4-24-09 Letting, Item 089

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341,375	2326.1RS-1	COOK	30	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60F48		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

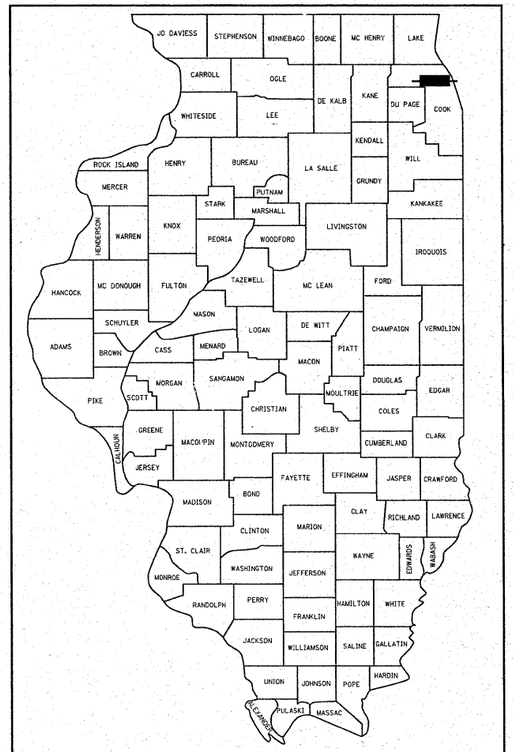
FAP 341, 375 (TOUHY AVE.)
NORTHWEST HWY. TO NORTH CENTRAL AVE.
SECTION 2326. 1RS–1
PROJECT: ESP-0005(662)
RESURFACING (MAINTENANCE)
COOK COUNTY

C–91–079–09

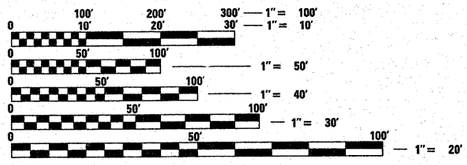
FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE VILAGE OF NILES, CITY OF CHICAGO AND CITY OF PARK RIDGE

D–91–079–09



LOCATION OF SECTION INDICATED THUS: –■–

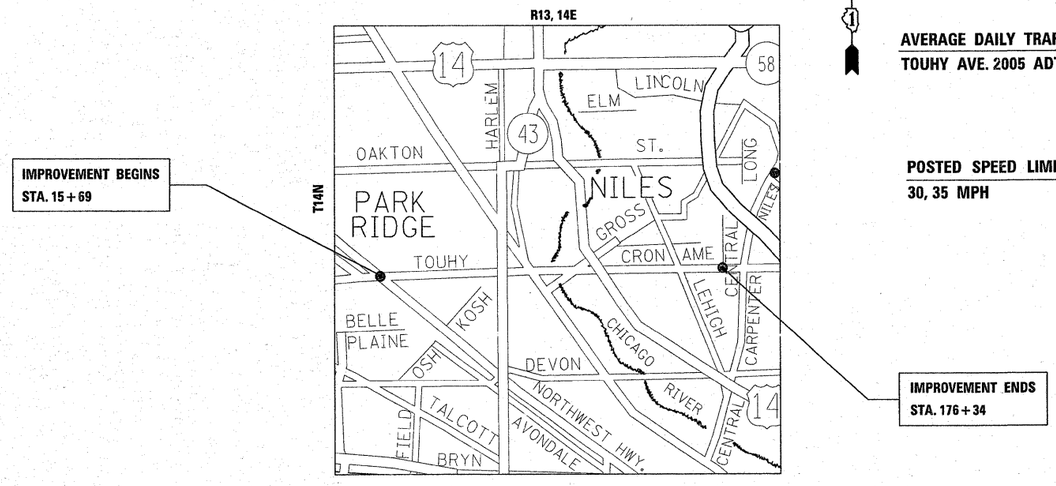


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER
PROJECT MANAGER

CONTRACT NO. 60F48



NORWOOD PARK & JEFFERSON TWPS.

N

AVERAGE DAILY TRAFFIC
TOUHY AVE. 2005 ADT = 34,000

POSTED SPEED LIMIT
30, 35 MPH

GROSS LENGTH = 16,065 FT. = 3.043 MILE
NET LENGTH = 16,065 FT. = 3.043 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED January 30, 2009
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 27, 2009
Charles J. Ingenuse
ENGINEER OF DESIGN AND ENVIRONMENT
March 27, 2009
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

DISTRICT 1 DESIGN PLAN PREPARATIN ENGINEER: DAN WILGREEN (847) 705-4240

INDEX OF SHEETS

STANDARDS

STD. NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C & D PATCHES
606001-04	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701336-05	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES FOR SPEED >45 MPH
701501-05	LANE CLOSURE, 2L, 2W, UNDIVIDED FOR SPEEDS <45 MPH
701601-06	URBAN LANE CLOSURE MULTILANE 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-06	URBAN LANE CLOSURE MULTILANE 2W WITH MOUNTABLE MEDIAN
701901-01	TRAFFIC CONTROL DEVICES
886001-01	DETECTOR LOOP INSTALLATIONS

PLAN NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE VILLAGE OF NILES AND CITIES OF PARK RIDGE & CHICAGO.

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

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

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

UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.

THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER, AT (773) 685-8386 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

10 FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & 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 BE RESPONSIBLE FOR THE PROTECTION OF ALL OVERHEAD, SURFACE, AND UNDERGROUND UTILITIES WITHIN THE PROJECT LIMITS WHETHER OR NOT THE UTILITIES ARE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

ALL PROPOSED DRIVEWAYS SHALL BE HOT-MIX ASPHALT UNLESS OTHERWISE SPECIFIED AS PORTLAND CEMENT CONCRETE ON THE PLAN SHEETS.

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

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	PLOT DATE = 2/2/2009	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVE.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	2
		CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 60F48

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341,375	2326.1RS-1	COOK	30	3
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	100% FED TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE I000				
20201006	GRADING AND SHAPING SHOULDERS	UNIT	260	260				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	77	77				
40600300	AGGREGATE (PRIME COAT)	TON	384	384				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	29	29				
40600895	CONSTRUCTING TEST STRIP	EACH	2	2				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	840	840				
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	606	606				
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	9388	9388				
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	86623	86623				
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3500	3500				
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	3500	3500				
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	20830	20830				
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	710	710				
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	240	240				
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	3450	3450				
48101200	AGGREGATE SHOULDERS, TYPE B	TON	282	282				
60250200	CATCH BASINS TO BE ADJUSTED	EACH	20	20				
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2				
60255500	MANHOLES TO BE ADJUSTED	EACH	5	5				
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2				
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	150	150				
60405420	FRAMES AND GRATES, TYPE B-18	EACH	1	1				
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	10	10				
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	65	65				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
67100100	MOBILIZATION	L SUM	1	1				

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	100% FED TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE I000				
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1				
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1				
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1				
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	4380	4380				
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1163	1163				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	35763	35763				
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	10009	10009				
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	3336	3336				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1455	1455				
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1163	1163				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	35763	35763				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	10009	10009				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	3336	3336				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1455	1455				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1700	1700				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1500	1500				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	2713	2713				
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52				
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	3772	3772				
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	819	819				
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1				
⊕ Z0076600	TRAINEES	HOUR	1,000	1,000				

⊕ YOBO

* Specialty Items

REVISIONS	
NAME	DATE

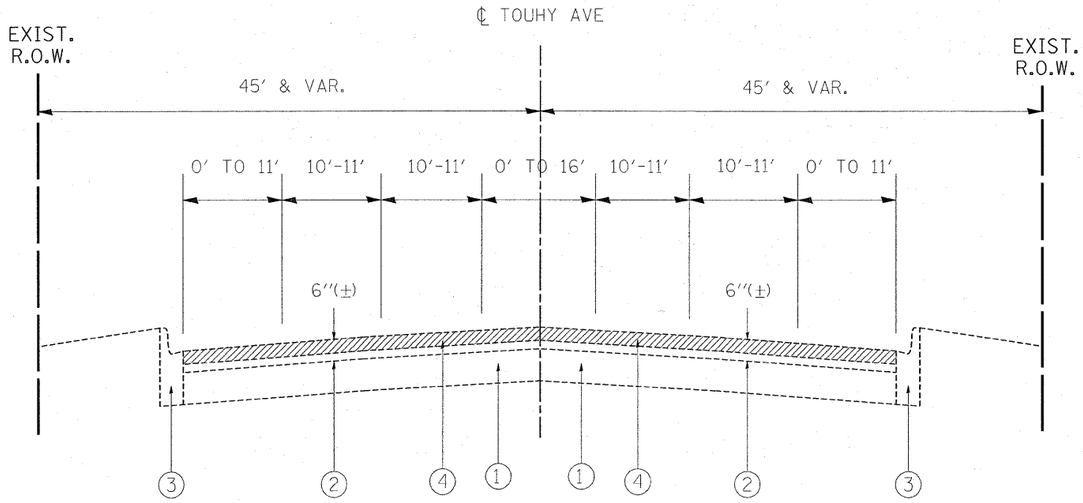
ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

TOUHY AVE.

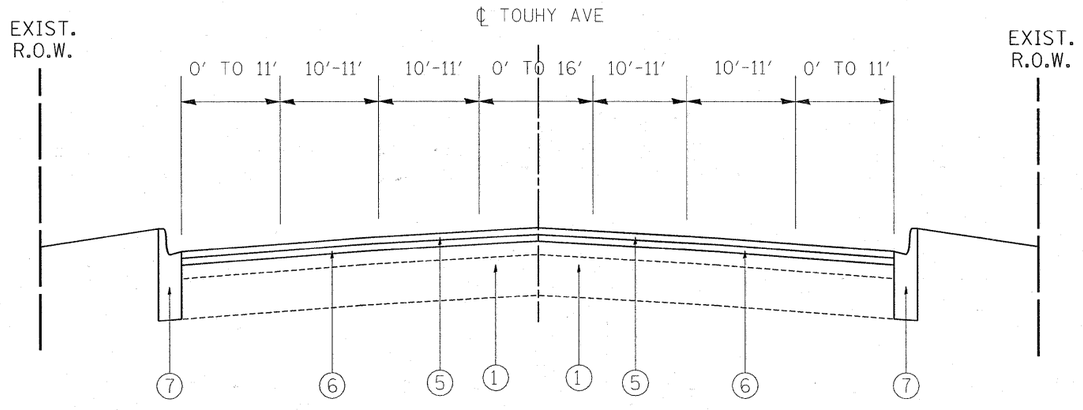
PLOT DATE: 2/2/2009

2/2/2009



EXISTING TYPICAL SECTION
TOUHY AVE.

STATION:
15+69 TO 26+00
57+00 TO 82+72
95+00 TO 131+00
157+00 TO 176+34



PROPOSED TYPICAL SECTION
TOUHY AVE.

STATION:
15+69 TO 26+00
57+00 TO 82+72
95+00 TO 131+00
157+00 TO 176+34

LEGEND

1. EXISTNG P.C.C. BASE COURSE, 9"(±)
2. EXIST. HOT-MIX ASPHALT SURFACE COURSE (BEFORE MILLING), 6"(±)
3. EXISTNG CURB & GUTTER, B-6.12 (MOD)
4. PROP. HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/2" (3 1/2" OF HOT-MIX ASPHALT TO REMAIN)
5. PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
6. PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
7. PROP. CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)

NOTES:

1. SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR LOCATIONS OF LEFT TURN AND RIGHT TURN LANES, BARRIER MEDIAN AND CORRUGATED MEDIANS
2. PAVEMENT PATCHING SHALL BE DONE PRIOR TO MILLING OF THE ROADWAY

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

	MIXTURE TYPE	AC TYPE	AIR VOIDS (%)
ROADWAY	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, (IL-9.5MM), 1 3/4 "	SBS/SBR PG 70-22	4% @ 90 GYR
	POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"	SBS/SBR PG 76-28/-22	4% @ 50 GYR
PATCHES	CLASS D PATCHES, (BINDER IL-19.0 MM), 9"	PG 64-22*	4% @ 70 GYR
	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, (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

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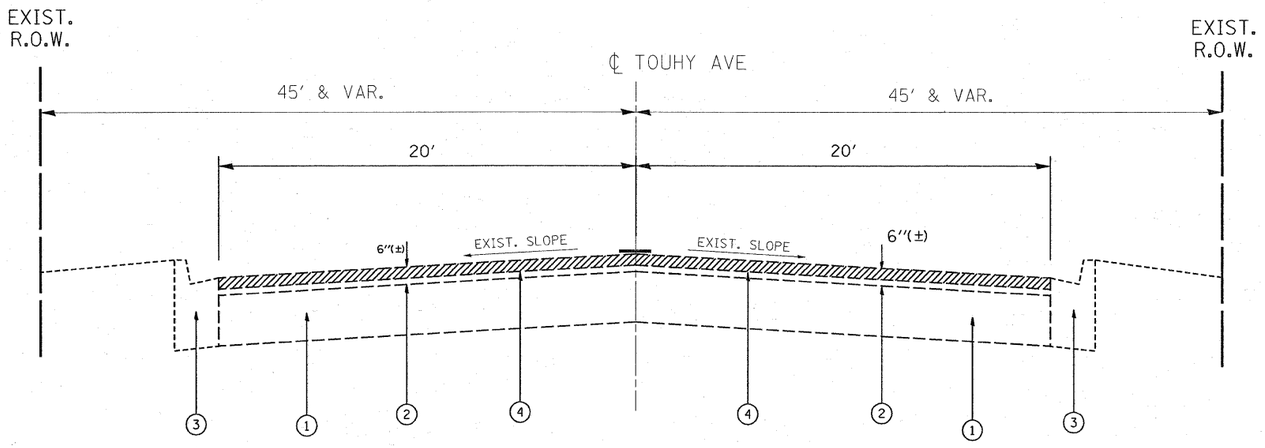
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVE. (N.W. HWY TO CENTRAL AVE.)
EXISTING & PROPOSED TYPICAL CROSS SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	4
		CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

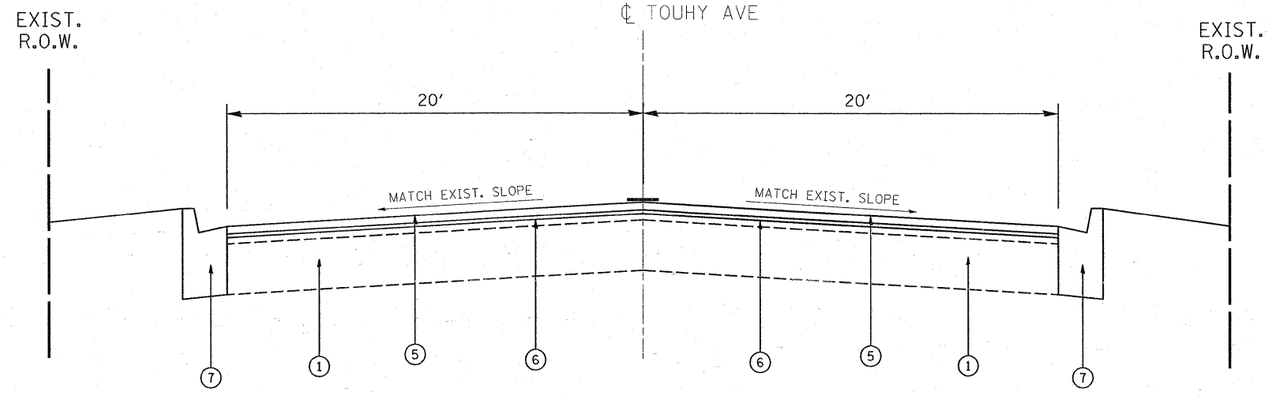


EXISTING TYPICAL SECTION
TOUHY AVE.

STATION:
26+00 TO 57+00

LEGEND

1. EXISTNG P.C.C. BASE COURSE, 9″(±)
2. EXIST. HOT-MIX ASPHALT SURFACE COURSE (BEFORE MILLING), 6″(±)
3. EXISTNG CURB & GUTTER, B-6.12 (MOD)
4. PROP. HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/2″ (3 1/2″ OF HOT-MIX ASPHALT TO REMAIN)
5. PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX ″F″, N90, 1 3/4″
6. PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4″
7. PROP. CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)



PROPOSED TYPICAL SECTION
TOUHY AVE.

STATION:
26+00 TO 57+00

NOTES:

1. PAVEMENT PATCHING SHALL BE DONE PRIOR TO MILLING OF THE ROADWAY

LEGEND

1. EXISTNG P.C.C. BASE COURSE, 9″(±)
2. EXIST. HOT-MIX ASPHALT SURFACE COURSE (BEFORE MILLING), 6″(±)
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4. PROP. HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/2″ (3 1/2″ OF HOT-MIX ASPHALT TO REMAIN)
5. PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX ″F″, N90, 1 3/4″
6. PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4″
7. PROP. CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)

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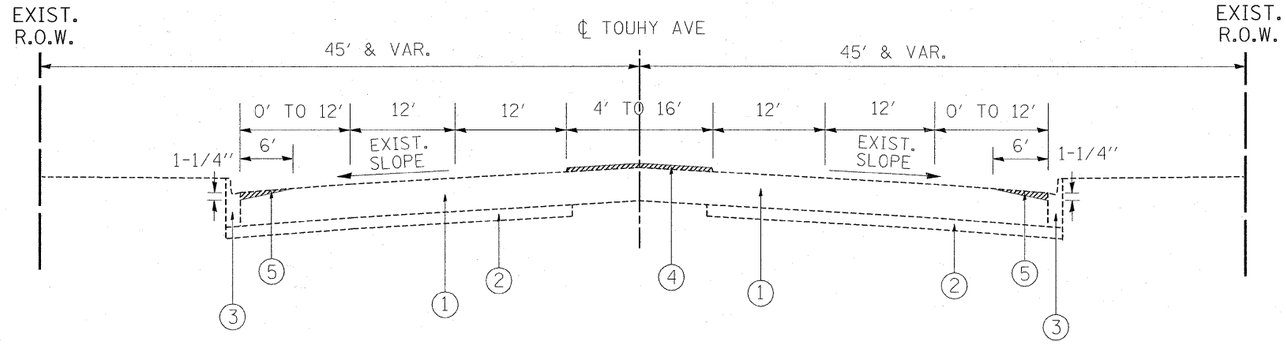
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVE. (N.W. HWY TO CENTRAL AVE.)
EXISTING & PROPOSED TYPICAL CROSS SECTIONS

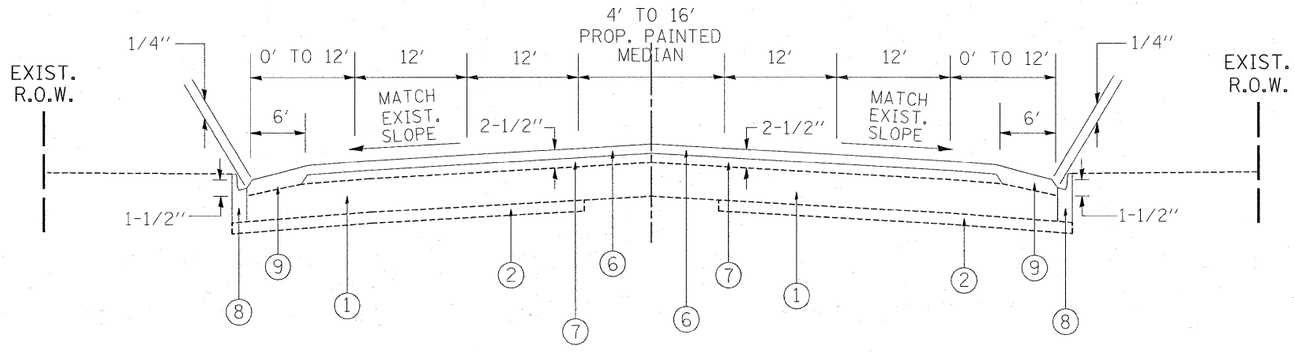
SCALE: NONE | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	5
		CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
TOUHY AVE.

STATION:
82+72 TO STA. 95+00



PROPOSED TYPICAL SECTION
TOUHY AVE.

STATION:
82+72 TO STA. 95+00

LEGEND

1. EXISTNG P.C.C. PAVEMENT, 9"(±)
2. EXISTNG SUBBASE GRANULAR MATERIAL TYPE "A" 6"
3. EXISTNG CURB & GUTTER, B-6.12 (MOD)
4. PROP. CONC. MEDIAN REMOVAL PARTIAL DEPTH
5. PROP. P.C.C. SURFACE REMOVAL (VAR. DEPTH)
6. PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
7. PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
8. PROP. CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)
9. PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"

NOTES:

1. SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR LOCATIONS OF LEFT TURN AND RIGHT TURN LANES, BARRIER MEDIAN AND CORRUGATED MEDIANS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVE. (N.W. HWY TO CENTRAL AVE.)
EXISTING & PROPOSED TYPICAL CROSS SECTIONS

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

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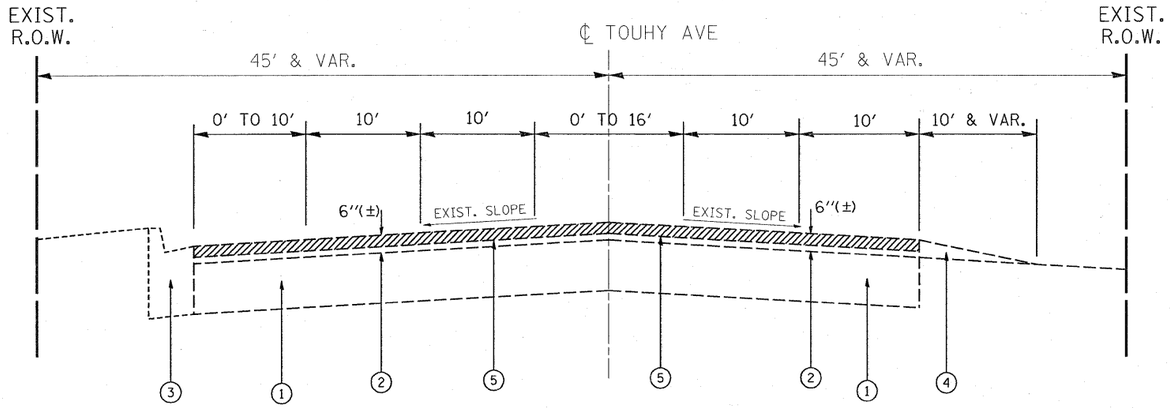
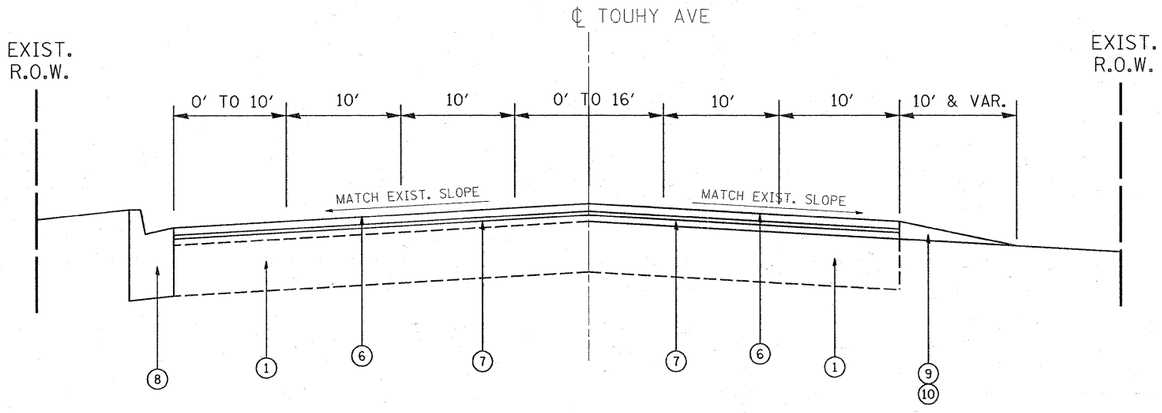
341.375	2326.1RS-1	COOK	30	6
		CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
TOUHY AVE.

STATION:
131+00 TO 157+00



PROPOSED TYPICAL SECTION
TOUHY AVE.

STATION:
131+00 TO 157+00

LEGEND

1. EXISTNG P.C.C. BASE COURSE, 9″(±)
2. EXIST. HOT-MIX ASPHALT SURFACE COURSE (BEFORE MILLING), 6″(±)
3. EXISTNG CURB & GUTTER, B-6.12 (MOD)
4. EXISTNG AGGREGATE SHOULDER
5. PROP. HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/2″ (3 1/2″ OF HOT-MIX ASPHALT TO REMAIN)
6. PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX ″F″, N90, 1 3/4″
7. PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4″
8. PROP. CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)
9. PROP. GRADING AND SHAPING
10. PROP. AGGREGATE SHOULDER, TYPE ″B″

NOTES:

1. SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR LOCATIONS OF LEFT TURN AND RIGHT TURN LANES

2. PAVEMENT PATCHING SHALL BE DONE PRIOR TO MILLING OF THE ROADWAY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVE. (N.W. HWY TO CENTRAL AVE.)
EXISTING & PROPOSED TYPICAL CROSS SECTIONS

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

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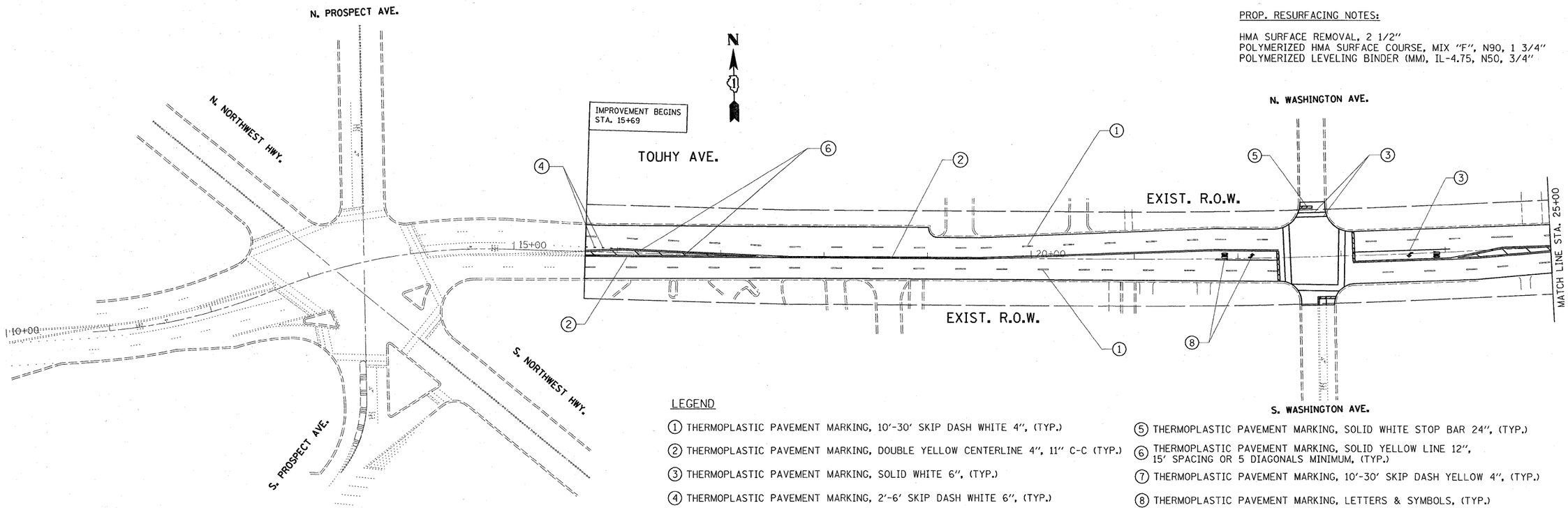
		CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

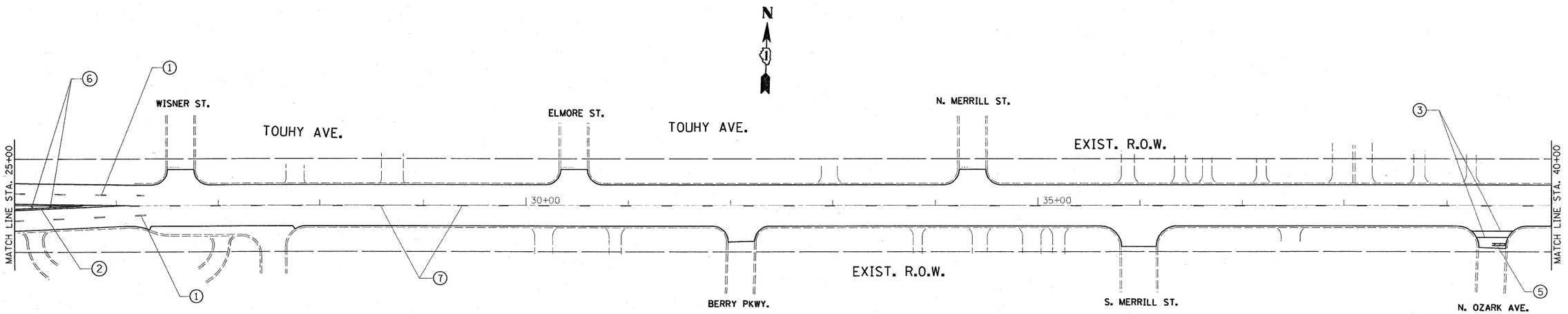


PROP. RESURFACING NOTES:

HMA SURFACE REMOVAL, 2 1/2"
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"

LEGEND

(1) THERMOPLASTIC PAVEMENT MARKING, 10'-30' SKIP DASH WHITE 4", (TYP.)
(2) THERMOPLASTIC PAVEMENT MARKING, DOUBLE YELLOW CENTERLINE 4", 11" C-C (TYP.)
(3) THERMOPLASTIC PAVEMENT MARKING, SOLID WHITE 6", (TYP.)
(4) THERMOPLASTIC PAVEMENT MARKING, 2'-6' SKIP DASH WHITE 6", (TYP.)
(5) THERMOPLASTIC PAVEMENT MARKING, SOLID WHITE STOP BAR 24", (TYP.)
(6) THERMOPLASTIC PAVEMENT MARKING, SOLID YELLOW LINE 12", 15' SPACING OR 5 DIAGONALS MINIMUM, (TYP.)
(7) THERMOPLASTIC PAVEMENT MARKING, 10'-30' SKIP DASH YELLOW 4", (TYP.)
(8) THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, (TYP.)



PROP. RESURFACING NOTES:

HMA SURFACE REMOVAL, 2 1/2"
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
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LEGEND

(1) THERMOPLASTIC PAVEMENT MARKING, 10'-30' SKIP DASH WHITE 4", (TYP.)
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(8) THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, (TYP.)

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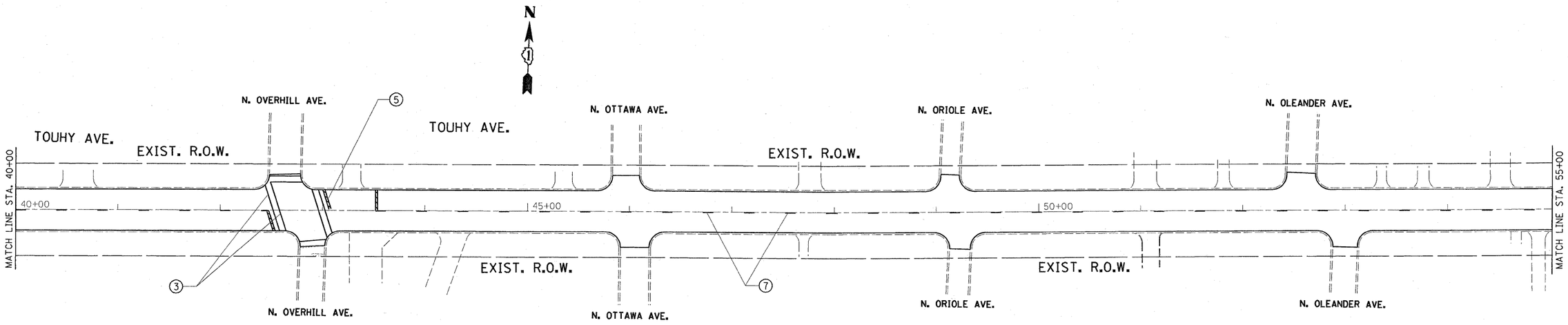
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/30/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION (7)

TOUHY AVE. (N.W. HWY TO CENTRAL AVE.)
EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341,375	2326.1RS-1	COOK	30	8
		CONTRACT NO. 60F48		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROP. RESURFACING NOTES:

HMA SURFACE REMOVAL, 2 1/2"
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"

LEGEND

(1) THERMOPLASTIC PAVEMENT MARKING, 10'-30' SKIP DASH WHITE 4", (TYP.)
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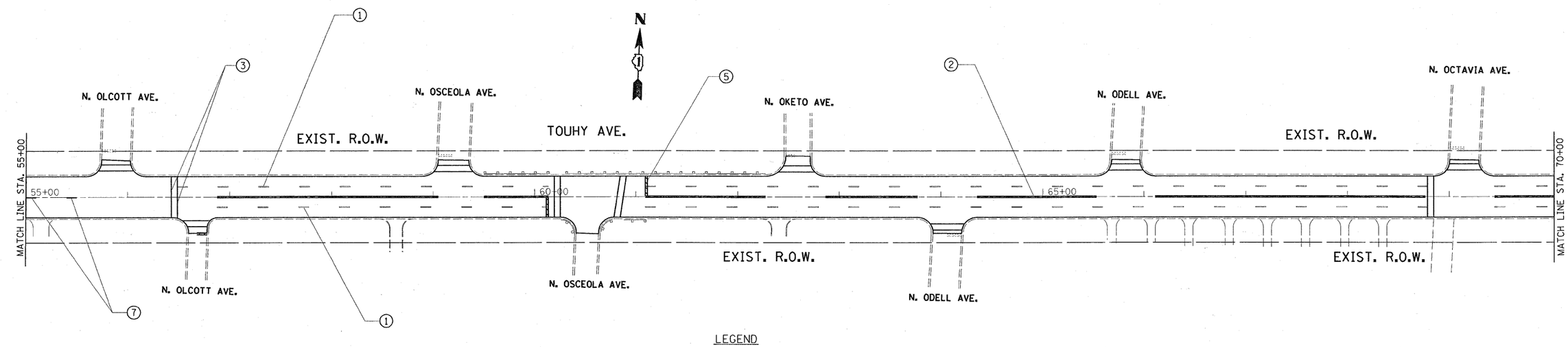
(6) THERMOPLASTIC PAVEMENT MARKING, SOLID YELLOW LINE 12", 15' SPACING OR 5 DIAGONALS MINIMUM, (TYP.)
(7) THERMOPLASTIC PAVEMENT MARKING, 10'-30' SKIP DASH YELLOW 4", (TYP.)
(8) THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, (TYP.)



PROP. RESURFACING NOTES:

HMA SURFACE REMOVAL, 2 1/2"
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(8) THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, (TYP.)

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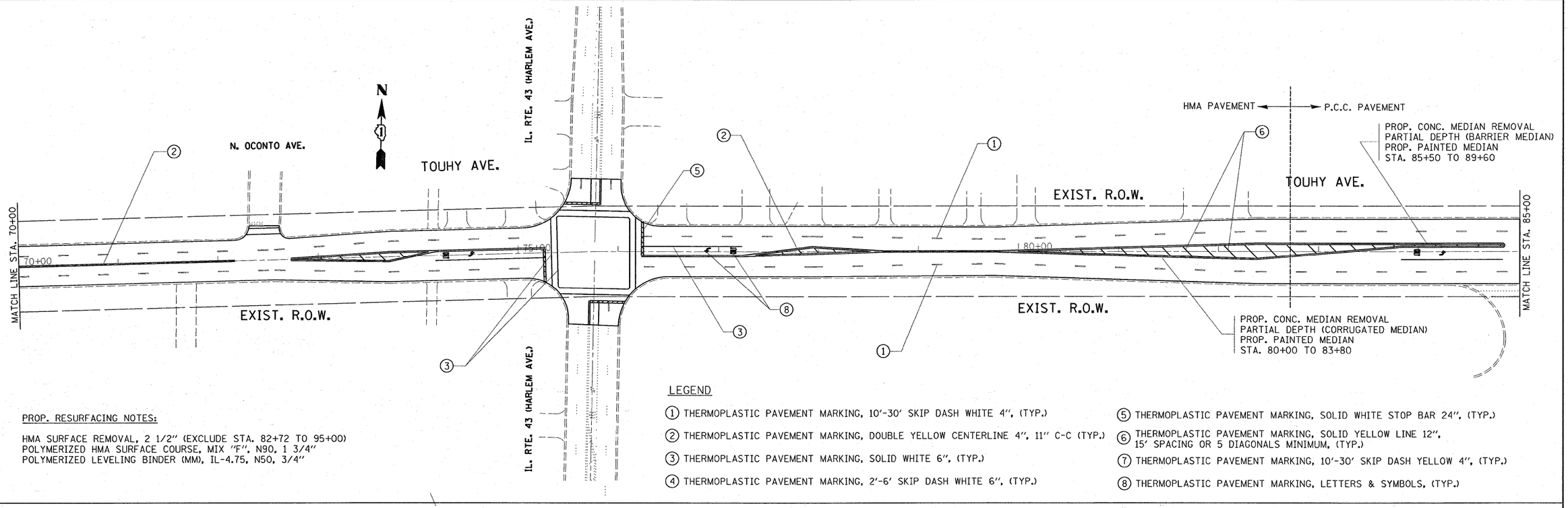
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/30/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVE. (N.W. HWY TO CENTRAL AVE.)
EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	9
		CONTRACT NO. 60F48		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROP. RESURFACING NOTES:

HMA SURFACE REMOVAL, 2 1/2" (EXCLUDE STA. 82+72 TO 95+00)
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"

LEGEND

(1) THERMOPLASTIC PAVEMENT MARKING, 10'-30' SKIP DASH WHITE 4", (TYP.)
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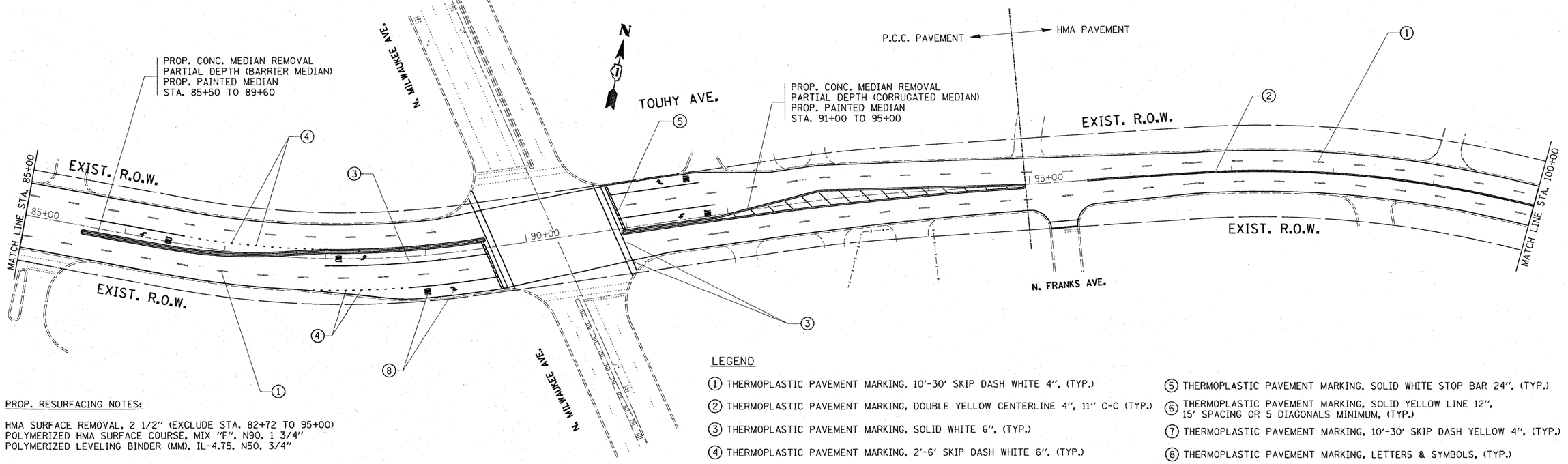

PROP. RESURFACING NOTES:

HMA SURFACE REMOVAL, 2 1/2" (EXCLUDE STA. 82+72 TO 95+00)
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"

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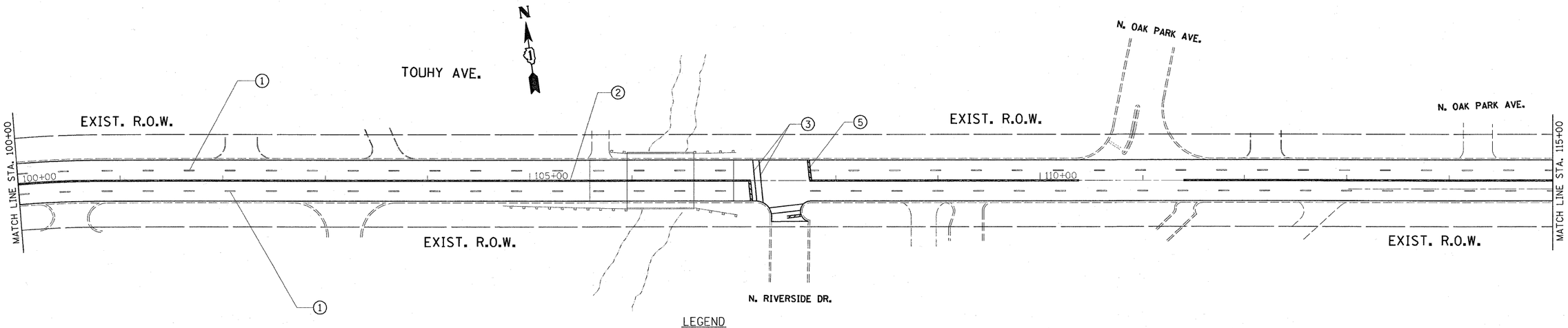
	PLOT DATE = 2/2/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVE. (N.W. HWY TO CENTRAL AVE.)
EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	10
		CONTRACT NO. 60F48		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROP. RESURFACING NOTES:

HMA SURFACE REMOVAL, 2 1/2"
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"

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(8) THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, (TYP.)

PROP. RESURFACING NOTES:

HMA SURFACE REMOVAL, 2 1/2"
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
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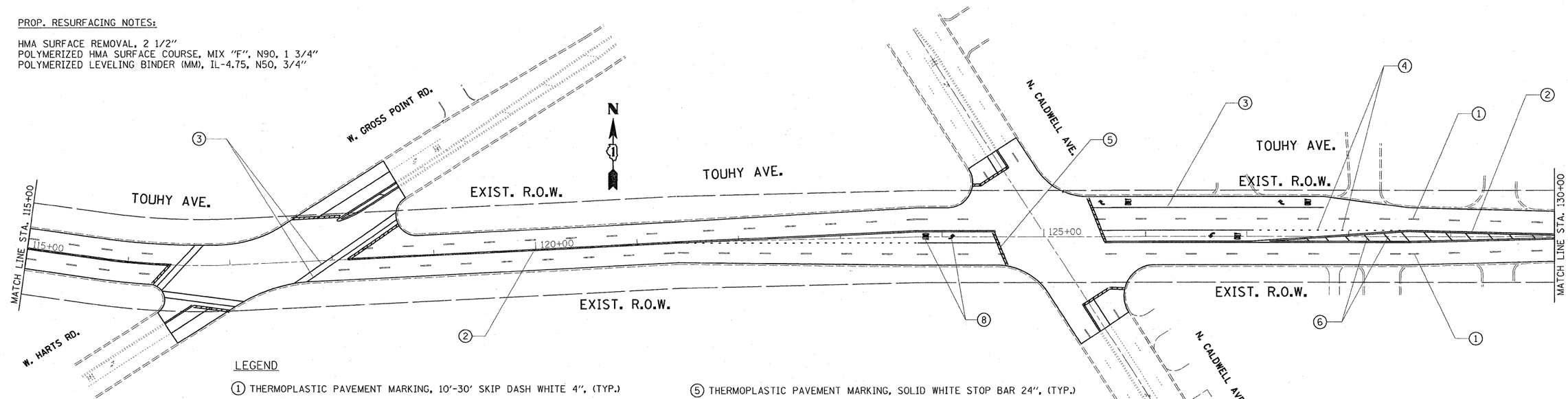

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	PLOT DATE = 1/30/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVE. (N.W. HWY TO CENTRAL AVE.)
EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341,375	2326.1RS-1	COOK	30	11
		CONTRACT NO. 60F48		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROP. RESURFACING NOTES:

HMA SURFACE REMOVAL, 2 1/2"
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
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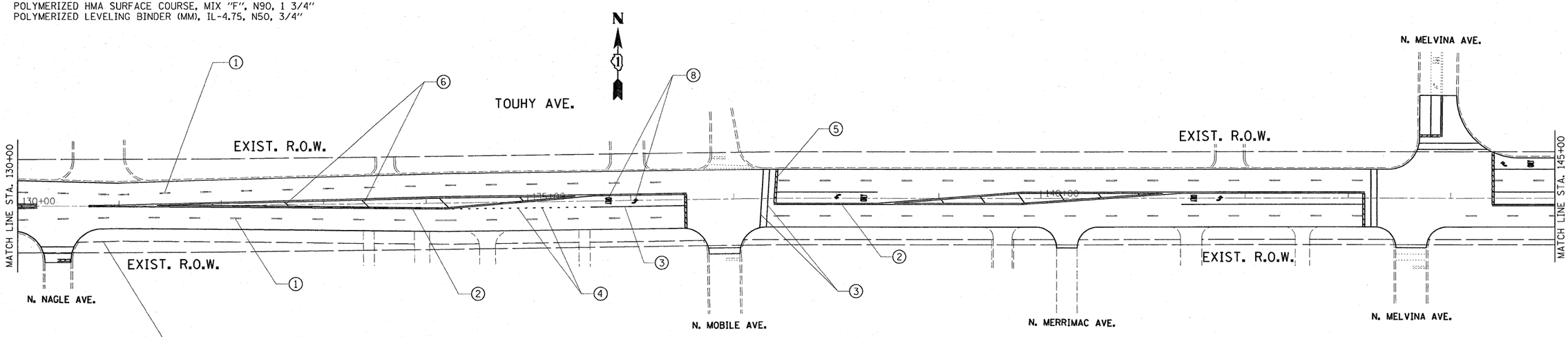

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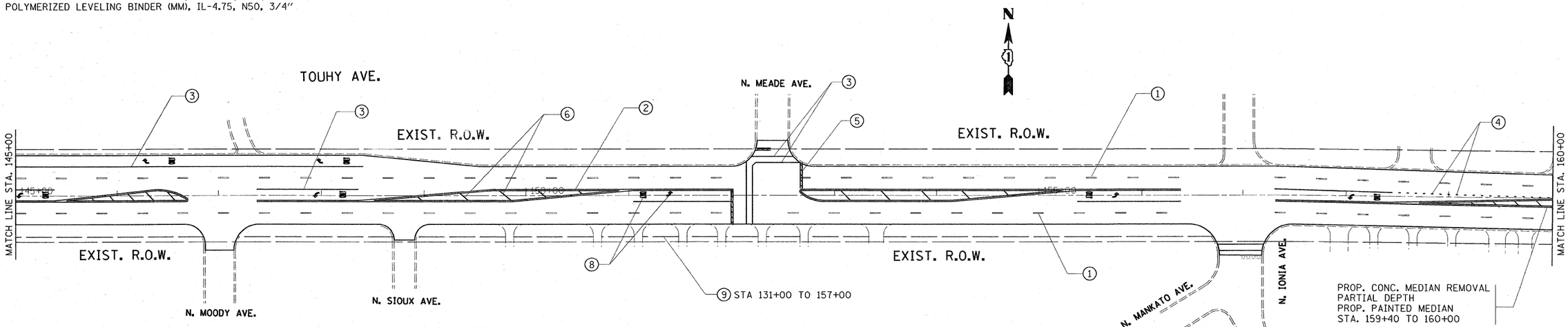
7. THERMOPLASTIC PAVEMENT MARKING, 10'-30' SKIP DASH YELLOW 4", (TYP.)
8. THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, (TYP.)
9. EXIST. & PROP. GRADING & SHAPING AGG. SHLDR. WITH AGG., TYPE "B", 10'

PROP. RESURFACING NOTES:

HMA SURFACE REMOVAL, 2 1/2"
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"



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8. THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS, (TYP.)
9. EXIST. & PROP. GRADING & SHAPING AGG. SHLDR. WITH AGG., TYPE "B", 10'

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	PLOT DATE = 1/30/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVE. (N.W. HWY TO CENTRAL AVE.)
EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	12
		CONTRACT NO. 60F48		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROP. RESURFACING NOTES:

HMA SURFACE REMOVAL, 2 1/2"
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
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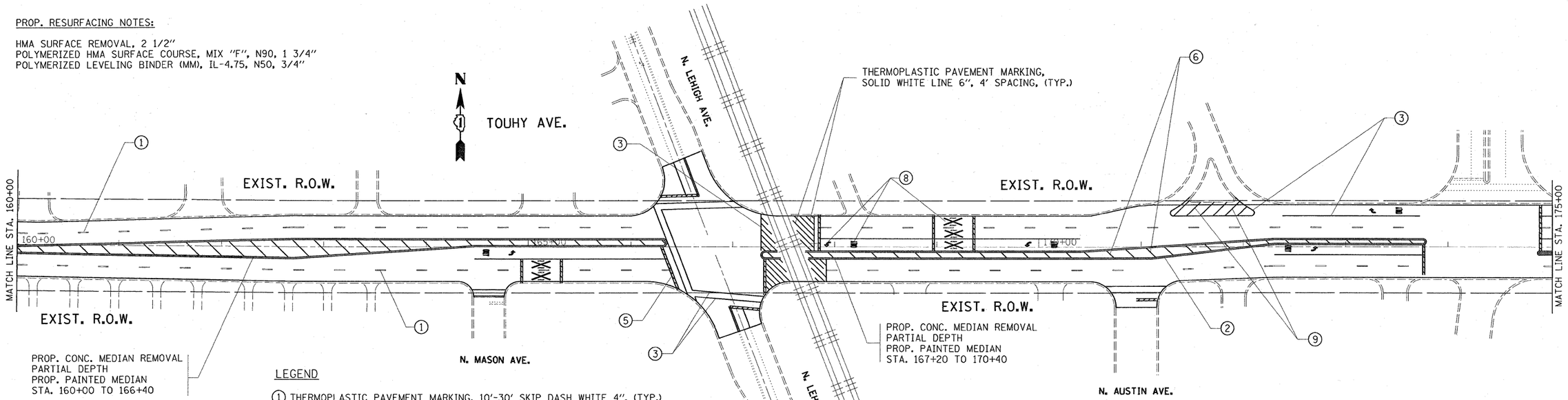

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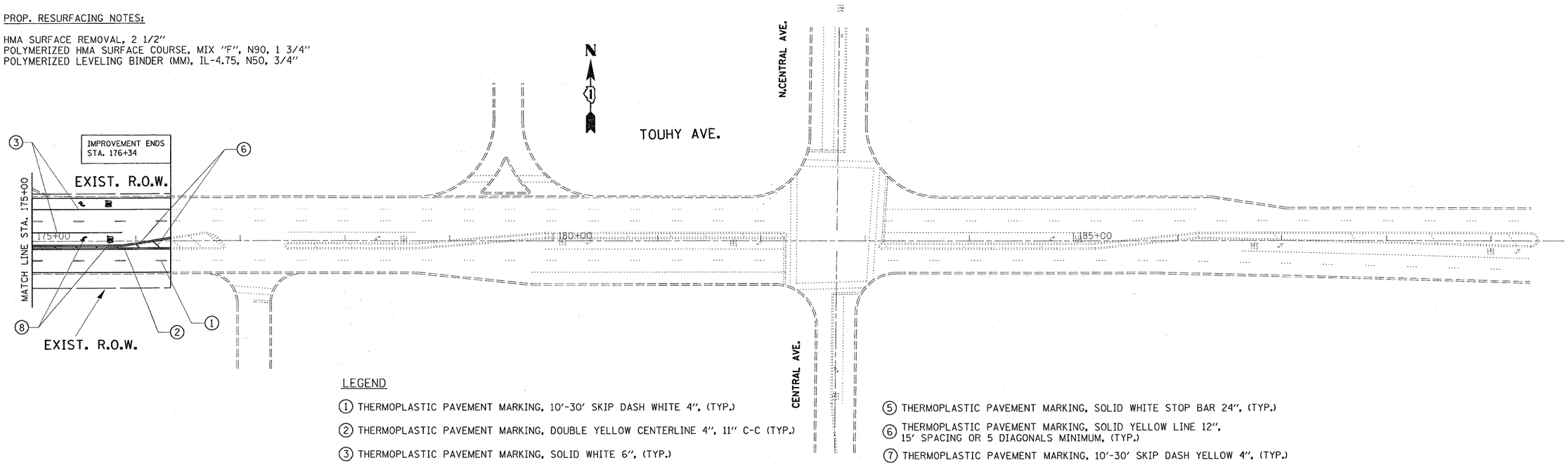
(9) THERMOPLASTIC PAVEMENT MARKING, SOLID WHITE LINE 6" 15' SPACING OR 5 DIAGONALS MINIMUM, (TYP.)

PROP. RESURFACING NOTES:

HMA SURFACE REMOVAL, 2 1/2"
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"



LEGEND

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/30/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

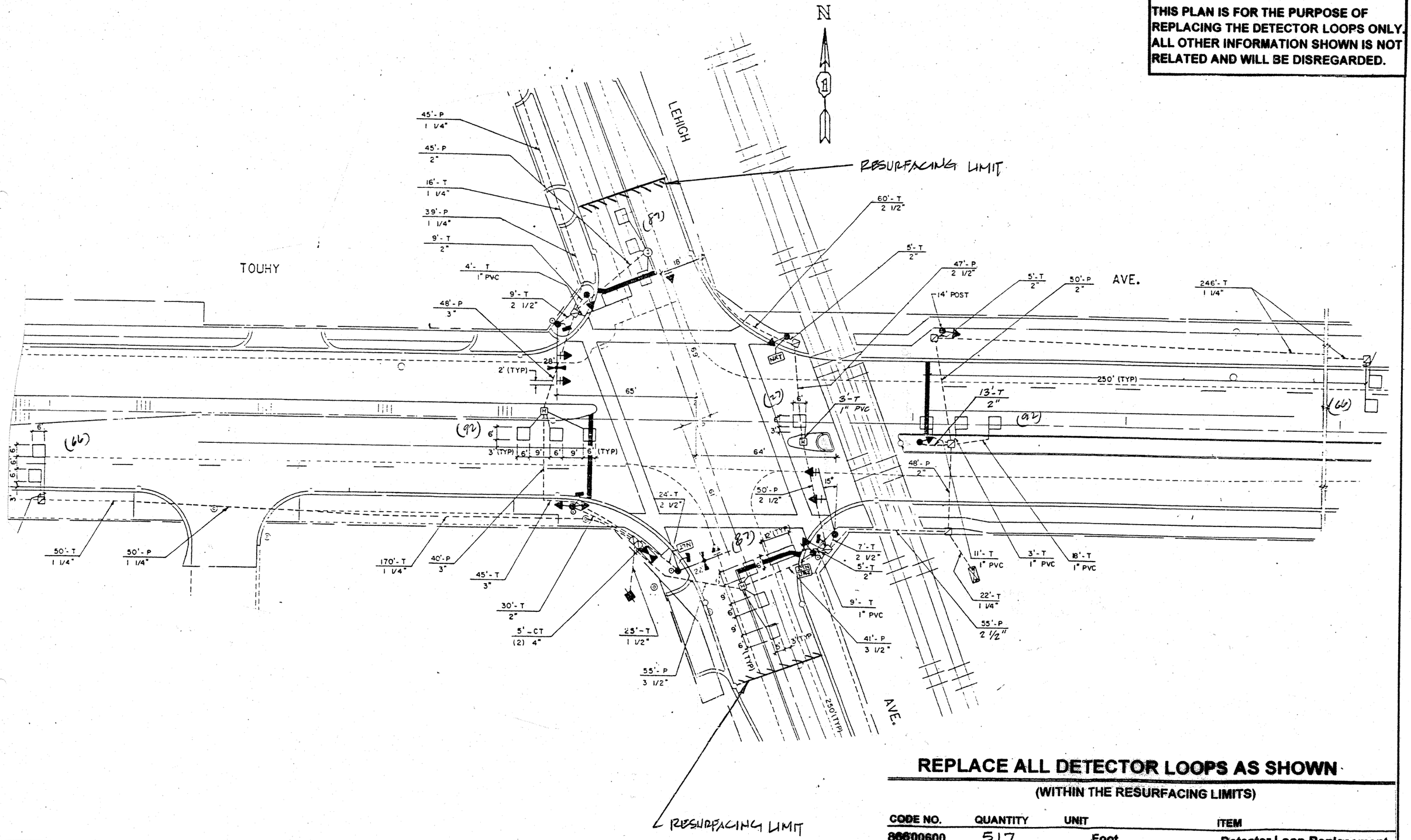
TOUHY AVE. (N.W. HWY TO CENTRAL AVE.)
EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341,375	2326.IRS-1	COOK	30	13
		CONTRACT NO. 60F48		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE:

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



REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
80600600	517	Foot	Detector Loop Replacement

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		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/5/2007	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVENUE @ LEHIGH AVENUE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	2326 IRSH	Cook	30	14

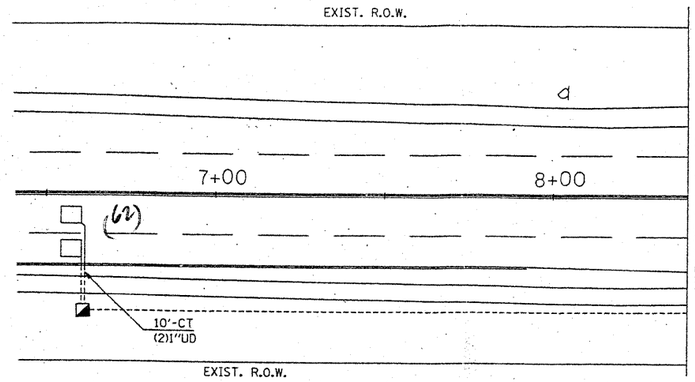
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

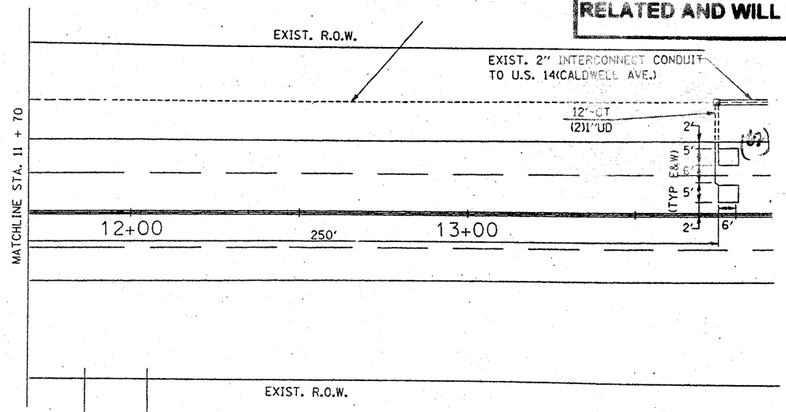
CONTRACT NO. 80F48

i168@forestway.dgn 10/5/2007 12:29:13 PM Usernkanthaphixaybc

TRAFFIC SIGNAL PLAN LEGEND

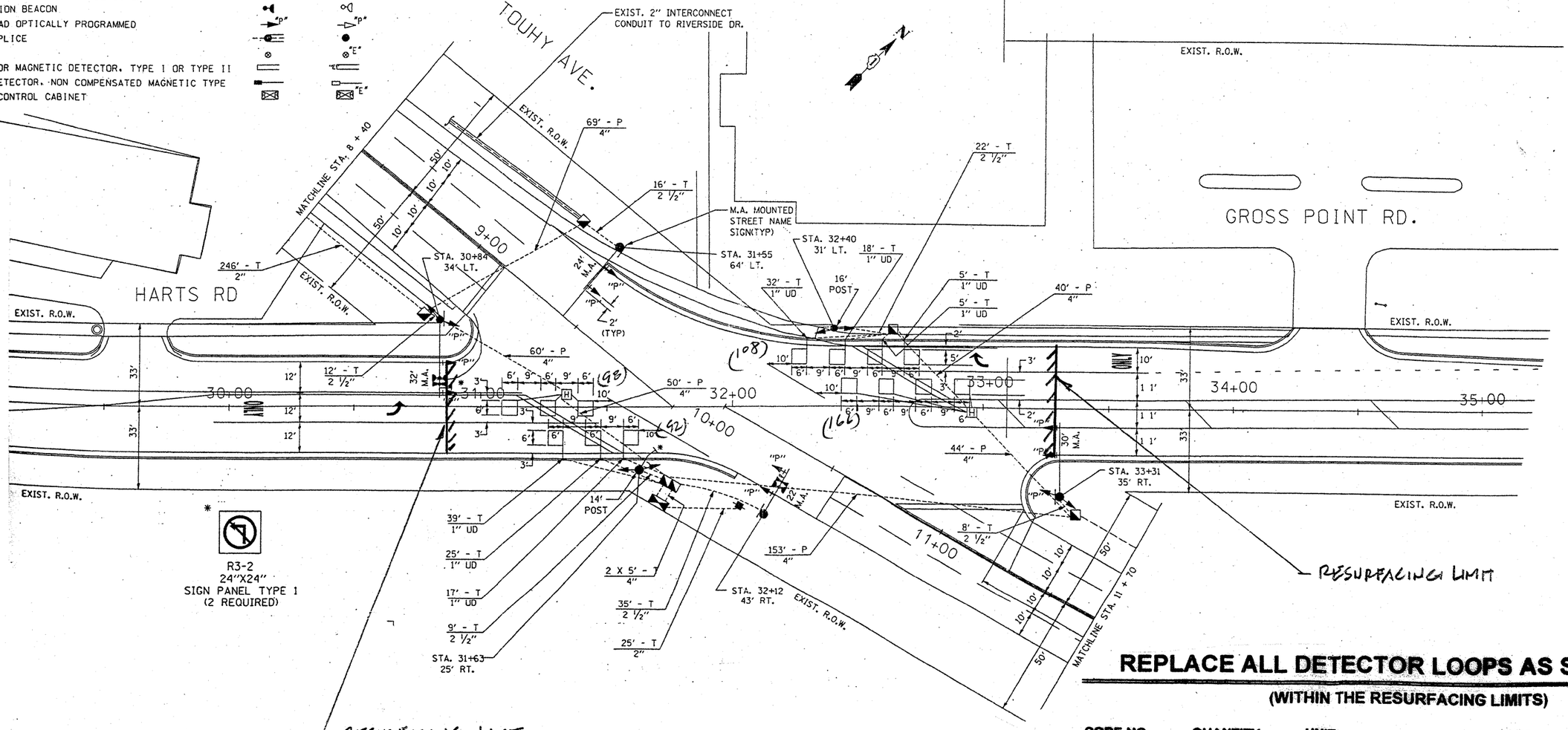
	PROPOSED	EXISTING
CONTROLLER	⊠	⊠
SERVICE INSTALLATION	⊞	⊟
SIGNAL HEAD	→	▷
SIGNAL HEAD WITH BACKPLATE	→	▷
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST	●	○
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMMON TRENCH	CT	
UNIT DUCT	UD	
HANDHOLE	◪	◪
HEAVY DUTY HANDHOLE	H	
DOUBLE HANDHOLE	◪	◪
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSH BUTTON DETECTOR		
DETECTOR LOOP	□	⬚
CAST IRON JUNCTION BOX	⊖	⊖ "E"
EMERGENCY VEHICLE SYSTEM DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED	→ "P"	▷ "P"
CONDUIT SPLICE		●
WOOD POLE	⊗	⊗ "E"
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		"E"
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		"E"
RAILROAD CONTROL CABINET	⊠	⊠ "E"





NOTE:

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



R3-2
24"X24"
SIGN PANEL TYPE 1
(2 REQUIRED)

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	588	Foot	Detector Loop Replacement

FILE NAME = c:\projects\traffic\t070022\il68@forestway.dgn	USER NAME = kanthaphixaybc	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/5/2007	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVENUE @ GROSS POINT RD.

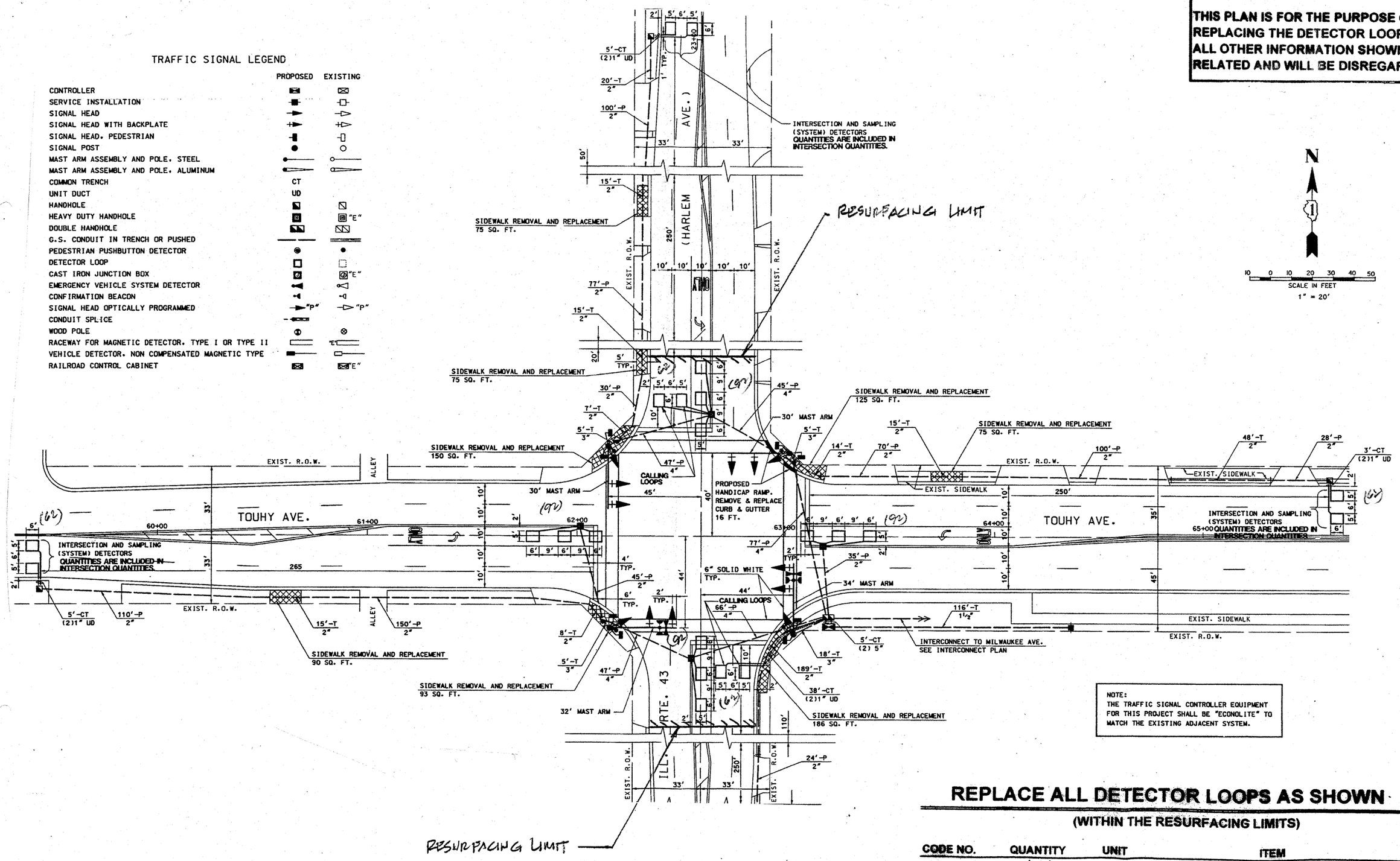
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	2326 IRG	COOK	30	15
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO.	

il68@forestway.dgn 10/5/2007 12:29:13 PM User=kanthaphixaybc

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	▣	▣
SERVICE INSTALLATION	■	□
SIGNAL HEAD	→	▷
SIGNAL HEAD WITH BACKPLATE	+→	+▷
SIGNAL HEAD. PEDESTRIAN	■	□
SIGNAL POST	●	○
MAST ARM ASSEMBLY AND POLE. STEEL	●—	○—
MAST ARM ASSEMBLY AND POLE. ALUMINUM	●—	○—
COMMON TRENCH	CT	
UNIT DUCT	UD	
HANDHOLE	◪	▨
HEAVY DUTY HANDHOLE	▣	▣ "E"
DOUBLE HANDHOLE	◪◪	▨▨
G.S. CONDUIT IN TRENCH OR PUSHED	———	═══
PEDESTRIAN PUSHBUTTON DETECTOR	◉	●
DETECTOR LOOP	□	⬚
CAST IRON JUNCTION BOX	◘	▨ "E"
EMERGENCY VEHICLE SYSTEM DETECTOR	◀	▷
CONFIRMATION BEACON	▲	▲
SIGNAL HEAD OPTICALLY PROGRAMMED	→"P"	▷"P"
CONDUIT SPLICE	-◀-	
WOOD POLE	⊗	⊗
RACEWAY FOR MAGNETIC DETECTOR. TYPE I OR TYPE II	▭	"E"
VEHICLE DETECTOR. NON COMPENSATED MAGNETIC TYPE	▬	▭
RAILROAD CONTROL CABINET	▣	▣ "E"



NOTE:

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

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
~~80600600~~	616	Foot	Detector Loop Replacement

FILE NAME = c:\projects\traffic\t070022\i168@forestway.dgn	USER NAME = kanthaphixaybc	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/5/2007	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVENUE @ ILL. RTE. 43

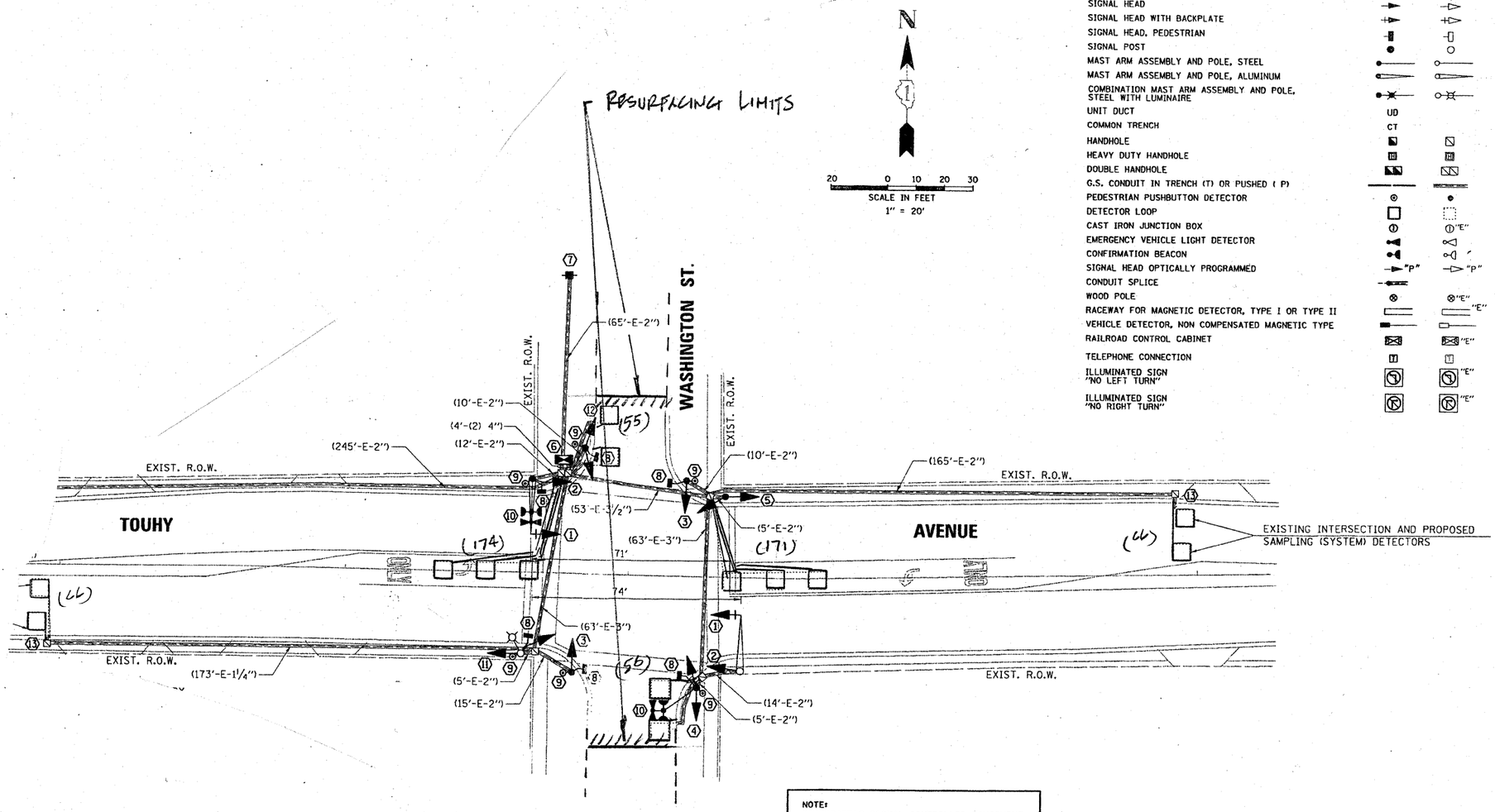
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

~~S.A.P.~~ F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	2326 IRS-1	COOK	30	16
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 60F48	

i168@forestway.dgn 10/5/2007 12:29:13 PM User=kanthaphixaybc

NOTE:

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



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT	UD	
COMMON TRENCH	CT	
HANDHOLE		
HEAVY DUTY HANDHOLE	HH	HH
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		"E"
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED	"P"	"P"
CONDUIT SPLICE		
WOOD POLE		"E"
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		"E"
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROL CABINET		"E"
TELEPHONE CONNECTION	T	T
ILLUMINATED SIGN "NO LEFT TURN"		"E"
ILLUMINATED SIGN "NO RIGHT TURN"		"E"

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	696	Foot	Detector Loop Replacement

FILE NAME = c:\projects\traffic\t070022\i188forestway.dgn	USER NAME = kanthaphixaybc	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/5/2007	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVENUE @ WASHINGTON STREET

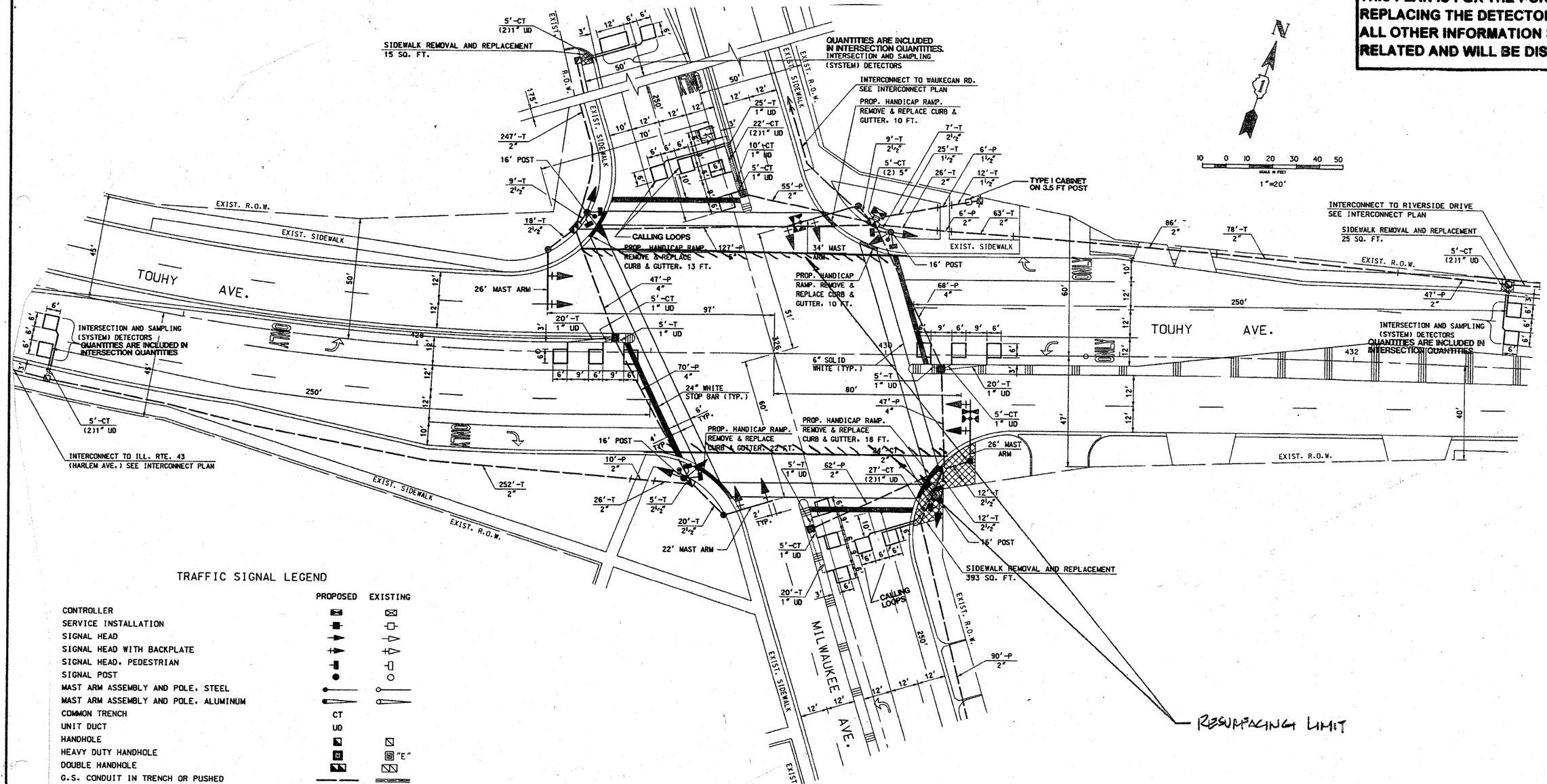
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

~~F.A.P.~~ RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	2326 IRS-1	Cook	30	17
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 60F68	

8@forestway.dgn 10/5/2007 12:29:13 PM Usernkanthaphixaybc

NOTE:

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



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	▣	⊠
SERVICE INSTALLATION	■	□
SIGNAL HEAD	→	▷
SIGNAL HEAD WITH BACKPLATE	+→	+▷
SIGNAL HEAD, PEDESTRIAN	▮	▯
SIGNAL POST	●	○
MAST ARM ASSEMBLY AND POLE, STEEL	●—	○—
MAST ARM ASSEMBLY AND POLE, ALUMINUM	●—	○—
COMMON TRENCH	CT	
UNIT DUCT	UD	
HANDHOLE	◥	◹
HEAVY DUTY HANDHOLE	HH	HH "E"
DOUBLE HANDHOLE	◥◤	◹◺
G.S. CONDUIT IN TRENCH OR PUSHED	———	═══
PEDESTRIAN PUSHBUTTON DETECTOR	◉	●
DETECTOR LOOP	□	⬚
CAST IRON JUNCTION BOX	▣	▣ "E"
EMERGENCY VEHICLE SYSTEM DETECTOR	◀■	◁◹
CONFIRMATION BEACON	◀	◁
SIGNAL HEAD OPTICALLY PROGRAMMED	→"P"	▷ "P"
CONDUIT SPLICE	—●—	
WOOD POLE	ⓟ	⊗
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	▭	"E" ▭
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	▬	▭
RAILROAD CONTROL CABINET	⊠	⊠ "E"

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
~~88000600~~	296	Foot	Detector Loop Replacement

FILE NAME = c:\projects\traffic\t070022\il68foresthwy.dgn	USER NAME = kanthaphixaybc	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/5/2007	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOUHY AVENUE @ MILWAUKEE AVENUE

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

~~F.A.P.~~ RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	2326 IRS-1	Cook	36	18
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	60-62	

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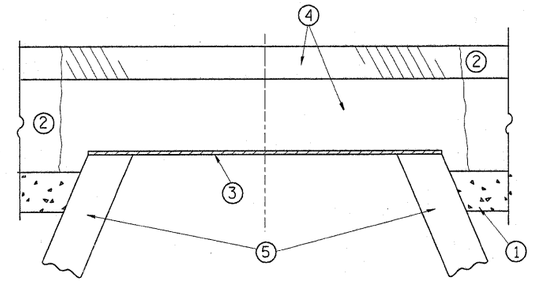
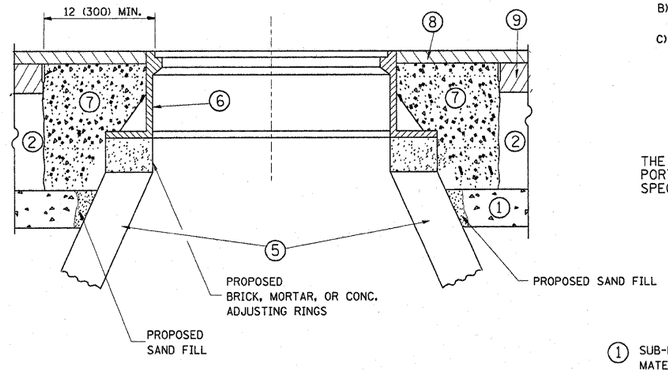




CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

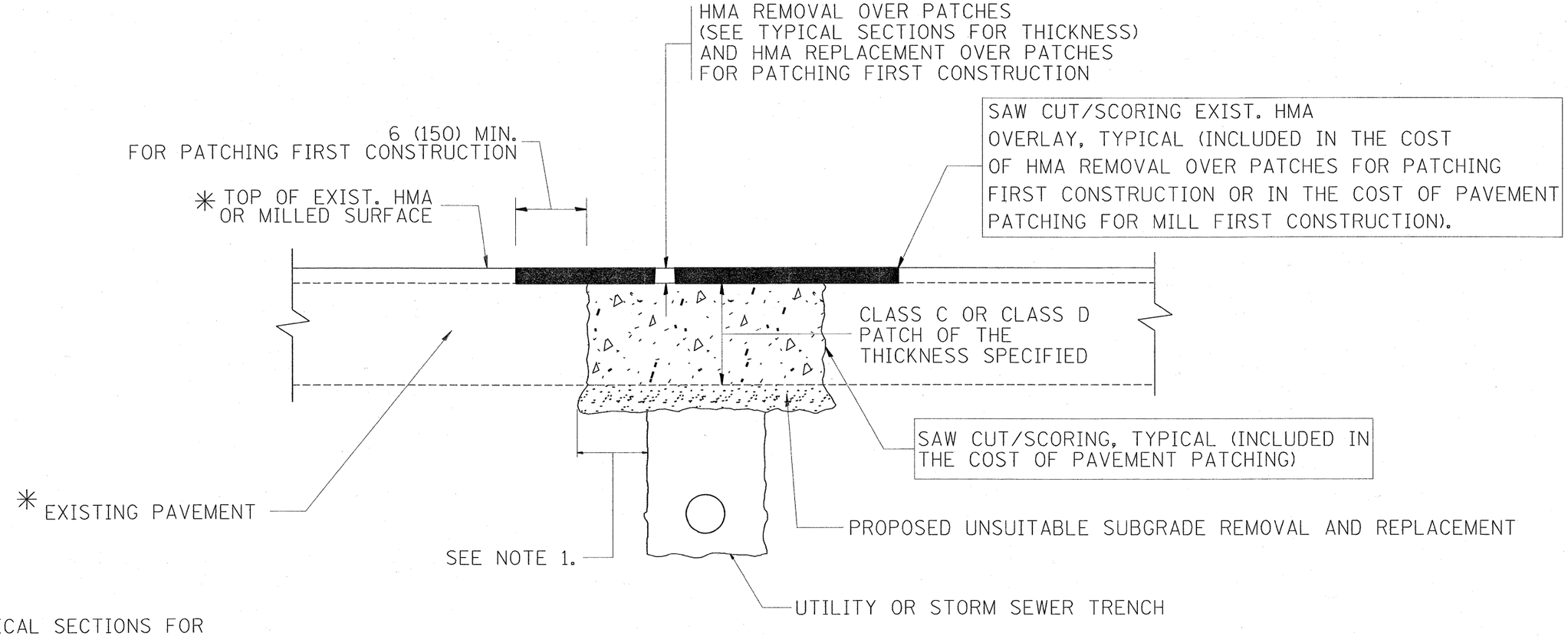
FILE NAME = c:\pw_work\PWIDOT\KELLERS\dms89422\Dist3td.dgn	USER NAME = kellers	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 1/9/2009	DATE - 10-25-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	19
	BD600-03 (BD-8)	CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

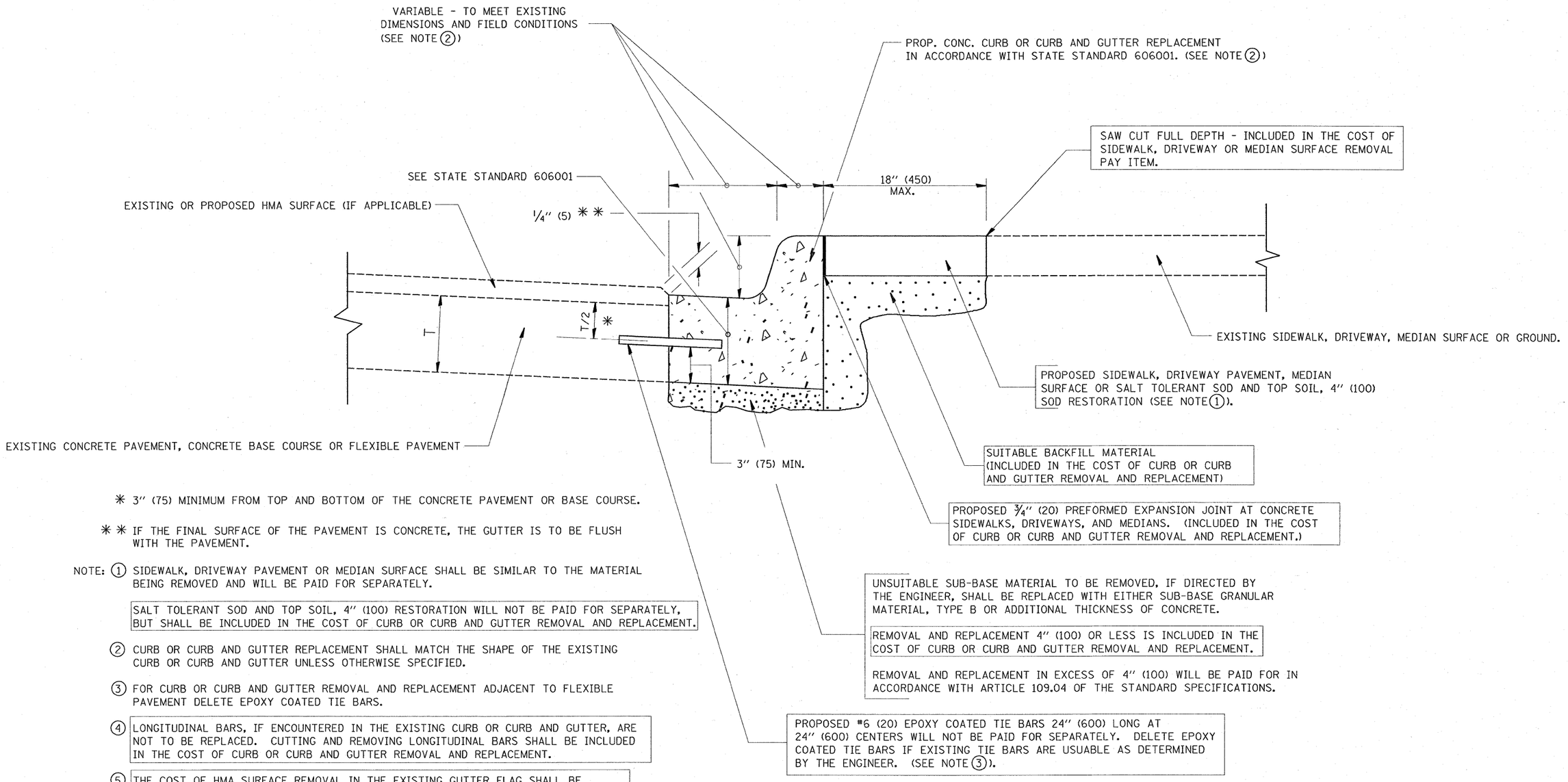
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\pw_work\PWIDOT\KELLERS\dms89422\D	USER NAME = kellers	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
	Std.dgn	DRAWN -	REVISED - R. BORO 01-01-07					341,375	2326.1RS-1	COOK	30 / 20
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07						BD400-04 (BD-22)		CONTRACT NO. 60F48
	PLOT DATE = 1/9/2009	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.		FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT



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

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

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

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

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

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

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

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

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

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

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

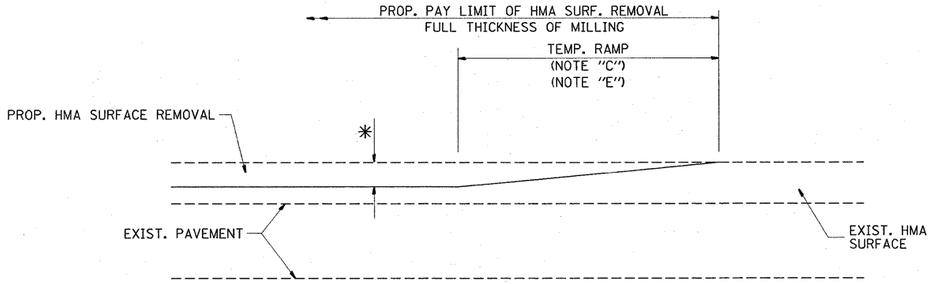
FILE NAME = c:\pw_work\PWIDOT\KELLERS\dms89422\D	USER NAME = kellers	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
	PLOT SCALE = 50.0000 '/ IN.	DRAWN -	REVISED - A. ABBAS 03-21-97
sstStd.dgn	PLOT DATE = 1/9/2009	CHECKED -	REVISED - M. GOMEZ 01-22-01
		DATE - 03-11-94	REVISED - R. BORO 01-01-07

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.

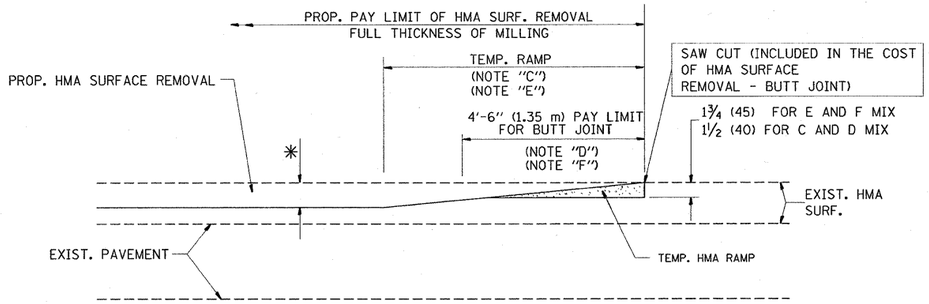
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341,375	2326.1RS-1	COOK	30	21
	BD600-06 (BD-24)	CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

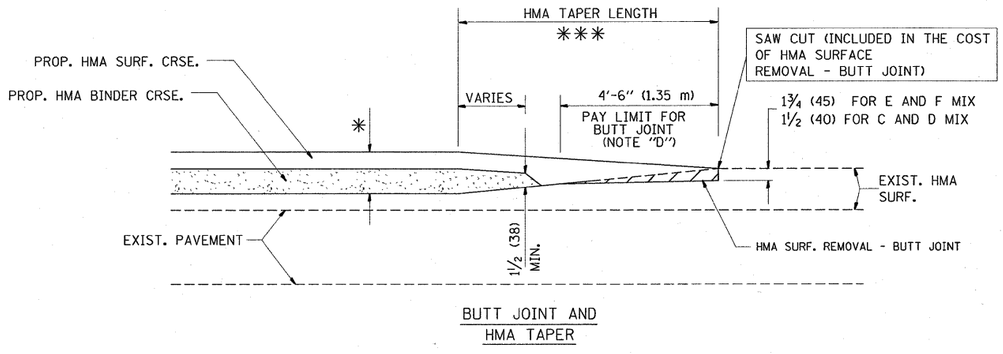


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

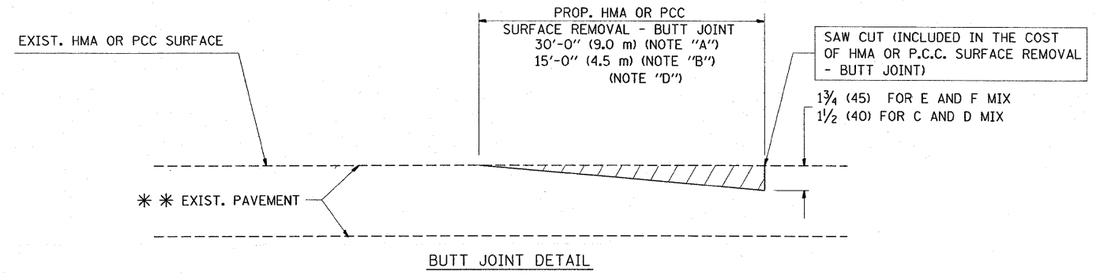
OPTION 2

TYPICAL TEMPORARY RAMP

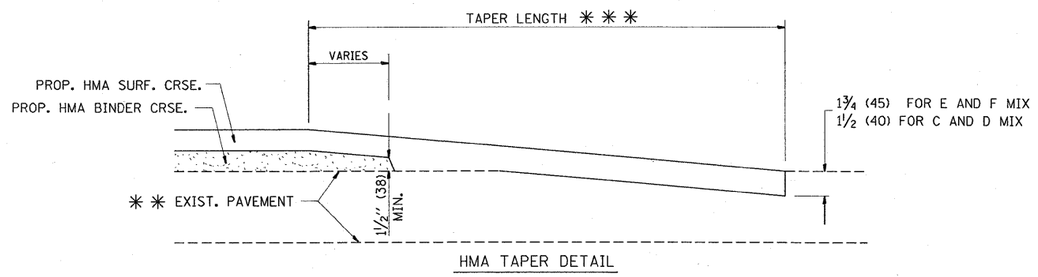


BUTT JOINT AND HMA TAPER

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.

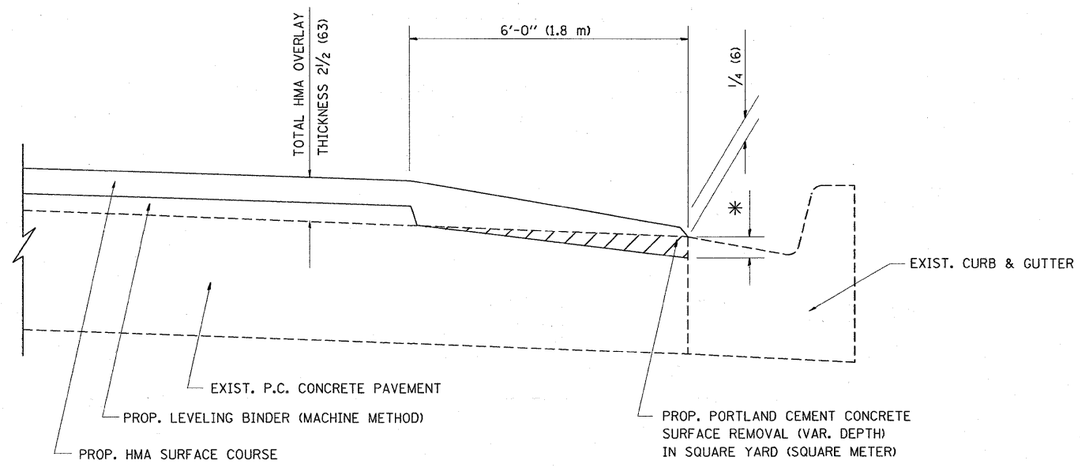
FILE NAME = c:\pw_work\PWIDOT\KELLERS\dms89422\Dist5td.dgn	USER NAME = kellers	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/9/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07

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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	22
	BD400-05 BD32	CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



HMA TAPER AT EDGE OF P.C.C PAVEMENT

HMA SURFACE		LEVELING BINDER	
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1½ (38)	1 (25)	1¼ (33)
F	1¾ (44)	¾ (19)	1½ (38)

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

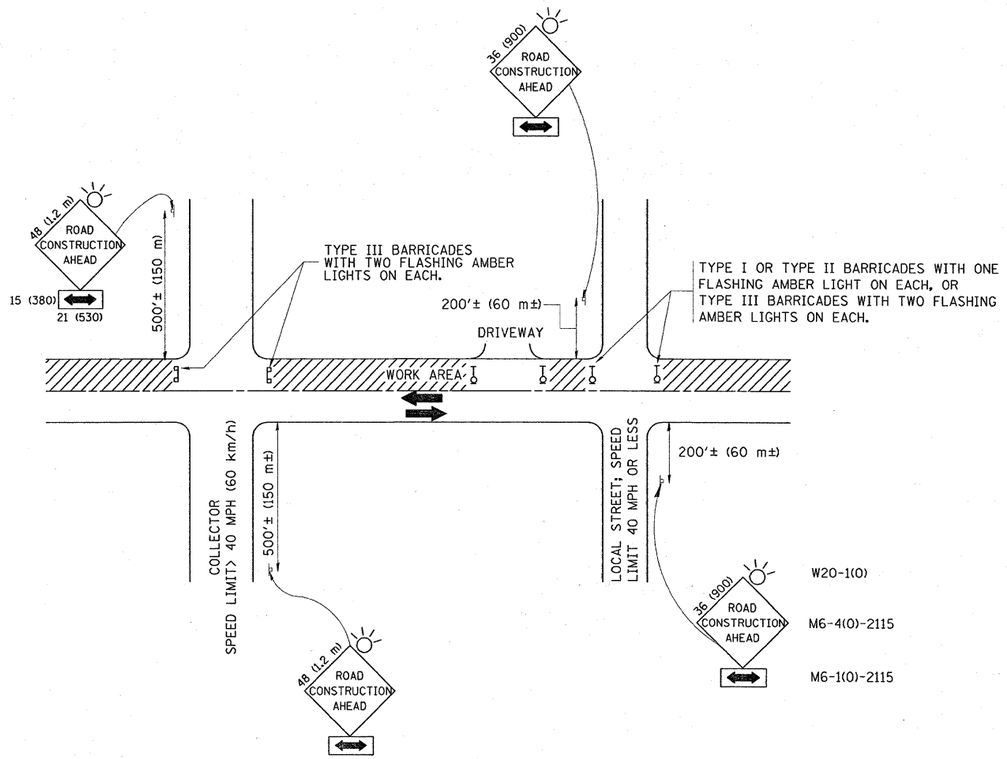
FILE NAME = c:\pw_work\PWIDOT\KELLERS\dms89422\D1stStd.dgn	USER NAME = kellers	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94
		DRAWN - JIS	REVISED - A. ABBAS 05-05-99
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - A. ABBAS	REVISED - E. GOMEZ 12-21-00
	PLOT DATE = 1/9/2009	DATE - 09-10-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HMA TAPER AT EDGE OF P.C.C. PAVEMENT

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	23
	BD400-06 (BD33)	CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

FILE NAME = c:\pw_work\PWIDOT\KELLERS\dms89422\D1stStd.dgn	USER NAME = kellers	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/9/2009	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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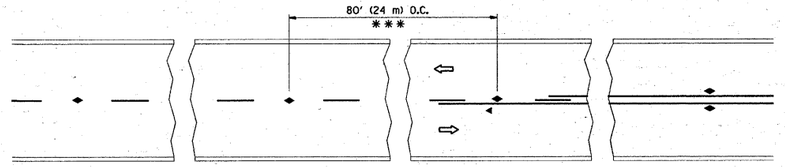
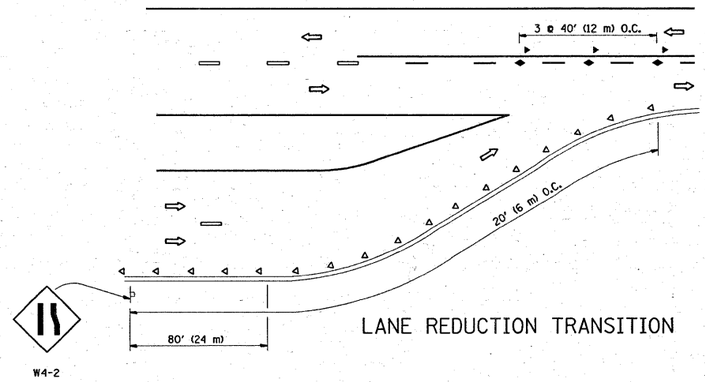
	TC-10	CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

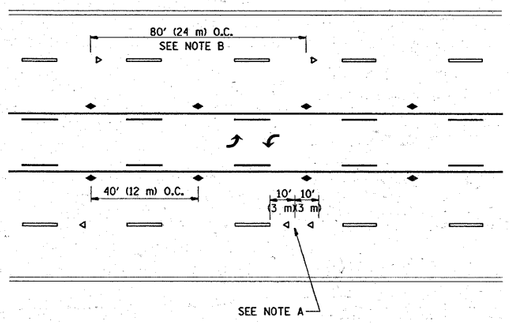


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

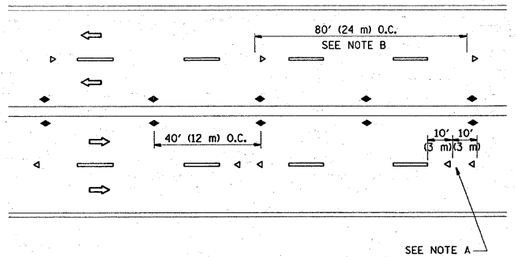
TWO-LANE/TWO-WAY



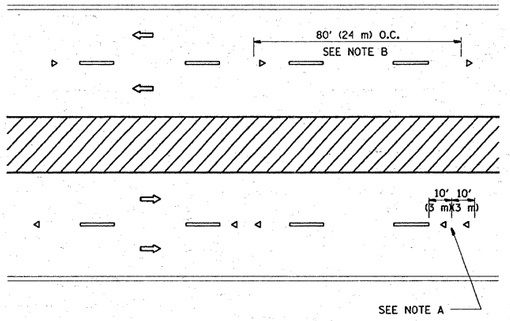
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

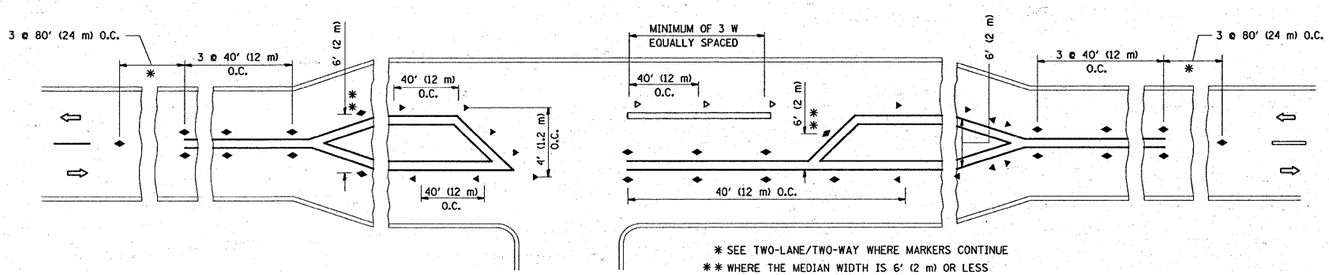
SYMBOLS

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

LANE MARKER NOTES

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

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.



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

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

LEFT TURN

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

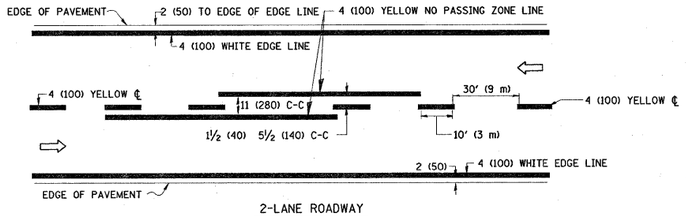
FILE NAME = c:\pw_work\PWIDOT\KELLERS\dms89422\D1stStd.dgn	USER NAME = kellers	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 1/9/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

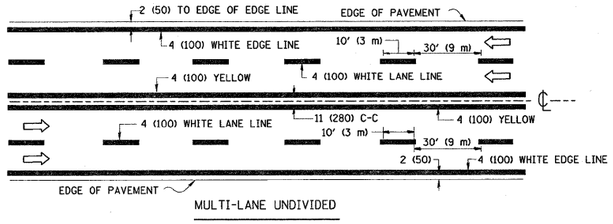
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

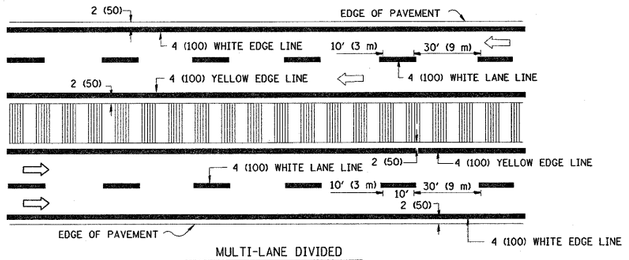
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	25
	TC-11	CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



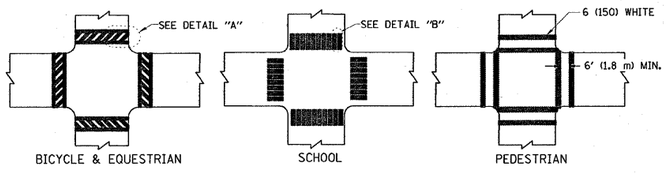
MULTI-LANE UNDIVIDED



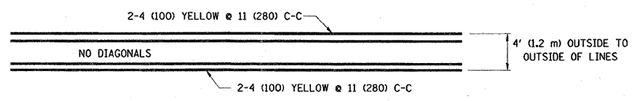
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

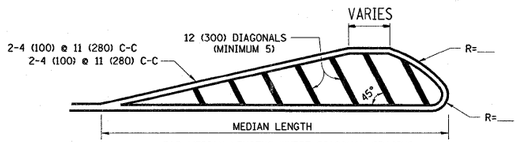
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



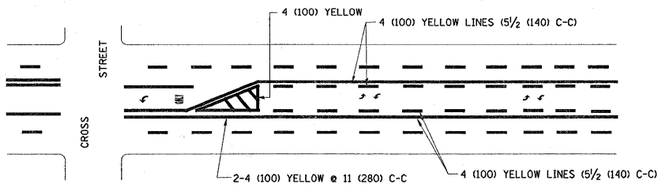
4' (1.2 m) WIDE MEDIANS ONLY



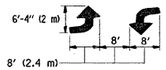
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

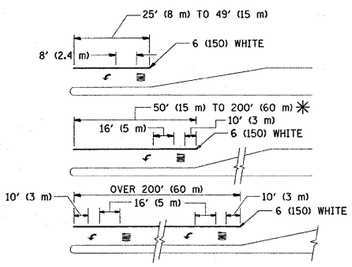


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

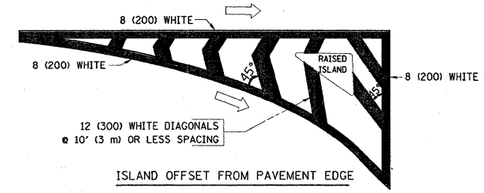


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

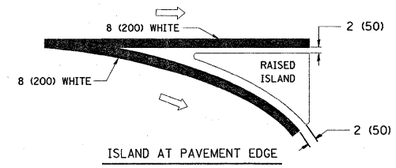
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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 UNDIVEDED 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 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; 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	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

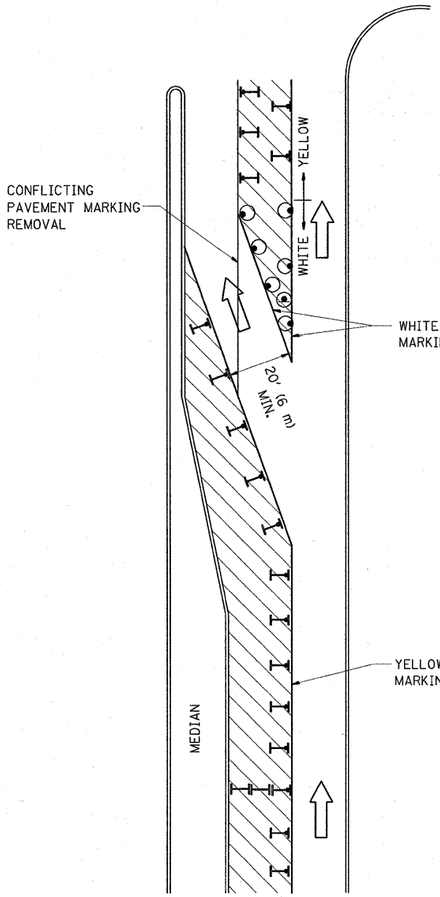
FILE NAME = c:\pw_work\PWIDOT\KELLERS\dms89422\D1sd3td.dgn	USER NAME = kellers	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
		DRAWN -	REVISED - A. HOUSEH 10-09-96
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-17-96
	PLOT DATE = 1/9/2009	DATE - 03-19-90	REVISED - T. RAMMACHER 01-06-00

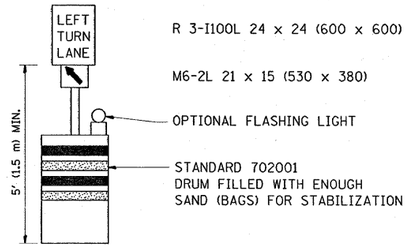
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	26
	TC-13	CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

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

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

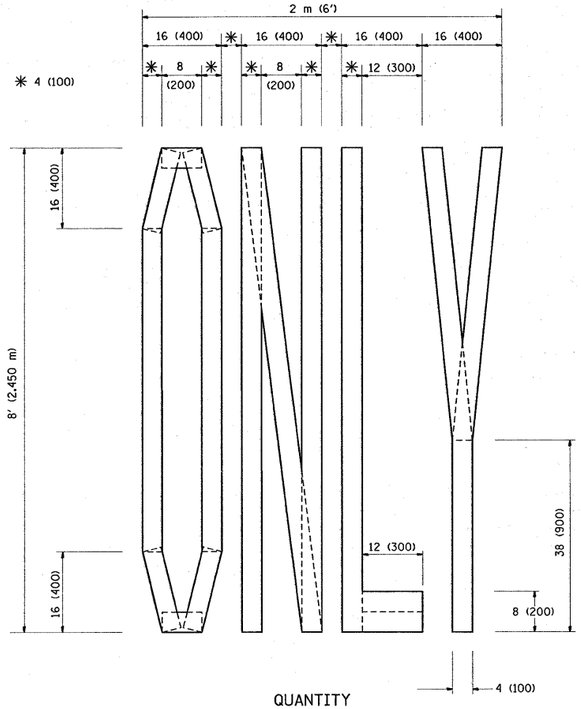
FILE NAME = c:\pw_work\PWIDOT\KELLERS\dms89422\D1stStd.dgn	USER NAME = kellers	DESIGNED -	REVISED -T. RAMMACHER 09-08-94
		DRAWN -	REVISED - A. HOUSEH 11-07-95
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 1/9/2009	DATE -	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

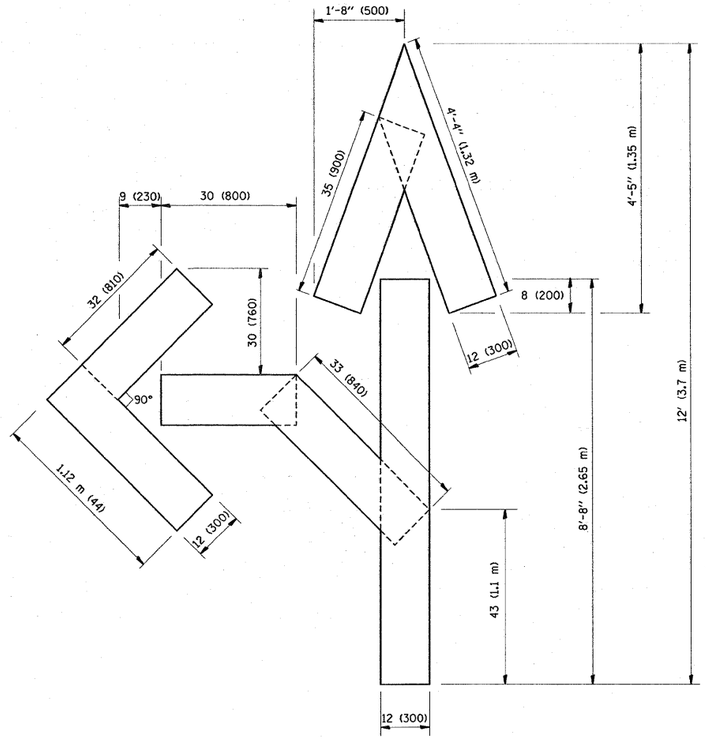
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

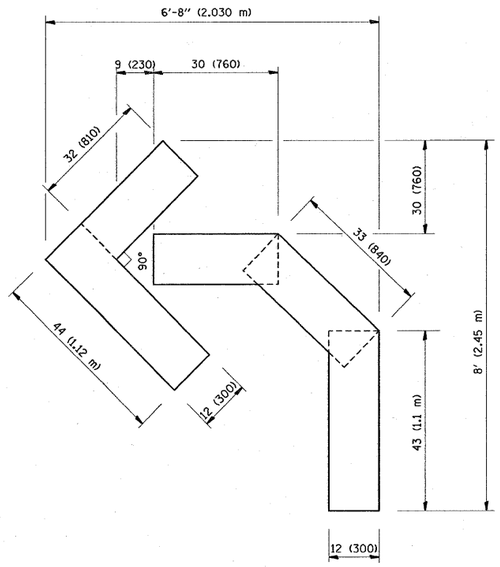
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	27
	TC-14	CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



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



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

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

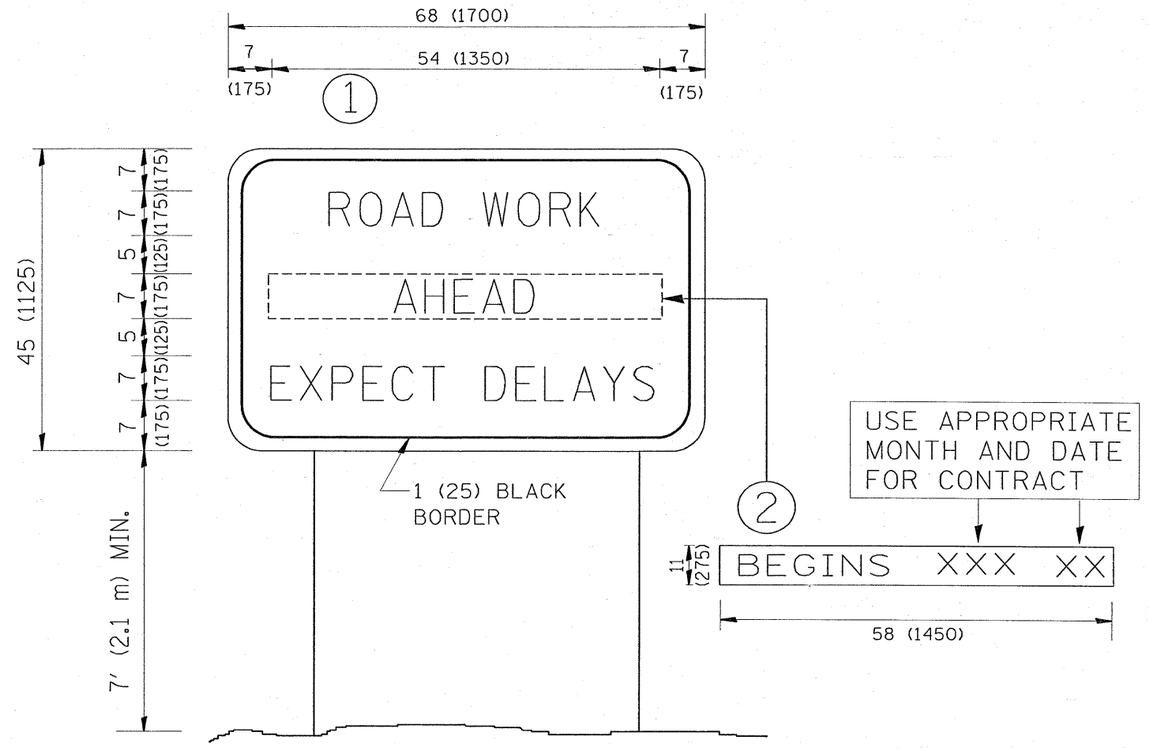
FILE NAME = c:\pw_work\PWIDOT\KELLERS\dms89422\Dist5td.dgn	USER NAME = kellers	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/9/2009	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341,375	2326.1RS-1	COOK	30	28
	TC-16	CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

FILE NAME = c:\pw_work\PWIDOT\KELLERS\dms89422\D1stGtd.dgn	USER NAME = kellers	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/9/2009	DATE -	REVISED - C. JUCIUS 01-31-07

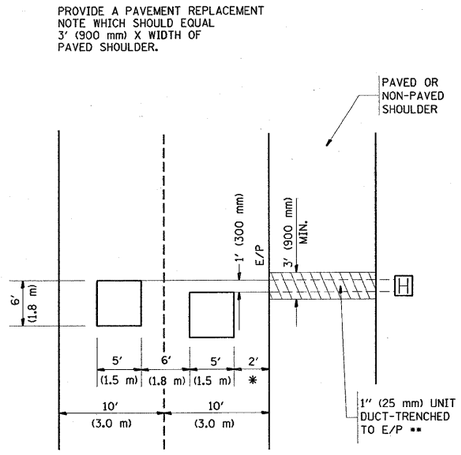
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	29
	TC-22	CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

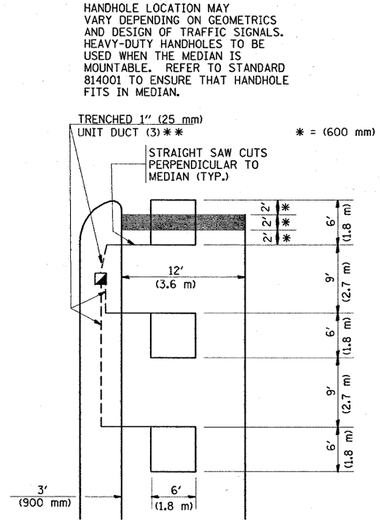
LOOPS NEXT TO SHOULDERS



* = (600 mm)

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

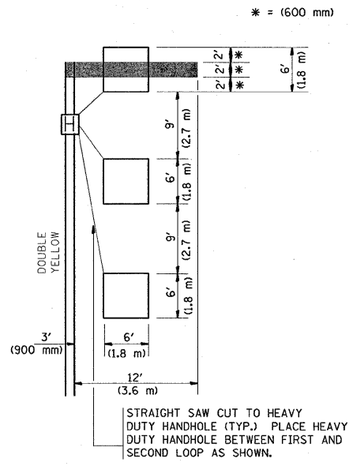
LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

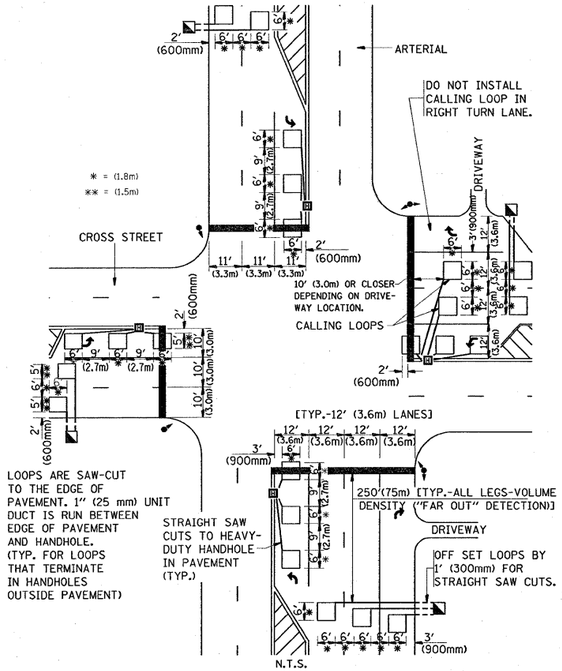
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



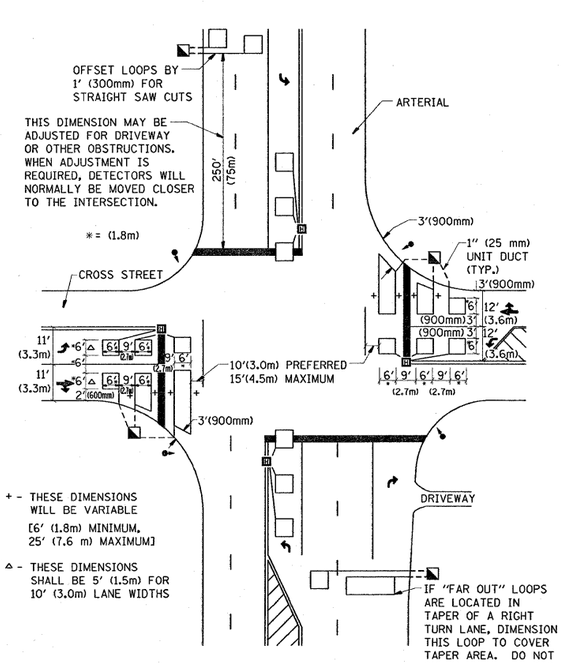
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

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

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

FILE NAME = c:\pw_work\PWIDOT\KELLERS\dms89422\D1stStd.dgn	USER NAME = kellers	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/9/2009	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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341.375	2326.1RS-1	COOK	30	30
	TS-07	CONTRACT NO. 60F48		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		