04-29-2022 LETTING ITEM 101

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED JOSHAGE 28 20 22

March 25 22 REGIONAL ENGINEE

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROPOSED HIGHWAY PLANS

F.A.U. ROUTE 1608: RIVER OAKS DR.

PRICE AVE TO STATE LINE RD
SECTION 2021–080–RS
PROJECT STP-7FSE(963)

DESIGNED OVERLAY WITH ADA IMPROVEMENTS
COOK COUNTY

C-91-214-21

PROJECT BEGINS
STA. 16 + 08

PROJECT ENDS
STA. 51 + 64

THORNTON TOWNSHIP

GROSS LENGTH = 3,556 FT. = 0.673 MILE NET LENGTH = 3,556 FT. = 0.673 MILE

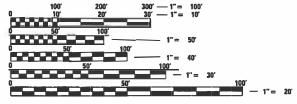
FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

EXISTING ADT = 15,100 (2018)

POSTED SPEED LIMIT = 35 MPH

THE IMPROVEMENT IS LOCATED IN THE CITY OF CALUMET CITY



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 EXCAVATORS
1–800–892–0123
OR 811

PROJECT ENGINEER: RODRIGO LEDEZMA (847) 705–4580 PROJECT MANAGER: J. ALAIN MIDY (847) 221–3056

CONTRACT NO. 62P17

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9	ADA DETAILS
10	DETECTOR LOOP DETAILS
11	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)
12	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
13	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
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15	HMA TAPER AT EDGE OF P.C.C. PAVEMENT (BD-33)
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19	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
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LETTERS AND SYMBOLS (TC-16)

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ARTERIAL ROAD INFORMATION SIGN (TC-22)

DISTRICT 1 - DETECTOR LOOP INSTALLATION

DETAILS FOR ROADWAY RESURFACING (TS-07)

PROJECT DETAILS FOR PARALLEL CURB RAMPS (PD-06)

DRIVEWAY ENTRANCE SIGNING (TC-26)

STATE STANDARDS

OCCORD OF STANDARD SYMPOLS APPREVIATIONS AND DATTERNS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5m) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS < 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES

GENERAL NOTES

- 1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
- 2. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER 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.
- 3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF CALUMET CITY.
- 4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 5. ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- 6. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- 7. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- 8. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 9. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 10. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 12. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 13. SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
- 14. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 15. THE ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN, AT PATRICE.HARRIS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 16. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF CONSTRUCTION.
- 17. THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
- 18. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 19. THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
- 20. 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.
- 21. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 22. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

SCALE:

- 23. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS 1/2" RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
- 24. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 25. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 11/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
- 26. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 27. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
- 28. ALL MILLED SURFACES SHALL BE AT A UNIFORM CROSS SLOPE PER LANE AND FREE OF ANY RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.

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PLOT DATE = 2/4/2022	DATE -	REVISED -	

INDEX OF SHEETS, STANDARDS AND GENERAL NOTES	F.A.U. RTE	SECTION
RIVER OAKS DR. – PRICE AVE. TO STATE LINE RD.	1608	2021-080-RS
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COUNTY

COOK

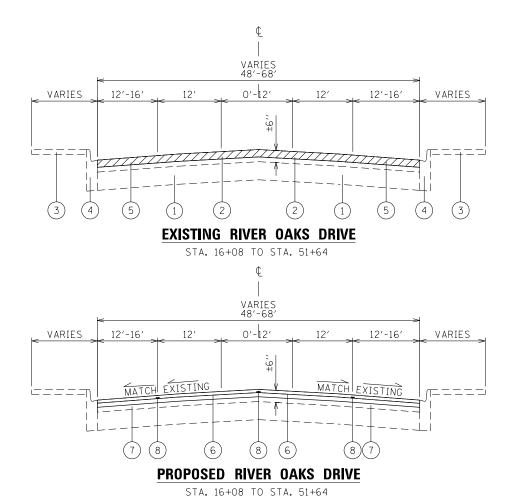
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CONTRACT NO. 62P17

	SUMMARY OF QUANTITIES				CONSTRUCT	TION TYPE C	ODE			SIIMMAI	RY OF QUANTITIES				CC	NSTRUCTIO	N TYPE CO	DE
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	0005 80% FED					CODE NO	30000	ITEM	UNIT	URBAN TOTAL QUANTITIES	0005 80% FED 20% STATE				
														2011 01712				
20200100	EARTH EXCAVATION	CU YD	5	5					44000164	HOT-MIX ASPH	ALT SURFACE REMOVAL. 3	SO YD	22944	22944				
										3/4"								
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	129	129														
									44000600	SIDEWALK REM	OVAL	SO FT	355	355				
25200110	SODDING, SALT TOLERANT	SO YD	129	129														
									44201798	CLASS D PATC	HES, TYPE I, 13 INCH	SO YD	58	58				
25200200	SUPPLEMENTAL WATERING	UNIT	1	1														
									44201803	CLASS D PATC	HES, TYPE II, 13 INCH	SO YD	459	459				
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	15488	15488														
									44201807	CLASS D PATC	HES, TYPE III, 13 INCH	SO YD	345	345				
40600370	LONGITUDINAL JOINT SEALANT	FOOT	10668	10668														
									44201809	CLASS D PATC	HES, TYPE IV, 13 INCH	SO YD	287	287				
40600400	MIXTURE FOR CRACKS, JOINTS, AND	TON	35	35														
	FLANGEWAYS								60250200	CATCH BASINS	TO BE ADJUSTED	EACH	2	2				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SO YD	217	217					60252800	CATCH BASINS	TO BE RECONSTRUCTED	EACH	3	3				
	JOINT																	
									60255500	MANHOLES TO	BE ADJUSTED	EACH	2	2				
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5,	TON	2524	2524														
	N70								60257900	MANHOLES TO	BE RECONSTRUCTED	EACH	2	2				
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5,	TON	2249	2249					60260100	INLETS TO BE	ADJUSTED	EACH	2	2				
	MIX "D", N70																	
									60262700	INLETS TO BE	RECONSTRUCTED	EACH	1	1				
42001300	PROTECTIVE COAT	SO YD	107	107														
									60300305	FRAMES AND L	IDS TO BE ADJUSTED	EACH	10	10				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5	SO FT	355	355														
	INCH								60406000	FRAMES AND L	IDS. TYPE 1, OPEN LID	EACH	2	2				
42400800	DETECTABLE WARNINGS	SO FT	36	36					60406100	FRAMES AND L	IDS, TYPE 1, CLOSED LID	EACH	2	2				
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	SUMMARY OF QUANTITIES			Т	CONSTRUCTIO	ON TYPE CODE			SUMMARY OF QUANTITIES			1	CONSTRI	JCTION TYPE	CODE	
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	0005 80% FED 20% STATE				CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	0005 80% FED 20% STATE				
6900200	NON-SPECIAL WASTE DISPOSAL	CU YD	5	5				70300100	SHORT TERM PAVEMENT MARKING	FOOT	4707	4707				
66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1				70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	1569	1569				
56901001	REGULATED SUBSTANCES PRE-CONSTRUCTION	LSUM	1	1				70300211	TEMPORARY PAVEMENT MARKING LETTERS AND	SO FT	194	194				
	PLAN								SYMBOLS - PAINT							
56901003	REGULATED SUBSTANCES FINAL CONSTRUCTION	LSUM	1	1				70300221	TEMPORARY PAVEMENT MARKING - LINE 4"-	FOOT	10775	10775				
	REPORT								PAINT							$oxed{\bot}$
56901006	REGULATED SUBSTANCES MONITORING	CAL DA	3	3				70300241	TEMPORARY PAVEMENT MARKING - LINE 6"-	FOOT	1143	1143				
									PAINT							_
57100100	MOBILIZATION	L SUM	1	1				70300251	TEMPORARY PAVEMENT MARKING - LINE 8"-	FOOT	99	99				<u> </u>
70102620	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					PAINT							
	STANDARD 701501															
70102625	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1				70300261	TEMPORARY PAVEMENT MARKING - LINE 12"-	FOOT	628	628				-
.0102023	STANDARD 701606	2 33		•												
								70300281	TEMPORARY PAVEMENT MARKING - LINE 24"-	F00T	301	301				1
70102632	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					PAINT TEMPORARY PAVEMENT MARKING - LINE 4"-							+
	STANDARD 701602						k	70306120 k 78000100	TYPE III TAPE THERMOPLASTIC PAVEMENT MARKING -	FOOT SO FT	1569	1569				+
70102634	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					LETTERS AND SYMBOLS							+
	STANDARD 701611															
70102635	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1				* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10775	10775				+
	STANDARD 701701															
							k	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	1143	1143				
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1					6"							+
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	SUMMARY OF QUANTITIES				CO	NSTRUCTIO	N TYPE COD	DE			SUMMAD	Y OF QUANTITIES		1		CON	ISTRUCTION	TYPE CO	DE	
	SUMMART OF QUANTITIES		URBAN TOTAL	0005							JUMMAR	T OF QUANTITIES		URBAN TOTAL	0005					
CODE NO	ITEM	UNIT	TOTAL	80% FED 20% STATE	100% STATE					CODE NO		ITEM	UNIT	TOTAL	80% FED 20% STATE					
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	99	99						Z0004562	COMBINATION C	CONCRETE CURB AND GUTTER	FOOT	200	200					
	8"										REMOVAL AND F	REPLACEMENT								
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	628	628						Z0018400	DRAINAGE STRU	JCTURES TO BE ADJUSTED	EACH	4	4					
	12"																			
										Z0018500	DRAINAGE STRU	JCTURES TO BE CLEANED	EACH	10	10					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	301	301																
	24"									Z0030850	TEMPORARY INF	FORMATION SIGNING	SO FT	51.4	51.4					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	209	209						Ø 20076600	TRAINEES		HOURS	500	500					
										Ø 20076604	TRAINEES - TR	AINING PROGRAM GRADUATE	HOURS	500	500					
78300200	RAISED REFLECTIVE PAVEMENT MARKER	EACH	209	209																
	REMOVAL																			
78300202	PAVEMENT MARKING REMOVAL - WATER	SO FT	5654	5654																
	BLASTING																			
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	826	826																
* 89500400	RELOCATE EXISTING PEDESTRIAN	EACH	2	2																
	PUSH-BUTTON																			
x0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1																
x4060995	TEMPORARY RAMP, SPECIAL	SO YD	284	284																
	CTARL CRIEFO TO RECUENCE AND	F.2.2.	-		255															
x5537800 x6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	F00T EACH	200		200 12															
x6700410	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	<u> </u>															
	(SPECIAL)			-																
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CONTRACTOR SHALL MILL FIRST BEFORE PATCHING

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER COURSE IL-9.5 N70 $\,$

LEGEND

- 1) EXISTING P.C.C. PAVEMENT, ±9"
- 2 EXISTING HOT-MIX ASPHALT PAVEMENT, ±6"
- 3 EXISTING CONCRETE SIDEWALK
- (4) EXISTING COMB. CONC. CURB AND GUTTER
- 5) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3¾"
- (6) PROPOSED HMA SURFACE COURSE, MIX "D", IL-9.5, N70, 13/4"
- 7) PROPOSED HMA BINDER COURSE, IL-19.0, N70, 2"
- (8) PROPOSED LONGITUDINAL JOINT SEALANT

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		OMD
MIXTURE TYPE	AIR VOIDS @ Ndes	QMP
PAVEMENT RESURFACING		
HMA SURFACE COURSE, MIX "D", IL-9.5, N70, 1¾"	4% @ 70 Gyr.	QCP
HMA BINDER COURSE, IL-9.5, N70, 2"	4% @ 70 Gyr.	QCP
PATCHING		
CLASS D PATCH (HMA BINDER IL-19 mm)	4% @ 70 Gyr.	QC/QA
TEMPORARY RAMP, SPECIAL		
HMA BINDER COURSE, IL-9.5, N70	4% @ 70 Gyr.	QC/QA
QMP Designations: Quality Control/Quality Assurance (QC/QA); Quality Cor Pay for Performance (PFP)	ntrol for Perfor	rmance (QCP);

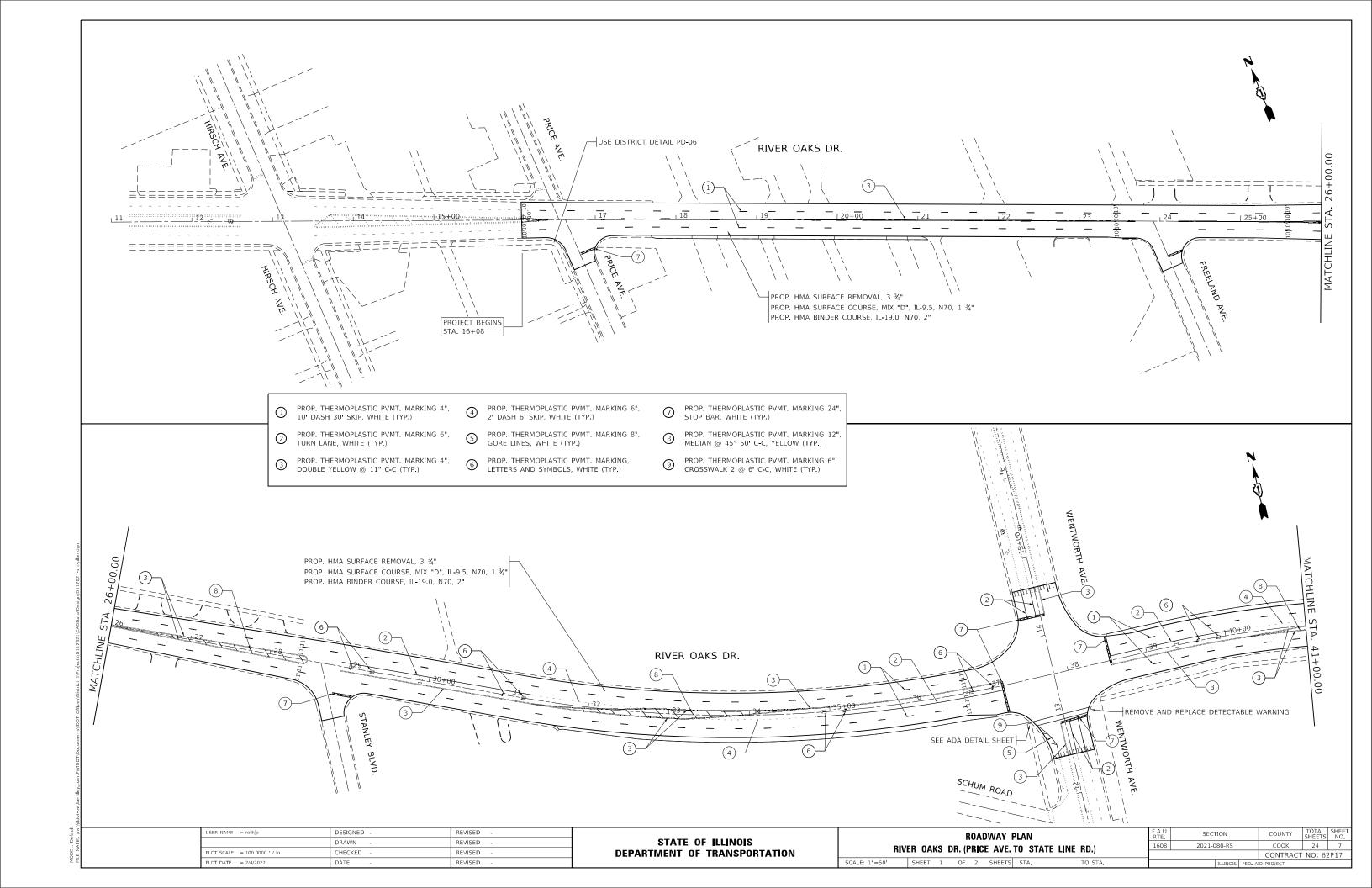
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

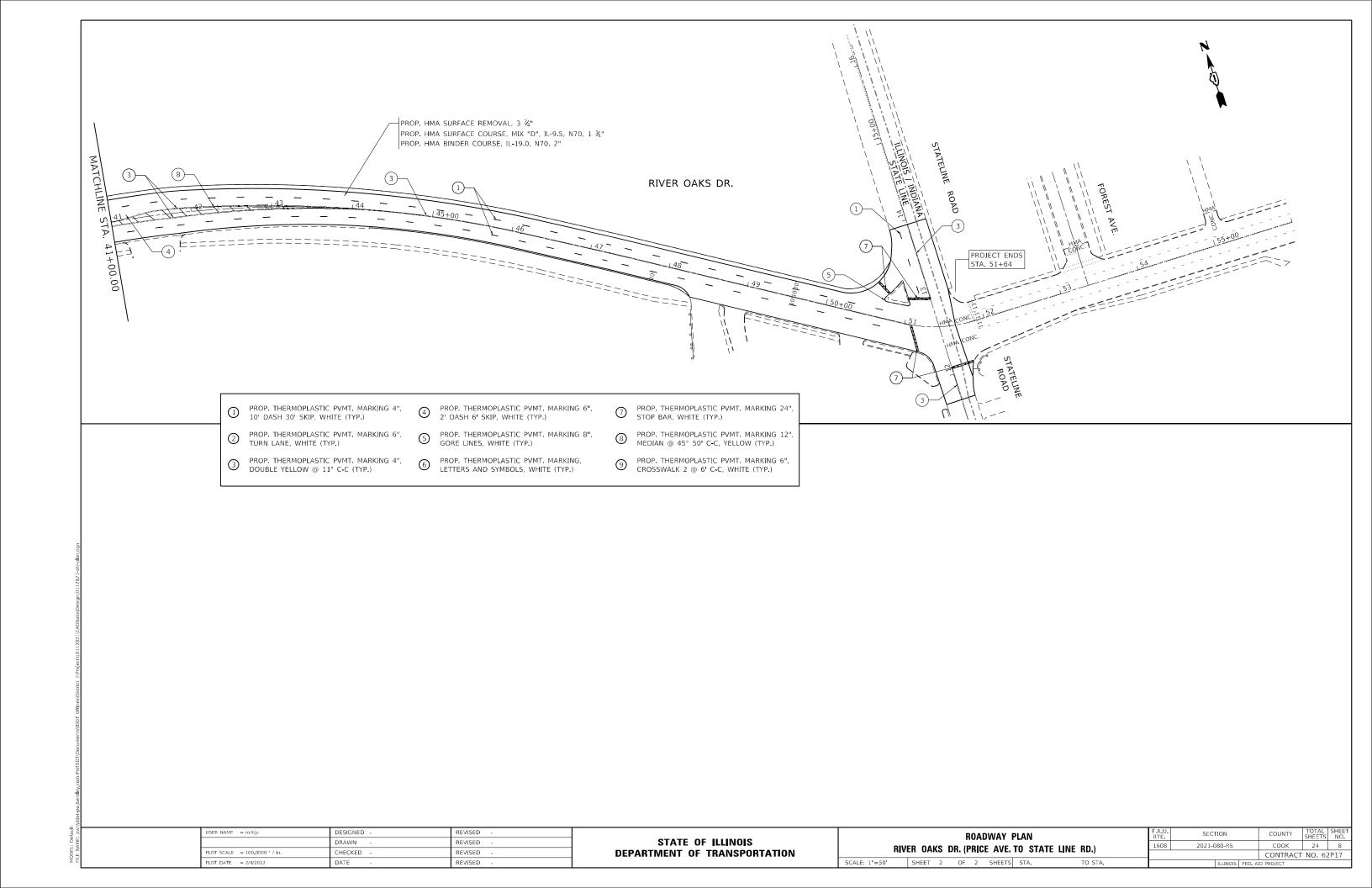
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIAL SPECIFICATIONS.

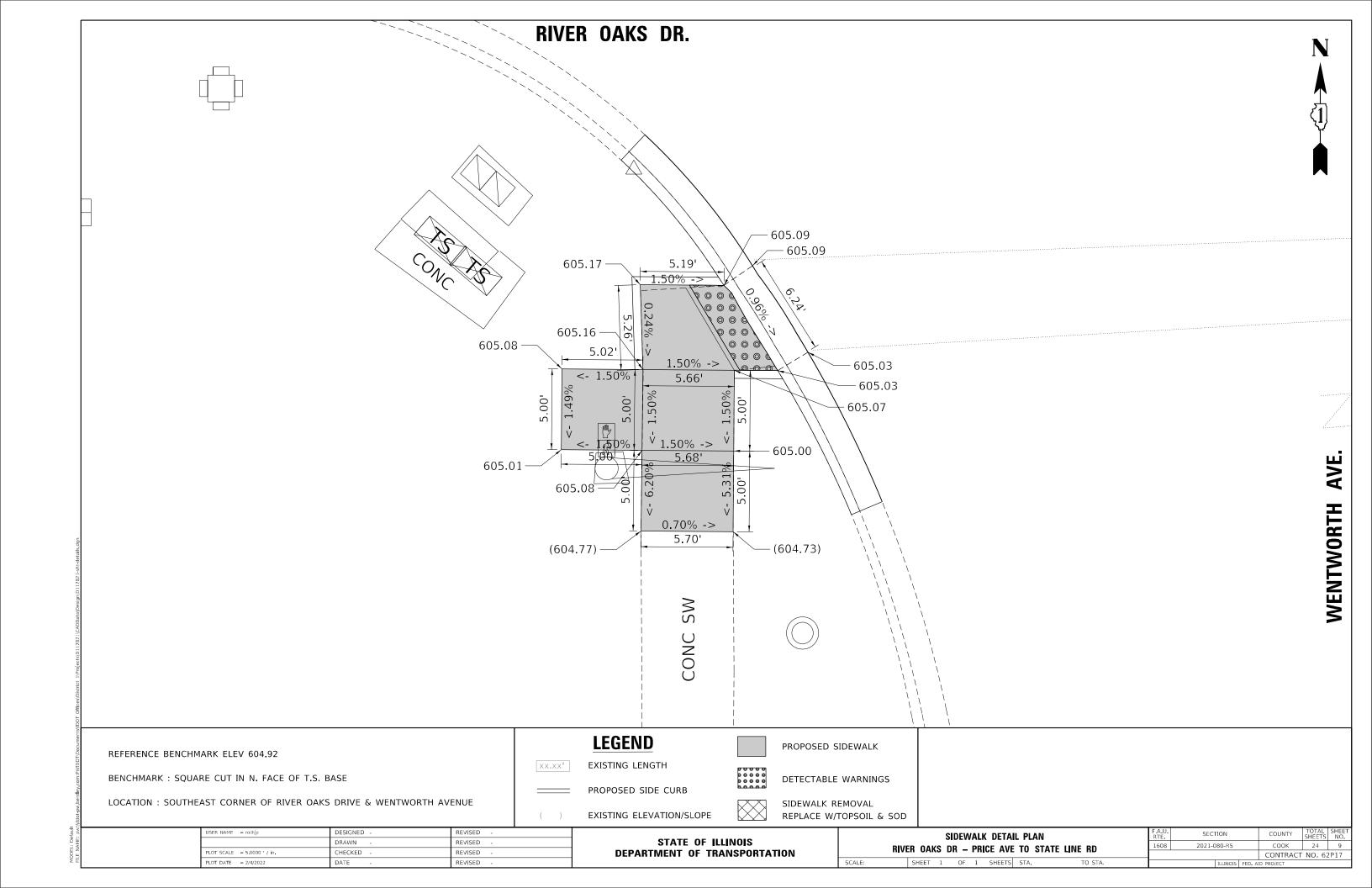
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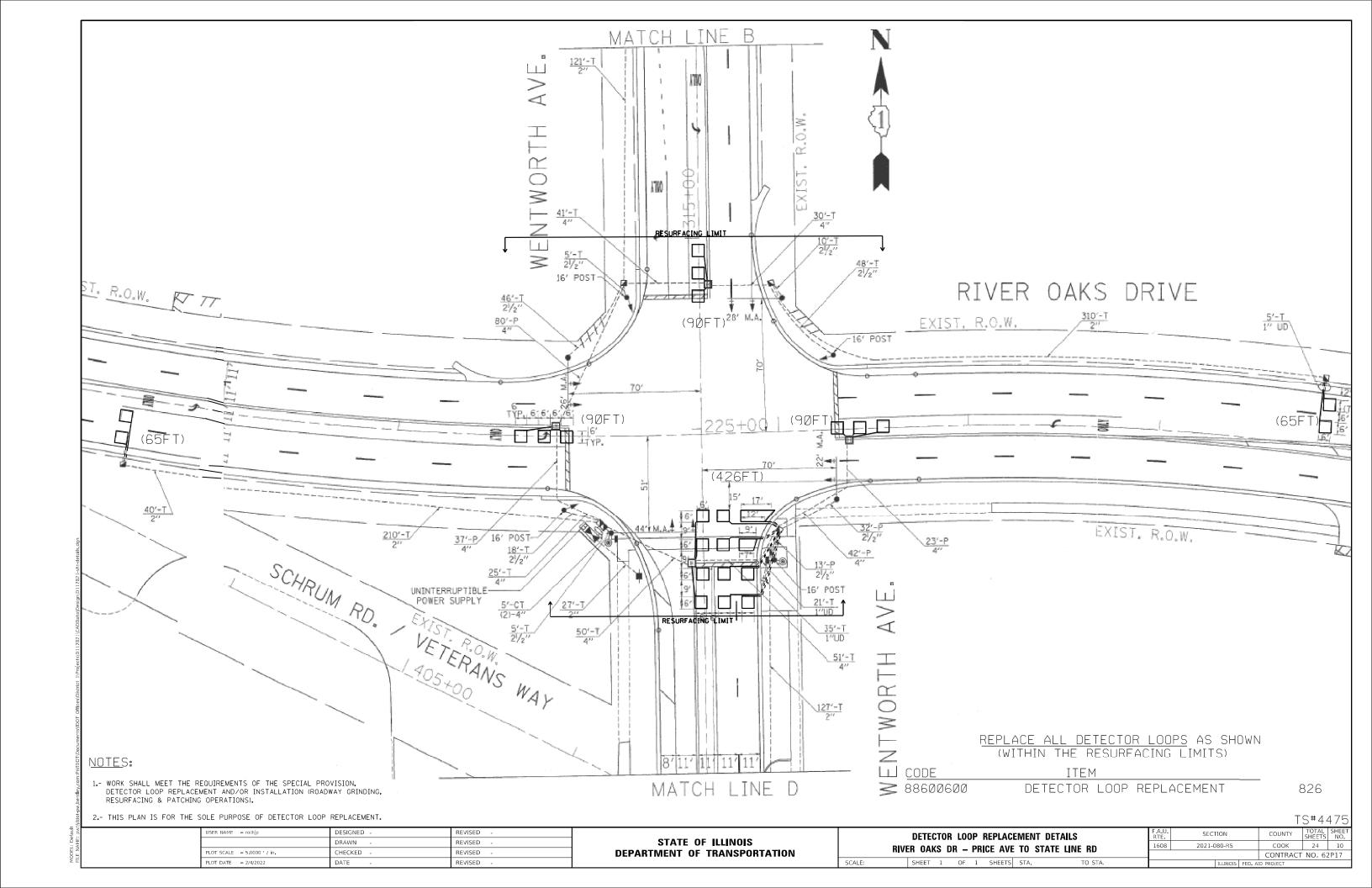
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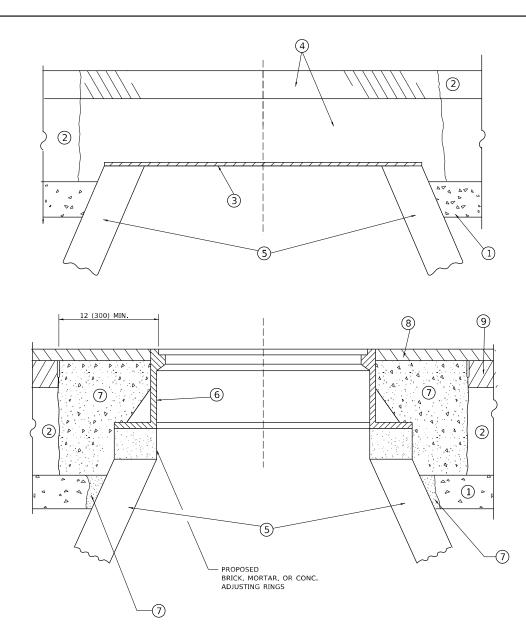
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l	RIVE	B UVK	e n	R _	PRI	`F	TO S	STATE LINE RD.	1608	2021-080-RS	СООК	24	6
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l	SCALE:	SHEET	1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS FE	D. AID PROJECT		











DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

- 1. 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.
- 3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- 4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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 HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

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

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

- 1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
- THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- 3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 4. 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.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMES AND LIDS ADJUSTMENT WITH MILLING

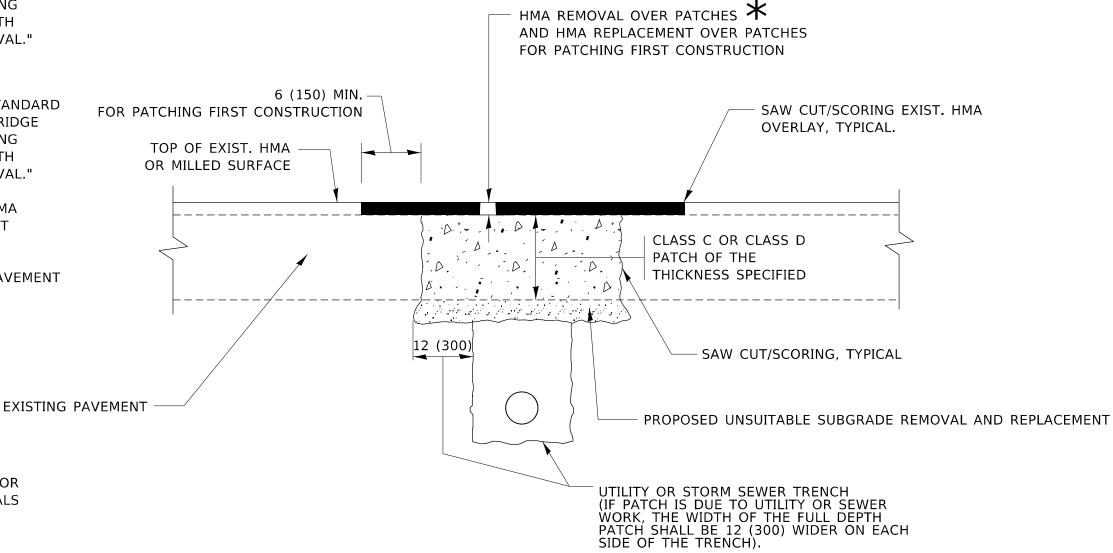
SHEET 1 OF 1 SHEETS STA. TO STA.

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

- 1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
- 2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
- 3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEE TYPICAL SECTIONS FOR

THICKNESS AND MATERIALS

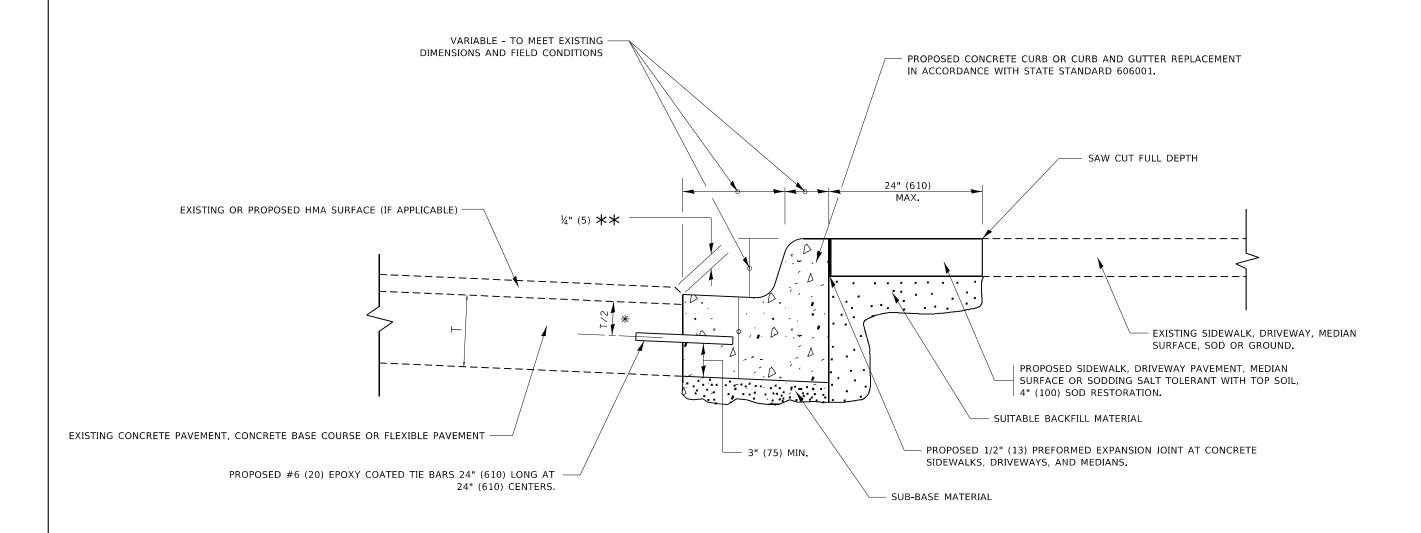
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 1. MILL HMA FIRST IF THERE IS AT LEAST $4\frac{1}{2}$ 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.

USER NAME = rothjp	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07		PAVEMENT PATCHING FOR	F.A.U. RTF	SECTION	COUNTY	TOTAL	SHEET NO.
	DRAWN -	REVISED - R. BORO 09-04-07	STATE OF ILLINOIS	HMA SURFACED PAVEMENT	1608	2021-080-RS	соок	24	12
PLOT SCALE = 100.0000 / in	CHECKED -	REVISED - K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION	HIMA SUKFACED PAVEMENT	В	D400-04 (BD-22)	CONTRACT	NO. 62	P17
PLOT DATE = 2/4/2022	DATE - 10-25-94	REVISED - K. SMITH 02-01-22		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED.	AID PROJECT		-



- imes 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- $\star\star$ IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

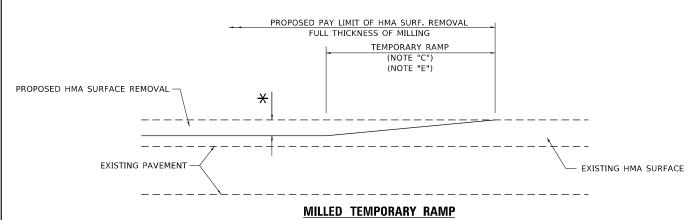
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

CONTRACT NO. 62P17

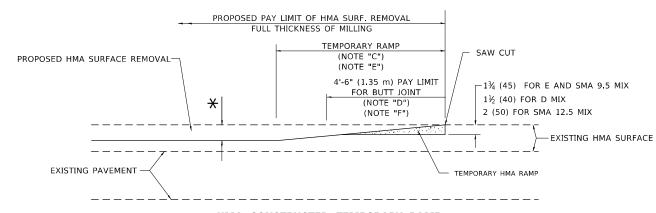
BD600-06 (BD-24)

USER NAME = rothjp	DRAWN -	REVISED - A. ABBAS 03-21-97 REVISED - M. GOMEZ 01-22-01	STATE OF ILLINOIS		CURB OR CURB AND GUTTER
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - R. BORO 12-15-09	DEPARTMENT OF TRANSPORTATION		REMOVAL AND REPLACEMENT
PLOT DATE = 2/4/2022	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1 OF 1 SHEETS STA.



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

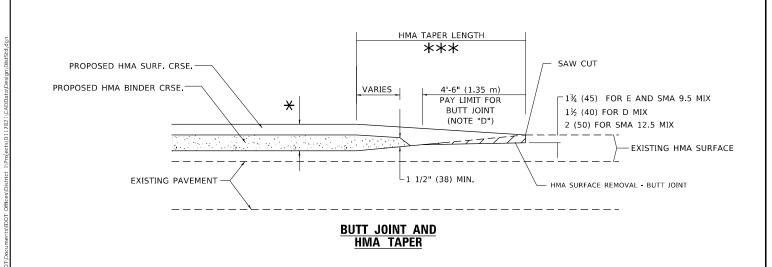


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

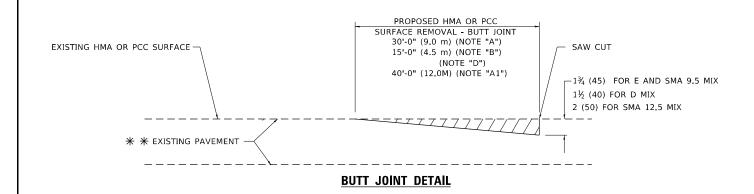
OPTION 2

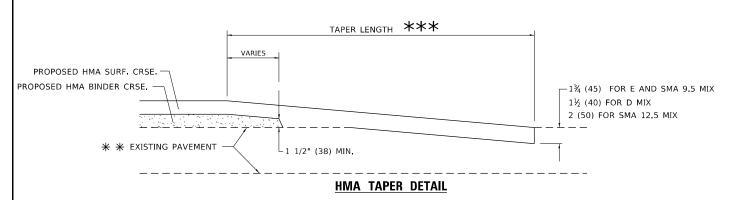
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

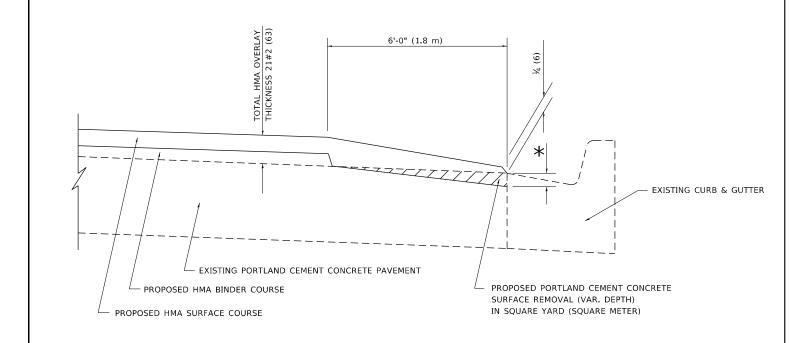
- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE,
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - igstar SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 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"
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

SCALE: NONE

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



HMA TAPER AT EDGE OF PCC PAVEMENT

HMA SURFACE COURSE		HMA BINDER COURSE	
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG
D	1½ (38)	1 (25)	1¼ (33)
E OR SMA 9.5	1¾ (44)	¾ (19)	1½ (38)

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

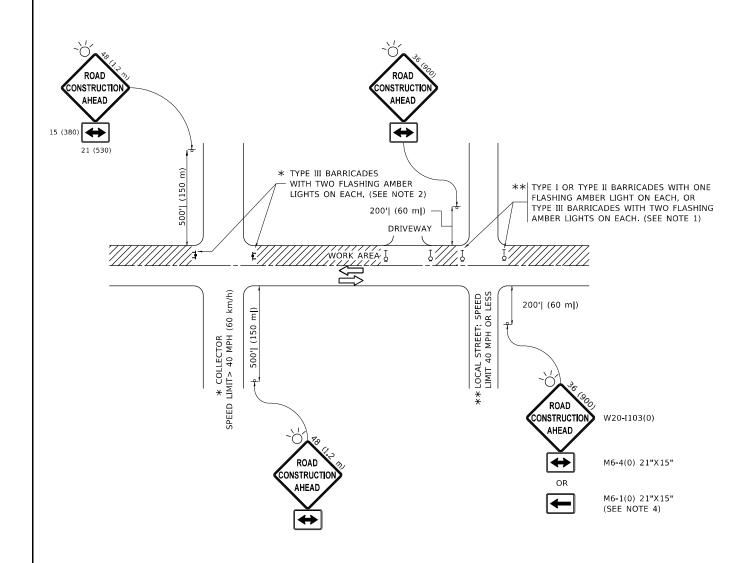
USER NAME = rothjp	DESIGNED	-	R. SHAH	REVISED	-	E. GOMEZ 12-21-00
	DRAWN	-	JIS	REVISED	-	R. BORO 01-01-07
PLOT SCALE = 100.0000 / in.	CHECKED	-	A. ABBAS	REVISED	-	JP CHANG 07-08-16
PLOT DATE = 2/4/2022	DATE	-	09-10-94	REVISED	-	K. SMITH 02-01-22

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

	HMA TAPER AT							
	EDGE OF P.C.C. PAVEMEN							
SCALE: NONE	SHEET	1	OF 1	SHEETS	STA.			

TO STA.

F.A.U. RTE	S	ECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
1608	202	1-080-RS	СООК	24	15		
В	D400-06	BD-33	3	CONTRACT NO. 62P17			
		TELINOIS	FFD. A	ID PROJECT			



NOTES:

- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE,
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION
 OF THE CLOSED PORTION.
- 3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
 BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

SCALE: NONE

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

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

USER NAME = rothjp	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 2/4/2022	DATE - 06-89	REVISED _ A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

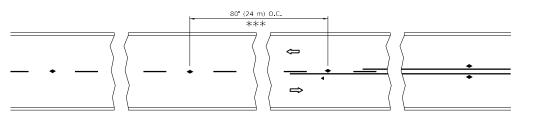
						TION FOR DRIVEWAYS
SHEET	1	OF	1	SHEETS	S STA.	TO STA.

 F.A.U. RTE.
 SECTION
 COUNTY SHEETS
 TOTAL SHEETS NO.

 1608
 2021-080-RS
 COOK
 24
 16

 TC-10
 CONTRACT NO. 62P17

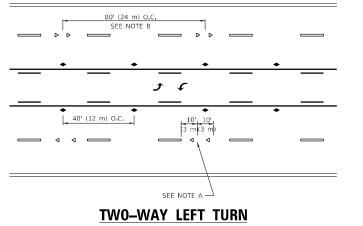
 ILLINOIS FED. AID PROJECT



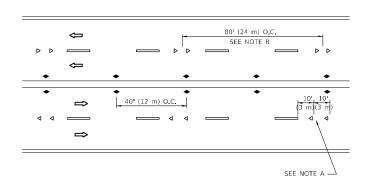
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

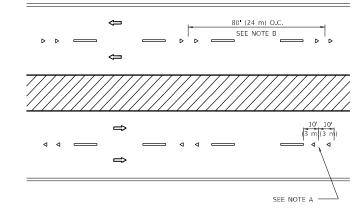
LANE REDUCTION TRANSITION

SEE FIGURE 3B-14 MUTCD



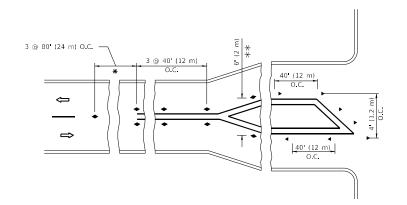
TWO-LANE/TWO-WAY

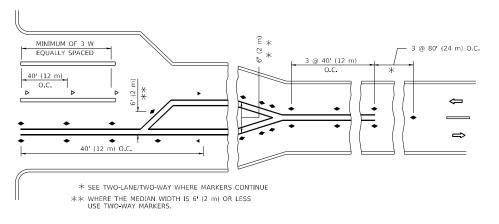




MULTI-LANE/UNDIVIDED







TURN LANES

GENERAL NOTES

- 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.
- MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
- 4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

- 1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
- 3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
- 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 inches (millimeters) unless otherwise shown.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS

RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

SYMBOLS

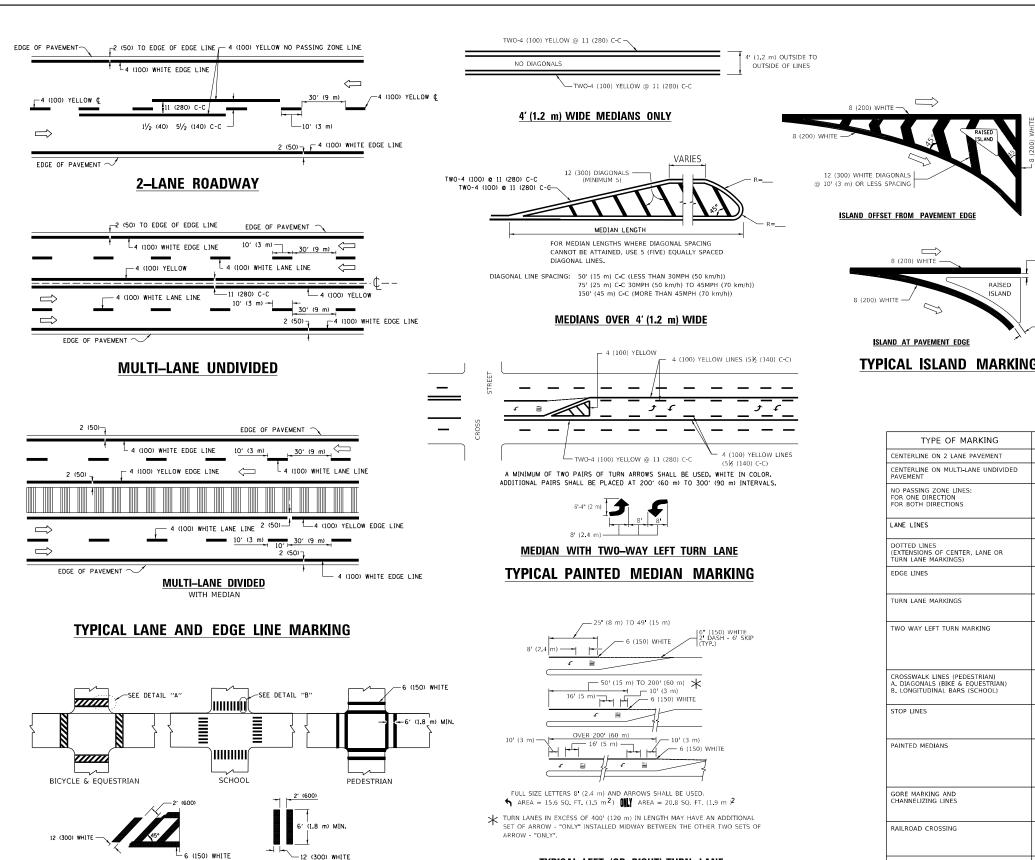
ONE-WAY AMBER MARKER

TWO-WAY AMBER MARKER

ONE-WAY CRYSTAL MARKER (W/O)

YELLOW STRIPE

■ WHITE STRIPE



TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

EVERS DESIGNED -C. JUCIUS 09-09-09 DRAWN REVISED C. JUCIUS 07-01-13 HECKED REVISED PLOT DATE = 2/4/2022 DATE C. JUCIUS 04-12-16

DETAIL "B"

DEPARTMENT OF TRANSPORTATION

			DIST	RICT O	NE		F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS					MARKINI	es.	1608	2021-080-RS	соок	24	18
					IVIALITATIV			TC-13	CONTRACT NO. 62P17		
SHEET	1	OF	2	SHEETS	STA	TO STA		TILINOIC EED A	ID DROJECT		

— 2 (50)	FT ANI	D U-TURN					
2 (50) (S) (S) (S) (S) (S) (S) (S) (S) (S) (S	32 (5 (5 (40 (1020)	(1620) R (810) R (810) (10) (10) (10) (10) (10) (10) (10) (LANE REDUCTION TRANSITION * LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.				
WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS				
4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE				
2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C				
4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN				
4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE				
SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE				
4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW				
6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL				
2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL				
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.				
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				
2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	D) DIAGONALS TWO WAY TRAFFIC WHITE: GONALS USED FOR ONE WAY TRAFFIC		11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.				
8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 115' (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))				
24 (600) TRANSVERSE LINES, "RR" IS 6 (1.8 m) LETTERS, 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ, FT. (0.33 m PEACH "X"=54.0 SQ, FT. (5.0 m PEACH				
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))				
SEE DETAIL	SOLID	WHITE	16.3 SF				
SEE DETAIL	SOLID	WHITE	30.4 SF				

COMBINATION

8 (200) WHITE -

RAISED

TYPE OF MARKING

ENTERLINE ON 2 LANE PAVEMENT

DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)

NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS

URN LANE MARKINGS

TWO WAY LEFT TURN MARKING

CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN)

. LONGITUDINAL BARS (SCHOOL)

LANE LINES

EDGE LINES

STOP LINES

PAINTED MEDIANS

GORE MARKING AND CHANNELIZING LINES

RAILROAD CROSSING

J TURN ARROW

SCALE: NONE

2 ARROW COMBINATION LEFT AND U TURN

SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')

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.

665

D(FT)

SPEED LIMIT

45

50

DETAIL "A"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

STATE OF ILLINOIS

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

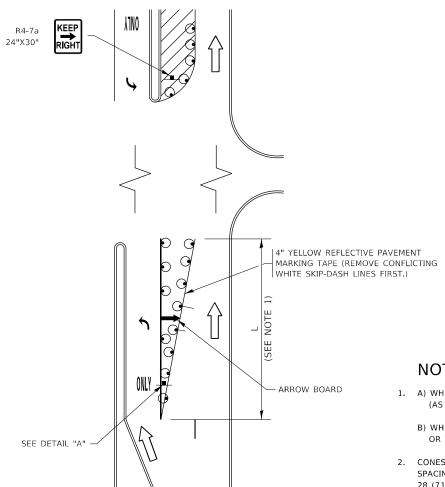


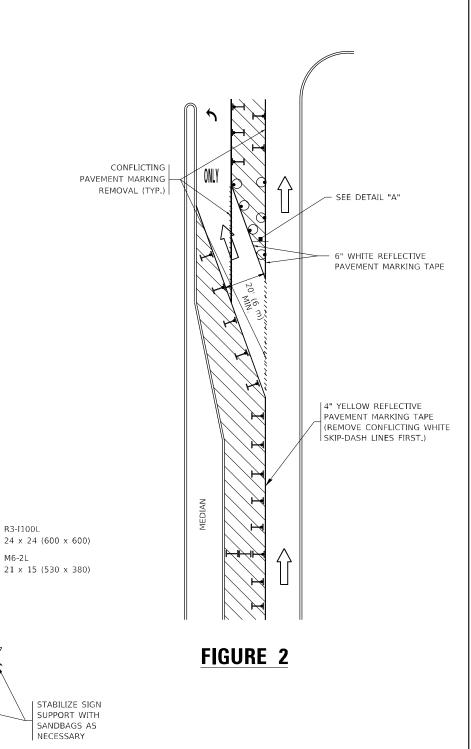
FIGURE 1

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

NOTES:

- 1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 - B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- 2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- 3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- 6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- 7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREOUIREMENTS.
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

TURN

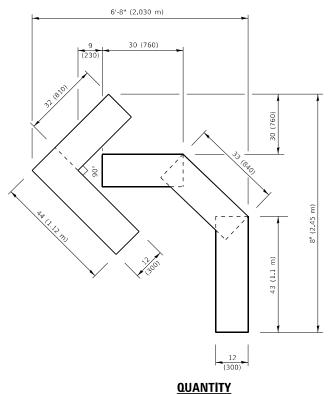
All dimensions are in inches (millimeters) unless otherwise shown.

USEK NAME = rotnjp	DESIGNED	- 1.	RAMMACHER 09-08-94	KEVISED	-	R. BORO 09-14-09
	DRAWN	-	A. HOUSEH 11-07-95	REVISED	- A.	SCHUETZE 07-01-13
PLOT SCALE = 100.0000 / in.	CHECKED	-	A. HOUSEH 10-12-96	REVISED	- A.	SCHUETZE 09-15-16
PLOT DATE = 2/4/2022	DATE	- T.	RAMMACHER 01-06-00	REVISED	-	

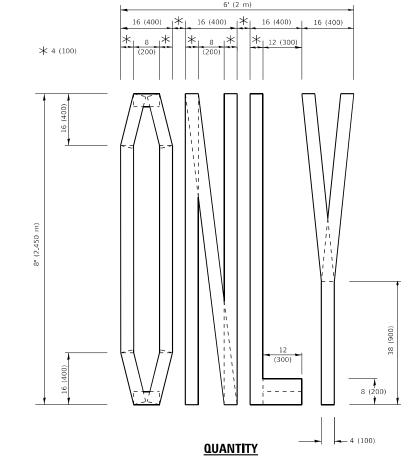
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TRAFF						CTION A' TO TRAF	T TURN BAYS FIC)
SCALE: NONE	SHEET	1	OF	1	SHEETS	STA.	TO STA.

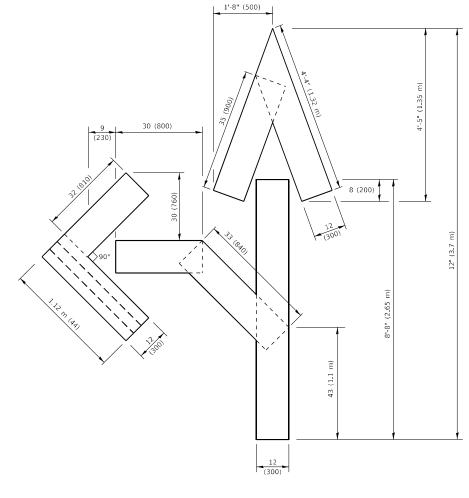
SECTION 2021-080-RS соок 24 19 TC-14 CONTRACT NO. 62P17



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



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

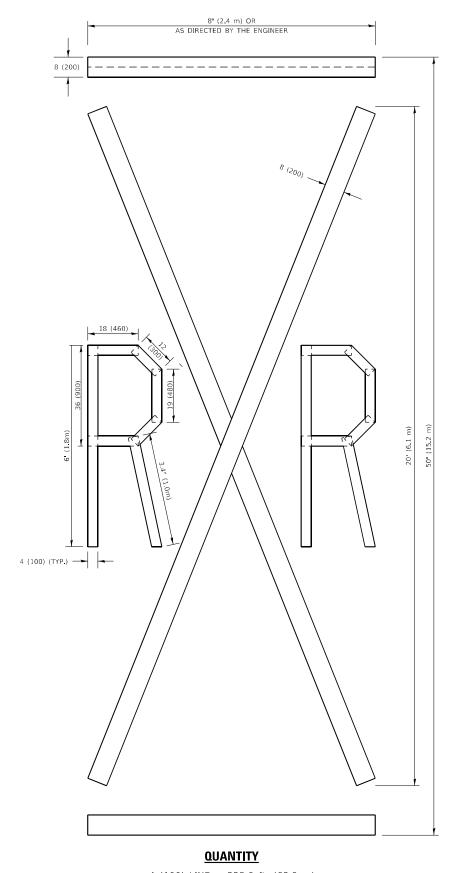


QUANTITY

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

NOTE:

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



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

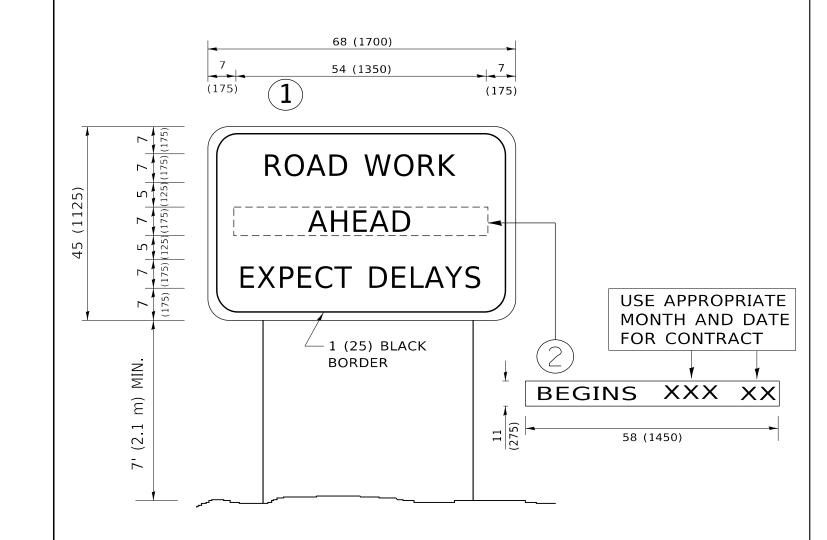
> All dimensions are in inches (millimeters) un**l**ess otherwise shown.

USER NAME = rothjp	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 100.0010 / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 2/4/2022	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

	SHORT	TE	RM	PA۱	/EMENT		MARKING	LETTERS	AND	SYMBOLS	
CALE:	NONE		SHEET	1	OF 1	ι	SHEETS	STA.		TO STA.	

	10-10	D PROJECT	140. 0.			
	TC-16	CONTRACT	NO 63	2P1		
1608 2021-080-RS				COOK	24	2
F.A.U. SECTION				COUNTY	TOTAL SHEETS	SHE



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.)

SCALE: NONE

7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

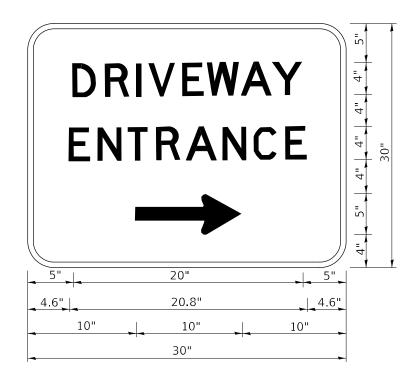
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

COOK 24 21 CONTRACT NO. 62P17

USER NAME = rothjp	DESIGNED -	REVISED	-	R. MIRS 09-15-97
	DRAWN -	REVISED	-	R. MIRS 12-11-97
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	- T.	RAMMACHER 02-02-9
PLOT DATE = 2/4/2022	DATE -	REVISED	-	C. JUCIUS 01-31-07

STATE	OF	: ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

	ART	ERIAL RO	F.A.U. RTE	SECTION		
INFORMATION SIGN						2021-080-RS
	IIII OII	WAIJON	Sluiv			TC-22
1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS FED.



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

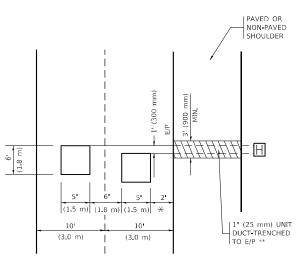
- 1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
- 2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
- 3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

USER NAME = rothjp	DESIGNED -	REVISED	-	C. JUCIUS 02-15-07
	DRAWN -	REVISED	-	
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	-	
PLOT DATE = 2/4/2022	DATE -	REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

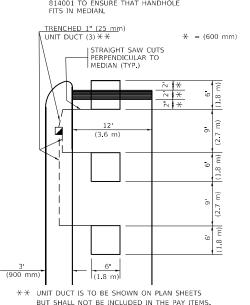
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS

LEFT TURN LANES WITH MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLF 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 HANDHOLL



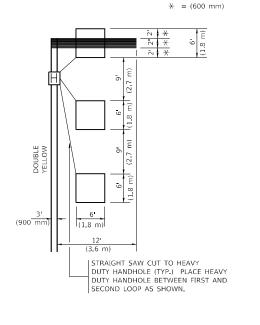
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

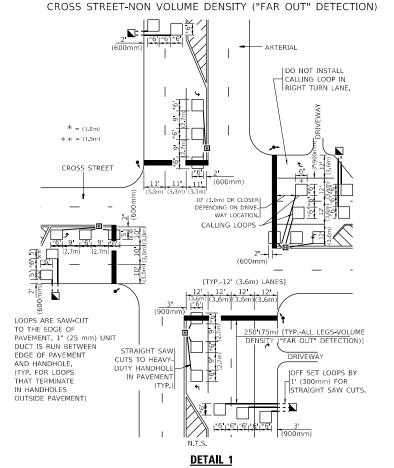
(PROTECTED / PERMITTED LEFT TURN PHASING)

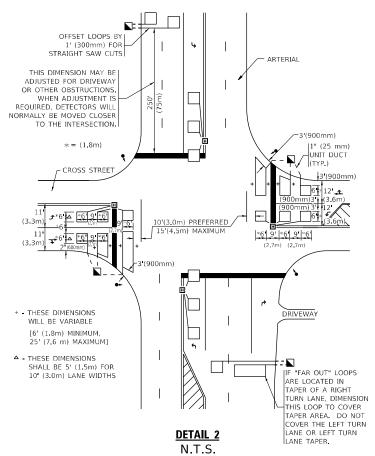


NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

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





SCALE: NONE

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

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

LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

st ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED,

* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE

LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE

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 SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM

* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET

* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE

* WHEN NON-LOCKING, PRESENCE DETECTION IS USED. MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR

* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN

INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM

AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE

INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND

DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A

SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE

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

INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.

* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT

VEHICLES LOOP DETECTORS

FOR DETECTOR LOOPS.

(i.e. 1-1/2, 1-3/4, 2).

PLACEMENT OF DETECTORS

(1.8 m)

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.

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING SHEET 1 OF 1 SHEETS STA. TO STA.

SECTION COUNTY 1608 2021-080-RS COOK 24 23 CONTRACT NO. 62P17 TS-07

DESIGNED REVISED DRAWN REVISED HECKED R.K.F REVISED PLOT DATE = 2/4/2022 REVISED DATE

N.T.S.

