

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

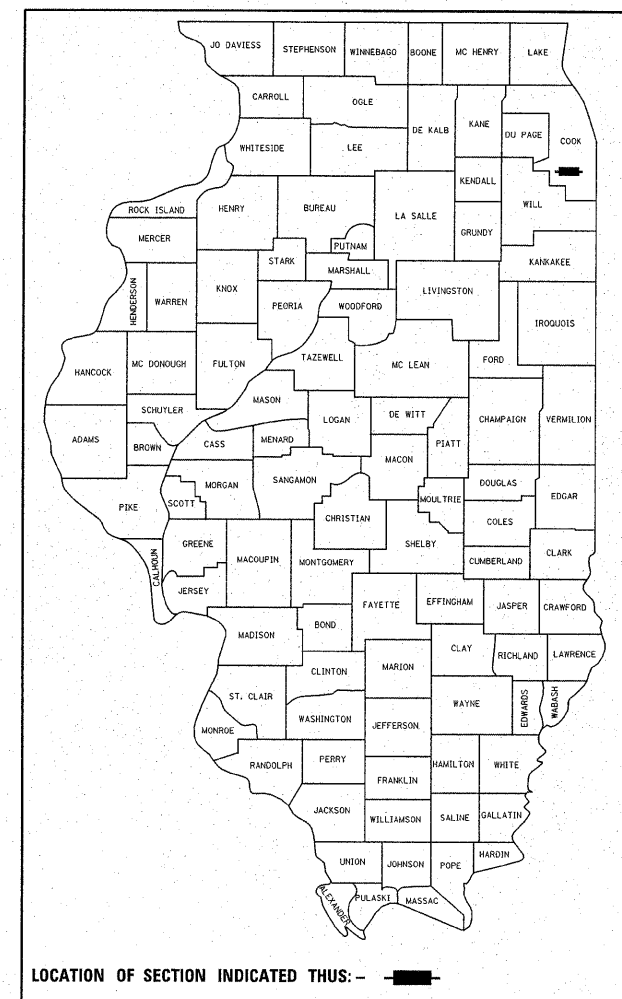
**PROPOSED  
HIGHWAY PLANS**

FAU 1596: 135TH ST.  
LOCATION 1: IL 43 (HARLEM AVE.) TO CENTRAL AVE.  
LOCATION 2: LAVERGNE AVE. TO IL 50 (CICERO AVE.)  
SECTION: 3145A-RS

RESURFACING  
COOK COUNTY  
C-91-068-11

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1596	3145A-RS	COOK	23	1

D-91-068-11

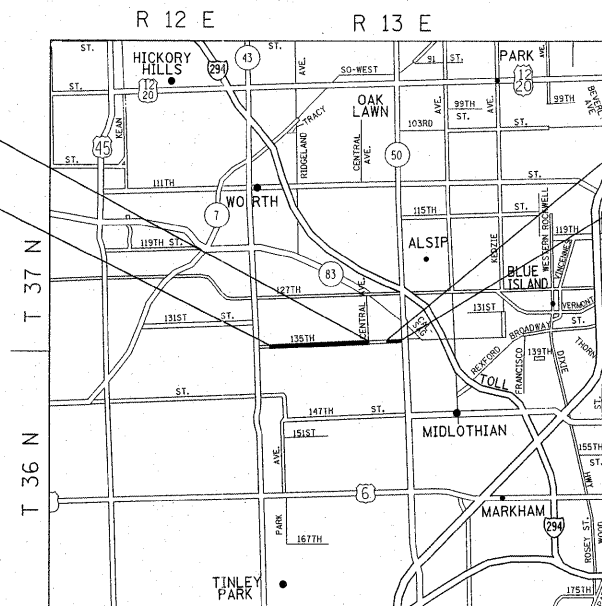


FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE CITY OF PALOS HEIGHTS AND VILLAGE OF CRESTWOOD

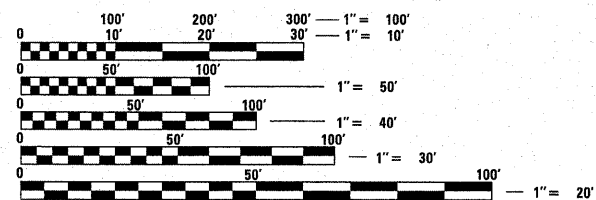
LOCATION 1:  
PROJECT ENDS:  
STATION: 114+57  
PROJECT BEGINS:  
STATION: 14+23

OMISSIONS:  
STA. 55+87 TO STA. 66+17  
STA. 85+68 TO STA. 95+59



LOCATION 2:  
PROJECT BEGINS:  
STATION: 156+05  
PROJECT ENDS:  
STATION: 166+59

TRAFFIC DATA  
2009 ADT = 11,200  
SPEED LIMIT = 40-50 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: KARI SMITH (847) 705-4437  
PROJECT MANAGER: KEN ENG (847) 705-4247

CONTRACT NO. 60M01

GROSS LENGTH OF PROJECT = 15,236 FEET = 2.89 MILES  
NET LENGTH OF PROJECT = 9,067 FEET = 1.72 MILES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED MAY 16 20 11

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

July 1 20 11  
Scott E. Stitt, P.E.  
acting ENGINEER OF DESIGN AND ENVIRONMENT

July 1 20 11  
Christine M. Reed  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-5	TYPICAL SECTIONS
6-10	ROADWAY AND PAVEMENT MARKING PLANS
11-11A	DETECTOR LOOP REPLACEMENT PLANS
12	DETAILS FOR FRAMES AND LIDS ADJUSTMENTS WITH MILLING
13	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
14	CURB AND CURB AND GUTTER REMOVAL AND REPLACEMENT
15	BUTT JOINT AND HMA TAPER DETAILS
16	HMA TAPER AT EDGE OF P.C.C PAVEMENT
17	TRAFFIC CONTROL AND PROTECTION FOR SIDEROADS, INTERSECTIONS, AND DRIVEWAYS
18	TYPICAL APPLICATION FOR RAISED REFLECTIVE PAVEMENT MARKERS
19	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
20	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
21	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
22	ARTERIAL ROAD INFORMATION SIGN
23	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

STATE STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
604001-03	FRAME AND LIDS, TYPE 1
606001-04	CONCRETE CURB TYBE B AND COMBINATION CONCRETE CURB AND GUTTER
642001-01	SHOULDER RUMBLE STRIPS
701011-02	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS $\geq$ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATION DAY ONLY FOR SPEEDS $\geq$ 45 MPH
701311-03	LANE CLOSURE, 2L 2W, MOVING OPERATIO, DAY ONLY
701426-04	LANE CLOSURE, MULTILANE, INTERMITTEN OR MOVING OPERATION, FOR SPEEDS $\geq$ 45 MPH
701427	LANE CLOSURE, MULTILANE, INTERMITTEN OR MOVING OPERATION, FOR SPEEDS $\leq$ 40 MPH
701606-07	URBAN LANE CLOSURE, MULTILANE 2W WITH MOUNTABLE MEDIAN
701701-07	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES

GENERAL NOTES

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

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF CRESTWOOD AND THE CITY OF PALOS HEIGHTS.

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

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

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

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

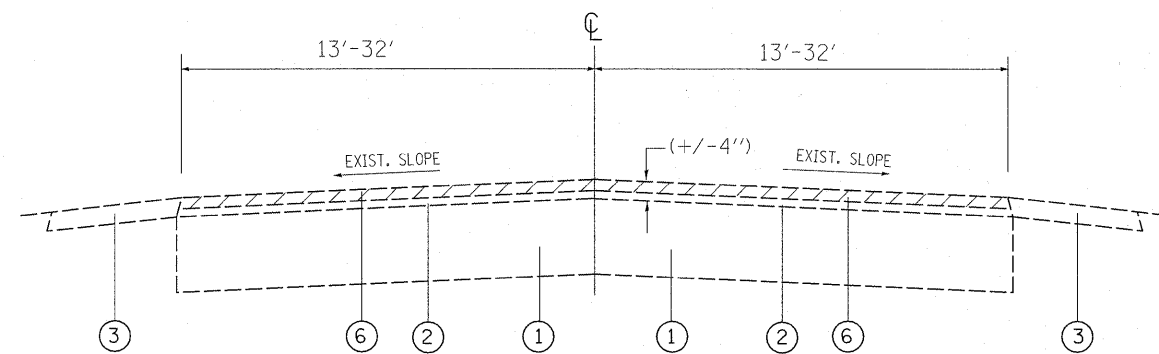
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF TEMPORARY TRAFFIC CONTROL DEVICES.

THE RESIDENT ENGINEER SHALL DETERMINE THE LOCATIONS OF CLASS "D" PATCHES AND CURB AND GUTTER REMOVAL AND REPLACEMENT.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVEPAVEMENT 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.

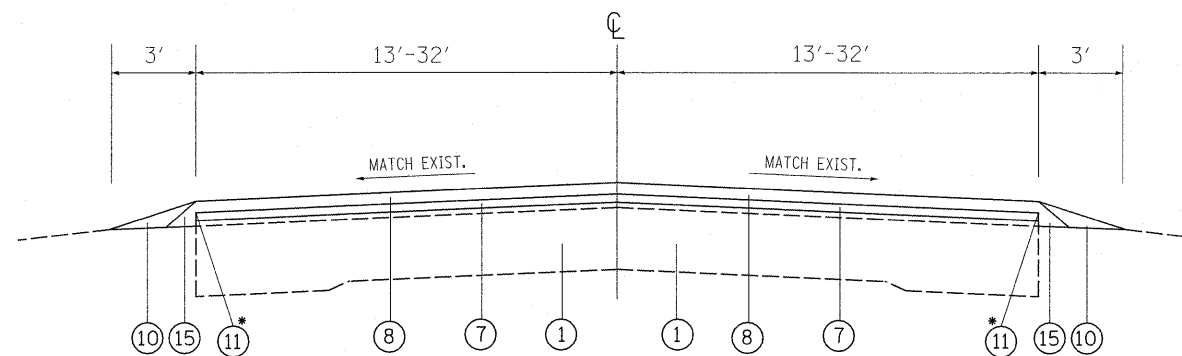
FILE NAME =	USER NAME = shronisb	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES 135 TH ST. (HARLEM AVE. TO CICERO AVE.)</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\pwsdot\shronisb\d0246582\DI0811-shit-plen.dgn	DRAWN -	REVISED -	1596			3145A-RS	COOK	23	2	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60M01							
PLOT DATE = 5/14/2011	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
					SCALE: 1"=50'	SHEET NO. OF SHEETS		STA. TO STA.		

SUMMARY OF QUANTITIES			URBAN		CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN		CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 100%STATE ROADWAY						CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 100%STATE ROADWAY					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	18	18						70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	460	460					
25200110	SODDING, SALT TOLERANT	SO YD	18	18						70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	565	565					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	30	30						70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	45	45					
40600300	AGGREGATE (PRIME COAT)	TON	146	146						70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	2270	2270					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	55	55						* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	182	182					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2						* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	31380	31380					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	228	228						* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	460	460					
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SO YD	273	273						* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	565	565					
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	139	139						* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	45	45					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3061	3061						* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	355	355					
42001300	PROTECTIVE COAT	SO YD	20	20						78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	350	350					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	30317	30317						* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	173	173					
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SO YD	605	605						X2020110	GRADING AND SHAPING SHOULDERS	UNIT	150	150					
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SO FT	6143	6143						X4060826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1590	1590					
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SO YD	433	433						X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SO YD	1405	1405					
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SO YD	79	79						X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	2	2					
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SO YD	204	204						Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	105	105					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	600	600						Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	6	6					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	6	6						Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	102.8	102.8					
64200105	SHOULDER RUMBLE STRIPS	FOOT	300	300															
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6															
67100100	MOBILIZATION	L SUM	1	1															
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1															
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1															
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1															
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1															
70300100	SHORT TERM PAVEMENT MARKING	FOOT	6810	6810															
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	182	182															
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	31380	31380															



EXISTING TYPICAL SECTION

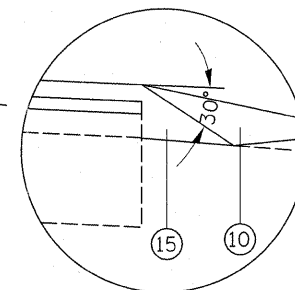
135TH STREET  
 STA. 14+23 TO STA. 55+87  
 STA. 66+17 TO STA. 85+68  
 STA. 95+59 TO STA. 114+57



PROPOSED TYPICAL SECTION

135TH STREET  
 STA. 14+23 TO STA. 55+87  
 STA. 66+17 TO STA. 85+68  
 STA. 95+59 TO STA. 114+57

\* NOTE: PROP. SHOULDER RUMBLE STRIPS FROM STA. 113+07 TO STA. 114+57



SAFETY EDGE DETAIL

LEGEND

- ① EXISTING P.C.C. PAVEMENT, 9" (+/-)
- ② EXISTING HMA SURFACE COURSE, 4" (+/-)
- ③ EXISTING AGGREGATE SHOULDER
- ④ EXISTING CONCRETE CURB AND GUTTER
- ⑤ EXISTING CONCRETE MEDIAN
- ⑥ PROPOSED HMA SURFACE REMOVAL, 2 1/4 "
- ⑦ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 "
- ⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1 1/2 "
- ⑨ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- ⑩ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B  
PROPOSED GRADING AND SHAPING SHOULDERS
- ⑪ PROPOSED SHOULDER RUMBLE STRIPS
- ⑫ PROPOSED PCC SURFACE REMOVAL (VARIABLE DEPTH), 6' WIDE
- ⑬ PROPOSED MEDIAN REMOVAL, PARTIAL DEPTH
- ⑭ EXISTING MEDIAN AFTER PARTIAL DEPTH REMOVAL
- ⑮ SAFETY EDGE

NOTES:

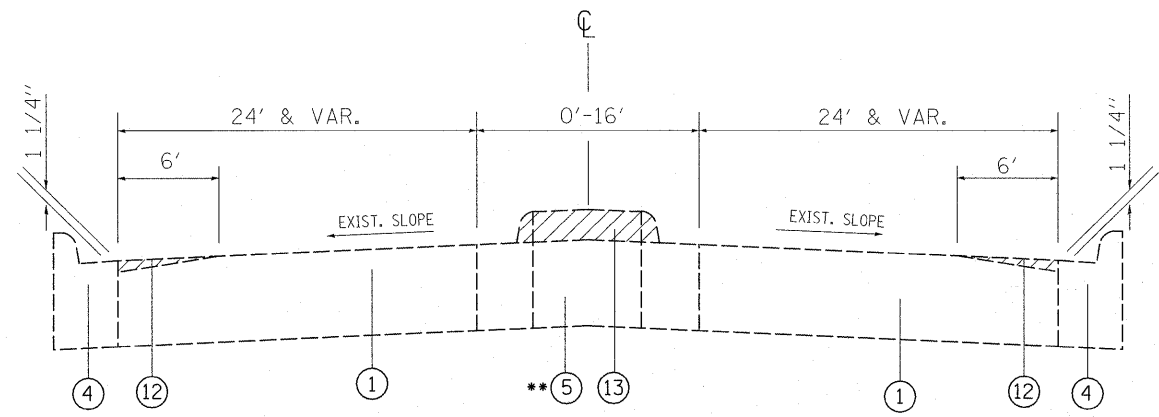
- 1. PAVEMENT PATCHING SHALL BE DONE PRIOR TO MILLING OF ROADWAY (SEE BD-22)
- 2. SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR LOCATIONS OF LEFT AND RIGH TURN LANES.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE USES	DESIGN AIR VOIDS
<b>RESURFACING</b>	
HMA SURFACE COURSE, MIX "D", N70 (IL-9.5 mm)	4% AT 70 GYR.
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	4% AT 50 GYR.
<b>PATCHING</b>	
HMA REPLACEMENT OVER PATCHES, (HMA BINDER IL-19 mm)	4% AT 70 GYR.
CLASS D PATCHES, (HMA BINDER IL-19 mm)	4% AT 70 GYR.

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES QUANTITIES IS 112 LBS/SQ YD/IN.

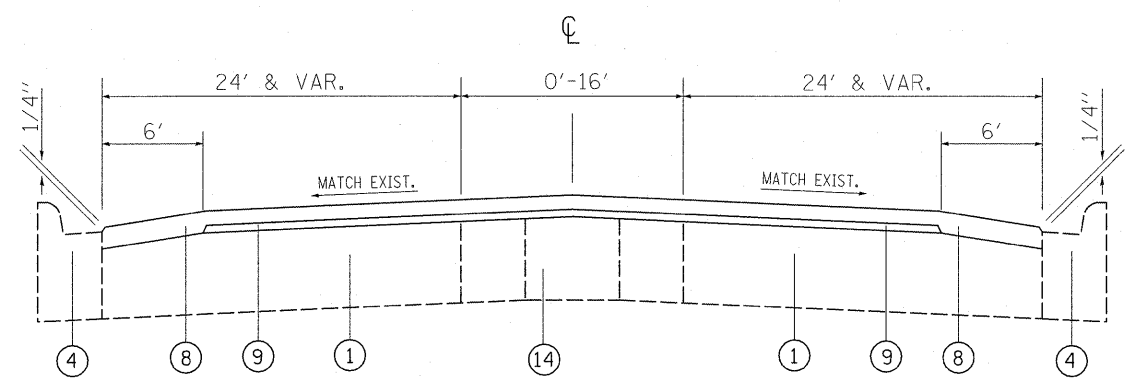
THE "AC TYPE FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.  
 FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.



EXISTING TYPICAL SECTION

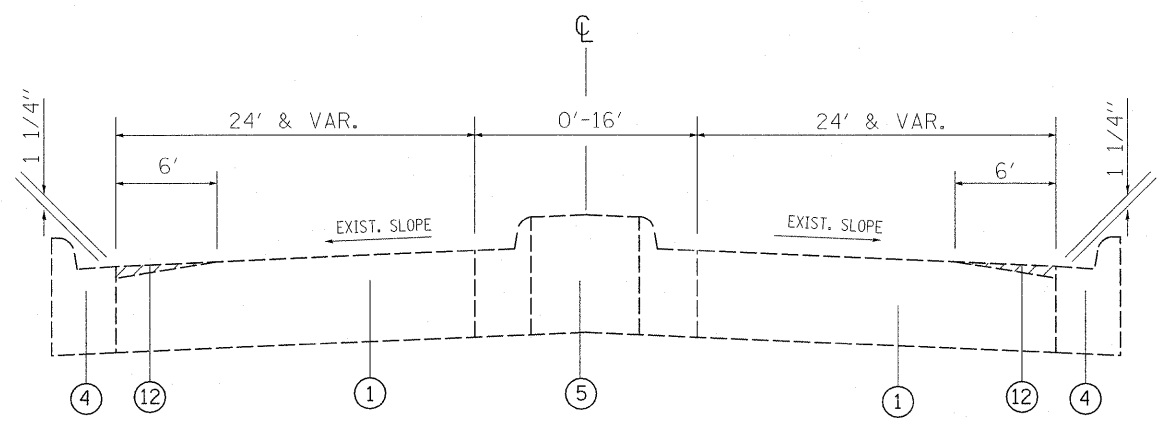
135TH STREET  
STA. 160+19 TO STA. 165+23

\*\* EXISTING CORRUGATED MEDIAN FROM STA. 160+19 TO STA. 162+37  
EXISTING MOUNTABLE MEDIAN FROM STA. 162+37 TO STA. 165+23



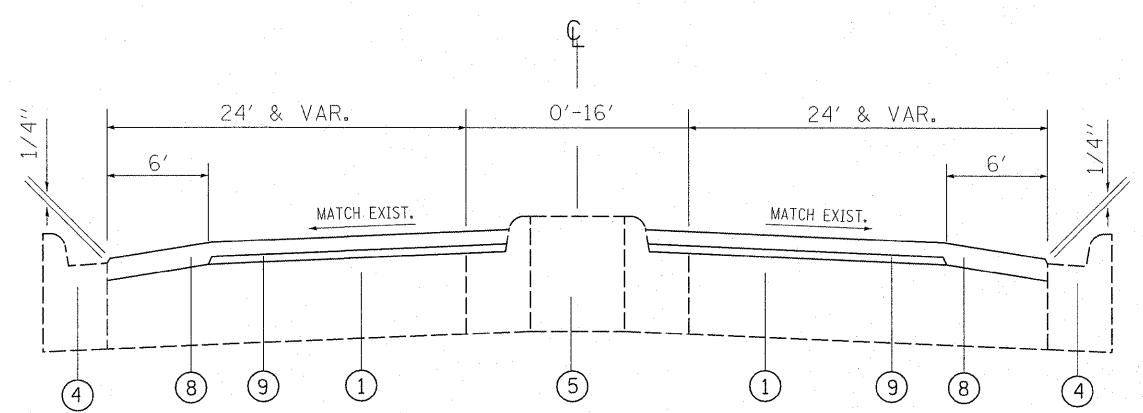
PROPOSED TYPICAL SECTION

135TH STREET  
STA. 160+19 TO STA. 165+23



EXISTING TYPICAL SECTION

135TH STREET  
STA. 165+23 TO STA. 166+59



PROPOSED TYPICAL SECTION

135TH STREET  
STA. 165+23 TO STA. 166+59

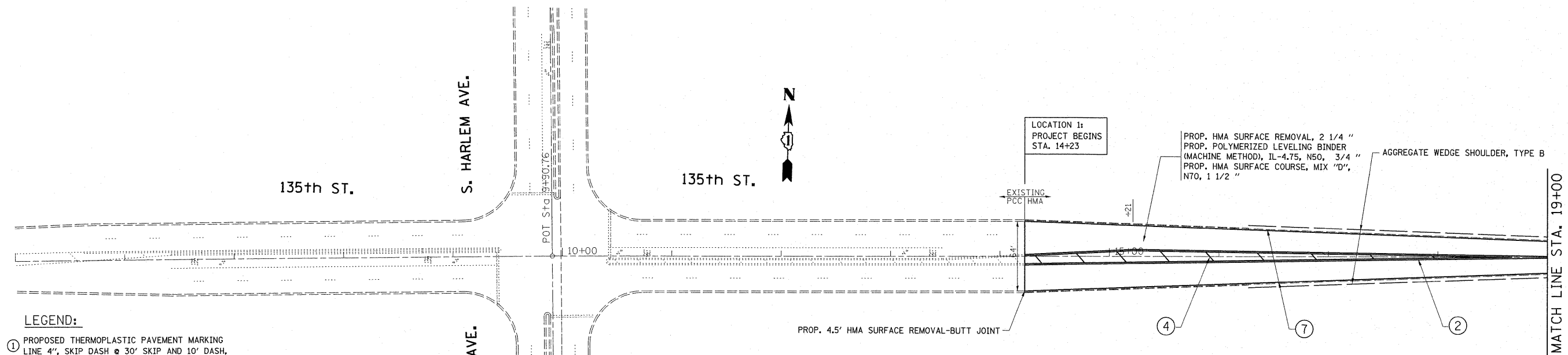
LEGEND

- ① EXISTING P.C.C. PAVEMENT, 9" (+/-)
- ② EXISTING HMA SURFACE COURSE, 4" (+/-)
- ③ EXISTING AGGREGATE SHOULDER
- ④ EXISTING CONCRETE CURB AND GUTTER
- ⑤ EXISTING CONCRETE MEDIAN
- ⑥ PROPOSED HMA SURFACE REMOVAL, 2 1/4 "
- ⑦ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 "
- ⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1 1/2 "
- ⑨ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- ⑩ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B  
PROPOSED GRADING AND SHAPING SHOULDERS
- ⑪ PROPOSED SHOULDER RUMBLE STRIPS
- ⑫ PROPOSED PCC SURFACE REMOVAL (VARIABLE DEPTH), 6' WIDE
- ⑬ PROPOSED MEDIAN REMOVAL, PARTIAL DEPTH
- ⑭ EXISTING MEDIAN AFTER PARTIAL DEPTH REMOVAL
- ⑮ SAFETY EDGE

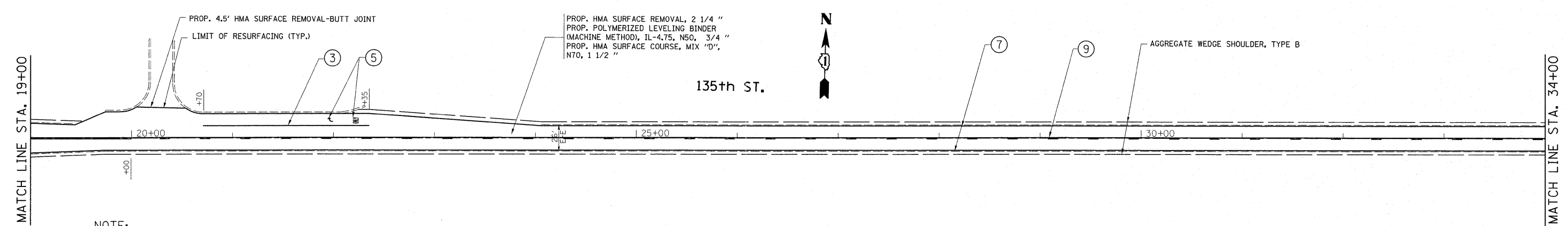
NOTES:

- 1. PAVEMENT PATCHING SHALL BE DONE PRIOR TO MILLING OF ROADWAY (SEE BD-22)
- 2. SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR LOCATIONS OF LEFT AND RIGTH TURN LANES.

FILE NAME =	USER NAME = shuranisb	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING AND PROPOSED TYPICAL SECTIONS 135 TH ST. (HARLEM AVE. TO CICERO AVE.)</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\pw\dot\shuranisb\d0246682\0108811-sh-t-plan.dgn	DRAWN -	REVISED -	1596			3145A-RS	COOK	23	5	
PLOT SCALE = 58.0000 ' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60M01							
PLOT DATE = 5/14/2011	DATE -	REVISED -	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT							
						SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.



- LEGEND:**
- ① PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, WHITE (TYP.)
  - ② PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE LINE @ 11" C-C, YELLOW (TYP.)
  - ③ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6", TURN LANE, WHITE (TYP.)
  - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12", DIAGONALS @ 45°, YELLOW (TYP.)
  - ⑤ PROPOSED THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.)
  - ⑥ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP LINE, WHITE (TYP.)
  - ⑦ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", EDGE LINE, WHITE (TYP.)
  - ⑧ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, YELLOW (TYP.)
  - ⑨ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", NO PASSING ZONE LINE, YELLOW (TYP.)
  - ⑩ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", EDGE LINE, YELLOW (TYP.)



**NOTE:**

LIMIT OF RESURFACING ON SIDE ROADS AND STREETS SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL (TC-13).

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGH THE IMPROVEMENT LIMITS. SEE "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS" DETAIL (TC-11).

FILE NAME =	USER NAME = shiranisb	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLANS 135 TH ST. (HARLEM AVE. TO CICERO AVE.)</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\shiranisb\d246682\106811-sht-plan.dgn		DRAWN -	REVISED -						1596	3145A-RS	COOK	23	6
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 60M01				ILLINOIS FED. AID PROJECT				
	PLOT DATE = 5/14/2011	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.				

MATCH LINE STA. 34+00

MATCH LINE STA. 49+00

PROP. HMA SURFACE REMOVAL, 2 1/4 "   
 PROP. POLYMERIZED LEVELING BINDER   
 (MACHINE METHOD), IL-4.75, N50, 3/4 "   
 PROP. HMA SURFACE COURSE, MIX "D",   
 N70, 1 1/2 "

135th ST.

AGGREGATE WEDGE SHOULDER, TYPE B



**LEGEND:**

- ① PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, WHITE (TYP.)
- ② PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE LINE @ 11" C-C, YELLOW (TYP.)
- ③ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6", TURN LANE, WHITE (TYP.)
- ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12", DIAGONALS @ 45°, YELLOW (TYP.)
- ⑤ PROPOSED THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.)
- ⑥ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP LINE, WHITE (TYP.)
- ⑦ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", EDGE LINE, WHITE (TYP.)
- ⑧ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, YELLOW (TYP.)
- ⑨ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", NO PASSING ZONE LINE, YELLOW (TYP.)
- ⑩ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", EDGE LINE, YELLOW (TYP.)

**NOTE:**

LIMIT OF RESURFACING ON SIDE ROADS AND STREETS SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL (TC-13).

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGH THE IMPROVEMEN LIMITS. SEE "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS" DETAIL (TC-11).

MATCH LINE STA. 49+00

MATCH LINE STA. 63+00

SPYGLASS DR.

PROP. HMA SURFACE REMOVAL, 2 1/4 "   
 PROP. POLYMERIZED LEVELING BINDER   
 (MACHINE METHOD), IL-4.75, N50, 3/4 "   
 PROP. HMA SURFACE COURSE, MIX "D",   
 N70, 1 1/2 "

OMISSION BEGINS   
 STA. 55+87

EXISTING   
 HMA PCC



135th ST.

RIDGELAND AVE.

135th ST.

PROP. 4.5' HMA SURFACE REMOVAL-BUTT JOINT

FILE NAME =   
 c:\pwork\pwsdot\shironsb\d024682\102811-shr-plan.dgn

USER NAME = shironsb   
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 PLOT DATE = 5/14/2011

DESIGNED -   
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 CHECKED -   
 DATE -

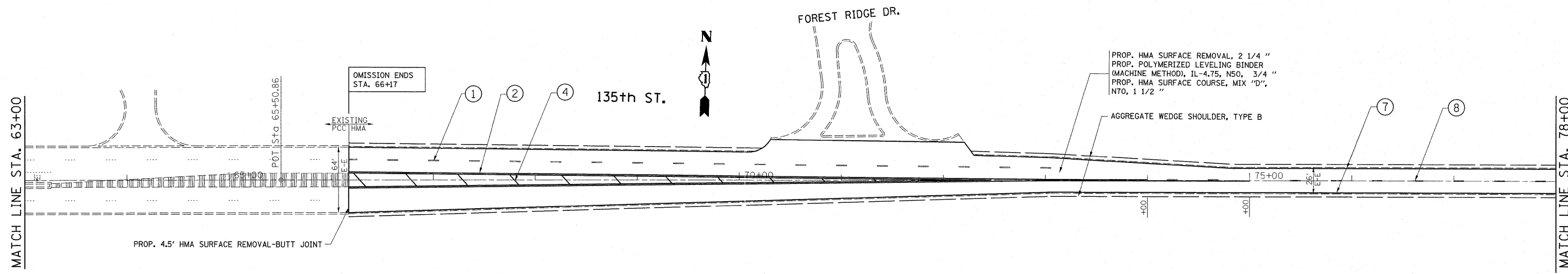
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**STATE OF ILLINOIS   
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLANS   
 135 TH ST. (HARLEM AVE. TO CICERO AVE.)**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1596	3145A-RS	COOK	23	7
CONTRACT NO. 60M01				
ILLINOIS FED. AID PROJECT				



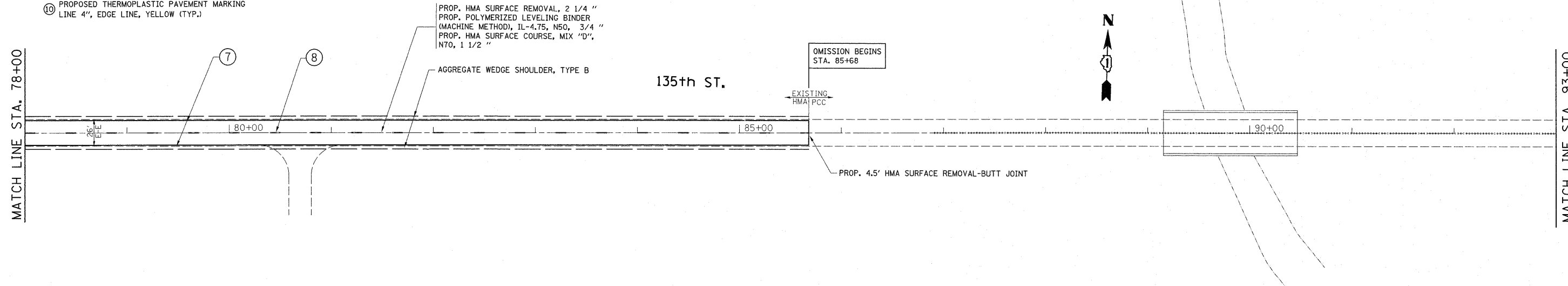
- LEGEND:**
- ① PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, WHITE (TYP.)
  - ② PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE LINE @ 11" C-C, YELLOW (TYP.)
  - ③ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6", TURN LANE, WHITE (TYP.)
  - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12", DIAGONALS @ 45°, YELLOW (TYP.)
  - ⑤ PROPOSED THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.)
  - ⑥ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP LINE, WHITE (TYP.)
  - ⑦ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", EDGE LINE, WHITE (TYP.)
  - ⑧ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, YELLOW (TYP.)
  - ⑨ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", NO PASSING ZONE LINE, YELLOW (TYP.)
  - ⑩ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", EDGE LINE, YELLOW (TYP.)

**NOTE:**

LIMIT OF RESURFACING ON SIDE ROADS AND STREETS SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL (TC-13).

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGH THE IMPROVEMENT LIMITS. SEE "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS" DETAIL (TC-11).

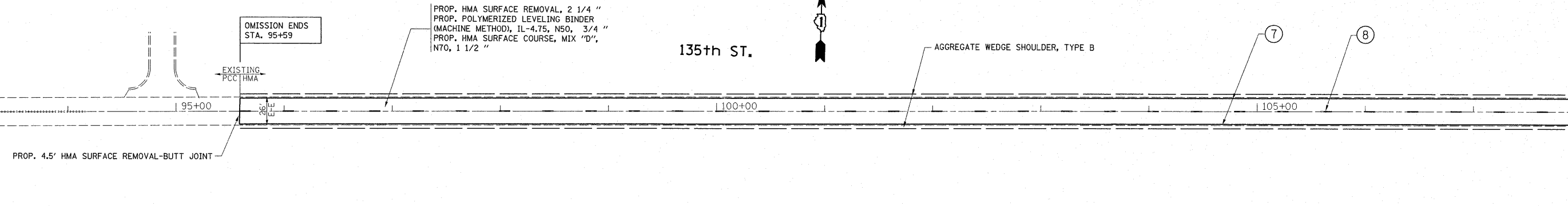


FILE NAME =	USER NAME = shiranisb	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLANS 135 TH ST. (HARLEM AVE. TO CICERO AVE.)</b>				F.A.U. RTE. 1596	SECTION 3145A-RS	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 8
ca\pwwork\pwwdot\shiranisb\d0246682\1018011-sht-plan.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60M01		
		CHECKED -	REVISED -								ILLINOIS FED. AID PROJECT		
		DATE = 5/14/2011	REVISED -										



MATCH LINE STA. 93+00

MATCH LINE STA. 108+00



**LEGEND:**

- ① PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, WHITE (TYP.)
- ② PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE LINE @ 11" C-C, YELLOW (TYP.)
- ③ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6", TURN LANE, WHITE (TYP.)
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- ⑦ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", EDGE LINE, WHITE (TYP.)
- ⑧ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, YELLOW (TYP.)
- ⑨ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", NO PASSING ZONE LINE, YELLOW (TYP.)
- ⑩ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", EDGE LINE, YELLOW (TYP.)

**NOTE:**

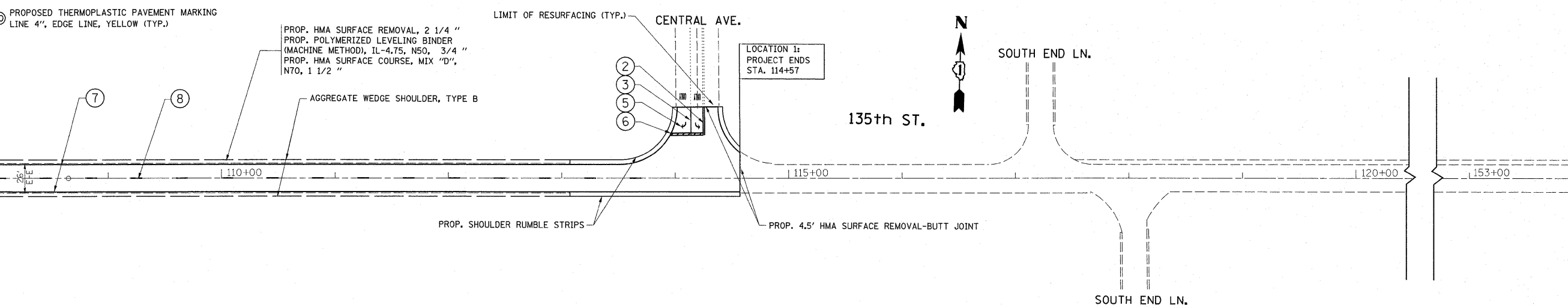
LIMIT OF RESURFACING ON SIDE ROADS AND STREETS SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL (TC-13).

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGH THE IMPROVEMEN LIMITS. SEE "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS" DETAIL (TC-11).

MATCH LINE STA. 108+00

MATCH LINE STA. 154+00



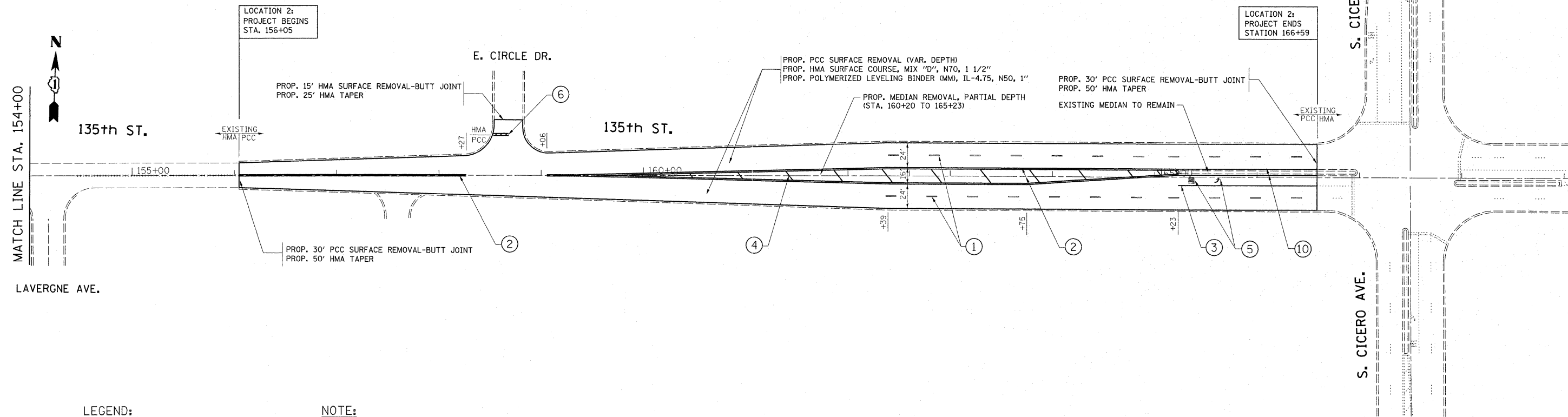
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PLOT DATE = 5/14/2011		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLANS  
135 TH ST. (HARLEM AVE. TO CICERO AVE.)**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1596	3145A-RS	COOK	23	9
CONTRACT NO. 60M01				
ILLINOIS FED. AID PROJECT				



**LEGEND:**

- ① PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, WHITE (TYP.)
- ② PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE LINE @ 11" C-C, YELLOW (TYP.)
- ③ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6", TURN LANE, WHITE (TYP.)
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- ⑤ PROPOSED THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.)
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- ⑦ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", EDGE LINE, WHITE (TYP.)
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- ⑨ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", NO PASSING ZONE LINE, YELLOW (TYP.)
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**NOTE:**

LIMIT OF RESURFACING ON SIDE ROADS AND STREETS SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL (TC-13).

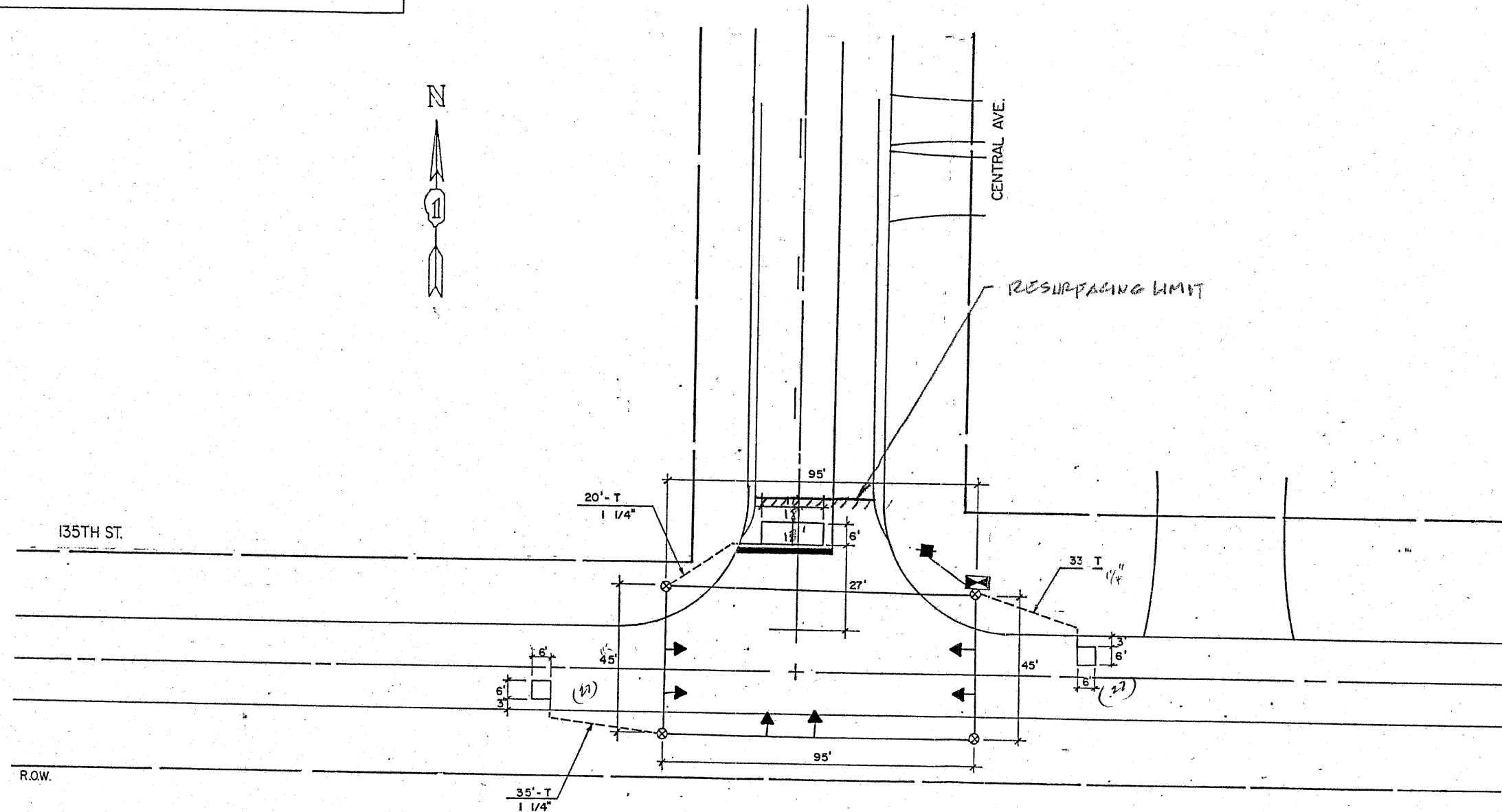
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGH THE IMPROVEMEN LIMITS. SEE "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS" DETAIL (TC-11).

FILE NAME =	USER NAME = shiranisb	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLANS 135 TH ST. (HARLEM AVE. TO CICERO AVE.)</b>	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwidot\shiranisb\d0246682\1065811-shr-plan.dgn	DRAWN -	REVISED -	1596			3145A-RS	COOK	23	10	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60M01							
PLOT DATE = 5/14/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.			

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	→	→
SIGNAL HEAD	→	→
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	□	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	⊗	⊗
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	—E—	—E—



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

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

CODE	QUANTITY	UNIT	ITEM
86600600	107	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = nguyensm	DESIGNED -	REVISED -
cd:\pwork\pwork\nguyensm\d0112618\11011011.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 11/19/2010		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
135TH ST. @ CENTRAL AVE.**

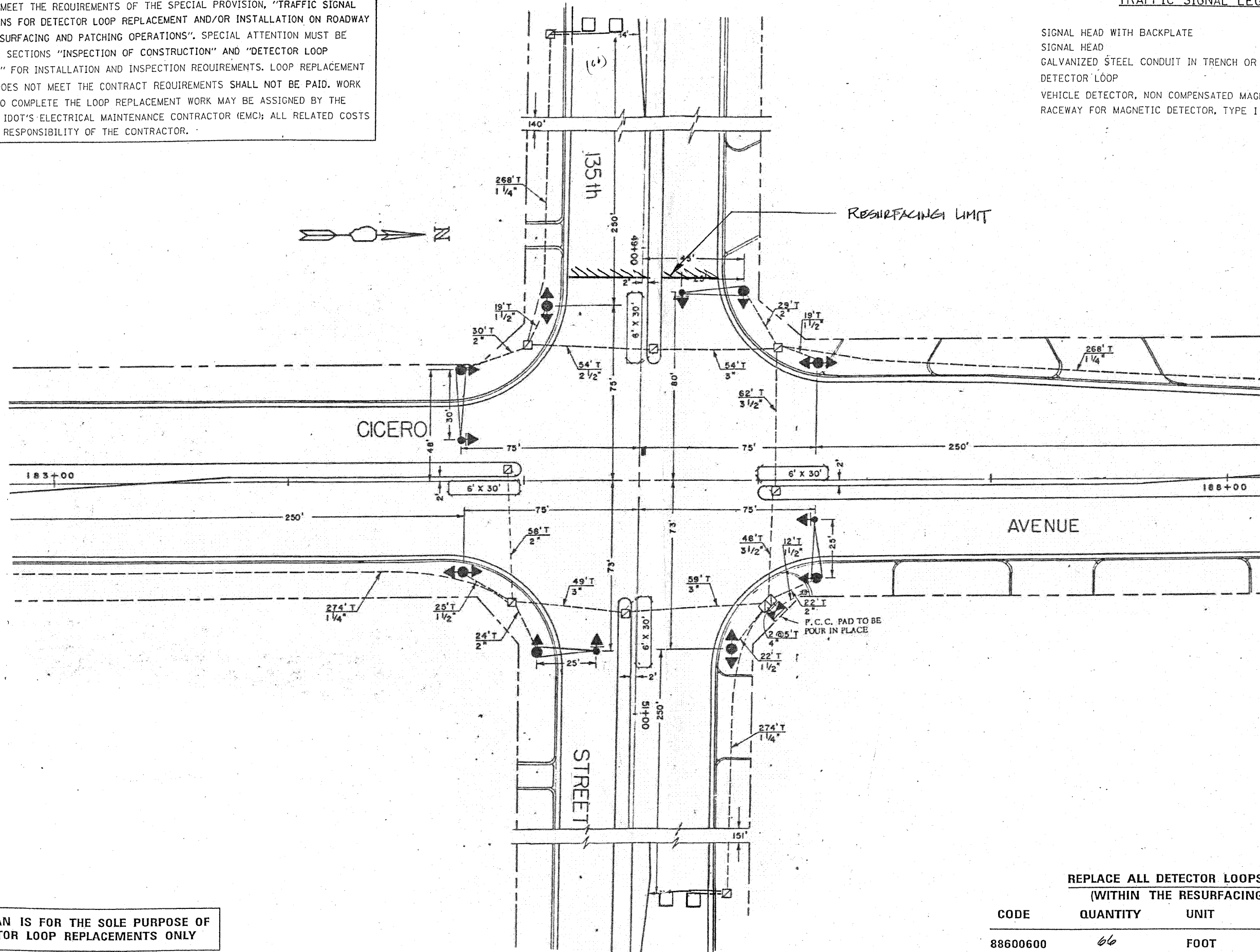
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1596	3145A-RS	COOK	23	11
CONTRACT NO. 60M01				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	
SIGNAL HEAD	
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	
DETECTOR LOOP	
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	

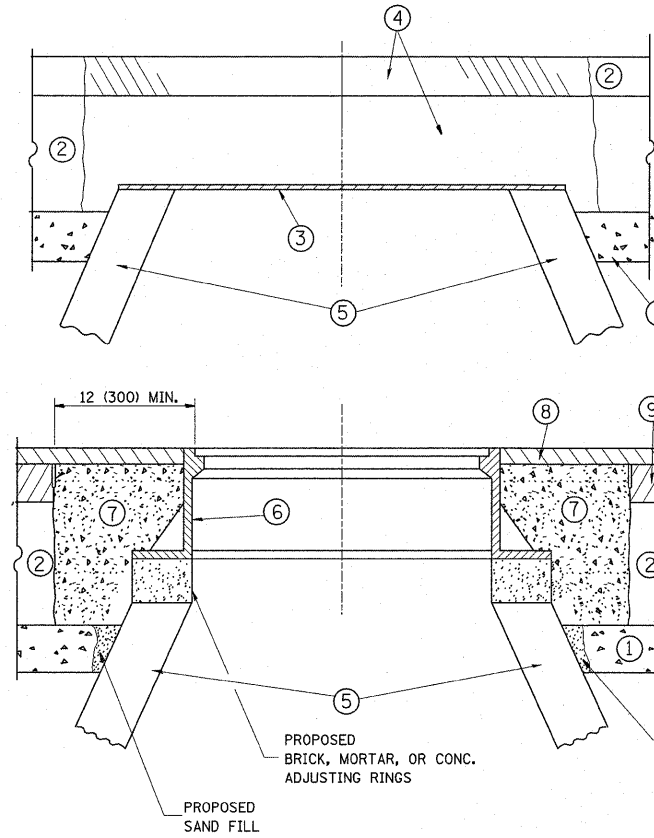


**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

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

CODE	QUANTITY	UNIT	ITEM
88600600	66	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME	USER NAME = nguyensm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE - DETECTOR LOOP REPLACEMENT ILL. ROUTE 50 @ 135TH STREET	F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\nguyensm\20112618\112618.dgn		DRAWN -	REVISED -			1596	3145 A-RS	COOK	23	11A
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO.				
PLOT DATE = 12/1/2010		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

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

**LEGEND**

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

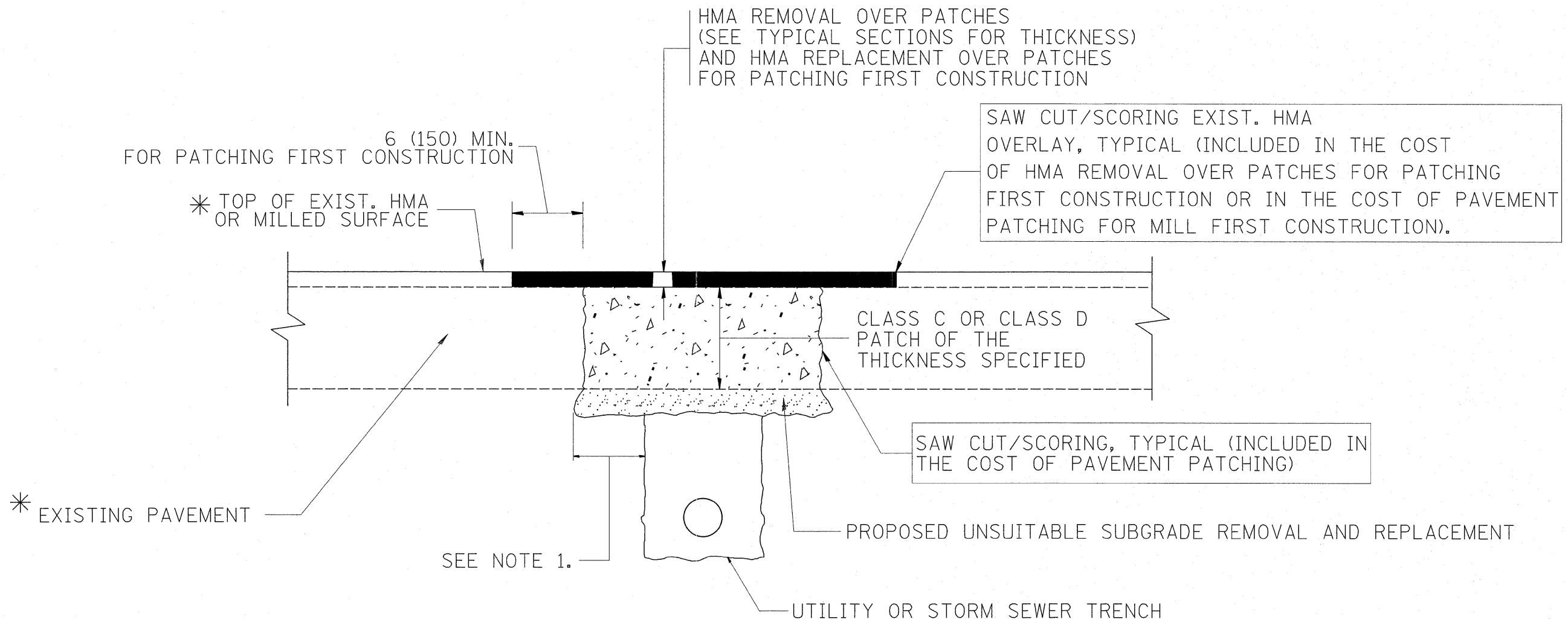
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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

FILE NAME =	USER NAME = shi-ransb	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
of\pwork\pwork\shiransb\d0246682\01	Std.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	1596	3145A-RS	COOK	23	12
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04					<b>BD600-03 (BD-8)</b>		<b>CONTRACT NO. 60M01</b>		
	PLOT DATE = 5/16/2011	DATE - 10-25-94	REVISED - R. BORO 01-01-07					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



\* 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 =	USER NAME = shiransb	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwidot\shiransb\d0246682\DisStd.dgn	DRAWN -	REVISED - R. BORO 01-01-07	1596			3145A-RS	COOK	23	13	
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PLOT DATE = 5/16/2011	DATE - 10-25-94	REVISED - K. ENG 10-27-08	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT							
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	

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)

1/4" (5) \*\*

18" (450) MAX.

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).

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.)

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".



EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

\* 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.

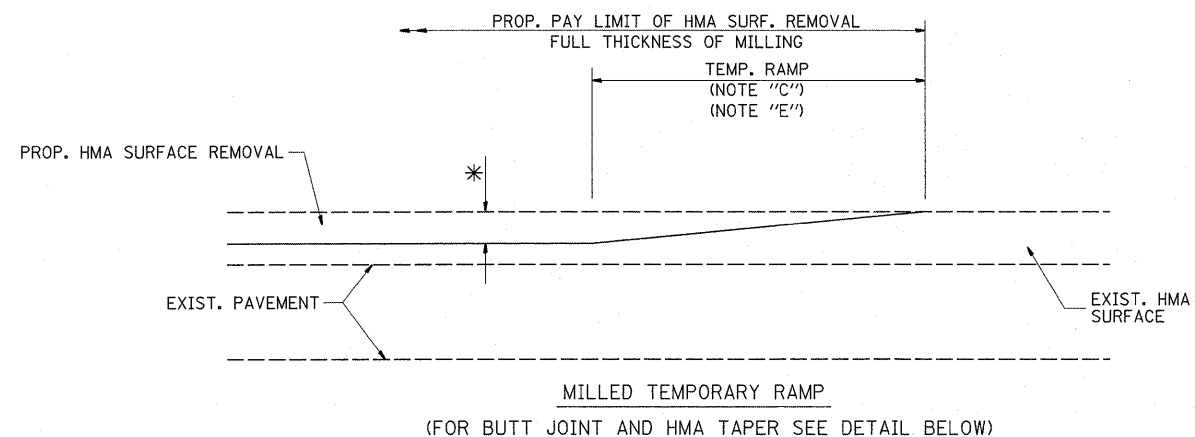
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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.

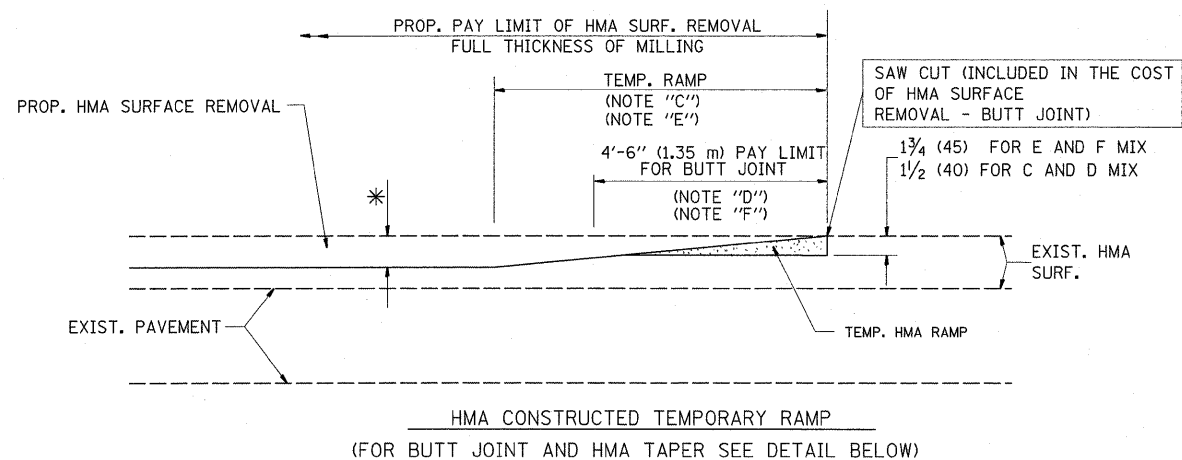
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

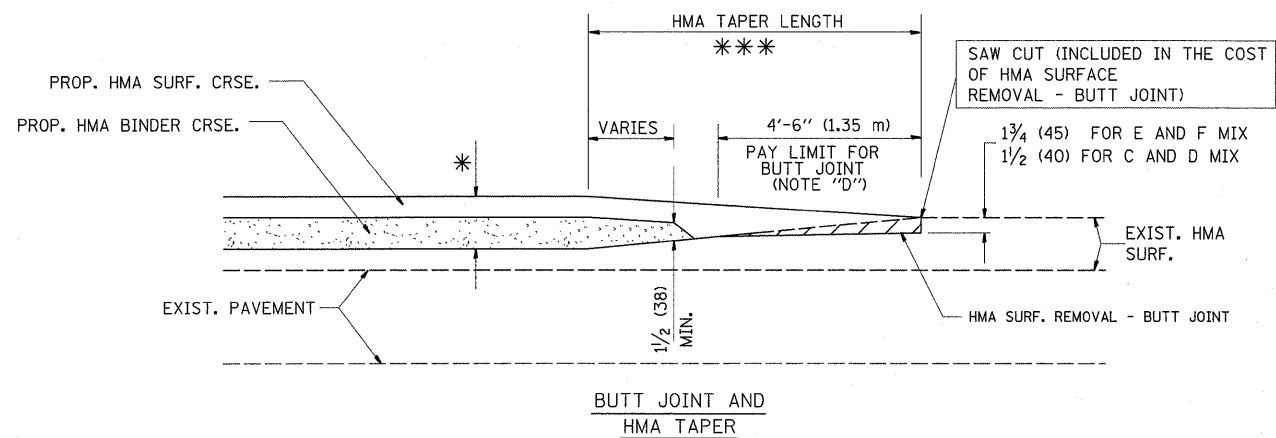
FILE NAME =	USER NAME = sharenisb	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\sharenisb\d0246682\01s	Std.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97					1596	3145A-RS	COOK	23	14
	PLOT SCALE = 50.0000" / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01		SCALE: NONE			SHEET NO. 1 OF 1 SHEETS STA. TO STA.			BD600-06 (BD-24) CONTRACT NO. 60M01	
	PLOT DATE = 5/16/2011	DATE - 03-11-94	REVISED - R. BORO 12-15-09		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



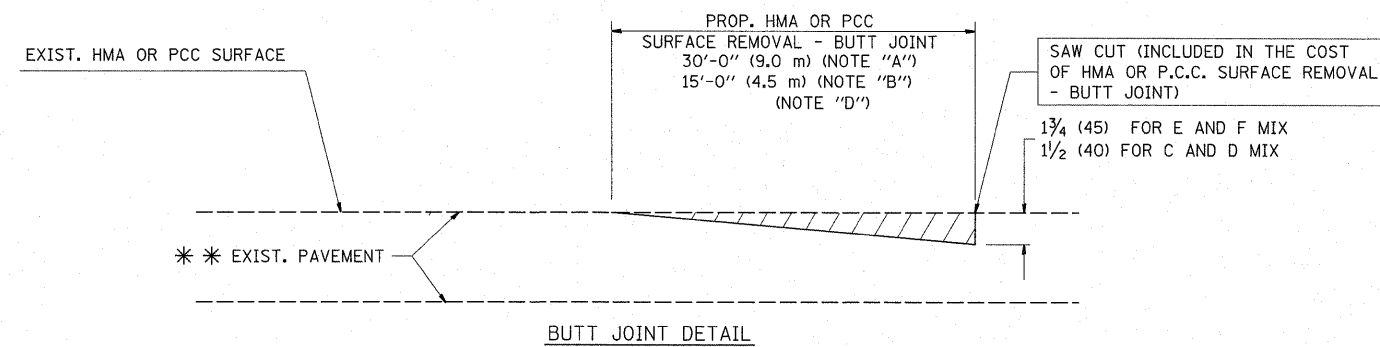
**OPTION 1**



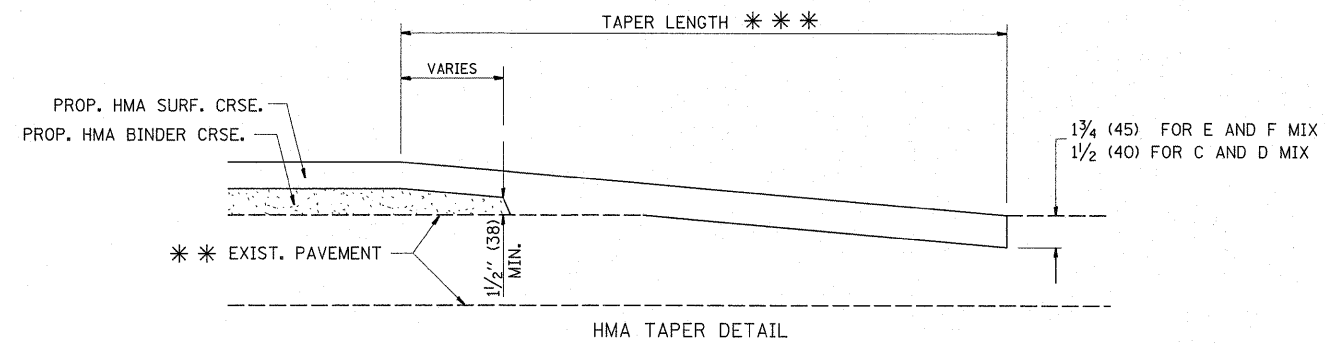
**OPTION 2**  
**TYPICAL TEMPORARY RAMP**



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



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

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

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

**NOTES**

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

**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.

FILE NAME =	USER NAME = shronsb	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
cr\pw_work\pwwork\shronsb\d0246682\Dis\Std.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 5/16/2011		DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

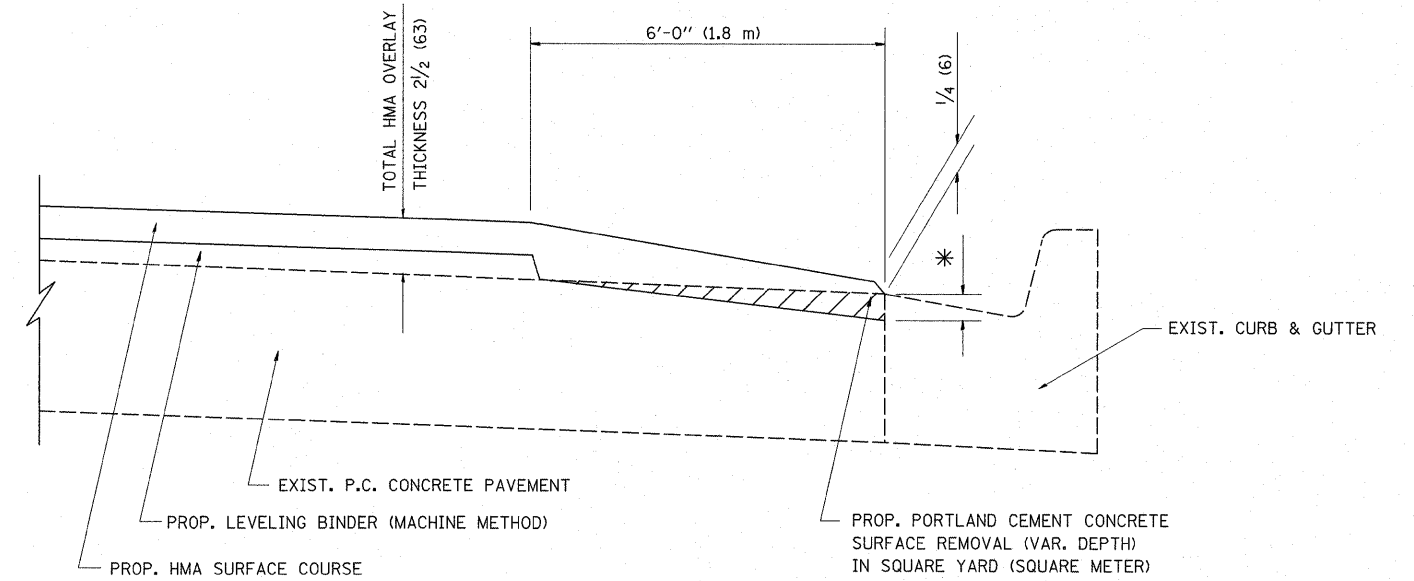
**BUTT JOINT AND  
HMA TAPER DETAILS**

SCALE: NONE

SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1596	3145A-RS	COOK	23	15
BD400-05 BD32			CONTRACT NO. 60M01	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





HMA TAPER AT  
EDGE OF P.C.C. PAVEMENT

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

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

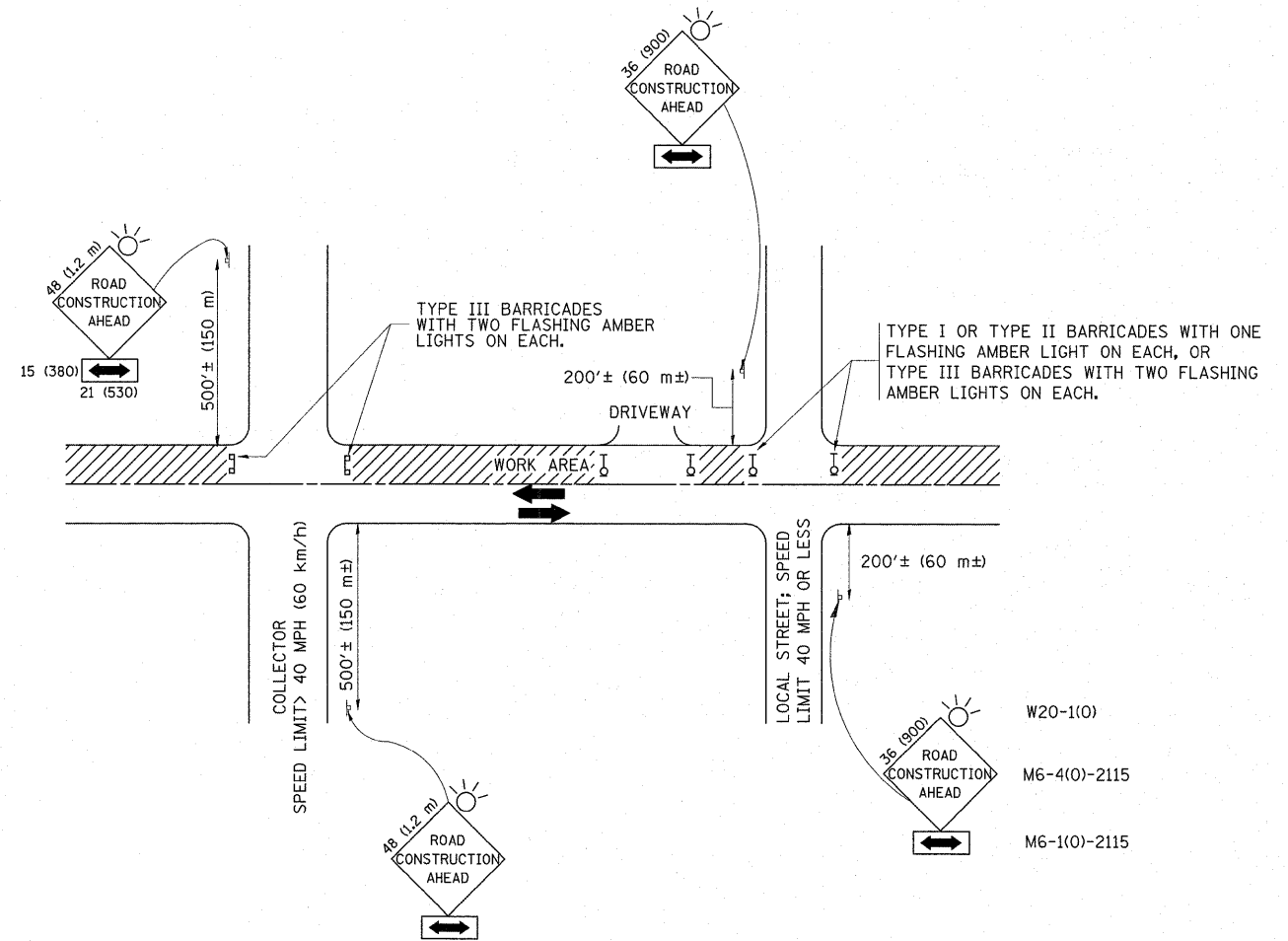
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c:\pwork\pwork\shiransb\d0246682\0185Std.dgn		DRAWN - JIS	REVISED - A. ABBAS 05-05-99
PLOT SCALE = 50.0000 / IN.		CHECKED - A. ABBAS	REVISED - E. GOMEZ 12-21-00
PLOT DATE = 5/16/2011		DATE - 09-10-94	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**HMA TAPER AT  
EDGE OF P.C.C. PAVEMENT**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1596	3145A-RS	COOK	23	16
<b>BD400-06 (BD33)</b>		<b>CONTRACT NO. 60M01</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

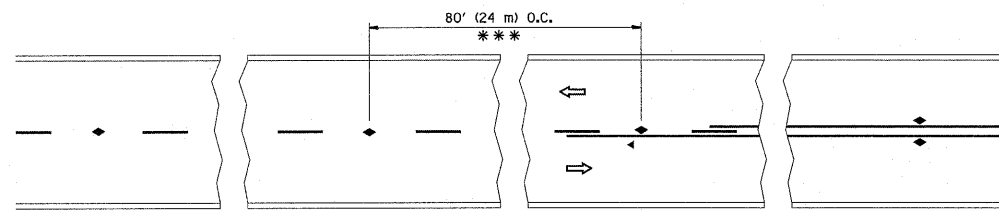
FILE NAME =	USER NAME = shiranisb	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
cs:\pwork\pwork\shiranisb\d0246682\Dis	Std.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 / / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 5/16/2011	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

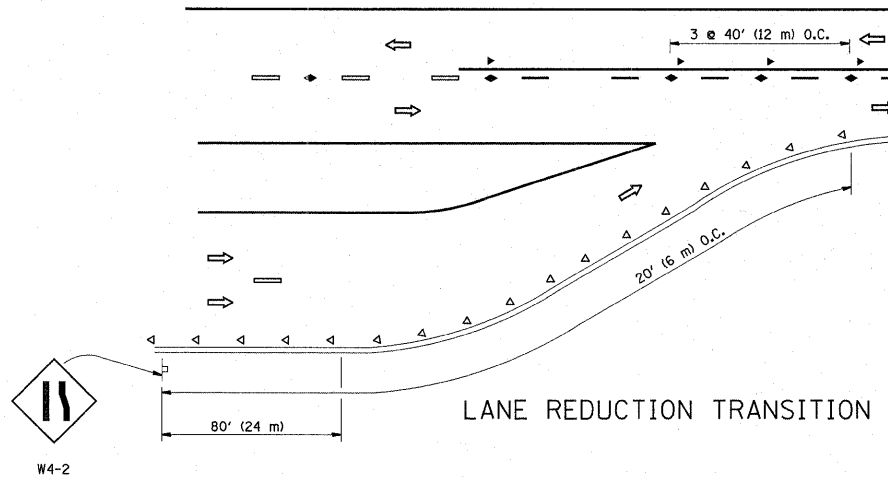
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 60M01	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

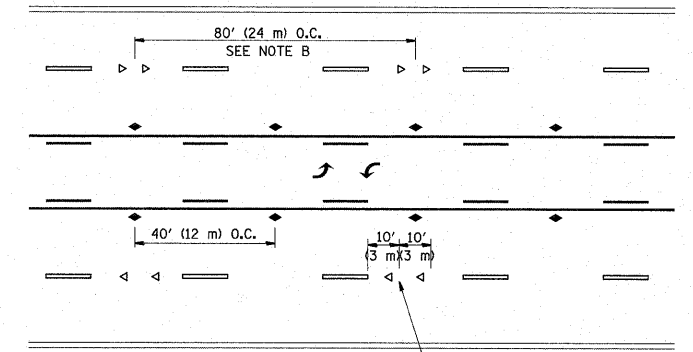


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

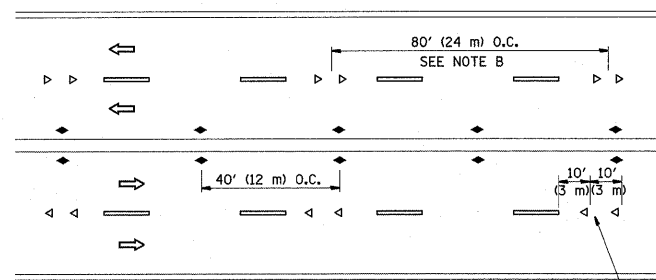
TWO-LANE/TWO-WAY



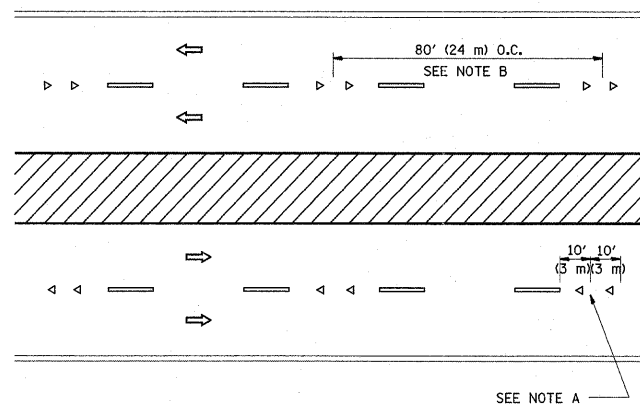
LANE REDUCTION TRANSITION



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

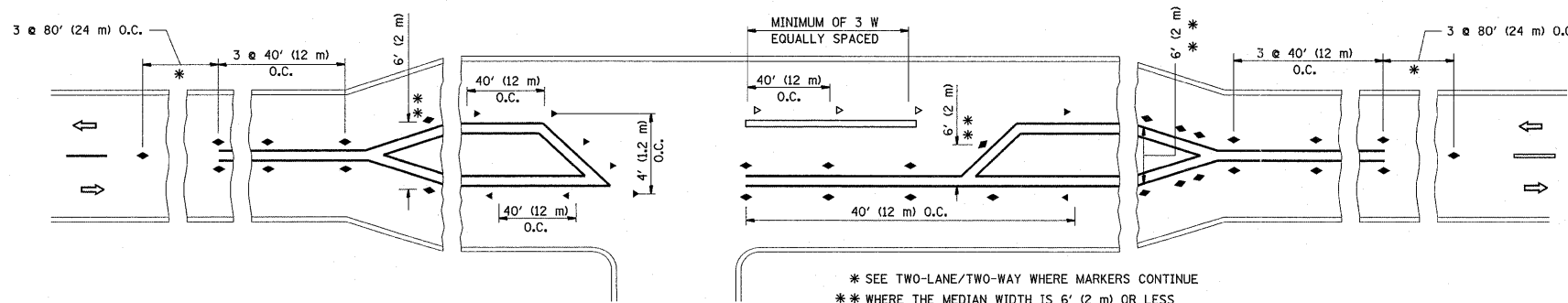
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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

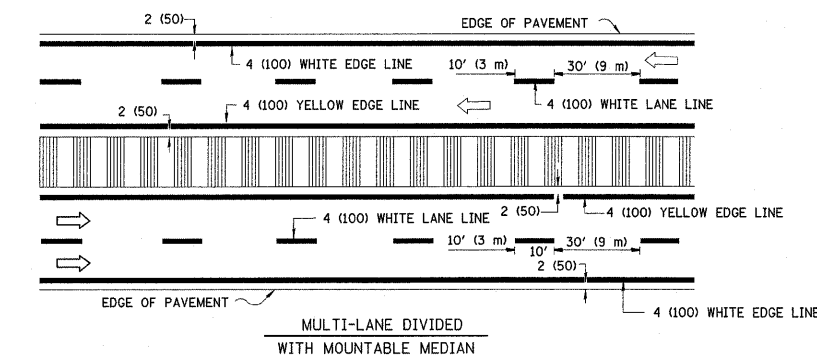
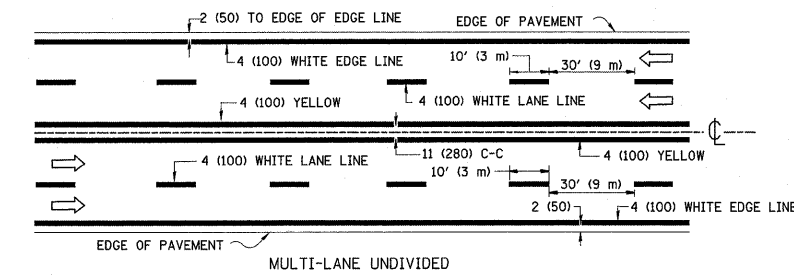
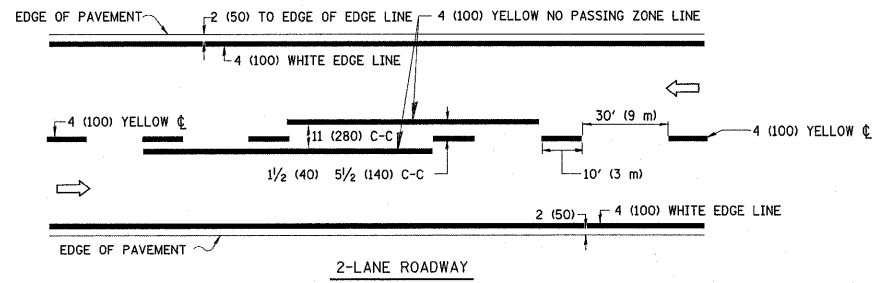


LEFT TURN

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

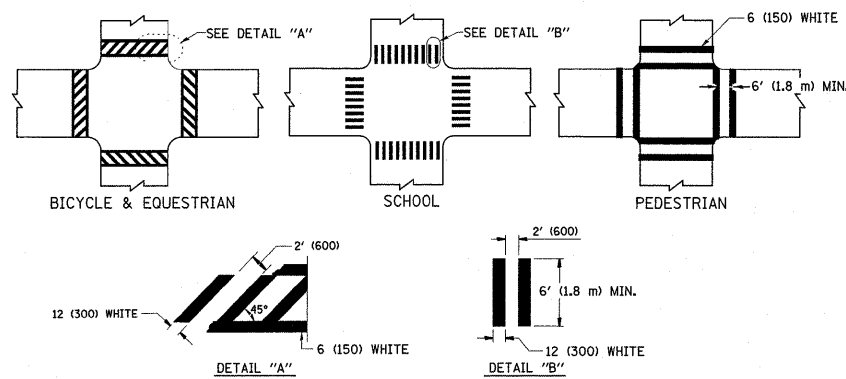
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = shiranisb	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\shiranisb\0246682\015Std.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		<b>RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			1596	3145A-RS	COOK	23	18
		CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	<b>TC-11</b>		
		DATE -	REVISED - C. JUCIUS 09-09-09					CONTRACT NO. 60M01			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

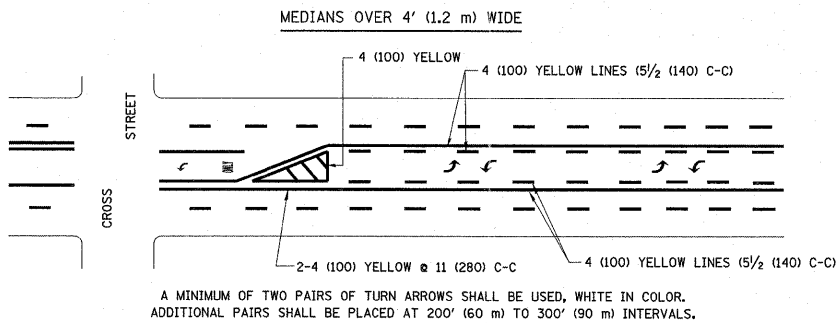
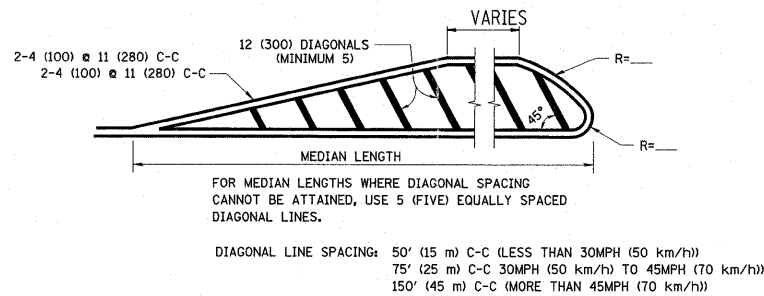
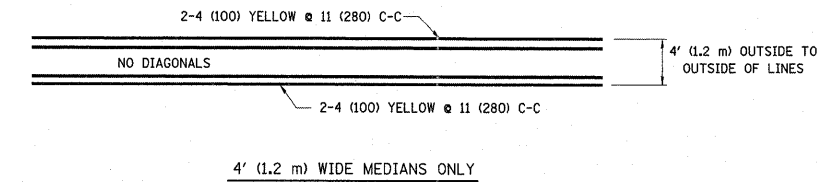


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

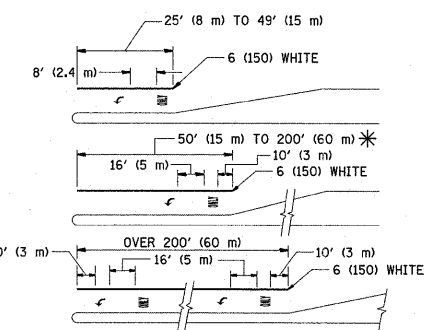
**TYPICAL LANE AND EDGE LINE MARKING**



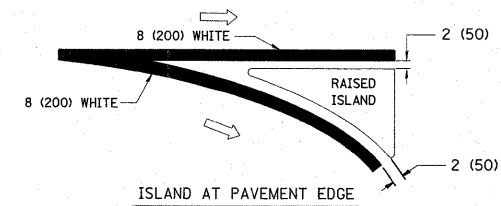
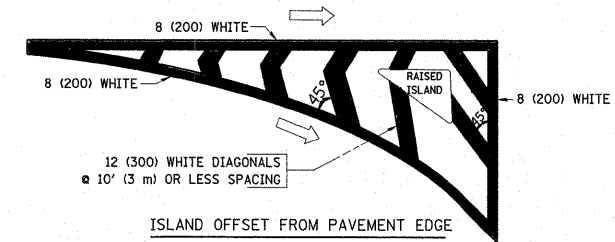
**TYPICAL CROSSWALK MARKING**



**TYPICAL PAINTED MEDIAN MARKING**



**TYPICAL 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> )
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))

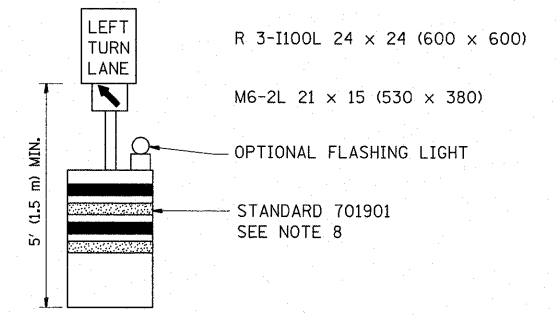
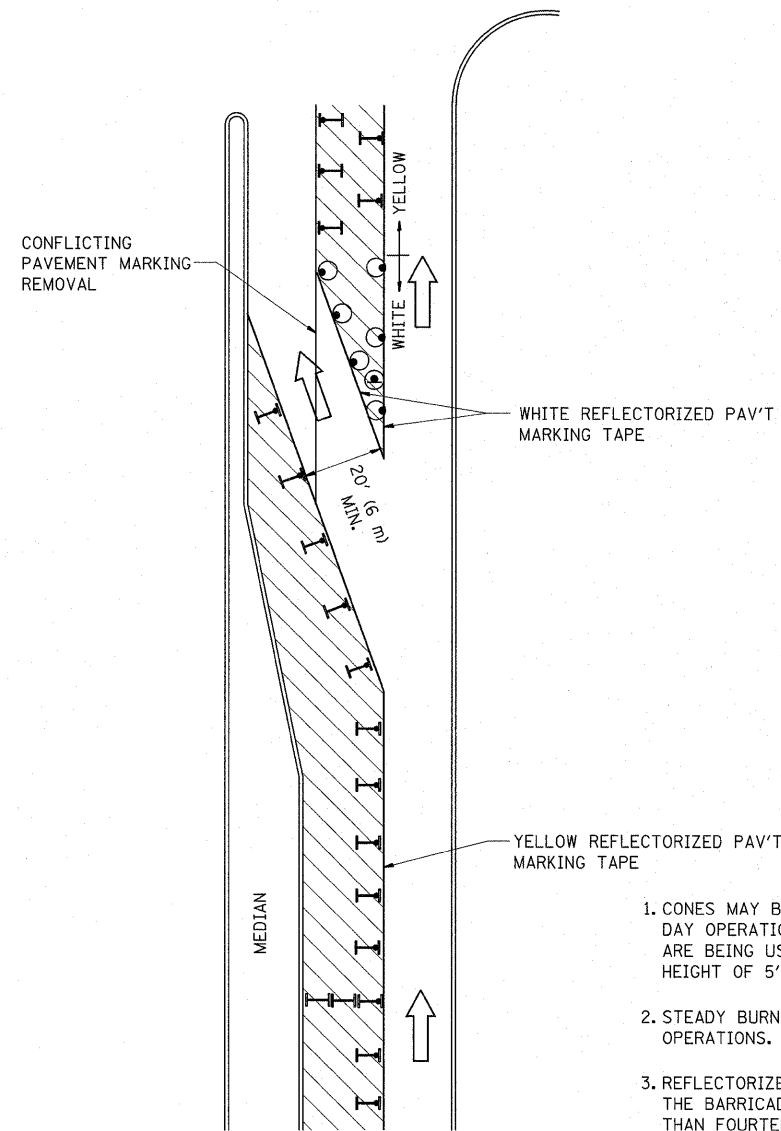
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

FILE NAME =	USER NAME = sharenisb	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
ct:\p_w\work\p_wido\sharenisb\d8246682\01st.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.0000 "/ IN.	CHECKED -	REVISED -
	PLOT DATE = 5/15/2011	DATE - 03-19-90	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE		F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		1596	3145A-RS	COOK	23	19
SCALE: NONE		TC-13		CONTRACT NO. 60M01		
SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

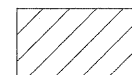







**GENERAL NOTES**

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

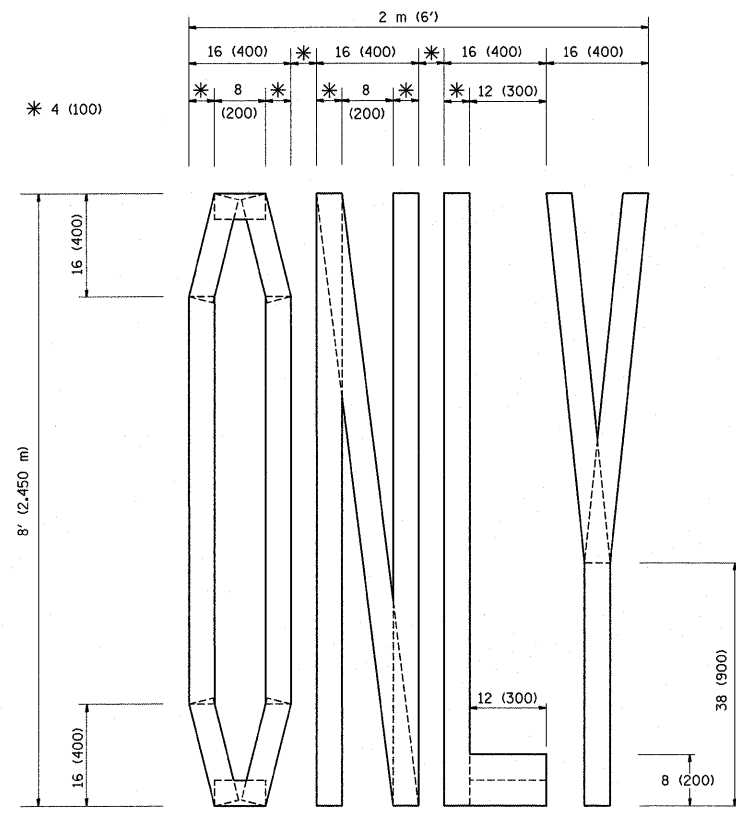
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ct\pwork\pwidot\shuranisb\0246682\01st5td.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 50.0000' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 5/16/2011	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

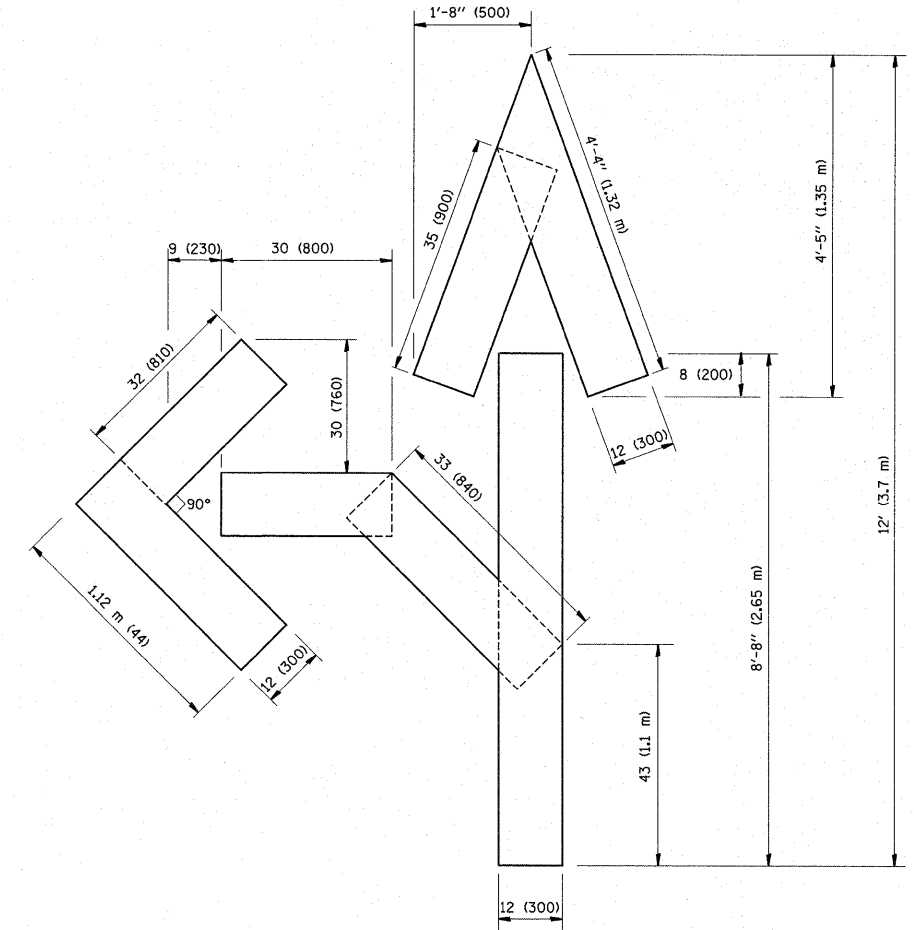
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

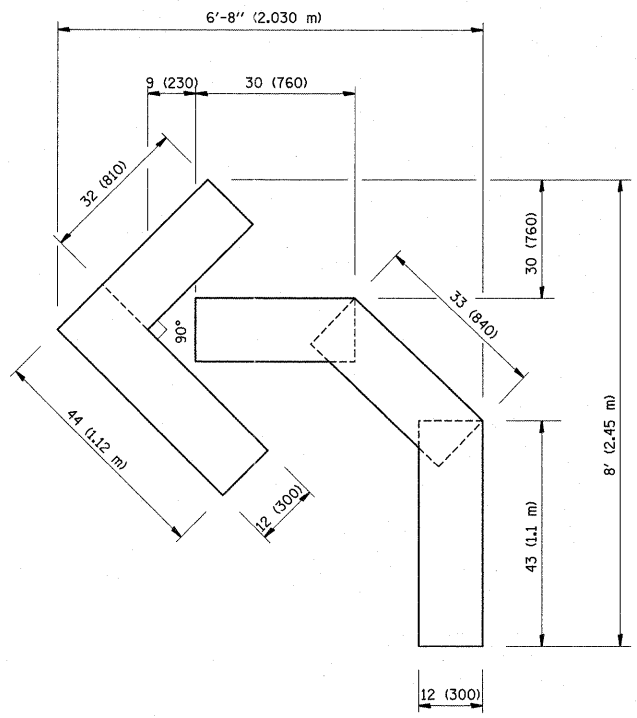
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1596	3145A-RS	COOK	23	20
<b>TC-14</b>		<b>CONTRACT NO. 60M01</b>		
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				



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



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



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

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

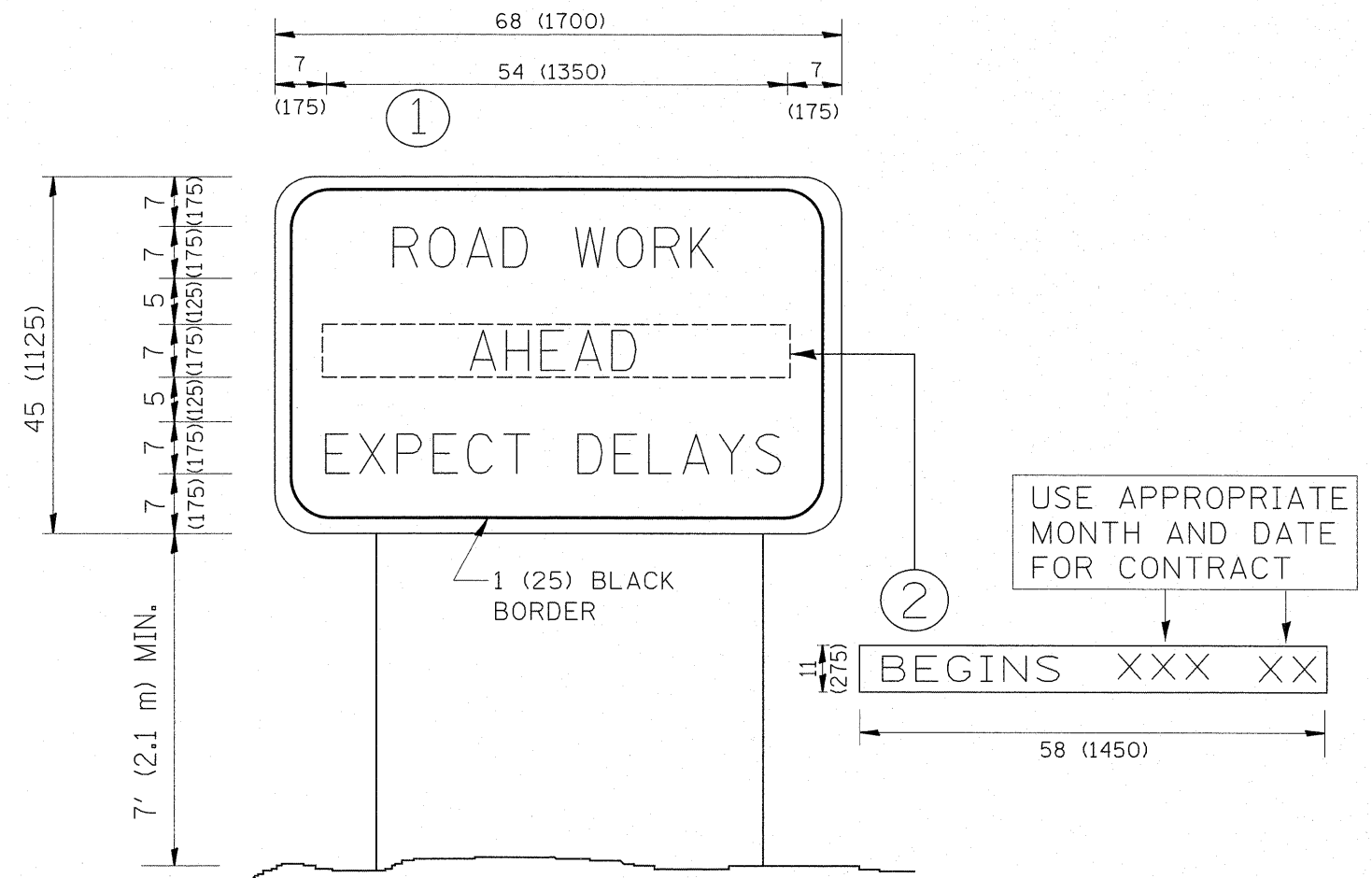
FILE NAME =	USER NAME = shironisb	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
c:\pwork\pwidot\shironisb\d0246692\DisStd.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97
PLOT SCALE = 50.0000 / IN.		CHECKED -	REVISED -T. RAMMACHER 03-02-98
PLOT DATE = 5/16/2011		DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1596	3145A-RS	COOK	23	21
TC-16		CONTRACT NO. 60M01		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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



**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 =	USER NAME = shiranisb	DESIGNED -	REVISED - R. MIRS 09-15-97
c:\pwork\pwork\shiranisb\d0246682\01st.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 5/16/2011	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

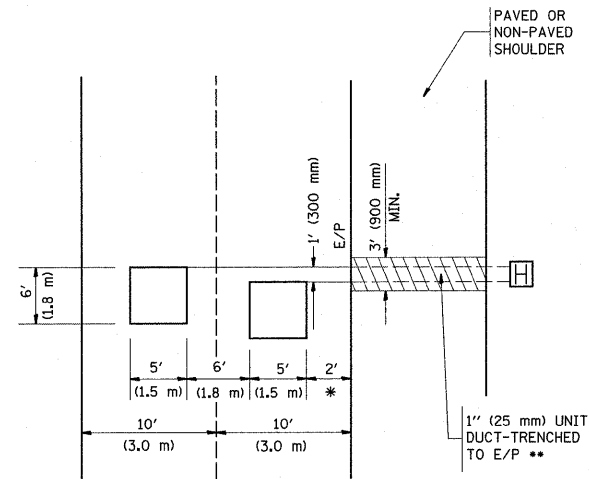
**ARTERIAL ROAD  
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1596	3145A-RS	COOK	23	22
TC-22		CONTRACT NO. 60M01		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LOOPS NEXT TO SHOULDERS**

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

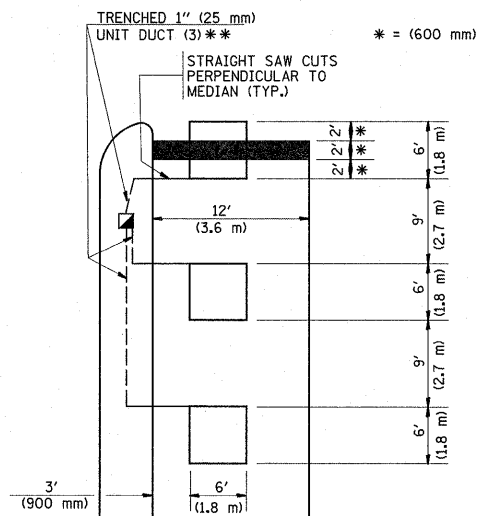


\* = (600 mm)

\*\* 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.

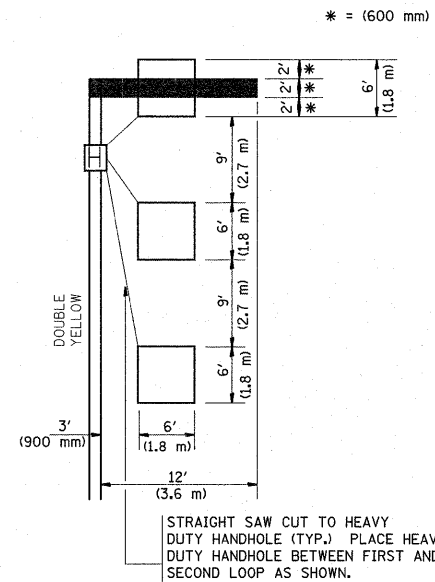


\* = (600 mm)

\*\* 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

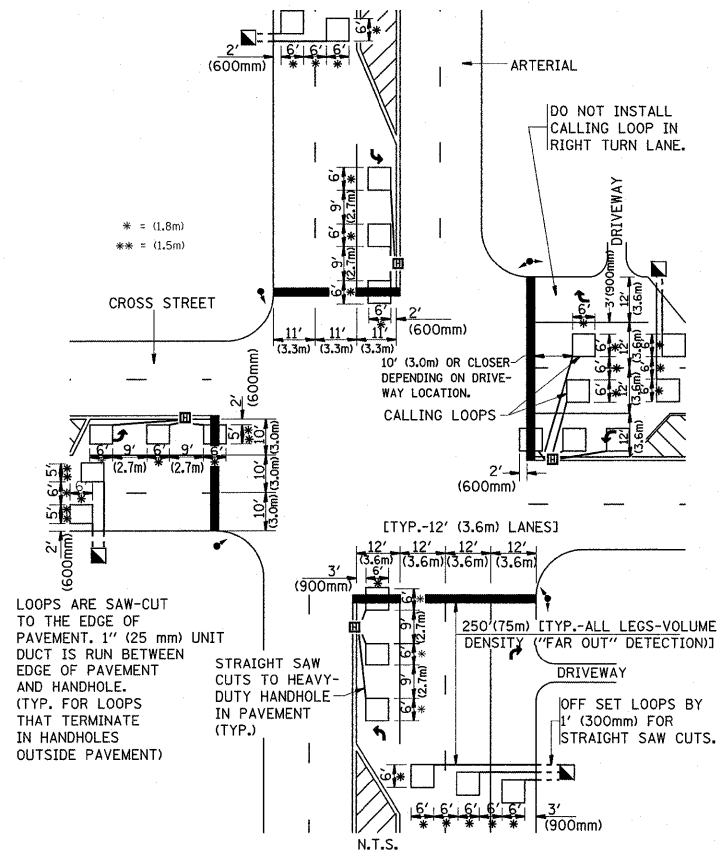
**LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**



\* = (600 mm)

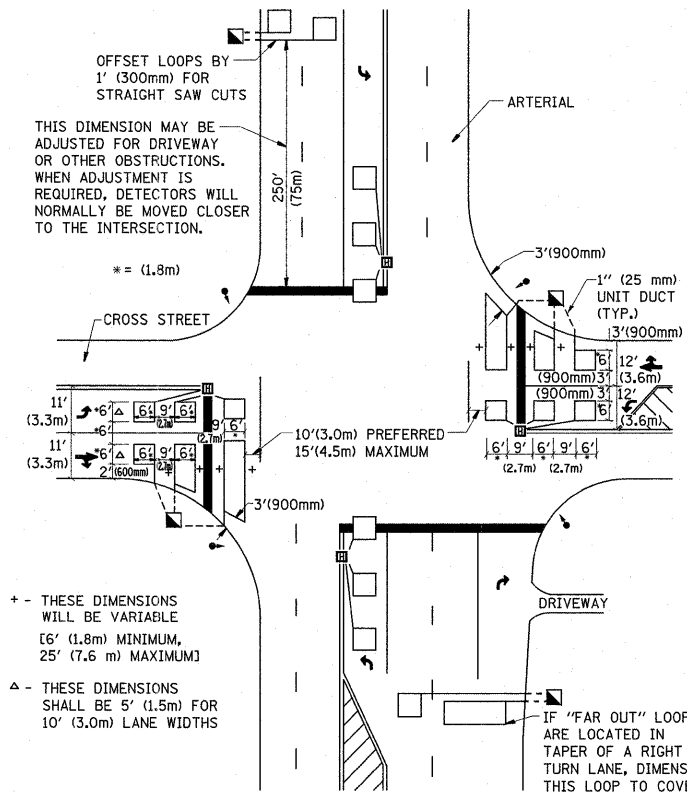
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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

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



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

**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.

**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 =	USER NAME = shurenab	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50.0000' / IN.		CHECKED - R.K.F.	REVISED -		<b>TS-07</b>			CONTRACT NO. 60M01				
PLOT DATE = 5/15/2011		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				