

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2831	(3140 & 3141) RS-2	COOK	32	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

**F.A.U. ROUTE 2831: KEDZIE AVENUE
103RD STREET TO 127TH STREET
SECTION: (3140 & 3141)RS-2
RESURFACING (MAINTENANCE)
COOK COUNTY
C-91-059-01**

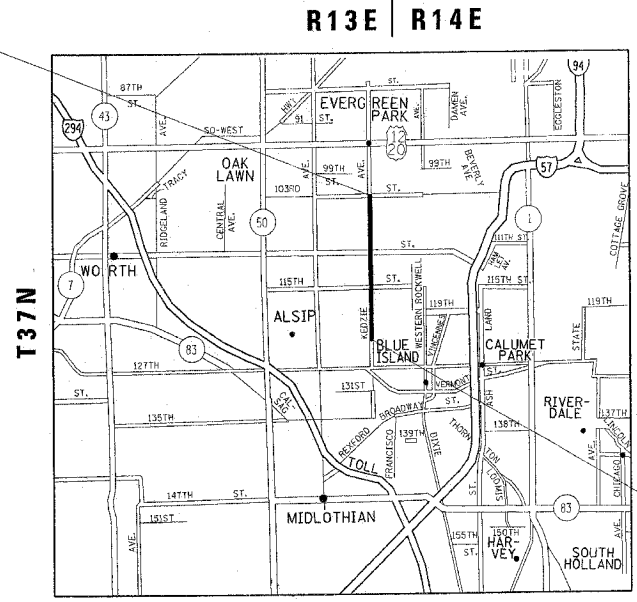
FOR INDEX OF SHEETS, SEE SHEET NO. 2

- IMPROVEMENT LOCATED IN:
- CITY OF CHICAGO
 - VILLAGE OF MERRIONETTE PARK
 - CITY OF BLUE ISLAND



IMPROVEMENT BEGINS
STA. 1+16

OMISSION:
STA. 108+39 TO
STA. 160+80



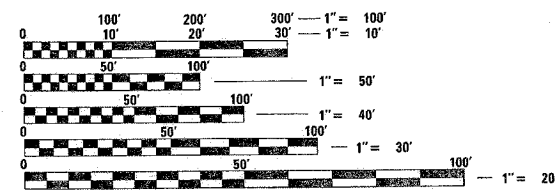
TRAFFIC DATA
2000 ADT = 18100
POSTED SPEED LIMIT=35 MPH

IMPROVEMENT ENDS
STA. 165+44

WORTH TOWNSHIP

GROSS LENGTH OF IMPROVEMENT = 16,428 FT = 3.11 MILES
NET LENGTH OF IMPROVEMENT = 11,187 FT = 2.12 MILES

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



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

C.U.A.N. (CHICAGO UTILITY ALERT NETWORK)
1-312-944-7000

CONTRACT NO. 62124

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 8/30 20 06

Diane O'Keefe/ol
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 13, 20 06

Mike Sine/MS
ENGINEER OF DESIGN AND ENVIRONMENT

October 13, 20 06

Milton R. Sees, P.E./MS
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2831	*	COOK	32	2
STA. xxxxxxxxxxxx		TO STA. xxxxxxxxxxxx		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
* (3140 & 3141) RS-2				

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
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3	SUMMARY OF QUANTITIES
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6-9	RESURFACING AND PAVEMENT MARKING PLANS
10-13	DETECTOR LOOP REPLACEMENT PLANS
14	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
15	CITY OF CHICAGO DRAINAGE DETAILS
16	CITY OF CHICAGO DETAILS FOR PC CONCRETE DRIVEWAY, ALLEY RETURN AND SIDEWALK
17	PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT
18	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
19	BUTT JOINT AND BITUMINOUS TAPER DETAILS
20	TEMPORARY INFORMATION SIGNING
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22	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
23	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
24	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
25	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
26-29	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
30	DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING
31-32	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS

CHICAGO NOTES

PERMIT FROM THE DEPARTMENT OF SEWERS ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY OR COMBINED SEWER SYSTEM CONSTRUCTION, AND FOR ALL WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF SEWERS' PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR / SUBCONTRACTOR MUST SUBMIT TWO SET OF PLANS APPROVED BY THE DEPARTMENT OF SEWERS FOR THE ISSUE OF THE SEWER PERMIT TO SUITE 410, 333 SOUTH STATE STREET, CHICAGO, IL 60604-3971. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF SEWERS.

IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF SEWERS AT (312) 747-7892 OR (312) 747-7893.

PERFORATED LIDS SHALL BE PLACED ON ALL MANHOLES AND CATCH BASINS.

BENCH MONUMENT LOCATIONS WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE OBTAINED FROM THE DEPARTMENT OF SEWERS AT SUITE 410, 333 SOUTH STATE STREET, CHICAGO, IL 60604-3971. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF REPLACING ANY BENCH MONUMENT DAMAGED OR DESTROYED DURING CONSTRUCTION.

SIDEWALK ACCESSIBILITY RAMPS SHALL NOT BE CONSTRUCTED DIRECTLY OVER EXISTING OR PROPOSED DRAINAGE STRUCTURES.

ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND GRATED OR LIDS ON SEWER STRUCTURED SHALL BE REPLACED WITH NEW DEPARTMENT OF SEWERS' STANDARD FRAMES AND GRATES OR LIDS. OLD FRAMES AND GRATES OR LIDS SHALL BE DELIVERED TO THE DEPARTMENT OF SEWERS AT 39TH STREET AND ASHLAND AVENUE.

CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER AND/OR DEPARTMENT OF SEWERS.

CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM CURB HEIGHT OF 75 MM (3").

BACKFILL MATERIAL UNDER SIDEWALKS SHALL BE FA-2.

PAVEMENT REPLACEMENT AROUND FRAMES AND GRATES OR LIDS WHERE DRAINAGE, WATER MAIN OR ELECTRICAL STRUCTURES ARE ADJUSTED OR RECONSTRUCTED, SHALL BE WITH CLASS SI CONCRETE.

ALL PAVEMENT PATCHING SHALL BE CLASS C.

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED.)

3 METER (10 FEET) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & 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 CITY OF CHICAGO, MARRIONETTE PARK, AND THE CITY OF BLUE ISLAND.

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

BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 40 MM (1 1/2 INCHES) WHERE THE SPEED LIMIT IS 80 KM/H (45 MPH) OR LESS AND 25 MM (1 INCH) WHERE THE SPEED LIMIT IS GREATER THAN 80 KM/H (45 MPH). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 75 MM (3 INCHES) 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 BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

THE CONTRACTOR WILL CONTACT THE AREA TRAFFIC ENGINEER, PATRICE HARRIS AT (773) 685-8386 TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKING.

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-01	CLASS C AND D PATCHES
604001-02	FRAME AND LIDS, TYPE 1
604086-01	FRAME AND GRATE, TYPE 23
606001-02	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701001-01	OFF-ROAD OPERATIONS, 2-L, 2-W, 4.5 M (15') MIN. AWAY, FOR SPEEDS > 45 MPH
701101-01	OFF-ROAD OPERATIONS, MULTILANE, LESS THAN 4.5 M (15') AWAY, SPEEDS > 45 MPH
701301-02	LANE CLOSURE, 2-L, 2-W, SHORT TIME OPERATIONS
701606-04	URBAN LANE CLOSURE, MULTILANE, 2W, WITH MOUNT MEDIAN
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
702001-06	TRAFFIC CONTROL DEVICES
846006	TYPICAL LAYOUT FOR DETECTION LOOPS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 KEDZIE AVENUE (FROM 103RD ST. TO 127TH ST.)
 INDEX OF SHEETS, LIST OF STANDARDS,
 CHICAGO NOTES, AND GENERAL NOTES

VERT. DATE
 HORIZ. VERT. DATE
 DRAWN BY
 CHECKED BY

F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2831	(3140 & 3141) RS-2	COOK	32	3
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN 100% STATE I000		Y025 KEDZIE 50% CITY 50% STATE PARKING		
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	24	22		2		
40600300	AGGREGATE (PRIME COAT)	TON	115	106		9		
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	21.0	19.5		1.5		
40600895	CONSTRUCTING TEST STRIP	EACH	1	1				
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	720	720				
40601000	BITUMINOUS REPLACEMENT OVER PATCHES	TON	381	332.5		48.5		
42001300	PROTECTIVE COAT	SQ YD	1724	1724				
44000109	BITUMINOUS REMOVAL OVER PATCHES 2 1/4"	SQ YD	2262	1972		290		
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	4569	3984		585		
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	229	200		29		
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	277	242		35		
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	917	800		117		
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	642	560		82		
55039700	STORM SEWERS TO BE CLEANED	FOOT	620	600		20		
60250200	CATCH BASINS TO BE ADJUSTED	EACH	31	27		4		
60251730	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	12	10		2		
60254330	CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	5	4		1		
60255500	MANHOLES TO BE ADJUSTED	EACH	41	35		6		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	4				
67100100	MOBILIZATION	L SUM	1	1				
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	0.9		0.1		
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	0.9		0.1		
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	13576	13576				
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	250	250				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	7850	7850				
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	4060	4060				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN 100% STATE I000		Y025 KEDZIE 50% CITY 50% STATE PARKING		
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	205	205				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1760	1760				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	250	250				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7850	7850				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	4060	4060				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	205	205				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	135	135				
* 84700600	DETECTOR LOOP REPLACEMENT	FOOT	2693	2693				
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52				
X0656100	DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	SQ YD	13	13				
X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	5592	5162		430		
X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	2392	2209		183		
X4409410	BITUMINOUS SURFACE REMOVAL 2 1/4"	SQ YD	57321	52931		4390		
X6020064	MANHOLES TO BE RECONSTRUCTED WITH NEW FRAME AND PERFORATED LID FOR CATCH BASINS AND MANHOLES, CHICAGO STANDARD	EACH	5	5				
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	90	90				
78100100	RAISED REFLECTIVE PAVEMENT MARKERS	EACH	150	150				

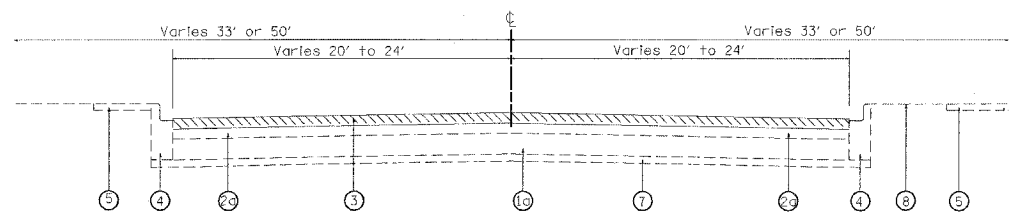
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

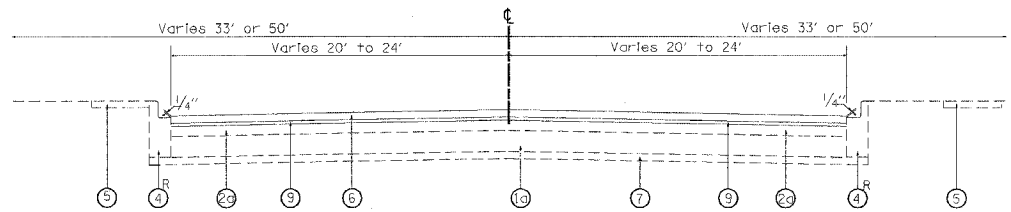
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2003-094 RS	COOK	32	4
STA. VARIOUS		TO STA. VARIOUS		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



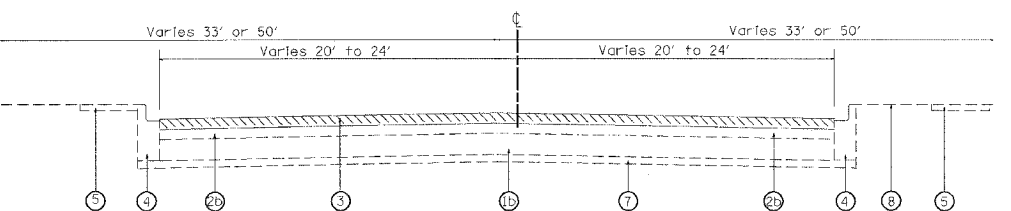
EXISTING TYPICAL SECTION
FAU 2831 (KEDZIE AVENUE)

STA 0+00 TO STA 27+50
STA 66+50 TO STA 78+50
STA 82+50 TO STA 96+50



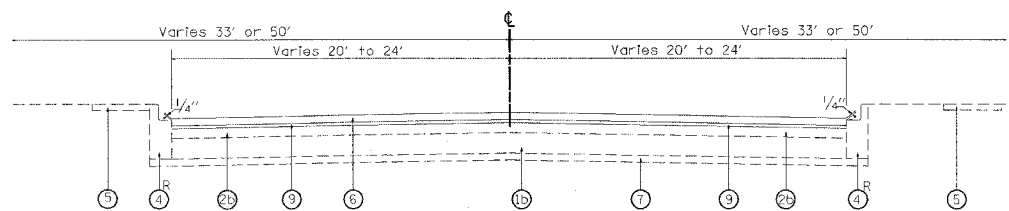
PROPOSED TYPICAL SECTION
FAU 2831 (KEDZIE AVENUE)

STA 0+00 TO STA 27+50
STA 66+50 TO STA 78+50
STA 82+50 TO STA 96+50



EXISTING TYPICAL SECTION
FAU 2831 (KEDZIE AVENUE)

STA 27+50 TO STA 51+50
STA 78+50 TO STA 81+50
STA 161+50 TO STA 165+44



PROPOSED TYPICAL SECTION
FAU 2831 (KEDZIE AVENUE)

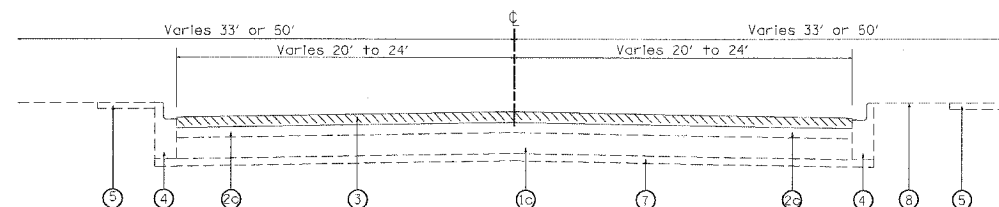
STA 27+50 TO STA 51+50
STA 78+50 TO STA 81+50
STA 161+50 TO STA 165+44

LEGEND

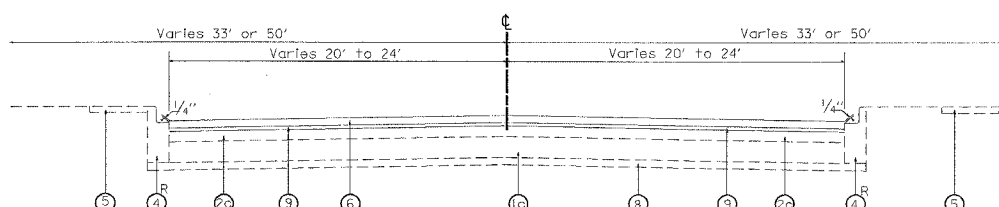
- 1a EXISTING P.C.C. PAVEMENT, 1.5"-3.5"
- 1b EXISTING P.C.C. PAVEMENT, 6.25"-7.75"
- 1c EXISTING P.C.C. PAVEMENT, 6.25"-7.75"
- 1d EXISTING P.C.C. PAVEMENT, 7.25"-7.5"
- 2a EXISTING BITUMINOUS CONCRETE RESURFACING (AFTER MILLING +1")
- 2b EXISTING BITUMINOUS CONCRETE RESURFACING (AFTER MILLING +10)
- 2c EXISTING BITUMINOUS CONCRETE RESURFACING (AFTER MILLING +5)
- 2d EXISTING BITUMINOUS CONCRETE RESURFACING (AFTER MILLING +3)
- 3 PROPOSED BITUMINOUS SURFACE REMOVAL 2 1/4"
- 4 EXISTING COMBINATION CONCRETE C&G TYPE B.6-12
- 5 EXISTING P.C.C. SIDEWALK
- 6 PROPOSED BITUMINOUS CONC. SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"
- 7 EXISTING SUBBASE GRANULAR MATERIAL
- 8 EXISTING PARKWAY
- 9 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) SUPERPAVE, IL-4.75, N50, 3/4"
- R REMOVAL AND REPLACEMENT ITEM AS DIRECTED BY ENGINEER

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TYPICAL SECTIONS KEDZIE AVENUE 103RD ST. TO 127TH ST.
NAME	DATE	
SCALE: VERT. HORIZ.	DATE	DRAWN BY CHECKED BY

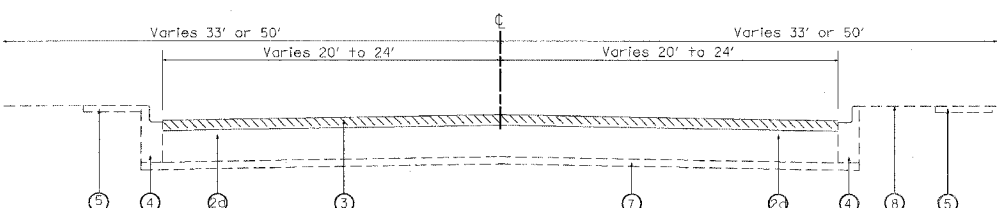
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VAR.	2003-094 RS	COOK	32	5
STA.	VARIOUS	TO STA.	VARIOUS	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



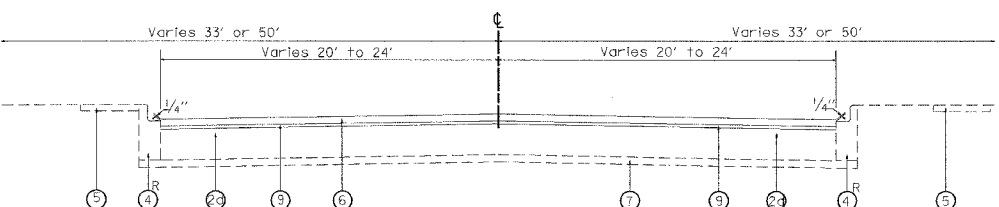
EXISTING TYPICAL SECTION
FAU 2831 (KEDZIE AVENUE)
STA 81+50 TO STA 82+50



PROPOSED TYPICAL SECTION
FAU 2831 (KEDZIE AVENUE)
STA 81+50 TO STA 82+50



EXISTING TYPICAL SECTION
FAU 2831 (KEDZIE AVENUE)
STA 51+50 TO STA 66+50
STA 96+50 TO STA 108+39
STA 160+80 TO STA 161+50



PROPOSED TYPICAL SECTION
FAU 2831 (KEDZIE AVENUE)
STA 51+50 TO STA 66+50
STA 96+50 TO STA 108+39
STA 160+80 TO STA 161+50

LEGEND

- 1a) EXISTING P.C.C. PAVEMENT, 1.5"-3.5"
- 1b) EXISTING P.C.C. PAVEMENT, 6.25"-7.75"
- 1c) EXISTING P.C.C. PAVEMENT, 6.25"-7.75"
- 1d) EXISTING P.C.C. PAVEMENT, 7.25"-7.5"
- 2a) EXISTING BITUMINOUS CONCRETE RESURFACING (AFTER MILLING +1")
- 2b) EXISTING BITUMINOUS CONCRETE RESURFACING (AFTER MILLING +10)
- 2c) EXISTING BITUMINOUS CONCRETE RESURFACING (AFTER MILLING +5)
- 2d) EXISTING BITUMINOUS CONCRETE RESURFACING (AFTER MILLING +3)
- 3) PROPOSED BITUMINOUS SURFACE REMOVAL 2 1/4"
- 4) EXISTING COMBINATION CONCRETE C&G TYPE B.6-12
- 5) EXISTING P.C.C. SIDEWALK
- 6) PROPOSED BITUMINOUS CONC. SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"
- 7) EXISTING SUBBASE GRANULAR MATERIAL
- 8) EXISTING PARKWAY
- 9) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) SUPERPAVE, IL-4.75, N50, 3/4"
- R) REMOVAL AND REPLACEMENT ITEM AS DIRECTED BY ENGINEER

MIXTURE REQUIREMENTS			
MIXTURE USES	AC / PG	RAP % (MAX)	DESIGN AIR VOIDS
POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	SBS/SBR PG76-28	0%	2.5% AT 50 GYRATIONS
BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	10%	4% AT 70 GYRATIONS
ALL CLASS D PATCHING BINDER IL - 19MM	PG 64-22	15%	4% AT 70 GYRATIONS
BIT. REPLACEMENT OVER PATCHES BINDER IL - 19MM	PG 64-22	15%	4% AT 70 GYRATIONS
UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURE IS 112 LBS/SY/IN			

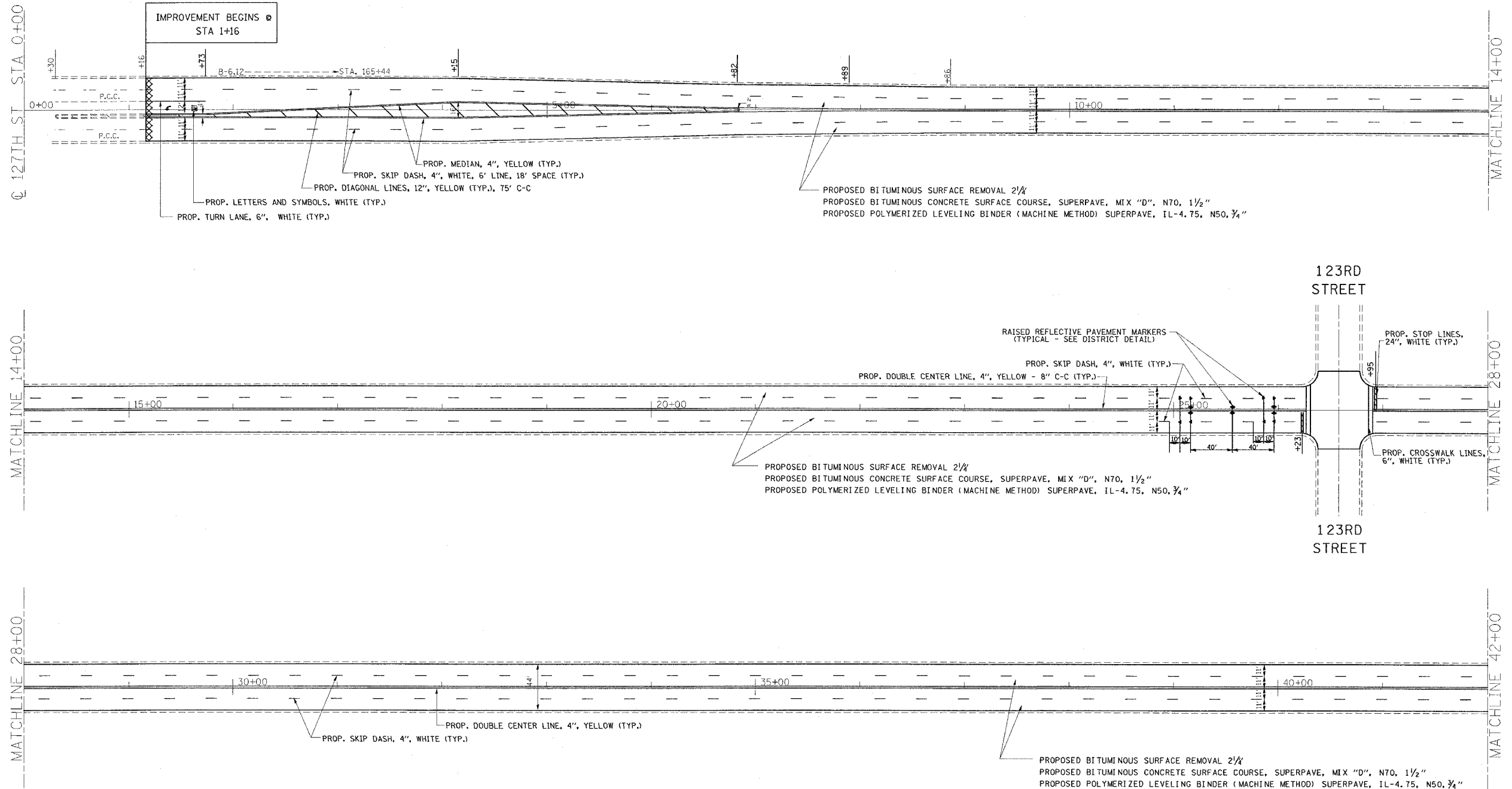
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
KEDZIE AVENUE
103RD ST. TO 127TH ST.

SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2003-094 RS	COOK	32	6
STA. 1+16	TO STA. 42+00			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

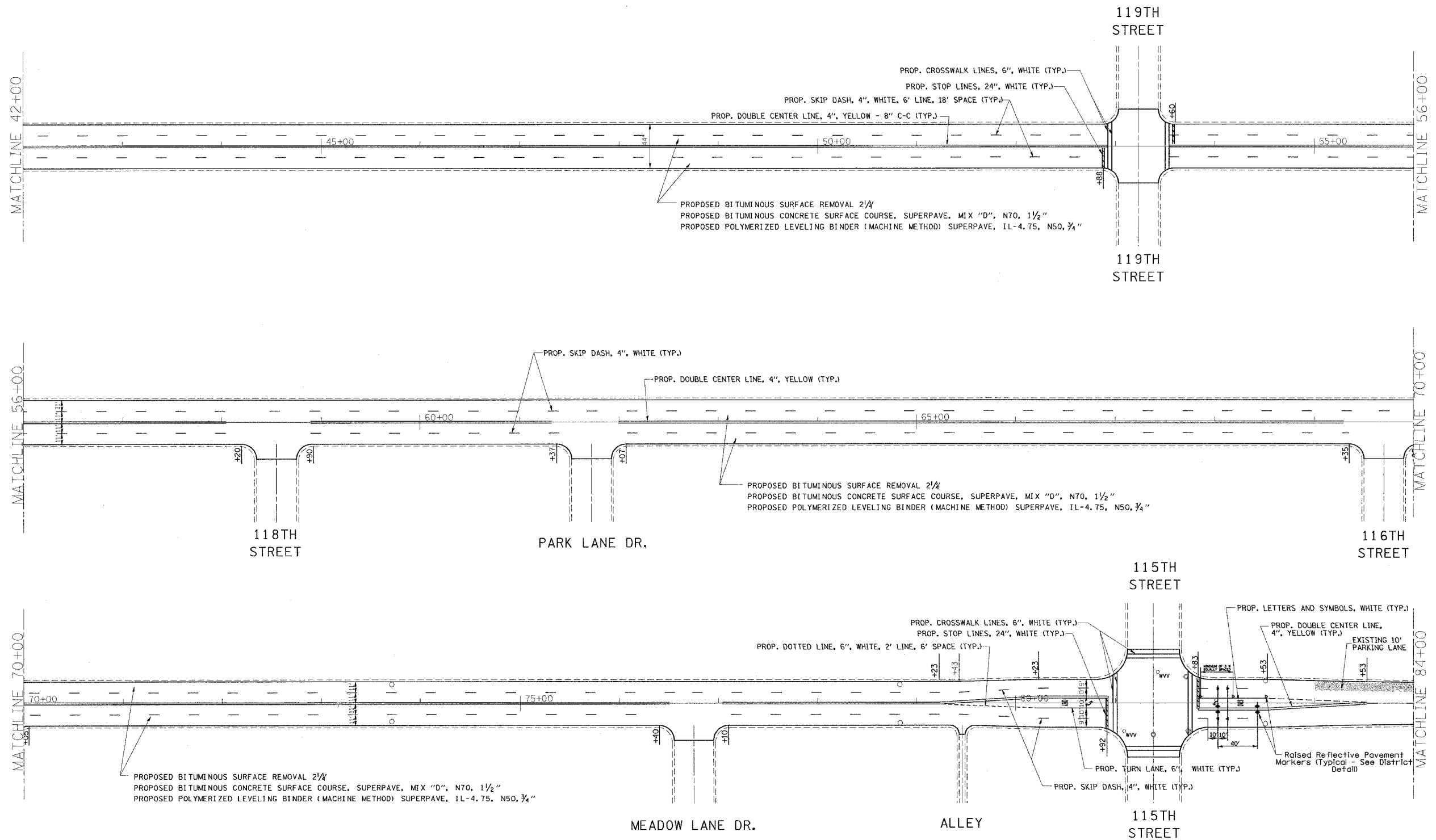


REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE		

**PAVEMENT MARKINGS AND
ROADWAY PLANS FOR
KEDZIE AVENUE**

SCALE: VERT. 1" = 50' HORIZ. 1" = 50'	DRAWN BY CHECKED BY
DATE	

F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2003-094 RS	COOK	32	7
STA.	42+00	TO STA.	84+00	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

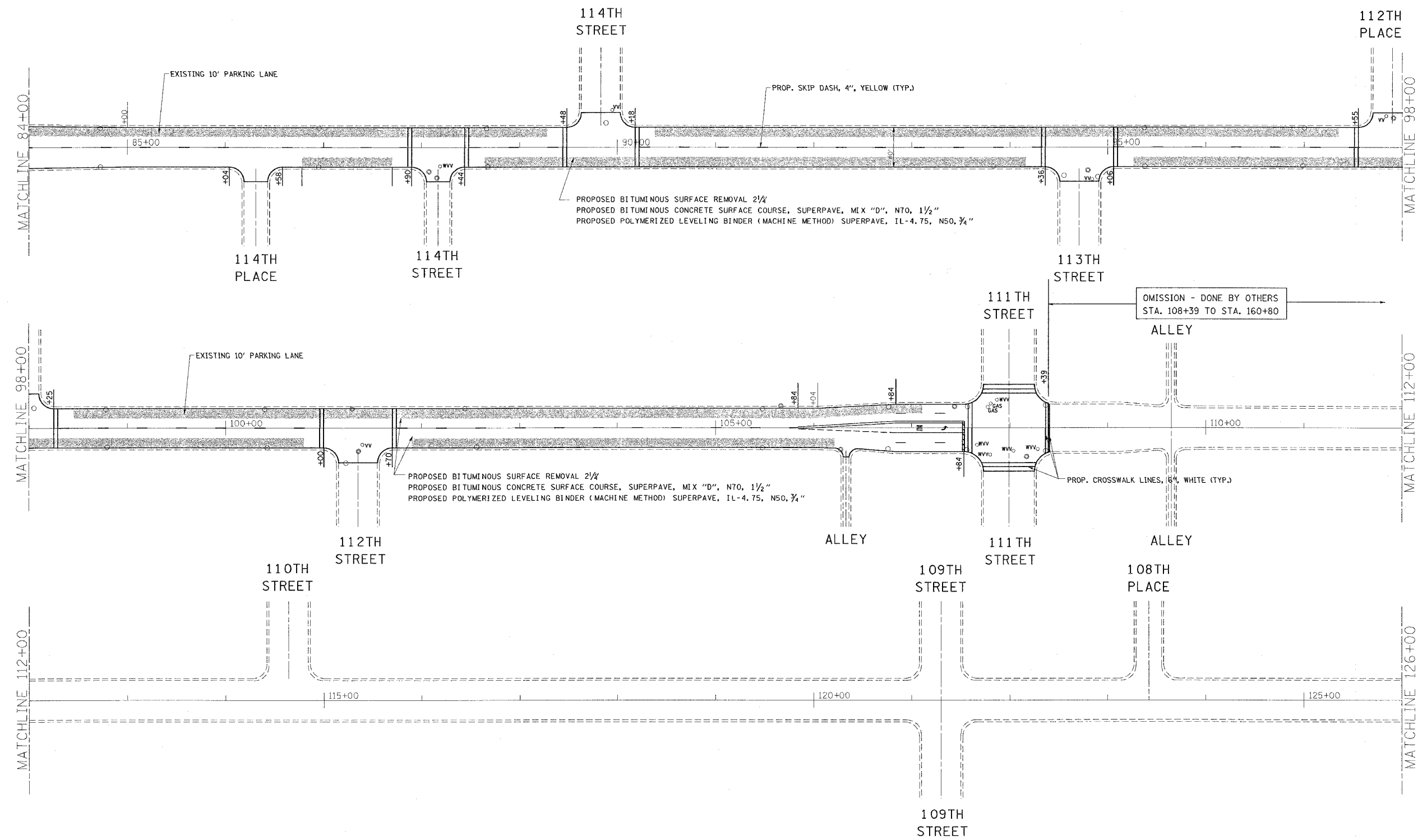
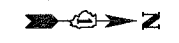


REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		PAVEMENT MARKINGS AND ROADWAY PLANS FOR KEDZIE AVENUE

SCALE: VERT. 1" = 50'
 HORIZ. 1" = 50'

DATE: _____ DRAWN BY: _____
 CHECKED BY: _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2003-094 RS	COOK	32	8
STA. 84+00		TO STA. 126+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



PROPOSED BITUMINOUS SURFACE REMOVAL 2 1/4"
 PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) SUPERPAVE, IL-4.75, N50, 3/4"

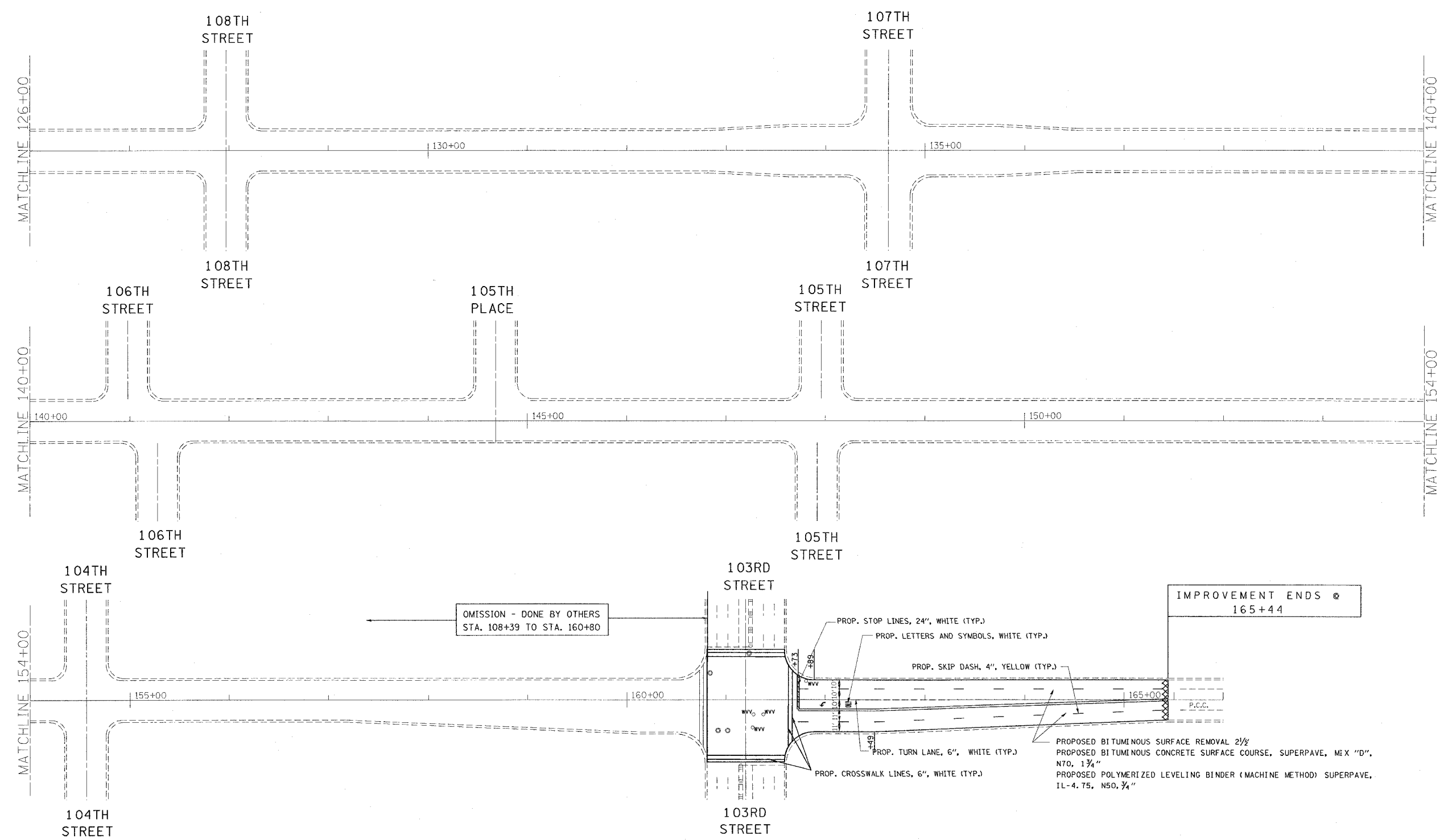
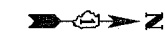
PROPOSED BITUMINOUS SURFACE REMOVAL 2 1/4"
 PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) SUPERPAVE, IL-4.75, N50, 3/4"

OMISSION - DONE BY OTHERS
 STA. 108+39 TO STA. 160+80

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PAVEMENT MARKINGS AND
 ROADWAY PLANS FOR
 KEDZIE AVENUE
 SCALE: VERT. 1" = 50'
 HORIZ. 1" = 50'
 DATE _____ DRAWN BY _____
 CHECKED BY _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2003-094 RS	COOK	32	9
STA.	126+00	TO STA.	165+44	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



OMISSION - DONE BY OTHERS
STA. 108+39 TO STA. 160+80

IMPROVEMENT ENDS @
165+44

- PROP. STOP LINES, 24", WHITE (TYP.)
- PROP. LETTERS AND SYMBOLS, WHITE (TYP.)
- PROP. SKIP DASH, 4", YELLOW (TYP.)
- PROP. TURN LANE, 6", WHITE (TYP.)
- PROP. CROSSWALK LINES, 6", WHITE (TYP.)

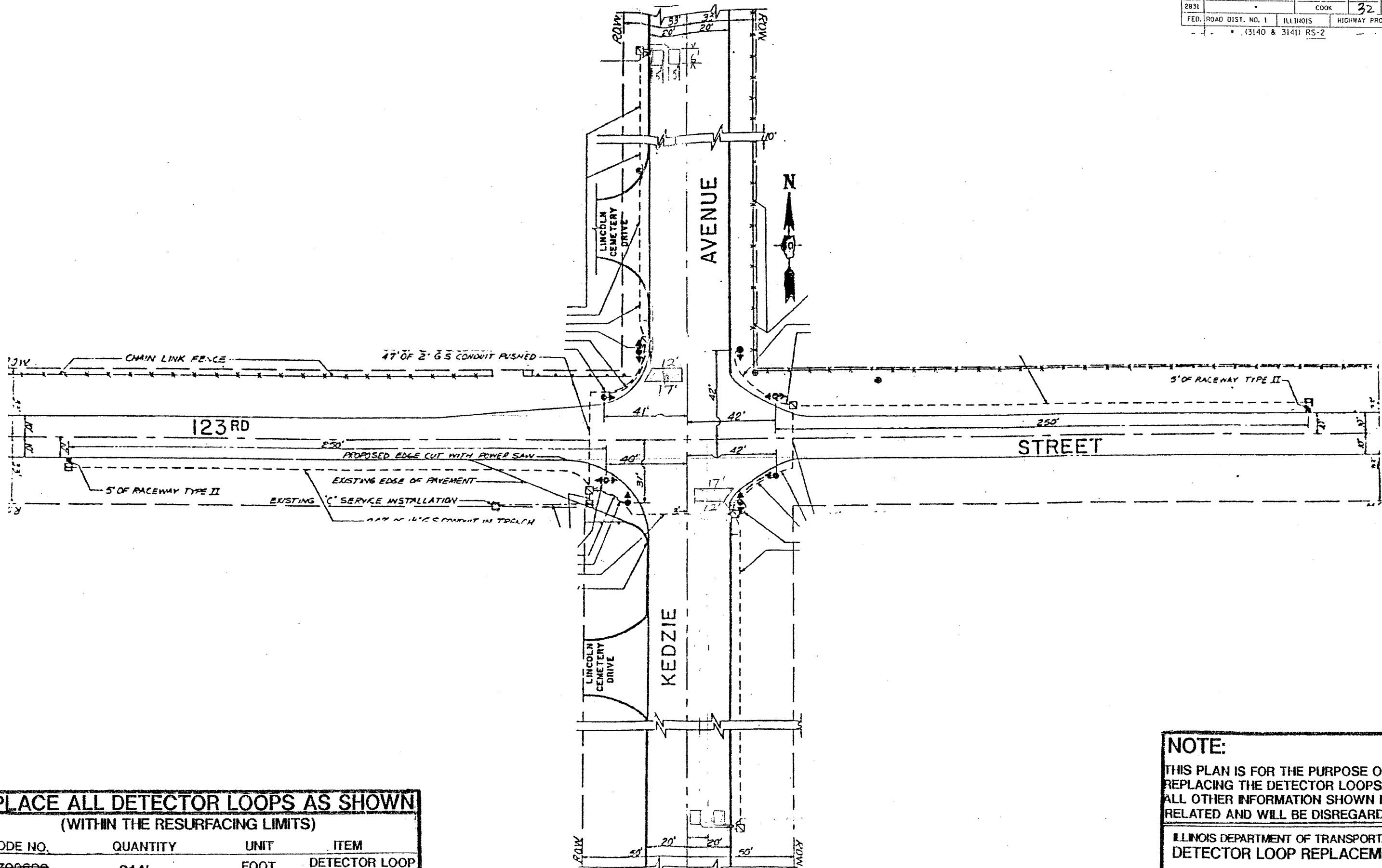
PROPOSED BITUMINOUS SURFACE REMOVAL 2 1/2"
PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 3/4"
PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) SUPERPAVE, IL-4.75, N50, 3/4"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS AND
ROADWAY PLANS FOR
KEDZIE AVENUE

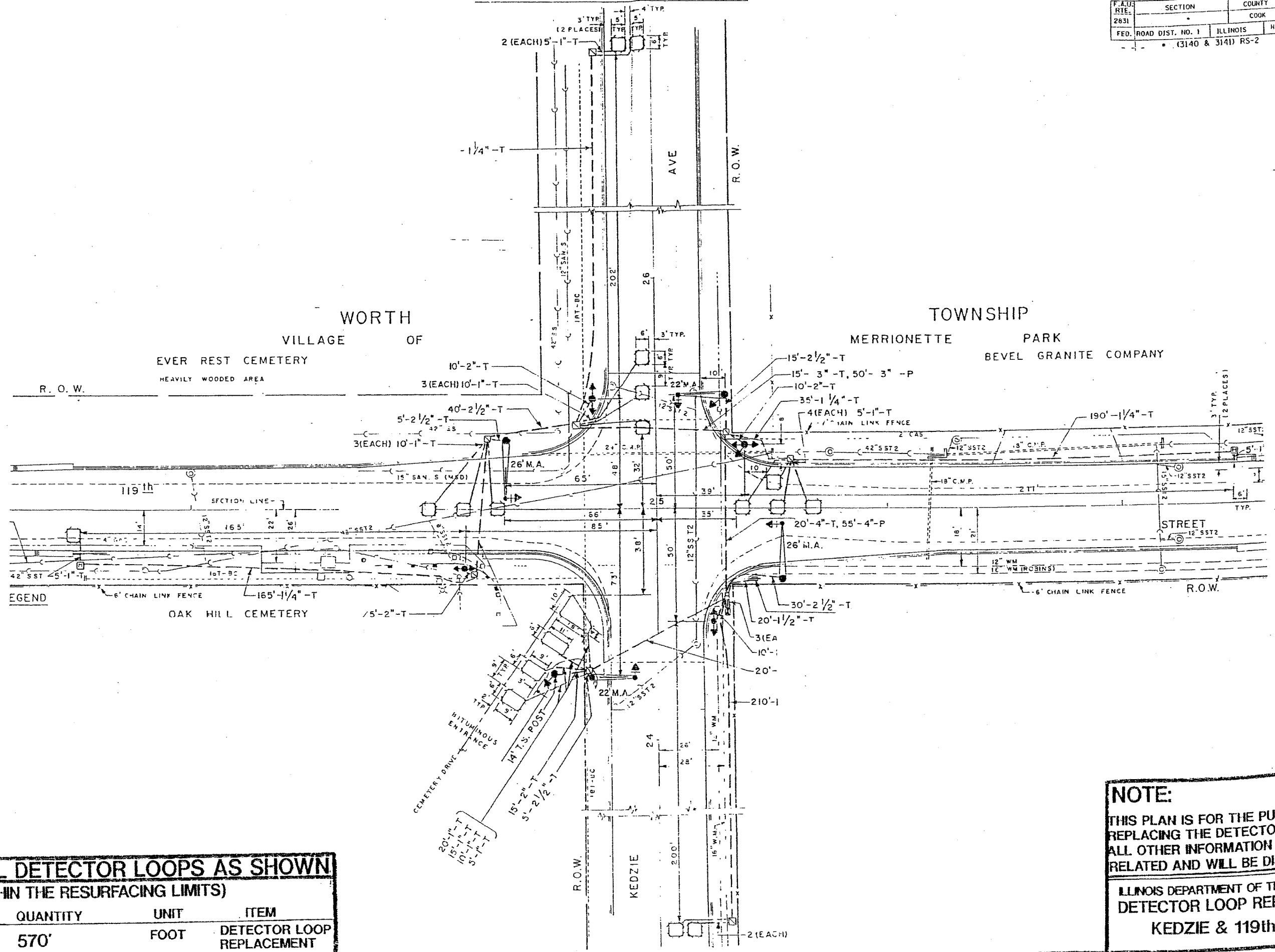
SCALE: VERT. 1" = 50'
HORIZ. 1" = 50'
DATE _____ DRAWN BY _____
CHECKED BY _____

F.A.U. RTE. 2831	SECTION	COUNTY COOK	TOTAL SHEETS 32	SHEET NO. 10
FED. ROAD DIST. NO. 1	ILLINOIS		HIGHWAY PROJECT	
(3140 & 3141) RS-2				



REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)			
CODE NO.	QUANTITY	UNIT	ITEM
84700000	214'	FOOT	DETECTOR LOOP REPLACEMENT

NOTE:
 THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONL ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 DETECTOR LOOP REPLACEMENT
 KEDZIE & 123rd ST.



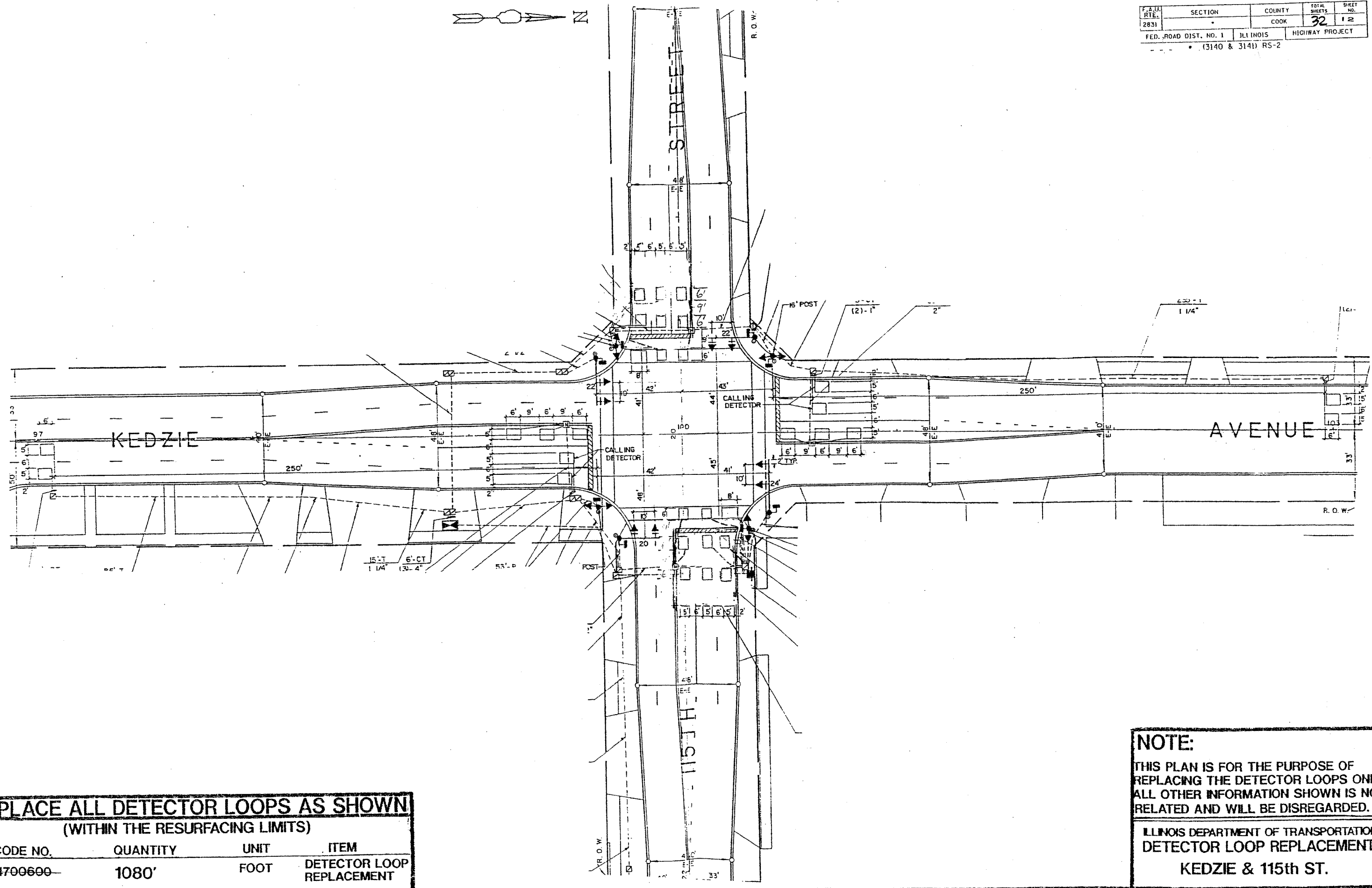
REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
84700600	570'	FOOT	DETECTOR LOOP REPLACEMENT

NOTE:
 THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONLY. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 DETECTOR LOOP REPLACEMENT
 KEDZIE & 119th ST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2831		COOK	32	12
FED. ROAD DIST. NO. 1		ILLINOIS		HIGHWAY PROJECT
(3140 & 3141) RS-2				

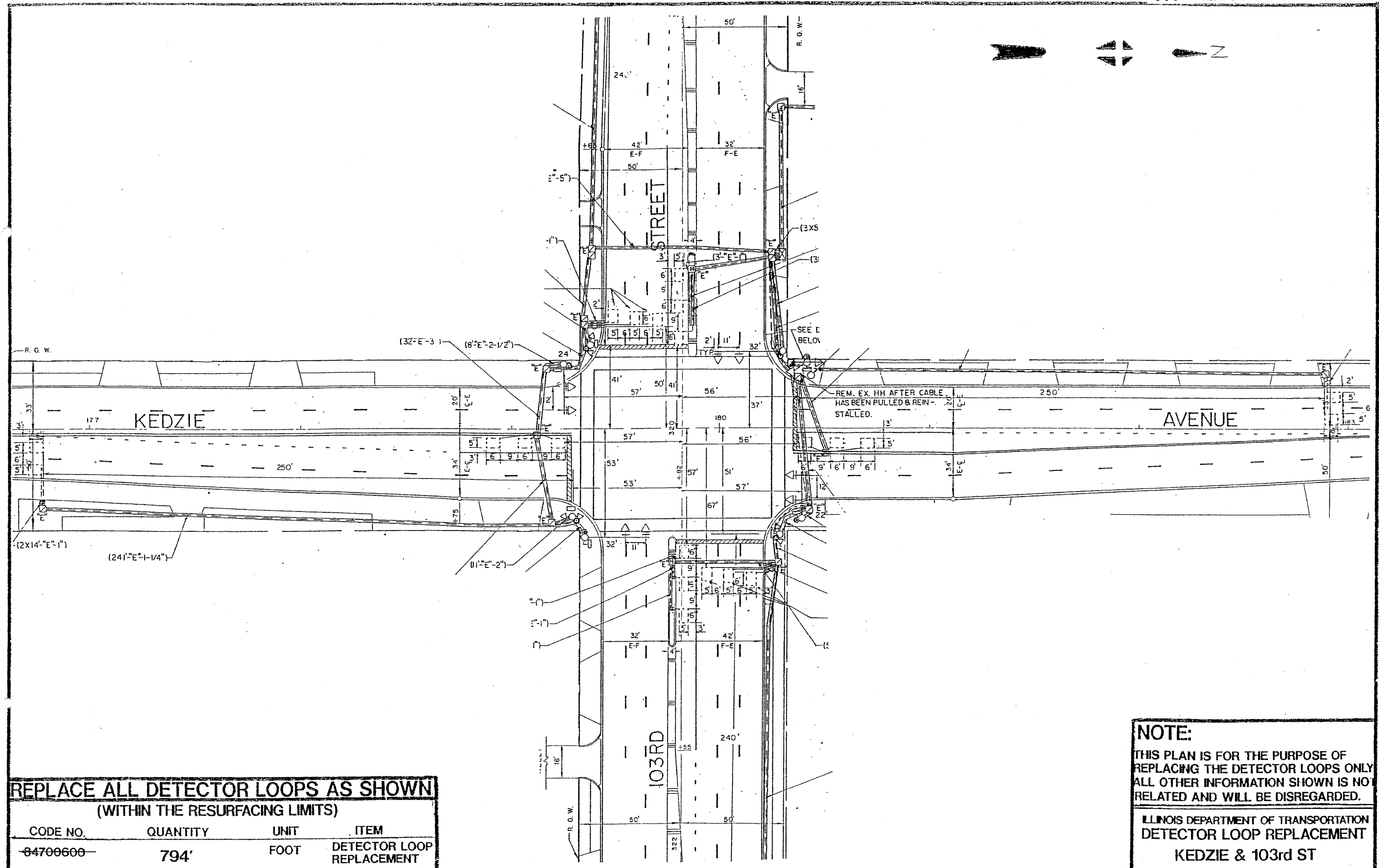


REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
84700600	1080'	FOOT	DETECTOR LOOP REPLACEMENT

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
KEDZIE & 115th ST.



REPLACE ALL DETECTOR LOOPS AS SHOWN

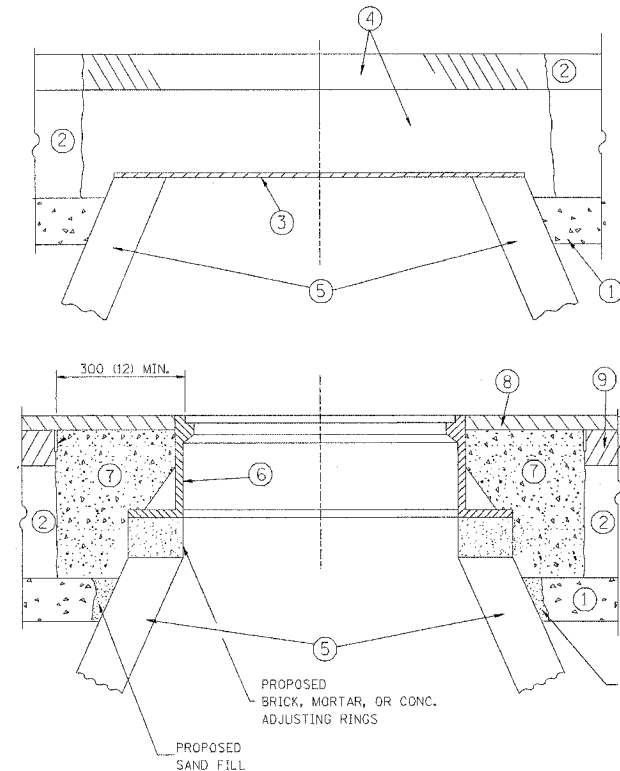
(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
84700600	794'	FOOT	DETECTOR LOOP REPLACEMENT

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DETECTOR LOOP REPLACEMENT
 KEDZIE & 103rd ST

F. A. SHE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			32	14
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



CONSTRUCTION PROCEDURES

- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 300 (12) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - C) COVER THE STRUCTURE OPENING WITH A 900 (36) DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 40 (1 1/2) THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.
- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE BITUMINOUS MATERIAL 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 S1 CONCRETE, OR BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL 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
- ③ 900 (36) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND BITUMINOUS MATERIAL
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS S1 CONCRETE, BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL
- ⑧ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE
- ⑨ PROPOSED BITUMINOUS CONCRETE BINDER COURSE

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.

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: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT
WITH MILLING

SCALE: NONE

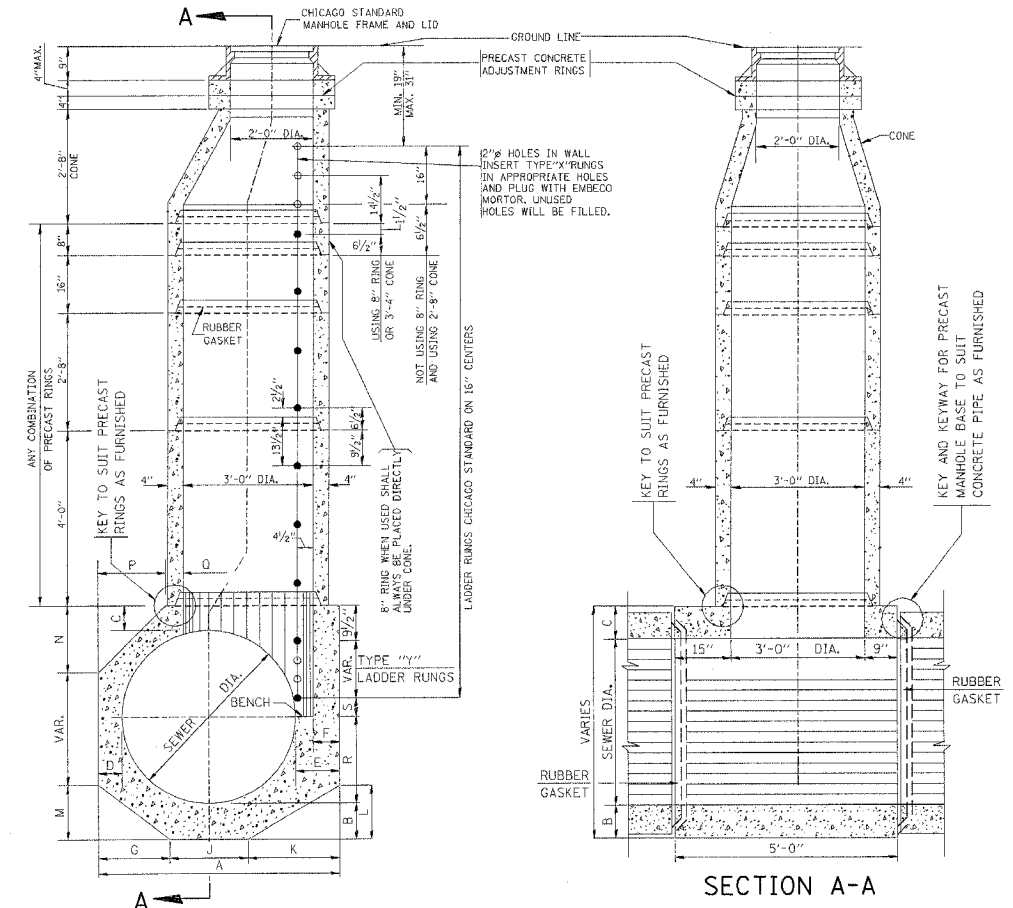
DATE: 05/17/2004

DRAWN BY

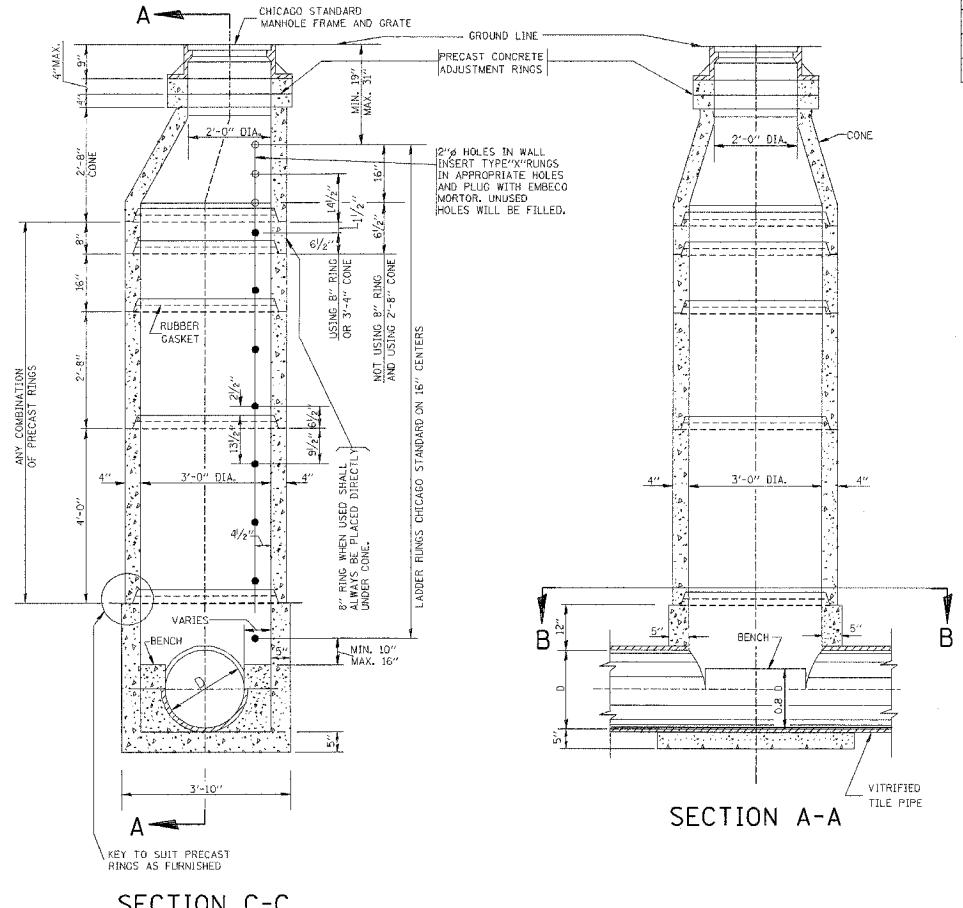
CHECKED BY

BD600-03 (BD-8)

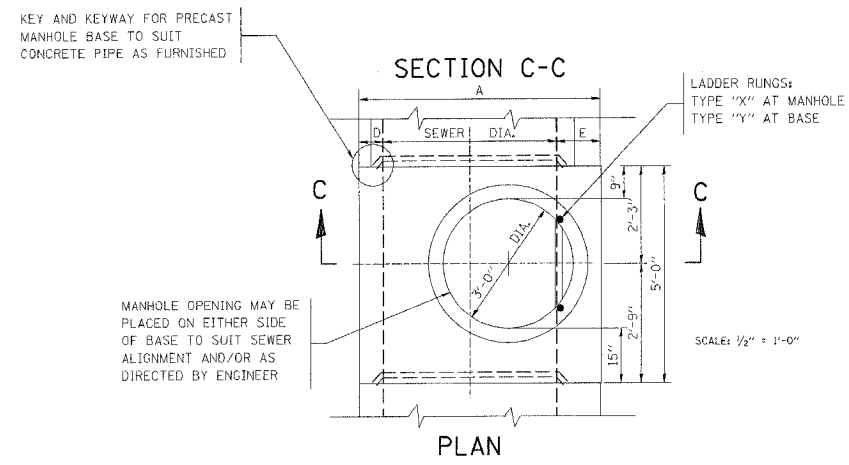
REVISION DATE: 05/17/04



SECTION A-A

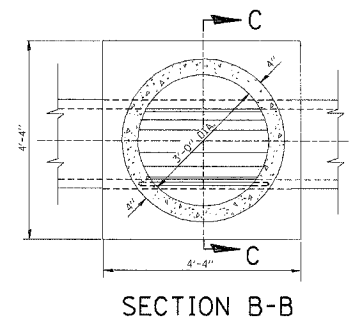


SECTION C-C



TYPE "A" MANHOLE
FOR SEWERS
24" TO 120" DIAMETER
PRECAST BASES AND RINGS

TYPE "A" MANHOLE
FOR SEWERS
21" DIAMETER AND SMALLER
PRECAST BASES AND RINGS



SECTION B-B

SCALE: 1/2" = 1'-0"

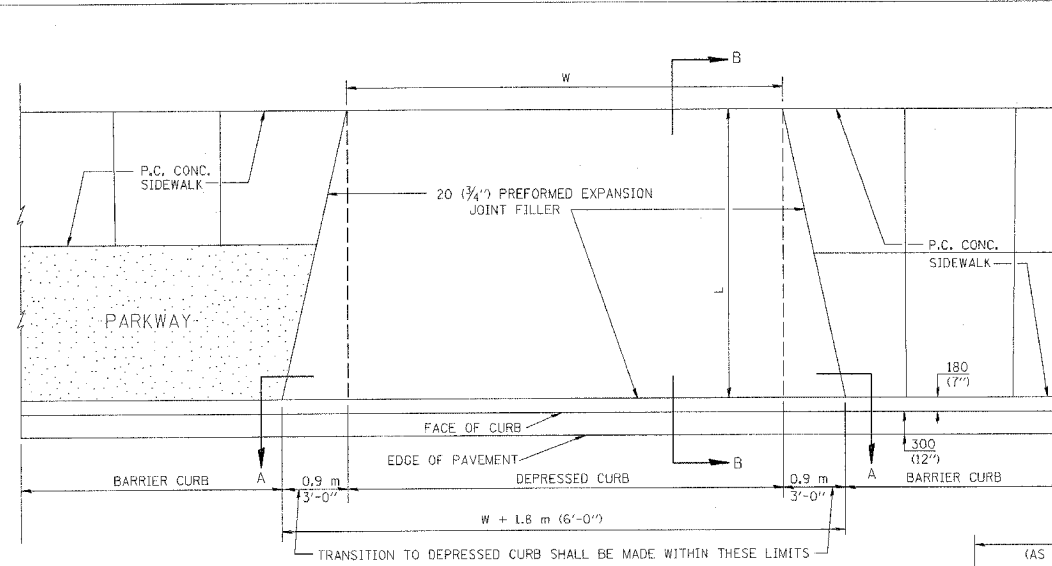
SEWER DIA.	PART OF ITEM	DIMENSIONS OF PRECAST MANHOLE BASE															NO. "Y" RINGS	
		A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q	R	
120"		12"-4 1/2"	12"	12"	12"	16 1/2"	12"	4'-0"	4'-0"	4'-0"	2'-7 1/2"	2'-5"	3'-7"	3'-7"	4'-8 1/2"	2'-0"	2 1/2"	7
108"		11"-4 1/2"	12"	12"	12"	16 1/2"	12"	3'-8"	3'-8"	4'-0 1/2"	2'-5"	2'-2"	3'-4"	3'-4"	4'-0 1/2"	2'-0"	8 1/2"	6
102"		10"-10 1/2"	12"	12"	12"	16 1/2"	12"	3'-6"	3'-6"	3'-10 1/2"	2'-4"	2'-1"	3'-2"	3'-2"	3'-8 1/2"	2'-0"	16 1/2"	5
96"	10-A	10"-2 1/2"	11"	11"	11"	15 1/2"	11"	3'-3"	3'-3"	3'-8 1/2"	2'-3"	2'-3"	2'-11"	2'-11"	3'-4 1/2"	2'-0"	9 1/2"	5
90"	10-B	9'-8 1/2"	11"	11"	11"	15 1/2"	11"	3'-1"	3'-1"	3'-6 1/2"	2'-1 1/2"	2'-2"	2'-10"	2'-10"	2'-10 1/2"	2'-0"	3 1/2"	5
84"	10-C	9'-0 1/2"	10"	10"	10"	14 1/2"	10"	2'-11"	2'-11"	3'-2 1/2"	2'-3"	2'-3"	2'-7"	2'-7"	2'-7 1/2"	2'-0"	12 1/2"	4
78"	10-D	8'-6 1/2"	10"	10"	10"	14 1/2"	10"	2'-9"	2'-9"	3'-0 1/2"	2'-2"	2'-2"	2'-6"	2'-6"	2'-2 1/2"	2'-0"	6 1/2"	4
72"	10	7'-10 1/2"	9"	9"	9"	13 1/2"	9"	2'-6"	2'-6"	2'-10 1/2"	2'-1"	2'-1"	18"	18"	2'-3"	2'-0"	15 1/2"	3
66"	11	7'-4 1/2"	9"	9"	9"	13 1/2"	9"	2'-4"	2'-4"	2'-8 1/2"	19 1/2"	17"	2'-1"	2'-1"	18 1/2"	2'-0"	9 1/2"	3
60"	12	6'-8 1/2"	8"	8"	8"	12 1/2"	8"	2'-1 1/2"	2'-1"	2'-6"	18"	15"	2'-3"	2'-3"	13 1/2"	2'-0"	2 1/2"	3
54"	13	6'-2 1/2"	8"	8"	8"	12 1/2"	8"	2-3 1/2"	2-3 1/2"	2-4"	17"	14"	2-1"	2-1"	9 1/2"	2'-0"	12 1/2"	2
48"	14	5'-6 1/2"	7"	7"	7"	11 1/2"	7"	2-0 1/2"	2-1"	2-1"	15"	12 1/2"	18 1/2"	18 1/2"	5"	2'-0"	5 1/2"	2
42"	15	5'-0 1/2"	7"	7"	7"	11 1/2"	7"	18 1/2"	19"	2-3"	14"	11"	---	---	17 1/2"	2'-0"	2 1/2"	2
36"	16	4'-4 1/2"	6"	6"	6"	10 1/2"	6"	16"	16"	20 1/2"	12 1/2"	9 1/2"	---	---	10 1/2"	18"	14 1/2"	1
30"	17	4'-0"	6"	6"	6"	12"	6"	14"	14"	20"	12"	8 1/2"	---	---	6"	15"	11 1/2"	1
24"	18	4'-0"	6"	6"	6"	12"	6"	16"	16"	16"	9 1/2"	9 1/2"	---	---	6"	12"	8 1/2"	1

FOR STATE CONTRACT
ALL DIMENSIONS SHOULD
BE PREPARED IN METRIC
UNITS. SOFT CONVERSION
METHOD SHOULD BE USED.

REVISIONS		
DATE	DESCRIPTION	
6-18-82	CHICAGO STANDARD MH	
9-22-90	TYPE "A" MANHOLE	MDY

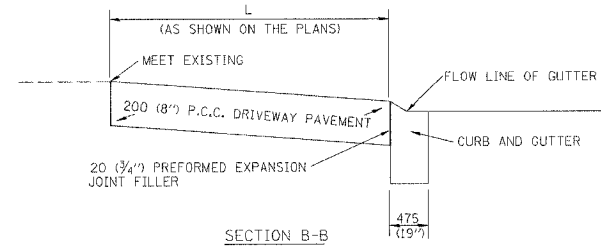
**CITY OF CHICAGO
DRAINAGE
DETAILS**

F. A. SHE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			32	16
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

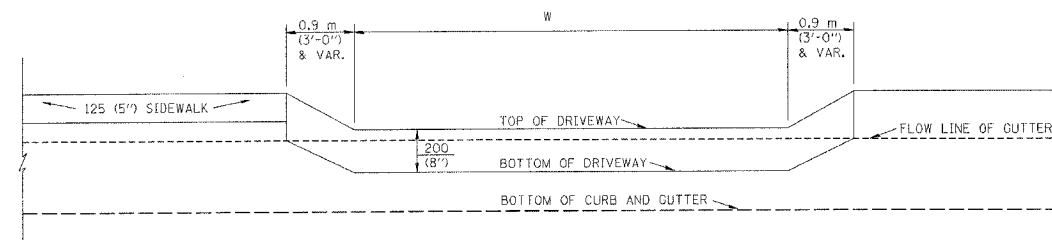


- NOTES:
1. EXPANSION JOINTS SHALL BE CONSTRUCTED AS SHOWN ON THE DETAILS FOR P.C.C. SIDEWALK.
 2. THE CURB BETWEEN ADJACENT DRIVEWAYS SHALL BE FULL HEIGHT FOR A DISTANCE OF AT LEAST FOUR 1.2 METERS (4 FEET).
 3. P.C. CONCRETE DRIVEWAYS SHALL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
 4. 20 (3/4)\"/>

PLAN VIEW

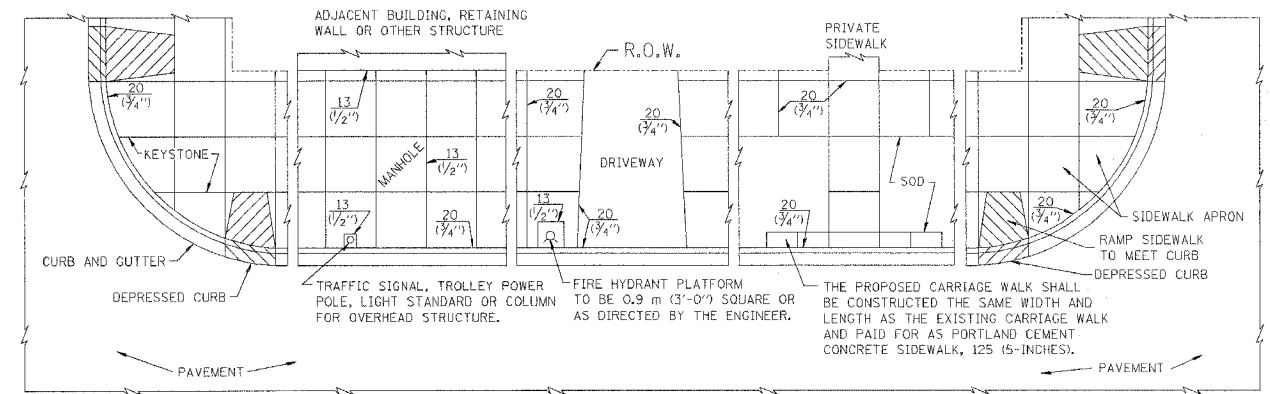


SECTION B-B



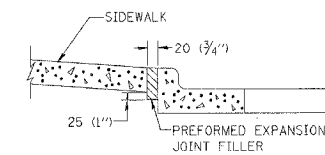
SECTION A-A

P.C.C. DRIVEWAY PAVEMENT DETAIL



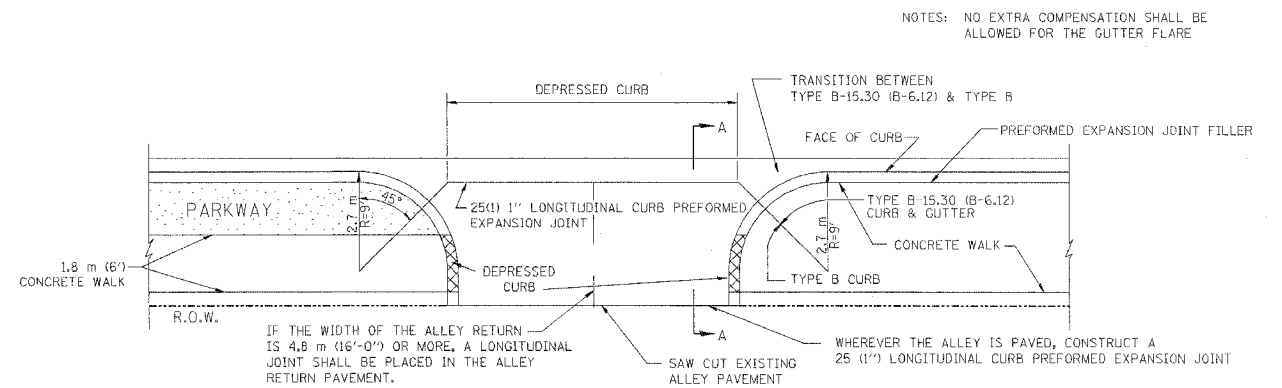
NOTES:

1. ONE-HALF INCH THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS, MANHOLES, WHICH EXTEND THROUGH THE SIDEWALK.
2. 20 (3/4)\"/>



SLOPE FOR SIDEWALK
25 (1)\"/>

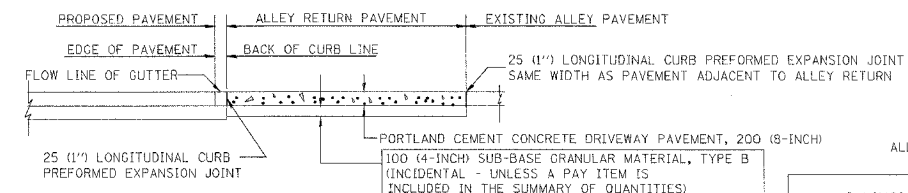
PORTLAND CEMENT CONCRETE SIDEWALK DETAILS



NOTES: NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE GUTTER FLARE

IF THE WIDTH OF THE ALLEY RETURN IS 4.8 m (16'-0") OR MORE, A LONGITUDINAL JOINT SHALL BE PLACED IN THE ALLEY RETURN PAVEMENT.

WHEREVER THE ALLEY IS PAVED, CONSTRUCT A 25 (1)\"/>



SECTION A-A

ALLEY RETURN DETAIL

REVISIONS	
NAME	DATE
M. DE YONG	06/13/90

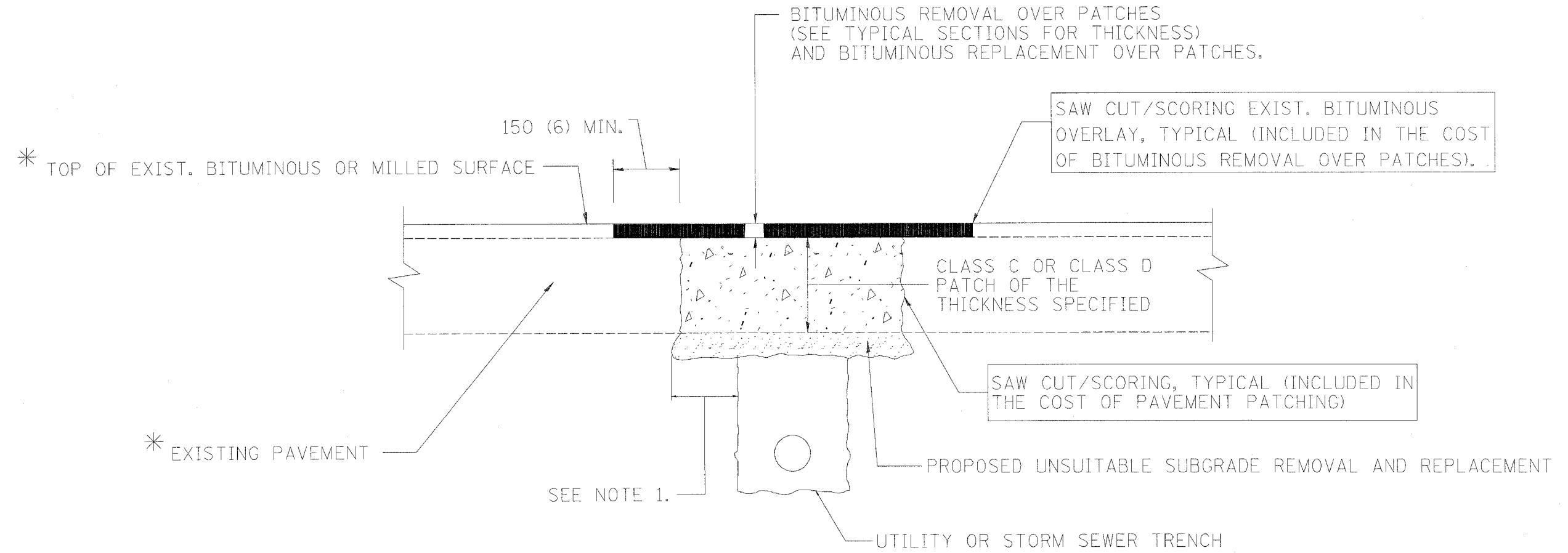
ILLINOIS DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO
DETAILS FOR P.C. CONCRETE
DRIVEWAY, ALLEY RETURN
AND SIDEWALK

SCALE: NONE
DATE: 10/18/2002

DRAWN BY RJH
CHECKED BY
BD400-03 (BD-17)

REVISION DATE: 06/13/90

F. A. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			32	17
STA.		TO STA.		
FED. ROAD DIST. NO.	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 300 (12) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE SPECIAL PROVISION "PATCHING WITH BITUMINOUS OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

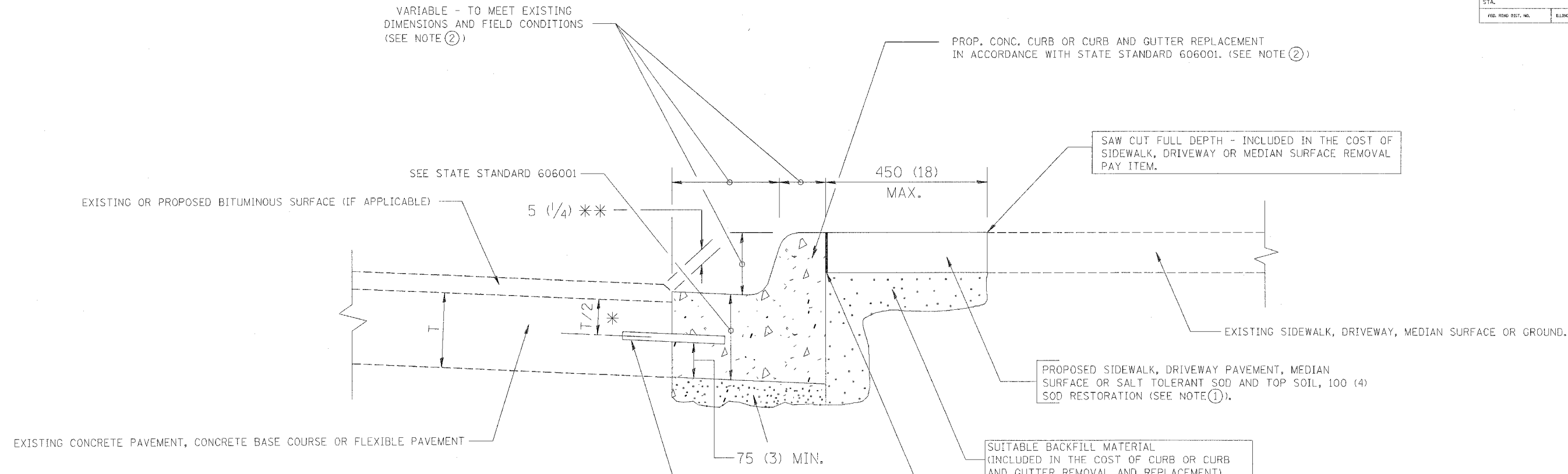
PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT

REVISIONS		REVISIONS	
NAME	DATE	NAME	DATE
R. SHAH	10/25/94	ART ABBAS	04/27/98
R. SHAH	01/14/95		
R. SHAH	03/23/95		
R. SHAH	04/24/95		
A. HOUSEH	03/15/96		
A. ABBAS	03/21/97		
A. ABBAS	01/20/98		

SCALE: NONE
DATE 10/18/2002

DRAWN BY
CHECKED BY
DD400-04 (BD-22)
REVISION DATE: 04/27/98

F.A. SHE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			32	18
STA.		TO STA.		
FED. ROAD DIST. NO.	BLK/MS	FED. AID PROJECT		



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

- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SALT TOLERANT SOD AND TOP SOIL, 100 (4) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑤ THE COST OF BITUMINOUS SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

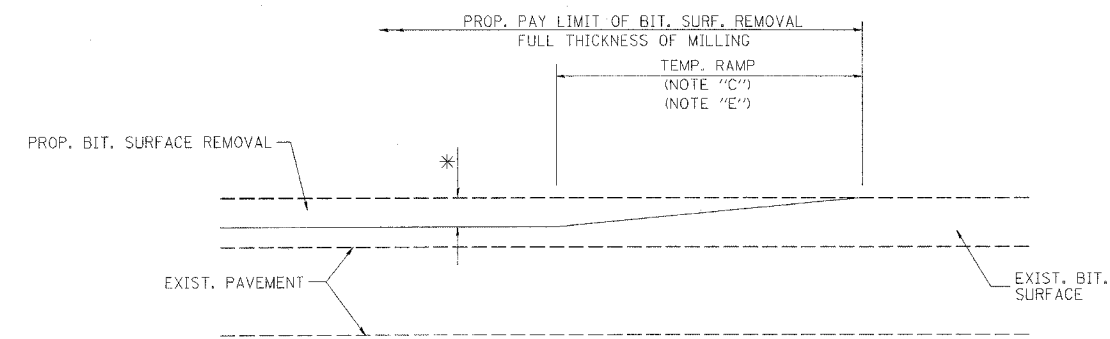
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

REVISIONS	
NAME	DATE
M. DE YONG	05/28/91
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01

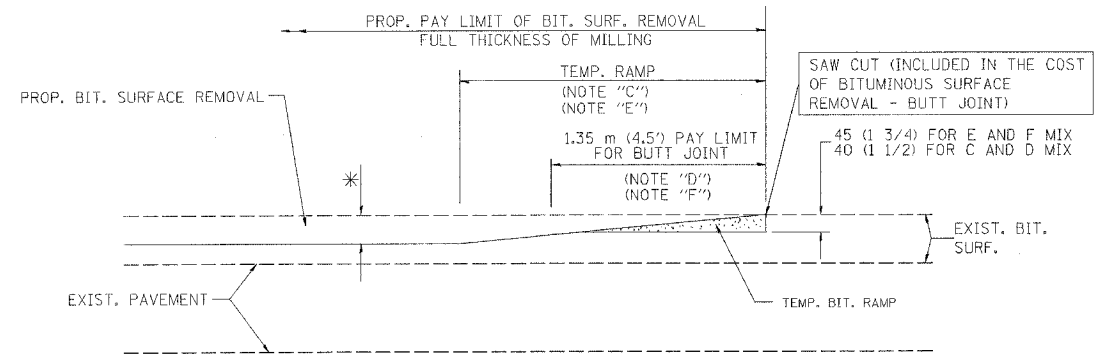
ILLINOIS DEPARTMENT OF TRANSPORTATION
**CURB OR
 CURB AND GUTTER
 REMOVAL AND REPLACEMENT**

SCALE: NONE
 DATE 10/18/2002
 DRAWN BY
 CHECKED BY
 BD0600-06 (BD-24)
 REVISION DATE: 12/06/88



(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

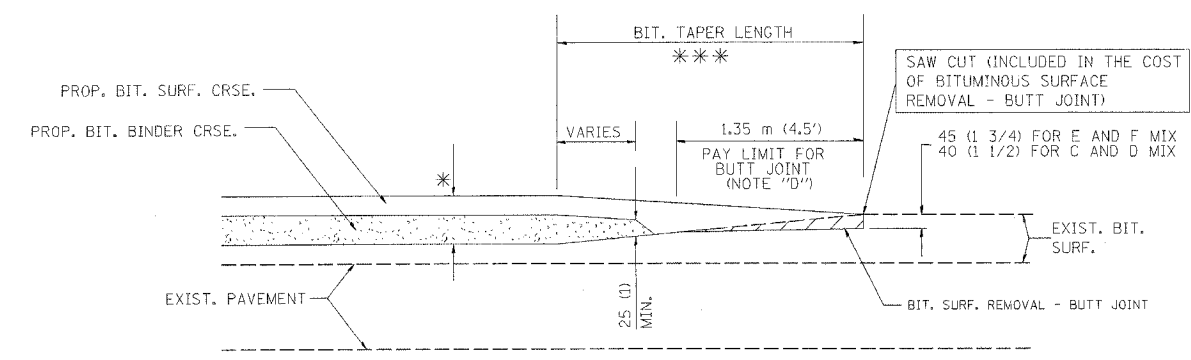
OPTION 1



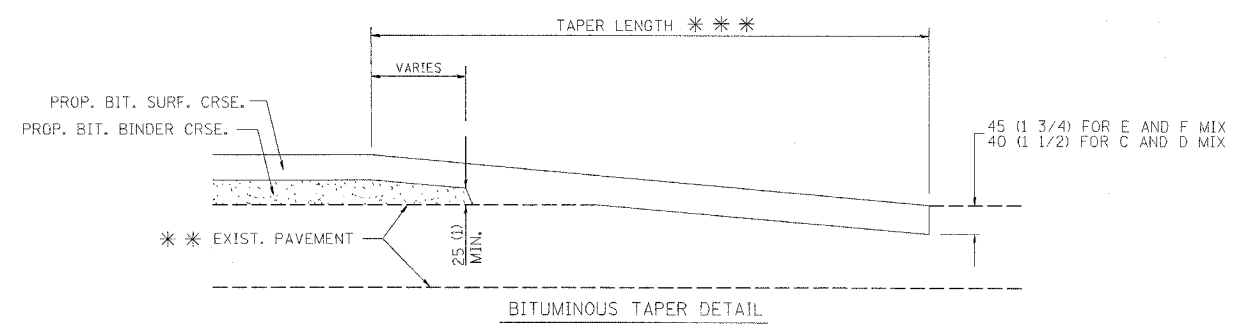
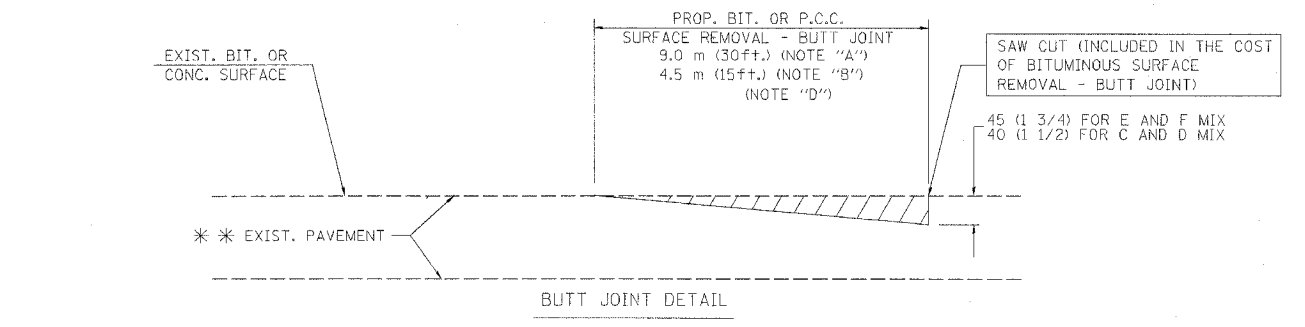
(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR RESURFACING ONLY

*** PC CONCRETE, BITUMINOUS OR BITUMINOUS 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 BITUMINOUS SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED BITUMINOUS COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 ft.) PER INCH OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT".
- G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 6.1 m (20') PER 25 (1) RESURFACING (NOTE "A") 3.0 m (10') PER 25 (1) RESURFACING (NOTE "B")

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

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.) AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT" OR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

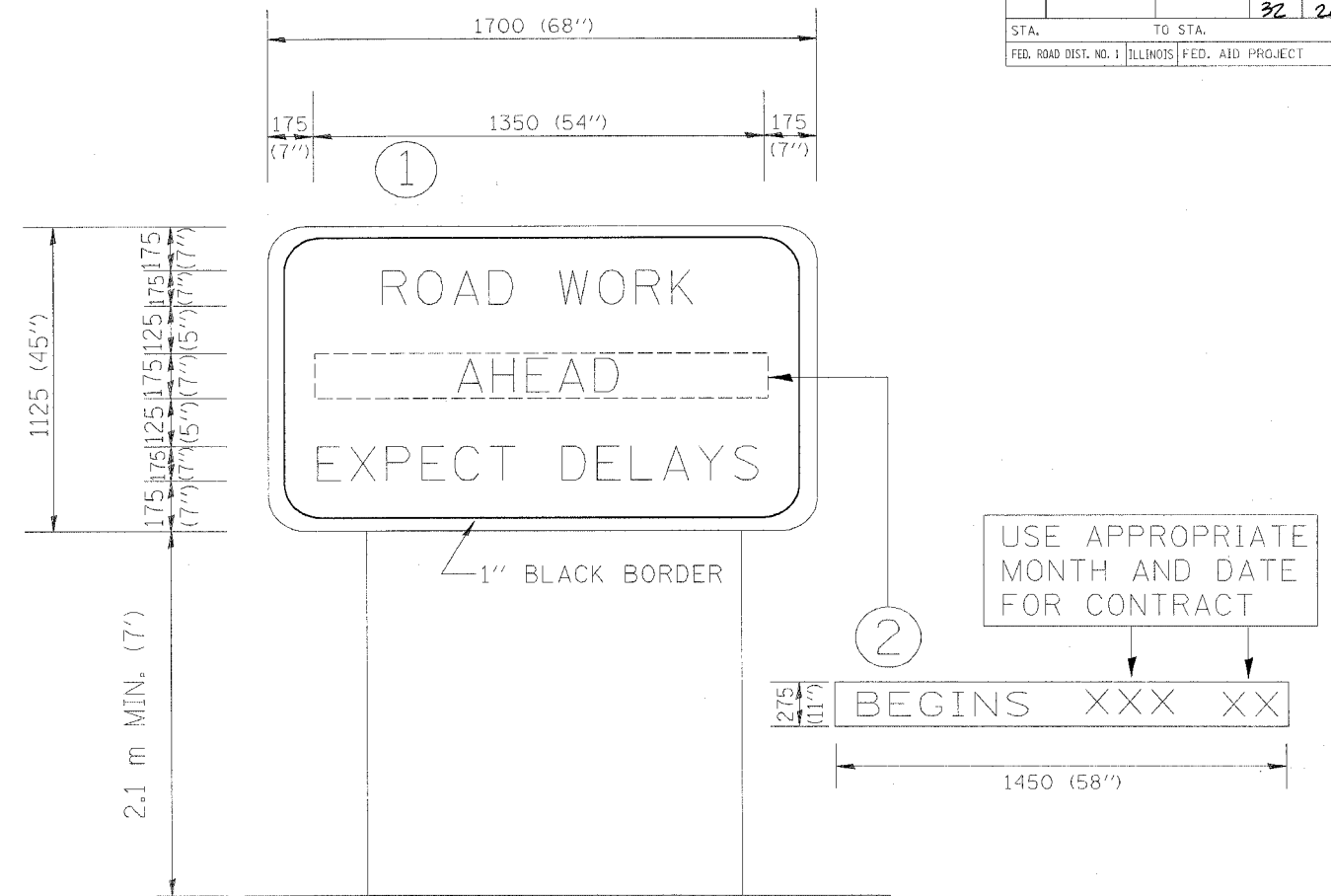
REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND BITUMINOUS TAPER DETAILS

SCALE: NONE
DATE PLOTTED: 10/18/2002
DRAWN BY
CHECKED BY
BD400-05 (VI-BD32)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			32	20
STA.	TO STA.			
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 2.3 SQ. M. (25.70 SQ. FT.)

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

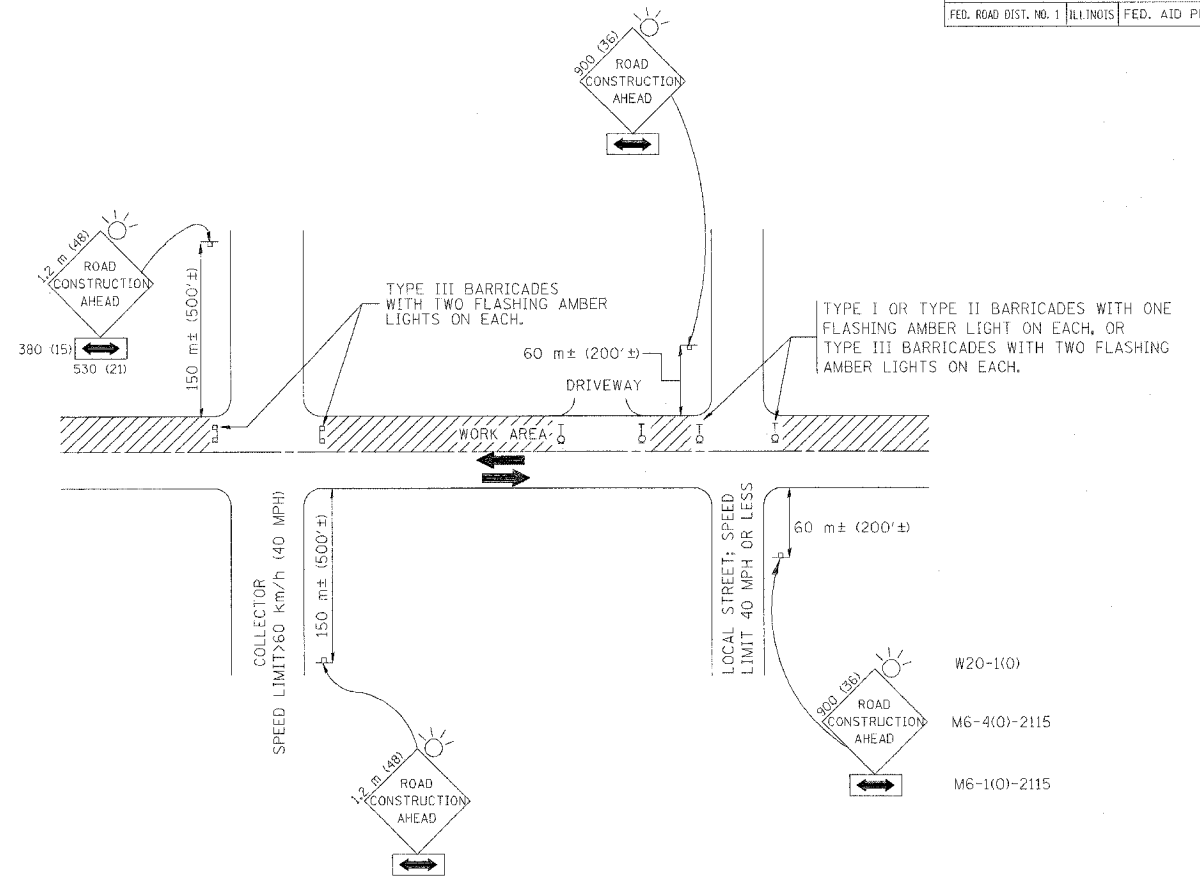
REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY INFORMATION SIGNING

SCALE: DATE 10/18/2002

DRAWN BY: BUR. OF DESIGN
CHECKED BY:

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			32	21
STA.		TO STA.		
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
- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

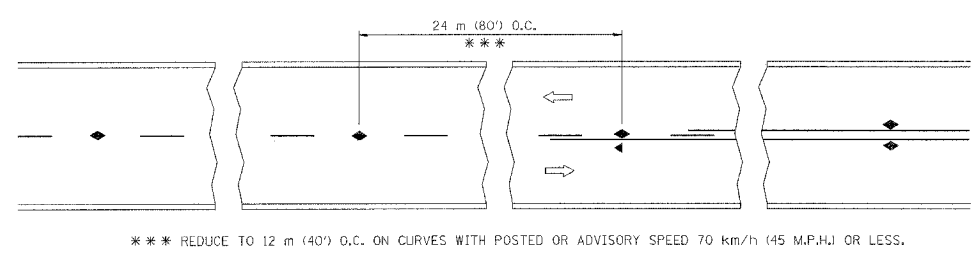
REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

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

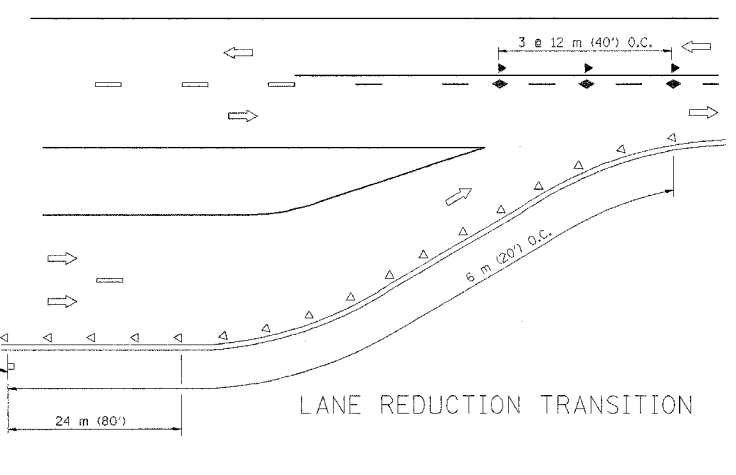
SCALE: VERT. _____
 HORIZ. _____
 DATE 10/18/2002

DRAWN BY _____
 CHECKED BY _____
 TC-10

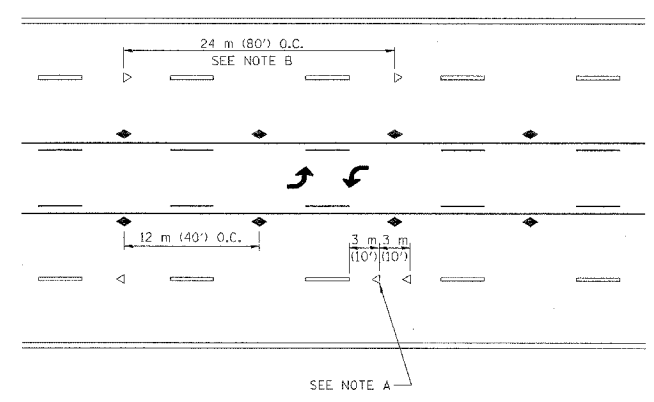
REVISION DATE: 01/06/00



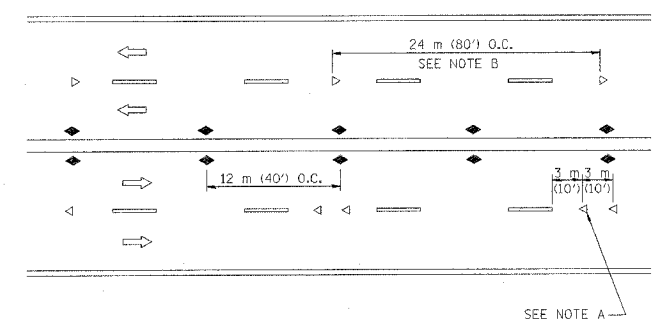
TWO-LANE/TWO-WAY



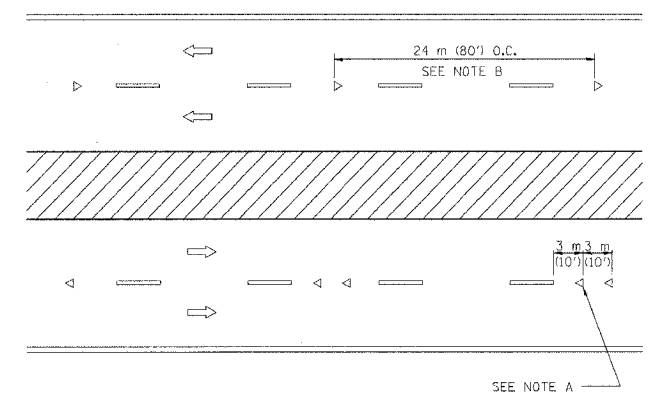
LANE REDUCTION TRANSITION



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 50 TO 75 (2 TO 3) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 150 m (500') 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 12 m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 20 km/h (10 M.P.H.) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

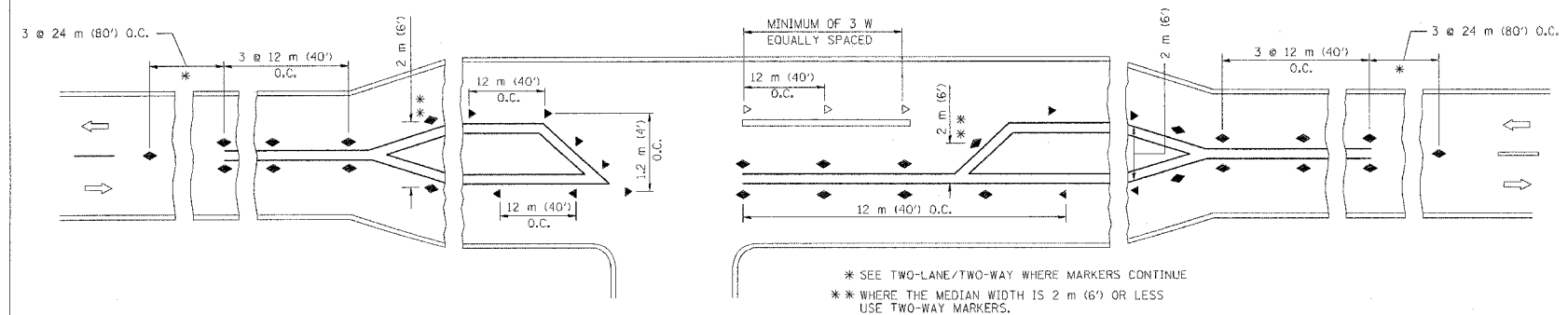
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD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

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

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

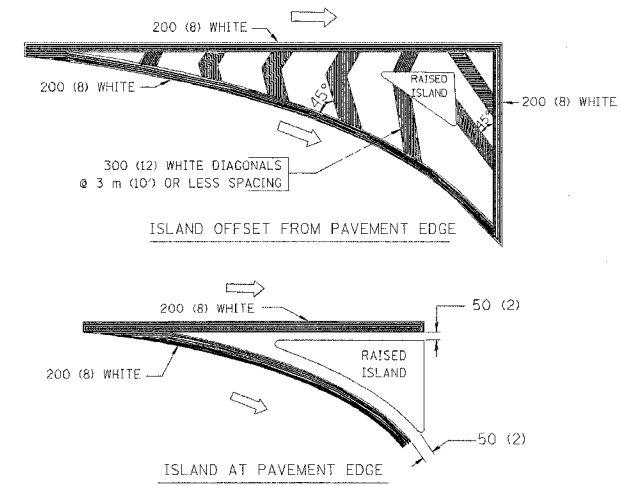
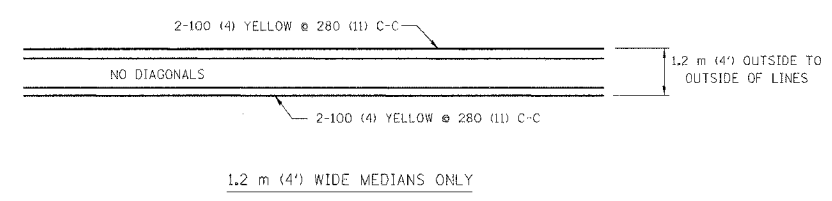
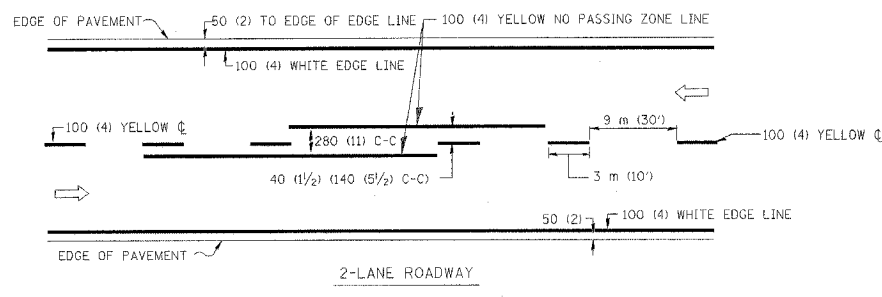
REVISIONS		
NAME	DATE	
T. RAMMACHER	09-19-94	
T. RAMMACHER	03-12-99	
T. RAMMACHER	01-06-00	

SCALE: NONE
 DATE: 10/18/2002
 DRAWN BY: CADD
 CHECKED BY: TC-11
 REVISION DATE: 01/06/00

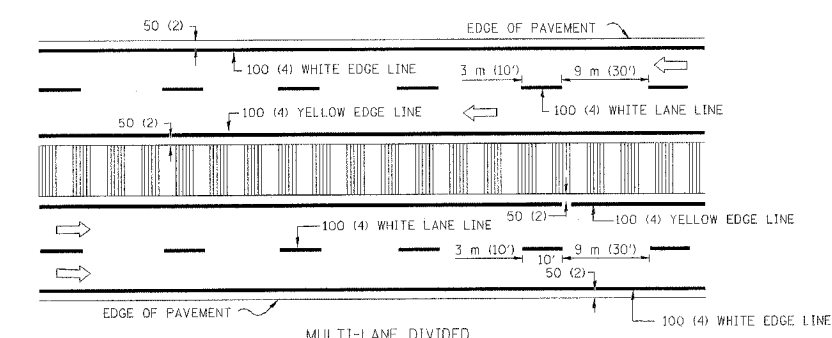
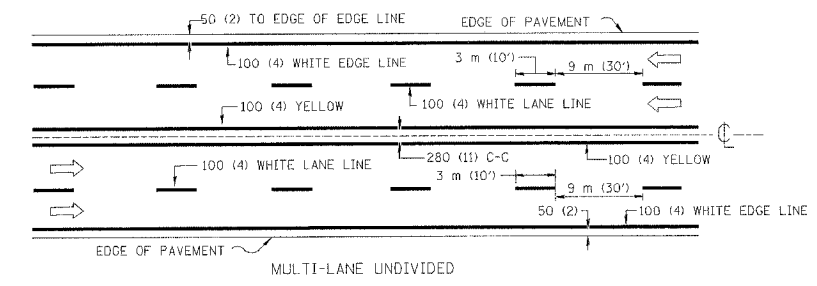


LEFT TURN

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

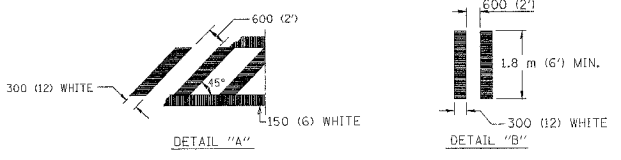
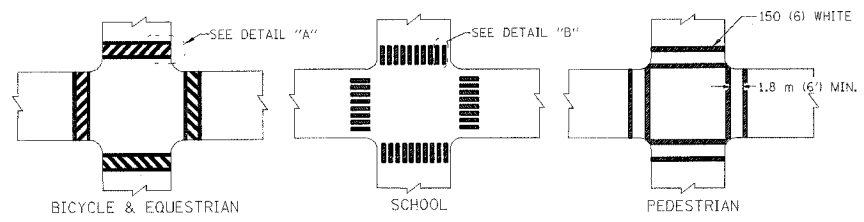


TYPICAL ISLAND MARKING

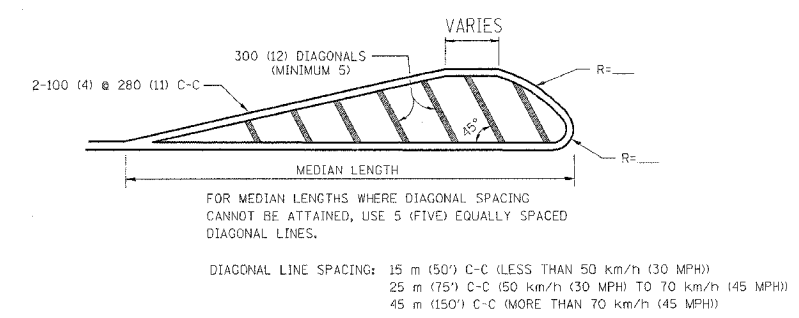


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

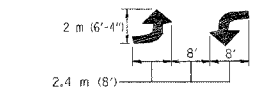
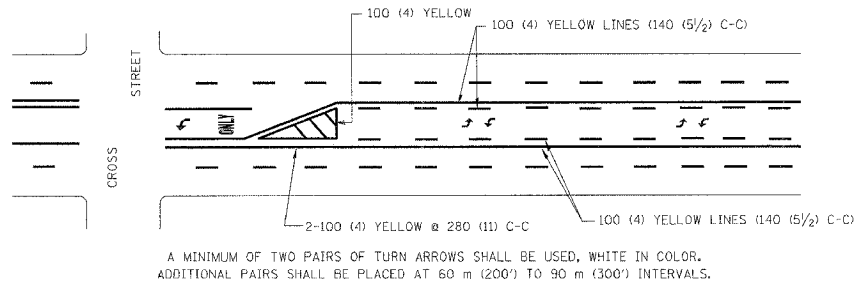
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

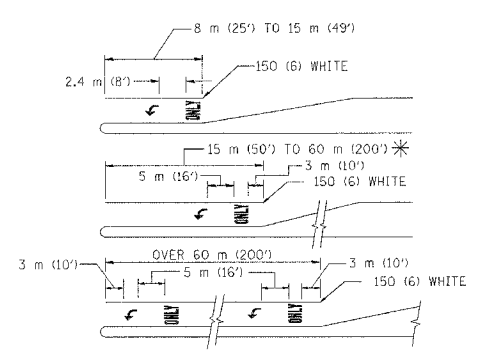


MEDIANS OVER 1.2 m (4') WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



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

* TURN LANES IN EXCESS OF 120 m (400') 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

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

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE

TYPICAL PAVEMENT MARKINGS

SCALE: NONE

DATE 10/18/2002

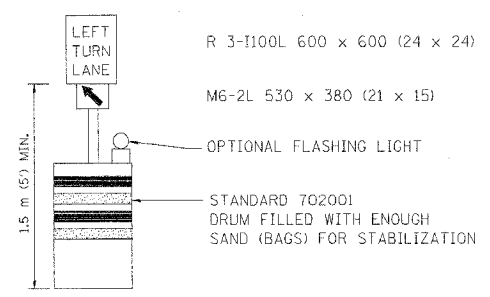
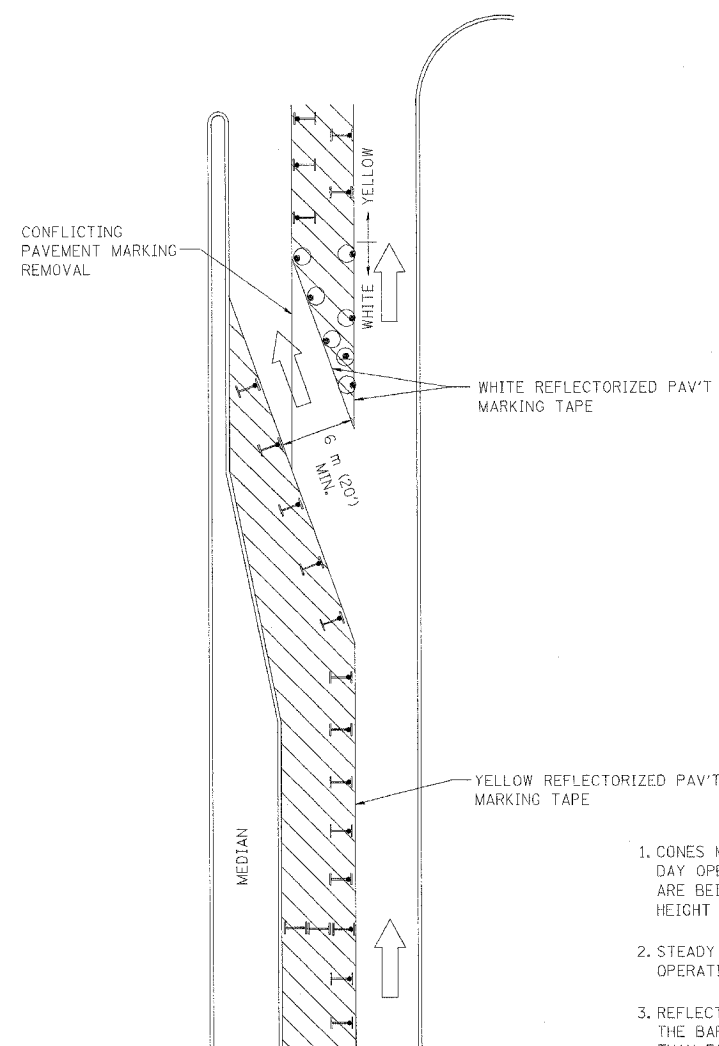
DRAWN BY CADD

CHECKED BY

TC-13

REVISION DATE: 01/06/00

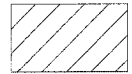





F. & A. BYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			32	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 1.5 m (5').
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" R3-100 600 x 600 (24 x 24) AND M6-2R 530 x 380 (21 x 15) 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 BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

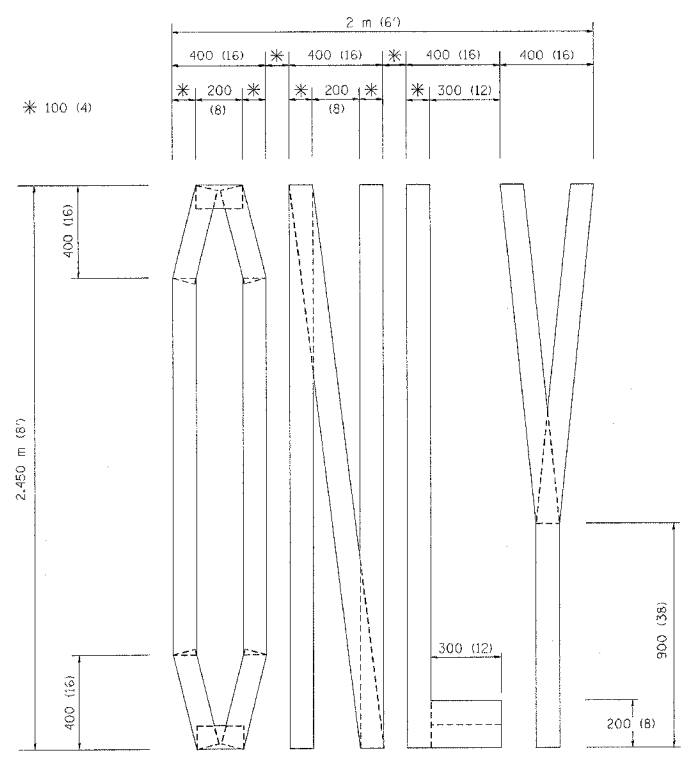
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

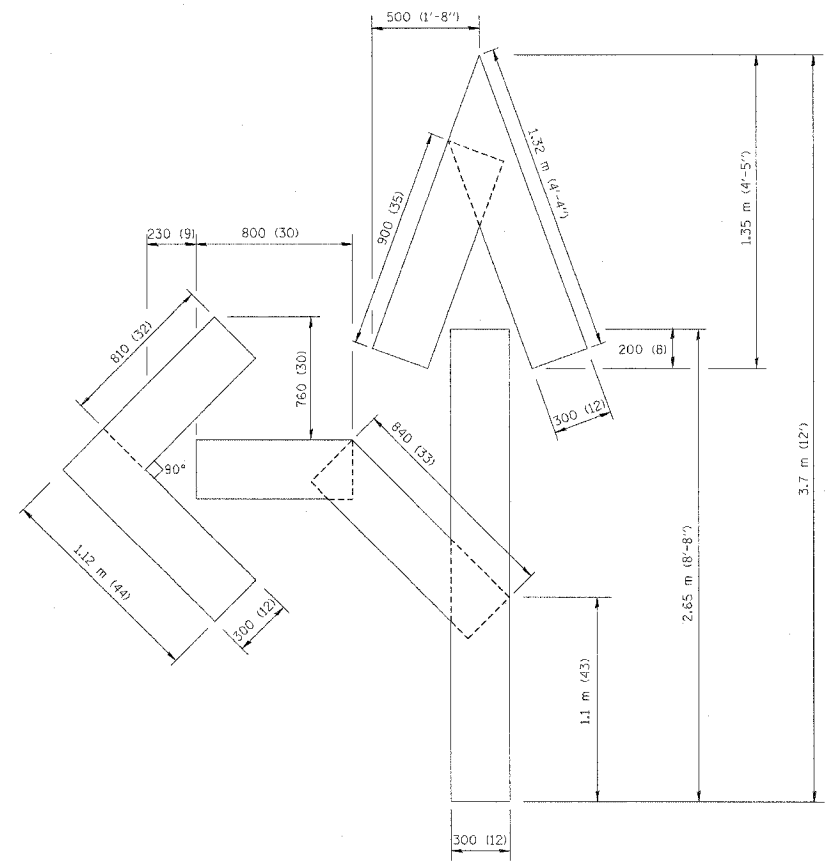
ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 AT TURN BAYS
 (TO REMAIN OPEN TO TRAFFIC)**

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

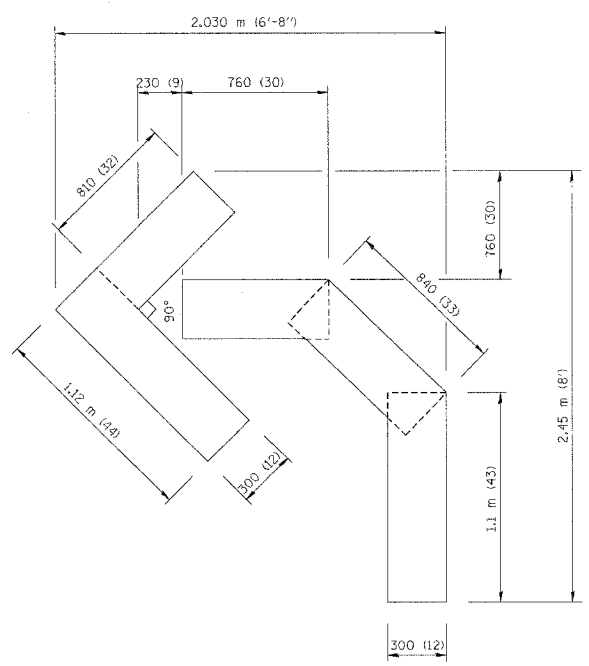
SCALE: NONE
 DATE: 10/18/2002
 DRAWN BY: LHA
 CHECKED BY: LHA
 TC-14



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



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

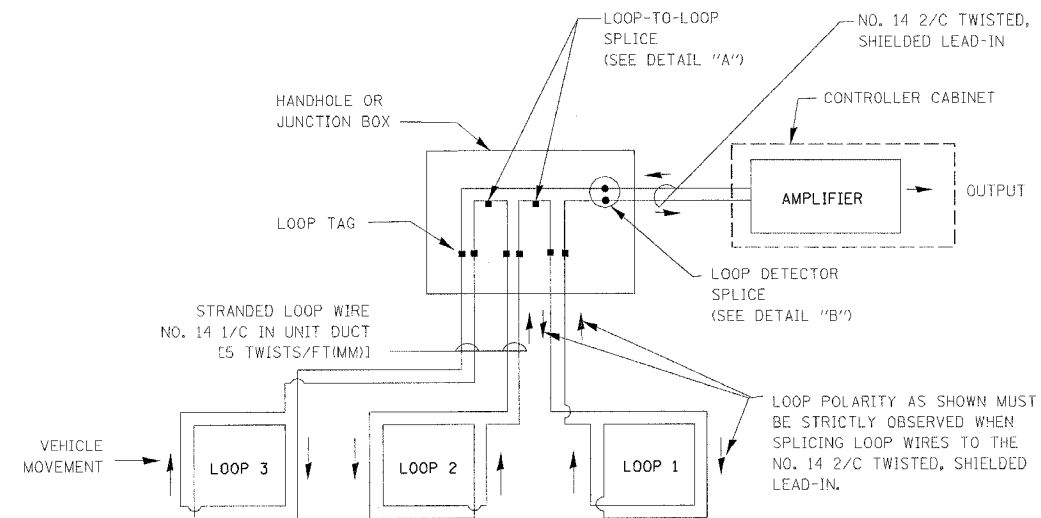
SCALE: NONE
 DATE 10/18/2002

DRAWN BY CAOD
 CHECKED BY TC-16

REVISION DATE: 08/28/00

LOOP DETECTOR NOTES

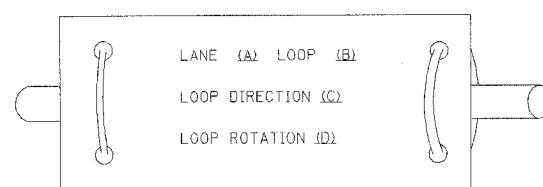
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED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



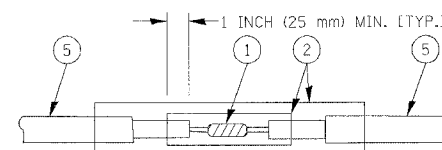
DETECTOR LOOP WIRING SCHEMATIC

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

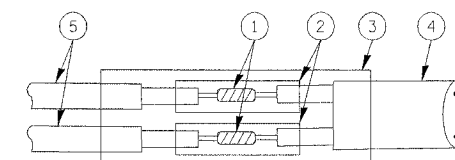
LOOP LEAD-IN CABLE TAG



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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

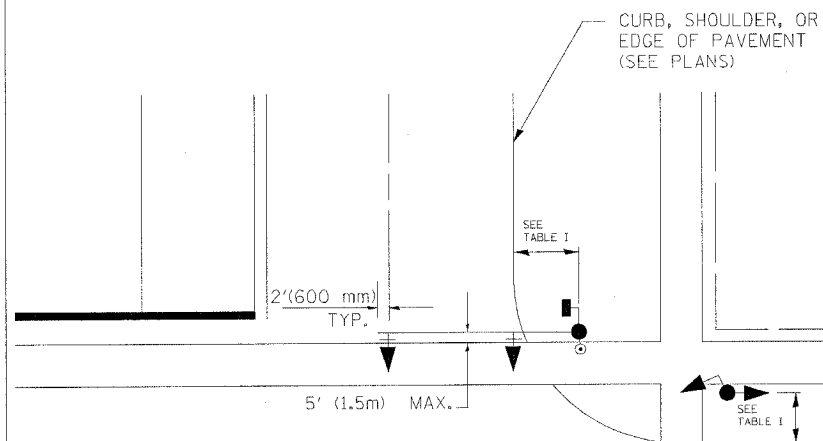
SCALE: VERT. NONE
HORIZ. NONE
DATE 10/18/2002

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

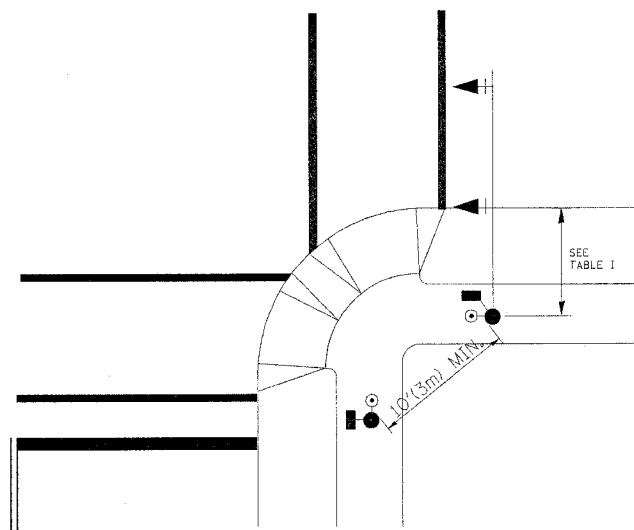
F.A. RY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			32	27
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

1. AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:

- A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL-WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
- B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
- C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
- E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK

2. PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.

3. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.

4. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

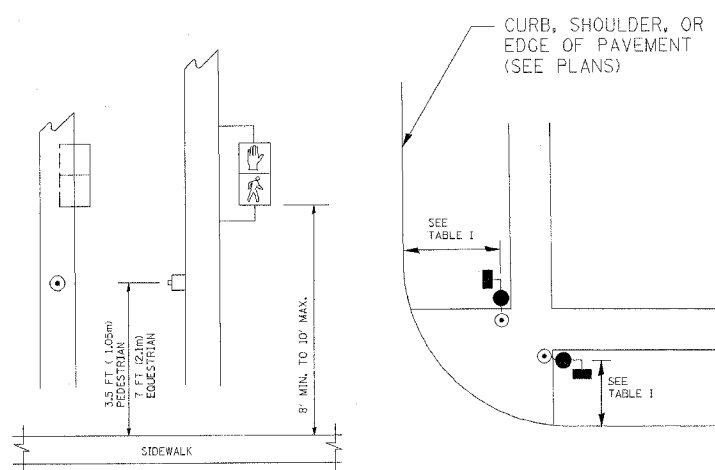


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. NONE
 DATE 10/18/2002

DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 2 OF 4

TS05

REVISION DATE: 01/01/02

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			32	28
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

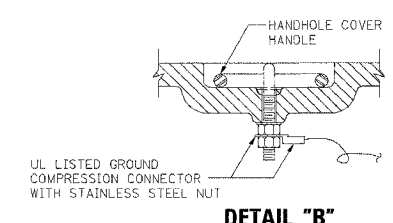
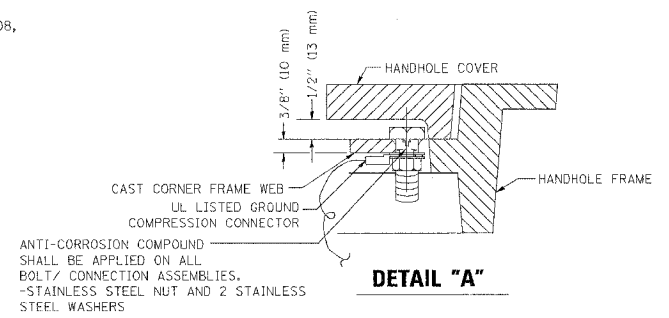
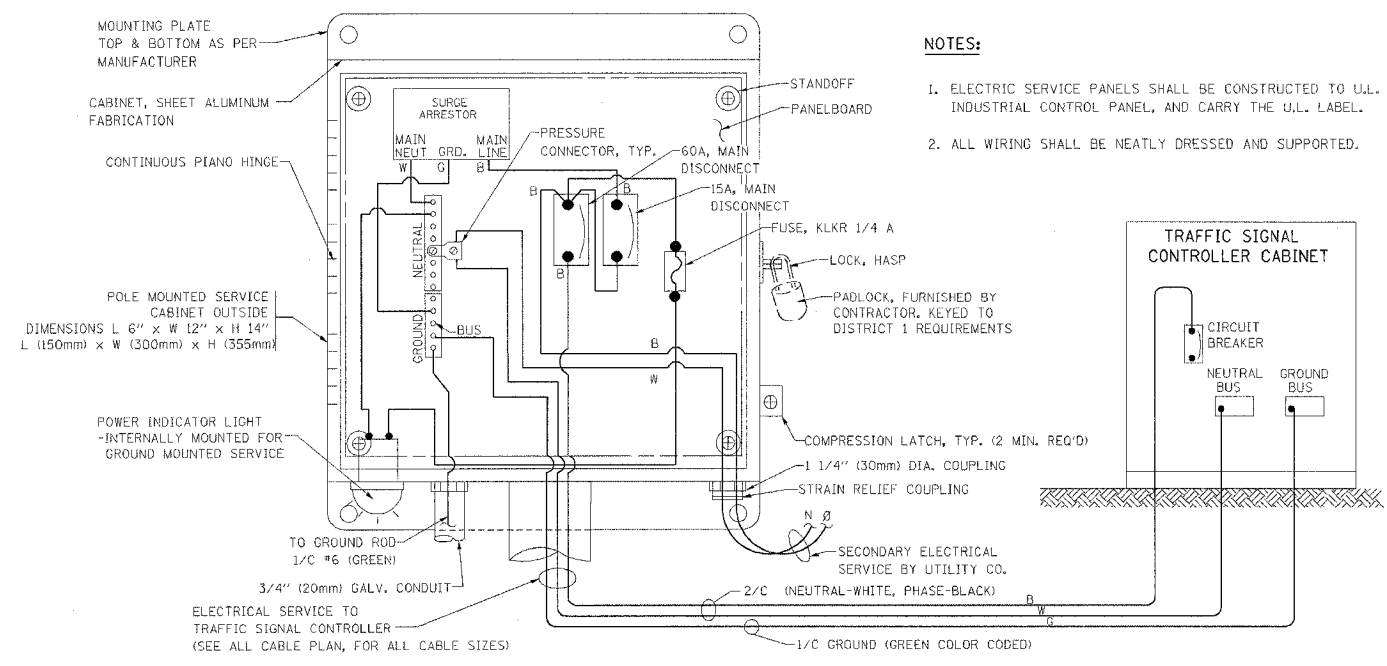
NOTES:

GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

NOTES:

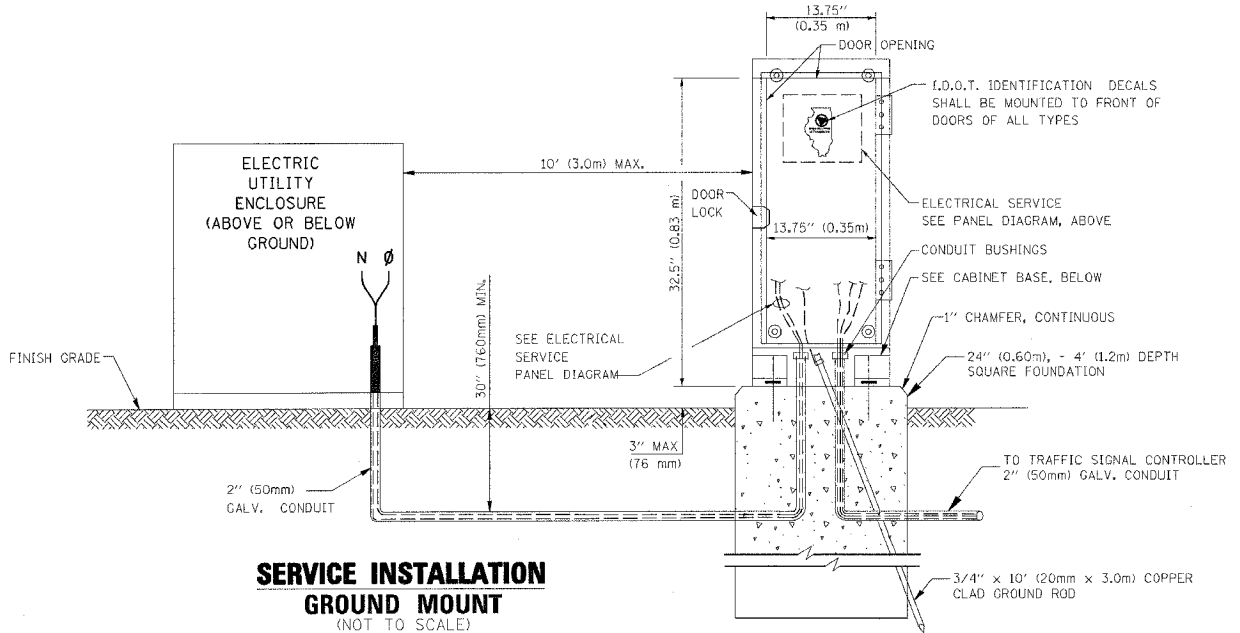
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

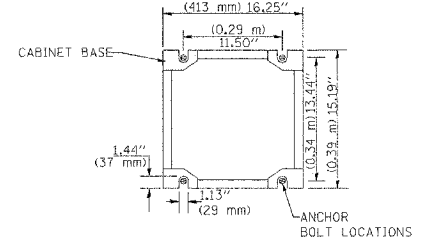
SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)



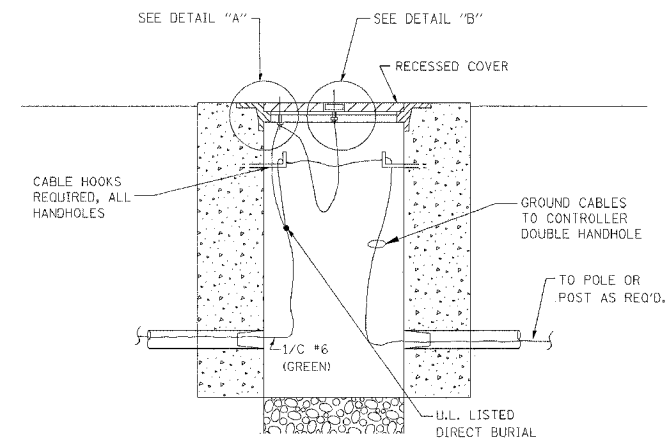
SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)



CABINET - BASE BOLT PATTERN

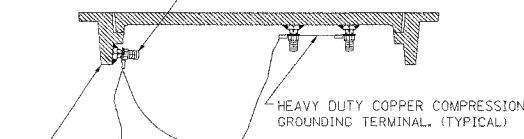
(NOT TO SCALE)



HANDHOLE COVER & FRAME - GROUNDING DETAIL

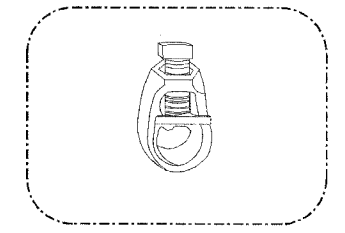
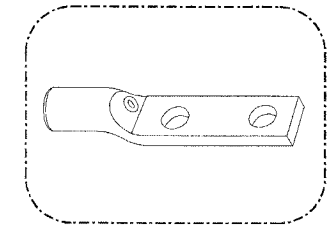
(NOT TO SCALE)

(2) 1/2" x 1 1/4" STAINLESS STEEL BOLT WITH SPLIT LOCK WASHER AND NYLON INSERT LOCKOUT WELDED TO FRAME AND TO COVER. (TYPICAL)



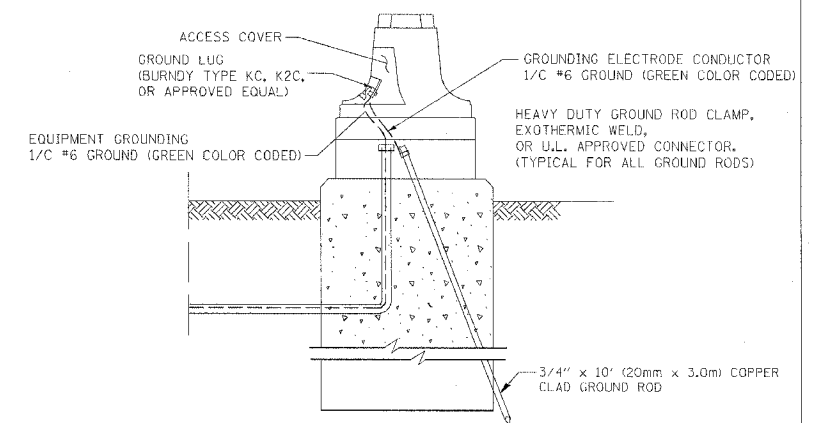
EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL

(NOT TO SCALE)



NOTES:

- ALL CLAMPS SHALL BE BRONZE OR COPPER, U.L. APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



MAST ARM POLE / POST-GROUNDING DETAIL

(NOT TO SCALE)

REVISIONS	
NAME	DATE
CADD	5/30/00
CADD	3/15/01
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

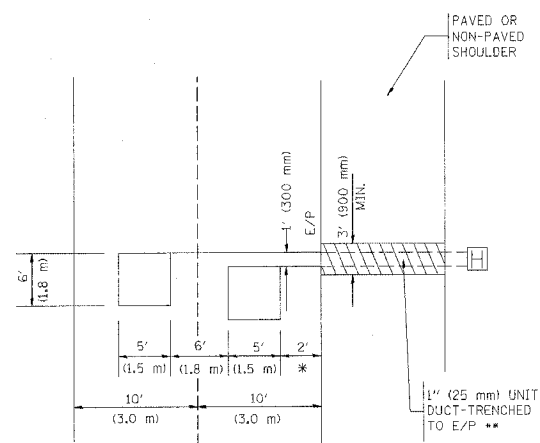
DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE HORIZ. NONE
DATE: 10/18/2002
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 3 OF 4

F.A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			32	30
STA.	TO STA.			
FED. ROAD DIST. NO. 1	BLKNO.	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

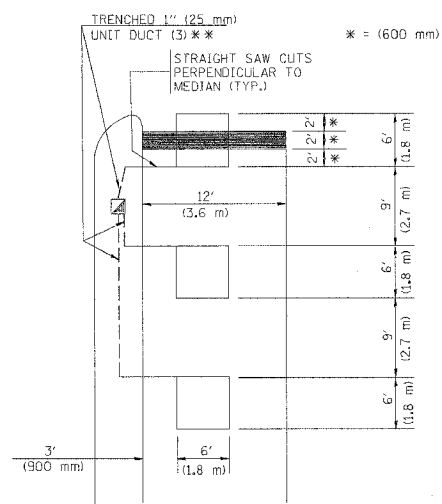


* = (600 mm)

** 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)

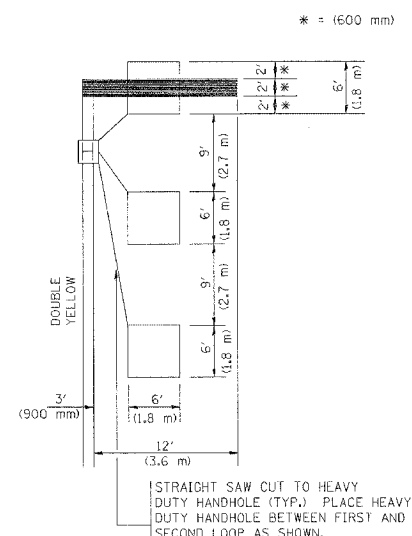
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



** 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)



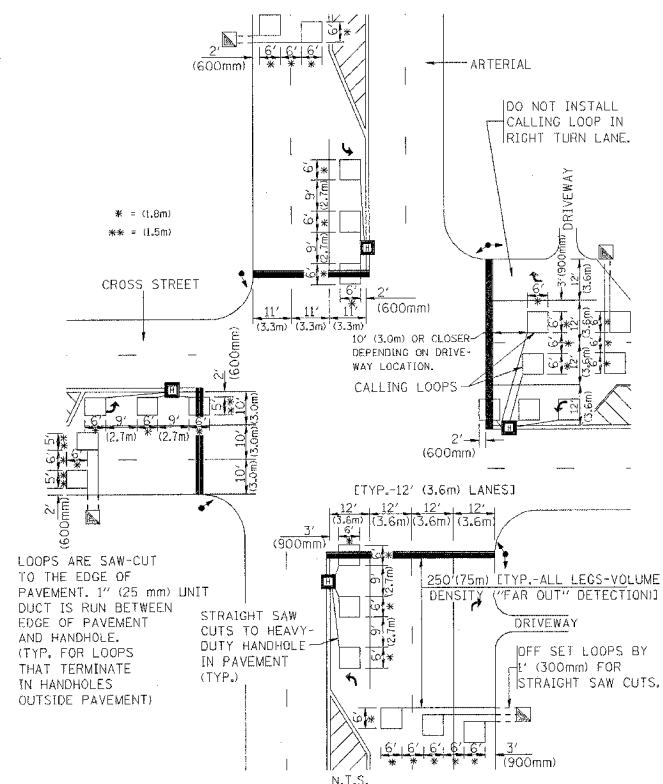
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

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

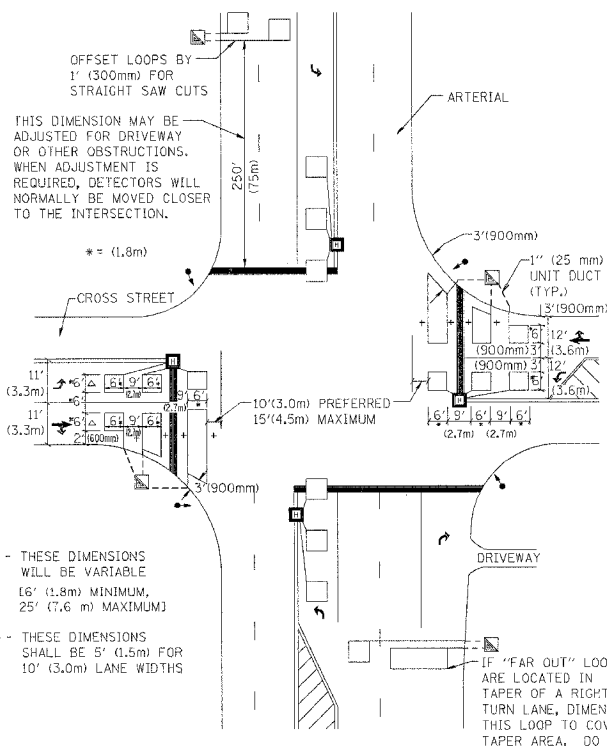


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

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

DETAIL 1
N.T.S.

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



+- THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]

Δ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

DETAIL 2
N.T.S.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

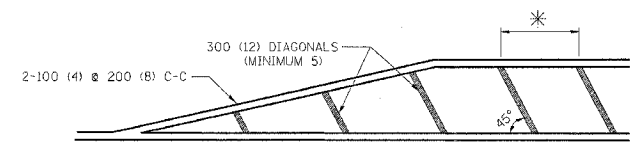
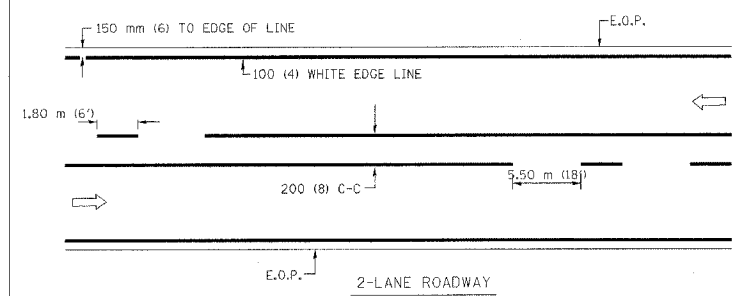
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
DETECTOR LOOP
INSTALLATION DETAILS
FOR ROADWAY RESURFACING

SCALE: NONE
DATE 10/18/2002

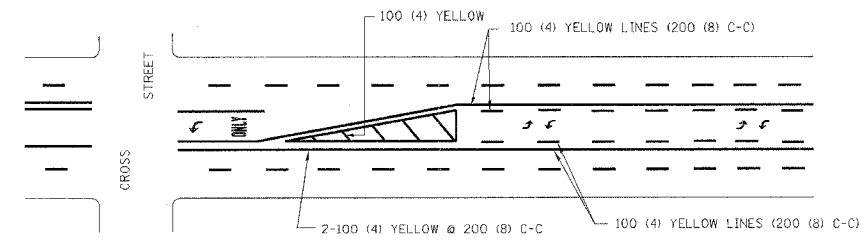
DRAWN BY CADD
DESIGNED BY
CHECKED BY R.K.F.
TSOT

REVISION DATE:

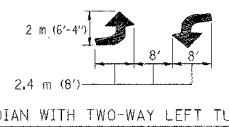


* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
* DIAGONAL LINE SPACING: 6.1 m (20') C-C

PAINTED MEDIANS

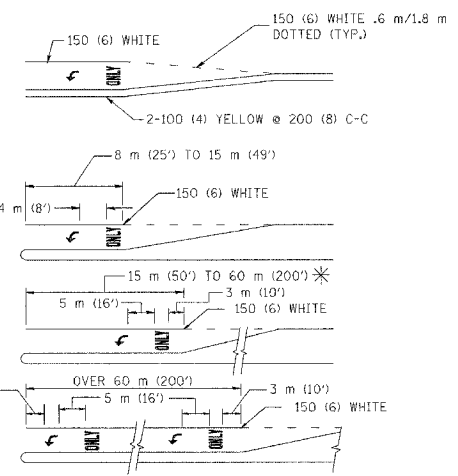


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

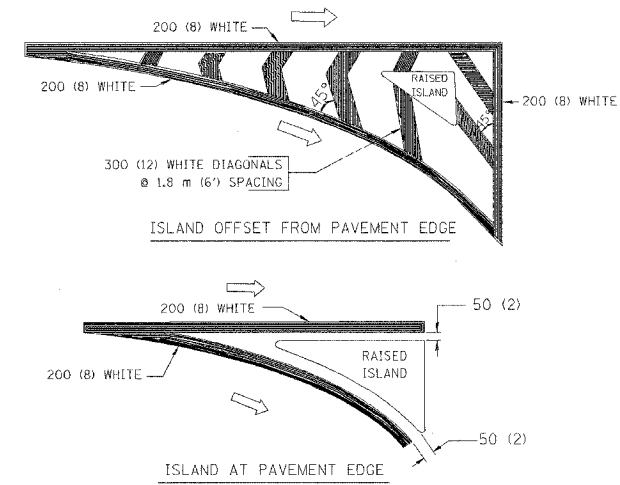


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
AREA = 1.47 m² (15.8 SQ. FT.) ONLY AREA = 2.13 m² (22.9 SQ. FT.)

* TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

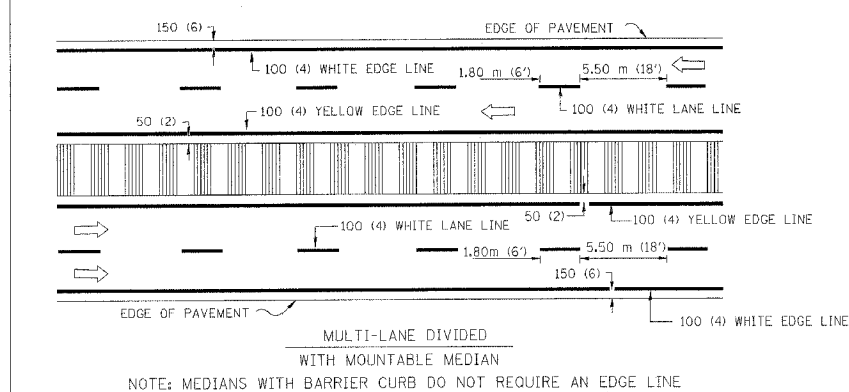
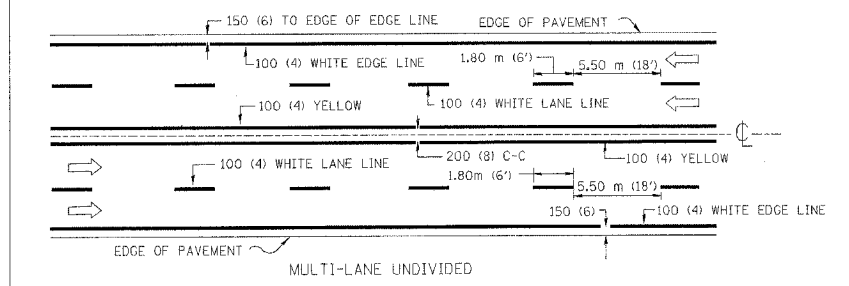
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



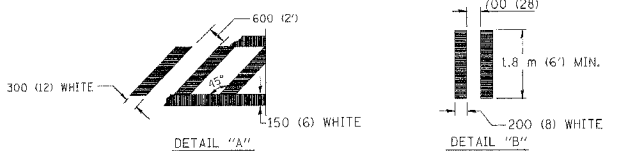
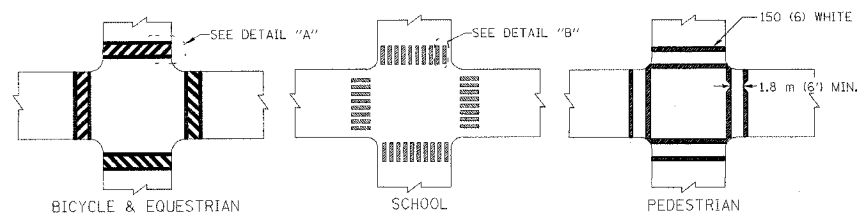
TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	1.80 m (6') LINE WITH 5.50 m (18') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	200 (8) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	200 (8) C-C
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	1.80 m (6') LINE WITH 5.50 m (18') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	1.8 m (6') LINE WITH 5.50 m (18') SPACE FOR SKIP-DASH; 200 (8) 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 @ 150 (6) 300 (12) @ 45° 200 (8) @ 90°	SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 100 (2'-4") APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45°	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	200 (8) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS; 6.1 m (20') (LESS THAN 50 km/h (30 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "RR"=0.35m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)



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

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

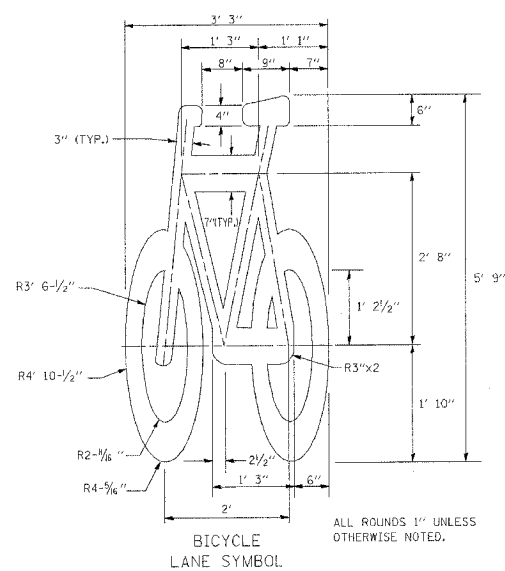
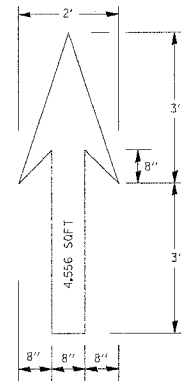
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

All dimensions are in millimeters (inches) unless otherwise shown. 1 OF 2

ILLINOIS DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

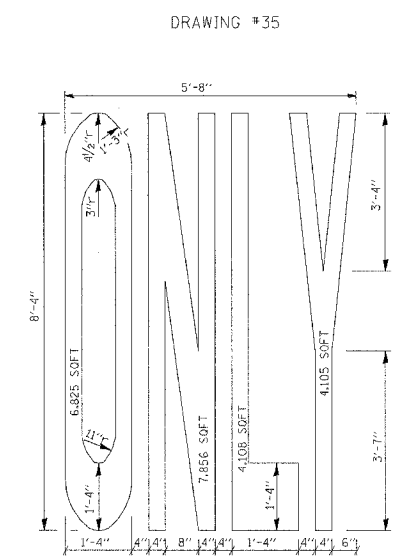
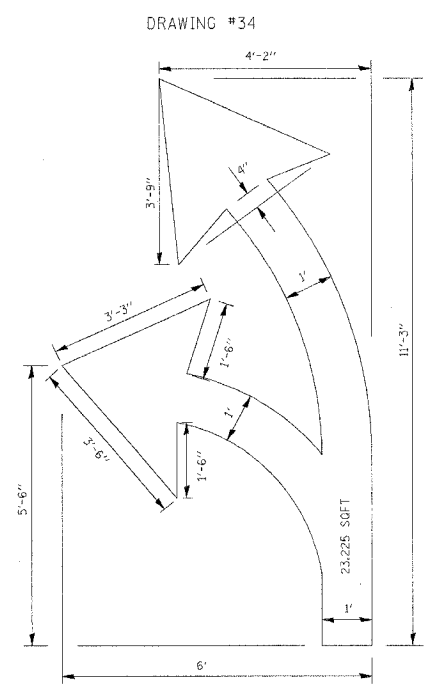
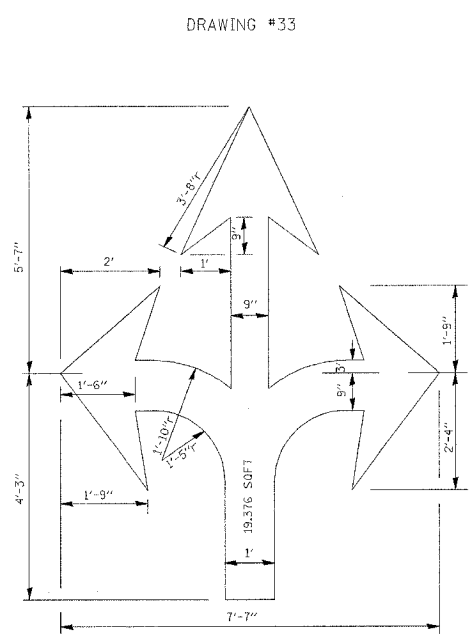
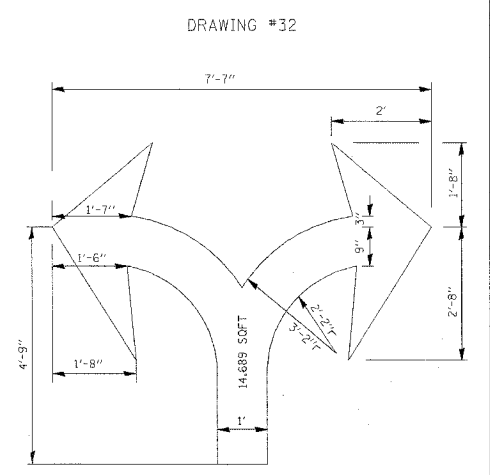
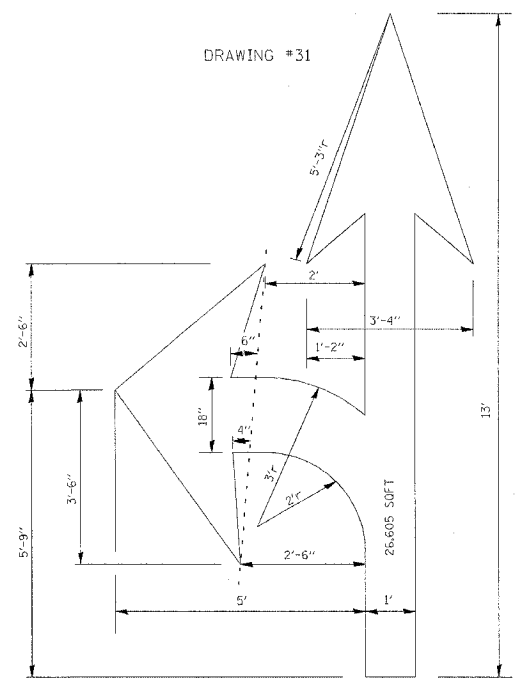
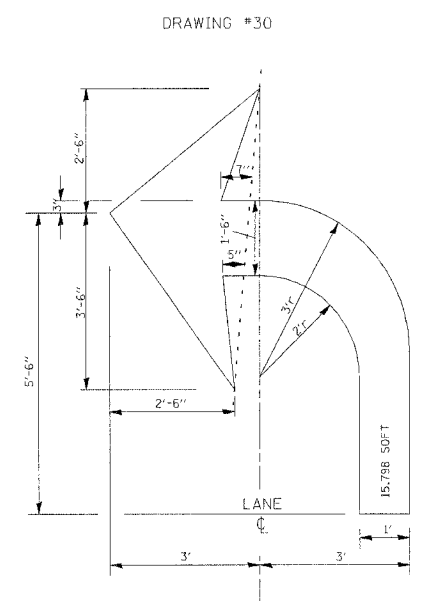
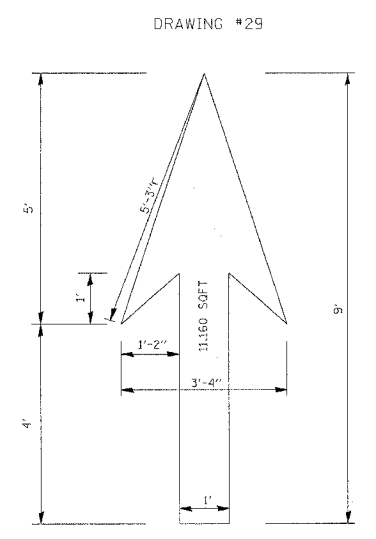
REVISIONS	
NAME	DATE
T. RAMMACHER	12/07/00

SCALE: NONE
DATE 10/18/2002
DRAWN BY CADD
CHECKED BY TC-24



NOTE:
 1.) FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.
 2.) THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



NOTE:
ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

REVISIONS	
NAME	DATE
T. RAMMACHER	12/07/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
 CITY OF CHICAGO
 TYPICAL PAVEMENT MARKINGS.

SCALE: NONE
 DATE 03/09/2004

DRAWN BY
 CHECKED BY
 TC-24

REVISION DATE: 02/25/04