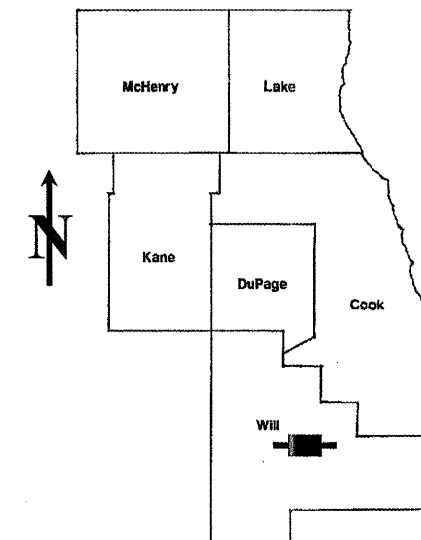


ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
VARIOUS	2011-001-PP	WILL	21	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT ONE
PROPOSED HIGHWAY PLANS

CONTRACT NO. 60N89

D-91-432-11



LOCATION OF IMPROVEMENT INDICATED THUS: 

FOR INDEX OF SHEETS SEE SHEET 2

VARIOUS ROUTES
 SECTION: 2011-001-PP
 VARIOUS LOCATIONS IN WILL COUNTY
 PCC PAVEMENT PATCHING
 WILL COUNTY
 C-91-432-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
 SUBMITTED: APRIL 6, 2011
Diana M. O'Keefe
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
May 13 2011
Scott E. Stitt P.E.
 acting ENGINEER OF DESIGN AND ENVIRONMENT
May 13 2011
Christine M. Roeder
 DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

J.U.L.I.E.: JOINT UTILITY LOCATION
INFORMATION FOR EXCAVATION
(312) 744-7000

CONTRACT NO. 60N89

DISTRICT ONE - DESIGN - PLAN PREPARATION ENGINEER:
 KEN ENG / (847) 705-4247

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

<u>SHEET NO.</u>	<u>DESCRIPTION</u>	<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET	000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	420001-07	PAVEMENT JOINTS
3	SUMMARY OF QUANTITIES	420701-02	PAVEMENT FABRIC
4	GENERAL LOCATION MAP	442101-03	CLASS B PATCHES
5	SUMMARY OF PATCHING SCHEDULE	701400-05	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
6-9	PATCHING SCHEDULE	701401-00	LANE CLOSURE, FREEWAY/EXPRESSWAY
10	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)	701411-07	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMPS
11	FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS (TC-08)	701426-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS
12	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701427	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
13	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701446-02	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
14-15	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS (TC-12)	701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
16	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701606-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
17	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701701-07	URBAN LANE CLOSURE, MULTILANE INTERSECTION
18	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	701901-01	TRAFFIC CONTROL DEVICES
19	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)		
20	ARTERIAL ROAD INFORMATION SIGN (TC-22)		
21	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)		

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)

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

WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

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

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

THE ENGINEER SHALL CONTACT LAWRENCE HILL, AREA TRAFFIC FIELD ENGINEER AT (815) 485-6475 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

THE EXISTING ROADWAY TYPICAL SECTION IS ASSUMED TO BE 10 INCHES OF PORTLAND CEMENT CONCRETE (PCC) PAVEMENT.

NO PATCHING IS TO BE DONE WITHIN FIFTY (50) FEET OF ANY RAILROAD CROSSING WITHOUT OBTAINING THE PROPER RAILROAD PROTECTIVE LIABILITY INSURANCE.

THE MINIMUM CLASS B PATCH DIMENSIONS SHALL BE A LENGTH OF 6 FEET AND A WIDTH THAT INCLUDES THE FULL WIDTH OF THE TRAVEL WAY.

FOR ALL PATCHES LOCATED IN THE MIDDLE LANE OF A ROUTE WITH A 3-LANE CROSS-SECTION (PER DIRECTION), CLASS PP-3 CONCRETE IS TO BE USED.

FOR ALL EXPRESSWAY LOCATIONS (MAINLINE AND RAMPS), CLASS PP-3 CONCRETE IS TO BE USED.

FOR INTERSECTION PATCHES, CLASS PP-5 CONCRETE IS TO BE USED. LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER.

JOINT SEALING FOR CLASS B PATCHES IS TO BE REPLACED WITH A SOLID PLASTIC BOND BREAKER (1/8" X T/3"; WHERE T IS EQUAL TO THE THICKNESS OF THE PATCH). THE COST OF THE SOLID PLASTIC BOND BREAKER IS TO BE INCLUDED IN THE COST OF THE CLASS B PATCH.

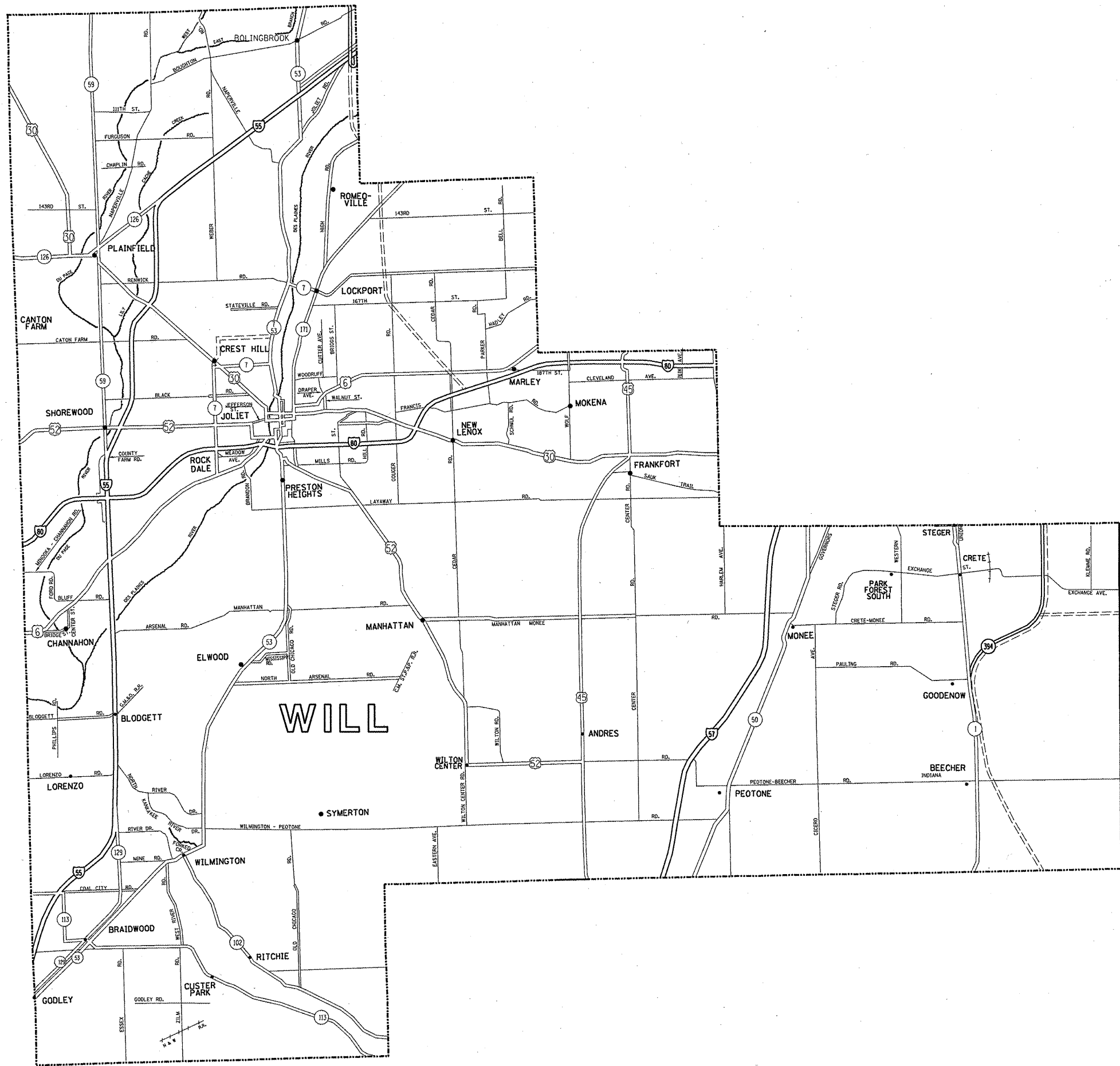
ANY DETECTOR LOOPS DAMAGED BY MILLING SHALL BE REPLACED IN KIND. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO QUANTIFY LOOP REPLACEMENTS NEEDED AND PROVIDE THE RESIDENT ENGINEER THIS INFORMATION PRIOR TO GRINDING OR REMOVAL.

FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\pws\d0259786\velichkovvv\d0259786\design\dgn		DRAWN -	REVISED -			VAR.	2011-001-PP	WILL	21	2	
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 60N89					
PLOT DATE = 4/14/2011		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	34	34				
25200110	SODDING, SALT TOLERANT	SO YD	34	34				
42101300	PROTECTIVE COAT	SO YD	2851	2851				
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SO YD	2176	2176				
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SO YD	457	457				
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SO YD	173	173				
44201299	DOWEL BARS 1 1/2"	EACH	5860	5860				
44213100	PAVEMENT FABRIC	SO YD	630	630				
44213200	SAW CUTS	FOOT	16761	16761				
44213204	TIE BARS 3/4"	EACH	130	130				
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	28	28				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
67100100	MOBILIZATION	L SUM	1	1				
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1				
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1				
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	14	14				
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1	1				
78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SO FT	186	186				
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	859	859				
* 78008220	POLYUREA PAVEMENT MARKING TYPE I - LINE 5"	FOOT	20	20				
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	184	184				
* 78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	30	30				
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	10	10				
* 78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	10	10				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	14	14				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	162	162				
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1				
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	3	3				

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005				
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	202	202				
Z0026346	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1				
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	360	360				
*X8850102	INDUCTION LOOP	FOOT	50	50				
*X8730312	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 4/C, TWISTED, SHIELDED	FOOT	50	50				
	* SPECIALTY ITEM							

Rev.



FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL LOCATION MAP - WILL COUNTY			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
et\pw\work\p\midot\velichkovvv\d0259786\	esign.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	VAR.	2011-001-PP	WILL	21	4
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -											
	PLOT DATE = 4/14/2011	DATE -	REVISED -											
										CONTRACT NO. 60N89			FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT	

SUMMARY - WILL COUNTY ROUTES	CLASS B PATCHES, 10" TYPE II (SY)	CLASS B PATCHES, 10" TYPE III (SY)	CLASS B PATCHES, 10" TYPE IV (SY)
IL 7 - THEODORE STREET (IL 53 TO W/O US 30)	437	128	40
IL 53 - CHICAGO STREET (NB IL 53 FROM FIFTH AVE TO WASHINGTON ST)	446	110	93
IL 53 - CHICAGO STREET (SB IL 53 FROM OSGOOD ST TO FIFTH AVE)	83		
IL 53 - OTTAWA STREET (SB IL 53 FROM WASHINGTON ST TO OSGOOD ST)	256	79	40
EXIT RAMP (FROM SWB I-55 TO JOLIET RD)	101		
IL 53 - BROADWAY ST (IL 53 FROM THEODORE ST TO RUBY ST)	749	140	
JOLIET ROAD (0.1 MI N/O 107TH ST)	32		
LEMONT ROAD (TWO WAY RAMP LEMONT RD TO NEW AVE)	72		
WILL COUNTY TOTALS =	2176 SY	457 SY	173 SY

ROUTE: IL 7: Theodore St (IL 53 to w/o US 30) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
IL-53	Hickory	EB	1	12	6	72	8
*3 lane section IL-53 to Helden		EB	C	12	6	72	8
		EB	1	12	6	72	8
		EB	C	12	6	72	8
		EB	1	12	6	72	8
		EB	C	12	6	72	8
		EB	C	12	6	72	8
		EB	1	12	6	72	8
		EB	C	12	6	72	8
		EB	1	12	15	180	20
		EB	C	12	6	72	8
		EB	1	12	6	72	8
Hickory	Cora	EB	C	12	15	180	20
		EB	1	12	6	72	8
Highland	Clement	EB	C	12	6	72	8
Clement	Oakland	EB	1	12	6	72	8
		EB	C	12	6	72	8
		EB	1	12	6	72	8
		EB	C	12	6	72	8
Oakland	Wilcox	EB	1	12	6	72	8
Wilcox	Raynor	EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	C	12	8	96	11
		EB	1	12	6	72	8
Raynor	Prairie	EB	1	12	6	72	8
		EB	C	12	6	72	8
Prairie	May	EB	1	12	6	72	8
		EB	C	12	6	72	8
May	Hosmer	EB	1	12	6	72	8
		EB	C	12	6	72	8
Burry	Catherine	EB	1	12	6	72	8
		EB	C	12	6	72	8
Catherine	Arbor	EB	1	12	6	72	8
		EB	C	12	6	72	8
Arbor	Heiden	EB	1	12	6	72	8
		EB	C	12	6	72	8
Heiden	Barthelone	EB	C	12	6	72	8
*5 lane section Heiden to w/o US-30		EB					
Barthelone	US-30	EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	C	12	6	72	8
*5 lane section US-30 to Heiden							
Heiden	Arbor		1	12	6	72	8
*3 lane section Heiden to IL-53							
Arbor	Catherine		1	12	6	72	8
			1	12	6	72	8
Hosmer	May		1	12	18	216	24
			1	12	6	72	8
May	Frederick		1	12	6	72	8
Prairie	Raynor		1	12	6	72	8
			1	12	6	72	8
Oakland	Clement		1	12	18	216	24
Clement	Highland		1	12	6	72	8

ROUTE: IL 7: Theodore St (IL 53 to w/o US 30) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
			1	12	6	72	8
Highland	Nicholson		1	12	15	180	20
Dearborn	Center		1	12	8	96	11
Cora	Hickory		1	12	30	360	40
			1	12	15	180	20
Hickory	IL-53		1	12	6	72	8
			1	12	6	72	8
			1	12	6	72	8

TOTALS: 454 FT 605 SY

ROUTE: IL 53 - Chicago St (NB IL 53 from Fifth Ave to Washington St) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
s/o 5th Ave.	5th Ave	NB	2	12	45	540	60
5th Ave.	4th Ave.		1	12	15	180	20
			1	12	15	180	20
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			1	12	10	120	13
			2	12	10	120	13
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			1	12	8	96	11
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
3rd Ave.	Osgood		1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: IL 53 - Chicago St (NB IL 53 from Fifth Ave to Washington St) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
			1	12	6	72	8
			2	12	6	72	8
Osgood	Washington		1	12	10	120	13
			1	12	6	72	8
			2	12	6	72	8
			2	14	10	140	16
			1	14	8	112	12
			2	14	6	84	9
			1	14	6	84	9
			2	14	6	84	9
			2	14	6	84	9
			1	14	6	84	9
			2	14	6	84	9
			1	14	10	140	16
			2	14	6	84	9
			2	14	10	140	16
			1	14	6	84	9
			2	14	6	84	9
			1	14	6	84	9
			2	14	15	210	23
			1	14	6	84	9
			2	14	6	84	9

TOTALS: 465 FT 649 SY

ROUTE: IL 53 - Chicago St (SB IL 53 from Osgood St to Fifth Ave) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Osgood	4th	SB	1	12	6	72	8
			2	12	8	96	11
			1	12	6	72	8
			2	12	6	72	8
4th	5th		1	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8

TOTALS: 62 FT 83 SY

ROUTE: IL 53: Ottawa St (SB IL 53 from Washington St to Osgood St) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Washington	Osgood	SB	1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	30	360	40
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	10	120	13
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8

TOTALS: 275 FT 375 SY

ROUTE: IL 53 (Theodore to Ruby) - Jointed Pavement PATCHING = CLASS B

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		NB	1	12	15	180	20
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8

TOTALS: 667 FT 889 SY

ROUTE: Lemont Rd (2 way ramp Lemont Rd to New Ave) - Jointed Pavement PATCHING = CLASS B

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Lemont Rd		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
	New Ave	WB	1	12	8	96	11
New Ave		EB	1	10	6	60	7
		EB	median	10	6	60	7
		EB	median	12	6	72	8
		EB	1	12	6	72	8
	Lemont Rd	EB	Left TL	12	6	72	8

TOTALS: 56 FT 72 SY

ROUTE: Joliet Rd. (0.1 mi North of 107th St) - Jointed Pavement PATCHING = CLASS B

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
107th St	Frontage Rd	NB	1	12	6	72	8
		NB	2	12	6	72	8
Frontage Rd	107th St	SB	1	12	6	72	8
		SB	2	12	6	72	8

TOTALS: 24 FT 32 SY

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, SOD OR GROUND.

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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 USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

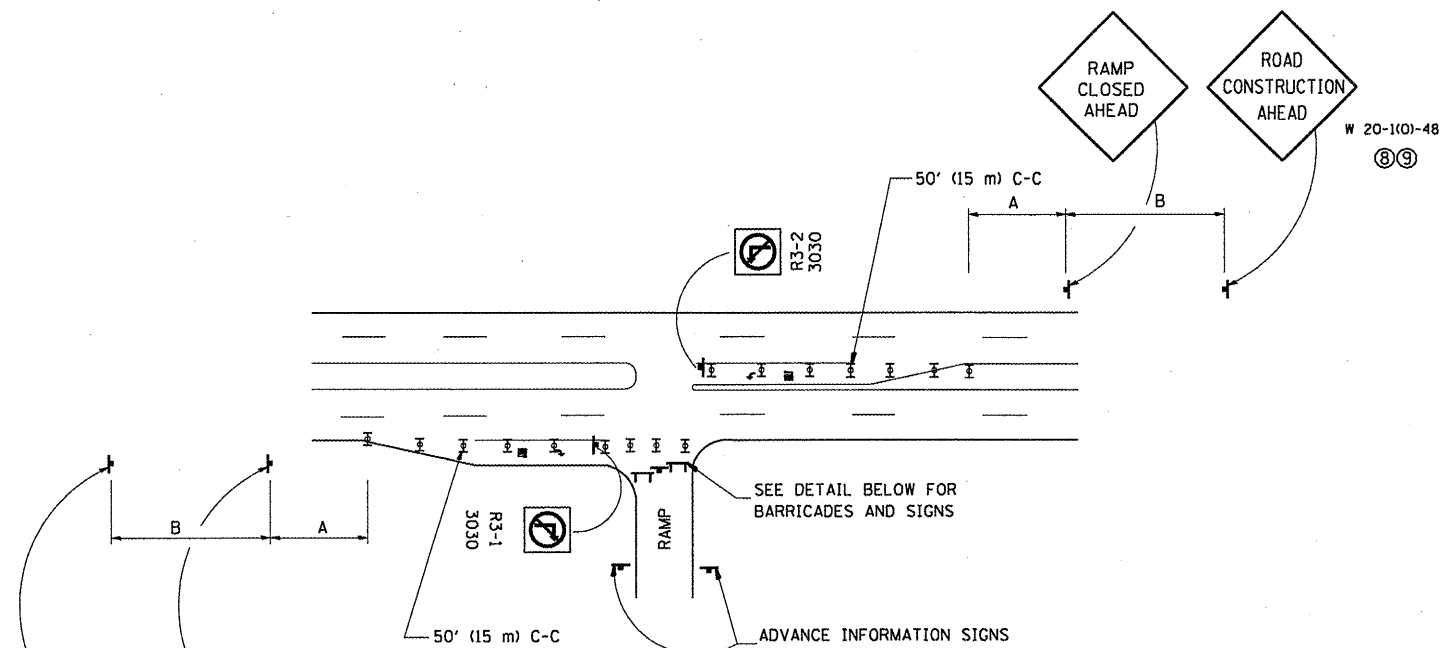
BASIS OF PAYMENT:

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 = VelichkovVV	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. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\p\work\p\stdot\velichkovvv\d0259786\	1stStd.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97			VAR.	2011-001-PP	WILL	21	10	
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISOR - M. GOMEZ 01-22-01				BD600-06 (BD-24)		CONTRACT NO. 60N89			
PLOT DATE = 4/14/2011	DATE - 03-11-94	REVISED - R. BORO 12-15-09				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

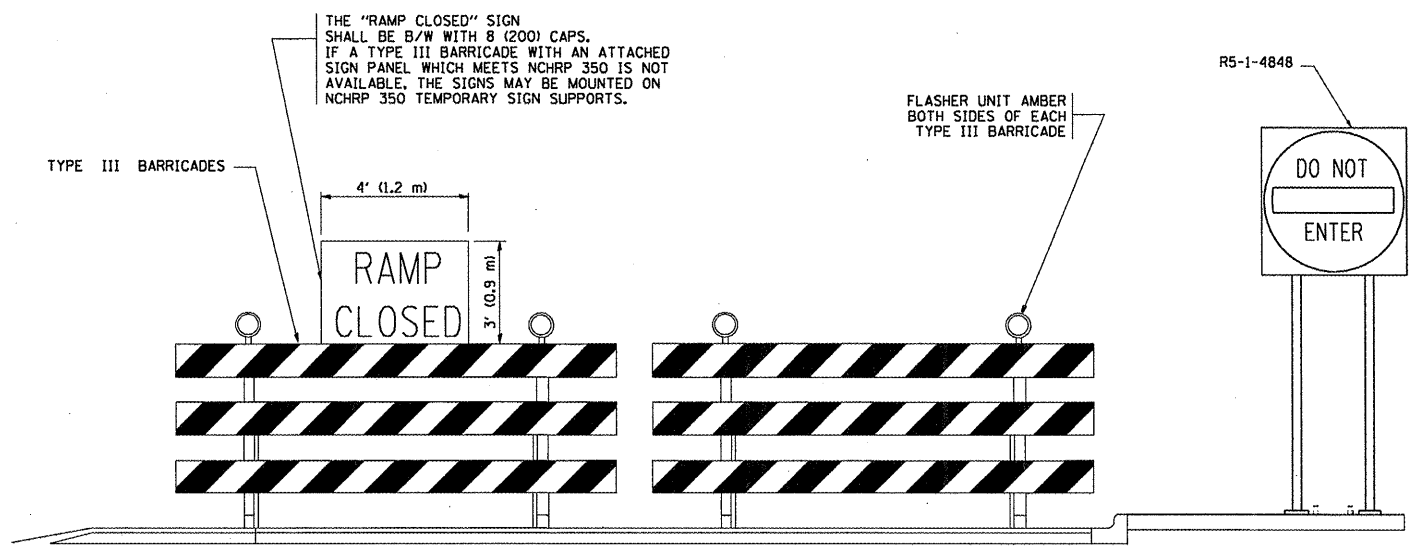
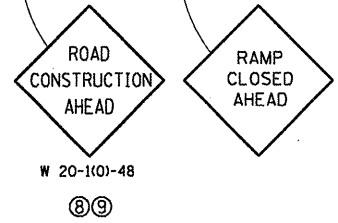


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

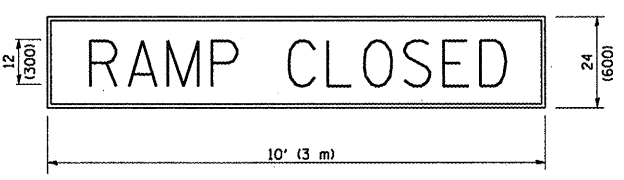
FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL >45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	150' (45 m)	150' (45 m)

DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



DETAIL FOR REQUIRED BARRICADES & SIGNS

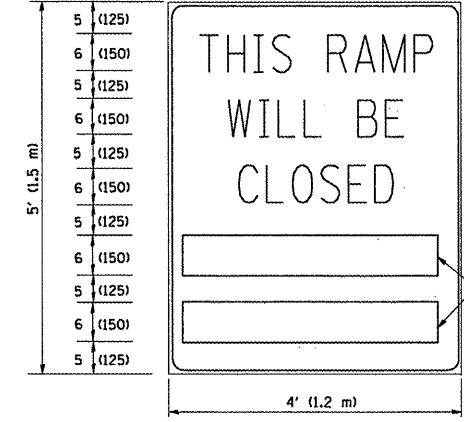
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE REFLECTORIZED BACKGROUND
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR THE CLOSED EXIT RAMPS.

RAMP CLOSURE ADVANCE INFORMATION SIGN

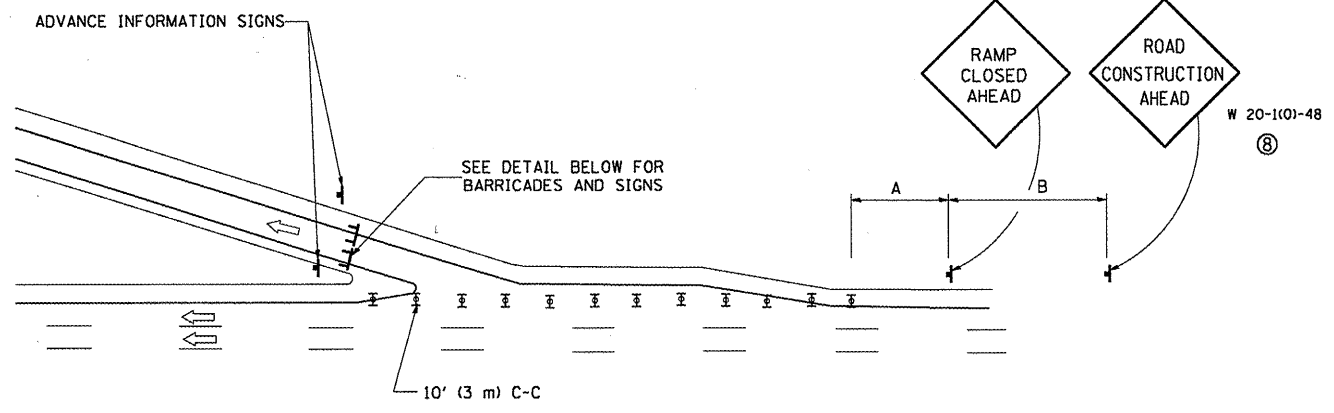


BLACK LEGEND ON WHITE REFLECTORIZED BACKGROUND

1/2 (12) BORDER

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.



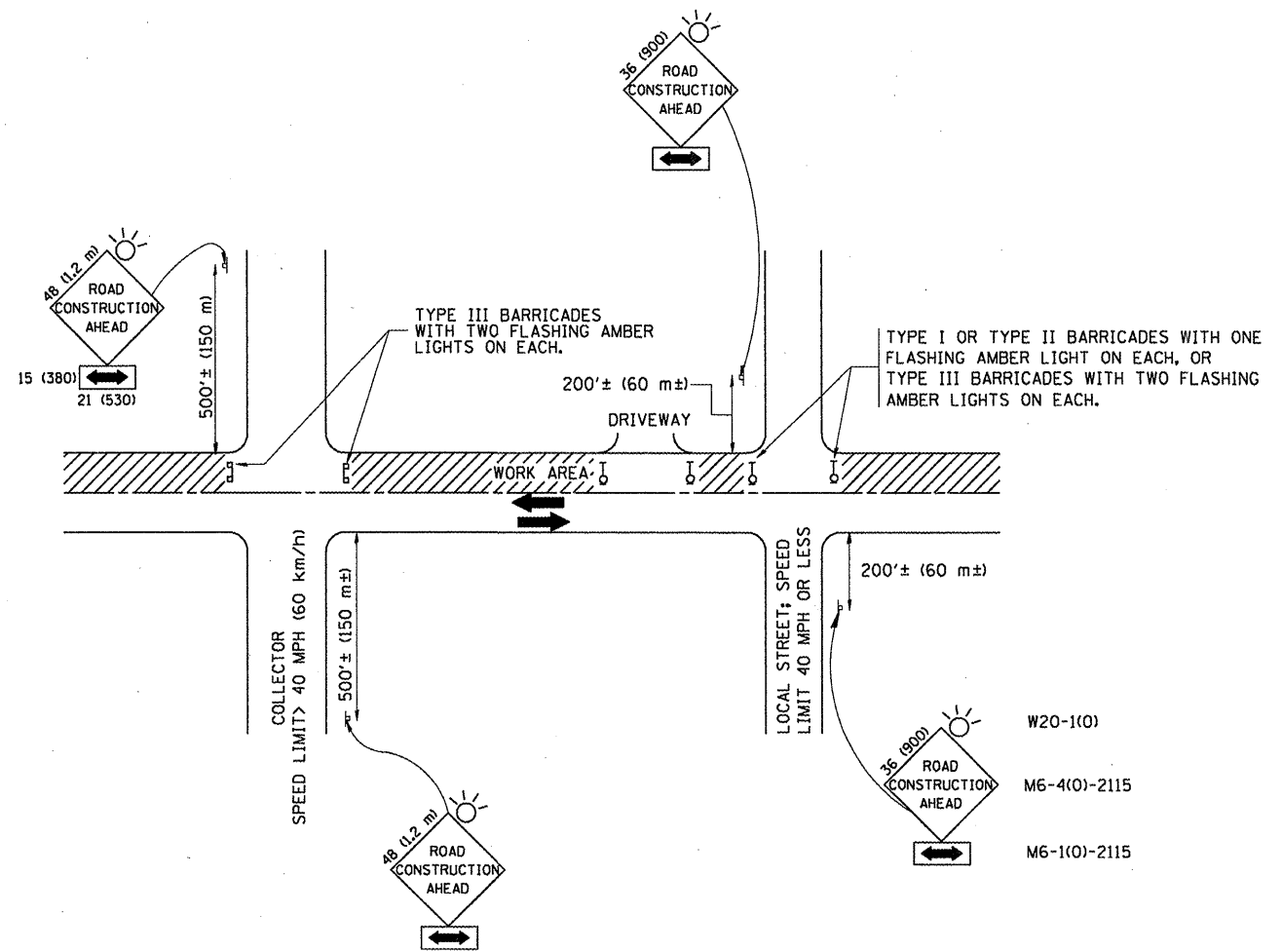
EXIT RAMP CLOSURE

- SYMBOLS**
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
 - TYPE III BARRICADE WITH FLASHING LIGHT

GENERAL NOTES:

- CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
- A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES.
- ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED.
- THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED TWENTY-FOUR (24) HOURS IN LENGTH.
- ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED ON CLOSURES LESS THAN 24 HOURS IN DURATION.

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



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

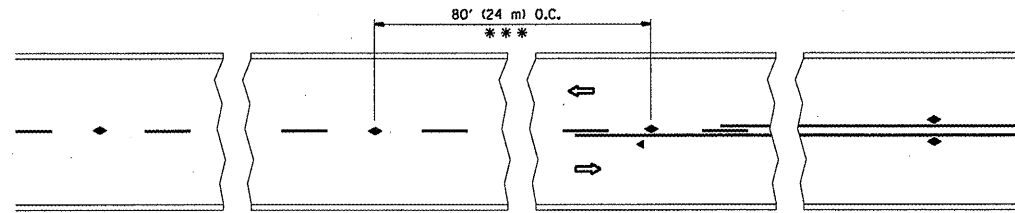
NOTES:

- 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.

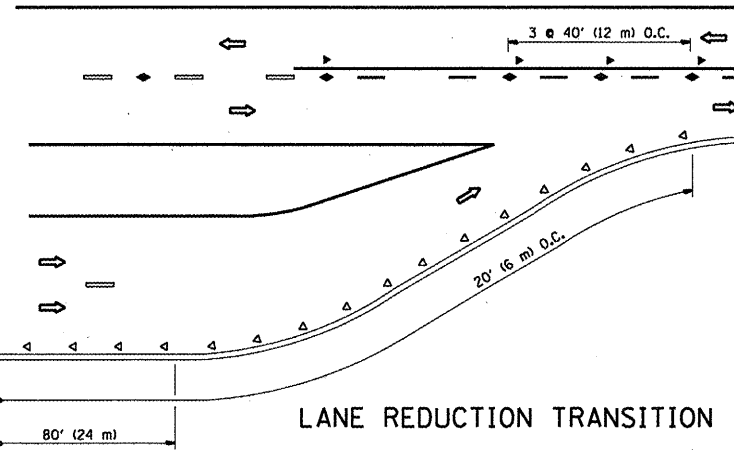
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME =	USER NAME = VelichkovVV	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at:\pw_work\pwidot\velichkovvv\d0259786\1stStd.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96	VAR.			2011-001-PP	WILL	21	12	
PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96	TC-10			CONTRACT NO. 60N89				
PLOT DATE = 4/14/2011	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
						SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	

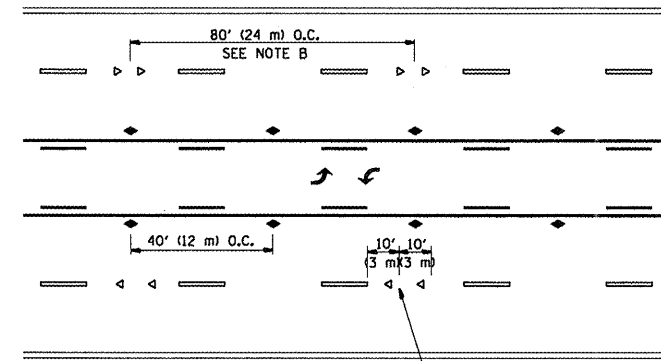


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

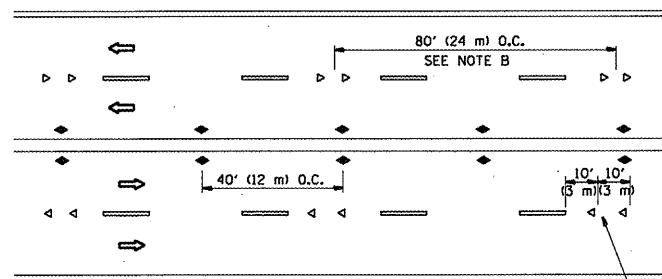


LANE REDUCTION TRANSITION



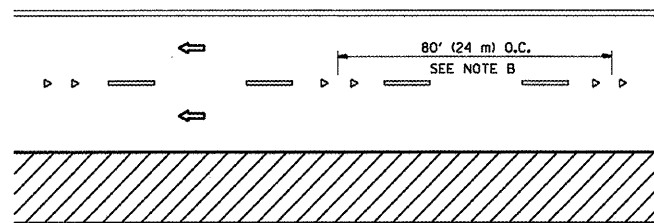
SEE NOTE A

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

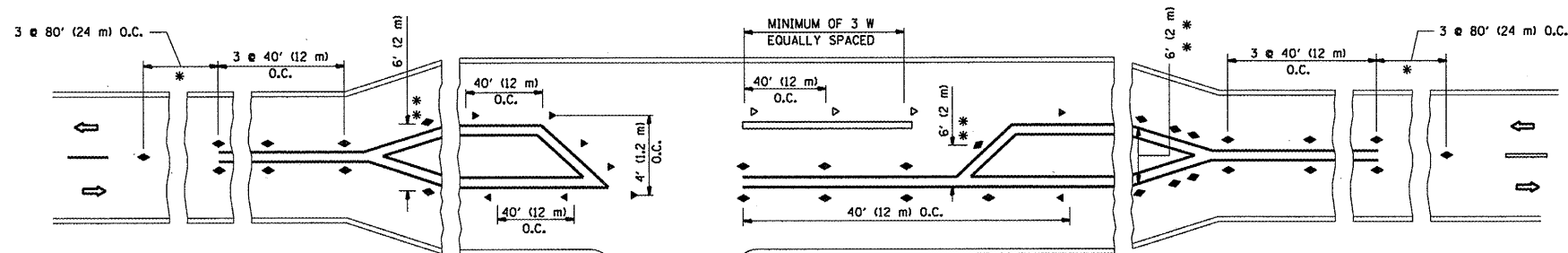
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- 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.

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 SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
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

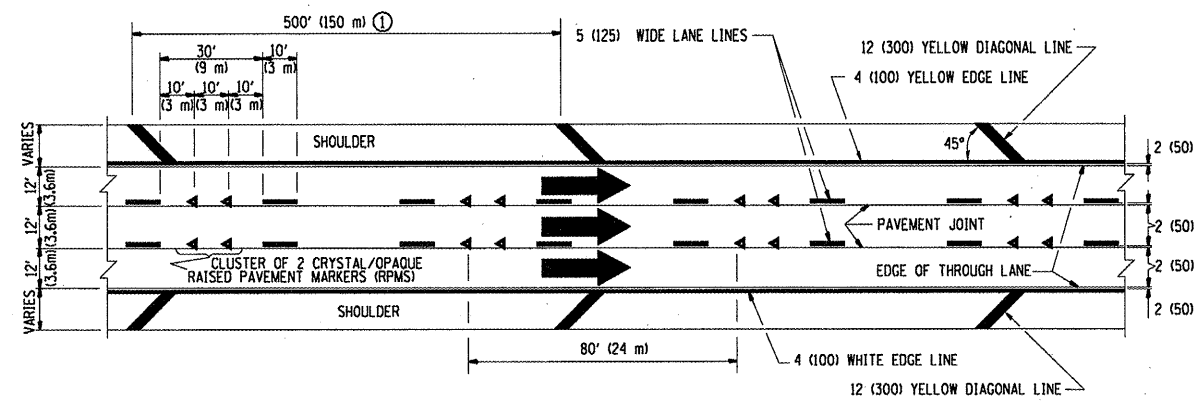
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
ar\pwwork\pwwork\velichkovvv\d0259786\1stStd.dgn	1stStd.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00	
PLOT DATE = 4/14/2011	DATE -	REVISED - C. JUCIUS 09-09-09	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

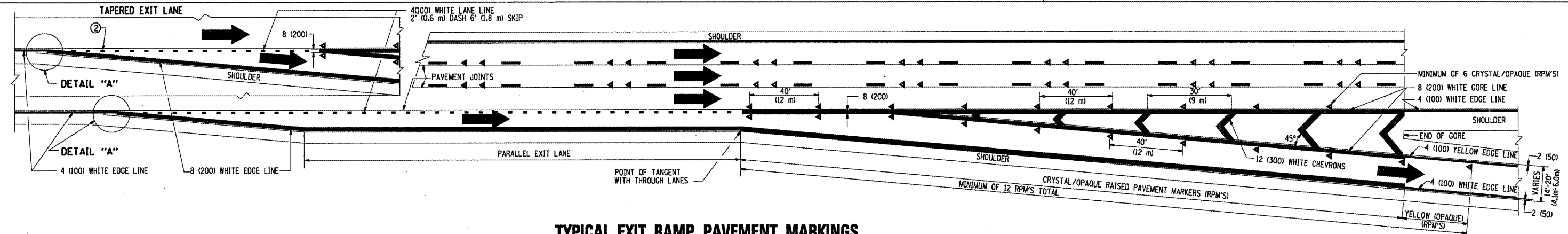
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-001-PP	WILL	21	13
TC-11		CONTRACT NO. 60N89		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



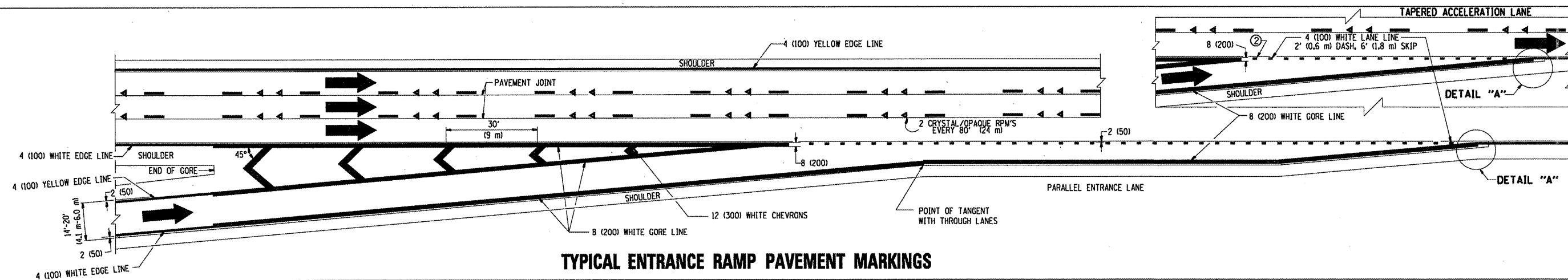
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

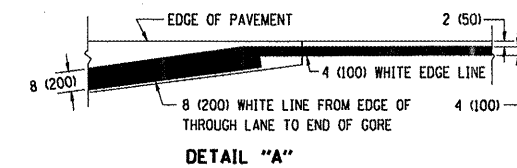
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT.
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

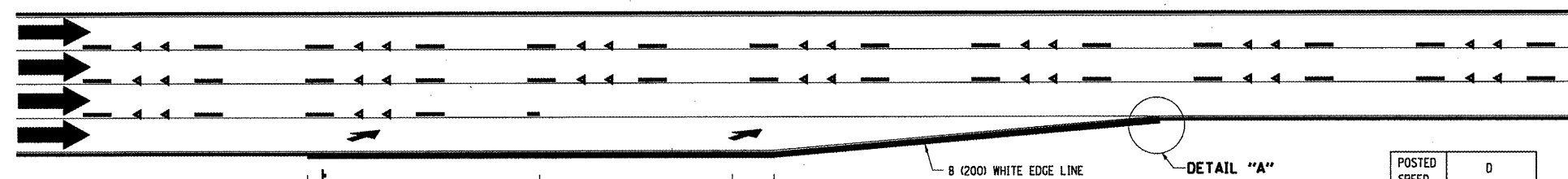


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



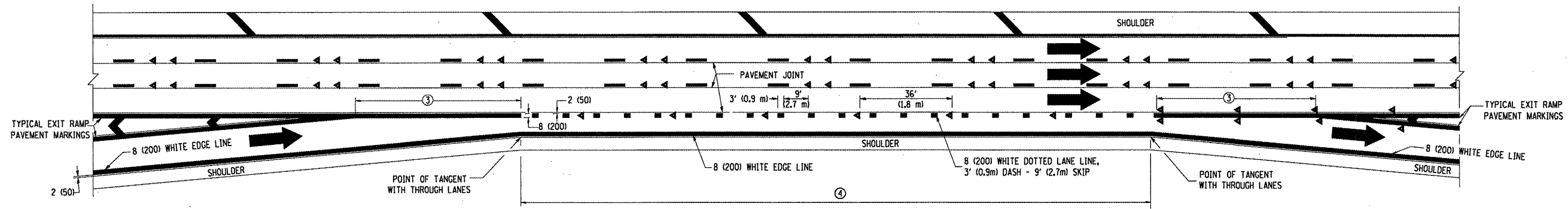
NOTES:

- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
- ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

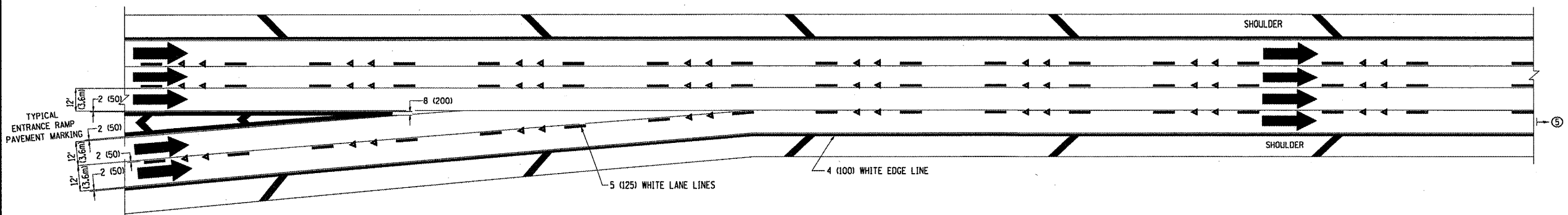


POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)

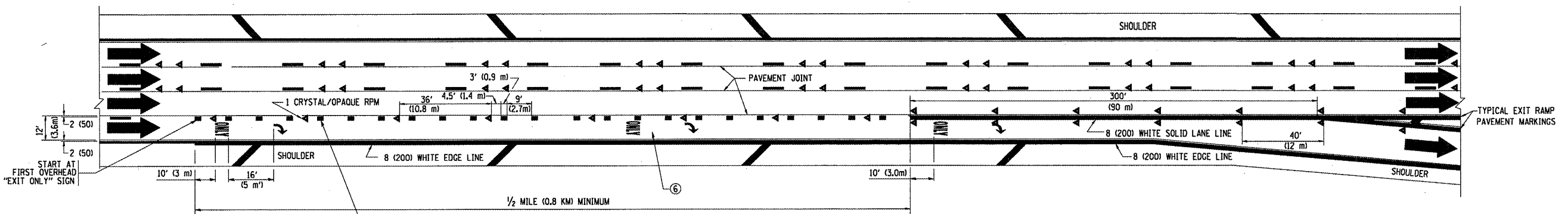
LANE REDUCTION PAVEMENT MARKINGS



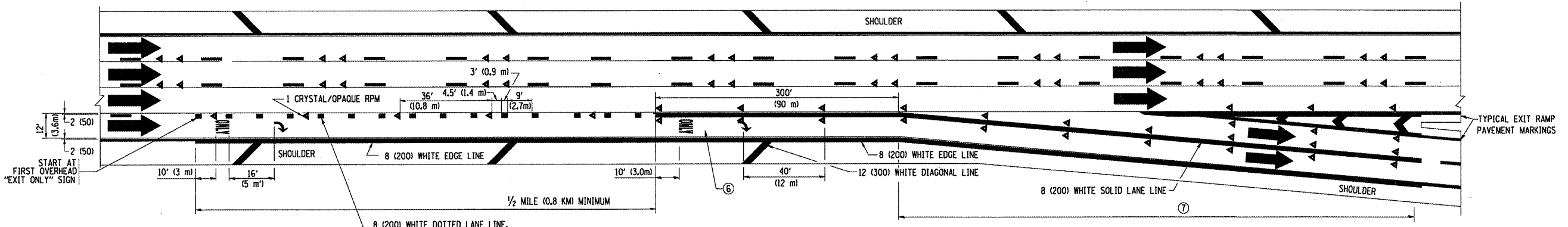
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



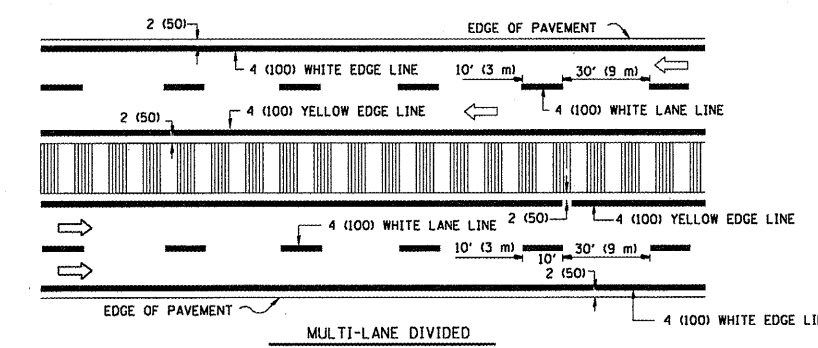
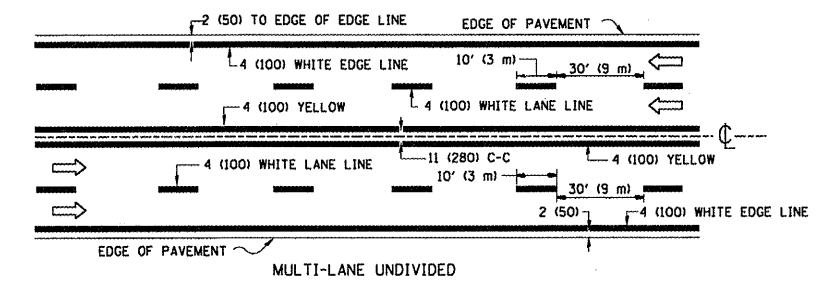
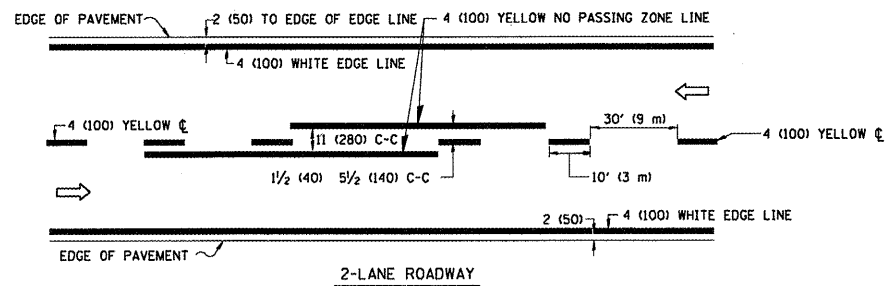
EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

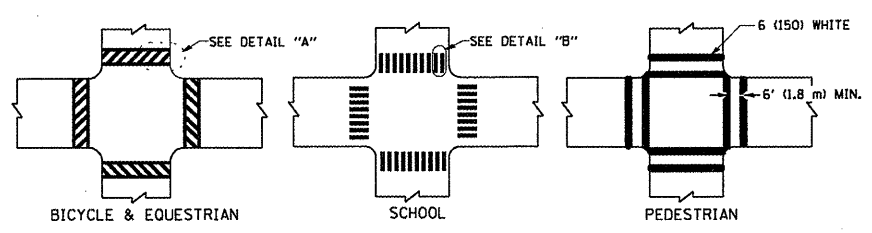
- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING, FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

FILE NAME =	USER NAME = VelichkovV	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
at:\pwork\pwork\velichkovv\d0259786	estStd.dgn	DRAWN -	REVISED - J.A.F. 02-06		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	VAR.	2011-001-PP	WILL	21	15
	PLOT SCALE = 1/8" = 1' / IN.	CHECKED -	REVISED - S.P.B. 01-07					TC-12		CONTRACT NO. 60N89			
	PLOT DATE = 4/14/2011	DATE - 01-90	REVISED - S.P.B. 01-10					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

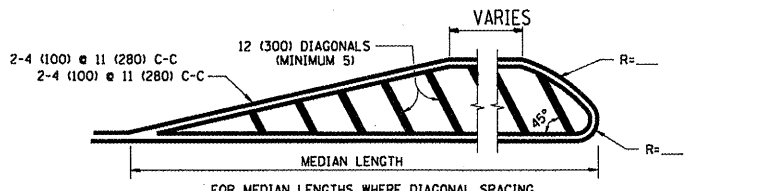
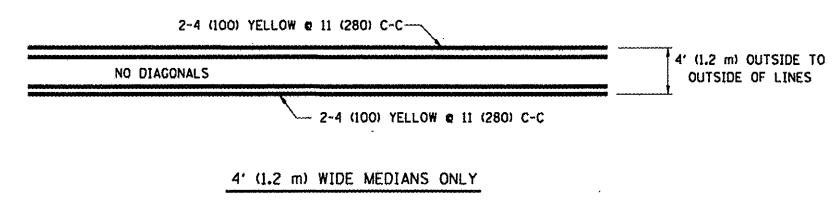


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

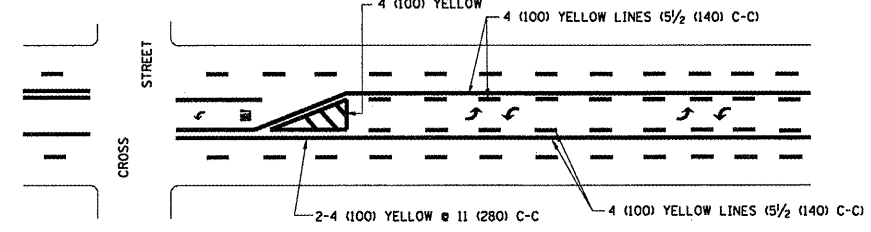


TYPICAL CROSSWALK MARKING

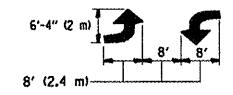


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

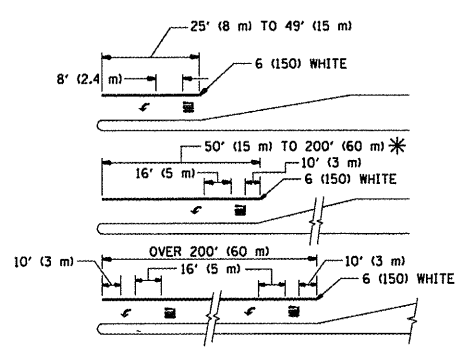


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

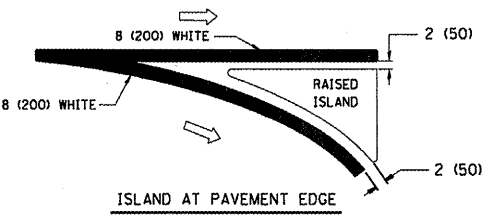
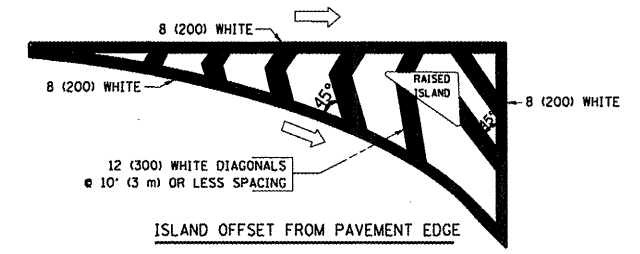


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* 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

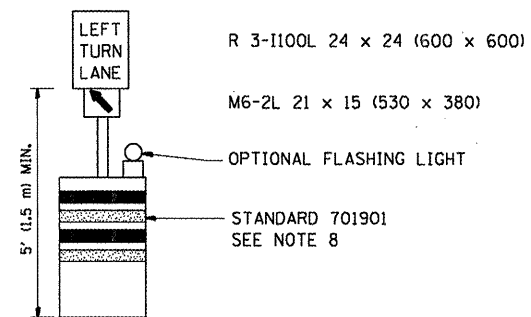
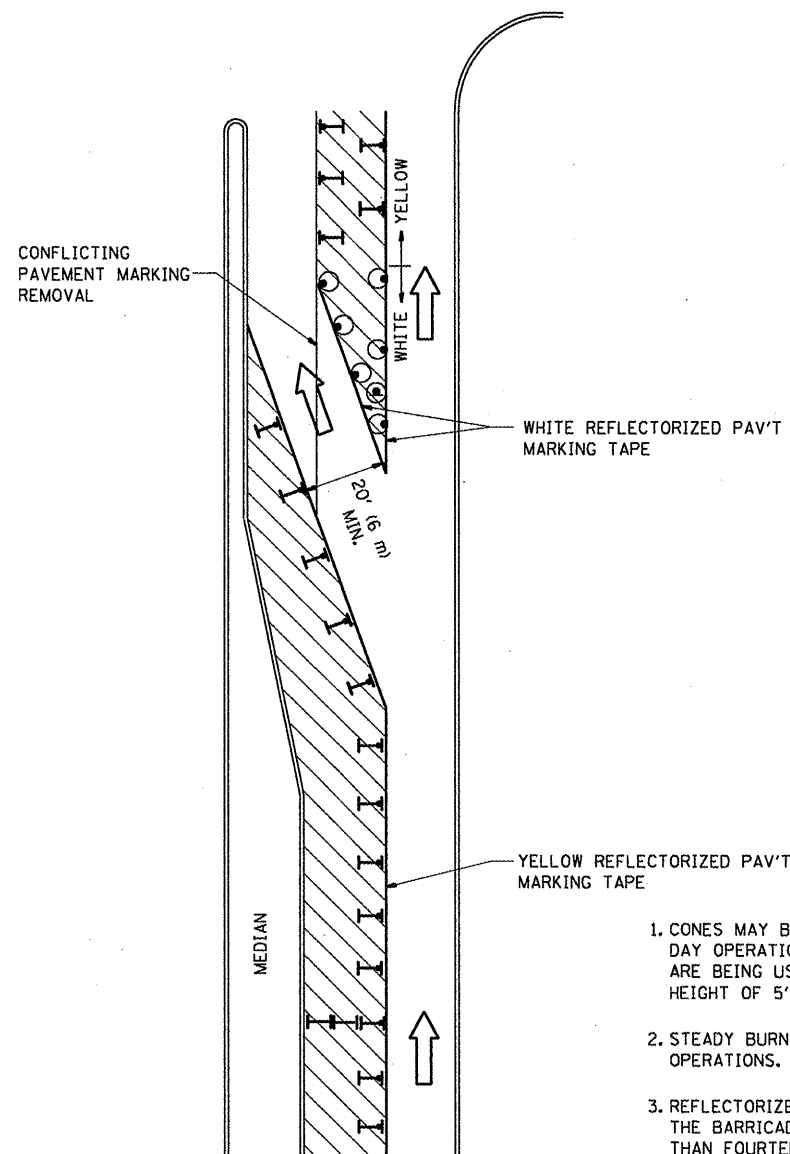


TYPICAL ISLAND MARKING

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.

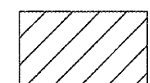







GENERAL NOTES

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 OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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

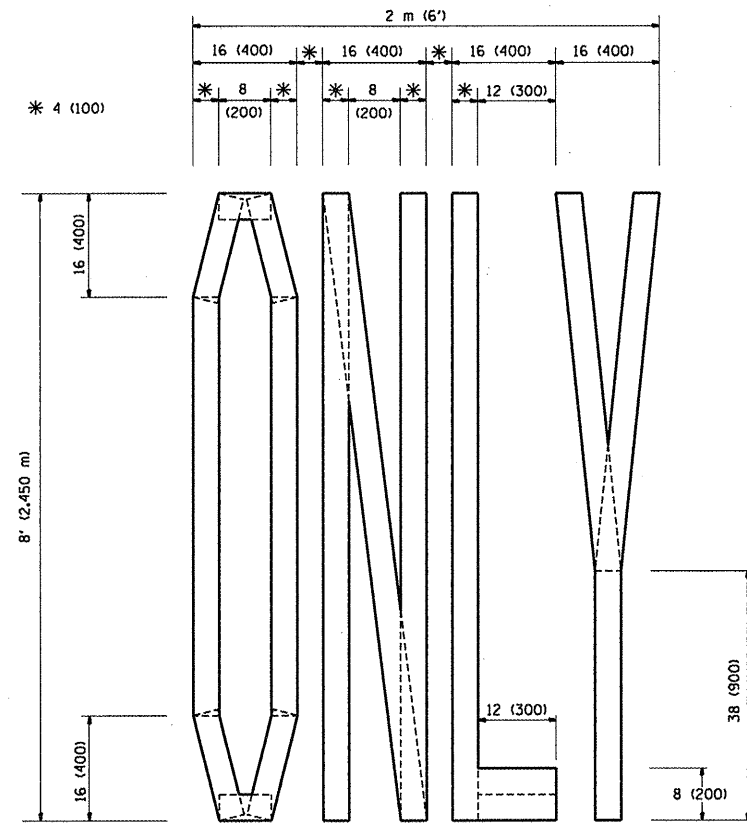
FILE NAME =	USER NAME = VelichkovVV	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
ct:\pw\work\pntdot\velichkovvv\d0259786\stStd.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
PLOT SCALE = 100.0000' / IN.		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT DATE = 4/14/2011		REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

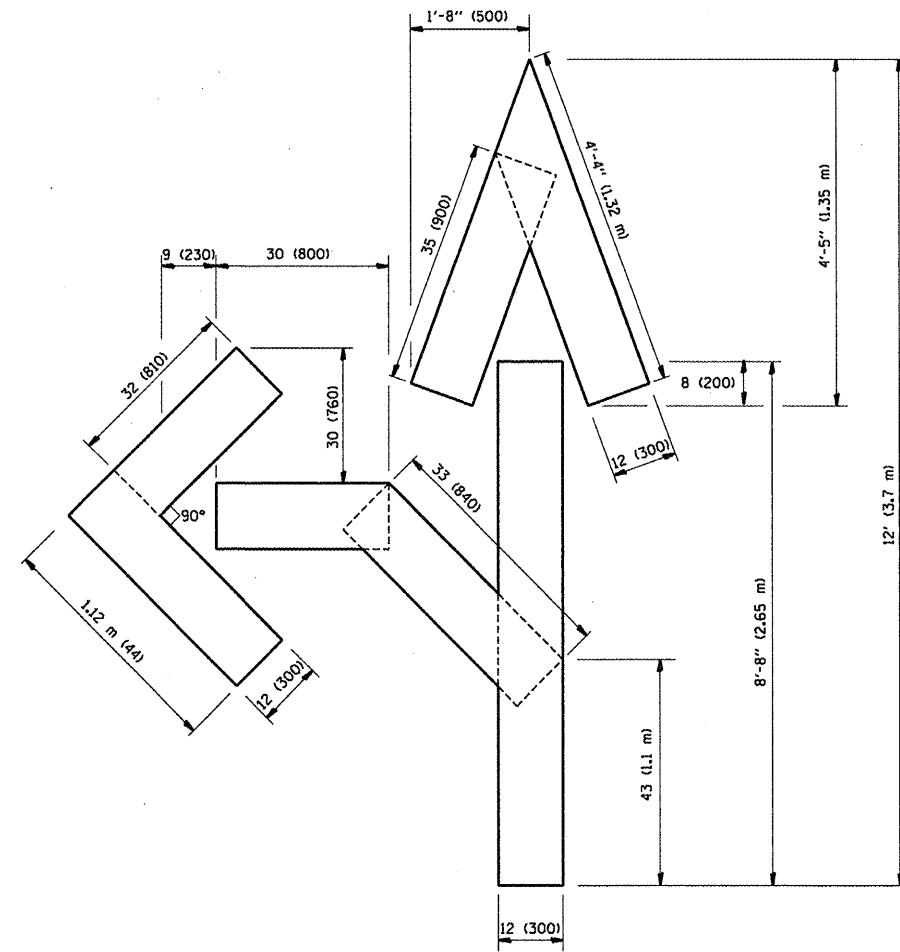
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

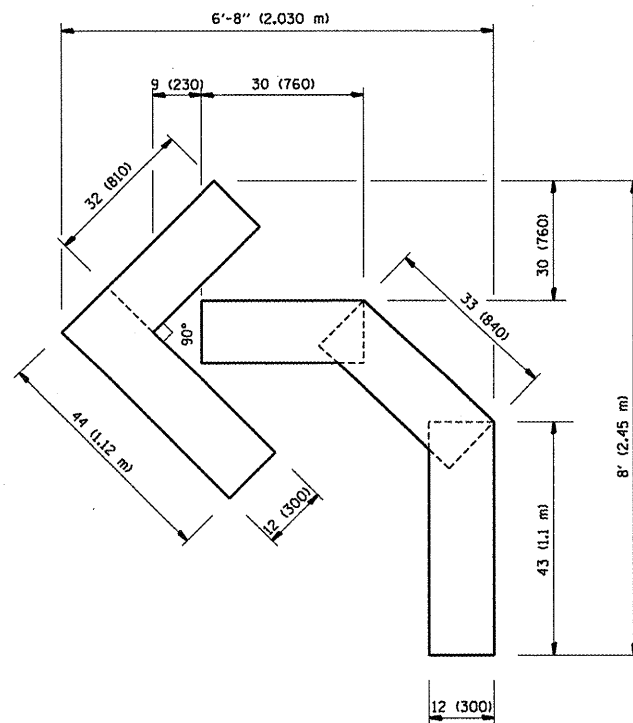
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-001-PP	WILL	21	17
TC-14		CONTRACT NO. 60N89		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



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



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



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

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

FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
ca\pwwork\pww\dos\velichkovv\d0259786\1stStd.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97
PLOT SCALE = 100.0000 ' / IN.		CHECKED -	REVISED -T. RAMMACHER 03-02-98
PLOT DATE = 4/14/2011		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

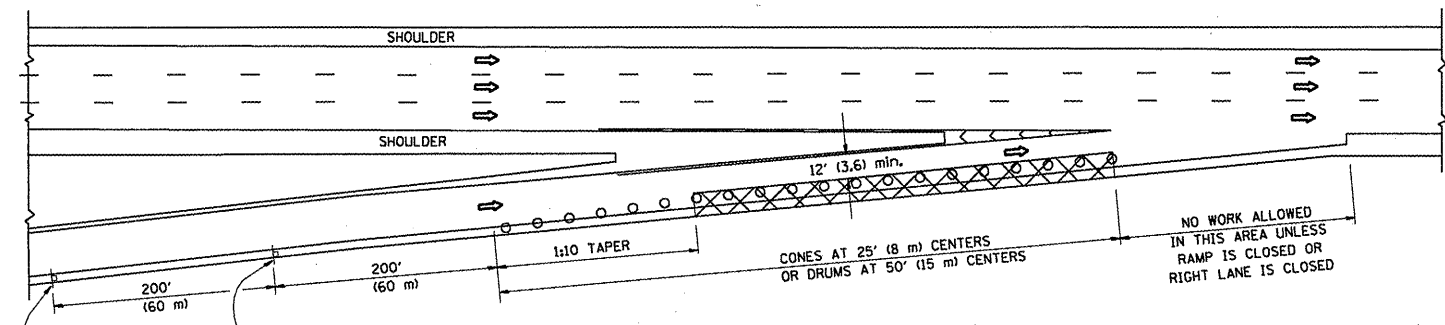
PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

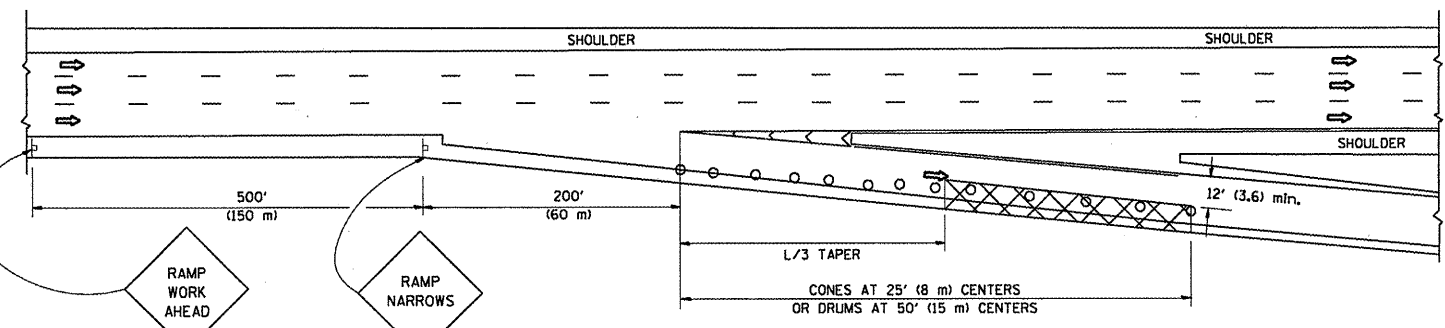
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VAR.	2011-001-PP	WILL	21	18
TC-16			CONTRACT NO. 60N89	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS

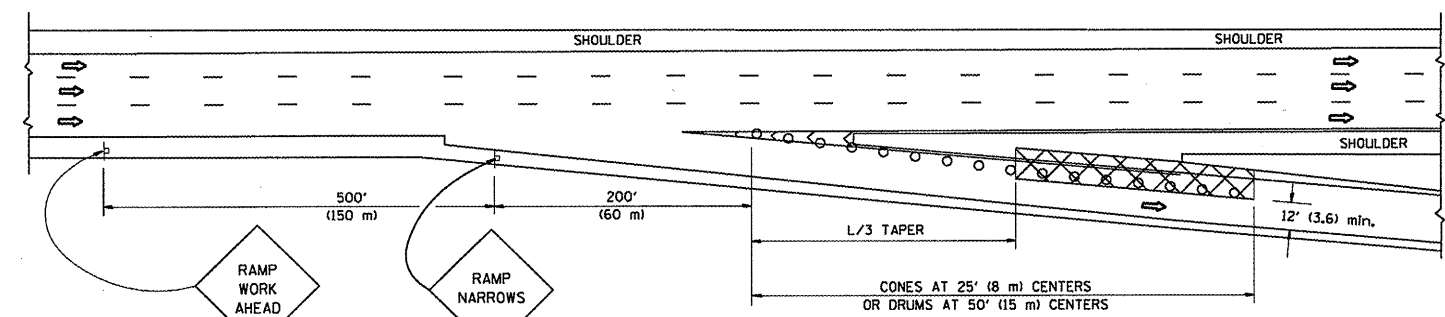
SHOULDER CLOSURE DETAILS



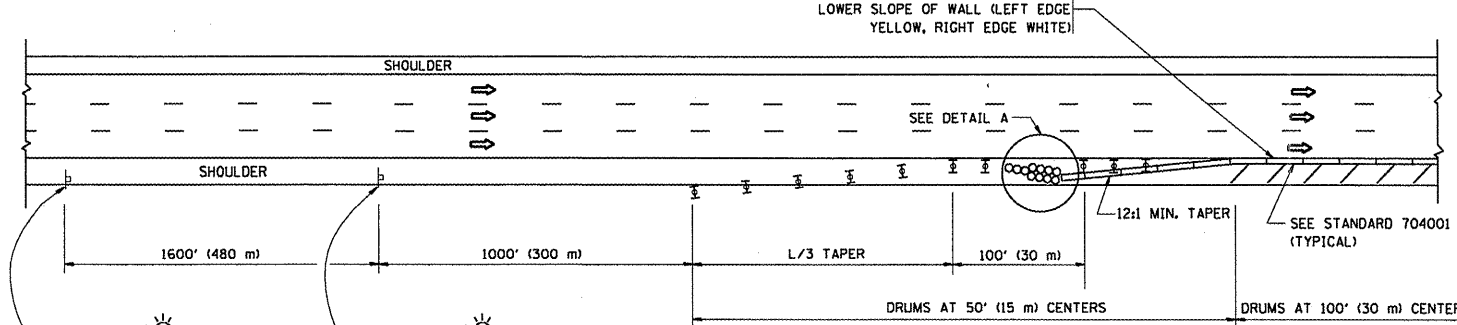
TYPICAL ENTRANCE RAMP



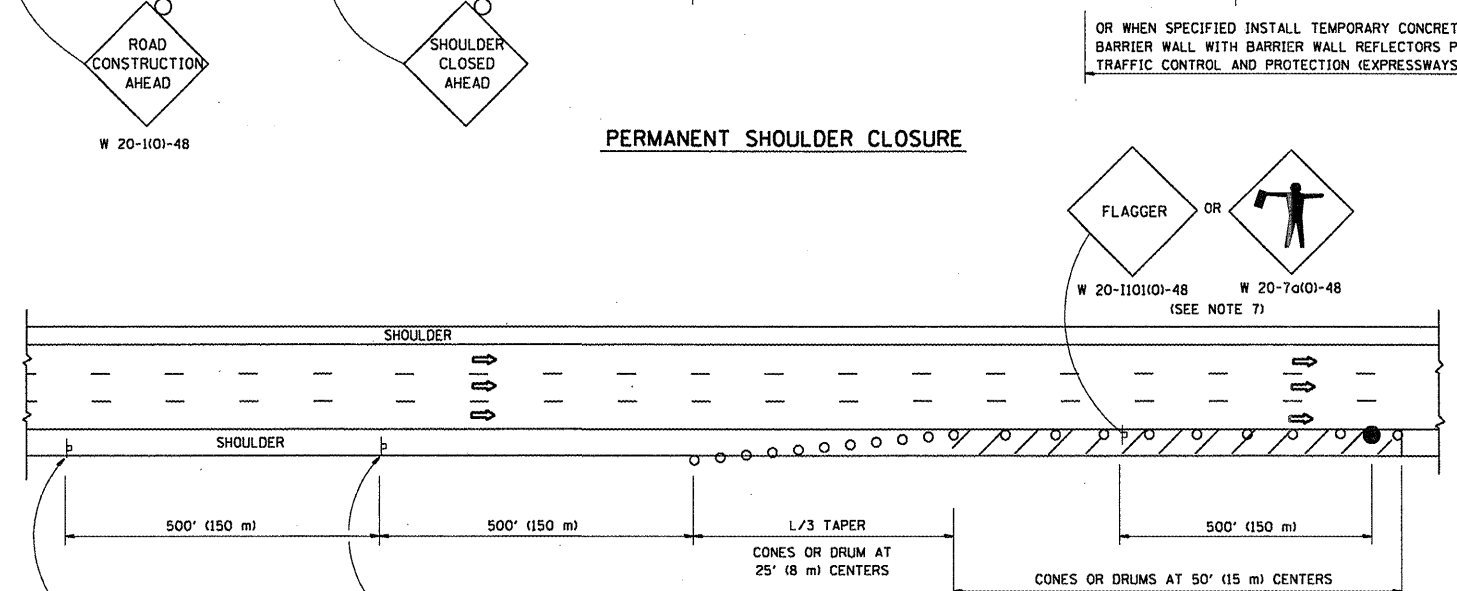
TYPICAL EXIT RAMP



TYPICAL EXIT RAMP



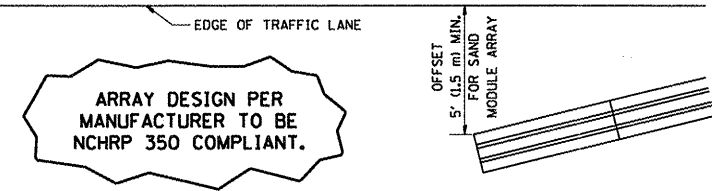
PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:

- VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCR OACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



DETAIL "A" IMPACT ATTENUATOR, TEMPORARY (SEE NOTE 5)

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

SYMBOLS

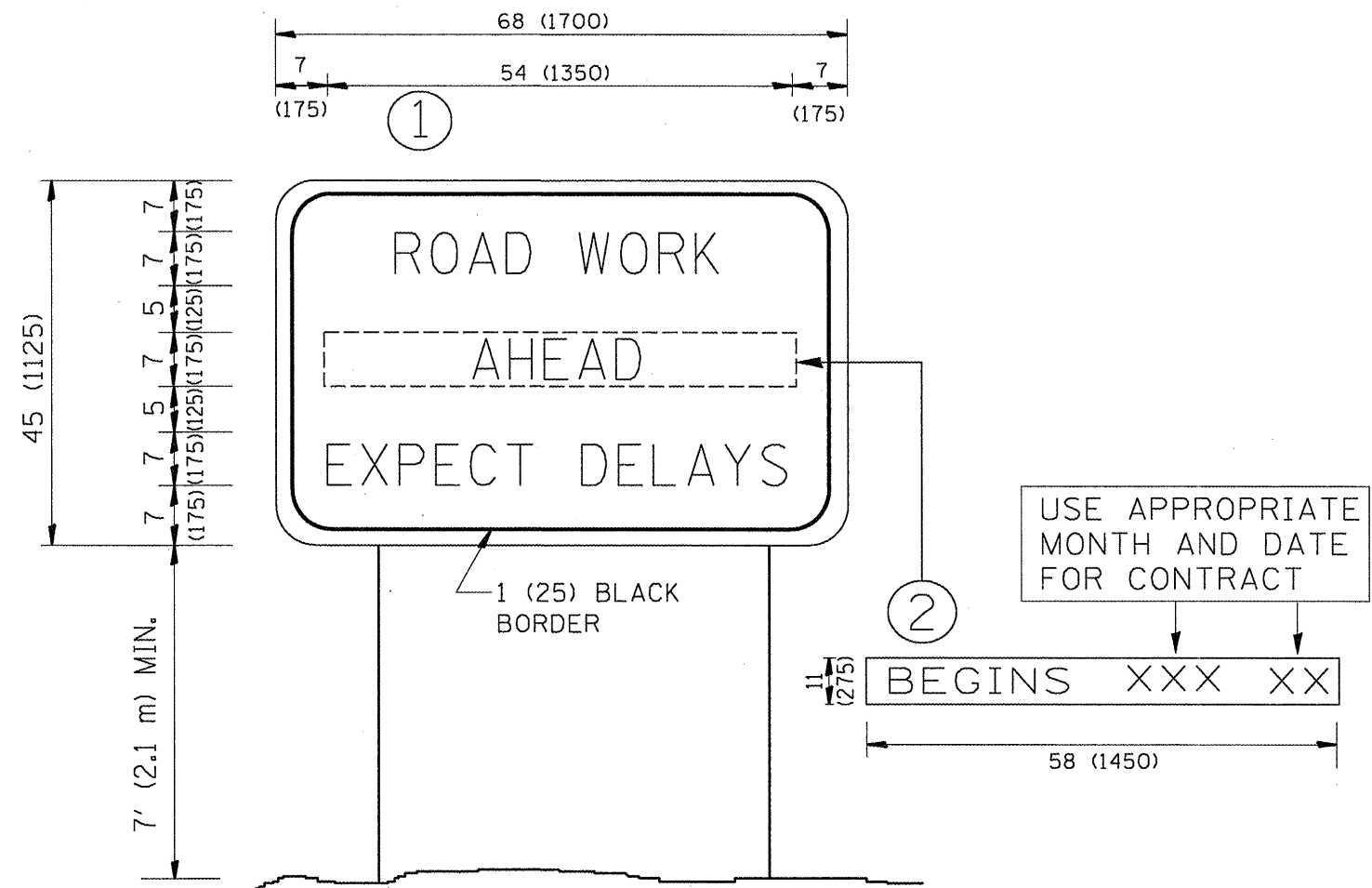
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

- THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH $L=0.65(WXS)$ $L=(WXS)$
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
- PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
- THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350.
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - THE WORK AVTIVITY REQUIRES FREQUENT ENCR OACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.

FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED - 04-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES	F.A. RTE. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es\pw\work\p\stdat\velichkovv\d0259786\stStd.dgn		DRAWN - D.W.S.	REVISED - J.A.F. 12-06		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	VAR.	2011-001-PP	WILL	21	19
PLOT SCALE = 100.0000 ' / IN.		CHECKED -	REVISED - S.P.B. 01-07		STA.	TO STA.	TC-17		CONTRACT NO. 60N89		
PLOT DATE = 4/14/2011		DATE - 11-96	REVISED - S.P.B. 12-09				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 = VelichkovVV	DESIGNED -	REVISED - R. MIRS 09-15-97
er\pwork\pwork\velichkovv\d8259786\stStd.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 4/14/2011		DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

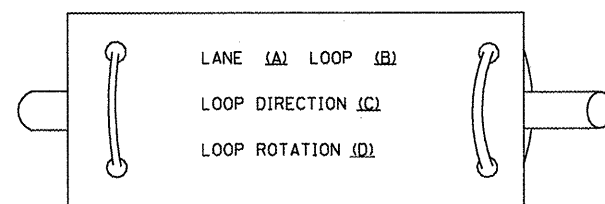
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-22		CONTRACT NO. 60N89		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

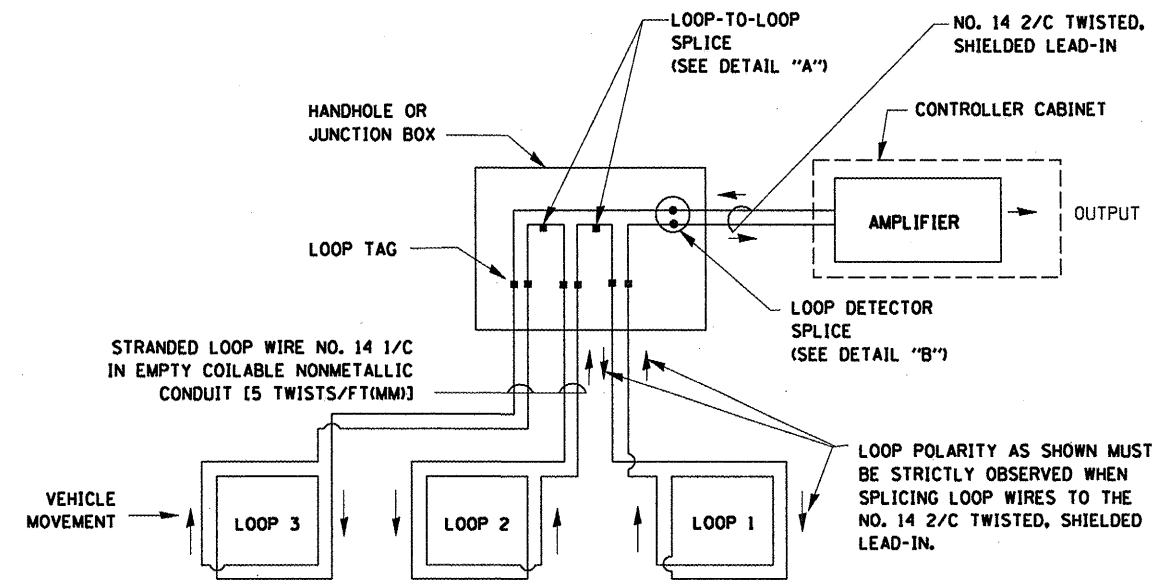
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

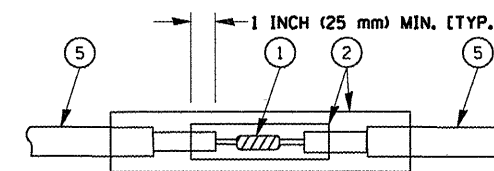


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

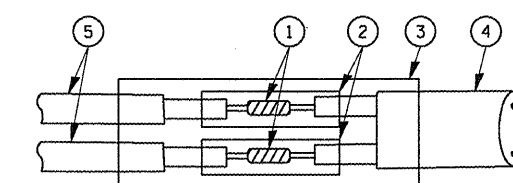


DETECTOR LOOP WIRING SCHEMATIC

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

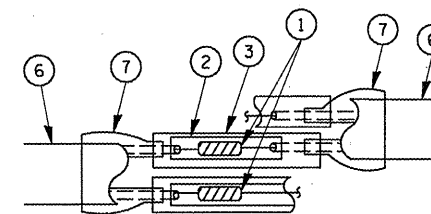


DETAIL "A"
LOOP-TO-LOOP SPLICE

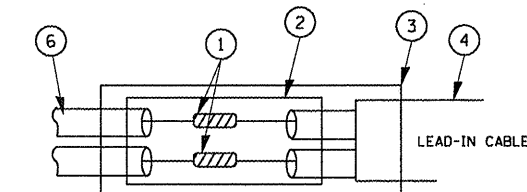


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = VeliichkovVV	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 4/14/2011	DATE - 10-28-09	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.			