

06-15-12 LETTING ITEM 100

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PROPOSED  
HIGHWAY PLANS

FAP ROUTE 372 (IL 171 - 1ST AVE)  
S OF 44TH ST TO I-55 (STEVENSON EXPY)  
SECTION (0102-683K, ETC&0507-635K)RS-1  
RESURFACING (3P): DRAINAGE CORRECTION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	*	COOK	40	1
		ILLINOIS	CONTRACT NO. 60T38	

\*0102-683K, ETC&0507-635K)RS-1

D-91-191-10\*\* 41 & 1 = 42

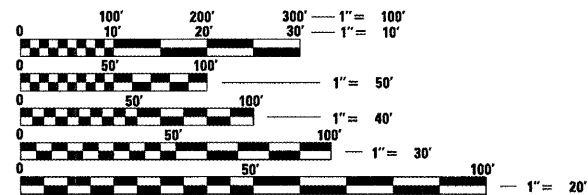
FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED  
IN THE VILLAGES OF  
McCOOK AND LYONS

TRAFFIC DATA:

IL 171  
2009 ADT = 36,300  
POSTED SPEED = 50 MPH  
FUNCTIONAL CLASSIFICATION = STRATEGIC REGIONAL  
ARTERIAL (SRA)

IL 171 FRONTAGE RD  
2010 ADT = 3,450  
POSTED SPEED = 30 - 40 MPH



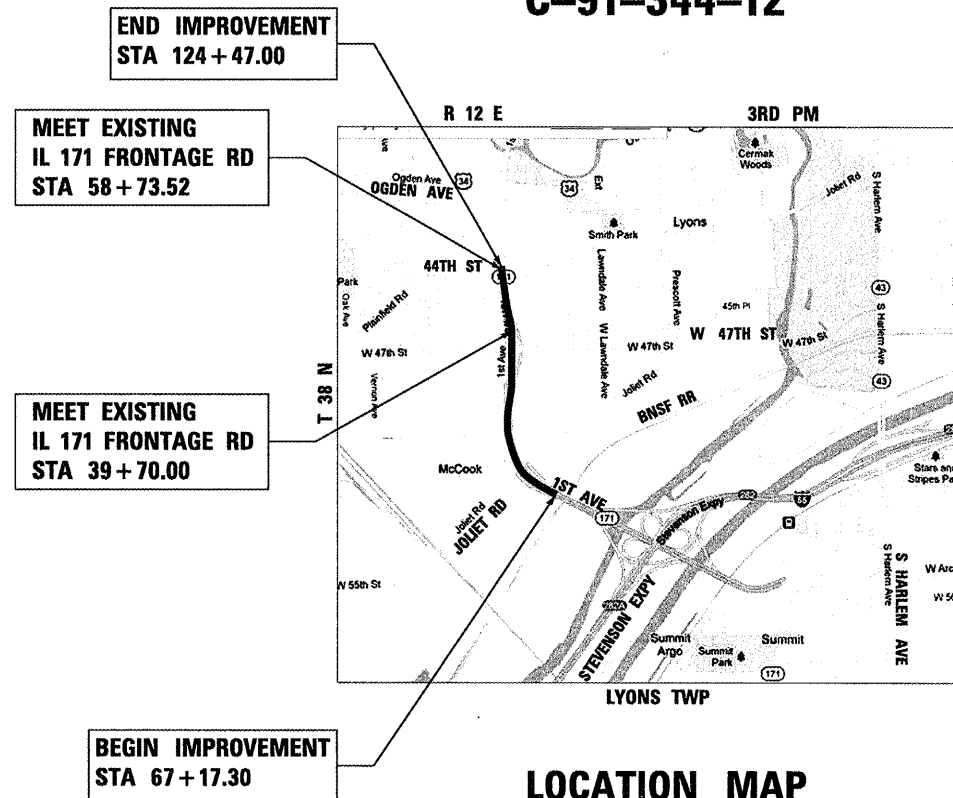
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD  
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT  
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS  
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: RAJENDRA C. SHAH, P.E. (847) 705-4555

CONTRACT NO. 60T38

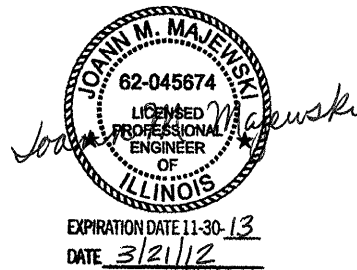
COOK COUNTY  
C-91-344-12



LOCATION MAP

SCALE: NTS

GROSS LENGTH = 5,729.7 FT = 1.085 MILE  
NET LENGTH = 5066.02 FT = 0.959 MILE



BRIDGE OMISSIONS:  
STA 76+30.86 TO STA 80+48.37  
STA 103+57.58 TO STA 106+03.75



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED MARCH 21, 2012

*Diana M. O'Keefe*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 11 2012  
*John D. Baranzelli, P.E.*  
ENGINEER OF DESIGN AND ENVIRONMENT

May 11 2012  
*William R. Frey, Jr.*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS



Alfred Benesch & Company  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-585-0450 Job No. 10093

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40	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

## STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-06	TEMPORARY EROSION CONTROL SYSTEMS
442201-03	CLASS C AND D PATCHES
542311-03	GRATING FOR CONCRETE FLARED END SECTION 24"-54" PIPE
602001-02	CATCH BASIN, TYPE A
602401-03	MANHOLE, TYPE A
602406-05	MANHOLE, TYPE A, 6' DIAMETER
602701-02	MANHOLE STEPS
604001-03	FRAMES AND LIDS, TYPE 1
604006-04	FRAME AND GRATE, TYPE 3
604086-02	FRAME AND GRATE, TYPE 23
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB & GUTTER
701101-02	OFF-RD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701421-04	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY FOR SPEEDS ≥ 45 MPH
701426-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-02	TRAFFIC CONTROL DEVICES

## GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF MCCOOK AND LYONS.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- ALL PAVEMENT PATCHING AND CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE CONTRACTOR SHALL SWEEP AND CLEAN THE PAVEMENT SURFACE, PER ARTICLE 107.15 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTING AND ORDERING OF MATERIALS.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, AT (708) 597-9800, A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROPERTY.
- 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 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS WAS DEVELOPED FROM PREVIOUS PLANOMETRICS AND AERIAL PHOTOGRAPHY FURNISHED BY THE DEPARTMENT AND IS NOT THE RESULT OF A GROUND SURVEY. THEREFORE, ALL ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS IS FOR REFERENCE PURPOSES ONLY. THE RELATIVE ACCURACY OF THE INFORMATION IS UNKNOWN AND CANNOT BE GUARANTEED. THE CONTRACTOR MAY BE REQUIRED TO ADJUST LAYOUT TO MATCH ACTUAL FIELD CONDITIONS AND THE INTENT OF THE PLANS. ALIGNMENTS ARE BASELINES.
- VERTICAL BARRICADES WILL REMAIN IN PLACE ALONG THE EDGES OF PAVEMENT AS SHOWN IN THE SUGGESTED MOT PLANS UNTIL THE SURFACE COURSE AND PROPOSED PAVEMENT MARKING EDGE LINES HAVE BEEN COMPLETED.
- DRAINAGE ADJUSTMENT, CLEANING OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH REVISED TRAFFIC PATTERNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PAVEMENT MARKING REMOVAL.
- DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)" AS SHOWN IN THE PLANS.
- PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKINGS.
- THE MAXIMUM ALLOWABLE DIFFERENTIAL IN ELEVATION BETWEEN ADJACENT OPEN TRAFFIC LANES SHALL BE 1 1/2 INCHES FOR A VERTICAL MILLED FACE, OR 2 INCHES FOR A LIFT OF HMA RESURFACING.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.
- CLEANING OF LONGITUDINAL AND TRANSVERSE CRACKS (REMOVAL OF COLD PATCH MATERIALS AND BLOWING) SHALL BE INCIDENTAL TO THE PAY ITEM MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS.

## HOT-MIX ASPHALT REQUIREMENTS

MIXTURE TYPE	THICKNESS	VOIDS @ N <sub>DES</sub>
<b>MAINLINE RESURFACING</b>		
•POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	2"	3.5% @ 80 Gyr
•POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80	2"	3.5% @ 80 Gyr
<b>FRONTAGE ROAD, RAMP J &amp; RAMP K RESURFACING</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5mm)	1 1/2"	4% @ 70 Gyr
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	1"	3.5% @ 50 Gyr
<b>PATCHING**</b>		
CLASS D PATCHES (HMA BINDER IL-19 mm)	9"	4% @ 70 Gyr
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm)	2 1/4" MIN.	4% @ 70 Gyr
<b>LONGITUDINAL JOINT REPAIR</b>		
HMA BINDER COURSE, IL-19.0, N70		4% @ 70 Gyr

\*OCP APPLIES TO SMA MIXES ONLY

\*\*LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER

### NOTE 1

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES IS 112 LBS/SQ YD/IN. THE UNIT WEIGHT USED TO CALCULATE POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 IS 110 LBS/SQ YD/IN.

### NOTE 2

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

### NOTE 3

CONTRACTOR SHALL PATCH BEFORE MILLING. SEE STANDARD BD-22.

FILE NAME =	DESIGNED - AAF	REVISED -
...\\D168738-shr-ADV-index.dgn	DRAWN - TMB	REVISED -
USER NAME = jma.jowski	CHECKED - JMM	REVISED -
PLOT DATE = 4/6/2012	DATE - 3/23/2012	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STANDARDS, GENERAL NOTES & HMA REQUIREMENTS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	372	*	COOK	40	2
					CONTRACT NO. 60T38	
					ILLINOIS FED. AID PROJECT	

\*10102-683K, ETC&0507-635KRS-1

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				FUNDS		
				100% STATE	100% STATE	100% STATE
				ROADWAY 0005 URBAN	SAFETY 0021 URBAN	DRAINAGE 0044 URBAN
20800150	TRENCH BACKFILL	CU YD	1033			1033
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	3872			3872
21400100	GRADING AND SHAPING DITCHES	FOOT	570			570
25000210	SEEDING, CLASS 2A	ACRE	0.8			0.8
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	72			72
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	72			72
25100115	MULCH, METHOD 2	ACRE	0.8			0.8
25200110	SODDING, SALT TOLERANT	SO YD	940	940		
28000305	TEMPORARY DITCH CHECKS	FOOT	20			20
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	13479	13479		
40600300	AGGREGATE (PRIME COAT)	TON	270	270		
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	100	100		
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4, 75, N50	TON	930	930		
40600895	CONSTRUCTING TEST STRIP	EACH	3	3		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	334	334		
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SO YD	747	747		

• SPECIALTY ITEM

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PLOT DATE = 3/22/2012	DATE - 3/23/2012	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET NO. 1 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	*	COOK	40	3
			CONTRACT NO. 60T38	
ILLINOIS FED. AID PROJECT				

\*10102-683K, ETC&0507-635K/RS-1

Rev.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				FUNDS		
				100% STATE	100% STATE	100% STATE
				ROADWAY 0005 URBAN	SAFETY 0021 URBAN	DRAINAGE 0044 URBAN
40601005	HOT MIX ASPHALT REPLACEMENT OVER PATCHES	TON	84			84
40603085	HOT MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	817	817		
40603148	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80	TON	5882	5882		
40603153	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	5882	5882		
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1250	1250		
42001300	PROTECTIVE COAT	SO YD	852	852		
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SO YD	51272	51272		
44002210	REMOVAL OVER PATCHES, 2 1/2" HOT-MIX ASPHALT	SO YD	667			667
44022029	PARTIAL DEPTH REMOVAL 3"	SO YD	4864	4864		
44201749	CLASS D PATCHES, TYPE I, 9 INCH	SO YD	50	47		3
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SO YD	922	915		7
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SO YD	689	337		352
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SO YD	1604	1099		505
54247200	GRATING FOR CONCRETE FLARED END SECTION 54"	EACH	1			1

• SPECIALTY ITEM

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PLOT DATE = 3/22/2012	DATE - 3/23/2012	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET NO. 2 OF 5 SHEETS STA. TO STA.

\*I0102-683K, ETC&0507-635K/RS-1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	*	COOK	40	4
			CONTRACT NO. 60T38	
ILLINOIS FED. AID PROJECT				



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				FUNDS		
				100% STATE	100% STATE	100% STATE
				ROADWAY 0005 URBAN	SAFETY 0021 URBAN	DRAINAGE 0044 URBAN
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	1443			1443
60200105	CATCH BASINS, TYPE A, 4' -DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	42			42
60200305	CATCH BASINS, TYPE A, 4' -DIAMETER, TYPE 3 FRAME AND GRATE	EACH	4			4
60201330	CATCH BASINS, TYPE A, 4' -DIAMETER, TYPE 23 FRAME AND GRATE	EACH	12			12
60218300	MANHOLES, TYPE A, 4' DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	5			5
60218400	MANHOLES, TYPE A, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2			2
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	10			10
66400105	CHAIN LINK FENCE, 4'	FOOT	12	12		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3		
67100100	MOBILIZATION	LSUM	1	1		
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	LSUM	1	1		
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1		
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	LSUM	1	1		
70102635	TRAFFIC CONTROL AND PROECTION, STANDARD 701701	LSUM	1	1		

• SPECIALTY ITEM

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PLOT DATE = 3/22/2012	DATE - 3/23/2012	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET NO. 3 OF 5 SHEETS STA. TO STA.

\*0102-683K, ETC&0507-635K)RS-1 *Rev.*

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372		COOK	40	5
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T38	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				FUNDS		
				100% STATE	100% STATE	100% STATE
				ROADWAY 0005 URBAN	SAFETY 0021 URBAN	DRAINAGE 0044 URBAN
70300100	SHORT TERM PAVEMENT MARKING	FOOT	188480	188480		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	5209		5209	
• 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	109		109	
• 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	32,276		32,276	
• 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	500		500	
• 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	397		397	
• 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1625		1625	
• 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	115		115	
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	336		336	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	313		313	
• 88600600	DETECTOR LOOP REPLACEMENT	FOOT	632		632	
X0322916	PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER	EACH	27			27
X0322917	PROPOSED STORM SEWER CONNECTION TO EXISTING MANHOLE	EACH	1			1
X0323160	VIDEO INSEPECTION OF STORM SEWER	FOOT	120			120

• SPECIALTY ITEM

FILE NAME =	DESIGNED - AAF	REVISED -
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USER NAME = tblenk	CHECKED - JMM	REVISED -
PLOT DATE = 3/22/2012	DATE - 3/23/2012	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET NO. 4 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372		COOK	40	6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T38	

\*10102-683K, ETC&0507-635K)RS-1

Rev.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				FUNDS		
				100% STATE	100% STATE	100% STATE
				ROADWAY 0005 URBAN	SAFETY 0021 URBAN	DRAINAGE 0044 URBAN
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SO YD	1956	1956		
X5538200	STORM SEWERS TO BE CLEANED 24"	FOOT	254			254
X5538400	STORM SEWERS TO BE CLEANED 30"	FOOT	79			79
X5538600	STORM SEWERS TO BE CLEANED 36"	FOOT	826			826
X5538700	STORM SEWERS TO BE CLEANED 42"	FOOT	407			407
X5538800	STORM SEWERS TO BE CLEANED 48"	FOOT	1652			1652
X5538900	STORM SEWERS TO BE CLEANED 54"	FOOT	1077			1077
X6640300	CHAIN LINK FENCE REMOVAL	FOOT	12	12		
X6640594	CHAIN LINK FENCE POST 4'	EACH	1	1		
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	12			12
Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	62			62
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	103	103		
Z0004562	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1486	1486		
Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	495			495
X0327403	SIPHON STRUCTURE TO BE CLEANED	CU YD	91			91

• SPECIALTY ITEM

FILE NAME =	DESIGNED - AAF	REVISED -
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PLOT DATE = 3/22/2012	DATE - 3/23/2012	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

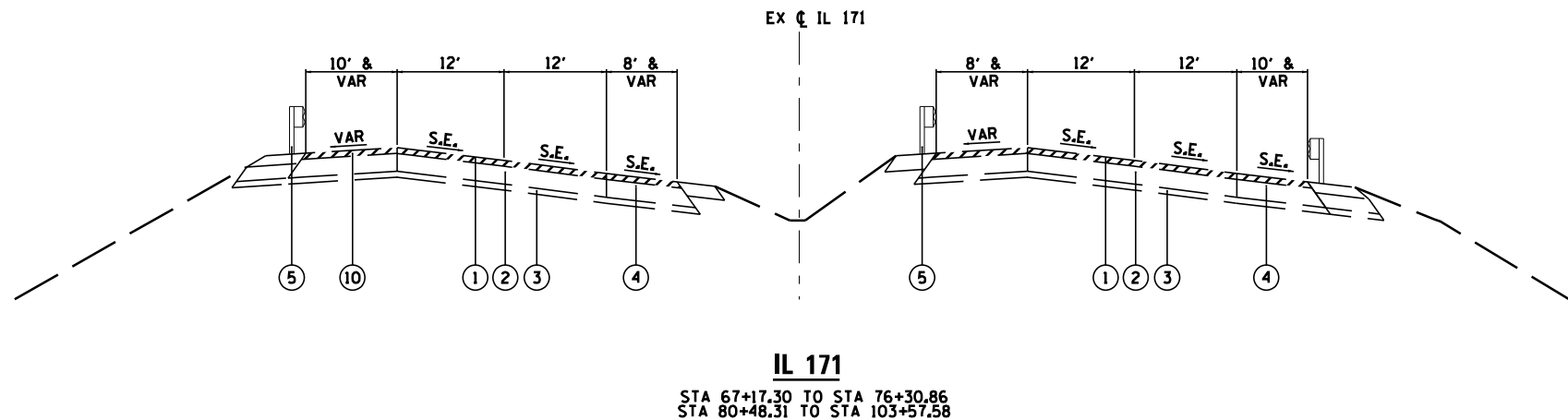
SCALE: NTS SHEET NO. 5 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372		COOK	40	7
CONTRACT NO. 60T38			ILLINOIS FED. AID PROJECT	

\*I0102-683K, ETC&0507-635K/RS-1

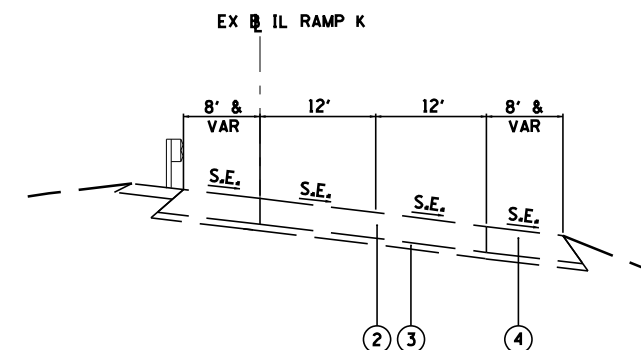
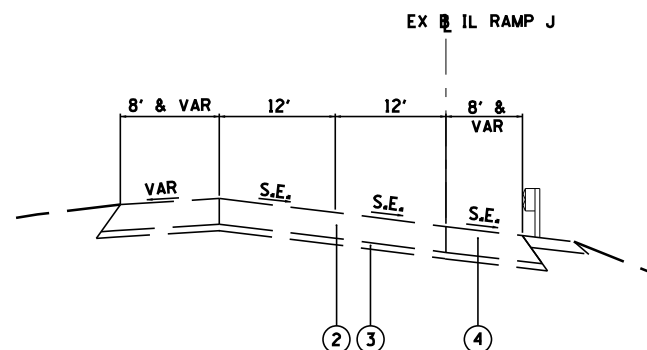
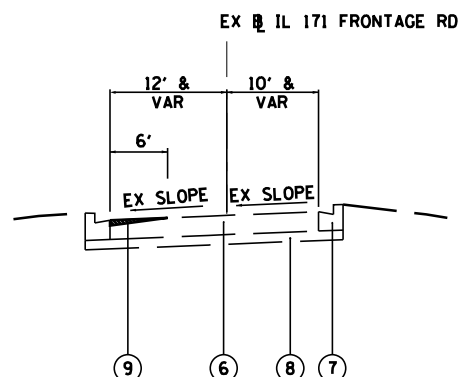
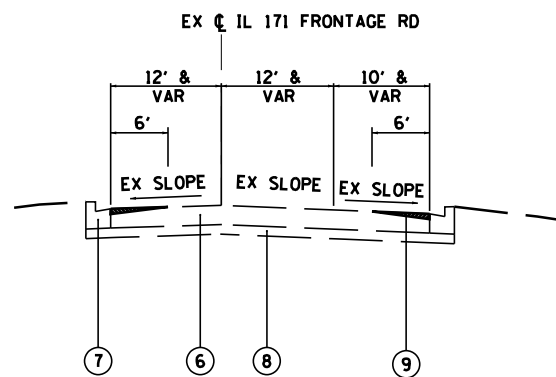
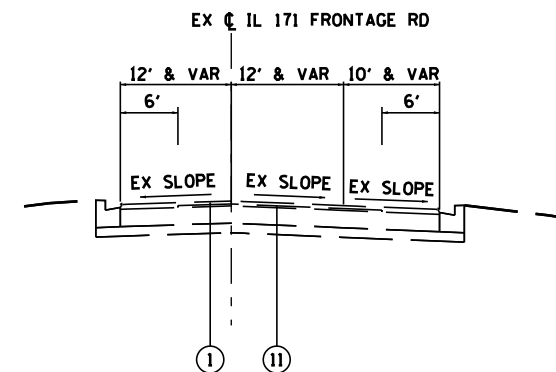
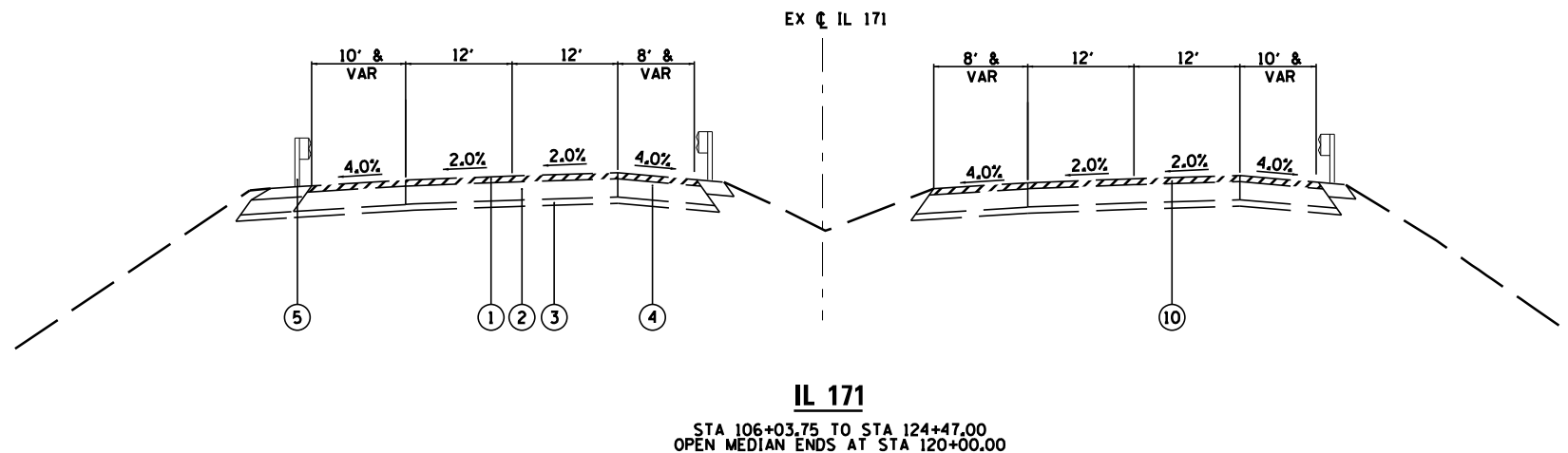
REV





**LEGEND:**

- ① EX HMA BINDER AND SURFACE
- ② EX PCC PAVEMENT, 10"
- ③ EX SUBBASE
- ④ EX HMA SHOULDER
- ⑤ EX SPBGR
- ⑥ EX PCC PAVEMENT, 9" +/-
- ⑦ EX COMBINATION CONCRETE CURB AND GUTTER
- ⑧ EX STABILIZED SUBBASE, 4"
- ⑨ PR PCC SURFACE REMOVAL, VARIABLE DEPTH
- ⑩ PR HMA SURFACE REMOVAL 4"
- ⑪ PR HMA REMOVAL OVER PATCHES 2 1/2"



FILE NAME =	DESIGNED - AAF	REVISED -
... \D160T38-ADV-extyp-01.dgn	DRAWN - TMB	REVISED -
USER NAME = tblank	CHECKED - JMM	REVISED -
PLOT DATE = 3/22/2012	DATE - 3/23/2012	REVISED -



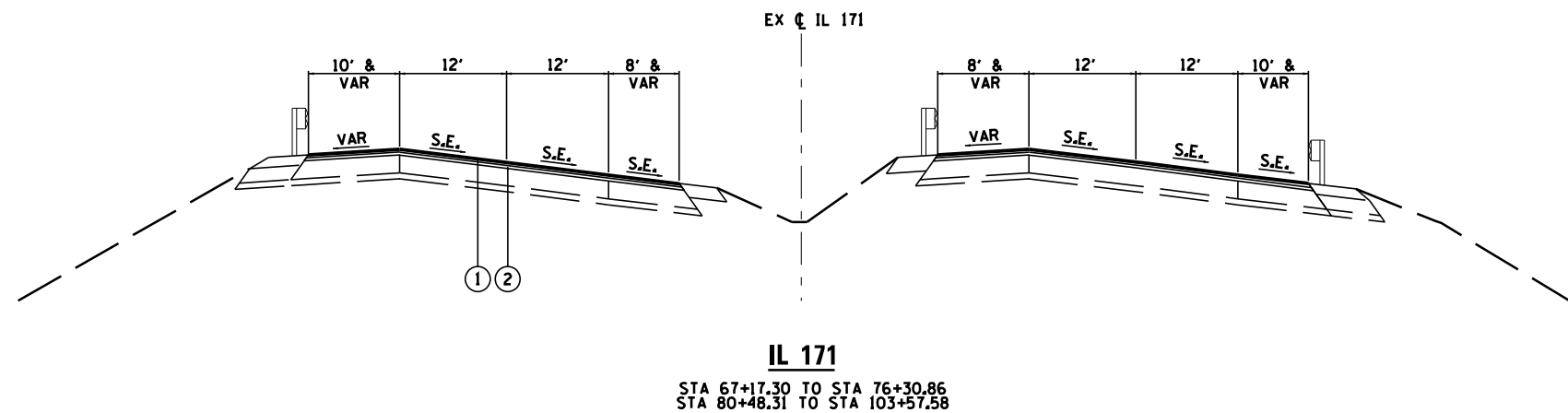
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING TYPICAL SECTIONS**

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

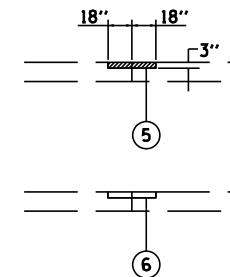
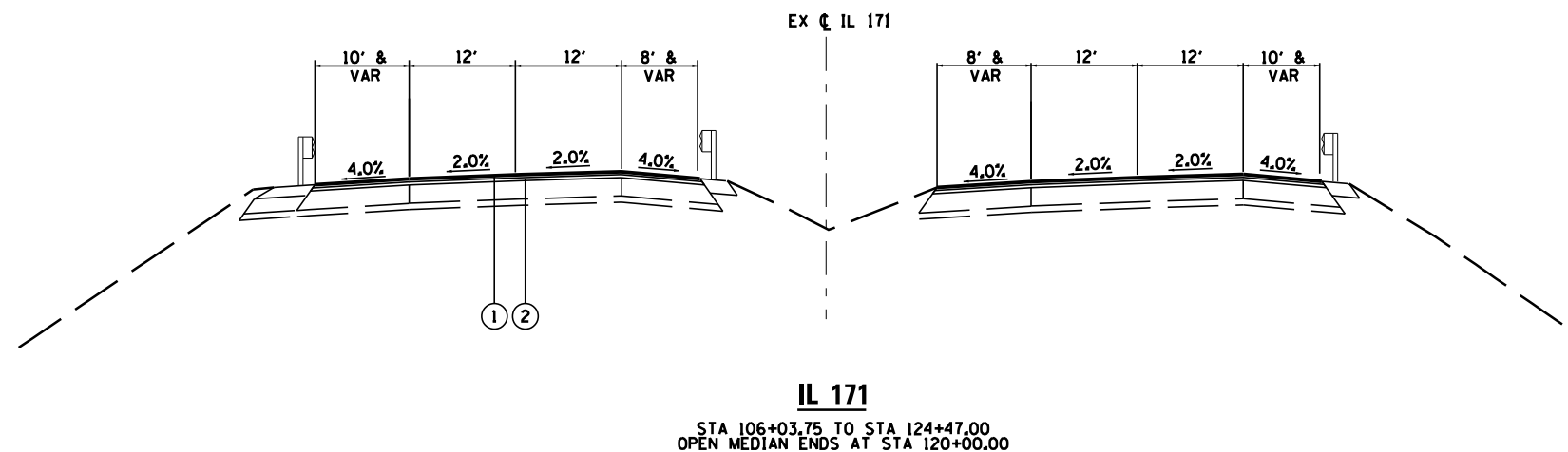
\*(0102-683K, ETC&0507-635K)RS-1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	.	COOK	40	8
<b>CONTRACT NO. 60T38</b>				
ILLINOIS FED. AID PROJECT				



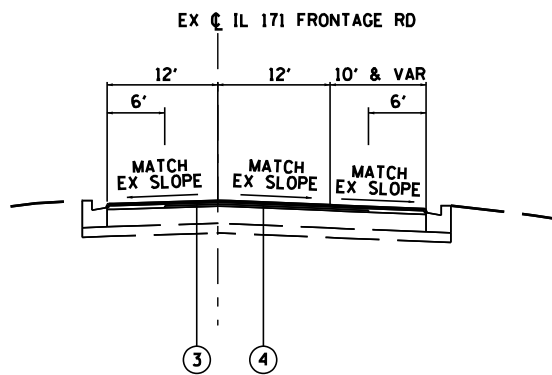
**LEGEND:**

- ① POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ② POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ③ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ④ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- ⑤ HMA REMOVAL PARTIAL DEPTH, 3"
- ⑥ HMA BINDER COURSE, IL-19.0, N70



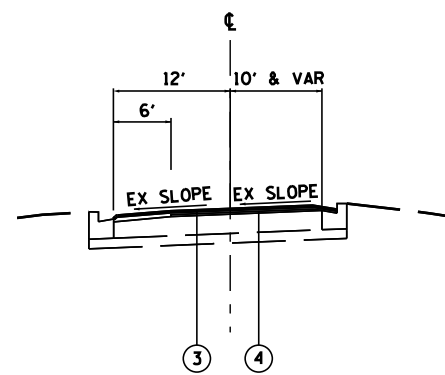
**DETAIL A**

LONGITUDINAL JOINT REPAIR (TYP)  
 LOCATIONS TO BE DETERMINED BY ENGINEER



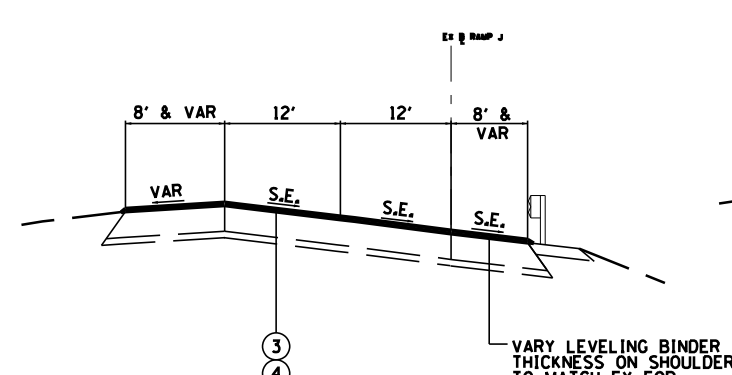
**FRONTAGE RD**

STA 39+70.00 TO STA 50+00.00



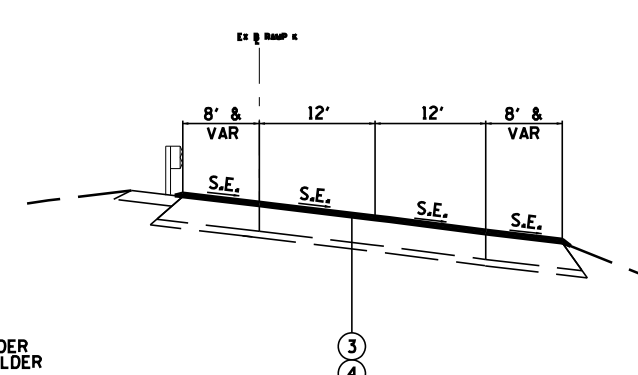
**FRONTAGE RD**

STA 50+00.00 TO STA 58+73.52



**RAMP J (LOOKING NORTH)**

STA 17+20.00 TO STA 26+41.00



**RAMP K (LOOKING NORTH)**

STA 17+34.00 TO STA 27+00.00

FILE NAME =	DESIGNED - AAF	REVISED -
... \D160T38-ADV-pr-tyr-01.dgn	DRAWN - TMB	REVISED -
USER NAME = tblank	CHECKED - JMM	REVISED -
PLOT DATE = 3/22/2012	DATE - 3/23/2012	REVISED -



STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

\*0102-683K, ETC&0507-635K)RS-1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	.	COOK	40	9
CONTRACT NO. 60T38				
ILLINOIS FED. AID PROJECT				



## DRAINAGE STRUCTURE SCHEDULE

Structure ID	Station	Offset	Approximate Rim from Survey	60200105 Catch Basin Type A, 4' Diameter, Type 1 Frame, Open Lid	60200305 Catch Basin Type A, 4' Diameter, Type 3 Frame and Grate	60201330 Catch Basin Type A, 4' Diameter, Type 23 Frame and Grate	60218300 Manholes, Type A, 4'-Diameter, Type 1 Frame, Open Lid	60218400 Manholes, Type A, 4'-Diameter, Type 1 Frame, Closed Lid	Z0018500 Drainage Structures to be Cleaned	Z0018700 Drainage Structures to be Removed
S2-1				1						
S3-1				1						
EX MH4	12+68	L							1	
C4-1	14+69	R	-							
S4-1	14+63	R	611.00	1						1
EX MH5	15+76	R							1	
C5-1	1637	R	-							
S5-1	16+40	R	611.70	1						1
C5-2	17+51	R	-							
S5-2	17+53	R	611.55			1				1
C5-3	19+19	R	-							
S5-3	19+44	R	611.80	1						1
S5-4	19+45	L	611.80	1						1
S5-5	20+87	R	612.15							1
S5-6	22+13	R	612.30	1						1
EX MH6	20+61	R							1	
C6-1	23+63	R	-							
S6-2	23+63	R	612.45			1				1
EX MH7	24+95	R	611.11							
S7-2	25+04	R	612.65	1						1
S7-3	25+05	L	612.65	1						1
C7-4	26+45	R	-							
S7-4	26+45	R	612.83	1						1
S7-5	26+46	L	612.80			1				1
C7-6	27+82	R	-							
S7-6	27+82	R	612.83			1				1
S7-7	27+82	L	612.93	1						1
C7-8	29+27	R	-							
S7-8	29+27	R	612.95	1						1
S7-9	29+28	L	613.20						1	1
EX MH8	30+45	R	613.00						1	
C8-2	30+78	R	-							
S8-2	30+78	R	613.10			1				1
S8-3	30+78	L	613.17	1						1
C8-4	31+96	R	-							
S8-4	31+96	R	613.90					1		1
S8-5	31+94	R	615.00		1					1
EX MH9	32+65	R	-						1	
S9-1	32+62	R	612.86	1						1
S9-2	31+99	L	613.48			1				1
S9-3	33+42	L	613.87			1				1
C9-4	33+81	R	-							
S9-4	33+81	R	613.90			1				1
C9-5	34+09	R	-							
S9-5	34+08	R	614.90	1						1
EX MH10	32+25	R	-						1	
S10-1	35+37	R	613.60			1				1
C10-2	35+51	R	-							
S10-3	35+69	R	613.70			1				1
S10-4	36+69	R	612.90			1				1
S10-5	36+67	R	612.90				1			1
S10-6	36+65	R	614.00			1				1
EX MH11	38+22	R							1	
C11-1	38+19	R	-							
S11-1	37+98	L	613.50	1						1
C11-2	39+48	R	-							
S11-2	39+49	R	614.20	1						1
S11-3	39+47	L	613.80	1						1
S11-4	39+47	R	612.90	1						1
C11-5	40+27	R	-							
S11-5	40+28	R	614.00	1						1
S11-6	40+27	L	613.60	1						1
C11-7	41+55	R	-							
S11-7	41+56	R	614.20	1						1
S11-8	41+55	L	613.90	1						1
EX MH12	42+26	R							1	
S12-1	42+77	R	614.30				1			1
S12-2	42+97	R	613.90		1					1

Structure ID	Station	Offset	Approximate Rim from Survey	60200105 Catch Basin Type A, 4' Diameter, Type 1 Frame, Open Lid	60200305 Catch Basin Type A, 4' Diameter, Type 3 Frame and Grate	60201330 Catch Basin Type A, 4' Diameter, Type 23 Frame and Grate	60218300 Manholes, Type A, 4'-Diameter, Type 1 Frame, Open Lid	60218400 Manholes, Type A, 4'-Diameter, Type 1 Frame, Closed Lid	Z0018500 Drainage Structures to be Cleaned	Z0018700 Drainage Structures to be Removed
S12-3	42+77	R	613.90		1					1
S12-4	43+03	L	613.90	1						1
EX MH13	46+23	R							1	
C13-1	45+24	R	-							
S13-1	45+24	R	613.73	1						1
S13-2	45+24	L	613.92	1						1
C13-3	46+60	R	-							
S13-3	46+60	R	613.30	1						1
S13-4	46+59	L	613.60	1						1
C13-5	48+00	R	-							
S13-5	48+00	R	613.40	1						1
S13-6	47+96	L	613.40	1						1
S13-7	49+67	R	613.50	1			1			1
S13-8	49+68	L	613.50	1						1
EX MH14	50+51	R							1	
S14-1	51+42	R	613.20				1			1
S14-2	51+42	L	612.80	1						1
S14-3	51+50	R	613.20	1			1			1
S14-4	51+52	L	612.80		1					1
C14-5	52+65	R	-							
S14-5	52+65	L	613.60	1						1
S14-6	52+64	R	613.70	1						1
EX MH15	53+32	R							1	
C15-1	54+56	R	-							
S15-1	54+57	R	613.70	1						1
S15-2	54+56	L	613.30	1						1
EX MH16	55+89	R							1	
C16-1	55+83	R	-							
S16-1	55+82	R	614.00	1						1
S16-2	55+78	L	613.80	1						1
C16-3	56+80	R	-							
S16-3	56+81	R	614.60	1						1
S16-4	56+82	L	613.90	1						1

**NOTE:**

THE RIM ELEVATIONS WERE INTERPOLATED FROM FIELD SURVEY POINTS.

\*(0102-683K, ETC&0507-635K)RS-1

FILE NAME =	DESIGNED - AAF	REVISED -		<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SCHEDULE OF QUANTITIES</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D160T38-sht-ADV-schedule-01.dgn	DRAWN - TMB	REVISED -						372	.	COOK	40	10
USER NAME = tblank	CHECKED - JMM	REVISED -			SCALE: NTS    SHEET NO. 1 OF 3 SHEETS    STA.    TO STA.			<b>CONTRACT NO. 60T38</b>				
PLOT DATE = 3/22/2012	DATE - 3/23/2012	REVISED -				ILLINOIS FED. AID PROJECT						

## DRAINAGE PIPE SCHEDULE

Pipe ID	Pipe Diameter (inches)	Length (ft)	Slope %	Upstream Structure	Downstream Structure	Upstream Rim Elevation	Downstream Rim Elevation	Upstream Depth	Upstream Invert	Downstream Invert	20800150	550A0340	Z0056608	X0322916	X0322917	X5538200	X5538400	X5538600	X5538700	X5538800	X5538900	
											Trench Backfill	Storm Sewers, Class A, Type 2 12"	Storm Sewers, (Water Main Requirements) 12"	Proposed Storm Sewer Connection to Existing Storm Sewer	Proposed Storm Sewer Connection to Existing Manhole	Storm Sewers To Be Cleaned 24"	Storm Sewers To Be Cleaned 30"	Storm Sewers To Be Cleaned 36"	Storm Sewers To Be Cleaned 42"	Storm Sewers To Be Cleaned 48"	Storm Sewers To Be Cleaned 54"	
TL-4	60X38	330									CY YD	FOOT	FOOT	EACH	EACH	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	
P4-1	12	23	1%	S4-1	C4-1	611.00	-	4.50	606.50	606.27	14	23		1							330	
TL-5	54	290																				54
P5-1	12	16	1%	S5-1	C5-1	611.70	-	5.25	606.45	606.29	11	16		1								
P5-2	12	27	1%	S5-2	C5-2	611.55	-	4.50	607.05	606.78	17	27		1								
P5-3A	12	31	1.0%	S5-4	S5-3	611.80	611.80	4.00	607.80	607.49	17	31										
P5-3	12	39	1.0%	S5-3	C5-3	611.80	-	0.10	607.27	606.88	25	39		1								
P5-5	12	127	0.5%	S5-6	S5-5	612.30	612.15	3.50	608.80	608.17	67	127										
P5-4	12	140	0.5%	S5-5	S5-3	612.15	611.80	0.10	608.07	607.37	87	140										
TL-6	54	433																				433
P6-1	12	25	1%	S6-2	C6-1	612.45	-	4.95	607.50	607.25	17	25		1								
TL-7	48	550																				550
P7-2	12	33	1%	S7-3	S7-2	612.65	612.65	4.00	608.65	608.32	18	33										
P7-1	12	26	1%	S7-2	S7-1	612.65	#N/A	0.10	607.36	607.10	19	26		1								
P7-5	12	33	1%	S7-5	S7-4	612.80	612.83	4.00	608.80	608.47	18	33										
P7-4	12	26	1%	S7-4	C7-4	612.83	-	0.10	607.76	607.50	18	26		1								
P7-7	12	34	1%	S7-7	S7-6	612.93	612.83	4.00	608.93	608.59	19	34										
P7-6	12	26	1%	S7-6	C7-6	612.83	-	0.10	607.76	607.50	18	26		1								
P7-9	12	41	1%	S7-9	S7-8	613.20	612.95	4.00	609.20	608.79	23	41										
P7-8	12	20	1%	S7-8	C7-8	612.95	-	0.10	608.20	608.00	13	20		1								
TL-8	48	220																				220
P8-3	12	49	1%	S8-3	S8-2	613.17	613.10	4.00	609.17	608.68	28	49										
P8-2	12	14	1%	S8-2	C8-2	613.10	-	0.10	608.58	608.44	8	14		1								
P8-5	12	21	2%	S8-5	S8-4	615.00	613.90	4.00	611.00	610.58	12	21										
P8-4	12	11	2%	S8-4	C8-4	613.90	-	1.00	608.72	608.50	8	11		1								
TL-9	48	259																				259
P9-1	12	67	1%	S9-2	S9-1	613.48	612.86	4.00	609.48	609.01	38	67										
P9-0	12	40	1%	S9-1	C9-0	612.86	#N/A	0.10	608.91	608.63	22	40			1							
P9-3	12	84	1%	S9-3	S9-1	613.87	612.86	4.00	609.87	609.03	53	84										
P9-4	12	5	1%	S9-4	C9-4	613.90	-	5.00	608.90	608.85	3	5		1								
P9-5	12	68	1%	S9-5	C9-5	614.90	-	5.00	609.90	609.22	51	68		1								
TL-10	48	293																				293
P10-1	12	42	1%	S10-1	C10-1	613.60	#N/A	4.00	609.60	609.18	24	42		1								
P10-2	12	35	1%	S10-3	C10-2	613.70	-	4.00	609.70	609.35	19	35		1								
P10-4	12	40	1%	S10-4	S10-5	612.90	612.90	3.30	609.60	609.20	18	40										
P10-5	12	4	10%	S10-6	S10-5	614.00	612.90	4.00	610.00	609.60	2	4										
TL11	42	407																				407
P11-1	12	41	1%	S11-1	C11-1	613.50	-	3.80	609.70	609.29	22	41		1								
P11-3	12	44	1%	S11-3	S11-2	613.80	614.20	3.90	609.90	609.46	24		44									
P11-2	12	10	1%	S11-2	C11-2	614.20	-	0.10	609.36	609.26	6	10		1								
P11-4	12	31	1%	S11-4	C11-2	612.90	-	3.00	609.90	609.59	12	31		1								
P11-6	12	34	1%	S11-6	S11-5	613.60	614.00	3.70	609.90	609.56	17		34									
P11-5	12	8	1%	S11-5	C11-5	614.00	-	0.10	609.46	609.38	5	8		1								
P11-8	12	37	1%	S11-8	S11-7	613.90	614.20	3.80	610.10	609.73	20		37									
P11-7	12	7	1%	S11-7	C11-7	614.20	-	0.10	609.63	609.56	4	7		1								

\*(0102-683K, ETC&0507-635K)RS-1

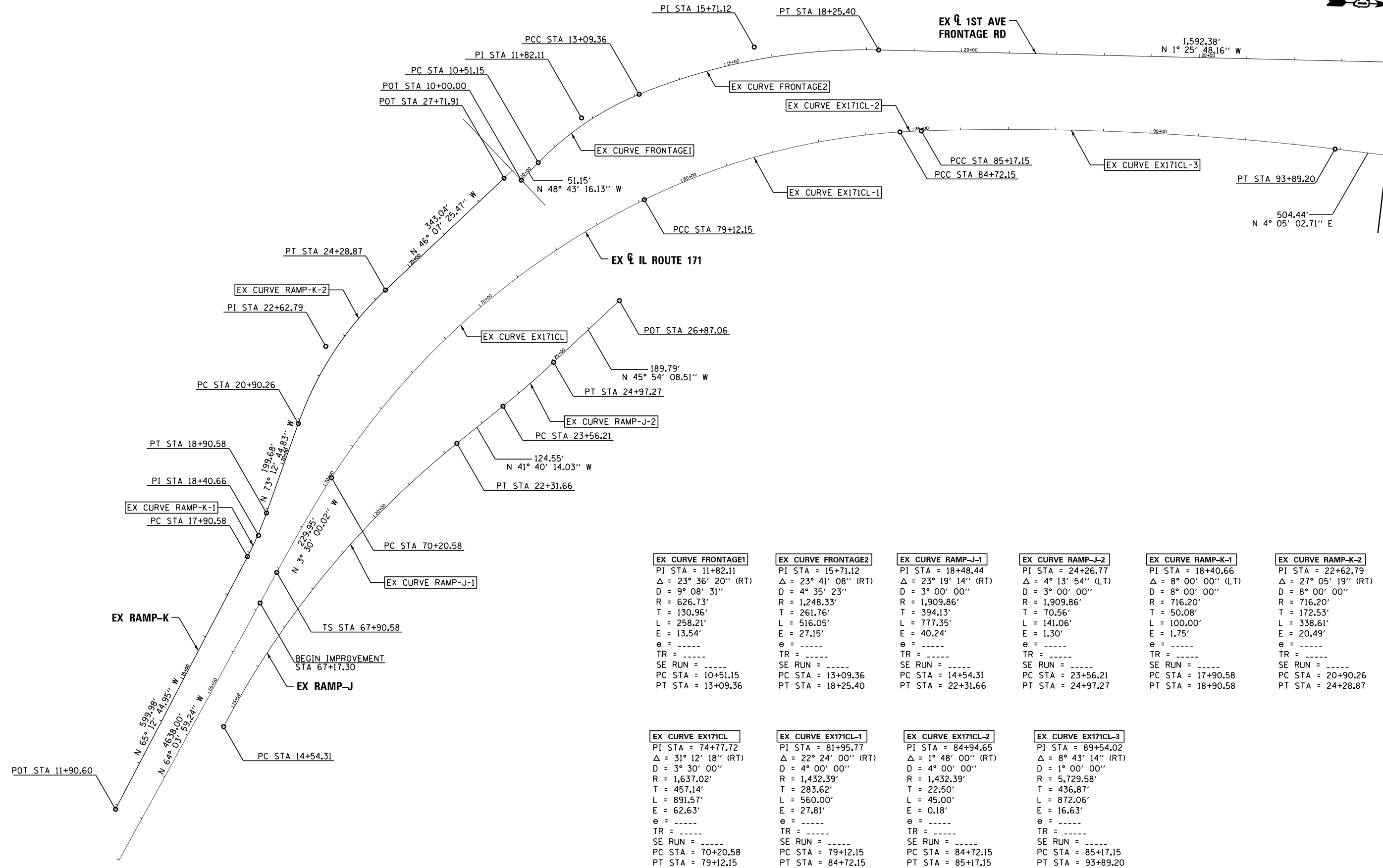
FILE NAME =	DESIGNED - AAF	REVISED -	 <b>benesch</b> <small>engineers · scientists · planners</small>	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SCHEDULE OF QUANTITIES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
... \D160T38-shd-ADV-schedule-02.dgn	DRAWN - TMB	REVISED -				372	*	COOK	40	11			
USER NAME = tblank	CHECKED - JMM	REVISED -				CONTRACT NO. 60T38							
PLOT DATE = 5/4/2012	DATE - 3/23/2012	REVISED -				ILLINOIS FED. AID PROJECT							

SCALE: NTS SHEET NO. 2 OF 3 SHEETS STA. TO STA.





MATCH LINE STA 95+00.00

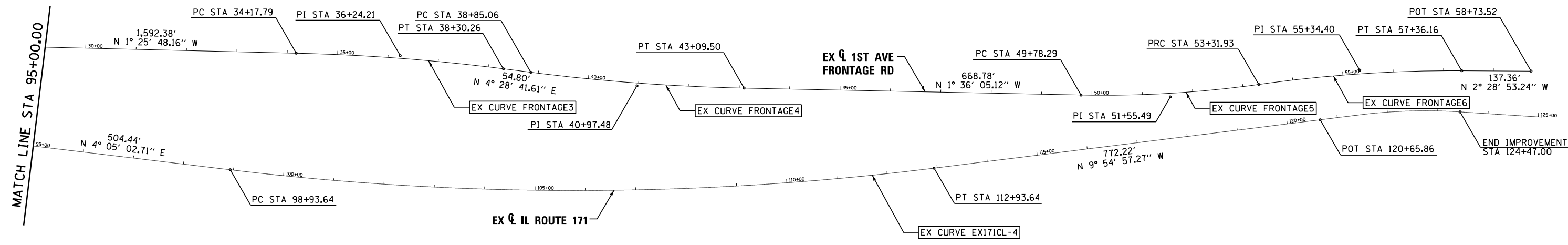


<b>EX CURVE FRONTAGE1</b> PI STA = 11+82.11 $\Delta = 23^\circ 36' 20''$ (RT) D = 9° 08' 31" R = 626.73' T = 130.96' L = 258.21' E = 13.54' e = ---- TR = ---- SE RUN = ---- PC STA = 10+51.15 PT STA = 13+09.36	<b>EX CURVE FRONTAGE2</b> PI STA = 15+71.12 $\Delta = 23^\circ 41' 08''$ (RT) D = 4° 35' 23" R = 1,248.33' T = 261.76' L = 516.05' E = 27.15' e = ---- TR = ---- SE RUN = ---- PC STA = 13+09.36 PT STA = 18+25.40	<b>EX CURVE RAMP-J-1</b> PI STA = 18+48.44 $\Delta = 23^\circ 19' 14''$ (RT) D = 3° 00' 00" R = 1,909.86' T = 394.13' L = 777.35' E = 40.24' e = ---- TR = ---- SE RUN = ---- PC STA = 14+54.31 PT STA = 22+31.66	<b>EX CURVE RAMP-J-2</b> PI STA = 24+26.77 $\Delta = 4^\circ 13' 54''$ (LT) D = 3° 00' 00" R = 1,909.86' T = 70.56' L = 141.06' E = 1.30' e = ---- TR = ---- SE RUN = ---- PC STA = 23+56.21 PT STA = 24+97.27	<b>EX CURVE RAMP-K-1</b> PI STA = 18+40.66 $\Delta = 8^\circ 00' 00''$ (LT) D = 8° 00' 00" R = 716.20' T = 50.08' L = 100.00' E = 1.75' e = ---- TR = ---- SE RUN = ---- PC STA = 17+90.58 PT STA = 18+90.58	<b>EX CURVE RAMP-K-2</b> PI STA = 22+62.79 $\Delta = 27^\circ 05' 19''$ (RT) D = 8° 00' 00" R = 716.20' T = 172.53' L = 338.61' E = 20.49' e = ---- TR = ---- SE RUN = ---- PC STA = 20+90.26 PT STA = 24+28.87
--	--	---	--	--	---

<b>EX CURVE EX171CL</b> PI STA = 74+77.72 $\Delta = 31^\circ 12' 18''$ (RT) D = 3° 30' 00" R = 1,637.02' T = 457.14' L = 891.57' E = 62.63' e = ---- TR = ---- SE RUN = ---- PC STA = 70+20.58 PT STA = 79+12.15	<b>EX CURVE EX171CL-1</b> PI STA = 81+95.77 $\Delta = 22^\circ 24' 00''$ (RT) D = 4° 00' 00" R = 1,432.39' T = 283.62' L = 560.00' E = 27.81' e = ---- TR = ---- SE RUN = ---- PC STA = 79+12.15 PT STA = 84+72.15	<b>EX CURVE EX171CL-2</b> PI STA = 84+94.65 $\Delta = 1^\circ 48' 00''$ (RT) D = 4° 00' 00" R = 1,432.39' T = 22.50' L = 45.00' E = 0.18' e = ---- TR = ---- SE RUN = ---- PC STA = 84+72.15 PT STA = 85+17.15	<b>EX CURVE EX171CL-3</b> PI STA = 89+54.02 $\Delta = 8^\circ 43' 14''$ (RT) D = 1° 00' 00" R = 5,729.58' T = 436.87' L = 872.06' E = 16.63' e = ---- TR = ---- SE RUN = ---- PC STA = 85+17.15 PT STA = 93+89.20
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\*0102-683K, ETC&0507-635K)RS-1

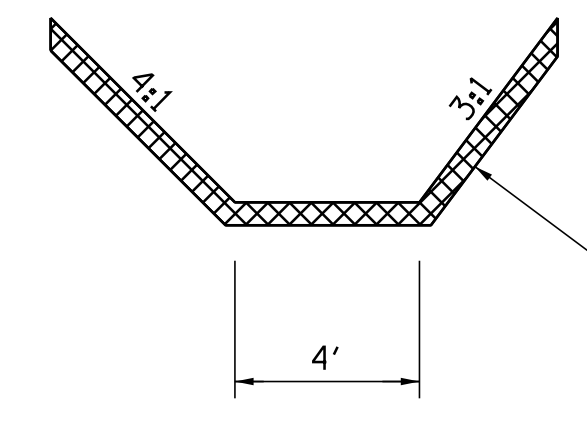
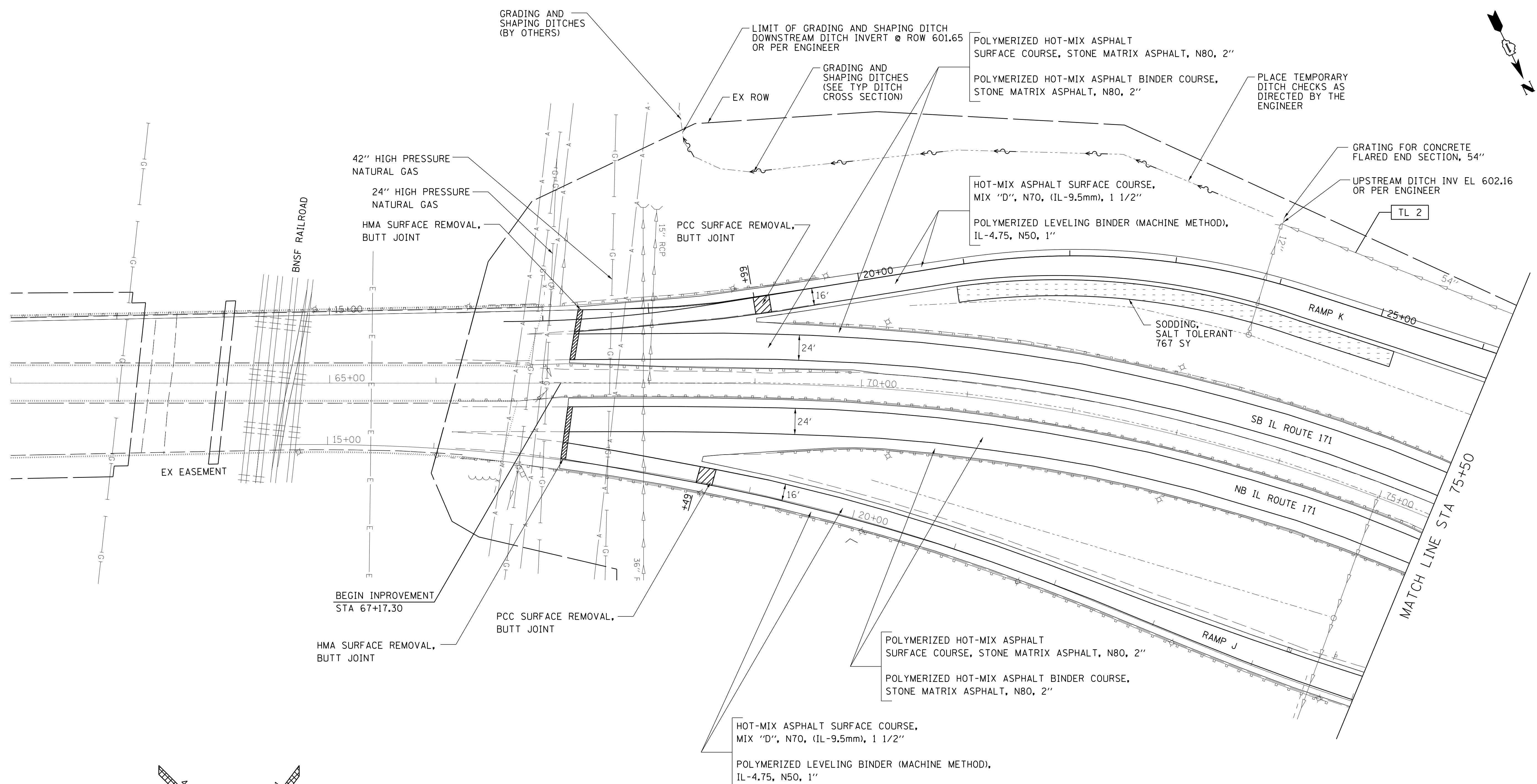
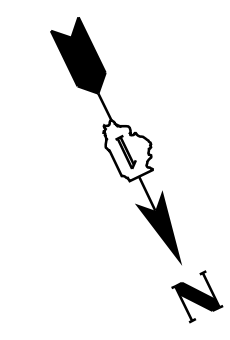
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USER NAME = tblank	DRAWN - TMB	REVISED -						SCALE: 1"=100' SHEET NO. 1 OF 2 SHEETS STA. 67+17.30 TO STA. 95+00.00				CONTRACT NO. 60T38	
PLOT DATE = 3/22/2012	CHECKED - JMM	REVISED -			ILLINOIS FED. AID PROJECT								
DATE = 3/23/2012	REVISOR -	REVISED -											



EX CURVE FRONTAGE3	EX CURVE FRONTAGE4	EX CURVE FRONTAGE5	EX CURVE FRONTAGE6	EX CURVE EX171CL-4
PI STA = 36+24.21	PI STA = 40+97.48	PI STA = 51+55.49	PI STA = 55+34.40	PI STA = 105+97.15
$\Delta = 5^\circ 54' 30''$ (RT)	$\Delta = 6^\circ 04' 47''$ (LT)	$\Delta = 9^\circ 11' 34''$ (LT)	$\Delta = 8^\circ 18' 46''$ (RT)	$\Delta = 14^\circ 00' 00''$ (LT)
D = 1° 25' 57"	D = 1° 25' 57"	D = 2° 35' 58"	D = 2° 03' 23"	D = 1° 00' 00"
R = 4,000.00'	R = 4,000.00'	R = 2,204.19'	R = 2,786.17'	R = 5,729.58'
T = 206.42'	T = 212.42'	T = 177.20'	T = 202.47'	T = 703.50'
L = 412.47'	L = 424.44'	L = 353.65'	L = 404.23'	L = 1,400.00'
E = 5.32'	E = 5.64'	E = 7.11'	E = 7.35'	E = 43.03'
e = -----	e = -----	e = -----	e = -----	e = -----
TR = -----	TR = -----	TR = -----	TR = -----	TR = -----
SE RUN = -----	SE RUN = -----	SE RUN = -----	SE RUN = -----	SE RUN = -----
PC STA = 34+17.79	PC STA = 38+85.06	PC STA = 49+78.29	PC STA = 53+31.93	PC STA = 98+93.64
PT STA = 38+30.26	PT STA = 43+09.50	PT STA = 53+31.93	PT STA = 57+36.16	PT STA = 112+93.64

\*(0102-683K, ETC&0507-635K)RS-1

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USER NAME = tblank	CHECKED - JMM	REVISED -						372	.	COOK	40	14
PLOT DATE = 3/22/2012	DATE - 3/23/2012	REVISED -			SCALE: 1"=100'    SHEET NO. 2 OF 2 SHEETS    STA. 95+00.00 TO STA. 124+47.00			<b>CONTRACT NO. 60T38</b>				
ILLINOIS FED. AID PROJECT												



**TYPICAL DITCH CROSS SECTION**  
(LOOKING UPSTREAM)

TOPSOIL FURNISH & PLACE 4"  
SEEDING, CLASS 2A  
NITROGEN FERTILIZER NUTRIENT  
POTASSIUM FERTILIZER NUTRIENT  
MULCH, METHOD 2

**LEGEND:**

- HMA SURFACE REMOVAL, BUTT JOINT (4.5' TYP)
- PCC SURFACE REMOVAL, BUTT JOINT (30' TYP)

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

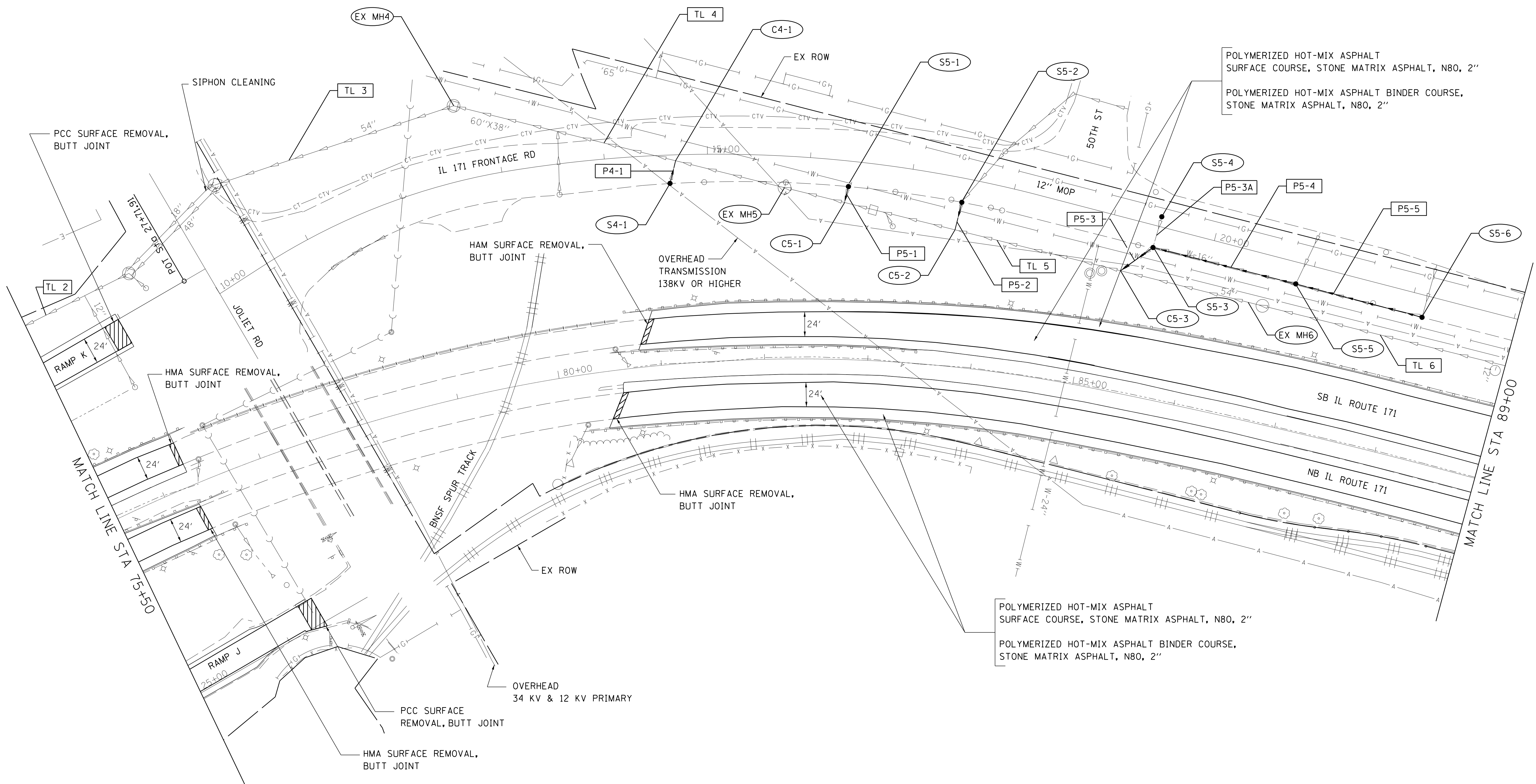
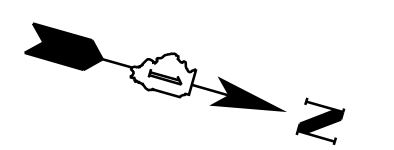
**ROADWAY & DRAINAGE PLAN**  
SCALE: 1"=50' SHEET NO. 1 OF 5 SHEETS STA. 67+17.30 TO STA. 75+50.00

\*0102-683K, ETC&0507-635K)RS-1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	*	COOK	40	15

CONTRACT NO. 60T38  
ILLINOIS FED. AID PROJECT





**LEGEND:**

- HMA SURFACE REMOVAL, BUTT JOINT (4.5' TYP)
- PCC SURFACE REMOVAL, BUTT JOINT (30' TYP)

FILE NAME =	DESIGNED - AAF	REVISED -
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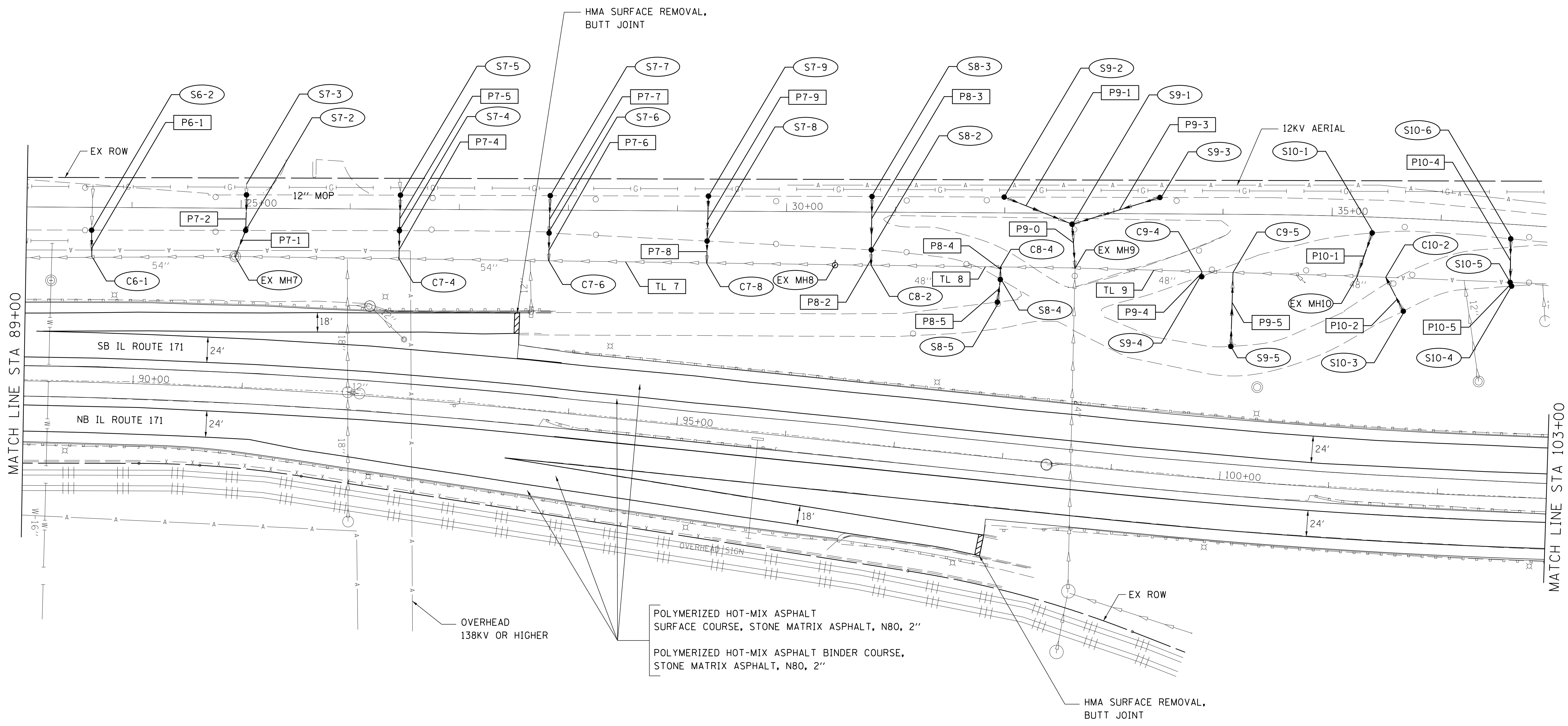
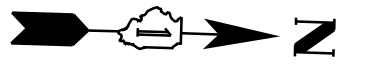


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROADWAY & DRAINAGE PLAN**

SCALE: 1"=50'    SHEET NO. 2 OF 5 SHEETS    STA. 75+50.00 TO STA. 89+00.00

*0102-683K, ETC&0507-635K)RS-1				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	*	COOK	40	16
CONTRACT NO. 60T38				
ILLINOIS FED. AID PROJECT				



POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"

POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"

**LEGEND:**

- HMA SURFACE REMOVAL, BUTT JOINT (4.5' TYP)
- PCC SURFACE REMOVAL, BUTT JOINT (30' TYP)

FILE NAME =	DESIGNED - AAF	REVISED -
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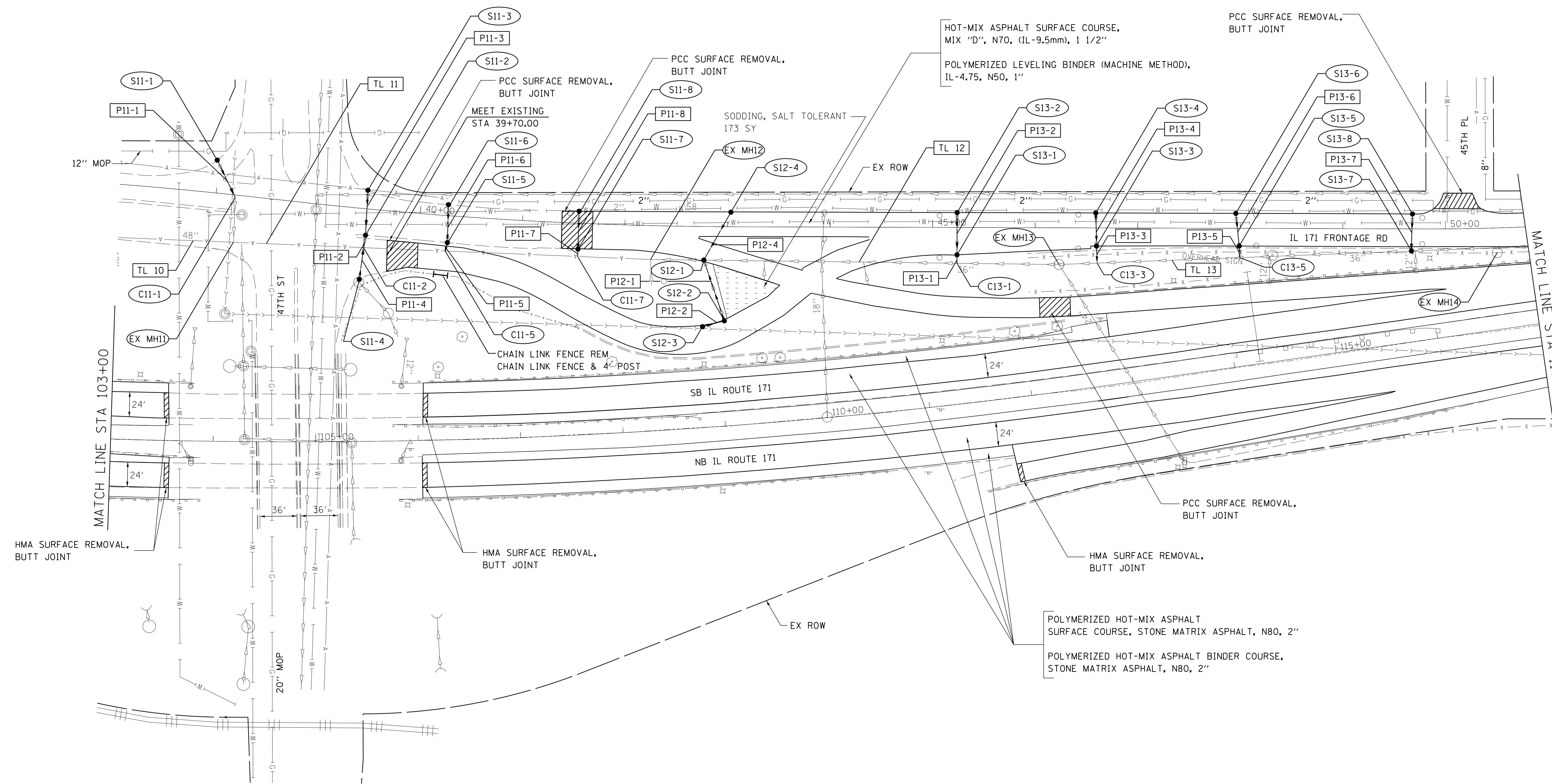


**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ROADWAY & DRAINAGE PLAN**

SCALE: 1"=50' SHEET NO. 3 OF 5 SHEETS STA. 89+00.00 TO STA. 103+00.00

*0102-683K, ETC&0507-635K)RS-1				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	.	COOK	40	17
CONTRACT NO. 60T38				
ILLINOIS FED. AID PROJECT				



HOT-MIX ASPHALT SURFACE COURSE,  
 MIX "D", N70, (IL-9.5mm), 1 1/2"  
 POLYMERIZED LEVELING BINDER (MACHINE METHOD),  
 IL-4.75, N50, 1"

POLYMERIZED HOT-MIX ASPHALT  
 SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"  
 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE,  
 STONE MATRIX ASPHALT, N80, 2"

**LEGEND:**

- HMA SURFACE REMOVAL, BUTT JOINT (4.5' TYP)
- PCC SURFACE REMOVAL, BUTT JOINT (30' TYP)

\*(0102-683K, ETC&0507-635K)RS-1

FILE NAME =	DESIGNED - AAF	REVISED -
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

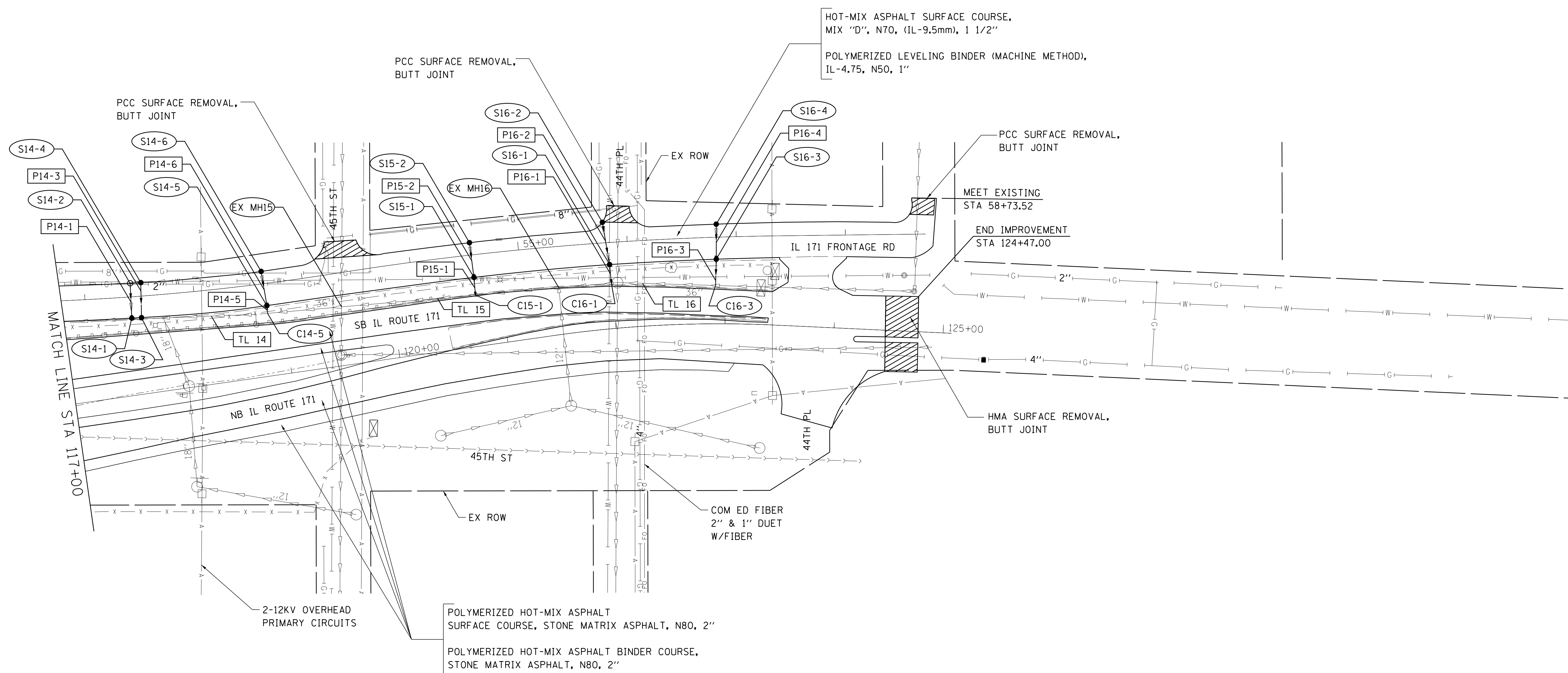
**ROADWAY & DRAINAGE PLAN**

SCALE: 1"=50' SHEET NO. 4 OF 5 SHEETS STA. 103+00.00 TO STA. 117+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	*	COOK	40	18

CONTRACT NO. 60T38

ILLINOIS FED. AID PROJECT



**LEGEND:**

- HMA SURFACE REMOVAL, BUTT JOINT (4.5' TYP)
- PCC SURFACE REMOVAL, BUTT JOINT (30' TYP)

\*(0102-683K, ETC&0507-635K)RS-1

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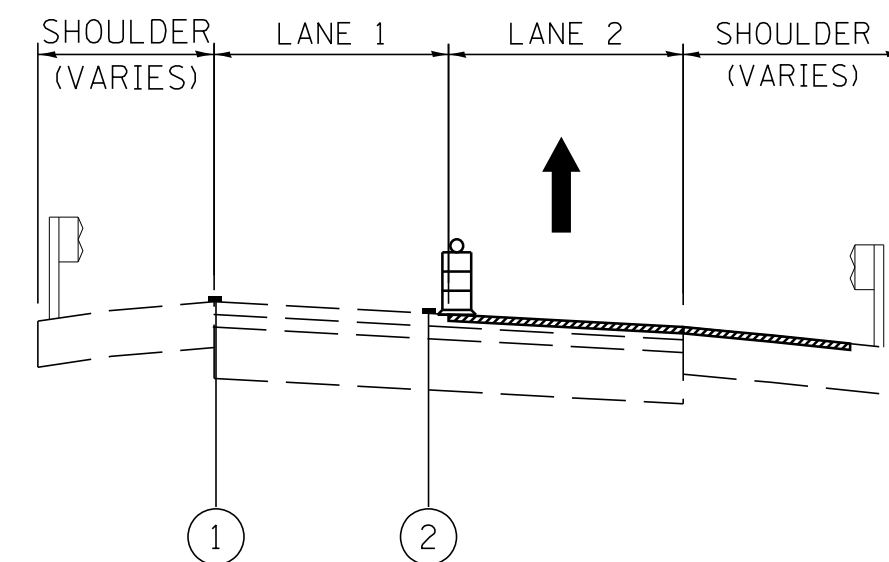
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROADWAY & DRAINAGE PLAN**

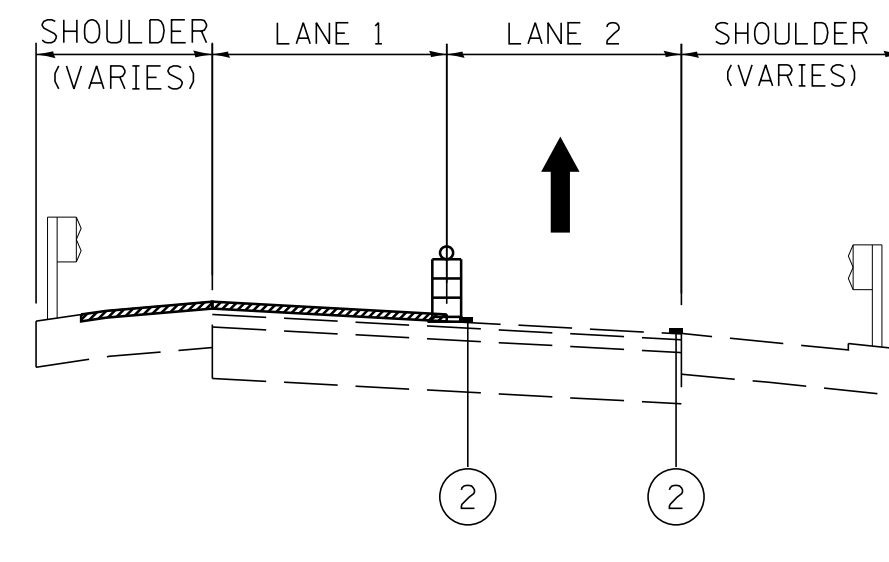
SCALE: 1"=50' SHEET NO. 5 OF 5 SHEETS STA. 117+00.00 TO STA. 124+47.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	*	COOK	40	19
CONTRACT NO. 60T38				
ILLINOIS FED. AID PROJECT				



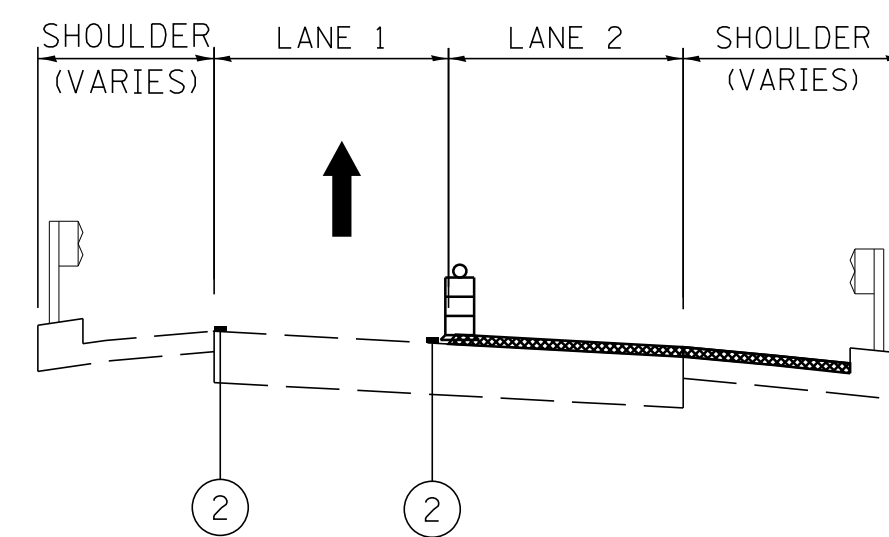


**OPERATION ONE – IL 171 & FRONTAGE RD**

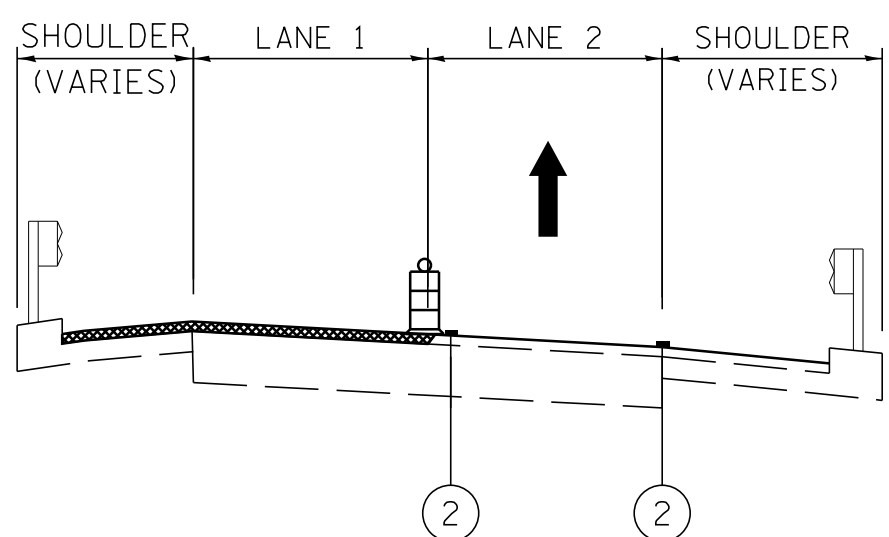


**OPERATION TWO – IL 171 & FRONTAGE RD**

REPEAT OPERATIONS 1 & 2 TO REMOVE SURFACE AND BINDER COURSES.  
TYPICAL SECTION APPLIES FOR NORTHBOUND AND SOUTHBOUND LANES.



**OPERATION THREE – IL 171 & FRONTAGE RD**

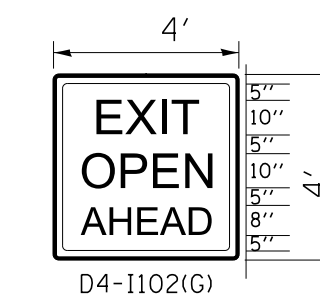


**OPERATION FOUR – IL 171 & FRONTAGE RD**

REPEAT OPERATIONS 3 & 4 UNTIL BINDER AND SURFACE THICKNESSES ARE REACHED.  
TYPICAL SECTION APPLIES FOR NORTHBOUND AND SOUTHBOUND LANES.

**MAINTENANCE OF TRAFFIC NOTES**

1. SEQUENCE OF CONSTRUCTION: PAVEMENT PATCHING, HMA SURFACE REMOVAL AND PROPOSED HMA COURSES AS DETAILED IN EACH OPERATION SECTION. WORK CAN OCCUR CONCURRENTLY.
2. LANE CLOSURES ALLOWED AS STIPULATED IN THE SPECIAL PROVISIONS.
3. LANE CLOSURES PER STANDARD 701421-04.
4. THE CONTRACTOR SHALL ERECT ROAD CONSTRUCTION AHEAD SIGNS (W20-I103(O-48) WITH FLASHING BEACON ON ALL ARTERIAL ROADWAYS APPROACHING INTERCHANGE RAMP.
5. THE MAXIMUM ALLOWABLE DIFFERENTIAL IN ELEVATION BETWEEN ADJACENT OPEN TRAFFIC LANES SHALL BE 1½ INCHES FOR A VERTICAL MILLED FACE, OR 2 INCHES FOR A LIFT OF HMA RESURFACING.
6. PARTIAL MILLING OF PAVEMENT FOR AN OPERATION WILL NOT BE PAID FOR SEPARATELY. BUT WILL BE PAID FOR AT THE FINAL MILLING THICKNESS SHOWN ON THE TYPICAL SECTIONS.
7. EPOXY PAVEMENT MARKING LINES SHALL BE USED FOR TEMPORARY PAVEMENT MARKINGS.
8. REMOVAL OF EXISTING PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL."
9. EXISTING OR TEMPORARY PAVEMENT MARKINGS REMOVED DURING MILLING OPERATIONS WILL NOT BE PAID FOR SEPARATELY.
10. CASTINGS EXPOSED IN TRAVEL LANES SHALL BE PROTECTED PER APPLICABLE PORTIONS OF ARTICLE 603.07 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE VARIOUS HMA/SMA BINDER AND SURFACE COURSES PLACED.
11. WORK ZONE SPEED LIMIT SIGNS SHALL REMAIN IN PLACE UNTIL ALL BINDER IS PLACED.
12. SIGNS SHALL BE INSTALLED AS INSTRUCTED BELOW.



D4-I102(G)  
1" BORDER LINE  
GREEN REFLECTIVE  
BACKGROUND  
WITH WHITE LEGEND

SIGN SHALL BE INSTALLED  
IN ADVANCE OF ALL OPEN/EXIT  
RAMPS WHEN THE RIGHT  
LANES ARE CLOSED.



WS-11  
48" X 48"

SIGN SHALL BE INSTALLED  
ON BOTH SIDES OF THE ROADWAY  
500' IN ADVANCE OF AREAS WHERE  
THERE IS A GRADE DIFFERENTIAL  
BETWEEN LANES, AFTER EACH  
ENTRANCE RAMP AND A MINIMUM  
OF EVERY MILE.

**LEGEND**

- ① EXISTING PAVEMENT MARKING
- ② SHORT TERM PAVEMENT MARKING
- TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- BITUMINOUS SURFACE REMOVAL
- HMA/SMA BINDER AND SURFACE COURSES

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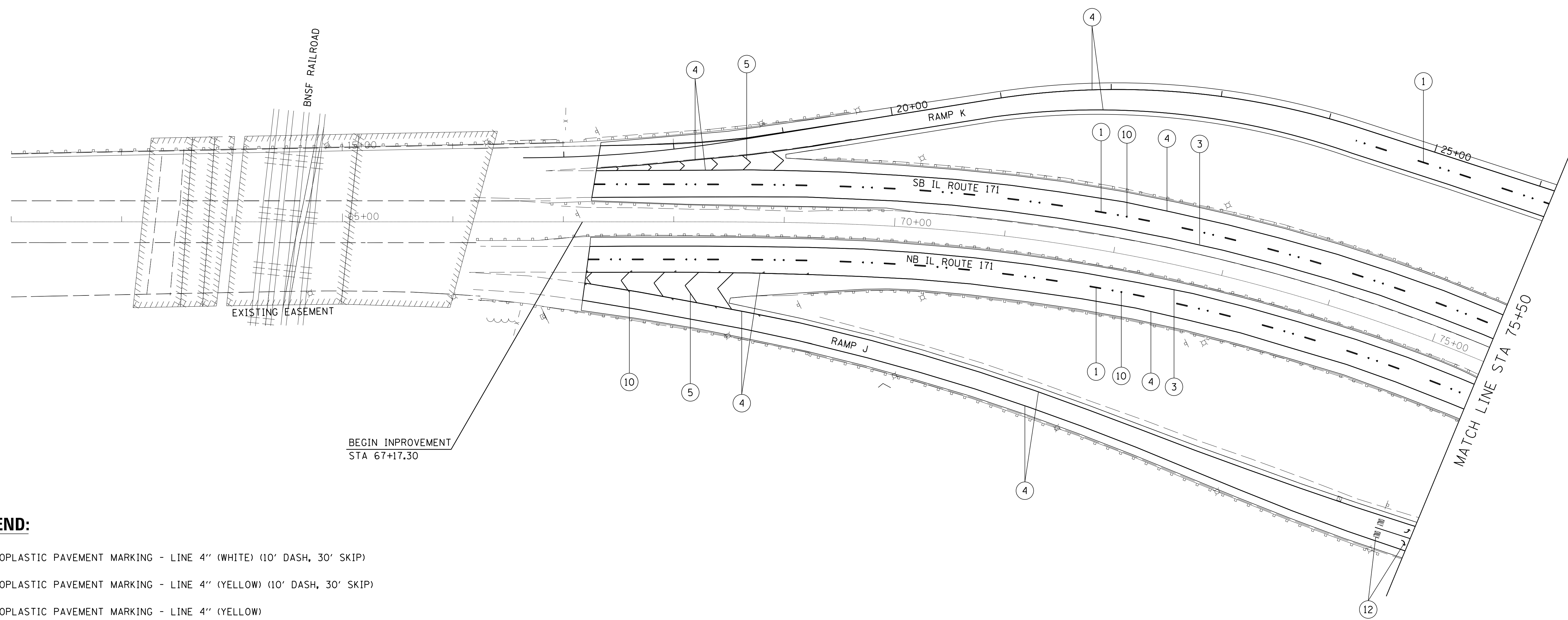
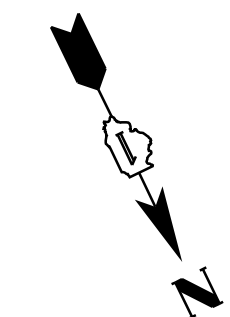
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**MAINTENANCE OF TRAFFIC**

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

\*(0102-683K, ETC&0507-635K)RS-1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	*	COOK	40	20
				CONTRACT NO. 60T38
ILLINOIS FED. AID PROJECT				



**LEGEND:**

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE) (10' DASH, 30' SKIP)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW) (10' DASH, 30' SKIP)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE)
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE) (2' DASH, 6' SKIP)
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE) (2' DASH, 6' SKIP)
- ⑩ RAISED REFLECTIVE PAVEMENT MARKER
- ⑪ THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
- ⑫ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑬ THERMOPLASTIC PAVEMENT MARKING - LINE 8" (YELLOW)

\*(0102-683K, ETC&0507-635K)RS-1

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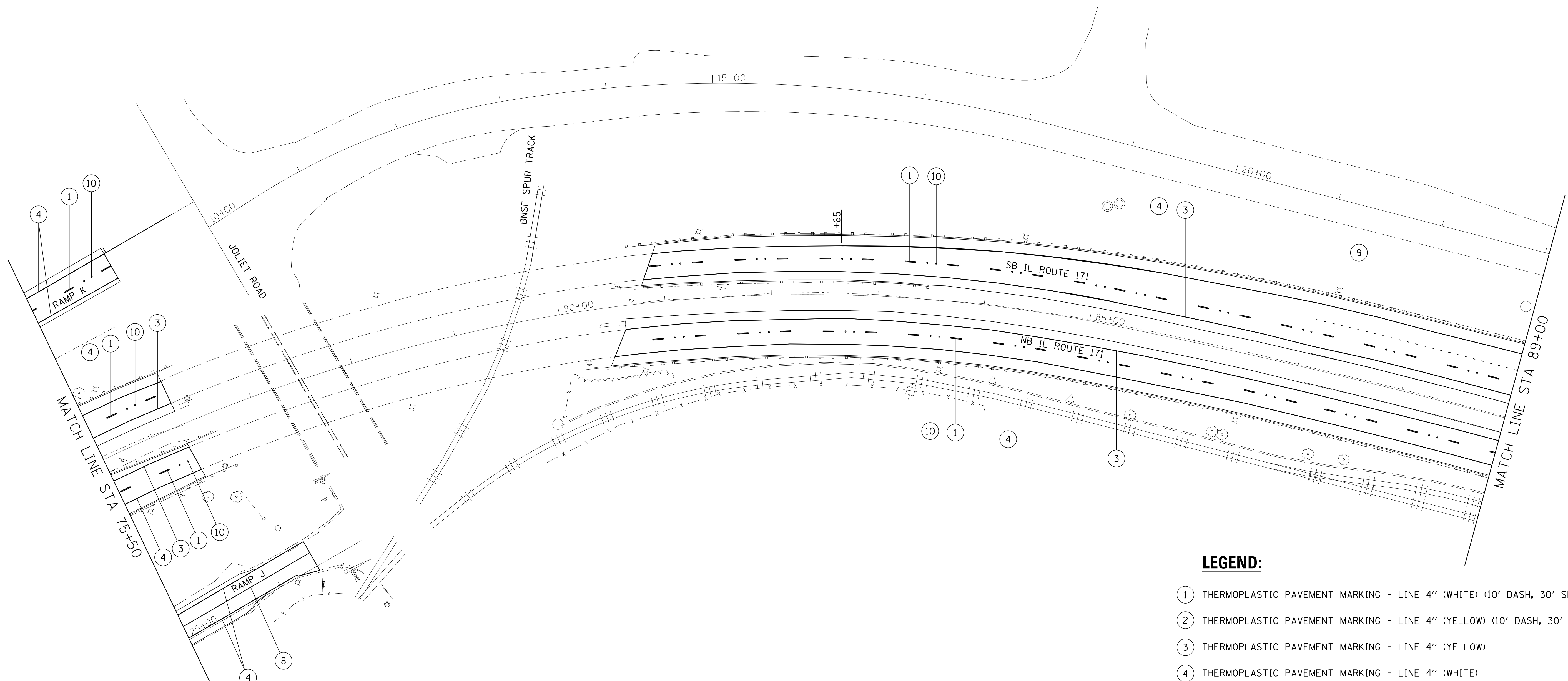
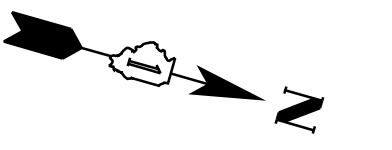
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 5 SHEETS STA. 67+17.30 TO STA. 75+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	*	COOK	40	21
CONTRACT NO. 60T38			ILLINOIS FED. AID PROJECT	





**LEGEND:**

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE) (10' DASH, 30' SKIP)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW) (10' DASH, 30' SKIP)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE)
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE) (2' DASH, 6' SKIP)
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE) (2' DASH, 6' SKIP)
- ⑩ RAISED REFLECTIVE PAVEMENT MARKER
- ⑪ THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
- ⑫ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑬ THERMOPLASTIC PAVEMENT MARKING - LINE 8" (YELLOW)

\*(0102-683K, ETC&0507-635K)RS-1

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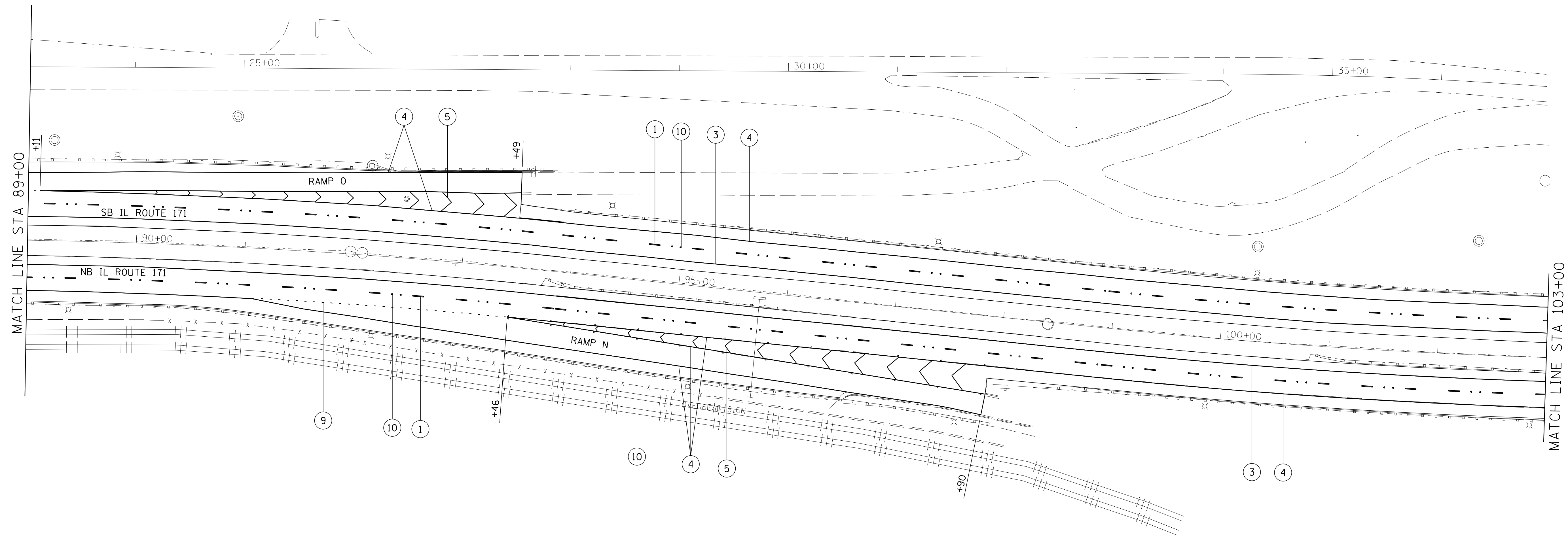
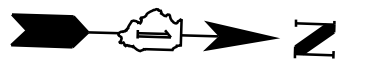


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. 2 OF 5 SHEETS STA. 75+50.00 TO STA. 89+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	*	COOK	40	22
				CONTRACT NO. 60T38
ILLINOIS FED. AID PROJECT				



**LEGEND:**

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE) (10' DASH, 30' SKIP)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW) (10' DASH, 30' SKIP)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE)
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE) (2' DASH, 6' SKIP)
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE) (2' DASH, 6' SKIP)
- ⑩ RAISED REFLECTIVE PAVEMENT MARKER
- ⑪ THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
- ⑫ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑬ THERMOPLASTIC PAVEMENT MARKING - LINE 8" (YELLOW)

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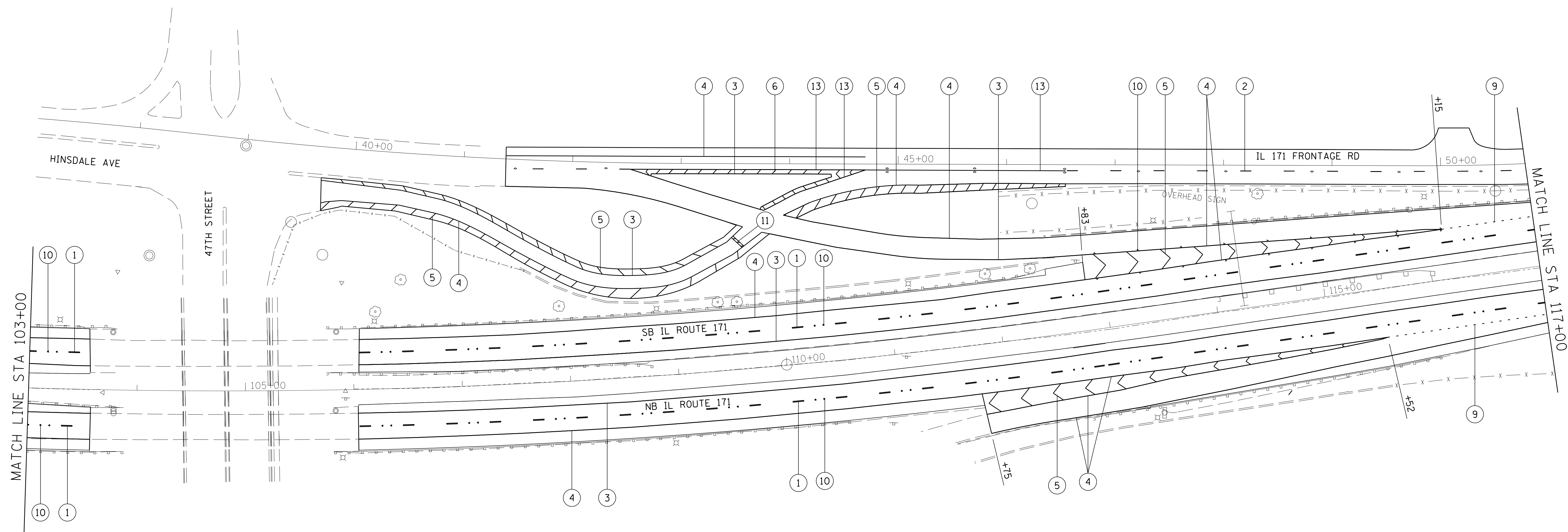


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. 3 OF 5 SHEETS STA. 89+00.00 TO STA. 103+00.00

*0102-683K, ETC&0507-635K)RS-1				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	.	COOK	40	23
CONTRACT NO. 60T38				
ILLINOIS FED. AID PROJECT				



**LEGEND:**

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE) (10' DASH, 30' SKIP)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW) (10' DASH, 30' SKIP)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE)
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE) (2' DASH, 6' SKIP)
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE) (2' DASH, 6' SKIP)
- ⑩ RAISED REFLECTIVE PAVEMENT MARKER
- ⑪ THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
- ⑫ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑬ THERMOPLASTIC PAVEMENT MARKING - LINE 8" (YELLOW)

FILE NAME =	DESIGNED - AAF	REVISED -
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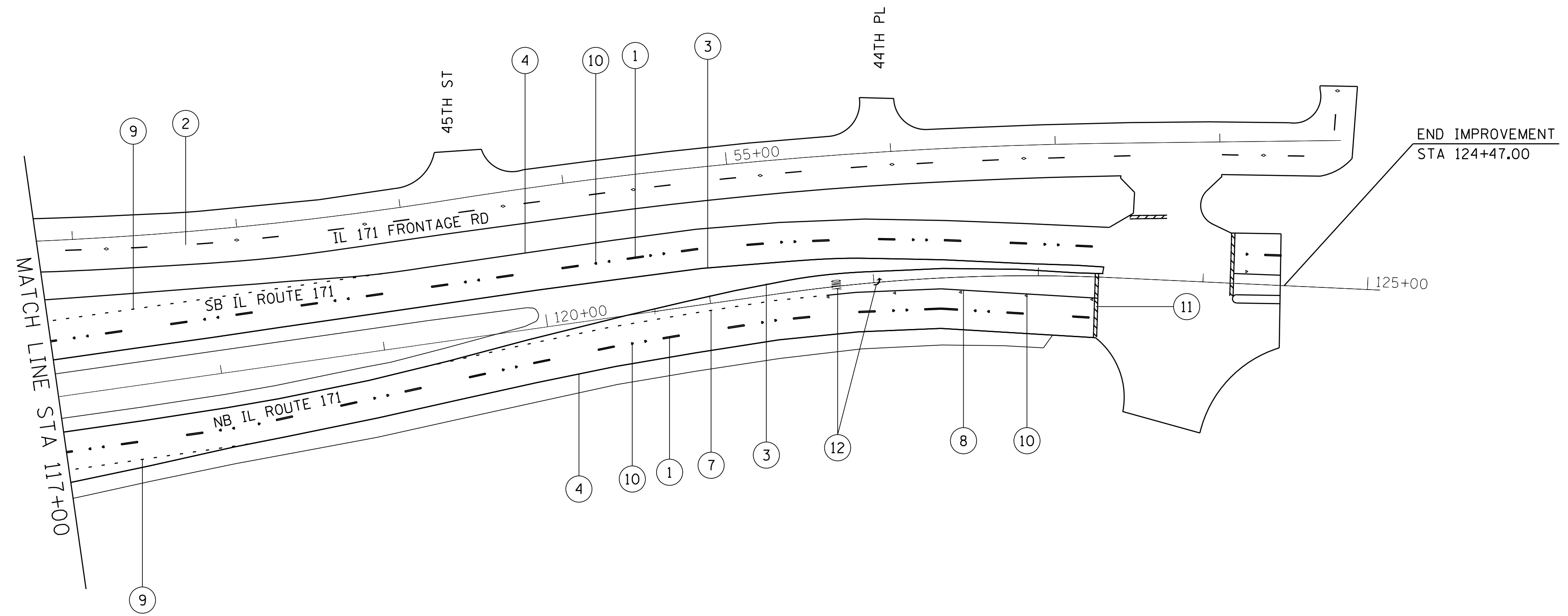


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. 4 OF 5 SHEETS STA. 103+00.00 TO STA. 117+00.00

*0102-683K, ETC&0507-635K)RS-1				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	.	COOK	40	24
CONTRACT NO. 60T38				
ILLINOIS FED. AID PROJECT				



**LEGEND:**

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE) (10' DASH, 30' SKIP)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW) (10' DASH, 30' SKIP)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE)
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE) (2' DASH, 6' SKIP)
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE) (2' DASH, 6' SKIP)
- ⑩ RAISED REFLECTIVE PAVEMENT MARKER
- ⑪ THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
- ⑫ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑬ THERMOPLASTIC PAVEMENT MARKING - LINE 8" (YELLOW)

\*(0102-683K, ETC&0507-635K)RS-1

FILE NAME =	DESIGNED - AAF	REVISED -
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

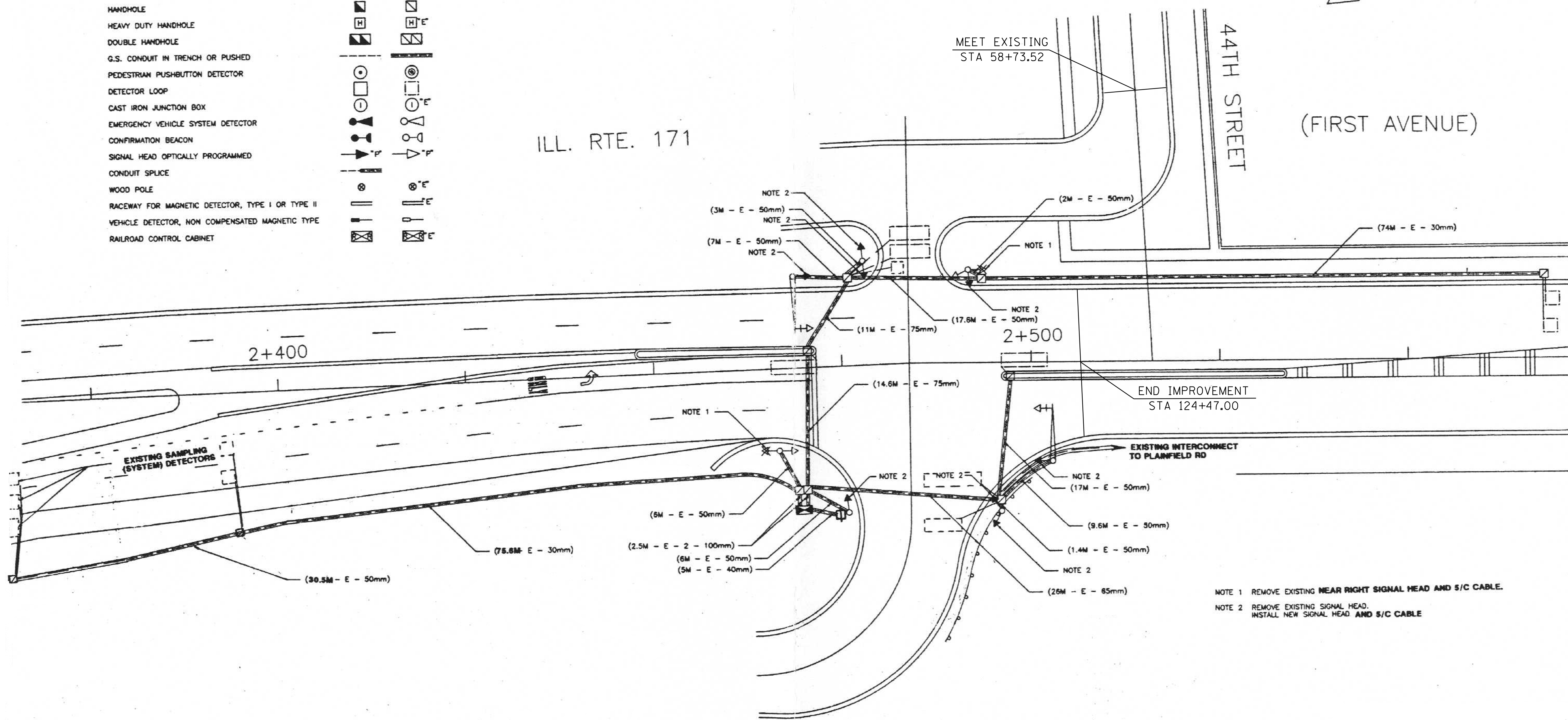
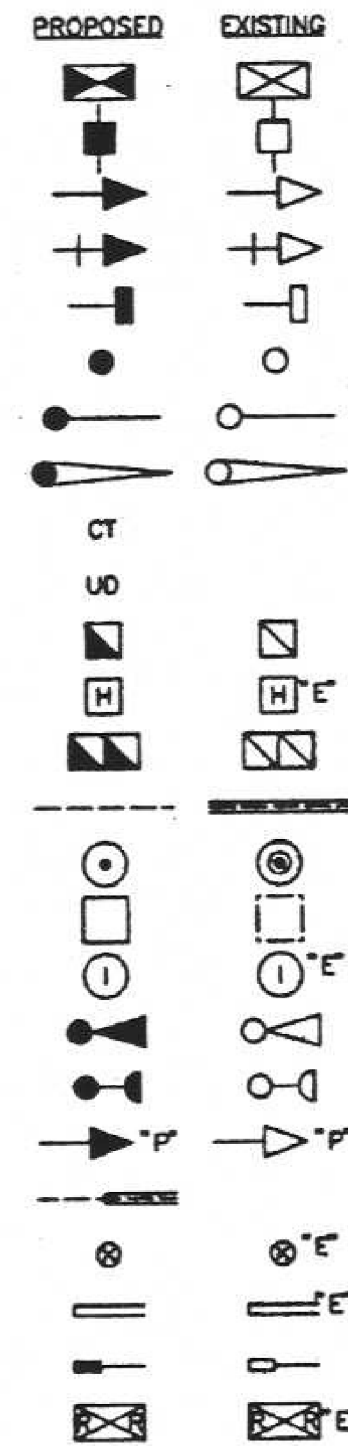
**PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. 5 OF 5 SHEETS STA. 117+00.00 TO STA. 124+47.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	*	COOK	40	25
CONTRACT NO. 60T38				
ILLINOIS FED. AID PROJECT				



- TRAFFIC SIGNAL LEGEND**
- CONTROLLER
  - SERVICE INSTALLATION
  - SIGNAL HEAD
  - SIGNAL HEAD WITH BACKPLATE
  - SIGNAL HEAD, PEDESTRIAN
  - SIGNAL POST
  - MAST ARM ASSEMBLY AND POLE, STEEL
  - MAST ARM ASSEMBLY AND POLE, ALUMINUM
  - COMMON TRENCH
  - UNIT DUCT
  - HANDHOLE
  - HEAVY DUTY HANDHOLE
  - DOUBLE HANDHOLE
  - G.S. CONDUIT IN TRENCH OR PUSHED
  - PEDESTRIAN PUSHBUTTON DETECTOR
  - DETECTOR LOOP
  - CAST IRON JUNCTION BOX
  - EMERGENCY VEHICLE SYSTEM DETECTOR
  - CONFIRMATION BEACON
  - SIGNAL HEAD OPTICALLY PROGRAMMED
  - CONDUIT SPLICE
  - WOOD POLE
  - RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
  - VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
  - RAILROAD CONTROL CABINET



- NOTE 1 REMOVE EXISTING NEAR RIGHT SIGNAL HEAD AND S/C CABLE.
- NOTE 2 REMOVE EXISTING SIGNAL HEAD, INSTALL NEW SIGNAL HEAD AND S/C CABLE

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

CODE	QUANTITY	UNIT	ITEM
88600600	632	FOOT	DETECTOR LOOP REPLACEMENT

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

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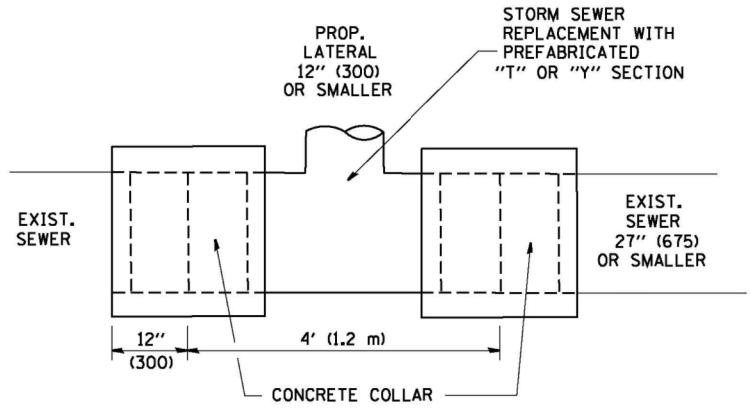
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**DETECTOR LOOP REPLACEMENT PLAN**

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

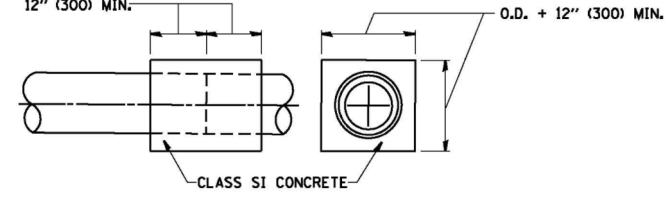
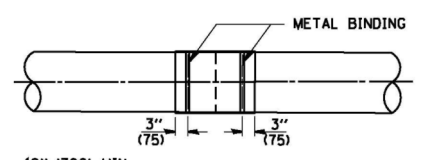
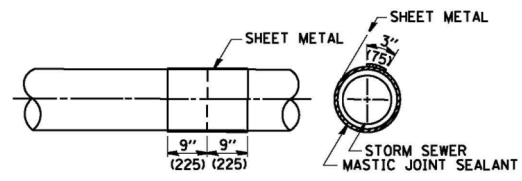
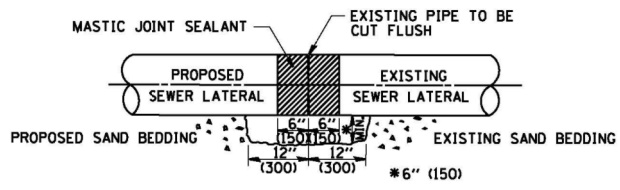
*0102-683K, ETC&0507-635K)RS-1				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	.	COOK	40	26
CONTRACT NO. 60T38				
ILLINOIS FED. AID PROJECT				

\*0102-683K, ETC&0507-635K)RS-1



**DETAIL "A"**

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER

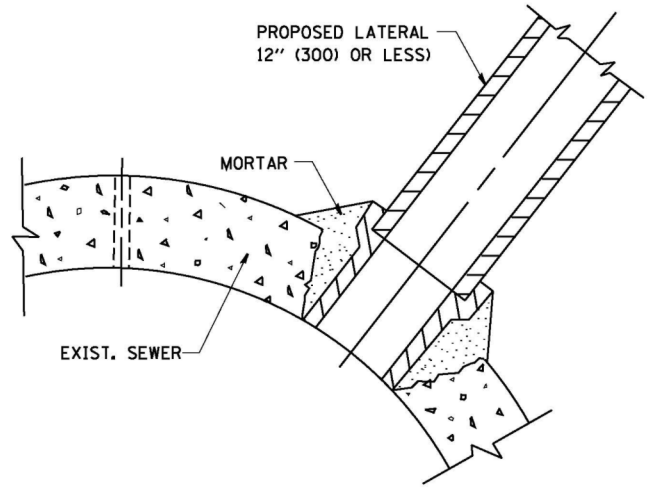


**DETAIL "B"**

CLASS SI CONCRETE COLLAR

**CONSTRUCTION SEQUENCE**

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



**DETAIL "C"**

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

**NOTES**

**MATERIAL**

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

**CONSTRUCTION METHODS**

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
  - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
  - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

**GENERAL**

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

**BASIS OF PAYMENT**

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME =	USER NAME = gegl1enobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92
W:\diststd\22x34\bd07.dgn		DRAWN -	REVISED - R. SHAH 09-09-94
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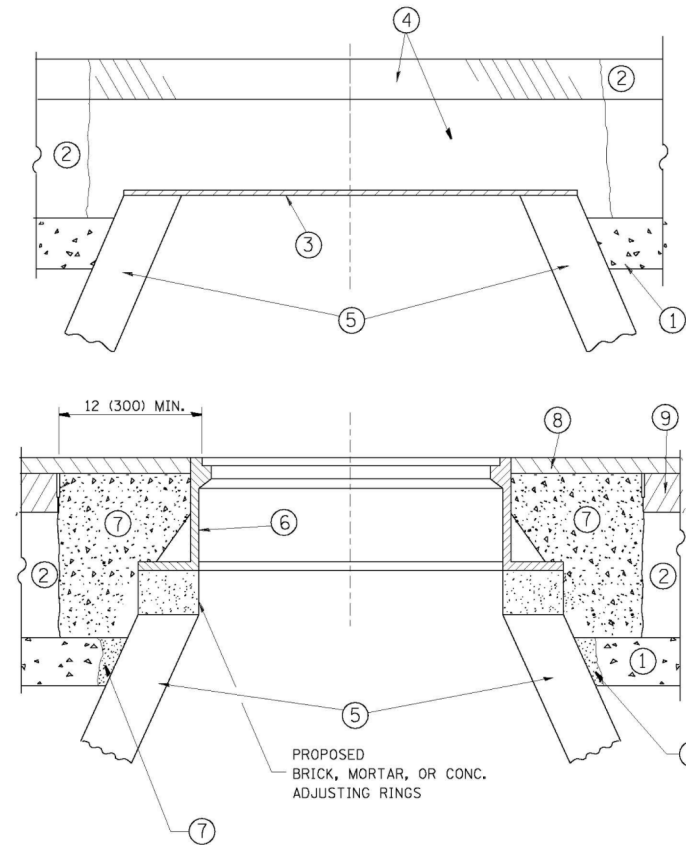
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372		COOK	40	27
BD500-01 (BD-7)			CONTRACT NO. 60T38	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

\*10102-683K, ETC&0507-635K/RS-1





**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 PP-1\* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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 PP-1\* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

**LOCATION OF STRUCTURES:**

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

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

**NOTES:**

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

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

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

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

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

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

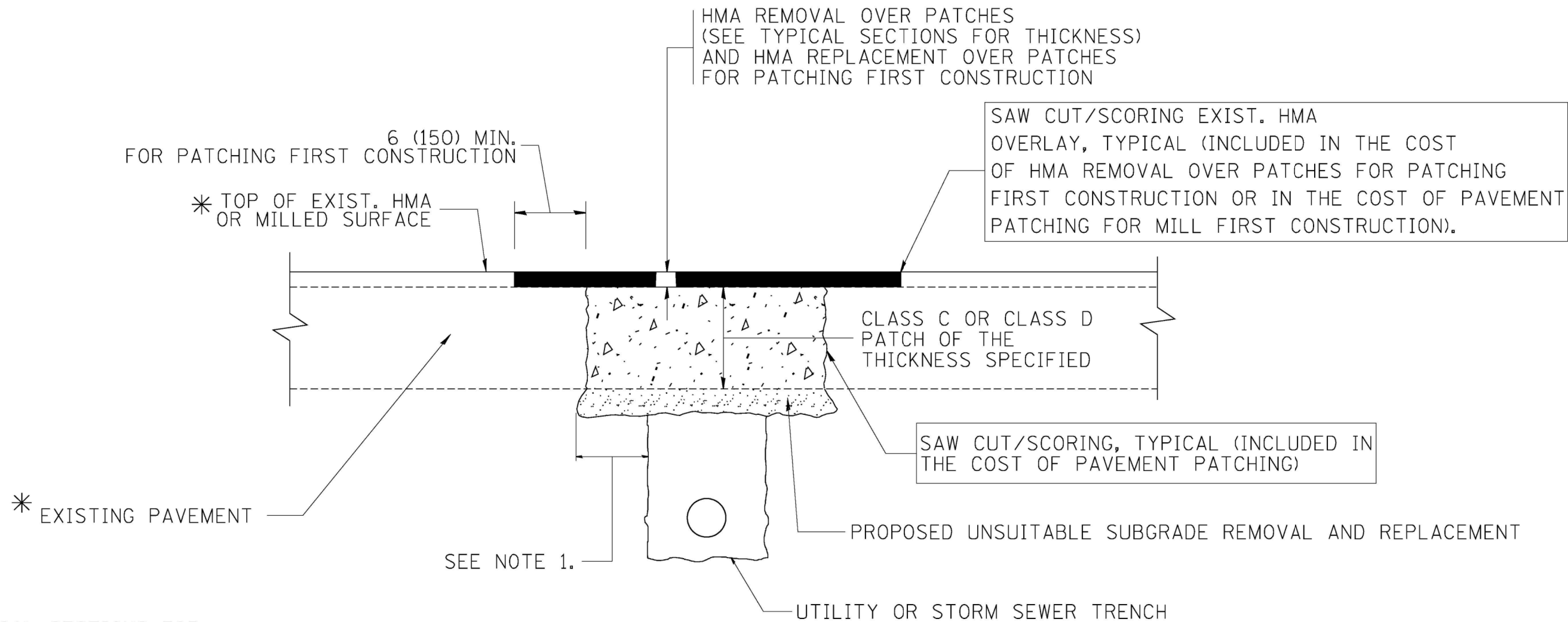
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	PLOT DATE = 3/19/2011	DATE - 10-25-94	REVISED - R. BORO 03-09-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372		COOK	40	28
<b>BD600-03 (BD-8)</b>		<b>CONTRACT NO. 60T38</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

\*0102-683K, ETC&0507-635KRS-1



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME = c:\projects\distatd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 09-04-07
		DATE - 10-25-94	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT PATCHING FOR  
HMA SURFACED PAVEMENT**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372		COOK	40	29
BD400-04 (BD-22)		CONTRACT NO. 60T38		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

\*0102-683K, ETC0507-635K/RS-1

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

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

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

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

18" (450) MAX.

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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

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

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

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

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ 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.

⑥ 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.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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:**

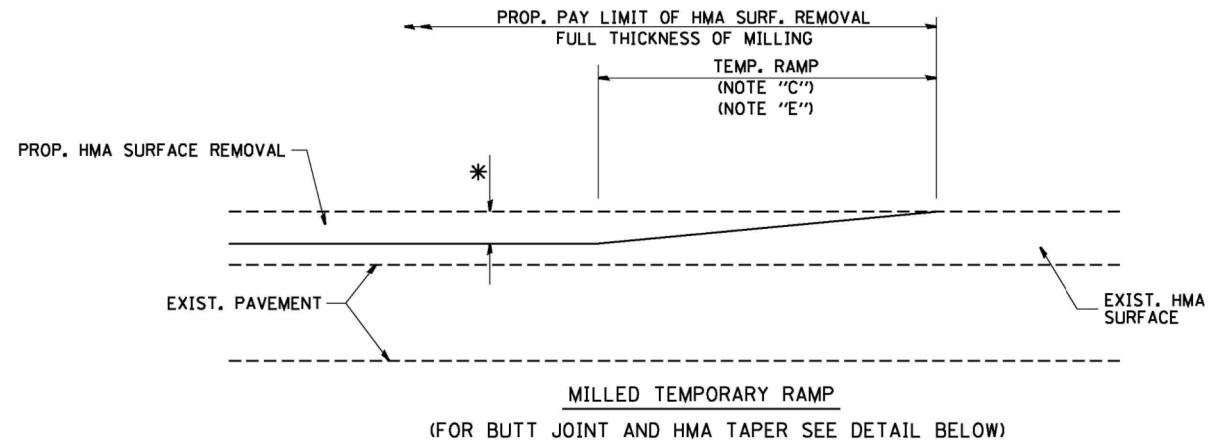
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

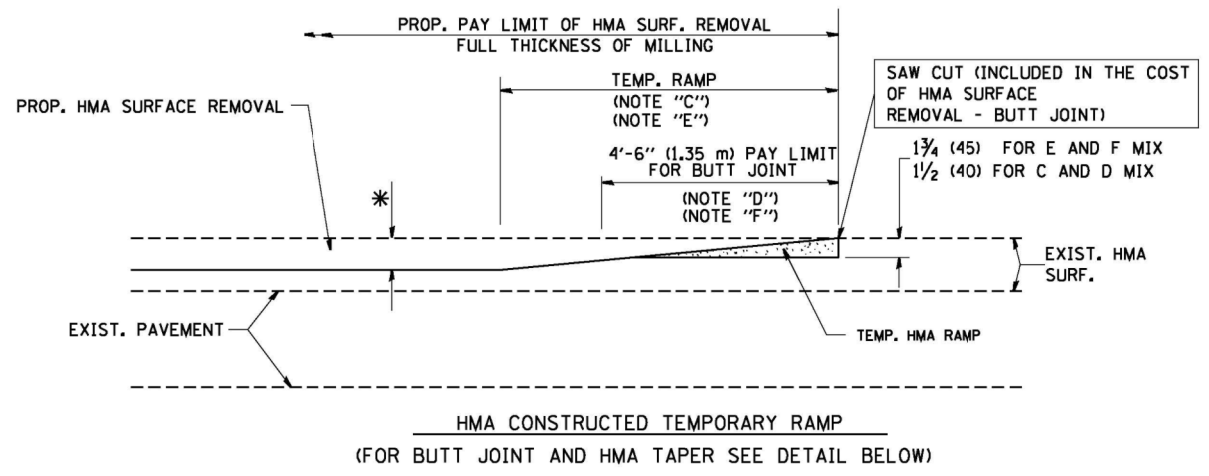
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\pwi\dot\drivakosgn\d0106315\bc24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01			372		COOK	40	30
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 12-15-09				<b>BD600-06 (BD-24)</b>		<b>CONTRACT NO. 60T38</b>		
PLOT DATE = 12/15/2009	DATE - 03-11-94					<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				

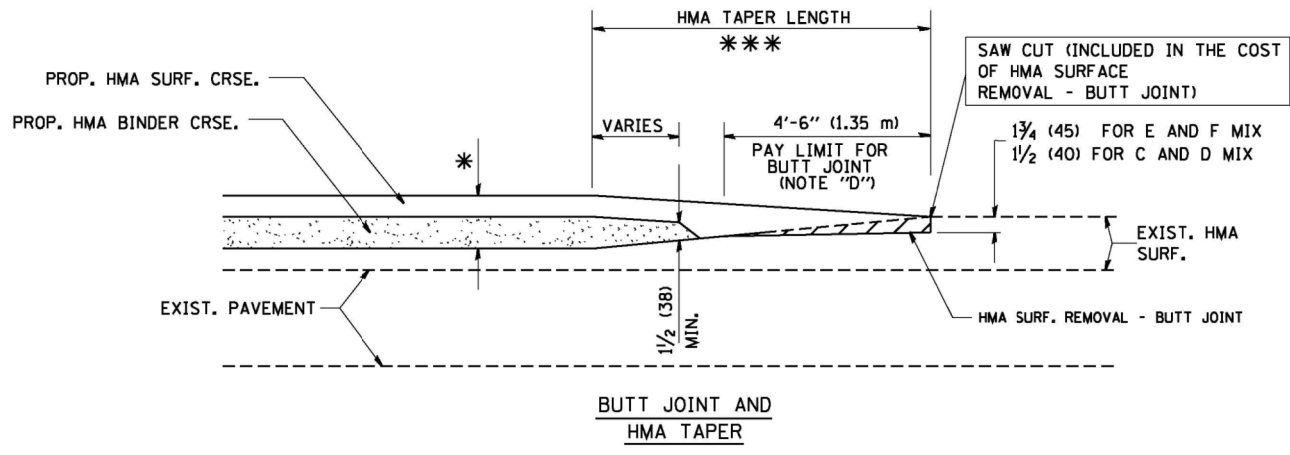
\*10102-683K, ETC&0507-635KRS-1



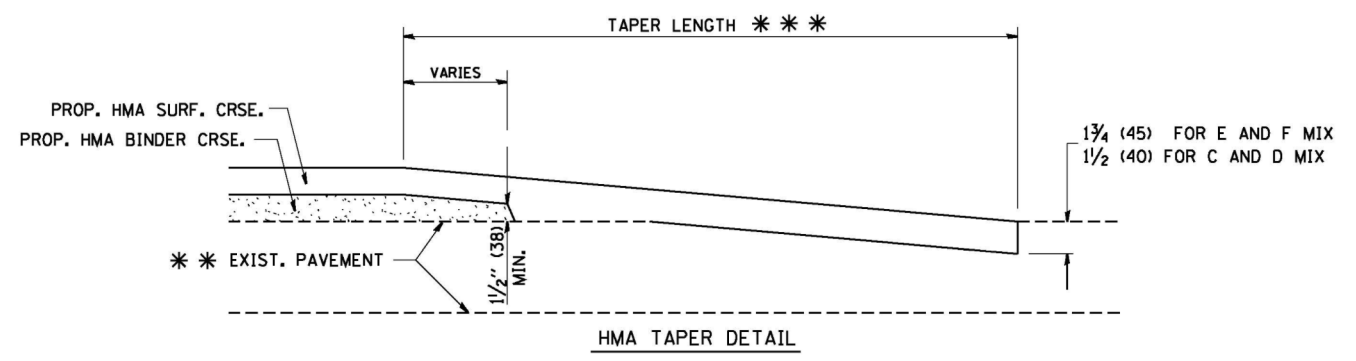
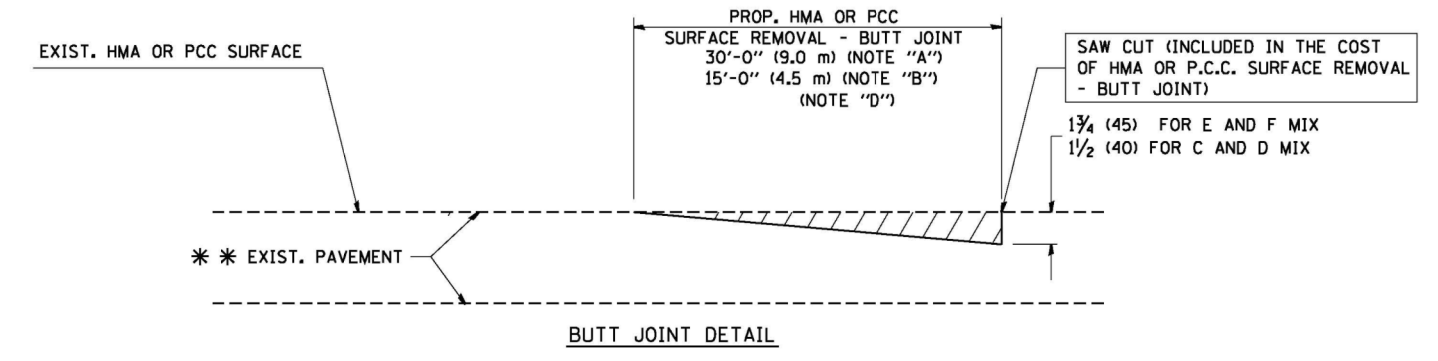
**OPTION 1**



**OPTION 2**  
**TYPICAL TEMPORARY RAMP**



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



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

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

**NOTES**

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

**BASIS OF PAYMENT:**

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

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

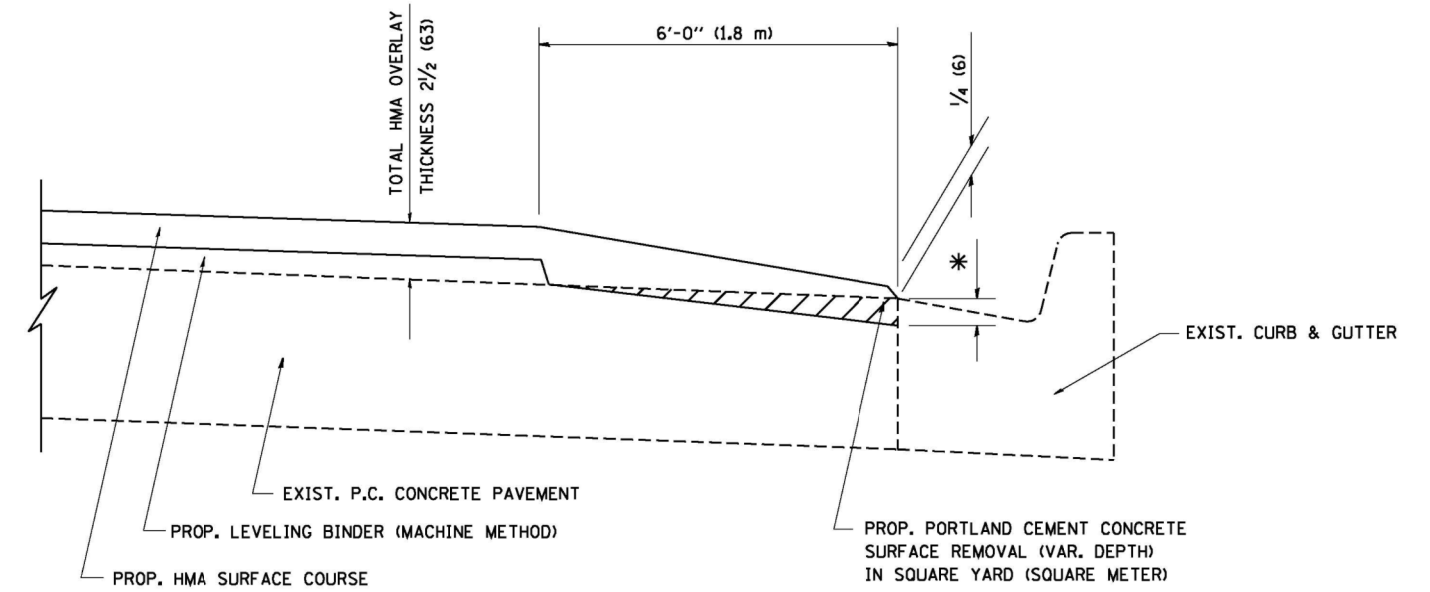
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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BUTT JOINT AND HMA TAPER DETAILS</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	.	COOK	40	31
BD400-05		BD32	CONTRACT NO. 60T38	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

\*10102-683K, ETC&0507-635K)RS-1



HMA TAPER AT  
EDGE OF P.C.C PAVEMENT

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

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

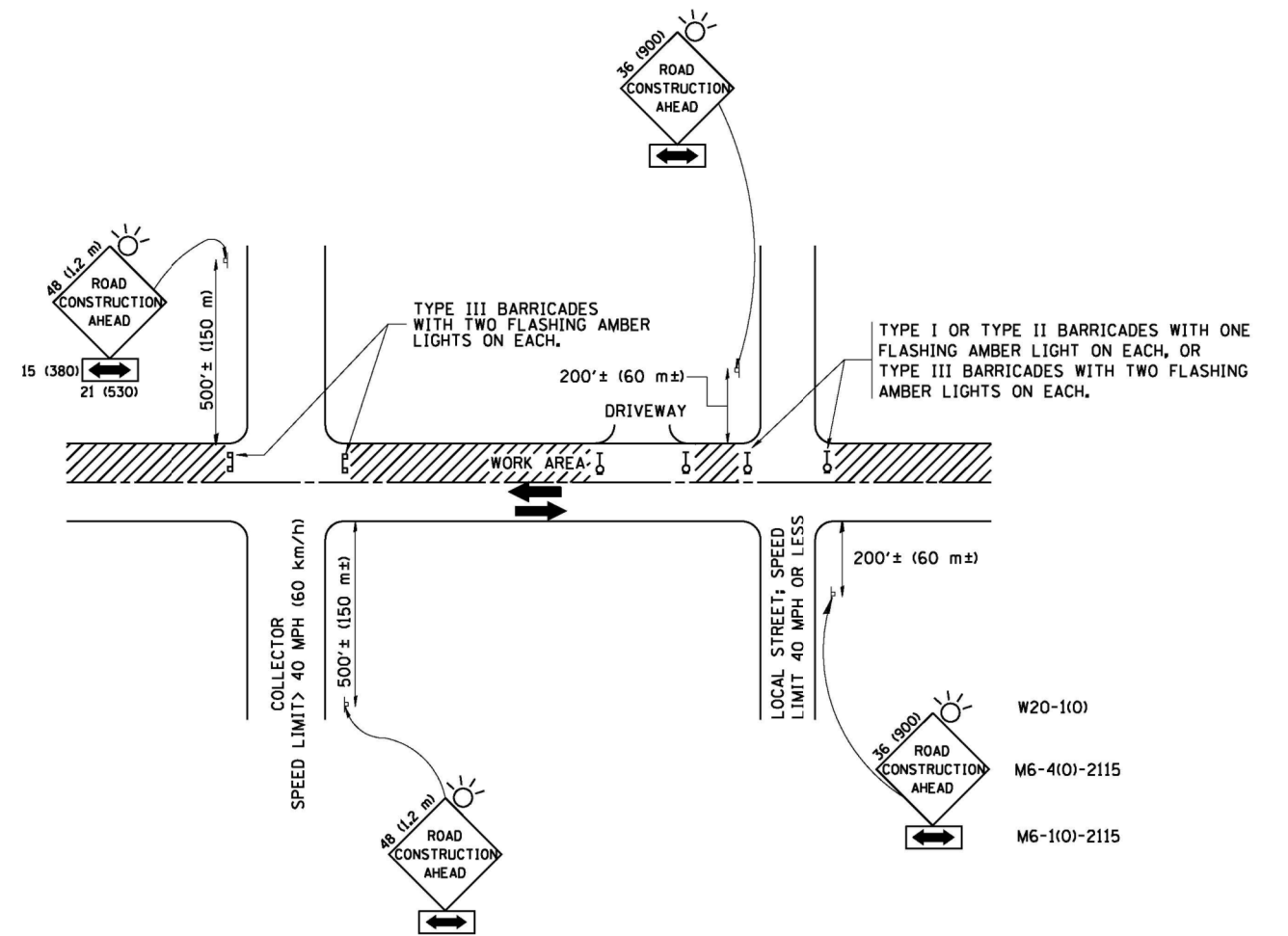
FILE NAME = W:\diststd\22x34\bd33.dgn	USER NAME = gegl1enobt	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94
		DRAWN - JIS	REVISED - A. ABBAS 05-05-99
	PLOT SCALE = 50.0000' / IN.	CHECKED - A. ABBAS	REVISED - E. GOMEZ 12-21-00
	PLOT DATE = 1/4/2008	DATE - 09-10-94	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>HMA TAPER AT EDGE OF P.C.C PAVEMENT</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE. 372	SECTION •	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 32
BD400-06 (BD33)		CONTRACT NO. 60T38		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

\*10102-683K, ETC&0507-635K)RS-1



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.

FILE NAME = W:\diststd\22x34\td10.dgn	USER NAME = gegl1enobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

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

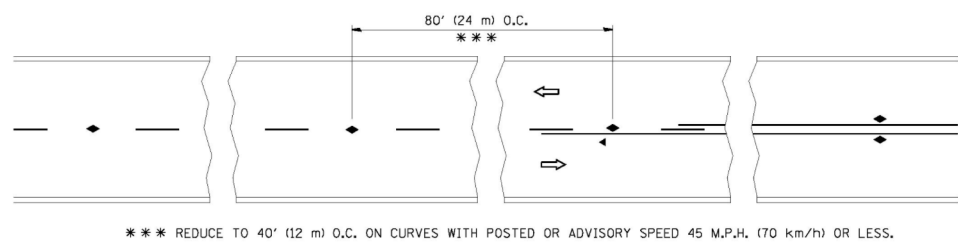
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372		COOK	40	33
TC-10			CONTRACT NO. 60T38	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

\*10102-683K, ETC&0507-635K)RS-1

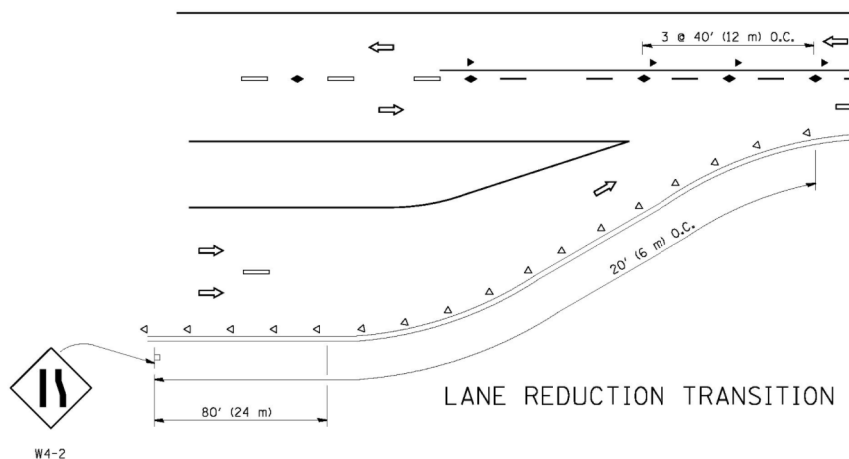
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372		COOK	40	34

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

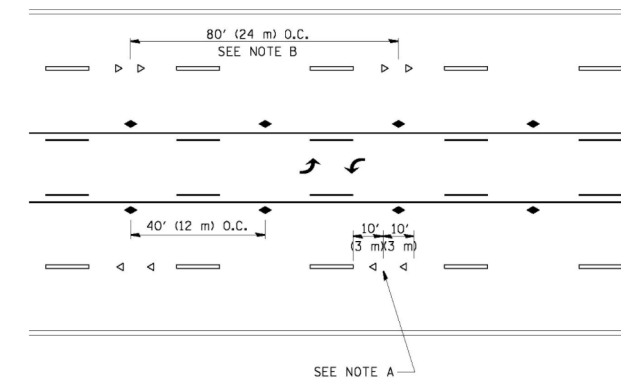
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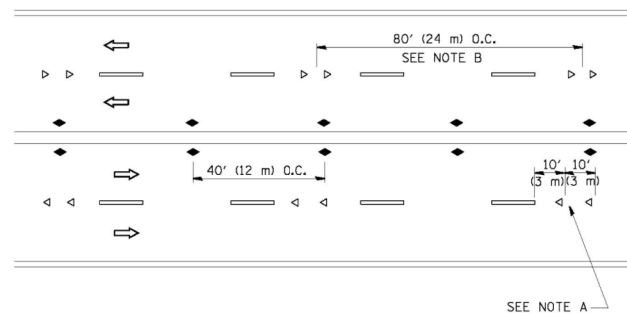
TWO-LANE/TWO-WAY



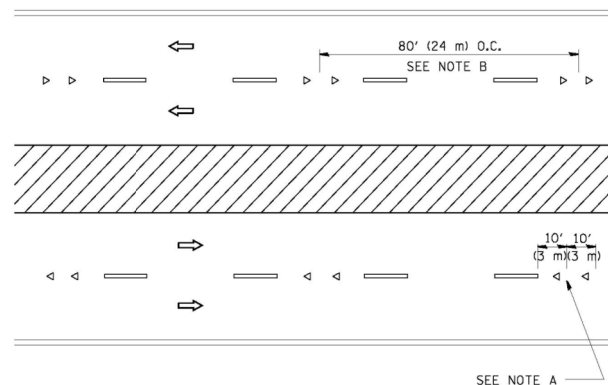
LANE REDUCTION TRANSITION



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

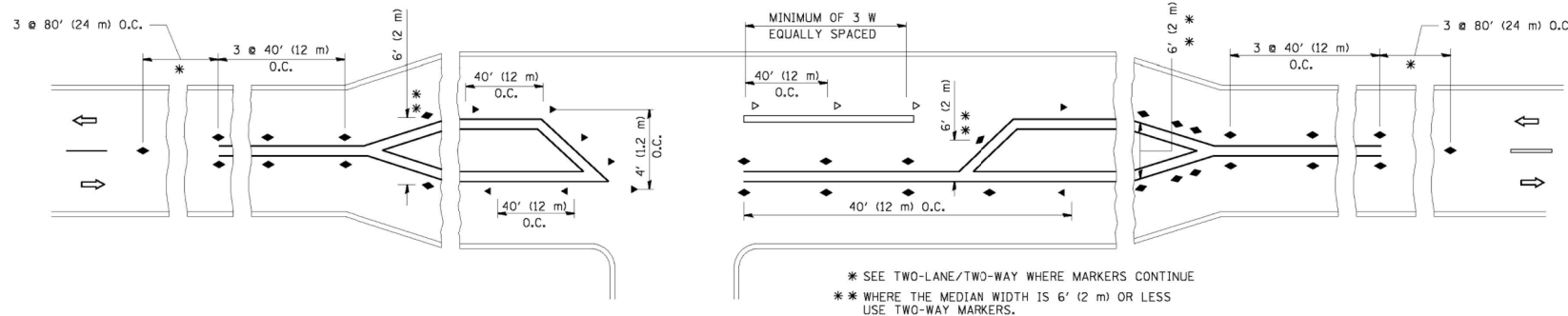
LANE MARKER NOTES

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

DESIGN NOTES

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

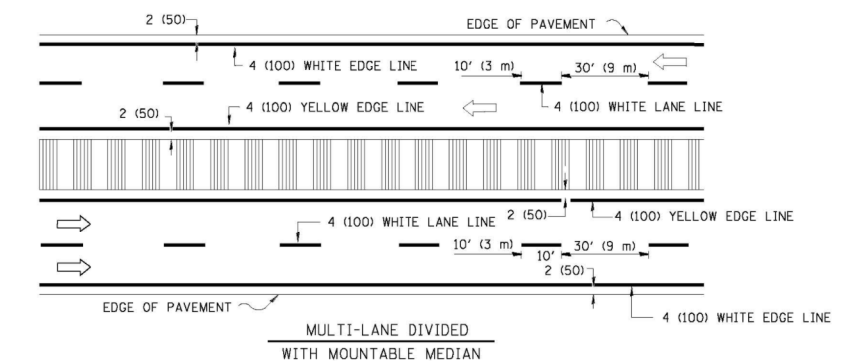
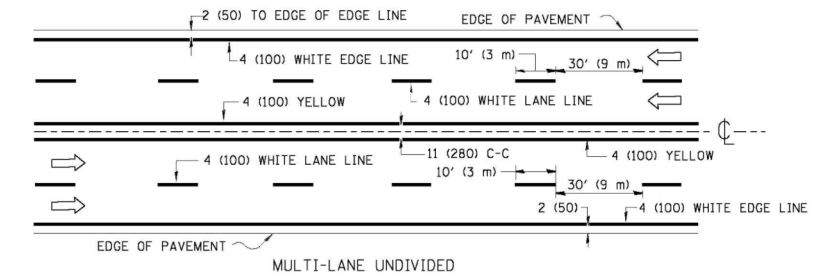
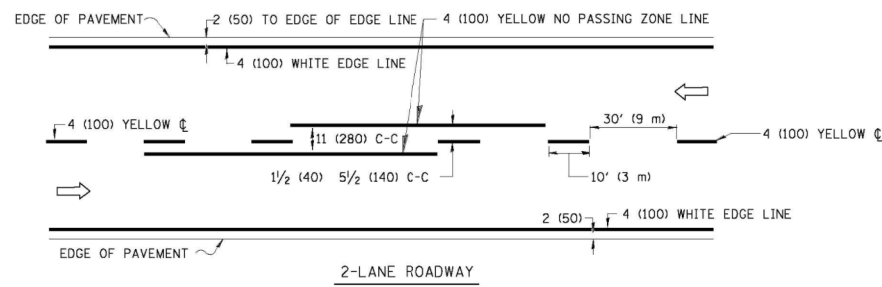
All dimensions are in inches (millimeters) unless otherwise shown.



LEFT TURN

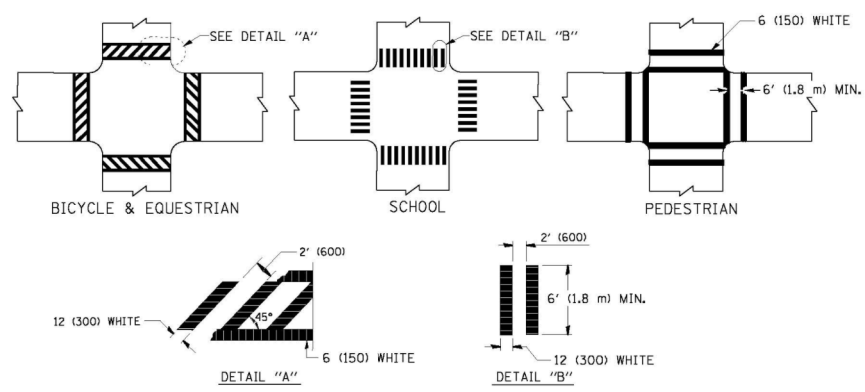
- \* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
- \*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
NAME	DATE	
T. RAMMACHER	09-19-94	SCALE: NONE DRAWN BY CADD CHECKED BY TC-11
T. RAMMACHER	03-12-99	
T. RAMMACHER	01-06-00	
C. JUCIUS	09-09-09	

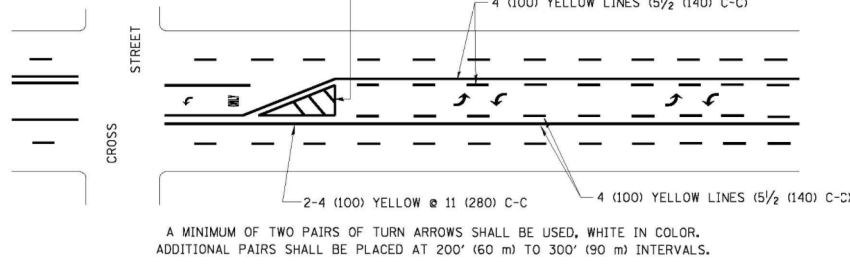
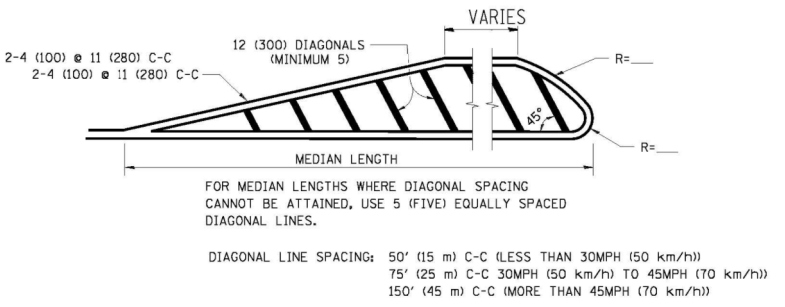
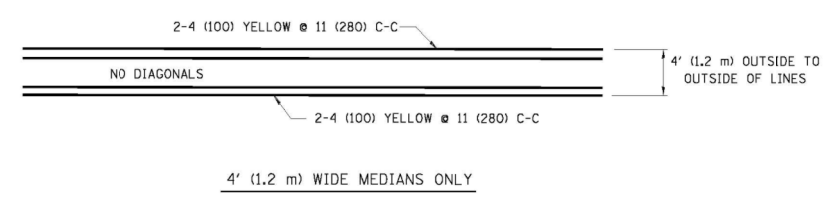


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

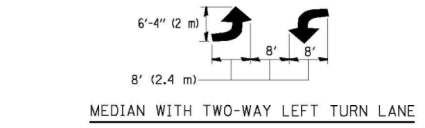
**TYPICAL LANE AND EDGE LINE MARKING**



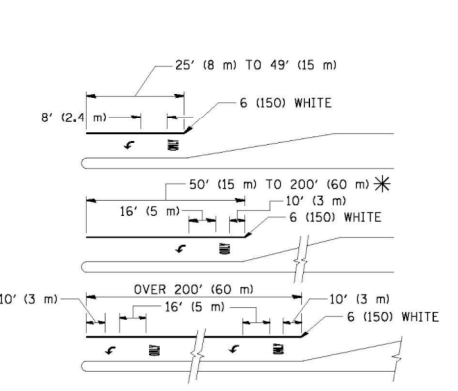
**TYPICAL CROSSWALK MARKING**



**TYPICAL PAINTED MEDIAN MARKING**

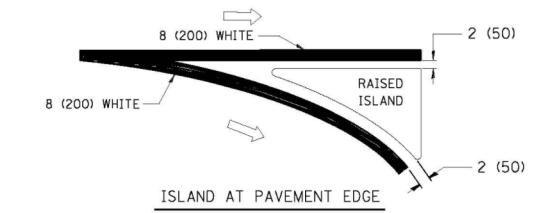
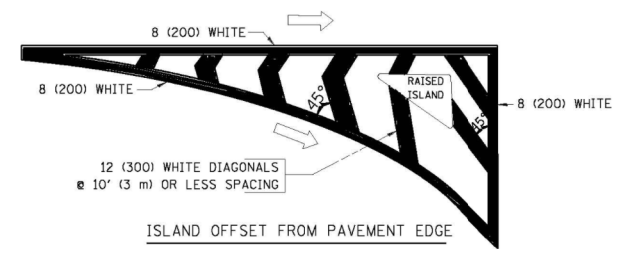


**TYPICAL LEFT (OR RIGHT) TURN LANE**



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 \* 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 TURN LANE MARKING**



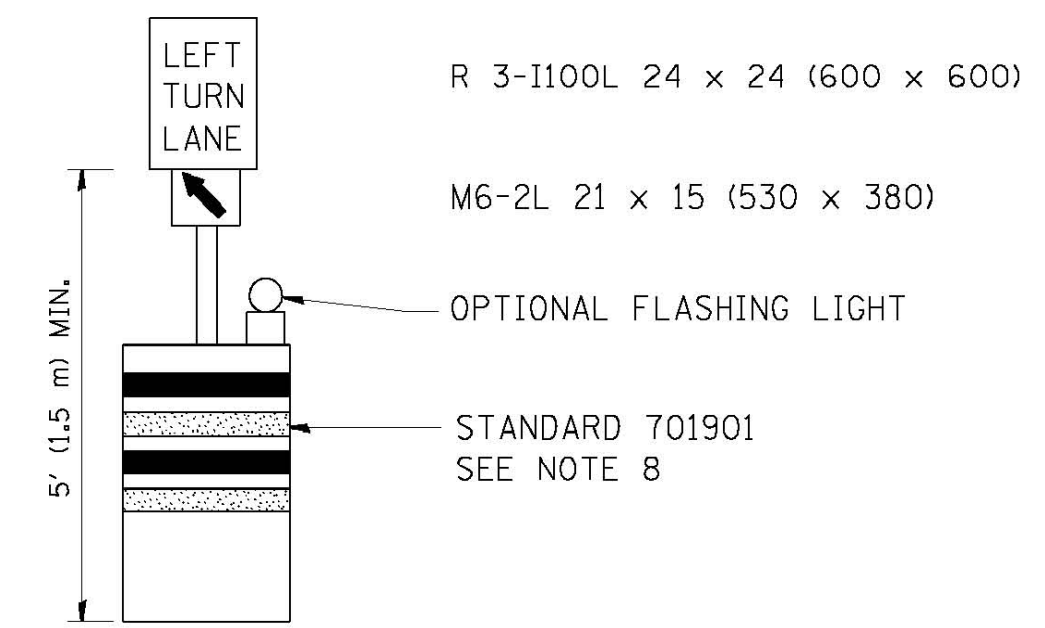
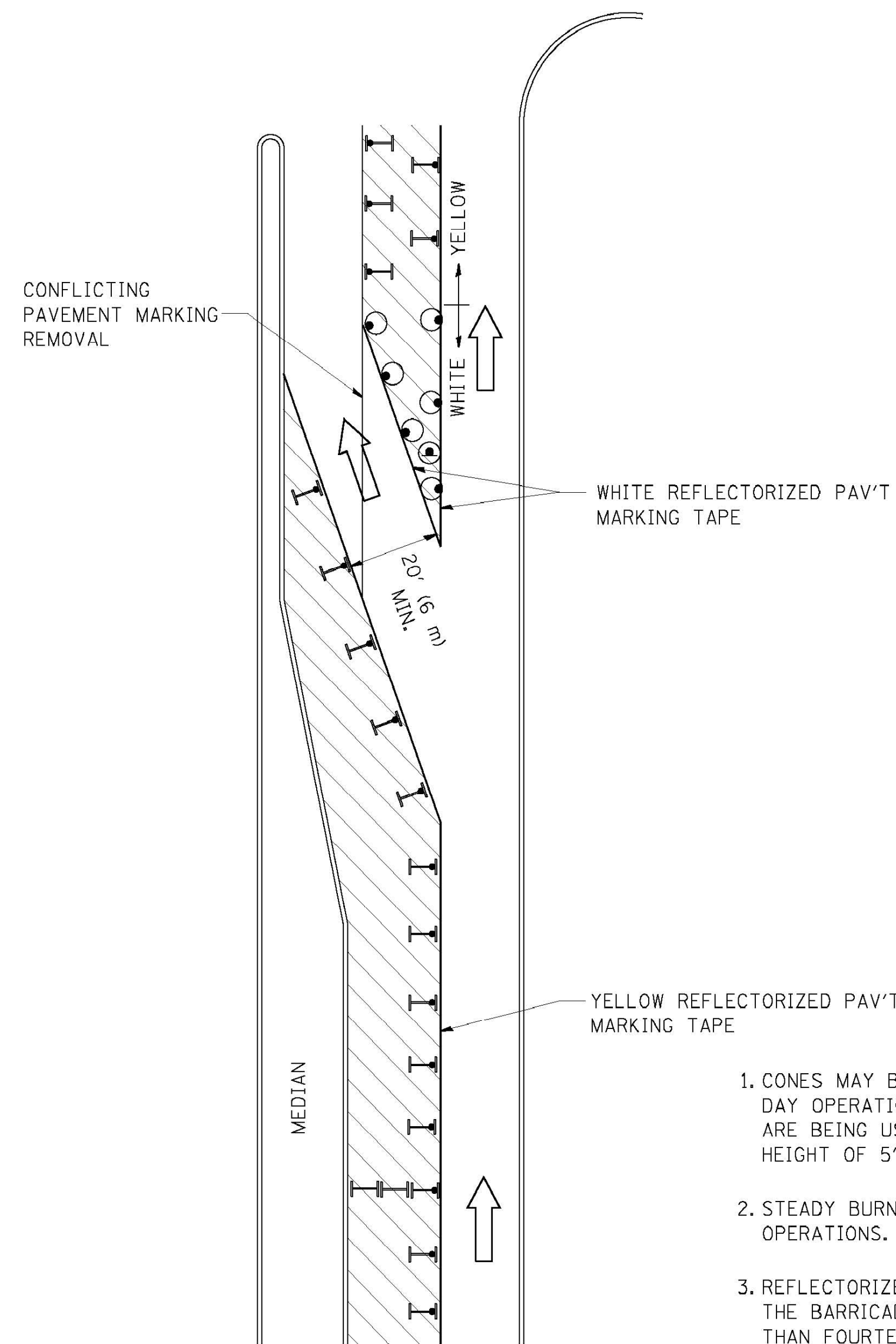
**TYPICAL ISLAND MARKING**

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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> ) EACH
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.



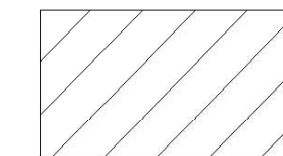
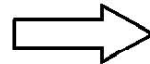






**GENERAL NOTES**

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 OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

**LEGEND**

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

FILE NAME =	USER NAME = drsvakosgn	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
en\pwork\PIWIDOT\DRIVAK\OSGN\00100315\14.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLLOT SCALE = 49.9999' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLLOT DATE = 9/14/2009	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

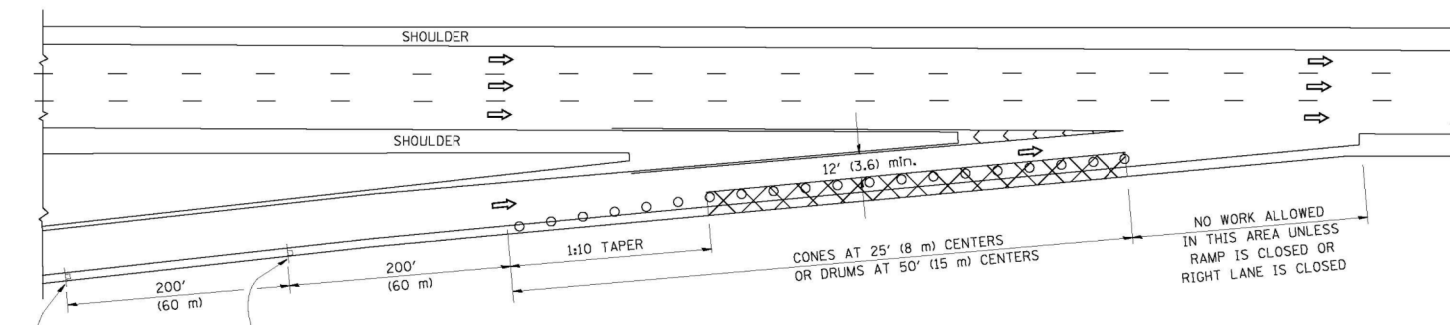
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

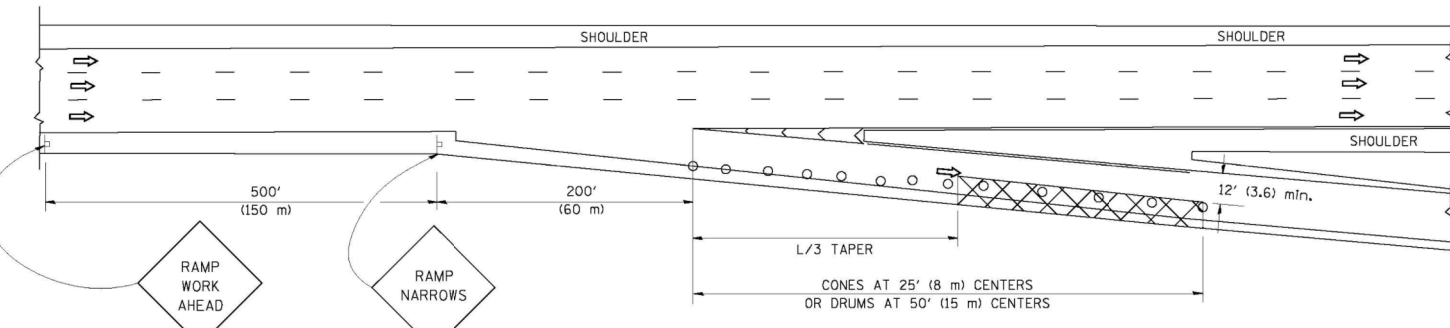
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372		COOK	40	35A
<b>TC-14</b>		CONTRACT NO. 60T38		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



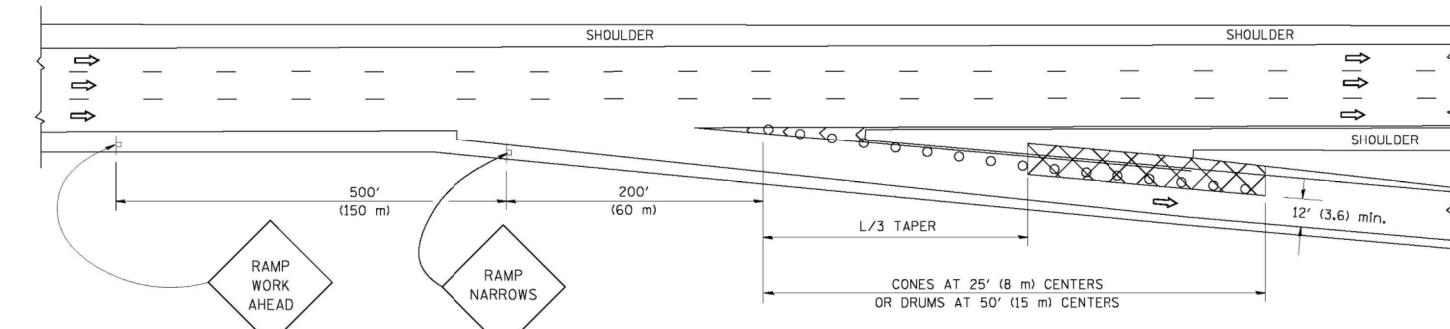
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

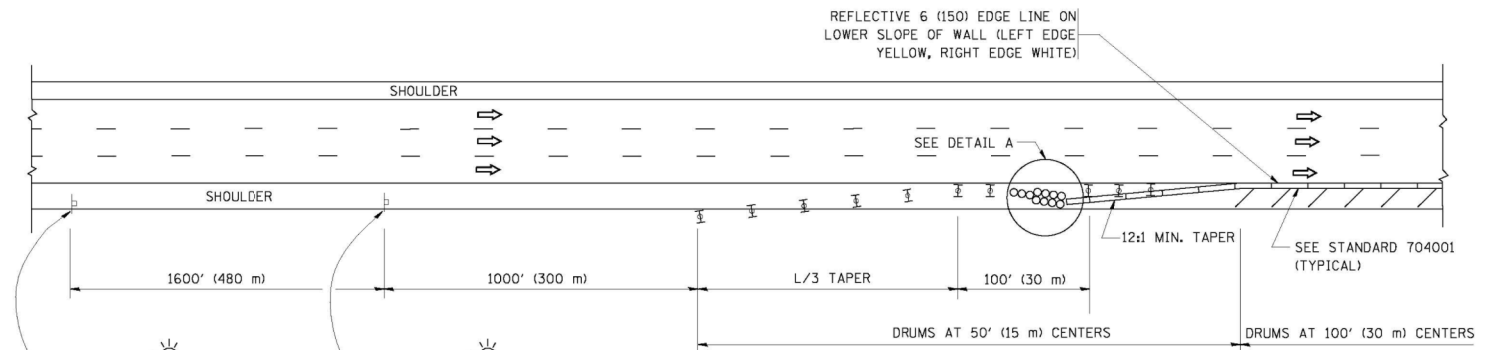
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

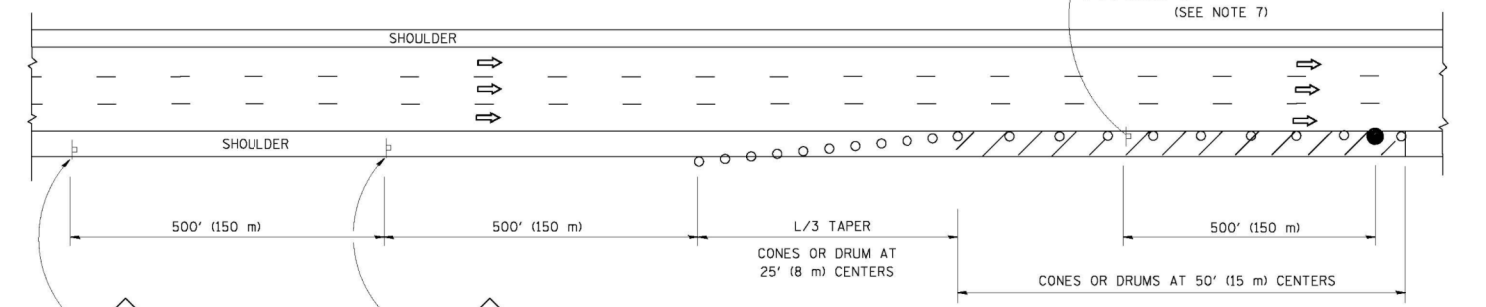
1. THE "L" DISTANCE EQUALS:
 

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC    ENGLISH
	$L=0.65(W)(S)$ $L=(W)(S)$
	W = WIDTH OF OFFSET IN FEET (METERS)
	S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS

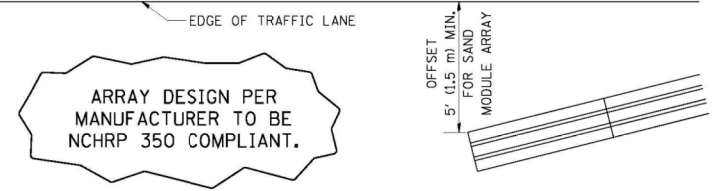


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:  
1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCR OACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.

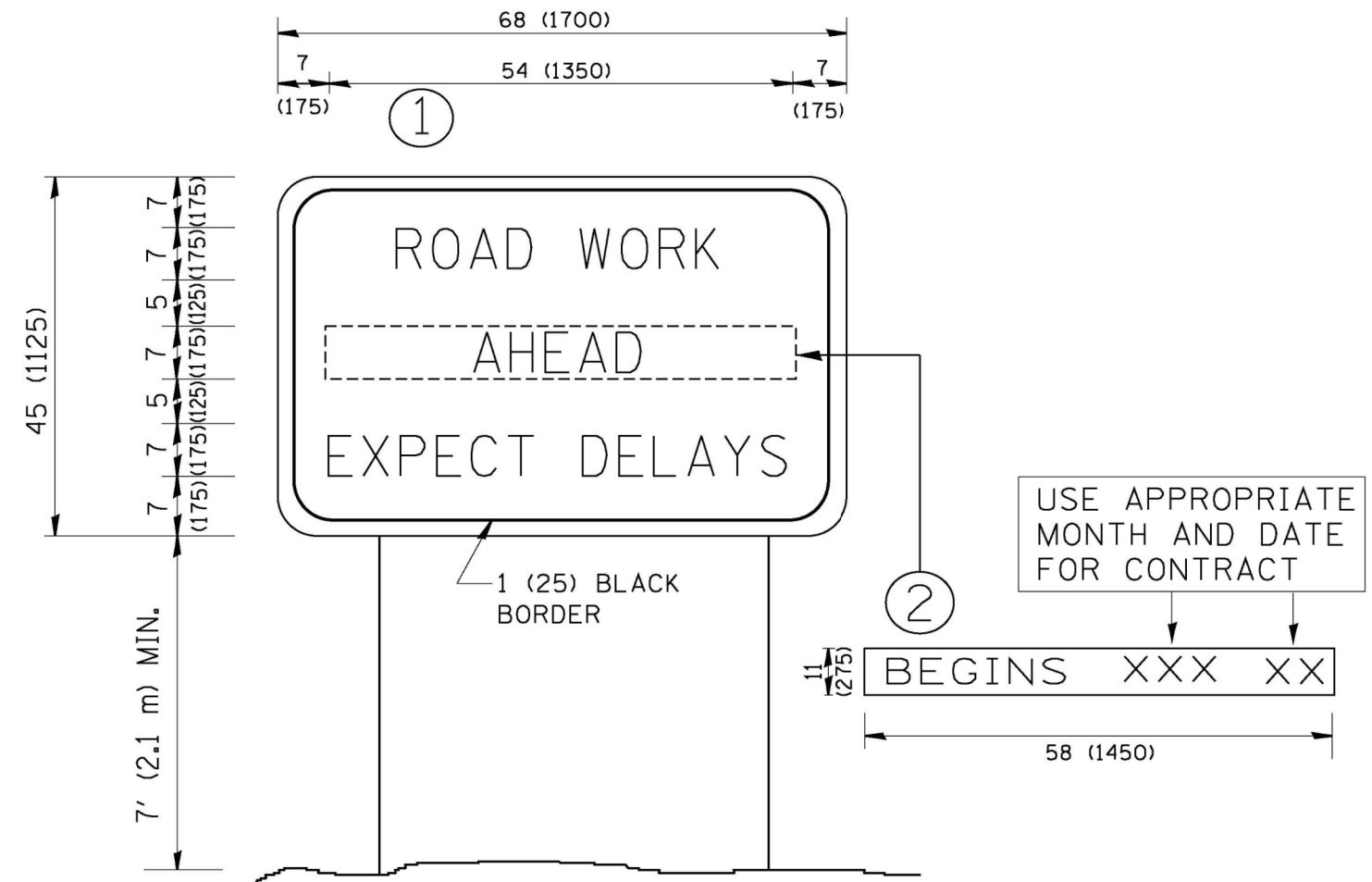


DETAIL "A"  
IMPACT ATTENUATOR, TEMPORARY  
(SEE NOTE 5)

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
  - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
  - b. THE WORK ACTIVITY REQUIRES FREQUENT ENCR OACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.

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

FILE NAME = W:\distatd\22x34\to17.dgn	USER NAME = lqgaa	DESIGNED -	REVISED - 04-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES</b>	F.A.P. RTE. 372	SECTION TC-17	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 37		
		DRAWN - D.W.S.	REVISED - J.A.F. 12-06			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
		CHECKED -	REVISED - S.P.B. 01-07			CONTRACT NO. 60T38						
		DATE - 11-96	REVISED - S.P.B. 12-09			*10102-683K, ETC&0507-635K/RS-1						



**NOTES:**

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

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

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = geglennobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

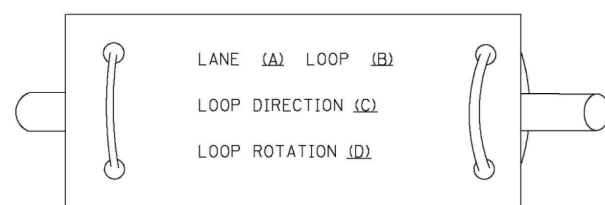
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 372	SECTION .	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 38
TC-22		CONTRACT NO. 60T38		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

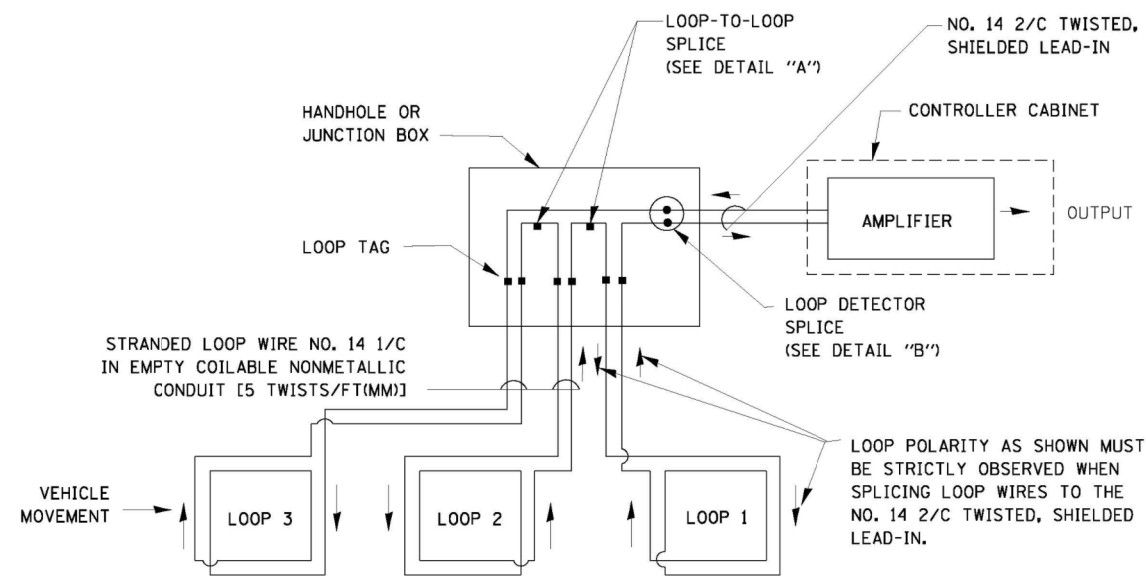
## LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

### LOOP LEAD-IN CABLE TAG

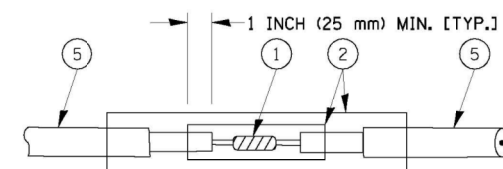


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

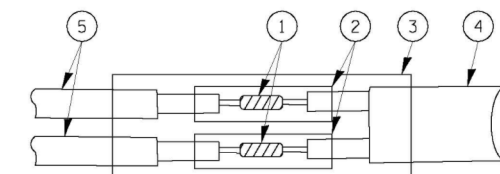


### DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

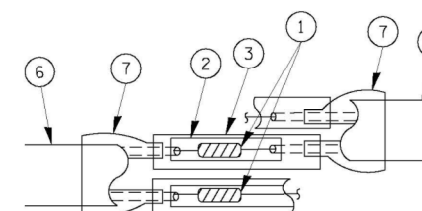


DETAIL "A"  
LOOP-TO-LOOP SPLICE

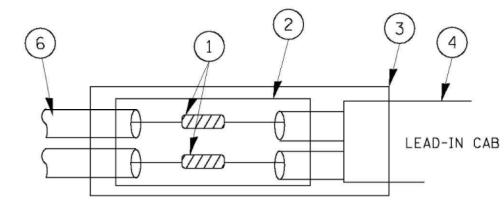


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- PREFORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = bawerd1	DESIGNED - DAD	REVISED -
et\pwwork\PWIDOT\BAUERDL\d0108315\1005.dgn		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

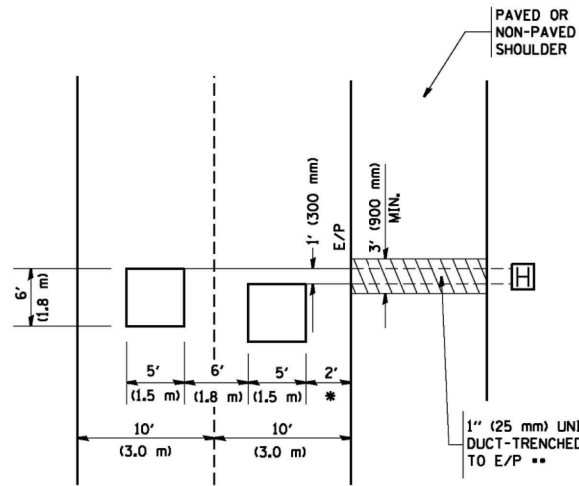
SCALE: NONE SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372		COOK	40	39
TS-05		CONTRACT NO. 60T38		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

\*0102-683K, ETC&0507-635K/RS-1

**LOOPS NEXT TO SHOULDERS**

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

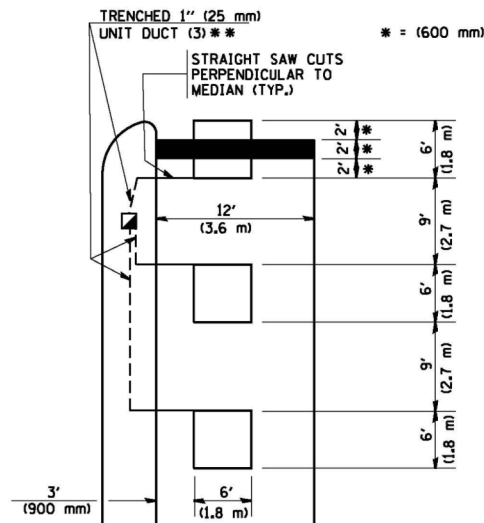


\* = (600 mm)

\*\* 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)**

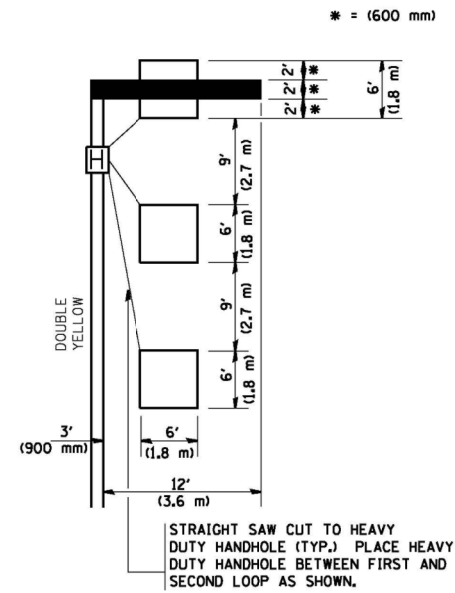
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



\*\* 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)**



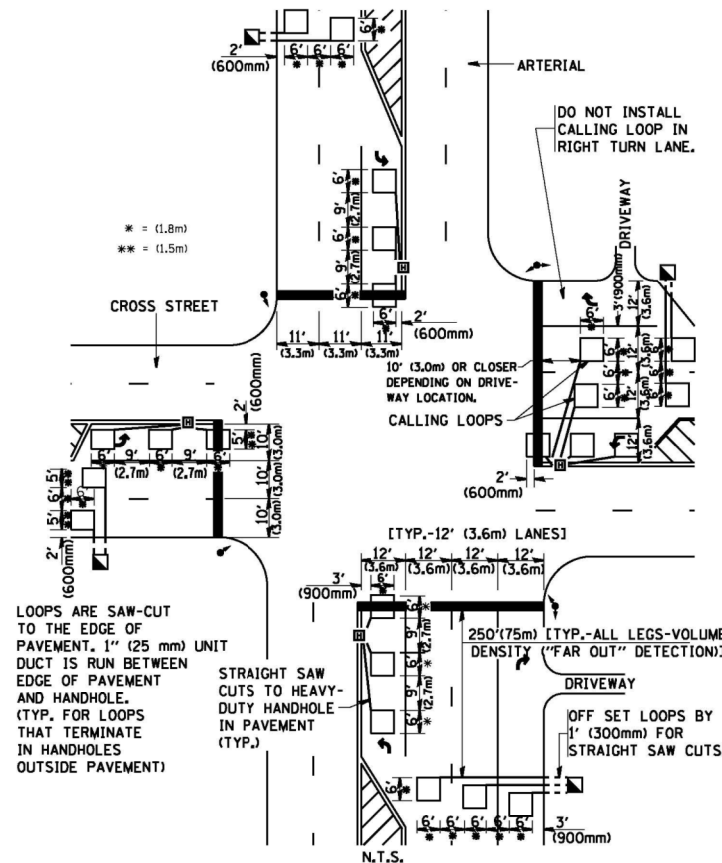
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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 SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- \* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- \* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- \* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- \* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

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

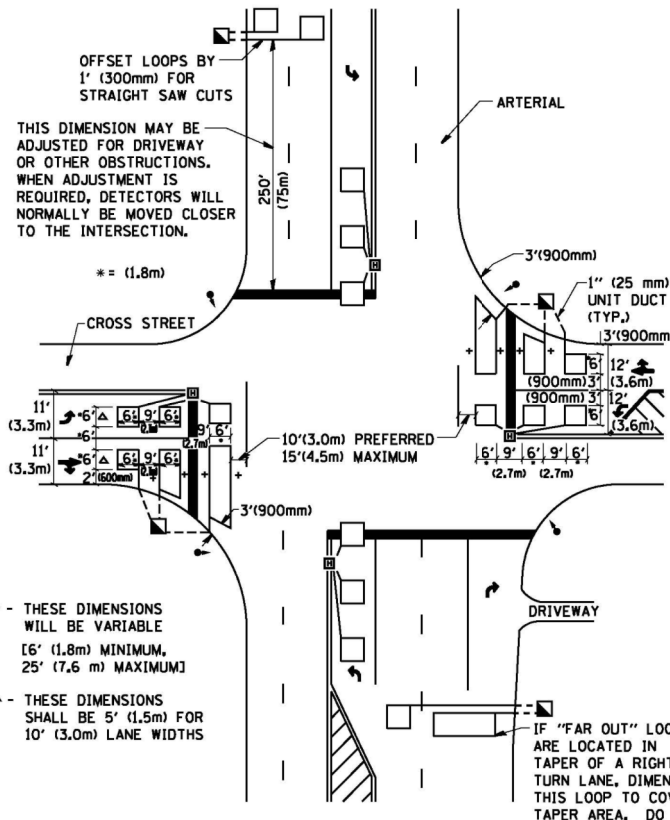


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

**DETAIL 1  
N.T.S.**

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



\* - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]  
△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

**DETAIL 2  
N.T.S.**

**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.

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gajlienobt	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</b>		F.A.P. RTE. 372	SECTION TS-07	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 40
PLOT SCALE = 50.0000' / IN.	CHECKED - R.K.F.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 60T38		
PLOT DATE = 1/4/2008	DATE -	REVISOR -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
*0102-683K, ETC0507-635K/RS-1											