

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2774	2010-110-RS	COOK	17	1
ILLINOIS CONTRACT NO. 60M38				

D-91-105-11



LOCATION OF SECTION INDICATED THUS: - ■ -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

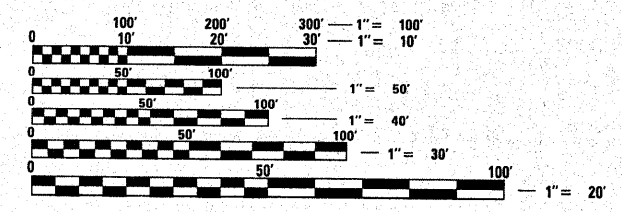
**PROPOSED
HIGHWAY PLANS**

F.A.U. ROUTE 2774 (OAK PARK AVENUE)
I-80 TO IL. ROUTE 43 (HARLEM AVENUE)
SECTION 2010-110-RS
RESURFACING (3P)

COOK COUNTY
C-91-105-11

FOR INDEX OF SHEETS, SEE SHEET NO. 2

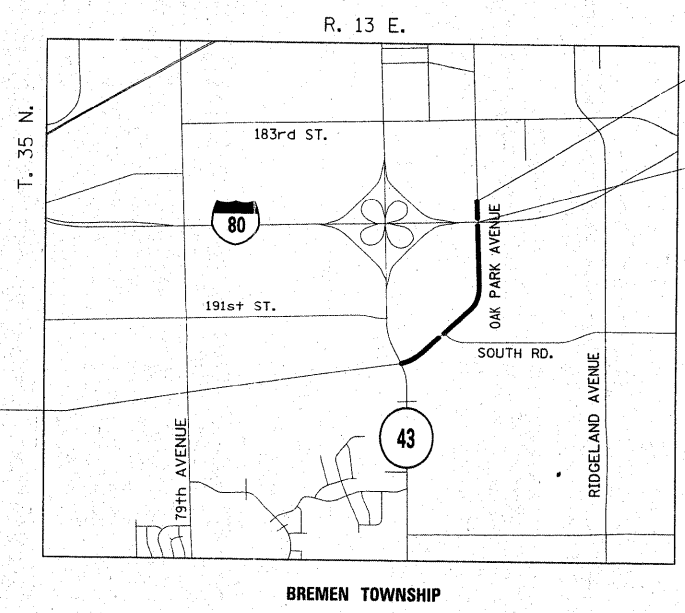
PROJECT IS LOCATED IN THE VILLAGE OF TINLEY PARK



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 JENPAI CHANG 847-705-4432
PROJECT MANAGER KEN ENG
CONTRACT NO. 60M38



IMPROVEMENT BEGINS
STA. 1+26

IMPROVEMENT ENDS
STA. 57+95

OMMISSION
STA. 48+75 TO STA. 50+40



TRAFFIC DATA
2010 ADT= 5000
SPEED LIMIT= 50 MPH

LOCATION MAP

GROSS LENGTH = 5,669 FT. = 1.07 MILE
NET LENGTH = 5,454 FT. = 1.03 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED APRIL 29, 2011

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

July 1, 2011
Scott E. Stitt, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

July 1, 2011
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, LIST OF STATE STANDARDS, AND PLAN NOTES
3	SUMMARY OF QUANTITIES
4-6	TYPICAL CROSS SECTIONS
7-8	EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLANS
9	DETAILS FOR FRAMES & LIDS ADJUSTMENT WITH MILLING
10	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
11	BUTT JOINT AND HMA TAPER DETAIL
12	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
13	TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
14	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
15	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
16	ARTERIAL ROAD INFORMATION SIGN
17	DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

STANDARDS

STD. NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C & D PATCHES
606001-04	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY FOR SPEED > 45 MPH
701336-05	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES FOR SPEED >45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED.
701606-07	URBAN LANE CLOSURE, MULTILANE, 2W, WITH MOUNTABLE MEDIAN.
701901-01	TRAFFIC CONTROL DEVICES

PLAN NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGE OF TINLEY PARK

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

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING 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.

UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.

THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER AT (847) 597-9800 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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

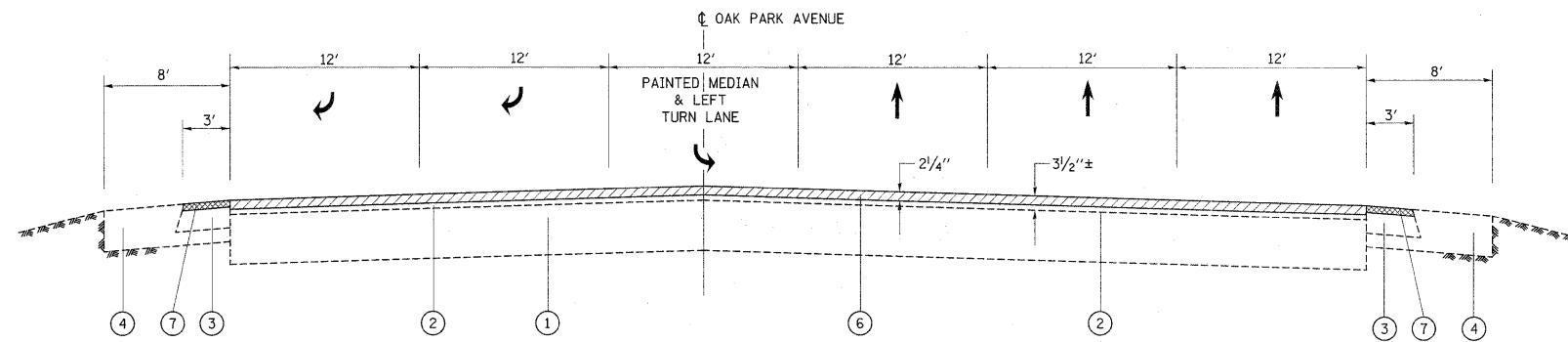
THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL OVERHEAD, SURFACE, AND UNDERGROUND UTILITIES WITHIN THE PROJECT LIMITS WHETHER OR NOT THE UTILITES ARE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

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

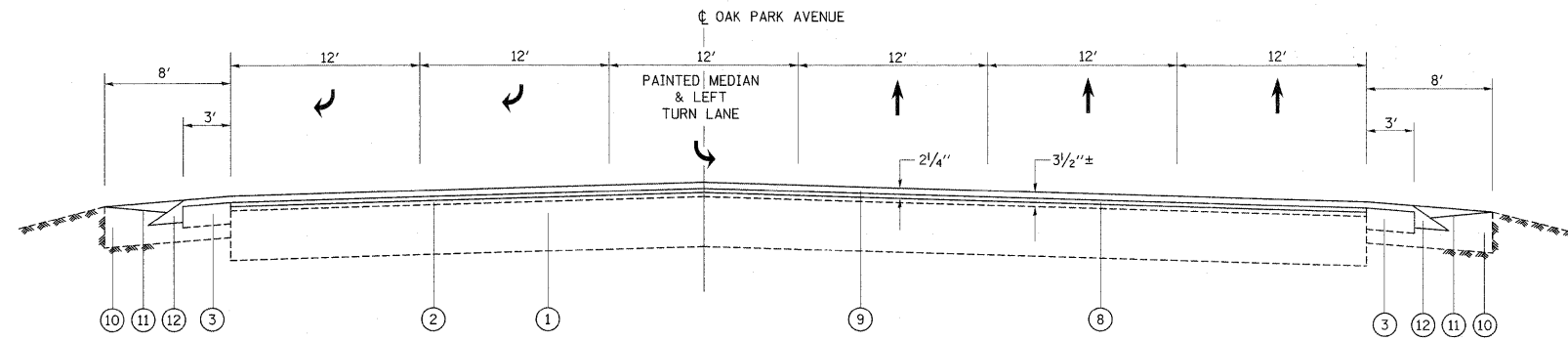
BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKINGS LINES (AND RAISED REFLECTIVE MARKINGS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

SUMMARY OF QUANTITIES			100% STATE	CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			100% STATE	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES						CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES					
				0005									0005				
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	31	31					70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	496	496				
40600300	AGGREGATE (PRIME COAT)	TON	152	152					* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	510	510				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	57	57					* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	30900	30900				
40600895	CONSTRUCTING TEST STRIP	EACH	1	1					* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1520	1520				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1898	1898					* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	200	200				
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	19	19					* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	800	800				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3173	3173					* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	60	60				
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1-1/2"	SQ YD	2686	2686					* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	514	514				
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4"	SQ YD	35083	35083					78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	514	514				
44002214	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3 1/2"	SQ YD	92	92					* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	150	150				
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	80	80					X2020110	GRADING AND SHAPING SHOULDERS	UNIT	110	110				
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	16	16					X4060826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1448	1448				
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	27	27					X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	8	8				
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	5	5					Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52				
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													
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1													
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1													
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1													
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1488	1488													
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	510	510													
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	30900	30900													
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1520	1520													
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	200	200													
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	800	800													
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	60	60													

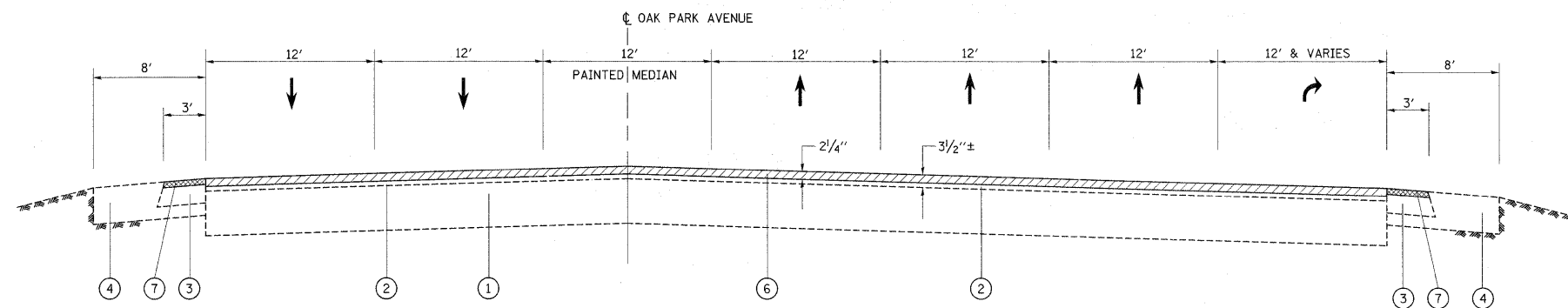
* Specialty Items



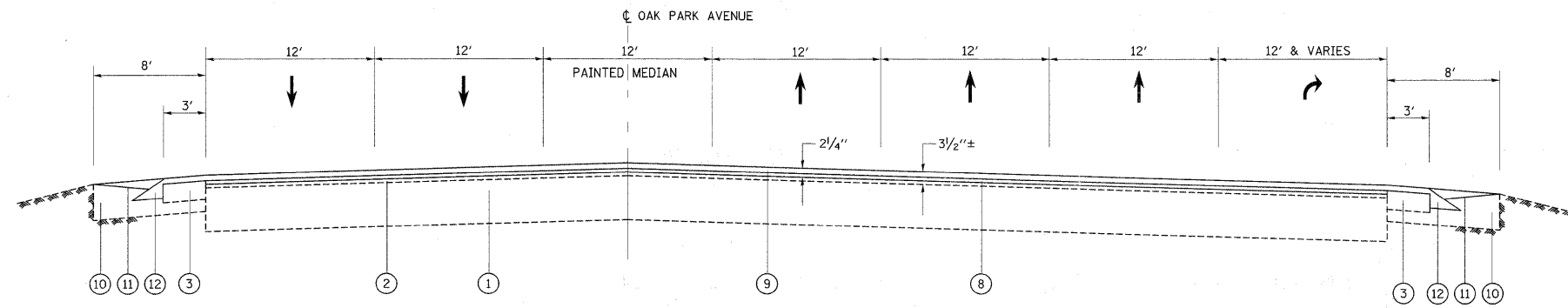
EXISTING TYPICAL SECTION
STA. 1+26 TO STA. 5+00



PROPOSED TYPICAL SECTION
STA. 1+26 TO STA. 5+00



EXISTING TYPICAL SECTION
STA. 5+00 TO STA. 8+00

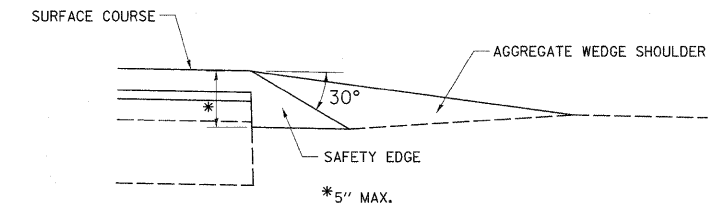


PROPOSED TYPICAL SECTION
STA. 5+00 TO STA. 8+00

LEGEND

- ① EXISTING HMA PAVEMENT, 10"
- ② EXISTING HMA SURFACE, 3.8"±
- ③ EXISTING HMA SHOULDER, 6"
- ④ EXISTING AGGREGATE SHOULDER, 8"
- ⑤ EXISTING CONCRETE TYPE B-6.24 CURB & GUTTER
- ⑥ PROPOSED HMA SURFACE REMOVAL, 2 1/4"
- ⑦ PROPOSED HMA SURFACE REMOVAL, 1 1/2"
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MM), IL.-4.75, N50, 3/4"
- ⑨ PROPOSED HMA SURFACE COURSE, MIX 'D', N50, IL.-9.5 MM, 1 1/2"
- ⑩ PROPOSED GRATING AND SHAPING THE EXISTING AGGREGATE SHOULDER
- ⑪ PROPOSED AGGREGATE WEDGE SHOULDER, 2 1/4"
- ⑫ PROPOSED SAFETY EDGE

NOTE FOR SAFETY EDGE: 5" MAXIMUM DEPTH AT 30° ANGLE.



SAFETY EDGE DETAIL

NOTE: CONTACTOR SHALL PATCH FIRST, BEFORE MILLING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE USES	DESIGN AIR VOIDS
RESURFACING: HMA SURFACE COURSE, MIX "D", N70 (IL.-9.5 mm), 1 1/2"	4% AT 70 GYR
POLYMERIZED, LEVELING BINDER (mm), IL.-475, N50, 3/4"	4% AT 50 GYR
PATCHING: CLASS D PATCHES, (HMA BINDER IL.-19.0 mm)	4% AT 70 GYR
HMA REPLACEMENT OVER PATCHES	4% AT N70

NOTE: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE 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.

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PLOT DATE = 5/12/2011

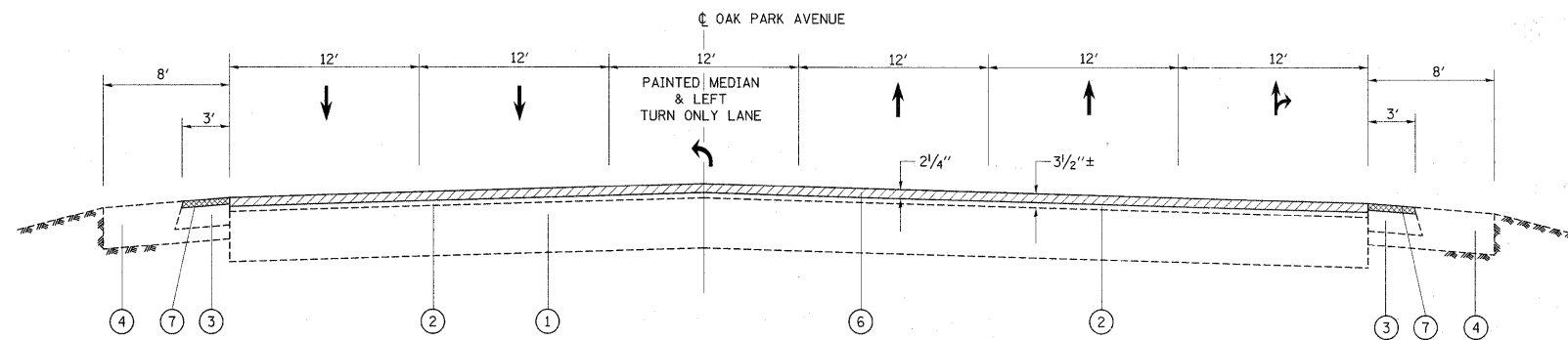
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

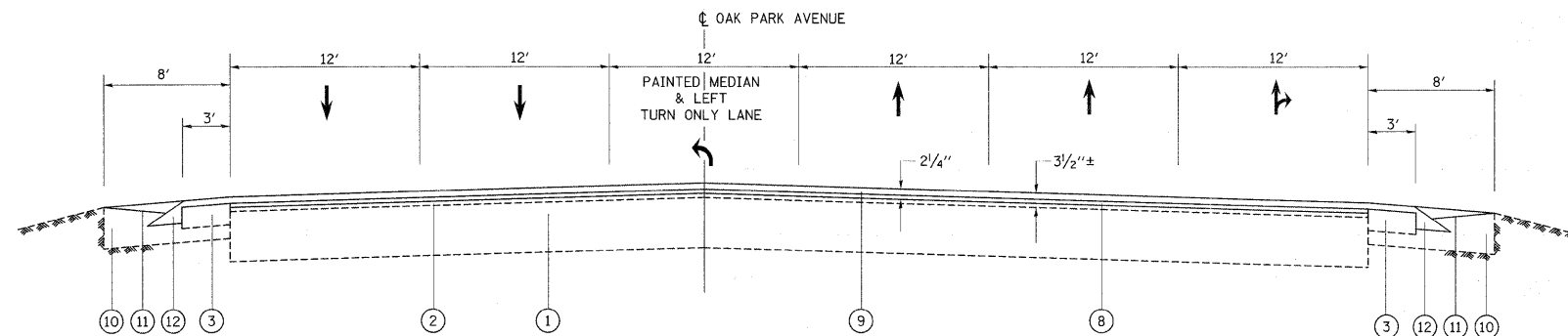
OAK PARK AVENUE (IL. ROUTE 43 (HARLEM AVENUE) TO NORTH OF I-80)
TYPICAL CROSS SECTIONS
SCALE: NONE SHEET NO. OF SHEETS STA. 1+26 TO STA. 8+00

F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2774	2010-110-RS	COOK	17	4
CONTRACT NO. 60M38				
ILLINOIS FED. AID PROJECT				



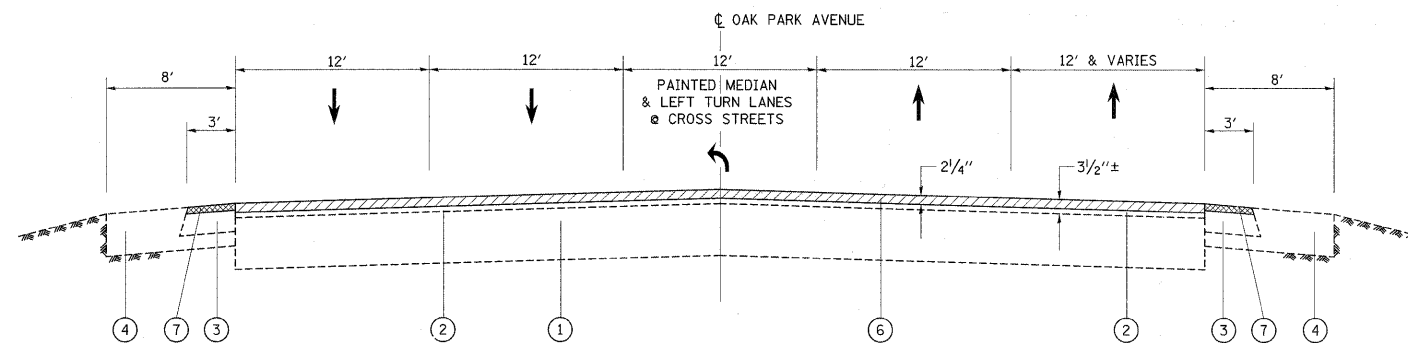
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STA. 8+00 TO STA. 15+00



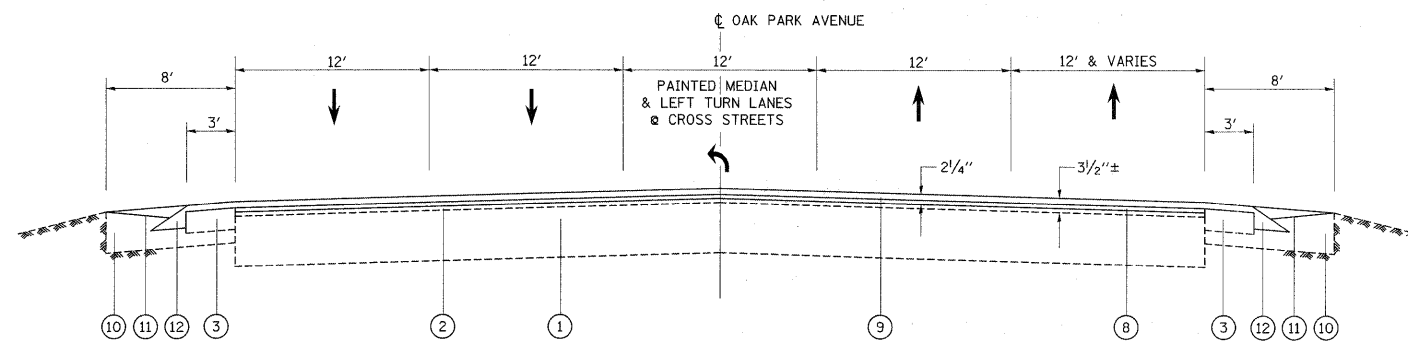
PROPOSED TYPICAL SECTION

STA. 8+00 TO STA. 15+00



EXISTING TYPICAL SECTION

STA. 15+00 TO STA. 35+00



PROPOSED TYPICAL SECTION

STA. 15+00 TO STA. 35+00

LEGEND

- ① EXISTING HMA PAVEMENT, 10"
- ② EXISTING HMA SURFACE, 3.8"±
- ③ EXISTING HMA SHOULDER, 6"
- ④ EXISTING AGGREGATE SHOULDER, 8"
- ⑤ EXISTING CONCRETE TYPE B-6.24 CURB & GUTTER
- ⑥ PROPOSED HMA SURFACE REMOVAL, 2 1/4"
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- ⑩ PROPOSED GRATING AND SHAPING THE EXISTING AGGREGATE SHOULDER
- ⑪ PROPOSED AGGREGATE WEDGE SHOULDER, 2 1/4"
- ⑫ PROPOSED SAFETY EDGE

NOTE FOR SAFETY EDGE: 5" MAXIMUM DEPTH AT 30° ANGLE.

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PLOT DATE = 5/12/2011

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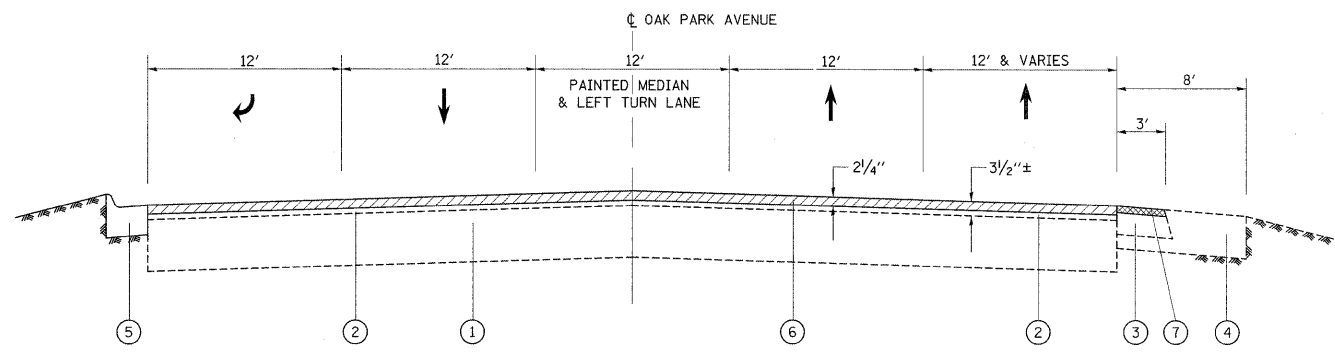
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

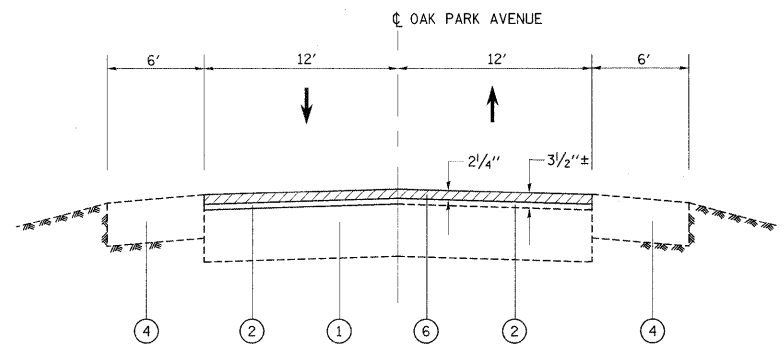
**OAK PARK AVENUE (IL ROUTE 43 (HARLEM AVENUE) TO NORTH OF I-80)
TYPICAL CROSS SECTIONS**

SCALE: NONE SHEET NO. OF SHEETS STA. 8+00 TO STA. 35+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2774	2010-110-RS	COOK	17	5
CONTRACT NO. 60M38				
ILLINOIS FED. AID PROJECT				



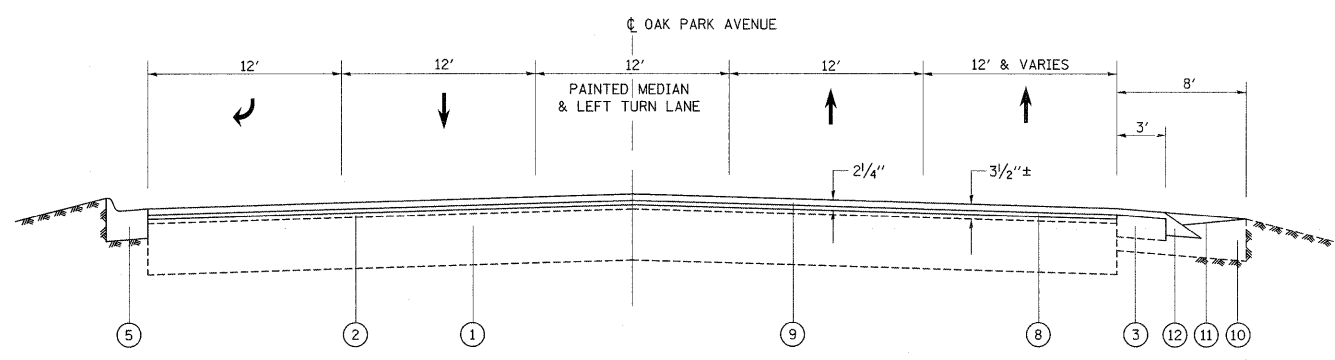
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STA. 35+00 TO STA. 40+00



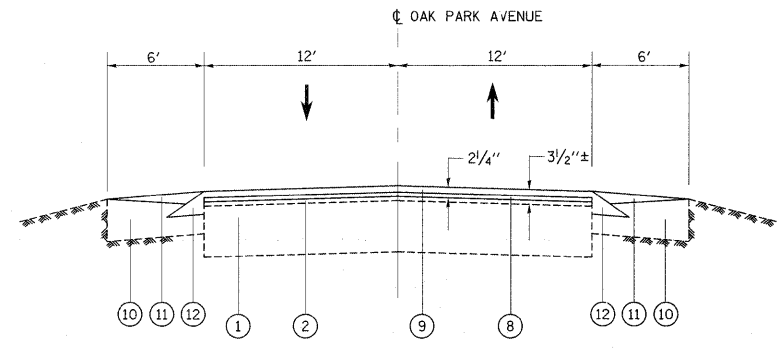
EXISTING TYPICAL SECTION
STA. 44+00 TO STA. 47+75
STA. 50+75 TO STA. 55+00

- LEGEND**
- ① EXISTING HMA PAVEMENT, 10"
 - ② EXISTING HMA SURFACE, 3.8"±
 - ③ EXISTING HMA SHOULDER, 6"
 - ④ EXISTING AGGREGATE SHOULDER, 8"
 - ⑤ EXISTING CONCRETE TYPE B-6.24 CURB & GUTTER
 - ⑥ PROPOSED HMA SURFACE REMOVAL, 2 1/4"
 - ⑦ PROPOSED HMA SURFACE REMOVAL, 1 1/2"
 - ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MM), IL--4.75, N50, 3/4"
 - ⑨ PROPOSED HMA SURFACE COURSE, MIX 'D', N50, IL--9.5 MM, 1 1/2"
 - ⑩ PROPOSED GRATING AND SHAPING THE EXISTING AGGREGATE SHOULDER
 - ⑪ PROPOSED AGGREGATE WEDGE SHOULDER, 2 1/4"
 - ⑫ PROPOSED SAFETY EDGE

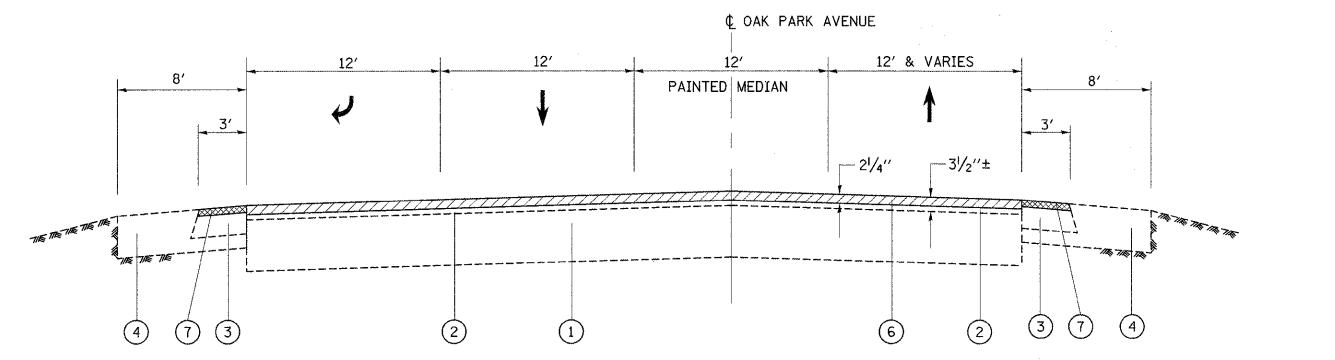
NOTE FOR SAFETY EDGE: 5" MAXIMUM DEPTH AT 30° ANGLE.



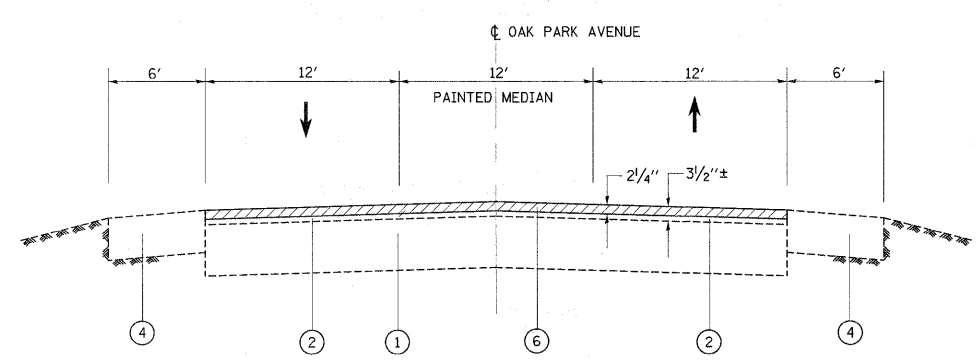
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STA. 35+00 TO STA. 40+00



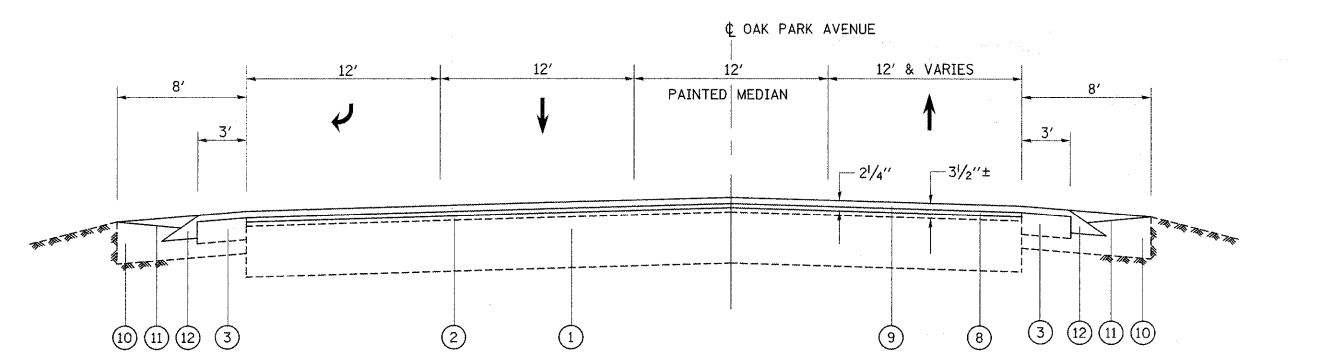
PROPOSED TYPICAL SECTION
STA. 44+00 TO STA. 47+75
STA. 50+75 TO STA. 55+00



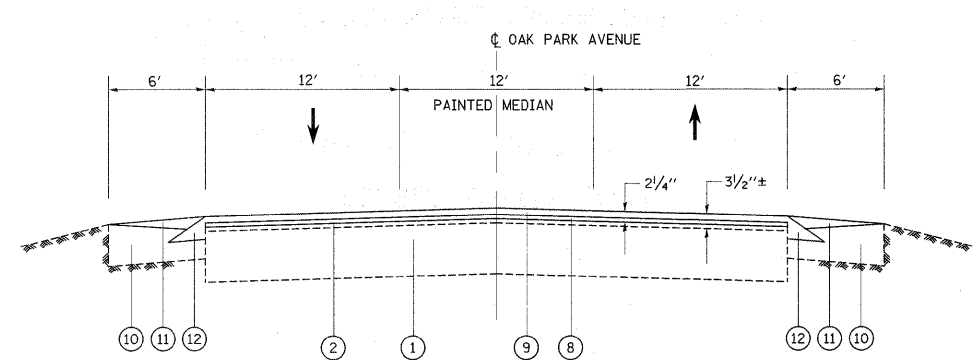
EXISTING TYPICAL SECTION
STA. 40+00 TO STA. 44+00



EXISTING TYPICAL SECTION
STA. 55+00 TO STA. 57+95



PROPOSED TYPICAL SECTION
STA. 40+00 TO STA. 44+00

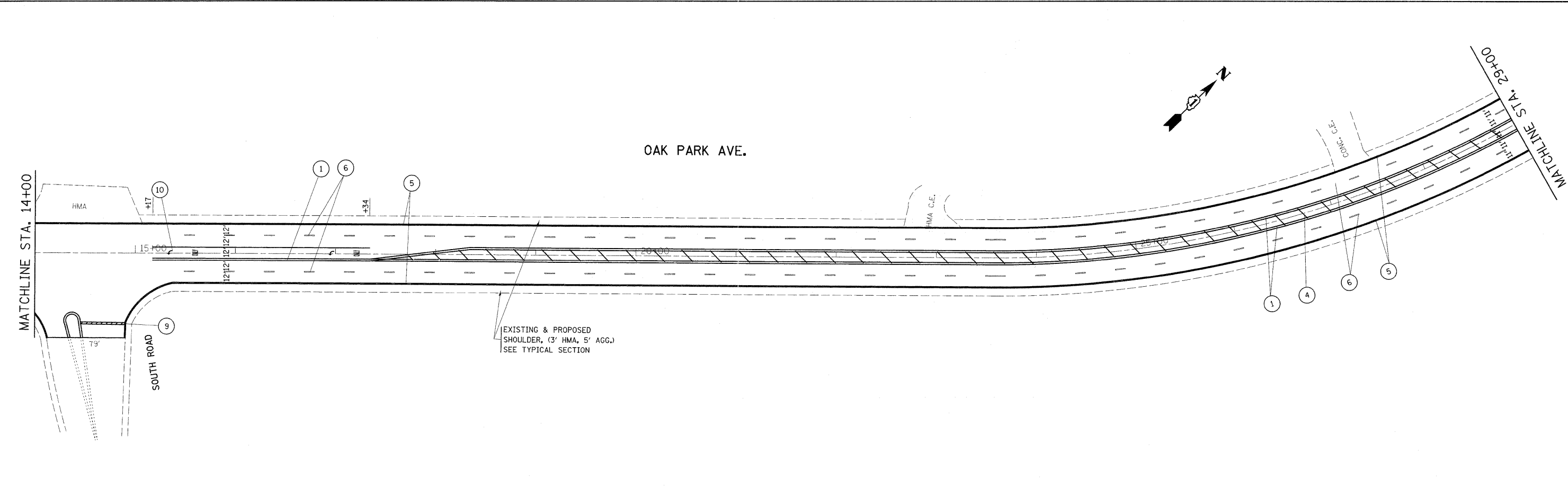
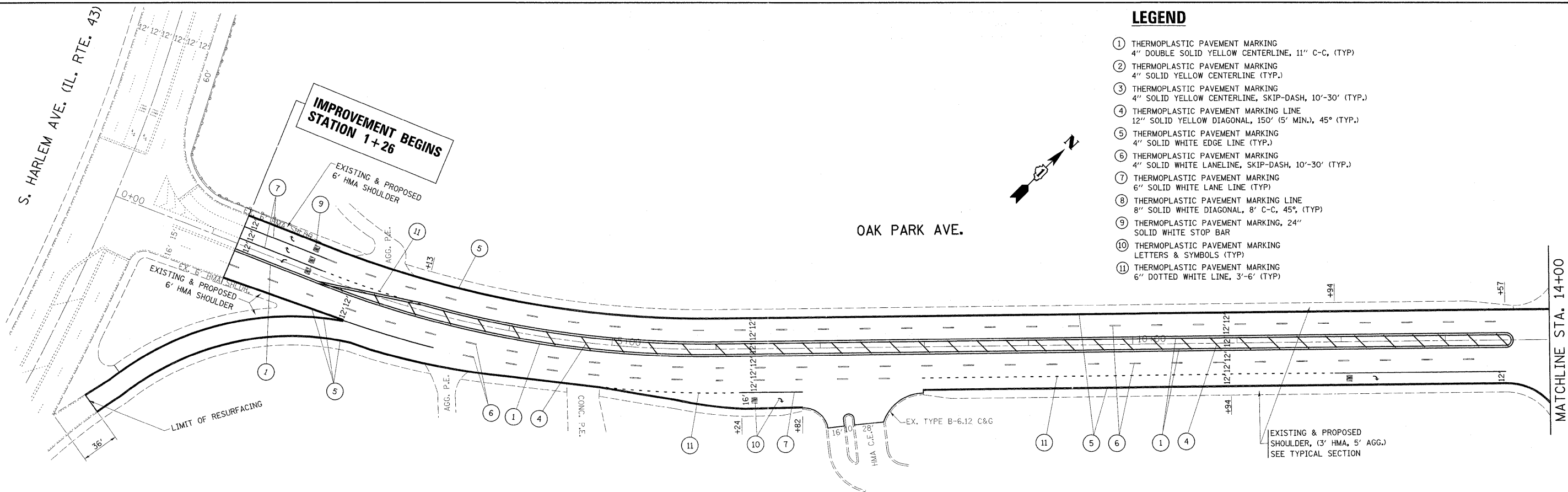


PROPOSED TYPICAL SECTION
STA. 55+00 TO STA. 57+95

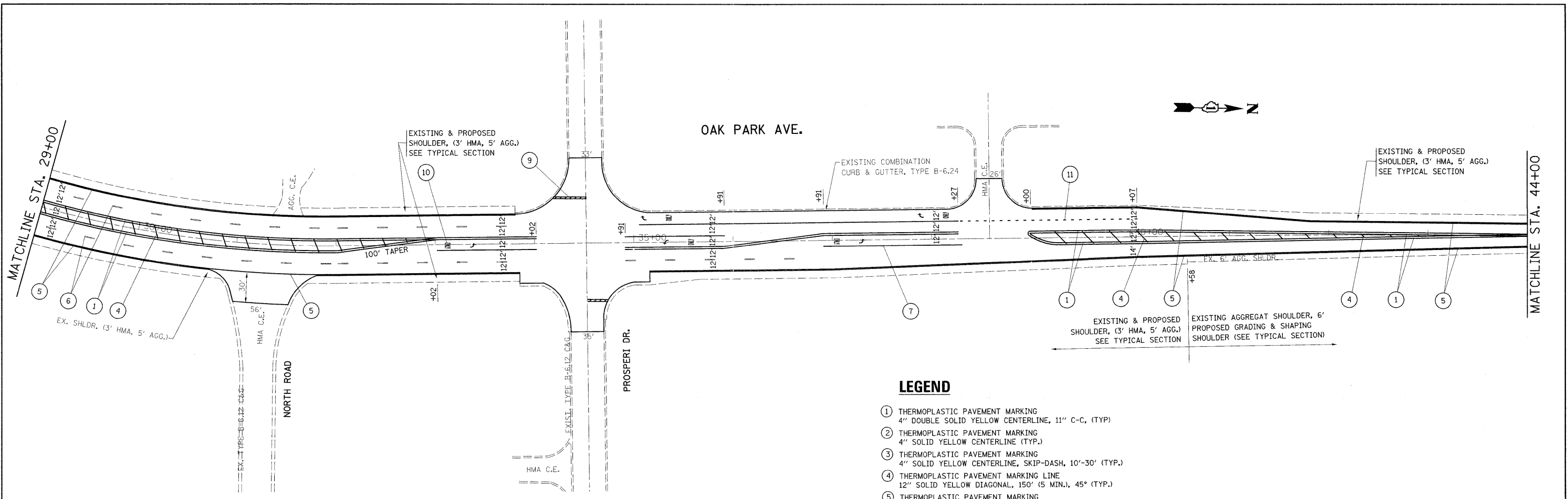
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							2774	2010-110-RS	COOK	17	6
PLOT SCALE = 50.0000' / IN.					SCALE: NONE		SHEET NO. OF SHEETS	STA. 35+00 TO STA. 57+95		CONTRACT NO. 60M38	
PLOT DATE = 5/12/2011									ILLINOIS FED. AID PROJECT		

LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING
4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C, (TYP)
- ② THERMOPLASTIC PAVEMENT MARKING
4" SOLID YELLOW CENTERLINE (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKING
4" SOLID YELLOW CENTERLINE, SKIP-DASH, 10'-30' (TYP.)
- ④ THERMOPLASTIC PAVEMENT MARKING LINE
12" SOLID YELLOW DIAGONAL, 150' (5' MIN.), 45° (TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKING
4" SOLID WHITE EDGE LINE (TYP.)
- ⑥ THERMOPLASTIC PAVEMENT MARKING
4" SOLID WHITE LANELINE, SKIP-DASH, 10'-30' (TYP.)
- ⑦ THERMOPLASTIC PAVEMENT MARKING
6" SOLID WHITE LANE LINE (TYP)
- ⑧ THERMOPLASTIC PAVEMENT MARKING LINE
8" SOLID WHITE DIAGONAL, 8" C-C, 45°, (TYP)
- ⑨ THERMOPLASTIC PAVEMENT MARKING, 24"
SOLID WHITE STOP BAR
- ⑩ THERMOPLASTIC PAVEMENT MARKING
LETTERS & SYMBOLS (TYP)
- ⑪ THERMOPLASTIC PAVEMENT MARKING
6" DOTTED WHITE LINE, 3'-6" (TYP)

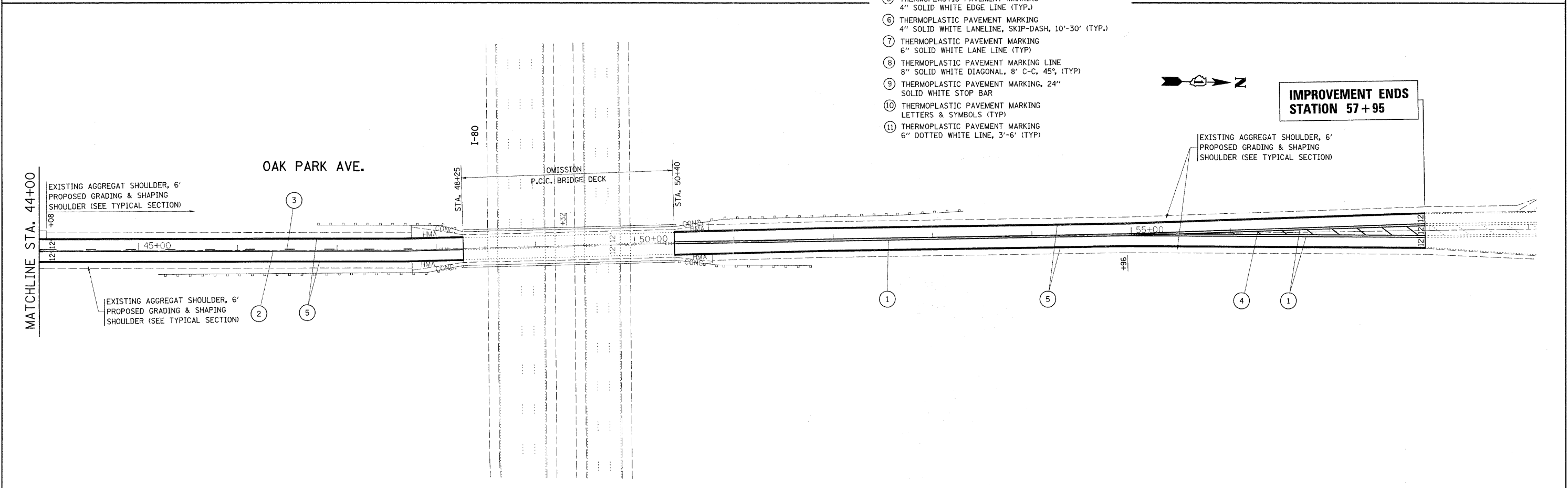


FILE NAME = D:\10511-sh-t-plan.dgn	USER NAME = bauer-dl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OAK PARK AVENUE (I-80 TO IL ROUTE 43 (HARLEM AVENUE)) ROADWAY AND PAVEMENT MARKING PLAN	F.A.U. RTE. 2774	SECTION 2010-110-RS	COUNTY COOK	TOTAL SHEETS 17	SHEET NO. 7	
PLOT SCALE = 50,0000' / in.		CHECKED -	REVISED -			SCALE: 1"=50'		SHEET NO. OF SHEETS		STA. 1+26 TO STA. 29+00	
PLOT DATE = 6/27/2011		DATE -	REVISED -			CONTRACT NO. 60M38					
ILLINOIS FED. AID PROJECT											



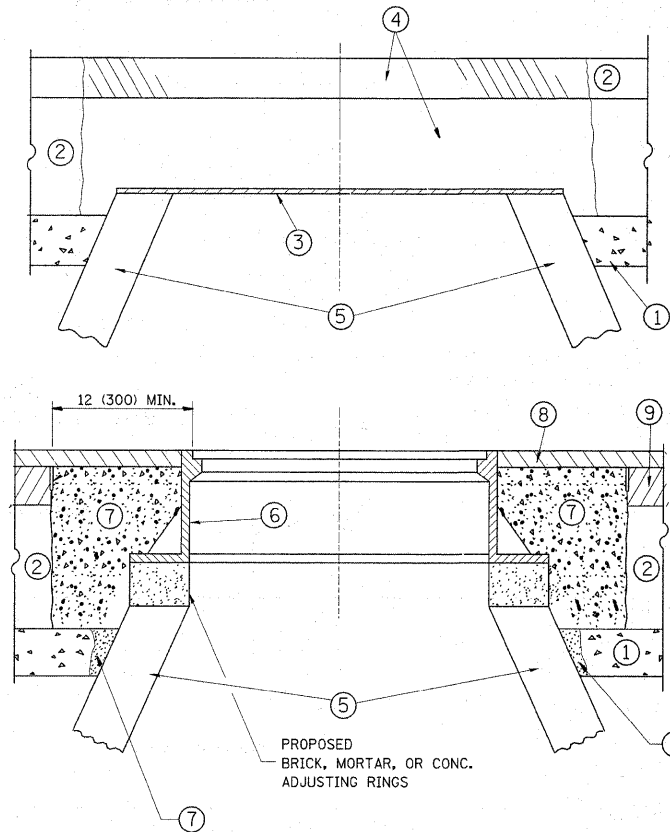
LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING
4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C, (TYP)
- ② THERMOPLASTIC PAVEMENT MARKING
4" SOLID YELLOW CENTERLINE (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKING
4" SOLID YELLOW CENTERLINE, SKIP-DASH, 10'-30' (TYP.)
- ④ THERMOPLASTIC PAVEMENT MARKING LINE
12" SOLID YELLOW DIAGONAL, 150' (5 MIN.), 45° (TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKING
4" SOLID WHITE EDGE LINE (TYP.)
- ⑥ THERMOPLASTIC PAVEMENT MARKING
4" SOLID WHITE LANELINE, SKIP-DASH, 10'-30' (TYP.)
- ⑦ THERMOPLASTIC PAVEMENT MARKING
6" SOLID WHITE LANE LINE (TYP)
- ⑧ THERMOPLASTIC PAVEMENT MARKING LINE
8" SOLID WHITE DIAGONAL, 8' C-C, 45°, (TYP)
- ⑨ THERMOPLASTIC PAVEMENT MARKING, 24"
SOLID WHITE STOP BAR
- ⑩ THERMOPLASTIC PAVEMENT MARKING
LETTERS & SYMBOLS (TYP)
- ⑪ THERMOPLASTIC PAVEMENT MARKING
6" DOTTED WHITE LINE, 3'-6" (TYP)



**IMPROVEMENT ENDS
STATION 57+95**

FILE NAME = D110511-sht-plan.dgn	USER NAME = bauerdl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OAK PARK AVENUE (I-80 TO IL. ROUTE 43 (HARLEM AVENUE)) ROADWAY AND PAVEMENT MARKING PLAN			F.A.U. RTE. 2774	SECTION 2010-110-RS	COUNTY COOK	TOTAL SHEETS 17	SHEET NO. 8
		DRAWN -	REVISED -		SCALE: 1"=50'	SHEET NO.	OF	SHEETS	STA. 29+00	TO STA. 57+95	CONTRACT NO. 60M38	
		PLLOT SCALE = 50.0000' / in.	REVISED -								ILLINOIS FED. AID PROJECT	
		PLLOT DATE = 6/27/2011	REVISED -									



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

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

NOTES:

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

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

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

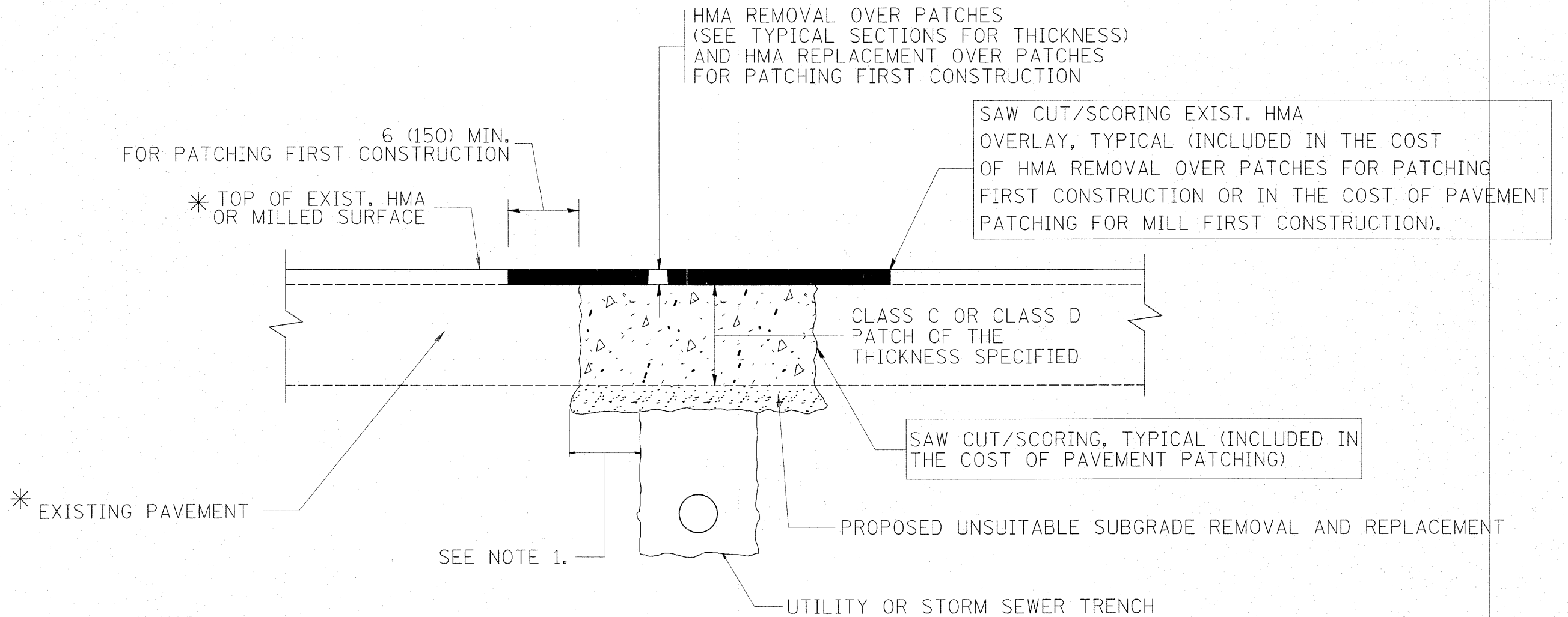
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = gaglianobt	DESIGNED - R. SHAH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\p\dot\gaglianobt\d2248106\DotStd.dgn		DRAWN -	REVISED - R. WIEDEMAN 05-14-04		2774	2010-110-RS	COOK	17	9			
PLOT SCALE = 5/8"=1'-0" / IN.		CHECKED -	REVISED - R. BORO 01-01-07		BD600-03 (BD-8)			CONTRACT NO. 60M38				
PLOT DATE = 4/21/2011		DATE - 10-25-94	REVISED - R. BORO 03-09-11		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	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)

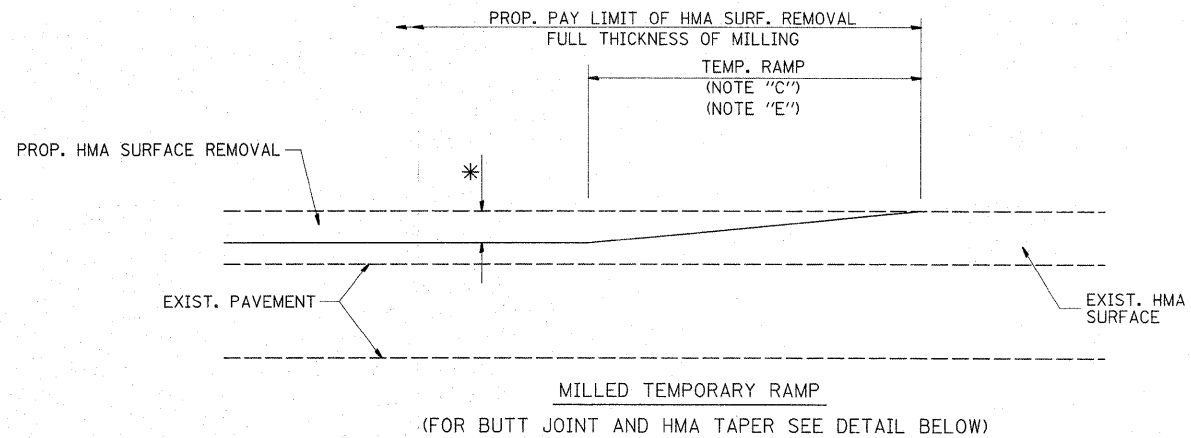
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

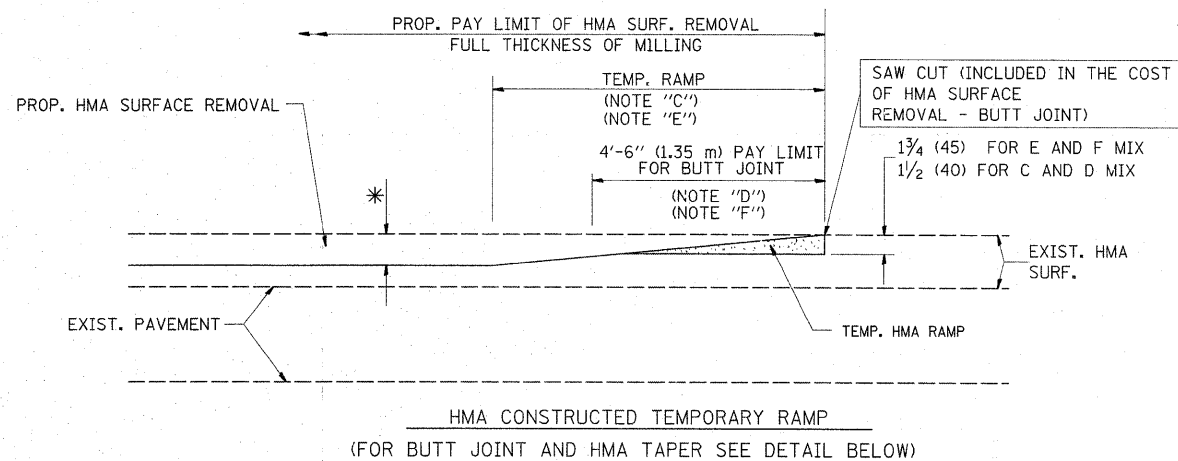
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

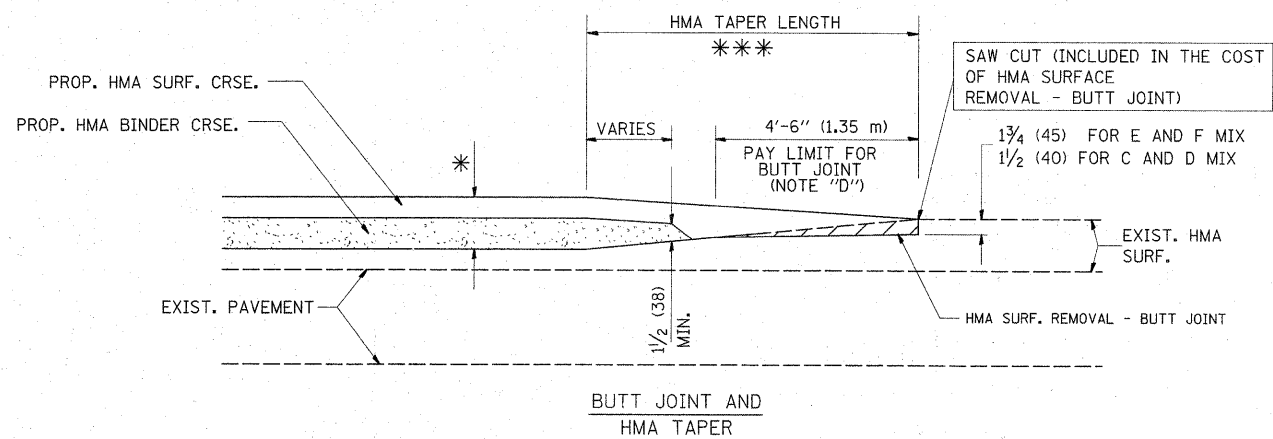
FILE NAME =	USER NAME = gaglianob	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\pwidot\gaglianob\d0248106\DatStd.dgn	DRAWN -	REVISED - R. BORO 01-01-07	REVISED - R. BORO 09-04-07					2774	2010-110-RS	COOK	17	10
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07	REVISED - K. ENG 10-27-08		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			BD400-04 (BD-22) CONTRACT NO. 60M38				
PLOT DATE = 4/21/2011	DATE - 10-25-94	REVISED - K. ENG 10-27-08			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



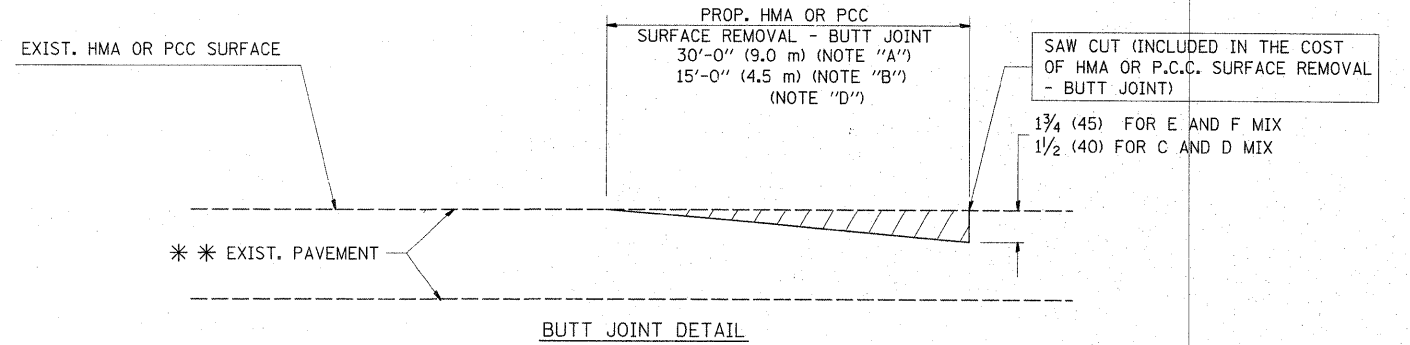
OPTION 1



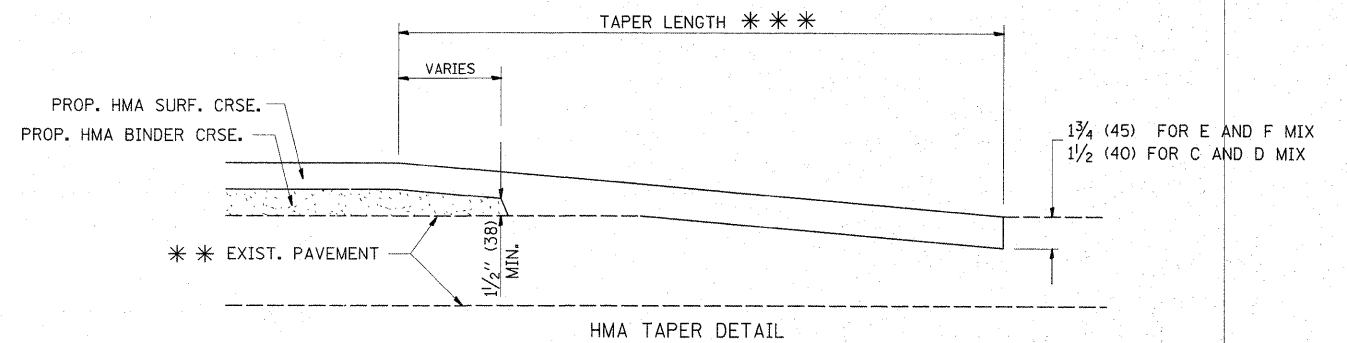
**OPTION 2
TYPICAL TEMPORARY RAMP**



**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.

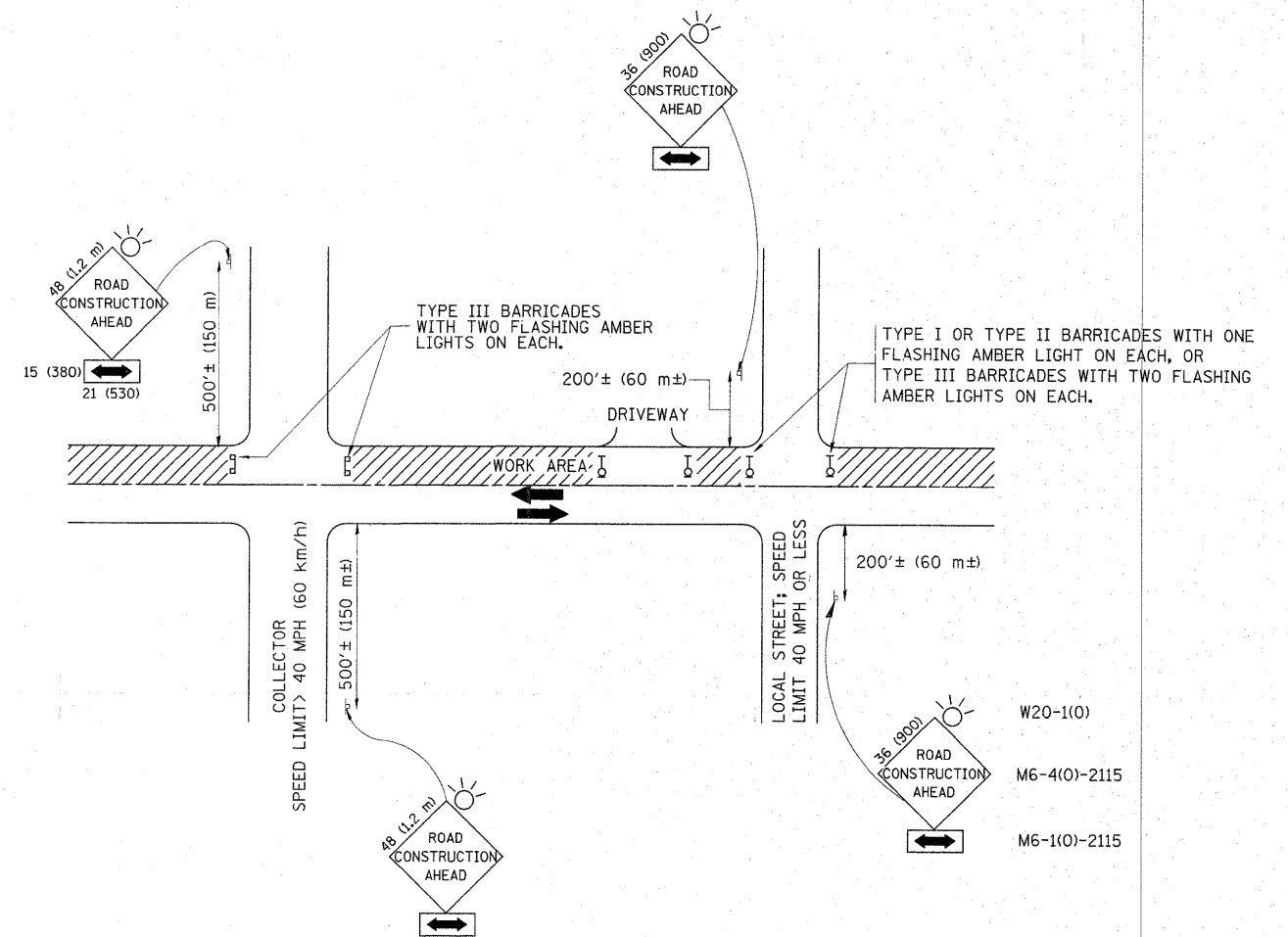
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	PLOT DATE = 4/21/2011	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**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. 2774	SECTION 2010-110-RS	COUNTY COOK	TOTAL SHEETS 17	SHEET NO. //
BD400-05 BD32		CONTRACT NO. 60M38		
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.

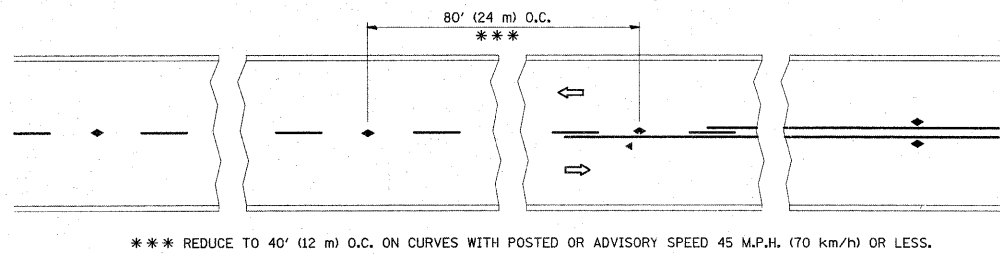
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	PLOT DATE = 4/21/2011	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

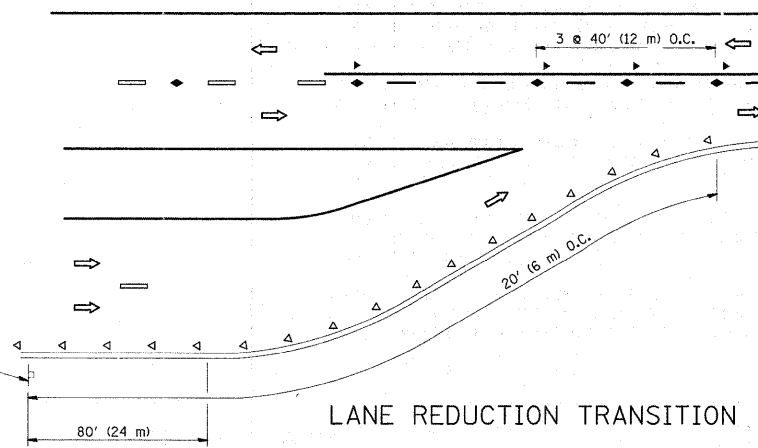
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2774	2010-110-RS	COOK	17	12
TC-10			CONTRACT NO. 60M38	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

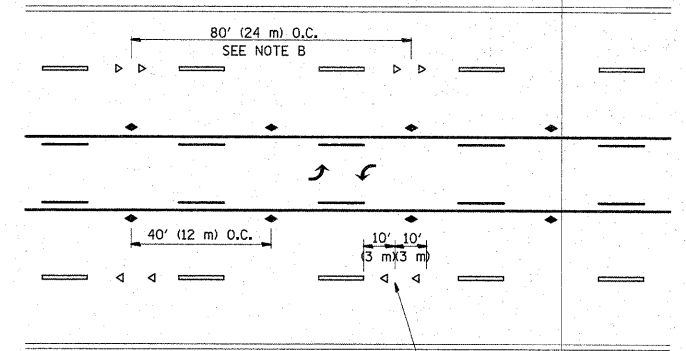


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

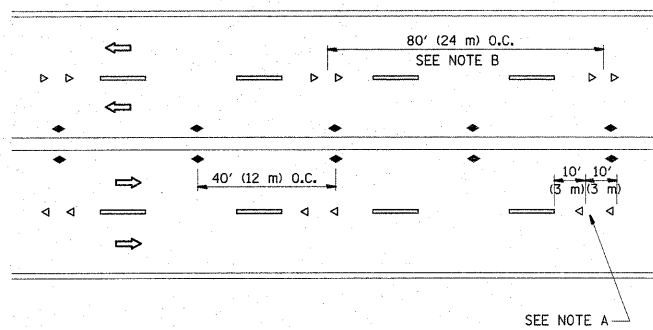
TWO-LANE/TWO-WAY



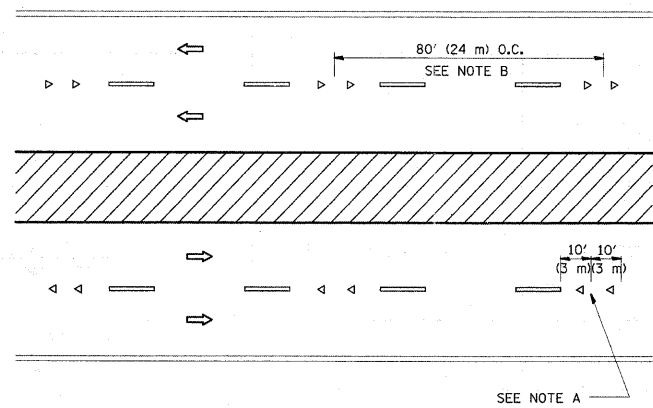
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

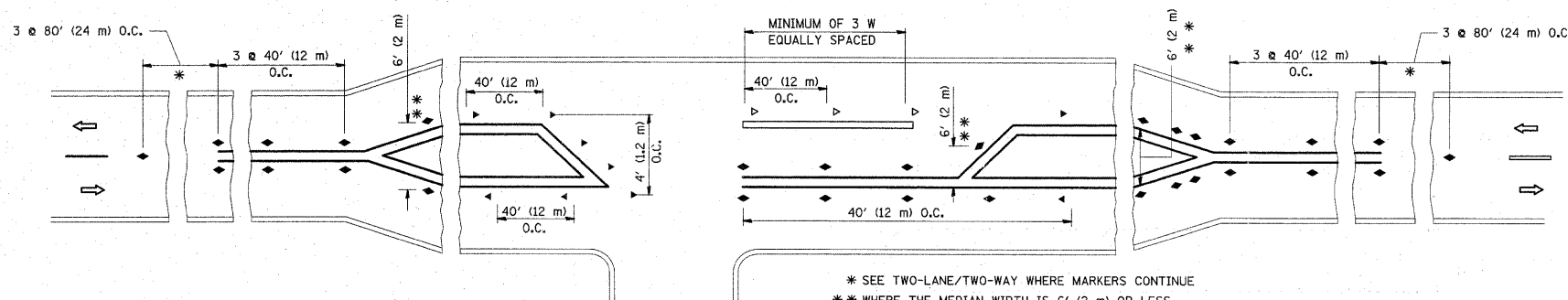
1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE 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.

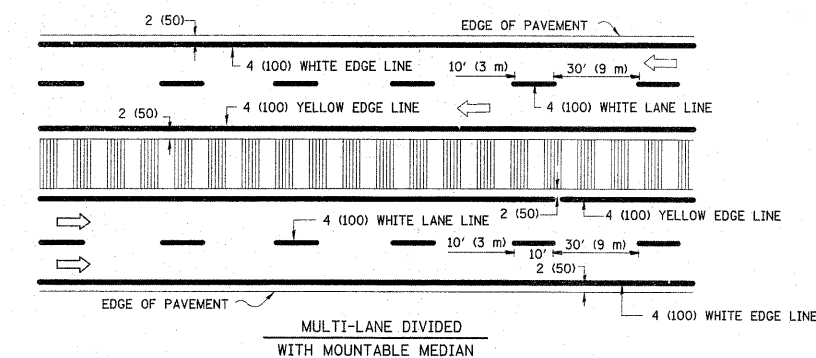
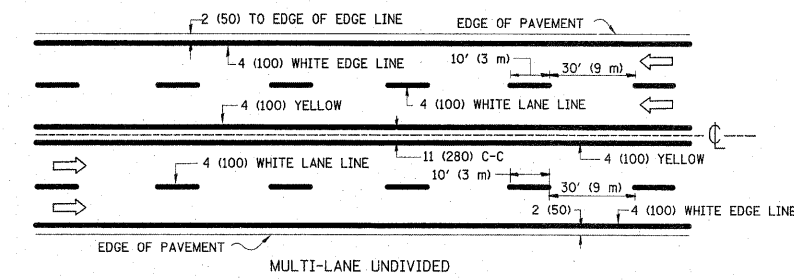
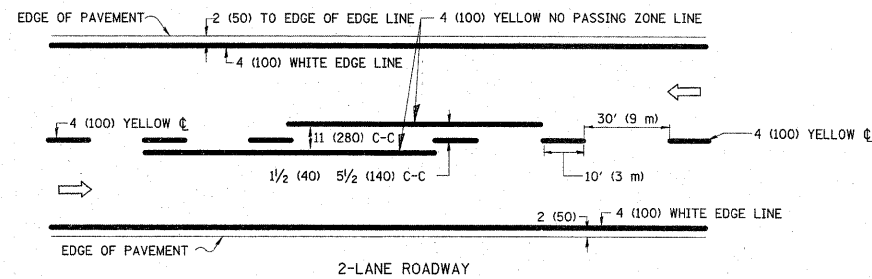


LEFT TURN

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

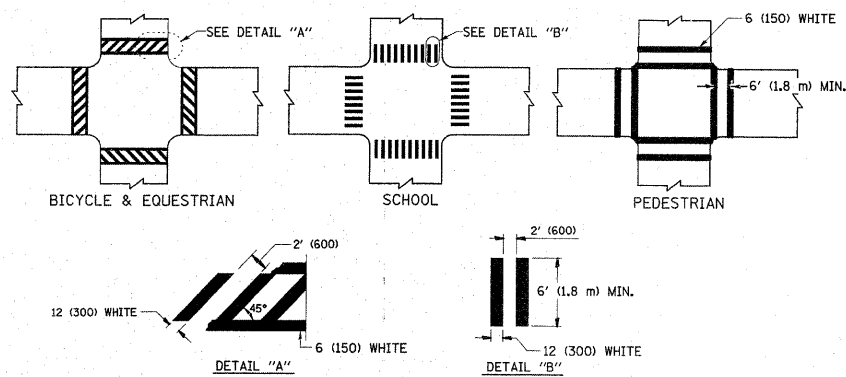
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 03-12-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	TC-11		CONTRACT NO. 60M38	
PLOT DATE = 4/21/2011	DATE -	REVISED - C. JUCIUS 09-09-09					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

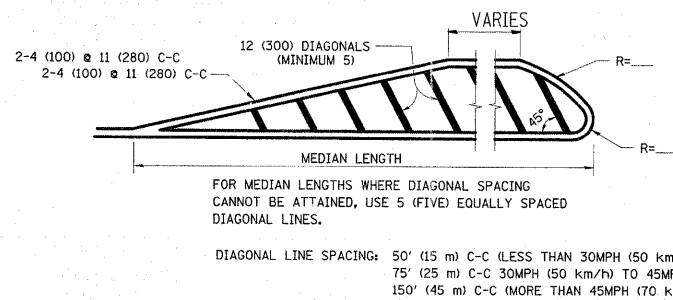
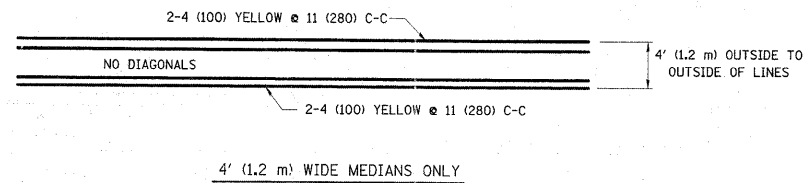


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

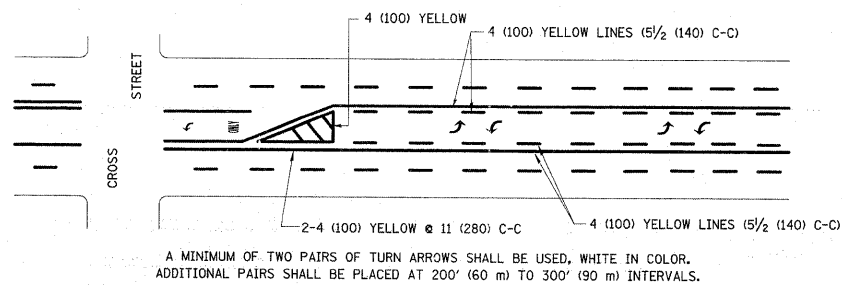
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

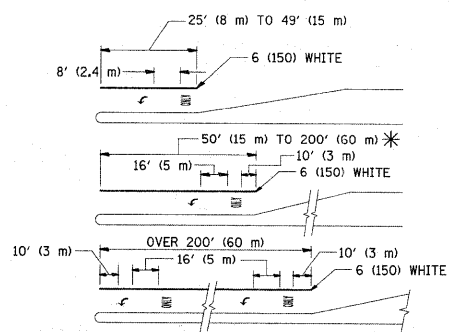


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

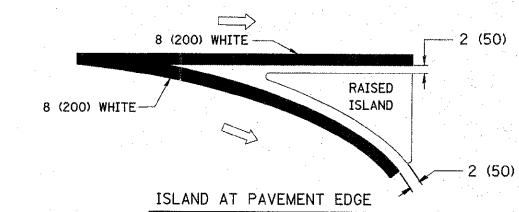
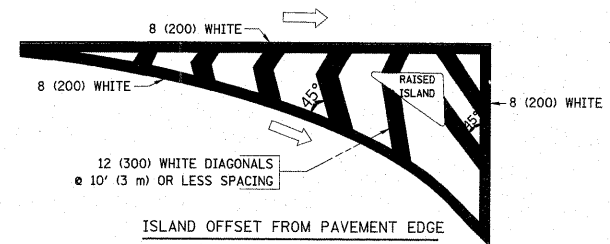


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
* AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* 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



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	5/2 (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; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 6 (150) 12 (300) 45° 12 (300) 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 4 (100) WITH 12 (300) DIAGONALS 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW TWO WAY TRAFFIC WHITE ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

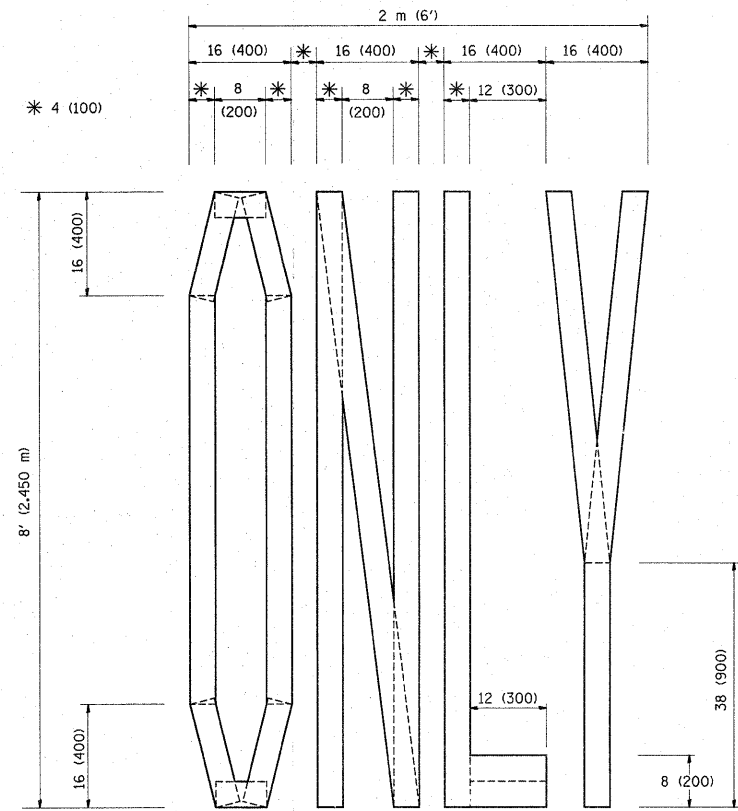
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ca\pwwork\pwwork\gaglianob\10248106\0\15std.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
PLOT SCALE = 50.0000 / IN.		CHECKED -	REVISED -
PLOT DATE = 4/21/2011		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

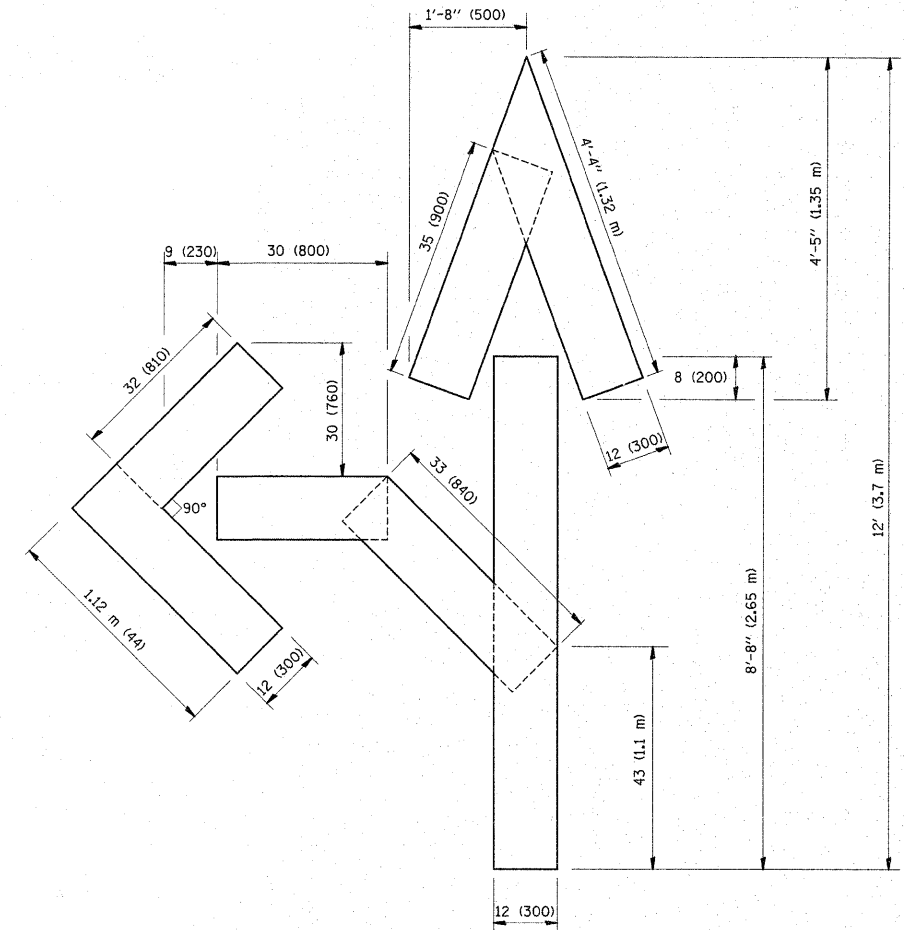
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

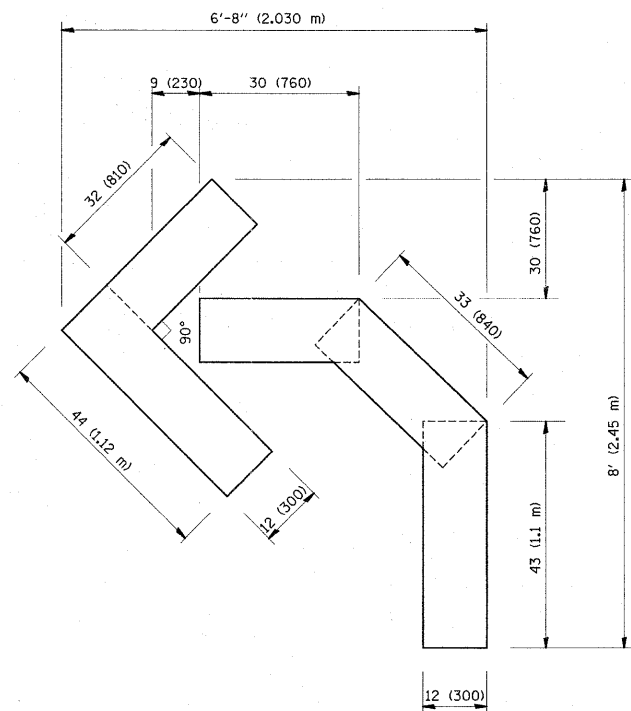
F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2774	2010-110-RS	COOK	17	14
TC-13		CONTRACT NO. 60M38		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

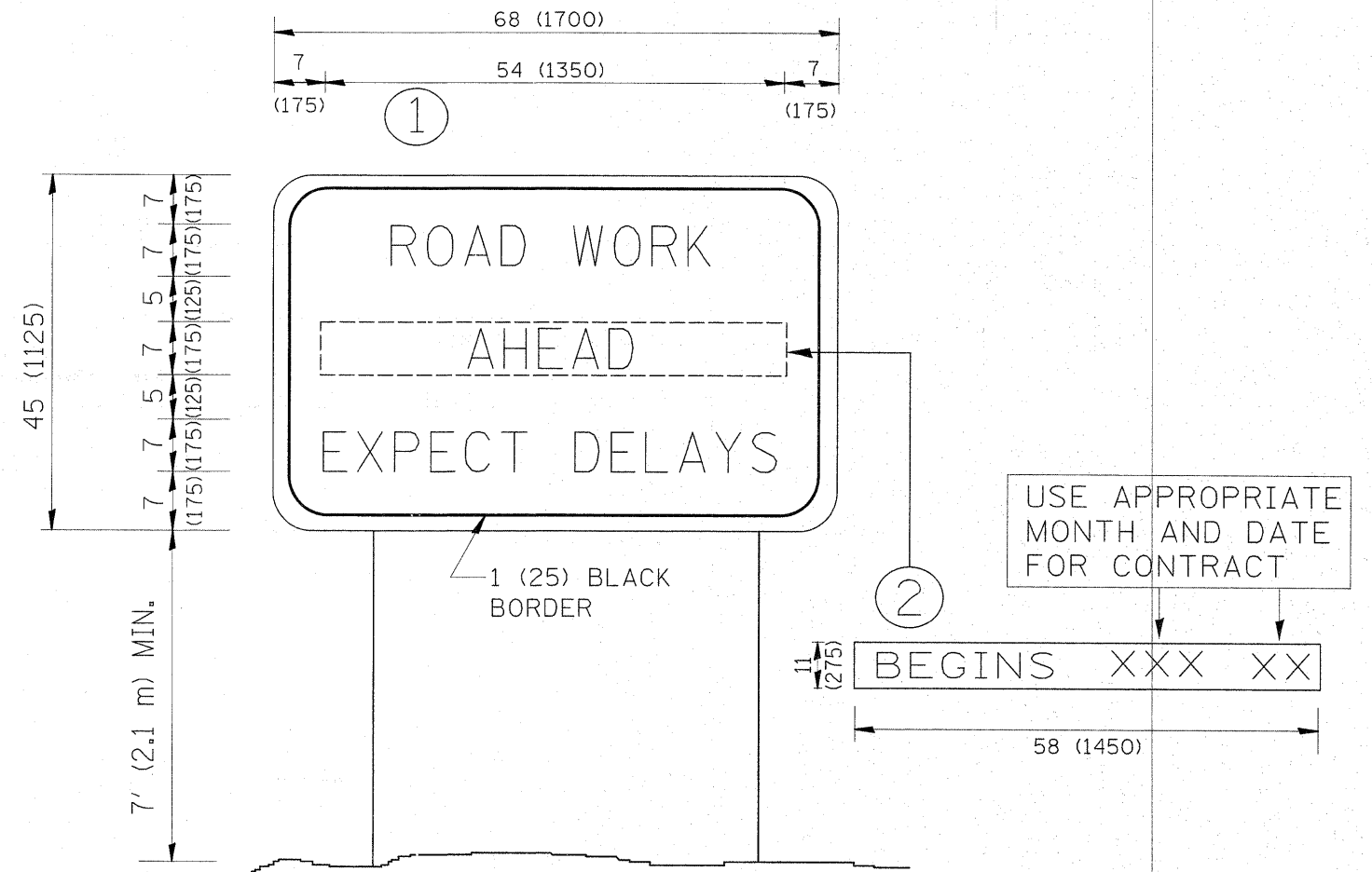
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	PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED - T. RAMMACHER 03-02-98
	PLOT DATE = 4/21/2011	DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING**

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

F.A.J. RTE. 2774	SECTION 2010-110-RS	COUNTY COOK	TOTAL SHEETS 17	SHEET NO. 15
TC-16		CONTRACT NO. 60M38		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

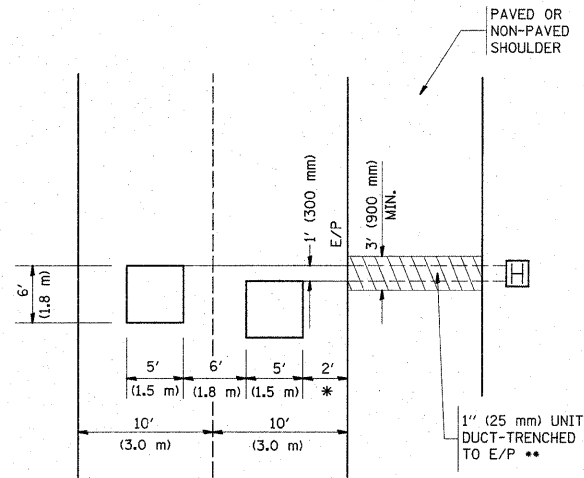
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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 =	USER NAME = gaglienobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr:\pw\work\pntdot\gaglienobt\d0248106\01	Std.dgn	DRAWN -	REVISED - R. MIRS 12-11-97			2774	2010-110-RS	COOK	17	16	
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99			TC-22		CONTRACT NO. 60M38			
	PLOT DATE = 4/21/2011	DATE -	REVISED - C. JUCIUS 01-31-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		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.

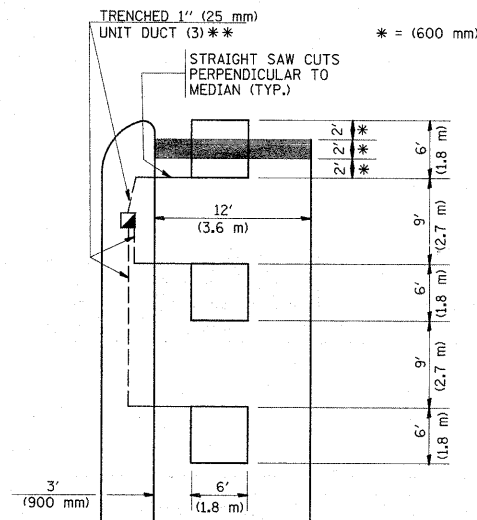


* = (600 mm)

** 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)

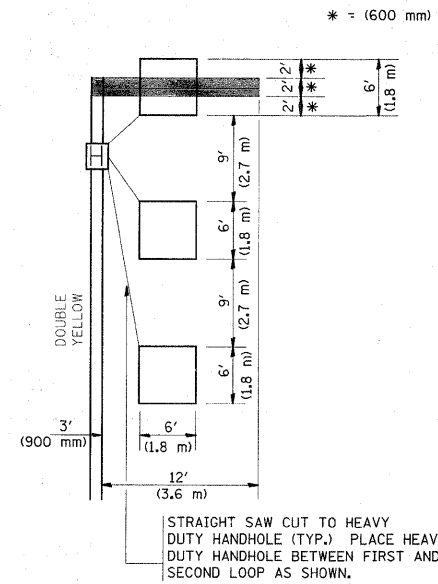
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



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

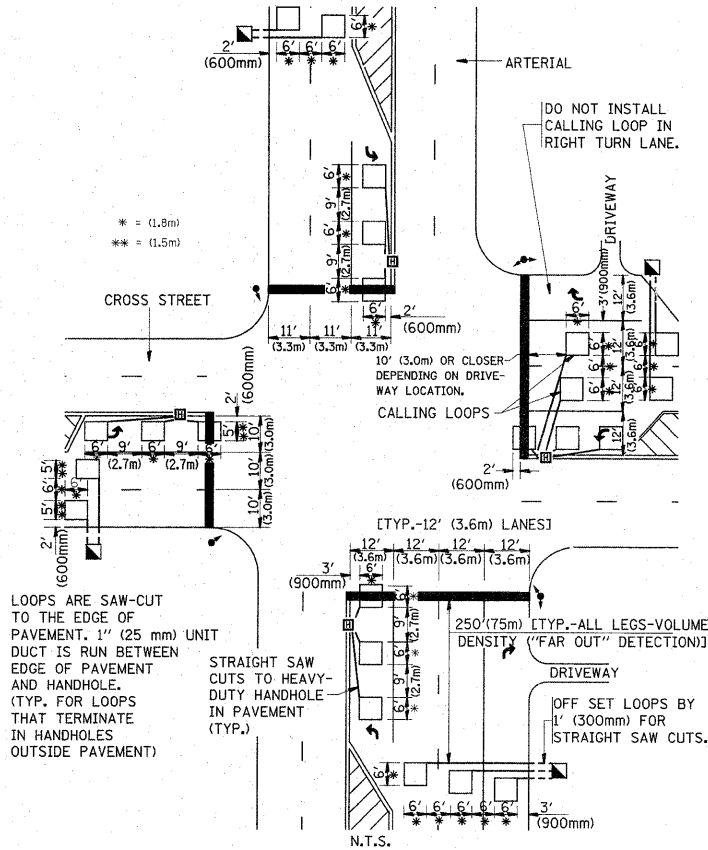
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



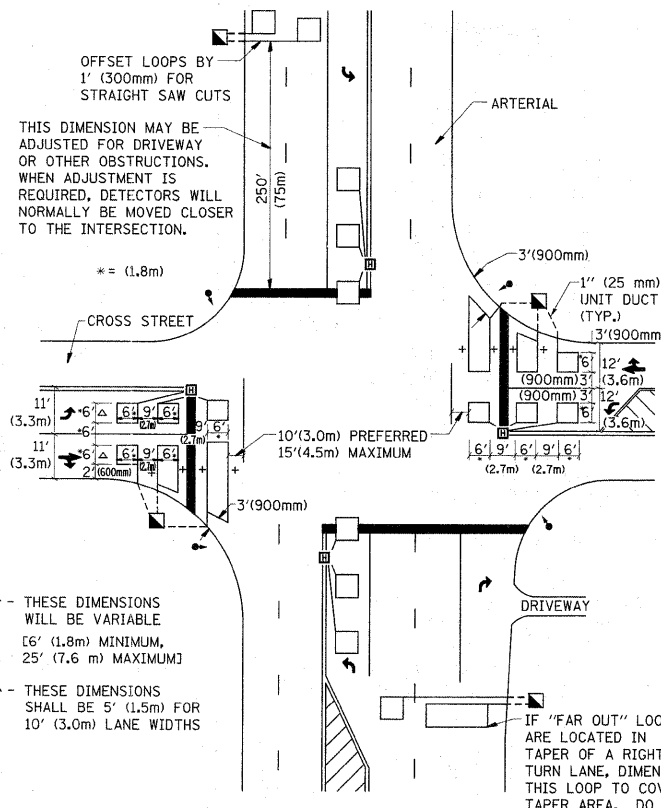
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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 = gaglisenob	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\work\pwwid\gaglisenob\0248186\0248186.dgn	PLOT SCALE = 50.0000 / IN.	CHECKED - R.K.F.	REVISED -			2774	2010-110-RS	COOK	17	17
PLOT DATE = 4/21/2011	DATE -	REVISED -	REVISED -			TS-07		CONTRACT NO. 60M38		
						SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT