

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.P. ROUTE 334: US12 / IL53 (RAND ROAD)
SECTION ZR-RS-4
WEST LAKE COOK ROAD (LAKE COUNTY LINE)
TO ARLINGTON HEIGHTS ROAD
RESURFACING (3P)
COOK COUNTY

F.A.P. RTE.	SECTION	COUNTY	SHEET NO.
334	ZR-RS-4	COOK	39
ILLINOIS			CONTRACT NO. 60Y57

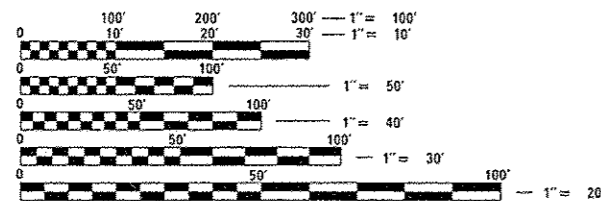
FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGES OF PALATINE AND ARLINGTON HEIGHTS

TRAFFIC DATA

2013 ADT = 26,900 (ARLINGTON HEIGHTS RD TO IL53)
2013 ADT = 33,100 (IL53 TO DUNDEE RD)
2013 ADT = 30,500 (DUNDEE RD TO HICKS RD)
2013 ADT = 30,600 (HICKS RD TO LAKE COOK RD)

SPEED LIMIT: 35-45 MPH

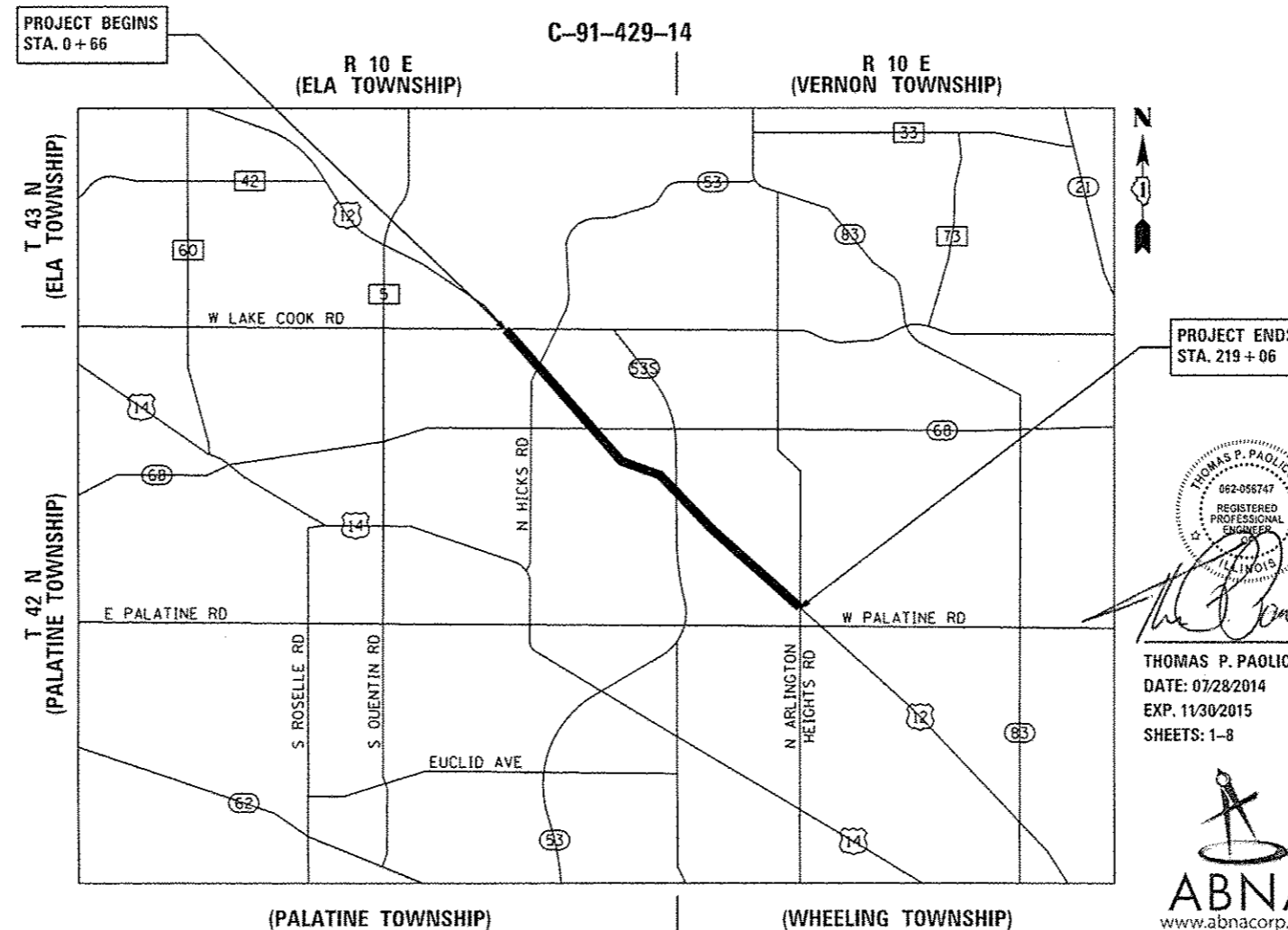


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

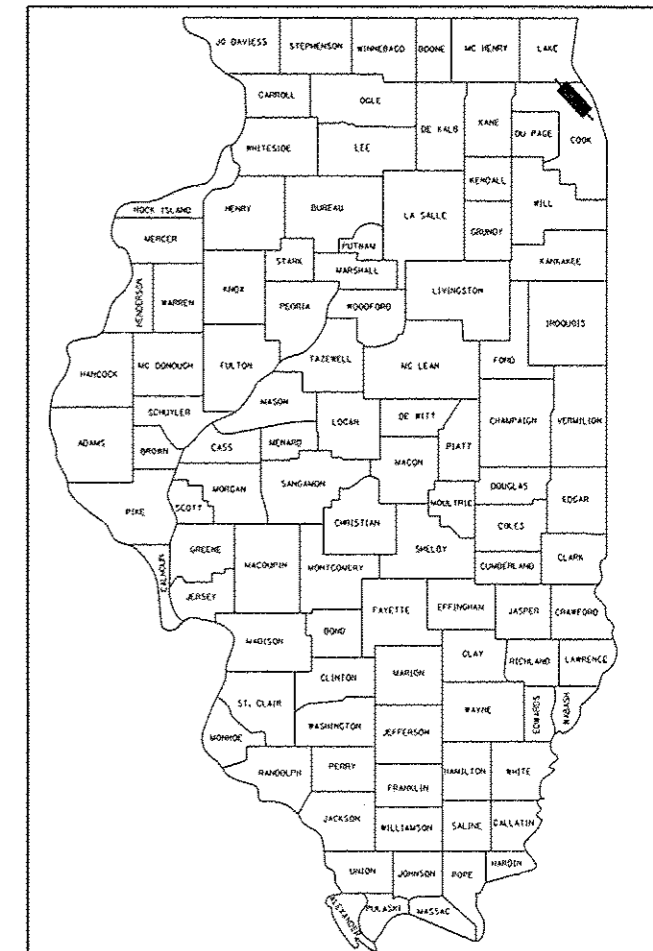
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: ROBERT BORO 847-705-4237
PROJECT MANAGER: ISSAM RAYYAN 847-705-4178

CONTRACT NO. 60Y57



GROSS AND NET LENGTH = 21,950 FT. = 4.157 MILE



LOCATION OF SECTION INDICATED THUS: - [Symbol] -

THOMAS P. PAOLICCHI
062-058747
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

THOMAS P. PAOLICCHI, P.E.
DATE: 07/28/2014
EXP. 11/30/2015
SHEETS: 1-8

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED July 31 20 14
John Fathman
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Nov 14 20 14
John D. Baranzallo, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

Nov 14 20 14
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

ABNA
www.abnacorp.com
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9901 S WESTERN AVE.
CHICAGO, IL 60643

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STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	TYPICAL SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-01	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-01	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-02	DEPRESSED CURB FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-04	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE
701426-06	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH
701427-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-07	URBAN LANE CLOSURE, MULTILANE, 2 WAY WITH BIDIRECTIONAL LEFT TURN LANE
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-03	TRAFFIC CONTROL DEVICES
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTOR LOOPS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.J.L.I.E." AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED.)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF ARLINGTON HEIGHTS AND PALATINE.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- ALL DAMAGE TO EXISTING PAVEMENT MARKING OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE.
- WHEN MILLED PAVEMENT IS OPENED 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 OF 1:3 (V:H).
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT). IN ACCORDANCE WITH "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- BEFORE BEGINNING WORK, THE CONTRACTOR SHALL RETAIN AND RECORD (FOR FUTURE REFERENCES), ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.
THE RESIDENT ENGINEER SHALL CONTACT THE NORTH COOK AREA TRAFFIC FIELD ENGINEER AT (773) 685-8386
- ~~THE RESIDENT ENGINEER SHOULD CONTACT MS. PATRICE HARRIS, AREA TRAFFIC ENGINEER, AT (708) 597-9800~~ A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATION. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATION SHALL NOT CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR QUANTITY ACTUALLY FURNISHED BASED ON THE UNIT PRICE BID FOR THE WORK.
- MATCH EXISTING PAVEMENT MARKINGS AT THE PROJECT LIMITS.
- ALL PAVEMENT PATCHING LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- LOCATIONS OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHALL BE DETERMINED AND/OR VERIFIED IN THE FIELD BY THE ENGINEER.
- LOCATIONS OF CURB RAMP REMOVAL AND REPLACEMENT SHALL BE TO THE NEAREST JOINT AND DETERMINED AND/OR VERIFIED IN THE FIELD BY THE ENGINEER.
- THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER REGARDING LOCATION(S) OF DRIVEWAY PAVEMENT TO BE REMOVED AND REPLACED. DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT SHALL BE FULL DEPTH AND THE REPLACED MATERIAL SHALL BE THE SAME AS THE EXISTING. THE COST FOR THIS WORK SHALL BE PAID FOR AS "DRIVEWAY REMOVAL AND REPLACEMENT".
- ALL DRIVEWAY REMOVAL AND REPLACEMENT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

SIGNING NOTES

- THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SUCH SIGNS THAT INTERFERE WITH HIS CONSTRUCTION OPERATIONS. ALL SUCH SIGNS SHALL BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING AND MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
- LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS. THIS WORK SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 729 OF THE STANDARD SPECIFICATIONS AND INCLUDED IN THE UNIT COST OF THE CONTRACT.

FILE NAME *	USER NAME * #USER#	DESIGNED - TPP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN - SCR	REVISED -		US 12 (RAND RD.) - W LAKE COOK RD. TO ARLINGTON HEIGHTS RD.			334	ZR-RS-4	COOK	39	2
#MODEL#		CHECKED - TPP	REVISED -		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	CONTRACT NO. 60Y57	
		DATE - 07-25-2014	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				100% STATE					
				ROADWAY					
				0005					
				URBAN					
20200100	EARTH EXCAVATION	CU YD	42	42					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	300	300					
25200110	SODDING, SALT TOLERANT	SO YD	300	300					
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	111,489	111,489					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	100	100					
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, NS0	TON	6937	6937					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	1007	1007					
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	1200	1200					
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	16186	16186					
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	9	9					
42001300	PROTECTIVE COAT	SO YD	600	600					
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	9	9					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	2761	2761					
42400800	DETECTABLE WARNINGS	SQ FT	550	550					
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	165170	165170					
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	18	18					
44000600	SIDEWALK REMOVAL	SO FT	2761	2761					

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#FILE#		DRAWN - SCR	REVISED -		US 12 (RAND RD.) - W LAKE COOK RD. TO ARLINGTON HEIGHTS RD.				334	ZR-RS-4	COOK	39	3
#MODELNAME#	PLOT SCALE : #SCALE#	CHECKED - TPP	REVISED -		SCALE: NONE	SHEET 1	OF 4	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
	PLOT DATE : #DATE#	DATE - 07-25-2014	REVISED -		CONTRACT NO. 60Y57								

Rev.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				100% STATE			
				ROADWAY			
				0005			
				URBAN			
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	6000	6000			
44003100	MEDIAN REMOVAL	SQ FT	240	240			
44201765	CLASS D PATCHES, TYPE II, 10 INCHES	SQ YD	1400	1400			
44201769	CLASS D PATCHES, TYPE III, 10 INCHES	SQ YD	800	800			
44201771	CLASS D PATCHES, TYPE IV, 10 INCHES	SQ YD	600	600			
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2			
60261540	INLETS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	40	40			
60262700	INLETS TO BE RECONSTRUCTED	EACH	2	2			
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	17	17			
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	5	5			
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	15	15			
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	42	42			
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1			
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1			

* SPECIALTY ITEM

FILE NAME :	USER NAME : *USER*	DESIGNED - TPP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILE#		DRAWN - SCR	REVISED -		US 12 (RAND RD.) - W LAKE COOK RD. TO ARLINGTON HEIGHTS RD.				334	ZR-RS-4	COOK	39	4
MODELNAME		CHECKED - TPP	REVISED -		SCALE: NONE	SHEET 2	OF 4	SHEETS	STA.	TO STA.	CONTRACT NO. 60Y57		
		DATE - 07-25-2014	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				100% STATE				
				ROADWAY				
				0005				
				URBAN				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8				
67100100	MOBILIZATION	L SUM	1	1				
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1				
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1				
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1				
70300100	SHORT TERM PAVEMENT MARKING	FOOT	16,667	16,667				
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	2340	2340				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	79,909	79,909				
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	7500	7500				
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	260	260				
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2573	2573				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1393	1393				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	38,014	38,014				

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FILE#		DRAWN - SCR	REVISED -		US 12 (RAND RD.) - W LAKE COOK RD. TO ARLINGTON HEIGHTS RD.				334	2R-RS-4	COOK	39	5
MODELNAME	PLOT SCALE : *SCALE*	CHECKED - TPP	REVISED -		SCALE: NONE	SHEET 3	OF 4	SHEETS	STA.	TO STA.	CONTRACT NO. 60Y57		
	PLOT DATE : *DATE*	DATE - 07-25-2014	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

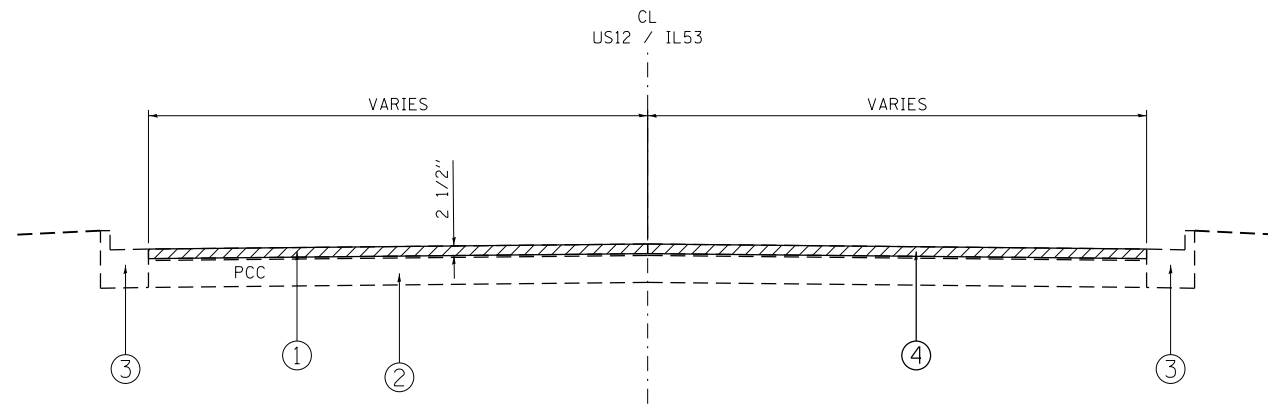
Rev.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				100% STATE			
				ROADWAY 0005 URBAN			
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	2340	2340			
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	79,909	79,909			
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	7500	7500			
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	260	260			
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2573	2573			
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1393	1393			
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2000	2000			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	2000	2000			
88600600	DETECTOR LOOP REPLACEMENT	FOOT	3850	3850			
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	25	25			
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4			
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	4900	4900			
Z0034105	MATERIAL TRANSFER DEVICE	TON	16,186	16,186			
X0317890	DRIVEWAY REMOVAL AND REPLACEMENT	SO YD	18	18			

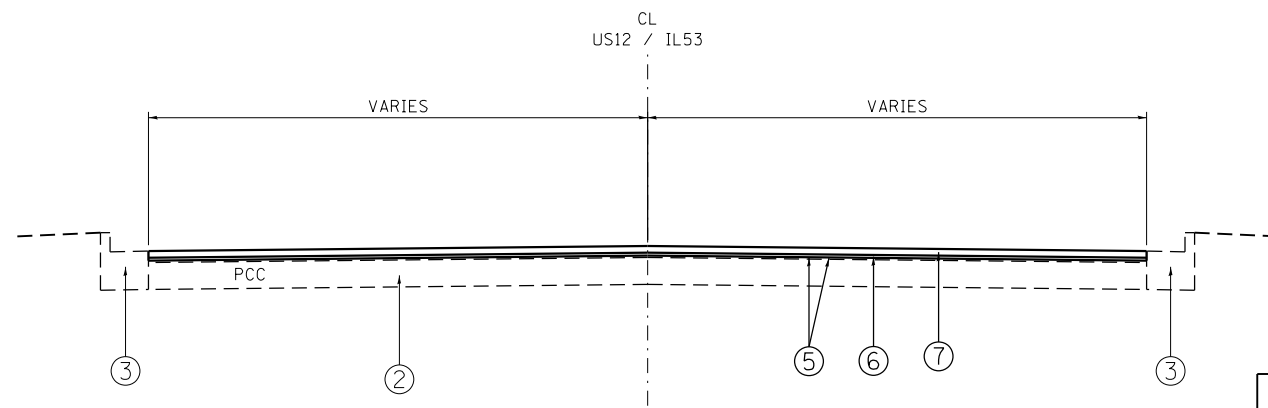
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	PLOT SCALE : *SCALE*	CHECKED - TPP	REVISED -		SCALE: NONE	SHEET 4	OF 4	SHEETS	STA.	TO STA.	CONTRACT NO. 60Y57	
MODELNAME	PLOT DATE : *DATE*	DATE - 07-25-2014	REVISED -		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT							

Rev.



EXISTING TYPICAL SECTION US12 /IL53 (RAND RD)
STA 9+45 TO STA 24+25
STA 25+35 TO STA 26+35
STA 27+35 TO STA 119+75
STA 124+50 TO STA 125+30
STA 132+35 TO STA 133+25
STA 134+40 TO STA 139+90
STA 141+05 TO STA 211+05
STA 218+40 TO END OF PROJECT



EXISTING TYPICAL SECTION US12 /IL53 (RAND RD)
STA 9+45 TO STA 24+25
STA 25+35 TO STA 26+35
STA 27+35 TO STA 119+75
STA 124+50 TO STA 125+30
STA 132+35 TO STA 133+25
STA 134+40 TO STA 139+90
STA 141+05 TO STA 211+05
STA 218+40 TO END OF PROJECT

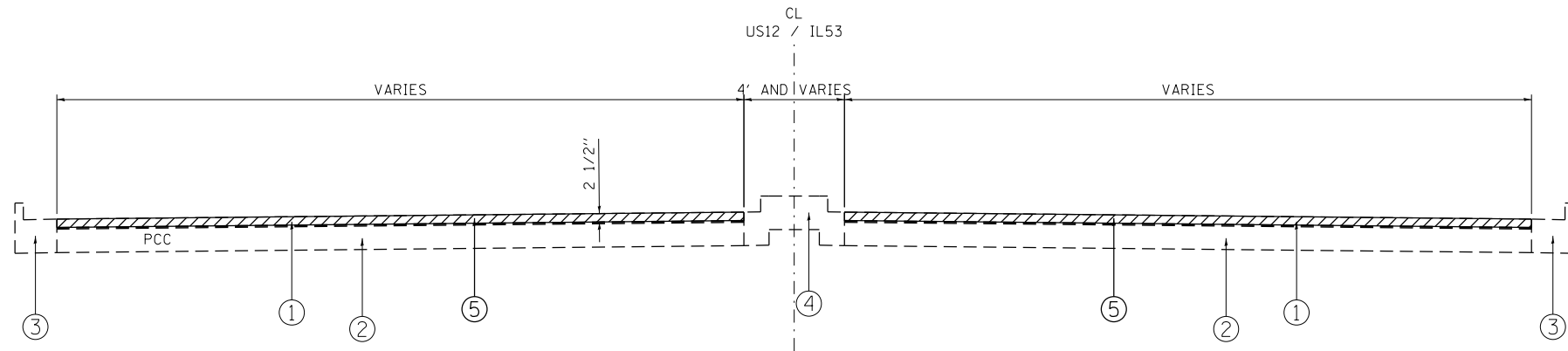
TYPICAL SECTION LEGEND

- ① EXISTING HOT-MIX ASPHALT SURFACE, 3" (+/-)
- ② EXISTING PCC BASE COURSE, 10" (+/-)
- ③ EXISTING CURB AND GUTTER B-6.24
- ④ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑤ BITUMINOUS MATERIALS (PRIME COAT)
- ⑥ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑦ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS (%) AT N _{DES}	QUALITY MANAGEMENT PROGRAM (QMP)
PAVEMENT RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5 MM)	4.0% AT 90 GYR.	PFM
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 MM, N50	3.5% AT 50 GYR.	OCP
PATCHING		
CLASS D PATCHES, (HMA BINDER IL-19 MM)	4.0% AT 70 GYR.	OCP
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 MM)	4.0% AT 70 GYR.	QC/OA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/OA); QUALITY CONTROL FOR PERFORMANCE (OCP); PAY FOR PERFORMANCE (PFM)		

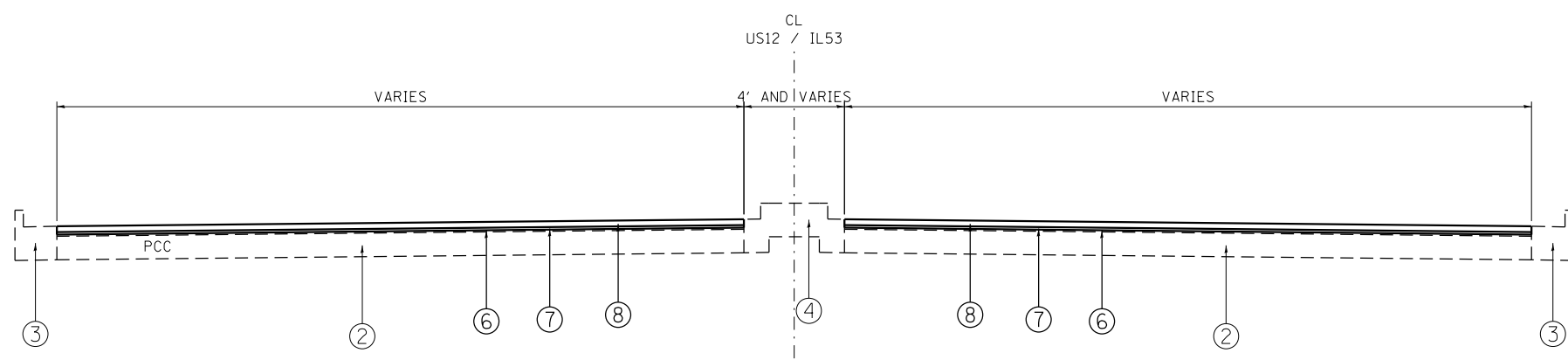
- NOTES:
- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ. YD./IN.
 - THE "AC TYPE" FOR POLYMERIZED LEVELING BINDER IL-4.75 MIXTURE SHALL BE "SBS/SBR PG 76-22". FOR POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 MIXTURE SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 - FOR USE OF RECYCLED MATEIRALS SEE DISTRICT ONE SPECIAL PROVISIONS.
 - QUALITY MANAGEMENT PROGRAM IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.



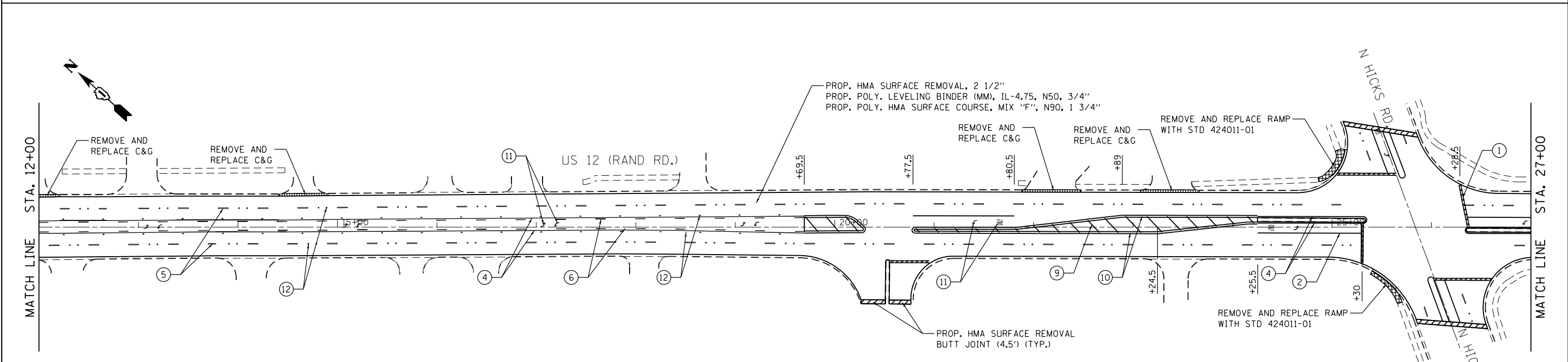
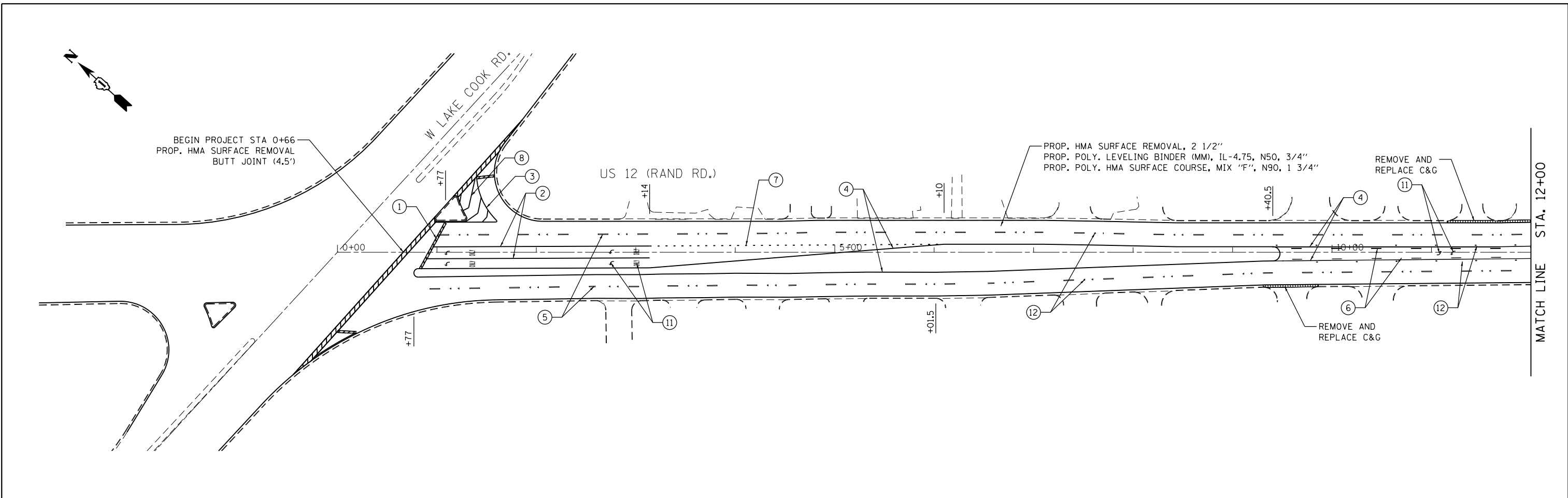
EXISTING TYPICAL SECTION US12 / IL53 (RAND RD)
BEGINNING OF PROJECT TO STA 9+45
STA 24+25 TO STA 25+35
STA 26+35 TO STA 27+35
STA 119+75 TO STA 124+50
STA 125+30 TO STA 132+35
STA 133+25 TO STA 134+40
STA 139+90 TO STA 141+05
STA 211+05 TO STA 218+40

TYPICAL SECTION LEGEND

- ① EXISTING HOT-MIX ASPHALT SURFACE, 3" (+/-)
- ② EXISTING PCC BASE COURSE, 10" (+/-)
- ③ EXISTING CURB AND GUTTER B-6.24
- ④ EXISTING CONCRETE MEDIAN
- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑥ BITUMINOUS MATERIALS (PRIME COAT)
- ⑦ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑧ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"



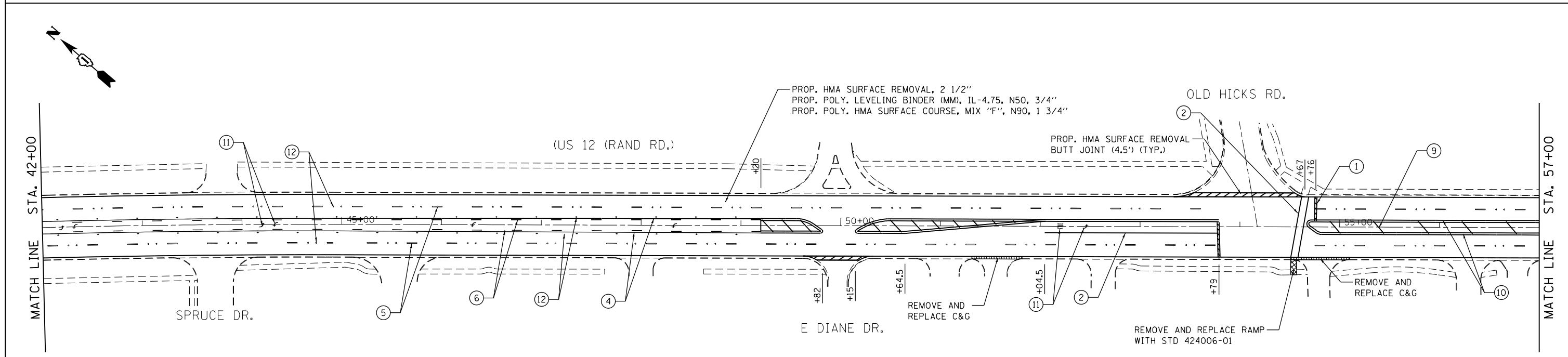
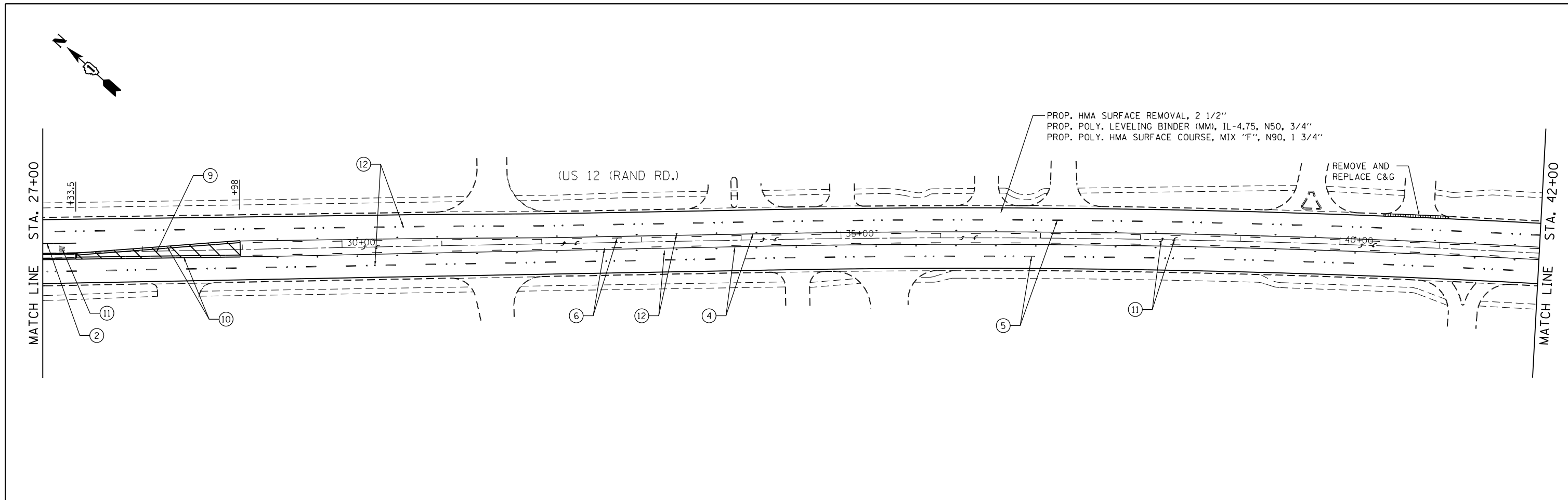
PROPOSED TYPICAL SECTION US12 / IL53 (RAND RD)
BEGINNING OF PROJECT TO STA 9+45
STA 24+25 TO STA 25+35
STA 26+35 TO STA 27+35
STA 119+75 TO STA 124+50
STA 125+30 TO STA 132+35
STA 133+25 TO STA 134+40
STA 139+90 TO STA 141+05
STA 211+05 TO STA 218+40



PAVEMENT MARKING LEGEND

- | | |
|--|---|
| ① PR THERMOPLASTIC PAVEMENT MARKING 24" STOP BAR, WHITE (TYP.) | ⑦ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, WHITE, 6' SKIP, 2' DASH (TYP.) |
| ② PR THERMOPLASTIC PAVEMENT MARKING 6" LINE, WHITE (TYP.) | ⑧ PR THERMOPLASTIC PAVEMENT MARKING 12" DIAGONALS, WHITE (TYP.) |
| ③ PR THERMOPLASTIC PAVEMENT MARKING 8" LINE, WHITE (TYP.) | ⑨ PR THERMOPLASTIC PAVEMENT MARKING 12" DIAGONALS, YELLOW (TYP.) |
| ④ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, YELLOW (TYP.) | ⑩ PR THERMOPLASTIC PAVEMENT MARKING 4" DOUBLE YELLOW (TYP.) |
| ⑤ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, WHITE, 30' SKIP, 10' DASH (TYP.) | ⑪ PR THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS, WHITE (TYP.) |
| ⑥ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, YELLOW, 30' SKIP, 10' DASH (TYP.) | ⑫ PR RAISED REFLECTIVE PAVEMENT MARKER (TYP.) |

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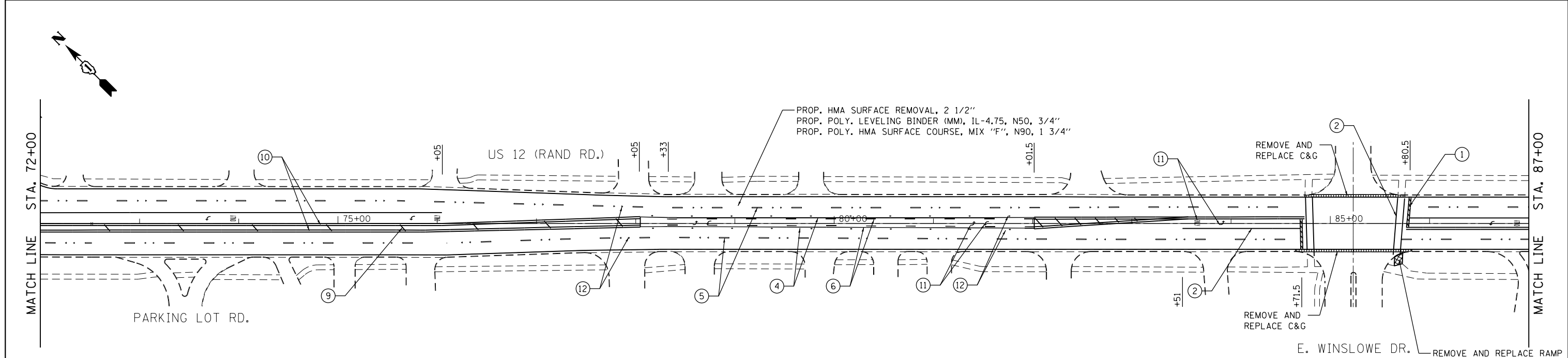
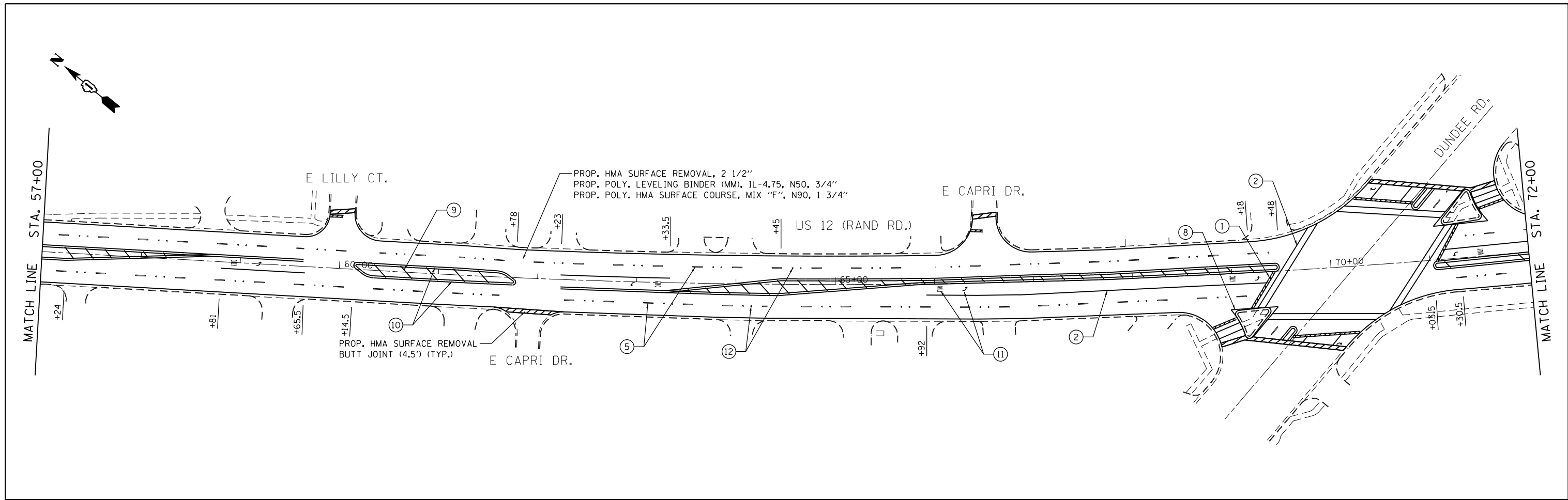


PAVEMENT MARKING LEGEND

- | | |
|--|---|
| ① PR THERMOPLASTIC PAVEMENT MARKING 24" STOP BAR, WHITE (TYP.) | ⑦ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, WHITE, 6' SKIP, 2' DASH (TYP.) |
| ② PR THERMOPLASTIC PAVEMENT MARKING 6" LINE, WHITE (TYP.) | ⑧ PR THERMOPLASTIC PAVEMENT MARKING 12" DIAGONALS, WHITE (TYP.) |
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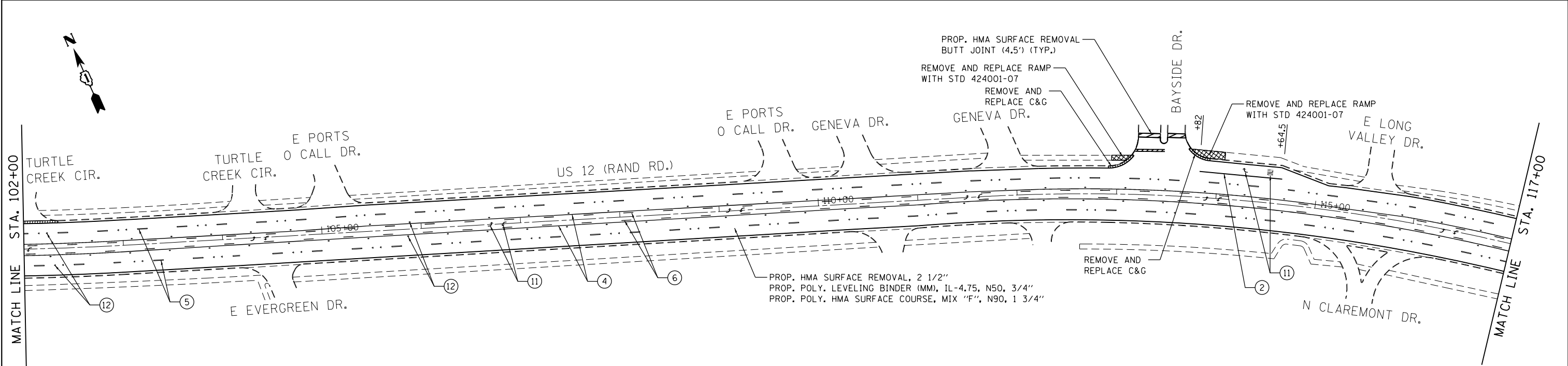
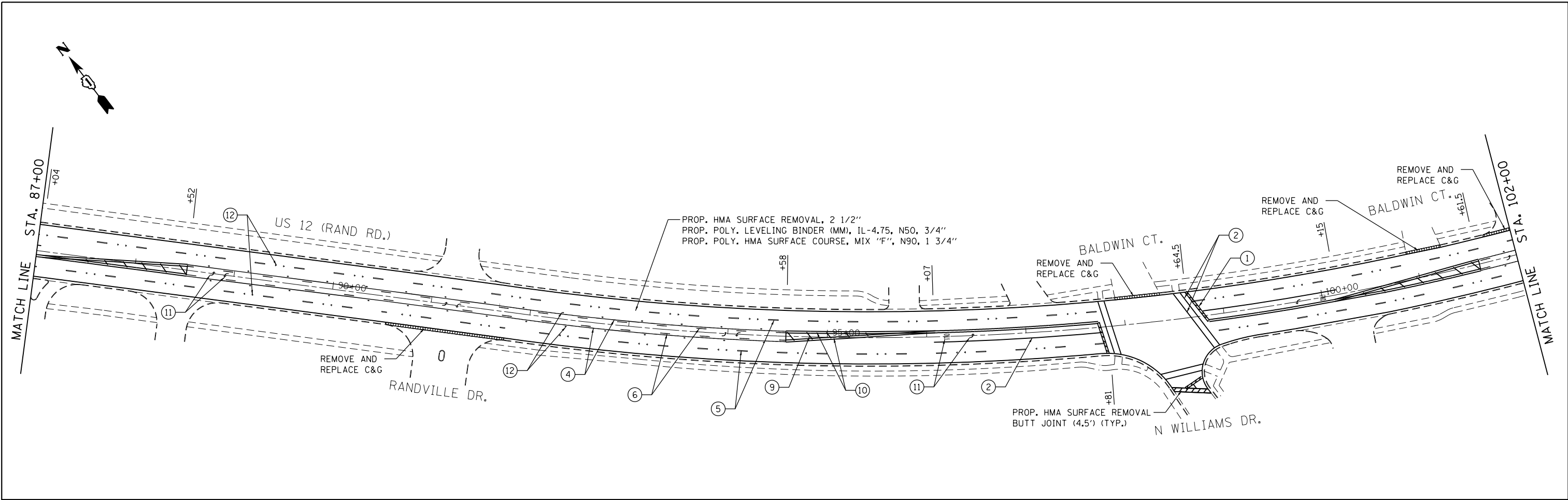
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		DRAWN - SCR	REVISED -		US 12 (RAND RD.) - W LAKE COOK RD. TO ARLINGTON HEIGHTS RD.			334	ZR-RS-4	COOK	39	10
		CHECKED - TPP	REVISED -		SCALE: 1" = 50'			SHEET 2 OF 8 SHEETS			CONTRACT NO. 60Y57	
		DATE - 07-25-2014	REVISED -		STA. 27+00 TO STA. 57+00			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- | | |
|--|---|
| ① PR THERMOPLASTIC PAVEMENT MARKING 24" STOP BAR, WHITE (TYP.) | ⑦ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, WHITE, 6' SKIP, 2' DASH (TYP.) |
| ② PR THERMOPLASTIC PAVEMENT MARKING 6" LINE, WHITE (TYP.) | ⑧ PR THERMOPLASTIC PAVEMENT MARKING 12" DIAGONALS, WHITE (TYP.) |
| ③ PR THERMOPLASTIC PAVEMENT MARKING 8" LINE, WHITE (TYP.) | ⑨ PR THERMOPLASTIC PAVEMENT MARKING 12" DIAGONALS, YELLOW (TYP.) |
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| ⑤ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, WHITE, 30' SKIP, 10' DASH (TYP.) | ⑪ PR THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS, WHITE (TYP.) |
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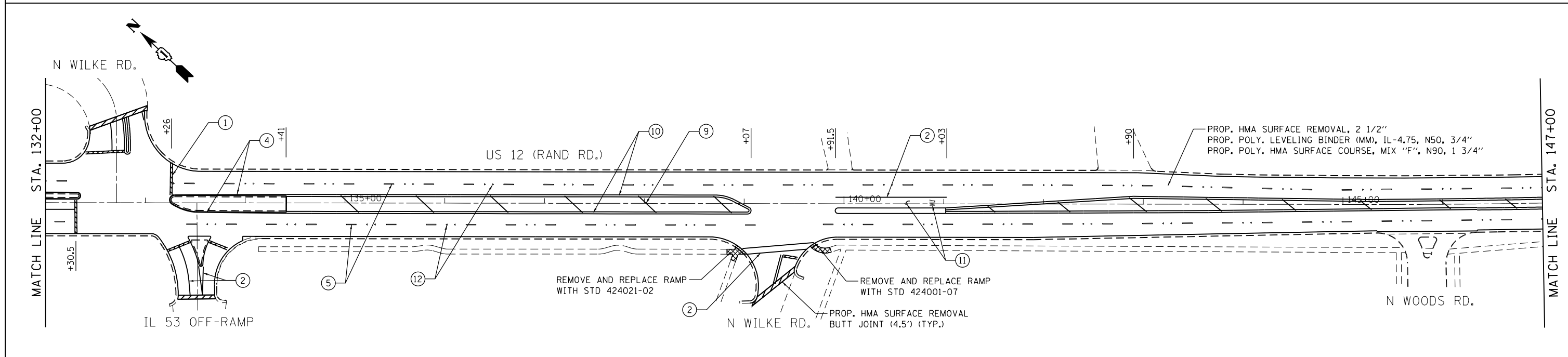
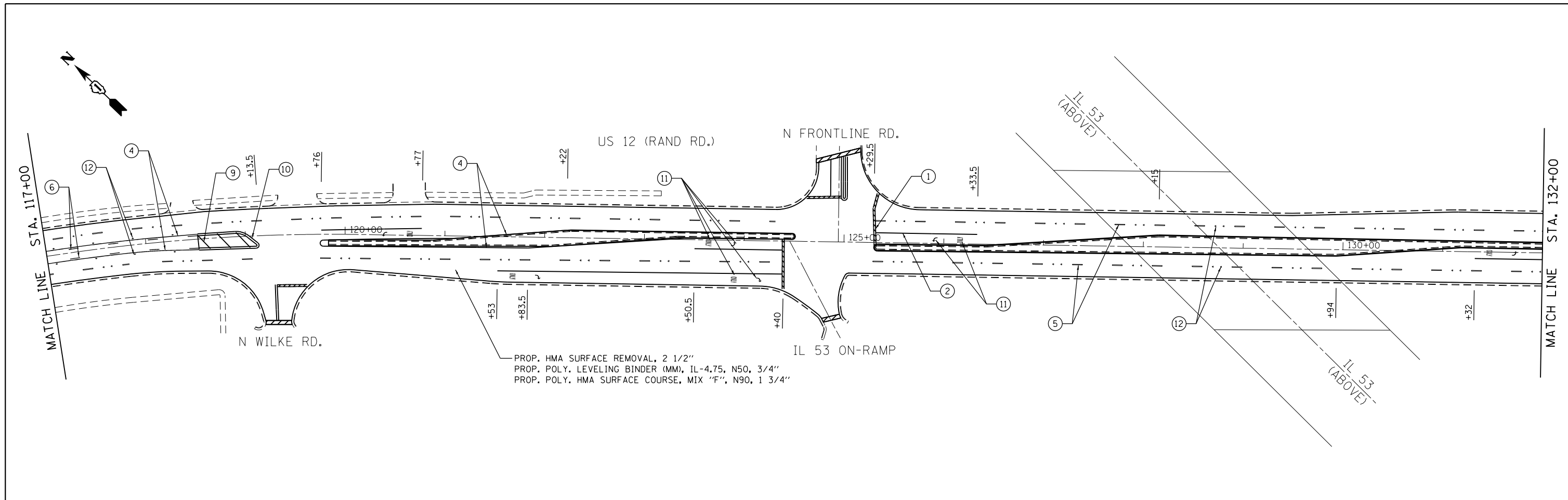


PAVEMENT MARKING LEGEND

- | | |
|--|---|
| ① PR THERMOPLASTIC PAVEMENT MARKING 24" STOP BAR, WHITE (TYP.) | ⑦ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, WHITE, 6' SKIP, 2' DASH (TYP.) |
| ② PR THERMOPLASTIC PAVEMENT MARKING 6" LINE, WHITE (TYP.) | ⑧ PR THERMOPLASTIC PAVEMENT MARKING 12" DIAGONALS, WHITE (TYP.) |
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| ④ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, YELLOW (TYP.) | ⑩ PR THERMOPLASTIC PAVEMENT MARKING 4" DOUBLE YELLOW (TYP.) |
| ⑤ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, WHITE, 30' SKIP, 10' DASH (TYP.) | ⑪ PR THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS, WHITE (TYP.) |
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FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - TPP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
					US 12 (RAND RD.) - W LAKE COOK RD. TO ARLINGTON HEIGHTS RD.			334	ZR-RS-4	COOK	39	12	
					SCALE: 1" = 50'			SHEET 4	OF 8 SHEETS	STA. 87+00	TO STA. 117+00	CONTRACT NO. 60Y57	
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

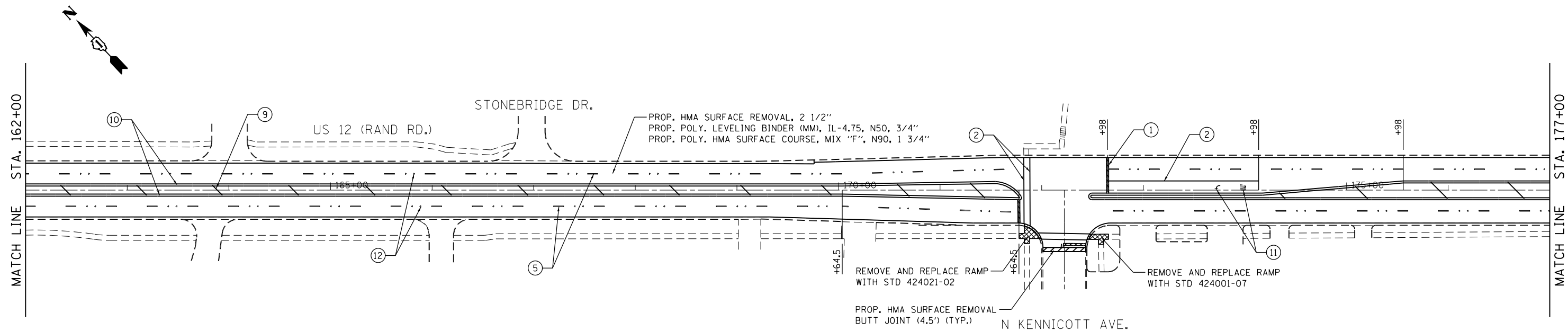
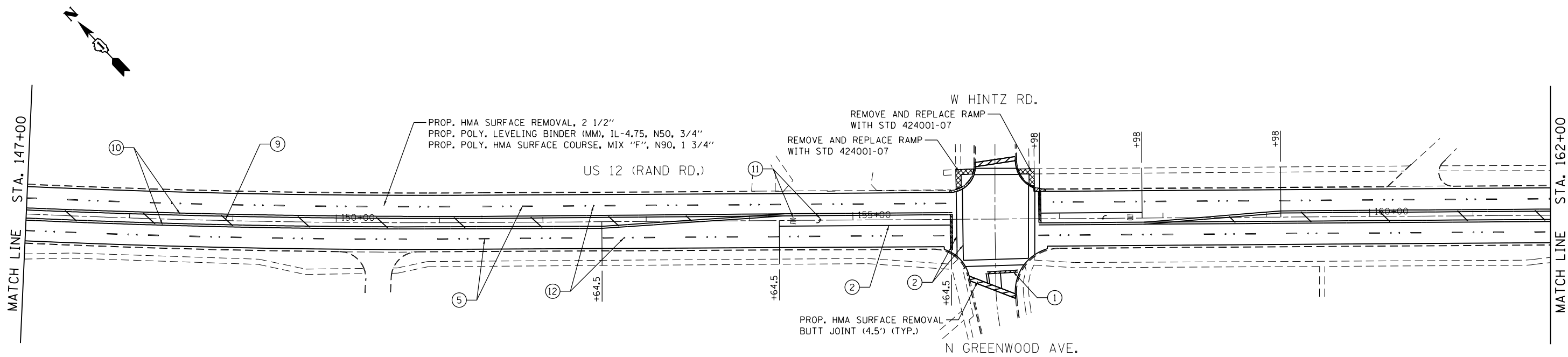


PAVEMENT MARKING LEGEND

- | | |
|--|---|
| ① PR THERMOPLASTIC PAVEMENT MARKING 24" STOP BAR, WHITE (TYP.) | ⑦ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, WHITE, 6' SKIP, 2' DASH (TYP.) |
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FILE NAME =	USER NAME = *USER*	DESIGNED - TPP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL\$		DRAWN - SCR	REVISED -		US 12 (RAND RD.) - W LAKE COOK RD. TO ARLINGTON HEIGHTS RD.				334	ZR-RS-4	COOK	39	13
*MODELNAME\$		CHECKED - TPP	REVISED -		SCALE: 1" = 50'				SHEET 5 OF 8 SHEETS STA. 117+00 TO STA. 147+00				
		DATE - 07-25-2014	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				CONTRACT NO. 60Y57				

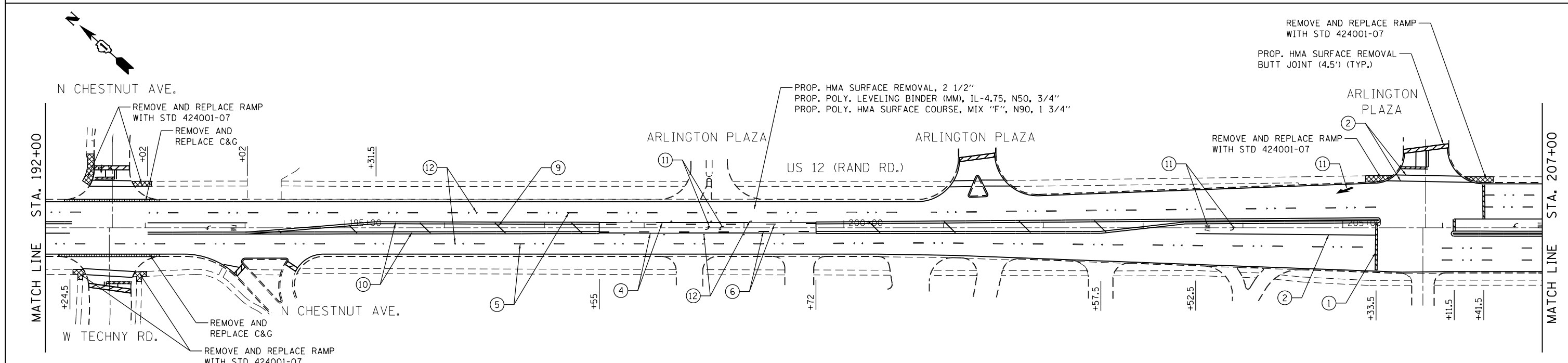
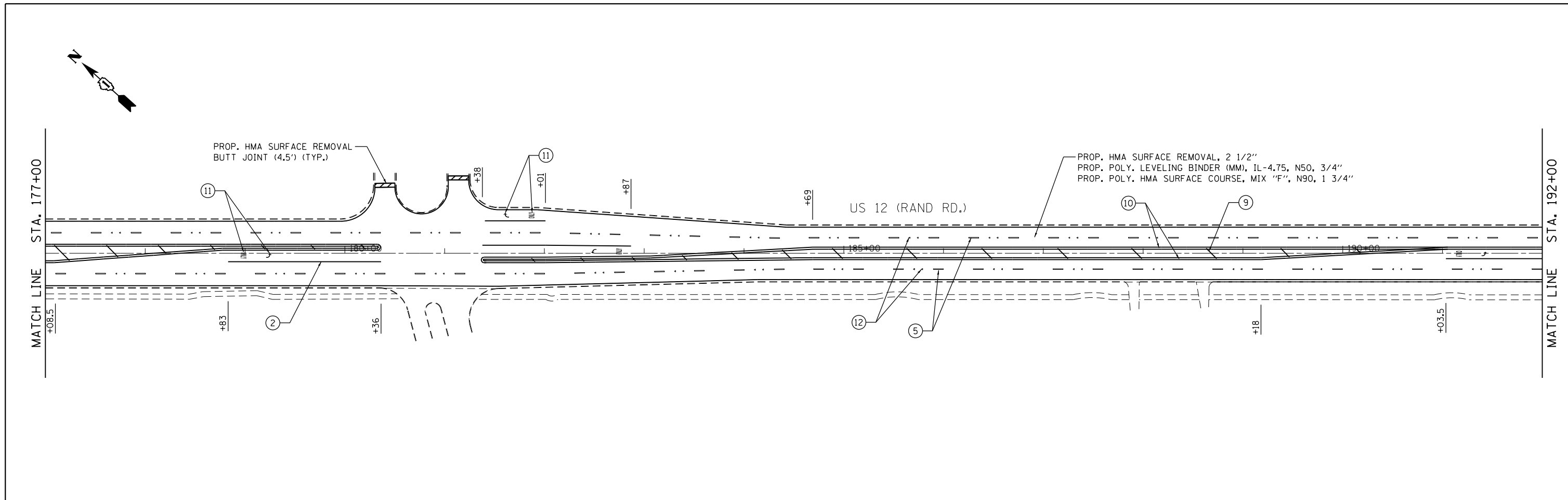


PAVEMENT MARKING LEGEND

- | | |
|--|---|
| ① PR THERMOPLASTIC PAVEMENT MARKING 24" STOP BAR, WHITE (TYP.) | ⑦ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, WHITE, 6' SKIP, 2' DASH (TYP.) |
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FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - TPP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - SCR	REVISED -		US 12 (RAND RD.) - W LAKE COOK RD. TO ARLINGTON HEIGHTS RD.				334	ZR-RS-4	COOK	39	14
		CHECKED - TPP	REVISED -		SCALE: 1" = 50'	SHEET 6	OF 8	SHEETS	STA. 147+00	TO STA. 177+00	CONTRACT NO. 60Y57		
		DATE - 07-25-2014	REVISED -		<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>								

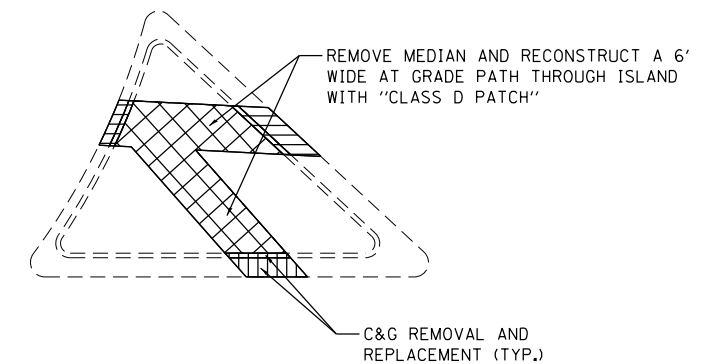
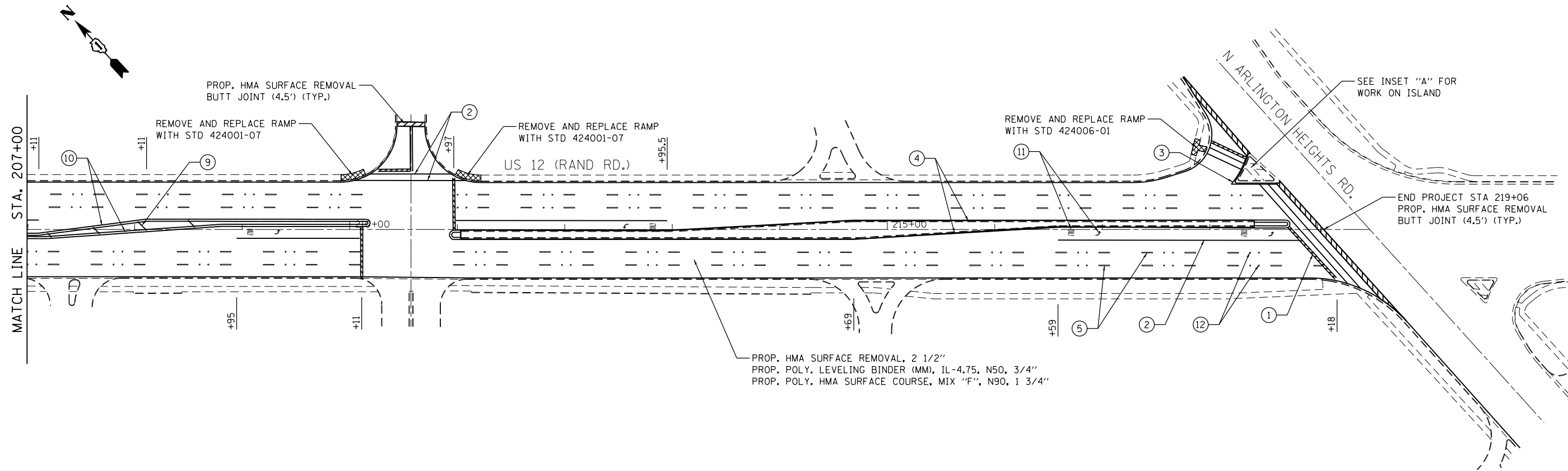


PAVEMENT MARKING LEGEND

- | | |
|--|---|
| ① PR THERMOPLASTIC PAVEMENT MARKING 24" STOP BAR, WHITE (TYP.) | ⑦ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, WHITE, 6' SKIP, 2' DASH (TYP.) |
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FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - TPP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = #SCALE#	DRAWN - SCR	REVISED -		US 12 (RAND RD.) - W LAKE COOK RD. TO ARLINGTON HEIGHTS RD.				334	ZR-RS-4	COOK	39	15	
#MODELNAME#	PLOT DATE = #DATE#	CHECKED - TPP	REVISED -		SCALE: 1" = 50'				SHEET 7 OF 8 SHEETS		STA. 177+00 TO STA. 207+00		CONTRACT NO. 60Y57	
		DATE - 07-25-2014	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									



INSET "A"

PAVEMENT MARKING LEGEND

- | | |
|--|---|
| ① PR THERMOPLASTIC PAVEMENT MARKING 24" STOP BAR, WHITE (TYP.) | ⑦ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, WHITE, 6' SKIP, 2' DASH (TYP.) |
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| ⑤ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, WHITE, 30' SKIP, 10' DASH (TYP.) | ⑪ PR THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS, WHITE (TYP.) |
| ⑥ PR THERMOPLASTIC PAVEMENT MARKING 4" LINE, YELLOW, 30' SKIP, 10' DASH (TYP.) | ⑫ PR RAISED REFLECTIVE PAVEMENT MARKER (TYP.) |

NOTES:

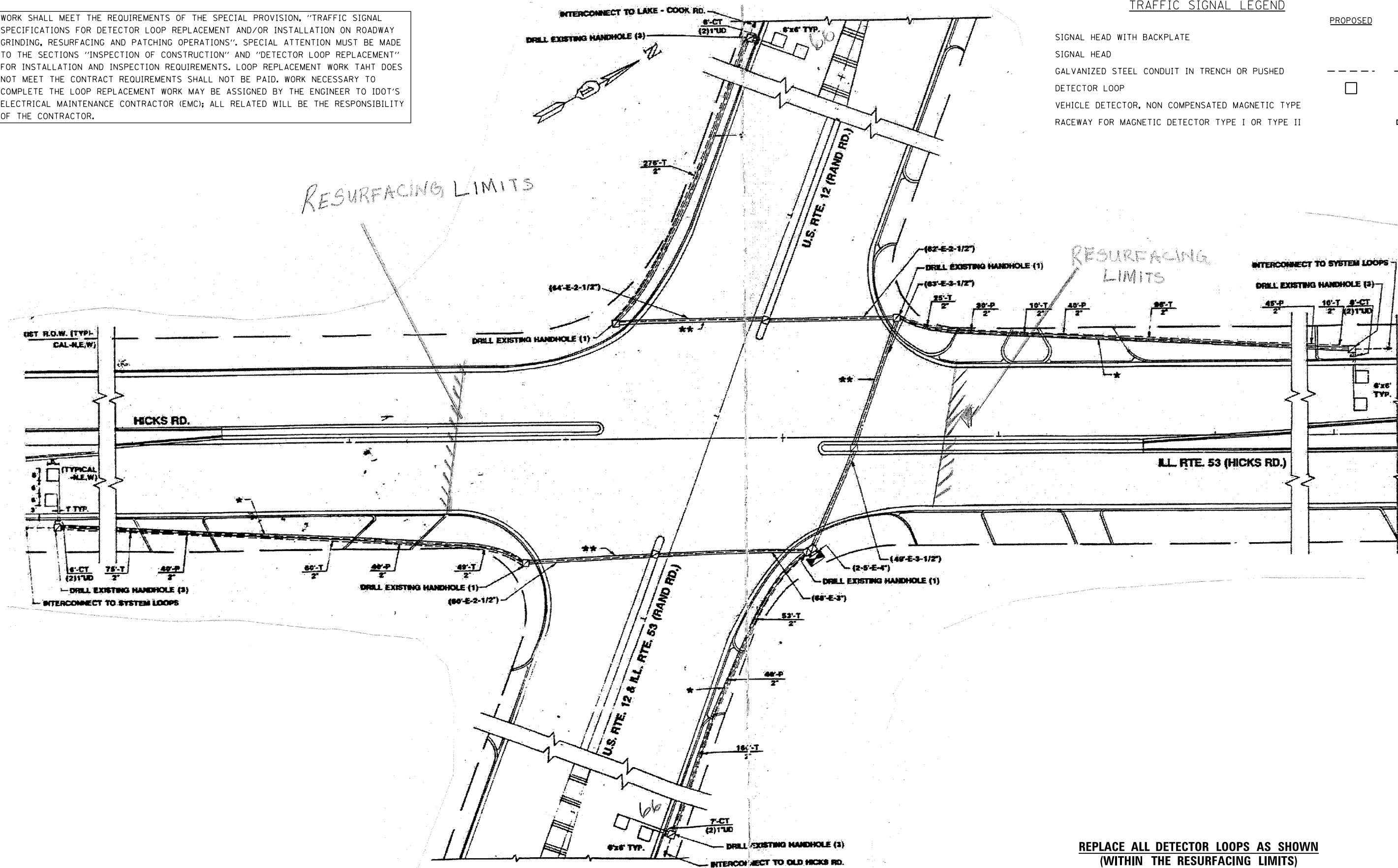
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FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED - TPP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$MODELNAME\$	PLOT SCALE = \$SCALE\$	DRAWN - SCR	REVISED -		US 12 (RAND RD.) - W LAKE COOK RD. TO ARLINGTON HEIGHTS RD.				334	ZR-RS-4	COOK	39	16
	PLOT DATE = \$DATE\$	CHECKED - TPP	REVISED -		SCALE: 1" = 50' SHEET 8 OF 8 SHEETS STA. 207+00 TO STA. 219+00				CONTRACT NO. 60Y57				
		DATE - 07-25-2014	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

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 WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	→
SIGNAL HEAD	→
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---
DETECTOR LOOP	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	⊃
RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II	— "E"



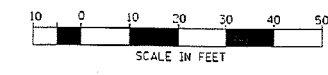
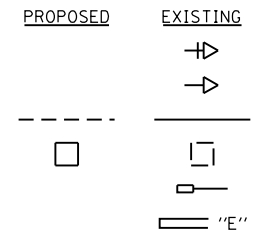
THIS PLAN IS FOR THE SOLE PURPOSE OF DETECOR LOOP REPLACEMENTS ONLY

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

CODE	QUANTITY	UNIT	ITEM
88600600	132	FOOT	DETECTOR LOOP REPLACEMENT

TRAFFIC SIGNAL LEGEND

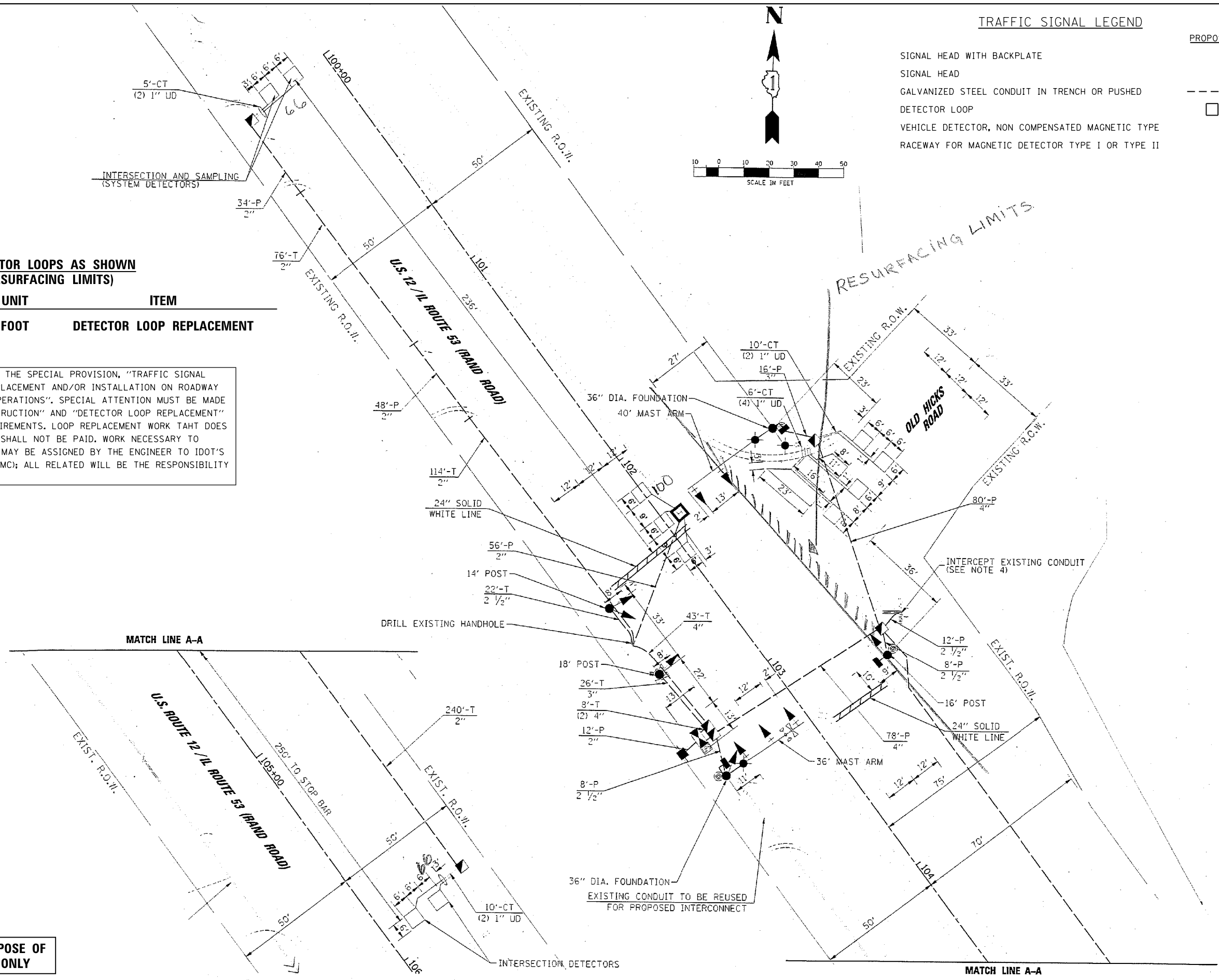
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD
- GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
- DETECTOR LOOP
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II



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

CODE	QUANTITY	UNIT	ITEM
88600600	232	FOOT	DETECTOR LOOP REPLACEMENT

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 WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.



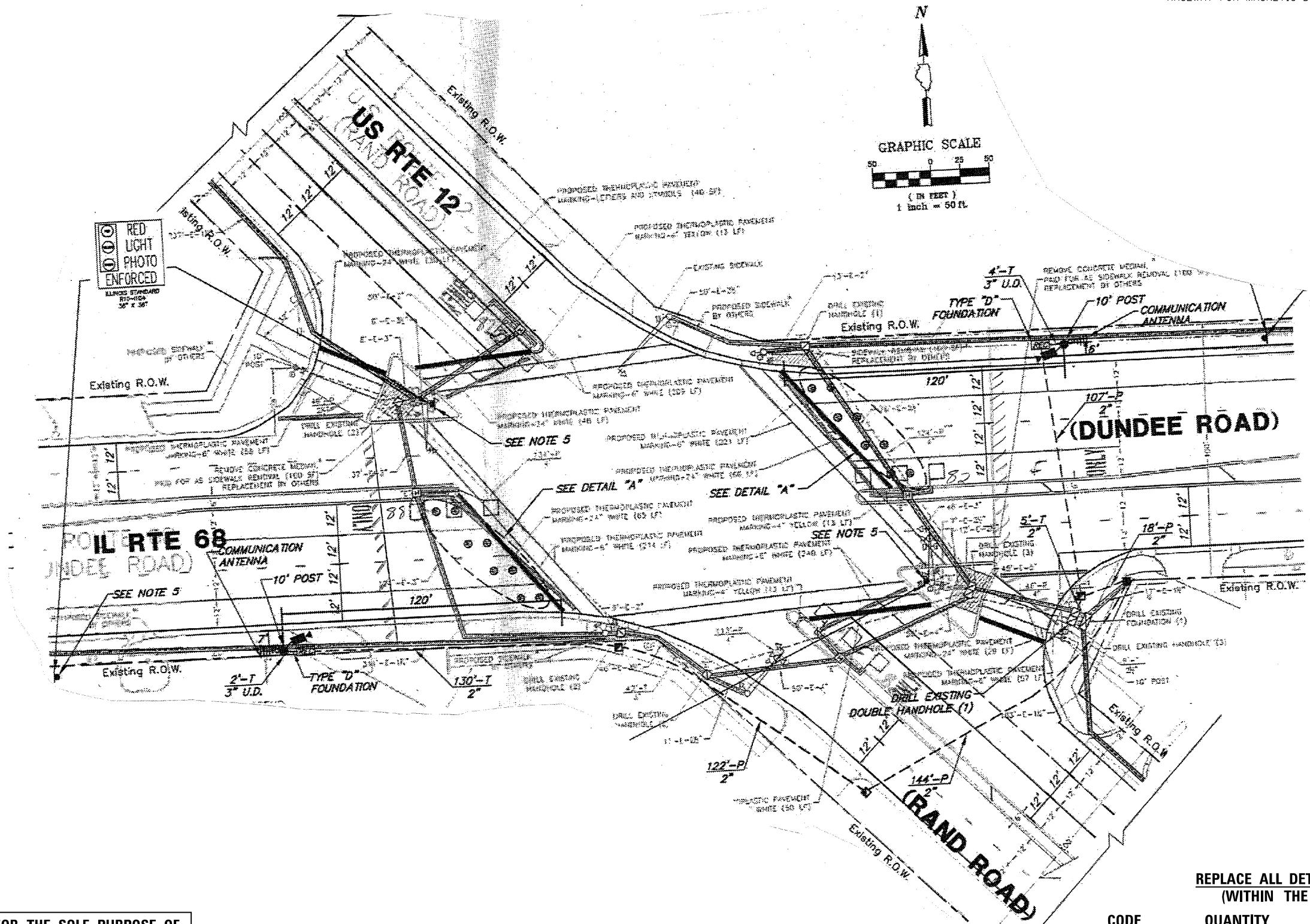
**THIS PLAN IS FOR THE SOLE PURPOSE OF
DETECTOR LOOP REPLACEMENTS ONLY**

FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE - DETECTOR LOOP REPLACEMENT US 12 (RAND RD.) AT OLD HICKS RD.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILE#		DRAWN -	REVISED -			334	ZR-RS-4	COOK	39	18	
MODELNAME		CHECKED -	REVISED -			CONTRACT NO. 60Y57					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: NONE		SHEET 2 OF 12 SHEETS		STA. TO STA.			

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 WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	→
SIGNAL HEAD	→
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---
DETECTOR LOOP	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	⊃
RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II	— "E"



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

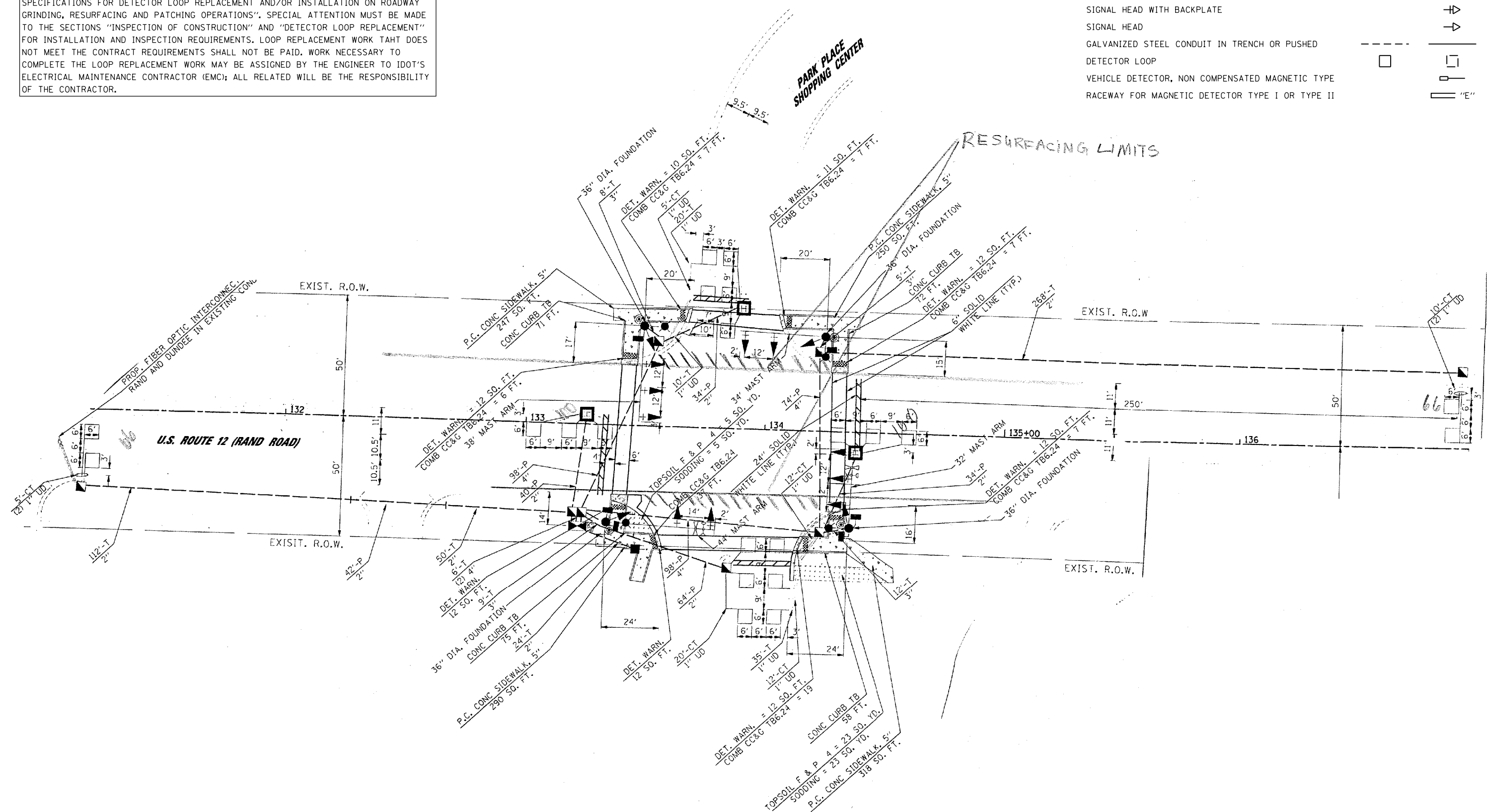
REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
88600600	334	FOOT	DETECTOR LOOP REPLACEMENT

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	➔
SIGNAL HEAD	➔
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---
DETECTOR LOOP	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	⊃
RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II	— "E" —

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 WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.



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

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

CODE	QUANTITY	UNIT	ITEM
88600600	332	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED -
*FILE#		DRAWN -	REVISED -
	PLOT SCALE = \$SCALE*	CHECKED -	REVISED -
MODELNAME	PLOT DATE = \$DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
US 12 (RAND RD.) AT WINSLOWE DR.

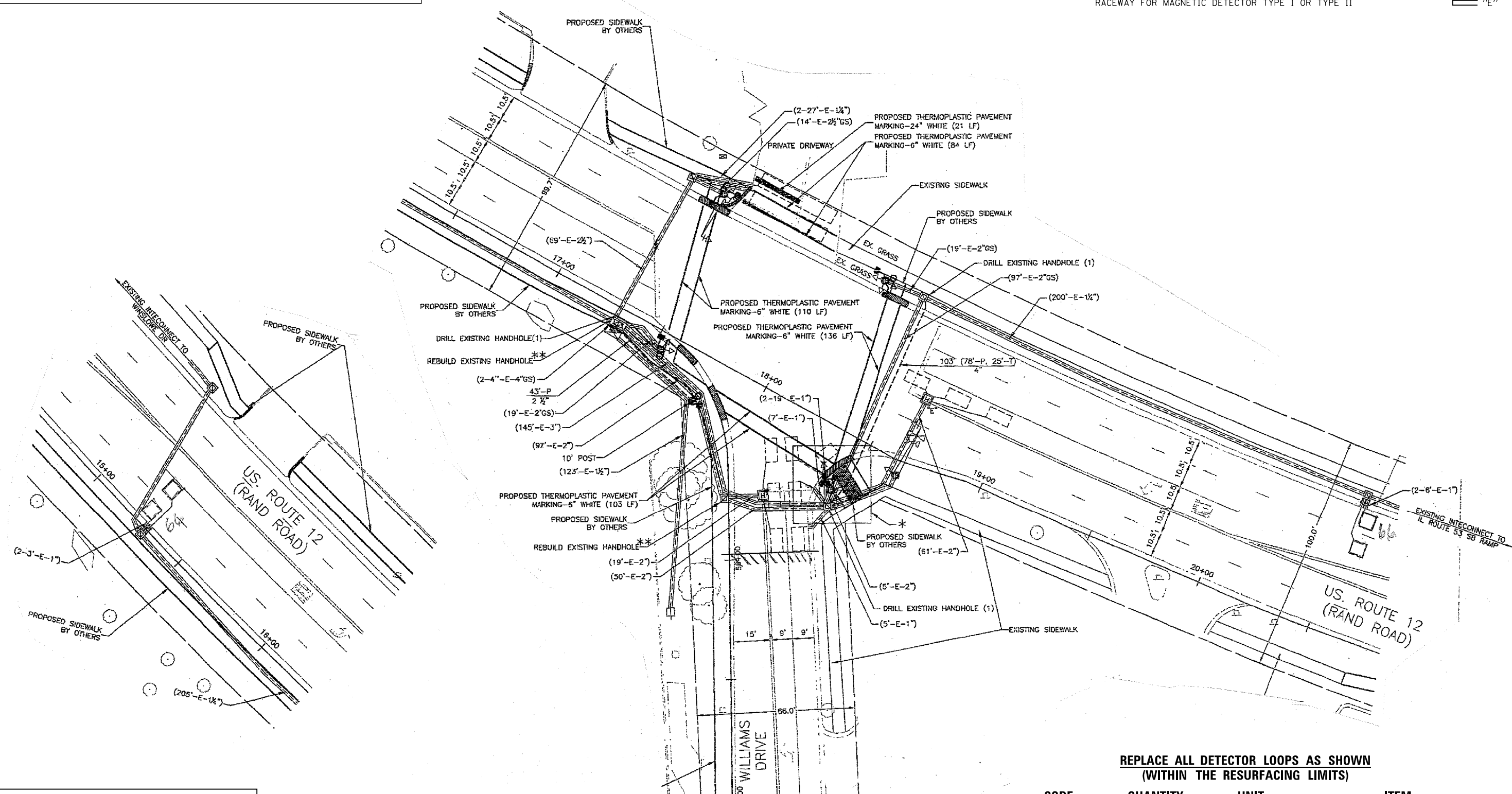
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	20
CONTRACT NO. 60Y57			ILLINOIS FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	⇨
SIGNAL HEAD	⇨
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---
DETECTOR LOOP	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	⊥
RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II	⊏ "E"

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 WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.



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

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

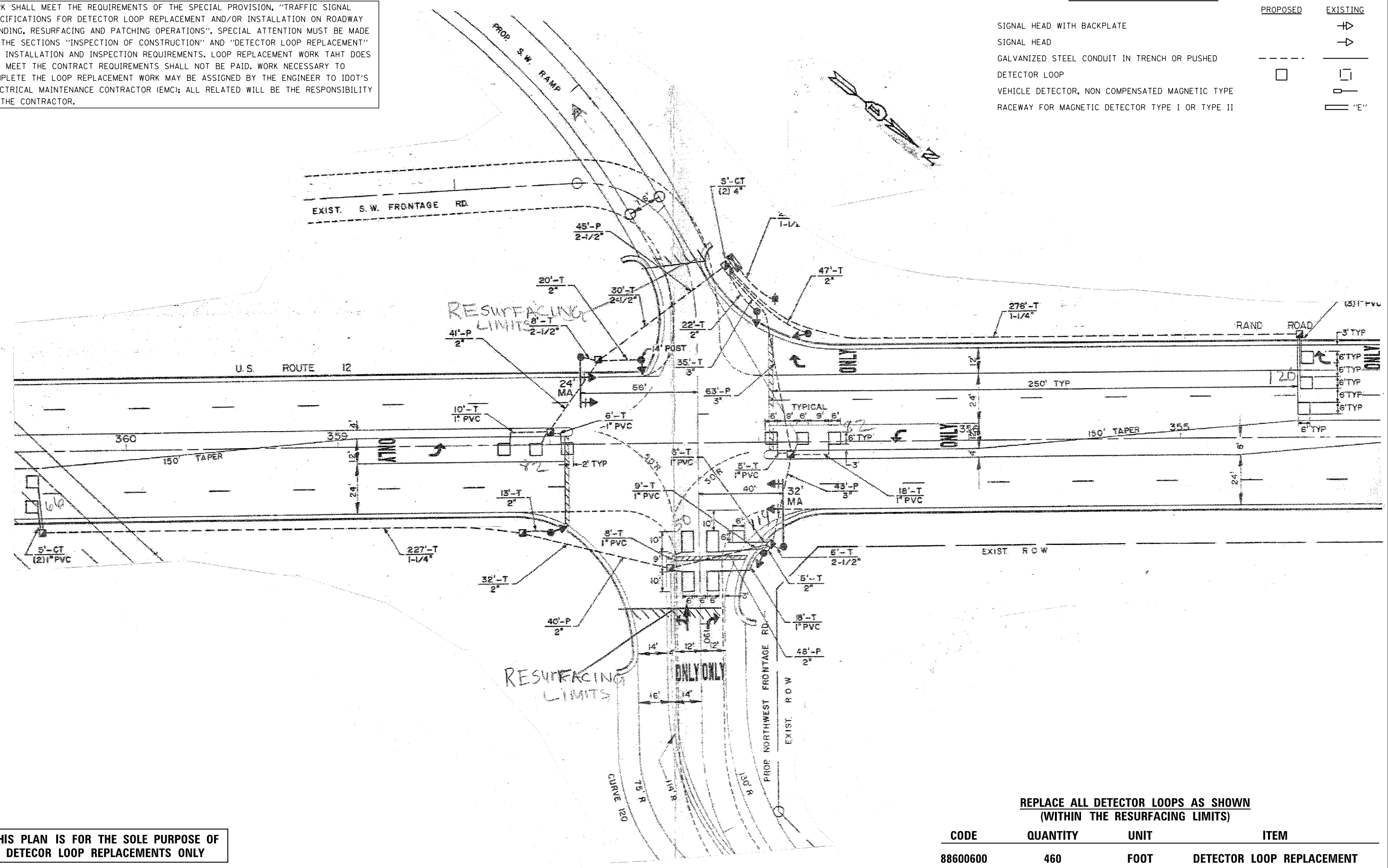
CODE	QUANTITY	UNIT	ITEM
88600600	0	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE - DETECTOR LOOP REPLACEMENT US 12 (RAND RD.) AT WILLIAMS DR.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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MODELNAME		CHECKED -	REVISED -			CONTRACT NO. 60Y57					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

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 WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	→
SIGNAL HEAD	→
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---
DETECTOR LOOP	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	⊃
RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II	— "E"



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

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

CODE	QUANTITY	UNIT	ITEM
88600600	460	FOOT	DETECTOR LOOP REPLACEMENT

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT
US 12 (RAND RD.) AT IL 53 WEST RAMPS**

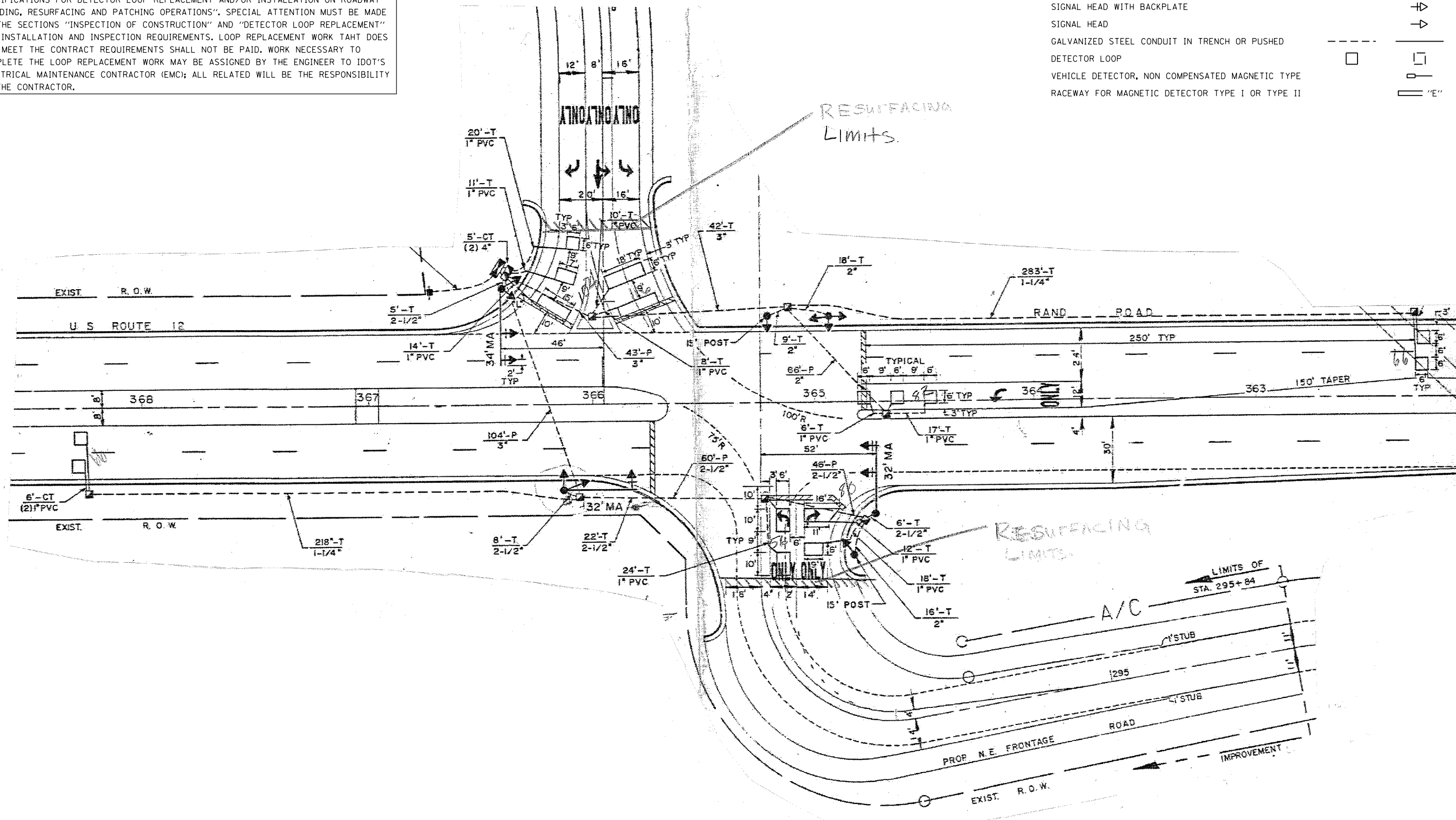
SCALE: NONE SHEET 6 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	22
CONTRACT NO. 60Y57			ILLINOIS FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	➔
SIGNAL HEAD	➔
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---
DETECTOR LOOP	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	⊔
RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II	"E"

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 WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.



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

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

CODE	QUANTITY	UNIT	ITEM
88600600	568	FOOT	DETECTOR LOOP REPLACEMENT

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
US 12 (RAND RD.) AT IL 53 EAST RAMPS

SCALE: NONE SHEET 7 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	23
CONTRACT NO. 60Y57			ILLINOIS FED. AID PROJECT	

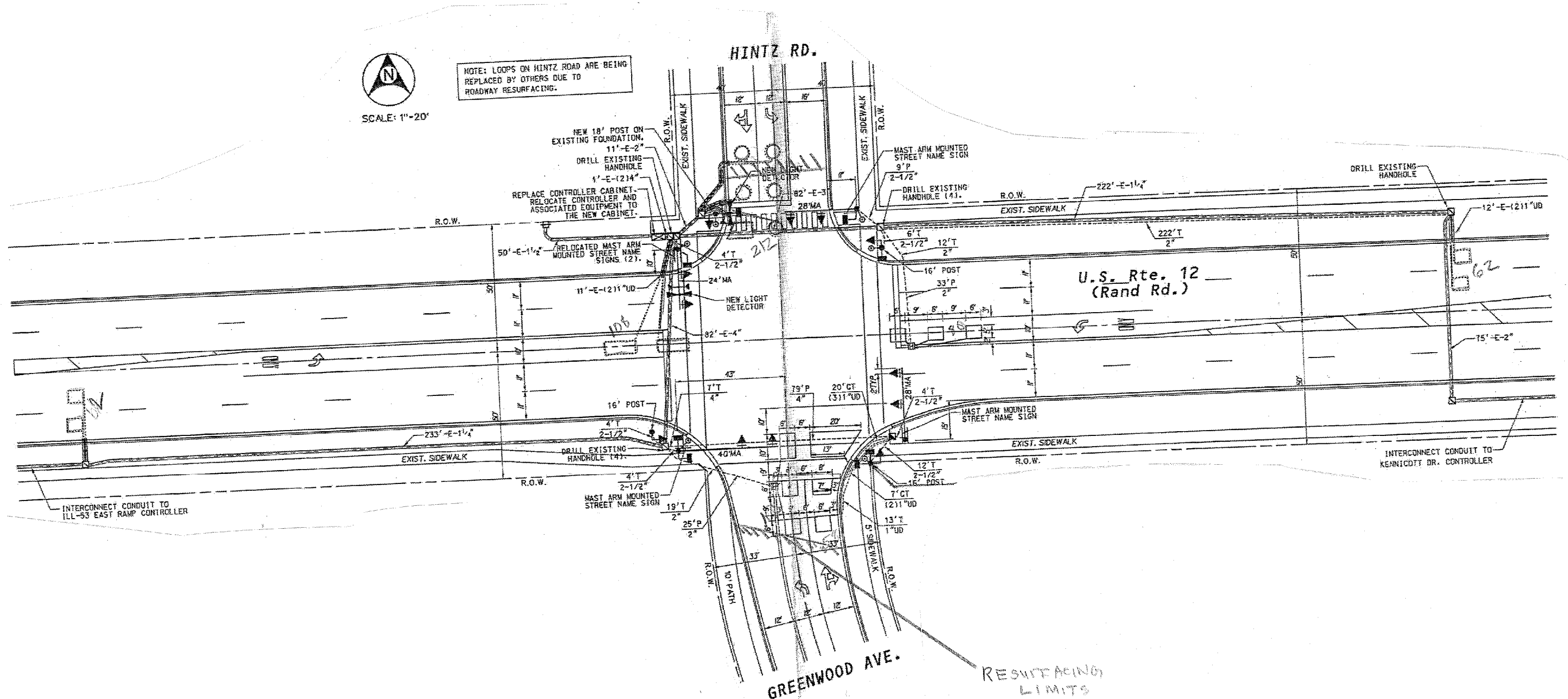
TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	→
SIGNAL HEAD	→
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---
DETECTOR LOOP	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	⊔
RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II	— "E"

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 WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.



NOTE: LOOPS ON HINTZ ROAD ARE BEING REPLACED BY OTHERS DUE TO ROADWAY RESURFACING.



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

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

CODE	QUANTITY	UNIT	ITEM
88600600	616	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED -
FILEL		DRAWN -	REVISED -
	PLOT SCALE = \$SCALE*	CHECKED -	REVISED -
MODELNAME	PLOT DATE = \$DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
US 12 (RAND RD.) AT HINTZ RD./GREENWOOD AVE.

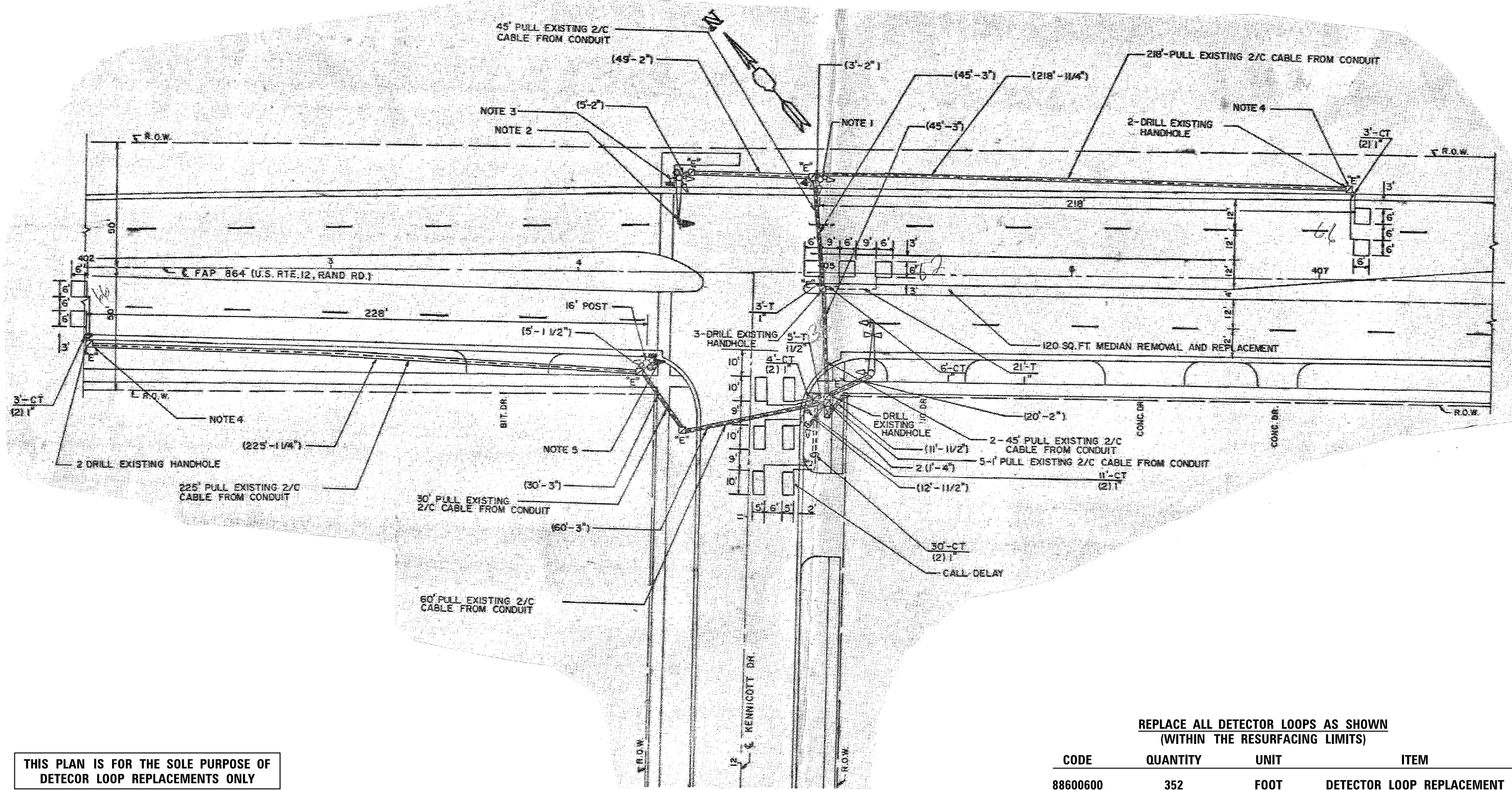
SCALE: NONE SHEET 8 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	24
CONTRACT NO. 60Y57			ILLINOIS FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	→	→
SIGNAL HEAD	→	→
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	□	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		⊥
RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II		⊥ "E"

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 WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.



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

CODE	QUANTITY	UNIT	ITEM
88600600	352	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -
*FILE#		DRAWN -	REVISED -
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MODELNAME	PLOT DATE = *DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
US 12 (RAND RD.) AT KENNICOTT DR.

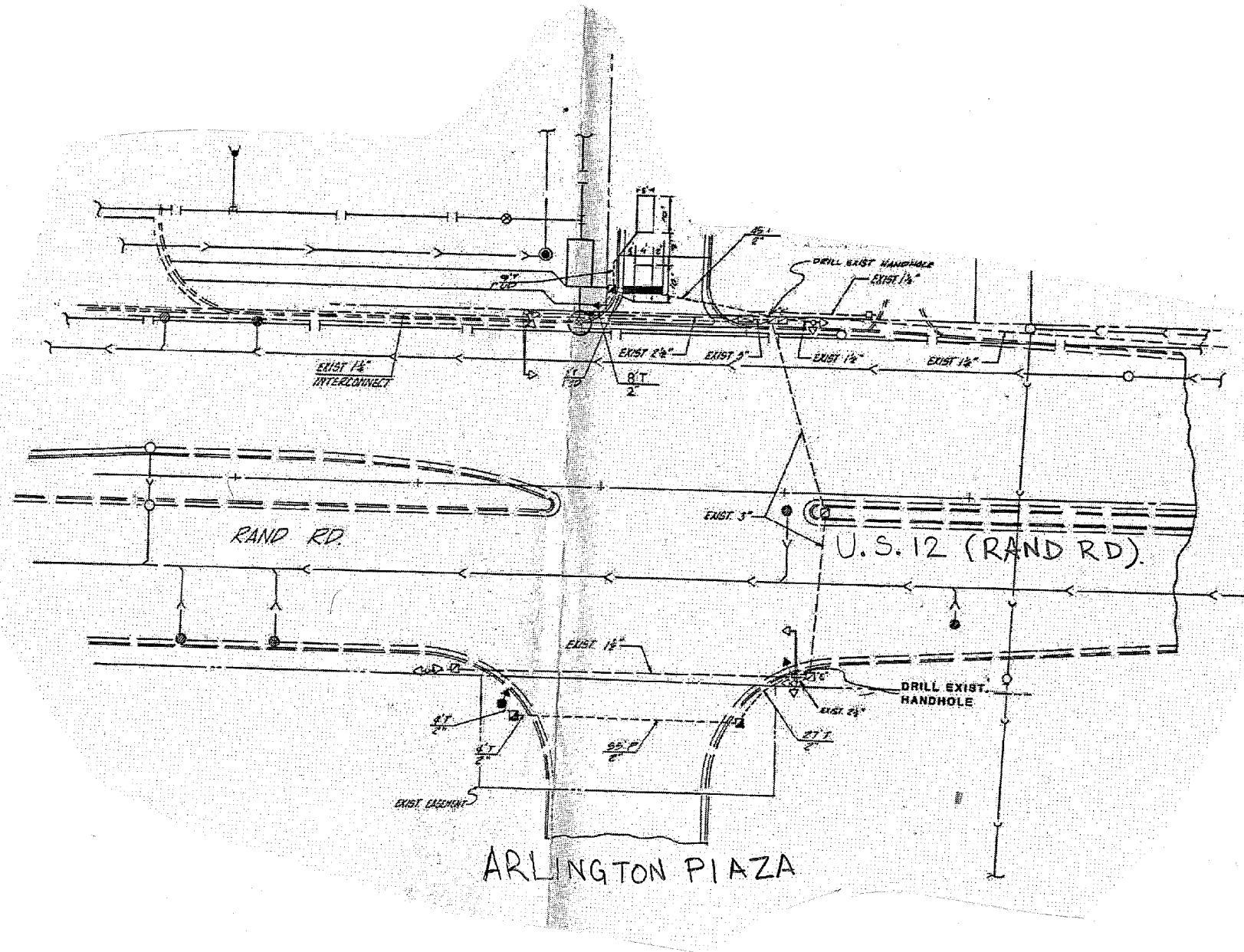
SCALE: NONE SHEET 9 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	25
			CONTRACT NO. 60Y57	
ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	+	→
SIGNAL HEAD	-	→
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	□	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		⊥
RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II		"E"

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 WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.



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

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

CODE	QUANTITY	UNIT	ITEM
88600600	72	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED -
\$FILEL\$		DRAWN -	REVISED -
\$MODELNAME\$		CHECKED -	REVISED -
	PLOT DATE = \$DATE*	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT
US 12 (RAND RD.) AT ARLINGTON PLAZA**

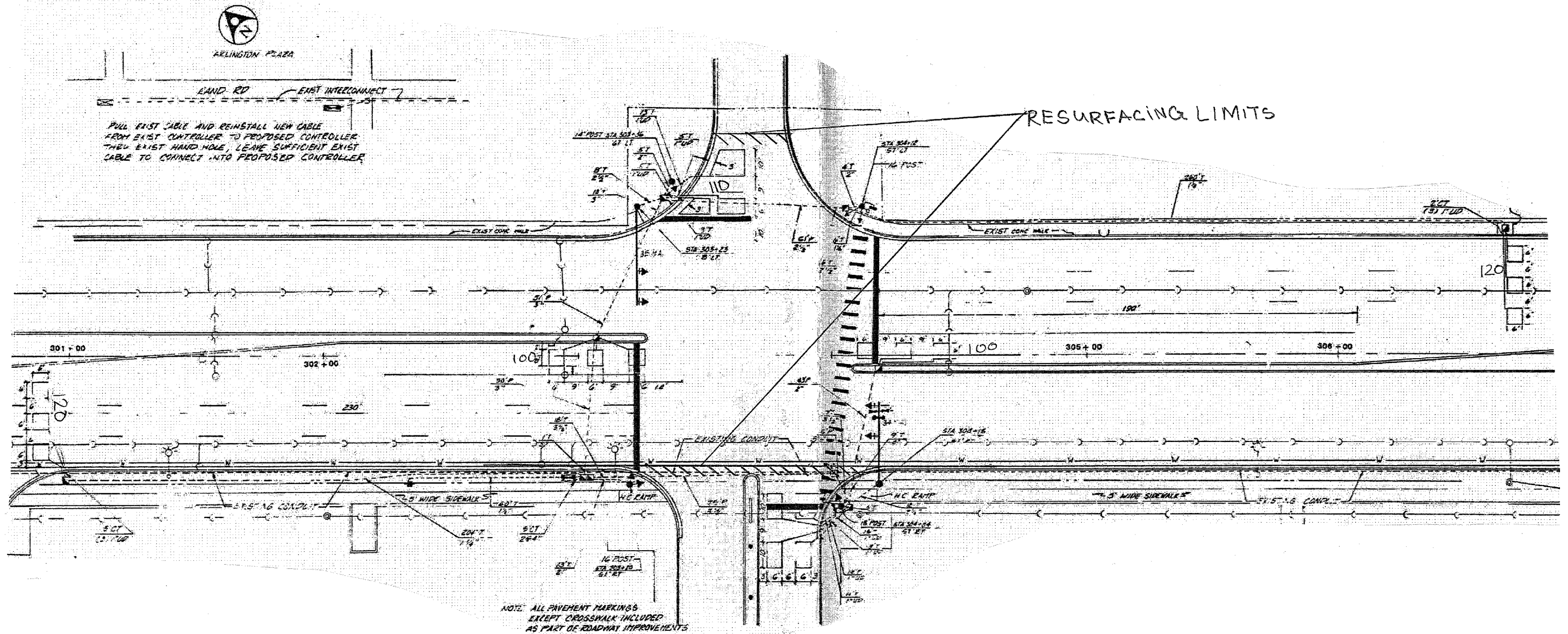
SCALE: NONE SHEET 10 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	26
CONTRACT NO. 60Y57				
ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	→
SIGNAL HEAD	→
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---
DETECTOR LOOP	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	⊥
RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II	— "E" —

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 WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.



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

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

CODE	QUANTITY	UNIT	ITEM
88600600	550	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -
*FILE#		DRAWN -	REVISED -
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MODELNAME	PLOT DATE = *DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
US 12 (RAND RD.) AT ARLINGTON ANNEX

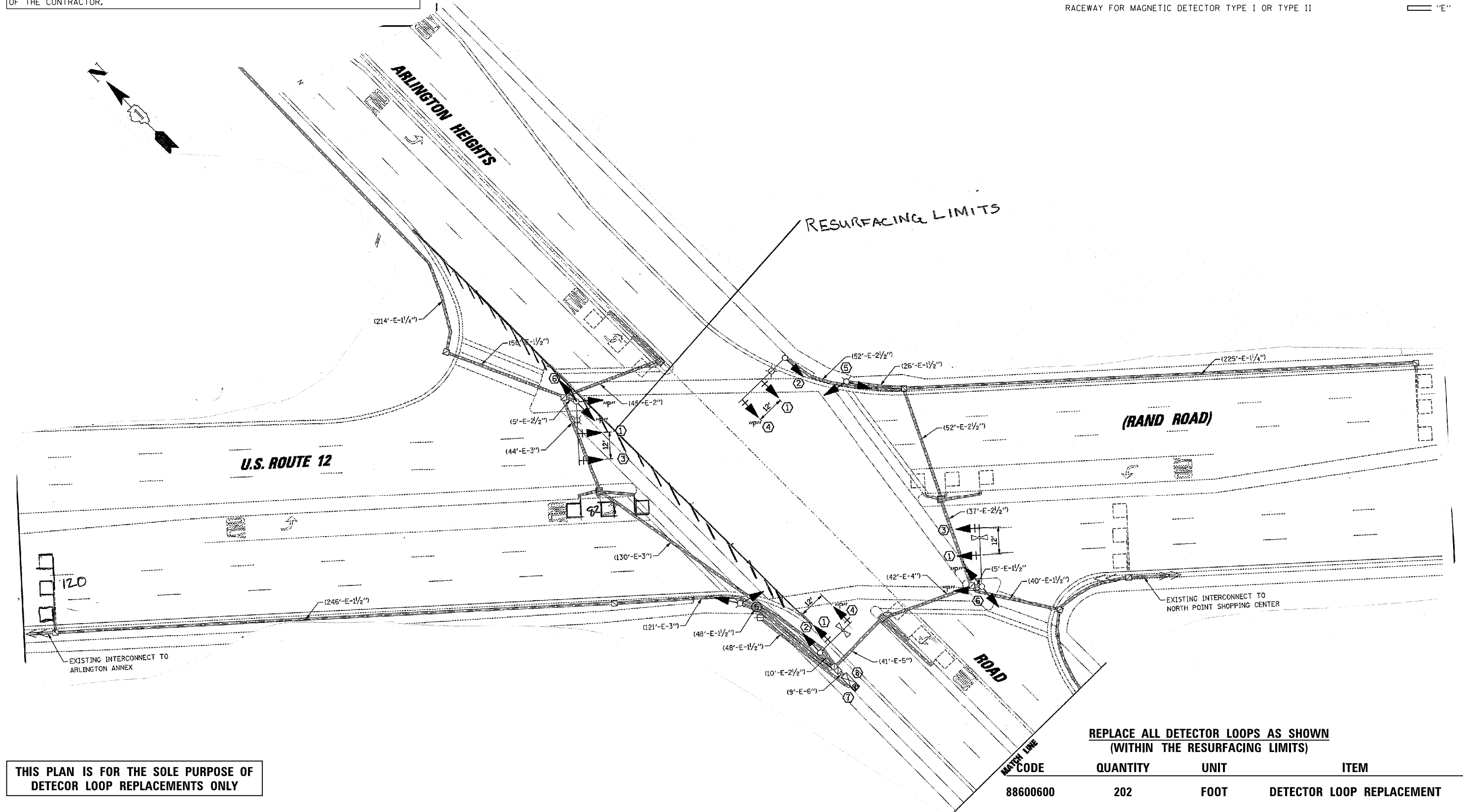
SCALE: NONE SHEET 11 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	27
CONTRACT NO. 60Y57			ILLINOIS FED. AID PROJECT	

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 WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

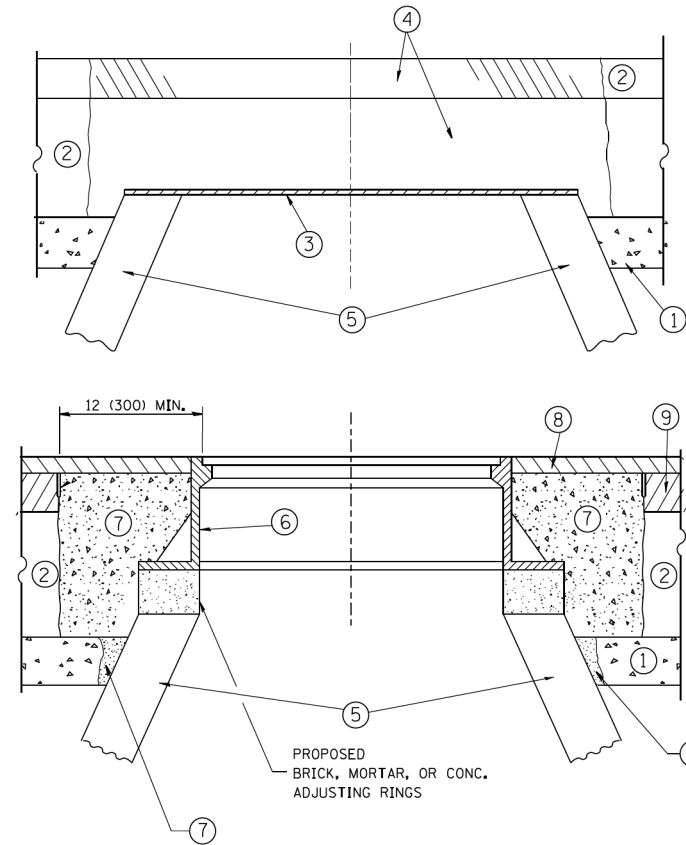
	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II		



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

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

CODE	QUANTITY	UNIT	ITEM
88600600	202	FOOT	DETECTOR LOOP REPLACEMENT



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

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.

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

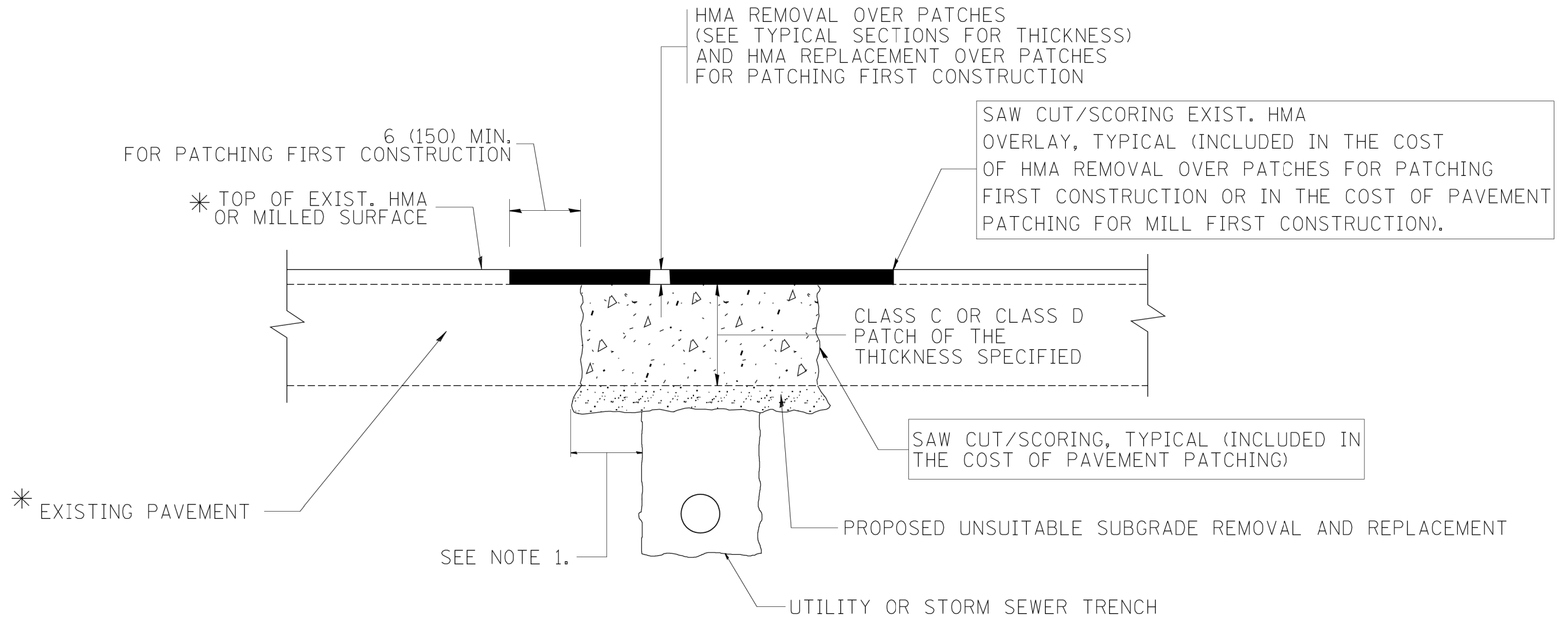
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\$MODELNAME*	PLOT DATE = \$DATE*	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	29
BD600-03 (BD-8)		CONTRACT NO. 60Y57		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

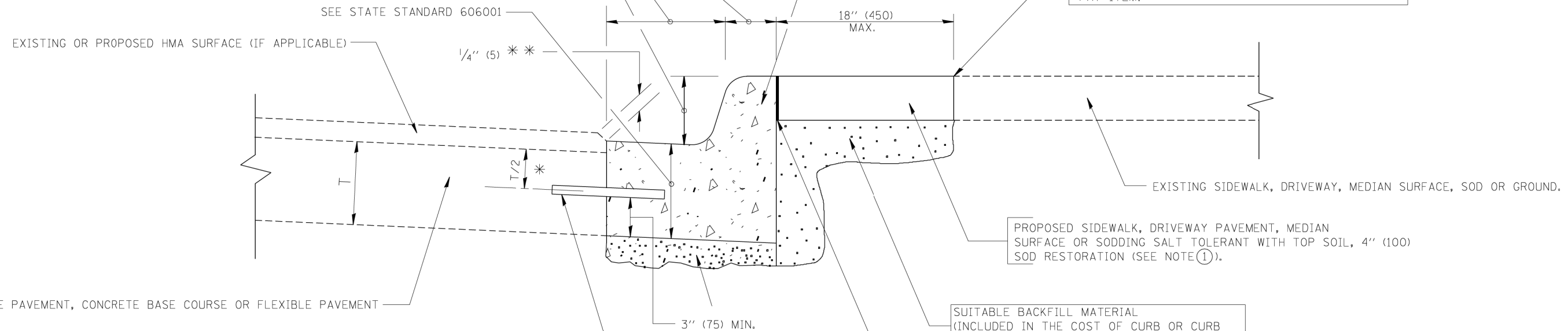
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = \$USER*	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL\$		DRAWN -	REVISED - R. BORO 01-01-07					334	ZR-RS-4	COOK	39	30
MODELNAME\$		PLOT SCALE = \$SCALE	REVISOR - R. BORO 09-04-07		BD400-04 (BD-22)			CONTRACT NO. 60Y57				
		PLOT DATE = \$DATE*	DATE - 10-25-94		REVISED - K. ENG 10-27-08	SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

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

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

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



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

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

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY. SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

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

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

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

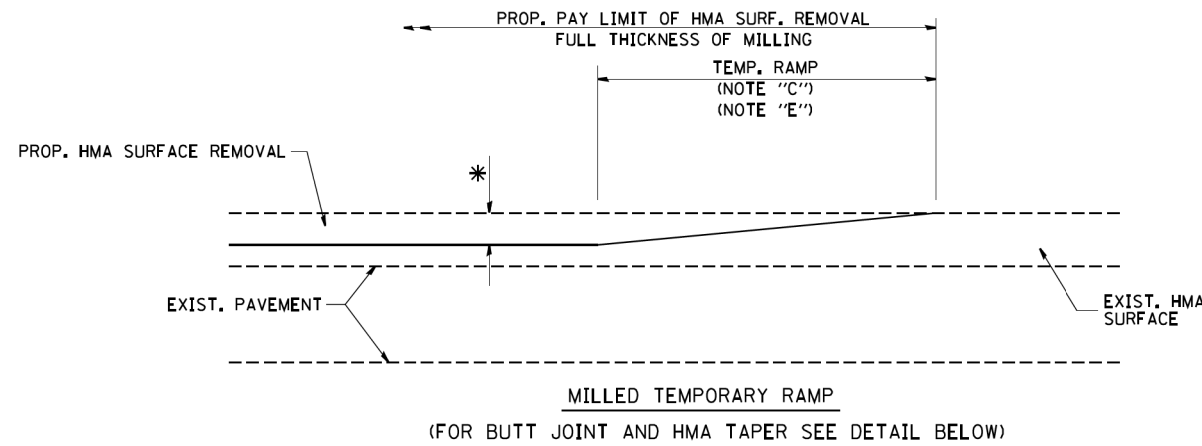
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

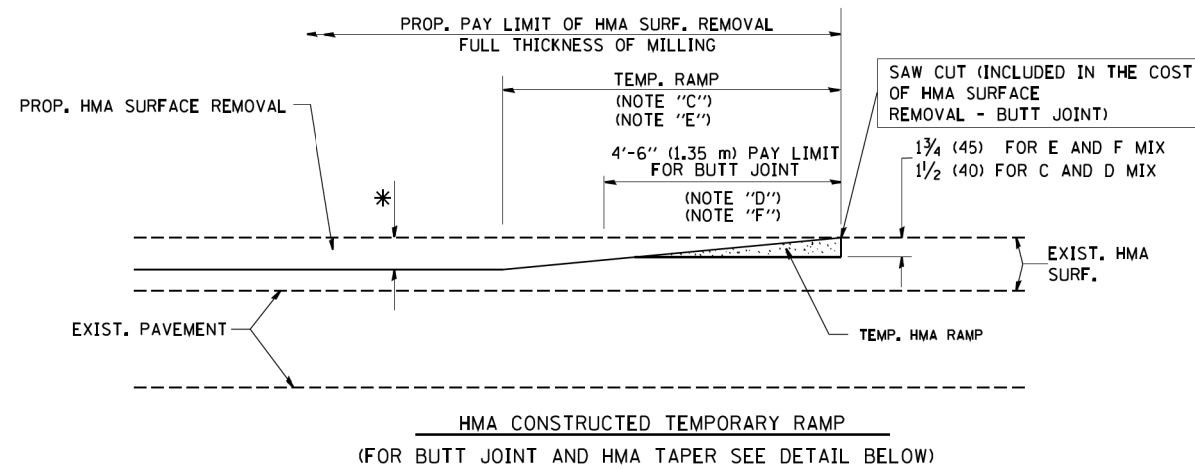
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = \$USER\$	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$		DRAWN -	REVISED - A. ABBAS 03-21-97					334	ZR-RS-4	COOK	39	31	
\$MODELNAME\$		PLOT SCALE = \$SCALE\$	REVISED - M. GOMEZ 01-22-01					BD600-06 (BD-24)			CONTRACT NO. 60Y57		
		PLOT DATE = \$DATE\$	DATE - 03-11-94					REVISED - R. BORO 12-15-09	SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.

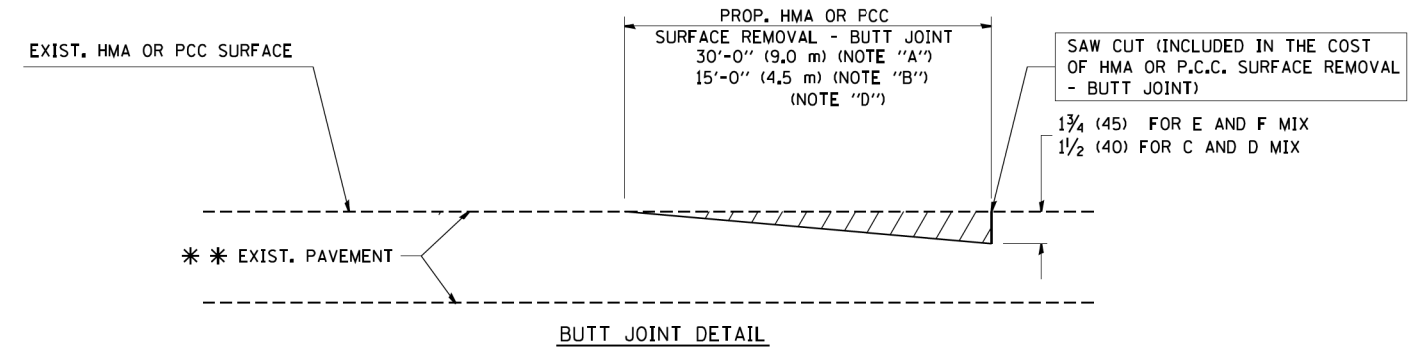


OPTION 1

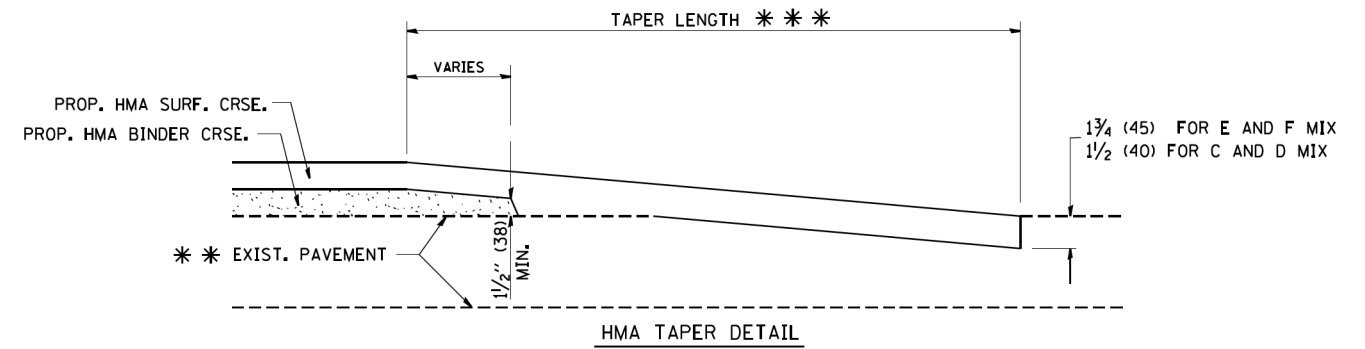


OPTION 2

TYPICAL TEMPORARY RAMP



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".

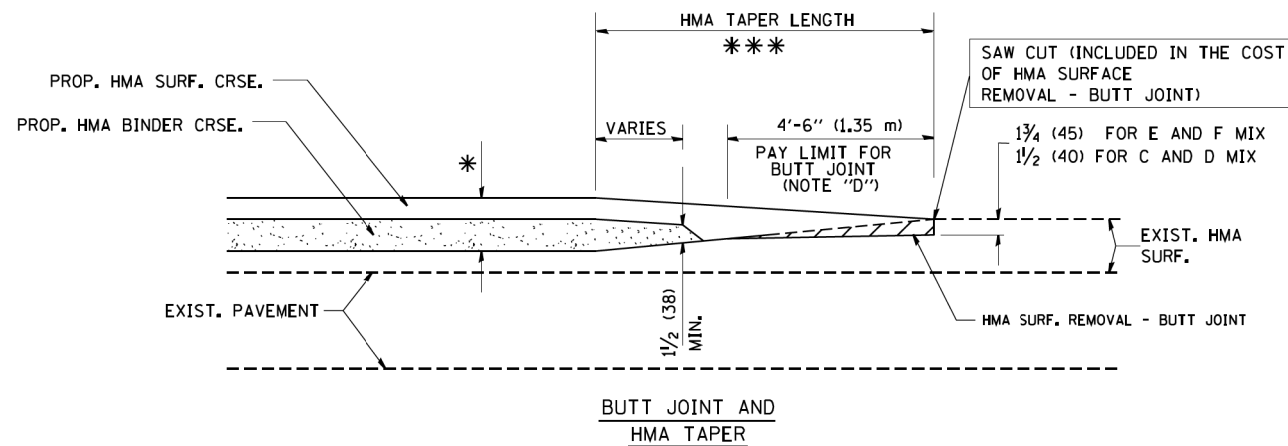
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 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.



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

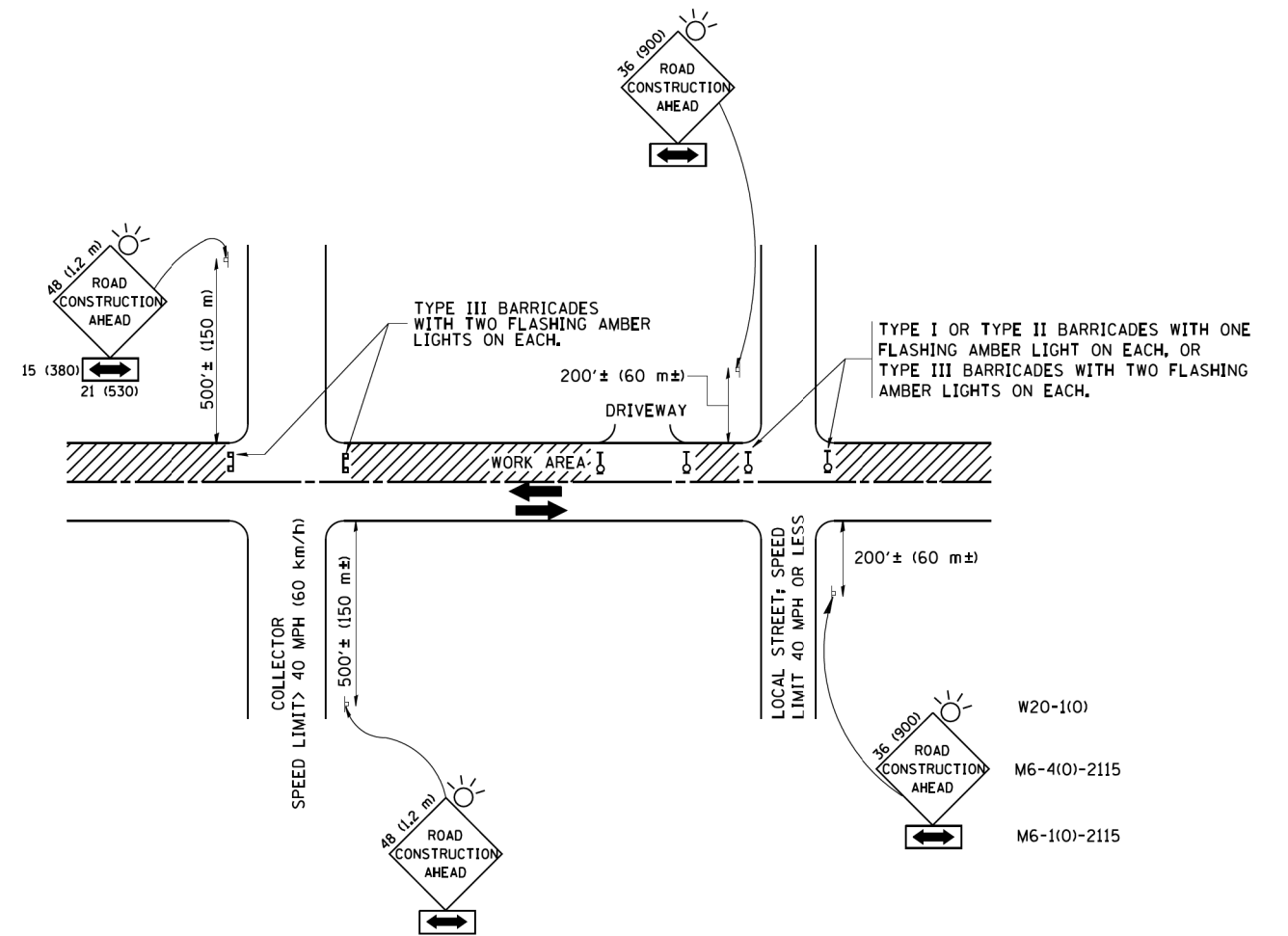
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FILEL		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = \$SCALE*	CHECKED -	REVISED - M. GOMEZ 04-06-01
MODELNAME	PLOT DATE = \$DATE*	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	32
BD400-05 (BD-32)		CONTRACT NO. 60Y57		
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.

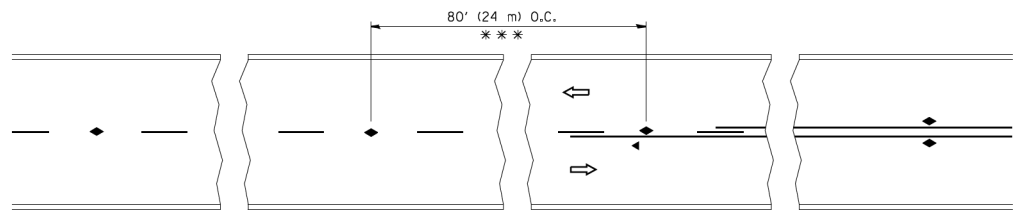
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FILEL		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = *SCALE*	CHECKED -	REVISED - A. HOUSEH 10-15-96
MODELNAME	PLOT DATE = *DATE*	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

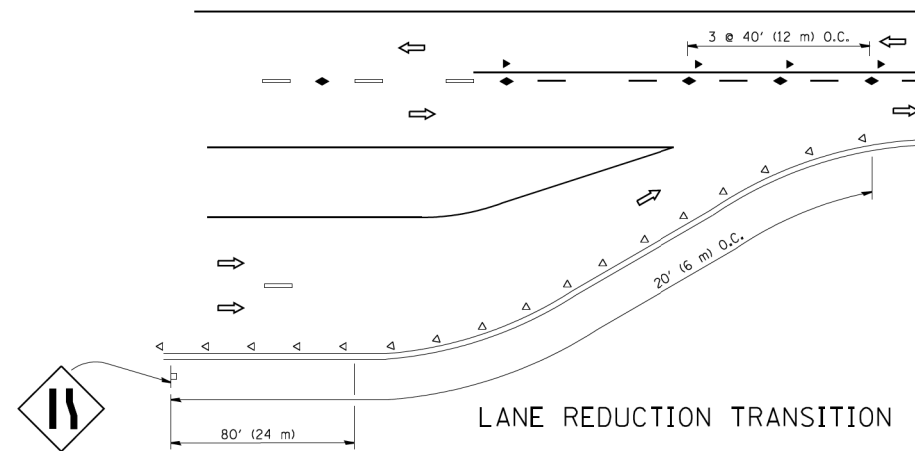
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	33
TC-10			CONTRACT NO. 60Y57	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

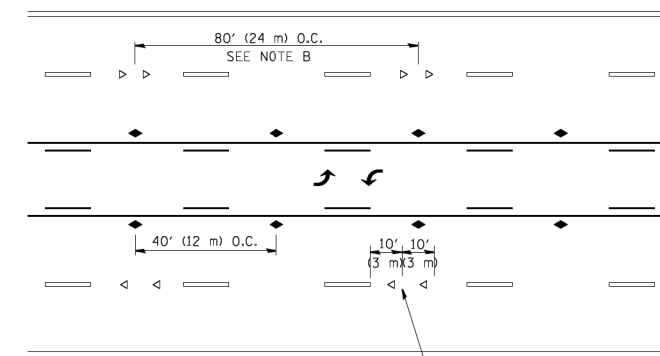


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

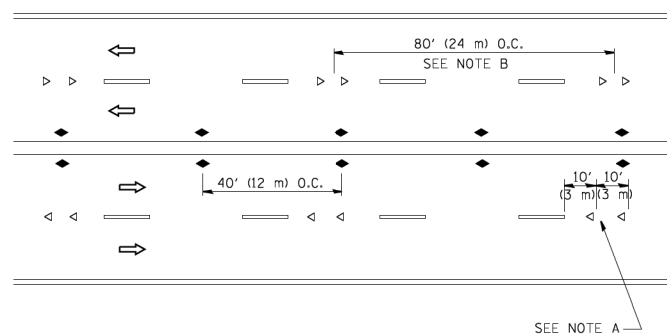
TWO-LANE/TWO-WAY



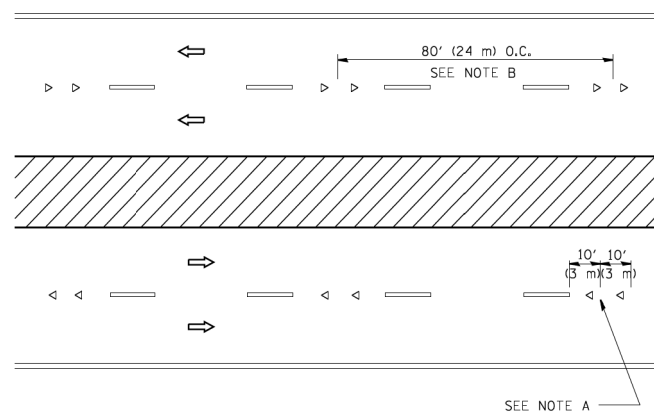
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

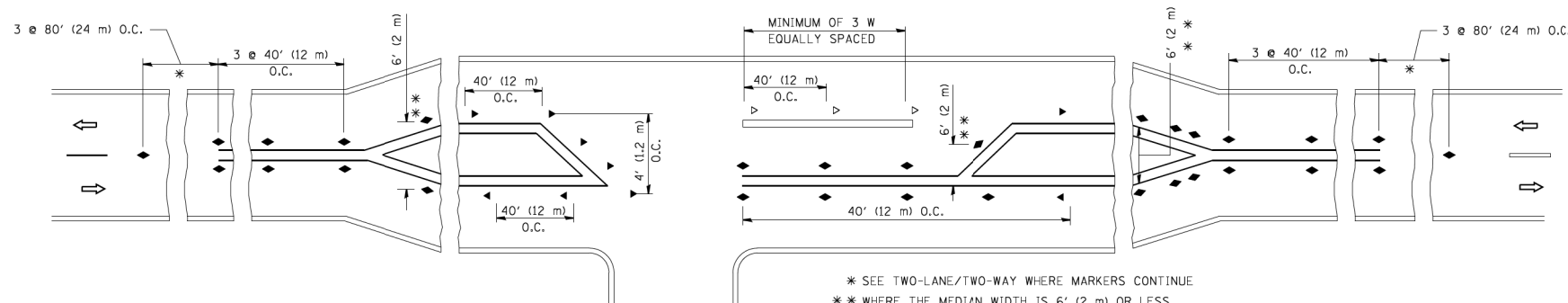
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- < ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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

LEFT TURN

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

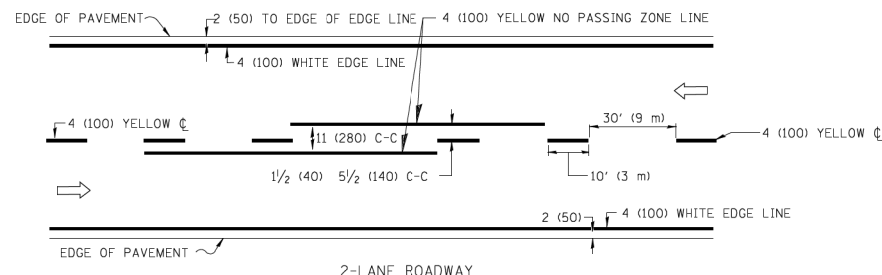
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\$FILEL\$		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = \$SCALE\$	CHECKED -	REVISED - T. RAMMACHER 01-06-00
\$MODELNAME\$	PLOT DATE = \$DATE\$	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

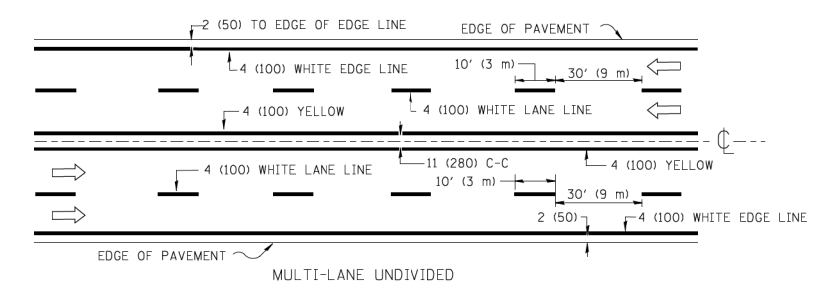
TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

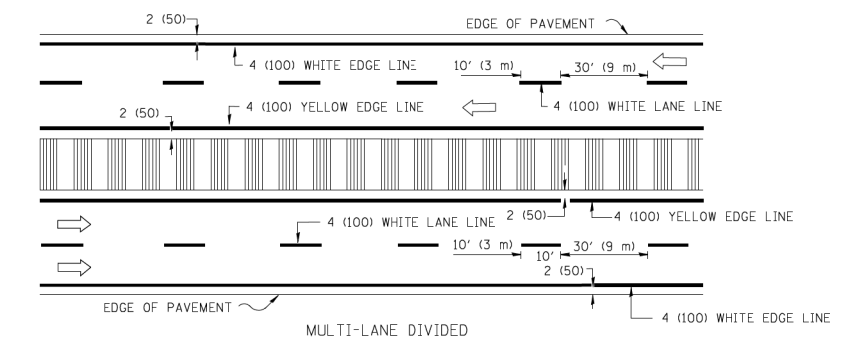
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	34
TC-11			CONTRACT NO. 60Y57	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY



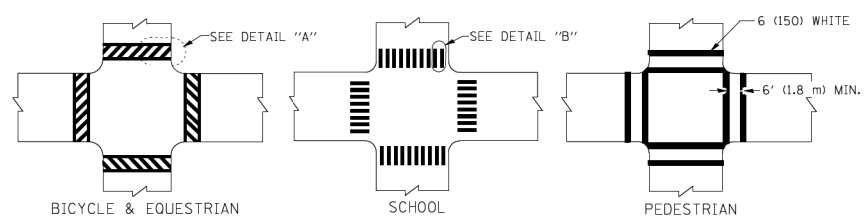
MULTI-LANE UNDIVIDED



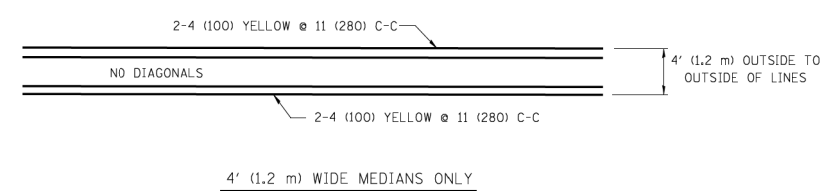
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

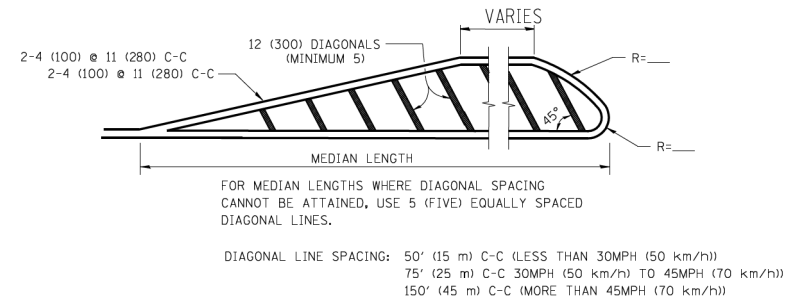
TYPICAL LANE AND EDGE LINE MARKING



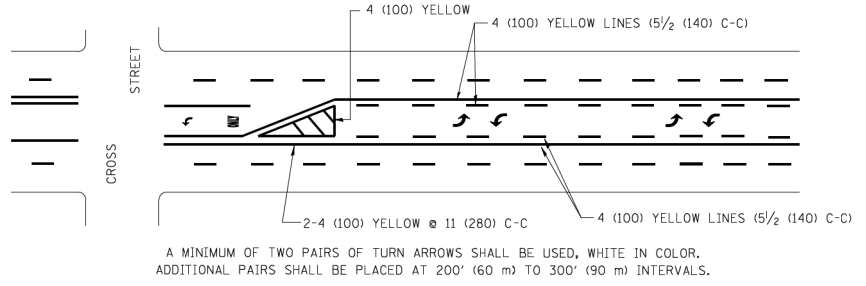
TYPICAL CROSSWALK MARKING



4' (1.2 m) WIDE MEDIANS ONLY



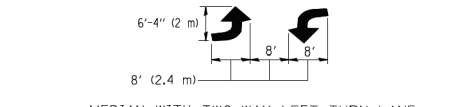
MEDIANS OVER 4' (1.2 m) WIDE



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.

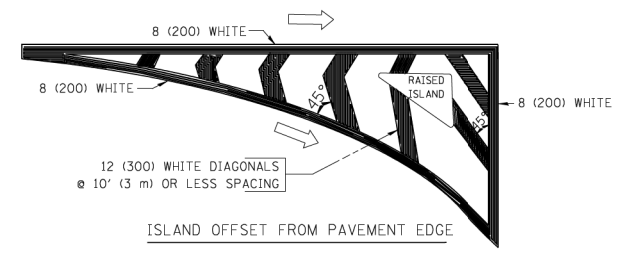
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

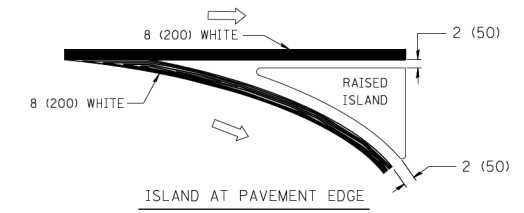


TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

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

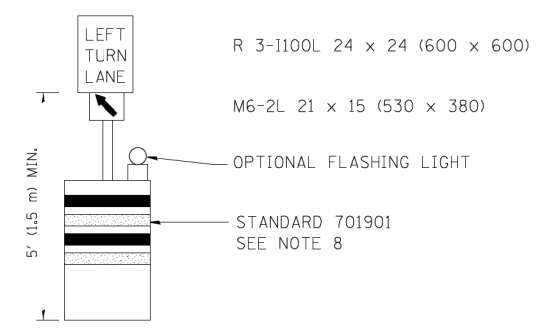
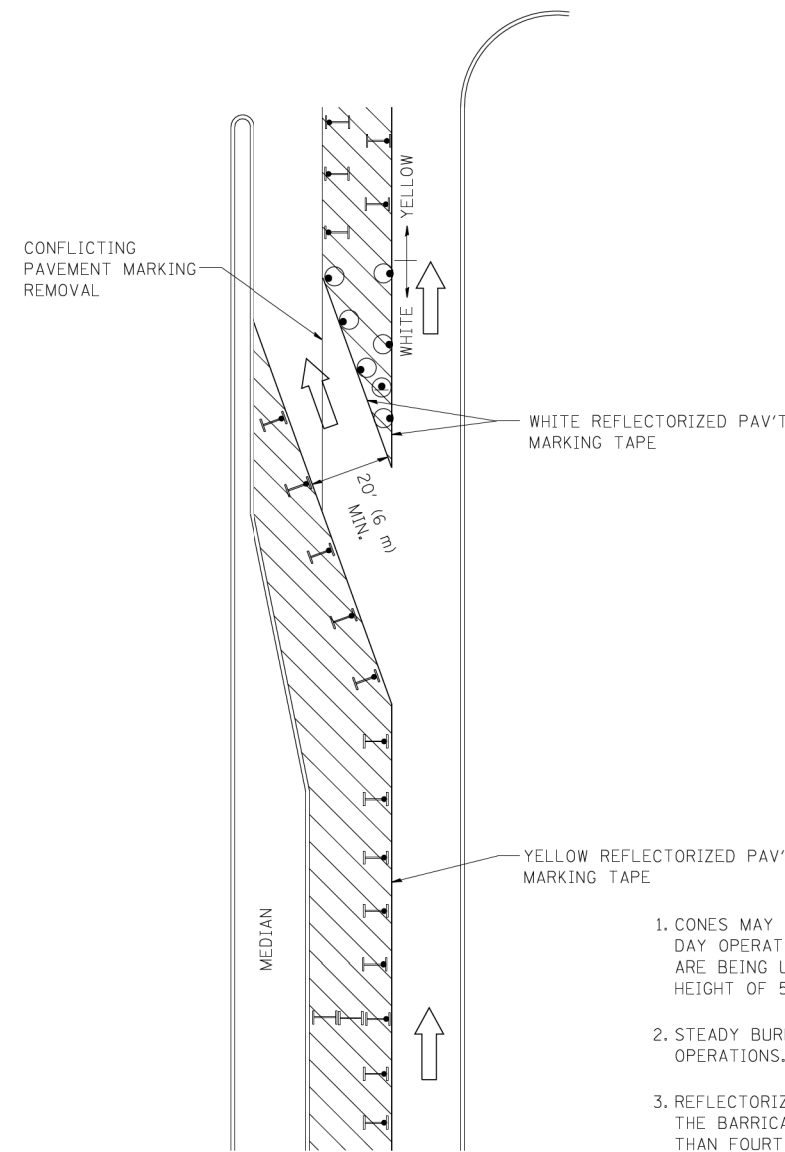
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	35
TC-13		CONTRACT NO. 60Y57		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM 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 NCHRP 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

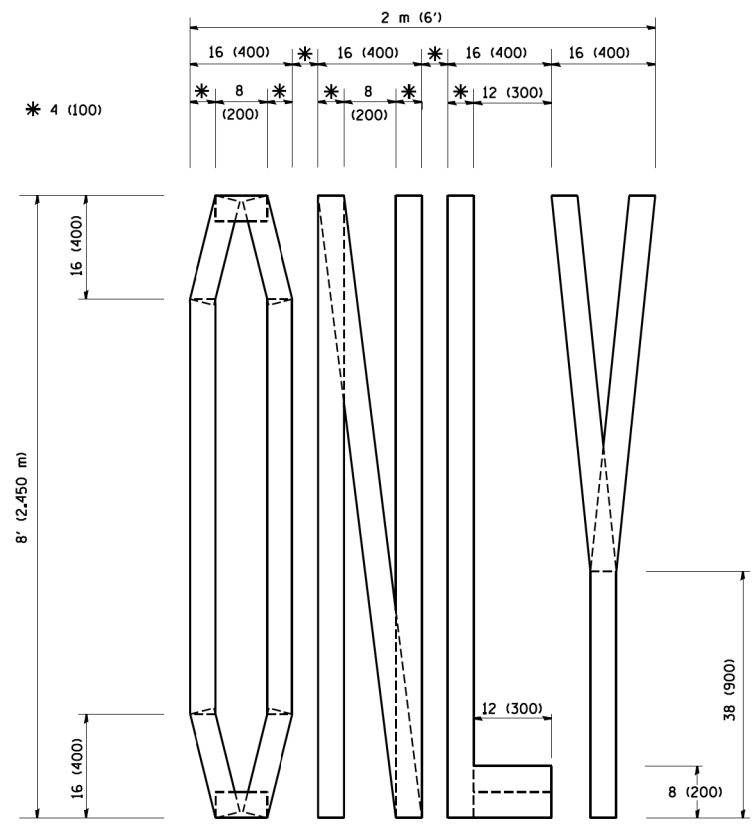
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\$FILEL\$		REVISED -A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = \$SCALE*	REVISED -A. HOUSEH 10-12-63	REVISED -
\$MODELNAME\$	PLOT DATE = \$DATE*	REVISED -T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

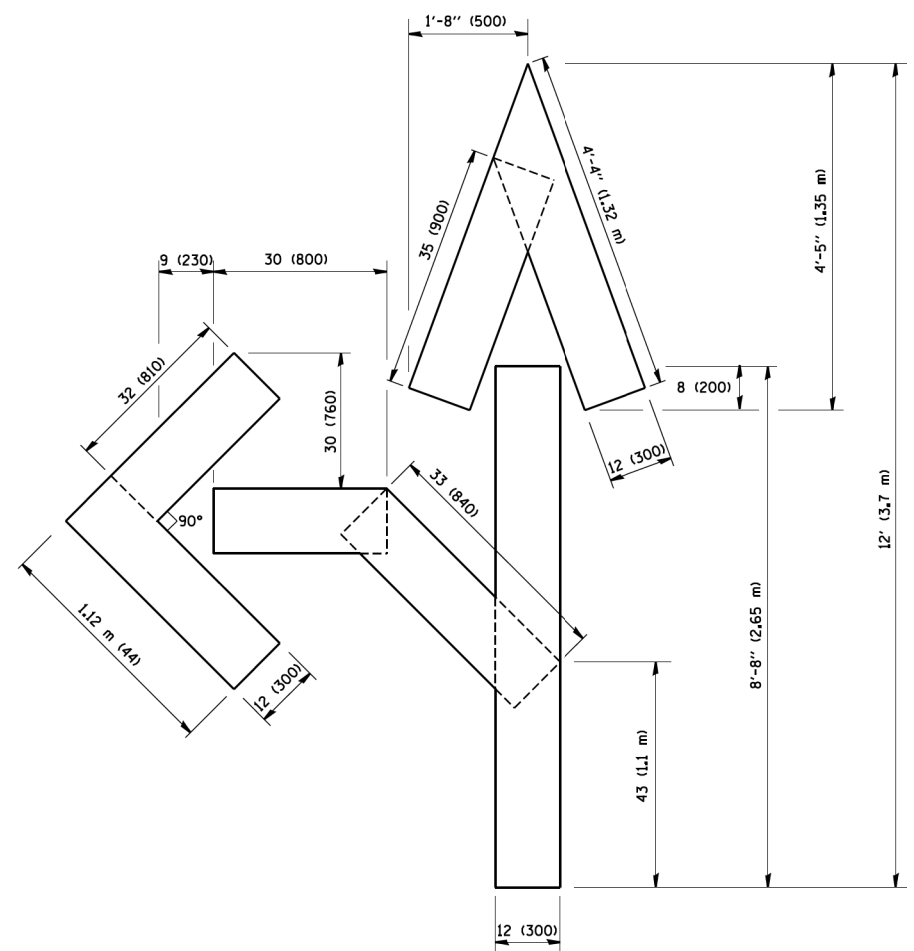
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

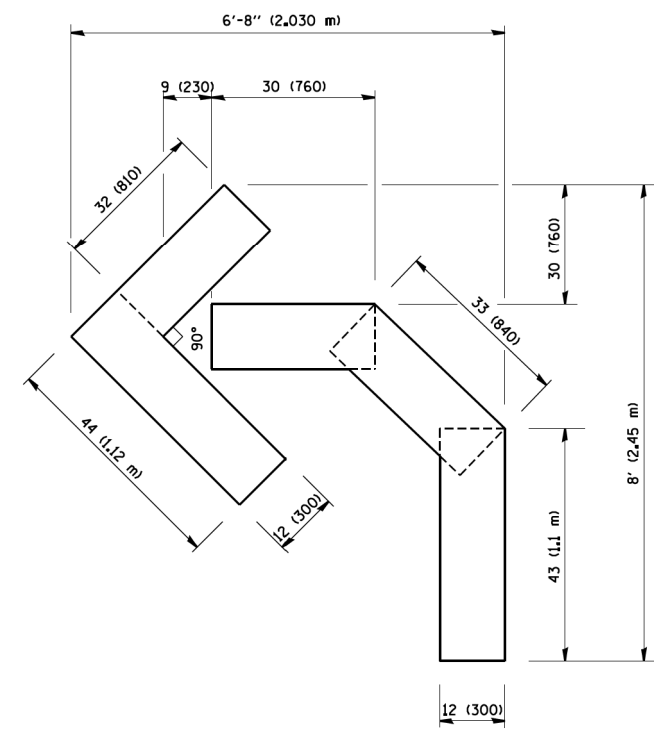
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	36
TC-14		CONTRACT NO. 60Y57		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

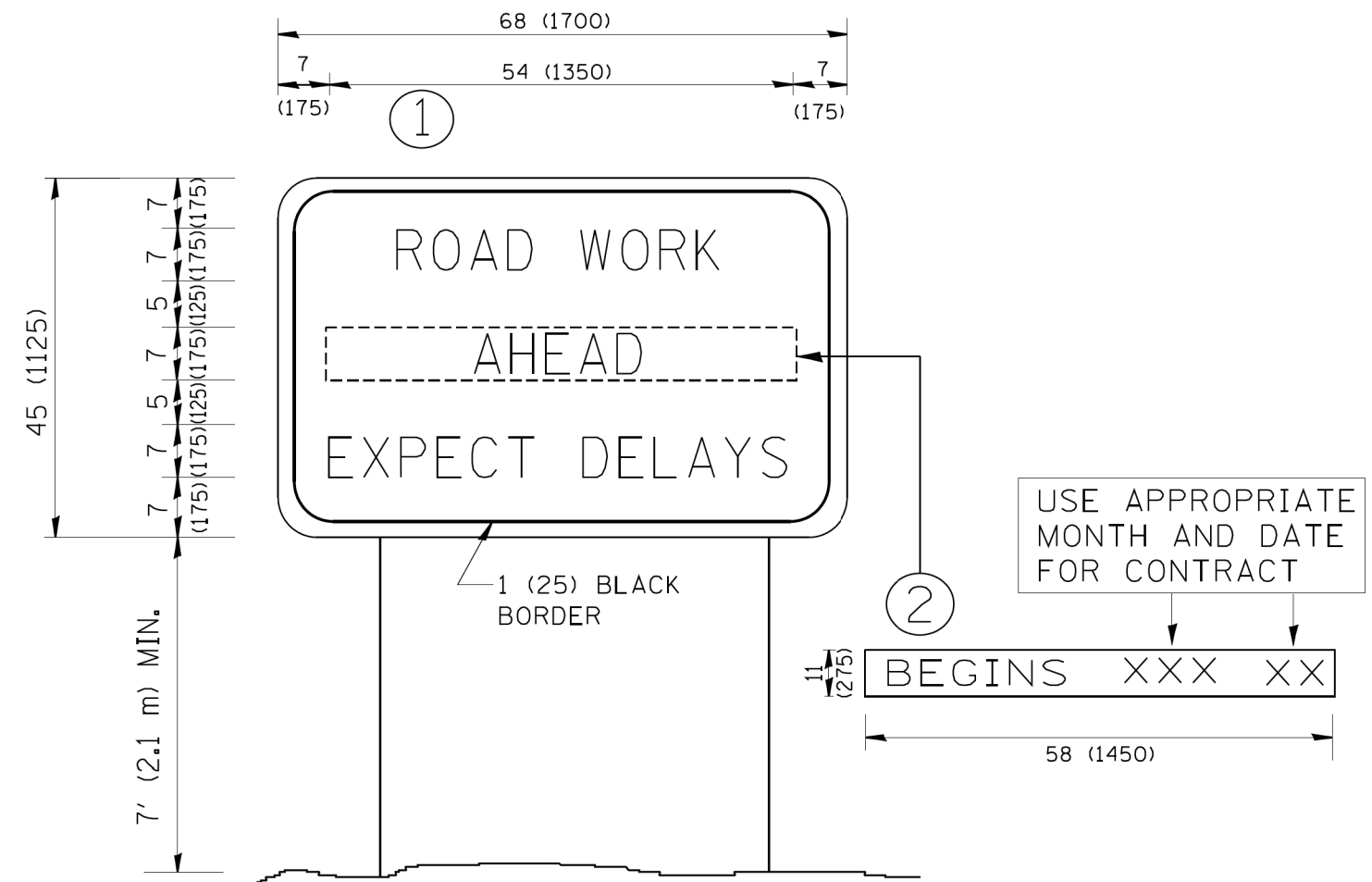
FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED - T. RAMMACHER 06-05-96
FILEL		DRAWN -	REVISED - T. RAMMACHER 11-04-97
	PLOT SCALE = \$SCALE*	CHECKED -	REVISED - T. RAMMACHER 03-02-98
MODELNAME	PLOT DATE = \$DATE*	DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	37
TC-16		CONTRACT NO. 60Y57		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED - R. MIRS 09-15-97
FILEL		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = *SCALE*	CHECKED -	REVISED - T. RAMMACHER 02-02-99
MODELNAME	PLOT DATE = *DATE*	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

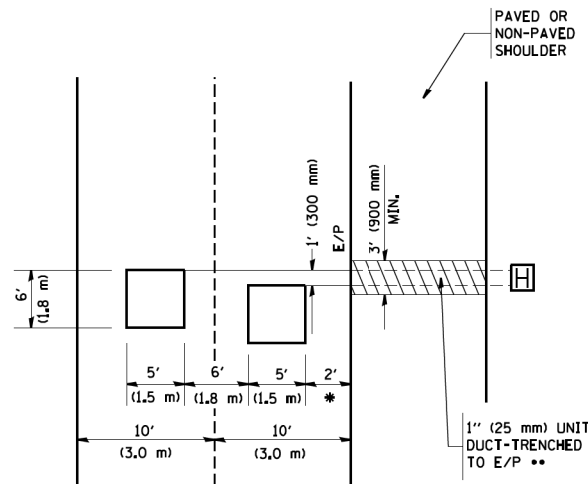
ARTERIAL ROAD
INFORMATION SIGN

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	ZR-RS-4	COOK	39	38
TC-22			CONTRACT NO. 60Y57	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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



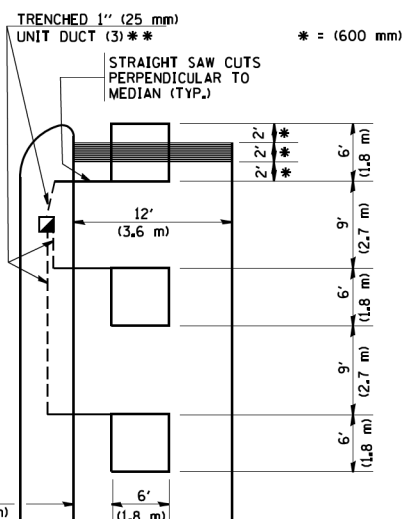
* = (600 mm)

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

**LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

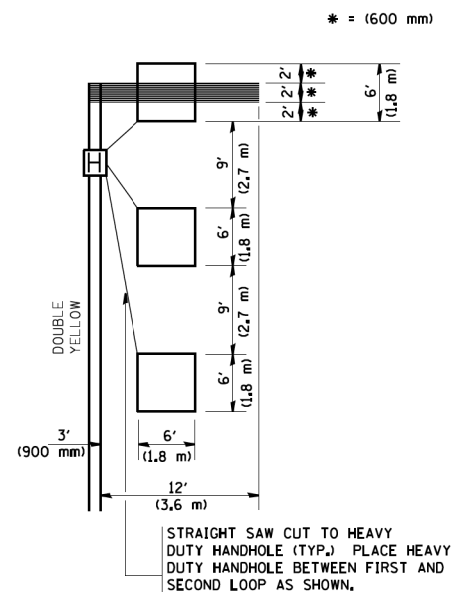


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

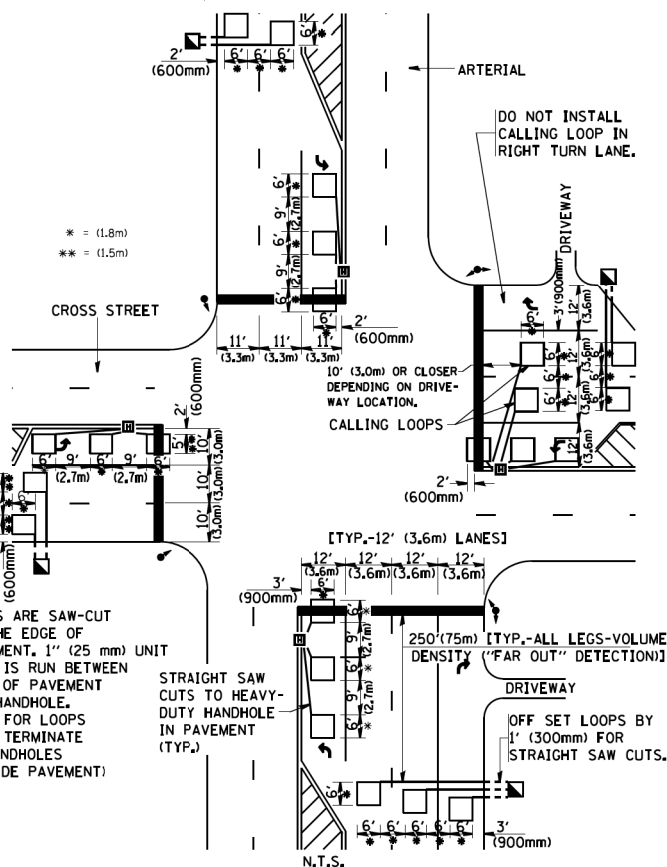
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)



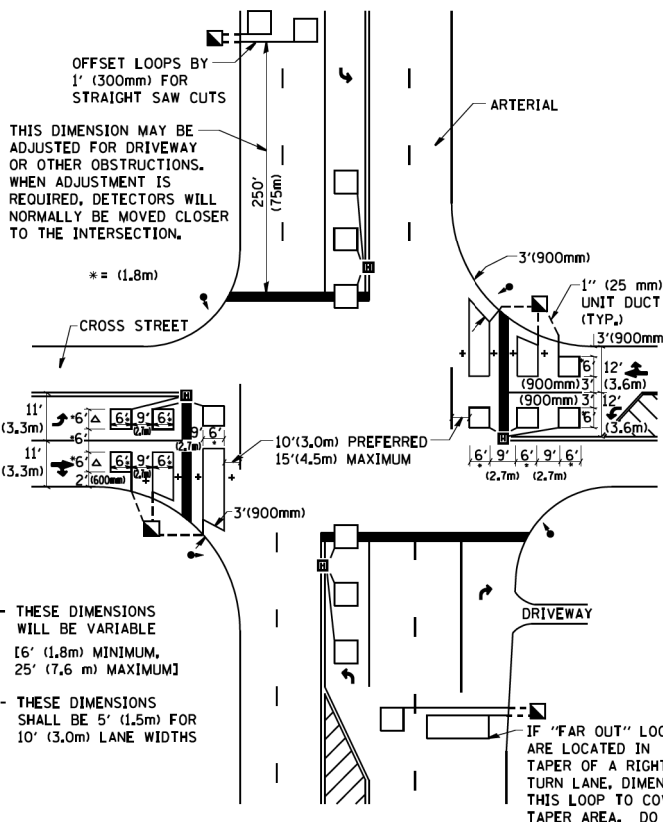
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
FILEL		DRAWN -	REVISED -			334	ZR-RS-4	COOK	39	39	
MODELNAME		CHECKED - R.K.F.	REVISED -			TS-07		CONTRACT NO. 60Y57			
		DATE -	REVISED -			SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.