

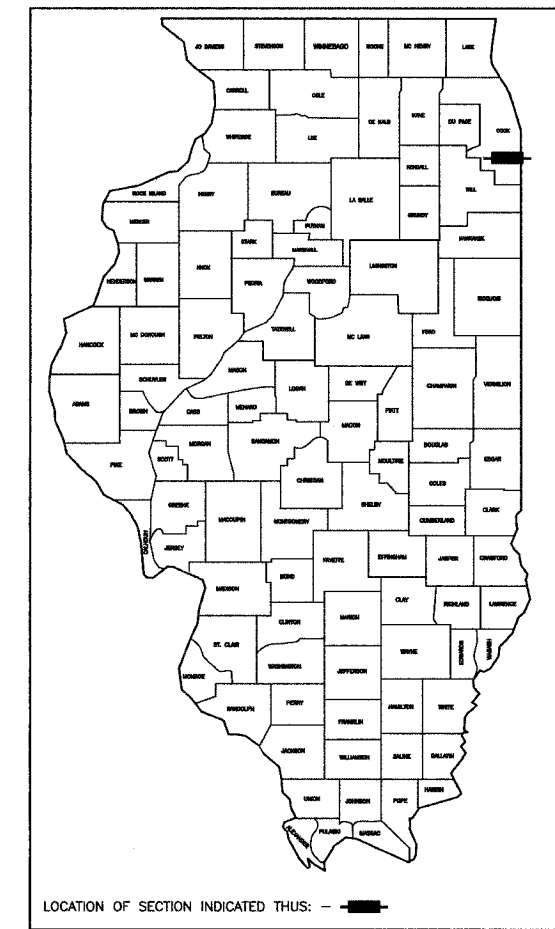
F. A. U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1601	08-00115-00-RS	COOK	19	01
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT #63046

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

FAU 1601 / 144TH STREET
HALSTED STREET (FAU 3730) TO INDIANA AVENUE (FAU 2906)
LOCAL AGENCY PAVEMENT PRESERVATION
STREET RESURFACING
PROJECT: M-8003(968)
SECTION NO.: 08-00115-00-RS
JOB NO.: C-91-333-08
VILLAGE OF RIVERDALE
COOK COUNTY



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED April 23, 2008
Zenovia A. Evans MAYOR, VILLAGE OF RIVERDALE

PASSED MAY 22, 2008
Christophe Holt REGION ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR
BID BASED ON
LIMITED REVIEW MAY 22, 2008
Diane M. O'Keefe DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PRINTED BY THE AUTHORITY OF
THE STATE OF ILLINOIS

PREPARED BY OR UNDER THE
DIRECT SUPERVISION OF:
J.M. [Signature]
5/6/08

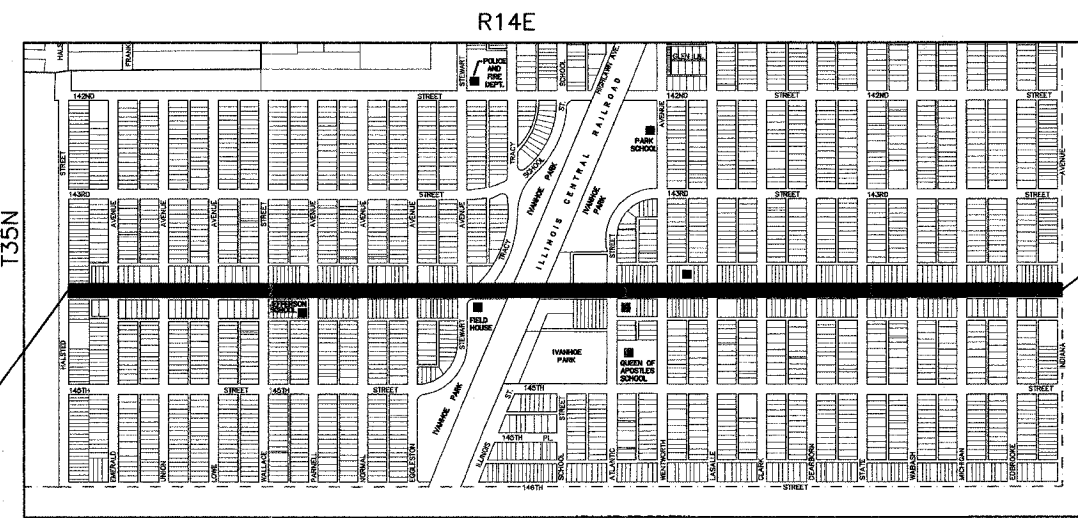
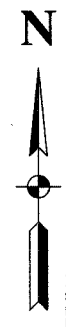
62-51002
REGISTERED
PROFESSIONAL
ENGINEER
STATE OF ILLINOIS
LICENSE EXPIRES: 11/30/09

INDEX OF SHEETS

- 1 COVER SHEET, INDEX OF SHEETS, LOCATION MAP
INDEX OF STATE STANDARDS
- 2 SUMMARY OF QUANTITIES & GENERAL NOTES
- 3 TYPICAL CROSS SECTION
- 4-6 PAVEMENT PLAN
- 7-9 STRIPING PLAN
- 10-19 DISTRICT 1 STANDARD DETAILS

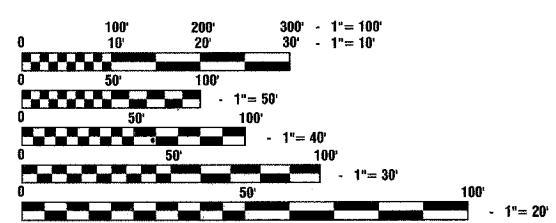
STATE STANDARDS

- 000001-05 STANDARD STANDARDS, ABBREVIATIONS AND PATTERNS
- 280001-04 TEMPORARY EROSION CONTROL SYSTEMS
- 424001-05 CURB RAMPS FOR SIDEWALK
- 442201-03 CLASS C AND D PATCHES
- 606001-03 CONCRETE CURB AND COMBINATION CONCRETE CURB & GUTTER
- 701601-05 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W
WITH NONTRAVERSABLE MEDIAN
- 701701-05 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-03 LANE CLOSURE, MULTILANE, 1W OR 2W, CROSSWALK
OR SIDEWALK CLOSURE,
- 701901 TRAFFIC CONTROL DEVICES
- 780001-01 TYPICAL PAVEMENT MARKINGS
- 886001 DETECTOR LOOP INSTALLATIONS
- 886006 TYPICAL LAYOUT FOR DETECTION LOOPS



IMPROVEMENT BEGINS
144TH STREET
STATION 0+31

IMPROVEMENT ENDS
144TH STREET
STATION 65+82



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

CONTRACT NO. 63046

LOCATION MAP

— INDICATES PROPOSED IMPROVEMENT

GROSS LENGTH= 6,551 FEET = 1.241 MILES
NET LENGTH= 6,551 FEET = 1.241 MILES

144TH STREET
ADT=12,000 (2007)
POSTED SPEED LIMIT = 30 MPH
DESIGN SPEED = 35 MPH

I.D.O.T. FIELD ENGINEER: MELCHOR MANGOBA 847-705-4408
CONSULTANTS: ROBINSON ENGINEERING, LTD. 708-331-6700
CONTACT ENGINEER: JEFF KOZA

SECTION 4, TOWNSHIP 36, RANGE 14
SECTION 5, TOWNSHIP 36, RANGE 14

P. A. U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1601	08-00115-00-RS	COOK	19	02
STA.	TO STA.			
FED. ROAD DIST. NO. 1	LINE	FED. AID PROJECT		

CONTRACT #63046

S.I.	CODE NO.	PAY ITEM	UNIT	QUAN	PAVEMENT		MARKINGS	SIGNALS	
					1000	SFTY-1D		CONSTRUCTION TYPE CODE	
									Y031-4f
	25200650	SODDING, SALT TOLERANT (SPECIAL)	SQ YD	288	288				
	35800200	AGGREGATE BASE REPAIR	TON	105	105				
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	4446	4446				
	40600300	AGGREGATE (PRIME COAT)	TON	67	67				
	40600895	CONSTRUCTING TEST STRIP	EACH	1	1				
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	733	733				
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3664	3664				
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	SQ FT	7429	7429				
	42400800	DETECTABLE WARNINGS	SQ FT	1088	1088				
	44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	42346	42346				
	44000600	SIDEWALK REMOVAL	SQ FT	7429	7429				
	44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	2324	2324				
	44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	423	423				
	44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	423	423				
	44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	151	151				
	67100100	MOBILIZATION	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	1500	1500				
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1529		1529			
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	14979		14979			
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	8630		8630			
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	210		210			
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2136		2136			
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	815		815			
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	1274				1274	
	X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1832	1832				
	Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	110	110				
	Z0017700	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	2	2				
	XX007532	HOT-MIX ASPHALT PARKWAY REMOVAL & REPLACEMENT	SQ FT	469	469				

GENERAL NOTES:

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
- UTILITIES INDICATED ON THE PLANS ARE PROVIDED FOR THE CONTRACTORS 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 UTILITIES 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.
- SCHEDULES INCLUDED IN THE PLANS HAVE BEEN PREPARED FROM FIELD NOTES. EXACT LOCATIONS FOR PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
- THE NOMINAL THICKNESS OF HOT-MIX ASPHALT 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 HOT-MIX ASPHALT SURFACE IS PLACED.
- ITEMS OF WORK LISTED IN THE SUMMARY OF QUANTITIES WHICH ARE NOT SPECIFICALLY INDICATED IN THE PLANS SHALL BE PERFORMED AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- THE TOP OF ALL STRUCTURES SHALL BE FLUSH WITH THE ADJACENT SURFACE OR AT THE INDICATED ELEVATIONS SHOWN ON THE PLANS.
- WHEN, IN THE CONSTRUCTION OPERATION, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR OTHER DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH DAY BY THE CONTRACTOR AT HIS EXPENSE. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM ALL DIRT AND DEBRIS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE APPROXIMATE LOCATION OF KNOWN PUBLIC UTILITIES ARE SHOWN ON THE PLANS. HOWEVER, THE DEPARTMENT DOES NOT GUARANTEE ITS ACCURACY. PRIOR TO COMMENCING OPERATIONS ON THE PROJECT WHICH MAY IN ANY WAY CREATE THE POSSIBILITY OF INVOLVEMENT WITH EXISTING UTILITIES, THE CONTRACTOR SHALL CONTACT THE FIRM (OR COMMUNITY) INVOLVED. ADJUSTMENT OF ALL PUBLIC UTILITIES WITHIN THE LIMITS OF THIS IMPROVEMENT WILL BE DONE BY THE RESPECTIVE OWNERS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED DUE TO DELAYS OR INCONVENIENCE CAUSED BY THESE ADJUSTMENTS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATIONS OF UNDERGROUND INSTALLATION BEFORE STARTING CONSTRUCTION OPERATIONS.
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 SHALL BE INSTALLED WITH A THICKNESS EQUAL TO NINE INCHES (9").
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE VILLAGE.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED. (ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL).
- ALL HMA PAVING SHALL FOLLOW DESIGNATED DRIVING LANES AS SHOWN IN STRIPING DETAILS. NO LONGITUDINAL PAVING JOINT OR SEAMS ARE ALLOWED WITHIN THE DRIVING LANES. ALL LONGITUDINAL PAVING JOINTS OR SEAMS WILL BE BETWEEN THE DRIVING LANES.
- ALL PAVEMENT, CURB AND SIDEWALK REMOVALS SHALL BE MADE BY MEANS OF STRAIGHT SAW CUT JOINT. THE COST FOR SAW CUTTING SHALL BE INCIDENTAL TO THE CONTRACT.
- CONTRACTOR SHALL BE RESPONSIBLE AT ALL TIMES FOR TRAFFIC CONTROL AND PROTECTION IN ACCORDANCE WITH THE LATEST IDOT STANDARD SPECIFICATIONS ADOPTED, THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AND THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- THE CONTRACTOR SHALL MAKE EVERY ATTEMPT NOT TO DAMAGE EXISTING TREES.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS THROUGHOUT THE RECONSTRUCTION LIMITS AT ALL TIMES. IF DRIVEWAY ACCESS MUST BE RESTRICTED, THE CONTRACTOR SHALL NOTIFY THE RESIDENT IN WRITING 24 HOURS IN ADVANCE.

* - INDICATES SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

144TH STREET
STREET RESURFACING
SUMMARY OF QUANTITIES
AND GENERAL NOTES

SCALE: VERT. NA
HORIZ. NA
DATE 05/07/08

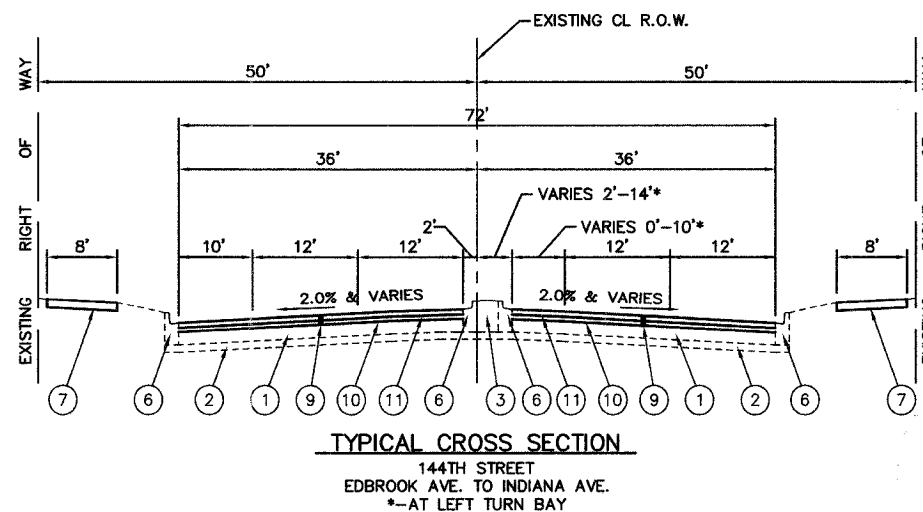
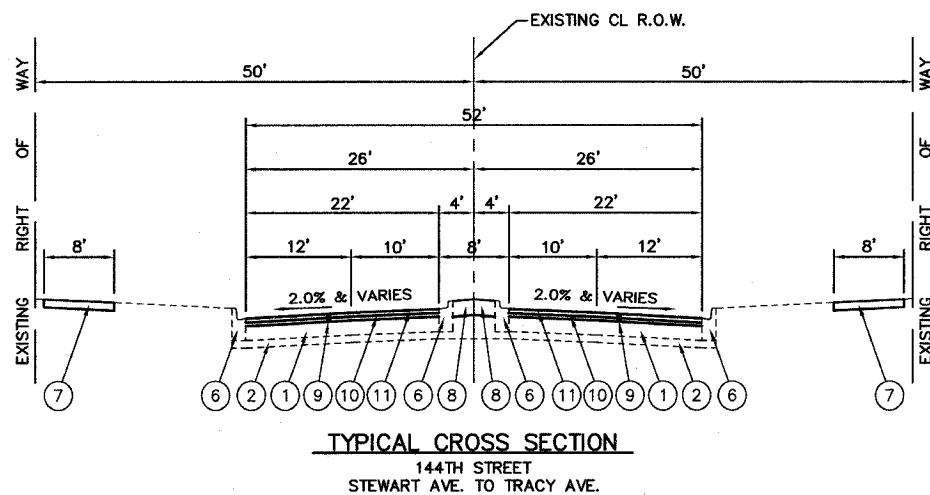
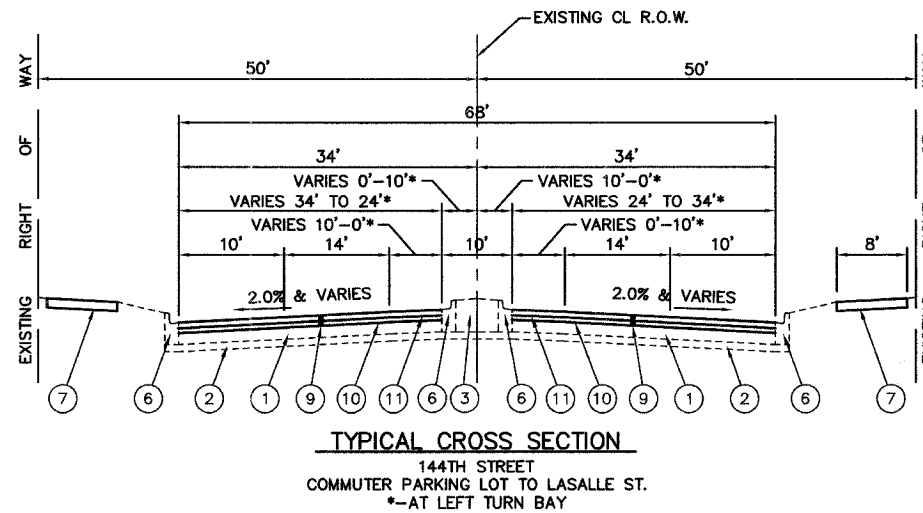
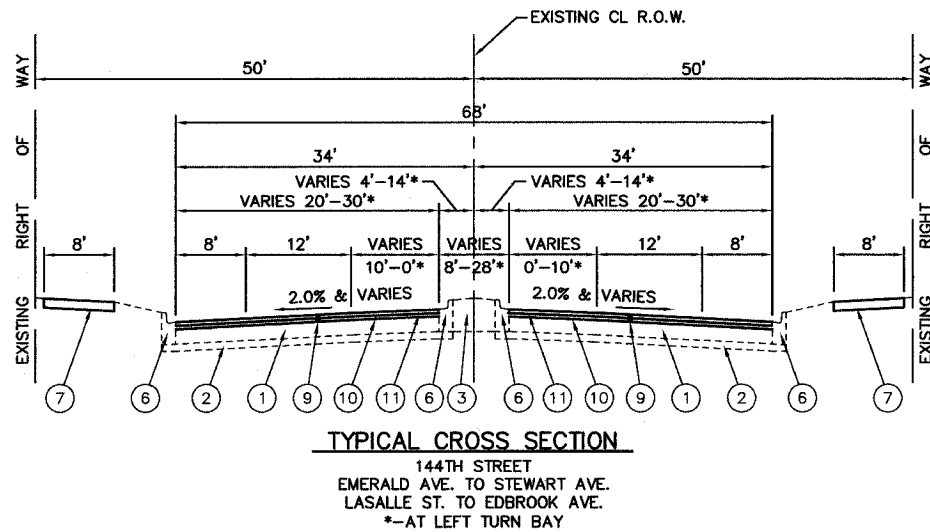
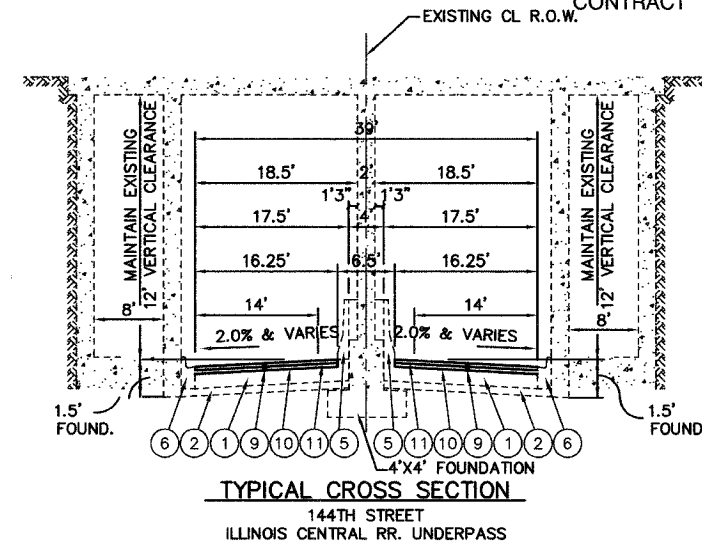
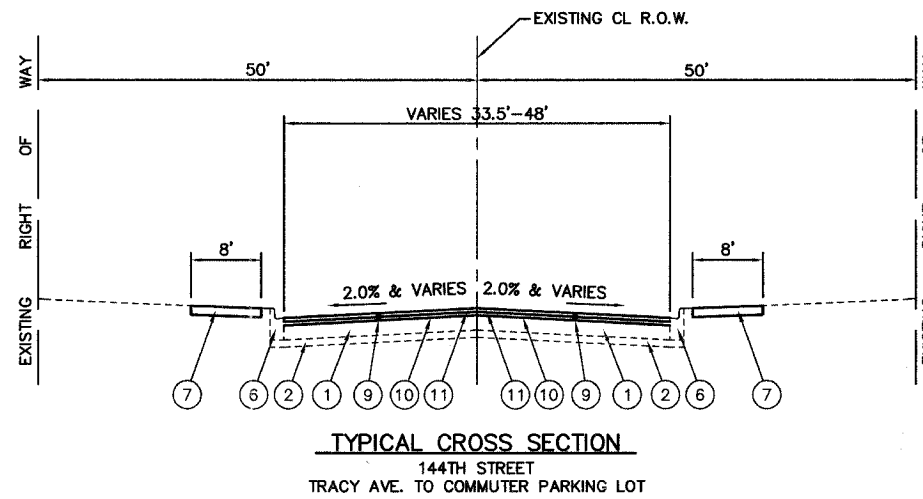
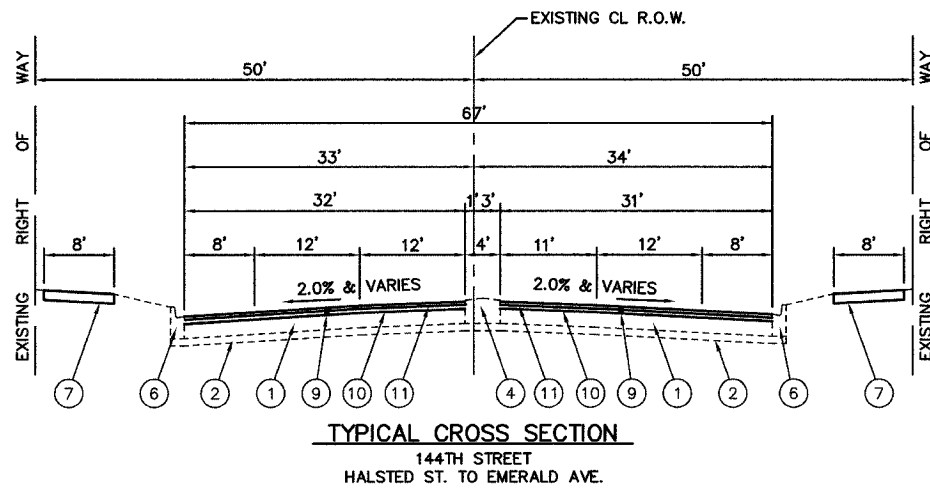
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CHECKED BY JMN/JK

ROBINSON ENGINEERING, LTD.
17000 SCOTT PARK AVENUE, SCOTT HOLLAND, ILLINOIS 60161
(708) 331-6700 FAX (708) 331-3825
ILLINOIS DESIGN FIRM REGISTRATION NO. 154001108 08158-QUAN-01

SECTION 4, TOWNSHIP 36, RANGE 14
SECTION 5, TOWNSHIP 36, RANGE 14

F. A. U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1601	08-00115-00-RS	COOK	19	03
STA.	TO STA.			
FED. ROAD DIST. NO. 1	BLANKS	FED. AID PROJECT		

CONTRACT #63046



LEGEND

- ① EXISTING HOT-MIX ASPHALT BASE COURSE TO REMAIN, 10"
- ② EXISTING GRANULAR SUB-BASE, 4"
- ③ EXISTING LANDSCAPE MEDIAN
- ④ EXISTING CORRUGATED PCC MEDIAN
- ⑤ EXISTING PERMANENT CONCRETE BARRIER, SINGLE FACE
- ⑥ EXISTING COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER
- ⑦ EXISTING PCC SIDEWALK TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER
- ⑧ PROPOSED HOT-MIX ASPHALT PARKWAY REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER
- ⑨ HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4"
- ⑩ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75mm, N50, 3/4"
- ⑪ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
**HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5mm); 1-1/2"	PG 64-22	4% @ 50 Gyr.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 1-1/2"	PG 64-22	4% @ 70 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75mm, N50; 3/4"	SBS/SBR PG 76-28/-22	4% @ 50 Gyr.
CLASS D PATCHES, TYPE II, III, IV 10" (HMA BINDER IL-19.0 mm)	PG 64-22*	4% @ 70 Gyr.

THE UNIT 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
** TO BE USED WITH HOT-MIX ASPHALT PARKWAY REMOVAL AND REPLACEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

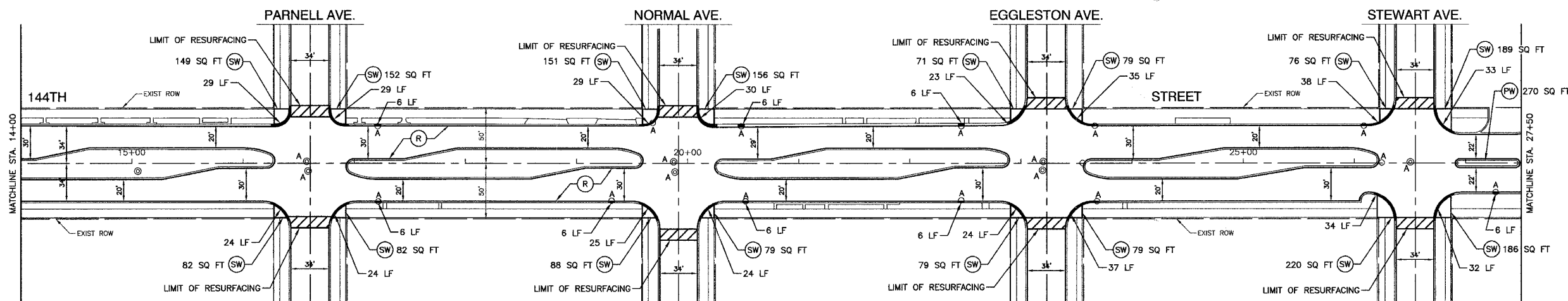
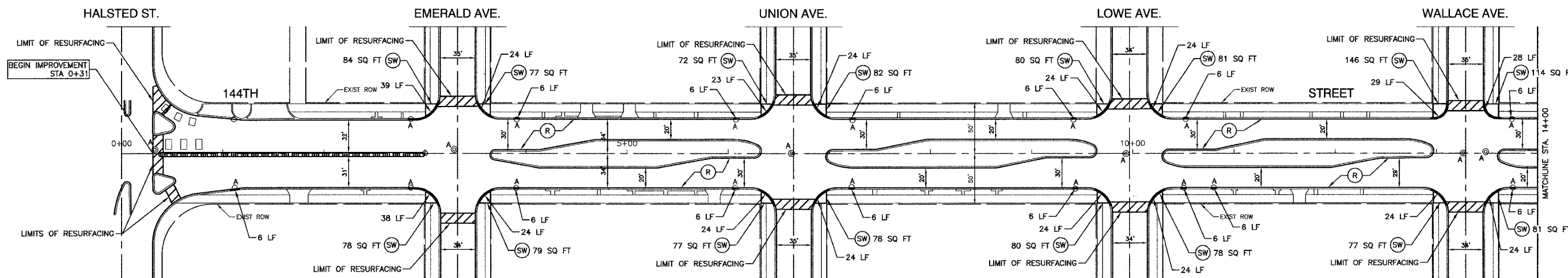
**144TH STREET
STREET RESURFACING
TYPICAL CROSS SECTIONS**

VERT. NA
SCALE: HORIZ. NA
DATE: 05/07/08
DRAWN BY: LTL
CHECKED BY: JMN/JK

SECTION 4, TOWNSHIP 36, RANGE 14
SECTION 5, TOWNSHIP 36, RANGE 14

F. A. D. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1601	08-00115-00-RS	COCK	19	04
STA. 0+31	TO STA. 27+50			
FED. ROAD DIST. NO. 1	LANDS	FED. RD. PROJECT		

CONTRACT #63046



LEGEND

- CLASS D PATCH, 10"
- COMBINATION CONCRETE CURB & GUTTER REMOVAL & REPLACEMENT
- STRUCTURE TO BE ADJUSTED
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- CONCRETE SIDEWALK REMOVAL & REPLACEMENT
- HOT-MIX ASPHALT PARKWAY REMOVAL & REPLACEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**144TH STREET
STREET RESURFACING
PLAN SHEET**

VERT. NA
SCALE: HORIZ. 1"=50'
DATE 05/07/08

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CHECKED BY JMN/JK

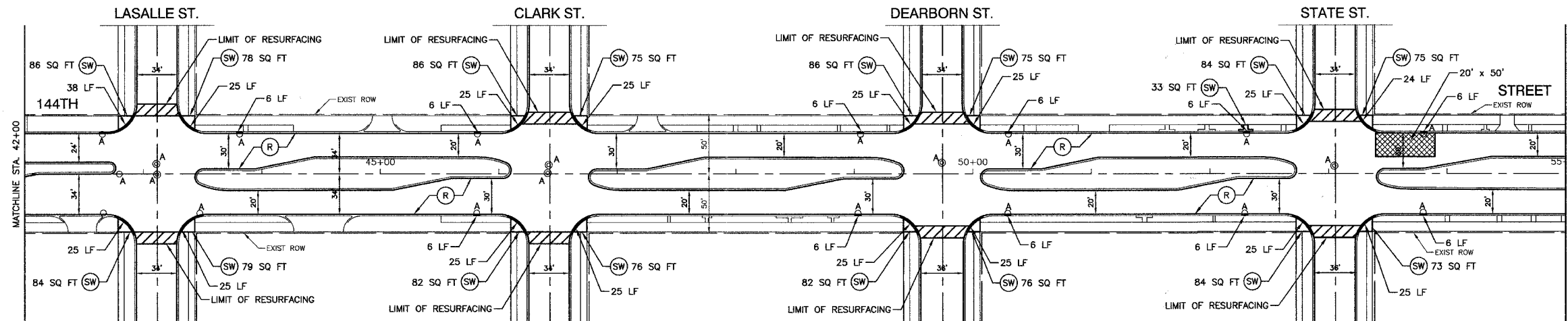
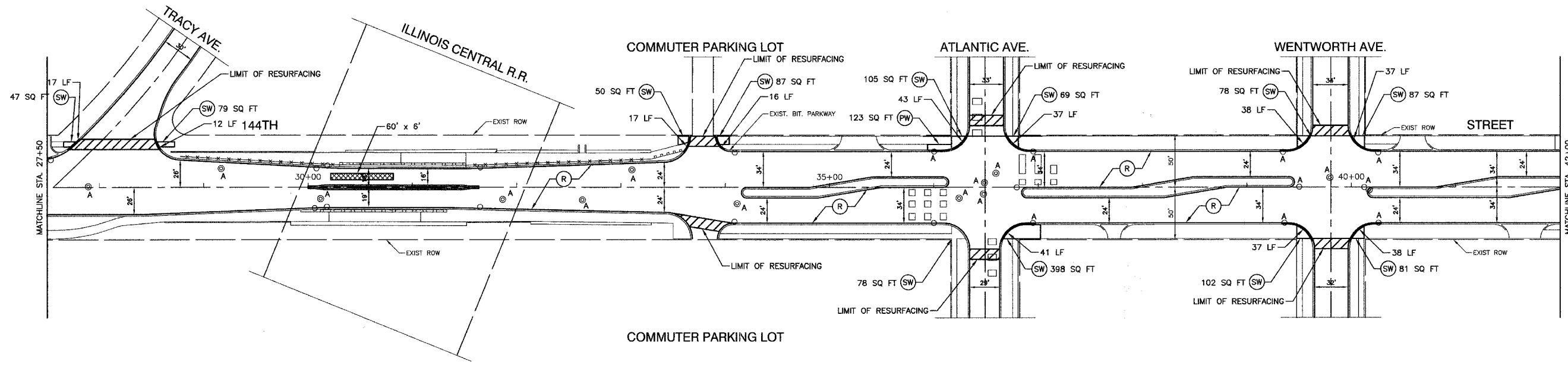
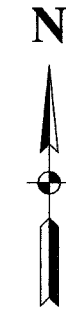
ROBINSON ENGINEERING, LTD.
1700 SOUTH PARK AVENUE, SOUTH HOLLAND, ILLINOIS 60473
(708) 351-6700 FAX (708) 351-9828
ILLINOIS DESIGN FIRM REGISTRATION NO. 194001508

08150-PLAN 01

SECTION 4, TOWNSHIP 36, RANGE 14
SECTION 5, TOWNSHIP 36, RANGE 14

F. A. U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1601	08-00115-00-RS	COOK	19	05
STA. 27+50		TO STA. 55+00		
FED. ROAD DIST. NO. 1	LINE	FED. AID PROJECT		

CONTRACT #63046



LEGEND

- CLASS D PATCH, 10"
- COMBINATION CONCRETE CURB & GUTTER REMOVAL & REPLACEMENT
- STRUCTURE TO BE ADJUSTED
- HOT-MIX ASPHALT SURFACE REMOVAL -- BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- CONCRETE SIDEWALK REMOVAL & REPLACEMENT
- HOT-MIX ASPHALT PARKWAY REMOVAL & REPLACEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**144TH STREET
STREET RESURFACING
PLAN SHEET**

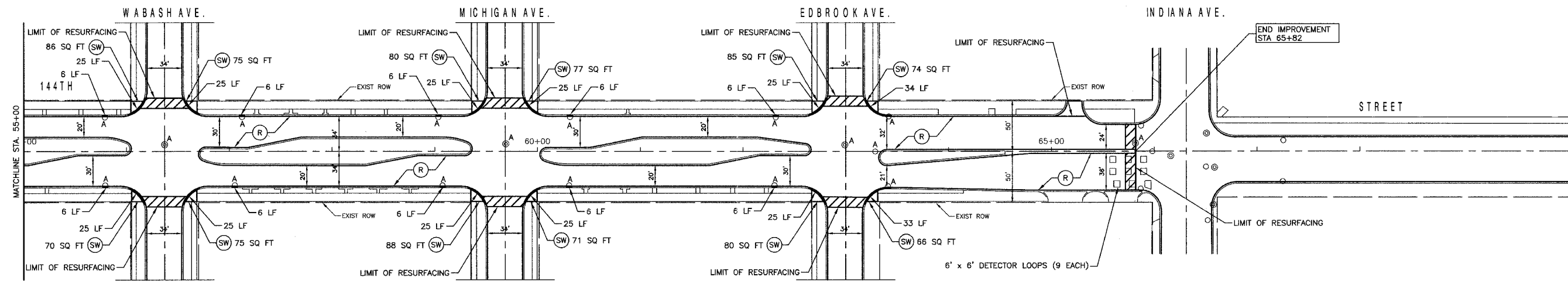
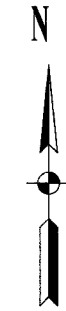
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HORIZ. 1"=50'
DATE 05/07/08

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CHECKED BY JMN/JK

SECTION 4, TOWNSHIP 36, RANGE 14
SECTION 5, TOWNSHIP 36, RANGE 14

F. A. U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1801	08-00115-00-RS	COOK	19	06
STA. 55+00		TO STA. 65+82		
FED. ROAD DIST. NO. 1	LANDS	FED. NO. PROJECT		

CONTRACT # 63046



LEGEND

- CLASS D PATCH, 10"
- COMBINATION CONCRETE CURB & GUTTER REMOVAL & REPLACEMENT
- STRUCTURE TO BE ADJUSTED
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- CONCRETE SIDEWALK REMOVAL & REPLACEMENT
- HOT-MIX ASPHALT PARKWAY REMOVAL & REPLACEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**144TH STREET
STREET RESURFACING
PLAN SHEET**

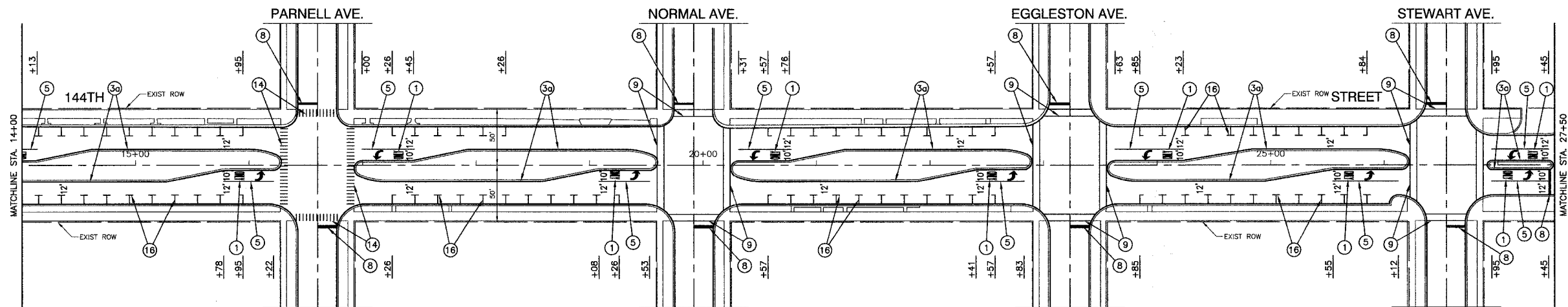
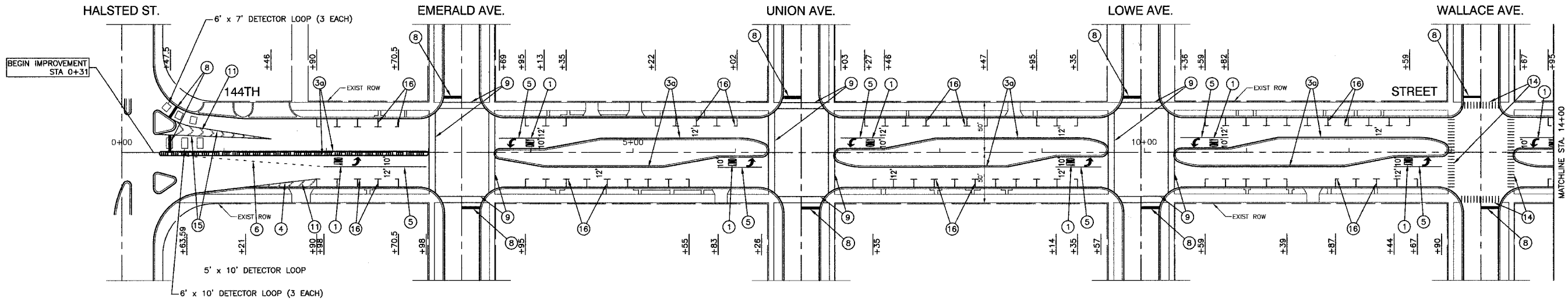
SCALE: VERT. N/A
HORIZ. 1" = 50'

DATE: 05/07/08

DRAWN BY: LTL
CHECKED BY: JMN/JJK

ROBINSON ENGINEERING, LTD.
1700 SOUTH PARK AVENUE, SOUTH BEND, INDIANA 46601
(765) 331-9779 FAX (765) 331-9226
ILLINOIS DESIGN FOR TRANSPORTATION, INC. 18401133

04156-PLAN 01



PAVEMENT MARKING LEGEND

- | | |
|--|--|
| ① WHITE LETTERS & SYMBOLS | ⑪ 12" WHITE LINE (45° ANGLE, 20' C/C) |
| ② DOUBLE 4" YELLOW CENTERLINE (11" C/C) | ⑫ 4" WHITE SKIP - DASH LINE (10' LINE - 30' SPACE) |
| ③ DOUBLE 4" YELLOW MEDIAN OUTLINE (11" C/C) | ⑬ 4" YELLOW SKIP - DASH LINE (10' LINE - 30' SPACE) |
| ④ 4" YELLOW MEDIAN OUTLINE | ⑭ 12" WHITE CROSSWALK, 6' LENGTH, 3' C-C |
| ⑤ 4" WHITE EDGE LINE | ⑮ 8" WHITE GORE LINE |
| ⑥ 6" WHITE LANE LINE | ⑯ 4" WHITE PARKING STALL LINE |
| ⑦ 6" WHITE SKIP-DASH LINE (2' LINE - 6' SPACE) | ▲ ONE-WAY AMBER MARKER
40' C/C UNLESS OTHERWISE INDICATED |
| ⑧ 12" YELLOW DIAGONAL LINE (15' C/C) | ▲ ONE-WAY CRYSTAL MARKER
80' C/C UNLESS OTHERWISE INDICATED |
| ⑨ 24" WHITE STOP BAR | ◆ TWO-WAY AMBER MARKER
40' C/C UNLESS OTHERWISE INDICATED |
| ⑩ 6" WHITE CROSSWALK (6' C/C) | ■ TRAFFIC SIGN |
| ⑪ 6" WHITE CROSSWALK (10' C/C) | |

NOTE:

ALL LEGEND ITEMS ARE THERMOPLASTIC
PAVEMENT MARKING OF THE WIDTH AND TYPE SPECIFIED

ILLINOIS DEPARTMENT OF TRANSPORTATION

144TH STREET
STREET RESURFACING
PAVEMENT MARKINGS

REVISIONS	
NAME	DATE

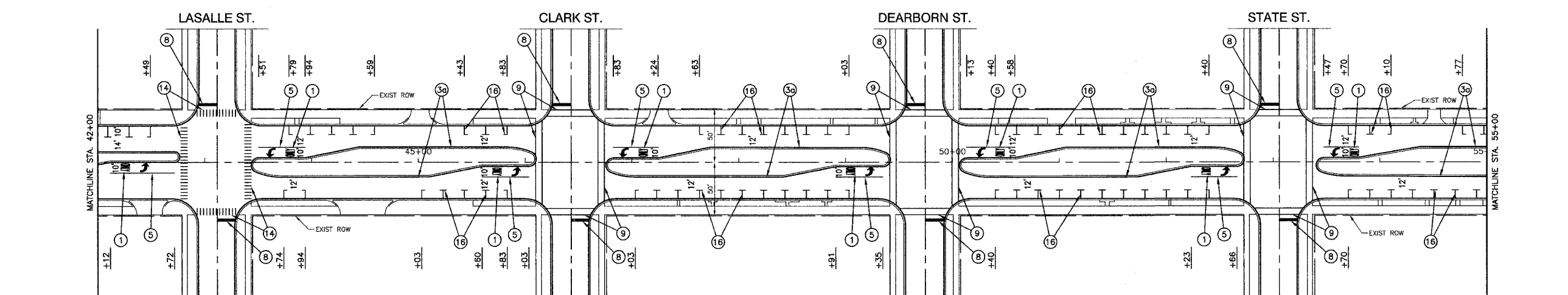
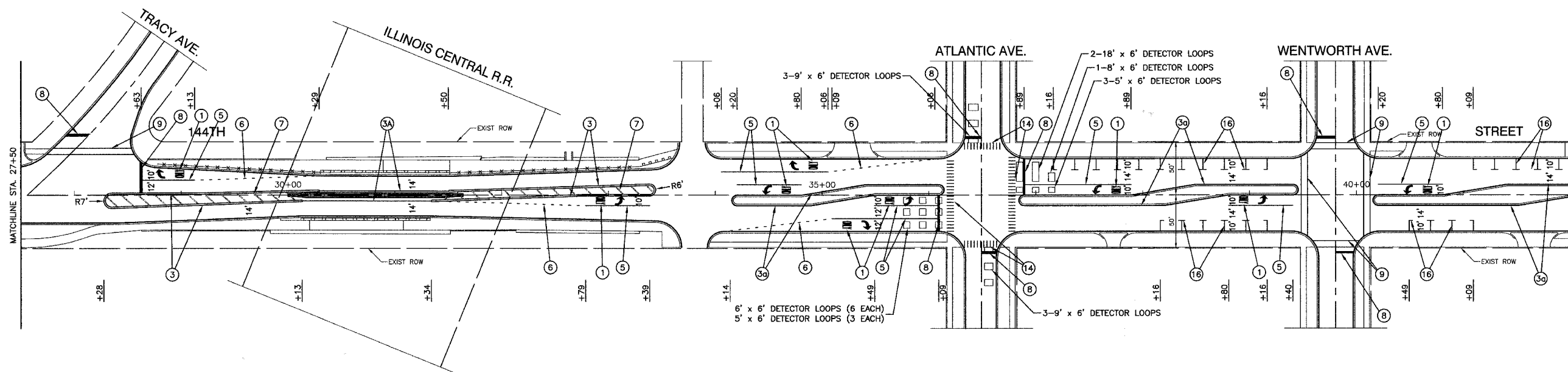
SCALE: VERT. NA
HORIZ. 1"=50'
DATE 05/07/08

DRAWN BY LTL
CHECKED BY JMN/JK

SECTION 4, TOWNSHIP 36, RANGE 14
SECTION 5, TOWNSHIP 36, RANGE 14

F. A. U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1601	08-00115-00-RS	COOK	19	08
STA. 27+50	TO STA. 55+00			
FED. ROAD DIST. NO. 1	LANDS	FED. AID PROJECT		

CONTRACT #63046



PAVEMENT MARKING LEGEND

- | | |
|--|--|
| ① WHITE LETTERS & SYMBOLS | ⑪ 12" WHITE LINE (45° ANGLE, 20' C/C) |
| ② DOUBLE 4" YELLOW CENTERLINE (11" C/C) | ⑫ 4" WHITE SKIP - DASH LINE (10' LINE - 30' SPACE) |
| ③ DOUBLE 4" YELLOW MEDIAN OUTLINE (11" C/C) | ⑬ 4" YELLOW SKIP - DASH LINE (10' LINE - 30' SPACE) |
| ④ 4" YELLOW MEDIAN OUTLINE | ⑭ 12" WHITE CROSSWALK, 6' LENGTH, 3' C-C |
| ⑤ 4" WHITE EDGE LINE | ⑮ 8" WHITE GORE LINE |
| ⑥ 6" WHITE LANE LINE | ⑯ 4" WHITE PARKING STALL LINE |
| ⑦ 6" WHITE SKIP-DASH LINE (2' LINE - 6' SPACE) | ▲ ONE-WAY AMBER MARKER
40' C/C UNLESS OTHERWISE INDICATED |
| ⑧ 12" YELLOW DIAGONAL LINE (15' C/C) | ▲ ONE-WAY CRYSTAL MARKER
80' C/C UNLESS OTHERWISE INDICATED |
| ⑨ 24" WHITE STOP BAR | ▲ TWO-WAY AMBER MARKER
40' C/C UNLESS OTHERWISE INDICATED |
| ⑩ 6" WHITE CROSSWALK (6' C/C) | ▼ TRAFFIC SIGN |
| ⑩ 6" WHITE CROSSWALK (10' C/C) | |

NOTE:
ALL LEGEND ITEMS ARE THERMOPLASTIC
PAVEMENT MARKING OF THE WIDTH AND TYPE SPECIFIED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

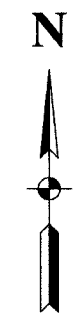
**144TH STREET
STREET RESURFACING
PAVEMENT MARKINGS**

SCALE: VERT. NA
HORIZ. 1"=50'
DATE 05/07/08

DRAWN BY LTL
CHECKED BY JMN/JK

ROBINSON ENGINEERING, LTD.
1700 SOUTH PEEK AVENUE, SOUTH HOLLAND, ILLINOIS 60473
(708) 331-8700 FAX (708) 331-8826
ILLINOIS DESIGN FIRM REGISTRATION NO. 154001108

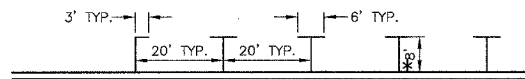
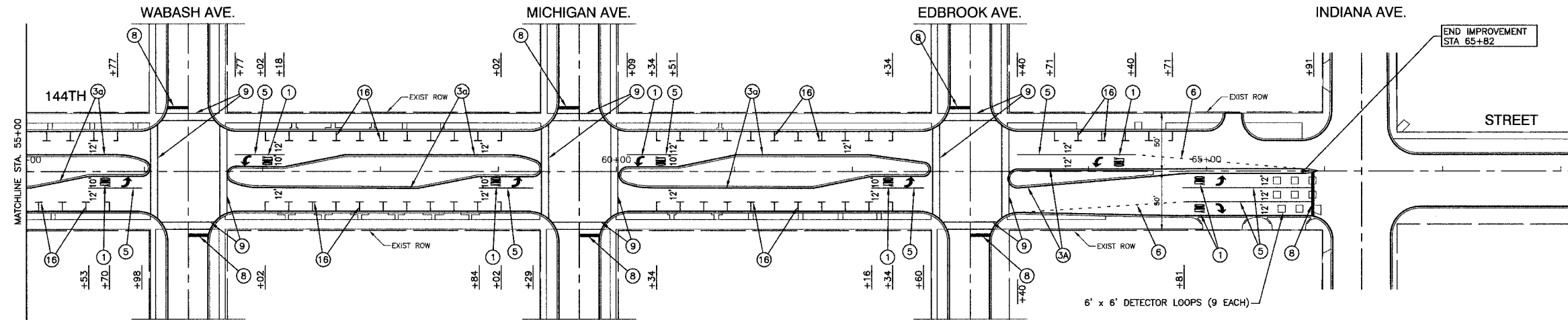
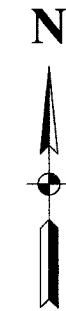
08159-PLAN 01



SECTION 4, TOWNSHIP 36, RANGE 14
SECTION 5, TOWNSHIP 36, RANGE 14

F. A. S. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1601	08-00115-00-RS	COOK	19	09
STA. 55+00		TO STA. 65+82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT #63046



PARKING STALL DETAIL

* PARKING STALLS FROM ATLANTIC AVENUE EAST TO LASALLE STREET ARE 10' IN WIDTH

NOTE:

ALL LEGEND ITEMS ARE THERMOPLASTIC PAVEMENT MARKING OF THE WIDTH AND TYPE SPECIFIED

PAVEMENT MARKING LEGEND

- | | |
|--|--|
| ① WHITE LETTERS & SYMBOLS | ⑪ 12" WHITE LINE (45° ANGLE, 20' C/C) |
| ② DOUBLE 4" YELLOW CENTERLINE (11" C/C) | ⑫ 4" WHITE SKIP - DASH LINE (10' LINE - 30' SPACE) |
| ③ DOUBLE 4" YELLOW MEDIAN OUTLINE (11" C/C) | ⑬ 4" YELLOW SKIP - DASH LINE (10' LINE - 30' SPACE) |
| ④ 4" YELLOW MEDIAN OUTLINE | ⑭ 12" WHITE CROSSWALK, 6' LENGTH, 3' C-C |
| ⑤ 4" WHITE EDGE LINE | ⑮ 8" WHITE GORE LINE |
| ⑥ 6" WHITE LANE LINE | ⑯ 4" WHITE PARKING STALL LINE |
| ⑦ 6" WHITE SKIP-DASH LINE (2' LINE - 6' SPACE) | ▲ ONE-WAY AMBER MARKER
40' C/C UNLESS OTHERWISE INDICATED |
| ⑧ 12" YELLOW DIAGONAL LINE (15' C/C) | ▲ ONE-WAY CRYSTAL MARKER
80' C/C UNLESS OTHERWISE INDICATED |
| ⑨ 24" WHITE STOP BAR | ◆ TWO-WAY AMBER MARKER
40' C/C UNLESS OTHERWISE INDICATED |
| ⑩ 6" WHITE CROSSWALK (6' C/C) | ▼ TRAFFIC SIGN |
| ⑩ 6" WHITE CROSSWALK (10' C/C) | |

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**144TH STREET
STREET RESURFACING
PAVEMENT MARKINGS**

SCALE: VERT. NA
HORIZ. 1"=50'

DATE 05/07/08

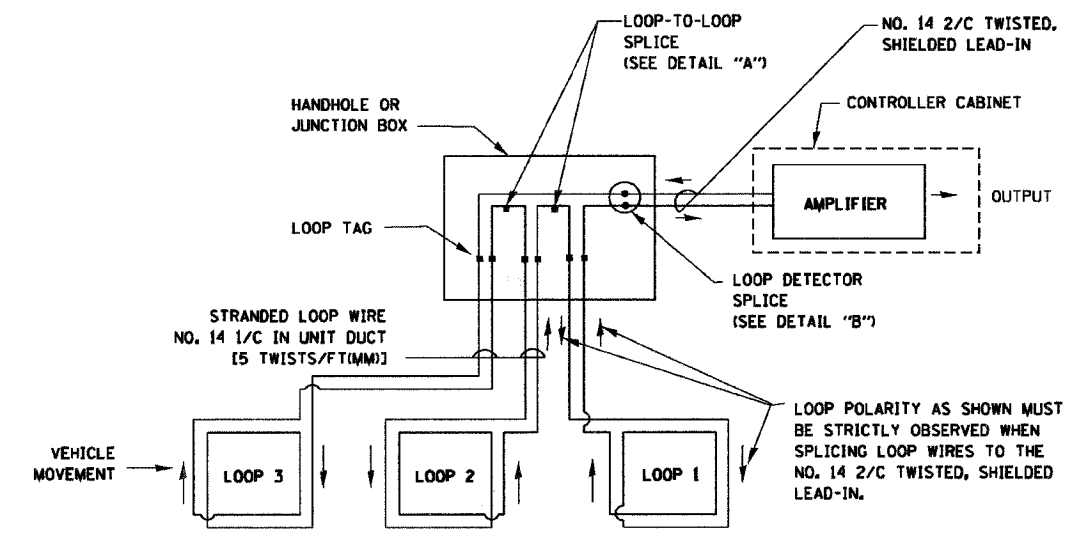
DRAWN BY LTL
CHECKED BY JMN/JK

F. A. D. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1801	08-00115-00-RS	COOK	19	10
STA.		TO STA.		
FED. ROAD DIST. NO. 1	LANES	FED. RD PROJECT		

CONTRACT #63046

LOOP DETECTOR NOTES

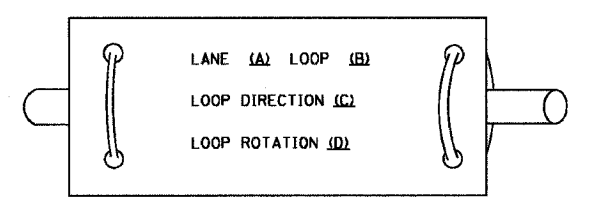
- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED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



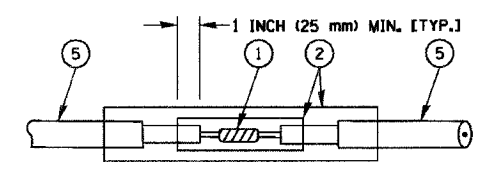
DETECTOR LOOP WIRING SCHEMATIC

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

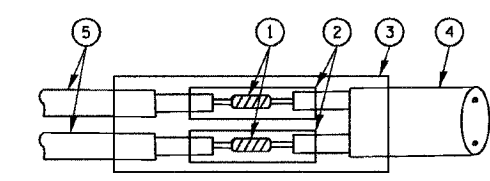
LOOP LEAD-IN CABLE TAG



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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. B	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS**

SCALE: NONE

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

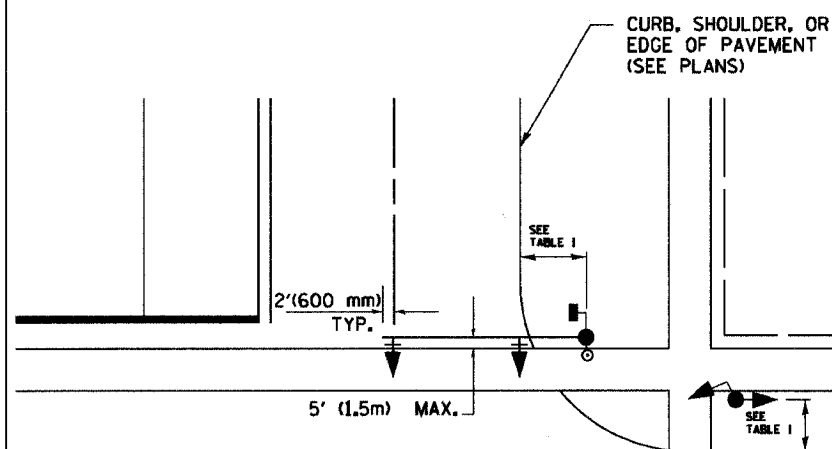
TS05

F. A. U. NO.	SECTION	COUNTY	DIST. SHEET	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO. 1	LANES	FED. RD PROJECT		

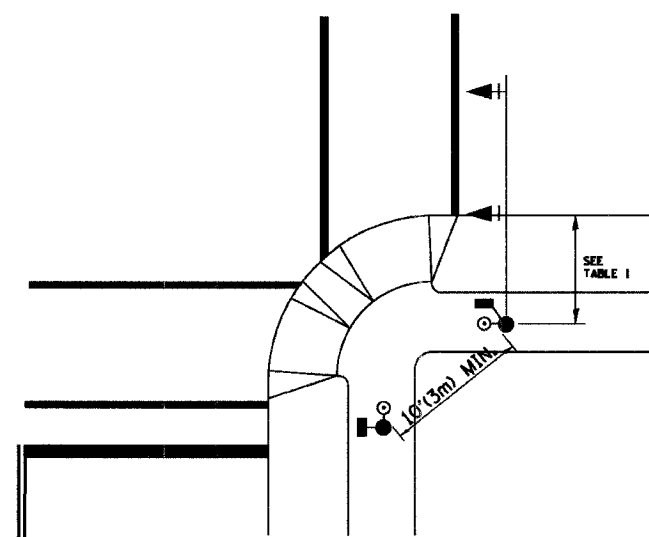
CONTRACT #63046

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

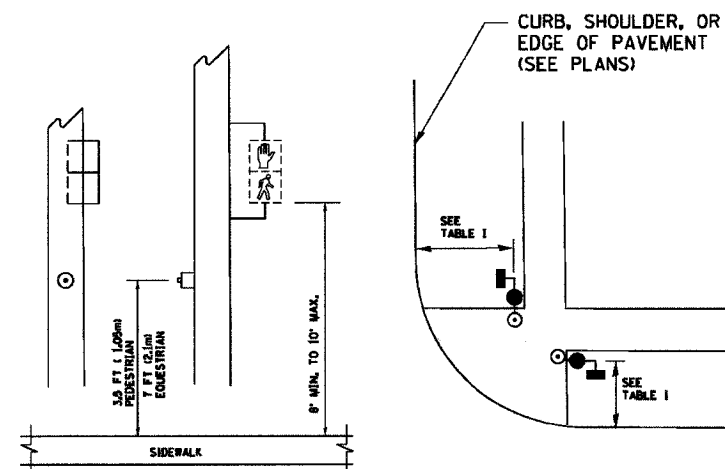


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: NONE

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 2 OF 4

TS05

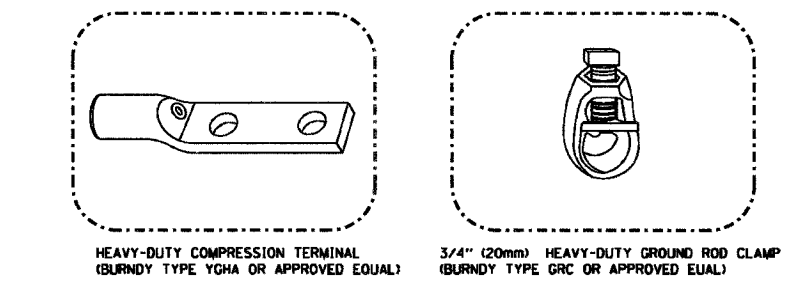
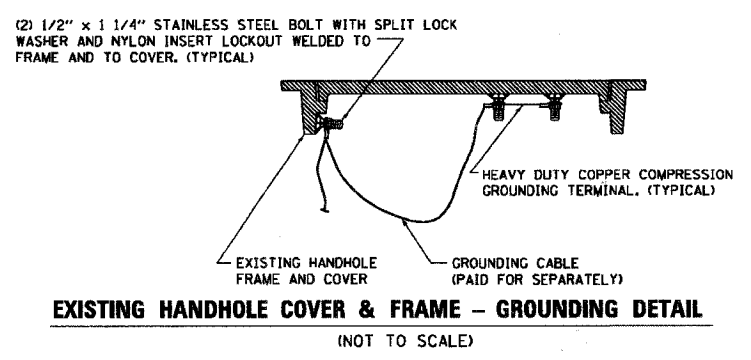
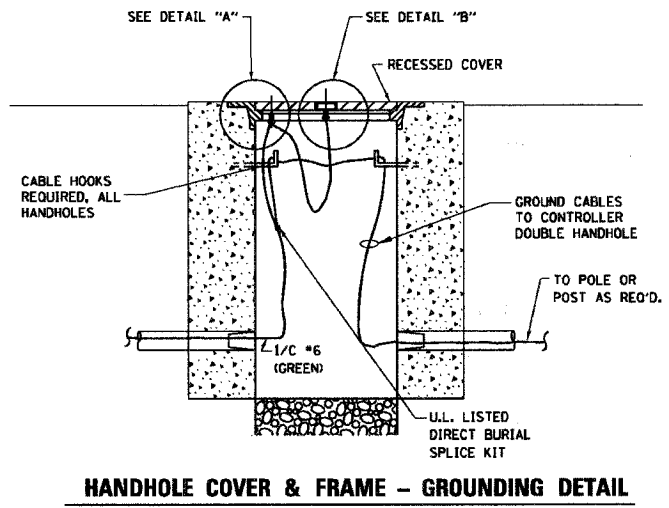
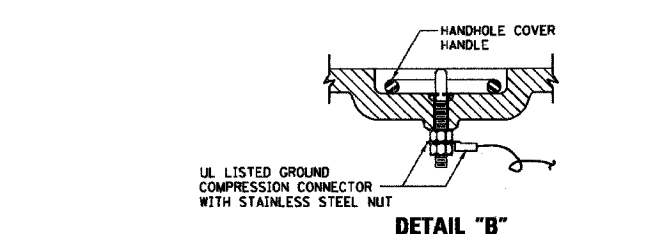
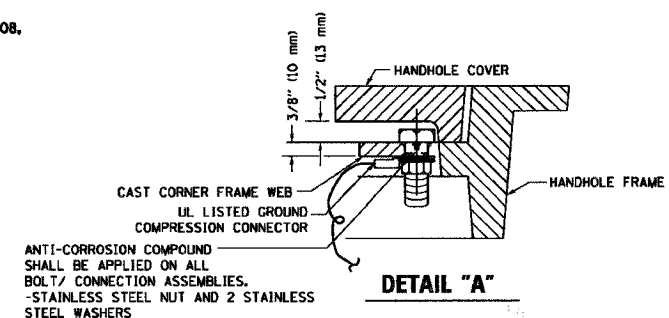
F. A. S. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1801	08-00115-00-RS	COOK	18	12
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ALJMS	FED. AID PROJECT		

CONTRACT #63046

NOTES:

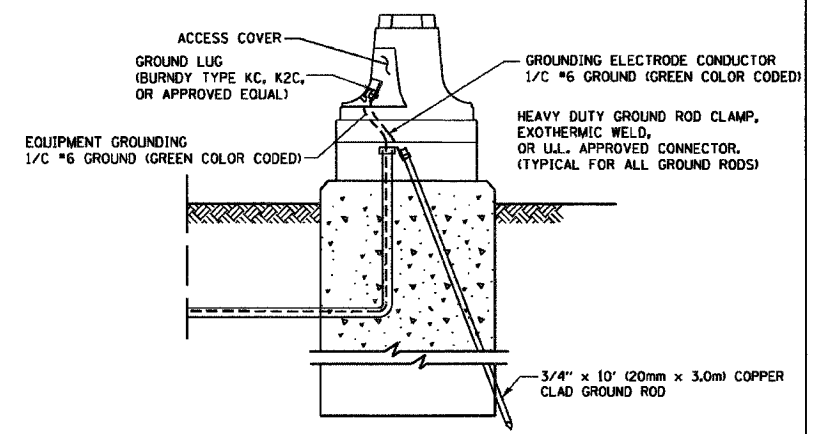
GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.), GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



NOTES:

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



MAST ARM POLE / POST-GROUNDING DETAIL (NOT TO SCALE)

REVISIONS	
NAME	DATE
CADD	5/30/00
CADD	3/15/01
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

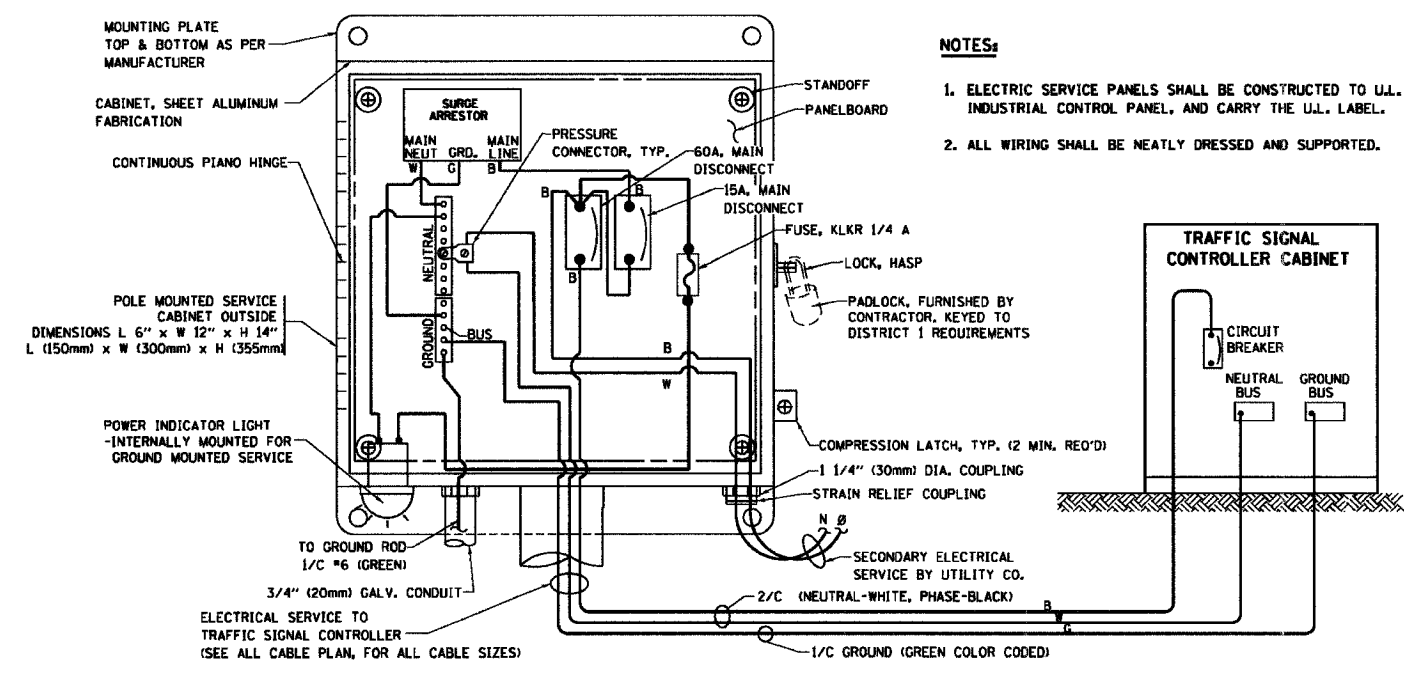
SCALE: NONE

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 3 OF 4

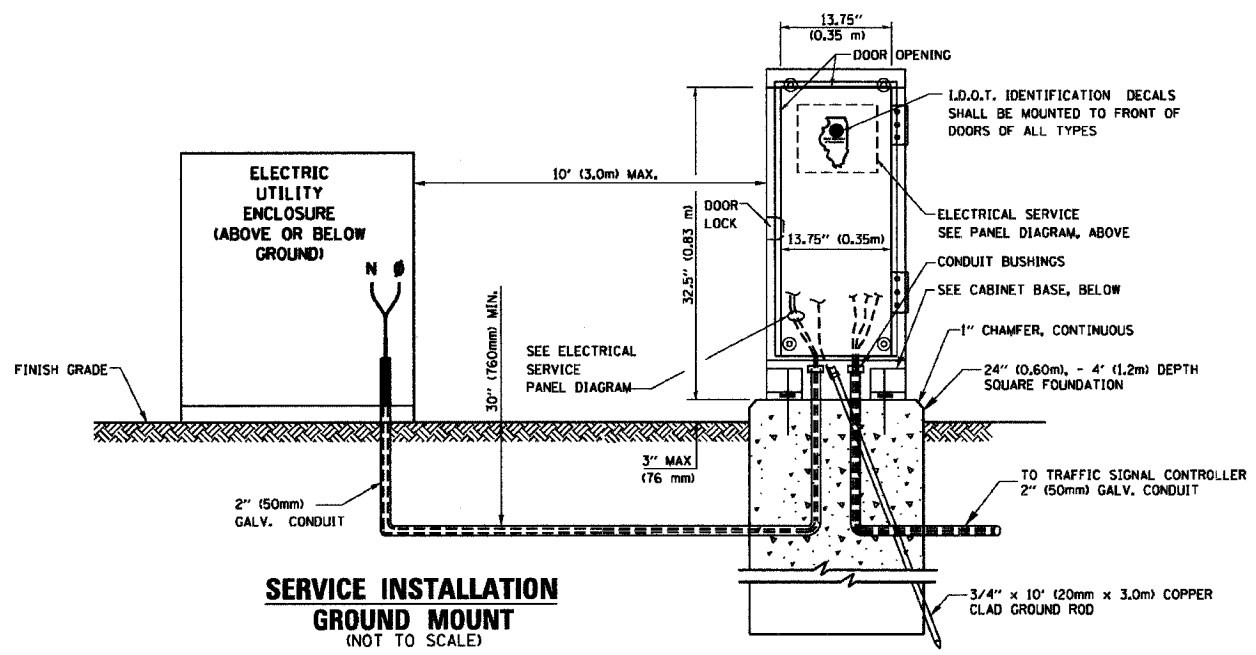
TS05

NOTES:

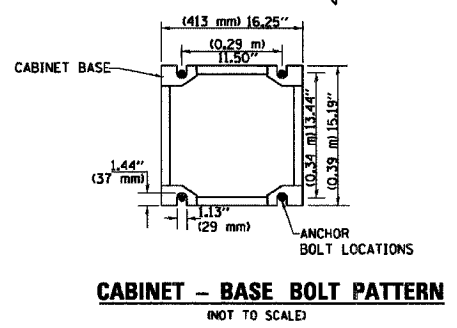
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)**



SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)

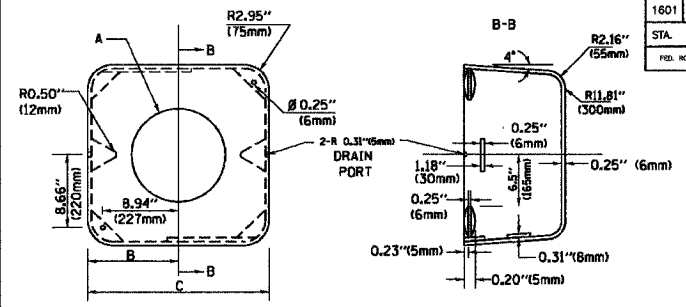


CABINET - BASE BOLT PATTERN (NOT TO SCALE)

F. A. I. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1601	08-00115-00-RS	COOK	19	13
STA.	TO STA.			
FED. ROAD DIST. NO. 1	CLASS	FED. AID PROJECT		

CONTRACT #63046

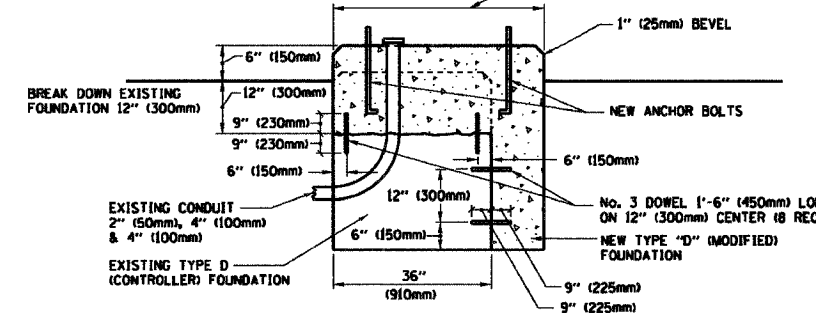
MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED



TYPE	A	B	C	HEIGHT	WEIGHT
I	∅ 10.125" (257mm)	9.5" (241mm)	19" (483mm)	12" (300mm)	24kg
II	∅ 11.125" (283mm)	10.75" (273mm)	21.5" (546mm)	12" (300mm)	26kg

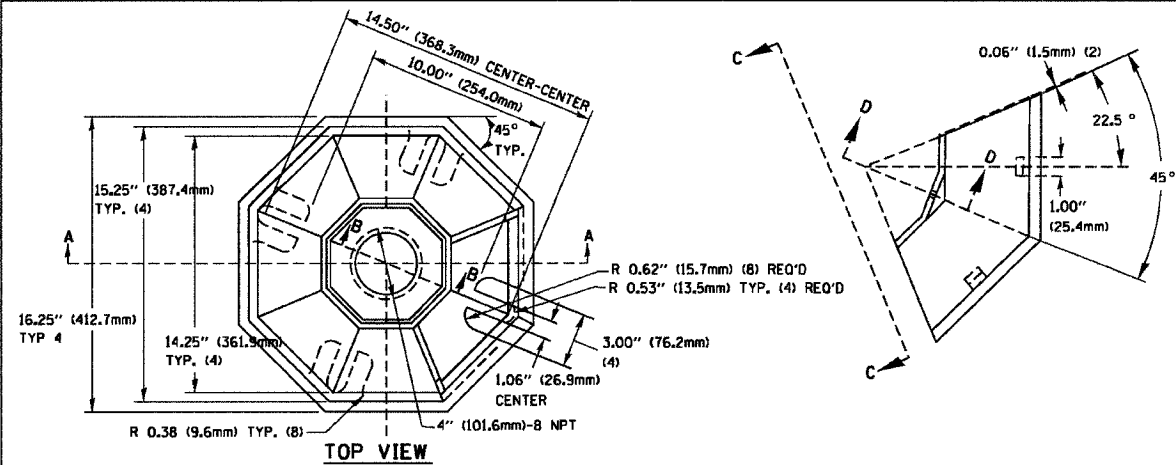
SHROUD DETAIL

NOTE:
 SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



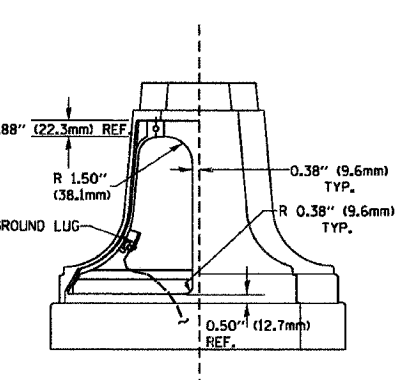
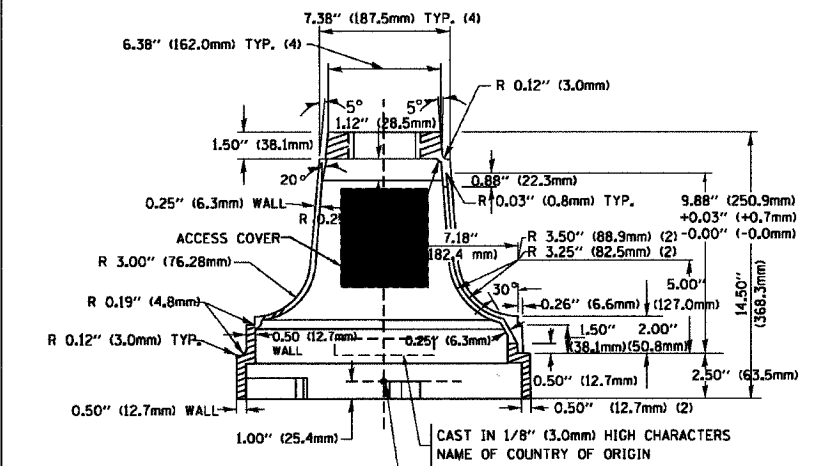
MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)

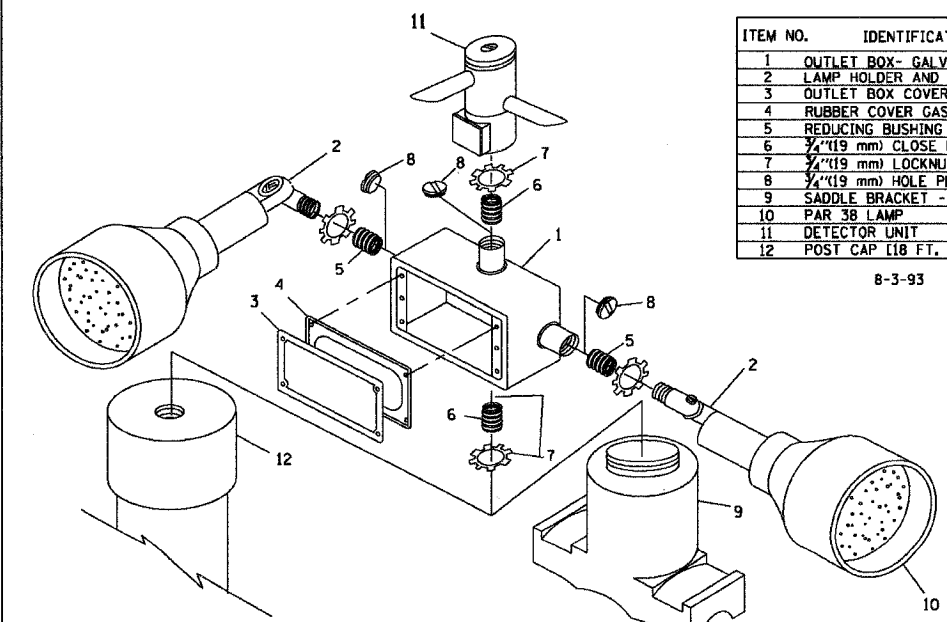


SECTION B-B

SECTION D-D



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

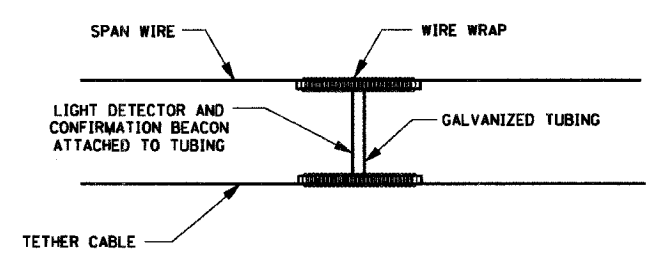


ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

8-3-93

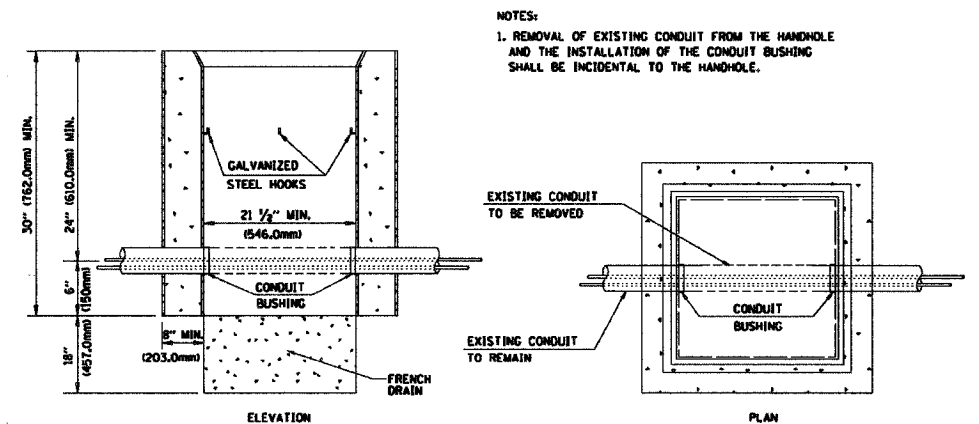
POST CAP MOUNT MAST ARM MOUNT
 EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

- NOTES:
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
 - ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
 ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
 ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
 - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)



DETAIL HANDHOLE TO INTERCEPT EXISTING CONDUIT N.T.S.

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	5/30/00
BUREAU OF TRAFFIC	3/15/01
BUREAU OF TRAFFIC	11/12/01
BUREAU OF TRAFFIC	1-01-02

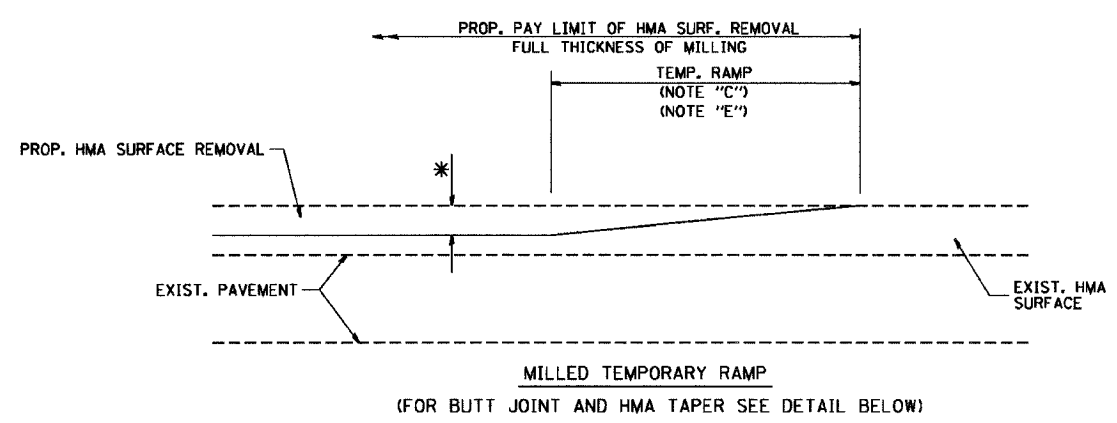
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: NONE

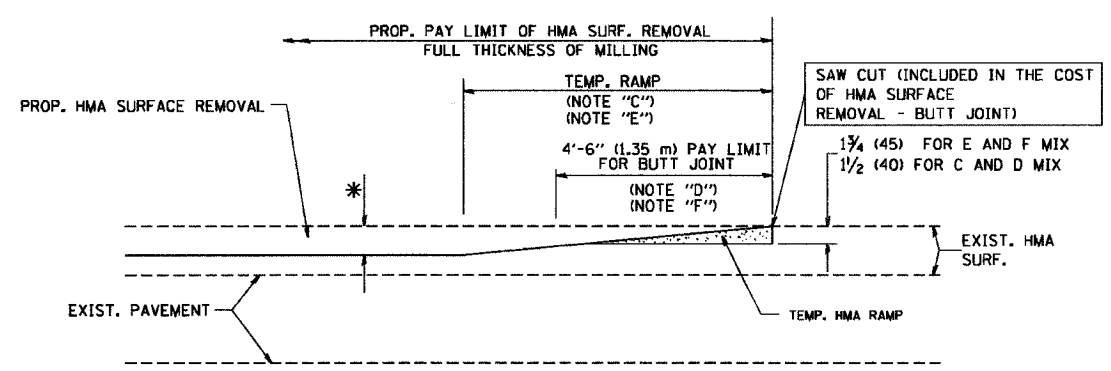
DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 4 OF 4
 TS05

F. A. U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1601	08-00115-00-RS	COOK	19	14
STA.	TO STA.			
FED. ROAD DIST. NO. 1	SLANDS	FED. RD PROJECT		

CONTRACT #63046

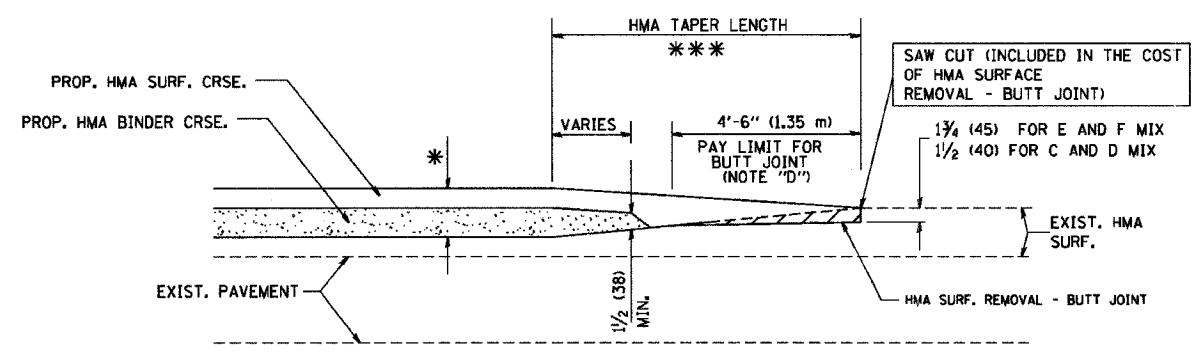


OPTION 1
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)



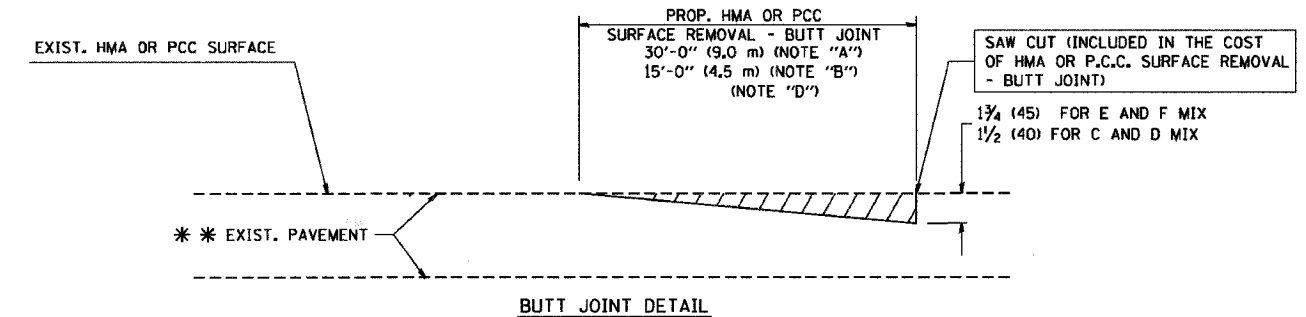
OPTION 2
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

TYPICAL TEMPORARY RAMP

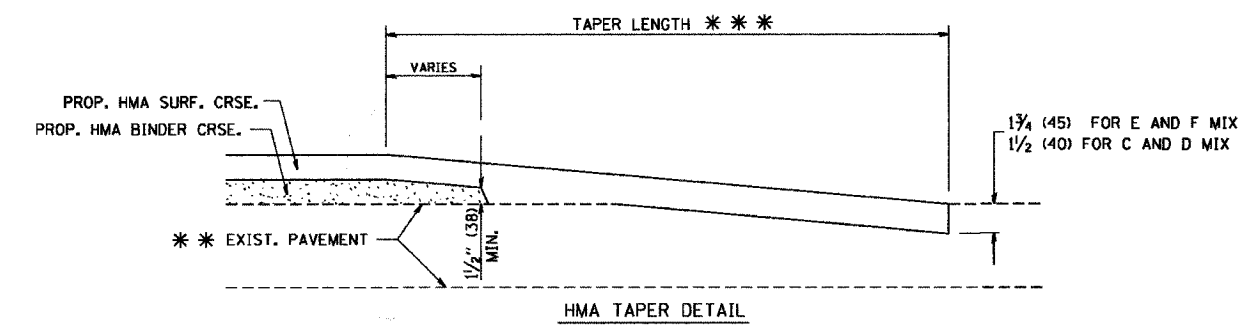


BUTT JOINT AND HMA TAPER

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")

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

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".

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

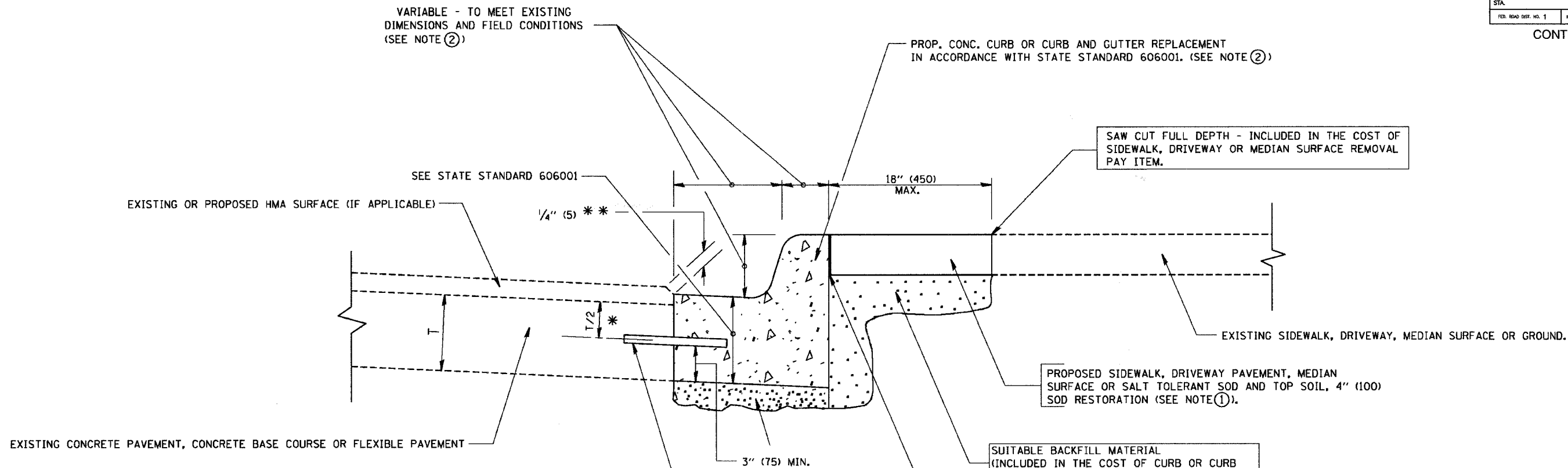
SCALE: VERT. NONE
HORIZ.

DRAWN BY
CHECKED BY

BD400-05 (VI-BD32)

F. A. U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1601	08-00115-00-RS	COOK	19	15
STA.		TO STA.		
FED. ROAD DIST. NO. 1	LANDS	FED. RD PROJECT		

CONTRACT #63046



* 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.

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.)

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

UNSATURATED 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".

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE
HORIZ.

DRAWN BY

CHECKED BY

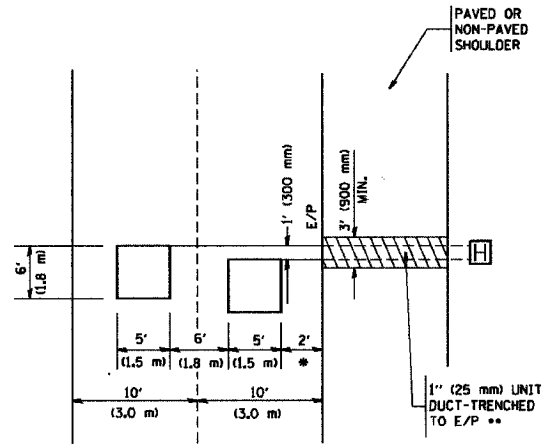
BD600-06 (BD-24)

F. A. D. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1601	08-00115-00-RS	COOK	19	16
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ALWAYS	FED. RD PROJECT		

CONTRACT #63046

LOOPS NEXT TO SHOULDERS

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

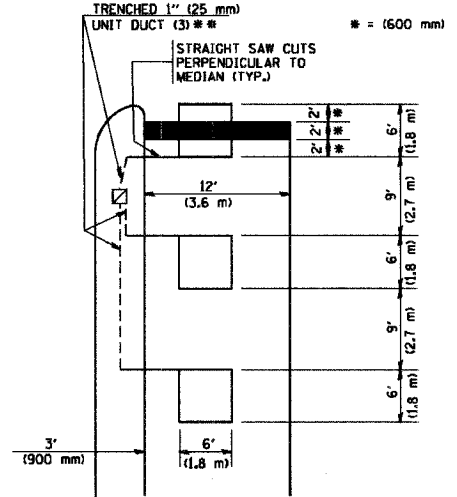


* = (600 mm)

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

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

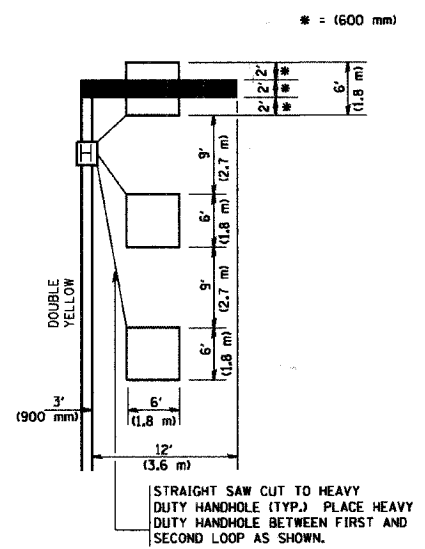
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

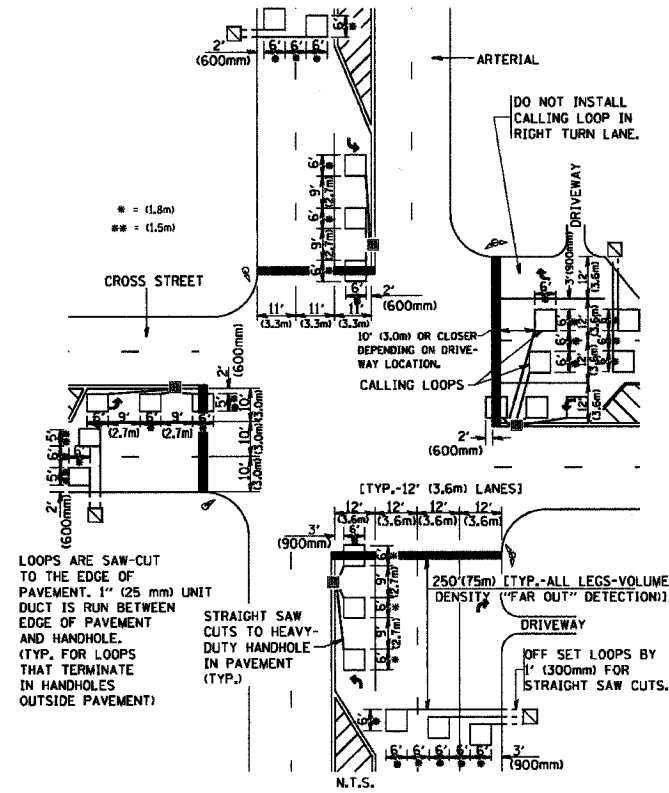
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



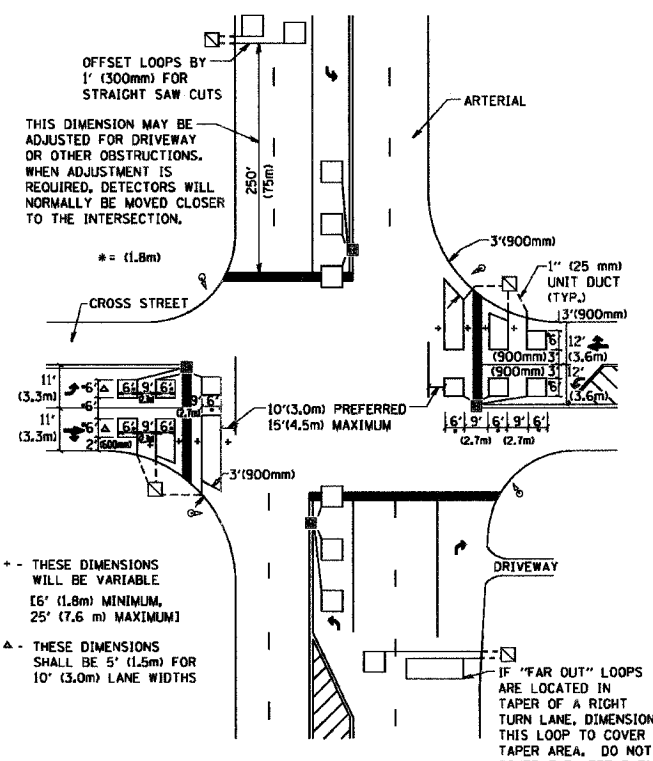
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

LOCATIONS AND 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

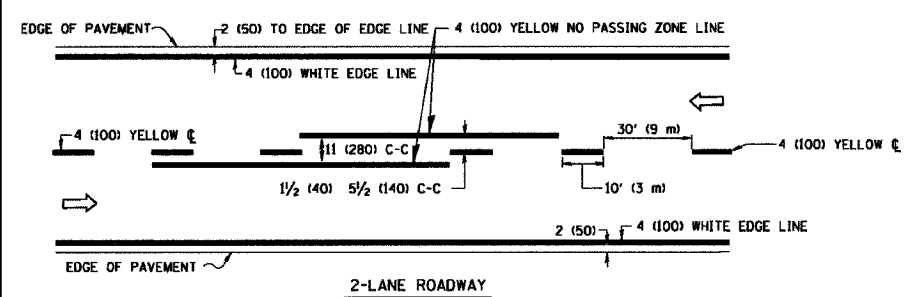
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

REVISIONS	
NAME	DATE

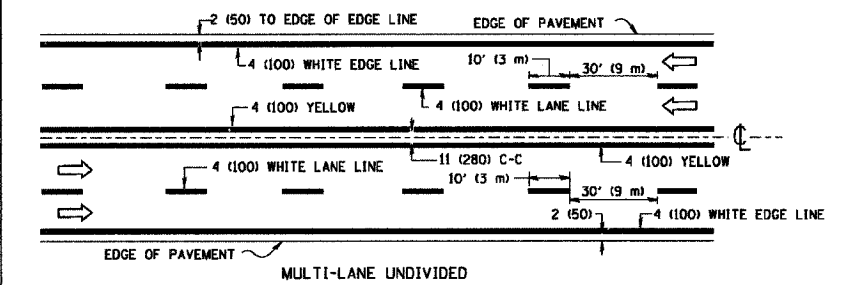
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
DETECTOR LOOP
INSTALLATION DETAILS
FOR ROADWAY RESURFACING
DESIGNED BY
DRAWN BY CADD
CHECKED BY R.K.F.
TS07

F. A. S. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1601	08-00115-00-RS	COOK	19	17
STA.	TO STA.			
FED. ROAD DIST. NO. 1	STATE	FED. AID PROJECT		

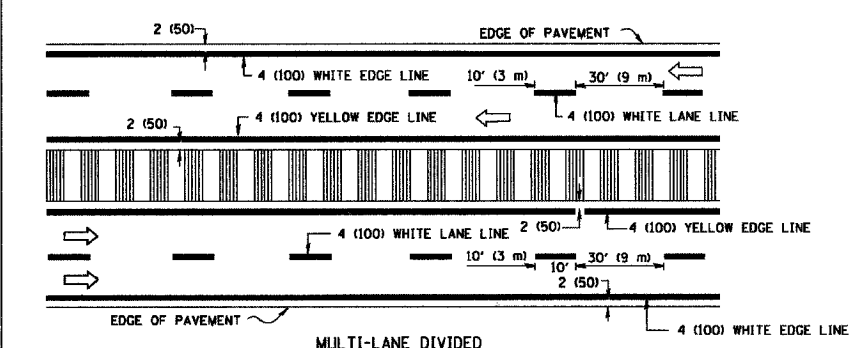
CONTRACT #63046



2-LANE ROADWAY



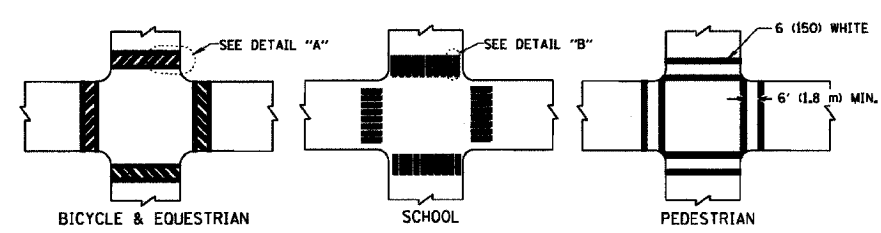
MULTI-LANE UNDIVIDED



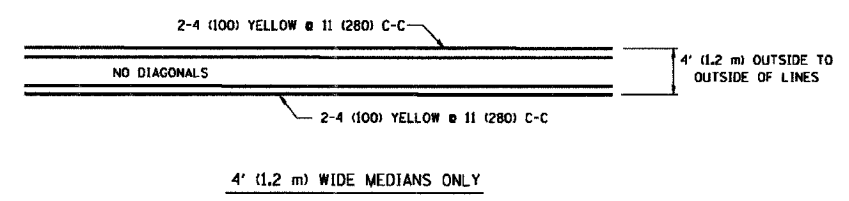
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

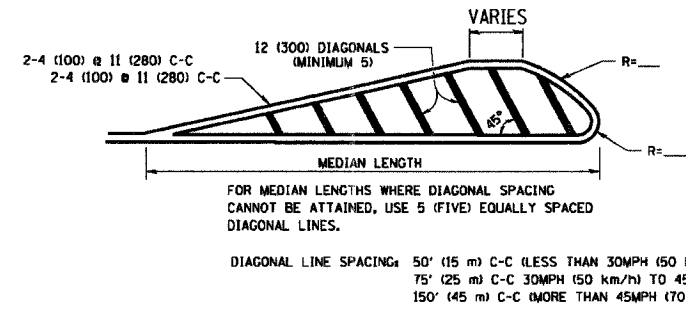
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

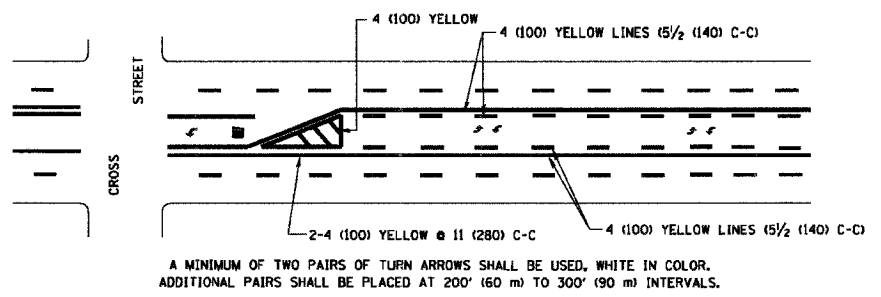


4' (1.2 m) WIDE MEDIANS ONLY

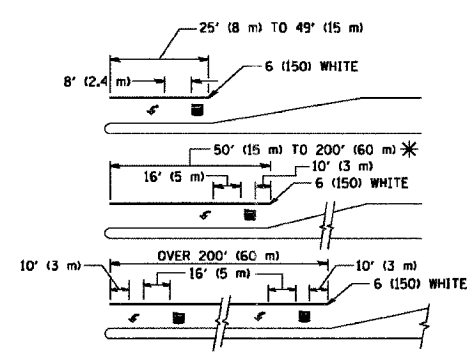


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

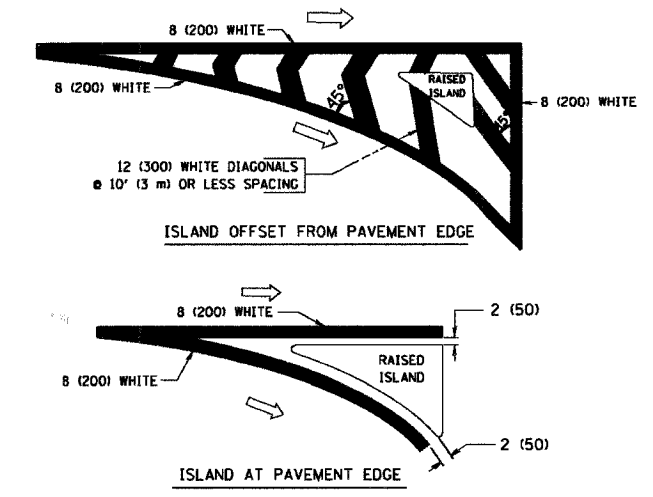
MEDIANS OVER 4' (1.2 m) WIDE



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (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 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

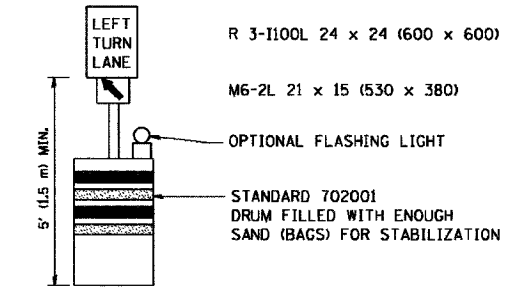
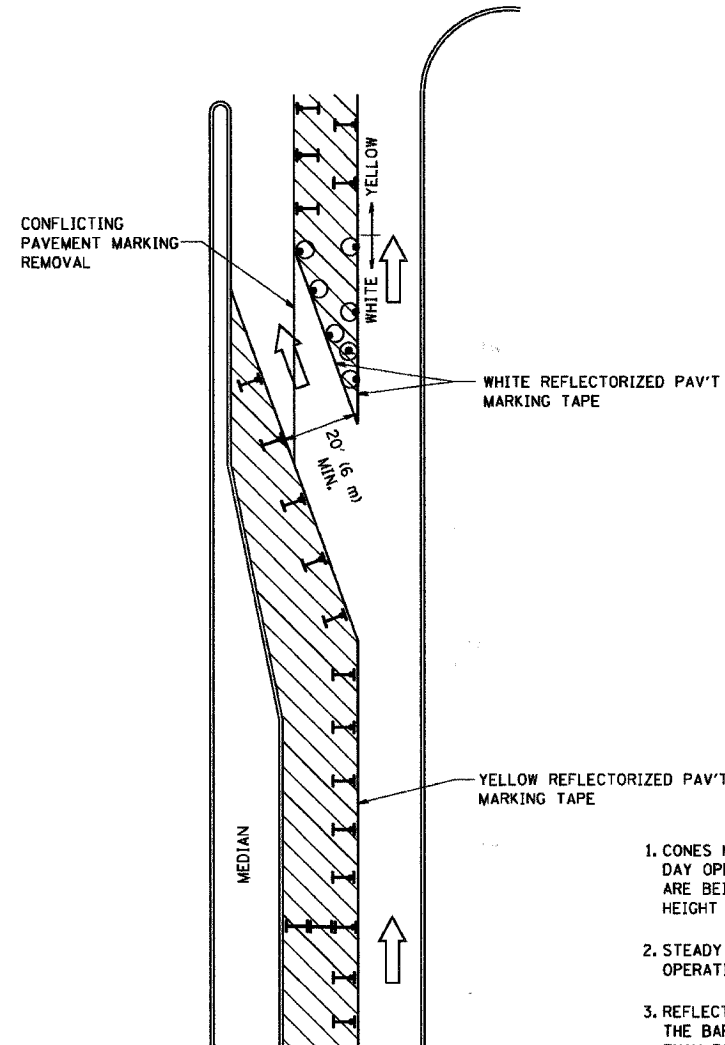
REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE
DRAWN BY CADD
CHECKED BY
TC-13

F. A. U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1801	08-00115-00-RS	COOK	19	18
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ALIAS	FED. AID PROJECT		

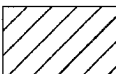





CONTRACT #63046



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.

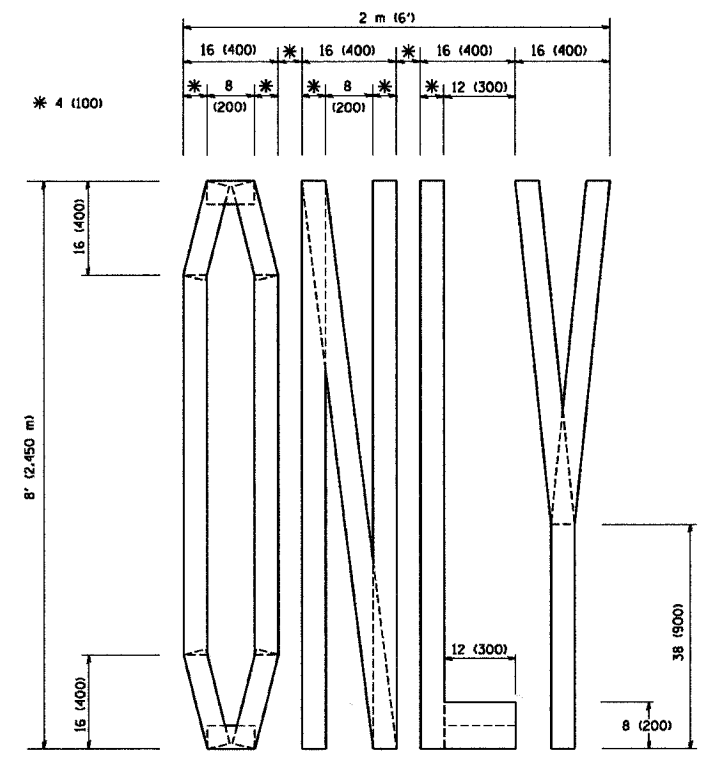
REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 AT TURN BAYS
 (TO REMAIN OPEN TO TRAFFIC)**

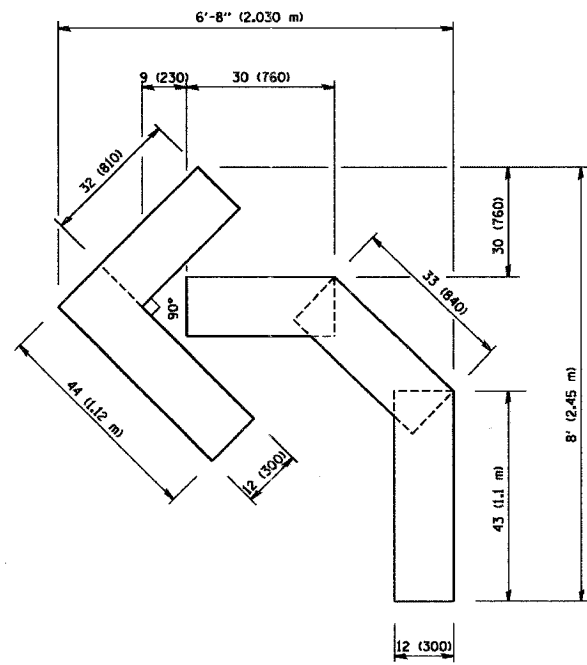
SCALE: NONE
 DRAWN BY
 CHECKED BY LHA
 TC-14

F. A. D. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO. 1	LANES	FED. RD PROJECT		

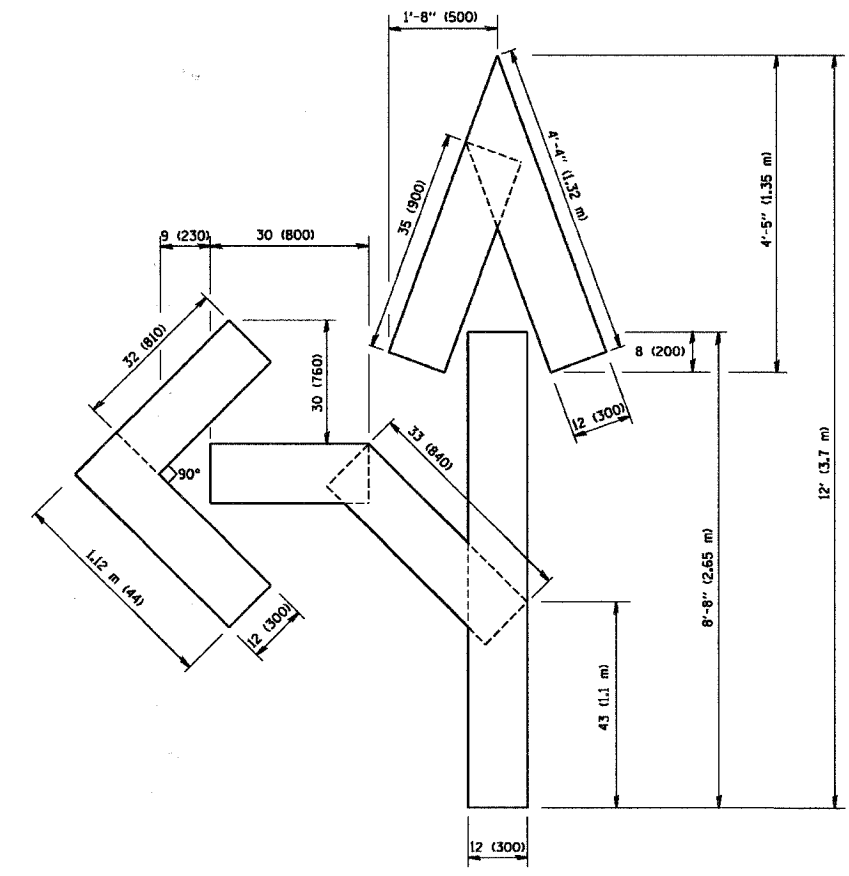
CONTRACT #63046



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



QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)



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

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKING
LETTERS AND SYMBOLS
FOR TRAFFIC STAGING**

SCALE: NONE
DRAWN BY CADD
CHECKED BY
TC-16