

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

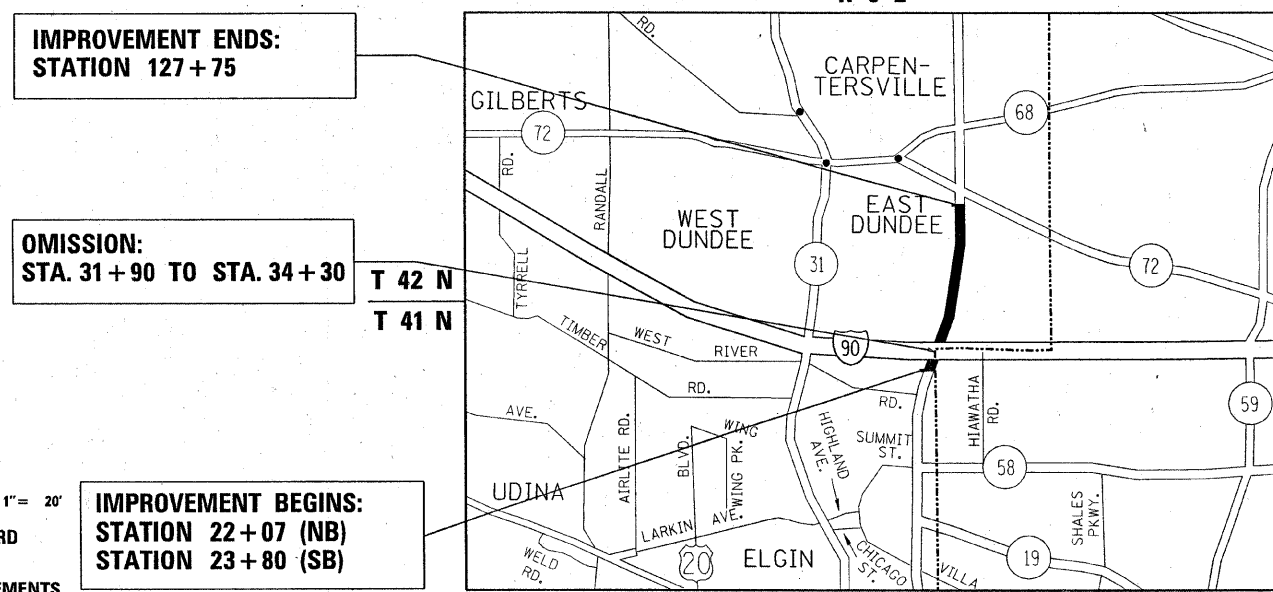
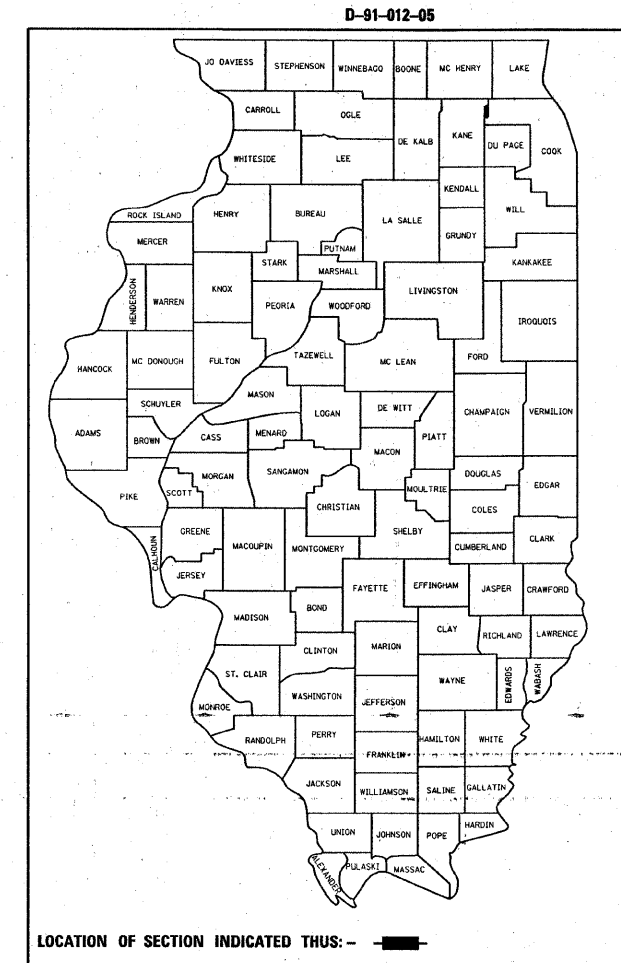
PROPOSED HIGHWAY PLANS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	(54&56) RS-6	KANE/COOK	37	1
ILLINOIS CONTRACT NO. 62847				

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT IS LOCATED IN THE VILLAGE OF EAST DUNDEE AND THE CITY OF ELGIN

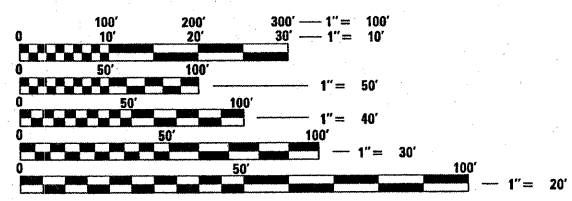
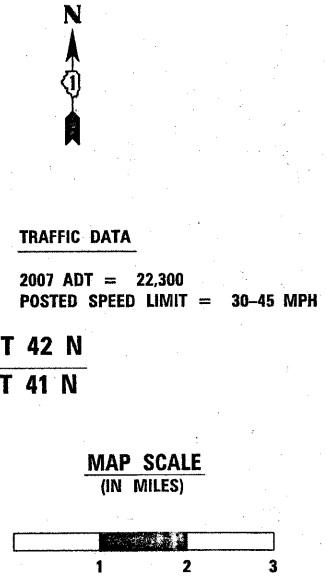
F.A.P. ROUTE 360: ILL 25 (DUNDEE AVE.)
SECTION: (54 & 56) RS-6
I-90 (NORTHWEST TOLLWAY) TO IL. 72 (HIGGINS RD.)
S.N.: 045-0042
RESURFACING (MAINTENANCE)
KANE AND COOK COUNTIES
C-91-012-05
PROJECT: ESP-0360(010)



IMPROVEMENT ENDS:
STATION 127+75

OMISSION:
STA. 31+90 TO STA. 34+30

IMPROVEMENT BEGINS:
STATION 22+07 (NB)
STATION 23+80 (SB)



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: Ken Eng (847) 705-4247
PROJECT MANAGER: Dan Wilgreen (847) 705-4240

NET LENGTH OF IMPROVEMENT = 10,240 LINEAL FEET = 1.95 MILES
GROSS LENGTH OF IMPROVEMENT = 10,480 LINEAL FEET = 2.0 MILES

CONTRACT NO. 62847

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JANUARY 30, 2009

Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 27, 2009
Charles J. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

March 27, 2009
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

PLAN NOTES

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	TITLE SHEET	000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS, GENERAL NOTES AND MIX SCHEDULE	442201-03	CLASS C AND D PATCHES
3 - 4	SUMMARY OF QUANTITIES	542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
5	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS	602011-01	CATCH BASIN, TYPE C
6 - 9	ROADWAY AND DRAINAGE PLANS	604091-02	FRAME AND GRATE, TYPE 24
10 - 13	PAVEMENT MARKING PLANS	606001-04	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
14 - 15	DETECTOR LOOP PLANS	606006-02	OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-15.60 (B-6.24)
16 - 21	BRIDGE PLANS	606301-04	PC CONCRETE ISLANDS AND MEDIANS
22	DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)	630001-00 031011-05	STEEL PLATE BEAM GUARDRAIL
23	OUTLET FOR CONCRETE CURB AND GUTTER	635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
24	DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED) CORRUGATED MEDIAN (MODIFIED)	701101-02	OFF-ROAD OPERATIONS, MULTILANE, LESS THAN 4.5 m (15') AWAY, SPEEDS ≥ 45 MPH
25	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH
26	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	701601-00	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W, WITH NON TRAVERSABLE MEDIAN
27	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	701606-00	URBAN LANE CLOSURE, MULTILANE, 2W, WITH MOUNTABLE MEDIAN
28	BUTT JOINT AND HMA TAPER DETAILS	701701-00	URBAN LANE CLOSURE, MULTILANE INTERSECTION
29	HMA TAPER AT EDGE OF PCC PAVEMENT	701901-01	TRAFFIC CONTROL DEVICES
30	DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL.	780001-02	TYPICAL PAVEMENT MARKINGS
31	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	886001-01	DETECTOR LOOP INSTALLATIONS
32	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS
33	DISTRICT ONE TYPICAL PAVEMENT MARKINGS		
34	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)		
35	ARTERIAL ROAD INFORMATION SIGN		
36	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING		
37	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER		

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 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 WITHIN THE VILLAGE OF EAST DUNDEE AND THE CITY OF ELGIN.

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

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

THE RESIDENT ENGINEER SHALL CONTACT MR. DON CHIARUGI AREA TRAFFIC FIELD ENGINEER AT (847) 741-5302 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO START OF WORK.

10 FEET (3 METERS) TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTERS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OR WORK SPECIFIED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

FILE NAME =	USER NAME = banks1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILL. RTE. 25 (DUNDEE ROAD) FROM IL. RTE. 72 TO I-90 INDEX OF SHEET, STATE STANDARDS & GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 58.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 62847							
PLOT DATE = 2/6/2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	(54&56) RS-6	KANE/COOK	37	3
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	

SUMMARY OF QUANTITIES			100% FED. URBAN	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	KANE CO. BRIDGE SN 045-0042 SYTY-2A	KANE 1000-2A	COOK 1000-2A	
20200100	EARTH EXCAVATION	CU YD	26		26		
20800150	TRENCH BACKFILL	CU YD	5		5		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	533		400	133	
21400100	GRADING AND SHAPING DITCHES	FOOT	480		380	100	
25000210	SEEDING, CLASS 2A	ACRE	0.25		0.15	0.1	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	23		15	8	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	23		15	8	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	23		15	8	
NP X0326394	FLOOR DRAINS TO BE CLEANED	EACH	16	16			
25100630	EROSION CONTROL BLANKET	SO YD	533		400	133	
28100105	STONE RIPRAP, CLASS A3	SO YD	34		34		
28200200	FILTER FABRIC	SO YD	34		34		
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	24		22	2	
40600300	AGGREGATE (PRIME COAT)	TON	124		112	12	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	31		28	3	
40600895	CONSTRUCTING TEST STRIP	EACH	4		2	2	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	102			102	
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SO YD	274		274		
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	1008		997	11	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	5191		4706	485	
42001300	PROTECTIVE COAT	SO YD	2490		2490		
44000153	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SO YD	5600		1300	4300	
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	62923		61223	1700	
X0325984	HOT-MIX ASPHALT MEDIAN SURFACE REMOVAL	SO YD	152		152		
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SO YD	360		360		
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	6000		6000		
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SO YD	5942		5344	598	
44002600	GUTTER OUTLET REMOVAL	FOOT	20			20	

SUMMARY OF QUANTITIES			100% FED. URBAN	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	KANE CO. BRIDGE SN 045-0042 SYTY-2A	KANE 1000-2A	COOK 1000-2A	
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SO FT	9138		9138		
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SO YD	3680		3312	368	
44201819	CLASS D PATCHES, TYPE III, 14 INCH	SO YD	288		258	30	
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SO YD	1974		1774	200	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	42				
50104000	BRIDGE RAIL REMOVAL	FOOT	574		574		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	8,890		8,890		
50900805	PEDESTRIAN RAILING	FOOT	575		575		
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1		1		
NP 55039700	STORM SEWERS TO BE CLEANED	FOOT	2802		2802		
551A0500	STORM SEWER INSTALLATION, CLASS A 12"	FOOT	20		20		
60210414	CATCH BASINS, TYPE C, SPECIAL, TYPE 24 FRAME AND GRATE	EACH	5		5		
60250200	CATCH BASINS TO BE ADJUSTED	EACH	21		21		
60251740	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	40		40		
60255500	MANHOLES TO BE ADJUSTED	EACH	10		10		
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	4		4		
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	3		3		
60618200	BITUMINOUS MEDIAN SURFACE	SO FT	1368		1368		
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	420		420		
63200310	GUARDRAIL REMOVAL	FOOT	507		507		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6		6		
67100100	MOBILIZATION	L SUM	1		0.9	0.1	
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1		0.9	0.1	
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1		0.9	0.1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1		0.9	0.1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	23		23		
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	7280		6465	815	
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	474		401	73	

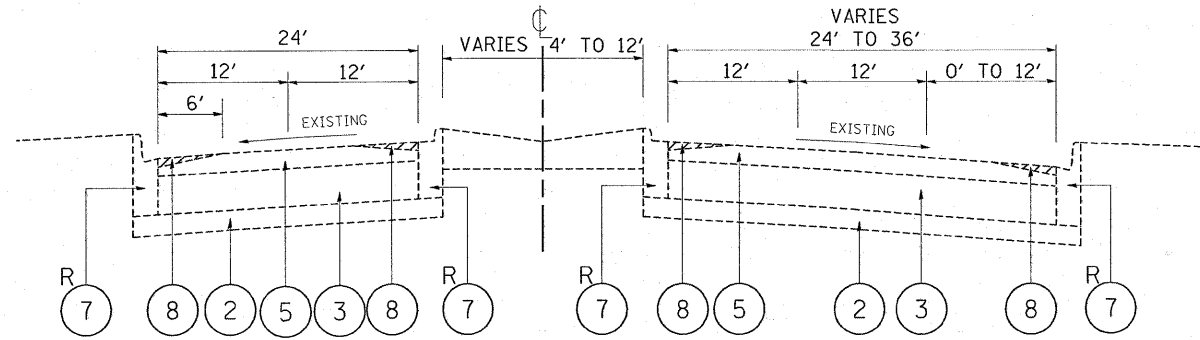
NP- Non-participating
* Specialty Items

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

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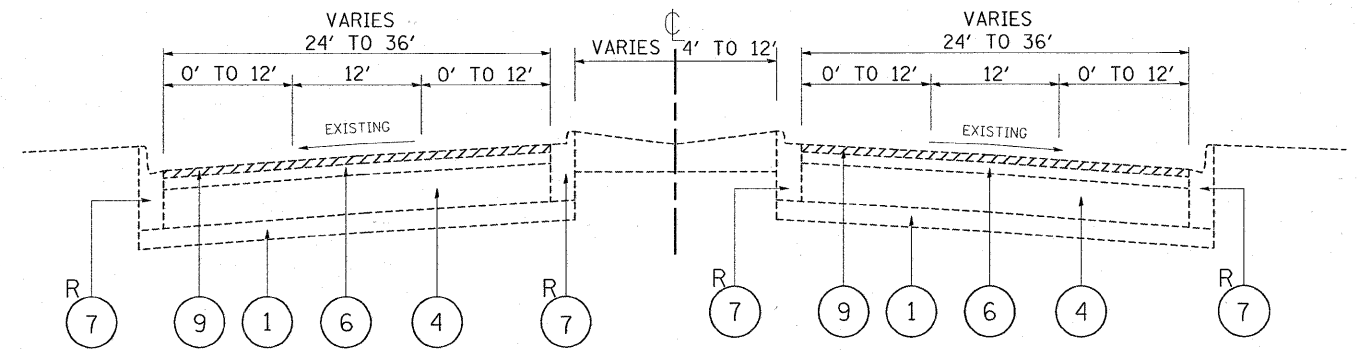
ILL. RTE. 25 (DUNDEE ROAD)



EXIST. CONCRETE SECTION WITH MOUNTABLE MEDIAN AND CURB AND GUTTER

STA. 23+80 TO STA. 31+60 (SB)
STA. 22+07 TO STA. 31+60 (NB)

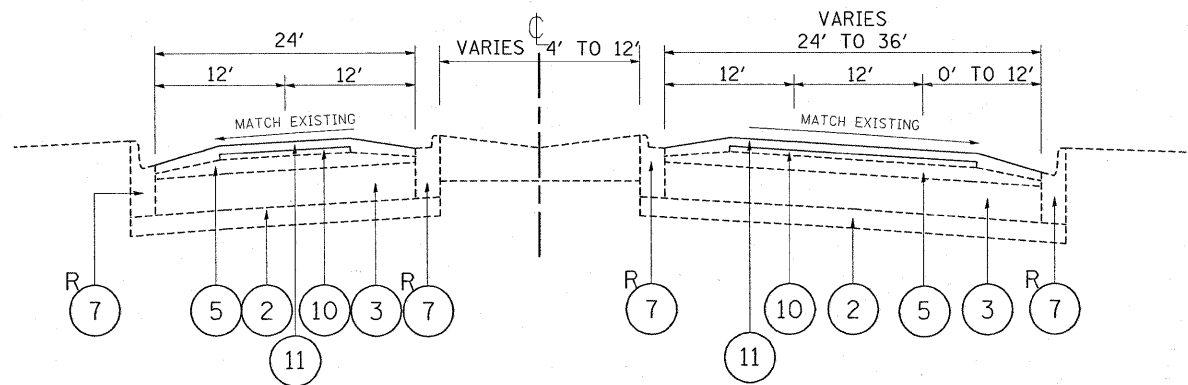
ILL. RTE. 25 (DUNDEE ROAD)



EXIST. HMA SECTION WITH CURB AND GUTTER

STA. 34+60 TO STA. 127+75

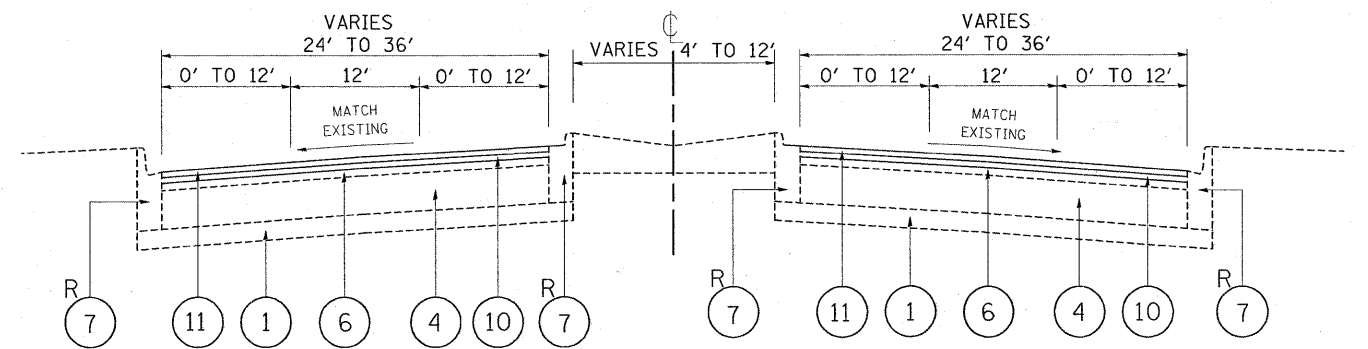
ILL. RTE. 25 (DUNDEE ROAD)



PROP. HMA SECTION WITH MOUNTABLE MEDIAN AND CURB AND GUTTER

STA. 23+80 TO STA. 31+60 (SB)
STA. 22+07 TO STA. 31+60 (NB)

ILL. RTE. 25 (DUNDEE ROAD)



PROP. HMA SECTION WITH CURB AND GUTTER

STA. 34+60 TO STA. 127+75

LEGEND

- 1 EXIST. HMA SUB-BASE
- 2 EXIST. GRANULAR SUB-BASE
- 3 EXIST. PCC SUB-BASE, 9"
- 4 EXIST. HMA BASE COURSE, 14"
- 5 EXIST. CONCRETE SURFACE, 5"
- 6 EXIST. HMA SURFACE COURSE, 3"
- 7 EXIST. COMB. CONCRETE CURB AND GUTTER
- 8 PROP. PCC SURFACE REMOVAL, (VARIABLE DEPTH). SEE DISTRICT DETAIL, 'BIT. TAPER AT EDGE OF PCC PAVEMENT', FOR MORE INFORMATION.
- 9 PROP. HMA SURFACE REMOVAL, 2 1/4"
- 10 PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- 11 PROP. POLYMERIZED, HMA SURFACE COURSE, MIX "D", N70, 1 1/2"
- R PROP. ITEM TO BE REMOVED AND REPLACED (LOCATIONS AS DIRECTED BY THE ENGINEER)

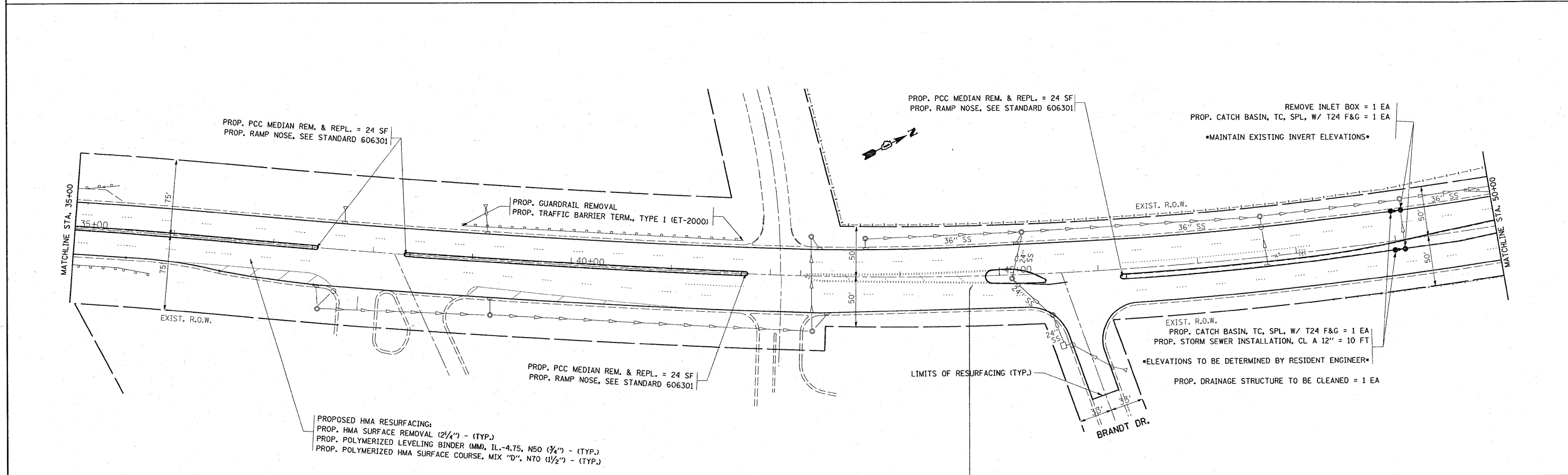
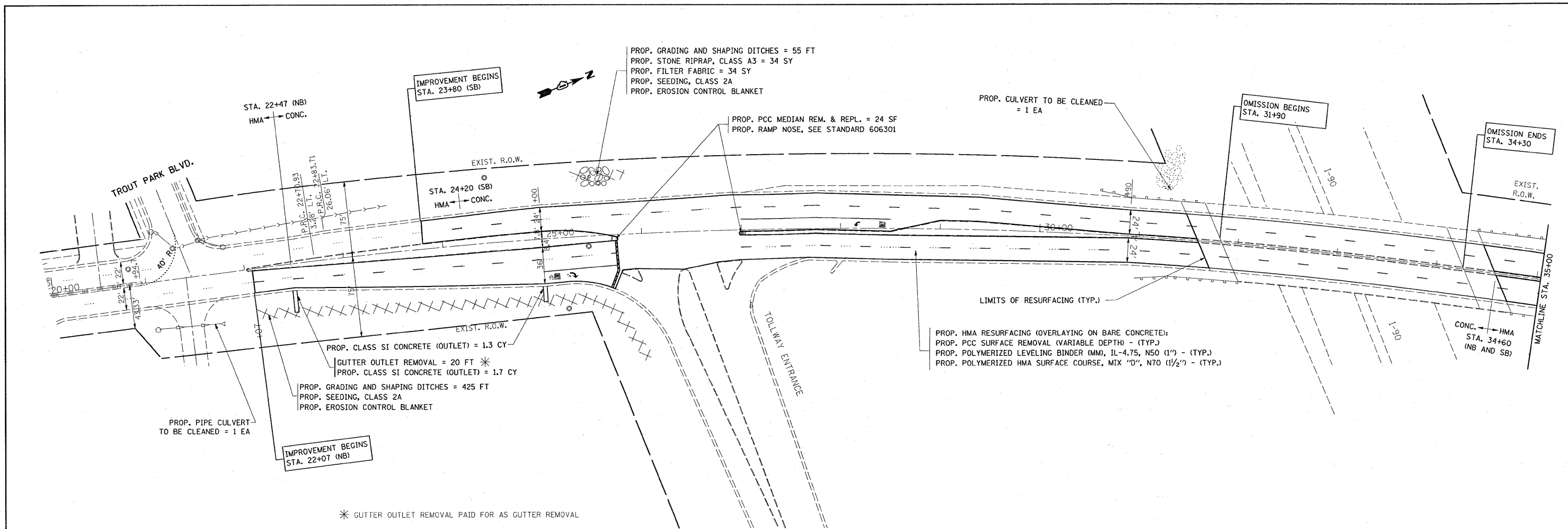
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS (%)
PAVEMENT RESURFACING (MAINLINE)		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5MM)	PG 64-22	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR.
PATCHING		
CLASS D PATCHES TYPE I-IV, 14", HMA BINDER IL-19 MM	PG 64-22*	4% @ 70 GYR.
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19MM)	PG 64-22*	4% @ 70 GYR.

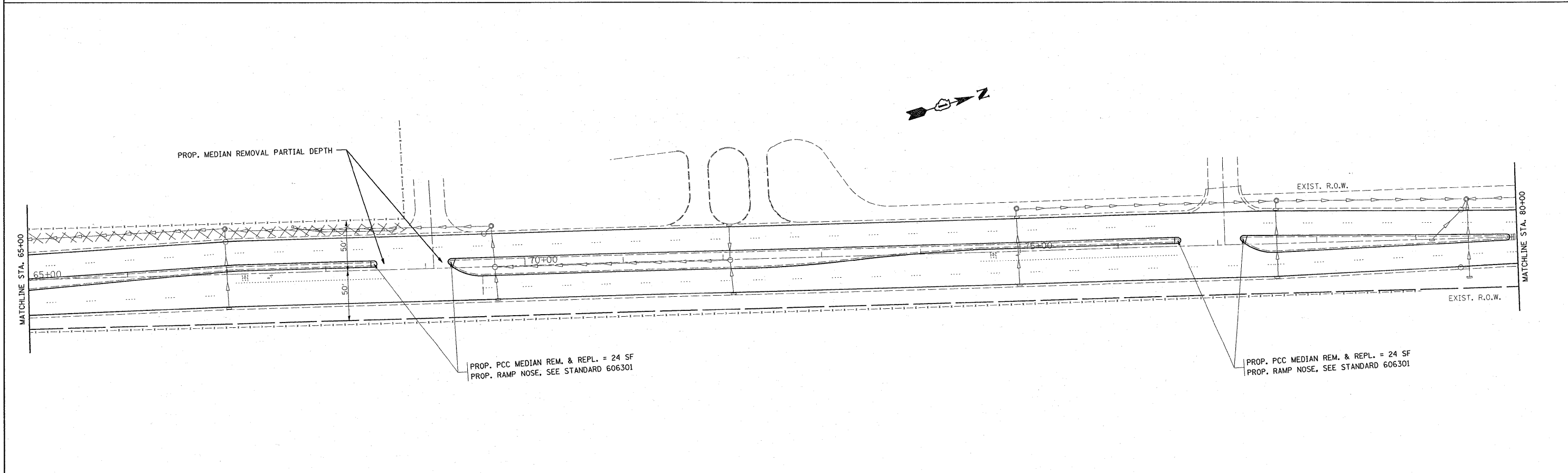
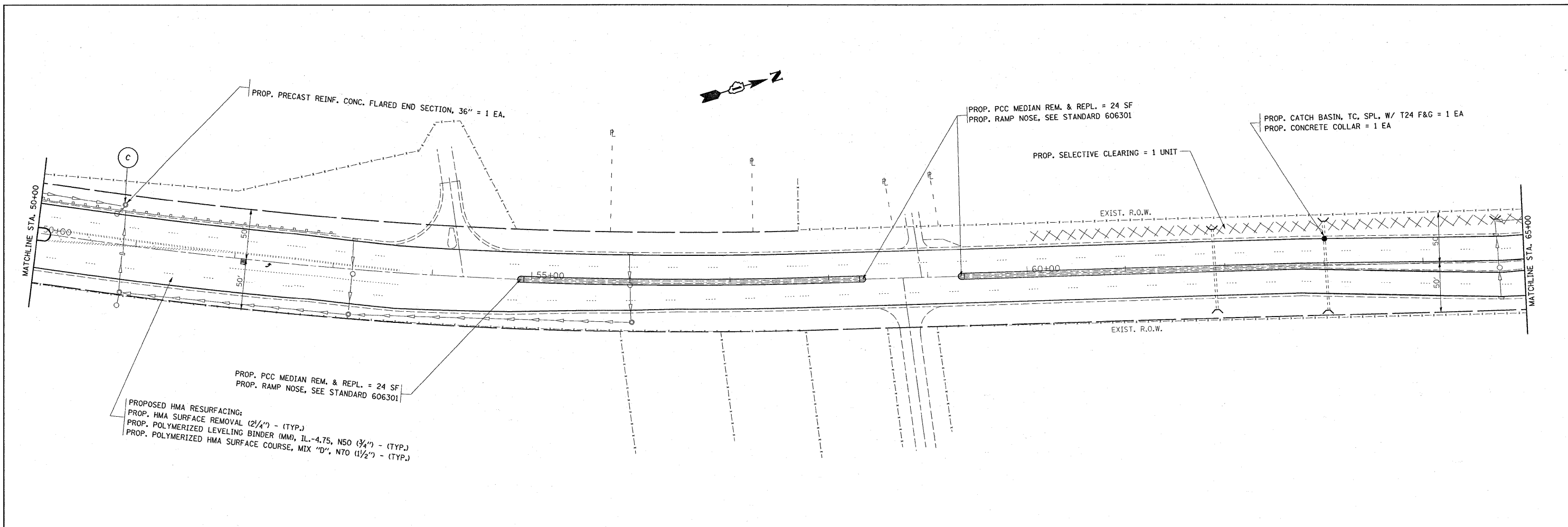
* WHEN RAI EXCEEDS 20%, THEN NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

NOTE:

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

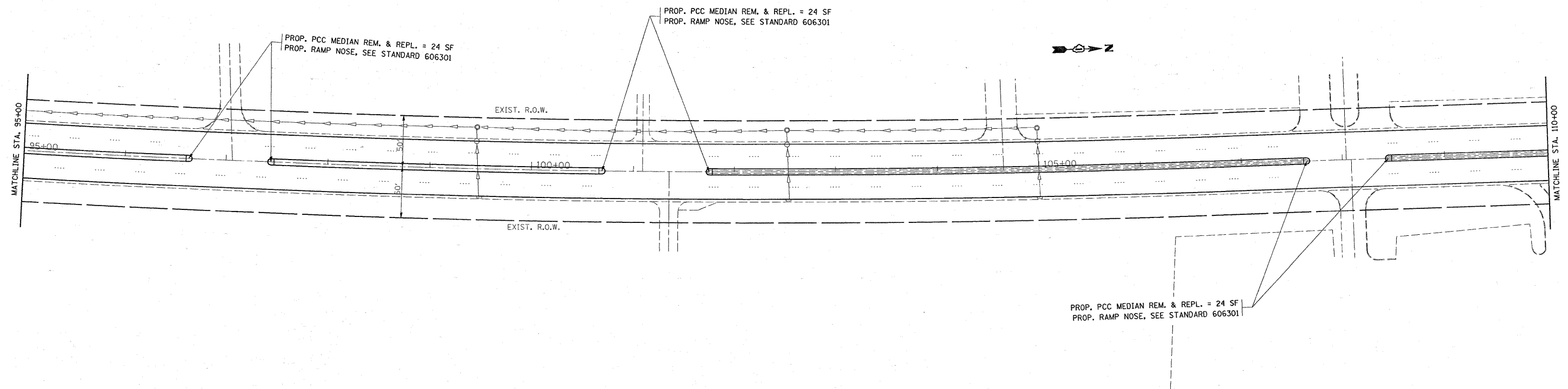
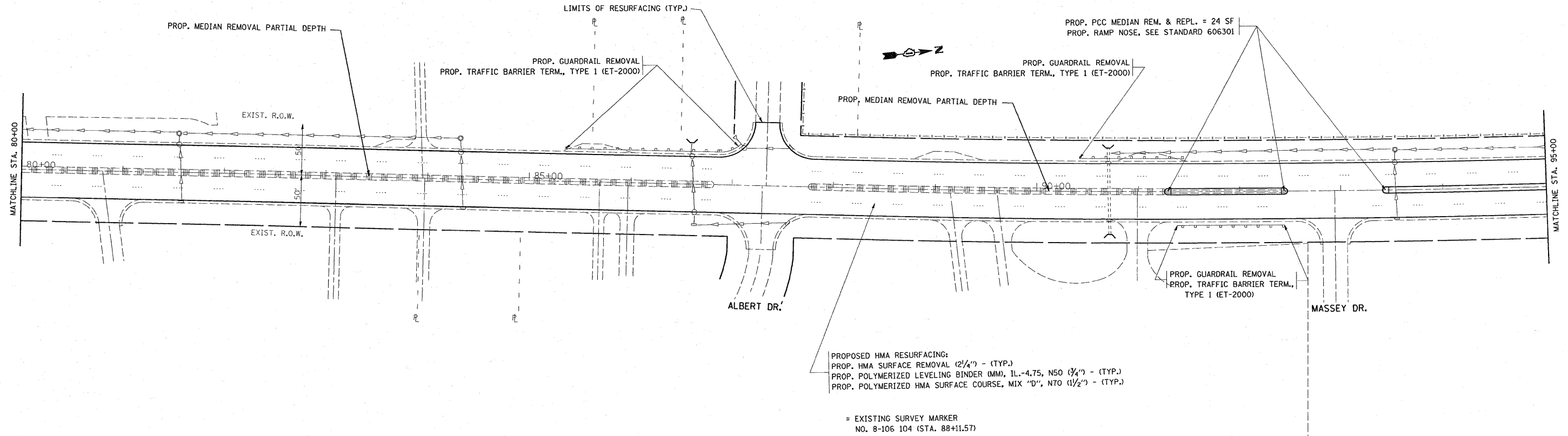


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PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -	REVISED -									
PLOT DATE = 2/6/2009	DATE -	REVISED -	REVISED -									



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		CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									

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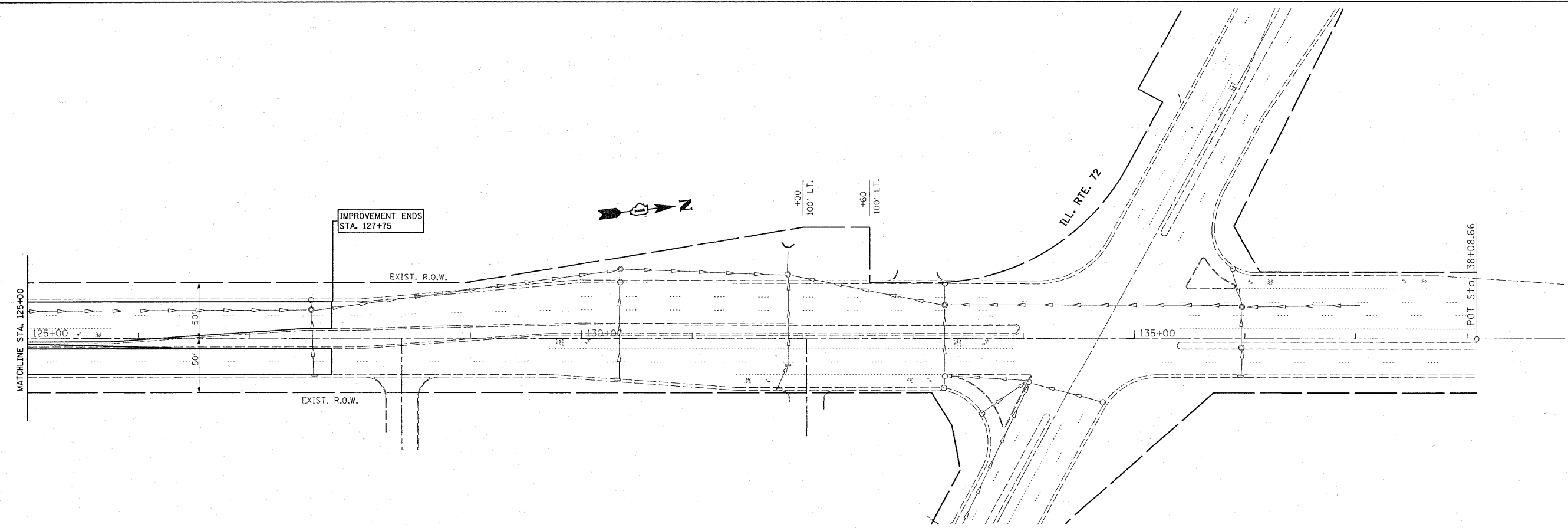
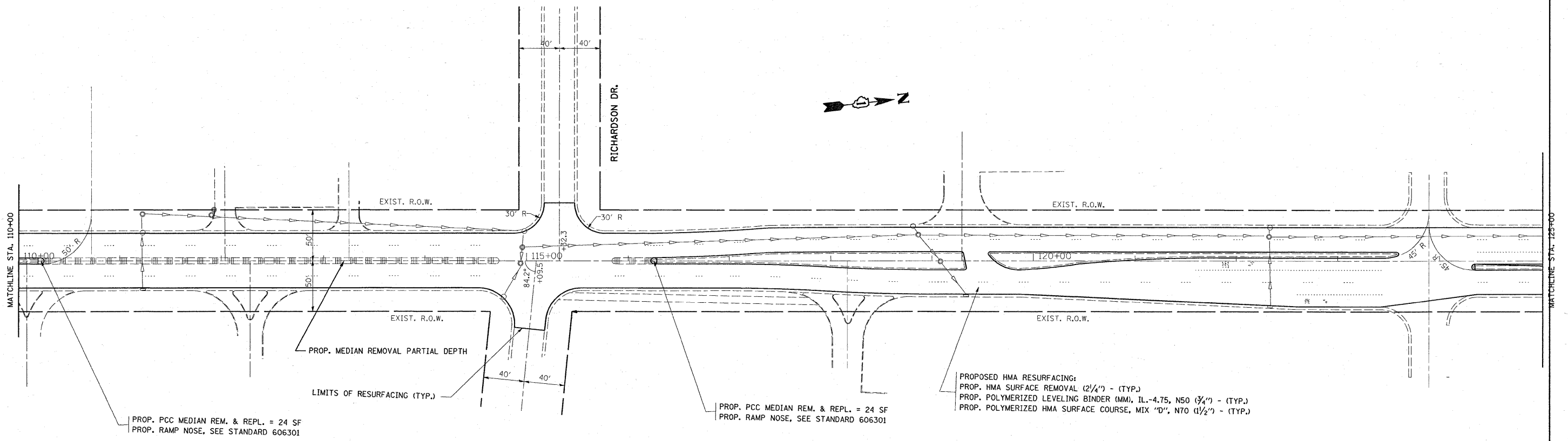
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ILL. RTE. 25 (DUNDEE ROAD) FROM IL. RTE. 72 TO I-90
 ROADWAY AND DRAINAGE PLANS**

SCALE: SHEET NO. OF SHEETS STA. 80+00 TO STA. 110+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	(54&56) RS-6	COOK/KANE	37	8
CONTRACT NO. 62847				
ILLINOIS FED. AID PROJECT				

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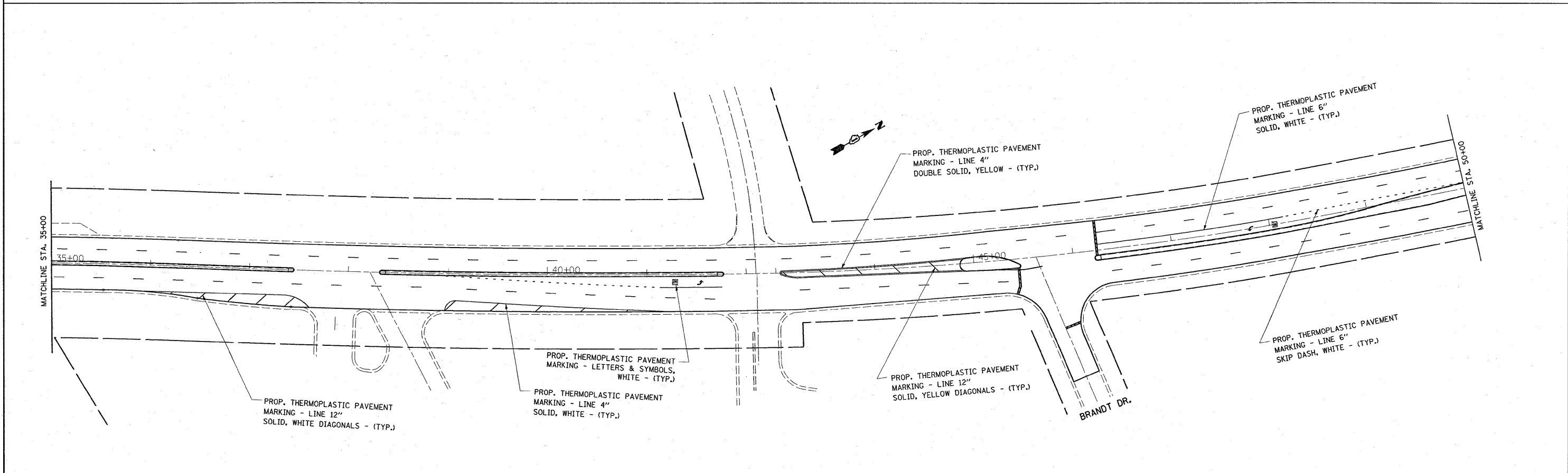
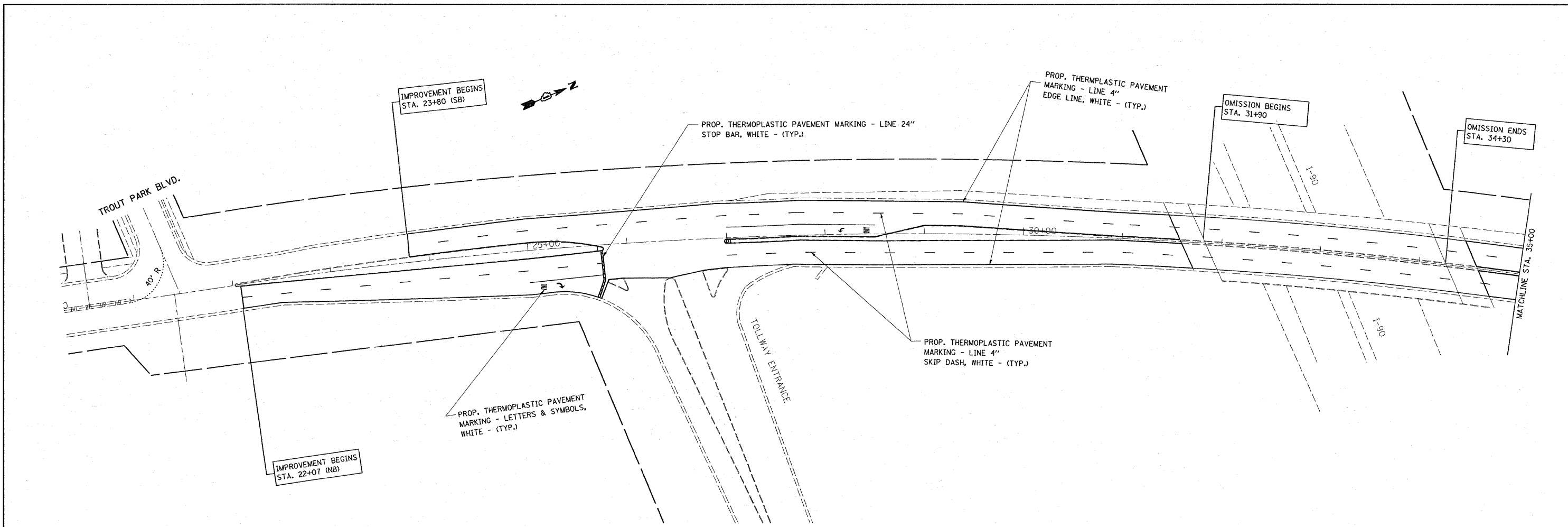
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ILL. RTE. 25 (DUNDEE ROAD) FROM IL. RTE. 72 TO I-90
 ROADWAY AND DRAINAGE PLANS**

SCALE: SHEET NO. OF SHEETS STA. 110+00 TO STA. 138+00

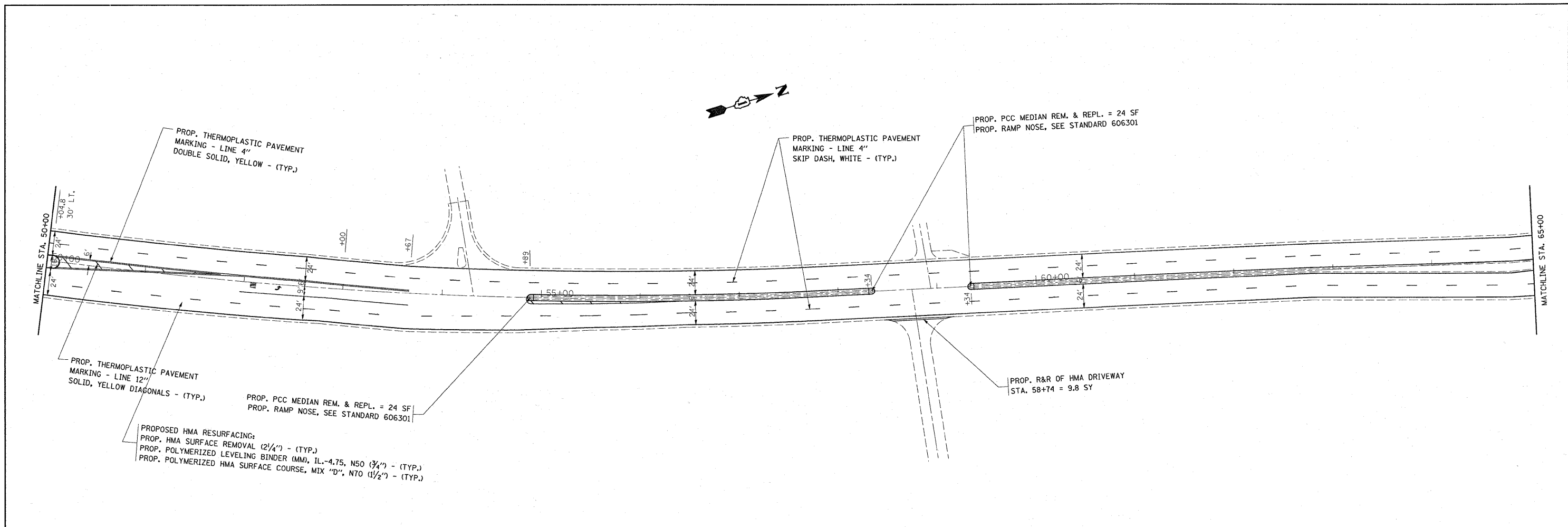
F.A.P. RTE. 360	SECTION (54&56) RS-6	COUNTY COOK/KANE	TOTAL SHEETS 37	SHEET NO. 9
CONTRACT NO. 62847				
ILLINOIS FED. AID PROJECT				

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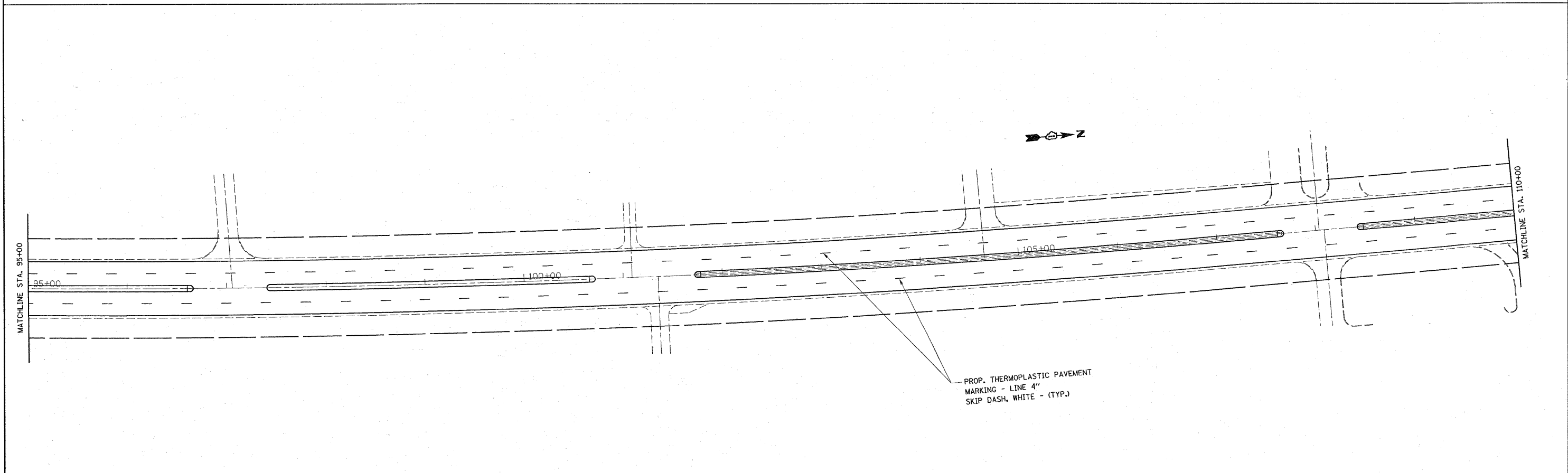
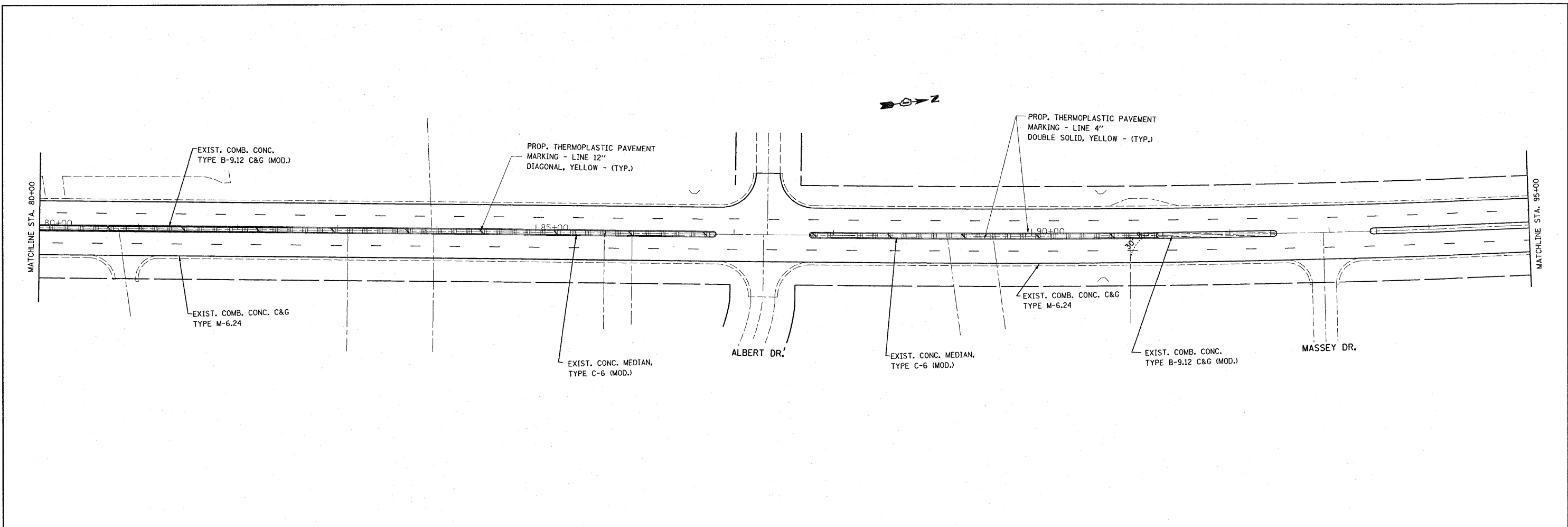


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	PLOT SCALE = 50,0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. 20+00 TO STA. 50+00	ILLINOIS FED. AID PROJECT				
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -		CONTRACT NO. 62847							
		DATE -	REVISED -									

2/6/2009
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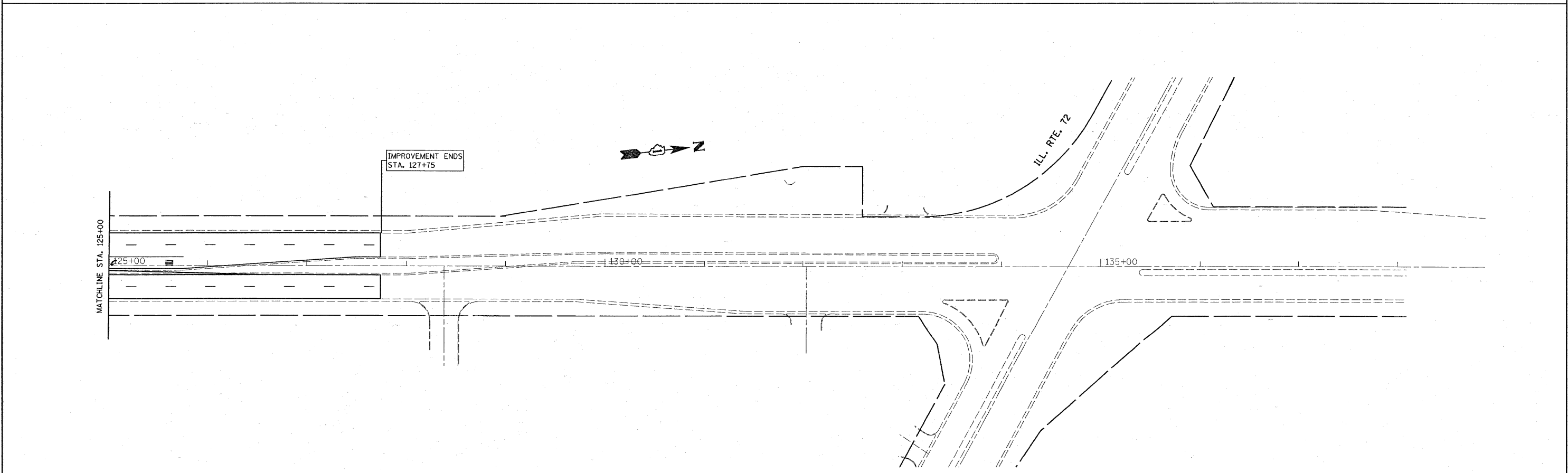
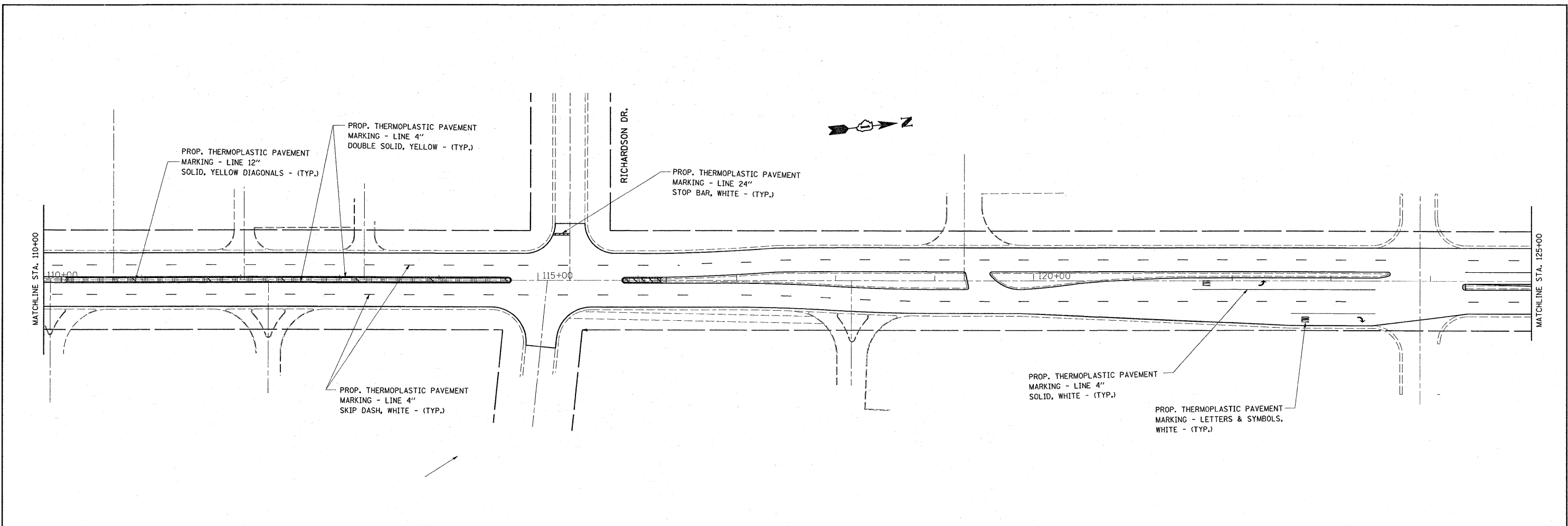


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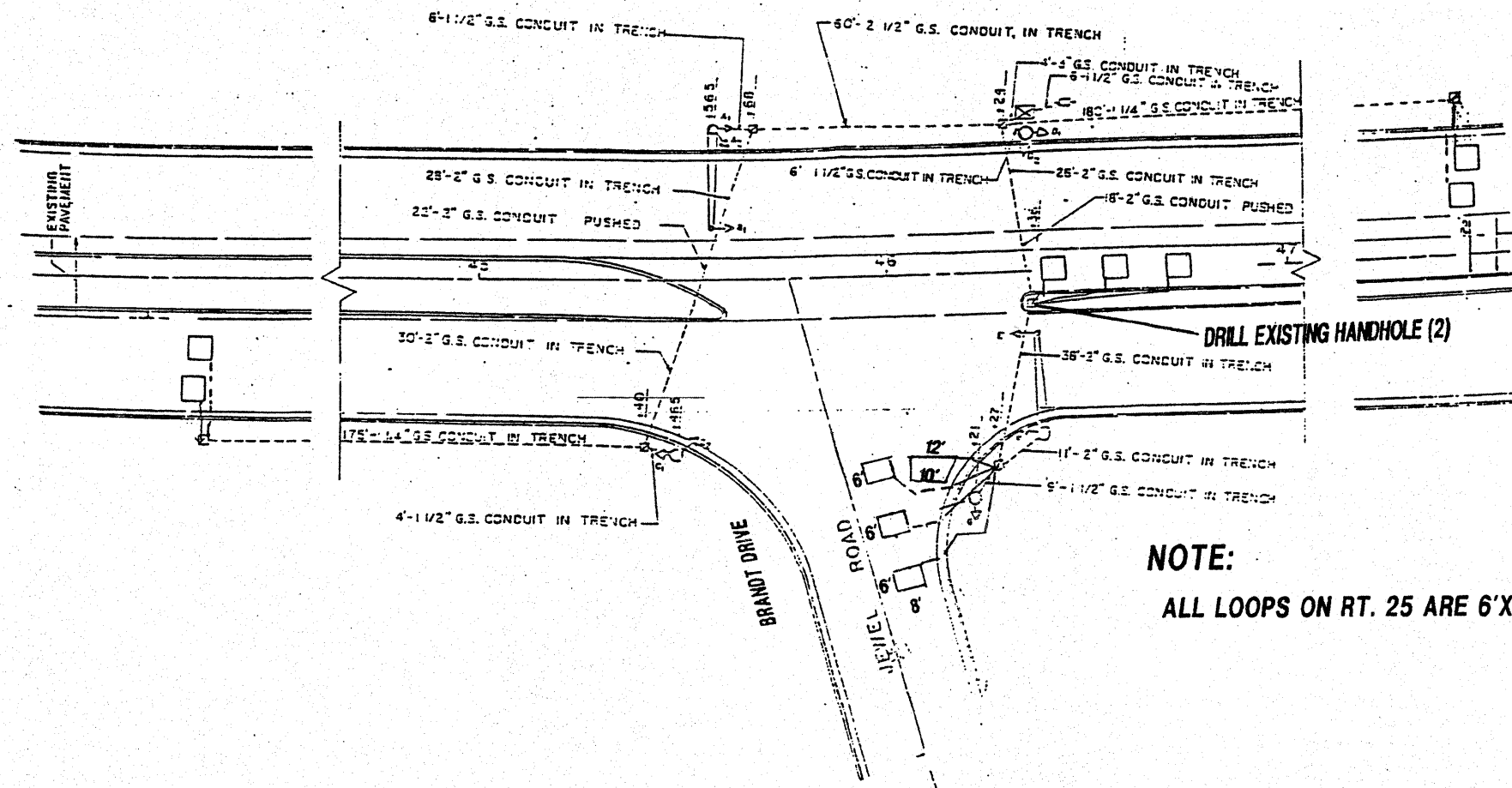
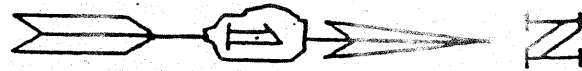
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PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. 80+00 TO STA. 110+00	ILLINOIS FED. AID PROJECT				
PLOT DATE = 2/6/2009	DATE -	REVISED -										

2/6/2009
c:\pwwork\pwwork\banks\dms88316\sh_rdw..._design.dgn



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	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 110+00	TO STA. 138+00	ILLINOIS FED. AID PROJECT	
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -								CONTRACT NO. 62847	
		DATE -	REVISED -									

2/6/2009
c:\pw_work\p1dof\banks\dms88316\sh_rdwy_design.dgn



NOTE:
ALL LOOPS ON RT. 25 ARE 6' X 6'.

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



ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOPS AT:
IL RT 25 & BRANDT/ JEWEL RD.

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

CODE NO.	QUANTITY	UNIT	ITEM
88600600	364	FOOT	DETECTOR LOOP REPLACEMENT

SCALE: 1" =
DATE

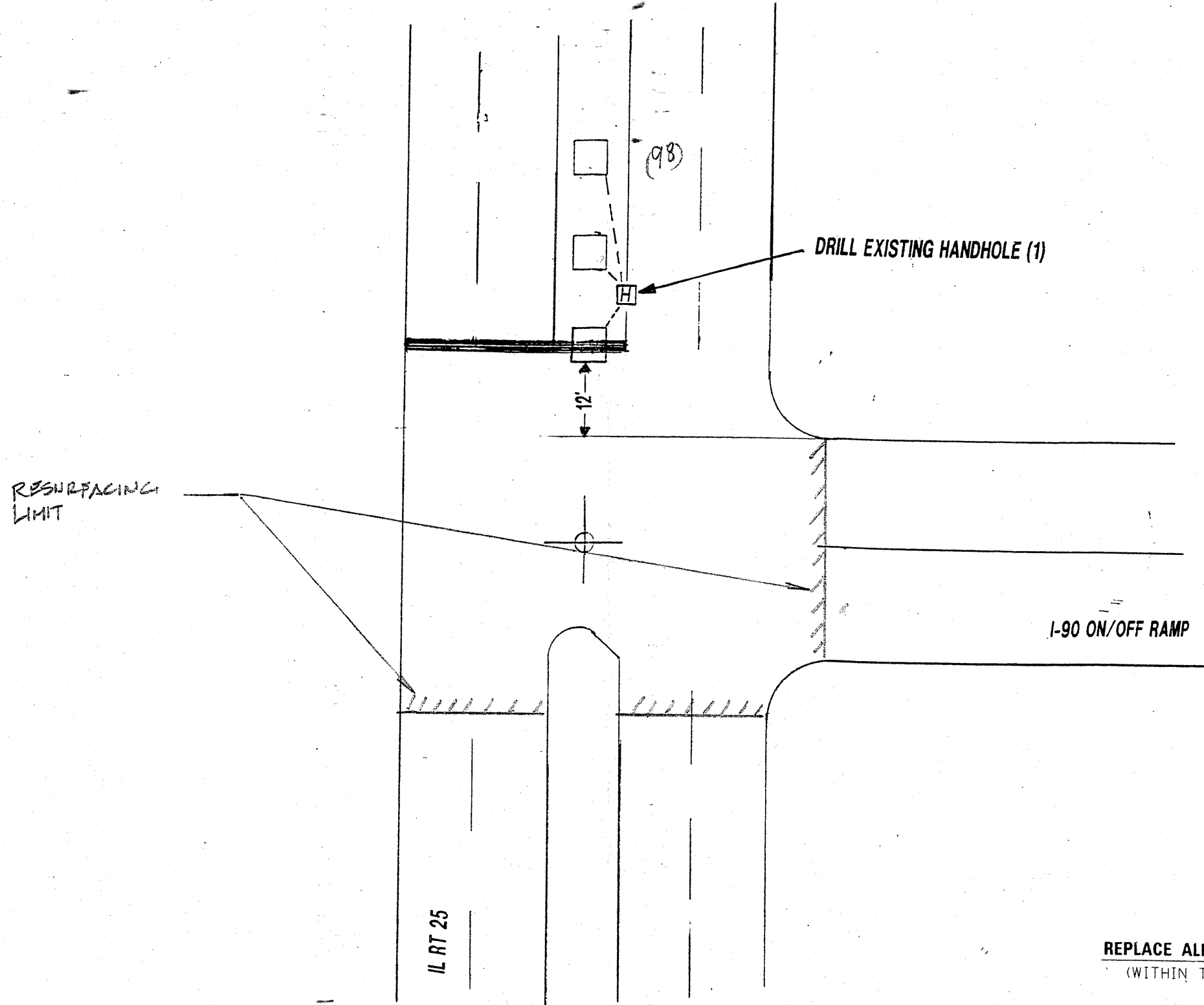
DESIGNED BY:
DRAWN BY:
CHECKED BY:

RESURFACING - TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

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

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

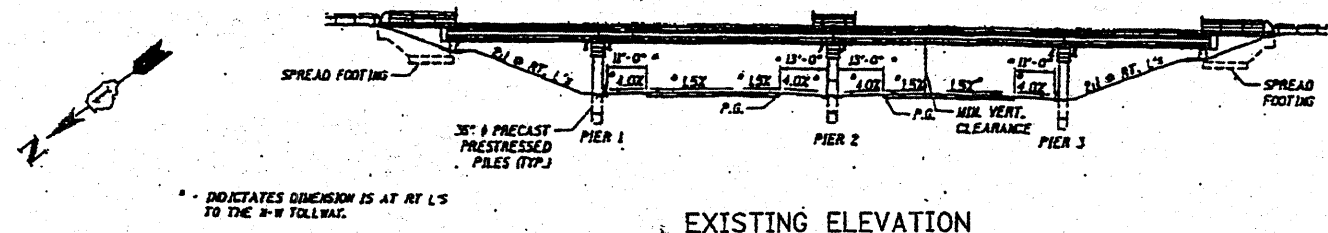
NOTE:
THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONLY. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.



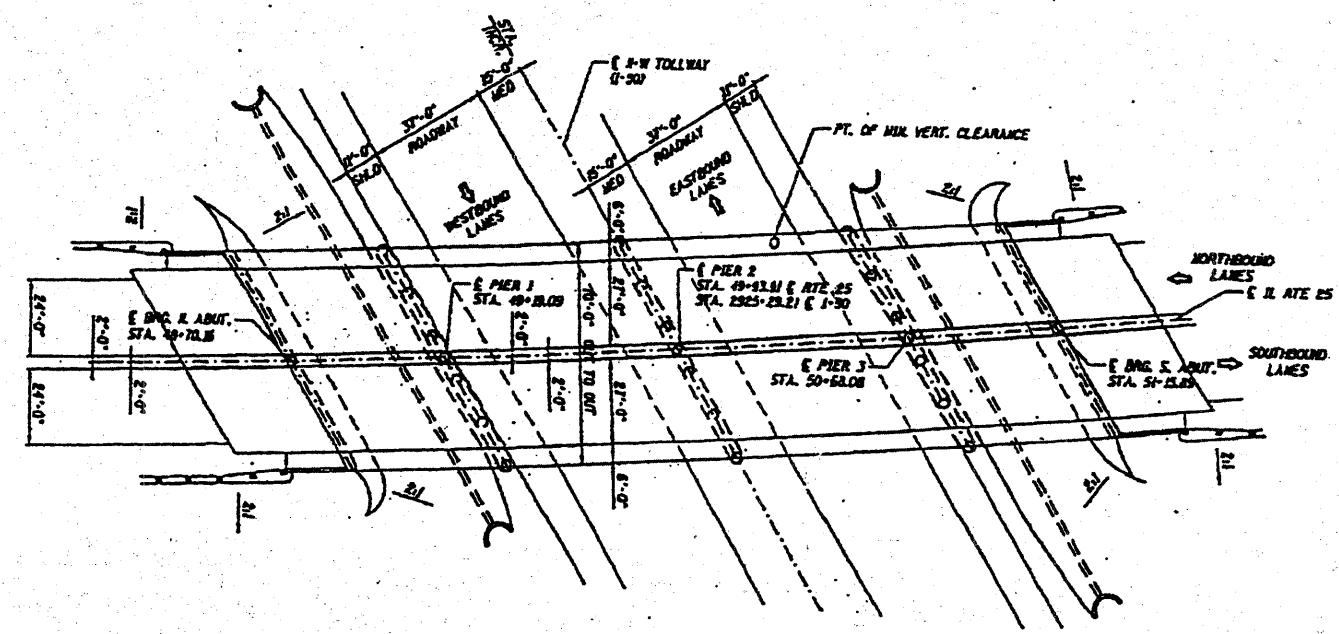
REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	93	FOOT	DETECTOR LOOP REPLACEMENT

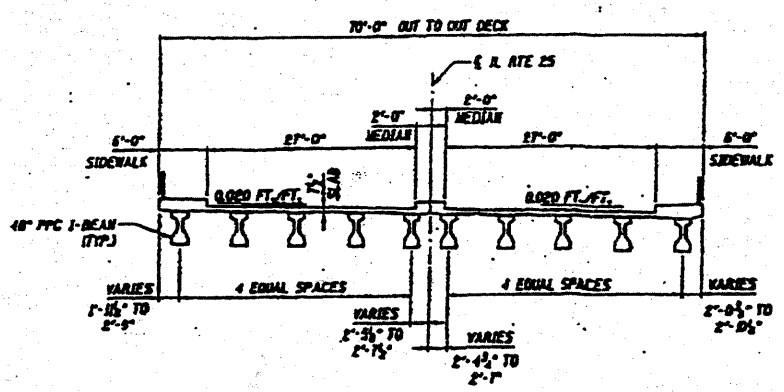
FILE NAME: c:\projects\traffic\1070027\us12.20.05.dwg	USER NAME: ken.thephix@ycb	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT ILL. RTE. 25 @ I-90 (OFF RAMP)	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE: 40.0000 / IN.	CHECKED: -	REVISED: -								15	
PLOT DATE: 2/29/2008	DATE: -	REVISED: -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO.			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT									



EXISTING ELEVATION



EXISTING PLAN



EXISTING CROSS SECTION

SCOPE OF WORK:

1. SCARIFY AND RESURFACE NORTH AND SOUTH APPROACH PAVEMENTS.
2. CLEAN ALL DECK DRAINS.
3. REMOVE AND REPLACE DETERIORATED RAISED CONCRETE MEDIAN ON APPROACH SLABS.
4. REMOVE EXISTING BRIDGE RAILS AND REPLACE THEM WITH CONCRETE PARAPET AND PEDESTRIAN RAILINGS, (BASE SHEET R-28)

GENERAL NOTES:

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE BID FOR THE WORK.

ALL NEW STRUCTURAL STEEL SHALL CONFORM TO AASHTO M-270, GR.36 UNLESS OTHERWISE SPECIFIED.

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706 GRADE 60. SEE SPECIAL PROVISIONS.

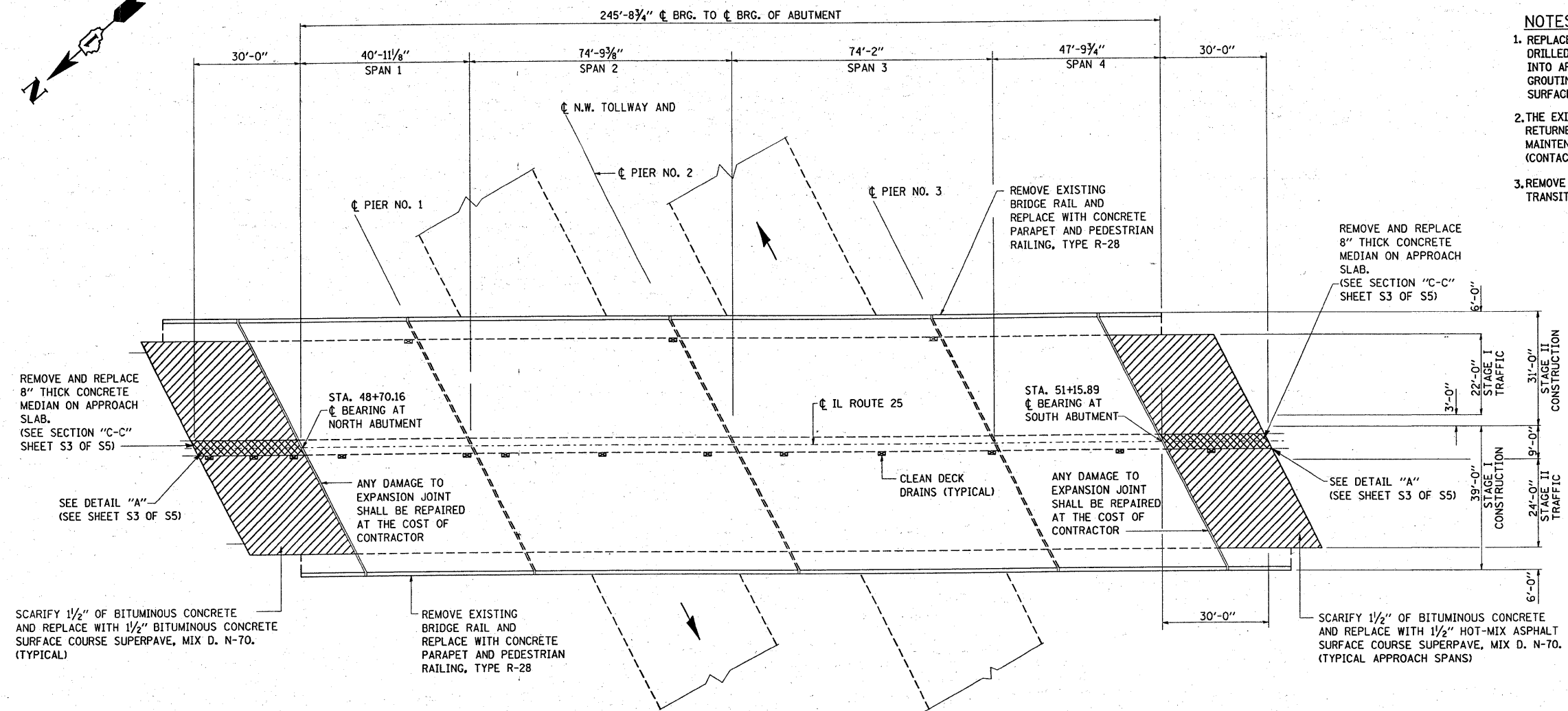
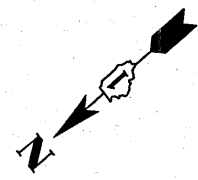
ANY DAMAGE TO EXPANSION JOINTS AT ABUTMENTS SHALL BE REPAIRED AT THE COST OF THE CONTRACTOR.

TOTAL BILL OF MATERIALS

ITEM	UNIT	QUANTITY
HMA SURFACE REMOVAL 1 1/2"	SQ. YDS	360
HOT-MIX ASPHALT SURFACE COURSE MIX 2", N70, 1 1/2"	TONS	32
CONCRETE MEDIAN REMOVAL,	SQ. FT.	240
CONCRETE MEDIAN SURFACE, 8"	SQ. FT.	240
FLOOR DRAINS TO BE CLEANED	EACH	16
BRIDGE RAIL REMOVAL	FOOT	574
PEDESTRIAN RAILING	FOOT	575
CONCRETE SUPERSTRUCTURE	CU. YDS	42
REINFORCEMENT BARS, EPOXY COATED	POUNDS	8890



Expires 11/30/2010

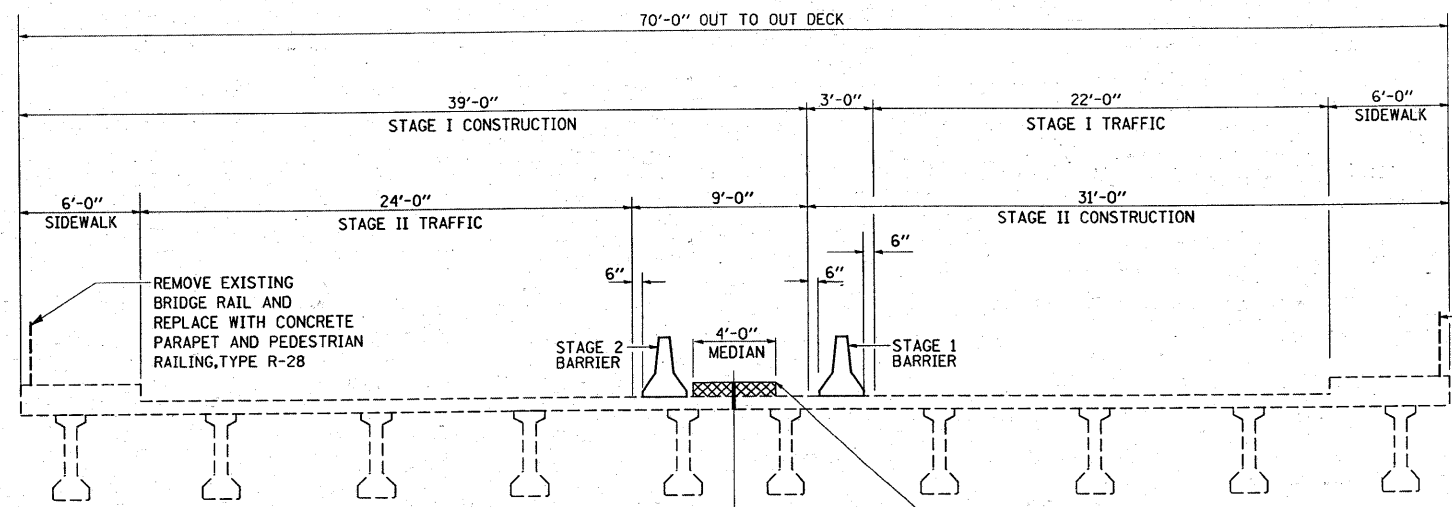


- NOTES:**
1. REPLACED CONCRETE MEDIAN SHALL BE SECURED BY ANCHORING IN 1" Ø DRILLED HOLES #6 EPOXY GROUTED BARS 12" LONG, EMBEDDED 6" DEEP INTO APPROACH SLAB AND 6" DEEP IN MEDIAN. COST OF DRILLING AND GROUTING EPOXY COATED BARS INCLUDED IN COST OF CONCRETE MEDIAN SURFACE 8".
 2. THE EXISTING GURDRAIL POSTS AND RAILS SHALL BE SALVAGED AND RETURNED TO THE ILLIONIS DEPARTMENT OF TRANSPORTATION BRIDGE MAINTENANCE FACILITY AT 1101 BIESTERFIELD ROAD IN ELK GROVE. (CONTACT PERSON: SHAKER ASFOUR, TELEPHONE (847) 956-1501).
 3. REMOVE AND REPLACE EXISTING APPROACH GUARDRAIL TERMINALS AND TRANSITION SECTIONS. (SEE ROADWAY PLANS).

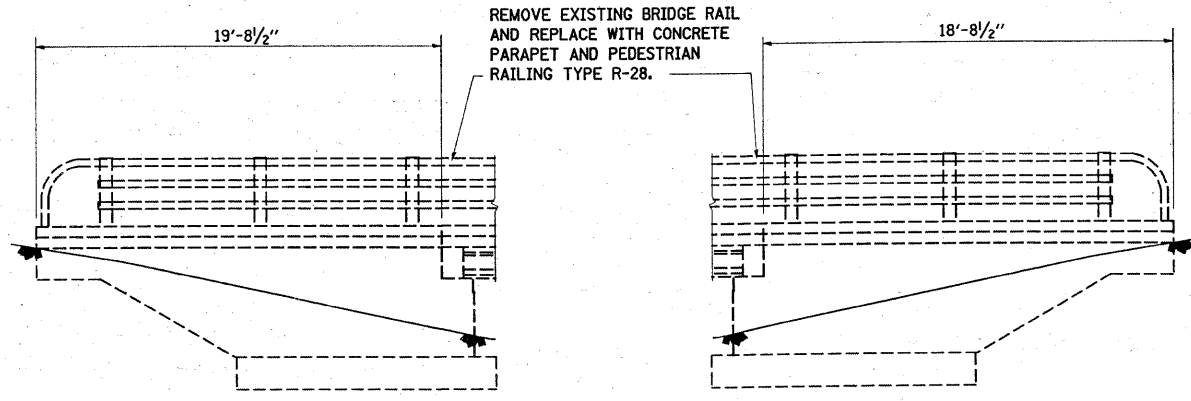
BILL OF MATERIALS

ITEM	UNIT	QUANTITY
HOT-MIX ASPHALT SCARIFICATION, 1/2"	SQ. YDS	360
HOT-MIX ASPHALT SURFACE COURSE SUPERPAVE, MIX "D", N70	TONS	32
CONCRETE MEDIAN REMOVAL,	SQ. FT.	240
CONCRETE MEDIAN SURFACE, 8"	SQ. FT.	240
FLOOR DRAINS TO BE CLEANED	EACH	16

PLAN OF IMPROVEMENT



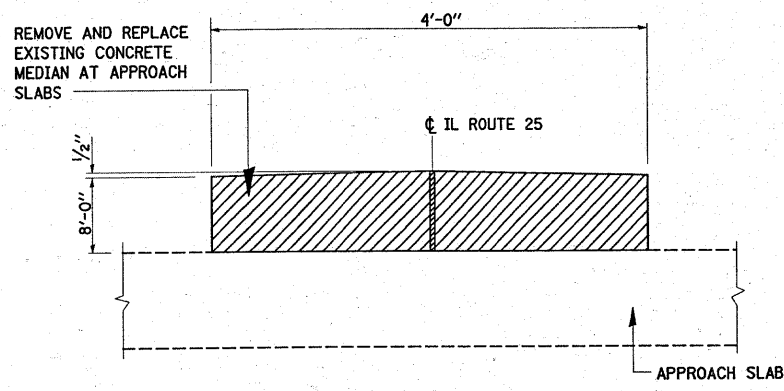
CROSS SECTION



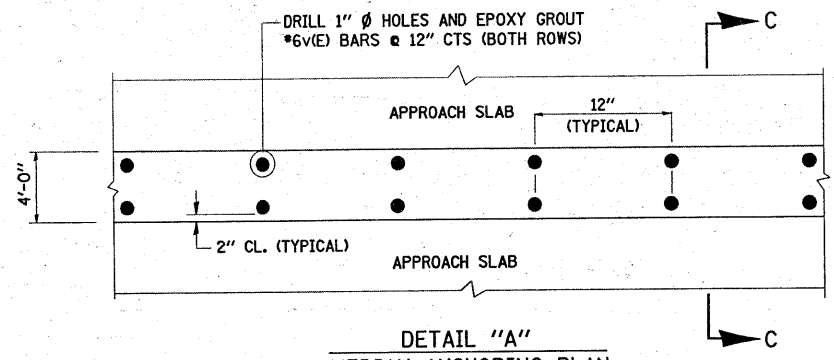
WEST WINGWALL

EAST WINGWALL

- LEGEND:**
- 1/2" CONCRETE SCARIFICATION
 - REMOVE APPROACH MEDIAN



EXISTING APPROACH SLAB MEDIAN (TYPICAL)

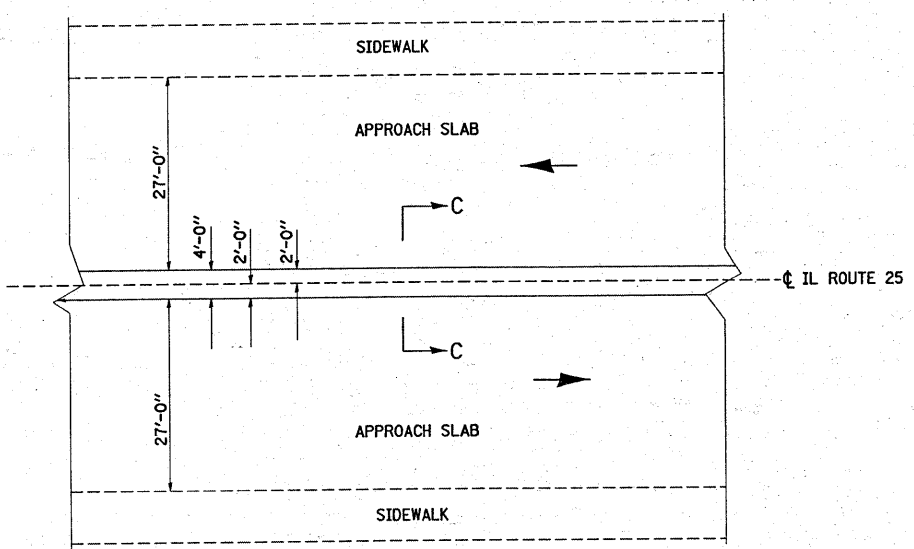
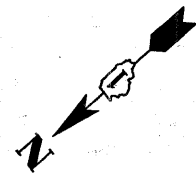


DETAIL "A" MEDIAN ANCHORING PLAN

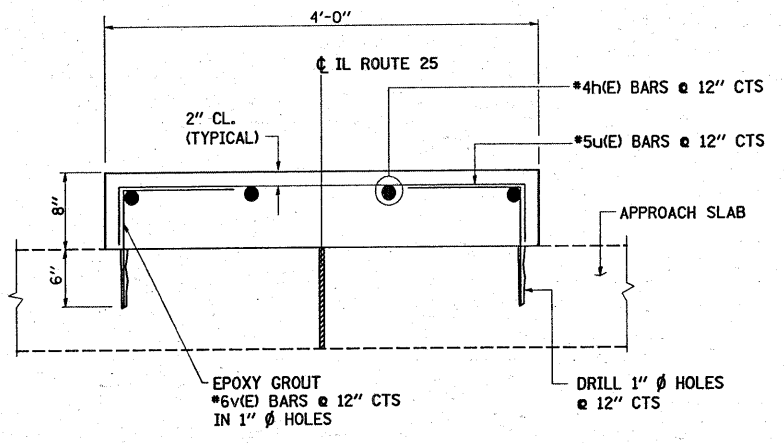
BILL OF MATERIALS (*)

BAR	NO.	SIZE	LENGTH	SHAPE	
h(E)	8	#4	29'-9"	—	
v(E)	124	#6	2'-0"	Γ	
u(E)	62	#5	4'-6"	Π	
ITEM				UNIT	QUANTITY
REINFORCEMENT BARS (EPOXY COATED) (*)				POUND	823
CONCRETE SUPERSTRUCTURE (*)				CU. YDS.	6
DRILL 1" Ø HOLES (*)				EACH	124

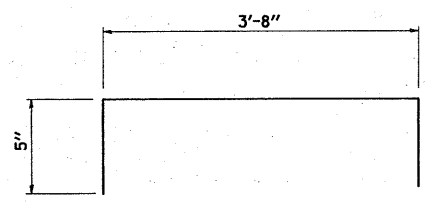
(*) FOR INFORMATION ONLY. COST INCLUDED IN CONCRETE MEDIAN SURFACE, 8".



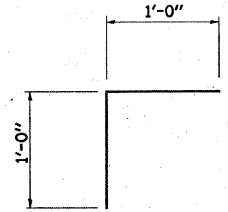
PROPOSED MEDIAN SURFACE



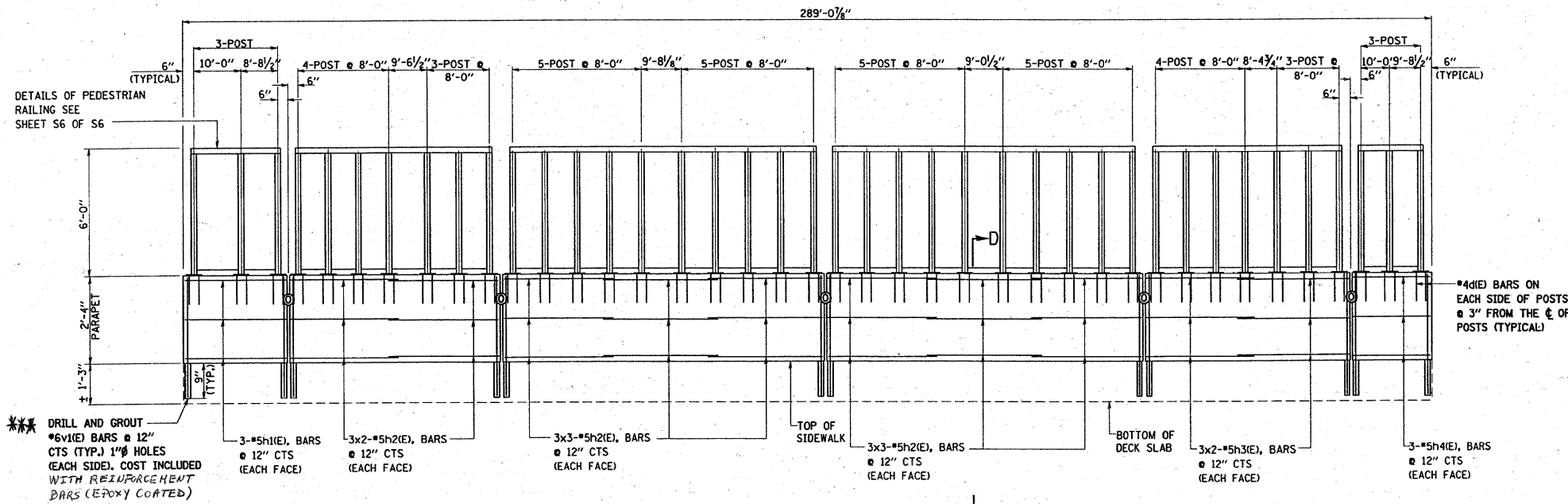
SECTION "C-C" CONCRETE MEDIAN SURFACE, 8 INCHES (PROPOSED - TYPICAL)



BARS u(E)



BARS v(E)



DETAILS OF PEDESTRIAN RAILING SEE SHEET S6 OF S6

DRILL AND GROUT #6v1(E) BARS @ 12" CTS (TYP.) 1" HOLES (EACH SIDE). COST INCLUDED WITH REINFORCEMENT BARS (EPOXY COATED)

*** Epoxy grouting of bars should be done in accordance with Art. 584 of the Standard Specifications.

NOTES:

CONCRETE PARAPET TO BE ANCHORED TO SIDEWALK BY DRILLING AND GROUTING v1(E) BARS IN 1" Ø HOLES, AS SHOWN. COST OF DRILLING AND GROUTING INCLUDED IN THE COST OF REINFORCEMENT BARS (EPOXY COATED)

BARS CLEAR COVER 1/2" EXCEPT AS NOTED

BARS INDICATED THUS 3x2 - #5 ETC. INDICATES 3 LINES OF BARS WITH 2 LENGTHS PER LINE.

BARS DESIGNATED (E) SHALL BE EPOXY COATED.

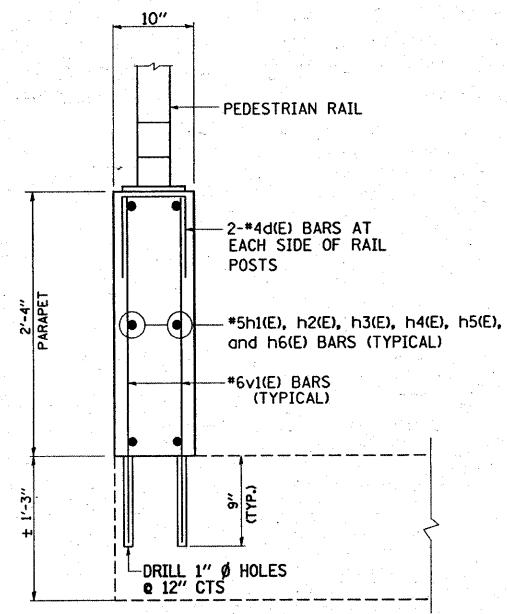
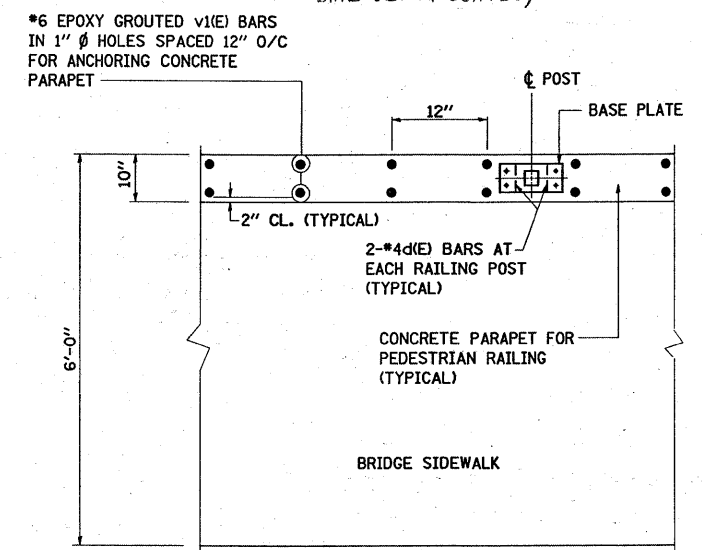
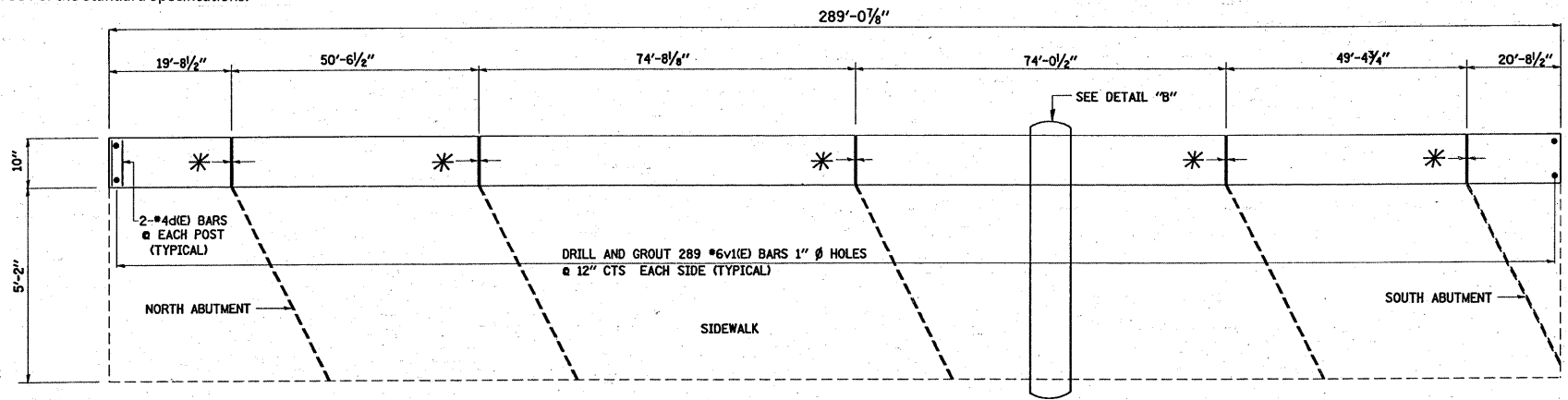
BILL OF MATERIALS

BAR	NO.	SIZE	LENGTH	SHAPE	
h1(E)	6	#5	19'-5"	—	
h2(E)	48	#5	26'-6"	—	
h3(E)	12	#5	25'-9"	—	
h4(E)	6	#5	20'-5"	—	
d(E)	80	#4	2'-0"	□	
v1(E)	578	#6	2'-10"	—	
ITEM				UNIT	QUANTITY
REINFORCEMENT BARS (EPOXY COATED)				POUND	4462
CONCRETE SUPERSTRUCTURE				CU. YDS.	21
BRIDGE HAND RAIL REMOVAL				FOOT	288
DRILL 1" Ø HOLES (***)				EACH	578
PEDESTRIAN RAILING				FOOT	289

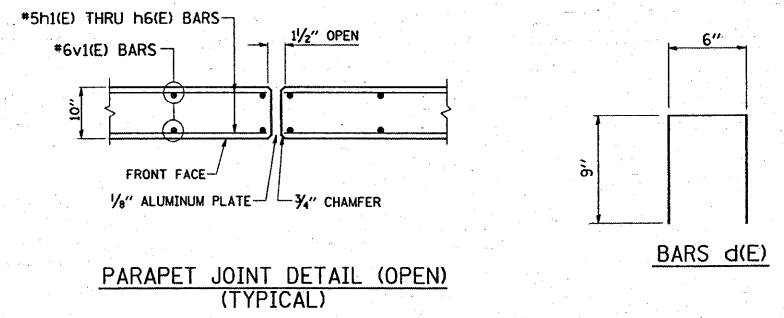
MINIMUM BAR LAPS

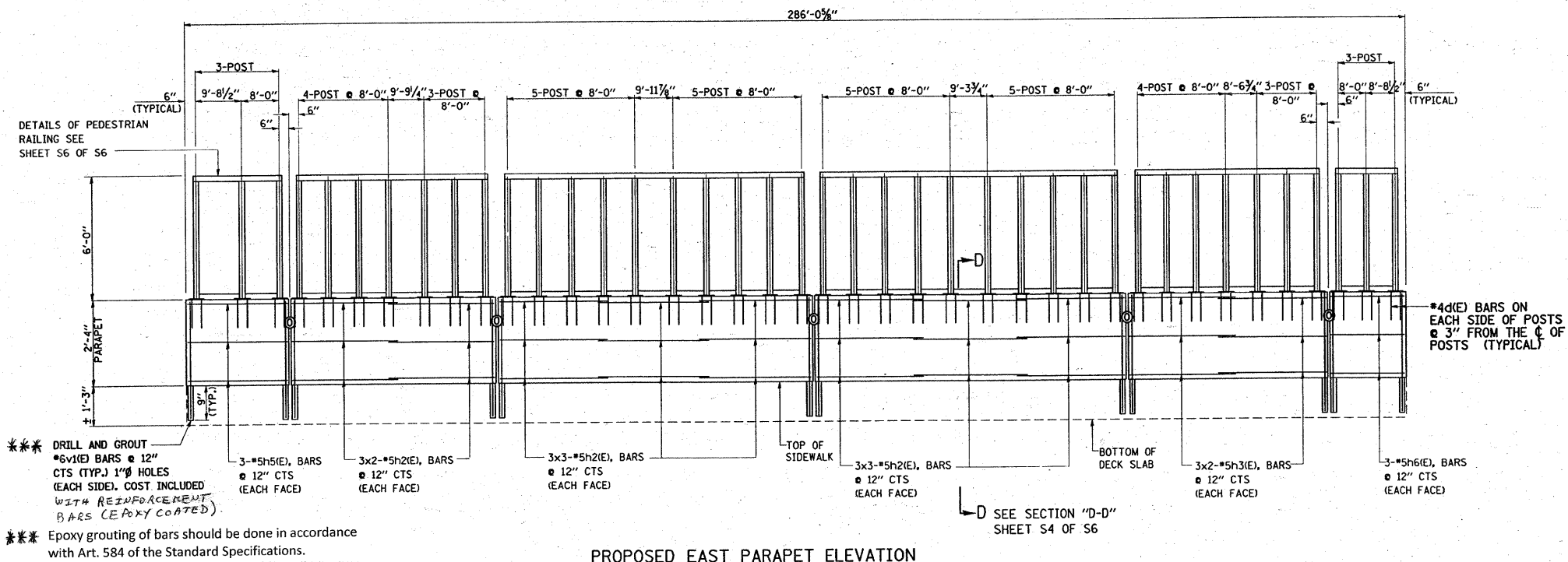
SIZE	LENGTH
#4	1'-8"
#5	2'-2"
#6	2'-7"

(***) FOR INFORMATION ONLY. COST INCLUDED IN REINFORCEMENT BARS (EPOXY COATED)



PROPOSED WEST CONCRETE PARAPET-PLAN
SHOWING LOCATION OF GROUTED BARS IN DRILLED HOLES





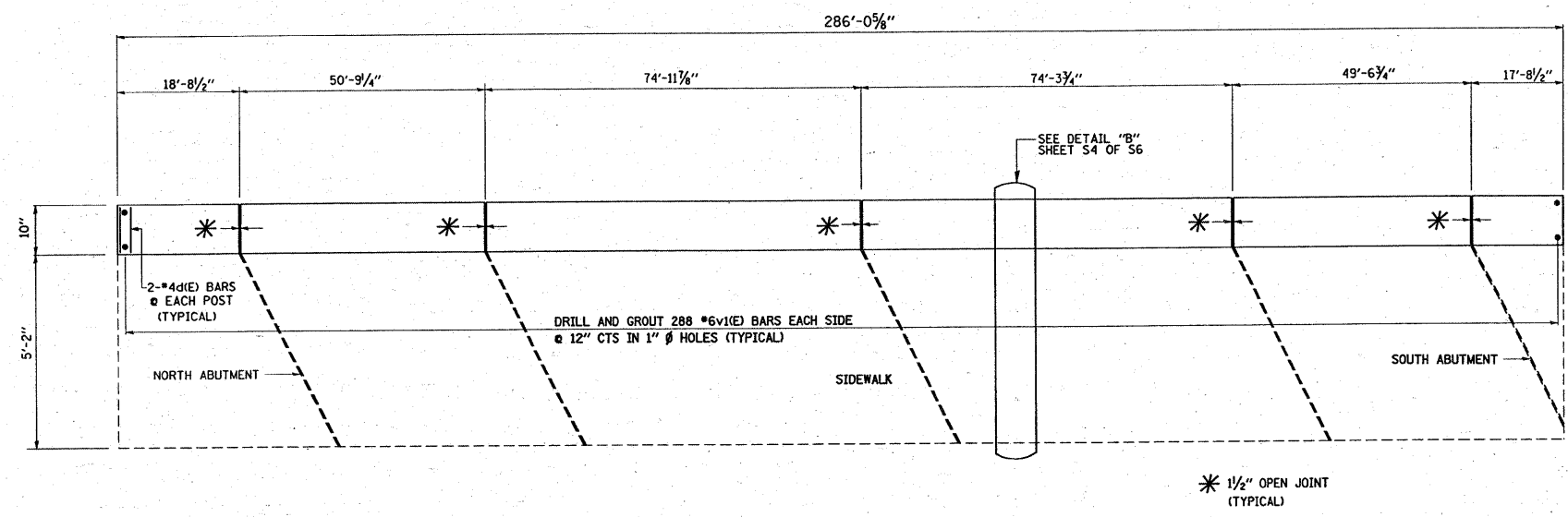
NOTE:
FOR NOTES SEE SHEET S5 OF S6

BILL OF MATERIALS

BAR	NO.	SIZE	LENGTH	SHAPE	
h2(E)	48	#5	26'-6"	—	
h3(E)	12	#5	25'-9"	—	
h5(E)	6	#5	18'-5"	—	
h6(E)	6	#5	17'-5"	—	
d(E)	80	#4	2'-0"	□	
v1(E)	574	#6	2'-10"	—	
ITEM				UNIT	QUANTITY
REINFORCEMENT BARS (EPOXY COATED)				POUND	4428
CONCRETE SUPERSTRUCTURE				CU. YDS.	21
BRIDGE HAND RAIL REMOVAL				FOOT	286
DRILL 1" HOLES (**)				EACH	574
PEDESTRIAN RAILING				FOOT	286

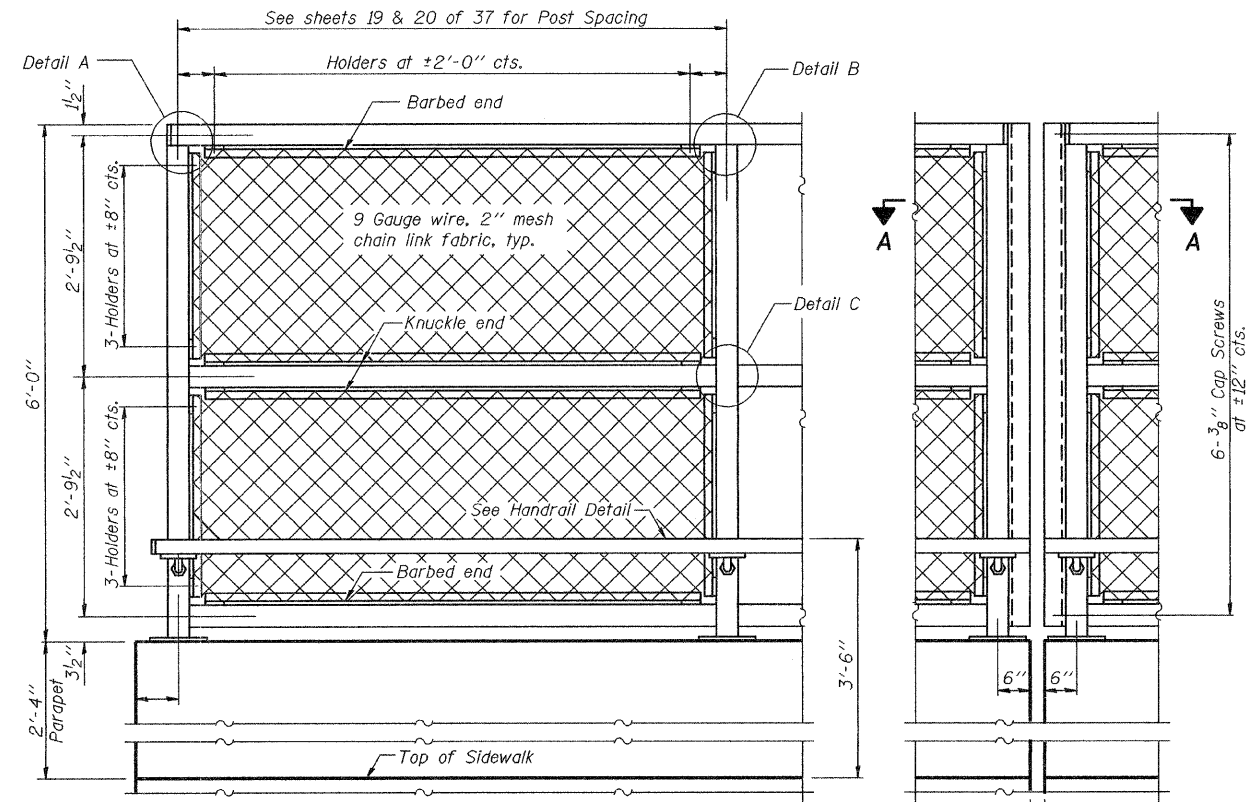
(**) FOR INFORMATION ONLY. COST INCLUDED WITH REINFORCEMENT BARS (EPOXY COATED)

PROPOSED EAST PARAPET ELEVATION



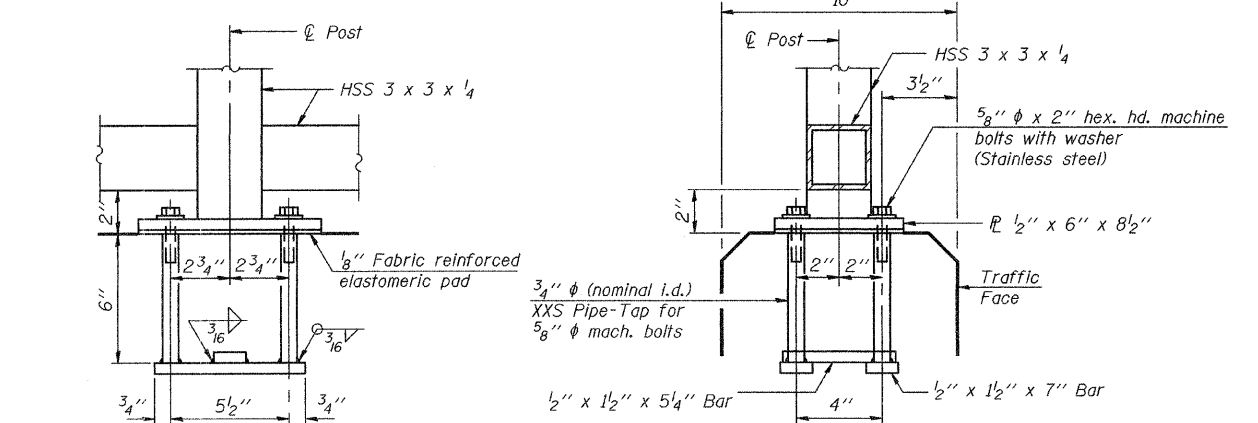
SIZE	LENGTH
#4	1'-8"
#5	2'-2"
#6	2'-7"

PROPOSED EAST PARAPET-PLAN
SHOWING LOCATION OF GROUTED BARS
IN DRILLED HOLES



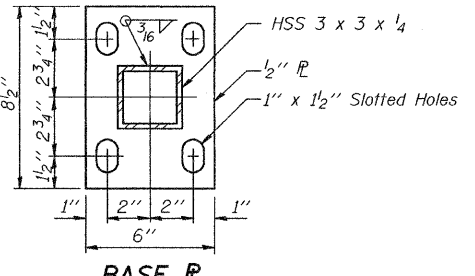
ELEVATION
(Inside Face)

ELEVATION
(At Expansion Joint)

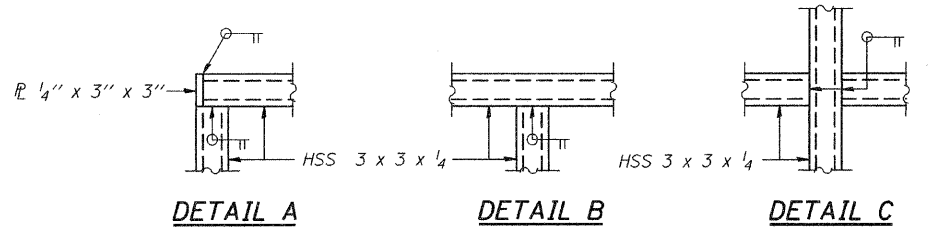


ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

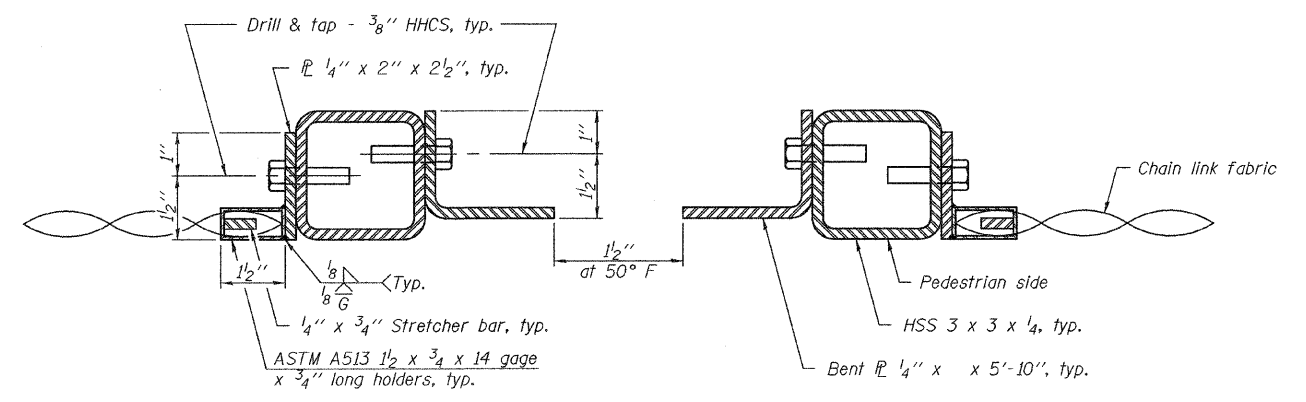


BASE R

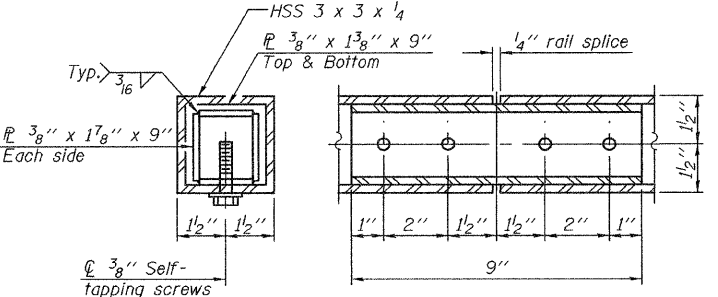


DETAIL A **DETAIL B** **DETAIL C**

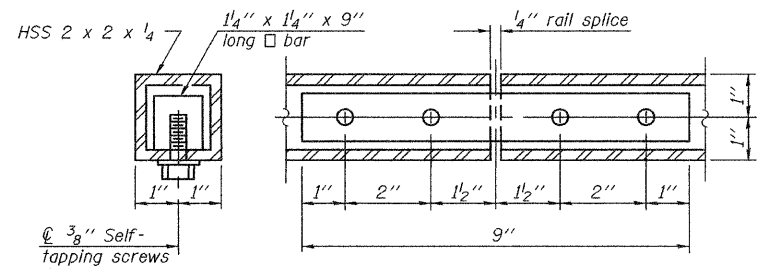
Note:
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



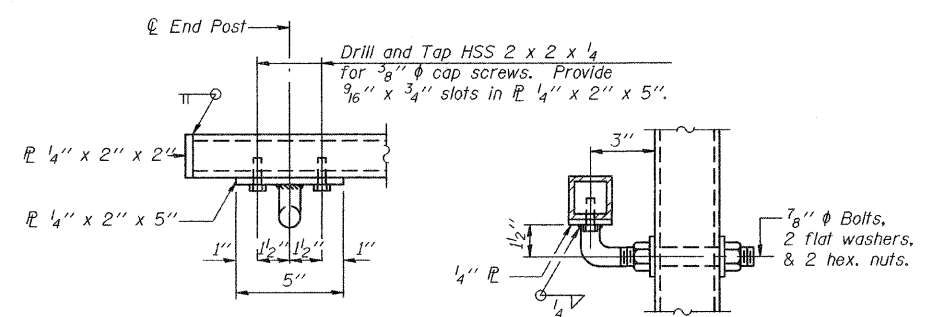
SECTION A-A



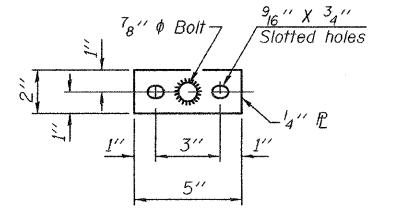
RAIL SPLICE



HANDRAIL SPLICE



HANDRAIL DETAIL



BASE R
(Handrail)

BILL OF MATERIAL

Item	Unit	Quantity
PEDESTRIAN RAILING	Foot	575

BRIDGE FENCE RAILING
PARAPET MOUNTED
STRUCTURE NO.

R-28

10-1-08 (10'-0" Maximum Post Spacing)

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

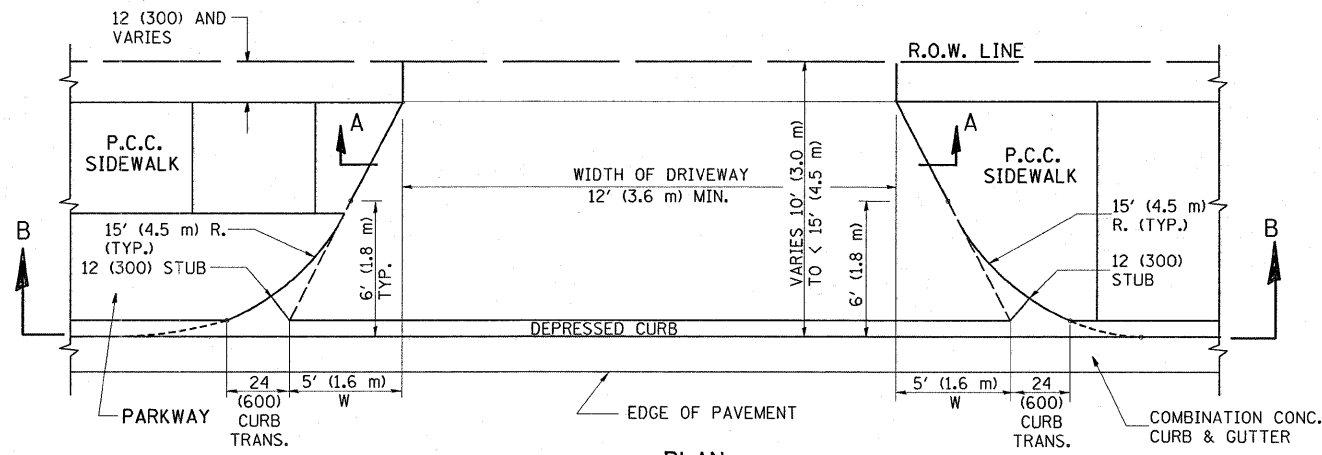
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. RTE. 25 (DUNDEE ROAD) OVER I-90 N.W. TOLLWAY
PEDESTRIAN RAILING S.N. 045-0042

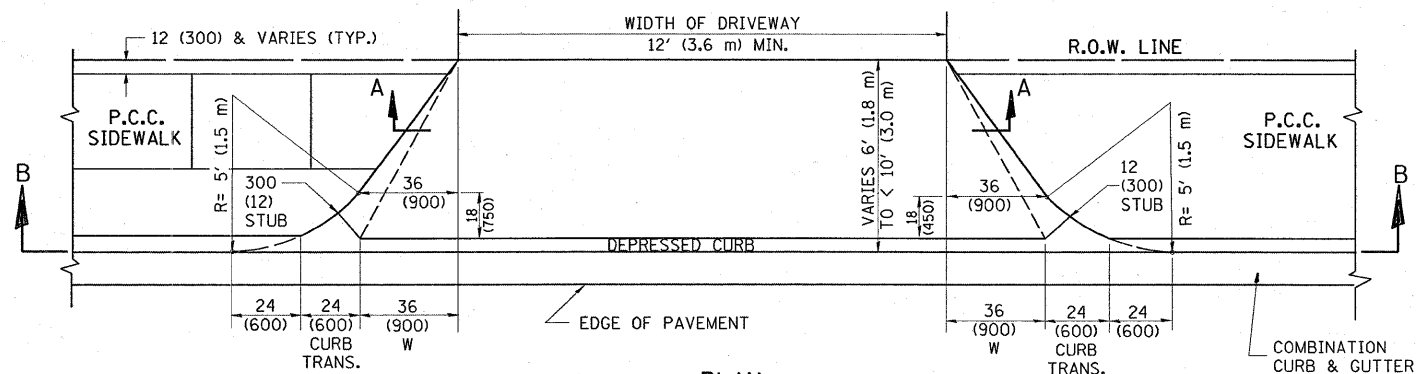
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 360	SECTION (54 & 56) RS-6	COUNTY KANE/COOK	TOTAL SHEETS 37	SHEET NO. 21
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		

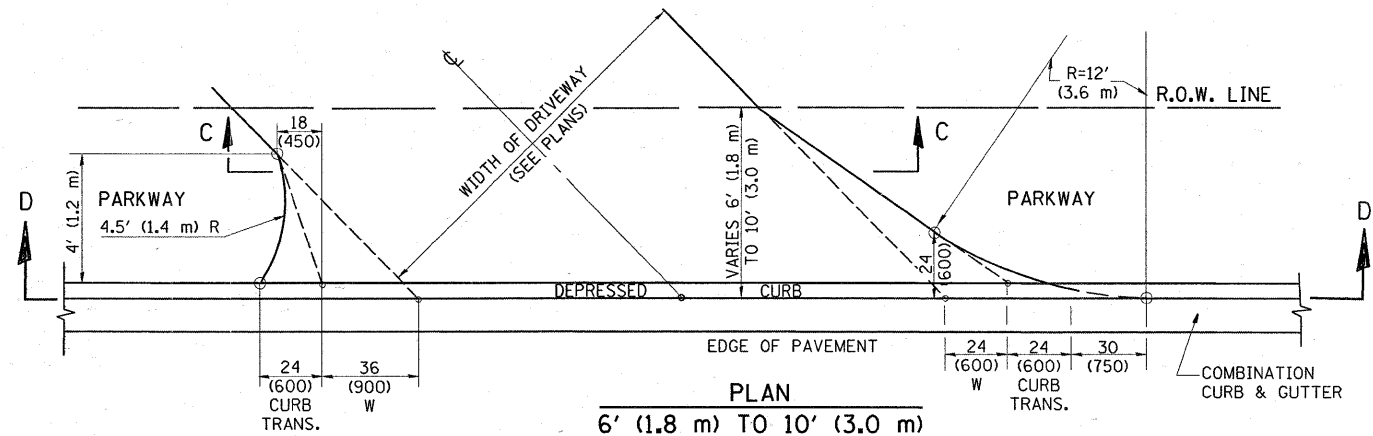
CONTRACT NO. 62847



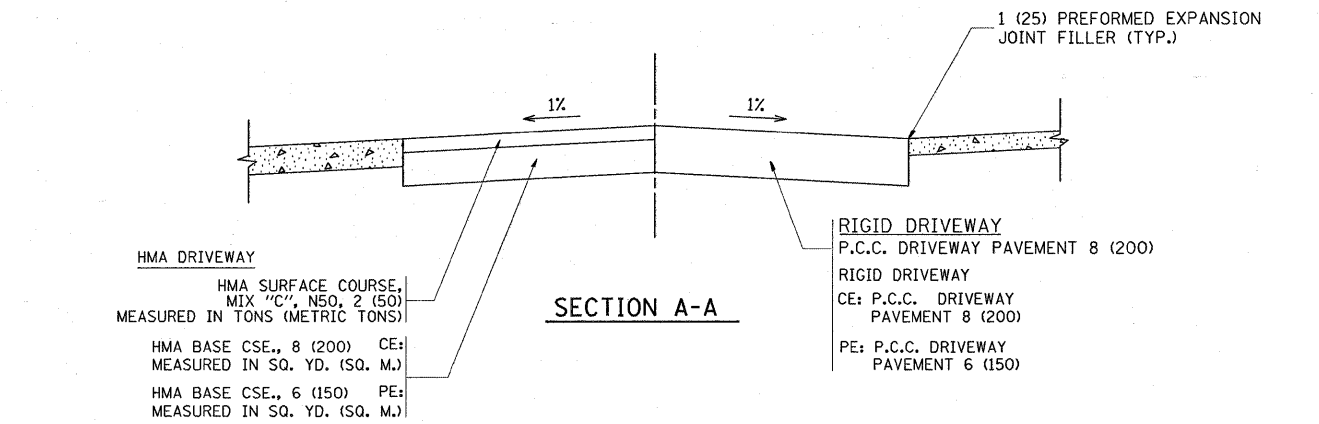
PLAN
10' (3.0 m) TO < 15' (4.5 m)



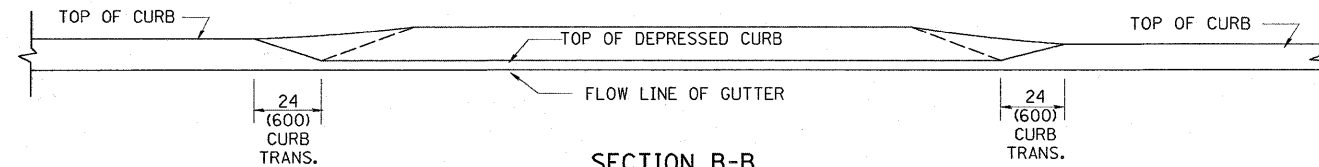
PLAN
6' (1.8 m) TO < 10' (3.0 m)



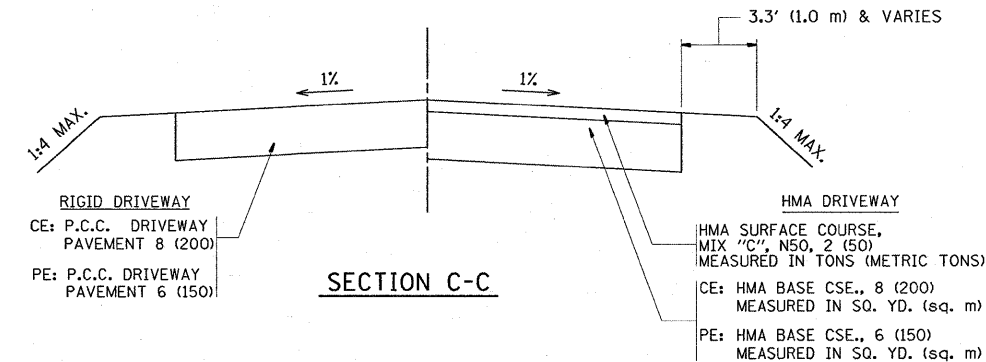
PLAN
6' (1.8 m) TO 10' (3.0 m)



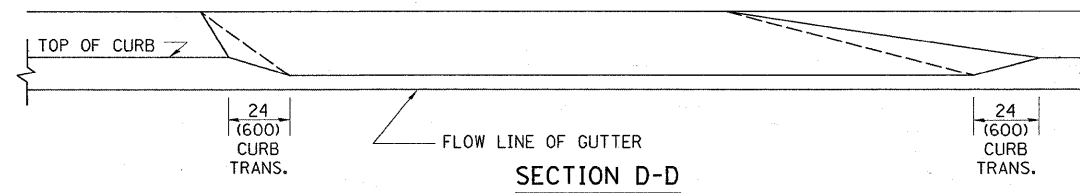
SECTION A-A



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.

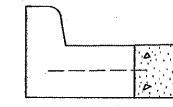
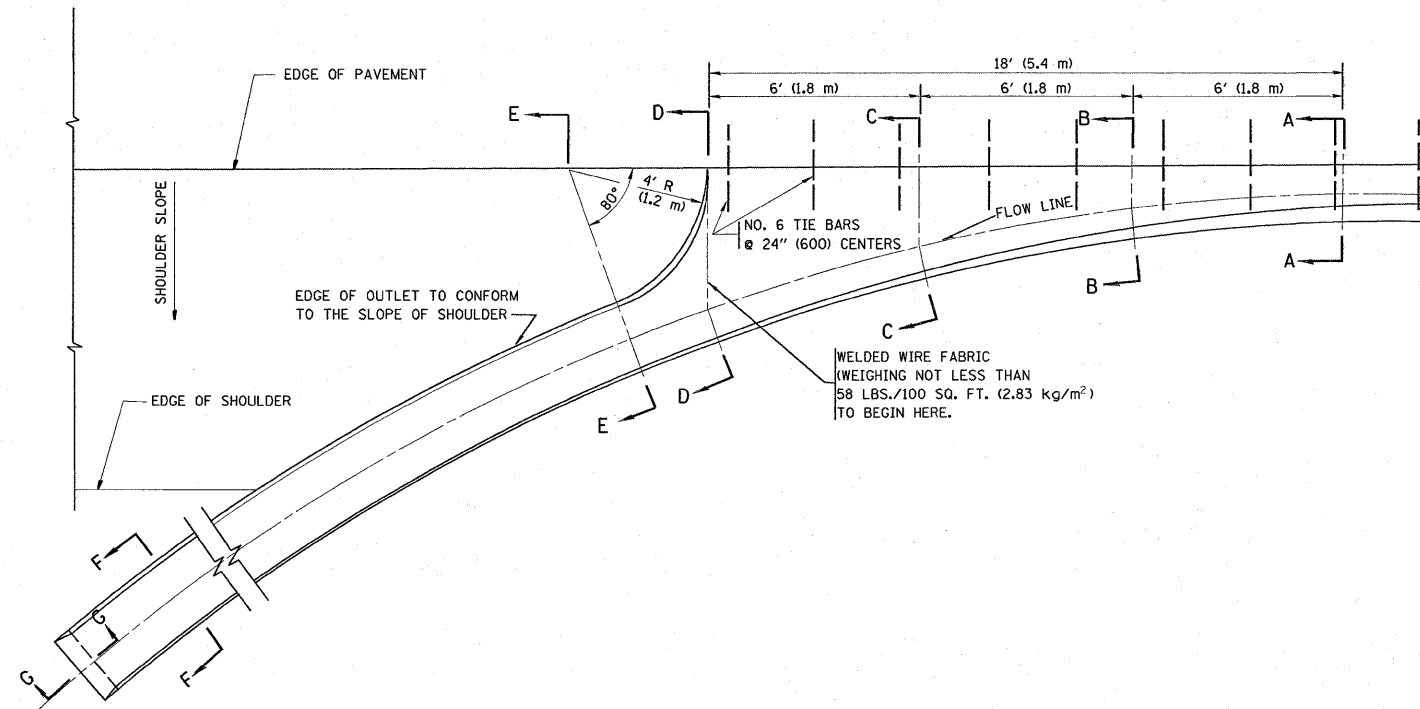
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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).

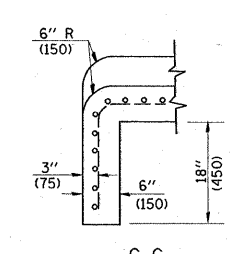
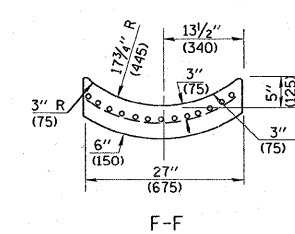
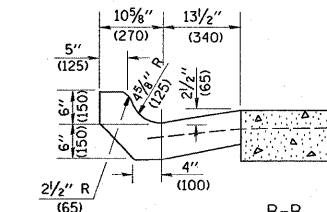
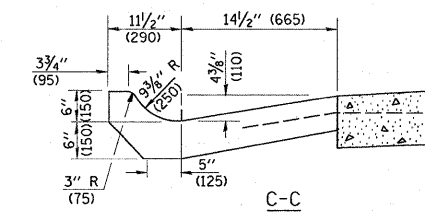
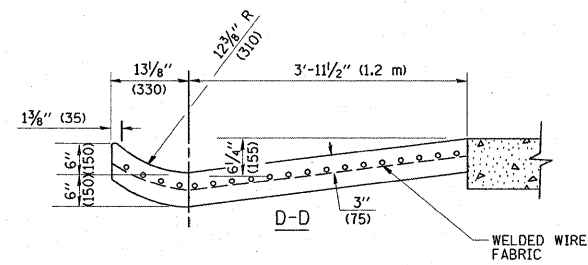
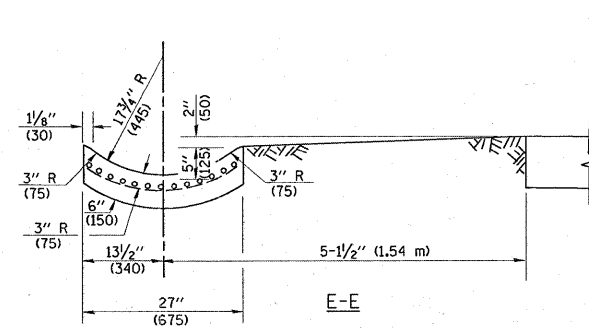
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = banks1	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cc:\pwork\pwork\banks1\dms89316\Dist5\dgn		DRAWN -	REVISED - M. GOMEZ 04-06-01		DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			360	(54&56) RS-6	KANE/COOK	37	22
		CHECKED -	REVISED - P. LOFLEUR 04-15-03		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-02 (BD-02)			
		DATE - 11-06-95	REVISED - R. BORO 01-01-07					CONTRACT NO. 62847				
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



A-A *

* DIMENSIONS OF THE CURB & GUTTER AT SECTION A-A ARE SHOWN ON STATE STANDARD 606001. FOR DETAILS OF OUTLET FOR CONCRETE CURB & GUTTER, TYPE B-6.24 (B-15.60) SEE STATE STANDARD 606006.



GENERAL NOTES

GUTTER OUTLET SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.

TIE BARS SHALL BE NO. 20 (NO.6) AT 24" (600) CENTERS UNLESS OTHERWISE SHOWN.

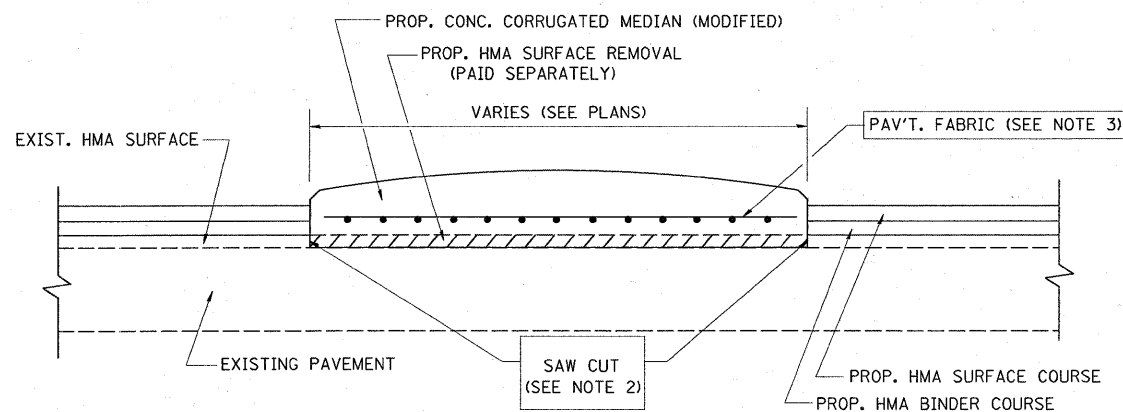
IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

QUANTITIES

FOR SECTION A-A TO E-E AND CURTAIN WALL = 1.25 CU. YDS. (0.96 m³) CLASS SI CONCRETE (OUTLET) FOR 9" (225) PAV'T. 1.27 CU. YDS. (0.96 m³) CLASS SI CONCRETE (OUTLET) FOR 10" (250) PAV'T. FOR SECTION F-F = 0.045 CU. YDS. (0.03 m³) CLASS SI CONCRETE PER FT. (m).

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

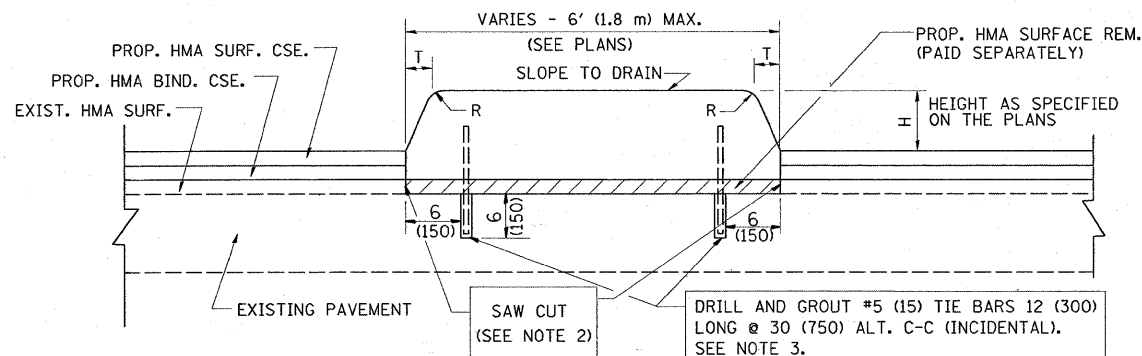
FILE NAME =	USER NAME = banks1	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OUTLET FOR CONCRETE CURB AND GUTTER	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pw_work\pwi\dot\banks1\dms88316\Dist5.dgn		DRAWN -	REVISED - R. SHAH 10-25-94			360	(54 & 56) RS-6	KANE/COOK	37	23	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - E. GOMEZ 12-21-00			BD600-01 (BD-03)		CONTRACT NO. 62847			
	PLOT DATE = 2/6/2009	DATE - 08-04-86	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



- NOTES:
1. CORRUGATED MEDIAN (MODIFIED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE PORTIONS OF STATE STANDARD 606306.
 2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)
 3. PAVEMENT FABRIC WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)

DETAILS FOR CORRUGATED MEDIAN (MODIFIED)

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CORRUGATED MEDIAN (MODIFIED)"



- NOTES:
1. CONCRETE MEDIAN TYPE SB (DOWELLED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STATE STANDARD 606301 AND SECTION 606 OF THE STANDARD SPECIFICATIONS.
 2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"
 3. FOR MEDIAN WIDTH LESS THAN 4' (1.2 m) USE ONE ROW OF #5 (15) BARS @ 30 (750) C-C ALONG THE MEDIAN CENTERLINE. TIE BARS WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"

DETAILS FOR CONCRETE MEDIAN

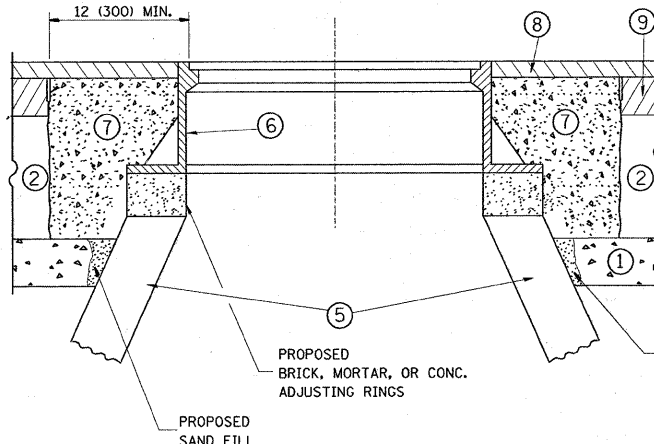
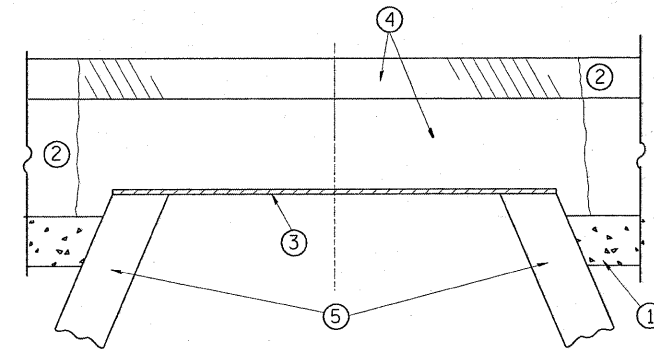
TYPE SB (DOWELLED)

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CONCRETE MEDIAN TYPE SB (DOWELLED)"

H	R	T
6(150)	1(25)	1(25)
9(225)	1(25)	2(50)

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

FILE NAME =	USER NAME = banks1	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED) CORRUGATED MEDIAN (MODIFIED)		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\dot\banks1\dms88316\Dist5\dgn		DRAWN -	REVISED - R. SHAH 10-25-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	360	(54&56) RS	KANE/COOK	31	24
		CHECKED -	REVISED - E. GOMEZ 08-28-00				BD600-02 (BD-5)		CONTRACT NO. 62847			
		DATE - 05-14-90	REVISED - R. BORO 01-01-07				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS 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.

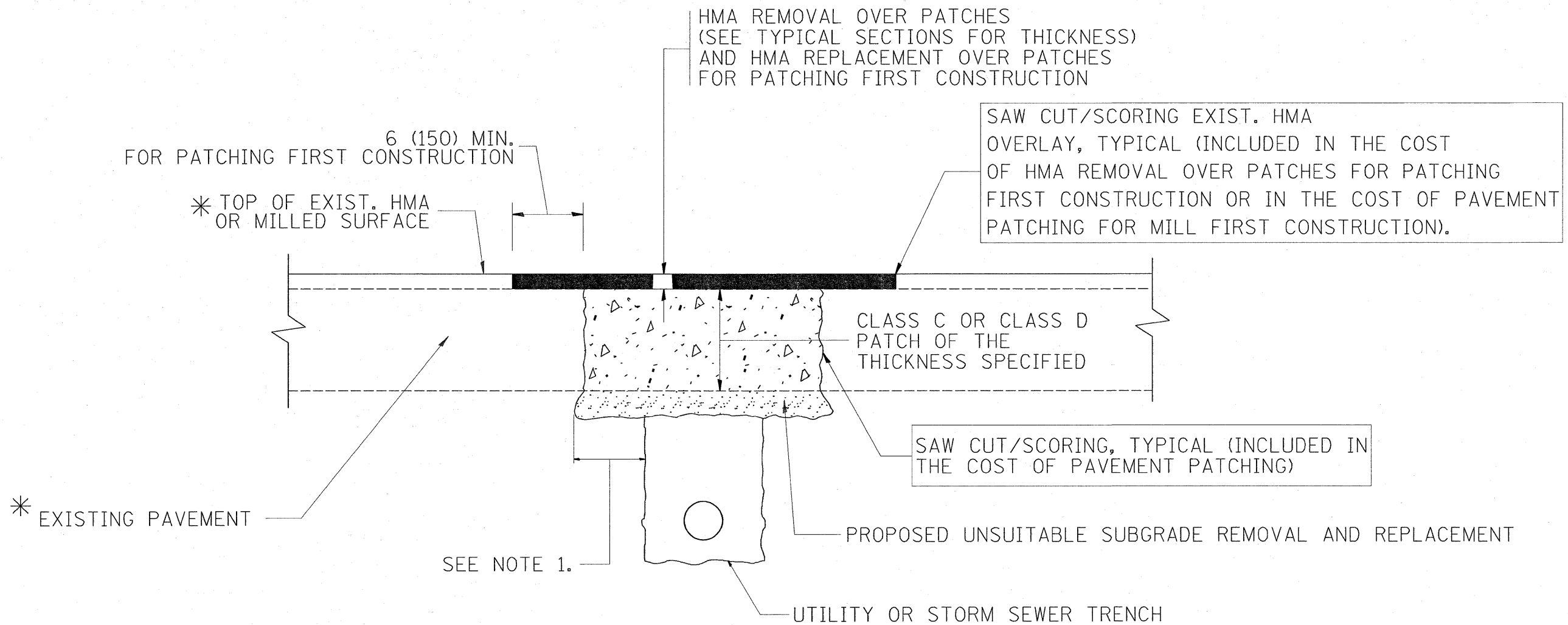
BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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 =	USER NAME = banks1	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	360	(54&56) RS	KANE/COOK	7	25
		CHECKED -	REVISED - R. WIEDEMAN 05-14-04		STA.	TO STA.	BD600-03 (BD-8)		CONTRACT NO. 62847		
		DATE - 10-25-94	REVISED - R. BORO 01-01-07		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 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME =	USER NAME = banks1	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
cs:\pw_work\pwr\dot\banks1\dms88316\DistS	Edgn	DRAWN -	REVISED - R. BORO 01-01-07
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07	
PLOT DATE = 2/6/2009	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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	(54&56) RS	KANE/COOK	37	26
BD400-04 (BD-22)			CONTRACT NO. 62847	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

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

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

SEE STATE STANDARD 606001

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

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

T/2 *

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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

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

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

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.

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

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

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

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

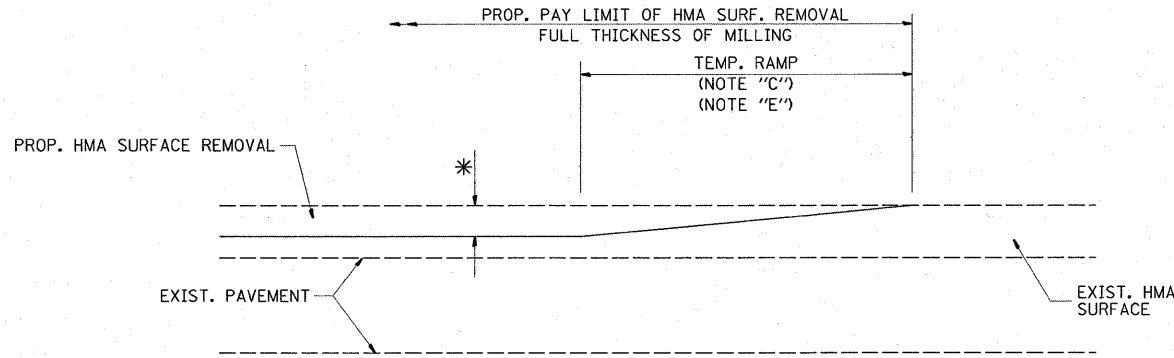
BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

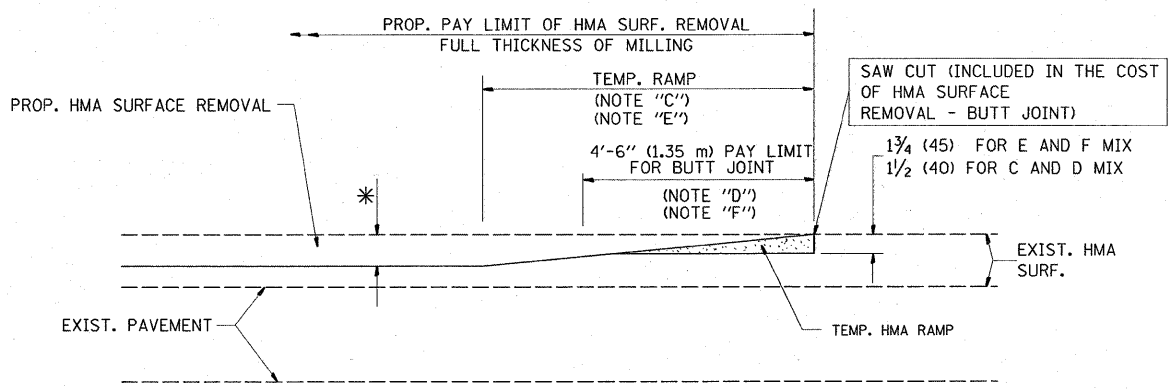
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = banks1	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw_work\pwsdot\banks1\dms88316\DistSt...		DRAWN -	REVISED - A. ABBAS 03-21-97		360	(54&56) RS	KANE/COOK	37	27			
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - M. GOMEZ 01-22-01		BD600-06 (BD-24)			CONTRACT NO. 62847				
PLOT DATE = 2/6/2009		DATE - 03-11-94	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



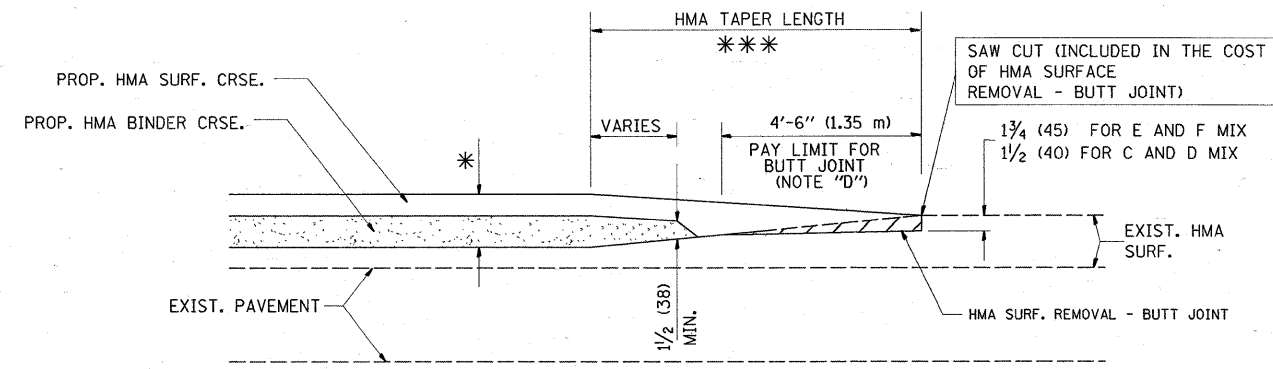
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

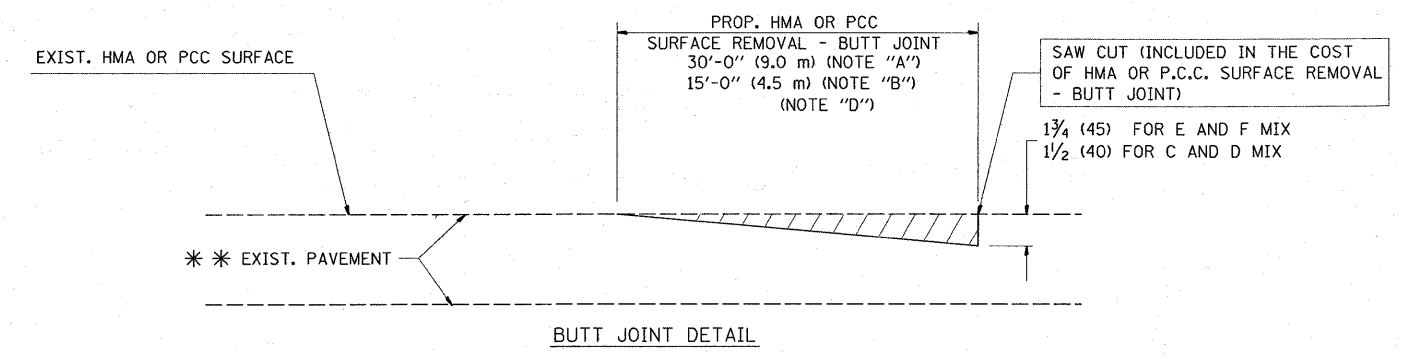


HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

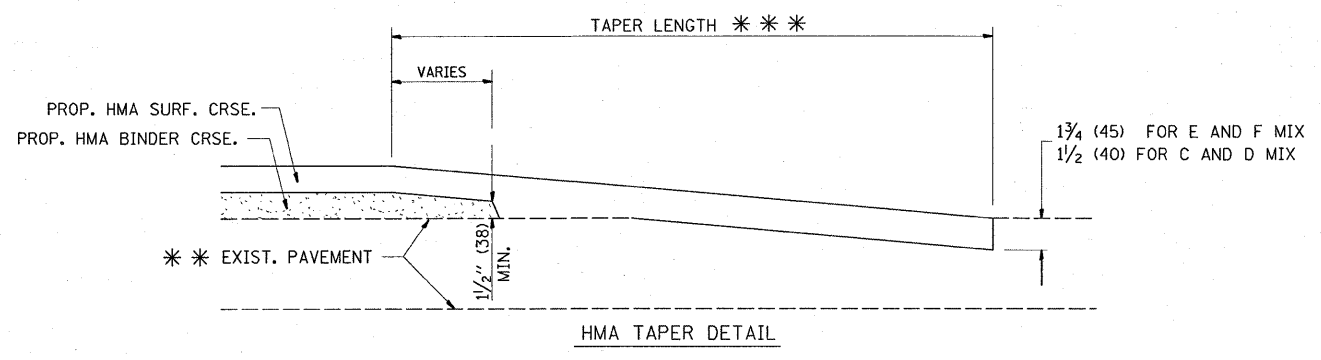
OPTION 2
TYPICAL TEMPORARY RAMP



BUTT JOINT AND HMA TAPER
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

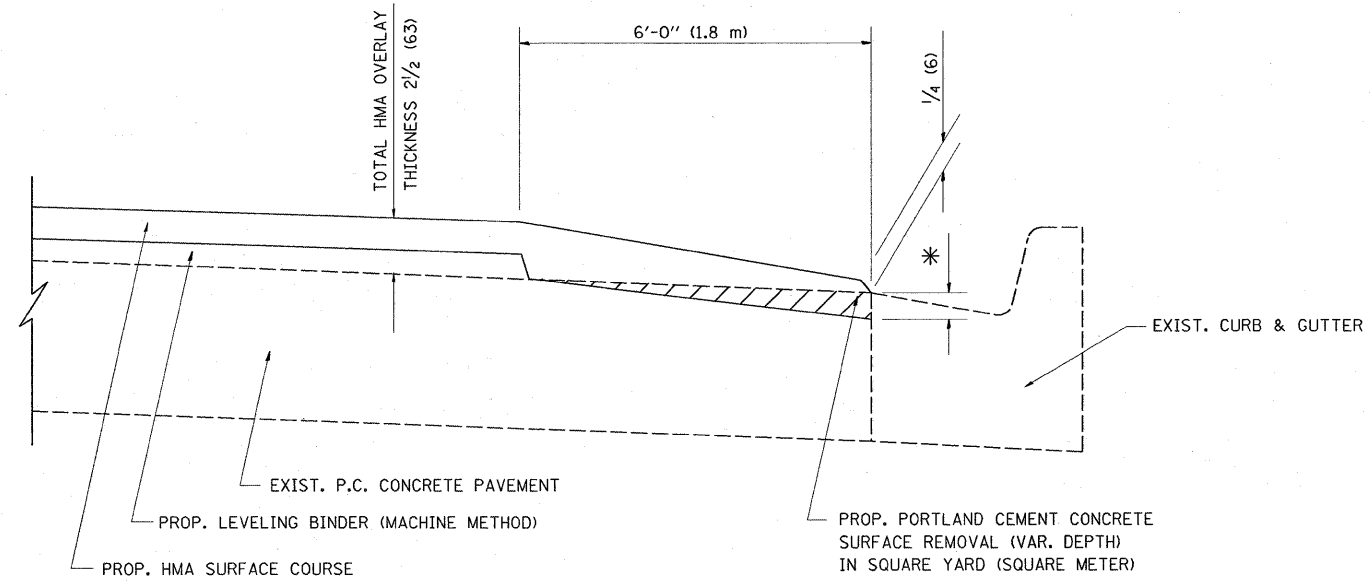
FILE NAME =	USER NAME = banks1	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 2/6/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

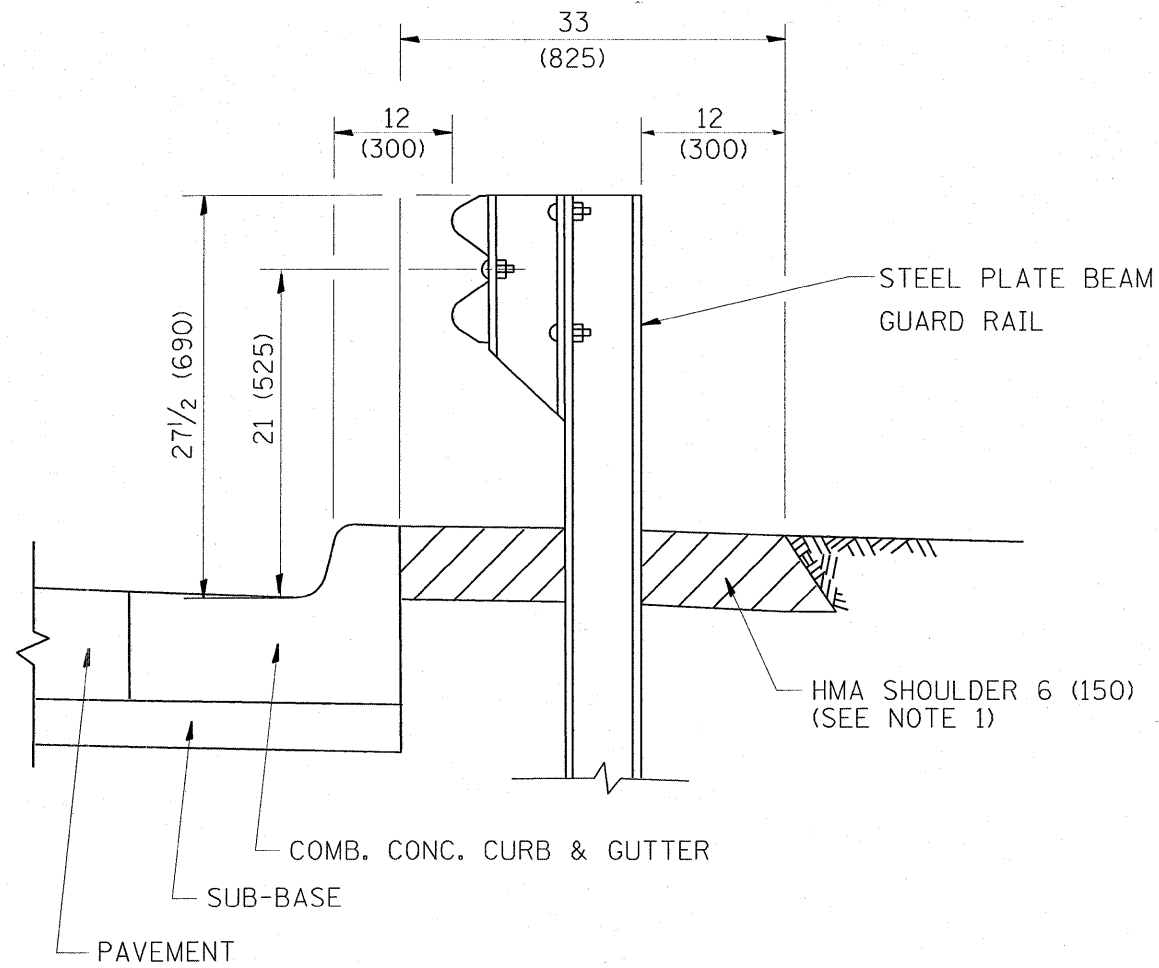
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	(54&56) RS	KANE/COOK	37	28
BD400-05 BD32			CONTRACT NO. 62847	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



HMA TAPER AT
EDGE OF P.C.C PAVEMENT

HMA SURFACE	LEVELING BINDER	* MILLING AT GUTTER FLAG
MIX	THICKNESS	THICKNESS
C OR D	1/2 (38)	1 (25)
F	1 3/4 (44)	3/4 (19)

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

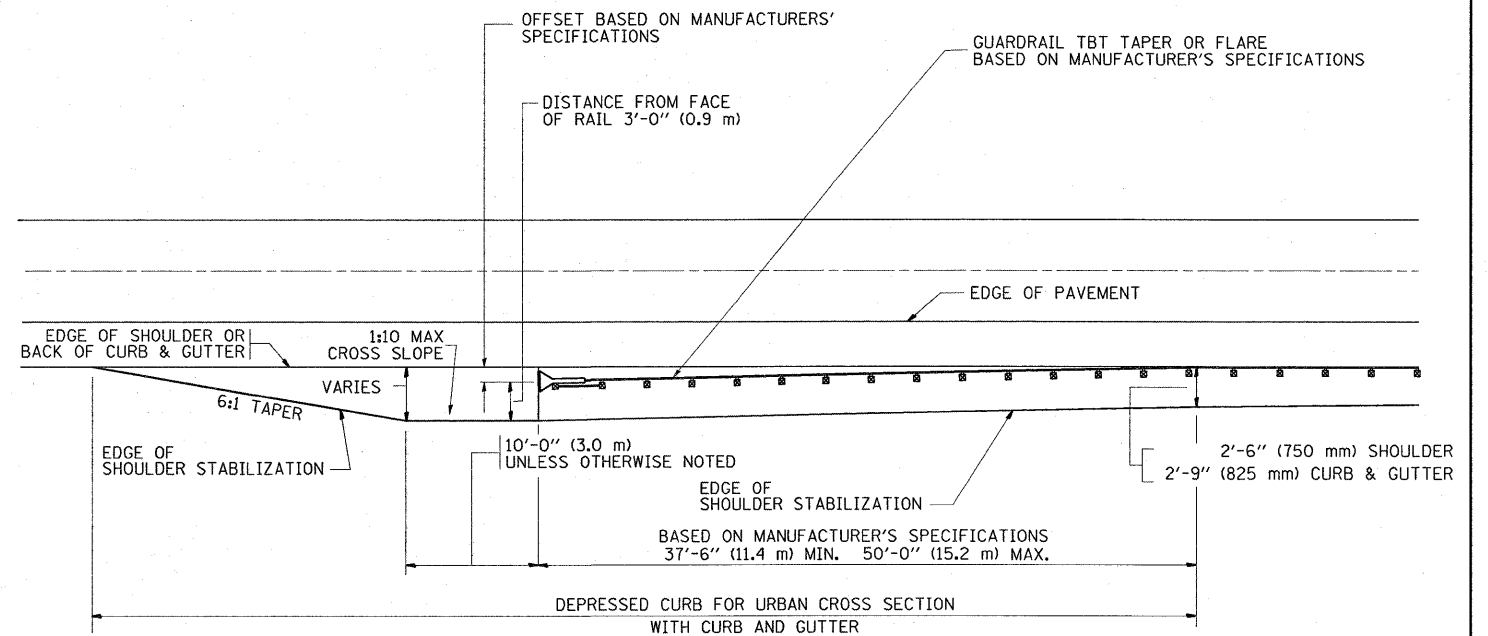


- NOTES: 1. THE HMA SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: HMA SHOULDER 6 (150) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDER 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

**DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]**



STABILIZATION AT TBT TY. 1 SPL.

TBT = TRAFFIC BARRIER TERMINAL
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

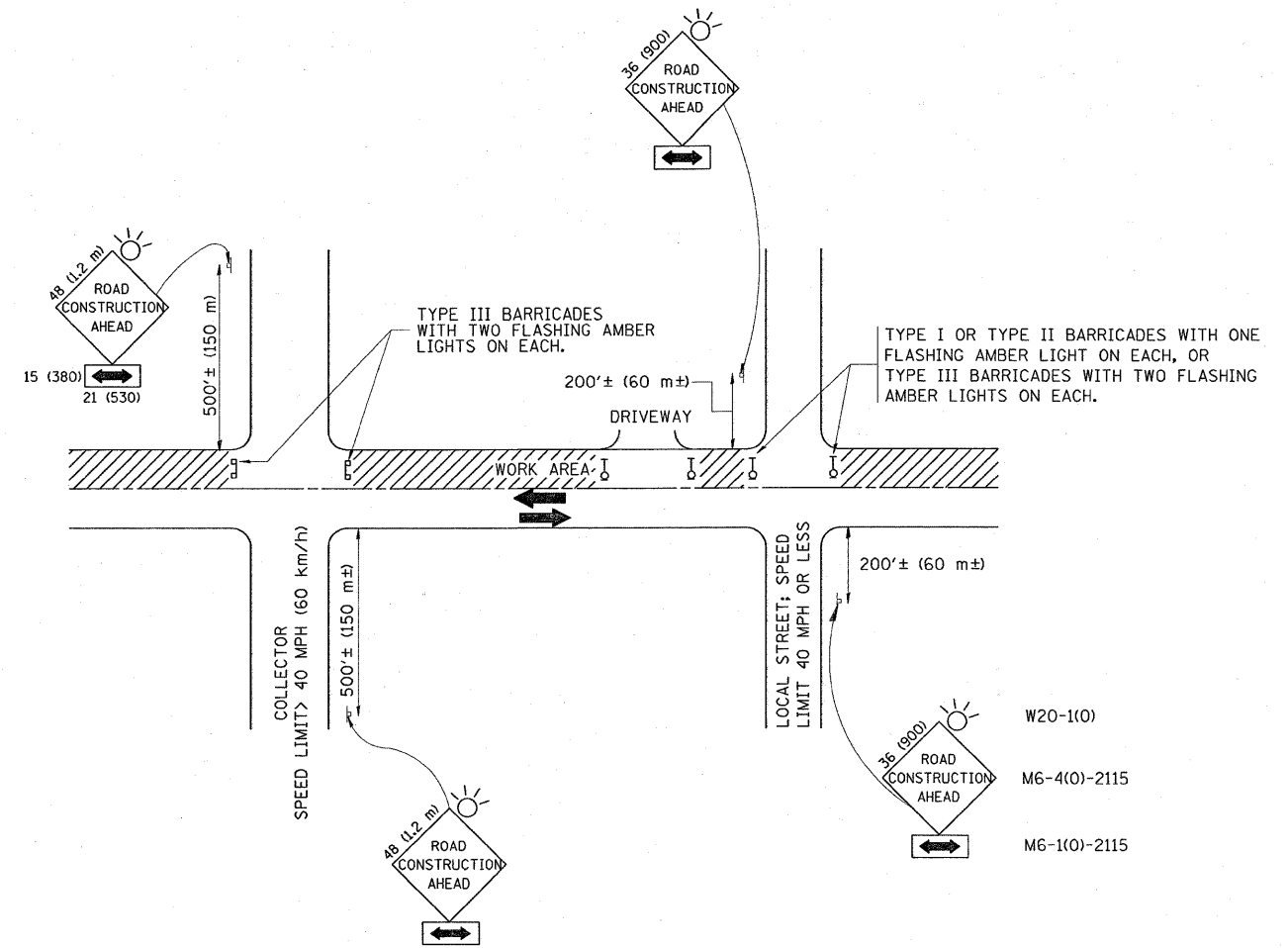
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		CHECKED -	REVISED - E. GOMEZ 08-28-00
		DATE - 09-22-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT
TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	(54&56) RS	KANE/COOK	37	30
BD600-10 (BD 34)			CONTRACT NO. 62847	
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 =	USER NAME = banks1	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
ct:\pw\work\pwidot\banks1\dms88316\DistS	ldgn	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 "/ IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 2/6/2009	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

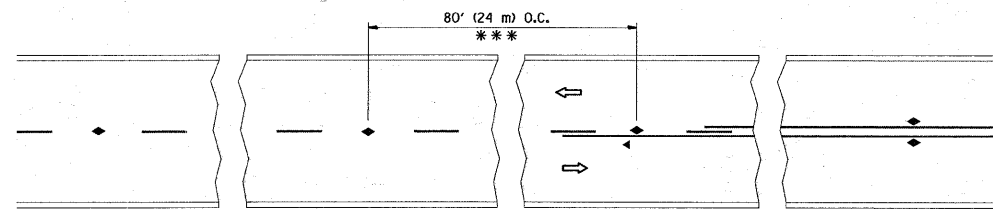
SCALE: NONE

SHEET NO. 1 OF 1 SHEETS

STA.

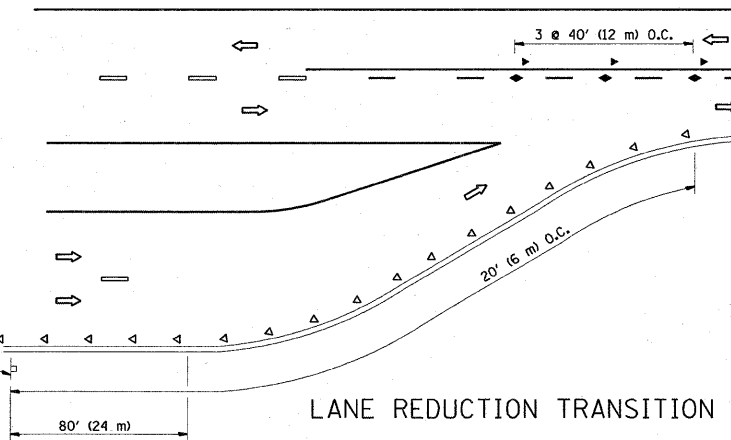
TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	(54&56) RS	KANE/COOK	37	31
TC-10			CONTRACT NO. 62847	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

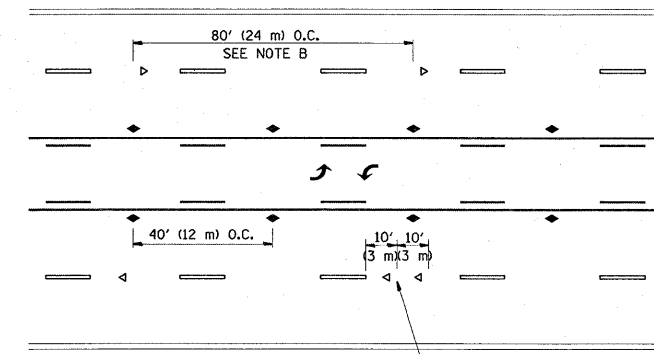


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

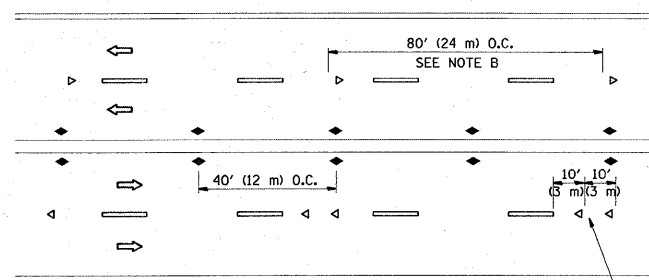


LANE REDUCTION TRANSITION



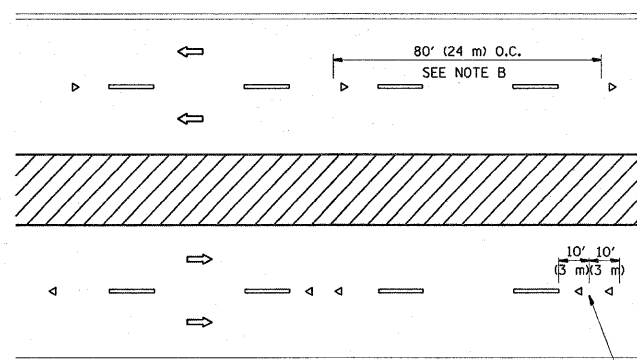
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

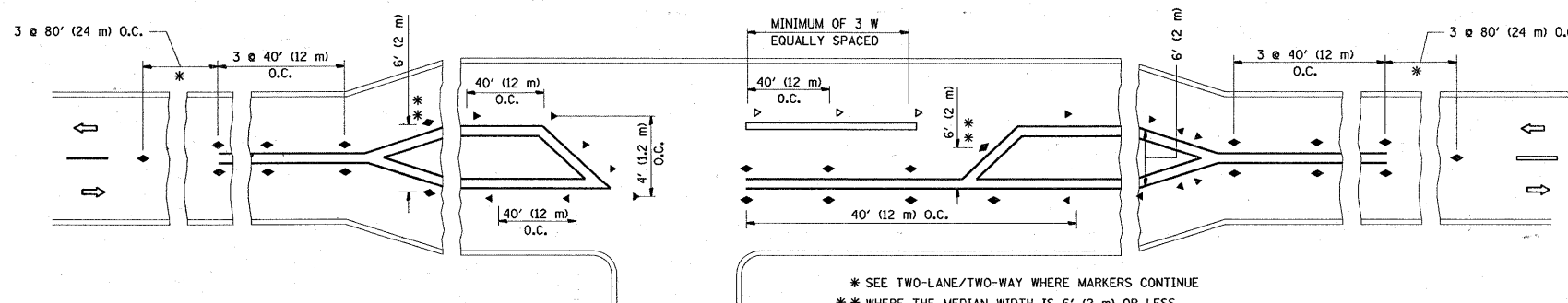
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

DESIGN NOTES

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



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

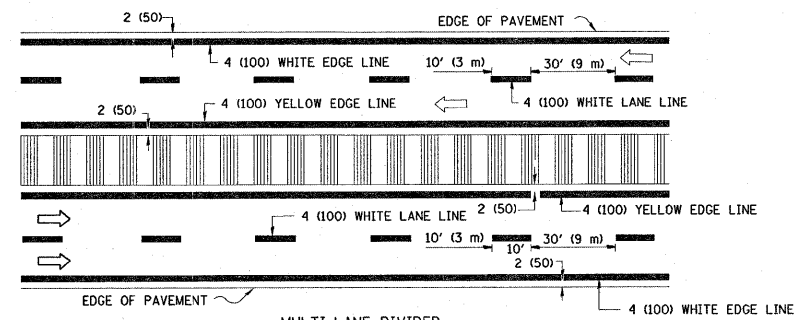
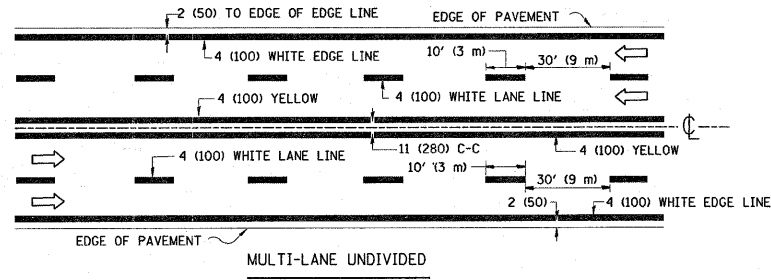
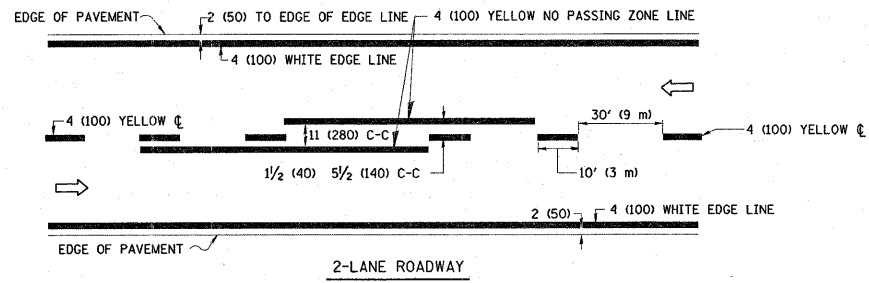
LEFT TURN

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

FILE NAME =	USER NAME = banksl	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
c:\pwork\pwork\banksl\dms88316\01stst.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
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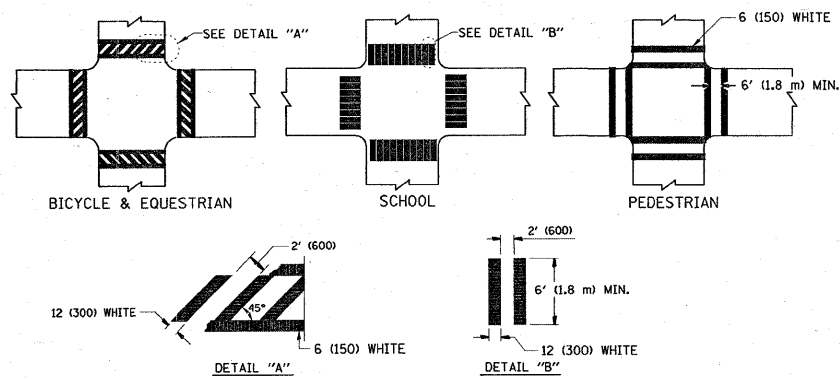
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)		360	(54&56) RS	KANE/COOK	37	32
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
					CONTRACT NO. 62847	

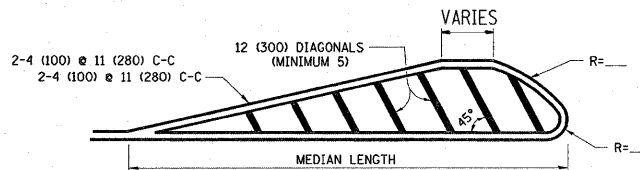
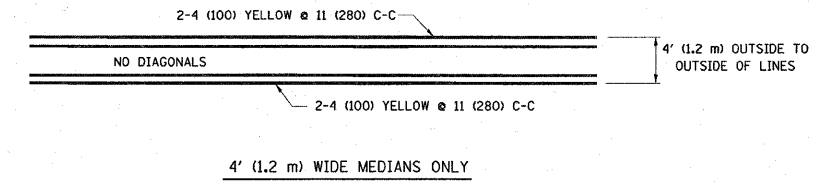


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

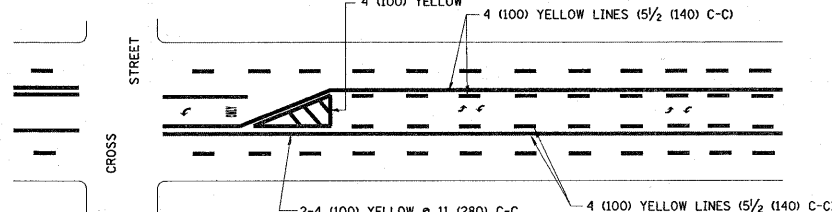


TYPICAL CROSSWALK MARKING

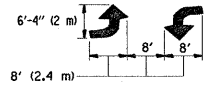


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

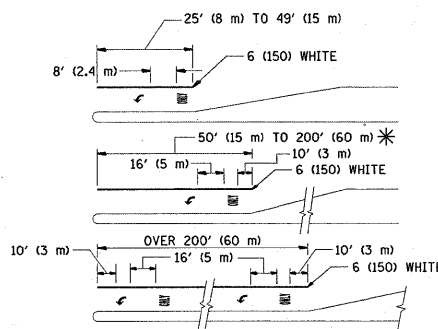


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

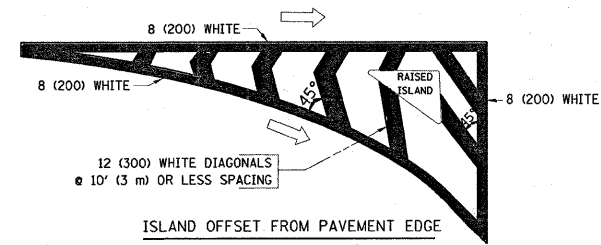


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

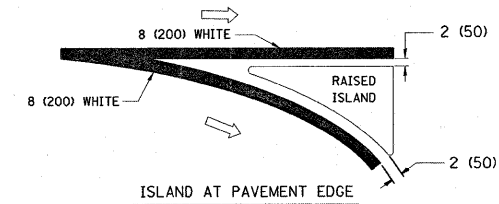
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



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 UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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.

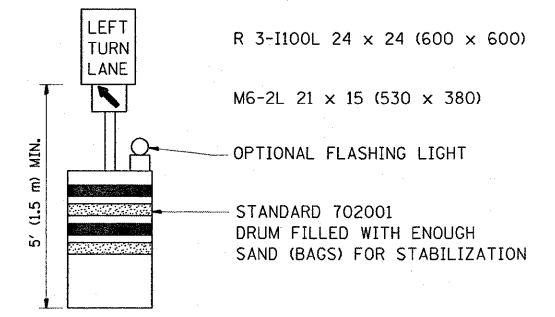
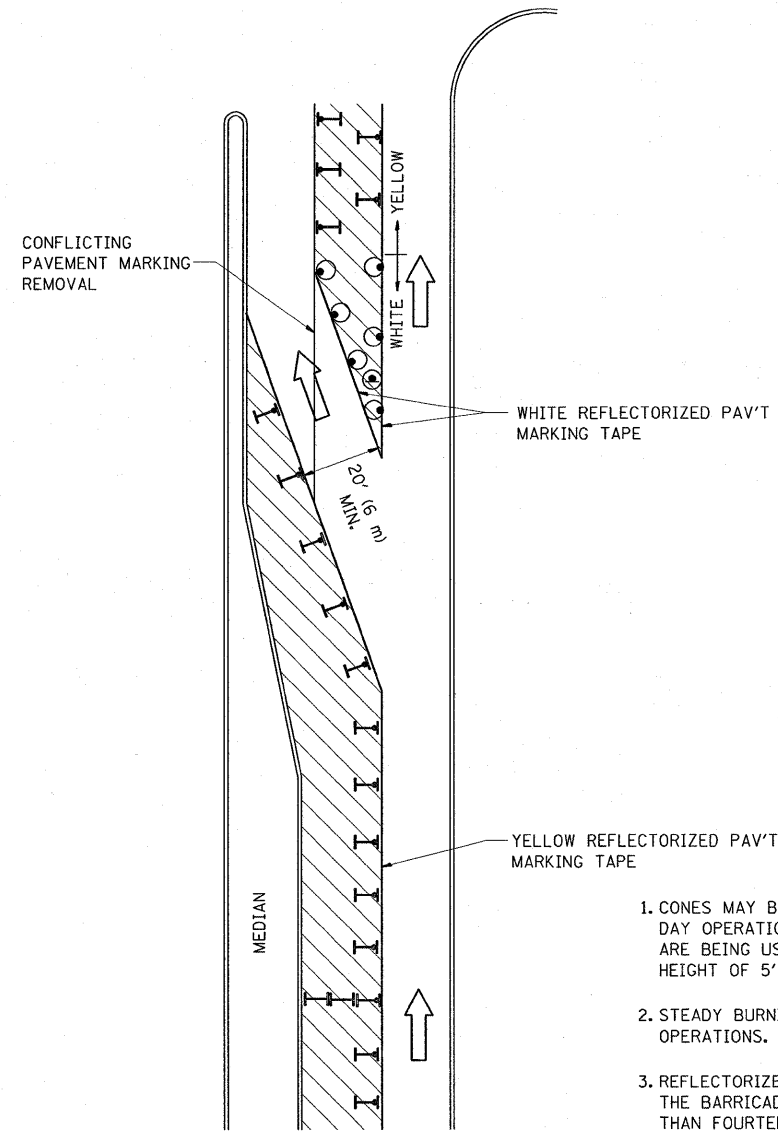
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLDT SCALE = 50.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-17-96
	PLDT DATE = 2/6/2009	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. 360	SECTION (54&56) RS	COUNTY KANE/COOK	TOTAL SHEETS 37	SHEET NO. 33
			TC-13		CONTRACT NO. 62847		
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.

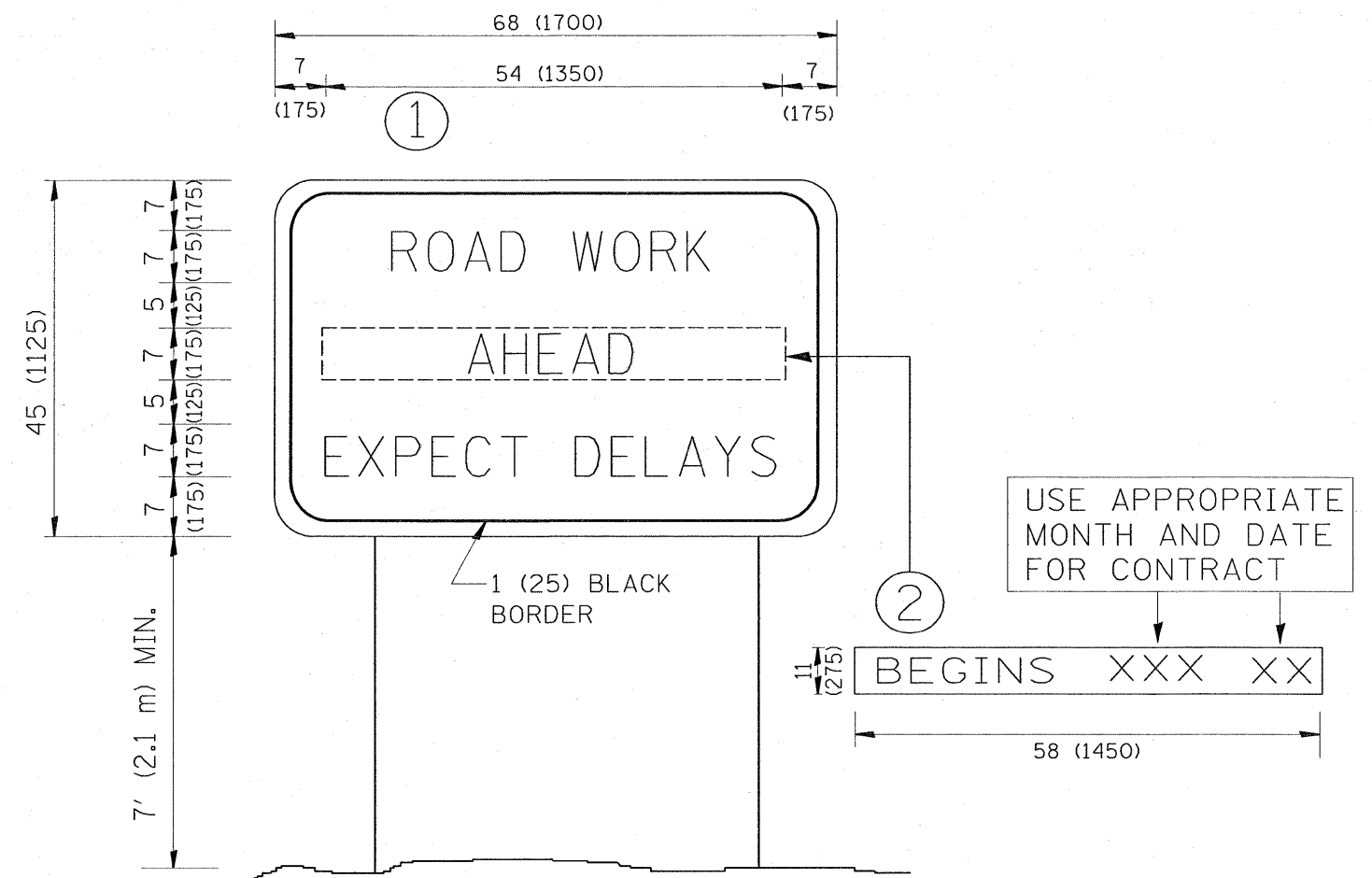
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		CHECKED -	REVISED - A. HOUSEH 10-12-96
		DATE -	REVISED -T. RAMMACHER 01-06-00

**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.
360	(54&56) RS	KANE/COOK	37	34
TC-14			CONTRACT NO. 62847	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

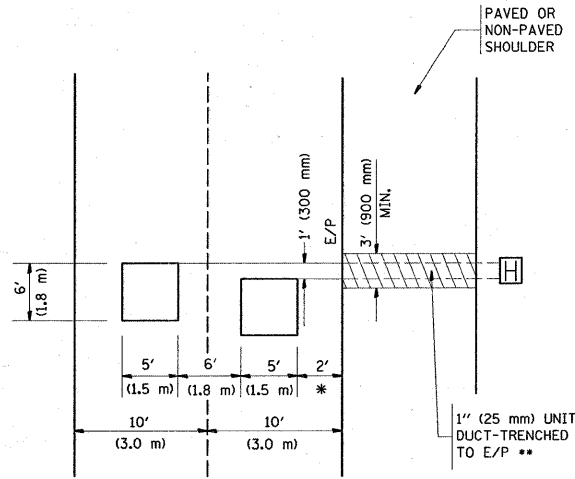
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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 =	USER NAME = banks1	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr:\pwork\pwork\banks1\dms80316\DistSt...		DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	360	(54&56) RS	KANE/COOK	37	35
		CHECKED -	REVISED - T. RAMMACHER 02-02-99					TC-22		CONTRACT NO. 62847			
		DATE -	REVISED - C. JUCIUS 01-31-07					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.

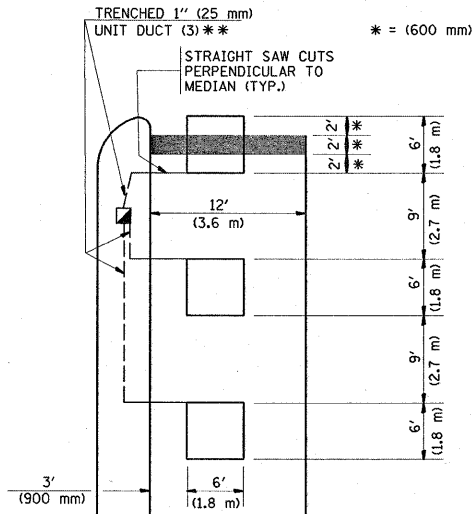


* = (600 mm)

** 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)**

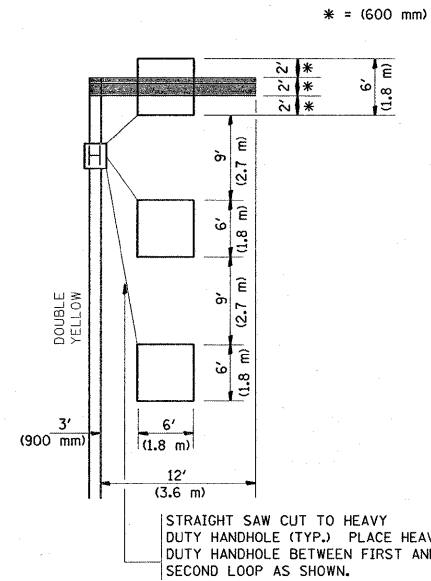
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



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

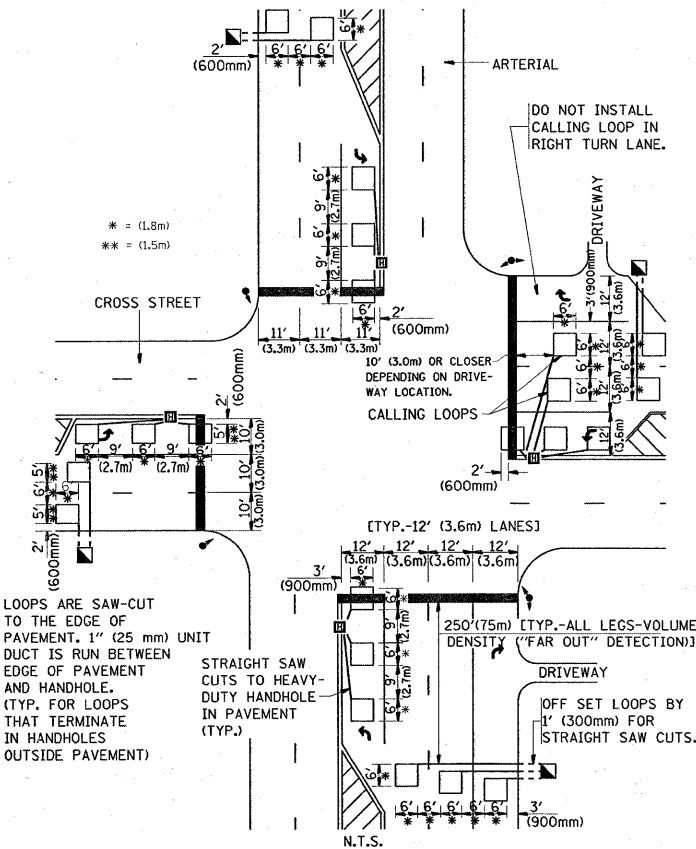
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



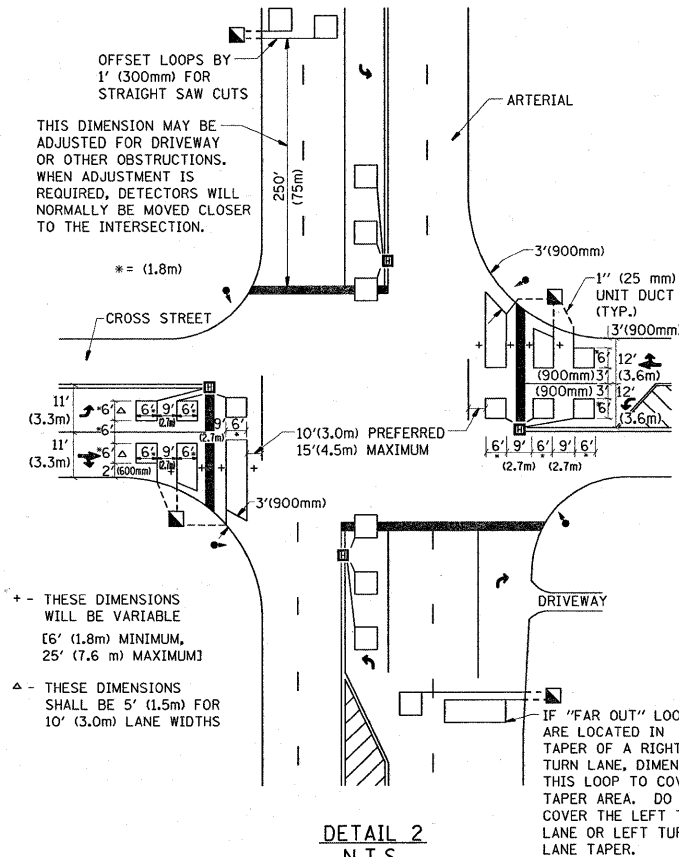
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

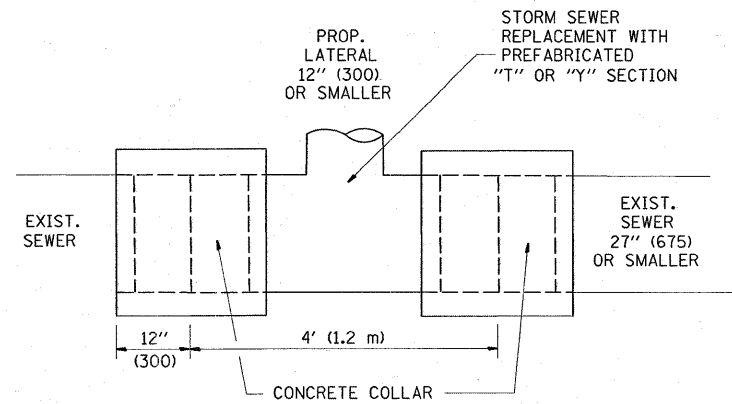
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

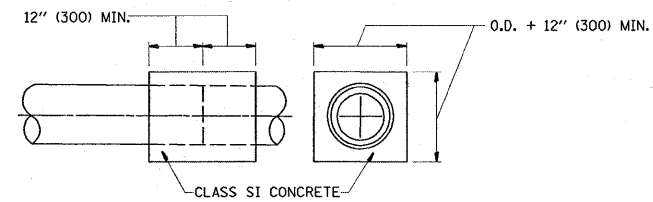
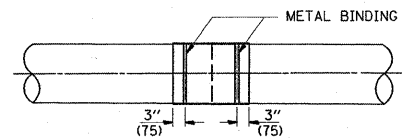
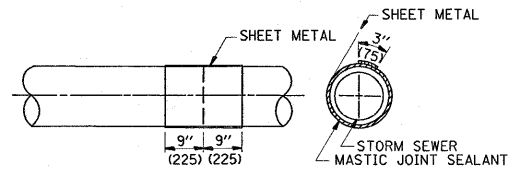
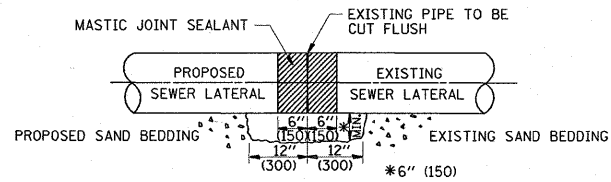
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME =	USER NAME = banks1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A.P. RTE. 360	SECTION (54856) RS-6	COUNTY KANE/COOK	TOTAL SHEETS 37	SHEET NO. 36		
CONTRACT NO. 62847	SCALE: NONE	DRAWN -	REVISED -			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				
PLOT SCALE = 50,000' / IN.	CHECKED - R.K.F.	REVISIONS	REVISIONS									
PLOT DATE = 2/6/2009	DATE -	REVISIONS	REVISIONS									



DETAIL "A"

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

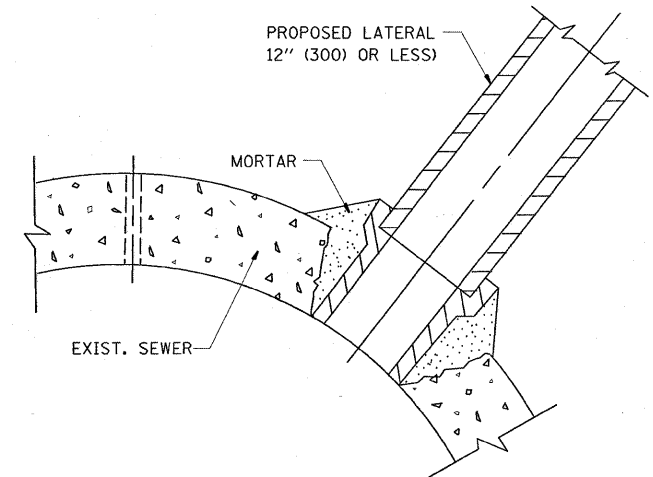


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

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

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

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

FILE NAME =	USER NAME = banks1	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs:\pwork\pwork\dot\banks1\dms88316\01st5	dgn	DRAWN -	REVISED - R. SHAH 09-09-94		360	(54&56) RS-6	KANE/COOK	37	37			
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94		BD500-01 (BD-7)			CONTRACT NO. 62847				
	PLOT DATE = 2/6/2009	DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				