6-15-07 Letting, Item 160

CONTRACT NO.: 60A84				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED HIGHWAY PLANS

FAU 2688: US 6 (SOUTHWEST HIGHWAY / WOLF ROAD)
SECTION: 3178 G-RS-2
159TH STREET TO COOK-WILL COUNTY LINE
RESURFACING (MAINTENANCE)
COOK COUNTY
C-91-116-06

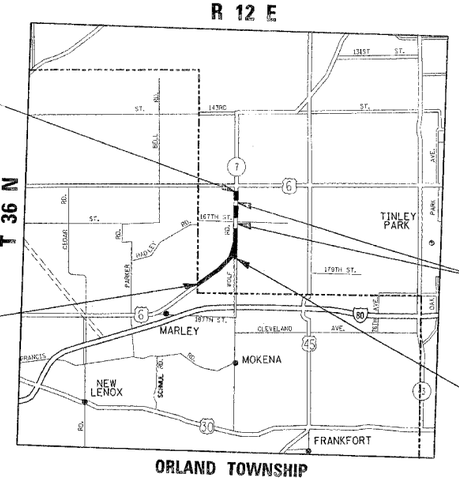
IMPROVEMENT LOCATED IN VILLAGE OF ORLAND PARK

D-91-116-06

LOCATION OF SECTION INDICATED THUS: -

R 12 E

T 36 N



ORLAND TOWNSHIP

IMPROVEMENT ENDS
WOLF RD.: STA. 97+21

STA. 72+86 US 6 =
STA. 6+49 WOLF RD.

IMPROVEMENT BEGINS
US 6: STA. 3+76

OMISSIONS:
STA 47+81 TO STA 56+72
STA 73+51 TO STA 86+40

IMPROVEMENT LIMIT
WOLF RD. STA. 1+18

TRAFFIC DATA

2005 ADT = 20,400
SPEED LIMIT = 45 – 55 MPH

GROSS LENGTH OF IMPROVEMENT = 16,513 FEET = 3.13 MILES
NET LENGTH OF IMPROVEMENT = 14,333 FEET = 2.71 MILES

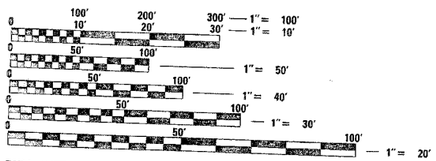
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 19 2007
Diane O'Keefe/cd
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 11, 2007
Eric E. Harm/cd
Interim ENGINEER OF DESIGN AND ENVIRONMENT

May 11, 2007
Milton R. Sees, P.E./cd
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

REGION 1 - DISTRICT 1: PLAN PREPARATION ENGINEER - KEN ENG / LONG TRAN (847) 705-4240



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

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

CONTRACT NO. 60A84

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT: 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	2
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

INDEX OF SHEETS

STATE STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-02	CLASS C AND D PATCHES
701201-02	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >45 MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-01	LANE CLOSURE, 2L, 2-W, SLOW MOVING OPERATIONS DAY ONLY FOR SPEEDS > 45 MPH
701311-02	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701502-01	URBANE LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
702001-06	TRAFFIC CONTROL DEVICES

GENERAL NOTES

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

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF ORLAND PARK

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

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 40 MM (1 1/2 INCHES) WHERE THE SPEED LIMIT IS 80 KM/H (45 MPH) OR LESS AND 25 MM (1 INCH) WHERE THE SPEED LIMIT IS GREATER THAN 80 KM/H (45 MPH). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 75 MM (3 INCHES) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

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

THE RESIDENT ENGINEER SHALL CONTACT MS. PATRICE HARRIS, SOUTH SIDE SIGN SHOP AT (708) 597-9800 OR AT (847) 715-8422 (CELL) A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

THE RESIDENT ENGINEER SHALL VERIFY ALL EXISTING PAVEMENT MARKINGS PRIOR TO SURFACE REMOVAL

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR A MINIMUM OF 72 HOURS PRIOR TO BEGINNING OF WORK.

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REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

US ROUTE 6
FROM 159TH STREET TO COOK-WILL COUNTY LINE

INDEX OF SHEETS
LIST OF STATE STANDARDS
GENERAL NOTES

SCALE: VERT. HORIZ. DRAWN BY
DATE CHECKED BY

CONTRACT: 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	3
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	URBAN 1000 100% STATE	CONSTRUCTION TYPE CODE				
20201006	GRADING AND SHAPING SHOULDERS	UNIT	203	203					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	23	23					
40600300	AGGREGATE (PRIME COAT)	TON	113	113					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	17	17					
40600895	CONSTRUCTING TEST STRIP	EACH	1	1					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	201	201					
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	432	432					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	4873	4873					
42001300	PROTECTIVE COAT	SQ YD	15	15					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	56316	56316					
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	50	50					
44002215	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3 3/4"	SQ YD	366	366					
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	75	75					
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	47	47					
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	244	244					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	812	812					
67000200	ENGINEER'S FIELD OFFICE, TYPE A	EACH	6	6					
67100100	MOBILIZATION	L SUM	1	1					
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1					
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1					
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	6471	6471					
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	596	596					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	42905	42905					

SUMMARY OF QUANTITIES

	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	URBAN 1000 100% STATE	CONSTRUCTION TYPE CODE				
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1110	1110					
	70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	135	135					
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	600	600					
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	16624	16624					
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	596	596					
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	42905	42905					
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1110	1110					
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	135	135					
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	600	600					
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	252	252					
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	462	462					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	430	430					
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	730	730					
	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4					
	X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2437	2437					
	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	7	7					

* SPECIALTY ITEM

REVISIONS	
NAME	DATE

Rev.

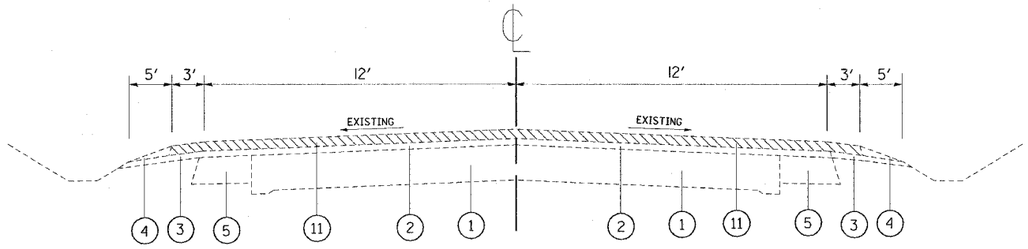
ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
US ROUTE 6
FROM 159TH STREET TO COOK-WILL COUNTY LINE

PLOT DATE: 3/16/2007

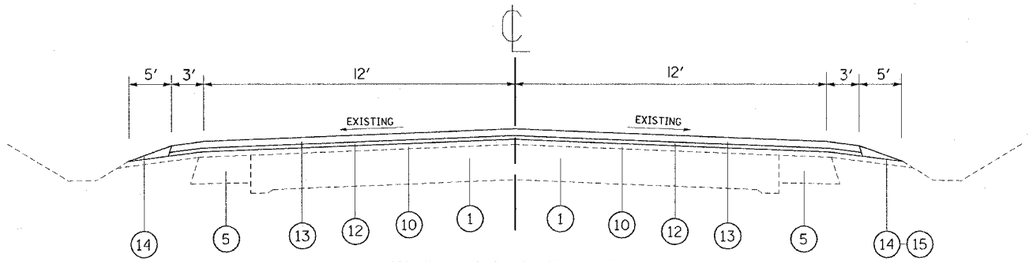
3/16/2007

CONTRACT: 60A84

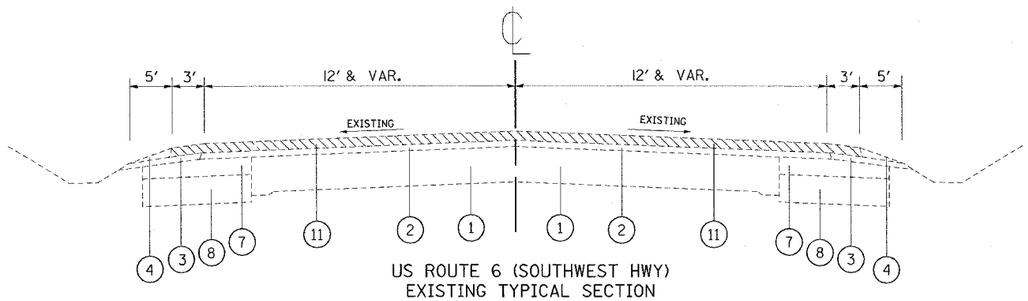
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	4
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



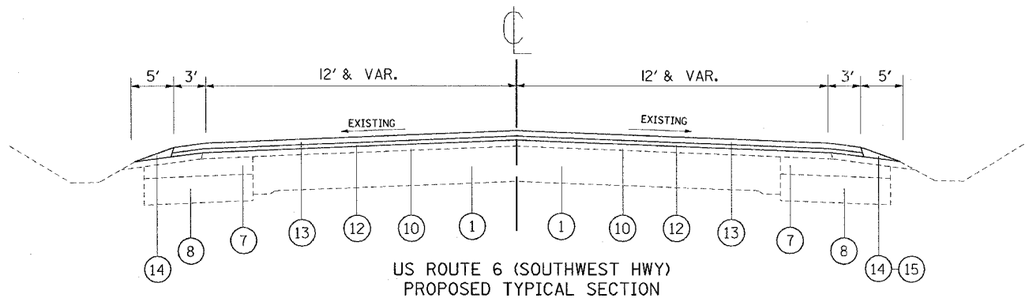
US ROUTE 6 (SOUTHWEST HWY)
EXISTING TYPICAL SECTION
STA. 3+76 TO STA. 64+65



US ROUTE 6 (SOUTHWEST HWY)
PROPOSED TYPICAL SECTION
STA. 3+76 TO STA. 64+65



US ROUTE 6 (SOUTHWEST HWY)
EXISTING TYPICAL SECTION
STA. 64+65 TO STA. 72+58



US ROUTE 6 (SOUTHWEST HWY)
PROPOSED TYPICAL SECTION
STA. 64+65 TO STA. 72+58

LEGEND

1. EXISTING CONCRETE PAVEMENT, 9″ (±)
2. EXISTING HMA SURFACE, 6″ (±)
3. EXISTING HMA SHOULDER
4. EXISTING AGGREGATE SHOULDER
5. EXISTING HMA BASE COURSE WIDENING 9″
6. EXISTING P.C. CONC. BASE COURSE WIDENING 9″
7. EXISTING HMA BINDER COURSE
8. EXISTING AGGREGATE SUBGRADE 12″
9. EXISTING GRANULAR SUBGRADE
10. EXISTING HMA SURFACE AFTER MILLING
11. PROPOSED HMA SURFACE REMOVAL, 2 1/4 ″
12. PROPOSED POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, (3/4 ″)
13. PROPOSED HMA SURFACE COURSE, MIX ″D″, N70, (1 1/2 ″)
14. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
15. PROPOSED GRADING & SHAPING SHOULDERS

▨ REMOVAL ITEM

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC / PG	AIR VOIDS (%)
HMA SURFACE COURSE, MIX ″D″, N70, (IL-9.5 mm)	PG 64-22	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	SBS/SBR PG 76-28/22	4% @ 50 GYR.
CLASS D PATCHES (BINDER, IL-19.0 mm)	PG 64-22 / 58-22	4% @ 50 GYR.
HMA REPLACEMENT OVER PATCHES, (BINDER, IL-19.0 mm)	PG 64-22 / 58-22	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURES IS 112 LBS/SY/IN
WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

US ROUTE 6
FROM 159TH STREET TO COOK-WILL COUNTY LINE

EXISTING AND PROPOSED TYPICAL SECTIONS

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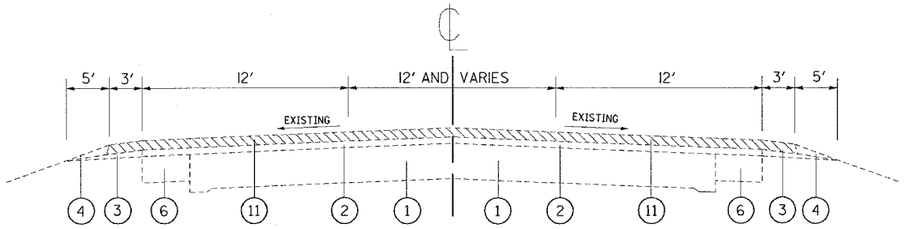
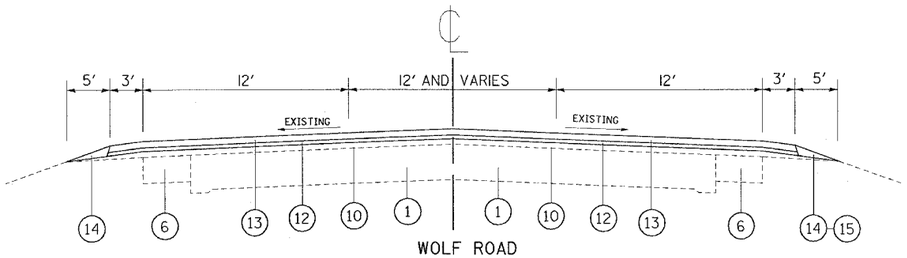
CONTRACT: 60A84

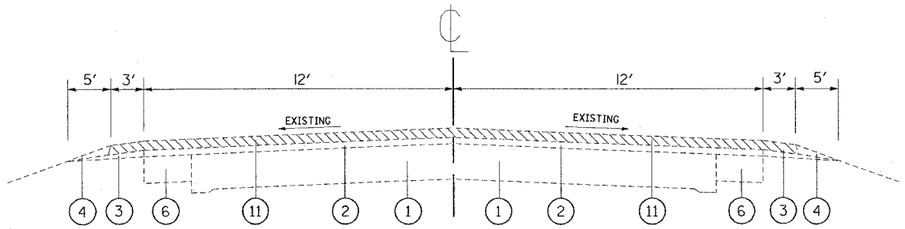
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	5
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



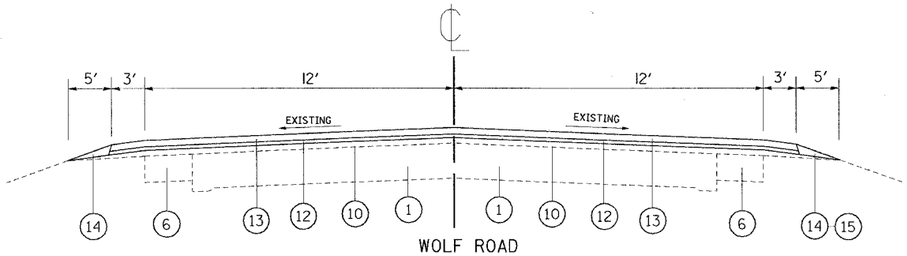
WOLF ROAD
EXISTING TYPICAL SECTION
STA. 1+18 TO STA. 47+81
STA. 56+72 TO STA. 73+51



WOLF ROAD
PROPOSED TYPICAL SECTION
STA. 1+18 TO STA. 47+81
STA. 56+72 TO STA. 73+51



WOLF ROAD
EXISTING TYPICAL SECTION
STA. 86+40 TO STA. 97+21



WOLF ROAD
PROPOSED TYPICAL SECTION
STA. 86+40 TO STA. 97+21

LEGEND

1. EXISTING CONCRETE PAVEMENT, 9″ (±)
2. EXISTING HMA SURFACE, 6″ (±)
3. EXISTING HMA SHOULDER
4. EXISTING AGGREGATE SHOULDER
5. EXISTING HMA BASE COURSE WIDENING 9″
6. EXISTING P.C. CONC. BASE COURSE WIDENING 9″
7. EXISTING HMA BINDER COURSE
8. EXISTING AGGREGATE SUBGRADE 12″
9. EXISTING GRANULAR SUBGRADE
10. EXISTING HMA SURFACE AFTER MILLING
11. PROPOSED HMA SURFACE REMOVAL, 2 1/4 ″
12. PROPOSED POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, (3/4 ″)
13. PROPOSED HMA SURFACE COURSE, MIX ″D″, N70, (1 1/2 ″)
14. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
15. PROPOSED GRADING & SHAPING SHOULDERS

▨ REMOVAL ITEM

NOTE: STA. 18+59 TO STA. 21+07 ON WEST SIDE THERE IS NO AGG. SHOULDER.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

US ROUTE 6
FROM 159TH STREET TO COOK-WILL COUNTY LINE

EXISTING AND PROPOSED TYPICAL SECTIONS

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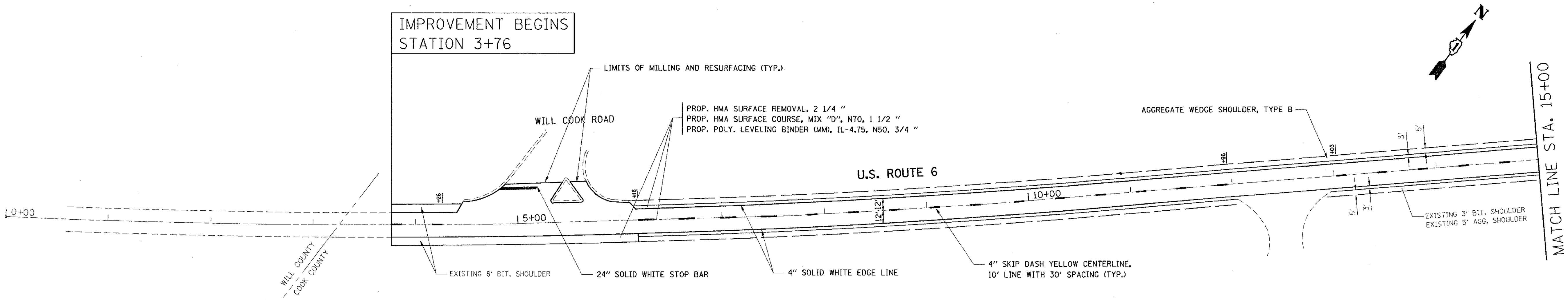
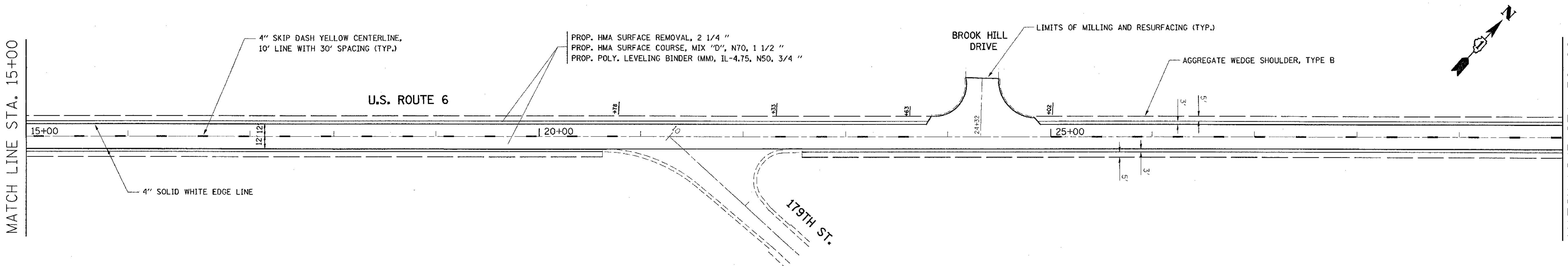
CONTRACT NO. 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	6
STA. 3+76	TO STA. 30+00			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		





NOTE:

LIMIT OF RESURFACING ON SIDE ROADS AND STREETS SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL (TC-13)

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGH THE IMPROVEMEN LIMITS. SEE "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS" DETAIL (TC-11)

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NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

US ROUTE 6
FROM 159TH STREET TO COOK-WILL COUNTY LINE

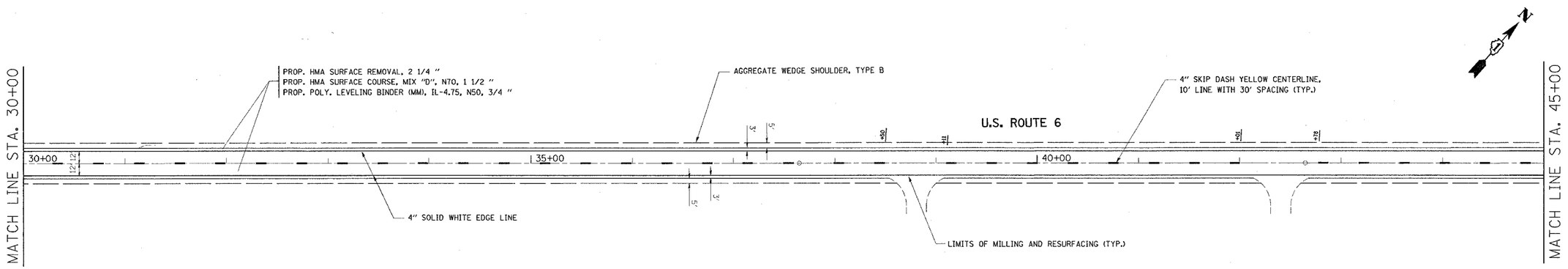
ROADWAY AND PAVEMENT MARKING PLAN

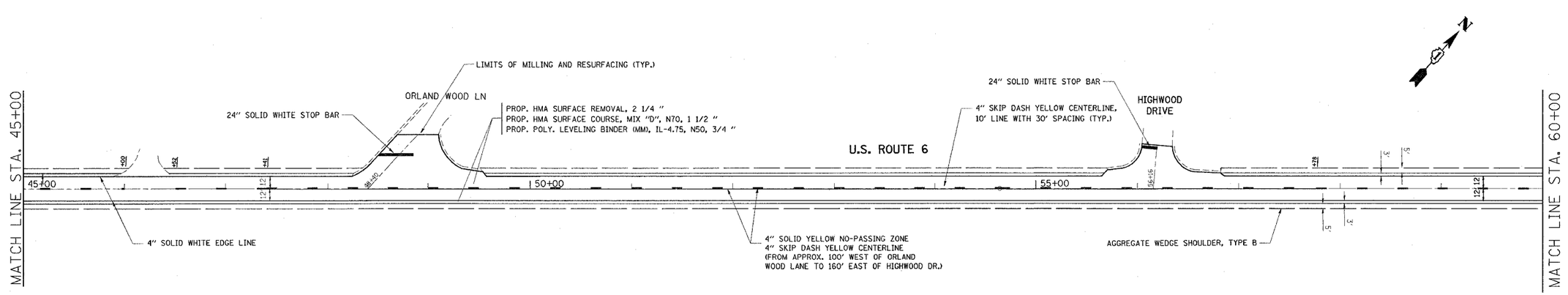
SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

CONTRACT NO. 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	7
STA. 30+00	TO STA. 60+00			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		





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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

US ROUTE 6
FROM 159TH STREET TO COOK-WILL COUNTY LINE

ROADWAY AND PAVEMENT MARKING PLAN

SCALE: VERT.
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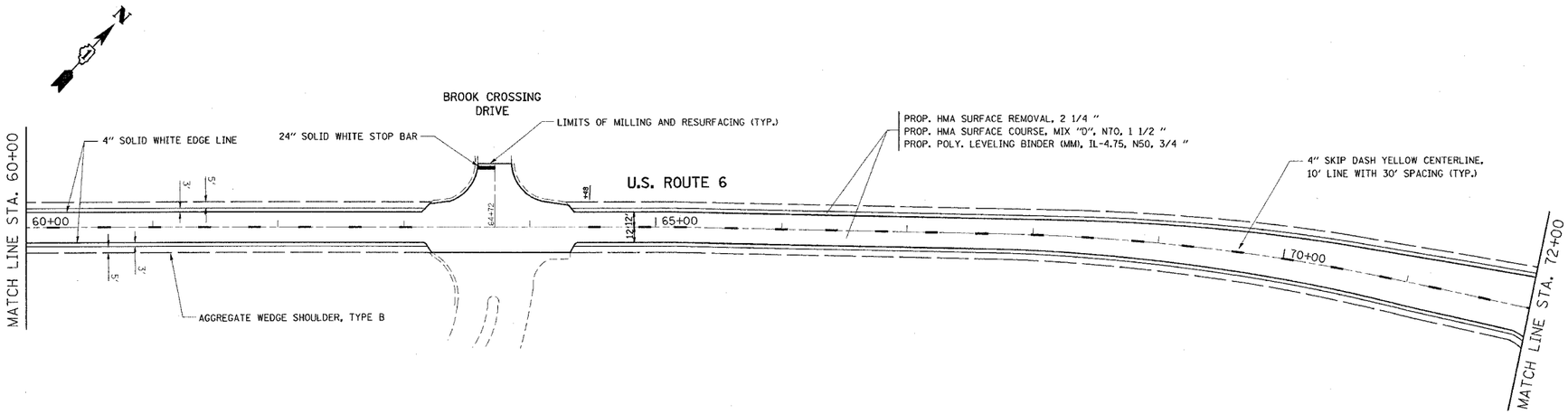
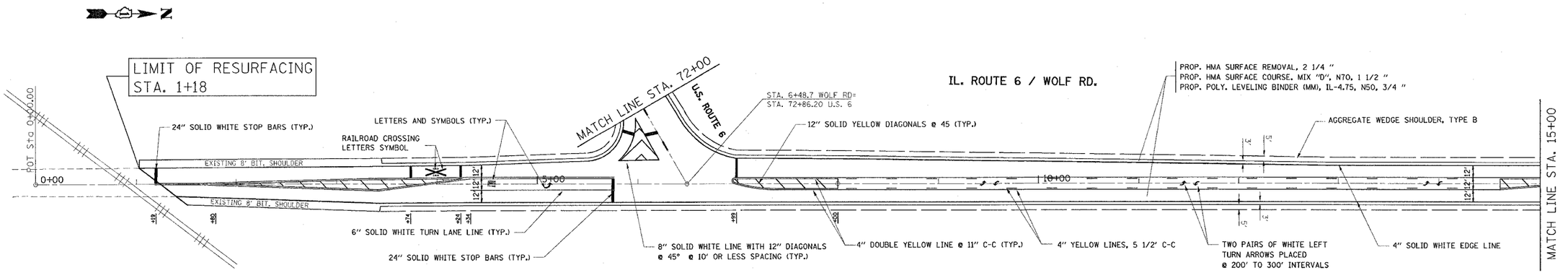
CONTRACT NO. 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	8
STA. 60+00 TO STA. 15+00				
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		





NOTE:

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RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGH THE IMPROVEMEN LIMITS. SEE "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS" DETAIL (TC-11)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

US ROUTE 6
FROM 159TH STREET TO COOK-WILL COUNTY LINE

ROADWAY AND PAVEMENT MARKING PLAN

SCALE: VERT.
HORIZ.
DATE

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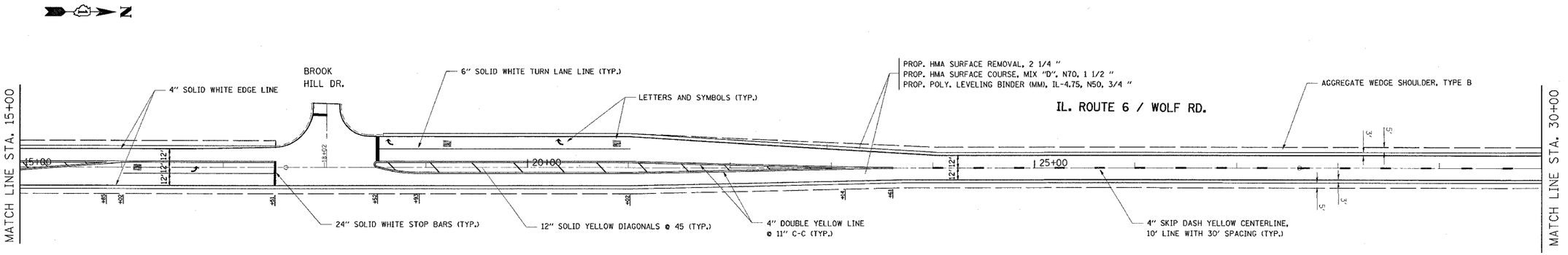
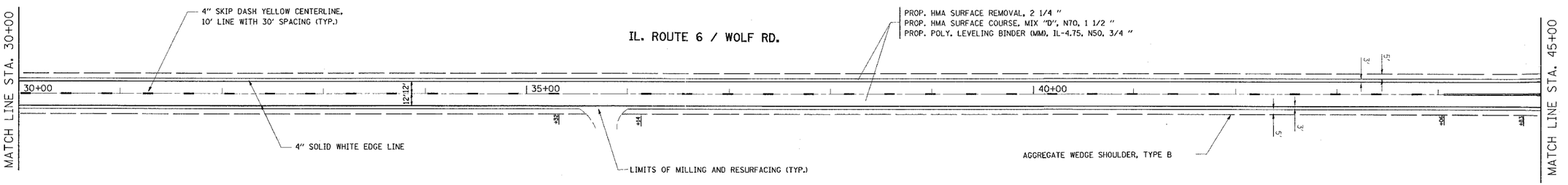
USER NAME = traoli

CONTRACT NO. 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	9
STA. 15+00	TO STA. 45+00			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		





NOTE:

LIMIT OF RESURFACING ON SIDE ROADS AND STREETS SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL (TC-13)

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGH THE IMPROVEMEN LIMITS. SEE "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS" DETAIL (TC-11)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

US ROUTE 6
FROM 159TH STREET TO COOK-WILL COUNTY LINE

ROADWAY AND PAVEMENT MARKING PLAN

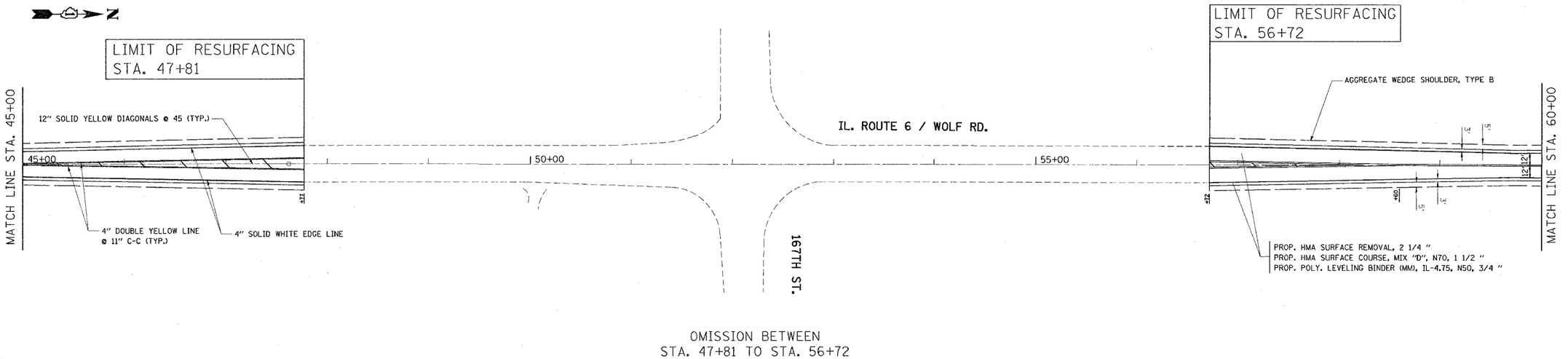
SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

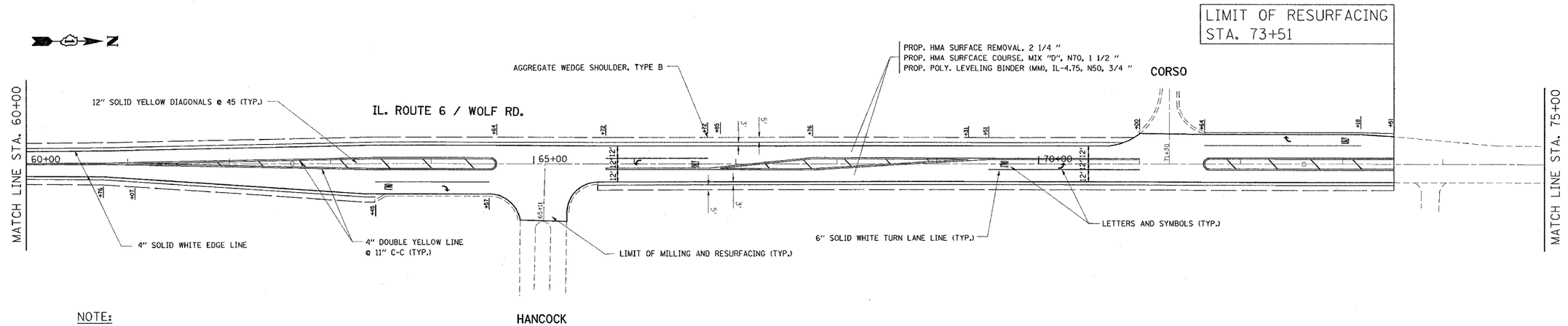
PLOT DATE = 9/17/2007
FILE NAME = c:\projects\d1l1606\designaa.dgn
PLOT SCALE = 50.0000 ' / IN.
USER NAME = tranit

CONTRACT NO. 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	10
STA. 56+72	TO STA. 73+51			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



OMISSION BETWEEN
STA. 47+81 TO STA. 56+72



NOTE:

LIMIT OF RESURFACING ON SIDE ROADS AND STREETS SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL (TC-13)

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGH THE IMPROVEMEN LIMITS. SEE "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS" DETAIL (TC-11)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

US ROUTE 6
FROM 159TH STREET TO COOK-WILL COUNTY LINE

ROADWAY AND PAVEMENT MARKING PLAN

SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

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USER NAME = transit

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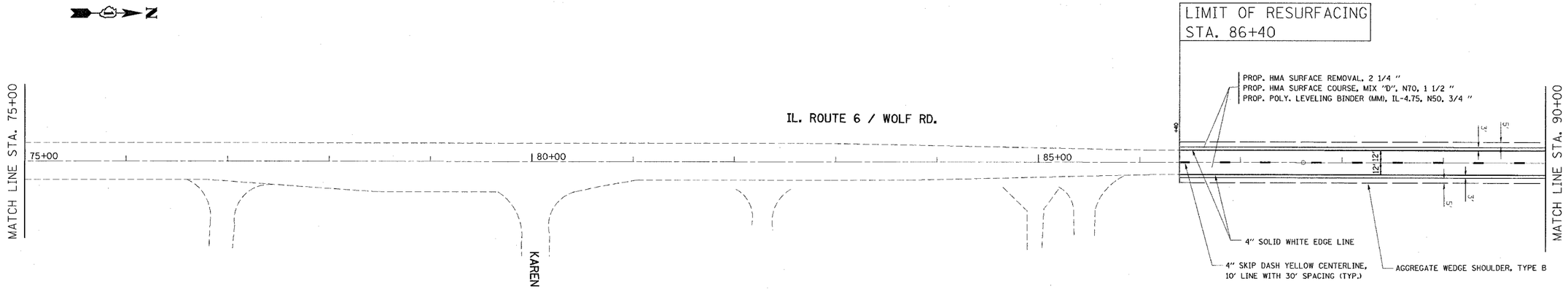
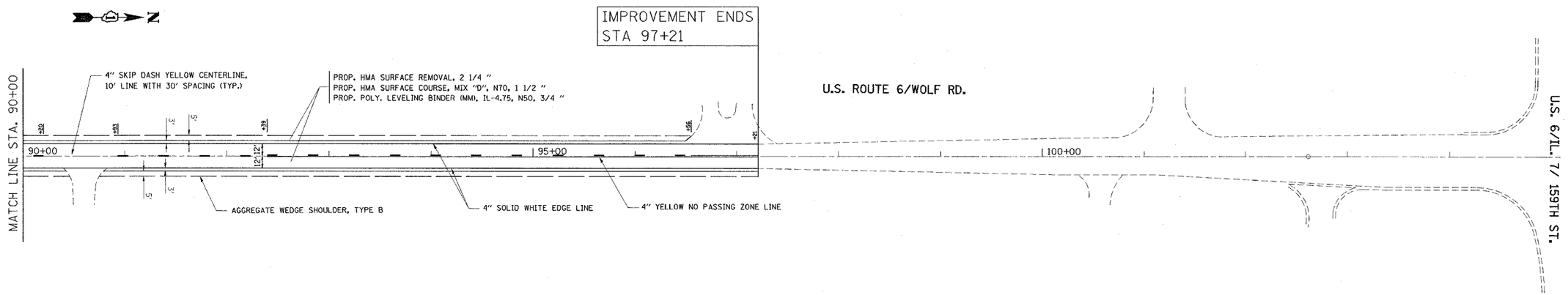
CONTRACT NO. 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	11
STA. 86+40	TO STA. 97+21			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



OMISSION BETWEEN
STA. 73+51 TO STA. 86+40



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USER NAME = trenit

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

US ROUTE 6
FROM 159TH STREET TO COOK-WILL COUNTY LINE

ROADWAY AND PAVEMENT MARKING PLAN

SCALE: VERT. HORIZ.
DATE
DRAWN BY
CHECKED BY

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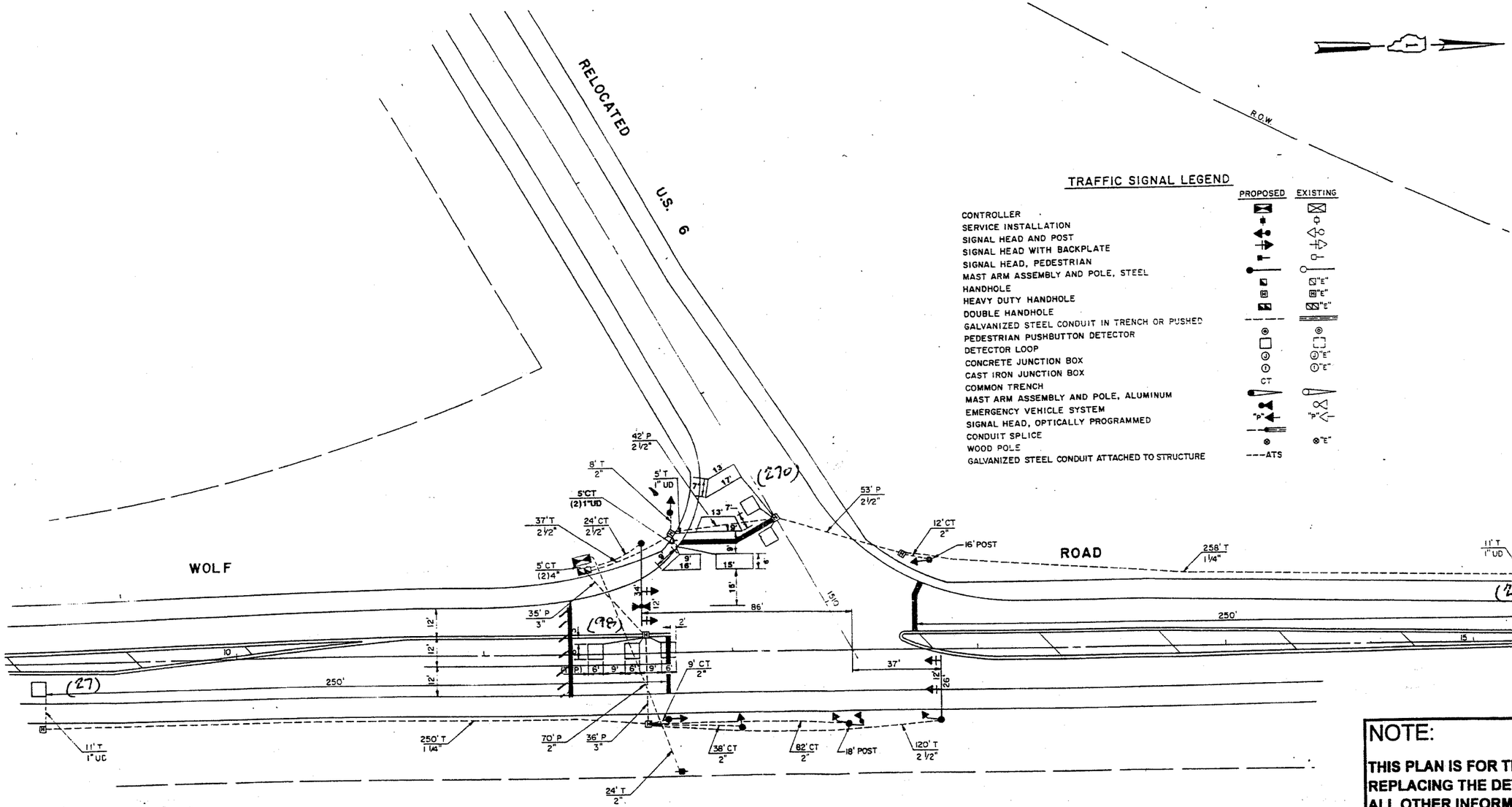
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 C-RS-2	COOK	23	12
STA.	TO STA.			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

CONTRACT: 60A84



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD AND POST		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
MAST ARM ASSEMBLY AND POLE, STEEL		
HANDHOLE		"E"
HEAVY DUTY HANDHOLE		"E"
DOUBLE HANDHOLE		"E"
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		"E"
CONCRETE JUNCTION BOX		"E"
CAST IRON JUNCTION BOX	CT	
COMMON TRENCH		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
EMERGENCY VEHICLE SYSTEM	"P"	"P"
SIGNAL HEAD, OPTICALLY PROGRAMMED		
CONDUIT SPLICE		"E"
WOOD POLE		
GALVANIZED STEEL CONDUIT ATTACHED TO STRUCTURE	---ATS	

NOTE:

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

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	422	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT

U.S. RTE. 6 (WOLF RD) @ WOLF RD.

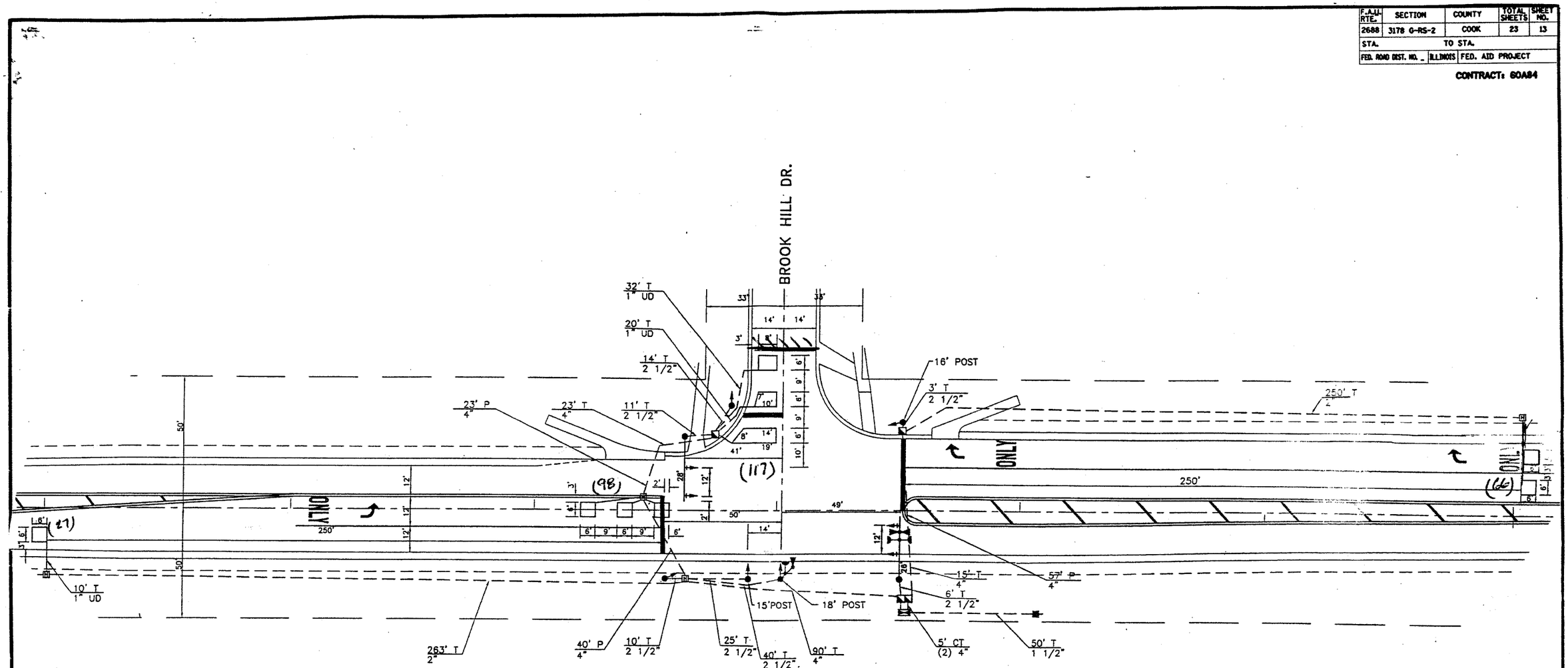
SCALE: None

DATE 6-15-06

DRAWN BY JHE
DESIGNED BY: JHE
CHECKED BY: DAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	23	13
STA.	TO STA.			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

CONTRACT: 60A84



NOTE:

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

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	305	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT

U.S. ROUTE 6 @ BROOKHILL DRIVE

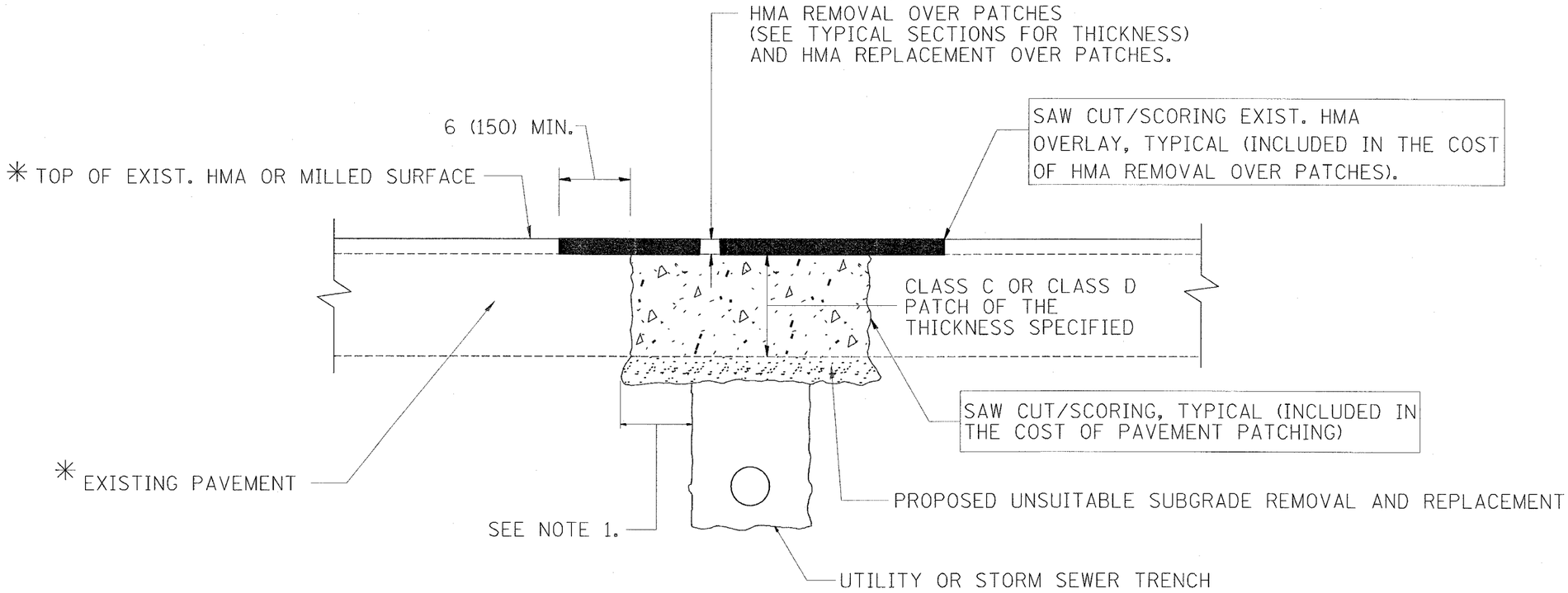
SCALE: NONE

DATE 6-13-06

DRAWN BY: JHE
DESIGNED BY: JHE
CHECKED BY: DAD

CONTRACT NO. 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	14
STA.	TO STA.			
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

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.

REVISIONS	
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
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: VERT. NONE HORIZ.

DRAWN BY

CHECKED BY

BD400-04 (BD-22)

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USER NAME = trankl

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CONTRACT NO. 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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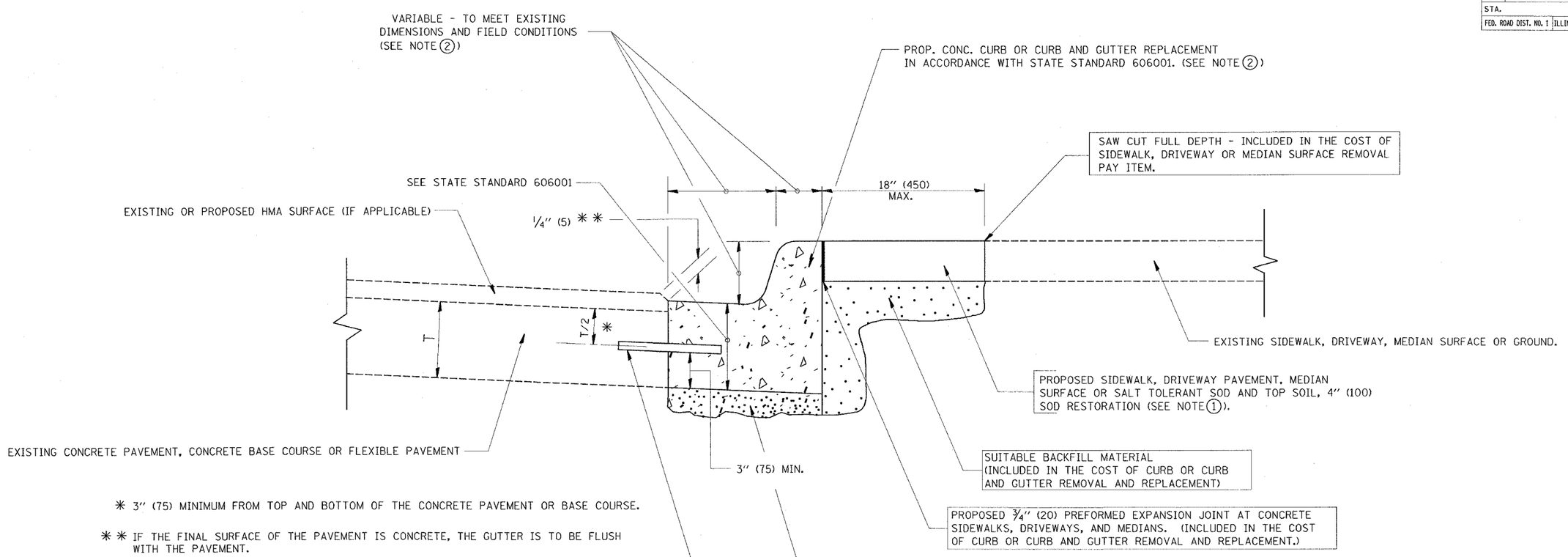
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* 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.

REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE HORIZ.

DRAWN BY

CHECKED BY

BD600-06 (BD-24)

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CONTRACT NO. 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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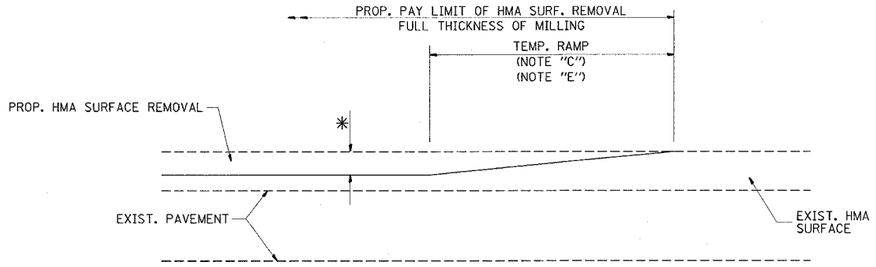
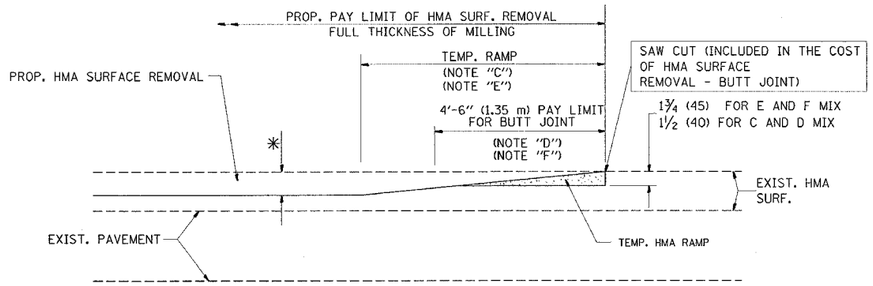
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

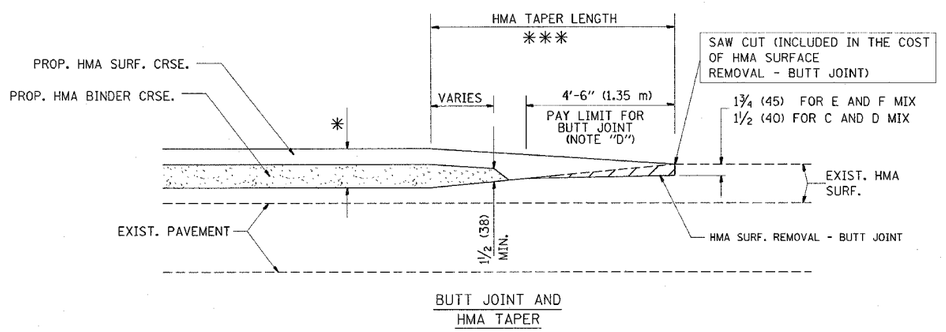


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

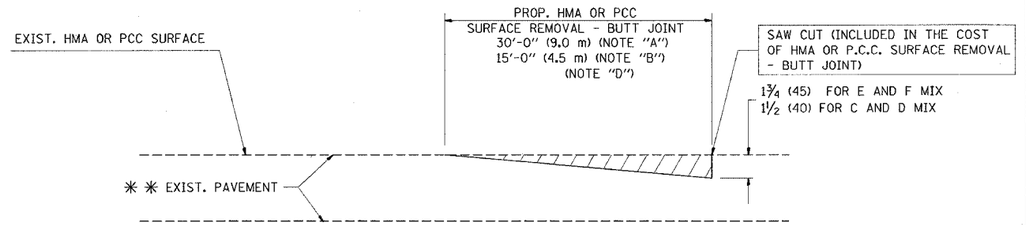
OPTION 2

TYPICAL TEMPORARY RAMP

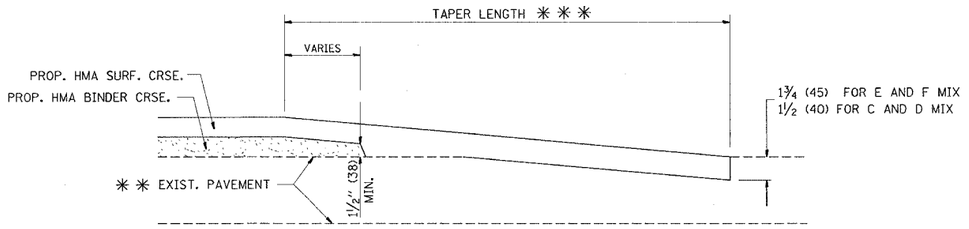


BUTT JOINT AND HMA TAPER

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")

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 "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

REVISIONS	
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 HORIZ.

DRAWN BY

CHECKED BY

BD400-05 (VI=BD32)

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CONTRACT NO. 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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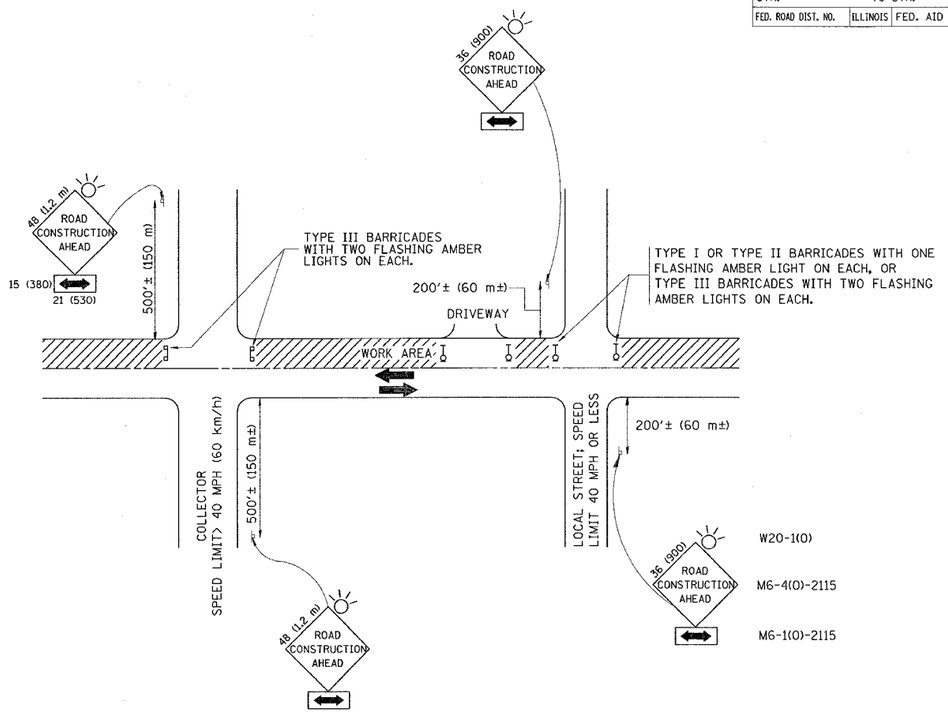
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) **WITH** A FLASHER 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:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. 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	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE

DRAWN BY

CHECKED BY

TC-10

PLOT DATE = 3/17/2007
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USER NAME = transit

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CONTRACT NO. 60A84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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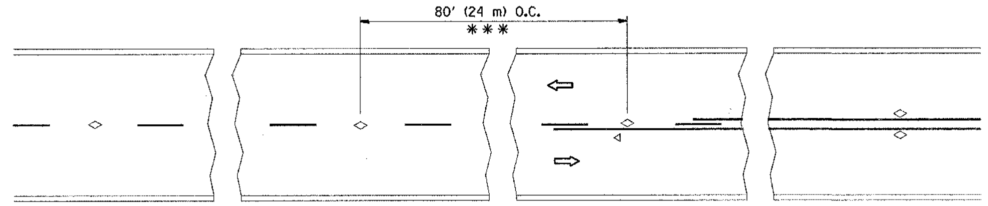
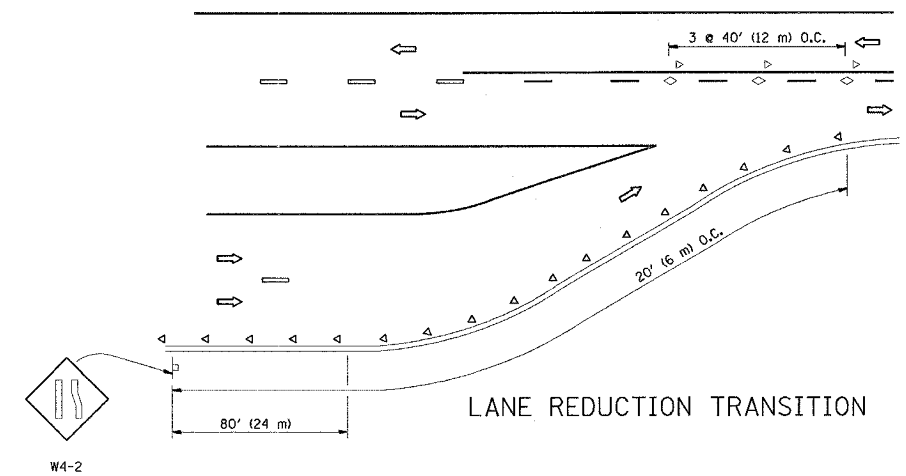
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

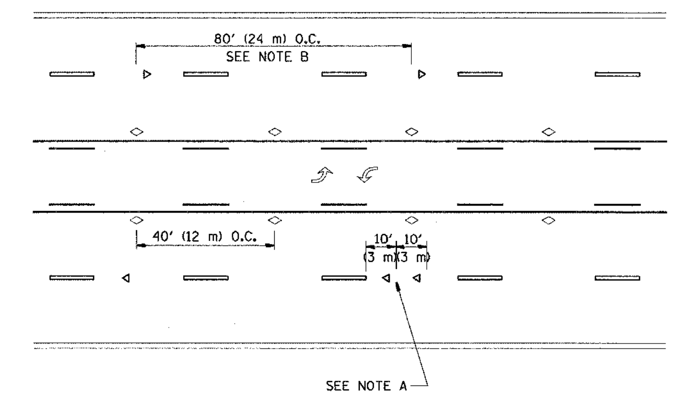


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

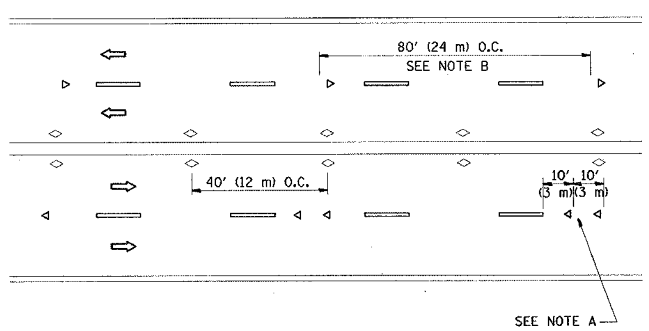
TWO-LANE/TWO-WAY



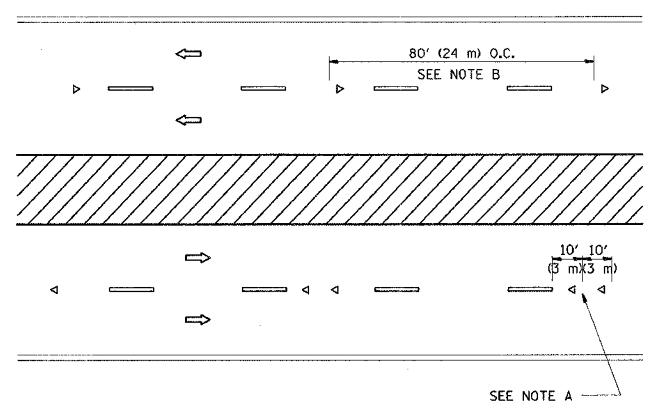
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

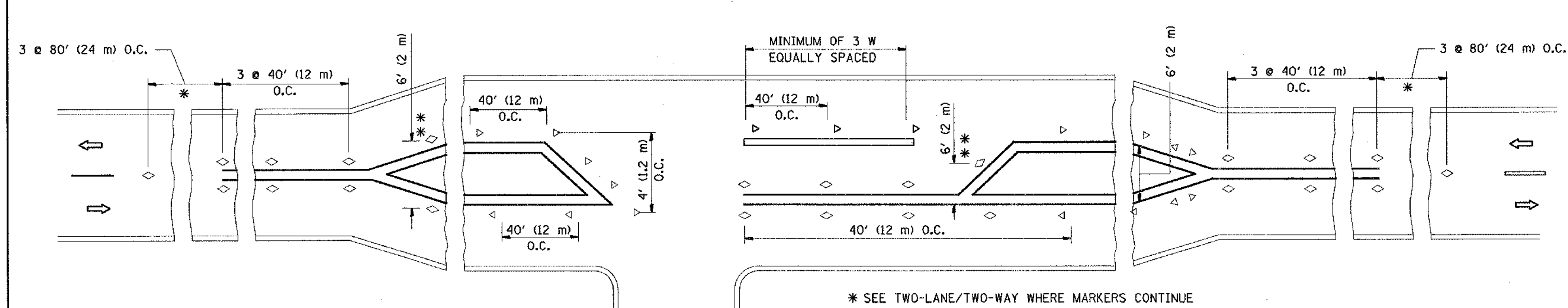
LANE MARKER NOTES

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.

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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.



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

LEFT TURN

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE

DRAWN BY CADD

CHECKED BY

TC-11

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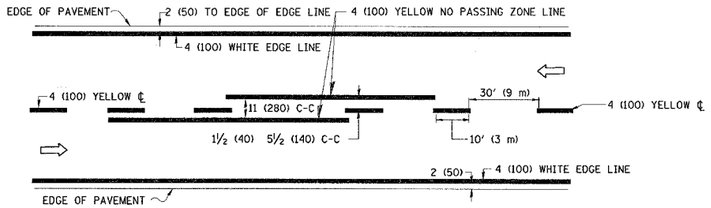
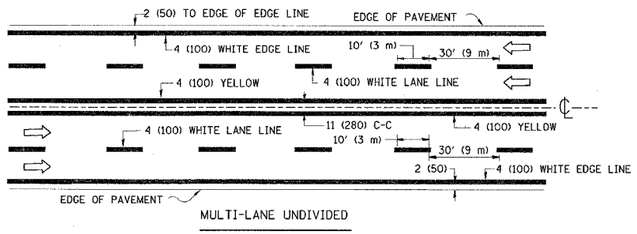
USER NAME = trenlt

CONTRACT NO. 60A84

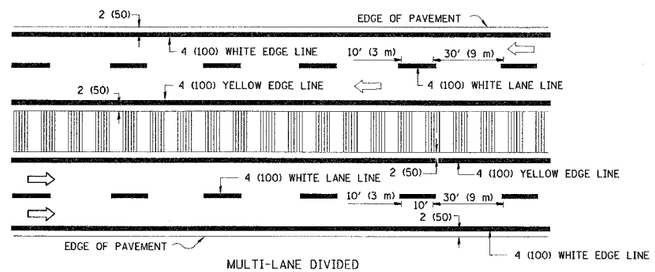
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	317BG-RS-2	COOK	24	19
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



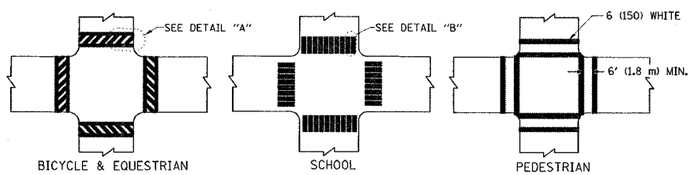
MULTI-LANE UNDIVIDED

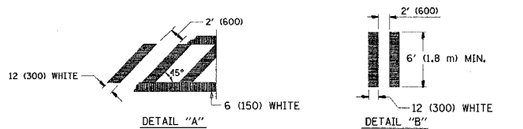


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

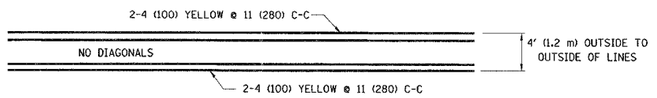
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

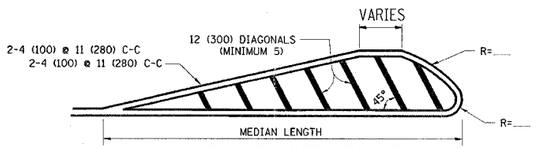




TYPICAL CROSSWALK MARKING



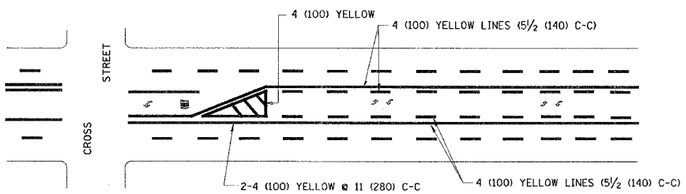
4' (1.2 m) WIDE MEDIANS ONLY



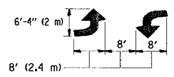
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

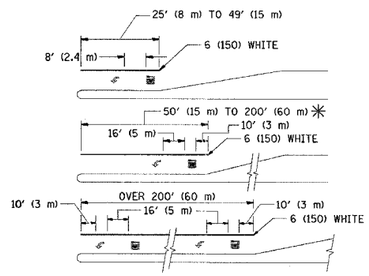


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

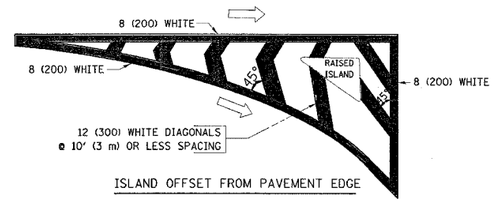


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

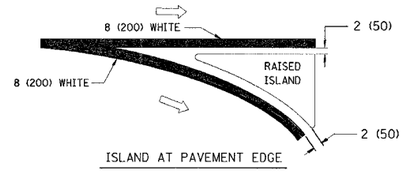
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

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	YELLOW YELLOW	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 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; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE

DRAWN BY CADD

CHECKED BY

TC-13

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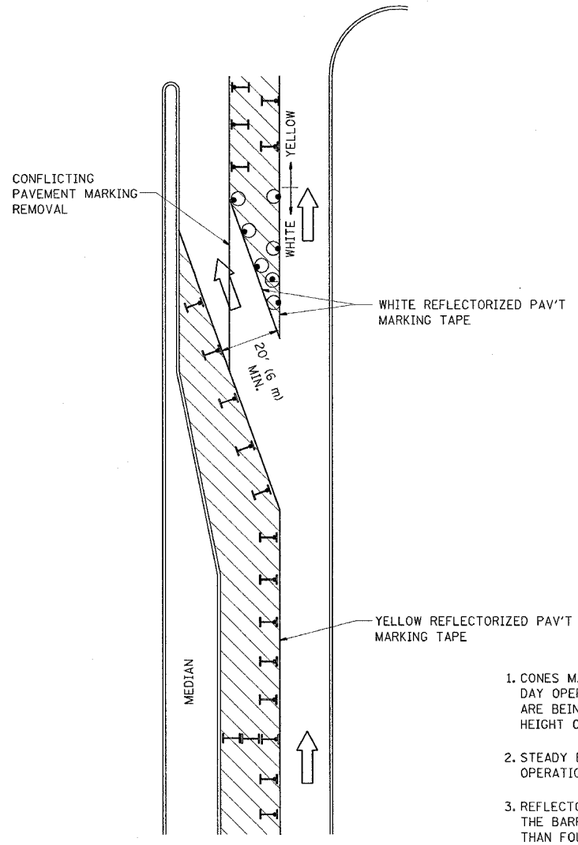
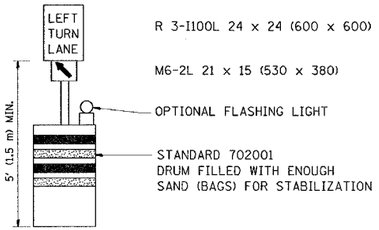
CONTRACT NO. 60AB4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2608	3178G-RS-2	COOK	24	20
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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.

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

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

SCALE: NONE

DRAWN BY

CHECKED BY LHA

TC-14

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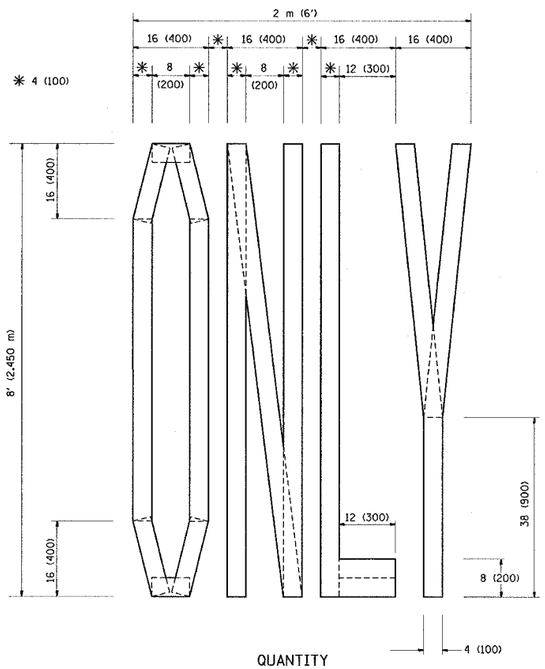
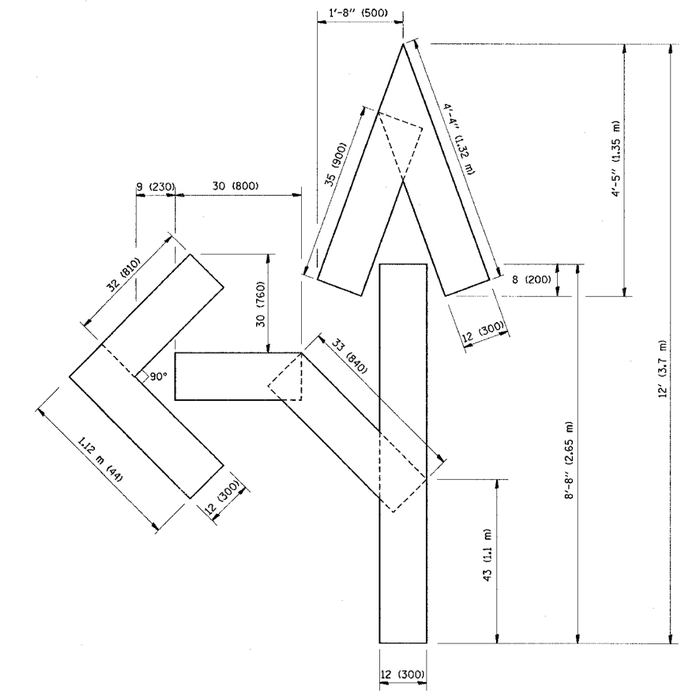
CONTRACT NO. 60AB4

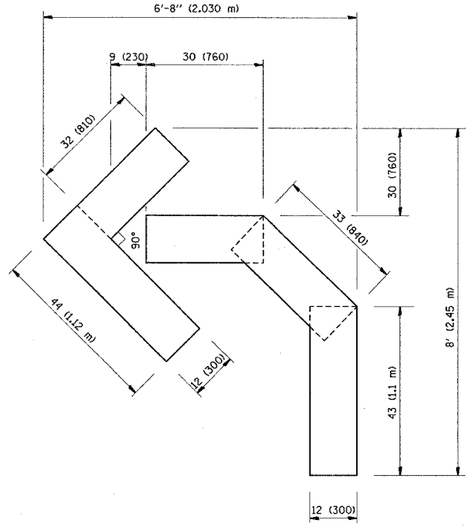
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3176 G-RS-2	COOK	24	21
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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.

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
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

TC-16

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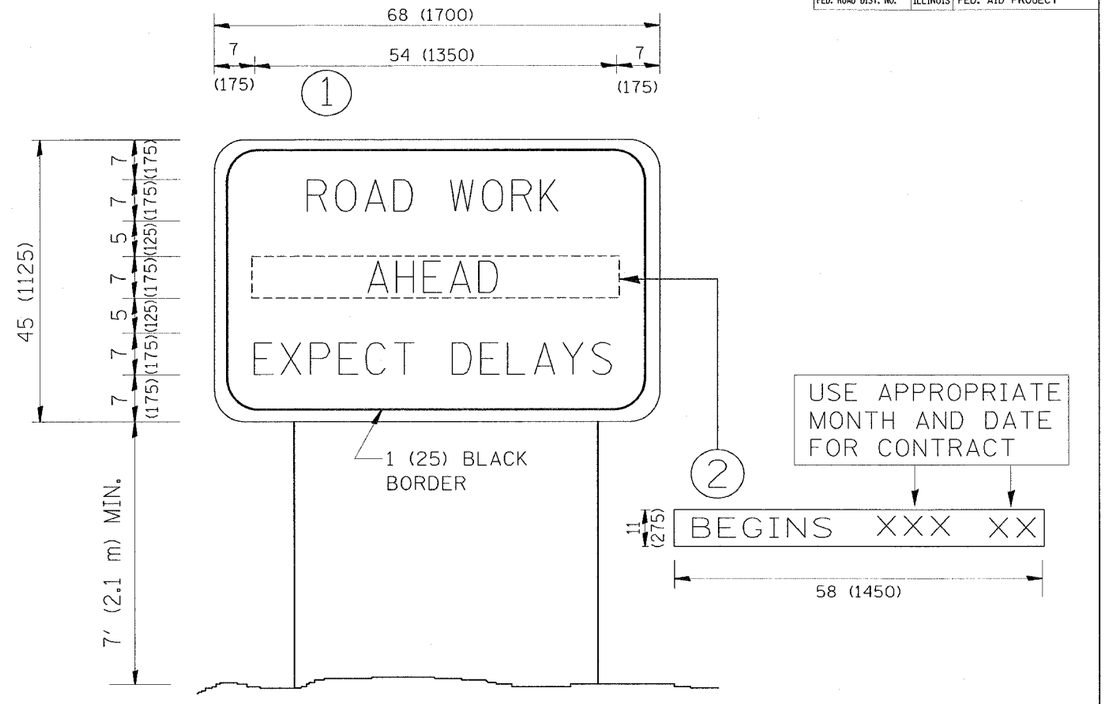
CONTRACT NO. 60AB4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	22
STA.	TO STA.			
FED. ROAD DIST. NO.	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.

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE

DRAWN BY DESIGN

CHECKED BY

TC22

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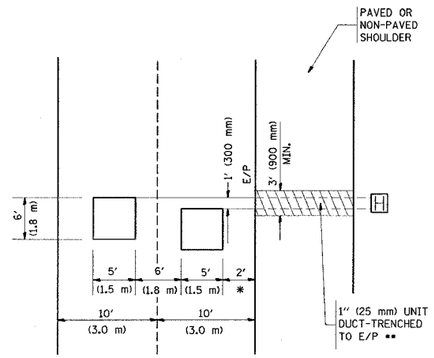
CONTRACT NO. 60AB4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-2S-2	COOK	24	23
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

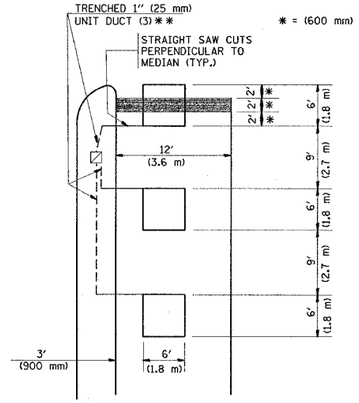


* = (600 mm)

** 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)

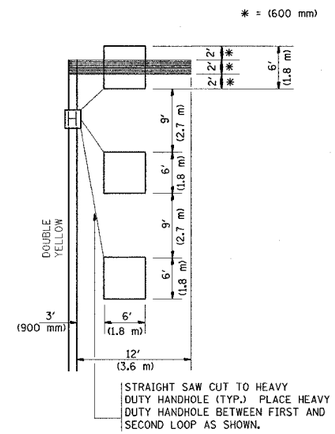
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

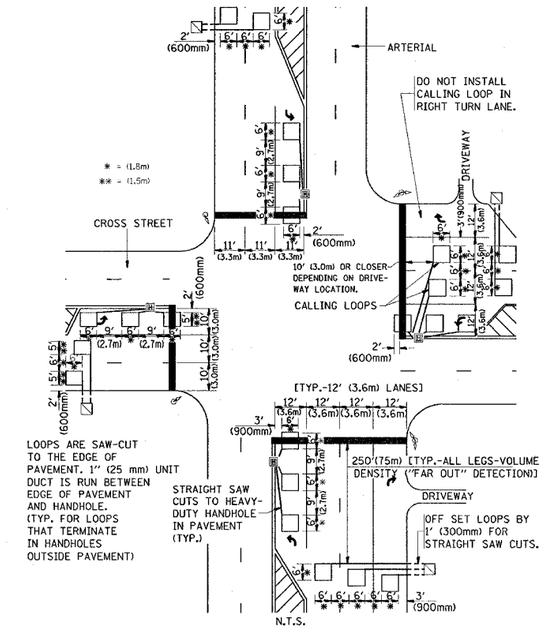
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



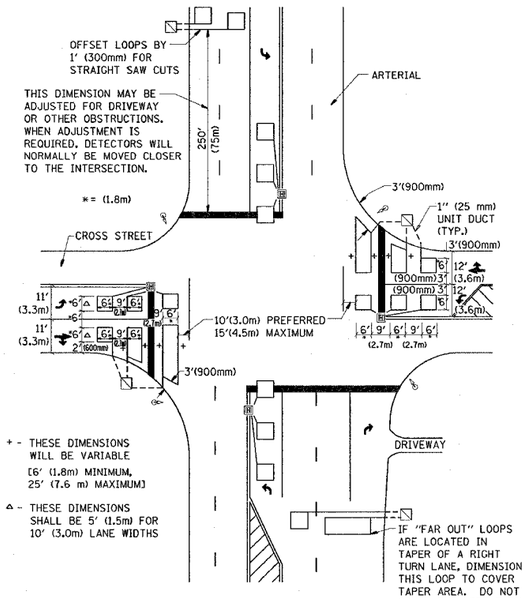
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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

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

NOTE:

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

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

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE

DESIGNED BY

DRAWN BY CADD

CHECKED BY R.K.F.

TS07

PLOT DATE = 3/17/2007
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PLOT SCALE = 49.9999 ' / IN.
USER NAME = travis

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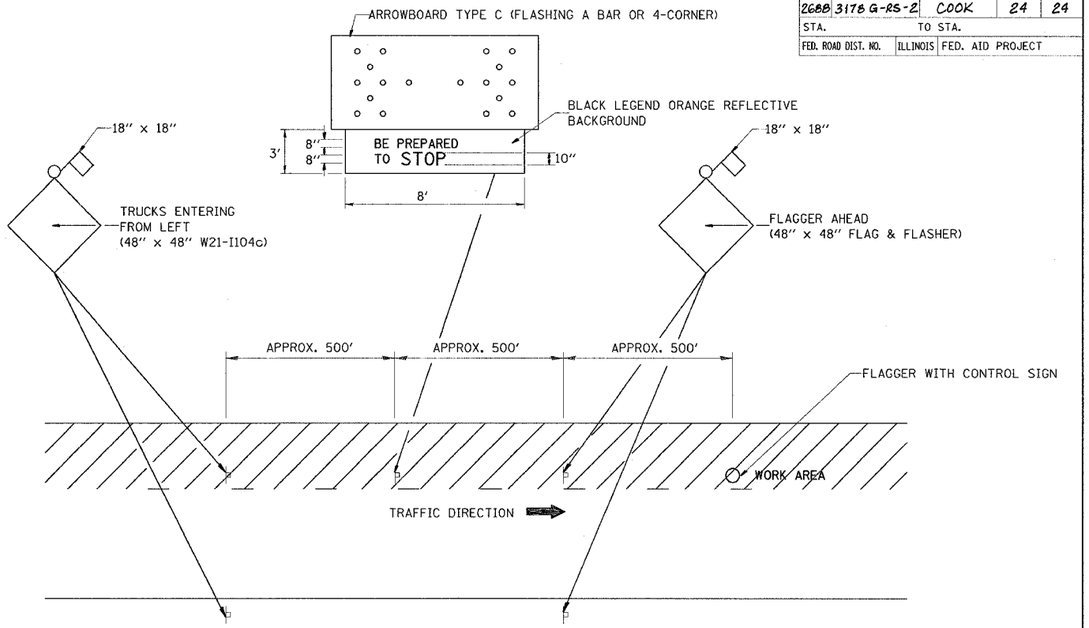
CONTRACT NO. 6DA84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2688	3178 G-RS-2	COOK	24	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



METHOD OF FLAGGING

NOTES:

1. SIGNS SHALL BE MOUNTED AT A MINIMUM CLEARANCE HEIGHT OF 5 FEET
2. ALL SIGNS SHALL BE REMOVED WHEN THE FLAGGING OPERATION CEASES.
3. THIS CASE ALSO APPLIES WHEN THE WORK ZONE IS ON THE RIGHT. UNDER THESE CONDITIONS "TRUCKS ENTERING FROM RIGHT" SIGNS SHALL BE SUBSTITUTED FOR "TRUCKS ENTERING FROM LEFT" SIGNS. ALSO THE ARROWBOARD AND "BE PREPARED TO STOP" SIGNS SHALL BE RELOCATED TO THE RIGHT SIDE OF THE ROAD.
4. WORK ZONE ACCESS POINTS SHOULD BE A MINIMUM OF ONE HALF MILE APART. MEDIAN WORK ZONE ACCESS POINTS SHOULD NOT BE LOCATED OPPOSITE OF EACH OTHER.
5. NIGHTTIME FLAGGING OPERATIONS: THE FLAG STATION SHALL BE LIGHTED WITH ADDITIONAL LIGHTS OTHER THAN STREET LIGHTS. THE FLAGGER CONTROL SIGN AND THE FLAGGER'S VEST SHALL BE REFLECTORIZED. IN ADDITION, THE FLAGGER SHALL HAVE A FLASHLIGHT OR LIGHTED WAND.

REVISIONS NAME	DATE
RAY RITCHIE	5/10/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

METHOD OF FLAGGING

SCALE: NOT TO SCALE

DRAWN BY C.A.D.

CHECKED BY

BM-14

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