ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	1
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			

INDEX OF SHEETS ON SHEET NO. 2

6-13-08 Letting, Item 309

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
FAU ROUTE 3578 (SOUTHWEST HIGHWAY)
CICERO AVENUE TO 91st STREET
LOCAL AGENCY PAVEMENT PRESERVATION (LAPP)
SECTION NO. 07-00170-00-RS
PROJECT M-8003(901)
VILLAGE OF OAK LAWN
COOK COUNTY
JOB NO. C-91-078-08

LOCATION OF SECTION
INDICATED THUS:

TRAFFIC DATA

2030 ADT = 28,000
POSTED SPEED LIMIT: 30 MPH
DESIGN SPEED 30 MPH
2800(24) ARTERIAL 2.41(PCC-20)

PROJECT LOCATED IN
THE VILLAGE OF OAK LAWN

0 10' 20' 30' SCALE: 1" = 10'

0 50' 100' SCALE: 1" = 50'

0 50' 100' SCALE: 1" = 40'

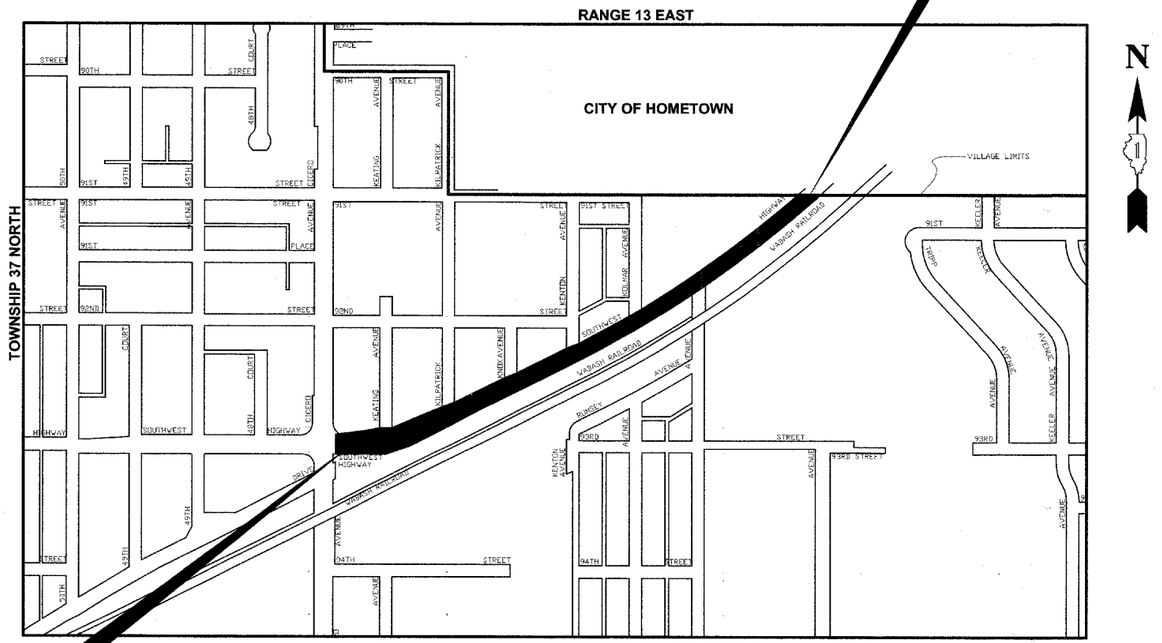
0 50' 100' SCALE: 1" = 30'

0 50' 100' SCALE: 1" = 20'

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.

811 Know what's below. Call before you dig.

LOCATION MAP



- AREA OF IMPROVEMENT
NOT TO SCALE
GROSS & NET LENGTH OF IMPROVEMENT = 2,922 FT. = 0.55 MI.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED JAN 29 2008
DAVE HEILMANN
VILLAGE OF OAK LAWN, PRESIDENT

PASSED FEBRUARY 13 2008
CHRISTOPHER HOLT
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW FEBRUARY 13, 2008
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

(PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS)

CONTRACT NO. 63012

FEDERAL ENGINEER: MEL MANGOBA (847) 705-4408

Drawing file: W:\Projects\640606092 - Southwest Highway LAPP\Cover.dwg Jan 17, 2008 - 8:35am

MARK W. VOLK
62-048046
REGISTERED PROFESSIONAL ENGINEER
OF ILLINOIS

DATE SIGNED: 1-17-08

LICENSE EXPIRES: 11-30-09

EDWIN HANCOCK ENGINEERING COMPANY
9933 ROOSEVELT ROAD PHONE : (708) 865-0300
WESTCHESTER, ILLINOIS 60154

E.H.E. PROJECT NO. 640-06-09201

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	2
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			

INDEX OF SHEETS

I.D.O.T. STANDARD DRAWINGS

STANDARD NO.	TITLE OR DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
420701-02	PAVEMENT FABRIC
424001-05	CURB RAMPS FOR SIDEWALKS
442101-07	CLASS B PATCHES
602301-01	INLET, TYPE A
604001-02	FRAMES AND LIDS, TYPE 1
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701501-04	URBAN LANE CLOSURE, 2-LANE, 2-WAY, UNDIVIDED
701606-05	URBAN LANE CLOSURE, MULTILANE, 2-WAY, WITH MOUNTABLE MEDIAN
701701-05	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-03	LANE CLOSURE, MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
814001-01	CONCRETE HANDHOLES
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTION LOOPS

GENERAL NOTES

STANDARDS

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION AS SHOWN ON THE INDEX OF SHEETS IN THE PLANS.

UNDERGROUND UTILITIES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

THE LOCATIONS OF THE UNDERGROUND UTILITIES IF SHOWN ON THE PLANS HAVE BEEN OBTAINED BY FIELD SURVEYS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT DATA IS ESSENTIALLY CORRECT, BUT THE VILLAGE OF OAK LAWN, THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND/OR OTHER OFFICES AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY, AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF OAK LAWN.

FRAMES AND GRATES

THE TYPE OF FRAMES AND GRATES REQUIRED FOR ALL CATCH BASINS AND MANHOLES LISTED IN THE SUMMARY OF QUANTITIES MAY BE FOUND ON THE PLANS AT THEIR RESPECTIVE LOCATIONS. WHERE LIDS ARE CALLED FOR ON THE PLANS, THEY SHALL BE IN ACCORDANCE WITH ARTICLE 604.04 OF THE STANDARD SPECIFICATIONS AND THE TERM LID IS USED IN LIEU OF GRATE. ALL LIDS ON SANITARY MANHOLES SHALL BE OF THE SELF SEALING TYPE.

ON ALL IMPROVEMENTS, THE FRAMES AND LIDS OF EXISTING CATCH BASINS, INLETS, MANHOLES, AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE VILLAGE OF OAK LAWN AND BE SALVAGED. THESE ITEMS SHALL BE DELIVERED TO THE VILLAGE OF OAK LAWN.

MANHOLE OR VALVE COVERS

THE WORD "WATER", "SANITARY", OR "STORM" SHALL BE CAST INTO THE LID OF EACH RESPECTIVE MANHOLE OR VALVE VAULT.

MAINTENANCE OF SEWER FLOWS

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. HE SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROJECT ARE TO BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. EXISTING STRUCTURES ARE TO BE INSPECTED BEFORE CONSTRUCTION STARTS - ANY ACCUMULATION OF MATERIAL IN THE STRUCTURE DUE TO CONSTRUCTION OPERATIONS SHALL BE REMOVED BY THE CONTRACTOR AT HIS EXPENSE.

MAINTENANCE OF EXISTING DRAINAGE STRUCTURES

WHEN DURING THE CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF ANY GUTTERS AND DRAINAGE STRUCTURE SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE FACILITIES SHALL BE CLEAN AND FREE OF ALL OBSTRUCTIONS DUE TO CONSTRUCTION OPERATIONS. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

SAW CUTTING

THE CONTRACTOR SHALL SAW CUT ALL PAVEMENT, DRIVEWAY PAVEMENT, SIDEWALK, AND CURB & GUTTER AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING PAVEMENT TO BE REMOVED BY APPROVED MEANS OR AN APPROVED CONCRETE SAW TO A DEPTH AS DIRECTED BY THE ENGINEER. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS. CARE SHALL BE TAKEN BY THE CONTRACTOR AS NOT TO DAMAGE THE REMAINING PAVEMENT DIRECTLY ADJACENT TO THE PAVEMENT TO BE REMOVED. ANY DAMAGE TO THE EXISTING PAVEMENT RESULTING FROM PAVEMENT REMOVAL OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THE COST OF SAW CUTTING DESCRIBED ABOVE SHALL BE INCLUDED IN THE ITEM BEING REMOVED. SAW CUTS FOR PAVEMENT PATCHING WILL BE INCIDENTAL ALSO.

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

THIS ITEM PERTAINS TO ONLY STRUCTURES LOCATED IN THE CONCRETE AND HOT-MIX ASPHALT ROADWAY PAVEMENT AREAS THAT WILL REQUIRE CONCRETE OR BITUMINOUS SURFACE REMOVAL. ALL STRUCTURES IN THE CURB AND GUTTER OR WITHIN THE RAISED MEDIANS WILL NOT BE DONE UNDER THIS ITEM. THE ENGINEER WILL MARK IN THE FIELD ALL STRUCTURES TO BE DONE UNDER THIS ITEM. SEE "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING."

PRIME COAT

PRIME COAT MUST BE INSTALLED NO EARLIER THAN TWENTY-FOUR (24) HOURS PRIOR TO PLACEMENT OF HOT-MIX ASPHALT.

FIELD OFFICE

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

BARRICADES

THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED, ONE (1) WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL

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 HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

MILLED PAVEMENT OPEN TO TRAFFIC

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

HOT-MIX ASPHALT QUANTITY

HOT-MIX ASPHALT QUANTITIES USED IN DESIGN AND CALCULATIONS IS BASED ON 112 POUNDS PER SQUARE INCH THICKNESS PER SQUARE YARD.

RAISED REFLECTIVE PAVEMENT MARKERS

REFER TO THE DETAIL SHEET OF TYPICAL APPLICATIONS FOR LOCATIONS OF RAISED REFLECTIVE PAVEMENT MARKERS.

LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-04)

SYMBOL	DESCRIPTION
B	EXISTING HOT-MIX ASPHALT AREA
C	EXISTING CONCRETE AREA
	PROPOSED PCC BUTT JOINT
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL
	PORTLAND CEMENT CONCRETE SURFACE REMOVAL
	CONCRETE SIDEWALK AND DRIVEWAY REMOVAL
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT PAVING AREA
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
R-1C	STRUCTURE TO BE RECONSTRUCTED WITH A NEW TYPE 1 FRAME & LID (C = CLOSED, P = OPEN LID)
	EXISTING HANDHOLE
	PROPOSED HANDHOLE
"E" H	EXISTING HEAVY DUTY HANDHOLE
H	PROPOSED HEAVY DUTY HANDHOLE
	TRAFFIC SIGNAL CONTROLER
	DOUBLE HANDHOLE
⊗	EXISTING WATER VALVE BOX
⊘	EXISTING WATER SERVICE BOX
	EXISTING CURB AND GUTTER
	PROPOSED CURB & GUTTER REMOVAL
	PROPOSED COMBINATION CONCRETE CURB & GUTTER B-6.12 (UNLESS NOTED ON PLANS)
▷ ▷	PROPOSED RAISED REFLECTIVE PAVEMENT MARKER

REVISION:

HANCOCK ENGINEERING
Civil Engineers
Municipal Consultants
Established 1911
9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-0300
Fax: 708/865-1212

OAK LAWN
SOUTHWEST HIGHWAY LAPP PROJECT
INDEX OF SHEETS, LEGEND OF SYMBOLS
I.D.O.T. STANDARD DRAWINGS, GENERAL NOTES

SCALE: NONE
DRAWN BY: LEV, DMM, MK
CHECKED BY: BP
DATE: 1/4/2008

CHE. PROJECT NO.: 640-06-00201

Drawing file: W:\Projects\640060092 - Southwest Highway LAPP\INDEX.dwg Jan 17, 2008 - 8:41am

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	3
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			

SUMMARY OF QUANTITIES

	CODE	PAY ITEM	UNIT	QUANTITY	1000
	21101610	TOPSOIL FURNISH AND PLACE, 3"	SQYD	60	60
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	5	5
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	5	5
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	5	5
	25200110	SODDING, SALT TOLERANT	SQYD	60	60
	25200200	SUPPLEMENTAL WATERING	UNIT	10	10
	X4022000	TEMPORARY ACCESS - COMMERCIAL ENTRANCE	EACH	10	10
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	1,700	1,700
	40600300	AGGREGATE (PRIME COAT)	TON	35	35
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	20	20
	40600895	CONSTRUCTING TEST STRIP	EACH	2	2
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQYD	200	200
	40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	2,400	2,400
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	60	60
	42101300	PROTECTIVE COAT	SQYD	575	575
	42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQYD	125	125
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQFT	2,500	2,500
	42400800	DETECTABLE WARNINGS	SQFT	160	160
	44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQYD	22,000	22,000
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQYD	425	425
	44000600	SIDEWALK REMOVAL	SQFT	2,600	2,600
	44001700	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	660	660
	44200956	CLASS B PATCHES, TYPE II, 9 INCH	SQYD	22	22
	44200962	CLASS B PATCHES, TYPE III, 9 INCH	SQYD	131	131
	44200964	CLASS B PATCHES, TYPE IV, 9 INCH	SQYD	1,229	1,229
	56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	3	3
	60248700	VALVE VAULTS, TY A, 4' DIA, TY 1 FRAME, CLOSED LID	EACH	1	1
	60266500	VALVE VAULTS TO BE REMOVED	EACH	1	1
	60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	8	8
	60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	40	40
	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	7	7
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	42	42
	67100100	MOBILIZATION	L SUM	1	1
	70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	5,400	5,400
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQFT	1,900	1,900
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQFT	250	250
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4 INCH	FOOT	10,500	10,500
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6 INCH	FOOT	2,500	2,500
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12 INCH	FOOT	1,800	1,800
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24 INCH	FOOT	300	300
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	600	600
	78300100	PAVEMENT MARKING REMOVAL	SQFT	200	200
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	1,150	1,150
	X0322256	TEMPORARY INFORMATION SIGNING	SQFT	129	129
	X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,100	1,100
	X8950200	REBUILD EXISTING HANDHOLE	EACH	2	2
	Z0004900	BITUMINOUS MIXTURE FOR PATCHING POTHOLES (HOT MIX)	TON	40	40
	Z0019600	DUST CONTROL WATERING	UNIT	25	25

* DENOTE SPECIALTY ITEMS

REVISION:

HANCOCK ENGINEERING
◆ Civil Engineers
◆ Municipal Consultants
◆ Established 1911
9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-0300
Fax: 708/865-1212

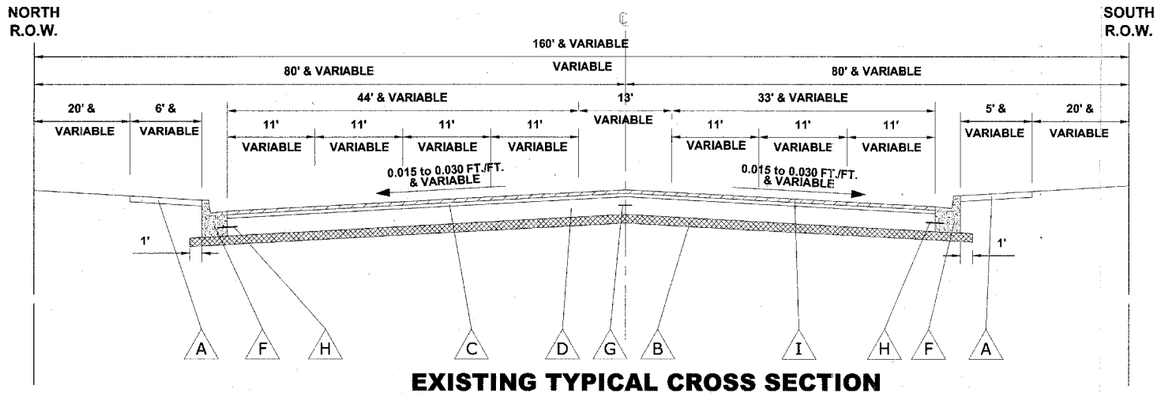
OAK LAWN
SOUTHWEST HIGHWAY LAPP PROJECT
SUMMARY OF QUANTITIES

DRAWN BY: DMM
CHECKED BY: BP
SCALE: NONE
DATE: 1/4/2008

EHLE PROJECT NO.: 04C-05-03201

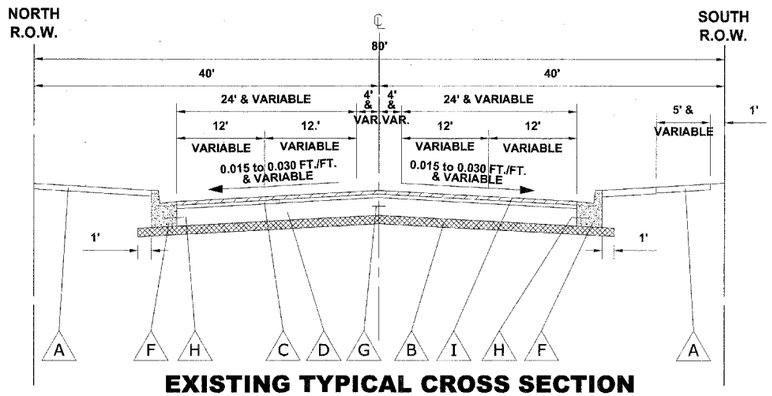
Drawing file: W:\Projects\64005992 - Southwest Highway LAPP\SUMMQ1.dwg Jan 17, 2008 - 8:44am

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	4
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			



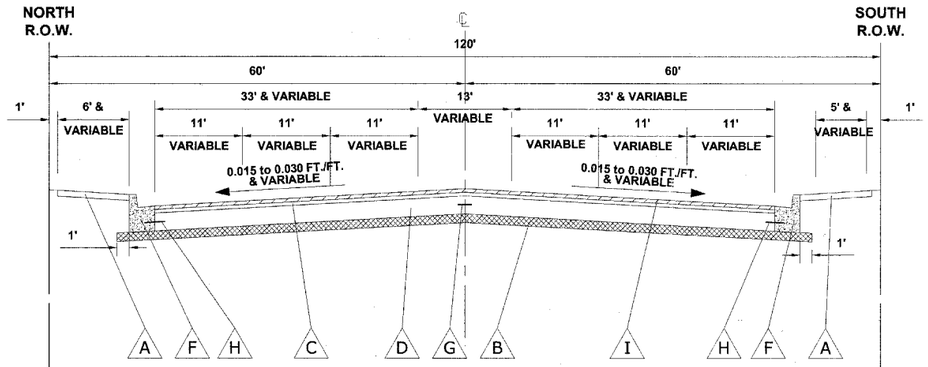
EXISTING TYPICAL CROSS SECTION

SOUTHWEST HIGHWAY
STATION 81+90 TO STATION 84+59



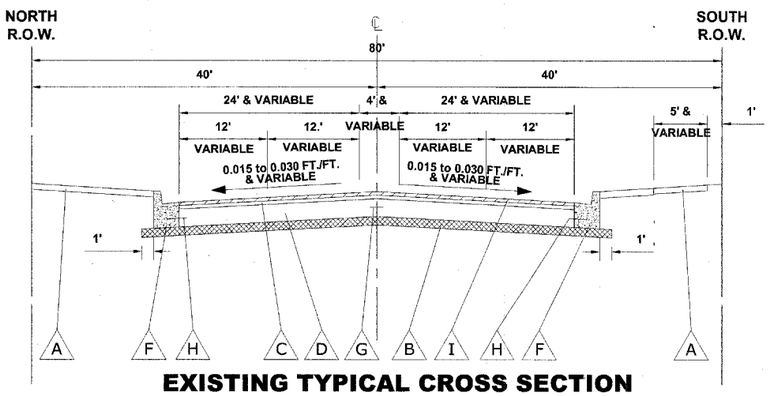
EXISTING TYPICAL CROSS SECTION

SOUTHWEST HIGHWAY
STATION 99+45 TO STATION 108+50



EXISTING TYPICAL CROSS SECTION

SOUTHWEST HIGHWAY
STATION 84+59 TO STATION 91+95



EXISTING TYPICAL CROSS SECTION

SOUTHWEST HIGHWAY
STATION 91+95 TO STATION 99+45
STATION 108+50 TO STATION 111+11

LEGEND

- A — INTERMITTENT PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- B — EXISTING SUB-BASE GRANULAR MATERIAL 4"
- C — EXISTING HOT MIX ASPHALT SURFACE COURSE, 3- ½"
- D — EXISTING PORTLAND CEMENT CONCRETE BASE COURSE, 8"
- F — EXISTING COMBINATION CURB & GUTTER, TYPE B-6.12
- G — EXISTING #5 TIE BARS SPACED 2'-6" O.C.
- H — EXISTING #4 TIE BARS SPACED 2'-6" O.C.
- I — PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2 ½"

HANCOCK ENGINEERING
◆ Civil Engineers
◆ Municipal Consultants
◆ Established 1911
9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-0300
Fax: 708/865-1212

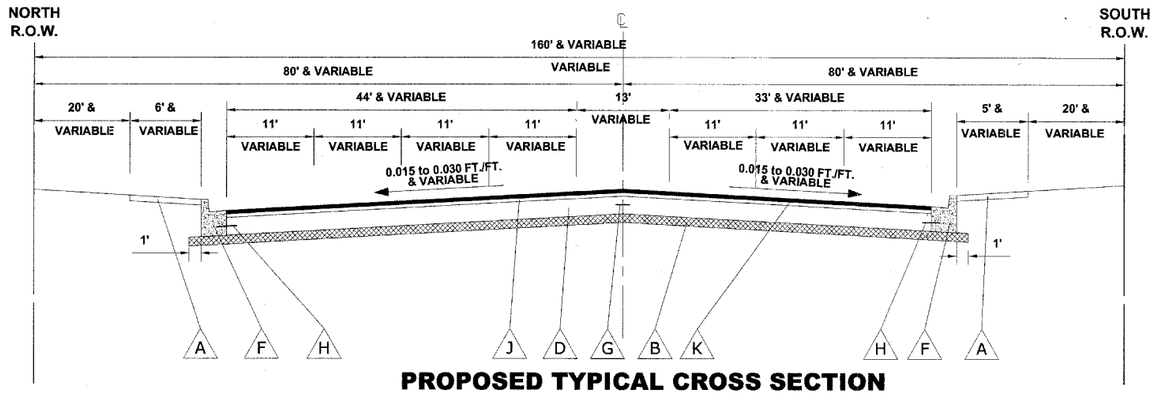
REVISION:

OAK LAWN
SOUTHWEST HIGHWAY LAPP PROJECT
EXISTING TYPICAL SECTIONS

DRAWN BY: LEV, MK
CHECKED BY: BP
SCALE: NONE
DATE: 1/4/2008

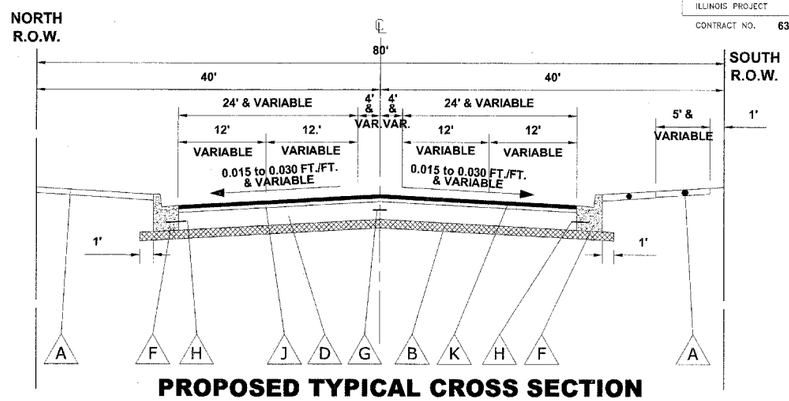
E.H.E. PROJECT NO: 640-00-08201

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	5
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			



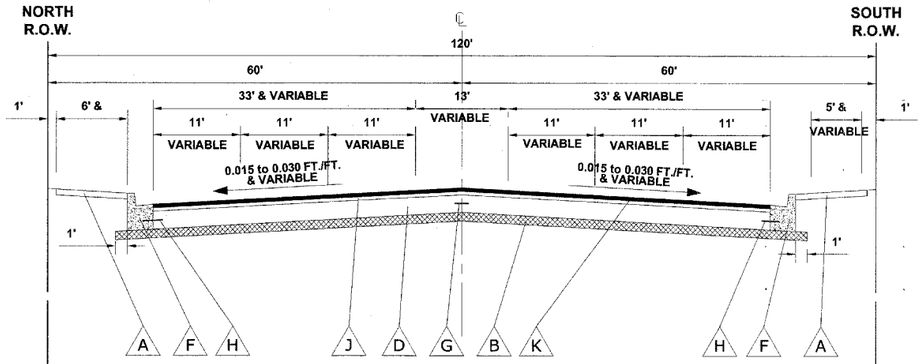
PROPOSED TYPICAL CROSS SECTION

SOUTHWEST HIGHWAY
STATION 81+90 TO STATION 84+59



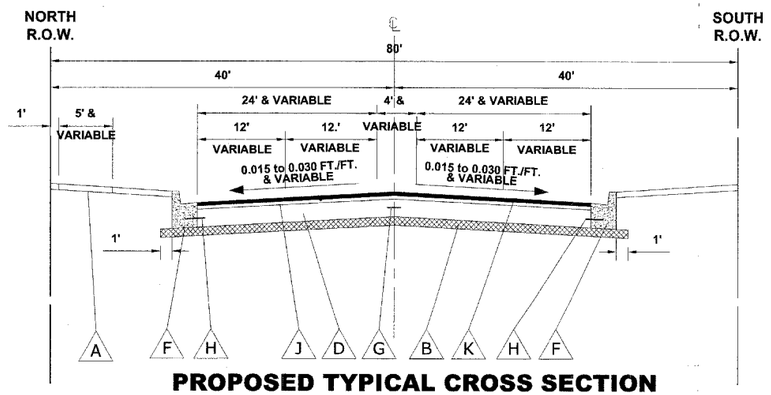
PROPOSED TYPICAL CROSS SECTION

SOUTHWEST HIGHWAY
STATION 99+45 TO STATION 108+50



PROPOSED TYPICAL CROSS SECTION

SOUTHWEST HIGHWAY
STATION 84+59 TO STATION 91+95



PROPOSED TYPICAL CROSS SECTION

SOUTHWEST HIGHWAY
STATION 91+95 TO STATION 99+45
STATION 108+50 TO STATION 111+11

HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS

ITEM	A C TYPE	VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 IL-9.5 MM	SBS/SBR PG 70-22	4% @ 90 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/22	4% @ 50 GYR.
INCIDENTAL HOT-MIX ASPHALT SURFACING, MIX "C", N50	PG 64-22	4% @ 50 GYR.
HOT-MIX ASPHALT MIXTURE FOR PATCHING POTHOLES, MIX "C", N50	PG 64-22	4% @ 50 GYR.

* THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE IS 112 LBS/SQYD/IN AND THE UNIT WEIGHT USED TO CALCULATE POLYMERIZED LEVELING BINDER IS 105 LBS/SQYD/IN.

* WHEN RAP EXCEEDS 20%, THE NEW HMA BINDER IN THE MIX SHALL BE PG 58-22.

LEGEND

- A — INTERMITTENT PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- B — EXISTING SUB-BASE GRANULAR MATERIAL 4"
- C — EXISTING HOT MIX ASPHALT SURFACE COURSE, 3- $\frac{1}{2}$"
- D — EXISTING PORTLAND CEMENT CONCRETE BASE COURSE, 8"
- F — EXISTING COMBINATION CURB & GUTTER, TYPE B-6.12
- G — EXISTING #5 TIE BARS SPACED 2'-6" O.C.
- H — EXISTING #4 TIE BARS SPACED 2'-6" O.C.
- J — PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, MINIMUM 3/4"
- K — PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX F, N90, 1-3/4"

HANCOCK ENGINEERING
Civil Engineers
Municipal Consultants
Established 1911
9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-0300
Fax: 708/865-1212

REVISION:

OAK LAWN
SOUTHWEST HIGHWAY LAPP PROJECT
PROPOSED TYPICAL SECTIONS

DRAWN BY: LEV, MK
CHECKED BY: BP
DATE: 1/4/2008
SCALE: NONE

F.H.E. PROJECT NO.: 640-06-09201

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	6
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			

SCHEDULE OF PAVEMENT PATCHING

CLASS B PATCHES, TYPE II, 9"

START	END	WIDTH	O/S	AREA SQYD
92+00	92+10	10'	5' R	11.1
99+50	99+60	10'	5' R	11.1
			TOTAL	22.2

SCHEDULE OF PAVEMENT PATCHING

CLASS B PATCHES, TYPE III, 9"

START	END	WIDTH	O/S	AREA SQYD
93+00	93+06	26'	26' L	17.3
96+54	96+62	26'	26' R	23.1
96+50	96+58	26'	26' L	21.3
98+00	98+06	26'	26' L	17.3
100+00	100+06	26'	26' R	17.3
104+00	104+06	26'	26' R	17.3
109+00	109+06	26'	26' L	17.3
			TOTAL	130.9

SCHEDULE OF PAVEMENT PATCHING

CLASS B PATCHES, TYPE IV, 9"

START	END	WIDTH	O/S	AREA SQYD
82+50	82+90	79.0'	39.5' R	351.1
83+40	83+80	79.0'	39.5' R	351.1
84+20	84+60	79.0'	39.5' R	351.1
85+00	85+20	79.0'	39.5' R	175.6
			TOTAL	1,228.9

PAVEMENT STRIPING TABLE

ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PAVEMENT MARKING, LINE 4", 30' SKIP 10' DASH, WHITE	A
THERMOPLASTIC PAVEMENT MARKING, LINE 4", DOUBLE @ 11' C-C YELLOW	B
THERMOPLASTIC PAVEMENT MARKING, LINE 6", TURN LANE WHITE	C
THERMOPLASTIC PAVEMENT MARKING, LINE 6" PEDESTRIAN CROSSWALK, WHITE	D
THERMOPLASTIC PAVEMENT MARKING, LINE 8", ISLAND EDGING, WHITE	E
THERMOPLASTIC PAVEMENT MARKING, LINE 12", SCHOOL CROSSWALK @ 36" C-C, WHITE	F
THERMOPLASTIC PAVEMENT MARKING, LINE 12", MEDIAN DIAGONALS @ 45 DEGREES, YELLOW	G
THERMOPLASTIC PAVEMENT MARKING, LINE 24", STOP BAR, WHITE	H
THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS	I

HANCOCK ENGINEERING
◆ Civil Engineers
◆ Municipal Consultants
◆ Established 1911
9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-0300
Fax: 708/865-1212

REVISION:

OAK LAWN

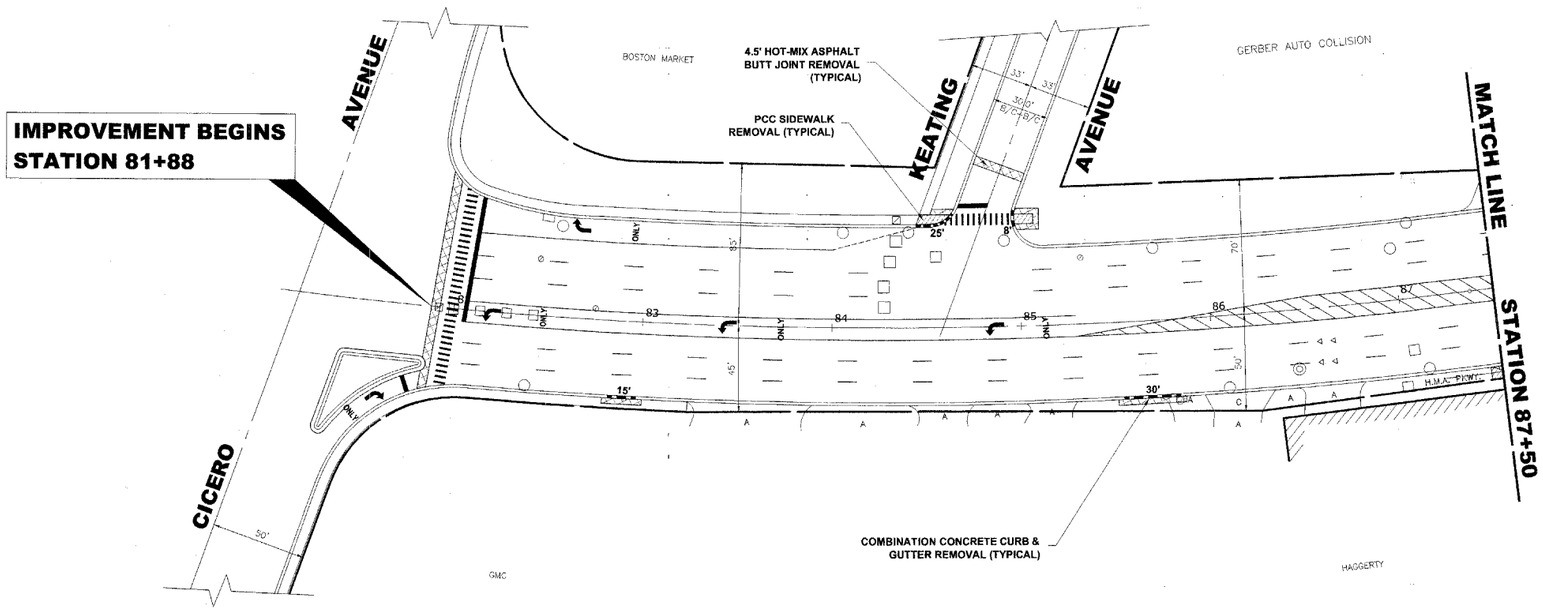
SOUTHWEST HIGHWAY LAPP PROJECT

SCHEDULES & TABLES

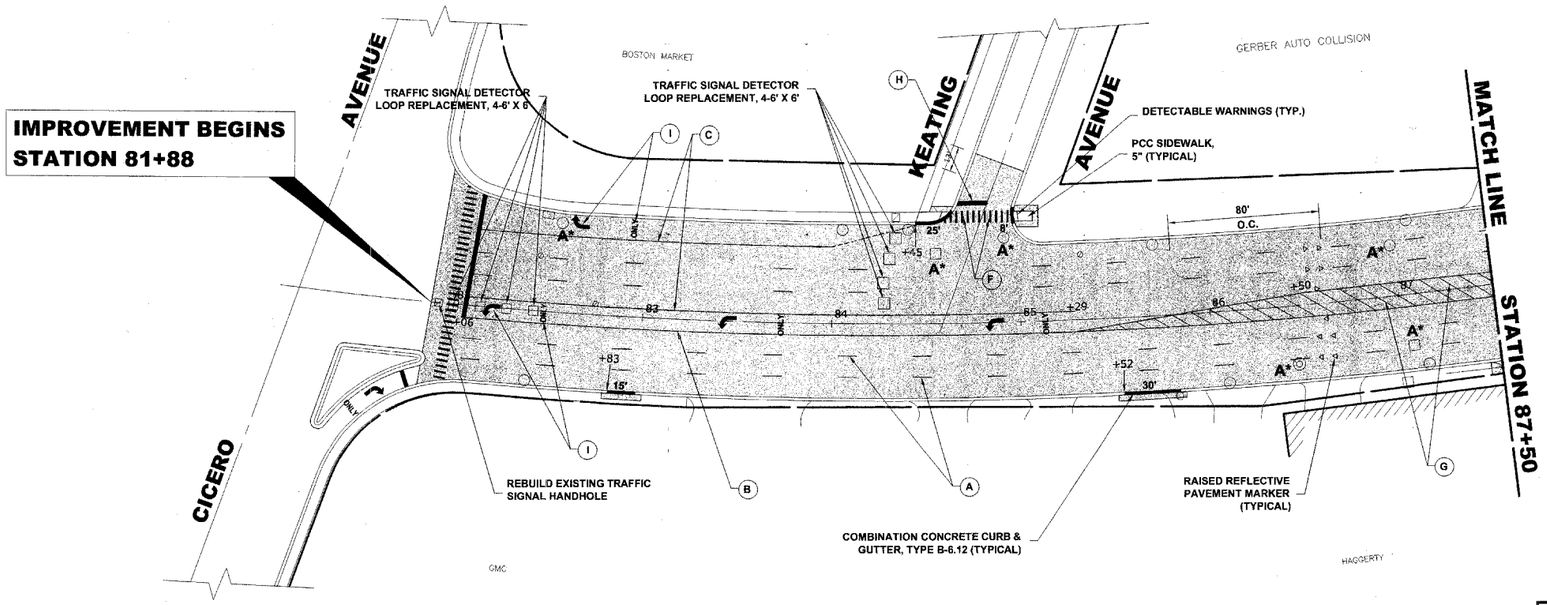
DRAWN BY: DMM
CHECKED BY: BP
SCALE: NONE
DATE: 1/4/2008

S.H.E. PROJECT NO.: 640-05-09201

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	7
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			



EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENT

REVISION:

OAK LAWN
SOUTHWEST HIGHWAY LAPP PROJECT
PAVING PLAN

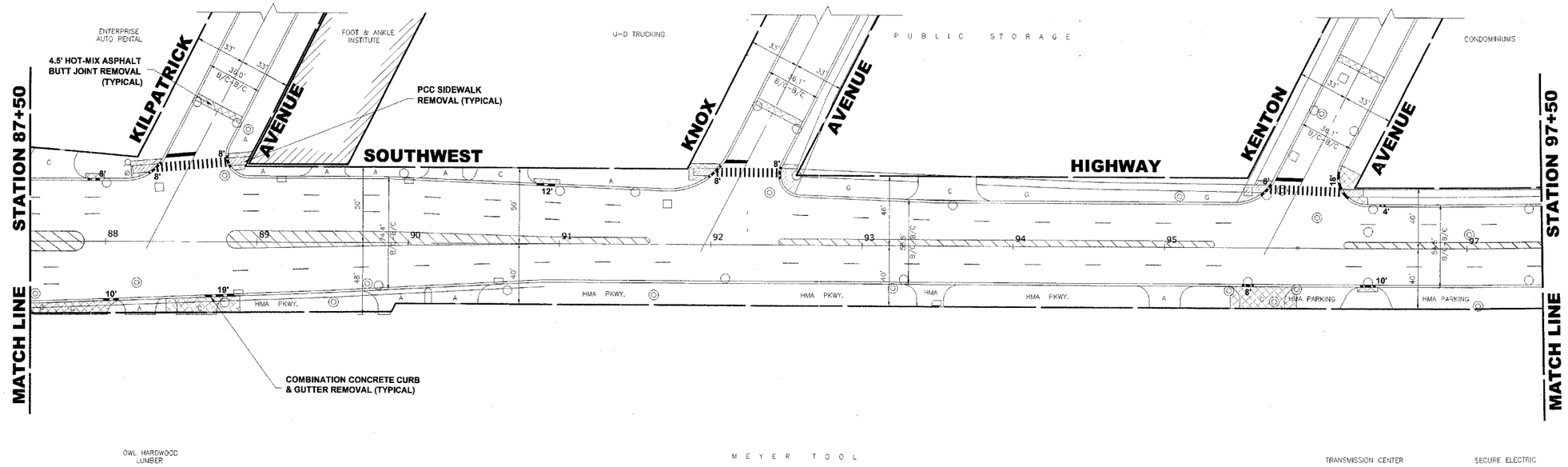
DRAWN BY: LEV, DMM, MK
CHECKED BY: BP
SCALE: 1" = 40'
DATE: 1/4/2008

HANCOCK ENGINEERING
◆ Civil Engineers
◆ Municipal Consultants
◆ Established 1911
9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-0300
Fax: 708/865-1212

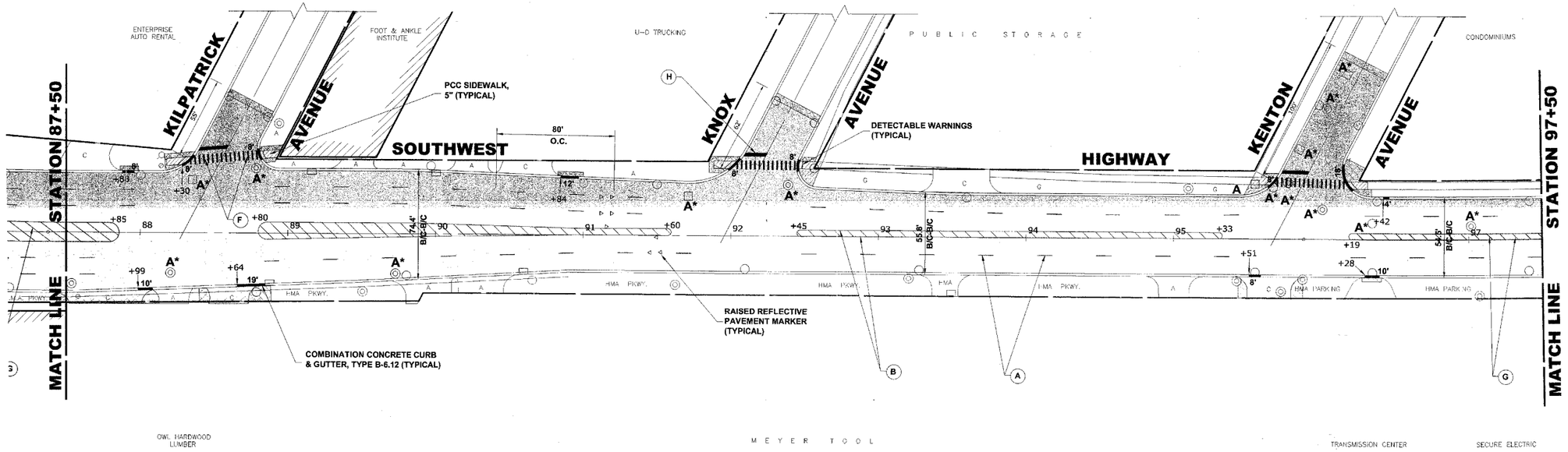
H.E. PROJECT NO.: 840-06-09201

Drawing file: W:\Projects\64096092 - Southwest Highway LAPP\Southwest Highway.dwg Jan 17, 2008 - 8:52am

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	8
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			



EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENT

REVISION:

HANCOCK ENGINEERING
◆ Civil Engineers
◆ Municipal Consultants
◆ Established 1911

9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-0300
Fax: 708/865-1212

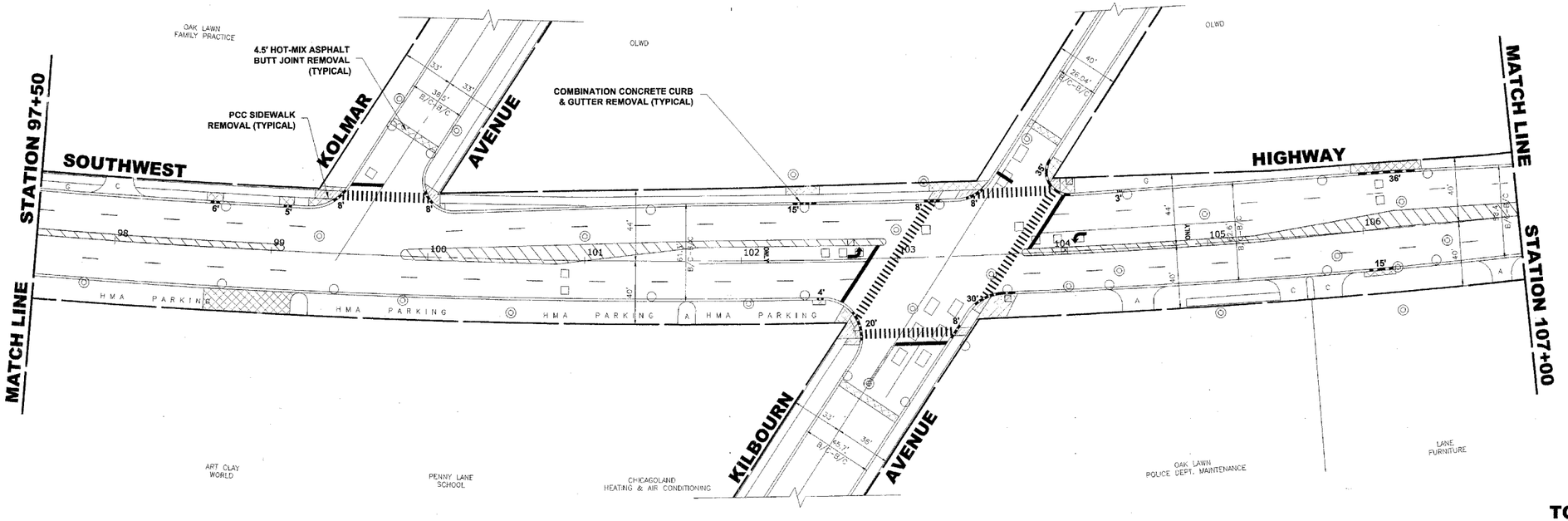
OAK LAWN
SOUTHWEST HIGHWAY LAPP PROJECT
PAVING PLAN

DRAWN BY: LEV, DMM, MK
CHECKED BY: BP
SCALE: 1" = 40'
DATE: 1/4/2008

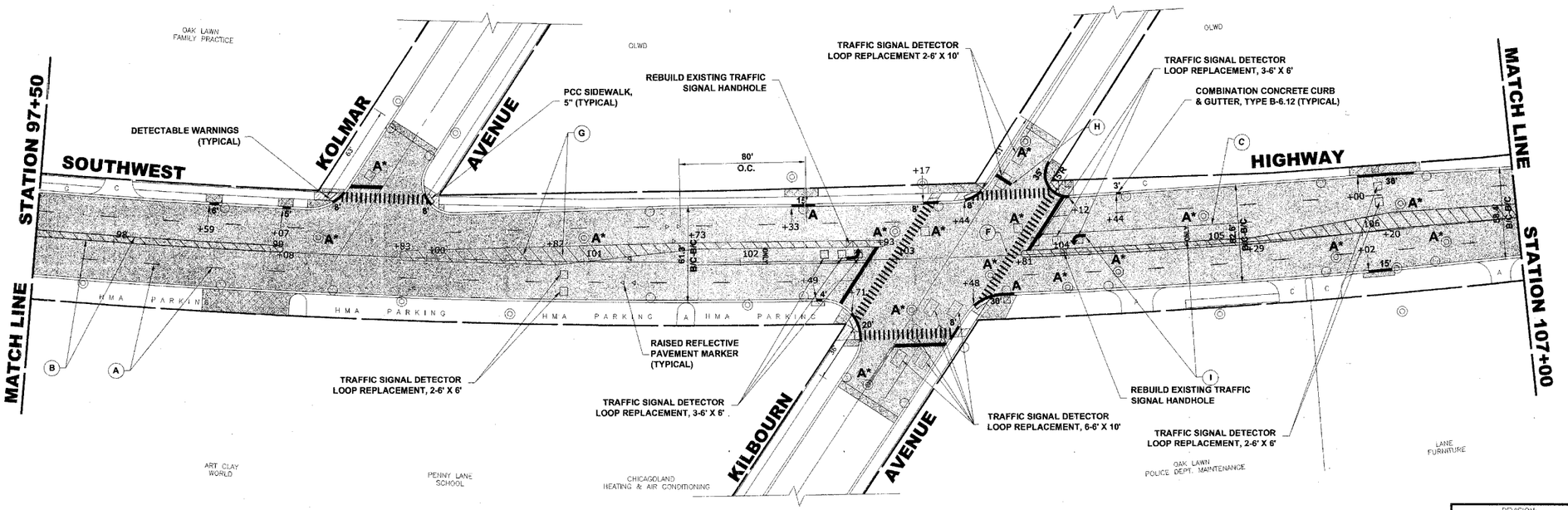
E.M.L. PROJECT NO.: 640-06-05201

Drawing file: W:\Projects\64006092 - Southwest Highway LAPP\Southwest Highway.dwg Jan 17, 2008 - 8:42am

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	9
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			



EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENT

OAK LAWN
SOUTHWEST HIGHWAY LAPP PROJECT
PAVING PLAN

REVISION:

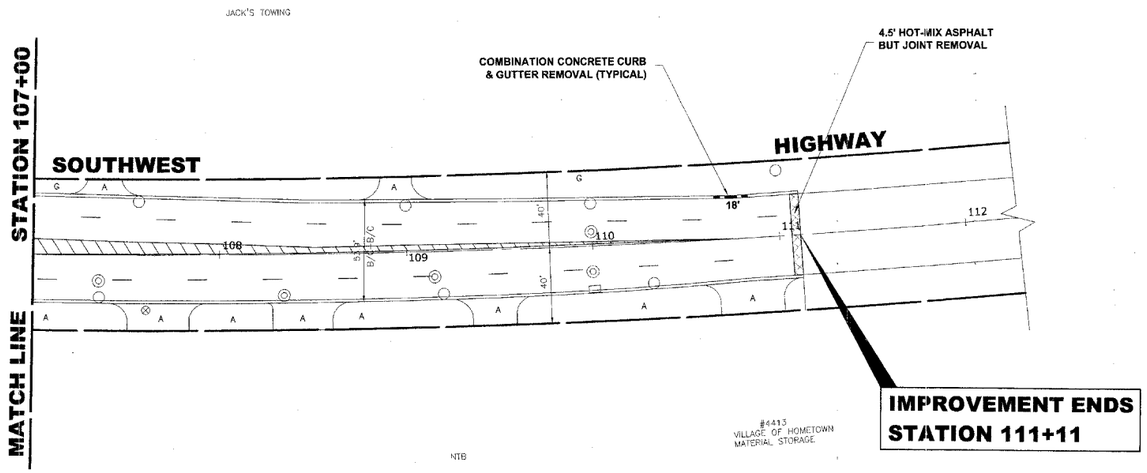
HANCOCK ENGINEERING
Civil Engineers
Municipal Consultants
Established 1911
9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-0300
Fax: 708/865-1212

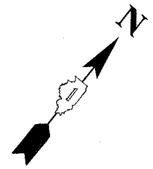
DRAWN BY: LEV, DMM, MK
CHECKED BY: BP
SCALE: 1" = 40'
DATE: 1/4/2008

EHE PROJECT NO.: 843-06-09201

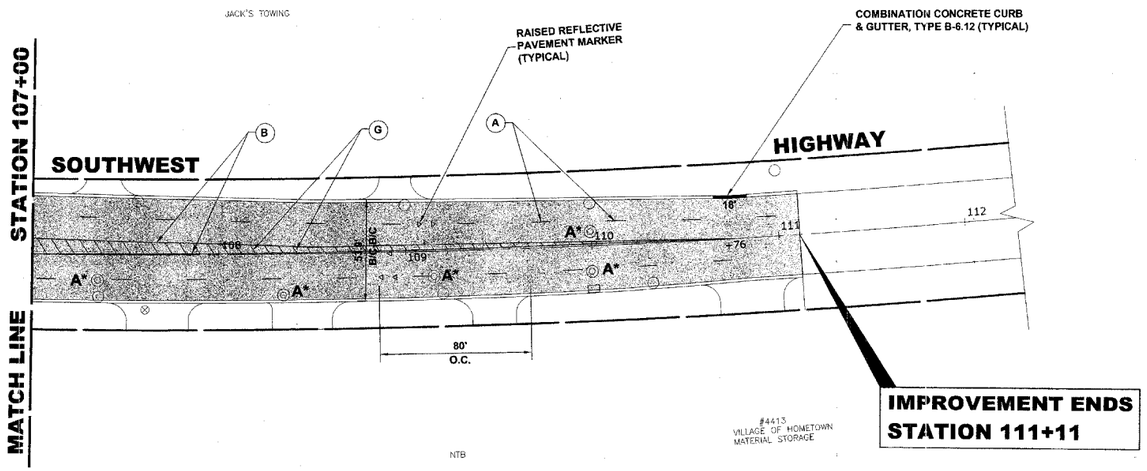
Drawing file: W:\Projects\64006092 - Southwest Highway LAPP\Southwest Highway.dwg Jan 17, 2008 - 8:52am

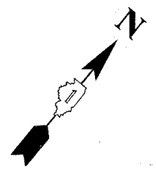
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	10
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			





EXISTING TOPOGRAPHY





PROPOSED IMPROVEMENT

HANCOCK ENGINEERING
◆ Civil Engineers
◆ Municipal Consultants
◆ Established 1911
9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-0300
Fax: 708/865-1212

REVISION:

OAK LAWN
SOUTHWEST HIGHWAY LAPP PROJECT
PAVING PLAN

DRAWN BY: LEV, DMM, MK
CHECKED BY: BP
SCALE: 1" = 40'
DATE: 1/4/2008

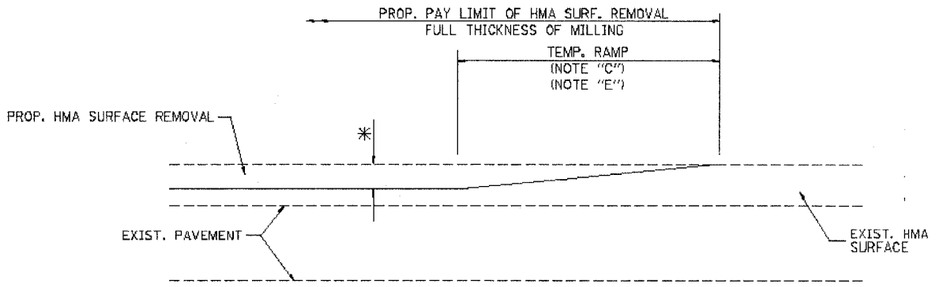
E.H.E. PROJECT NO.: 640-06-05201

Drawing file: W:\Projects\640906092 - Southwest Highway LAPP\Southwest Highway.dwg Jan 17, 2008 - 8:51am

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	11

ILLINOIS PROJECT M-8003 (901)

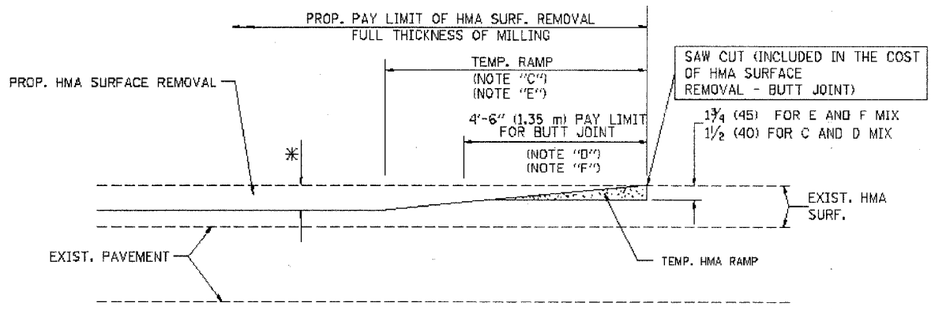
CONTRACT NO. 63012



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

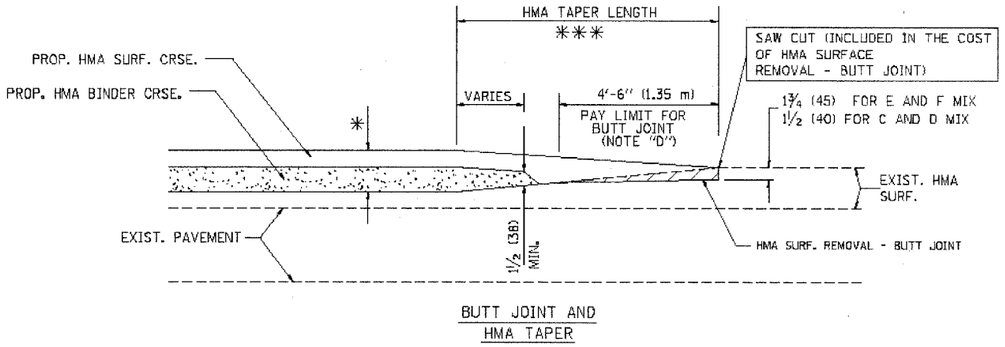


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

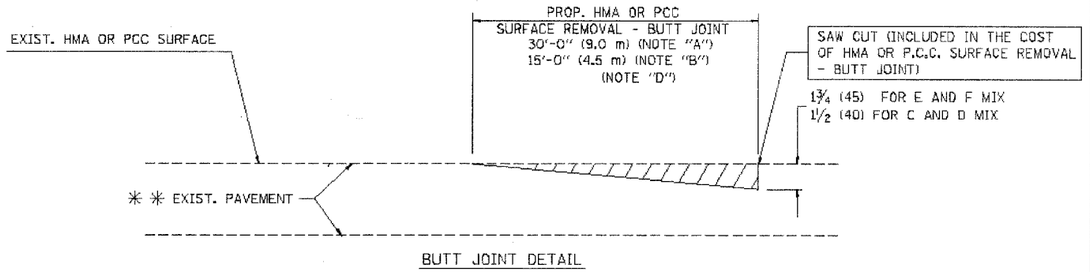
OPTION 2

TYPICAL TEMPORARY RAMP

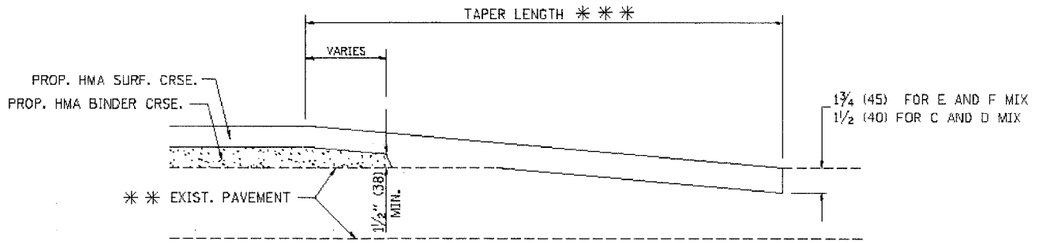


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

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

BASIS OF PAYMENT:

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

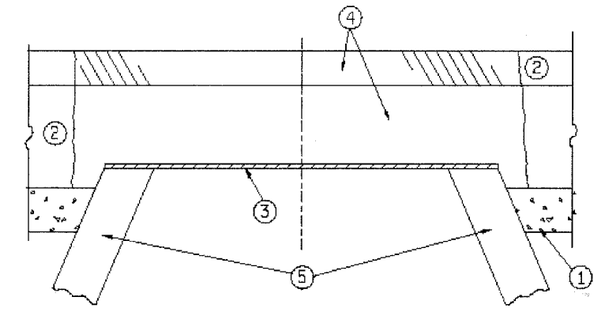
SCALE: VERT. HORIZ. NONE

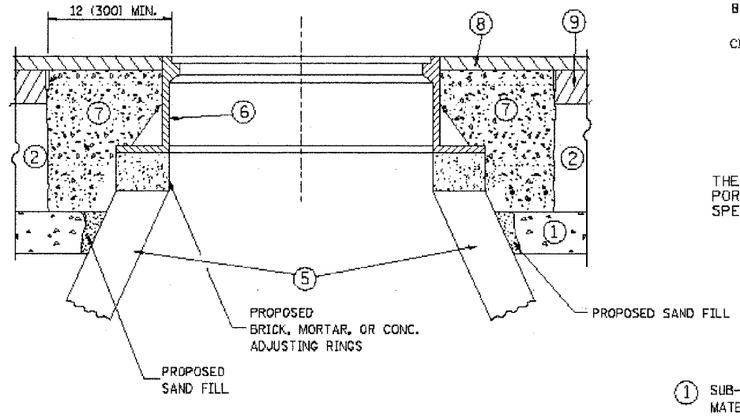
DRAWN BY

CHECKED BY

Drawing file: W:\Projects\64006092 - Southwest Highway LAPP\MARKINGS.dwg Jan 17, 2008 - 9:21am

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	12
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			





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 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

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

NOTES:

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

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

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

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

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

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	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

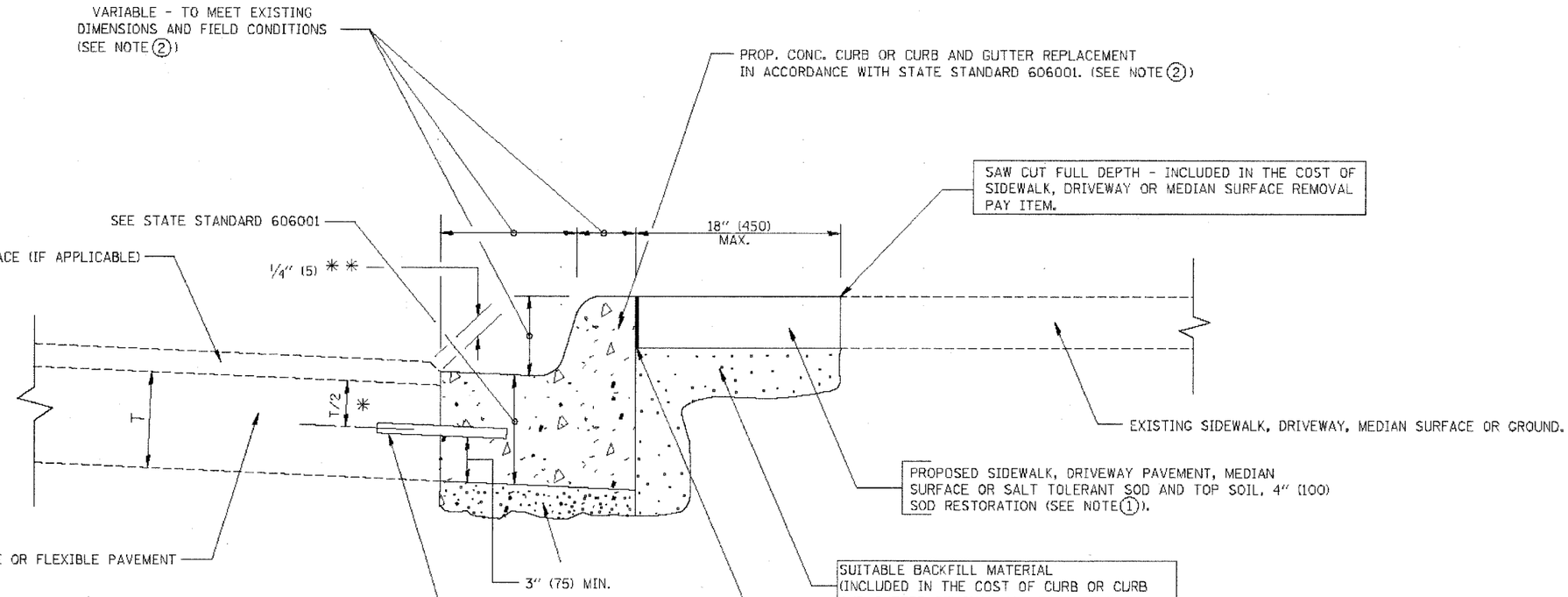
SCALE: VERT. HORIZ. NONE

DRAWN BY

CHECKED BY

Drawing file: W:\Projects\64006092 - Southwest Highway LAPP\MARKINGS.dwg Jan 17, 2008 - 9:23am

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	13
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			



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

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

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

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

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

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

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

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

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

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

BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

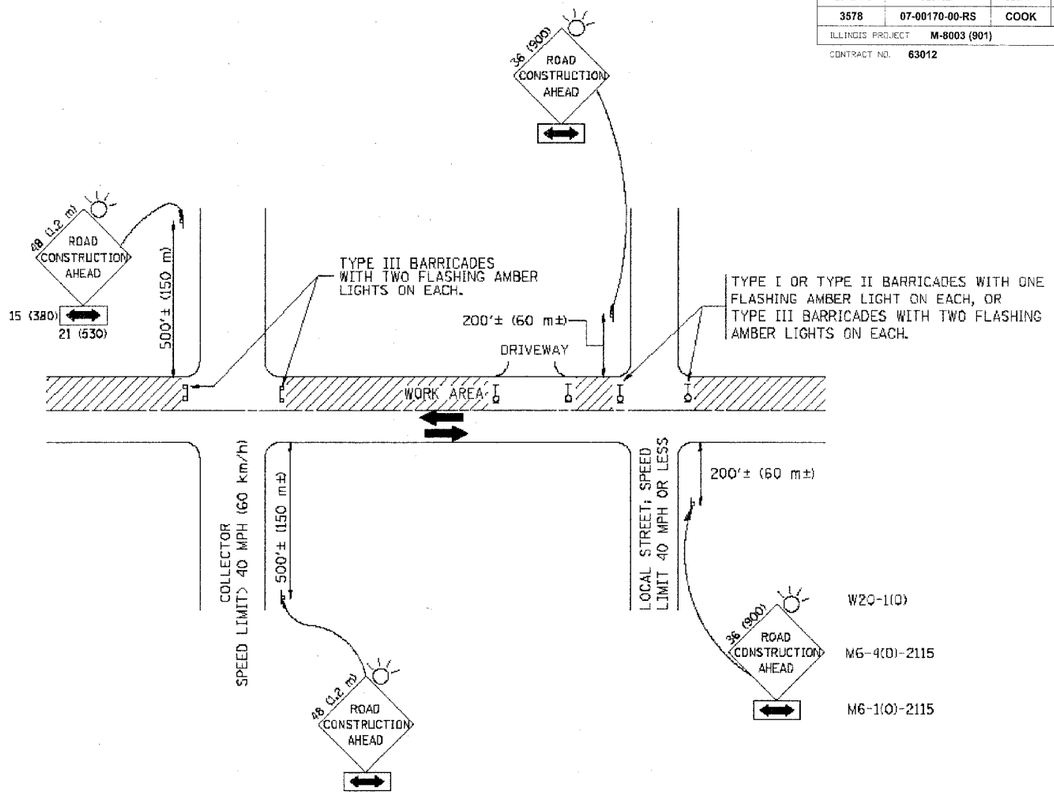
SCALE: VERT. HORIZ. NONE

DRAWN BY

CHECKED BY

Drawing file: W:\Projects\64006092 - Southwest Highway LAPP\MARKINGS.dwg Jan 17, 2008 - 9:25am

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	14
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			



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

NOTES:

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

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

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

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

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

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

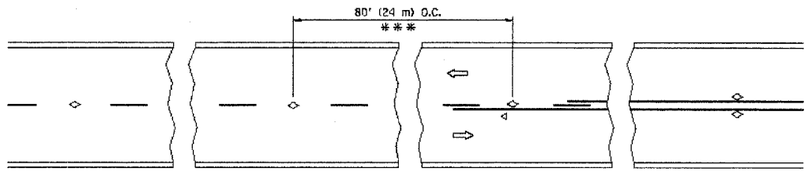
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE

DRAWN BY

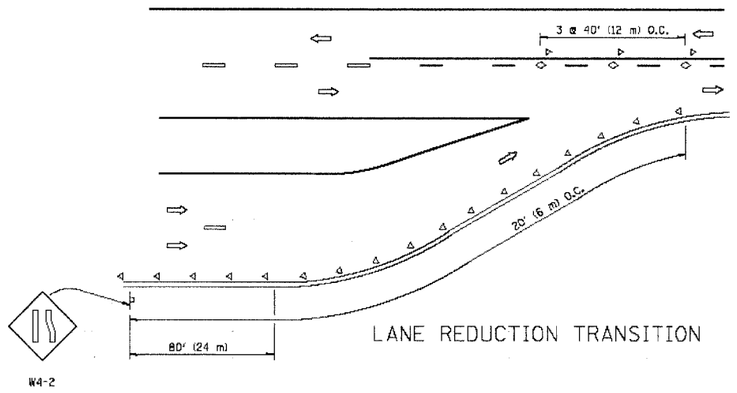
CHECKED BY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	15
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			

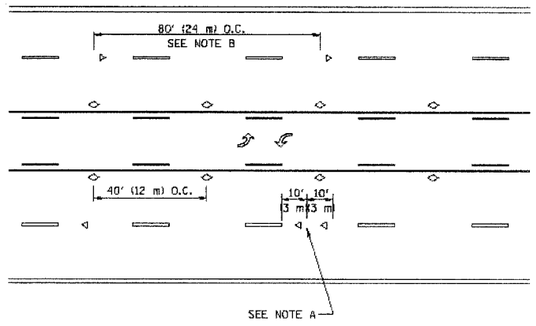


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

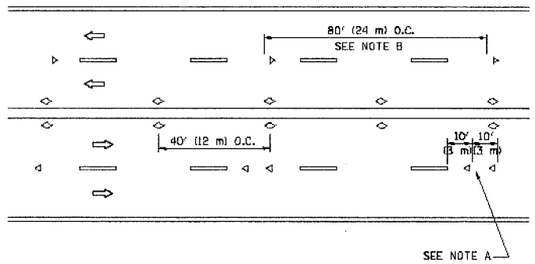
TWO-LANE/TWO-WAY



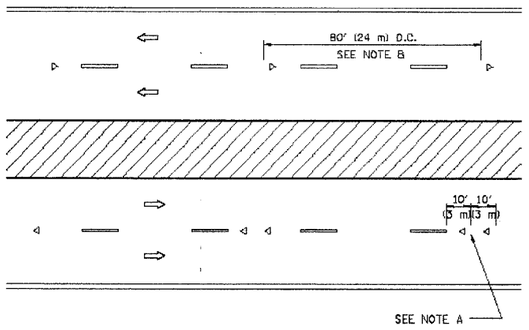
LANE REDUCTION TRANSITION



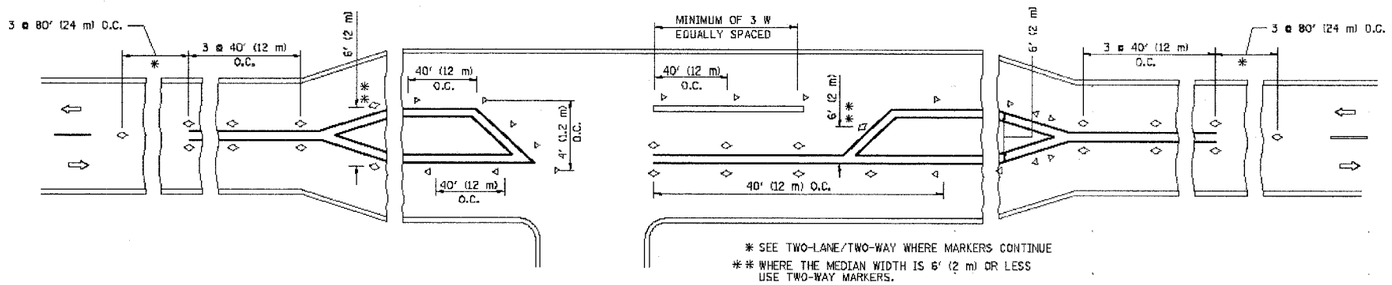
TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED



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

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

LEFT TURN

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 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.

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

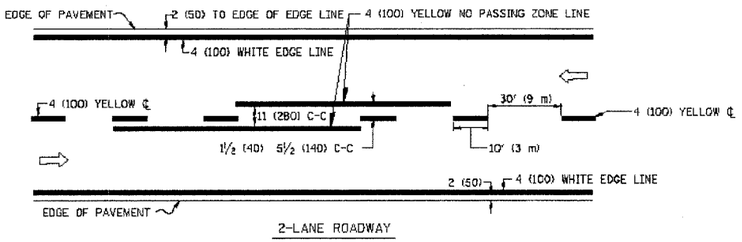
TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE

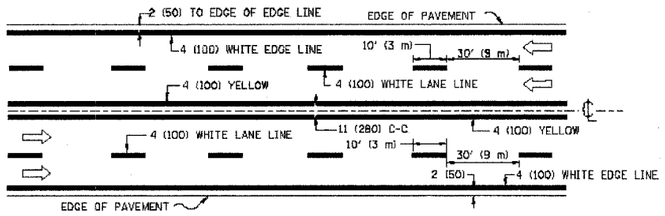
DRAWN BY CADD

CHECKED BY

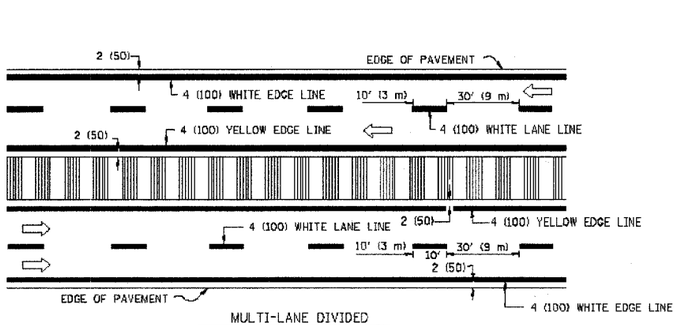
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	16
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			



2-LANE ROADWAY



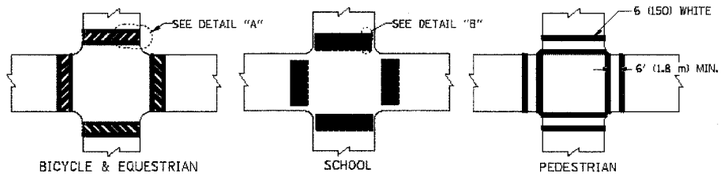
MULTI-LANE UNDIVIDED

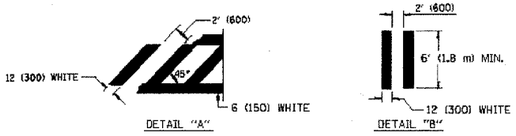


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

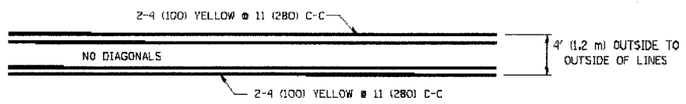
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

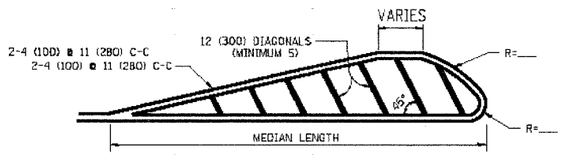




TYPICAL CROSSWALK MARKING



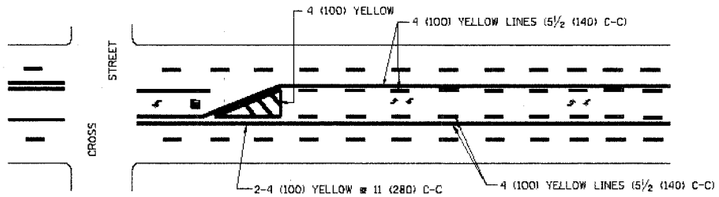
4' (1.2 m) WIDE MEDIANS ONLY



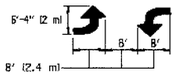
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

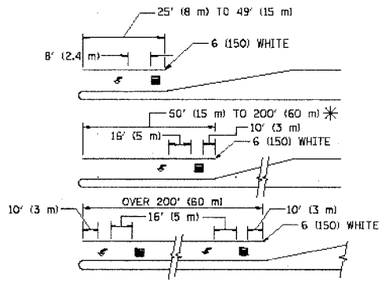


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED. WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

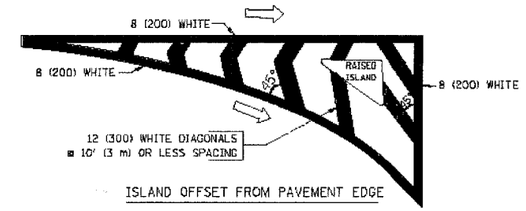


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) AREA = 20.8 SQ. FT. (1.9 m^2)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

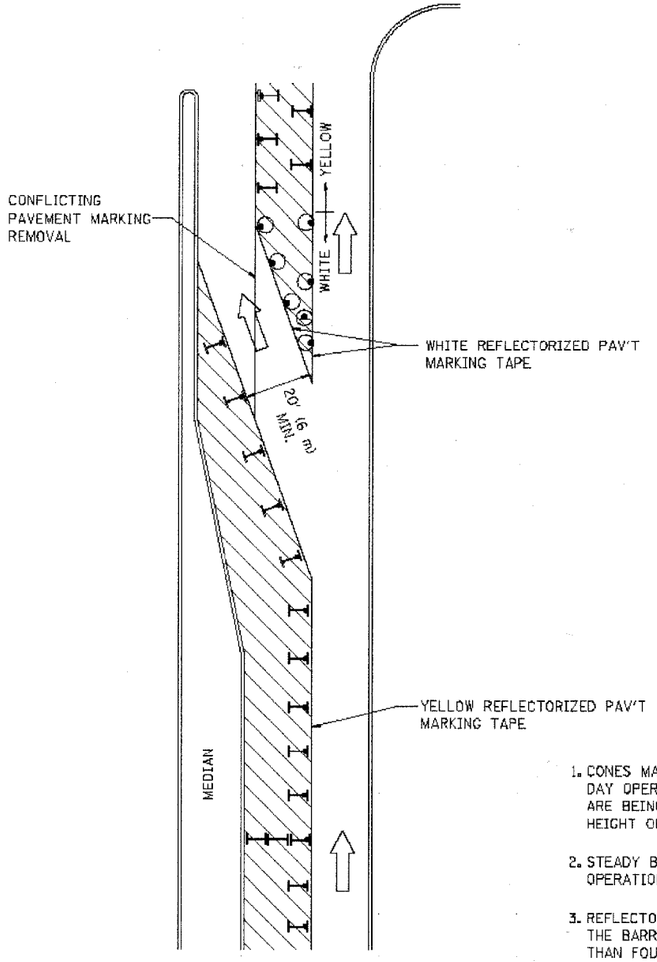
SCALE: NONE

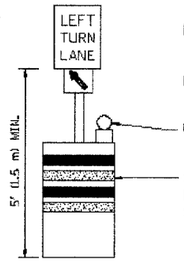
DRAWN BY CADD

CHECKED BY

Drawing file: M:\Projects\64006092 - Southwest Highway LAPP\MARKINGS.dwg Jan 17, 2008 - 9:31am

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	17
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			





R 3-I100L 24 x 24 (600 x 600)

M6-2L 21 x 15 (530 x 380)

OPTIONAL FLASHING LIGHT

STANDARD 702001
DRUM FILLED WITH ENOUGH
SAND (BAGS) FOR STABILIZATION

GENERAL NOTES

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

LEGEND

WORK AREA

LANE OPEN TO TRAFFIC

TYPE I OR II BARRICADE WITH
STEADY BURN LIGHT

DRUM WITH STEADY BURN LIGHT

DRUM WITH SIGN (WITH OPTIONAL FLASHING
LIGHT) SEE DETAIL

TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

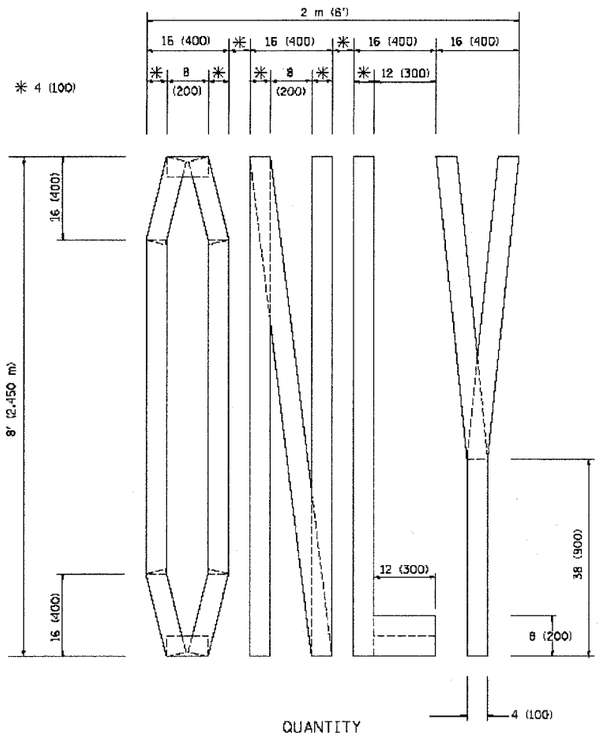
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

SCALE: NONE

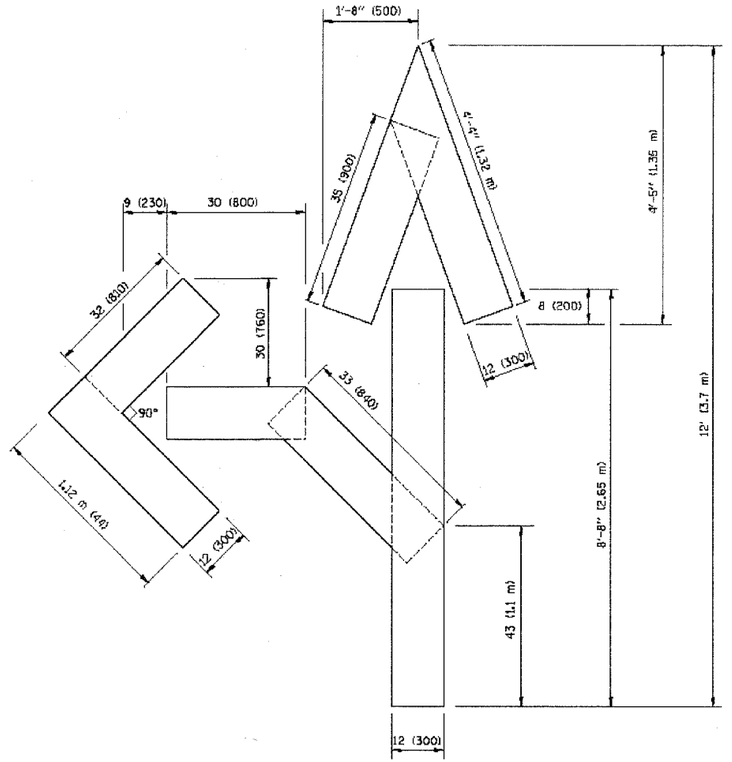
DRAWN BY

CHECKED BY LHA

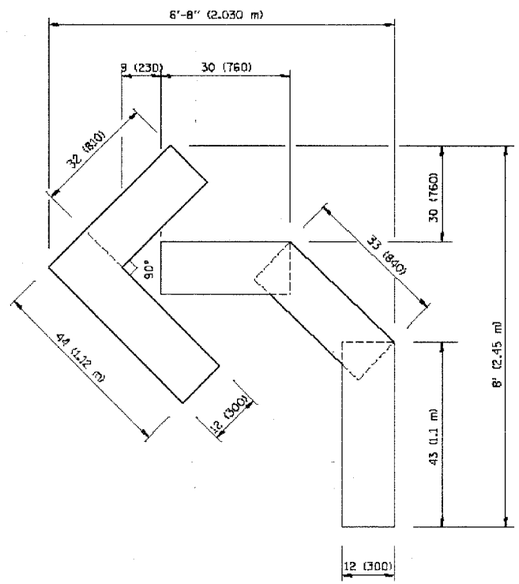
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	18
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			



QUANTITY
4 (100) LINE = 64.1 ft. (19.7 m)
21.1 sq. ft. (1.97 sq. m)



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



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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

SCALE: NONE

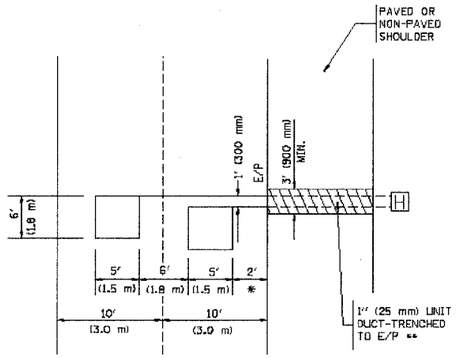
DRAWN BY CADD

CHECKED BY

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	19
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			

LOOPS NEXT TO SHOULDERS

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

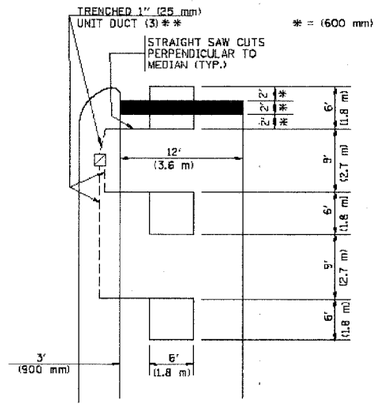


* = (600 mm)

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

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

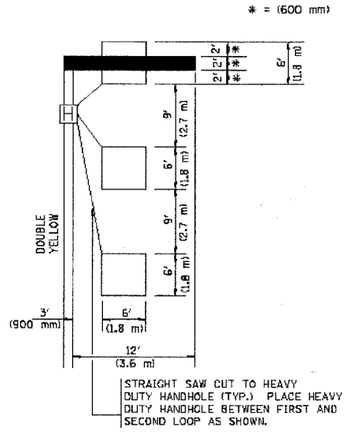
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

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

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



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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

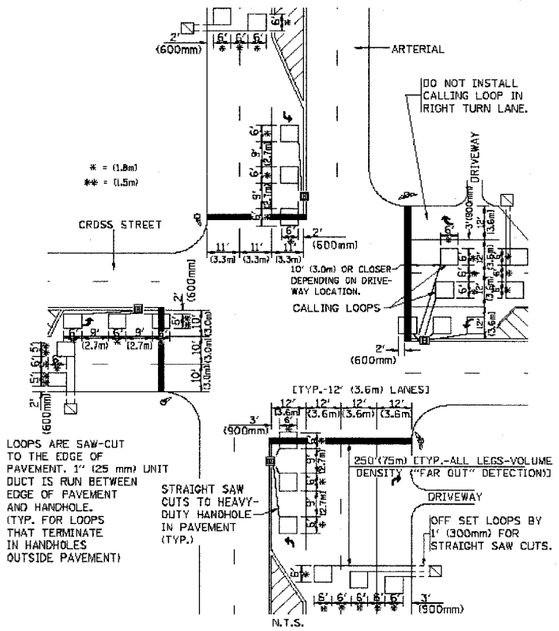
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

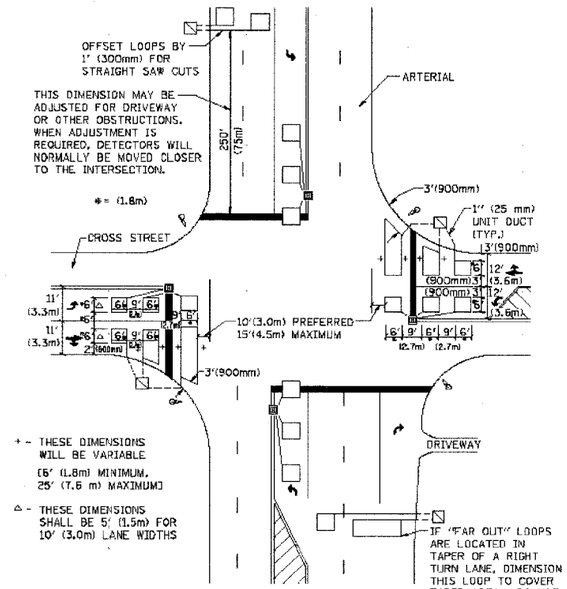
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE

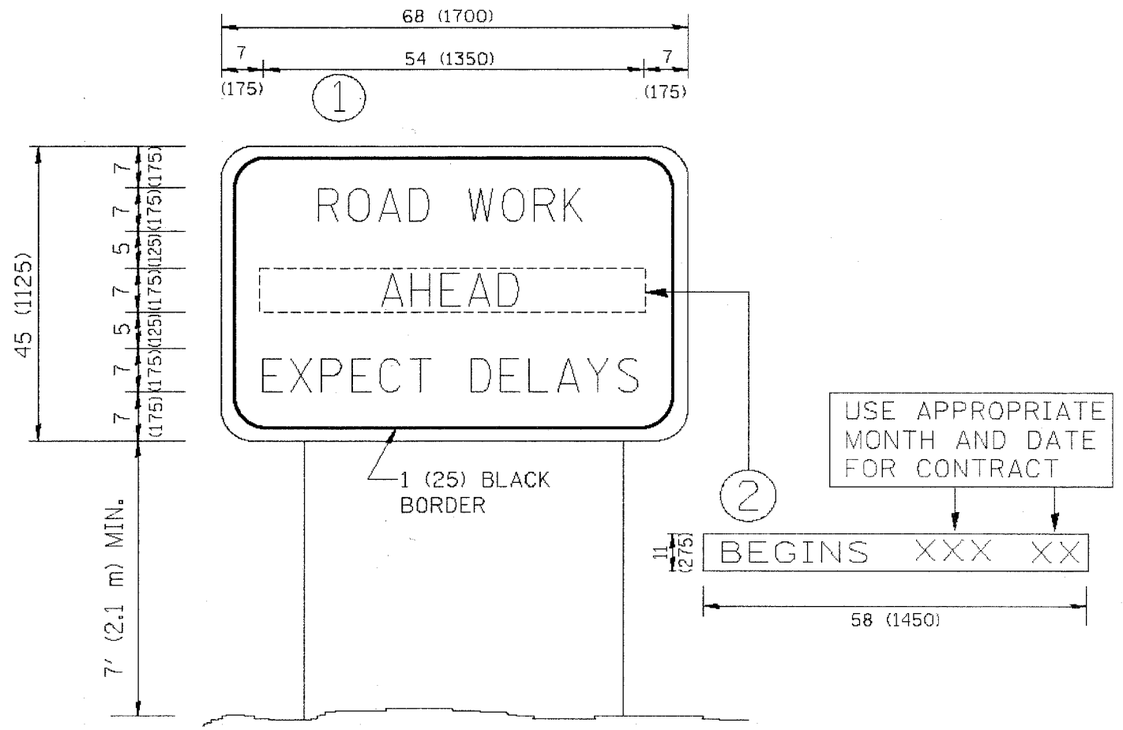
DESIGNED BY

DRAWN BY CADD

CHECKED BY R.K.F.

Drawing file: W:\Projects\64006902 - Southwest Highway (ARP)\MARKINGS.dwg Jan 17, 2008 - 9:33am

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	07-00170-00-RS	COOK	20	20
ILLINOIS PROJECT	M-8003 (901)			
CONTRACT NO.	63012			



NOTES:

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

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

REVISIONS	
NAME	DATE
R. MIRS	9-16-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE

DRAWN BY DESIGN

CHECKED BY