

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1585	2009-048 RS	COOK	19	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60H18		

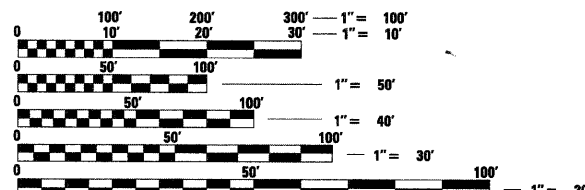
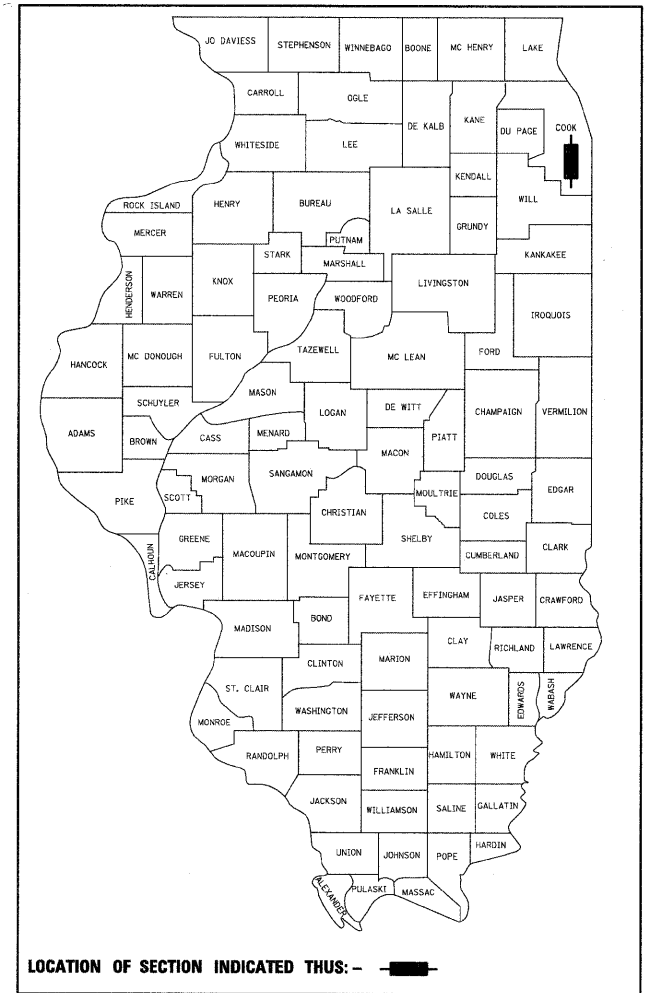
D-91-574-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS
FAU ROUTE 1585 (119TH STREET)
LONGWOOD DRIVE TO ASHLAND AVENUE
SECTION: 2009-048RS
RESURFACING (3P)
COOK COUNTY
C-91-574-09

FOR INDEX OF SHEETS, SEE SHEET NO. 2

ADT 1600 (2009)
SPEED LIMIT 35 MPH

OMMISSIONS
STA. 96+14 TO STA. 98+46

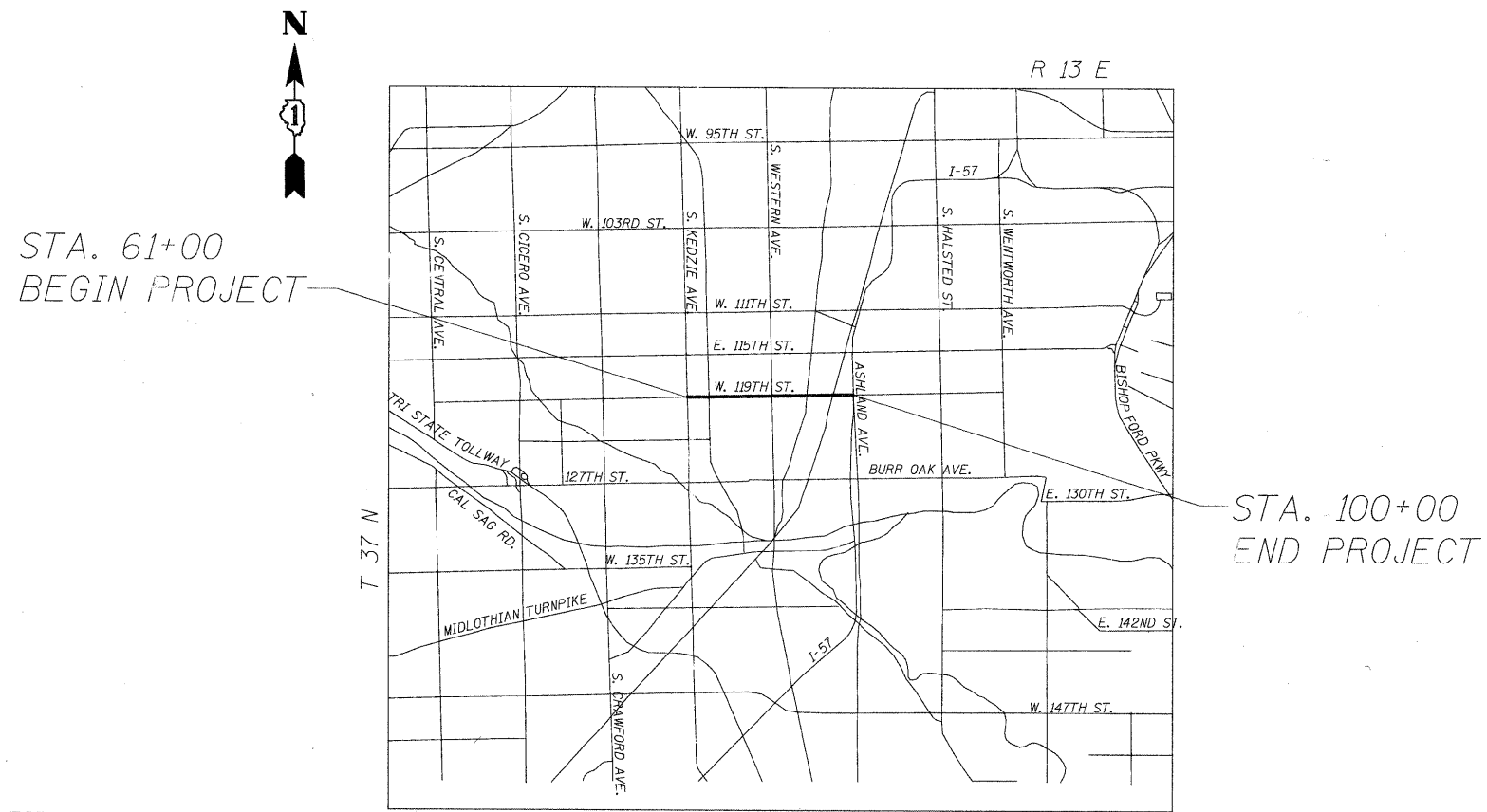


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: REJENDRA C. SHAH (847) 705-4555
PROJECT MANAGER: CATHERINE KIBBLE (847) 705-4269

CONTRACT NO. 60H18



LOCATION SKETCH
 GROSS LENGTH OF PROJECT = 3,900' = 0.739 MI
 NET LENGTH OF PROJECT = 3,668' = 0.695 MI

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
 SUBMITTED APRIL 15 2009
Diana M. O'Keefe DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
 May 1, 2009
Charles J. Ingersoll ENGINEER OF DESIGN AND ENVIRONMENT
 May 1, 2009
Christine M. Reed DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

William A. Reed
 Expires 11-30-09

INDEX OF SHEETS

STATE STANDARDS

PLAN NOTES

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	EXISTING AND PROPOSED TYPICAL SECTIONS
5-6	ROADWAY AND PAVEMENT MARKING PLANS
7	DETECTOR LOOP PLANS
8	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
9	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
10	CURB OR CURB AND GUTTER REMOVAL AND REPACEMENT
11	BUTT JOINT AND HMA TAPER DETAILS
12	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
13	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
14	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
15	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
17	ARTERIAL ROAD INFORMATION SIGN
18	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING DAY OPERATIONS
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES WITHIN THE CITY OF CALUMET AND THE CITY OF BLUE ISLAND.

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

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

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

THE RESIDENT ENGINEER SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO START OF WORK.

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

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

SUMMARY OF QUANTITIES					SUMMARY OF QUANTITIES						
CODE NO.	ITEM	UNIT	URBAN		CONSTRUCTION TYPE CODE	CODE NO.	ITEM	UNIT	URBAN		CONSTRUCTION TYPE CODE
			TOTAL QUANTITIES	1000 100% STATE					TOTAL QUANTITIES	1000 100% STATE	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	10	10		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	8108	8108	
40600300	AGGREGATE (PRIME COAT)	TON	50	50		70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1788	1788	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	11	11		70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	92	92	
40600895	CONSTRUCTING TEST STRIP	EACH	1	1		70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	612	612	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2590	2590		70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5463	5463	
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	470	470		* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	550	550	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2030	2030		* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8108	8108	
42001300	PROTECTIVE COAT	SQ YD	367	367		* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1788	1788	
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	21566	21566		* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	92	92	
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	2200	2200		* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	612	612	
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SQ YD	2096	2096		* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	100	100	
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	416	416		* 78100200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	100	100	
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	80	80		* X0656100	DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	SQ YD	600	600	
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	1600	1600		* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	800	800	
55039700	STORM SEWERS TO BE CLEANED	FOOT	800	800		* X0322256	TEMPORARY SIGNING INFORMATION	SQ FT	232	232	
60250200	CATCH BASINS TO BE ADJUSTED	EACH	18	18		X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	975	975	
60255500	MANHOLES TO BE ADJUSTED	EACH	18	18		Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	34	34	
60260100	INLETS TO BE ADJUSTED	EACH	18	18		Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	5	5	
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	54	54		Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5							
67100100	MOBILIZATION	L SUM	1	1							
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1							
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1							
70300100	SHORT - TERM PAVEMENT MARKING	FOOT	3240	3240							
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	550	550							

* SPECIALTY ITEMS

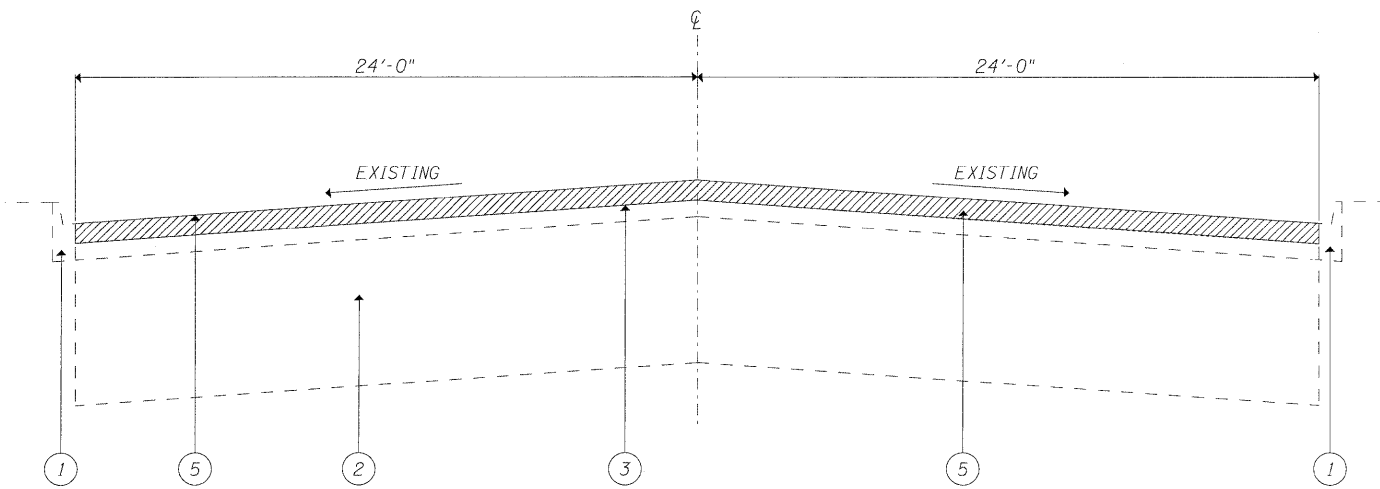


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PLOT DATE = #DATE#	DATE - 04/15/2009	REVISIONS

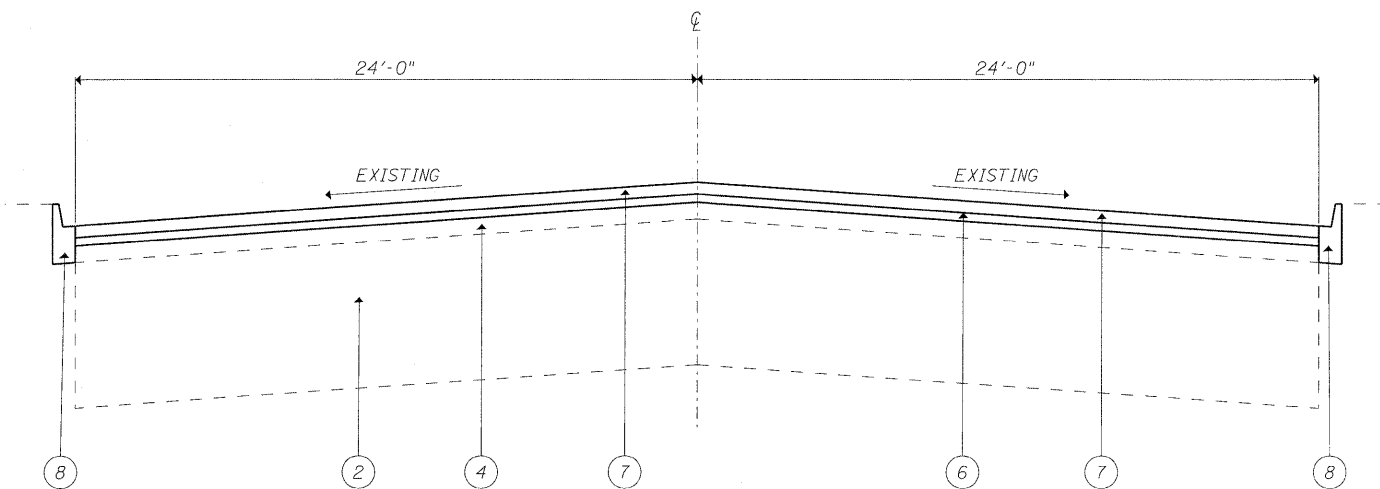
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
W 119TH STREET

SCALE: NONE	SHEET NO. 3 OF 18 SHEETS	STA. 61+00 TO STA. 100+00	F.A.U. RTE. 1585	SECTION 2009-048 RS	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 3
			D-91-574-09		CONTRACT NO. 60H18		
			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

LEGEND

- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER
- ② EXISTING PCC PAVEMENT +/- 9"
- ③ EXISTING HMA SURFACE COURSE +/- 4"
- ④ HMA MATERIAL AFTER MILLING, +/- 2"
- ⑤ PROPOSED HMA SURFACE REMOVAL (2 1/4")
- ⑥ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50, 3/4"
- ⑦ PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑧ PROPOSED COMBINATION CONCRETE CURB AND GUTTER

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC/PG	DESIGN AIR VOIDS
HMA SURFACE COURSE, MIX D, N70, (IL-9.5 mm)	PG 64-22	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS-SBR PG 76-28/22	4% @ 50 GYR
CLASS D PATCHES (HMA BINDER IL 19 mm)	PG 64-22*	4% @ 70 GYR
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL 19 mm)	PG 64-22*	4% @ 70 GYR
DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	PG 64-22	4% @ 50 GYR

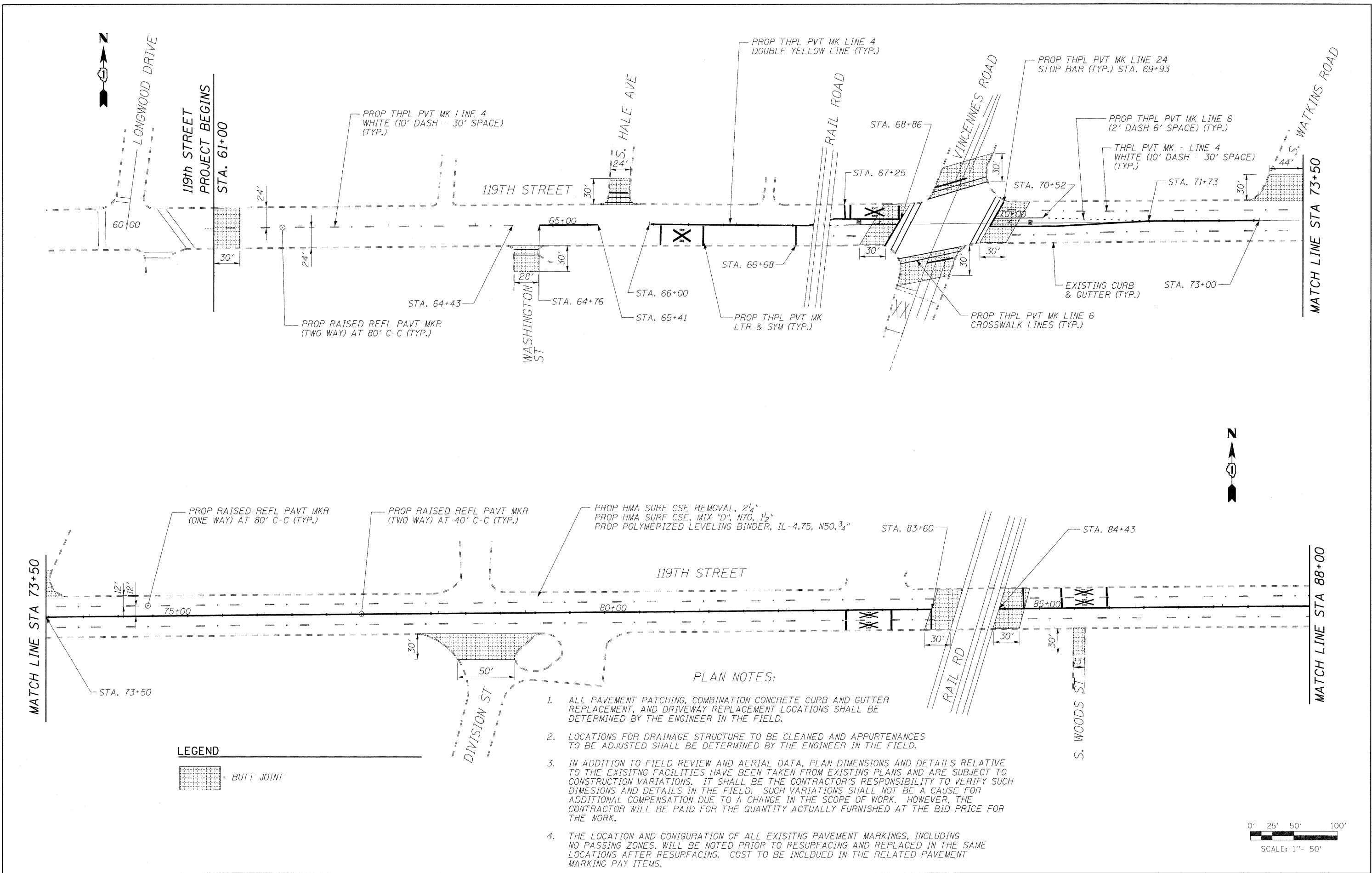
NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LBS/SOYD/IN. *WHEN RAP EXCEEDS 20%. THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

CONCRETE CURB AND GUTTER SHOWN AT VARIOUS LOCATIONS AS SHOWN IN THE PLANS

Rev.

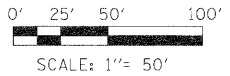


PLAN NOTES:

1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REPLACEMENT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. LOCATIONS FOR DRAINAGE STRUCTURE TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE RELATED PAVEMENT MARKING PAY ITEMS.

LEGEND

 BUTT JOINT



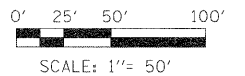
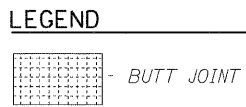
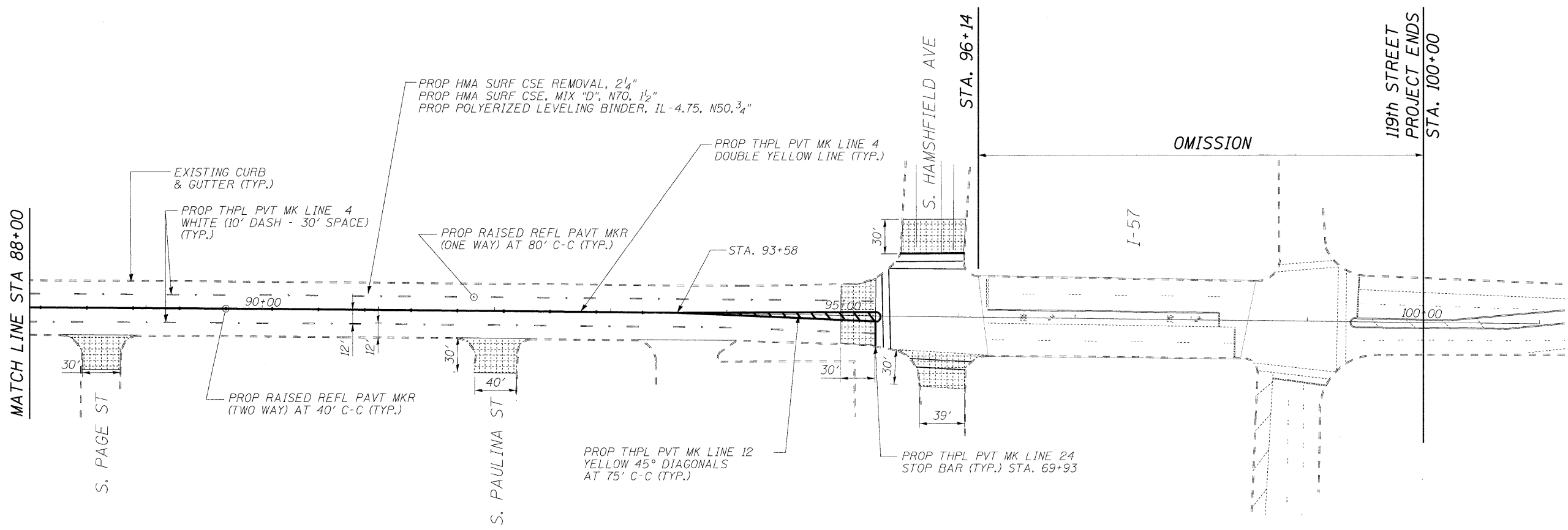
LOCO, INC.
CONSULTING ENGINEERS
1560 WALL STREET
NAPERVILLE, ILLINOIS 60563 PH: 630/577-9100

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PL-DT SCALE = #SCALE#	DRAWN - ZDA & ST	REVISED -
PL-DT DATE = #DATE#	CHECKED - MJY	REVISED -
	DATE - 04/15/2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVING & PAVEMENT MARKING PLAN 119TH STREET		
SCALE: 1" = 50'	SHEET NO. 5 OF 18 SHEETS	STA. 61+00 TO STA. 88+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1585	2009-048 RS	COOK	18	5
D-91-574-09			CONTRACT NO. 60H18	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



LOCO, INC.
 CONSULTING ENGINEERS
 1560 WALL STREET
 NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

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	DRAWN - ZDA & ST	REVISED -
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PLOT DATE = #DATE#	DATE - 4/15/2009	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVING & PAVEMENT MARKING PLAN
 119TH STREET**

SCALE: 1" = 50' SHEET NO. 6 OF 18 SHEETS STA. 88+00 TO STA. 100+00

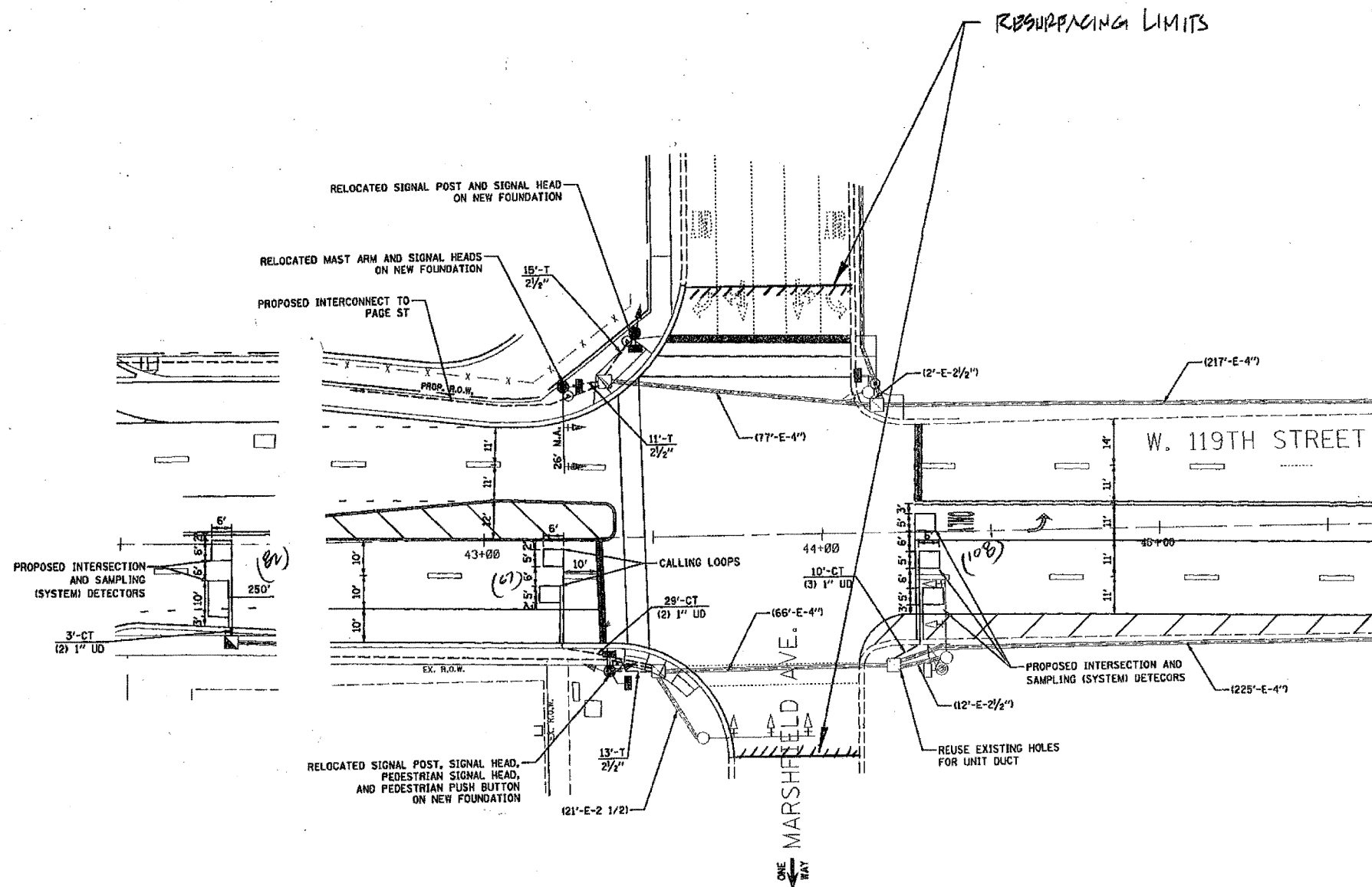
F.A.U. RTE. 1585	SECTION 2009-048 RS	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 6
D-91-574-09		CONTRACT NO. 60H18		
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		

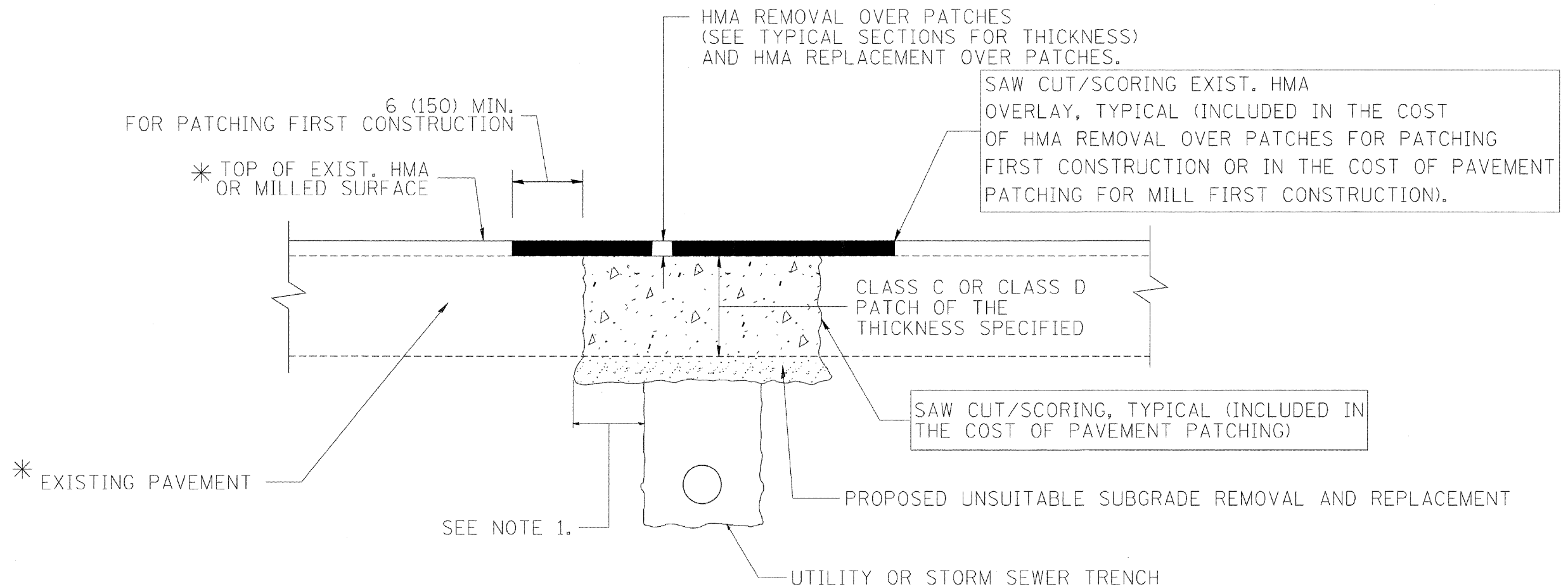
NOTES:

1. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY.
2. REPLACE ALL DETECTOR LOOPS AS SHOWN WITHIN THE RESURFACING LIMITS.
3. ALL DETECTOR LOOPS ARE 6'x6' UNLESS OTHERWISE SHOWN.
4. AS-BUILT PLAN SHEETS PROVIDED BY IDOT HAVE BEEN INCLUDED FOR BIDDING PURPOSES ONLY, AND DO NOT NECESSARILY REFLECT ACTUAL FIELD CONDITIONS. PROPOSED DETECTOR LOOPS SHALL BE REPLACED AT ALL EXISTING LOCATIONS WITHIN THE PROJECT LIMITS, IN ACCORDANCE WITH STANDARD TS-07, SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.



THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

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



* 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.

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

<p>CONSULTING ENGINEERS 1560 WALL ST. SUITE 222 NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100</p>	USER NAME = \$USER*	DESIGNED - MJY		<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">DISTRICT ONE DETAIL SHEETS W 119TH STREET</p>			F.A.U. RTE. 1585	SECTION 048 RS	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 9
	PLOT SCALE = \$SCALE*	CHECKED - MJY	REVISED -		SCALE: NONE	SHEET NO. 9 OF 18 SHEETS	STA. 61+00 TO STA. 100+00	<p align="center">D-91-574-09</p>		<p align="center">CONTRACT NO. 60H18</p>		
PLOT DATE = \$DATE*	DATE - 04/15/2009	REVISED -					<p align="center">FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT</p>					

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

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SALT TOLERANT SOD AND TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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.

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

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

④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

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

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

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.

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

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).

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".

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

CURB OR CURB AND GUTTER REMOVAL AND REPACEMENT

LONCO, INC.
CONSULTING ENGINEERS
1560 WALL ST., SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

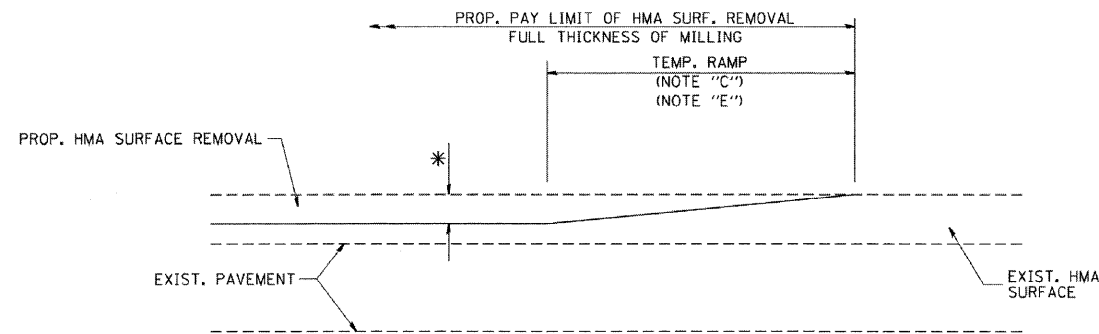
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PLOT SCALE = #SCALE#	CHECKED - MJY	REVISED -
PLOT DATE = #DATE#	DATE - 04/15/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE DETAIL SHEETS
W 119TH STREET

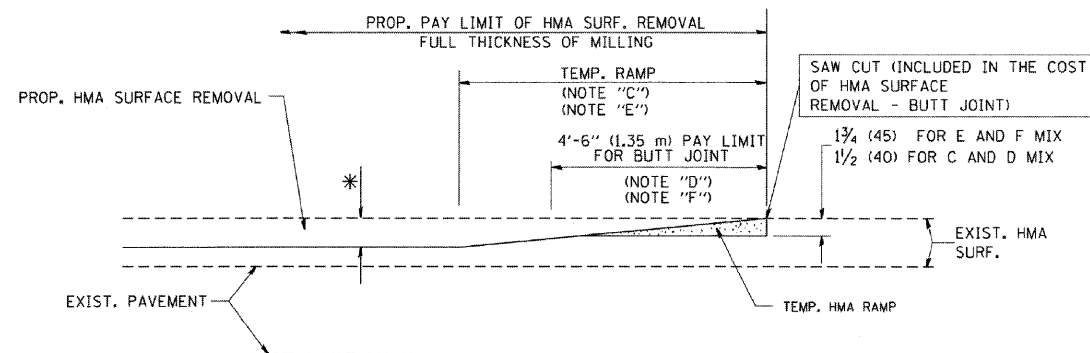
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F.A.U. RTE. 1585	SECTION 048 RS	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 10
D-91-574-09			CONTRACT NO. 60H18	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



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

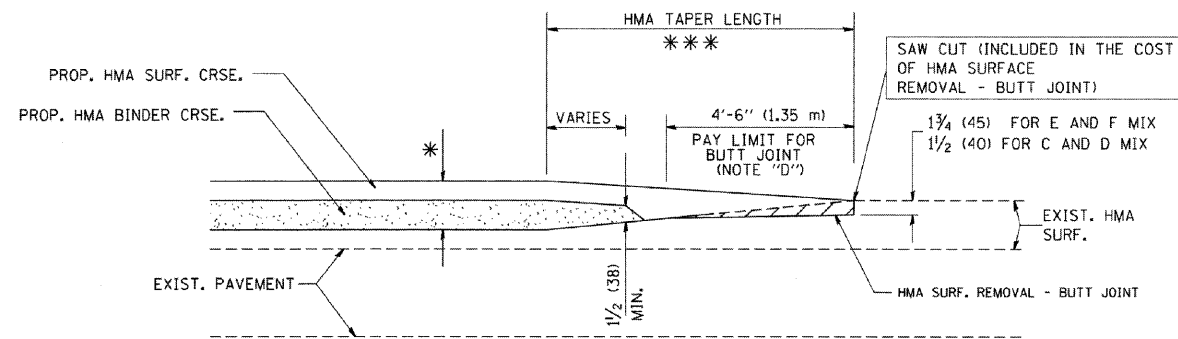
OPTION 1



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

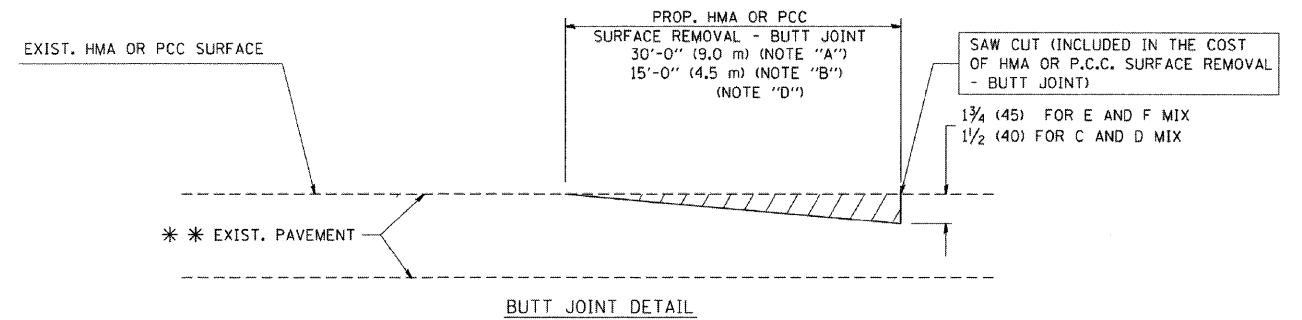
OPTION 2

TYPICAL TEMPORARY RAMP

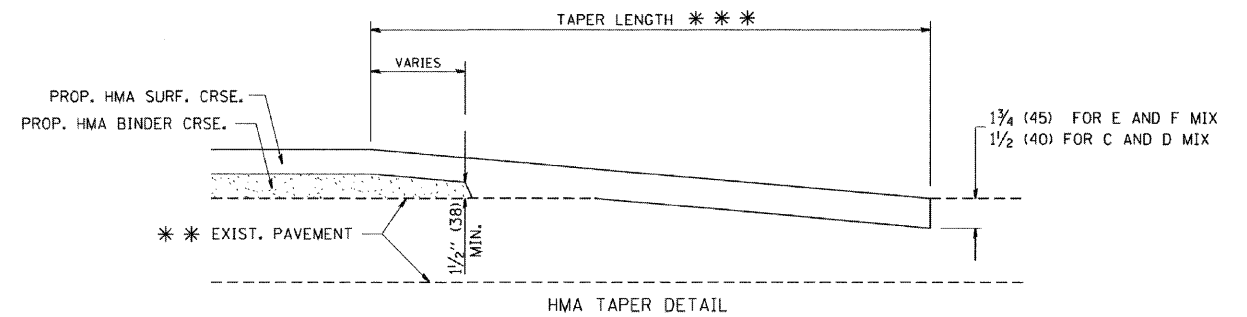


BUTT JOINT AND
HMA TAPER

**TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

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

NOTES

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

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

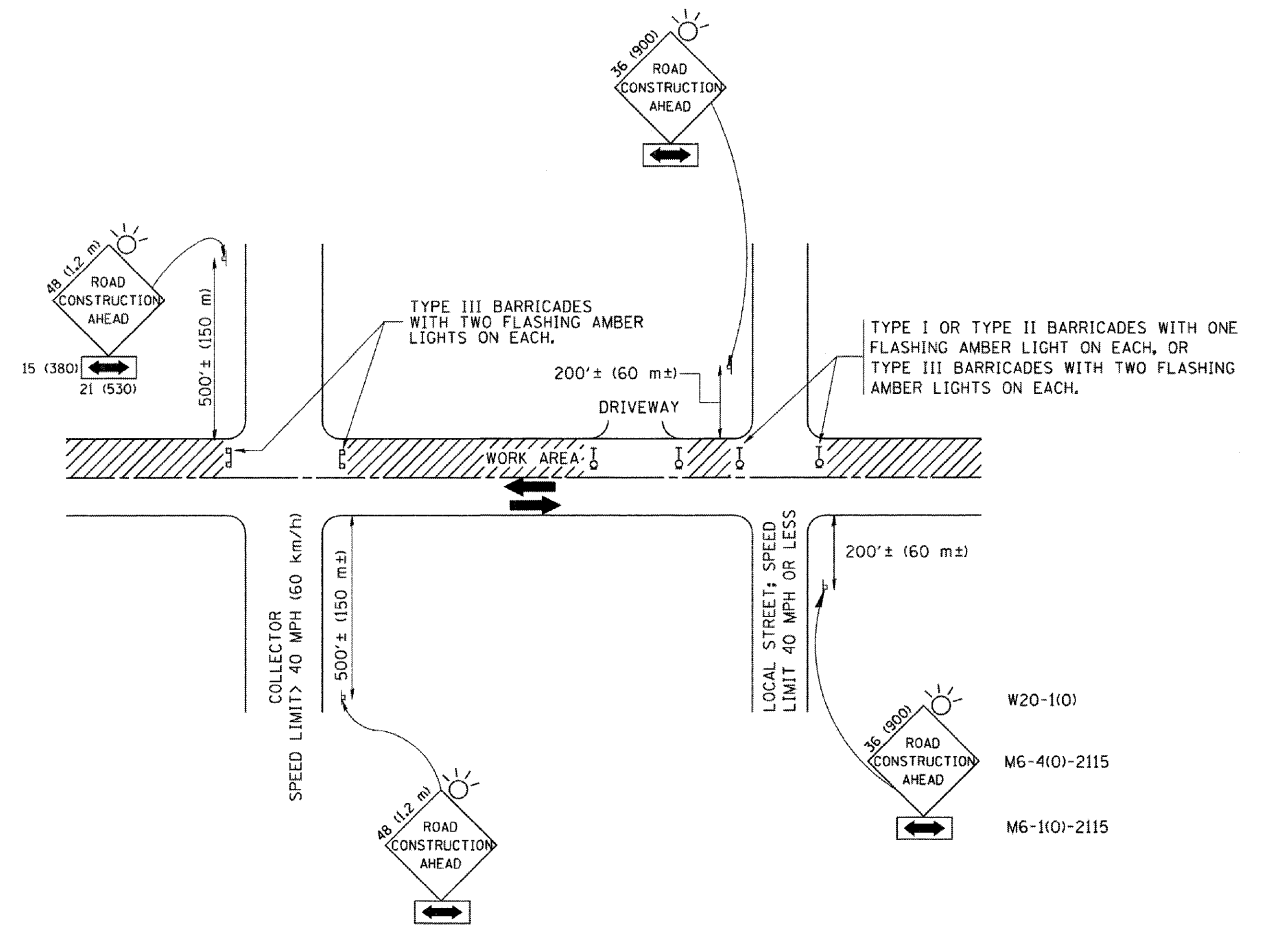
BASIS OF PAYMENT:

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

BUTT JOINT AND HMA TAPER DETAILS

USER NAME = #USER#	DESIGNED - MJJ	REVISIONS
	DRAWN - RJG	REVISED -
PLOT SCALE = #SCALE#	CHECKED - MJJ	REVISED -
PLOT DATE = #DATE#	DATE - 04/15/2009	REVISED -

F.A.U. RTE. 1585	SECTION 048 RS	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 11
D-91-574-09		CONTRACT NO. 60H18		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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.

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

LONCO INC.
CONSULTING ENGINEERS
1560 WALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH 630/ 577-9100

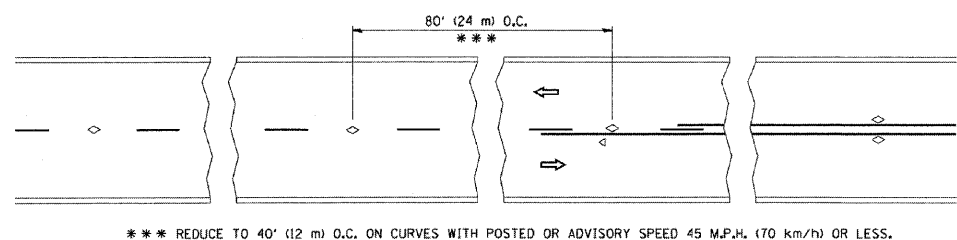
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PLOT DATE = #DATE#	DATE - 04/15/2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

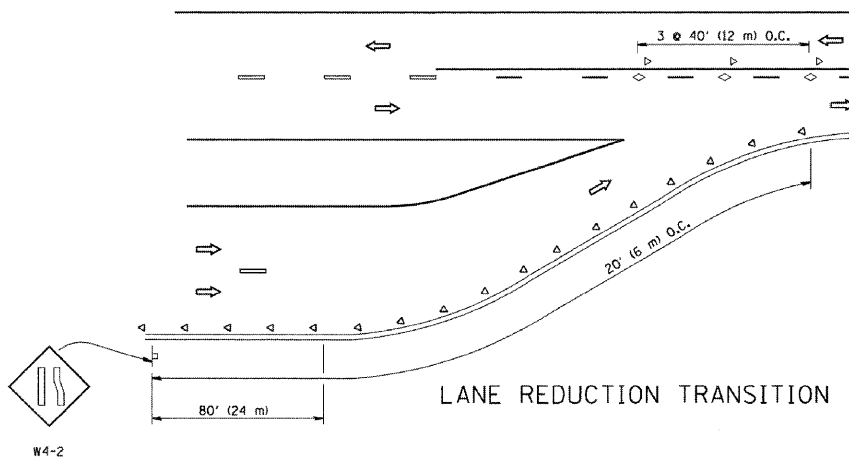
**DISTRICT ONE DETAIL SHEETS
W 119TH STREET**

SCALE: NONE SHEET NO. 12 OF 18 SHEETS STA. 61+00 TO STA. 100+00

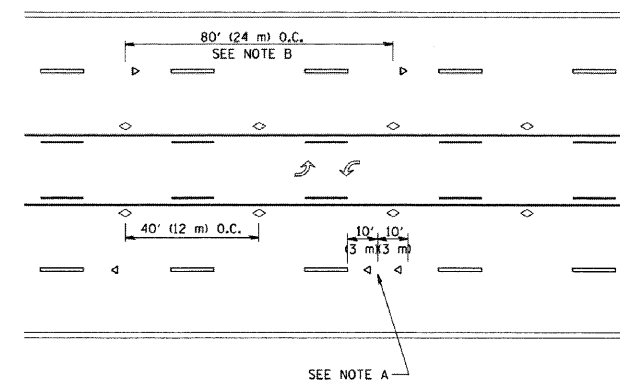
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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D-91-574-09			CONTRACT NO. 60H18	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



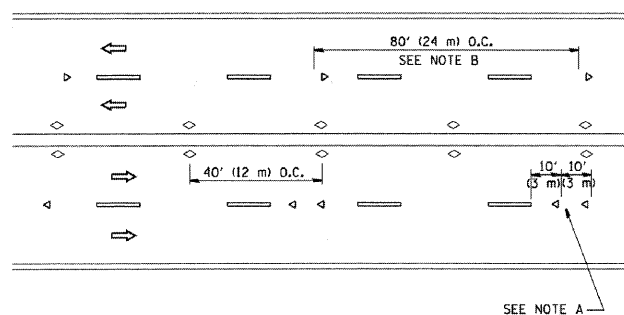
TWO-LANE/TWO-WAY



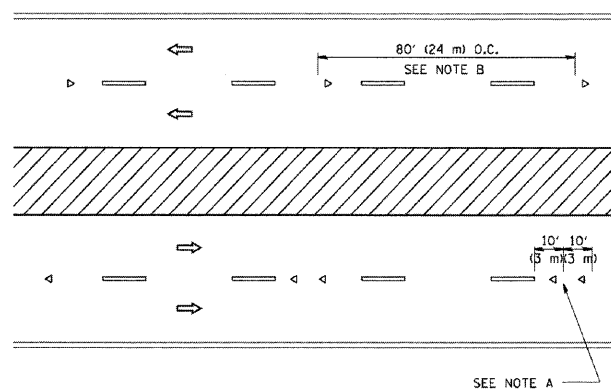
LANE REDUCTION TRANSITION



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

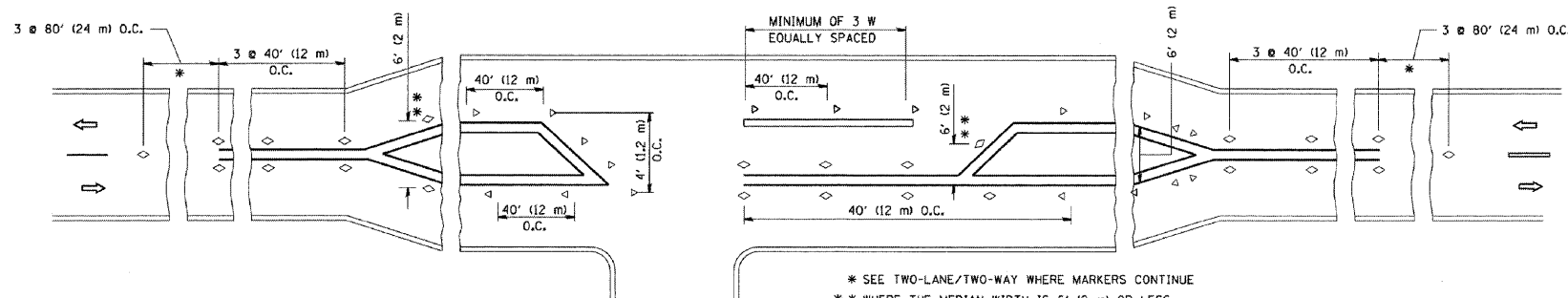
- YELLOW STRIPE
- WHITE STRIPE
- ◁ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/D)
- ◊ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

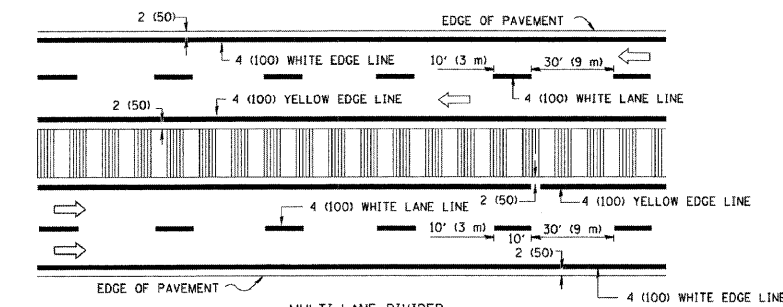
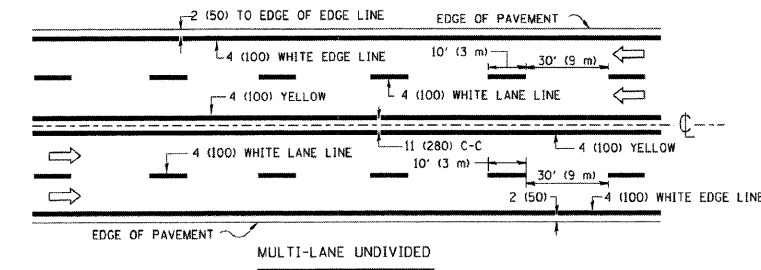
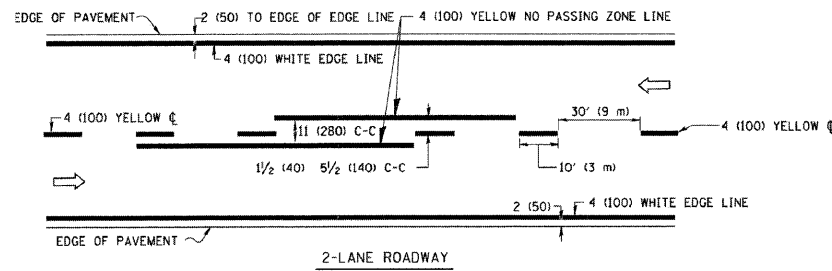
DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



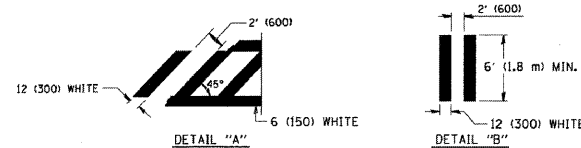
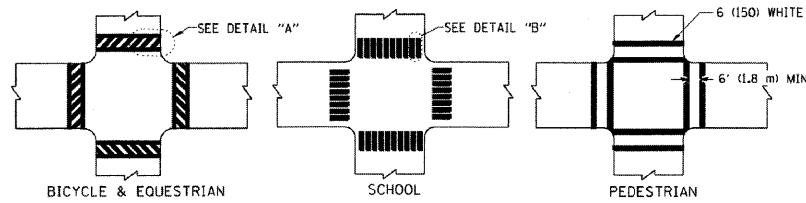
LEFT TURN

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

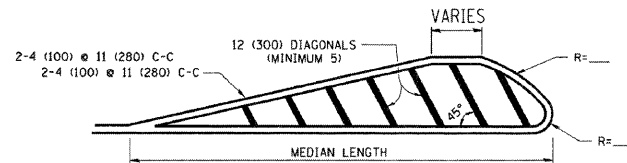
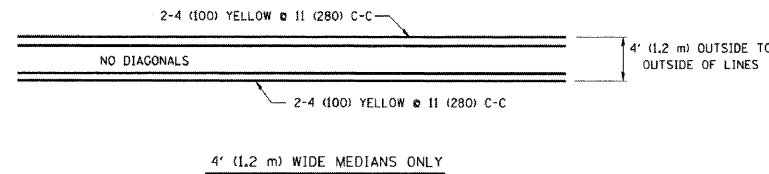


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

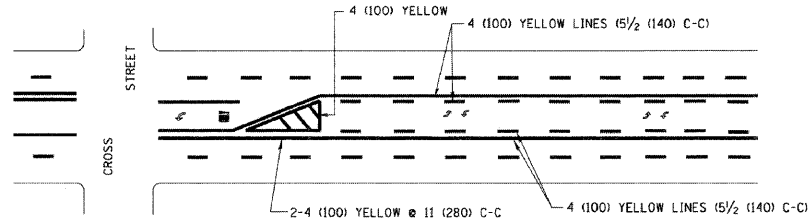


TYPICAL CROSSWALK MARKING

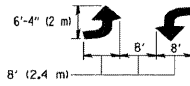


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

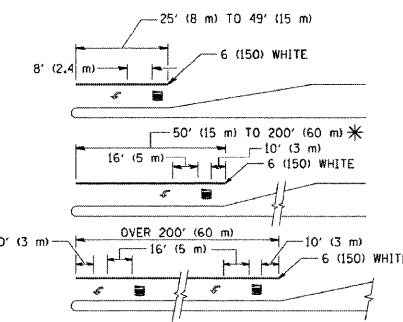


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

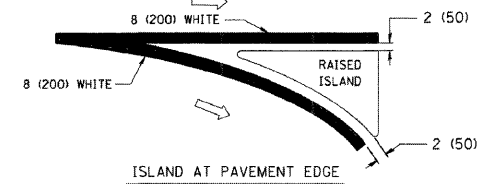
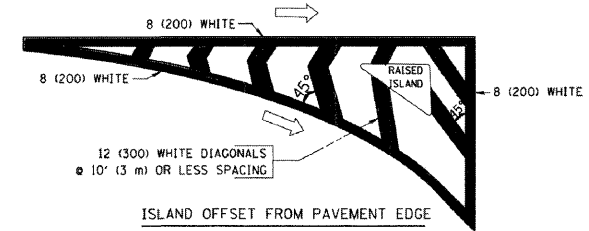


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* 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



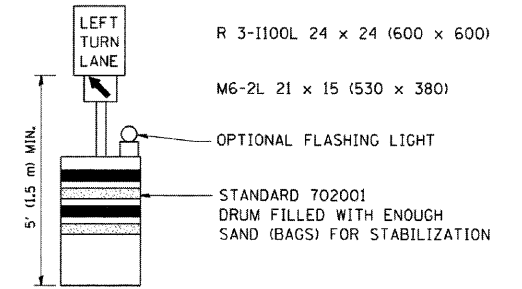
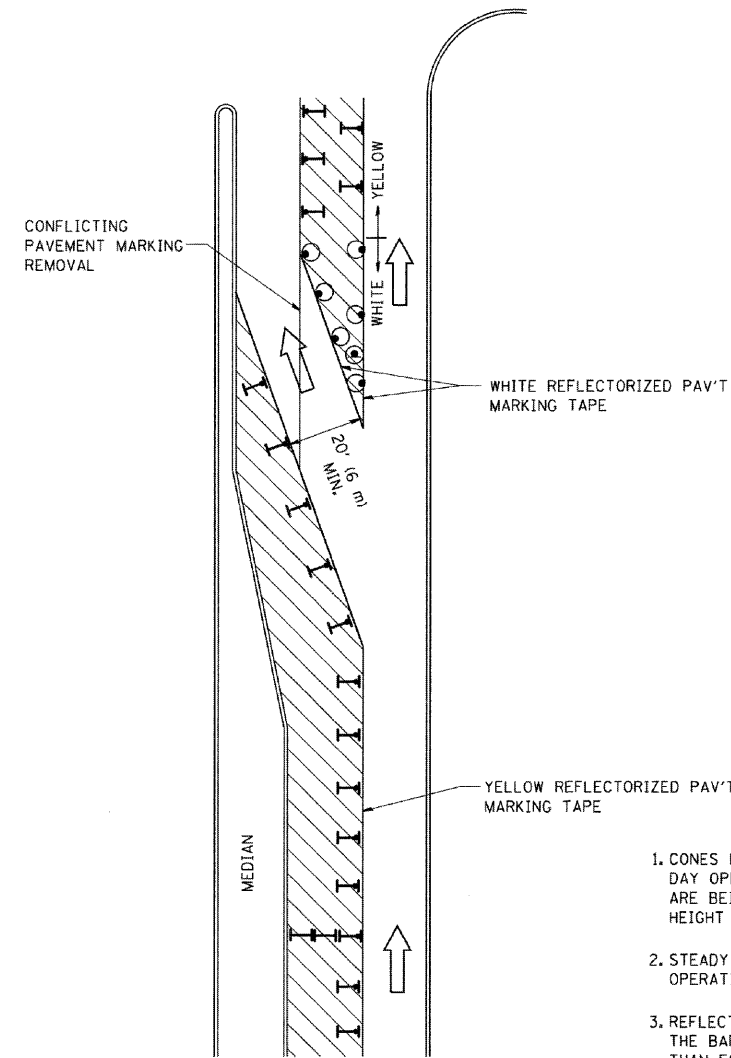
TYPICAL ISLAND MARKING

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) LINES; 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 SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15' 6" (4.7 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 78001 AREA OF: "R": 3.6 SQ. FT. (0.33 m ²) EACH "X": 54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

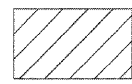







GENERAL NOTES

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

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

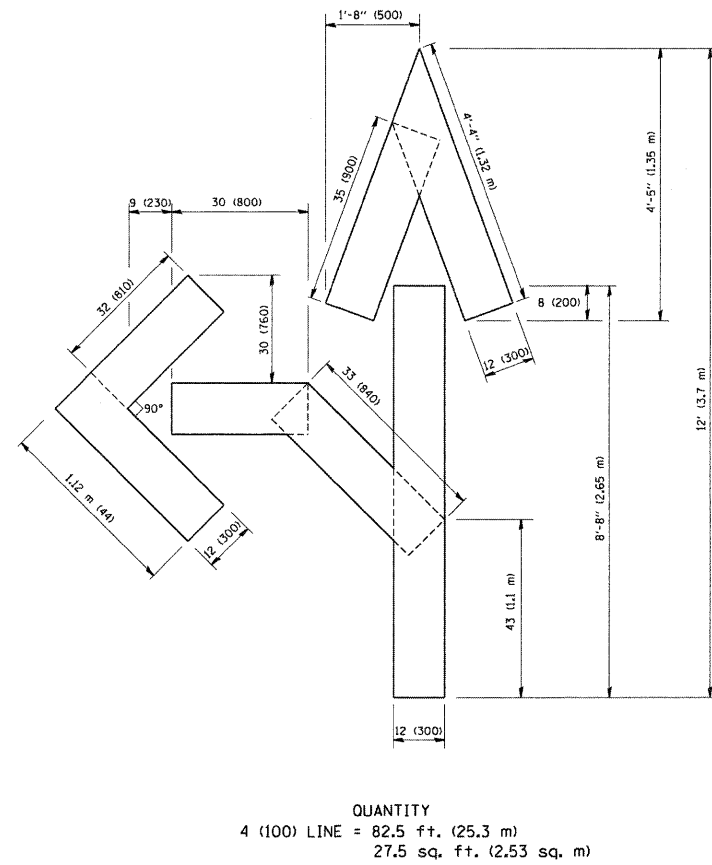
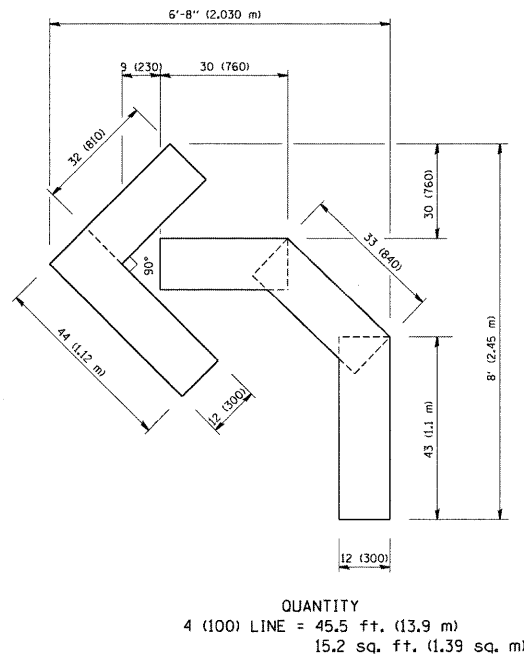
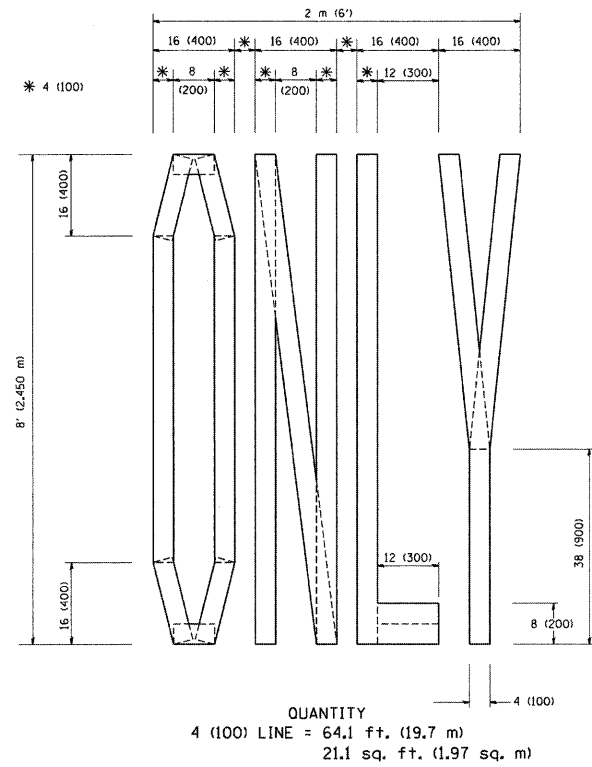
LEGEND

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

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

USER NAME = #USER#	DESIGNED - MJY	REVISED -
	DRAWN - RJG	REVISED -
PLOT SCALE = #SCALE#	CHECKED - MJY	REVISED -
PLOT DATE = #DATE#	DATE - 04/15/2009	REVISED -

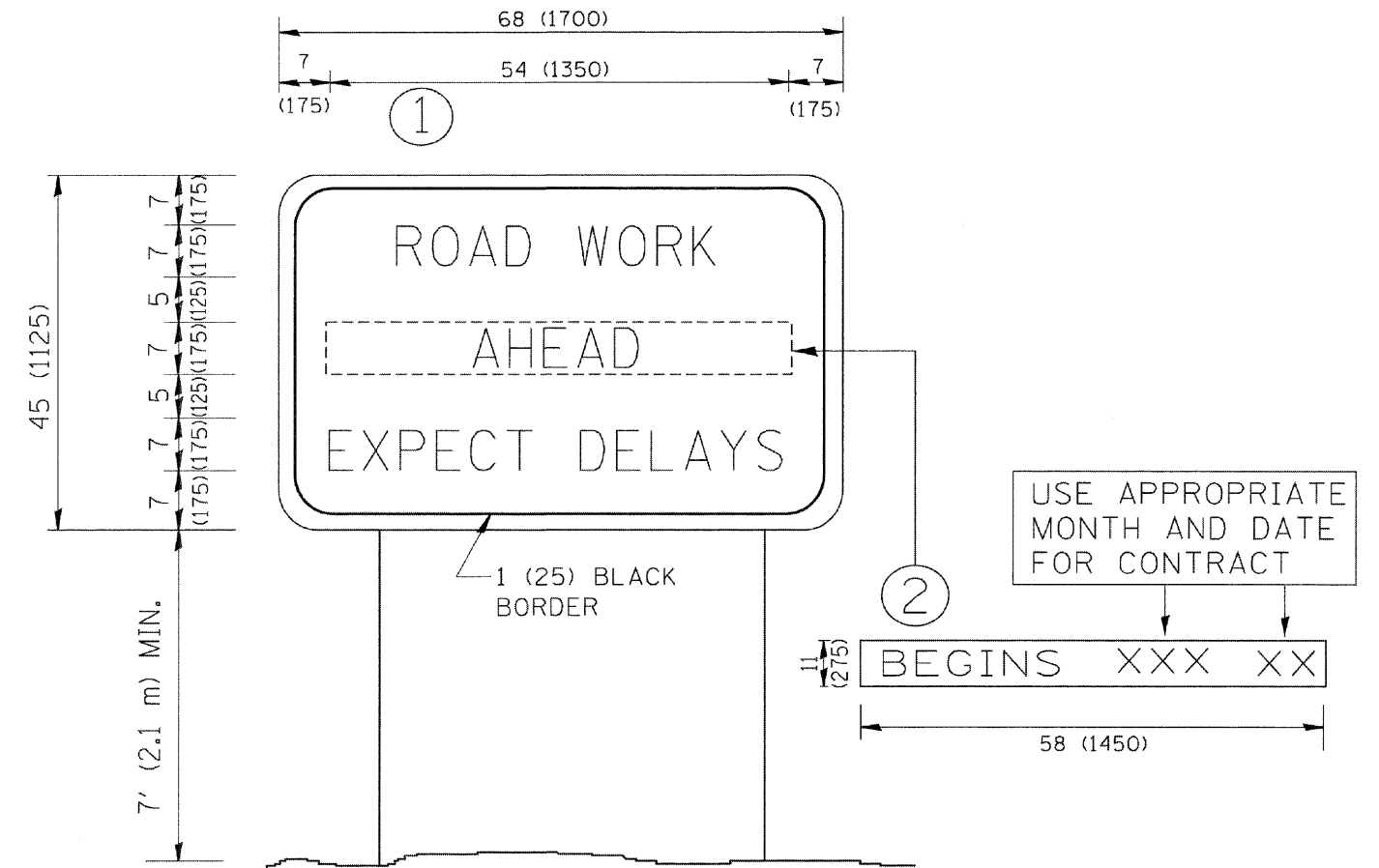
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1585	048 RS	COOK	18	15
D-91-574-09		CONTRACT NO. 60H18		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

LONGO, INC. CONSULTING ENGINEERS 1560 WALL ST., SUITE 222 NAPERVILLE, ILLINOIS 60563 PH 630/577-9100	USER NAME = #USER#	DESIGNED - MJY		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE DETAIL SHEETS W 119TH STREET			F.A.U. RTE. 1585	SECTION 048 RS	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 16	
	PLOT SCALE = #SCALE#	CHECKED - MJY	REVISED -		SCALE: NONE SHEET NO. 16 OF 18 SHEETS STA. 61+00 TO STA. 100+00			D-91-574-09 CONTRACT NO. 60H18					
	PLOT DATE = #DATE#	DATE - 04/15/2009	REVISED -										
	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT												



NOTES:

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

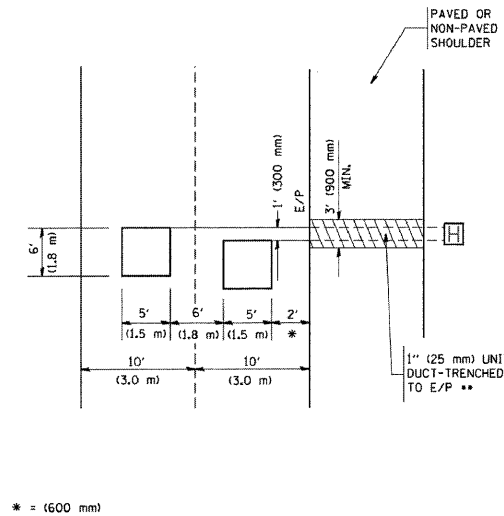
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

ARTERIAL ROAD INFORMATION SIGN

<p>CONSULTING ENGINEERS 1560 WALL ST, SUITE 222 NAPERVILLE, ILLINOIS 60563 PH: 630/577-9100</p>	USER NAME = #USER#	DESIGNED - MJY		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE DETAIL SHEETS W 119TH STREET			F.A.U. RTE. 1585	SECTION 048 RS	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 17
	PLOT SCALE = #SCALE#	CHECKED - MJY	REVISED -		SCALE: NONE	SHEET NO. 17 OF 18 SHEETS	STA. 61+00 TO STA. 100+00	D-91-574-09		CONTRACT NO. 60H18		
PLOT DATE = #DATE#	DATE - 04/15/2009	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					

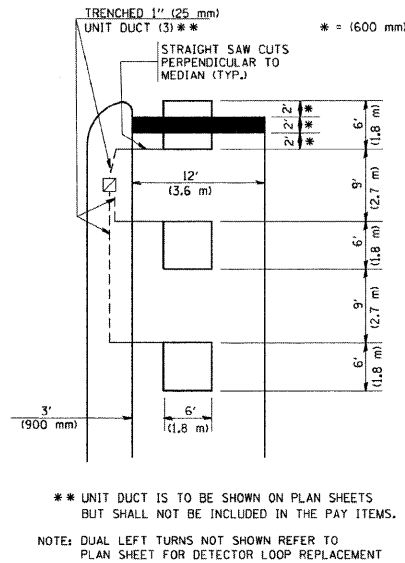
LOOPS NEXT TO SHOULDERS

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

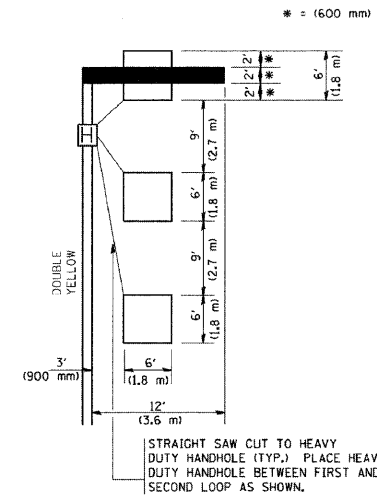


**LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**

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.



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

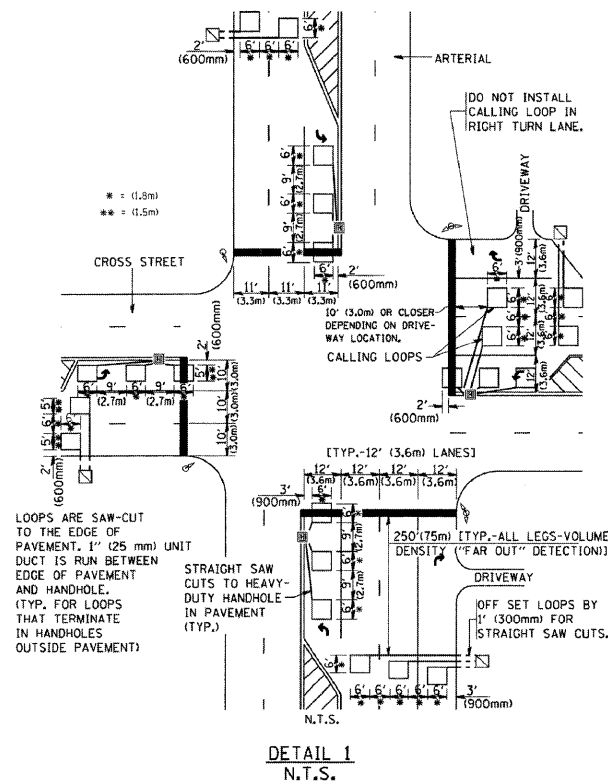


NOTES:

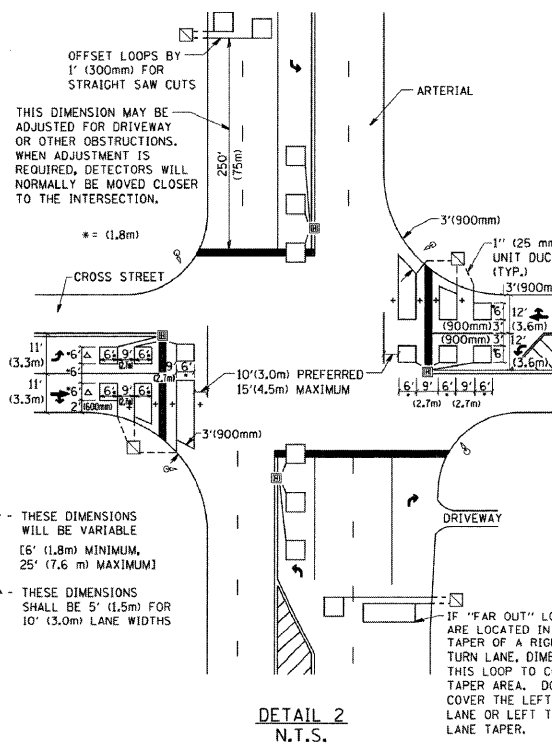
VEHICLES LOOP DETECTORS

- 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.

**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)**



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.

**DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS
FOR ROADWAY RESURFACING**