

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

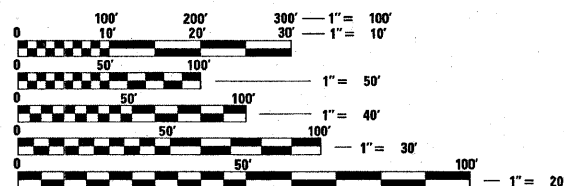
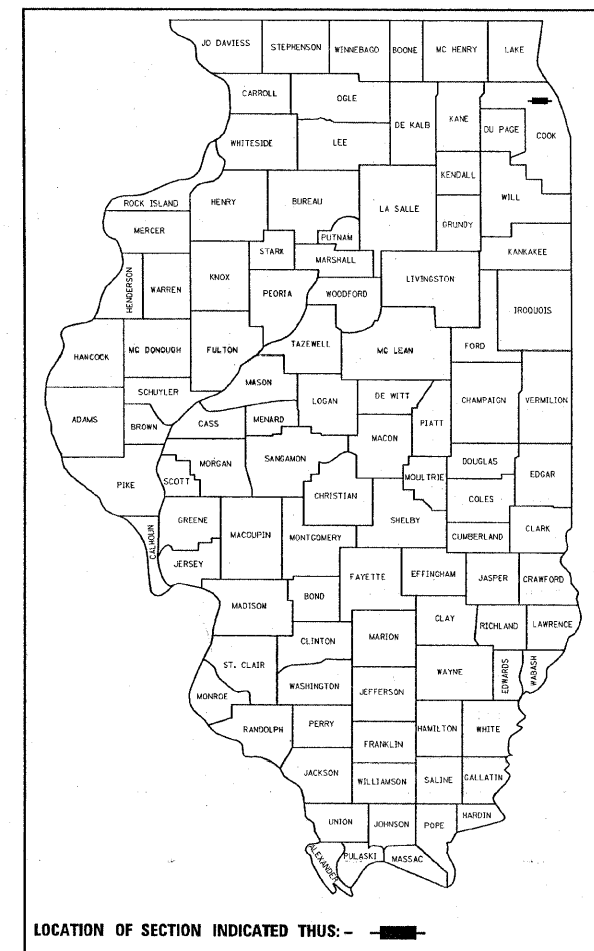
**FAU ROUTE 1312/GOLF ROAD /SIMPSON STREET
SECTION 2009-052 RS
GROSS POINT ROAD TO MCCORMICK BOULEVARD
RESURFACING (MAINTANENCE)
COOK COUNTY
C-91-545-09**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1312	2009-052 RS	COOK	27	1
		ILLINOIS	CONTRACT NO. 60G89	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT IS LOCATED
IN THE VILLAGE OF SKOKIE
AND CITY OF EVANSTON

D-91-545-09

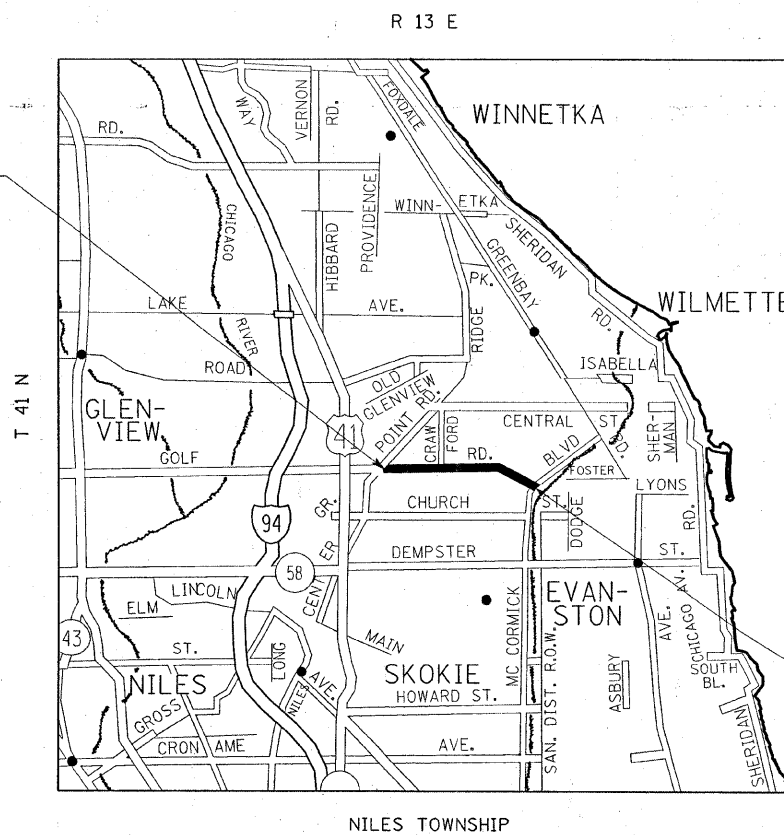


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: DAN WILGREEN 847-705-4243
PROJECT MANAGER: KEN ENG

CONTRACT NO. 60G89



TRAFFIC DATA
2006 ADT: 27,000
POSTED SPEED LIMIT: 35 MPH

IMPROVEMENT ENDS
STA 95+75

GROSS & NET LENGTH OF PROJECT = 8,653 FT. = 1.639 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED APRIL 14, 2009

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

May 1, 2009
Charles J. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

May 1, 2009
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

INDEX OF SHEETS:

SHEET NO.	DESCRIPTION
1	COVER SHEET
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19	BUTT JOINT AND BITUMINOUS TAPER DETAILS
20	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
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22	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
23	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
24	PAVEMENT MARKINGS, LETTERS AND SYMBOLS FOR TRAFFIC STAGING
25	ARTERIAL ROAD INFORMATION SIGN
26	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAIL
27	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

STATE STANDARDS:

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
701301-03	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L 2W SLOW MOVING DAY ONLY OPERATIONS, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH
701336-05	LANE CLOSURE, 2L, 2W WORK AREAS IN SERIES FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-06	LANE CLOSURE, MULTILANE, 2W, WITH NON-TRAVERSABLE MEDIAN
701606-06	LANE CLOSURE, MULTILANE, 2-W, WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES

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).

THE RESIDENT ENGINEER SHALL VERIFY THE LOCATIONS OF ALL EXISTING PAVEMENT MARKINGS PRIOR TO START OF CONSTRUCTION

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF PLAINFIELD.

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

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

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

PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL. TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT MR. WALLY CZARNY, AREA TRAFFIC FIELD TECHNICIAN AT (773) 685-4342

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

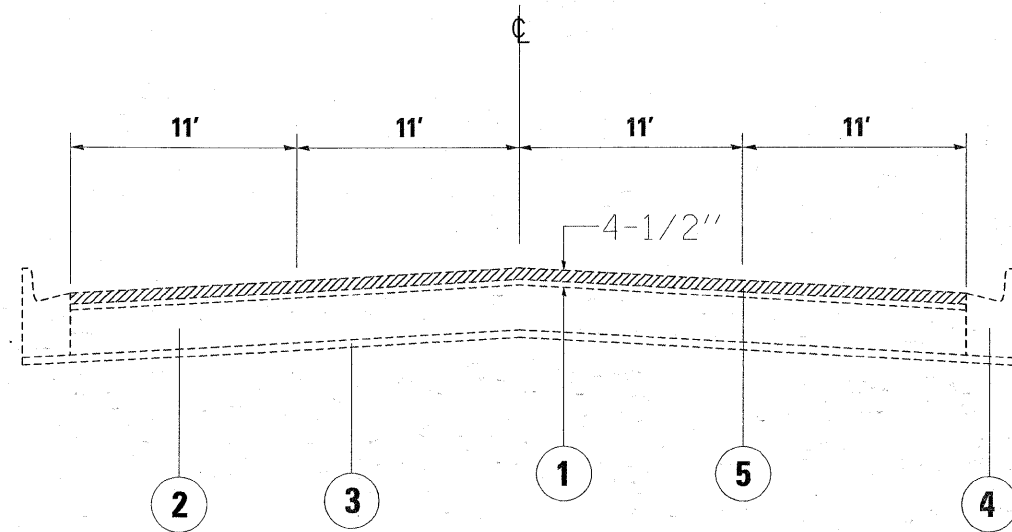
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ct:\pwwork\PWIDOT\BYUNSH\d0136979\0125504-Design\dgn	DRAWN -	REVISED -	1312			2009-052 RS	COOK	27	2	
PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60689							
PLOT DATE = 4/17/2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100%STATE URBAN 1000-					CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100%STATE URBAN 1000				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	21	21					70300100	SHORT-TERM PAVEMENT MARKING	FOOT	11000	11000				
40600300	AGGREGATE (PRIME COAT)	TON	104	104					70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	248	248				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	20	20					70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	19735	19735				
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2726	2726				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	660	660					70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	100	100				
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	5700	5700					70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	620	620				
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	58000	58000					70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1000	1000				
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	545	545					70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2750	2750				
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	2083	2083					* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	248	248				
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	195	195					* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	19735	19735				
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	288	288					* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2726	2726				
50300300	PROTECTIVE COAT	SQ YD	220	220					* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	100	100				
55039700	STORM SEWERS TO BE CLEANED	FOOT	2100	2100					* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	620	620				
60250200	CATCH BASINS TO BE ADJUSTED	EACH	21	21					* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1000	1000				
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1	1					* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	820	820				
60255500	MANHOLES TO BE ADJUSTED	EACH	14	14					78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	745	745				
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2					* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	2021	2021				
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1	1					X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	180	180				
60266600	VALVE BOXES TO BE ADJUSTED	EACH	3	3					X0656100	DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	SQ YD	15	15				
60300205	FRAMES AND GRATES TO BE ADJUSTED (SPECIAL)	EACH	112	112					X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2750	2750				
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	5	5					Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	125	125				
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	5	5													
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6													
67100100	MOBILIZATION	L SUM	1	1													
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1													
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1													
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1													
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1													
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1													
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1													

* SPECIALTY ITEM

FILE NAME =	USER NAME = byunsh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GOLF ROAD /SIMPSON STREET GROSS POINT ROAD TO McCORMICK BLVD SUMMARY OF QUANTITIES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50,0000' / IN.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
PLOT DATE = 4/17/2009		DATE -	REVISED -		CONTRACT NO. 60G89							

GOLF ROAD / SIMPSON STREET



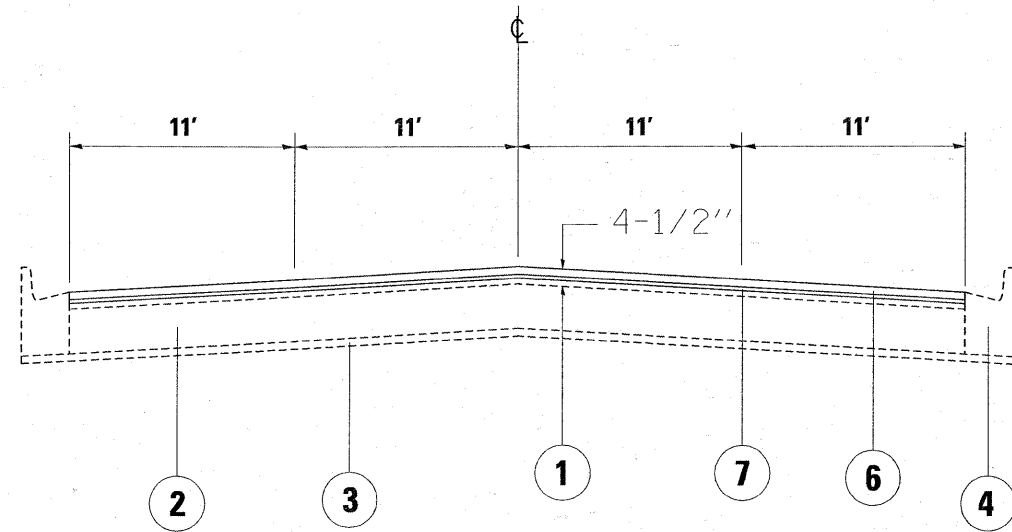
EXISTING TYPICAL CROSS SECTION
 STA. 16+33 TO STA. 37+69
 STA. 56+31 TO STA. 73+63
 STA. 77+32 TO STA. 88+44

LEGEND

- ① EXISTING HOT-MIX ASPHALT OVERLAY, 4 "1/2"
- ② EXISTING PORTLAND CEMENT CONCRETE, 8"
- ③ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- ④ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑤ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑥ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑦ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

NOTE: CONTRACTOR IS TO MILL ROADWAY BEFORE PATCHING

GOLF ROAD / SIMPSON STREET



PROPOSED TYPICAL CROSS SECTION
 STA. 16+33 TO STA. 37+69
 STA. 56+31 TO STA. 73+63
 STA. 77+32 TO STA. 88+44

HOT-MIX ASPHALT MIXTURE REQUIREMENT

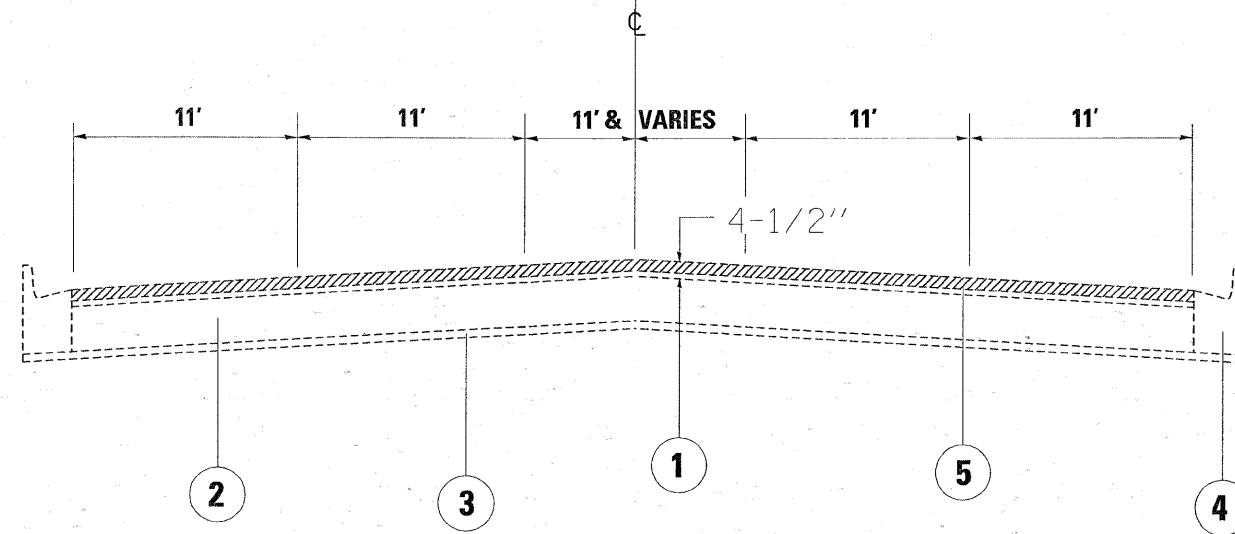
MIXTURE TYPE	AC/PG	AIR VOIDS (%)	UNIT WEIGHT
POLY. LEVELING BINDER (MACHINE METHOD), IL 4.75, N50	SBS/SBR PG 76-28/22	4% @ 70 GYR	105 LBS/IN/SQ YD
POLY. HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	SBS/SBR PG 70-22	4% @ 90 GYR	112 LBS/IN/SQ YD
CLASS D PATCHES (HMA BINDER IL-19)	PG 64-22*	4% @ 70 GYR	112 LBS/IN/SQ YD

* WHEN RAP EXCEEDS 20 %, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

NOTE: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE IS 112 LBS/SQ. YD./IN.

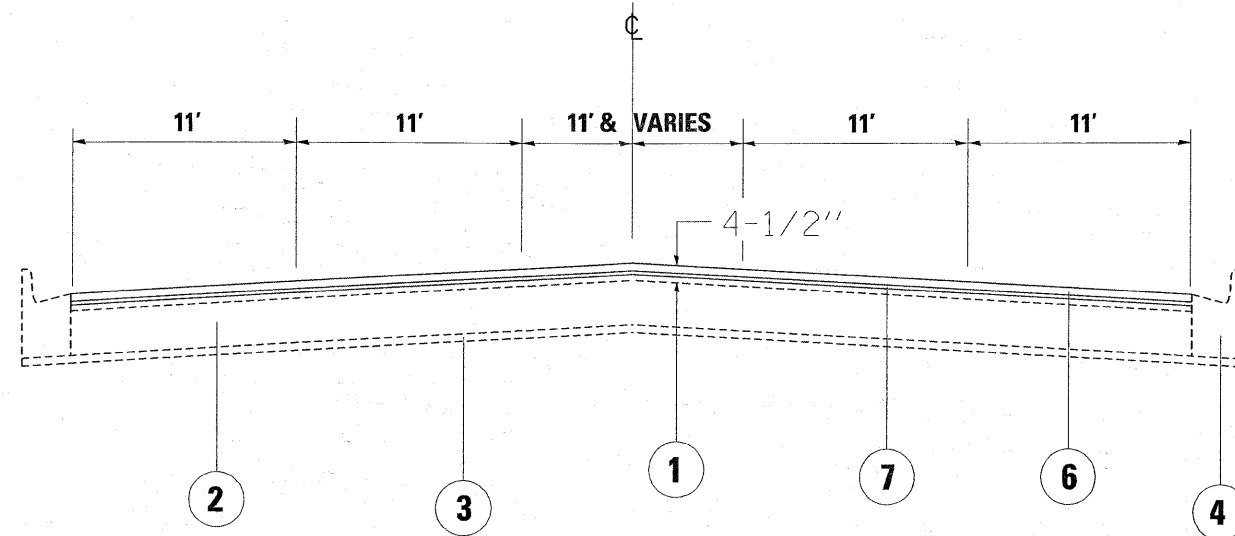
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PLOT DATE = 4/17/2009	DATE -	REVISED -											

GOLF ROAD / SIMPSON STREET



EXISTING TYPICAL CROSS SECTION
 STA. 9+22 TO STA. 16+33
 STA. 37+69 TO STA. 56+31
 STA. 88+44 TO STA. 95+75

GOLF ROAD / SIMPSON STREET



PROPOSED TYPICAL CROSS SECTION
 STA. 9+22 TO 16+33
 STA. 37+69 TO STA. 56+31
 STA. 88+44 TO STA. 95+75

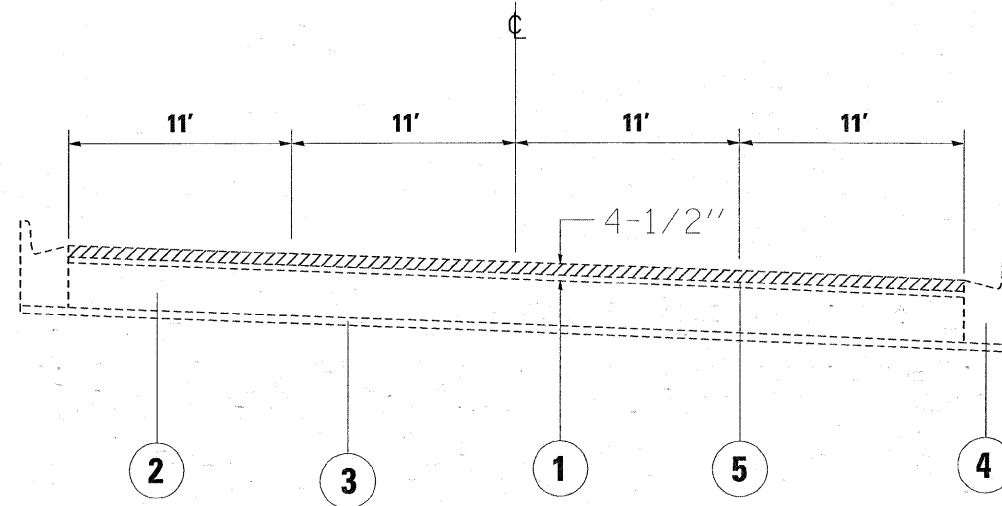
LEGEND

- ① EXISTING HOT-MIX ASPHALT OVERLAY, 4 1/2"
- ② EXISTING PORTLAND CEMENT CONCRETE, 8"
- ③ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- ④ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑤ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑥ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑦ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

NOTE: CONTRACTOR IS TO MILL ROADWAY BEFORE PATCHING

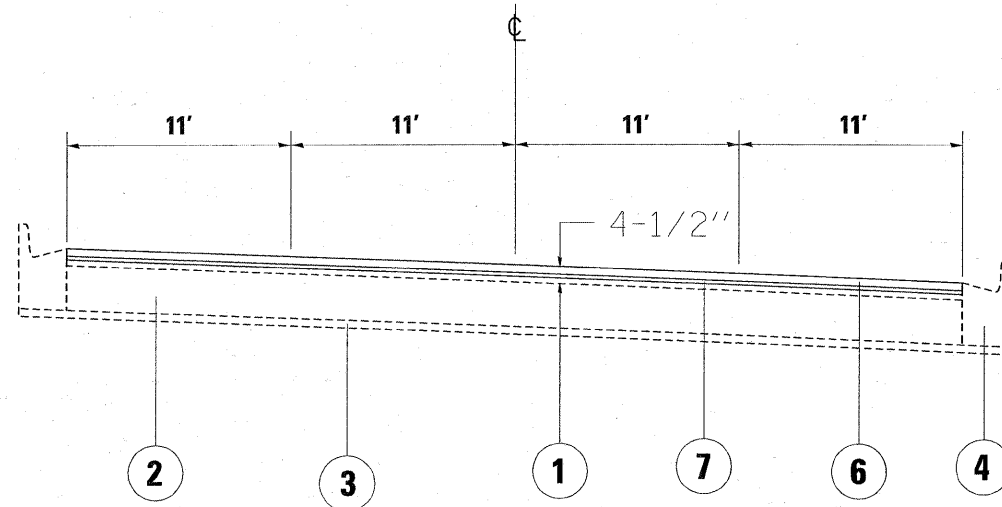
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	PLOT DATE = 4/17/2009	CHECKED -	REVISED -			CONTRACT NO. 60G89					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

GOLF ROAD / SIMPSON STREET



EXISTING TYPICAL CROSS SECTION
STA. 73+63 TO STA. 77+32

GOLF ROAD / SIMPSON STREET



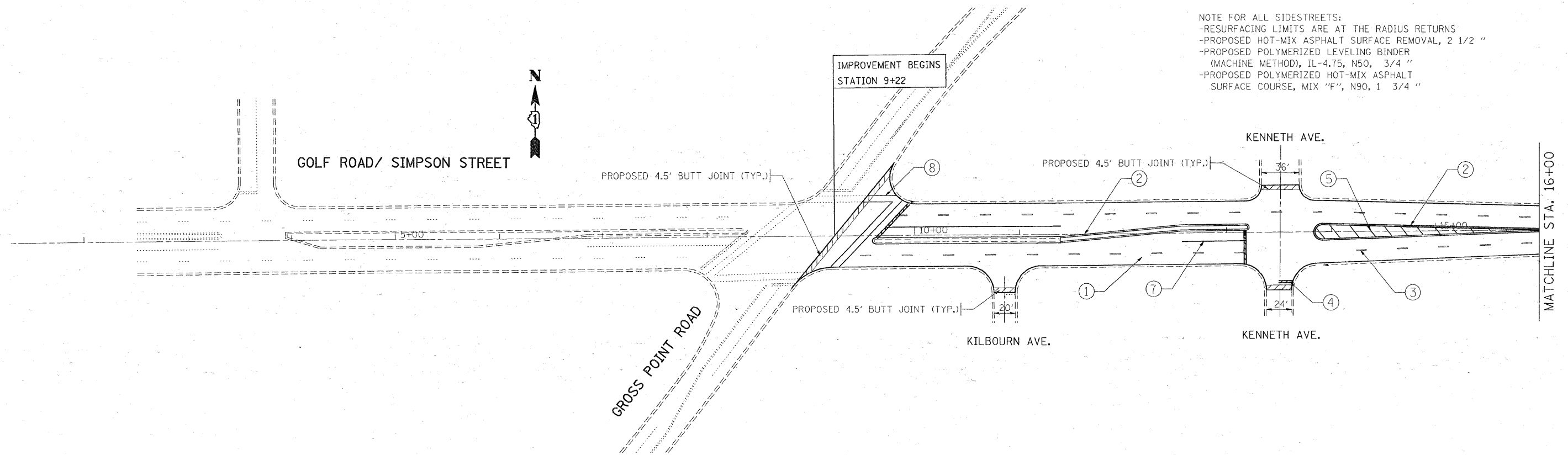
PROPOSED TYPICAL CROSS SECTION
STA. 73+63 TO STA. 77+32

LEGEND

- ① EXISTING HOT-MIX ASPHALT OVERLAY, 4 1/2"
- ② EXISTING PORTLAND CEMENT CONCRETE, 8"
- ③ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- ④ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑤ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑥ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑦ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

NOTE: CONTRACTOR IS TO MILL ROADWAY BEFORE PATCHING

FILE NAME =	USER NAME = byunsh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GOLF ROAD / SIMPSON STREET GROSS POINT ROAD TO McCORMICK BLVD EXISTING AND PROPOSED TYPICAL SECTIONS			F.A.U RTE. 1312	SECTION 2009-052 RS	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 6
et\p\work\PM100T\BYUNSH\d0136979\0125694-Design.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 60G89				
		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



NOTE FOR ALL SIDESTREETS:
 -RESURFACING LIMITS ARE AT THE RADIUS RETURNS
 -PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2 "
 -PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 "
 -PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4 "

- ① PROPOSED HMA SURFACE REMOVAL, 2 1/2 "
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, 3/4 "
 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4 "
- ② THERMOPLASTIC PAVEMENT MARKINGS
 4" DOUBLE YELLOW LINE
 @ 11" C-C (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKINGS
 4" WHITE LANE LINE
 10' DASH, 30' SPACE (TYP.)

- ④ THERMOPLASTIC PAVEMENT MARKINGS
 24" WHITE LINE
 STOP BAR (TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKINGS
 12" YELLOW 45° DIAGONOL
- ⑥ THERMOPLASTIC PAVEMENT MARKINGS
 LETTERS AND SYMBOLS (TYP.)
- ⑦ THERMOPLASTIC PAVEMENT MARKINGS
 6" WHITE LANE LINE (TYP.)

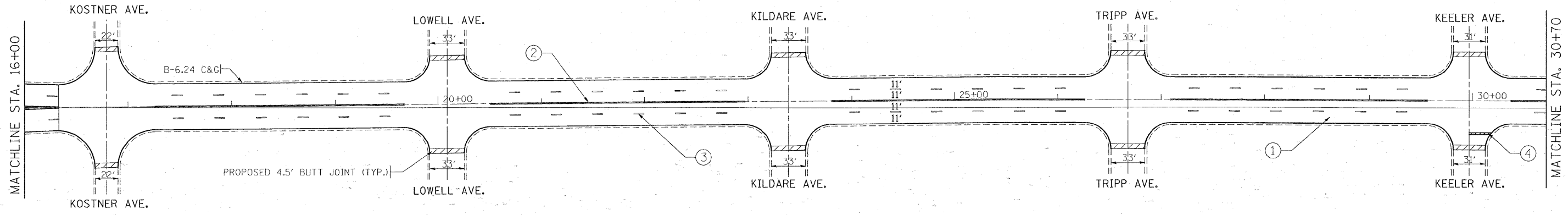
- ⑧ THERMOPLASTIC PAVEMENT MARKINGS
 6" WHITE LINE, CROSSWALK (TYP.)
- ⑨ THERMOPLASTIC PAVEMENT MARKINGS
 12" WHITE LINE, 2' SPACING
 CROSSWALK (TYP.)
- ⑩ THERMOPLASTIC PAVEMENT MARKINGS
 4" WHITE SHOULDER LINE (TYP.)
- ⑪ THERMOPLASTIC PAVEMENT MARKINGS
 12" WHITE 45° DIAGONOL

- ⑫ THERMOPLASTIC PAVEMENT MARKINGS
 6" WHITE LANE LINE
 2' DASH, 6' SPACE (TYP.)
- ⑬ THERMOPLASTIC PAVEMENT MARKINGS
 8" WHITE LANE LINE (TYP.)
- ⑭ THERMOPLASTIC PAVEMENT MARKINGS
 4" YELLOW LINES
 @ 5 1/2" C-C (TYP.)

NOTE:
 FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) AND DISTRICT TYPICAL PAVEMENT MARKINGS

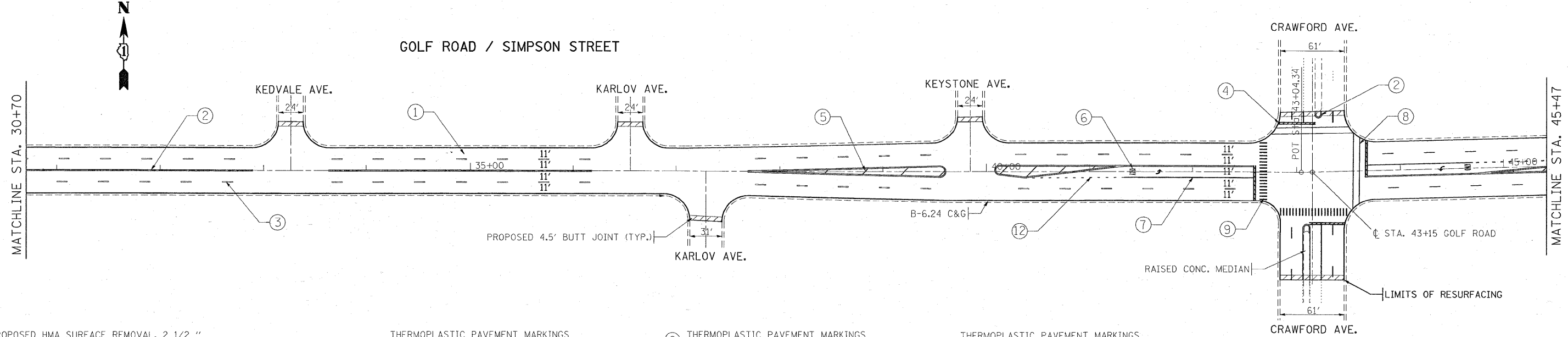
FILE NAME =	USER NAME = byunsh	DESIGNED - Designed By	REVISED - Revised By1	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GOLF ROAD /SIMPSON STREET GROSS POINT ROAD TO MCCORMICK BLVD ROADWAY AND PAVEMENT MARKING PLAN				F.A.J. RTE. 1312	SECTION 2009-052-RS	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 7
at:\pwork\PWIDOT\BYUNSH\d0136979\012594-Design.dgn		DRAWN - Drawn By	REVISED - Revised By2		SCALE: Scale	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60G89		
		CHECKED - Checked By	REVISED - Revised By3		ILLINOIS FED. AID PROJECT								
		DATE - Checked Date	REVISED - Revised By4										

GOLF / SIMPSON / EMERSON



NOTE FOR ALL SIDESTREETS:
 -RESURFACING LIMITS ARE AT THE RADIUS RETURNS
 -PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2 "
 -PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 "
 -PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4 "

GOLF ROAD / SIMPSON STREET



- ① PROPOSED HMA SURFACE REMOVAL, 2 1/2 "
PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, 3/4 "
PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4 "
- ② THERMOPLASTIC PAVEMENT MARKINGS
4" DOUBLE YELLOW LINE
@ 11" C-C (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKINGS
4" WHITE LANE LINE
10' DASH, 30' SPACE (TYP.)

- ④ THERMOPLASTIC PAVEMENT MARKINGS
24" WHITE LINE
STOP BAR (TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKINGS
12" YELLOW 45° DIAGONOL
- ⑥ THERMOPLASTIC PAVEMENT MARKINGS
LETTERS AND SYMBOLS (TYP.)
- ⑦ THERMOPLASTIC PAVEMENT MARKINGS
6" WHITE LANE LINE (TYP.)

- ⑧ THERMOPLASTIC PAVEMENT MARKINGS
6" WHITE LINE, CROSSWALK (TYP.)
- ⑨ THERMOPLASTIC PAVEMENT MARKINGS
12" WHITE LINE, 2' SPACING
CROSSWALK (TYP.)
- ⑩ THERMOPLASTIC PAVEMENT MARKINGS
4" WHITE SHOULDER LINE (TYP.)
- ⑪ THERMOPLASTIC PAVEMENT MARKINGS
12" WHITE 45° DIAGONOL

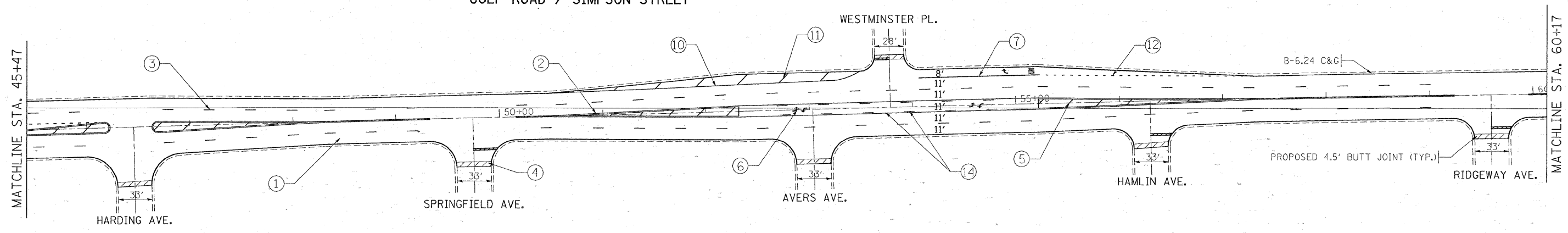
- ⑫ THERMOPLASTIC PAVEMENT MARKINGS
6" WHITE LANE LINE
2' DASH, 6' SPACE (TYP.)
- ⑬ THERMOPLASTIC PAVEMENT MARKINGS
8" WHITE LANE LINE (TYP.)
- ⑭ THERMOPLASTIC PAVEMENT MARKINGS
4" YELLOW LINES
@ 5 1/2" C-C (TYP.)

NOTE:
 FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) AND DISTRICT TYPICAL PAVEMENT MARKINGS

FILE NAME =	USER NAME = byunsh	DESIGNED - Designed By	REVISED - Revised By1	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GOLF ROAD / SIMPSON STREET GROSS POINT ROAD TO McCORMICK BLVD ROADWAY AND PAVEMENT MARKING PLAN			F.A.J. RTE. 1312	SECTION 2009-052-RS	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 8
ct:\pwwork\pwwork\BYUNSH\013879\0125824-Design.dgn		DRAWN - Drawn By	REVISED - Revised By2		SCALE: Scale	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 60G89		
		CHECKED - Checked By	REVISED - Revised By3		ILLINOIS FED. AID PROJECT							
		DATE - Checked Date	REVISED - Revised By4									

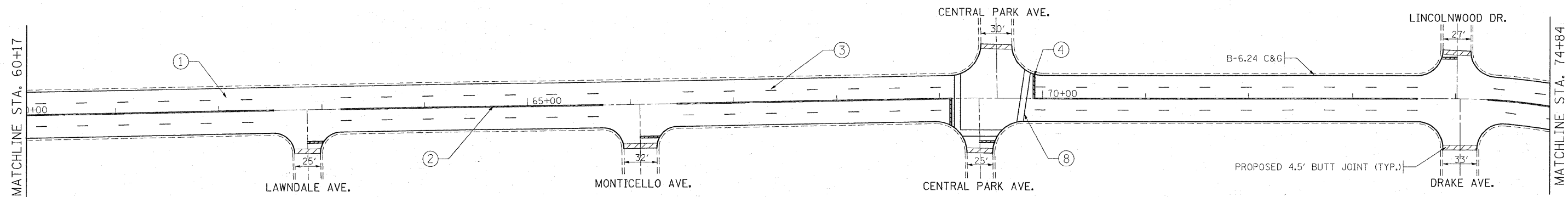


GOLF ROAD / SIMPSON STREET



NOTE FOR ALL SIDESTREETS:
 -RESURFACING LIMITS ARE AT THE RADIUS RETURNS
 -PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2 "
 -PROPOSED POLYMERIZED LEVELING BINDER
 (MACHINE METHOD), IL-4.75, N50, 3/4 "
 -PROPOSED POLYMERIZED HOT-MIX ASPHALT
 SURFACE COURSE, MIX "F", N90, 1 3/4 "

GOLF ROAD / SIMPSON STREET

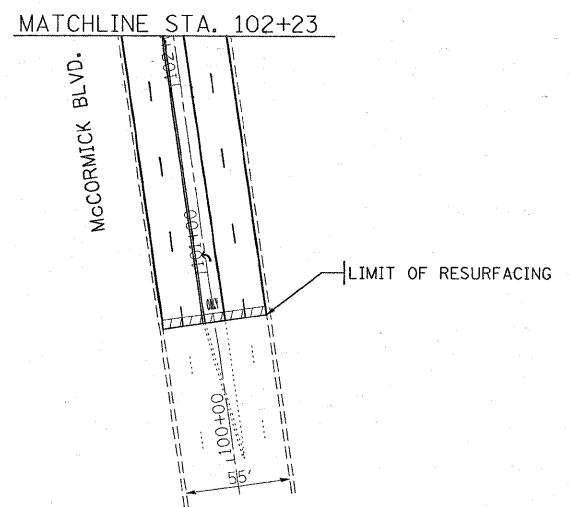
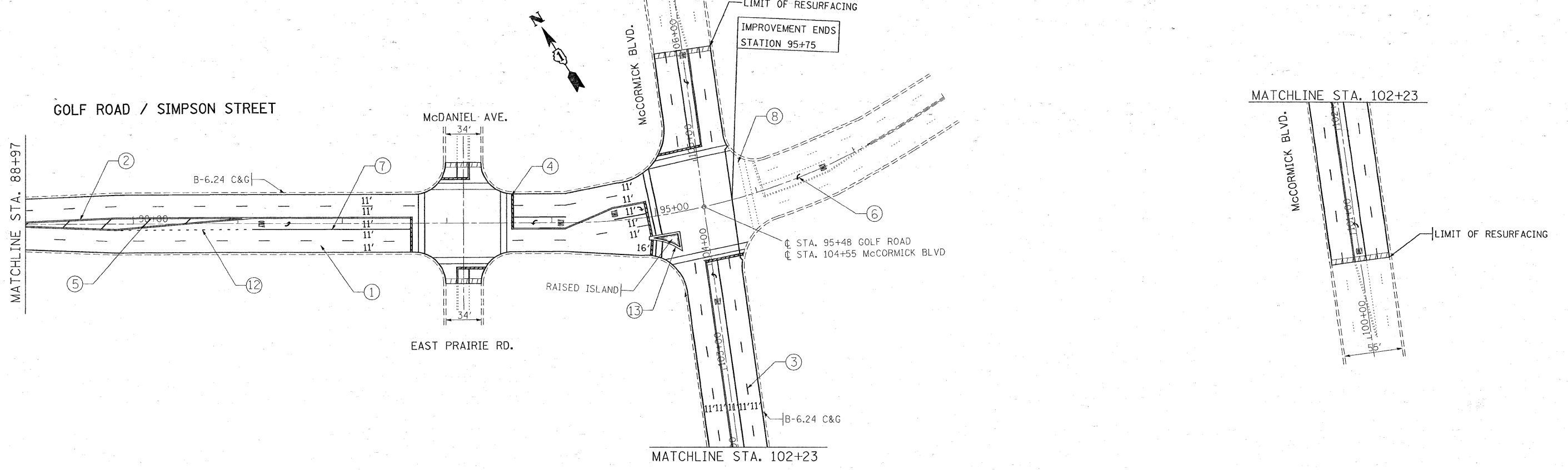
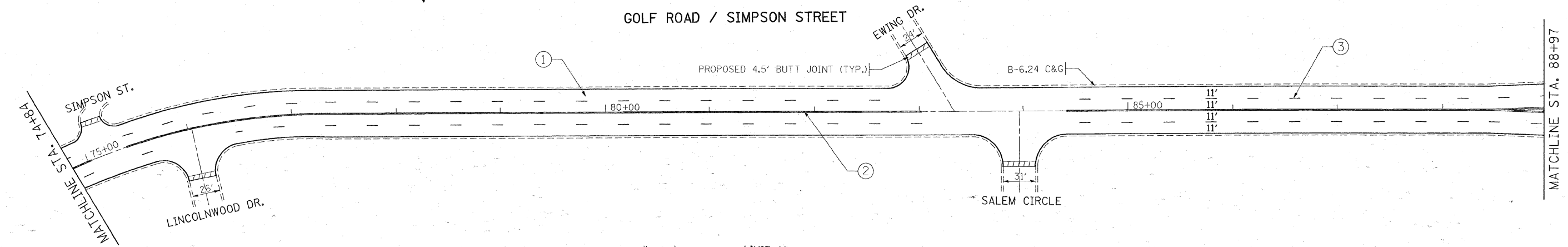


- ① PROPOSED HMA SURFACE REMOVAL, 2 1/2 "
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD),
 IL 4.75, N50, 3/4 "
 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE,
 MIX "F", N90, 1 3/4 "
- ② THERMOPLASTIC PAVEMENT MARKINGS
 4" DOUBLE YELLOW LINE
 @ 11" C-C (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKINGS
 4" WHITE LANE LINE
 10' DASH, 30' SPACE (TYP.)
- ④ THERMOPLASTIC PAVEMENT MARKINGS
 24" WHITE LINE
 STOP BAR (TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKINGS
 12" YELLOW 45° DIAGONOL
- ⑥ THERMOPLASTIC PAVEMENT MARKINGS
 LETTERS AND SYMBOLS (TYP.)
- ⑦ THERMOPLASTIC PAVEMENT MARKINGS
 6" WHITE LANE LINE (TYP.)
- ⑧ THERMOPLASTIC PAVEMENT MARKINGS
 6" WHITE LINE, CROSSWALK (TYP.)
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NOTE:
 FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO TYPICAL
 APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
 (SNOW-PLOW RESISTANT) AND DISTRICT TYPICAL PAVEMENT
 MARKINGS

FILE NAME =	USER NAME = byunah	DESIGNED - Designed By	REVISED - Revised By1	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GOLF ROAD / SIMPSON STREET GROSS POINT ROAD TO McCORMICK BLVD ROADWAY AND PAVEMENT MARKING PLAN				F.A.U RTE. 1312	SECTION 2009-052-RS	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 9
CONTRACT NO. 60689	SCALE: Scale	DRAWN - Drawn By	REVISED - Revised By2		SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			
		CHECKED - Checked By	REVISED - Revised By3										
		DATE - Checked Date	REVISED - Revised By4										

NOTE FOR ALL SIDESTREETS:
 -RESURFACING LIMITS ARE AT THE RADIUS RETURNS
 -PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2 "
 -PROPOSED POLYMERIZED LEVELING BINDER
 (MACHINE METHOD), IL-4.75, N50, 3/4 "
 -PROPOSED POLYMERIZED HOT-MIX ASPHALT
 SURFACE COURSE, MIX "F", N90, 1 3/4 "



- ① PROPOSED HMA SURFACE REMOVAL, 2 1/2 "
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD),
 IL 4.75, N50, 3/4 "
 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE,
 MIX "F", N90, 1 3/4 "
- ② THERMOPLASTIC PAVEMENT MARKINGS
 4" DOUBLE YELLOW LINE
 @ 11" C-C (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKINGS
 4" WHITE LANE LINE
 10' DASH, 30' SPACE (TYP.)

- ④ THERMOPLASTIC PAVEMENT MARKINGS
 24" WHITE LINE
 STOP BAR (TYP.)
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- ⑪ THERMOPLASTIC PAVEMENT MARKINGS
 12" WHITE 45° DIAGONOL

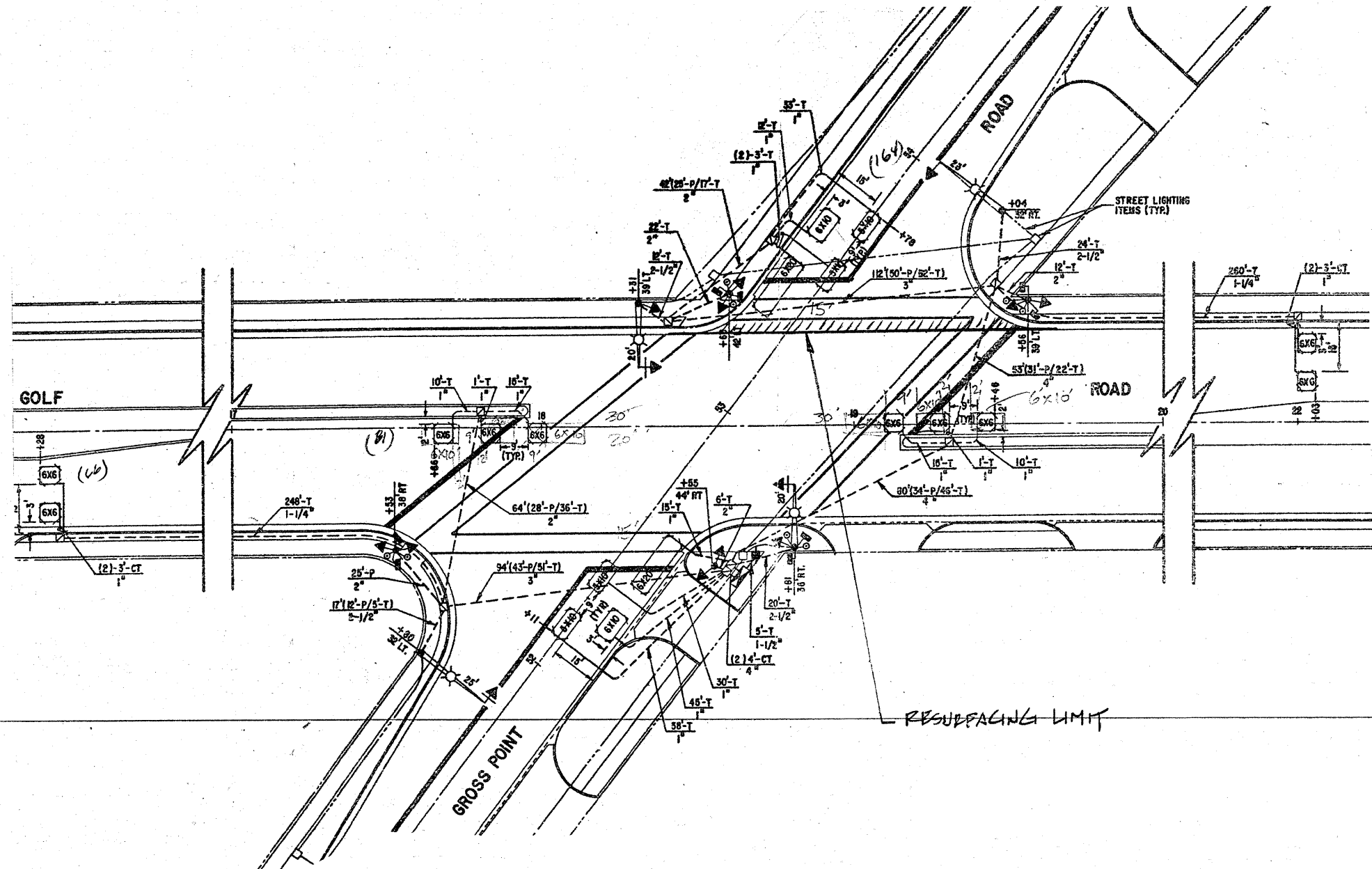
- ⑫ THERMOPLASTIC PAVEMENT MARKINGS
 6" WHITE LANE LINE
 2' DASH, 6' SPACE (TYP.)
- ⑬ THERMOPLASTIC PAVEMENT MARKINGS
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 APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
 (SNOW-PLOW RESISTANT) AND DISTRICT TYPICAL PAVEMENT
 MARKINGS

FILE NAME =	USER NAME = byunsh	DESIGNED - Designed By	REVISED - Revised By1	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GOLF ROAD / SIMPSON STREET GROSS POINT ROAD TO McCORMICK BLVD ROADWAY AND PAVEMENT MARKING PLAN			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwwork\pwwidot\BYUNSH\08136979\0125604-Design.dgn		DRAWN - Drawn By	REVISED - Revised By2		1312	2009-052-RS	COOK	27	10			
PLOT SCALE = 50.0000' / IN.		CHECKED - Checked By	REVISED - Revised By3		CONTRACT NO. 60G89							
PLOT DATE = 4/17/2009		DATE - Checked Date	REVISED - Revised By4		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

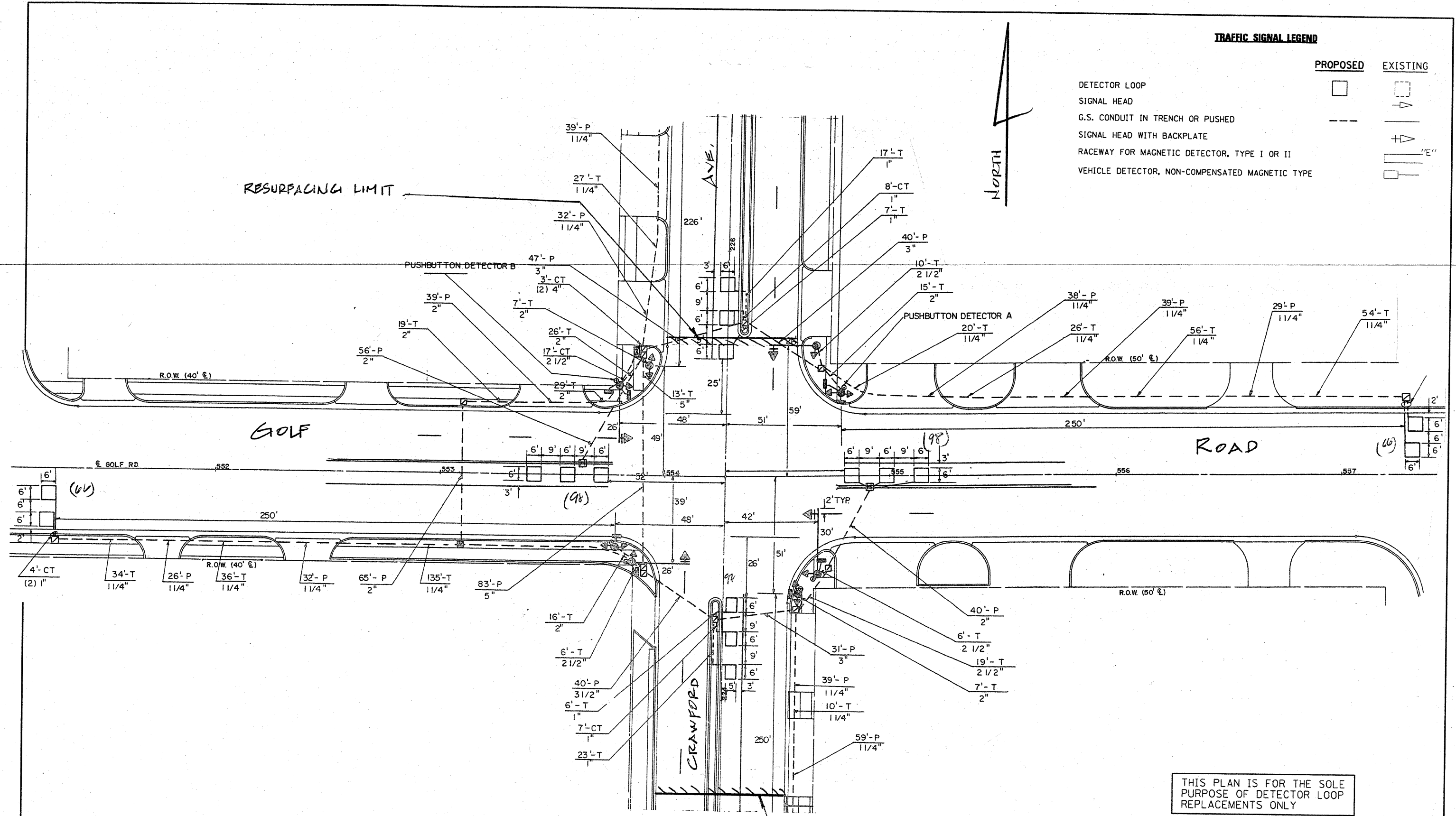
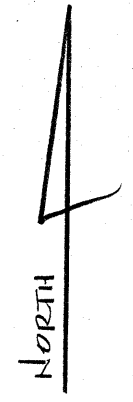
REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
88600600	164	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kanthaphixoybo	DESIGNED - BCK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE - DETECTOR LOOP REPLACEMENT CROSS POINT RD. @ GOLF ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\p\WIDOT\KANTHAPHIXAYBC\d81126	4\traffic_legend.v7.dgn	DRAWN - BCK	REVISED -			1312	2009-052-RS	COOK	27	11	
PLOT SCALE = 3/8" = 1' IN.	CHECKED - DAD	REVISED -	REVISED -			CONTRACT NO.					
PLOT DATE = 4/3/2009	DATE -	REVISED -	REVISED -			60989					

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
88600600	447	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kanthaphixaybo	DESIGNED - BCK	REVISED -
ct:\p\work\p\WIDOT\KANTHAPHIXAYBC\d01126	4\tr of fic Legend.v7.dgn	DRAWN - BCK	REVISED -
	PLOT SCALE = 39.9360' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/3/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

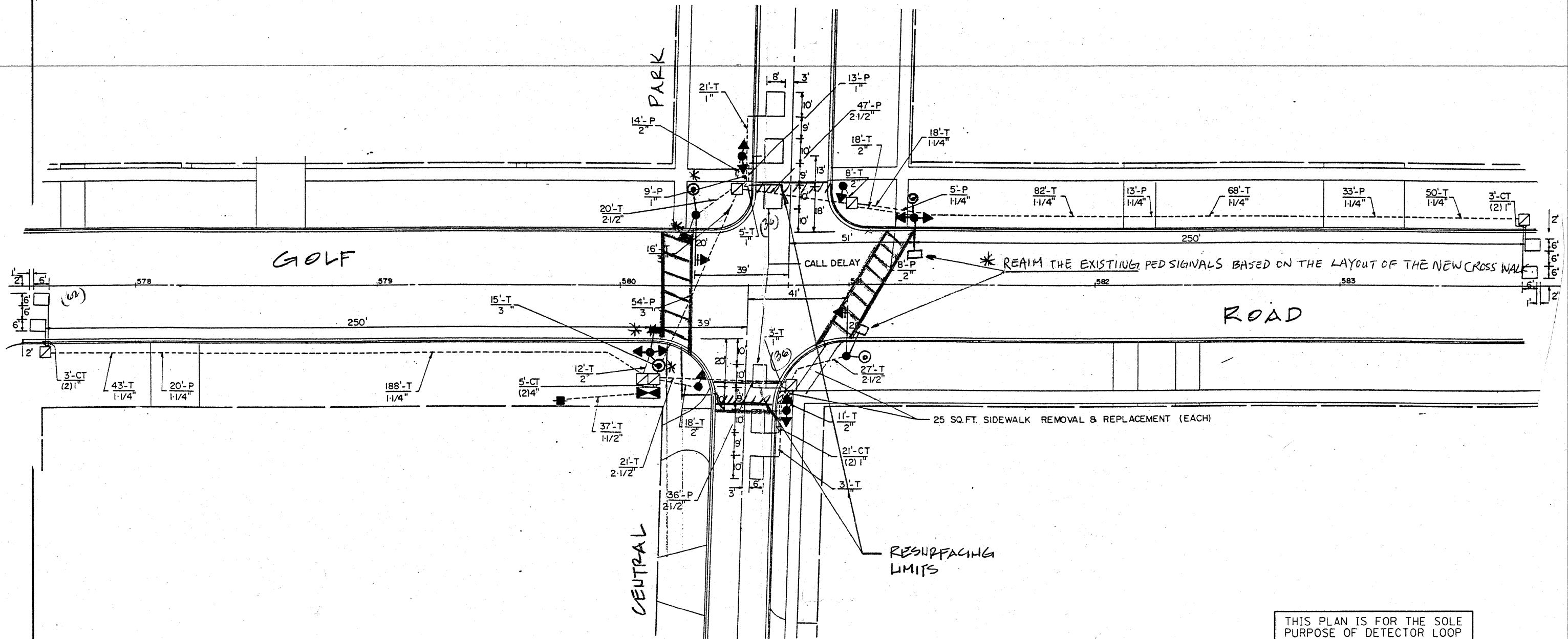
**DISTRICT ONE - DETECTOR LOOP REPLACEMENT
GOLF ROAD @ CRAWFORD AVE.**

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1312	2009-052-RS	Cook	27	12
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO.	
			60989	

traffic legend v7.dwg 4/3/2009 11:17:41 AM User=kanthaphixaybo

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		



* REAIM THE EXISTING PED SIGNALS BASED ON THE LAYOUT OF THE NEW CROSS WAL

RESURFACING LIMITS

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

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

CODE	QUANTITY	UNIT	ITEM
88600600	196	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kanthepixaybc	DESIGNED - BCK	REVISED -
ct:\pwork\PWIDOT\KANTHAPHIXAYBC\d01126	4\traffic.Legend.v7.dgn	DRAWN - BCK	REVISED -
	PLOT SCALE = 3/4" = 1' IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/3/2009	DATE -	REVISED -

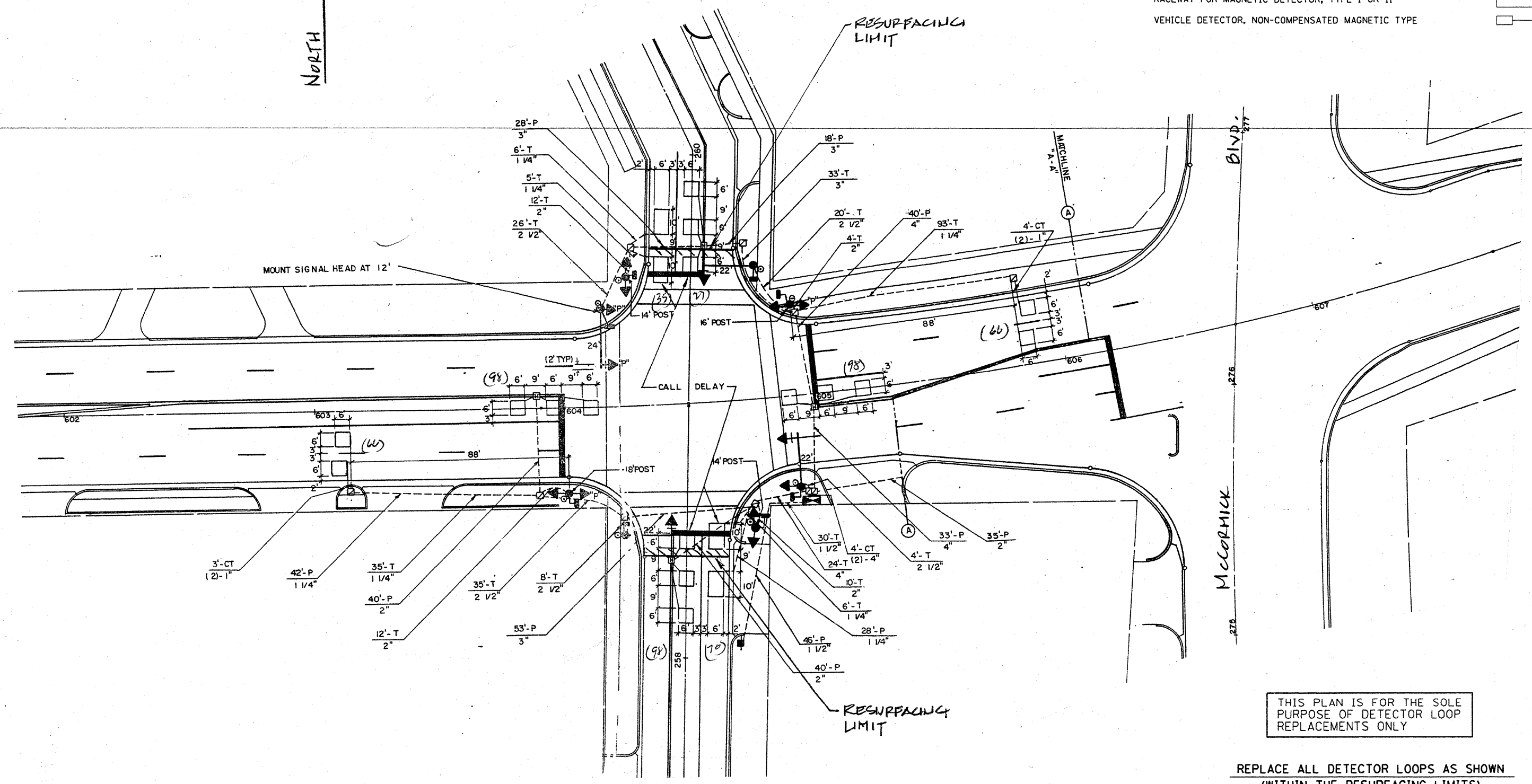
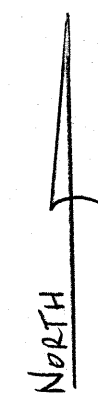
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT
GOLF ROAD @ CENTRAL PARK**

F.A.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1312	2009-052-RS	COOK	27	13
CONTRACT NO. 60689				

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
88600600	558	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kanthapixaybc	DESIGNED - BCK	REVISED -
ot:\pwwork\PMIDOT\KANTHAPHIXAYBC\d01126	4\trf\legnd.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
GOLF ROAD @ EAST PRAIRIE RD.**

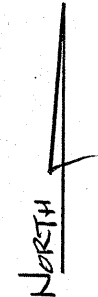
SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1912	2009-052-RS	COOK	27	14
CONTRACT NO. 60989				
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



McCormick Blvd.

EAST PRAIRIE RD
258

BRIDGE OVER NORTH
SIDE CHANNEL

MOUNT SIGNAL HEAD 12' ABOVE GRADE

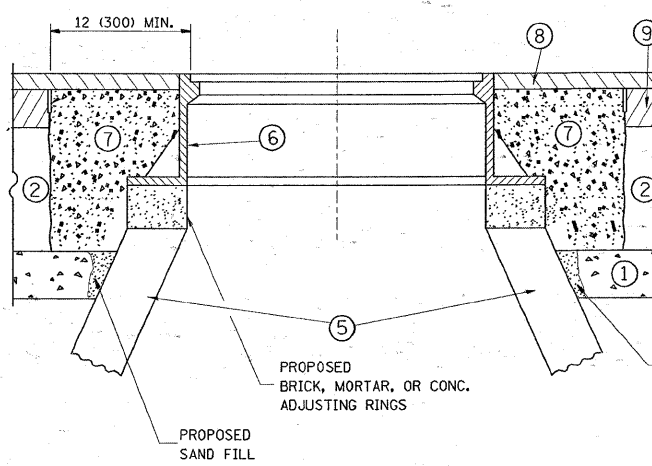
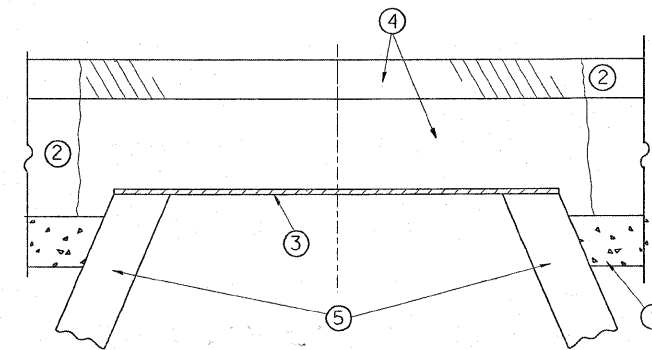
NOTE.1 - CONDUIT IN CONCRETE FOUNDATION
 TYPE A MUST BE 2 1/2" DIAMETER
 INSTEAD OF THE NORMAL 2" DIAMETER.

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

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

CODE	QUANTITY	UNIT	ITEM
88600600	656	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kanthaphixaybc	DESIGNED - BCK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE - DETECTOR LOOP REPLACEMENT GOLF ROAD @ McCormick Blvd.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwid01\KANTHAPHIXAYBC\d01126	4\tr\af\ic\legend.v7.dgn	DRAWN - BCK	REVISED -			1312	2009-052-RS	LOOK	27	15	
	PLOT SCALE = 3/8" = 1' IN.	CHECKED - DAD	REVISED -			CONTRACT NO.					
	PLOT DATE = 4/3/2009	DATE -	REVISED -			60689					
SCALE: NONE		SHEET NO. OF SHEETS		STA. TO STA.		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

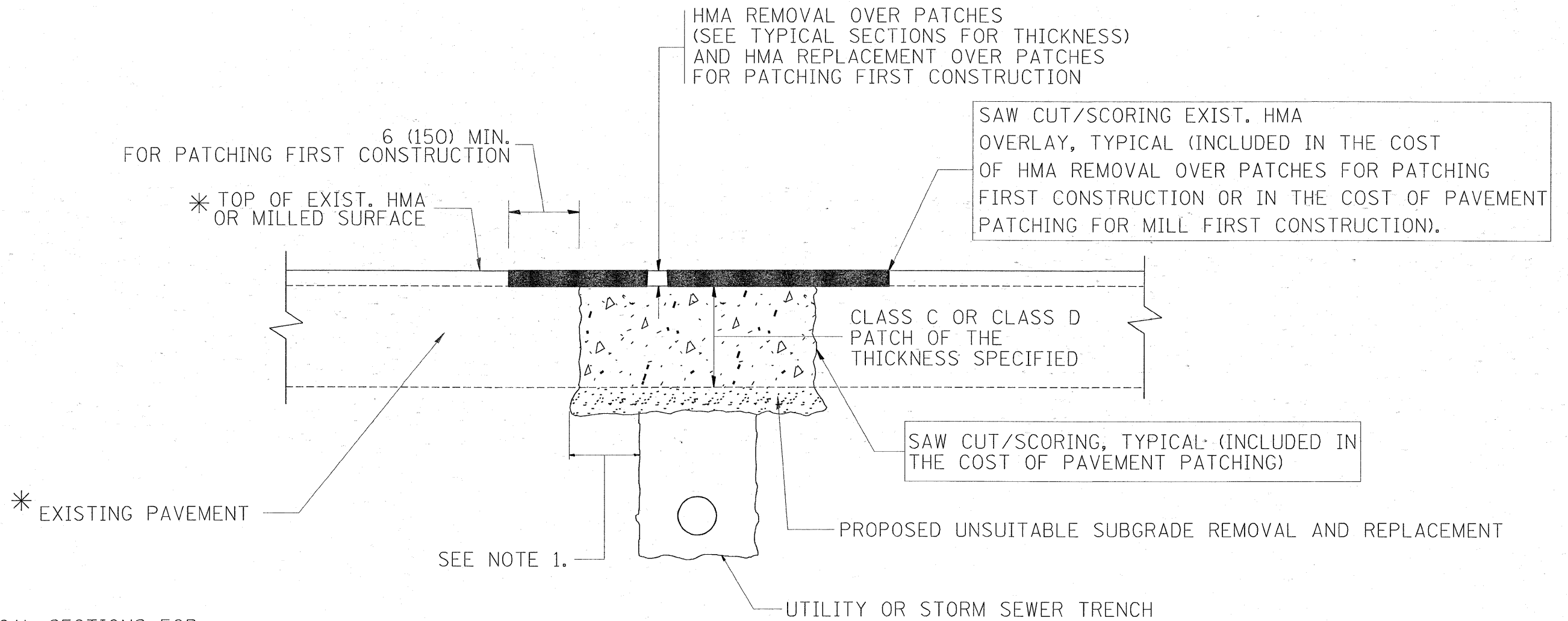
BASIS OF PAYMENT:

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = byunsh	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\FWIDOT\BYUNSH\d0136979\DistS	id.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97		1312	2009-052 RS	COOK	27	16			
PLDT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04	REVISED - R. BORO 01-01-07		BD600-03 (BD-8)			CONTRACT NO. 60GB9				
PLDT DATE = 4/17/2009	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 = byunsh	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\BYUNSH\d0136979\01st5	d.dgn	DRAWN -	REVISED - R. BORO 01-01-07					1312	2009-052 RS	COOK	27	17
	PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)			CONTRACT NO. 60689				
	PLOT DATE = 4/17/2009	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 OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SALT TOLERANT SOD AND 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.

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

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

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

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

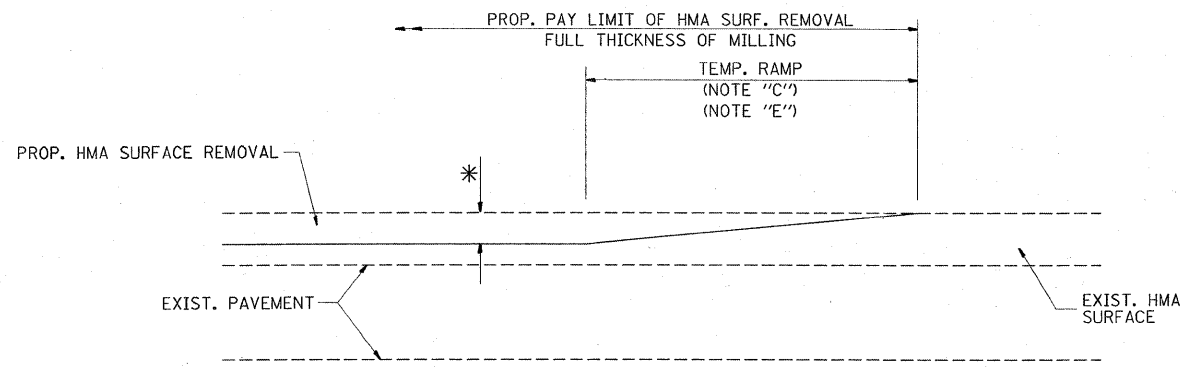
BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

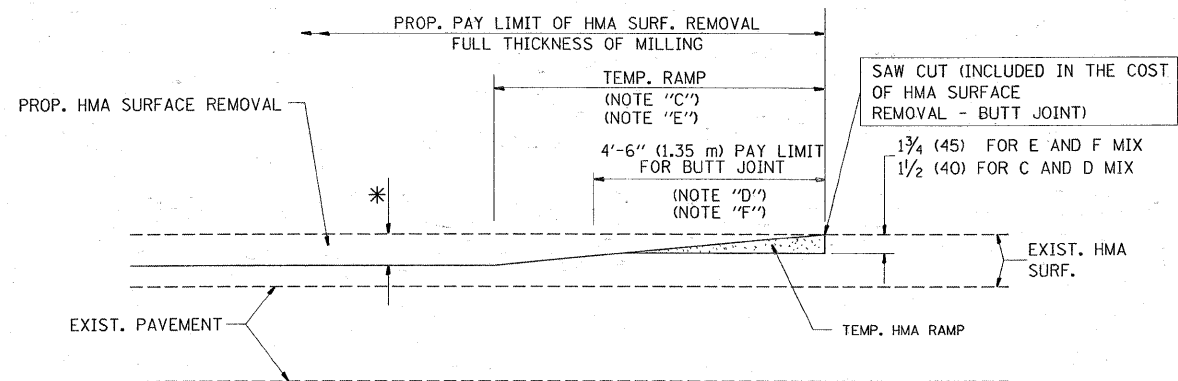
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = byunsh	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca\pw\work\FWIDDT\BYUNSH\0136979\01st5.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	1312			2009-052 RS	COOK	27	18	
PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED - M. GOMEZ 01-22-01	BD600-06 (BD-24)			CONTRACT NO. 60G89				
PLOT DATE = 4/17/2009	DATE - 03-11-94	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				



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

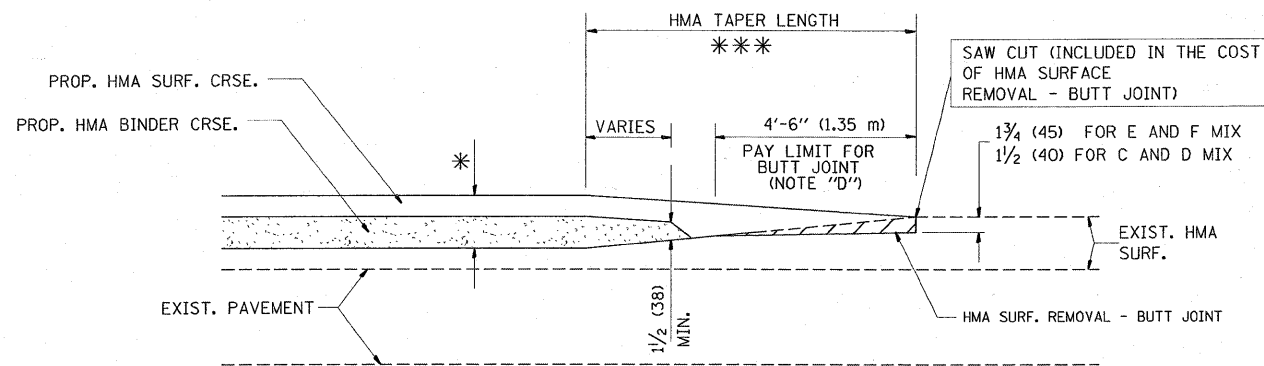
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

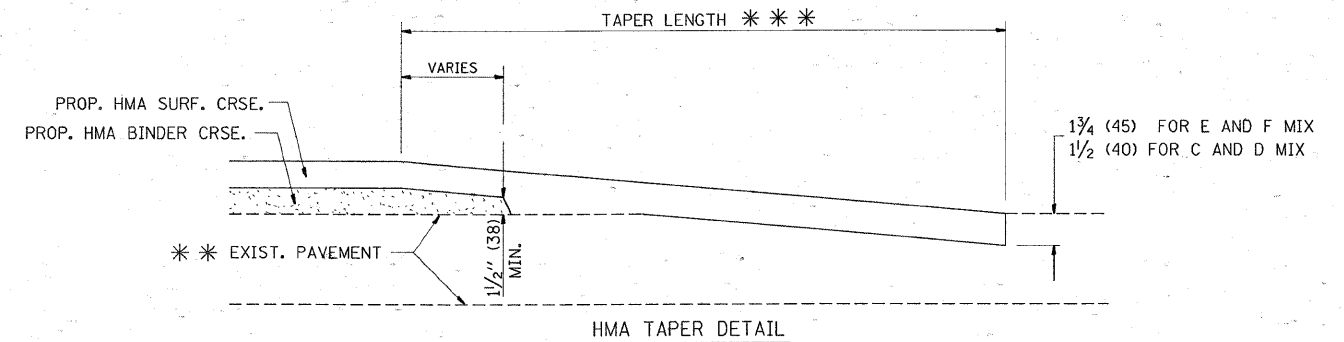
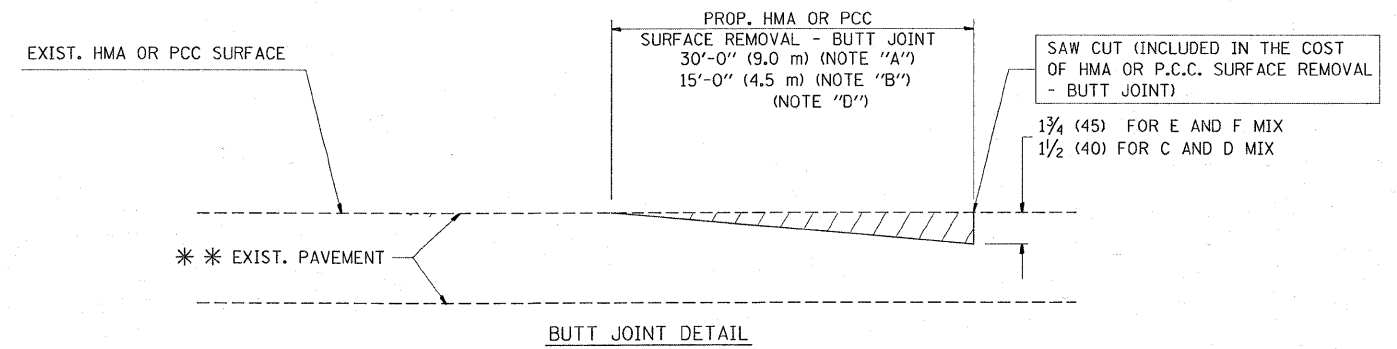
OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT AND
HMA TAPER

**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

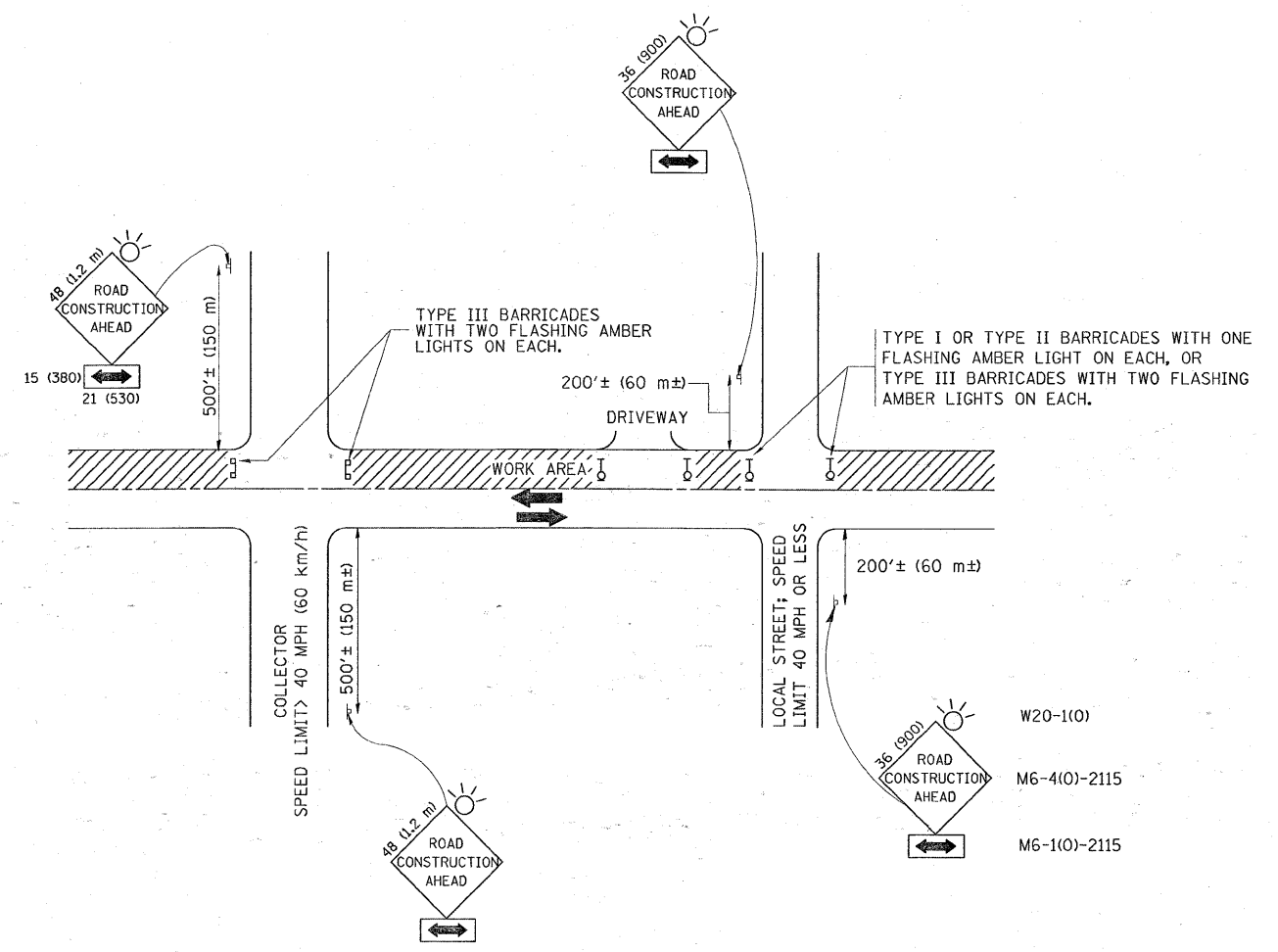
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (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.

FILE NAME =	USER NAME = byunish	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr:\pw\work\FWIDOT\BYUNISH\d0136979\1\d136979.dwg	DRAWN -	REVISED - A. ABBAS 03-21-97	1312			2009-052 RS	COOK	27	19	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01	BD400-05 BD32			CONTRACT NO. 60689				
PLOT DATE = 4/17/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
SCALE: NONE						SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		



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

NOTES:

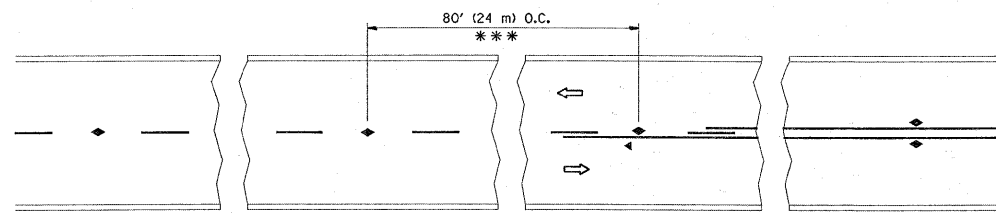
- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

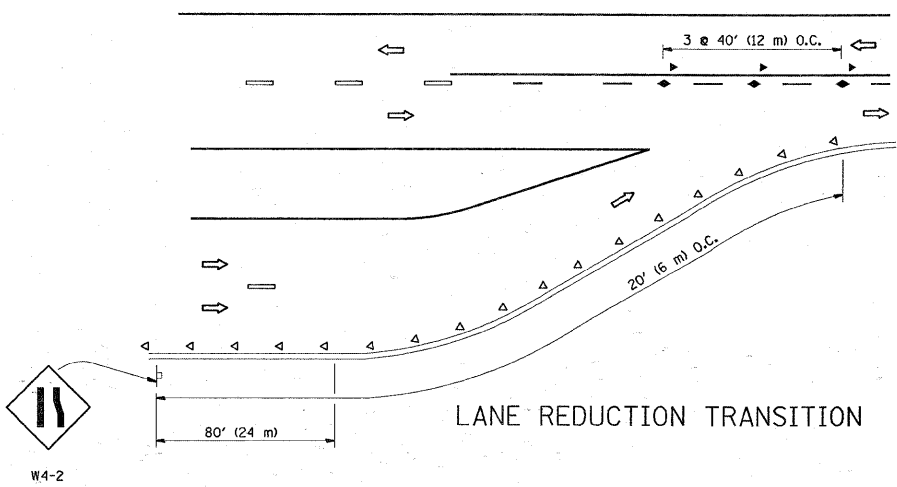
All dimensions are in millimeters (Inches) unless otherwise shown.

FILE NAME =	USER NAME = byunah	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS				F.A.J.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\PW100T\BYUNSH\d0136979\DistS	z.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96		1312	2009-052 RS	COOK	27	20				
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96		TC-10				CONTRACT NO.	60G89			
	PLOT DATE = 4/17/2009	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

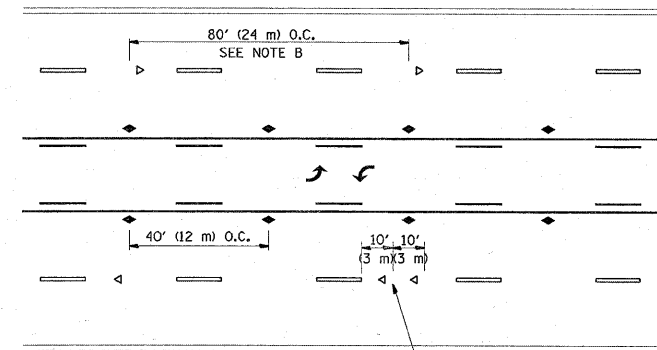


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

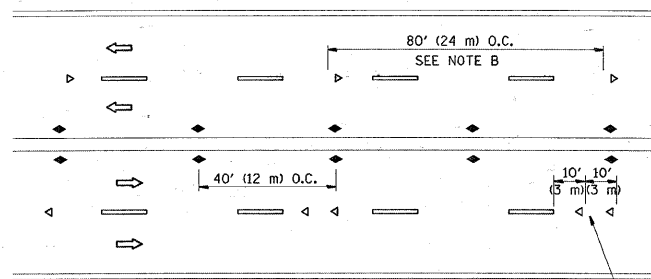


LANE REDUCTION TRANSITION



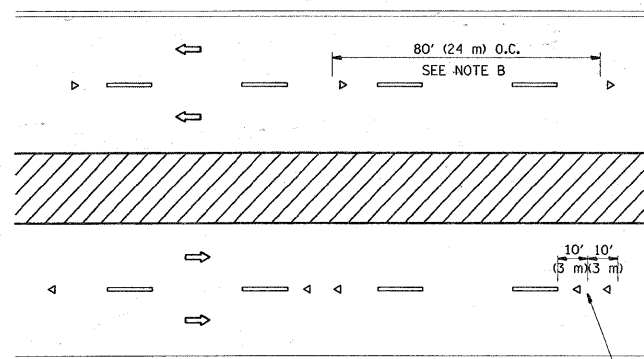
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

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

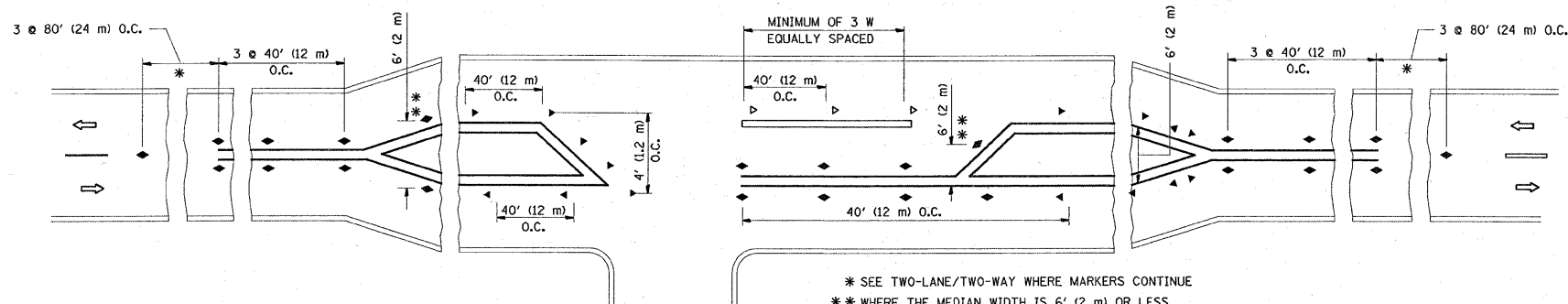
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

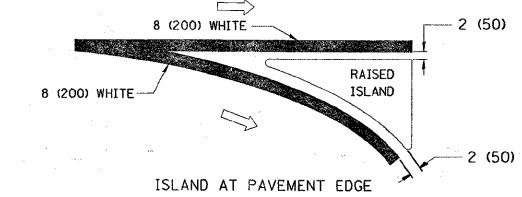
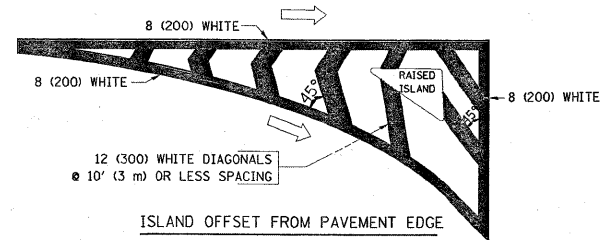
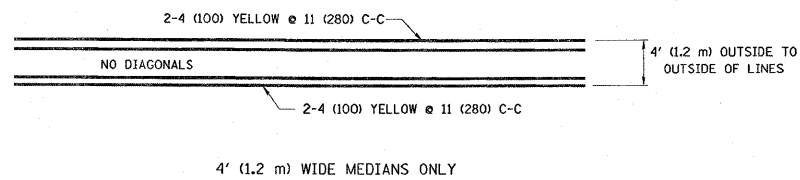
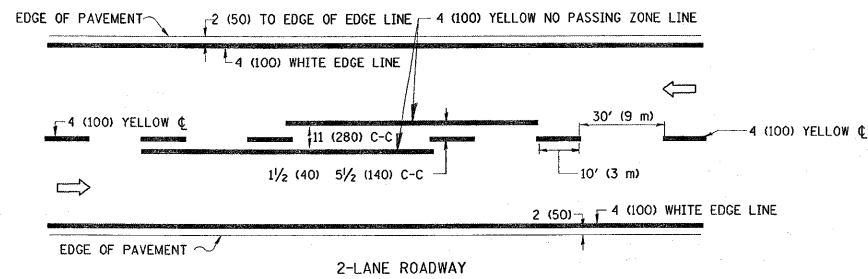


* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

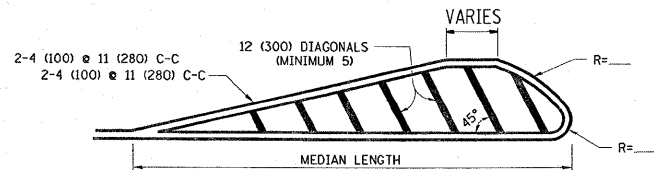
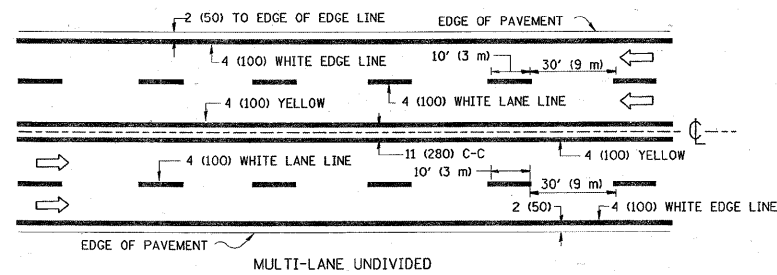
LEFT TURN

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

FILE NAME =	USER NAME = byumsh	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pwork\FWIDOT\BYUNSH\d8136979\Di.sts	ed.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99		1312	2009-052 RS	COOK	27	21			
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00		TC-11			CONTRACT NO. 60689				
	PLOT DATE = 4/17/2009	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

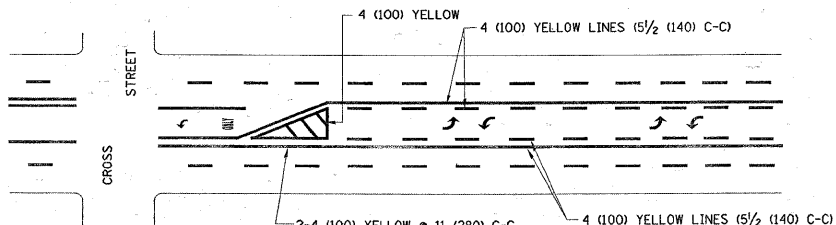


TYPICAL ISLAND MARKING

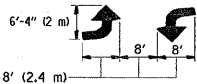


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

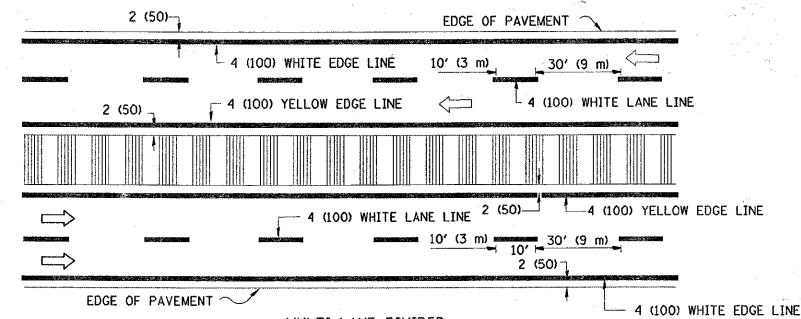


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



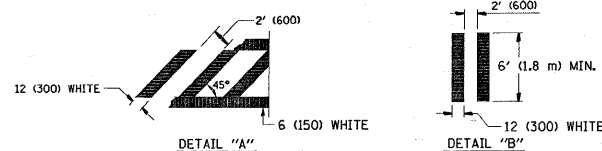
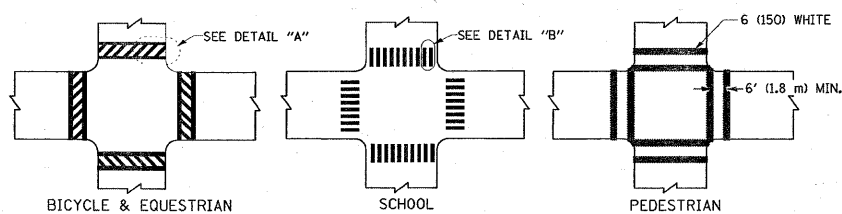
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

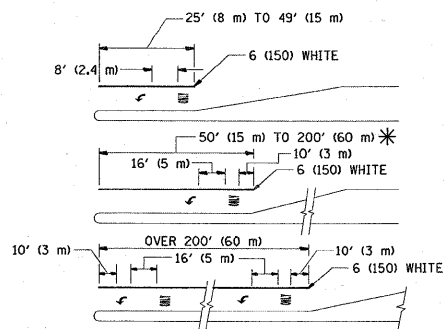


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 18" (2.4m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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: "Y"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

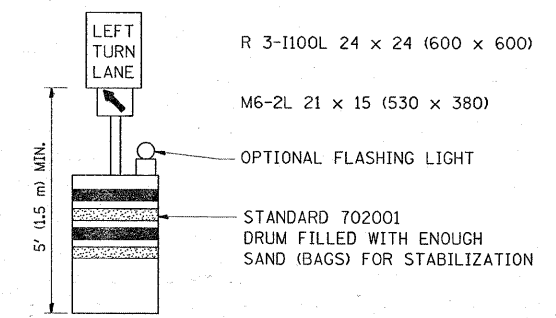
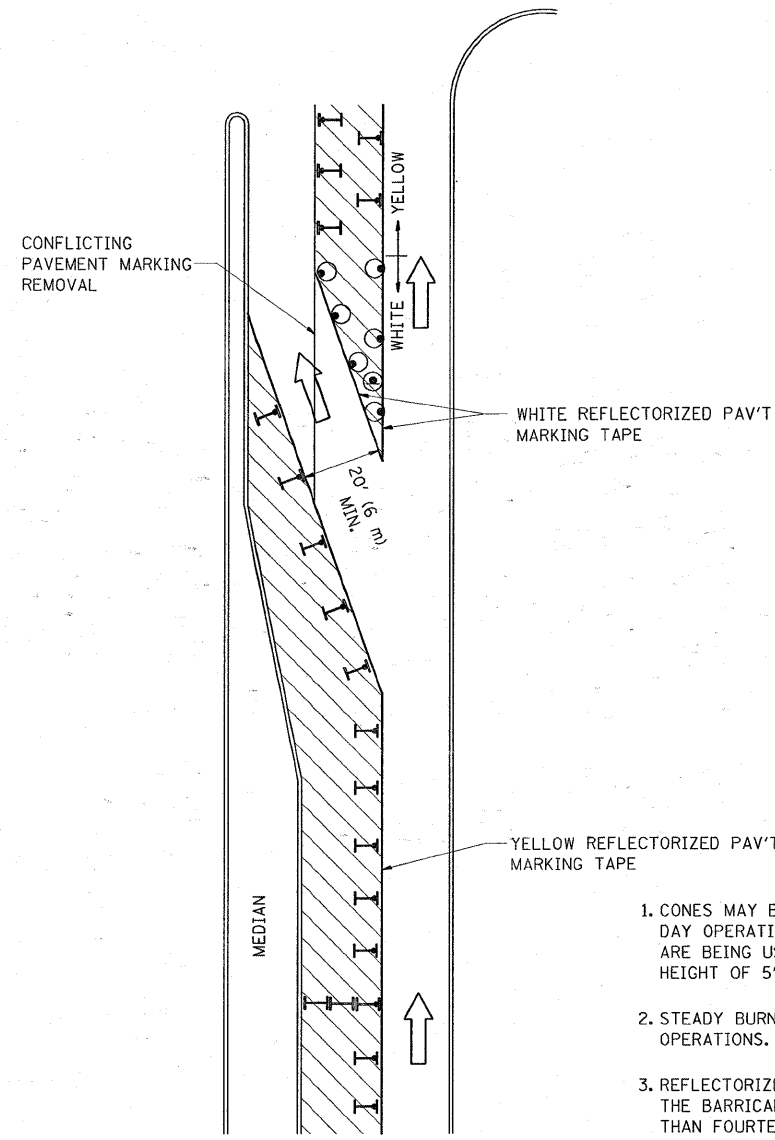
FILE NAME =	USER NAME = byunah	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
ca:\pwwork\pwidot\BYUNSH\d0136979\d015	ed.dgn	DRAWN -	REVISED - A. HOUSEH 10-09-96
	PLOT SCALE = 50,00000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-17-96
	PLOT DATE = 4/17/2009	DATE - 03-19-90	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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







F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1312	2009-052 RS	COOK	27	22
TC-13			CONTRACT NO. 60G89	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



GENERAL NOTES

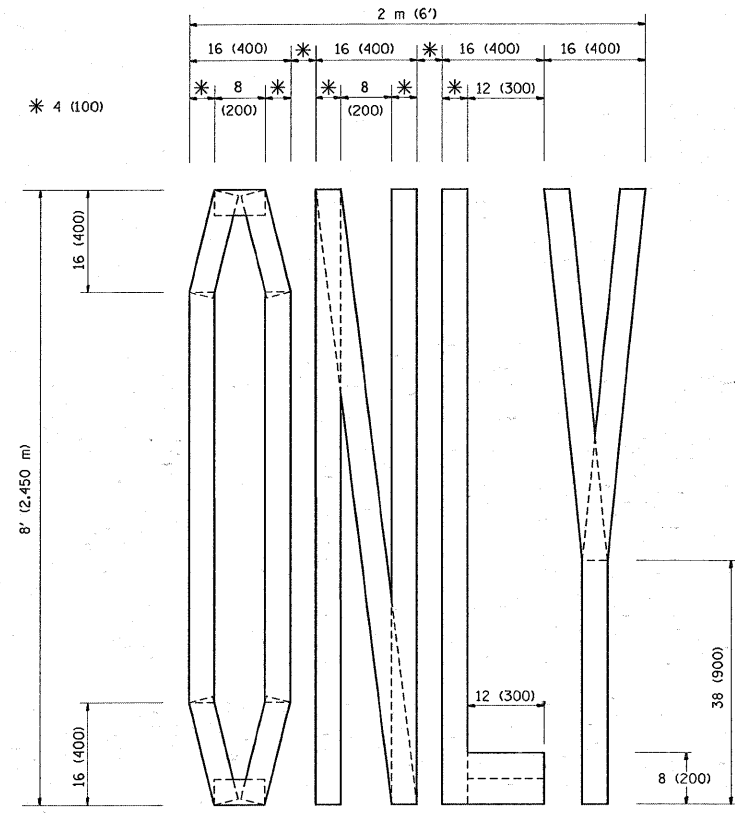
1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES 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 BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

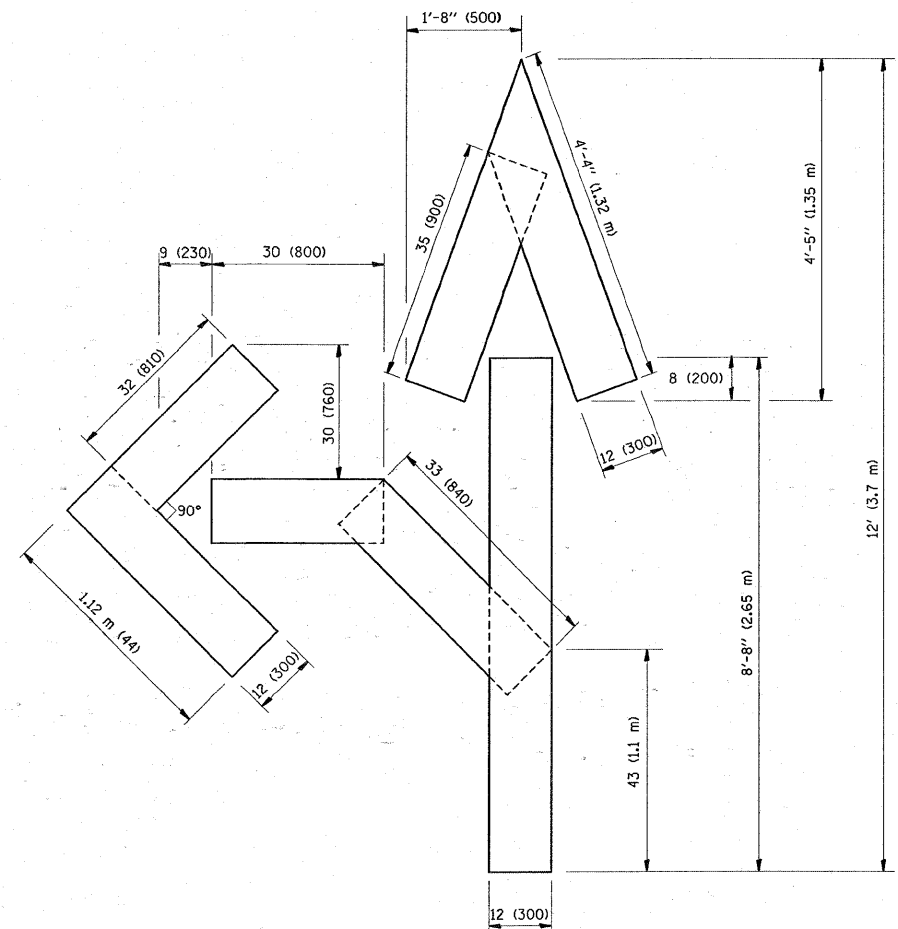
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

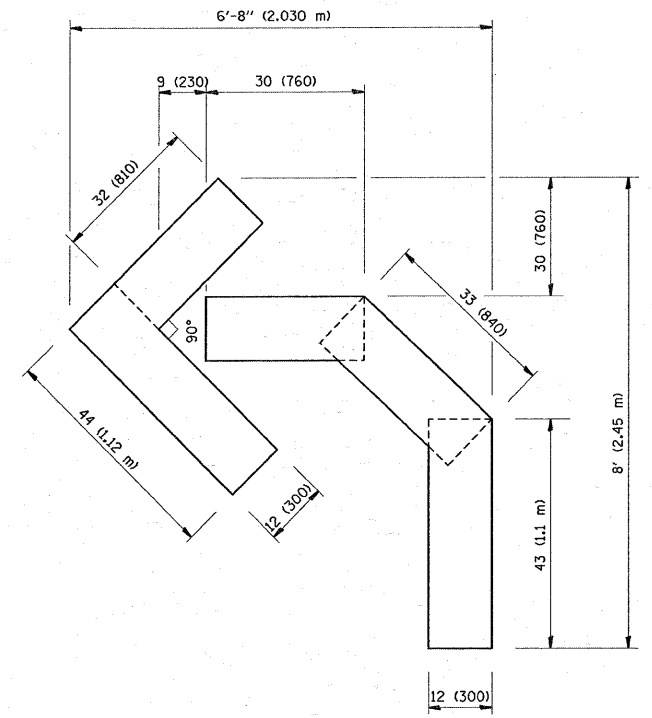
FILE NAME =	USER NAME = byunsh	DESIGNED -	REVISED - T. RAMMACHER 09-08-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)				F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\BYUNSH\d0136979\DistS	PLD.dgn	DRAWN -	REVISED - A. HOUSEH 11-07-95		1312	2009-052 RS	COOK	27	23				
	PLDT SCALE = 50.0000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96		TC-14				CONTRACT NO.	60689			
	PLDT DATE = 4/17/2009	DATE -	REVISED - T. RAMMACHER 01-06-00		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)



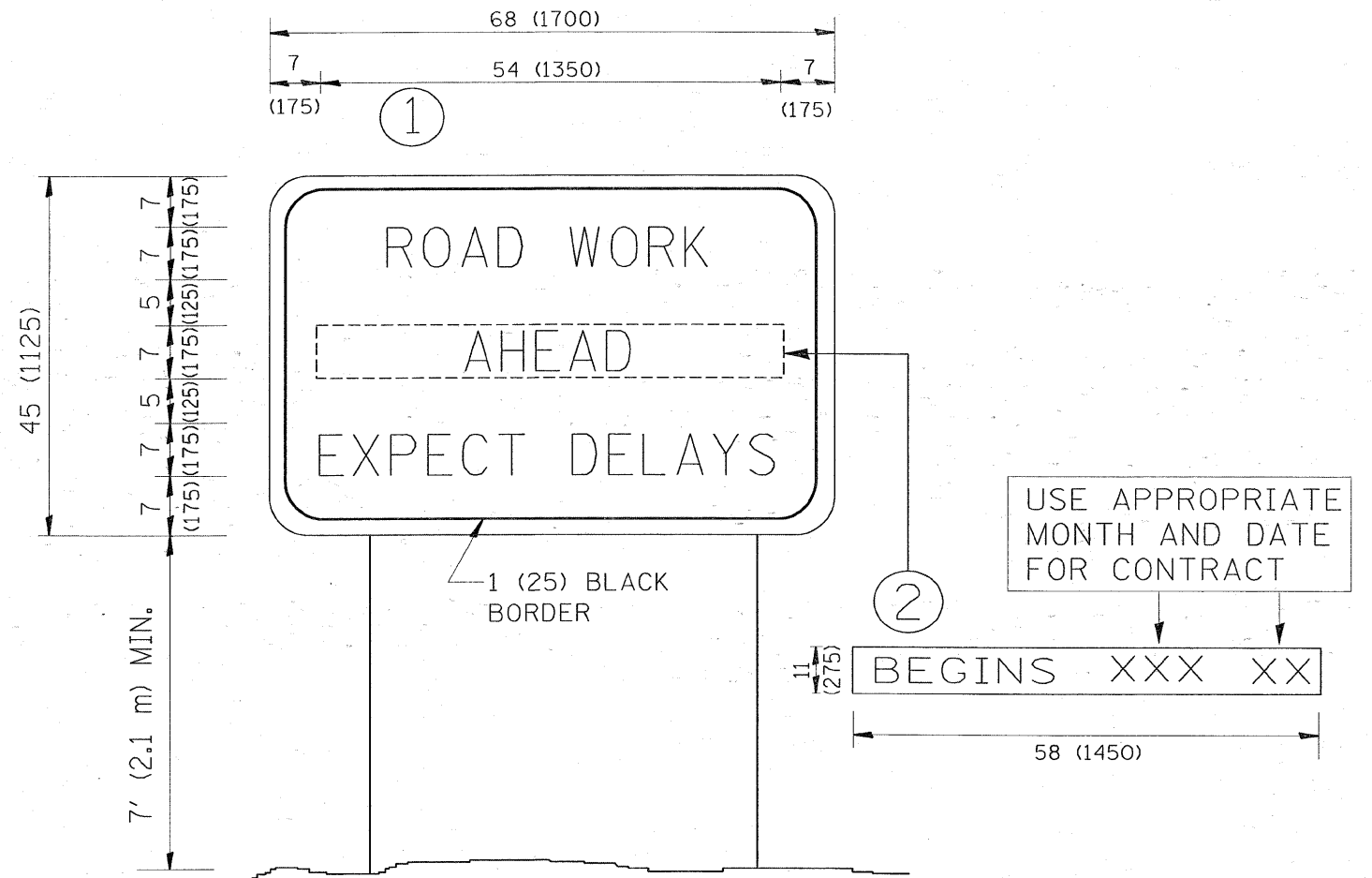
QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



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 = byunsh	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\p\1001\BYUNSH\d0136979\101st5.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -T. RAMMACHER 11-04-97					1312	2009-052 RS	COOK	27	24
	PLOT DATE = 4/17/2009	CHECKED -	REVISED -T. RAMMACHER 03-02-98		TC-16			CONTRACT NO. 60689				
		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

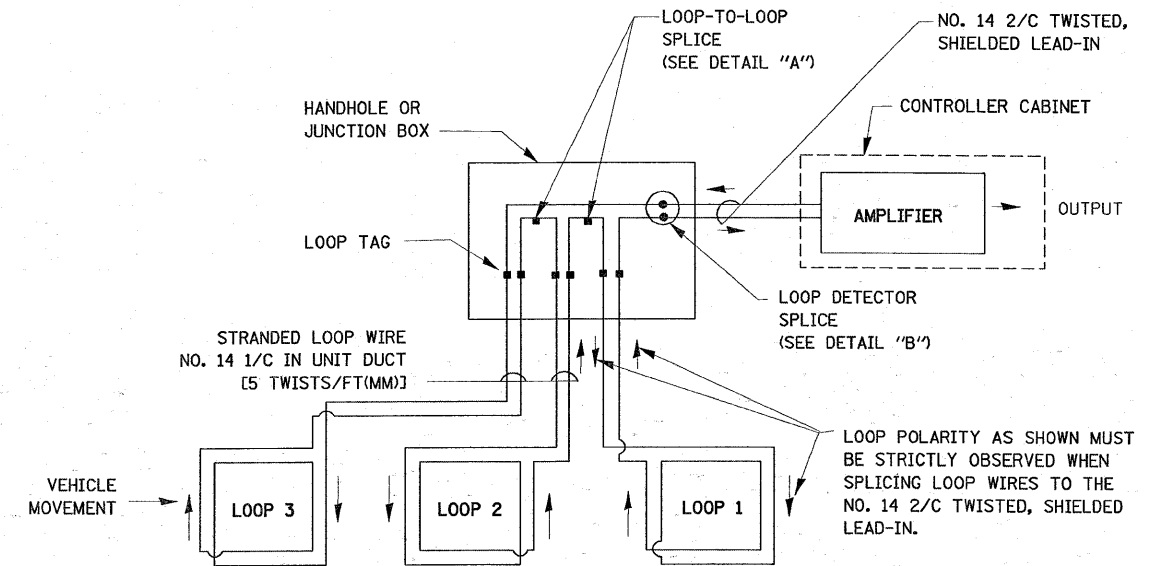
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 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 = c:\pwork\PW100T\BYUNSH\0136979\Dist5	USER NAME = byunsh d.dgn	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A.U. RTE. 1312	SECTION 2009-052 RS	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 25	
PLDT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	REVISED - R. MIRS 12-11-97		SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
PLDT DATE = 4/17/2009	DATE -	REVISED - C. JUCIUS 01-31-07			CONTRACT NO. 60689		TC-22		CONTRACT NO. 60689		CONTRACT NO. 60689	
					SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

LOOP DETECTOR NOTES

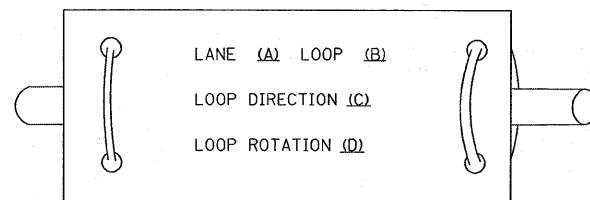
- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED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



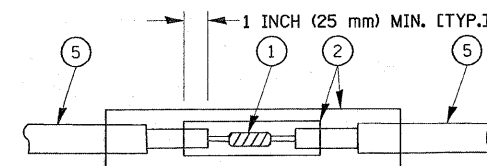
DETECTOR LOOP WIRING SCHEMATIC

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

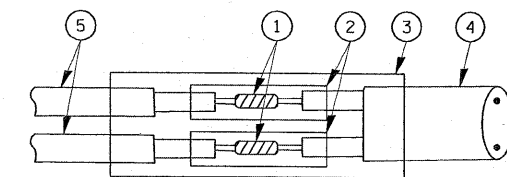
LOOP LEAD-IN CABLE TAG



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



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

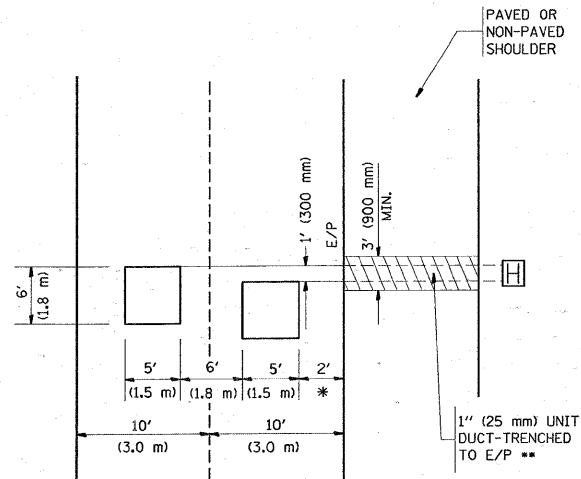
LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = byunsh	DESIGNED - D.A.D.	REVISED - 11-12-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
02\pwwork\PWIDOT\BYUNSH\0136979\Dist1	ad.dgn	DRAWN - R.W.P.	REVISED - BUR. TRAFFIC 01-01-02		1312	2009-052 RS	COOK	27	26			
PLOT SCALE = 50.0000' / IN.	CHECKED - D.A.Z.	REVISIED -			TS-05			CONTRACT NO. 60689				
PLOT DATE = 4/17/2009	DATE - 05-30-00	REVISED -			SCALE: NONE SHEET NO. 1 OF 4 SHEETS STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

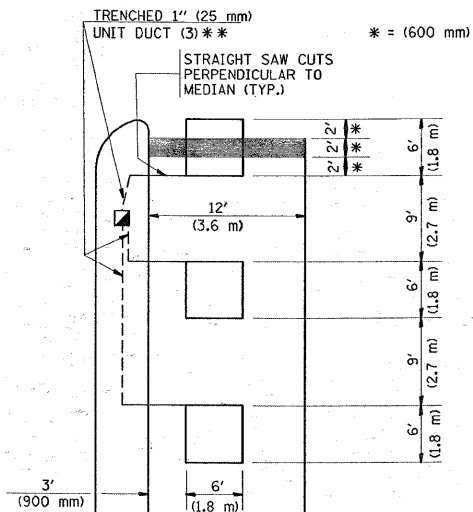


* = (600 mm)

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

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

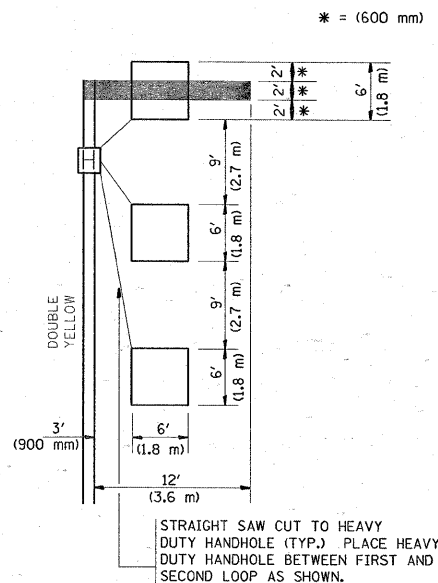
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

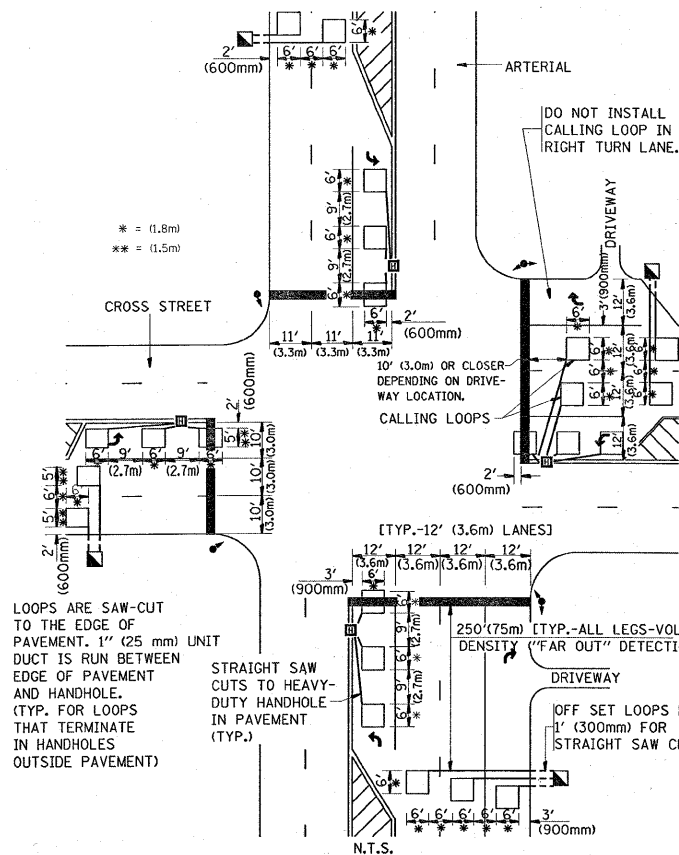
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



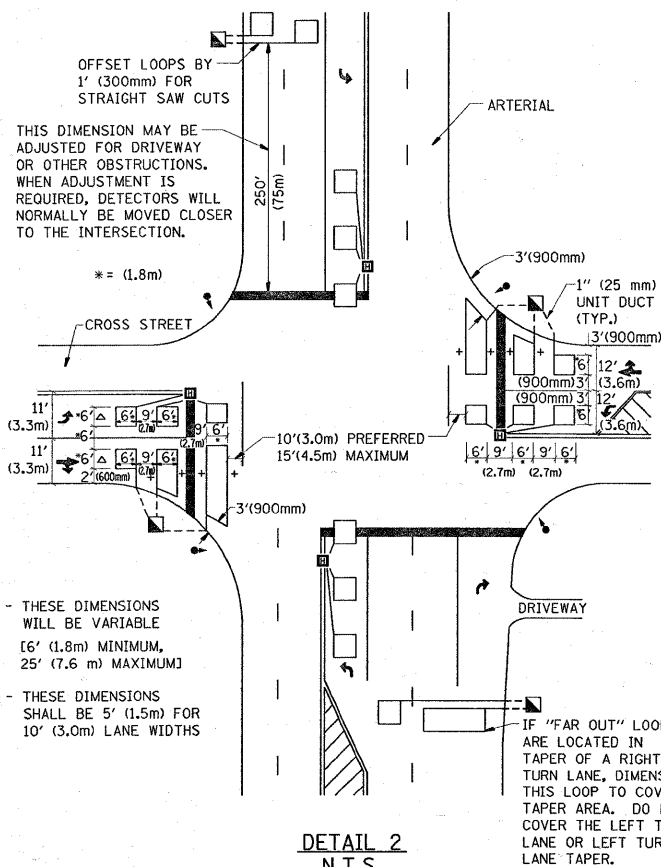
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. 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 =	USER NAME = byunsh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01\pwwork\FWIDOT\BYUNSH\08136979\Dist1.dgn		DRAWN -	REVISED -			1312	2009-052 RS	COOK	27	27
PLOT SCALE = 50,00000 ' / IN.		CHECKED - R.K.F.	REVISED -			TS-07		CONTRACT NO. 60C89		
PLOT DATE = 4/17/2009		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		