FOR INDEX OF SHEETS, SEE SHEET NO. 2 FOR LIST OF STATE STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA

ADT (2009) = 13,200 VPD POSTED SPEED 25 MPH

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION **DIVISION OF HIGHWAYS**

PLANS FOR PROPOSED FEDERAL AID HIGHWAY FAU ROUTE 2794 (CENTRAL AVENUE)

FROM FAU ROUTE 1313 (CHURCH STREET) TO FAU ROUTE 1312 (GOLF ROAD) RESURFACING

SECTION: 09-00104-00-RS

PROJECT: ARA-9003(471)

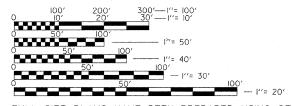
VILLAGE OF MORTON GROVE

COOK COUNTY JOB: C-91-050-10

R. 13 E

FUNCTIONAL CLASSIFICATION: COLLECTOR (URBAN)

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION -800-892-0123 OR 8II



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.

GOLF ROAD IMPROVEMENT ENDS STA.35+05 CENTRAL AVENUE FOREST PRESERVE DISTRICT (CHICK EVANS GOLF COURSE) COM ED R.O.W. COM ED R.O.W. IMPROVEMENT BEGINS STA. 11+59 CENTRAL AVENUE LOCATION MAP

> GROSS PROJECT LENGTH = 2346 FT OR 0.44 MILES NET PROJECT LENGTH = 2346 FT OR 0.44 MILES

RTE. SECTION 2794 09-00104-00-RS

CONTRACT NO. 63459



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

APPROVED: MARCH 11 20 10

RELEASING FOR BID BASED ON LIMITED

PRINTED BY THE AUTHORITY

OF THE STATE OF ILLINOIS



MORTON GROVE, VILLAGE ENGINEER

KEVIN STALLWORTH, P.E.

CONTRACT NO. 63459

GENERAL NOTES

A. GENERAL

- EARTHWORK AND PAVING SPECIFICATIONS
 THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED
 JANUARY 1, 2007, AND ALL ADDENDA THERETO, SHALL GOVERN THE
 PAVING WORK UNDER THIS CONTRACT, EXCEPT
 AS MODIFIED BY THESE SPECIFICATIONS.
- 2. <u>UNDERGROUND SPECIFICATIONS</u>
 THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN
 CONSTRUCTION IN ILLINOIS", LATEST EDITION, SHALL GOVERN THE
 UNDERGROUND WORK UNDER THIS CONTRACT, EXCEPT AS
 MODIFIED BY THESE SPECIFICATIONS.
- B. WORK
 WORK SHALL MEAN THE FURNISHING OF ALL LABOR, MATERIAL,
 EQUIPMENT AND OTHER INCIDENTALS NECESSARY OR CONVENIENT
 TO THE SUCCESSFUL COMPLETION OF THE IMPROVEMENTS DESIGNED
 BY THE ENGINEER AND SHOWN ON THIS SET OF PLANS. WORK
 SHALL ALSO INCLUDE CARRYING OUT OF ALL THE DUTIES AND
 OBLIGATIONS IMPOSED BY THE AGREEMENT BETWEEN THE OWNER
 AND THE CONTRACTOR FOR THE PROPER INSTALLATION AND ACCEPTANCE OF THE IMPROVEMENTS DESIGNED BY THE ENGINEER AND
 SHOWN ON THIS SET OF PLANS.
- 4. COMPLIANCE WITH LOCAL ORDINANCES
 ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE IN ACCORDANCE WITH THE VILLAGE OF MORTON GROVE'S ORDINANCES AND STANDARDS.
- EXISTING UTILITIES
 WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION AND ELEVATIONS OF UTILITY FACILITIES, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE ENGINEER AS TO LOCATION AND ELEVATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDERS. THE ENGINEER AND THE OWNER ASSUME NO RESPONSIBILITY WHATEVER IN RESPECT TO THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN ON THE PLANS RELATIVE TO THE LOCATION AND ELEVATION OF UTILITY FACILITIES, NOR THE MANNER IN WHICH THEY ARE TO BE REMOVED OR ADJUSTED. IT IS EACH CONTRACTOR'S AND SUBCONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND DETERMINE THE ACTUAL LOCATION AND ELEVATION OF ALL UTILITIES. EACH CONTRACTOR AND SUBCONTRACTOR SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION RELATIVE TO THE LOCATION AND ELEVATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR REMOVING OR ADJUSTING THEM.

EACH CONTRACTOR AND SUBCONTRACTOR PERFORMING UNDERGROUND WORK SHALL CONTACT J.U.L.I.E. AT 1-800-892-0123 OR 811 AT LEAST 48 HOURS PRIOR TO START OF WORK

S. SAFETY OF WORK

EACH CONTRACTOR AND SUBCONTRACTOR SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING AND SUPERVISING ALL SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. EACH CONTRACTOR AND SUBCONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE SAFETY OF, AND SHALL PROVIDE THE NECESSARY PROTECTION TO PREVENT DAMAGE, INJURY OR LOSS TO:

- A) ALL EMPLOYEES ON THE WORK AND OTHER PERSONS AND ORGANIZATIONS WHO MAY BE AFFECTED THEREBY;
- B) ALL THE WORK AND MATERIALS AND EQUIPMENT TO BE INCORPORATED THEREIN, WHETHER IN STORAGE ON OR OFF THE SITE; AND
- C) OTHER PROPERTY AT THE SITE OR ADJACENT THERETO, IN-CLUDING TREES, SHRUBS, LAWNS, WALKS, PAVEMENTS, ROADWAYS, STRUCTURES, UTILITIES AND UNDERGROUND FACILITIES NOT DESIGNATED FOR REMOVAL, RELOCATIONS OR REPLACEMENT IN THE COURSE OF CONSTRUCTION.
- D) EACH CONTRACTOR AND SUBCONTRACTOR SHALL DESIGNATE A RESPONSIBLE REPRESENTATIVE AT THE SITE WHOSE DUTY SHALL BE THE PREVENTION OF ACCIDENTS. THIS PERSON SHALL BE THE CONTRACTOR'S SUPERINTENDENT UNLESS OTHERWISE DESIGNATED IN WRITING BY THE CONTRACTOR TO OWNER.

7. EXISTING ELEVATIONS AND LOCATIONS
EVERY CONTRACTOR AND SUBCONTRACTOR SHALL VERIFY THE ELEVATIONS AND LOCATIONS OF ALL EXISTING INFORMATION AS SHOWN
ON THE PLANS AND NOTIFY THE ENGINEER OF ALL DISCREPANCIES
PRIOR TO THE COMMENCEMENT OF THE WORK EXISTING UNDERGROUND UTILITIES SHALL BE EXPOSED BY THE CONTRACTORS AND
SUB-CONTRACTORS PRIOR TO THE START OF CONSTRUCTION TO
DETERMINE IF A PROBLEM OR CONFLICT EXISTS WITH THE PROPOSED
IMPROVEMENTS AND TO AVOID DELAYS IN THE PROGRESS OF THE
WORK ONCE THE WORK COMMENCES.

8. NOTIFICATION

THE VILLAGE OF MORTON GROVE'S ENGINEER SHALL BE NOTIFIED BY EVERY CONTRACTOR AND SUBCONTRACTOR AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION.

- 9. COMPLIANCE WITH LAWS AND REGULATIONS
 EVERY CONTRACTOR SHALL COMPLY WITH ALL LOCAL AND STATE
 SAFETY LAWS, REGULATIONS AND ORDINANCES; AND FEDERAL
 SAFETY REGULATIONS AS OUTLINED IN THE LATEST REVISIONS OF
 THE FEDERAL CONSTRUCTION SAFETY STANDARDS AND WITH ALL
 PROVISIONS AND REGULATIONS OF THE OCCUPATIONAL SAFETY
 AND HEALTH ADMINISTRATION (OSHA) STANDARDS. EACH CONTRACTOR AND SUBCONTRACTOR IS RESPONSIBLE FOR PROVIDING
 A SAFE WORKING PLACE FOR HIS EMPLOYEES. EACH CONTRACTOR
 AND SUBCONTRACTOR IS RESPONSIBLE FOR THE SUPERVISION,
 DIRECTION AND CONDUCT OF THEIR EMPLOYEES, AGENTS,
 MATERIAL SUPPLIERS AND VENDORS.
- 10. PAVEMENT DISTURBED DURING CONSTRUCTION
 ANY EXISTING ROADWAY PAVEMENT OR SHOULDER DISTURBED
 DURING CONSTRUCTION SHALL BE RESTORED IN ACCORDANCE
 WITH I.D.O.T. AND VILLAGE OF MORTON GROVE STANDARDS.
- FINAL FRAME ADJUSTMENTS
 THE PAVING CONTRACTOR SHALL MAKE ALL NECESSARY FINAL ADJUSTMENTS TO EXISTING AND PROPOSED FRAMES, GRATES, LIDS AND STRUCTURES TO MEET FINAL FINISHED GRADES.

12. RECORD DRAWINGS

EACH CONTRACTOR AND SUBCONTRACTOR SHALL MAINTAIN AND KEEP UP TO DATE A SET OF "RECORD DRAWINGS" SHOWING ALL CHANGES FROM THE ORIGINAL PLANS. ALL CONTRACTORS AND SUBCONTRACTORS SHALL DELIVER THE "RECORD DRAWINGS" TO THE ENGINEER AT THE CONCLUSION OF THE PROJECT. THE ENGINEER WILL TRANSFER THE INFORMATION TO THE ORIGINAL PLANS.

13. CONTRACTOR(S)

FOR THE PURPOSES OF THESE SPECIFICATIONS, THE TERMS CONTRACTOR AND SUBCONTRACTOR SHALL MEAN ANY PERSON OR ENTITY THAT PROVIDES WORK FOR THE IMPROVEMENTS AS SHOWN ON THESE PLANS. THE ENGINEER, OWNER AND THE ARCHITECT ARE NOT CONSIDERED CONTRACTORS OR SUBCONTRACTORS.

14. ANY SIGN LOCATED IN THE PUBLIC RIGHT-OF-WAY WHICH INTERFERES WITH CONSTRUCTION OF THE PROPOSED ROADWAY WORK OR LIGHTING SYSTEM THAT IS INTENDED TO BE MAINTAINED SHALL BE RELOCATED. THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEM CAUSING THE DISTURBANCE TO THE SIGN. ALL WORK INVOLVING SIGN REMOVAL SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

EVERY SIGN RELOCATED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT WAS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF TEMPORARY SETTING. THIS WORK INCLUDES PROVIDING A SIGN POST FOR THE TEMPORARY LOCATION, SHOULD SUCH A POST BE SECESSARY.

ALL SIGNS SHALL BE RE-ERECTED IN THE ORIGINAL LOCATION AS THE IMPROVEMENTS ARE COMPLETED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY SIGNS DAMAGED BY HIS/HER CONSTRUCTION ACTIVITIES AND WILL REPLACE THEM AT NO COST TO THE VILLAGE.

B. PAVING

- THE PAVING CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PROPER DRAINAGE ON THE PROPOSED PAVEMENT. WHERE THE CONTRACTOR IS IN DOUBT ABOUT THE PROPER DIRECTION OF DRAINAGE. HE SHALL REQUEST ASSISTANCE FROM THE ENGINEER.
- FULL DEPTH SAW CUTS SHALL BE USED TO REMOVE EXISTING PAVEMENT, CURB AND GUTTER, SIDEWALK, DRIVEWAYS, BUTT JOINTS AND APPURTENANCES FROM MATERIAL TO REMAIN, IN ACCORDANCE WITH SECTION 440 OF THE "STANDARD SPECIFICATIONS". THE COST OF THE SAWING SHALL BE INCLUDED IN THE COST OF THE ITEM REMOVED.
- BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- PRIOR TO PLACING HOT-MIX ASPHALT ADJACENT TO
 EXISTING PAVEMENT TO REMAIN, THE EXPOSED EDGE SHALL BE
 CLEANED OF LOOSE MATERIAL TO THE SATISFACTION OF THE
 ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE
 COST OF THE HOT-MIX ASPHALT BEING PLACED.
- 5. THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE, OR EXISTING PAVEMENT NOT SCHEDULED TO BE REMOVED WITH TRACK FOLIPMENT.
- PRIME COAT PRIME COAT MUST BE INSTALLED NO
 EARLIER THAN TWENTY-FOUR (24) HOURS PRIOR TO PLACEMENT OF
 HOT-MIX ASPHALT.
- 7. BUTT JOINTS BUTT JOINT 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.
- 8. THE LOCATION OF PAVEMENT PATCHING AND COMBINATION CONCRETE CURB AND GUTTER ARE AS SHOWN ON THE PLANS OR AS DETERMINED BY THE ENGINEER. THESE SHALL NOT EXCEED THE QUANTITIES LISTED IN THE SUMMARY OF QUANTITIES.

C. RESTORATION AND TREE PRESERVATION

- ALL DISTURBED LAWN AREAS WITHIN THE PUBLIC RIGHT-OF-WAY/EASEMENTS WILL BE RESTORED WITH 4" OF TOPSOIL AND SEEDING. THE 4" TOPSOIL AND SEEDING IS INCLUDED IN: COMB. CONC. C&G REM. & REPLACEMENT; P.C.CONC. SIDEWALK, 5"; HOT-MIX ASPHALT SURFACE REM. AND REPLACEMENT, 3"; AND ALL DRAINAGE AND UTILITY STRUCTURES TO BE CONSTRUCTED WHICH AFFECT THE LAWN AREAS.
- ALL PARKWAY TREES SHALL BE PRESERVED. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY DAMAGE TO SUCH TREES AND SHALL PROVIDE TEMPORARY FENCES AND OTHER MEASURES, AS NECESSARY. THE COST TO PROTECT TREES SHALL BE INCLUDED IN THE COST OF TEMPORARY FENCE. TEMPORARY FENCE SHALL BE USED AT LOCATIONS DIRECTED BY THE ENGINEER.

| FED. | ROAD DIST. NO | ILLING | IS FED. AII | PROJECT | |
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INDEX OF SHEETS

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- INDEX OF SHEETS, GENERAL NOTES, I.D.O.T. HIGHWAY STANDARDS
- 3 SUMMARY OF QUANTITIES
- EXISTING AND PROPOSED TYPICAL CROSS SECTIONS / CONSTRUCTION DETAILS
- 5 ROADWAY PLANS STA. II+59 TO STA. 35+05
- S PAVEMENT MARKING PLAN
- 7 PORTLAND CEMENT CONCRETE MEDIAN TRANSITION DETAIL
- B DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
- 9 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT DETAILS
- 10 BUTT JOINT AND HMA TAPER DETAILS
- TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- 12 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
- 13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- 4 DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

LIST OF IDOT STANDARD DRAWINGS

424001-05 CURB RAMPS FOR SIDEWALKS 442201-03 CLASS C AND D PATCHES 604001-03 FRAME AND LIDS, TYPE I FRAME AND GRATE, TYPE II 604051-03 606001-04 CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER 701606-06 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN 701701-06 URBAN LANE CLOSURE, MULTILANE INTERSECTION 701901-01 TRAFFIC CONTROL DEVICES 781001-03 TYPICAL APPLICATIONS FOR RAISED REFLECTIVE PAVEMENT MARKERS 886001-01 DETECTOR LOOP INSTALLATIONS

TYPICAL LAYOUT FOR DETECTION LOOPS

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

REVISIONS
NAME DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF MORTON GROVE F.A.U. 2794 (CENTRAL AVENUE) INDEX OF SHEETS, GENERAL NOTES, I.D.O.T. HIGHWAY STANDARD

SCALE: VERT. NTS HORIZ. NTS

DRAWN BY: JFG CHECKED BY: CRT

= \$DATE\$ = \$FILEL\$ = \$SCALE\$ = \$USER\$

PLOT DATE FILE NAME PLOT SCALE

SUMMARY OF QUANTITIES

| CODE NO. ITEM UNIT 20101000 TEMPORARY FENCE FOOT 25200110 SODDING, SALT TOLERANT SQ YD 40600100 BITUMINOUS MATERIALS (PRIME COAT) GALLOI 40600300 AGGREGATE (PRIME COAT) TON 40600400 MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS TON 40600826 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 TON 40600985 PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT SQ YD 40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 TON 42300200 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH SQ YD 42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SQ FT 42400800 DETECTABLE WARNINGS SQ FT 44000200 DRIVEWAY PAVEMENT REMOVAL SQ YD 44000600 SIDEWALK REMOVAL 44001700 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT 44003510 MEDIAN REMOVAL PARTIAL DEPTH | QUANTITY 1000 |
|--|------------------|
| 25200110 SODDING, SALT TOLERANT SQ YD 40600100 BITUMINOUS MATERIALS (PRIME COAT) GALLOI 40600300 AGGREGATE (PRIME COAT) TON 40600400 MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS TON 40600826 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 TON 40600985 PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT SQ YD 40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 TON 42300200 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH SQ YD 42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SQ FT 42400800 DETECTABLE WARNINGS SQ FT 44000200 DRIVEWAY PAVEMENT REMOVAL SQ YD 44000600 SIDEWALK REMOVAL SQ FT | 1 .000 |
| 40600100 BITUMINOUS MATERIALS (PRIME COAT) 40600300 AGGREGATE (PRIME COAT) 40600400 MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS 40600826 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 TON 40600985 PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT \$Q YD 40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 42300200 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH \$Q YD 42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH \$Q FT 42400800 DETECTABLE WARNINGS \$Q FT 44000200 DRIVEWAY PAVEMENT REMOVAL \$Q YD 44000600 SIDEWALK REMOVAL \$Q FT 44001700 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT | 600 |
| 40600300 AGGREGATE (PRIME COAT) 40600400 MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS TON 40600826 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 TON 40600985 PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT \$Q YD 40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 TON 42300200 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH \$Q YD 42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH \$Q FT 42400800 DETECTABLE WARNINGS \$Q FT 44000200 DRIVEWAY PAVEMENT REMOVAL \$Q YD 44000600 SIDEWALK REMOVAL \$Q FT 44001700 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT | 565 |
| 40600400 MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS TON 40600826 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 TON 40600985 PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT SQ YD 40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 TON 42300200 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH SQ YD 42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SQ FT 42400800 DETECTABLE WARNINGS SQ FT 44000200 DRIVEWAY PAVEMENT REMOVAL SQ YD 44000600 SIDEWALK REMOVAL SQ FT 44001700 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT | 3,000 |
| 40600826 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 TON 40600985 PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT SQ YD 40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 TON 42300200 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH SQ YD 42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SQ FT 42400800 DETECTABLE WARNINGS SQ FT 44000200 DRIVEWAY PAVEMENT REMOVAL SQ YD 44000600 SIDEWALK REMOVAL SQ FT | 60 |
| 40600985 PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT SQ YD 40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 TON 42300200 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH SQ YD 42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SQ FT 42400800 DETECTABLE WARNINGS SQ FT 44000200 DRIVEWAY PAVEMENT REMOVAL SQ YD 44000600 SIDEWALK REMOVAL SQ FT 44001700 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT | 100 |
| 40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 TON 42300200 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH SQ YD 42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SQ FT 42400800 DETECTABLE WARNINGS SQ FT 44000200 DRIVEWAY PAVEMENT REMOVAL SQ YD 44000600 SIDEWALK REMOVAL SQ FT 44001700 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT | 835 |
| 42300200PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCHSQ YD42400200PORTLAND CEMENT CONCRETE SIDEWALK 5 INCHSQ FT42400800DETECTABLE WARNINGSSQ FT44000200DRIVEWAY PAVEMENT REMOVALSQ YD44000600SIDEWALK REMOVALSQ FT44001700COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENTFOOT | 600 |
| 42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SQ FT 42400800 DETECTABLE WARNINGS SQ FT 44000200 DRIVEWAY PAVEMENT REMOVAL SQ YD 44000600 SIDEWALK REMOVAL SQ FT 44001700 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT | 1,305 |
| 42400800DETECTABLE WARNINGSSQ FT44000200DRIVEWAY PAVEMENT REMOVALSQ YD44000600SIDEWALK REMOVALSQ FT44001700COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENTFOOT | 15 |
| 44000200 DRIVEWAY PAVEMENT REMOVAL SQ YD 44000600 SIDEWALK REMOVAL SQ FT 44001700 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT | 200 |
| 44000600 SIDEWALK REMOVAL SQ FT 44001700 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT | 36 |
| 44001700 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT | 15 |
| | 275 |
| 44003510 MEDIAN REMOVAL PARTIAL DEPTH SQ FT | 2,415 |
| | 14,400 |
| 44004610 SIDEWALK REMOVAL & REPLACEMENT (SPECIAL) SQ FT | 375 |
| 44201761 CLASS D PATCHES, TYPE I, 10 INCH SQ YD | 30 |
| 44201765 CLASS D PATCHES, TYPE II, 10 INCH SQ YD | 525 |
| 44201769 CLASS D PATCHES, TYPE III, 10 INCH SQ YD | 65 |
| 44201771 CLASS D PATCHES, TYPE IV, 10 INCH SQ YD | 30 |
| 60300310 FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) EACH | 3 |
| 60404800 FRAMES AND GRATES, TYPE 11 EACH | 3 |
| 60406100 FRAMES AND LIDS, TYPE 1, CLOSED LID EACH | 14 |
| 67100100 MOBILIZATION L SUM | 1 |
| 70102625 TRAFFIC CONTROL AND PROTECTION, STANDARD 701606 L SUM | 1 |
| 70102635 TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 L SUM | 1 |
| 70300100 SHORT-TERM PAVEMENT MARKING FOOT | 2,100 |
| 70301000 WORK ZONE PAVEMENT MARKING REMOVAL SQ FT | 100 |
| 78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS SQ FT | 78 |
| 78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4" FOOT | 10,000 |
| 78000400 THERMOPLASTIC PAVEMENT MARKING - LINE 6" FOOT | 450 |
| 78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12" FOOT | 260 |
| 78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24" FOOT | 50 |
| 78100100 RAISED REFLECTIVE PAVEMENT MARKER EACH | 230 |
| 88600600 DETECTOR LOOP REPLACEMENT FOOT | 305 |
| X0321020 PORTLAND CEMENT CONCRETE SURFACE REMOVAL (COLD MILLING) VARIABLE DEPTH SQ YD | 3,740 |
| XX003829 DRIVEWAY APPROACH REMOVAL & REPLACEMENT SQ YD | 60 |
| Z0017400 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED EACH | 32 |
| Z0017700 DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED EACH | 3 |

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* = SPECIALTY ITEMS

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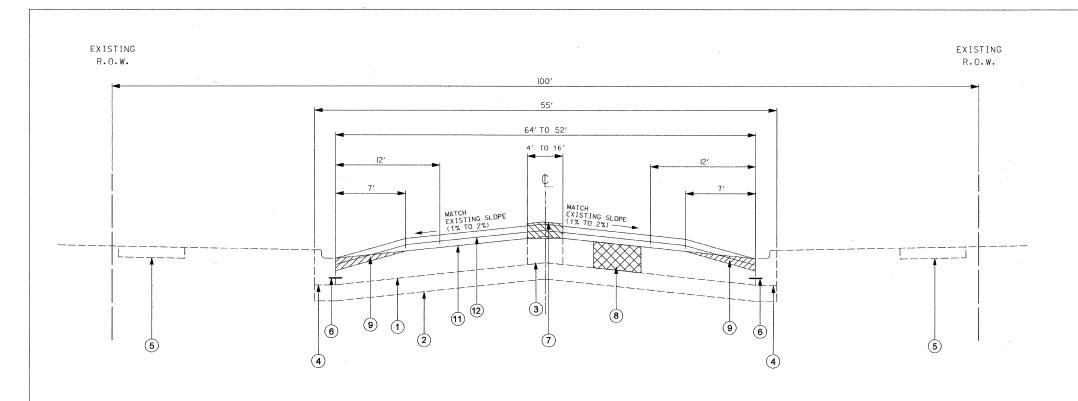
ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF MORTON GROVE
F.A.U. 2794 (CENTRAL AVENUE)

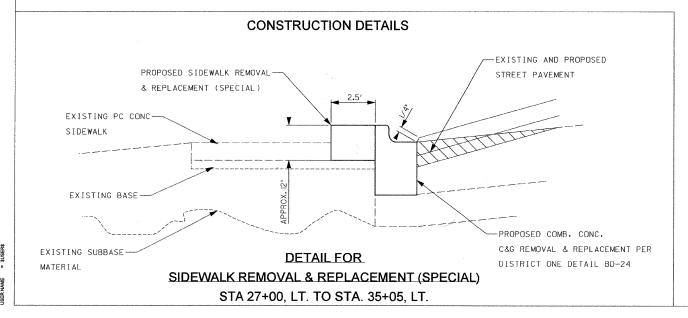
SUMMARY OF QUANTITIES

SCALE: VERT. HORIZ. DATE: 3/11/10

DRAWN BY: JFG CHECKED BY: CRT



EXISTING & PROPOSED TYPICAL SECTION STA 11+59 TO STA 35+05, CENTRAL AVENUE



LEGEND

1) EXISTING PCC PAVEMENT (10")

2 EXISTING BASE

3 EXISTING P.C.C. MEDIAN

4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

соок TO STA.

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

CONTRACT NUMBER: 63459

5 EXISTING CONCRETE SIDEWALK (THICKNESS VARIES 5", 6", OR 8")

6 EXISTING TIE BAR TO REMAIN IN PLACE (SEE SPECIAL PROVISIONS)

7 PROPOSED MEDIAN REMOVAL PARTIAL DEPTH

8 CLASS D PATCHES, 10"

(9) PROPOSED PORTLAND CEMENT CONCRETE SURFACE REMOVAL (COLD MILLING) VARIABLE DEPTH (0" - 2-1/4") (TYP.)

10 NOT USED

(11) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (1")

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

CONTRACTOR SHALL MILL BEFORE PATCHING

| HMA MIXTURE REQUIREMENTS | | | | | |
|---|------------------|--|--|--|--|
| MXTURE TYPE | AIR VOIDS @ Ndes | | | | |
| PAVEMENT RESURFACING | | | | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 1-1/2" | 4% @ 70 GYR | | | | |
| POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 1" | 4% @50 GYR | | | | |
| <u>Patching</u> | | | | | |
| CLASS D PATCHES, (HMA BINDER IL-19mm) 10" | 4% @ 70 GYR | | | | |
| <u>Driveway</u> | | | | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm) | 4% @ 50 GYR | | | | |
| DRIVEWAY APPROACH REMOVAL & REPLACEMENT | 4% @ 50 GYR | | | | |

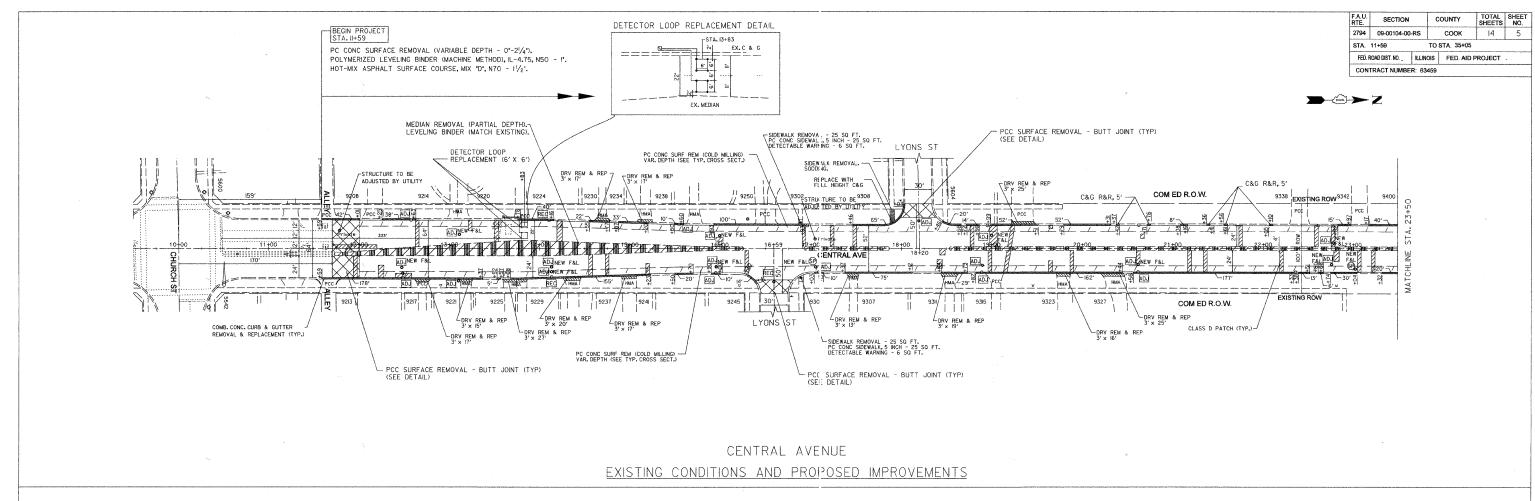
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN

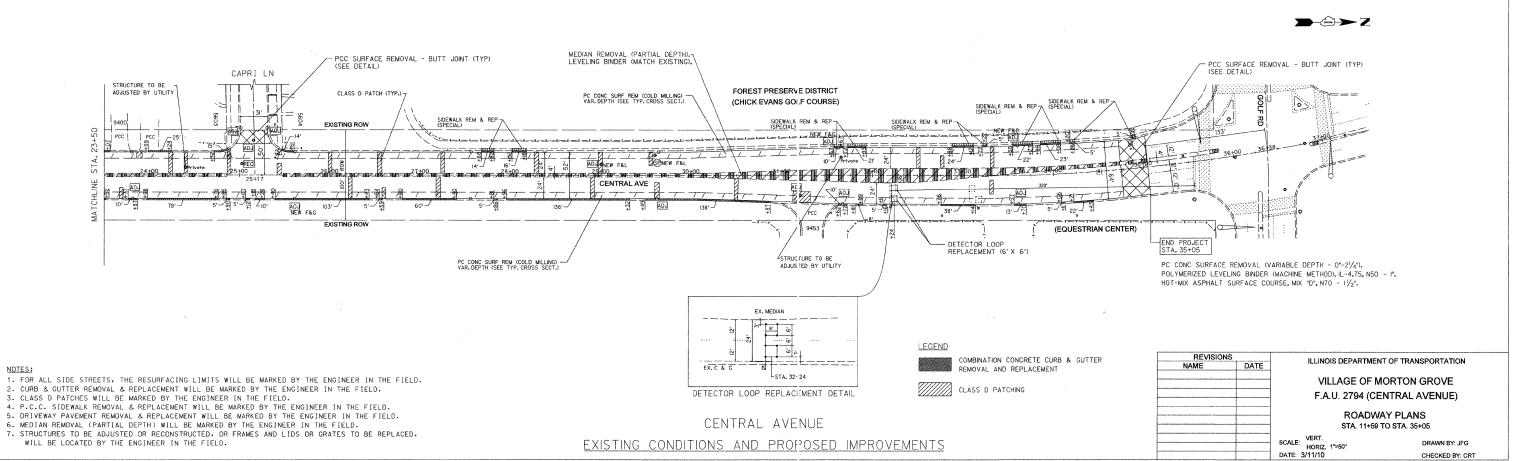
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS

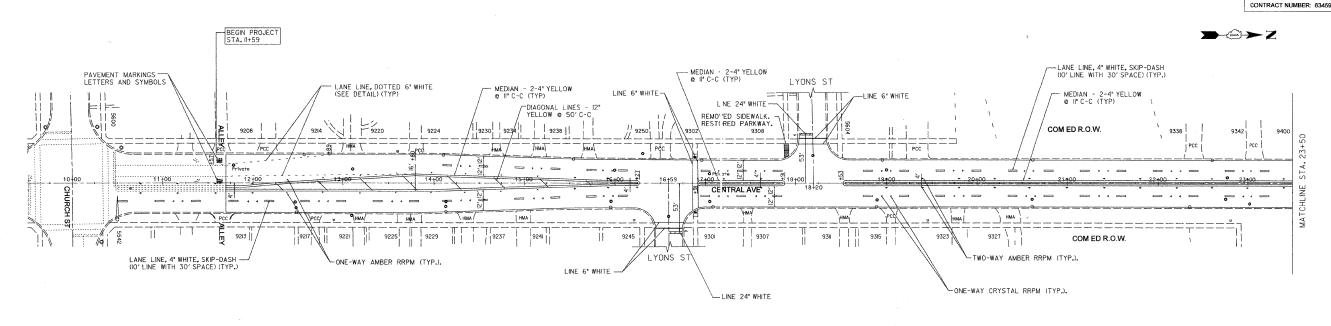
I. INTENDED DRIVEWAY WORK INCLUDES REPAIR OF EXISTING RESIDENTIAL DRIVEWAYS WITHIN THE RIGHT-OF-WAY TO MATCH GRADES TO AND/OR REPAIR DAMAGE ASSOCIATED WITH INTERMITTENT CURB AND GUTTER REMOVAL AND REPLACEMENT AS DIRECTED BY THE ENGINEER IN THE FIELD.

| REVISIO | NS | ILLINOIS DEPARTMENT OF TRANSPORTATION | | MENT OF TRANSPORTATION | |
|---|------|---------------------------------------|-------------------------|-------------------------------------|--|
| NAME | DATE | ILLINOIS DEPARTMENT OF TRANSPORTATION | | | |
| | | | VILLAGE C | F MORTON GROVE | |
| | | | F.A.U. 2794 | (CENTRAL AVENUE) | |
| *************************************** | | EXISTING & PROPOSED | | | |
| | | | | CROSS SECTIONS & RUCTION DETAILS | |
| | | SCALE: | VERT. NTS HORIZ. NTS | DRAWN BY: JFG | |
| | | DATE: | 3/11/10 | CHECKED BY: CRT | |

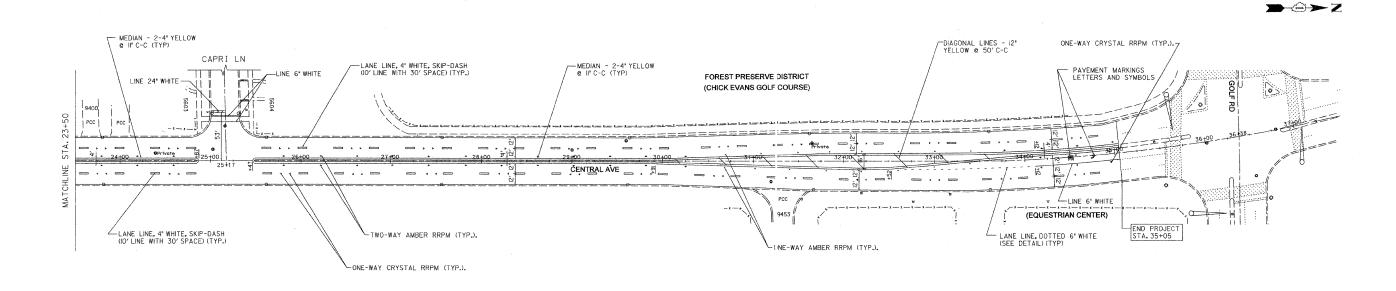




F.A.U. SECTION 2794 09-00104-00-RS COUNTY соок STA, 11+59 TO STA, 35+05 FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



CENTRAL AVENUE PROPOSED PAVEMENT MARKINGS

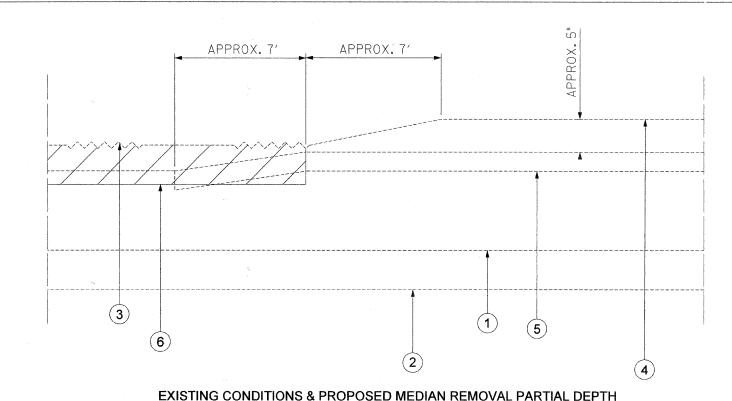


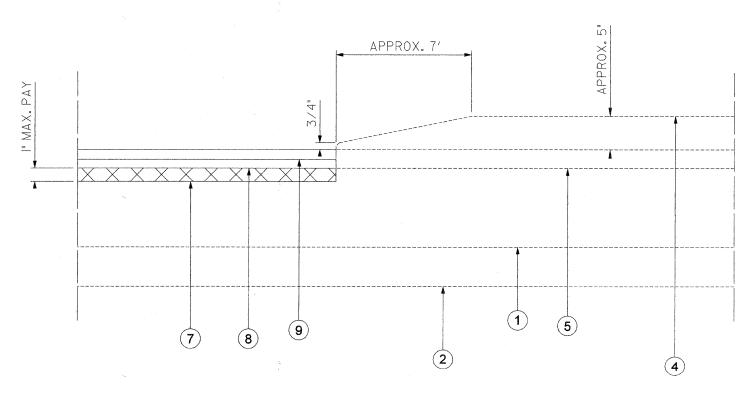
1. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE SPECIFIED.
2. SEE DISTRICT ONE RAISED REFLECTIVE PAVEMENT MARKERS DETAIL TC-11 FOR SPACING AND OTHER DETAILS.

CENTRAL AVENUE PROPOSED PAVEMENT MARKINGS ILLINOIS DEPARTMENT OF TRANSPORTATION VILLAGE OF MORTON GROVE F.A.U. 2794 (CENTRAL AVENUE) PAVEMENT MARKING PLANS

SCALE: VERT. HORIZ. 1"=50" DATE: 3/11/10

DRAWN BY: JFG CHECKED BY: CRT





PROPOSED RESURFACING (WITH RAISED CURB MEDIAN TO REMAIN AFTER CORRUGATED PORTLAND CEMENT CONCRETE MEDIAN REMOVAL PARTIAL DEPTH)

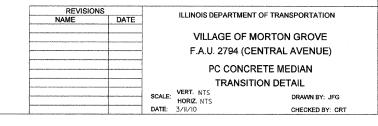
SECTION соок FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT CONTRACT NUMBER: 63459

LEGEND

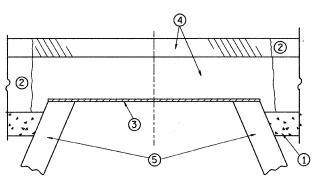
- 1) EXISTING PCC PAVEMENT (10")
- (2) EXISTING BASE
- (3) EXISTING CORRUGATED PC CONC MEDIAN
- (4) EXISTING RAISED CURB PC CONC MEDIAN
- (5) EXISTING HMA SURFACE COURSE
- (6) PROPOSED MEDIAN REMOVAL PARTIAL DEPTH
- (7) PROPOSED POLYMERIZED LEVELING BINDER (MATCH EXISTING PAVEMENT AND SLOPE)
- (8) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, (I")
- (9) PROPOSED HOT MIX ASPHALT SURFACE COURSE, MIX D, N70 (1-1/2")

NOTES:

- I. THE LIMITS OF MEDIAN REMOVAL PARTIAL DEPTH SHALL BE MARKED BY THE ENGINEER IN THE FIELD.
- 2. THE MEDIAN REMOVAL PARTIAL DEPTH SHALL NOT EXCEED MORE THAN LINCH BELOW THE EXISTING ADJACENT PORTLAND CEMENT CONCRETE PAVEMENT SURFACE.
- 3. POLYMERIZED LEVELING BINDER USED TO "MATCH EXISTING PAVEMENT AND SLOPE" (SEE LEGEND ITEM #7) SHALL MATCH THE HMA MIXTURE REQUIREMENTS OF, AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR, POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50.



| F.A.U. RTE. | SECTION | . (| COUNT | Y | TOTAL SHEETS | SHEET NO. |
|----------------|-----------------|--------|-------|-----|-----------------|--------------|
| 2794 | 09-00104-00- | RS C | ООК | | 14 | 8 |
| STA. | | TO | STA. | | | |
| FED. R | DAD DIST. NO. 1 | LINOIS | FED | AID | PRO IECT | |



12 (300) MIN. 9 PROPOSED PROPOSED SAND FILL ADJUSTING RINGS _PROPOSED SAND FILL

NC TES:

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.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM $1^1\!\!/_2$ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

- 1 SUB-BASE GRANULAR MATERIAL
- 2 EXISTING PAVEMENT
- 3 36 (900) DIAMETER METAL PLATE
- PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- 5 EXISTING STRUCTURE

- 6 FRAME AND LID (SEE NOTES)
- 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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT

WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION DETAILS FOR

FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: VERT. NONE

CHECKED BY

BD600-03 (BD-8)

COUNTY TOTAL SHEET NO. SECTION 2794 09-00104-00-RS COOK 14 9 TO STA. VARIABLE - TO MEET EXISTING FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT DIMENSIONS AND FIELD CONDITIONS (SEE NOTE (2)) PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE (2)) SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM. SEE STATE STANDARD 606001 18" (450) EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE) 1/4" (5) * EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND. PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SALT TOLERANT SOD AND TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE 1). EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT SUITABLE BACKFILL MATERIAL - 3" (75) MIN. (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. PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT. WITH THE PAVEMENT. NOTE: (1) SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY. UNSLITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY, MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE. REM(VAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE (2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT. (3) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED. ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS. (4) FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS. PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTER; WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED (5) LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE BY THE ENGINEER. (SEE NOTE (3)). NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT. (6) THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE BASIS OF PAYMENT: INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT. 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". (7) THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN. (8) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION. ILLINOIS DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

| REVISION | ONS |
|-----------|----------|
| 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 | 12/15/09 |

03/02/95 CURB OR 08/19/96 CURB AND GUTTER 09/19/96 REMOVAL AND REPLACEMENT 10/03/96 03/21/97

SCALE: VERT. NONE

CHECKED BY

BD600-06 (BD-24)

CONTRACT NO. 63459

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

TAPER LENGTH * * VARIES PROP. HMA SURF. CRSE.-13/4 (45) FOR E AND F MIX PROP. HMA BINDER CRSE. 11/2 (40) FOR C AND D MIX * * EXIST. PAVEMENT 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") ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B") OTHERWISE SHOWN. ILLINOIS DEPARTMENT OF TRANSPORTATION M. DE YONG
M. DE YONG BASIS OF PAYMENT: BUTT JOINT AND 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". HMA TAPER SCALE: VERT. NONE

EXIST. HMA OR PCC SURFACE

* * EXIST. PAVEMENT

CONTRACT NO. 63459

TOTAL SHEET SHEETS NO.

COUNTY

2794 09-00104-00-RS COOK 14 10

TO STA. FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

SAW CUT (INCLUDED IN THE COST

13/4 (45) FOR E AND F MIX

1/2 (40) FOR C AND D MIX

DETAILS

DRAWN BY CHECKED BY BD400-05 (VI=BD32)

OF HMA OR P.C.C. SURFACE REMOVAL

RTE. SECTION

BUTT JOINT)

STA.

PROP. HMA OR PCC SURFACE REMOVAL - BUTT JOINT

BUTT JOINT DETAIL

30'-0" (9.0 m) (NOTE "A")

15'-0" (4.5 m) (NOTE "B")

(NOTE "D")

COUNTY TOTAL SHEET NO. F.A.U SECTION 2794 09-00104-00-RS COOK 14 11 STA. TO STA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT ROAD TYPE III BARRICADES WITH TWO FLASHING AMBER LIGHTS ON EACH. TYPE I OR TYPE II BARRICADES WITH ONE FLASHING AMBER LIGHT ON EACH, OR TYPE III BARRICADES WITH TWO FLASHING 200'± (60 m±)-AMBER LIGHTS ON EACH. DRIVEWAY WORK AREA] 200'± (60 m±) 500'± (150 m±) STREET; SPE 40 MPH OR 09) COLLECTOR LIMIT> 40 MPH (W20-1(0) ROAD SPEED M6-4(0)-2115 AHEAD M6-1(0)-2115

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 ENGINEERS
- d) 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 ROLITE.
- 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:
- c) 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
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (MG-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (MG-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.

| REVISIO | NS 1 | |
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| NAME | DATE | |
| LHA | 6/89 | т |
| 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 | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION
FOR
SIDE ROADS, INTERSECTIONS, AND
DRIVEWAYS

SCALE: NONE

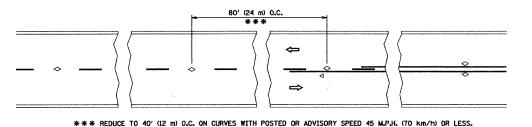
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CONTRACT NO. 63459

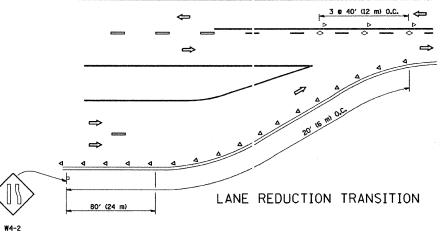
TC-10

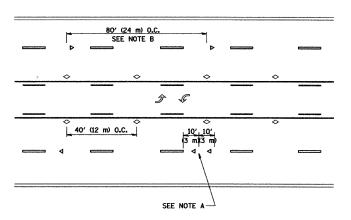
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FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

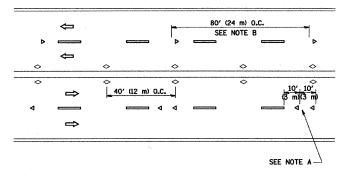


TWO-LANE/TWO-WAY

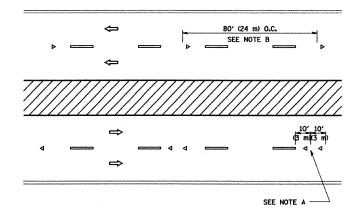




TWO-WAY LEFT TURN



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.

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.

SYMBOLS

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

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
- 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

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

| | REVISIONS | | Г |
|----|-----------|----------|---|
| | NAME | DATE | |
| т. | RAMMACHER | 09-19-94 | |
| | RAMMACHER | 03-12-99 | |
| T. | RAMMACHER | 01-06-00 | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

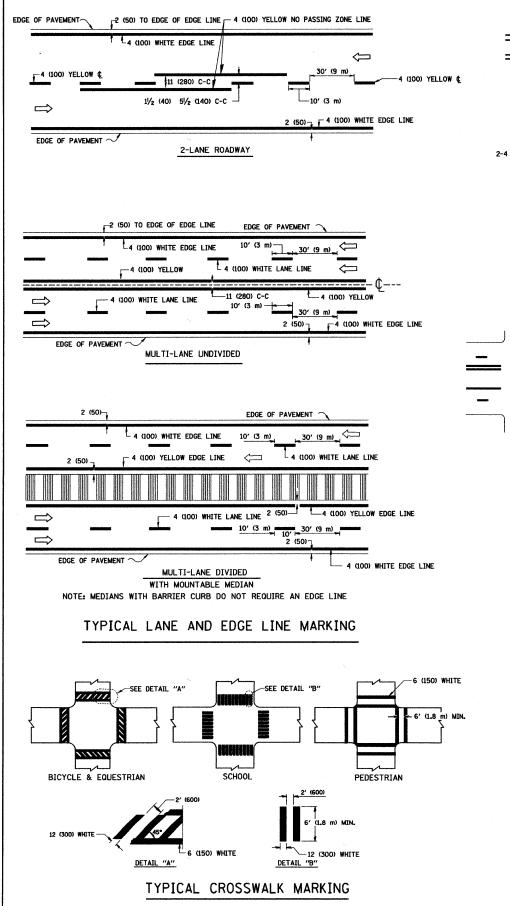
TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

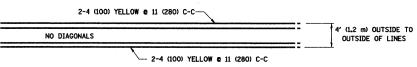
SCALE: NONE

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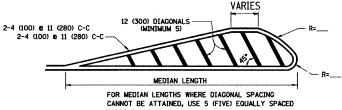
| 3 to 80' (24 m) O.C | 3 e 40' (12 m) | | MINIMUM OF 3 W EQUALLY SPACED | € 80 10 |
|---------------------|--|------------|--|--|
| ↓ | * 0.c. * * * * * * * * * * * * * * * * * * | 40' (12 m) | 40' (12 m) | O.C. * O.C. * |
| | S | | ** WHERE THE MEDIAN WIDTH IS 6' (2 m) USE TWO-WAY MARKERS. | OR LESS |

LEFT TURN



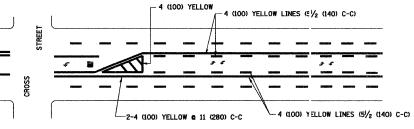


4' (1.2 m) WIDE MEDIANS ONLY



DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 3(MPH (50 km/h)) 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (MORE THAN +5MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

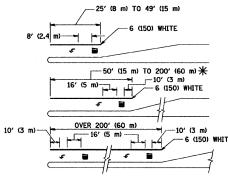


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



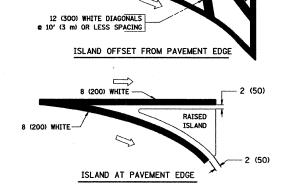
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. \P AREA = 15.6 SQ. FT. (1.5 m²) (MLY AREA = 20.8 SQ. FT. (1.9 m²)

* 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

CONTRACT NO. 63459 COUNTY TOTAL SHEET SHEETS NO. SECTION 2794 09-00104-00-RS COOK 14 13 TO STA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



8 (200) WHITE---

TYPICAL ISLAND MARKING

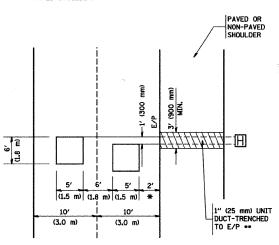
| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|---|-------------------------|---|--|
| CENTERLINE ON 2 LANE PAVEMENT | 4 (100) | SKIP-DASH | YELLOW | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT | 2 2 4 (100) | SOLID | YELLOW | 11 (280) C-C |
| NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS | 4 (100) 2 to 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 | SKIP-DASH AND SOLID | YELLOW | 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE |
| | 8' (2.4m) LEFT ARROW | IN PAIRS | WHITE | SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) | 2 e 6 (150) 12 (300) e 45° 12 (300) e 90° | SOLID SOLID SOLID | WHITE WHITE WHITE | NOT LESS THAN 6' (1.8 m) APART 2' (60D) APART 2' (60D) APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4' (1.2 m) IN AUVANCE 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) c 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)

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION | |
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| NAME | DATE | ILLINOIS DEFAR | IMENI OF INANSPORTATION |
| EVERS | 03-19-90 | | |
| T. RAMMACHER | 10-27-94 | רפוח | TRICT ONE |
| ALEX HOUSEH | 10-09-96 | | |
| ALEX HOUSEH | 10-17-96 | TYPICA | AL PAVEMENT |
| T. RAMMACHER | 01-06-00 | MARKINGS | |
| | | M. | ARKINGS |
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| | | SCALE: NONE | DD 4891 DV 4495 |
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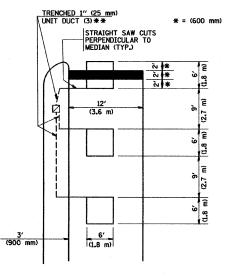
* = (600 mm)

* * 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.

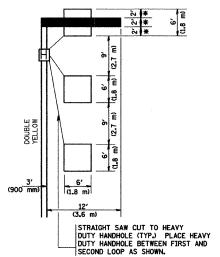


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS. NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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

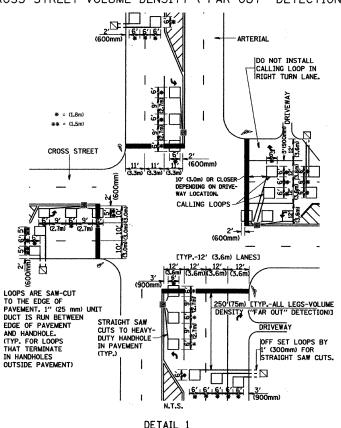
PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)

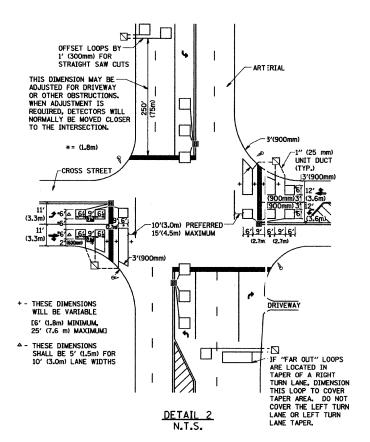


NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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



NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED. SHIELDED.

SECTION

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CONTRACT NO.63459

TOTAL SHEET SHEETS NO.

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

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- * 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
- * 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. <u>EACH</u> ONE OF THESE TYPE OF LOOPS REQUIRES A <u>SEPARATE</u> 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 | | ILLINOIS DEPARTMENT OF TRANSPORTATION | |
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| NAME | DATE | LELINOIS DE ANTIGENT OF TRANSFORTATION | |
| | | DISTRICT 1 | |
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| ļ | | DETECTOR LOOP | |
| | | DETECTOR EGG | |
| | | INSTALLATION DETAILS | |
| | | INSTALLATION DETAILS | |
| | | FOR ROADWAY RESURFACING | |
| | | | |
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| | | CHECKED BY R.K.F. | |

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