

1-18-13 LETTING ITEM 009

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	WILL	30	1
		ILLINOIS	CONTRACT NO. 60T89	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS
**PROPOSED
HIGHWAY PLANS**

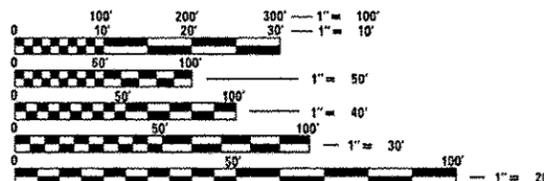
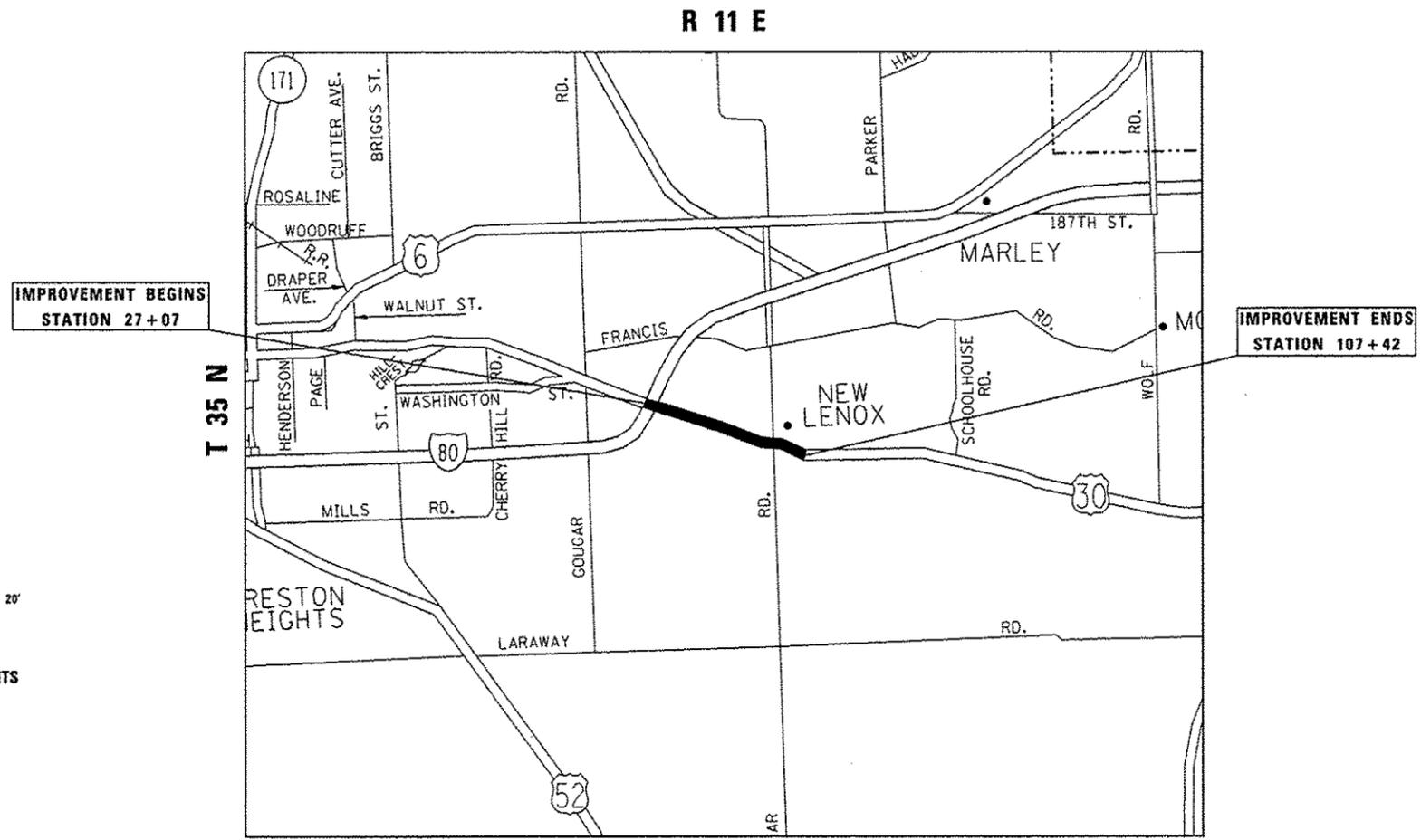
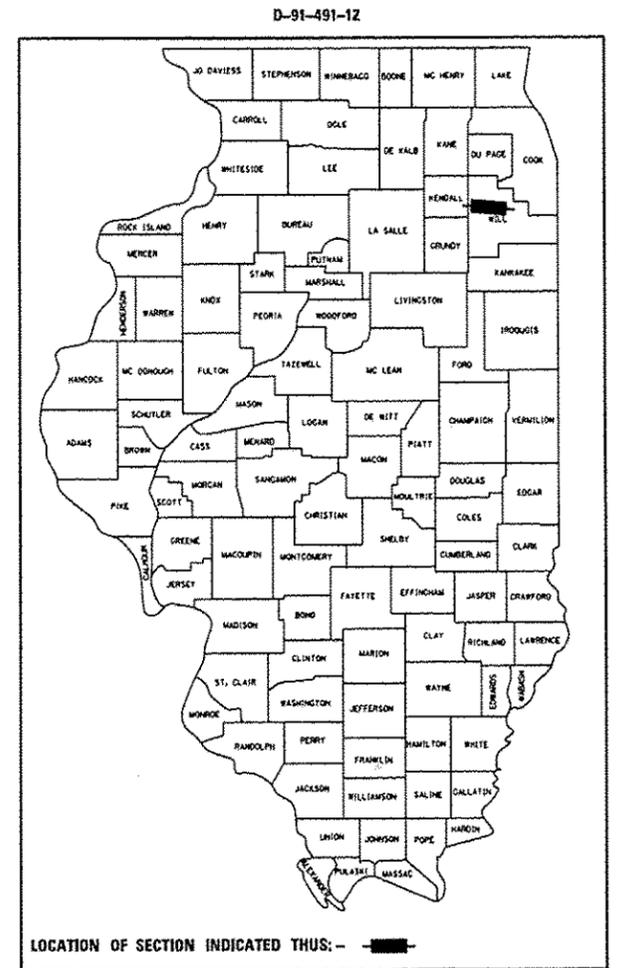
FAP ROUTE 353 /US 30 (LINCOLN HWY.)
180 TO CHURCH ST.
SECTION 13RS-7
RESURFACING
WILL COUNTY
C-91-491-12

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT IS LOCATED IN THE VILLAGE OF NEW LENOX

TRAFFIC DATA:

ADT = 17,400 - 26,500
POSTED SPEED = 35 - 40 MPH



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

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

PROJECT ENGINEER JENPAI CHANG 847-705-4432
PROJECT MANAGER KENG ENG 847-705-4247

CONTRACT NO. 60T89

NEW LENOX TOWNSHIP
GROSS LENGTH = 8,035 FT. = 1.52 MILE
NET LENGTH = 8,035 FT. = 1.52 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 29, 2012
John Fortmann
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Dec 7, 2012
John D. Baranzoli, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

Dec 7, 2012
William R. Frey, Jr.
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

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30	DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR RESURFACING (TS-07)

STATE STANDARDS

CODE	DESCRIPTION
000001 - 06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
482001 - 02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
635006 - 03	REFLECTOR AND TERMINAL MARKER PLACEMENT
701601 - 08	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602 - 06	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606 - 08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701 - 08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901 - 03	TRAFFIC CONTROL DEVICES

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF NEW LENNOX.

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

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

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

THE ENGINEER SHALL CONTACT CORY JUCIUS, ARTERIAL TRAFFIC OPERATIONS ENGINEER, AT (847)705-4411 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

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

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

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

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.

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

OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.

THE CONTRACTOR SHALL VERIFY THE EXISTING TYPE/HEIGHT OF EXISTING GUARDRAIL BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION SHALL MATCH THE HEIGHT OF THE EXISTING GUARDRAIL.

MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN THE EXISTING PAVEMENT MAY BE PLACED, SHAPED AND COMPACTED TO THE SATISFACTION OF THE ENGINEER ALONG EXISTING AGGREGATE SHOULDERS ADJACENT TO THE PAVEMENT. ALL MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN PAVEMENTS WITHOUT AGGREGATE SHOULDERS AND SURPLUS MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN PAVEMENTS WITH AGGREGATE SHOULDERS, WHERE ALL MATERIALS ARE NOT PLACED ALONG EXISTING AGGREGATE SHOULDERS, SHALL BE DISPOSED OF AS SPECIFIED IN ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. OLD SEALANTS REMOVED PRIOR TO ROUTING SHALL BE DISPOSED OF AS SPECIFIED IN ARTICLE 202.03. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CONSTRUCTION ITEMS INVOLVED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED."

FILE NAME =	USER NAME = rsoaf_j	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -			CONTRACT NO. 60T89					
Default	PLOT DATE = 10/29/2012	DATE -	REVISED -			ILLINOIS NON-FED. AID PROJECT					
						SCALE:	SHEET 1	OF 1	SHEETS	STA. TO STA.	

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005						CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	14	14						44201777	CLASS D PATCHES, TYPE II, 11 INCH	SO YD	100	100					
25200110	SODDING, SALT TOLERANT	SO YD	14	14						44201781	CLASS D PATCHES, TYPE III, 11 INCH	SO YD	100	100					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	43	43						44201823	CLASS D PATCHES, TYPE I, 15 INCH	SO YD	150	150					
40600300	AGGREGATE (PRIME COAT)	TON	217	217						44201827	CLASS D PATCHES, TYPE II, 15 INCH	SO YD	150	150					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	82	82						44201831	CLASS D PATCHES, TYPE III, 15 INCH	SO YD	150	150					
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2214	2214						48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	61	61					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2						56109210	WATER VALVES TO BE ADJUSTED	EACH	10	10					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	230	230						60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	3	3					
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	5353	5353						60262700	INLETS TO BE RECONSTRUCTED	EACH	3	3					
42001300	PROTECTIVE COAT	SO YD	15	15						* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1					
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SO YD	344	344						67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	54100	54100						67100100	MOBILIZATION	L SUM	1	1					
44201773	CLASS D PATCHES, TYPE I, 11 INCH	SO YD	100	100						70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
										70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1					

URBAN
100%
STATE

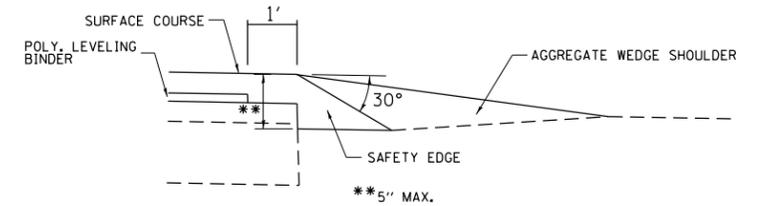
URBAN
100%
STATE

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	URBAN 100% STATE TOTAL QUANTITIES	0005				CODE NO	ITEM	UNIT	URBAN 100% STATE TOTAL QUANTITIES	0005					
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1				* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1524	1524					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	442	442					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2260	2260				* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	738	738					
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	890	890				78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	664	664					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	24457	24457				* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	2357	2357					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3028	3028				X2020110	GRADING AND SHAPING SHOULDERS	UNIT	30	30					
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	276	276				X5537900	STORM SEWERS TO BE CLEANED 15"	FOOT	150	150					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1524	1524				X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	40	40					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	442	442				X6333500	TRAFFIC BARRIER TERMINAL REMOVAL	EACH	1	1					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	890	890				Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	50	50					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	24457	24457				Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	30	30					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3028	3028				Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	301.4	301.4					
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	276	276				Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1					
									* SPECIALTY ITEMS								

LEGEND

- ① EXISTING P.C.C. PAVEMENT, 9" AND VARIES
- ② EXISTING H.M.A. PAVEMENT, 13" AND VARIES
- ③ EXISTING SUB-BASE GRANULAR MATERIAL, 6"
- ④ EXISTING COMBINATION CONCRETE CURB AND GUTTER TY. B-6.24
- ⑤ EXISTING COMBINATION CONCRETE CURB AND GUTTER TY. B-6.12
- ⑥ EXISTING CONCRETE MEDIAN SURFACE
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ EXISTING HOT-MIX ASPHALT SHOULDER
- ⑨ EXISTING P.C.C. SIDEWALK, 5"
- ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑪ PROPOSED HOT-MIX SURFACE AFTER MILLING, 1 1/2" AND GREATER
- * ⑫ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ⑬ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"
- ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑮ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑯ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"

*LOCATIONS TO BE DETERMINED BY THE ENGINEER

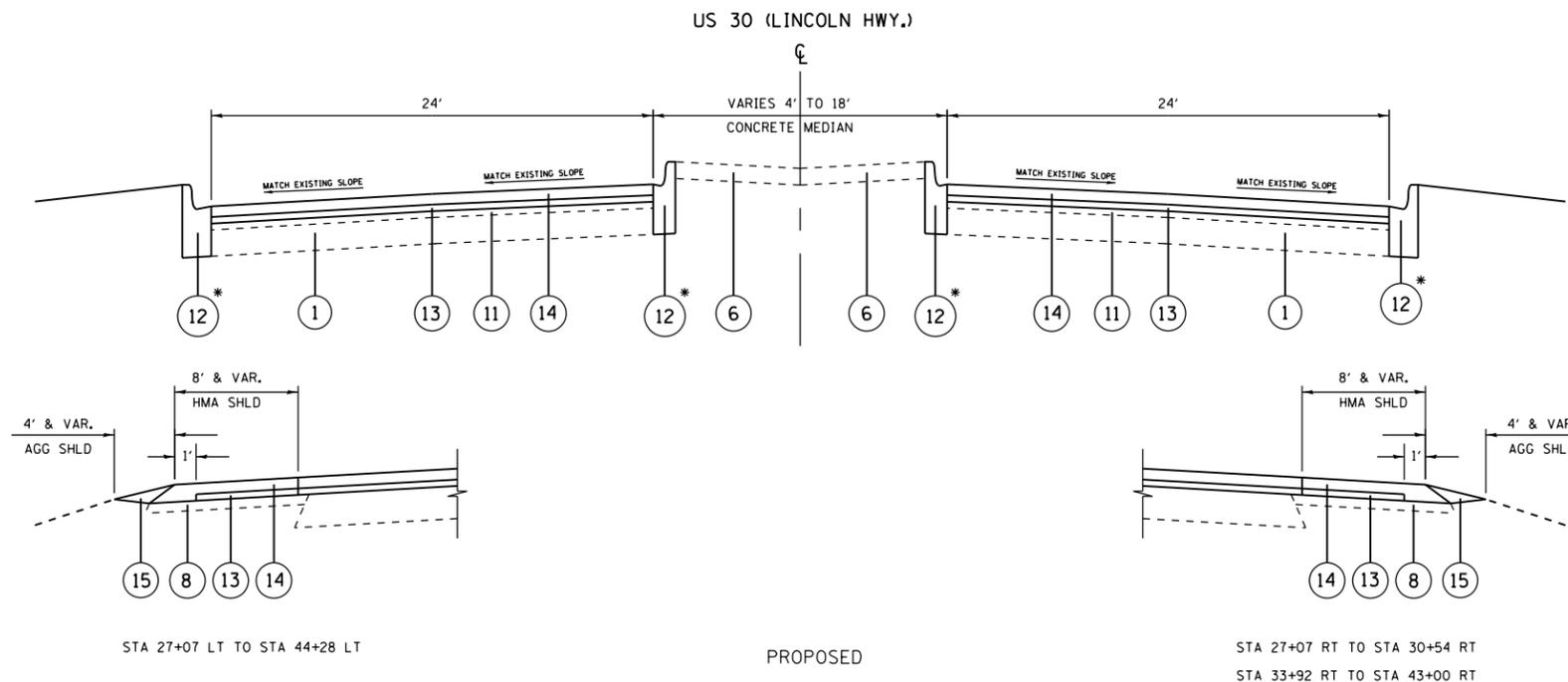
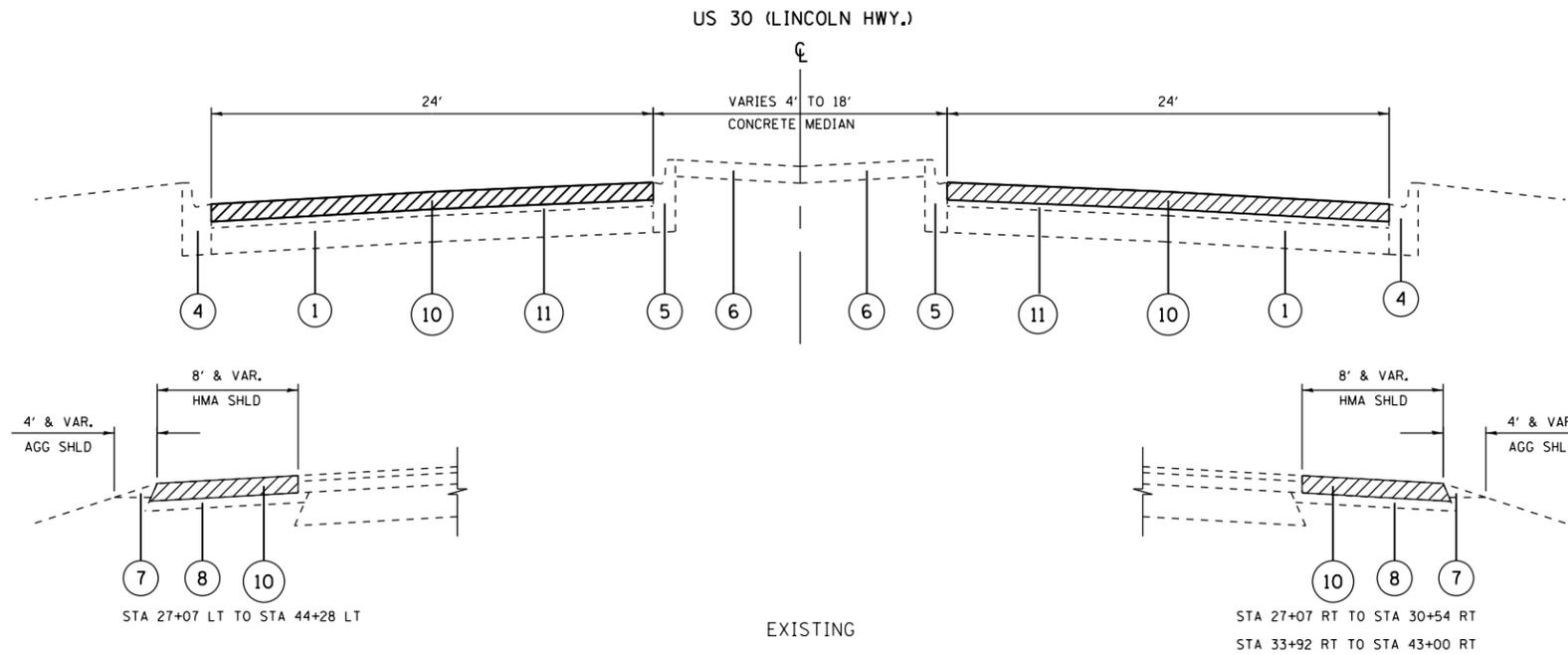


SAFETY EDGE DETAIL

CONTRACTOR SHALL MILL FIRST BEFORE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
OPERATION	MIXTURE TYPE	AIR VOIDS @Ndes
ROADWAY	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, IL 9.5 mm	4% @ 90 Gyr.
	POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50	3.5% @ 50 Gyr.
PATCHES	CLASS D PATCH (HMA BINDER IL-19 mm)	4% @ 70 Gyr.

- NOTES: 1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 Lbs/SqYd-in
 2. "THE AC TYPE FOR POLYMERIZED HMA MIXTURES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS"
 3. FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS



STA 27+07 TO STA 44+22

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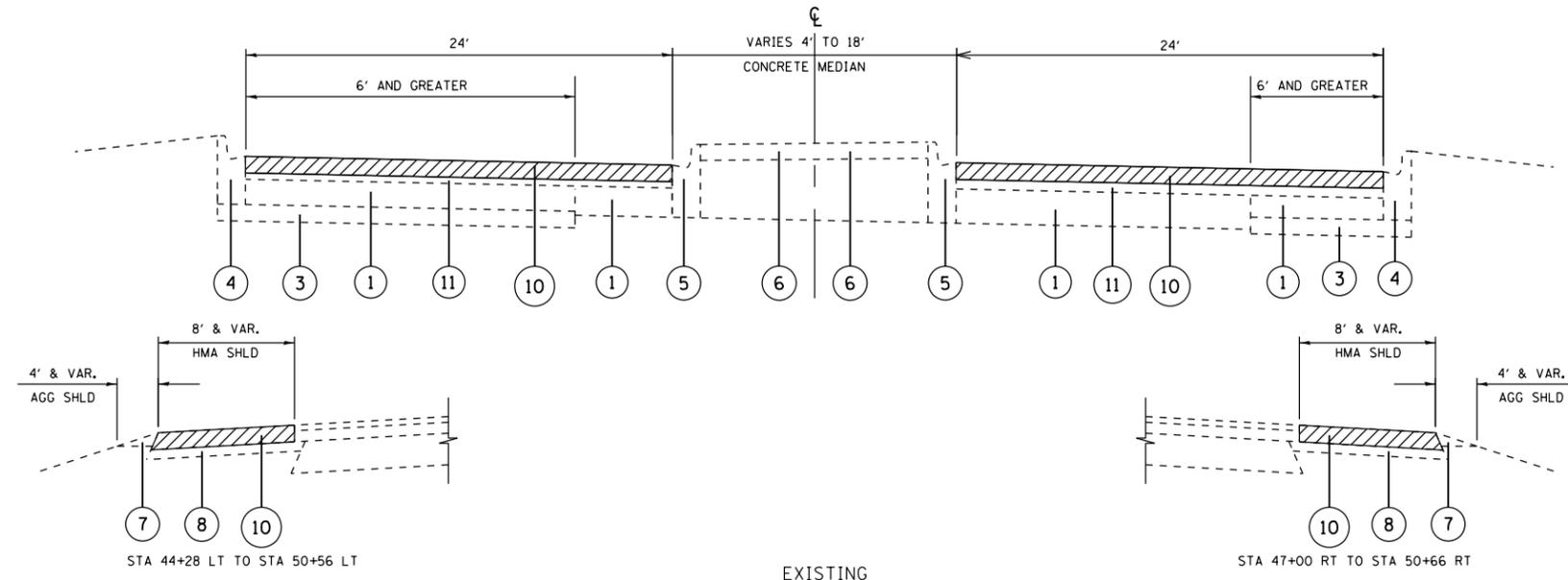
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION - US 30

SCALE: SHEET 1 OF 5 SHEETS STA. 27+07 TO STA. 44+22

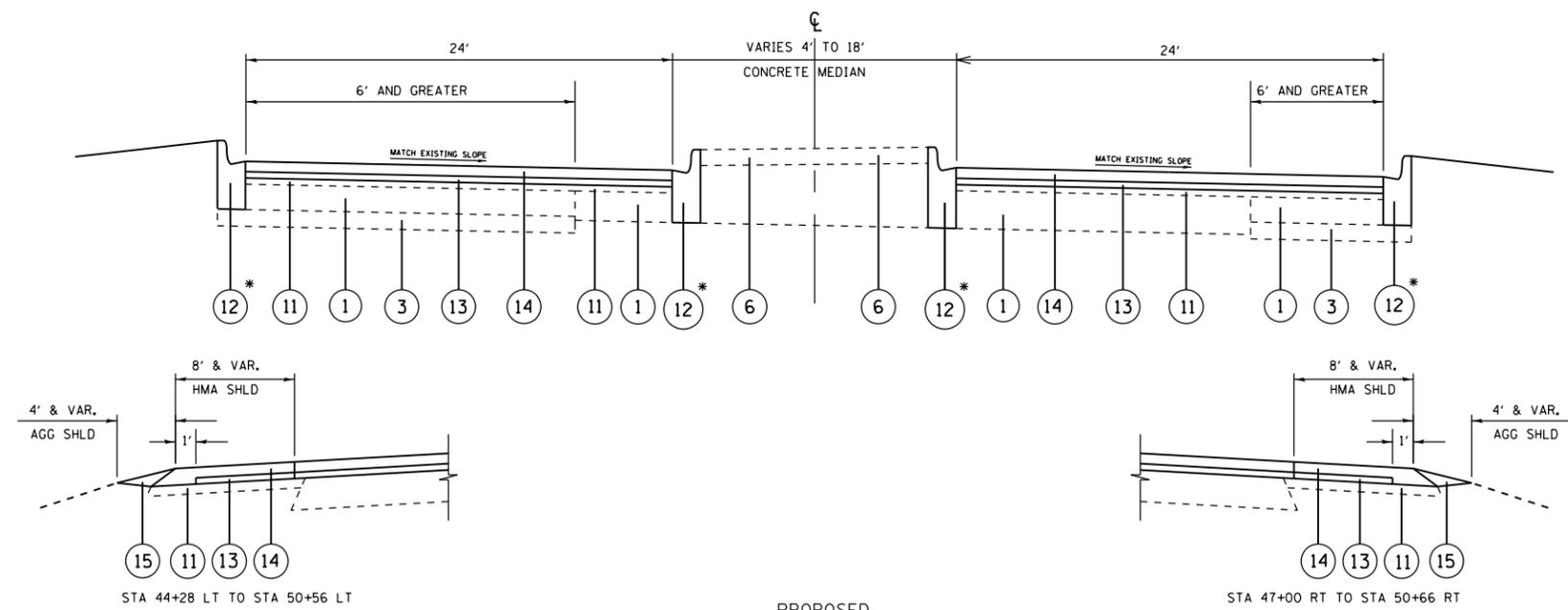
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	COOK	30	5
CONTRACT NO. 60T89				
ILLINOIS NON FED. AID PROJECT				

US 30 (LINCOLN HWY.)



EXISTING

US 30 (LINCOLN HWY.)

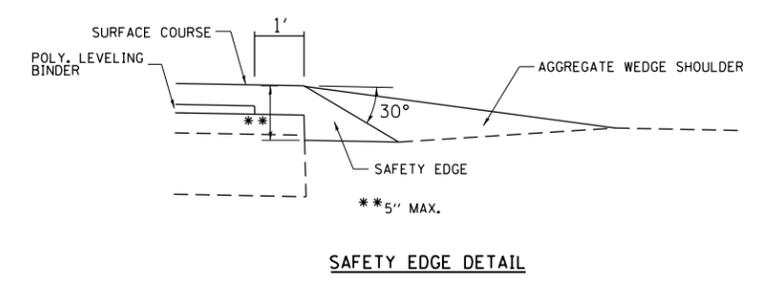


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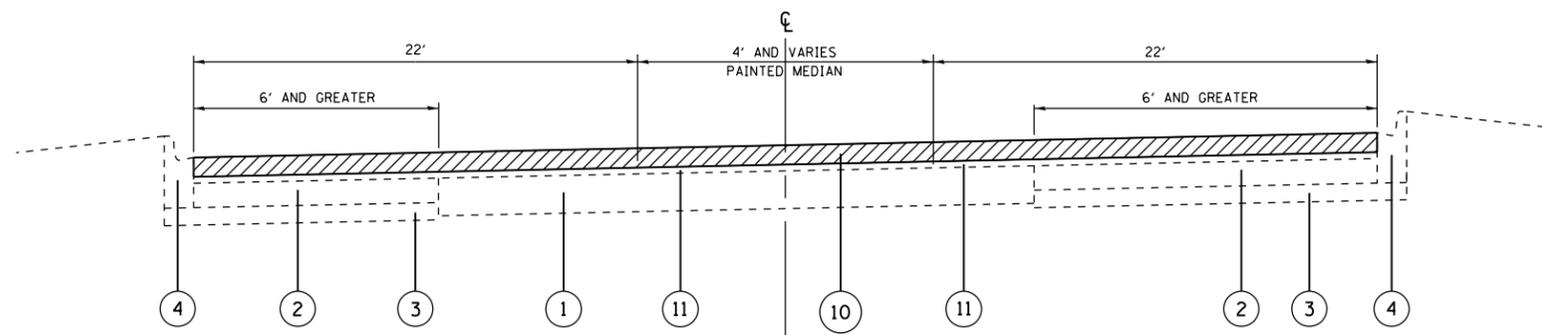
STA 44+22 TO STA 51+46

LEGEND

- ① EXISTING P.C.C. PAVEMENT, 9" AND VARIES
 - ② EXISTING H.M.A. PAVEMENT, 13" AND VARIES
 - ③ EXISTING SUB-BASE GRANULAR MATERIAL, 6"
 - ④ EXISTING COMBINATION CONCRETE CURB AND GUTTER TY. B-6.24
 - ⑤ EXISTING COMBINATION CONCRETE CURB AND GUTTER TY. B-6.12
 - ⑥ EXISTING CONCRETE MEDIAN SURFACE
 - ⑦ EXISTING AGGREGATE SHOULDER
 - ⑧ EXISTING HOT-MIX ASPHALT SHOULDER
 - ⑨ EXISTING P.C.C. SIDEWALK, 5"
 - ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
 - ⑪ PROPOSED HOT-MIX SURFACE AFTER MILLING, 1 1/2" AND GREATER
 - *⑫ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
 - ⑬ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"
 - ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
 - ⑮ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
 - ⑯ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"
- *LOCATIONS TO BE DETERMINED BY THE ENGINEER

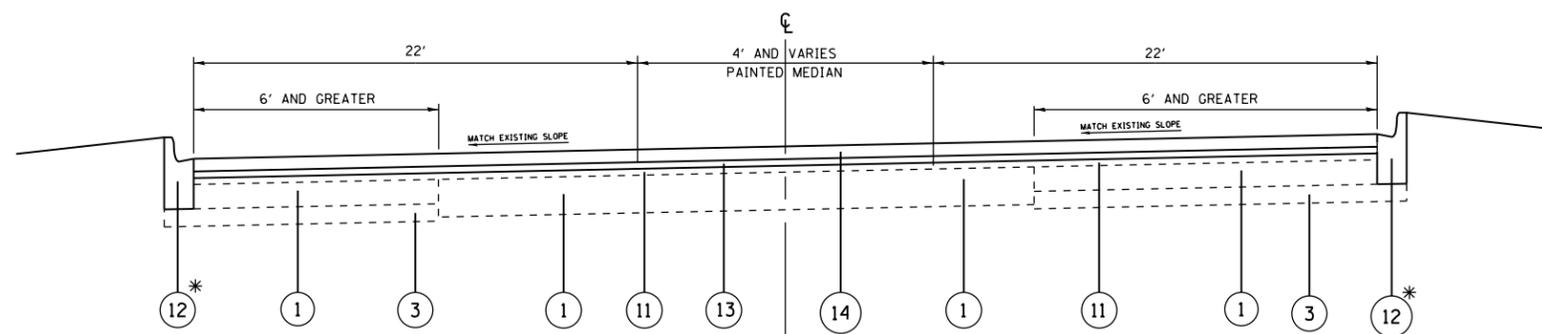


US 30 (LINCOLN HWY.)



EXISTING

US 30 (LINCOLN HWY.)



PROPOSED

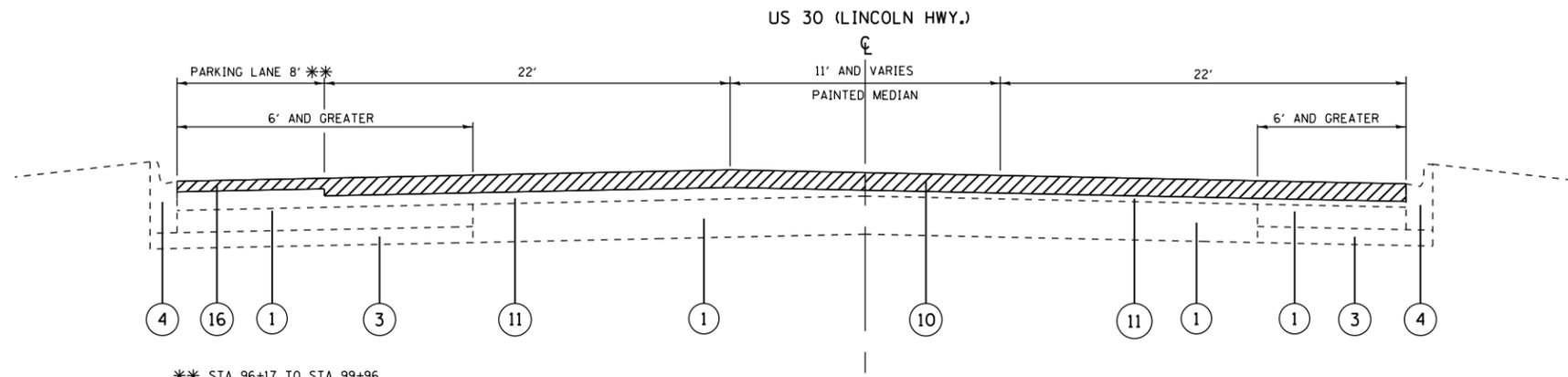
STA 85+56 TO STA 93+93

LEGEND

- ① EXISTING P.C.C. PAVEMENT, 9" AND VARIES
- ② EXISTING H.M.A. PAVEMENT, 13" AND VARIES
- ③ EXISTING SUB-BASE GRANULAR MATERIAL, 6"
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- ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
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- ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑮ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑯ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"

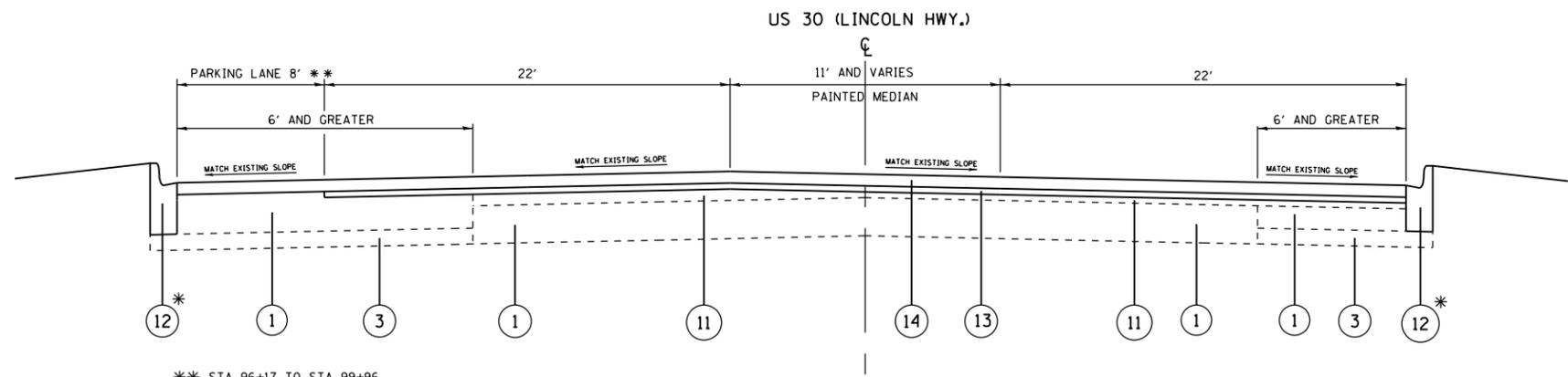
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FILE NAME =	USER NAME = r1osfj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION - US 30			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Plot Scale = 100.0000' / in.	DRAWN -	REVISED -					353	13RS-7	COOK	30	8
	PLOT DATE = 10/30/2012	CHECKED -	REVISED -		SCALE: SHEET 4 OF 5 SHEETS STA. 85+56 TO STA. 93+93			CONTRACT NO. 60T89				
		DATE -	REVISED -		ILLINOIS NON FED. AID PROJECT							



** STA 96+17 TO STA 99+96

EXISTING



** STA 96+17 TO STA 99+96

PROPOSED

STA 58+28 TO STA 85+56
 STA 93+93 TO STA 98+85
 STA 104+08 TO STA 107+42

LEGEND

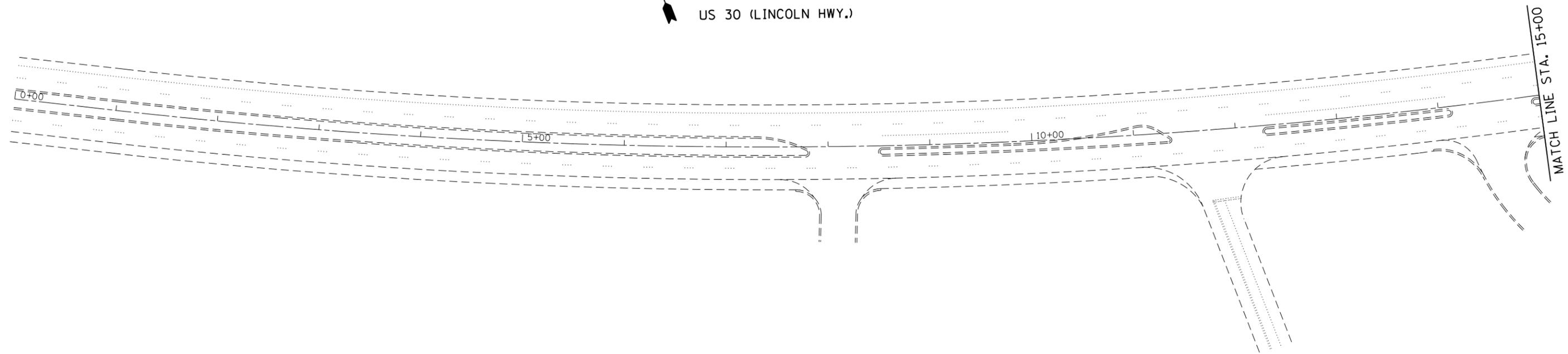
- ① EXISTING P.C.C. PAVEMENT, 9" AND VARIES
- ② EXISTING H.M.A. PAVEMENT, 13" AND VARIES
- ③ EXISTING SUB-BASE GRANULAR MATERIAL, 6"
- ④ EXISTING COMBINATION CONCRETE CURB AND GUTTER TY. B-6.24
- ⑤ EXISTING COMBINATION CONCRETE CURB AND GUTTER TY. B-6.12
- ⑥ EXISTING CONCRETE MEDIAN SURFACE
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ EXISTING HOT-MIX ASPHALT SHOULDER
- ⑨ EXISTING P.C.C. SIDEWALK, 5"
- ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑪ PROPOSED HOT-MIX SURFACE AFTER MILLING, 1 1/2" AND GREATER
- * ⑫ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ⑬ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"
- ⑭ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑮ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑯ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"

*LOCATIONS TO BE DETERMINED BY THE ENGINEER

FILE NAME = c:\pwwork\pwwork\rosfj\d0310554\0149112-sh-t-plan.dgn	USER NAME = riosfj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION - US 30			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1".	DRAWN -	REVISED -					353	13RS-7	COOK	30	9
Default	PLOT DATE = 10/30/2012	CHECKED -	REVISED -	SCALE: SHEET 5 OF 5 SHEETS STA. TO STA.			CONTRACT NO. 60T89					
							ILLINOIS NON FED. AID PROJECT					



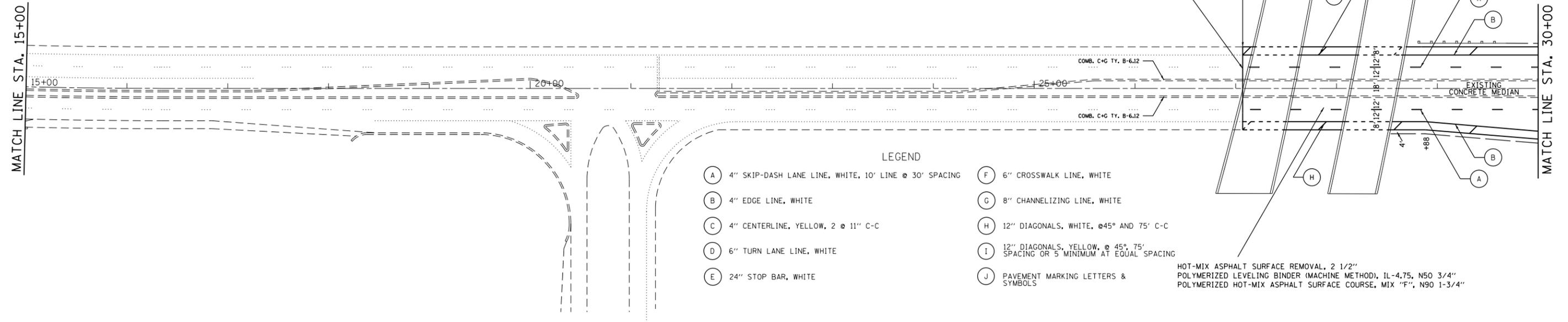
US 30 (LINCOLN HWY.)



US 30 (LINCOLN HWY.)

IMPROVEMENT BEGINS AT STATION 27+07

I-80



- LEGEND**
- (A) 4" SKIP-DASH LANE LINE, WHITE, 10' LINE @ 30' SPACING
 - (B) 4" EDGE LINE, WHITE
 - (C) 4" CENTERLINE, YELLOW, 2 @ 11" C-C
 - (D) 6" TURN LANE LINE, WHITE
 - (E) 24" STOP BAR, WHITE
 - (F) 6" CROSSWALK LINE, WHITE
 - (G) 8" CHANNELIZING LINE, WHITE
 - (H) 12" DIAGONALS, WHITE, @ 45° AND 75° C-C
 - (I) 12" DIAGONALS, YELLOW, @ 45°, 75° SPACING OR 5' MINIMUM AT EQUAL SPACING
 - (J) PAVEMENT MARKING LETTERS & SYMBOLS

HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 3/4"
 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 1-3/4"

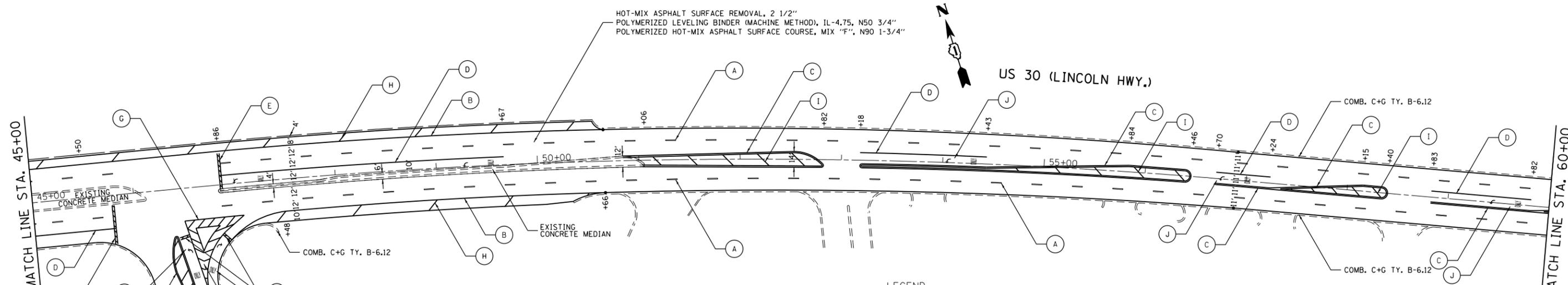
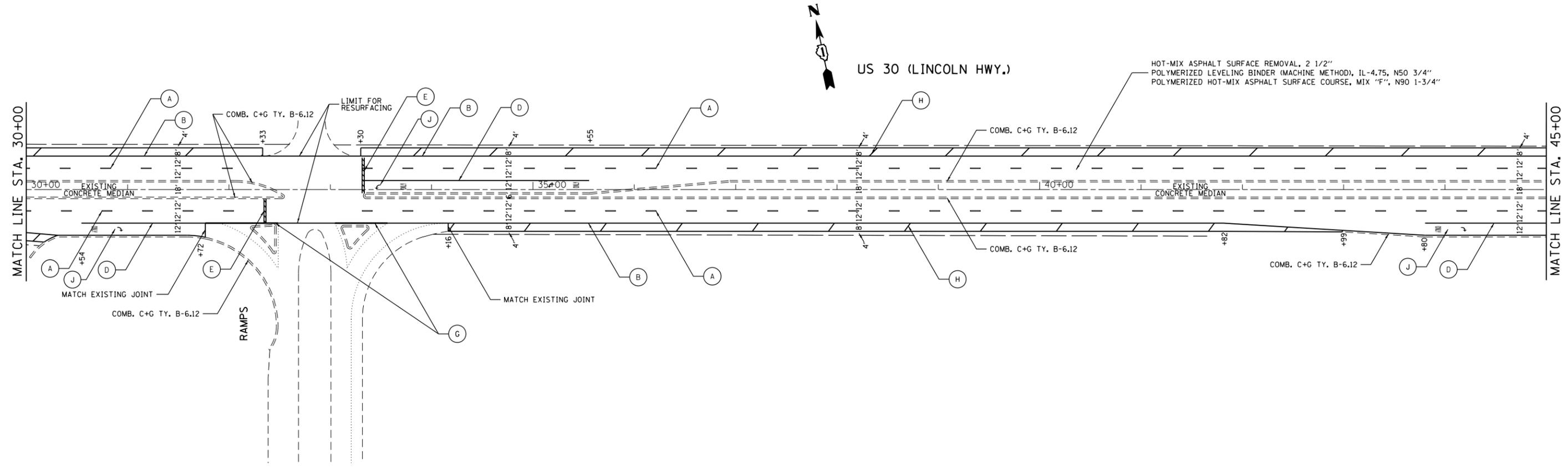
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ROADWAY AND PAVEMENT MARKINGS PLAN

SCALE: SHEET 1 OF 4 SHEETS STA. 27+07 TO STA. 30+00

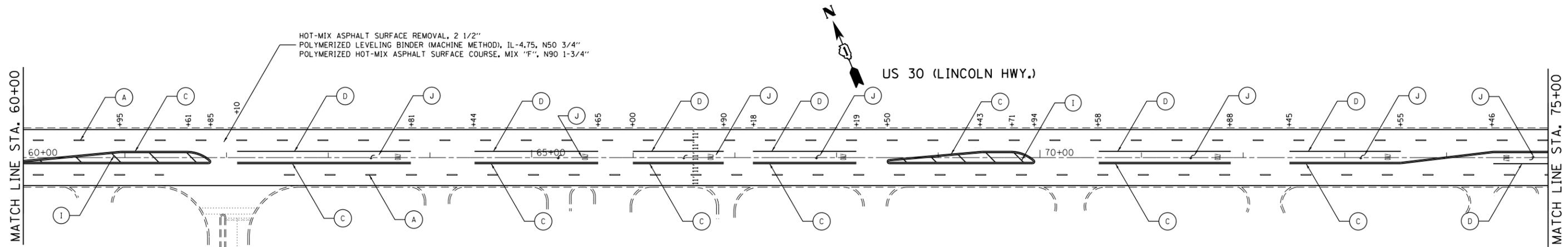
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	WILL	30	10
CONTRACT NO. 60T89				
ILLINOIS NON FED. AID PROJECT				



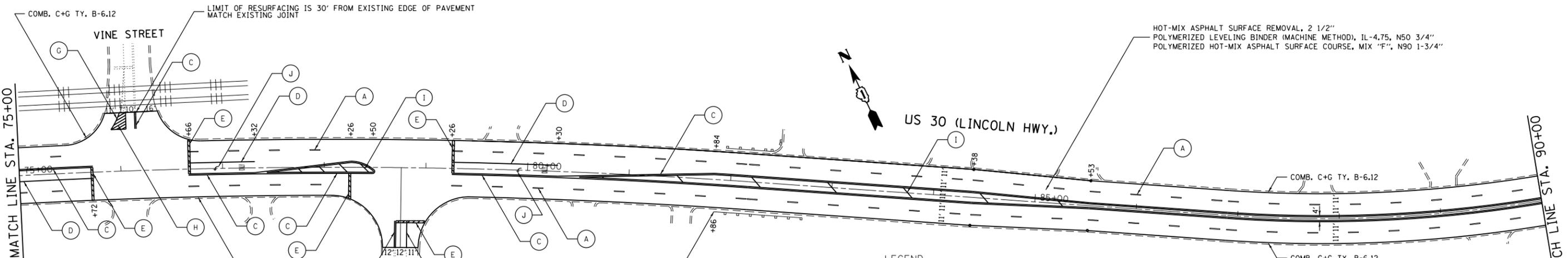
- LEGEND**
- (A) 4" SKIP-DASH LANE LINE, WHITE, 10' LINE @ 30' SPACING
 - (B) 4" EDGE LINE, WHITE
 - (C) 4" CENTERLINE, YELLOW, 2 @ 11" C-C
 - (D) 6" TURN LANE LINE, WHITE
 - (E) 24" STOP BAR, WHITE
 - (F) 6" CROSSWALK LINE, WHITE
 - (G) 8" CHANNELIZING LINE, WHITE
 - (H) 12" DIAGONALS, WHITE, @45° AND 75° C-C
 - (I) 12" DIAGONALS, YELLOW, @ 45°, 75° SPACING OR 5' MINIMUM AT EQUAL SPACING
 - (J) PAVEMENT MARKING LETTERS & SYMBOLS

NOTE: RESURFACING LIMITS ON SIDE STREETS ARE TO RADIUS OF RETURN UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\p\dot\rosf\j\d0310554\0149112-sh-t-plan.dgn	USER NAME = r1osfj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKINGS PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1" /	CHECKED -	REVISED -			353	13RS-7	WILL	30	11
Default	PLOT DATE = 10/29/2012	DATE -	REVISED -	SCALE: SHEET 2 OF 4 SHEETS STA. 30+00 TO STA. 60+00		CONTRACT NO. 60789 ILLINOIS NON FED. AID PROJECT				



VETERANS PKWY.



VINE STREET

- LEGEND
- (A) 4" SKIP-DASH LANE LINE, WHITE, 10' LINE @ 30' SPACING
 - (B) 4" EDGE LINE, WHITE
 - (C) 4" CENTERLINE, YELLOW, 2 @ 11" C-C
 - (D) 6" TURN LANE LINE, WHITE
 - (E) 24" STOP BAR, WHITE
 - (F) 6" CROSSWALK LINE, WHITE
 - (G) 8" CHANNELIZING LINE, WHITE
 - (H) 12" DIAGONALS, WHITE, @ 45° AND 75° C-C
 - (I) 12" DIAGONALS, YELLOW, @ 45°, 75° SPACING OR 5' MINIMUM AT EQUAL SPACING
 - (J) PAVEMENT MARKING LETTERS & SYMBOLS

NOTE: RESURFACING LIMITS ON SIDE STREETS ARE TO RADIUS OF RETURN UNLESS OTHERWISE SHOWN

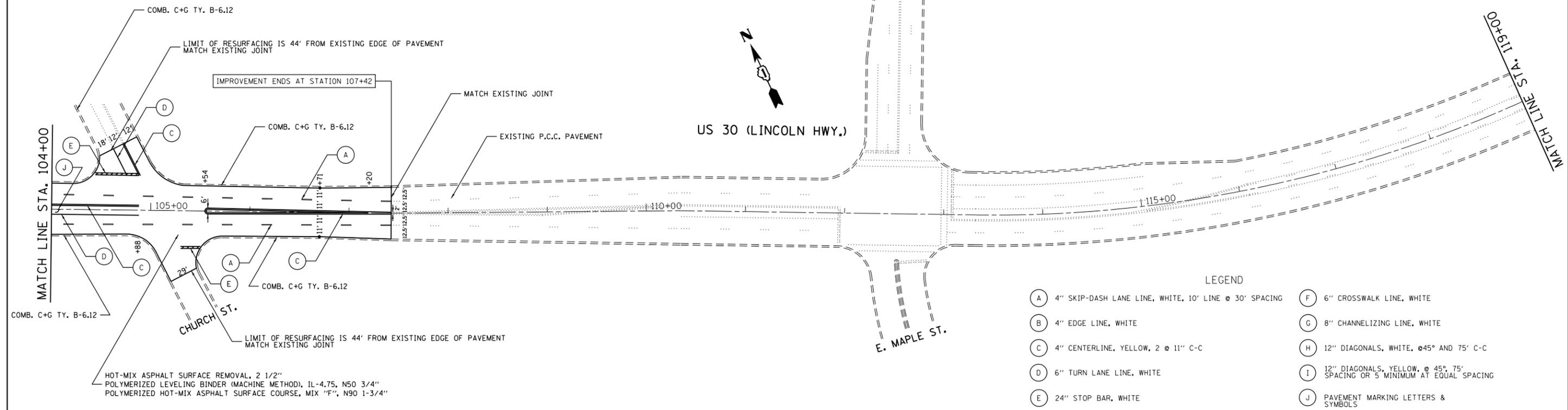
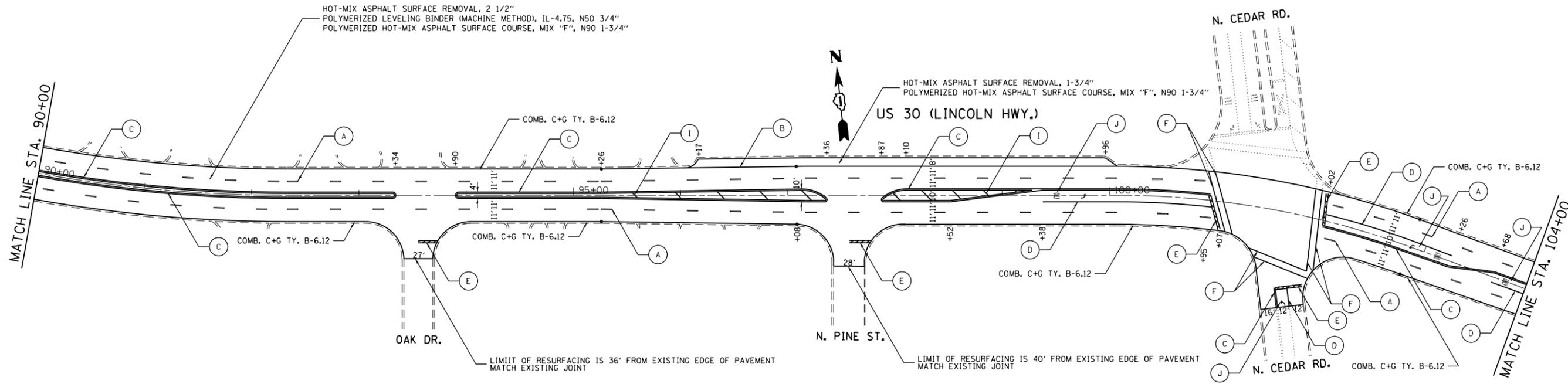
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	PLOT DATE = 10/29/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY AND PAVEMENT MARKINGS PLAN

SCALE: SHEET 3 OF 4 SHEETS STA. 60+00 TO STA. 90+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	WILL	30	12
CONTRACT NO. 60T89				
ILLINOIS NON FED. AID PROJECT				



LEGEND

(A) 4" SKIP-DASH LANE LINE, WHITE, 10' LINE @ 30' SPACING	(F) 6" CROSSWALK LINE, WHITE
(B) 4" EDGE LINE, WHITE	(G) 8" CHANNELIZING LINE, WHITE
(C) 4" CENTERLINE, YELLOW, 2 @ 11" C-C	(H) 12" DIAGONALS, WHITE, @ 45° AND 75° C-C
(D) 6" TURN LANE LINE, WHITE	(I) 12" DIAGONALS, YELLOW, @ 45°, 75° SPACING OR 5' MINIMUM AT EQUAL SPACING
(E) 24" STOP BAR, WHITE	(J) PAVEMENT MARKING LETTERS & SYMBOLS

NOTE: RESURFACING LIMITS ON SIDE STREETS ARE TO RADIUS OF RETURN UNLESS OTHERWISE SHOWN

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY AND PAVEMENT MARKINGS PLAN

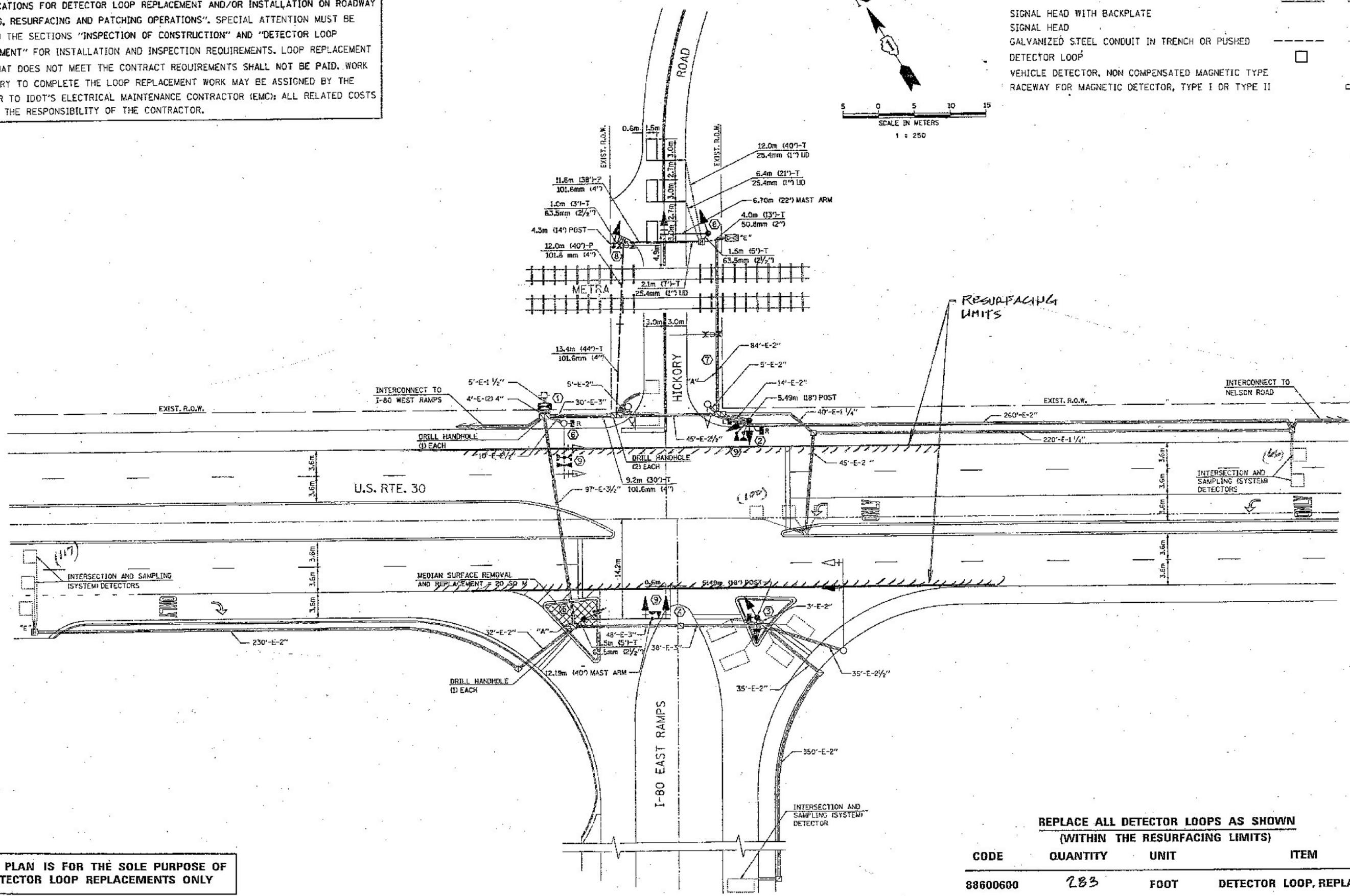
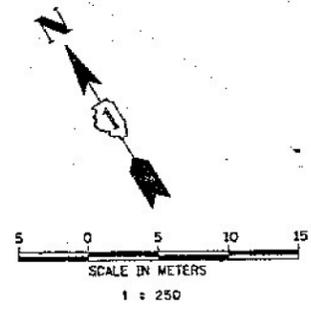
SCALE: SHEET 4 OF 4 SHEETS STA. 90+00 TO STA. 107+42

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	WILL	30	13
CONTRACT NO. 60T89				
ILLINOIS NON FED. AID PROJECT				

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
88600600	283	FOOT	DETECTOR LOOP REPLACEMENT

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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/10/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT
U.S. 30 AT I-80 EAST RAMP**

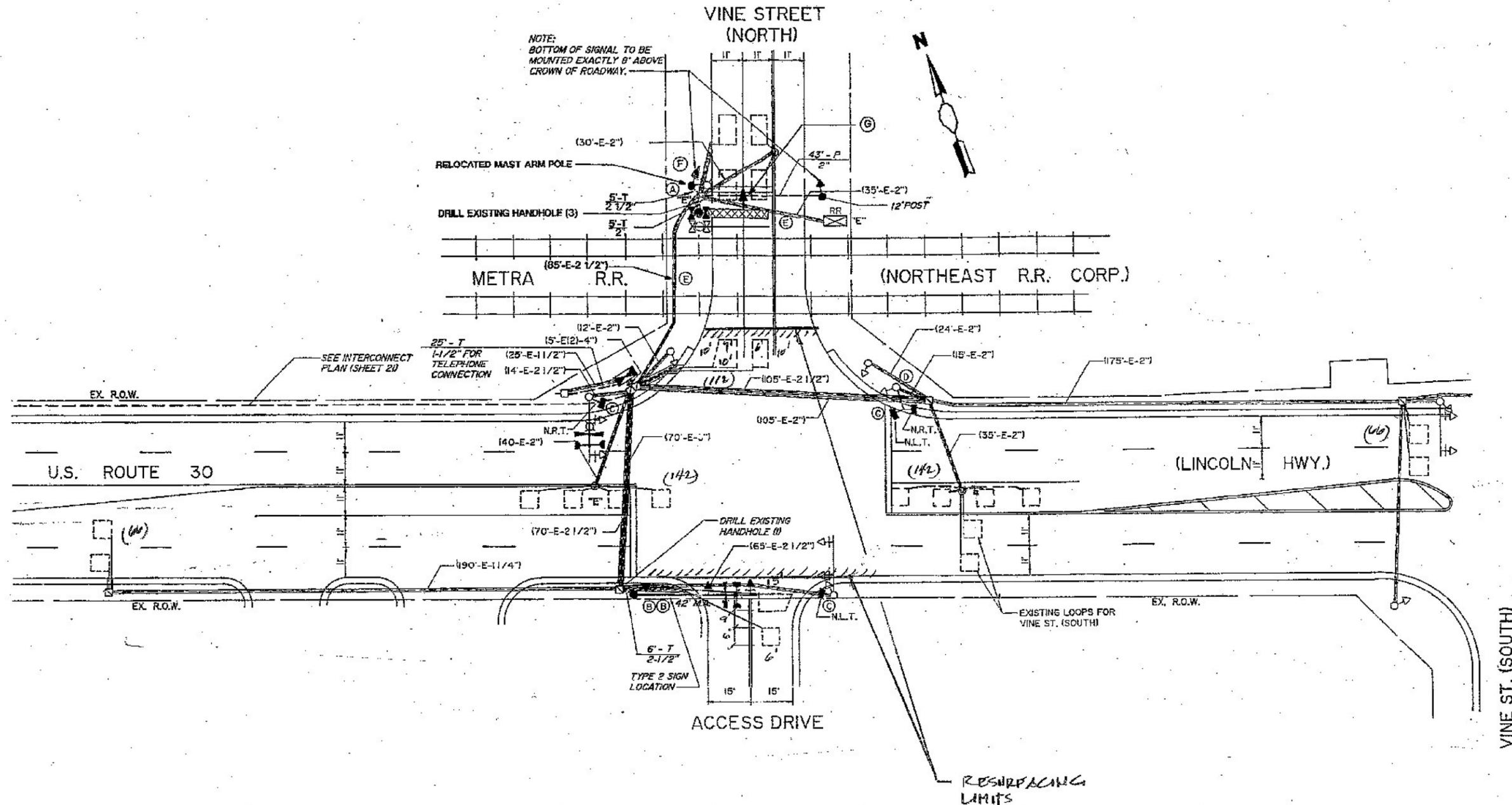
SCALE: SHEET 1 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	WILL	30	14
CONTRACT NO. 60T89				
ILLINOIS NON FED. AID PROJECT				

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	
SIGNAL HEAD	
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	
DETECTOR LOOP	
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	



THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

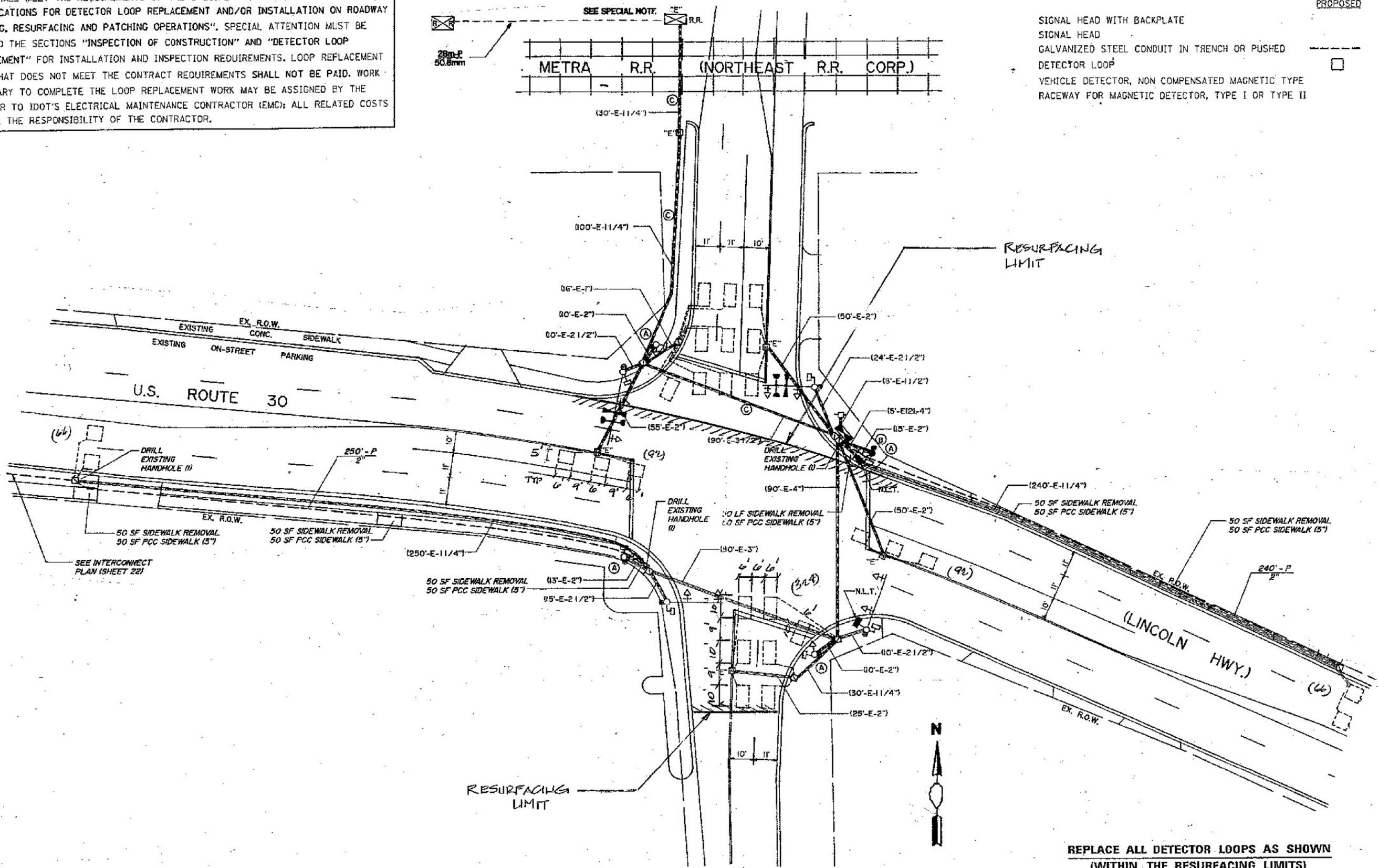
REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
88600600	528	FOOT	DETECTOR LOOP, REPLACEMENT

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
88600600	640	FOOT	DETECTOR LOOP, REPLACEMENT

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	PLOT DATE = 10/10/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT
U.S. 30 AT VINE STREET (SOUTH)**

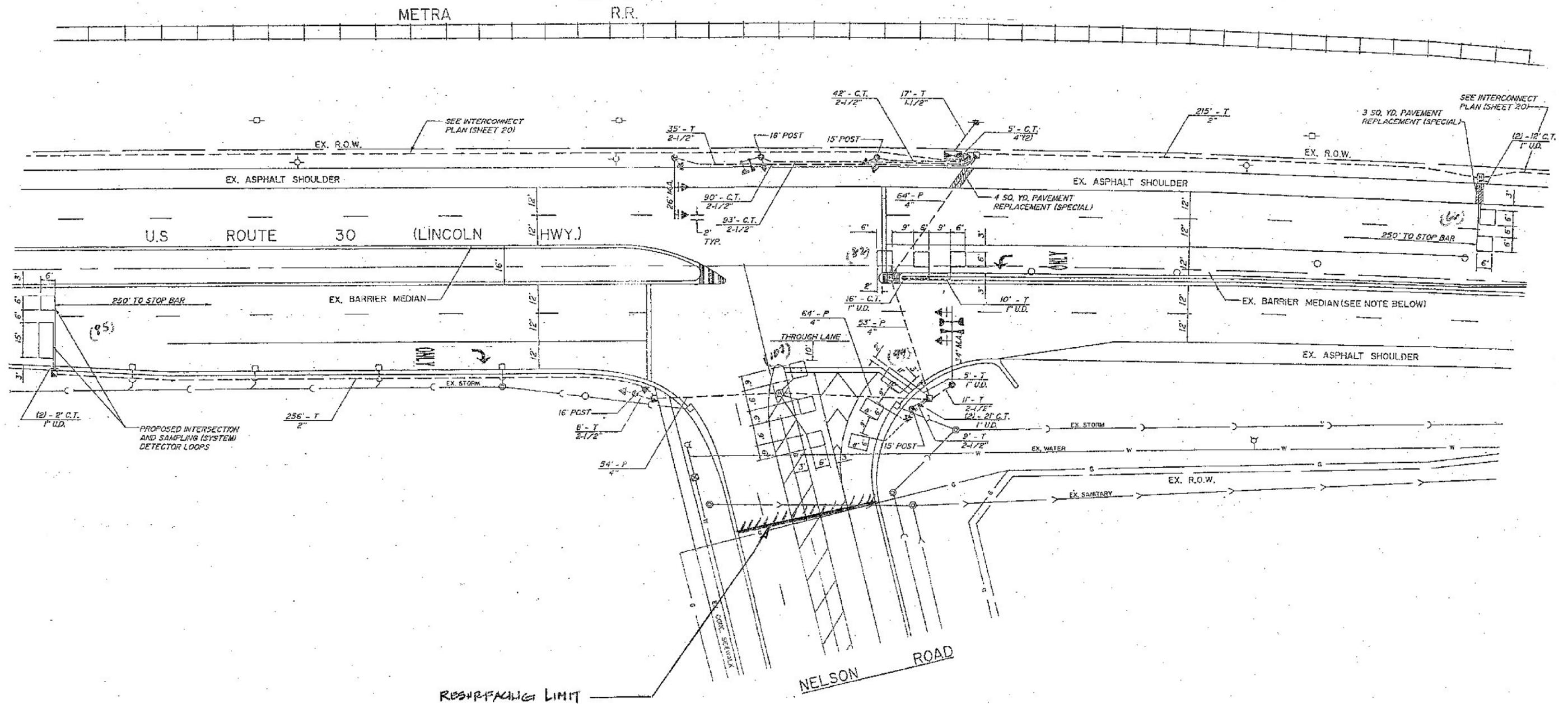
SCALE: SHEET 4 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	WILL	30	17
CONTRACT NO. 60T89				
ILLINOIS NON FED. AID PROJECT				

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



**THIS PLAN IS FOR THE SOLE PURPOSE OF
DETECTOR LOOP REPLACEMENTS ONLY**

**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
88600600	449	FOOT	DETECTOR LOOP, REPLACEMENT

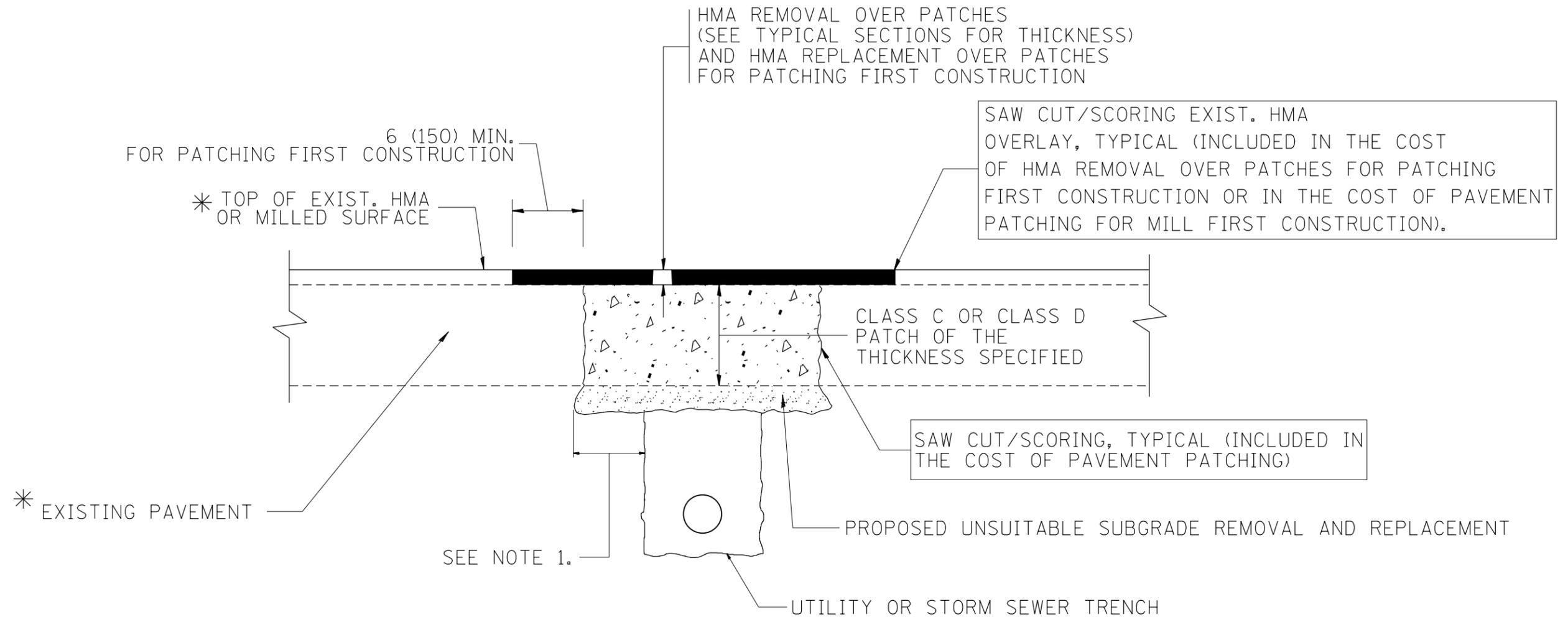
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/10/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT
U.S. 30 AT CEDAR ROAD**

SCALE: SHEET 5 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	WILL	30	18
			CONTRACT NO. 60T89	
ILLINOIS NON FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME =	USER NAME = r10sfj	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
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	PLOT DATE = 10/10/2012	DATE - 10-25-94	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	COOK	30	20
BD400-04 (BD-22)			CONTRACT NO. 60T89	
FED. ROAD DIST. NO. 1 ILLINOIS/NON - FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

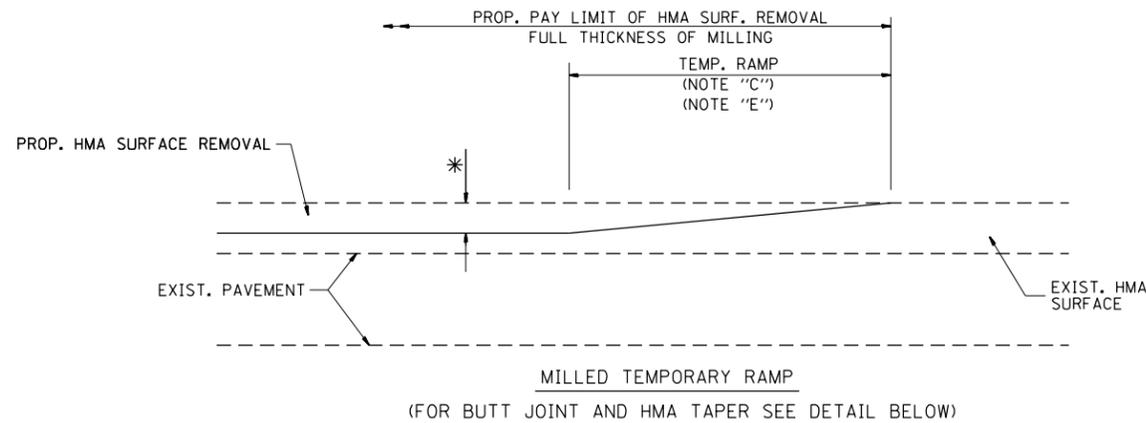
BASIS OF PAYMENT:

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

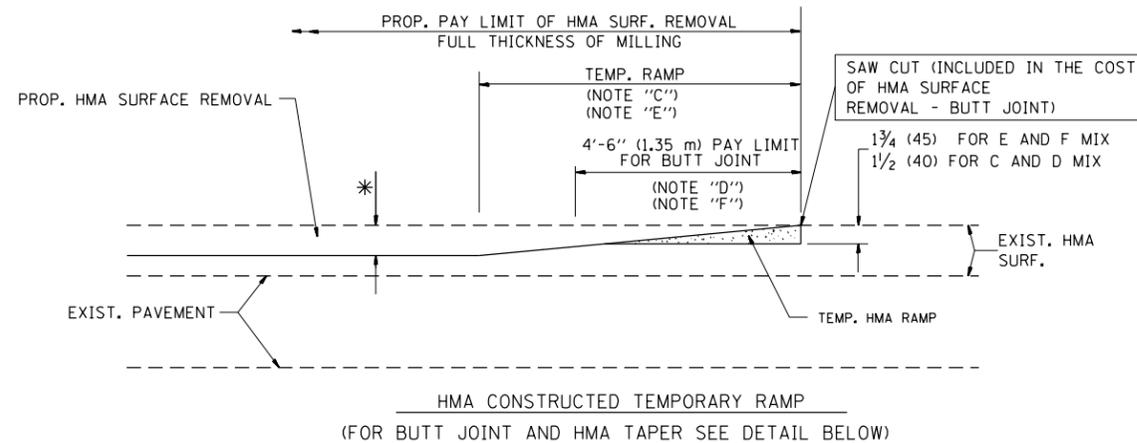
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = r10sfj	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p10sfj\d0310554\DistStd.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97					353	13RS-7	COOK	30	21
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED - M. GOMEZ 01-22-01					BD600-06 (BD-24)		CONTRACT NO. 60T89		
PLOT DATE = 10/10/2012		DATE - 03-11-94	REVISED - R. BORO 12-15-09					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS NON - FED. AID PROJECT	

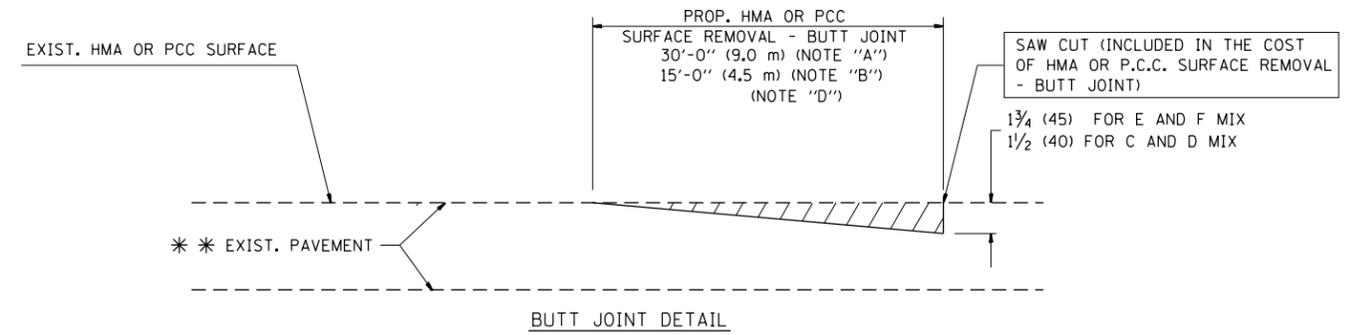


OPTION 1

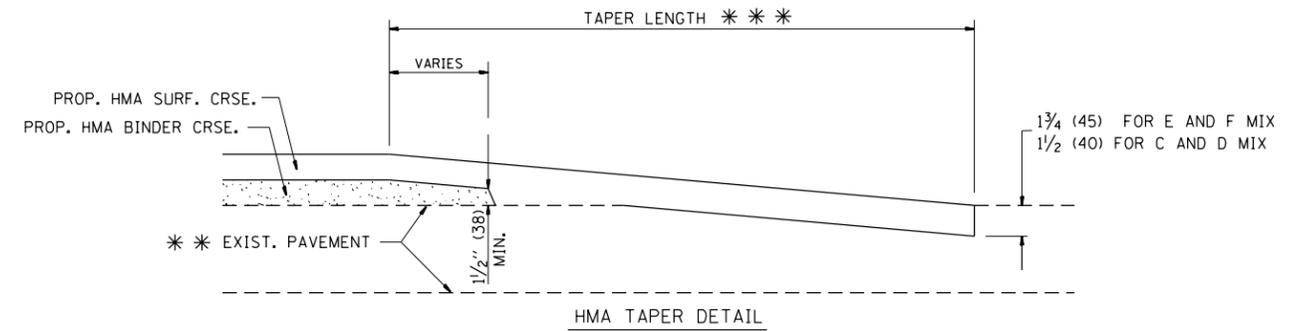


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

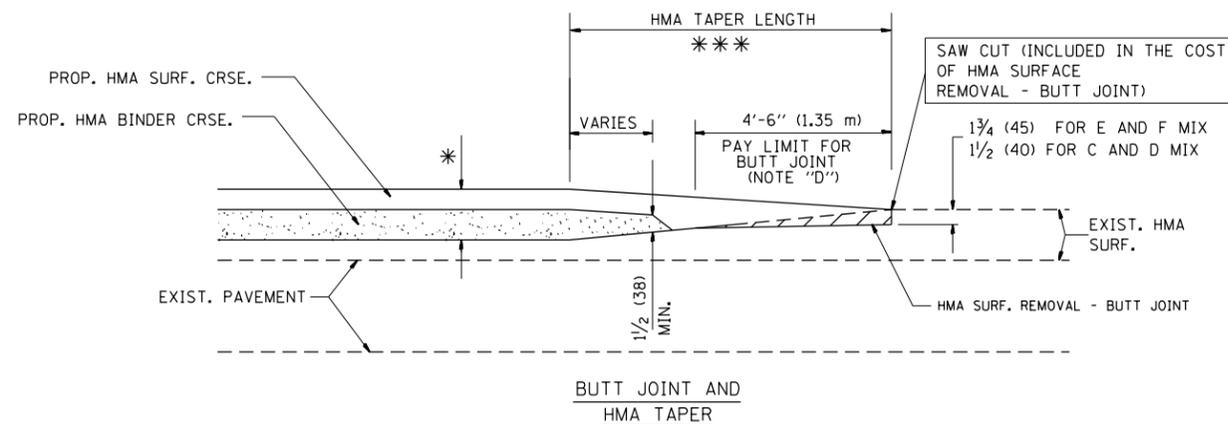
NOTES

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

BASIS OF PAYMENT:

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

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



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

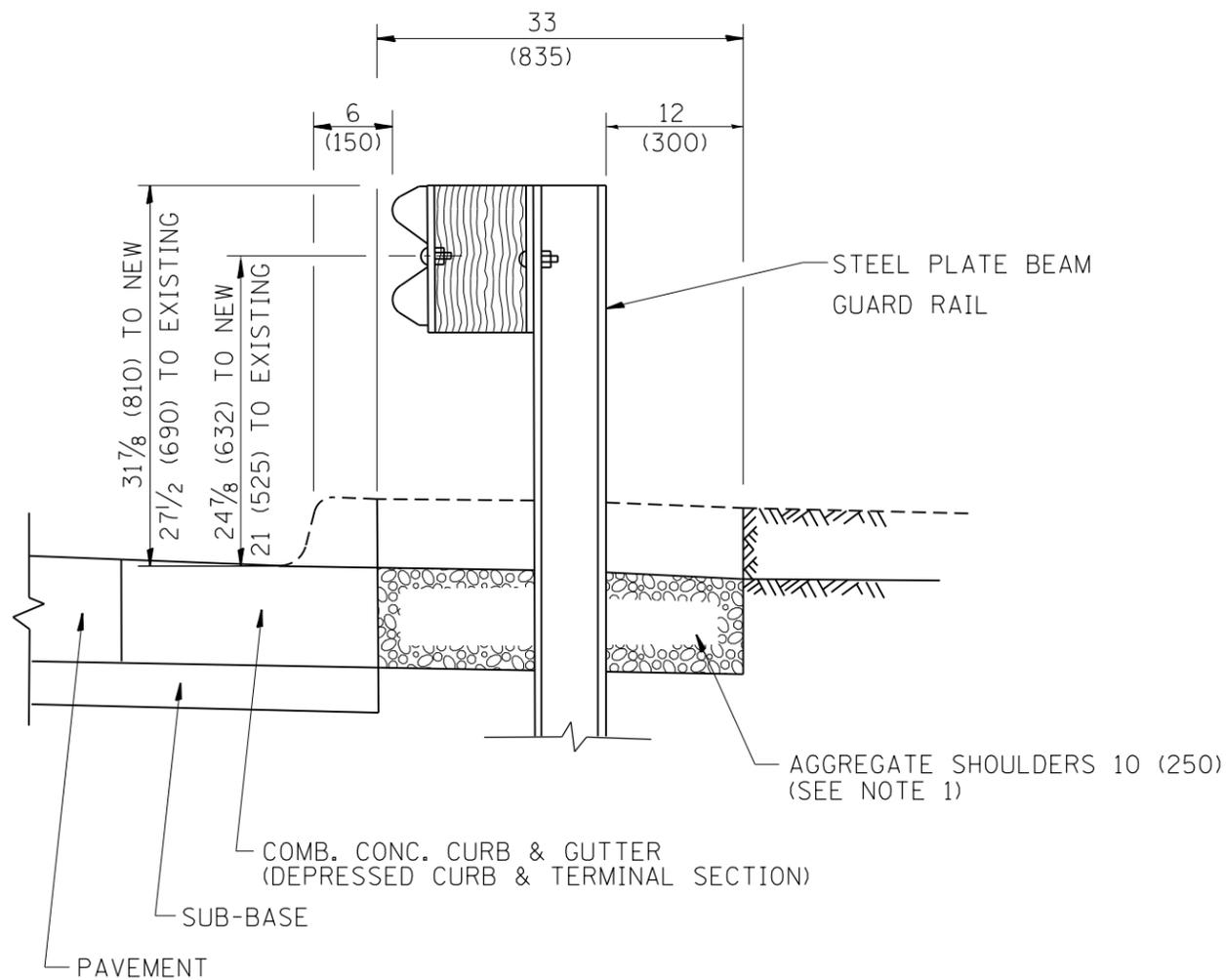
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et:\pw\work\p1dot\rosfj\d0310554\DistStd.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 10/10/2012	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

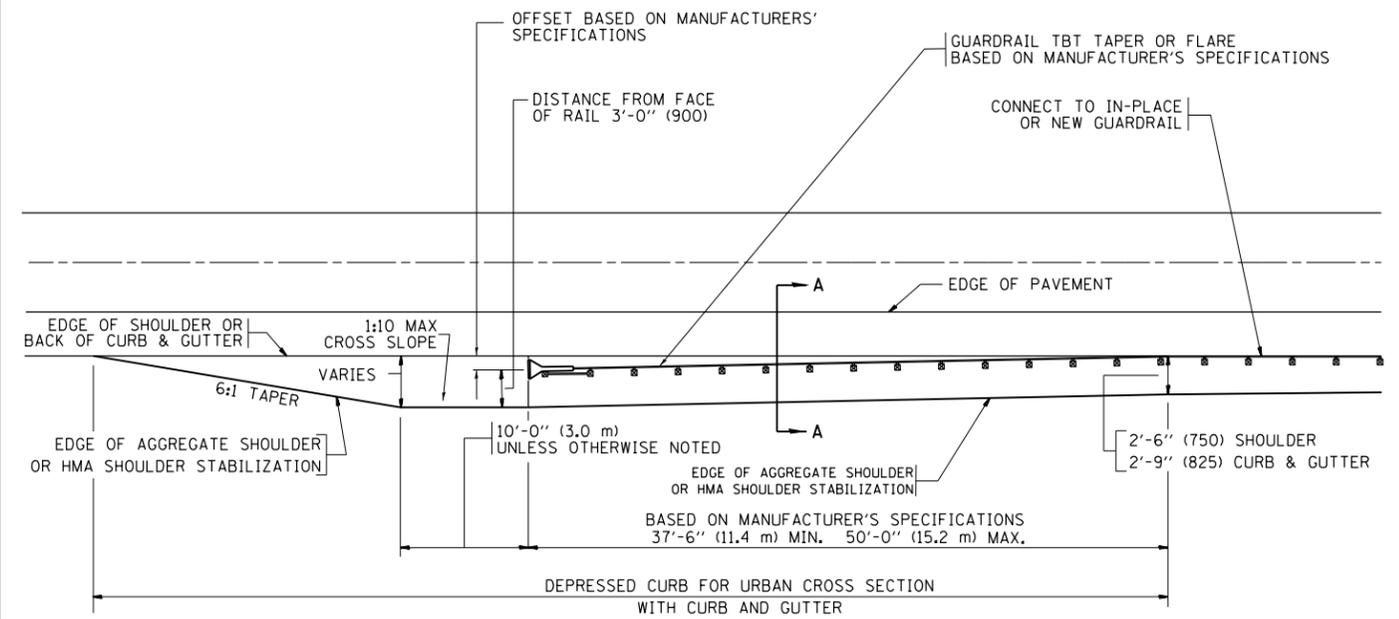
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	COOK	30	22
BD400-05 BD32		CONTRACT NO. 60T89		
FED. ROAD DIST. NO. 1 ILLINOIS NON - FED. AID PROJECT				



SECTION A-A

- NOTES:
1. THE AGGREGATE SHOULDER, 10" OR HMA SHOULDER, 6" (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
 2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
 3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

**DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]**



**DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDERS 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

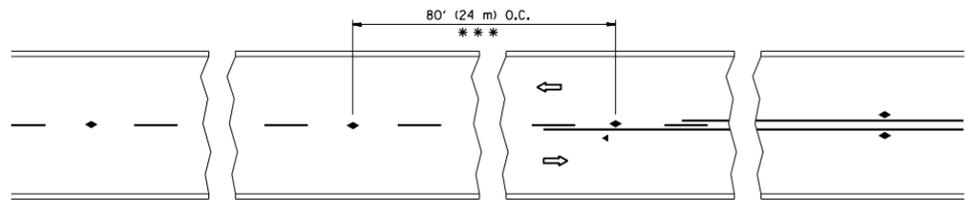
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et:\pw\work\p1dot\r10sfj\d0310554\DistStd.dgn		DRAWN -	REVISED - R. BORO 01-01-07
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	PLOT DATE = 10/10/2012	DATE - 09-22-90	REVISED - R. BORO 09-14-2009

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR DEPRESSED CURB & GUTTER AND
SHOULDER TREATMENT AT TBT TY 1 SPL.**

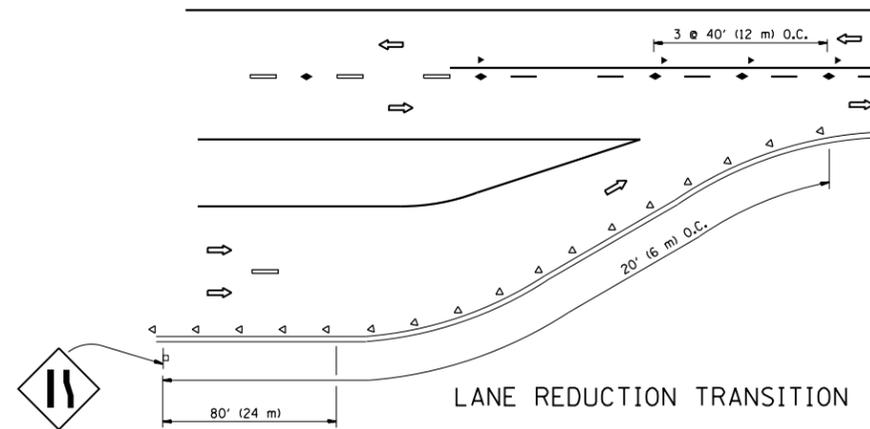
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	COOK	30	23
BD600-10 (BD 34)		CONTRACT NO. 60T89		
FED. ROAD DIST. NO. 1 ILLINOIS NON - FED. AID PROJECT				

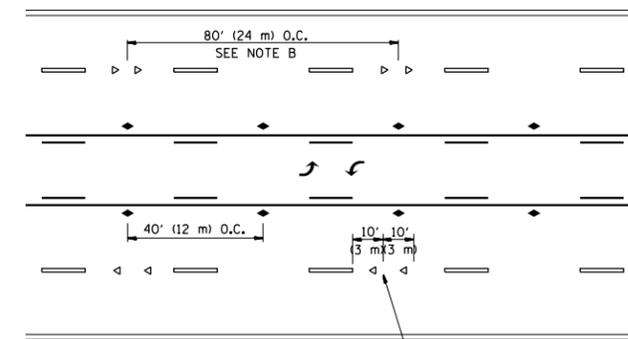


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

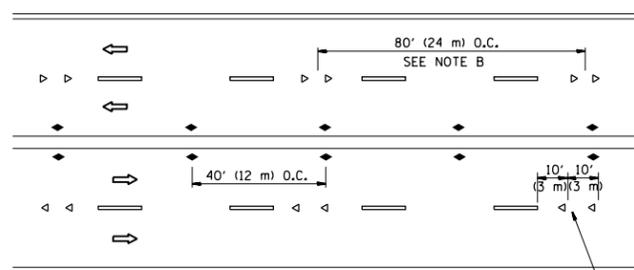
TWO-LANE/TWO-WAY



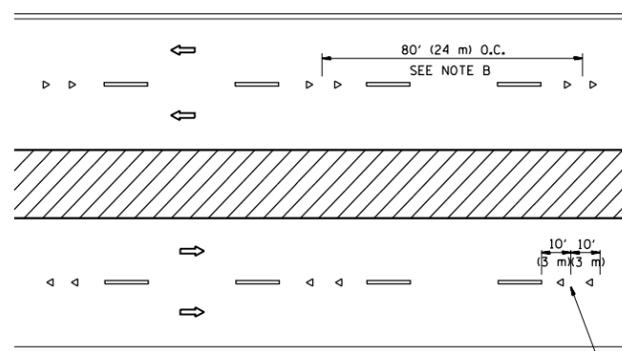
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

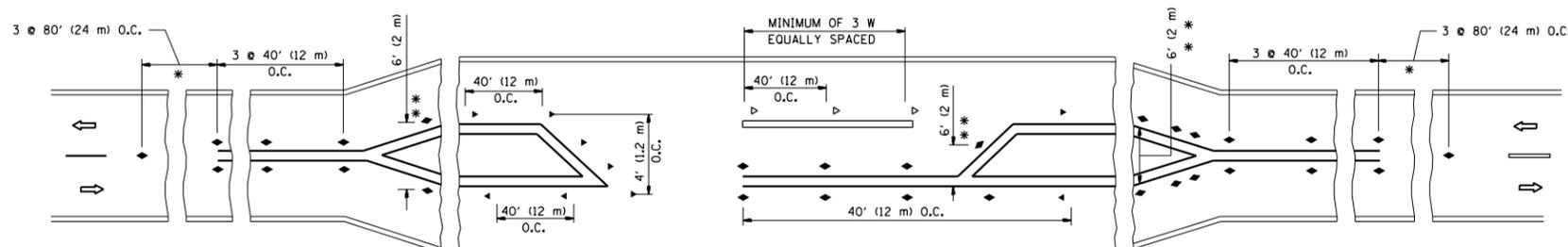
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



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

LEFT TURN

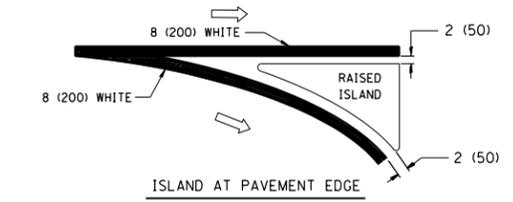
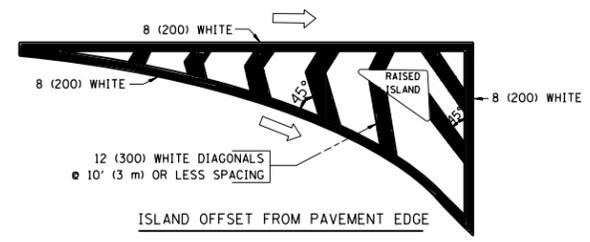
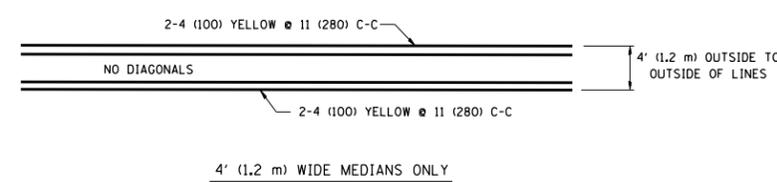
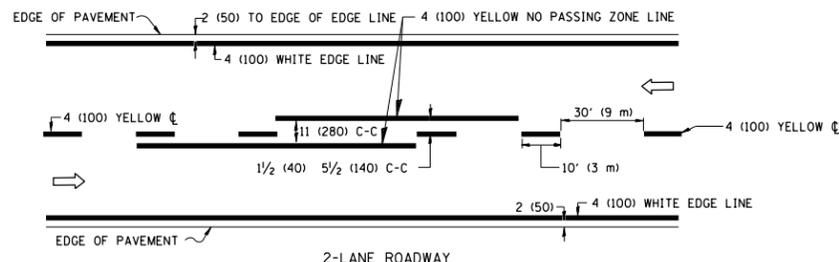
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = r1osfj	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
et:\pw\work\p1dot\rosfj\d0310554\DistStd.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 10/26/2012	DATE -	REVISED - C. JUCIUS 09-09-09

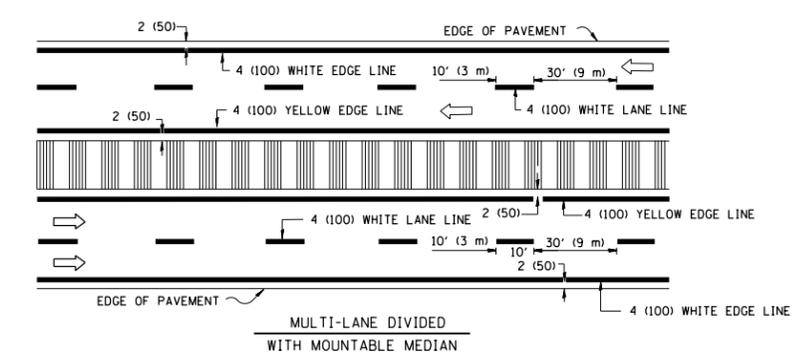
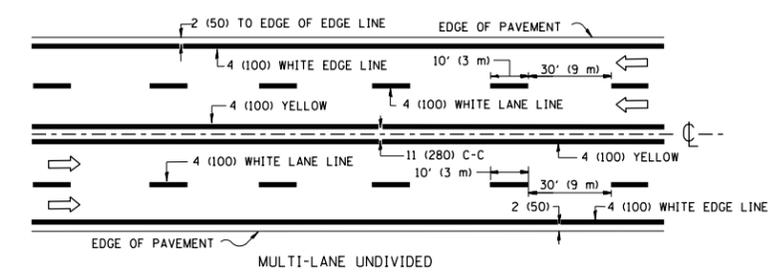
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	COOK	30	25
TC-11			CONTRACT NO. 60T89	
FED. ROAD DIST. NO. 1 ILLINOIS NON FED. AID PROJECT				

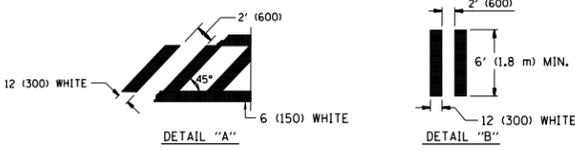
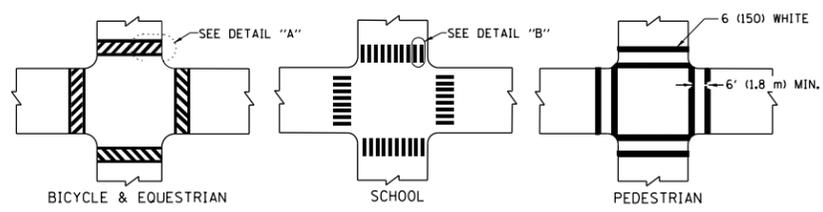


TYPICAL ISLAND MARKING

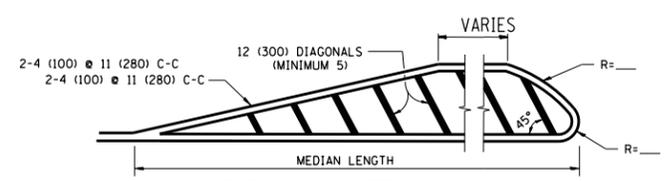


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



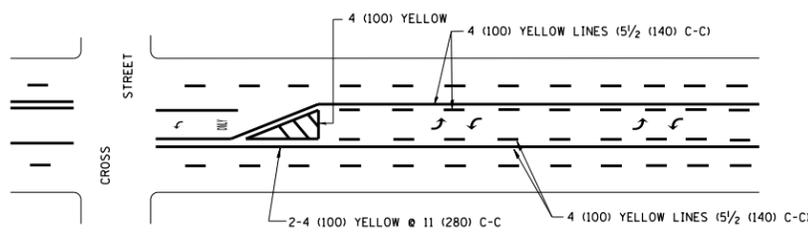
TYPICAL CROSSWALK MARKING



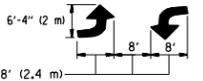
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

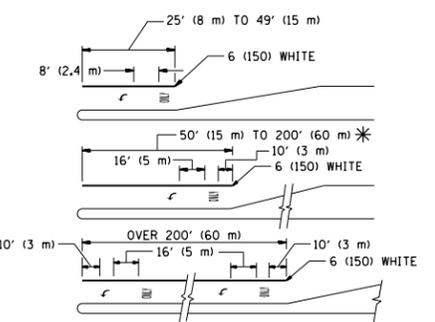


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

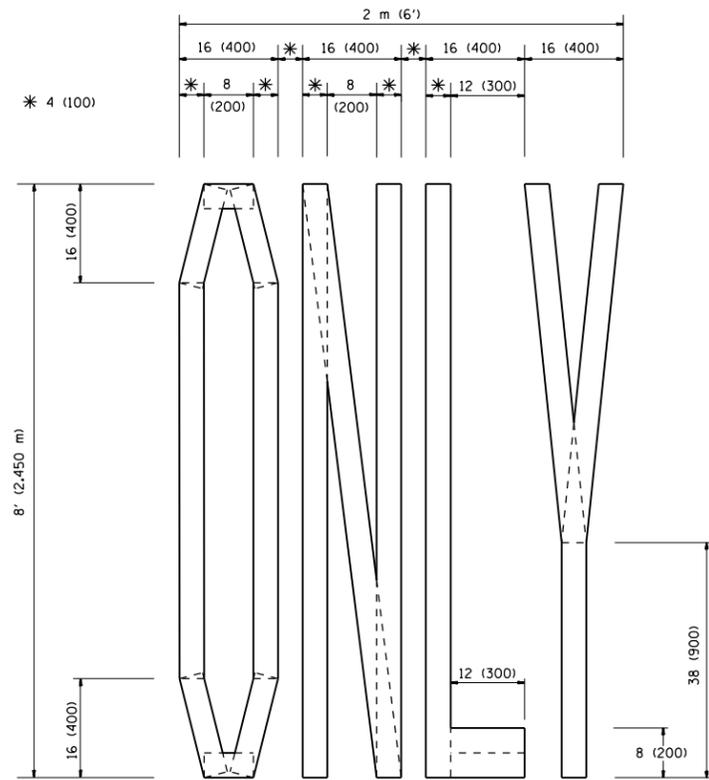
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

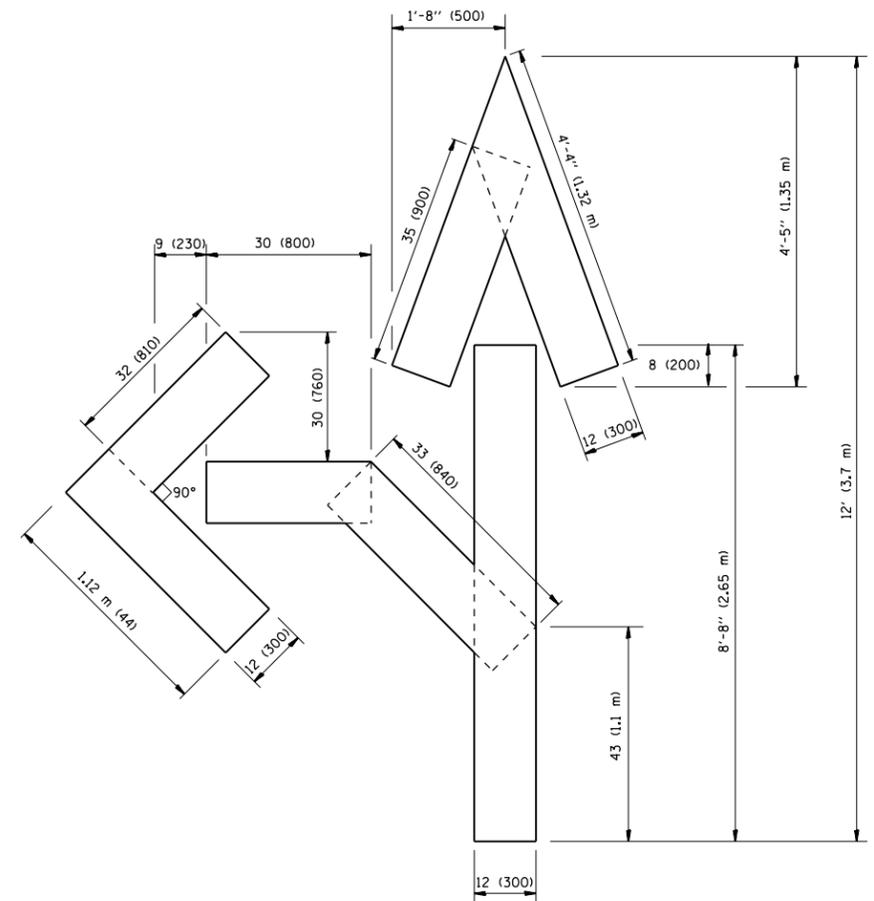
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE. SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE. SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

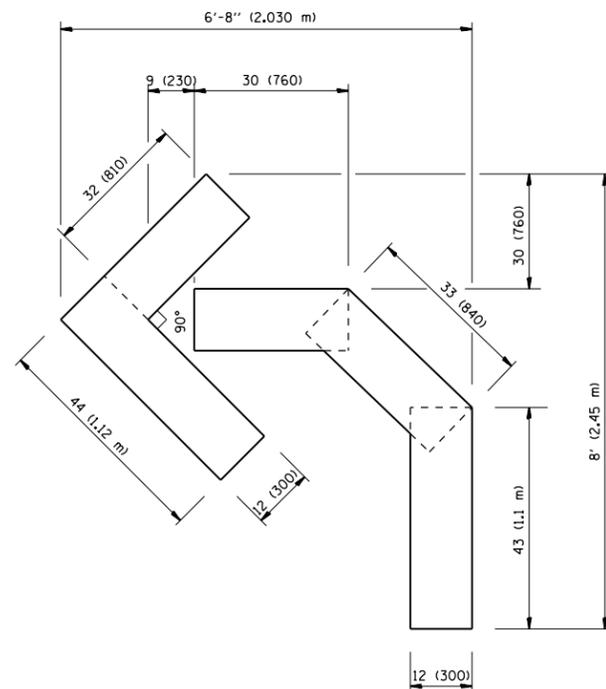
All dimensions are in inches (millimeters) unless otherwise shown.



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



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



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

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

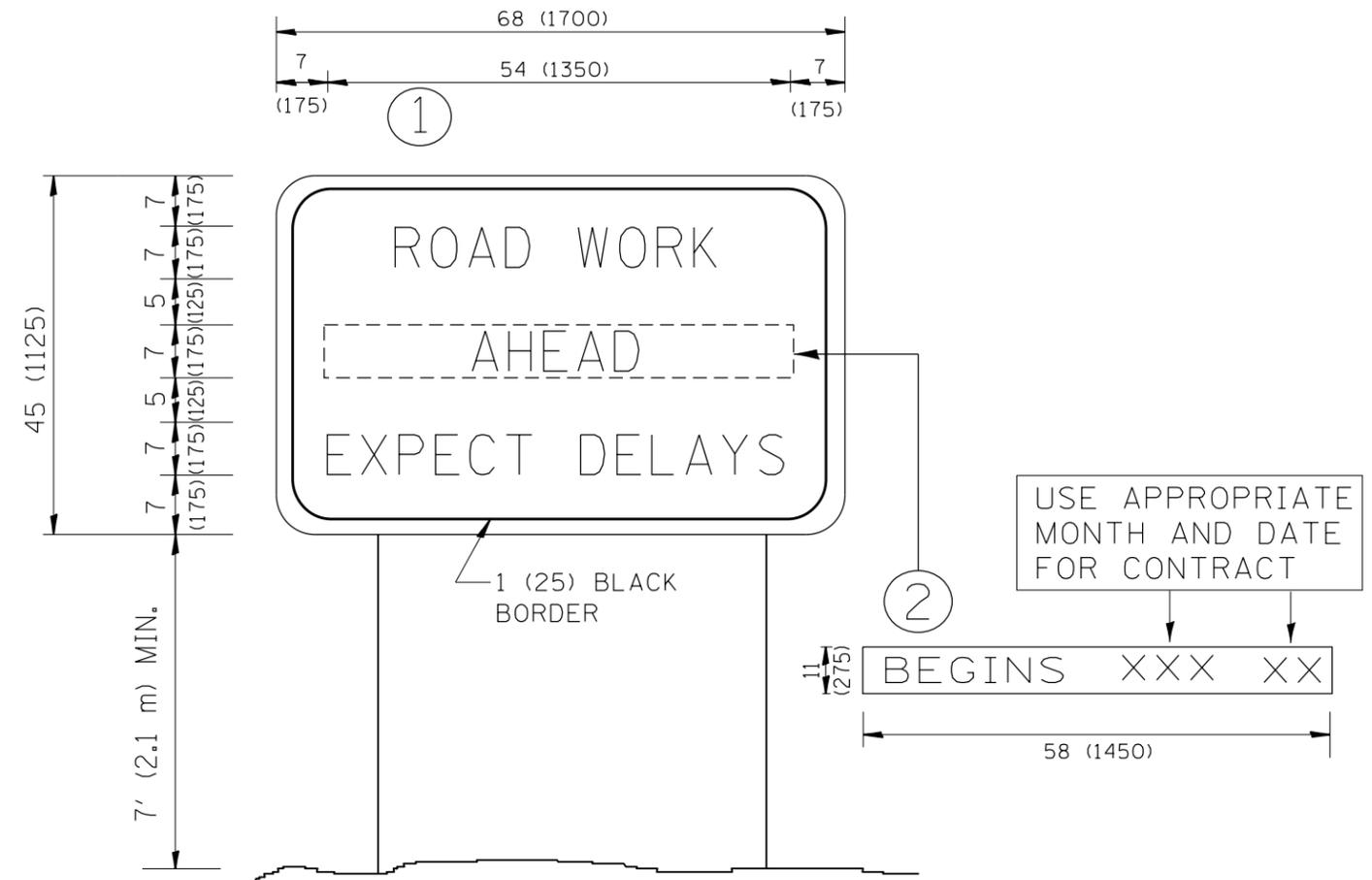
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		CHECKED -	REVISED -T. RAMMACHER 03-02-98
		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	COOK	30	27
TC-16			CONTRACT NO. 60T89	
FED. ROAD DIST. NO. 1 ILLINOIS NON - FED. AID PROJECT				



NOTES:

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

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

FILE NAME =	USER NAME = r1osfj	DESIGNED -	REVISED - R. MIRS 09-15-97
et:\pw\work\p1dot\v1osfj\d0310554\DistStd.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 10/10/2012	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

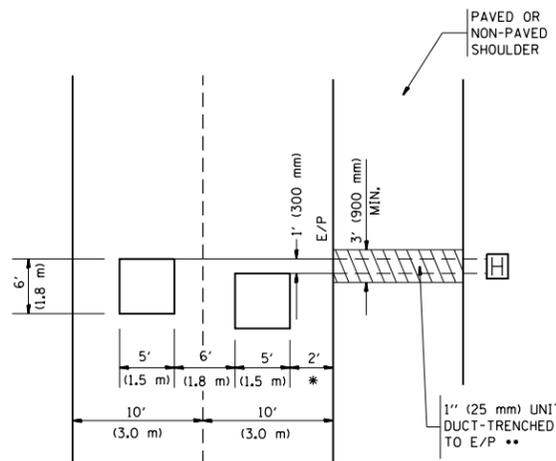
**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	COOK	30	28
TC-22			CONTRACT NO. 60T89	
FED. ROAD DIST. NO. 1 ILLINOIS NON - FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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



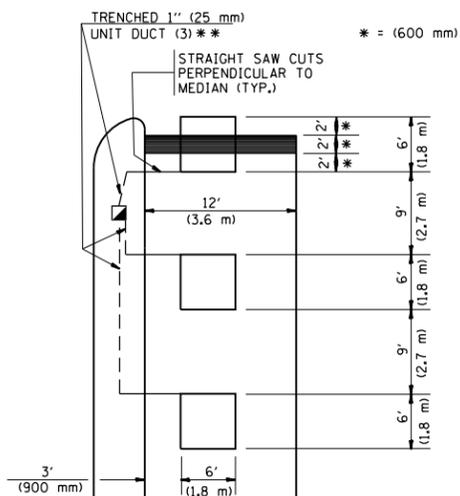
* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

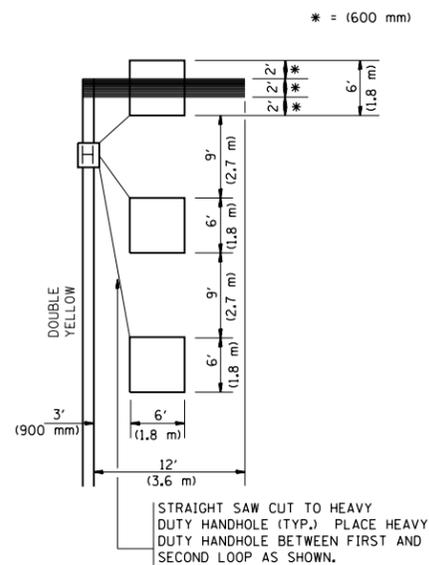


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

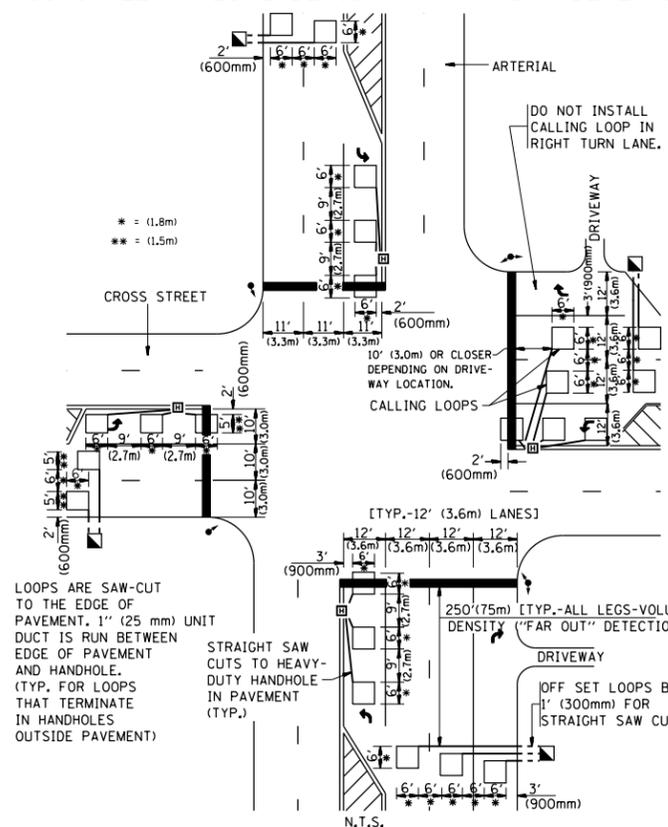
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)



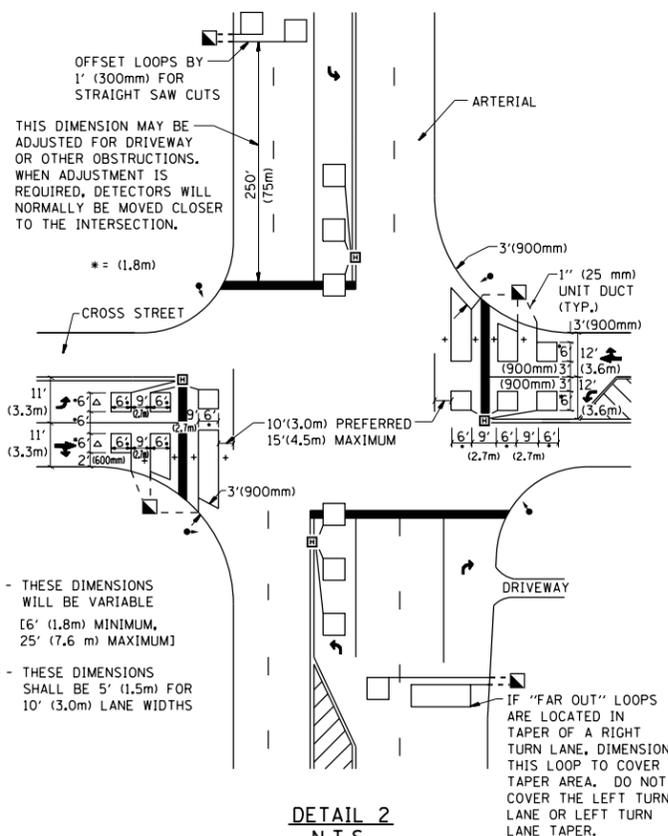
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	13RS-7	COOK	30	30
TS-07		CONTRACT NO. 60T89		
FED. ROAD DIST. NO. 1 ILLINOIS NON - FED. AID PROJECT				