

F.A.L. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0286	13-00060-00-RS	WILL	19	1
STA.		TO STA.		
FDL ROAD DIST. NO. 1		CLASS	FDL AD PROJECT NO.-4003 (157)	

CONTRACT #63824

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3. TYPICAL SECTIONS
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- 8.-11. PAVEMENT MARKING PLAN
- 12.-19. IDOT DISTRICT 1 STANDARD DETAILS

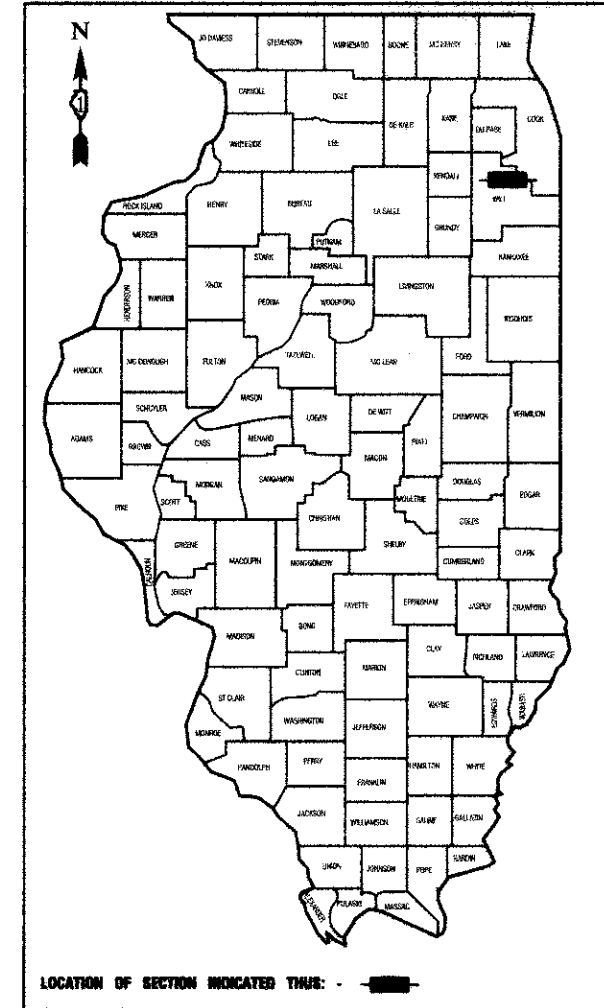
HIGHWAY STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 424001-07 PERPENDICULAR CURB RAMPS
- 442201-03 CLASS C AND D PATCHES
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- 701006-04 OFF ROAD OPERATIONS, 2L,2W, 15' TO 24' FROM PAVEMENT EDGE
- 701301-04 LANE CLOSURE, 2L,2W SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L,2W MOVING OPERATIONS - DAY ONLY
- 701501-06 URBAN LANE CLOSURE, 2L,2W, MOVING OPERATIONS - DAY ONLY
- 701502-05 URBAN LANE CLOSURE, 2L,2W, WITH BIDIRECTIONAL LEFT TURN LANE
- 701602-06 URBAN LANE CLOSURE, MULTILANE 2L,2W, WITH BIDIRECTIONAL LEFT TURN LANE
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- 701901-02 TRAFFIC CONTROL DEVICES
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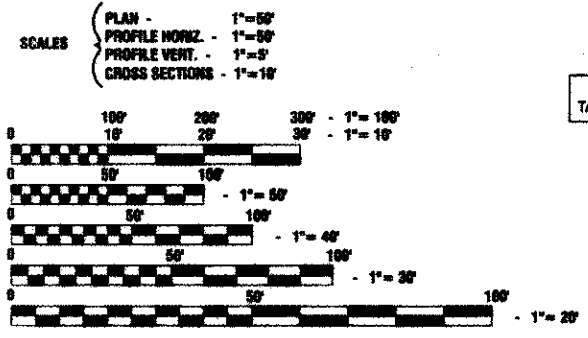
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

**FAU 0286 (TAYLOR ROAD)
BUDLER ROAD TO FAP 0856 (WEBER ROAD)
ROADWAY RESURFACING
PROJECT NO.: M-4003 (157)
SECTION NO.: 13-00060-00-RS
VILLAGE of ROMEOVILLE
WILL COUNTY
C-91-171-13**

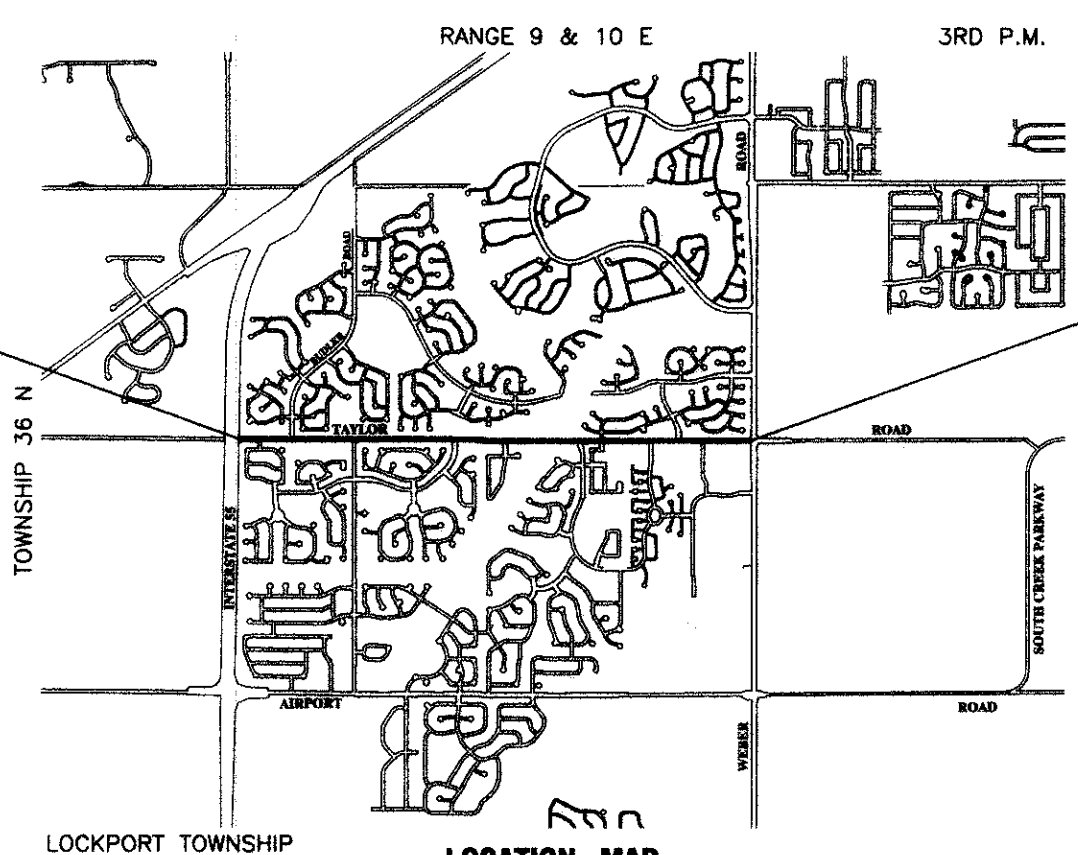


	TAYLOR ROAD
2012 ADT -	2,900
2040 ADT -	3,200
POSTED SPEED LIMIT -	35 mph
DESIGN PERIOD -	20 YEARS
DESIGN SPEED LIMIT -	40 mph
STREET CLASSIFICATION -	COLLECTOR



BEGIN IMPROVEMENTS
TAYLOR ROAD STA 10+57.75

END IMPROVEMENTS
TAYLOR ROAD STA 117+12.45



LOCATION MAP

GROSS LENGTH = 10,645 FEET = 2.02 MILES
 NET LENGTH = 10,645 FEET = 2.02 MILES

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

CONTRACT NO. 63824

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

Approved: March 19, 2013
John D. Mack
 President, Village of Romeoville

Passed: April 4, 2013
C. Holt
 District 1 Engineer of Local Roads & Streets

Released for Bid Based on Limited Review: April 10, 2013
John Fortson
 Deputy Director of Highways, Region 1 Engineer

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THE STATE OF ILLINOIS**

PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:
Henry J. Blum
 3/21/13



LICENSE EXPIRES: 11/30/13

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406, SCHAMBOURG, IL. CONSULTANTS: ROBINSON ENGINEERING, LTD. 708-331-6700

SUMMARY OF QUANTITIES					CONSTRUCTION TYPE CODE
S.I.	CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	0005
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	267	267
	40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	23050	23050
	40600300	AGGREGATE (PRIME COAT)	TON	90	90
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1937	1937
	40600895	CONSTRUCTING TEST STRIP	EACH	2	2
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	414	414
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	5271	5271
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	463	463
	42400800	DETECTABLE WARNINGS	SQ FT	130	130
	44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	46099	46099
	44000600	SIDEWALK REMOVAL	SQ FT	463	463
	44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	29	29
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3
	67100100	MOBILIZATION	L SUM	1	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
	70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1
	70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	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	5483	5483
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1829	1829

* - INDICATES SPECIALTY ITEMS

SUMMARY OF QUANTITIES					CONSTRUCTION TYPE CODE
S.I.	CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	0005
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	601	601
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	30929	30929
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2700	2700
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2400	2400
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	368	368
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	97	97
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	463	463
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	16	16
	XX006343	SEEDING (COMPLETE)	SQ YD	260	260
	Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	59	59
	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1138	1138

* - INDICATES SPECIALTY ITEMS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION THE CONTRACTOR SHALL CALL "J.U.I.E." AT (800) 892-0123 OR 811 AND (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION REQUIRED)
- UTILITIES INDICATED ON THE PLANS ARE PROVIDED FOR THE CONTRACTOR'S USE AND ARE BASED UPON INFORMATION AVAILABLE AT THE TIME OF THE ADVERTISEMENT FOR BIDS. THE OWNER AND ENGINEER DO NOT GUARANTEE THE ACCURACY OF UTILITY INFORMATION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- THE THICKNESS OF HMA MIXTURE STATED IN THE SPECIFICATIONS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA SURFACE IS PLACED.
- ACCESS TO DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES BY LIMITING CURB AND GUTTER REPAIR TO ONE-HALF THE DRIVEWAY WIDTH AT ONE TIME AS WELL AS TEMPORARY AGGREGATE. ANY TEMPORARY AGGREGATE REQUIRED SHALL BE CONSIDERED INCLUDED IN THE COST OF THE RELATED PAY ITEM IT IS NEEDED FOR WHEN DIRECTED BY THE ENGINEER.
- THE REMOVAL AND/OR REPLACEMENT OF ANY DRIVEWAYS, PAVEMENT, CURB, SIDEWALK, ETC. SHALL BE ACCOMPLISHED BY MEANS OF A SAW CUT JOINT, AT THE DIRECTION OF THE ENGINEER. SAW CUTTING WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE FOR THE VARIOUS REMOVAL ITEMS.
- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR OTHER DRAINAGE STRUCTURES SHALL BE REMOVED BY THE END OF EACH DAY BY THE CONTRACTOR AT THEIR EXPENSE.
- THE CONTRACTOR SHALL LEAVE ANY CLEAN EXCESS ORGANIC FILL EXCAVATED DURING THE CURB AND GUTTER AND SIDEWALK REMOVAL AND REPLACEMENT OPERATIONS ON SITE. ANY EXCESS MATERIAL SHALL BE SPREAD OR PLACED AT LOCATIONS DETERMINED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE FOR THE VARIOUS REMOVAL AND REPLACEMENT ITEMS. RESTORATION OF AREAS WHERE EXCESS MATERIALS IS PLACED SHALL BE PAID FOR AS SEEDING (COMPLETE).

FILE NAME = 12879-QUAN01-IDOT.P01

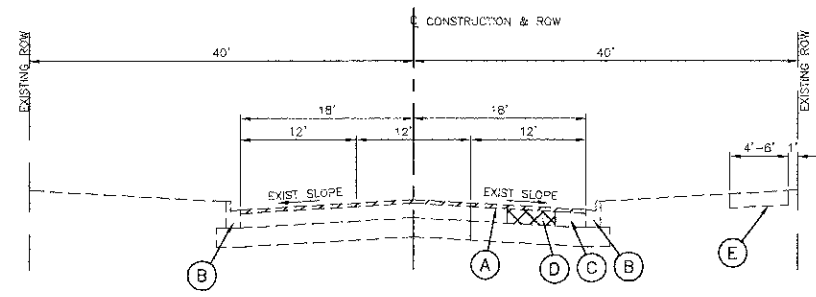
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PLOT DATE = 01-23-13	CHECKED -- AG	REVISED --

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

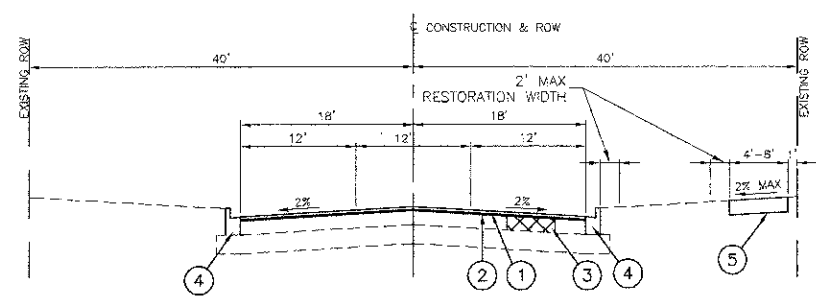
TAYLOR ROAD
ROADWAY RESURFACING
SUMMARY OF QUANTITIES & GENERAL NOTES

SCALE: NONE SHEET NO. 2 OF 19 SHEETS STA. TO STA.

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0286	13-00060-00-RS	WILL	19	2
CONTRACT NO. 63824				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003 (157)				



EXISTING TYPICAL SECTION
TAYLOR ROAD
STA 10+67.75 TO STA 117+12.45



PROPOSED TYPICAL SECTION
TAYLOR ROAD
STA 10+67.75 TO STA 117+12.45

EXISTING LEGEND

- (A) HOT MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (B) EXISTING CURB & GUTTER TO BE REMOVED AT LOCATIONS SHOWN ON PLANS OR DIRECTED BY ENGINEER
- (C) EXISTING PAVEMENT
- (D) PAVEMENT REMOVAL FOR CLASS D PATCHES
- (E) EXISTING PCC SIDEWALK TO BE REMOVED AT LOCATIONS SHOWN ON PLANS OR DIRECTED BY ENGINEER

PROPOSED LEGEND

- (1) HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- (2) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- (3) CLASS D PATCH, 10" AT LOCATIONS SHOWN ON PLANS OR DIRECTED BY ENGINEER
- (4) PROPOSED CURB AND GUTTER TO BE INSTALLED AT LOCATIONS SHOWN ON PLAN OR DIRECTED BY ENGINEER
- (5) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 5" (REPLACEMENT AT LOCATIONS DIRECTED BY THE ENGINEER)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS
(CONTRACTOR SHALL MILL BEFORE PATCHING)

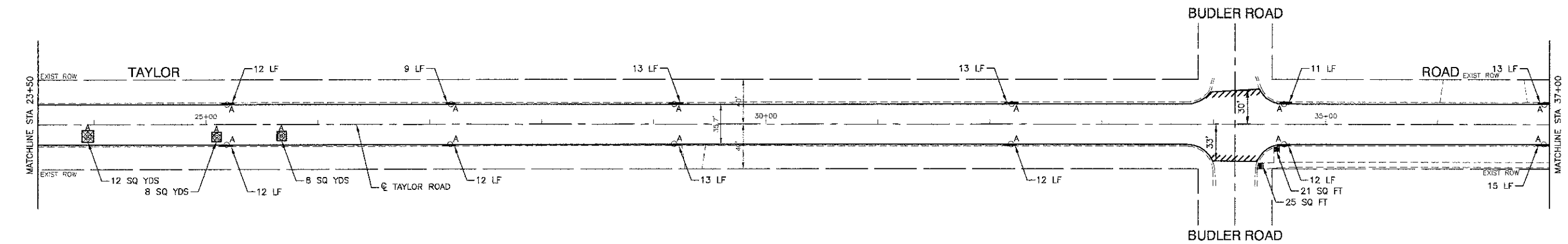
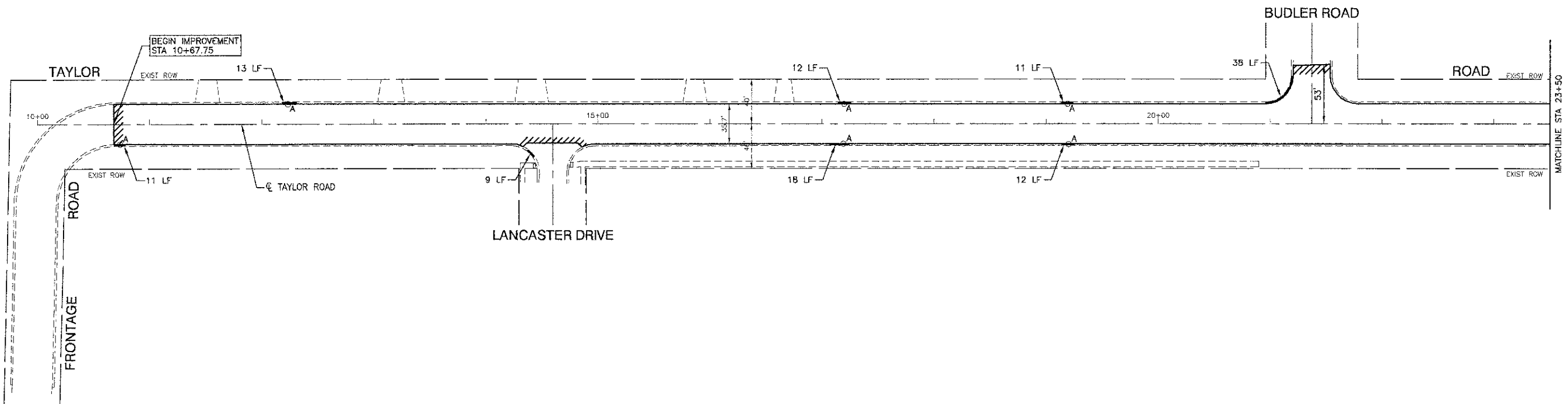
MIXTURE TYPE	AIR VOIDS @ 1400s
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2" (IL 9.5 MM)	4% @ 50 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"	3.5% @ 50 Gyr.
PATCHING	
CLASS D PATCHES, TYPE I, II, III, IV, (HMA BINDER IL-19.0mm): 10" (IN 3 LIFTS)	4% @ 70 Gyr.

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN. FOR "AC TYPE" AND "PERCENT RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

NOTE:

CLASS D PATCHES, TYPE I, II, III & IV AT APPROXIMATE STATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.



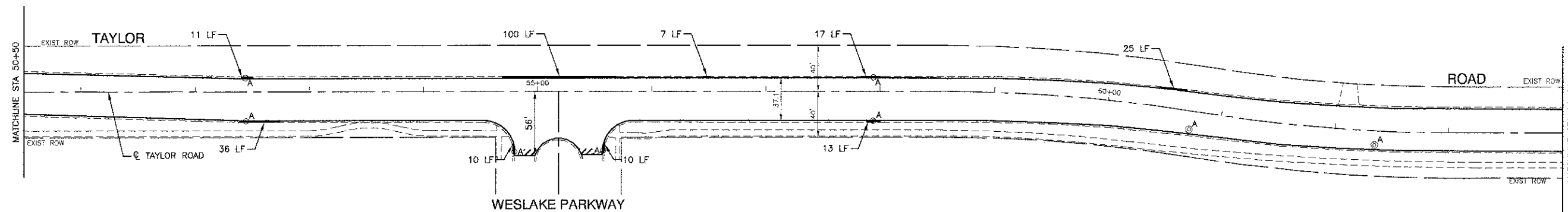
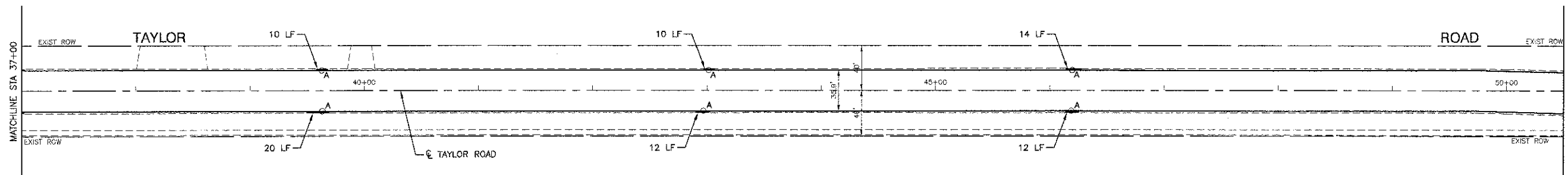
- LEGEND**
- B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT
 - PAVEMENT REMOVAL WITH CLASS D PATCH, 10"
 - P.C. CONCRETE SIDEWALK REMOVAL AND REPLACEMENT (5")
 - DETECTABLE WARNING
 - BUTT JOINT (4'-6" TYP.)
 - A STRUCTURE TO BE ADJUSTED

FILE NAME = 12679-PLAN-01 - IDOT.PCI	USER NAME =	DESIGNED -- JPH	REVISED --
		CHECKED -- HLG	REVISED --
	PLOT SCALE =	DRAWN -- RG	REVISED --
	PLOT DATE = 01-23-13	CHECKED -- AG	REVISED --







STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TAYLOR ROAD ROADWAY RESURFACING PROPOSED PLAN			
SCALE: 1"=50'	SHEET NO. 4	OF 19 SHEETS	STA. 10+88 TO STA. 37+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0288	13 00080-00-RS	WILL	19	4
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 63824	
FED. AID PROJECT M-4003 (157)				



LEGEND

-  B-8.12 CURB AND GUTTER REMOVAL AND REPLACEMENT
-  PAVEMENT REMOVAL WITH CLASS D PATCH, 10"
-  P.C. CONCRETE SIDEWALK REMOVAL AND REPLACEMENT (5")
-  DETECTABLE WARNING
-  BUTT JOINT (4'-6" TYP.)
-  A STRUCTURE TO BE ADJUSTED

FILE NAME = 12679-PLAN-01 - 100T P12

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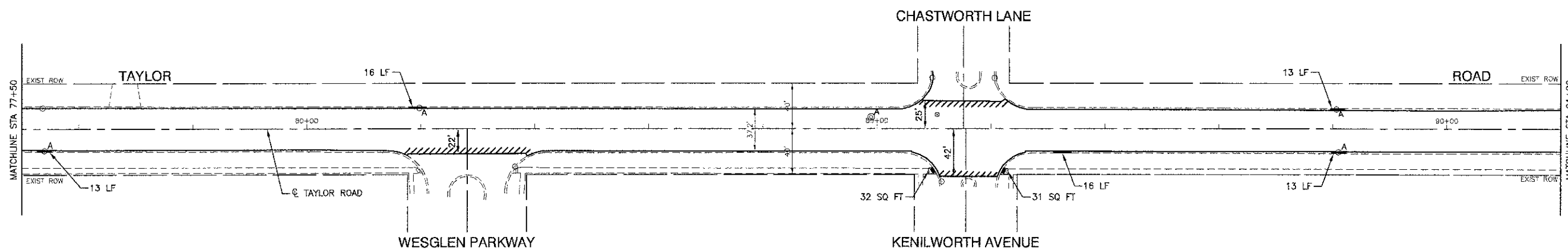
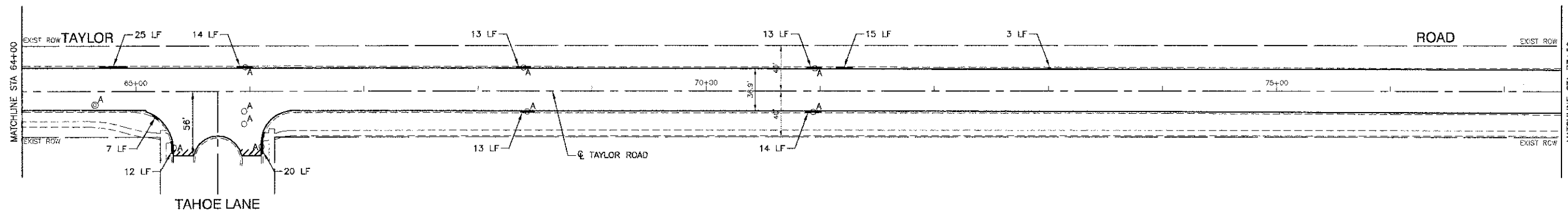
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TAYLOR ROAD
ROADWAY RESURFACING
PROPOSED PLAN






SCALE: 1"=50' SHEET NO. 5 OF 19 SHEETS STA. 37+00 TO STA. 64+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0286	13-00060-00-RS	WILL	19	5
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT M-4003 (157)	

PLANNING AND DESIGN DIVISION



LEGEND

-  B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT
-  PAVEMENT REMOVAL WITH CLASS D PATCH, 10"
-  P.C. CONCRETE SIDEWALK REMOVAL AND REPLACEMENT (5")
-  DETECTABLE WARNING
-  BUTT JOINT (4'-6" TYP.)
- A STRUCTURE TO BE ADJUSTED

FILE NAME = 12679-PLAN-01 -IDOT.P03

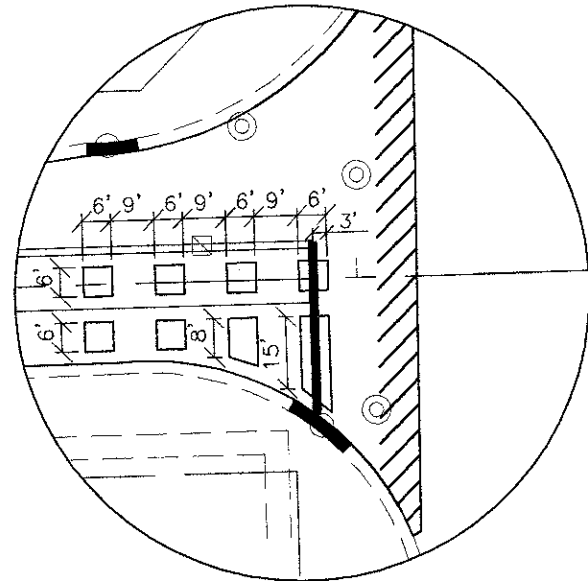
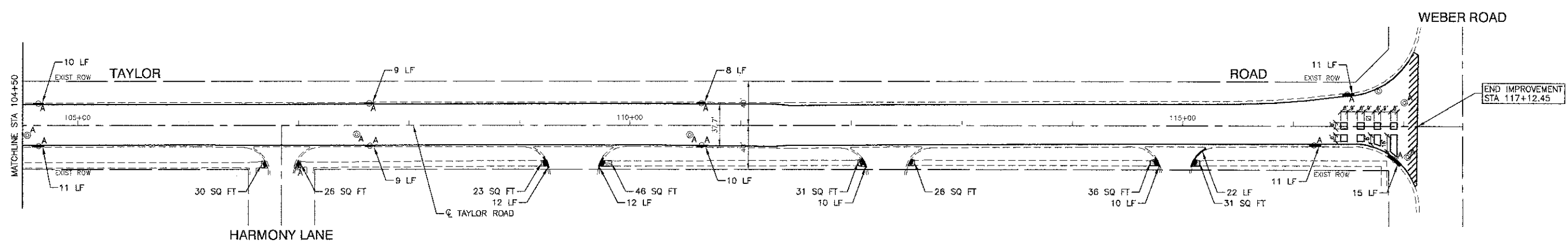
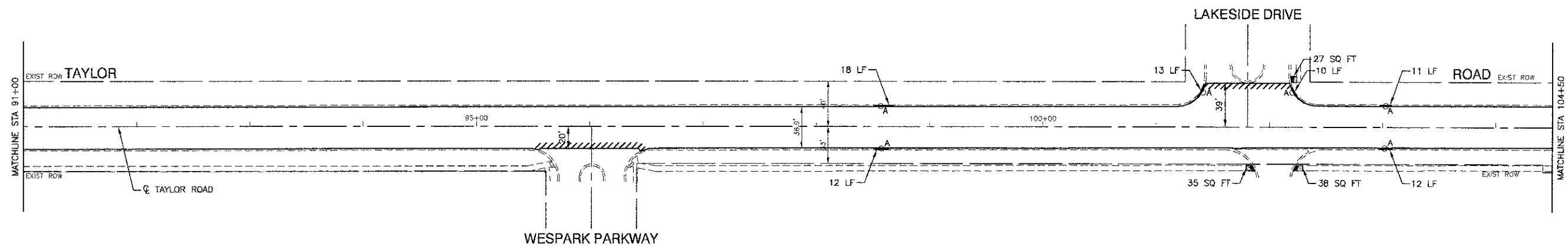
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PLOT DATE = 01-23-13	CHECKED -- AG	REVISED --

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TAYLOR ROAD ROADWAY RESURFACING PROPOSED PLAN			
SCALE: 1"=50'	SHEET NO. 6	OF 19 SHEETS	STA. 64+00 TO STA. 91+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0266	13-00060-00-RS	WILL.	19	6
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT M-4003 (157)	

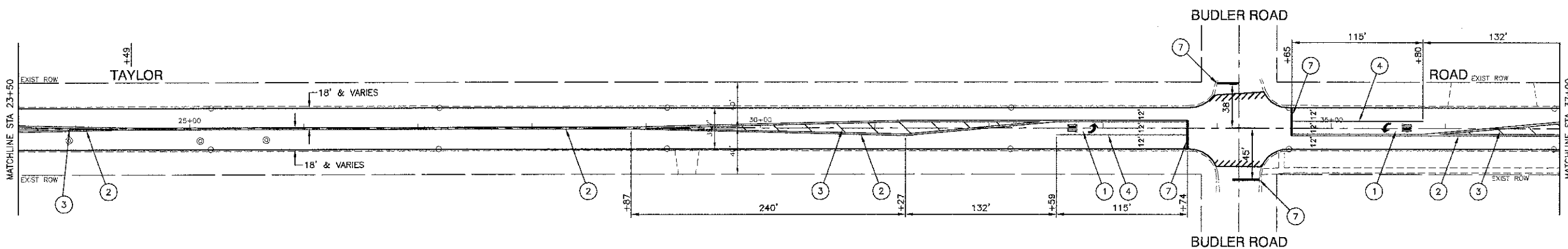
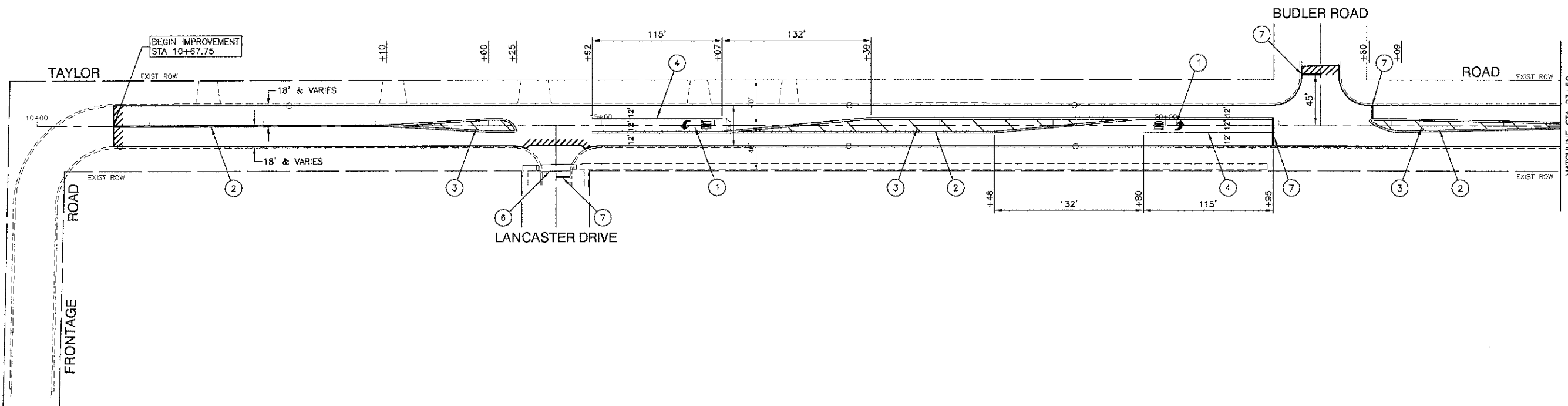
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ENLARGED DETAIL OF DETECTOR LOOPS

- LEGEND**
- B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT
 - PAVEMENT REMOVAL WITH CLASS D PATCH, 10"
 - P.C. CONCRETE SIDEWALK REMOVAL AND REPLACEMENT (5")
 - DETECTABLE WARNING
 - BUTT JOINT (4'-6" TYP.)
 - A STRUCTURE TO BE ADJUSTED
 - DETECTOR LOOP TO BE REPLACED

FILE NAME = 12073-PLAN-01-1DOT P04	USER NAME =	DESIGNED --- JPH	REVISED ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TAYLOR ROAD ROADWAY RESURFACING PROPOSED PLAN			F.A.U. RT#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE =	CHECKED --- HLG	REVISED ---		0288	13-00060-00-RS	WILL	19	7				
	PLOT DATE = 01-23-13	DRAWN --- RG	REVISED ---		SCALE: 1"=50'			SHEET NO. 7	OF 19 SHEETS	STA. 91+00	TO STA. 117+12.45	CONTRACT NO. 63824	
		CHECKED --- AG	REVISED ---		FED. ROAD DIST. NO. 1			ILLINOIS	FED. AID PROJECT M-4003 (157)				



NOTES

- OVERALL PAVEMENT WIDTH VARIES.
THROUGH TRAVEL LANES SHALL BE 12' MINIMUM.

LEGEND

- WHITE LETTERS & SYMBOLS - FULL SIZE
- 4" DOUBLE YELLOW LINE (11" OC)
- 12" YELLOW DIAGONAL LINE (20' C/C)
- 6" WHITE SOLID LINE
- 6" WHITE SKIP DASH LINE (2' LINE-6' SPACE)
- 6" WHITE CROSSWALK LINE
- 24" WHITE STOP BAR

FILE NAME = 12579-PLAN 01 - PVMK P01

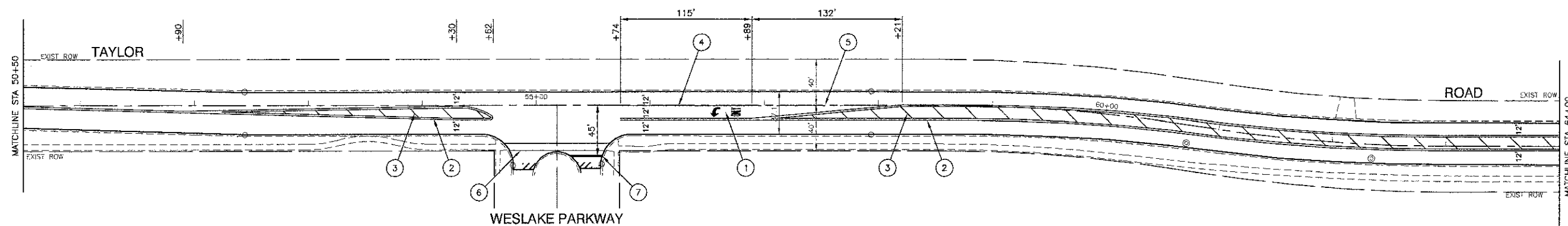
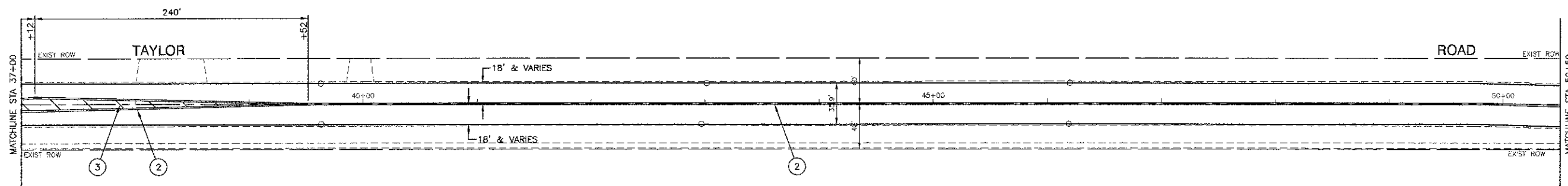
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PLOT DATE = 01-23-13	CHECKED -- AG	REVISED --

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TAYLOR ROAD
ROADWAY RESURFACING
PROPOSED PAVEMENT MARKINGS

SCALE: 1"=50' SHEET NO. 8 OF 19 SHEETS STA. 10+68 TO STA. 37+00

F.A.U. #12	SECTION 13-00060-00-HS	COUNTY WILL	TOTAL SHEETS 19	SHEET NO. 8
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT M-4003 (157)	



NOTES

- OVERALL PAVEMENT WIDTH VARIES. THROUGH TRAVEL LANES SHALL BE 12' MINIMUM.

LEGEND

- ① WHITE LETTERS & SYMBOLS - FULL SIZE
- ② 4" DOUBLE YELLOW LINE (11" OC)
- ③ 12" YELLOW DIAGONAL LINE (20' C/C)
- ④ 6" WHITE SOLID LINE
- ⑤ 6" WHITE SKIP DASH LINE (2' LINE-6' SPACE)
- ⑥ 6" WHITE CROSSWALK LINE
- ⑦ 24" WHITE STOP BAR

FILE NAME = 12679-PLAN-01-P.MRK P02

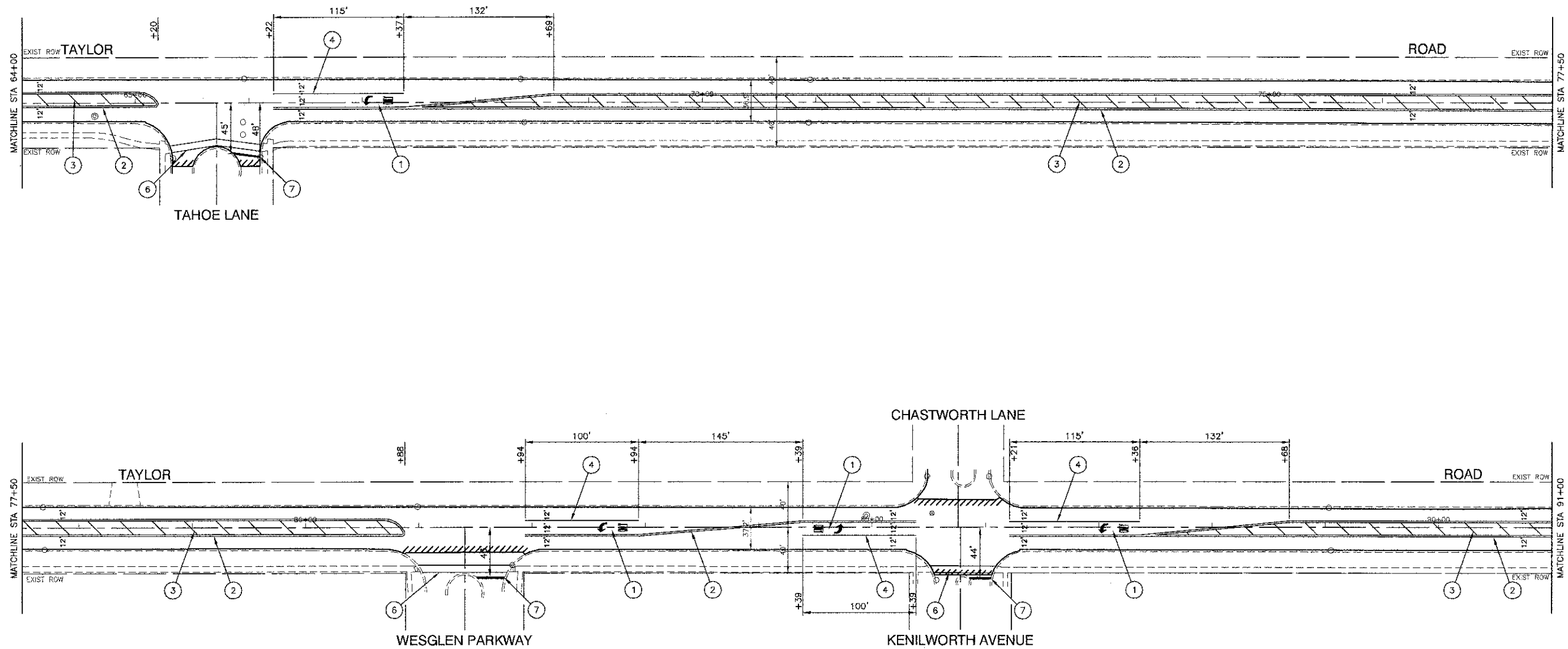
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PLOT SCALE =	DRAWN -- RG	REVISED --
PLOT DATE = 01-23-13	CHECKED -- AG	REVISED --

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TAYLOR ROAD
ROADWAY RESURFACING
PROPOSED PAVEMENT MARKINGS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0286	13-00080-00-RS	WILL	19	9
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 63B24	
FED. AID PROJECT M-4003 (157)				

SCALE: 1"=50' SHEET NO. 9 OF 19 SHEETS STA. 37+00 TO STA. 64+00



NOTES

1. OVERALL PAVEMENT WIDTH VARIES.
THROUGH TRAVEL LANES SHALL BE 12' MINIMUM.

LEGEND

- ① WHITE LETTERS & SYMBOLS - FULL SIZE
- ② 4" DOUBLE YELLOW LINE (11" OC)
- ③ 12" YELLOW DIAGONAL LINE (20' C/C)
- ④ 6" WHITE SOLID LINE
- ⑤ 6" WHITE SKIP DASH LINE (2' LINE-6' SPACE)
- ⑥ 6" WHITE CROSSWALK LINE
- ⑦ 24" WHITE STOP BAR

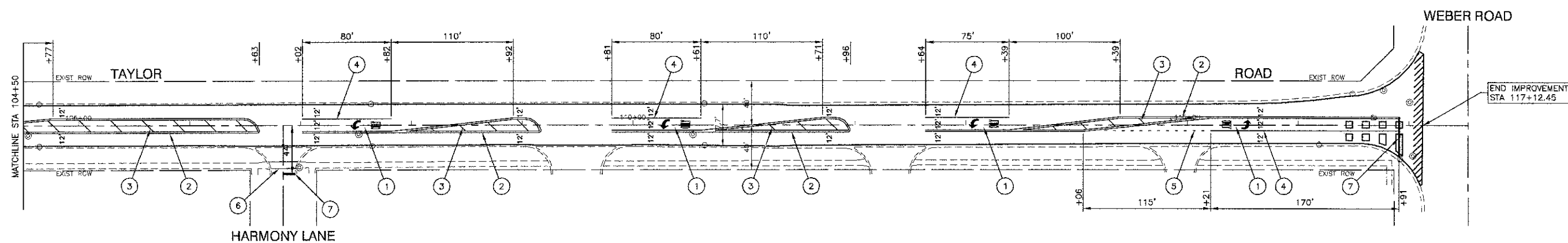
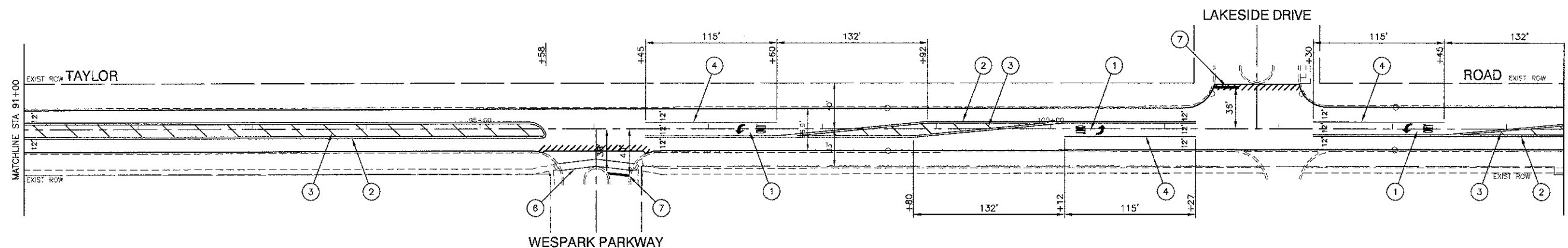
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USER NAME =	DESIGNED -- JPH	REVISED --
	CHECKED -- HLG	REVISED --
PLOT SCALE =	DRAWN -- RG	REVISED --
PLOT DATE = 01-23-13	CHECKED -- AG	REVISED --

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TAYLOR ROAD
ROADWAY RESURFACING
PROPOSED PAVEMENT MARKINGS
SCALE: 1"=50'
SHEET NO. 10 OF 19 SHEETS
STA. 64+00 TO STA. 91+00

F.A.U. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0288	13-00090-00-RS	WILL	19	10
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003 (157)			CONTRACT NO. 63824	



NOTES

1. OVERALL PAVEMENT WIDTH VARIES.
THROUGH TRAVEL LANES SHALL BE 12' MINIMUM.

LEGEND

- ① WHITE LETTERS & SYMBOLS - FULL SIZE
- ② 4" DOUBLE YELLOW LINE (11" OC)
- ③ 12" YELLOW DIAGONAL LINE (20' C/C)
- ④ 6" WHITE SOLID LINE
- ⑤ 6" WHITE SKIP DASH LINE (2' LINE-6' SPACE)
- ⑥ 6" WHITE CROSSWALK LINE
- ⑦ 24" WHITE STOP BAR

FILE NAME = 12579-PLAN-01 - PAVK P04

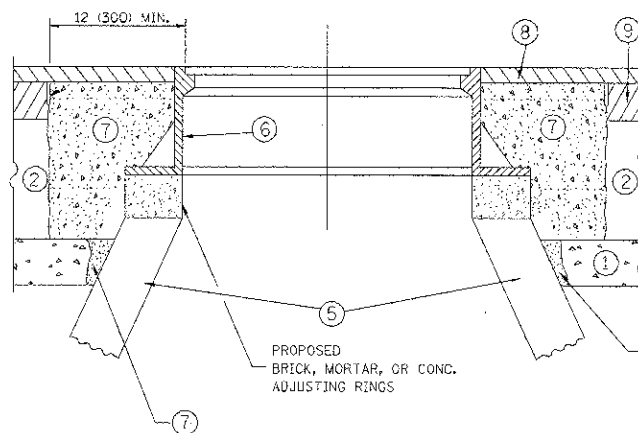
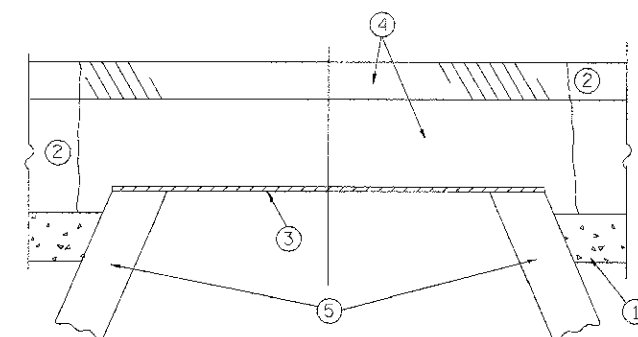
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	CHECKED - HLG	REVISED -
PLOT SCALE =	DRAWN - RG	REVISED -
PLOT DATE = 01-23-13	CHECKED - AG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TAYLOR ROAD
ROADWAY RESURFACING
PROPOSED PAVEMENT MARKINGS

SCALE: 1"=50' SHEET NO. 11 OF 19 SHEETS STA. 91+00 TO STA. 117+12.45

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0286	13-00086-00-RS	WILL	19	11
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT M-4003 (157)	
CONTRACT NO. 63824				



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 PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- * UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 409, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER.

LEGEND

- | | |
|--|-------------------------------|
| ① SUB-BASE GRANULAR MATERIAL | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS PP-1* CONCRETE |
| ③ 36 (900) DIAMETER METAL PLATE | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE |
| ⑤ EXISTING STRUCTURE | |

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:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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

NOTES:

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

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

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

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

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

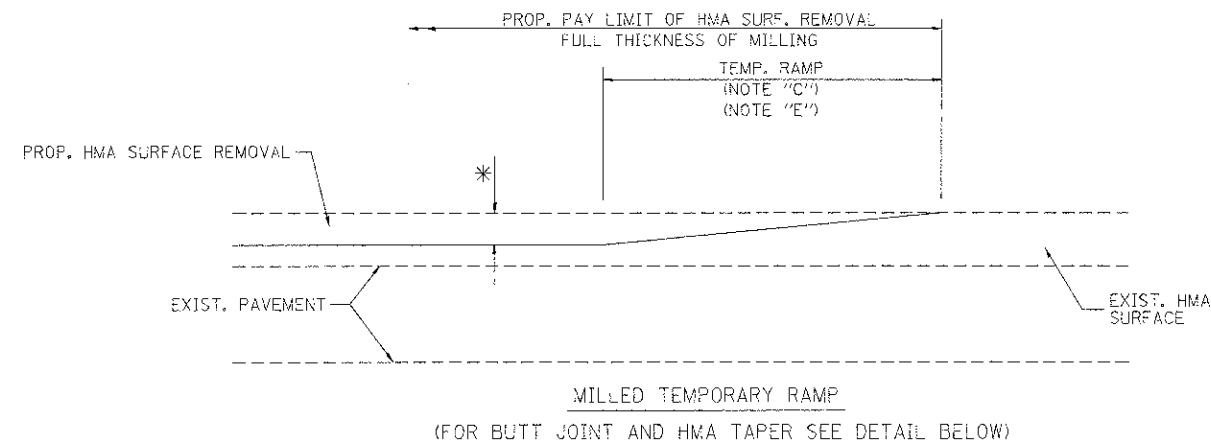
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

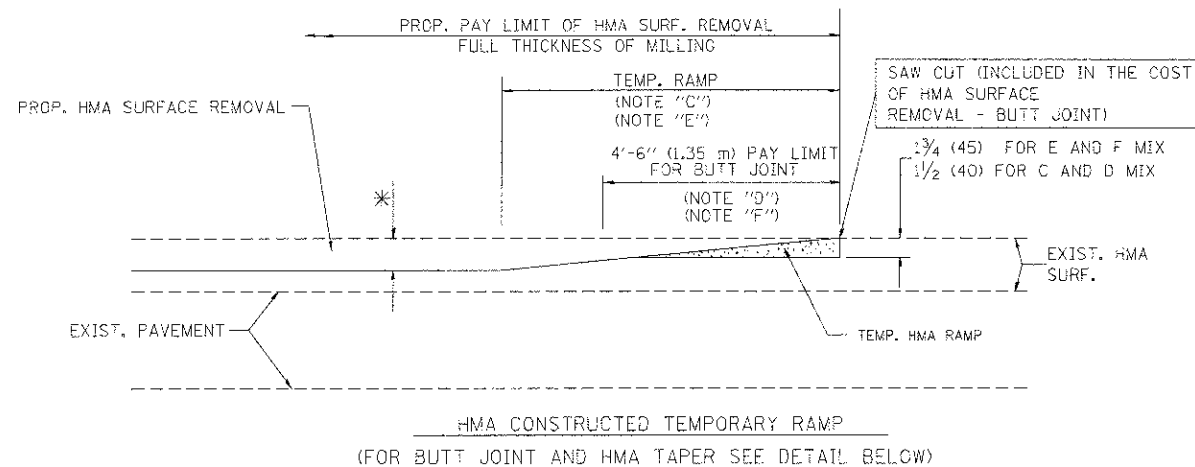
REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07
R. BORO	03/09/11
R. BORO	12/06/11

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

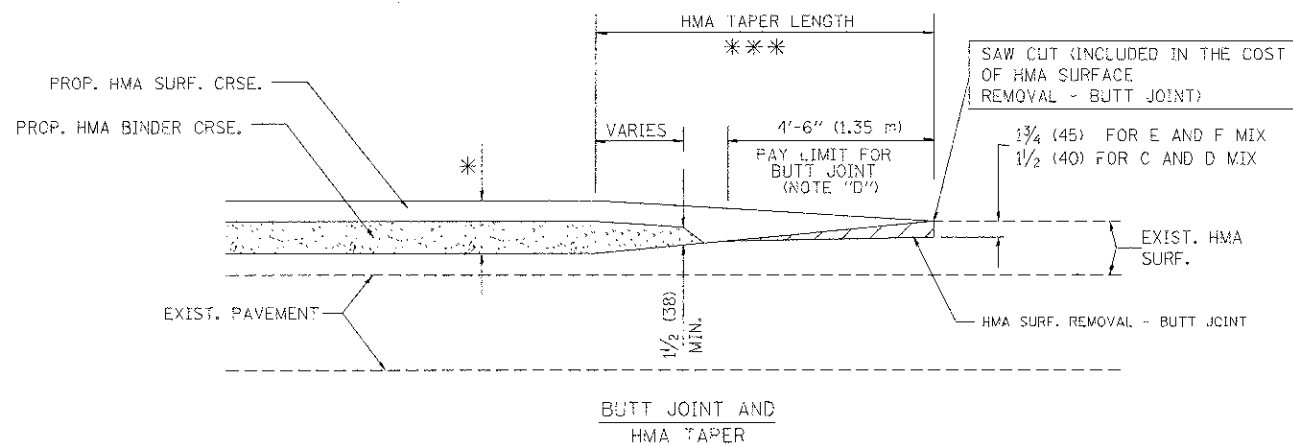
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CHECKED BY



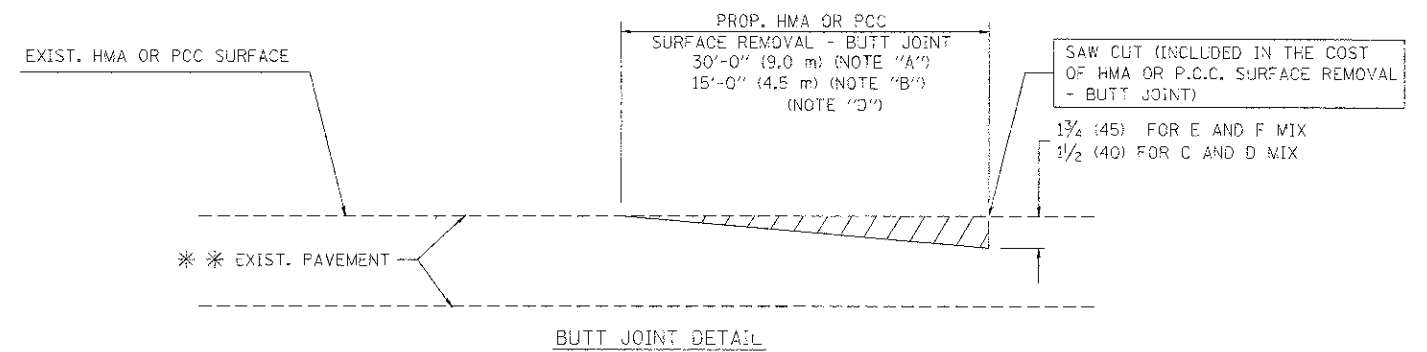
OPTION 1



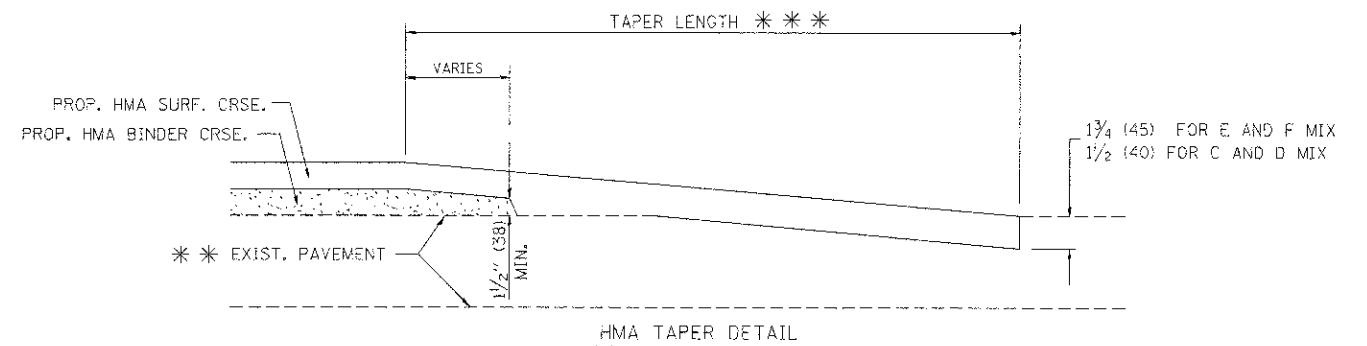
OPTION 2
TYPICAL TEMPORARY RAMP



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:\d1statd\22x34\bd32.dgn

USER NAME = gaglianobt
PLOT SCALE = 1/4" = 1'-0" / IN.
PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

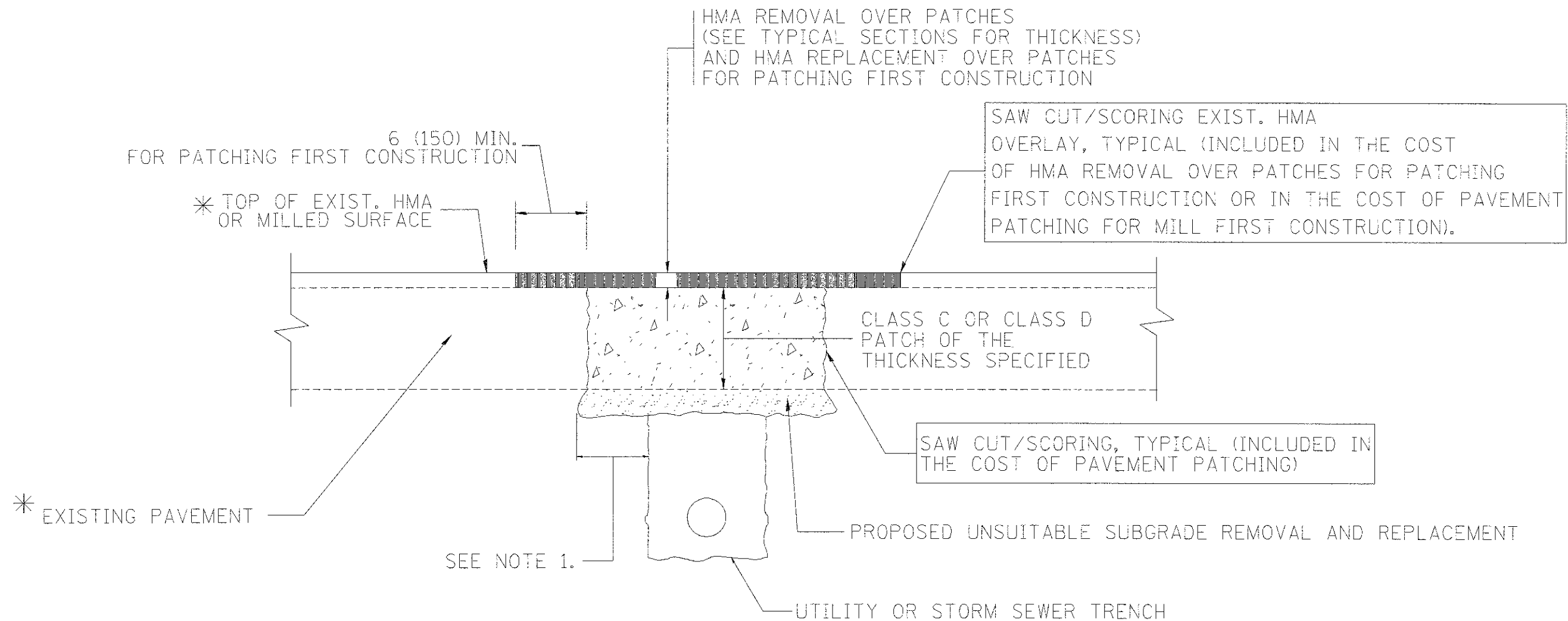
REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
BUTT JOINT AND HMA TAPER
DETAILS

SCALE: NONE SHEET NO. 13 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0286	13-00080-00-RS	WILL	19	13
BD400-05 BD32		CONTRACT NO. 63824		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003 (157)				



* 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 = c:\p\o\jeota\distatd22x34\bd22.dgn	USER NAME = balard	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.U. RTE 0286	SECTION 13-00060-00-RS	COUNTY WILL	TOTAL SHEETS 19	SHEET NO. 14			
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 14	OF 19 SHEETS	STA.	TO STA.	BD400-04 (BD-22)			CONTRACT NO. 63824		
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - R. BORO 09-04-07					BD400-04 (BD-22)			CONTRACT NO. 63824				
			REVISED - K. ENG 10-27-08					FED. ROAD DIST. NO. 1			ILLINOIS			FED. AID PROJECT M-4003 (157)	

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

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

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

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

18" (450) MAX.

1/4" (5) **

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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

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

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

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

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

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

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

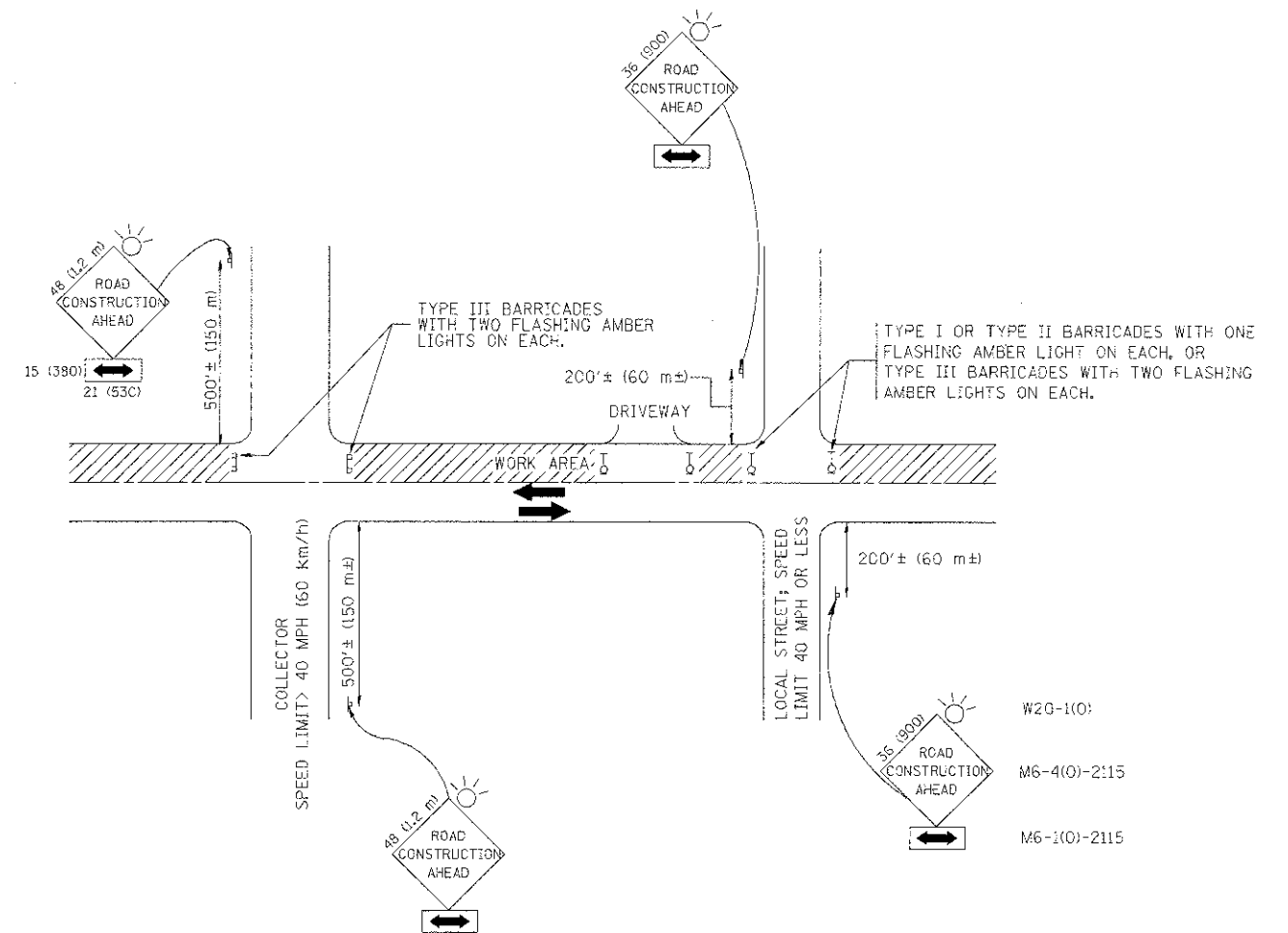
BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakoegn	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. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
al\pvc\work\pvc\dot\drivakoegn\02\88315\bd24.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97			0288	13-00060-00-RS	WILL	19	15	
	PLOT SCALE = 5/8" = 1' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01			BD600-06 (BD-24)		CONTRACT NO. 63824			
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09			SCALE: NONE	SHEET NO. 15 OF 19 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1



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.

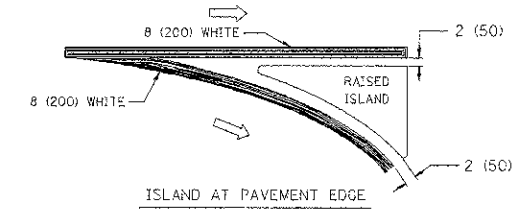
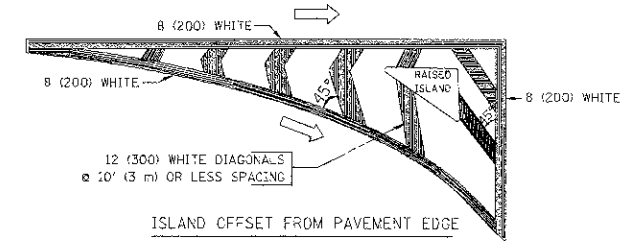
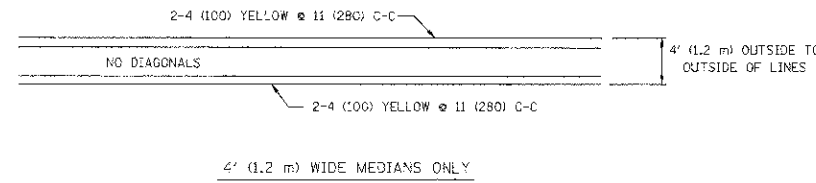
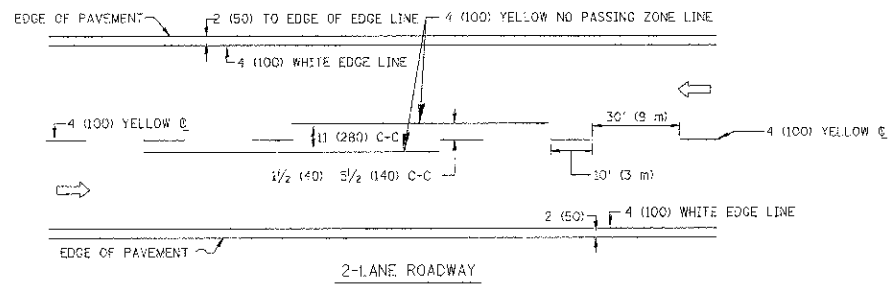
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		PLOT SCALE = 50.0000 / / IN.	REVISED = A. HOUSEH 10-15-96
		PLOT DATE = 1/4/2008	DATE = 06-89
			REVISED = T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

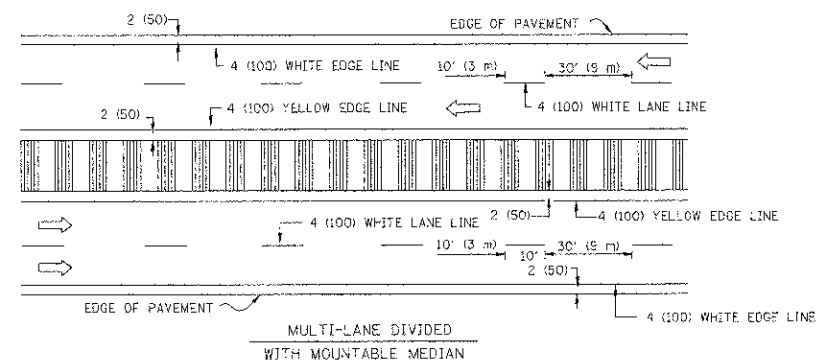
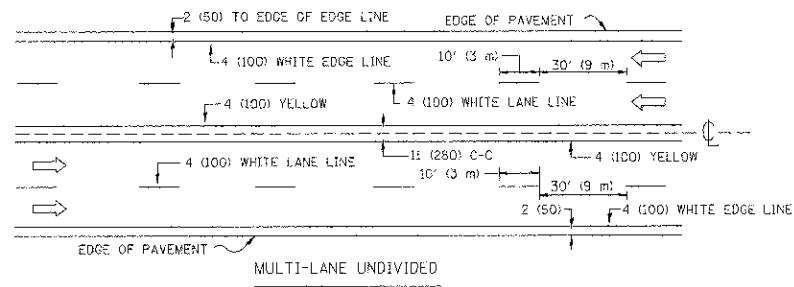
DISTRICT ONE
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE SHEET NO. 16 OF 19 SHEETS STA. TO STA.

F.A.U. RILEY	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0288	19-00060-00-RS	WILL	19	16
TC-10			CONTRACT NO. 63824	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4093 (157)				

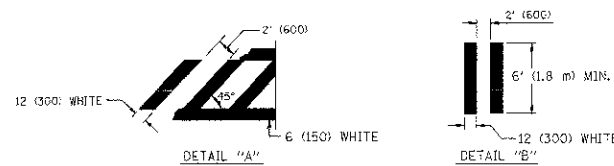
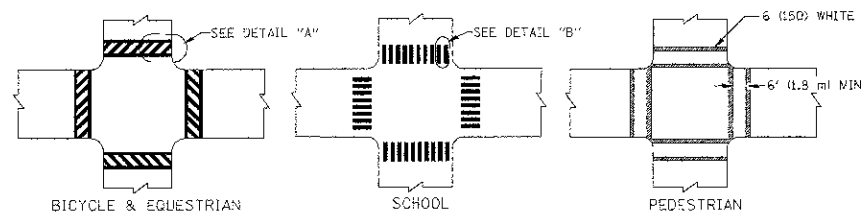


TYPICAL ISLAND MARKING

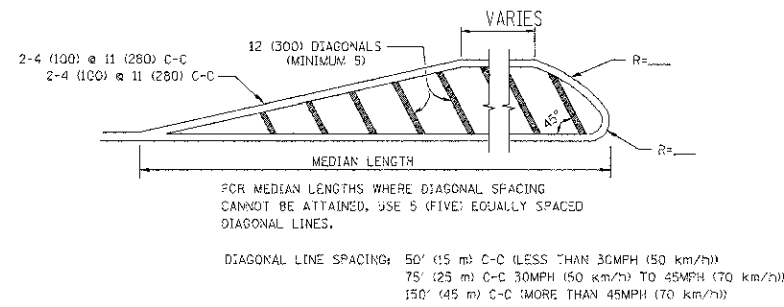


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

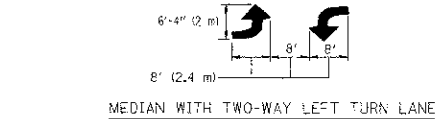
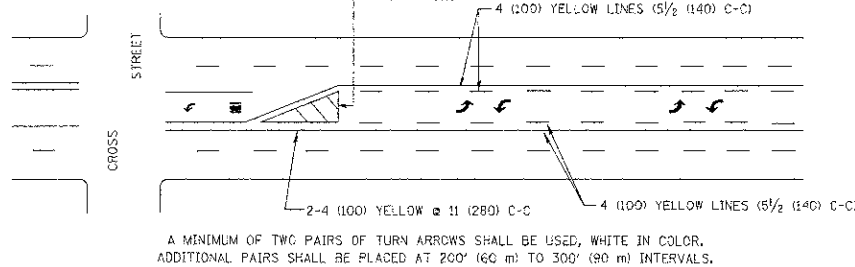
TYPICAL LANE AND EDGE LINE MARKING



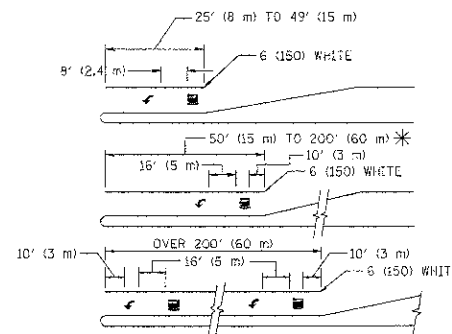
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE



TYPICAL PAINTED MEDIAN 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	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 8' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m 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 = drivakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
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		CHECKED -	REVISED -
PLOT SCALE = 50.0000 1/1 IN.		DATE - 03-19-90	REVISED -
PLOT DATE = 9/9/2009			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

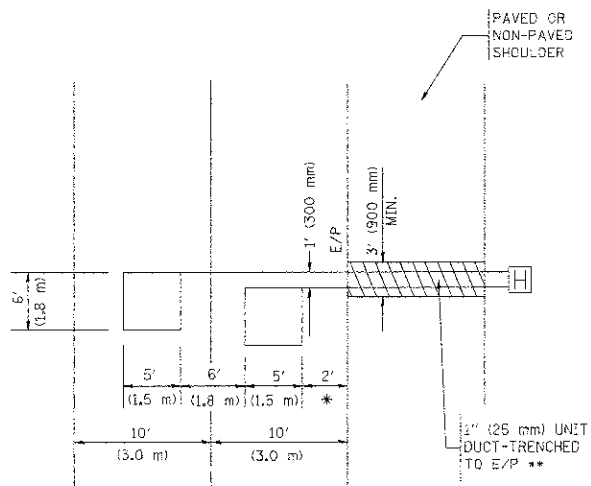
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET NO. 17 OF 19 SHEETS STA. TO STA.

FAU. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0280	13-00060-00-RS	WILL	19	17
TC-13			CONTRACT NO. 63824	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003 (157)		

LOOPS NEXT TO SHOULDERS

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

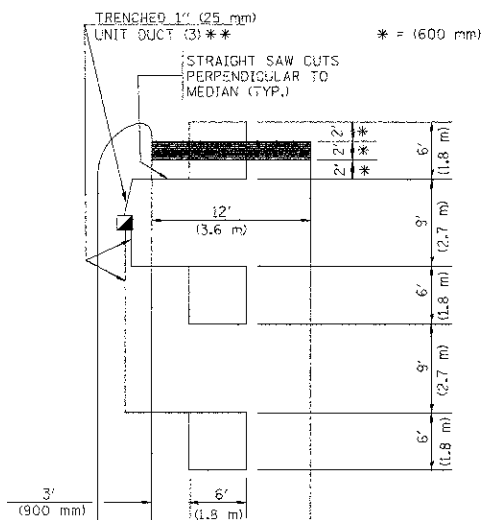


* = (600 mm)

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

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

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

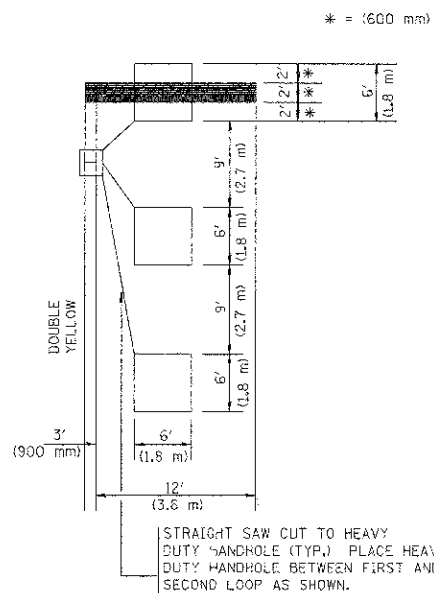


* = (600 mm)

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

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

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



* = (600 mm)

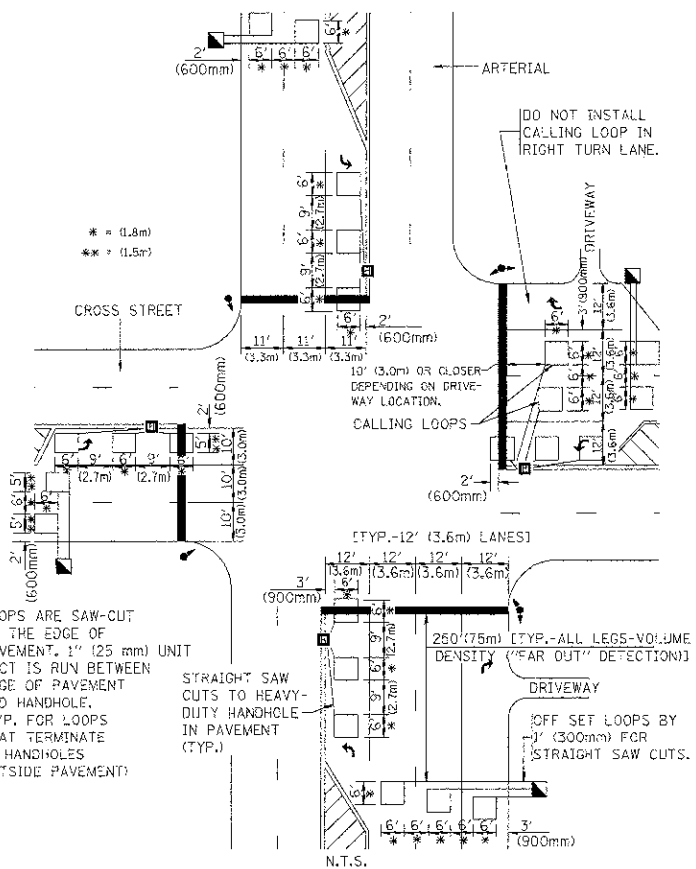
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

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

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

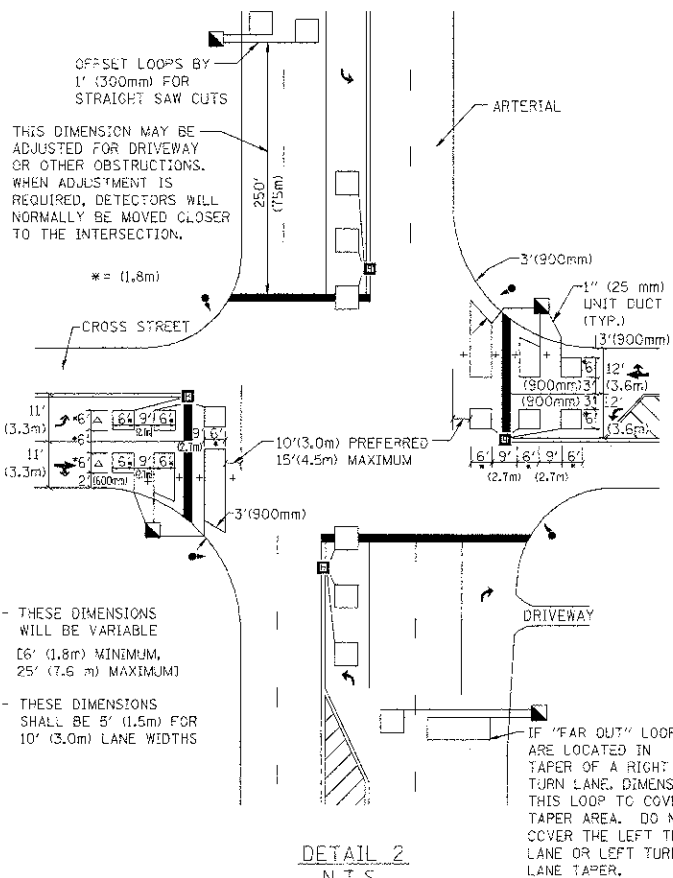


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

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

DETAIL 1
N.T.S.

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



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

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

DETAIL 2
N.T.S.

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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PLOT DATE = 1/4/2008

DESIGNED -
DRAWN -
CHECKED - R.K.F.
DATE -

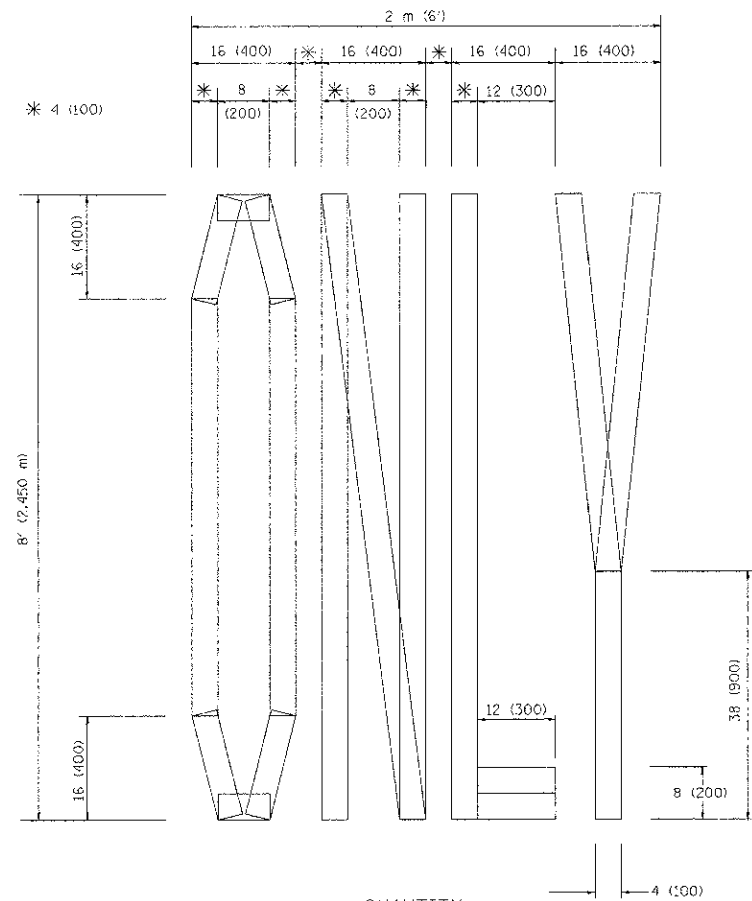
REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

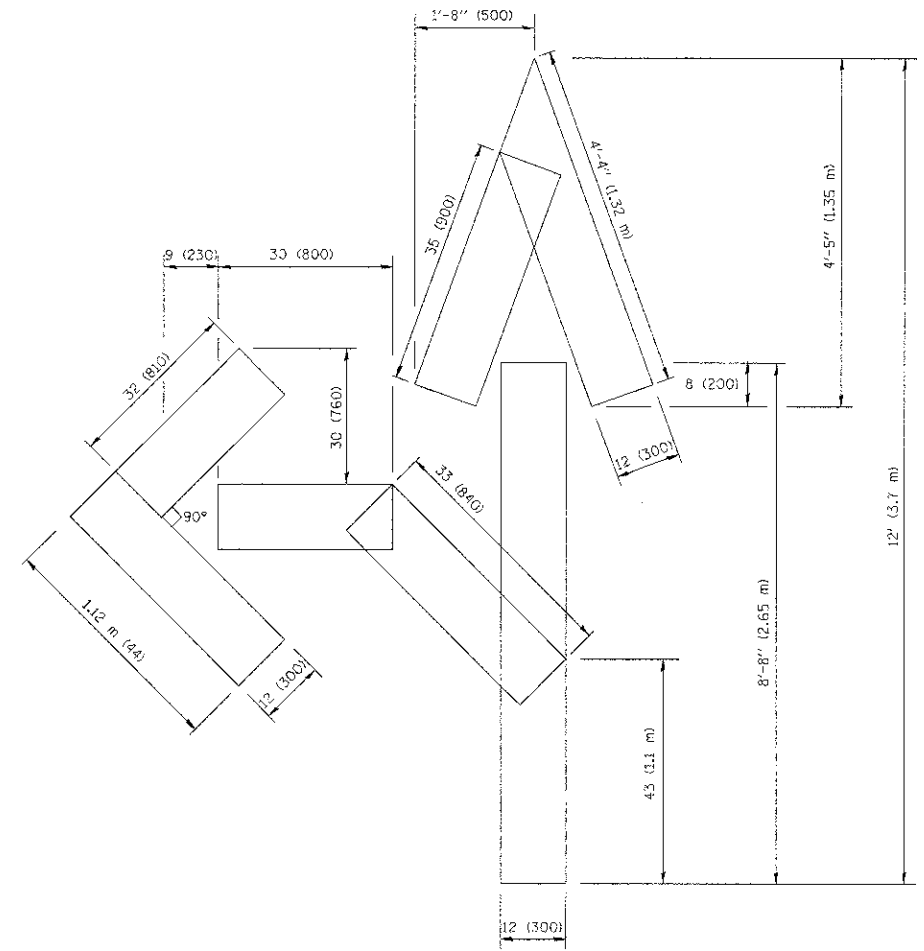
DISTRICT ONE - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

SCALE: NONE SHEET NO. 18 OF 19 SHEETS STA. TO STA.

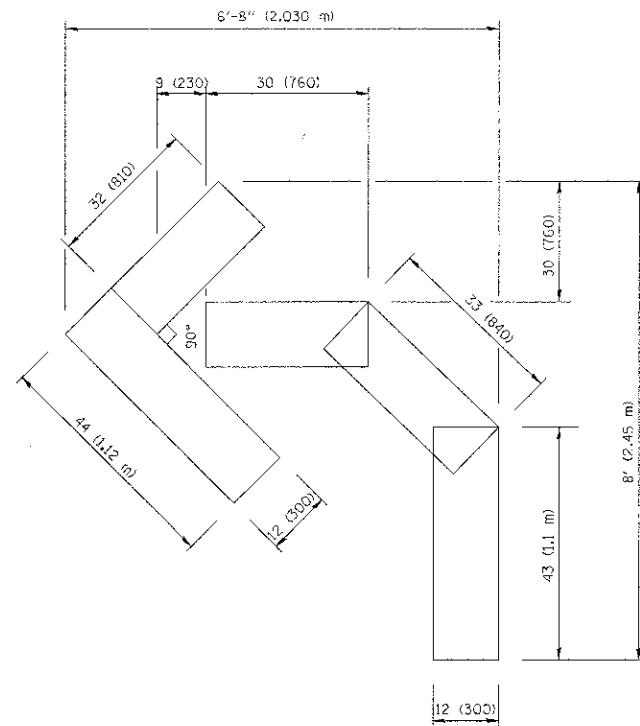
F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0286	13-00060-00-BS	WILL	19	18
TS-07			CONTRACT NO. 63824	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003 (157)				



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 = gajlienob
 PLOT SCALE = 50.0000" / IN.
 PLOT DATE = 1/4/2009

DESIGNED -
 DRAWN -
 CHECKED -
 DATE - 09-18-94

REVISED -T. RAMMACHER 06-05-96
 REVISED -T. RAMMACHER 11-04-97
 REVISED -T. RAMMACHER 03-02-98
 REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - PAVEMENT MARKING LETTERS AND
 SYMBOLS FOR TRAFFIC STAGING
 SCALE: NONE SHEET NO. 19 OF 19 SHEETS STA. TO STA.

F.A.U. R/E	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0286	19-00060-00-RS	WILL	19	19
TC-16			CONTRACT NO. 63824	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003 (157)				