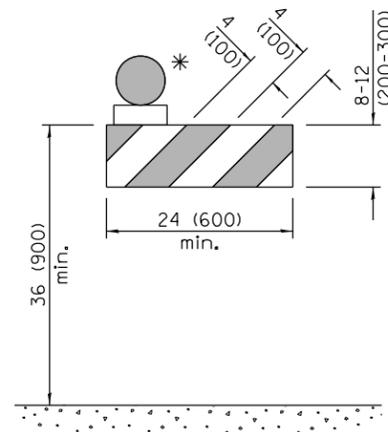
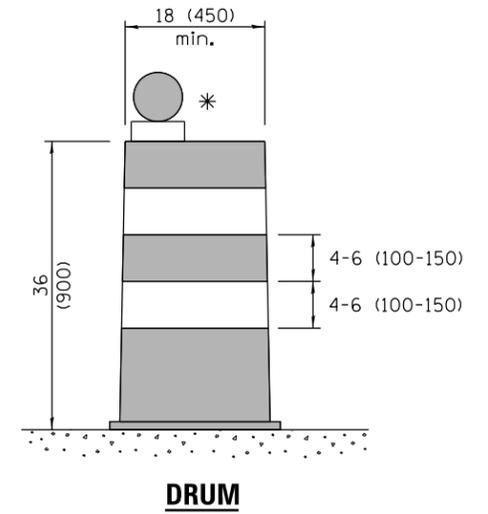
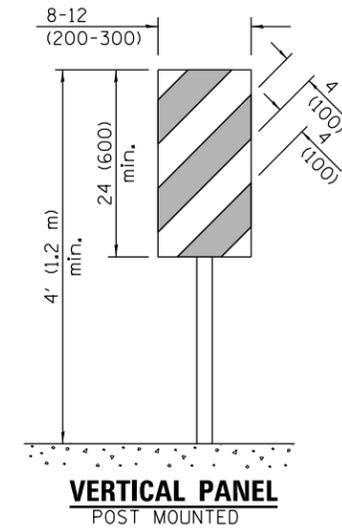
CONE FOR DAYTIME



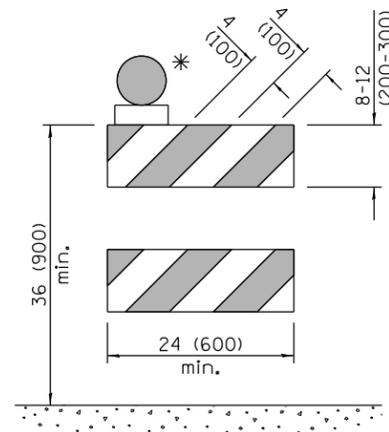
REFLECTORIZED CONE FOR NIGHTTIME



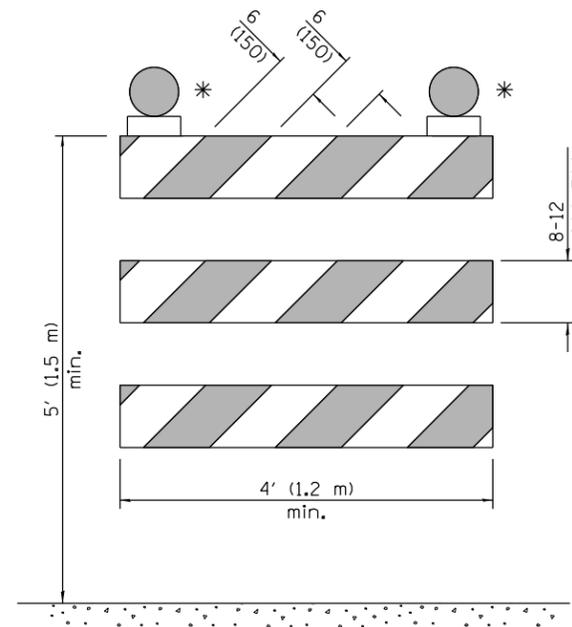
TUBULAR MARKER



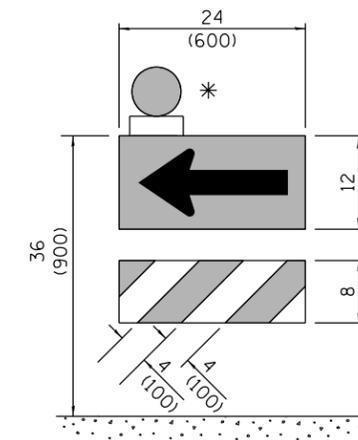
TYPE I BARRICADE



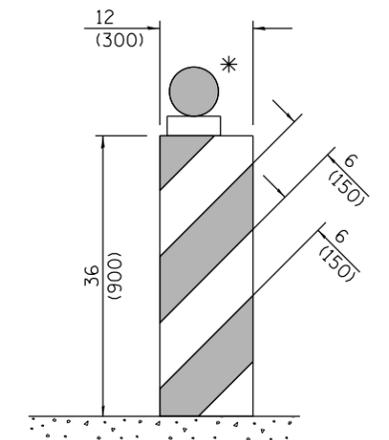
TYPE II BARRICADE



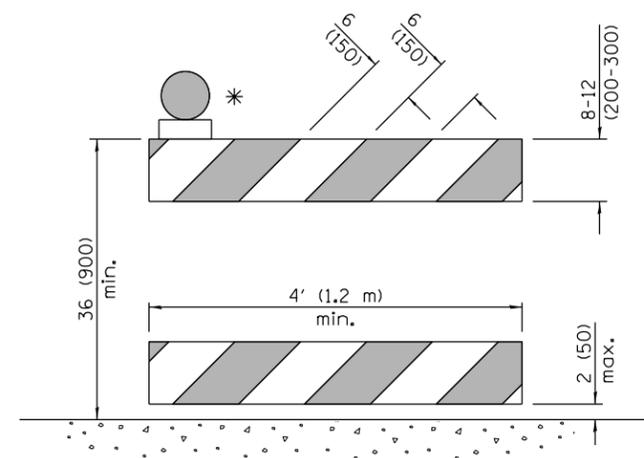
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

DATE	REVISIONS
1-1-17	Changed FLEXIBLE DELINEATOR to TUBULAR MARKER.
4-1-16	Add dim's to barricades. Rev. note for post mnt. signs.
	Rev. cone dtls. Add W12-I103.

TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

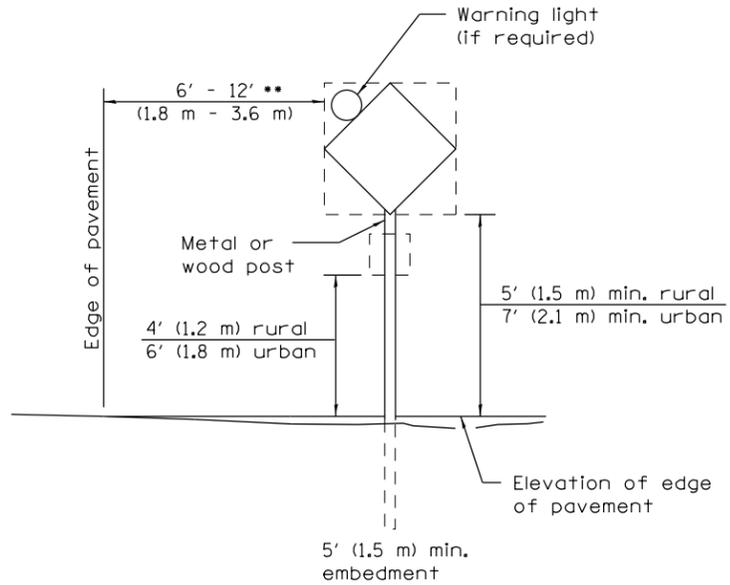
STANDARD 701901-06

Illinois Department of Transportation

APPROVED January 1, 2017
Amy Ellis
 ENGINEER OF OPERATIONS

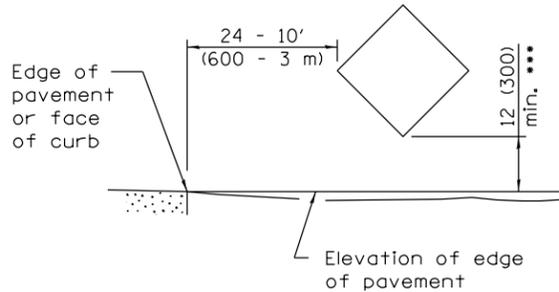
APPROVED January 1, 2017
Marcus M. Beck
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 46-1-1-03/MS1



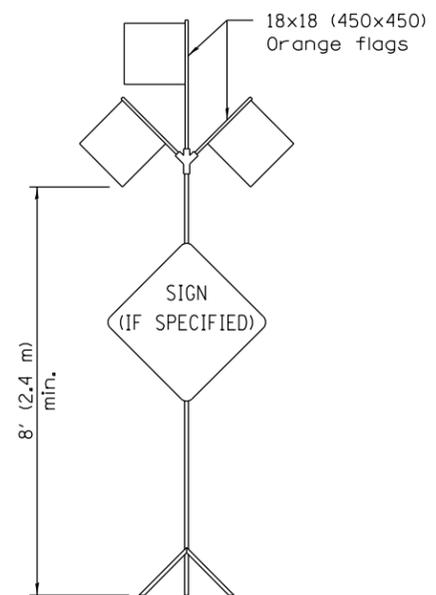
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.

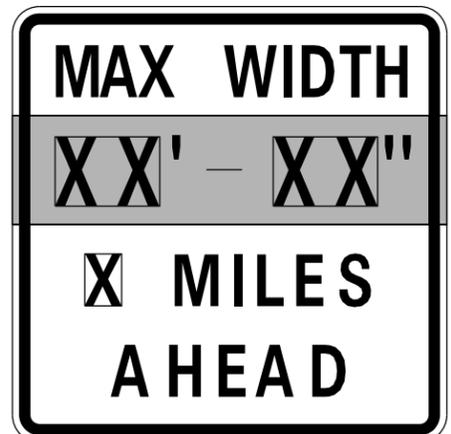


SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



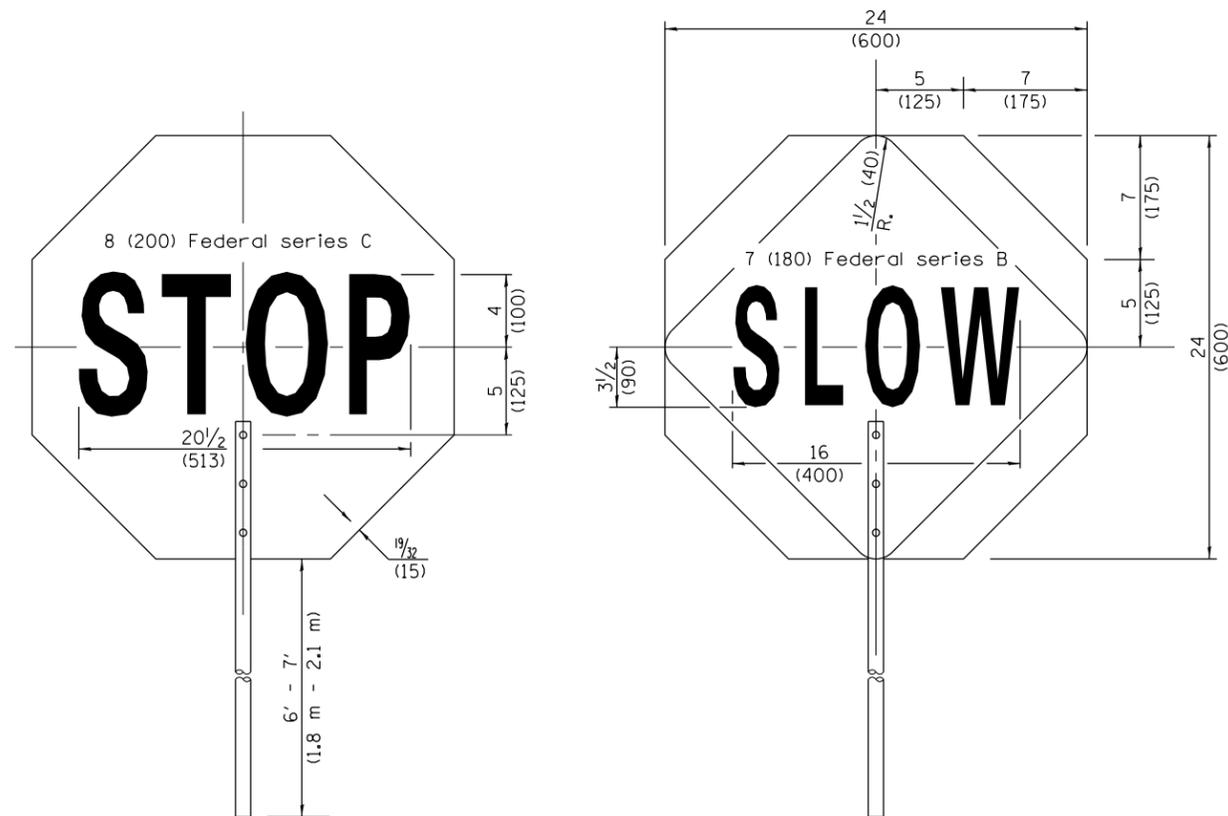
HIGH LEVEL WARNING DEVICE



W12-I103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FRONT SIDE

REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

ROAD CONSTRUCTION NEXT X MILES	END CONSTRUCTION
G20-I104(O)-6036	G20-I105(O)-6024

This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING

WORK ZONE	W21-I115(O)-3618
SPEED LIMIT XX	R2-1-3648
PHOTO ENFORCED	R10-I108p-3618 ****
\$XXX FINE MINIMUM	R2-I106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.

END WORK ZONE SPEED LIMIT	G20-I103(O)-6036
---------------------------	------------------

This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

**** R10-I108p shall only be used along roadways under the jurisdiction of the State.

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

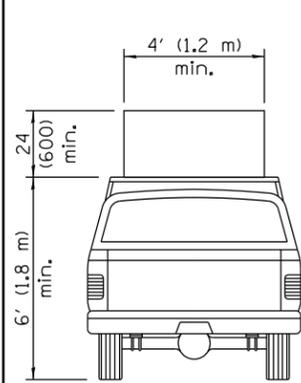
STANDARD 701901-06

Illinois Department of Transportation

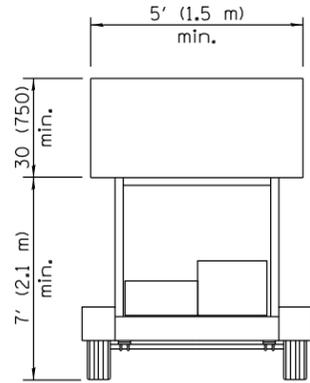
APPROVED January 1, 2017
Amy Ellis
 ENGINEER OF OPERATIONS

APPROVED January 1, 2017
Maureen M. Beck
 ENGINEER OF DESIGN AND ENVIRONMENT

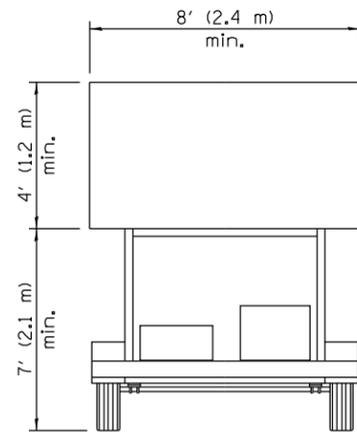
ISSUED 1-1-97



**TYPE A
ROOF
MOUNTED**

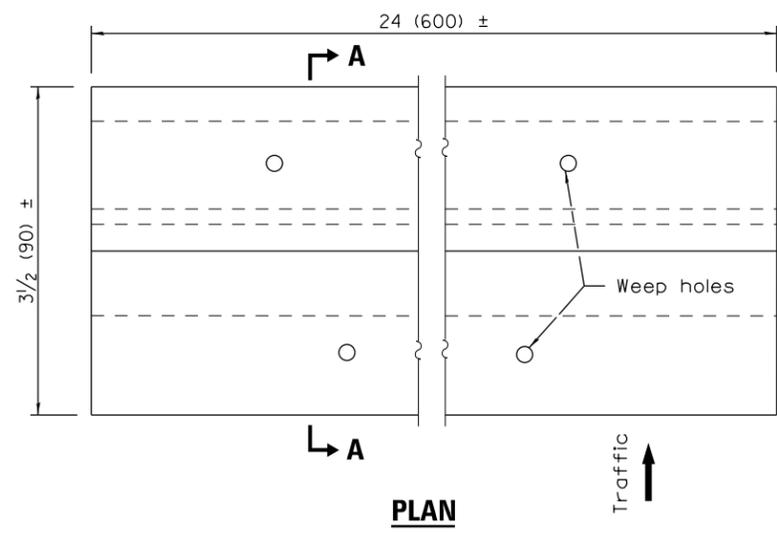


**TYPE B
ROOF OR TRAILER
MOUNTED**

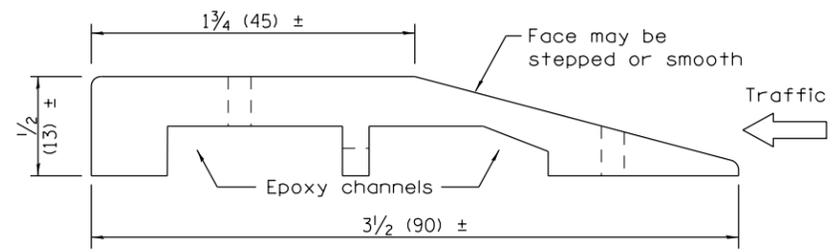


**TYPE C
TRAILER
MOUNTED**

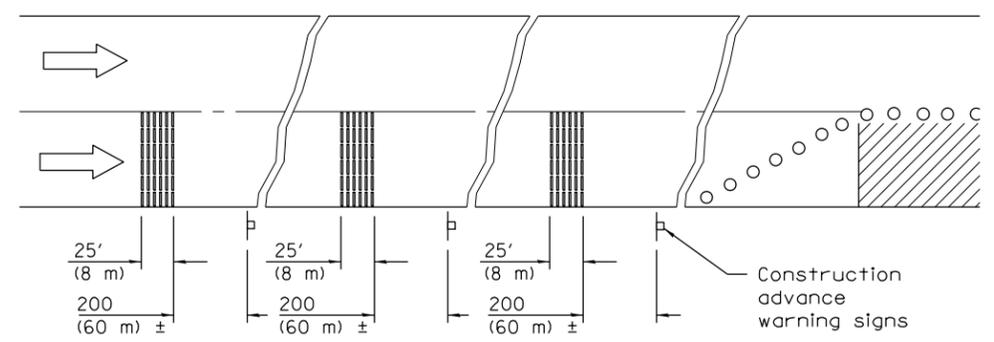
ARROW BOARDS



PLAN

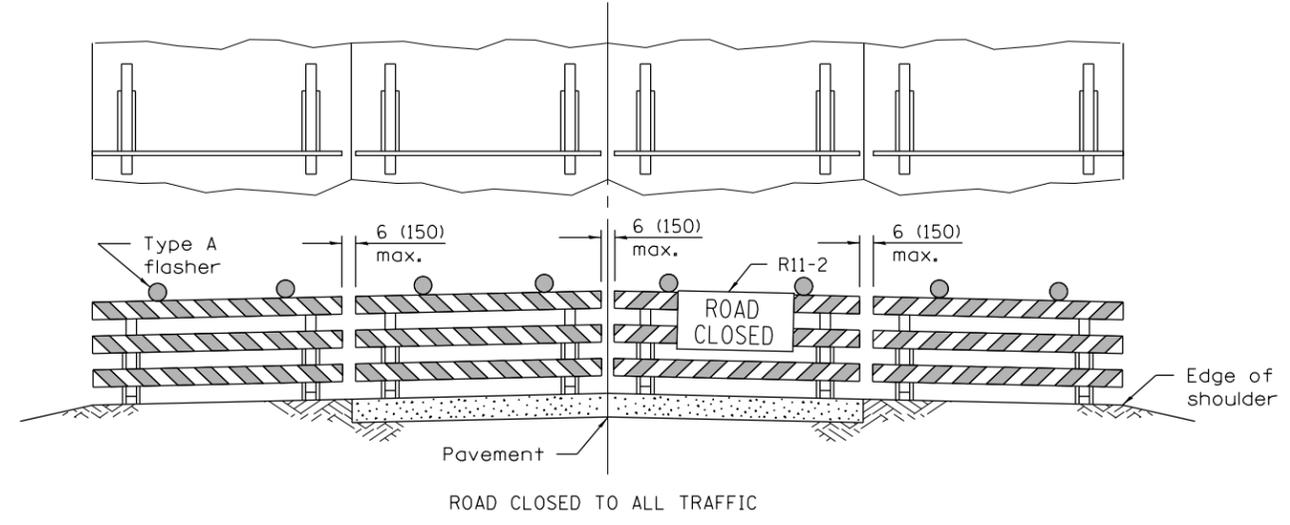


SECTION A-A



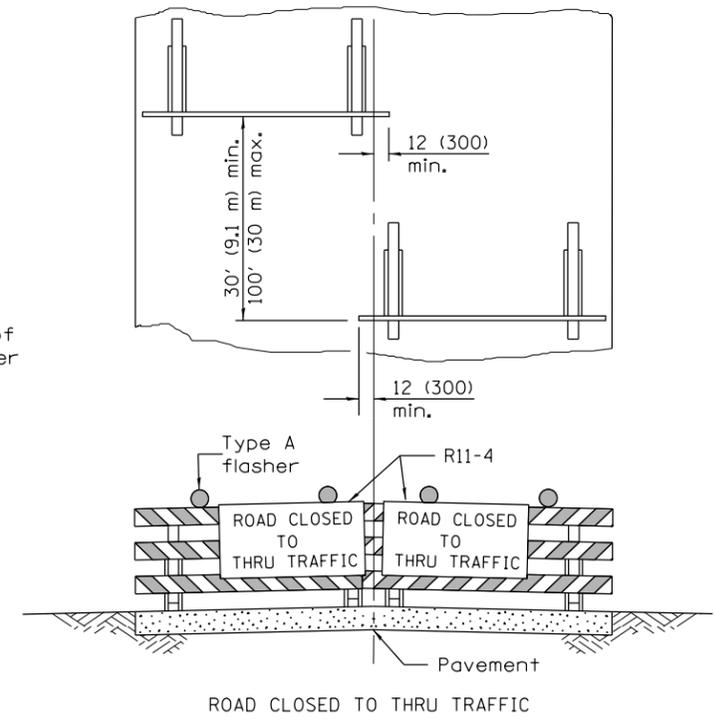
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.

**TYPICAL APPLICATIONS OF
TYPE III BARRICADES CLOSING A ROAD**



Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

Illinois Department of Transportation

APPROVED January 1, 2017
Amy Ellis
 ENGINEER OF OPERATIONS

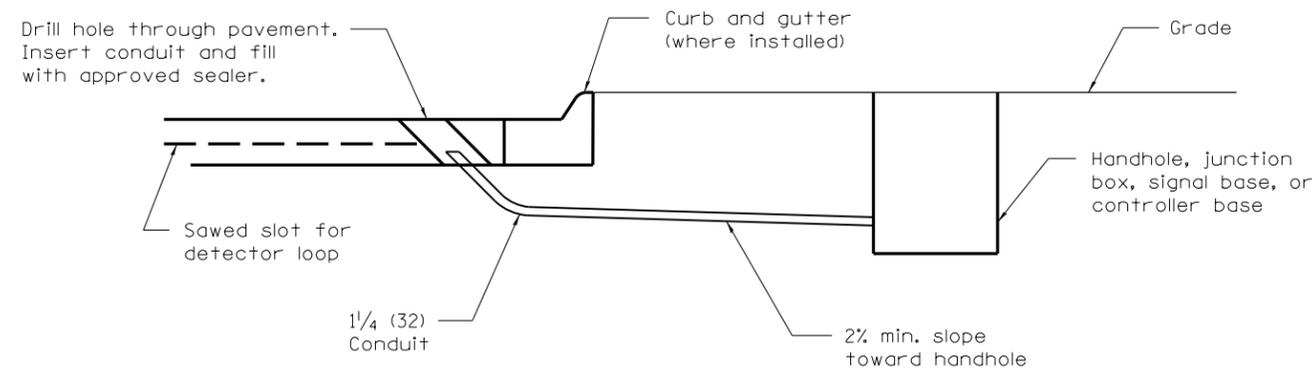
APPROVED January 1, 2017
Maureen M. Beck
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97
 46-1-1

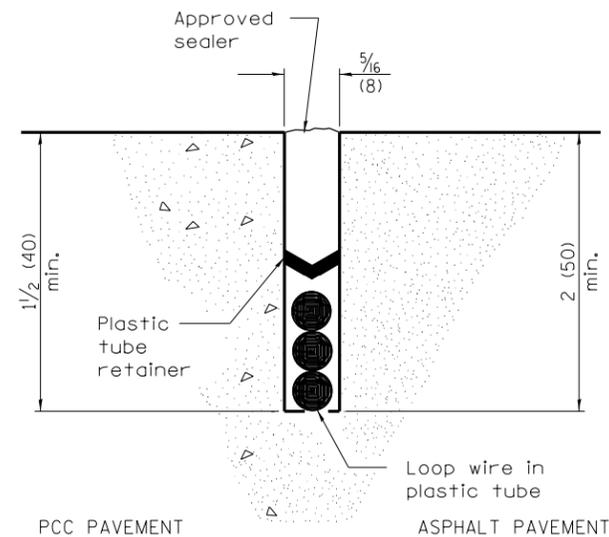
**TRAFFIC CONTROL
DEVICES**

(Sheet 3 of 3)

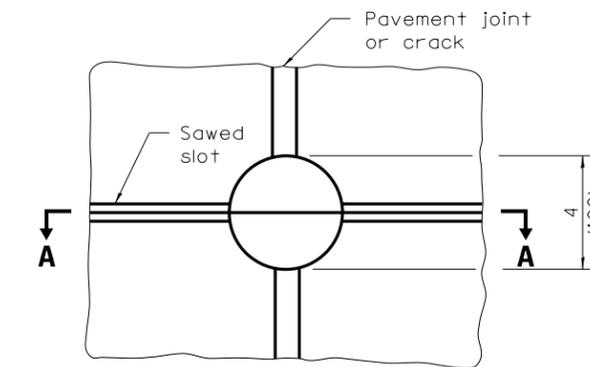
STANDARD 701901-06



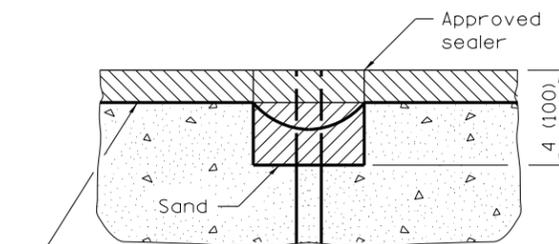
DETECTOR LOOP LEAD-IN



DETECTOR LOOP INSTALLATION



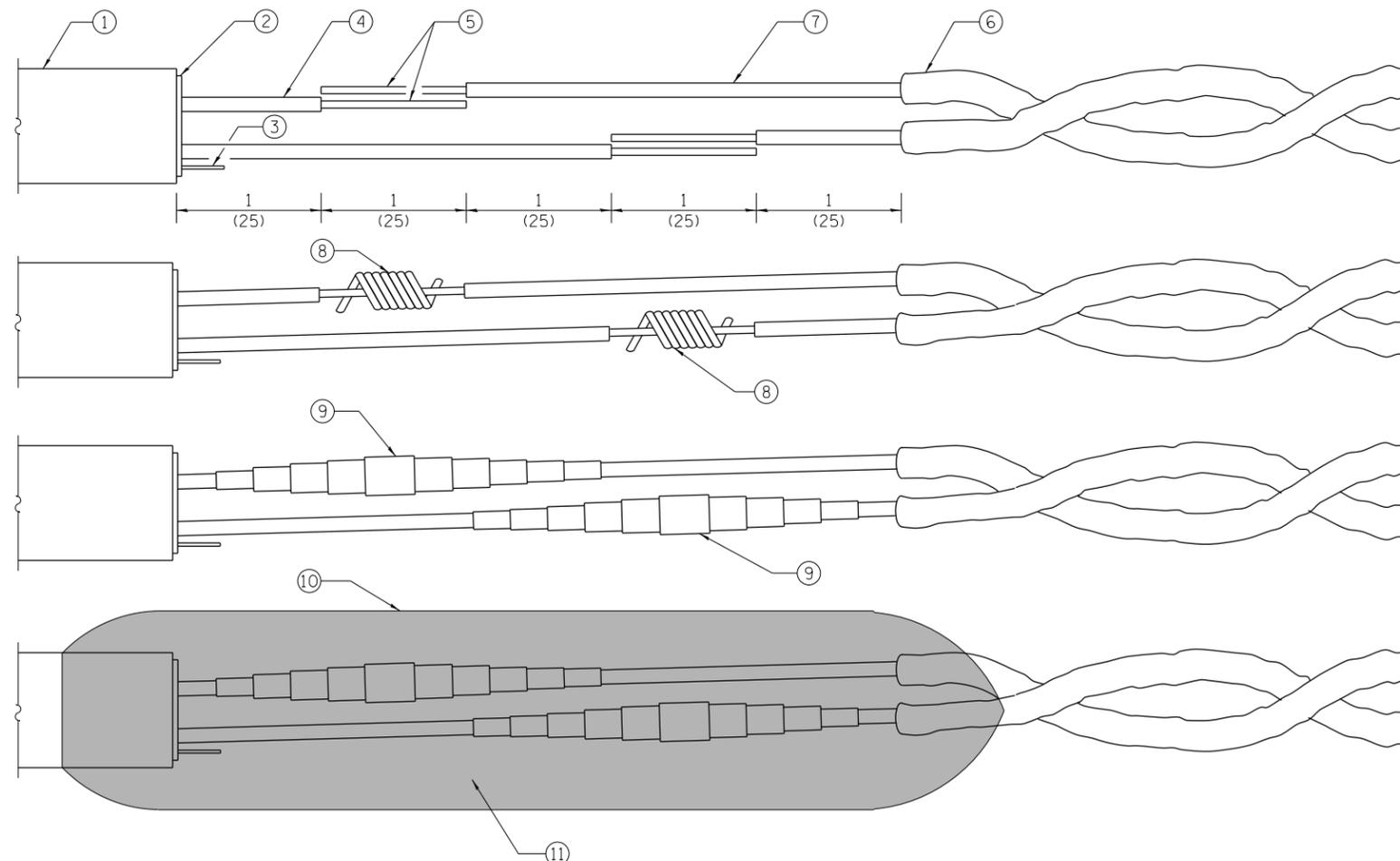
PLAN



SECTION A-A

NOTE
Loop wire shall follow saw cut to bottom, forming slack section at joint.

DETECTOR LOOP AT PAVEMENT JOINT OR PAVEMENT CRACK



LOOP WIRE AND LEAD-IN CABLE SPLICE

- ① = Lead-in cable (single pair or multipair)
- ② = Lead-in cable shield
- ③ = Lead-in cable shield drain-wire
- ④ = Lead-in cable insulated conductor
- ⑤ = Bare conductor
- ⑥ = Loop wire in tube
- ⑦ = Loop wire insulated conductor
- ⑧ = Twisted and resin soldered conductor
- ⑨ = Electrical tape insulated splice
- ⑩ = Rigid mold
- ⑪ = Waterproof and dielectric resin

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

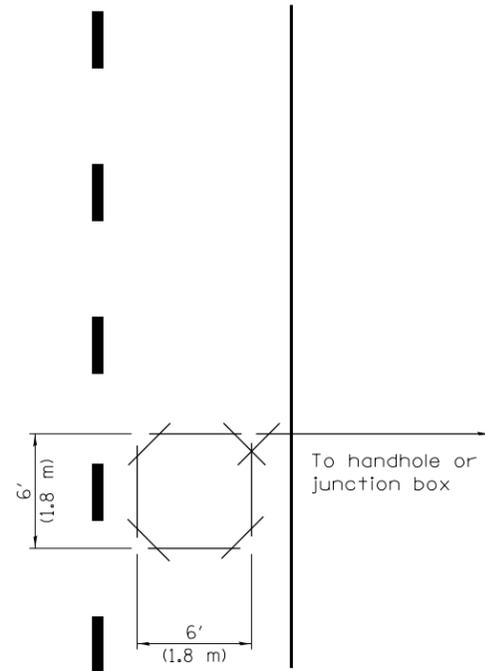
Illinois Department of Transportation
 APPROVED January 1, 2009
 ENGINEER OF OPERATIONS
 APPROVED January 1, 2009
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-02

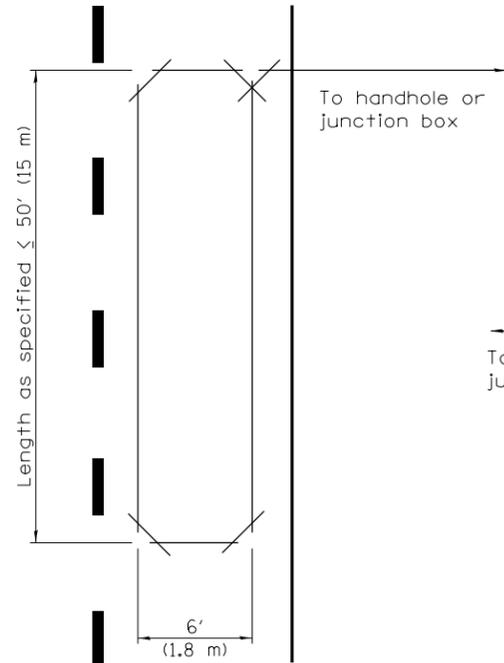
DATE	REVISIONS
1-1-09	Switched units to English (metric)
1-1-02	Renum. Standard 846001.

DETECTOR LOOP INSTALLATIONS

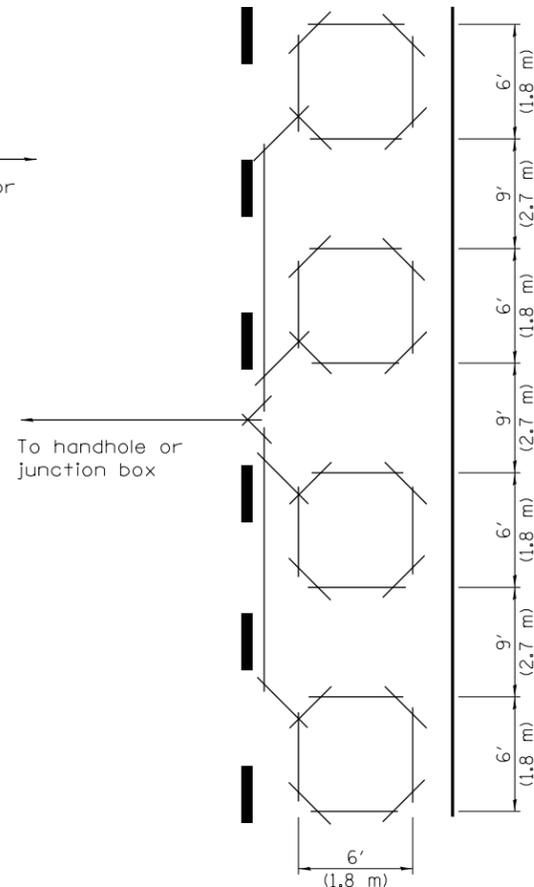
STANDARD 886001-01



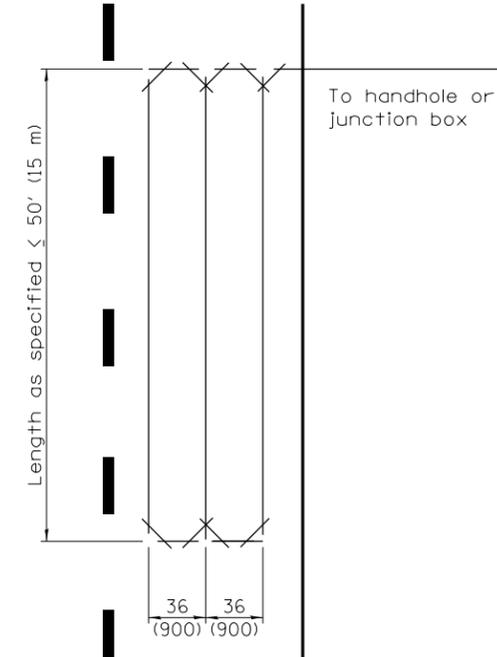
FOR POINT DETECTION
SHORT LOOP



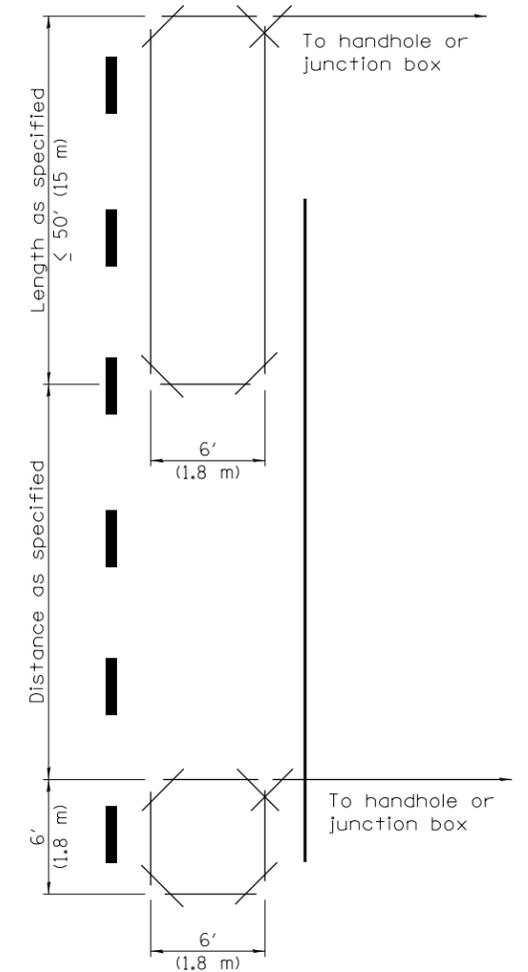
FOR PRESENCE DETECTION
LONG LOOP



FOR PRESENCE DETECTION
MULTIPLE LOOP IN SERIES

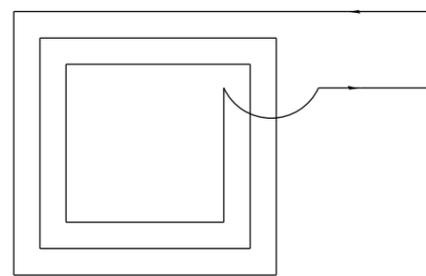


FOR PRESENCE DETECTION
QUADRUPOLE LOOP

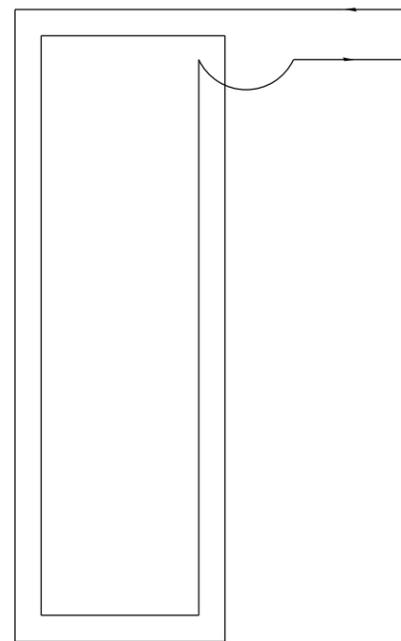


FOR EXTENDED-CALL DETECTION

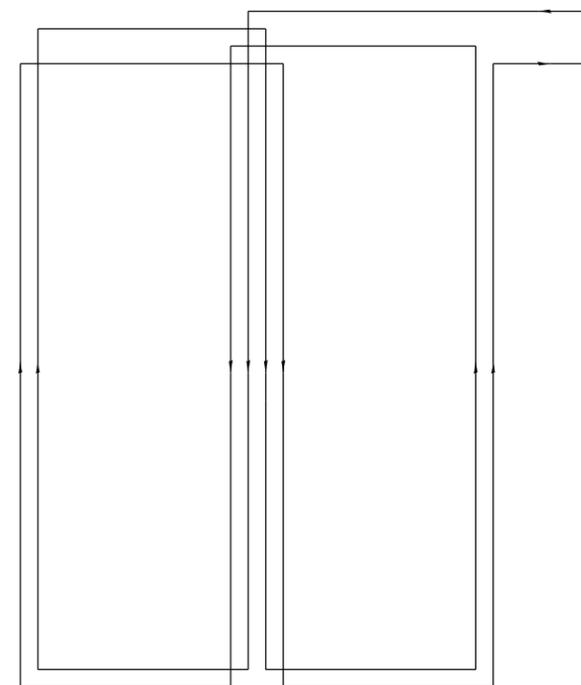
SLOT PLAN



SHORT LOOP



LONG LOOP



QUADRUPOLE LOOP

WIRING DIAGRAM

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

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF OPERATIONS

APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-02

DATE	REVISIONS
1-1-09	Switched units to English (metric)
1-1-02	Renum. Standard 846006.

**TYPICAL LAYOUTS
FOR DETECTION LOOPS**

STANDARD 886006-01