

04-27-2018 LETTING ITEM 020

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	0304RS-4	COOK	24	1
ILLINOIS			CONTRACT NO. 62F24	

X 24+1 = 25 TOTAL SHEETS

D-91-268-17

FOR INDEX OF SHEETS, SEE SHEET NO. 2

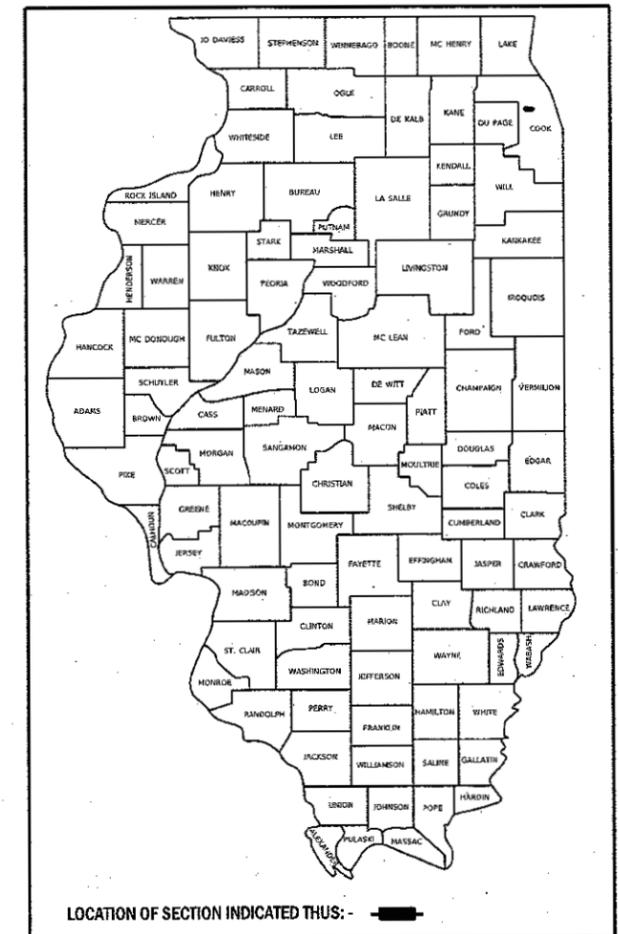
PROJECT LOCATED IN THE  
VILLAGE OF RIVER GROVE

TRAFFIC DATA  
2014 ADT FULLERTON AVE. = 5,700 ADT

POSTED SPEED LIMIT  
FULLERTON AVE. = 25 MPH

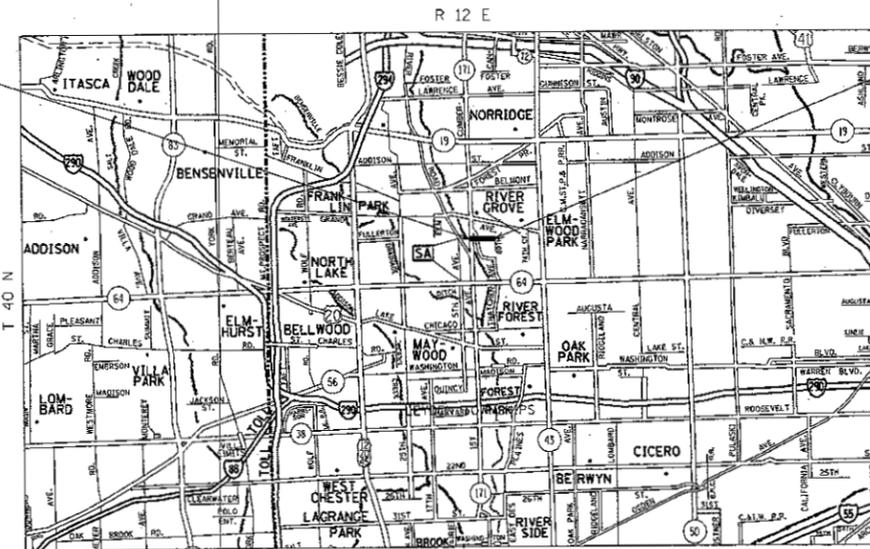
**PROPOSED  
HIGHWAY PLANS**  
FAU ROUTE 1382 : FULLERTON AVE.  
FROM IL 171 (FIRST AVE.) TO WEBSTER ST.  
SECTION: 0304RS-4  
PROJECT: STP-152R(862)  
RESURFACING (3P) / PEDESTRIAN RAMPS  
COOK COUNTY

C-91-268-17

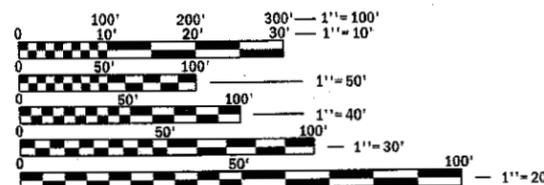


IMPROVEMENT BEGINS  
STA 14+15

IMPROVEMENT ENDS  
39+10



OMISSION  
STA. 18+57 TO STA. 19+89



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: ALAIN MIDY (847) 221-3056  
PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 62F24

GROSS LENGTH = 2,495 FT. = 0.472 MILES  
NET LENGTH = 2,363 FT. = 0.448 MILES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED *January 24 20 18*

*Anthony J. Quigley / CBS*  
REGIONAL ENGINEER

*Mar 23 20 18*  
ENGINEER OF DESIGN AND ENVIRONMENT

*Paul J. [Signature]*  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS



SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	80% FED 20% STATE 0005			
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	20	20			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	30	30			
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	3	3			
20200100	EARTH EXCAVATION	CU YD	22	22			
21101625	TOPSOIL FURNISH AND PLACE, 6"	SO YD	350	350			
25200110	SODDING, SALT TOLERANT	SO YD	350	350			
25200200	SUPPLEMENTAL WATERING	UNIT	1	1			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	7500	7500			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	17	17			
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4, 75, N50	TON	450	450			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	150	150			
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	915	915			
42001300	PROTECTIVE COAT	SO YD	1000	1000			
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	80	80			
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	5280	5280			
42400800	DETECTABLE WARNINGS	SO FT	185	185			

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	80% FED 20% STATE 0005			
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	10871	10871			
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	80	80			
44000600	SIDEWALK REMOVAL	SO FT	5280	5280			
44201798	CLASS D PATCHES, TYPE I, 13 INCH	SO YD	11	11			
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SO YD	766	766			
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SO YD	60	60			
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SO YD	977	977			
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1	1			
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1			
60262700	INLETS TO BE RECONSTRUCTED	EACH	6	6			
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2	2			
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1			
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	14	14			
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	6	6			
60404300	FRAMES AND GRATES, TYPE 3	EACH	6	6			

FILE NAME =	USER NAME = h333333	DESIGNED -	REVISED -
par\NLRME@DINTEC\h333333\p\1007\Documents\007	011233\333333\1\Pro\Jobs\012333\CAD\Draw\Design\012333	BY: h333333	REVISED -
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 2/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FULLERTON AVE. FROM IL-171 (FIRST AVE.) TO WEBSTER ST.  
SUMMARY OF QUANTITIES**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	0304RS-4	COOK	24	3
CONTRACT NO. 62F24			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

\*SPECIALTY ITEM    Δ    NON PARTICIPATING

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	80% FED 20% STATE 0005			
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	1	1			
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	3	3			
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	35	35			
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1			
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6			
67100100	MOBILIZATION	L SUM	1	1			
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1			
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1			
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1			
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	7600	7600			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	635	635			
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	37	37			
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	4210	4210			
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2114	2114			

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	80% FED 20% STATE 0005			
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	766	766			
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	166	166			
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	7600	7600			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	37	37			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6170	6170			
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	175	175			
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	766	766			
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	166	166			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	112	112			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	66	66			
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	187	187			
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1			
△ X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	720	720			
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	10	10			
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SO FT	6110	6110			

FILE NAME =  
 USER NAME = nassara  
 DESIGNED -  
 REVISIONS -  
 CHECKED -  
 DATE -

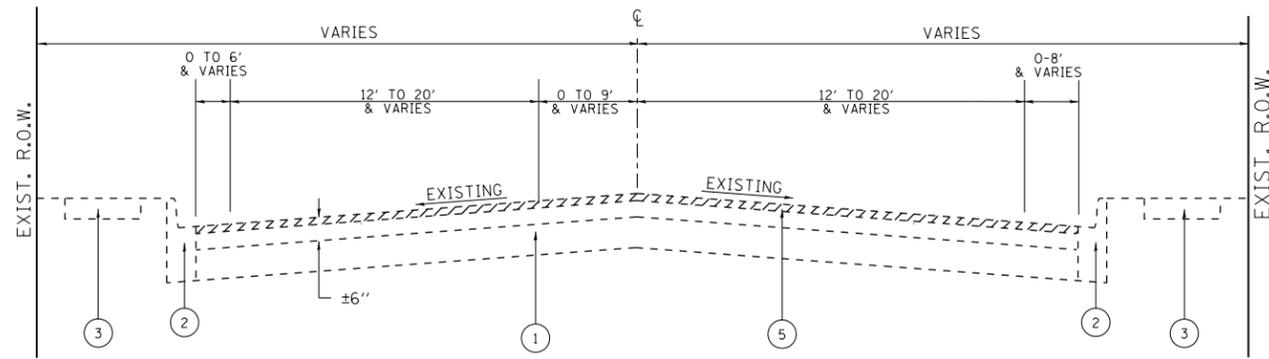
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

FULLERTON AVE. FROM IL-171 (FIRST AVE.) TO WEBSTER ST.  
 SUMMARY OF QUANTITIES

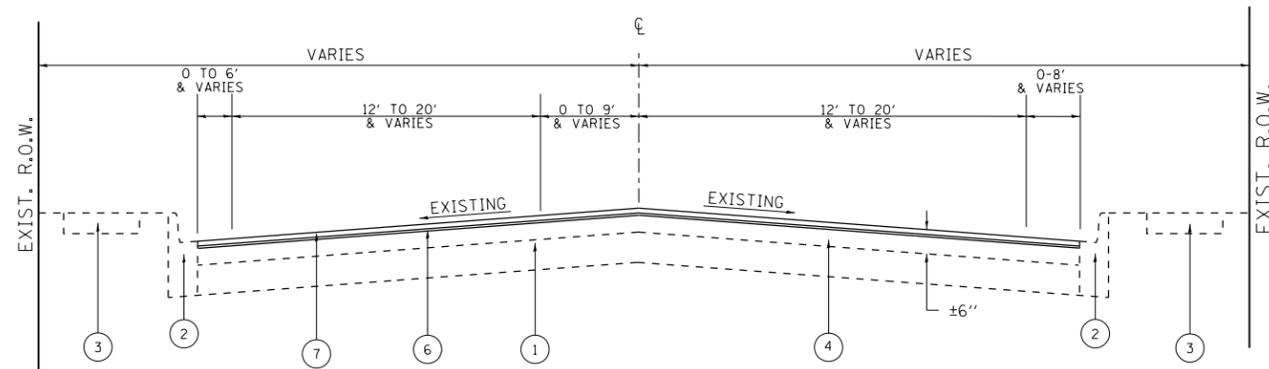
F.A.P. RTE. 347  
 SECTION 0304RS-4  
 COUNTY COOK  
 TOTAL SHEETS 24  
 SHEET NO. 4  
 CONTRACT NO. 62F24  
 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

\*SPECIALTY ITEM △ NON PARTICIPATING





**FULLERTON AVE.  
EXISTING TYPICAL SECTION**  
STA. 14+15 TO STA. 39+10



**FULLERTON AVE.  
PROPOSED TYPICAL SECTION**  
STA. 14+15 TO STA. 39+10

**LEGEND**

- ① EXIST. P.C.C. PAVEMENT ±9.5"
- ② EXIST. COMBINATION CONCRETE CURB AND GUTTER
- ③ EXIST. P.C.C. SIDEWALK
- ④ EXIST. HOT-MIX ASPHALT PAVEMENT AFTER MILLING ±3¾"
- ⑤ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2¼"
- ⑥ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑦ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1½"

MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE USES	VOIDS @ Ndes	
<b>PAVEMENT RESURFACING</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	4% AT 70 GYR.	<b>QC/QA</b>
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% AT 50 GYR.	<b>QC/QA</b>
<b>PATCHING</b>		
CLASS D PATCHES (HMA BINDER, IL-19.0 mm)	4% AT 70 GYR.	<b>QC/QA</b>
QMP Designation: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP)		

**NOTE:**

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SOYD/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 PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.

MODEL: Default  
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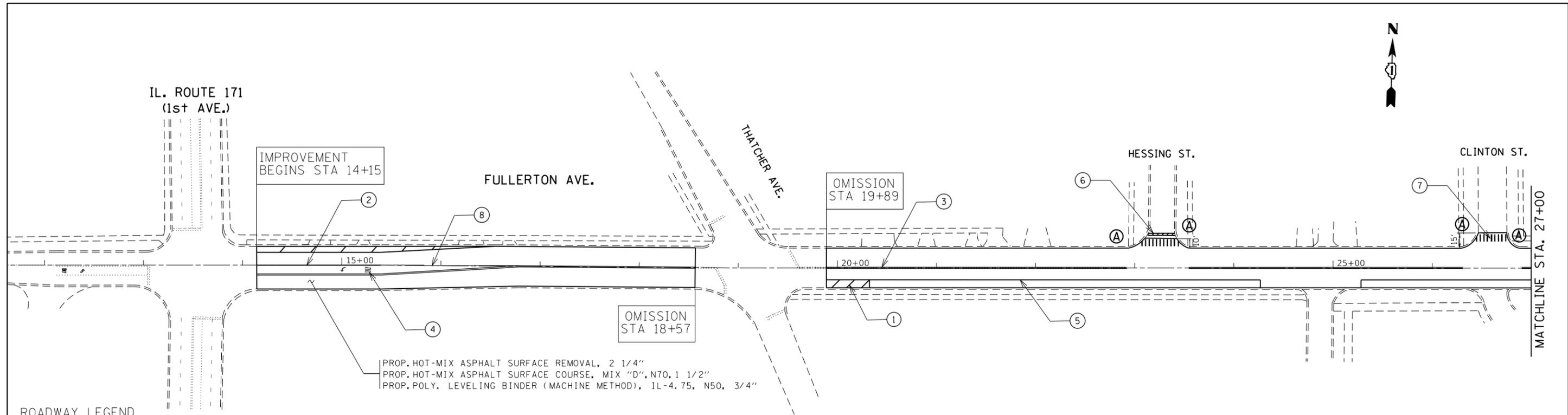
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PLOT DATE = 2/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED TYPICAL SECTION  
FULLERTON AVE. FROM IL-171 (FIRST AVE.) TO WEBSTER ST.**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	0304RS-4	COOK	24	5
CONTRACT NO. 62F24				
ILLINOIS FED. AID PROJECT				

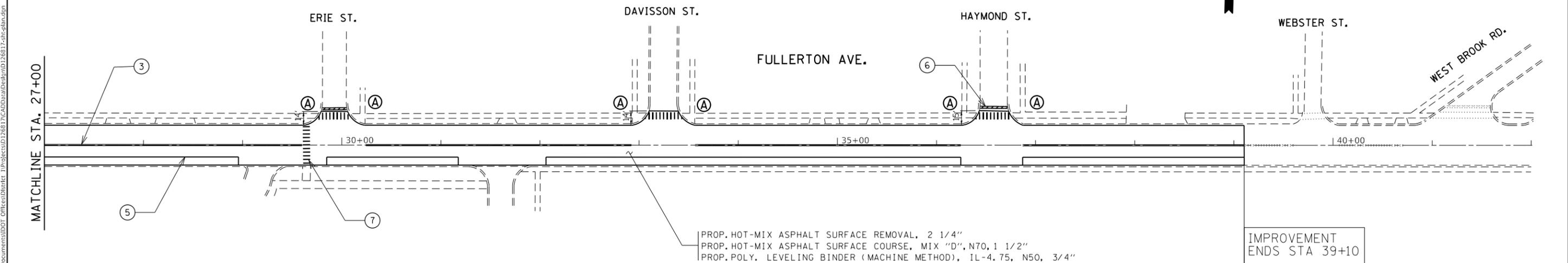


**ROADWAY LEGEND**

- Ⓐ PROP. SIDEWALK REMOVAL
- PROP. PCC SIDEWALK, 5"
- PROP. DETECTABLE WARNINGS
- PROP. REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

- ① PROP. THERMOPLASTIC PVMT. MARKING 12" SHOULDER @ 45° 50' C-C, WHITE (TYP.)
- ② PROP. THERMOPLASTIC PVMT MARKING 6", TURN LANE, WHITE (TYP.)
- ③ PROP. THERMOPLASTIC PVMT MARKING 4", DOUBLE YELLOW @ 11" C-C (TYP.)
- ④ PROP. THERMOPLASTIC PVMT. MARKING LETTERS AND SYMBOLS, WHITE (TYP.)
- ⑤ PROP. THERMOPLASTIC PVMT MARKING 4", SHOULDER LANE, WHITE (TYP.)
- ⑥ PROP. THERMOPLASTIC PVMT MARKING LINE, 24" STOPBAR, WHITE (TYP.)
- ⑦ PROP. THERMO. PAVEMENT MARKING LINE, 12" CROSSWALK, WHITE (TYP.)
- ⑧ PROP. THERMOPLASTIC PVMT MARKING 6", 2' DASH 6' SKIP, WHITE (TYP.)

PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"  
 PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"  
 PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"



**ROADWAY LEGEND**

- Ⓐ PROP. SIDEWALK REMOVAL
- PROP. PCC SIDEWALK, 5"
- PROP. DETECTABLE WARNINGS
- PROP. REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"  
 PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"  
 PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

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USER NAME = hassan	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 2/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

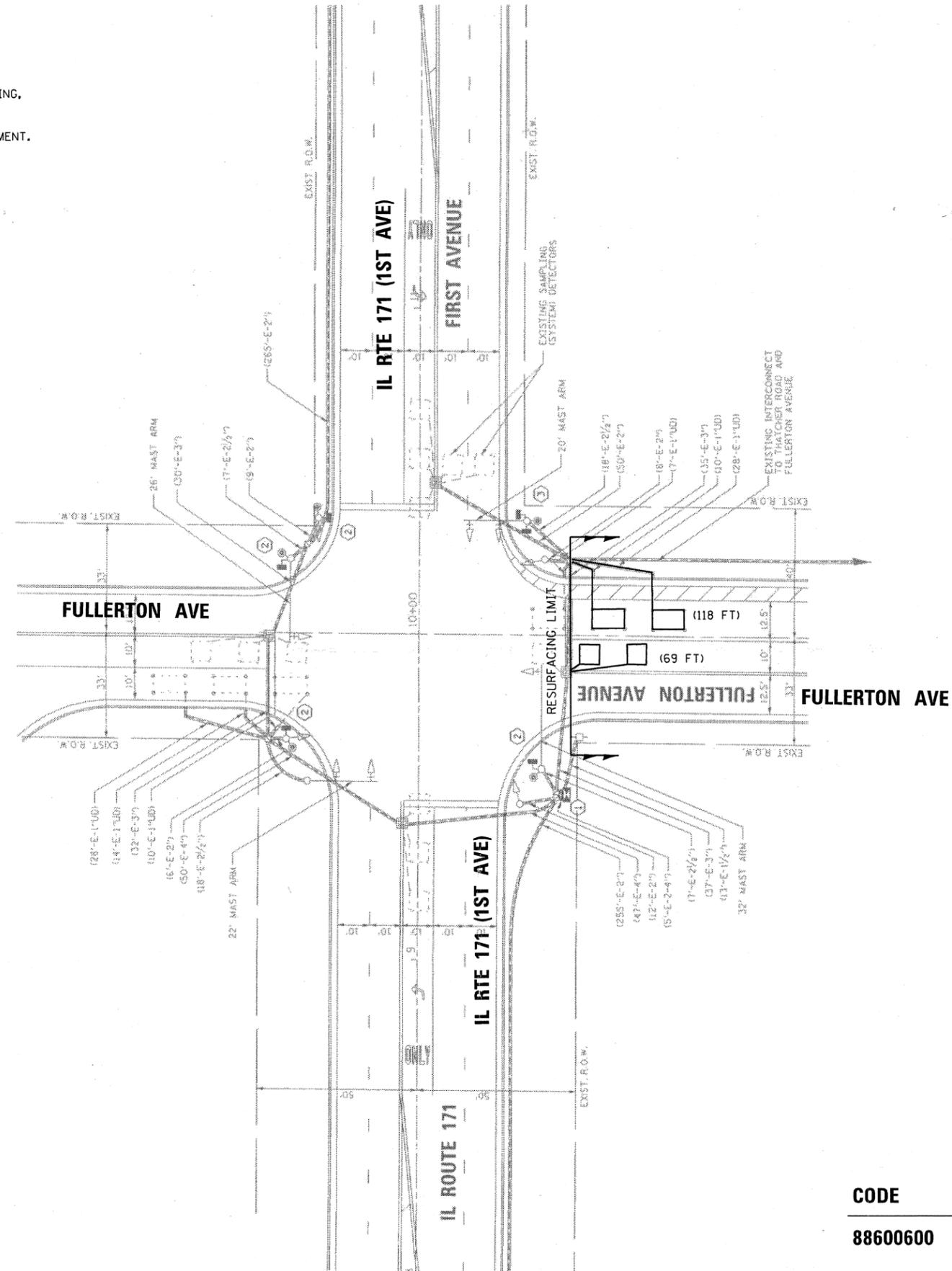
**ROADWAY & PAVEMENT MARKING PLAN  
 FULLERTON AVE. (IL. ROUTE 171 (1st ST.) TO WEBSTER ST.)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	0304RS-4	COOK	24	6
CONTRACT NO. 62F24				
ILLINOIS FED. AID PROJECT				

**NOTES:**

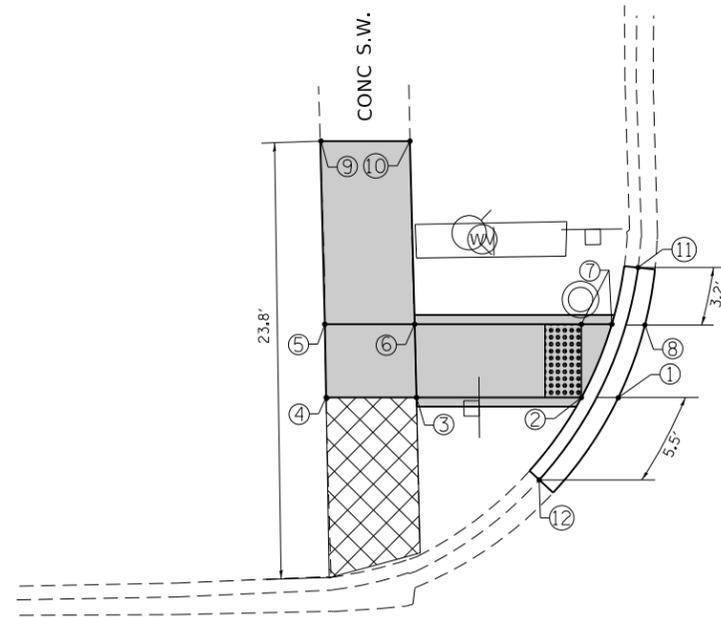
1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	187	FOOT

FILE NAME = TS_3625 - IL RTE 171 (1ST AVE) AT FULLERTON AVE_07102017.dgn	USER NAME = SNOWBA	DESIGNED - BAS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETECTOR LOOP REPLACEMENT PLAN FULLERTON AVE AT IL RTE 171 (1ST AVE)</b>	F.A.P. RTE. 347	SECTION 0304RS-4	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 7	ILLINOIS FED. AID PROJECT CONTRACT NO. 62F24
Default	PLOT SCALE = 40.0050' / in.	CHECKED - LP	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.			
	PLOT DATE = 7/10/2017	DATE - 07/10/2017	REVISED -								



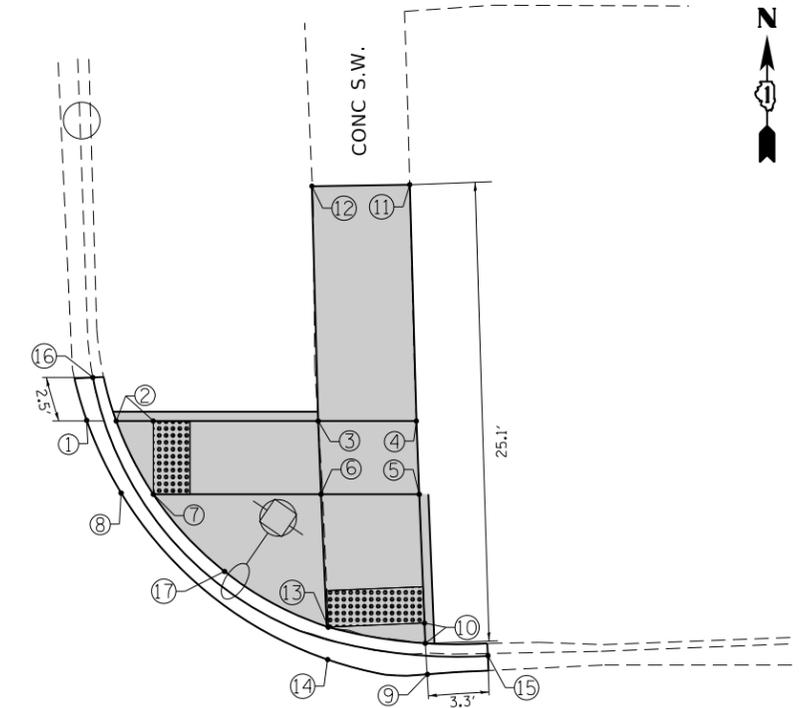
HESSING ST.

FULLERTON AVE.

POINT NO.:	EX. ELEVATION	PR. ELEVATION
1	626.98	Meet Existing
2	NA	626.98
3	NA	627.5
4	NA	627.5
5	NA	627.5
6	NA	627.5
7	NA	627.04
8	627.04	Meet Existing
9	628.11	Meet Existing
10	628.01	Meet Existing
11	627.03	Meet Existing
12	626.90	Meet Existing

POINT NO.	DISTANCE (FEET)	GRADES
1-2	2.00	0.0%
2-3	9.00	5.8%
3-4	5.00	0.0%
4-5	4.00	0.0%
5-6	5.00	0.0%
6-7	9.00	5.1%
7-8	2.00	0.0%
9-10	4.90	2.0%
5-9	10.00	6.1%
6-10	10.00	5.1%
1-8	4.50	1.3%
2-7	4.00	1.5%
3-6	4.00	0.0%

HESSING ST.



FULLERTON AVE.

POINT NO.:	EX. ELEVATION	PR. ELEVATION
1	627.02	Meet Existing
2	NA	627.02
3	NA	627.3
4	NA	627.3
5	NA	627.3
6	NA	627.3
7	NA	626.99
8	626.99	Meet Existing
9	626.93	Meet Existing
10	NA	626.93
11	628.09	Meet Existing
12	628.16	Meet Existing
13	NA	626.96
14	626.96	Meet Existing
15	626.89	Meet Existing
16	627.08	Meet Existing
17	NA	627.5

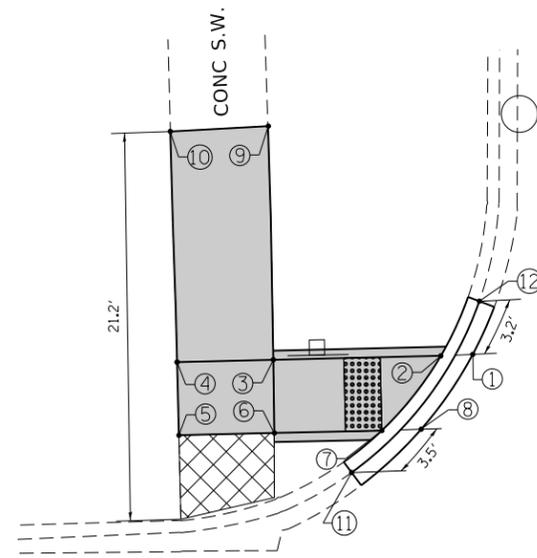
POINT NO.	DISTANCE (FEET)	GRADES
1-2	1.70	0.0%
2-3	9.20	3.0%
3-4	5.40	0.0%
4-5	4.00	0.0%
5-6	5.40	0.0%
6-7	9.20	3.4%
7-8	1.80	0.0%
9-10	1.70	0.0%
11-12	5.44	1.3%
13-14	1.8	0.0%
10-13	5.3	0.6%
1-8	4.50	0.7%
2-7	4.00	0.7%
3-6	4.00	0.0%
5-10	8.10	4.6%
4-11	12.90	6.1%
3-12	12.80	6.7%
6-13	7.30	4.7%

REFERENCE BENCHMARK ELEV 629.308  
 BENCHMARK : "X" CUT ON NORTH WEST BOLT OF FIRE HYDRANT  
 LOCATION : ON NORTH WEST CORNER OF FULLERTON AVE. AND HESSING ST.

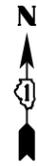
**LEGEND**

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 629.308  
 BENCHMARK : "X" CUT ON NORTH WEST BOLT OF FIRE HYDRANT  
 LOCATION : ON NORTH WEST CORNER OF FULLERTON AVE. AND HESSING ST.



CLINTON ST.

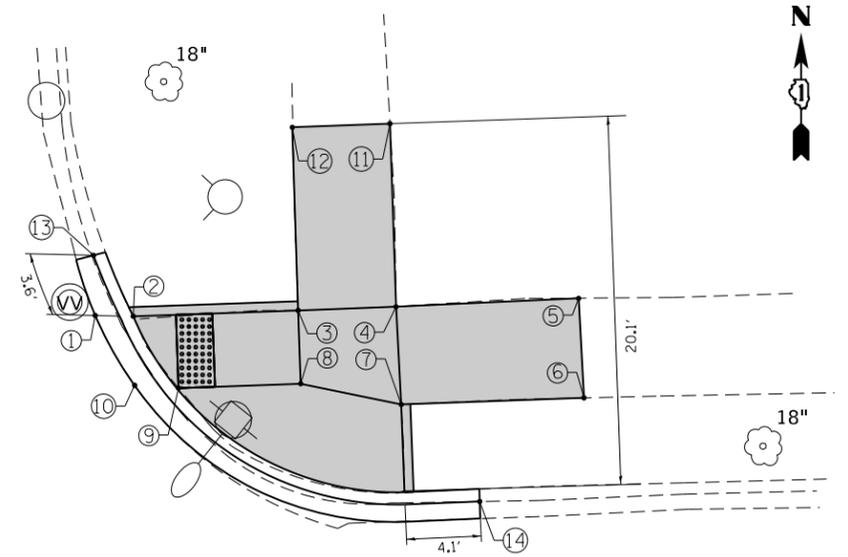


FULLERTON AVE.

POINT NO.:	EX. ELEVATION	PR. ELEVATION
1	626.78	Meet Existing
2	NA	626.78
3	NA	627.15
4	NA	627.15
5	NA	627.15
6	NA	627.15
7	NA	626.72
8	626.72	Meet Existing
9	627.90	Meet Existing
10	628.00	Meet Existing
11	626.64	Meet Existing
12	626.75	Meet Existing

POINT NO.	DISTANCE (FEET)	GRADES
1-2	1.70	0.0%
2-3	5.90	6.3%
3-4	5.30	0.0%
4-5	4.00	0.0%
5-6	5.20	0.0%
6-7	5.90	7.3%
7-8	1.70	0.0%
9-10	5.40	1.9%
3-9	12.75	5.9%
4-10	12.60	6.7%
1-8	5.00	1.2%
2-7	4.00	1.5%
3-6	4.00	0.0%

CLINTON ST.



FULLERTON AVE.

POINT NO.:	EX. ELEVATION	PR. ELEVATION
1	626.75	Meet Existing
2	NA	626.75
3	NA	627.25
4	NA	627.25
5	627.83	Meet Existing
6	627.80	Meet Existing
7	NA	627.25
8	NA	627.25
9	NA	626.73
10	626.73	Meet Existing
11	627.80	Meet Existing
12	627.72	Meet Existing
13	626.69	Meet Existing
14	626.66	Meet Existing

POINT NO.	DISTANCE (FEET)	GRADES
1-2	2.00	0.0%
2-3	6.70	7.5%
3-4	5.40	0.0%
4-5	10.00	5.8%
5-6	5.60	0.5%
6-7	10.00	5.5%
7-8	5.60	0.0%
8-9	6.70	7.8%
9-10	2.00	0.0%
11-12	5.50	1.5%
1-10	4.50	0.4%
8-3	4.00	0.0%
4-7	5.30	0.0%
4-11	10.00	5.5%
3-12	10.00	4.7%

REFERENCE BENCHMARK ELEV 629.016

BENCHMARK : "X" CUT ON SOUTH WEST BOLT OF FIRE HYDRANT

LOCATION : ON NORTH EAST CORNER OF FULLERTON AVE. AND CLINTON ST.

**LEGEND**



EXISTING LENGTH



PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 629.016

BENCHMARK : "X" CUT ON SOUTH WEST BOLT OF FIRE HYDRANT

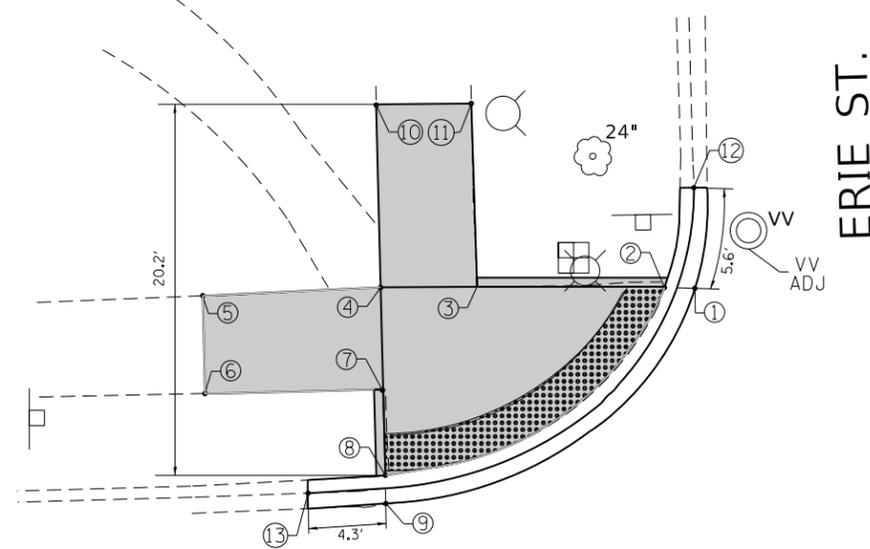
LOCATION : ON NORTH EAST CORNER OF FULLERTON AVE. AND CLINTON ST.

FILE NAME =	USER NAME = hassann	DESIGNED -	REVISOR -
pw\11084EBIDINTEG\Illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\DI26817\Drawings\Design\DI26817-sh\11084EBIDINTEG.dgn		DATE -	REVISION -
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISION -
	PLOT DATE = 2/2/2018	DATE -	REVISION -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

<b>SIDEWALK DETAIL PLAN</b>			
<< PROJECT ROAD >> - << PROJECT LIMITS >>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	0304RS-4	COOK	24	9
CONTRACT NO. 62F24				
ILLINOIS FED. AID PROJECT				



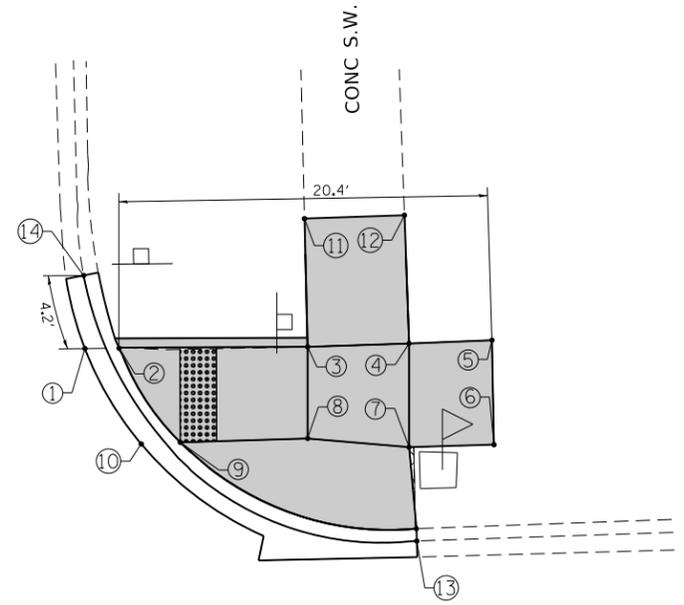
FULLERTON AVE.

ERIE ST.



POINT NO.:	EX. ELEVATION	PR. ELEVATION
1	627.09	Meet Existing
2	NA	627.1
3	NA	627.1
4	NA	627.1
5	627.66	Meet Existing
6	627.64	Meet Existing
7	NA	627.1
8	NA	627.14
9	627.14	Meet Existing
10	627.72	Meet Existing
11	627.70	Meet Existing
12	627.02	Meet Existing
13	627.09	Meet Existing

POINT NO.	DISTANCE (FEET)	GRADES
1-2	1.7	0.6%
2-3	10.3	0.0%
3-4	5.3	0.0%
4-5	9.7	5.8%
5-6	5.4	0.4%
6-7	9.7	5.6%
7-8	4.7	0.9%
8-9	1.7	0.0%
1-9	22.0	0.2%
4-7	5.6	0.0%
4-10	10.0	6.2%
3-11	10.0	6.0%
10-11	5.2	0.4%
8-2	22.00	0.2%



FULLERTON AVE.

ERIE ST.



POINT NO.:	EX. ELEVATION	PR. ELEVATION
1	627.18	Meet Existing
2	NA	627.18
3	NA	627.7
4	NA	627.7
5	628.05	Meet Existing
6	627.93	Meet Existing
7	NA	627.7
8	NA	627.7
9	NA	627.2
10	627.20	Meet Existing
11	628.08	Meet Existing
12	628.16	Meet Existing
13	627.16	Meet Existing
14	627.11	Meet Existing

POINT NO.	DISTANCE (FEET)	GRADES
1-2	1.8	0.0%
2-3	7.0	7.4%
3-4	5.5	0.0%
4-5	4.6	7.6%
5-6	5.7	2.1%
6-7	4.7	4.9%
7-8	5.6	0.0%
8-9	7.0	7.1%
9-10	1.8	0.0%
4-7	5.7	0.0%
4-12	7.0	6.6%
11-12	5.5	1.5%
3-11	7.0	5.4%
3-8	5.00	0.0%
1-10	6.50	0.3%

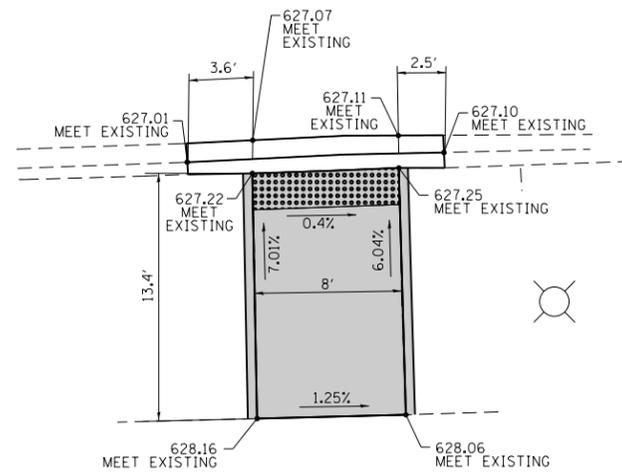
REFERENCE BENCHMARK ELEV 629.570  
 BENCHMARK : "X" CUT ON NORTH EAST BOLT OF FIRE HYDRANT  
 LOCATION : ON NORTH WEST CORNER OF FULLERTON AVE. AND ERIE ST.

**LEGEND**

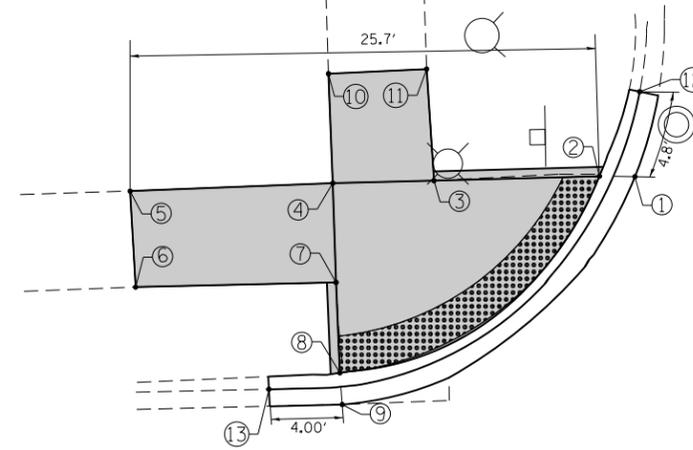
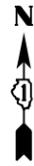
- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 629.570  
 BENCHMARK : "X" CUT ON NORTH EAST BOLT OF FIRE HYDRANT  
 LOCATION : ON NORTH WEST CORNER OF FULLERTON AVE. AND ERIE ST.

FULLERTON AVE.

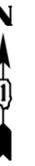


ERIE ST.



FULLERTON AVE.

DAVISSON ST.



**NOTES**

REMOVE AND REPLACE DETECTABLE TILE, RAMP, CURB & GUTTER.

POINT NO.:	EX. ELEVATION	PR. ELEVATION
1	627.75	Meet Existing
2	NA	627.75
3	NA	627.75
4	NA	627.75
5	628.05	Meet Existing
6	628.05	Meet Existing
7	NA	627.75
8	NA	627.7
9	627.59	627.7
10	628.02	Meet Existing
11	628.17	Meet Existing
12	627.72	Meet Existing
13	627.50	Meet Existing

POINT NO.	DISTANCE (FEET)	GRADES
1-2	1.8	0.0%
2-3	9.0	0.0%
3-4	5.5	0.0%
4-5	11.0	2.7%
5-6	5.3	0.0%
6-7	11.0	2.7%
7-8	5.0	1.0%
8-9	1.8	0.0%
1-9	21.0	0.2%
4-7	5.4	0.0%
4-10	6.0	4.5%
3-11	6.1	6.9%
10-11	5.4	2.8%

REFERENCE BENCHMARK ELEV 629.570

BENCHMARK : "X" CUT ON NORTH EAST BOLT OF FIRE HYDRANT

LOCATION : ON NORTH WEST CORNER OF FULLERTON AVE. AND ERIE ST.

**LEGEND**



EXISTING LENGTH



PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 630.560

BENCHMARK : "X" CUT ON THE BOLT OF FIRE HYDRANT

LOCATION : ON NORTH WEST CORNER OF FULLERTON AVE. AND DAVISSON ST.

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	PLOT DATE = 2/2/2018	DATE -	REVISD -

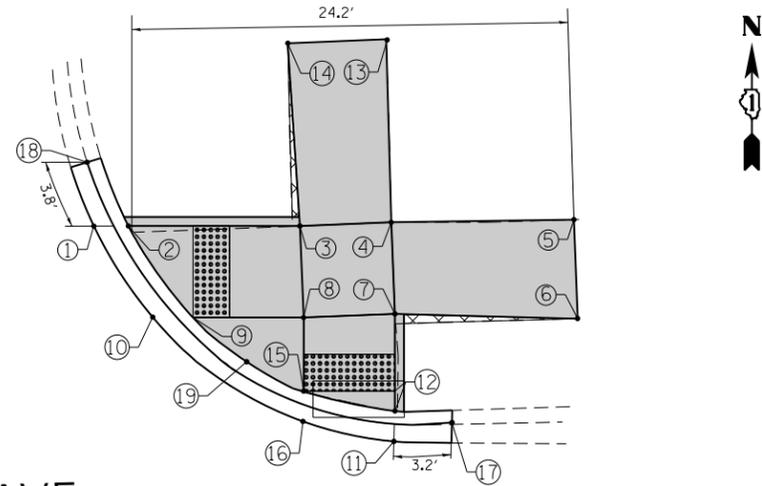
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**SIDEWALK DETAIL PLAN**  
<< PROJECT ROAD >> - << PROJECT LIMITS >>

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	0304RS-4	COOK	24	11
CONTRACT NO. 62F24				
ILLINOIS FED. AID PROJECT				

DAVISSON ST.

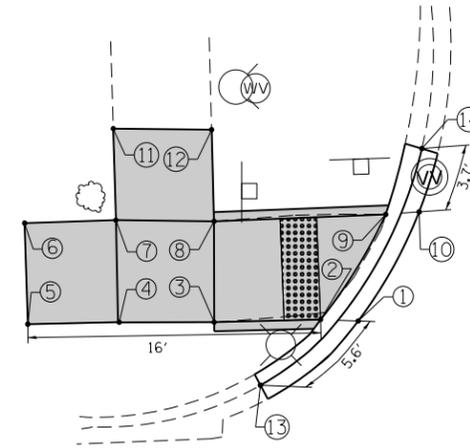


FULLERTON AVE.

POINT NO.:	EX. ELEVATION	PR. ELEVATION
1	627.79	Meet Existing
2	NA	627.79
3	NA	627.7
4	NA	627.7
5	628.10	Meet Existing
6	627.96	Meet Existing
7	NA	627.7
8	NA	627.7
9	NA	627.7
10	627.70	Meet Existing
11	627.43	Meet Existing
12	NA	627.43
13	628.17	Meet Existing
14	628.08	Meet Existing
15	NA	627.48
16	627.48	Meet Existing
17	627.42	Meet Existing
18	627.81	Meet Existing

POINT NO.	DISTANCE (FEET)	GRADES
1-2	1.8	0.0%
2-3	6.0	1.5%
3-4	5.0	0.0%
4-5	10.0	4.0%
5-6	5.4	2.6%
6-7	10.0	2.6%
7-8	5.0	0.0%
8-9	6.0	0.0%
9-10	1.8	0.0%
11-12	1.8	0.0%
7-12	4.0	6.8%
4-7	5.0	0.0%
4-13	10.0	4.7%
13-14	5.4	1.7%
3-14	10.0	3.8%
3-8	5.0	0.0%
8-15	4.0	5.5%
15-16	1.8	0.0%
1-10	6.5	1.4%
11-16	5.5	0.9%

HAYMOND ST.



FULLERTON AVE.

POINT NO.:	EX. ELEVATION	PR. ELEVATION
1	627.85	Meet Existing
2	NA	627.85
3	NA	628.25
4	NA	628.25
5	628.47	Meet Existing
6	628.53	Meet Existing
7	NA	628.25
8	NA	628.25
9	NA	627.86
10	627.86	Meet Existing
11	628.55	Meet Existing
12	628.49	Meet Existing
13	627.84	Meet Existing
14	627.89	Meet Existing

POINT NO.	DISTANCE (FEET)	GRADES
1-2	1.8	0.0%
2-3	5.8	6.9%
3-4	5.2	0.0%
4-5	5.0	4.4%
5-6	5.5	1.1%
6-7	5.0	5.6%
7-8	5.4	0.0%
8-9	5.8	6.7%
9-10	1.8	0.0%
11-12	5.4	1.1%
1-10	7.0	0.1%
3-8	5.5	0.0%
4-7	5.5	0.0%
8-12	5.0	4.8%
7-11	5.0	6.0%

REFERENCE BENCHMARK ELEV 630.560

BENCHMARK : "X" CUT ON THE BOLT OF FIRE HYDRANT

LOCATION : ON NORTH WEST CORNER OF FULLERTON AVE. AND DAVISSON ST.

**LEGEND**

xx.xx'

EXISTING LENGTH

==

PROPOSED SIDE CURB

( )

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 629.710

BENCHMARK : "X" CUT ON NORTH EAST BOLT OF FIRE HYDRANT

LOCATION : ON NORTH WEST CORNER OF FULLERTON AVE. AND HAYMOND ST.

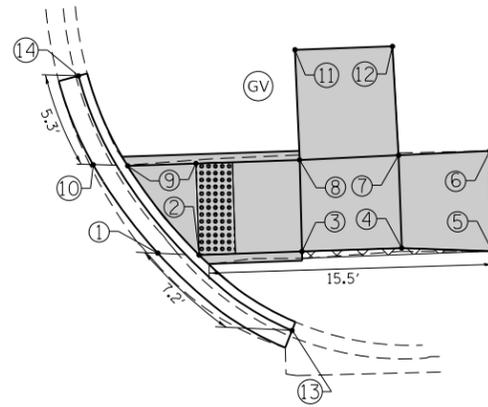
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		DATE -	DATE -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

<b>SIDEWALK DETAIL PLAN</b>			
<< PROJECT ROAD >> - << PROJECT LIMITS >>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	0304RS-4	COOK	24	12
CONTRACT NO. 62F24				
ILLINOIS FED. AID PROJECT				

HAYMOND ST.



FULLERTON AVE.

POINT NO.:	EX. ELEVATION	PR. ELEVATION
1	627.73	Meet Existing
2	NA	627.73
3	NA	628.1
4	NA	628.1
5	628.33	Meet Existing
6	628.38	Meet Existing
7	NA	628.1
8	NA	628.1
9	NA	627.8
10	627.80	Meet Existing
11	628.20	Meet Existing
12	628.28	Meet Existing
13	627.68	Meet Existing
14	627.98	Meet Existing

POINT NO.	DISTANCE (FEET)	GRADES
1-2	1.8	0.0%
2-3	5.6	6.6%
3-4	5.5	0.0%
4-5	5.0	4.6%
5-6	5.5	0.9%
6-7	5.0	5.6%
7-8	5.4	0.0%
8-9	5.6	5.4%
9-10	1.8	0.0%
11-12	5.4	1.5%
1-10	6.0	1.2%
3-8	5.0	0.0%
4-7	5.0	0.0%
8-12	6.0	3.0%
7-11	6.0	1.7%

REFERENCE BENCHMARK ELEV 629.710

BENCHMARK : "X" CUT ON NORTH EAST BOLT OF FIRE HYDRANT

LOCATION : ON NORTH WEST CORNER OF FULLERTON AVE. AND HAYMOND ST.

**LEGEND**

xx.xx'

EXISTING LENGTH

====

PROPOSED SIDE CURB

( )

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



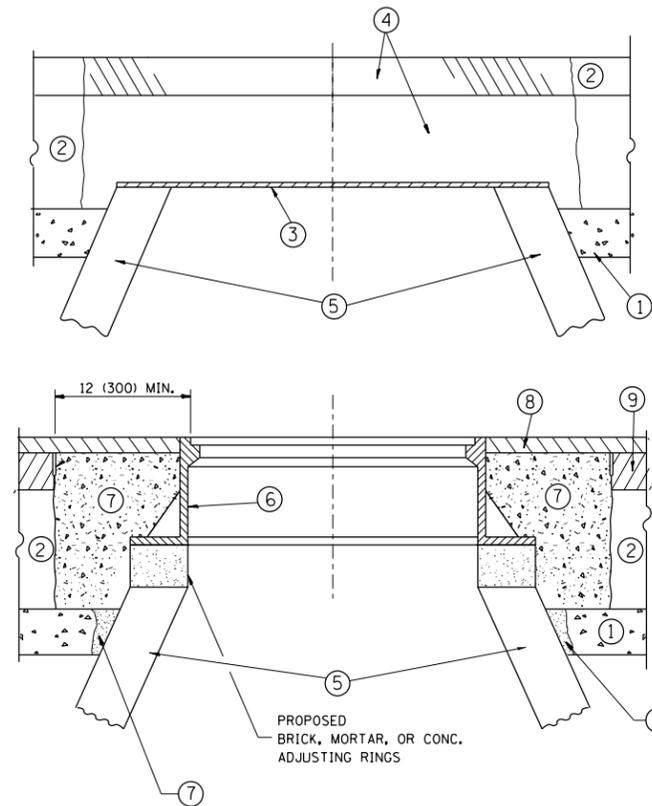
SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

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Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISD -
	PLOT DATE = 2/2/2018	DATE -	REVISD -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

<b>SIDEWALK DETAIL PLAN</b>			
<< PROJECT ROAD >> - << PROJECT LIMITS >>			
SCALE:	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	0304RS-4	COOK	24	13
CONTRACT NO. 62F24				
ILLINOIS FED. AID PROJECT				



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

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

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

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

**NOTES:**

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

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

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

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

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

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

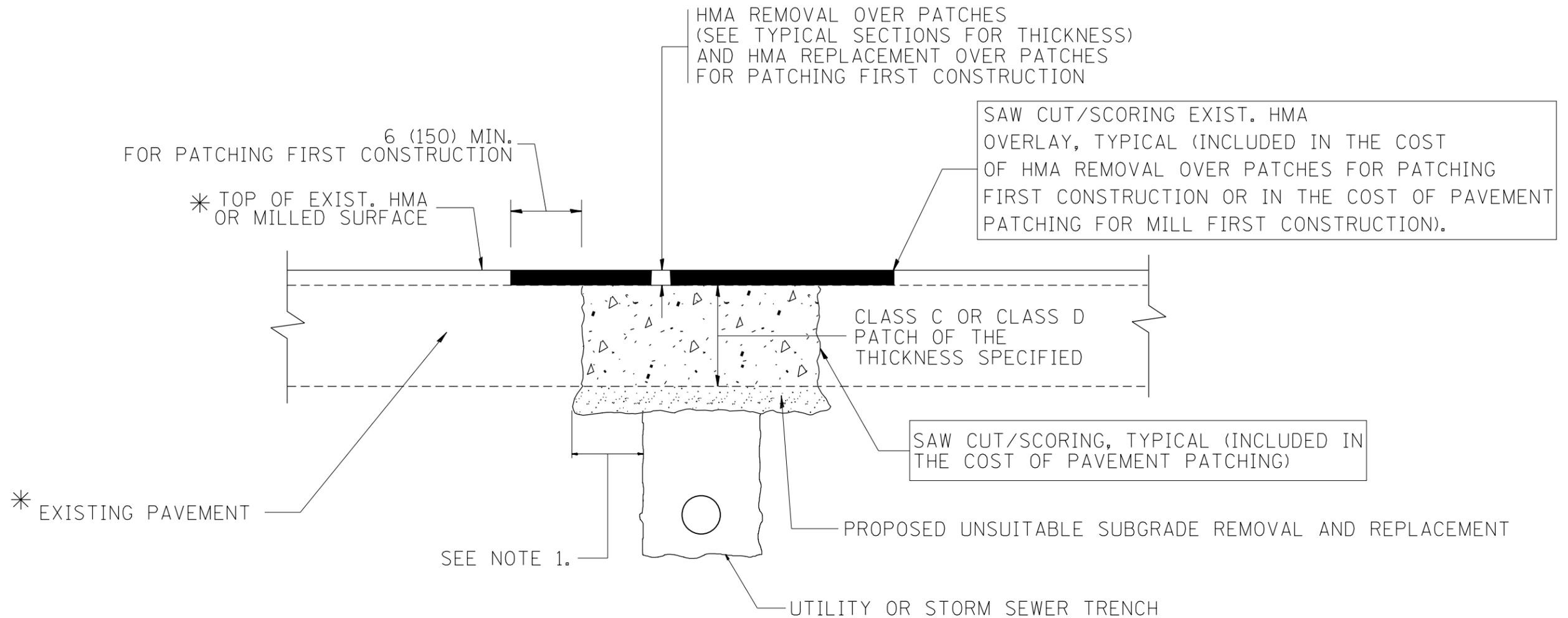
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = hassan	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
pw\11084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI288\Drawings\Design\DistStd.dgn			REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 2/2/2018	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	0304RS-4	COOK	24	14
<b>BD600-03 (BD-8)</b>		<b>CONTRACT NO. 62F24</b>		
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				



\* 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 = hassann	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI288\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - R. BORO 01-01-07					347	0304RS-4	COOK	24	15
PLOT SCALE = 100.0000' / 1" =	DATE - 10-25-94	REVISED - R. BORO 09-04-07	REVISED - K. ENG 10-27-08		BD400-04 (BD-22)			CONTRACT NO. 62F24				
PLOT DATE = 2/2/2018					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS   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.

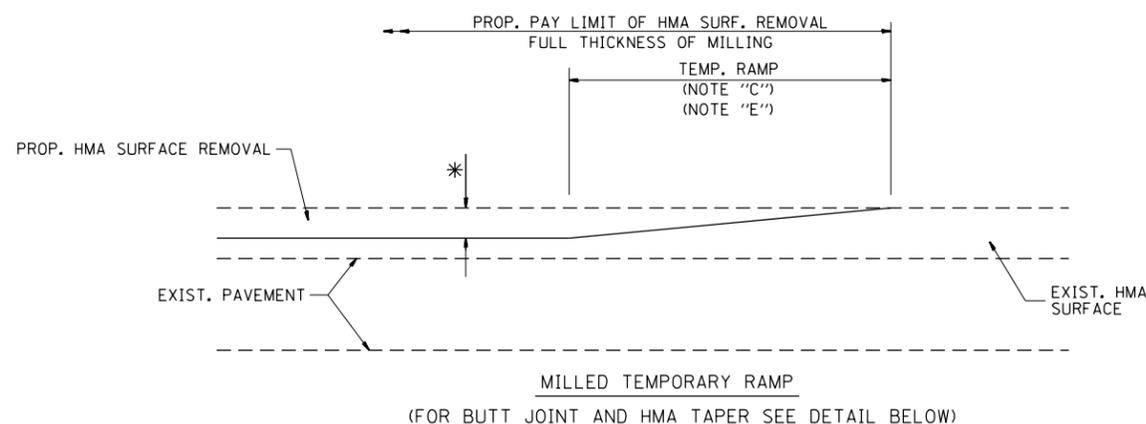
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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".

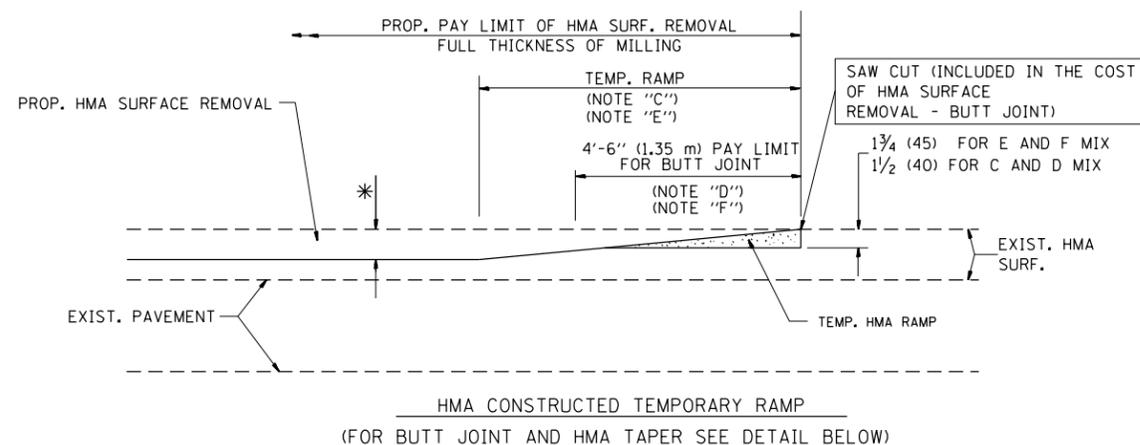
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = hassan	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A.P. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI288\Drawings\Design\DistStd.dgn		REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01			347	0304RS-4	COOK	24	16
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 12-15-09				<b>BD600-06 (BD-24)</b>		<b>CONTRACT NO. 62F24</b>		
PLOT DATE = 2/2/2018	DATE - 03-11-94					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT

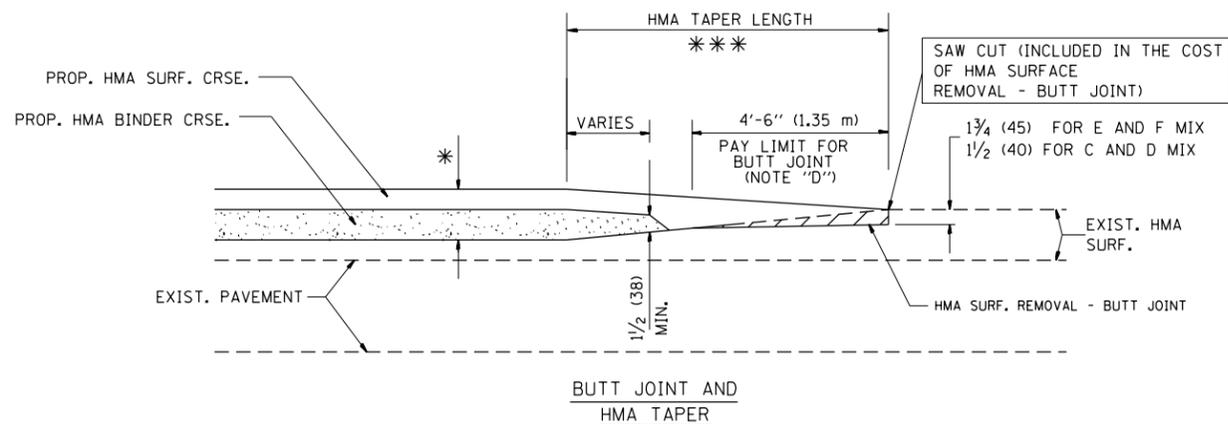


**OPTION 1**

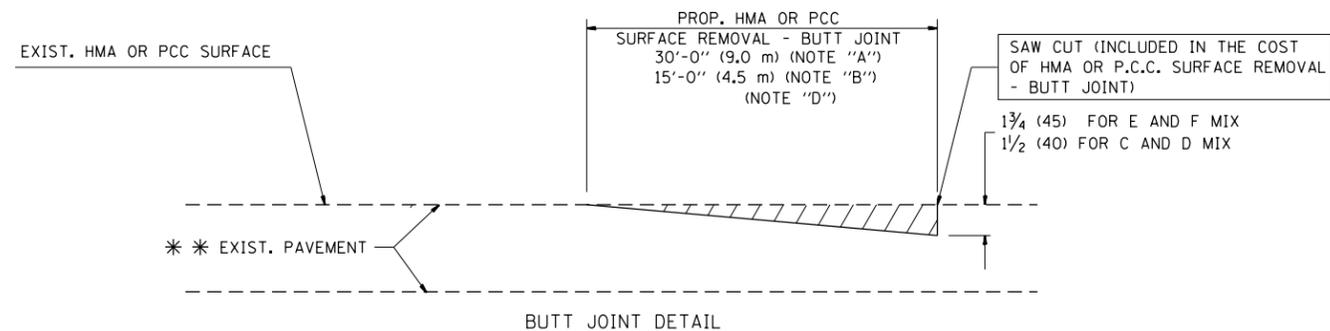


**OPTION 2**

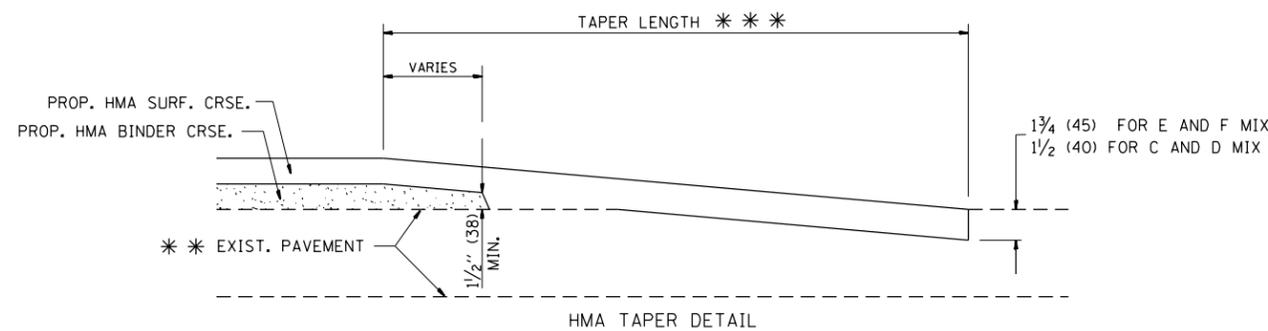
**TYPICAL TEMPORARY RAMP**



**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

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

**NOTES**

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

**BASIS OF PAYMENT:**

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

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

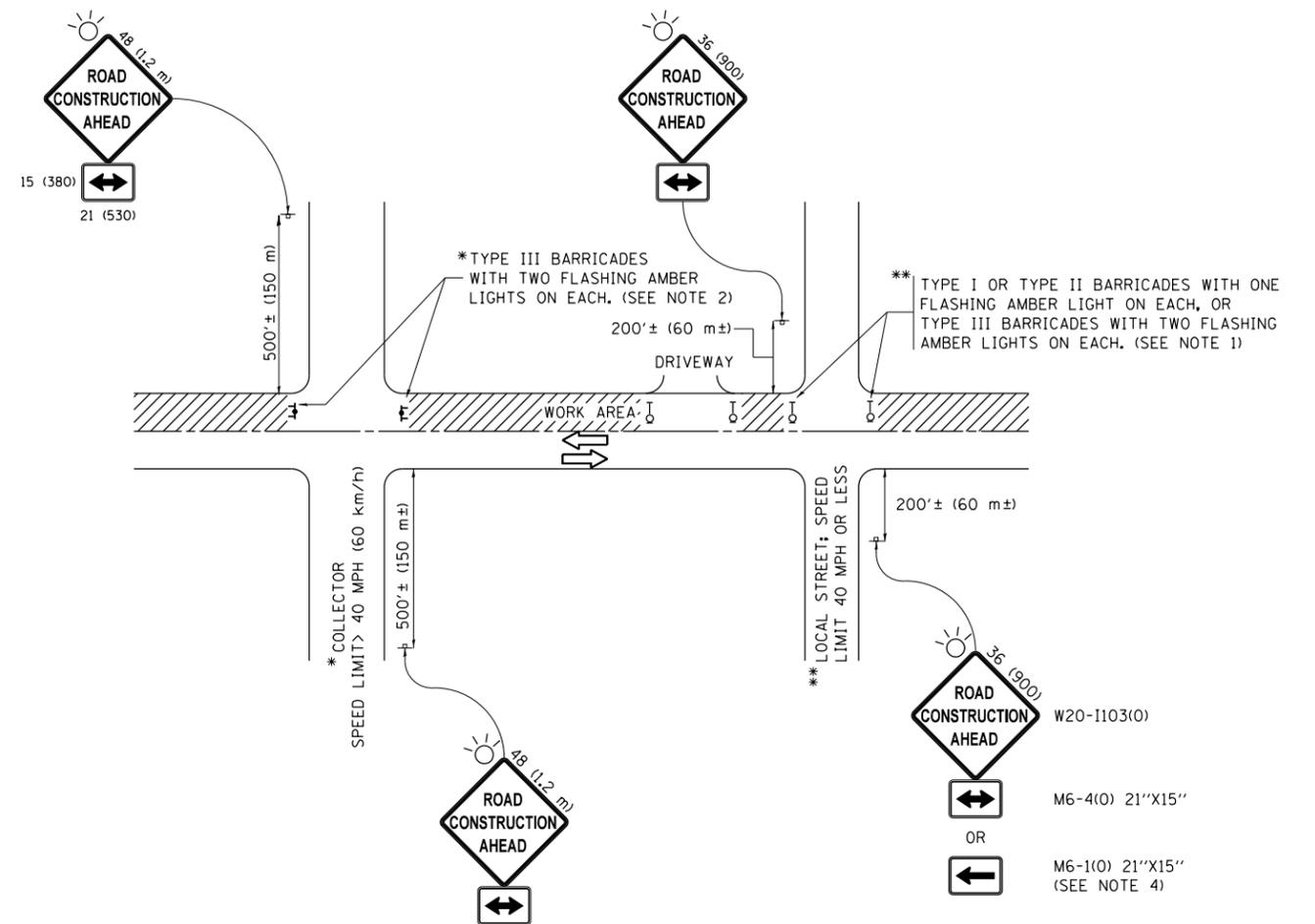
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p:\11084EBID\INTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI288\Drawings\Design\DistStd.dgn			REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 2/2/2018	DATE - 06-13-90	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.
347	0304RS-4	COOK	24	17
<b>BD400-05 BD32</b>		<b>CONTRACT NO. 62F24</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**NOTES:**

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

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

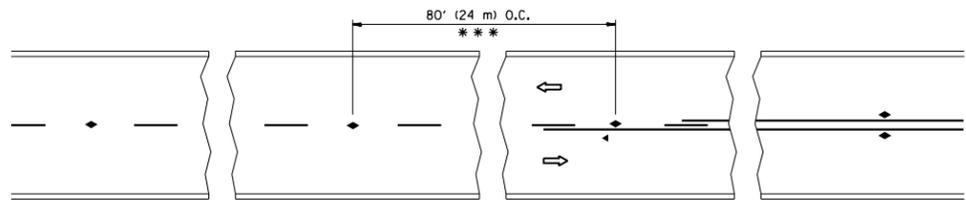
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p:\11084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI288\Drawings\Design\DistStd.dgn			REVISED - T. RAMMACHER 01-06-00
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 2/2/2018	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

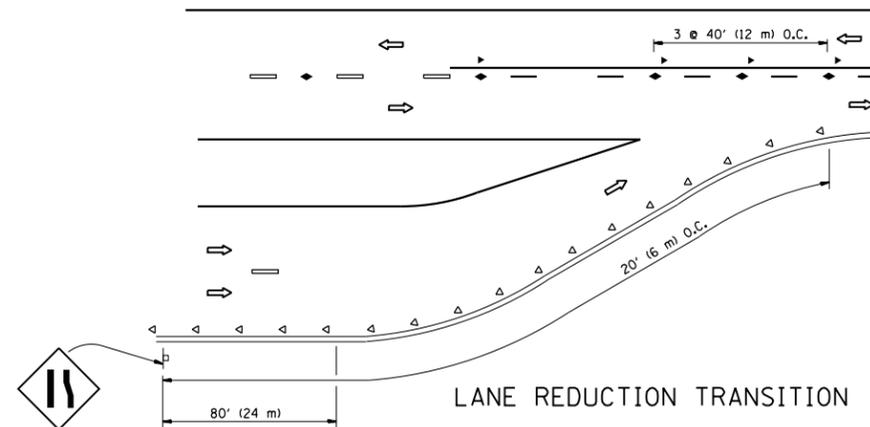
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TC-10</b>			<b>CONTRACT NO. 62F24</b>	
ILLINOIS FED. AID PROJECT				

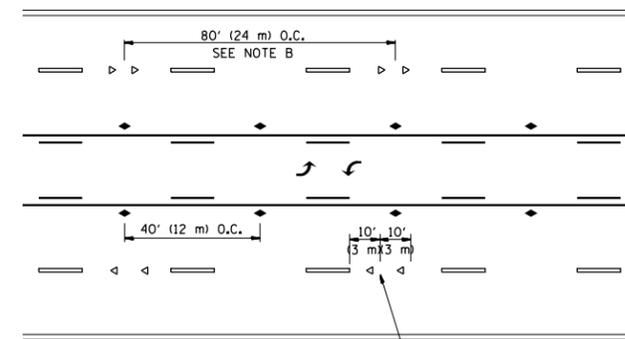


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

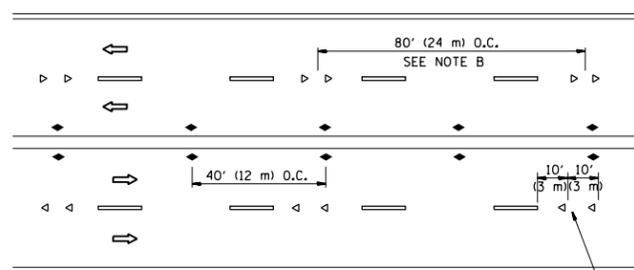
TWO-LANE/TWO-WAY



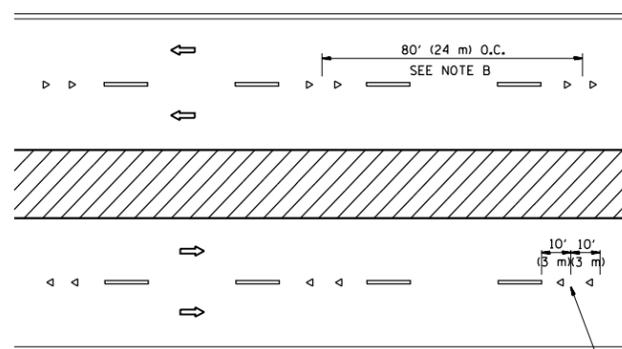
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

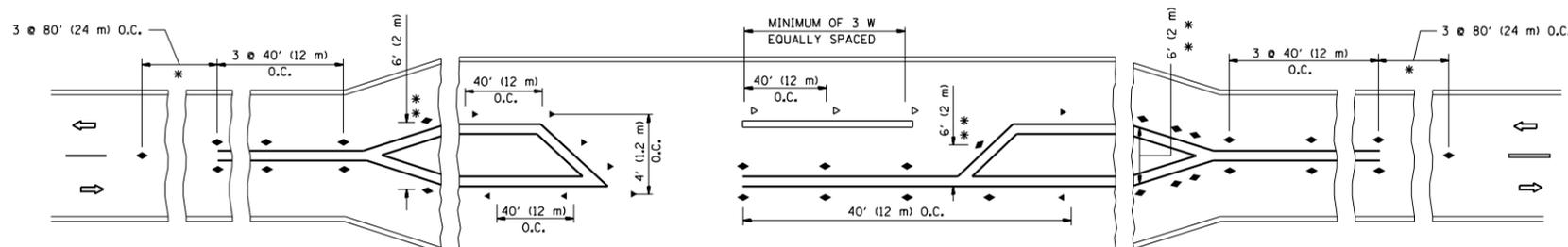
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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

LEFT TURN

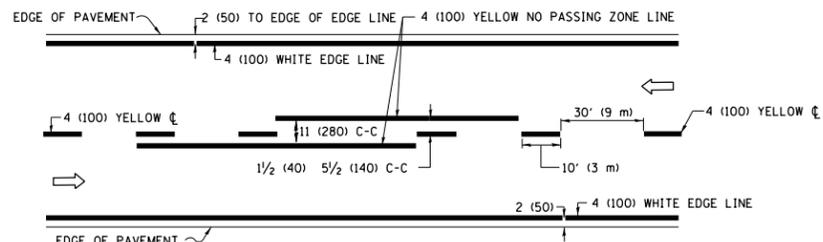
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = hassann	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
p:\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI288\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - T. RAMMACHER 03-12-99
		DATE -	REVISED - T. RAMMACHER 01-06-00
			REVISED - C. JUCIUS 09-09-09

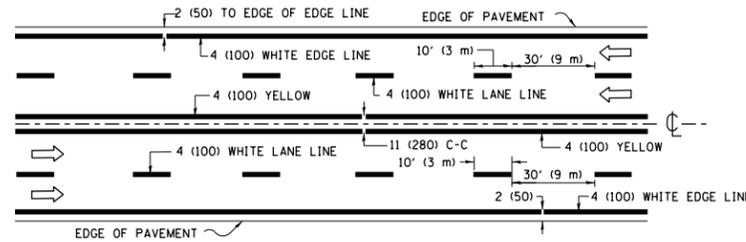
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

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

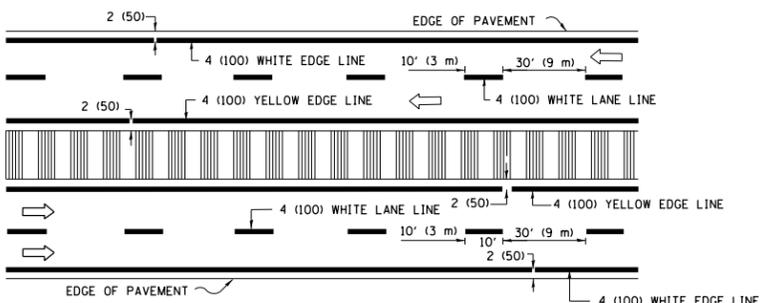
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	0304RS-4	COOK	24	19
TC-11			CONTRACT NO. 62F24	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**2-LANE ROADWAY**

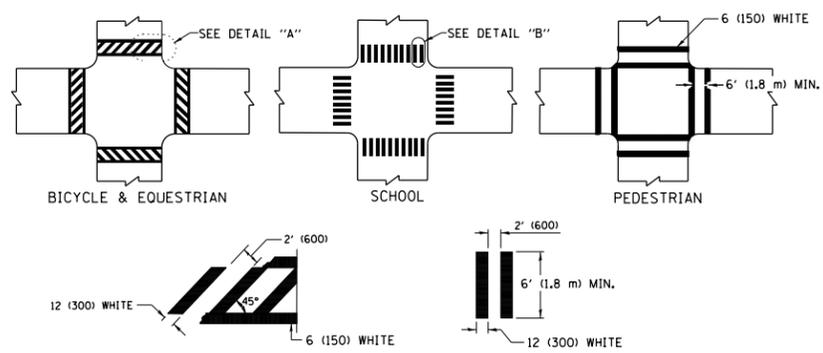


**MULTI-LANE UNDIVIDED**



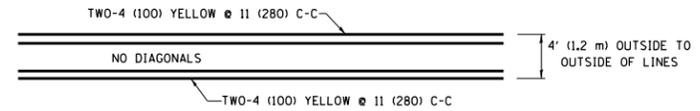
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

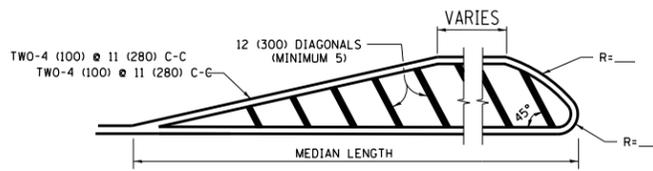


**TYPICAL CROSSWALK MARKING**

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

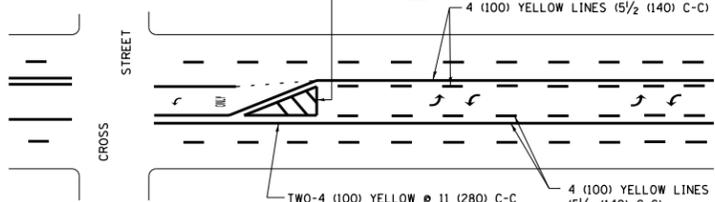


**4' (1.2 m) WIDE MEDIANS ONLY**



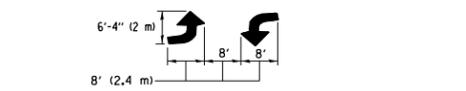
**MEDIANS OVER 4' (1.2 m) WIDE**

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))



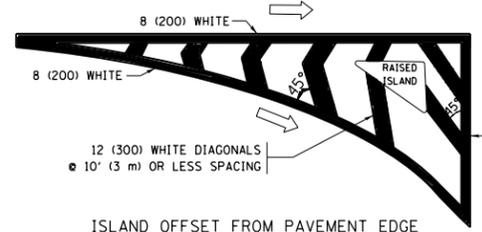
**MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING**

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

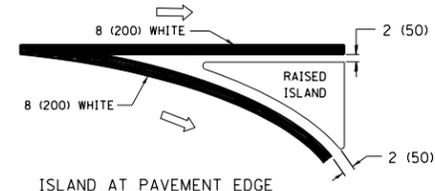


**TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING**

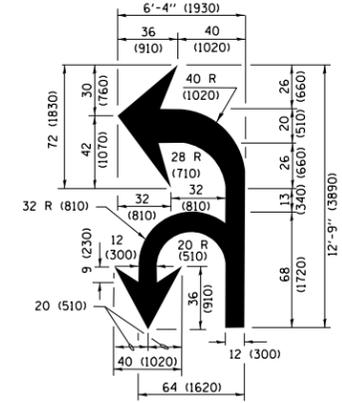
FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



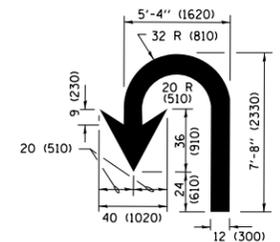
**ISLAND OFFSET FROM PAVEMENT EDGE**



**ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

**LANE REDUCTION TRANSITION**

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8" (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

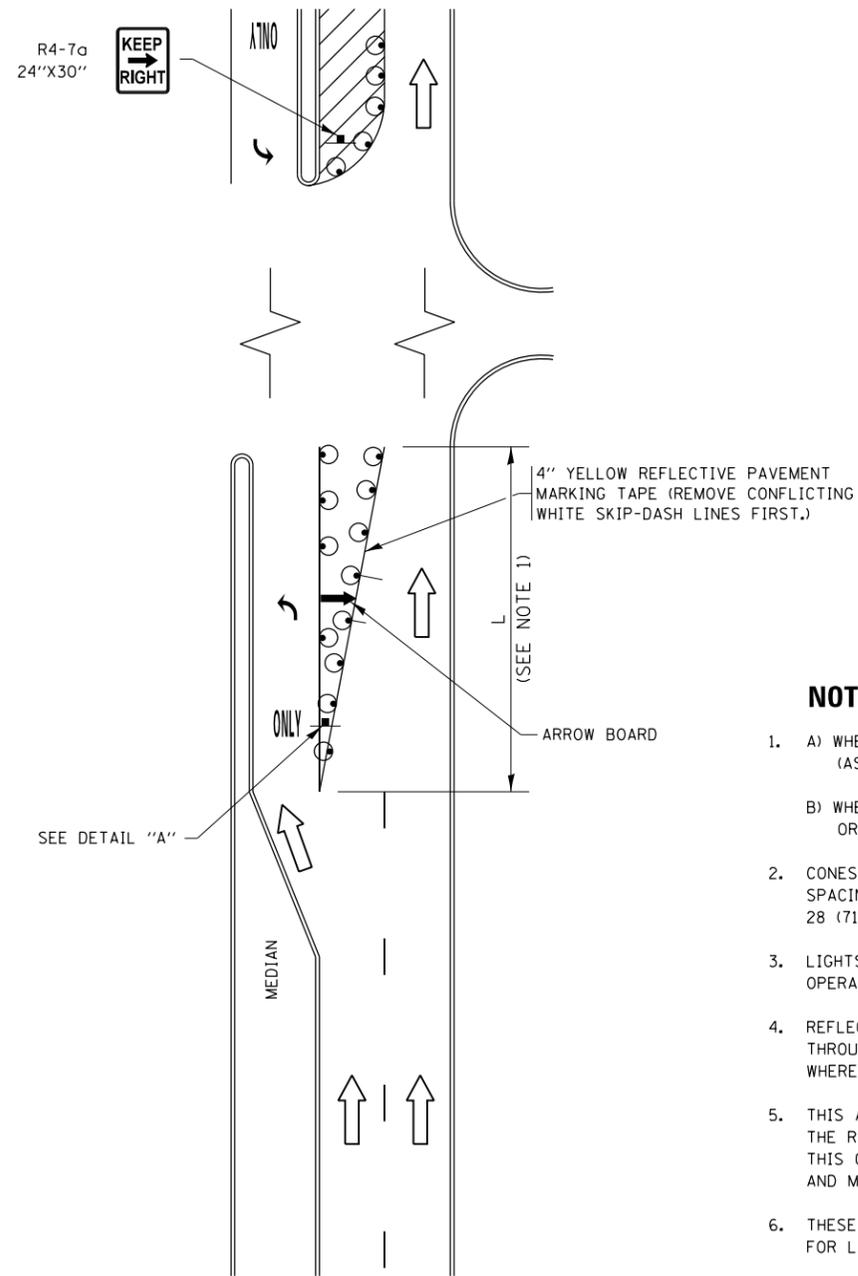
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pw\1\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI28\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 100.0000' / in.	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 2/2/2018		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT ONE TYPICAL PAVEMENT MARKINGS</b>			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

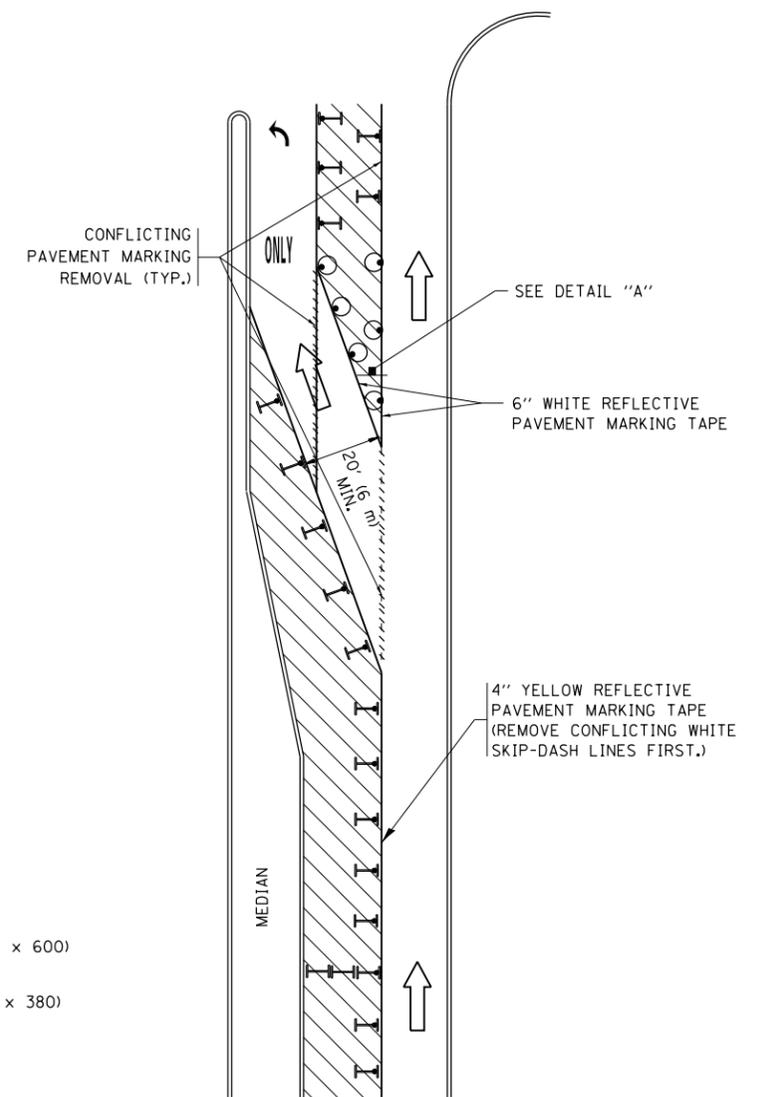
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	0304RS-4	COOK	24	20
<b>TC-13</b>		<b>CONTRACT NO. 62F24</b>		
ILLINOIS FED. AID PROJECT				

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



**FIGURE 1**

# TURN BAY ENTRANCE WITHIN A LANE CLOSURE



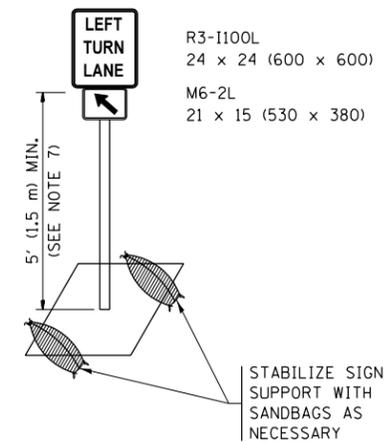
**FIGURE 2**

## LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

## NOTES:

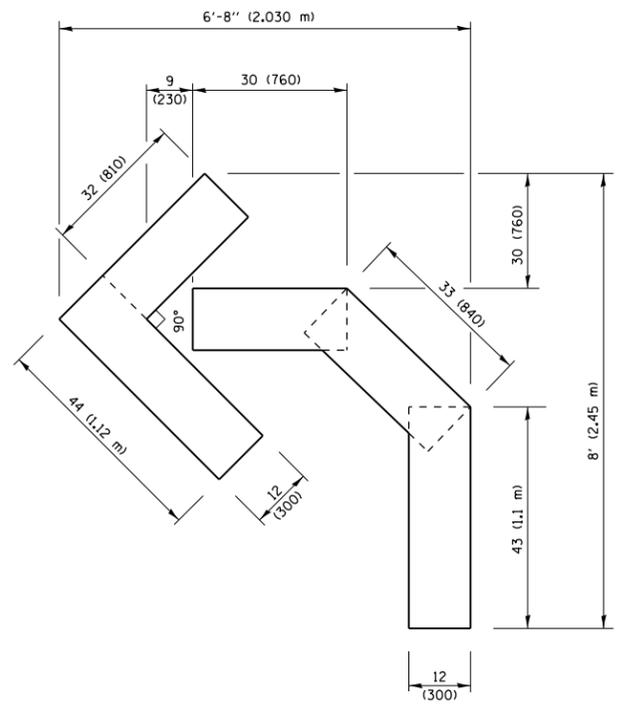
1. A) WHEN "L" IS  $\leq$  THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.  
B) WHEN "L" IS  $>$  THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



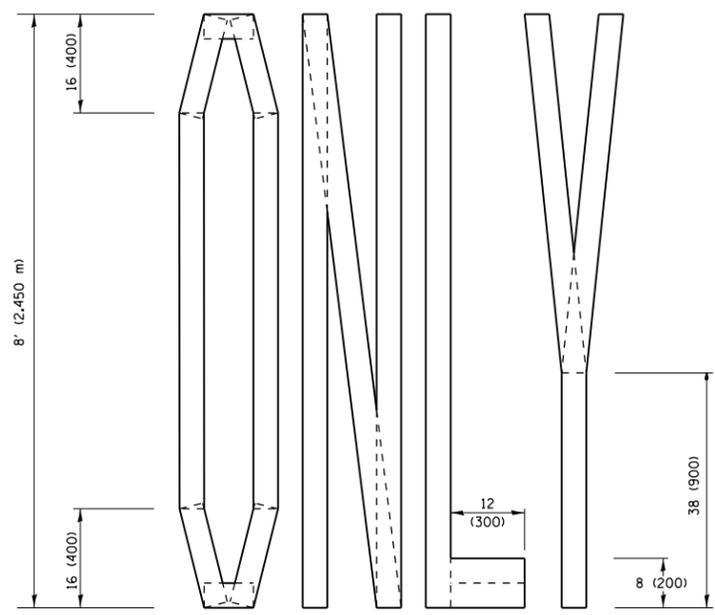
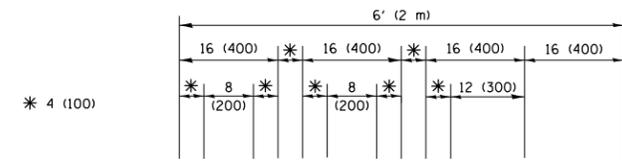
**DETAIL A**

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

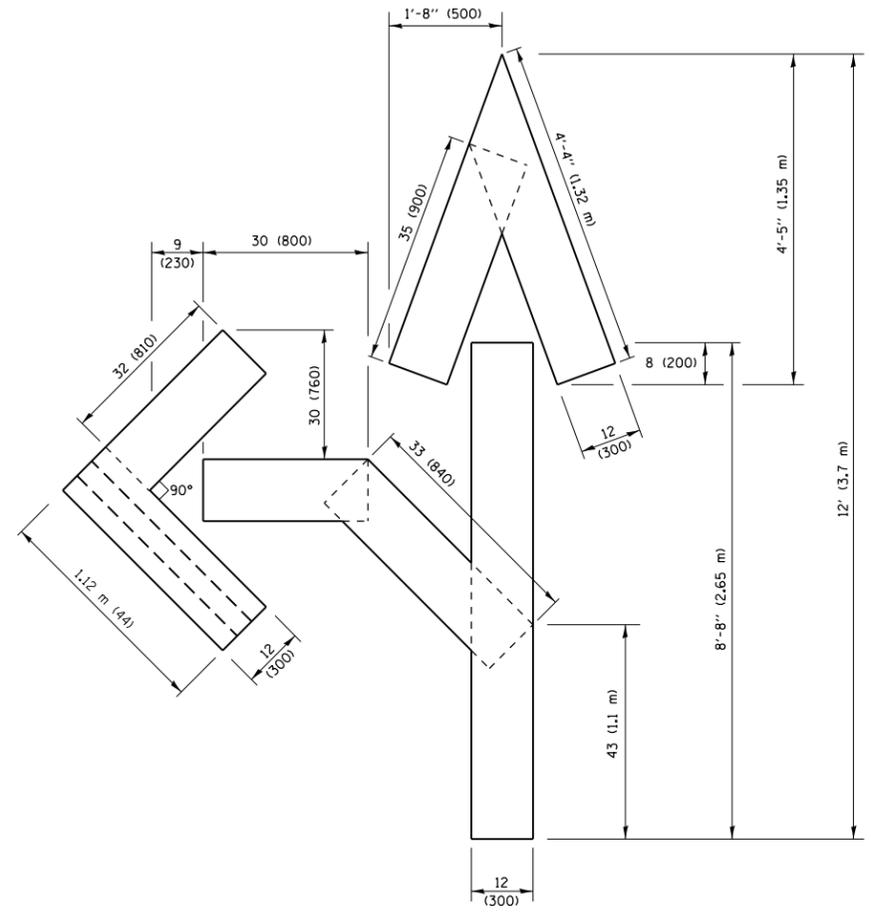
FILE NAME =	USER NAME = hassann	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)</b>	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBIDINTEG\illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\DI289\Design\HOUSEH 11-07-95	REVISED - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	REVISED - A. SCHUETZE 07-01-13			347	0304RS-4	COOK	24	21	
Default	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16			<b>TC-14</b>		<b>CONTRACT NO. 62F24</b>			
	PLOT DATE = 2/2/2018	REVISED - T. RAMMACHER 01-06-00	REVISED -			SCALE: NONE		SHEET 1 OF 1 SHEETS		STA. TO STA.	



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

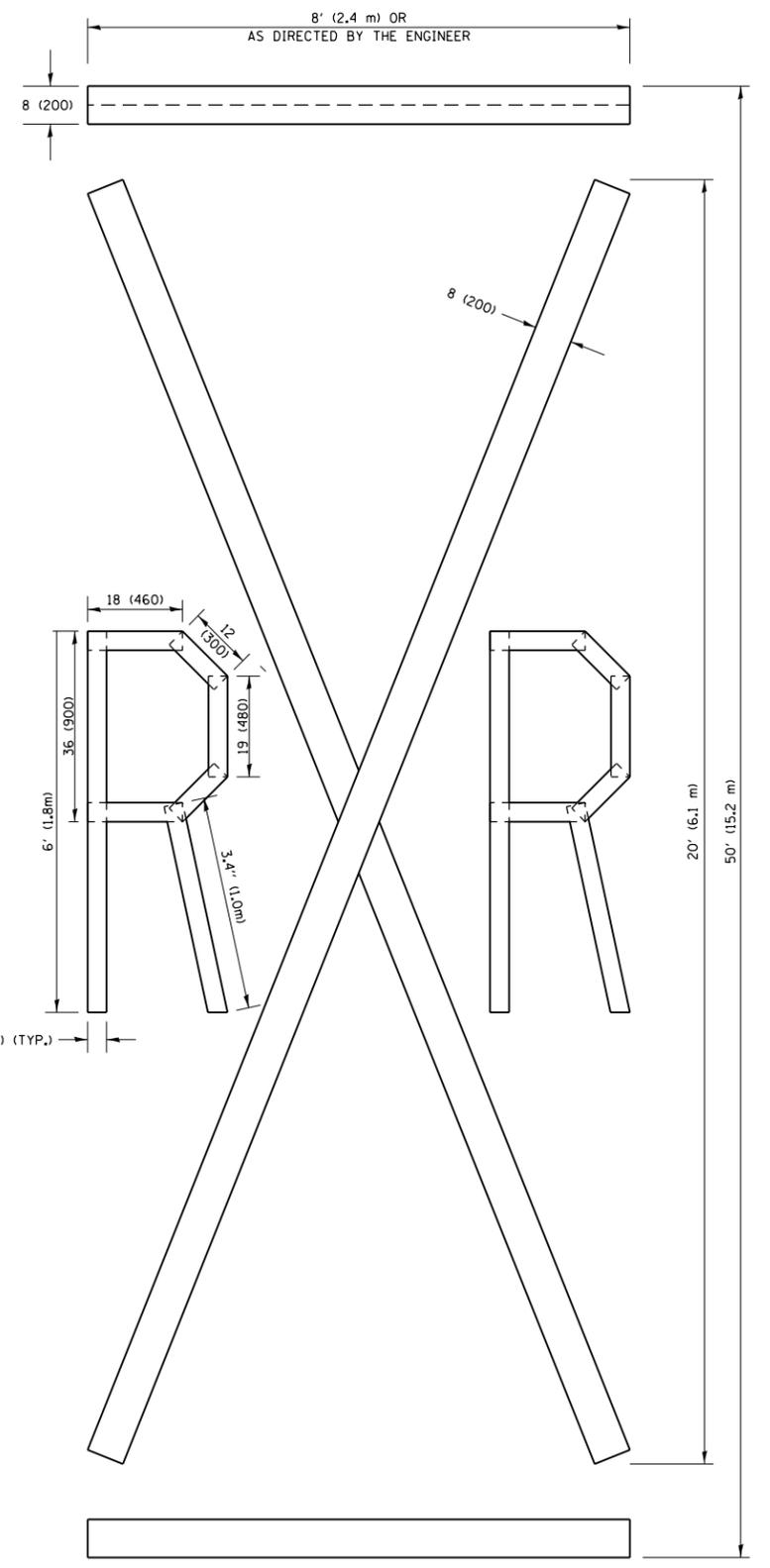


**QUANTITY**  
 4 (100) LINE = 64.1 ft. (19.5 m)  
 21.4 sq. ft. (1.99 sq. m)



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

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



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

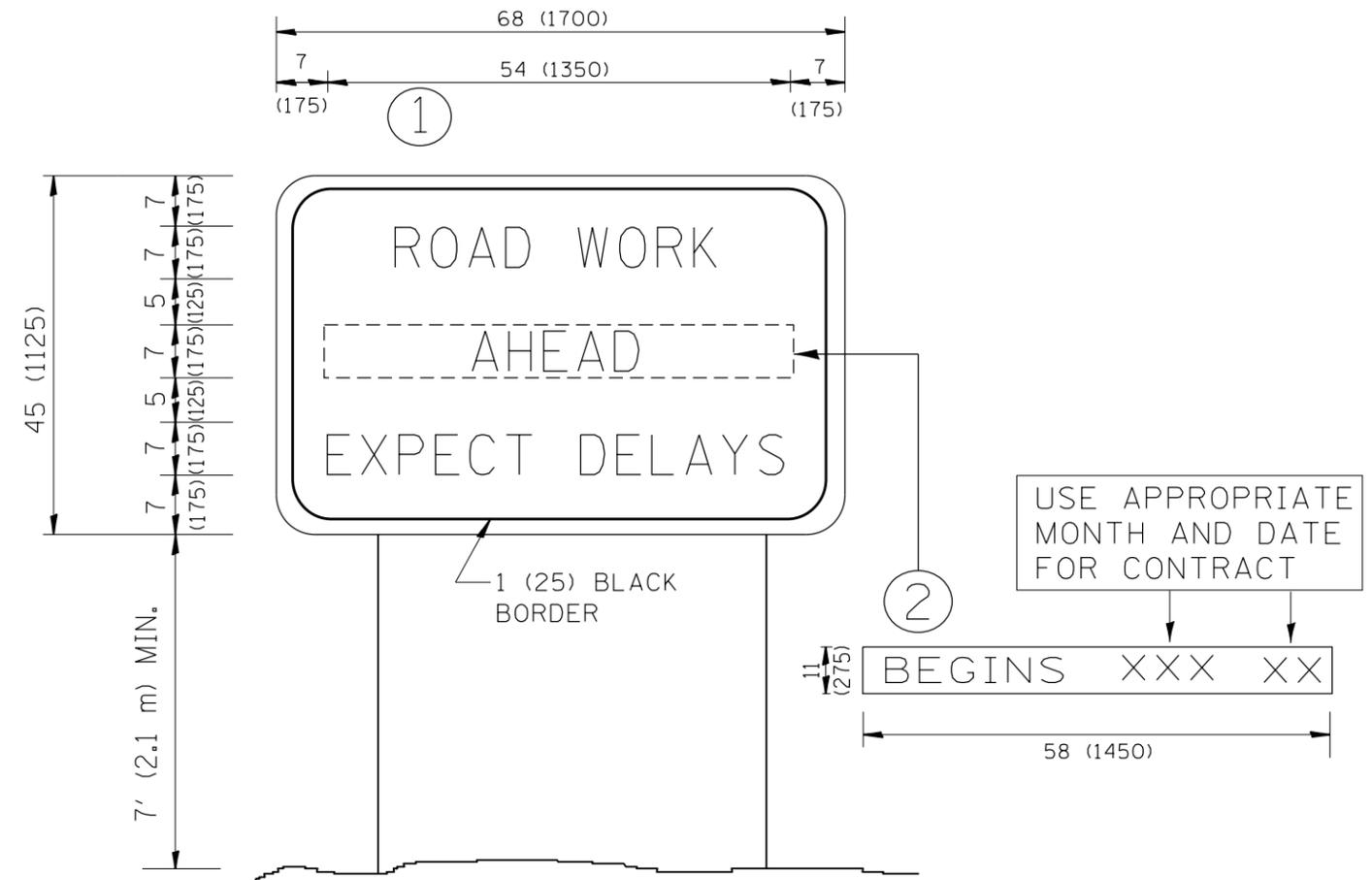
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = hassann	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
pw:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI288\Drawings\Design\DistStd.dgn		CHECKED -	REVISED -E. GOMEZ 08-28-00
		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00
			REVISED -A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	0304RS-4	COOK	24	22
<b>TC-16</b>		<b>CONTRACT NO. 62F24</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**NOTES:**

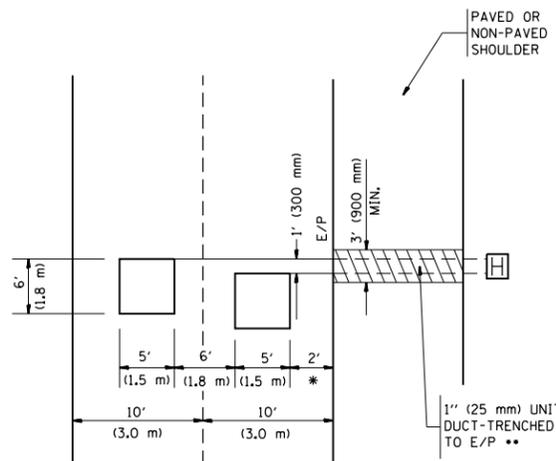
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

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

FILE NAME =	USER NAME = hassann	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI289\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - R. MIRS 12-11-97			347	0304RS-4	COOK	24	23
		DATE -	REVISED - T. RAMMACHER 02-02-99			<b>TC-22</b>		<b>CONTRACT NO. 62F24</b>		
			REVISED - C. JUCIUS 01-31-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	

LOOPS NEXT TO SHOULDERS

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



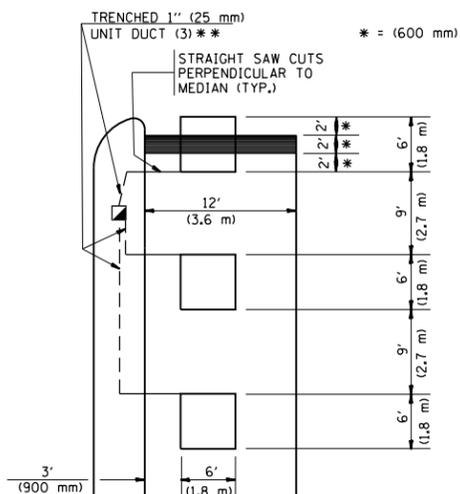
\* = (600 mm)

\*\* 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.

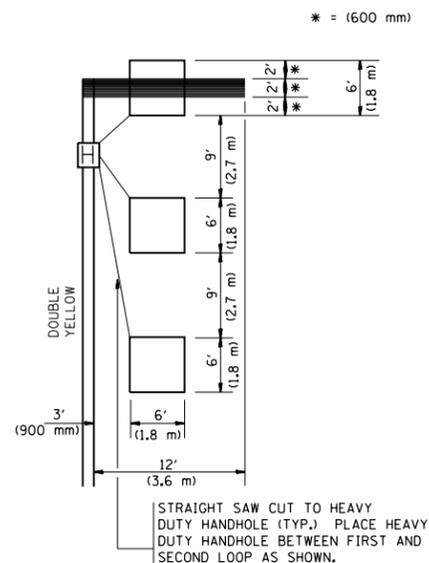


\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

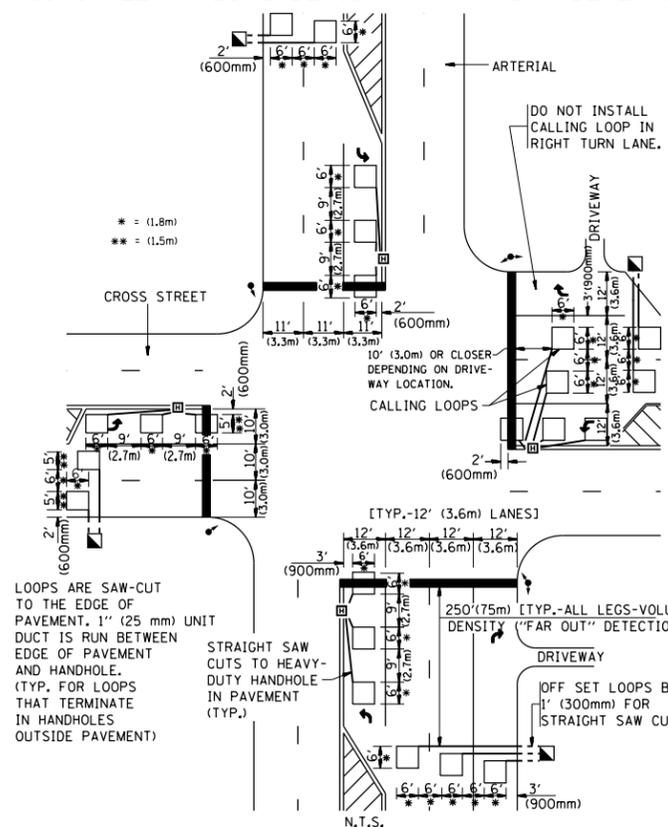
LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



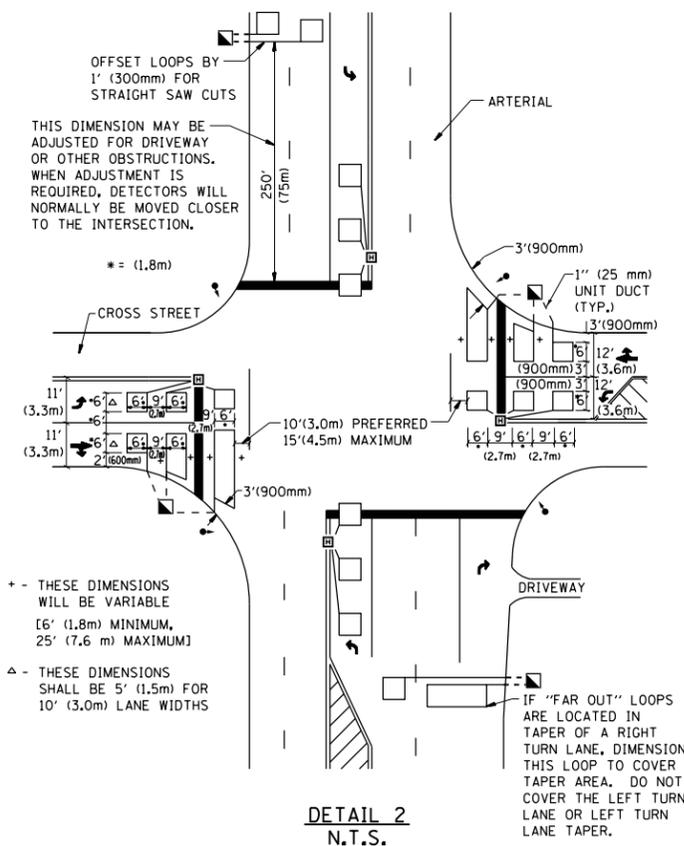
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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.

FILE NAME =	USER NAME = hassann	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI288\Drawings\Design\DistStd.dgn		DRAWN -	REVISED -			347	0304RS-4	COOK	24	24
PLOT SCALE = 100.0000' / 1".		CHECKED - R.K.F.	REVISED -			<b>TS-07</b>		<b>CONTRACT NO. 62F24</b>		
PLOT DATE = 2/2/2018		DATE -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	