6-13-08 Letting, Item 128

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	3249 RS-3	COOK	24	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 62925		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

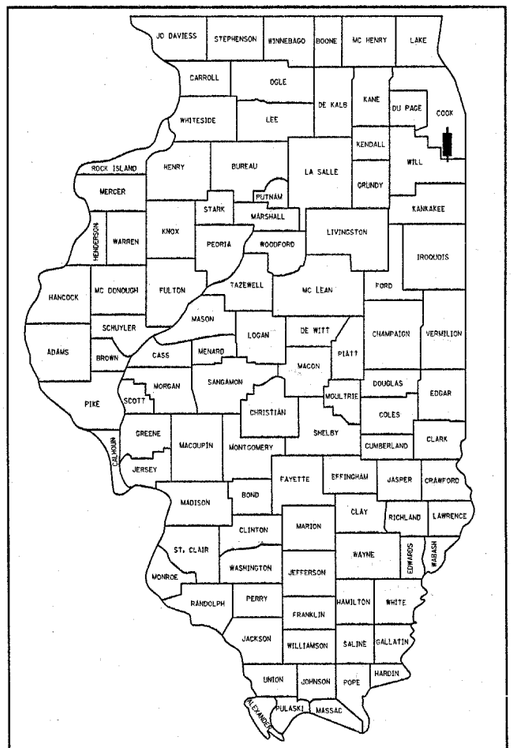
PROPOSED
HIGHWAY PLANS

FAU ROUTE 2843: (DIXIE HIGHWAY)
VOLLMER ROAD TO HAWTHORN LANE
SECTION: 3249 RS-3
RESURFACING (MAINTENANCE)
PROJECT: ACM-2843(005)
COOK COUNTY
C-91-158-05

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGE OF CHICAGO HEIGHTS

D-91-158-05

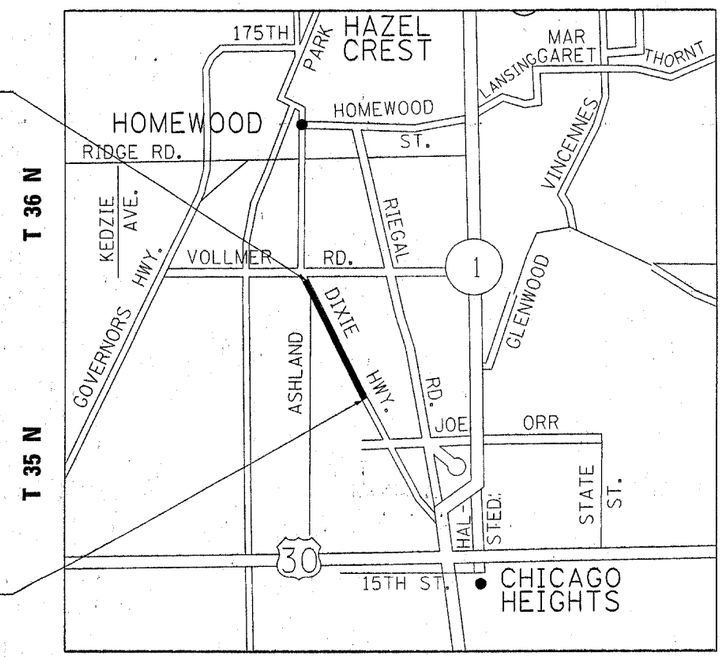


LOCATION OF SECTION INDICATED THUS: –

PROJECT ENDS STA. 75+54.5

PROJECT BEGINS 20+93.5

OMISSION FROM: STA. 43+34 TO STA. 46+60



THORTON AND BLOOM TOWNSHIPS

GROSS LENGTH OF PROJECT= 5461 LIN. FT.= 1.03 MI.
NET LENGTH OF PROJECT= 5135 LIN. FT.= 0.97 MI.

TRAFFIC DATA

2006 ADT= 11,700
POSTED SPEED LIMIT= 40 MPH

100' 200' 300' — 1"= 100'
10' 20' 30' — 1"= 10'
50' 100' — 1"= 50'
50' 100' — 1"= 40'
50' 100' — 1"= 30'
50' 100' — 1"= 20'

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: SUNG H. BYUN
PROJECT MANAGER: KEN ENG

CONTRACT NO. 62925

DISTRICT ONE DESIGN PLAN PREPARATION ENGINEER:
KEN ENG (847) 705-4247

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED MARCH 31, 20 08
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
May 9, 20 08
Eric E. Harm
Interim ENGINEER OF DESIGN AND ENVIRONMENT
May 9, 20 08
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS:

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STANDARDS, AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5-7	TYPICAL SECTIONS
8-10	DIXIE HIGHWAY PROPOSED ROADWAY/PAVEMENT MARKING PLANS
11-13	DETECTOR LOOP REPLACEMENT PLANS
14	DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING
15	FRAMES AND LIDS ADJUSTMENT WITH MILLING
16	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
17	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
18	BUTT JOINT AND HMA TAPER
19	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
20	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
21	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
22	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
23	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
24	ARTERIAL ROAD INFORMATION SIGN

STATE STANDARDS:

000001-*05* STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

442201-*03* CLASS C AND D PATCHES

542301-*01* PRECAST REINFORCED CONCRETE FLARED END SECTION

630301-*04* SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINAL

635006-*02* REFLECTOR AND TERMINAL MARKER PLACEMENT

701301-*02* LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS

701306-*01* LANE CLOSURE, 2L 2W SLOW MOVING, DAY ONLY OPERATIONS FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH

701336-*04* LANE CLOSURE, 2L, 2W WORK AREAS IN SERIES FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH

701601-*05* URBAN LANE CLOSURE MULTILANE 1W OR 2W WITH NONE-TRAVERSIBLE MEDIAN

701606-*05* LANE CLOSURE, MULTILANE, 2-W, WITH MOUNTABLE MEDIAN

701701-*05* URBAN LANE CLOSURE, MULTILANE INTERSECTION

701801-*03* LANE CLOSURE, MULTILANE, 1-W OR 2-W, CROSSWALK OR SIDEWALK CLOSURE

701901 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).

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, THE VILLAGES OF CHICAGO HEIGHTS.

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

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

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 MS. PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN AT (708) 597-9800

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

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKINGS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC TYPE	AIR VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 MM)	PG 64-22	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, (HMA BINDER IL-19.0 MM)	PG 64-22*	4% @ 70 GYR
ALL CLASS D PATCHES, (HMA BINDER IL-19 MM)	PG 64-22*	4% @ 70 GYR

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

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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAU 2843/ DIXIE HIGHWAY
VOLLMER RD. TO HAWTHORN LN.
INDEX OFSHEETS, LIST OF STATE STANDARDS AND GENERAL NOTES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	3249 RS-3	COOK	24	2
		CONTRACT NO. 62925		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT 62925

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	3249 RS-3	COOK	24	3
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	URBAN 80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 1000					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	120	120					
21400100	GRADING AND SHAPING DITCHES	FOOT	100	100					
25000210	SEEDING, CLASS 2A	ACRE	0.02	0.02					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	2.1	2.1					
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2.1	2.1					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2.1	2.1					
25100630	EROSION CONTROL BLANKET	SQ YD	112	112					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	11.5	11.5					
40600300	AGGREGATE (PRIME COAT)	TON	56	56					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	8	8					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	163	163					
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	310	310					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2745	2745					
42001300	PROTECTIVE COAT	SQ YD	25	25					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	28003	28003					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	130	130					
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SQ YD	1383	1383					
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	874	874					
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	325	325					
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	184	184					
48101200	AGGREGATE SHOULDERS, TYPE B	TON	220	220					
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2					
54247130	GRATING FOR CONCRETE FLARED END SECTION 24"	EACH	2	2					
54248515	CONCRETE COLLAR	EACH	1	1					
55039700	STORM SEWERS TO BE CLEANED	FOOT	380	380					
60250200	CATCH BASINS TO BE ADJUSTED	EACH	3	3					
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1					
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	6	6					
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	2					
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2	2					
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	130	130					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3					
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					
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					
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1					
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	3726	3726					
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	57.4	57.4					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	22595	22595					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	127	127					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	93	93					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	60	60					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	57.4	57.4					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	22595	22595					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	127	127					
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	85	85					

NP = Non-Participating
*SPECIALITY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
FAU 2843 (DIXIE HWY)

PLOT DATE: 4/2/2008

4/2/2008
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CONTRACT 62925

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	3249 RS-3	COOK	24	4
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

	SUMMARY OF QUANTITIES			URBAN 80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
	CODE NO	ITEM	UNIT		1000					
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	93	93					
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	60	60					
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	618	618					
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	510	510					
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	1008	1008					
	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4					
	X0323092	HEADWALL REMOVAL	EACH	1	1					
	X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1176	1176					
	X6333500	TRAFFIC BARRIER TERMINAL REMOVAL	EACH	2	2					
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2					
NP	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	19	19					

	SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
	CODE NO	ITEM	UNIT							

NP=Non-Participating
*SPECIALITY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
FAU 2843 (DIXIE HWY)

PLOT DATE: 4/2/2008

4/2/2008
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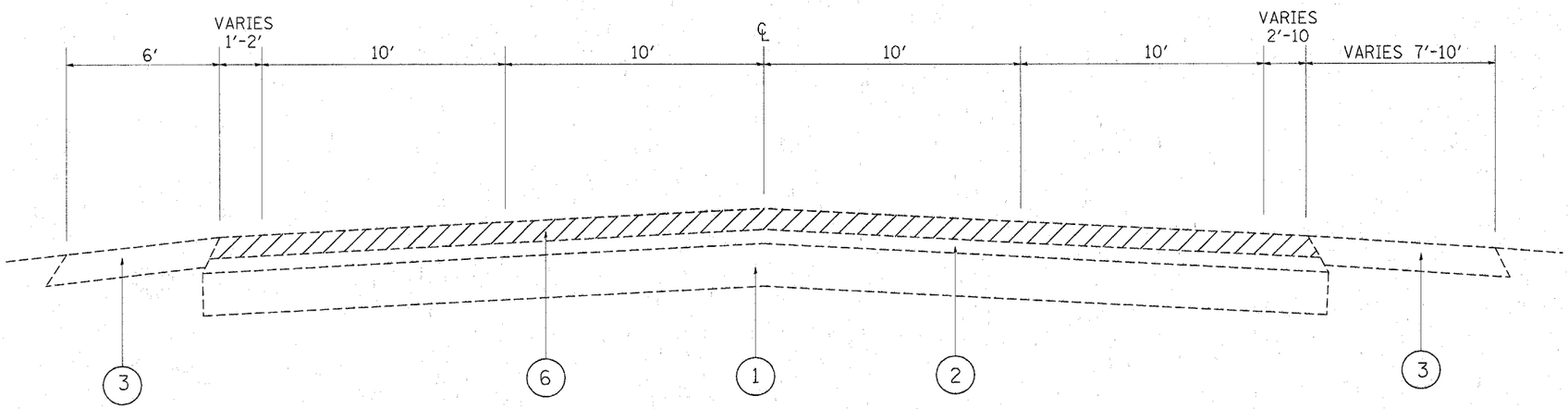
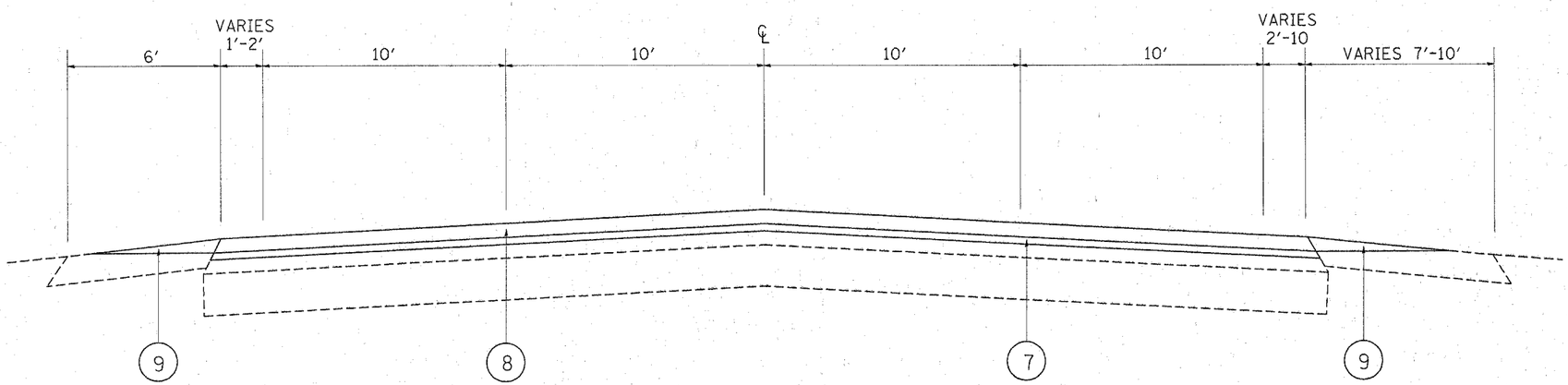


EXISTING TYPICAL SECTION
DIXIE HIGHWAY
STA. 20+93.5 TO STA. 37+13
STA. 54+38 TO 71+86



PROPOSED TYPICAL SECTION
DIXIE HIGHWAY
STA. 20+93.5 TO STA. 37+13
STA. 54+38 TO 71+86

LEGEND

(1) EXISTING PCC BASE COURSE ± 9"

(2) EXISTING HMA SURFACE COURSE ± 2¾" AFTER MILLING

(3) EXISTING AGGREGATE SHOULDER

(4) EXISTING CURB AND GUTTER, TYPE B 6.24

(5) EXISTING MOUNTABLE MEDIAN

(6) PROPOSED HMA SURFACE REMOVAL, 2¼"

(7) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"

(8) PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1½"

(9) AGGREGATE SHOULDERS, TYPE B

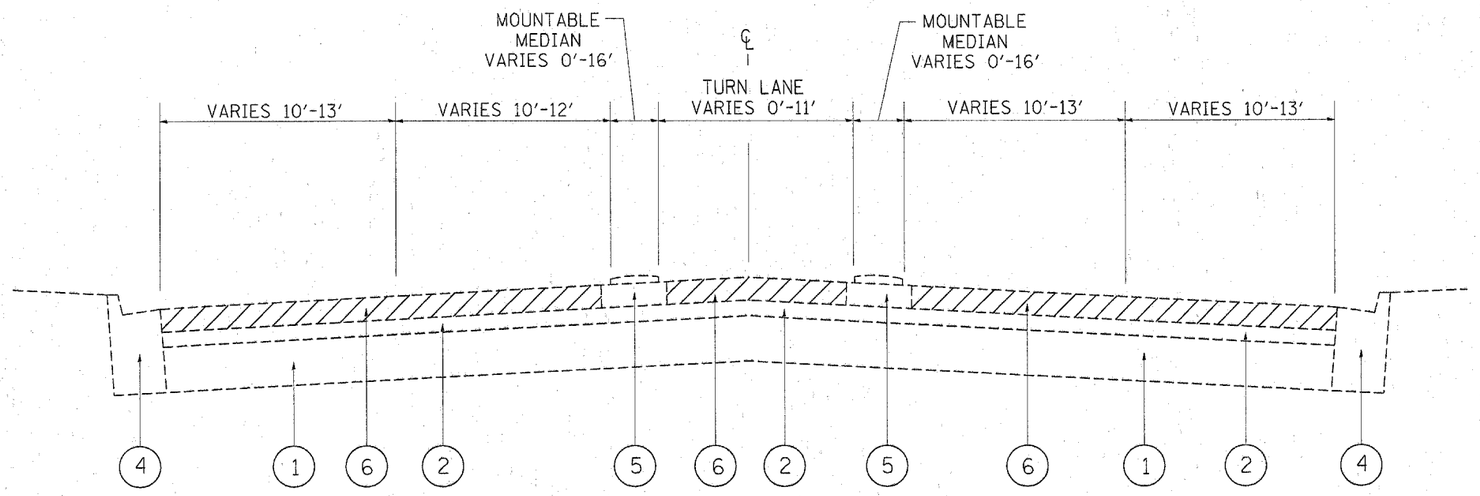
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

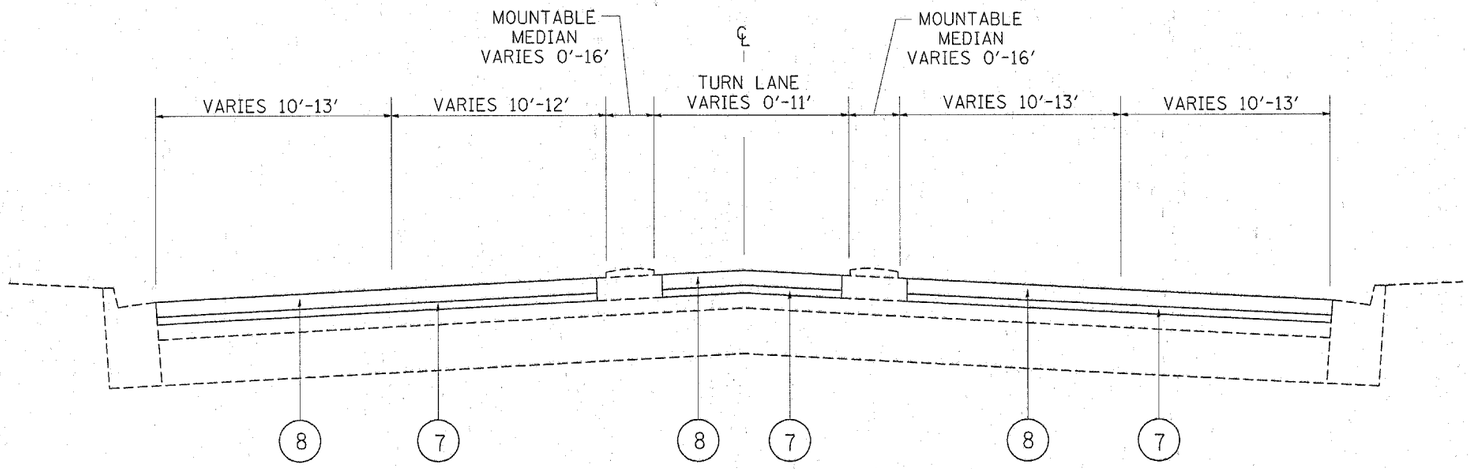
FAU 2843/ DIXIE HIGHWAY
VOLLMER RD. TO HAWTHORN LN.
TYPICAL SECTION

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	3249 RS-3	COOK	24	5
		CONTRACT NO. 62925		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
DIXIE HIGHWAY
STA. 37+13 TO STA. 43+34
OMISSION STA. 43+34 TO STA. 46+60
STA. 46+60 TO STA. 54+38



PROPOSED TYPICAL SECTION
DIXIE HIGHWAY
STA. 37+13 TO STA. 43+34
OMISSION STA. 43+34 TO STA. 46+60
STA. 46+60 TO STA. 54+38

LEGEND

(1) EXISTING PCC BASE COURSE ± 9"

(2) EXISTING HMA SURFACE COURSE ± 2¾" AFTER MILLING

(3) EXISTING AGGREGATE SHOULDER

(4) EXISTING CURB AND GUTTER, TYPE B 6.24

(5) EXISTING MOUNTABLE MEDIAN

(6) PROPOSED HMA SURFACE REMOVAL, 2¼"

(7) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"

(8) PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1½"

(9) AGGREGATE SHOULDERS, TYPE B

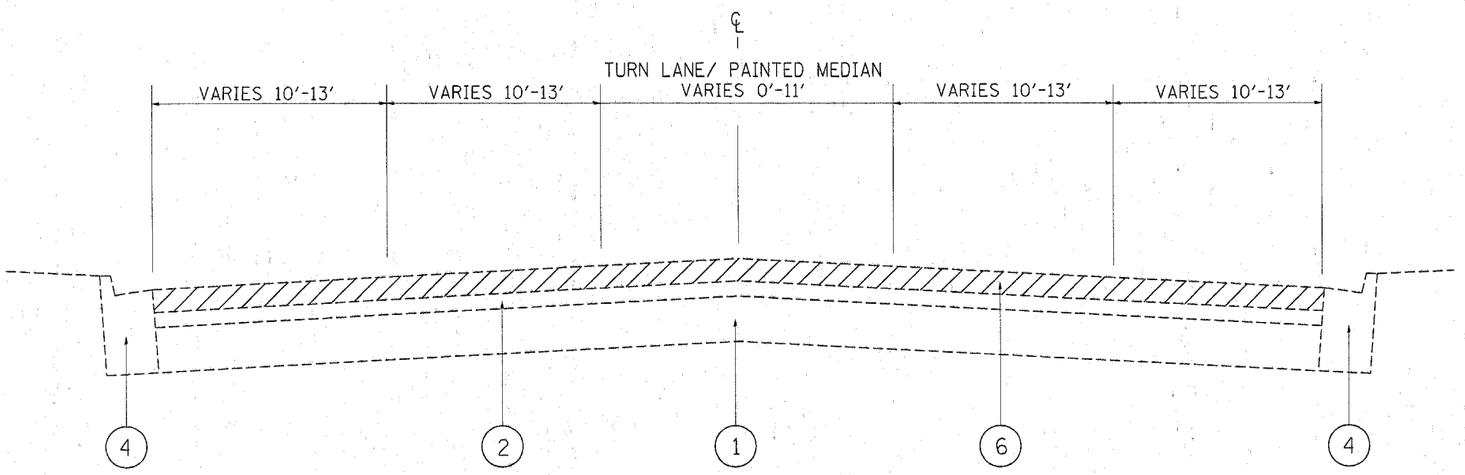
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

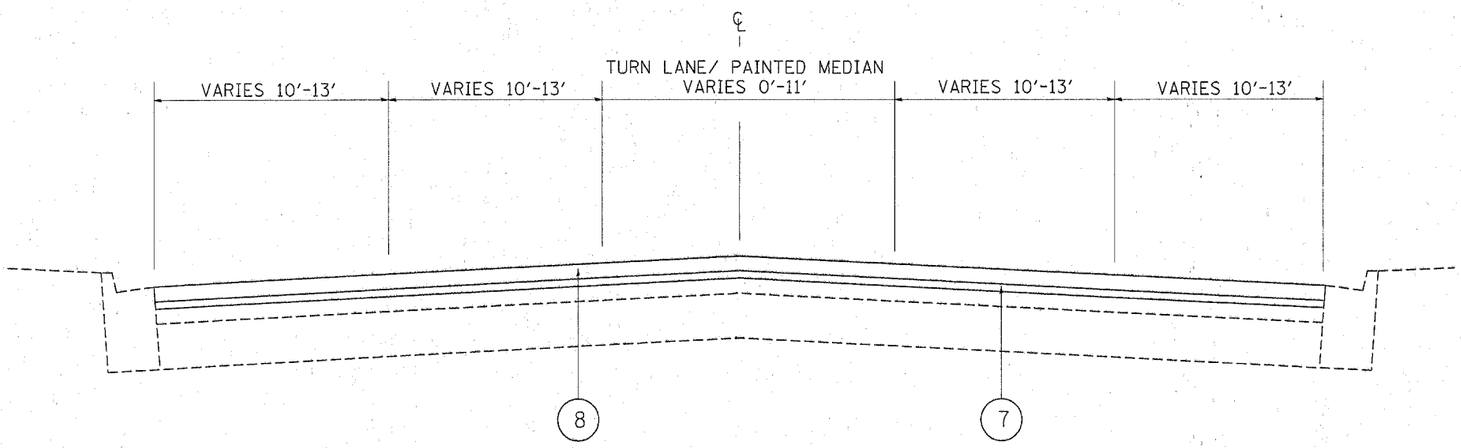
FAU 2843/ DIXIE HIGHWAY
VOLLMER RD. TO HAWTHORN LN.
TYPICAL SECTION

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	3249 RS-3	COOK	24	6
		CONTRACT NO. 62925		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
DIXIE HIGHWAY
STA. 71+86 TO STA. 75+54.5



PROPOSED TYPICAL SECTION
DIXIE HIGHWAY
STA. 71+86 TO STA. 75+54.5

LEGEND

1. EXISTING PCC BASE COURSE ± 9"
2. EXISTING HMA SURFACE COURSE ± 2¾" AFTER MILLING
3. EXISTING AGGREGATE SHOULDER
4. EXISTING CURB AND GUTTER, TYPE B 6.24
5. EXISTING MOUNTABLE MEDIAN
6. PROPOSED HMA SURFACE REMOVAL, 2¼"
7. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"
8. PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1½"
9. AGGREGATE SHOULDERS, TYPE B

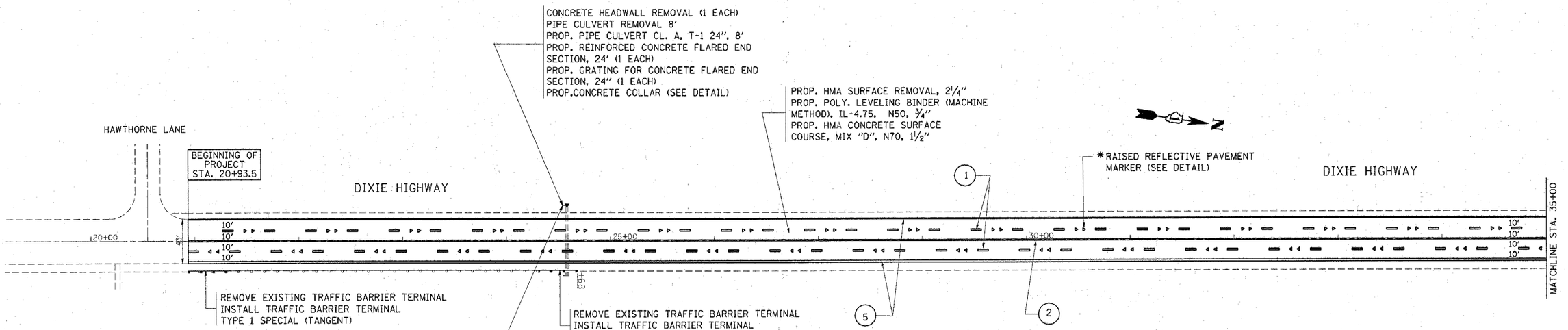
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAU 2843/ DIXIE HIGHWAY
VOLLMER RD. TO HAWTHORN LN.
TYPICAL SECTION

SCALE: | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	3249 RS-3	COOK	24	7
		CONTRACT NO. 62925		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* REFER TO RAISED REFLECTIVE PAVEMENT MARKER (SNOW PLOW RESISTANT DETAIL FOR LOCATION AND SPACING OF LANE LINE, CENTERLINE AND CHANNELIZATION PAVEMENT MARKERS.

NOTE:

1. ALL PAVEMENT MARKING SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL TC-13, TC-24
2. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGH THE IMPROVEMENT LIMITS. DOUBLE LANE LINE MARKERS SHALL BE INSTALLED. SEE DISTRICT DETAIL TC-11

LEGEND

1. PROPOSED THERMOPLASTIC PAVEMENT MARKING- LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, WHITE (TYP.)
2. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE LINE @ 11" C-C, YELLOW (TYP.)
3. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", MEDIAN LINE, YELLOW (TYP.)
4. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6"' TURN LANE LINE, WHITE (TYP.)
5. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" EDGE LINE, WHITE (TYP.)
6. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" DIAGONAL @ 45 DEG. (5 MIN.), YELLOW (TYP.)
7. PROPOSED THERMOPLASTIC PAVEMENT MARKING- LINE 6", CROSS WALK, WHITE (TYP.)
8. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE (TYP.)
9. PROPOSED THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.)
10. PROPOSED THERMOPLASTIC PAVEMENT MARKING- LINE 6", DOTTED LINE @ 2' DASH AND 6' SKIP, WHITE (TYP.)
11. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12", DIAGONAL @ 45 DEG. (5 MIN.), WHITE (TYP.)
12. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6", SCHOOL CROSSWALK, WHITE (TYP.)
13. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", NO PASSING ZONE LINE, YELLOW (TYP.)
14. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, YELLOW (TYP.)
15. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 8", SOLID LINE, WHITE (TYP.)

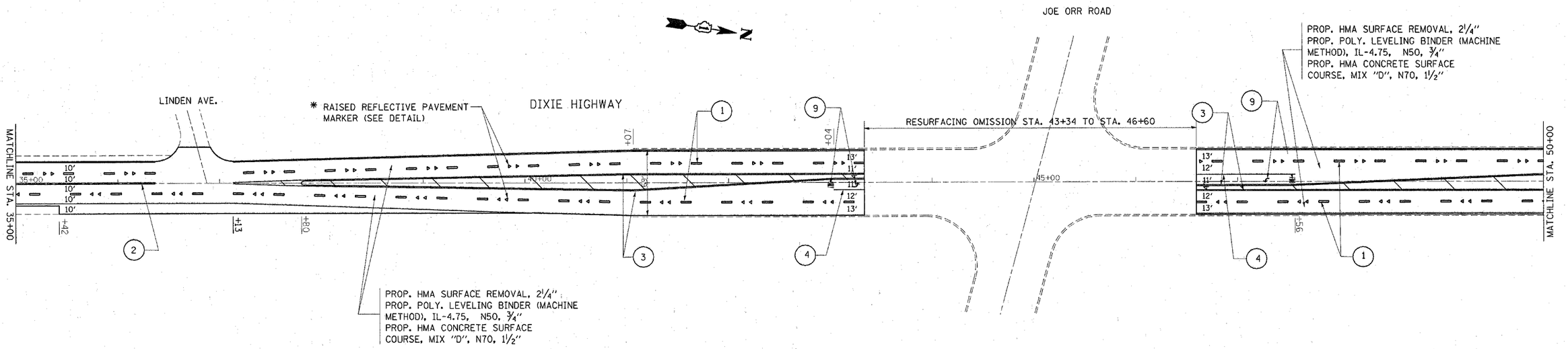
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

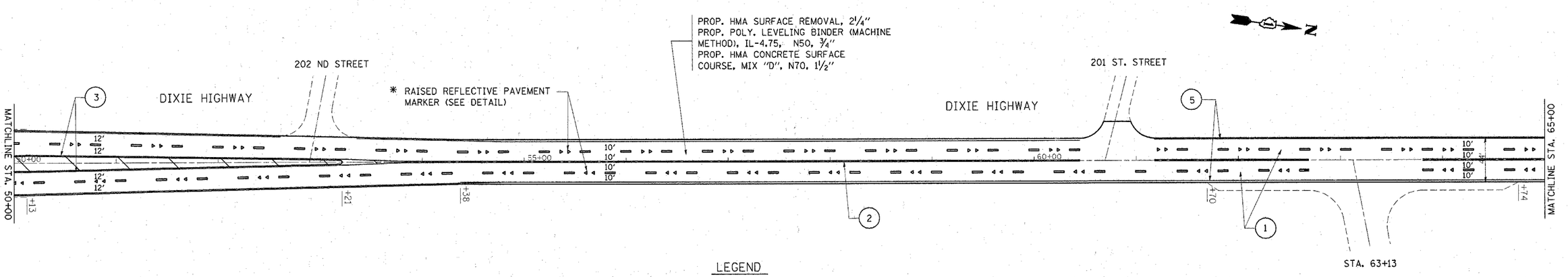
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAU 2843/ DIXIE HIGHWAY
VOLLMER RD. TO HAWTHORN LN.
PROPOSED ROADWAY/PAVEMENT MARKING PLAN

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	3249 RS-3	COOK	24	8
		CONTRACT NO. 62925		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





* REFER TO RAISED REFLECTIVE PAVEMENT MARKER (SNOW PLOW RESISTANT DETAIL FOR LOCATION AND SPACING OF LANE LINE, CENTERLINE AND CHANNELIZATION PAVEMENT MARKERS.

NOTE:

1. ALL PAVEMENT MARKING SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL TC-13, TC-24
2. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGH THE IMPROVEMENT LIMITS. DOUBLE LANE LINE MARKERS SHALL BE INSTALLED. SEE DISTRICT DETAIL TC-11

LEGEND

1. PROPOSED THERMOPLASTIC PAVEMENT MARKING- LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, WHITE (TYP.)
2. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE LINE @ 11" C-C, YELLOW (TYP.)
3. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", MEDIAN LINE, YELLOW (TYP.)
4. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6"' TURN LANE LINE, WHITE (TYP.)
5. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" EDGE LINE, WHITE (TYP.)
6. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" DIAGONAL @ 45 DEG. (5 MIN.), YELLOW (TYP.)
7. PROPOSED THERMOPLASTIC PAVEMENT MARKING- LINE 6", CROSS WALK, WHITE (TYP.)
8. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE (TYP.)
9. PROPOSED THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.)
10. PROPOSED THERMOPLASTIC PAVEMENT MARKING- LINE 6", DOTTED LINE @ 2' DASH AND 6' SKIP, WHITE (TYP.)
11. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12", DIAGONAL @ 45 DEG. (5 MIN.), WHITE (TYP.)
12. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6", SCHOOL CROSSWALK, WHITE (TYP.)
13. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", NO PASSING ZONE LINE, YELLOW (TYP.)
14. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, YELLOW (TYP.)
15. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 8", SOLID LINE, WHITE (TYP.)

FILE NAME = $FILEL$	USER NAME: = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAU 2843/ DIXIE HIGHWAY
VOLLMER RD. TO HAWTHORN LN.
PROPOSED ROADWAY/PAVEMENT MARKING PLAN

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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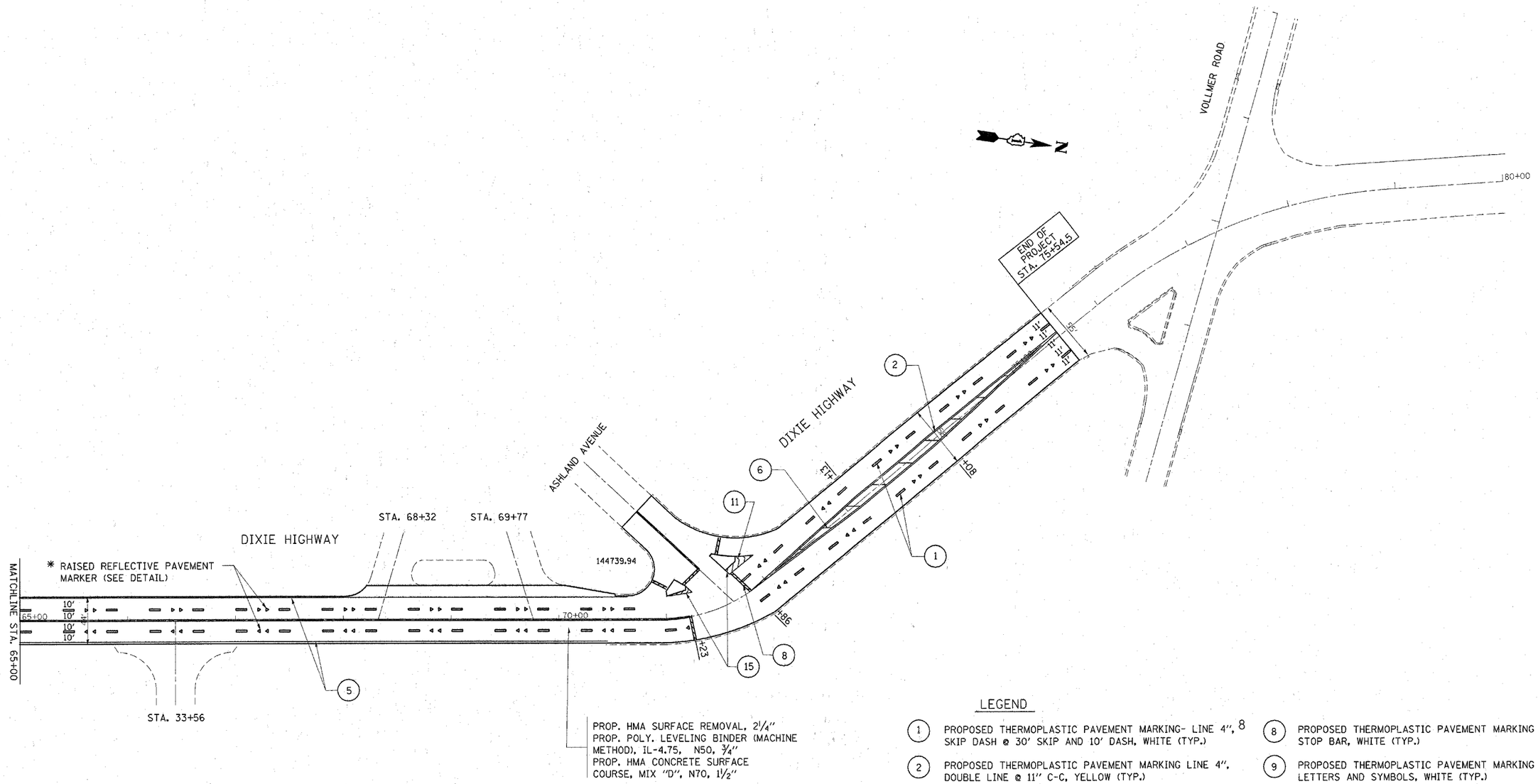
		CONTRACT NO. 62925		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* REFER TO RAISED REFLECTIVE PAVEMENT MARKER (SNOW PLOW RESISTANT DETAIL FOR LOCATION AND SPACING OF LANE LINE, CENTERLINE AND CHANNELIZATION PAVEMENT MARKERS.

NOTE:

1. ALL PAVEMENT MARKING SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL TC-13, TC-24
2. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGH THE IMPROVEMENT LIMITS. DOUBLE LANE LINE MARKERS SHALL BE INSTALLED. SEE DISTRICT DETAIL TC-11

LEGEND

1. PROPOSED THERMOPLASTIC PAVEMENT MARKING- LINE 4", SKIP DASH @ 30' SKIP AND 10' DASH, WHITE (TYP.)
2. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE LINE @ 11" C-C, YELLOW (TYP.)
3. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4", MEDIAN LINE, YELLOW (TYP.)
4. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6"' TURN LANE LINE, WHITE (TYP.)
5. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" EDGE LINE, WHITE (TYP.)
6. PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" DIAGONAL @ 45 DEG. (5 MIN.), YELLOW (TYP.)
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FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

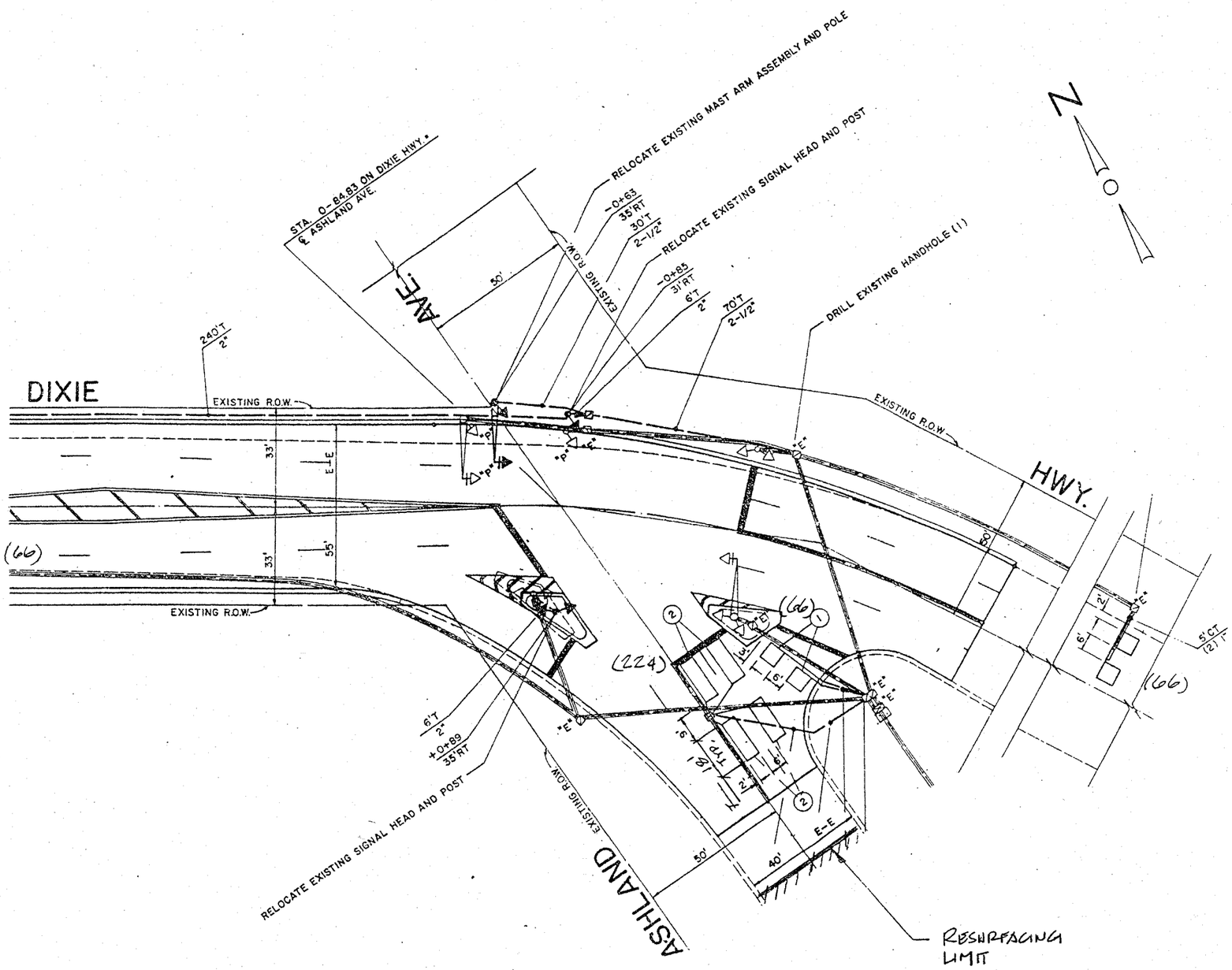
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAU 2843/ DIXIE HIGHWAY
VOLLMER RD. TO HAWTHORN LN.
PROPOSED ROADWAY/PAVEMENT MARKING PLAN

SCALE: | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	3249 RS-3	COOK	24	10
		CONTRACT NO. 62925		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	24	11
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	▭	▭
SERVICE INSTALLATION	●	○
SIGNAL HEAD AND POST	◁●	◁○
SIGNAL HEAD WITH BACKPLATE	◁●	◁○
SIGNAL HEAD, PEDESTRIAN	●	○
MAST ARM ASSEMBLY AND POLE, STEEL	●—	○—
HANDHOLE	▨	▨"E"
HEAVY DUTY HANDHOLE	▣	▣"E"
DOUBLE HANDHOLE	▨▨	▨▨"E"
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	———	———
PEDESTRIAN PUSHBUTTON DETECTOR	⊙	⊕
DETECTOR LOOP	□	□
CONCRETE JUNCTION BOX	Ⓙ	Ⓙ"E"
CAST IRON JUNCTION BOX	Ⓙ	Ⓙ"E"
COMMON TRENCH	CT	
MAST ARM ASSEMBLY AND POLE, ALUMINUM	●—	○—
EMERGENCY VEHICLE SYSTEM	◁●	◁○
SIGNAL HEAD, OPTICALLY PROGRAMED	"P"◁●	"P"◁○
CONDUIT SPLICE	—⊗—	—⊗—
WOOD POLE	⊗	⊗"E"
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	═	"E"═
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE	▭	▭
RAILROAD CONTROL CABINET	▨	▨"E"

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	442	Foot	Detector Loop Replacement

NOTE:

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT

DIXIE HIGHWAY @ ASHLAND AVENUE

SCALE: 1" = 20'

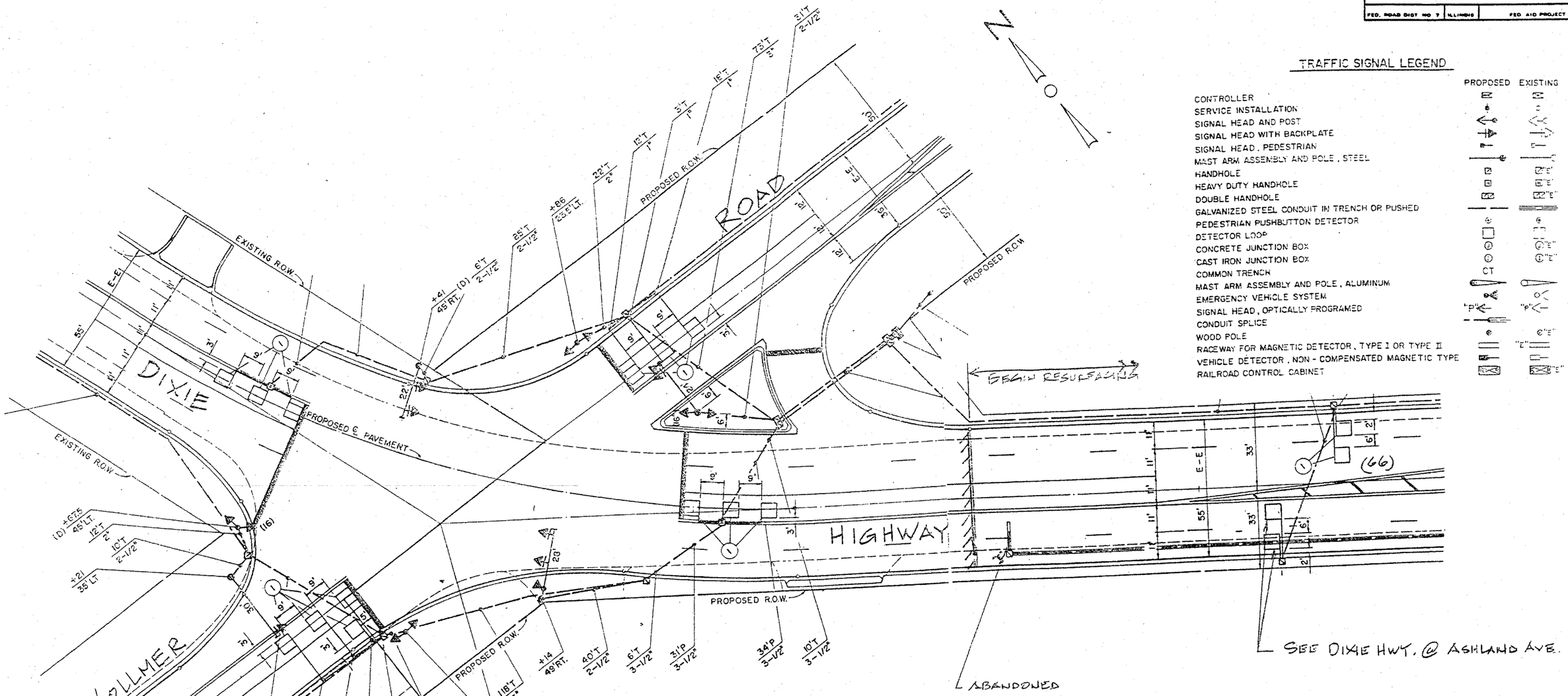
DATE MAR. 04

DRAWN BY

DESIGNED BY:

CHECKED BY

F. A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
		Cook	24	12
STA.		TO STA.		
FED. ROAD DIST NO. 7	ILLINOIS	FED. AID PROJECT		



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD AND POST		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
MAST ARM ASSEMBLY AND POLE, STEEL		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CONCRETE JUNCTION BOX		
CAST IRON JUNCTION BOX		
COMMON TRENCH	CT	
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
EMERGENCY VEHICLE SYSTEM		
SIGNAL HEAD, OPTICALLY PROGRAMED		
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROL CABINET		

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	66	Foot	Detector Loop Replacement

NOTE:

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT

DIXIE HIGHWAY @ VOLLMER ROAD

SCALE: 1" = 20'

DATE MAR., 04

DRAWN BY

DESIGNED BY:

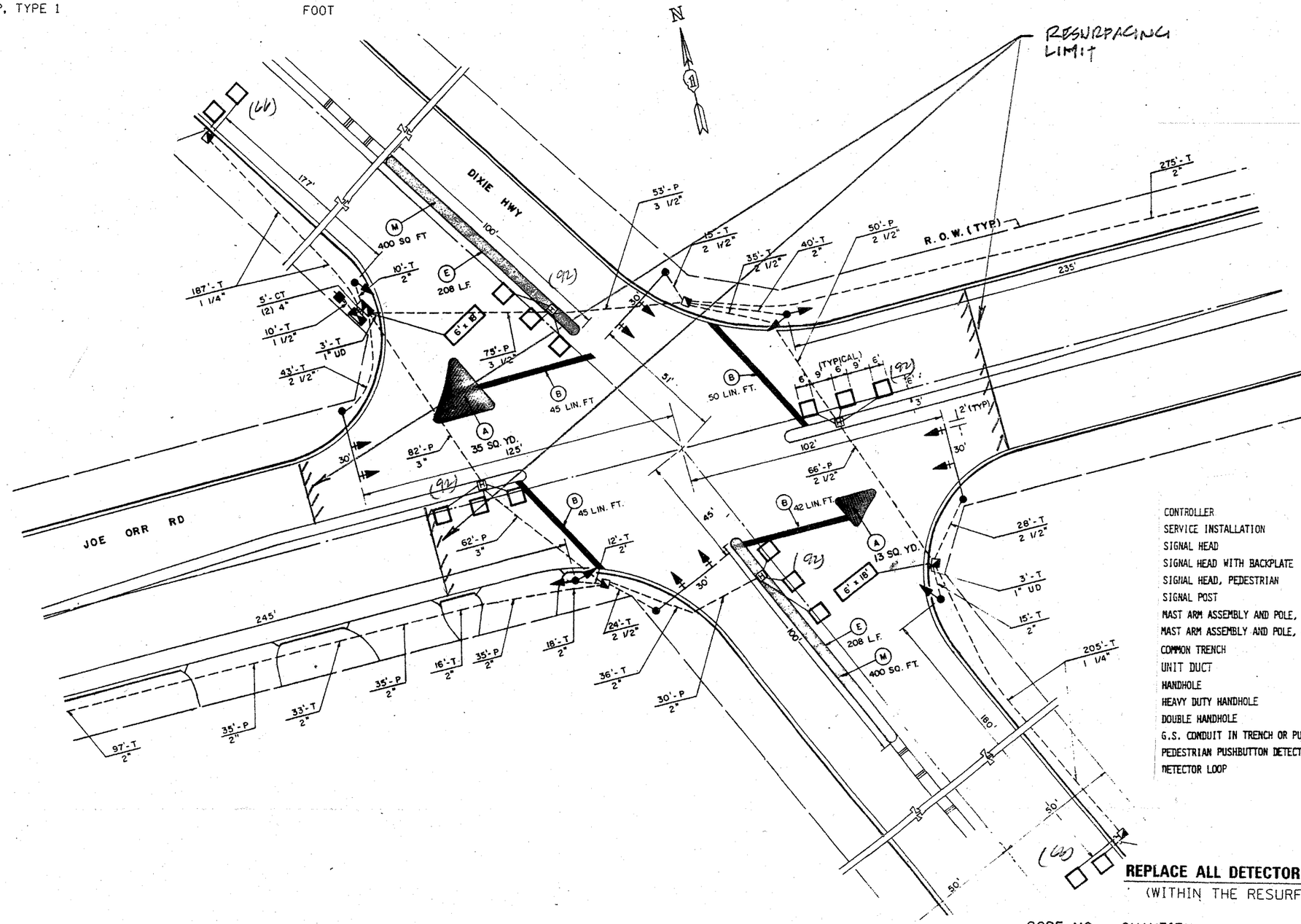
CHECKED BY

RESURFACING - TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

The "Pay Items" below are paid separately as per the attached "Specification" for MAGNETIC DETECTOR REMOVAL AND DETECTOR LOOP INSTALLATION.

Code No.	Pay Item	Unit	Quantity
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	
88500100	INDUCTIVE LOOP DETECTOR	EACH	
88600100	DETECTOR LOOP, TYPE 1	FOOT	

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



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	▣	▣
SERVICE INSTALLATION	■	⊣
SIGNAL HEAD	→	◁
SIGNAL HEAD WITH BACKPLATE	→	◁
SIGNAL HEAD, PEDESTRIAN	⊣	⊣
SIGNAL POST	●	○
MAST ARM ASSEMBLY AND POLE, STEEL	●—	○—
MAST ARM ASSEMBLY AND POLE, ALUMINUM	●—	○—
COMMON TRENCH	CT	
UNIT DUCT	UD	
HANDHOLE	◪	◪
HEAVY DUTY HANDHOLE	⊞	⊞ "E"
DOUBLE HANDHOLE	◪◪	◪◪
G.S. CONDUIT IN TRENCH OR PUSHED	----	═══
PEDESTRIAN PUSHBUTTON DETECTOR	⊙	◎
DETECTOR LOOP	□	⬚

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

CODE NO.	QUANTITY	UNIT	ITEM
86600600	500	FOOT	DETECTOR LOOP REPLACEMENT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT
DIXIE HIGHWAY @ JOE ORR RD.

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	24	13
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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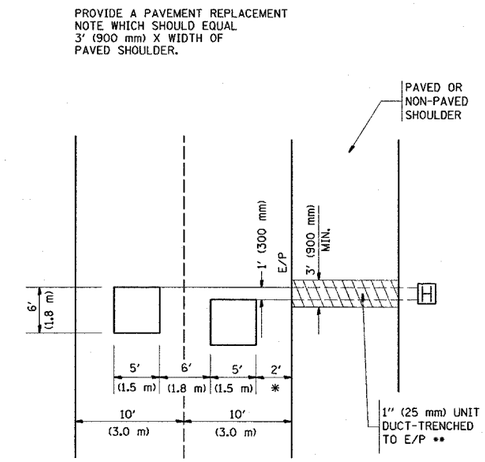
LOOPS NEXT TO SHOULDERS

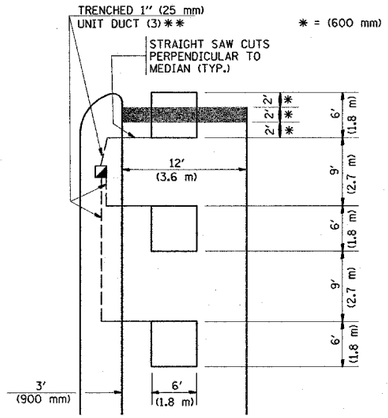


* = (600 mm)

** 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)

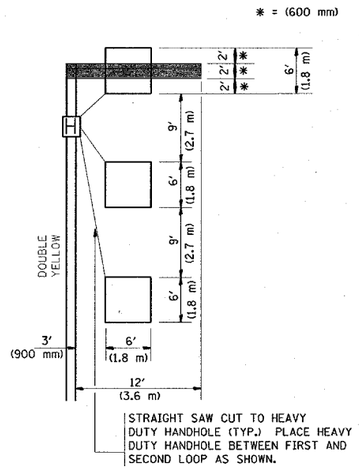
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

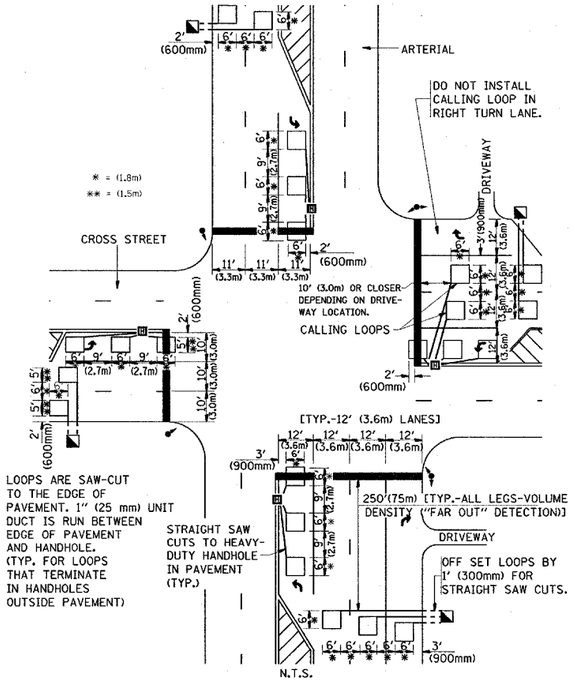
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



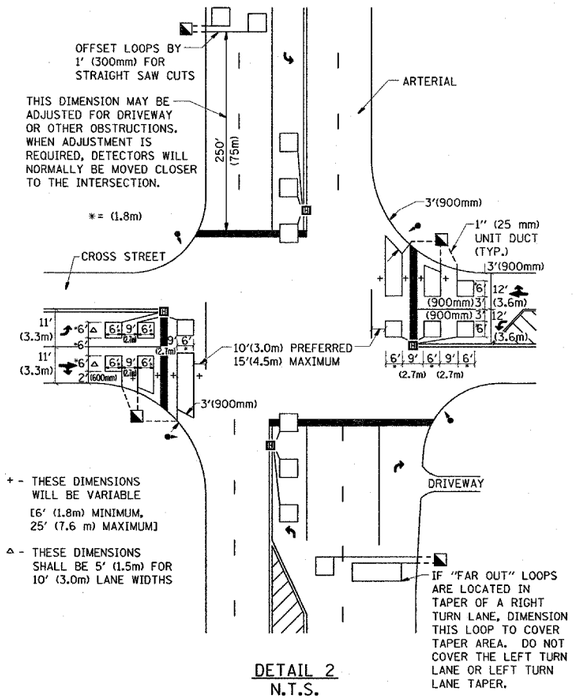
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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 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.

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		DRAWN -	REVISED -
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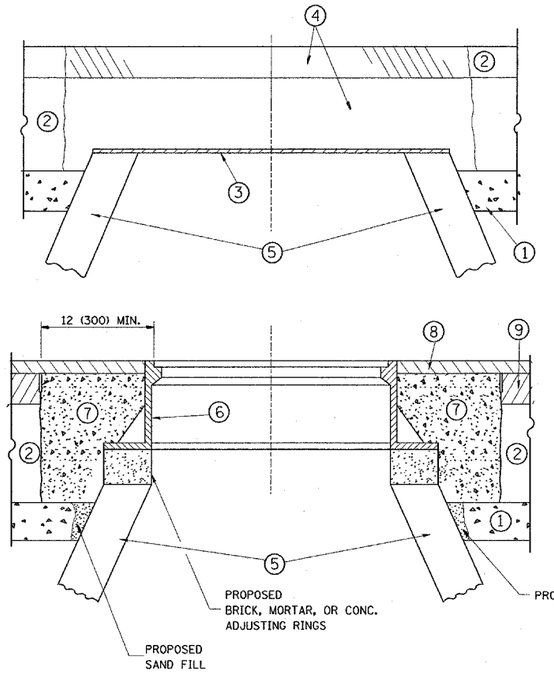
	PLOT DATE = 3/13/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			24	14
	TS-07	CONTRACT NO. 62925		
FED. ROAD DIST. NO. 1	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 1½ (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

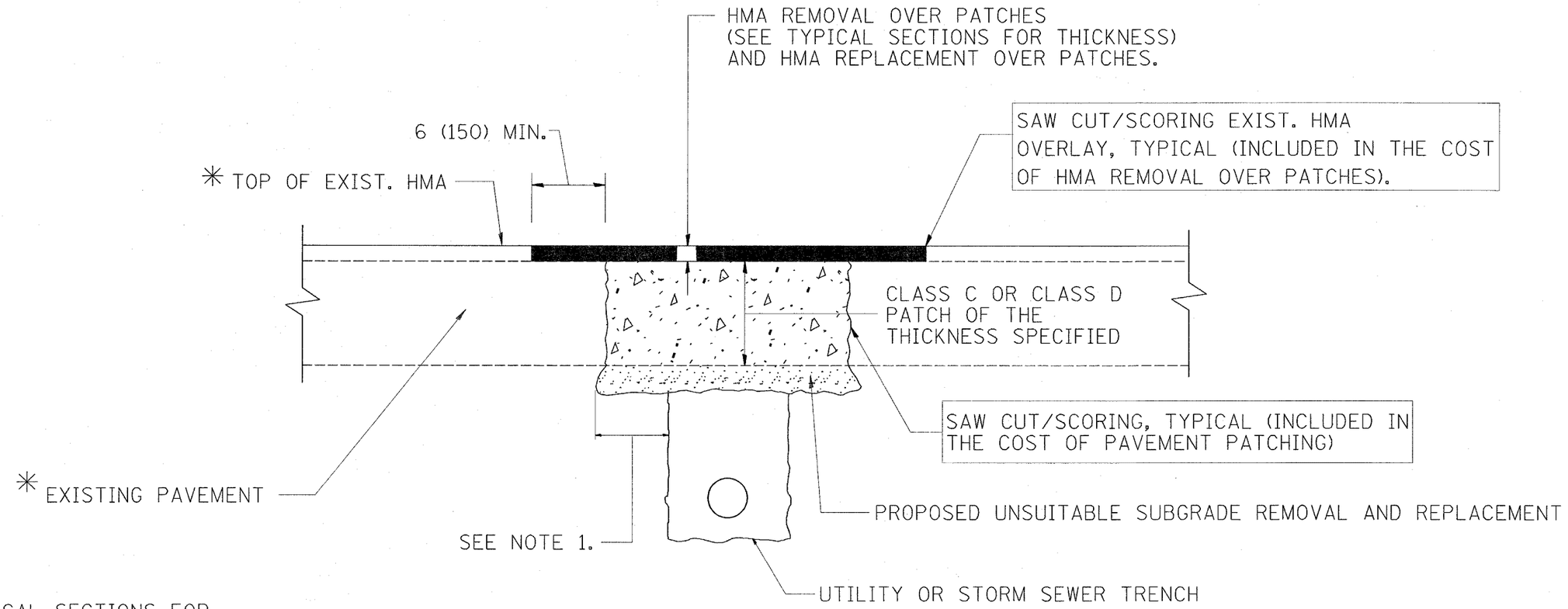
FILE NAME = W:\diststd\22x34\bd08.dgn	USER NAME = byunsh	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 3/13/2008	DATE - 10-25-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			24	15
	BD600-03 (BD-8)		CONTRACT NO. 62925	
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".

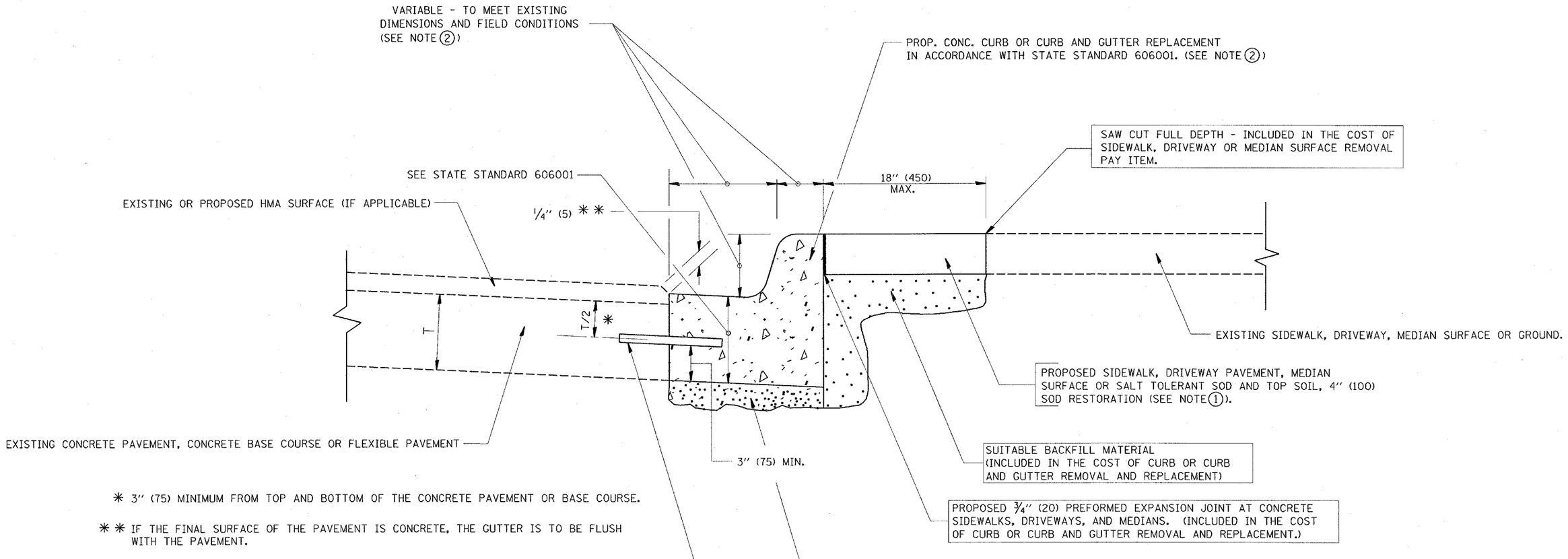
SEQUENCE OF CONSTRUCTION

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

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

FILE NAME = W:\dist6std\22x34\bd22.dgn	USER NAME = byunsh	DESIGNED - R. SHAH	REVISED - A. ABBAS 01-20-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
		DRAWN -	REVISED - A. ABBAS 04-27-98		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		
	PLOT DATE = 3/13/2008	DATE - 10-25-94	REVISED - R. BORO 09-04-07		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			24	16
	BD400-04 (BD-22)	CONTRACT NO. 62925		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* 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.

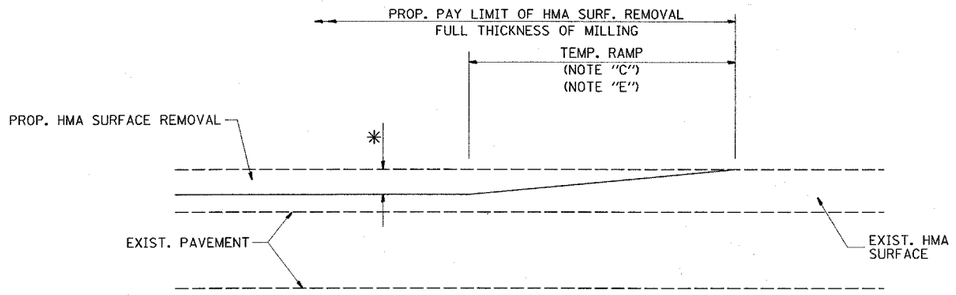
BASIS OF PAYMENT:

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.

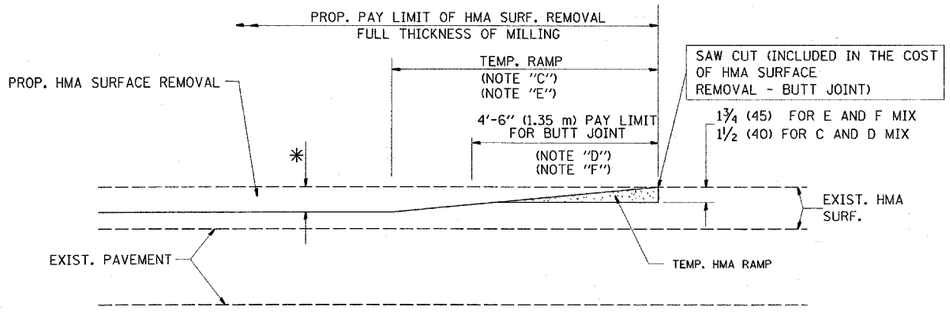
FILE NAME = W:\diststd\22x34\bd24.dgn	USER NAME = byunsh	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. ABBAS 03-21-97								24	17
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01						BD600-06 (BD-24)		CONTRACT NO. 62925	
	PLOT DATE = 3/13/2008	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

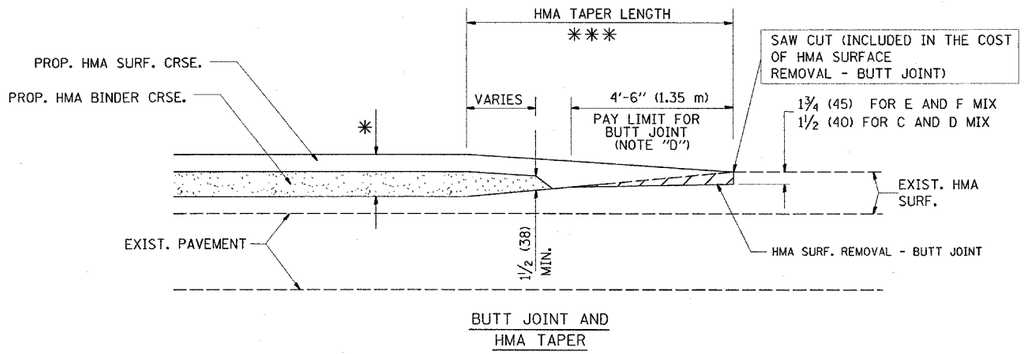


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

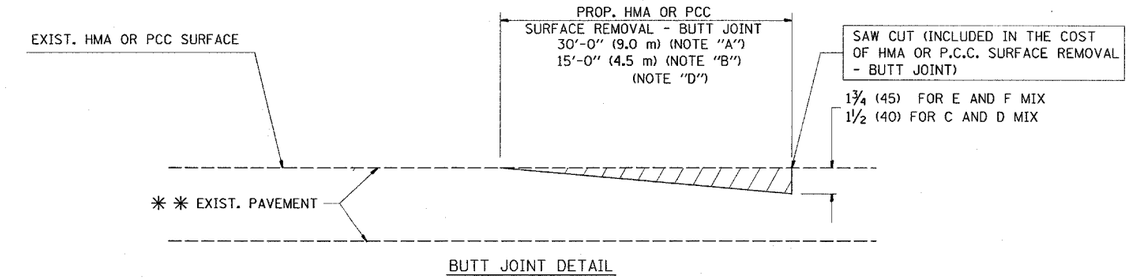
OPTION 2

TYPICAL TEMPORARY RAMP

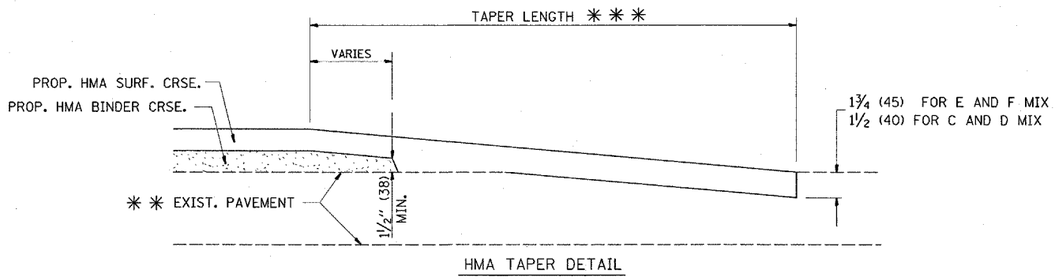


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

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

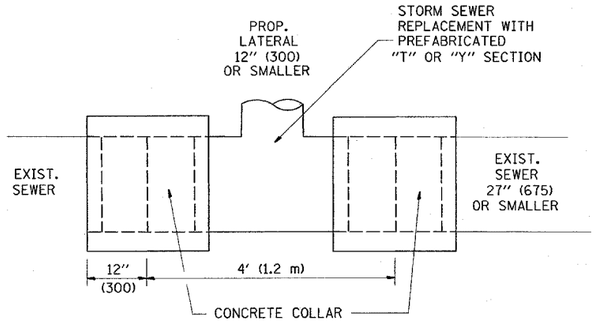
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = bjunsh	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 3/13/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

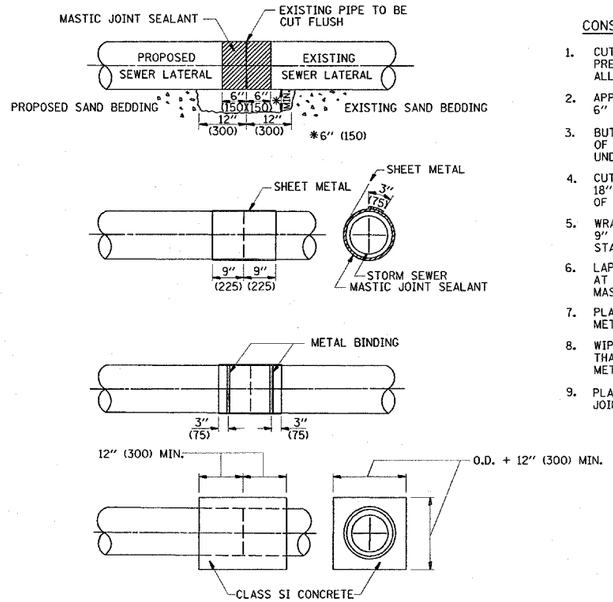
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			24	18
	BD400-05 BD32		CONTRACT NO. 62925	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER

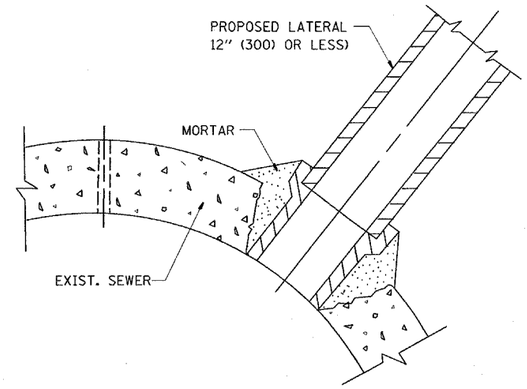


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".

B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

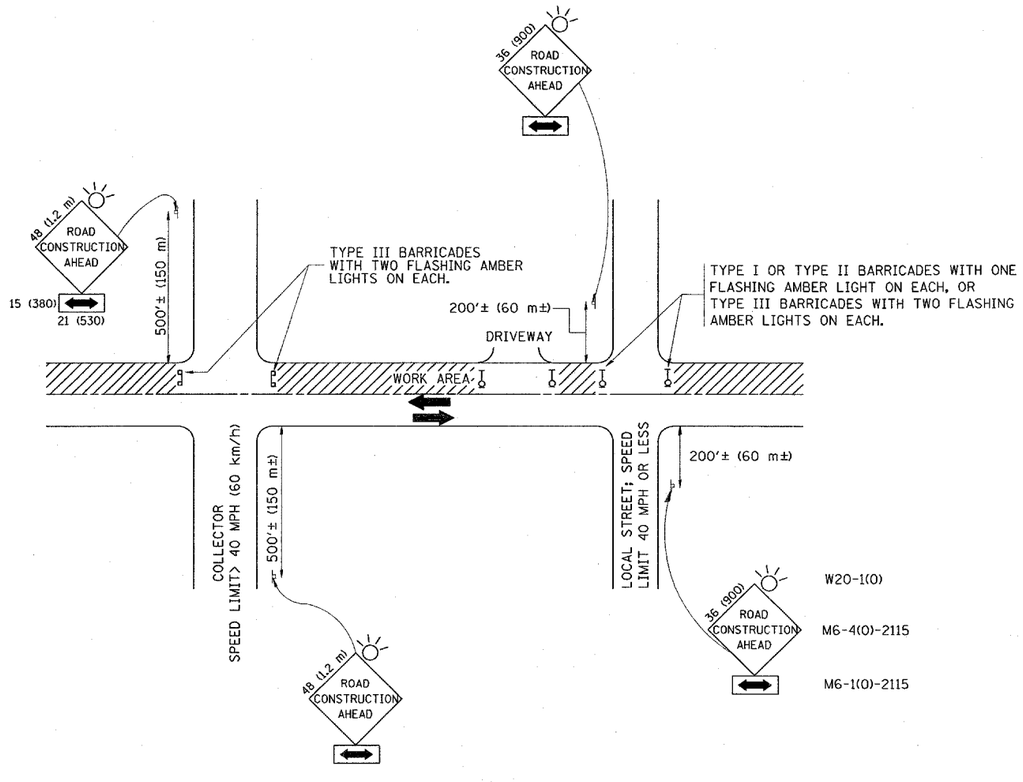
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = byunsh	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 09-09-94						24	19
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94				BD500-01 (BD-7)		CONTRACT NO. 62925	
	PLOT DATE = 3/13/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

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.

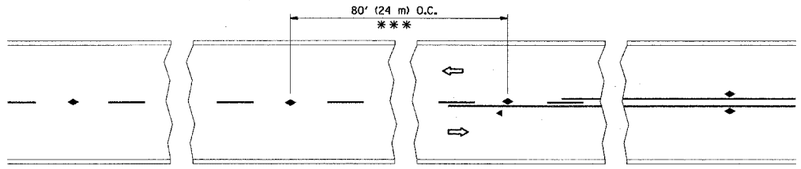
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = byunsh	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 3/13/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

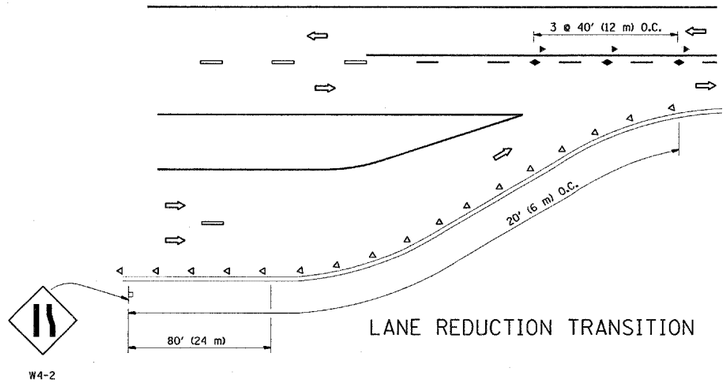
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			24	20
	TC-10	CONTRACT NO. 62925		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

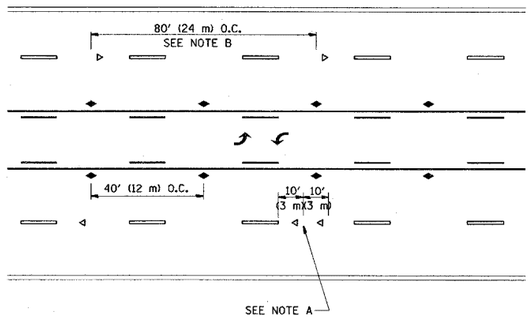


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

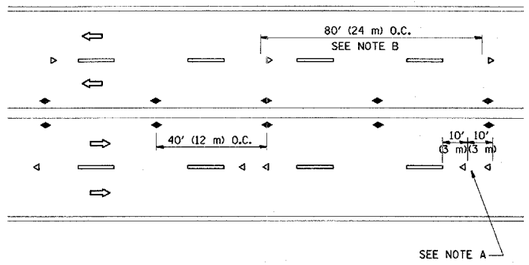
TWO-LANE/TWO-WAY



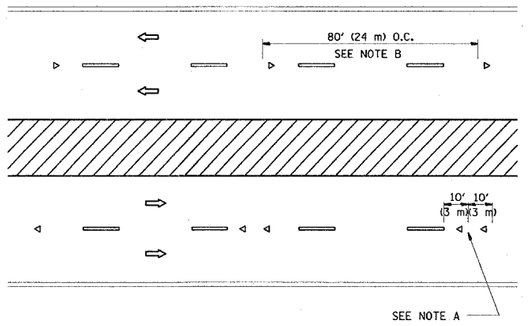
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

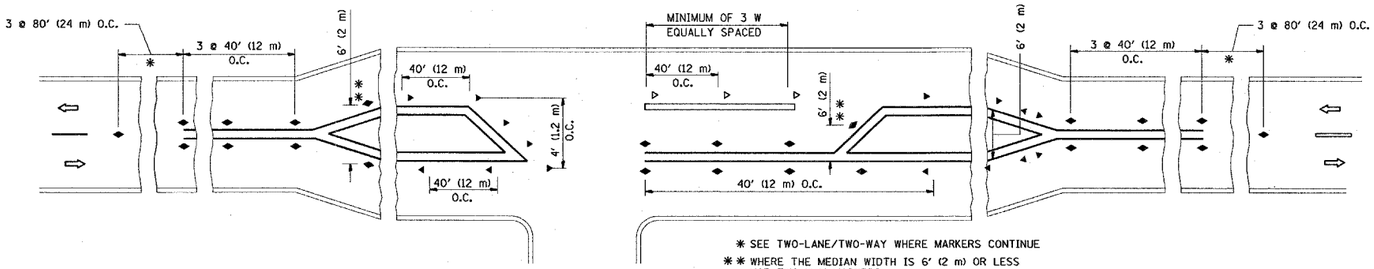
LANE MARKER NOTES

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

DESIGN NOTES

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



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

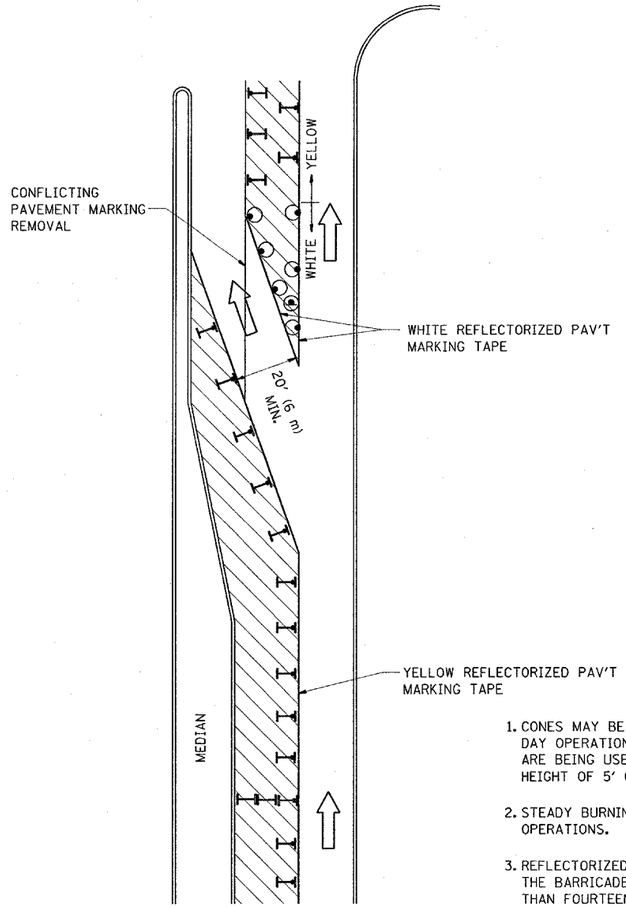
** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

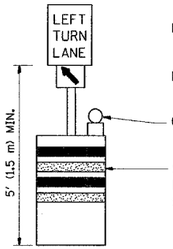
LEFT TURN

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

FILE NAME = W:\dststd\22x34\tc11.dgn	USER NAME = byunsh	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
		DRAWN -	REVISED - T. RAMMACHER 03-12-99		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
	PLOT DATE = 3/13/2008	DATE -	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			24	21
	TC-11		CONTRACT NO. 62925	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





R 3-1100L 24 x 24 (600 x 600)

M6-2L 21 x 15 (530 x 380)

OPTIONAL FLASHING LIGHT

STANDARD 702001
DRUM FILLED WITH ENOUGH
SAND (BAGS) FOR STABILIZATION

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.

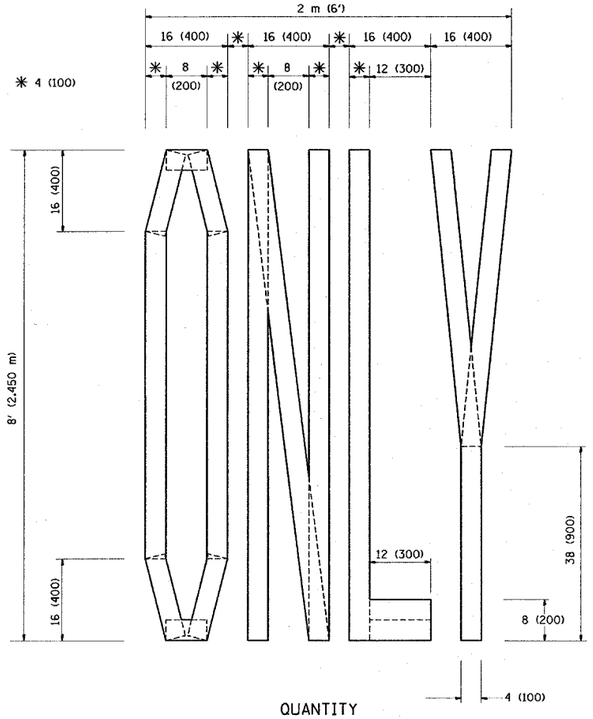
FILE NAME = W:\diststd\22x34\tc14.dgn	USER NAME = byunsh	DESIGNED -	REVISED -T. RAMMACHER 09-08-94
		DRAWN -	REVISED - A. HOUSEH 11-07-95
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 3/13/2008	DATE -	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

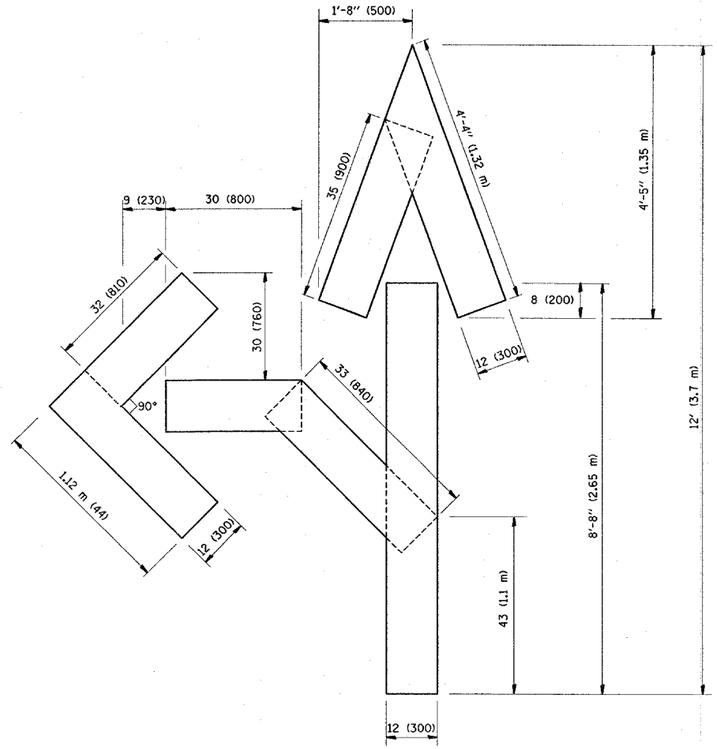
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

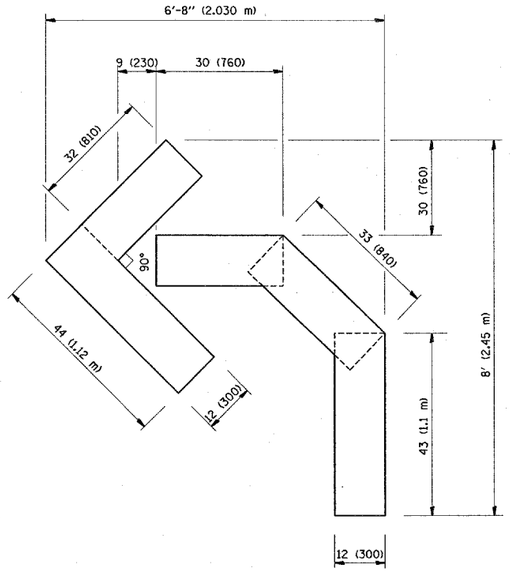
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			24	22
	TC-14		CONTRACT NO. 62925	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



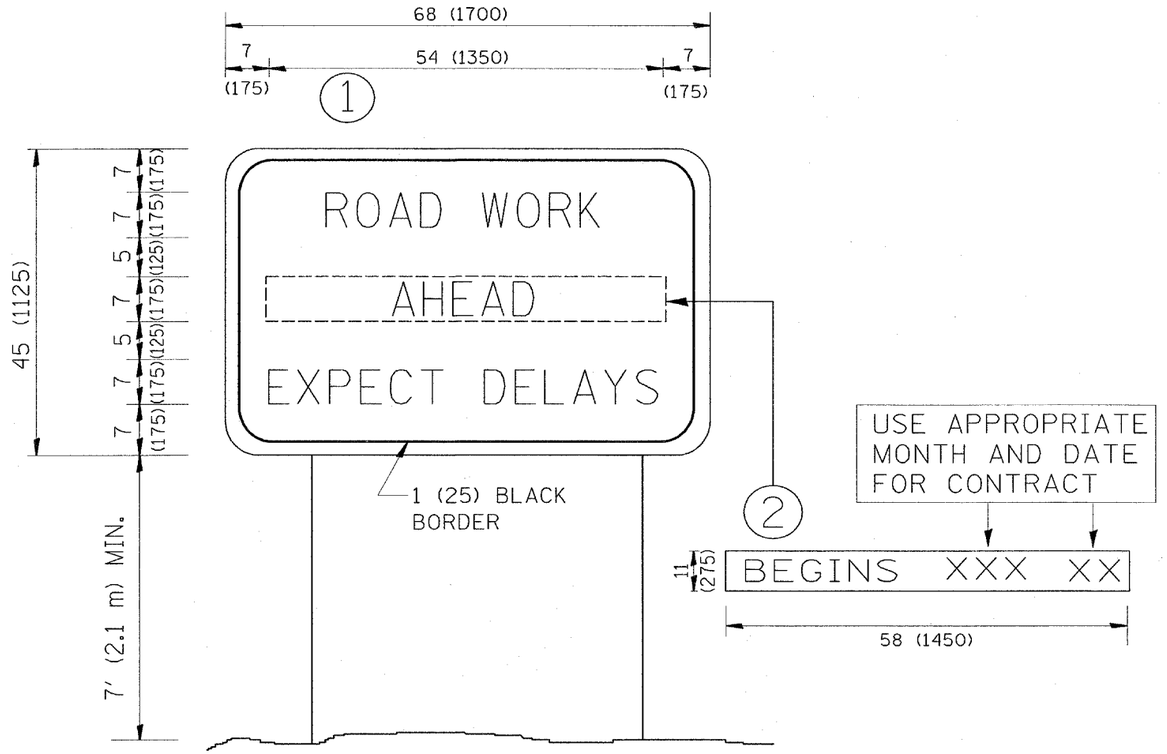
QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



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 = W:\diststd\22x34\tc16.dgn	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -T. RAMMACHER 11-04-97								24	23
	PLOT SCALE = 50.2000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98						TC-16		CONTRACT NO. 62925	
	PLOT DATE = 3/13/2008	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 = W:\diatsted\22x34\tc22.dgn	USER NAME = bgunsh	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 3/13/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			24	24
	TC-22	CONTRACT NO. 62925		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		