03-03-2017 LETTING ITEM 091

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	1
	ILLINOIS	CONTRACT NO. 62A04		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

SBI ROUTE 58 : STATE STREET
US 14 (NORTHWEST HWY)
TO IL 58 (DES PLAINES CIRCLE)
RESURFACING, PEDESTRIAN RAMPS
SECTION 2014-066RS
COOK COUNTY
C-91-055-15
ACM-0058(004)

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

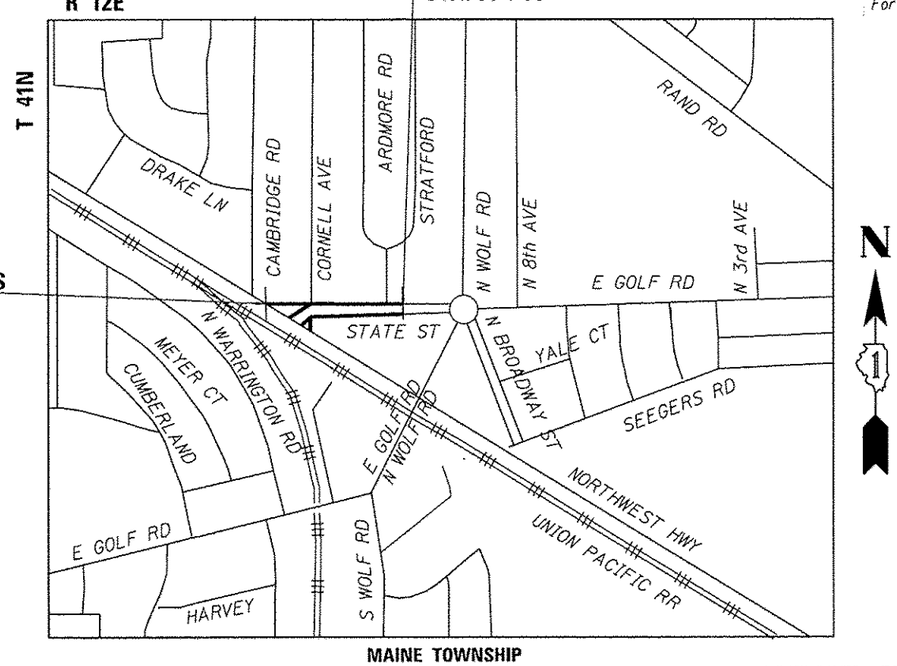
ADT: 5,300 (2015)

POSTED SPEED: 30 MPH

IMPROVEMENT LOCATED IN CITY OF DES PLAINES

IMPROVEMENT ENDS
STA. 500+00
STA. 60+50

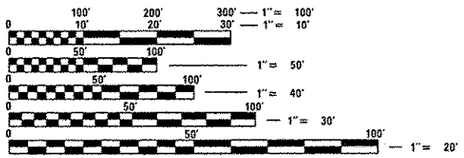
IMPROVEMENT BEGINS
STA. 493+25
STA. 53+75



MAINE TOWNSHIP

LOCATION MAP
NOT TO SCALE

GROSS AND NET LENGTH = 675.0 FT. = 0.13 MILE



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

PROJECT MANAGER: ISSAM RAYYAN, P.E. (847) 705-4178
PROJECT ENGINEER: RAGHAD ADEIS-DAHAN, P.E. (847) 705-5183

CONTRACT NO. 62A04

STATE OF ILLINOIS
JOSEPH M. GLENNON
062-046610
CHICAGO, ILLINOIS
LICENSED PROFESSIONAL ENGINEER

Signed Joseph M Glennon
Joseph Glennon, P.E.
Il. Lic. No. 062-046610
Expires 11-30-2017

Date 10/11/2016
For Sheets 1 Thru 5
and Sheets 11 thru 14

STATE OF ILLINOIS
JEFFREY S. ORZECH
062-053695
LOMBARD, ILLINOIS
LICENSED PROFESSIONAL ENGINEER

Signed Jeffrey S Orzech
Jeffrey Orzech, P.E.
Il. Lic. No. 062-053695
Expires 11-30-2017

Date 10/13/2016
For Sheets 6 Thru 10

D-91-055-15

LOCATION OF SECTION INDICATED THUS: –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Dec 30 2016
John Fahrman
REGIONAL ENGINEER

Dec 9 2016
Maureen M. Addis PE
ENGINEER OF DESIGN AND ENVIRONMENT

Dec 9 2016
DIRECTOR OF PROGRAM DEVELOPMENT

2

PREPARED BY:

HBM ENGINEERING GROUP, LLC.
CONSULTING & DESIGN
INSPECTION & RATING
RESEARCH & TESTING
4415 WEST HARRISON ST.
SUITE 231
HILLSIDE, IL 60162
PHONE: (708) 236-0900
FAX: (708) 236-0901

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6-10	ALIGNMENT, TIES AND BENCHMARKS
11	ROADWAY & PAVEMENT MARKING PLAN
12	SIDEWALK REMOVAL
13-14	PROPOSED SIDEWALK DETAILS
15	DETECTOR LOOP REPLACEMENT PLANS
16	DRIVEWAY DETAILS - DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (BD-02)
17	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)
18	PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT (BD-22)
19	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
20	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
21	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)
22	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
23	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
24	ARTERIAL ROAD INFORMATION SIGN (TC-22)
25	DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

STATE STANDARDS

STANDARD NO.	DESCRIPTION
420001-08	PAVEMENT JOINTS
420101-05	24' (7.2 m) JOINTED PCC PAVEMENT
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016-03	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424031-01	MEDIAN PEDESTRIAN CROSSINGS
442101-07	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
604001-04	FRAME AND LIDS TYPE 1
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK CORNER OR CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOURS NOTIFICATION IS REQUIRED.

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF DES PLAINES

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

SIDEWALK RAMPS MODIFICATIONS WITHIN THE LIMITS OF THE PROJECT SHALL CONFORM TO THE APPLICABLE HIGHWAY STANDARDS INCLUDED IN THE PLANS

USE*8 EPOXY-COATED TIE BARS, CONFORMING TO ART. 1006.10 OF THE STANDARD SPECIFICATIONS, FOR ALL TIE BARS. USE THE "LONGITUDINAL CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE)" DETAIL SHOWN ON HIGHWAY STANDARD 420001 FOR ALL LONGITUDINAL JOINTS.

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE ENGINEER SHALL CONTACT CORY JUCIUS, IDOT'S ARTERIAL TRAFFIC FIELD ENGINEER, AT CORY.JUCIUS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THE THICKNESS OF THE HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

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

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE ROADWAY 0021 URBAN
20200100	EARTH EXCAVATION	CU YD	16	16
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	137	137
25200110	SODDING, SALT TOLERANT	SQ YD	137	137
25200200	SUPPLEMENTAL WATERING	UNIT	2	2
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	113	113
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1473	1473
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	5	5
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	102	102
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	77	77
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	275	275
42001300	PROTECTIVE COAT	SQ YD	302	302
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	10	10
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	961	961
42400800	DETECTABLE WARNINGS	SQ FT	110	110
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	3274	3274

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE ROADWAY 0021 URBAN
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	10	10
44000600	SIDEWALK REMOVAL	SQ FT	883	883
44002206	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 1 1/2"	SQ YD	183	183
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	367	367
44200956	CLASS B PATCHES, TYPE II, 9 INCH	SQ YD	14	14
44201297	DOWEL BARS 1"	EACH	50	50
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	24	24
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	35	35
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	108	108
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	6	6
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	41	41
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	235	235
44213200	SAW CUTS	FOOT	42	42
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	16	16
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1

* SPECIALTY ITEMS

HBM ENGINEERING GROUP, LLC

USER NAME = robert.boro	DESIGNED - DA/EA	REVISED -
	DRAWN - EA	REVISED -
PLOT SCALE = 20.0173 '/ in.	CHECKED - JMG	REVISED -
PLOT DATE = 10/12/2016	DATE - 08/24/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
STATE ST

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	3

CONTRACT NO. 62A04

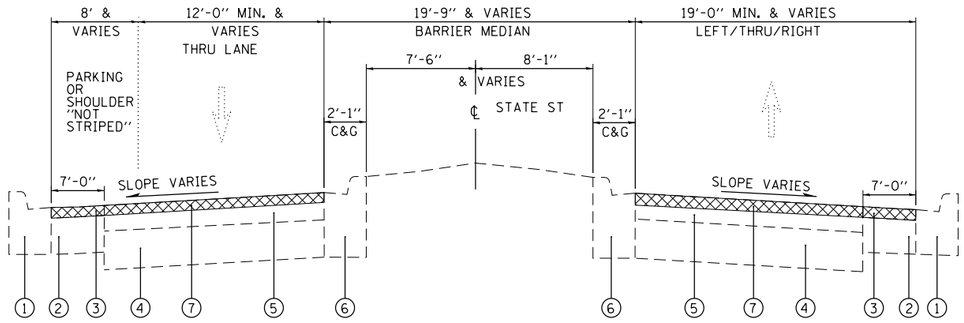
ILLINOIS FED. AID PROJECT

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE ROADWAY 0021 URBAN
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6
	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	430	430
	70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	73	73
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	940	940
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	240	240
	70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	328	328
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	35	35
*	78000100	THERMOSPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	940	940

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE ROADWAY 0021 URBAN
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	240	240
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	328	328
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	35	35
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	129	129
	X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1
	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	801	801
□	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	197	197
□	X5537900	STORM SEWERS TO BE CLEANED 15"	FOOT	47	47
□	X5538200	STORM SEWERS TO BE CLEANED 24"	FOOT	534	534
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	4	4
□	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	6	6
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	103	103
□	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	836	836

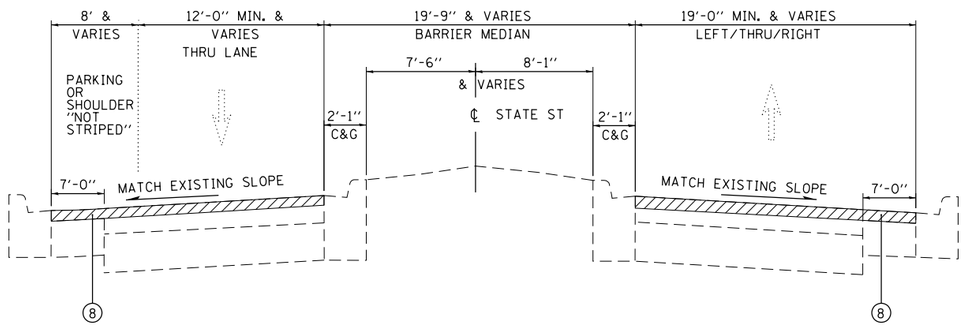
* SPECIALTY ITEMS
□ NON-PART. (100 % STATE)

HBM ENGINEERING GROUP, LLC	USER NAME = elia.abouhamad	DESIGNED - DA/EA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES STATE ST	F.A.U. RTE. 58	SECTION 2014-066RS	COUNTY COOK	TOTAL SHEETS 25	SHEET NO. 4
		DRAWN - EA	REVISED -					CONTRACT NO. 62A04		
	PLOT SCALE = 20.0000 '/ in.	CHECKED - JMG	REVISED -							
	PLOT DATE = 10/19/2016	DATE - 08/24/2016	REVISED -		SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				



EXISTING/REMOVAL SECTION
LOOKING EAST

(STA. 53+75 TO 60+50)



PROPOSED TYPICAL SECTION
LOOKING EAST

(STA. 53+75 TO 60+50)

LEGEND

1. EXISTING CURB AND GUTTER B-6:12
2. EXISTING P.C.C. BASE COURSE, (7½" & VARIES)
3. EXISTING HMA OVERLAY 1½"
4. EXISTING CONCRETE PAVEMENT 9"
5. EXISTING HMA SURFACE 3"
6. EXISTING MEDIAN CURB B-6:18
7. PROPOSED HMA SURFACE REMOVAL, 1½"
8. PROPOSED HMA SURFACE COURSE MIX "D", N70, 1½"

HMA MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm)	4% @ 70 GYR	QC/QA
CLASS D PATCHES (HMA BINDER IL-19mm)	4% @ 70 GYR	QC/QA
HMA REPLACEMENT OVER PATCHES: LEVELING BINDER (MM) N70 (IL-9.5mm)	4% @ 70 GYR	QC/QA
QMP DESIGNATION: QUALITY/CONTROL ASSURANCE (QC/QA): QUALITY CONTROL FOR PERFORMANCE (QCP)		

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATIONS THAT APPLIES TO THE HMA MIXTURE.

CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

P:\1501-638 W67 Cumberland\Circle\CADD Sheets resurfacing\D1624A4-sht-05-typicals.dgn

HBM ENGINEERING GROUP, LLC

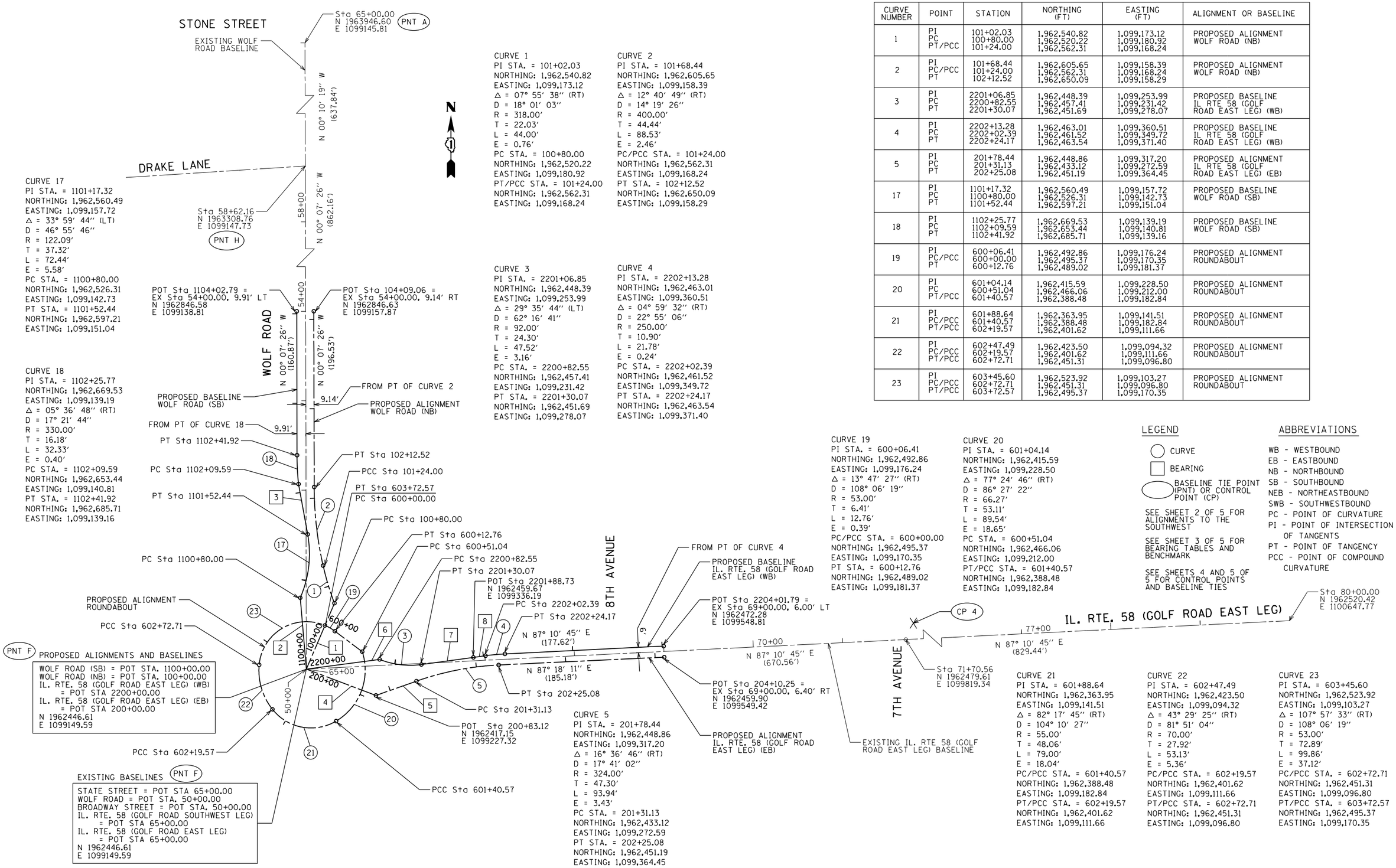
USER NAME = elie.abouhamad	DESIGNED - DA/EA	REVISED -	
	DRAWN - EA	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 10/10/2016	DATE - 08/24/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
STATE ST

SCALE: | SHEET OF SHEETS | STA. | TO STA.

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	5
		CONTRACT NO. 62A04		
	ILLINOIS FED. AID PROJECT			



CURVE NUMBER	POINT	STATION	NORTHING (FT)	EASTING (FT)	ALIGNMENT OR BASELINE
1	PI PC PT/PCC	101+02.03 100+80.00 101+24.00	1,962,540.82 1,962,520.22 1,962,562.31	1,099,173.12 1,099,180.92 1,099,168.24	PROPOSED ALIGNMENT WOLF ROAD (NB)
2	PI PC/PCC PT	101+68.44 101+24.00 102+12.52	1,962,605.65 1,962,562.31 1,962,650.09	1,099,158.39 1,099,168.24 1,099,158.29	PROPOSED ALIGNMENT WOLF ROAD (NB)
3	PI PC PT	2201+06.85 2200+82.55 2201+30.07	1,962,448.39 1,962,457.41 1,962,451.69	1,099,253.99 1,099,231.42 1,099,278.07	PROPOSED BASELINE IL RTE 58 (GOLF ROAD EAST LEG) (WB)
4	PI PC PT	2202+13.28 2202+02.39 2202+24.17	1,962,463.01 1,962,461.52 1,962,463.54	1,099,360.51 1,099,349.72 1,099,371.40	PROPOSED BASELINE IL RTE 58 (GOLF ROAD EAST LEG) (WB)
5	PI PC PT	201+78.44 201+31.13 202+25.08	1,962,448.86 1,962,433.12 1,962,451.19	1,099,317.20 1,099,272.59 1,099,364.45	PROPOSED ALIGNMENT IL RTE 58 (GOLF ROAD EAST LEG) (EB)
17	PI PC PT	1101+17.32 1100+80.00 1101+52.44	1,962,560.49 1,962,526.31 1,962,597.21	1,099,157.72 1,099,142.73 1,099,151.04	PROPOSED BASELINE WOLF ROAD (SB)
18	PI PC PT	1102+25.77 1102+09.59 1102+41.92	1,962,669.53 1,962,653.44 1,962,685.71	1,099,139.19 1,099,140.81 1,099,139.16	PROPOSED BASELINE WOLF ROAD (SB)
19	PI PC/PCC PT	600+06.41 600+00.00 600+12.76	1,962,492.86 1,962,495.37 1,962,489.02	1,099,176.24 1,099,170.35 1,099,181.37	PROPOSED ALIGNMENT ROUNDABOUT
20	PI PC PT/PCC	601+04.14 600+51.04 601+40.57	1,962,415.59 1,962,466.06 1,962,388.48	1,099,228.50 1,099,212.00 1,099,182.84	PROPOSED ALIGNMENT ROUNDABOUT
21	PI PC/PCC PT/PCC	601+88.64 601+40.57 602+19.57	1,962,363.95 1,962,388.48 1,962,401.62	1,099,141.51 1,099,182.84 1,099,111.66	PROPOSED ALIGNMENT ROUNDABOUT
22	PI PC/PCC PT/PCC	602+47.49 602+19.57 602+72.71	1,962,423.50 1,962,401.62 1,962,451.31	1,099,094.32 1,099,111.66 1,099,096.80	PROPOSED ALIGNMENT ROUNDABOUT
23	PI PC/PCC PT/PCC	603+45.60 602+72.71 603+72.57	1,962,523.92 1,962,451.31 1,962,495.37	1,099,103.27 1,099,096.80 1,099,170.35	PROPOSED ALIGNMENT ROUNDABOUT

GRAEF 8501 W. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112	USER NAME = elie.abouhamad	DESIGNED - MJ	REVISED -
		DRAWN - MJ	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JO	REVISED -
	PLOT DATE = 10/10/2016	DATE - 08/24/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARK

SCALE: | SHEET 1 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	6
		CONTRACT NO. 62A04		
	ILLINOIS FED. AID PROJECT			

$FILE$
10/10/2016 9:34:01 AM

CURVE 15
PI STA. = 502+73.90
NORTHING: 1,962,446.96
EASTING: 1,098,973.24
Δ = 08° 21′ 00″ (LT)
D = 12° 43′ 57″
R = 450.00′
T = 32.85′
L = 65.58′
E = 1.20′
PC STA. = 502+41.06
NORTHING: 1,962,445.33
EASTING: 1,098,940.43
PT/PCC STA. = 503+06.64
NORTHING: 1,962,453.34
EASTING: 1,099,005.47

CURVE 16
PI STA. = 503+27.96
NORTHING: 1,962,457.48
EASTING: 1,099,026.38
Δ = 14° 33′ 06″ (LT)
D = 34° 18′ 32″
R = 167.00′
T = 21.32′
L = 42.41′
E = 1.36′
PC/PCC STA. = 503+06.64
NORTHING: 1,962,453.34
EASTING: 1,099,005.47
PT STA. = 503+49.05
NORTHING: 1,962,466.74
EASTING: 1,099,045.59

CORNELL AVENUE

STRATFORD ROAD

STATE STREET

55+00

N 87° 08′ 32″ E
(651.74′)

60+00

POT Sta 60+04.62
N 1962421.91
E 1098654.83

CP 2

500+00

5500+00

N 87° 09′ 35″ E
(241.06′)

N 87° 08′ 32″ E
(495.38′)

N 87° 11′ 11″ E
(200.36′)

EX Sta 60+50.01, 9.04′ RT=
PROP Sta 5500+00.00
N 1962415.14
E 1098700.61

PNT G

POT Sta 53+52.88
N 1962389.42
E 1098003.90

EXISTING STATE
STREET BASELINE

NORTHWEST
HIGHWAY

POT Sta 500+00.00 =
EX Sta 60+49.99, 9.23′ LT
N 1962433.39
E 1098699.68

PROPOSED ALIGNMENT
STATE STREET (WB)

PROPOSED BASELINE
STATE STREET (EB)

PC Sta 502+41.06

PC Sta 5502+00.36

PT Sta 5502+75.05

PC Sta 5502+94.32

PT Sta 5503+68.59

PI Sta 405+26.93
N 1962396.52
E 1099085.54

PT Sta 4402+68.14

PT Sta 404+56.23

POT Sta 63+08.83
N 1962284.30
E 1099048.58

PC Sta 403+77.55

PROPOSED ALIGNMENT
IL. RTE 58 (GOLF ROAD
SOUTHWEST LEG) (SWB)

PC Sta 503+06.64

PT Sta 503+49.05

PI Sta 503+81.88
N 1962480.99
E 1099075.16

EXISTING BASELINES (PNT F)

STATE STREET = POT STA 65+00.00
WOLF ROAD = POT STA. 50+00.00
BROADWAY STREET = POT STA. 50+00.00
IL. RTE. 58 (GOLF ROAD SOUTHWEST LEG)
= POT STA 65+00.00
IL. RTE. 58 (GOLF ROAD EAST LEG)
= POT STA 65+00.00
N 1962446.61
E 1099149.59

PROPOSED ALIGNMENTS AND BASELINES (PNT F)

STATE STREET (WB) = POT STA 504+63.87
STATE STREET (EB) = POT STA 5504+55.29
IL. RTE. 58 (GOLF ROAD SOUTHWEST LEG) (SWB)
= POT STA 406+08.24
IL. RTE. 58 (GOLF ROAD SOUTHWEST LEG) (NEB)
= POT STA 4403+54.87
BROADWAY STREET (SB) = POT STA. 306+04.05
BROADWAY STREET (NB) = POT STA. 3306+03.95
N 1962446.61
E 1099149.59

405+00

505+00

3305+00

PT Sta 3305+09.98

PT Sta 305+05.82

PC Sta 3304+49.05

PC Sta 4402+06.71

PT Sta 3304+26.27

PT Sta 4401+65.70

PC Sta 3303+77.27

PC Sta 4401+17.72

PC Sta 304+11.40

PROPOSED BASELINE
IL. RTE 58 (GOLF ROAD
SOUTHWEST LEG) (NEB)

4400+00

PT Sta 4400+53.28

PC Sta 4400+00.00

BROADWAY STREET

S 19° 41′ 25″ E
(544.82′)

N 19° 41′ 01″ W
(296.50′)

N 19° 42′ 22″ W
(411.40′)

PROPOSED BASELINE
BROADWAY STREET (NB)

PI Sta 3300+80.78
N 1961960.89
E 1099333.36

YALE COURT

CP 3

PI Sta 3300+29.62
N 1961912.96
E 1099351.23

PROPOSED ALIGNMENT
BROADWAY STREET (SB)

PI Sta 3300+03.77
N 1961888.60
E 1099359.87

PNT B

PI Sta 55+44.89
N 1961933.59
E 1099333.23

3300+00

POT Sta 3300+00.00 =
EX Sta 56+00.00, 9.94′ LT
N 1961885.05
E 1099361.13

POT Sta 300+00.00 =
EX Sta 56+00.00, 8.87′ RT
N 1961878.71
E 1099343.42

S 19° 39′ 43″ E
(306.44′)

EXISTING BASELINE
BROADWAY STREET

Sta 58+51.33
N 1961645.02
E 1099436.34

Sta 59+47.46
N 1961564.41
E 1099383.97

S 33° 00′ 38″ W
(96.13′)

EXISTING BROADWAY
STREET BASELINE

CURVE 8
PI STA. = 304+58.95
NORTHING: 1,962,310.79
EASTING: 1,099,188.66
Δ = 16° 54′ 24″ (LT)
D = 17° 54′ 18″
R = 320.00′
T = 47.56′
L = 94.42′
E = 3.51′
PC STA. = 304+11.40
NORTHING: 1,962,266.01
EASTING: 1,099,204.70
PT STA. = 305+05.82
NORTHING: 1,962,348.96
EASTING: 1,099,160.30

CURVE 12
PI STA. = 404+16.94
NORTHING: 1,962,291.66
EASTING: 1,099,052.01
Δ = 07° 15′ 35″ (LT)
D = 09° 13′ 35″
R = 621.00′
T = 39.39′
L = 78.68′
E = 1.25′
PC STA. = 403+77.55
NORTHING: 1,962,255.95
EASTING: 1,099,035.36
PT STA. = 404+56.23
NORTHING: 1,962,329.18
EASTING: 1,099,064.01

CURVE 13
PI STA. = 5502+37.85
NORTHING: 1,962,426.81
EASTING: 1,098,938.17
Δ = 12° 13′ 39″ (LT)
D = 16° 22′ 13″
R = 350.00′
T = 37.49′
L = 74.69′
E = 2.00′
PC STA. = 5502+00.36
NORTHING: 1,962,424.97
EASTING: 1,098,900.72
PT STA. = 5502+75.05
NORTHING: 1,962,436.54
EASTING: 1,098,974.37

CURVE 14
PI STA. = 5503+33.72
NORTHING: 1,962,451.77
EASTING: 1,099,031.03
Δ = 47° 16′ 38″ (RT)
D = 63° 39′ 43″
R = 90.00′
T = 39.39′
L = 74.26′
E = 8.24′
PC STA. = 5502+94.32
NORTHING: 1,962,441.54
EASTING: 1,098,992.98
PT STA. = 5503+68.59
NORTHING: 1,962,430.75
EASTING: 1,099,064.35

CURVE 9
PI STA. = 4400+26.69
NORTHING: 1,962,163.03
EASTING: 1,098,992.83
Δ = 08° 28′ 49″ (RT)
D = 15° 54′ 56″
R = 360.00′
T = 26.69′
L = 53.28′
E = 0.99′
PC STA. = 4400+00.00
NORTHING: 1,962,139.15
EASTING: 1,098,980.90
PT STA. = 4400+53.28
NORTHING: 1,962,184.89
EASTING: 1,099,008.14

CURVE 10
PI STA. = 4401+41.82
NORTHING: 1,962,257.40
EASTING: 1,099,058.94
Δ = 13° 44′ 51″ (LT)
D = 28° 38′ 52″
R = 200.00′
T = 24.11′
L = 47.99′
E = 1.45′
PC STA. = 4401+17.72
NORTHING: 1,962,237.66
EASTING: 1,099,045.11
PT STA. = 4401+65.70
NORTHING: 1,962,279.87
EASTING: 1,099,067.69

CURVE 11
PI STA. = 4402+38.50
NORTHING: 1,962,347.71
EASTING: 1,099,094.09
Δ = 36° 17′ 14″ (RT)
D = 59° 04′ 04″
R = 97.00′
T = 31.79′
L = 61.43′
E = 5.08′
PC STA. = 4402+06.71
NORTHING: 1,962,318.09
EASTING: 1,099,082.56
PT STA. = 4402+68.14
NORTHING: 1,962,364.76
EASTING: 1,099,120.91

CURVE NUMBER	POINT	STATION	NORTHING (FT)	EASTING (FT)	ALIGNMENT OR BASELINE
6	PI PC PT	3304+01.81 3303+77.27 3304+26.27	1,962,263.17 1,962,240.06 1,962,284.94	1,099,225.23 1,099,233.49 1,099,213.90	PROPOSED BASELINE BROADWAY STREET (NB)
7	PI PC PT	3304+80.73 3304+49.05 3305+09.98	1,962,333.25 1,962,305.15 1,962,364.32	1,099,188.77 1,099,203.39 1,099,194.98	PROPOSED BASELINE BROADWAY STREET (NB)
8	PI PC PT	304+58.95 304+11.40 305+05.82	1,962,310.79 1,962,266.01 1,962,348.96	1,099,188.66 1,099,204.70 1,099,160.30	PROPOSED ALIGNMENT BROADWAY STREET (SB)
9	PI PC PT	4400+26.69 4400+00.00 4400+53.28	1,962,163.03 1,962,139.15 1,962,184.89	1,098,992.83 1,098,980.90 1,099,008.14	PROPOSED BASELINE IL RTE 58 (GOLF ROAD SOUTHWEST LEG) (NEB)
10	PI PC PT	4401+41.82 4401+17.72 4401+65.70	1,962,257.40 1,962,237.66 1,962,279.87	1,099,058.94 1,099,045.11 1,099,067.69	PROPOSED BASELINE IL RTE 58 (GOLF ROAD SOUTHWEST LEG) (NEB)
11	PI PC PT	4402+38.50 4402+06.71 4402+68.14	1,962,347.71 1,962,318.09 1,962,364.76	1,099,094.09 1,099,082.56 1,099,120.91	PROPOSED BASELINE IL RTE 58 (GOLF ROAD SOUTHWEST LEG) (NEB)
12	PI PC PT	404+16.94 403+77.55 404+56.23	1,962,291.66 1,962,255.95 1,962,329.18	1,099,052.01 1,099,035.36 1,099,064.01	PROPOSED ALIGNMENT IL RTE 58 (GOLF ROAD SOUTHWEST LEG) (SWB)
13	PI PC PT	5502+37.85 5502+00.36 5502+75.05	1,962,426.81 1,962,424.97 1,962,436.54	1,098,938.17 1,098,900.72 1,098,974.37	PROPOSED BASELINE STATE STREET (EB)
14	PI PC PT	5503+33.72 5502+94.32 5503+68.59	1,962,451.77 1,962,441.54 1,962,430.75	1,099,031.03 1,098,992.98 1,099,064.35	PROPOSED BASELINE STATE STREET (EB)
15	PI PC PT/PCC	502+73.90 502+41.06 503+06.64	1,962,446.96 1,962,445.33 1,962,453.34	1,098,973.24 1,098,940.43 1,099,005.47	PROPOSED ALIGNMENT STATE STREET (WB)
16	PI PC/PCC PT	503+27.96 503+06.64 503+49.05	1,962,457.48 1,962,453.34 1,962,466.74	1,099,026.38 1,099,005.47 1,099,045.59	PROPOSED ALIGNMENT STATE STREET (WB)
A	PI PC PT	51+48.96 50+00.00 52+80.03	1,961,207.04 1,961,158.65 1,961,344.46	1,098,573.12 1,098,432.24 1,098,630.60	EXISTING BASELINE IL RTE 58 (GOLF ROAD SOUTHWEST LEG)

LEGEND

- CURVE
- BEARING
- BASELINE TIE POINT (PNT) OR CONTROL POINT (CP)

SEE SHEET 1 OF 5 FOR ALIGNMENTS TO THE NORTHEAST

SEE SHEET 3 OF 5 FOR BEARING TABLES AND BENCHMARK

SEE SHEETS 4 AND 5 OF 5 FOR CONTROL POINTS AND BASELINE TIES

ABBREVIATIONS

WB - WESTBOUND
EB - EASTBOUND
NB - NORTHBOUND
SB - SOUTHBOUND
NEB - NORTHEASTBOUND
SWB - SOUTHWESTBOUND
PC - POINT OF CURVATURE
PI - POINT OF INTERSECTION OF TANGENTS
PT - POINT OF TANGENCY
PCC - POINT OF COMPOUND CURVATURE

EXISTING CURVE A
PI STA. = 51+48.96
NORTHING: 1,961,207.04
EASTING: 1,098,573.12
Δ = 48° 20′ 45″ (LT)
D = 17° 15′ 52″
R = 331.87′
T = 148.96′
L = 280.03′
E = 31.90′
PC STA. = 50+00.00
NORTHING: 1,961,158.65
EASTING: 1,098,432.24
PT STA. = 52+80.03
NORTHING: 1,961,344.46
EASTING: 1,099,630.60

PC Sta 50+00.00
N 1961158.65
E 1098432.24
PNT C

PT Sta 52+80.03
N 1961344.46
E 1098630.60
PNT D

PI Sta 57+36.94
N 1961765.98
E 1098806.92
PNT E

CP 6

POT Sta 400+00.00 =
EX Sta 59+00.00
N 1961913.77
E 1098875.82

400+00

N 22° 41′ 57″ E
(456.91′)

N 24° 59′ 46″ E
(PROP: 377.55′)
(EXT: 571.88′)

600+00

IL. RTE. 58 (GOLF ROAD SOUTHWEST LEG)

EXISTING IL. 58
(GOLF ROAD
SW LEG) BASELINE

S. WOLF ROAD

SEEGERS ROAD

A

CURVE 6
PI STA. = 3304+01.81
NORTHING: 1,962,263.17
EASTING: 1,099,225.23
Δ = 07° 47′ 56″ (LT)
D = 15° 54′ 56″
R = 360.00′
T = 24.54′
L = 49.00′
E = 0.84′
PC STA. = 3303+77.27
NORTHING: 1,962,240.06
EASTING: 1,099,233.49
PT STA. = 3304+26.27
NORTHING: 1,962,284.94
EASTING: 1,099,213.90

CURVE 7
PI STA. = 3304+80.73
NORTHING: 1,962,333.25
EASTING: 1,099,188.77
Δ = 38° 47′ 10″ (RT)
D = 63° 39′ 43″
R = 90.00′
T = 31.68′
L = 60.93′
E = 5.41′
PC STA. = 3304+49.05
NORTHING: 1,962,305.15
EASTING: 1,099,203.39
PT STA. = 3305+09.98
NORTHING: 1,962,364.32
EASTING: 1,099,194.98

9:34:01 AM
$FILE$
10/10/2016

GRAEF 8501 W. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112

USER NAME = elie.abouhamad	DESIGNED - MJ	REVISED -	
	DRAWN - MJ	REVISED -	
PLOT SCALE = 100.0000 ′ / in.	CHECKED - JO	REVISED -	
PLOT DATE = 10/10/2016	DATE - 08/24/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARK

SCALE: | SHEET 2 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	7
		CONTRACT NO. 62A04		
	ILLINOIS FED. AID PROJECT			

BEARING TABLE FOR SHEET 1 OF 5

BEARING NUMBER	ALIGNMENT OR BASELINE	BETWEEN POINTS		BEARING	LENGTH (FT)
		FROM	TO		
1	PROPOSED ALIGNMENT WOLF ROAD (NB)	Sta. 100+00.00	PC CURVE 1	N 23° 03′ 21″ E	80.00′
2	PROPOSED BASELINE WOLF ROAD (SB)	Sta. 1100+00.00	PC CURVE 17	N 04° 54′ 59″ W	80.00′
3	PROPOSED BASELINE WOLF ROAD (SB)	PT CURVE 17	PC CURVE 18	N 10° 18′ 48″ W	57.15′
4	PROPOSED ALIGNMENT IL RTE 58 (GOLF ROAD EAST LEG) (EB)	STA 200+00.00	STA 200+83.12	S 69° 14′ 33″ E	83.12′
5	PROPOSED ALIGNMENT IL RTE 58 (GOLF ROAD EAST LEG) (EB)	STA 200+83.12	PC CURVE 5	N 70° 34′ 00″ E	48.01′
6	PROPOSED BASELINE IL RTE 58 (GOLF ROAD EAST LEG) (WB)	STA 2200+00.00	PC CURVE 3	N 82° 28′ 49″ E	82.55′
7	PROPOSED BASELINE IL RTE 58 (GOLF ROAD EAST LEG) (WB)	PT CURVE 3	STA 2201+88.73	N 82° 11′ 14″ E	58.66′
8	PROPOSED BASELINE IL RTE 58 (GOLF ROAD EAST LEG) (WB)	STA 2201+88.73	PC CURVE 4	N 82° 11′ 14″ E	13.66′

BENCHMARK

CITY OF DES PLAINES BENCHMARK 39
ALUMINUM DISK IN CONCRETE
PROJECT ELEVATION NAVD '88: 648.94

FOR LOCATION OF BENCHMARK, SEE
BASELINE TIE POINT F ON SHEET 5 OF 5

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING HORIZONTAL AND VERTICAL CONTROL.

BEARING TABLE FOR SHEET 2 OF 5

BEARING NUMBER	ALIGNMENT OR BASELINE	BETWEEN POINTS		BEARING	LENGTH (FT)
		FROM	TO		
9	PROPOSED BASELINE BROADWAY STREET (NB)	STA 3300+00.00	STA 3300+03.77	N 19° 30′ 41″ W	3.77′
10	PROPOSED BASELINE BROADWAY STREET (NB)	STA 3300+03.77	STA 3300+29.62	N 19° 32′ 21″ W	25.84′
11	PROPOSED BASELINE BROADWAY STREET (NB)	STA 3300+29.62	STA 3300+80.78	N 20° 26′ 37″ W	51.16′
12	PROPOSED BASELINE BROADWAY STREET (NB)	PT CURVE 6	PC CURVE 7	N 27° 28′ 57″ W	22.78′
13	PROPOSED BASELINE BROADWAY STREET (NB)	PT CURVE 7	STA 3306+03.95	N 28° 52′ 58″ W	93.28′
14	PROPOSED ALIGNMENT BROADWAY STREET (SB)	PT CURVE 8	STA 306+04.05	N 06° 15′ 27″ W	98.23′
15	EXISTING BASELINE IL RTE 58 (GOLF ROAD SOUTHWEST LEG)	STA 63+08.83	STA 65+00.00	N 31° 53′ 47″ E	191.17′
16	PROPOSED BASELINE IL RTE 58 (GOLF ROAD SOUTHWEST LEG) (NEB)	PT CURVE 9	PC CURVE 10	N 35° 00′ 48″ E	64.43′
17	PROPOSED BASELINE IL RTE 58 (GOLF ROAD SOUTHWEST LEG) (NEB)	PT CURVE 10	PC CURVE 11	N 21° 15′ 58″ E	41.01′
18	PROPOSED BASELINE IL RTE 58 (GOLF ROAD SOUTHWEST LEG) (NEB)	PT CURVE 11	STA 4403+54.87	N 19° 18′ 35″ E	86.72′
19	PROPOSED ALIGNMENT IL RTE 58 (GOLF ROAD SOUTHWEST LEG) (SWB)	PT CURVE 12	STA 405+26.93	N 17° 44′ 12″ E	70.70′
20	PROPOSED ALIGNMENT IL RTE 58 (GOLF ROAD SOUTHWEST LEG) (SWB)	STA 405+26.93	STA 406+08.24	N 51° 58′ 14″ E	81.31′
21	PROPOSED BASELINE STATE STREET (EB)	PT CURVE 13	PC CURVE 14	N 74° 57′ 31″ E	19.27′
22	PROPOSED BASELINE STATE STREET (EB)	PT CURVE 14	STA 5504+55.29	N 79° 27′ 56″ E	86.70′
23	PROPOSED ALIGNMENT STATE STREET (WB)	PT CURVE 16	STA 503+81.88	N 64° 15′ 29″ E	32.83′
24	PROPOSED ALIGNMENT STATE STREET (WB)	STA 503+81.88	STA 504+63.87	S 65° 12′ 14″ E	81.99′

9:34:02 AM
$FILE$
10/10/2016

GRAEF 8501 W. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112

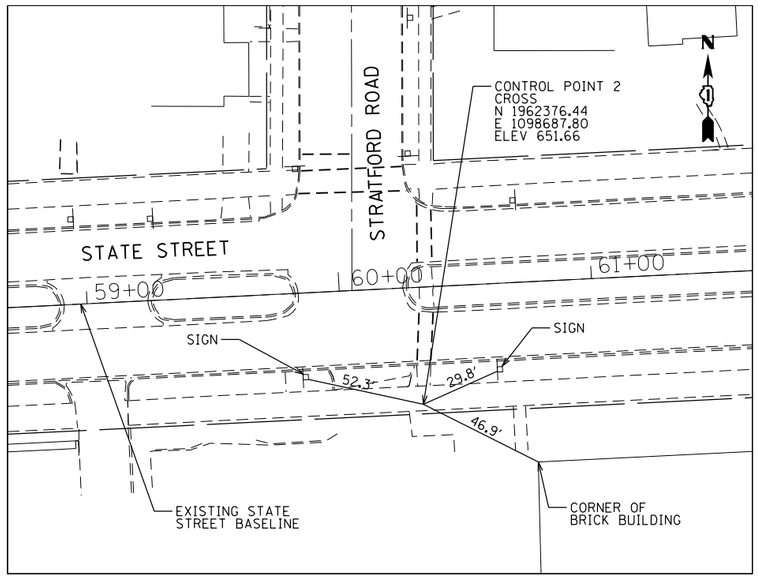
USER NAME = elie.abouhamad	DESIGNED - MJ	REVISED -	
	DRAWN - MJ	REVISED -	
PLOT SCALE = 100.0000 ′ / in.	CHECKED - JO	REVISED -	
PLOT DATE = 10/10/2016	DATE - 08/24/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

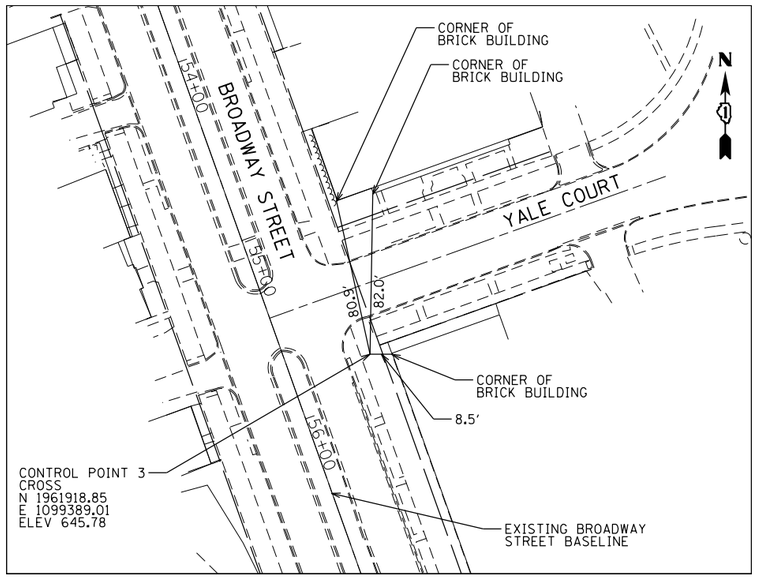
ALIGNMENT, TIES AND BENCHMARK

SCALE: | SHEET 3 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	8
		CONTRACT NO. 62A04		
	ILLINOIS FED. AID PROJECT			



CONTROL POINT 2



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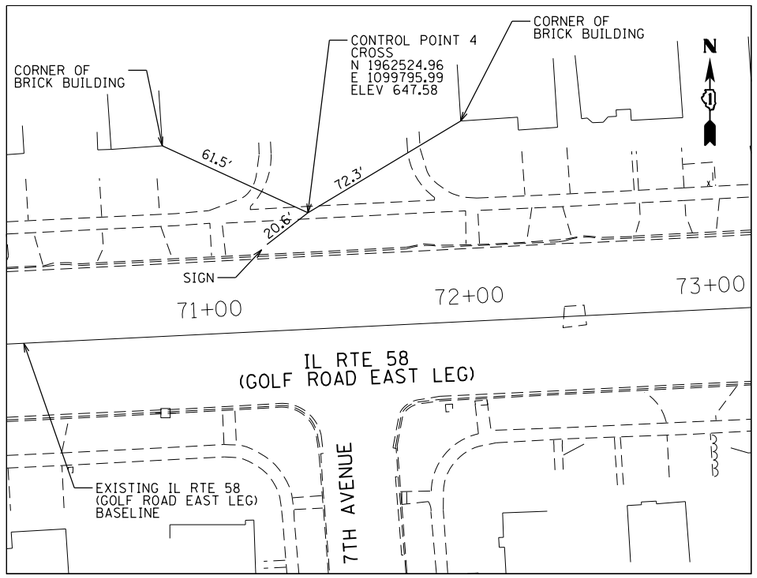
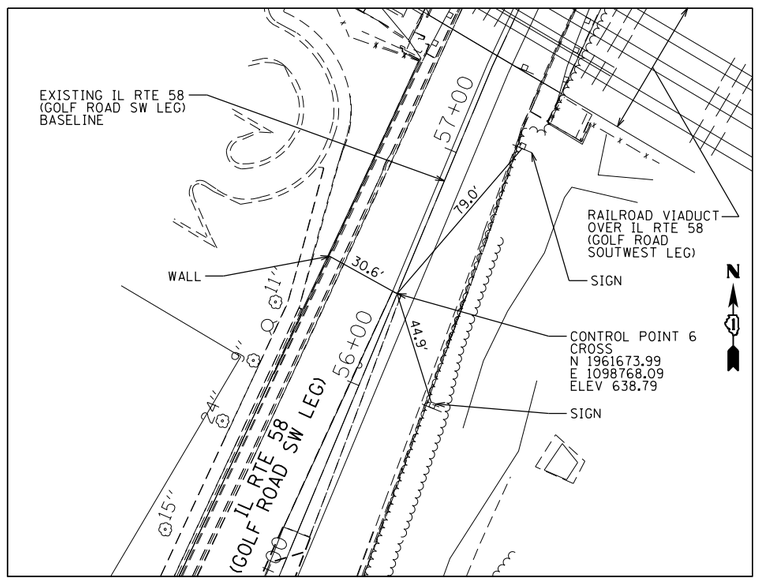
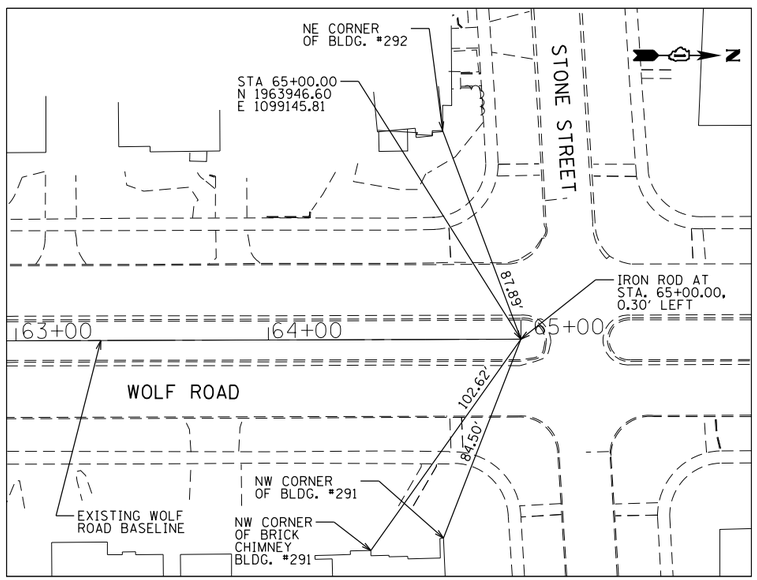


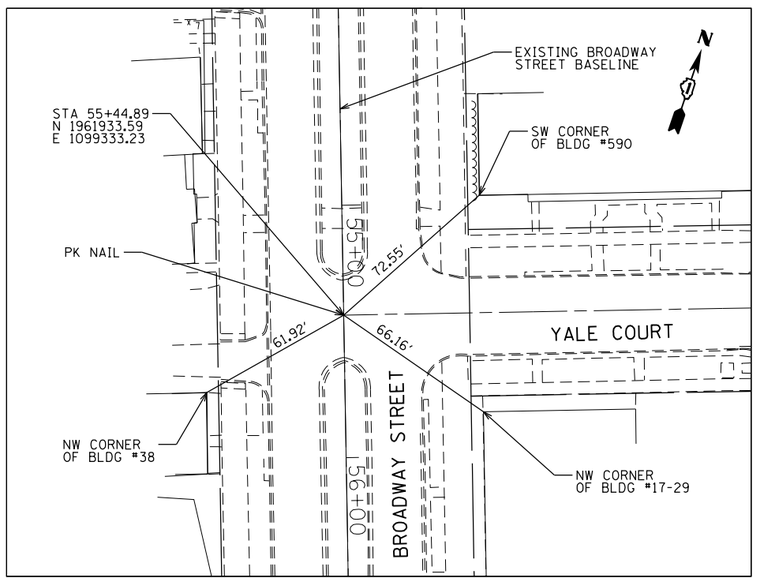
CONTROL POINT 4



CONTROL POINT 6



EXISTING WOLF ROAD BASELINE TIE, STA 65+00.00 - POINT A



EXISTING BROADWAY STREET BASELINE TIE, STA 55+44.89 - POINT B

12:09:45 PM
$FILE$
10/11/2016

GRAEF 8501 W. Higgins Road; Suite 280 Chicago, Illinois 60631 (773) 399-0112

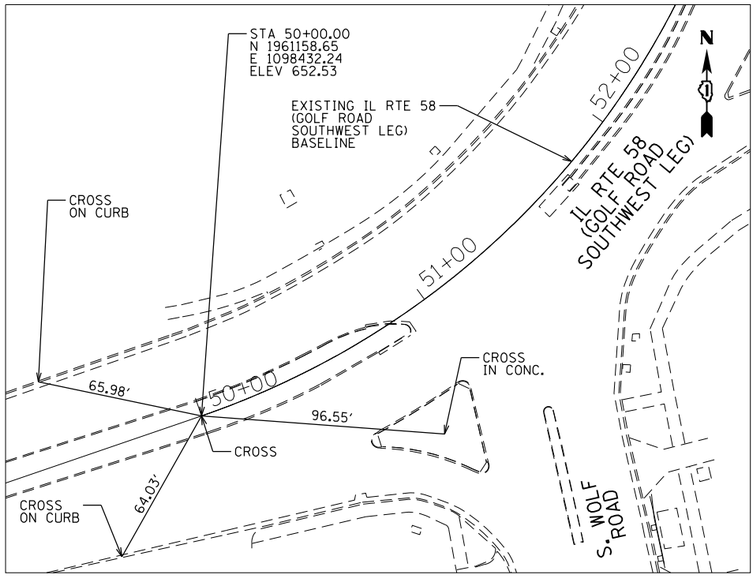
USER NAME = elie.abouhamad	DESIGNED - MJ	REVISED -	
	DRAWN - MJ	REVISED -	
PLOT SCALE = 60.0000 ' / in.	CHECKED - JO	REVISED -	
PLOT DATE = 10/11/2016	DATE - 08/24/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

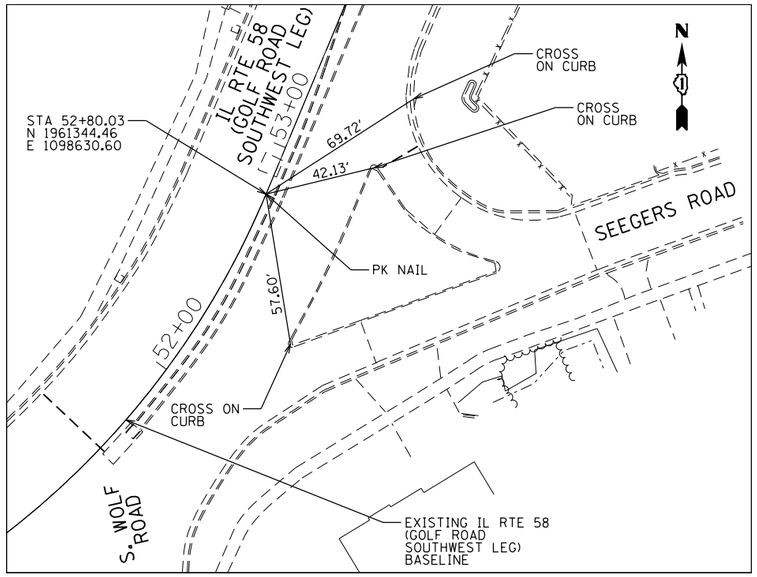
ALIGNMENT, TIES AND BENCHMARK

SCALE: | SHEET 4 OF 5 SHEETS | STA. | TO STA.

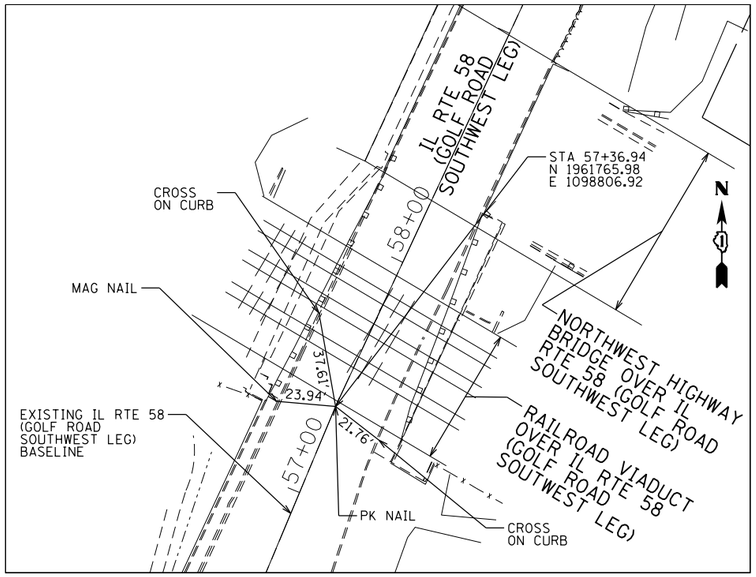
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	9
		CONTRACT NO. 62A04		
	ILLINOIS FED. AID PROJECT			



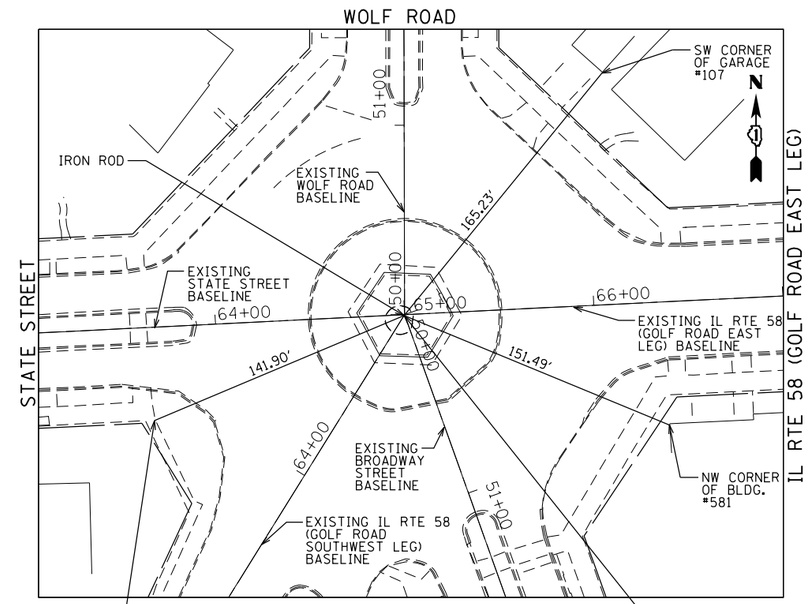
EXISTING IL RTE 58 (GOLF ROAD SOUTHWEST LEG)
BASELINE TIE, STA 50+00.00 - POINT C



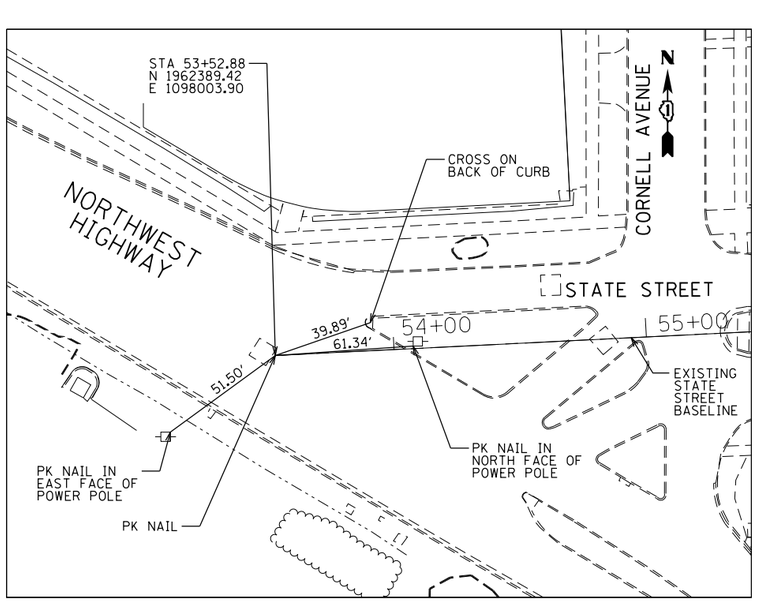
EXISTING IL RTE 58 (GOLF ROAD SOUTHWEST LEG)
BASELINE TIE, STA 52+80.03 - POINT D



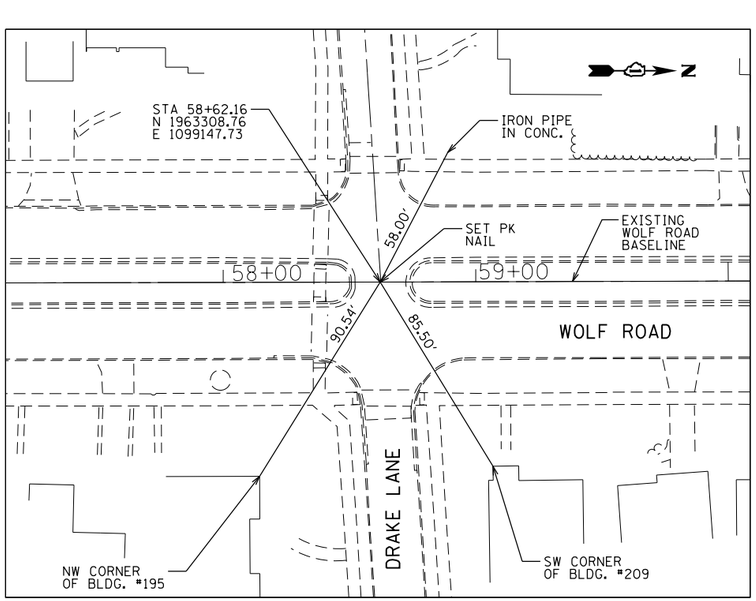
EXISTING IL RTE 58 (GOLF ROAD SOUTHWEST LEG)
BASELINE TIE, STA 57+36.94 - POINT E



EXISTING TRAFFIC CIRCLE
BASELINE TIE - POINT F



EXISTING STATE STREET BASELINE TIE, STA 53+52.88 - POINT G



EXISTING WOLF ROAD BASELINE TIE, STA 58+62.16 - POINT H

12:09:46 PM
$FILE$
10/11/2016

GRAEF 8501 W. Higgins Road; Suite 280 Chicago, Illinois 60631 (773) 399-0112

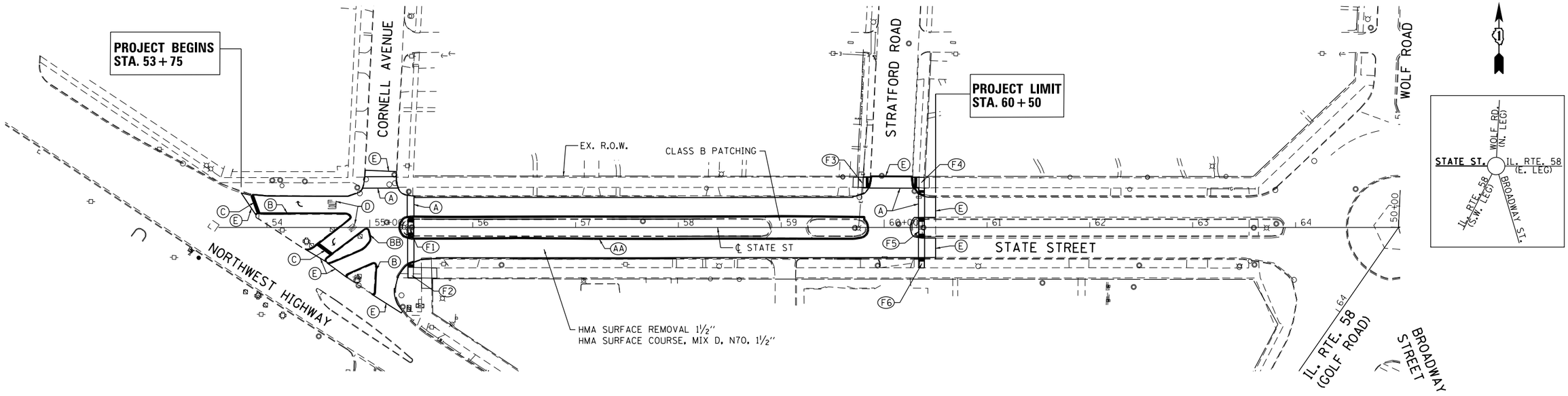
USER NAME = elie.abouhamad	DESIGNED - MJ	REVISED -
	DRAWN - MJ	REVISED -
PLOT SCALE = 60.0000 ' / in.	CHECKED - JO	REVISED -
PLOT DATE = 10/11/2016	DATE - 08/24/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARK

SCALE: | SHEET 5 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	10
		CONTRACT NO. 62A04		
	ILLINOIS FED. AID PROJECT			



LEGEND

- (A) PROPOSED THERMOPLASTIC PAVEMENT MARKINGS 6" WHITE - SOLID LINE (TYP)
- (AA) PROPOSED THERMOPLASTIC PAVEMENT MARKINGS 4" YELLOW - SOLID LINE
- (B) PROPOSED THERMOPLASTIC PAVEMENT MARKINGS 8" WHITE - SOLID LINE (TYP)
- (BB) PROPOSED THERMOPLASTIC PAVEMENT MARKINGS 8" YELLOW - SOLID LINE
- (C) PROPOSED THERMOPLASTIC PAVEMENT MARKINGS 24" WHITE - SOLID STOP BAR (TYP)
- (D) PROPOSED THERMOPLASTIC PAVEMENT MARKINGS WHITE - LETTERS AND SYMBOLS (TYP)
- (E) HMA SURFACE REMOVAL BUTT JOINT 4.5' (TYP)
- (F#) PROPOSED SIDEWALK REMOVAL & REPLACEMENT, PROPOSED PCC SIDEWALK RAMP & PROPOSED DETECTABLE WARNINGS (SEE SHEETS 12 AND 13 FOR DETAILS)

State Street Coordinate Schedule

STATION AT ℄ STATE ST.	OFFSET	NORTHING	EASTING
55+00.00	0	1,962,396.75	1,098,150.83
56+00.00	0	1,962,401.74	1,098,250.71
57+00.00	0	1,962,406.72	1,098,350.59
58+00.00	0	1,962,411.71	1,098,450.46
59+00.00	0	1,962,416.69	1,098,550.34
60+00.00	0	1,962,421.68	1,098,650.21
61+00.00	0	1,962,426.66	1,098,750.09

P:\1501-630_W07 Cumberland&Circle\CADD\Sheets resurfacing\D1622A04-sht-11-plan&pmk_state.dgn

HBM ENGINEERING GROUP, LLC

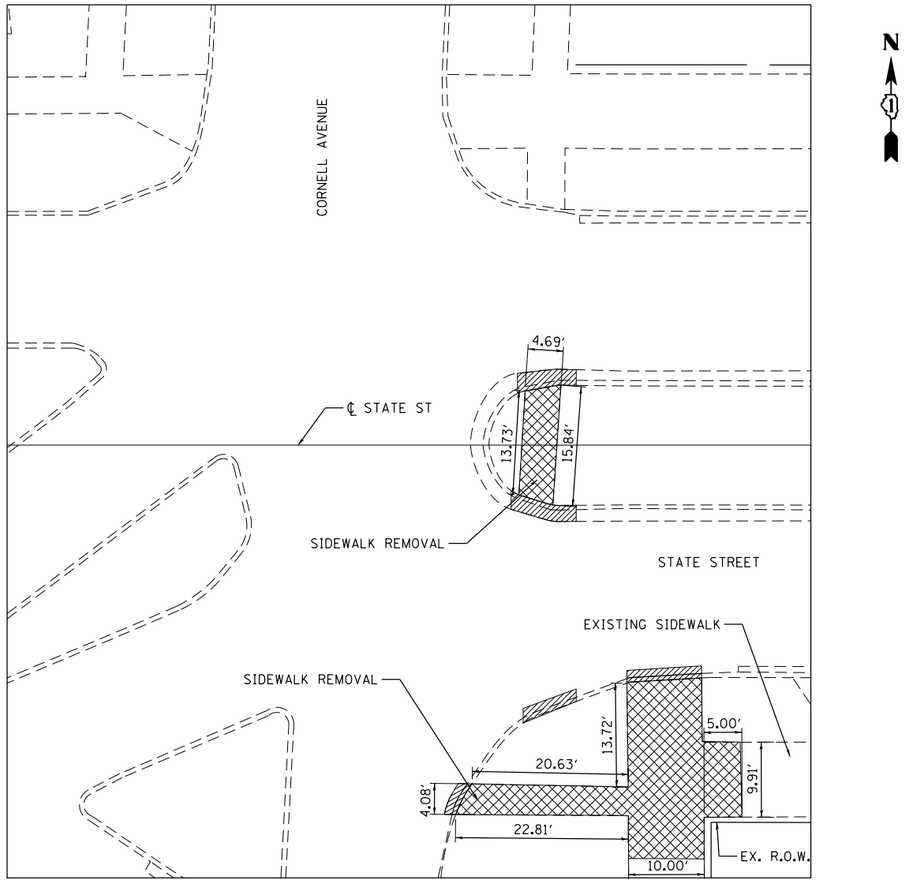
USER NAME = elie.abouhamad	DESIGNED - DA/EA	REVISED -
	DRAWN - EA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JMG	REVISED -
PLOT DATE = 10/10/2016	DATE - 08/24/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

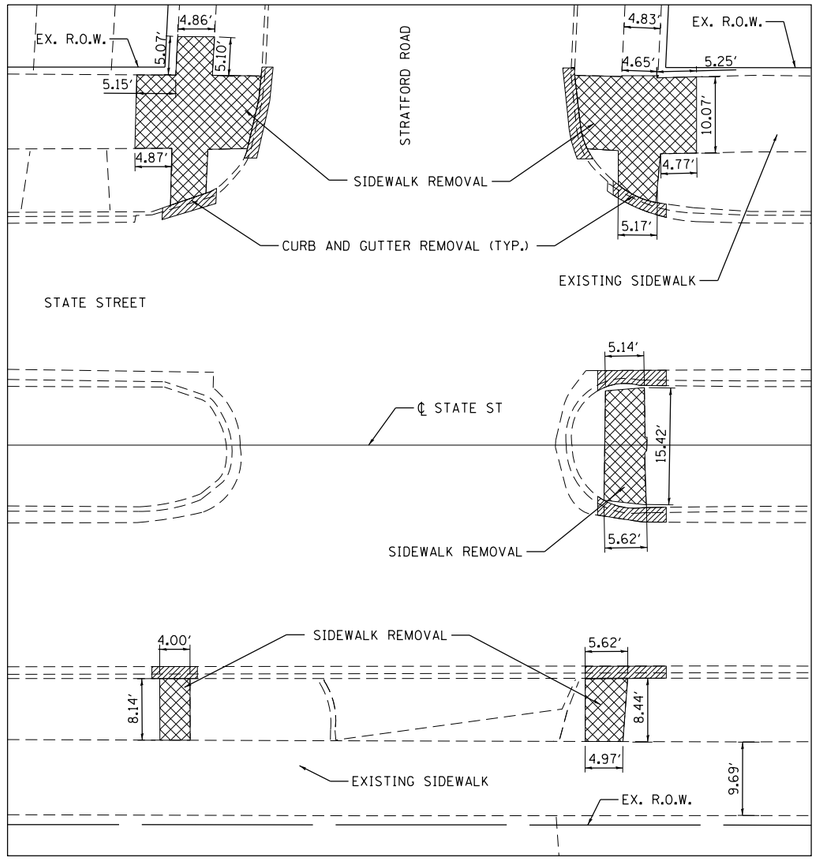
ROADWAY & PAVEMENT MARKING PLAN
STATE ST

SCALE: | SHEET 11 OF SHEETS | STA. | TO STA.

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	11
		CONTRACT NO. 62A04		
	ILLINOIS FED. AID PROJECT			



SIDEWALK REMOVAL AT CORNELL AVENUE



SIDEWALK REMOVAL AT STRATFORD ROAD

LEGEND

SIDEWALK REMOVAL

CURB AND GUTTER REMOVAL

P:\1501-638 W07 Cumberland Circle\C400 Sheets - resurfacing\D1624Q4 sht-12-SidewalkRemoval-state.dgn

HBM ENGINEERING GROUP, LLC

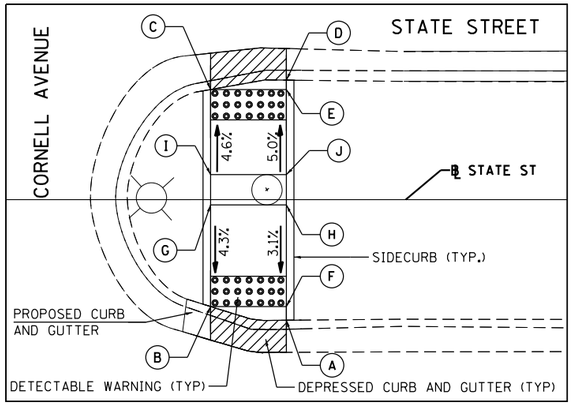
USER NAME = elie.abouhamad	DESIGNED - DA/EA	REVISED -
	DRAWN - EA	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - JMG	REVISED -
PLOT DATE = 10/10/2016	DATE - 08/24/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK REMOVAL
STATE ST

SCALE: | SHEET 12 OF SHEETS | STA. | TO STA.

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	12
		CONTRACT NO. 62A04		
	ILLINOIS	FED. AID PROJECT		



LOCATION 1 – MEDIAN SIDEWALK DETAIL AT STATE STREET EAST OF CORNELL AVENUE

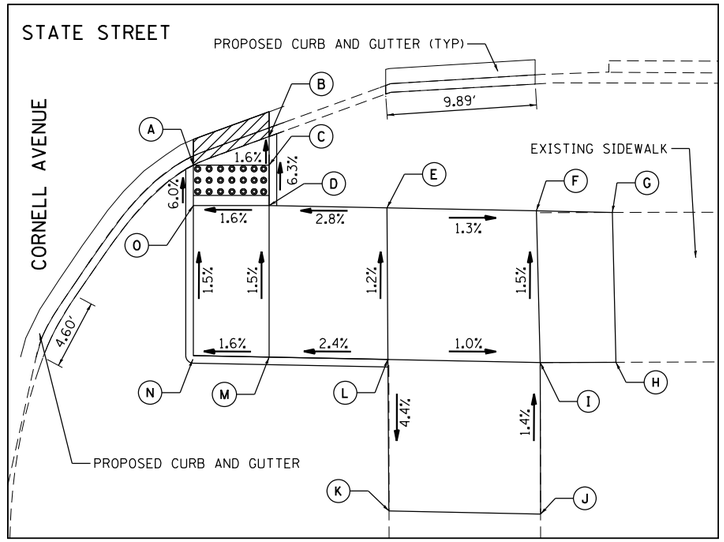
N

EAST MEDIAN

(STANDARD 424031)

	POINT	STA	OFFSET	ELEV
*	A	55+42.34	7.96 RT	655.64
*	B	55+37.34	7.06 RT	655.57
*	C	55+37.34	7.27 LT	655.60
*	D	55+42.34	7.89 LT	655.57
	E	55+42.34	7.27 LT	655.58
	F	55+42.34	7.06 RT	655.65
	G	55+37.34	0.35 RT	655.86
	H	55+42.34	0.35 RT	655.86
	I	55+37.34	1.65 LT	655.86
	J	55+42.34	1.65 LT	655.86

* MATCH EXISTING ELEVATION



LOCATION 2 – SIDEWALK DETAIL AT THE SE CORNER OF STATE STREET AND CORNELL AVENUE

N

SE CORNER

(STANDARD 424001)

	POINT	STA	OFFSET	ELEV
*	A	55+37.34	36.10 RT	655.00
*	B	55+42.34	34.22 RT	655.04
	C	55+42.34	36.10 RT	655.07
	D	55+42.34	38.78 RT	655.24
	E	55+50.11	38.93 RT	655.46
	F	55+59.98	39.13 RT	655.33
*	G	55+64.99	39.23 RT	655.39
*	H	55+65.23	49.12 RT	655.50
	I	55+60.23	49.13 RT	655.48
*	J	55+60.25	59.13 RT	655.34
*	K	55+50.25	58.94 RT	655.14
	L	55+50.17	48.93 RT	655.58
	M	55+42.34	48.78 RT	655.39
	N	55+37.34	48.68 RT	655.31
	O	55+37.34	38.78 RT	655.16

* MATCH EXISTING ELEVATION

NOTES

1. ALL STATIONS AND OFFSETS ARE GIVEN TO WITH RESPECT TO EXISTING STATE STREET BASELINE.
2. SUBBASE GRANULAR MATERIAL, TYPE B, 4" SHALL BE ADDED AT PROPOSED SIDEWALK.

LEGEND

PROPOSED DEPRESSED CURB AND GUTTER

PROPOSED CURB AND GUTTER

P:\1501-638 W07 Cumberland Circle\Cad0 Sheets resurfacing\D1624404-sht-13-Sidewalk Details-state.dgn

HBM ENGINEERING GROUP, LLC

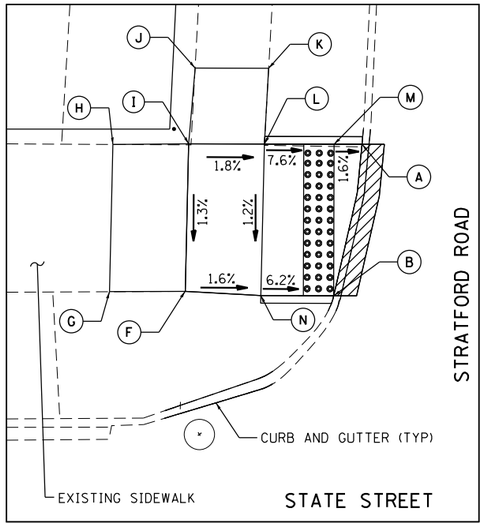
USER NAME = elie.abouhamad	DESIGNED - DA/EA	REVISED -	
	DRAWN - EA	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 10/10/2016	DATE - 08/24/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIDEWALK DETAILS
STATE ST

SCALE: | SHEET 13 OF SHEETS | STA. | TO STA.

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	13
		CONTRACT NO. 62A04		
	ILLINOIS FED. AID PROJECT			



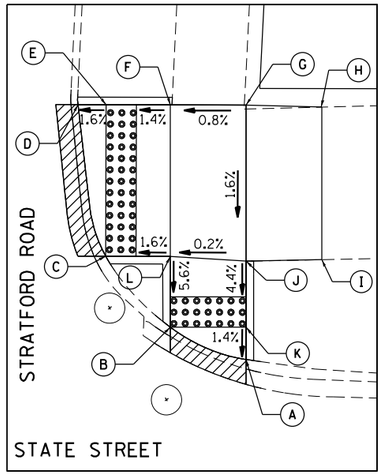
N

NW CORNER
(STANDARD 424001)

	POINT	STA	OFFSET	ELEV
*	A	59+86.38	48.88 LT	651.66
*	B	59+84.51	38.89 LT	651.62
*	F	59+74.71	39.18 LT	652.00
*	G	59+69.70	39.15 LT	652.06
*	H	59+70.09	48.87 LT	652.35
	I	59+74.94	48.92 LT	652.13
*	J	59+75.35	53.85 LT	652.25
*	K	59+80.22	53.90 LT	652.14
	L	59+79.94	48.90 LT	652.04
	M	59+84.54	48.89 LT	651.69
	N	59+79.70	38.90 LT	651.92

* MATCH EXISTING ELEVATION

LOCATION 3 – SIDEWALK DETAIL AT THE NW CORNER OF STATE STREET AND STRATFORD ROAD



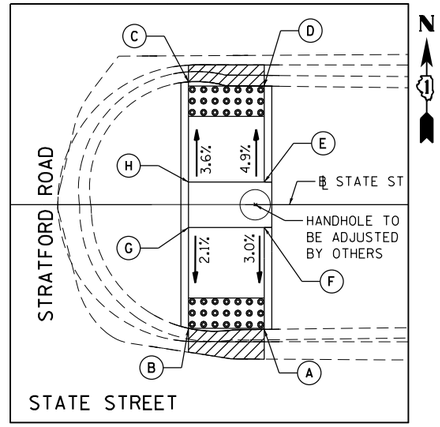
N

NE CORNER
(STANDARD 424001)

	POINT	STA	OFFSET	ELEV
*	A	60+38.86	31.95 LT	651.16
*	B	60+33.86	34.08 LT	651.11
*	C	60+29.59	38.77 LT	651.30
*	D	60+27.77	48.77 LT	651.41
	E	60+29.62	48.77 LT	651.44
*	F	60+33.97	48.75 LT	651.50
*	G	60+38.86	48.75 LT	651.54
*	H	60+43.86	48.61 LT	651.51
*	I	60+43.86	38.54 LT	651.25
	J	60+38.86	38.45 LT	651.38
	K	60+38.86	34.08 LT	651.19
	L	60+33.86	38.75 LT	651.37

* MATCH EXISTING ELEVATION

LOCATION 4 – SIDEWALK DETAIL AT THE NE CORNER OF STATE STREET AND STRATFORD ROAD



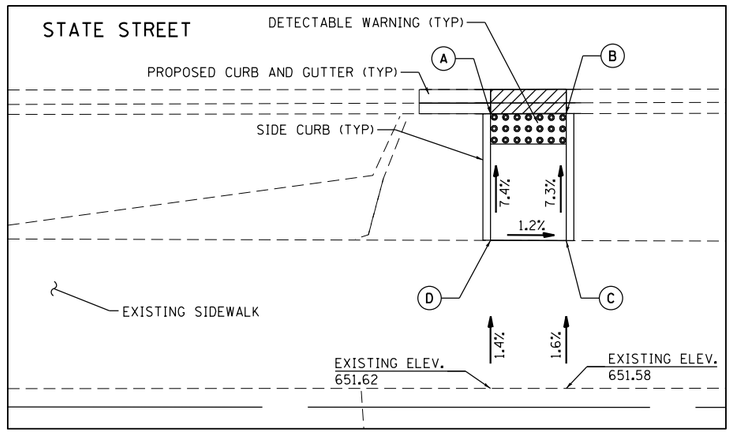
N

LOCATION 5 – MEDIAN SIDEWALK DETAIL AT STATE STREET EAST OF STRATFORD ROAD

EAST MEDIAN
(STANDARD 424031)

	POINT	STA	OFFSET	ELEV
*	A	60+38.86	8.22 RT	651.54
*	B	60+33.86	8.15 RT	651.60
*	C	60+33.86	8.12 LT	651.50
*	D	60+38.86	7.84 LT	651.43
	E	60+38.86	1.50 LT	651.74
	F	60+38.86	1.50 RT	651.74
	G	60+33.86	1.50 RT	651.74
	H	60+33.86	1.50 LT	651.74

* MATCH EXISTING ELEVATION



N

SE CORNER
(STANDARD 424016)

	POINT	STA	OFFSET	ELEV
*	A	60+33.86	30.78 RT	650.86
*	B	60+38.86	30.78 RT	650.81
*	C	60+38.86	39.16 RT	651.42
*	D	60+33.86	39.14 RT	651.48

* MATCH EXISTING ELEVATION

LOCATION 6 – SIDEWALK DETAIL ON THE SOUTH SIDE OF STATE STREET AT STRATFORD ROAD

NOTES

1. ALL STATIONS AND OFFSETS ARE GIVEN TO WITH RESPECT TO EXISTING STATE STREET BASELINE.
2. SUBBASE GRANULAR MATERIAL, TYPE B, 4" SHALL BE ADDED AT PROPOSED SIDEWALK.

LEGEND

PROPOSED DEPRESSED CURB AND GUTTER

PROPOSED CURB AND GUTTER

P:\1601-638 WO7 Cumberland\Circle\C400 Sheets -resurfacing\D1622404-sht-14-SidewalkDetails-state.dgn

HBM ENGINEERING GROUP, LLC

USER NAME = elie.abouhamad	DESIGNED - DA/EA	REVISED -
	DRAWN - EA	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - JMG	REVISED -
PLOT DATE = 10/10/2016	DATE - 08/24/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIDEWALK DETAILS
STATE ST

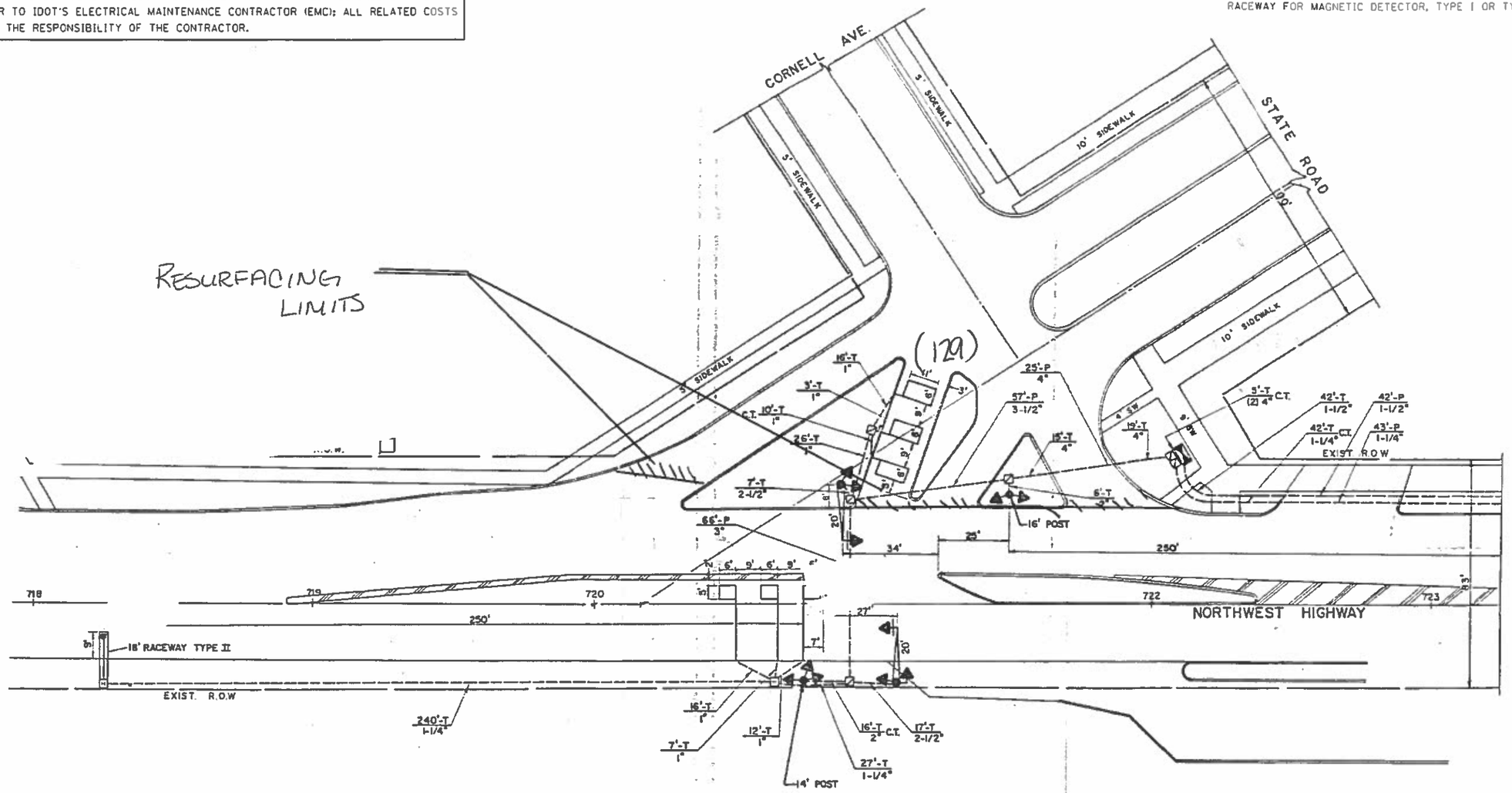
SCALE: | SHEET 14 OF SHEETS | STA. | TO STA.

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	14
		CONTRACT NO. 62A04		
	ILLINOIS FED. AID PROJECT			

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "**TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS**". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "**INSPECTION OF CONSTRUCTION**" AND "**DETECTOR LOOP REPLACEMENT**" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS **SHALL NOT BE PAID.** WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



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

CODE	QUANTITY	UNIT	ITEM
88600600	129	FOOT	DETECTOR LOOP REPLACEMENT

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

FILE NAME = P:\Traffic\flasher.dgn	USER NAME = pocicchal	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.2001 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/5/2012	DATE -	REVISED -

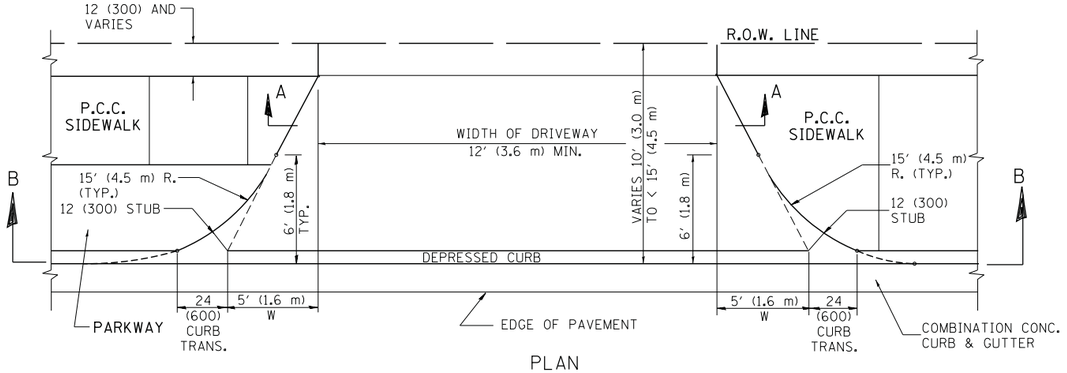
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE – DETECTOR LOOP REPLACEMENT
US RTE (NORTHWEST) AND STATE STREET

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

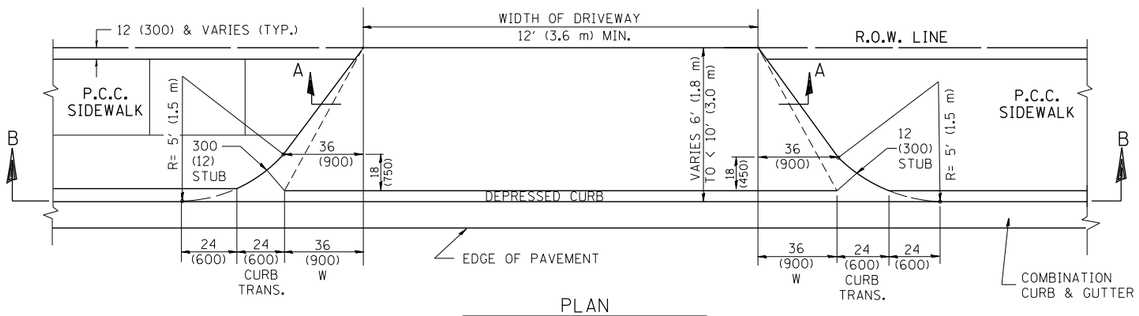
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	15
		CONTRACT NO. 62A04		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

flasher.dgn 1/5/2012 10:46:43 AM User=pocicchal



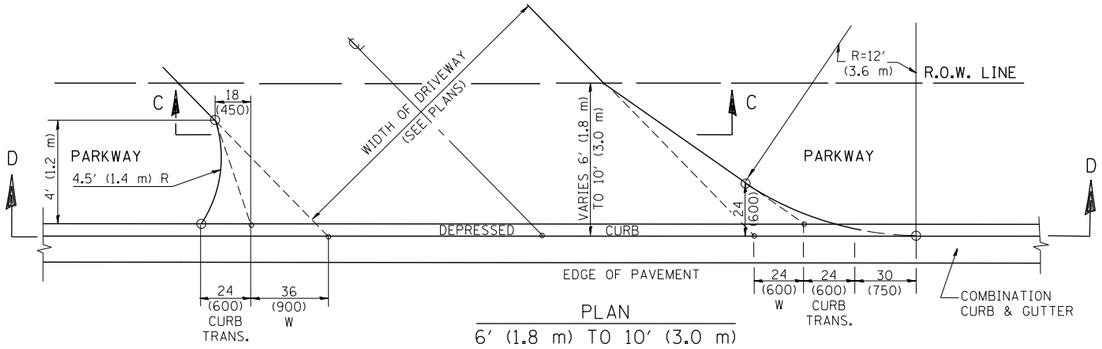
PLAN

10' (3.0 m) TO < 15' (4.5 m)



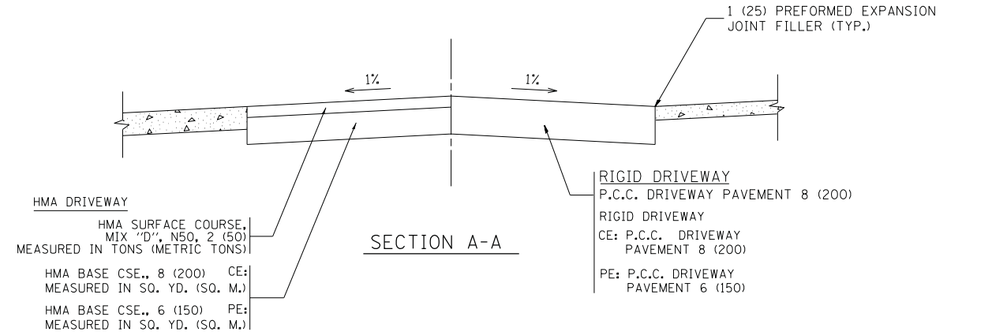
PLAN

6' (1.8 m) TO < 10' (3.0 m)

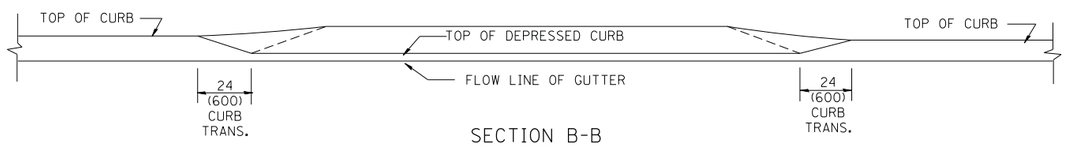


PLAN

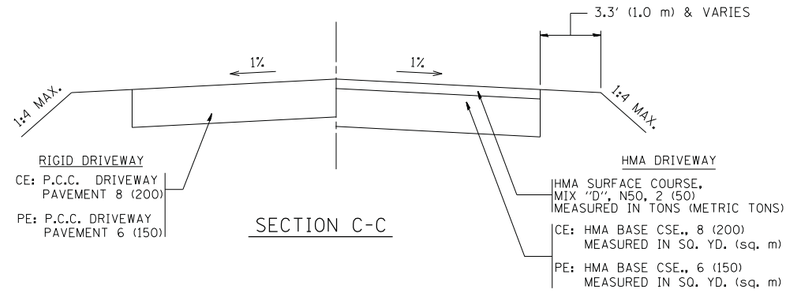
6' (1.8 m) TO 10' (3.0 m)



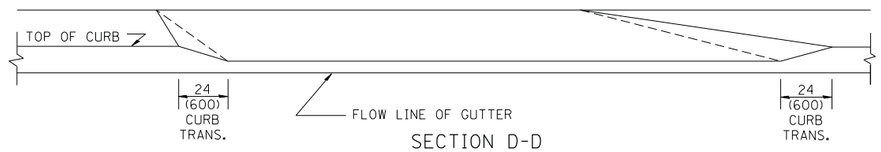
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

FILE NAME = c:\pw_work\pwidot\leysa\d0108315\bd02.dgn	USER NAME = leysa	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
		DRAWN -	REVISED - P. LaFLEUR 04-15-03
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 10/28/2011	DATE - 11-06-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	16
	BD400-02 (BD-02)	CONTRACT NO. 62A04		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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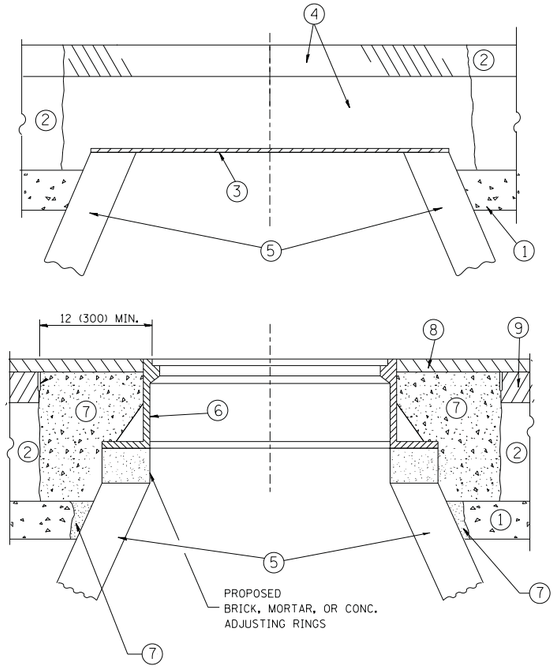

NOTES:

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.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	17
	BD600-03 (BD-8)	CONTRACT NO. 62A04		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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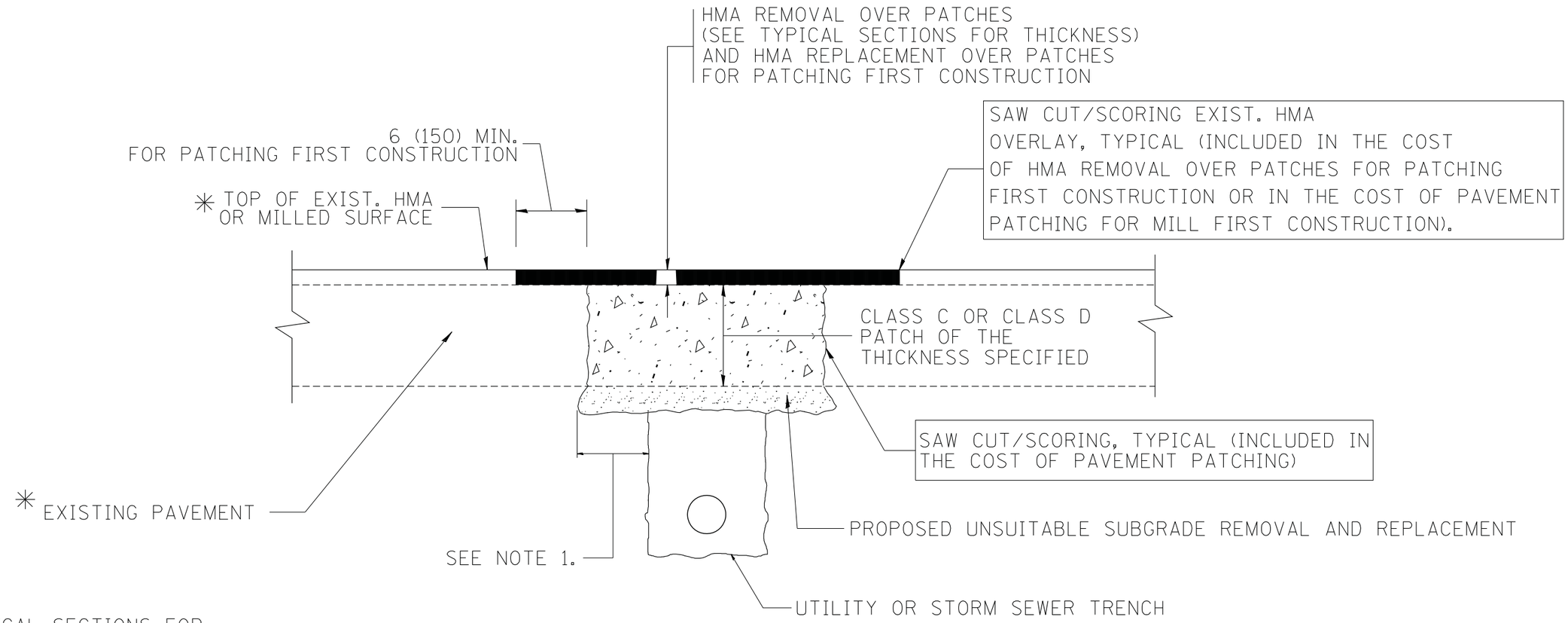

* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

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 $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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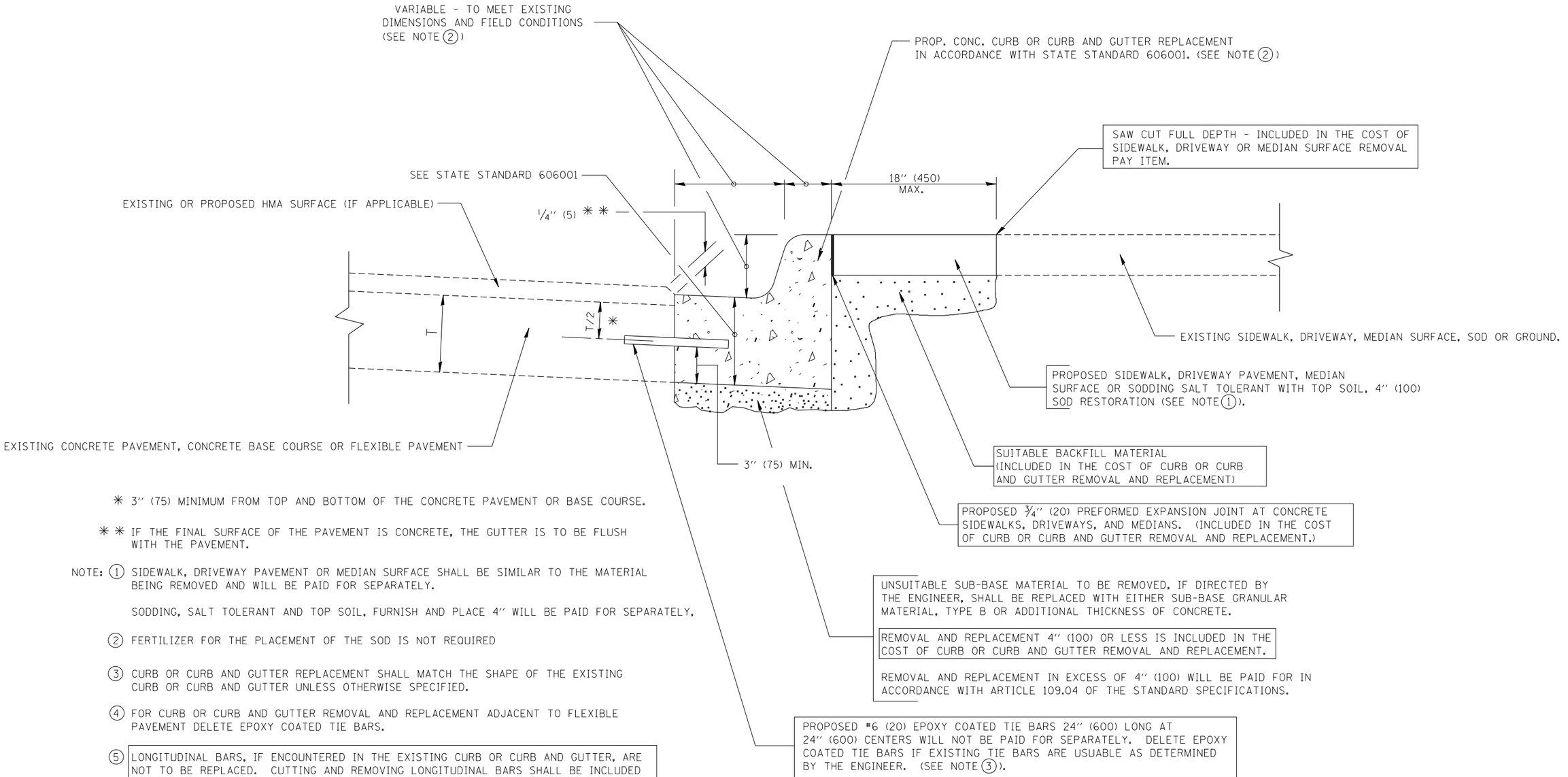
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	18
	BD400-04 (BD-22)	CONTRACT NO.	62A04	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

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

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

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.

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.

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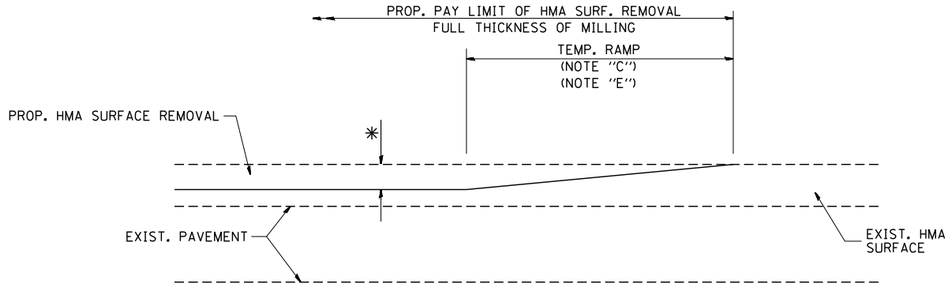
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

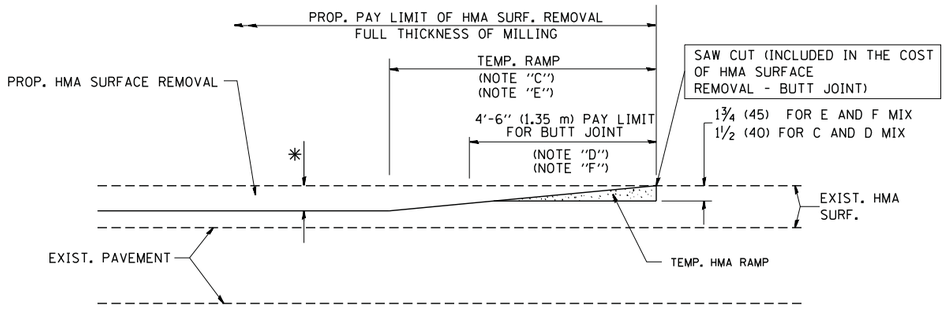
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	19
	BD600-06 (BD-24)	CONTRACT NO. 62A04		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

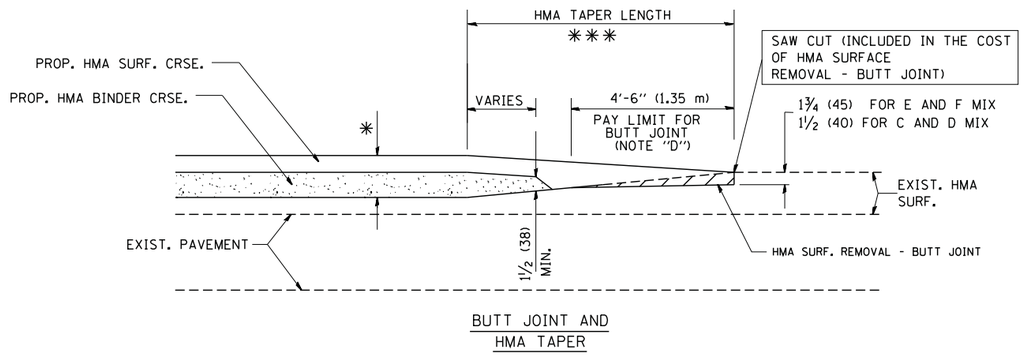


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

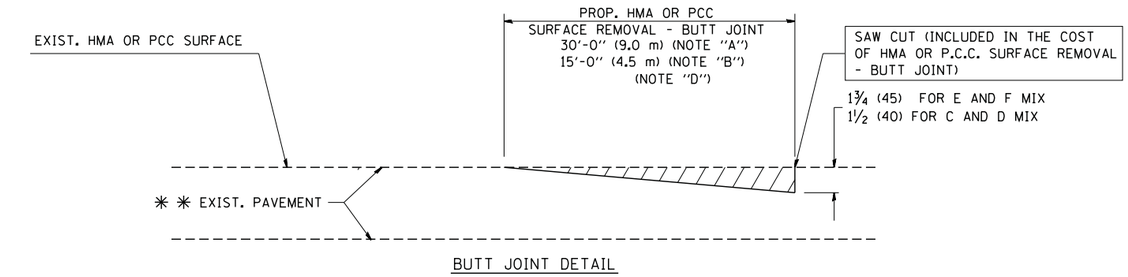
OPTION 2

TYPICAL TEMPORARY RAMP

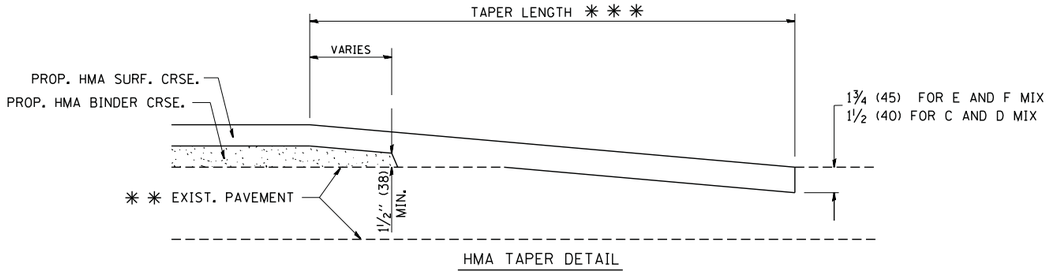


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
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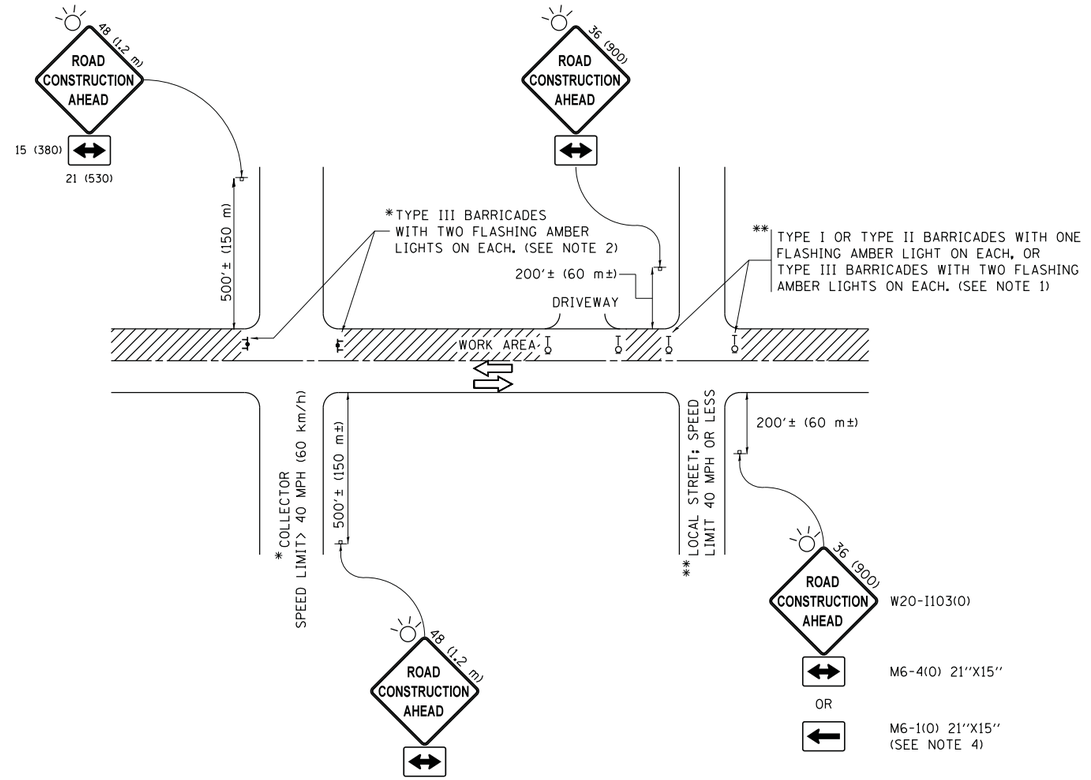
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	20
	BD400-05 BD32	CONTRACT NO. 62A04		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE ''ROAD CONSTRUCTION AHEAD'' SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
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. 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.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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Default	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	21
	TC-10	CONTRACT NO. 62A04		
	ILLINOIS FED. AID PROJECT			

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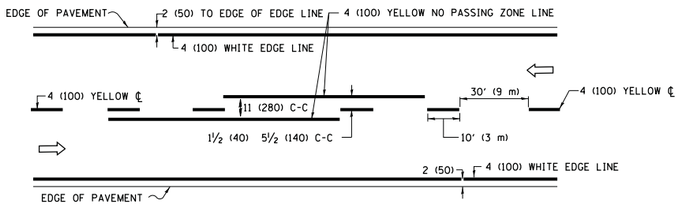
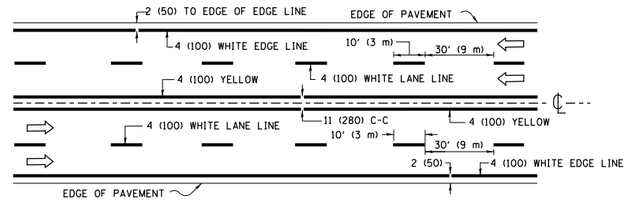
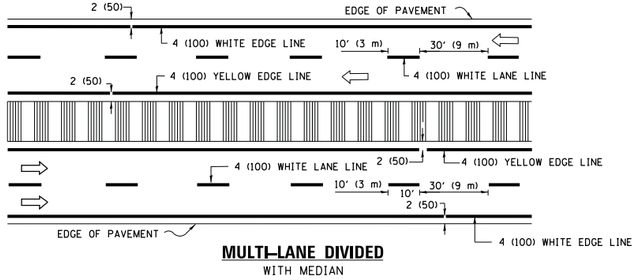


2–LANE ROADWAY

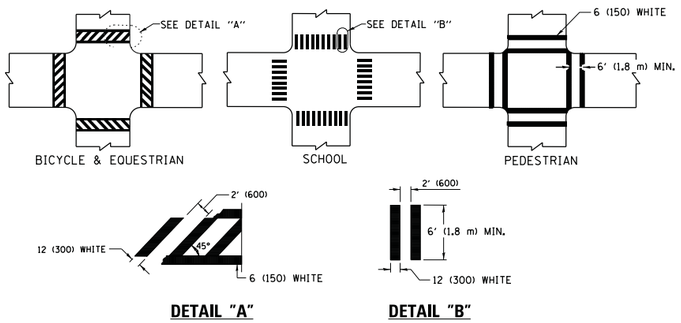


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

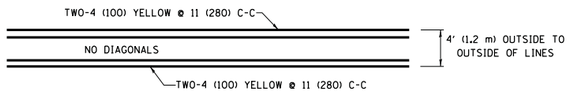
TYPICAL LANE AND EDGE LINE MARKING



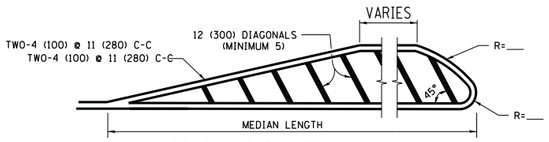
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

✳ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



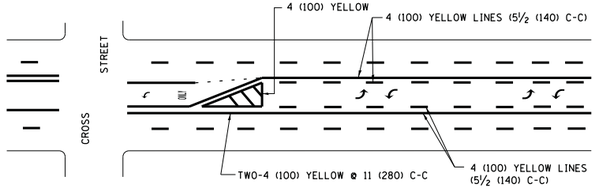
4' (1.2 m) WIDE MEDIANS ONLY



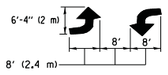
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

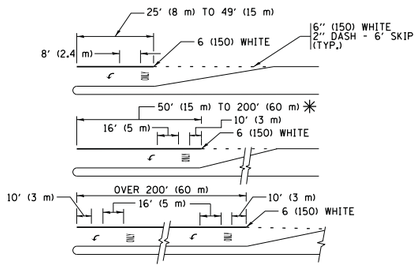


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

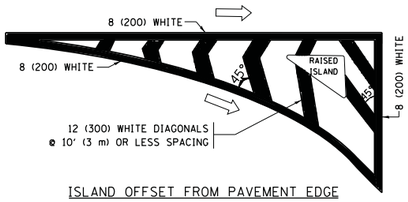


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

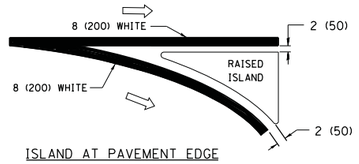
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

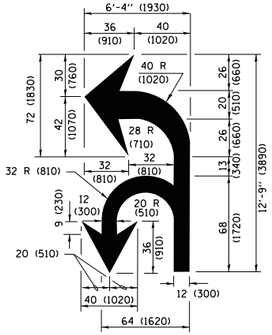


ISLAND OFFSET FROM PAVEMENT EDGE

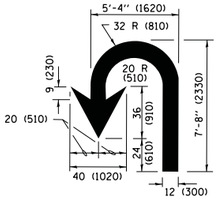


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

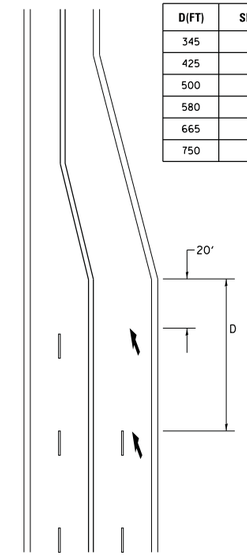


COMBINATION LEFT AND U–TURN



U–TURN

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55



LANE REDUCTION TRANSITION

✳ LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

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	5½ (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 MEDIANS IN YELLOW
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; 5½ (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 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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.

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	PLOT DATE = 4/13/2016	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
			REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	22
	TC–13	CONTRACT NO. 62A04		
	ILLINOIS FED. AID PROJECT			

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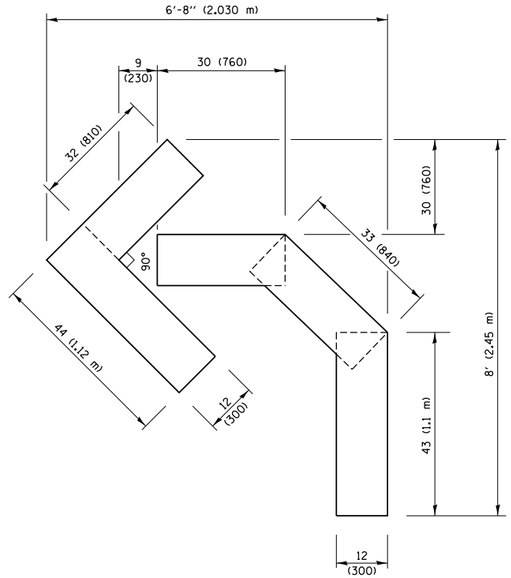
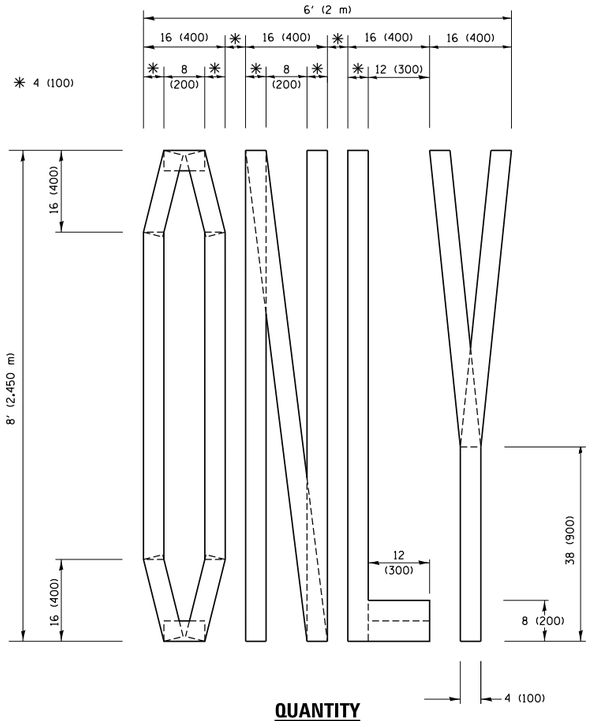


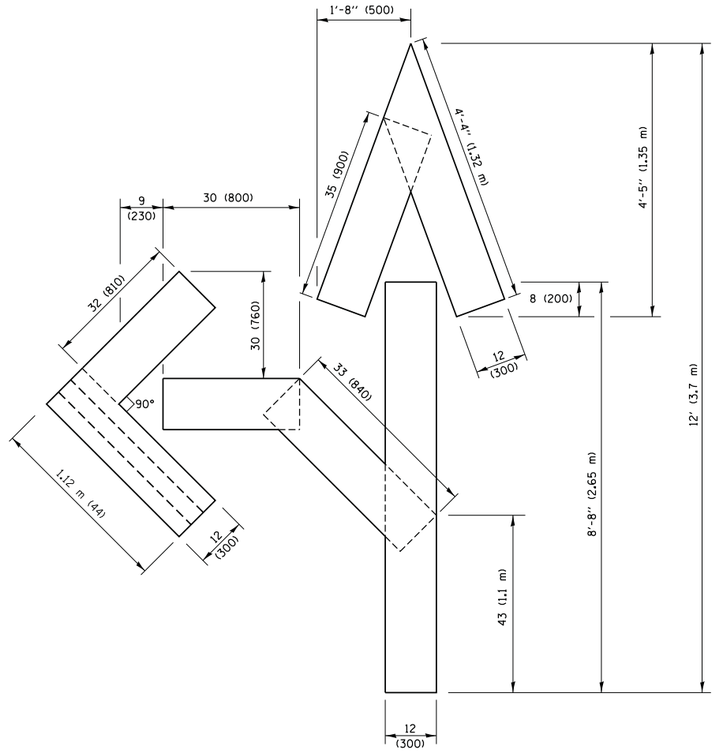
QUANTITY

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



QUANTITY

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

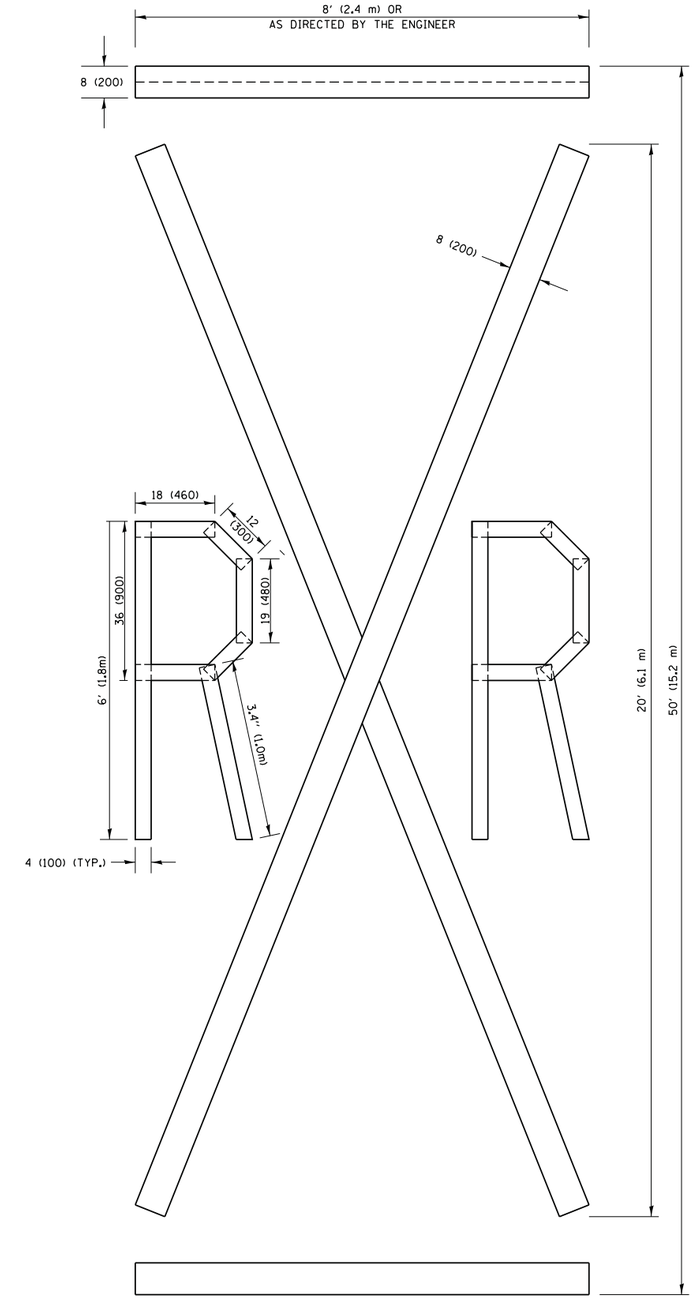


QUANTITY

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

NOTE:

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



QUANTITY

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

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

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			REVISED -E. GOMEZ 08-28-00
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	PLOT DATE = 9/15/2016	DATE - 09-18-94	REVISED -A. SCHUETZE 09-15-16

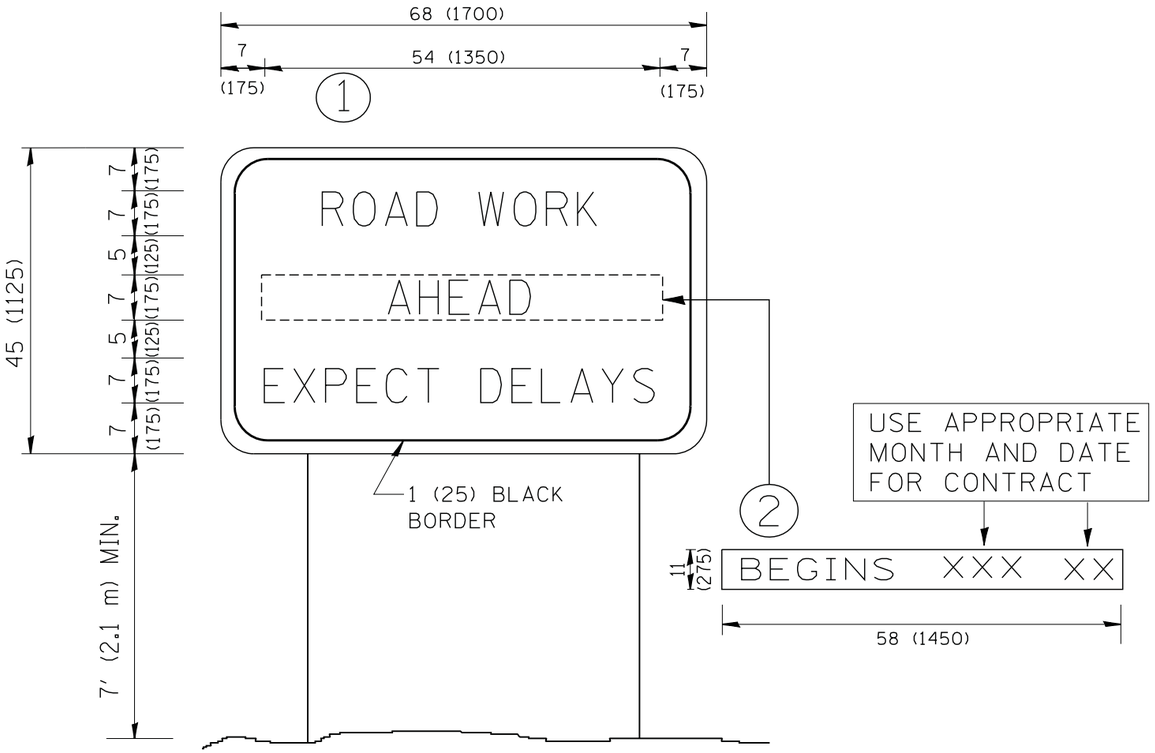
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	23
	TC-16	CONTRACT NO. 62A04		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

tc16.dgn 9/15/2016 12:45:20 PM User=footemj



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE ''ROAD CONSTRUCTION AHEAD'' SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL (2) SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR ''TEMPORARY INFORMATION SIGNING'' FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

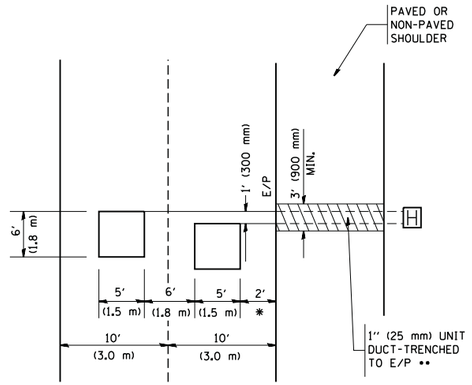
ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	24
	TC-22	CONTRACT NO. 62A04		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

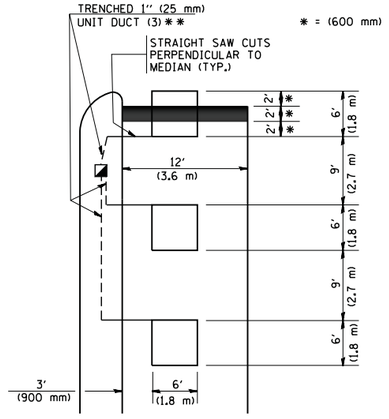


* = (600 mm)

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

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

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

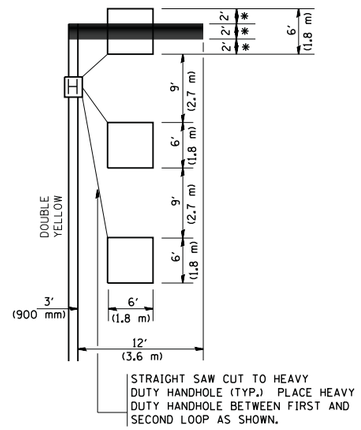


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

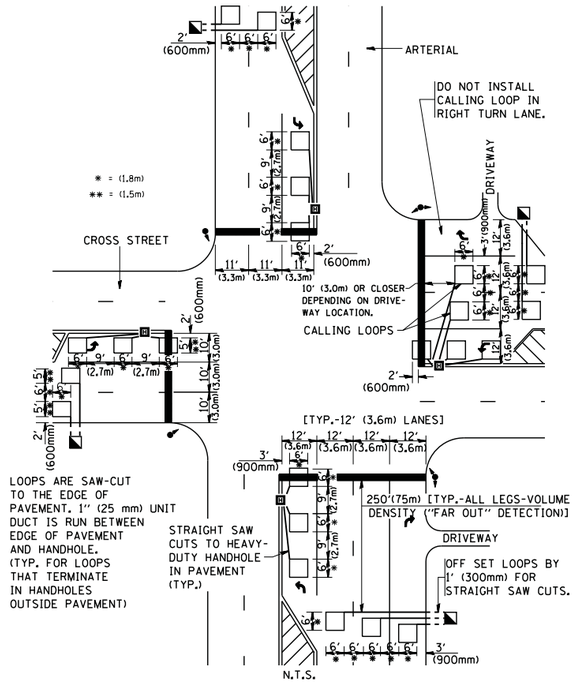
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



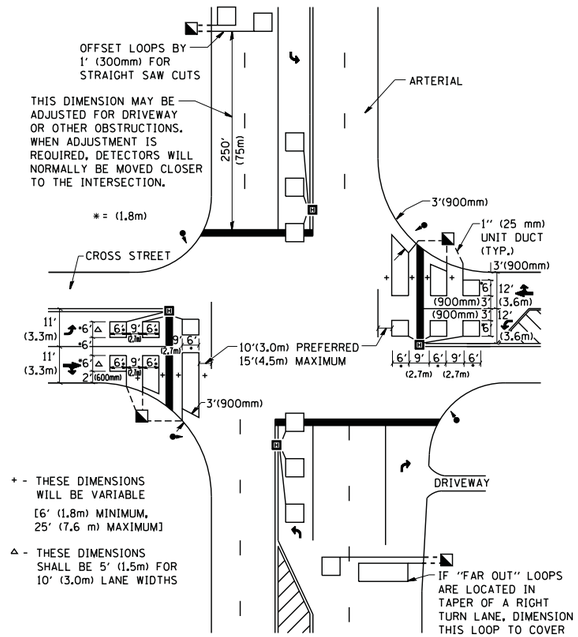
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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		DRAWN -	REVISED -
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	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
58	2014-066RS	COOK	25	25
	TS-07	CONTRACT NO. 62A04		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		