01-30-15 LETTING ITEM 001

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	1
	ILLINOIS	CONTRACT NO. 60K99		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

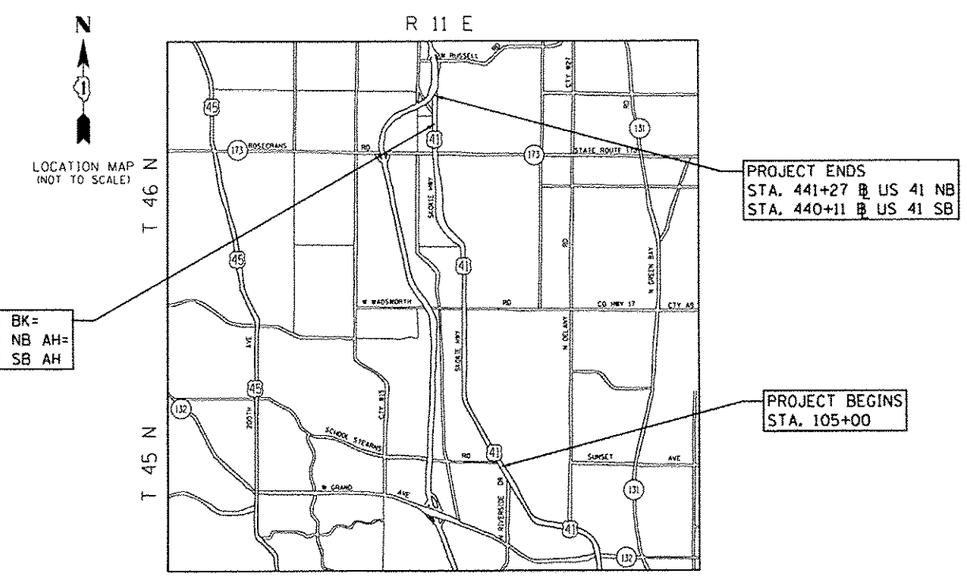
F.A.P. ROUTE 346 (US 41)
SECTION 2010-041RS
INTERSTATE 94 TO IL 21
RESURFACING, SIGNING, GUARDRAIL & RUMBLE STRIPS
PROJECT: ACNHPP-0346(016)
LAKE COUNTY

C-91-627-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA:
US 41 ADT = 20,600 TO 35,600
POSTED SPEED LIMIT = 45 TO 55 MPH

THIS PROJECT IS LOCATED IN THE VILLAGES OF GURNEE AND WADSWORTH.



NEWPORT AND WARREN TOWNSHIPS

GROSS AND NET LENGTH = 33,627 FT. = 6.37 MILES

D-91-627-10

LOCATION OF SECTION INDICATED THUS:-

PROFESSIONAL ENGINEER'S SIGN & SEAL

Peter M. Johnston

EXPIRES: 11-30-15

PETER M. JOHNSTON 062-047647 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED OCTOBER 17, 2014

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Dec 18, 2014

John D. Baranzelli, P.E. /bs
acting ENGINEER OF DESIGN AND ENVIRONMENT

Dec 18, 2014

Omer Osman, P.E. /bs
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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

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

PROJECT ENGINEER: PETER JOHNSTON /(773) 399-0112
PROJECT MANAGER: KEN ENG /(847) 705-4247

CONTRACT NO. 60K99

GRAEF
8501 W. Higgins Road; Suite 280
Chicago, Illinois 60631
(773) 399-0112

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INDEX OF SHEETS

HIGHWAY STANDARDS

STD. NO.	TITLE
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
542546-01	FLUSH INLET BOX FOR MEDIAN
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
642001-02	SHOULDER RUMBLE STRIPS, 16 IN.
701101-04	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701421-07	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH
701422-07	LANE CLOSURE, MULTILANE, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701426-07	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-04	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
4. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
5. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
6. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM 72 HOURS IN ADVANCE OF BEGINNING WORK.
7. THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER, AT 847-438-2300 AT LEAST (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
8. 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 REESTABLISHED FOR STRIPING, EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
9. MEDIAN DIAGONALS SHOULD BE PLACED AT 150' OR A MINIMUM OF 5 DIAGONALS EVENLY SPACED.
10. ONE-WAY AMBER RAISED REFLECTIVE PAVEMENT MARKERS WILL BE PLACED AT 80 FOOT C-C ALONG THE MEDIAN EDGE LINE IN AREAS OF PAVED SHOULDER AND MEDIAN BARRIER AND IN TAPERS RAISED REFLECTIVE PAVEMENT MARKERS WILL BE PLACED AT 40 FOOT C-C.
11. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
12. IT SHALL BE THE CONTACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
13. FINAL LOCATIONS OF TREE REMOVAL ARE TO BE DETERMINED IN THE FIELD BY THE BUREAU OF MAINTENANCE.
14. FINAL LOCATIONS OF GRADING AND SHAPING DITCHES WILL BE DETERMINED BY THE RESIDENT ENGINEER.

CONSTRUCTION NOTES

THE CONTRACTOR WILL ONLY BE ALLOWED TO WORK ON US ROUTE 41 DURING THE NIGHT TIME BETWEEN THE HOURS OF NB 9:00 P.M. TO 7:00 A.M. AND SB 7:00 P.M. TO 5:00 A.M EVERY DAY OF THE WEEK.

ALL LANE CLOSURE SIGNS SHALL NOT BE ERECTED ANY EARLIER THAN ONE-HALF (1/2) HOUR BEFORE THE STARTING HOURS LISTED ABOVE. ALSO, THESE SIGNS SHOULD BE TAKEN DOWN WITHIN ONE-HALF (1/2) HOUR AFTER THE CLOSURE IS REMOVED.

FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC ; SHOULD THE CONTRACTOR FAIL TO COMPLETELY OPEN AND KEEP OPEN ALL THE TRAFFIC LANES TO TRAFFIC IN ACCORDANCE WITH THE LIMITATIONS SPECIFIED ABOVE, THE CONTRACTOR SHALL BE LIABLE AND SHALL PAY TO THE DEPARTMENT THE AMOUNT OF $250 PER LANE BLOCKED, NOT AS A PENALTY BUT AS LIQUIDATED AND ASCERTAINED DAMAGES, FOR EACH AND EVERY 15 MINUTE INTERVAL OR A PORTION THEREOF THAT A LANE IS BLOCKED OUTSIDE THE ALLOWABLE TIME LIMITATIONS. THE DEPARTMENT MAY DEDUCT SUCH DAMAGES FROM ANY MONIES DUE THE CONTRACTOR. THESE DAMAGES WILL ALSO APPLY DURING THE PERIOD GOVERNED BY WORKING DAYS AFTER A COMPLETION DATE AND ANY EXTENSIONS OF THAT CONTRACT TIME.

NIGHTTIME FLAGGERS OR WORKERS SHALL BE EQUIPPED WITH A FLUORESCENT ORANGE OR FLUORESCENT YELLOW/GREEN VEST MEETING THE REQUIREMENTS OF ANSI/ISEA 107-2004 FOR CONSPICUITY CLASS 3 GARMENTS.

CONES OR REFLECTORIZED CONES WILL NOT BE ALLOWED TO BE USED ON THE PROJECT.

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GREIF 8501 W. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	2
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

	PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY 0005 URBAN (80% FED 20% STATE)	SAFETY 0021 URBAN (90% FED 10% STATE)
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	232	232	0
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	207	207	0
	20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	109	0	109
	20800150	TRENCH BACKFILL	CU YD	17	17	0
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	718	0	718
	21400100	GRADING AND SHAPING DITCHES	FOOT	1,500	1,500	0
	25000210	SEEDING, CLASS 2A	ACRE	0.50	0.30	0.20
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	43	30.00	13
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	43	30	13
	25100630	EROSION CONTROL BLANKET	SQ YD	2,385	1,667	718
	40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	45	45	0
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	247,860	147,995	99,865
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	551	329	222
	~~40600895~~	~~CONSTRUCTING TEST STRIP~~	~~EACH~~	~~3~~	~~3~~	~~0~~

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US 41 – INTERSTATE 94 TO IL 21
SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	3
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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	PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	80% FED 20% STATE ROADWAY 0005 URBAN	90% FED 10% STATE SAFETY 0021 URBAN
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	359	359	0
	40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	3,128	3,128	0
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	20,186	12,276	7,910
	40603153	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	24,560	24,560	0
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	16,573	0	16,573
	42101300	PROTECTIVE COAT	SQ YD	167	167	0
	44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	367,199	219,250	147,949
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	600	600	0
	44002240	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 10"	SQ YD	5,586	5,586	0
	44003100	MEDIAN REMOVAL	SQ FT	241	241	0
	44004250	PAVED SHOULDER REMOVAL	SQ YD	3,331	0	3,331
	44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	4,000	4,000	0
	44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	700	700	0
	44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	200	200	0

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	4
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

	PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	80% FED 20% STATE ROADWAY 0005 URBAN	90% FED 10% STATE SAFETY 0021 URBAN
	48101620	AGGREGATE SHOULDERS, TYPE B 10"	SQ YD	2,578	2,578	0
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1,649	0	1,649
	48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SQ YD	5,274	0	5,274
	54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	2	2	0
	54244405	FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	EACH	3	3	0
	550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	472	472	0
	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	55	55	0
	60203805	CATCH BASINS, TYPE A, 5'-1" DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	0
	60221000	MANHOLES, TYPE A, 5'-1" DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	0
	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	5	5	0
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	200	200	0
	60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	200	200	0
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	200	200	0
	60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	241	241	0

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 3 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	5
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

					80% FED 20% STATE	90% FED 10% STATE
	PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY 0005 URBAN	SAFETY 0021 URBAN
*	63000017	STEEL PLATE BEAM GUARDRAIL, TYPE D, 6 FOOT POSTS	FOOT	800	0	800
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	0	2
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	8	0	8
	63200310	GUARDRAIL REMOVAL	FOOT	2,114	0	2,114
	64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	109,355	0	109,355
	64300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	0
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	850	850	
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	0
*	66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1	
	67100100	MOBILIZATION	L SUM	1	1	0
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2	
	70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1	0
	70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1	1	0
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	0
	70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1	
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	59,944	59,944	0
	70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	1,492	1,492	0

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*Specialty Items

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US 41 – INTERSTATE 94 TO IL 21
SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 4 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	6
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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	PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	80% FED 20% STATE ROADWAY 0005 URBAN	90% FED 10% STATE SAFETY 0021 URBAN
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	299,720	299,720	0
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	16,320	16,320	0
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1,073	1,073	0
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	19,981	19,981	0
*	72000100	SIGN PANEL * TYPE 1	SQ FT	833	0	833
*	72000300	SIGN PANEL * TYPE 3	SQ FT	81	0	81
*	72400100	REMOVE SIGN PANEL ASSEMBLY * TYPE A	EACH	93	0	93
*	72400200	REMOVE SIGN PANEL ASSEMBLY * TYPE B	EACH	3	0	3
*	72400310	REMOVE SIGN PANEL * TYPE 1	SQ FT	212	0	212
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	1,308	0	1,308
*	73000100	WOOD SIGN SUPPORT	FOOT	240	0	240
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1,492	1,492	0
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	149,860	149,860	0
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	8,160	8,160	0

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	7
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

					80% FED 20% STATE	90% FED 10% STATE
	PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY 0005 URBAN	SAFETY 0021 URBAN
•	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	485	485	0
•	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	13,787	13,787	0
•	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	537	537	0
	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2,604	2,604	0
*	78200420	GUARDRAIL MARKERS TYPE B	EACH	57	57	0
*	78200530	BARRIER WALL MARKERS, TYPE C	EACH	20	20	0
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,953	1,953	0
•	88600600	DETECTOR LOOP REPLACEMENT	FOOT	3,342	3,342	0
Ø	Z0076600	TRAINEES	HOUR	500	500	
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	0
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500	
Δ	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	350	350	0
	Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	2	2	0
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	308	308	0
	Z0034105	MATERIAL TRANSFER DEVICE	TON	24,560	24,560	0
	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	590	0	590

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Δ Non-participating (100% State)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 6 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	8
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

	PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY 0005 URBAN 80% FED 20% STATE	SAFETY 0021 URBAN 90% FED 10% STATE
△	X5537700	STORM SEWERS TO BE CLEANED 10"	FOOT	28	28	0
△	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	7,310	7,310	0
△	X5537900	STORM SEWERS TO BE CLEANED 15"	FOOT	4,491	4,491	0
△	X5538000	STORM SEWERS TO BE CLEANED 18"	FOOT	2,941	2,941	0
△	X5538100	STORM SEWERS TO BE CLEANED 21"	FOOT	405	405	0
△	X5538200	STORM SEWERS TO BE CLEANED 24"	FOOT	3,000	3,000	0
△	X5538300	STORM SEWERS TO BE CLEANED 27"	FOOT	344	344	0
△	X5538400	STORM SEWERS TO BE CLEANED 30"	FOOT	4,615	4,615	0
△	X5538600	STORM SEWERS TO BE CLEANED 36"	FOOT	2,917	2,917	0
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	15	15	0

12

△ Non-participating (100% State)

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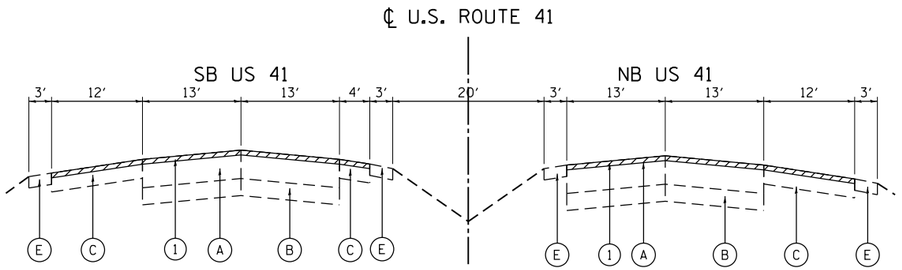
PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
SUMMARY OF QUANTITIES

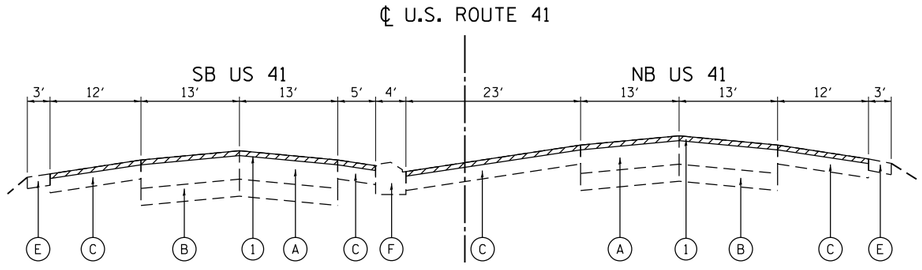
SCALE: 1"=50' | SHEET 7 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	9
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA 105+00 TO STA 106+94

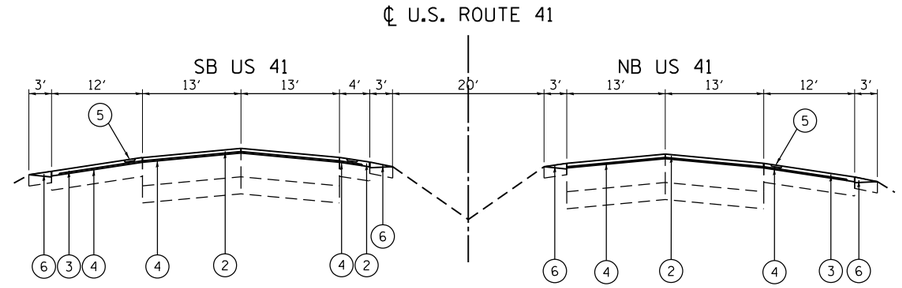


EXISTING TYPICAL SECTION

STA 107+67 TO STA 108+23

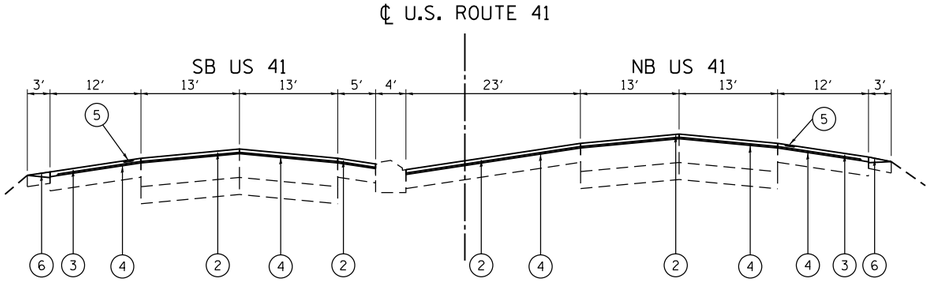
EXISTING CONDITIONS

- (A) HMA PAVEMENT, 14¼″ TO 16¾″
- (B) PCC PAVEMENT, 8″ TO 10″
- (C) HMA SHOULDER, 8″ TO 12″
- (D) STABILIZED MEDIAN, 12″
- (E) AGGREGATE SHOULDER, 6″
- (F) CONCRETE MEDIAN
- (G) CONCRETE BARRIER, DOUBLE FACE
- (H) COMBINATION CONCRETE CURB & GUTTER



PROPOSED TYPICAL SECTION

STA 105+00 TO STA 106+94



PROPOSED TYPICAL SECTION

STA 107+67 TO STA 108+23

PROPOSED IMPROVEMENTS

1. HOT-MIX ASPHALT SURFACE REMOVAL, 3″
2. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2″
3. HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2″
4. POLYMERIZED LEVELING BINDER, (MACHINE METHOD, IL 4.75, N50, 1″
5. SHOULDER RUMBLE STRIPS, 16″
6. AGGREGATE WEDGE SHOULDER, TYPE B
7. HOT-MIX ASPHALT SHOULDERS, 10″
8. AGGREGATE SHOULDERS, TYPE B 10″

•CONTRACTOR SHALL MILL FIRST BEFORE PATCHING

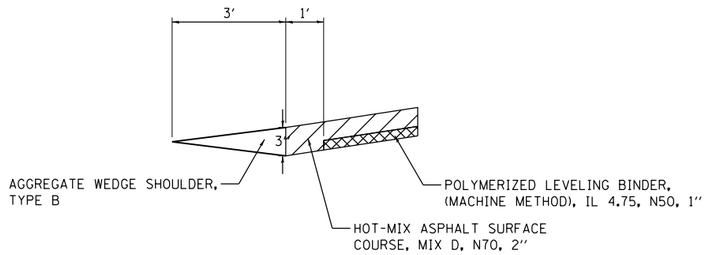
HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS @ Ndes	
ROADWAY RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, (IL-12.5mm) N80 (2″)	3.5% @ 80 GYR	PFP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50 (1″)	3.5% @ 50 GYR	PFP
SHOULDER RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) (2″)	4% @ 70 GYR	QCP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50 (1″)	3.5% @ 50 GYR	PFP
HOT-MIX ASPHALT SHOULDERS, 10″		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) (2″)	4% @ 70 GYR	QCP
HOT-MIX ASPHALT SHOULDER , 8″ (HMA BINDER I I-19mm)	4% @ 70 GYR	QCP
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19mm), 10″	4% @ 70 GYR	QCP
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19mm), 10″	4% @ 70 GYR	QCP
QMP DESIGNATION: QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALE BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE



TYPICAL SHOULDER RESURFACING DETAIL

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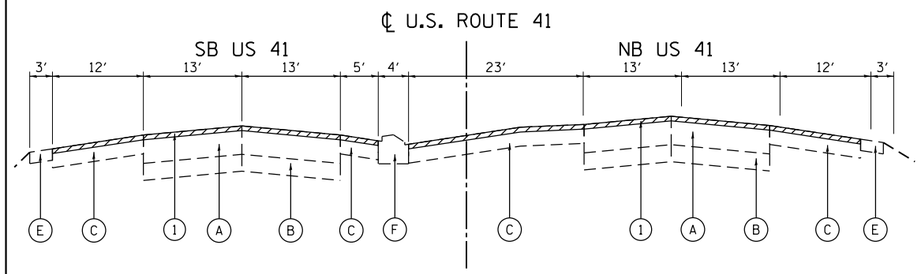
PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TYPICAL SECTIONS

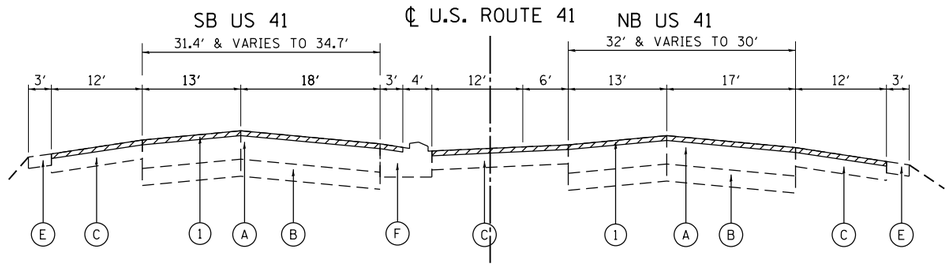
SCALE: 1"=50' | SHEET 1 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	10
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA 108+23 TO STA 111+89

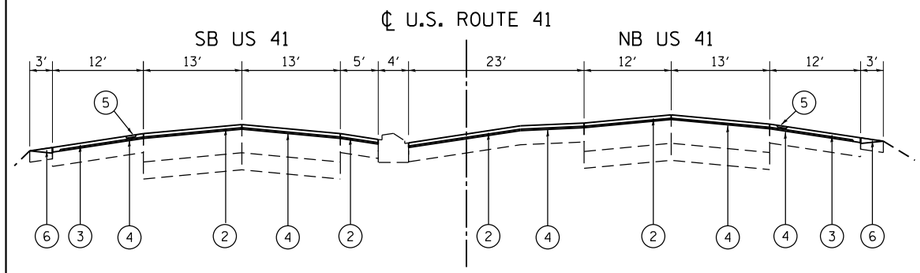


EXISTING TYPICAL SECTION

STA 111+89 TO STA 115+55

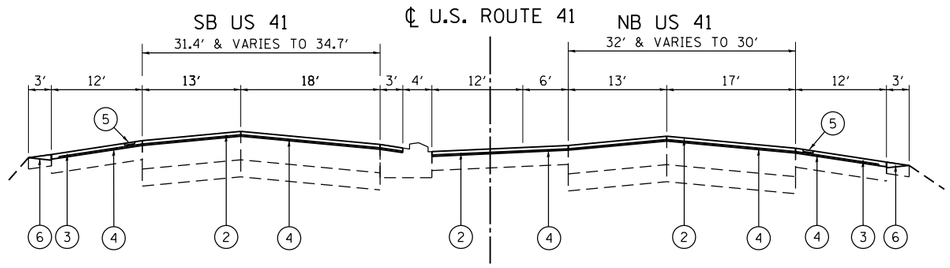
EXISTING CONDITIONS

- (A) HMA PAVEMENT, 14¼″ TO 16¾″
- (B) PCC PAVEMENT, 8″ TO 10″
- (C) HMA SHOULDER, 8″ TO 12″
- (D) STABILIZED MEDIAN, 12″
- (E) AGGREGATE SHOULDER, 6″
- (F) CONCRETE MEDIAN
- (G) CONCRETE BARRIER, DOUBLE FACE
- (H) COMBINATION CONCRETE CURB & GUTTER



PROPOSED TYPICAL SECTION

STA 108+23 TO STA 111+89



PROPOSED TYPICAL SECTION

STA 111+89 TO STA 115+55

PROPOSED IMPROVEMENTS

1. HOT-MIX ASPHALT SURFACE REMOVAL, 3″
2. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2″
3. HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2″
4. POLYMERIZED LEVELING BINDER, (MACHINE METHOD, IL 4.75, N50, 1″
5. SHOULDER RUMBLE STRIPS, 16″
6. AGGREGATE WEDGE SHOULDER, TYPE B
7. HOT-MIX ASPHALT SHOULDERS, 10″
8. AGGREGATE SHOULDERS, TYPE B 10″

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TYPICAL SECTIONS

SCALE: 1″=50′ | SHEET 2 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	11
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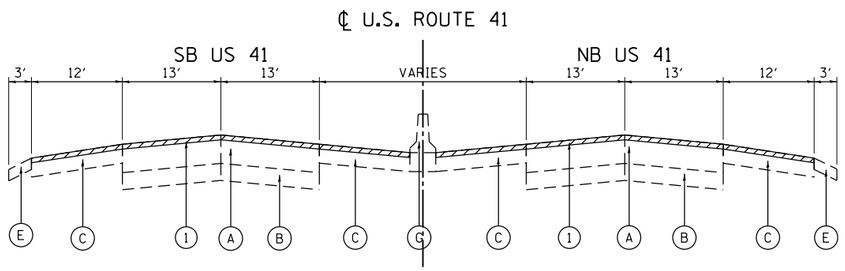
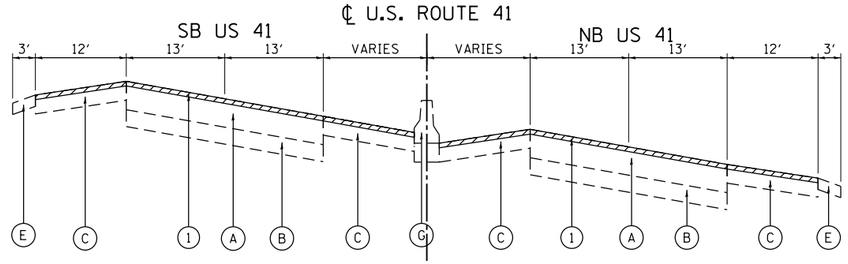
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA 117+20 TO STA 169+74

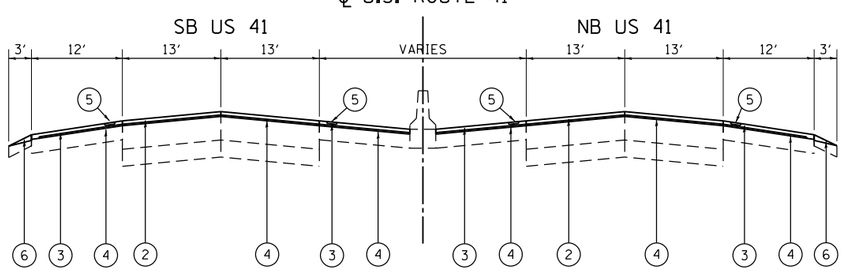


EXISTING TYPICAL SECTION

STA 169+74 TO STA 186+40

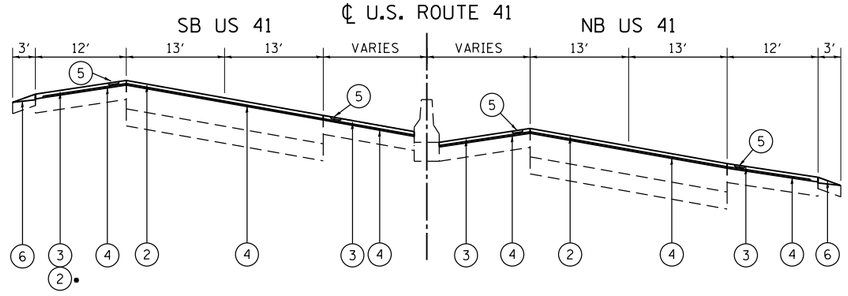
EXISTING CONDITIONS

- (A) HMA PAVEMENT, 14¼″ TO 16¾″
- (B) PCC PAVEMENT, 8″ TO 10″
- (C) HMA SHOULDER, 8″ TO 12″
- (D) STABILIZED MEDIAN, 12″
- (E) AGGREGATE SHOULDER, 6″
- (F) CONCRETE MEDIAN
- (G) CONCRETE BARRIER, DOUBLE FACE
- (H) COMBINATION CONCRETE CURB & GUTTER



PROPOSED TYPICAL SECTION

STA 117+20 TO STA 169+74



- RIGHT TURN LANE
  STA. 169+16 TO 174+25

PROPOSED TYPICAL SECTION

STA 169+74 TO STA 186+40

PROPOSED IMPROVEMENTS

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 3″
- (2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2″
- (3) HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2″
- (4) POLYMERIZED LEVELING BINDER, (MACHINE METHOD, IL 4.75, N50, 1″
- (5) SHOULDER RUMBLE STRIPS, 16″
- (6) AGGREGATE WEDGE SHOULDER, TYPE B
- (7) HOT-MIX ASPHALT SHOULDERS, 10″
- (8) AGGREGATE SHOULDERS, TYPE B 10″

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TYPICAL SECTIONS

SCALE: 1″=50′ | SHEET 3 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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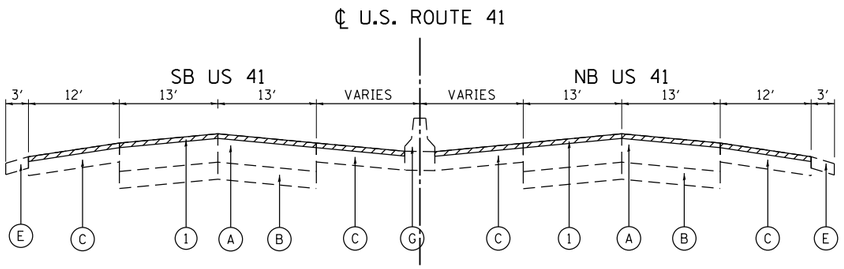
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

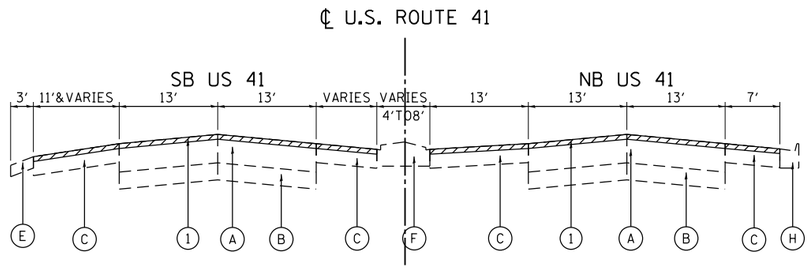


EXISTING TYPICAL SECTION

STA 186+40 TO STA 250+36

NOTES
1. FROM STA. 216+25 TO THE MILL CREEK BRIDGE, THE TOTAL HMA SURFACE THICKNESS IS 3¼″.

2. RESURFACING OMISSION: STA. 217+30 TO 218+47, SOUTHBOUND AND STA. 217+24 TO 218+45, NORTHBOUND FOR THE MILL CREEK BRIDGE.

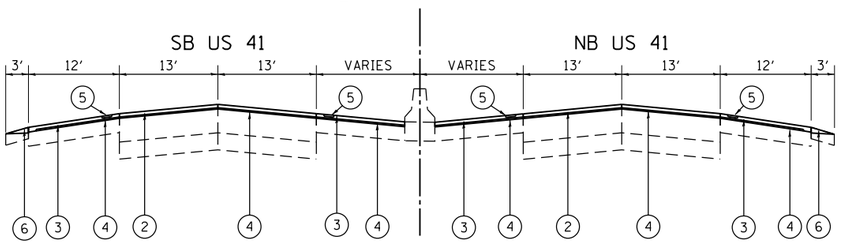


EXISTING TYPICAL SECTION

STA 251+04 TO STA 255+04

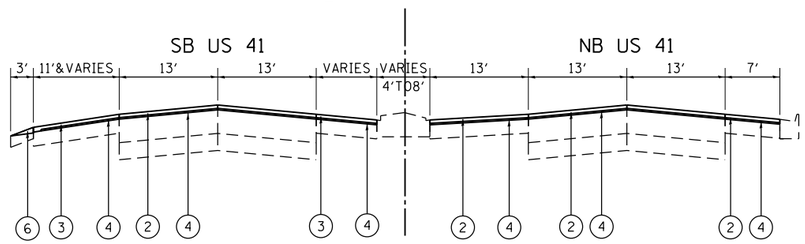
EXISTING CONDITIONS

- (A) HMA PAVEMENT, 14¼″ TO 16¾″
- (B) PCC PAVEMENT, 8″ TO 10″
- (C) HMA SHOULDER, 8″ TO 12″
- (D) STABILIZED MEDIAN, 12″
- (E) AGGREGATE SHOULDER, 6″
- (F) CONCRETE MEDIAN
- (G) CONCRETE BARRIER, DOUBLE FACE
- (H) COMBINATION CONCRETE CURB & GUTTER



PROPOSED TYPICAL SECTION

STA 186+40 TO STA 250+36



PROPOSED TYPICAL SECTION

STA 251+04 TO STA 255+04

PROPOSED IMPROVEMENTS

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 3″ (SEE NOTE 1)
- (2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2″
- (3) HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2″
- (4) POLYMERIZED LEVELING BINDER, (MACHINE METHOD, IL 4.75, N50, 1″
- (5) SHOULDER RUMBLE STRIPS, 16″
- (6) AGGREGATE WEDGE SHOULDER, TYPE B
- (7) HOT-MIX ASPHALT SHOULDERS, 10″
- (8) AGGREGATE SHOULDERS, TYPE B 10″

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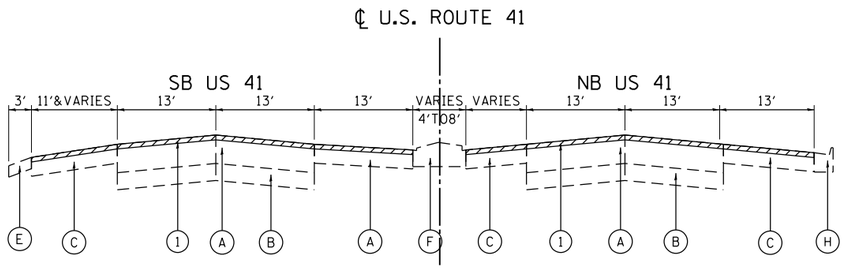
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TYPICAL SECTIONS

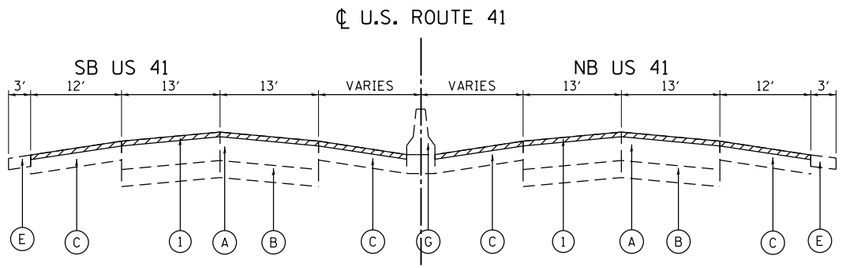
SCALE: 1″=50′ | SHEET 4 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	13
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA 255+79 TO STA 259+70

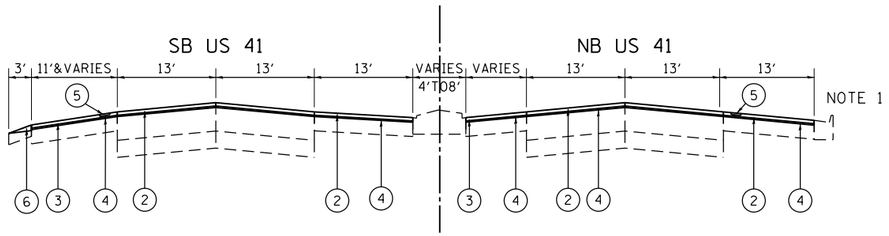


EXISTING TYPICAL SECTION

STA 260+09 TO STA 274+34
STA 286+53 TO STA 304+05
STA 311+56 TO STA 334+87
STA 342+51 TO STA 355+44
STA 367+67 TO STA 385+10

EXISTING CONDITIONS

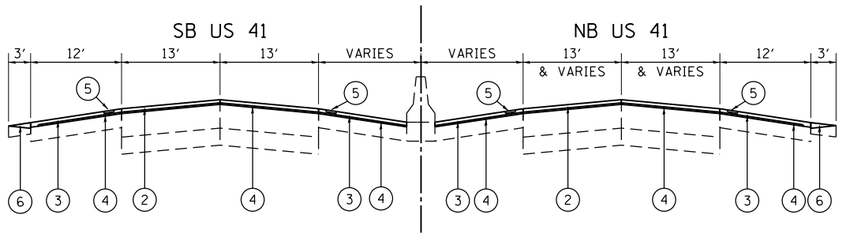
- (A) HMA PAVEMENT, 14¼″ TO 16¾″
- (B) PCC PAVEMENT, 8″ TO 10″
- (C) HMA SHOULDER, 8″ TO 12″
- (D) STABILIZED MEDIAN, 12″
- (E) AGGREGATE SHOULDER, 6″
- (F) CONCRETE MEDIAN
- (G) CONCRETE BARRIER, DOUBLE FACE
- (H) COMBINATION CONCRETE CURB & GUTTER



PROPOSED TYPICAL SECTION

STA 255+79 TO STA 259+70

NOTE 1:
CURB & GUTTER AND
RIGHT TURN LANE EXTEND
TO STA. 264+33



PROPOSED TYPICAL SECTION

STA 260+09 TO STA 274+34
- STA 286+53 TO STA 304+05
- STA 311+56 TO STA 334+87
- STA 342+51 TO STA 355+44

STA 367+67 TO STA 385+10

- SUPERELEVATION TRANSITION STATIONS
  STA. 300+63 TO STA. 304+05
  STA. 311+56 TO STA. 315+93
  STA. 330+98 TO STA. 334+87
  STA. 342+51 TO STA. 346+45

PROPOSED IMPROVEMENTS

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 3″
- (2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2″
- (3) HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2″
- (4) POLYMERIZED LEVELING BINDER, (MACHINE METHOD, IL 4.75, N50, 1″
- (5) SHOULDER RUMBLE STRIPS, 16″
- (6) AGGREGATE WEDGE SHOULDER, TYPE B
- (7) HOT-MIX ASPHALT SHOULDERS, 10″
- (8) AGGREGATE SHOULDERS, TYPE B 10″

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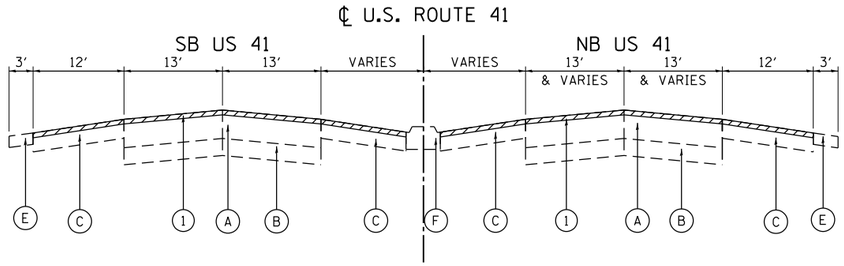
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TYPICAL SECTIONS

SCALE: 1″=50′ | SHEET 5 OF 10 SHEETS | STA. | TO STA.

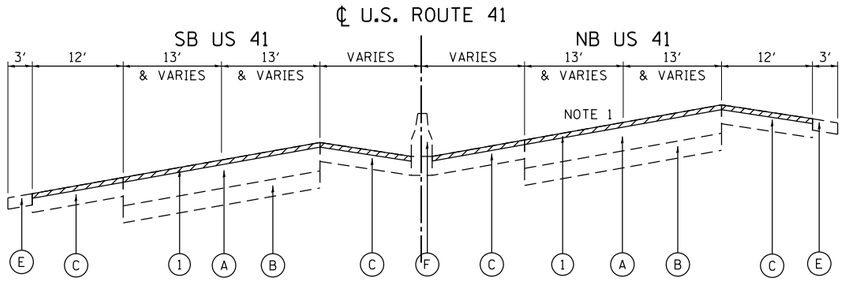
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	14
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA 274+80 TO STA 286+07

STA 355+90 TO STA 367+13



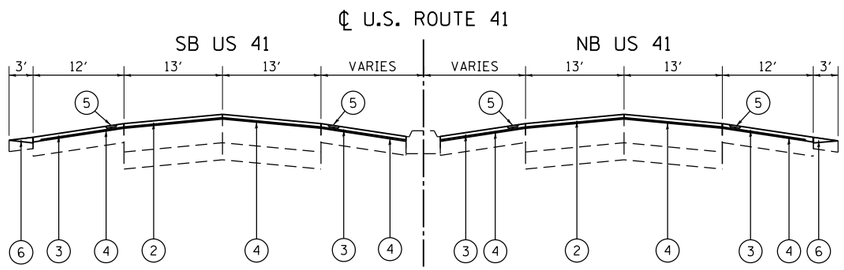
EXISTING TYPICAL SECTION

STA 304+05 TO STA 311+56

NOTE 1:
THE TOTAL HMA THICKNESS IS 3¼″ FROM STA. 308+18 TO STA. 309+73, RT. (NORTHBOUND LANES).

EXISTING CONDITIONS

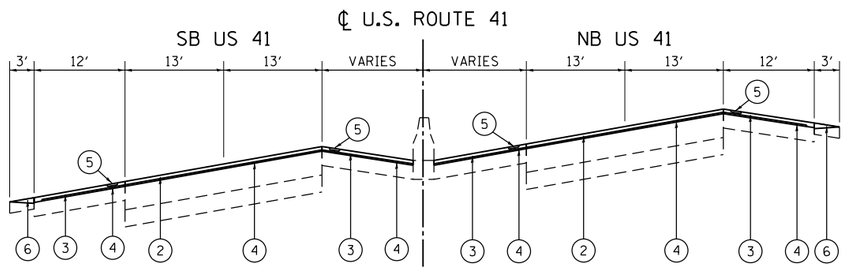
- (A) HMA PAVEMENT, 14¼″ TO 16¾″
- (B) PCC PAVEMENT, 8″ TO 10″
- (C) HMA SHOULDER, 8″ TO 12″
- (D) STABILIZED MEDIAN, 12″
- (E) AGGREGATE SHOULDER, 6″
- (F) CONCRETE MEDIAN
- (G) CONCRETE BARRIER, DOUBLE FACE
- (H) COMBINATION CONCRETE CURB & GUTTER



PROPOSED TYPICAL SECTION

STA 274+80 TO STA 286+07

STA 355+90 TO STA 367+13



PROPOSED TYPICAL SECTION

STA 304+05 TO STA 311+56

PROPOSED IMPROVEMENTS

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 3″
- (2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2″
- (3) HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2″
- (4) POLYMERIZED LEVELING BINDER, (MACHINE METHOD, IL 4.75, N50, 1″
- (5) SHOULDER RUMBLE STRIPS, 16″
- (6) AGGREGATE WEDGE SHOULDER, TYPE B
- (7) HOT-MIX ASPHALT SHOULDERS, 10″
- (8) AGGREGATE SHOULDERS, TYPE B 10″

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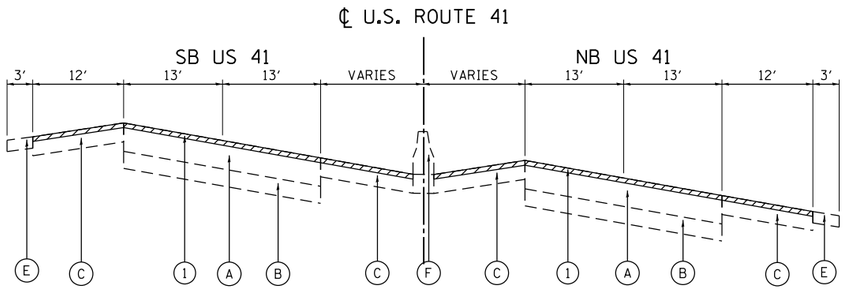
PLOT SCALE = 100.0000 ′ / in.	CHECKED - RS	REVISED -	
PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TYPICAL SECTIONS

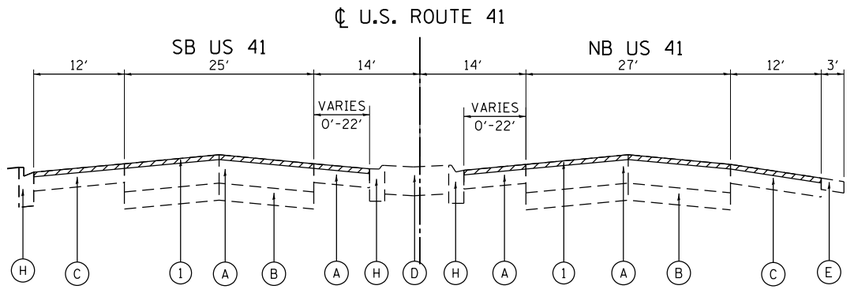
SCALE: 1″=50′ | SHEET 6 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	15
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA. 334+87 TO STA. 342+51

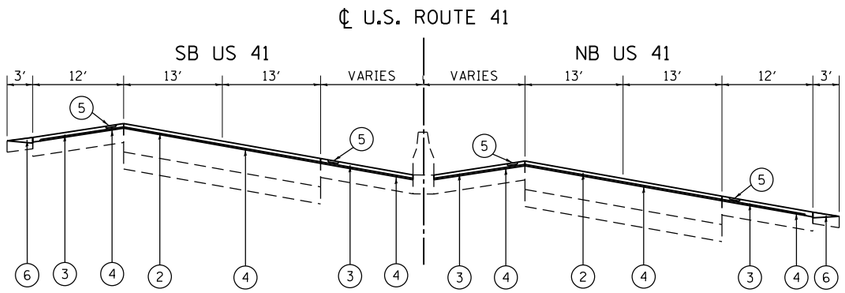


EXISTING TYPICAL SECTION

STA 385+59 TO STA 390+04

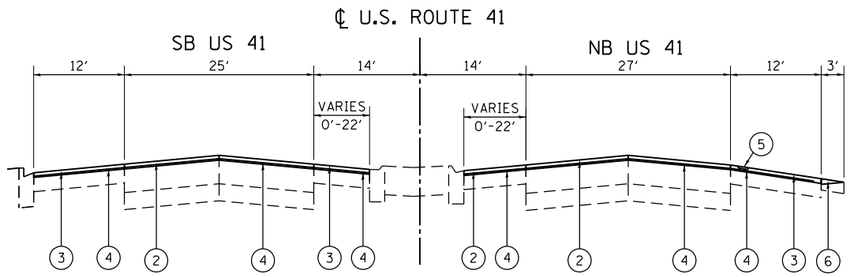
EXISTING CONDITIONS

- (A) HMA PAVEMENT, 14¼″ TO 16¾″
- (B) PCC PAVEMENT, 8″ TO 10″
- (C) HMA SHOULDER, 8″ TO 12″
- (D) STABILIZED MEDIAN, 12″
- (E) AGGREGATE SHOULDER, 6″
- (F) CONCRETE MEDIAN
- (G) CONCRETE BARRIER, DOUBLE FACE
- (H) COMBINATION CONCRETE CURB & GUTTER



PROPOSED TYPICAL SECTION

STA. 334+87 TO STA. 342+51



PROPOSED TYPICAL SECTION

STA 385+59 TO STA 390+04

PROPOSED IMPROVEMENTS

1. HOT-MIX ASPHALT SURFACE REMOVAL, 3″
2. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2″
3. HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2″
4. POLYMERIZED LEVELING BINDER, (MACHINE METHOD, IL 4.75, N50, 1″
5. SHOULDER RUMBLE STRIPS, 16″
6. AGGREGATE WEDGE SHOULDER, TYPE B
7. HOT-MIX ASPHALT SHOULDERS, 10″
8. AGGREGATE SHOULDERS, TYPE B 10″

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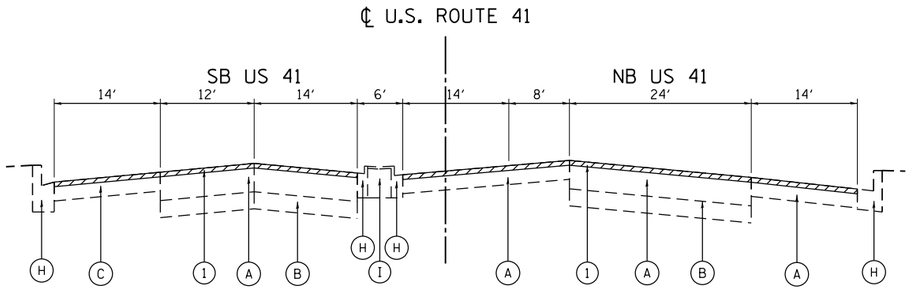
PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TYPICAL SECTIONS

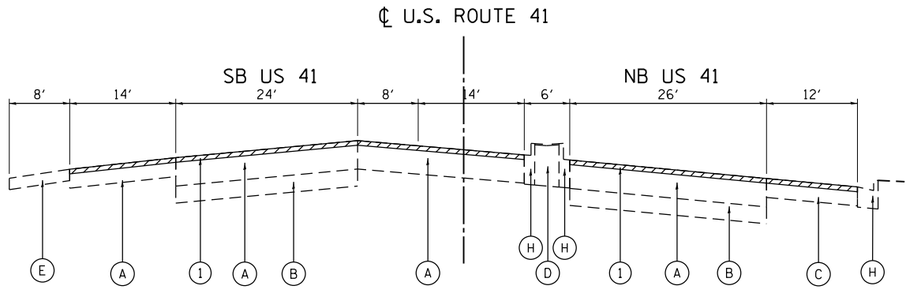
SCALE: 1″=50′ | SHEET 7 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	16
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA 390+04 TO STA 395+23

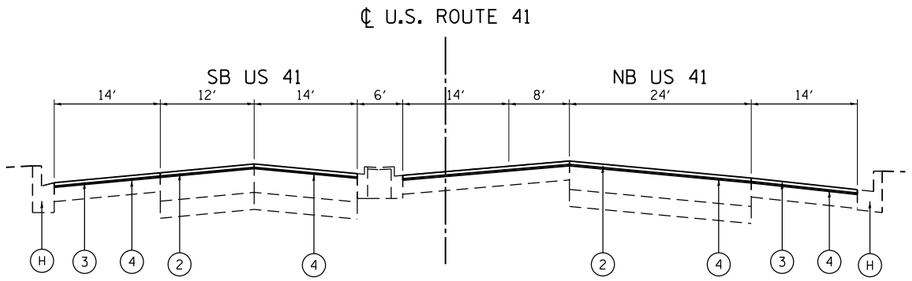


EXISTING TYPICAL SECTION

STA 395+23 TO STA 397+10

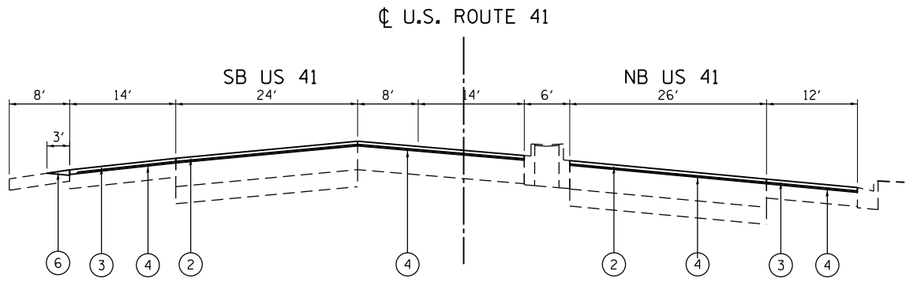
EXISTING CONDITIONS

- (A) HMA PAVEMENT, 14¼″ TO 16¾″
- (B) PCC PAVEMENT, 8″ TO 10″
- (C) HMA SHOULDER, 8″ TO 12″
- (D) STABILIZED MEDIAN, 12″
- (E) AGGREGATE SHOULDER, 6″
- (F) CONCRETE MEDIAN
- (G) CONCRETE BARRIER, DOUBLE FACE
- (H) COMBINATION CONCRETE CURB & GUTTER
- (I) CONCRETE MEDIAN SURFACE, 4″



PROPOSED TYPICAL SECTION

STA 390+04 TO STA 393+97



PROPOSED TYPICAL SECTION

STA 395+23 TO STA 397+10

PROPOSED IMPROVEMENTS

1. HOT-MIX ASPHALT SURFACE REMOVAL, 3″
2. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2″
3. HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2″
4. POLYMERIZED LEVELING BINDER, (MACHINE METHOD, IL 4.75, N50, 1″
5. SHOULDER RUMBLE STRIPS, 16″
6. AGGREGATE WEDGE SHOULDER, TYPE B
7. HOT-MIX ASPHALT SHOULDERS, 10″
8. AGGREGATE SHOULDERS, TYPE B 10″

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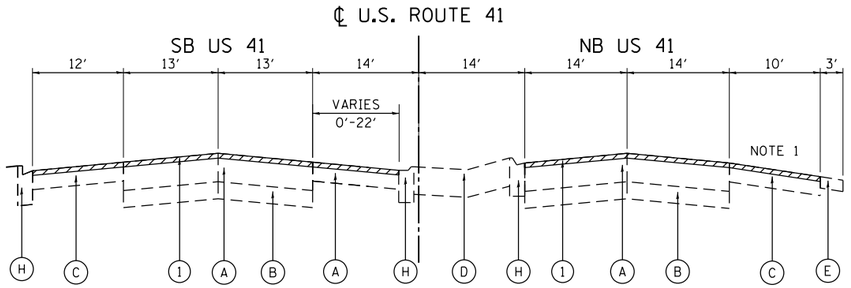
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TYPICAL SECTIONS

SCALE: 1″=50′ | SHEET 8 OF 10 SHEETS | STA. | TO STA.

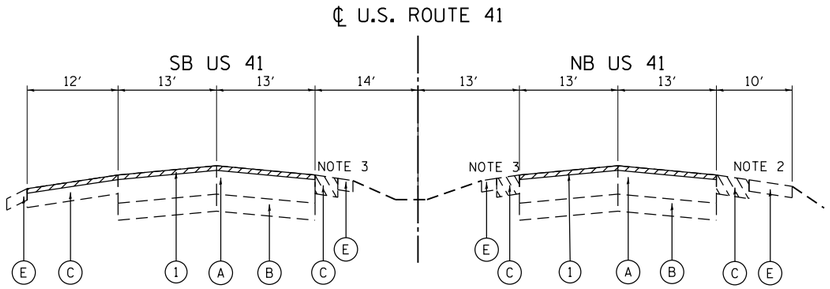
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	17
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA 397+10 TO STA 401+88

NOTE 1:
PAVED SHOULDER VARIES FROM 10′ TO 4′ STA. 398+95 TO STA. 399+52. REMOVE EXISTING PAVED SHOULDER AND PROVIDE 10′ WIDE HOT-MIX ASPHALT SHOULDER, 10″



EXISTING TYPICAL SECTION

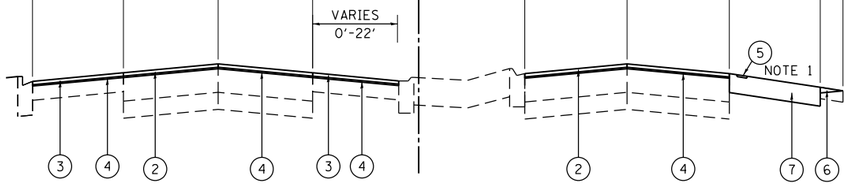
STA 402+49 TO STA 408+90

NOTE 2:
PAVED SHOULDER 4′ WIDE TO STA. 403+31 AND 0′ WIDE STA. 403+31 TO STA. 408+19. REMOVE EXISTING PAVED SHOULDER AND PROVIDE 10′ WIDE HOT-MIX ASPHALT SHOULDER, 10″

NOTE 3:
PAVED SHOULDER VARIES FROM 1′ TO 4′ WIDE. REMOVE EXISTING PAVED SHOULDER AND PROVIDE 4′ WIDE HOT-MIX ASPHALT SHOULDER, 10″

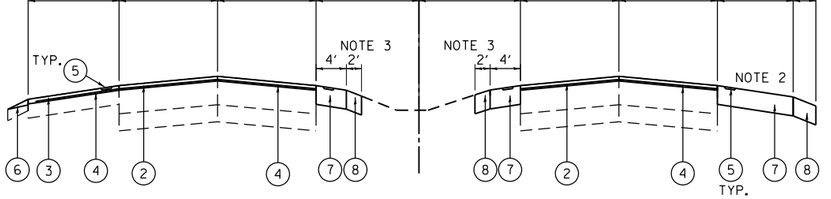
EXISTING CONDITIONS

- (A) HMA PAVEMENT, 14¼″ TO 16¾″
- (B) PCC PAVEMENT, 8″ TO 10″
- (C) HMA SHOULDER, 8″ TO 12″
- (D) STABILIZED MEDIAN, 12″
- (E) AGGREGATE SHOULDER, 6″
- (F) CONCRETE MEDIAN
- (G) CONCRETE BARRIER, DOUBLE FACE
- (H) COMBINATION CONCRETE CURB & GUTTER
- REMOVE EXISTING PAVED SHOULDER



PROPOSED TYPICAL SECTION

STA 397+10 TO STA 401+88



PROPOSED TYPICAL SECTION

STA 402+49 TO STA 408+90

PROPOSED IMPROVEMENTS

1. HOT-MIX ASPHALT SURFACE REMOVAL, 3″
2. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2″
3. HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2″
4. POLYMERIZED LEVELING BINDER, (MACHINE METHOD, IL 4.75, N50, 1″
5. SHOULDER RUMBLE STRIPS, 16″
6. AGGREGATE WEDGE SHOULDER, TYPE B
7. HOT-MIX ASPHALT SHOULDERS, 10″
8. AGGREGATE SHOULDERS, TYPE B 10″

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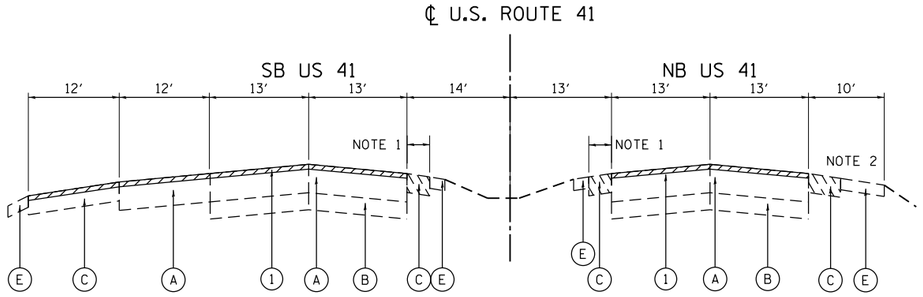
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TYPICAL SECTIONS

SCALE: 1″=50′ | SHEET 9 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	18
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

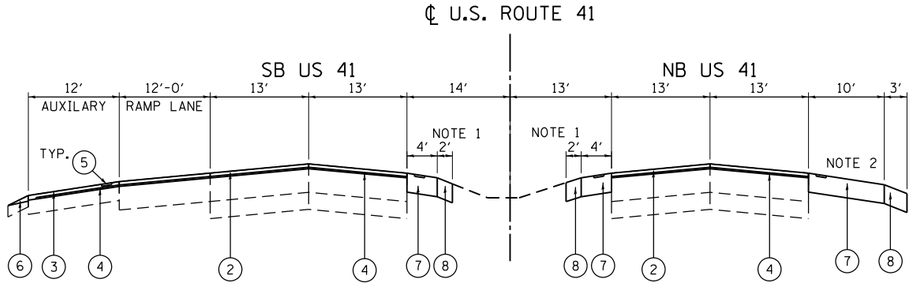


EXISTING TYPICAL SECTION

STA 408+90 TO STA 415+00

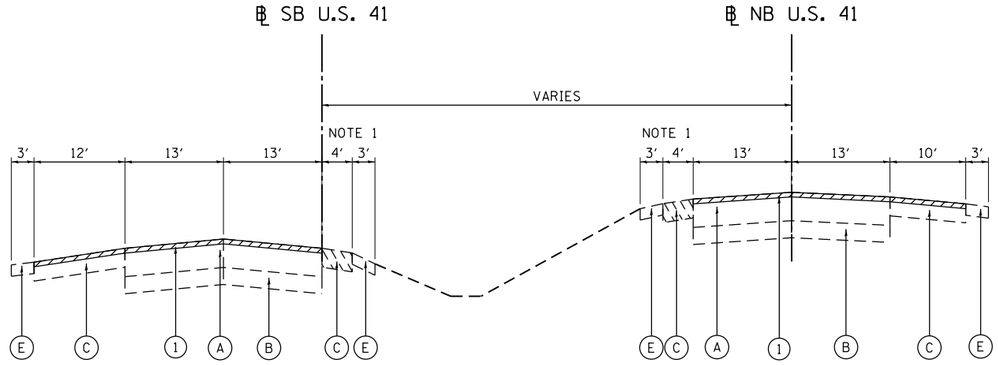
NOTE 1:
PAVED SHOULDER VARIES FROM 1′ TO 4′ WIDE. REMOVE EXISTING PAVED SHOULDER AND PROVIDE 4′ WIDE HOT-MIX ASPHALT SHOULDER, 10′′

NOTE 2:
PAVED SHOULDER 1′ WIDE AT STA. 413+35 AND VARIES TO 10′ WIDE AT STA. 413+80. REMOVE EXISTING PAVED SHOULDER AND PROVIDE 10′ WIDE HOT-MIX ASPHALT SHOULDER, 10′′



PROPOSED TYPICAL SECTION

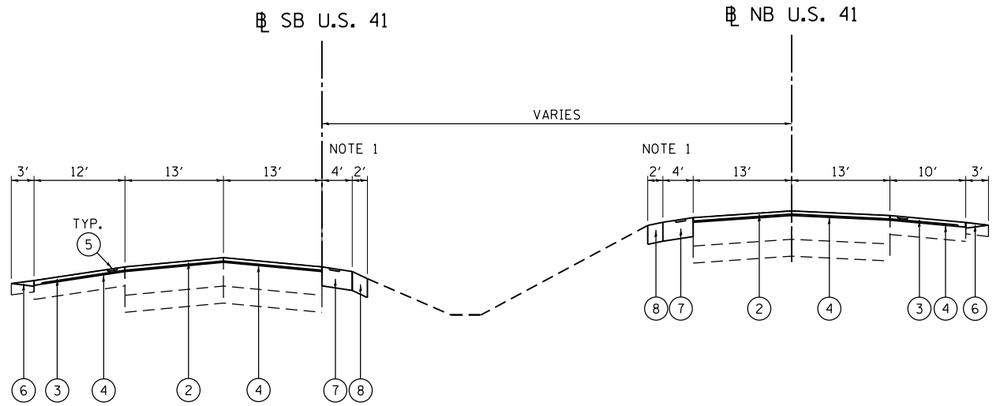
STA 408+90 TO STA 415+00



EXISTING TYPICAL SECTION

STA 415+00 TO STA 440+11 SB

STA 415+00 TO STA 441+27 NB



PROPOSED TYPICAL SECTION

- STA 415+00 TO STA 440+11 SB
  STA 415+00 TO STA 441+27 NB
- FRONTAGE ROAD MERGING ON SB US 41 RESURFACING ENDS STA 425+50

EXISTING CONDITIONS

- (A) HMA PAVEMENT, 14¼′′ TO 16¾′′
- (B) PCC PAVEMENT, 8′′ TO 10′′
- (C) HMA SHOULDER, 8′′ TO 12′′
- (D) STABILIZED MEDIAN, 12′′
- (E) AGGREGATE SHOULDER, 6′′
- (F) CONCRETE MEDIAN
- (G) CONCRETE BARRIER, DOUBLE FACE
- (H) COMBINATION CONCRETE CURB & GUTTER
- REMOVE EXISTING PAVED SHOULDER

PROPOSED IMPROVEMENTS

1. HOT-MIX ASPHALT SURFACE REMOVAL, 3′′
2. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2′′
3. HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2′′
4. POLYMERIZED LEVELING BINDER, (MACHINE METHOD, IL 4.75, N50, 1′′
5. SHOULDER RUMBLE STRIPS, 16′′
6. AGGREGATE WEDGE SHOULDER, TYPE B
7. HOT-MIX ASPHALT SHOULDERS, 10′′
8. AGGREGATE SHOULDERS, TYPE B 10′′

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TYPICAL SECTIONS

SCALE: 1′′=50′ | SHEET 10 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	19
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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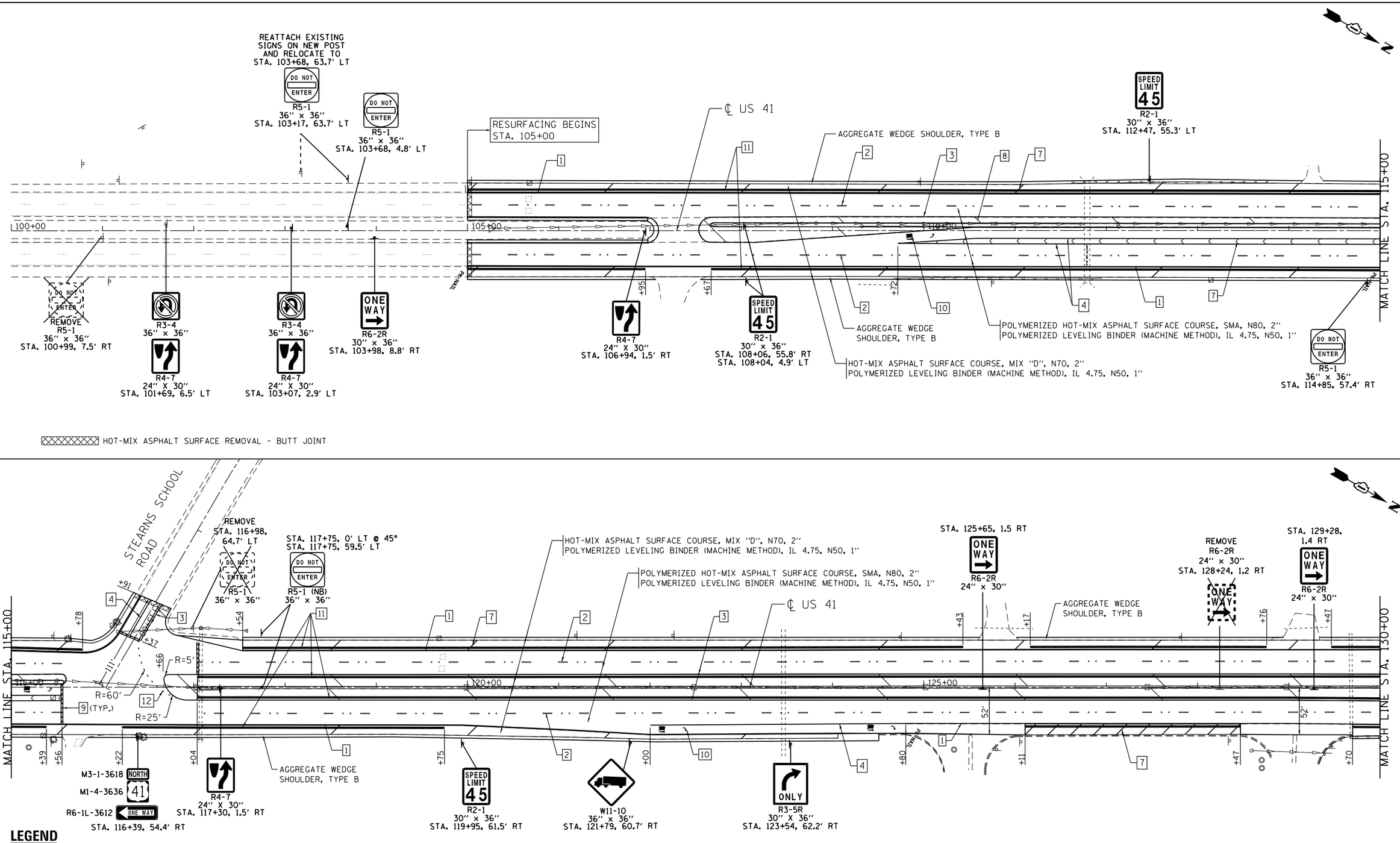

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID LINE
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID LINE
4. THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SOLID LINE
5. THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP
6. THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE SOLID LINE
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE @ 45 DEGREE
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE
10. THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS
11. RUMBLE STRIP - 16"
12. THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW 2' DASH, 6' SKIP

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 1 OF 12 SHEETS | STA. 100+00 TO STA. 130+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	20
		CONTRACT NO. 60K99		
		ILLINOIS FED. AID PROJECT		

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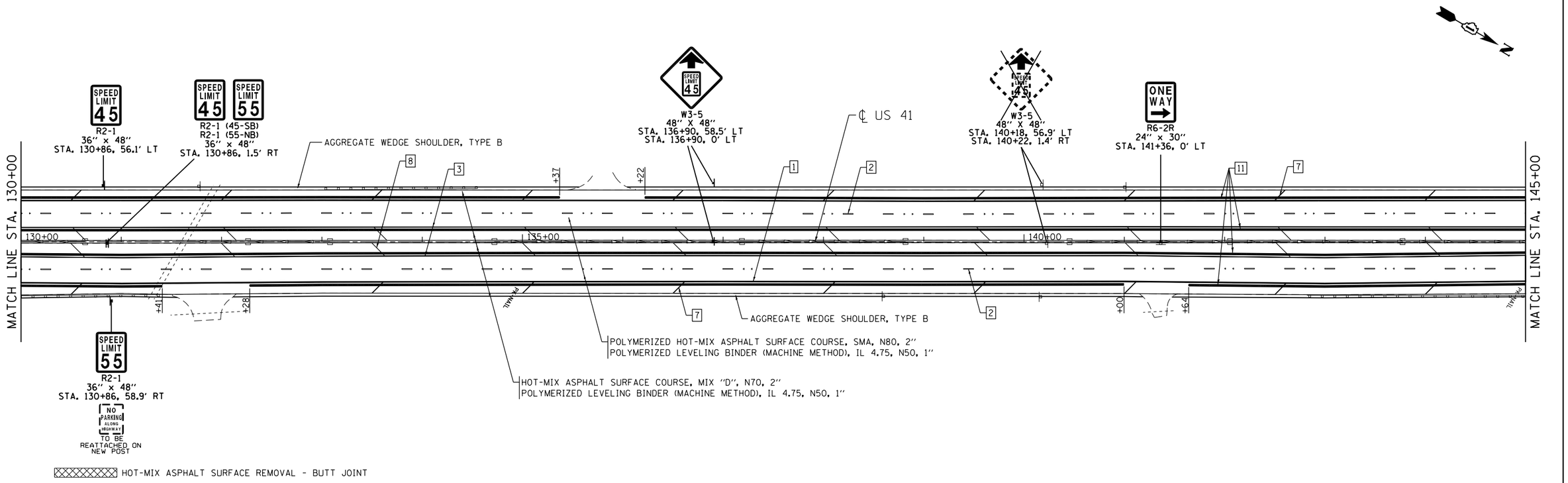

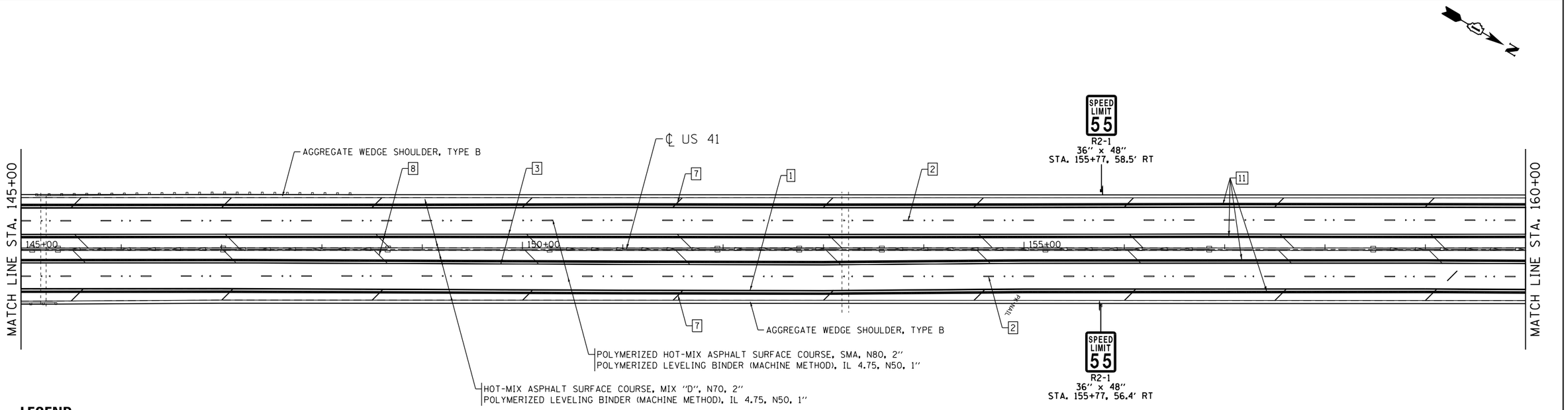

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID LINE
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID LINE
4. THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SOLID LINE
5. THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP
6. THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE SOLID LINE
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE @ 45 DEGREE
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE
10. THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS
11. RUMBLE STRIP - 16"

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DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 2 OF 12 SHEETS | STA. 130+00 TO STA. 160+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	21
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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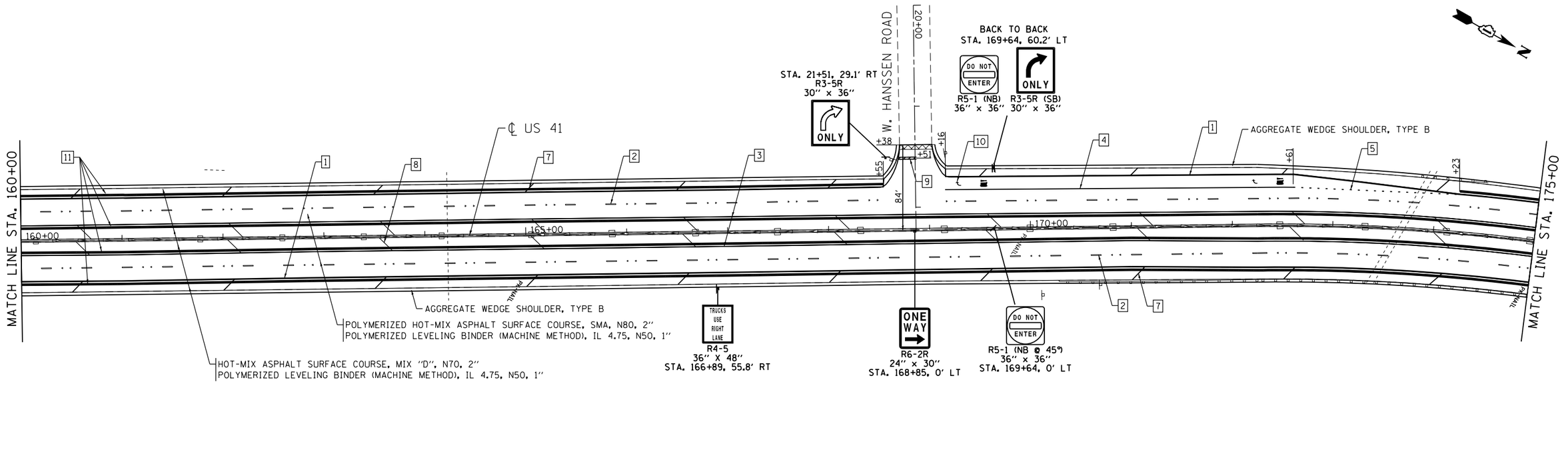

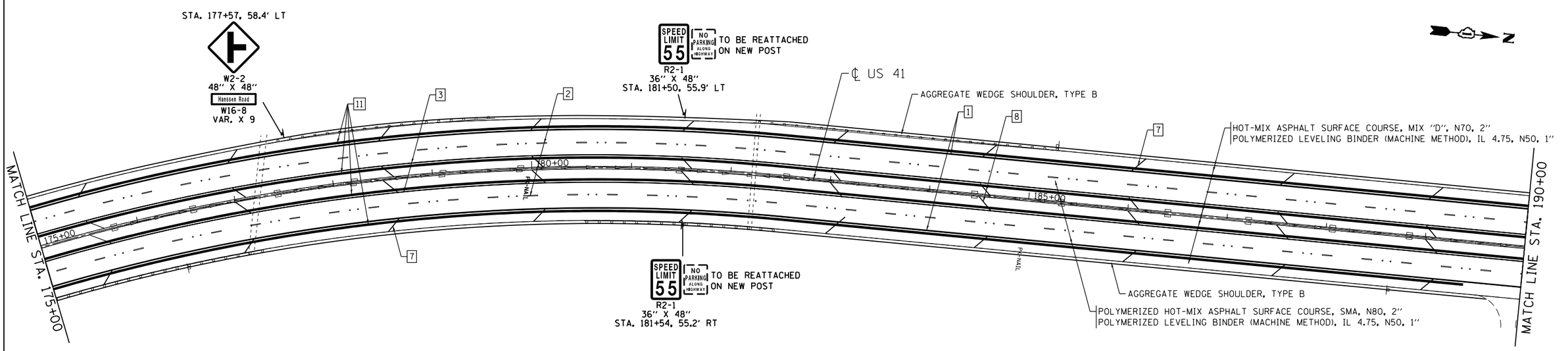

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID LINE
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID LINE
4. THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SOLID LINE
5. THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP
6. THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE SOLID LINE
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE @ 45 DEGREE
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE
10. THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS
11. RUMBLE STRIP - 16"

GRAEF 8501 W. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112

USER NAME = 1485	DESIGNED - EAD	REVISED -
	DRAWN - EAD	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - RS	REVISED -
PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 3 OF 12 SHEETS | STA. 160+00 TO STA. 190+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	22
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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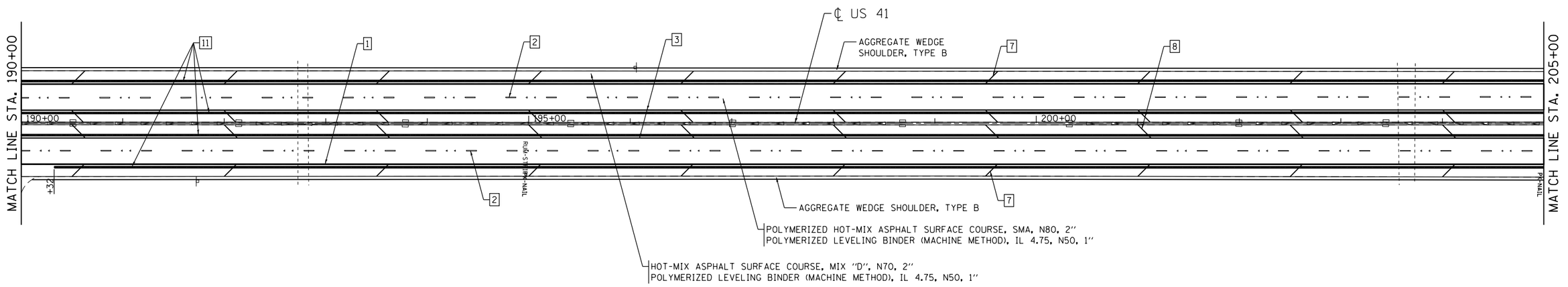

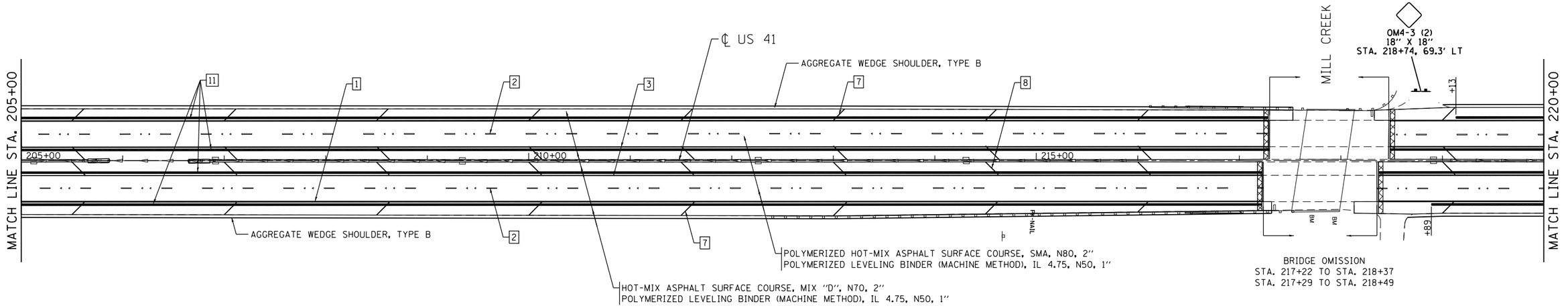

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID LINE
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID LINE
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10. THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS
11. RUMBLE STRIP - 16"

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USER NAME = 1485	DESIGNED - EAD	REVISED -
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PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 4 OF 12 SHEETS | STA. 190+00 TO STA. 220+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	23
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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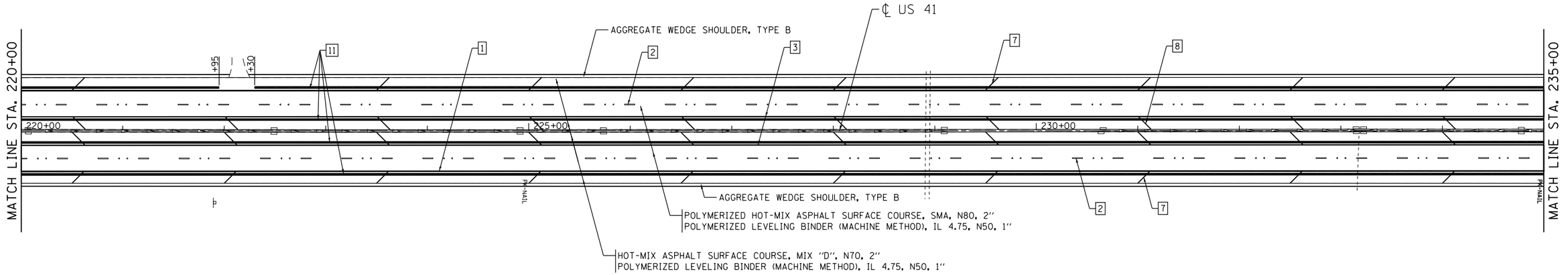
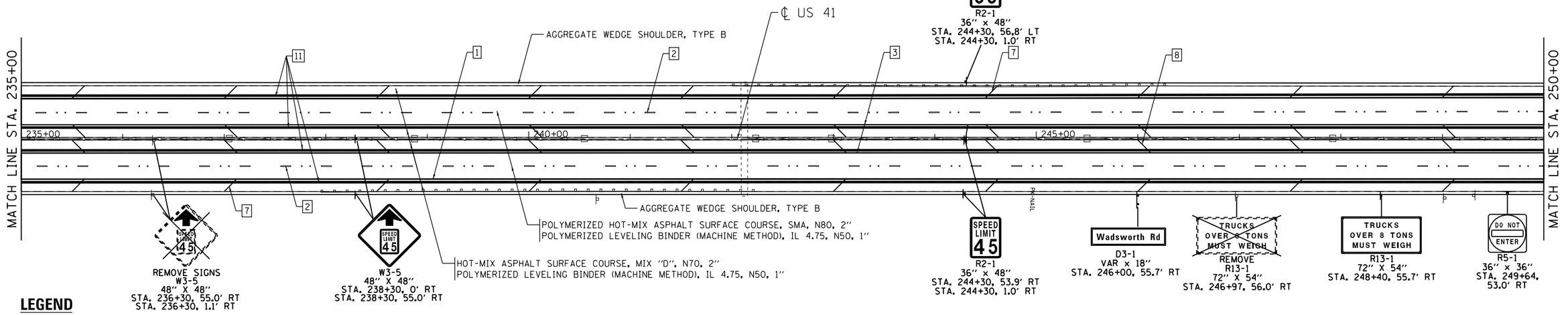


HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4'' WHITE SOLID LINE
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4'' WHITE SKIP DASH - 10' DASH, 30' SKIP
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10. THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS
11. RUMBLE STRIP - 16''

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8501 W. Higgins Road Suite 280
Chicago, Illinois 60631
(773) 399-0112

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PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1''=50' | SHEET 5 OF 12 SHEETS | STA. 220+00 TO STA. 250+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	24
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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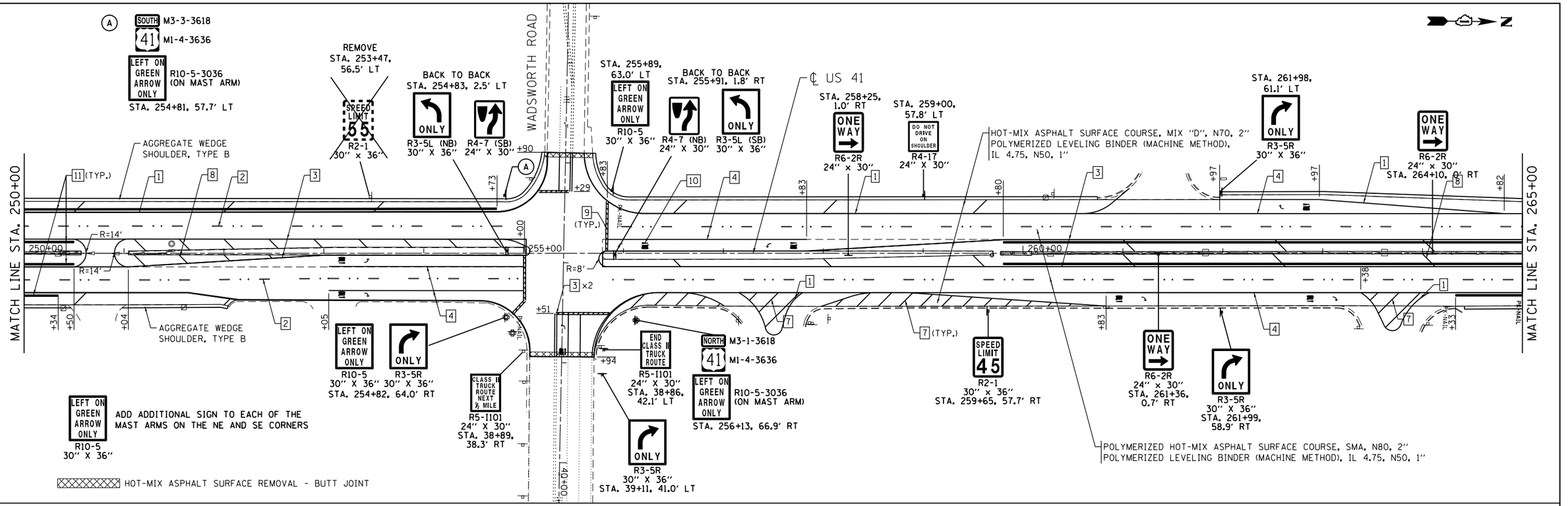

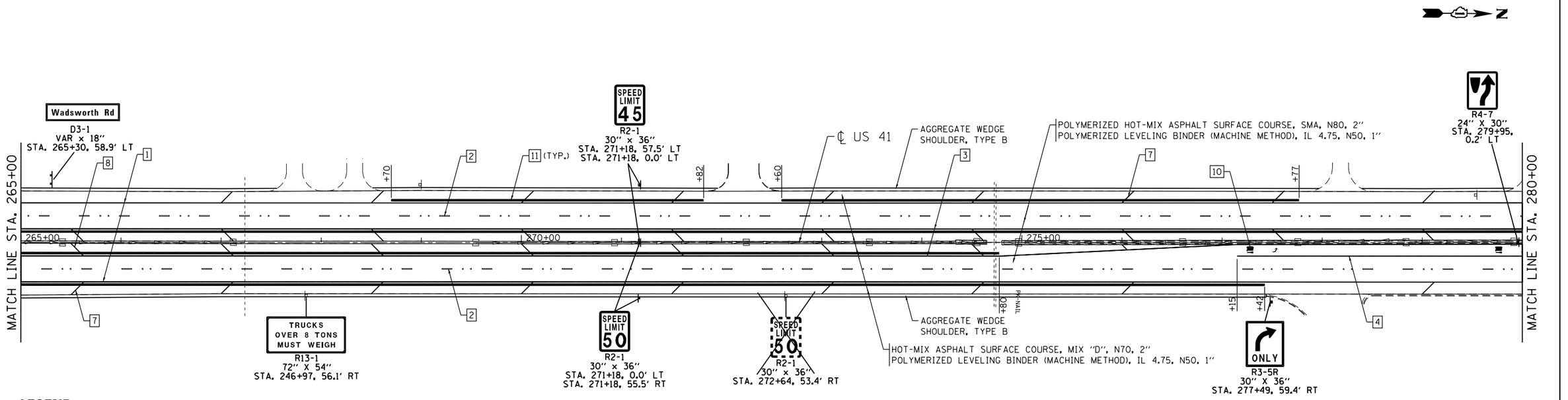

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID LINE
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP
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10. THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS
11. RUMBLE STRIP - 16"

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USER NAME = 1485	DESIGNED - EAD	REVISED -
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PLOT SCALE = 100.0000 ' / in.	CHECKED - RS	REVISED -
PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 6 OF 12 SHEETS | STA. 250+00 TO STA. 280+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	25
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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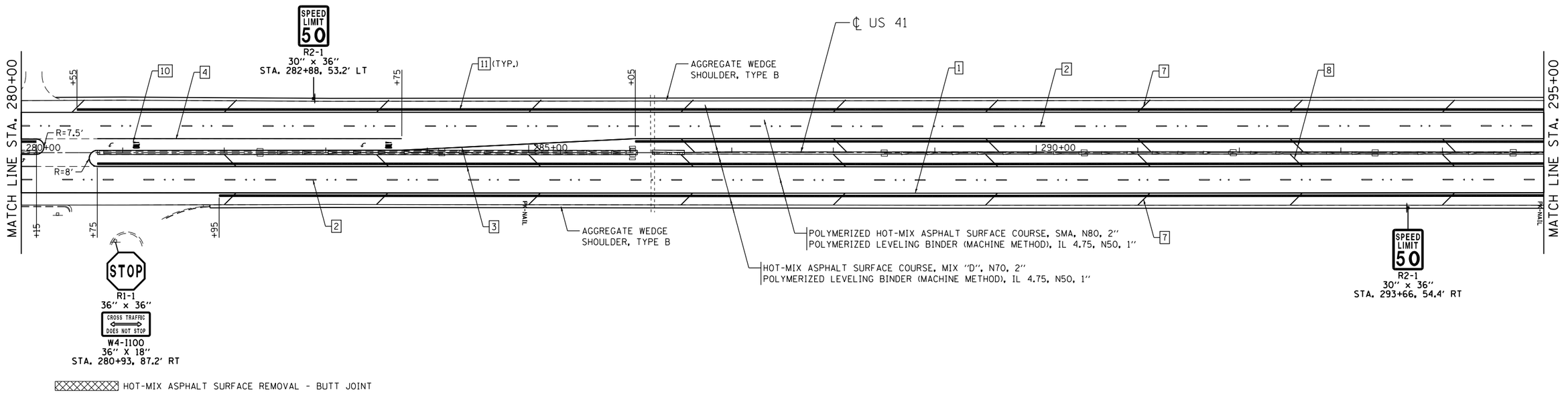

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID LINE
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP
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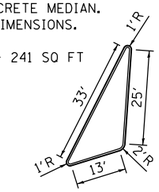
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE
10. THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS
11. RUMBLE STRIP - 16"

(1) THE REPLACEMENT OF THE ISLAND WILL BE PAID AS CONCRETE MEDIAN, TYPE SB-6.06. THE MEDIAN WILL BE PLACED ON A 4" AGGREGATE BASE COURSE. THE AGGREGATE BASE COURSE WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF THE CONCRETE MEDIAN. SEE DETAIL FOR DIMENSIONS.

MEDIAN REMOVAL - 241 SQ FT



USER NAME = 1485	DESIGNED - EAD	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 7 OF 12 SHEETS | STA. 280+00 TO STA. 310+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	26
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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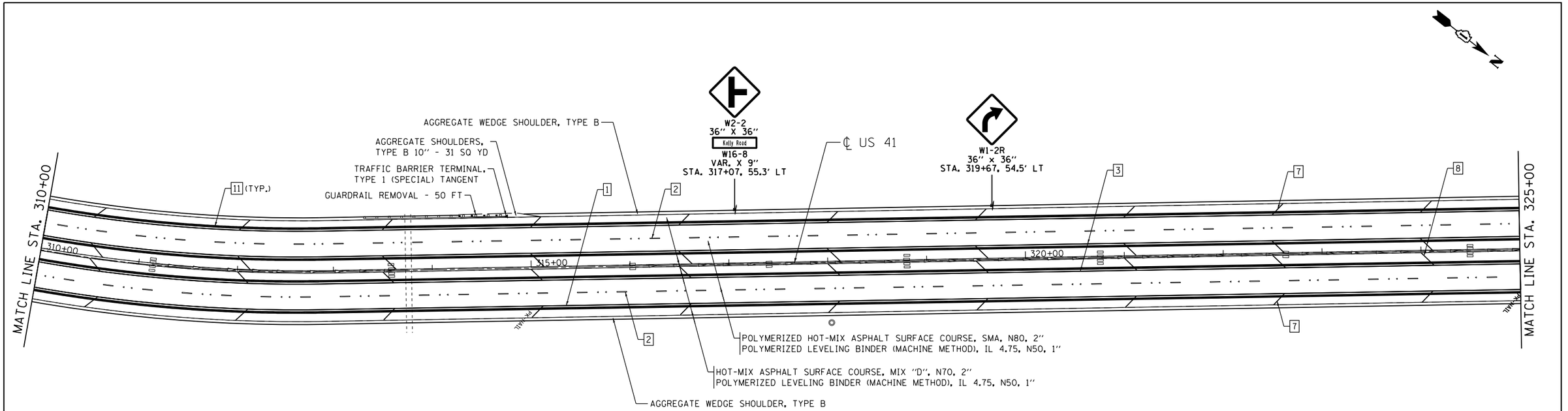

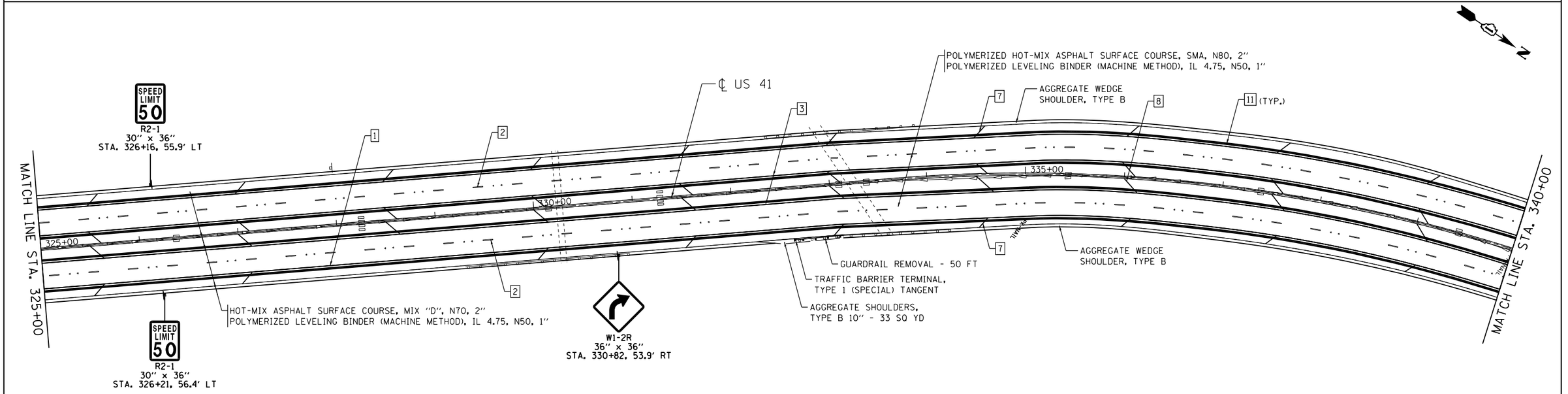

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4'' WHITE SOLID LINE
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4'' WHITE SKIP DASH - 10' DASH, 30' SKIP
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10. THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS
11. RUMBLE STRIP - 16''

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USER NAME = 1485	DESIGNED - EAD	REVISED -
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PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1''=50' | SHEET 8 OF 12 SHEETS | STA. 310+00 TO STA. 340+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	27
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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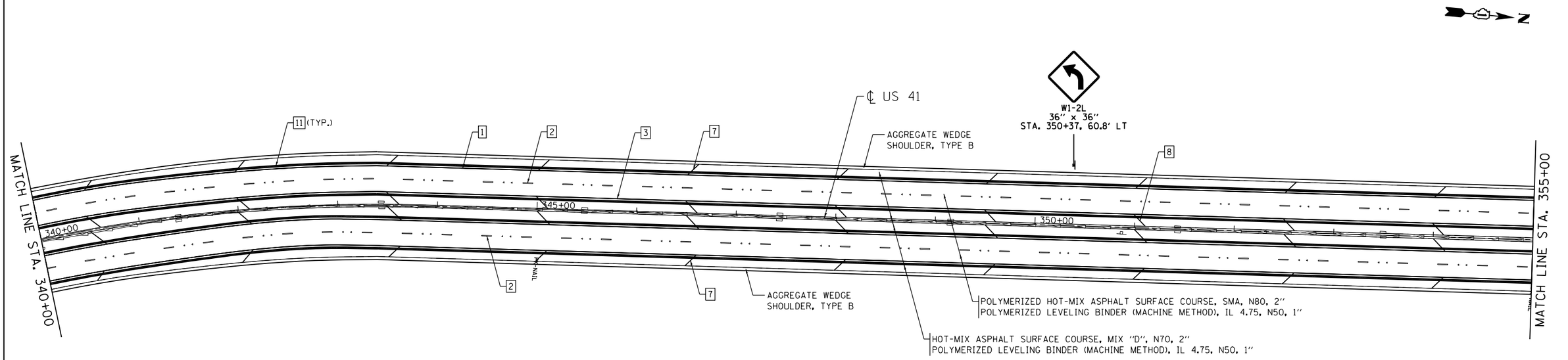
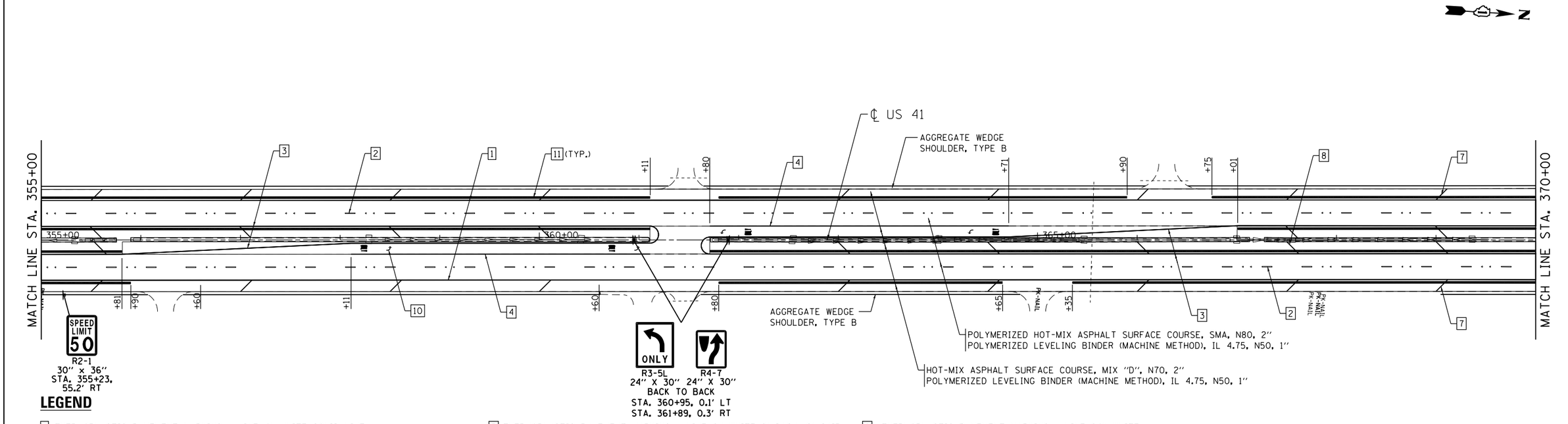


▨ HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID LINE
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11. RUMBLE STRIP - 16"

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USER NAME = 1485	DESIGNED - EAD	REVISED -
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PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 9 OF 12 SHEETS | STA. 340+00 TO STA. 370+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	28
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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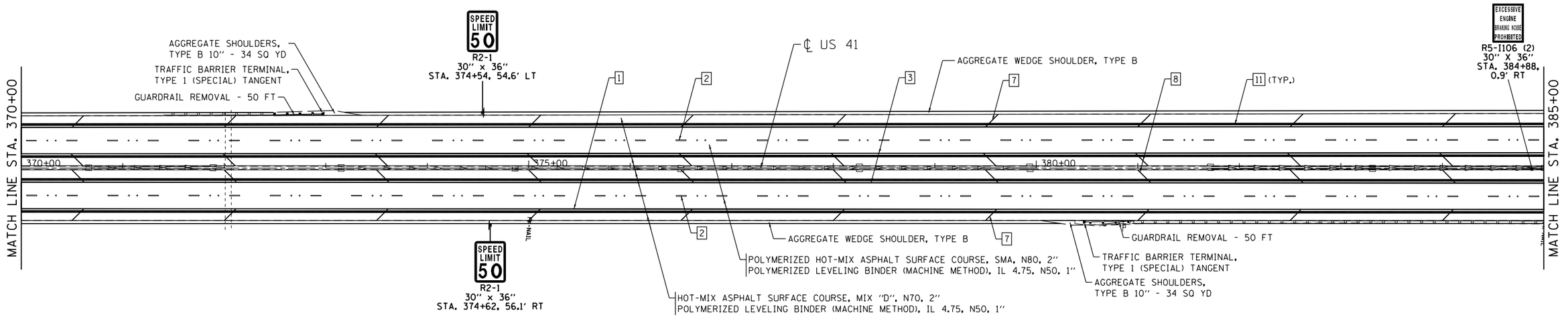

LEGEND

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID LINE
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP
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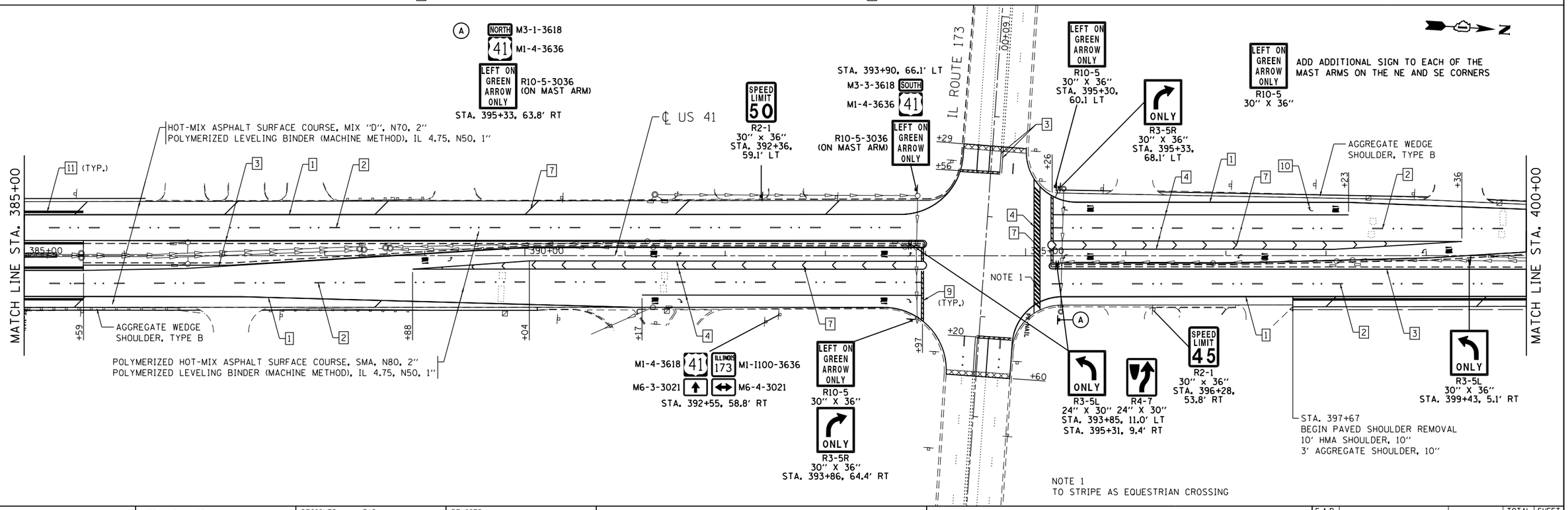

NOTE 1
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USER NAME = 1485	DESIGNED - EAD	REVISED -
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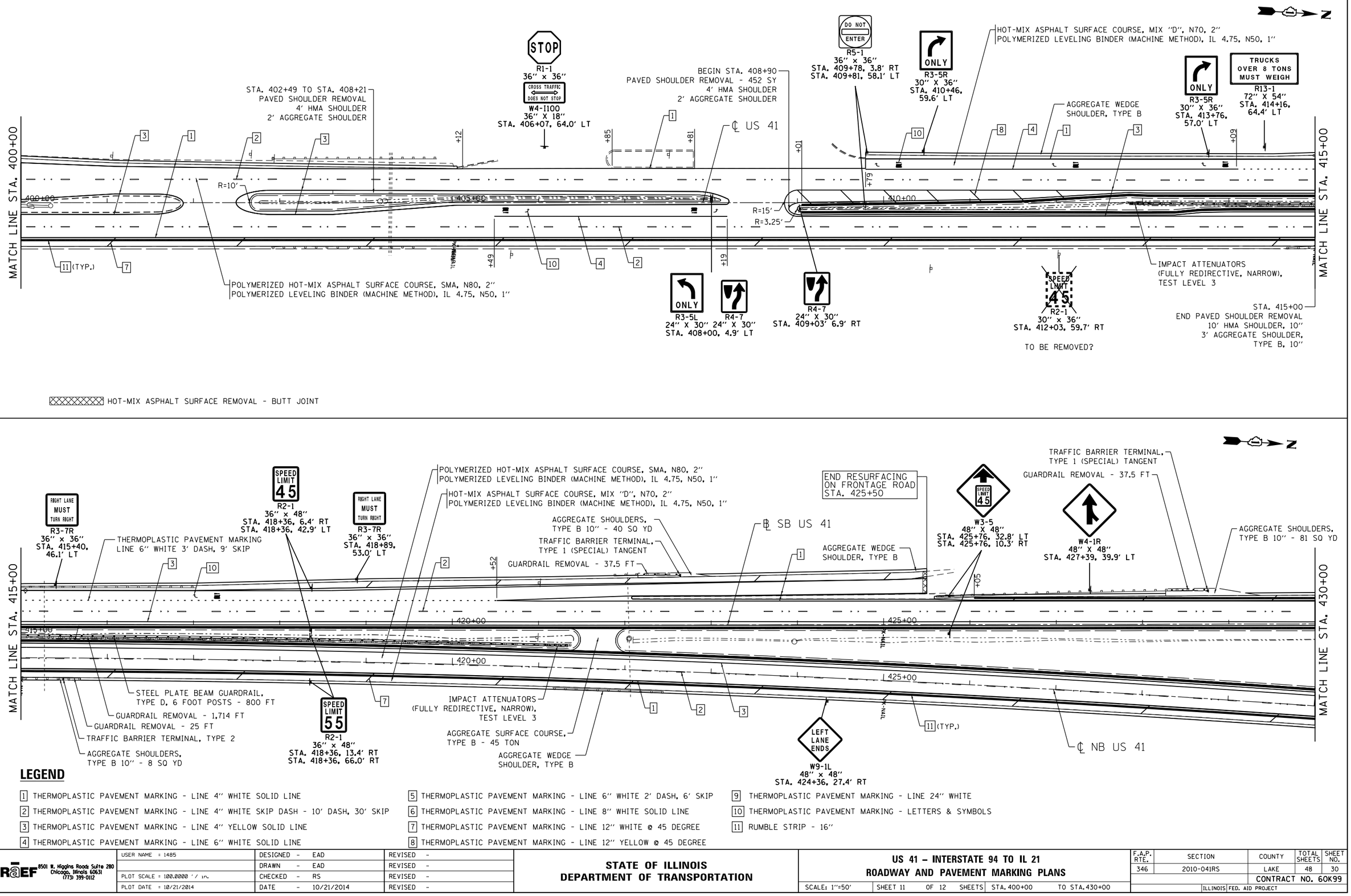
PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 10 OF 12 SHEETS | STA. 370+00 TO STA. 400+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	29
		CONTRACT NO. 60K99		
		ILLINOIS	FED. AID PROJECT	



LEGEND

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PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 11 OF 12 SHEETS | STA. 400+00 TO STA. 430+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	30
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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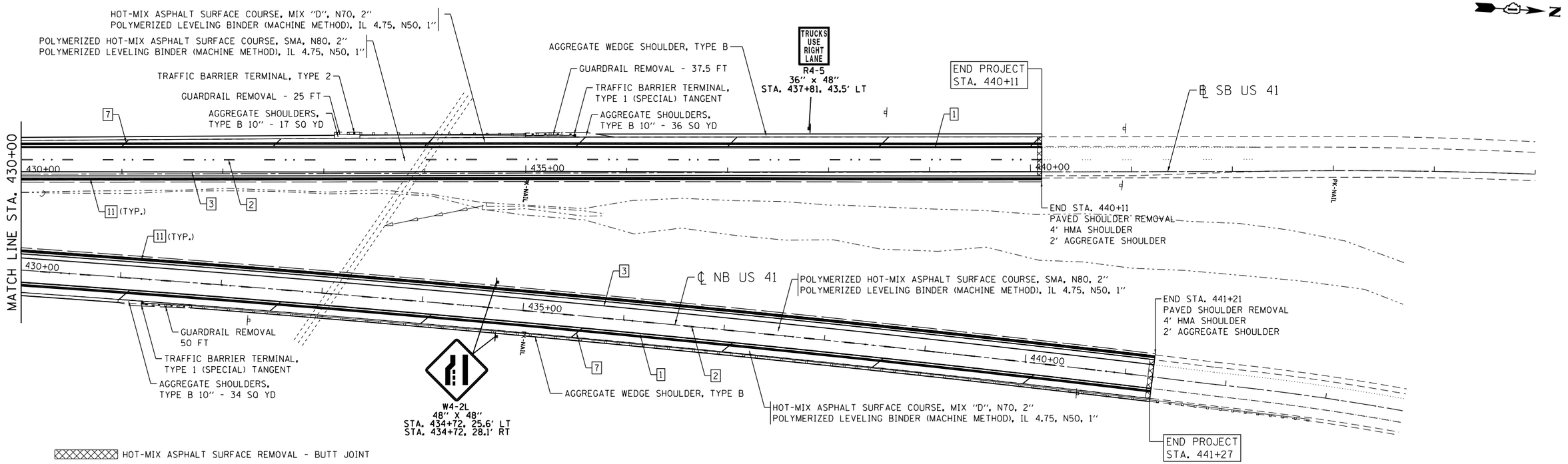

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID LINE
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET OF 12 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	31
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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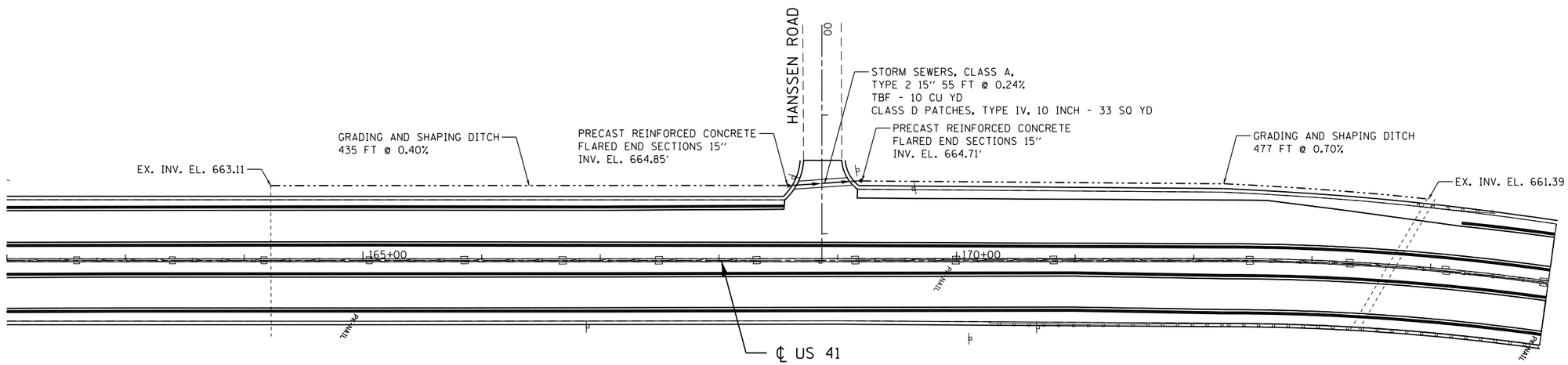

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USER NAME = 1485	DESIGNED - EAD	REVISED -	
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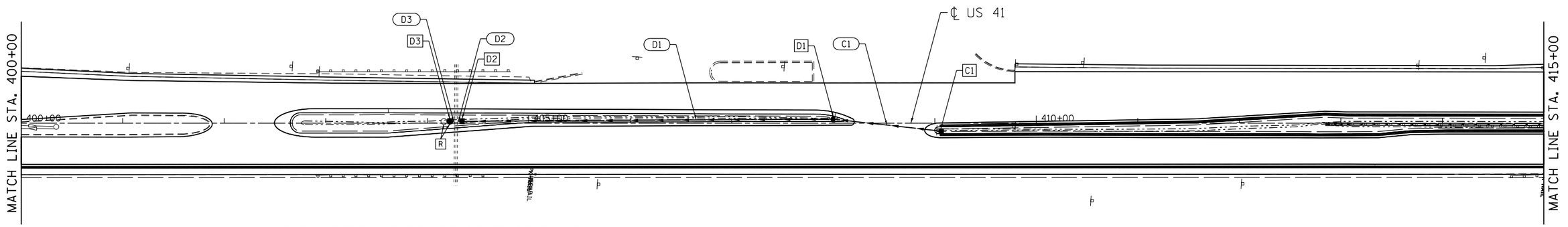
PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
DRAINAGE PLAN

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	32
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			



IDOT - STORM SEWER STRUCTURE SCHEDULE

NO.	STA.	OFFSET FT	RIM ELV.	INVERTS				STRUCTURE TYPE
				North	South	East	West	
B1	415+27	10.4' LT	681.27			678.63	678.63	CB, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID
C1	409+06	7.8' RT	680.71	-	676.61			FLUSH INLET BOX FOR MEDIAN, STANDARD 542546
D1	408+00	3.9' LT	680.50	676.10	676.00			MH TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID
D2	404+33	2.5' LT	677.15	674.19	674.09			FLUSH INLET BOX FOR MEDIAN, STANDARD 542546
D3	404+22	1.8' LT	676.73	673.95	-			FLUSH INLET BOX FOR MEDIAN, STANDARD 542546

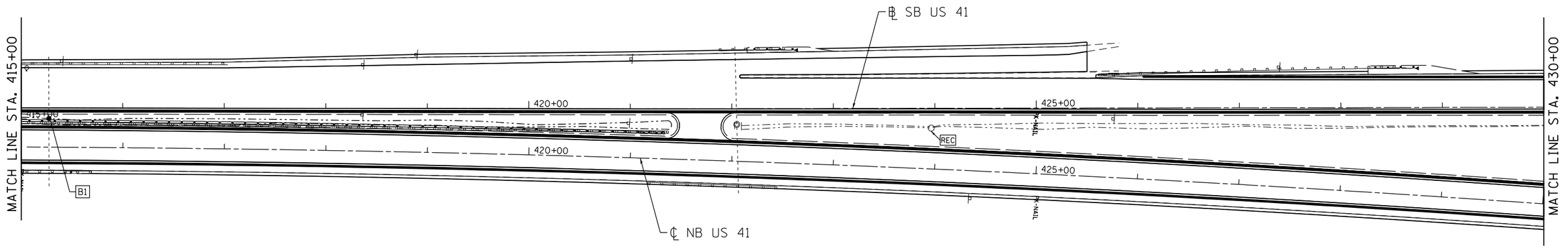
IDOT - STORM PIPE SCHEDULE

PIPE NO.	FROM STRUCTURE		TO STRUCTURE		LENGTH FT	SLOPE %	DESCRIPTION	TBF CU YD
	STA.	OFFSET	STA.	OFFSET				
C1	409+06	7.8' RT	408+00	3.9' LT	103	0.50	STORM SEWERS, CLASS A, TYPE 1 24"	6.7
D1	408+00	3.9' LT	404+33	2.5' LT	363	0.50	STORM SEWERS, CLASS A, TYPE 1 24"	0.0
D2	404+33	2.5' LT	404+30	2.0' LT	3	0.50	STORM SEWERS, CLASS A, TYPE 1 24"	0.0
D3	404+22	1.8' LT	404+27	1.8' LT	3	0.50	STORM SEWERS, CLASS A, TYPE 1 24"	0.0

LEGEND

REC MANHOLES TO BE RECONSTRUCTED

R DRAINAGE STRUCTURE TO BE REMOVED



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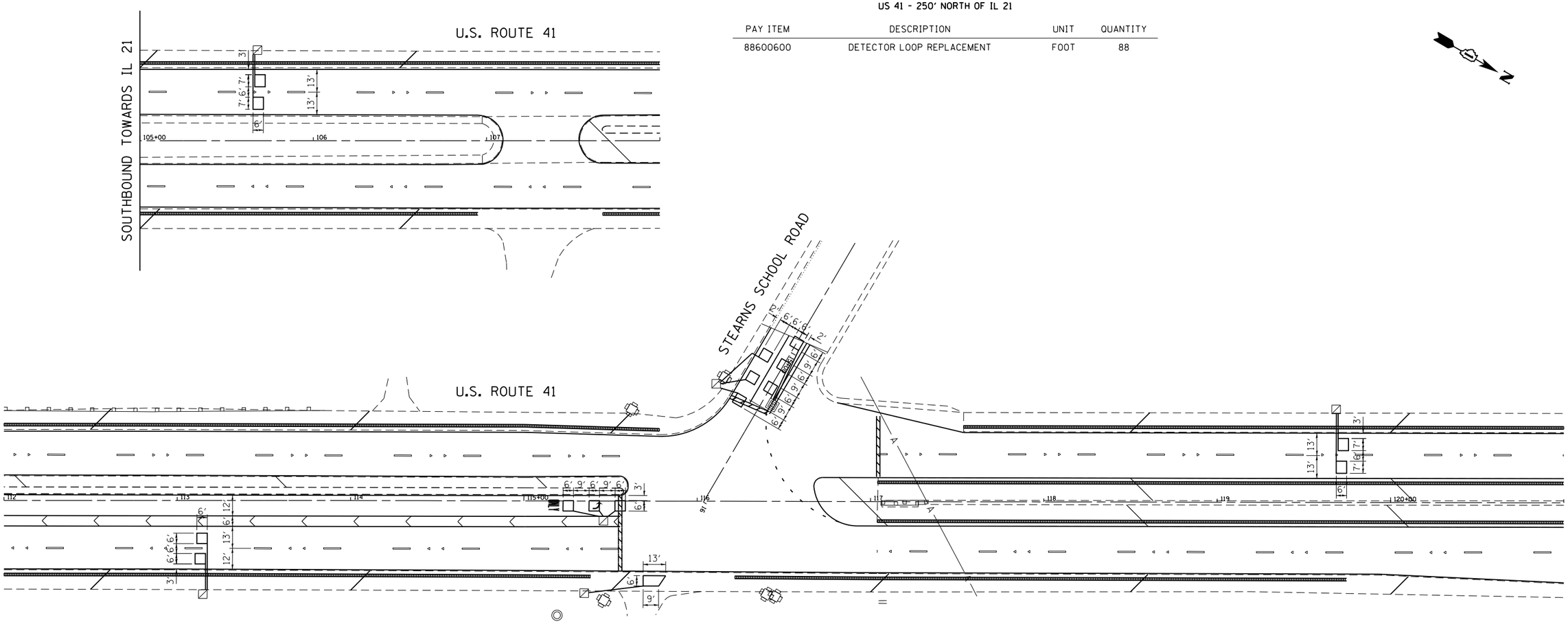
PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
DRAINAGE IMPROVEMENT PLAN

SCALE: 1"=50' | SHEET 2 OF 2 SHEETS | STA. 400+00 TO STA. 430+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	33
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			



US 41 - 250' NORTH OF IL 21

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	88

US 41 AT STEARNS SCHOOL ROAD

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	595

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING. RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC): ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

GRAEF 8501 W. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112

USER NAME = 1485	DESIGNED - EAD	REVISED -
	DRAWN - EAD	REVISED -
PLOT SCALE = 60.0000 ' / in.	CHECKED - RS	REVISED -
PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENT

SCALE: 1"=30' | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	34
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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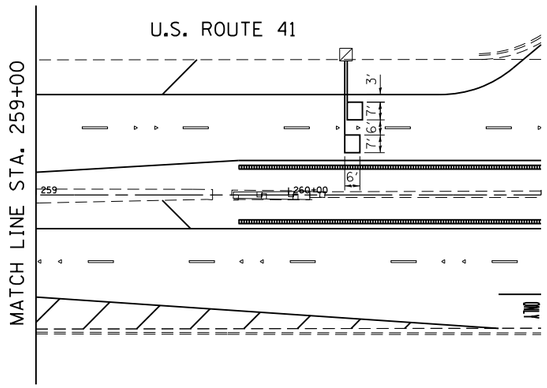

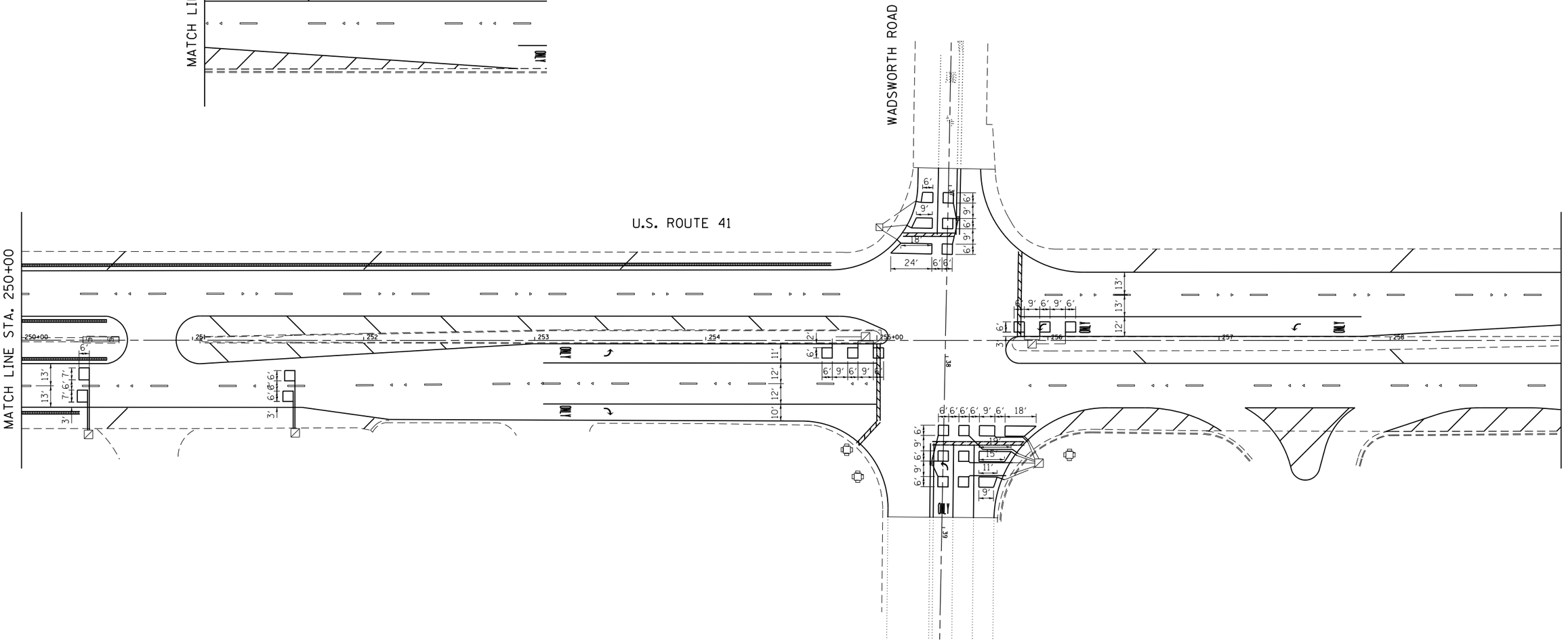

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING. RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC): ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

US 41 AT WADSWORTH

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	1106

THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

GRAEF 8501 W. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112

USER NAME = 1485	DESIGNED - EAD	REVISED -
	DRAWN - EAD	REVISED -
PLOT SCALE = 60.0000 ' / in.	CHECKED - RS	REVISED -
PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENT

SCALE: 1"=30' | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	35
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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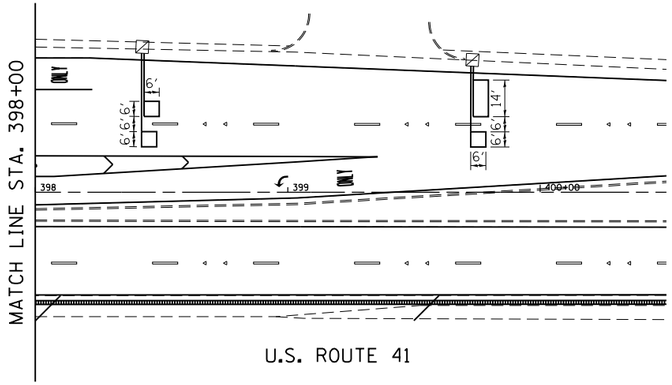

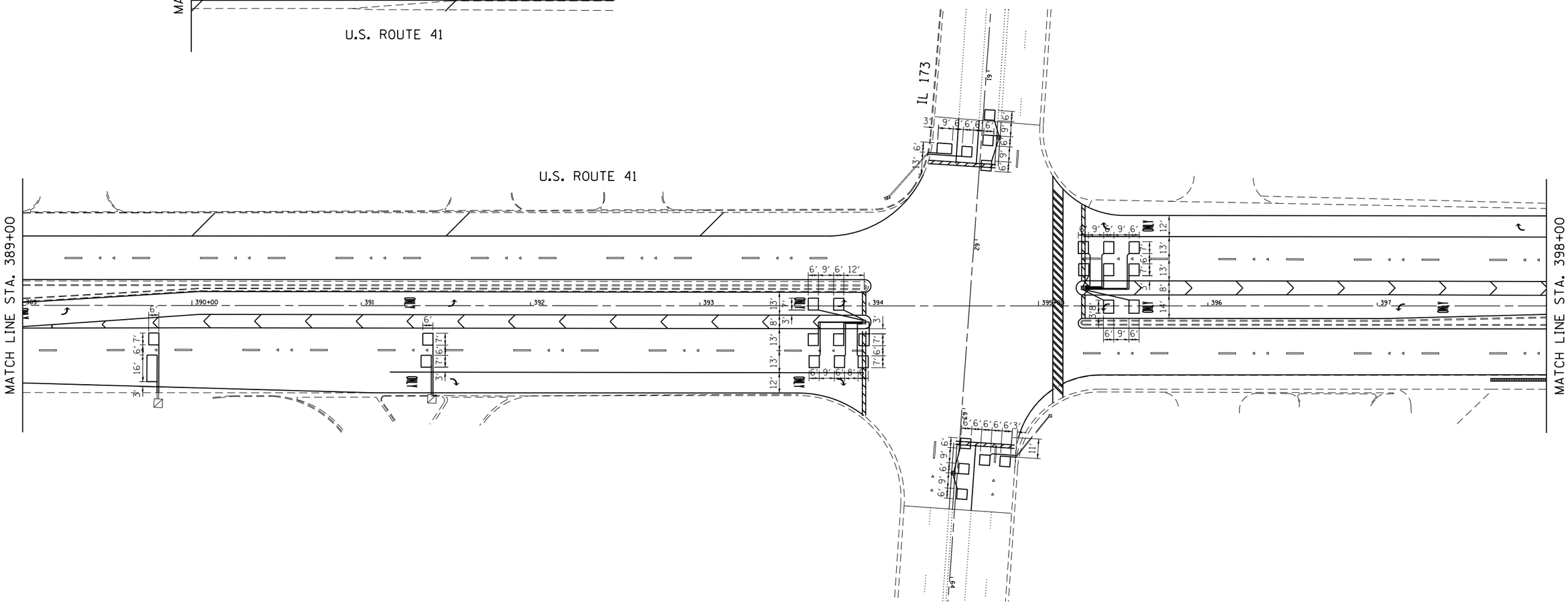

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING. RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC): ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

US 41 AT IL 173

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	1553

THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

GRÄEF 8501 W. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112

USER NAME = 1485	DESIGNED - EAD	REVISED -
	DRAWN - EAD	REVISED -
PLOT SCALE = 60.0000 ' / in.	CHECKED - RS	REVISED -
PLOT DATE = 10/21/2014	DATE - 10/21/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 – INTERSTATE 94 TO IL 21
TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENT

SCALE: 1"=30' | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	36
		CONTRACT NO. 60K99		
	ILLINOIS FED. AID PROJECT			

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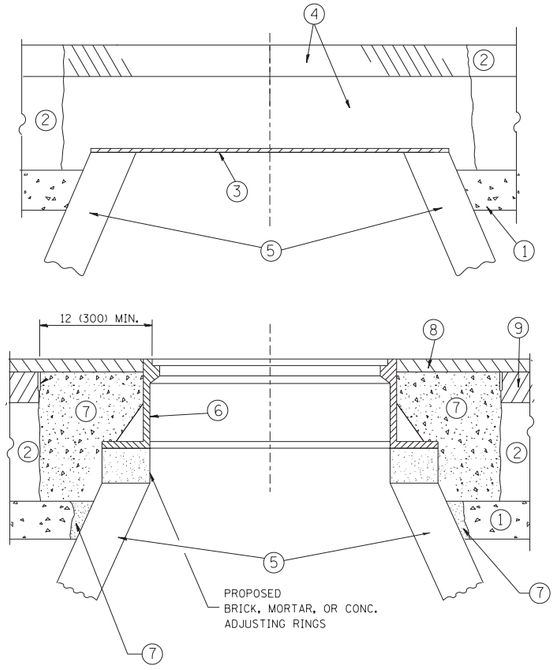

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

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 PP-1* CONCRETE
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:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\pwidot\bauerdl\d0108315\bd08.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	37
	BD600-03 (BD-8)	CONTRACT NO. 60K99		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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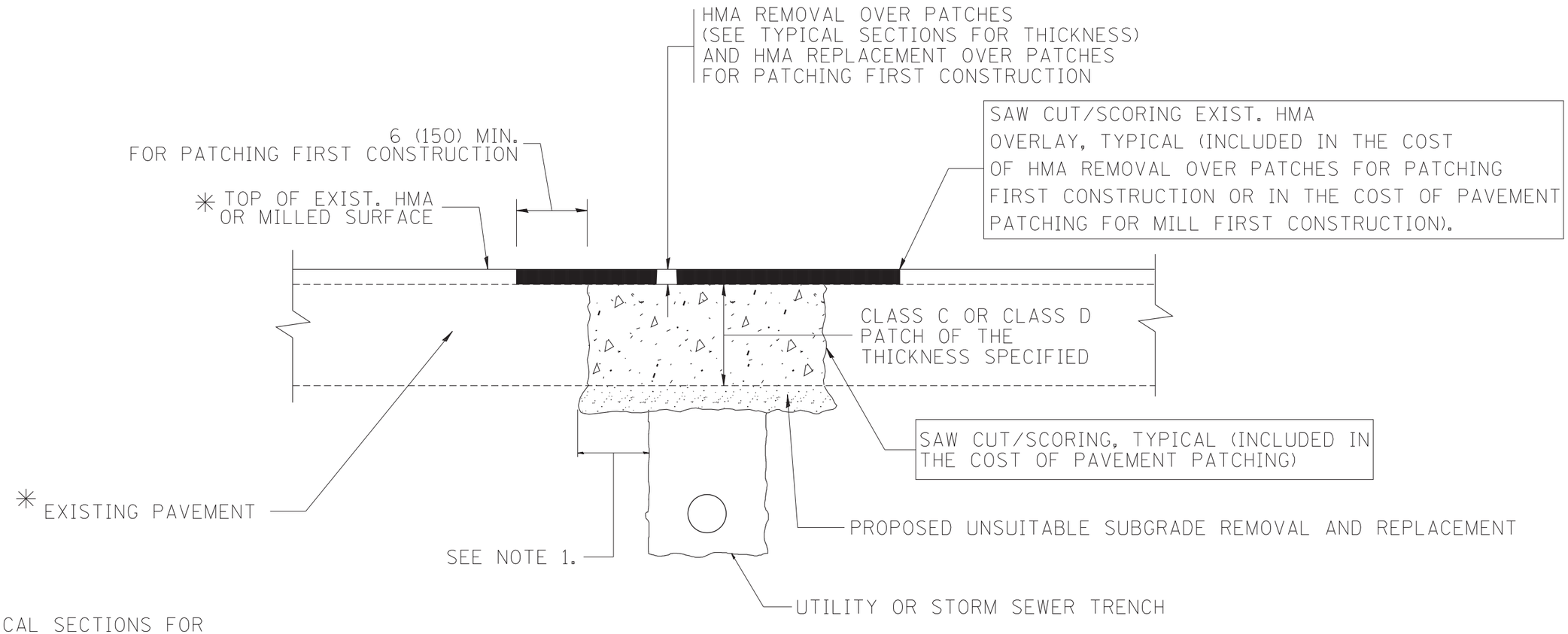

* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	38
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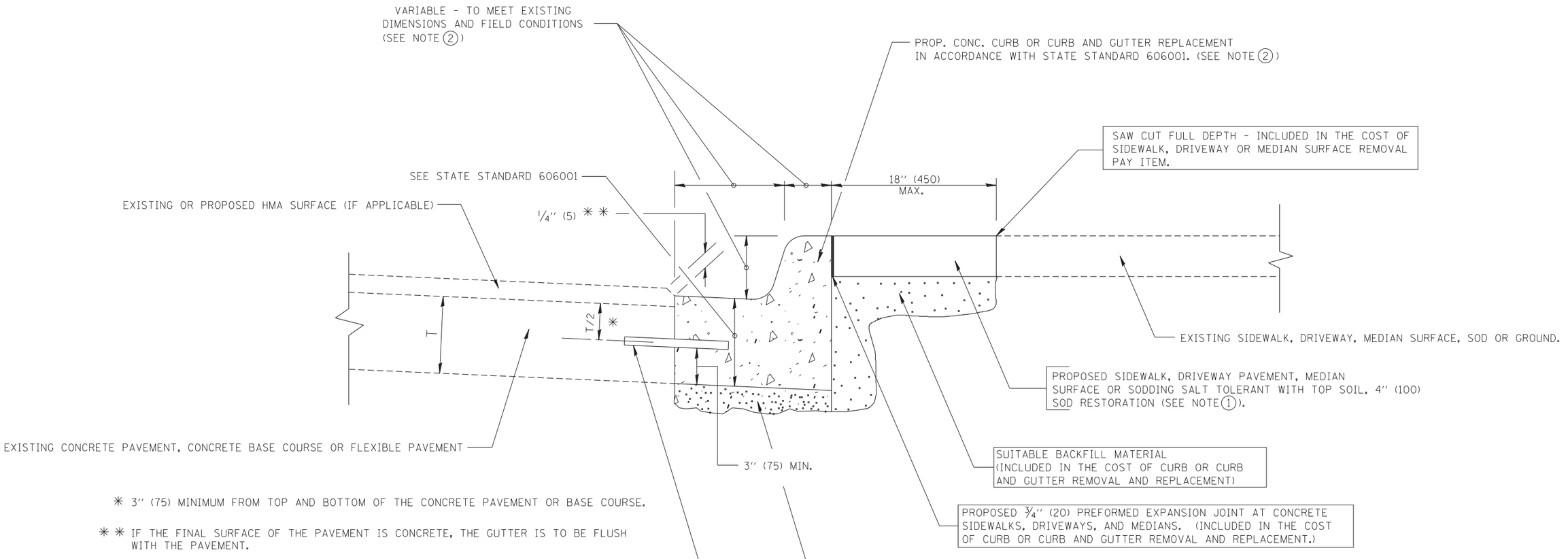
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

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

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

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.

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.

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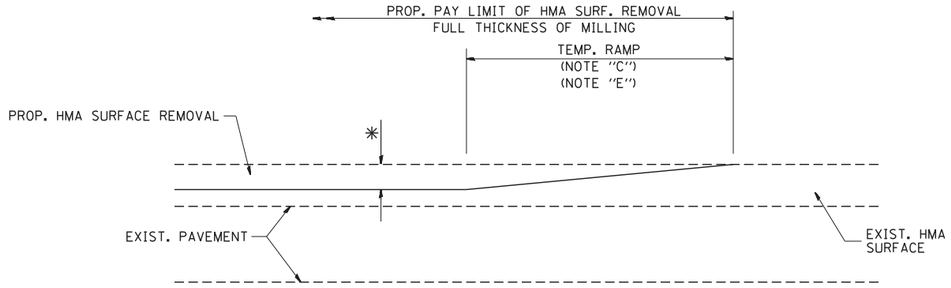
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

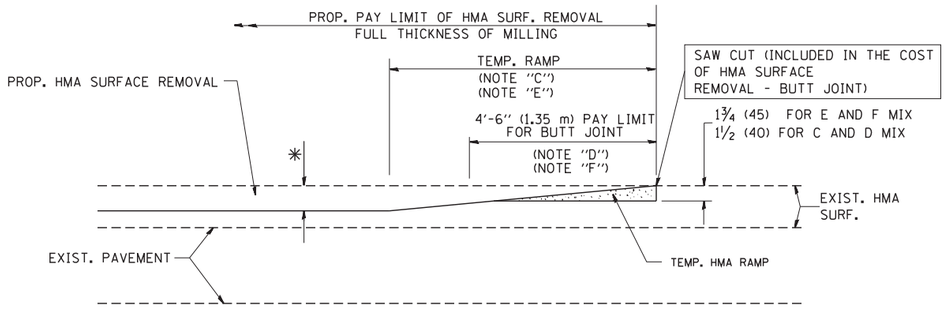
F.AJ. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	39
	BD600-06 (BD-24)	CONTRACT NO. 60K99		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

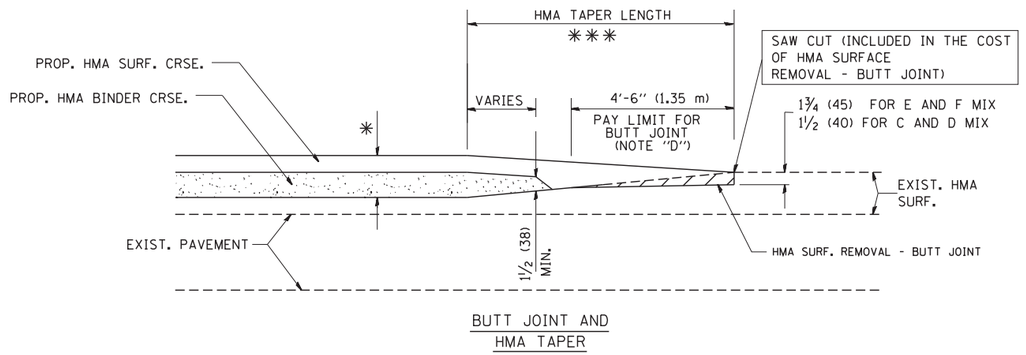


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

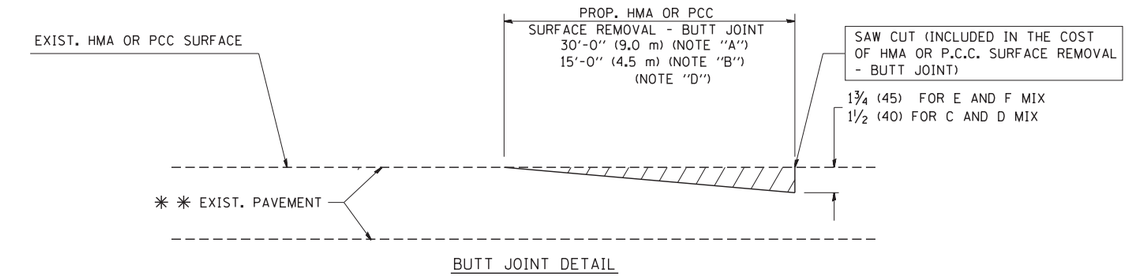
OPTION 2

TYPICAL TEMPORARY RAMP

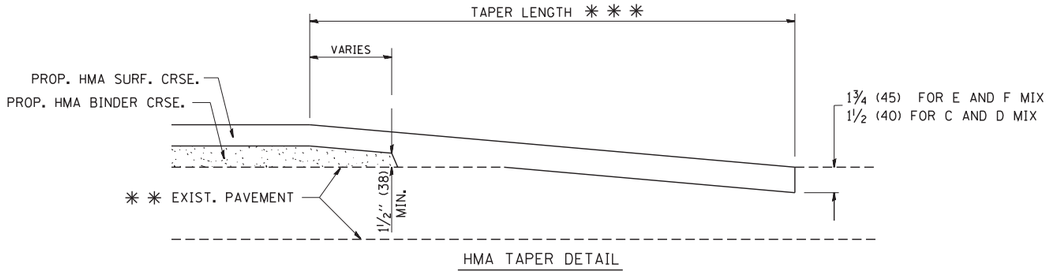


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

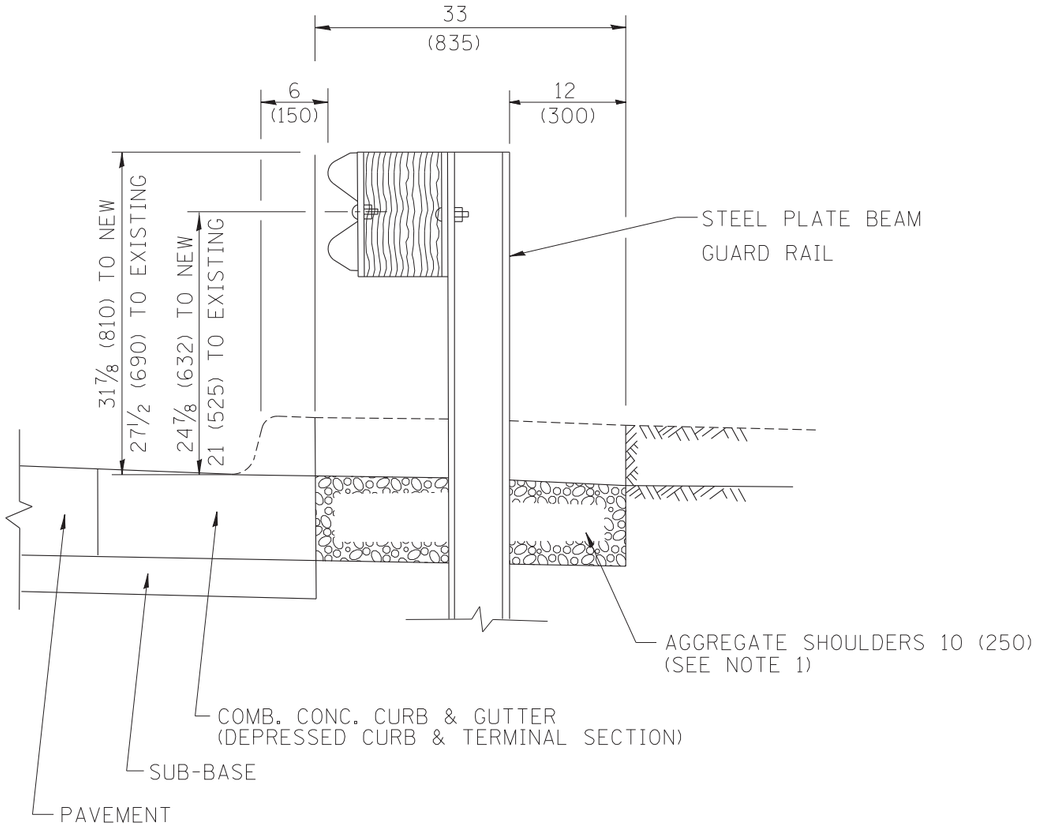
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	40
	BD400-05 BD32	CONTRACT NO. 60K99		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

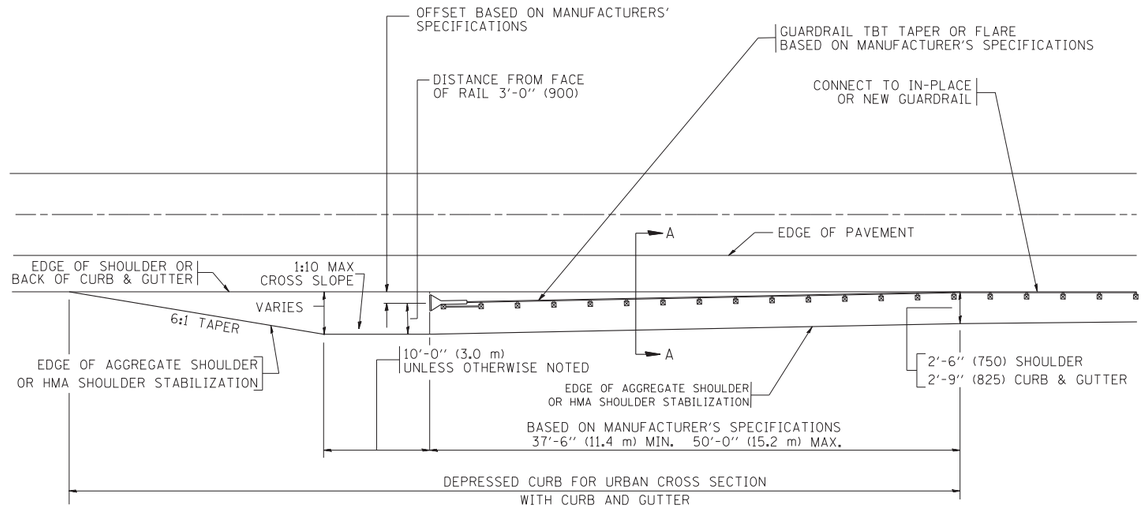


SECTION A-A

NOTES:
1. THE AGGREGATE SHOULDER, 10'' OR HMA SHOULDER, 6'' (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. ''EXISTING'' GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER

[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



DEPRESSED CURB AND GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL.

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

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

TBT = TRAFFIC BARRIER TERMINAL

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

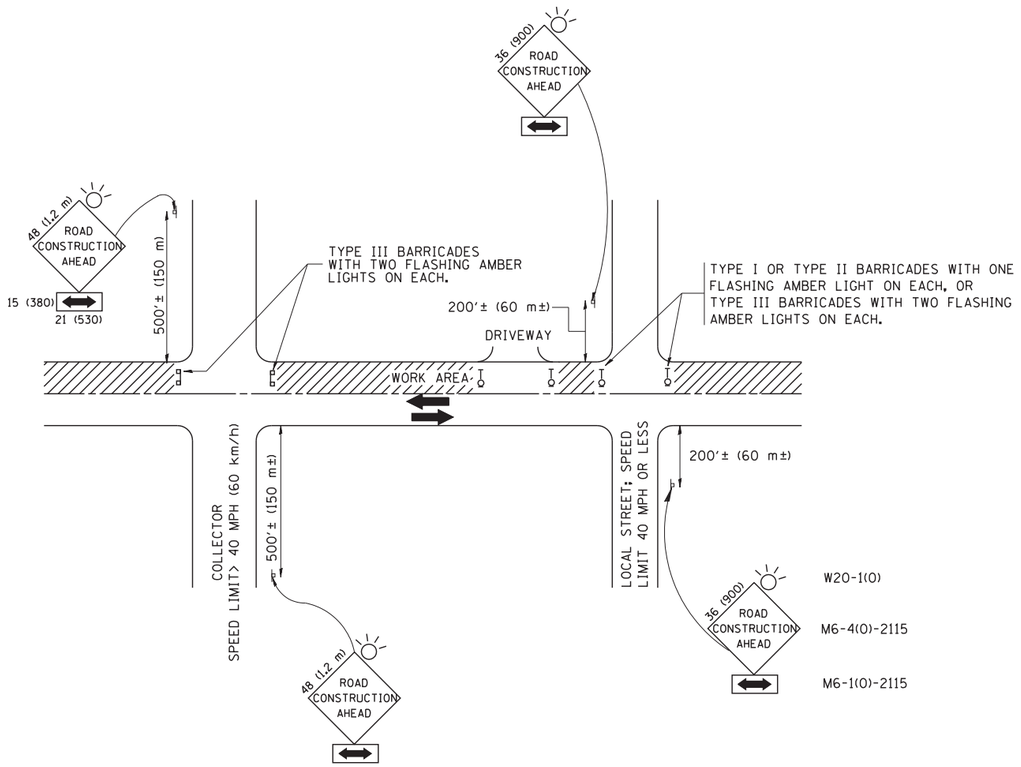
FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\bd34.dgn	USER NAME = drivakosgn	DESIGNED - M. DE YONG	REVISED - E. GOMEZ 08-28-00
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 49.9999 '/ IN.	CHECKED -	REVISED - R. BORO 12-08-2008
	PLOT DATE = 9/21/2009	DATE - 09-22-90	REVISED - R. BORO 09-14-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL.

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	41
	BD600-10 (BD 34)	CONTRACT NO. 60K99		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

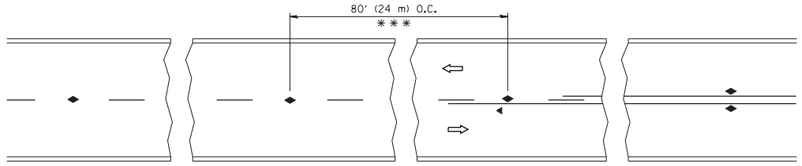
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

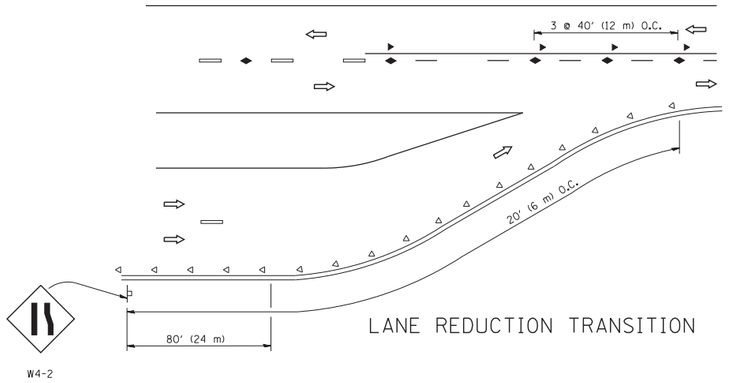
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	42
	TC-10	CONTRACT NO. 60K99		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

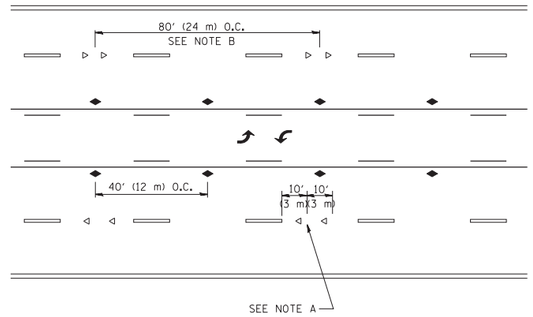


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

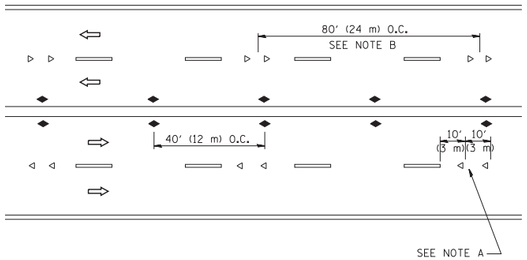
TWO-LANE/TWO-WAY



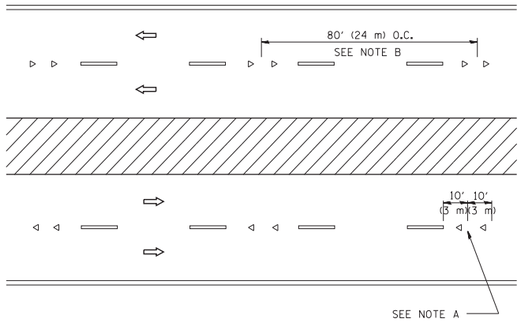
LANE REDUCTION TRANSITION



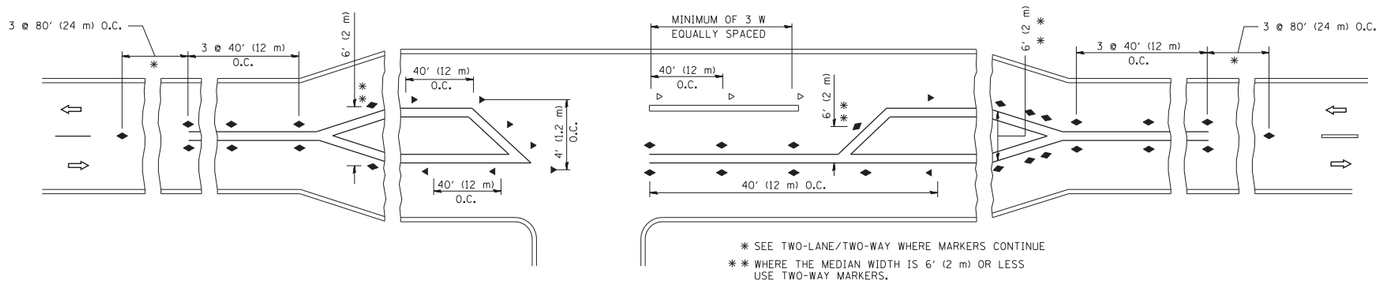
TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED



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

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

LEFT TURN

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 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.

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

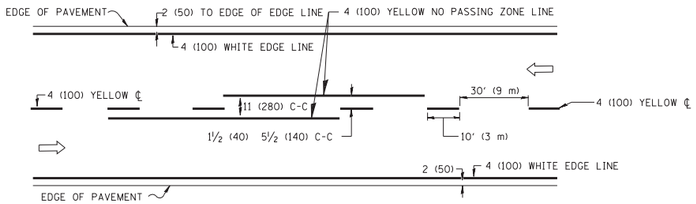
FILE NAME = c:\pw_work\pwidot\leysa\d0108315\tc11.dgn	USER NAME = leysa	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

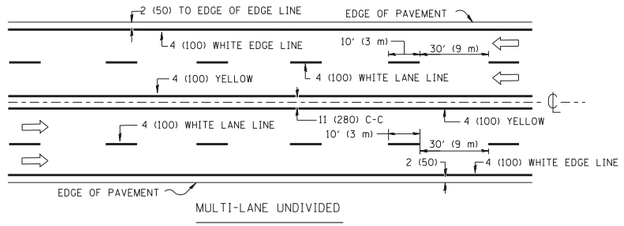
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

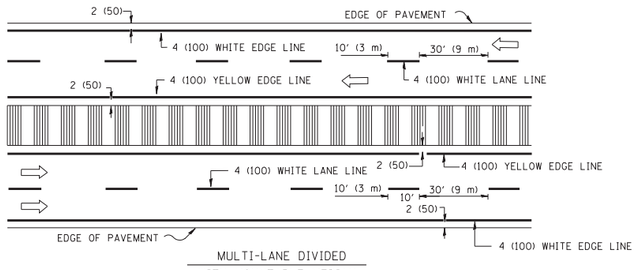
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	43
	TC-11	CONTRACT NO. 60K99		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



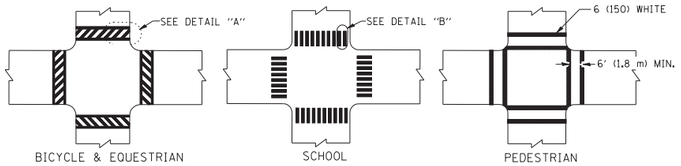
MULTI-LANE UNDIVIDED

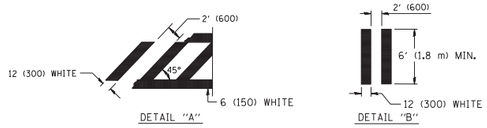


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

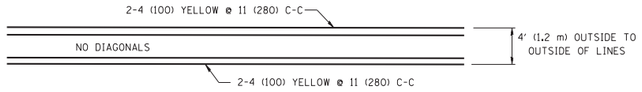
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

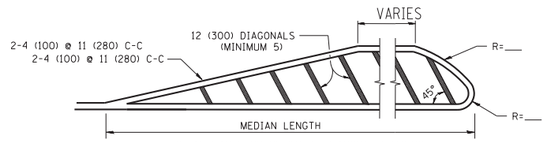




TYPICAL CROSSWALK MARKING



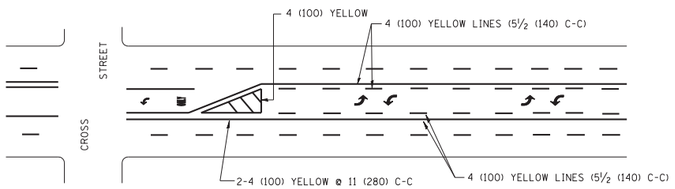
4' (1.2 m) WIDE MEDIANS ONLY



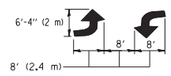
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

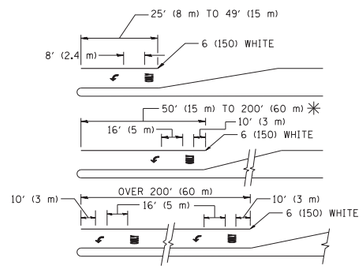


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

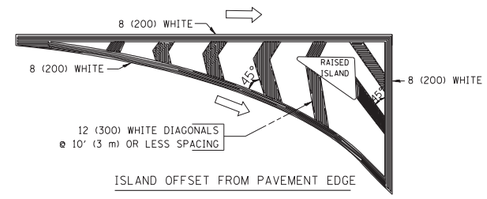


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

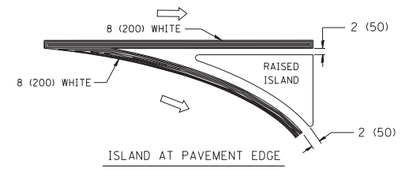
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED 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.

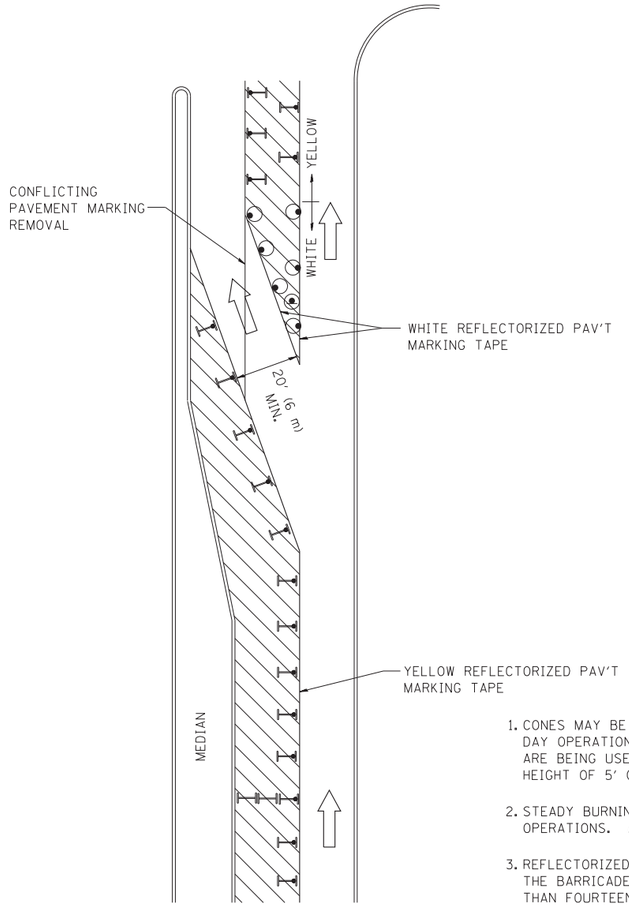
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

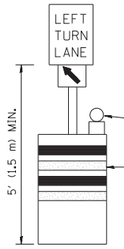
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	44
	TC-13	CONTRACT NO. 60K99		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





R 3-1100L 24 x 24 (600 x 600)

M6-2L 21 x 15 (530 x 380)

OPTIONAL FLASHING LIGHT

STANDARD 701901
SEE NOTE 8

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.

LEGEND

WORK AREA

LANE OPEN TO TRAFFIC

TYPE I OR II BARRICADE WITH STEADY BURN LIGHT

DRUM WITH STEADY BURN LIGHT

DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL

TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

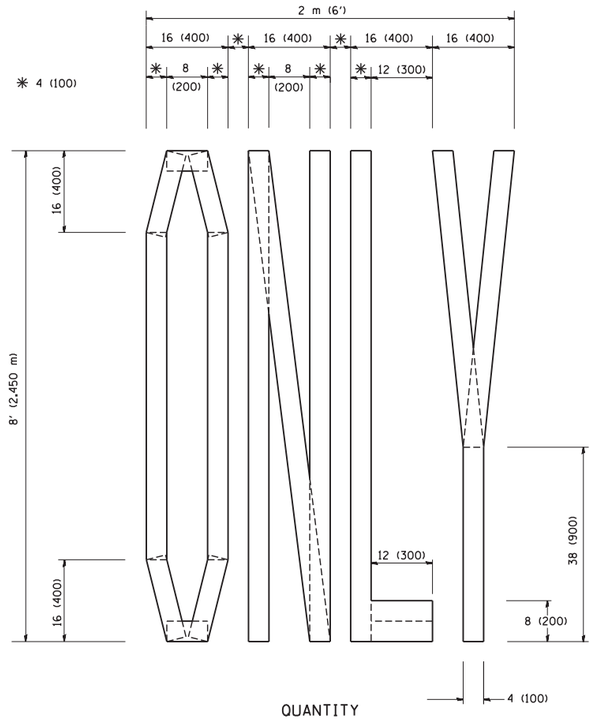
FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\tc14.dgn	USER NAME = drivakosgn	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 49.9999 '/ IN.	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT DATE = 9/14/2009	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

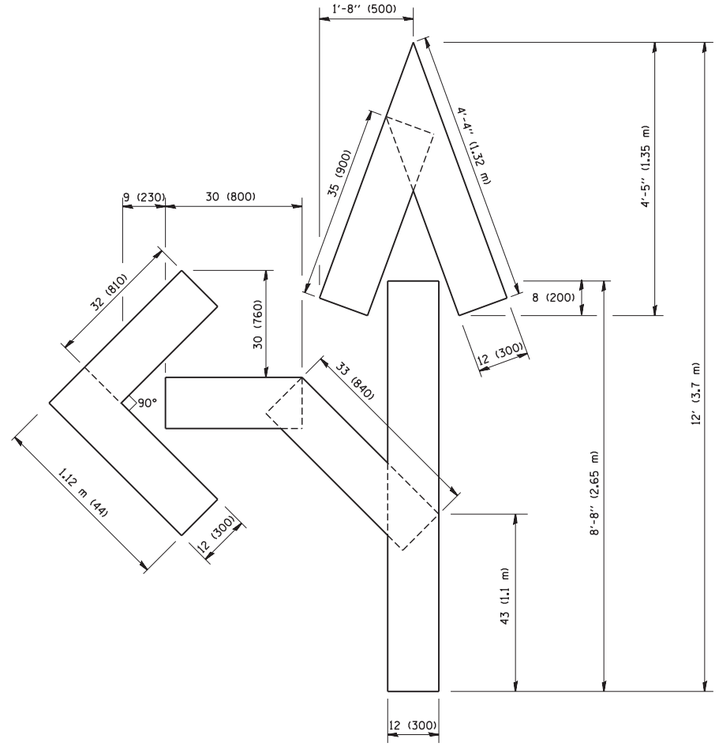
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

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

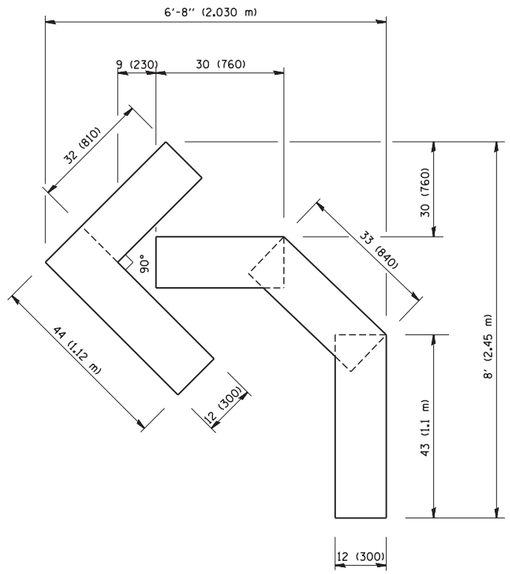
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	45
	TC-14	CONTRACT NO. 60K99		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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.

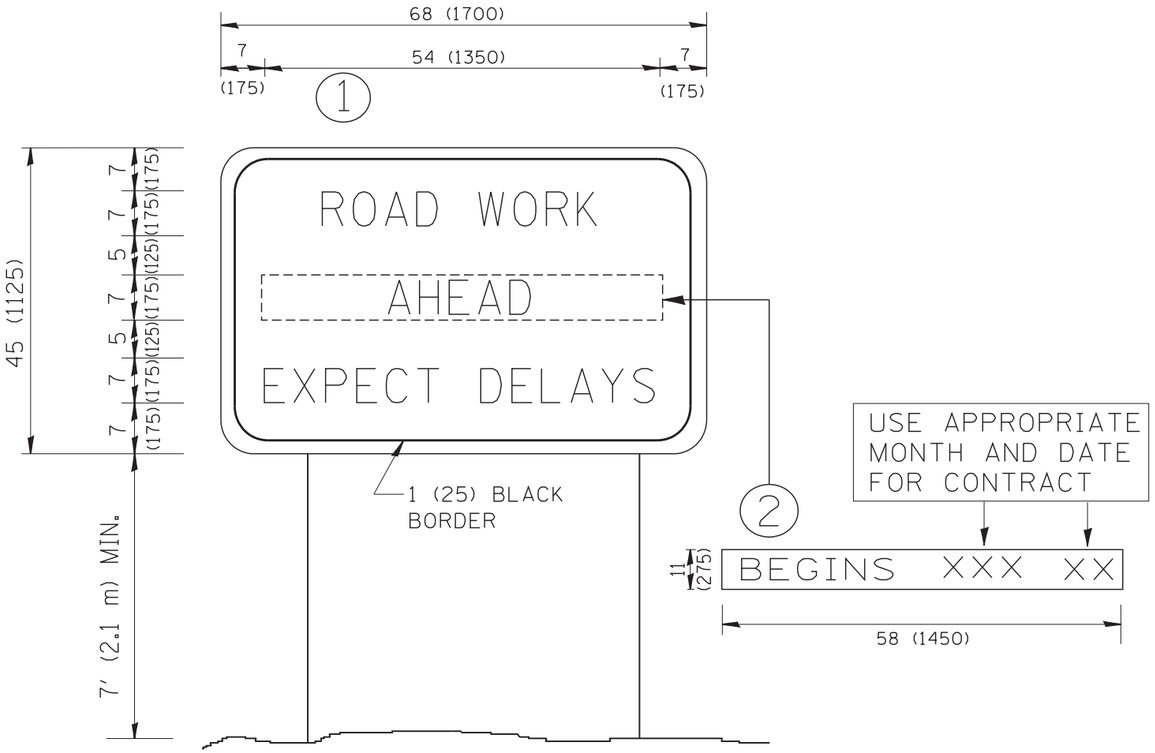
FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglenobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	46
	TC-16	CONTRACT NO. 60K99		
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 = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

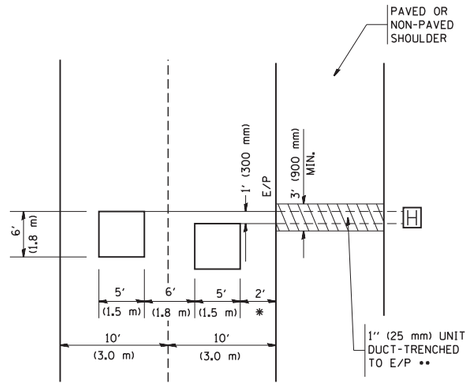
ARTERIAL ROAD INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	47
	TC-22	CONTRACT NO. 60K99		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

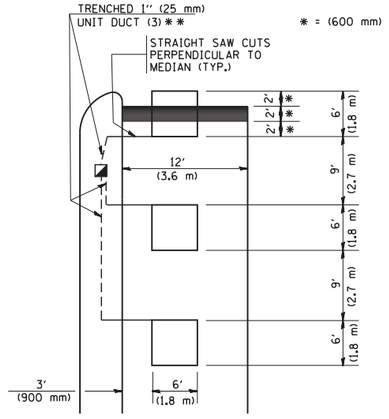


* = (600 mm)

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

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

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

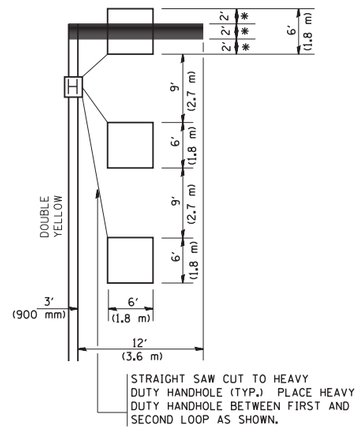


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

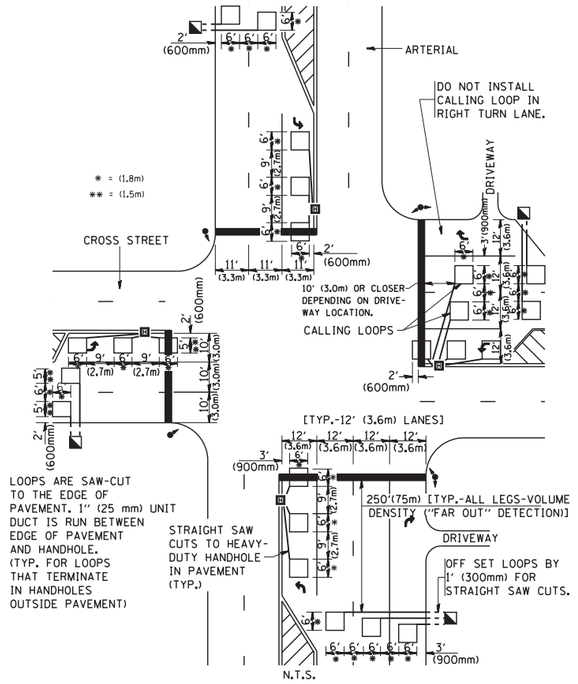
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



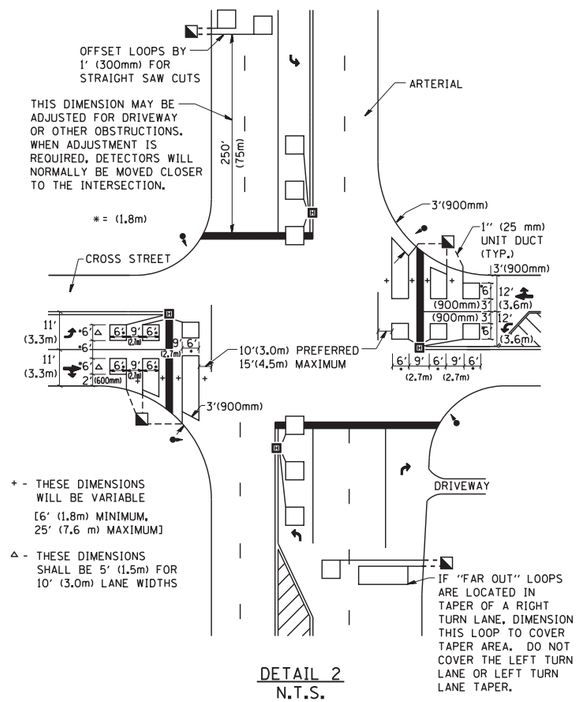
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2010-041RS	LAKE	48	48
	TS-07	CONTRACT NO. 60K99		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		