

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | |
|-------------|------------|----------|--------------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 2857 | 2016-031RS | COOK | 29 | 1 |
| | | ILLINOIS | CONTRACT NO. 62C85 | |

D-91-338-16



LOCATION OF SECTION INDICATED THUS: - [shaded box] -

FOR INDEX OF SHEETS AND STANDARDS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED
WITHIN THE VILLAGES OF HAZEL
CREST AND EAST HAZEL CREST

PROPOSED HIGHWAY PLANS

FAU ROUTE 2857 (WOOD STREET)
167TH STREET TO I-80/294
SECTION: 2016-031RS
PROJECT: STP-2857(013)
WOOD ST. RESURFACING /ADA RAMPS
COOK COUNTY

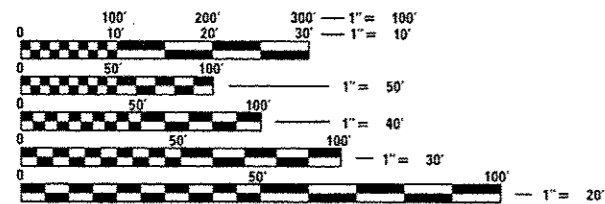
C-91-392-16

TRAFFIC DATA

WOOD STREET:

ADT (2014) = 6550

POSTED SPEED LIMIT = 35 MPH

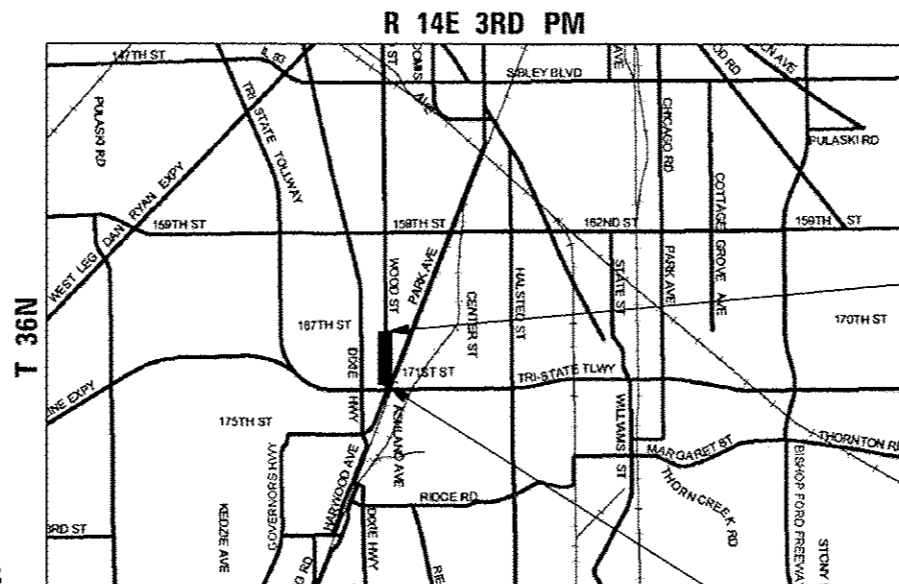


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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



Michael F. Hartwig
4/4/17 EXP. 11/30/17



LOCATION MAP
(NOT TO SCALE)

PROJECT ENDS
STA 39+48

PROJECT BEGINS
STA 11+28

THORNTON TOWNSHIP

GROSS LENGTH = 2820 FT. = 0.53 MILE

NET LENGTH = 2820 FT. = 0.53 MILE

PROJECT ENGINEER: J. ALAIN MIDY (847) 221-3056
PROJECT MANAGER: ISSAM RAYYAN (847) 705-4178

CONTRACT NO. 62C85

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
SERVICE | SOLUTIONS | COMMITMENT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *April 4* 20 *17*
George J. Douglas Jr. REGIONAL ENGINEER
May 12 20 *17*
Maureen M. Addis PE, Esq. ENGINEER OF DESIGN AND ENVIRONMENT
May 12 20 *17*
Janice [Signature] DIRECTOR OF PROGRAM DEVELOPMENT

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

1. 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 HOURS NOTIFICATION REQUIRED)
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF HAZEL CREST AND EAST HAZEL CREST.
3. ADJUSTMENT OF PRIVATE UTILITIES FRAMES AND GRATES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
4. THE CONTRACTOR SHALL CONTACT DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
6. UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE RESIDENT 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.
7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
8. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
9. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
10. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
11. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)) WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
12. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
13. 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.
14. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES WHERE THE SPEED IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1V:3H.
15. 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.
16. THE ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, VIA E-MAIL AT PATRICE.HARRIS@ILLINOIS.GOV, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
17. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKINGS 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 RESIDENT ENGINEER.
18. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
19. 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.
20. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.

21. WHEN EXISTING SIDEWALK IS TO BE REMOVED WITHOUT PROPOSED SIDEWALK REPLACEMENT, IT SHALL BE REPLACED WITH TOPSOIL AND SOD.
22. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED INCLUDING PREVIOUSLY SEEDS AREAS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.
23. LANDSCAPED AREAS AFFECTED BY SIDEWALK CONSTRUCTION SHALL BE RESTORED WITH AN 18-INCH WIDE STRIP OF "SODDING, SALT TOLERANT" AND "TOPSOIL FURNISH AND PLACE, 4-INCH" INSTALLED FROM THE BACK OF THE SIDEWALK, OR AS DETERMINED BY THE ENGINEER.
24. ANY LOOSED MATERIAL DEPOSITED IN THE FLOW LINE OF CURB OR DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE CONTRACT.
25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY DETECTOR LOOPS DAMAGED DURING CONSTRUCTION.

STATE STANDARDS

| STANDARD NO. | DESCRIPTION |
|--------------|--|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 424001-09 | PERPENDICULAR CURB RAMPS FOR SIDEWALKS |
| 424006-02 | DIAGONAL CURB RAMPS FOR SIDEWALKS |
| 424011-03 | CORNER PARALLEL CURB RAMPS FOR SIDEWALKS |
| 424021-03 | DEPRESSED CORNER FOR SIDEWALKS |
| 424026-01 | ENTRANCE / ALLEY PEDESTRIAN CROSSINGS |
| 442201-03 | CLASS C AND D PATCHES |
| 604001-04 | FRAME AND LIDS TYPE 1 |
| 604086-03 | FRAME AND GRATE TYPE 23 |
| 604091-03 | FRAME AND GRATE TYPE 24 |
| 606001-06 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 701427-05 | LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS < 40 MPH |
| 701606-10 | URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN |
| 701701-10 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701801-06 | SIDEWALK, CORNER OR CROSSWALK CLOSURE |
| 701901-06 | TRAFFIC CONTROL DEVICES |
| 780001-05 | TYPICAL PAVEMENT MARKINGS |
| 814001-03 | HANDHOLES |
| 814006-02 | DOUBLE HANDHOLES |

INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|-----------|---|
| 1 | COVER SHEET |
| 2 | INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES |
| 3-4 | SUMMARY OF QUANTITIES |
| 5 | TYPICAL SECTIONS |
| 6 | ROADWAY AND PAVEMENT MARKING PLAN |
| 7-14 | CURB RAMPS IMPROVEMENT PLANS |
| 15-17 | DETECTOR LOOP REPLACEMENT PLAN |
| 18 | BD-08: DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING |
| 19 | BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT |
| 20 | BD-24: CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT |
| 21 | BD-32: BUTT JOINT AND HMA TAPER DETAILS |
| 22 | TC-10: TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTION AND DRIVEWAYS |
| 23 | TC-11: TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) |
| 24 | TC-13: DISTRICT ONE TYPICAL PAVEMENT MARKINGS |
| 25 | TC-14: TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) |
| 26 | TC-16: SHORT TERM PAVEMENT MARKING LETTERS & SYMBOLS |
| 27 | TC-22: ARTERIAL ROAD INFORMATION SIGN |
| 28 | TS-05: DISTRICT 1 - STANDARD TRAFFIC SIGNAL DESIGN DETAILS (SHEET 2 OF 7) |
| 29 | TS-07: DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING |

| | | | | | | | | | | |
|---|---------------------------|------------|-------------------------------------|---|--|---------------------------|---------|--------------------|-----------------|--------------|
| FILE NAME : 0162085-sh1-gennotel.dgn | USER NAME : dwozmarsh1 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WOOD STREET - 167TH STREET TO I-80/294 INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Plot Scale : 48,0000' / 1" = | CHECKED - | REVISED - | 2857 | | | 2016-03IRS | COOK | 29 | 2 | |
| Default | DATE - | REVISED - | SCALE: SHEET OF SHEETS STA. TO STA. | | | ILLINOIS FED. AID PROJECT | | CONTRACT NO. 62C85 | | |
| Plot Date : 4/4/2017 | | | | | | | | | | |

URBAN

| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | |
|-----------------------|---|-------|----------------|------------------------------|--|--|--|
| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | 0005 80% FED 20% STATE | | | |
| 20200100 | EARTH EXCAVATION | CU YD | 45 | 45 | | | |
| 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SO YD | 74 | 74 | | | |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 1 | 1 | | | |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 1 | 1 | | | |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 1 | 1 | | | |
| 25200110 | SODDING, SALT TOLERANT | SO YD | 74 | 74 | | | |
| 25200200 | SUPPLEMENTAL WATERING | UNIT | 7 | 7 | | | |
| 28000510 | INLET FILTERS | EACH | 31 | 31 | | | |
| 35101600 | AGGREGATE BASE COURSE, TYPE B 4" | SO YD | 286 | 286 | | | |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 9,997 | 9,997 | | | |
| 40600400 | MIXTURES FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 21 | 21 | | | |
| 40600827 | POLYMERIZED LEVELING BINDER (MACHINE METHOD), 1L-4.75, N50 | TON | 830 | 830 | | | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SO YD | 198 | 198 | | | |
| 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 1,659 | 1,659 | | | |

URBAN

| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | |
|-----------------------|---|-------|----------------|------------------------------|--|--|--|
| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | 0005 80% FED 20% STATE | | | |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SO FT | 2,568 | 2,568 | | | |
| 42400800 | DETECTABLE WARNINGS | SO FT | 321 | 321 | | | |
| 44000161 | HOT-MIX ASPHALT SURFACE REMOVAL 3" | SO YD | 14,811 | 14,811 | | | |
| 44000600 | SIDEWALK REMOVAL | SO FT | 2,456 | 2,456 | | | |
| 44201761 | CLASS D PATCHES, TYPE I, 10 INCH | SO YD | 28 | 28 | | | |
| 44201765 | CLASS D PATCHES, TYPE II, 10 INCH | SO YD | 692 | 692 | | | |
| 44201769 | CLASS D PATCHES, TYPE III, 10 INCH | SO YD | 300 | 300 | | | |
| 44201771 | CLASS D PATCHES, TYPE IV, 10 INCH | SO YD | 469 | 469 | | | |
| 60255500 | MANHOLES TO BE ADJUSTED | EACH | 2 | 2 | | | |
| 60257900 | MANHOLES TO BE RECONSTRUCTED | EACH | 1 | 1 | | | |
| 60260100 | INLETS TO BE ADJUSTED | EACH | 2 | 2 | | | |
| 60266600 | VALVE BOXES TO BE ADJUSTED | EACH | 7 | 7 | | | |
| 60300105 | FRAMES AND GRATES TO BE ADJUSTED | EACH | 4 | 4 | | | |
| 60404940 | FRAMES AND GRATES, TYPE 23 | EACH | 1 | 1 | | | |
| 60404950 | FRAMES AND GRATES, TYPE 24 | EACH | 1 | 1 | | | |
| 60406000 | FRAMES AND LIDS, TYPE 1, OPEN LID | EACH | 1 | 1 | | | |

* = SPECIALTY ITEMS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WOOD STREET - 167TH STREET TO I-80/294
SUMMARY OF QUANTITIES

| | | | | | | | | | | |
|-------------------------------------|-------------------------|------------|-----------|---|------------------------|-----------------------|---------------------------|-----------------------|-------------------|--|
| FILE NAME = 0162085-shr-5001.dgn | USER NAME = dwozniarski | DESIGNED - | REVISED - | SCALE: SHEET 1 OF 2 SHEETS STA. TO STA. | F.A.U. RTE. 2857 | SECTION 2016-031RS | COUNTY COOK | TOTAL SHEETS 29 | SHEET NO. 3 | |
| PLOT SCALE = 48,0000' / 1" | DRAWN - | CHECKED - | REVISED - | | CONTRACT NO. 62CB5 | | ILLINOIS FED. AIG PROJECT | | | |
| PLOT DATE = 4/4/2017 | DATE - | REVISED - | | | | | | | | |
| Default | | | | | | | | | | |

| SUMMARY OF QUANTITIES | | | TOTAL QUANTITY | CONSTRUCTION TYPE CODE | | | |
|-----------------------|---|-------|----------------|------------------------|--|--|--|
| CODE NO. | ITEM | UNIT | | 0005 80% FED 20% STATE | | | |
| 60406100 | FRAMES AND LIDS, TYPE 1, CLOSED LID | EACH | 1 | 1 | | | |
| 67100100 | MOBILIZATION | LSUM | 1 | 1 | | | |
| 70102632 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701602 | LSUM | 1 | 1 | | | |
| 70102635 | TRAFFIC CONTROL AND PROTECTION STANDARD 701701 | LSUM | 1 | 1 | | | |
| 70102640 | TRAFFIC CONTROL AND PROTECTION STANDARD 701801 | LSUM | 1 | 1 | | | |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 4,527 | 4,527 | | | |
| 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SO FT | 1,509 | 1,509 | | | |
| 70300210 | TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS | SO FT | 220 | 220 | | | |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 21,686 | 21,686 | | | |
| 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 3238 | 3238 | | | |
| 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 72 | 72 | | | |
| 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 506 | 506 | | | |
| * 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 110 | 110 | | | |
| * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 10,843 | 10,843 | | | |

* = SPECIALTY ITEMS
 Δ = NON-PARTICIPATING WORK (100% STATE)

| SUMMARY OF QUANTITIES | | | TOTAL QUANTITY | CONSTRUCTION TYPE CODE | | | |
|-----------------------|---|-------|----------------|------------------------|--|--|--|
| CODE NO. | ITEM | UNIT | | 0005 80% FED 20% STATE | | | |
| * 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 1619 | 1619 | | | |
| * 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 36 | 36 | | | |
| * 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 253 | 253 | | | |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 276 | 276 | | | |
| | 78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 276 | 276 | | | |
| * 85000200 | MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION | EACH | 3 | 3 | | | |
| * 88600600 | DETECTOR LOOP REPLACEMENT | FOOT | 818 | 818 | | | |
| * 89502376 | REBUILD EXISTING HANDHOLE | EACH | 6 | 6 | | | |
| X0320050 | CONSTRUCTION LAYOUT (SPECIAL) | LSUM | 1 | 1 | | | |
| X0327611 | REMOVE AND REINSTALL BRICK PAVER | SO FT | 53 | 53 | | | |
| X6030310 | FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) | EACH | 5 | 5 | | | |
| Z0004562 | COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT | FOOT | 438 | 438 | | | |
| Δ Z0018500 | DRAINAGE STRUCTURES TO BE CLEANED | EACH | 12 | 12 | | | |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SO FT | 51 | 51 | | | |

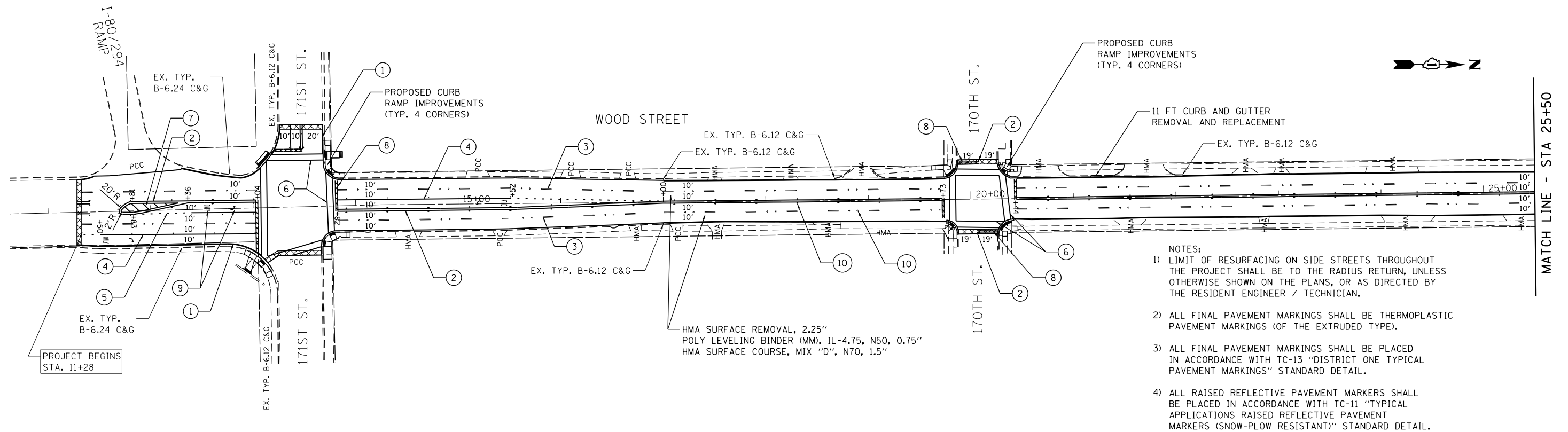
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WOOD STREET - 167TH STREET TO I-80/294
 SUMMARY OF QUANTITIES

| | | | |
|-------------------------------------|------------------------|------------|-----------|
| FILE NAME : 0162C05-shr-5002.dgn | USER NAME : dvoznarski | DESIGNED - | REVISED - |
| | | DRAWN - | REVISED - |
| | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |

| | | | | | | | |
|---------------------------|---------------------|--------------|------------------|--------------------|-------------|-----------------|-------------|
| SCALE: | SHEET 2 OF 2 SHEETS | STA. TO STA. | F.A.U. RTE. 2857 | SECTION 2016-031RS | COUNTY COOK | TOTAL SHEETS 29 | SHEET NO. 4 |
| ILLINOIS FED. AID PROJECT | | | | | | | |

REV



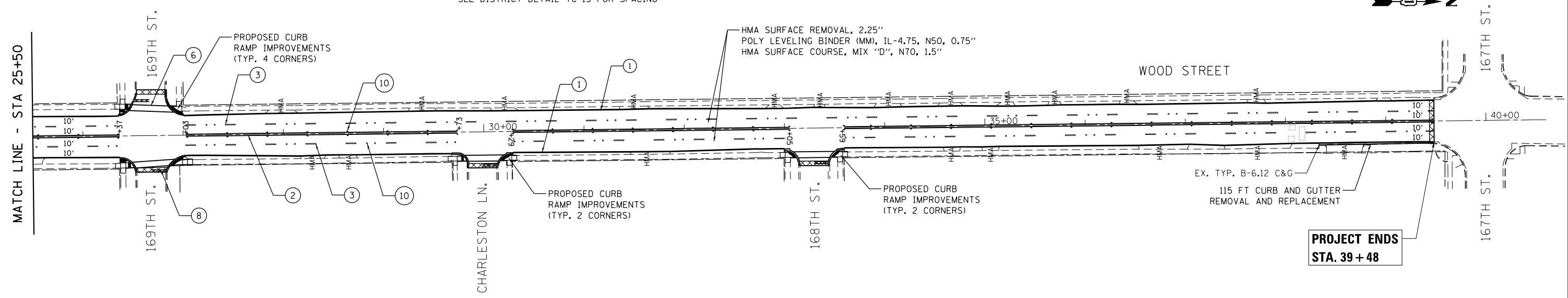
- NOTES:**
- LIMIT OF RESURFACING ON SIDE STREETS THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER / TECHNICIAN.
 - ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE).
 - ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
 - ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.

PROPOSED PAVEMENT MARKINGS LEGEND

- | | | |
|--|--|--|
| ① THERMOPLASTIC PVMT. MARKING 4", LINE, WHITE (TYP.) | ④ THERMOPLASTIC PVMT. MARKING 6", LINE, WHITE (TYP.) | ⑧ THERMOPLASTIC PVMT. MARKING 24", STOP BAR, WHITE (TYP.) |
| ② THERMOPLASTIC PVMT. MARKING 4", DOUBLE YELLOW (TYP.) | ⑤ THERMOPLASTIC PVMT. MARKING 6", 2' LINE - 6' SPACE, WHITE (TYP.) | ⑨ THERMOPLASTIC PVMT. MARKING, LETTERS & SYMBOLS, WHITE (TYP.) |
| ③ THERMOPLASTIC PVMT. MARKING 4", 10' LINE - 30' SPACE, WHITE (TYP.) | ⑥ THERMOPLASTIC PVMT. MARKING 6", CROSSWALK-PEDESTRIAN, WHITE (TYP.) | ⑩ RAISED REFLECTIVE PVMT. MARKER (TYP.) |
| | ⑦ THERMOPLASTIC PVMT. MARKING 12", DIAGONALS, YELLOW (TYP.) - SEE DISTRICT DETAIL TC-13 FOR SPACING | |

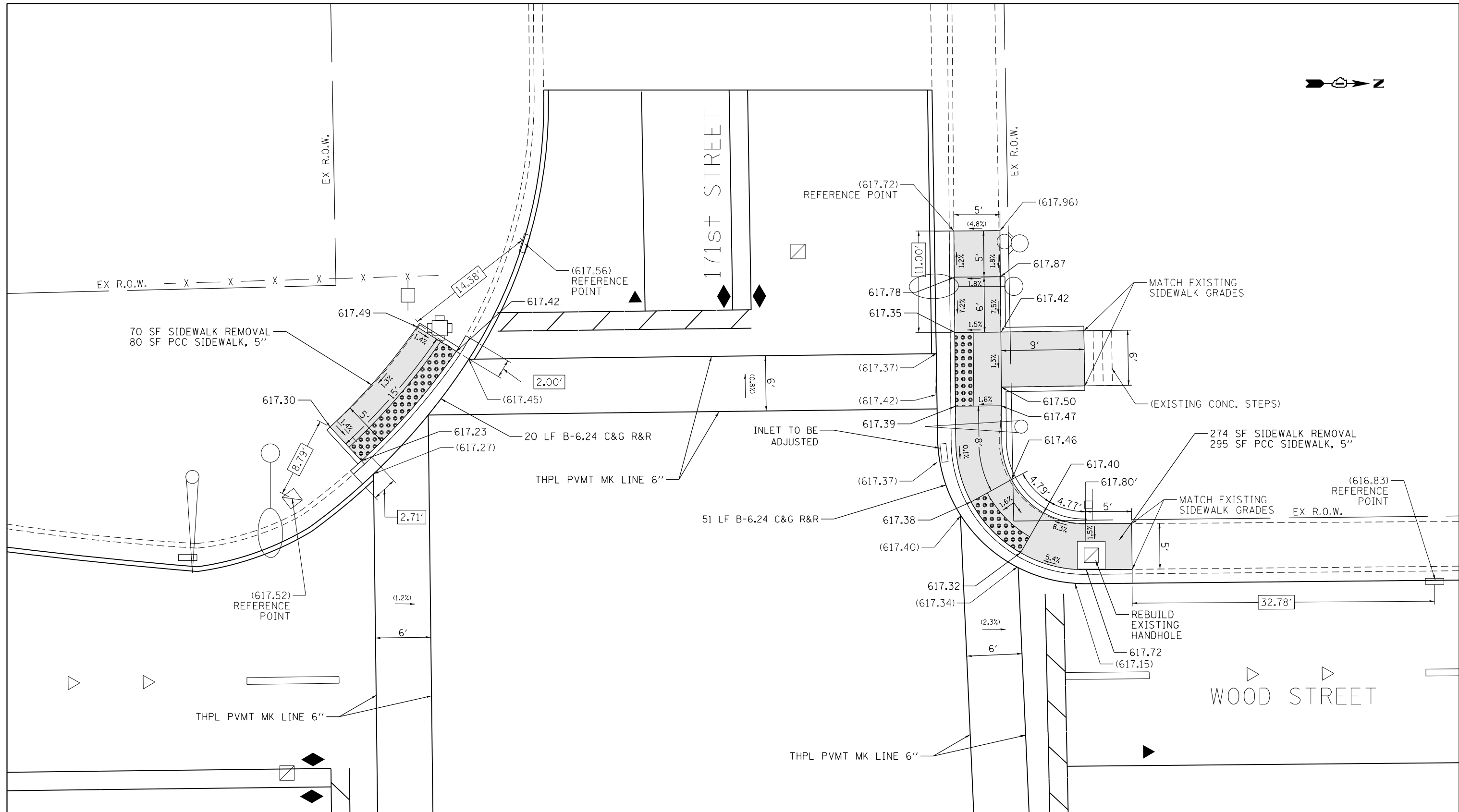
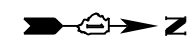
ROADWAY LEGEND

- | | |
|---|--|
|  | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT |
|---|--|



**PROJECT ENDS
STA. 39 + 48**

| | | | | | | | | | | | | |
|--------------------------------------|---------------------------------|------------|-----------|---|---|-----------------------|-------------------------|------------------|---------------------------|------------------|--|--|
| FILE NAME = D162C85-sht-plan1.dgn | USER NAME = dwoznarski | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WOOD STREET - 167TH STREET TO I-80/294 ROADWAY AND PAVEMENT MARKING PLAN | F.A.U. RTE. = 2857 | SECTION = 2016-031RS | COUNTY = COOK | TOTAL SHEETS = 29 | SHEET NO. = 6 | | |
| Default | PLOT SCALE = 100.0000' / in. | DRAWN - | REVISED - | | | SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. TO STA. | ILLINOIS FED. AID PROJECT | | | |
| | PLOT DATE = 4/4/2017 | CHECKED - | REVISED - | | | CONTRACT NO. 62C85 | | | | | | |
| | | DATE - | REVISED - | | | | | | | | | |



LEGEND

- XX.XX → EXISTING LENGTH
- ══ PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED WALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV. 617.56
 BENCHMARK : "X" CHISELED IN SIDEWALK
 LOCATION : APPROXIMATELY 5' N. OF TRAFFIC SIGNAL HANDHOLE
 AT THE NORTHWEST CORNER OF 171st STREET AND WOOD STREET

FILE NAME =
 D162C85-sht-details1.dgn
 Default

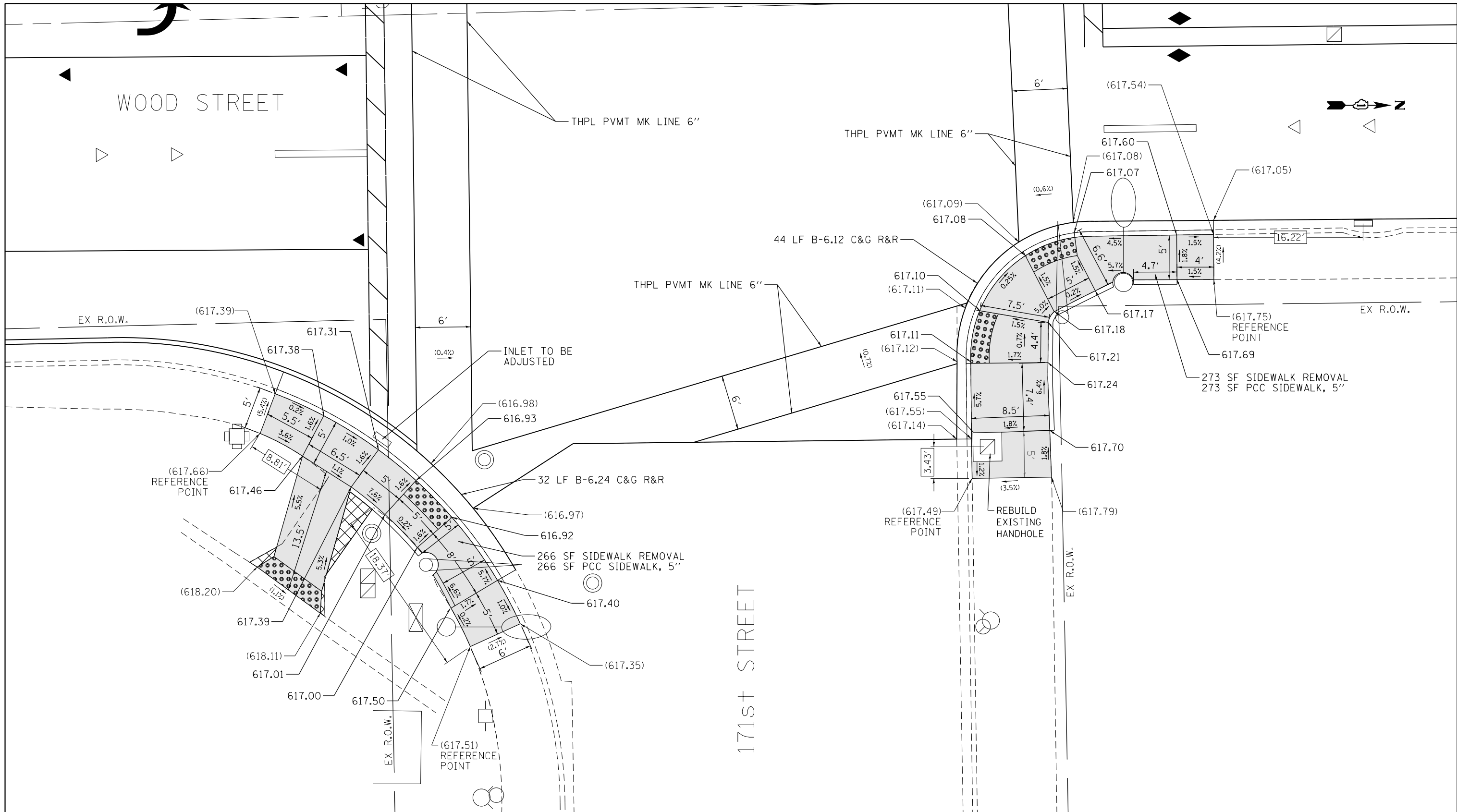
USER NAME = dwoznarski
 DESIGNED -
 DRAWN -
 PLOT SCALE = 10.0000' / in.
 CHECKED -
 PLOT DATE = 4/4/2017
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WOOD STREET - 167TH STREET TO I-80/294
 CURB RAMP IMPROVEMENT PLAN - 171ST ST NW & SW CORNERS**
 SCALE: 1"=5' SHEET 1 OF 8 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 2857 | 2016-031RS | COOK | 29 | 7 |
| CONTRACT NO. 62C85 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



LEGEND

- EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED WALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV. 617.56
 BENCHMARK : "X" CHISELED IN SIDEWALK
 LOCATION : APPROXIMATELY 5' N. OF TRAFFIC SIGNAL HANDHOLE
 AT THE NORTHWEST CORNER OF 171st STREET AND WOOD STREET

FILE NAME =
 D162C85-sht-details2.dgn
 Default

USER NAME = dwoznarski
 DESIGNED -
 DRAWN -
 PLOT SCALE = 10.0000' / in.
 CHECKED -
 PLOT DATE = 4/4/2017
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

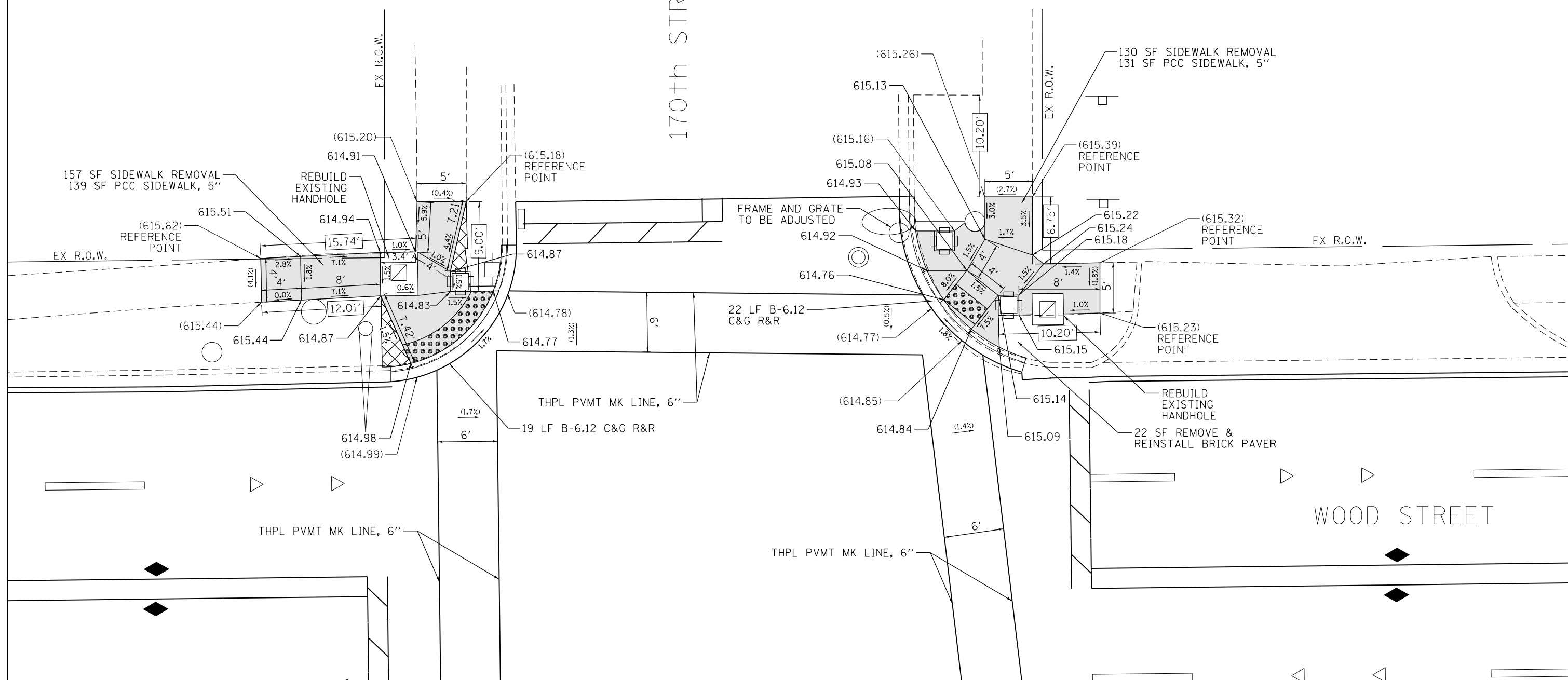
**WOOD STREET - 167TH STREET TO I-80/294
 CURB RAMP IMPROVEMENT PLAN - 171ST ST NE & SE CORNERS**

SCALE: 1"=5' SHEET 2 OF 8 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 2857 | 2016-031RS | COOK | 29 | 8 |
| CONTRACT NO. 62C85 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



170th STREET



LEGEND

—XX.XX— EXISTING LENGTH

==== PROPOSED SIDE CURB

() EXISTING ELEVATION/SLOPE

PROPOSED WALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV. 614.87

BENCHMARK : "X" CHISELED IN SIDEWALK

LOCATION : APPROXIMATELY 23' NORTH OF SOUTH DRIVEWAY ENTRANCE
FOR THE GAS STATION AT 170th STREET AND WOOD STREET

FILE NAME =
D162C85-sht-details3.dgn
Default

| | | |
|-----------------------------|------------|-----------|
| USER NAME = dwoznarski | DESIGNED - | REVISED - |
| PLOT SCALE = 10.0000' / in. | DRAWN - | REVISED - |
| PLOT DATE = 4/4/2017 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

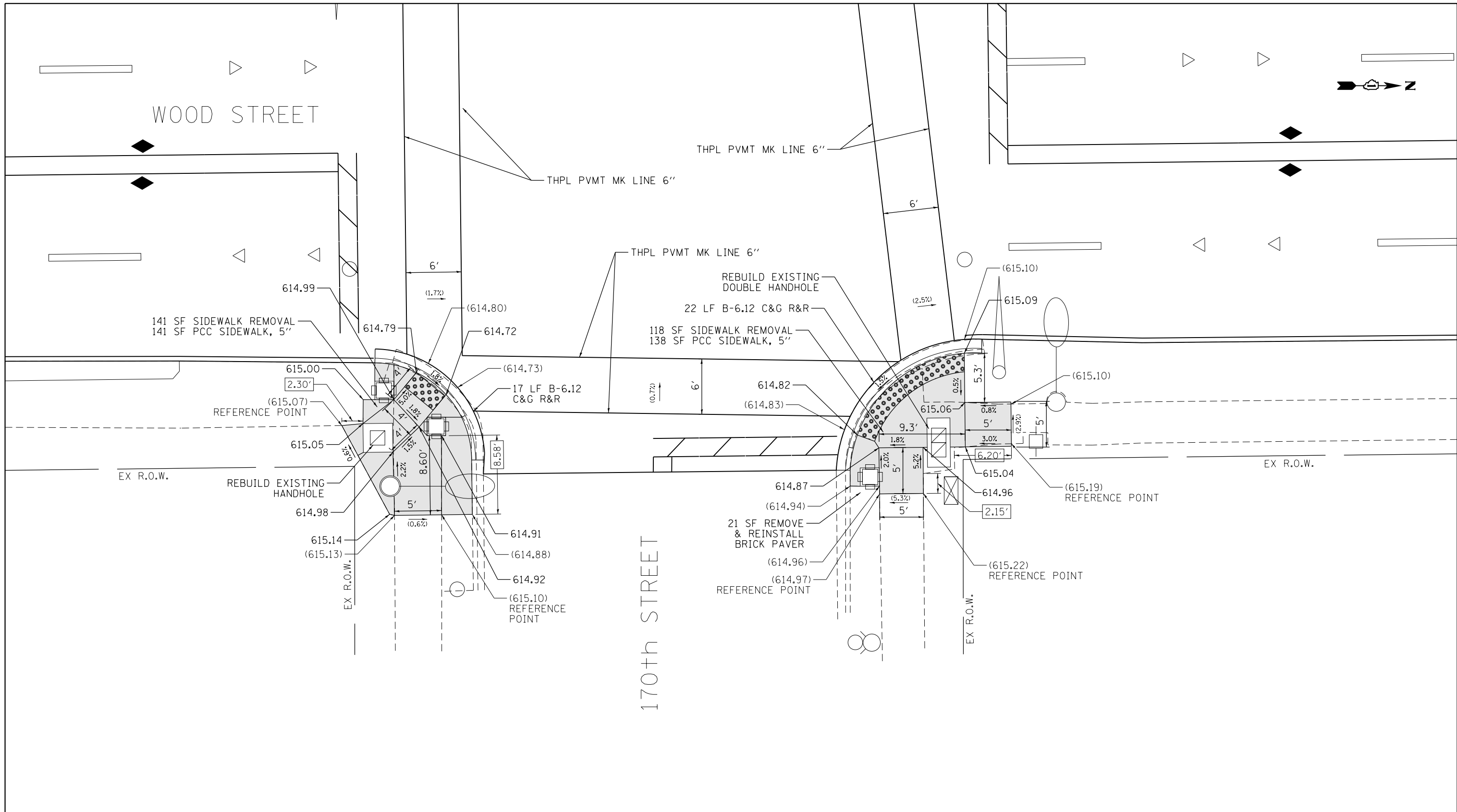
| | |
|------------|-----------|
| DESIGNED - | REVISED - |
| DRAWN - | REVISED - |
| CHECKED - | REVISED - |
| DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WOOD STREET - 167TH STREET TO I-80/294
CURB RAMP IMPROVEMENT PLAN - 170TH ST NW & SW CORNERS

SCALE: 1"=5' SHEET 3 OF 8 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 2857 | 2016-031RS | COOK | 29 | 9 |
| CONTRACT NO. 62C85 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

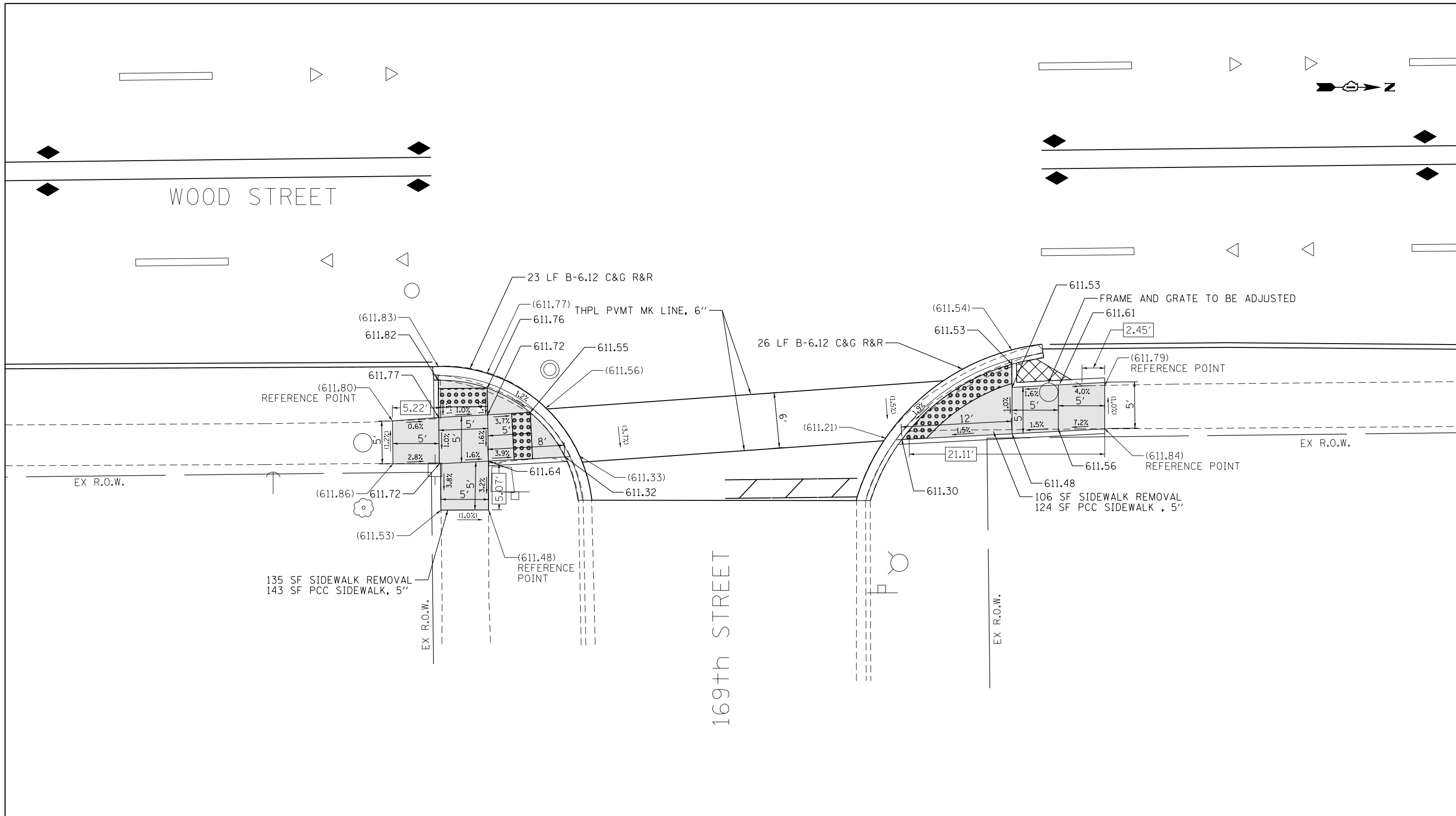


LEGEND

- EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED WALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV. 614.87
 BENCHMARK : "X" CHISELED IN SIDEWALK
 LOCATION : APPROXIMATELY 23' NORTH OF SOUTH DRIVEWAY ENTRANCE
 FOR THE GAS STATION AT 170th STREET AND WOOD STREET

| | | | | | | | | | | | |
|---|-------------------------|-----------------------------|-----------|---|---|--|------------------|--------------------|-------------|---------------------|--------------|
| FILE NAME = D162C85-sht-details4.dgn | USER NAME = dwozniarski | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WOOD STREET - 167TH STREET TO I-80/294 CURB RAMP IMPROVEMENT PLAN - 170TH ST NE & SE CORNERS | | F.A.U. RTE. 2857 | SECTION 2016-031RS | COUNTY COOK | TOTAL SHEETS 29 | SHEET NO. 10 |
| | Default | PLOT SCALE = 10.0000' / in. | CHECKED - | | | | REVISED - | SCALE: 1"=5' | | SHEET 4 OF 8 SHEETS | |
| | PLOT DATE = 4/4/2017 | DATE - | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | |



LEGEND

- XX.XX → EXISTING LENGTH
- ══ PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED WALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV. 611.46
 BENCHMARK : "X" CHISELED IN SIDEWALK
 LOCATION : APPROXIMATELY 23' NORTH OF DRIVEWAY ENTRANCE
 FOR HOME #1802 ON WOOD ST.

| | | | |
|---|-----------------------------|------------|-----------|
| FILE NAME = D162C85-sht-details5.dgn | USER NAME = dwoznarski | DESIGNED - | REVISED - |
| Default | PLOT SCALE = 10.0000' / in. | DRAWN - | REVISED - |
| | PLOT DATE = 4/4/2017 | CHECKED - | REVISED - |
| | | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

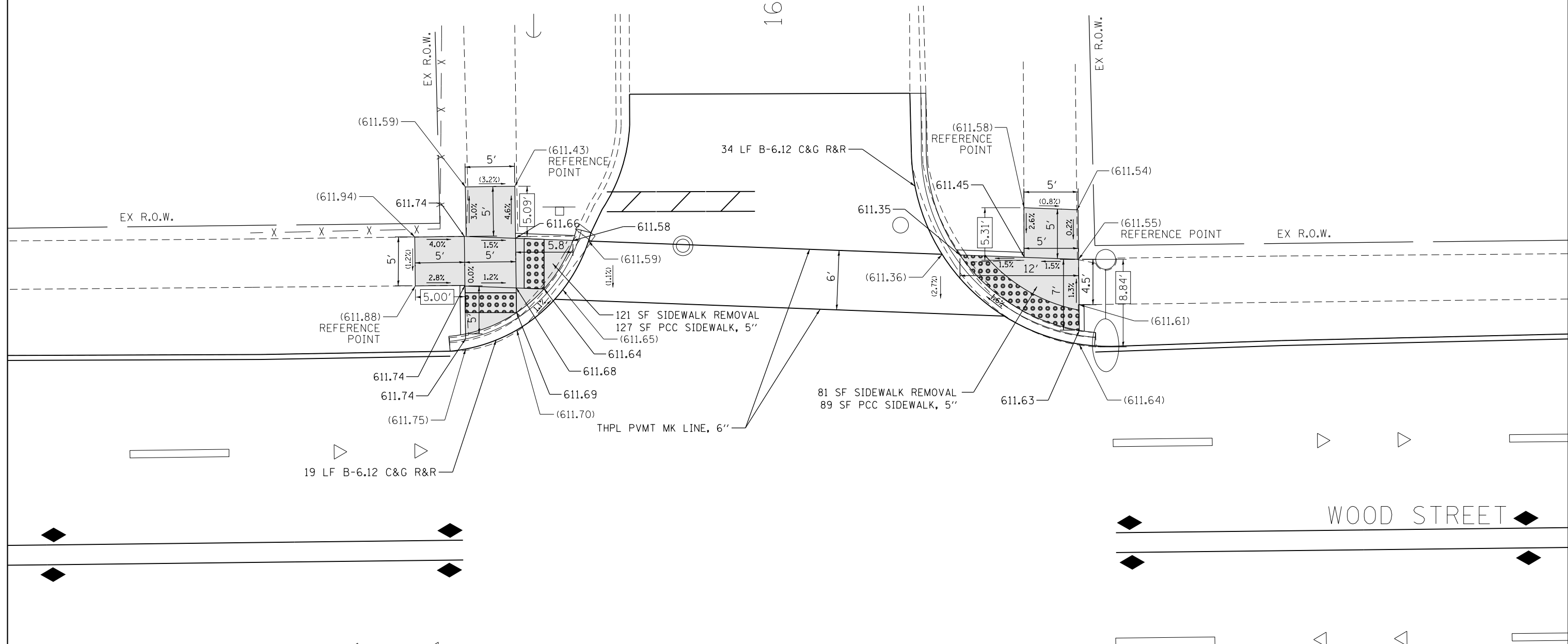
**WOOD STREET - 167TH STREET TO I-80/294
CURB RAMP IMPROVEMENT PLAN - 169TH ST NE & SE CORNERS**

SCALE: 1"=5' SHEET 5 OF 8 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 2857 | 2016-031RS | COOK | 29 | 11 |
| CONTRACT NO. 62C85 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



169th STREET



LEGEND

- EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED WALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV. 611.46
 BENCHMARK : "X" CHISELED IN SIDEWALK
 LOCATION : APPROXIMATELY 23' NORTH OF DRIVEWAY ENTRANCE
 FOR HOME #1802 ON WOOD ST.

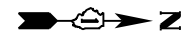
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| FILE NAME = D162C85-sht-details6.dgn | USER NAME = dwozniarski | DESIGNED - | REVISED - |
| Default | PLOT SCALE = 10.0000' / in. | DRAWN - | REVISED - |
| | PLOT DATE = 4/4/2017 | CHECKED - | REVISED - |
| | | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WOOD STREET - 167TH STREET TO I-80/294
 CURB RAMP IMPROVEMENT PLAN - 169TH ST NW & SW CORNERS**

SCALE: 1"=5' SHEET 6 OF 8 SHEETS STA. TO STA.

| | | | | |
|---------------------------|------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 2857 | 2016-031RS | COOK | 29 | 12 |
| CONTRACT NO. 62C85 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



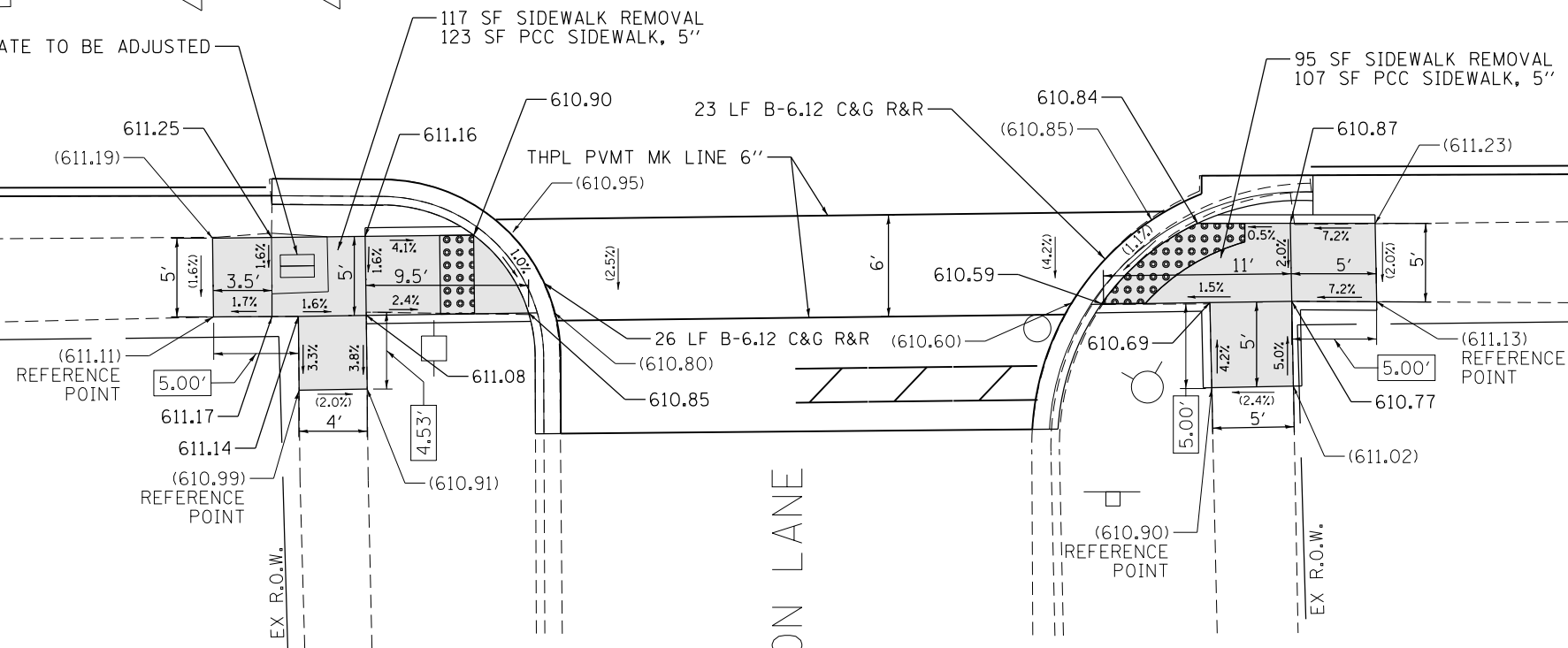
WOOD STREET

CHARLESTON LANE

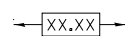
FRAME AND GRATE TO BE ADJUSTED

EX R.O.W.

EX R.O.W.



LEGEND



EXISTING LENGTH



PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED WALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV. 611.46

BENCHMARK : "X" CHISELED IN SIDEWALK

LOCATION : APPROXIMATELY 23' NORTH OF DRIVEWAY ENTRANCE
FOR HOME #1802 ON WOOD STREET

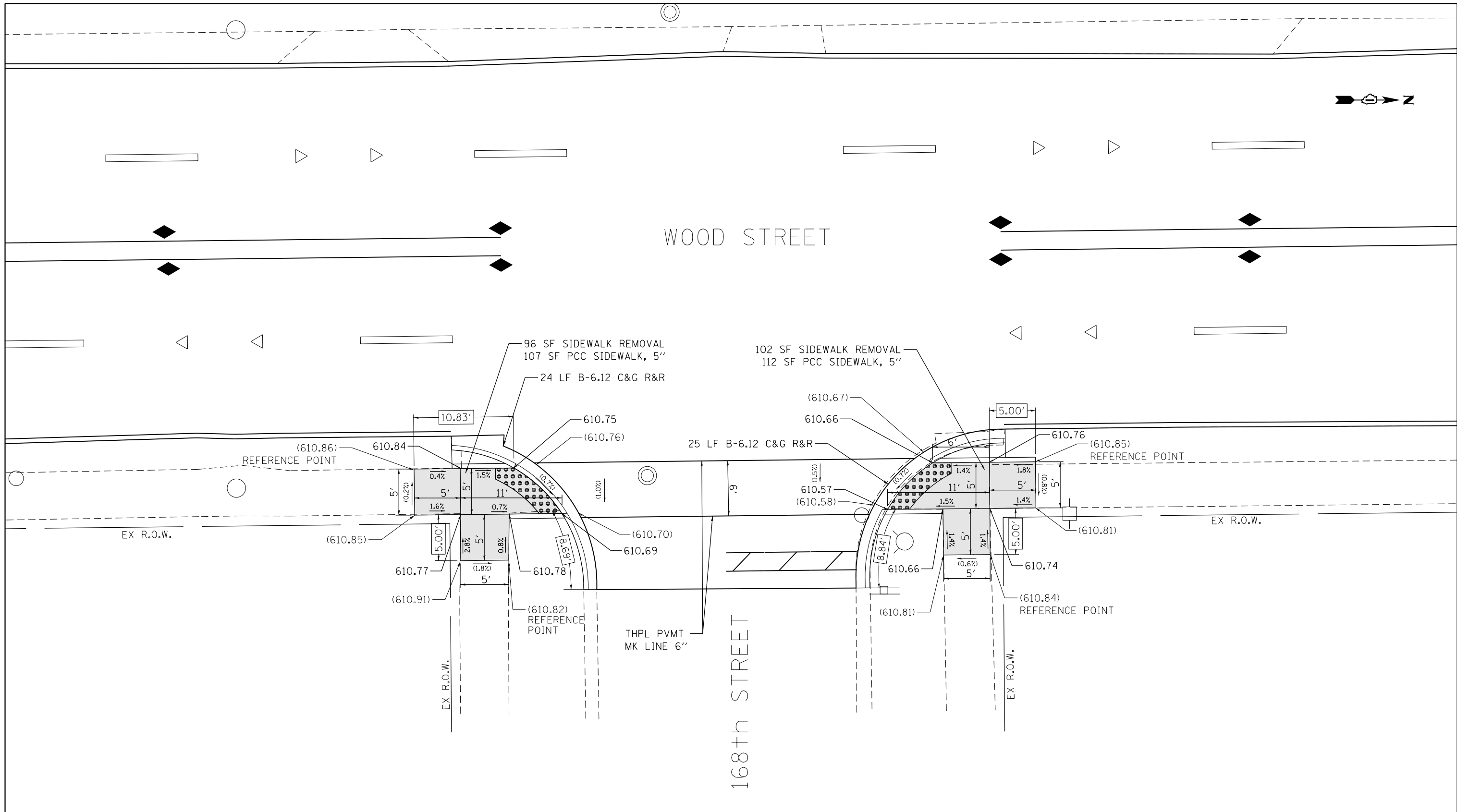
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| Default | PLOT SCALE = 10.0000' / in. | CHECKED - DATE - | REVISED - REVISED - |
| | PLOT DATE = 4/4/2017 | | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WOOD STREET - 167TH STREET TO I-80/294
CURB RAMP IMPROVEMENT PLAN - CHARLESTON LN NE & SE CORNERS**

SCALE: 1"=5' SHEET 7 OF 8 SHEETS STA. TO STA.

| | | | | |
|---------------------|-----------------------|----------------|--------------------|---------------------------|
| F.A.U. RTE. 2857 | SECTION 2016-031RS | COUNTY COOK | TOTAL SHEETS 29 | SHEET NO. 13 |
| CONTRACT NO. 62C85 | | | | ILLINOIS FED. AID PROJECT |



LEGEND

- XX.XX → EXISTING LENGTH
- ==== PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED WALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV. 610.60
 BENCHMARK : "X" CHISELED IN SIDEWALK
 LOCATION : APPROXIMATELY 45' SOUTH OF SIDEWALK KEYSTONE
 AT THE SOUTHEAST CORNER OF 168th STREET AND WOOD STREET

| | | | |
|---|-----------------------------|------------|-----------|
| FILE NAME = D162C85-sht-details8.dgn | USER NAME = dwozniarski | DESIGNED - | REVISED - |
| | | DRAWN - | REVISED - |
| | PLOT SCALE = 10.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/4/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WOOD STREET - 167TH STREET TO I-80/294
 CURB RAMP IMPROVEMENT PLAN - 168TH ST NE & SE CORNERS**

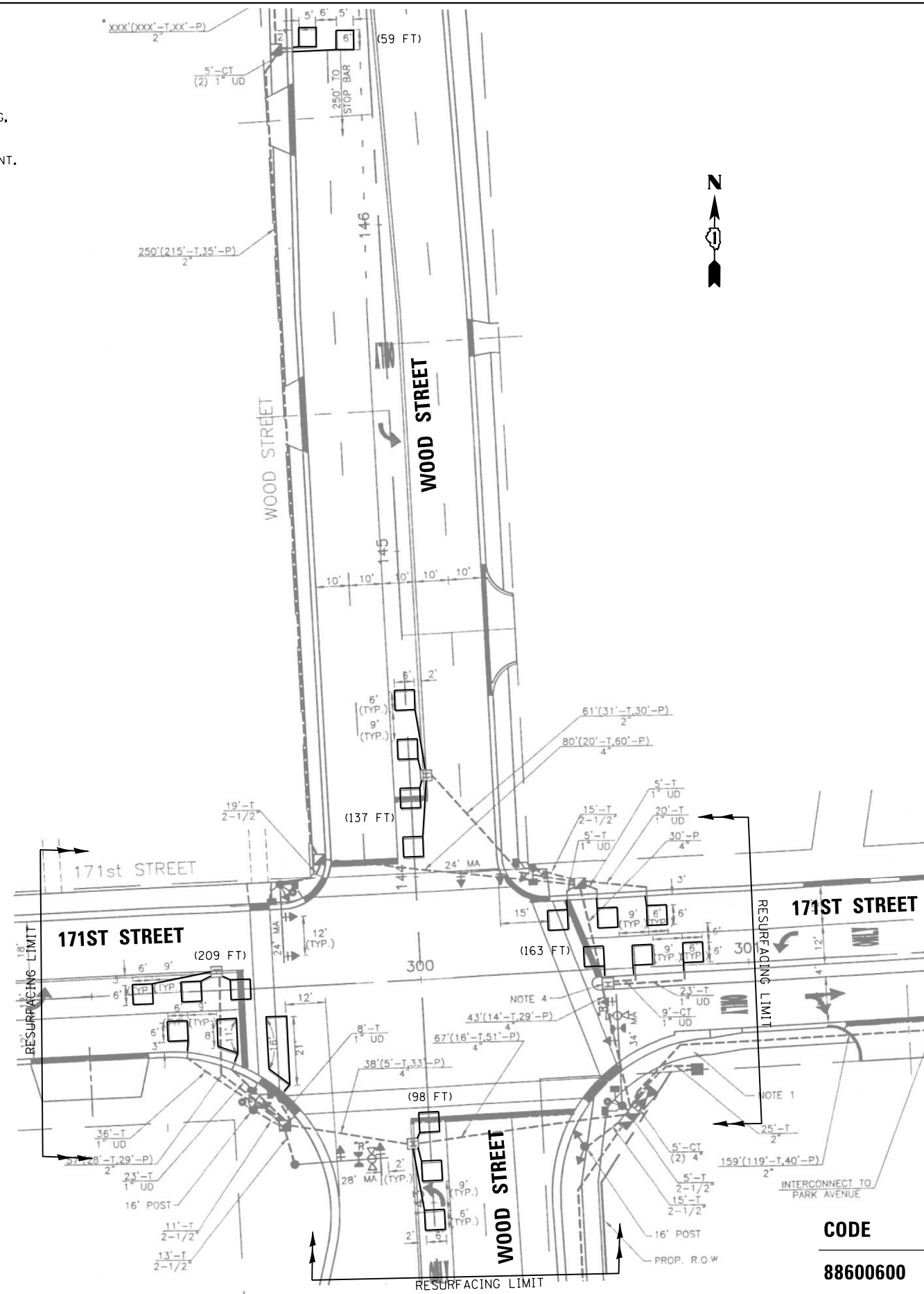
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 2857 | 2016-031RS | COOK | 29 | 14 |
| CONTRACT NO. 62C85 | | | | |

SCALE: 1"=5' SHEET 8 OF 8 SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



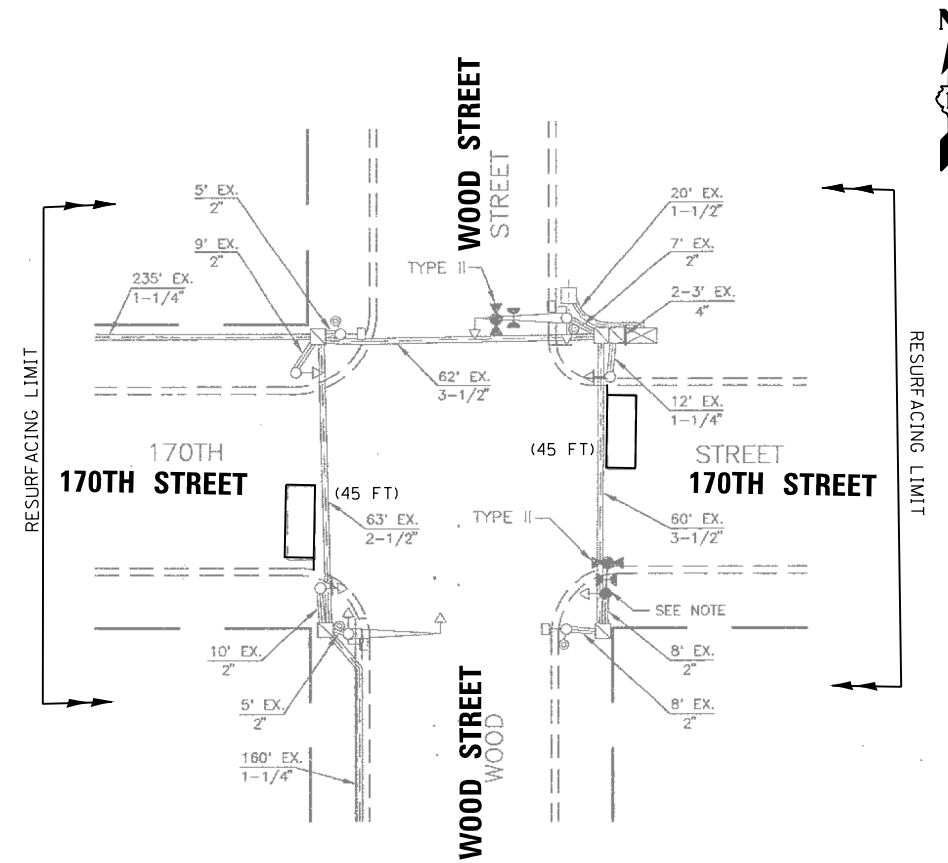
**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 666 | FOOT |

| | | | | | | | | | | | |
|---|-----------------------------|-------------------|-----------|---|---|--------------------|----------------------|---------------|---------------------------|-------------|--|
| FILE NAME = TS 5965 WOOD STREET & 171ST ST_03212017.dgn | USER NAME = javanmardizg | DESIGNED - ZGJ | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP REPLACEMENT PLAN WOOD STREET AT 171ST STREET | F.A.P. RTE. = 2857 | SECTION = 2016-031RS | COUNTY = COOK | TOTAL SHEETS = | SHEET NO. = | |
| Default | PLOT SCALE = 40.0000' / in. | CHECKED - LP | REVISED - | | | SCALE: | SHEET OF SHEETS | STA. TO STA. | ILLINOIS FED. AID PROJECT | | |
| | PLOT DATE = 3/21/2017 | DATE - 03/21/2017 | REVISED - | | | | | | | | |
| CONTRACT NO. 62C85 | | | | | | | | | | | |

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



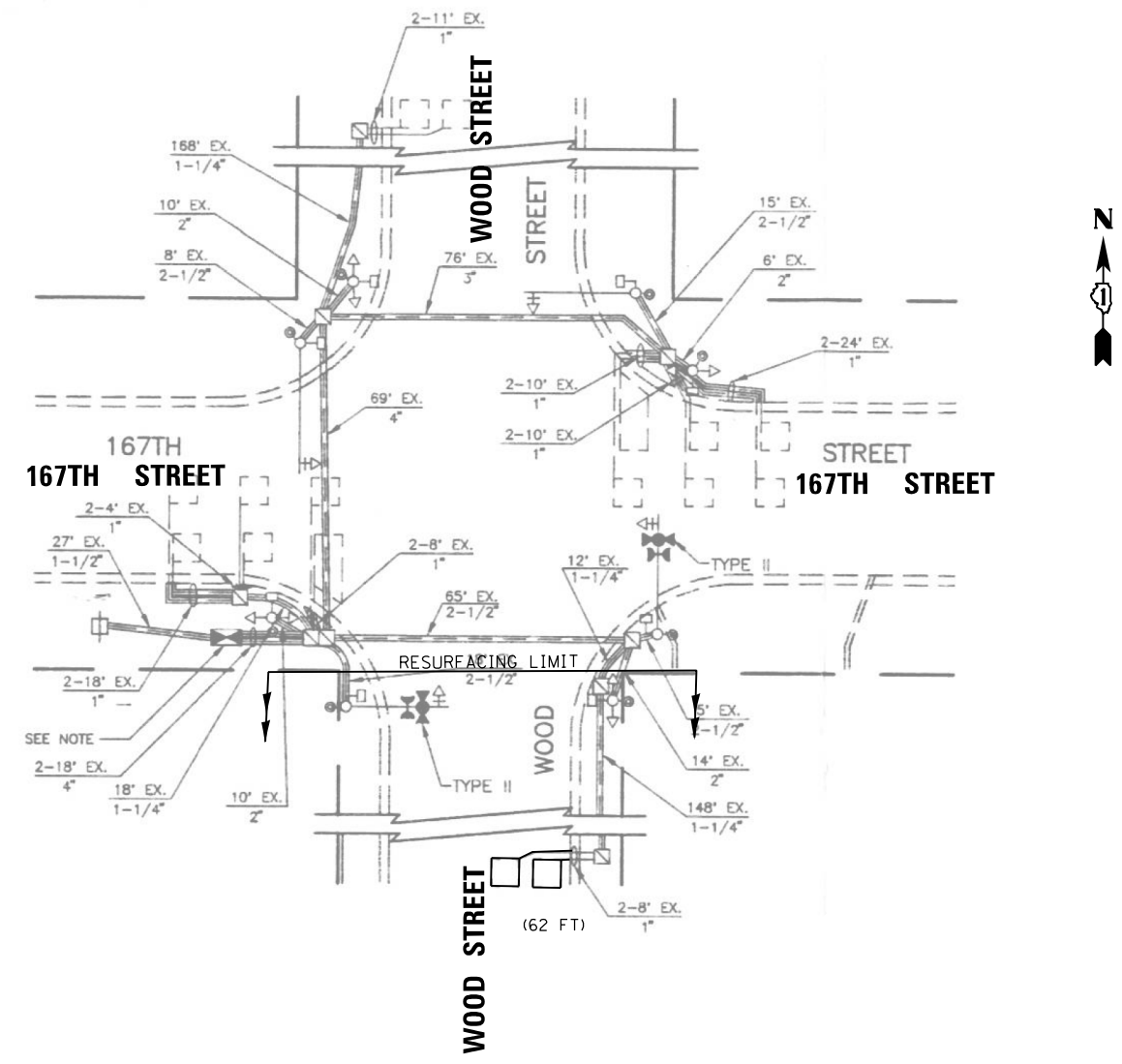
**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 90 | FOOT |

| | | | | | | | | | | | | |
|--|---|-------------------|-----------|---|---|---------------------|-----------------------|----------------|--------------|---------------------------|--|--|
| FILE NAME = TS 10055 WOOD STREET & 170TH STREET | USER NAME = javanmardizg 3212017.dgn | DESIGNED - ZGJ | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP REPLACEMENT PLAN WOOD STREET AT 170TH STREET | F.A.P. RTE. 2857 | SECTION 2016-031RS | COUNTY COOK | TOTAL SHEETS | SHEET NO. | | |
| Default | PLOT SCALE = 40.0000' / in. | CHECKED - LP | REVISED - | | | SCALE: | SHEET OF SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | |
| | PLOT DATE = 3/21/2017 | DATE - 03/21/2017 | REVISED - | | | | | | | | | |
| | | | | | | | | | | | | |

NOTES:

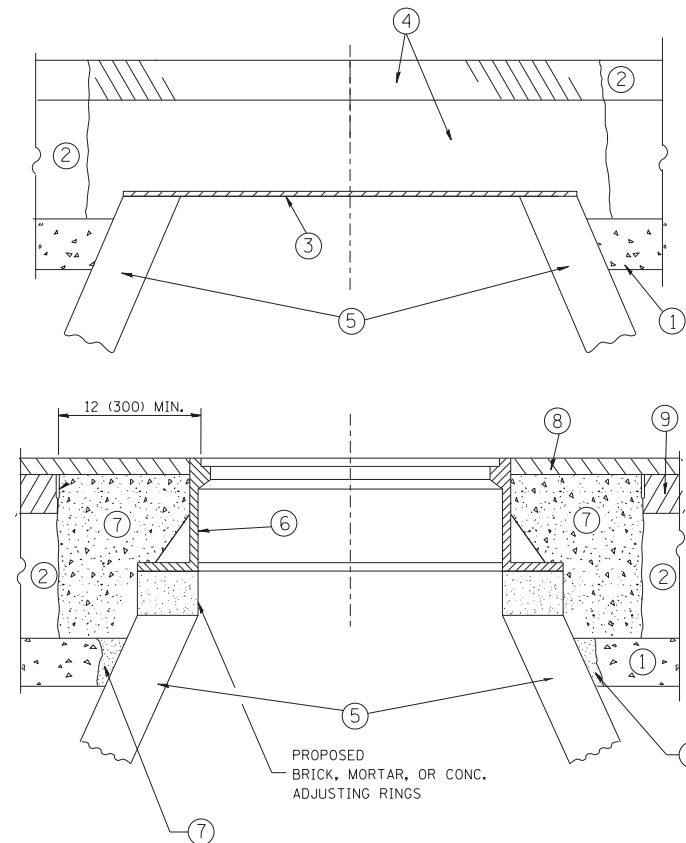
1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



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

| CODE | ITEM | QUANTITY | UNIT |
|----------|---------------------------|----------|------|
| 88600600 | DETECTOR LOOP REPLACEMENT | 62 | FOOT |

| | | | | | | | | | | | |
|--|-----------------------------|-------------------|-----------|---|---|--------------------|--------------------|--------------|---------------------------|-----------|--|
| FILE NAME = TS 4085 WOOD STREET & 167TH ST_03212017.dgn | USER NAME = javanmardizg | DESIGNED - ZGJ | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP REPLACEMENT PLAN WOOD STREET AT 167TH STREET | F.A.P. RTE. 2857 | SECTION 2016-031RS | COUNTY COOK | TOTAL SHEETS | SHEET NO. | |
| Default | PLOT SCALE = 40.0000' / in. | CHECKED - LP | REVISED - | | | SCALE: | SHEET OF SHEETS | STA. TO STA. | ILLINOIS FED. AID PROJECT | | |
| | PLOT DATE = 3/21/2017 | DATE - 03/21/2017 | REVISED - | | | CONTRACT NO. 62C85 | | | | | |
| | | | | | | | | | | | |



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 EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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

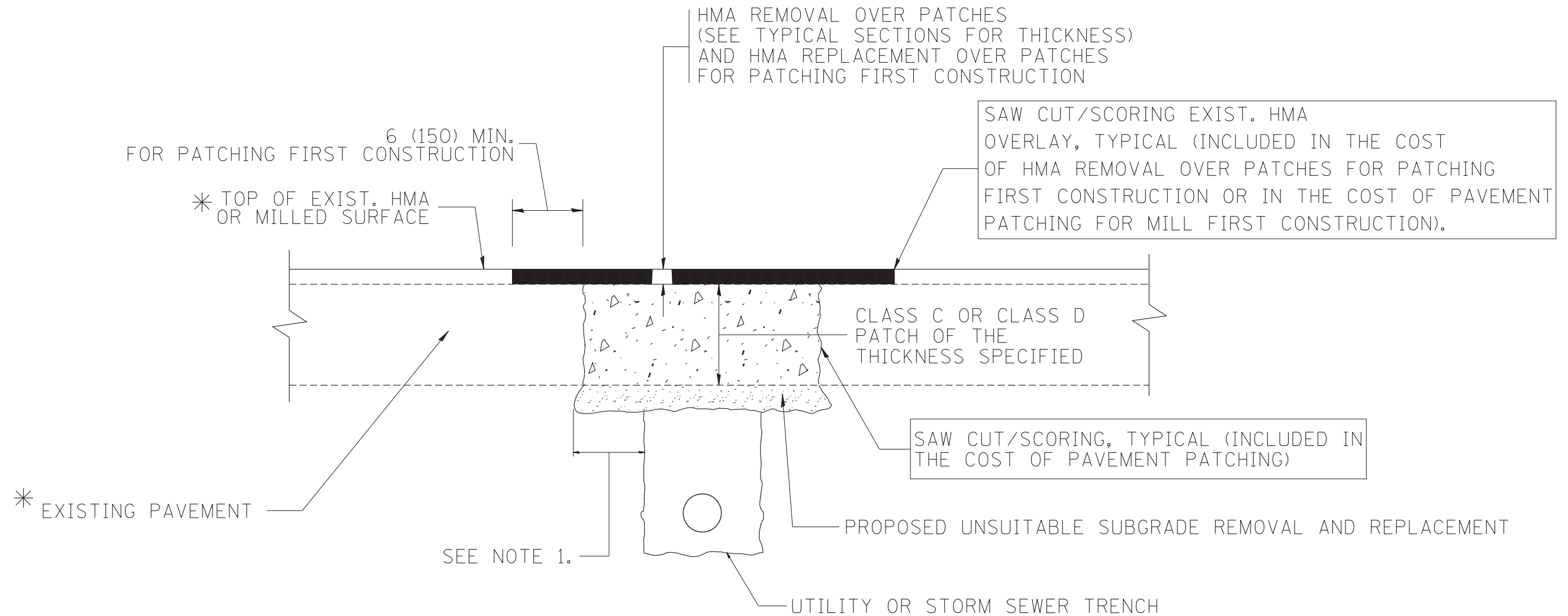
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

| | | | |
|---|------------------------------|--------------------|--------------------------------|
| FILE NAME = | USER NAME = bauerdl | DESIGNED - R. SHAH | REVISED - R. WIEDEMAN 05-14-04 |
| ct:\pw\work\p\dot\bauerdl\d0108315\bd08.dgn | | DRAWN - | REVISED - R. BORO 01-01-07 |
| | PLOT SCALE = 1/968.5000 "/ m | CHECKED - | REVISED - R. BORO 03-09-11 |
| | PLOT DATE = 12/6/2011 | DATE - 10-25-94 | REVISED - R. BORO 12-06-11 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|--|-------------------------|------|---------|
| DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| | | | | |
|--|---------|---------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | | |
| BD600-03 (BD-8) | | CONTRACT NO. | | |
| <small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small> | | | | |



* 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\diststd22x34\bd22.dgn | USER NAME = bauerdl | DESIGNED - R. SHAH | REVISED - A. ABBAS 04-27-98 |
| | | DRAWN - | REVISED - R. BORO 01-01-07 |
| | PLOT SCALE = 50.000' / IN. | CHECKED - | REVISED - R. BORO 09-04-07 |
| | PLOT DATE = 10/27/2008 | 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. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------------|--------------|-----------|
| | | | | |
| BD400-04 (BD-22) | | CONTRACT NO. | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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.

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.

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.

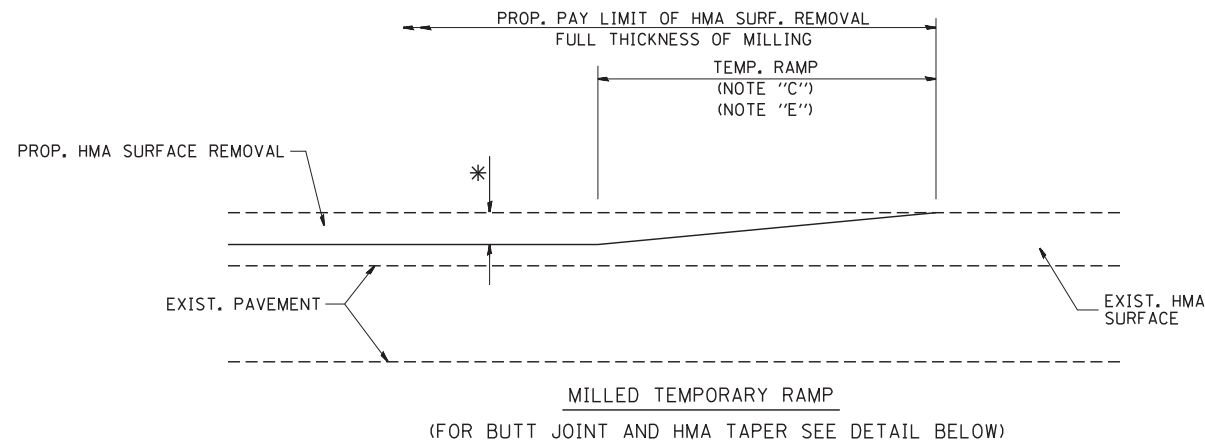
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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".

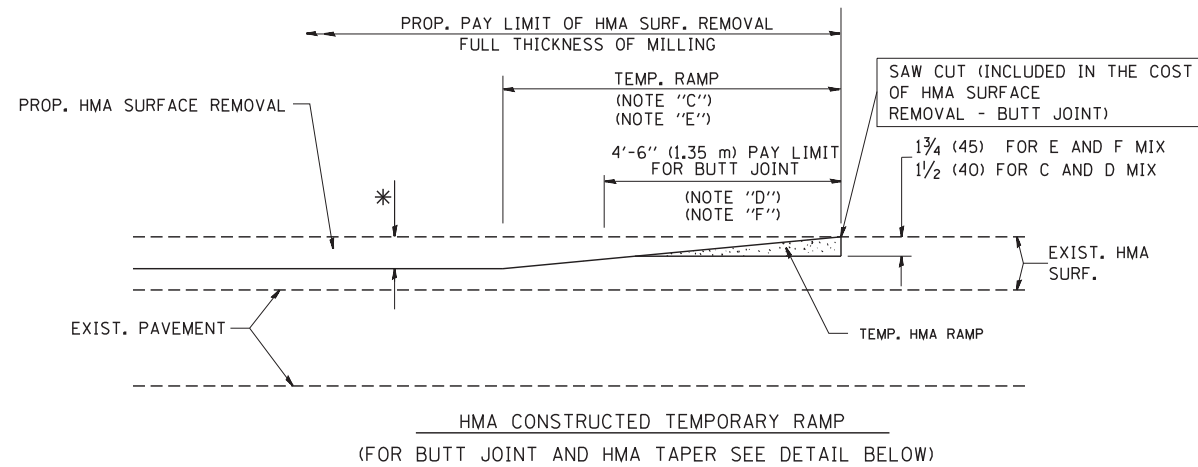
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

| | | | | | | | | | | | | | | |
|---|------------------------|----------------------|-----------------------------|---|--|--|--|------------------|-------------------------|--------|--------------|-----------|---|--|
| FILE NAME = | USER NAME = drivakosgn | DESIGNED - A. HOUSEH | REVISED - R. SHAH 10-03-96 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | |
| ct:\pw\work\p1dot\drivakosgn\0108315\bd24.dgn | | DRAWN - | REVISED - A. ABBAS 03-21-97 | | | | | BD600-06 (BD-24) | CONTRACT NO. | | | | | |
| PLOT SCALE = 50.000' / IN. | | CHECKED - | REVISED - M. GOMEZ 01-22-01 | | | | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |
| PLOT DATE = 12/15/2009 | | DATE - 03-11-94 | REVISED - R. BORO 12-15-09 | | | | | | | | | | | |

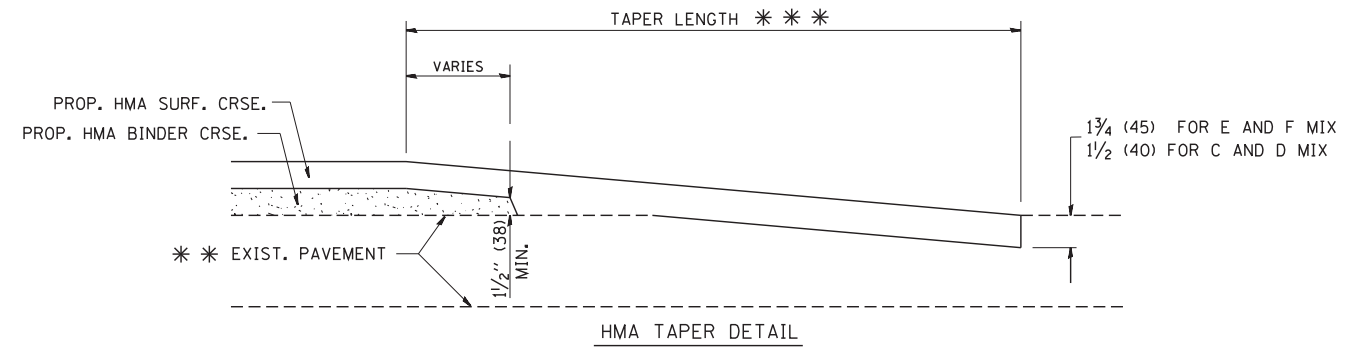
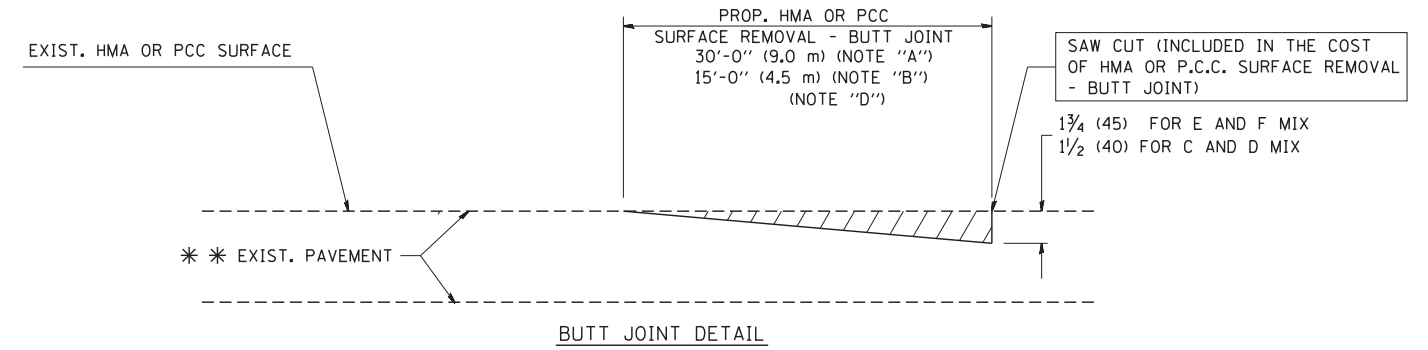


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



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".

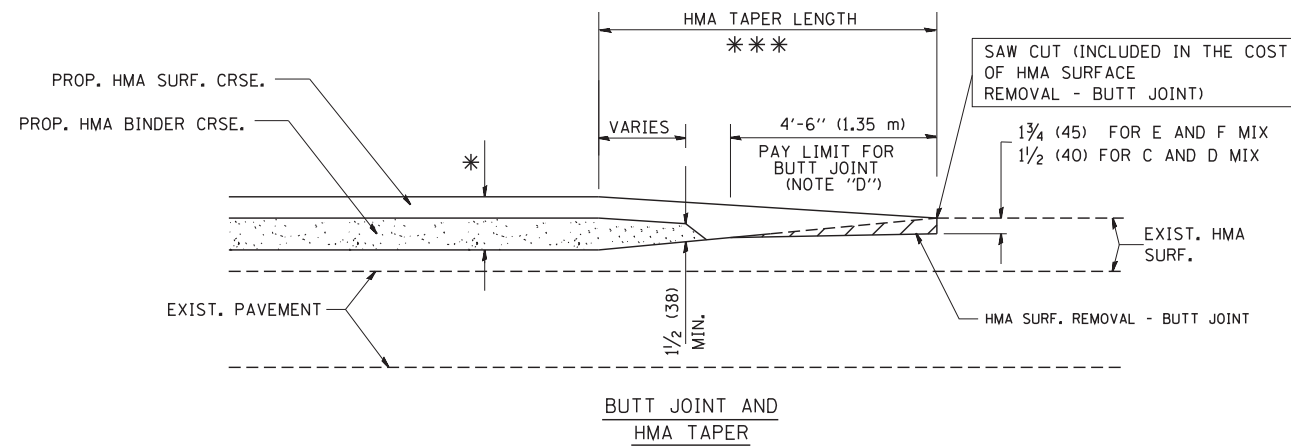
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

* * * 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.



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME = W:\diststd\22x34\bd32.dgn

USER NAME = gaglionobt
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

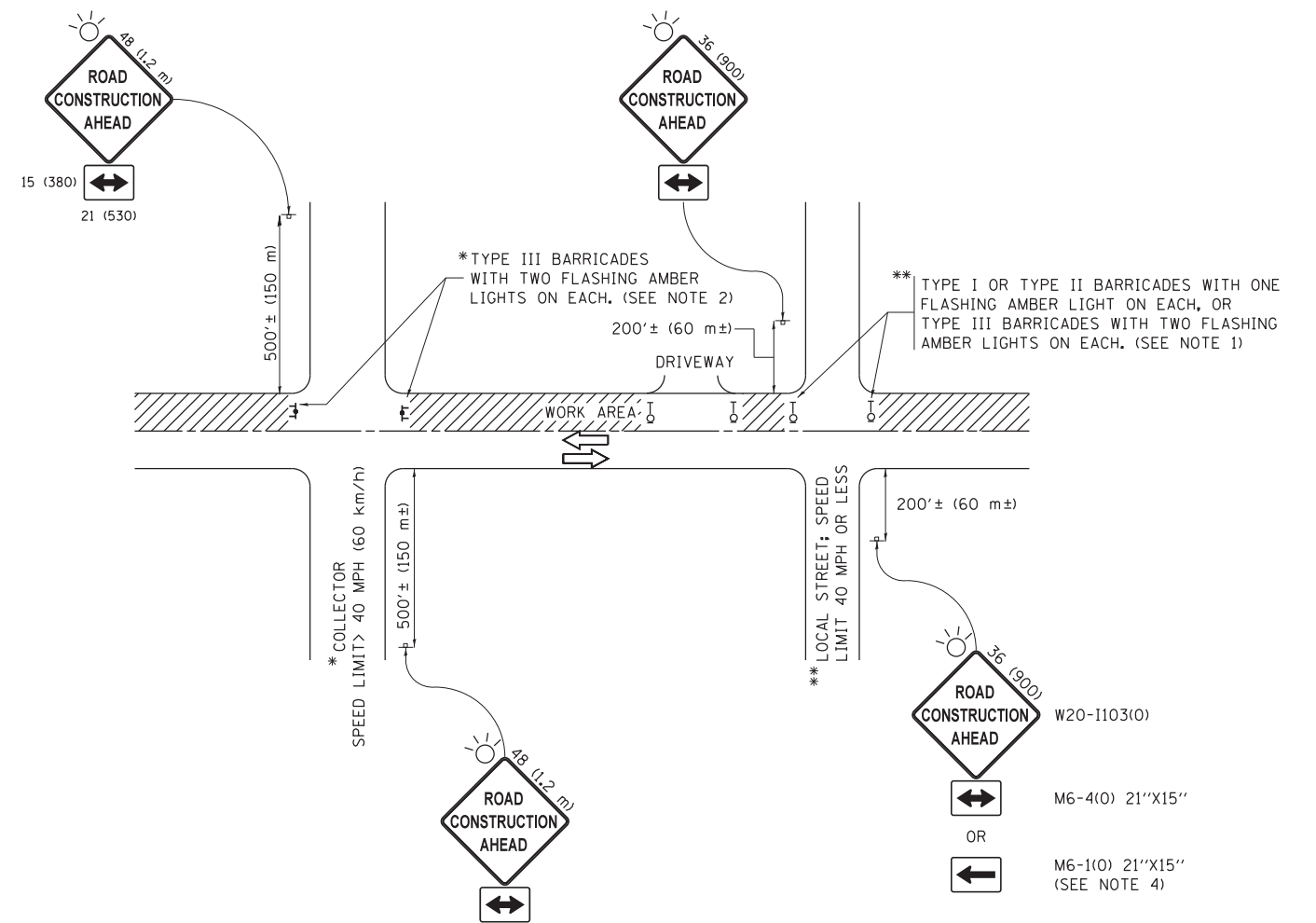
REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

| | | | | |
|---|---------|--------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | | |
| BD400-05 BD32 | | CONTRACT NO. | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



NOTES:

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 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. 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.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

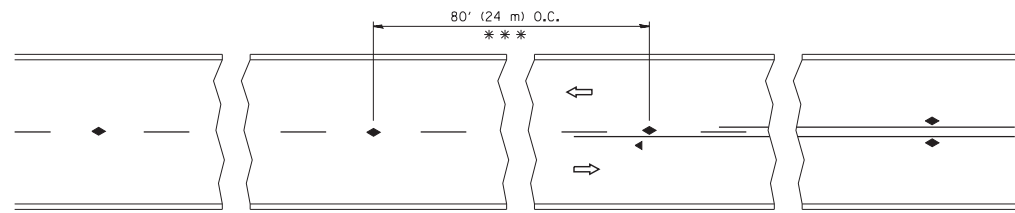
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| Default | PLOT SCALE = 50.000' / in. | CHECKED - | REVISED - A. SCHUETZE 07-01-13 |
| | PLOT DATE = 9/15/2016 | DATE - 06-89 | REVISED - A. SCHUETZE 09-15-16 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

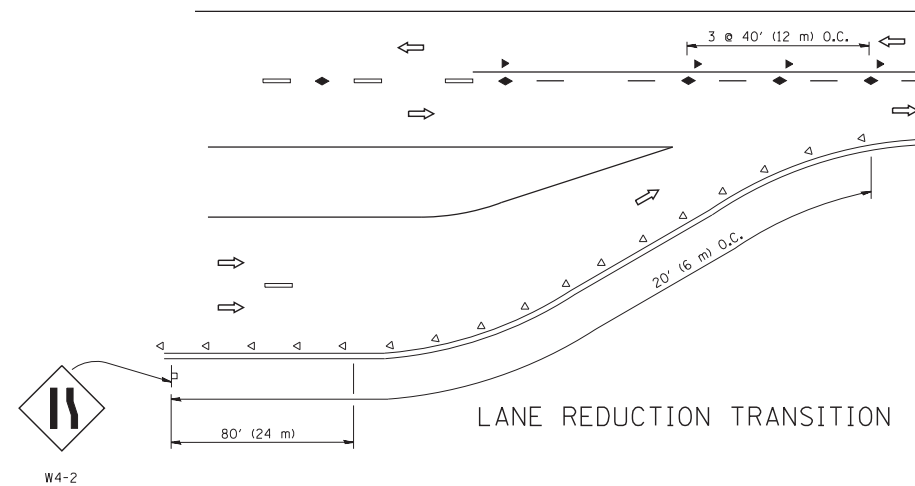
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| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|--------------|--------|--------------|-----------|
| | TC-10 | | | |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. | |

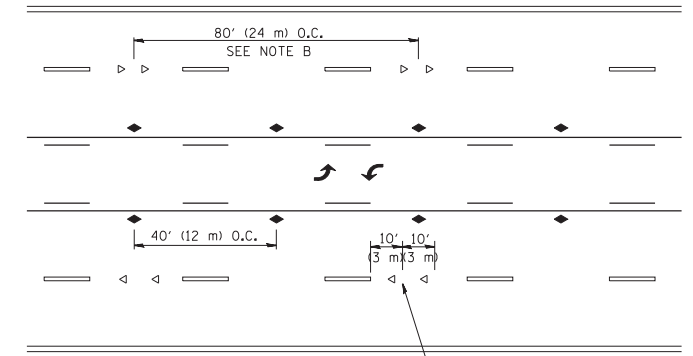


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

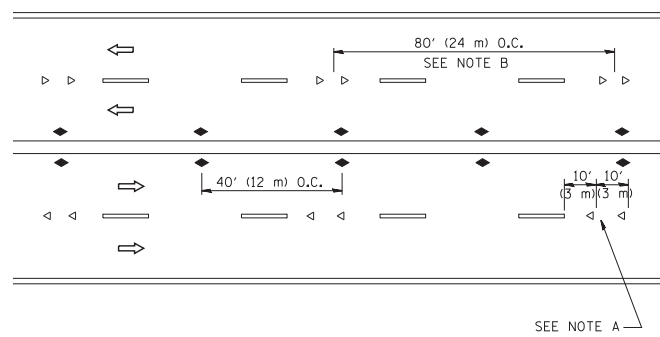
TWO-LANE/TWO-WAY



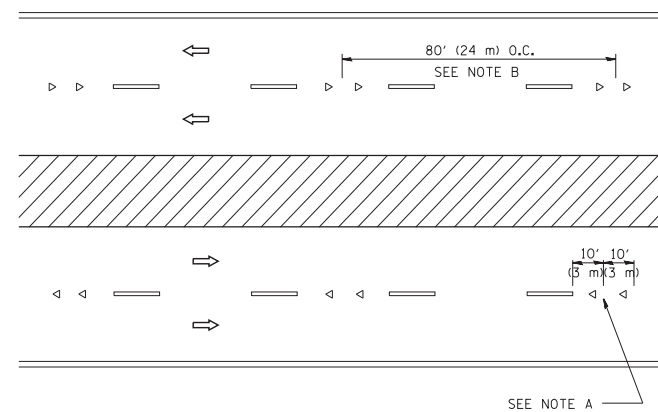
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

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

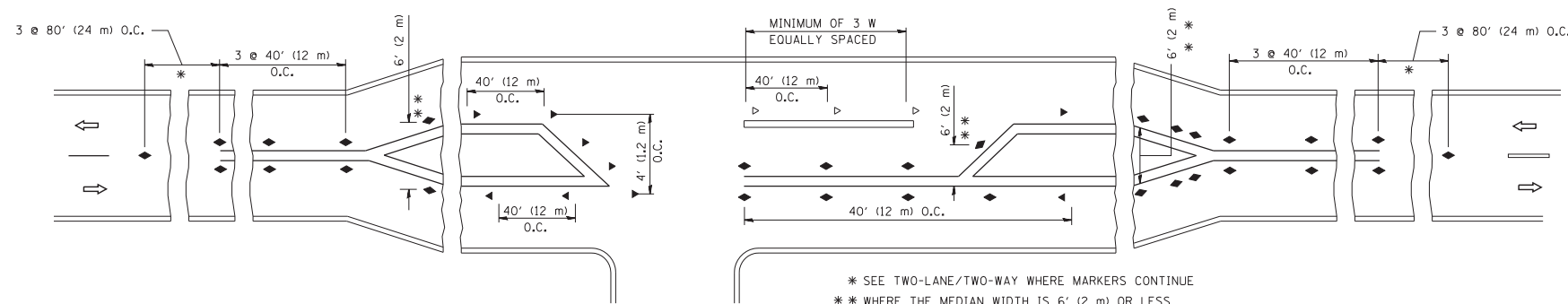
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

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

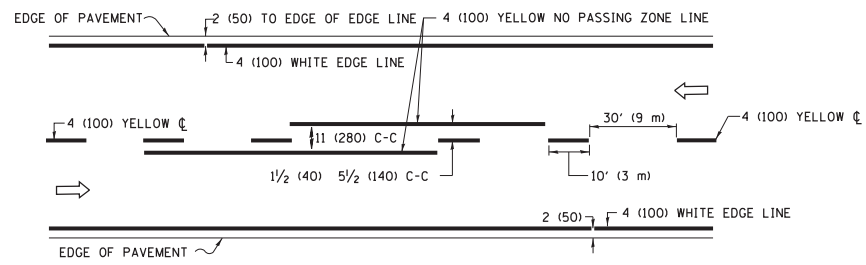
All dimensions are in inches (millimeters) unless otherwise shown.

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| | | PLOT SCALE = 50.000' / IN. | REVISED - T. RAMMACHER 01-06-00 |
| | | PLOT DATE = 3/2/2011 | REVISED - C. JUCIUS 09-09-09 |

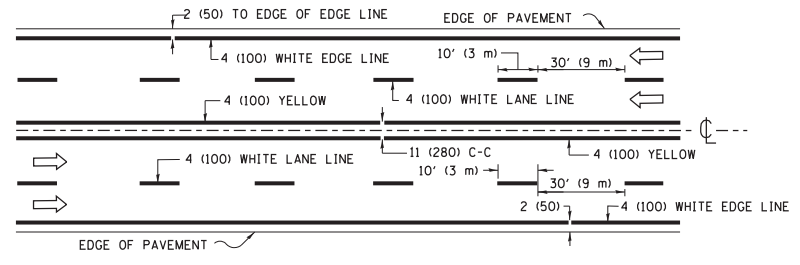
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

| TYPICAL APPLICATIONS | | | |
|--|-------------------------|------|---------|
| RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

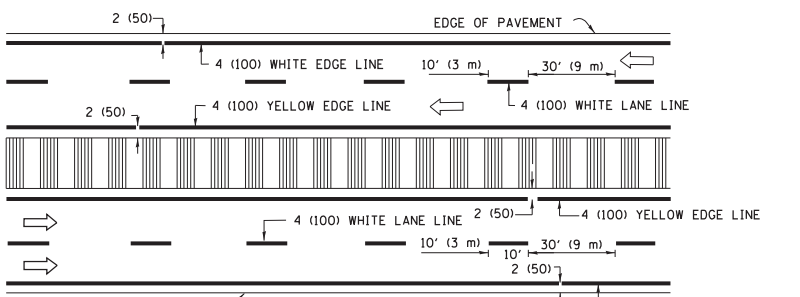
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|---------|---------------------------|--------------|-----------|
| | TC-11 | | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |



2-LANE ROADWAY

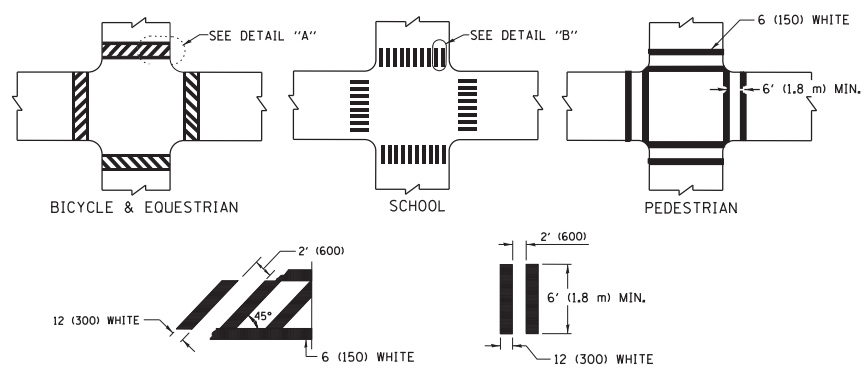


MULTI-LANE UNDIVIDED



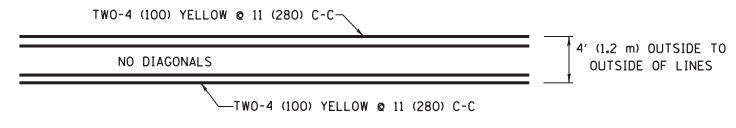
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

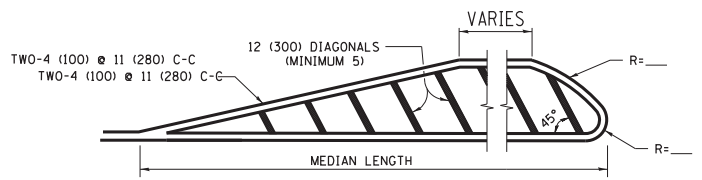


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

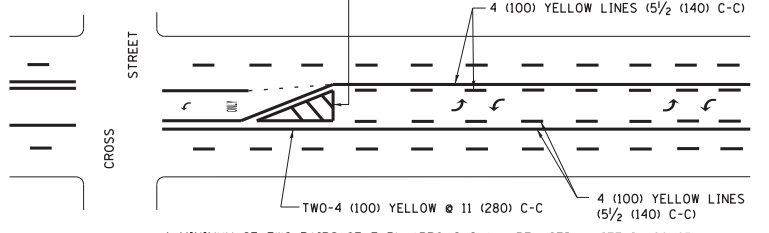


4' (1.2 m) WIDE MEDIANS ONLY

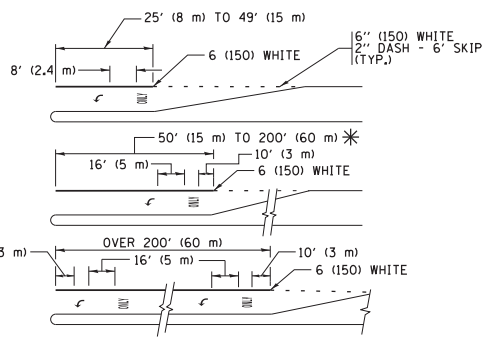


MEDIANS OVER 4' (1.2 m) WIDE

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

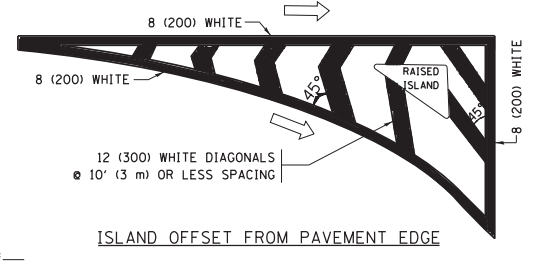


MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING

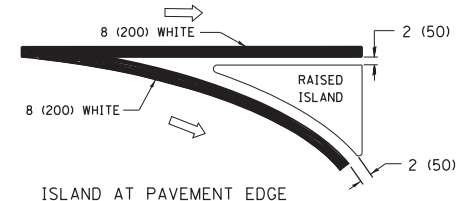


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

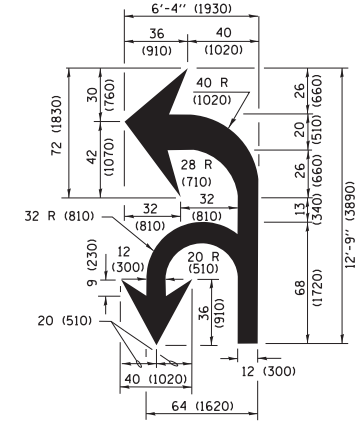
TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING



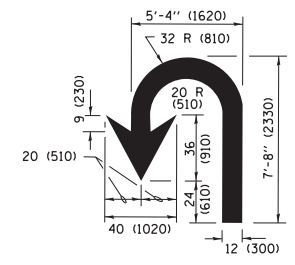
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION
* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

| D(FT) | SPEED LIMIT |
|-------|-------------|
| 345 | 30 |
| 425 | 35 |
| 500 | 40 |
| 580 | 45 |
| 665 | 50 |
| 750 | 55 |

| 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 MEDIANS IN YELLOW |
| 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 SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS | SOLID | YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC | 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²) |
| SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8') | 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)) |
| U TURN ARROW | SEE DETAIL | SOLID | WHITE | 16.3 SF |
| 2 ARROW COMBINATION LEFT AND U TURN | SEE DETAIL | SOLID | WHITE | 30.4 SF |

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.

| | | | |
|--|-----------------------------|------------------|------------------------------|
| FILE NAME = | USER NAME = footemj | DESIGNED - EVERS | REVISED - C. JUCIUS 09-09-09 |
| pw:\1\084EBID\INTEG\11nois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\Dist 084EBID\CADD\cadd\CAD\Drawings\13.dgn | | CHECKED - | REVISED - C. JUCIUS 07-01-13 |
| Default | PLOT SCALE = 50.0000' / in. | DATE - 03-19-90 | REVISED - C. JUCIUS 12-21-15 |
| | PLOT DATE = 4/13/2016 | | REVISED - C. JUCIUS 04-12-16 |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

| | | | |
|----------------------------------|---------|-------------|--------------|
| DISTRICT ONE | | | |
| TYPICAL PAVEMENT MARKINGS | | | |
| SCALE: NONE | SHEET 1 | OF 1 SHEETS | STA. TO STA. |

| | | | | |
|------------------|--------------|--------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | TC-13 | | | |
| ILLINOIS | | CONTRACT NO. | | |
| FED. AID PROJECT | | | | |

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

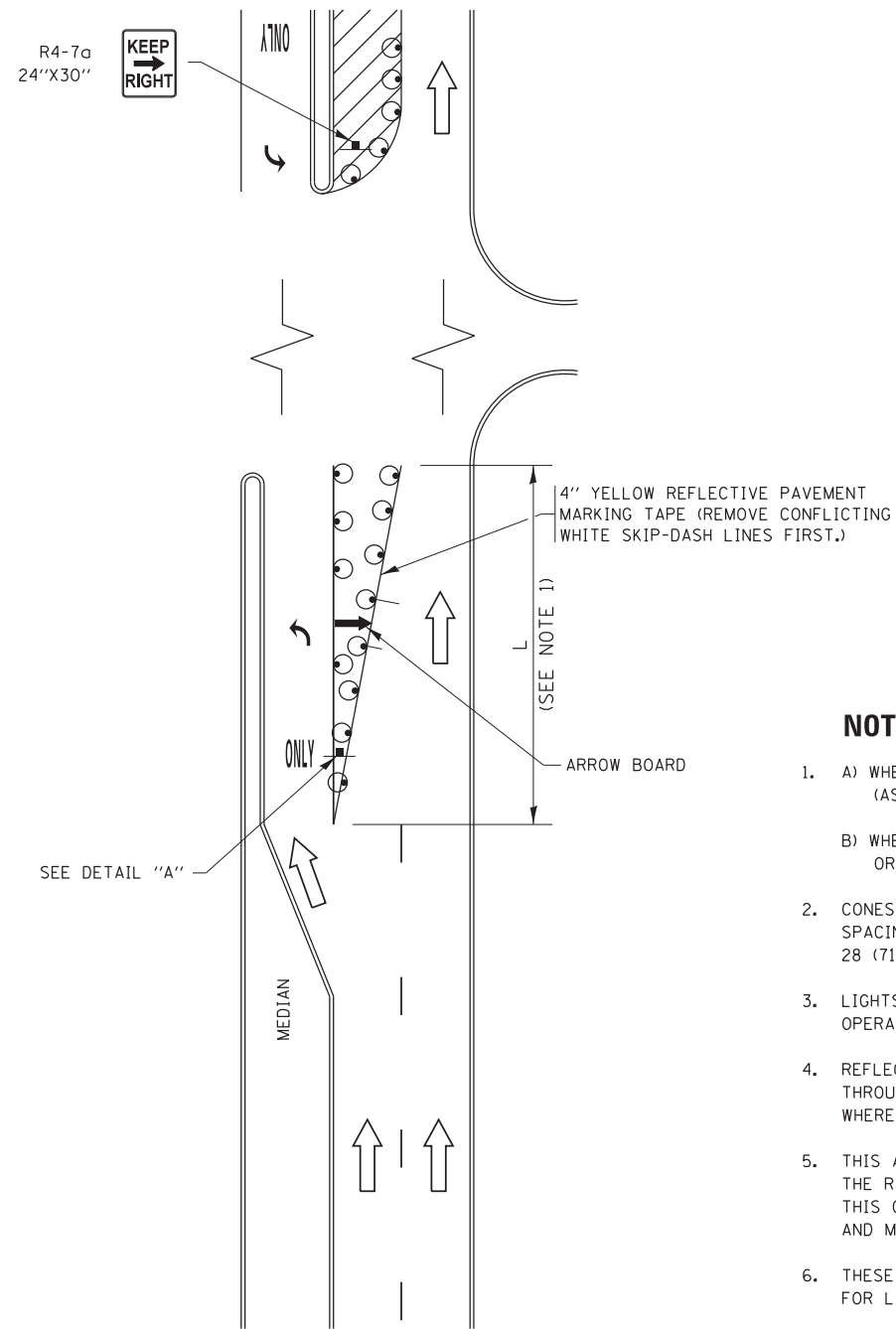


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

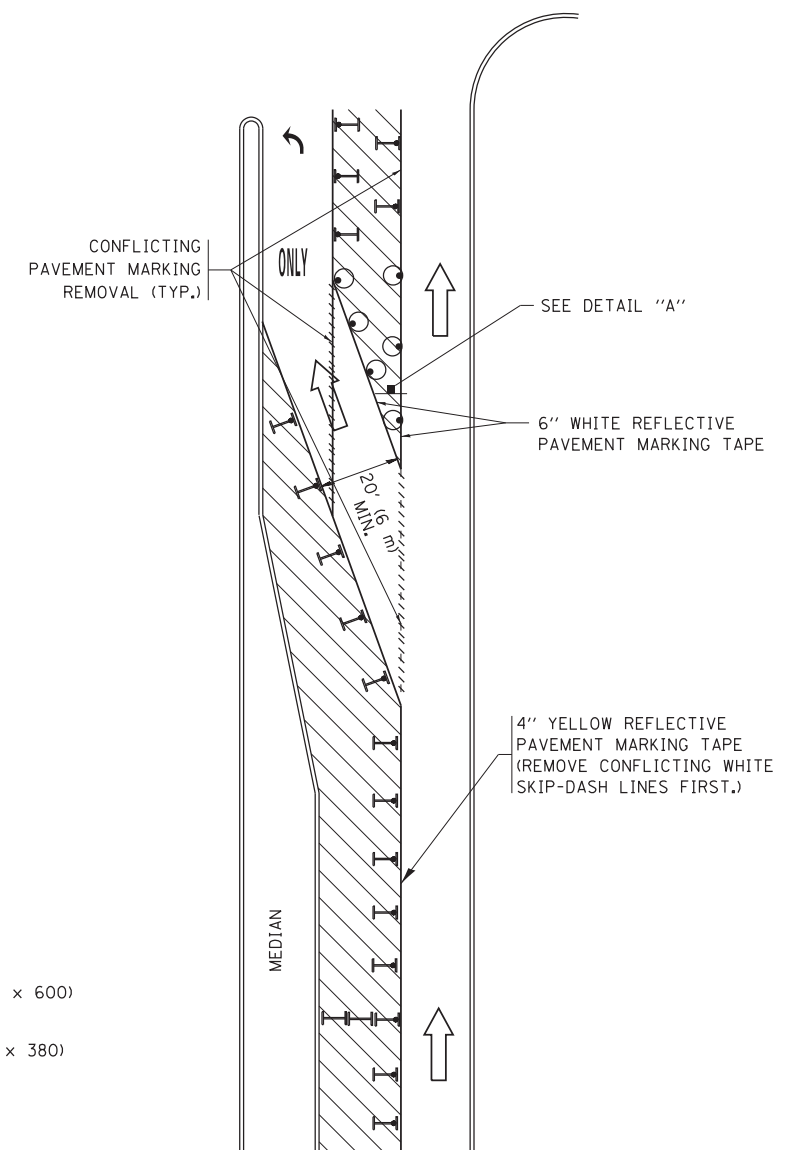


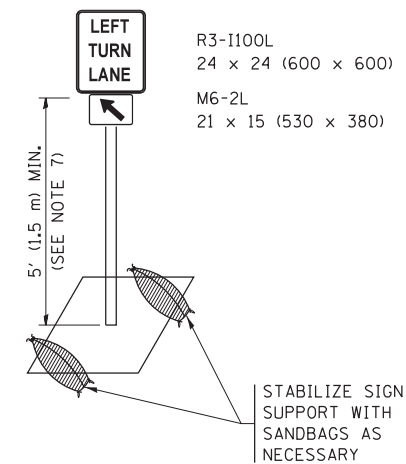
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

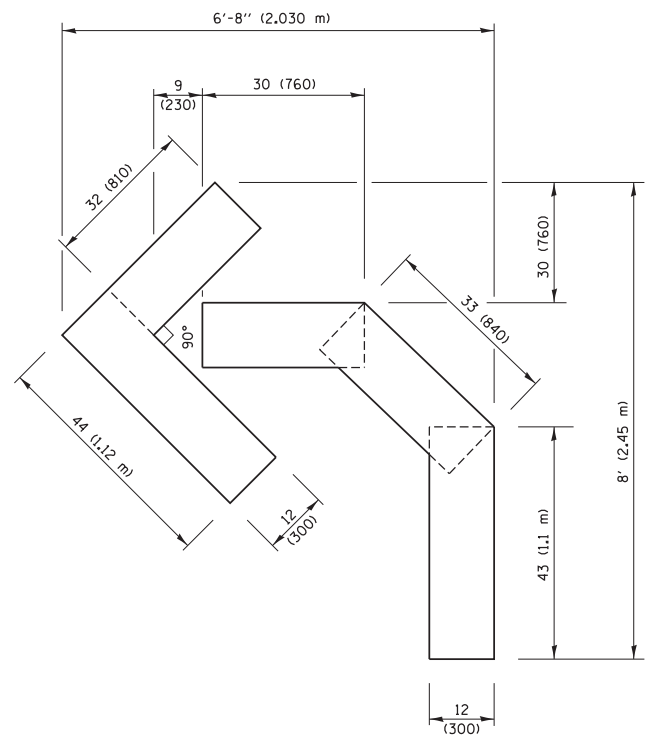
1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. 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" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



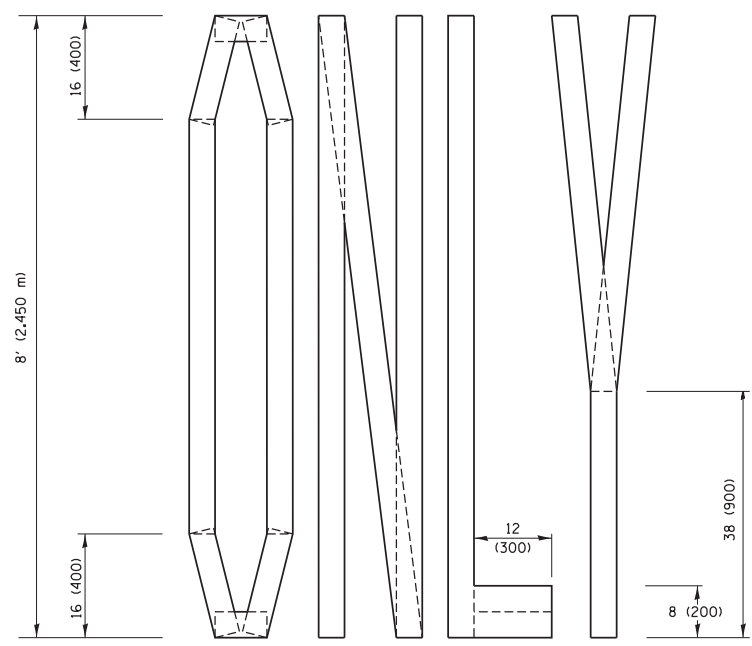
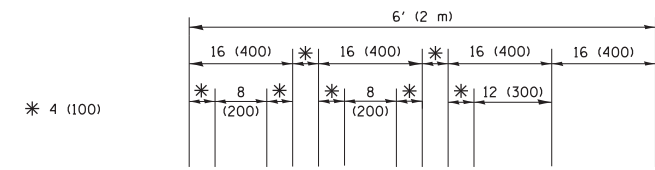
DETAIL A

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

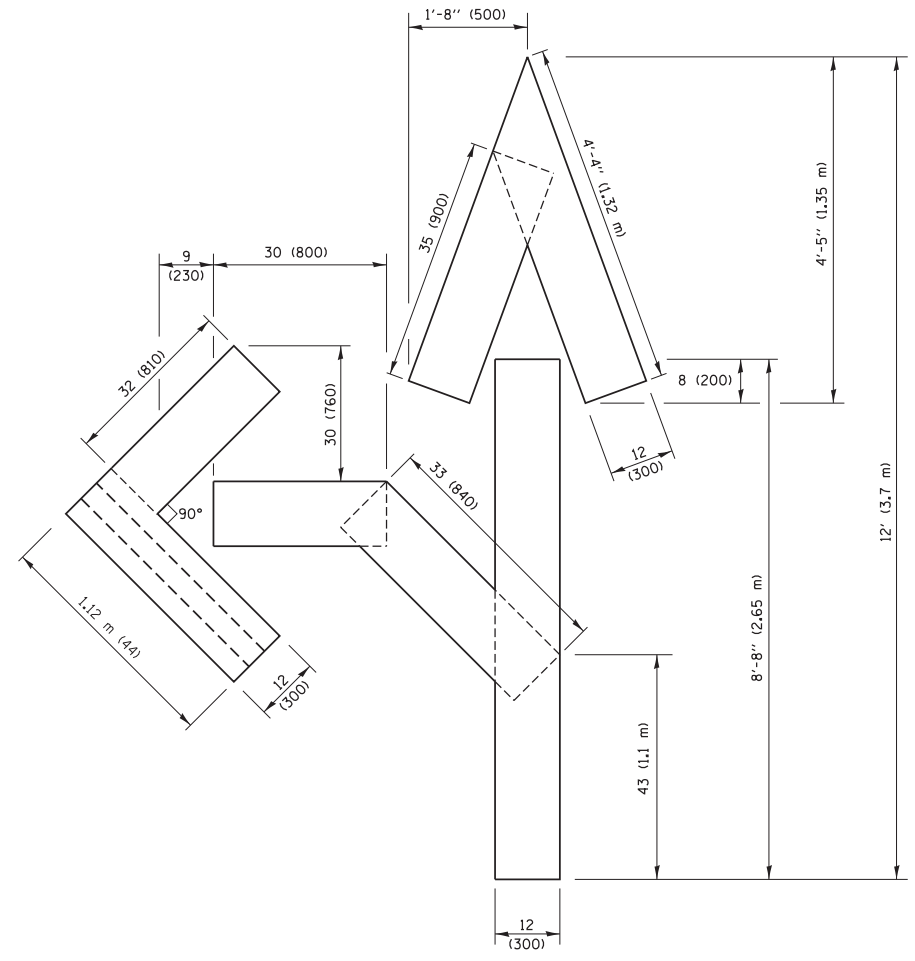
| | | | | | | | | | | | | |
|-------------|-----------------------------|---------------------------------|--------------------------------|---|--|------|--------|---------------------------|---------|---------------------|--------------|-----------|
| FILE NAME = | USER NAME = footemj | REVISED - T. RAMMACHER 09-08-94 | REVISED - R. BORO 09-14-09 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | | REVISED - A. HOUSEH 10-07-95 | REVISED - A. SCHUETZE 07-01-13 | | | | | TC-14 | | CONTRACT NO. | | |
| | | REVISED - A. HOUSEH 10-12-96 | REVISED - A. SCHUETZE 09-15-16 | | | | | ILLINOIS FED. AID PROJECT | | | | |
| | PLOT SCALE = 50.0000' / in. | REVISED - T. RAMMACHER 01-06-00 | REVISED - | SCALE: NONE | SHEET 1 | OF 1 | SHEETS | STA. | TO STA. | | | |



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.41 sq. m)

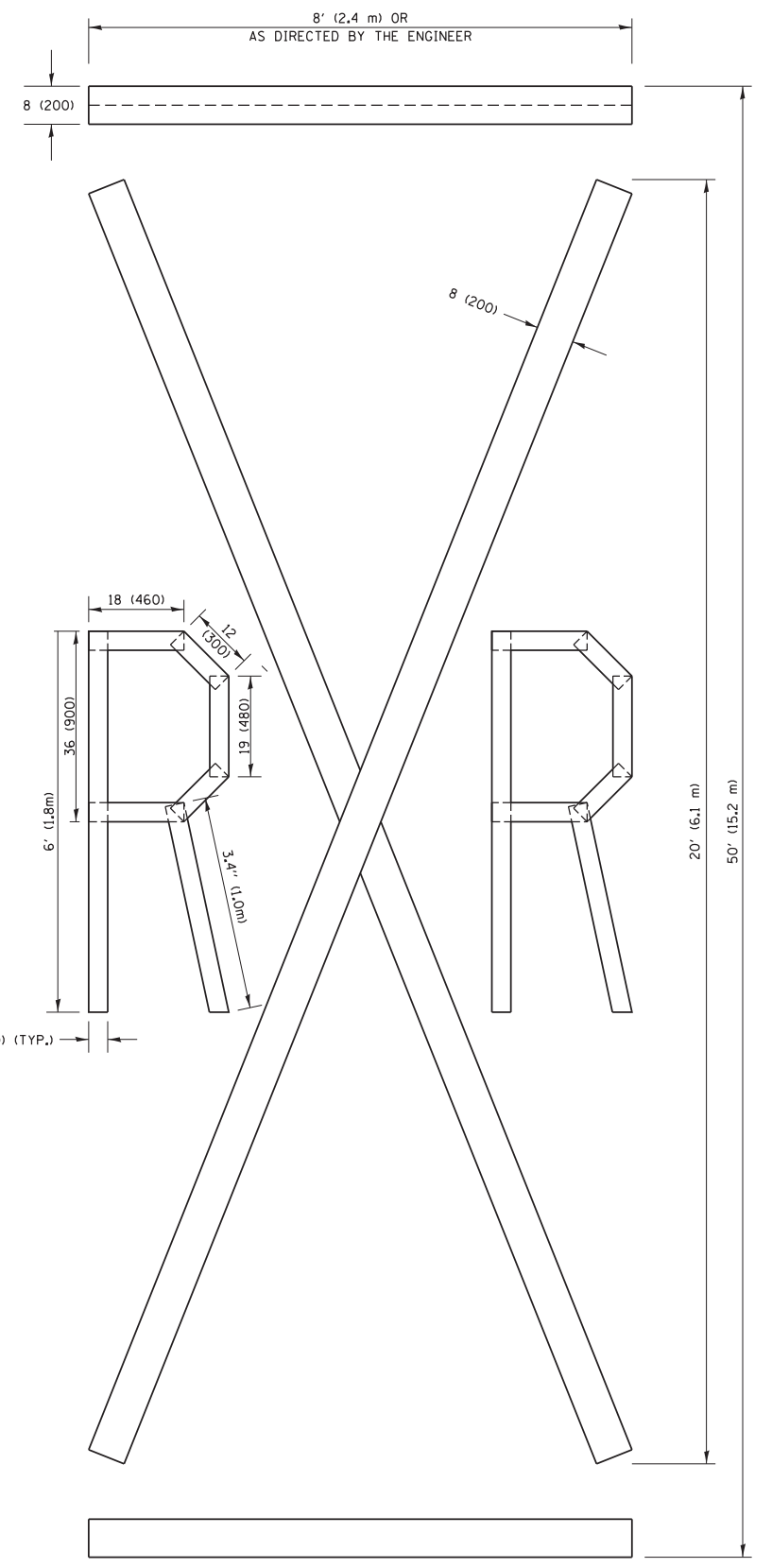


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.1 m)
 27.5 sq. ft. (2.53 sq. m)

NOTE:
 ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY
 4 (100) LINE = 225.9 ft. (68.9 m)
 75.3 sq. ft. (6.99 sq. m)

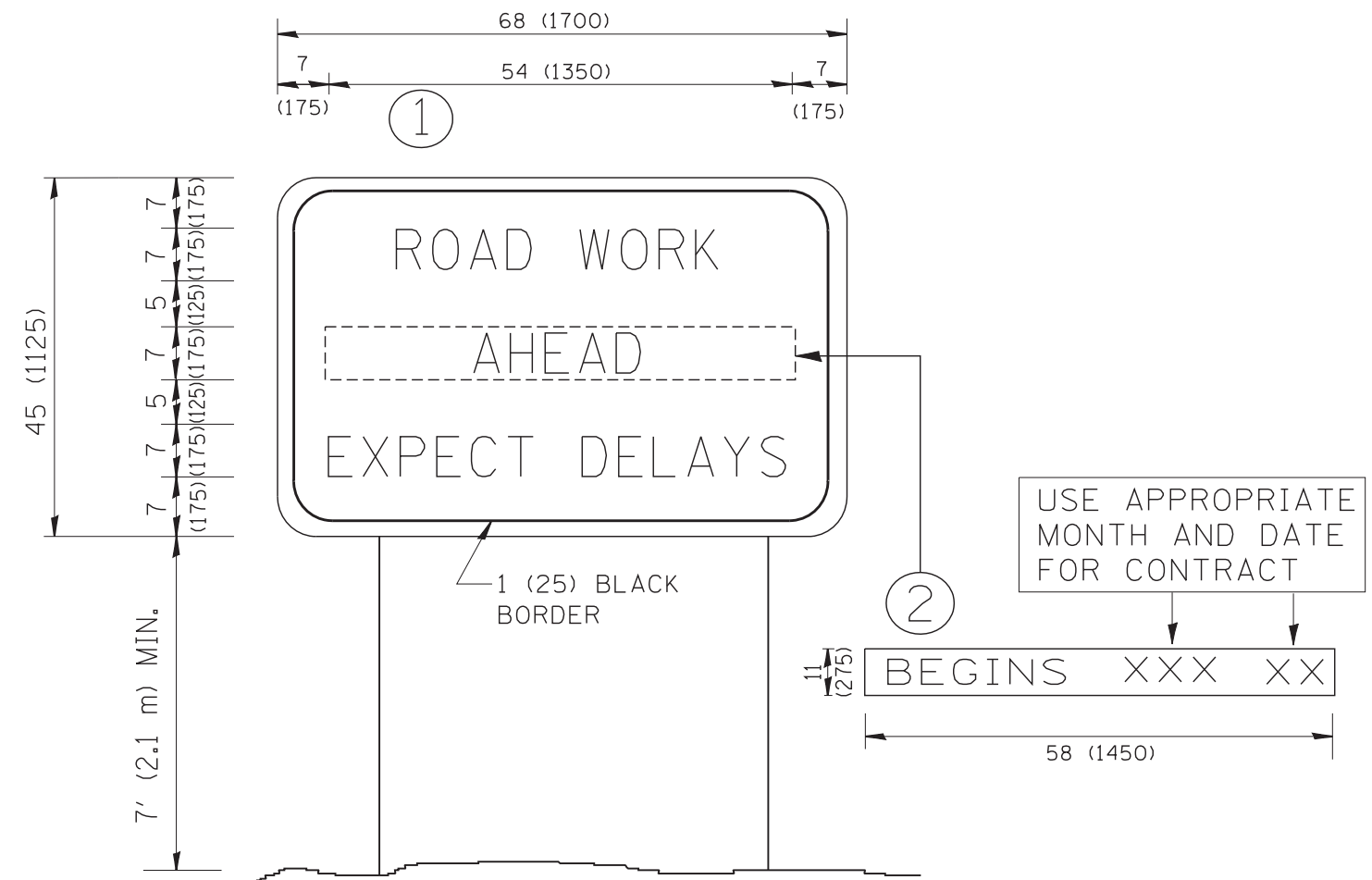
All dimensions are in inches (millimeters) unless otherwise shown.

| | | | |
|--|---------------------|-----------------|--------------------------------|
| FILE NAME = | USER NAME = footemj | DESIGNED - | REVISED -T. RAMMACHER 03-02-98 |
| p:\1\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\Dist 1\084EBIDINTEG\CADD\Drawings\TC16.dgn | | CHECKED - | REVISED -E. GOMEZ 08-28-00 |
| | | DATE - 09-18-94 | REVISED -E. GOMEZ 08-28-00 |
| | | | REVISED -A. SCHUETZE 09-15-16 |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| | | | |
|--|-------------------------|------|---------|
| SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| | | | | |
|-----------------------|---------|---------------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | TC-16 | | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |



NOTES:

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

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

| | | | |
|--|----------------------------|------------|---------------------------------|
| FILE NAME = W:\diststd\22x34\tc22.dgn | USER NAME = gegl1onobt | 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**

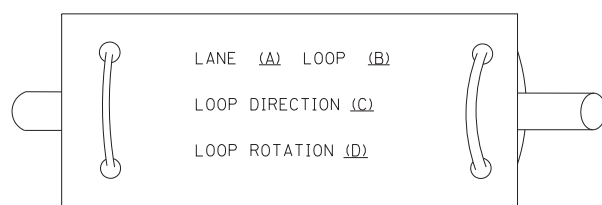
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| | | | | |
|---|---------|--------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | | |
| TC-22 | | CONTRACT NO. | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

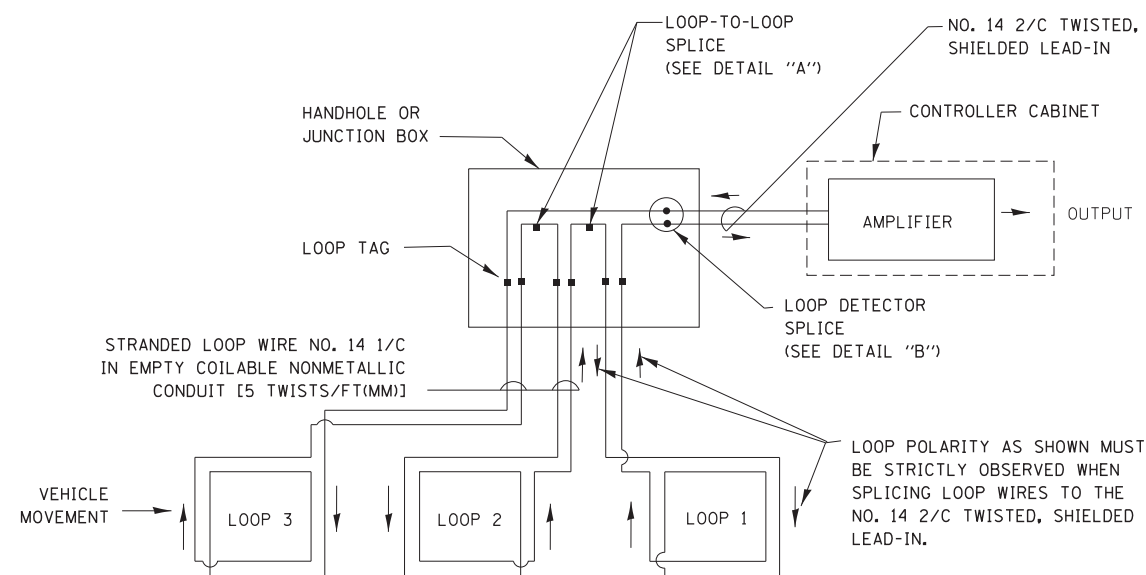
LOOP DETECTOR NOTES

1. 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.
2. 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.
3. 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.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. 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.
6. 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.
7. 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

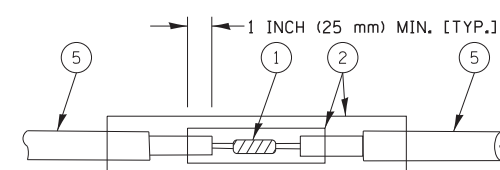


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

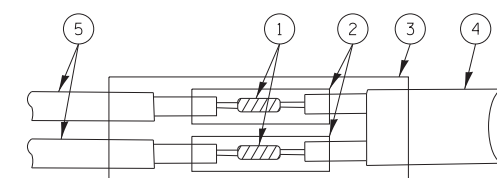


DETECTOR LOOP WIRING SCHEMATIC

- 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.

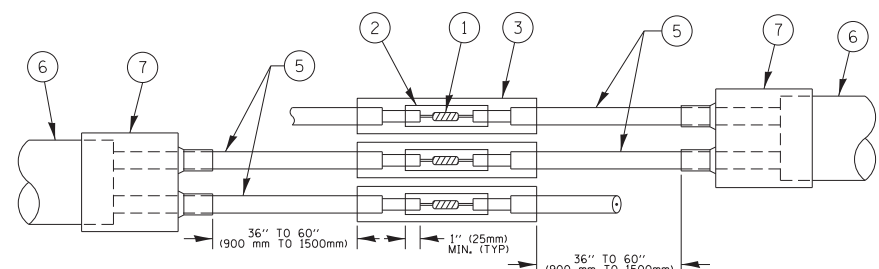


DETAIL "A"
LOOP-TO-LOOP SPLICE

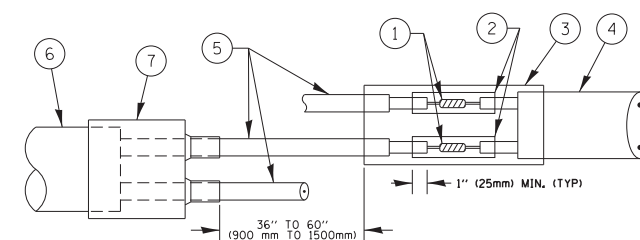


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

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

| | | | |
|---|-----------------------------|-----------------|----------------------|
| FILE NAME = | USER NAME = footemj | DESIGNED - DAD | REVISED - DAG 1-1-14 |
| ca:\pw\work\p\dot\footemj\d0108315\ts05.pgn | | DRAWN - BCK | REVISED - |
| | PLOT SCALE = 50.0000' / in. | CHECKED - DAD | REVISED - |
| | PLOT DATE = 1/13/2014 | DATE - 10-28-09 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.

| | | | | |
|--------------------------------|---------|------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | TS-05 | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS | | FED. AID PROJECT | | |

