STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED HIGHWAY PLANS

F.A.U. 1488: 47TH STREET EAST/EBERLY AVE. TO IL43 (HARLEM

SECTION: 3212 RS-2

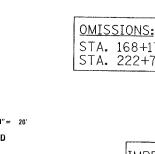
RESURFACING (MAINTENANCE) COOK COUNTY

R 12 E

IMPROVEMENT IS LOCATED IN THE VILLAGES OF BROOKFIELD, LYONS, AND MCCOOK

STA. 100+28

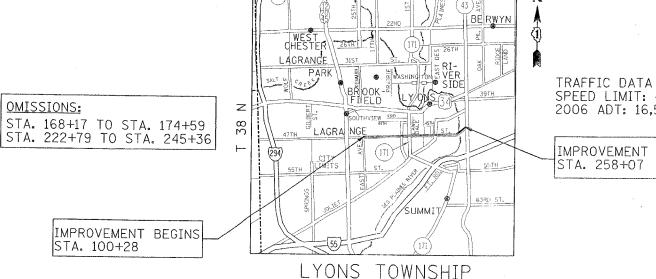
C-91 - 067 - 06



ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS OM REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123

CONTRACT NO. 60A54



SPEED LIMIT: 40 MPH 2006 ADT: 16,500

IMPROVEMENT ENDS

GROSS LENGTH OF IMPROVEMENT = 15,779 FEET (2.99 MILES) NET LENGTH OF IMPROVEMENT = 12,880 FEET (2.44 MILES)

SECTION

3212 RS-2

D-91-067-06

CONTRACT NO. 60A54

COUNTY

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

SUBMITTED March 22 20 07

LOCATION OF SECTION INDICATED THUS: -

Diane O' Keefe /cm/
PUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Cic E Han DO ENVIRONMENT

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 60A54

_	F.A.U. RTE.	SECTION		С	OUNT	Y	TOTAL	SHEET NO.				
	1488	3212 RS-	-2	CC	ООК		32	2				
	FFO. RO	AD DIST NO	Ti I IN	nis	EED.	ΔID	PROJECT					

INDEX OF SHEETS

EET IO.	DESCRIPTION							
1	TITLE SHEET							
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES							
3-4	SUMMARY OF QUANTITIES							
5-9	TYPICAL SECTIONS							
10-15	ROADWAY & PAVEMENT MARKING PLANS							
16-18 8.	DETECTOR LOOP REPLACEMENT PLANS							
19	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING							
20	PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT							
21	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT							
22	BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS							
23	TRAFFIC CONTROL AND PROTECTION FOR SIDES ROADS, INTERSECTIONS AND DRIVEWAYS							
24	TYPICAL, APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)							
25	DISTRICT ONE TYPICAL PAVEMENT MARKINGS							
26	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)							
27	PAVEMENT MARKING LETTER AND SYMBOLS FOR TRAFFIC STAGING							
28	DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING							
29	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS							
30	ARTERIAL ROAD INFORMATION SIGNING							
31-32	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAIL							

STATE STANDARDS

Н
>45MPH

GENERAL NOTES:

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF MCCOOK, BROOKFIELD, & LYONS.

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

ALL HOT-MIX ASPHALT PAVEMENT PATCHING SHALL BE CLASS D.

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT). IN ACCORDANCE WITH THE "BUTT JOINT AND HOT MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS UNLESS OTHERWISE SPECIFIED.

THE RESIDENT ENGINEER SHALL CONTACT MS. PATRICE HARRIS, AT (708) 597-9800 A MINIMUM OF 72 HOURS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

3 METER (10 FEET) TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTERS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNTI PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

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

THE UNIT WEIGHT (CONVERSION FACTOR) QUOTED IS FOR THE ESTIMATING PLAN QUANTITIES ONLY. ACTUAL QUANTITIES TO FULFILL CONTRACT REQUIREMENTS WILL BE DETERMINED BASED ON UNIT WEIGHT OF APPROVED MIX DESIGN, PLAN DIMENSIONS, AND DENSITY LIMITATIONS. MAXIMUM PAYMENT WILL BE COMPUTED BASED ON WEIGHT AVERAGE DENSITIES OF THE IN-PLACE MIXTURE.

THE RESIDENT ENGINEER SHALL VERIFY THE LOCATIONS OF ALL EXISTING PAVEMENT MARKINGS PRIOR TO MILLING OR RESURFACING.

REMOVAL OF THE HOT-MIX ASPHALT OVERLAY ON GUTTER TO BE INCLUDED IN HOT-MIX ASPHALT SURFACE REMOVAL 2 $1/4^{\prime\prime}$.

THE PAY ITEM FOR "INLETS TO BE RECONSTRUCTED WITH NEW TYPE 23 FRAME AND GRATE INCLUDE QUANTITIES FOR THOSE INLET IN THE OMMISSION THAT NEED TO BE RECONSTRUCTED.

	REVISIO		ILLINOIS DEPARTMENT OF TRANSPORTATION							
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	A 71-31-71-71-71-71-71-71-71-71-71-71-71-71-71		47t	h STREET						
				TS STATE STANDARDS ENERAL NOTES						
			SCALE: VERT.	DRAWN BY AA						
Rev			DATE 3/21/2007	CHECKED BY						

CONTRACT: 60A54

F.A.U. RTE.	SECTION		COUNT	Υ	TOTAL SHEETS	SHEET NO.
1488	3212 RS-2		COOK	(32	3
FED. RO	DAD DIST. NO. 1	ILL	INOIS	HIG	HWAY PRO	DJECT

	SUMMARY OF QUANTITIES				CONSTRUC	TION TYPE C	ODE		SUMMARY OF QUANTITIES				CONSTRUC	TION TYPE	ODE	
	JONNAN OF GOARTITES		TOTAL	URBAN							TOTAL	URBAN				
DE NO	ITEM	TINU	TOTAL QUANTITIES	1000				CODE NO	ITEM	UNIT	QUANTITIES	1000				
				100% STATE								100% STATE				
00200	BITUMINOUS MATERIALS (PRIME COAT)	TON	59	59	-			67100100	MOBILIZATION	L SUM	1	1				
00300	AGGREGATE (PRIME COAT)	TON	291	291			- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1				
00400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	44	44				70102625	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1				
00895	CONSTRUCTING TEST STRIP	EACH	2	2				70102630	STANDARD 701606 TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1			-	
00982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	590	590			·		STANDARD 701601							
01005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	523	523	·			70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
03340	HOT-MIX ASPHALT SURFACE COURSE,	TON	6295	6295				70300100	SHORT-TERM PAVEMENT MARKING TEMPORARY PAVEMENT MARKING	FOOT SQ FT	10212 575	575				
01300	MIX "D", N70 PROTECTIVE COAT	SQ YD	156	156					- LETTERS AND SYMBOLS				-			
000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	72762	72762				70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	37439	37439				
001700	COMBINATION CONCRETE CURB AND GUTTER	FOOT	700	700				70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3771	3771				
02225	REMOVAL AND REPLACEMENT HOT-MIX ASPHALT REMOVAL OVER PATCHES,	SQ YD	1495	1495				70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	859	859				
201753	6 1/4" CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	720	720			,	70300270	TEMPORARY PAVEMENT MARKING - LINE 16"	FOOT	162	162				
	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	500	500				70300280	TEMPORARY PAVEMENT MARKING	FOOT	600	600				
01759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	275	275				70301000	- LINE 24" WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1135	1135				
39700	STORM SEWERS TO BE CLEANED	FOOT	400	400			*	¥ 78000100	THERMOPLASTIC PAVEMENT MARKING	SQ FT	575	575				
50200	CATCH BASINS TO BE ADJUSTED CATCH BASINS TO BE ADJUSTED WITH NEW	EACH EACH	3	3			a	¥ 78000200	- LETTERS AND SYMBOLS THERMOPLASTIC PAVEMENT MARKING	FOOT	37439	37439				ļ
.30800	TYPE 5 FRAME, OPEN LID	CAON	J						- LINE 4"		7774	2774				
250900	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 5 FRAME, CLOSED LID	EACH	3	3			k	∤ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3771	3771			-	
252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	8	8			K	¥ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	859	859				
260100 261530	INLETS TO BE ADJUSTED INLETS TO BE ADJUSTED WITH NEW TYPE 23	EACH EACH	8	8			*	78000610	THERMOPLASTIC PAVEMENT MARKING - LINE 16"	FOOT	162	162				
	FRAME AND GRATE		·				*	¥ 78000650	THERMOPLASTIC PAVEMENT MARKING	FOOT	600	600				
64130	INLETS TO BE RECONSTRUCTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	7	7				k 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1328	1328				
300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	90	90				78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1132	1132				
106200	FRAMES AND LIDS, TYPE 5, OPEN LID	EACH	13	13				× 88600600	DETECTOR LOOP REPLACEMENT	FOOT	776	776				
000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51. 4	51.4				

* SPECIALTY ITEMS

REVISIONS
NAME OATE

ILLINOIS DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES 47TH STREET

PLOT DATE: 3/21/2007

CONTRACT: 60A54

RTE.	SECTION		COUNT	Υ	SHEETS	NO
1488	3212 RS-2		соок		32	4
	AD DIST. NO. 1	ILL	INOIS	HIG	HWAY PRO	OJECT

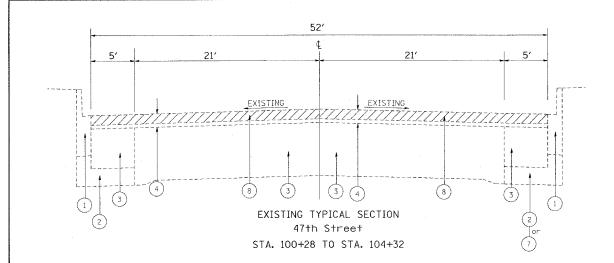
				T		CONSTRUCT	ION TYPE C	ODE	į.		SHMM	MARY OF QUAN	ITITIES			 COI	ISTRUCTION T	T T T	
	SUMMARY OF QUANTITIES		-	URBAN				-						T	TOTAL				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	1						CODE NO		ITEM		TINU	QUANTITIES				
X406 7 107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	том	3148	3148			i												
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	40	40								•							
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1											-				
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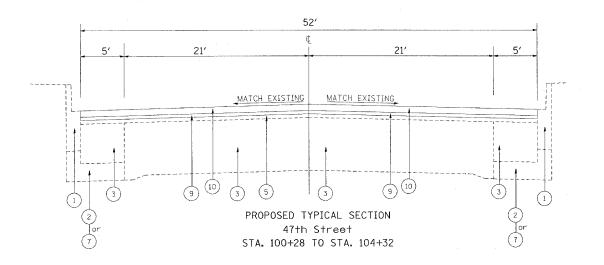
REVISIONS
NAME DATE

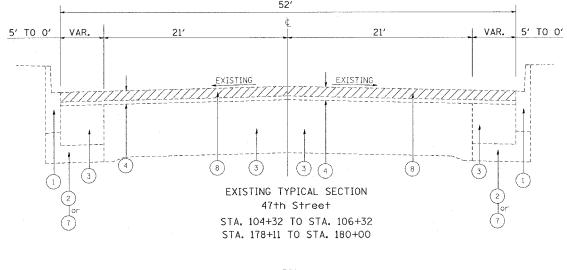
ILLINOIS DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES 47TH STREET

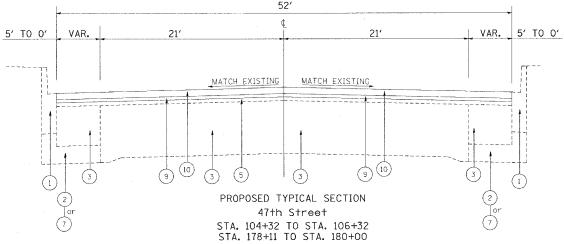
PLOT DATE: 3/20/2007











	HOT-MIX ASPHALT MIXTURE REQUIREMENTS										
MIXTURE USES	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	HOT-MIX ASPHALT SURFACE, MIX "D", NTO (IL-9.5 MM)	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (BINDER IL-19MM)	CLASS D PATCHES (BINDER IL-19MM)	PARTIAL DEPTH PATCHING (2") (BINDER IL-19MM)						
AC/PG	SBS/SBR PG 76-28/22	PG 64-22	PG 64-22/58-22	PG 64-22/58-22	PG 64-22/58-22						
DESIGN AIR VOIDS	4.0% @ 50 GYR	4.0% @ 70 GYR	4% @ 70 GYR	4% @ 70 GYR	4% @ 70 GYR						
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIX QUANTITIES IS 112 LBS/SY/IN											

LEGEND

- EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12 (MODIFIED)
- 2 EXISTING SUB-BASE GRANULAR MATERIAL, TYPE B (4")

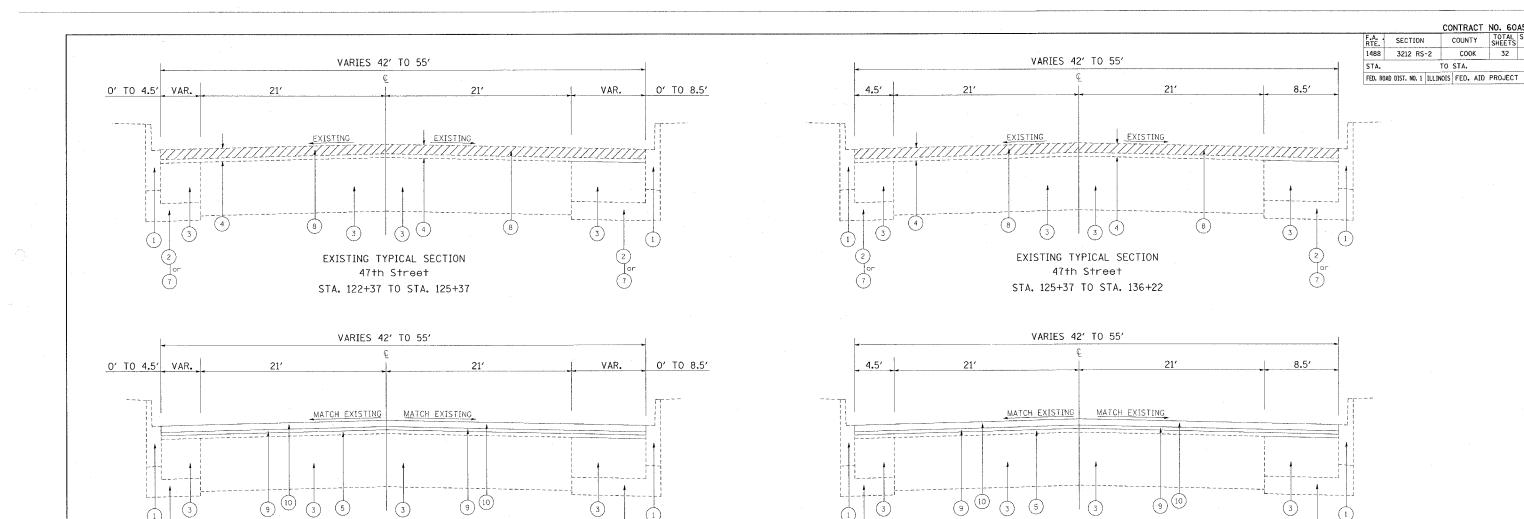
- WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER SHALL BE PG 58/22

- (3) EXISTING PC CONC. BASE COURSE VARIES 7 1/2" TO 9 1/2" ±
 -) EXISTING HOT-MIX ASPHALT OVERLAY VARIES 4 1/2" TO 10" ±
- (5) EXISTING HOT-MIX ASPHALT OVERLAY AFTER MILLING
- 6) EXISTING P.C. CONCRETE BARRIER MEDIAN

- 7) EXISTING SUB-BASE GRAN MATERIAL, TYPE B (6")
- 8) PROSPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"

REVISIO	NS	THINOIS DEPARTME	ENT OF TRANSPORTATION						
NAME	DATE	ICCINOIS DEI ANTIMI	ENT OF TRANSPORTATION						
		47TH	STREET						
		EXISTING AND PROPOSED							
		TYPICAL CF	ROSS SECTIONS						
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LEGEND

EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12 (MODIFIED)

PROPOSED TYPICAL SECTION

47th Street

STA. 122+37 TO STA. 125+37

- EXISTING SUB-BASE GRANULAR MATERIAL, TYPE B (4")
- EXISTING PC CONC. BASE COURSE VARIES 7 1/2" TO 9 1/2" ±
- EXISTING HOT-MIX ASPHALT OVERLAY VARIES 4 1/2" TO 10" ±
- EXISTING HOT-MIX ASPHALT OVERLAY AFTER MILLING
- EXISTING P.C. CONCRETE BARRIER MEDIAN

- EXISTING SUB-BASE GRAN MATERIAL, TYPE B (6")
- PROSPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

PROPOSED TYPICAL SECTION 47th Street

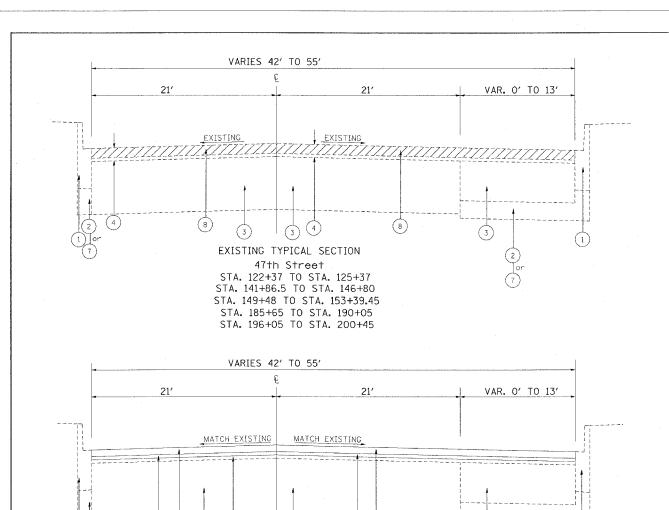
STA. 125+37 TO 136+22

PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"

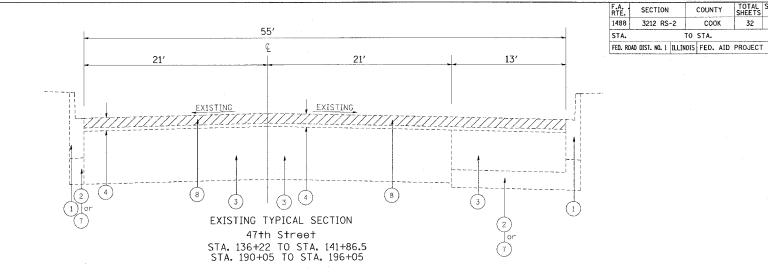
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NAME	DATE		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
		47	TH STREET	
	1	' '		
		EXISTIN	G AND PROPOS	SED
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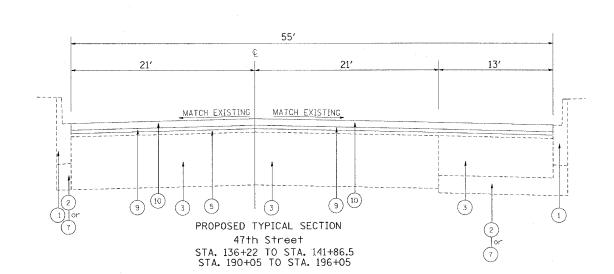
COUNTY TOTAL SHEET NO.

(4)



(3)





LEGEND

EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12 (MODIFIED)

PROPOSED TYPICAL SECTION

47th Street STA. 122+37 TO STA. 125+37

STA. 141+86.5 TO STA. 146+80

STA. 149+48 TO STA. 153+39.45 STA. 185+65 TO STA. 190+05 STA. 196+05 TO STA. 200+45

- (2) EXISTING SUB-BASE GRANULAR MATERIAL, TYPE B (4")
- EXISTING PC CONC. BASE COURSE VARIES 7 1/2" TO 9 1/2" ±
 - EXISTING HOT-MIX ASPHALT OVERLAY VARIES 4 1/2" TO 10" ±
- EXISTING HOT-MIX ASPHALT OVERLAY AFTER MILLING
- EXISTING P.C. CONCRETE BARRIER MEDIAN

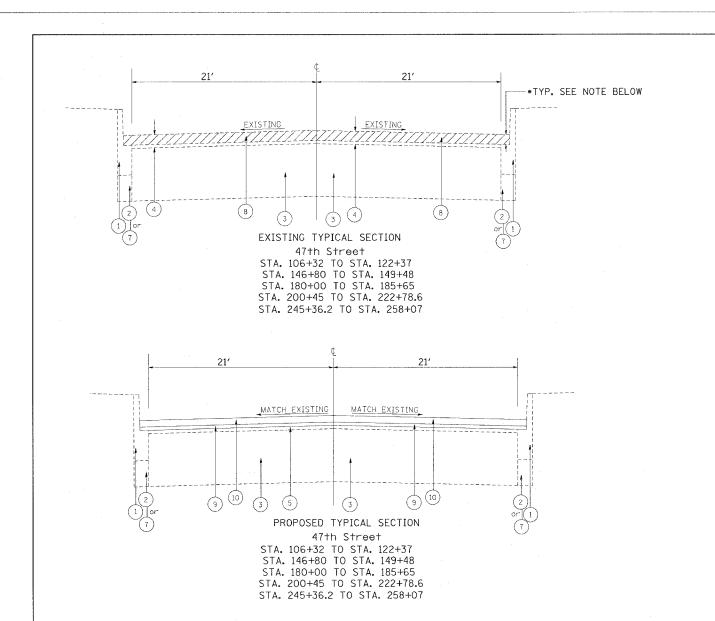
- EXISTING SUB-BASE GRAN MATERIAL, TYPE B (6")
- PROSPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"

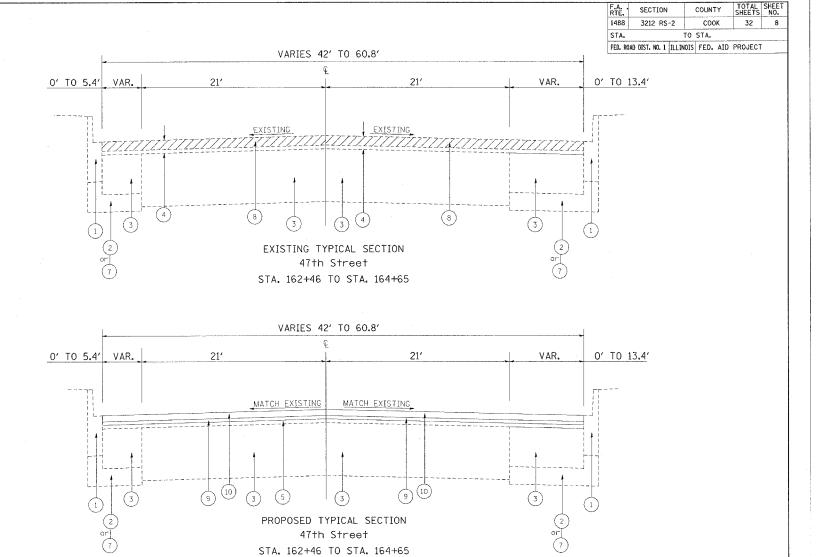
REVISION NAME	S DATE	ILLINOIS DEP	ARTMENT OF TRANSPORTATION
		4	7TH STREET
		EXISTIN	NG AND PROPOSED
		TYPICAL	. CROSS SECTIONS
		SCALE: N.T.S. DATE	DRAWN BY CHECKED BY

CONTRACT NO. 60A54

COUNTY

DATE NAME SCALE NAME





LEGEND

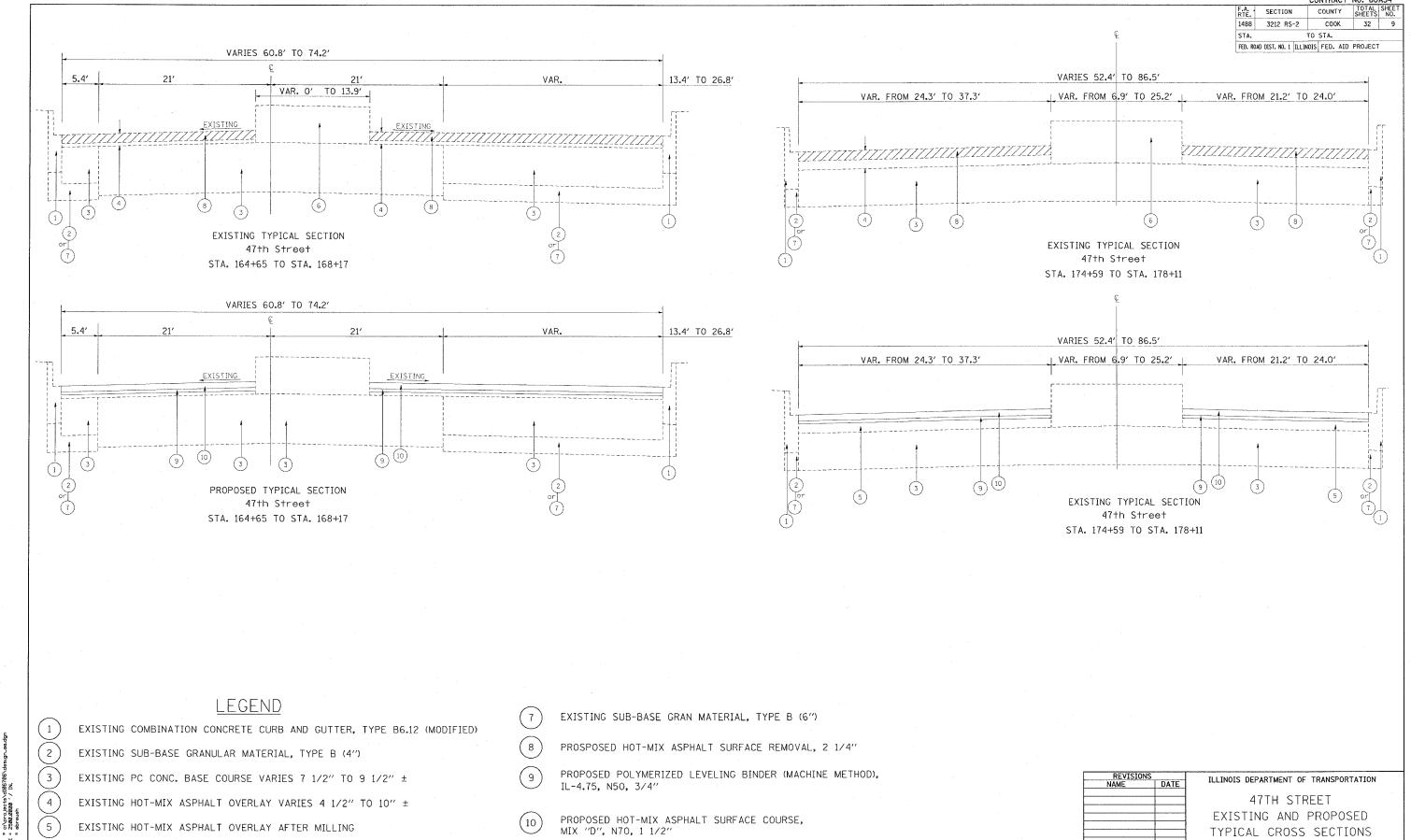
- EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12 (MODIFIED)
- EXISTING SUB-BASE GRANULAR MATERIAL, TYPE B (4")
- (3 EXISTING PC CONC. BASE COURSE VARIES 7 1/2" TO 9 1/2" ±
 - EXISTING HOT-MIX ASPHALT OVERLAY VARIES 4 1/2" TO 10" ±
 - EXISTING HOT-MIX ASPHALT OVERLAY AFTER MILLING
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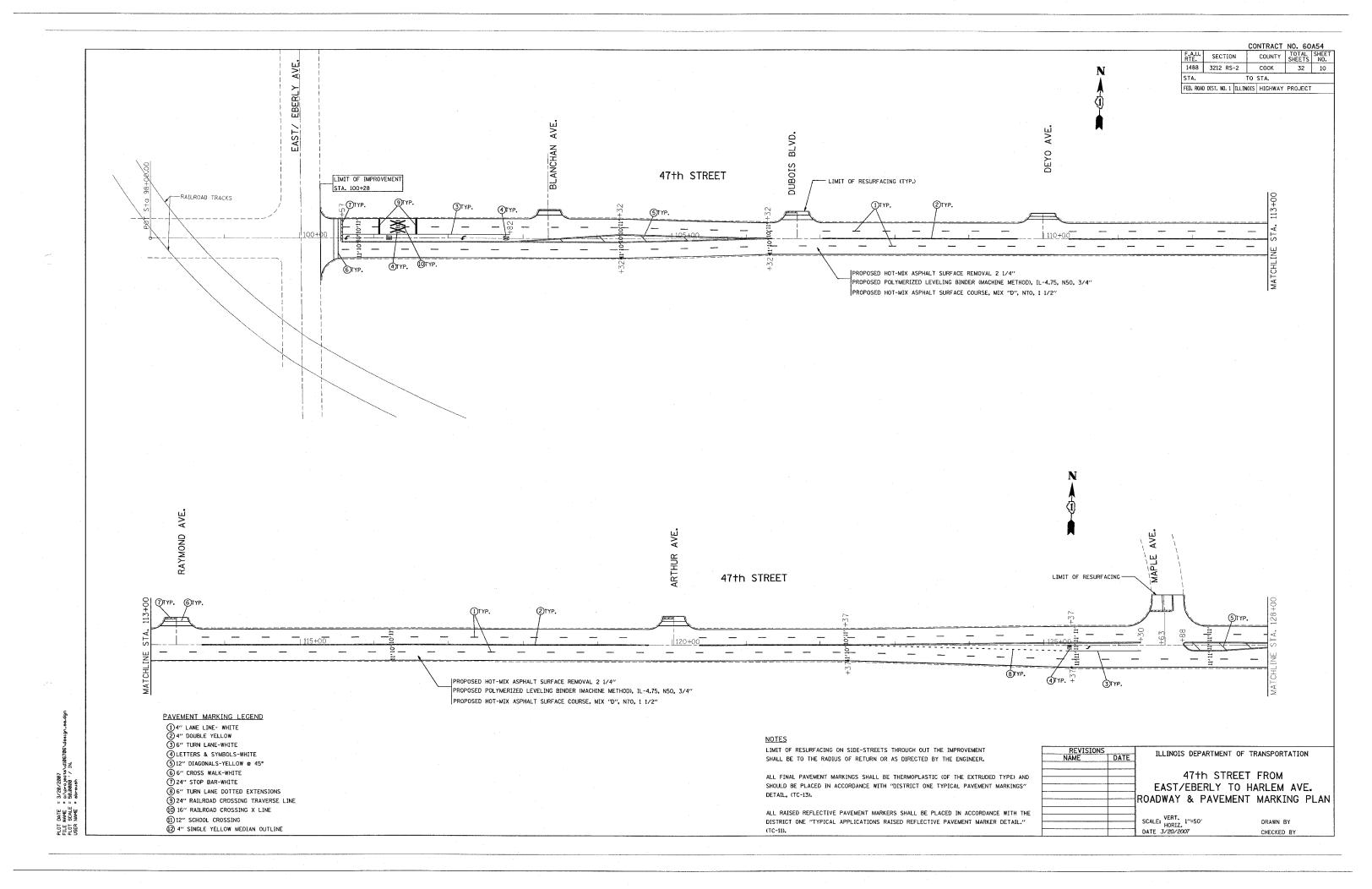
*GUTTER FLAG HAS BEEN OVERLAYED AT VARIOUS LOCATIONS THROUGHOUT JOB LIMITS. REMOVAL OF THE HOT-MIX ASPHALT OVERLAY ON THE GUTTER SHALL BE PAID FOR UNDER "HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4". LOCATIONS TO BE DETERMINED BY ENGINEER.

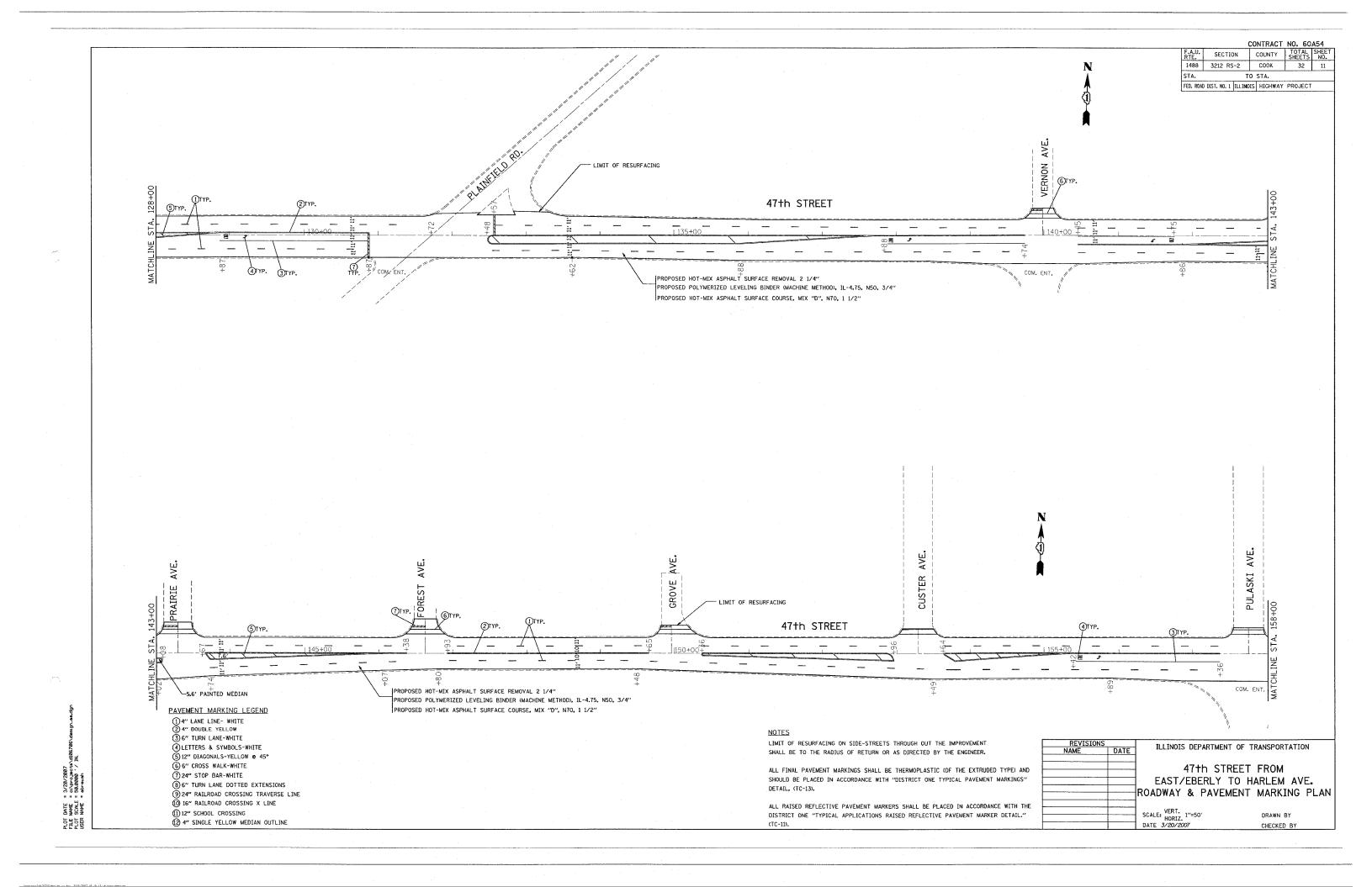
> ILLINOIS DEPARTMENT OF TRANSPORTATION 47TH STREET EXISTING AND PROPOSED TYPICAL CROSS SECTIONS

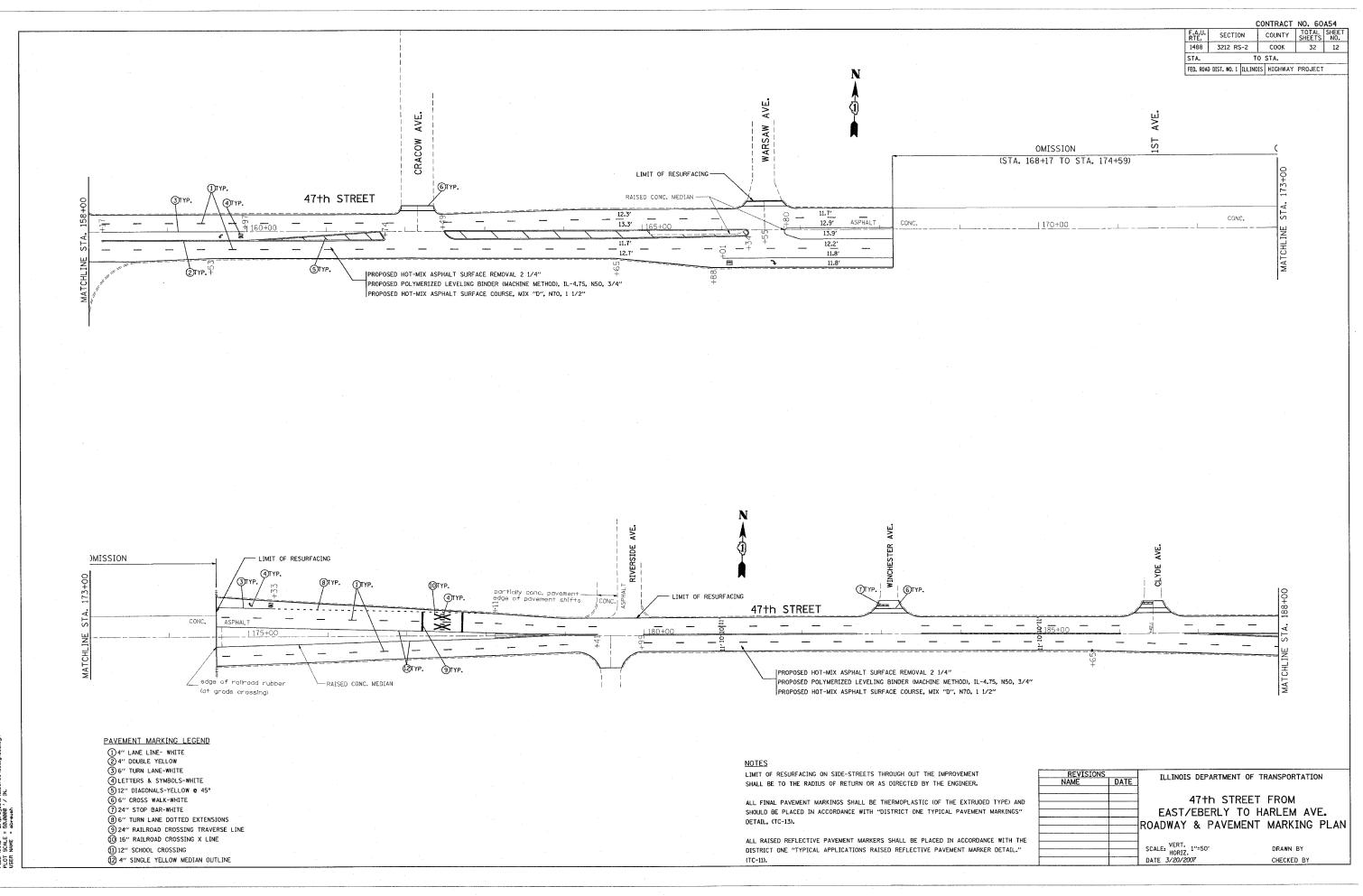
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EXISTING P.C. CONCRETE BARRIER MEDIAN

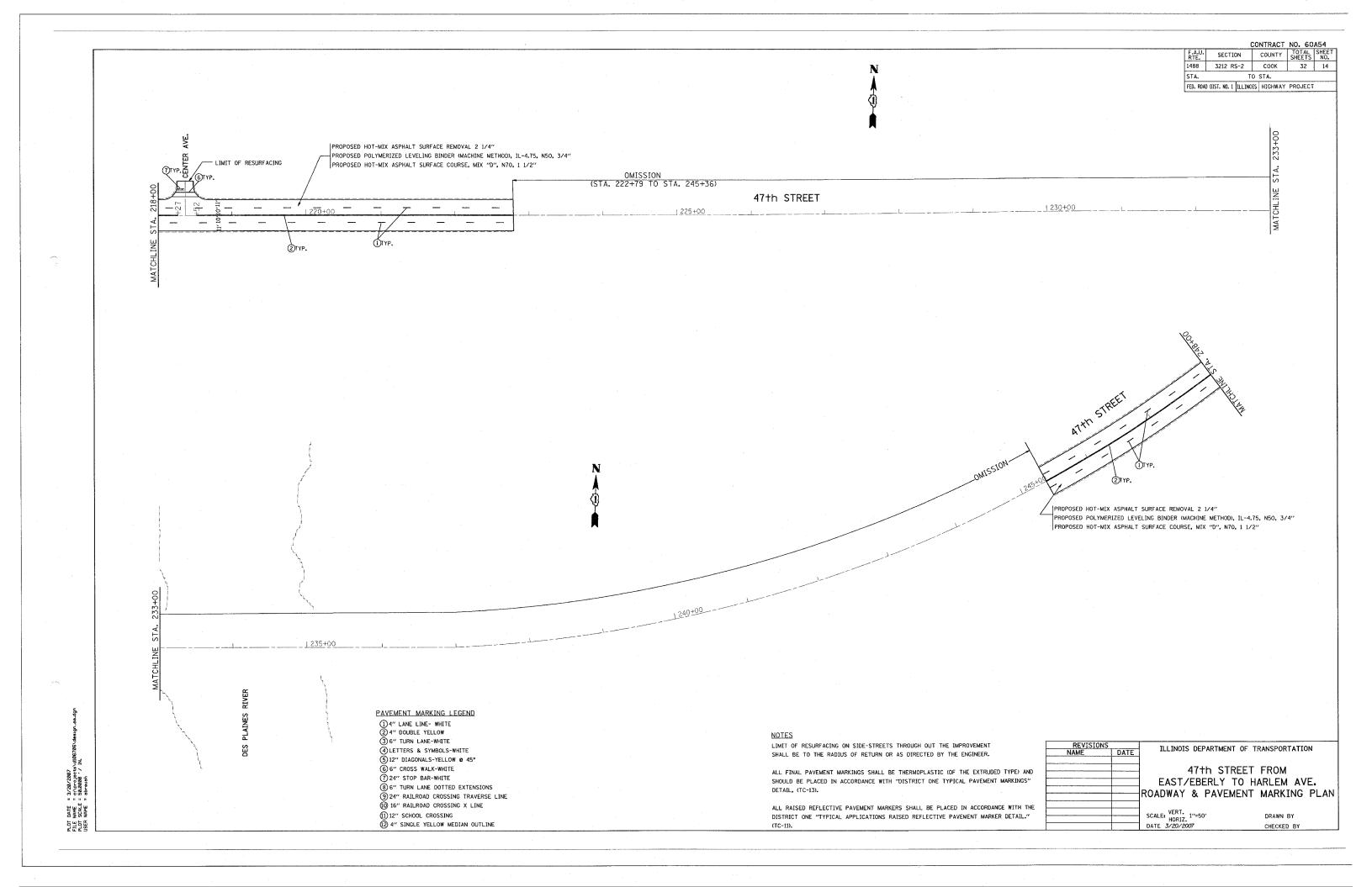






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SECTION COUNTY TOTAL SHEET NO. 1488 3212 RS-2 COOK FED. ROAD DIST. NO. 1 ILLINOIS HIGHWAY PROJECT LIMIT OF RESURFACING 47th STREET PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4" PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4" PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", NTO, 1 1/2" - LIMIT OF RESURFACING 47th STREET _ ² — _ ---PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4" PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4" PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2" PAVEMENT MARKING LEGEND 1 4" LANE LINE- WHITE 2 4" DOUBLE YELLOW 36" TURN LANE-WHITE LIMIT OF RESURFACING ON SIDE-STREETS THROUGH OUT THE IMPROVEMENT ILLINOIS DEPARTMENT OF TRANSPORTATION 4 LETTERS & SYMBOLS-WHITE SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER. (5) 12" DIAGONALS-YELLOW @ 45° 66 6" CROSS WALK-WHITE 47th STREET FROM ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND 724" STOP BAR-WHITE SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" EAST/EBERLY TO HARLEM AVE. 8 6" TURN LANE DOTTED EXTENSIONS ROADWAY & PAVEMENT MARKING PLAN 924" RAILROAD CROSSING TRAVERSE LINE (0) 16" RAILROAD CROSSING X LINE ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE SCALE: VERT. 1"=50" HORIZ. DATE 3/20/2007 11) 12" SCHOOL CROSSING DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKER DETAIL." 4" SINGLE YELLOW MEDIAN OUTLINE (TC-11). CHECKED BY



CONTRACT NO. 60A54 | F.A.U. | SECTION | COUNTY | 1488 | 3212 RS-2 | COOK |
 SECTION
 COUNTY
 TOTAL SHEETS NO.

 3212 RS-2
 COOK
 32
 15
 TO STA. FED. ROAD DIST. NO. 1 ILLINOIS HIGHWAY PROJECT - LIMIT OF RESURFACING (1)TYP. 47th STREET TYP.

PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"

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

PAVEMENT MARKING LEGEND

1)4" LANE LINE- WHITE 2)4" DOUBLE YELLOW

36" TURN LANE-WHITE

(4) LETTERS & SYMBOLS-WHITE

⑤ 12" DIAGONALS-YELLOW @ 45°

6 6" CROSS WALK-WHITE

7)24" STOP BAR-WHITE

86" TURN LANE DOTTED EXTENSIONS 9 24" RAILROAD CROSSING TRAVERSE LINE

16" RAILROAD CROSSING X LINE

11) 12" SCHOOL CROSSING

4" SINGLE YELLOW MEDIAN OUTLINE

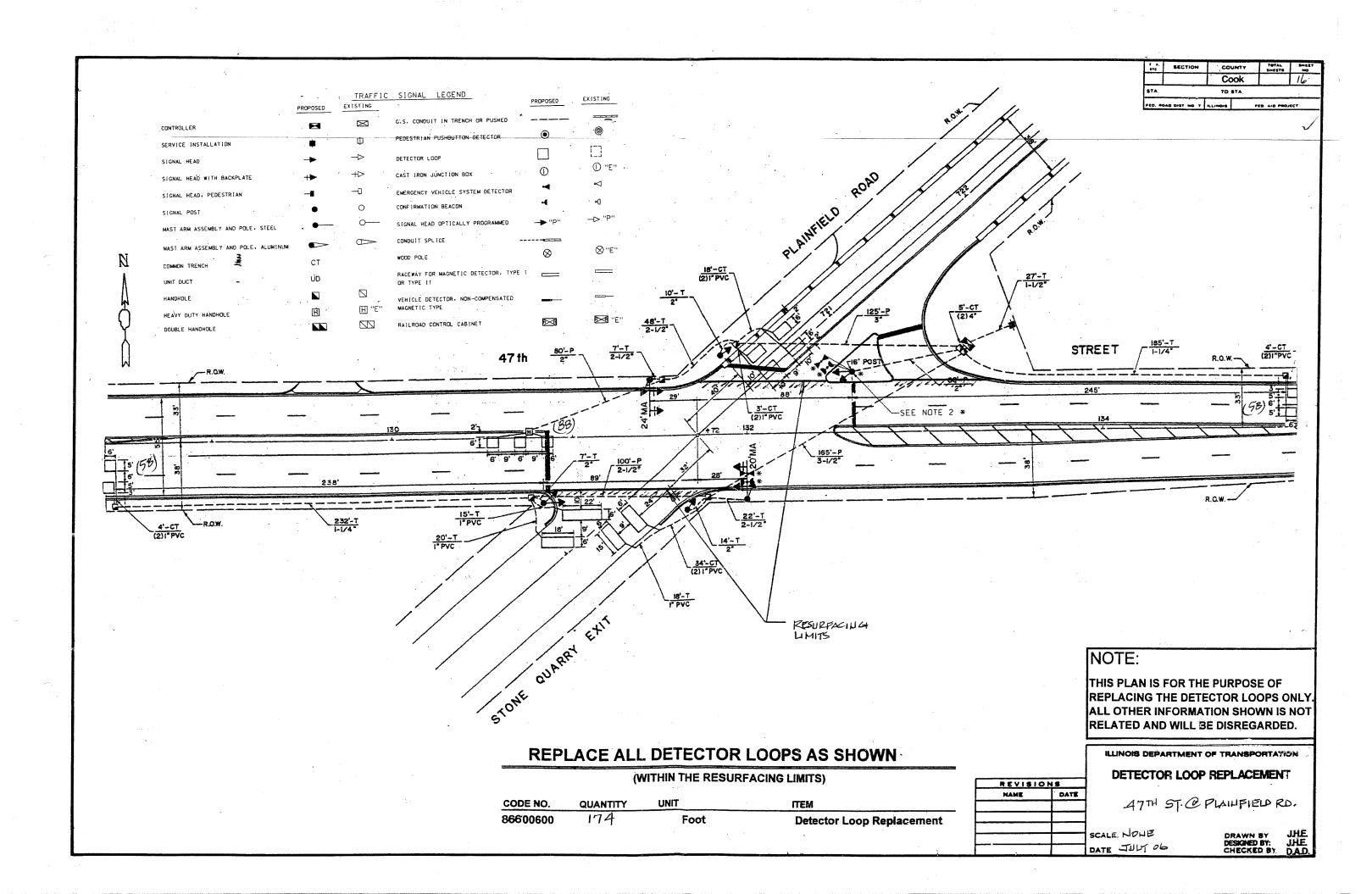
NOTES

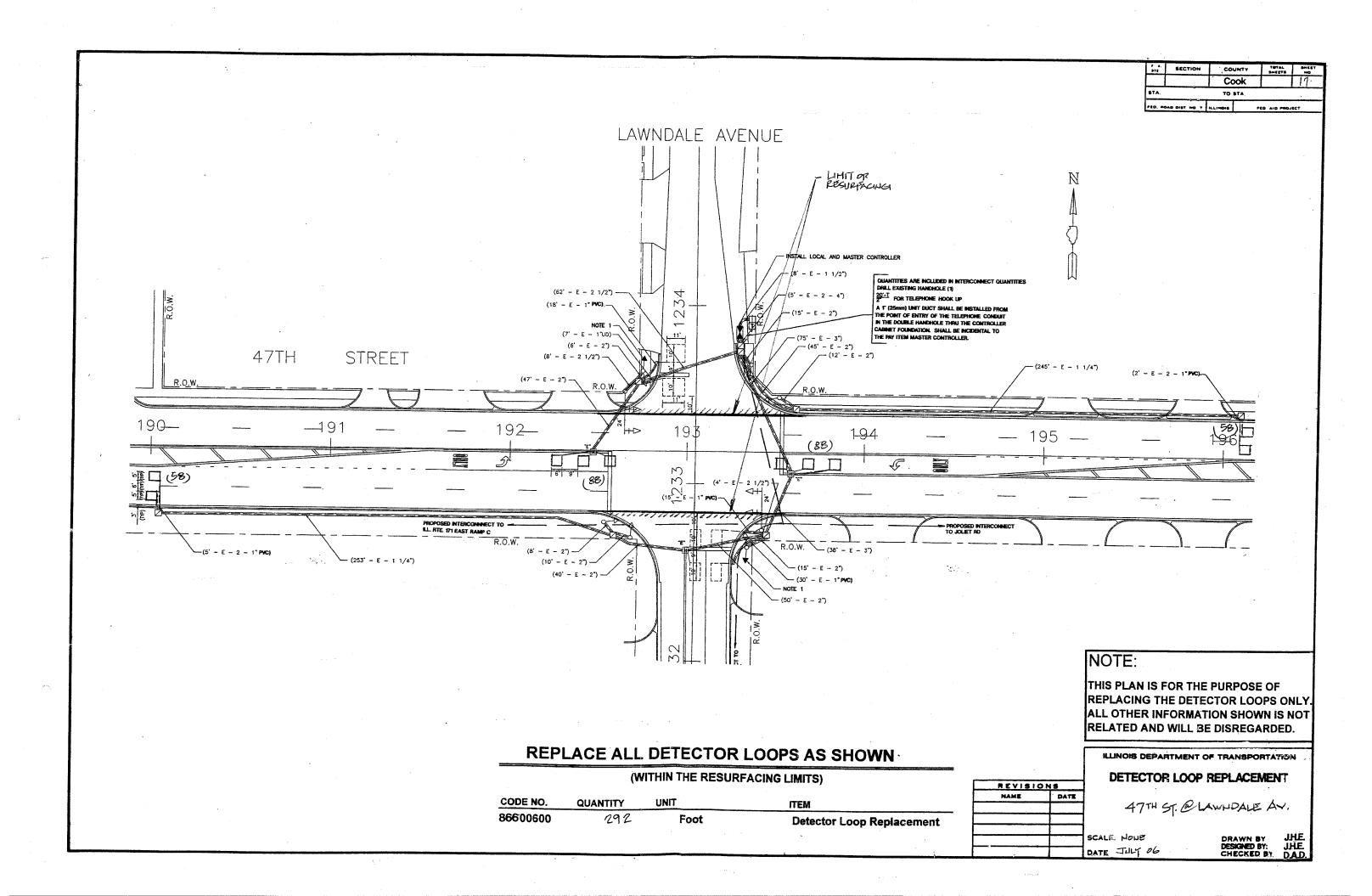
LIMIT OF RESURFACING ON SIDE-STREETS THROUGH OUT THE IMPROVEMENT SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

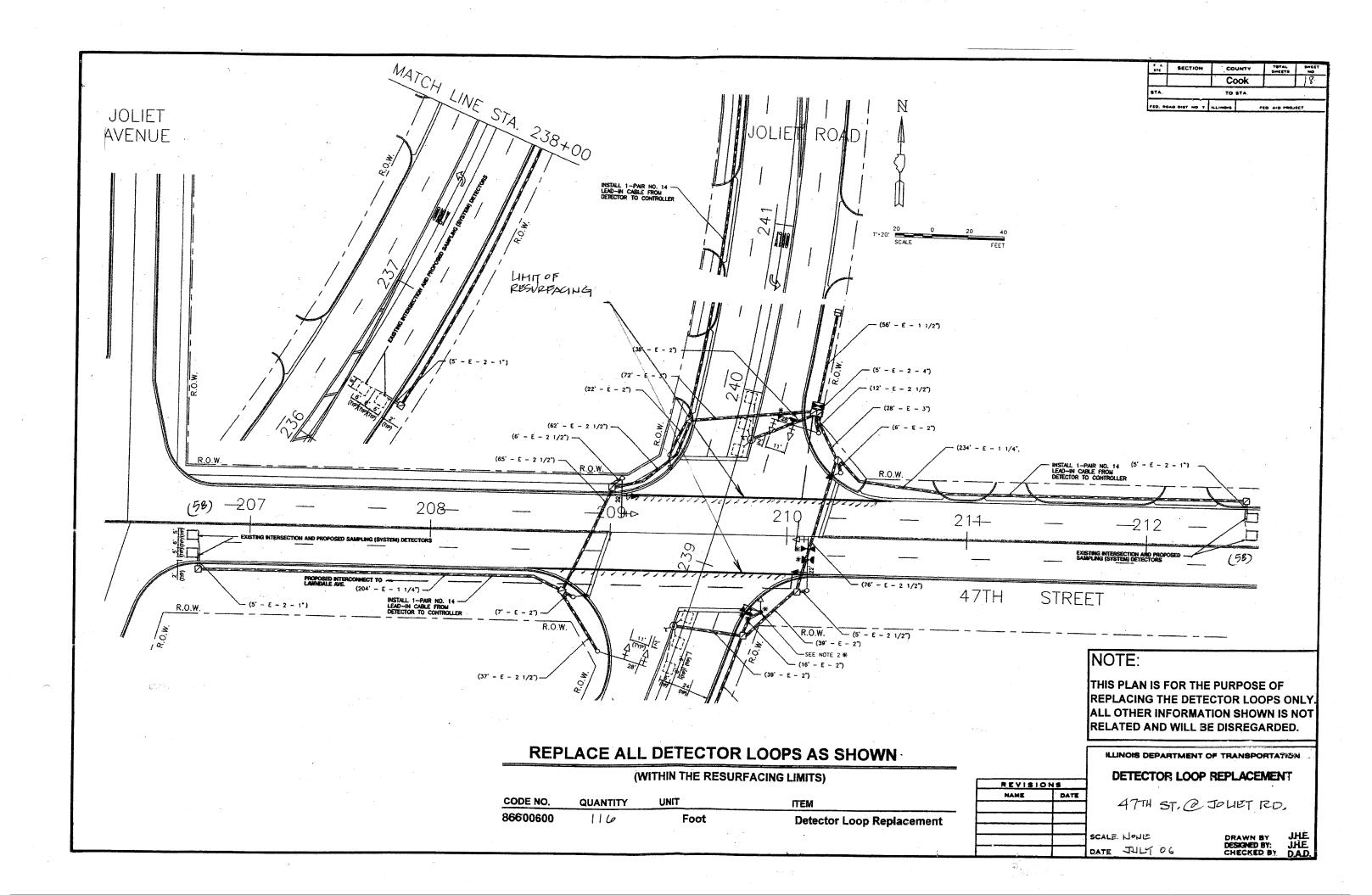
ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL, (TC-13).

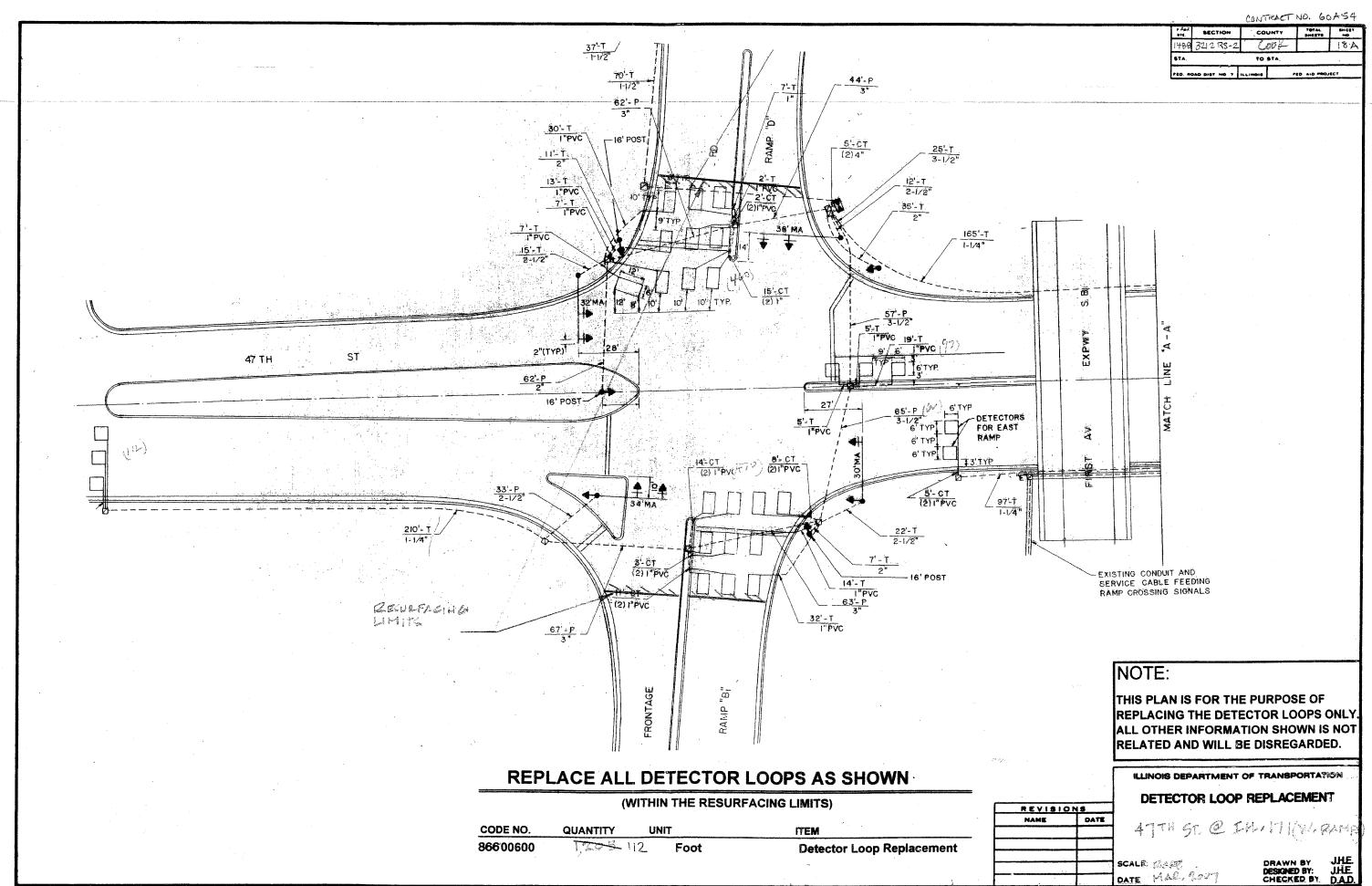
ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKER DETAIL." (TC-11).

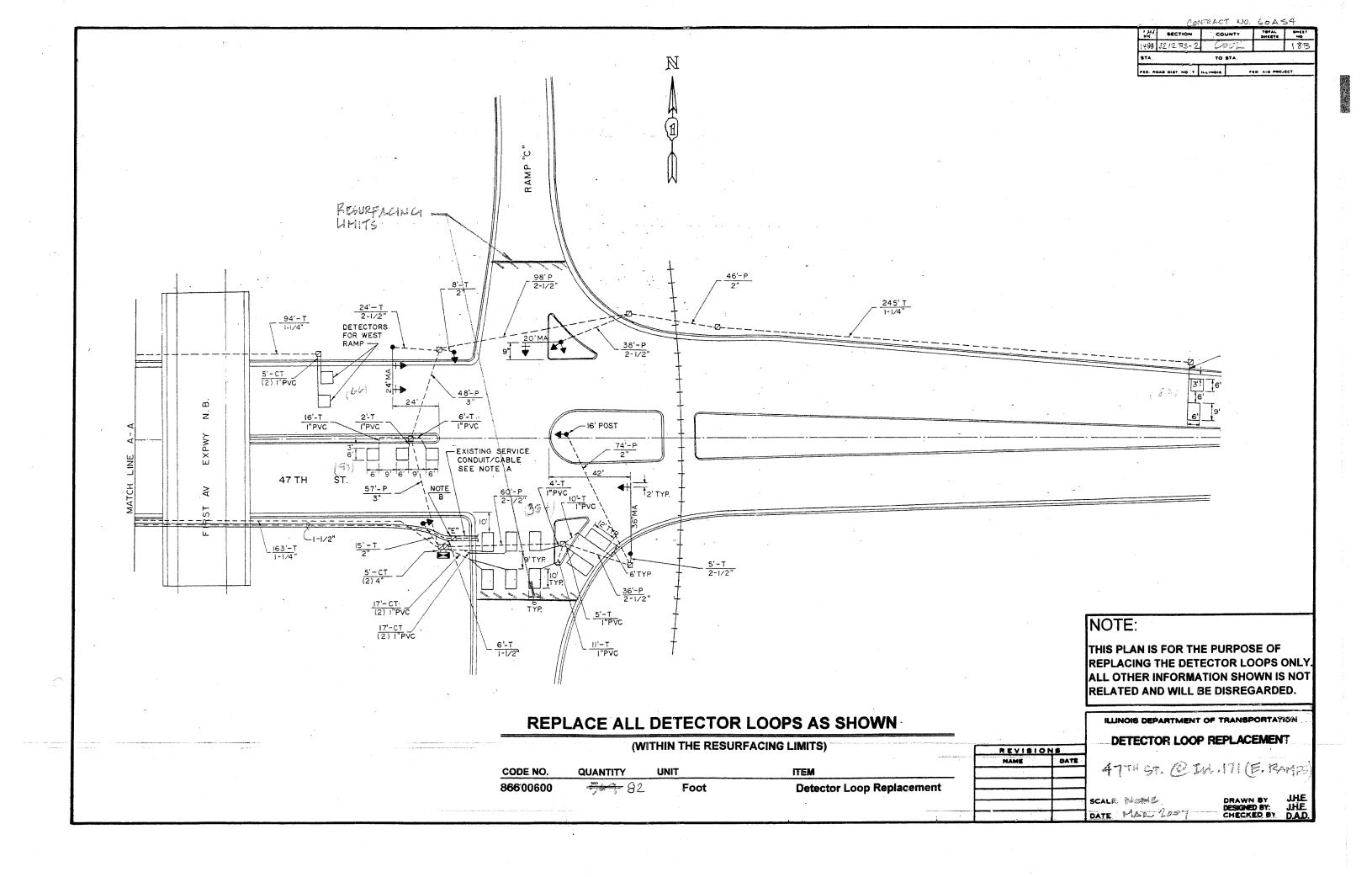
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REVISIONS		THE THOTO DEDARTMENT	F OF TRANSPORTATION
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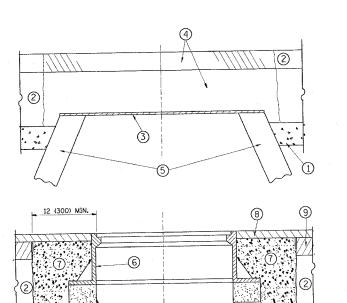








CONTRACT NO. COUNTY TOTAL SHEET NO. SECTION FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



PROPOSED

PROPOSED

SAND FILL

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 STAMDARD 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.

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

- BRICK, MORTAR, OR CONC. ADJUSTING RINGS

CONSTRUCTION PROCEDURES

- 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 11/2 (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

PROPOSED SAND FILL

- 6 FRAME AND LID (SEE NOTES)
- 2 EXISTING PAVEMENT
- CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- 3 36 (900) DIAMETER METAL PLATE
- 8 PROPOSED HMA SURFACE COURSE
- PROPOSED CRUSHED STONE AND HMA SURFACE MIX 5 EXISTING STRUCTURE
- - 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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT

WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN ILLINOIS DEPARTMENT OF TRANSPORTATION

A. ABBAS R. WIEDEMAN

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

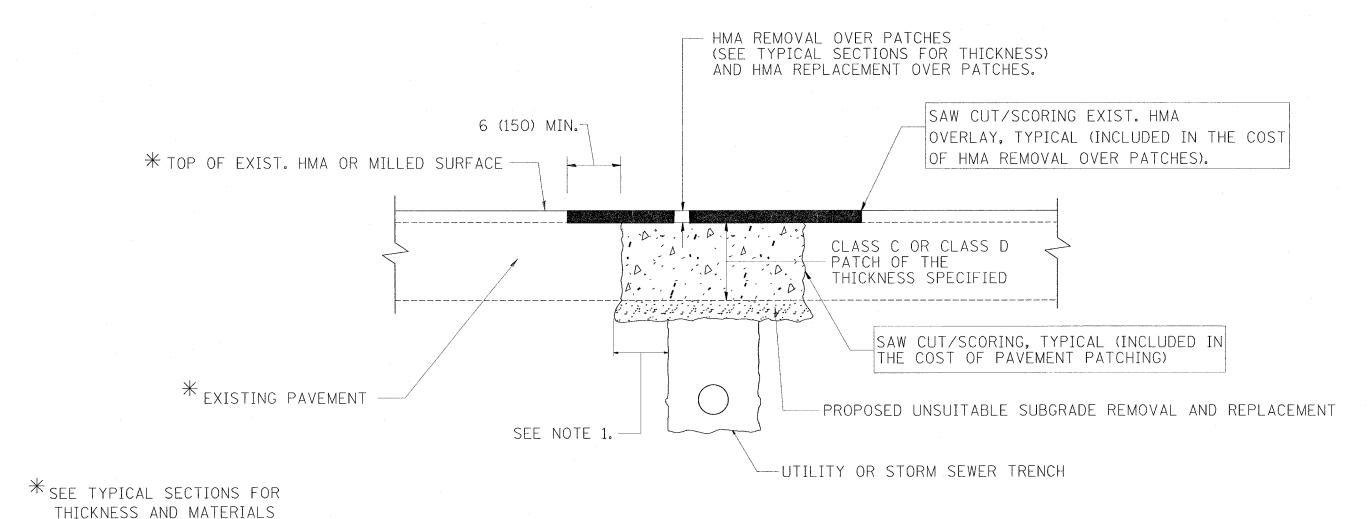
SCALE: VERT. NONE

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BD600-03 (BD-8)

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CONTRACT NO. COUNTY TOTAL SHEET NO. F.A. SECTION FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



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

- 1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- 2. REMOVE AND REPLACE FULL DEPTH PATCHES
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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

REVISION	ONS
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART ABBAS	04/27/98
P BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: VERT. NONE

DRAWN BY CHECKED BY

BD400-04 (BD-22)

SECTION COUNTY TO STA. VARIABLE - TO MEET EXISTING FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT 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 18" (450) MAX. EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE) 1/4" (5) * EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND. PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SALT TOLERANT SOD AND TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE(1)). EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT SUITABLE BACKFILL MATERIAL
(INCLUDED IN THE COST OF CURB OR CURB - 3" (75) MIN. AND GUTTER REMOVAL AND REPLACEMENT) * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE. PROPOSED 34" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.) WITH THE PAVEMENT. NOTE: 1 SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR BEING REMOVED AND WILL BE PAID FOR SEPARATELY. SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE. BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT. REMOVAL AND REPLACEMENT 4" (100) OR LESS IS 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. REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS. (3) FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS. PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 4 LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT. BY THE ENGINEER. (SEE NOTE (3)). (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. BASIS OF PAYMENT: 6 THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT". OF THE STANDARD SPECIFICATIONS. $\ensuremath{\bigcirc}$ 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. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

		REVISIO
ILLINOIS DEPARTMENT OF	DATE	NAME
ILLINOIS DEI ANTIMENT OF	03/11/94	A. HOUSEH
	02/24/95	R. SHAH
CURB OF	03/02/95	R. SHAH
	08/19/96	R. SHAH
CURB AND GI	09/12/96	R. SHAH
REMOVAL AND REI	09/19/96	R. SHAH
	10/03/96	R. SHAH
	03/21/97	A. ABBAS
SCALE: VERT. NONE	01/22/01	M. GOMEZ
HORIZ. NONE	01/01/07	R. BORO

TRANSPORTATION

UTTER PLACEMENT

> DRAWN BY CHECKED BY

BD600-06 (BD-24)

CONTRACT NO.

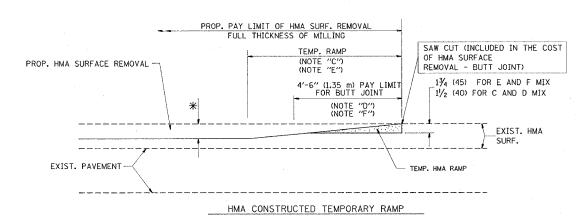
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PROP. PAY LIMIT OF HMA SURF. REMOVAL
FULL THICKNESS OF MILLING
TEMP. RAMP
(NOTE "C")
(NOTE "E")

EXIST. PAVEMENT

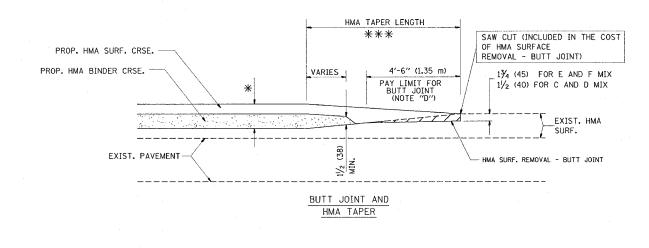
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW) OPTION 2

TYPICAL TEMPORARY RAMP

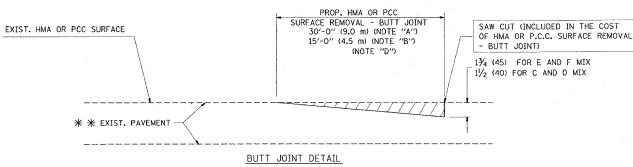


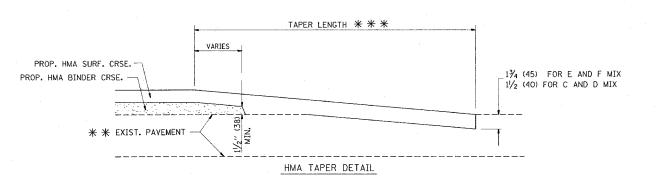
TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING

F.A. SECTION COUNTY TOTAL SHEETS NO.

STA. TO STA.

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID | PROJECT





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.
- $\mathbf{C}\textsc{:}$ 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'-O" (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")

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

BASIS OF PAYMENT:

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

REVISIO	NS
NAME	DATE
M, DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE

DRAWN BY CHECKED BY

CONTRACT NO.

BD400-05 (VI=BD32)

COUNTY SECTION STA. TO STA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT ONSTRUCTION AHEAD TYPE III BARRICADES WITH TWO FLASHING AMBER LIGHTS ON EACH. AHEAD TYPE I OR TYPE II BARRICADES WITH ONE FLASHING AMBER LIGHT ON EACH, OR TYPE III BARRICADES WITH TWO FLASHING 200'± (60 m±)-AMBER LIGHTS ON EACH. DRIVEWAY WORK AREA [200'± (60 m±) STREET; SPE 40 MPH OR L 09) COLLECTOR LIMIT> 40 MPH (LOCAL LIMIT W20-1(0) ROAD CONSTRUCTION M6-4(0)-2115 AHEAD M6-1(0)-2115 ****** ONSTRUCTI

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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 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:
- o) one road construction ahead sign 36 imes 36 (900imes900) WITH A FLASHER AND FLAG 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:
- d) 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. 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. 701501, STD. 701606 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.

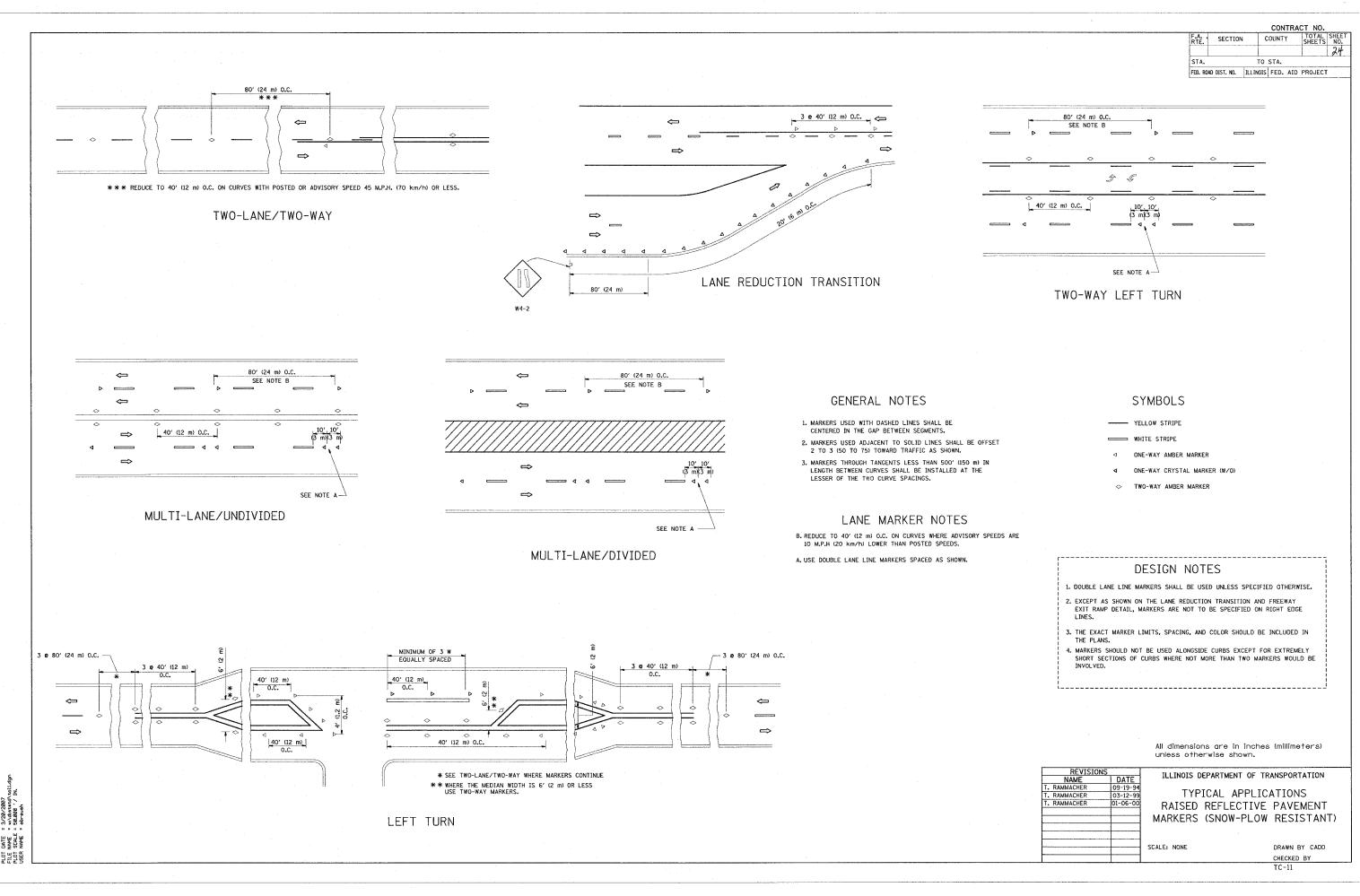
	REVISIONS			
	DATE	NAME		
TR	6/89	LHA		
117	09/08/94	T. RAMMACHER		
	10/18/95	J. OBERLE		
SI	03/06/96	A. HOUSEH		
21	10/15/96	A. HOUSEH		
	01/06/00	T. RAMMACHER		
SCAL				
SCAL				

ILLINOIS DEPARTMENT OF TRANSPORTATION RAFFIC CONTROL AND PROTECTION IDE ROADS, INTERSECTIONS, AND DRIVEWAYS

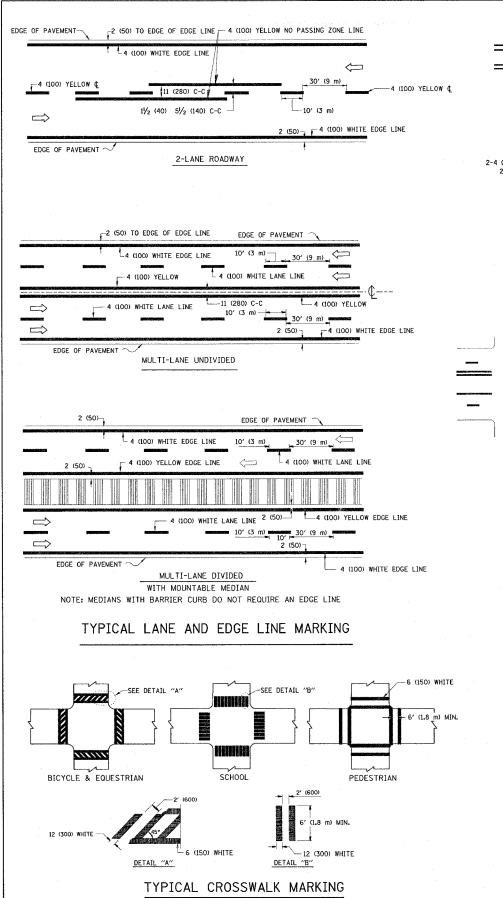
ALE: NONE

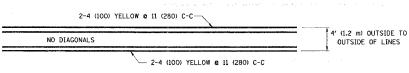
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CONTRACT NO.

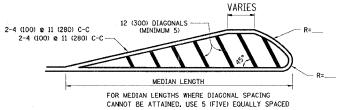


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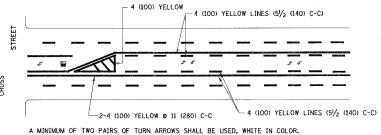


4' (1.2 m) WIDE MEDIANS ONLY

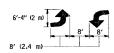


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

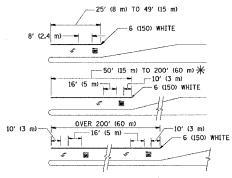


ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

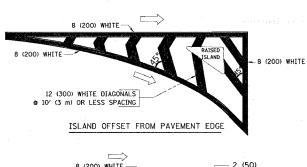


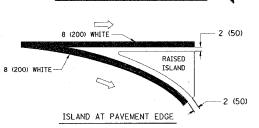
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. \P AREA = 15.6 SQ. FT. (1.5 m²) \P AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING





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 UNDIVEDED 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	YETLOM AETLOM	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	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	II (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) e 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 (0VER 45MPH (70 km/h))

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

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

REVISIONS		TI L TNO	IC DEDADTMENT	OF TRANSPORTATION
NAME	DATE	ILLINO.	IS DEFAITMENT	OF TRANSFORTALION
EVERS	03-19-90			
T. RAMMACHER	10-27-94		DISTRICT	ONE
ALEX HOUSEH	10-09-96			
ALEX HOUSEH	10-17-96		TYPICAL PA	VEMENT
T. RAMMACHER	01~06~00		MARKIN	icc
			MALVII	163
		SCALE: NONE		DRAWN BY CADD

DRAWN BY CADD CHECKED BY

CONTRACT NO.

COUNTY

TO STA.

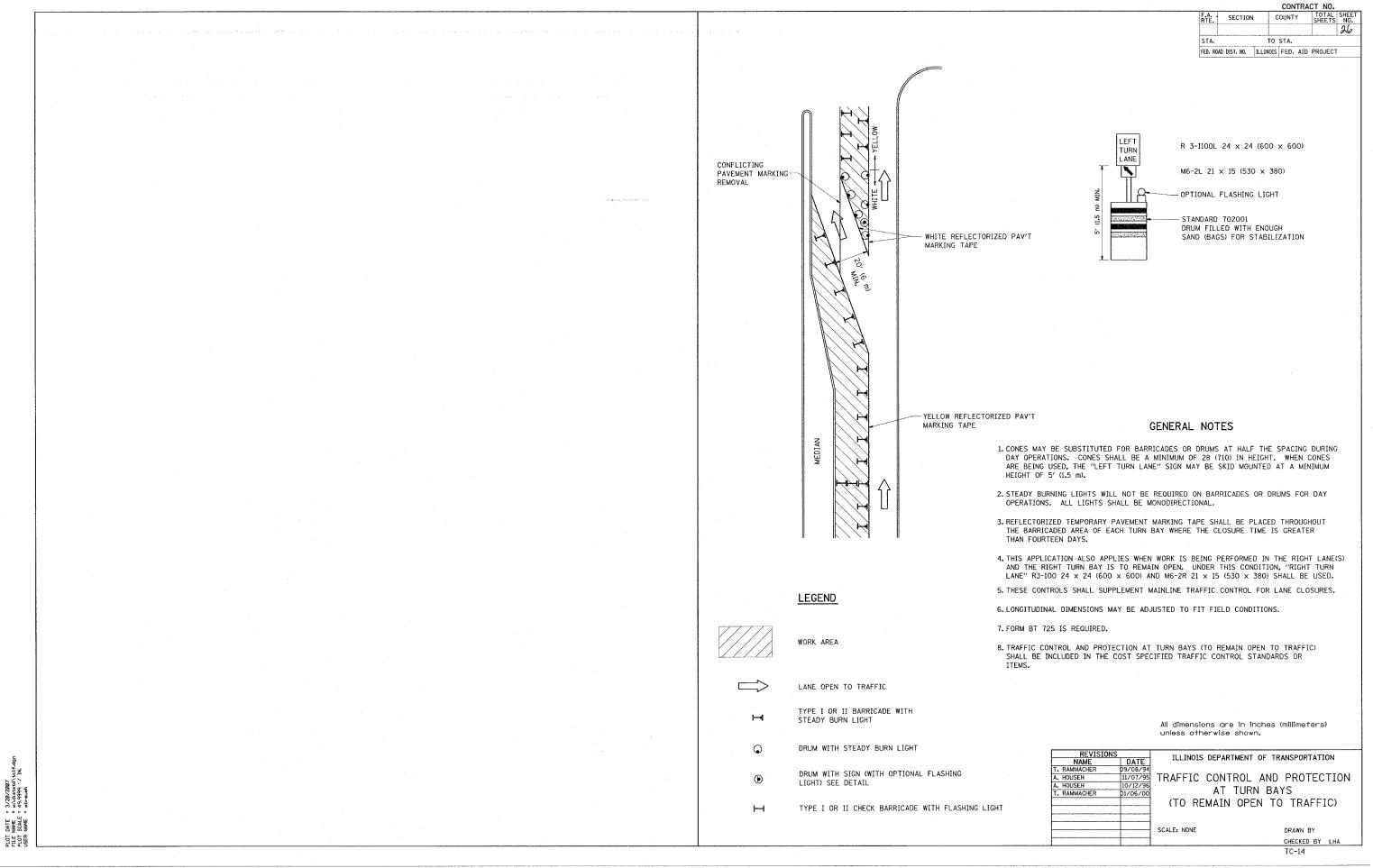
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

F.A. SECTION

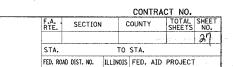
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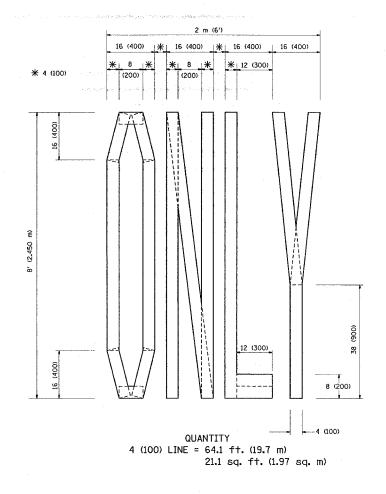
DATE NAME SCALE NAME

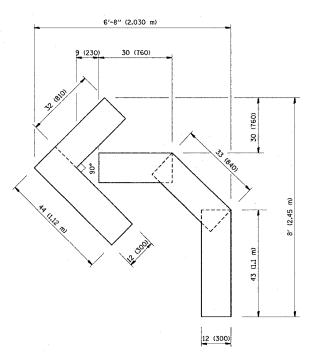
PLOT FILE 1



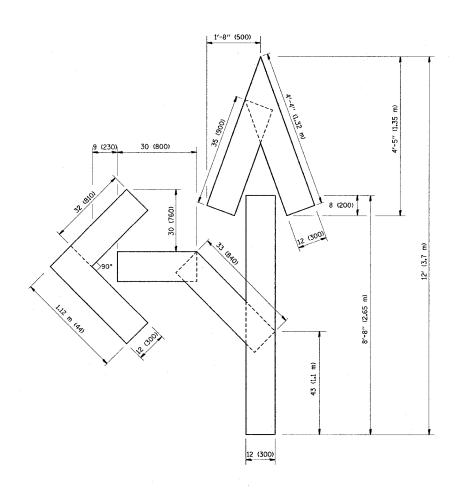
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OUANTITY 4 (100) LINE = 45.5 ft. (13.9 m) 15.2 sq. ft. (1.39 sq. m)



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

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

	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/98
T, RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

SCALE: NONE

DRAWN BY CADD CHECKED BY

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LOOPS NEXT TO SHOULDERS PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED OR NON-PAVED SHOULDER 06 N H (1.5 m) (1.8 m) (1.5 m) * 1" (25 mm) UNIT DUCT-TRENCHED TO E/P ** (3.0 m) (3.0 m) * = (600 mm) * * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

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

11' 11' 11' 11' (3.3m) (3.3m)

STRAIGHT SAW

IN PAVEMENT

CUTS TO HEAVY-

DETAIL 1 N.T.S.

om)
10' (3.0m) OR CLOSER
DEPENDING ON DRIVEWAY LOCATION.

CALLING LOOPS

[TYP_-12' (3.6m) LANES]

12' 12' 12' 12' 12' (3.6m) (3.6m)

* = (1.8m)

CROSS STREET

** * (1.5m)

'S I

LOOPS ARE SAW-CUT

DUCT IS RUN BETWEEN

FOGE OF PAVEMENT

OUTSIDE PAVEMENT)

AND HANDHOLE.
(TYP. FOR LOOPS
THAT TERMINATE

IN HANDHOLES

TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT

ARTERIAL

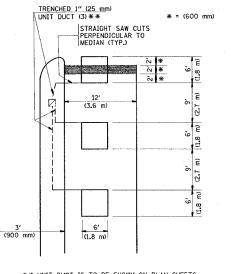
DO NOT INSTALL CALLING LOOP IN RIGHT TURN LANE

STRAIGHT SAW CUTS.

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
BI4001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

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

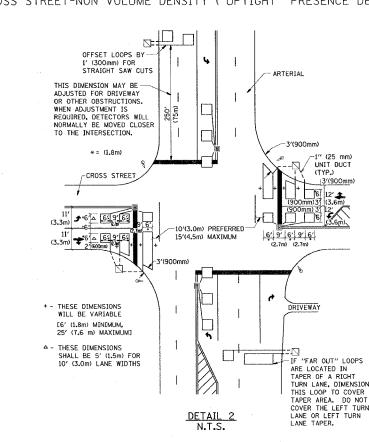
LEFT TURN LANES WITHOUT MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm) (900 mm (1.8 m) (3.6 m) STRAIGHT SAW CUT TO HEAVY DUTY HANDHOLE (TYP.) PLACE HEAVY DUTY HANDHOLE BETWEEN FIRST AND

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

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



CONTRACT NO. RTE. SECTION COUNTY TO STA FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

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 ${\hbox{\tt NOT}}$ BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING. PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS, EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

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

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.

REVISIO		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME DATE		DISTRICT 1	
		DETECTOR LOOP	
		INSTALLATION DETAILS	
		FOR ROADWAY RESURFACING	
		DESIGNED BY	
		SCALE: NONE DRAWN BY CADD	
		CHECKED BY R.K.	

DATE NAME SCALE NAME

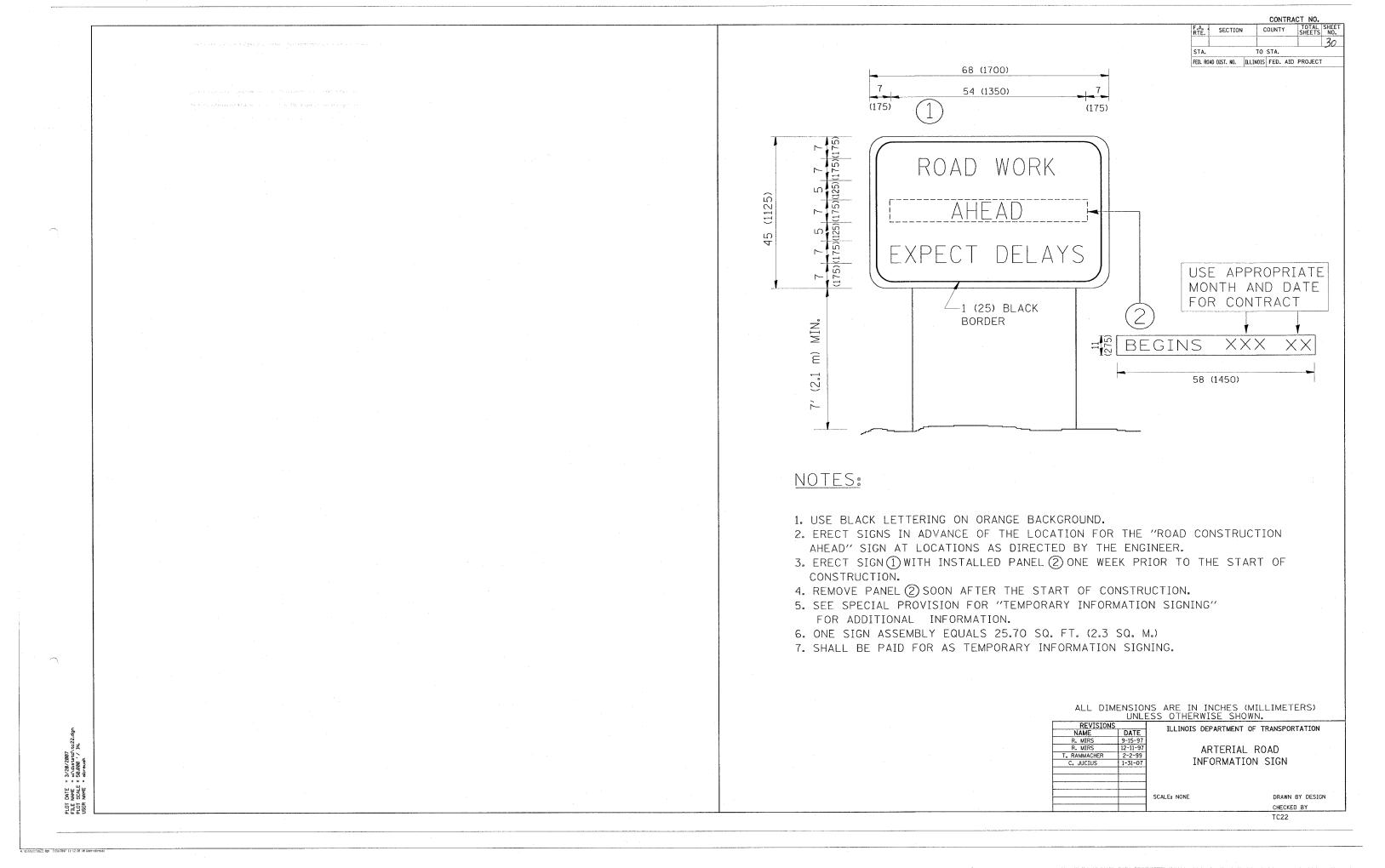
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CONTRACT NO. RTE. SECTION COUNTY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT WORK ZONE EXIT OPENING - ARROWBOARD TYPE C (FLASHING A BAR OR 4-CORNER) FLAGGER W20-I101(0)-48 W20-7a(0)-48 BE PREPARED TO STOP 1000 8' (2.4 m) (900 × 900) 200 CAPS 5' (1.5 m) MIN. CLEAR HEIGHT FEET BLACK LEGEND ORANGE REFL. BACKGROUND 500' (150 m) 500' (150 m) 300' (90 m) MIN. DRUMS @ 50' (15 m) C-C WORK ZONE TRAFFIC DIRECTION FLAGGER WITH CONTROL SIGN WORK ZONE ENTRY OPENING TRUCKS LEAVING (W21-I105) HIGHWAY 500' (150 m) |100' (30 m)| 200' (60 m) TRAFFIC DIRECTION - FLAGGER WITH 1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases. 2. Work Zone Exit Openings should be a minimum of one half mile apart. 3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN 4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists ILLINOIS DEPARTMENT OF TRANSPORTATION 4/03 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS SCALE: NONE DRAWN BY CADD CHECKED BY TC-18

DATE = 3/20/2007 NAME = wi\diststd\tol8.dgn SCALF = 50.000 '/ IN.

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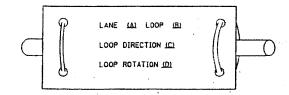
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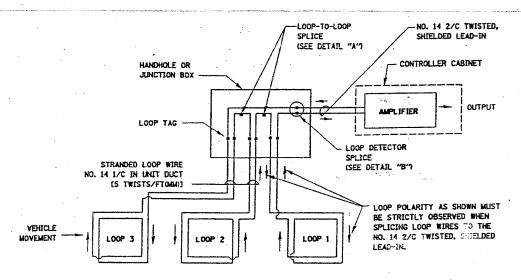
LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER.
 ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT
 FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE
 DETECTION.
- 3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- 4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- 6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- 7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

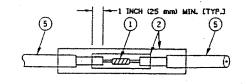


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP "1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

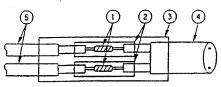


DETECTOR LOOP WIRING SCHEMATIC

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







DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- (2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 64 (150 mm), UNDERWATER GRADE.
- (4) NO. 14 2/C TWISTED, SHIELDED CABLE.
- (5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS		· · · · · · · · · · · · · · · · · · ·	
NAME DATE	ILLINOIS DEPARTMENT OF TRANSPORTATION		
	DISTRIC	CT ONE	
	STANDARD TR.	AFFIC SIGNAL	
	DESIGN DETAILS		
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ļ	SCALE: VERT. HONE	DRAWN BY: RWP DESIGNED BY: DAD	
	DATE 1-01-02	CHECKET BY: TAZ	

SECTION

FEB. ROMO DIST. HD. 1 BLIDNOIS FED. AID PROJECT

VICO - 028 41 - 125 42 - 125 42

