

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	531 RS-1	COOK	34	1

* FAU 2592 & FAP 305

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

F.A.U. 2592: HICKS ROAD & FAP 305: US 14

SECTION: 531 RS-1

HICKS RD. - KIRCHOFF RD. TO FIRST BANK DR.

US 14 - HICKS RD. TO E/O PLUM GROVE RD.

RESURFACING (MAINTENANCE)

COOK COUNTY

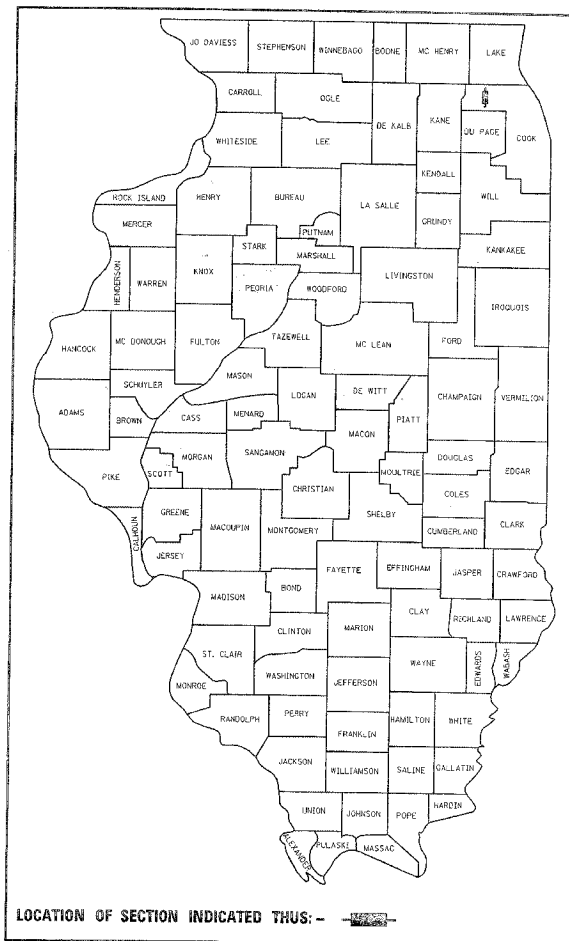
C-91-246-98

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE VILLAGE OF PALATINE AND THE CITY OF ROLLING MEADOWS

TRAFFIC DATA
SPEED LIMIT: 35-40 MPH
2005 ADT: 33,300

D-91-246-98



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

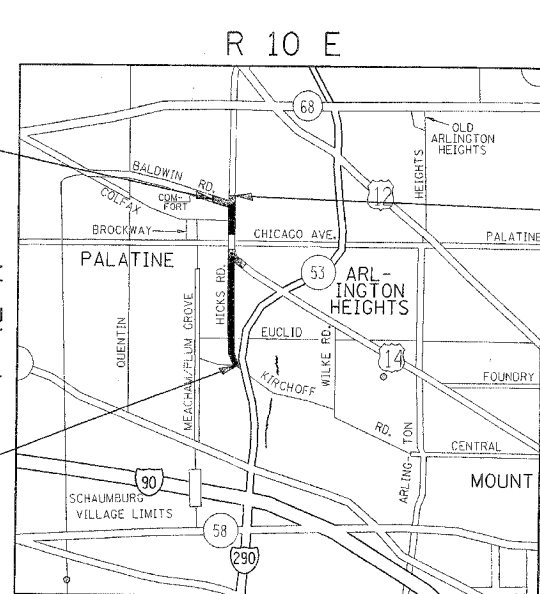
IMPROVEMENT ENDS
STA. 72+06 US 14

OMISSIONS:
STA. 163+68 TO 164+05
STA. 23+50 TO 31+44

IMPROVEMENT BEGINS
STA. 80+57

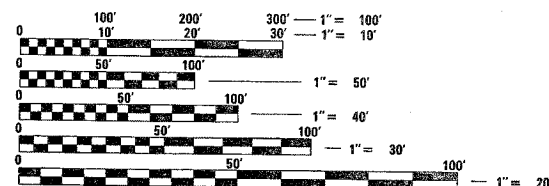
IMPROVEMENT LIMIT
STA. 510+80 HICKS RD.

STATION EQUATION:
STA. 164+74 BK =
STA. 10+00 AH



PALATINE TOWNSHIP

GROSS LENGTH OF IMPROVEMENT = 15,829 FEET (3.00 MILES)
NET LENGTH OF IMPROVEMENT = 14,998 FEET (2.84 MILES)



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

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

CONTRACT NO. 60620

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED April 24, 2007

Diane O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 11, 2007
Eric E. Hout
ENGINEER OF DESIGN AND ENVIRONMENT

May 11, 2007
Melton R. See, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	531 RS-1	COOK	34	3
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	
* FAU 2592 & FAP 305				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN 1000 100% STATE				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	50	50				
40600300	AGGREGATE (PRIME COAT)	TON	225	225				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	40	40				
40600895	CONSTRUCTING TEST STRIP	EACH	2	2				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	755	755				
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	490	490				
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	11105	11105				
42001300	PROTECTIVE COAT	SQ YD	850	850				
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	110000	110000				
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3820	3820				
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SQ YD	2120	2120				
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	1520	1520				
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	350	350				
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	250	250				
55039700	STORM SEWERS TO BE CLEANED	FOOT	500	500				
60250200	CATCH BASINS TO BE ADJUSTED	EACH	30	30				
60251740	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	40	40				
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	10	10				
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	90	90				
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	25	25				
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	65	65				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
67100100	MOBILIZATION	L SUM	1	1				
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1				
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1				

* SPECIALTY ITEM

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN 1000 100% STATE				
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1				
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	11515	11515				
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	2060	2060				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	41855	41855				
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	5795	5795				
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	325	325				
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1091	1091				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1461	1461				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	11780	11780				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	2060	2060				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	41855	41855				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	5795	5795				
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	325	325				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1091	1091				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1461	1461				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1910	1910				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1585	1585				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	3966	3966				
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	78	78				
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	4760	4760				
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	150	150				
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1				

* SPECIALTY ITEM

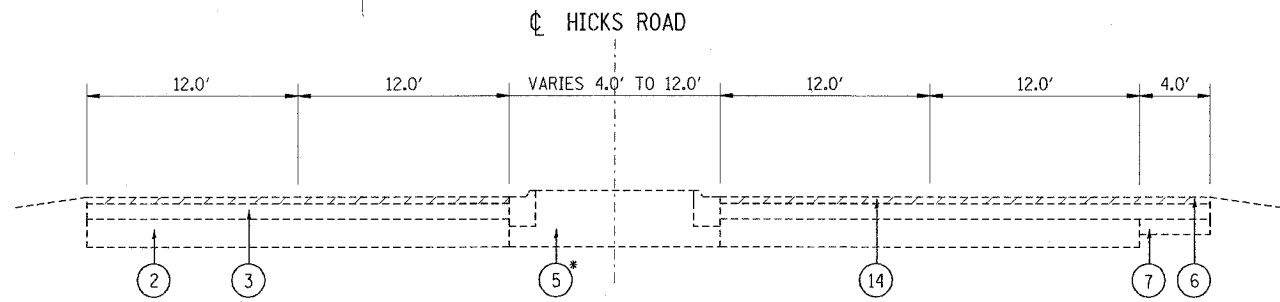
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
HICKS RD. & US 14

4/24/2007 10:12:18 AM C:\PLOT\60620\SUMMARY.DWG

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	531 RS-1	COOK	34	4
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS HIGHWAY PROJECT		

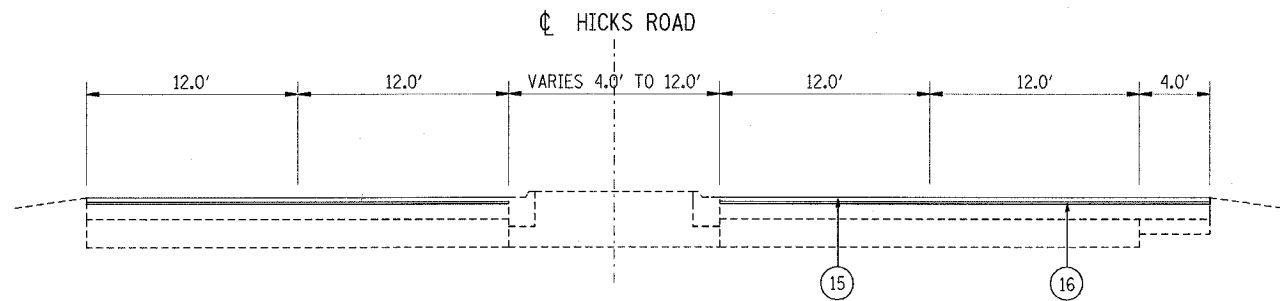
* FAU 2592 & FAP 305



EXISTING TYPICAL SECTION

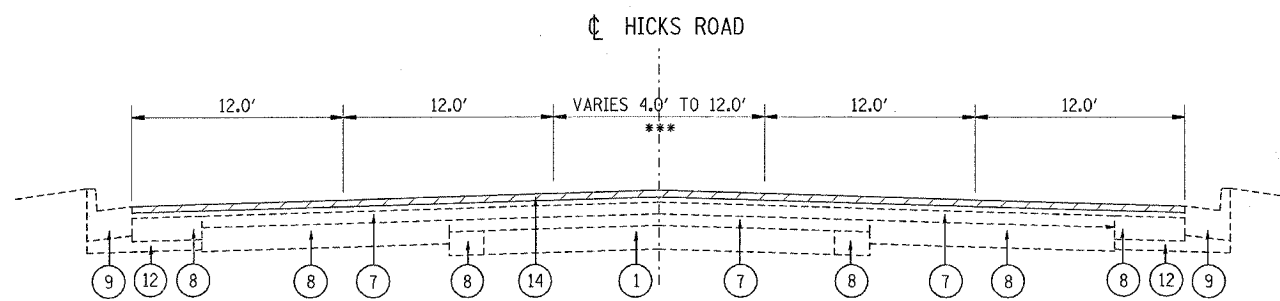
KIRCHOFF RD. TO EUCLID AVE.
STATION 80+57 TO 95+07

*BARRIER MEDIAN FROM STA. 80+57 TO 83+07 TO REMAIN (SEE ROADWAY PLAN)



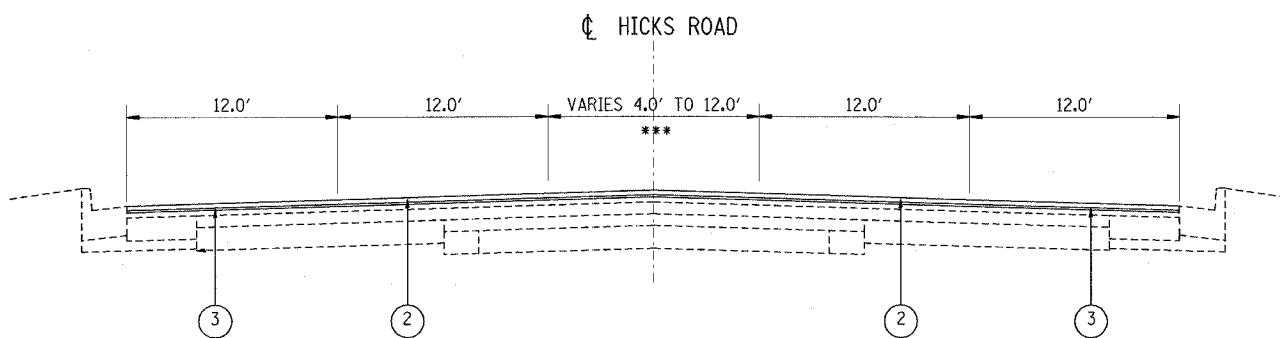
PROPOSED TYPICAL SECTION

KIRCHOFF RD. TO EUCLID AVE.
STATION 80+57 TO 95+07



EXISTING TYPICAL SECTION

EUCLID AVE. TO US 14
STATION 95+07 TO 164+40



PROPOSED TYPICAL SECTION

EUCLID AVE. TO US 14
STATION 95+07 TO 164+40

*** BARRIER MEDIAN FROM STA. 160+71 TO 163+55 TO REMAIN (SEE ROADWAY PLAN)

LEGEND

- ① EXISTING P.C.C. PAVEMENT, 8" (±)
- ② EXISTING P.C.C. PAVEMENT, 9 1/2" (±)
- ③ EXISTING CONCRETE PAVEMENT, 7 1/2" (±)
- ④ EXISTING HMA PAVEMENT, 10" (±)
- ⑤ EXISTING BARRIER MEDIAN
- ⑥ EXISTING HMA SHOULDER
- ⑦ EXISTING HMA OVERLAY, 4" (±)
- ⑧ EXISTING HMA BASE COURSE WIDENING, 8" (±)
- ⑨ EXISTING COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24 (MOD.)
- ⑩ EXISTING COMBINATION CONCRETE CURB & GUTTER TYPE M-2.12
- ⑪ EXISTING STABILIZED MEDIAN, 12"
- ⑫ EXISTING AGGREGATE SUBBASE, TYPE B
- ⑬ EXISTING STABILIZED SUBBASE
- ⑭ PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- ⑮ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑯ PROPOSED POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
PAVEMENT RESURFACING:		
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4.0% @ 50 GYR
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (IL-9.5MM)	SBS/SBR PG 70-22	4.0% @ 90 GYR
PAVEMENT PATCHING:		
CLASS D PATCHES (HMA BINDER IL-19.0 MM)	PG 64-22 / 58-22*	4.0% @ 70 GYR
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19.0 MM)	PG 64-22 / 58-22*	4.0% @ 70 GYR

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
HICKS ROAD
EXISTING AND PROPOSED
TYPICAL SECTIONS

SCALE: VERT. NONE
HORIZ. NONE

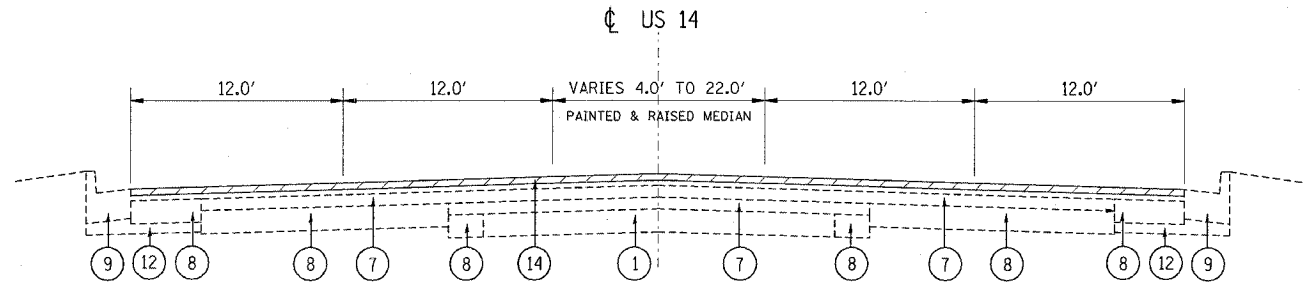
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	531 RS-1	COOK	34	5
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

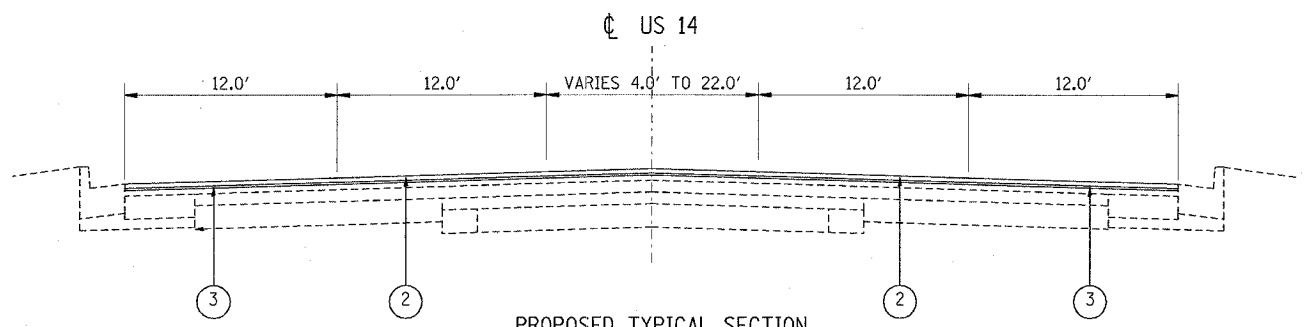
* FAU 2592 & FAP 305

LEGEND

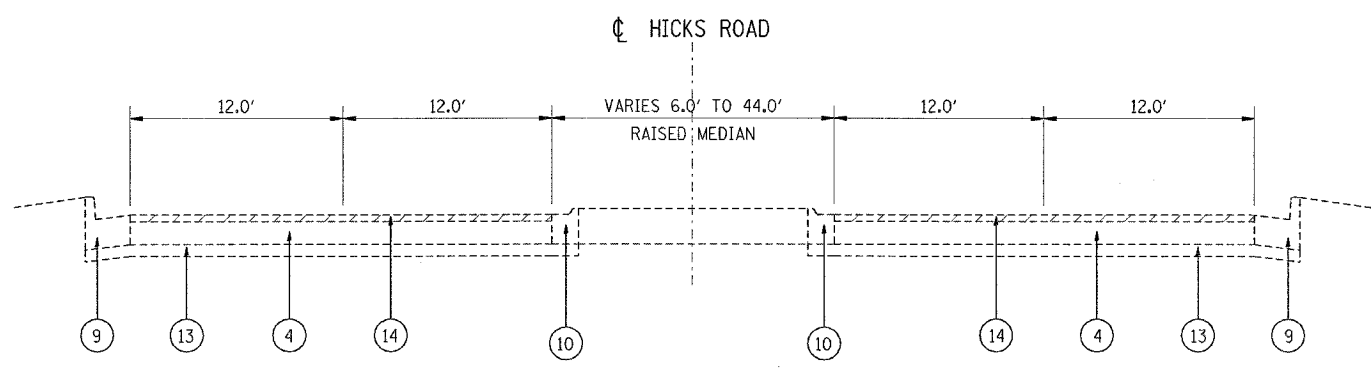
- ① EXISTING P.C.C. PAVEMENT, 8" (±)
- ② EXISTING P.C.C. PAVEMENT, 9 1/2" (±)
- ③ EXISTING CONCRETE PAVEMENT, 7 1/2" (±)
- ④ EXISTING HMA PAVEMENT, 10" (±)
- ⑤ EXISTING BARRIER MEDIAN
- ⑥ EXISTING HMA SHOULDER
- ⑦ EXISTING HMA OVERLAY, 4" (±)
- ⑧ EXISTING HMA BASE COURSE WIDENING, 8" (±)
- ⑨ EXISTING COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24 (MOD.)
- ⑩ EXISTING COMBINATION CONCRETE CURB & GUTTER TYPE M-2.12
- ⑪ EXISTING STABILIZED MEDIAN, 12"
- ⑫ EXISTING AGGREGATE SUBBASE, TYPE B
- ⑬ EXISTING STABILIZED SUBBASE
- ⑭ PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- ⑮ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑯ PROPOSED POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"



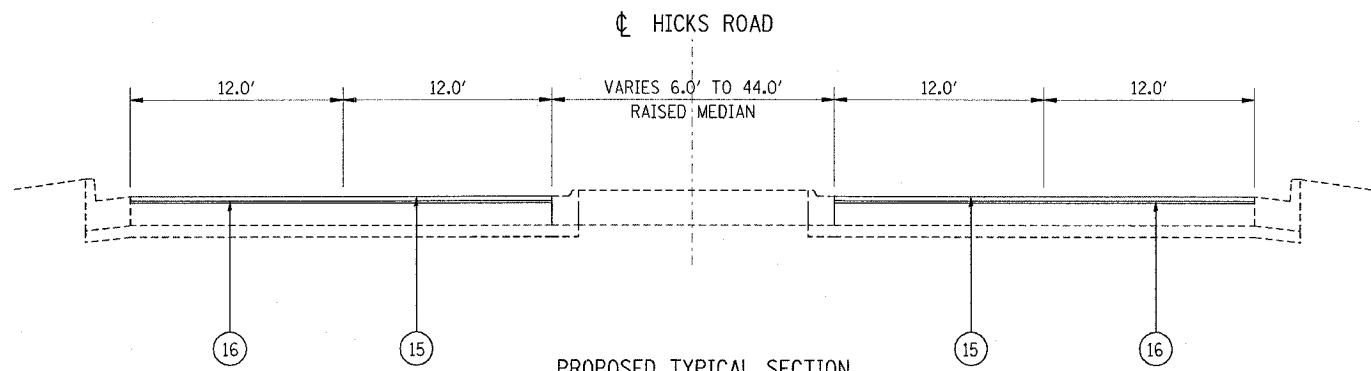
EXISTING TYPICAL SECTION
HICKS RD. TO NORTH CT.
STATION 8+74 TO 72+06



PROPOSED TYPICAL SECTION
HICKS RD. TO NORTH CT.
STATION 8+74 TO 72+06



EXISTING TYPICAL SECTION
US 14 TO FIRST BANK DR.
STATION 500+00 TO 510+80



PROPOSED TYPICAL SECTION
US 14 TO FIRST BANK DR.
STATION 500+00 TO 510+80

REVISIONS	
NAME	DATE

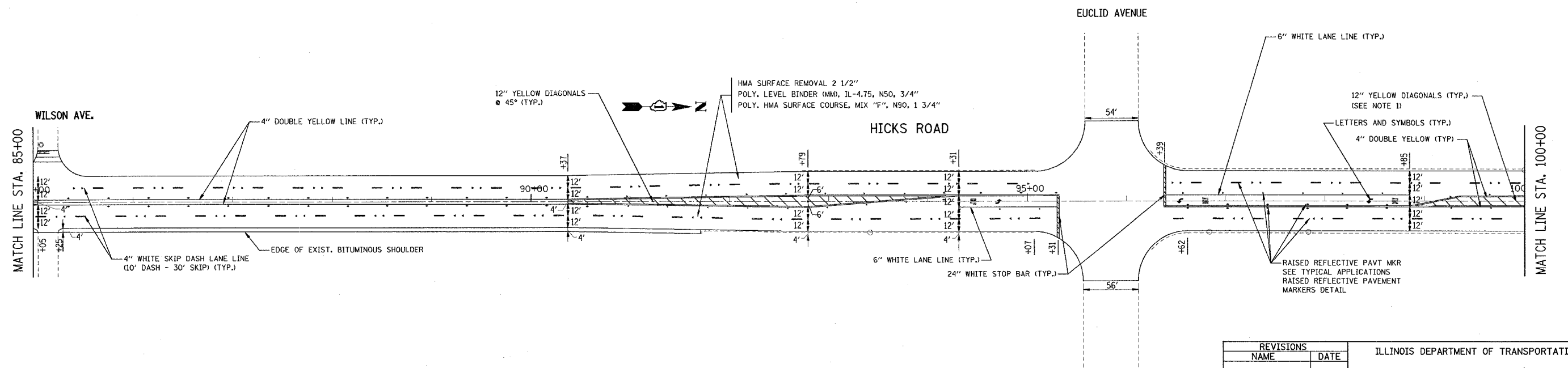
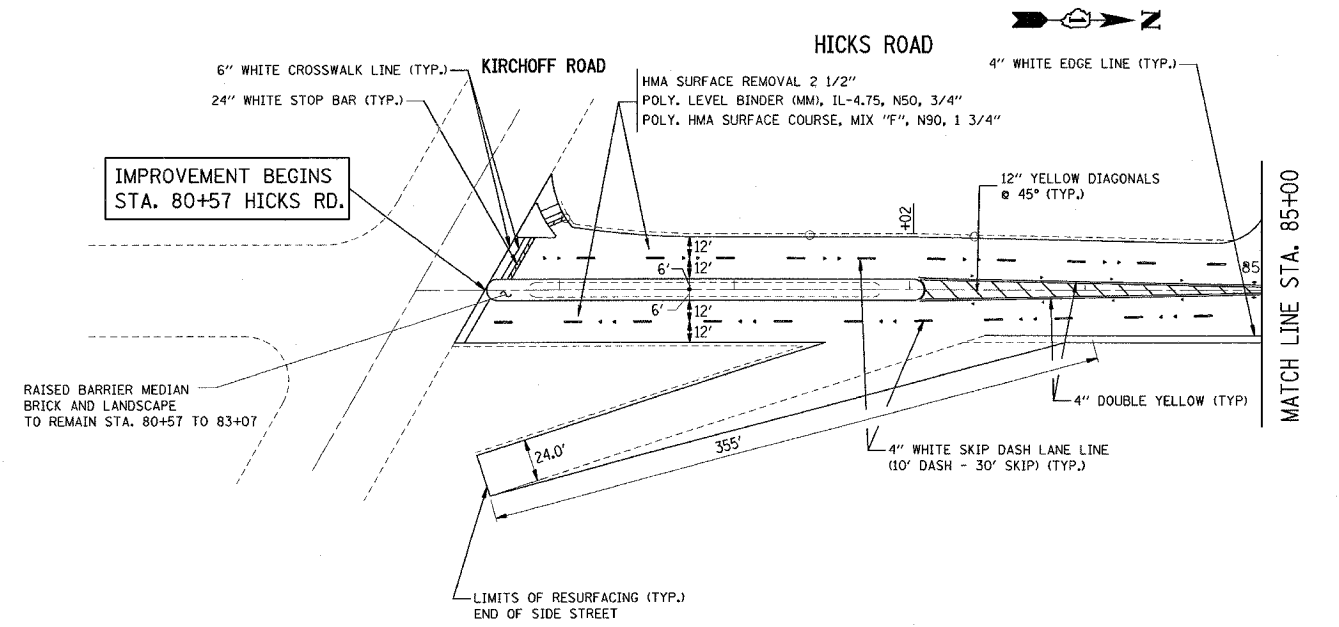
ILLINOIS DEPARTMENT OF TRANSPORTATION
HICKS ROAD
EXISTING AND PROPOSED
TYPICAL SECTIONS

SCALE: VERT. NONE
HORIZ. NONE

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* 531 RS-1	COOK		34	6
STA. 80+57		TO STA. 100+00		
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	

* FAU 2592 & FAP 305

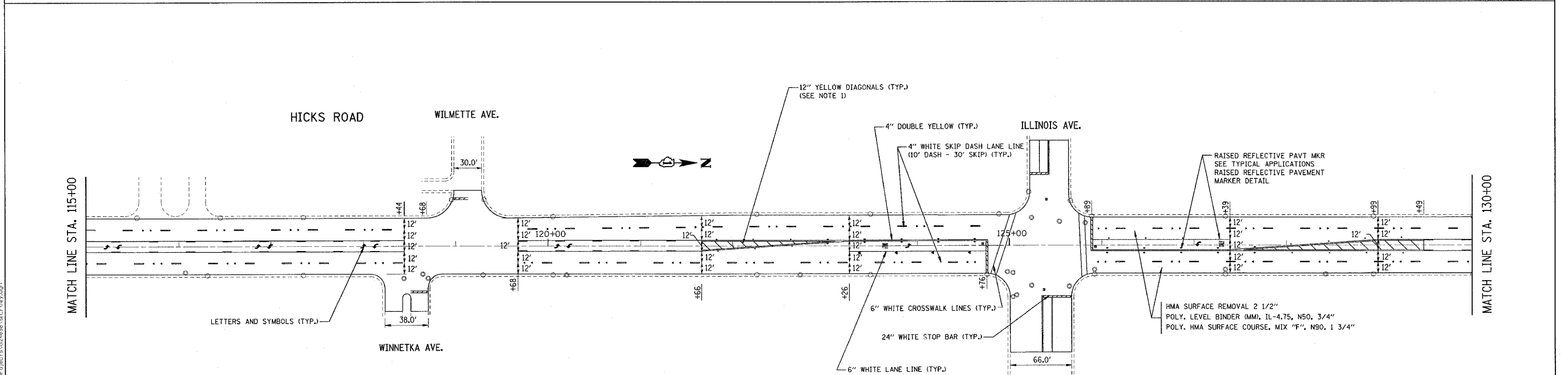
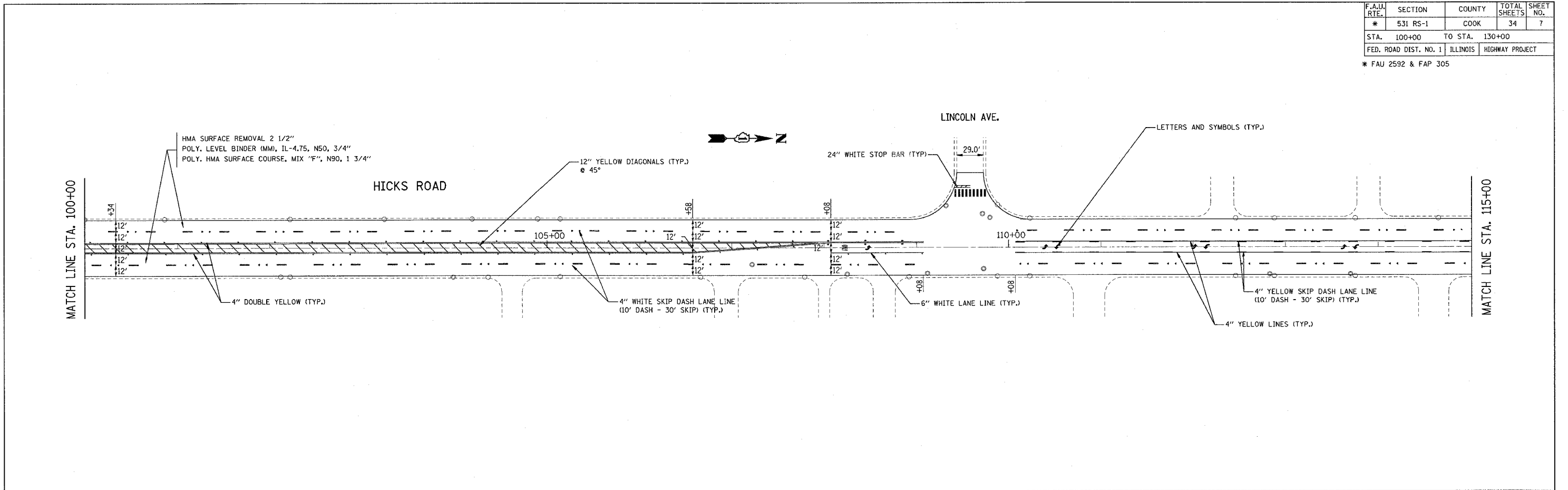


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**HICKS ROAD
PROPOSED ROADWAY AND
PAVEMENT MARKING PLAN**
SCALE: VERT. NONE
HORIZ. 1" = 50'
DATE _____ DRAWN BY _____
CHECKED BY _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* 531 RS-1	COOK	ILLINOIS	34	7
STA. 100+00		TO STA. 130+00		
FED. ROAD DIST. NO. 1		HIGHWAY PROJECT		

* FAU 2592 & FAP 305



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**HICKS ROAD
PROPOSED ROADWAY AND
PAVEMENT MARKING PLAN**

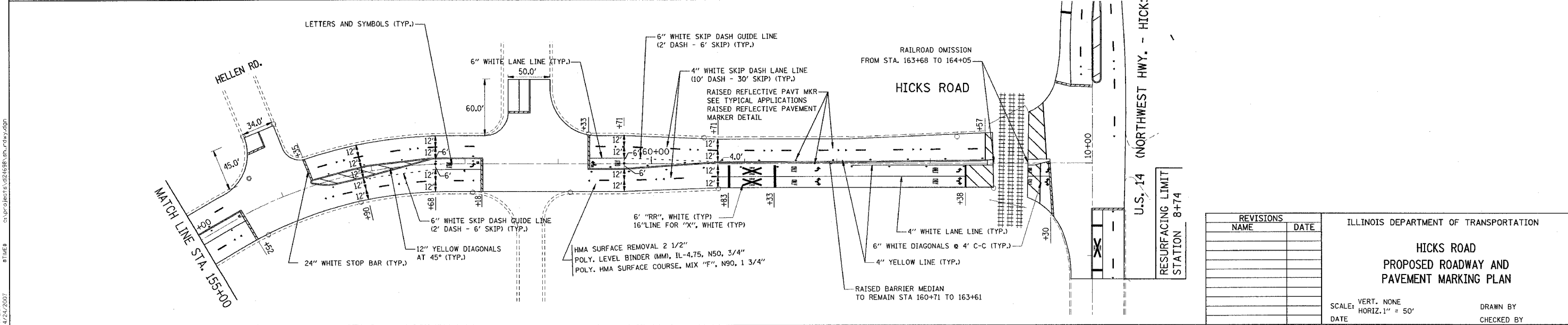
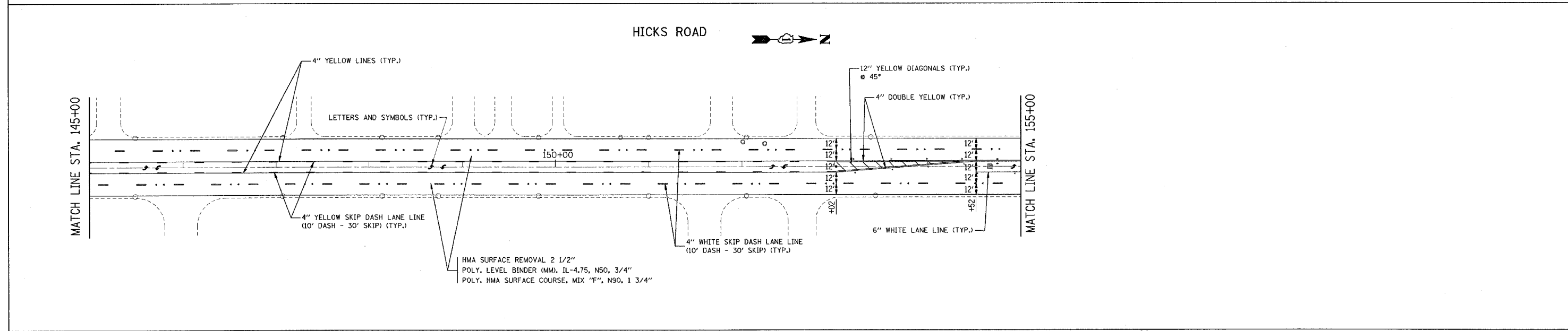
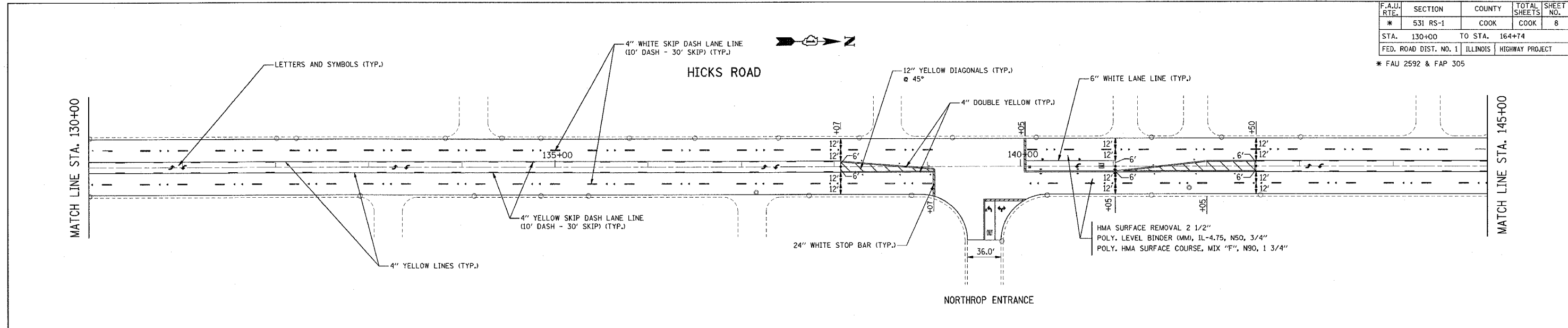
SCALE: VERT. NONE
HORIZ. 1" = 50'

DATE _____ DRAWN BY _____
CHECKED BY _____

Project: 4/24/2007
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 8:15 AM

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* 531 RS-1	COOK	COOK	8	
STA. 130+00		TO STA. 164+74		
FED. ROAD DIST. NO. 1		ILLINOIS HIGHWAY PROJECT		

* FAU 2592 & FAP 305



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**HICKS ROAD
PROPOSED ROADWAY AND
PAVEMENT MARKING PLAN**

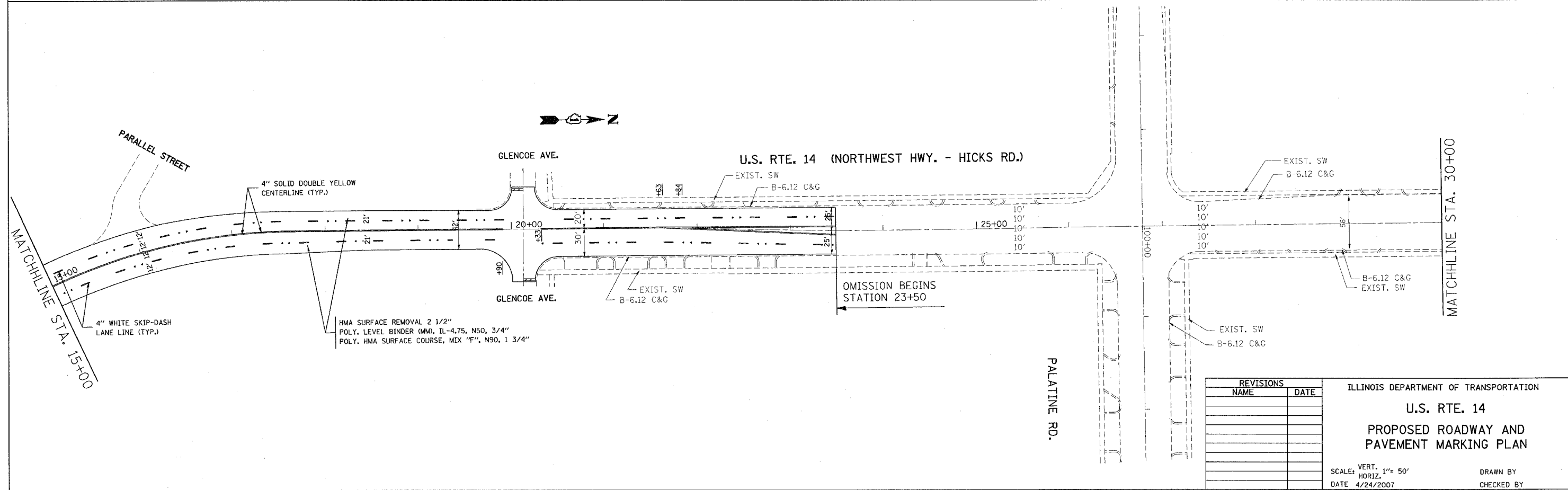
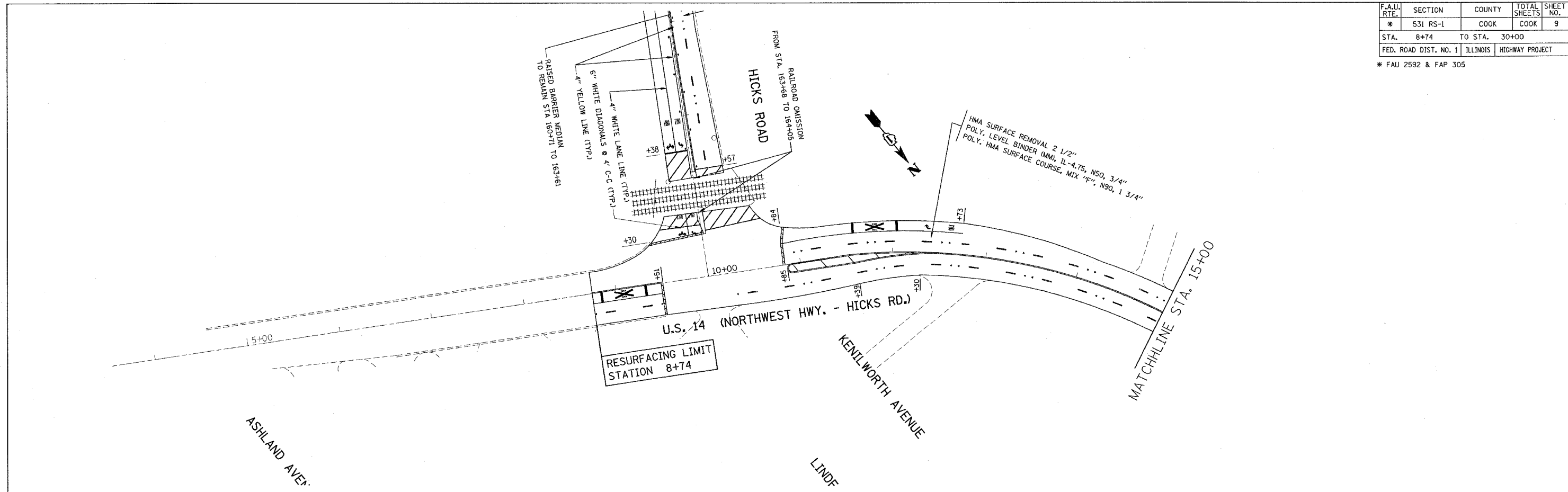
SCALE: VERT. NONE
HORIZ. 1" = 50'

DATE _____ DRAWN BY _____
CHECKED BY _____

4/24/2007
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	531 RS-1	COOK	COOK	9
STA. 8+74		TO STA. 30+00		
FED. ROAD DIST. NO. 1		ILLINOIS		HIGHWAY PROJECT

* FAU 2592 & FAP 305

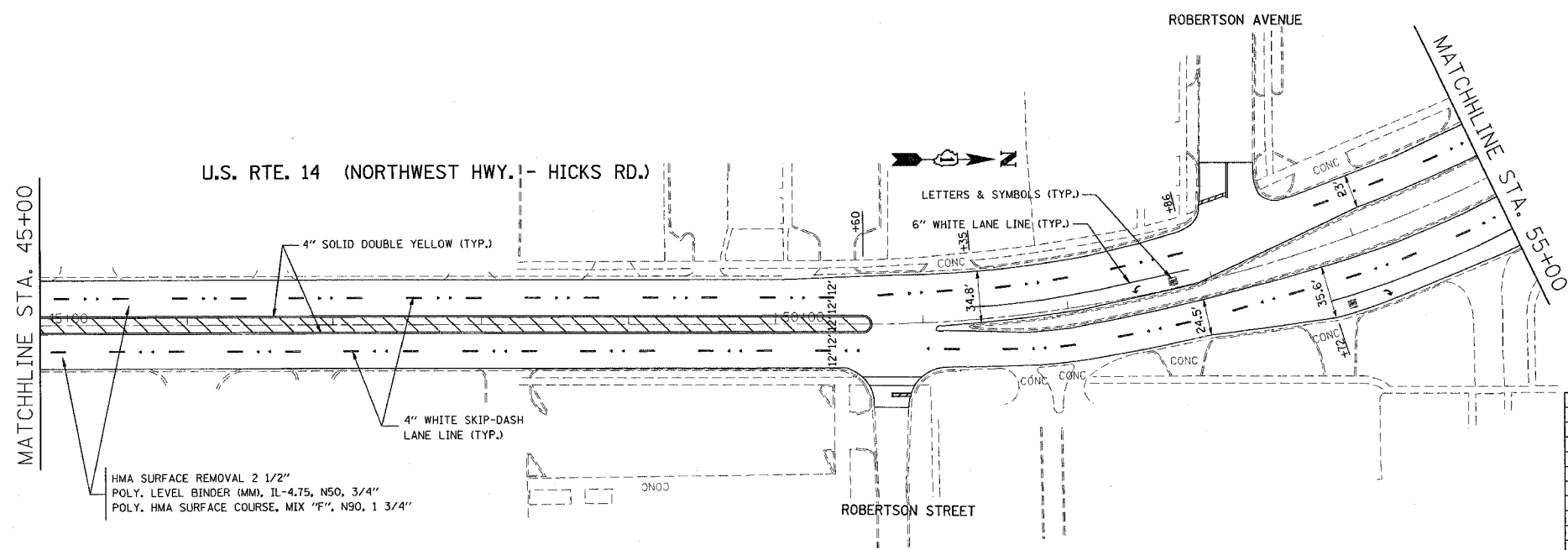
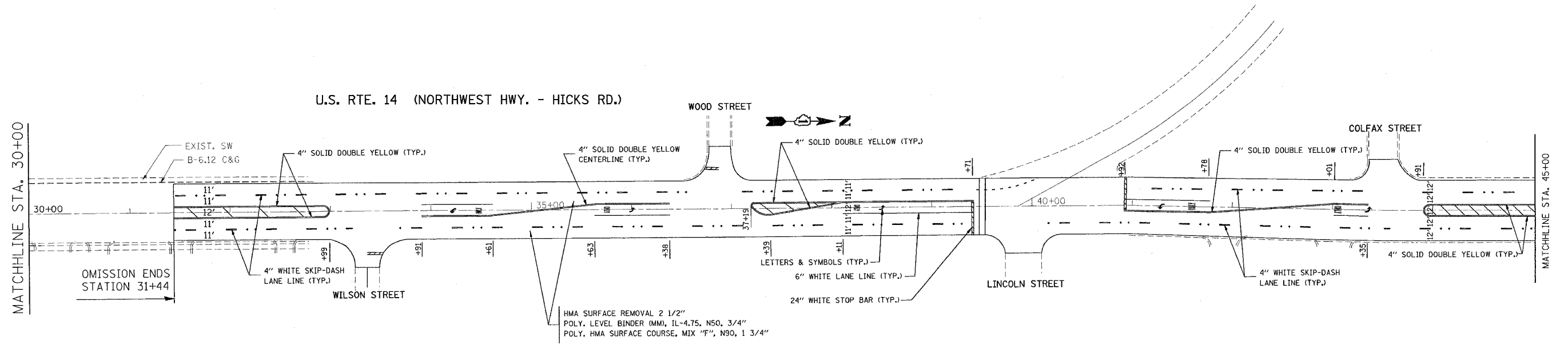


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. RTE. 14
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN
 SCALE: VERT. 1" = 50'
 DATE 4/24/2007
 DRAWN BY
 CHECKED BY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* 531 RS-1		COOK	COOK	10
STA. 30+00		TO STA. 55+00		
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	

* FAU 2592 & FAP 305



HMA SURFACE REMOVAL 2 1/2"
 POLY. LEVEL BINDER (MM), IL-4.75, N50, 3/4"
 POLY. HMA SURFACE COURSE, MIX "F", N90, 1 3/4"

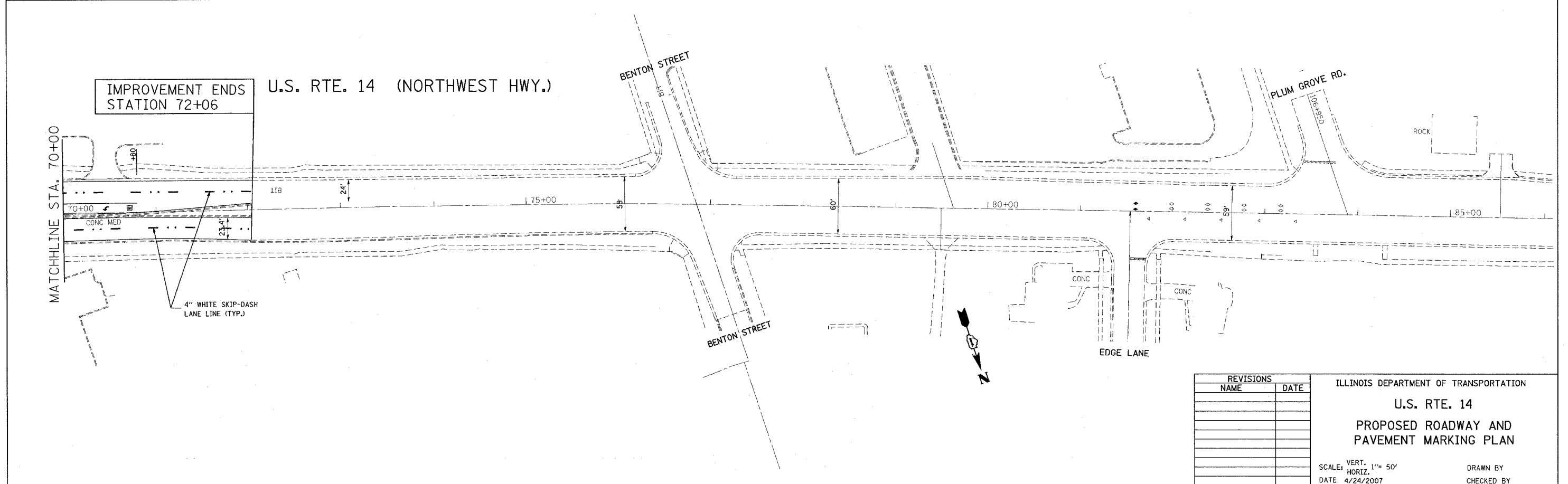
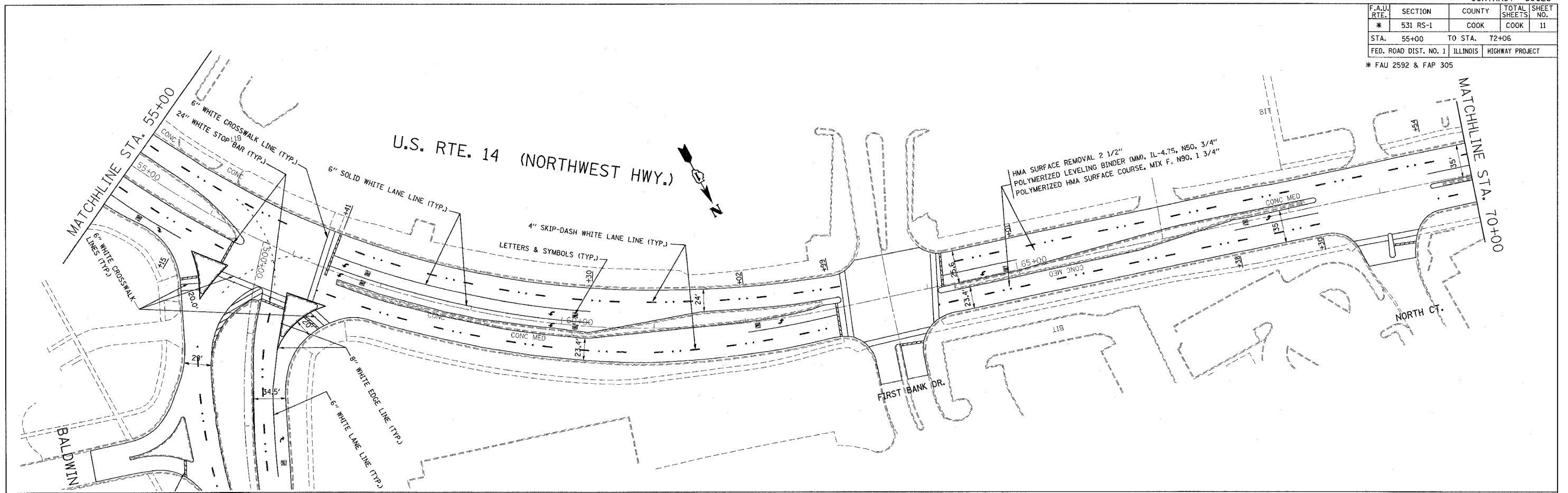
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. RTE. 14
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: VERT. 1" = 50'
 HORIZ. DATE 4/24/2007
 DRAWN BY
 CHECKED BY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* 531 RS-1		COOK	COOK	11
STA. 55+00	TO STA. 72+06			
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	

* FAU 2592 & FAP 305



REVISIONS	
NAME	DATE

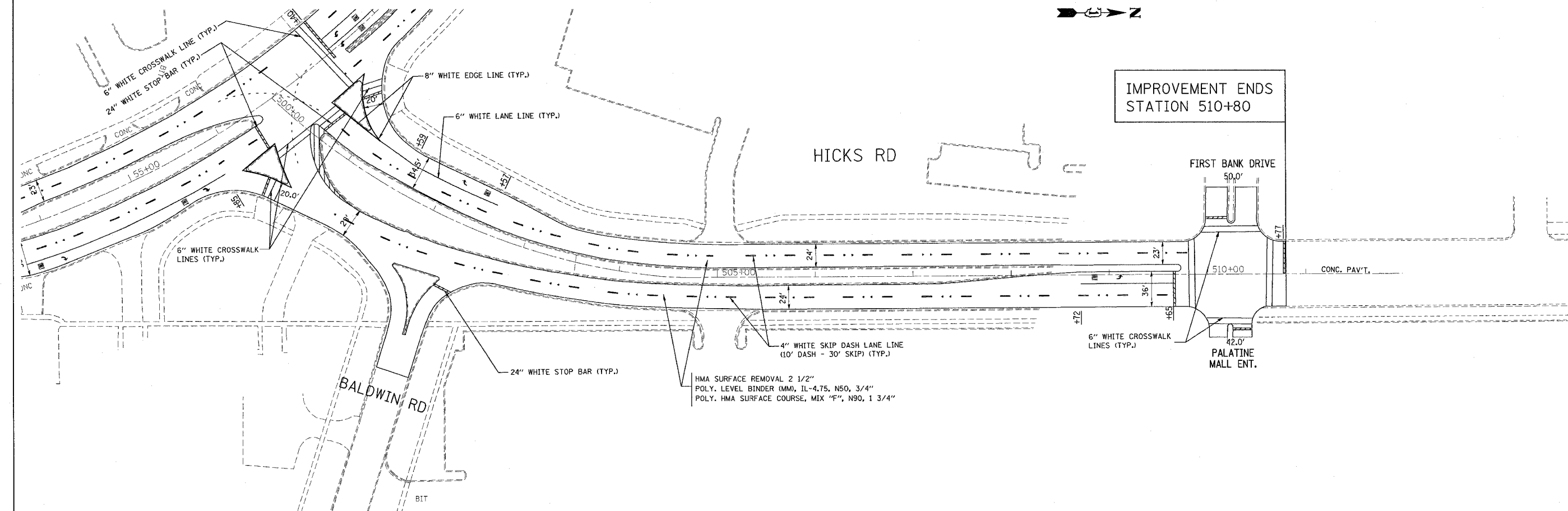
ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. RTE. 14
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: VERT. 1" = 50'
 HORIZ. 1" = 50'
 DATE 4/24/2007

DRAWN BY
 CHECKED BY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* 531 RS-1	COOK	COOK	12	
STA. 500+00	TO STA. 510+80			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

* FAU 2592 & FAP 305



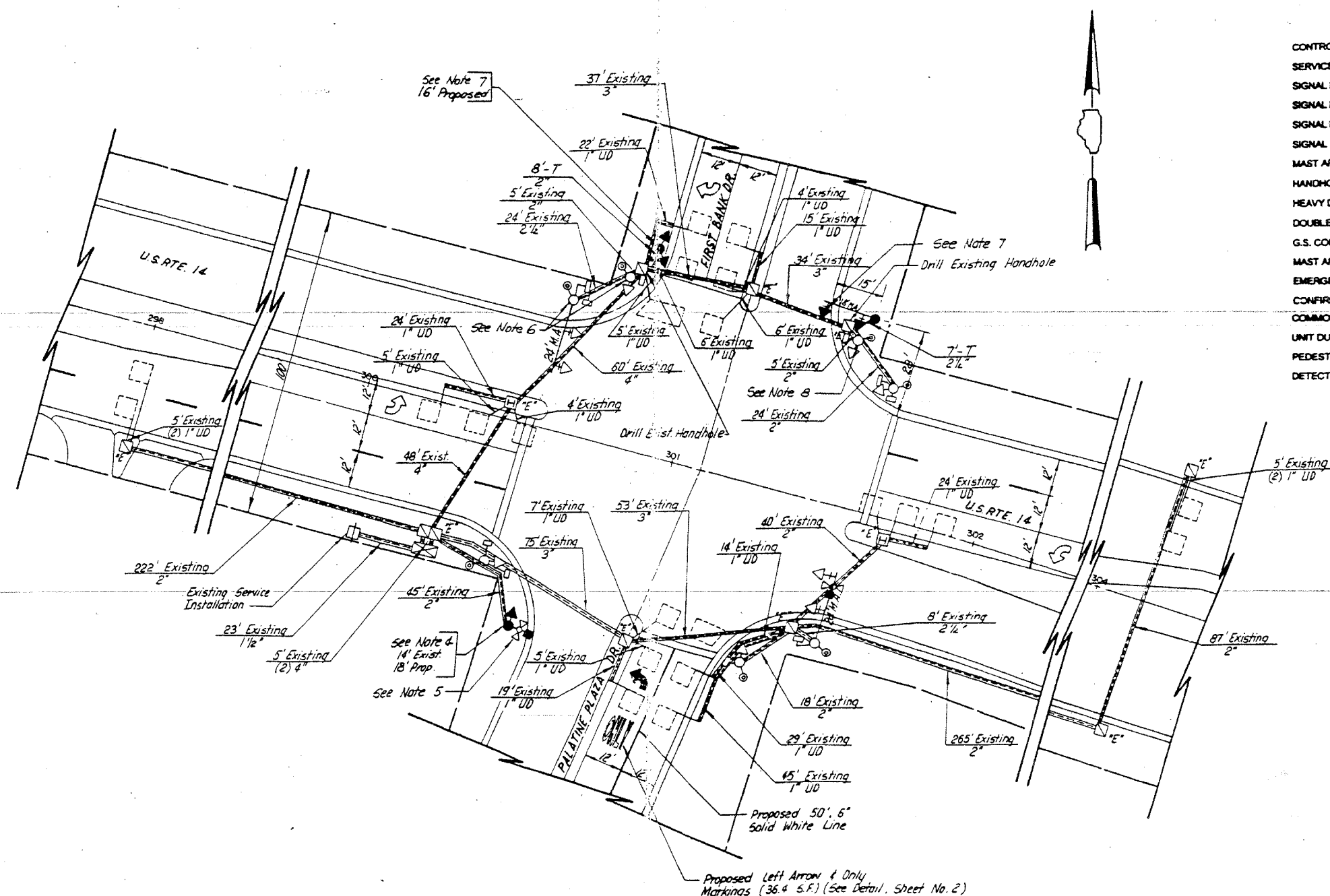
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**HICKS RD. & US 14
PROPOSED ROADWAY AND
PAVEMENT MARKING PLAN**

SCALE: VERT. NONE
HORIZ. 1" = 50'

DATE _____ DRAWN BY _____
CHECKED BY _____



TRAFFIC SIGNAL LEGEND

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

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

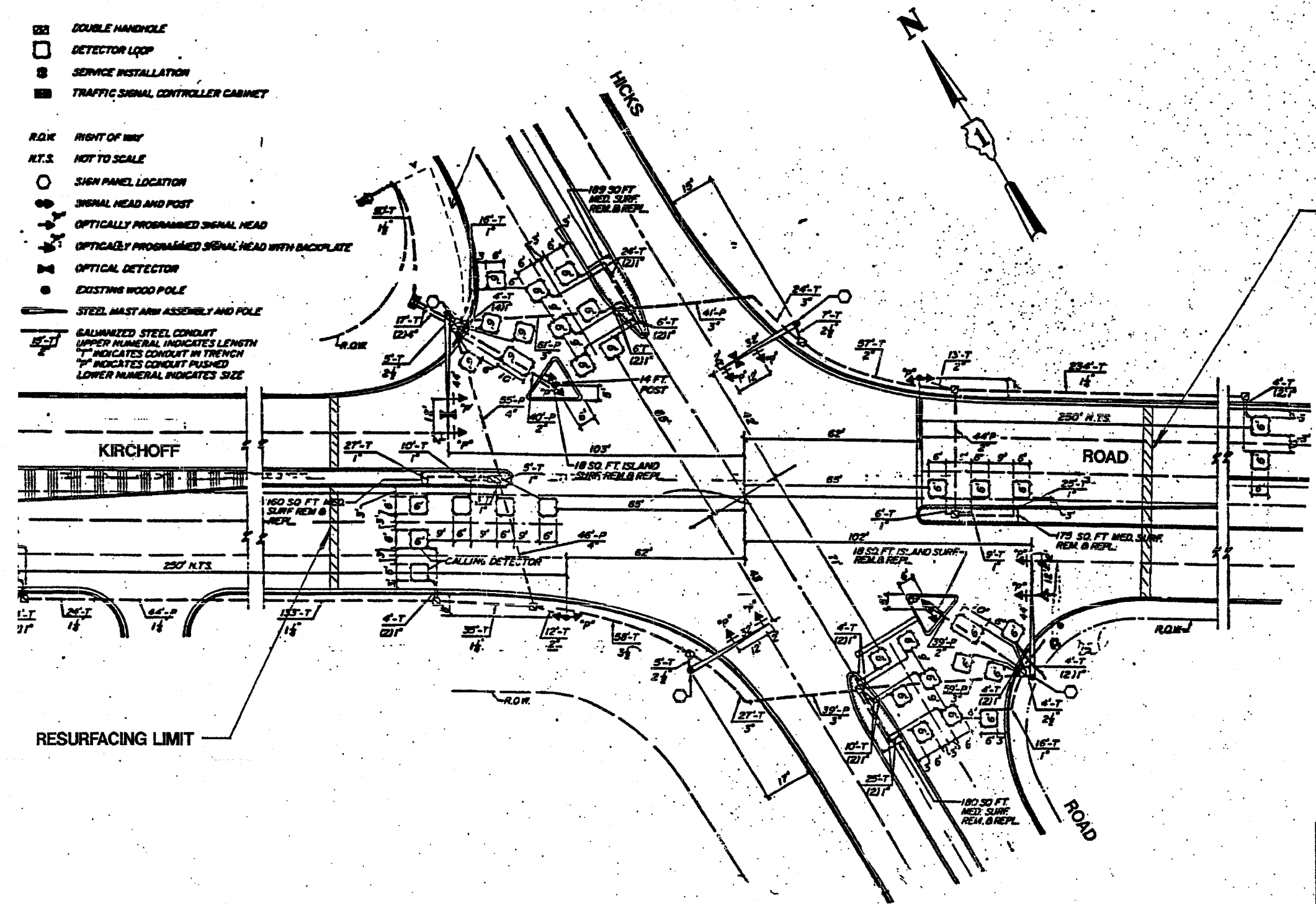
CODE NO.	QUANTITY	UNIT	ITEM
86600600	502	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
 U.S. ROUTE 14 (NORTHWEST HIGHWAY) @
 FIRST BANK DRIVE
 SCALE NONE
 DATE
 DRAWN BY
 DESIGNED BY
 CHECKED BY

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
531R3-1	COOK	34	14
STA.	TO STA.		
PBL. ROAD DIST. NO. 1			

- ☐ DOUBLE HANDHOLE
 - DETECTOR LOOP
 - ⊙ SERVICE INSTALLATION
 - TRAFFIC SIGNAL CONTROLLER CABINET
-
- R.O.W. RIGHT OF WAY
 - N.T.S. NOT TO SCALE
 - SIGN PANEL LOCATION
 - ⊙ SIGNAL HEAD AND POST
 - ⊙ OPTICALLY PROGRAMMED SIGNAL HEAD
 - ⊙ OPTICALLY PROGRAMMED SIGNAL HEAD WITH BACKPLATE
 - ⊙ OPTICAL DETECTOR
 - EXISTING WOOD POLE
 - STEEL MAST ARM ASSEMBLY AND POLE
 - GALVANIZED STEEL CONDUIT
UPPER NUMERAL INDICATES LENGTH
"T" INDICATES CONDUIT IN TRENCH
"P" INDICATES CONDUIT PUSHED
LOWER NUMERAL INDICATES SIZE



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

CODE NO.	QUANTITY	UNIT	ITEM
88600600	375	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

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

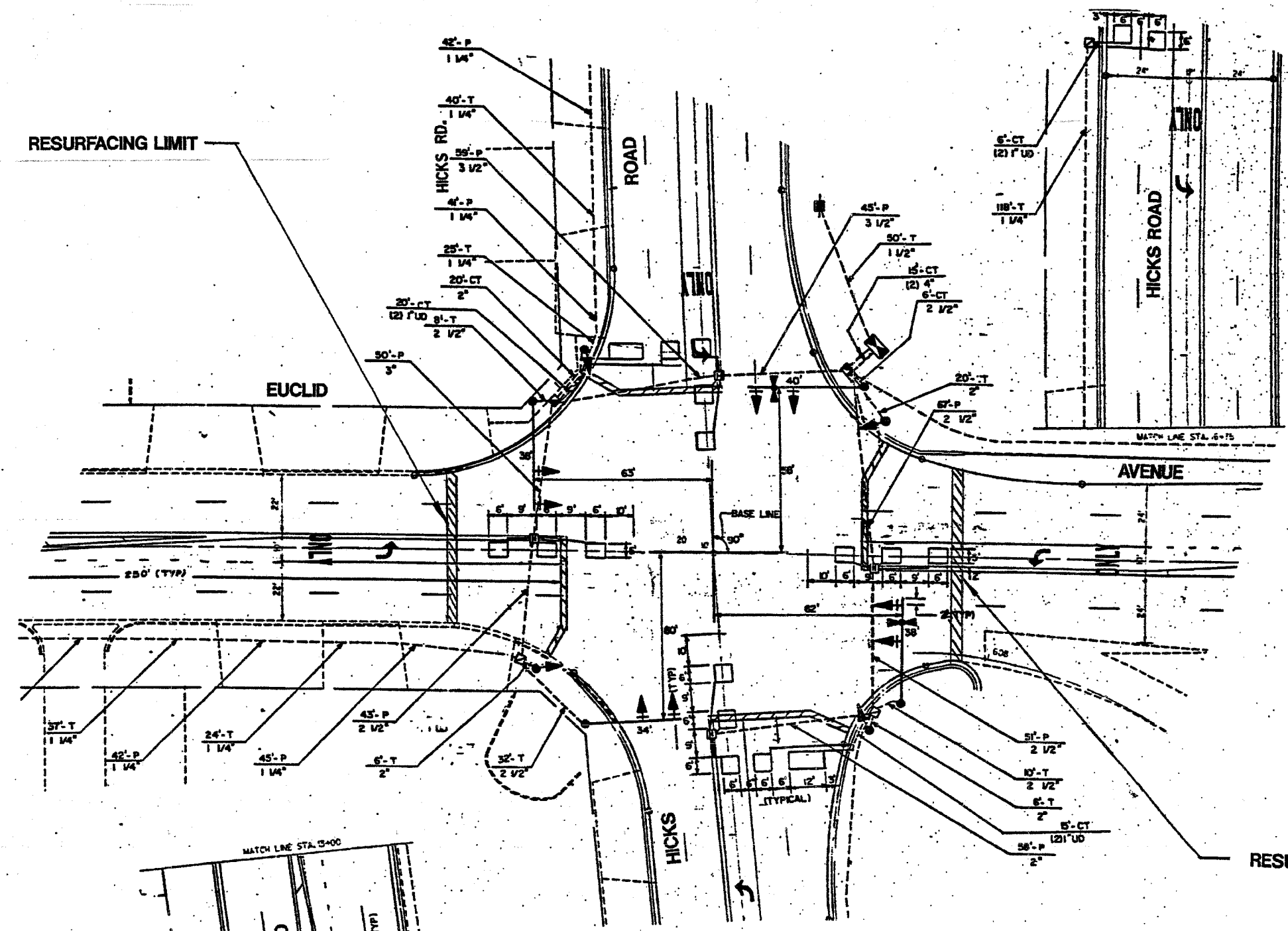
ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
HICKS ROAD AT KIRCHOFF ROAD

SCALE: 1" = 20'
DATE: OCT. 2005

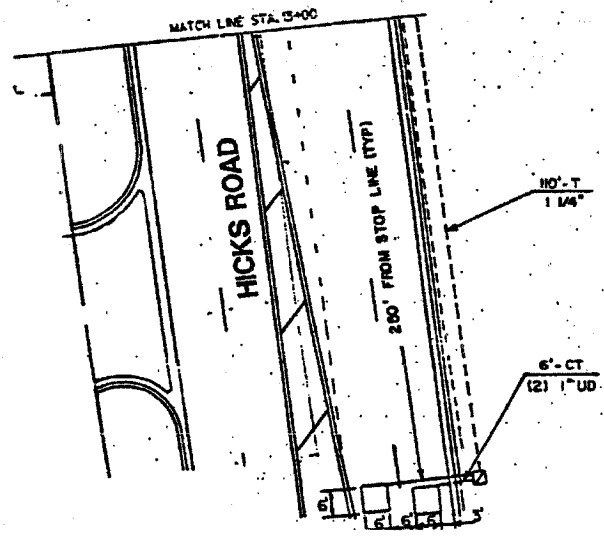
DRAWN BY: JHE
DESIGNED BY: JHE
CHECKED BY: DAD

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
531RS-1	COOK	34	15
STA. 75 STA.			
PUB. ROAD DIST. NO. 7			

RESURFACING LIMIT



- TRAFFIC SIGNAL LEGEND**
- CONTROLLER
 - SERVICE INSTALLATION
 - SIGNAL HEAD
 - SIGNAL HEAD WITH BACKPLATE
 - SIGNAL HEAD, PEDESTRIAN
 - SIGNAL POST
 - POST AND ASSEMBLY AND POLE, STEEL
 - HANDLE
 - HEAVY DUTY HANDLE
 - DOUBLE HANDLE
 - G.S. CONDUIT IN TRENCH OR PUSHED
 - PEDESTRIAN PUSHBUTTON DETECTOR
 - DETECTOR LOOP
 - CURB TRENCH



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

CODE NO.	QUANTITY	UNIT	ITEM
88600600	563	Foot	Detector Loop Replacement

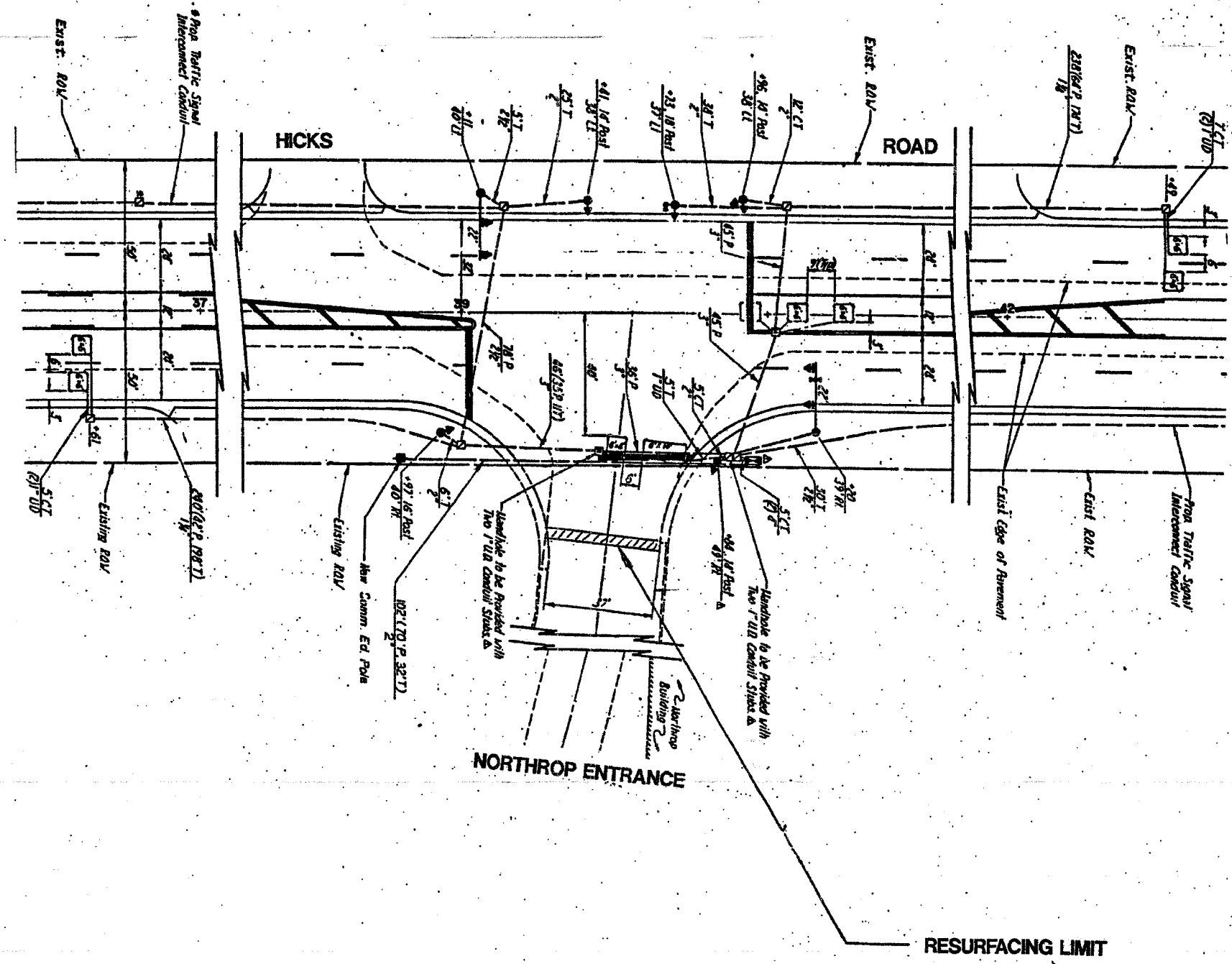
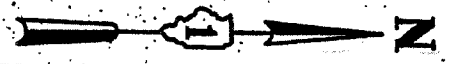
REVISIONS	
NAME	DATE

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
HICKS ROAD AT EUCLID AVENUE

SCALE: 1" = 20'
DATE: OCT. 2003
DRAWN BY: JJE
DESIGNED BY: JJE
CHECKED BY: DAD

P. A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2592	531 RS-1	COOK	34	17
STA.	TO STA.			
P.O.B. ROAD DIST. NO. 7		ILLINOIS	P.O.B. AND PROJECT	



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

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

CODE NO.	QUANTITY	UNIT	ITEM
88600600	312	Foot	Detector Loop Replacement

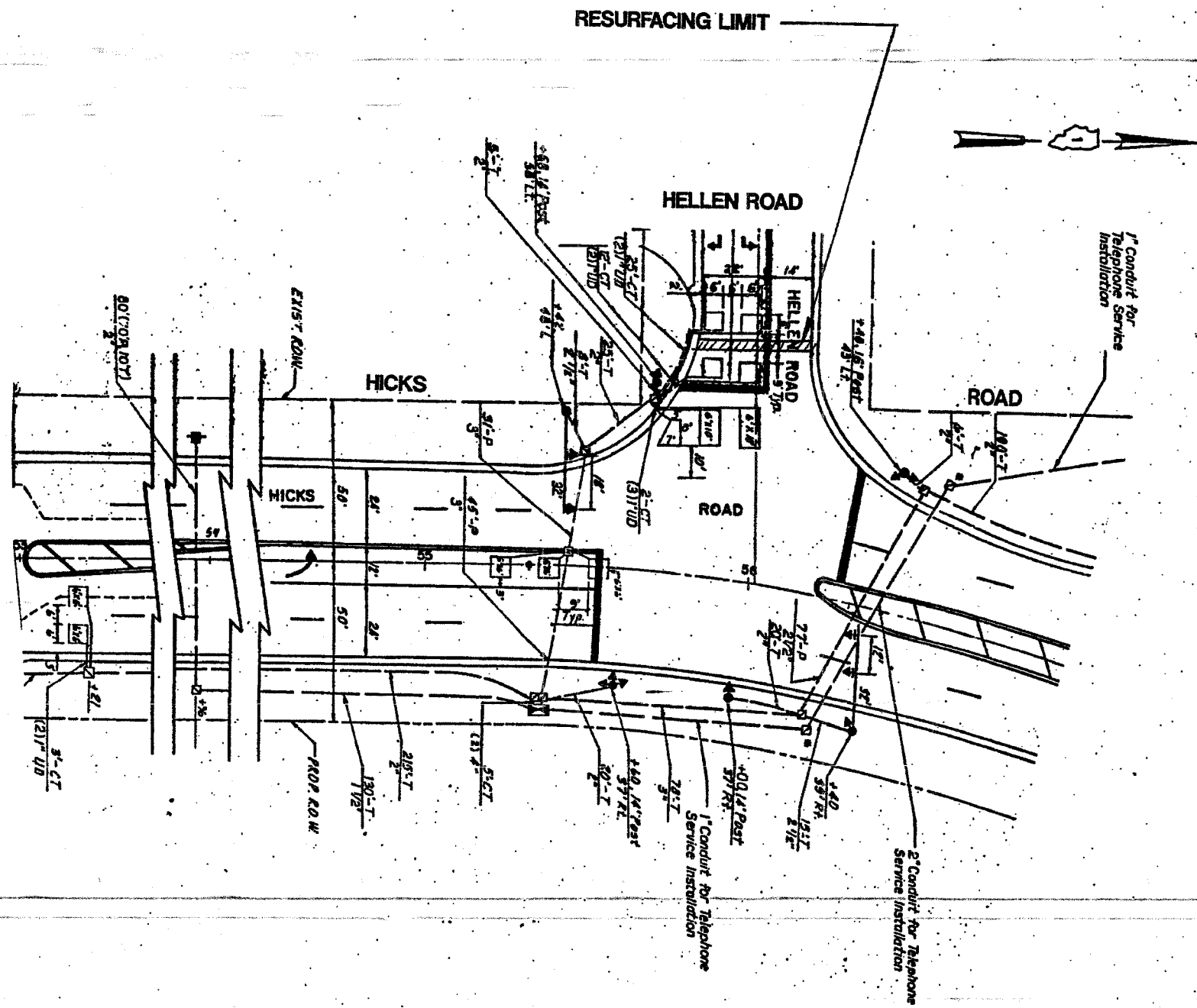
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
HICKS ROAD AT NORTHROP ENTRANCE

SCALE: 1" = 20'
 DATE: OCT. 2003

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

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2592	COOK	34	18
STA.		TO STA.	
POL. ROAD DIST. NO. 7		PUB. AND PROJECT	



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

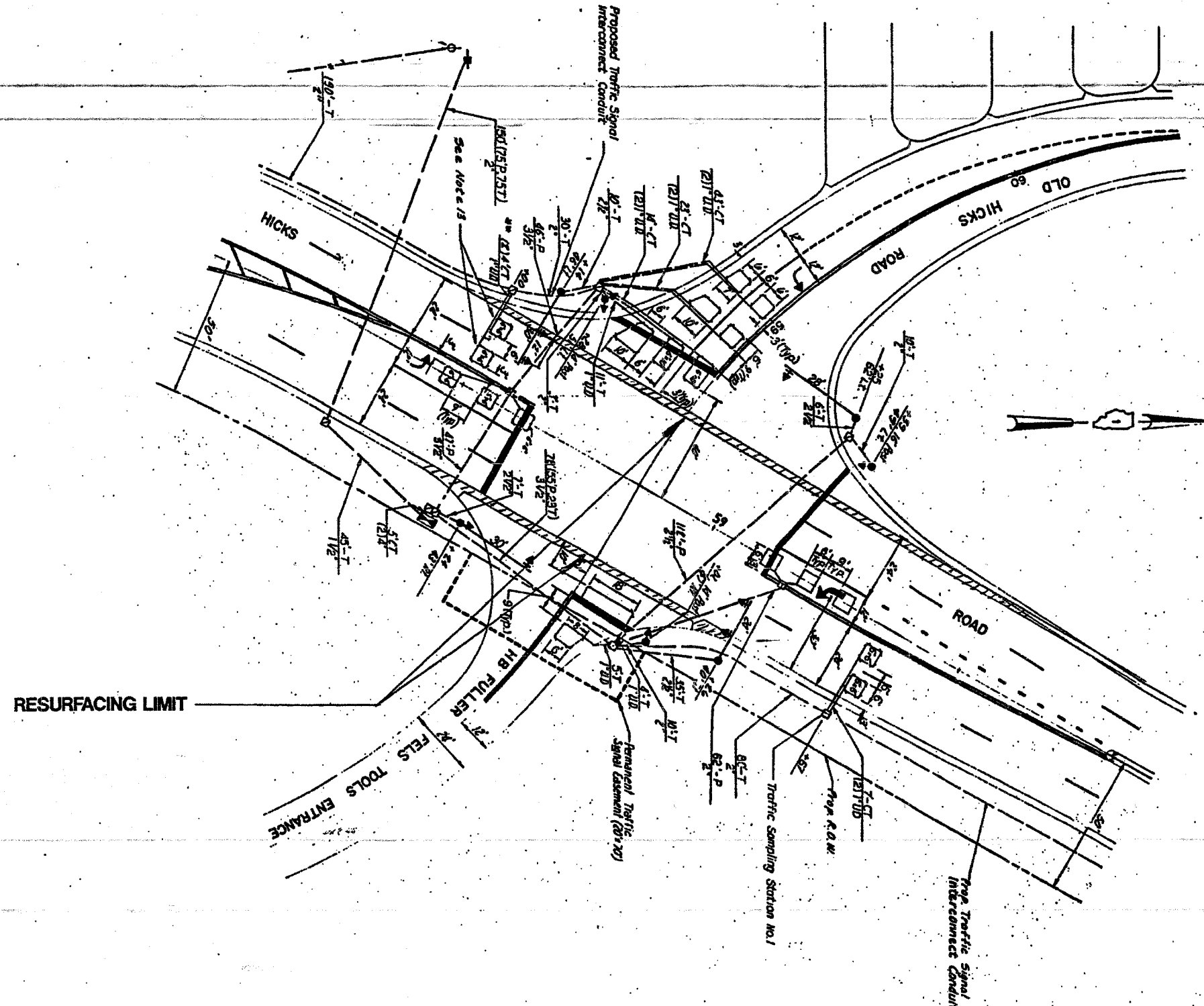
REPLACE ALL DETECTOR LOOPS AS SHOWN
 (WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
88600600	356	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
HICKS ROAD AT HELLEN ROAD
 SCALE: 1" = 20'
 DATE: OCT. 2005
 DRAWN BY: JHE
 DESIGNED BY: JHE
 CHECKED BY: DAD

P. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2512	531 RS-1	COOK	34	19
STA.		TO STA.		
POL. ROAD DIST. NO. 9 ILLINOIS		FED. AID DISTRICT		



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

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

CODE NO.	QUANTITY	UNIT	ITEM
88600600	332	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
HICKS ROAD AT OLD HICKS ROAD

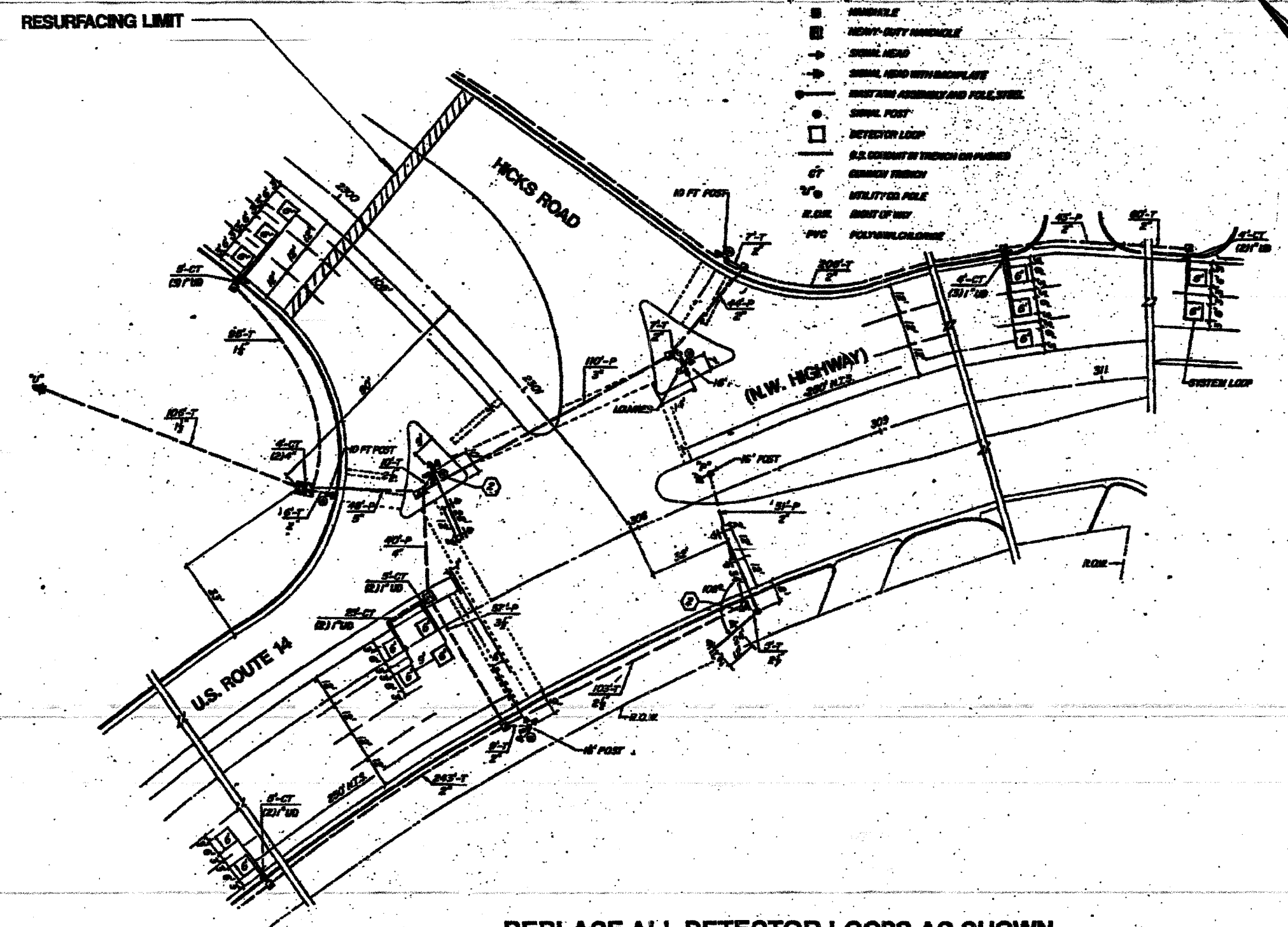
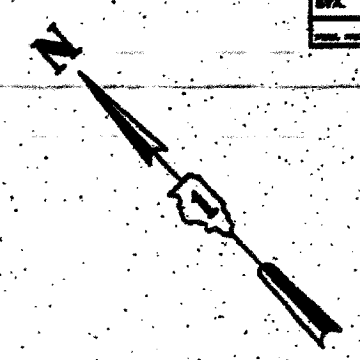
SCALE: 1" = 20'
 DATE: OCT. 2003

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

PROJECT NO.	DISTRICT	COUNTY	SHEET NO.	TOTAL SHEETS
2592	531 RS-1	COOK	34	22
DATE		BY DATE		
DESIGNED BY		CHECKED BY		

TRAFFIC SIGNAL LEGEND

- ⊙ SERVICE INSTALLATION
- ⊙ SIGNAL HEAD
- ⊙ DOUBLE HEADS
- ⊙ HEADS
- ⊙ NEW-Y-BUTT HEADS
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL ASSEMBLY AND POLE, STEEL
- SIGNAL POST
- DETECTOR LOOP
- S.S. GROUND IN TRENCH OR PAVED
- CT GROUND TRENCH
- ⊙ UTILITY POLE
- R.O.W. RIGHT OF WAY
- PVC POLYVINYLCHLORIDE



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

CODE NO.	QUANTITY	UNIT	ITEM
88600600	117	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

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

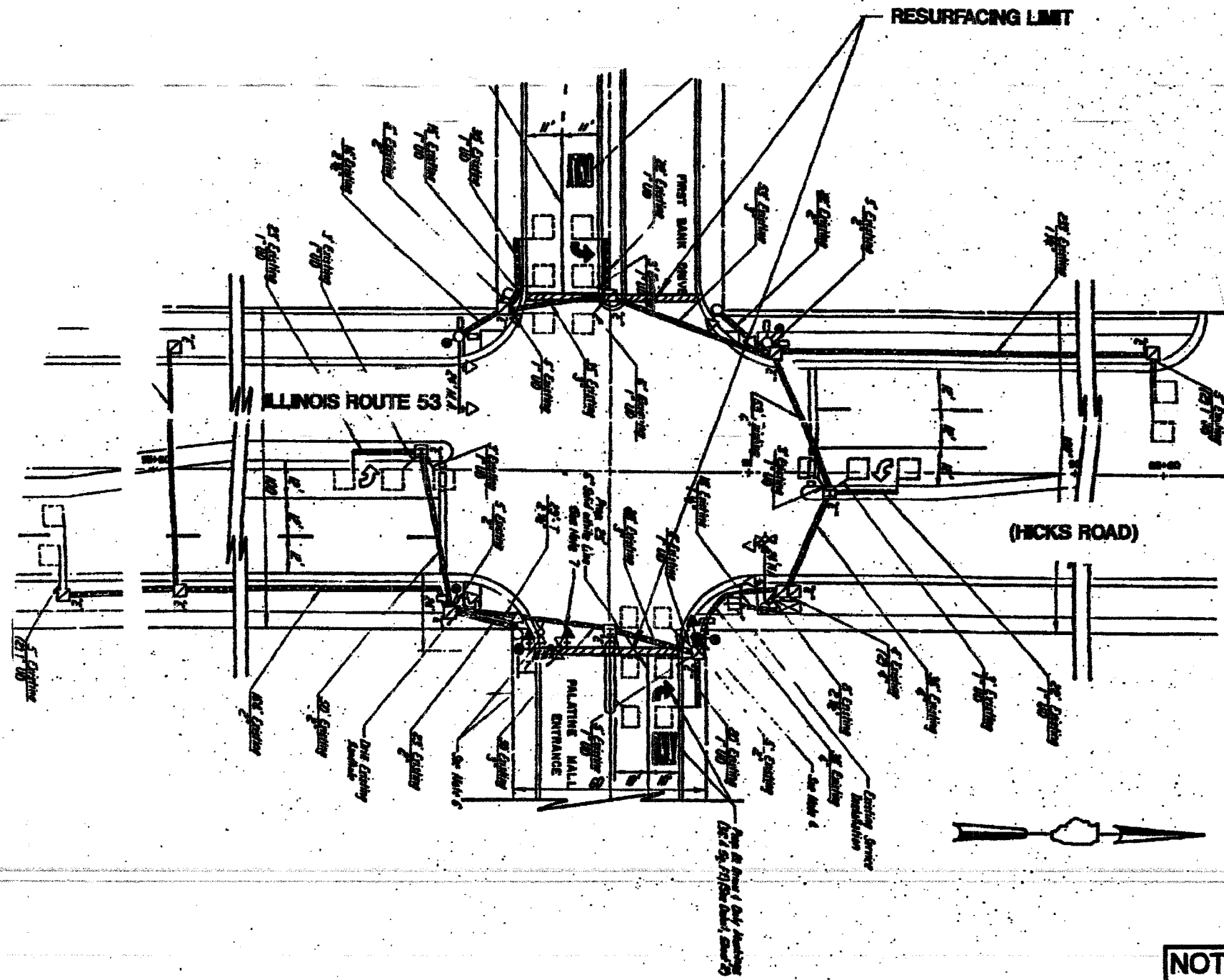
ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
U.S. ROUTE 14 (NORTHWEST HIGHWAY)
AT HICKS ROAD

SCALE: 1" = 50'
DATE: OCT. 2003

DRAWN BY: JSE
DESIGNED BY: JSE
CHECKED BY: DAD

P.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2992	53 RS-1	COOK	34	21
STA.	TO STA.			
FILE NUMBER AND V.	ALIGNED	SEE ALSO SHEETS		

- DIRECTIONAL LEGEND**
- CONTROLLER
 - SIGNAL INSTALLATION
 - SIGNAL HEAD
 - SIGNAL HEAD WITH BACKPLATE
 - SIGNAL HEAD, PEDESTRIAN
 - SIGNAL POST
 - MAST ARM ASSEMBLY AND POLE, STEEL
 - WANDHOLE
 - HEAVY DUTY WANDHOLE
 - DOUBLE WANDHOLE
 - U.S. CONDUIT IN TRENCH OR PAVED
 - MAST ARM ASSEMBLY AND POLE, ALUMINUM
 - EMERGENCY VEHICLE SYSTEM DETECTOR
 - CONSTRUCTION BEACON
 - CORNER TRENCH
 - UNIT COCT
 - PEDESTRIAN PUSHBUTTON DETECTOR
 - DETECTOR LOOP



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

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

CODE NO.	QUANTITY	UNIT	ITEM
88600600	294	Foot	Detector Loop Replacement

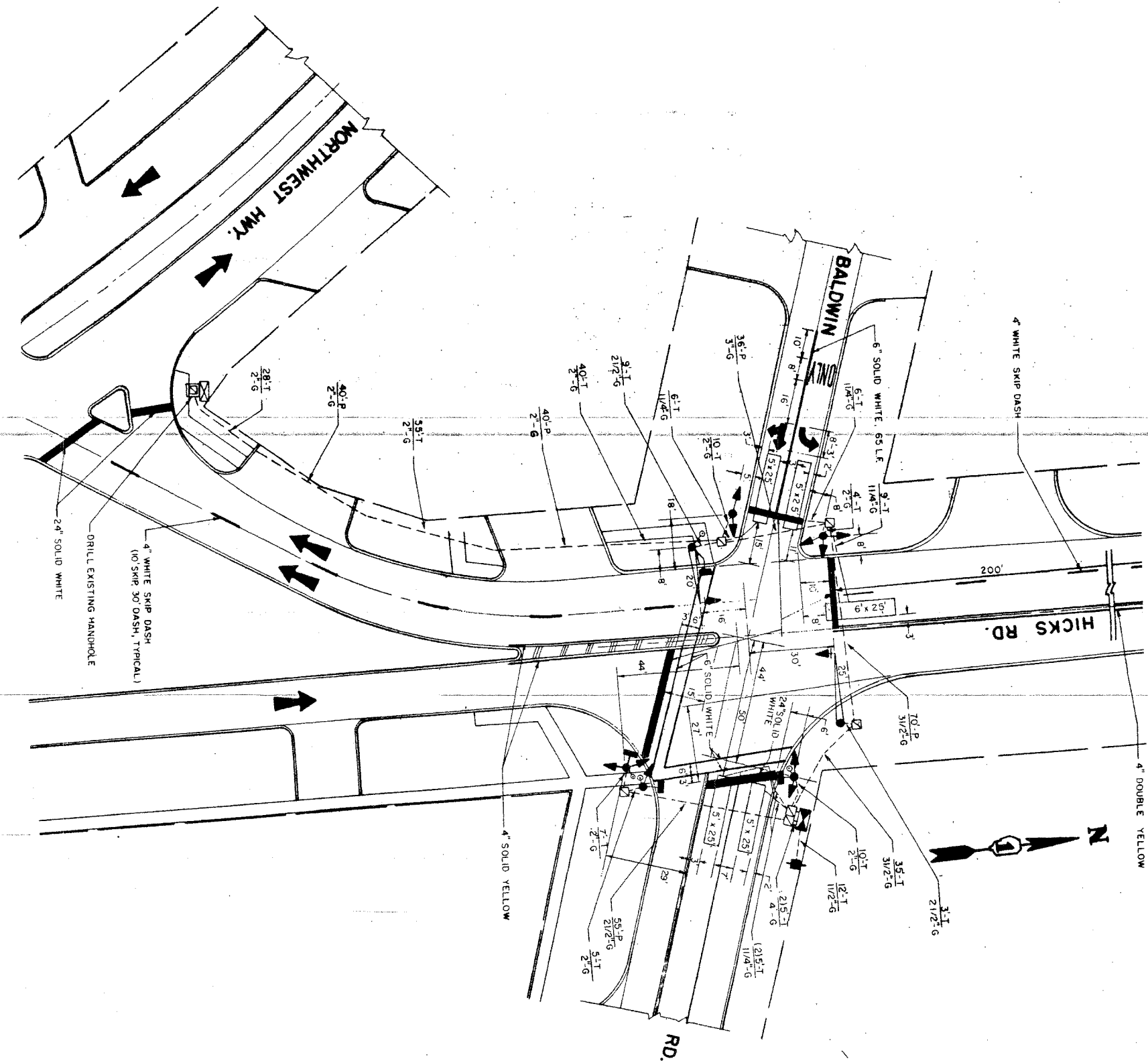
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
 ILLINOIS ROUTE 53 (HICKS ROAD)
 AT PALATINE MALL ENTRANCE

SCALE: 1" = 50'
 DATE: OCT. 2003

DRAWN BY: JSE
 DESIGNED BY: JSE
 CHECKED BY: DAD

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
581 RS-L	COOK	31	22
STA		TO STA	
FED. ROAD DIST. NO. 1		ILLINOIS	
		FED. AID PROJECT	



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
EMERGENCY VEHICLE SYSTEM DETECTOR, OPTICAL TYPE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G. S. CONDUIT IN TRENCH	[Symbol]	[Symbol]
G. S. CONDUIT PUSHED	[Symbol]	[Symbol]
RACEWAY FOR MAGNETIC DETECTOR, TYPE I	[Symbol]	[Symbol]
RACEWAY FOR MAGNETIC DETECTOR, TYPE II	[Symbol]	[Symbol]
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE	[Symbol]	[Symbol]
PEDESTRIAN PUSH-BUTTON DETECTOR	[Symbol]	[Symbol]
CONDUIT SPLICE	[Symbol]	[Symbol]
CONCRETE JUNCTION BOX	[Symbol]	[Symbol]
WOOD POLE	[Symbol]	[Symbol]
SIGNAL FACE WITH BACKPLATE	[Symbol]	[Symbol]

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

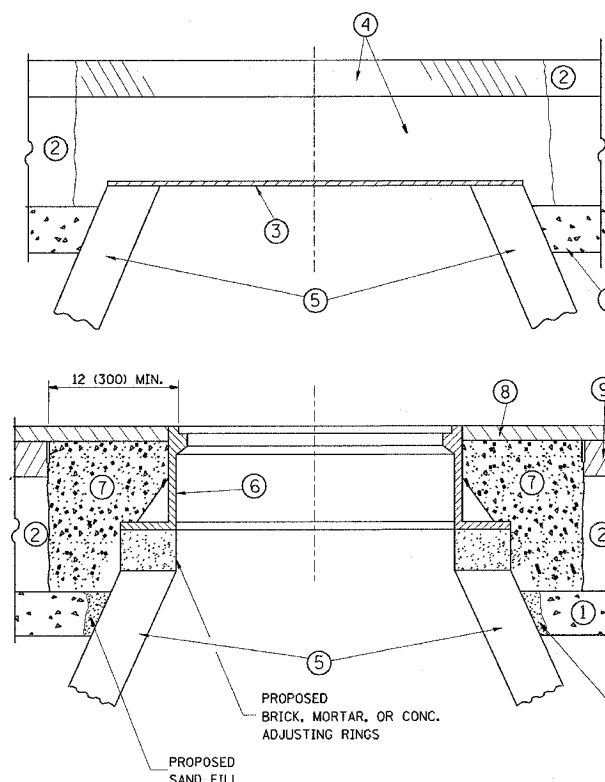
CODE NO.	QUANTITY	UNIT	ITEM
86600600	365	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
HICKS RD. @ BALDWIN RD.
SCALE NONE
DATE
DRAWN BY
DESIGNED BY
CHECKED BY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2592	531 RS-1	COOK	34	23
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LEGEND

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

LOCATION OF STRUCTURES:

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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

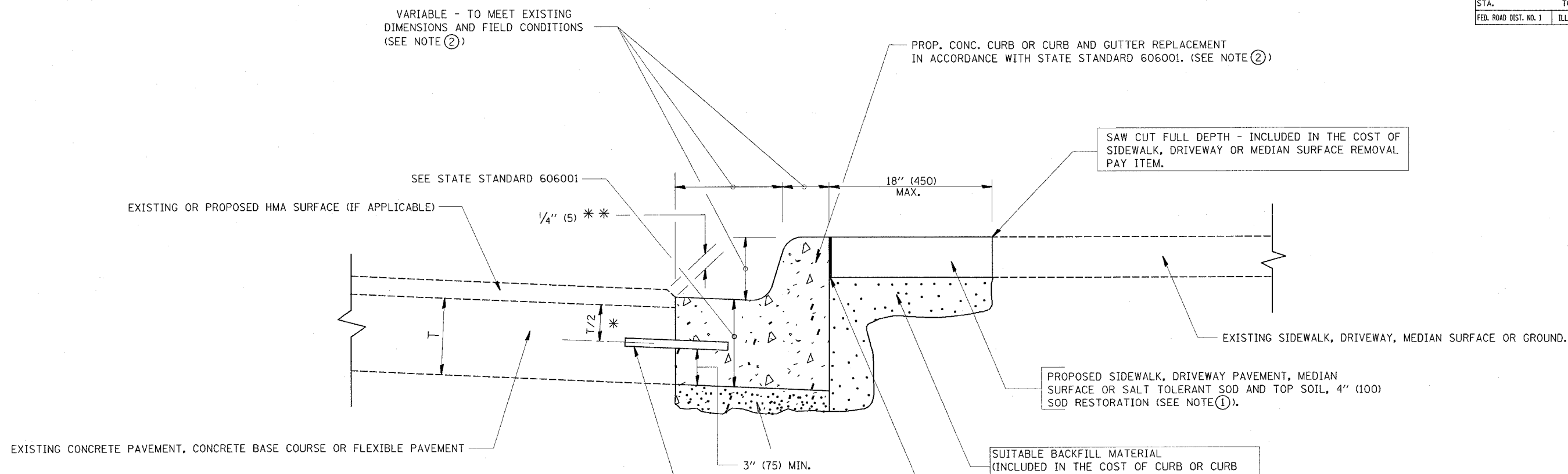
SCALE: VERT. NONE
HORIZ. NONE

DRAWN BY

CHECKED BY

BD600-03 (BD-8)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2592	531 RS-1	COOK	34	25
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

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

- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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.)

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.

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

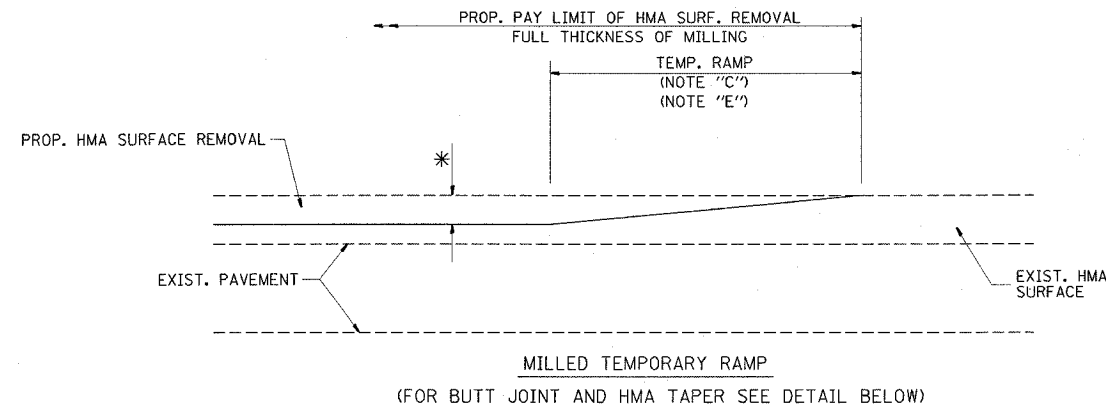
ILLINOIS DEPARTMENT OF TRANSPORTATION
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE
HORIZ. NONE
DRAWN BY
CHECKED BY
BD600-06 (BD-24)

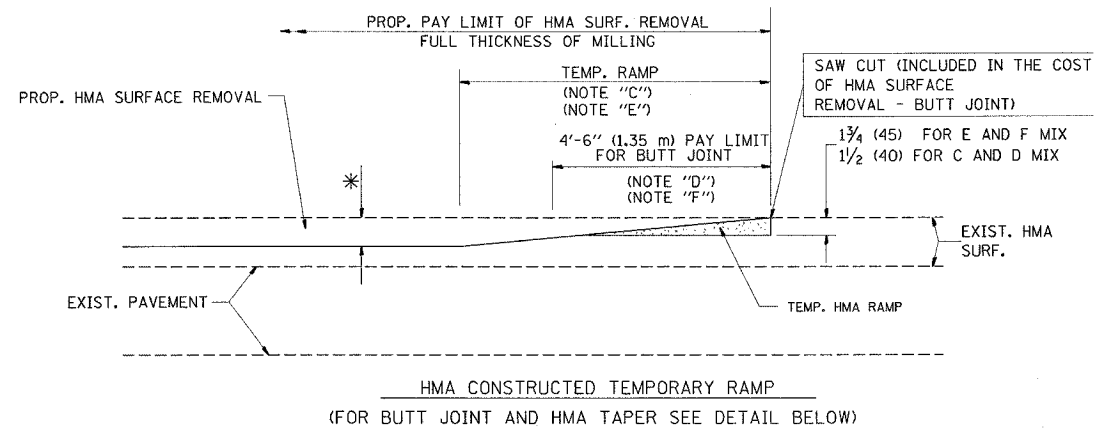
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

PLOT DATE = 4/23/2007
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 SHEET = 25

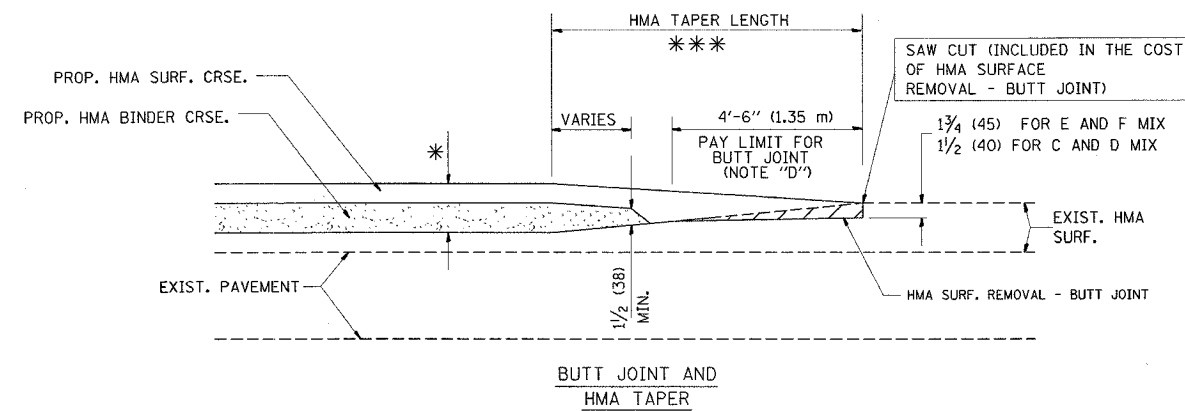
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2592	531 RS-1	COOK	34	26
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



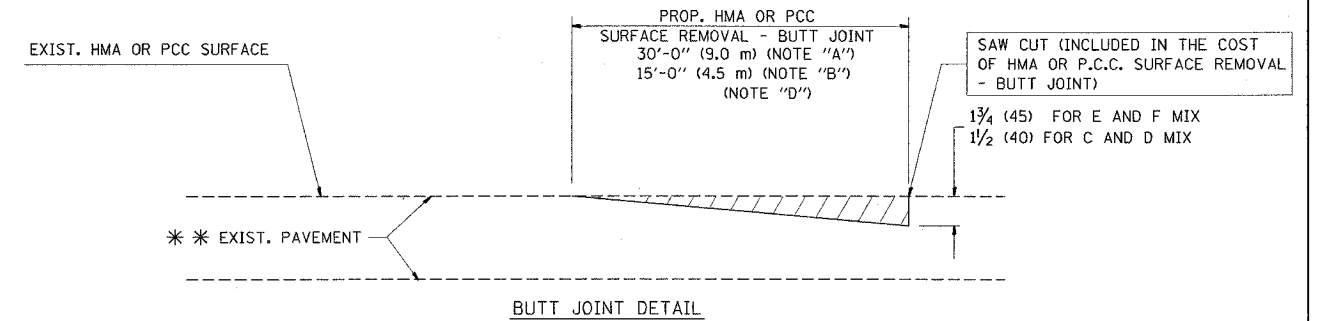
OPTION 1



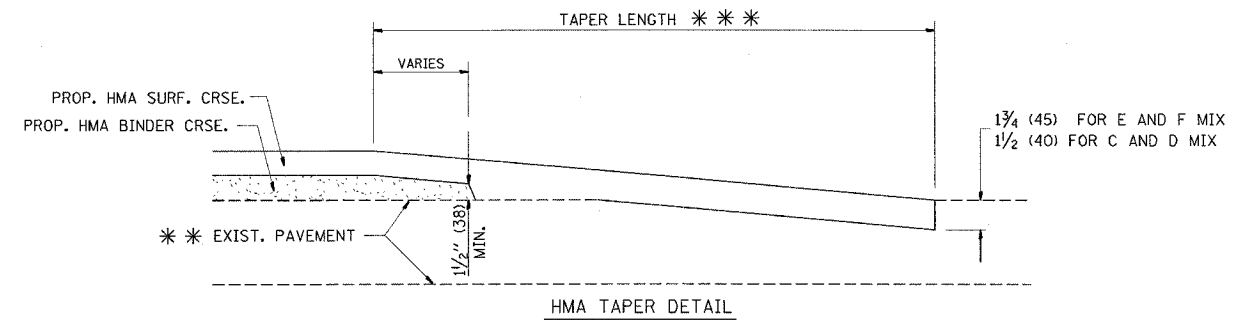
OPTION 2
TYPICAL TEMPORARY RAMP



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.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER
DETAILS

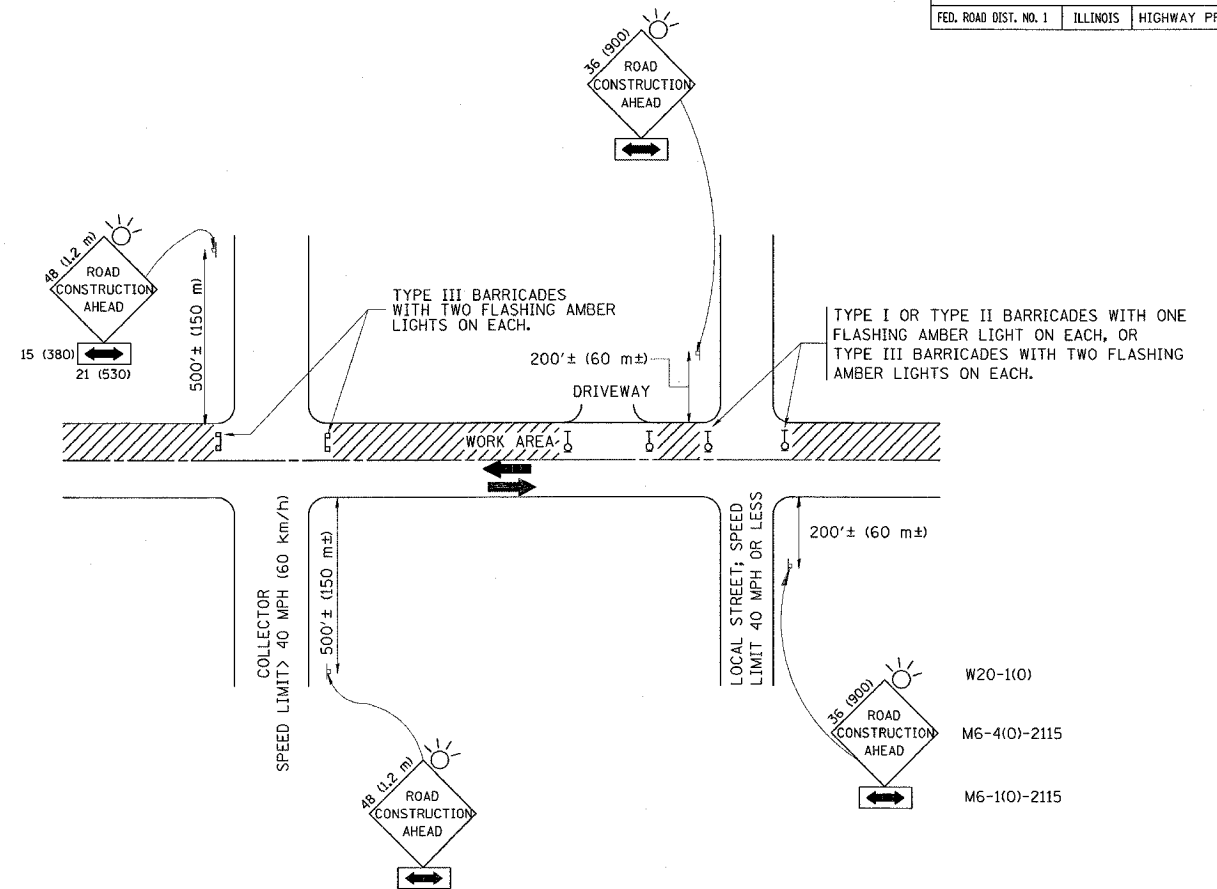
SCALE: VERT. NONE
HORIZ. NONE

DRAWN BY
CHECKED BY

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".

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2592	531 RS-1	COOK	34	27
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 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:
 - 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.
 - 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.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - 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.
 - 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.
 - 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.

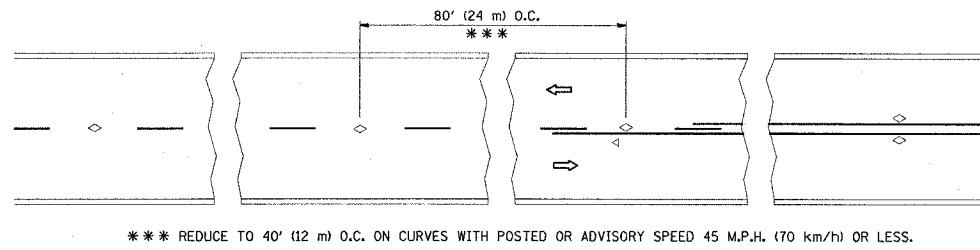
REVISIONS	
NAME	DATE
LHA	6/789
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL AND PROTECTION
 FOR
 SIDE ROADS, INTERSECTIONS, AND
 DRIVEWAYS

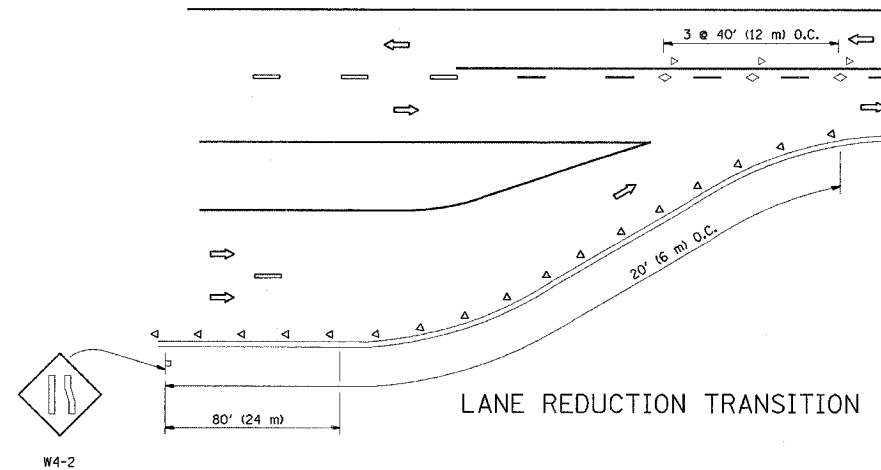
SCALE: NONE

DRAWN BY
 CHECKED BY
 TC-10

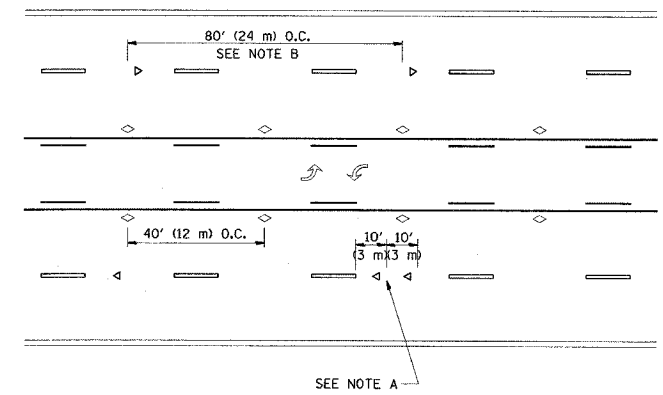
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2592	531 RS-1	COOK	34	28
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS HIGHWAY PROJECT		



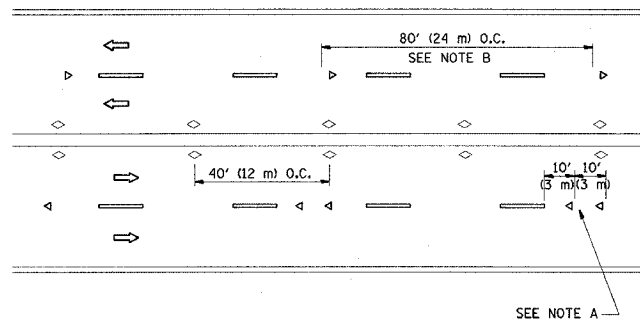
TWO-LANE/TWO-WAY



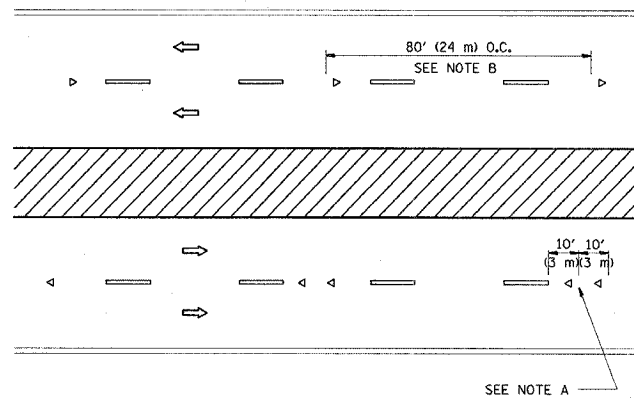
LANE REDUCTION TRANSITION



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/O)
- ◇ TWO-WAY AMBER MARKER

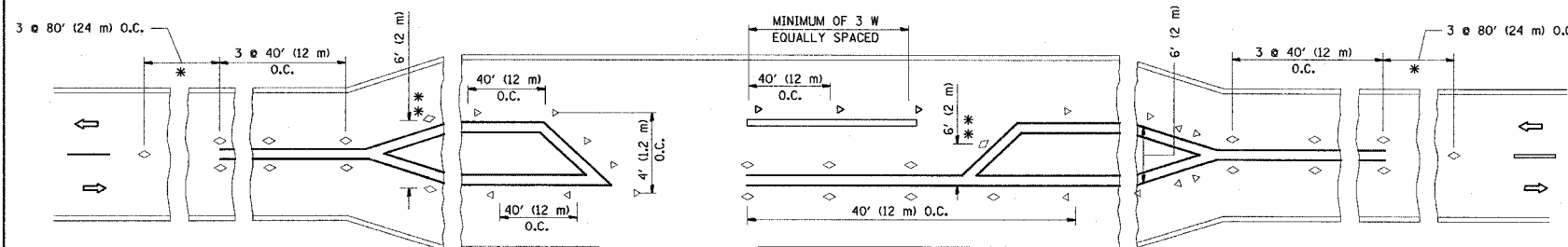
LANE MARKER NOTES

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

DESIGN NOTES

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

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



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

LEFT TURN

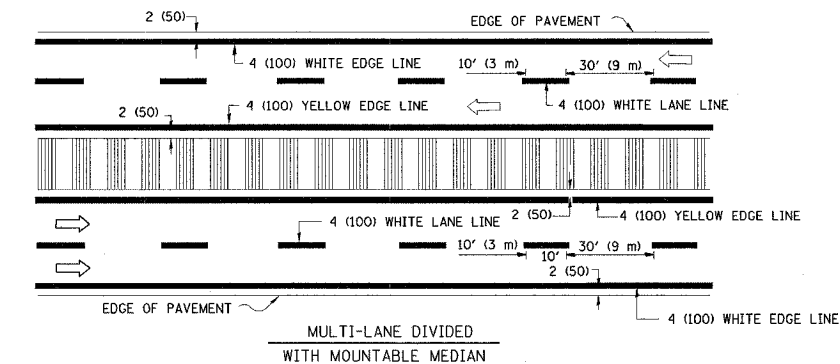
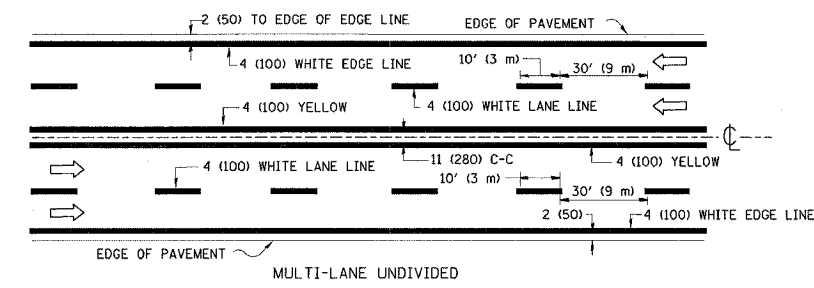
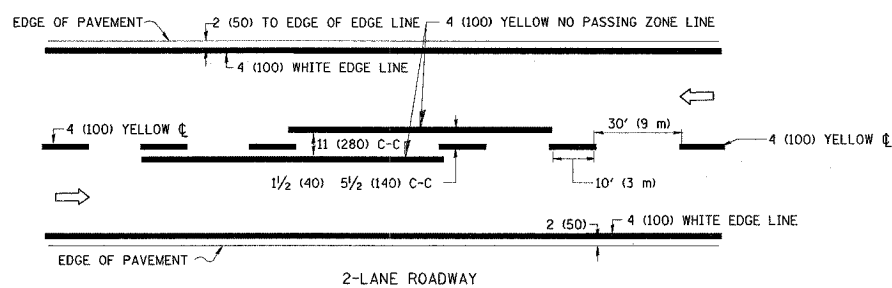
REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT
 MARKERS (SNOW-PLOW RESISTANT)

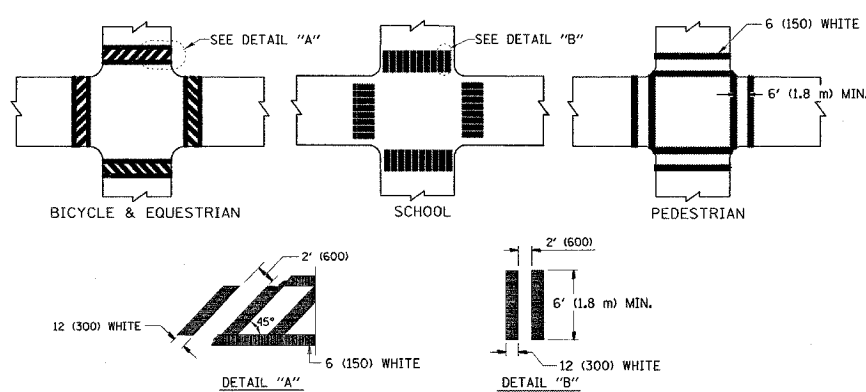
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DRAWN BY CADD
 CHECKED BY
 TC-11

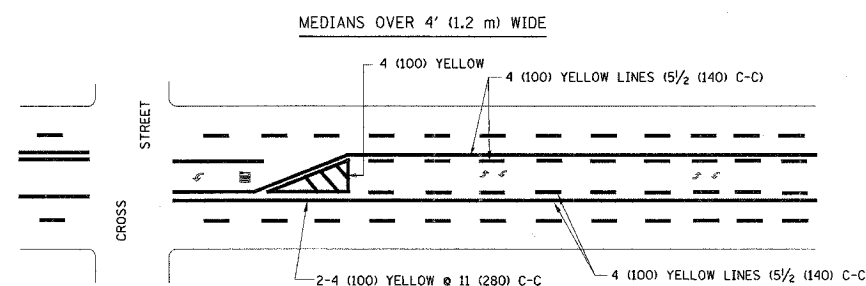
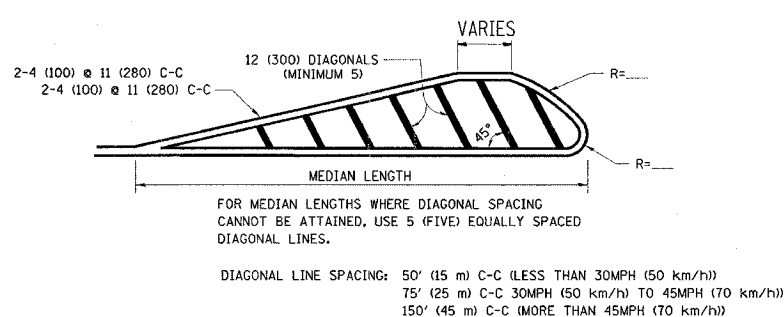
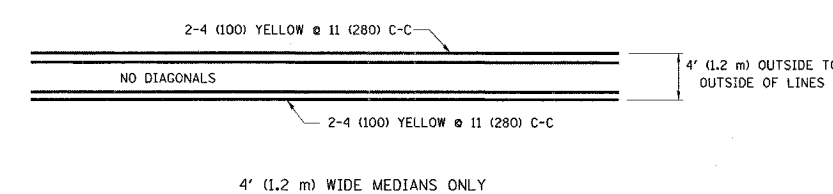
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



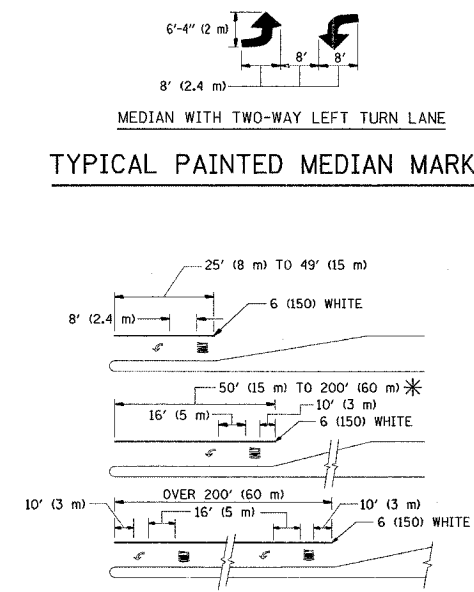
TYPICAL LANE AND EDGE LINE MARKING



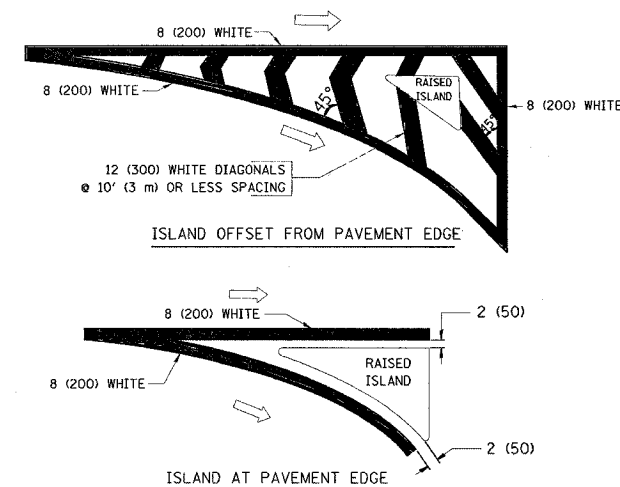
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



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 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

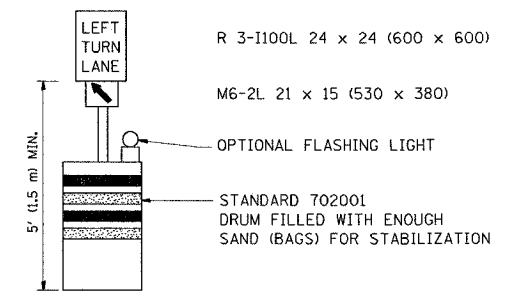
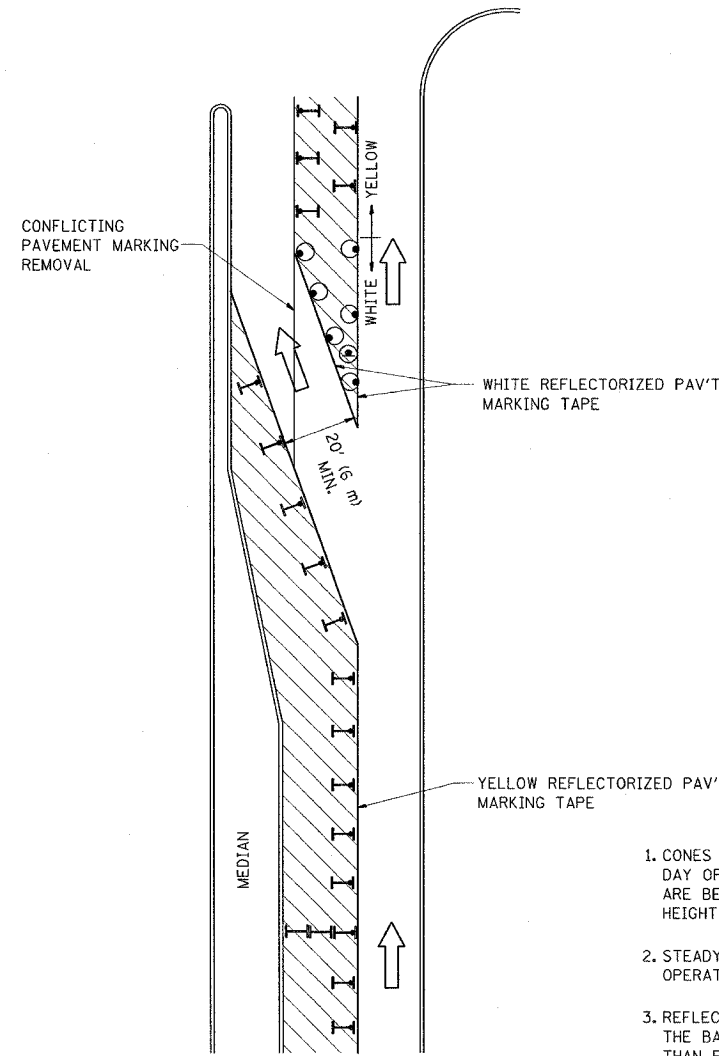
All dimensions are in inches (millimeters) unless otherwise shown.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS
SCALE: NONE
DRAWN BY CADD
CHECKED BY
TC-13

PLOT DATE = 4/23/2007
PLOT SCALE = 1/8" = 1'-0"
USER NAME = abraham

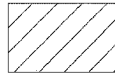





F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2592	531 RS-1	COOK	34	30
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS HIGHWAY PROJECT		



GENERAL NOTES

- 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).
- STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 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.
- 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.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
- FORM BT 725 IS REQUIRED.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

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

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

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

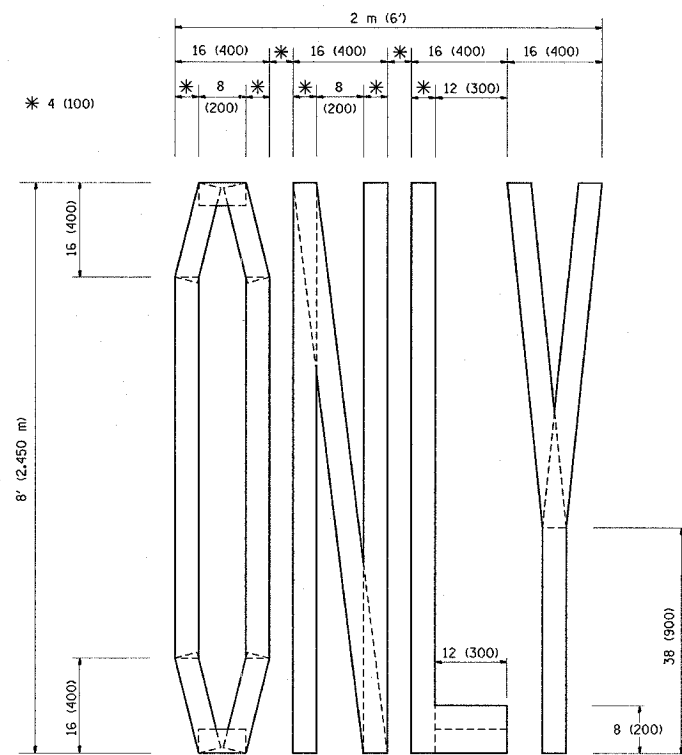
ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 AT TURN BAYS
 (TO REMAIN OPEN TO TRAFFIC)**

SCALE: NONE

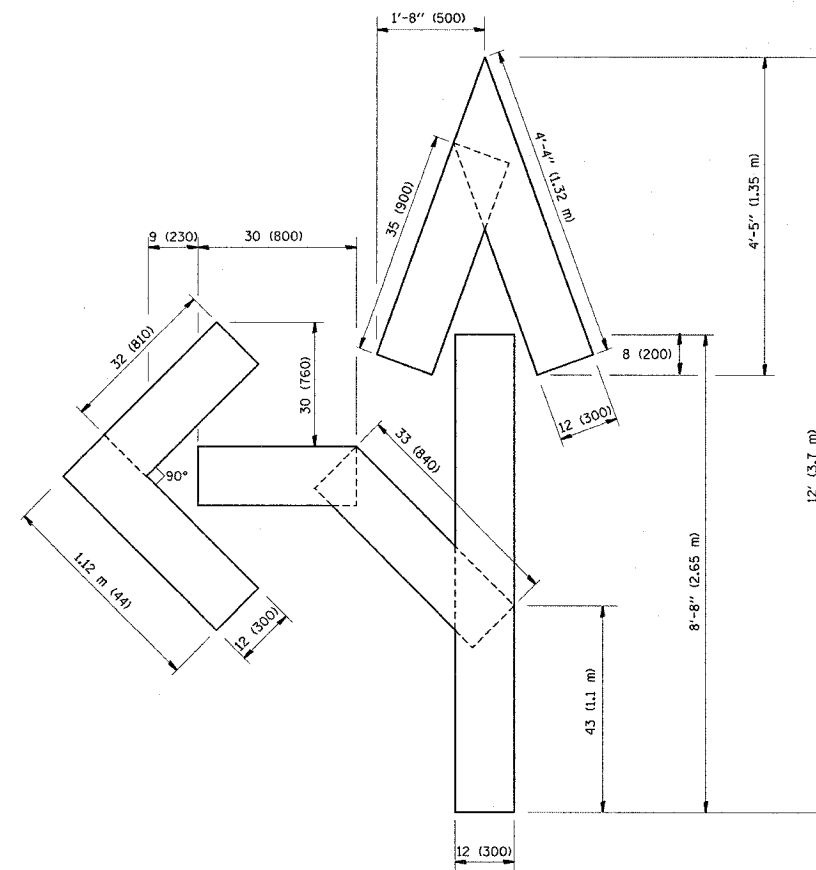
DRAWN BY
 CHECKED BY LHA
 TC-14

PLOT DATE = 4/23/2007
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = abreuah

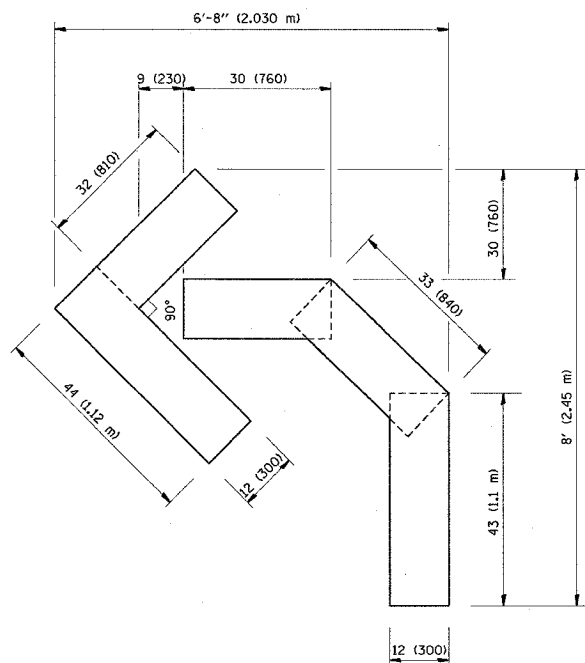
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2592	531 RS-1	COOK	34	31
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS HIGHWAY PROJECT		



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



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



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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
LETTERS AND SYMBOLS
FOR TRAFFIC STAGING

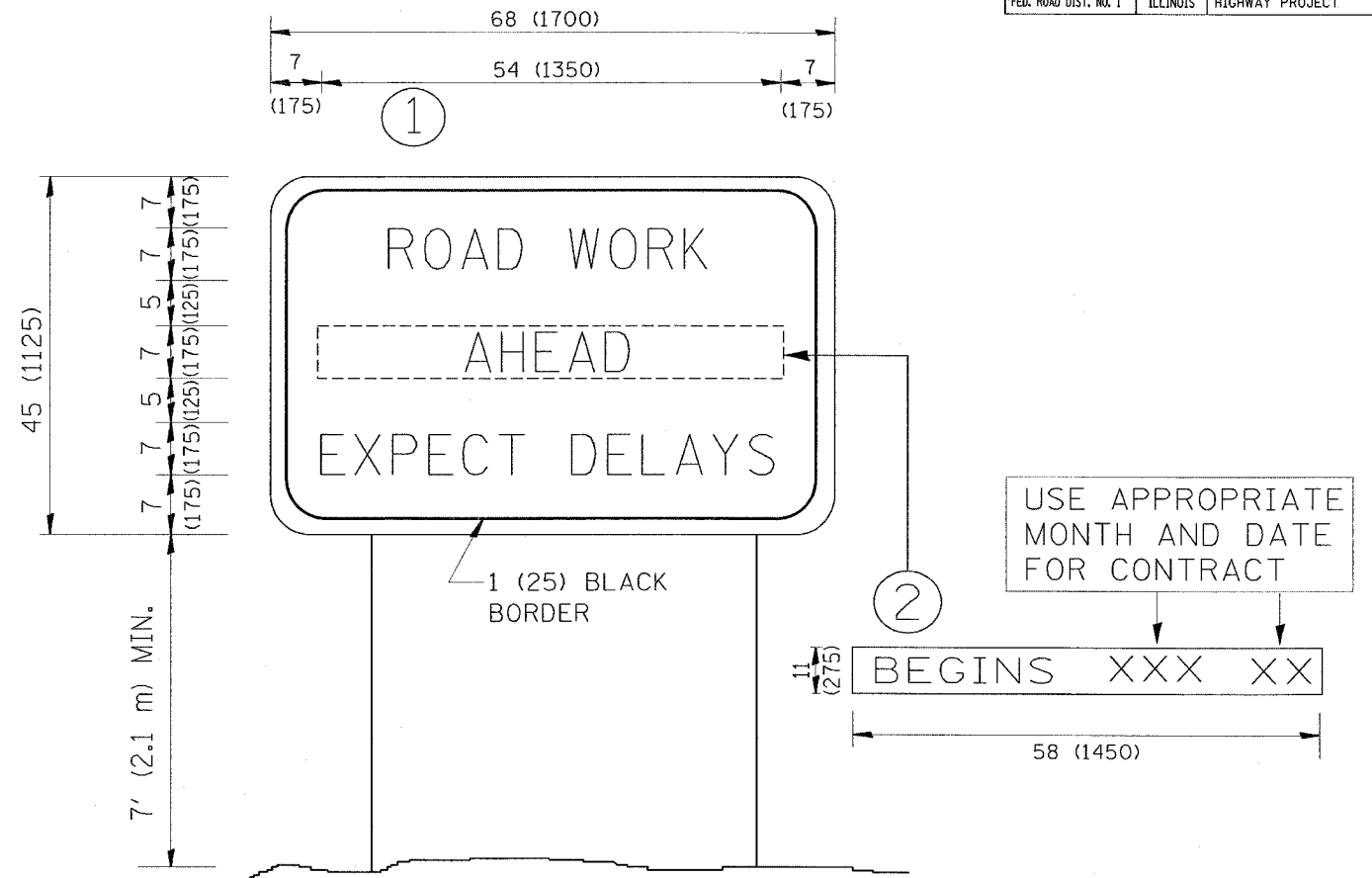
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DRAWN BY CADD

CHECKED BY

TC-16

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2592	531 RS-1	COOK	34	32
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	



NOTES:

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

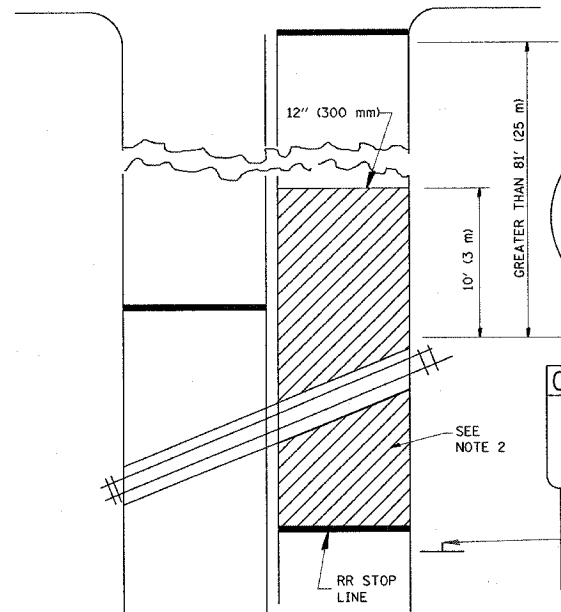
ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE

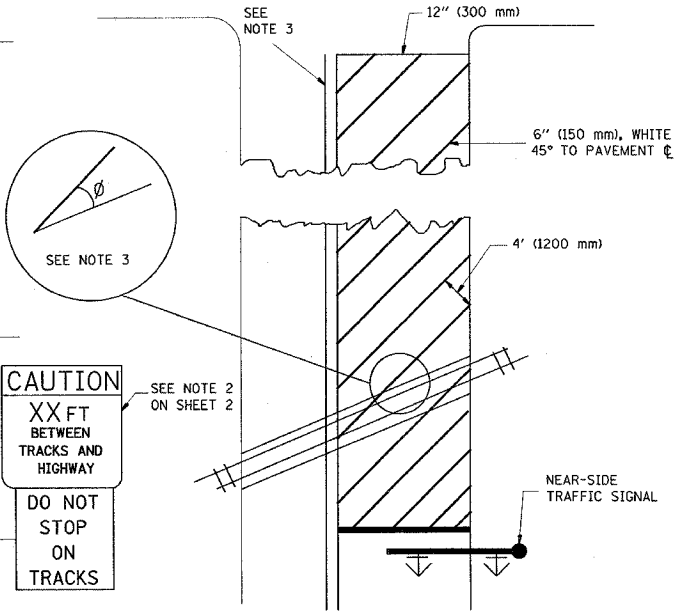
DRAWN BY DESIGN
CHECKED BY
TC22

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

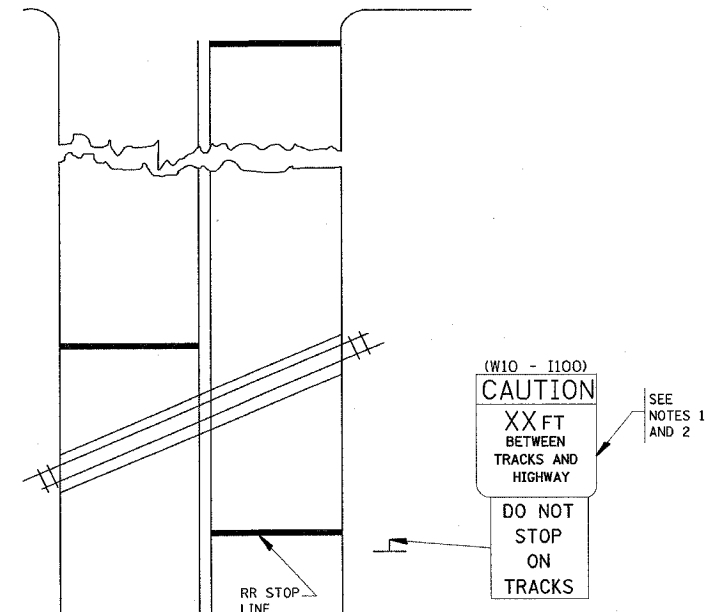
WITH INTERSECTION TRAFFIC SIGNALS



WITH NEAR-SIDE TRAFFIC SIGNALS



WITH NONSIGNALIZED INTERSECTION
81' (25 m) OR LESS TO CLOSEST RAIL



NOTES:

1. PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
3. WHERE THE ANGLE BETWEEN THE DIAGONAL STRIPES AND THE TRACK (Ø) WOULD BE LESS THAN APPROXIMATELY 20°, THE STRIPES SHOULD BE SLOPED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

NOTE :

1. DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
2. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6- FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

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

REVISIONS	
NAME	DATE
	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SUPPLEMENTAL
SIGNING AND PAVEMENT MARKING
TREATMENT FOR RAILROAD CROSSINGS

SCALE: NONE

DRAWN BY
CHECKED BY
TC23

