6-16-06 Letting, Item 075

CONTRACT NO. 62616

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY & 28Y) RS-2	WILL	26	1
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

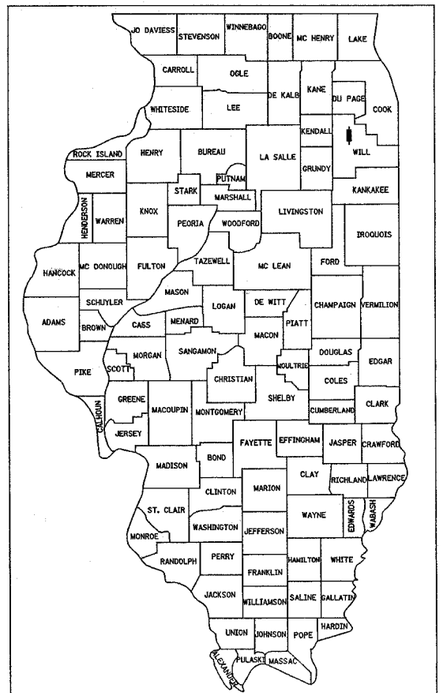
PROPOSED HIGHWAY PLANS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

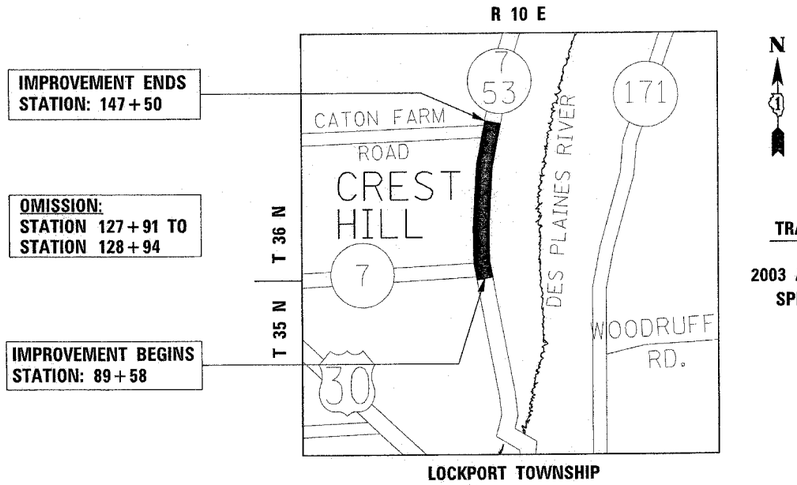
IMPROVEMENT LOCATED IN THE VILLAGE OF CREST HILL

F.A.P. RTE. 112: IL 53 / IL 7
SECTION: (MY & 28Y) RS-2
CATON FARM RD. TO IL 7 (THEODORE ST.)
RESURFACING (MAINTENANCE)
WILL COUNTY
C-91-136-03

D-91-136-03



LOCATION OF SECTION INDICATED THUS: –

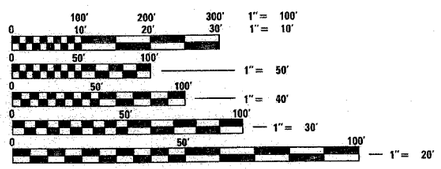


TRAFFIC DATA

2003 ADT = 20,300
SPEED = 45 MPH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 27 20 06
Diane M. O'Keefe /caf
DEPUTY DIRECTOR OR HIGHWAYS, REGION ENGINEER
May 12, 20 06
Mike Hine /caf
ENGINEER OF DESIGN AND ENVIRONMENT
May 12, 20 06
Milton R. Sees, P.E. /caf
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



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.

CONTRACT NO. 62616

MAP SCALE : 1.0 MILE

GROSS LENGTH OF IMPROVEMENT = 5792 FEET = 1.10 MILES
NET LENGTH OF IMPROVEMENT = 5689 FEET = 1.08 MILES

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FOR UTILITY INFORMATION
CALL J.U.L.I.E. 1-800-892-0123
"JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION"

DISTRICT ONE - DESIGN / PLAN PREPARATION ENGINEER KEN ENG / JENPAI CHANG (847) 705-4432

3/27/2006
c:\projects\d113603\d113603aa.m32

CONTRACT NO. 62616

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY & 28Y) RS-2	WILL	26	2
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

INDEX OF SHEETS

GENERAL NOTES

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 REQUIRED)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF CREST HILL.

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

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

THE RESIDENT ENGINEER SHALL CONTACT MS. CORA MATHIS, AREA TRAFFIC FIELD ENGINEER, AT (815) 485-6475 A MINIMUM OF 72 HOURS PRIOR TO PLACEMENT OF PAVEMENT MARKINGS

3 METERS (10 FEET) 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 OF WORK SPECIFIED.

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, ANC 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H)

THE UNIT WEIGHT (CONVERSION FACTOR) QUOTED IS FOR THE ESTIMATED PLAN QUANTITIES ONLY. ACTUAL QUANTITIES TO FULFILL CONTRACT REQUIREMENTS WILL BE DETERMINED BASED ON UNIT WEIGHT OF APPROVED MIX DESIGN, PLAN DIMENSIONS, AND DENSITY LIMITATIONS. MAXIMUM PAYMENT WILL BE COMPUTED BASED ON WEIGHT AVERAGE DENSITIES OF THE IN-PLACE MIXTURES.

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-04	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-01	CLASS C AND D PATCHES
604001-02	FRAME AND LIDS, TYPE 1
604086-01	FRAME AND GRATE, TYPE 23
606001-02	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
~~701426-02~~	~~LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH~~
701606-04	URBAN LANE CLOSURE, MULTILANE, 2W, WITH MOUNTABLE MEDIAN
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
702001-06	TRAFFIC CONTROL DEVICES
886001	DETECTOR LOOP INSTALLATION
886006	TYPICAL LAYOUT FOR DETECTOR LOOP

REVISIONS NAME	DATE

Rev.

ILLINOIS DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, GENERAL NOTES, AND STATE STANDARDS

SCALE: VERT. HORIZ.

DATE

DRAWN BY

CHECKED BY

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY & 28Y) RS-2	WILL	26	3
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	URBAN 100% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE I000					
20200100	EARTH EXCAVATION	CU YD	250	250					
20800150	TRENCH BACKFILL	CU YD	50	50					
28100105	STONE RIPRAP, CLASS A3	SQ YD	20	20					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	14	14					
40600300	AGGREGATE (PRIME COAT)	TON	70	70					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	11	11					
40600895	CONSTRUCTING TEST STRIP	EACH	1	1					
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	160	160					
40601000	BITUMINOUS REPLACEMENT OVER PATCHES	TON	360	360					
42001300	PROTECTIVE COAT	SQ YD	920	920					
44000111	BITUMINOUS REMOVAL OVER PATCHES 2 3/4"	SQ YD	2280	2280					
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	2750	2750					
44004610	SIDEWALK REMOVAL AND REPLACEMENT (SPECIAL)	SQ FT	115	115					
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	100	100					
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	510	510					
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	615	615					
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	1205	1205					
48101200	AGGREGATE SHOULDERS, TYPE B	TON	60	60					
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1					
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1	1					
54247130	GRATING FOR CONCRETE FLARED END SECTION 24"	EACH	1	1					
54247170	GRATING FOR CONCRETE FLARED END SECTION 36"	EACH	1	1					
55039700	STORM SEWERS TO BE CLEANED	FOOT	2000	2000					
X0323381	STORM SEWERS (WATERMAIN REQUIREMENTS)	FOOT	205	205					
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	530	530					
55101200	STORM SEWER REMOVAL 24"	FOOT	6	6					
55101600	STORM SEWER REMOVAL 36"	FOOT	6	6					

SUMMARY OF QUANTITIES

	CODE NO	ITEM	UNIT	100% STATE URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE I000					
	60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	5	5					
	60208230	CATCH BASINS, TYPE C, TYPE 23 FRAME AND GRATE	EACH	7	7					
	60250200	CATCH BASINS TO BE ADJUSTED	EACH	3	3					
	60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	5	5					
	60255500	MANHOLES TO BE ADJUSTED	EACH	3	3					
	60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	12	12					
	60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	26	26					
	60500040	REMOVING MANHOLES	EACH	3	3					
	60500050	REMOVING CATCH BASINS	EACH	6	6					
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5					
	67100100	MOBILIZATION	L SUM	1	1					
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	6010	6010					
	70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	182	182					
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	17200	17200					
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	485	485					
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	316	316					
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	6460	6460					
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	182	182					
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	17200	17200					
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	685	685					
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	316	316					

* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

Rev.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

FAP 112 - IL 53

CATON FARM RD. TO IL 7 (THEODORE ST.)

PLOT DATE: 3/29/2006

3/29/2006

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY & 28Y) RS-2	WILL	26	4
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	100% STATE URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 1000					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	375	375					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	210	210					
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	1216	1216					
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4					
X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	2820	2820					
X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	1410	1410					
X4409410	BITUMINOUS SURFACE REMOVAL 2 1/4"	SQ YD	33535	33535					
X7012625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	EACH	1	1					
XX004238	BITUMINOUS DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	150	150					
XX006120	ABANDON STORM SEWER	FOOT	300	300					
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	40	40					

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					

* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

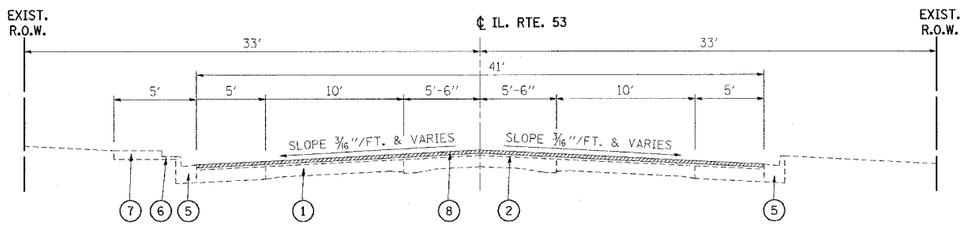
FAP 112 - IL 53

CATON FARM RD. TO IL 7 (THEODORE ST.)

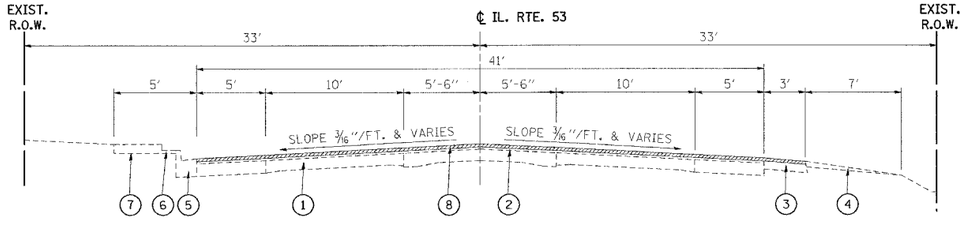
PLOT DATE: 3/29/2006

CONTRACT NO. 62616

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY & 28Y) RS-2	WILL	26	5
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



EXISTING TYPICAL SECTION IL. RTE. 53
STA. 89+58 TO STA. 115+45



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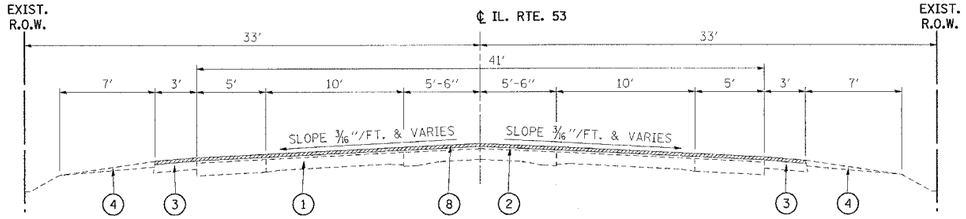
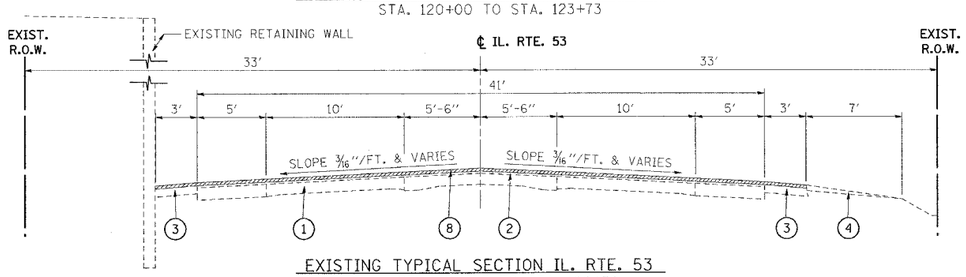
STA. 115+45 TO STA. 120+00



EXISTING TYPICAL SECTION IL. RTE. 53
STA. 120+00 TO STA. 123+73



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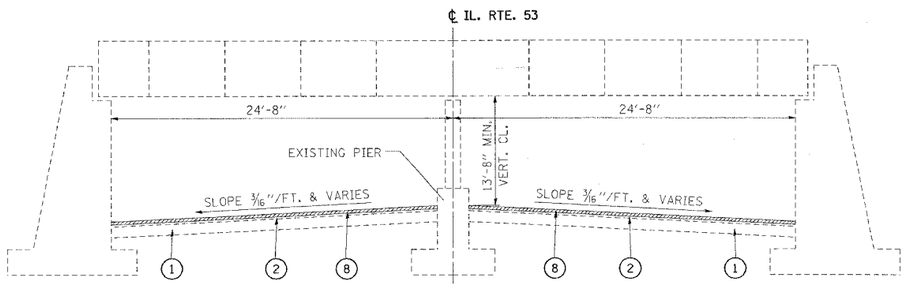
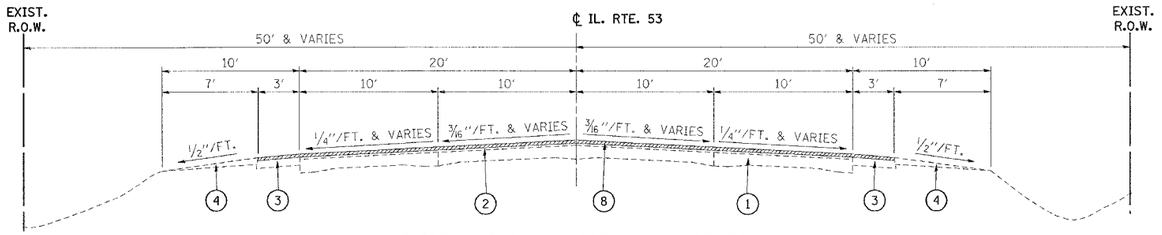
STA. 123+73 TO STA. 126+70



EXISTING TYPICAL SECTION IL. RTE. 53
E.J.&E. RAILWAY UNDERPASS
STA. 126+70 TO STA. 127+68

LEGEND:

1. EXISTING P.C.C. PAVEMENT, 10" (±)
2. EXISTING BITUMINOUS CONCRETE OVERLAY, 5" (±)
3. EXISTING BITUMINOUS CONCRETE SHOULDERS
4. EXISTING AGGREGATE SHOULDERS
5. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
6. EXISTING ASPHALT
7. EXISTING P.C.C. SIDEWALK
8. PROPOSED BITUMINOUS SURFACE REMOVAL, 2 1/4"
9. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, 3/4"
10. PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"
11. PROPOSED GRADING & SHAPING SHOULDER (TO BE PAID AS EARTH EXCAVATION)



EXISTING TYPICAL SECTION IL. RTE. 53
STA. 127+68 TO STA. 147+50

BITUMINOUS MIXTURE REQUIREMENTS

MIXTURE USE	AC/PG	MAX RAP. (%)	AIR VOIDS (%)
BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	10%	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD) SUPERPAVE, IL-4.75, N50	SBS/SBR PG 76-28	0%	2.5% @ 50 GYR.
BIT. REPLACEMENT OVER PATCHES BINDER IL-19.0 MM	PG 64-22	15%	4% @ 70 GYR.
CLASS D PATCH BINDER IL-19.0 MM	PG 64-22	15%	4% @ 70 GYR.
BITUMINOUS BASE COURSE, SUPERPAVE	PG 58-22	50%	2% @ 50 GYR.
BIT. CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	PG 64-22	15%	4% @ 50 GYR.

THE UNIT WEIGHT FOR ALL BITUMINOUS SURFACE MIXTURE QUANTITIES IS 112 LBS / SQ. YD. / IN

EXISTING SURFACE REMOVAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAP ROUTE 112 (IL. RTE. 53)

EXISTING TYPICAL SECTIONS

DRAWN BY
DATE: 3/29/2006 CHECKED BY

3/29/2006
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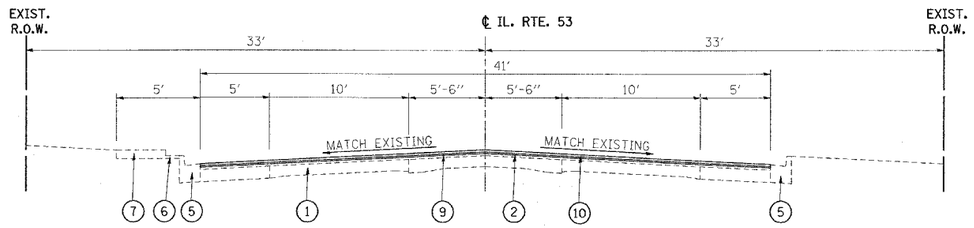
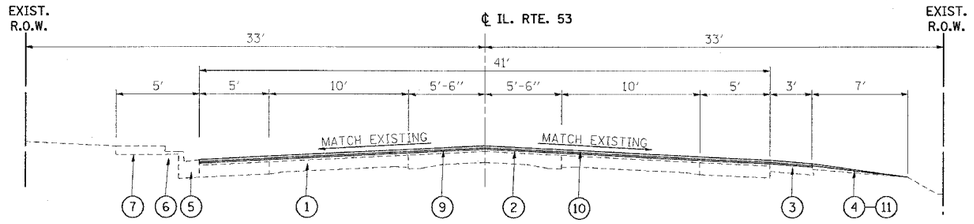
CONTRACT NO. 62616

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY & 28Y) RS-2	WILL	26	6
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



PROPOSED TYPICAL SECTION IL. 53
STA. 89+58 TO STA. 115+45



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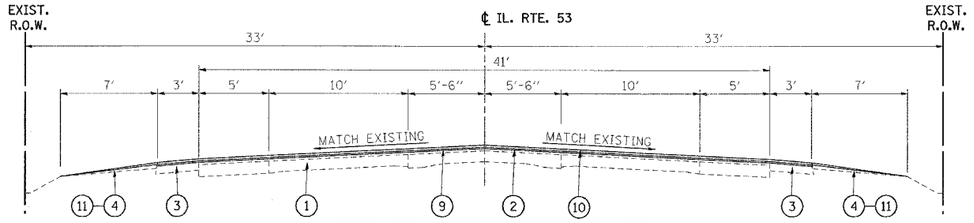
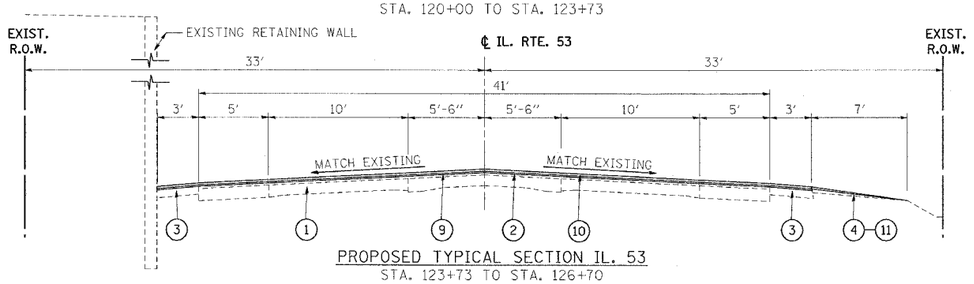
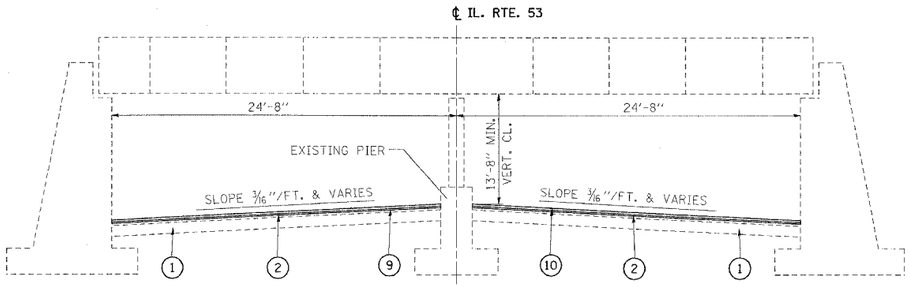
STA. 115+45 TO STA. 120+00



PROPOSED TYPICAL SECTION IL. 53
STA. 120+00 TO STA. 123+73



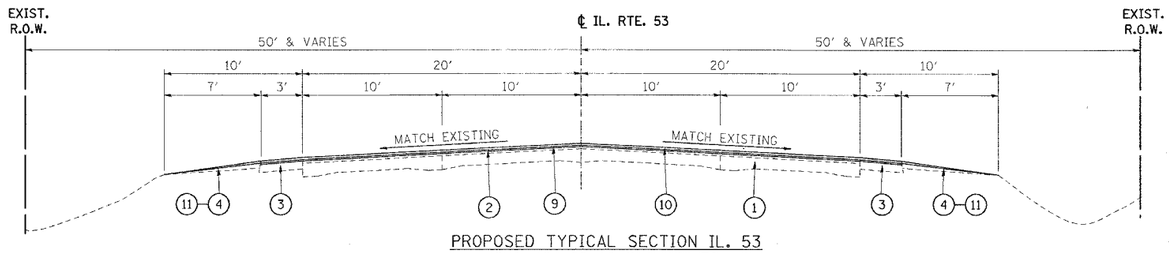
PROPOSED TYPICAL SECTION IL. 53
STA. 123+73 TO STA. 126+70



PROPOSED TYPICAL SECTION IL. 53
E.J.&E. RAILWAY UNDERPASS
STA. 126+70 TO STA. 127+68

LEGEND:

1. EXISTING P.C.C. PAVEMENT, 10″ (±)
2. EXISTING BITUMINOUS CONCRETE OVERLAY, 5″ (±)
3. EXISTING BITUMINOUS CONCRETE SHOULDERS
4. EXISTING AGGREGATE SHOULDERS
5. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
6. EXISTING ASPHALT
7. EXISTING P.C.C. SIDEWALK
8. PROPOSED BITUMINOUS SURFACE REMOVAL, 2¼″
9. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, ¾″
10. PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1½″
11. PROPOSED GRADING & SHAPING SHOULDER (TO BE PAID AS EARTH EXCAVATION)



PROPOSED TYPICAL SECTION IL. 53
STA. 127+68 TO STA. 147+50

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAP ROUTE 112 (IL. RTE. 53)

PROPOSED TYPICAL SECTIONS

DRAWN BY
CHECKED BY
DATE: 3/29/2006

3/29/2006
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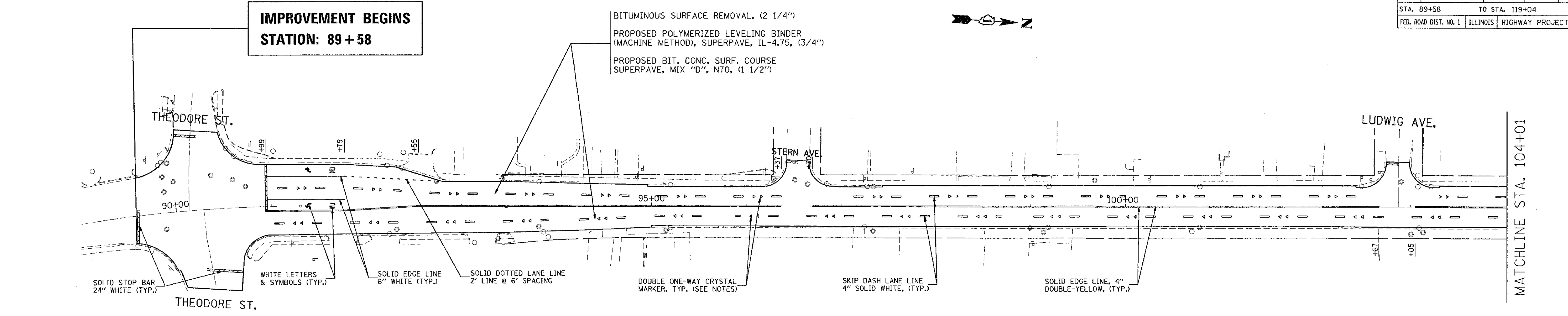
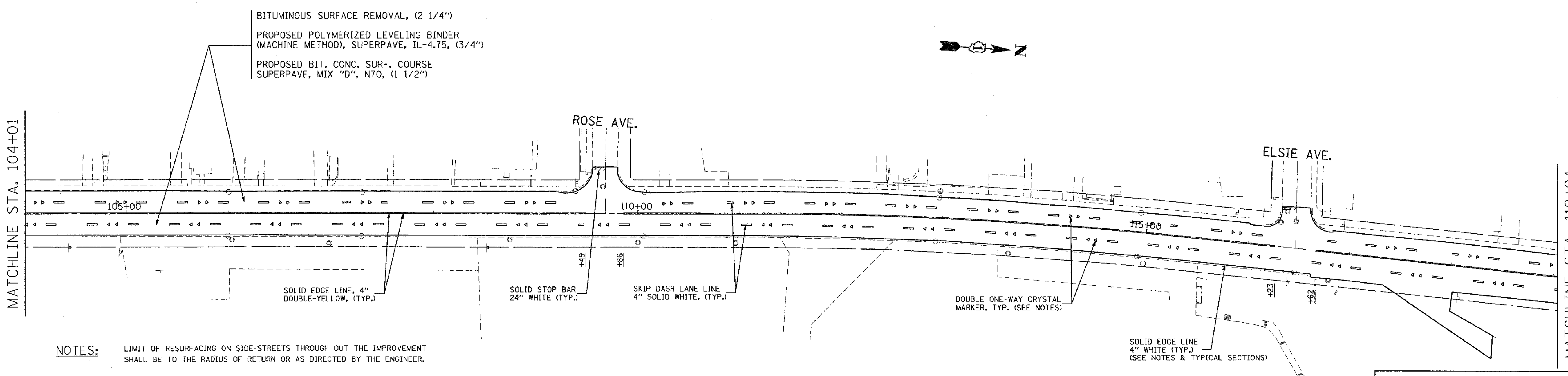
CONTRACT NO. 62616

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY & 28Y) RS-2	WILL	26	7
STA. 89+58	TO STA. 119+04			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		





NOTES:

LIMIT OF RESURFACING ON SIDE-STREETS THROUGH OUT THE IMPROVEMENT SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL, (TC-13).

ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKER DETAIL," (TC-11).

THERMOPLASTIC PAVEMENT MARKING 4" SOLID WHITE EDGE LINE SHALL BE PLACED WHERE THERE ARE AGGREGATE SHOULDERS. SEE TYPICAL SECTIONS FOR LOCATIONS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLANS

SCALE: VERT. HORIZ. 1"=50'
DATE 3/29/2006

DRAWN BY
CHECKED BY

3/29/2006
c:\projects\d113603\d113603aa.m32
*REF-
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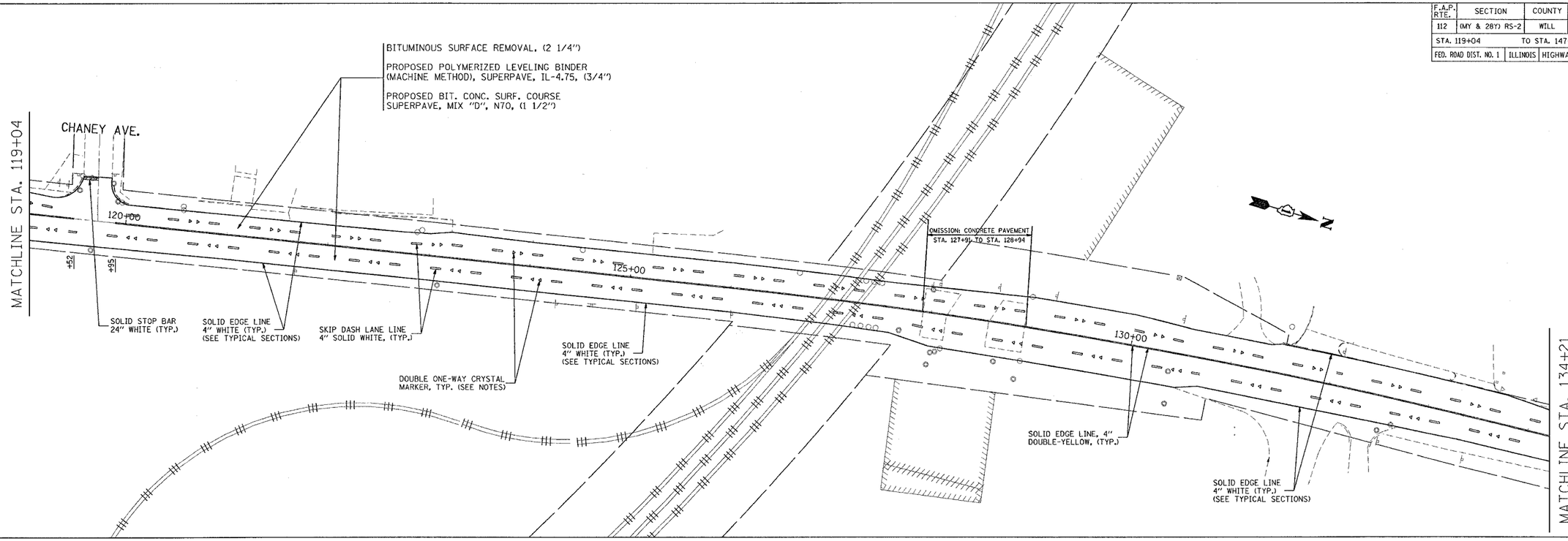
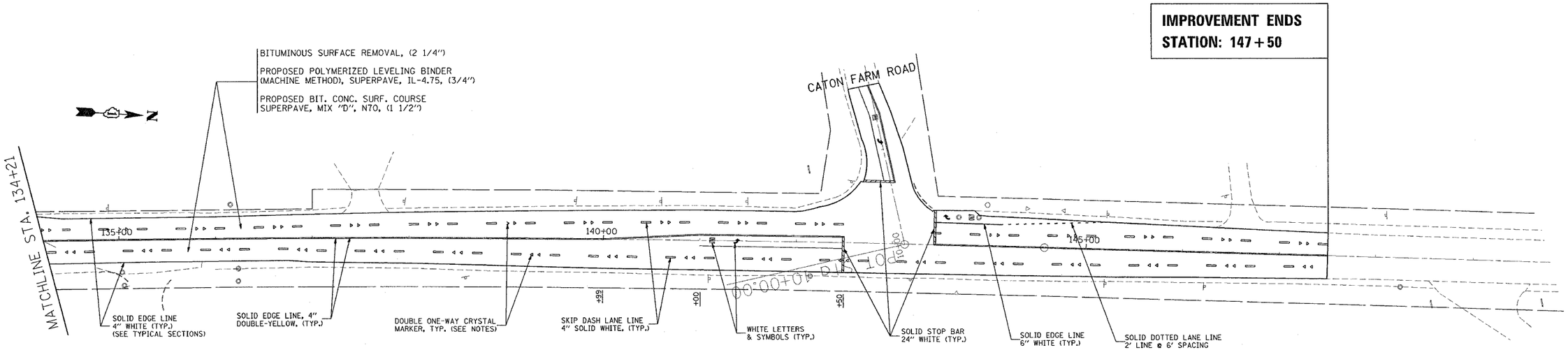
CONTRACT NO. 62616

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY & 28Y) RS-2	WILL	26	8
STA. 119+04	TO STA. 147+50			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		





NOTES:

LIMIT OF RESURFACING ON SIDE-STREETS THROUGH OUT THE IMPROVEMENT SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL, (TC-13).

ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKER DETAIL," (TC-11).

THERMOPLASTIC PAVEMENT MARKING 4" SOLID WHITE EDGE LINE SHALL BE PLACED WHERE THERE ARE AGGREGATE SHOULDERS. SEE TYPICAL SECTIONS FOR LOCATIONS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLANS

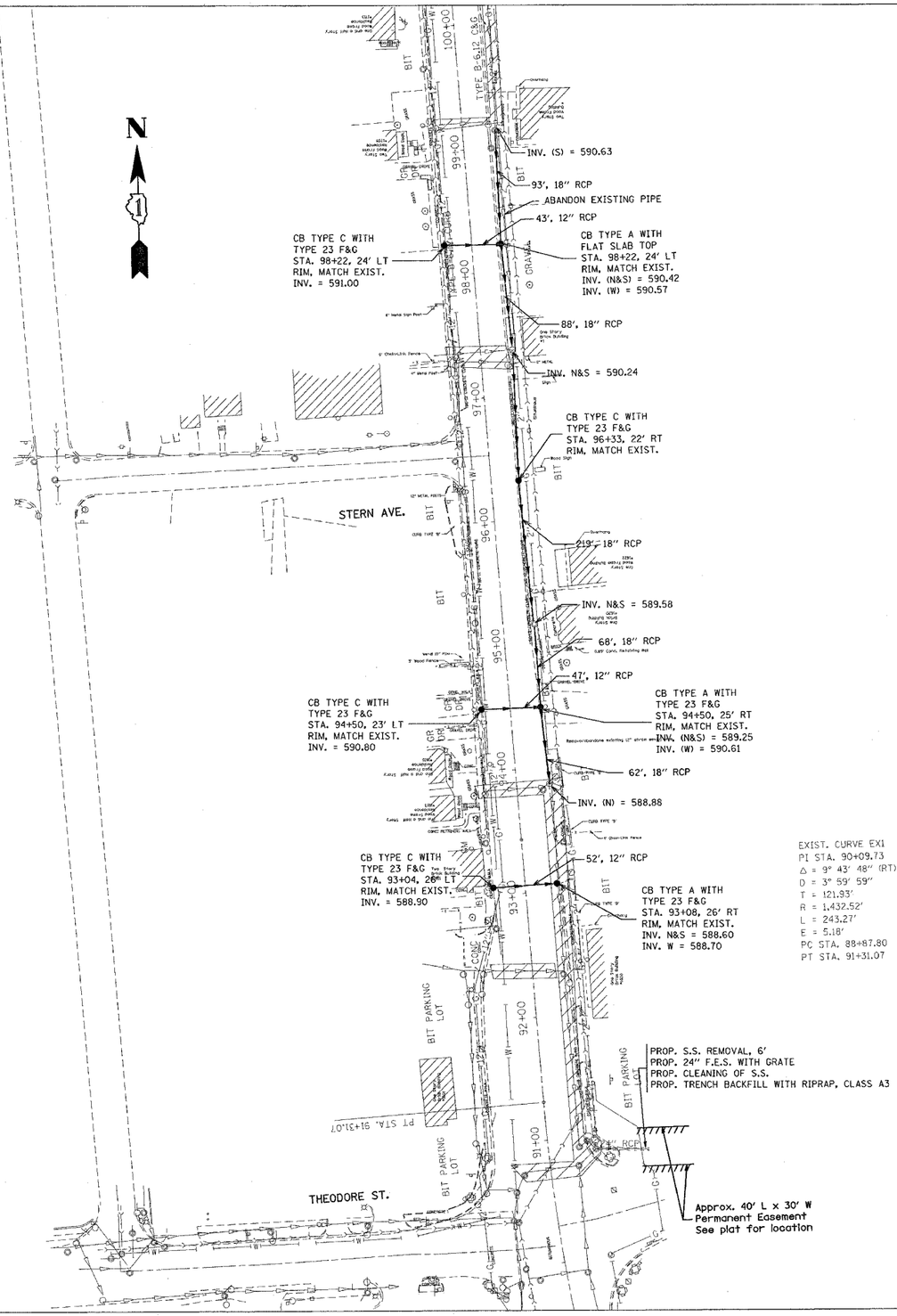
SCALE: VERT. 1"=50' HORIZ.
DATE 3/29/2006

DRAWN BY
CHECKED BY

3/29/2006
c:\projects\d13603\d13603ca.m2
*REF-
*REF-
VI=

CONTRACT NO. 62616

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY & 28Y) RS-2	WILL	26	9
STA. +	TO STA. +			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



NOTES:

ALL PROPOSED INVERTS SHOULD BE CHECKED IN THE FIELD TO VERIFY POSITIVE DRAINAGE TOWARD THE OUTLET.

EXISTING CURB & GUTTERS SHOULD BE REMOVED AND REPLACED WITH B.6-12, B.6-18, OR M.6-12 CONSISTENT WITH THE EXISTING CONDITION.

EXISTING PIPES TO BE TELEVISED

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TEMPORARY DRAINAGE IMPROVEMENT FROM THEODORE ST. TO ROSE

SCALE: VERT. HORIZ. 1" = 50'
DRAWN BY: MG
DATE: 11/2/2005
CHECKED BY:

PLOT DATE = 3/29/2006
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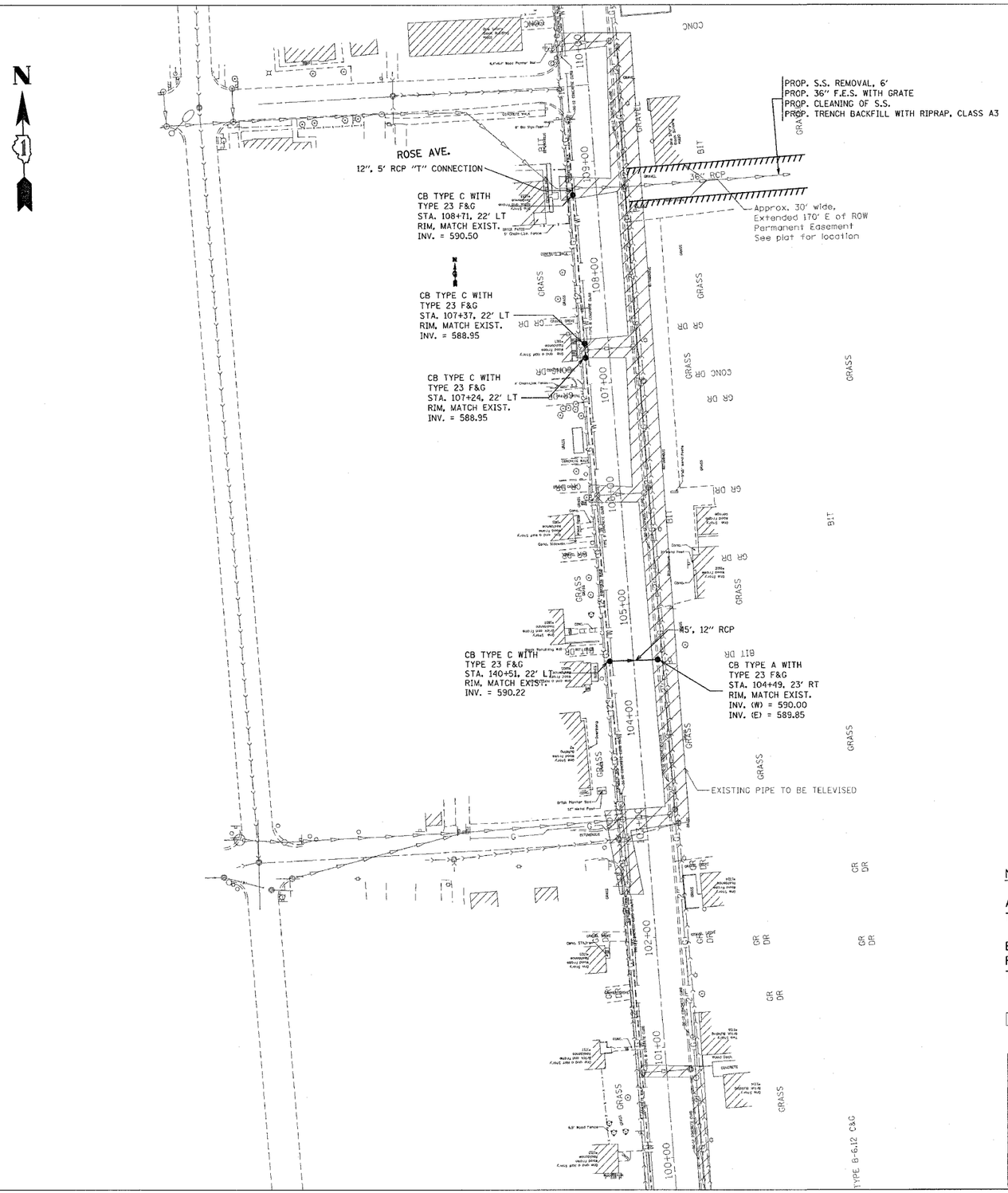
PLOT SCALE = 50.000 '/ IN.
USER NAME = transit

...\projects\d113583\d113583sm.dgn 3/29/2006 2:14:52 PM transit

CONTRACT NO. 62616

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY & 28Y) RS-2	WILL	26	10
STA. +	TO STA. +			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



NOTES:

ALL PROPOSED INVERTS SHOULD BE CHECKED IN THE FIELD TO VERIFY POSITIVE DRAINAGE TOWARD THE OUTLET.

EXISTING CURB & GUTTERS SHOULD BE REMOVED AND REPLACED WITH B.6-12, B.6-18, OR M.6-12 CONSISTENT WITH THE EXISTING CONDITION.

EXISTING PIPES TO BE TELEVISED

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TEMPORARY DRAINAGE IMPROVEMENT FROM THEODORE ST. TO ROSE

SCALE: VERT. HORIZ. 1" = 50'
DATE: 11/2/2005
DRAWN BY: MG
CHECKED BY:

PLOT DATE = 3/29/2006
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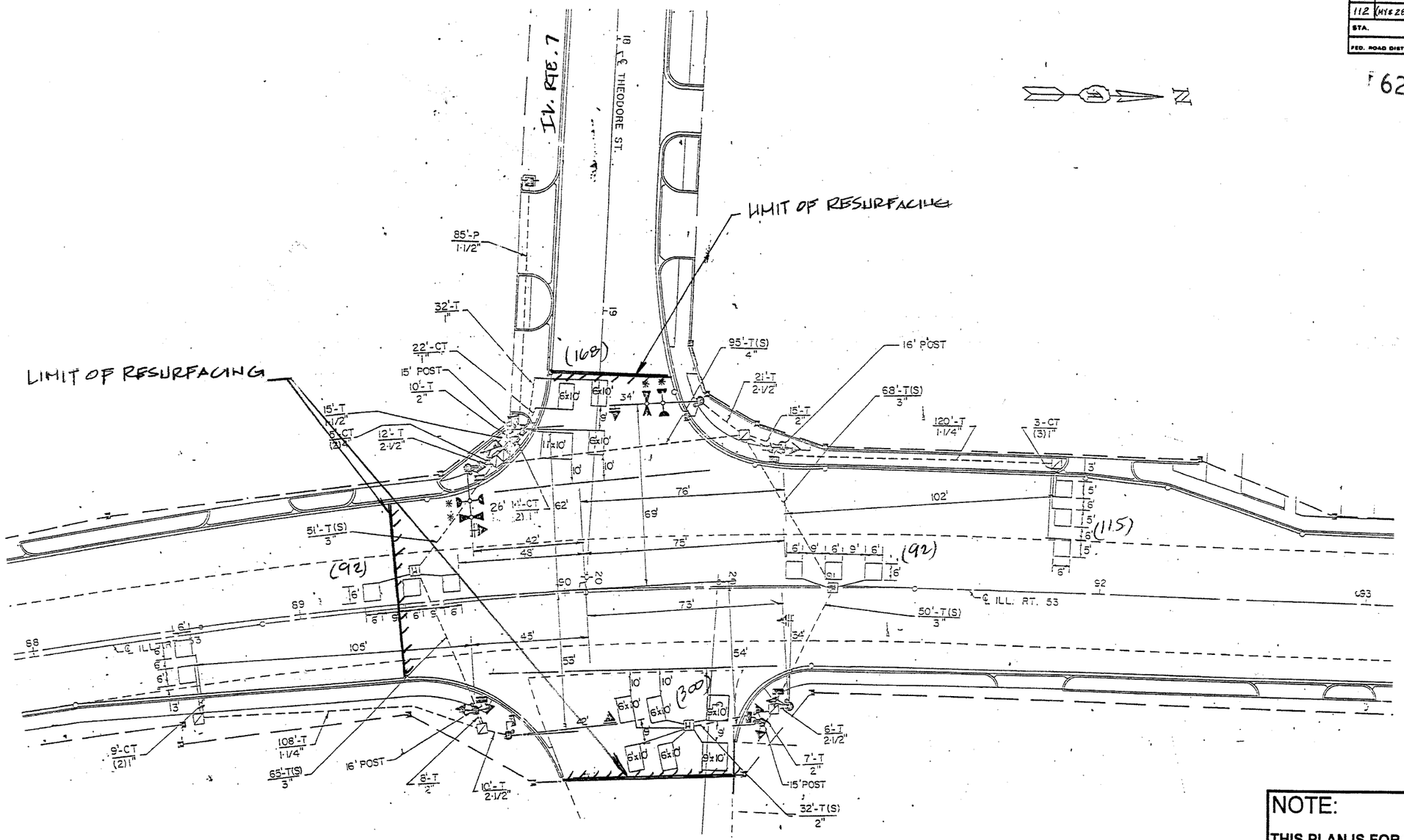
PLOT SCALE = 50.000 ' / IN.
USER NAME = brentt

\projects\e113603\d113603aa.n32 3/29/2006 3:15:20 PM brentt

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(HYS & ZBY) 25-2	WILL	26	11
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

F 62616



REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	675	Foot	Detector Loop Replacement

NOTE:

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT

Ill. Rte. 53 at Ill. Rte. 7

SCALE: None

DATE: Jan. 2006

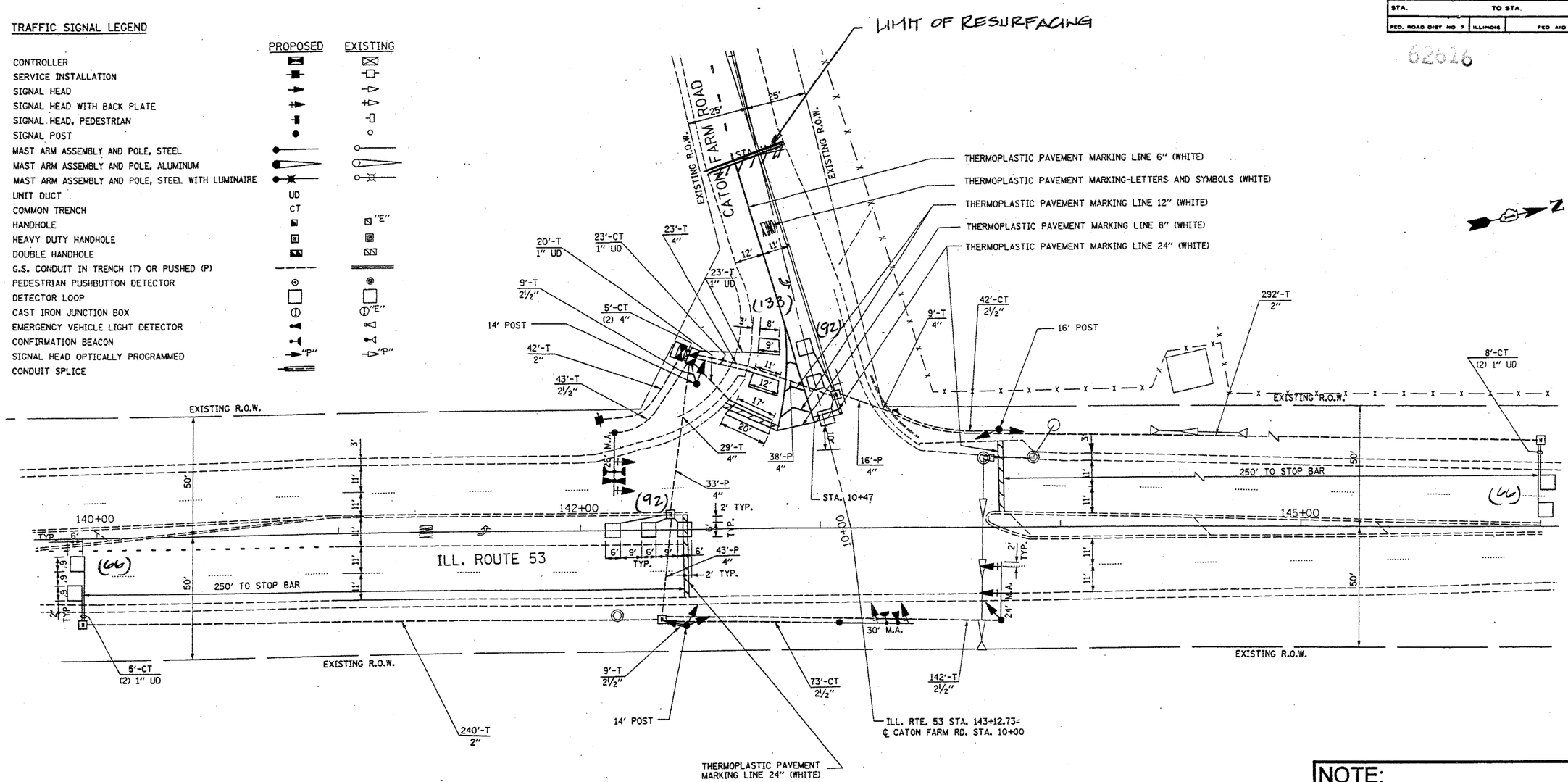
DRAWN BY: JHE
DESIGNED BY: JHE
CHECKED BY: DAD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(M16 28Y) RS-2	WILL	26	12
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

62616

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACK PLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT	UD	
COMMON TRENCH	CT	
HANDHOLE		"E"
HEAVY DUTY HANDHOLE		
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		



REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	449	Foot	Detector Loop Replacement

NOTE:

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT

ILL. RTE. 53 @ CATON FARM RD.

SCALE: NONE

DATE JAN. 2006

DRAWN BY JHE

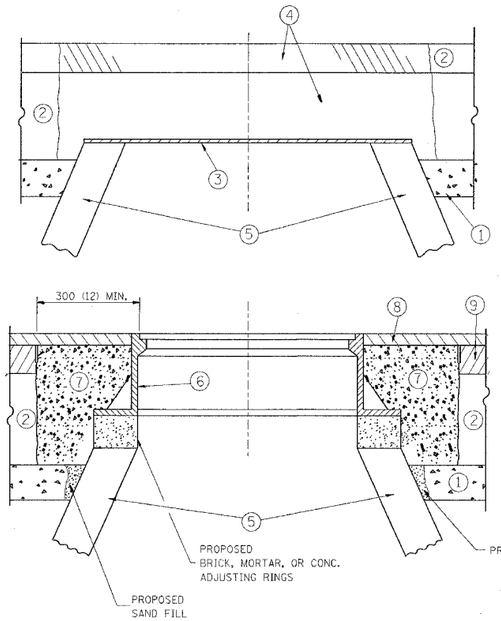
DESIGNED BY: JHE

CHECKED BY: DAD

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MYSZBT)ES-2	WILL	26	13
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62616



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

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

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

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 40 ($1\frac{1}{2}$) THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE BITUMINOUS MATERIAL 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 BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL 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. 900 (36) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND BITUMINOUS MATERIAL
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS SI CONCRETE, BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL
8. PROPOSED BITUMINOUS CONCRETE SURFACE COURSE
9. PROPOSED BITUMINOUS CONCRETE 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: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: VERT.
HORIZ.
DATE: 3/29/2006

DRAWN BY
CHECKED BY

BD600-03 (BD-8)
REVISION DATE: 05/17/04

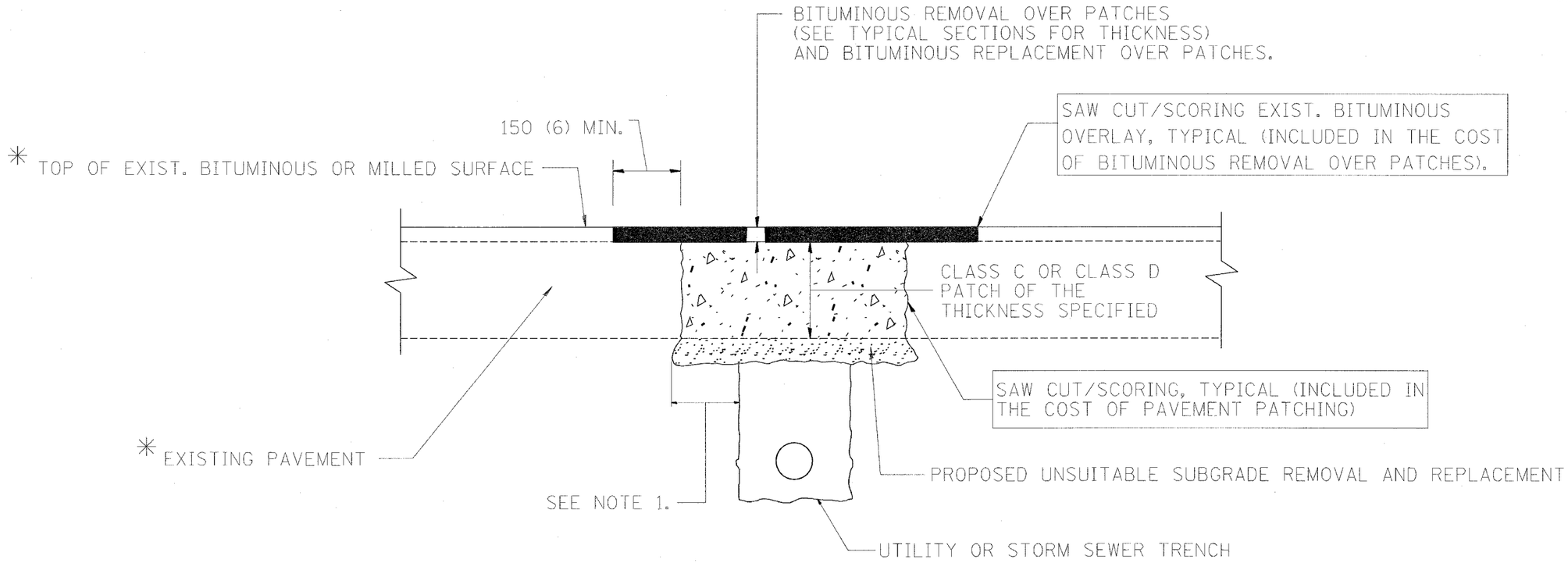
PLOT DATE = 3/29/2006
FILE NAME = W:\district1\bd03.dgn
PLOT SCALE = 49.9999 '/ IN.
USER NAME = crantt

W:\district1\bd03.dgn 3/29/2006 7:46:48 PM crantt

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY&ZBY)RS-2	WILL	26	14
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62616



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.

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

REVISIONS NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART ABBAS	04/27/98

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT

SCALE: VERT.
HORIZ.
DATE: 3/29/2006

DRAWN BY
CHECKED BY

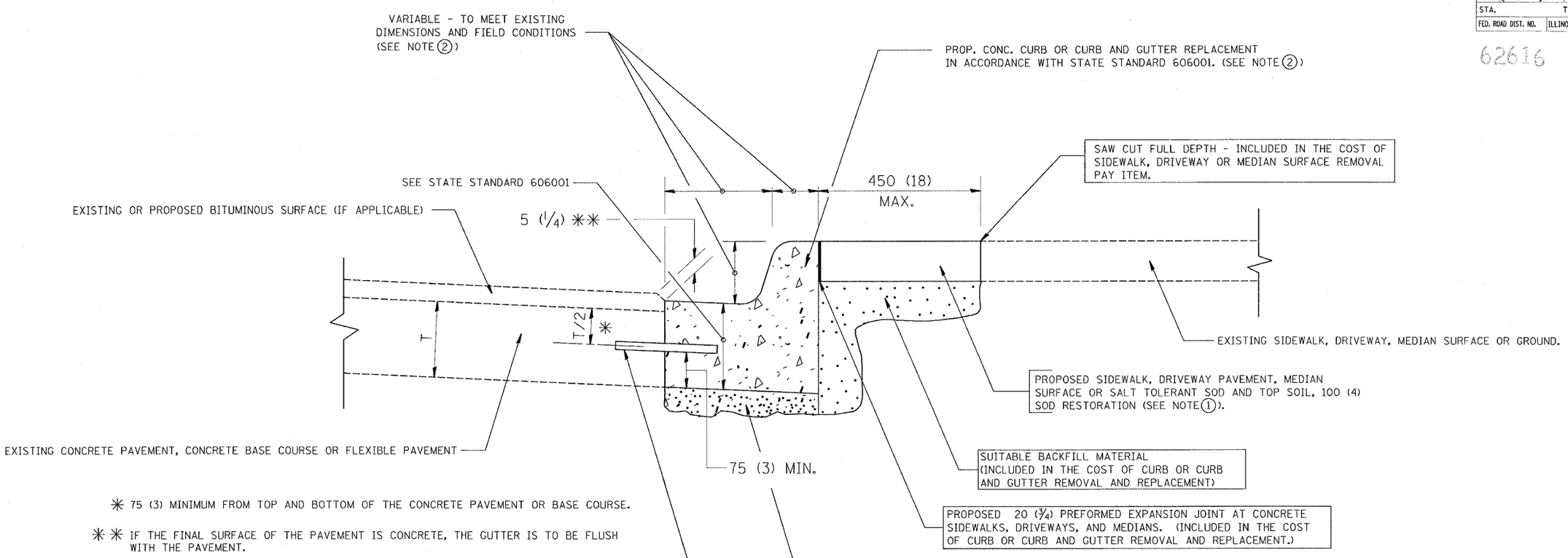
BD400-04 (BD-22)
REVISION DATE: 04/27/98

PLOT DATE = 3/29/2006
FILE NAME = W:\drafts\bd22.dgn
PLOT SCALE = 88.000 '/ IN.
USER NAME = transit

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY&2BY)RS-2	WILL	26	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62616



* 75 (3) 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, 100 (4) 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 BITUMINOUS 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 METER (FOOT) 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 MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

REVISIONS NAME	DATE
M. DE YONG	05/28/91
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. HORIZ.
DATE: 3/29/2006
DRAWN BY
CHECKED BY

BD600-06 (BD-24)

REVISION DATE: 12/06/88

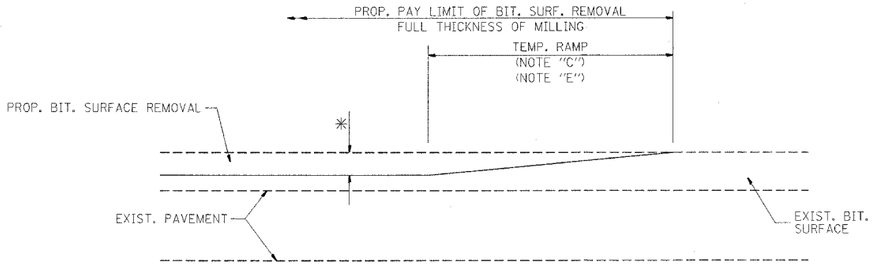
PLOT DATE = 3/29/2006
FILE NAME = N:\district\bd24.dgn
PLOT SCALE = 50.000 ' / IN.
USER NAME = vranit

N:\district\bd24.dgn 3/29/2006 7:42:29 PM User:vranit

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY&2BY)2S-2	WILL	26	16
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

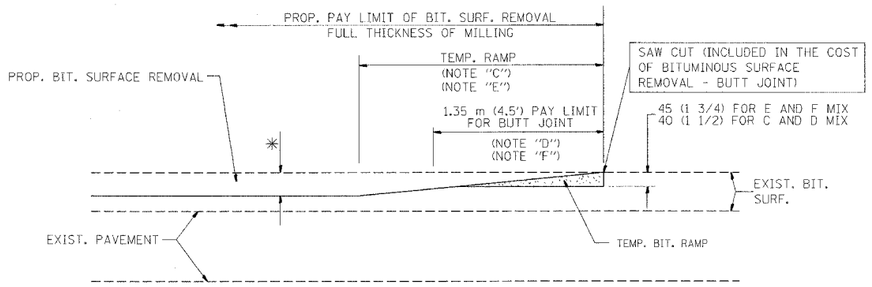
62616



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

OPTION 1

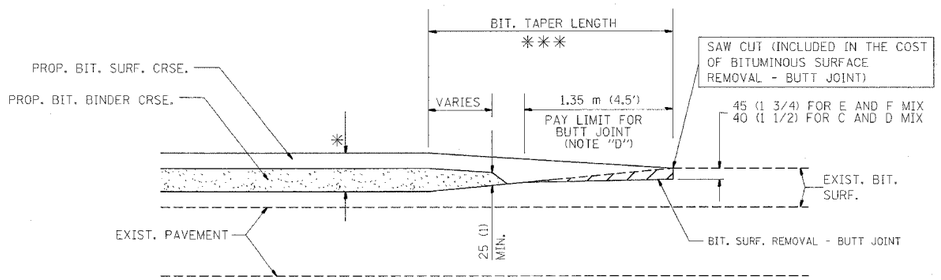


BITUMINOUS CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

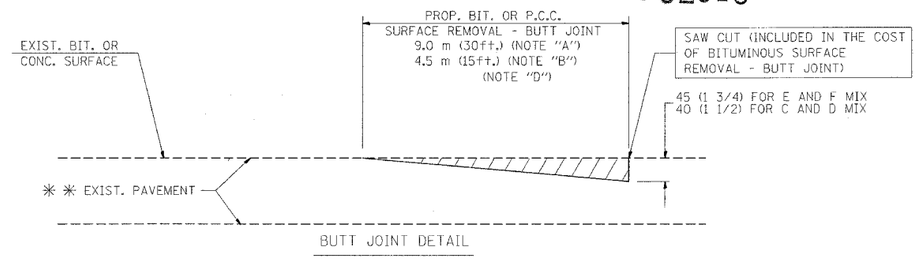
OPTION 2

TYPICAL TEMPORARY RAMP

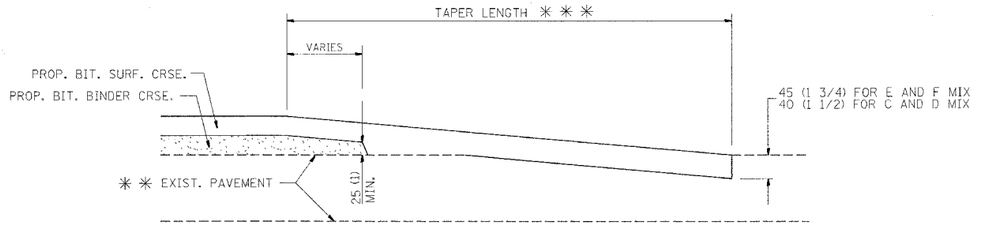


BUTT JOINT AND BITUMINOUS TAPER

TYPICAL BUTT JOINT AND BITUMINOUS TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



BITUMINOUS TAPER DETAIL

TYPICAL BUTT JOINT AND BITUMINOUS TAPER
FOR RESURFACING ONLY

* * PC CONCRETE, BITUMINOUS OR BITUMINOUS 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 BITUMINOUS SURFACE.

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

E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 ft.) PER INCH OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT".

G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

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

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.) AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT" OR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND BITUMINOUS TAPER DETAILS

SCALE: VERT.
HORIZ.
DATE: 3/29/2006

DRAWN BY
CHECKED BY

BD400-05 (VI=BD32)

REVISION DATE: 04/06/01

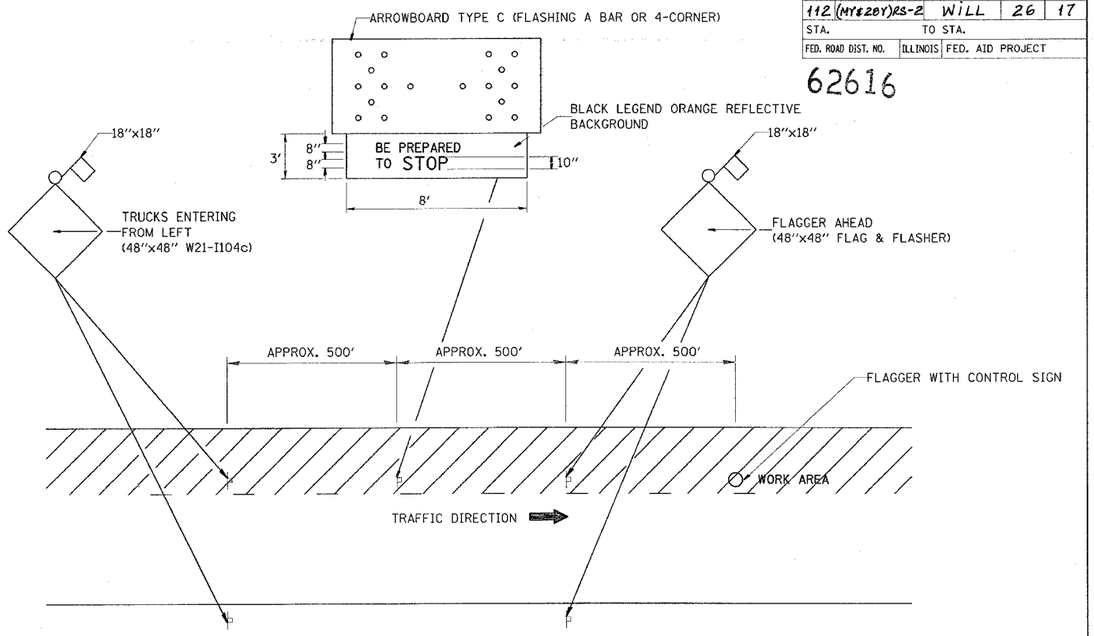
PLOT DATE = 3/29/2006
FILE NAME = w:\standard\bd32.dgn
PLOT SCALE = 49.9999 ' / IN.
USER NAME = trantl

W:\standard\bd32.rpt 3/29/2006 3:55:32 PM tlantrall

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112 (MY&20Y)RS-2		WILL	26	17
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62616



METHOD OF FLAGGING

NOTE:

1. SIGNS SHALL BE MOUNTED AT A MINIMUM CLEARANCE HEIGHT OF 5 FEET

2. ALL SIGNS SHALL BE REMOVED WHEN THE FLAGGING OPERATION CEASES.

3. THIS CASE ALSO APPLIES WHEN THE WORK ZONE IS ON THE RIGHT. UNDER THESE CONDITIONS "TRUCKS ENTERING FROM RIGHT" SIGNS SHALL BE SUBSTITUTED FOR "TRUCKS ENTERING FROM LEFT" SIGNS. ALSO THE ARROWBOARD AND "BE PREPARED TO STOP" SIGNS SHALL BE RELOCATED TO THE RIGHT SIDE OF THE ROAD.

4. WORK ZONE ACCESS POINTS SHOULD BE A MINIMUM OF ONE HALF MILE APART. MEDIAN WORK ZONE ACCESS POINTS SHOULD NOT BE LOCATED OPPOSITE OF EACH OTHER.

5. NIGHTTIME FLAGGING OPERATIONS: THE FLAG STATION SHALL BE LIGHTED WITH ADDITIONAL LIGHTS OTHER THAN STREET LIGHTS. THE FLAGGER CONTROL SIGN AND THE FLAGGER'S VEST SHALL BE REFLECTORIZED. IN ADDITION, THE FLAGGER SHALL HAVE A FLASHLIGHT OR LIGHTED WAND.

REVISIONS	
NAME	DATE
RAY RITCHIE	5/10/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

METHOD OF FLAGGING

SCALE: NOT TO SCALE
DATE: 3/29/2006

DRAWN BY C.A.D.
CHECKED BY

BM-14

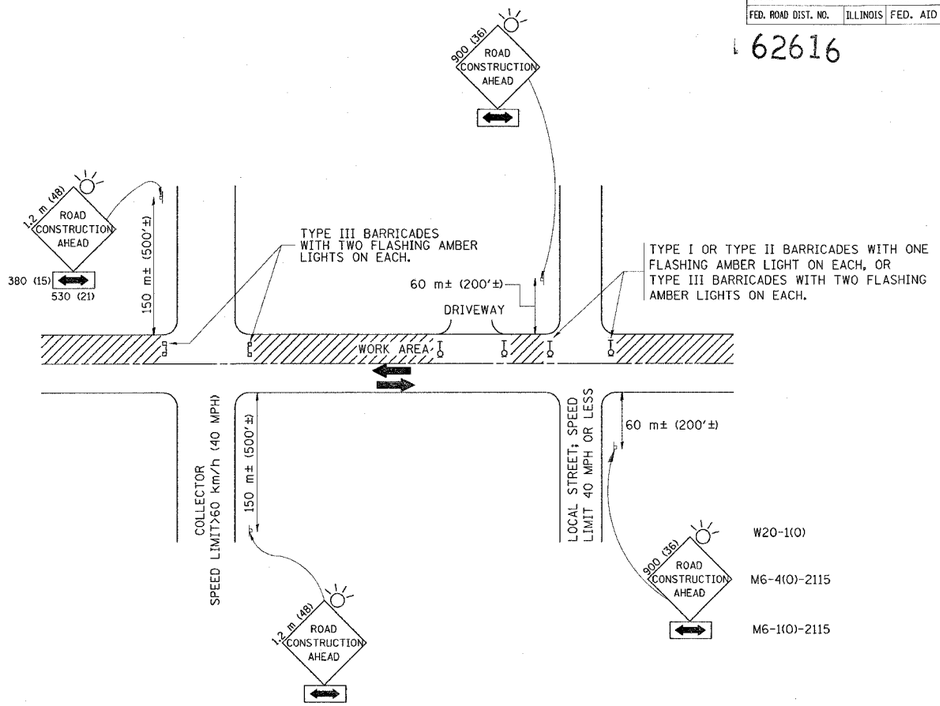
REVISION DATE: 05/10/00

PLOT DATE = 3/29/2006
FILE NAME = w:\district\bm14.dgn
PLOT SCALE = 49.1183 '= / IN.
USER NAME = travelt

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY&2BY)RS-2	WILL	26	18
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62616



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 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') 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 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') 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.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE:

DATE: 3/29/2006

DRAWN BY

CHECKED BY

TC-10

REVISION DATE: 01/06/00

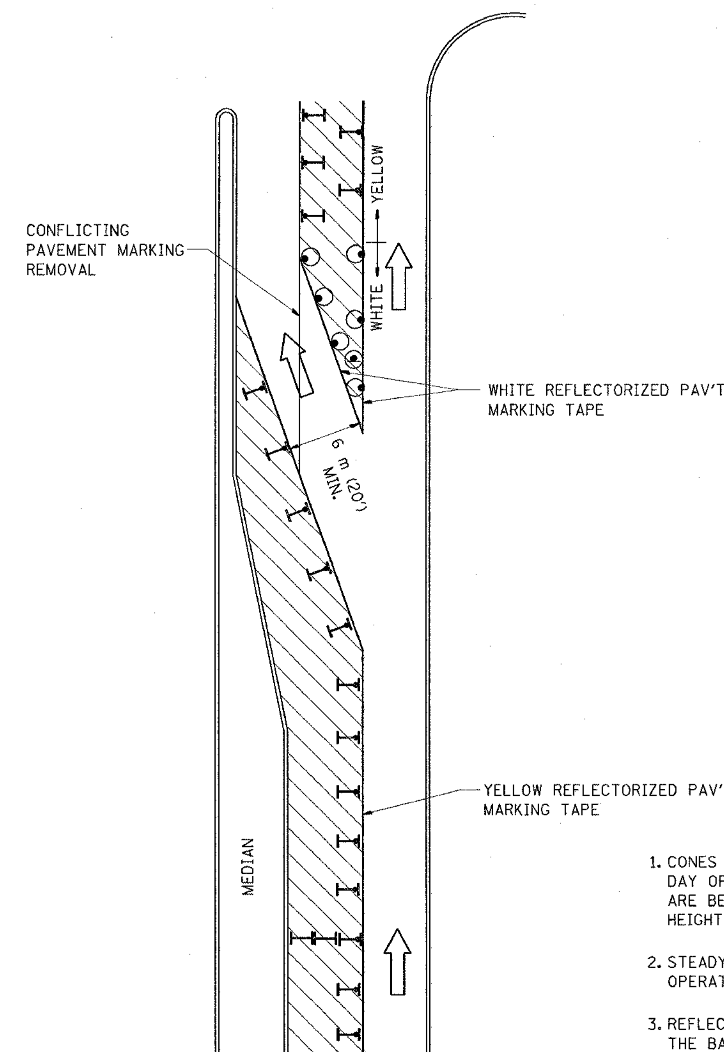
PLOT DATE = 3/29/2006
FILE NAME = c:\projects\tc10.dgn
PLOT SCALE = 50.000 '/ IN.
USER NAME = transit

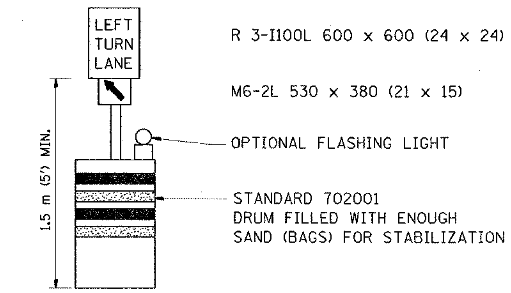
c:\projects\tc10.dgn 3/29/2006 8:56:41 PM transit

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY&2BY)RS-2	WILL	26	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62616





GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 1.5 m (5').
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" R3-100 600 x 600 (24 x 24) AND M6-2R 530 x 380 (21 x 15) 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

Symbol	Description
(hatched area)	WORK AREA
(arrow)	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 millimeters (inches) unless otherwise shown.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

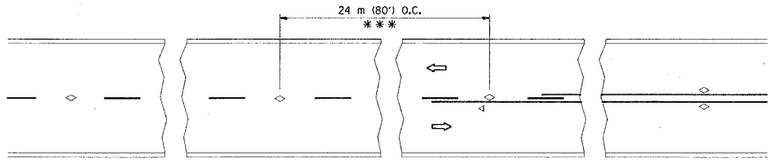
SCALE: NONE
DATE: 3/29/2006
DRAWN BY
CHECKED BY LHA
TC-14
REVISION DATE: 01/06/00

PLOT DATE = 3/29/2006
FILE NAME = w:\diststd\tc14.dgn
PLOT SCALE = 49.9999 '/ IN.
USER NAME = trenit

CONTRACT NO.

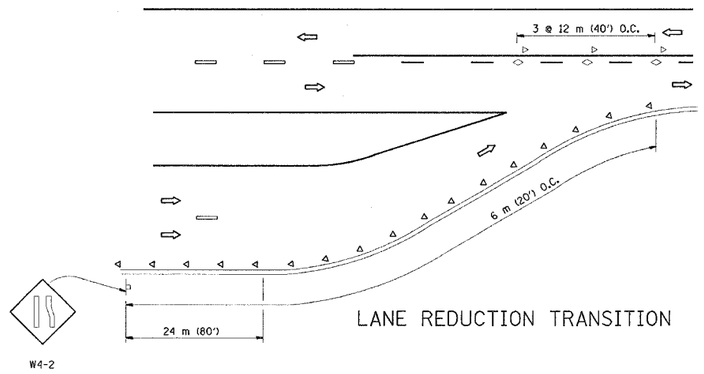
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112 (MY&ZBY)2S-2		WILL	26	20
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62616

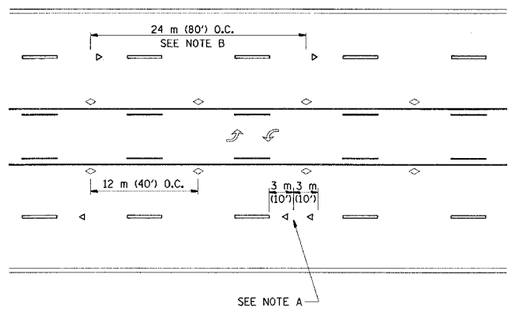


*** REDUCE TO 12 m (40') O.C. ON CURVES WITH POSTED OR ADVISORY SPEED TO km/h (45 M.P.H.) OR LESS.

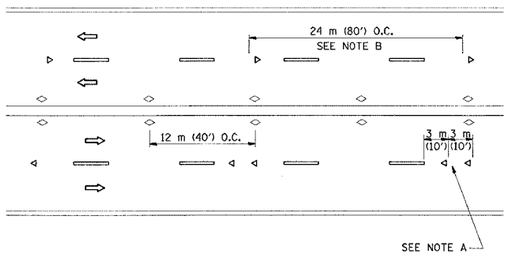
TWO-LANE/TWO-WAY



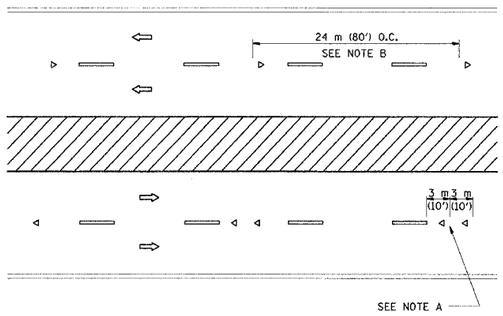
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



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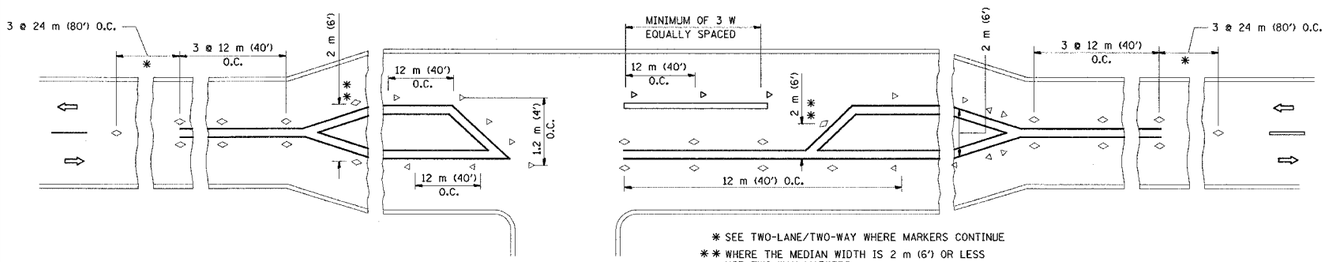

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

LEFT TURN

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 50 TO 75 (2 TO 3) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 150 m (500') IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

LANE MARKER NOTES

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

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

SYMBOLS

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

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.

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE

DATE: 3/29/2006

DRAWN BY CADD

CHECKED BY

TC-11

REVISION DATE: 01/06/00

PLOT DATE = 3/29/2006
FILE NAME = m:\district\tc11.dgn
PLOT SCALE = 50.000 ' / IN.
USER NAME = transit

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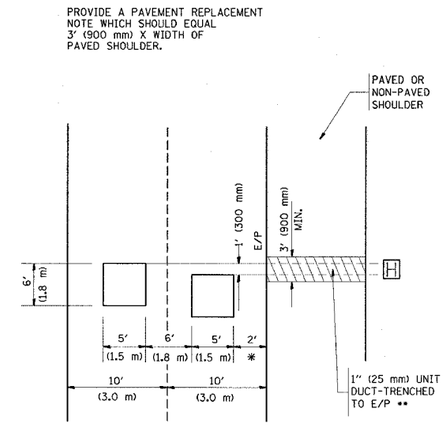
CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112 (MY&ZBY)RS-2		WILL	26	21
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62616

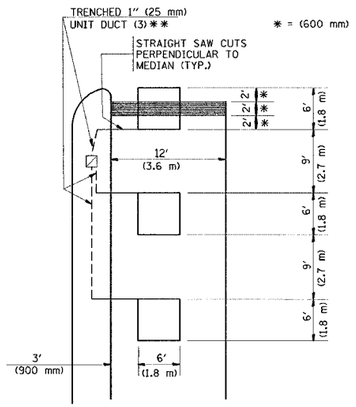
LOOPS NEXT TO SHOULDERS



* = (600 mm)

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

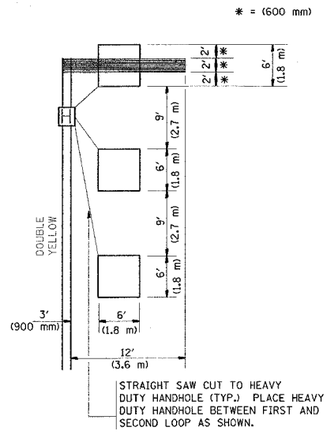
LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

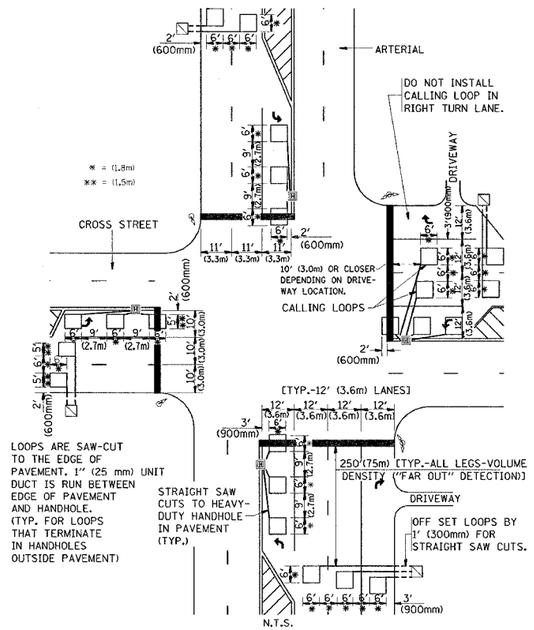
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



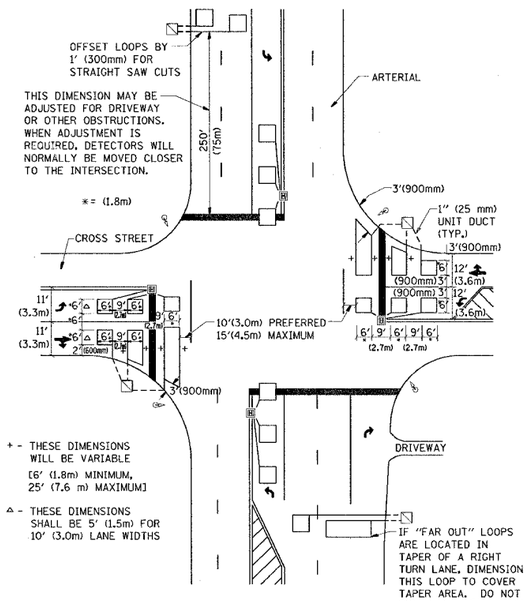
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE
DATE: 3/29/2006

DESIGNED BY
DRAWN BY CADD
CHECKED BY R.K.F.

TSO7

REVISION DATE:

PLOT DATE = 3/29/2006
FILE NAME = e:\district\ts07.dgn
PLOT SCALE = 49.9999 ' / IN.
USER NAME = transit

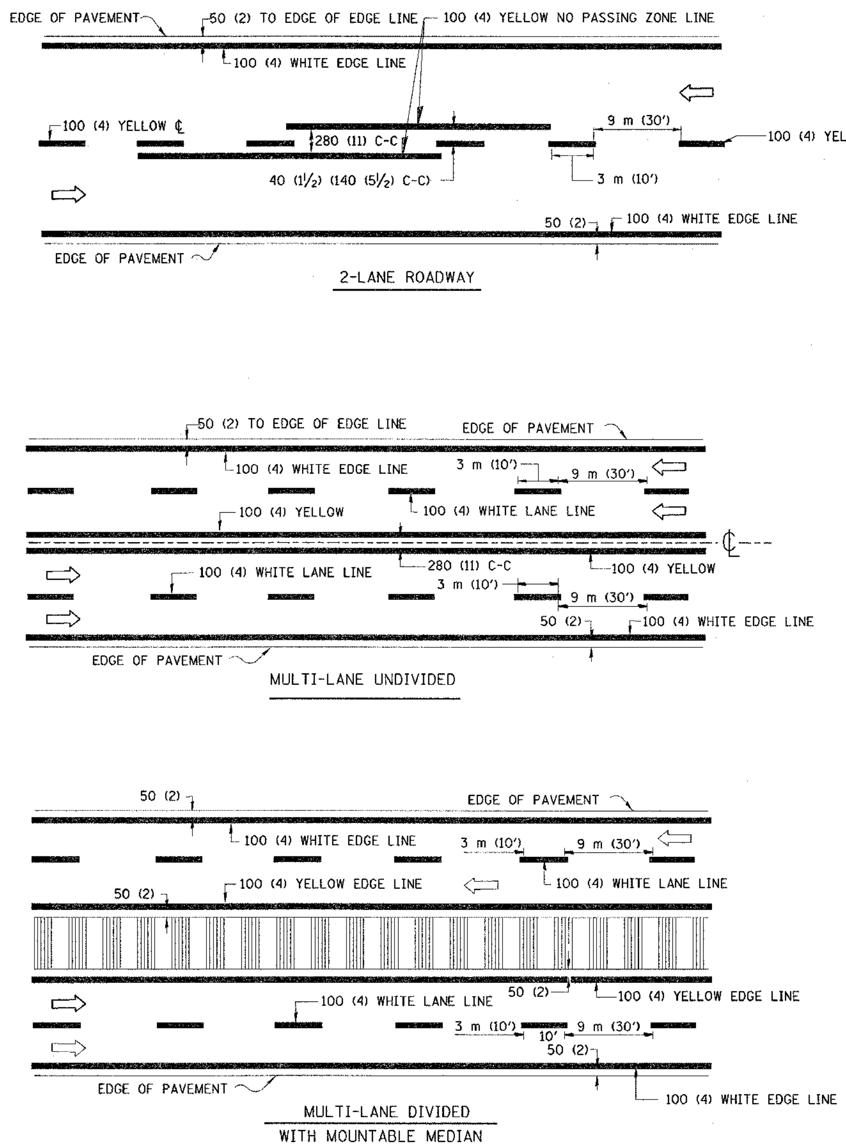
e:\district\ts07.dgn 3/29/2006 3:38:38 PM transit

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(HY&2BY)RS-2	WILL	26	22

CONTRACT NO. 62616

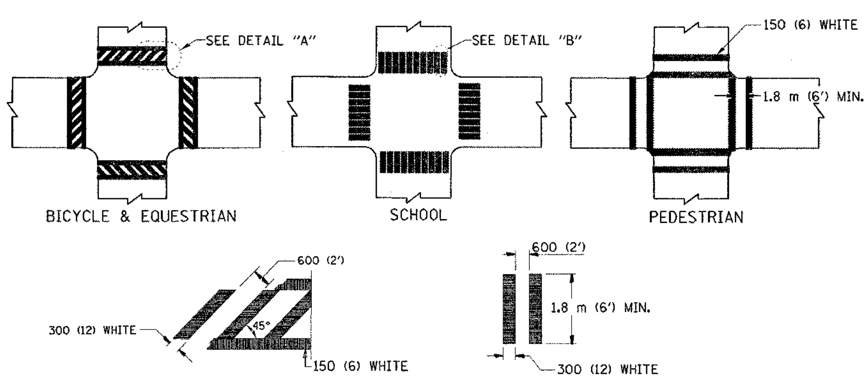
STA. TO STA.

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

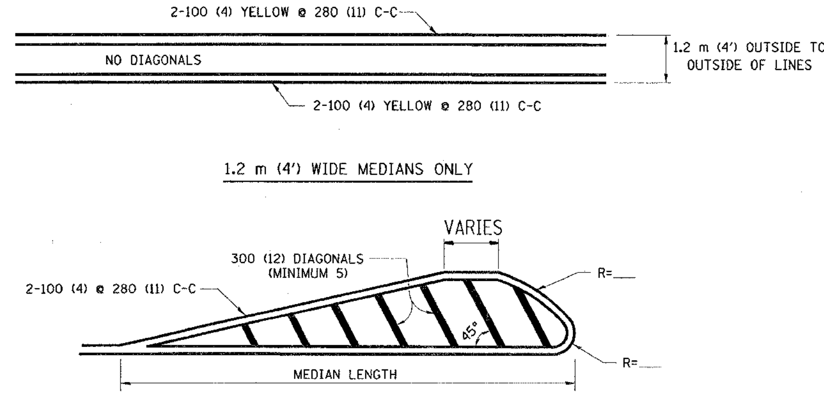


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



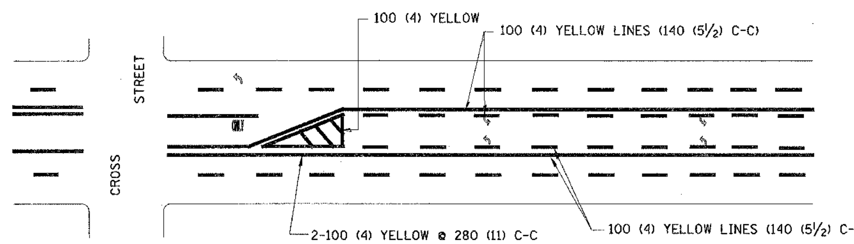
TYPICAL CROSSWALK MARKING



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

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

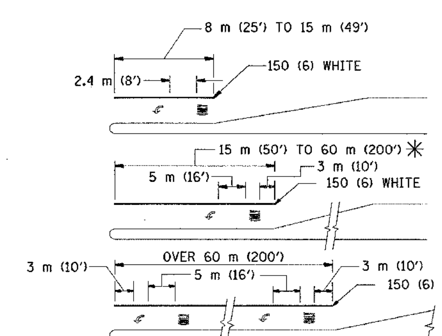
MEDIANS OVER 1.2 m (4') WIDE



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

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

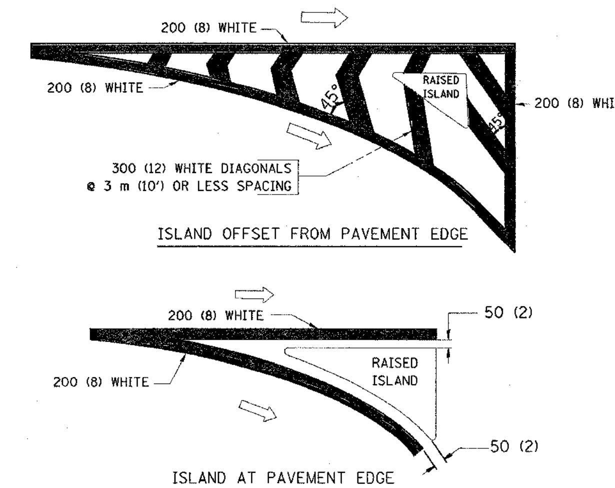


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
AREA = 1.5 m² (15.6 SQ. FT.) ONLY AREA = 1.9 m² (20.8 SQ. FT.)

✱ TURN LANES IN EXCESS OF 120 m (400') 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



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5½) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5½) 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 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m² (3.6 SQ. FT.) EACH "X"=5.0 m² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT
MARKINGS

SCALE: NONE
DATE: 3/29/2006
DRAWN BY CADD
CHECKED BY

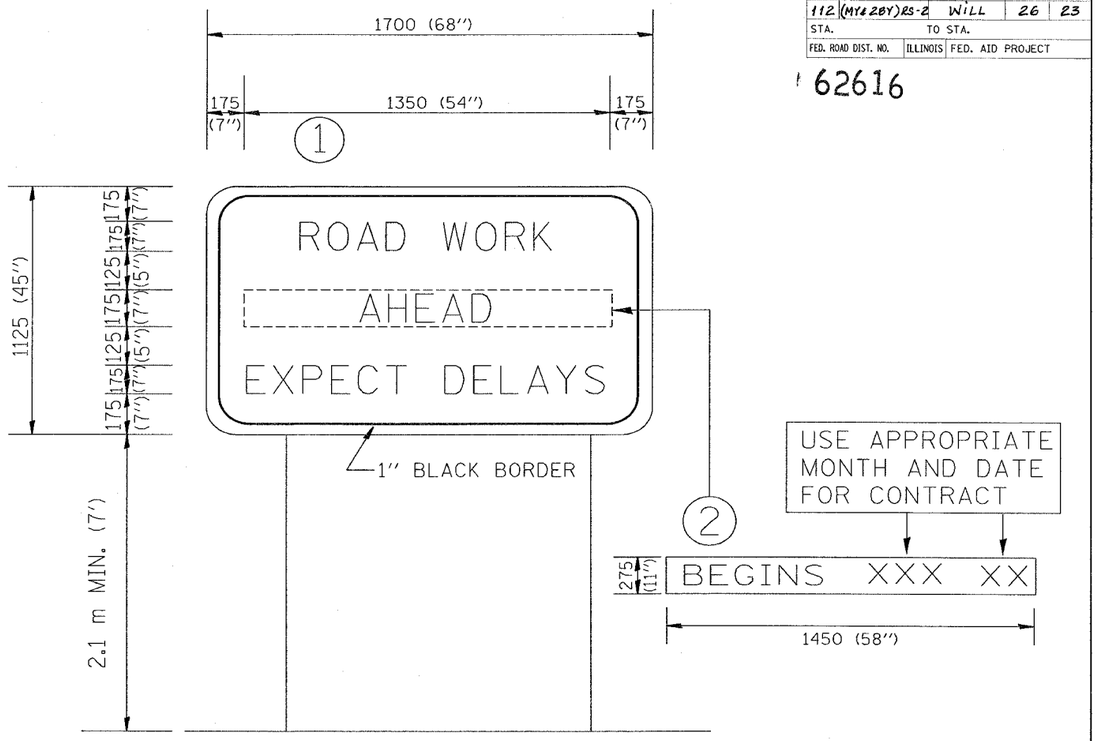
TC-13
REVISION DATE: 01/06/00

PLOT DATE = 3/29/2006
FILE NAME = w:\dist\tc13.dgn
PLOT SCALE = 50.000 ' / IN.
USER NAME = trant

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY&ZBY)RS-2	WILL	26	23
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62616



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 2.3 SQ. M. (25.70 SQ. FT.)

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

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY INFORMATION SIGNING

SCALE:

DATE: 3/29/2006

DRAWN BY DESIGN

CHECKED BY

TC22

REVISION DATE: 02/02/99

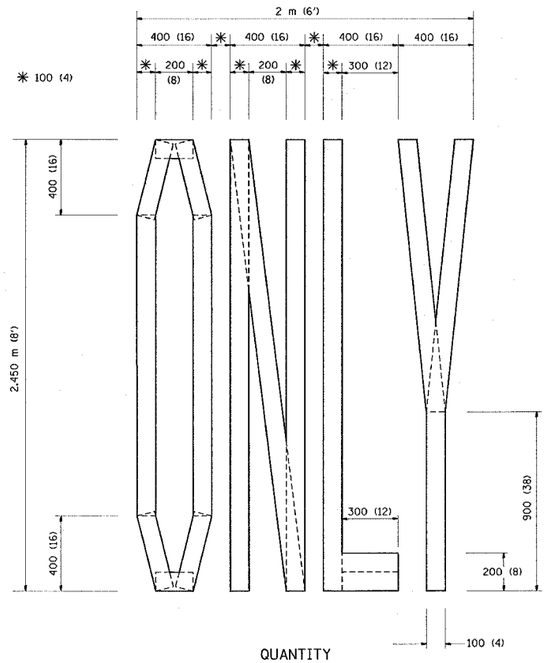
PLOT DATE = 3/29/2006
FILE NAME = e:\district\tc22.dgn
PLOT SCALE = 48.000 ' / IN.
USER NAME = trenit

\district\tc22.dgn 3/29/2006 4:38:47 PM User=trenit

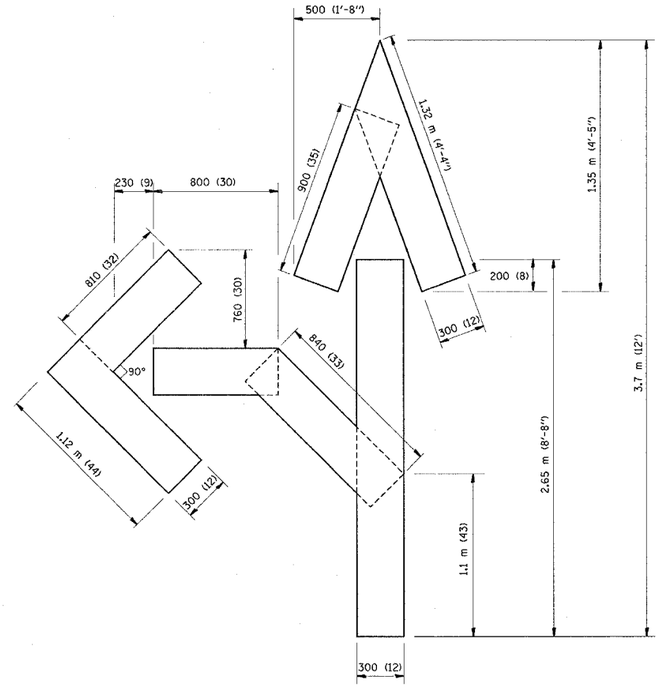
CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MY&ZBY)RS-2	WILL	26	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

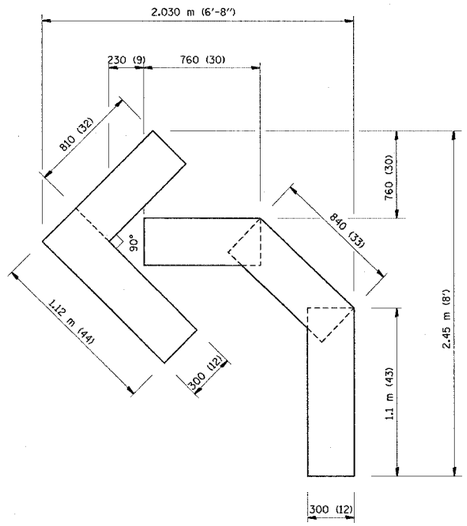
62616



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



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



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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

SCALE: NONE
DRAWN BY CADD
DATE: 3/29/2006
CHECKED BY

TC-16

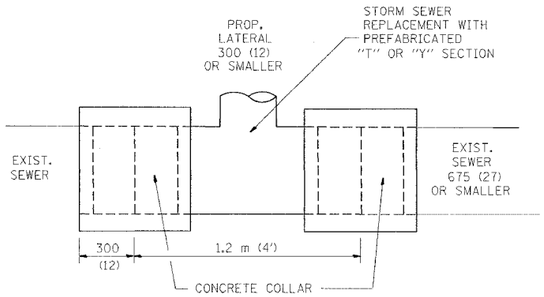
REVISION DATE: 08/28/00

PLOT DATE = 3/29/2006
FILE NAME = w:\dsn\tc16.dgn
PLOT SCALE = 49.9999 '/ IN.
USER NAME = tranit

CONTRACT NO.

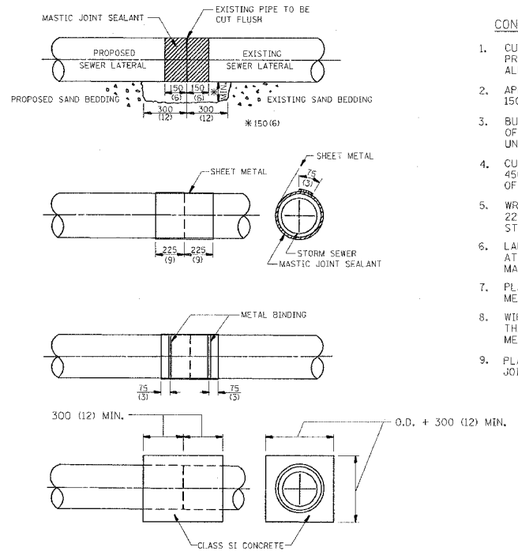
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112 (MY&2BY)RS-2		WILL	26	25
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62616



DETAIL "A"

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

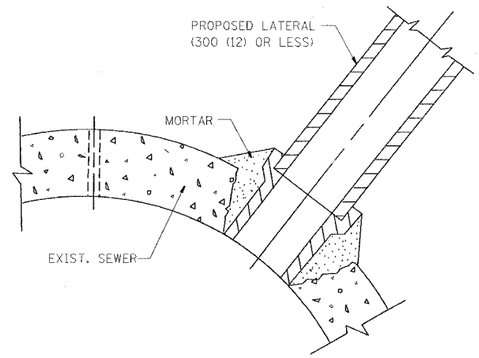


DETAIL "B"

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 150 (6) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 300 x 150 (12 x 6) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 450 (18) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 75 (3) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES. 225 (9) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 75 (3) 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 OOZES 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 750 (30) 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

I THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 675 (27) OR SMALLER SEE DETAIL "A" AND "B".

B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 750 (30) 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 PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

REVISIONS	
NAME	DATE
M. DE YONG	07/25/90
M. DE YONG	02/05/92
M. DE YONG	05/08/92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	06/12/96

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

SCALE: VERT.
HORIZ.
DATE: 3/29/2006

DRAWN BY
CHECKED BY

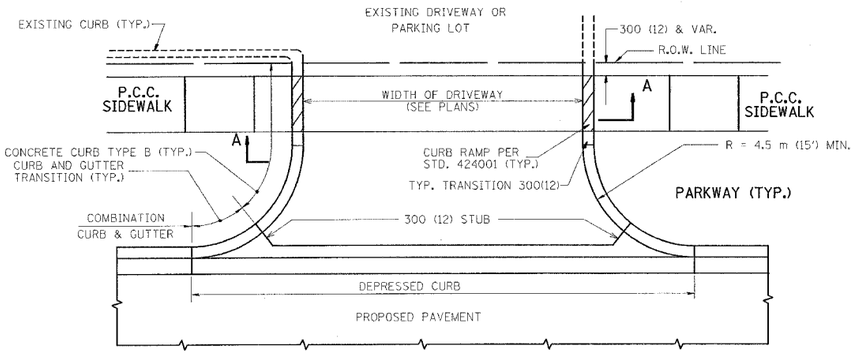
BD500-01 (BD-7)
REVISION DATE: 06/12/96

PLOT DATE = 3/29/2006
FILE NAME = W:\district6\bd07.dgn
PLOT SCALE = 50.000 ' / IN.
USER NAME = cronit

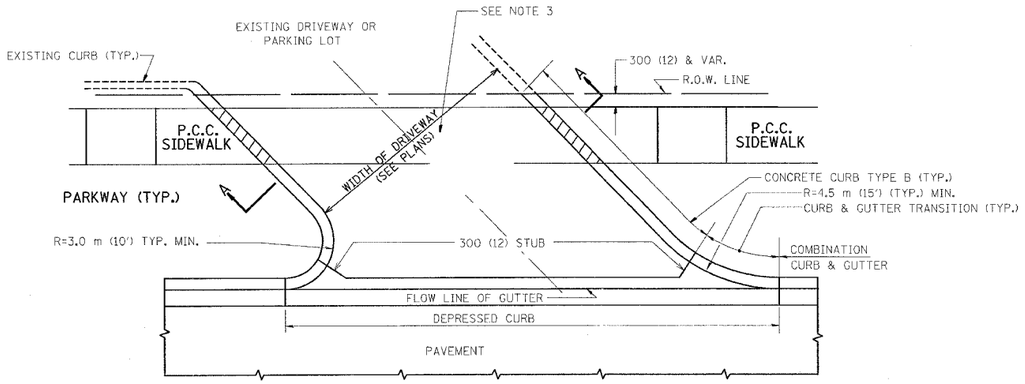
CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	(MYEZBY)RS-2	WILL	26	26
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

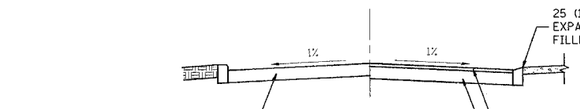
62616



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



SECTION A-A

RIGID DRIVEWAY

COMMERCIAL ENTRANCE (CE):
P.C.C. DRIVEWAY PAVEMENT 200 (8)
MEASURED IN SQ. M. (SQ. YD.)

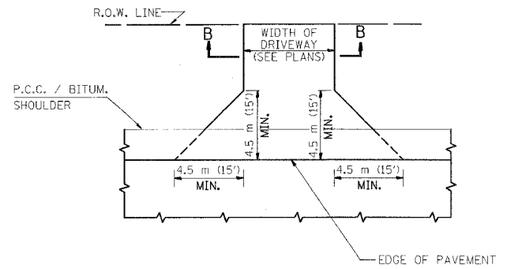
NON-COMMERCIAL ENTRANCE (PE):
P.C.C. DRIVEWAY PAVEMENT 150 (6)
MEASURED IN SQ. M. (SQ. YD.)

BITUMINOUS DRIVEWAY

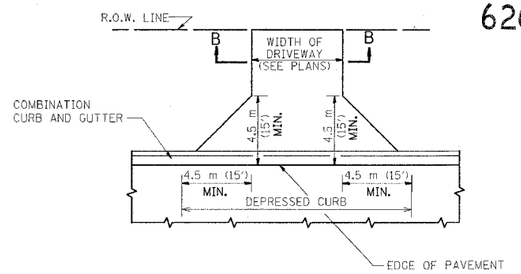
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 50 (2)
MEASURED IN TONS

CE: BITUMINOUS BASE COURSE, SUPERPAVE, 200 (8)
MEASURED IN SQ. M. (SQ. YD.)

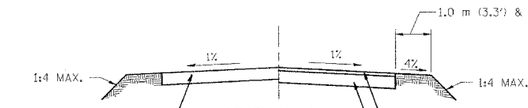
PE: BITUMINOUS BASE COURSE, SUPERPAVE, 150 (6)
MEASURED IN SQ. M. (SQ. YD.)



ADJACENT TO P.C.C. / BITUMINOUS SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

RIGID DRIVEWAY

CE: P.C.C. DRIVEWAY PAVEMENT 200 (8)

PE: P.C.C. DRIVEWAY PAVEMENT 150 (6)

BITUMINOUS DRIVEWAY

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 50 (2)
MEASURED IN TONS

CE: BIT. BASE CSE., SUPERPAVE, 200 (8)
MEASURED IN SQ. M. (SQ. YD.)

PE: BIT. BASE CSE., SUPERPAVE, 150 (6)
MEASURED IN SQ. M. (SQ. YD.)

RURAL FIELD ENTRANCE (FE)

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE
MIX "C", N50, 50 (2)
MEASURED IN TONS

AGGREGATE BASE CSE., TYPE A 200 (8)
MEASURED IN SQ. M. (SQ. YD.)

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 ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 1.2 METERS (4 FEET) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT 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.

25 (1) 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.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

REVISIONS	
NAME	DATE
P. LaFLEUR	04-15-03
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS DISTANCE BETWEEN R.O.W. AND FACE OF CURB / EDGE OF SHOULDER >= 4.5 m (15')

SCALE: VERT.
HORIZ.

DRAWN BY

DATE: 3/29/2006

CHECKED BY

BD400-01 (BD-01)
REVISION DATE: 04/15/03

PLOT DATE = 3/29/2006
FILE NAME = N:\district\bd81sign
PLOT SCALE = 4.4999 ' / IN.
USER NAME = tomk1