

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	0405 RS-8	COOK	24	1
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 60F41	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

F.A.P. 344 / IL 83 (OAKTON STREET)
SECTION: 0405 RS-8
IL 72 (HIGGINS ROAD) TO IL 83 (ELMHURST ROAD)
RESURFACING (3P)

COUNTY: COOK
C-91-072-09

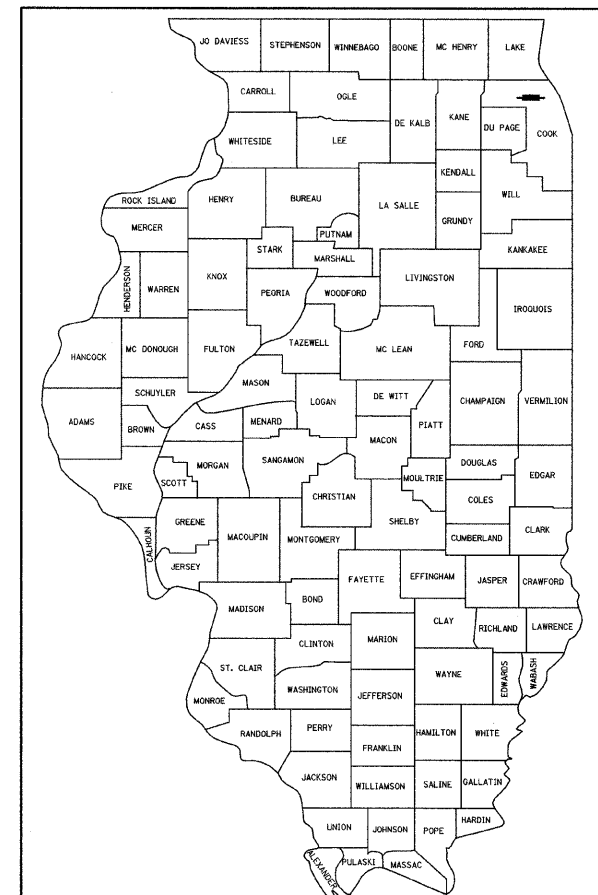
ELK GROVE TOWNSHIP
R. 11 E.

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION: OTHER PRINCIPAL ARTERIAL
SPEED LIMIT : 40 M.P.H.
2007 ADT = 26,500

PROJECT LOCATED IN THE VILLAGE OF MOUNT PROSPECT AND ELK GROVE VILLAGE

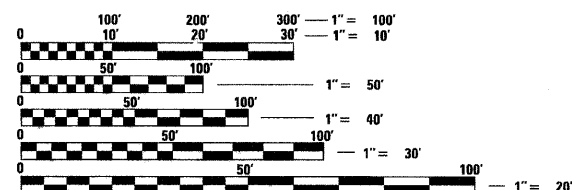
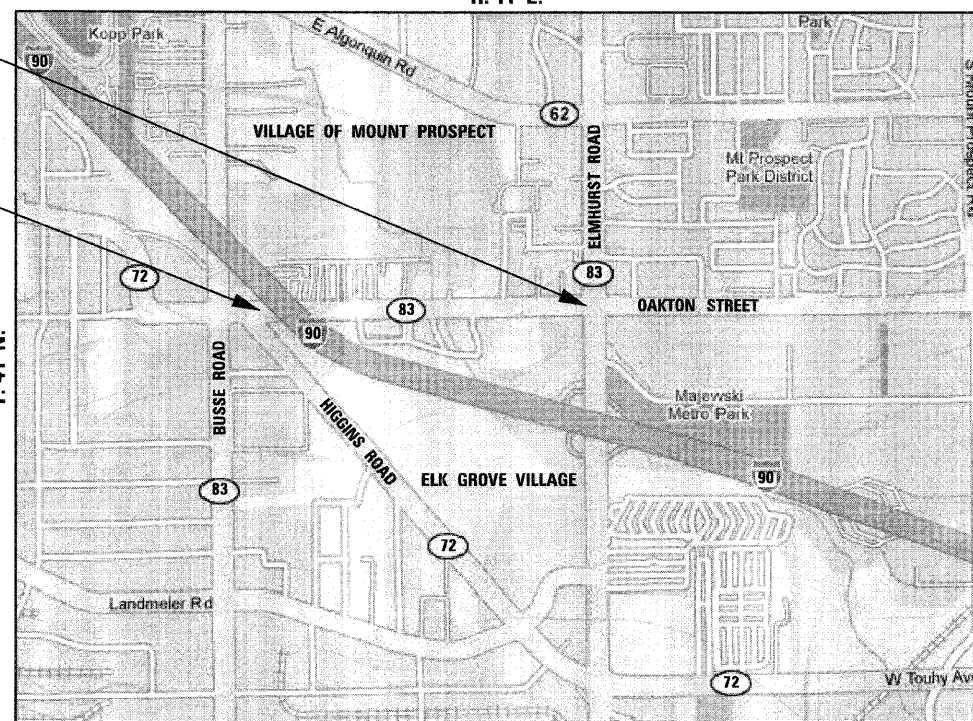
D-91-072-09



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

PROJECT ENDS
STA. 52 + 59.71

PROJECT BEGINS
STA. 4 + 61.56



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 LOCATING INFORMATION FOR EXCAVATORS
1-800-892-0123 OR 811

DISTRICT ONE - PLAN PREP ENGINEER:
KEN ENG (847) 705-4247

CONTRACT NO. 60F41

GROSS LENGTH OF PROJECT = 4,798 FEET = 0.909 MILES
NET LENGTH OF PROJECT = 4,798 FEET = 0.909 MILES

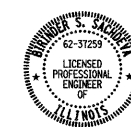
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED MARCH 3, 2009

Diana M. O'Keefe
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

May 1, 2009
Charles G. Ingersoll
 ENGINEER OF DESIGN AND ENVIRONMENT

May 1, 2009
Christine M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



Birinder S. Sachdeva
 BIRINDER S. SACHDEVA, P.E.
 EXPIRES: 11-30-2009

February 25, 2009
 DATE

CR & A
 CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS - PLANNERS - SURVEYORS
 211 W. WACKER DRIVE CHICAGO, IL. 60606
 TELEPHONE: 312-372-2023

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OF THE STATE OF ILLINOIS

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LIST OF STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-03	FRAME AND LIDS, TYPE 1
604091-02	FRAME AND GRATE TYPE 24
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606306-03	CORRUGATED PC CONCRETE MEDIANS
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
2. 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND CONDITIONS IN THE FIELD UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
4. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
6. SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF CLASS D PATCHES AND COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.
7. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
8. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
9. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 40 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM 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).
10. EXTENDED LANE CLOSURE AND/OR OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING, UNLESS OTHER CONDITIONS WARRANT AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER.
11. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE TYPE III SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKINGS.
12. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
13. THE RESIDENT ENGINEER SHALL CONTACT MR. WALTER CZARNY, THE AREA TRAFFIC FIELD ENGINEER, AT (773) 685-8386 AT LEAST TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
14. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING MAINLINE PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" INCLUDED IN THE PLANS. THE BUTT JOINT DETAIL DOES NOT APPLY TO SIDE ROAD INTERSECTIONS.
15. MATCH EXISTING PAVEMENT MARKINGS AT THE PROJECT AND OMISSION LIMITS. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
16. PAY ITEM 55039700 - STORM SEWERS TO BE CLEANED - SHALL ONLY BE UTILIZED TO CLEAN STORM SEWER LATERAL PIPES BETWEEN INLETS AND/OR CATCH BASINS AND THE MAIN DRAIN.
17. TEMPORARY RAMPS AT BUTT JOINTS SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT AS SHOWN ON THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET.
18. PARTIAL DEPTH LONGITUDINAL PATCHES SHALL BE 3' WIDE AND 3" DEEP AND SHALL BE USED ON LONGITUDINAL JOINTS WITH A LARGE SEPARATION OR JOINTS PREVIOUSLY FILLED WITH COLD PATCH.

FILE NAME = D162F41-sht-gennote.dgn
PLOT DATE = 3/20/2009



CHRISTIAN-ROGE & ASSOCIATES, INC.
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DESIGNED - K.R.K.	REVISED -
DRAWN - B.K.	REVISED -
CHECKED - S.J.P.	REVISED -
DATE - MARCH 20, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, LIST OF STATE STANDARDS AND GENERAL NOTES
IL. 83 (OAKTON STREET)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	0405 RS-8	COOK	24	2
CONTRACT NO. 60F41				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES			URBAN 100% STATE	CONSTRUCTION TYPE CODE
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	1000 URBAN
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	18	18
40600300	AGGREGATE (PRIME COAT)	TON	118	118
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	20	20
40600895	CONSTRUCTING TEST STRIP	EACH	2	2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	112	112
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	498	498
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	98	98
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	2,902	2,902
42001300	PROTECTIVE COAT	SQ YD	369	369
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	150	150
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	5,748	5,748
44000600	SIDEWALK REMOVAL	SQ FT	150	150
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	2,320	2,320
44002210	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 2 1/2"	SQ YD	700	700
44003100	MEDIAN REMOVAL	SQ FT	1,511	1,511
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	13,595	13,595
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	475	475
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	130	130
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	100	100
55039700	STORM SEWERS TO BE CLEANED	FOOT	1,196	1,196
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	7	7
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	7	7
60404950	FRAMES AND GRATES, TYPE 24	EACH	2	2
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	2
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2	2
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	128	128
60624600	CORRUGATED MEDIAN	SQ FT	1,600	1,600

SUMMARY OF QUANTITIES			URBAN 100% STATE	CONSTRUCTION TYPE CODE
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	1000 URBAN
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6
67100100	MOBILIZATION	L SUM	1	1
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	5,190	5,190
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	13,794	13,794
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	381	381
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	97	97
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	182	182
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	102	102
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	577	577
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13,794	13,794
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	381	381
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	97	97
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	182	182
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	102	102
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	678	678
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	678	678
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	364	364
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51	51
X0656100	DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	SQ YD	150	150
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,019	1,019
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	5,360	5,360
X4421000	PARTIAL DEPTH PATCHING	TON	215	215
X4422030	PARTIAL DEPTH REMOVAL 3"	SQ YD	1,282	1,282
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	43	43

* SPECIALTY ITEM

FILE NAME = D160F41-shr-S00.dgn
PLOT DATE = 3/20/2009



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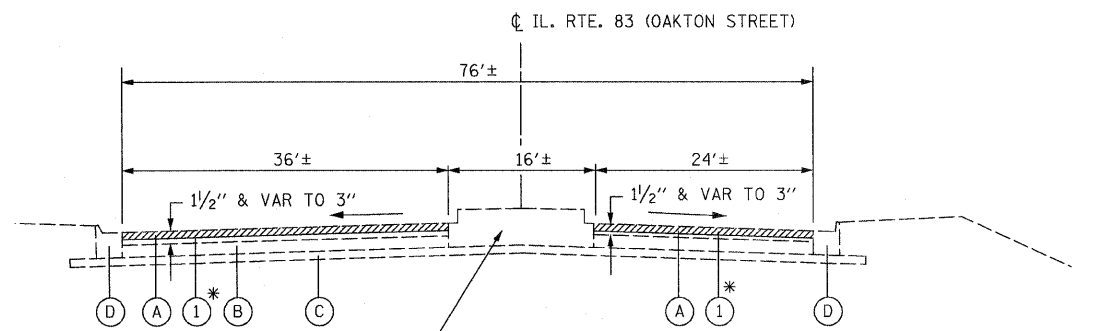
DESIGNED -	S.J.P.	REVISED -	
DRAWN -	B.K.	REVISED -	
CHECKED -	S.J.P.	REVISED -	
DATE -	MARCH 20, 2009	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL. 83 (OAKTON STREET) IL. 72 TO ELMHURST ROAD

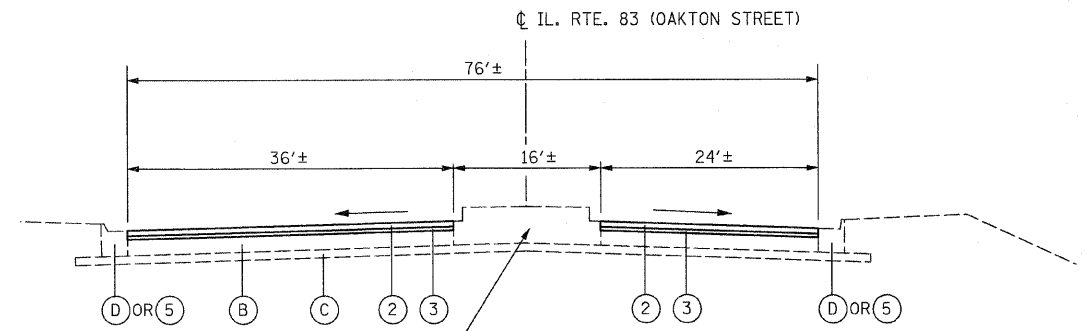
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	0405 RS-8	COOK	24	3
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60F41	



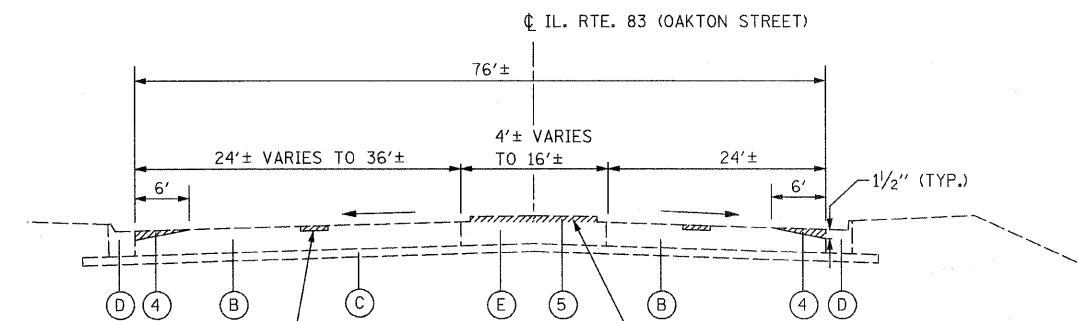
CONC. CURB AND GUTTER TYPE B-6.12 & CONCRETE MEDIAN SURFACE, 4"
 * CONTRACTOR SHALL VARIATE HMA SURFACE REMOVAL DEPTH AS NEEDED BASE ON FIELD CONDITIONS

EXISTING TYPICAL SECTION
 STA. 4+61.56 TO STA 5+54.4



CONC. CURB AND GUTTER TYPE B-6.12 & CONCRETE MEDIAN SURFACE, 4"

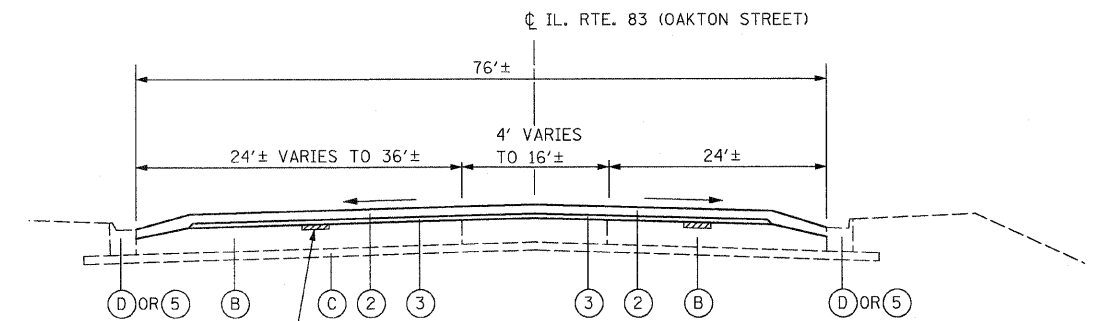
PROPOSED TYPICAL SECTION
 STA. 4+61.56 TO STA 5+54.4



PARTIAL DEPTH REMOVAL 3"

EXISTING TYPICAL SECTION
 STA. 5+54.4 TO STA 9+50

MEDIAN REMOVAL PARTIAL DEPTH
 (REMOVE CORRUGATED P.C.C. MEDIAN SURFACE FLUSH WITH PAVEMENT)



PARTIAL DEPTH PATCHING

PROPOSED TYPICAL SECTION
 STA. 5+54.4 TO STA 9+50

EXISTING CONDITIONS:

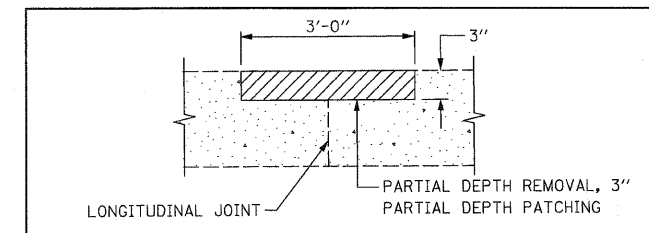
- (A) HOT-MIX ASPHALT SURFACE COURSE
- (B) CONCRETE PAVEMENT, 10" & VARIES TO 12"
- (C) SUB-BASE GRANULAR MATERIAL, TYPE A, 6"
- (D) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (E) CORRUGATED P.C. CONCRETE MEDIAN

PROPOSED IMPROVEMENTS:

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- (4) P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
- (5) COMB. CONC. CURB AND GUTTER REMOVAL AND REPLACEMENT

(LOCATIONS AS DETERMINED BY THE ENGINEER)

NOTE: THE CONTRACTOR SHALL PATCH FIRST PRIOR TO MILLING WITHIN THE HMA SURFACES.



PARTIAL DEPTH REPAIR DETAIL

LONGITUDINAL JOINTS SHALL BE REPAIRED AT LOCATIONS AS DIRECTED BY THE ENGINEER

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22. THE UNIT WEIGHT USED TO CALCULATE ALL HMA MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

ROADWAY NAME	HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
	MIXTURE TYPE	AC TYPE	AIR VOIDS
ILL. RTE. 83 (OAKTON STREET)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5mm)	SBS/SBR PG 70-22	4% @ 90 GYR
	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR
	CLASS D PATCHES (HMA BINDER, IL-19mm)	* PG 64-22	4% @ 70 GYR.
	HMA REPLACEMENT OVER PATCHES AND PARTIAL DEPTH PATCHING (HMA BINDER, IL-19mm)	* PG 64-22	4% @ 70 GYR.

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 PLOT DATE = #DATE#

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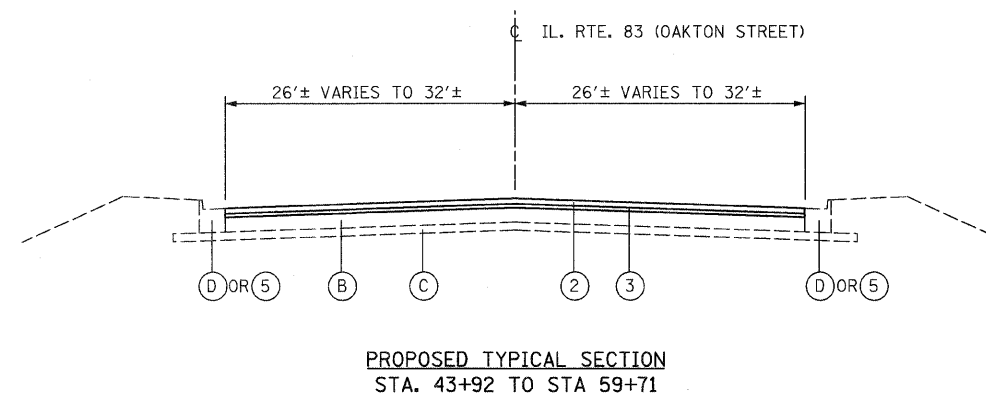
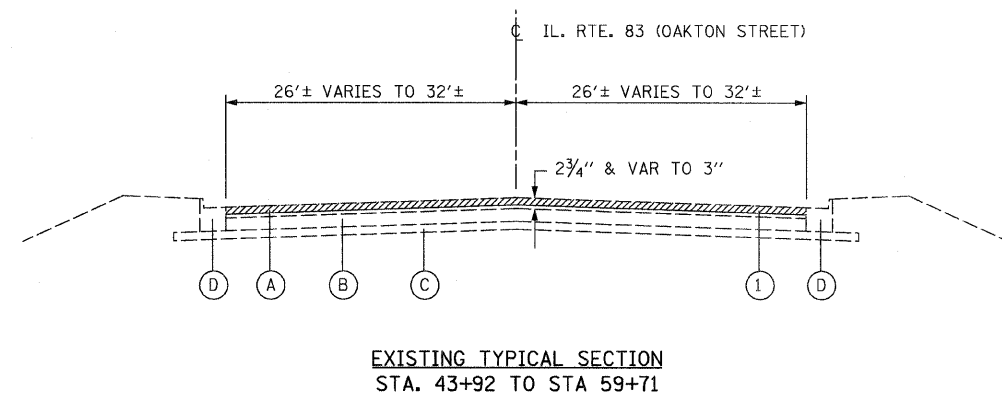
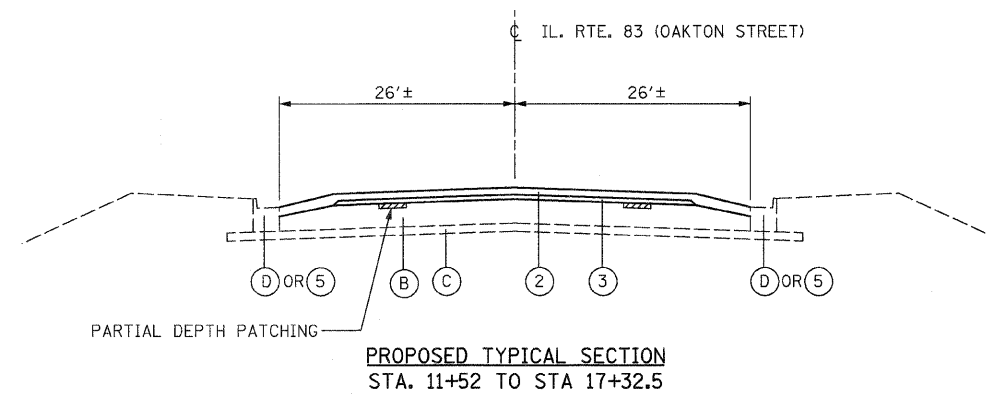
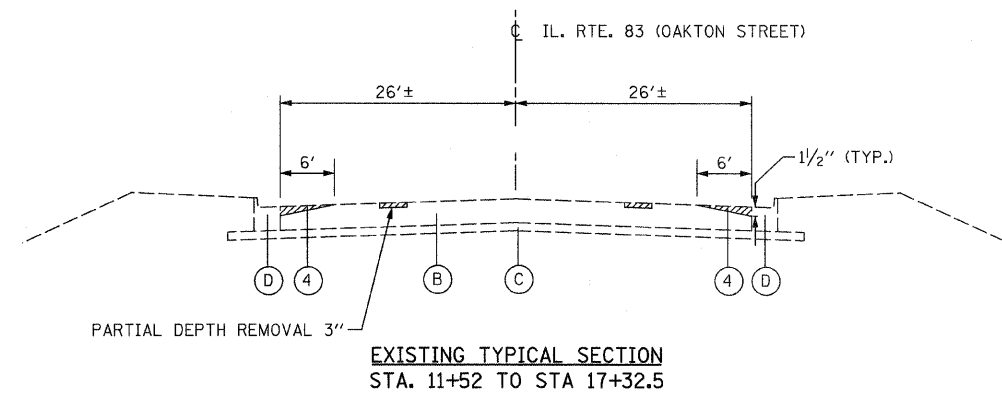
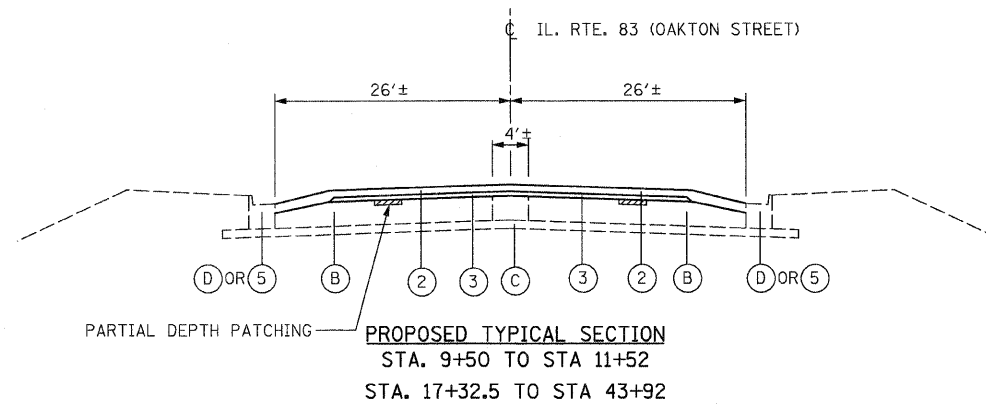
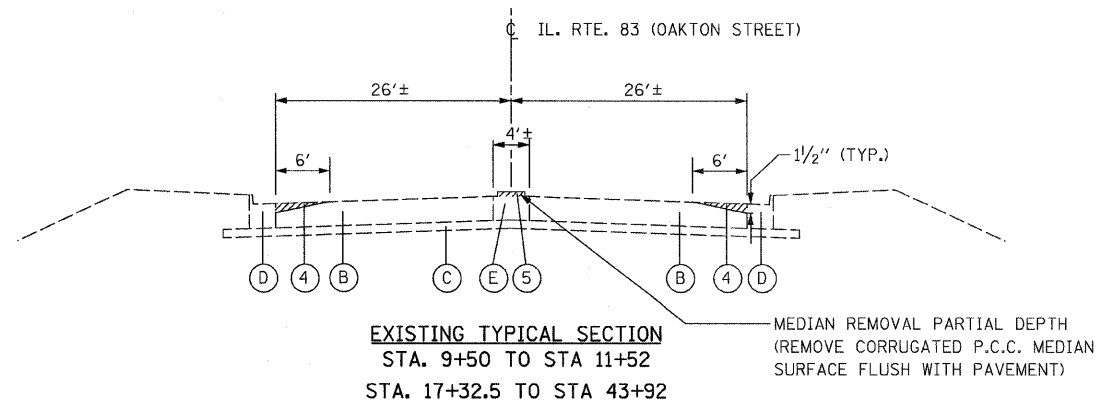
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DATE - MARCH 20, 2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL. 83 (OAKTON STREET) IL. 72 TO ELMHURST ROAD

SCALE: NONE SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	0405 RS-8	COOK	24	4
CONTRACT NO. 60F41				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



EXISTING CONDITIONS:

- (A) HOT-MIX ASPHALT SURFACE COURSE
- (B) CONCRETE PAVEMENT, 10" & VARIES TO 12"
- (C) SUB-BASE GRANULAR MATERIAL, TYPE A, 6"
- (D) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (E) CORRUGATED P.C. CONCRETE MEDIAN

PROPOSED IMPROVEMENTS:

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- (4) P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
- (5) COMB. CONC. CURB AND GUTTER REMOVAL AND REPLACEMENT
(LOCATIONS AS DETERMINED BY THE ENGINEER)

FILE NAME = #FILES#
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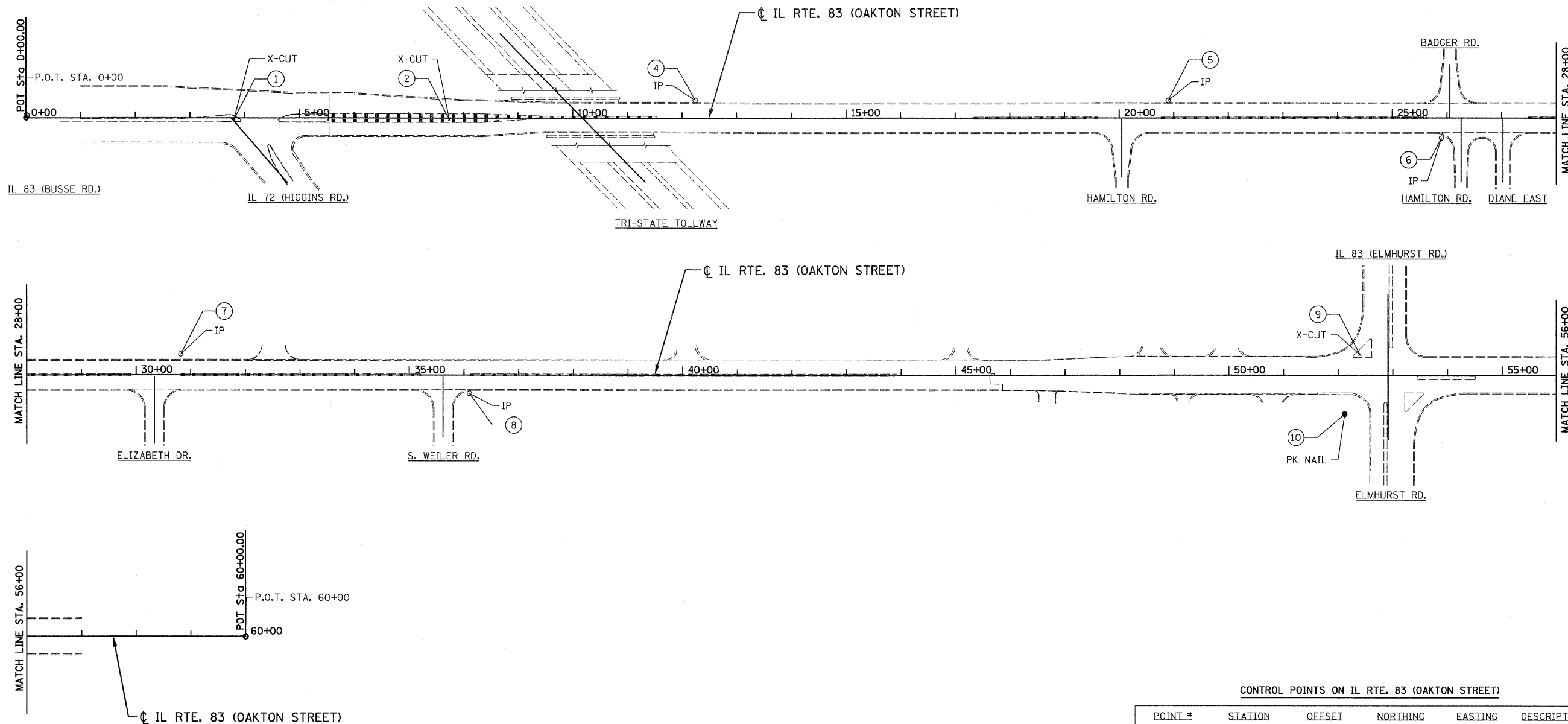
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL. 83 (OAKTON STREET) IL. 72 TO ELMHURST ROAD

SCALE: NONE SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	0405 RS-8	COOK	24	5
CONTRACT NO. 60F41				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONTROL POINTS ON IL RTE. 83 (OAKTON STREET)

POINT #	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1	3+80.27	2.63	10000.0000	10000.0000	X-CUT
2	7+74.25	2.85	10000.0000	10394.0000	X-CUT
4	12+24.12	-33.34	10036.4300	10843.8300	IP
5	20+88.85	-30.78	10034.3500	11708.5600	IR
6	25+89.76	36.64	9967.2100	12209.5100	IP
7	30+81.71	-38.17	10042.2800	12701.4200	IP
8	36+09.56	32.95	9971.4500	13229.3100	IP
9	52+39.64	-37.78	10043.0800	14859.3500	X-CUT
10	52+11.57	70.93	9934.3500	14831.3400	PK NAIL

FILE NAME = #FILES#
PLOT DATE = #DATE#

CR
CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

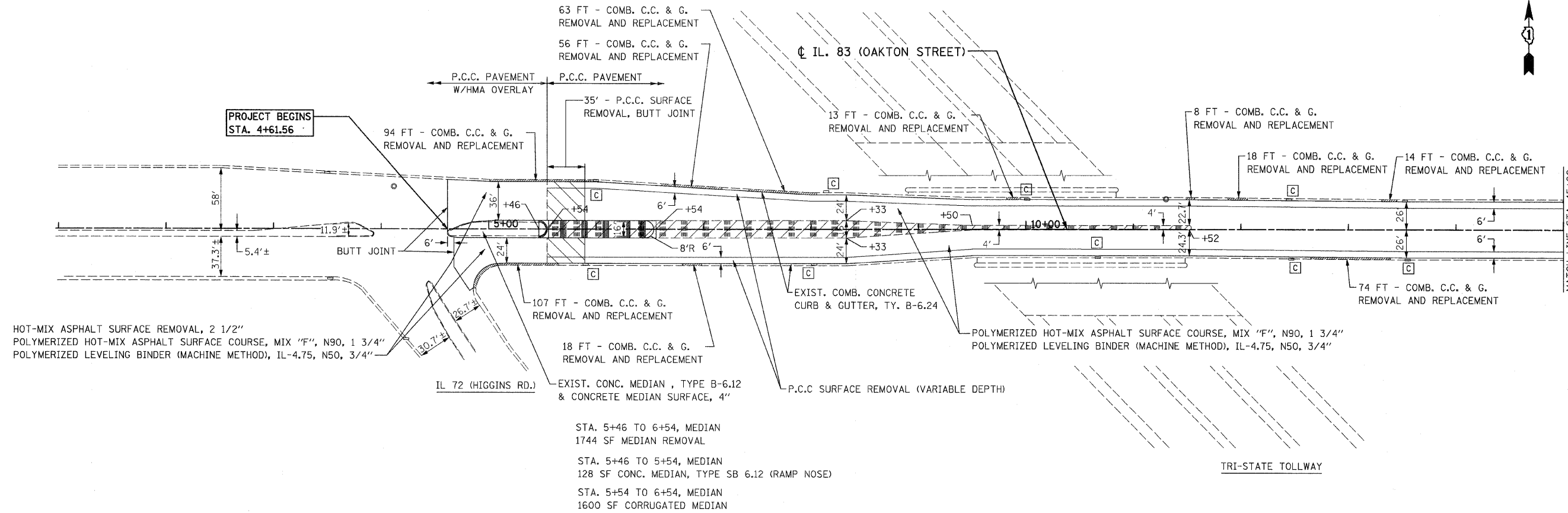
DESIGNED - K.R.K.	REVISED -
DRAWN - B.K.	REVISED -
CHECKED - S.J.P.	REVISED -
DATE - MARCH 20, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT PLAN
IL 83 (OAKTON STREET) IL 72 TO ELMHURST ROAD**

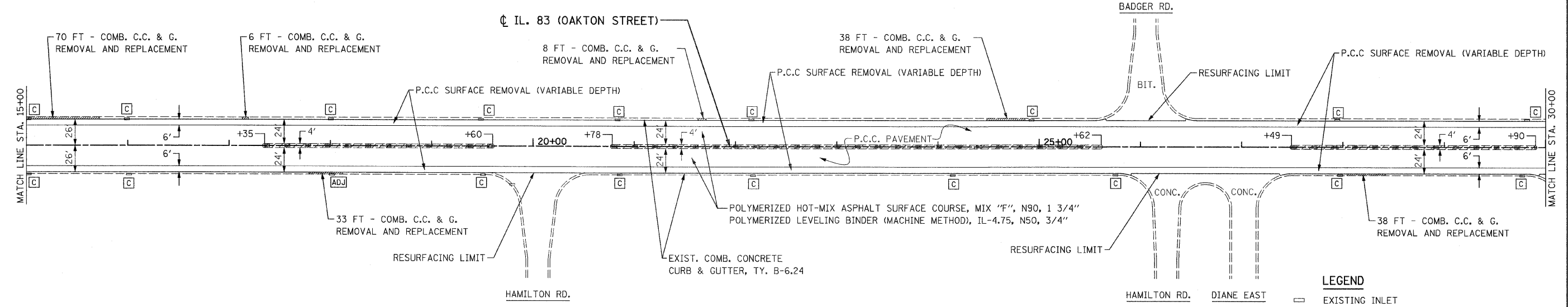
SCALE: 1" = 100' SHEET NO. 1 OF 1 SHEETS STA. 0+00 TO STA. 60+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	0405 RS-8	COOK	24	6
CONTRACT NO. 60F41				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

STA. 5+46 TO 6+54, MEDIAN
 1744 SF MEDIAN REMOVAL
 STA. 5+46 TO 5+54, MEDIAN
 128 SF CONC. MEDIAN, TYPE SB 6.12 (RAMP NOSE)
 STA. 5+54 TO 6+54, MEDIAN
 1600 SF CORRUGATED MEDIAN



- LEGEND**
- ⊔ EXISTING INLET
 - EXISTING CATCH BASIN
 - ⊙ EXISTING MANHOLE
 - CE COM ED (ADJUSTMENTS PERFORMED BY OTHERS)
 - T TELEPHONE (ADJUSTMENTS PERFORMED BY OTHERS)
 - G GAS
 - ⊕ FRAMES AND LIDS TO BE ADJUSTED, SPECIAL
 - ⊔ DRAINAGE STRUCTURES TO BE CLEANED
 - ADJ FRAMES AND LIDS TO BE ADJUSTED
 - ▨ CONCRETE REMOVAL

FILE NAME = #FILES#
 PLOT DATE = #DATE#



CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

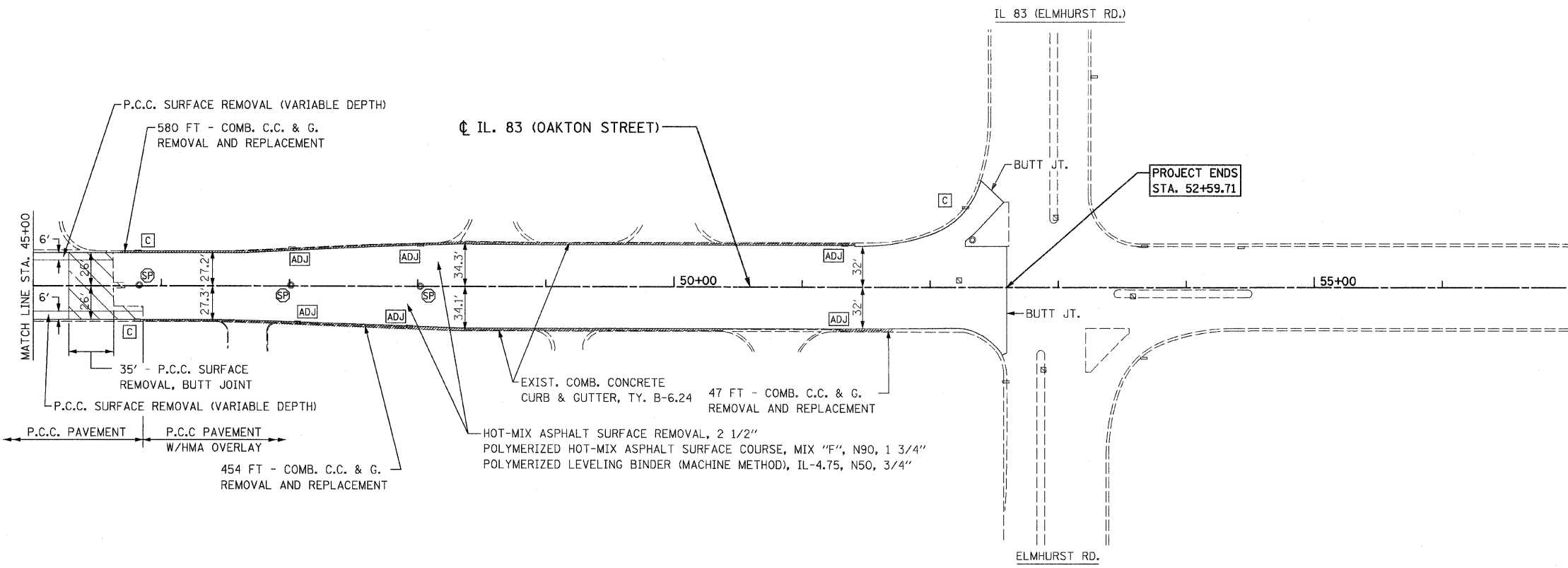
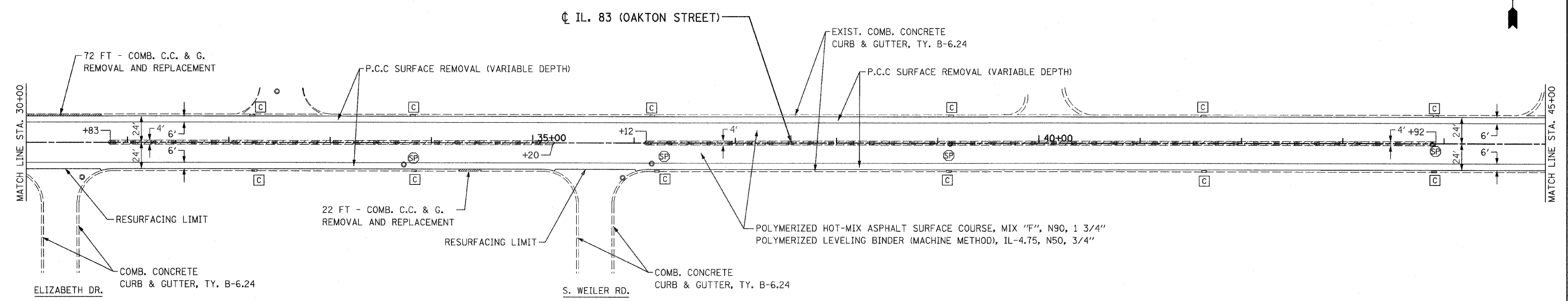
DESIGNED - K.R.K.	REVISED -
DRAWN - B.J.K.	REVISED -
CHECKED - S.J.P.	REVISED -
DATE - MARCH 20, 2009	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
 IL 83 (OAKTON STREET) IL 72 TO ELMHURST ROAD**


SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS STA. 1+00 TO STA. 30+00

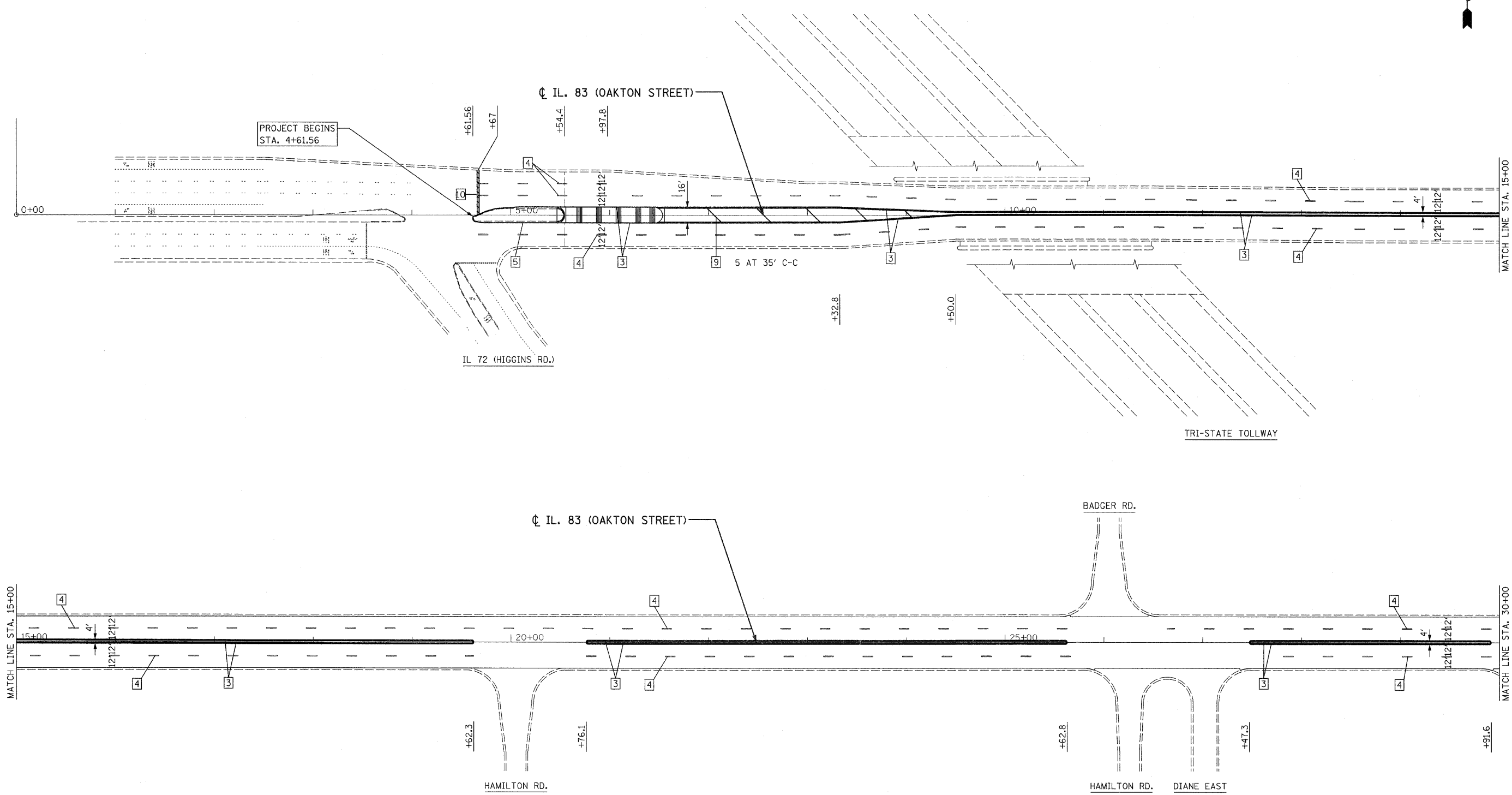
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	0405 RS-B	COOK	24	7
CONTRACT NO. 60F41				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



LEGEND

- ⊓ EXISTING INLET
- EXISTING CATCH BASIN
- ⊙ EXISTING MANHOLE
- CE COM ED (ADJUSTMENTS PERFORMED BY OTHERS)
- T TELEPHONE (ADJUSTMENTS PERFORMED BY OTHERS)
- G GAS
- ⊕ SP FRAMES AND LIDS TO BE ADJUSTED, SPECIAL
- ⊓ C DRAINAGE STRUCTURES TO BE CLEANED
- ⊓ ADJ FRAMES AND LIDS TO BE ADJUSTED
- ▨ CONCRETE REMOVAL

FILE NAME = #FILES# PLOT DATE = #DATE#	 CHRISTIAN-ROGE & ASSOCIATES, INC. ENGINEERS-PLANNERS-SURVEYORS 211 WEST WACKER DRIVE CHICAGO, ILLINOIS 60606 PHONE: (312)372-2023 FAX: (312)372-5274	DESIGNED - K.R.K. DRAWN - B.K. CHECKED - S.J.P. DATE - MARCH 20, 2009	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN IL 83 (OAKTON STREET) IL 72 TO ELMHURST ROAD SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS STA. 30+00 TO STA. 55+00	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>F.A.P. RTE.</th> <th>SECTION</th> <th>COUNTY</th> <th>TOTAL SHEETS</th> <th>SHEET NO.</th> </tr> <tr> <td>344</td> <td>0405 RS-8</td> <td>COOK</td> <td>24</td> <td>8</td> </tr> </table> CONTRACT NO. 60F41 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	344	0405 RS-8	COOK	24	8
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.												
344	0405 RS-8	COOK	24	8												



LEGEND

- | | |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------|
| 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SOLID LINE) | 6 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID LINE) |
| 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW - 10' DASH, 30' SKIP) | 7 THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID LINE) |
| 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW SOLID LINE, 11" C-C) | 8 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE SOLID LINE) |
| 4 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE LANE LINE - 10' DASH, 30' SKIP) | 9 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONAL LINE) |
| 5 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID LINE) | 10 THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE STOP BAR) |
| | 11 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (TYP.) |

FILE NAME = #FILES#
 PLOT DATE = #DATE#



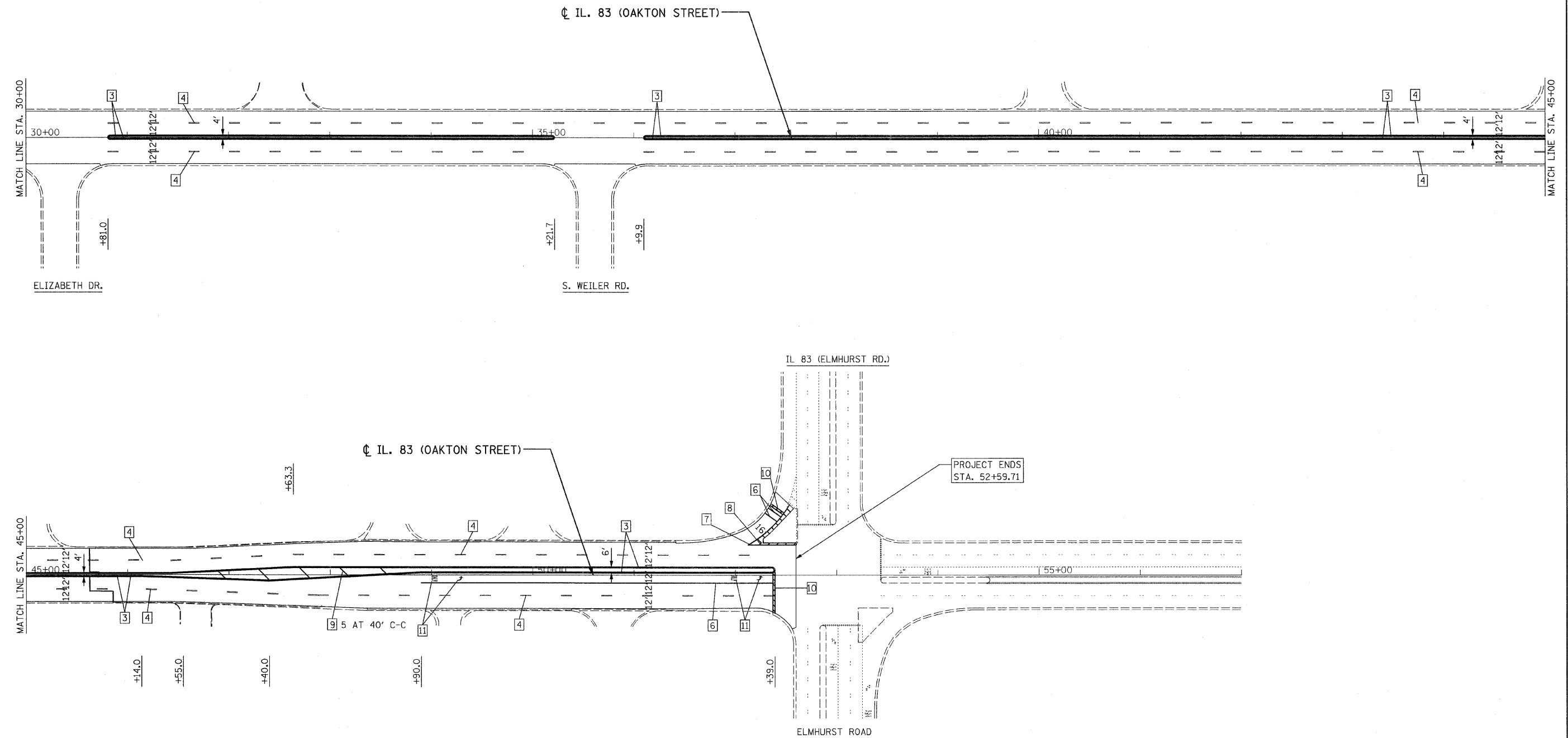
DESIGNED - K.R.K.	REVISED -
DRAWN - B.K.	REVISED -
CHECKED - S.J.P.	REVISED -
DATE - MARCH 20, 2009	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
 IL 83 (OAKTON STREET) IL 72 TO ELMHURST ROAD**

SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS STA. 1+00 TO STA. 30+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	0405 RS-8	COOK	24	9
CONTRACT NO. 60F41				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTE:
 1. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGHOUT THE IMPROVEMENT LIMITS. SEE DISTRICT DETAIL TC-11 ON SHEET NO. 19.

- LEGEND**
- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SOLID LINE)
 - 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW - 10' DASH, 30' SKIP)
 - 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW SOLID LINE, 11" C-C)
 - 4 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE LANE LINE - 10' DASH, 30' SKIP)
 - 5 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID LINE)

- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID LINE)
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID LINE)
- 8 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE SOLID LINE)
- 9 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONAL LINE)
- 10 THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE STOP BAR)
- 11 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (TYP.)

FILE NAME = #FILES#
 PLOT DATE = #DATE#

CR
 CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - K.R.K.	REVISED -
DRAWN - B.K.	REVISED -
CHECKED - S.J.P.	REVISED -
DATE - MARCH 20, 2009	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
 IL 83 (OAKTON STREET) IL 72 TO ELMHURST ROAD**

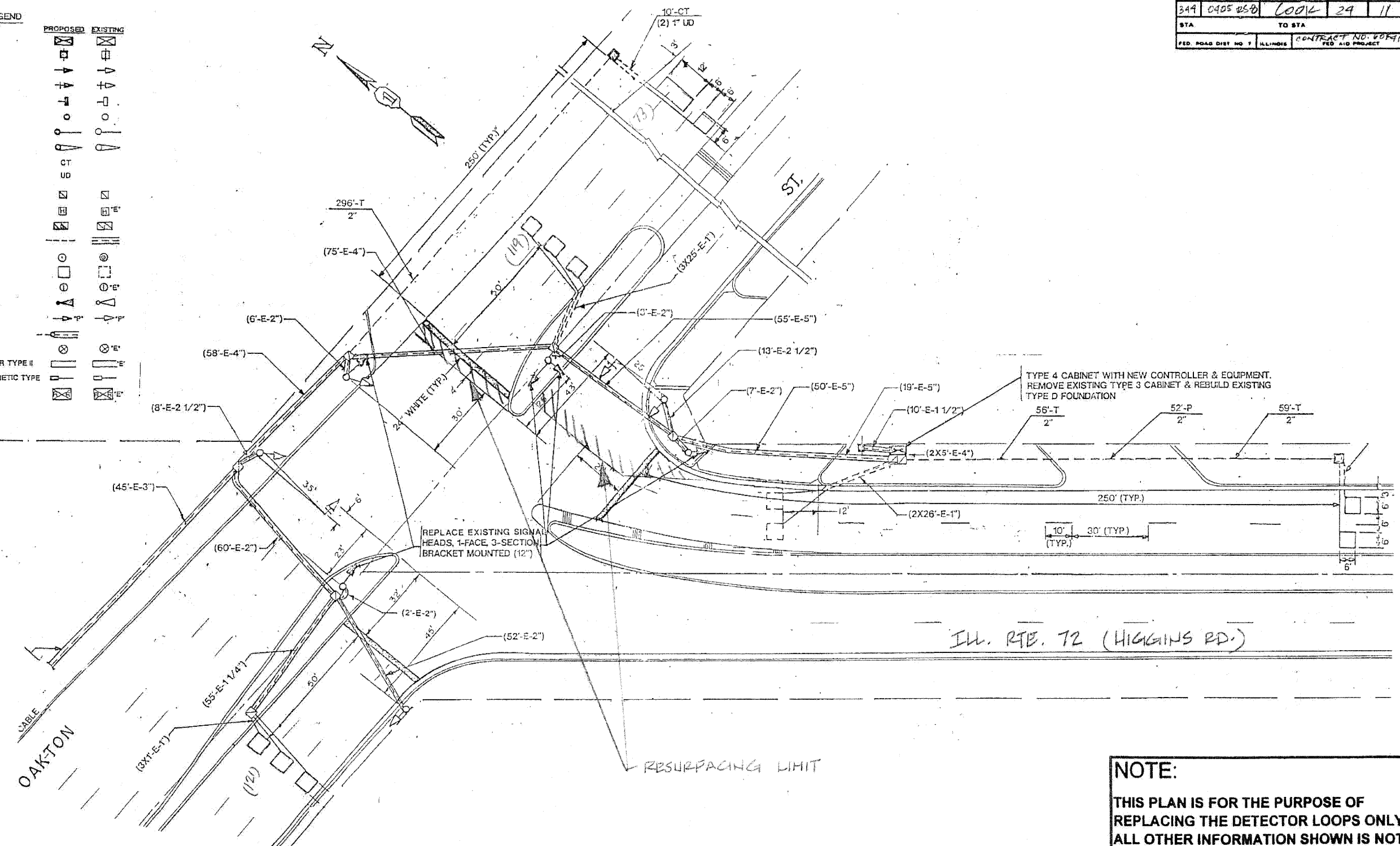
SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS STA. 30+00 TO STA. 55+00

F.A.P. RTE. 344	SECTION 0405 RS-8	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 10
CONTRACT NO. 60F41				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	0405 25-0	COOK	29	11
STA.	TO STA.		CONTRACT NO. 0041	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

- | | | |
|--------------------------------------------------|--|--|
| CONTROLLER | | |
| SERVICE INSTALLATION | | |
| SIGNAL HEAD | | |
| SIGNAL HEAD WITH BACKPLATE | | |
| SIGNAL HEAD, PEDESTRIAN | | |
| SIGNAL POST | | |
| MAST ARM ASSEMBLY AND POLE, STEEL | | |
| MAST ARM ASSEMBLY AND POLE, ALUMINUM | | |
| COMMON TRENCH | | |
| UNIT DUCT | | |
| HANDHOLE | | |
| HEAVY DUTY HANDHOLE | | |
| DOUBLE HANDHOLE | | |
| G.S. CONDUIT IN TRENCH OR PUSHED | | |
| PEDESTRIAN PUSHBUTTON DETECTOR | | |
| DETECTOR LOOP | | |
| CAST IRON JUNCTION BOX | | |
| EMERGENCY VEHICLE SYSTEM DETECTOR | | |
| SIGNAL HEAD OPTICALLY PROGRAMMED | | |
| CONDUIT SPLICE | | |
| WOOD POLE | | |
| RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II | | |
| VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE | | |
| RAILROAD CONTROL CABINET | | |



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

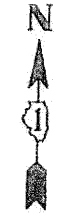
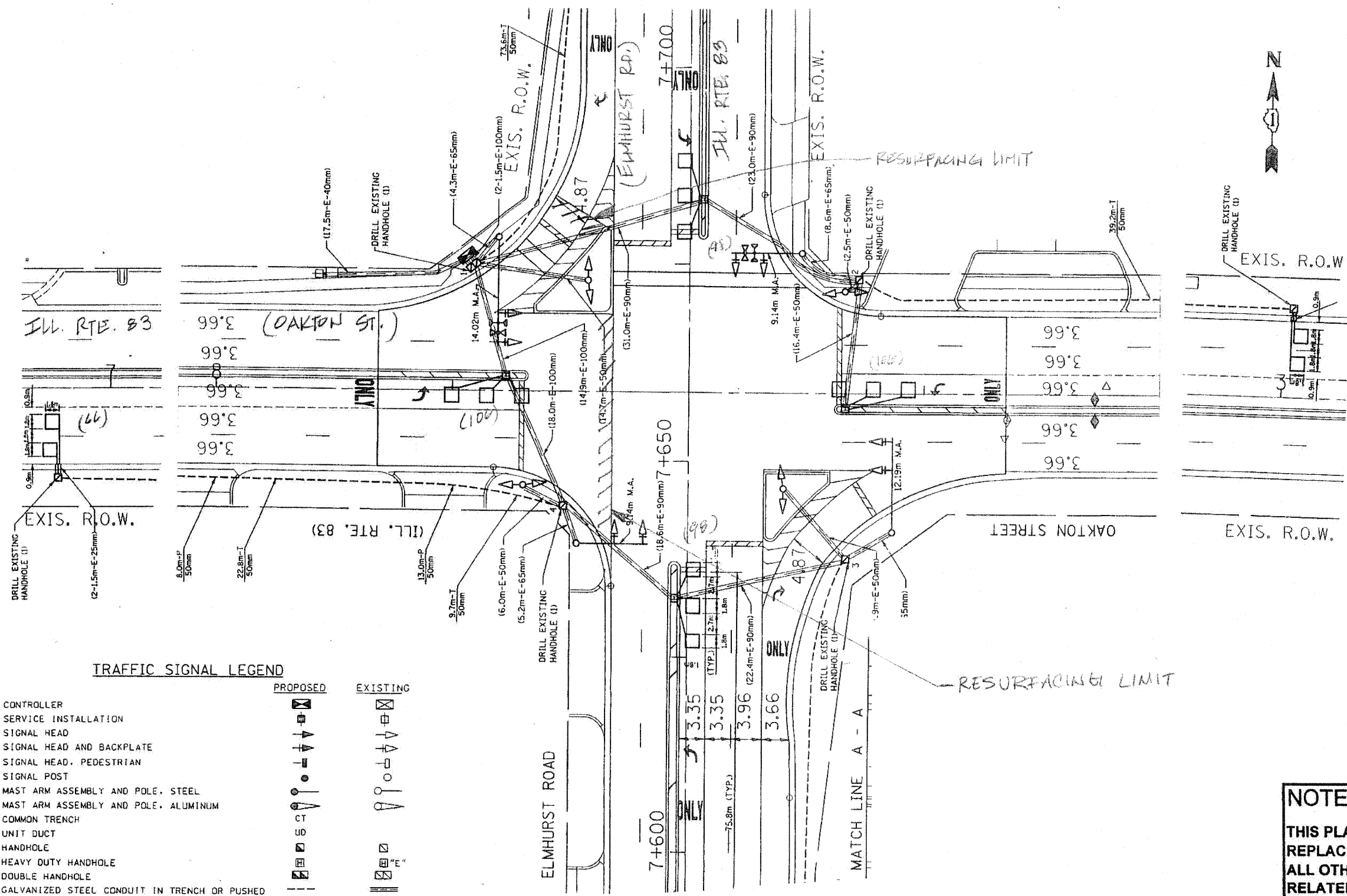
CODE NO.	QUANTITY	UNIT	ITEM
82600600	192	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

NOTE:
THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONLY. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.

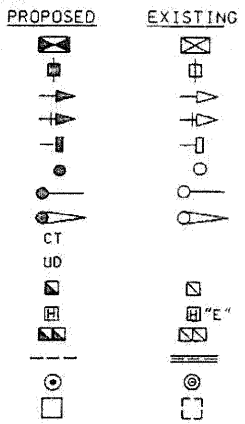
ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
ILL. RTE. 83 (OAKTON) @ ILL. RTE. 72
SCALE: NONE
DATE: Nov. 2008
DRAWN BY: JHE
DESIGNED BY: JHE
CHECKED BY: DAD

PLAN NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
244	CAOS RS-B	COOK	29	12
STA		TO STA		
FED. ROAD DIST NO 7		ILLINOIS	CONTRACT NO 60F91	
FED AID PROJECT				



TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD AND BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- COMMON TRENCH
- UNIT DUCT
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP



REPLACE ALL DETECTOR LOOPS AS SHOWN

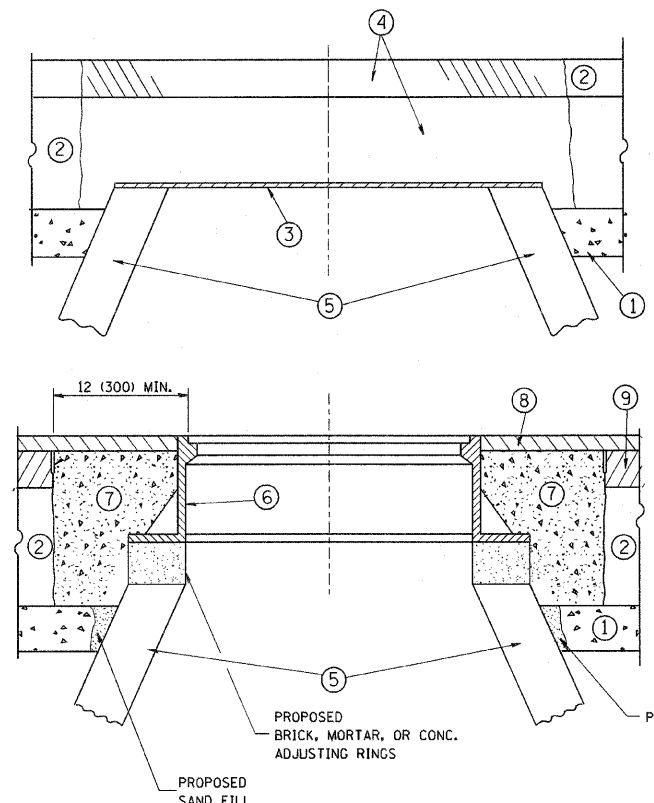
(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
80600600	172	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

NOTE:
THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONLY. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
ILL. RTE. 83 (OAKTON ST.) @
ILL. RTE. 83 (ELMHURST RD.)
SCALE: NONE
DATE: NOV. 2003
DRAWN BY: JHE
DESIGNED BY: JHE
CHECKED BY: DAD



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 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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" 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.

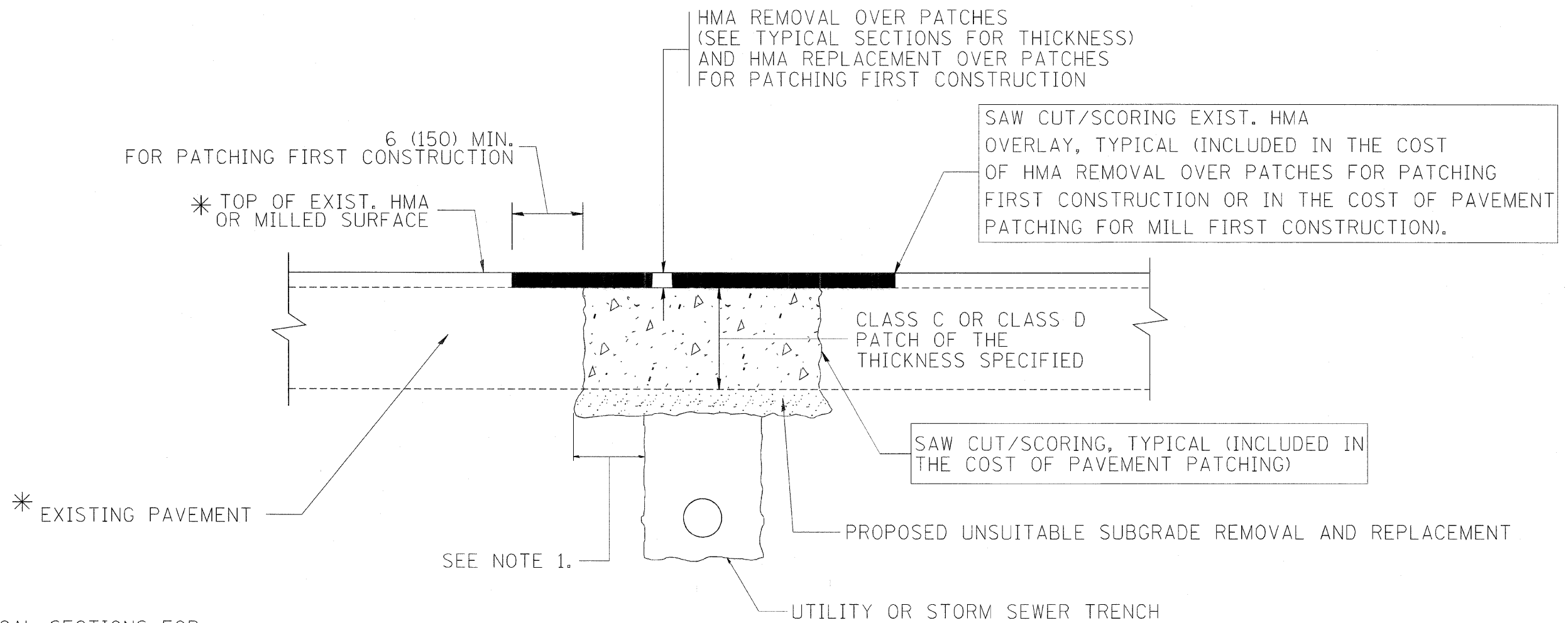
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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 = W:\djtstd\22x34\bd08.dgn	USER NAME = geglionob	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000" / IN.	CHECKED -	REVISED - A. ABBAS 03-21-97		344	0405 RS-8	COOK	24	13		
PLOT DATE = 1/4/2008	DATE - 10-25-94	REVISED - R. WIEDEMAN 05-14-04	REVISED - R. BORO 01-01-07	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-03 (BD-8) CONTRACT NO. 60F41				
							FED. ROAD DIST. NO. 1 ILLINOIS 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)

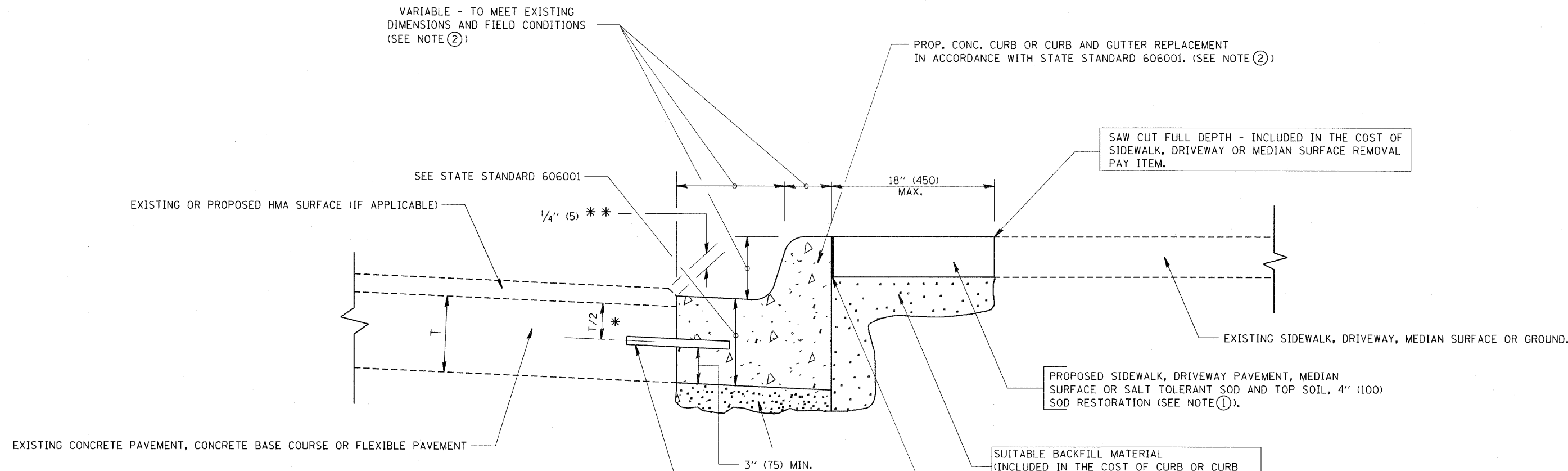
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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 = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.P. RTE. 344	SECTION 0405 RS-8	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 14
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)			
	PLOT DATE = 10/27/2008	CHECKED -	REVISED - R. BORO 09-04-07		CONTRACT NO. 60F41							
		DATE - 10-25-94	REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



* 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.

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

④ 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.

⑤ 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.

⑥ 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.

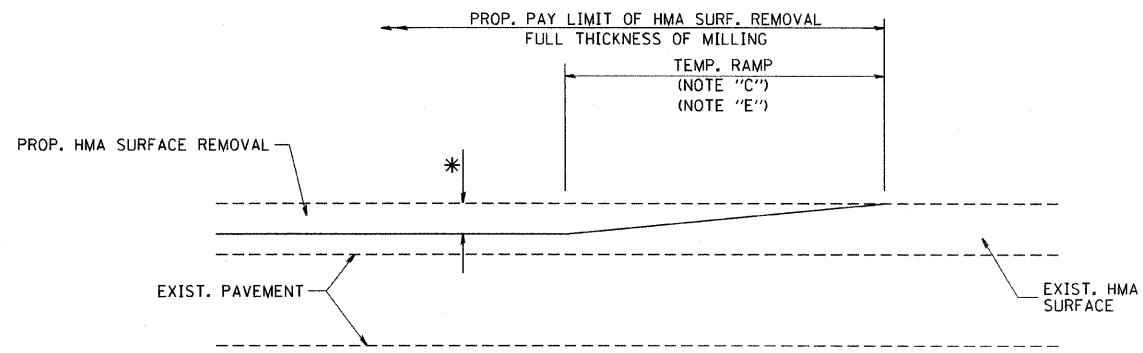
⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

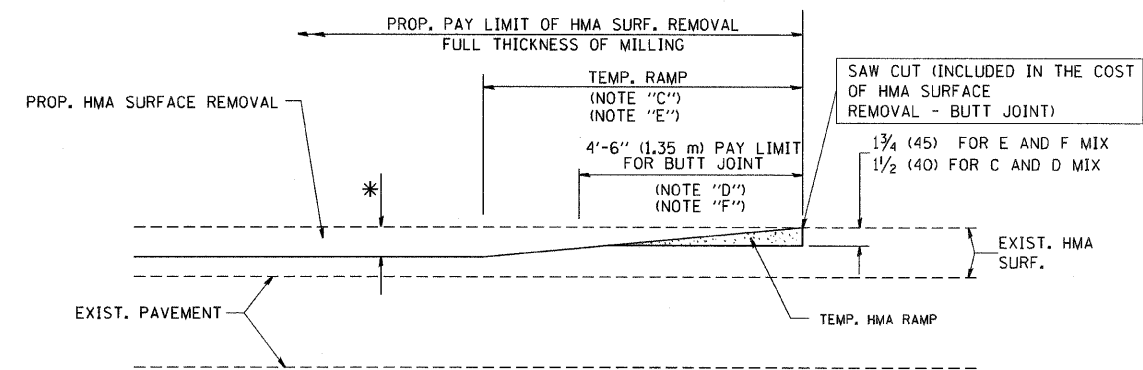
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\diststd\22x34\bd24.dgn	USER NAME = gagienobt	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. RTE. 344	SECTION 0405 RS-8	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 15
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	BD600-06 (BD-24)		
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - M. GOMEZ 01-22-01		CONTRACT NO. 60F41							
		DATE - 03-11-94	REVISED - R. BORO 01-01-07		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT							



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

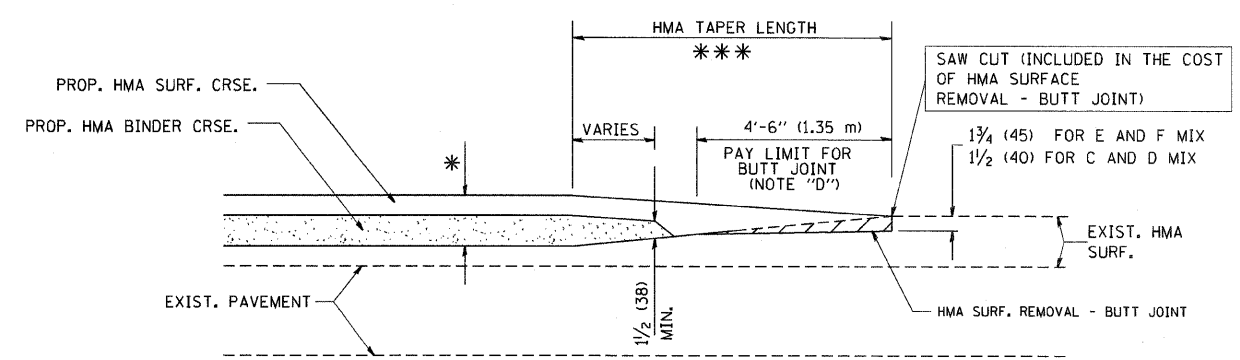
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

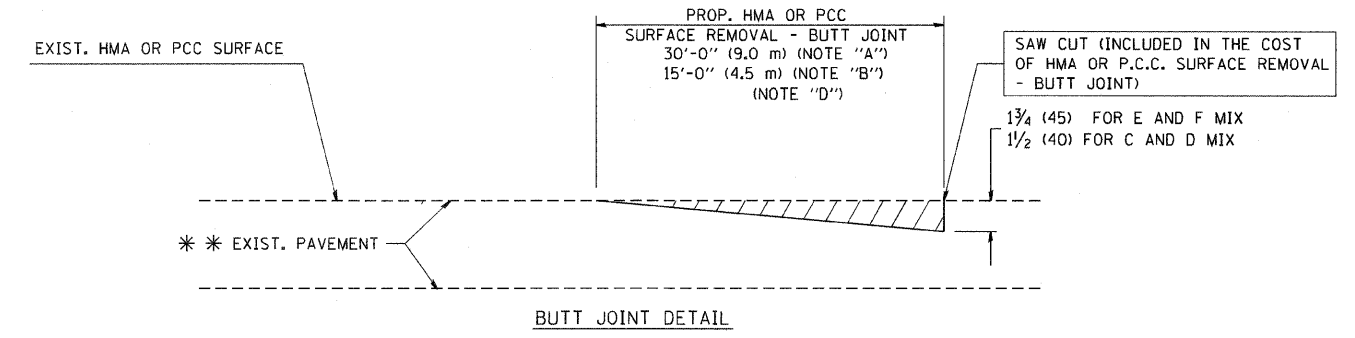
OPTION 2

TYPICAL TEMPORARY RAMP

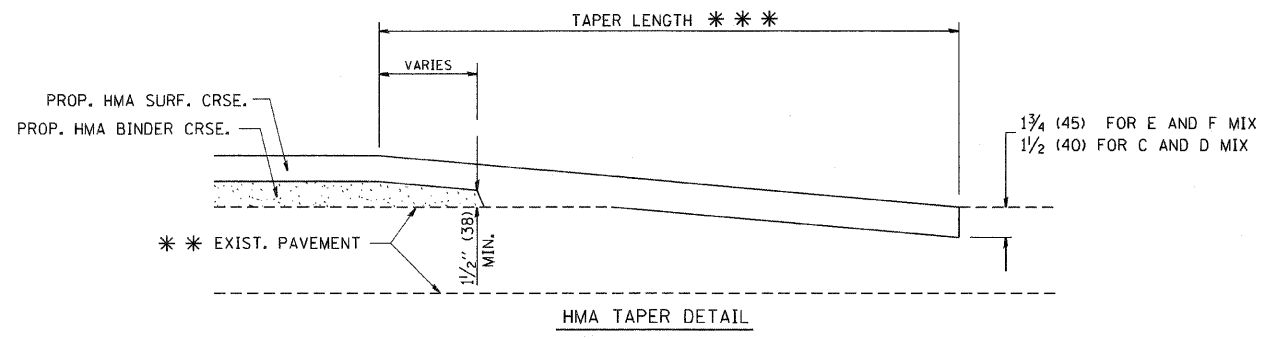


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

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

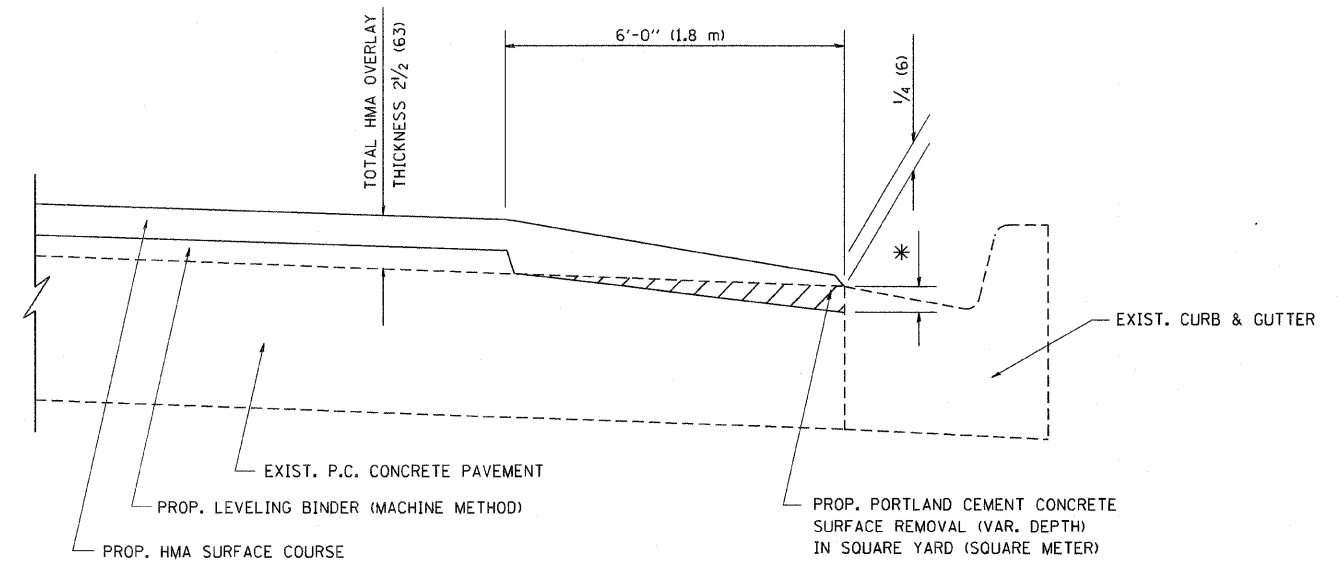
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 "/ IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE. 344	SECTION 0405 RS-8	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 16
BD400-05 BD32			CONTRACT NO. 60F41	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

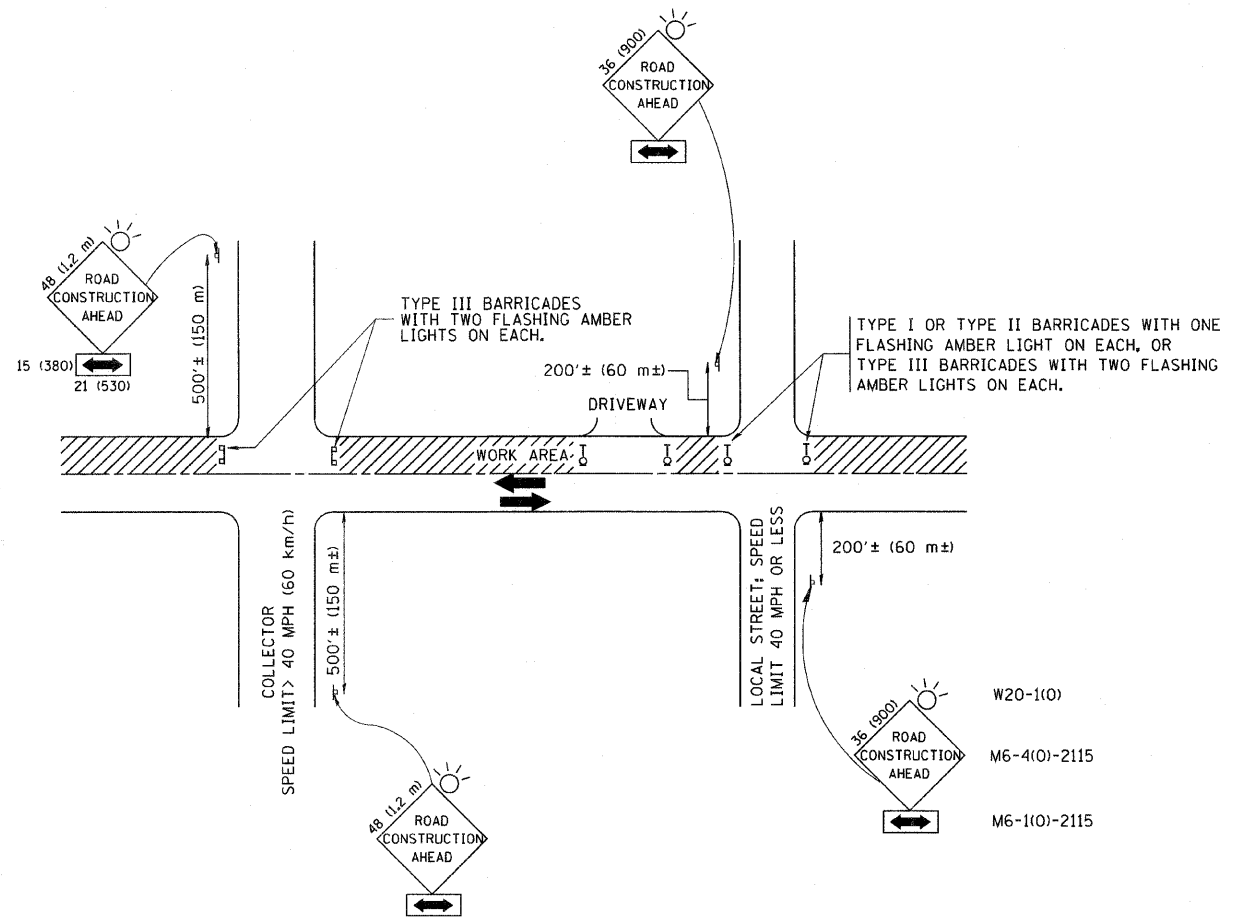


HMA TAPER AT
EDGE OF P.C.C PAVEMENT

HMA SURFACE	THICKNESS	LEVELING BINDER THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1 1/2 (38)	1 (25)	1/4 (33)
F	1 3/4 (44)	3/4 (19)	1/2 (38)

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

FILE NAME = W:\d\ststd\22x34\bd33.dgn	USER NAME = gaglienobt	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HMA TAPER AT EDGE OF P.C.C PAVEMENT			F.A. RTE. 344	SECTION 0405 RS-8	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 17
PLOT SCALE = 50.0000' / IN.	CHECKED - A. ABBAS	DATE - 09-10-94	REVISED - A. ABBAS 05-05-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD400-06 (BD33) CONTRACT NO. 60F41				
PLOT DATE = 1/4/2008	DATE - 09-10-94	REVISED - R. BORO 01-01-07			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



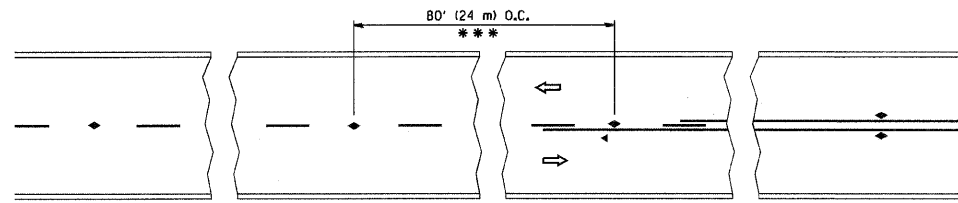
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 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:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - 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.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - 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.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. T01501, STD. T01606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

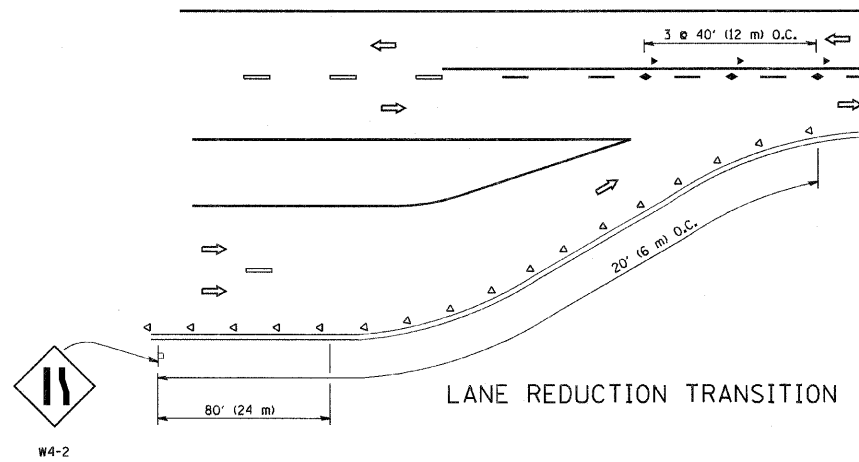
All dimensions are in millimeters (inches) unless otherwise shown.

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		DRAWN -	REVISED - A. HOUSEH 03-06-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TC-10		CONTRACT NO. 60F41		
		CHECKED -	REVISED - A. HOUSEH 10-15-96					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00									

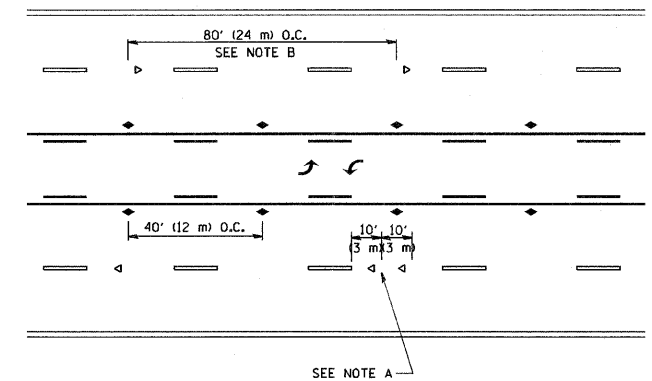


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

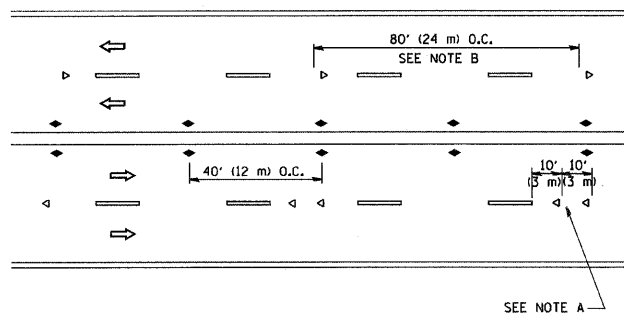
TWO-LANE/TWO-WAY



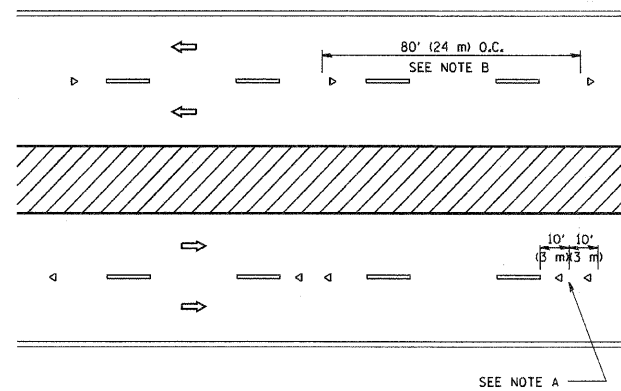
LANE REDUCTION TRANSITION



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

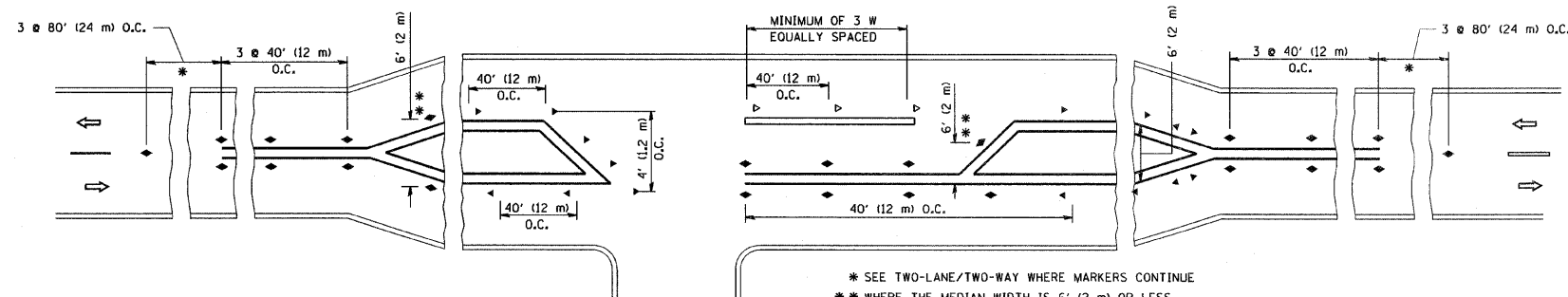
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

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

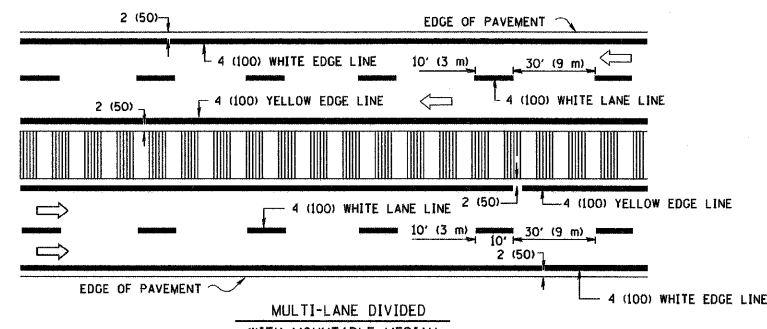
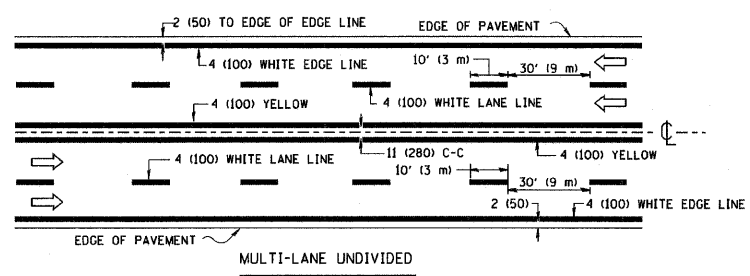
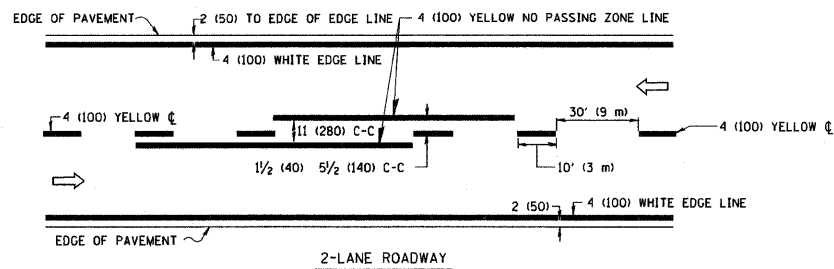
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	DRAWN -	REVISED - T. RAMMACHER 03-12-99
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PLOT DATE = 1/4/2008	DATE -	REVISED -

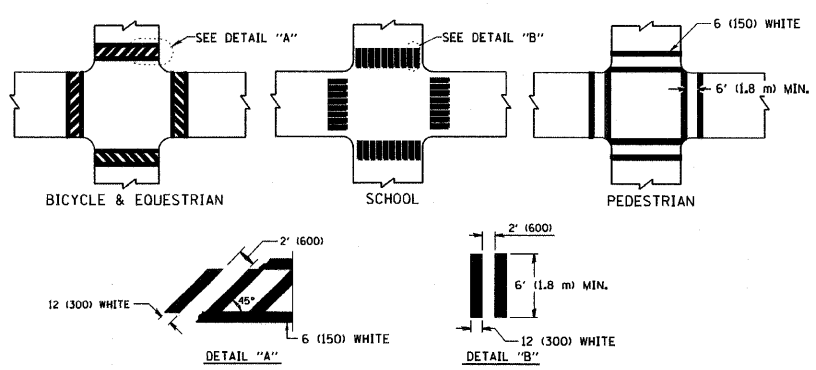
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

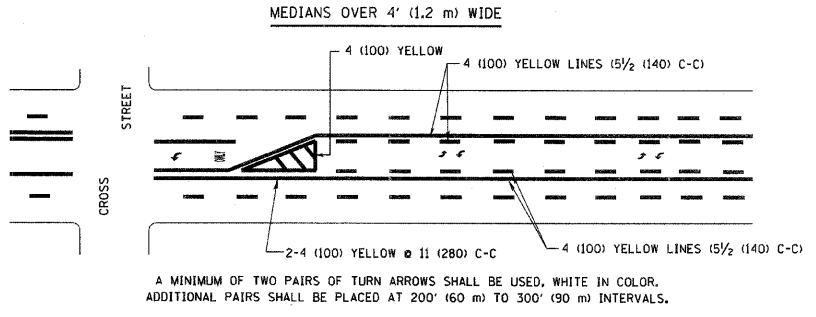
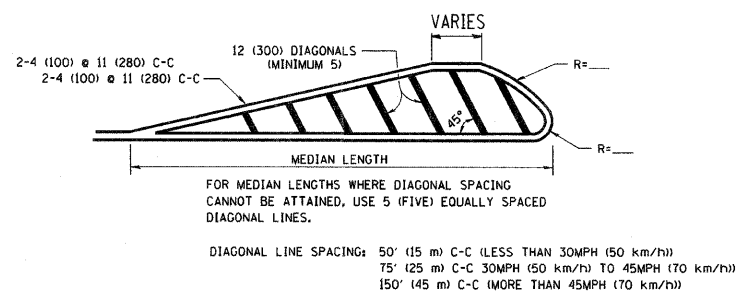
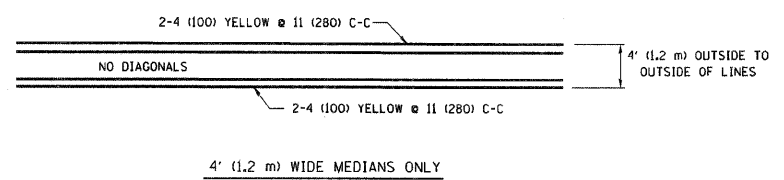
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	0405 RS-8	COOK	24	19
TC-11			CONTRACT NO. 60F41	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



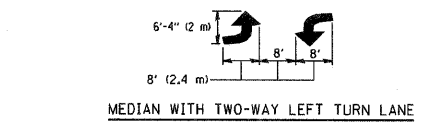
TYPICAL LANE AND EDGE LINE MARKING



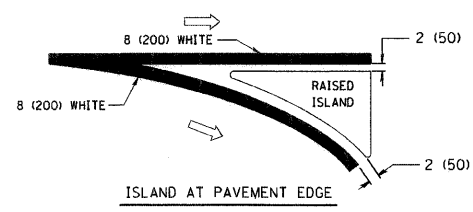
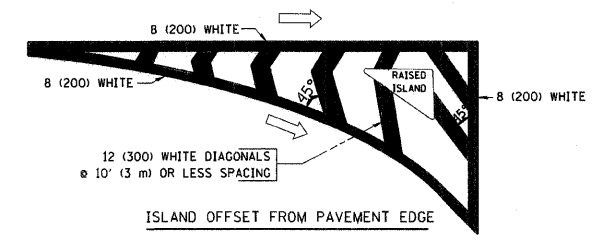
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING

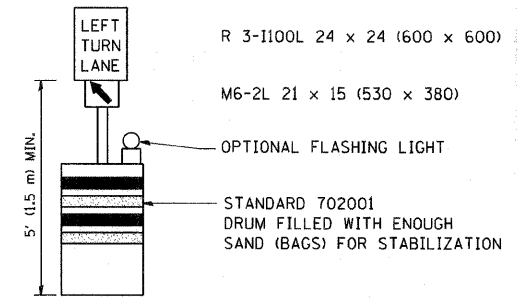
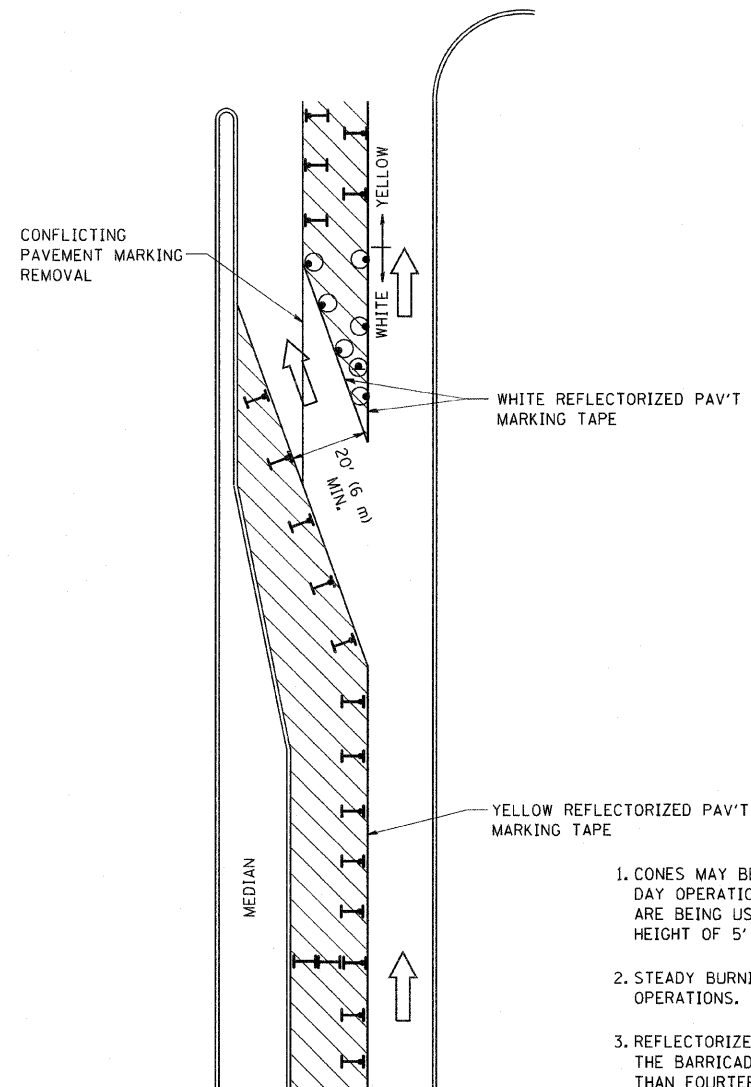


TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 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 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 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 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' (4.5 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3,6 SO. FT. (0.33 m ²) EACH "X"=54.0 SO. 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' (22.5 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.









GENERAL NOTES

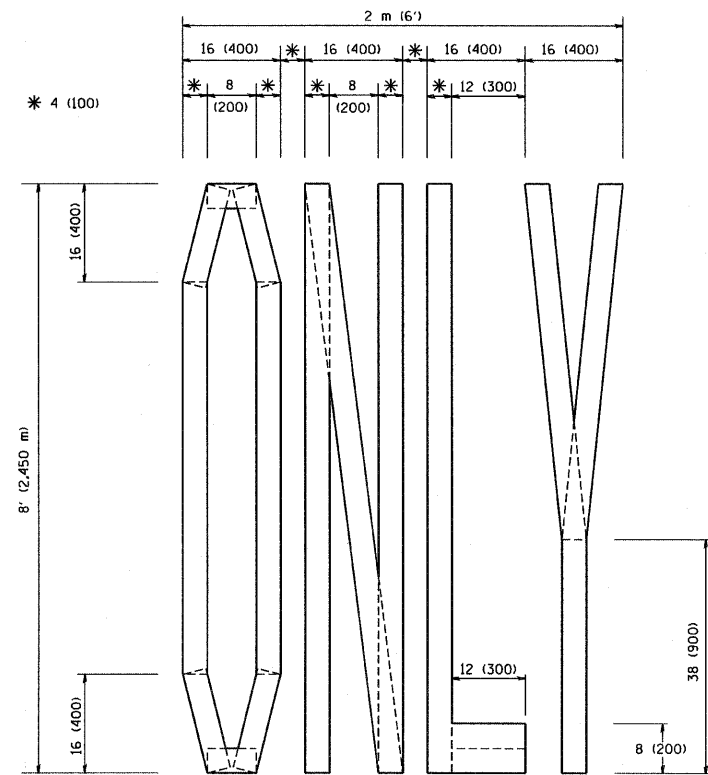
1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES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

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

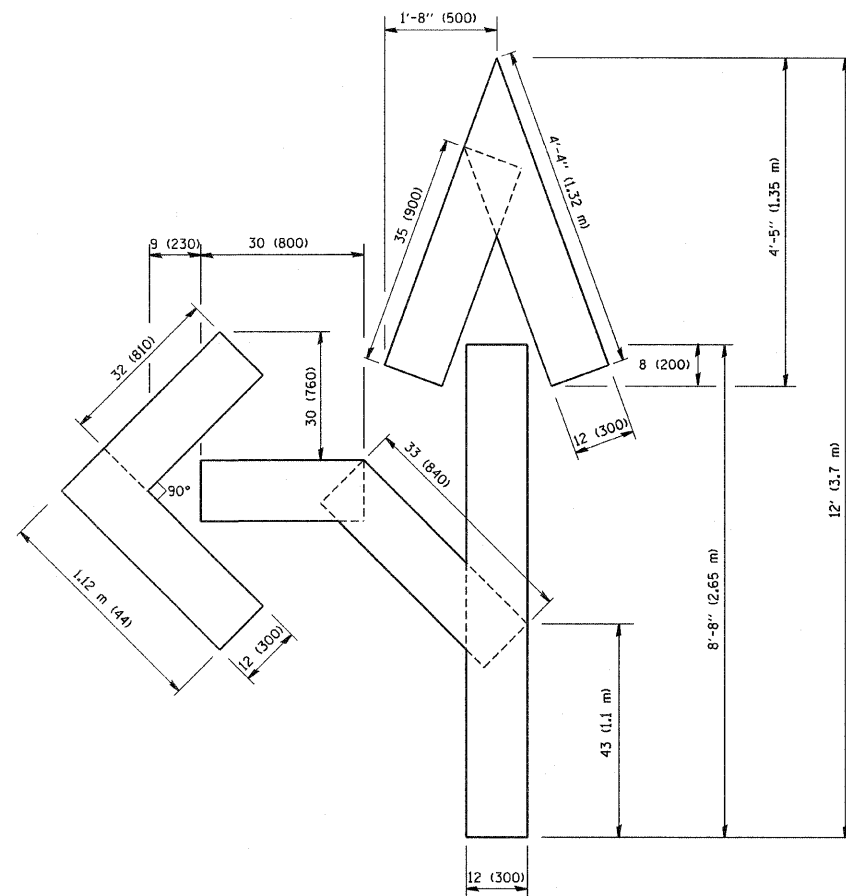
LEGEND

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

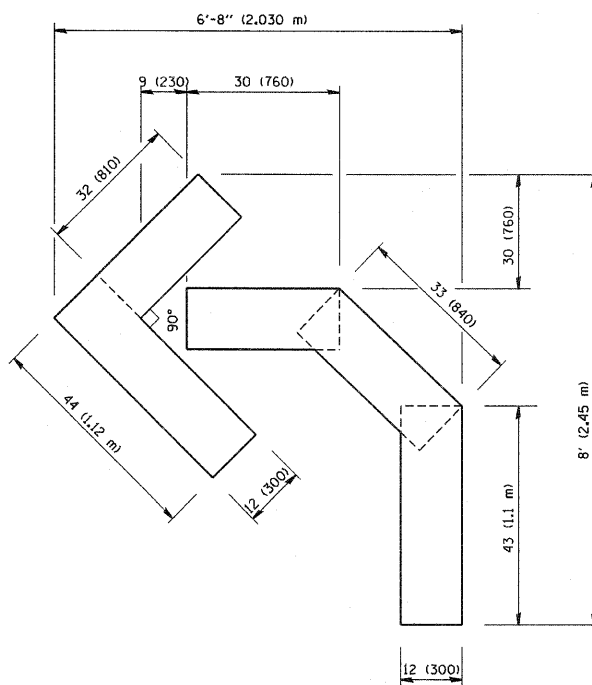
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		DRAWN -	REVISED - A. HOUSEH 11-07-95		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TC-14		CONTRACT NO. 60F41		
		CHECKED -	REVISED - A. HOUSEH 10-12-96					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -T. RAMMACHER 01-06-00									



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



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



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

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

FILE NAME =
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 PLOT DATE = 1/4/2008

DESIGNED -
 DRAWN -
 CHECKED -
 DATE - 09-18-94

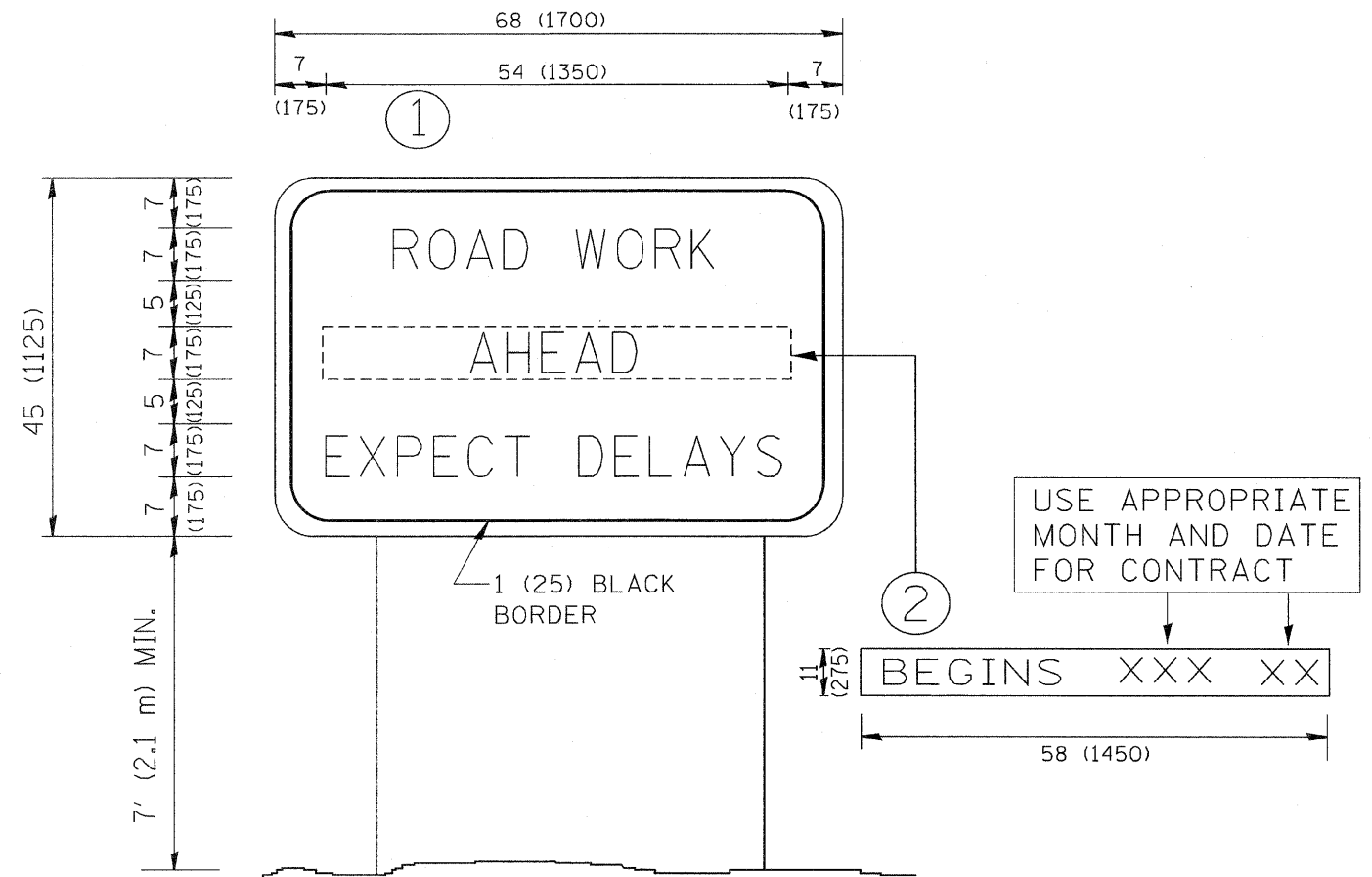
REVISED -T. RAMMACHER 06-05-96
 REVISED -T. RAMMACHER 11-04-97
 REVISED -T. RAMMACHER 03-02-98
 REVISED -E. GOMEZ 08-28-00

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.
344	0405 RS-8	COOK	24	22
TC-16			CONTRACT NO. 60F41	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

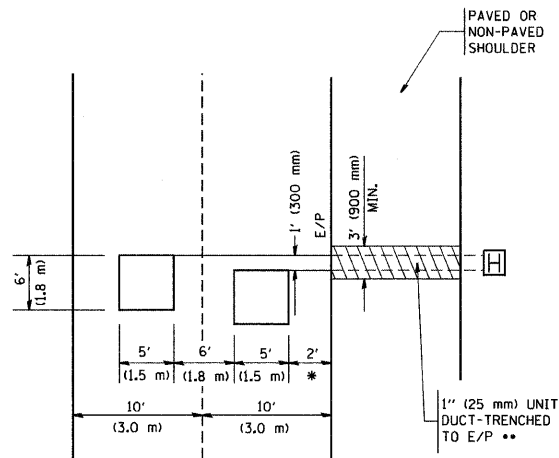
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

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

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = gegijenobt	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.P. RTE. 344	SECTION 0405 RS-8	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 23
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	REVISED - C. JUCIUS 01-31-07	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22	CONTRACT NO. 60F41	
PLOT DATE = 1/4/2008	DATE -			FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT						

LOOPS NEXT TO SHOULDERS

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

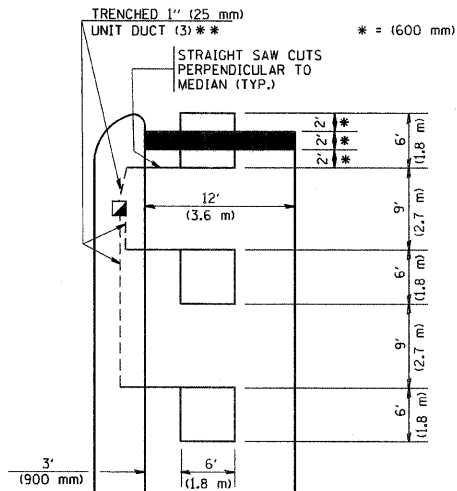


* = (600 mm)

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

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

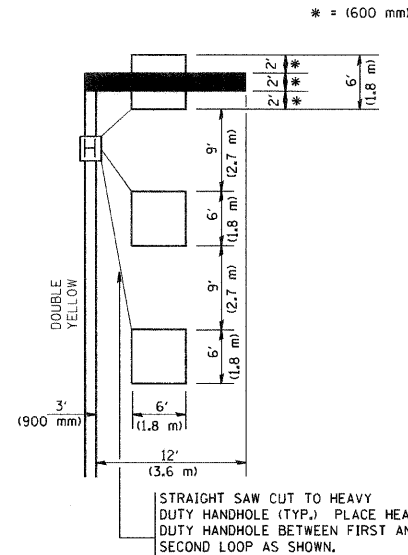
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



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

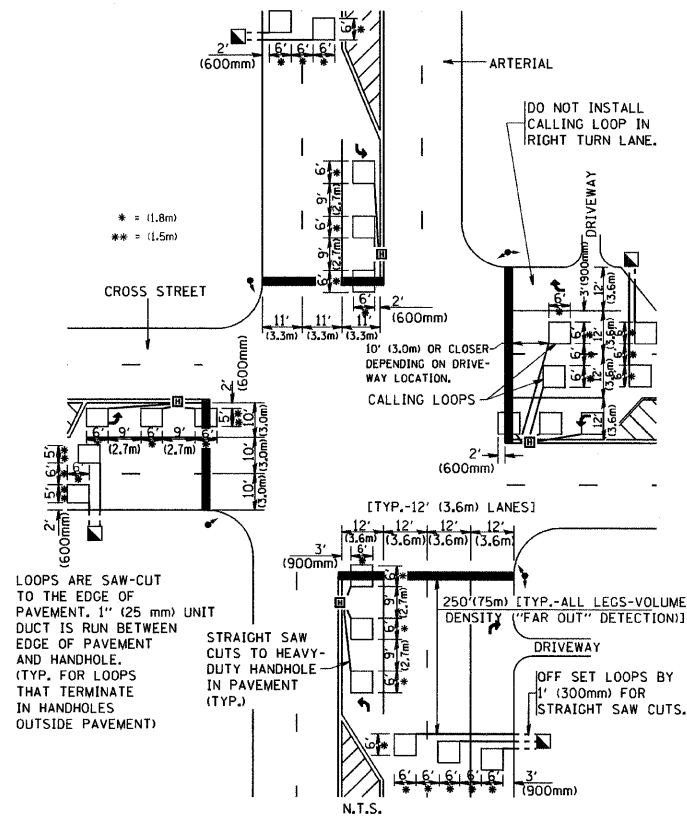
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



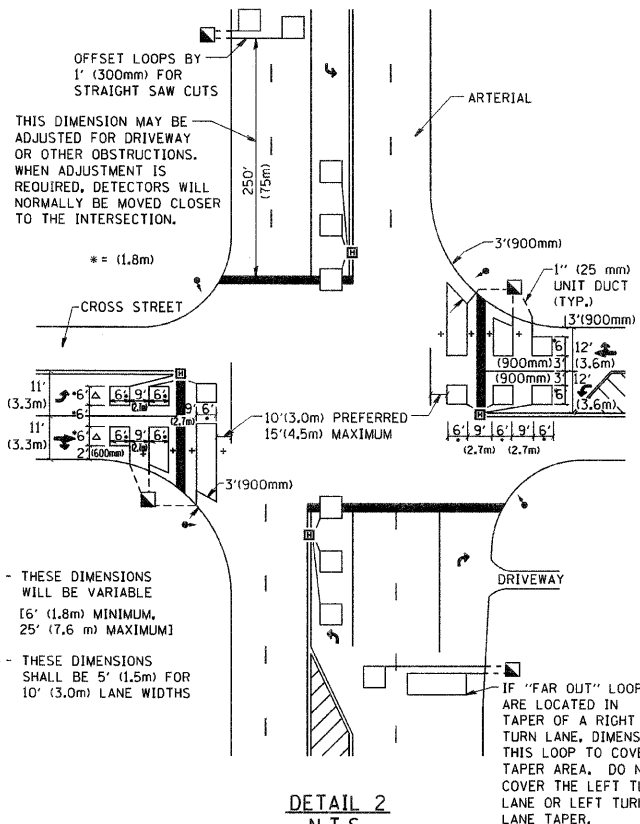
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

LOCATIONS AND DIMENSIONS 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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DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED - R.K.F.	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT 1 - DETECTOR LOOP INSTALLATION			
DETAILS FOR ROADWAY RESURFACING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	0405 RS-8	COOK	24	24
TS-07			CONTRACT NO. 60F41	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				