

| | | | | |
|-----------------------|---------------------|--------------------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1631 | (0404 & 0505.2)RS-8 | COOK | 23 | 1 |
| FED. ROAD DIST. NO. 1 | ILLINOIS | CONTRACT NO. 60808 | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

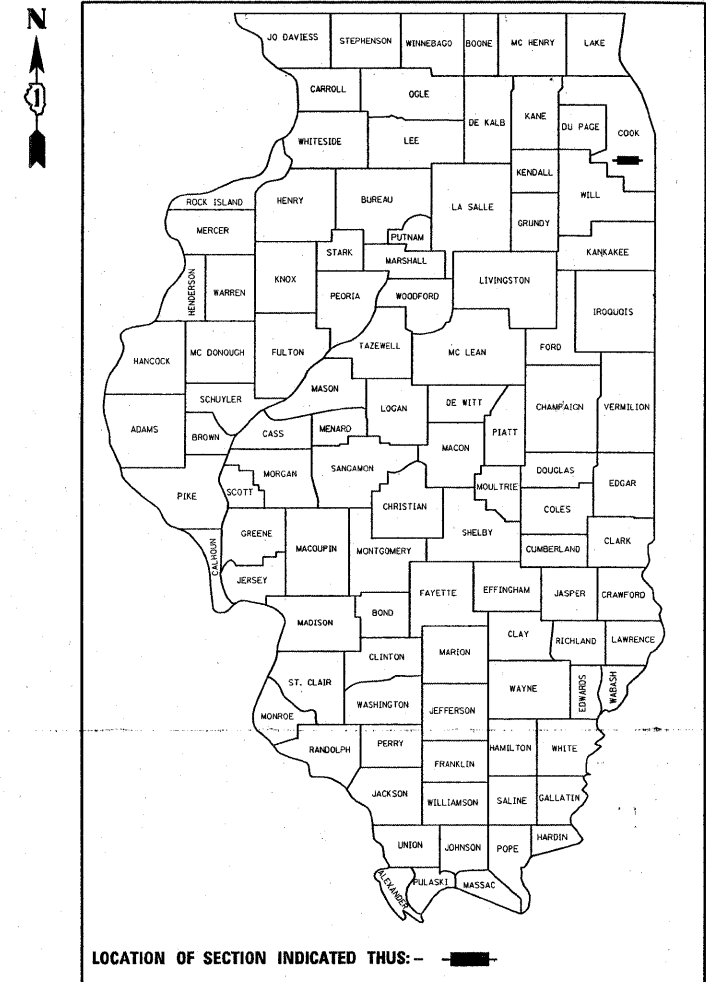
F.A.U. ROUTE 1631: JOE ORR ROAD
SECTION: (0404 & 0505.2) RS-8
ASHLAND AVE. TO IL 1 (HALSTED STREET)
RESURFACING
COOK COUNTY
C-91-349-99

FOR INDEX OF SHEETS, SEE SHEET NO. 2

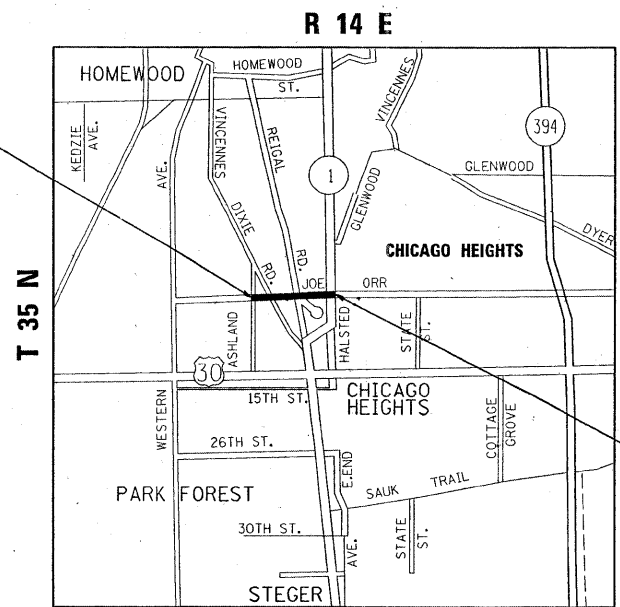
IMPROVEMENT LOCATED
IN THE CITY OF
CHICAGO HEIGHTS

TRAFFIC DATA:
2006 ADT = 17,800
POSTED SPEED LIMIT 40=MPH

D-91-349-99



IMPROVEMENT BEGINS
STA. 9 + 28



IMPROVEMENT ENDS
STA. 62 + 50

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

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

PROJECT ENGINEER ROBERT BORO (847) 705 4178
PROJECT MANAGER KEN ENG

GROSS AND NET LENGTH = 5,322 FEET = 1.01 MILES

CONTRACT NO. 60808

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED APRIL 21, 2009
Debra M. O'Keefe DE
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 1, 2009
Charles J. Ingenoll DE
ENGINEER OF DESIGN AND ENVIRONMENT

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

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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- 22 ARTERIAL ROAD INFORMATION SIGN (TC-22)
- 23 DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

LIST OF STATE STANDARDS

- 442201-03 CLASS C AND D PATCHES
- 606001-04 CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
- 701606-00 URBAN LANE CLOSURE MULTILANE 2 WAY WITH MOUNTABLE MEDIAN
- 701701-00 URBAN LANE CLOSURE MULTILANE INTERSECTION
- 701901-01 TRAFFIC CONTROL DEVICES
- 780001-02 TYPICAL PAVEMENT MARKINGS
- 886001-01 DETECTOR LOOP INSTALLATIONS

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 or 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO HEIGHTS.

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 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 40 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

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

THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER AT (708) 597-9800 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

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

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

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

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

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

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

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

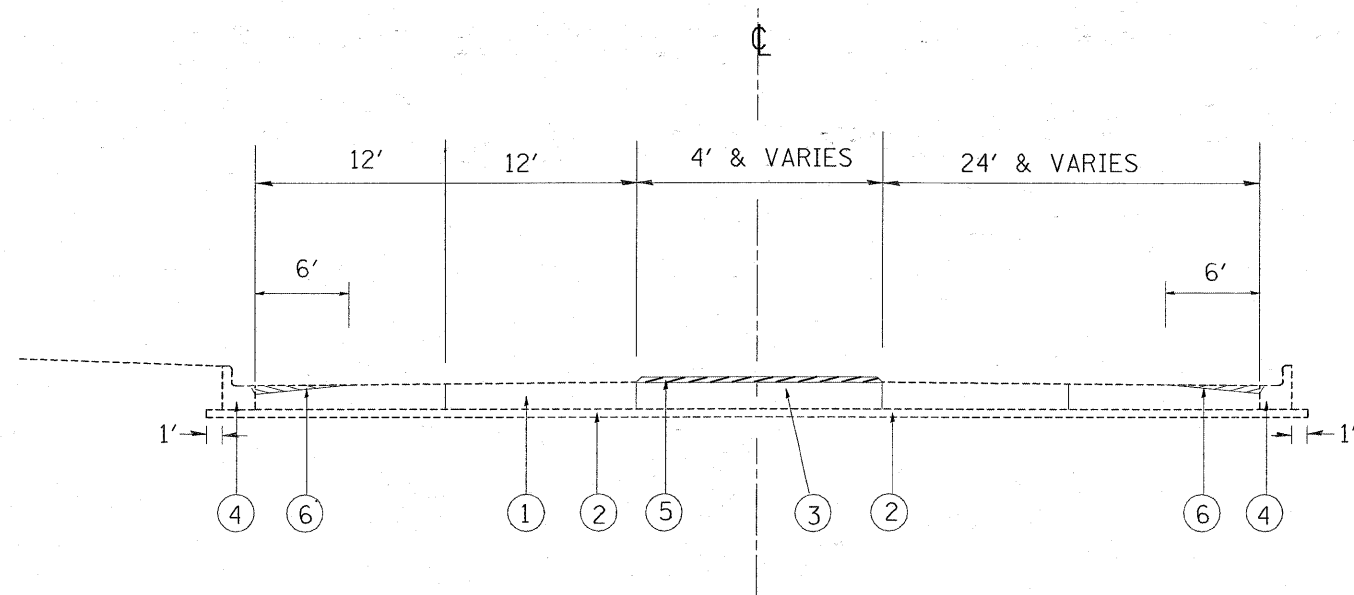
DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

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

| | | | | | | | | | | | | |
|--|-----------------------|-----------------------------|-----------|---|---|-----------|-------------|-------------------|--------|--------------|--------------------|--|
| FILE NAME = | USER NAME = peraynoel | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | - JOE ORR ROAD (FROM ASHLAND AVE. TO IL 1 HALSTED) | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| cr:\pwork\pwork\peraynoel\0136606\0136999-sht-plan.dgn | | DRAWN - | REVISED - | | INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES | | 1631 | (0404&0505.2)RS-8 | COOK | 23 | 2 | |
| | | CHECKED - | REVISED - | | SCALE: | SHEET NO. | OF | SHEETS | STA. | TO STA. | CONTRACT NO. 60808 | |
| | | PLOT SCALE = 50.0000' / IN. | REVISED - | | | | | | | | | |
| | | PLOT DATE = 4/21/2009 | DATE - | REVISED - | | | | | | | | |

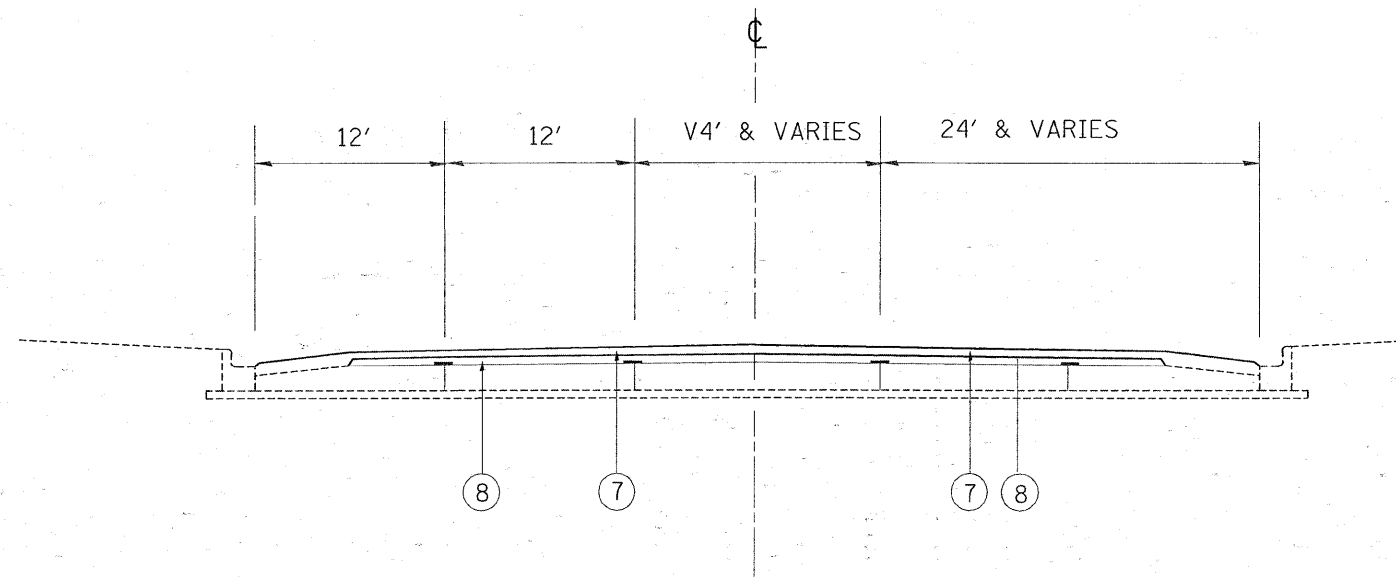
| SUMMARY OF QUANTITIES | | | URBAN 100% STATE CONSTRUCTION TYPE CODE | | | | | SUMMARY OF QUANTITIES | | | URBAN 100% STATE CONSTRUCTION TYPE CODE | | | | | | | |
|-----------------------|--|--------|---|---------------|--|--|--|-----------------------|------------|--|---|------------------|------------|--|--|--|--|--|
| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | URBAN 1000-2A | | | | | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | URBAN 1000 | | | | | |
| 40600200 | BITUMINOUS MATERIALS (PRIME COAT) | TON | 19 | 19 | | | | | 70300210 | TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 581 | 581 | | | | | |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 94 | 94 | | | | | 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 33779 | 33779 | | | | | |
| 40600400 | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 14 | 14 | | | | | 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 1648 | 1648 | | | | | |
| 40600895 | CONSTRUCTING TEST STRIP | EACH | 1 | 1 | | | | | 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 871 | 871 | | | | | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SO YD | 1333 | 1333 | | | | | 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 572 | 572 | | | | | |
| 40600985 | PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT | SO YD | 511 | 511 | | | | | * 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 581 | 581 | | | | | |
| 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 3930 | 3930 | | | | | * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 33779 | 33779 | | | | | |
| 42001300 | PROTECTIVE COAT | SO YD | 147 | 147 | | | | | * 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 1648 | 1648 | | | | | |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SO FT | 30 | 30 | | | | | * 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 871 | 871 | | | | | |
| 44000600 | SIDEWALK REMOVAL | SO FT | 30 | 30 | | | | | * 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 572 | 572 | | | | | |
| 44001700 | COMBINATION CONCRETE CURB AND CUTTER REMOVAL AND REPLACEMENT | FOOT | 440 | 440 | | | | | * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 541 | 541 | | | | | |
| 44003510 | MEDIAN REMOVAL PARTIAL DEPTH | SO FT | 45149 | 45149 | | | | | 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 242 | 242 | | | | | |
| 44201765 | CLASS D PATCHES, TYPE II, 10 INCH | SO YD | 286 | 286 | | | | | * 88600600 | DETECTOR LOOP REPLACEMENT | FOOT | 340 | 340 | | | | | |
| 44201769 | CLASS D PATCHES, TYPE III, 10 INCH | SO YD | 40 | 40 | | | | | X0322256 | TEMPORARY INFORMATION SIGNING | SO FT | 231.3 | 231.3 | | | | | |
| 44201771 | CLASS D PATCHES, TYPE IV, 10 INCH | SO YD | 141 | 141 | | | | | X4067107 | POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 | TON | 2456 | 2456 | | | | | |
| 55039700 | STORM SEWERS TO BE CLEANED | FOOT | 1387 | 1387 | | | | | X4400100 | PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH) | SO YD | 7334 | 7334 | | | | | |
| 60300105 | FRAMES AND GRATES TO BE ADJUSTED | EACH | 36 | 36 | | | | | XX006947 | HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT | SO YD | 2 | 2 | | | | | |
| 60300310 | FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) | EACH | 13 | 13 | | | | | Z0018500 | DRAINAGE STRUCTURES TO BE CLEANED | EACH | 63 | 63 | | | | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 3 | 3 | | | | | | | | | | | | | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | | | | | | | | | | | | | |
| 70102625 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701606 | L SUM | 1 | 1 | | | | | | | | | | | | | | |
| 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 1 | 1 | | | | | | | | | | | | | | |
| 70300100 | SHORT-TERM PAVEMENT MARKING | FOOT | 5806 | 5806 | | | | | | | | | | | | | | |

* Specialty Items



EXIST. TYPICAL SECTION

LOOKING EAST
STA. 9+28 TO STA. 62+50



PROP. TYPICAL SECTION

LOOKING EAST
STA. 9+28 TO 62+50

LEGEND

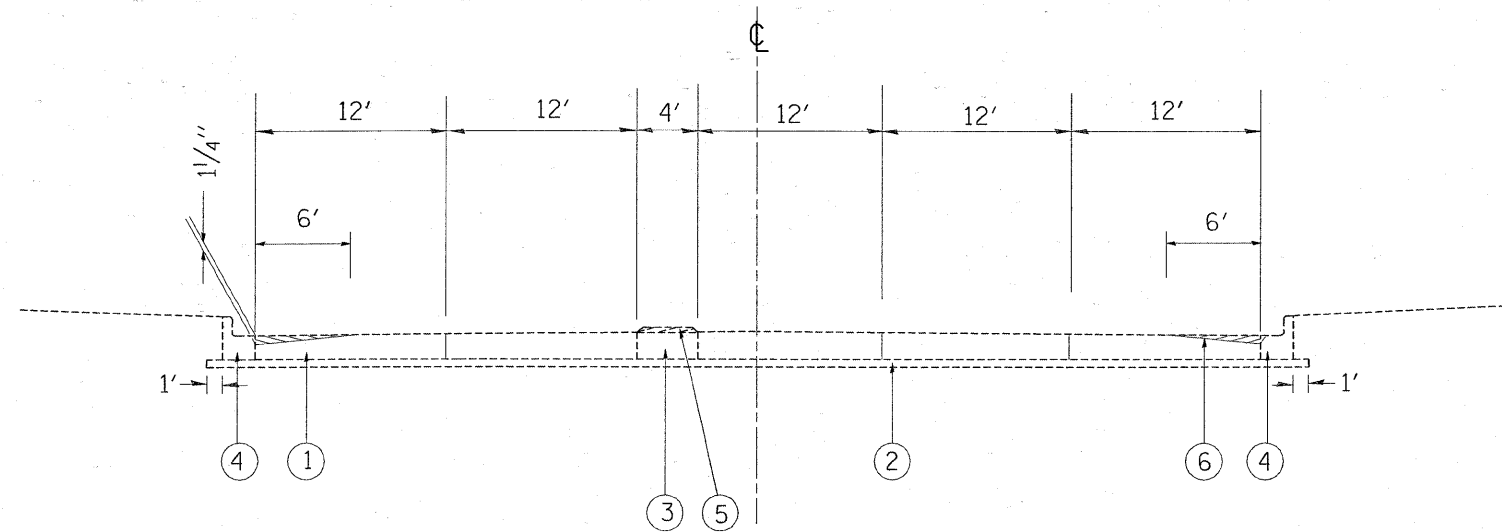
- ① EXISTING CONCRETE PAVEMENT 10"
- ② EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A (6")
- ③ EXISTING TYPE C-4 MEDIAN
- ④ EXISTING P.C. CONCRETE CURB AND GUTTER TYPE B-V.18
- ⑤ PCC MEDIAN REMOVAL, ±2", MILL FLUSH WITH ADJACENT PAVEMENT
- ⑥ PROPOSED PCC SURFACE REMOVAL (VARIABLE DEPTH)
- ⑦ PROPOSED HMA. SURFACE COURSE, MIX."D" N70, 1 1/2"
- ⑧ PROPOSED POLY. LEVELING BINDER (MM), IL-4.75, N50, 1"

MIXTURE REQUIREMENTS

| MIXTURE USES | AC TYPE | VOIDS |
|--|----------------------|---------------|
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm) | PG 64-22 | 4% AT 70 GYR. |
| POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 | SBS/SBR PG 76-28/-22 | 4% AT 50 GYR. |
| CLASS D PATCHES (HMA BINDER IL-19 mm) | PG 64-22 * | 4% AT 70 GYR. |

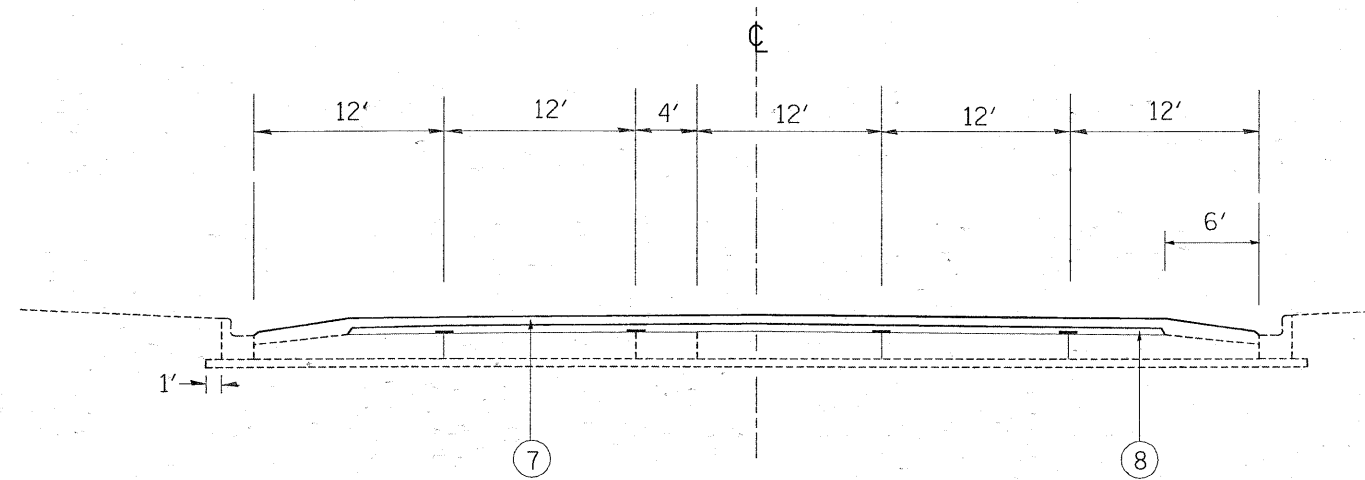
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE IS 112 LBS/SQYD/IN

* NOTE 2: WHEN RAP EXCEEDS 20% THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22



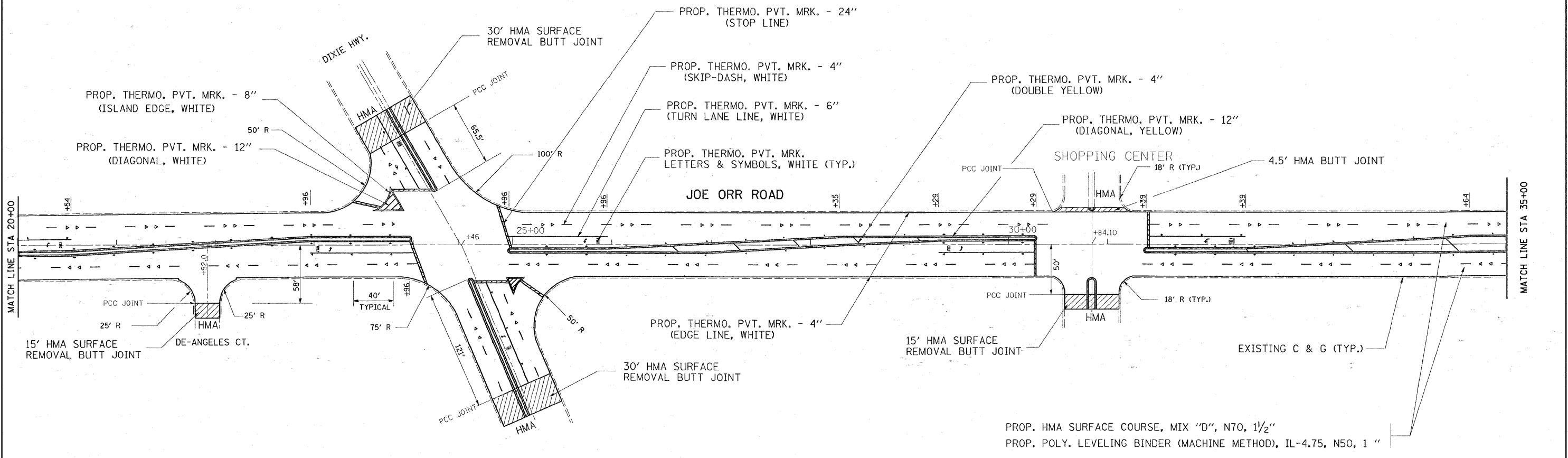
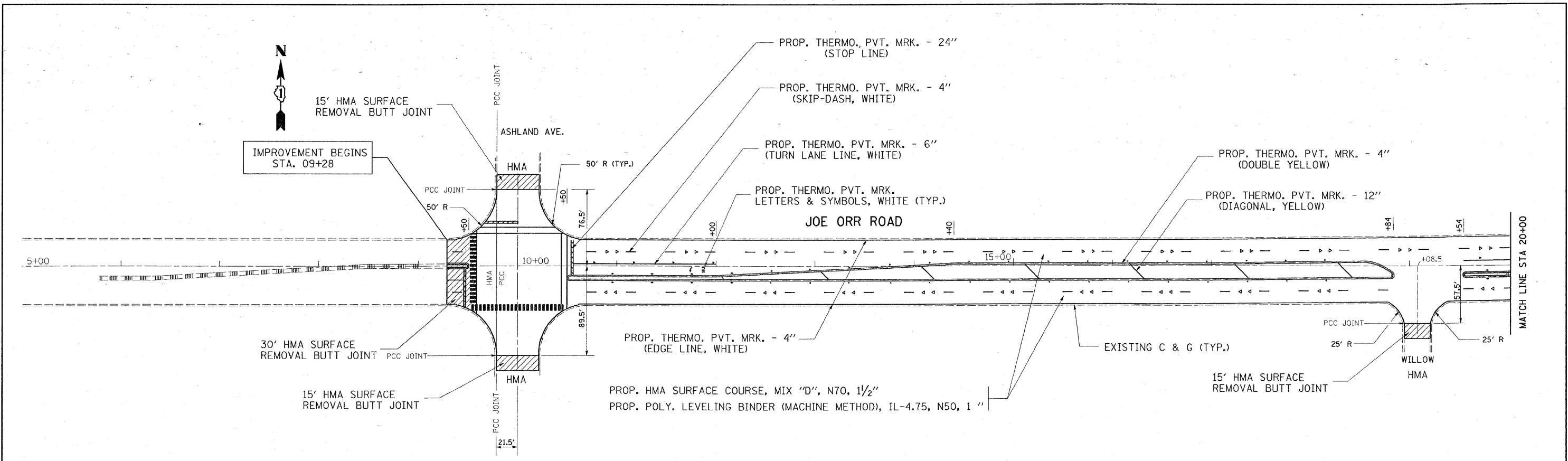
EXIST. TYPICAL SECTION
LEFT TURN LANE

- LEGEND**
- ① EXISTING CONCRETE PAVEMENT 10"
 - ② EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A (6")
 - ③ EXISTING TYPE C-4 MEDIAN
 - ④ EXISTING P.C. CONCRETE CURB AND GUTTER TYPE B-V.18
 - ⑤ PCC MEDIAN REMOVAL, ±2", MILL FLUSH WITH ADJACENT PAVEMENT
 - ⑥ PROPOSED PCC SURFACE REMOVAL (VARIABLE DEPTH)
 - ⑦ PROPOSED HMA. SURFACE COURSE, MIX."D" N70, 1 1/2"
 - ⑧ PROPOSED POLY. LEVELING BINDER (MM), IL-4.75, N50, 1"

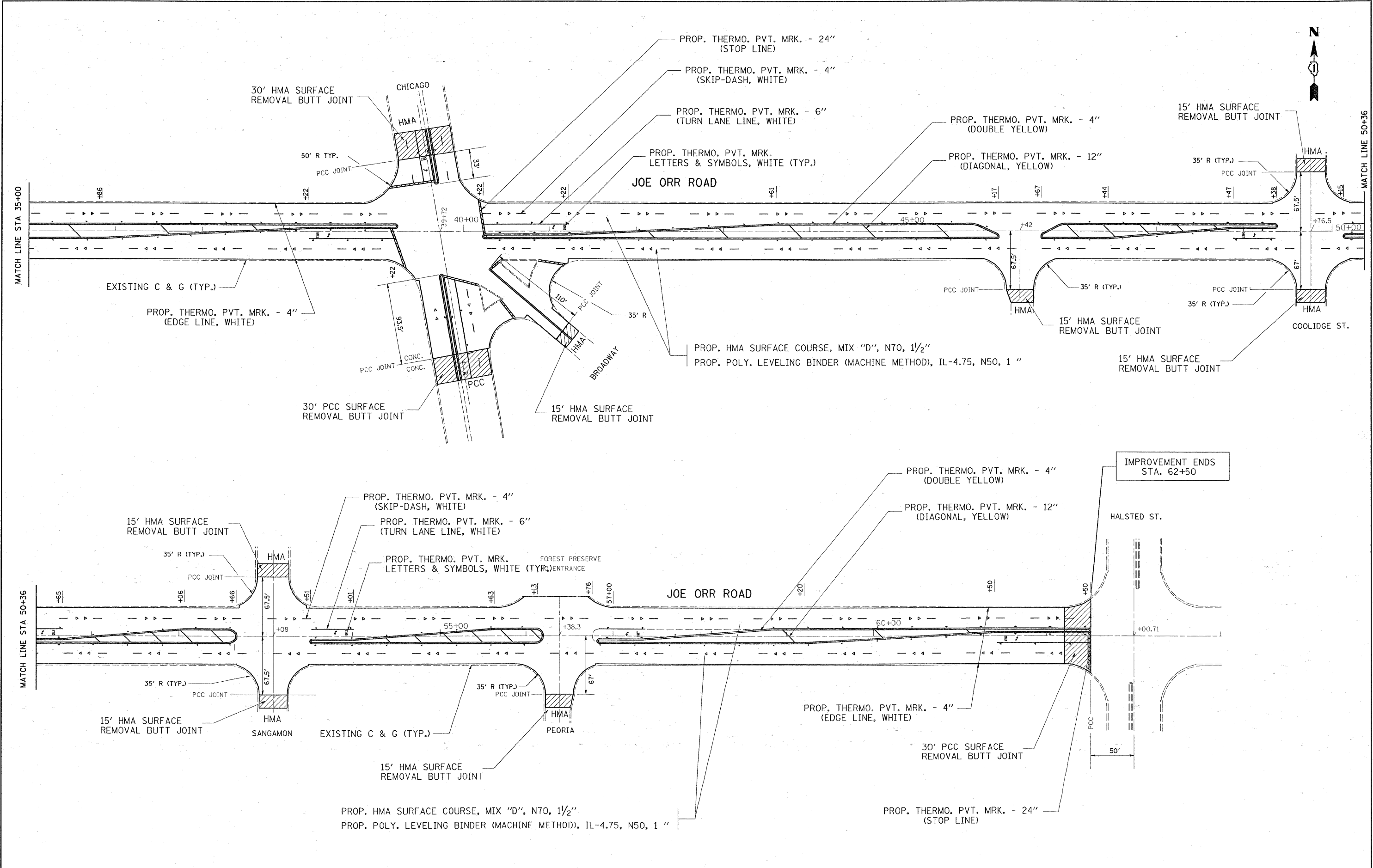


PROP. TYPICAL SECTION
LEFT TURN LANE

| | | | | | | | | | | | | |
|--|--------------------------|------------|-----------|---|---|-----------|----|------------------------|------------------------------|----------------|---|-------------------|
| FILE NAME = | USER NAME = paraynoal | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS JOE ORR ROAD (FROM ASHLAND AVE. TO IL 1 HALSTED) | | | F.A.U. RTE. 1631 | SECTION (0404&0505.2)RS-B | COUNTY COOK | TOTAL SHEETS 23 | SHEET NO. 5 |
| est\pwork\PWIDOT\PARAYNOAL\d0136686\0134999-shit-plandgn | | DRAWN - | REVISED - | | SCALE: | SHEET NO. | OF | SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT CONTRACT NO. 60808 | |
| | PLOT SCALE = 50,0000 "/> | | | | | | | | | | | |
| | PLOT DATE = 4/22/2009 | DATE - | REVISED - | | | | | | | | | |



| | | | | | | | | | | | | | | | |
|---|----------------------|------------|-----------|---|--|-----------|----|----------------|---------|---------|-----------------|------------------|---------------------------|----|---|
| FILE NAME = | USER NAME = parayno1 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PAVEMENT MARKING PLAN JOE ORR ROAD FROM ASHLAND AVE. TO IL 1 HALSTED) | | | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | | |
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| | | CHECKED - | REVISED - | | | | | | | | | | | | |
| | | DATE - | REVISED - | | | | | | | | | | | | |
| | | | | | | | | | | | | | CONTRACT NO. 60808 | | |
| | | | | | | | | | | | | | ILLINOIS FED. AID PROJECT | | |



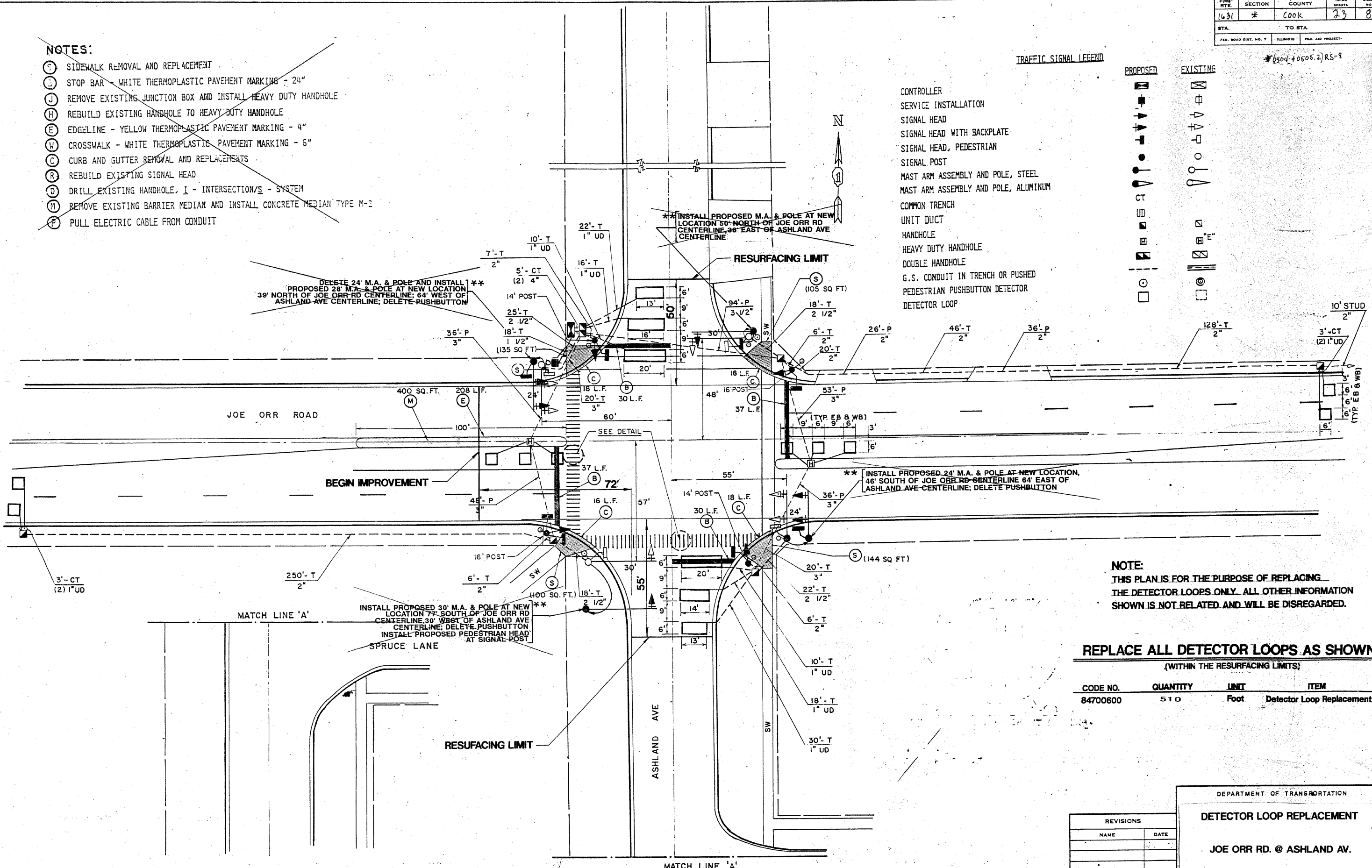
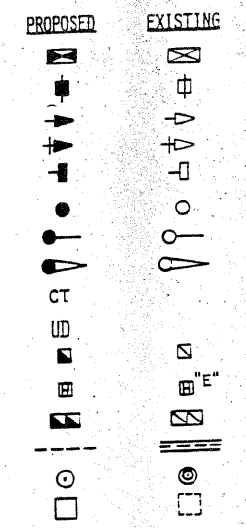
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| | PLOT SCALE = 50.0000 "/> <td>CHECKED -</td> <td>REVISED -</td> <td>1631</td> <td>(0404&0505.2)RS-8</td> <td>COOK</td> <td>23</td> <td>7</td> | CHECKED - | REVISED - | | | | 1631 | (0404&0505.2)RS-8 | COOK | 23 | 7 |
| PLOT DATE = 4/22/2009 | DATE - | REVISED - | REVISED - | SCALE: | SHEET NO. OF SHEETS | STA. TO STA. | CONTRACT NO. 60808 ILLINOIS FED. AID PROJECT | | | | |

NOTES:

- (S) SIDEWALK REMOVAL AND REPLACEMENT
- (B) STOP BAR - WHITE THERMOPLASTIC PAVEMENT MARKING - 24"
- (J) REMOVE EXISTING JUNCTION BOX AND INSTALL HEAVY DUTY HANDHOLE
- (H) REBUILD EXISTING HANDHOLE TO HEAVY DUTY HANDHOLE
- (E) EDGELINE - YELLOW THERMOPLASTIC PAVEMENT MARKING - 4"
- (V) CROSSWALK - WHITE THERMOPLASTIC PAVEMENT MARKING - 6"
- (C) CURB AND GUTTER REMOVAL AND REPLACEMENTS
- (R) REBUILD EXISTING SIGNAL HEAD
- (D) DRILL EXISTING HANDHOLE, I - INTERSECTION/S - SYSTEM
- (M) REMOVE EXISTING BARRIER MEDIAN AND INSTALL CONCRETE MEDIAN TYPE M-2
- (P) PULL ELECTRIC CABLE FROM CONDUIT

TRAFFIC SIGNAL LEGEND

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



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 |
|----------|----------|------|---------------------------|
| 84700600 | 510 | Foot | Detector Loop Replacement |

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |
| | |

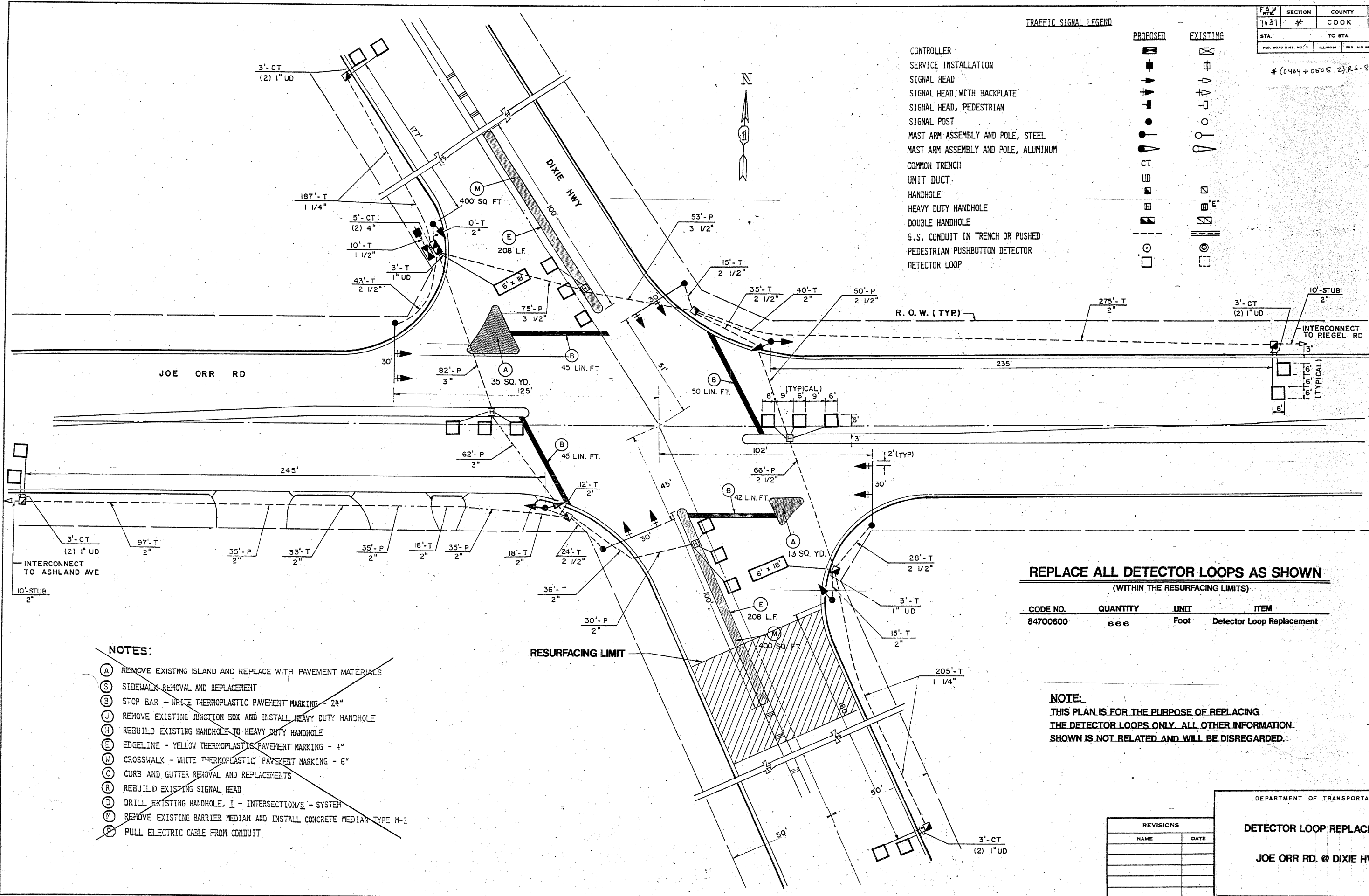
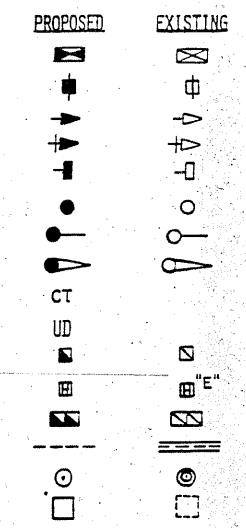
DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
JOE ORR RD. @ ASHLAND AV.

| | | | | |
|-----------------------|----------|------------------|-----------------|--------------|
| F&M RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1431 | * | COOK | 23 | 9 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | |

(0404 + 0605.2) RS-8

TRAFFIC SIGNAL LEGEND

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



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

| CODE NO. | QUANTITY | UNIT | ITEM |
|----------|----------|------|---------------------------|
| 84700600 | 666 | Foot | Detector Loop Replacement |

NOTES:

- (A) REMOVE EXISTING ISLAND AND REPLACE WITH PAVEMENT MATERIALS
- (S) SIDEWALK REMOVAL AND REPLACEMENT
- (B) STOP BAR - WHITE THERMOPLASTIC PAVEMENT MARKING - 24"
- (J) REMOVE EXISTING JUNCTION BOX AND INSTALL HEAVY DUTY HANDHOLE
- (H) REBUILD EXISTING HANDHOLE TO HEAVY DUTY HANDHOLE
- (E) EDGELINE - YELLOW THERMOPLASTIC PAVEMENT MARKING - 4"
- (W) CROSSWALK - WHITE THERMOPLASTIC PAVEMENT MARKING - 6"
- (C) CURB AND GUTTER REMOVAL AND REPLACEMENTS
- (R) REBUILD EXISTING SIGNAL HEAD
- (D) DRILL EXISTING HANDHOLE, I - INTERSECTION/S - SYSTEM
- (M) REMOVE EXISTING BARRIER MEDIAN AND INSTALL CONCRETE MEDIAN TYPE M-2
- (P) PULL ELECTRIC CABLE FROM CONDUIT

NOTE:

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

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
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DEPARTMENT OF TRANSPORTATION

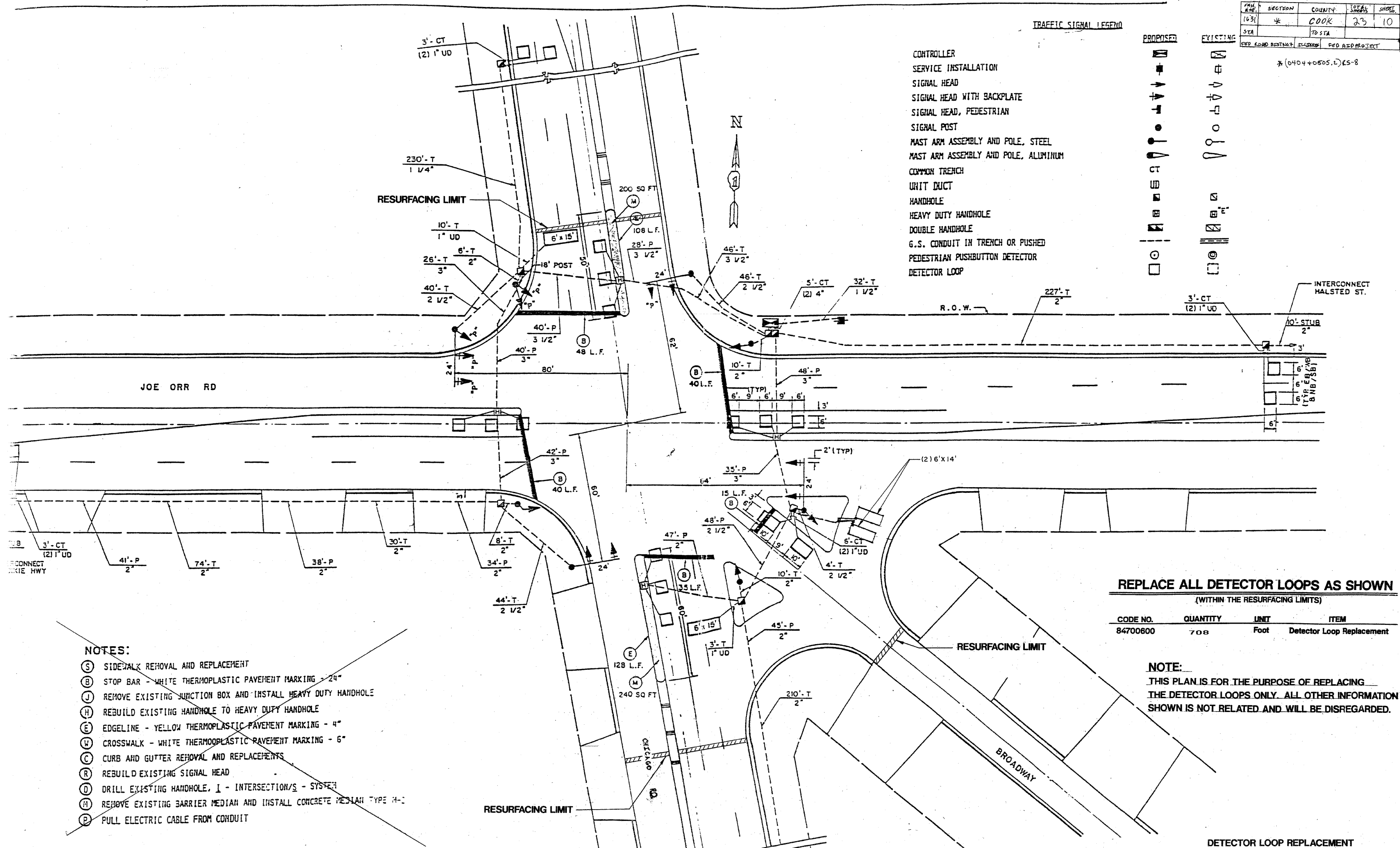
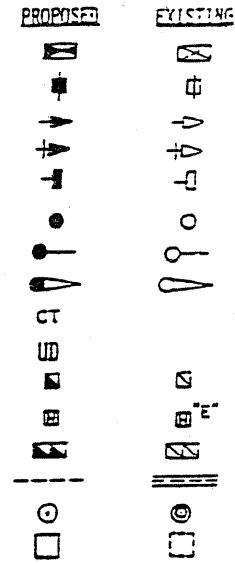
DETECTOR LOOP REPLACEMENT

JOE ORR RD. @ DIXIE HWY.

| FILE NO. | SECTION | COUNTY | SHEET | SUBS. |
|----------|---------|----------------------|-------|-------|
| 1631 | * | COOK | 23 | 10 |
| STA | TO STA | PROJECT | | |
| | | * (0404+0505.2) 65-8 | | |

TRAFFIC SIGNAL LEGEND

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



REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

| CODE NO. | QUANTITY | UNIT | ITEM |
|----------|----------|------|---------------------------|
| 84700600 | 708 | Foot | Detector Loop Replacement |

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

- NOTES:**
- (S) SIDEWALK REMOVAL AND REPLACEMENT
 - (B) STOP BAR - WHITE THERMOPLASTIC PAVEMENT MARKING - 24"
 - (J) REMOVE EXISTING JUNCTION BOX AND INSTALL HEAVY DUTY HANDHOLE
 - (H) REBUILD EXISTING HANDHOLE TO HEAVY DUTY HANDHOLE
 - (E) EDGELINE - YELLOW THERMOPLASTIC PAVEMENT MARKING - 4"
 - (W) CROSSWALK - WHITE THERMOPLASTIC PAVEMENT MARKING - 5"
 - (C) CURB AND GUTTER REMOVAL AND REPLACEMENTS
 - (R) REBUILD EXISTING SIGNAL HEAD
 - (D) DRILL EXISTING HANDHOLE, I - INTERSECTION/S - SYSTEM
 - (M) REMOVE EXISTING BARRIER MEDIAN AND INSTALL CONCRETE MEDIAN TYPE M-1
 - (P) PULL ELECTRIC CABLE FROM CONDUIT

| | | | | |
|------------------------|---------|----------|--------------|------------------|
| PLAN | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1631 | * | COOK | 23 | 11 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | | FED. AC. PROJECT |
| * (0404 + 0505.2) RS-8 | | | | |

GENERAL NOTES

- ALL DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS REQUIRED AND SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE LOOP DETECTOR AMPLIFIER MANUFACTURERS RECOMMENDATIONS. THE LOOP DETECTOR SHALL BE MEASURED FOR THAT PORTION OF SAW CUT BEYOND THE SPLICE AS SPECIFIED IN SECTION T 418.04 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- LEAD-IN WIRING SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE MANUFACTURER'S RECOMMENDATIONS. THE 2/C SHIELDED CABLE TO BE USED FOR THE DETECTOR LOOP LEAD-IN SHALL BE MEASURED FROM THE SPLICE TO THE CONTROLLER AS SPECIFIED IN SECTION T 421.04 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS. FLAT CABLE WILL NOT BE PERMITTED.
- ALL ELECTRIC CABLE THAT IS FURNISHED BY THE CONTRACTOR SHALL BE PROTECTED BY POLYETHYLENE INSULATION WITH A POLYVINYLCHLORIDE JACKET, UNLESS OTHERWISE SPECIFIED.

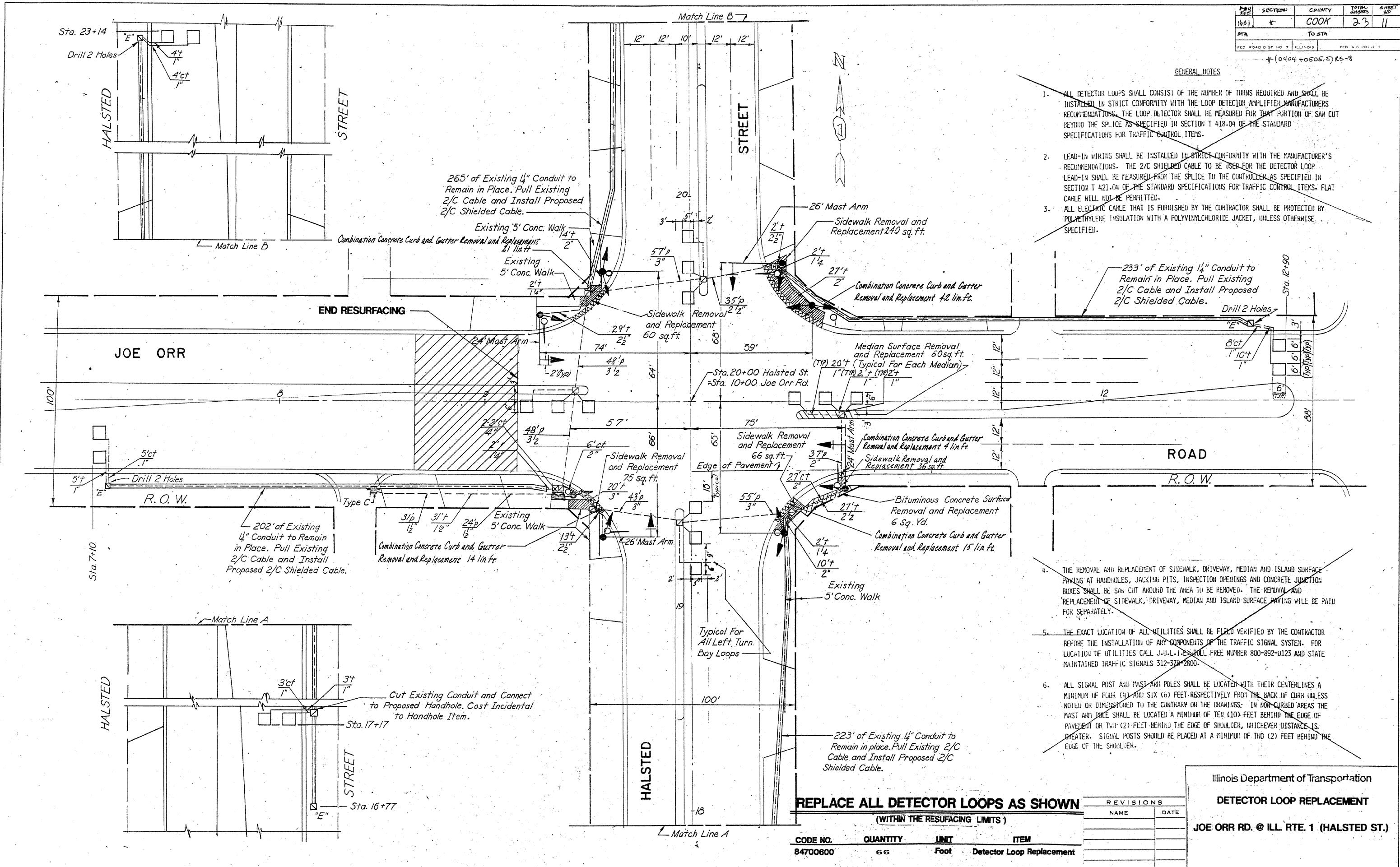
- THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAH AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS, INSPECTION OPENINGS AND CONCRETE JUNCTION BOXES SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAH AND ISLAND SURFACE PAVING WILL BE PAID FOR SEPARATELY.
- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATION OF UTILITIES CALL J-U-L-1-E-S TOLL FREE NUMBER 800-892-0123 AND STATE MAINTAINED TRAFFIC SIGNALS 312-378-2800.
- ALL SIGNAL POST AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) AND SIX (6) FEET RESPECTIVELY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. IN NON-CURBED AREAS THE MAST ARM POLES SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. SIGNAL POSTS SHOULD BE PLACED AT A MINIMUM OF TWO (2) FEET BEHIND THE EDGE OF THE SHOULDER.

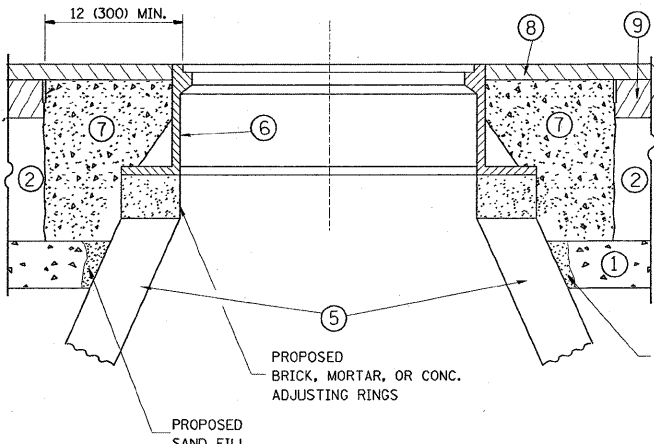
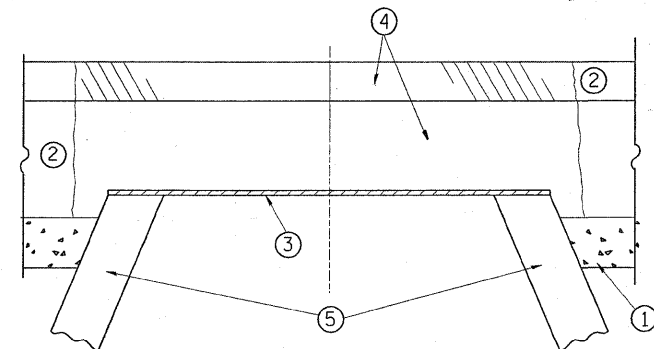
REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)

| CODE NO. | QUANTITY | UNIT | ITEM |
|----------|----------|------|---------------------------|
| 84700600 | 66 | Foot | Detector Loop Replacement |

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |

Illinois Department of Transportation
DETECTOR LOOP REPLACEMENT
 JOE ORR RD. @ ILL. RTE. 1 (HALSTED ST.)





CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LEGEND

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

LOCATION OF STRUCTURES:

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

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

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

NOTES:

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

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

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

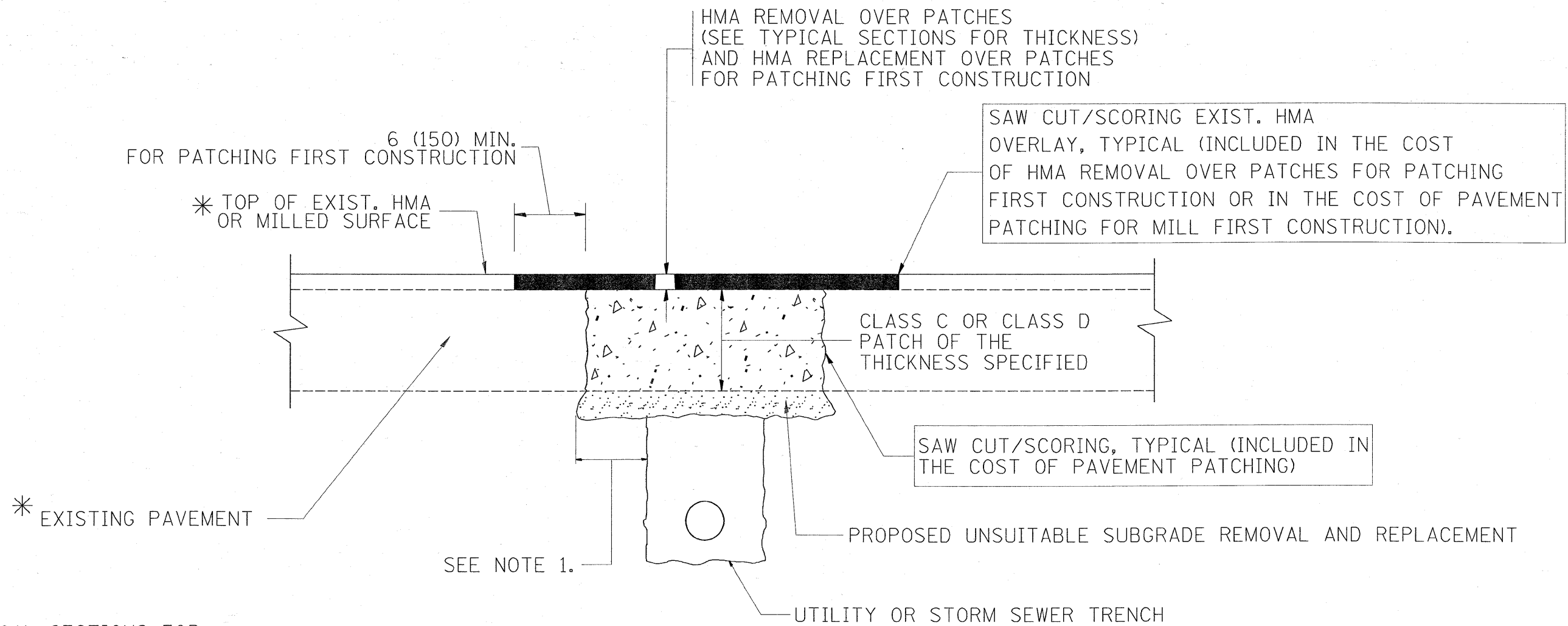
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

| | | | | | | | | | | | | |
|--|-----------------------|--------------------|--------------------------------|---|--|-------------------------|--------------|---|-------------------|--------------------|--------------|-----------|
| FILE NAME = | USER NAME = paraynoal | DESIGNED - R. SHAH | REVISED - R. SHAH 03-10-95 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING | | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ct:\pwork\p\WIDOT\PARAYNOAL\d0136580\dtStd.dgn | | DRAWN - | REVISED - A. ABBAS 03-21-97 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | 1631 | (0404&0505.2)RS-B | COOK | 23 | 12 |
| PLOT SCALE = 50,0000 ' / IN. | | CHECKED - | REVISED - R. WIEDEMAN 05-14-04 | | | | | BD600-03 (BD-8) | | CONTRACT NO. 60808 | | |
| PLOT DATE = 4/22/2009 | | DATE - 10-25-94 | REVISED - R. BORO 01-01-07 | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

| | | | | | | | | | | | | |
|--|-----------------------|--------------------|-----------------------------|---|--|-------------------------|--------------|---|-------------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = paraynoal | DESIGNED - R. SHAH | REVISED - A. ABBAS 04-27-98 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT | | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ct:\pwork\PWIDOT\PARAYNOAL\0136606\01std.dgn | | DRAWN - | REVISED - R. BORO 01-01-07 | | | | | 1631 | (0404&0505.2)RS-8 | COOK | 23 | 13 |
| PLOT SCALE = 50.0000' / IN. | | CHECKED - | REVISED - R. BORO 09-04-07 | | BD400-04 (BD-22) | | | CONTRACT NO. 60808 | | | | |
| PLOT DATE = 4/22/2009 | | DATE - 10-25-94 | REVISED - K. ENG 10-27-08 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT | | | | |

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

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

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

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

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE 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

T/2 *

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

3" (75) MIN.

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

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

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

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

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.

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

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

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.

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

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.

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

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:

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".

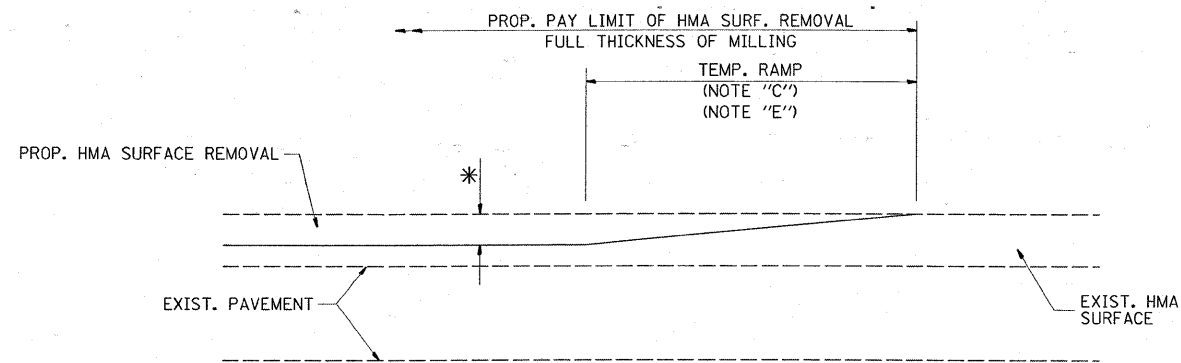
⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

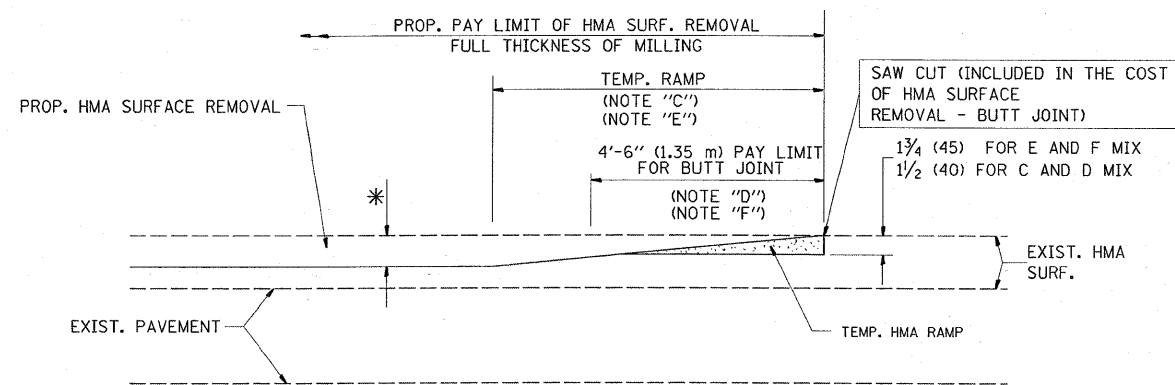
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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|---|-----------------------|-----------------------------|----------------------------|---|--|-------------------------|--------------|---|--------------|-----------|
| FILE NAME = | USER NAME = paraynoal | DESIGNED - A. HOUSEH | REVISED - R. SHAH 10-03-96 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pwork\DOT\PARAYNOAL\d0136606\1011Std.dgn | DRAWN - | REVISED - A. ABBAS 03-21-97 | 1631 | | | (0404&0505.2)RS-8 | COOK | 23 | 14 | |
| PLOT SCALE = 50.0000' / IN. | CHECKED - | REVISED - M. GOMEZ 01-22-01 | BD600-06 (BD-24) | | | CONTRACT NO. 60808 | | | | |
| PLOT DATE = 4/22/2009 | DATE - 03-11-94 | REVISED - R. BORO 01-01-07 | SCALE: NONE | | | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | |



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

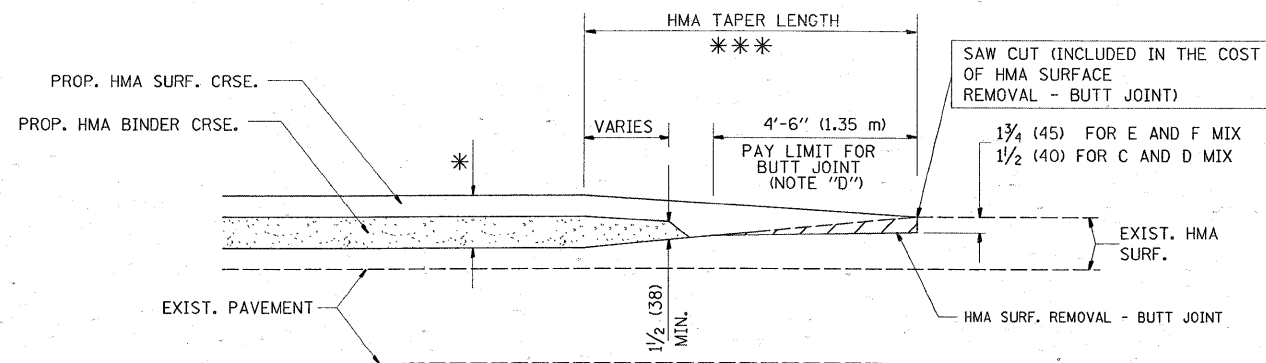
OPTION 1



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

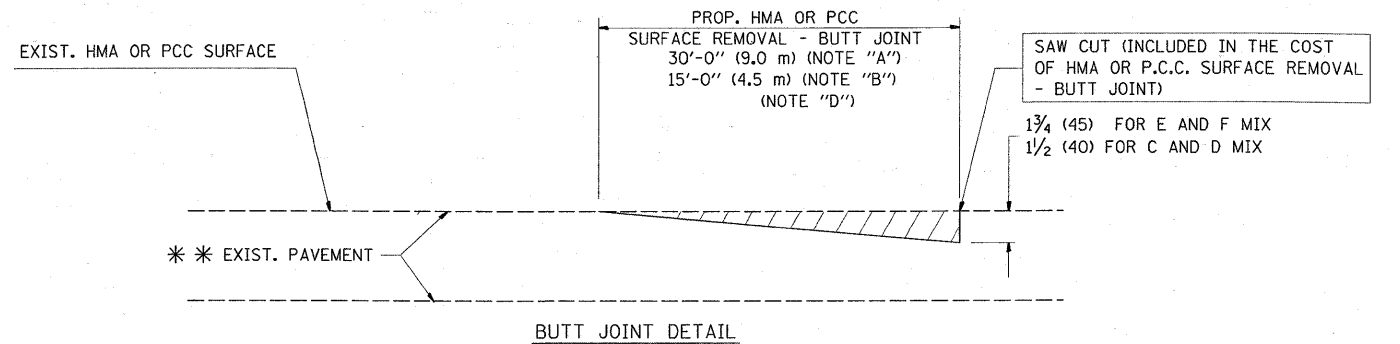
OPTION 2

TYPICAL TEMPORARY RAMP

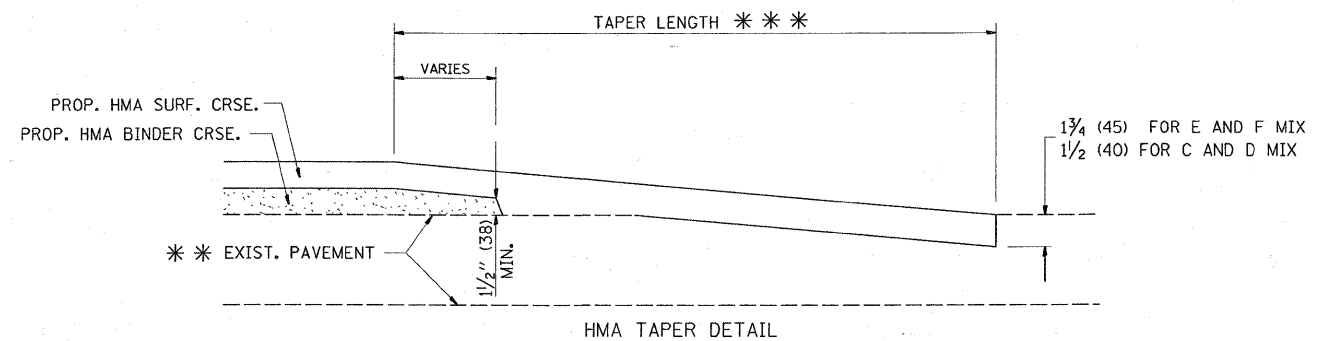


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

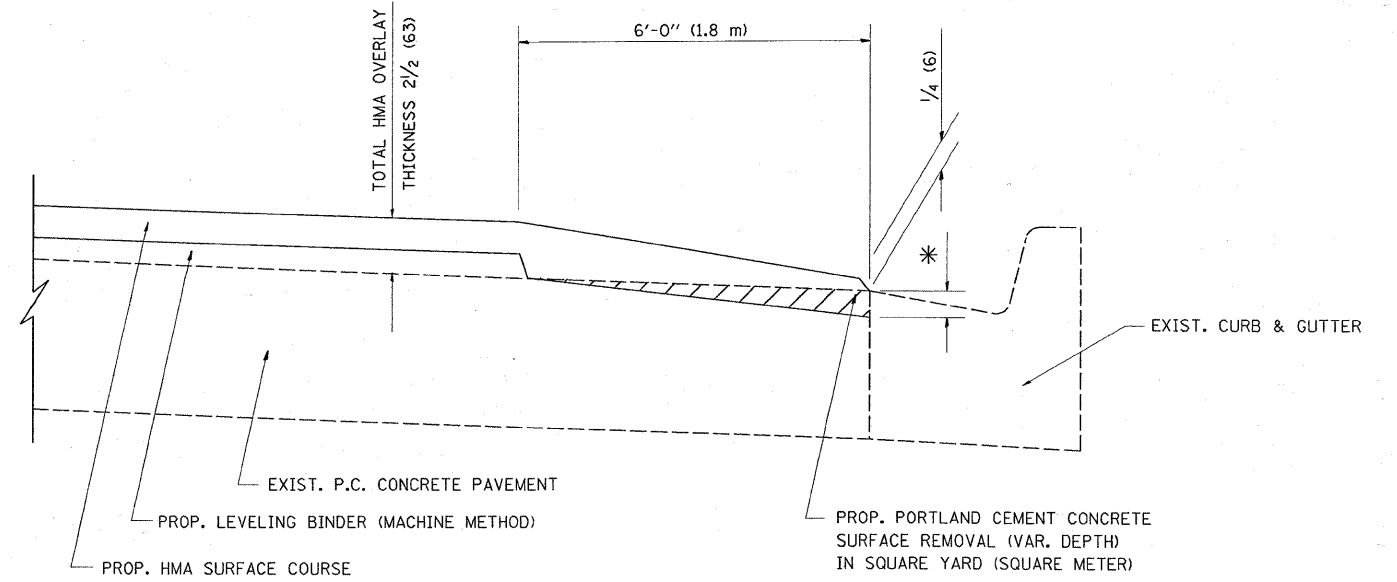
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

| | | | |
|-------------|-----------------------|-----------------------|-----------------------------|
| FILE NAME = | USER NAME = paraynoe1 | DESIGNED - M. DE YONG | REVISED - R. SHAH 10-25-94 |
| ... | ... | DRAWN - | REVISED - A. ABBAS 03-21-97 |
| ... | ... | CHECKED - | REVISED - M. GOMEZ 04-06-01 |
| ... | ... | DATE - 06-13-90 | REVISED - R. BORO 01-01-07 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | | |
|----------------------------------|-------------------------|------------------|---------------------------|---|-----------------|--------------|
| BUTT JOINT AND HMA TAPER DETAILS | | F.A.U. RTE. 1631 | SECTION (0404&0505.2)RS-8 | COUNTY COOK | TOTAL SHEETS 23 | SHEET NO. 15 |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | |



HMA TAPER AT
EDGE OF P.C.C PAVEMENT

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

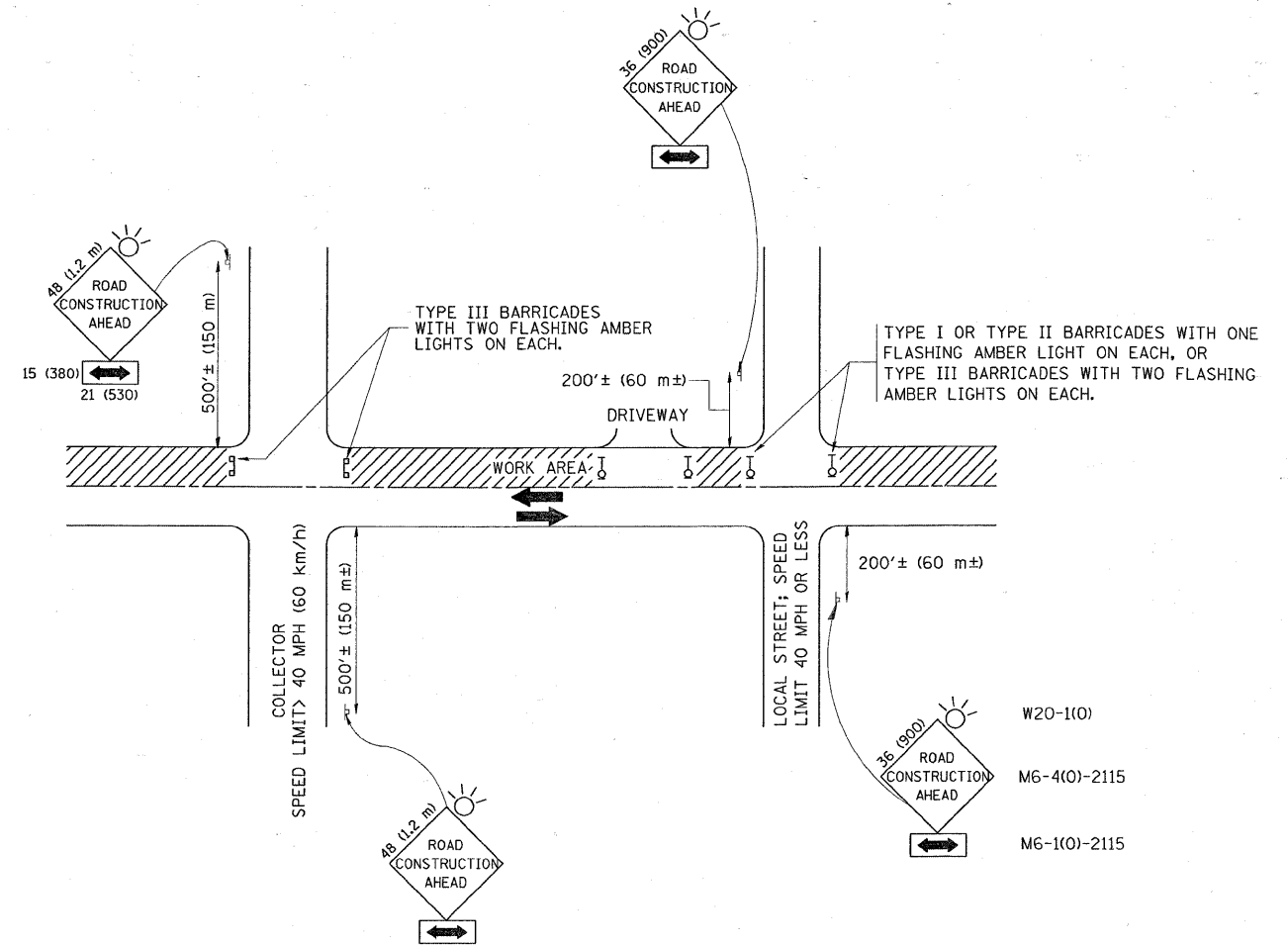
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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| FILE NAME = | USER NAME = parayno1 | DESIGNED - R. SHAH | REVISED - R. SHAH 10-25-94 |
| ct:\pwork\PWIDOT\PARAYNOAL\0136605\0136605.dgn | | DRAWN - JIS | REVISED - A. ABBAS 05-05-99 |
| | PLOT SCALE = 50.0000' / IN. | CHECKED - A. ABBAS | REVISED - E. GOMEZ 12-21-00 |
| | PLOT DATE = 4/22/2009 | DATE - 09-10-94 | REVISED - R. BORO 01-01-07 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|--|-------------------------|------|---------|
| HMA TAPER AT EDGE OF P.C.C PAVEMENT | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| | | | | |
|---|-------------------|--------------------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1631 | (0404&0505.2)RS-8 | COOK | 23 | 16 |
| BD400-06 (BD33) | | CONTRACT NO. 60808 | | |
| FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT | | | | |



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

NOTES:

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

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.

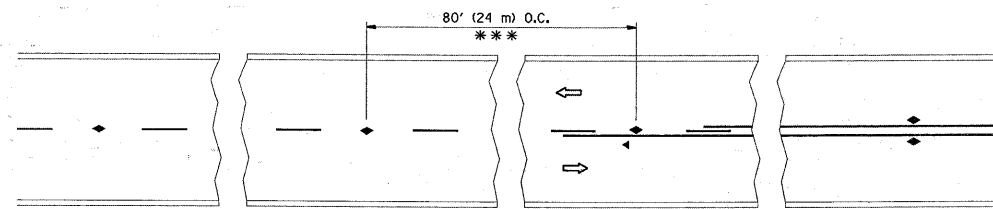
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| c:\pwork\PWIDOT\PARAYNOAL\d0136606\d0136606.dgn | | DRAWN - | REVISED - A. HOUSEH 03-06-96 |
| | | CHECKED - | REVISED - A. HOUSEH 10-15-96 |
| | | DATE - 06-89 | REVISED - T. RAMMACHER 01-06-00 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

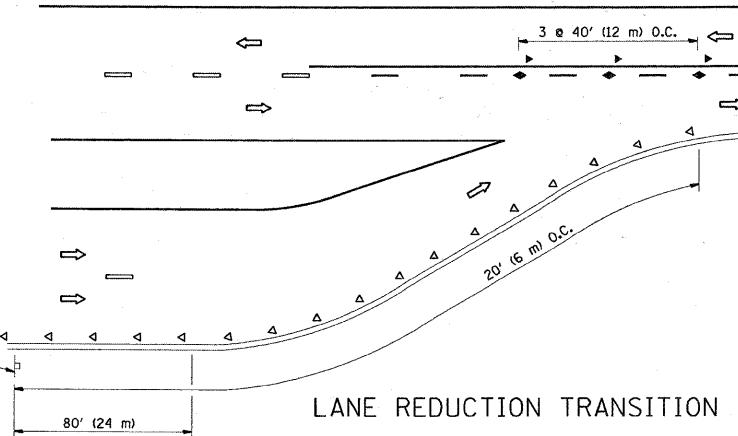
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| | | | | |
|---|-------------------|--------|--------------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1631 | (0404&0505.2)RS-8 | COOK | 23 | 17 |
| TC-10 | | | CONTRACT NO. 60808 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

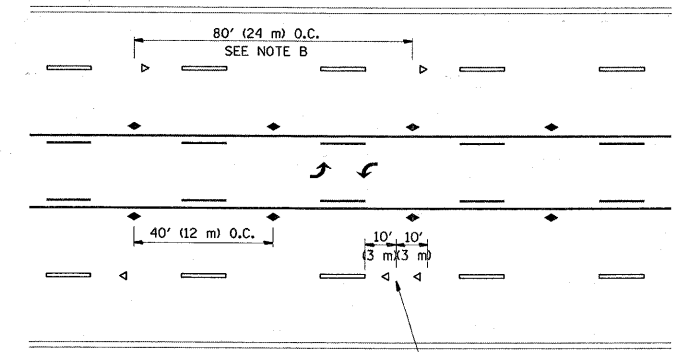


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

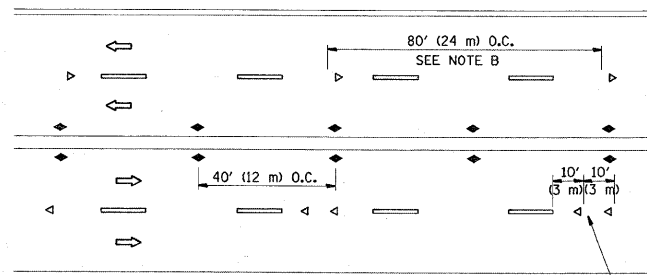
TWO-LANE/TWO-WAY



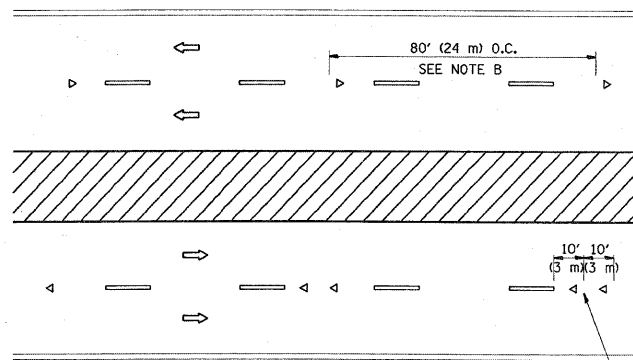
LANE REDUCTION TRANSITION



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

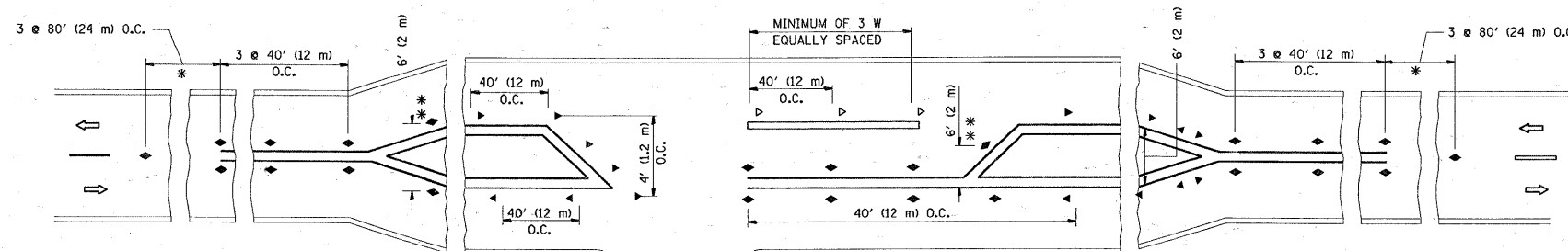
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

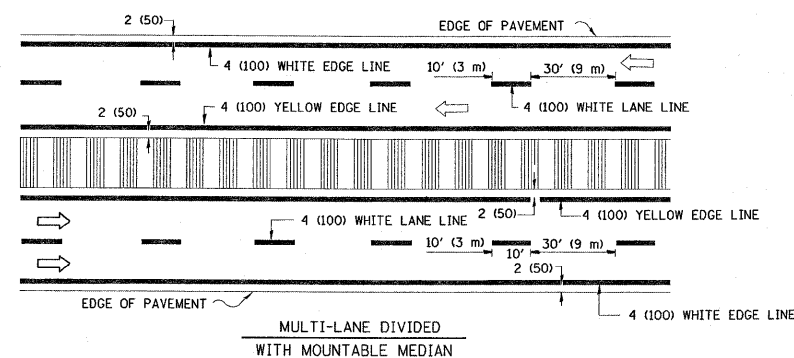
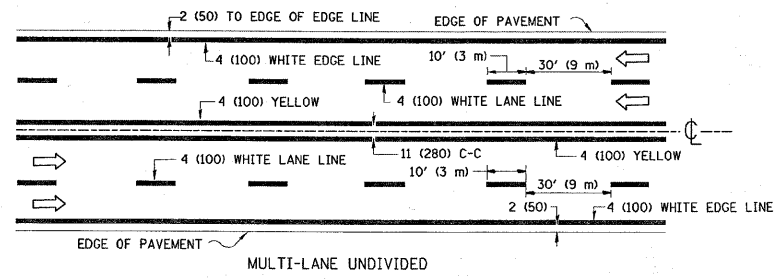
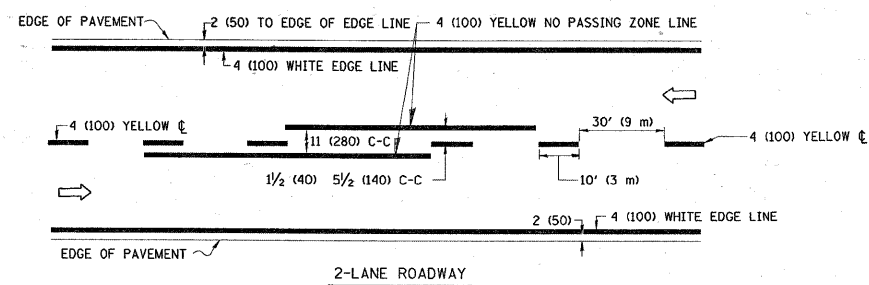


LEFT TURN

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

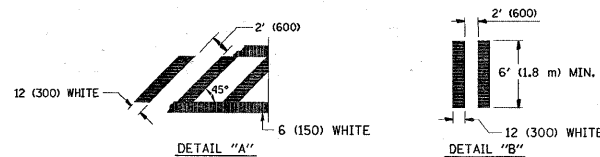
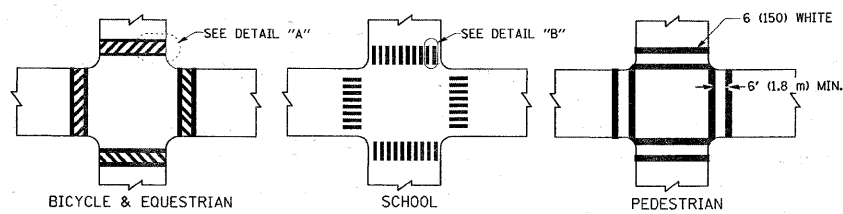
All dimensions are in inches (millimeters) unless otherwise shown.

| | | | | | | | | | | | | | |
|--|-----------------------|------------|---------------------------------|---|--|-------------------------|------|---|---------|--------------------|--------------|-----------|----|
| FILE NAME = | USER NAME = paraynoal | DESIGNED - | REVISED - T. RAMMACHER 09-19-94 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) | | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| ct:\pw\work\FWIDOT\PARAYNOAL\0136506\0136506.dgn | | DRAWN - | REVISED - T. RAMMACHER 03-12-99 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | 1631 | (04048.0505.2)RS-8 | COOK | 23 | 18 |
| | | CHECKED - | REVISED - T. RAMMACHER 01-06-00 | | | | | TC-11 | | CONTRACT NO. 60808 | | | |
| | | DATE - | REVISED - | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | |

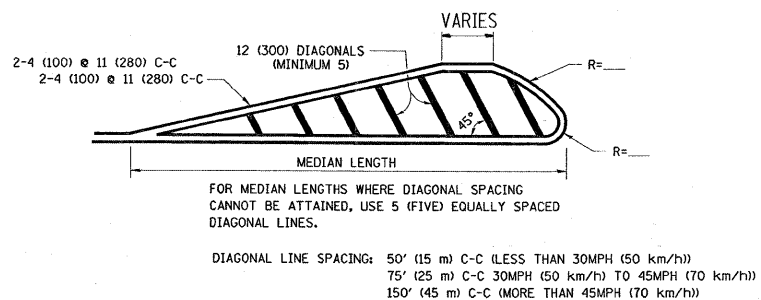
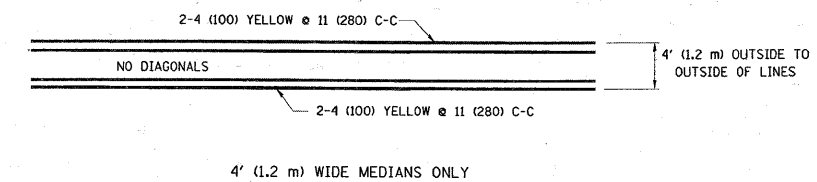


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

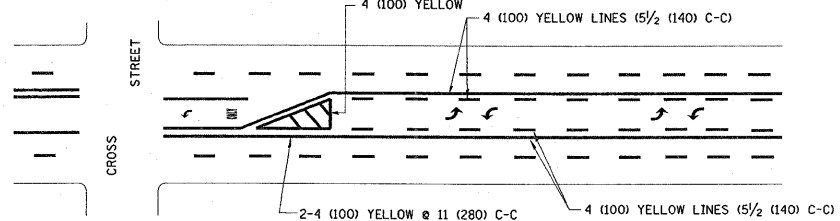
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

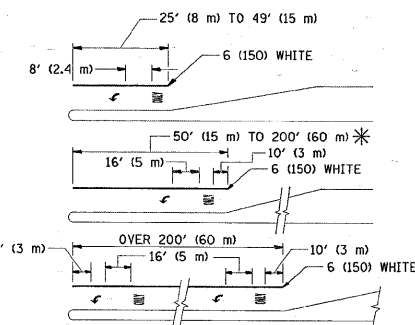


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

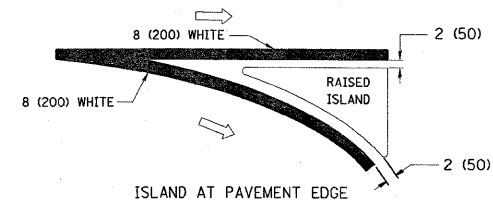
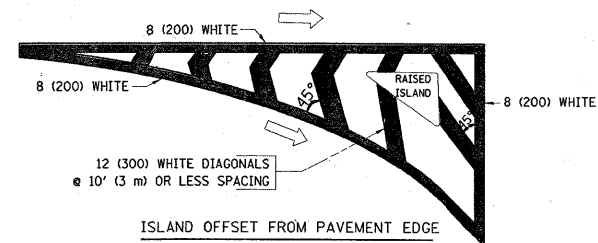


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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

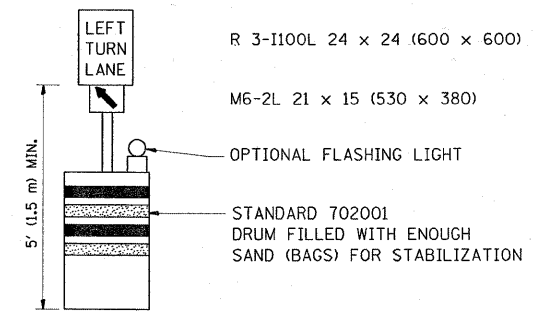
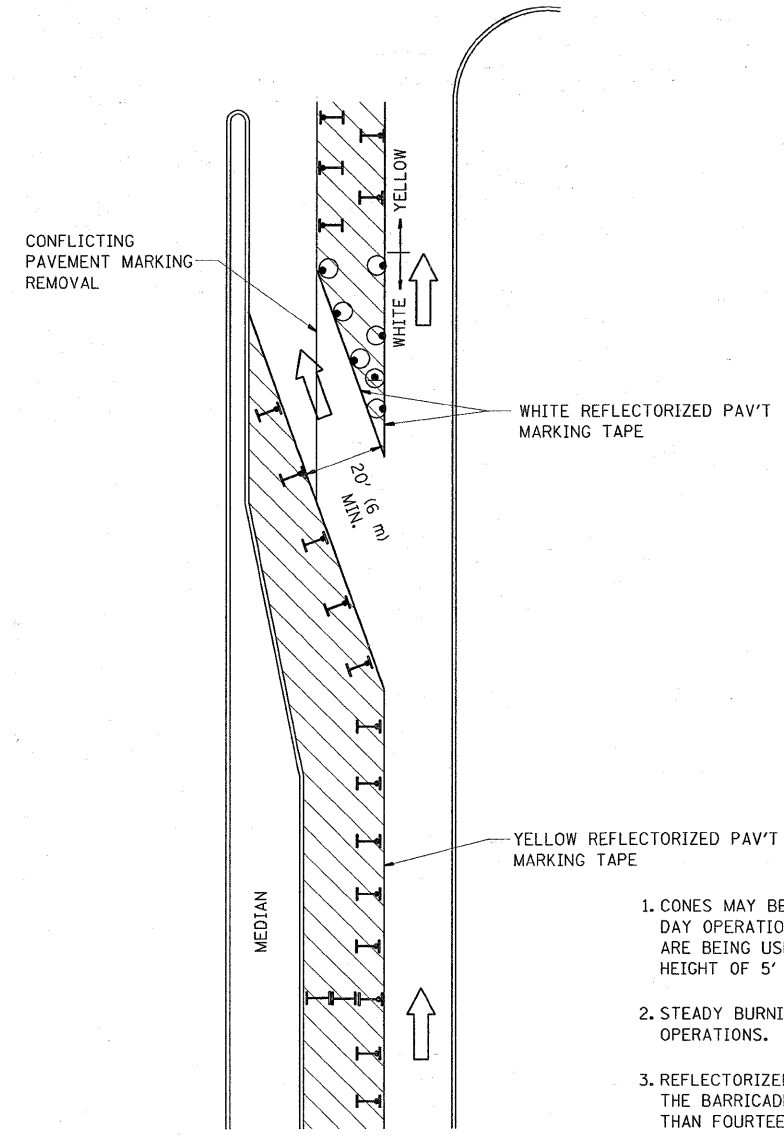
All dimensions are in inches (millimeters) unless otherwise shown.

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| cd:\p\work\p\WIDOT\PARAYNOAL\d0136606\01Std.dgn | | DRAWN - | REVISED - A. HOUSEH 10-09-96 |
| | PLOT SCALE = 50.00000' / IN. | CHECKED - | REVISED - A. HOUSEH 10-17-96 |
| | PLOT DATE = 4/22/2009 | DATE - 03-19-90 | REVISED - T. RAMMACHER 01-06-00 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

| | | | | | | | |
|-------------|-------------------------|--------------|---|---------------------------|--------------------|-----------------|--------------|
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | F.A.U. RTE. 1631 | SECTION (0404&0505.2)RS-8 | COUNTY COOK | TOTAL SHEETS 23 | SHEET NO. 19 |
| | | | TC-13 | | CONTRACT NO. 60808 | | |
| | | | FED. ROAD DIST. NO. 1 [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.

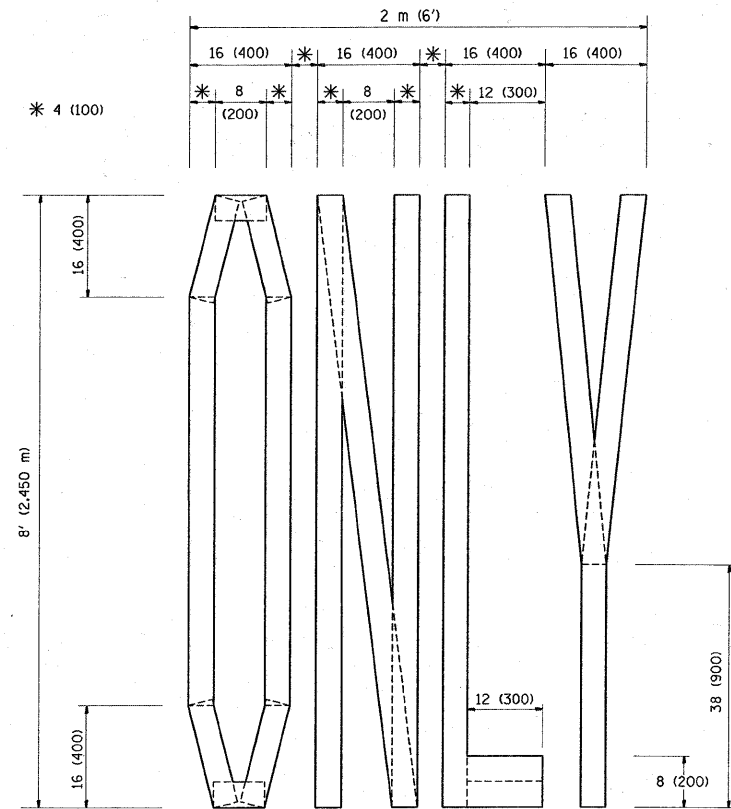
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| | PLOT SCALE = 50.0000' / IN. | CHECKED - | REVISED - A. HOUSEH 10-12-96 |
| | PLOT DATE = 4/22/2009 | DATE - | REVISED - T. RAMMACHER 01-06-00 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

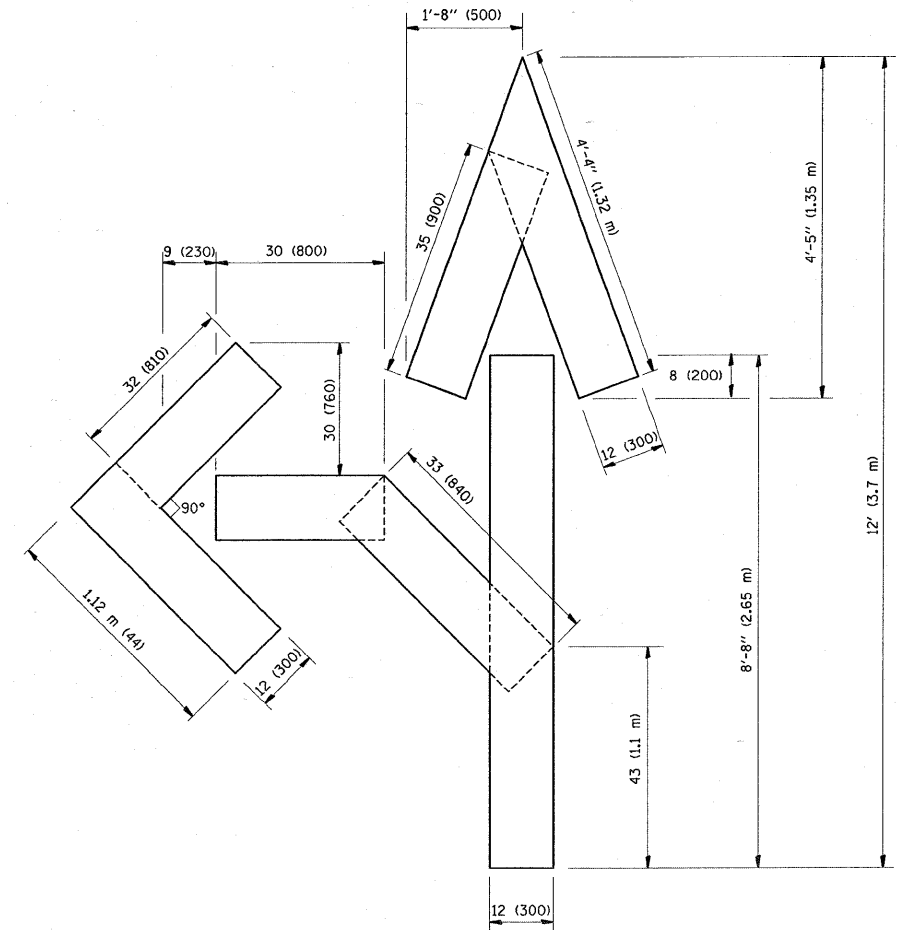
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

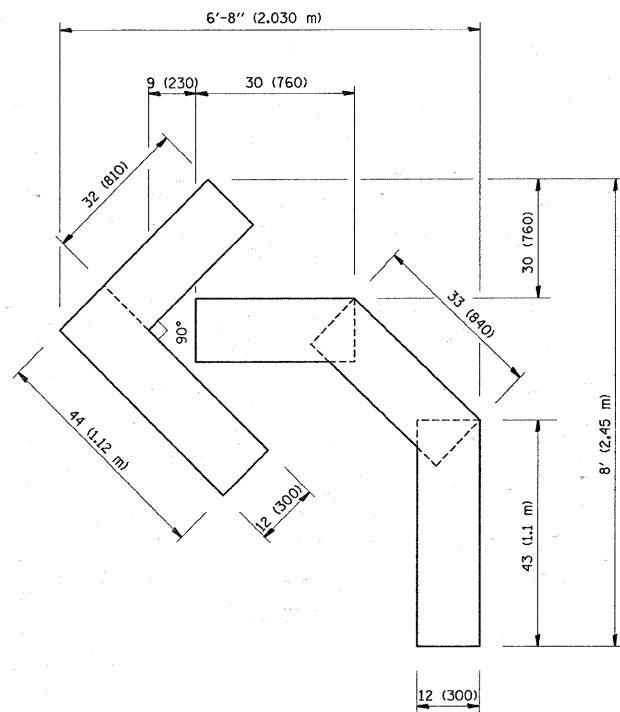
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|---|-------------------|--------|--------------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1631 | (0404&0505.2)RS-8 | COOK | 23 | 20 |
| TC-14 | | | CONTRACT NO. 60808 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. 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.

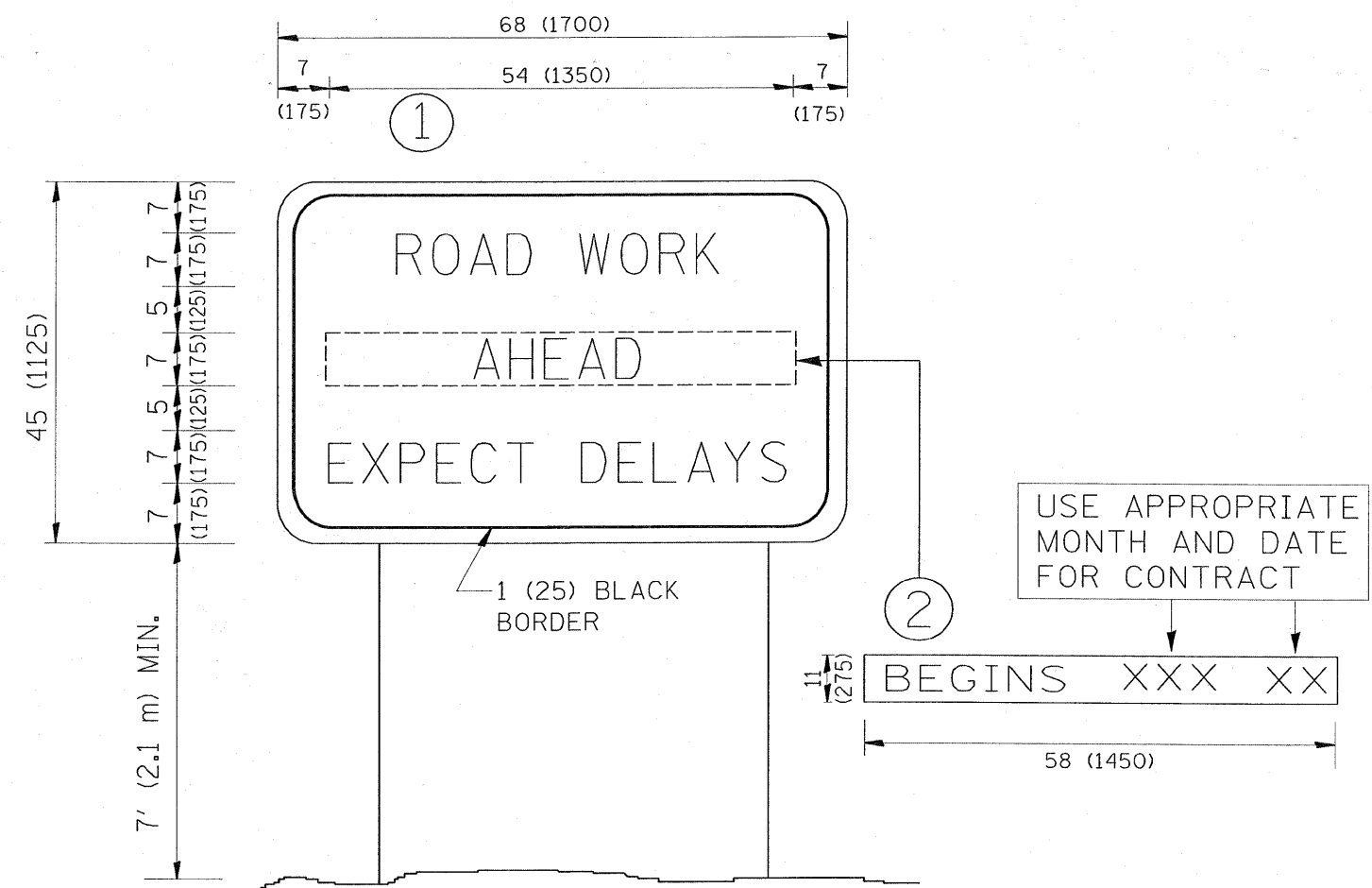
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| c:\pwork\pwork\PARAYNOAL\8136605.D | std.dgn | DRAWN - | REVISED - T. RAMMACHER 11-04-97 |
| | PLOT SCALE = 50.0000' / IN. | CHECKED - | REVISED - T. RAMMACHER 03-02-98 |
| | PLOT DATE = 4/22/2009 | DATE - 09-18-94 | REVISED - E. GOMEZ 08-28-00 |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

| | | | | |
|---|--------------------|--------|--------------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1631 | (04048.0505.2)RS-8 | COOK | 25 | 27 |
| TC-16 | | | CONTRACT NO. 60808 | |
| FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT | | | | |



NOTES:

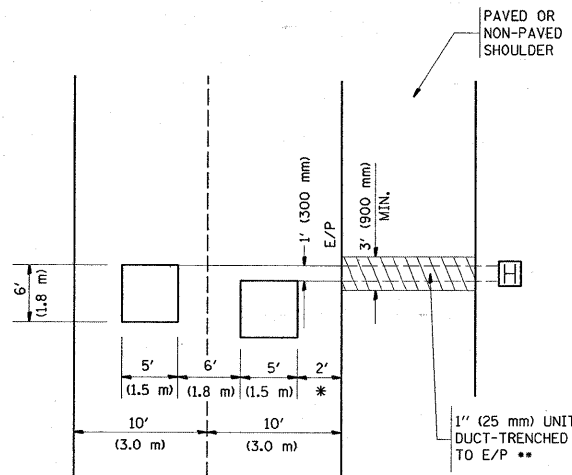
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

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

| | | | | | | | | | | |
|--|----------------------|---------------------------------|----------------------------|---|---|-------------------------|---------|---------|---|-----------|
| FILE NAME = | USER NAME = poregnol | DESIGNED - | REVISED - R. MIRS 09-15-97 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ARTERIAL ROAD INFORMATION SIGN | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ca\pwwork\pwwid\p\parayndal\d0136686\d\ststd.dgn | DRAWN - | REVISED - R. MIRS 12-11-97 | 1631 | | | (0404&0505.2)RS-8 | COOK | 23 | 22 | |
| PLOT SCALE = 50.0000' / IN. | CHECKED - | REVISED - T. RAMMACHER 02-02-99 | TC-22 | | | CONTRACT NO. 60808 | | | | |
| PLOT DATE = 4/22/2009 | DATE - | REVISED - C. JUCIUS 01-31-07 | SCALE: NONE | | | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |

LOOPS NEXT TO SHOULDERS

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

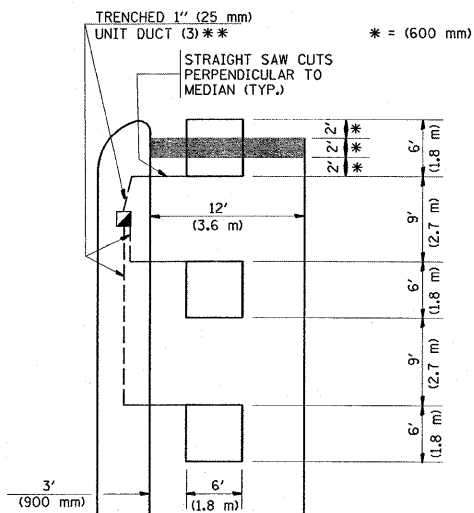


* = (600 mm)

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

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

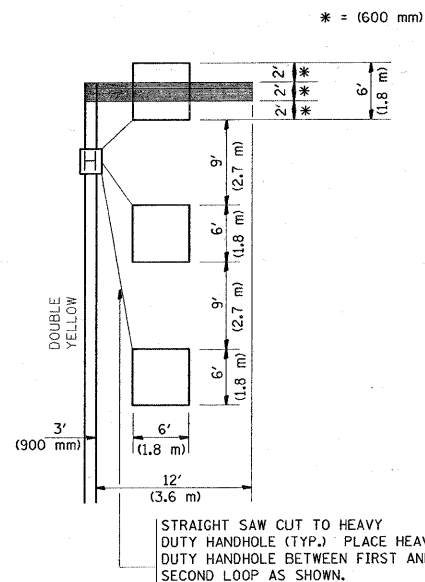
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



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

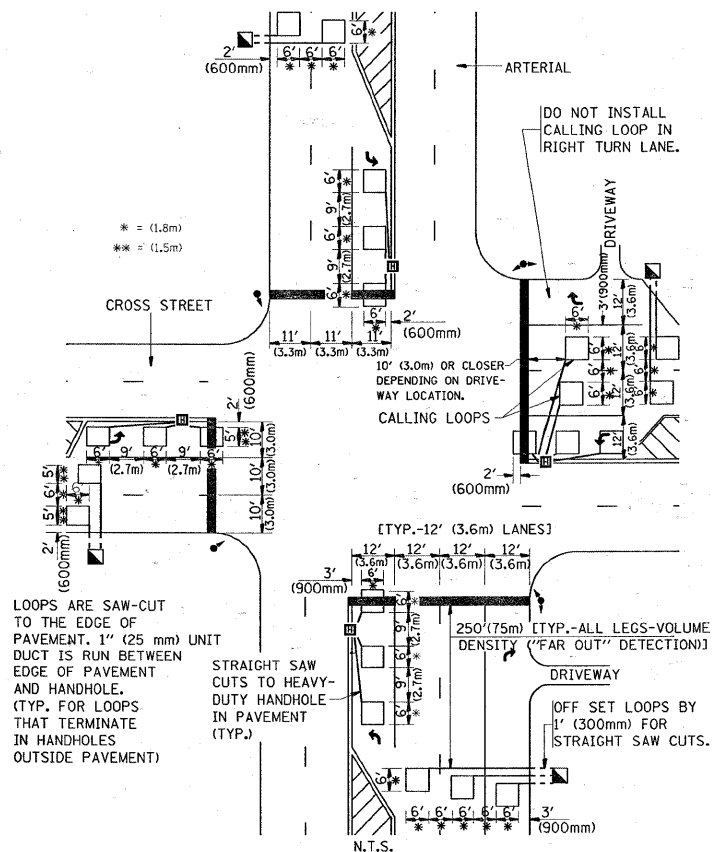
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



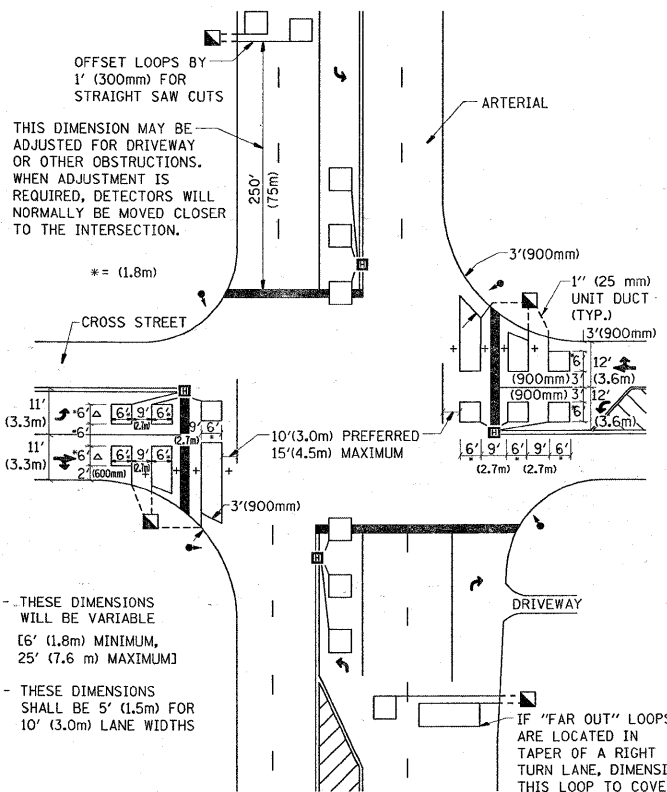
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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|--|-----------------------------|------------------|-----------|---|--|-------------|-------------------------|--------------------|---|-----------|
| FILE NAME = | USER NAME = paraynoal | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| cr:\pw\work\p\WIDGT\PARAYNOAL\d8136626\01\15.dgn | PLOT SCALE = 50.0000' / IN. | CHECKED - R.K.F. | REVISED - | | | 1631 | (0404&0505.2)RS-8 | COOK | 33 | 23 |
| PLOT DATE = 4/22/2009 | DATE | REVISED - | REVISED - | | | TS-07 | | CONTRACT NO. 60808 | | |
| | | | | | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT | |