

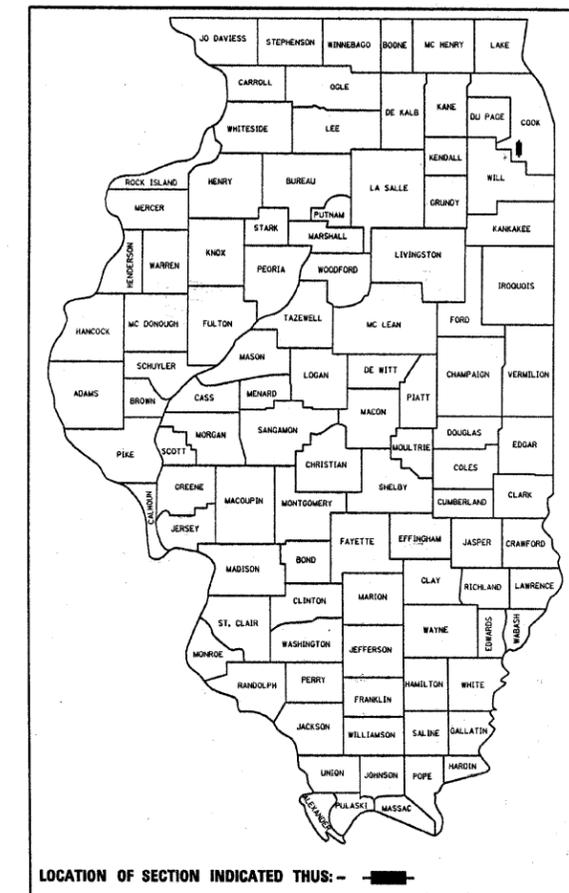
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

**PROPOSED  
 HIGHWAY PLANS**

FAP 348 IL-43 (HARLEM AVE.)  
 79TH ST. TO IL 7 (SOUTHWEST HIGHWAY)  
 SECTION: (2021-Y-1 & 3128) RS-3

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	(2021-Y-1 & 3128) RS-3	COOK	35	1
ILLINOIS		CONTRACT NO. 60112		

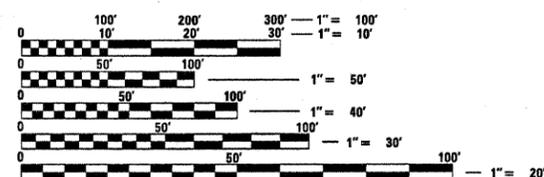
D-91-852-09



FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGES OF BRIDGEVIEW, CHICAGO RIDGE, OAKLAWN, WORTH AND THE CITIES OF BURBANK AND PALOS HILLS

**RESURFACING (3P)  
 COOK COUNTY  
 C-91-852-09**



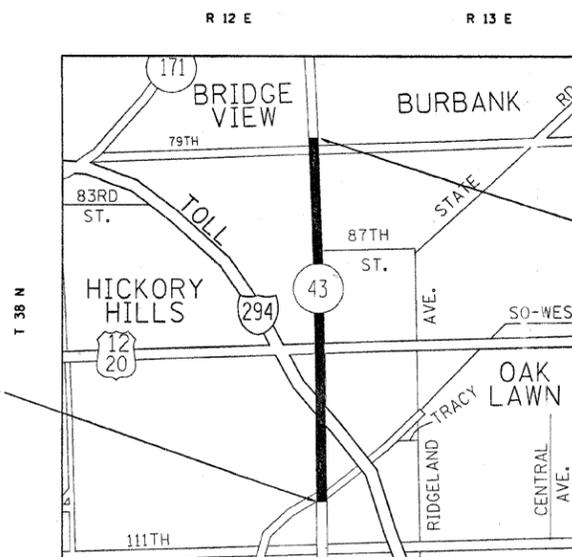
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

**OMISSIONS**  
 STA. 9+69.7 TO 10+97.6  
 STA. 72+4.6 TO 73+93.8  
 STA. 79+86.6 TO 82+69.1

**PROJECT BEGINS**  
 STA. 3+50.9

**PROJECT ENDS**  
 STA. 189+6.9



PALOS & WORTH TOWNSHIP

**TRAFFIC DATA:**  
 SPEED LIMIT = 40 MPH  
 2007 ADT = 44,500

GROSS LENGTH OF PROJECT = 18,556 FT. = 3.5 MI  
 NET LENGTH OF PROJECT = 17,956 FT. = 3.4 MI

PROJECT ENGINEER: JENPAI CHANG (847) 705-4432  
 PROJECT MANAGER: KEN ENG

CONTRACT NO. 60112

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED December 11, 2009  
Diana M. O'Keefe  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

January 29, 2010  
Scott E. Stitt, P.E.  
 ENGINEER OF DESIGN AND ENVIRONMENT

January 29, 2010  
Christine M. Reed  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

INDEX OF SHEETS

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3. SUMMARY OF QUANTITIES
- 4-6. TYPICAL SECTIONS
- 7-13. ROADWAY & PAVEMENT MAKING PLANS
- 14-24. DETECTOR LOOPS
25. DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
26. PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
27. CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
28. BUTT JOINT AND HMA TAPER DETAILS
29. TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
30. TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
31. DISTRICT ONE TYPICAL PAVEMENT MARKINGS
32. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
33. PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
34. ARTERIAL ROAD INFORMATION SIGN
35. DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

STATE STANDARDS

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS, & PATTERNS
- 442201-03 CLASS C & D PATCHES
- 604001-03 FRAMES AND LIDS, TYPE 1
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION  
CONCRETE CURB AND GUTTER
- 606306-03 CORRUGATED PC CONCRETE MEDIANS
- 701602-04 URBAN LANE CLOSURE, MULTILANE, 2W WITH  
BIDIRECTIONAL LEFT TURN LANE
- 701606-06 URBAN LANE CLOSURE, MULTILANE, 2W WITH  
MOUNTABLE MEDIAN
- 701701-04 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701901-01 TRAFFIC CONTROL DEVICES
- 886001-01 DETECTOR LOOP INSTALLATION

GENERAL 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)

10' (3M) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB & 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 VILLAGES OF BRIDGEVIEW, CHICAGO RIDGE, OAKLAWN, WORTH AND THE CITIES OF BURBANK AND PALOS HILLS.

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

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

THE RESIDENT ENGINEER SHOULD CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, AT (708) 597-9800 PRIOR TO INSTALLING ANY PERMANENT PAVEMENT MARKING.

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

LOCATIONS OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT OF THE TYPE SPECIFIED ON THE PLANS, WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION WILL BE DETERMINED IN HE FIELD BY THE ENGINEER.

\* ALL BARRIER MEDIANS NORTH OF 99TH ST ARE BEING REPAIRED/REPLACED ON THE CONCURRENT CONTRACT 63106.

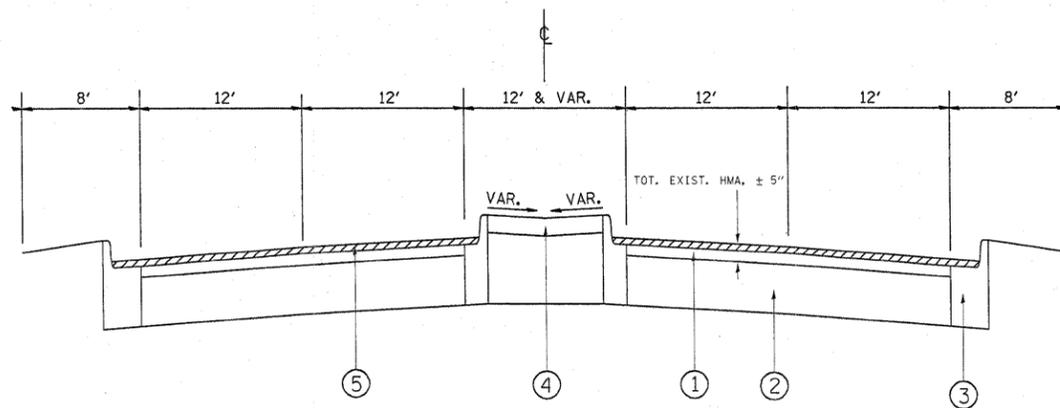
\* THE FOLLOWING MEDIANS ARE PROPOSED TO HAVE LANDSCAPING ADDED IN SPRING 2010:

STA 55+00 TO 101+20  
STA 181+81 TO 185+50

PLEASE SEE THAT ALL PLANTINGS ARE PROTECTED FROM PAVING ACTIVITIES.

FILE NAME =	USER NAME = mosse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, STATE STANDARDS, &amp; GENERAL NOTES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pwork\pwork\mosse\0149205\0185209-sh-t-plen.dgn	DRAWN -	REVISED -	348			(2021-Y-1 & 3128) RS-3	COOK	35	2	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60112							
PLOT DATE = 12/18/2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

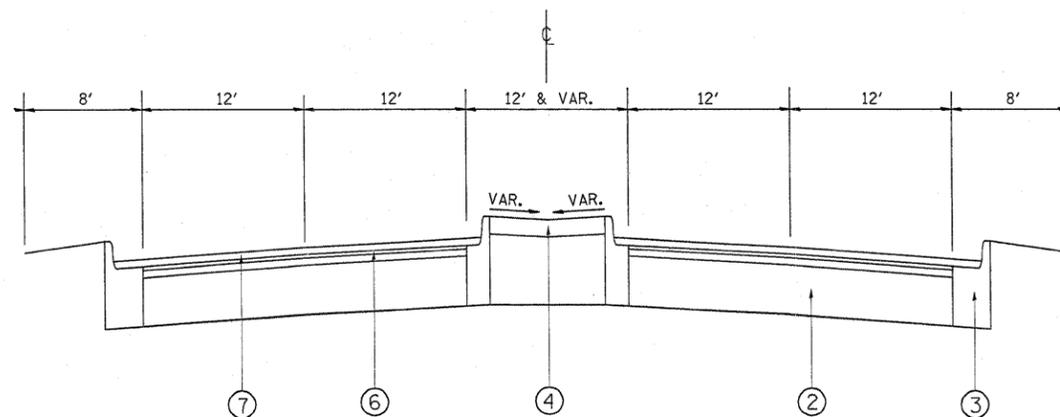




EXISTING TYPICAL CROSS SECTION

**LEGEND**

- ① EXISTING HMA SURFACE ± 2 1/2" (AFTER MILLING)
- ② EXISTING PCC BASE COURSE 10"
- ③ EXISTING COMB. CONCRETE CURB & GUTTER, TYPE B 6.12 OR 6.24
- ④ EXISTING CONCRETE BARRIER MEDIAN
- ⑤ PROP. HMA SURFACE REMOVAL, 2 1/2"
- ⑥ PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
- ⑦ PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑧ PROP. CORRUGATED MEDIAN REMOVAL



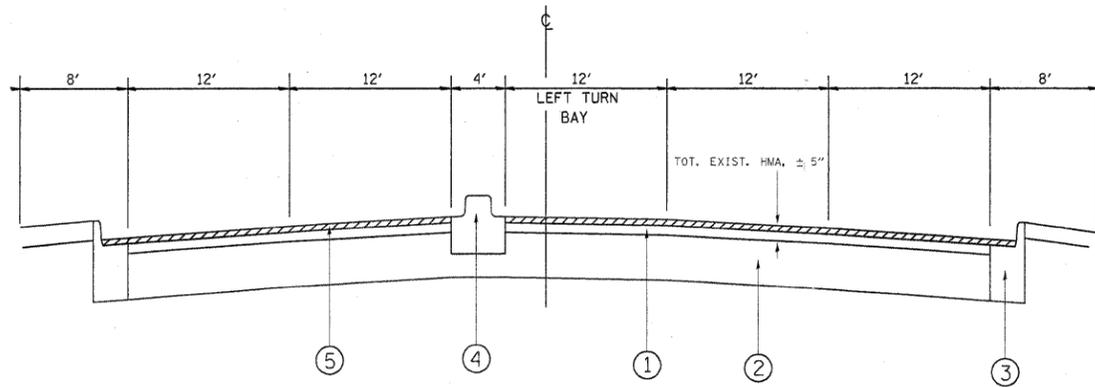
PROPOSED TYPICAL CROSS SECTION

HMA MIXTURE REQUIREMENTS	
MIXTURE USES	% VOIDS @ Ndes
POLY. HMA SURFACE COURSE, MIX "F", N90 (IL 9.5 mm)	4% @ 90 GYR.
POLY. LEVELING BINDER (MM), IL-4.75, N50	4% @ 50 GYR.
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR.

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES 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.

**NOTE:**

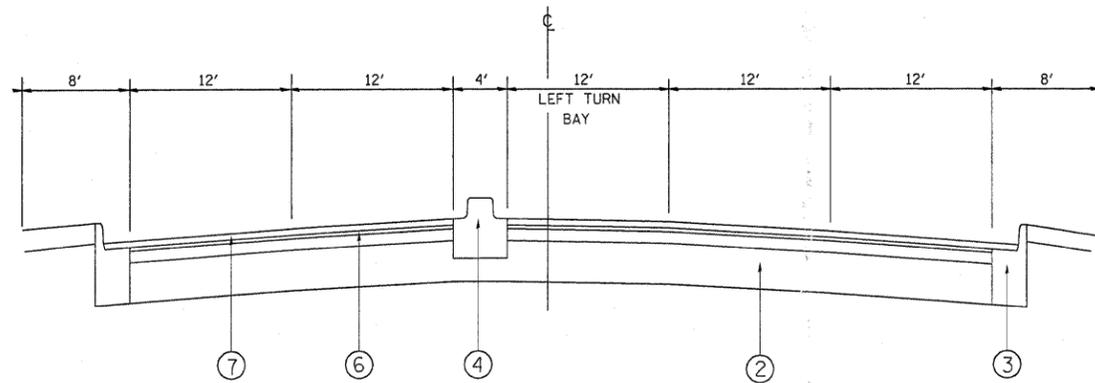
THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING



EXISTING TYPICAL CROSS SECTION

LEGEND

- ① EXISTING HMA SURFACE ± 2 1/2" (AFTER MILLING)
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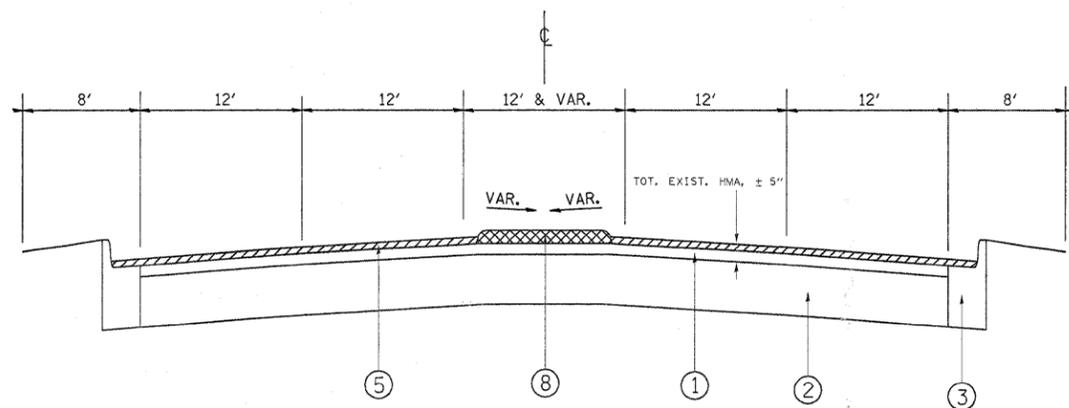
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PLOT DATE = 8/14/2009		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTION</b>			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

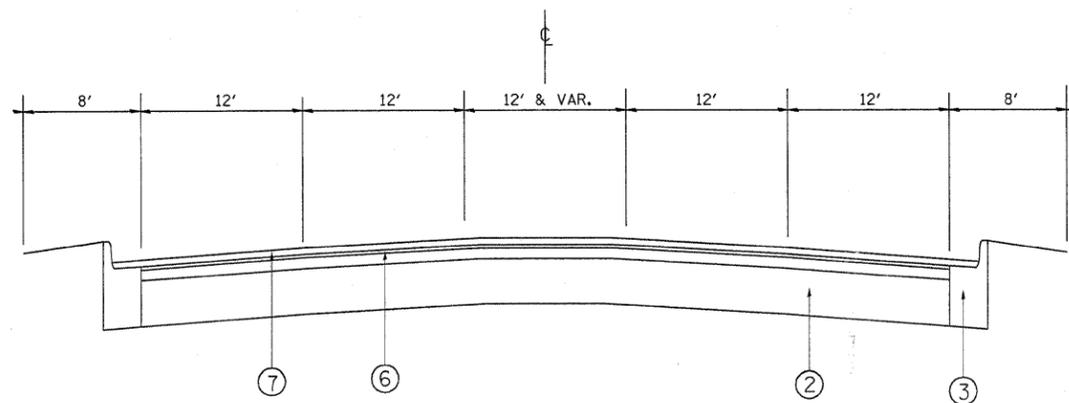
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	(2021-Y-1 & 3128) RS-3	COOK	35	5
CONTRACT NO.			60112	
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL CROSS SECTION

LEGEND

- ① EXISTING HMA SURFACE ± 2 1/2" (AFTER MILLING)
- ② EXISTING PCC BASE COURSE 10"
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PROPOSED TYPICAL CROSS SECTION

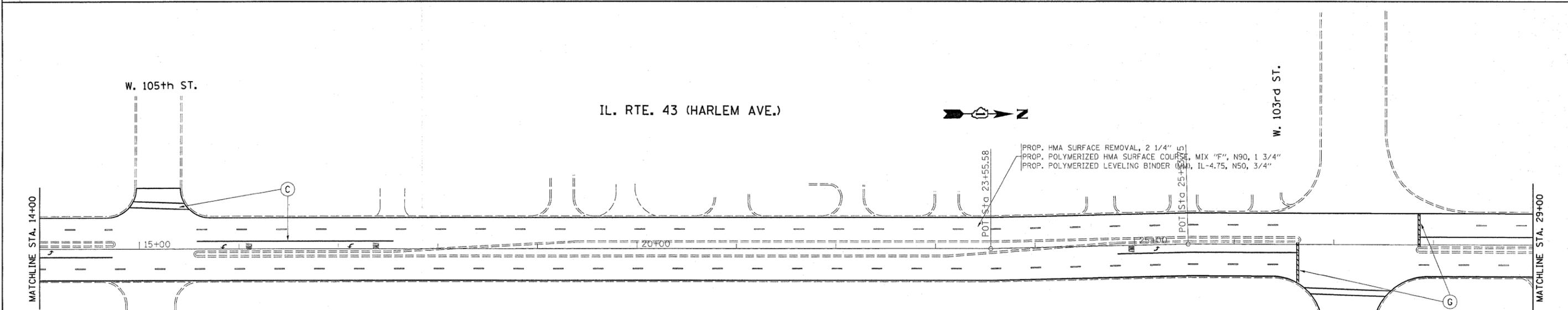
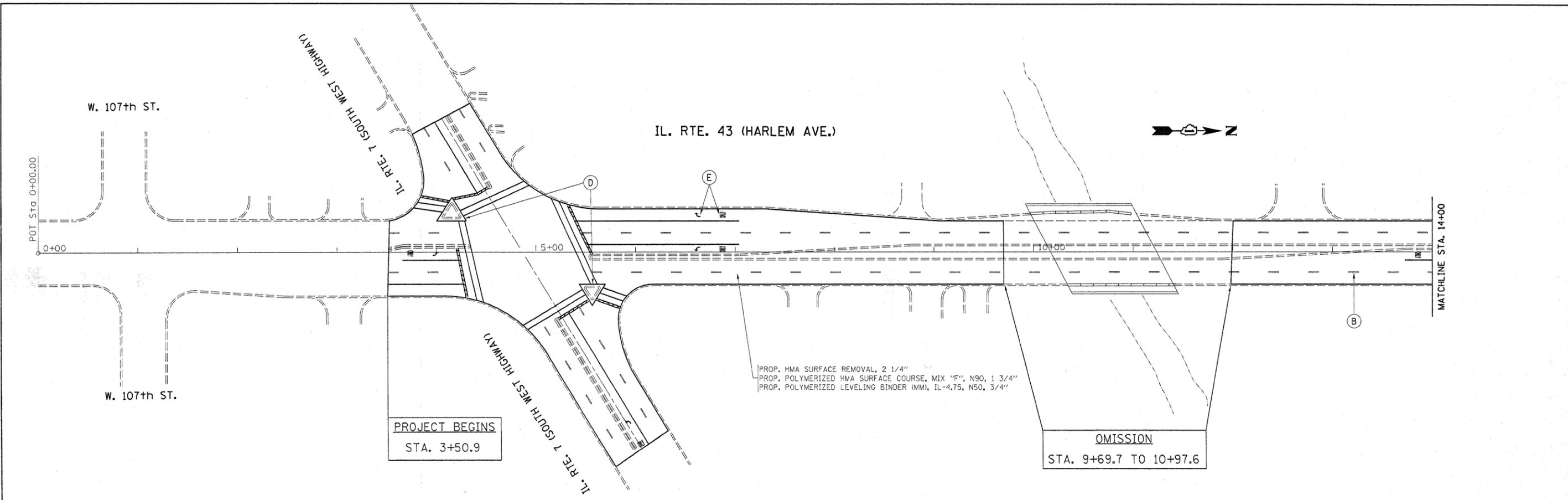
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	PLOT DATE = 8/14/2009	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTION**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	(2021-Y-1 & 3128) RS-3	COOK	35	6
CONTRACT NO. 60112			ILLINOIS FED. AID PROJECT	

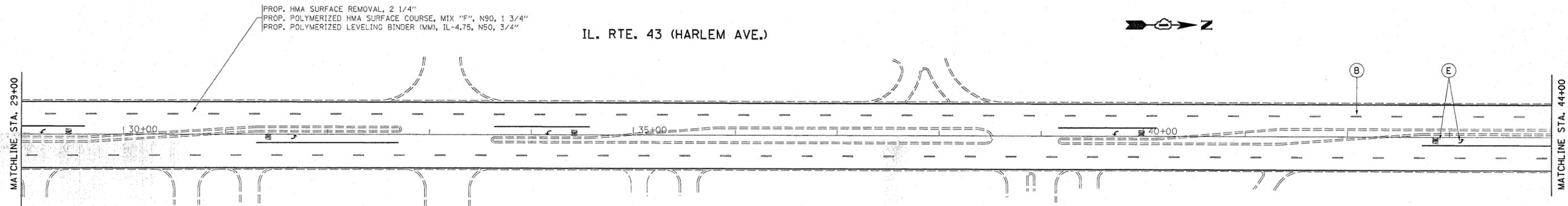


THERMOPLASTIC PAVEMENT MARKING LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING  
4" SOLID YELLOW, MEDIAN EDGE LINE (TYPICAL)
- (B) THERMOPLASTIC PAVEMENT MARKING  
4" WHITE SKIP-DASH (10' DASH, 30' SKIP) (TYPICAL)
- (C) THERMOPLASTIC PAVEMENT MARKING  
6" SOLID WHITE, TURN LANE LINE AND CROSSWALK (TYPICAL)
- (D) THERMOPLASTIC PAVEMENT MARKING  
8" SOLID WHITE, ISLAND OUTLINE (TYPICAL)
- (E) THERMOPLASTIC PAVEMENT MARKING  
LETTERS & SYMBOLS, WHITE (TYPICAL)
- (F) THERMOPLASTIC PAVEMENT MARKING  
12" SOLID YELLOW DIAGONAL @ 45° (20' C-C MINIMUM OF 5) (TYPICAL)
- (G) THERMOPLASTIC PAVEMENT MARKING  
24" SOLID WHITE, STOP BAR (TYPICAL)

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	PLOT DATE = 12/10/2009	CHECKED -	REVISED -			CONTRACT NO. 60112					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 1"=50' SHEET NO. OF SHEETS STA. 0+00 TO STA. 29+00



**THERMOPLASTIC PAVEMENT MARKING LEGEND**

- (A) THERMOPLASTIC PAVEMENT MARKING  
4" SOLID YELLOW, MEDIAN EDGE LINE (TYPICAL)

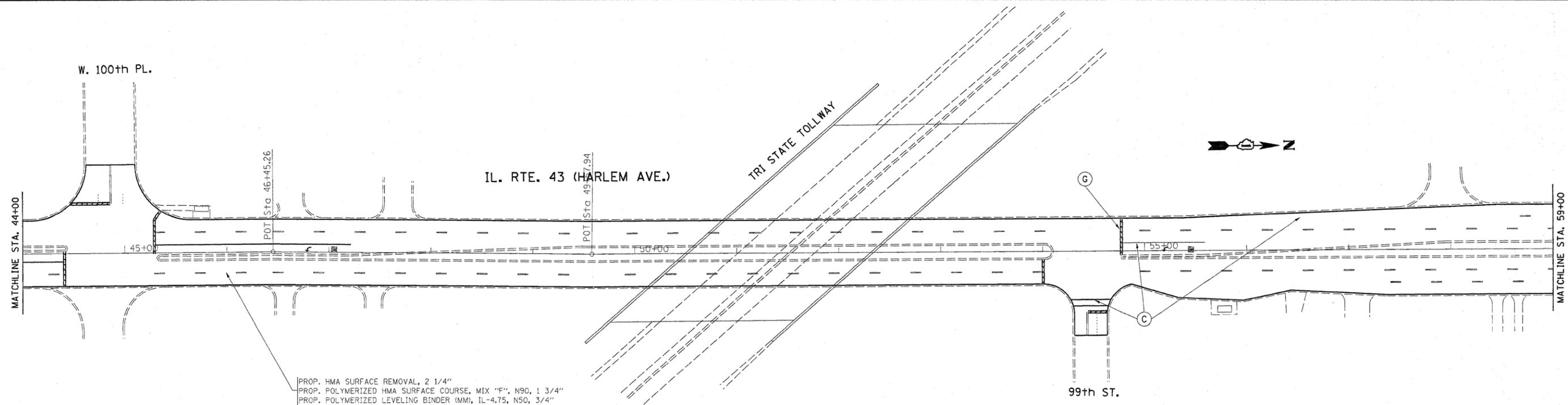
(B) THERMOPLASTIC PAVEMENT MARKING  
4" WHITE SKIP-DASH (10' DASH, 30' SKIP) (TYPICAL)

(C) THERMOPLASTIC PAVEMENT MARKING  
6" SOLID WHITE, TURN LANE LINE AND CROSSWALK (TYPICAL)

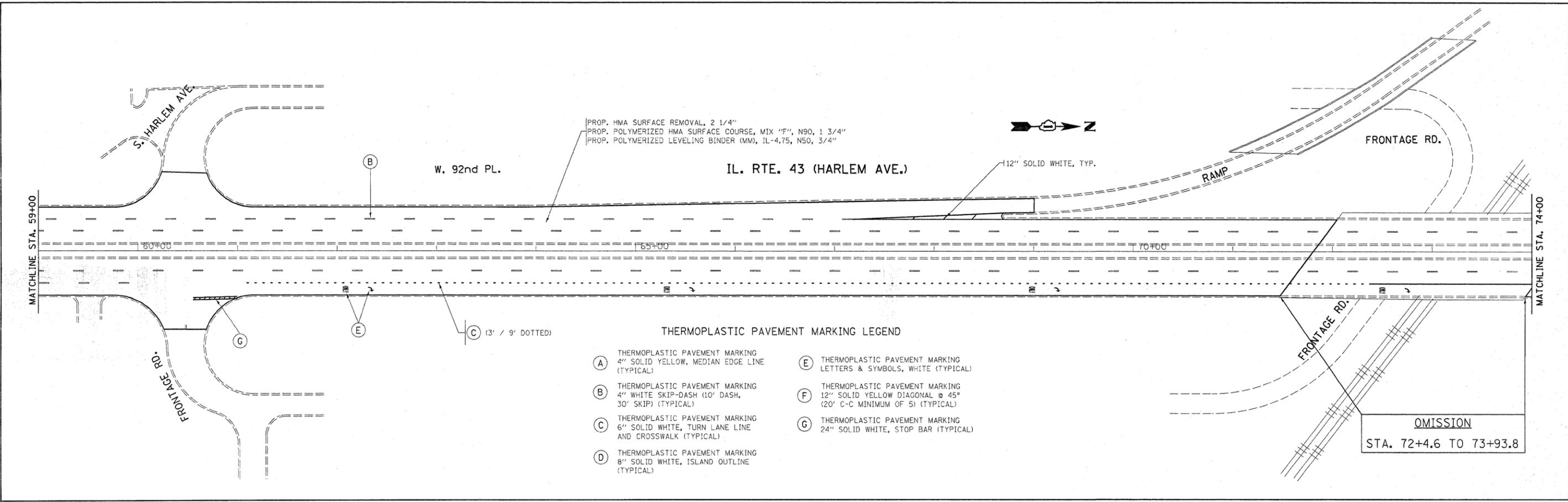
(D) THERMOPLASTIC PAVEMENT MARKING  
8" SOLID WHITE, ISLAND OUTLINE (TYPICAL)
- (E) THERMOPLASTIC PAVEMENT MARKING  
LETTERS & SYMBOLS, WHITE (TYPICAL)

(F) THERMOPLASTIC PAVEMENT MARKING  
12" SOLID YELLOW DIAGONAL @ 45° (20' C-C MINIMUM OF 5) (TYPICAL)

(G) THERMOPLASTIC PAVEMENT MARKING  
24" SOLID WHITE, STOP BAR (TYPICAL)

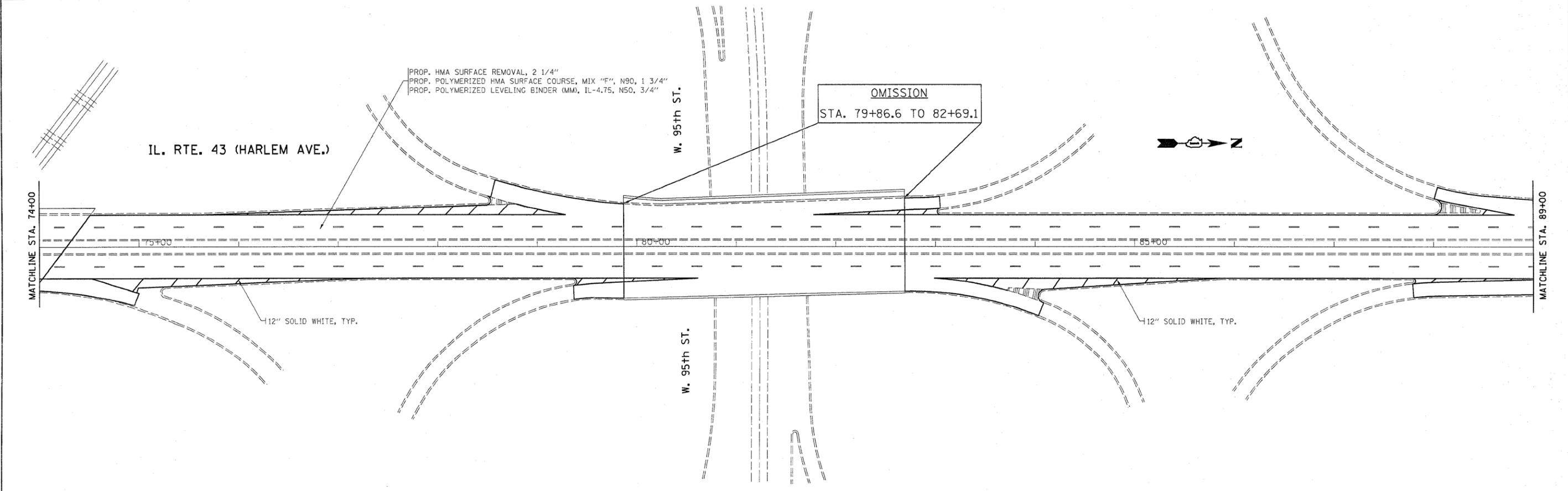


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	PLOT DATE = 12/10/2009	DATE -	REVISED -							CONTRACT NO. 60112		
										CONTRACT NO. 60112		



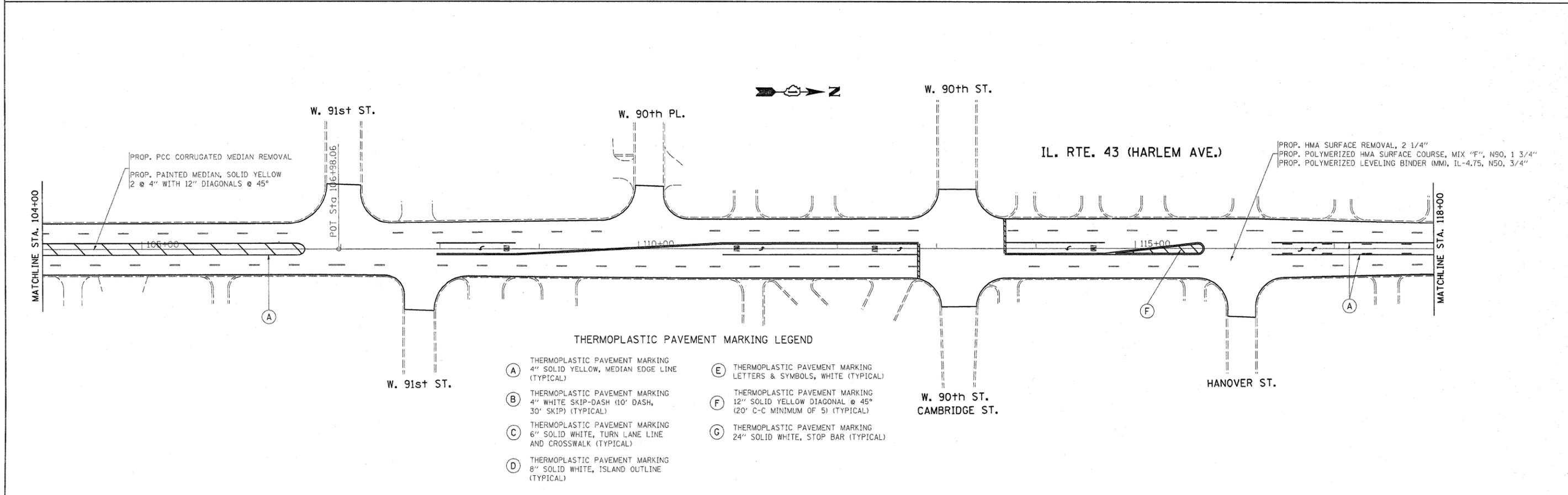
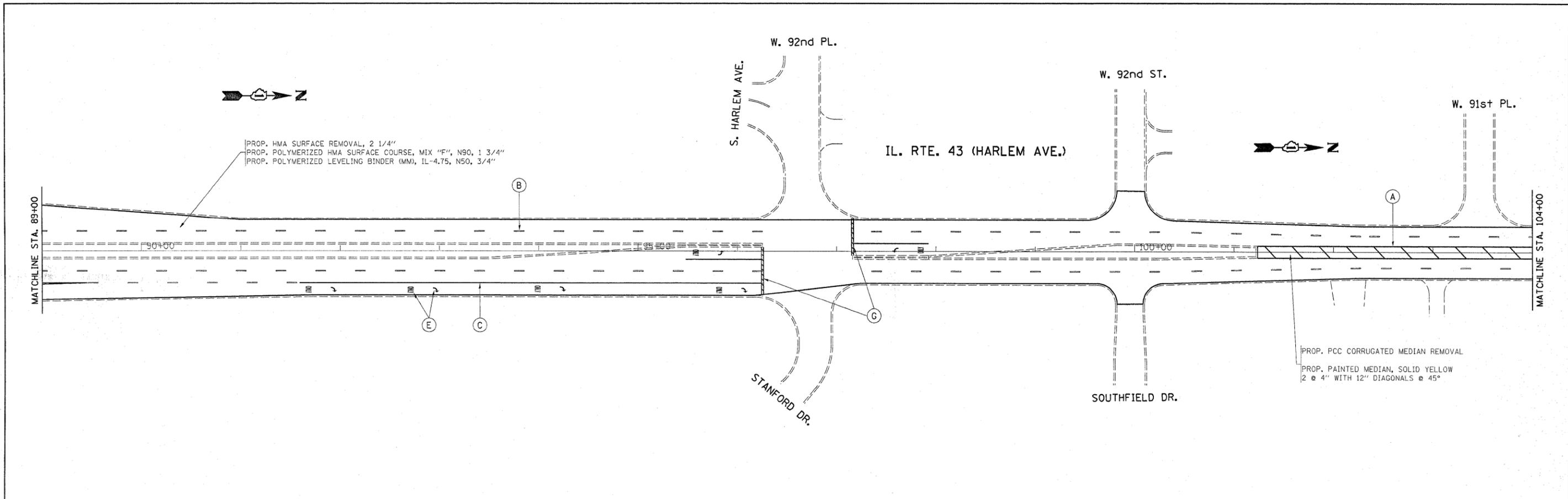
**THERMOPLASTIC PAVEMENT MARKING LEGEND**

(A) THERMOPLASTIC PAVEMENT MARKING 4" SOLID YELLOW, MEDIAN EDGE LINE (TYPICAL)	(E) THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS, WHITE (TYPICAL)
(B) THERMOPLASTIC PAVEMENT MARKING 4" WHITE SKIP-DASH (10' DASH, 30' SKIP) (TYPICAL)	(F) THERMOPLASTIC PAVEMENT MARKING 12" SOLID YELLOW DIAGONAL @ 45° (20' C-C MINIMUM OF 5) (TYPICAL)
(C) THERMOPLASTIC PAVEMENT MARKING 6" SOLID WHITE, TURN LANE LINE AND CROSSWALK (TYPICAL)	(G) THERMOPLASTIC PAVEMENT MARKING 24" SOLID WHITE, STOP BAR (TYPICAL)
(D) THERMOPLASTIC PAVEMENT MARKING 8" SOLID WHITE, ISLAND OUTLINE (TYPICAL)	



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PLOT DATE = 12/18/2009	DATE -	CHECKED -	REVISED -			CONTRACT NO. 60112					
						ILLINOIS FED. AID PROJECT					

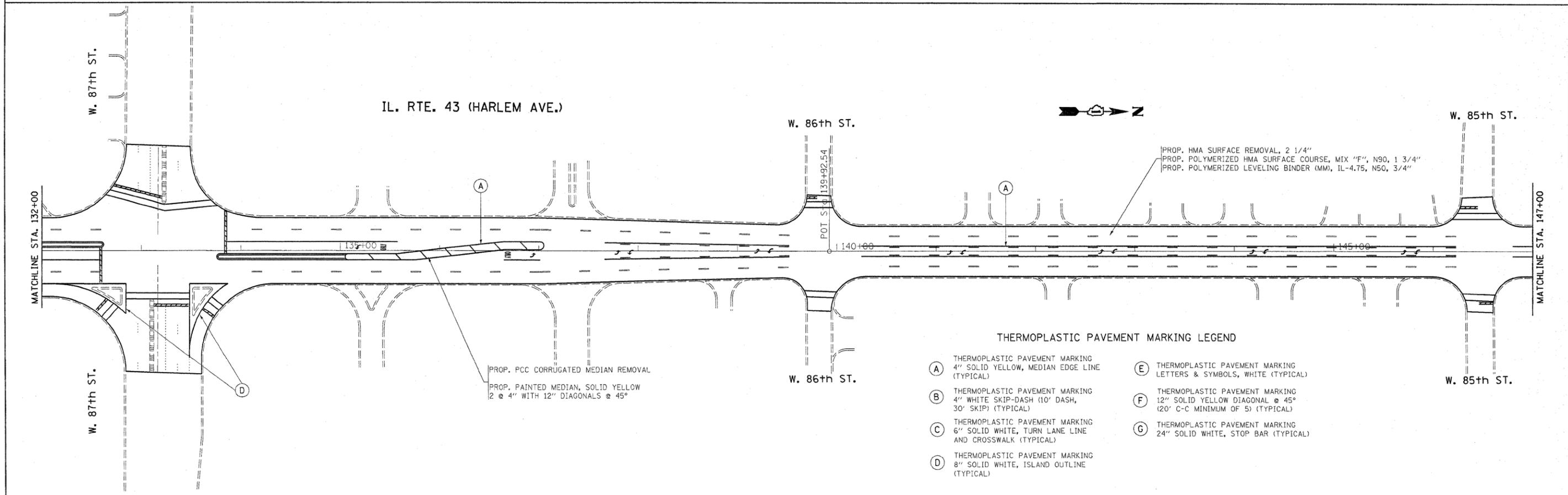
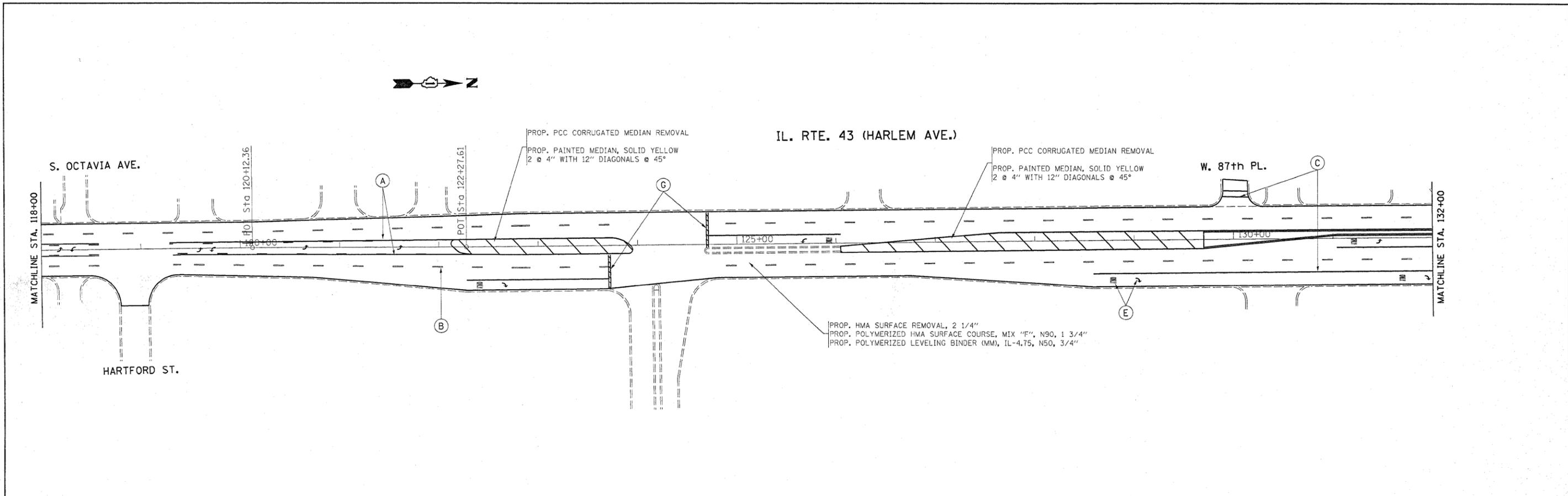
SCALE: 1"=50' SHEET NO. OF SHEETS STA. 59+00 TO STA. 89+00



THERMOPLASTIC PAVEMENT MARKING LEGEND

- |   |   |
|---|---|
| (A) THERMOPLASTIC PAVEMENT MARKING<br>4" SOLID YELLOW, MEDIAN EDGE LINE<br>(TYPICAL)            | (E) THERMOPLASTIC PAVEMENT MARKING<br>LETTERS & SYMBOLS, WHITE (TYPICAL)                                  |
| (B) THERMOPLASTIC PAVEMENT MARKING<br>4" WHITE SKIP-DASH (10' DASH,<br>30' SKIP) (TYPICAL)      | (F) THERMOPLASTIC PAVEMENT MARKING<br>12" SOLID YELLOW DIAGONAL @ 45°<br>(20' C-C MINIMUM OF 5) (TYPICAL) |
| (C) THERMOPLASTIC PAVEMENT MARKING<br>6" SOLID WHITE, TURN LANE LINE<br>AND CROSSWALK (TYPICAL) | (G) THERMOPLASTIC PAVEMENT MARKING<br>24" SOLID WHITE, STOP BAR (TYPICAL)                                 |
| (D) THERMOPLASTIC PAVEMENT MARKING<br>8" SOLID WHITE, ISLAND OUTLINE<br>(TYPICAL)               |   |

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PLOT DATE = 12/18/2009	DATE -	CHECKED -	REVISED -			SCALE: 1"=50'		SHEET NO. OF SHEETS		STA. 89+00 TO STA. 118+00	
						CONTRACT NO. 60I12					

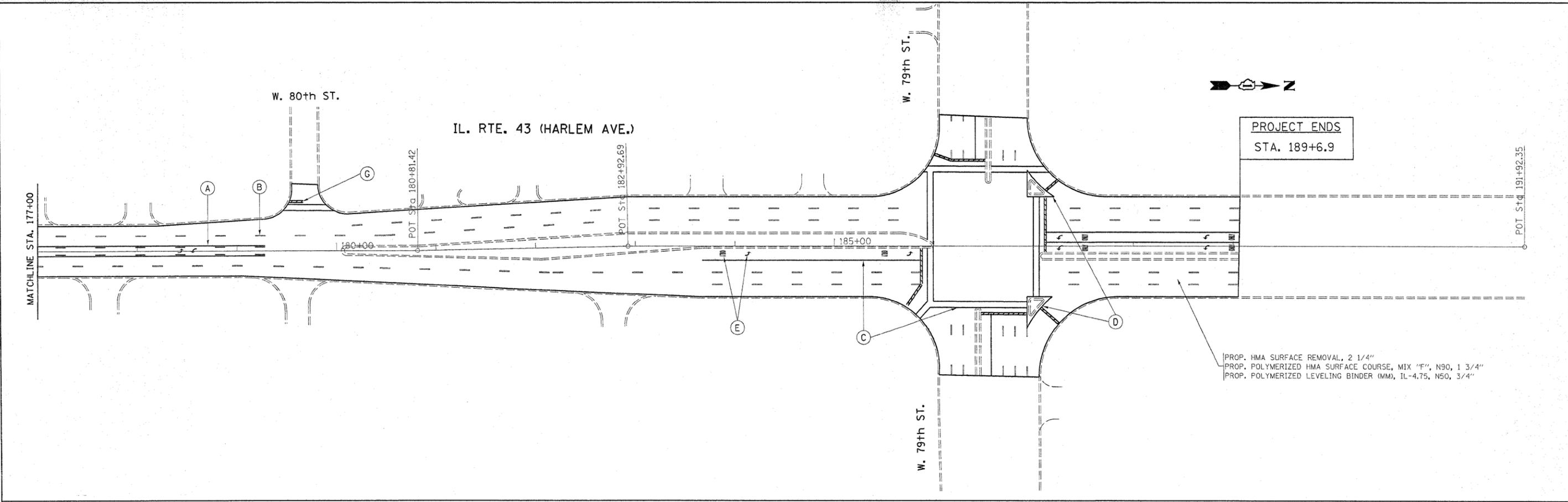


**THERMOPLASTIC PAVEMENT MARKING LEGEND**

- (A) THERMOPLASTIC PAVEMENT MARKING  
4" SOLID YELLOW, MEDIAN EDGE LINE (TYPICAL)
- (B) THERMOPLASTIC PAVEMENT MARKING  
4" WHITE SKIP-DASH (10' DASH, 30' SKIP) (TYPICAL)
- (C) THERMOPLASTIC PAVEMENT MARKING  
6" SOLID WHITE, TURN LANE LINE AND CROSSWALK (TYPICAL)
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LETTERS & SYMBOLS, WHITE (TYPICAL)
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- (G) THERMOPLASTIC PAVEMENT MARKING  
24" SOLID WHITE, STOP BAR (TYPICAL)

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cr:\pwork\pwork\mossse\10149205\01852\9-sht-plan.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -			348	12021-Y-1&3128)RS-3	COOK	35	11	
	PLOT DATE = 12/10/2009	CHECKED -	REVISED -			CONTRACT NO. 60112					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					





**THERMOPLASTIC PAVEMENT MARKING LEGEND**

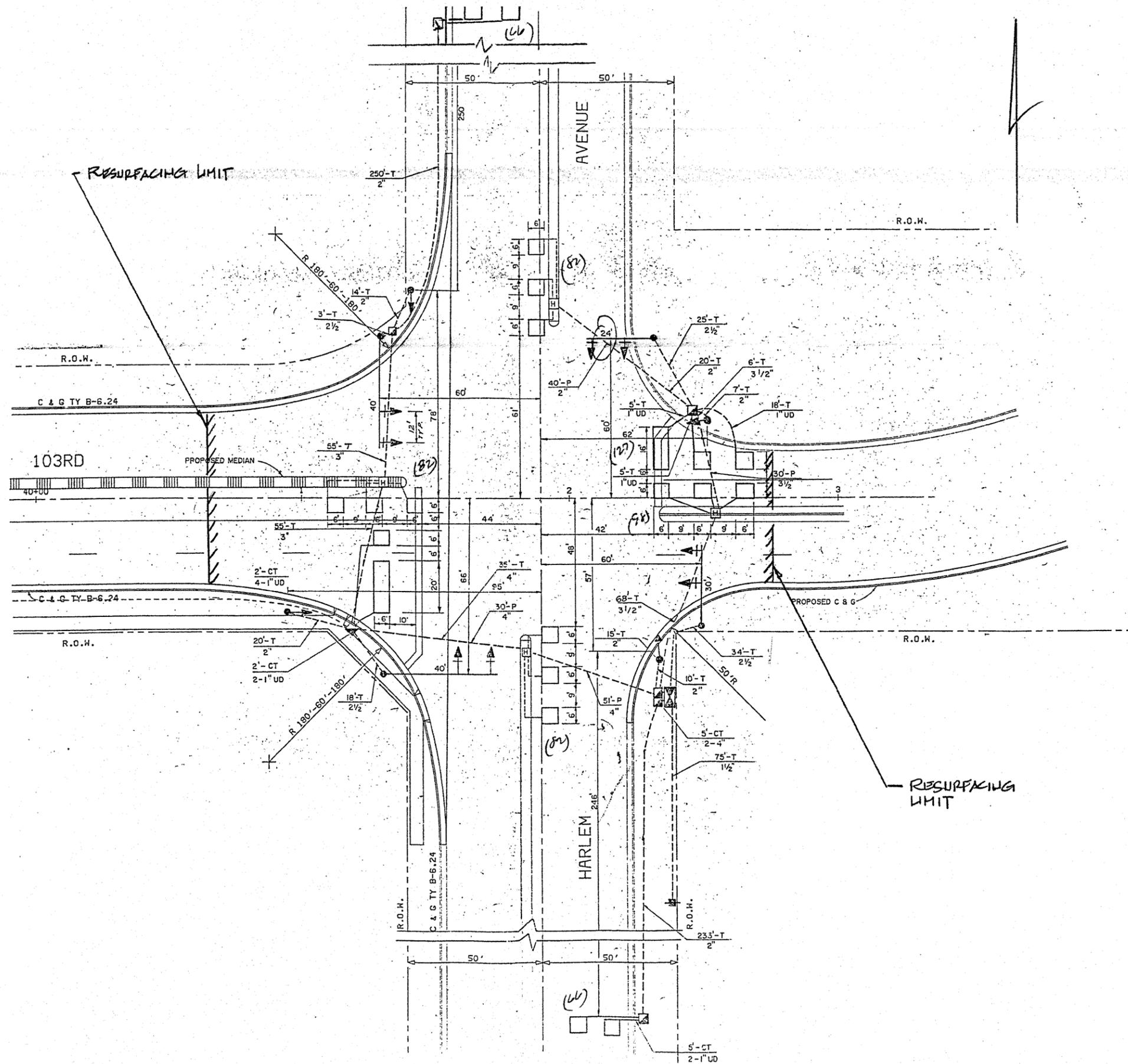
- (A) THERMOPLASTIC PAVEMENT MARKING  
4" SOLID YELLOW, MEDIAN EDGE LINE (TYPICAL)
- (B) THERMOPLASTIC PAVEMENT MARKING  
4" WHITE SKIP-DASH (10' DASH, 30' SKIP) (TYPICAL)
- (C) THERMOPLASTIC PAVEMENT MARKING  
6" SOLID WHITE, TURN LANE LINE AND CROSSWALK (TYPICAL)
- (D) THERMOPLASTIC PAVEMENT MARKING  
8" SOLID WHITE, ISLAND OUTLINE (TYPICAL)
- (E) THERMOPLASTIC PAVEMENT MARKING  
LETTERS & SYMBOLS, WHITE (TYPICAL)
- (F) THERMOPLASTIC PAVEMENT MARKING  
12" SOLID YELLOW DIAGONAL @ 45° (20' C-C MINIMUM OF 5) (TYPICAL)
- (G) THERMOPLASTIC PAVEMENT MARKING  
24" SOLID WHITE, STOP BAR (TYPICAL)

FILE NAME =	USER NAME = mosse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL. RTE. 43 79th ST. TO IL. RTE 7 (SOUTHWEST HWY.)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr:\pw\work\pw\dot\mosse\0149205\0185249-sht-pla.dgn	DRAWN -	REVISED -	348			12021-Y-1&3128\RS-3	COOK	35	13	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60112							
PLOT DATE = 12/18/2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 177+00 TO STA. 191+92.35			



**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



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

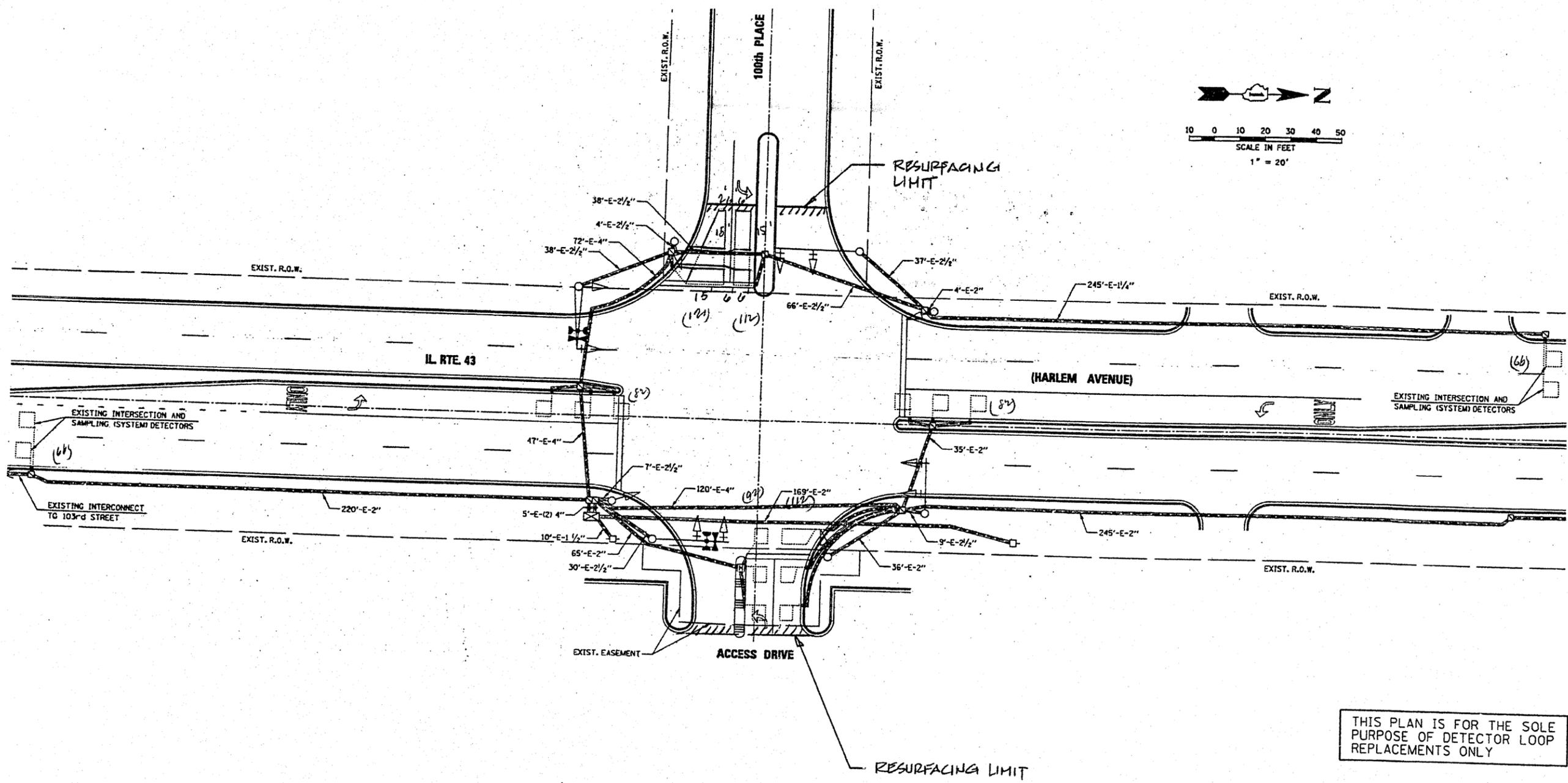
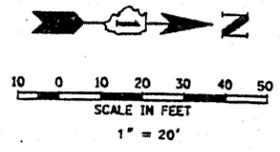
REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
86600600	603	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kanthaphixaybc	DESIGNED - BCK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE - DETECTOR LOOP REPLACEMENT ILL. ROUTE 43 (HARLEM AV.) @ 103RD ST.</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\KANTHAPHIXAYBC\01126	4\tr\offic.legend.v7.dgn	DRAWN - BCK	REVISED -					COOK		15	
	PLOT SCALE = 3/4" = 1' IN.	CHECKED - DAD	REVISED -			SCALE: NONE	SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 4/3/2009	DATE -	REVISED -								

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



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

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

CODE	QUANTITY	UNIT	ITEM
86600600	733	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kentaphixoybo	DESIGNED - BCK	REVISED -
c:\pwork\PWIDOT\KANTHAPHIXAYBC\01126	\\office.legend.v7.dgn	DRAWN - BCK	REVISED -
	PLOT SCALE = 3/4" = 1" IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/3/2009	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

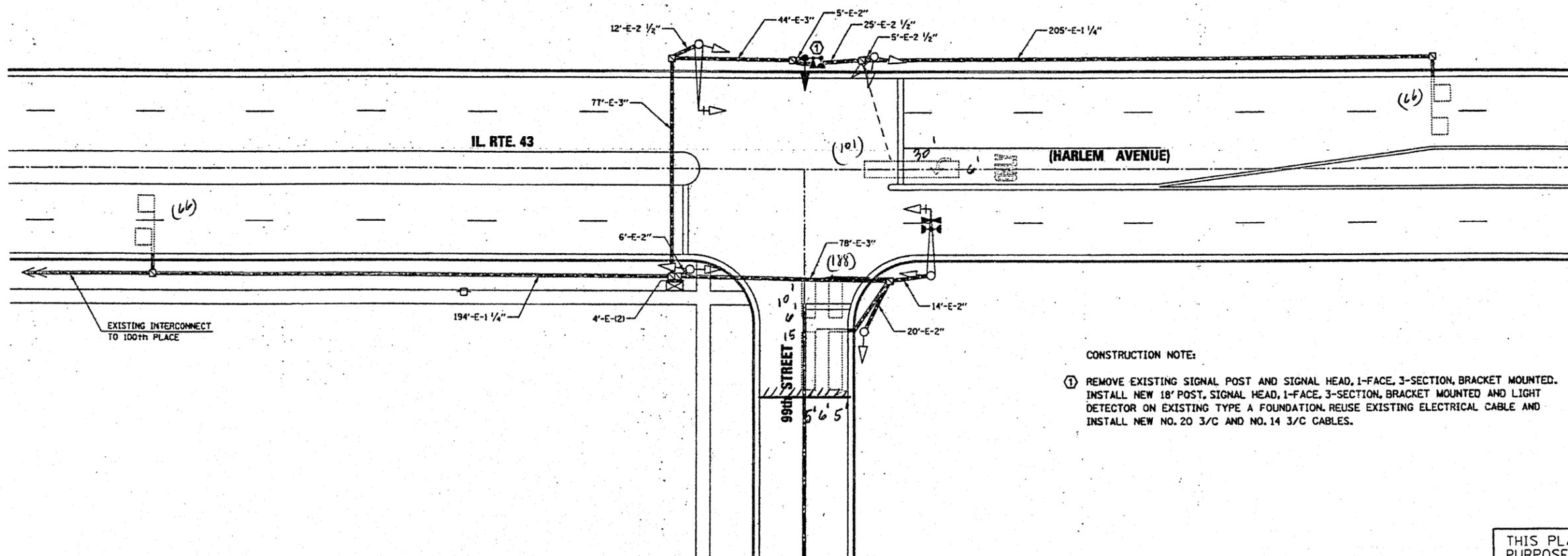
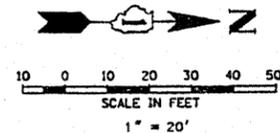
**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. ROUTE 43 @ 100TH PLACE**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	16	16

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

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



**CONSTRUCTION NOTE:**  
 (1) REMOVE EXISTING SIGNAL POST AND SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED. INSTALL NEW 18' POST, SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED AND LIGHT DETECTOR ON EXISTING TYPE A FOUNDATION. REUSE EXISTING ELECTRICAL CABLE AND INSTALL NEW NO. 20 3/C AND NO. 14 3/C CABLES.

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

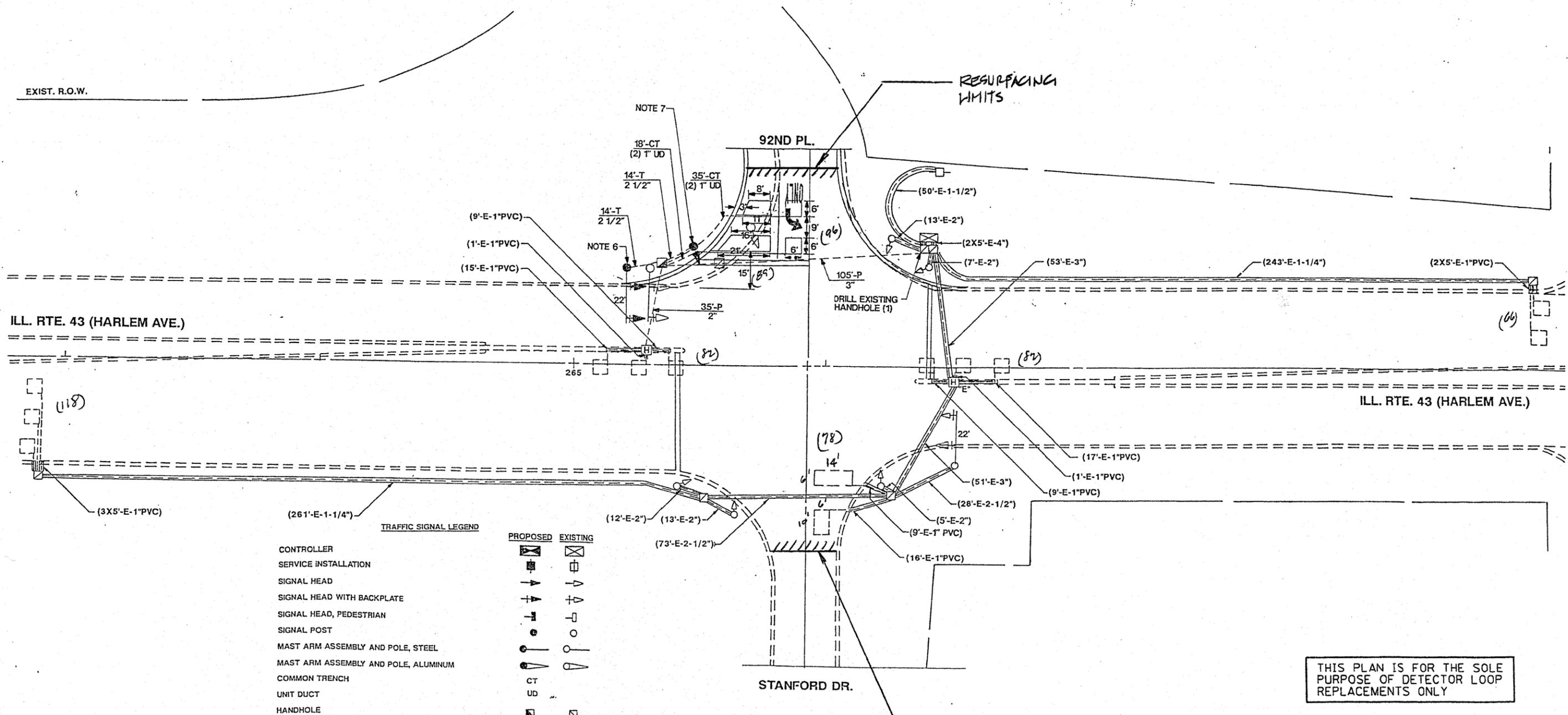
REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
86600600	421	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME = c:\pvt\work\p\WIDOT\KANTHAPHIXAYBC\d01126	USER NAME = kanthophixaybc	DESIGNED - BCK	REVISED -	<b>STATE OF ILLINOIS                  DEPARTMENT OF TRANSPORTATION</b>	DISTRICT ONE - DETECTOR LOOP REPLACEMENT ILL. ROUTE 43 (HARLEM Av.) @ 99TH ST.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 3/4" = 1' IN.	DRAWN - BCK	REVISED -			Cook	17			
	PLOT DATE = 4/3/2009	CHECKED - DAD	REVISED -			CONTRACT NO.				
	DATE	REVISED -	SCALE: NONE			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



**TRAFFIC SIGNAL LEGEND**

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- COMMON TRENCH
- UNIT DUCT
- HANDHOLE

PROPOSED	EXISTING

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

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

CODE	QUANTITY	UNIT	ITEM
86600600	611	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kenthphixeybc	DESIGNED - BCK	REVISED -
c:\pwwork\pwwork\KANTHAPHIXAYBC\d01126	c:\traffic\legend.v7.dgn	DRAWN - BCK	REVISED -
PLOT SCALE = 3/4" = 1' IN.	CHECKED - DAD	REVISIONS	
PLOT DATE = 4/3/2009	DATE		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

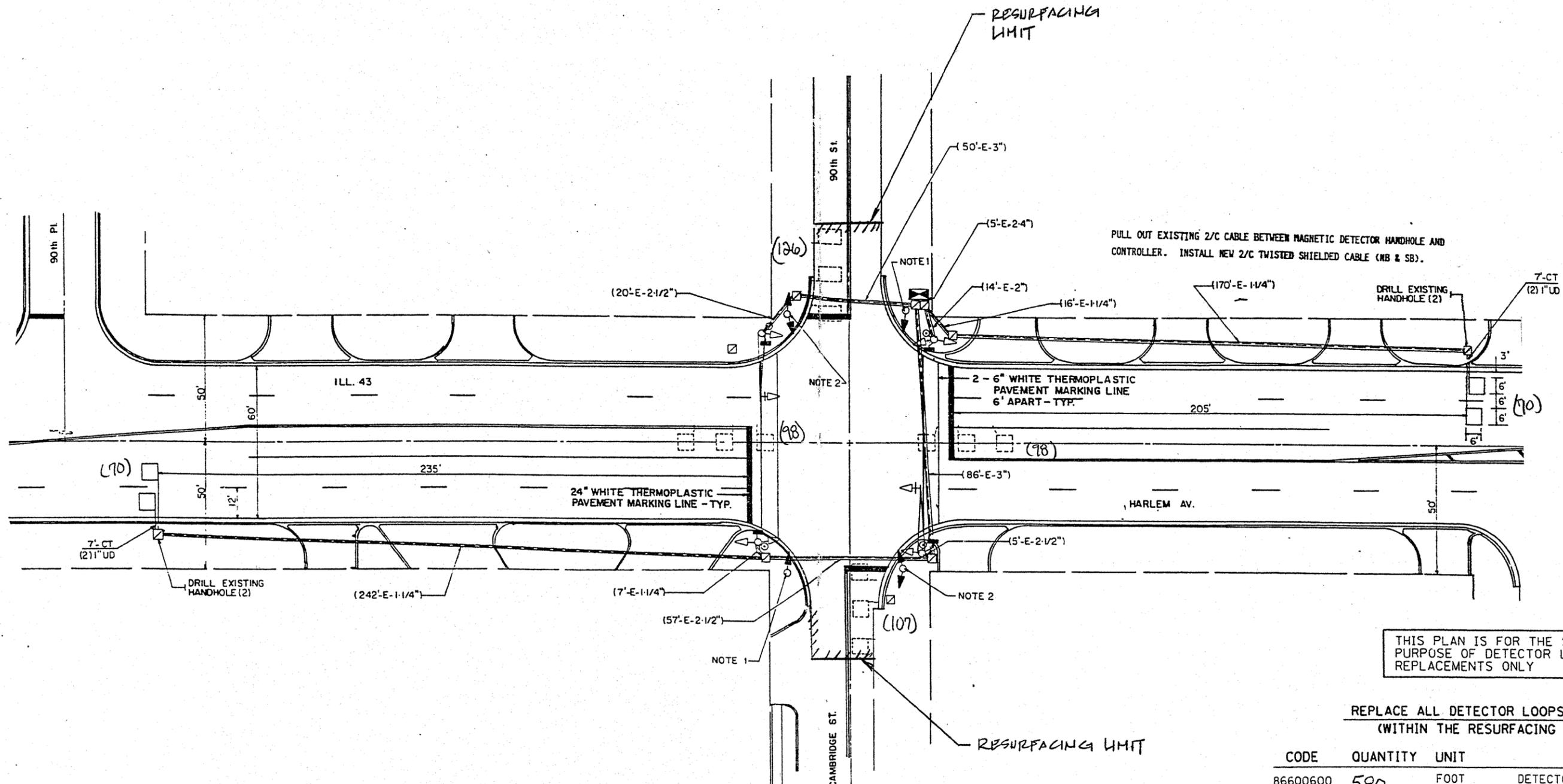
DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. ROUTE 43 (HARLEM AV.) @ 92ND PLACE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Cook		18
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



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

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

CODE	QUANTITY	UNIT	ITEM
86600600	580	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kanthaphixaybo	DESIGNED - BCK	REVISED -
es:\p\work\PIWIDOT\KANTHAPHIXAYBO\01126	4\Traffic.Legend.v7.dgn	DRAWN - BCK	REVISED -
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	PLOT DATE = 4/3/2009	DATE -	REVISED -

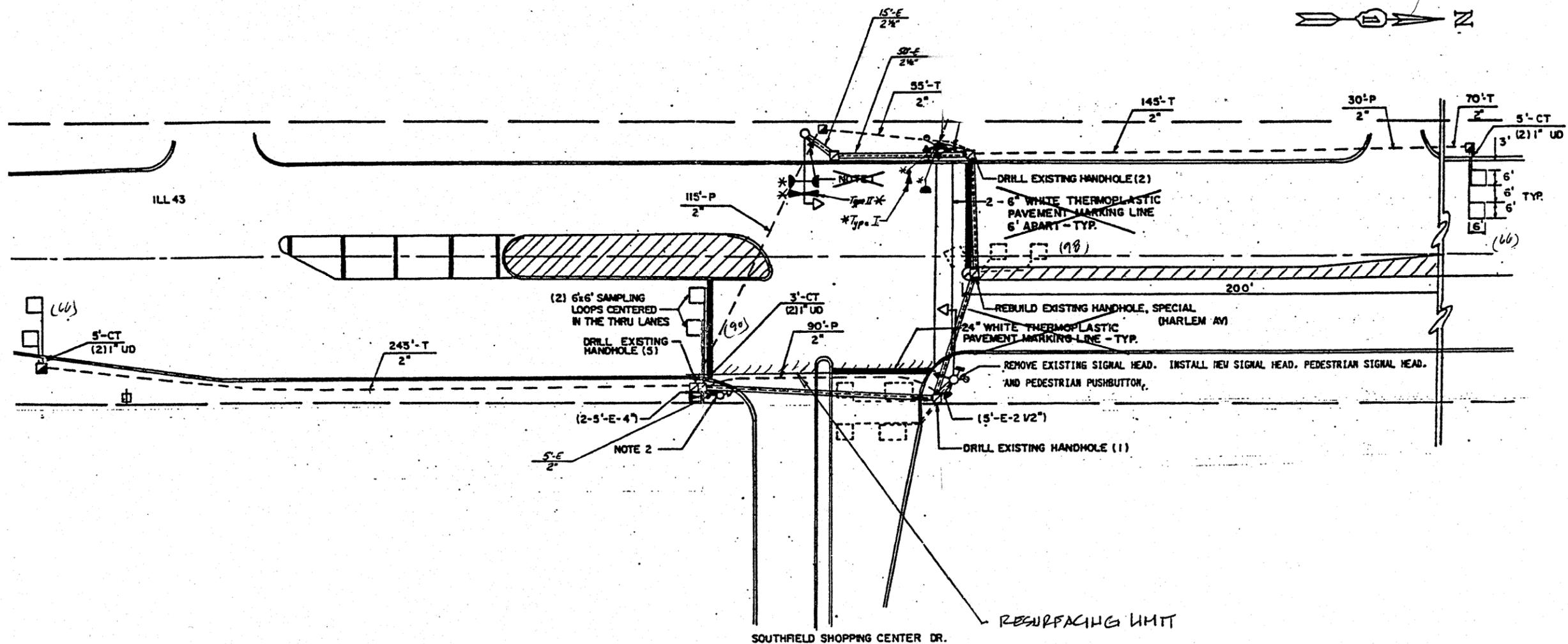
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. ROUTE 43 (HARLEM AV.) @ 90TH STREET**

SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					Cook	19	19
			CONTRACT NO.				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



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

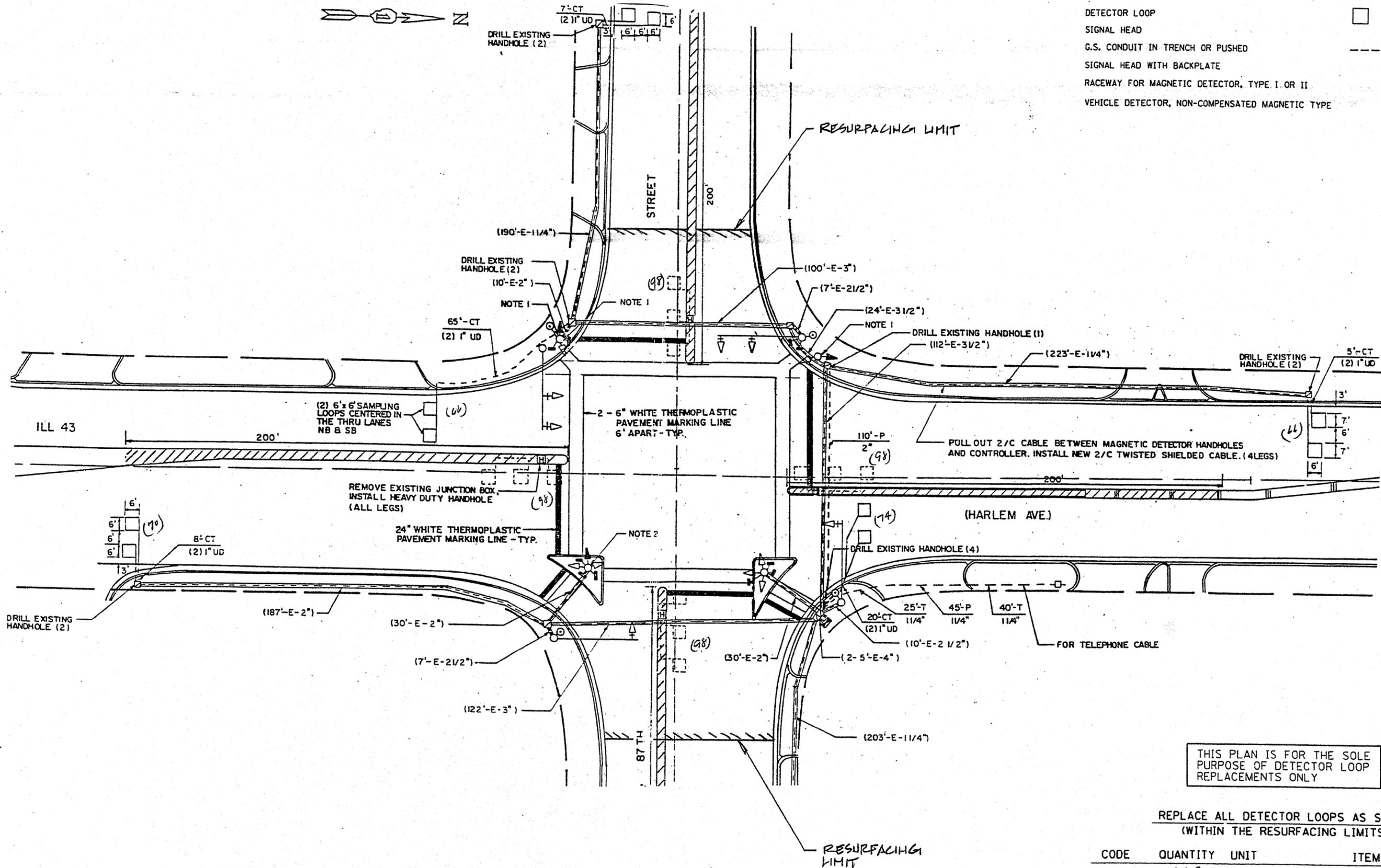
REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
86600600	320	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kanthaphixaybo	DESIGNED - BCK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE - DETECTOR LOOP REPLACEMENT ILL. ROUTE 43 (HARLEM AV.) @ SOUTHFIELD S.C.</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\PWIDOT\KANTHAPHIXAYBO\01126	traffic.legend.v7.dgn	DRAWN - BCK	REVISED -						LOOK	20	
	PLOT SCALE = 3/4" = 1' IN.	CHECKED - DAD	REVISED -			SCALE: NONE	SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 4/3/2009	DATE -	REVISED -								CONTRACT NO.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



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

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

CODE	QUANTITY	UNIT	ITEM
86600500	668	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = konthaphixaybo	DESIGNED - BCK	REVISED -
c:\pwork\pwork\DOT\KANTHAPHIXAYBC\d01126	traffic.legend.v7.dgn	DRAWN - BCK	REVISED -
	PLOT SCALE = 3/4" = 1' IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/3/2009	DATE	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. ROUTE 43 (HARLEM AV.) @ 87TH STREET

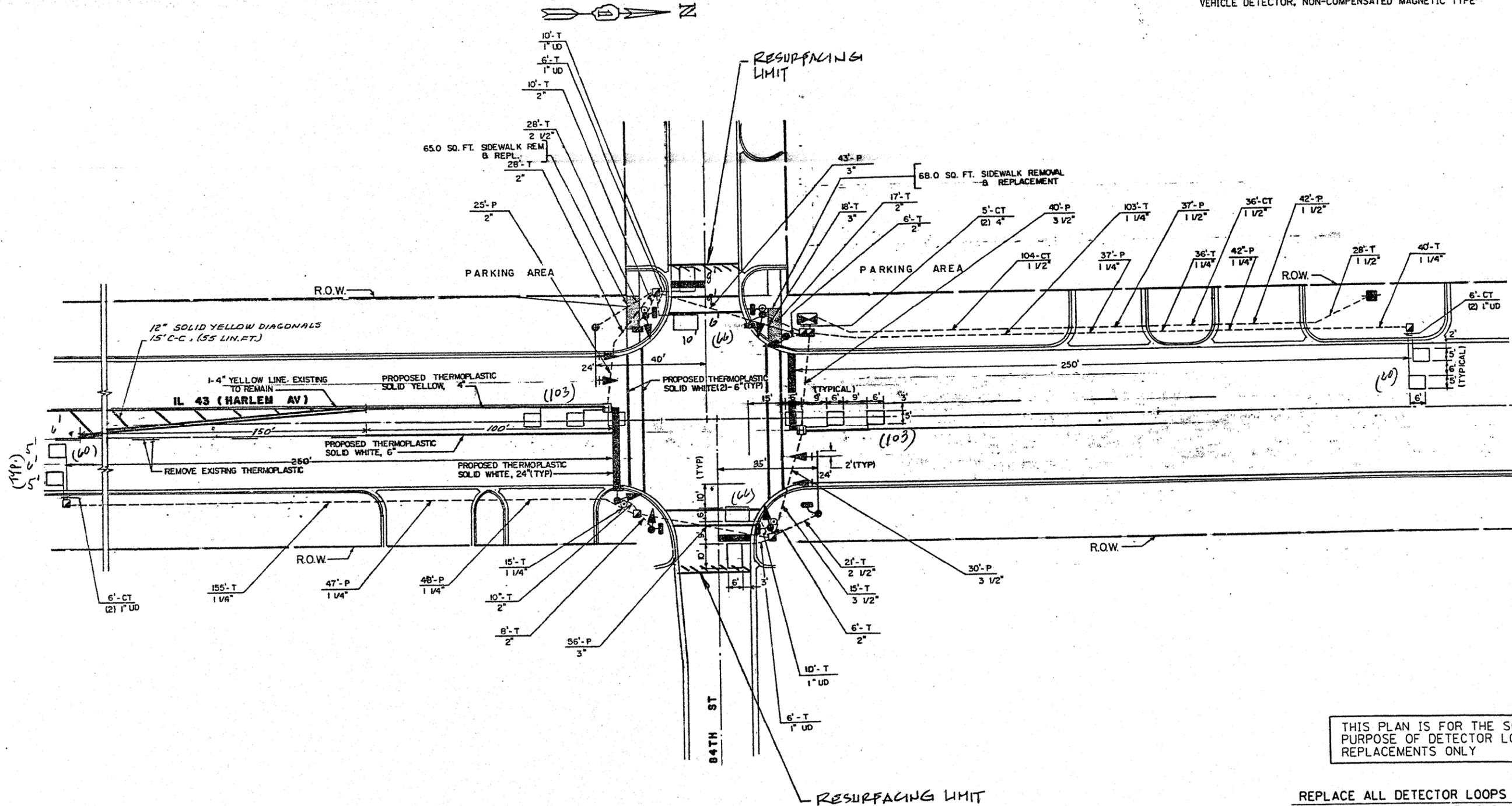
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	21	21
CONTRACT NO.				

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

FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



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

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

CODE	QUANTITY	UNIT	ITEM
86600600	458	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =  
c:\p\work\PMIDOT\KANTHAPHIXATBC\d01126

USER NAME = kanthaphixatgoc  
4\tr\of\trc\legend.v7.dgn  
PLOT SCALE = 3/9.368" / IN.  
PLOT DATE = 4/3/2009

DESIGNED - BCK	REVISED -
DRAWN - BCK	REVISED -
CHECKED - DAD	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

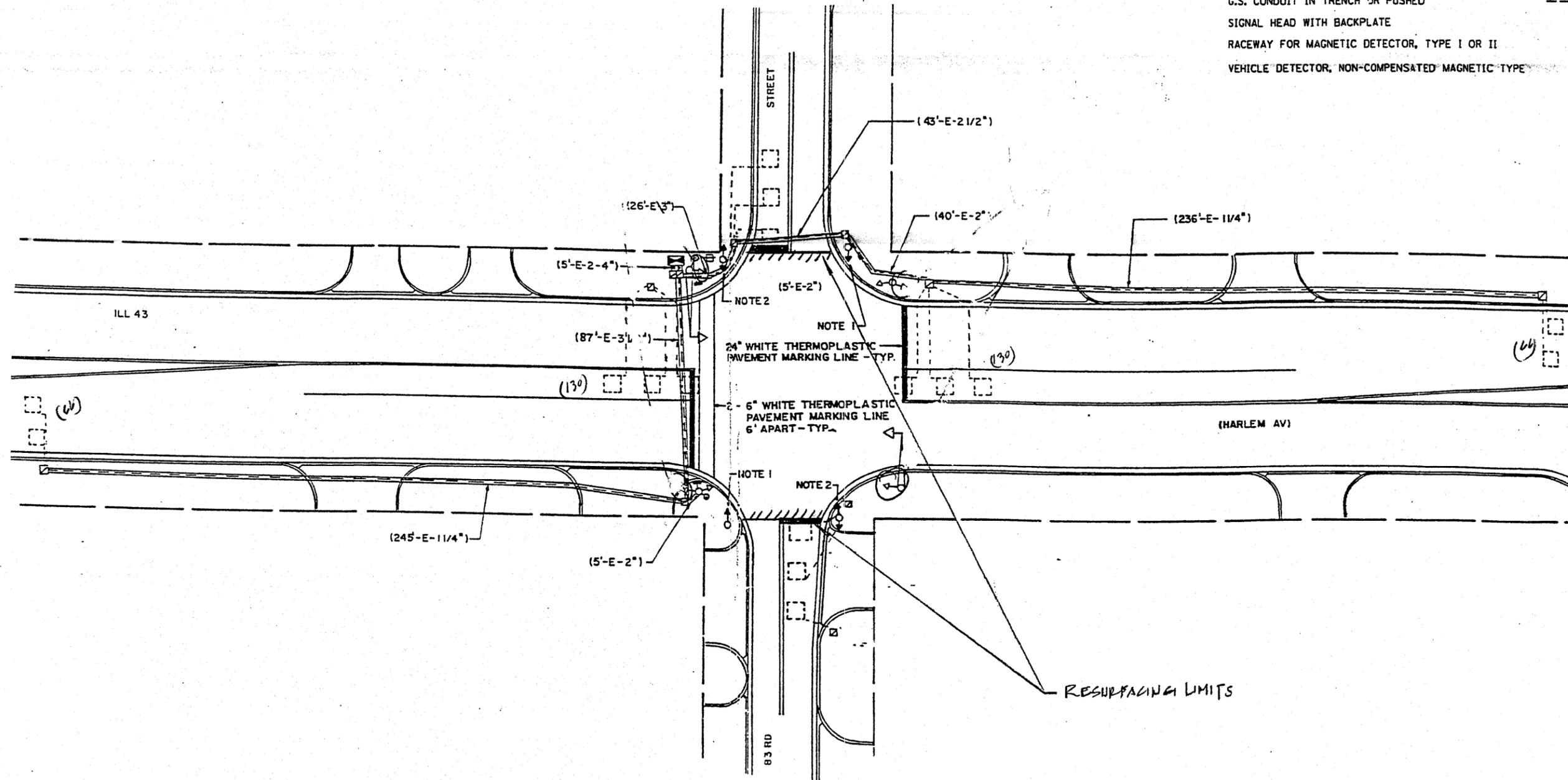
**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. ROUTE 43 (HARLEM AV.) @ 84TH STREET**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK		22
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



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

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

CODE	QUANTITY	UNIT	ITEM
86600600	254	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kenthphxjbc	DESIGNED - BCK	REVISED -
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	PLOT DATE = 4/2/2009	DATE -	REVISED -

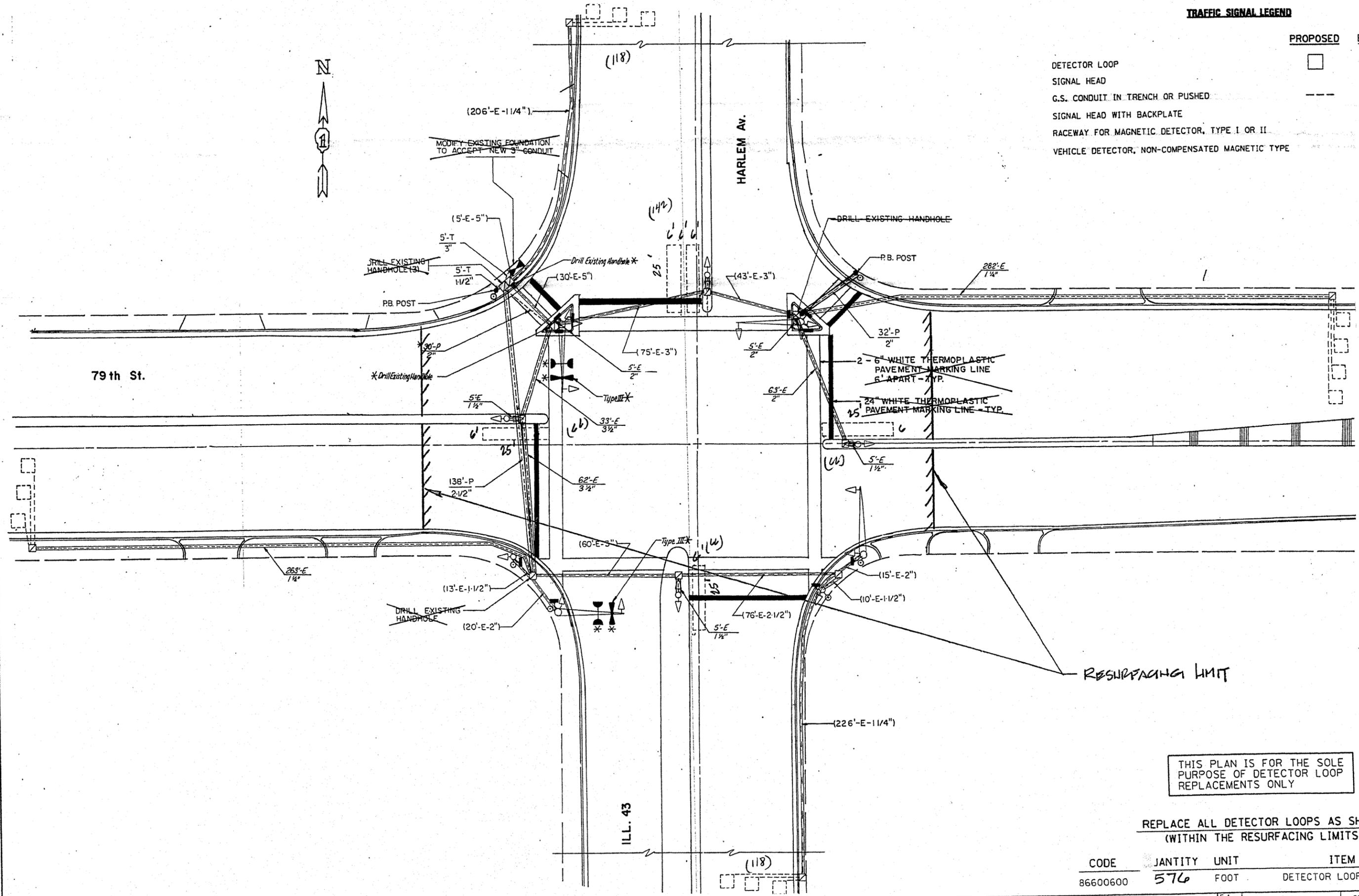
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT**  
ILL. ROUTE 43 (HARLEM AV.) @ 83 RD STREET

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK		23
CONTRACT NO.				
SCALE: NONE	SHEET NO.	OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



RESURFACING LIMIT

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

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

CODE	QUANTITY	UNIT	ITEM
86600600	576	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =  
c:\pwork\PHIDOT\KANTHAPHIXAYBC\d81126

USER NAME = konthaphixaybc  
traffic.legend.v7.dgn  
PLOT SCALE = 3/4" = 1' IN.  
PLOT DATE = 4/3/2009

DESIGNED - BCK	REVISED -
DRAWN - BCK	REVISED -
CHECKED - DAD	REVISED -
DATE	REVISED -

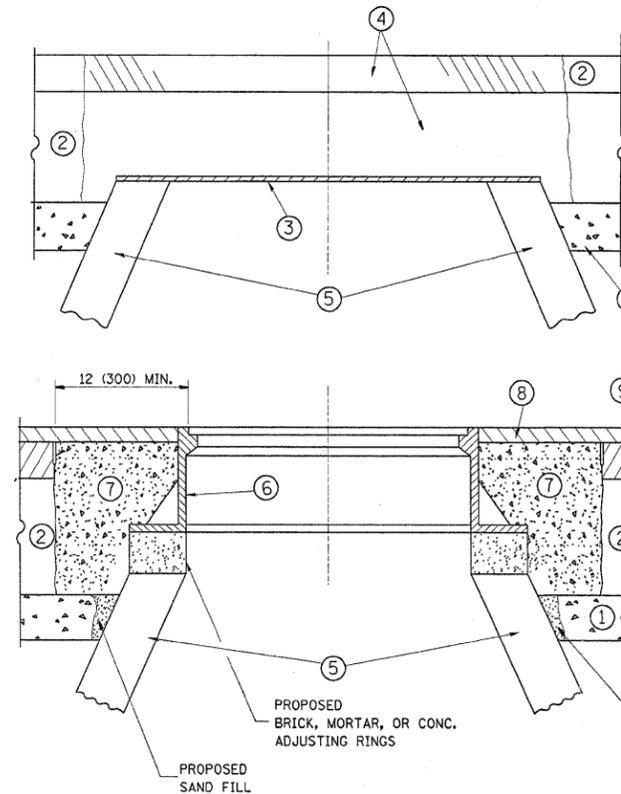
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. RTE. 43 (HARLEM AV.) 79TH STREET**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	24	24

CONTRACT NO.



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

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

**LEGEND**

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

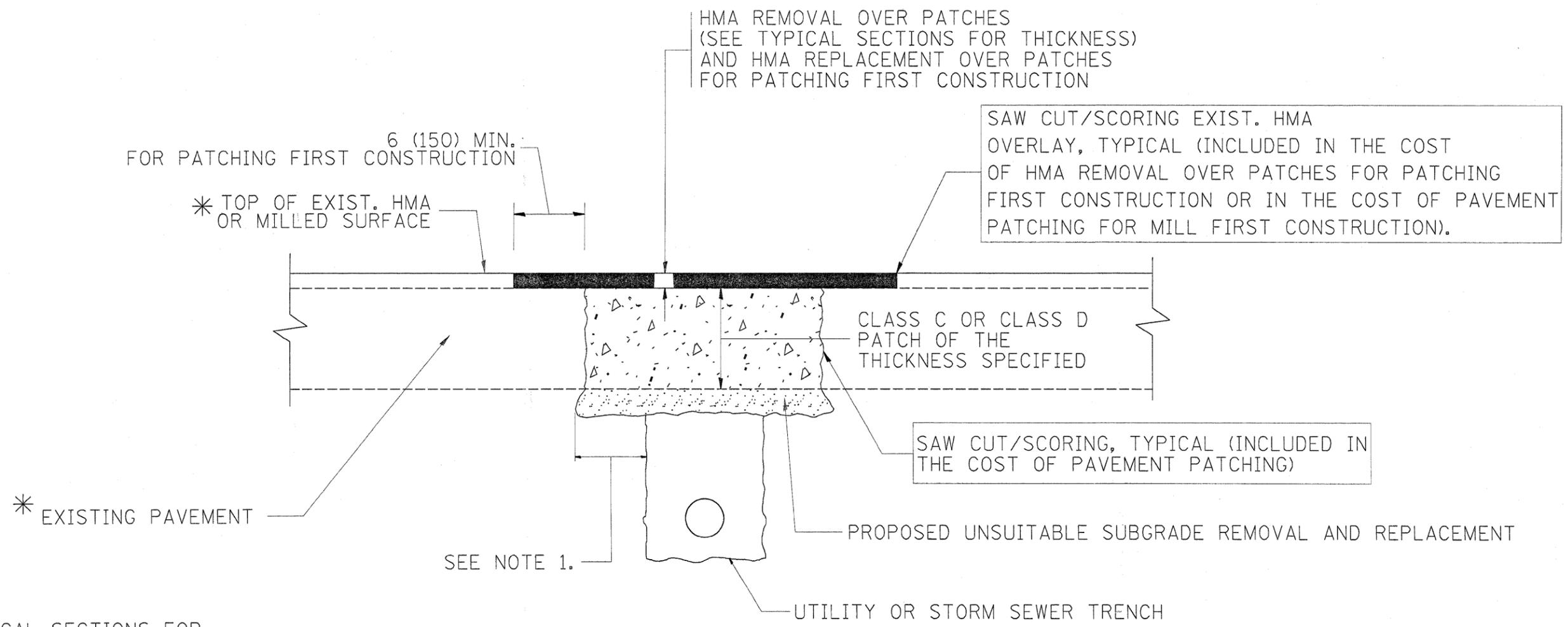
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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 = mossse	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw\work\VP\DOT\MOSSSE\0149205\Dist\Std.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		348	(2021-Y-1 & 3128) RS-3	COOK	35	25		
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - R. WIEDEMAN 05-14-04		<b>BD600-03 (BD-8)</b>		CONTRACT NO. 60112				
PLOT DATE = 8/14/2009		DATE - 10-25-94	REVISED - R. BORO 01-01-07		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 = mossse	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\PWIDOT\MOSSSE\08149205\01st.dgn		DRAWN -	REVISED - R. BORO 01-01-07		348	(2021-Y-1 & 3128) RS-3	COOK	35	26			
PLOT SCALE = 50.0000' / 1" IN.		CHECKED -	REVISED - R. BORO 09-04-07		<b>BD400-04 (BD-22)</b>			CONTRACT NO. 60112				
PLOT DATE = 9/14/2009		DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

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

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

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

18" (450) MAX.

1/4" (5) \*\*

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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

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

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

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

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

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

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

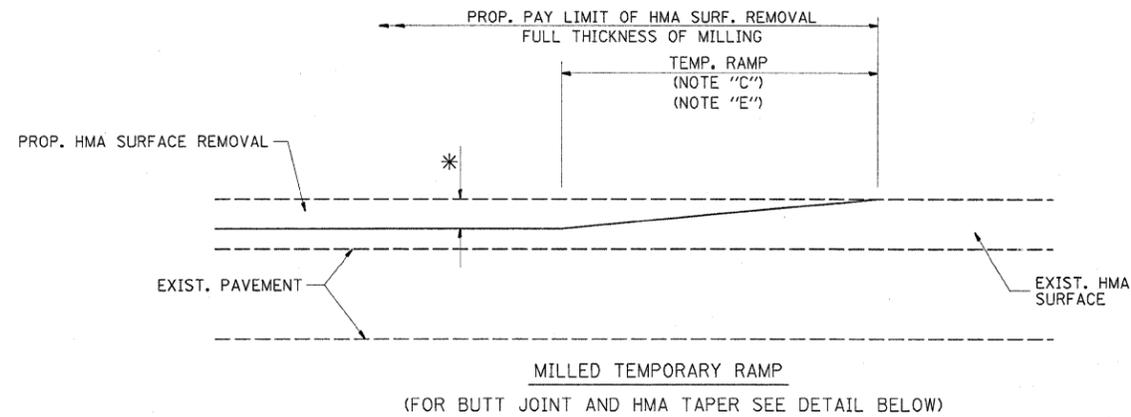
**BASIS OF PAYMENT:**

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

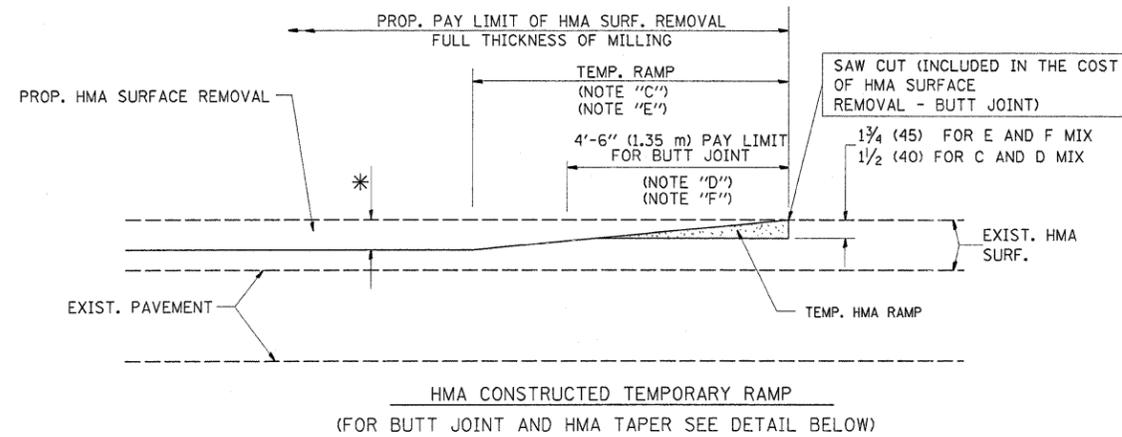
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = estumablek	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\VPWIDOT\ESTIMABLEK\d0149205\d0149205.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01		348	(2021-Y-1 & 3128) RS-3	COOK	35	27			
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 12-15-09			<b>BD600-06 (BD-24)</b>			CONTRACT NO. 60112				
PLOT DATE = 12/17/2009	DATE - 03-11-94				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

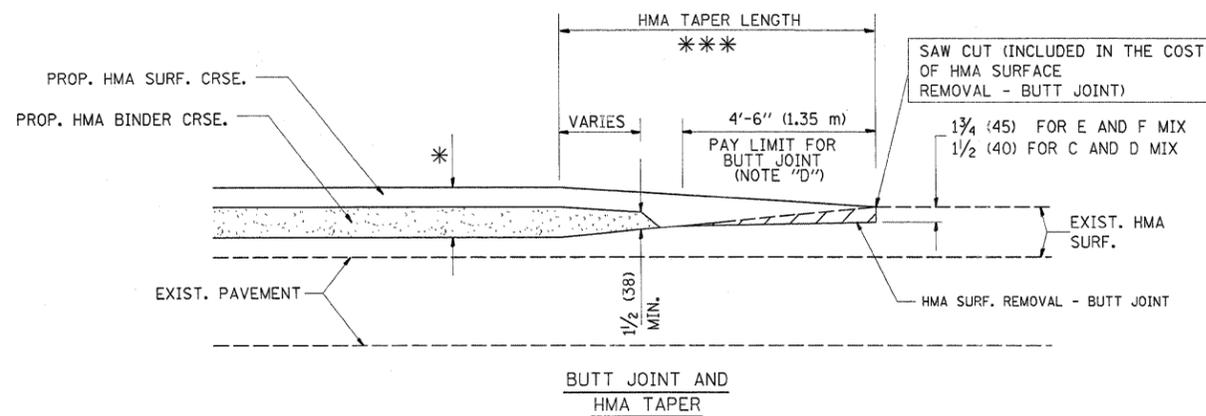


**OPTION 1**

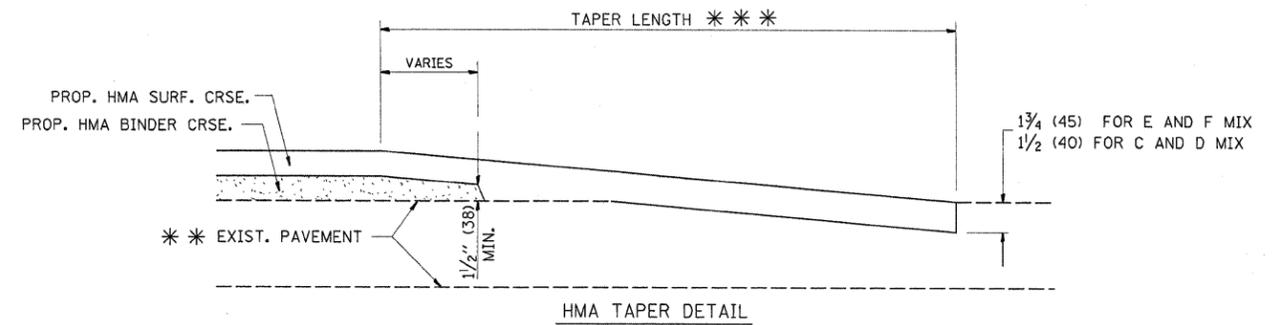
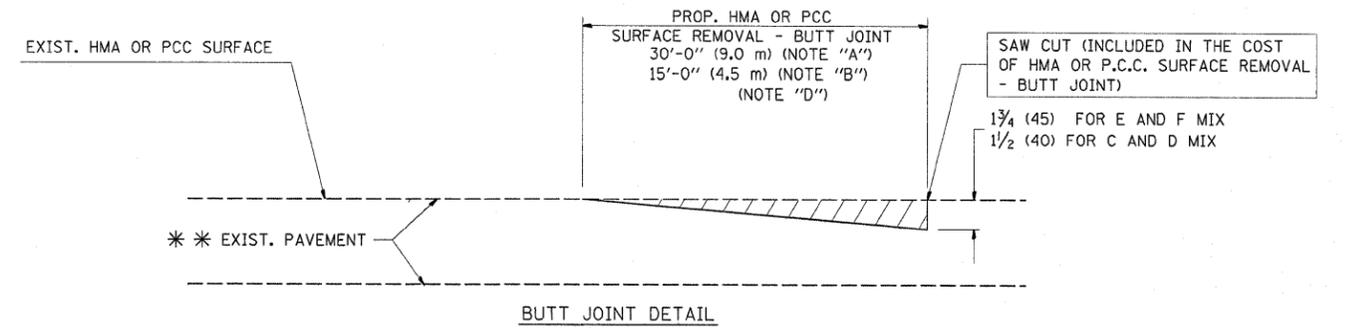


**OPTION 2**

**TYPICAL TEMPORARY RAMP**



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



**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.

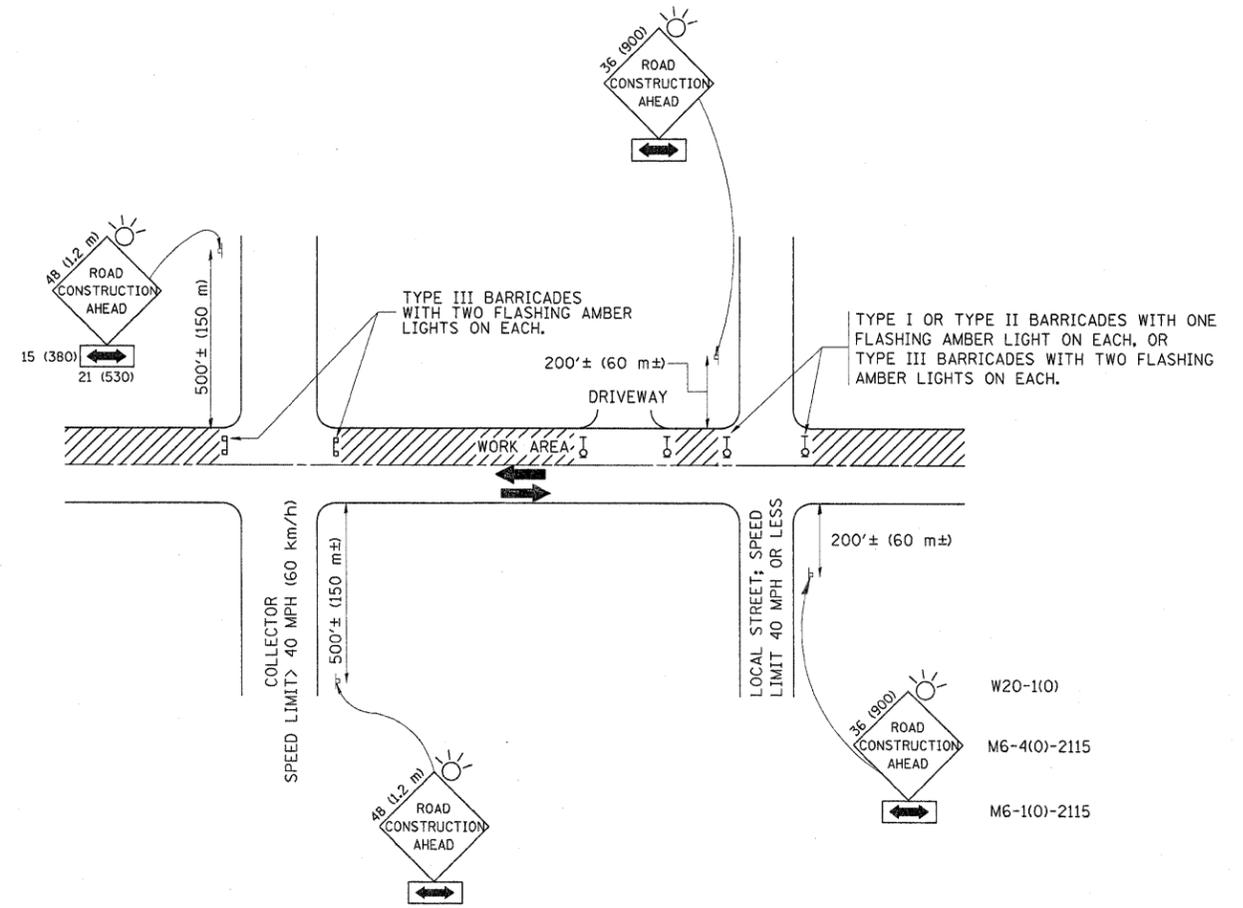
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et:\pw\work\VPWIDOT\MOSSSE\ad149205\01st5	ad.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISIONS	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 8/14/2009	DATE - 06-13-90	REVISIONS	REVISED - R. BORO 01-01-07

**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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	(2021-Y-1 & 3128) RS-3	COOK	35	28
<b>BD400-05 BD32</b>		<b>CONTRACT NO. 60112</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 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:
    - 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.
    - 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 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - 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.
    - 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.

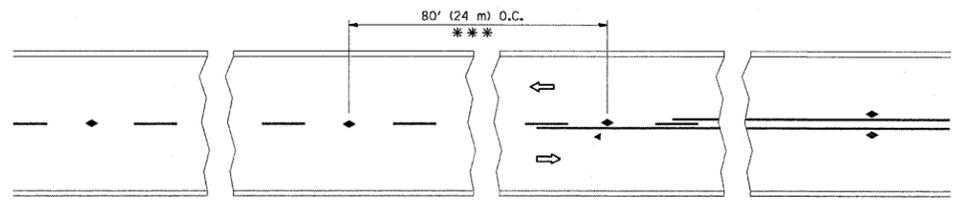
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	PLLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLLOT DATE = 8/14/2009	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

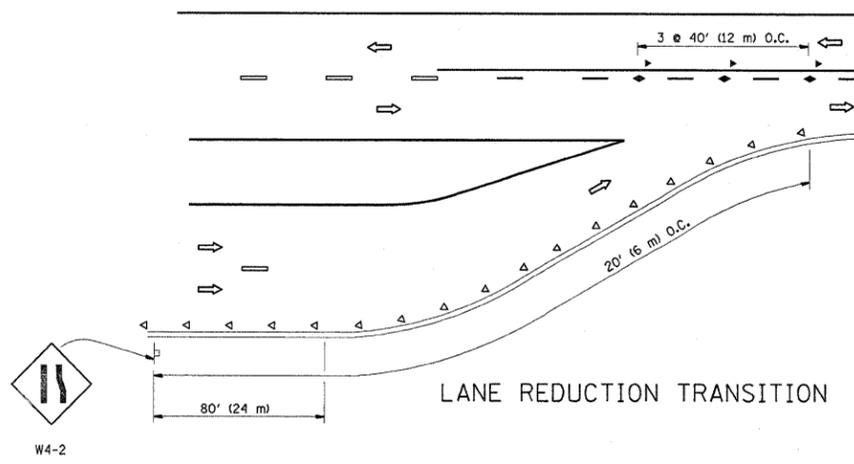
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	(2021-Y-1 & 3128) RS-3	COOK	35	29
TC-10			CONTRACT NO. 60112	
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

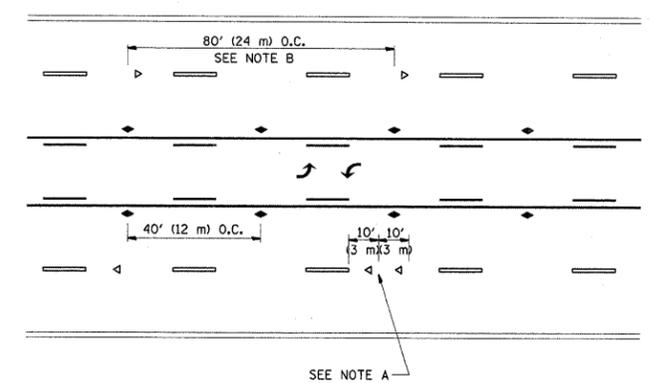


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

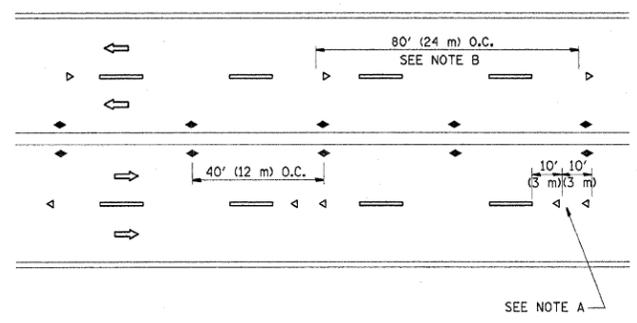
TWO-LANE/TWO-WAY



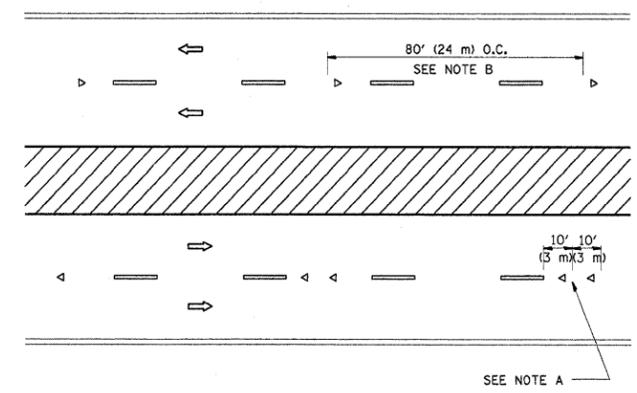
LANE REDUCTION TRANSITION



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

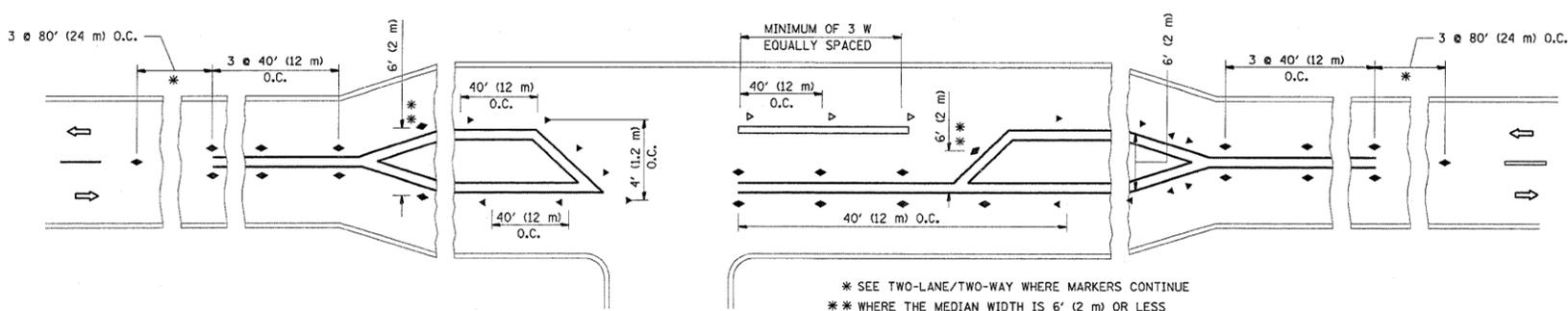
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- 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.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

DESIGN NOTES

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



LEFT TURN

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

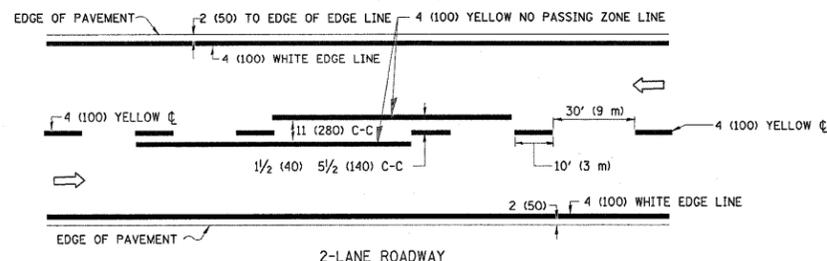
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = mossse	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 8/14/2009	DATE -	REVISED -

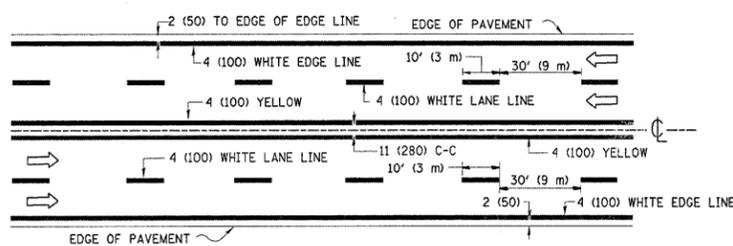
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

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

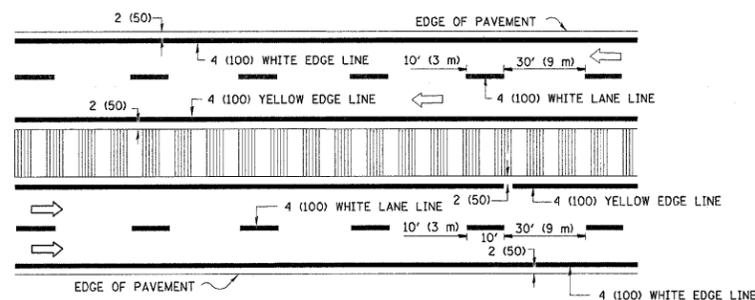
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	(2021-Y-1 & 3128) RS-3	COOK	35	30
TC-11			CONTRACT NO. 60112	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY



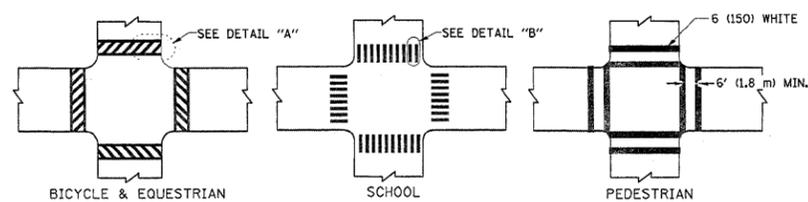
MULTI-LANE UNDIVIDED



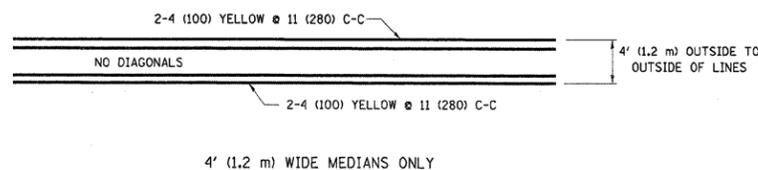
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

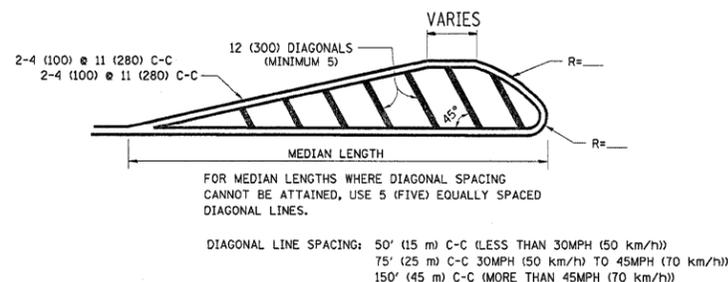
TYPICAL LANE AND EDGE LINE MARKING



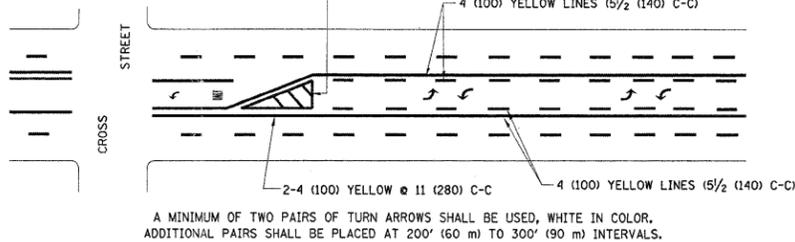
TYPICAL CROSSWALK MARKING



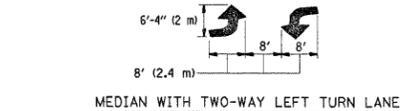
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

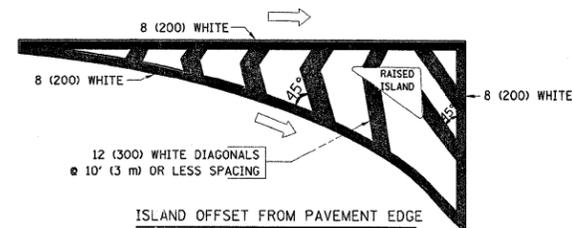


TYPICAL PAINTED MEDIAN MARKING

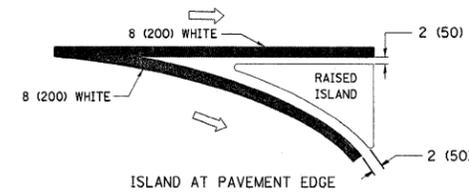


TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



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 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

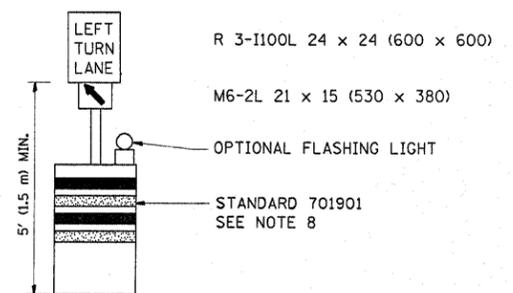
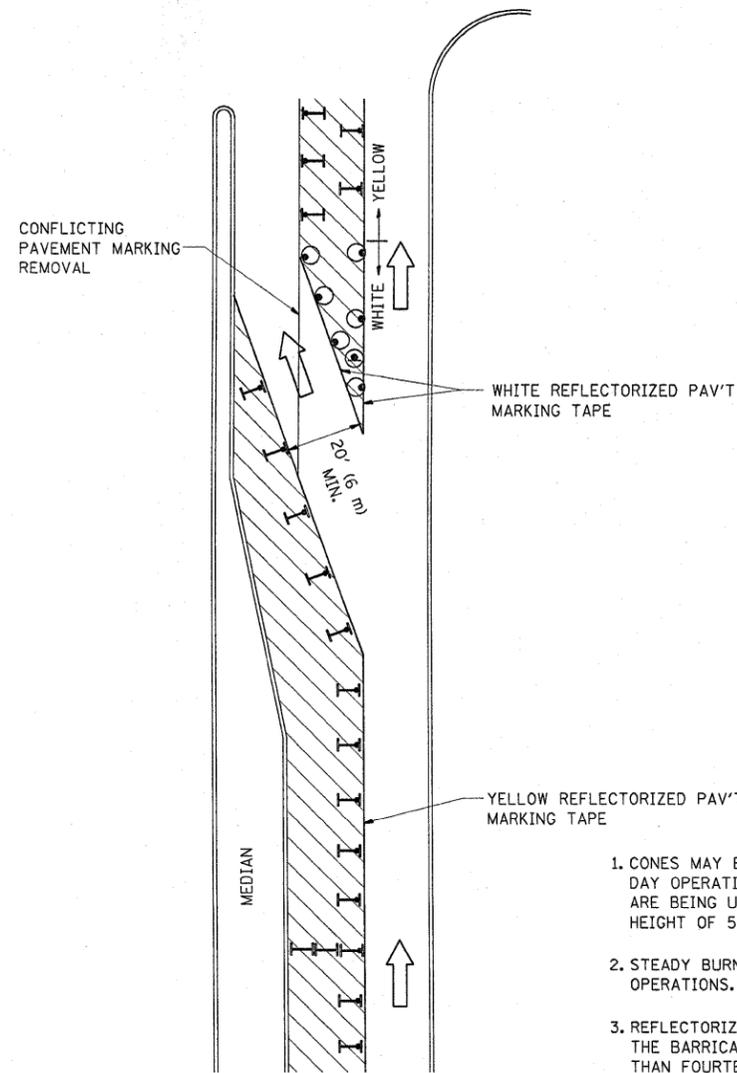
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = mossse	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
ca:\pw\work\PW100T\MOSSSE\10149205\01st5.dgn		DRAWN -	REVISED - A. HOUSEH 10-09-96
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - A. HOUSEH 10-17-96
PLOT DATE = 8/14/2009		DATE - 03-19-90	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	F.A.P. RTE. 348	SECTION (2021-Y-1 & 3128) RS-3	COUNTY COOK	TOTAL SHEETS 35	SHEET NO. 31
			TC-13		CONTRACT NO. 60112		
			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**GENERAL NOTES**

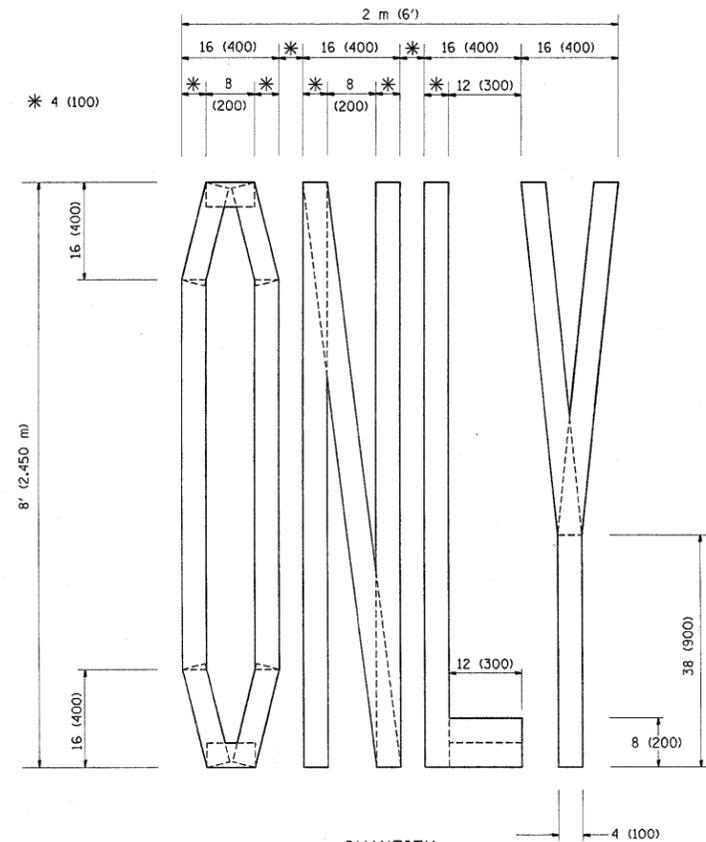
1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

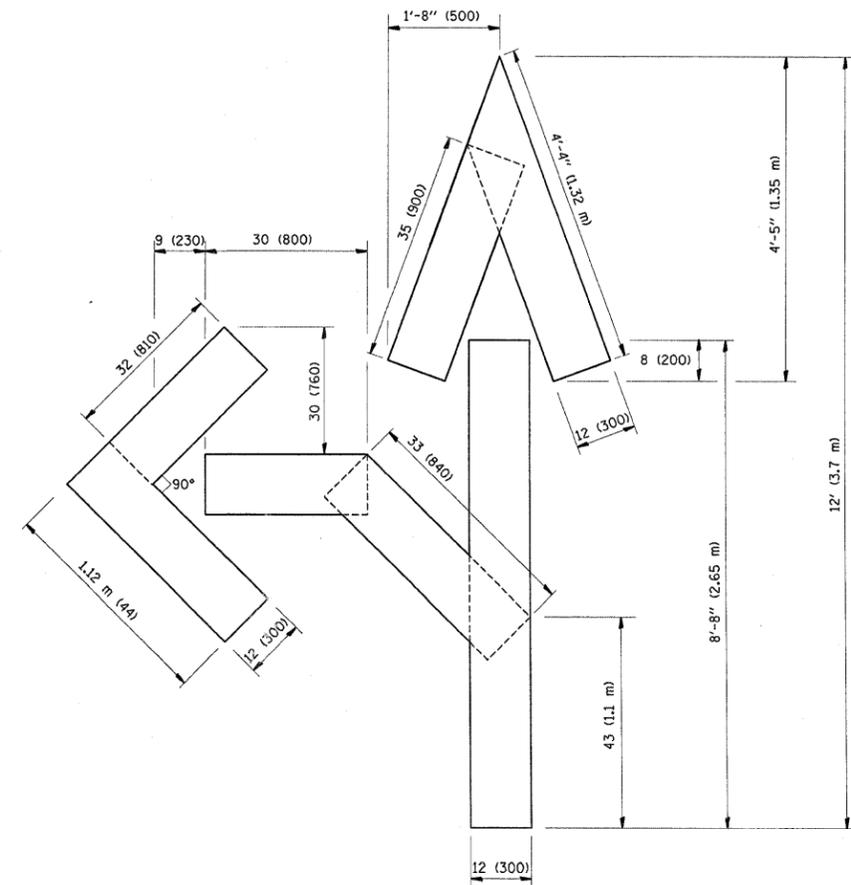
**LEGEND**

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

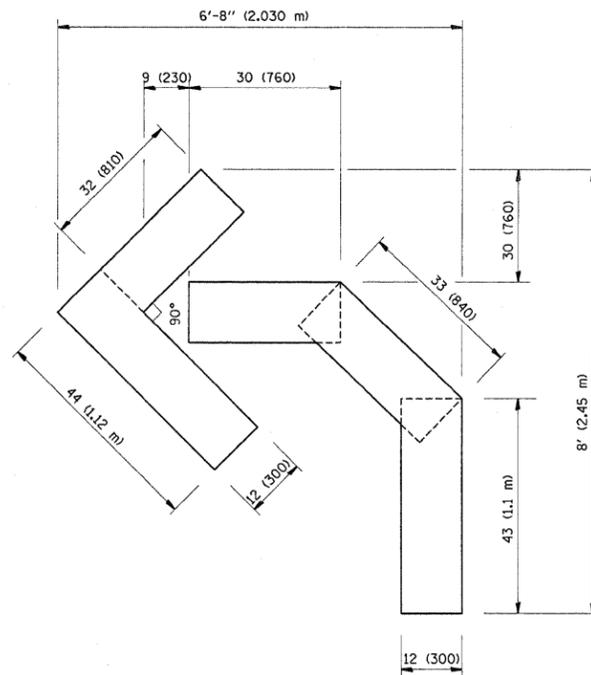
FILE NAME =	USER NAME = mossse	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca\pw\work\p\dot\mossse\d0149205\DistS		REVISED - A. HOUSEH 11-07-95	REVISED -			348	(2021-Y-1 & 3128) RS-3	COOK	35	32	
PLOT SCALE = 50,0000 ' / IN.		REVISED - A. HOUSEH 10-12-96	REVISED -			<b>TC-14</b>		<b>CONTRACT NO. 60112</b>			
PLOT DATE = 12/18/2009		REVISED -T. RAMMACHER 01-06-00	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		
						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.

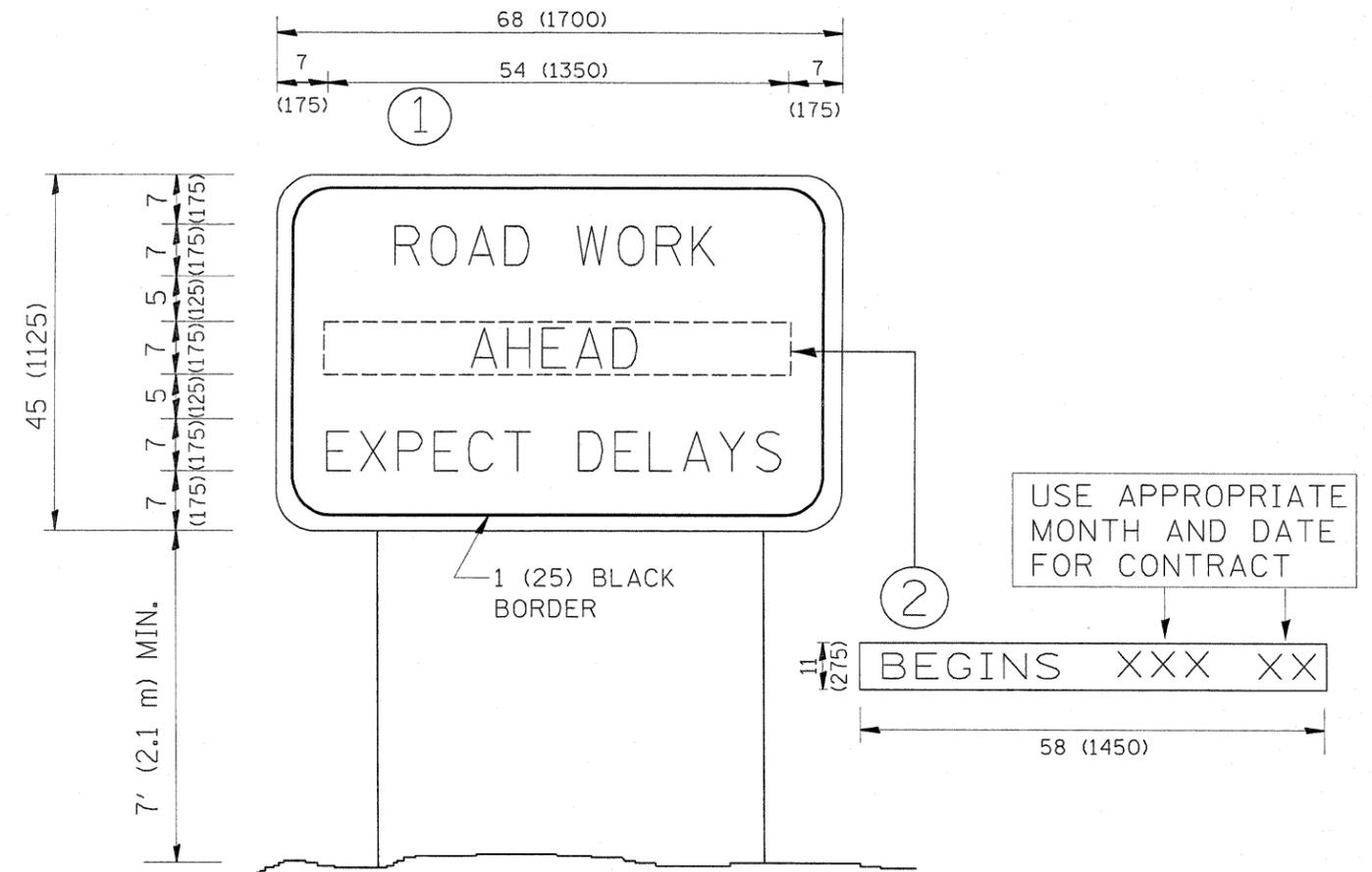
FILE NAME =	USER NAME = mossse	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
es:\pwork\VPWIDOT\MOSSSE\0149205\01st.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 8/14/2009	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	(2021-Y-1 & 3128) RS-3	COOK	35	33
TC-16			CONTRACT NO. 60112	
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 = mossse	DESIGNED -	REVISED - R. MIRS 09-15-97
ct:\pw_work\PWIDOT\MOSSE\0149205\DistS	sd.dgn	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 8/14/2009		DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

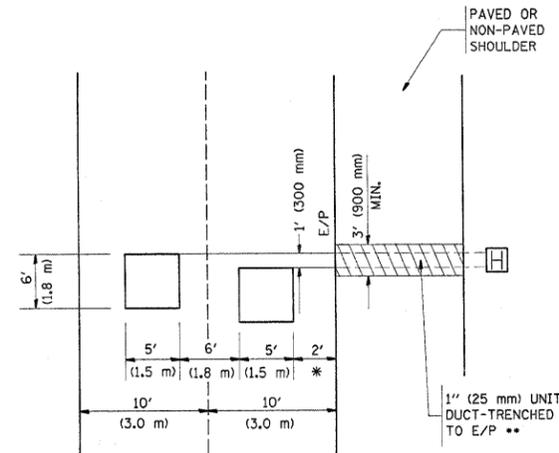
**ARTERIAL ROAD  
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	(2021-Y-1 & 3128) RS-3	COOK	35	34
<b>TC-22</b>			<b>CONTRACT NO. 60112</b>	
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				

**LOOPS NEXT TO SHOULDERS**

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

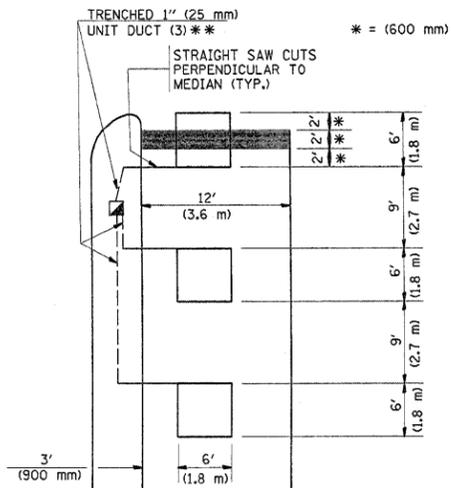


\* = (600 mm)

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

**LEFT TURN LANES WITH MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**

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



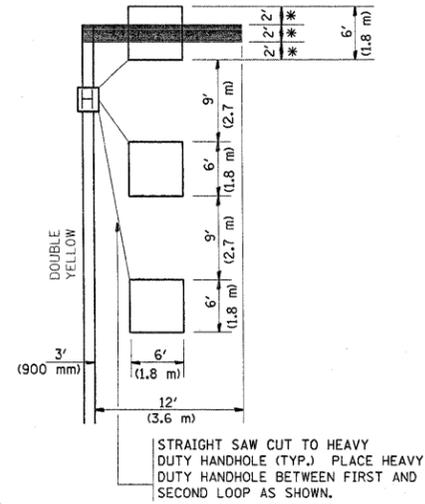
\* = (600 mm)

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

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

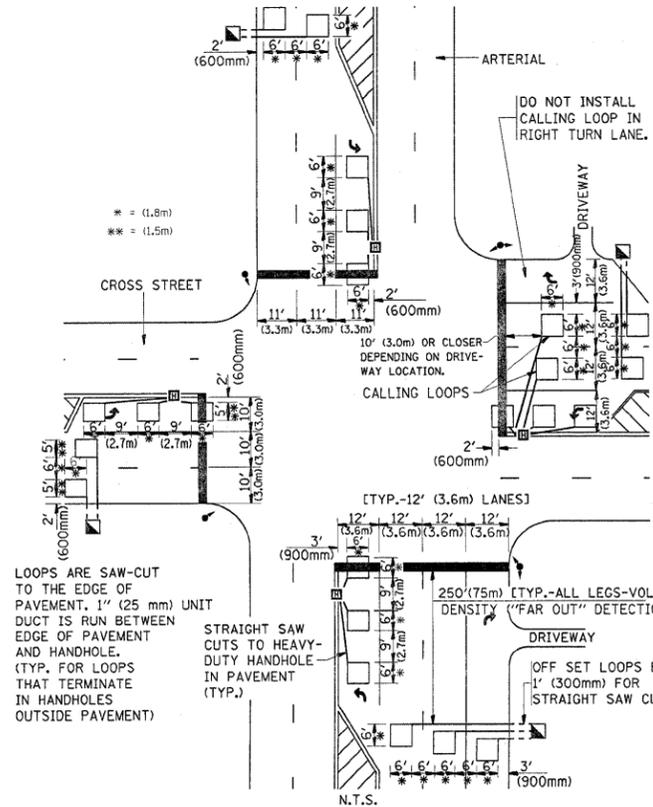
**LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**

\* = (600 mm)



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

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

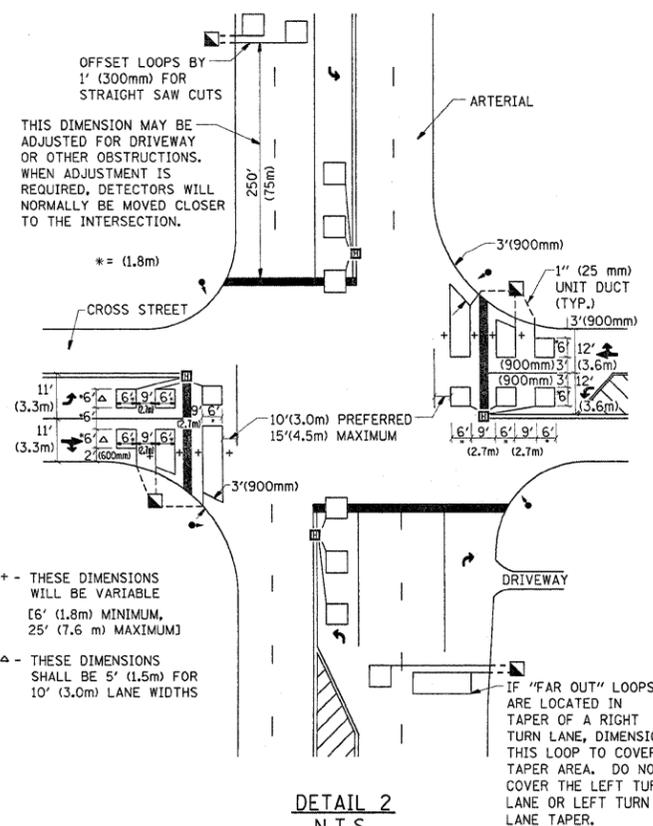


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

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)**



THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.

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

**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 DIMENSIONS 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 = c:\pw_work\PWIDOT\MOSSSE\1414205\Dist5.dgn	USER NAME = mossse	DESIGNED - DRAWN -	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</b>				F.A.P. RTE. 348	SECTION (2021-Y-1 & 3128) RS-3	COUNTY COOK	TOTAL SHEETS 35	SHEET NO. 35
PLOT SCALE = 50.0000 / 1 IN.	PLOT DATE = 8/14/2009	CHECKED - DATE -	REVISED - REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>TS-07</b>		CONTRACT NO. 60112		
												FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	