F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2859	08-00222-00-RS	COOK	018	001
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

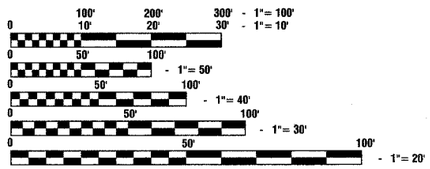
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 2859 / ASHLAND AVENUE
DIXIE HIGHWAY TO LINCOLN HIGHWAY
LOCAL AGENCY PAVEMENT PRESERVATION
STREET RESURFACING
PROJECT: M-8003(982)
SECTION NO.: 08-00222-00-RS
JOB NO.: C-91-369-08
CITY OF CHICAGO HEIGHTS
COOK COUNTY

INDEX OF SHEETS

STATE STANDARDS

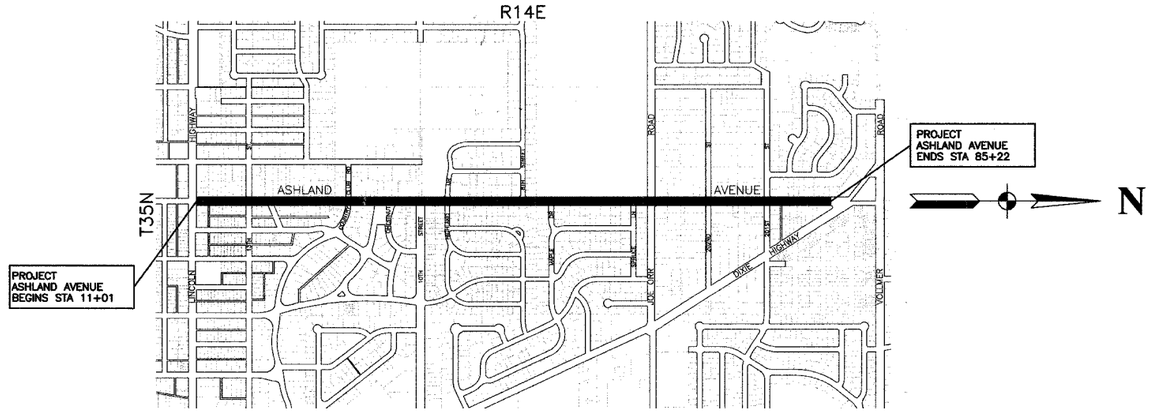
000001-05	STANDARD STANDARDS, ABBREVIATIONS AND PATTERNS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
424001-05	CURB RAMPS FOR SIDEWALK
442201-03	CLASS C AND D PATCHES
606001-03	CONCRETE CURB AND COMBINATION CONCRETE CURB & GUTTER
701501-04	URBAN LANE CLOSURE 2-L, 2-W, UNDIVIDED
701601-05	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701701-05	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-03	LANE CLOSURE, MULTILANE, 1W OR 2W, CROSSWALK OR SIDEWALK CLOSURE,
701901	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTION LOOPS



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

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

CONTRACT NO. 63045

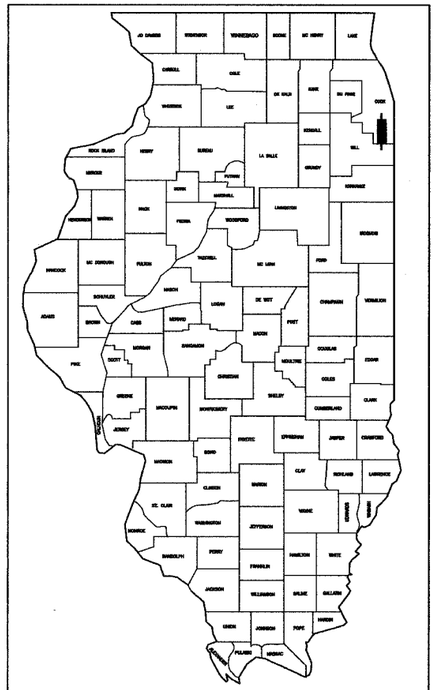


LOCATION MAP

▬▬ - INDICATES PROPOSED IMPROVEMENT

GROSS LENGTH= 7,421 FEET = 1.41 MILES
NET LENGTH= 7,421 FEET = 1.41 MILES

ASHLAND AVENUE ARTERIAL
ADT=5,500 (2007)
=5,500 (2030)
DESIGN SPEED=35 MPH
SPEED LIMIT= 35 MPH



LOCATION OF SECTION INDICATED THUS: —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 5-7 20 08
Anthony DeLuca CHICAGO HEIGHTS

PASSED MAY 22 20 08
CHRISTOPHER HOLT
REGION ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW MAY 22, 20 08
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:

5/7/08

JOSEPH M. NORMILE
062-051092
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

LICENSE EXPIRES: 11/30/09

FIELD ENGINEER: MELCHOR MANGOBA 847-705-4408
CONSULTANTS: ROBINSON ENGINEERING, LTD. 708-331-6700
CONTACT ENGINEER: RON SMITH

DESIGN JOB NO: 06-172

SECTION 17, TOWNSHIP 35, RANGE 14
SECTION 18, TOWNSHIP 35, RANGE 14

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	002
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045

SUMMARY OF QUANTITIES

S.I.	CODE NO.	PAY ITEM	UNIT	QUAN	PAVEMENT	MARKINGS	SIGNS	LANDSCAPE	LIGHTS	SIGNALS	TRAINING
					CONSTRUCTION TYPE CODE						
					1000	SFTY-1D	Y002-1C	Y003	Y030-1E	Y031	Y080
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	10	10						
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	10	10						
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	10	10						
	25200110	SODDING, SALT TOLERANT	SQ YD	100	100						
	35800200	AGGREGATE BASE REPAIR	TON	150	150						
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3370	3370						
	40600300	AGGREGATE (PRIME COAT)	TON	100	100						
	40600895	CONSTRUCTION TEST STRIP	EACH	2	2						
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	400	400						
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2800	2800						
	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT , 6" INCH	SQ YD	180	180						
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	SQ FT	1680	1680						
	42400800	DETECTABLE WARNINGS	SQ FT	300	300						
	44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	33700	33700						
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1730	1730						
	44000600	SIDEWALK REMOVAL	SQ FT	1680	1680						
	44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	80	80						
	44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	110	110						
	44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	710	710						
	44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	33700	33700						
	60200105	CATCH BASINS, TYPE A, 4'- DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	5	5						
	60223800	MANHOLES, TYPE A 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1						
	60250200	CATCH BASINS TO BE ADJUSTED	EACH	29	29						
	60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	11	11						
	60255500	MANHOLES TO BE ADJUSTED	EACH	15	15						
	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	4	4						
	60300205	FRAMES AND GRATES TO BE ADJUSTED, (SPECIAL)	EACH	2	2						
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1730	1730						
	67100100	MOBILIZATION	L SUM	1	1						
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	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						
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1						
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	660	660						
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	170		170					
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13500		13500					
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	660		660					
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1650		1650					
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	310		310					
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	40	40						
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	180	180						
	60500040	REMOVING MANHOLES	EACH	1	1						
	60500050	REMOVING CATCH BASINS	EACH	5	5						
	X0322752	WORK ZONE PAVEMENT MARKING REMOVAL	FOOT	660	660						
	X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2800	2800						
	X7200400	WORK ZONE PUBLIC INFORMATION SIGNS	EACH	2	2						
	XX006847	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	500	500						

* - INDICATES SPECIALTY ITEMS

GENERAL NOTES:

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
2. UTILITIES INDICATED ON THE PLANS ARE PROVIDED FOR THE CONTRACTORS USE AND ARE BASED UPON INFORMATION AVAILABLE AT THE TIME OF THE ADVERTISEMENT FOR BIDS. THE OWNER AND ENGINEER DO NOT GUARANTEE THE ACCURACY OF UTILITIES INFORMATION.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
4. SCHEDULES INCLUDED IN THE PLANS HAVE BEEN PREPARED FROM FIELD NOTES. EXACT LOCATIONS FOR PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
5. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
6. THE NOMINAL THICKNESS OF HOT-MIX ASPHALT MIXTURE STATED IN THE SPECIFICATIONS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS SURFACE IS PLACED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ASHLAND AVENUE
STREET RESURFACING
SUMMARY OF QUANTITIES
AND GENERAL NOTES

SCALE: VERT. NA HORIZ. NA
DRAWN BY RG
DATE 05/07/08
CHECKED BY RES

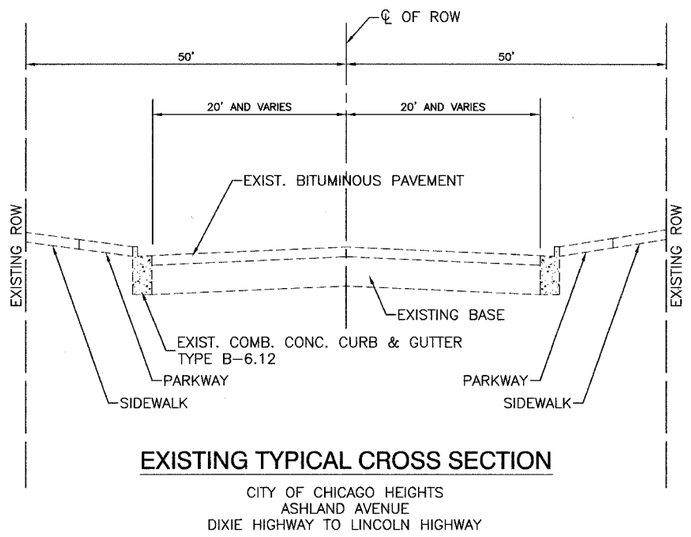
ROBINSON ENGINEERING, LTD.
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3626
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128

06172-QUAN-01

SECTION 17, TOWNSHIP 35, RANGE 14
SECTION 18, TOWNSHIP 35, RANGE 14

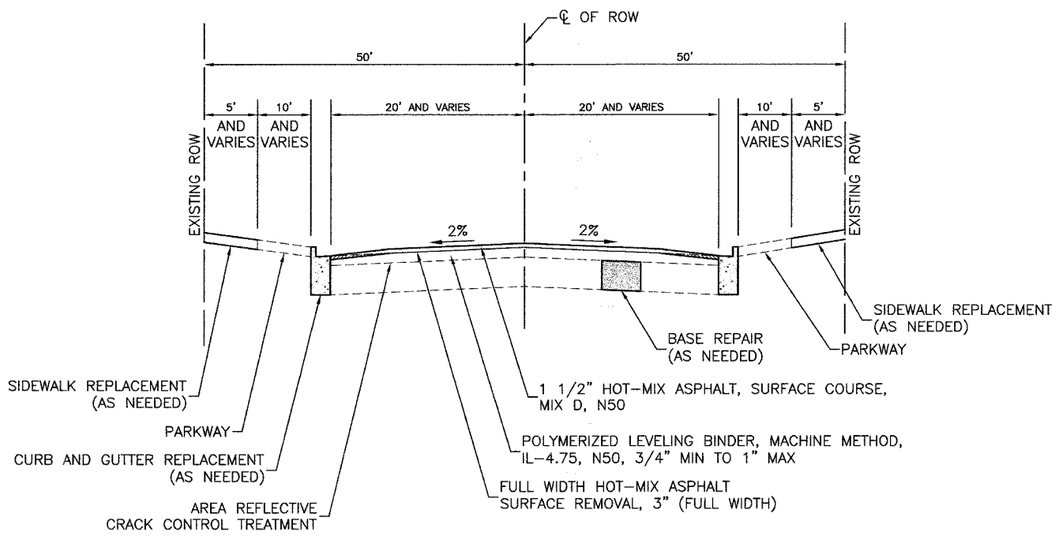
F. A. Rte.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	003
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045



EXISTING TYPICAL CROSS SECTION

CITY OF CHICAGO HEIGHTS
ASHLAND AVENUE
DIXIE HIGHWAY TO LINCOLN HIGHWAY



PROPOSED TYPICAL CROSS SECTION

CITY OF CHICAGO HEIGHTS
ASHLAND AVENUE
DIXIE HIGHWAY TO LINCOLN HIGHWAY

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AC TYPE	VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 (IL-9.5 mm), 1 ½"	PG 64-22	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾" min to 2"	SBS/SBR PG 76-28/-22*	4% @ 50 GYR
DRIVEWAYS		
HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50 (IL-9.5 mm), 2"	PG 64-22	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE, (HMA Binder IL-19mm), PE-6", CE-8"	PG 64-22/58-22	4% @ 50 GYR
PATCHING		
CLASS D PATCHES, TYPE I, II, III, 8" (HMA BINDER IL-19 mm)	PG 64-22*	4% @70 GYR

NOTE:
1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
2. *WHEN RAP EXCEEDS 20% , THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ASHLAND AVENUE
STREET RESURFACING
TYPICAL CROSS SECTIONS

SCALE: VERT. NA
HORIZ. NA
DRAWN BY RG
DATE 05/07/08
CHECKED BY RES

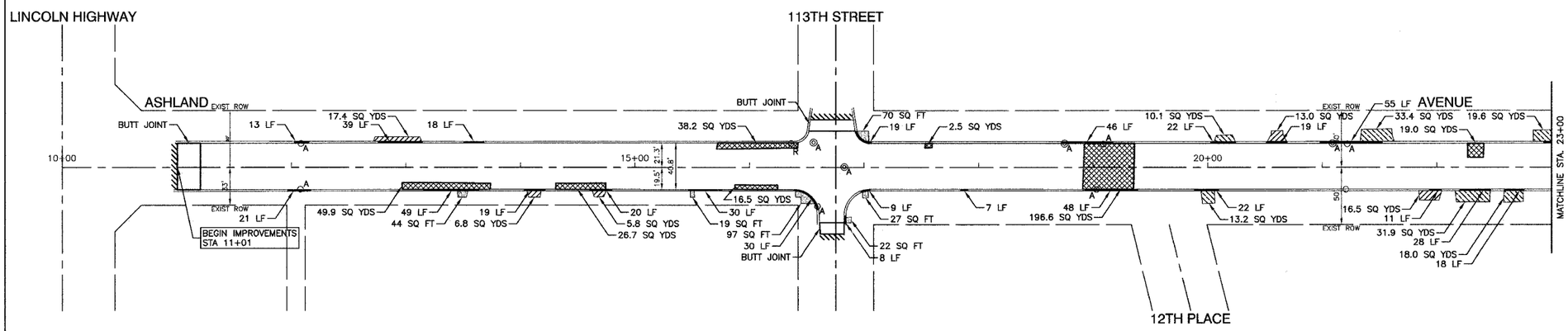
ROBINSON ENGINEERING, LTD.
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-5700 FAX (708) 331-5926
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128

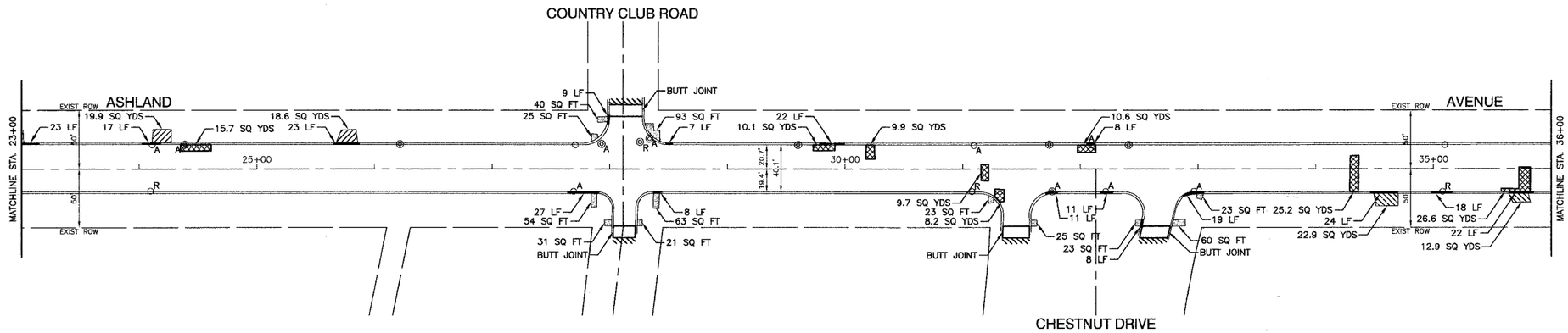
06172-TYPX-01

SECTION 17, TOWNSHIP 35, RANGE 14
SECTION 18, TOWNSHIP 35, RANGE 14

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	004
STA. BEGIN IMPROVEMENT TO STA. 36+00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045





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NOTE:

LIMIT OF CONSTRUCTION ON ALL SIDE STREETS IS THE RADIUS RETURN PLUS 10' BUTT JOINT

LEGEND

- HMA PAVEMENT REPAIR
- HMA DRIVEWAY REMOVAL AND REPLACEMENT
- CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT
- CONCRETE SIDEWALK REMOVAL AND REPLACEMENT
- BUTT JOINTS
- CURB REMOVAL
- A — STRUCTURE TO BE ADJUSTED
- R — STRUCTURE TO BE RECONSTRUCTED
- R&R — STRUCTURE TO BE REMOVED AND REPLACED
- DETECTOR LOOP (6' × 6')

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ASHLAND AVENUE STREET RESURFACING PAVEMENT PLAN

SCALE: VERT. NA HORIZ. 1"=50'
DRAWN BY RG
DATE 05/07/08
CHECKED BY RES

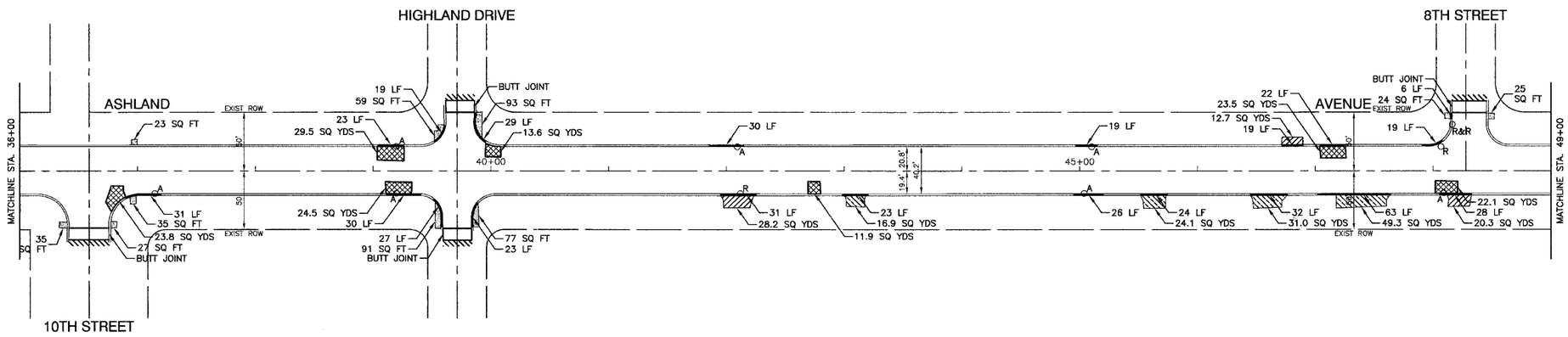
ROBINSON ENGINEERING, LTD.
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3626
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001126

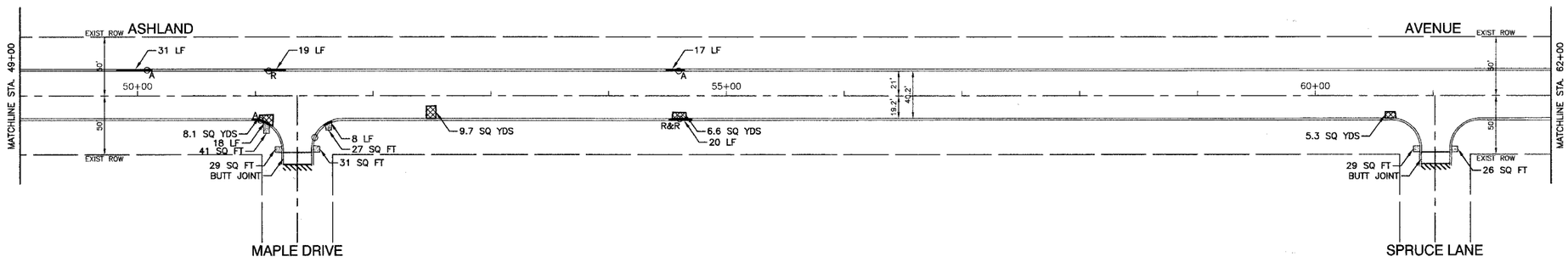
08172-PLAN-01

SECTION 17, TOWNSHIP 35, RANGE 14
SECTION 18, TOWNSHIP 35, RANGE 14

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2859	08-00222-00-RS	COOK	018	005
STA. 36+00		TO STA. 62+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045





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NOTE:

LIMIT OF CONSTRUCTION ON ALL SIDE STREETS IS THE RADIUS RETURN PLUS 10' BUTT JOINT

LEGEND

- HMA PAVEMENT REPAIR
- HMA DRIVEWAY REMOVAL AND REPLACEMENT
- CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT
- CONCRETE SIDEWALK REMOVAL AND REPLACEMENT
- BUTT JOINTS
- CURB REMOVAL
- A — STRUCTURE TO BE ADJUSTED
- R — STRUCTURE TO BE RECONSTRUCTED
- R&R — STRUCTURE TO BE REMOVED AND REPLACED
- DETECTOR LOOP (6' × 6')

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ASHLAND AVENUE STREET RESURFACING PAVEMENT PLAN

SCALE: VERT. NA HORIZ. 1"=50'
DRAWN BY RG
DATE 05/07/08
CHECKED BY RES

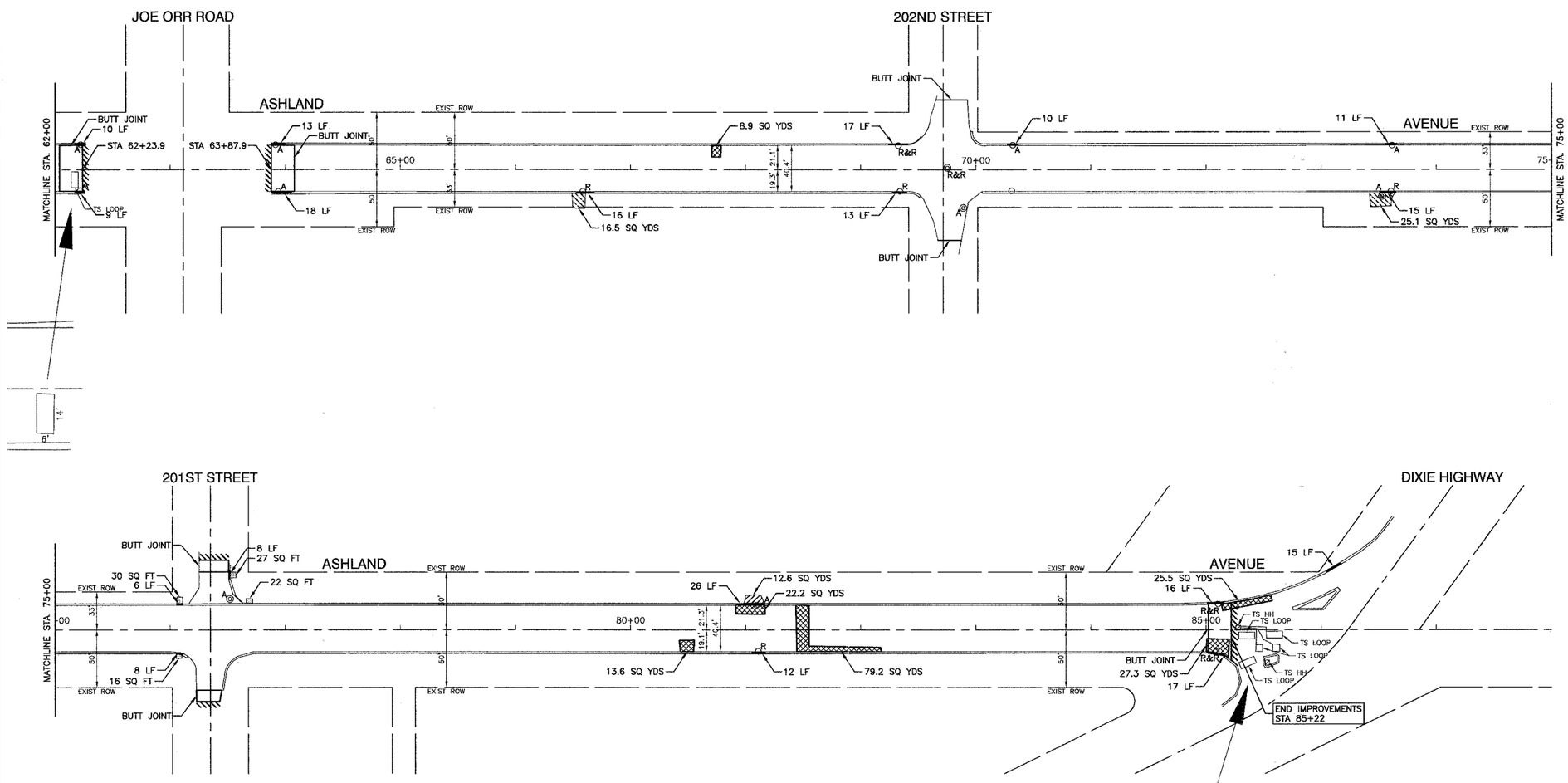
ROBINSON ENGINEERING, LTD.
17600 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3826
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001126

06172-PLAN-01

SECTION 17, TOWNSHIP 35, RANGE 14
SECTION 18, TOWNSHIP 35, RANGE 14

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	006
STA. 62+00	TO STA. END IMPROVEMENT			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045



NOTE:

LIMIT OF CONSTRUCTION ON ALL SIDE STREETS IS THE RADIUS RETURN PLUS 10' BUTT JOINT

LEGEND

- HMA PAVEMENT REPAIR
- HMA DRIVEWAY REMOVAL AND REPLACEMENT
- CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT
- CONCRETE SIDEWALK REMOVAL AND REPLACEMENT
- BUTT JOINTS
- CURB REMOVAL
- A — STRUCTURE TO BE ADJUSTED
- R — STRUCTURE TO BE RECONSTRUCTED
- R&R — STRUCTURE TO BE REMOVED AND REPLACED
- DETECTOR LOOP

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ASHLAND AVENUE STREET RESURFACING PAVEMENT PLAN

SCALE: VERT. NA HORIZ. 1"=50'
DRAWN BY RG
DATE 05/07/08
CHECKED BY RES

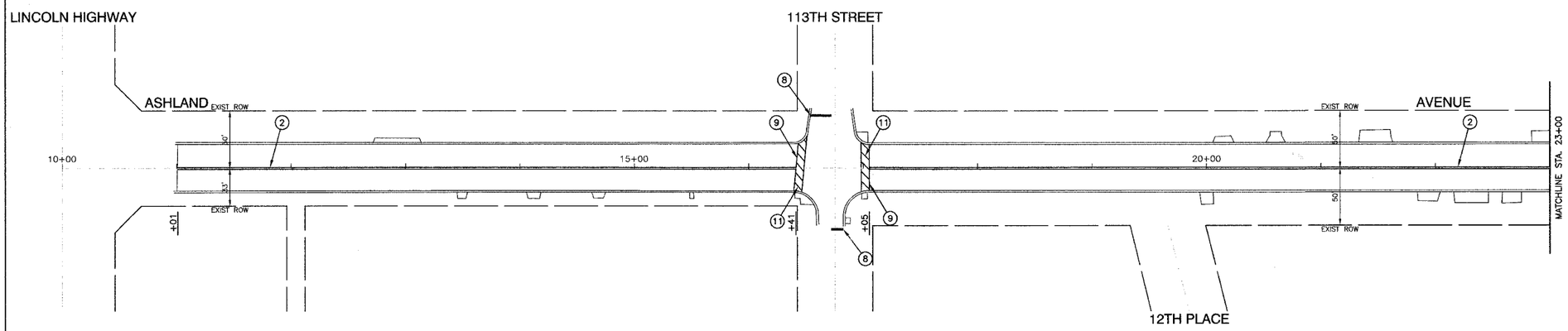
ROBINSON ENGINEERING, LTD.
17900 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3826
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128

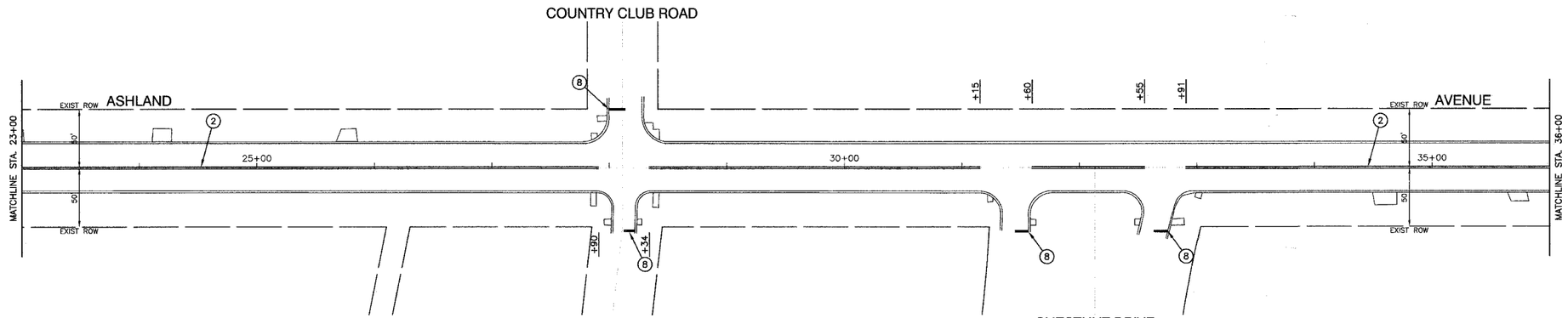
06172-PLAN-01

SECTION 17, TOWNSHIP 35, RANGE 14
SECTION 18, TOWNSHIP 35, RANGE 14

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	007
STA. BEGIN IMPROVEMENT TO STA. 36+00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045





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NOTE:

ALL LEGEND ITEMS ARE THERMOPLASTIC PAVEMENT MARKING OF THE WIDTH AND TYPE SPECIFIED

PAVEMENT MARKING LEGEND

1. WHITE LETTERS & SYMBOLS
2. DOUBLE 4" YELLOW CENTERLINE (11" C/C)
3. DOUBLE YELLOW MEDIAN OUTLINE (11" C/C)
3A. 4" YELLOW LINE
4. 4" WHITE EDGE LINE
5. 6" WHITE LANE LINE
6. 6" WHITE SKIP-DASH LINE (2' LINE - 6' SPACE)
7. 12" YELLOW DIAGONAL LINE (20' C/C)
8. 24" WHITE STOP BAR
9. 6" WHITE CROSSWALK (6' C/C)
10. 6" WHITE CROSSWALK (10' C/C)
11. 12" WHITE LINE (45° ANGLE, 2' C/C)
12. 4" WHITE SKIP - DASH LINE (10' LINE - 30' SPACE)
13. 4" YELLOW SKIP - DASH LINE (10' LINE - 30' SPACE)

- ONE-WAY AMBER MARKER 40' C/C UNLESS OTHERWISE INDICATED
- ONE-WAY CRYSTAL MARKER 80' C/C UNLESS OTHERWISE INDICATED
- TWO-WAY AMBER MARKER 40' C/C UNLESS OTHERWISE INDICATED
- TRAFFIC SIGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ASHLAND AVENUE STREET RESURFACING STRIPING PLAN

SCALE: VERT. NA
HORIZ. 1"=50'
DRAWN BY RG
DATE 05/07/08
CHECKED BY RES

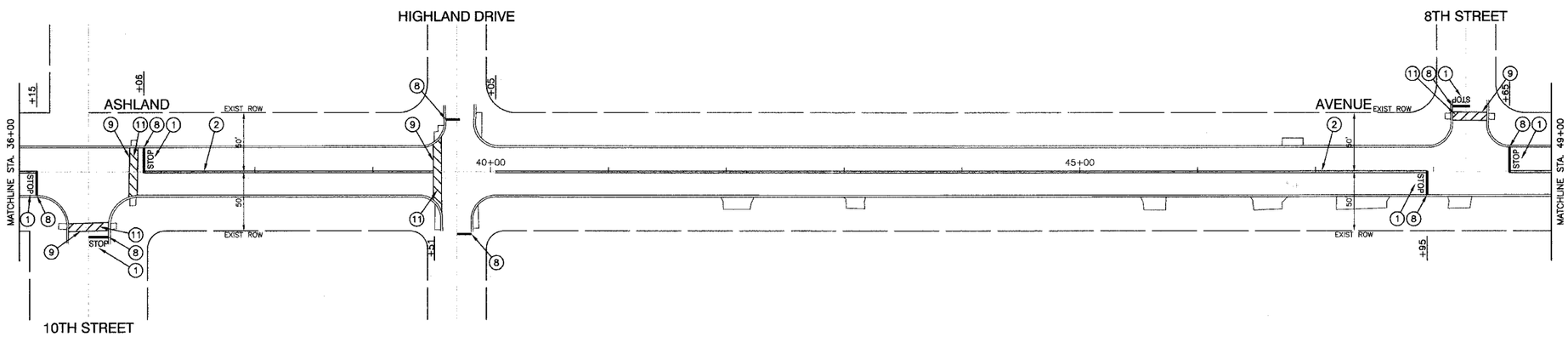
ROBINSON ENGINEERING, LTD.
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-0700 FAX (708) 331-2820
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001126

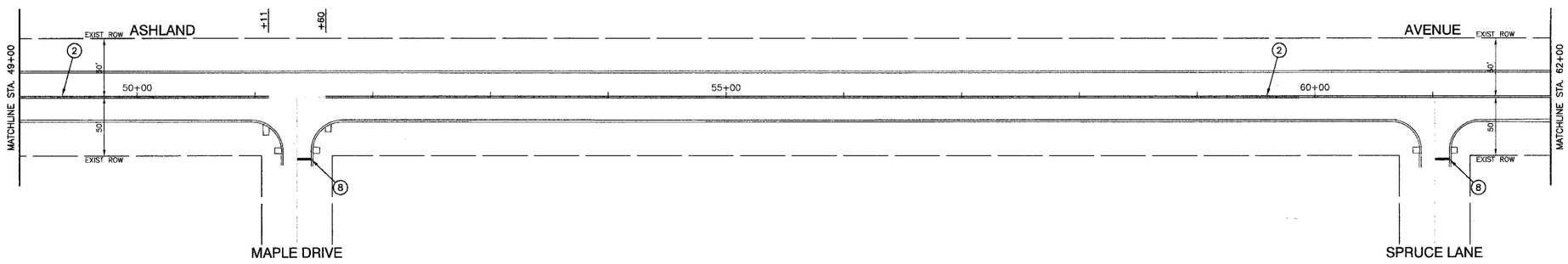
06172-PVMK-01

SECTION 17, TOWNSHIP 35, RANGE 14
SECTION 18, TOWNSHIP 35, RANGE 14

F. A. Rte.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	008
STA. 36+00		TO STA. 62+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045





N

NOTE:

ALL LEGEND ITEMS ARE THERMOPLASTIC PAVEMENT MARKING OF THE WIDTH AND TYPE SPECIFIED

PAVEMENT MARKING LEGEND

1. WHITE LETTERS & SYMBOLS
2. DOUBLE 4" YELLOW CENTERLINE (11" C/C)
3. DOUBLE YELLOW MEDIAN OUTLINE (11" C/C)
3A. 4" YELLOW LINE
4. 4" WHITE EDGE LINE
5. 6" WHITE LANE LINE
6. 6" WHITE SKIP-DASH LINE (2' LINE - 6' SPACE)
7. 12" YELLOW DIAGONAL LINE (20' C/C)
8. 24" WHITE STOP BAR
9. 6" WHITE CROSSWALK (6' C/C)
10. 6" WHITE CROSSWALK (10' C/C)
11. 12" WHITE LINE (45° ANGLE, 2' C/C)
12. 4" WHITE SKIP - DASH LINE (10' LINE - 30' SPACE)
13. 4" YELLOW SKIP - DASH LINE (10' LINE - 30' SPACE)

- ONE-WAY AMBER MARKER 40' C/C UNLESS OTHERWISE INDICATED
- ONE-WAY CRYSTAL MARKER 80' C/C UNLESS OTHERWISE INDICATED
- TWO-WAY AMBER MARKER 40' C/C UNLESS OTHERWISE INDICATED
- TRAFFIC SIGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ASHLAND AVENUE
STREET RESURFACING
STRIPING PLAN

SCALE: VERT. NA
HORIZ. 1"=50'
DATE 05/07/08

DRAWN BY RG
CHECKED BY RES

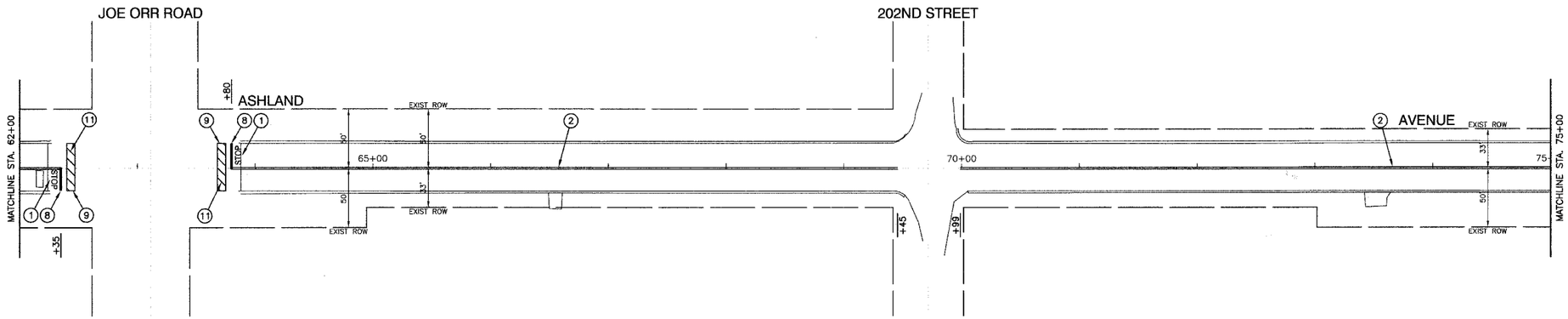
ROBINSON ENGINEERING, LTD.
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3616
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001126

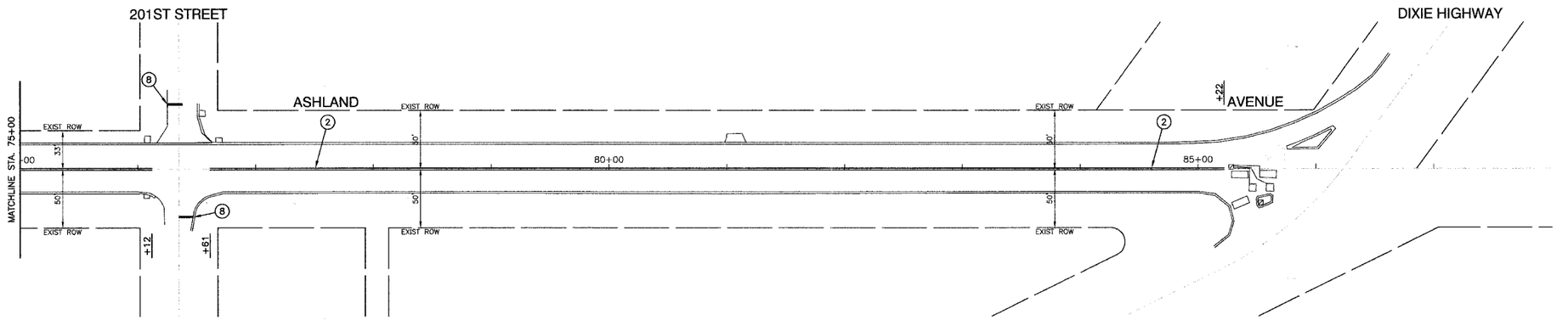
06172-PVMK-01

SECTION 17, TOWNSHIP 35, RANGE 14
SECTION 18, TOWNSHIP 35, RANGE 14

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	009
STA. 62+00	TO STA. END IMPROVEMENT			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045





N

NOTE:

ALL LEGEND ITEMS ARE THERMOPLASTIC PAVEMENT MARKING OF THE WIDTH AND TYPE SPECIFIED

PAVEMENT MARKING LEGEND

1. WHITE LETTERS & SYMBOLS
2. DOUBLE 4" YELLOW CENTERLINE (11" C/C)
3. DOUBLE YELLOW MEDIAN OUTLINE (11" C/C)
3A. 4" YELLOW LINE
4. 4" WHITE EDGE LINE
5. 6" WHITE LANE LINE
6. 6" WHITE SKIP–DASH LINE (2' LINE – 6' SPACE)
7. 12" YELLOW DIAGONAL LINE (20' C/C)
8. 24" WHITE STOP BAR
9. 6" WHITE CROSSWALK (6' C/C)
10. 6" WHITE CROSSWALK (10' C/C)
11. 12" WHITE LINE (45° ANGLE, 2' C/C)
12. 4" WHITE SKIP – DASH LINE (10' LINE – 30' SPACE)
13. 4" YELLOW SKIP – DASH LINE (10' LINE – 30' SPACE)

◂ ONE–WAY AMBER MARKER
40' C/C UNLESS OTHERWISE INDICATED

◃ ONE–WAY CRYSTAL MARKER
80' C/C UNLESS OTHERWISE INDICATED

◆ TWO–WAY AMBER MARKER
40' C/C UNLESS OTHERWISE INDICATED

TRAFFIC SIGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ASHLAND AVENUE
STREET RESURFACING
STRIPING PLAN

SCALE: VERT. NA
HORIZ. 1"=50'
DATE 05/07/08

DRAWN BY RG
CHECKED BY RES

ROBINSON ENGINEERING, LTD.
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-4576 FAX (708) 331-2826
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128.

06172-PVMK-01

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	010
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. 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.

3. 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.

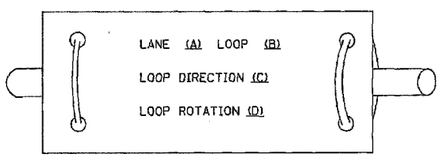
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. 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.

6. 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.

7. 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

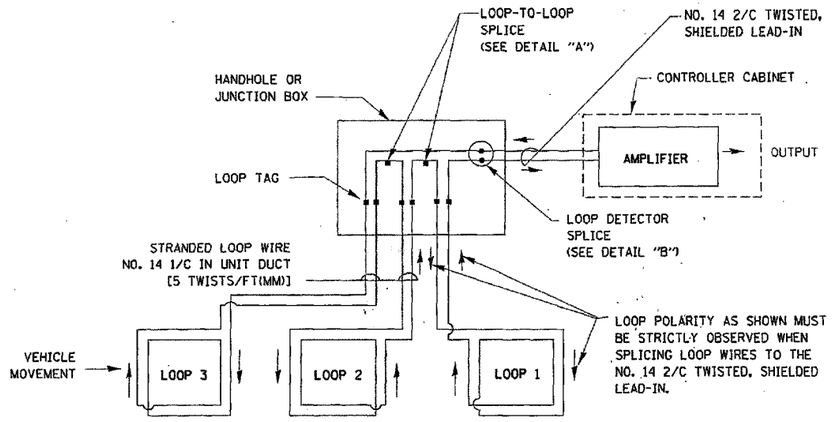


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

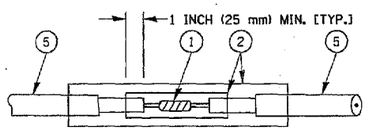
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

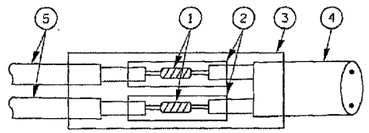


DETECTOR LOOP WIRING SCHEMATIC

- 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

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE
HORIZ.
DATE 1-01-02

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

on Feb 11 07:54:53 2002
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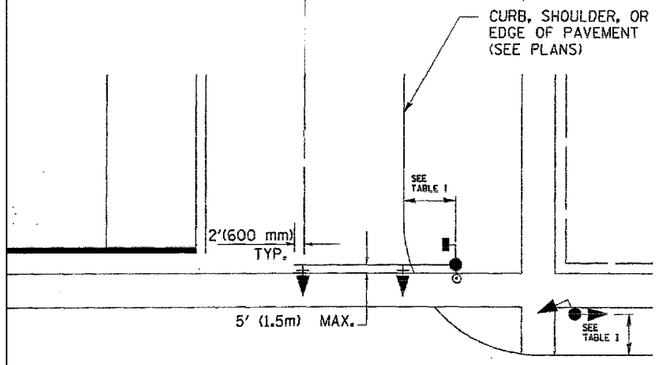
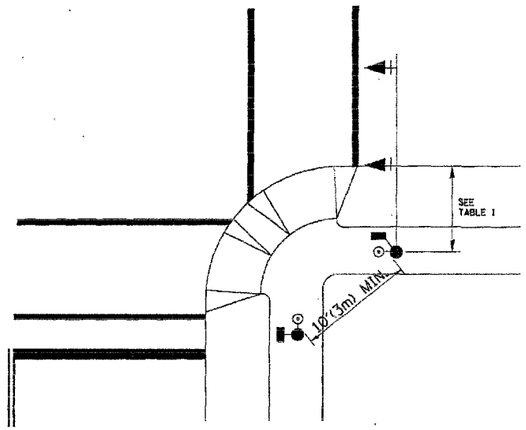
TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	011
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045

NOTES:

1. AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

   AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

   PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:

   A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.

   B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.

   C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

   D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).

   E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK

2. PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.

3. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.

4. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

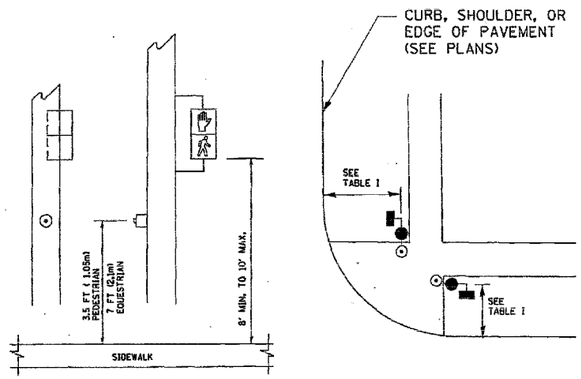


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. HORIZ. NONE
DATE 1-01-02

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 2 OF 4

TS05

on Feb 11 07:54:54 2002
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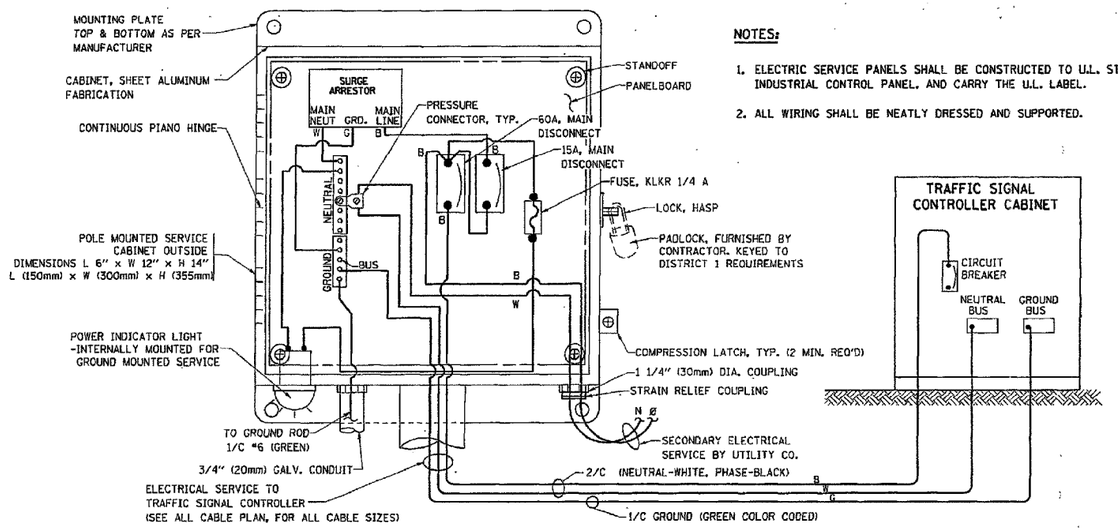


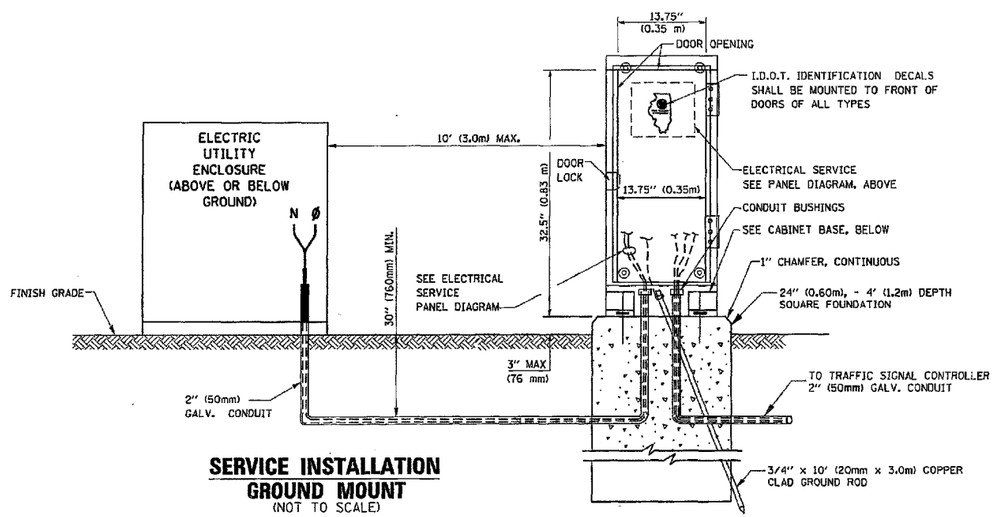
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

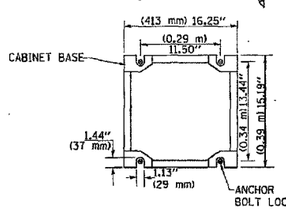
SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)



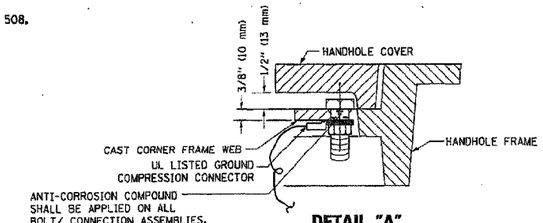
SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)



CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



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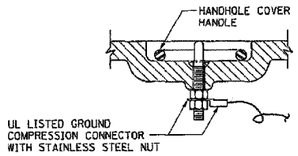

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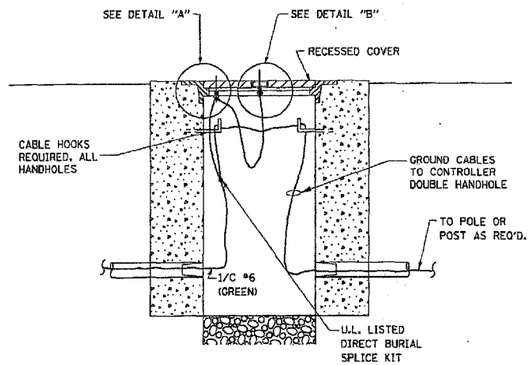
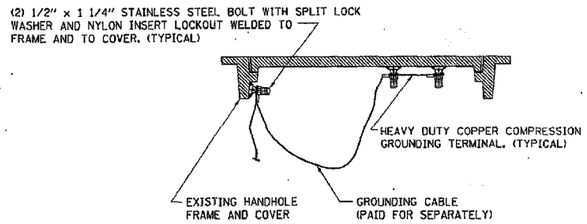


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

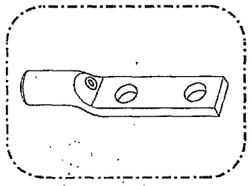
F. A. R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	012
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045

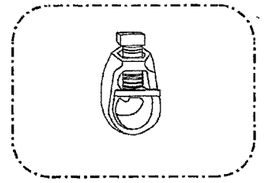
NOTES:

GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



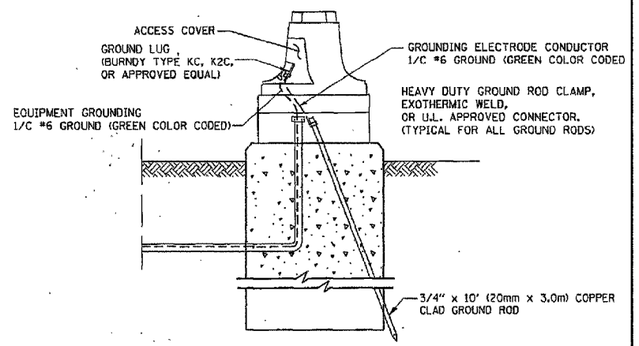
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EUAL)

NOTES:

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1

STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE
HORIZ.
DATE 1-01-02

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 3 OF 4

TS05

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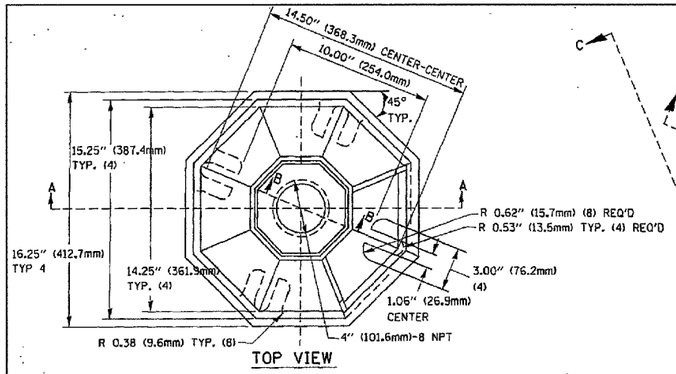
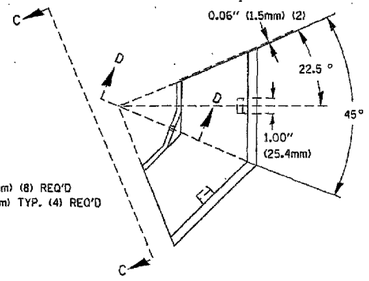
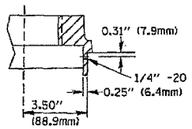
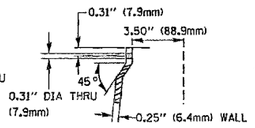


TOP VIEW

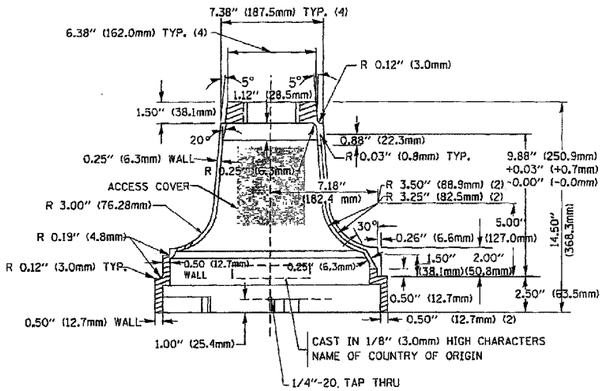




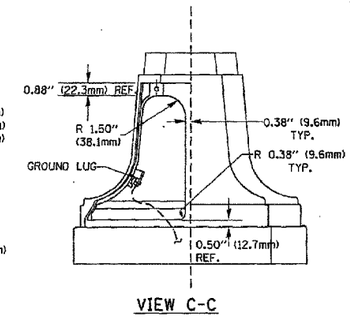
SECTION B-B



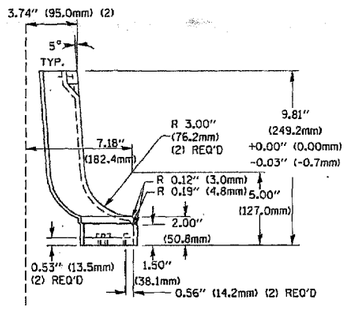
SECTION D-D



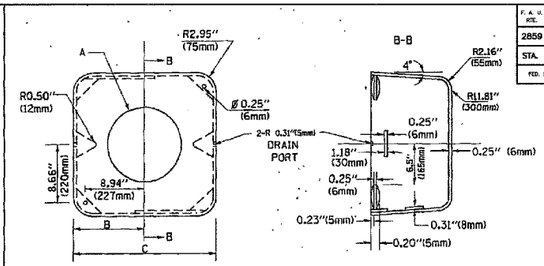
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125" (257mm)	9.5" (241mm)	19" (483mm)	12" (300mm)	24kg
II	Ø 11.125" (283mm)	10.75" (273mm)	21.5" (546mm)	12" (300mm)	26kg

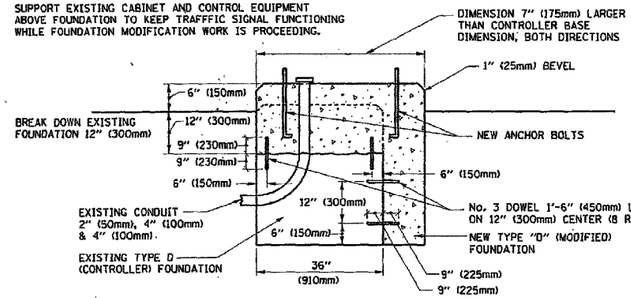
SHROUD DETAIL

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	013
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045

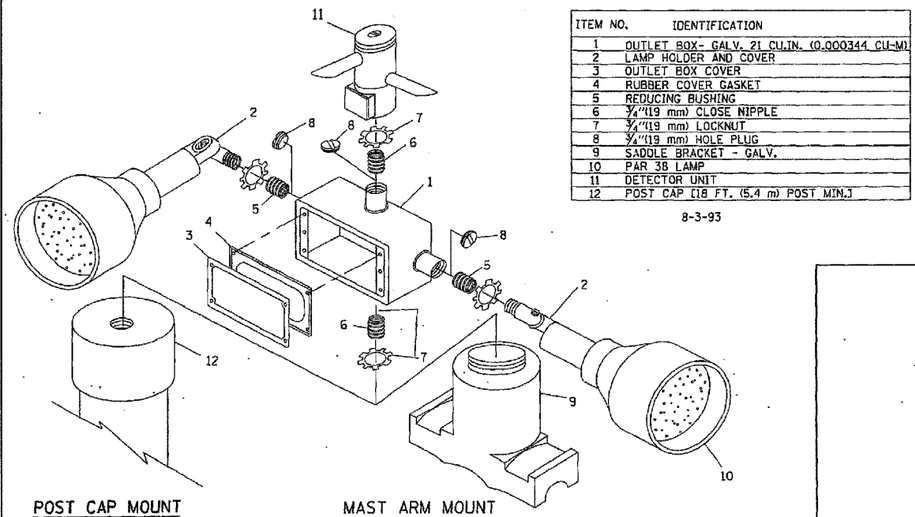
MATERIAL:
- ASTM A48 CLASS 30 GREY IRON
- ASTM A123 HOT DIPPED GALVANIZED

NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



POST CAP MOUNT

MAST ARM MOUNT

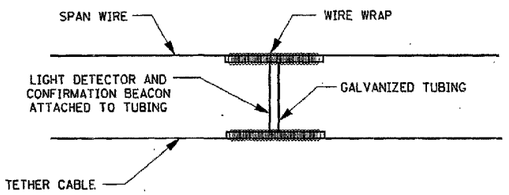
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

8-3-93

NOTES:

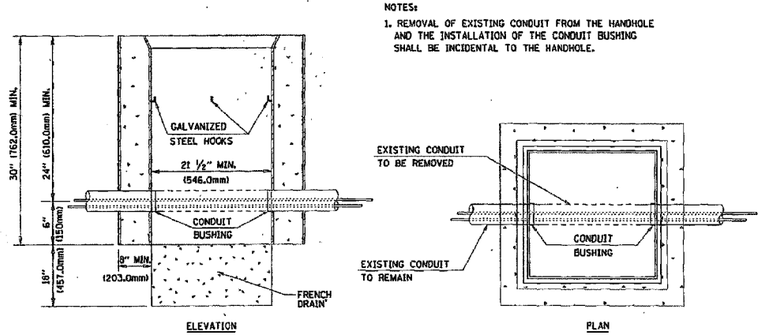
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS *2 AND *11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM *1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM *2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM *9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM *9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)

NOTES:
1. REMOVAL OF EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHING SHALL BE INCIDENTAL TO THE HANDHOLE.



DETAIL
HANDHOLE TO INTERCEPT EXISTING CONDUIT
N.T.S.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE
HORIZ.
DATE 1-01-02

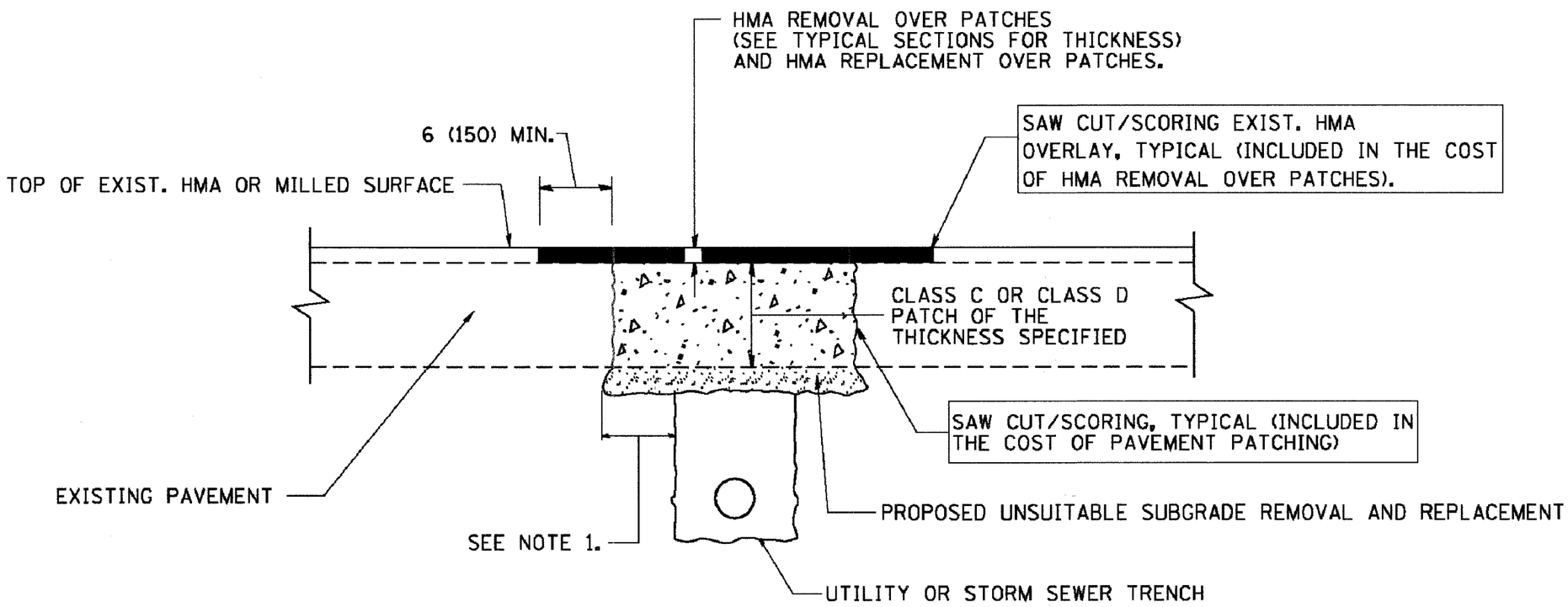
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 4 OF 4

TS05

on Feb 11 07:54:54 2002
\projects\traffic\d87778\ts05.dgn LV=1-93

F. A. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	014
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045



NOTES:

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

SEQUENCE OF CONSTRUCTION

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

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

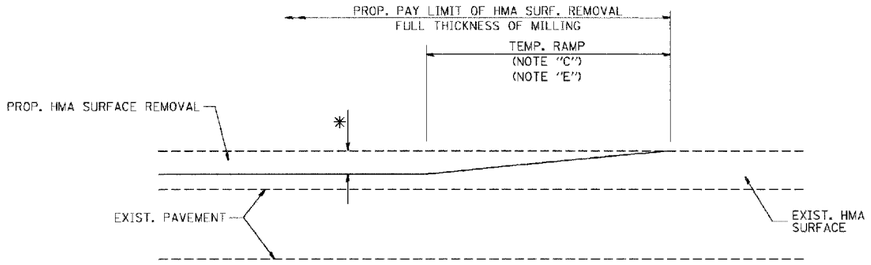
REVISIONS NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/14/05
R. SHAH	03/23/05
R. SHAH	04/24/06
A. HOUSEH	03/15/06
A. ABBAS	03/21/07
A. ABBAS	01/20/08
ART ABBAS	04/27/06
R. BORO	01/01/01

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: VERT. NONE HORIZ.
PLOT DATE: 1/19/2007
DRAWN BY
CHECKED BY

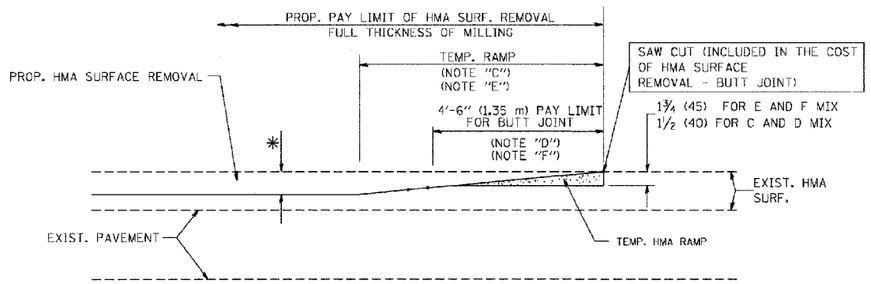
BD400-04 (BD-22)
REVISION DATE: 01/01/07



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

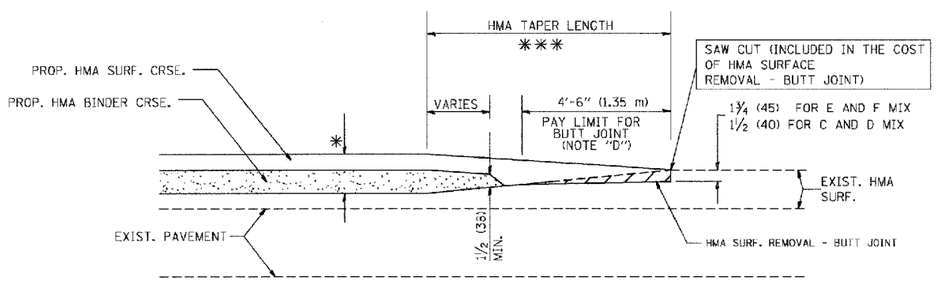


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP

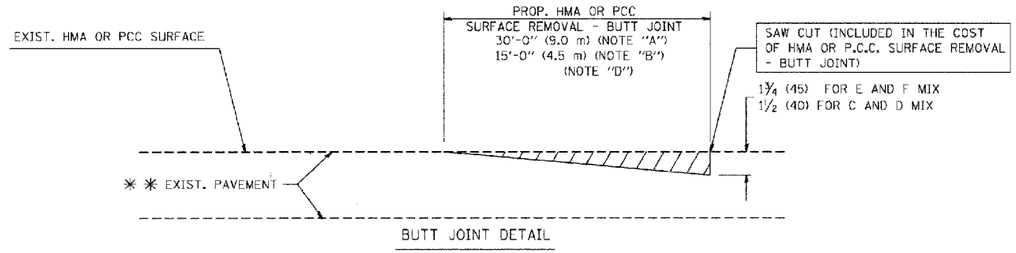


BUTT JOINT AND HMA TAPER

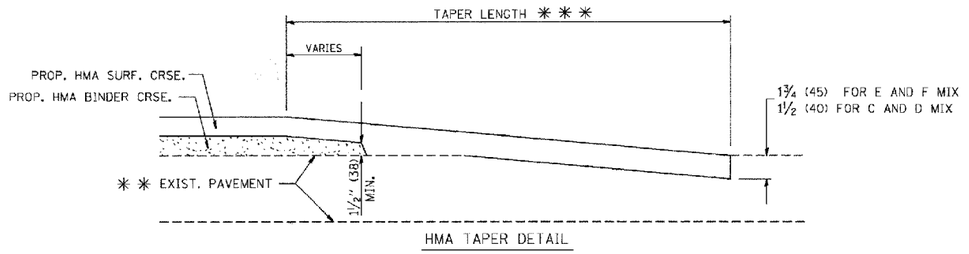
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2859	08-00222-00-RS	COOK	018	015
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

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

BASIS OF PAYMENT:

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

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
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE HORIZ. NONE

PLOT DATE: 10/31/2006

DRAWN BY

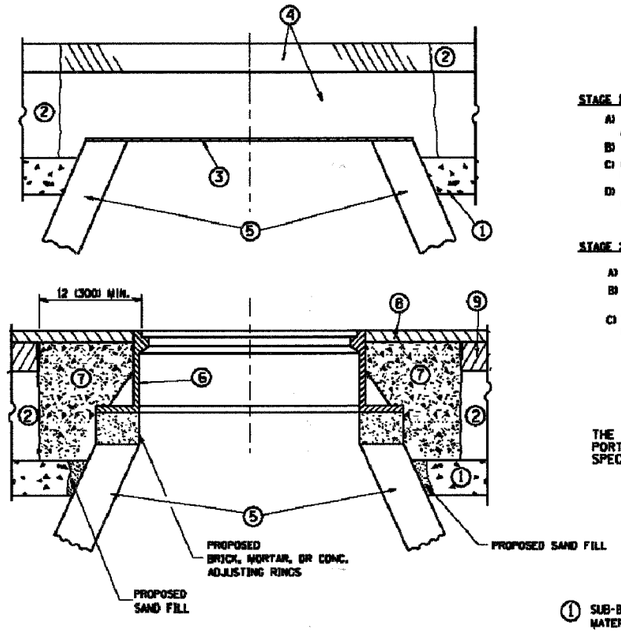
CHECKED BY

BD400-05 (VI=BD32)

REVISION DATE: 01/01/07

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2859	08-00222-00-RS	COOK	018	016
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

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

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

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

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

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

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

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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	08/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: VERT. NONE HORIZ.

PLOT DATE: 1/19/2007

DRAWN BY

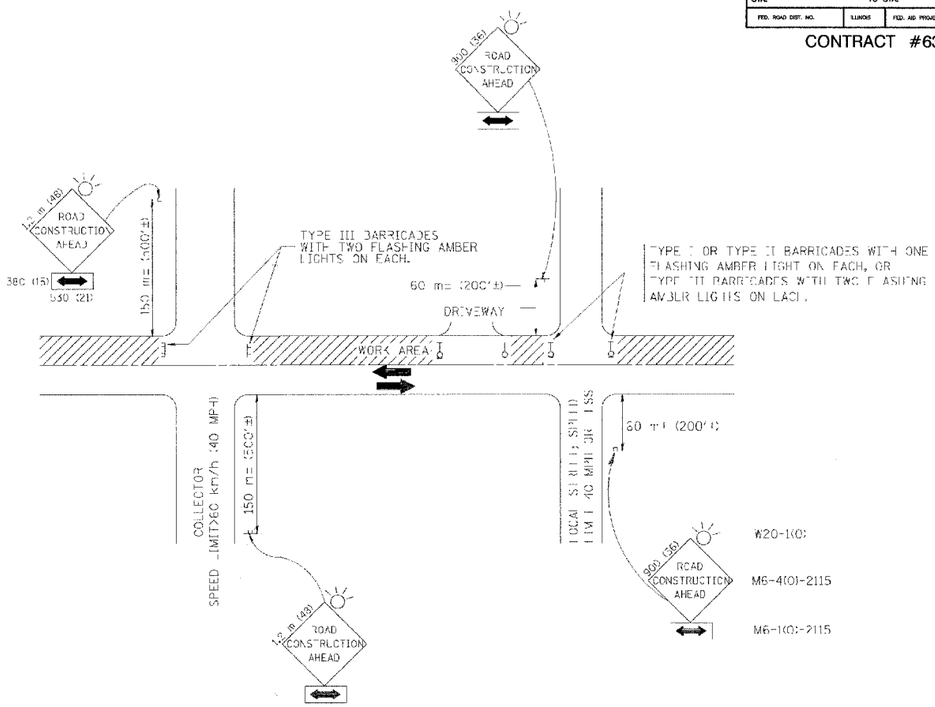
CHECKED BY

BD600-03 (BD-8)

REVISION DATE: 01/01/07

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2859	08-00222-00-RS	COOK	018	017
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #63045



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 (4'8x4'8) WITH A FLASHER MOUNTED ON 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
FHWA	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: VER. : FOR'Y.

DATE 10/18/2002

DRAWN BY

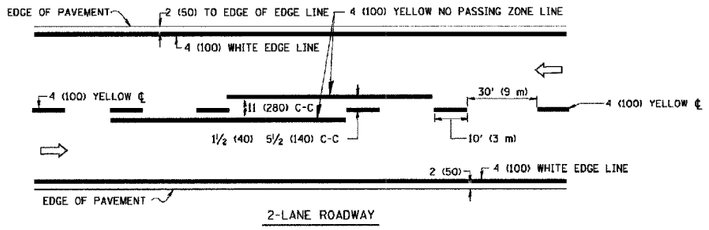
CHECKED BY TC 10

REVISION DATE: 01/06/00

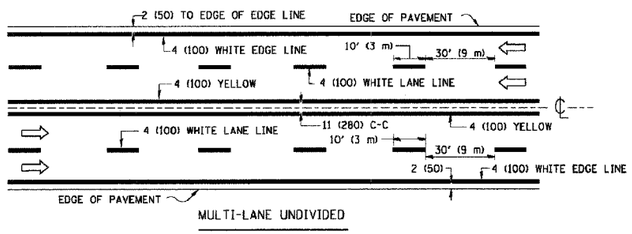
Friday October 18,2002 @ 10:20:23 AM
d:\projects\dgnstd\tc10.dgn LV=35,63
USL1.0

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2859	08-00222-00-RS	COOK	018	018
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

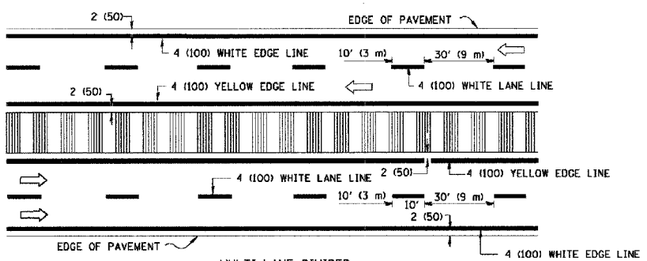
CONTRACT #63045



2-LANE ROADWAY



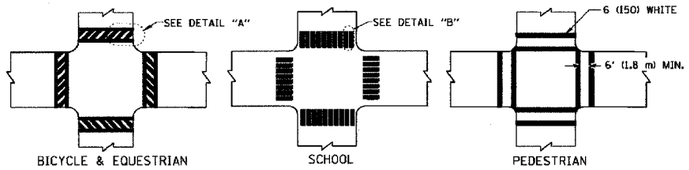
MULTI-LANE UNDIVIDED

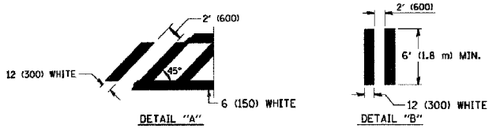


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

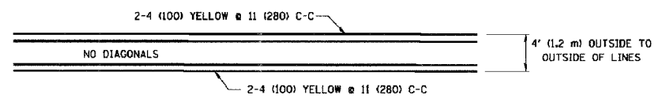
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

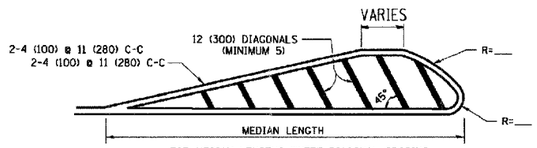




TYPICAL CROSSWALK MARKING



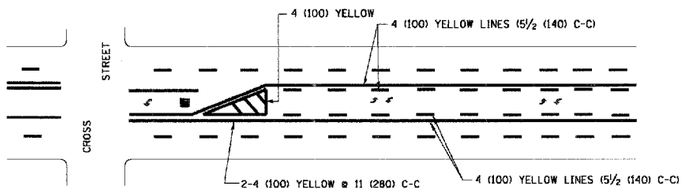
4' (1.2 m) WIDE MEDIANS ONLY



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

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

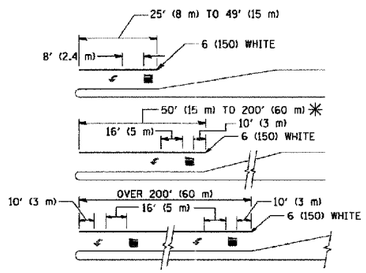
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

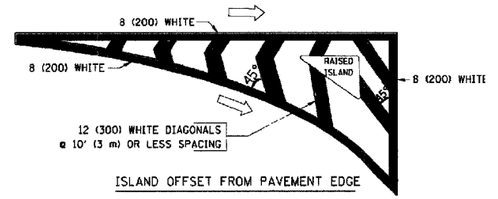


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

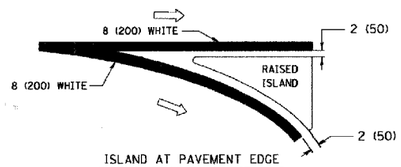
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 ø 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ø 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ø 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ø 6 (150) 12 (300) ø 45° 12 (300) ø 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ø 4 (100) WITH 12 (300) DIAGONALS ø 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 ø 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) ø 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.

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

DRAWN BY CADD

CHECKED BY

TC-13