04-26-13 LETTING ITEM 003

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60K98		

#32+1=33

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED HIGHWAY PLANS

THE IMPROVEMENT IS LOCATED IN THE CITIES OF OAK FOREST & MARKHAM

F.A.P. ROUTE 351: US 6 (159TH ST.)
IL 50 (CICERO AVE.) TO WESTERN AVE.
SECTION: 3277 RS-4
RESURFACING (3P)
COOK COUNTY
C-91-626-10

TRAFFIC DATA:
2011 ADT = 25,600
POSTED SPEED LIMIT = 35-50 MPH

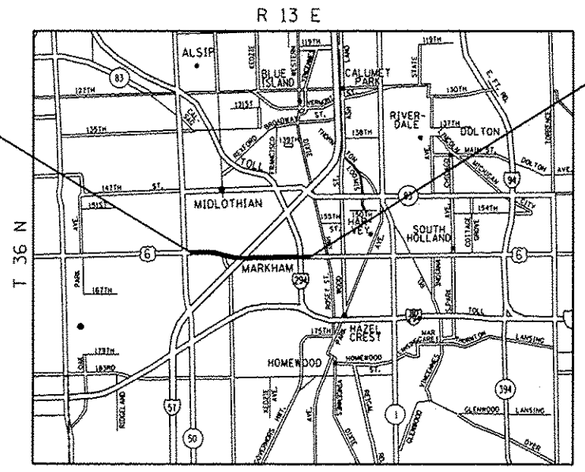
D-91-626-10

LOCATION OF SECTION INDICATED THUS: –

IMPROVEMENT BEGINS
STA. 16+73.90

IMPROVEMENT ENDS
STA. 182+83

OMISSION
STA. 88+93 TO STA. 92+46.8
STA. 166+72.6 TO STA. 169+03.4



BREMEN TOWNSHIP

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED December 19 20 12
John Fortmann
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 22 20 13
John D. Baranzelli, P.E. /for
acting ENGINEER OF DESIGN AND ENVIRONMENT
March 22 20 13
Omer Osman, P.E. /for
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PROJECT ENGINEER KARI SMITH (847) 705-4437
PROJECT MANAGER KEN ENG (847) 705-4247

GROSS LENGTH OF IMPROVEMENT = 16609 LINEAL FEET = 3.14 MILES
NET LENGTH OF IMPROVEMENT = 16024.5 LINEAL FEET = 3.03 MILES

CONTRACT NO. 60K98

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
604001-03	FRAMES AND LIDS TYPE 1
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701601-08	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-02	TRAFFIC CONTROL DEVICES

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITIES OF OAK FOREST AND MARKHAM.

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

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

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

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

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)), WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

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

THE ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN, AT (708) 597-9800 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF CONSTRUCTION.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.

WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

REMOVAL OF HMA OVER GUTTER LINE WILL NOT BE PAID FOR SEPARATELY, AND IS CONSIDERED PART OF HMA SURFACE REMOVAL PAY ITEM.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 (159TH ST.)
INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	2010-148-RS	WILL	32	2
		CONTRACT NO. 60K98		
		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2711	2711					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	352	352					
21101695	TOPSOIL FURNISH AND PLACE, 30"	SQ YD	3253	3253					
25000210	SEEDING, CLASS 2A	ACRE	0.672	0.672					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	41	41					
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	41	41					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	41	41					
25100630	EROSION CONTROL BLANKET	SQ YD	3253	3253					
25200110	SODDING, SALT TOLERANT	SQ YD	352	352					
25200200	SUPPLEMENTAL WATERING	UNIT	5	5					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	101	101					
40600300	AGGREGATE (PRIME COAT)	TON	502	502					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	189	189					
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	5111	5111					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	904	904					
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	12344	12344					
42001300	PROTECTIVE COAT	SQ YD	704	704					
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	124434	124434					
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	36	36					
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	1082	1082					
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	1505	1505					
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	1317	1317					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	246	246					
60252800	CATCHBASINS TO BE RECONSTRUCTED	EACH	4	4					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	7	7					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	L SUM	1	1					
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 (159TH ST.)
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	3

CONTRACT NO. 60K98

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
70102630	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					
	STANDARD 701601								
70102635	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					
	STANDARD 701701								
70300100	SHORT TERM PAVEMENT MARKING	FOOT	23444	23444					
70300210	TEMPORARY PAVEMENT MARKING	SQ FT	979	979					
	LETTERS AND SYMBOLS								
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	60778	60778					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3863	3863					
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	6576	6576					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1721	1721					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	537	537					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2605	2605					
* 72000100	SIGN PANEL - TYPE 1	SQ FT	50.5	50.5					
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	9	9					
* 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	50.5	50.5					
* 72900100	METAL POST - TYPE A	FOOT	50	50					

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
* 78000100	THERMOPLASTIC PAVEMENT MARKING	SQ FT	979	979					
	- LETTERS AND SYMBOLS								
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	60778	60778					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3863	3863					
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	6576	6576					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1721	1721					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	537	537					
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	292	292					
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	292	292					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	891	891					
78300100	PAVEMENT MARKING REMOVAL	SQ FT	244	244					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	713	713					
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	3075	3075					
89502378	REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE	EACH	1	1					
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	130	130					

* Specialty Items

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 (159TH ST.)
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	4
		CONTRACT NO. 60K98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
X4402020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	29277	29277					
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	560	560					
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	15	15					
Z0004562	COMBINATION CONCRETE CURB AND GUTTER	FOOT	2110	2110					
	REMOVAL AND REPLACEMENT								
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	100	100					
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	102.8	102.8					

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		100% STATE 0005					

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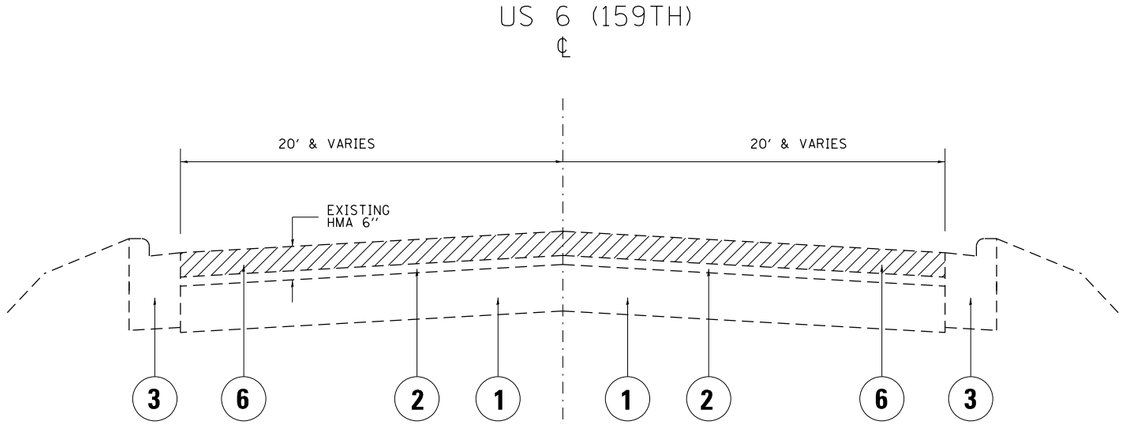
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 (159TH ST.)
SUMMARY OF QUANTITIES

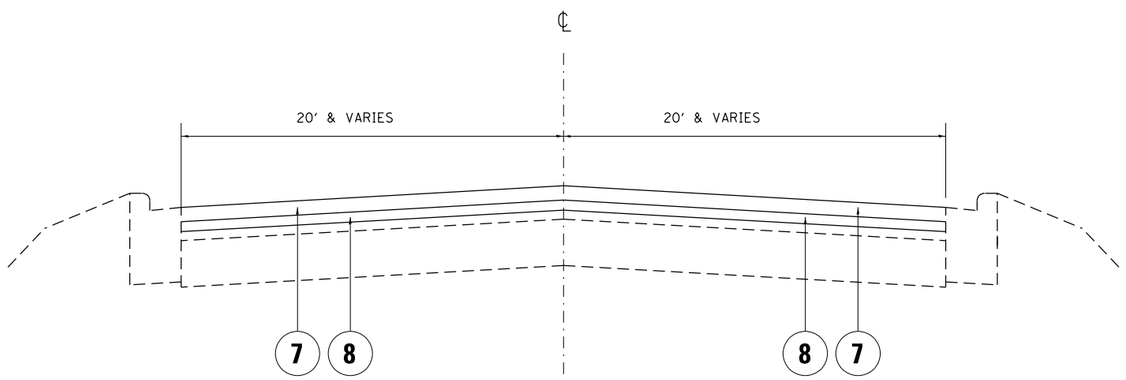
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	4A
		CONTRACT NO. 60K98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXIST. TYPICAL SECTION

STA. 11+24 TO STA. 41+45
STA. 67+00 TO STA. 80+00
STA. 100+00 TO STA. 152+50



PROP. TYPICAL SECTION

STA. 11+24 TO STA. 41+45
STA. 67+00 TO STA. 80+00
STA. 100+00 TO STA. 152+50

LEGEND

(1) EXISTING P.C.C PAVEMENT, ± 9 1/2"

(2) EXISTING H.M.A. SURFACE AFTER MILLING, ± 3 1/2"

(3) EXISTING COMB. CONCRETE CURB & GUTTER

(4) EXISTING H.M.A. SHOULDER

(5) EXISTING AGGREGATE SHOULDER

(6) PROPOSED H.M.A. SURFACE REMOVAL, 2 1/2"

(7) PROPOSED POLYMERIZED H.M.A. SURFACE COURSE, MIX "F", N90, 1 3/4"

(8) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

(9) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B

(10) PROPOSED GRADING AND SHAPING SHOULDERS

(11) PROPOSED SAFETY EDGE (SEE DETAIL)

(12) EXISTING CONC. MEDIAN SURFACE 6' WIDE OR GREATER TO BE REMOVED (EXCAVATE TO A MINIMUM DEPTH OF AT LEAST 30" TO BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL)
•EXIST. PCC MEDIAN SURFACE LESS THAN 6' WIDE TO REMAIN PAVED

(13) EXISTING GRAVEL / GRANULAR MATERIAL

(14) PROPOSED TOPSOIL, FURNISH AND PLACE, 30"
PROPOSED SEEDING, CLASS 2A
PROPOSED EROSION CONTROL BLANKET
(SEE PLAN SHEETS FOR LOCATIONS)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

	MIXTURE TYPE	AIR VOIDS @ N_{DES}
*	POLY. HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5 mm)	4% AT 90 GYR.
	POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% AT 50 GYR.
	CLASS D PATCHES (HMA BINDER IL-19 mm)	4% AT 70 GYR.

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES 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" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

* HOT-MIX ASPHALT - PAY FOR PERFORMANCE USING PERCENT WITHIN LIMITS - PLANT SAMPLING (BMPR SHALL ONLY APPLY TO POLYMERIZED HMA SURFACE COURSE SMA, N80"

THE CONTRACTOR SHALL MILL THE ROADWAY FIRST
THEN DO PAVEMENT PATCHING PER BD-22 DETAIL

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	PLOT DATE = 12/26/2012	DATE - Checked Date	REVISED - Revised By4

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 (159TH ST.)
EXISTING AND PROPOSED TYPICAL SECTIONS

SCALE: Scale | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	32	5
		CONTRACT NO. 60K98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

US 6 (159TH)
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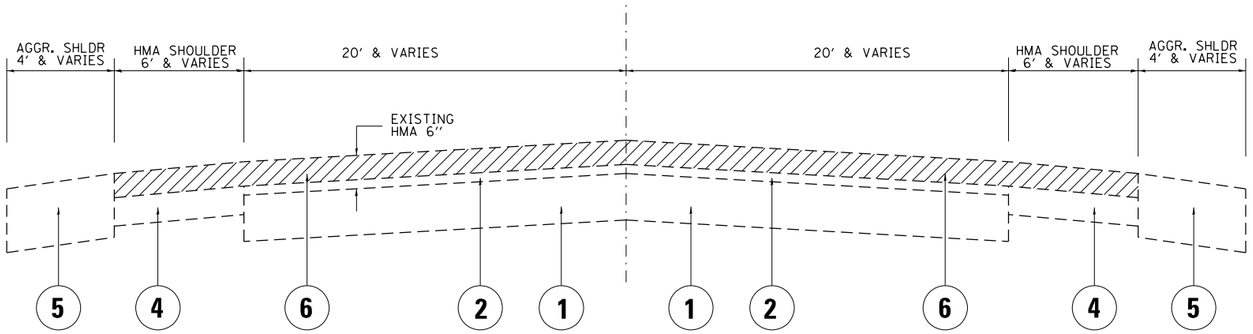

EXIST. TYPICAL SECTION

STA. 41+45 TO STA. 67+00
STA. 80+00TO STA. 100+00
STA. 152+50TO STA. 182+83

US 6 (159TH)
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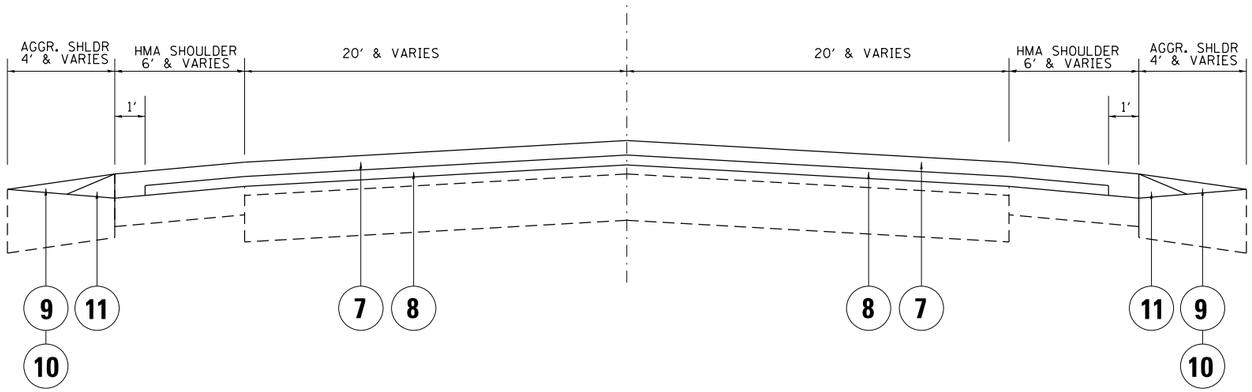
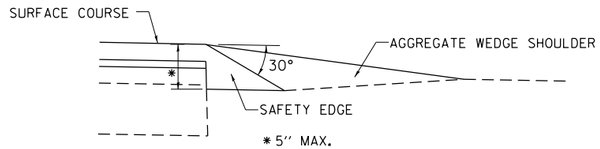


PROP. TYPICAL SECTION

STA. 41+45 TO STA. 67+00
STA. 80+00 TO STA. 100+00
STA. 152+50 TO STA. 182+83

LEGEND

1. EXISTING P.C.C PAVEMENT, ± 9 1/2"
2. EXISTING H.M.A. SURFACE AFTER MILLING, ± 3 1/2"
3. EXISTING COMB. CONCRETE CURB & GUTTER
4. EXISTING H.M.A. SHOULDER
5. EXISTING AGGREGATE SHOULDER
6. PROPOSED H.M.A. SURFACE REMOVAL, 2 1/2"
7. PROPOSED POLYMERIZED H.M.A. SURFACE COURSE, MIX "F", N90, 1 3/4"
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
9. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
10. PROPOSED GRADING AND SHAPING SHOULDERS
11. PROPOSED SAFETY EDGE (SEE DETAIL)
12. EXISTING CONC. MEDIAN SURFACE 6' WIDE OR GREATER TO BE REMOVED (EXCAVATE TO A MINIMUM DEPTH OF AT LEAST 30" TO BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL)
    *EXIST. PCC MEDIAN SURFACE LESS THAN 6' WIDE TO REMAIN PAVED
13. EXISTING GRAVEL / GRANULAR MATERIAL
14. PROPOSED TOPSOIL, FURNISH AND PLACE, 30"
    PROPOSED SEEDING, CLASS 2A
    PROPOSED EROSION CONTROL BLANKET
    (SEE PLAN SHEETS FOR LOCATIONS)



SAFETY EDGE DETAIL

SAFETY EDGE TREATMENT SHALL BE APPLIED TO PAVED SHOULDER OF 1 FOOT OR LESS THAT IS ADJACENT TO AGGREGATE / EARTH SHOULDER

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	PLOT DATE = 12/26/2012	DATE - Checked Date	REVISED - Revised By4

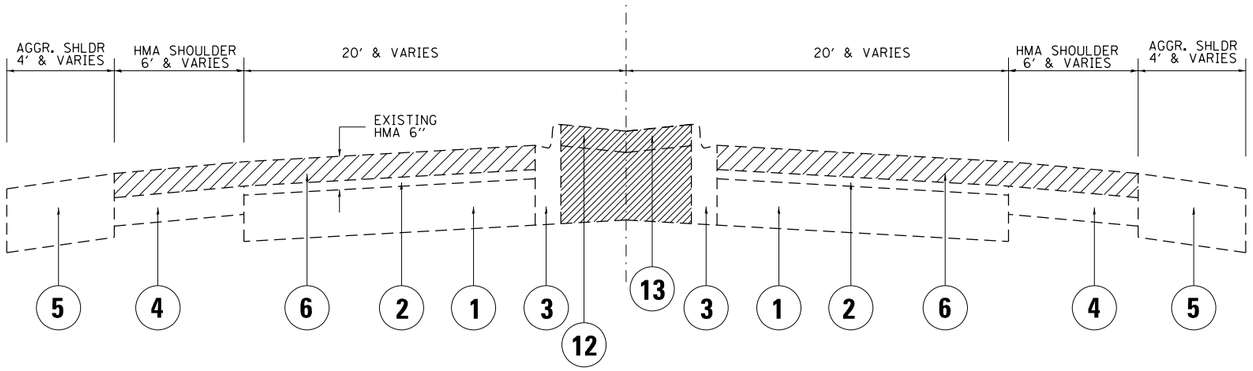
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 (159TH ST.)
EXISTING AND PROPOSED TYPICAL SECTIONS

SCALE: Scale | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	6
		CONTRACT NO. 60K98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

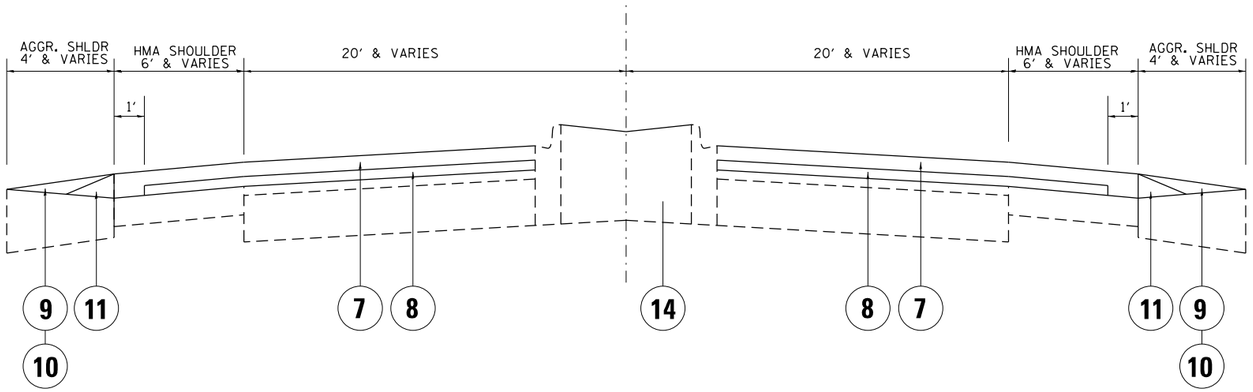
US 6 (159TH)
℄



EXIST. TYPICAL SECTION

STA. 41+45 TO STA. 67+00
STA. 80+00TO STA. 100+00
STA. 152+50TO STA. 182+83

US 6 (159TH)
℄

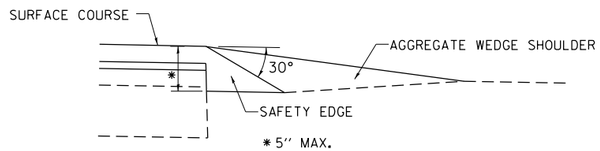


PROP. TYPICAL SECTION

STA. 41+45 TO STA. 67+00
STA. 80+00 TO STA. 100+00
STA. 152+50 TO STA. 182+83

LEGEND

1. EXISTING P.C.C PAVEMENT, ± 9 1/2"
2. EXISTING H.M.A. SURFACE AFTER MILLING, ± 3 1/2"
3. EXISTING COMB. CONCRETE CURB & GUTTER
4. EXISTING H.M.A. SHOULDER
5. EXISTING AGGREGATE SHOULDER
6. PROPOSED H.M.A. SURFACE REMOVAL, 2 1/2"
7. PROPOSED POLYMERIZED H.M.A. SURFACE COURSE, MIX "F", N90, 1 3/4"
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
9. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
10. PROPOSED GRADING AND SHAPING SHOULDERS
11. PROPOSED SAFETY EDGE (SEE DETAIL)
12. EXISTING CONC. MEDIAN SURFACE 6' WIDE OR GREATER TO BE REMOVED (EXCAVATE TO A MINIMUM DEPTH OF AT LEAST 30" TO BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL)
    *EXIST. PCC MEDIAN SURFACE LESS THAN 6' WIDE TO REMAIN PAVED
13. EXISTING GRAVEL / GRANULAR MATERIAL
14. PROPOSED TOPSOIL, FURNISH AND PLACE, 30"
    PROPOSED SEEDING, CLASS 2A
    PROPOSED EROSION CONTROL BLANKET
    (SEE PLAN SHEETS FOR LOCATIONS)



SAFETY EDGE DETAIL

SAFETY EDGE TREATMENT SHALL BE APPLIED TO PAVED SHOULDER OF 1 FOOT OR LESS THAT IS ADJACENT TO AGGREGATE / EARTH SHOULDER

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		DRAWN - Drawn By	REVISED - Revised By2
	PLOT SCALE = 100.0000 '/ in.	CHECKED - Checked By	REVISED - Revised By3
	PLOT DATE = 12/26/2012	DATE - Checked Date	REVISED - Revised By4

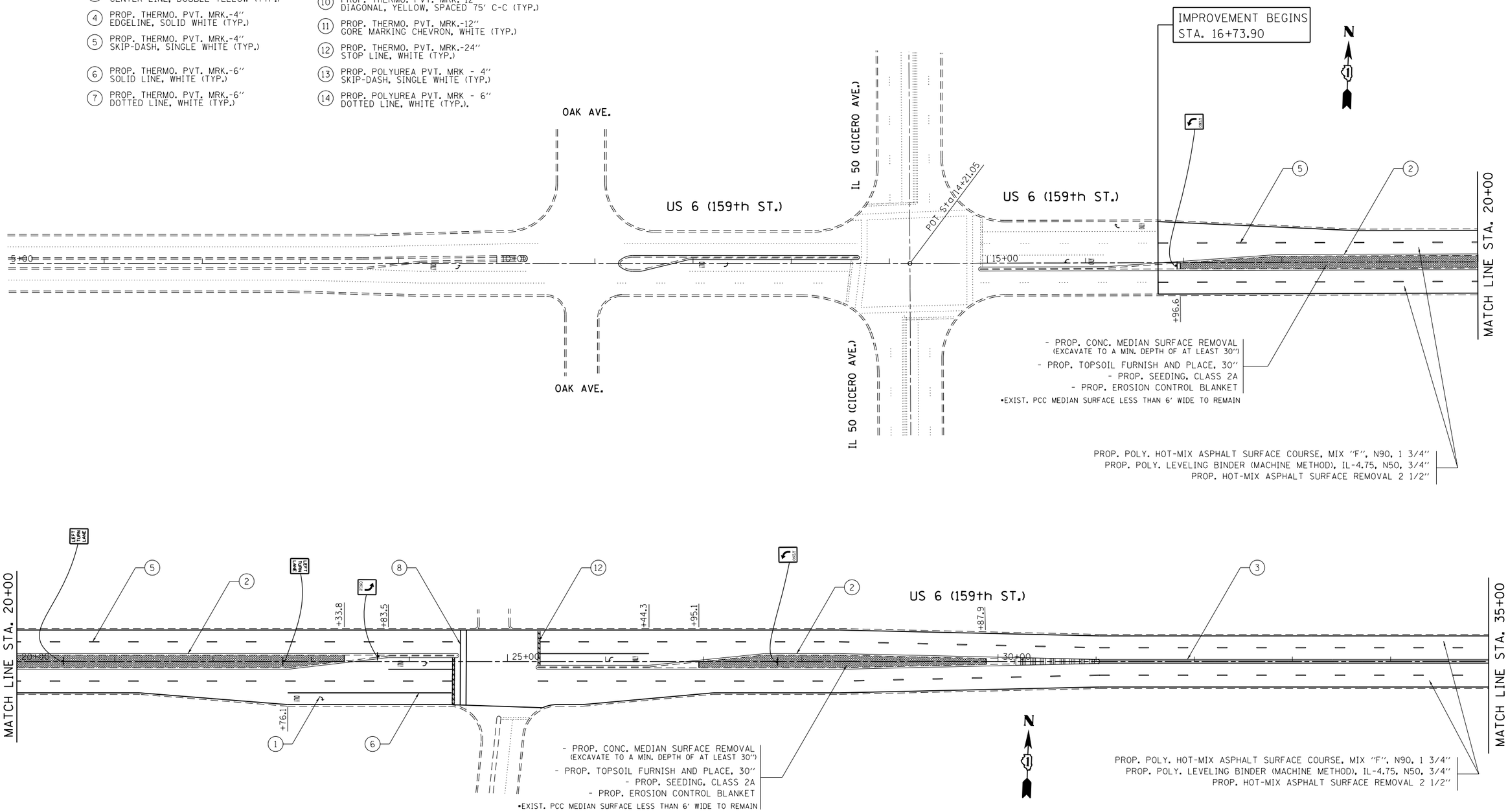
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 (159TH ST.)
EXISTING AND PROPOSED TYPICAL SECTIONS

SCALE: Scale | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	7
		CONTRACT NO. 60K98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

1. PROP. 8" WHITE THERMO. PVT. MRK. LETTERS AND SYMBOLS (TYP.)
2. PROP. THERMO. PVT. MRK.-4" CENTER LINE, SINGLE YELLOW (TYP.)
3. PROP. THERMO. PVT. MRK.-4" CENTER LINE, DOUBLE YELLOW (TYP.)
4. PROP. THERMO. PVT. MRK.-4" EDGELINE, SOLID WHITE (TYP.)
5. PROP. THERMO. PVT. MRK.-4" SKIP-DASH, SINGLE WHITE (TYP.)
6. PROP. THERMO. PVT. MRK.-6" SOLID LINE, WHITE (TYP.)
7. PROP. THERMO. PVT. MRK.-6" DOTTED LINE, WHITE (TYP.)
8. PROP. THERMO. PVT. MRK.-6" PEDESTRIAN, 2@ 6", SOLID WHITE (TYP.)
9. PROP. THERMO. PVT. MRK.-8" GORE MARKING, SOLID WHITE (TYP.)
10. PROP. THERMO. PVT. MRK.-12" DIAGONAL, YELLOW, SPACED 75' C-C (TYP.)
11. PROP. THERMO. PVT. MRK.-12" GORE MARKING CHEVRON, WHITE (TYP.)
12. PROP. THERMO. PVT. MRK.-24" STOP LINE, WHITE (TYP.)
13. PROP. POLYUREA PVT. MRK - 4" SKIP-DASH, SINGLE WHITE (TYP.)
14. PROP. POLYUREA PVT. MRK - 6" DOTTED LINE, WHITE (TYP.).



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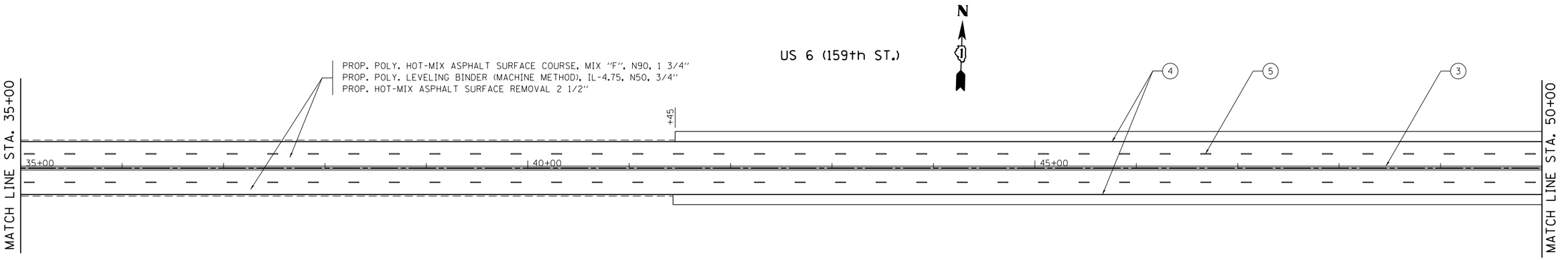
	PLOT DATE = 12/26/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

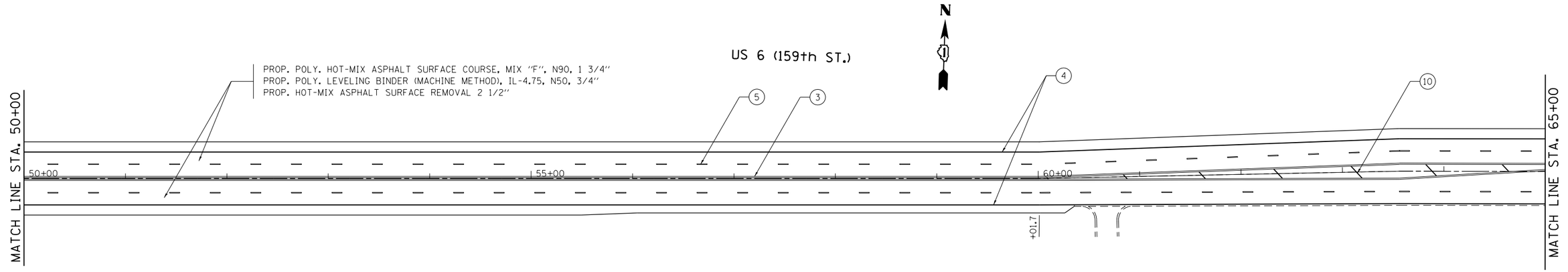
US 6 (159TH ST.)
IL 50 (CICERO AVE.) TO I-294 (TRI-STATE TOLLWAY)

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	8
		CONTRACT NO. 60K98		
	ILLINOIS FED. AID PROJECT			



1. PROP. 8' WHITE THERMO. PVT. MRK. LETTERS AND SYMBOLS (TYP.)
2. PROP. THERMO. PVT. MRK.-4" CENTER LINE, SINGLE YELLOW (TYP.)
3. PROP. THERMO. PVT. MRK.-4" CENTER LINE, DOUBLE YELLOW (TYP.)
4. PROP. THERMO. PVT. MRK.-4" EDGELINE, SOLID WHITE (TYP.)
5. PROP. THERMO. PVT. MRK.-4" SKIP-DASH, SINGLE WHITE (TYP.)
6. PROP. THERMO. PVT. MRK.-6" SOLID LINE, WHITE (TYP.)
7. PROP. THERMO. PVT. MRK.-6" DOTTED LINE, WHITE (TYP.)
8. PROP. THERMO. PVT. MRK.-6" PEDESTRIAN, 2@ 6", SOLID WHITE (TYP.)
9. PROP. THERMO. PVT. MRK.-8" GORE MARKING, SOLID WHITE (TYP.)
10. PROP. THERMO. PVT. MRK.-12" DIAGONAL, YELLOW, SPACED 75' C-C (TYP.)
11. PROP. THERMO. PVT. MRK.-12" GORE MARKING CHEVRON, WHITE (TYP.)
12. PROP. THERMO. PVT. MRK.-24" STOP LINE, WHITE (TYP.)
13. PROP. POLYUREA PVT. MRK - 4" SKIP-DASH, SINGLE WHITE (TYP.)
14. PROP. POLYUREA PVT. MRK - 6" DOTTED LINE, WHITE (TYP.).



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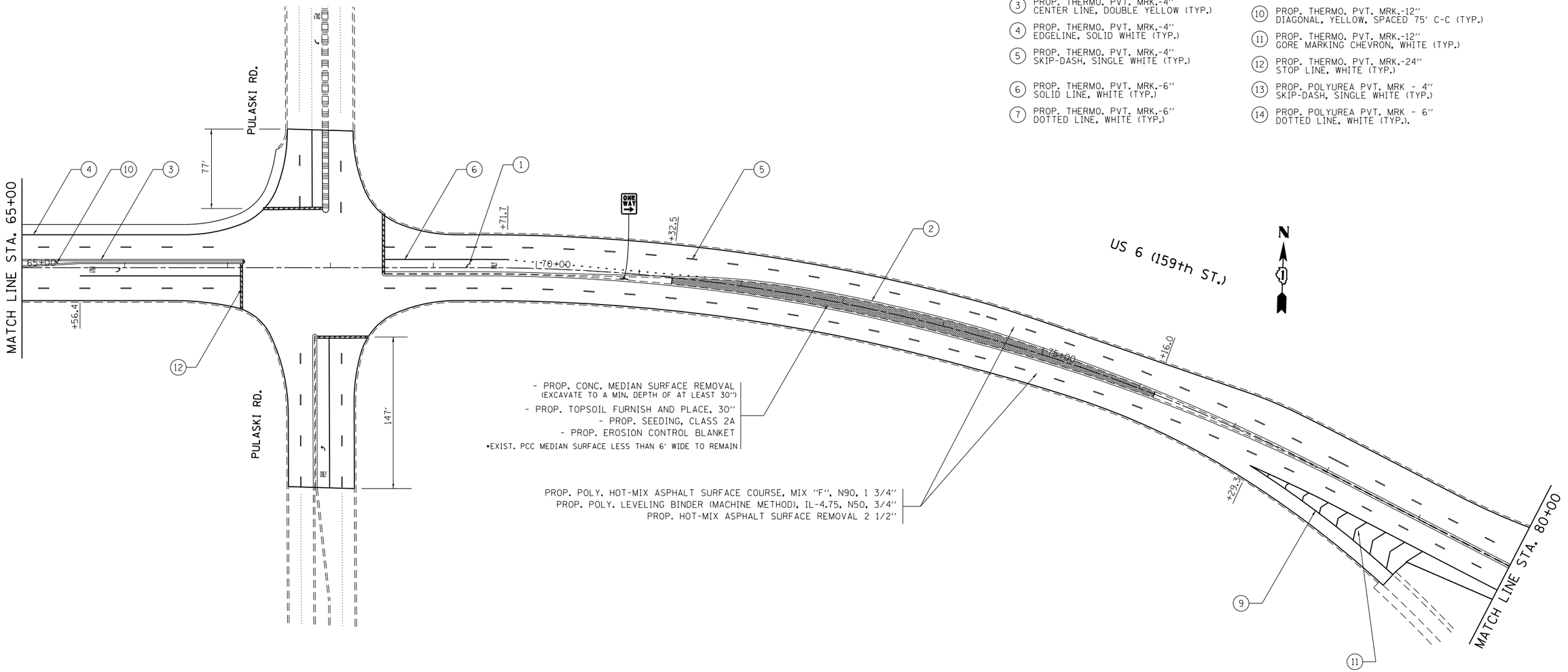
	PLOT DATE = 12/26/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 (159TH ST.)
IL 50 (CICERO AVE.) TO I-294 (TRI-STATE TOLLWAY)

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	9
		CONTRACT NO. 60K98		
	ILLINOIS FED. AID PROJECT			



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	PLOT DATE = 12/26/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 (159TH ST.)
IL 50 (CICERO AVE.) TO I-294 (TRI-STATE TOLLWAY)

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	10
		CONTRACT NO. 60K98		
	ILLINOIS	FED. AID PROJECT		

(1) PROP. 8" WHITE THERMO. PVT. MRK. LETTERS AND SYMBOLS (TYP.)

(2) PROP. THERMO. PVT. MRK.-4" CENTER LINE, SINGLE YELLOW (TYP.)

(3) PROP. THERMO. PVT. MRK.-4" CENTER LINE, DOUBLE YELLOW (TYP.)

(4) PROP. THERMO. PVT. MRK.-4" EDGELINE, SOLID WHITE (TYP.)

(5) PROP. THERMO. PVT. MRK.-4" SKIP-DASH, SINGLE WHITE (TYP.)

(6) PROP. THERMO. PVT. MRK.-6" SOLID LINE, WHITE (TYP.)

(7) PROP. THERMO. PVT. MRK.-6" DOTTED LINE, WHITE (TYP.)

(8) PROP. THERMO. PVT. MRK.-6" PEDESTRIAN, 2@ 6", SOLID WHITE (TYP.)

(9) PROP. THERMO. PVT. MRK.-8" GORE MARKING, SOLID WHITE (TYP.)

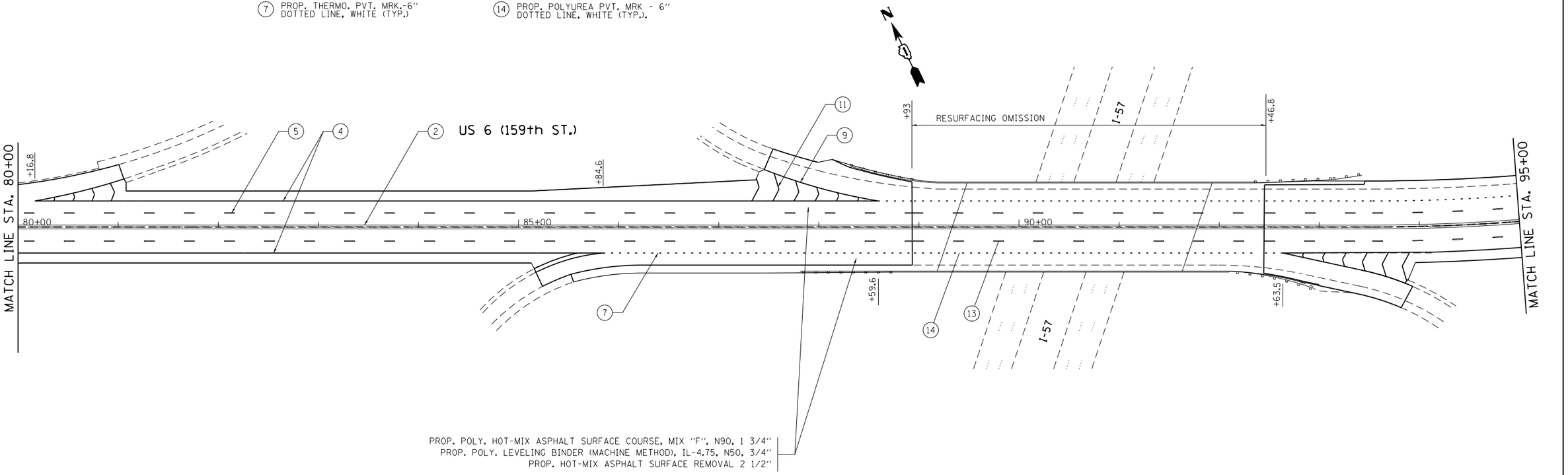
(10) PROP. THERMO. PVT. MRK.-12" DIAGONAL, YELLOW, SPACED 75' C-C (TYP.)

(11) PROP. THERMO. PVT. MRK.-12" GORE MARKING CHEVRON, WHITE (TYP.)

(12) PROP. THERMO. PVT. MRK.-24" STOP LINE, WHITE (TYP.)

(13) PROP. POLYUREA PVT. MRK - 4" SKIP-DASH, SINGLE WHITE (TYP.)

(14) PROP. POLYUREA PVT. MRK - 6" DOTTED LINE, WHITE (TYP.).



PROP. POLY. HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
PROP. HOT-MIX ASPHALT SURFACE REMOVAL 2 1/2"

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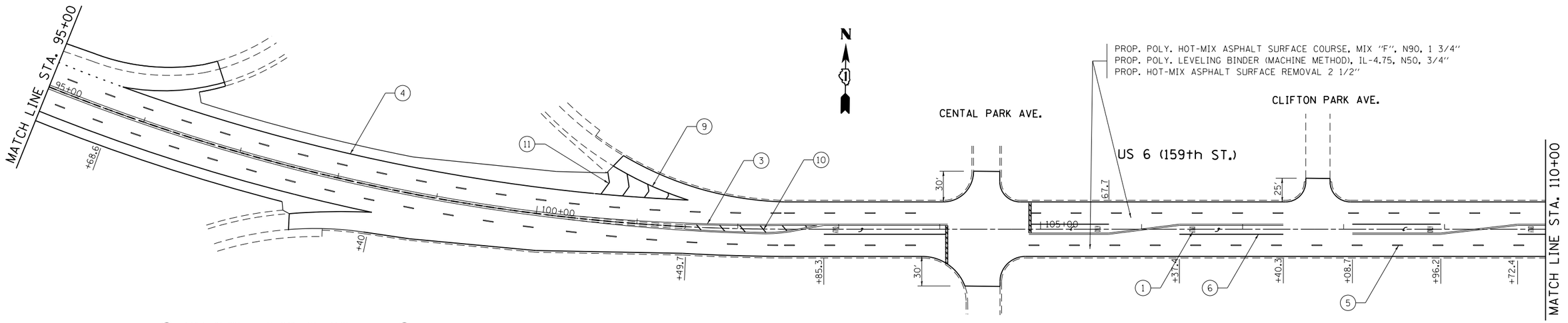
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/26/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 (159TH ST.)
IL 50 (CICERO AVE.) TO I-294 (TRI-STATE TOLLWAY)

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	11
		CONTRACT NO. 60K98		
	ILLINOIS FED. AID PROJECT			



CENTAL PARK AVE.

1. PROP. 8' WHITE THERMO. PVT. MRK. LETTERS AND SYMBOLS (TYP.)
2. PROP. THERMO. PVT. MRK.-4" CENTER LINE, SINGLE YELLOW (TYP.)
3. PROP. THERMO. PVT. MRK.-4" CENTER LINE, DOUBLE YELLOW (TYP.)
4. PROP. THERMO. PVT. MRK.-4" EDGELINE, SOLID WHITE (TYP.)
5. PROP. THERMO. PVT. MRK.-4" SKIP-DASH, SINGLE WHITE (TYP.)
6. PROP. THERMO. PVT. MRK.-6" SOLID LINE, WHITE (TYP.)
7. PROP. THERMO. PVT. MRK.-6" DOTTED LINE, WHITE (TYP.)
8. PROP. THERMO. PVT. MRK.-6" PEDESTRIAN, 2@ 6", SOLID WHITE (TYP.)
9. PROP. THERMO. PVT. MRK.-8" GORE MARKING, SOLID WHITE (TYP.)
10. PROP. THERMO. PVT. MRK.-12" DIAGONAL, YELLOW, SPACED 75' C-C (TYP.)
11. PROP. THERMO. PVT. MRK.-12" GORE MARKING CHEVRON, WHITE (TYP.)
12. PROP. THERMO. PVT. MRK.-24" STOP LINE, WHITE (TYP.)
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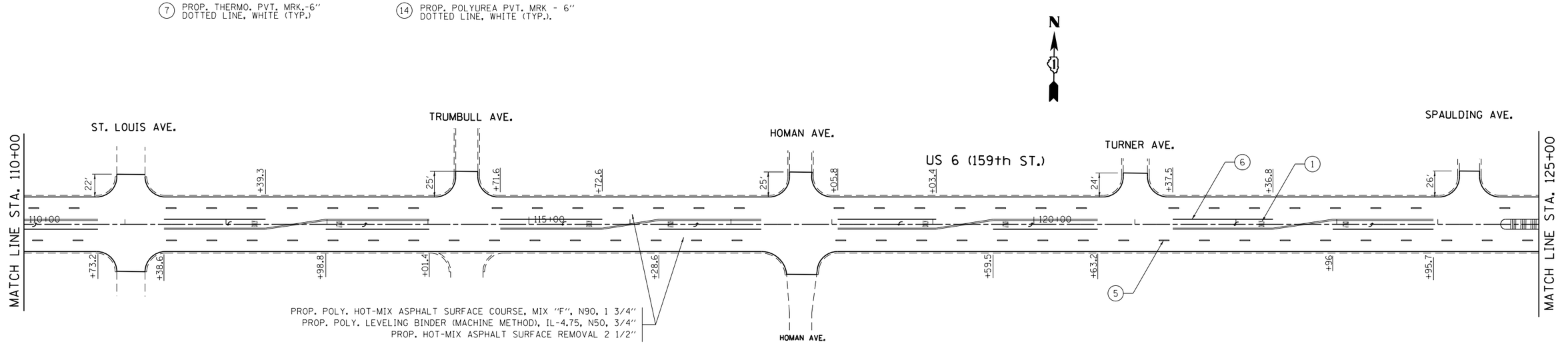
14. PROP. POLYUREA PVT. MRK - 6" DOTTED LINE, WHITE (TYP.).



ST. LOUIS AVE.

HOMAN AVE.

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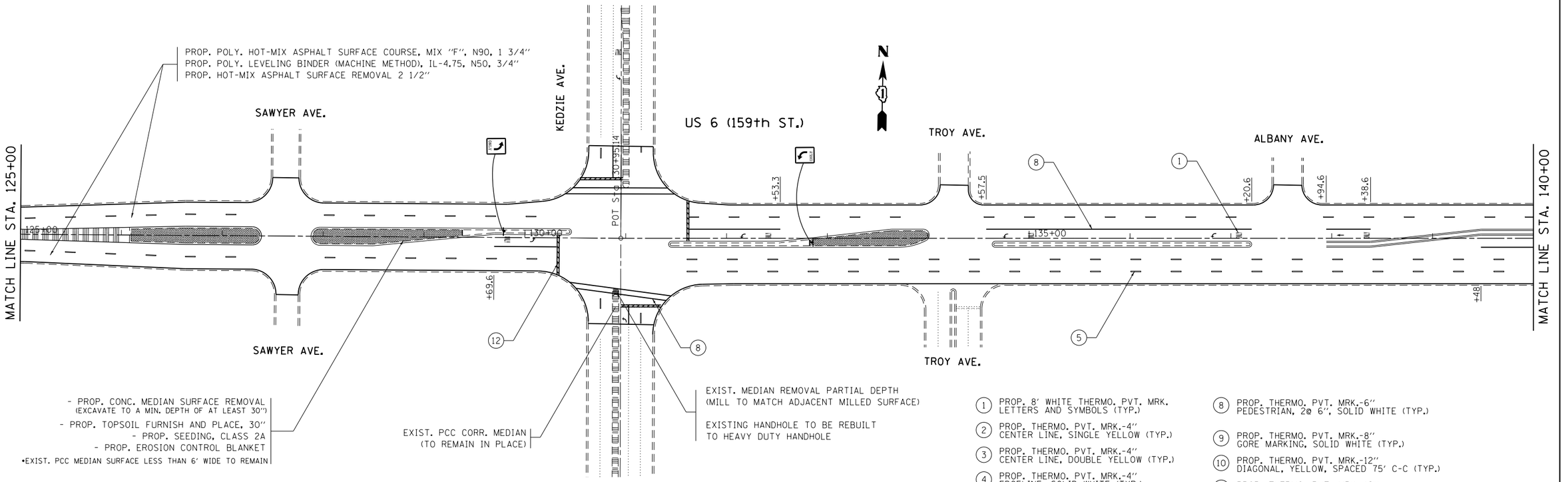
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -			351	3277 RS-4	COOK	32	12
	PLOT DATE = 12/26/2012	CHECKED -	REVISED -					CONTRACT NO. 60K98		
		DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



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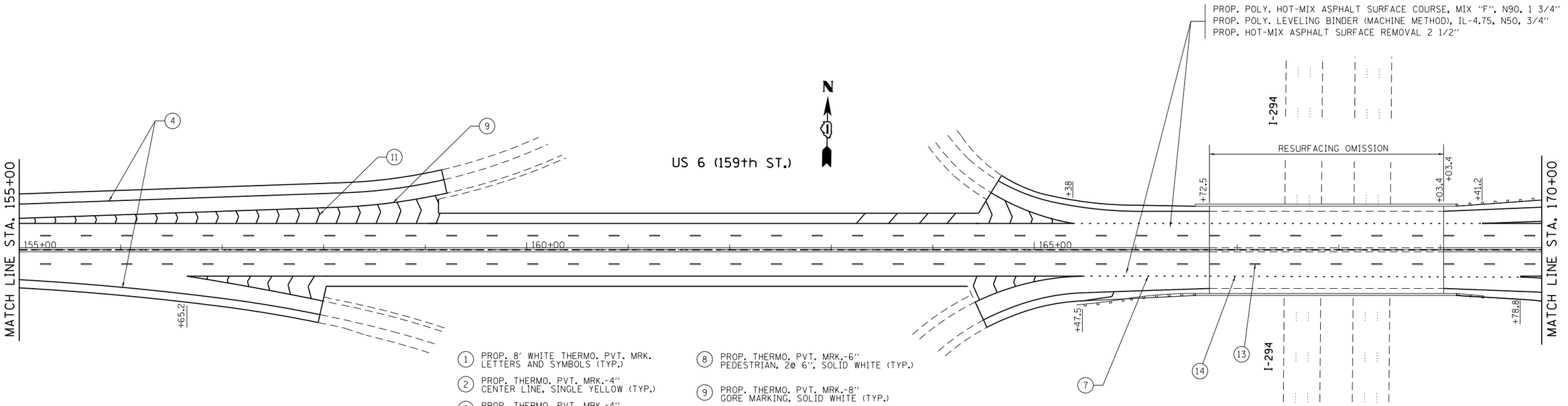
	PLOT DATE = 12/26/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 (159TH ST.)
IL 50 (CICERO AVE.) TO I-294 (TRI-STATE TOLLWAY)

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	13
		CONTRACT NO. 60K98		
	ILLINOIS FED. AID PROJECT			



1. PROP. 8' WHITE THERMO. PVT. MRK. LETTERS AND SYMBOLS (TYP.)
2. PROP. THERMO. PVT. MRK.-4" CENTER LINE, SINGLE YELLOW (TYP.)
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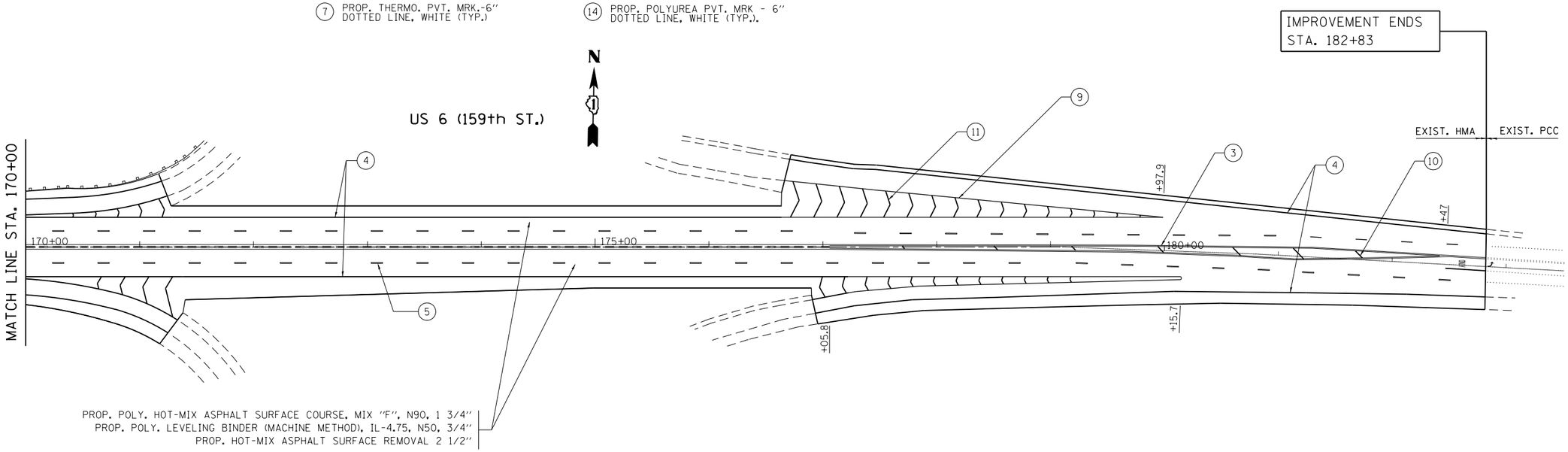

PROP. POLY. HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
PROP. HOT-MIX ASPHALT SURFACE REMOVAL 2 1/2"

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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/26/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 (159TH ST.)
IL 50 (CICERO AVE.) TO I-294 (TRI-STATE TOLLWAY)

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	14
		CONTRACT NO. 60K98		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL LEGEND

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

NORTH

159th STREET

IL 50 (CICERO AVENUE)

CICERO AVENUE

PULASKI ROAD

23' LIGHT POLE
24" DIA. LIGHT POLE FOUNDATION

10' POST
24"-DIA. TYPE A FOUNDATION

PROPOSED 24" THERMOPLASTIC PAVEMENT MARKING

DRILL EXISTING HANDHOLE (1)

DRILL EXISTING HANDHOLE (3)

DRILL EXISTING HANDHOLE (2)

DRILL EXISTING HANDHOLE (4)

SERVICE INSTALLATION - POLE MOUNT

SIDEWALK REMOVAL = 500 SQ. FT
P.C.C. SIDEWALK, 5" = 500 SQ. FT.

RED LIGHT PHOTO ENFORCED
ILLINOIS STANDARD
RID-1104
36" x 36"

IRLR SIGN TO BE LOCATED APPROX. 150' FROM THE STOP BAR

SEE US. RTE. 6 & OAK FOREST DR. PLAN FOR INTERCONNECT.

EXISTING

CONDUIT SPLICE

MATCHLINE STA. 23+40

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
86600600	714	FOOT	DETECTOR LOOP, REPLACEMENT

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		DRAWN - BCK	REVISED -
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	PLOT DATE = 4/3/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

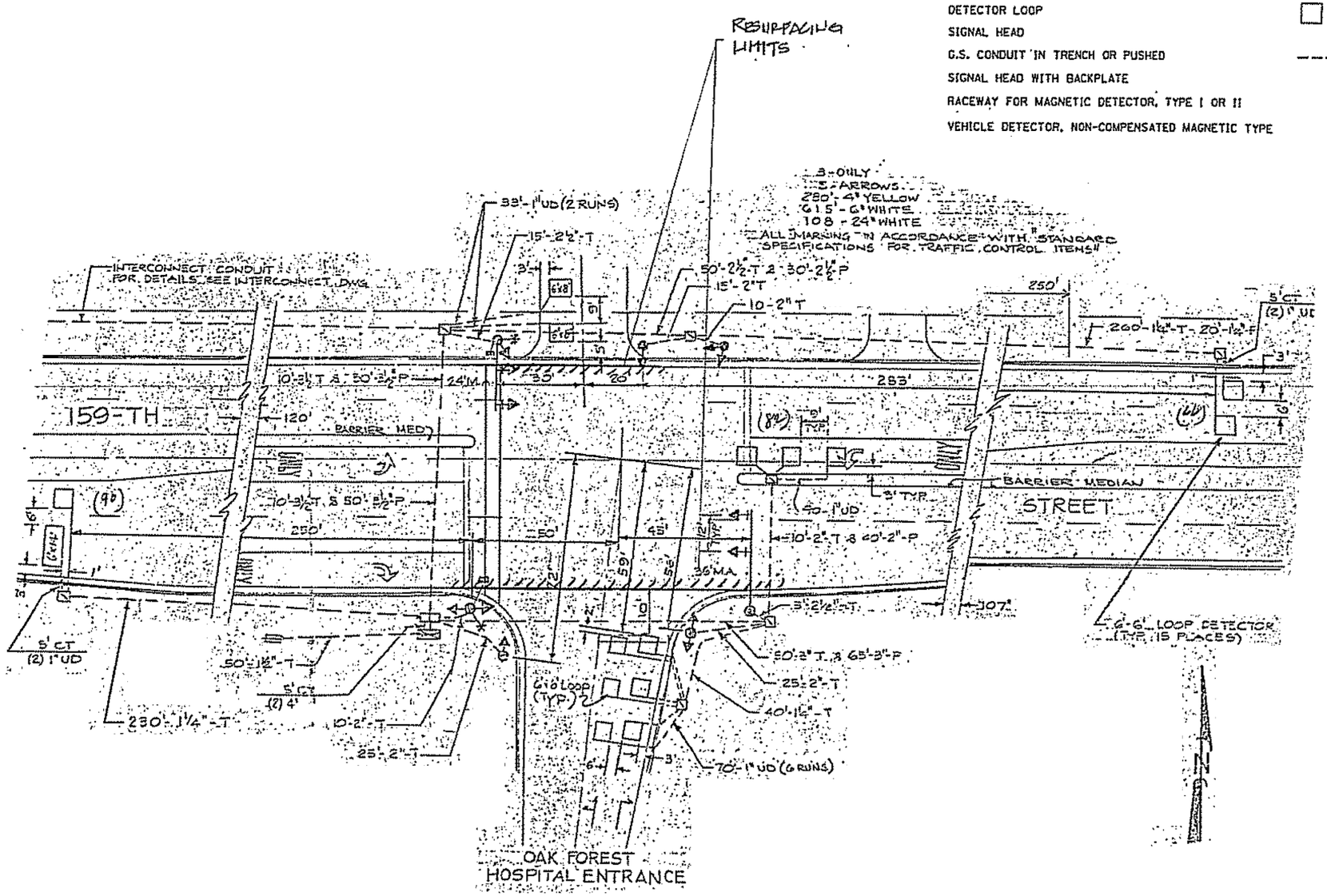
DISTRICT ONE - DETECTOR LOOP REPLACEMENT
U.S. ROUTE 6 @ ILL. ROUTE 50

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	15
		CONTRACT NO. 60K98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

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



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
86600600	238	FOOT	DETECTOR LOOP, REPLACEMENT

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	PLOT DATE = 4/3/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
U.S. RTE. 6 @ OAK FOREST HOSPITAL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	16
		CONTRACT NO. 60K98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

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

N

SCALE IN FEET
1" = 20'

CRAWFORD AVENUE / PULASKI ROAD

RESURFACING LIMIT

U.S. ROUTE 6

(159th ST.)

EXISTING INTERSECTION AND PROPOSED SAMPLING (SYSTEM) DETECTORS

PROPOSED INTERCONNECT TO CENTRAL PARK AVENUE (SEE INTERCONNECT PLANS)

EXIST. R.O.W.

16' POST

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
86600600	566	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME = c:\pw_work\PWIDOT\KANTHAPHI\D0112G\d0112G1\traffic_legend_v7.dgn	USER NAME = kanthaphiraybo	DESIGNED - BCK	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 29.9369 '/ IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/3/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

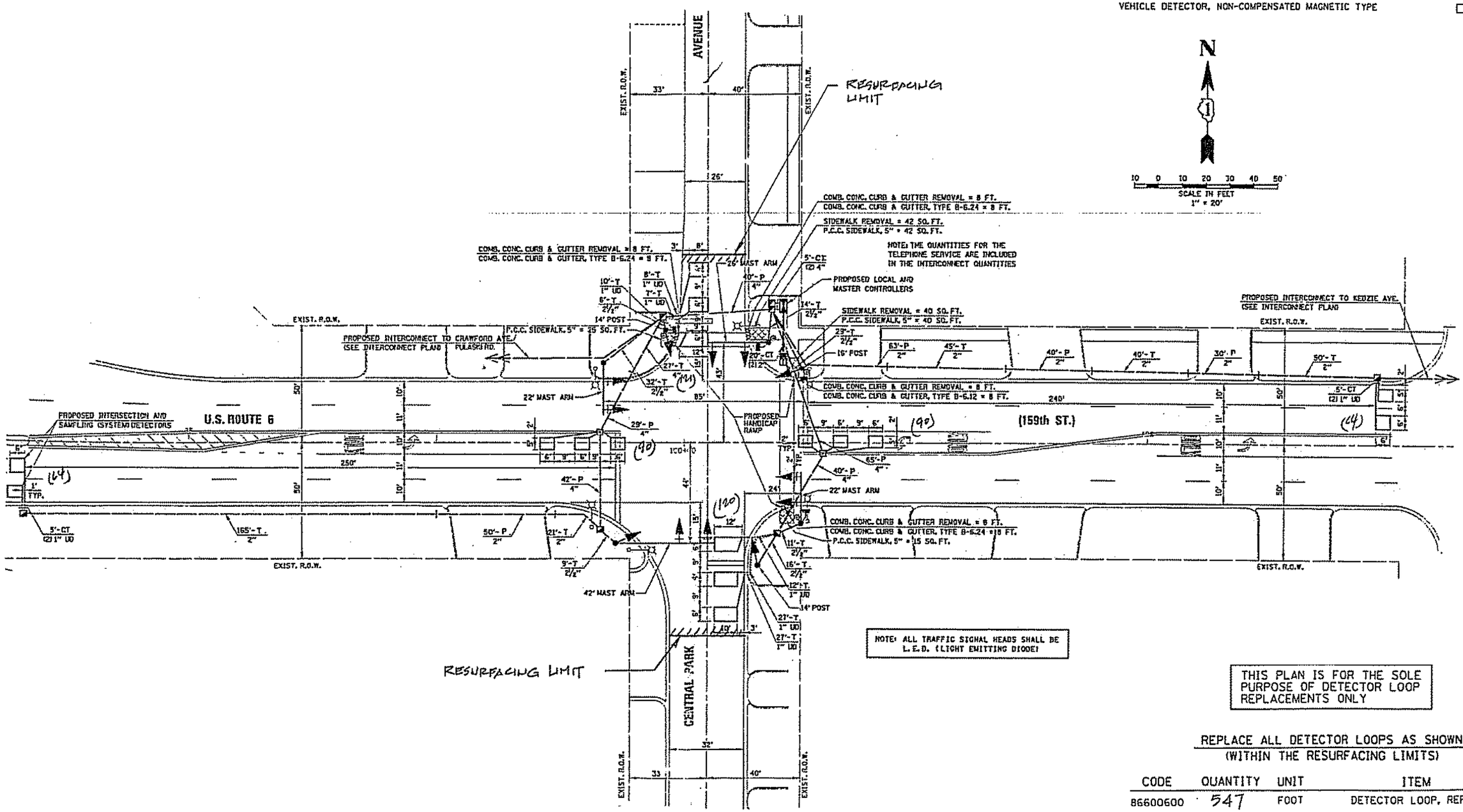
DISTRICT ONE - DETECTOR LOOP REPLACEMENT
U.S. ROUTE 6 @ PULASKI ROAD

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	17
		CONTRACT NO. 60K98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

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



NOTE: ALL TRAFFIC SIGNAL HEADS SHALL BE L.E.D. (LIGHT EMITTING DIODE)

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
86600600	547	FOOT	DETECTOR LOOP, REPLACEMENT

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	PLOT DATE = 1/3/2007	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

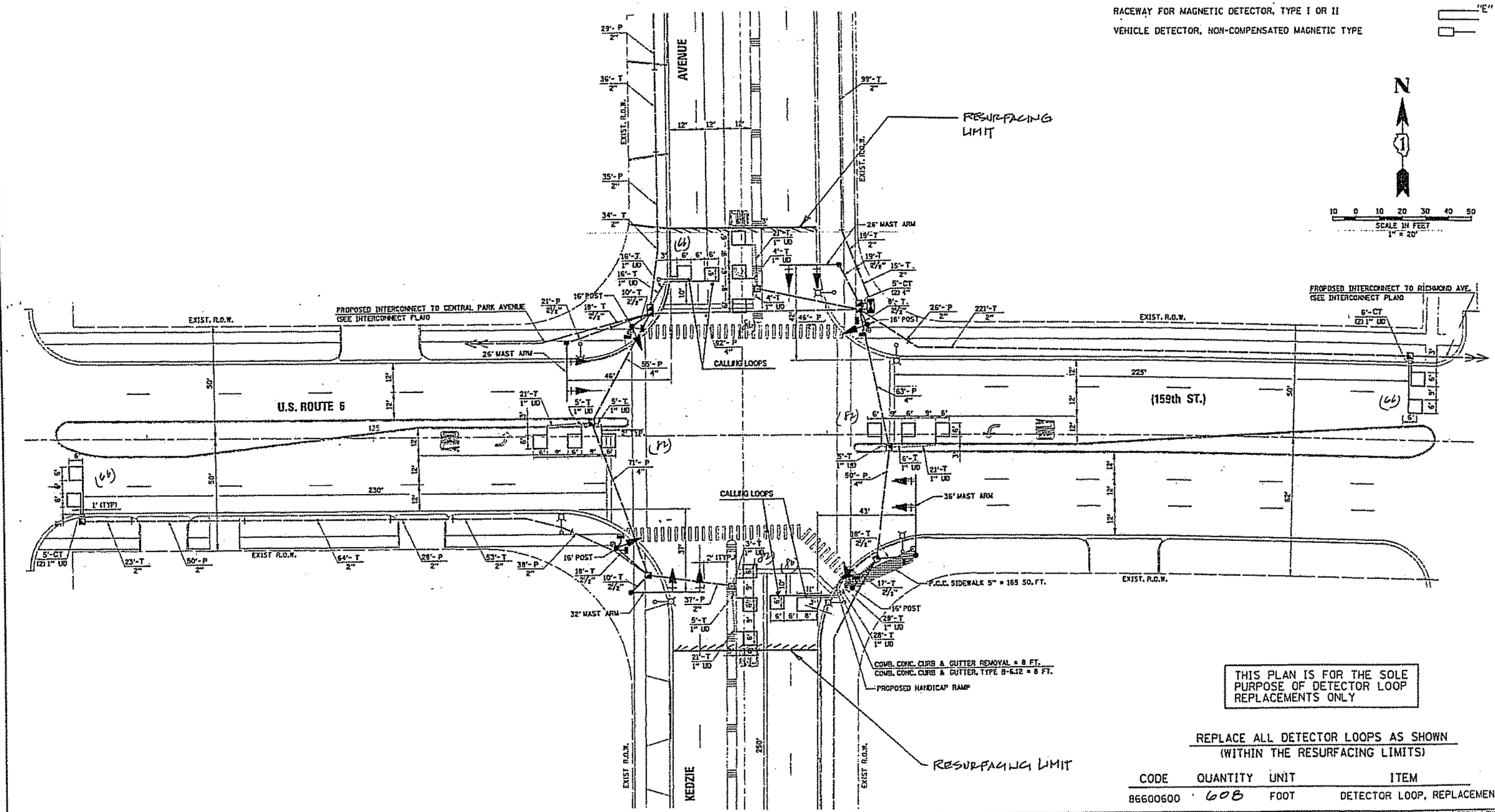
DISTRICT ONE - DETECTOR LOOP REPLACEMENT
U.S. ROUTE 6 @ CENTRAL PARK AV.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	18
		CONTRACT NO. 60K98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

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



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
86600600	608	FOOT	DETECTOR LOOP, REPLACEMENT

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	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/3/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

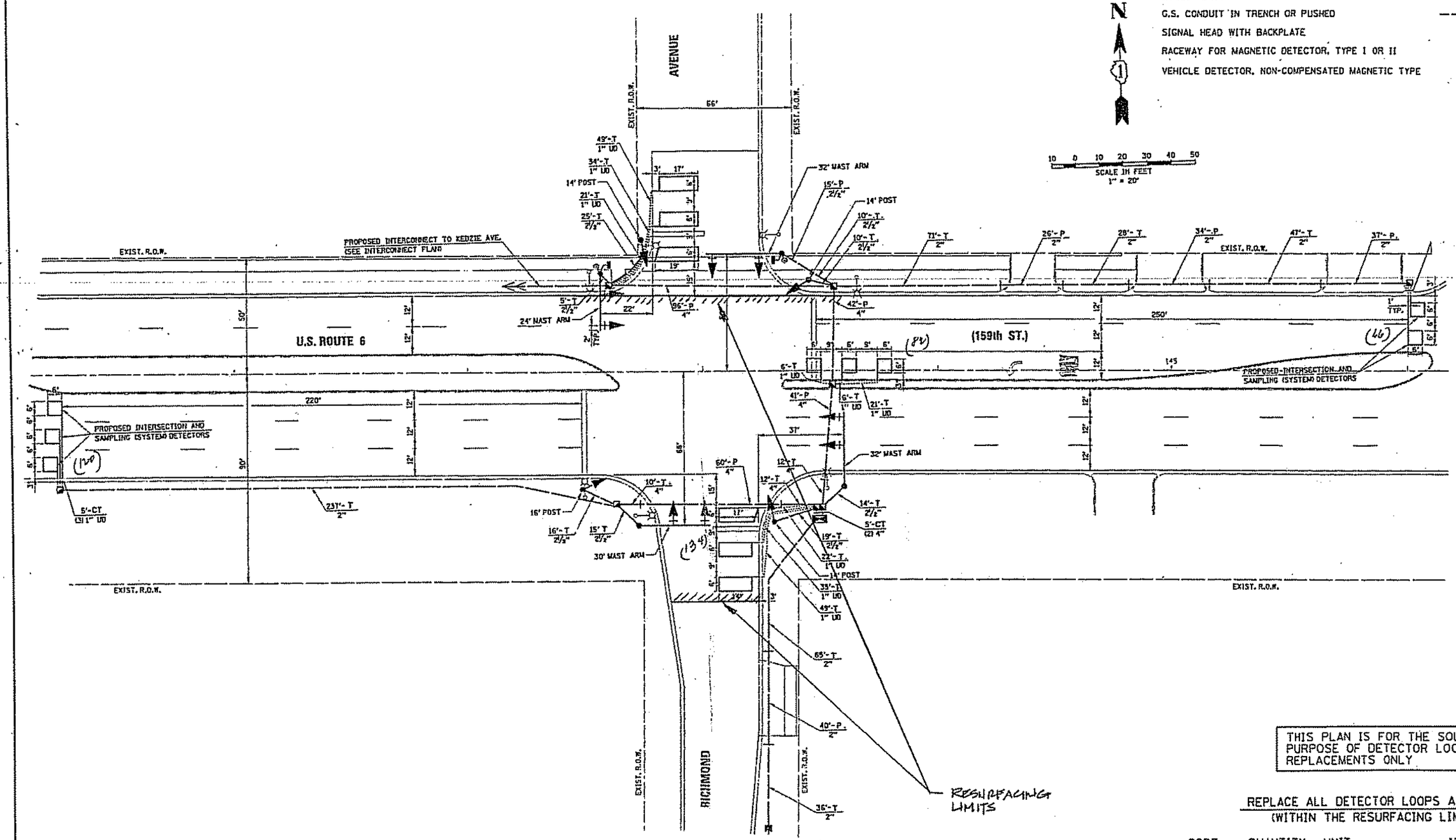
DISTRICT ONE - DETECTOR LOOP REPLACEMENT
U.S. ROUTE 6 @ KEDZIE AVE.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	19
		CONTRACT NO. 60K98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

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



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
86600600	402	FOOT	DETECTOR LOOP, REPLACEMENT

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		DRAWN - BCK	REVISED -
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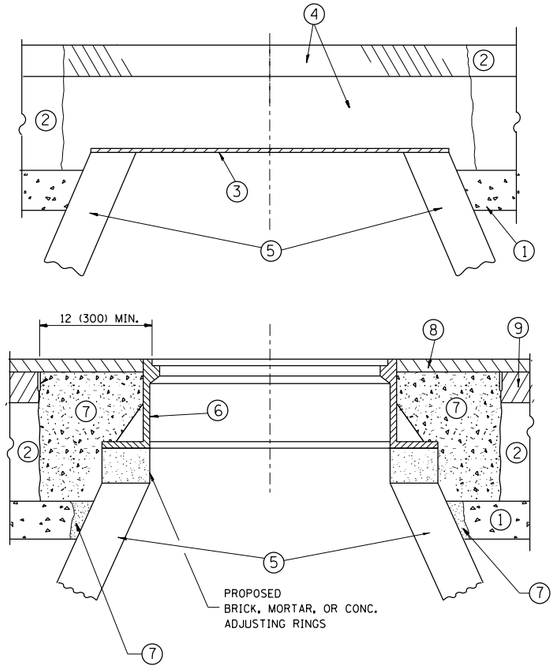
	PLOT DATE = 4/3/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
U.S. ROUTE 6 @ RICHMOND AVE.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	20
		CONTRACT NO. 60K98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

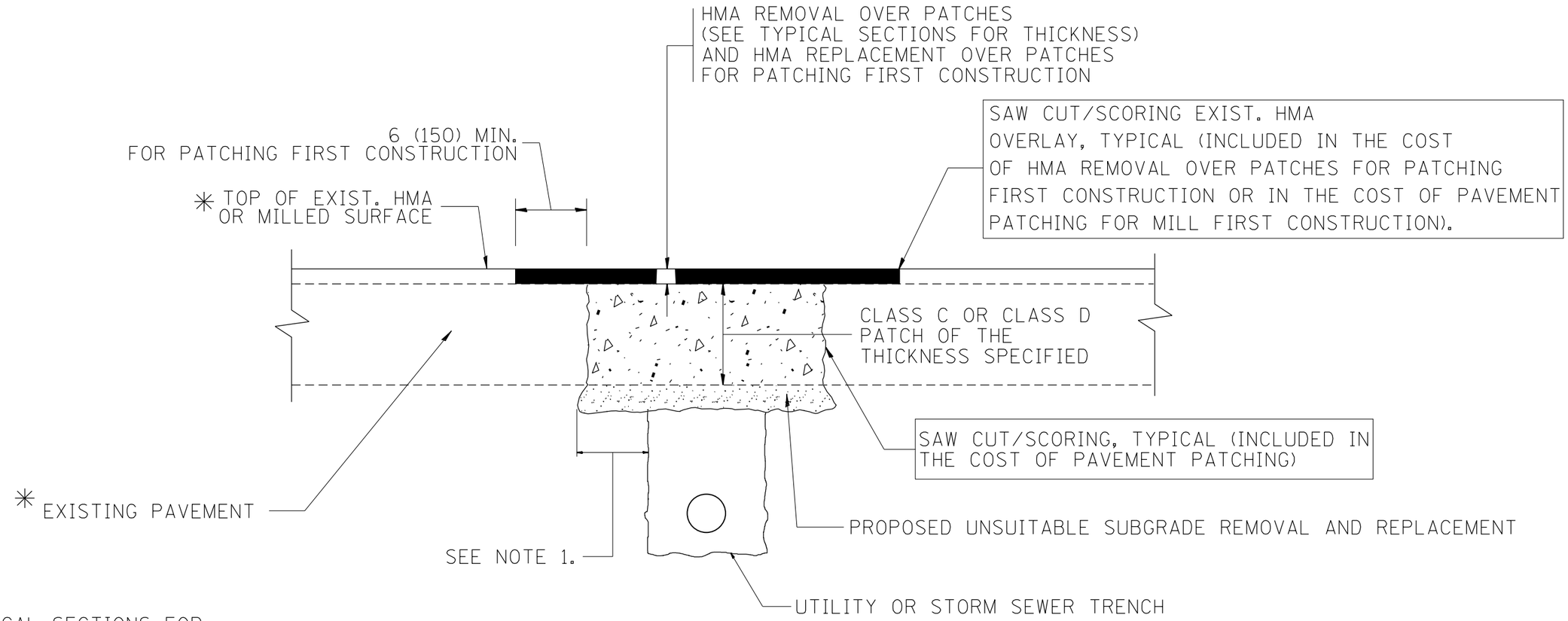
FILE NAME = c:\pw_work\pwidot\paraynoal\d0207900\D1626l0-sht-plan.dgn	USER NAME = paraynoal	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/26/2012	DATE - 10-25-94	REVISED - R. BORO 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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	21
	BD600-03 (BD-8)	CONTRACT NO. 60K98		
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 $4\frac{1}{2}$ 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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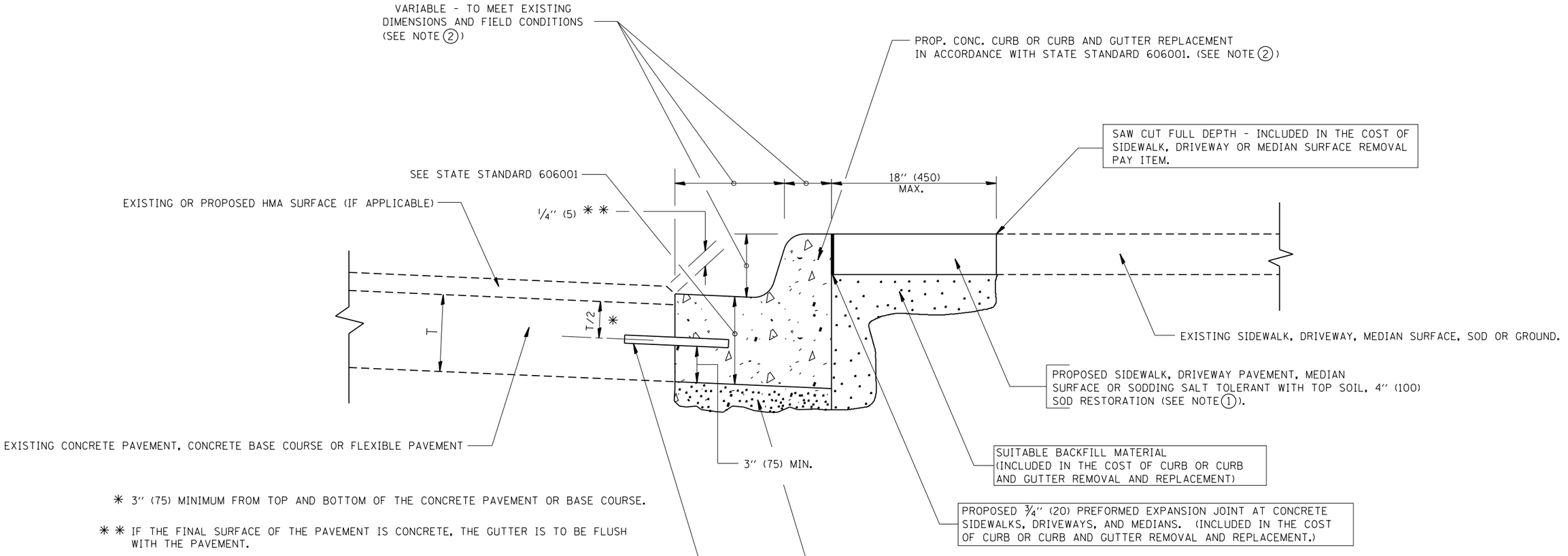
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 12/26/2012	DATE - 10-25-94	REVISED - K. ENG 10-27-08

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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	22
	BD400-04 (BD-22)	CONTRACT NO. 60K98		
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.

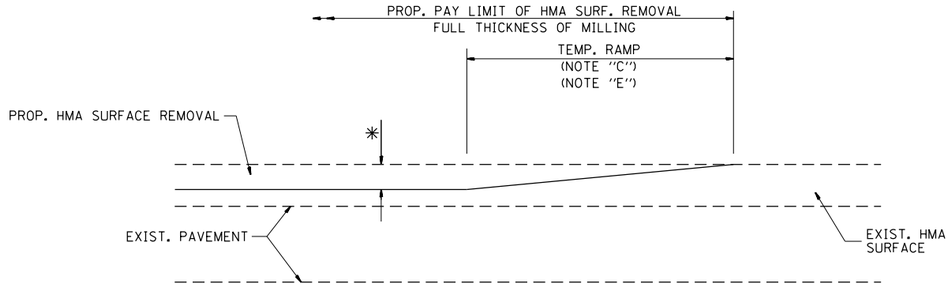
BASIS OF PAYMENT:

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.

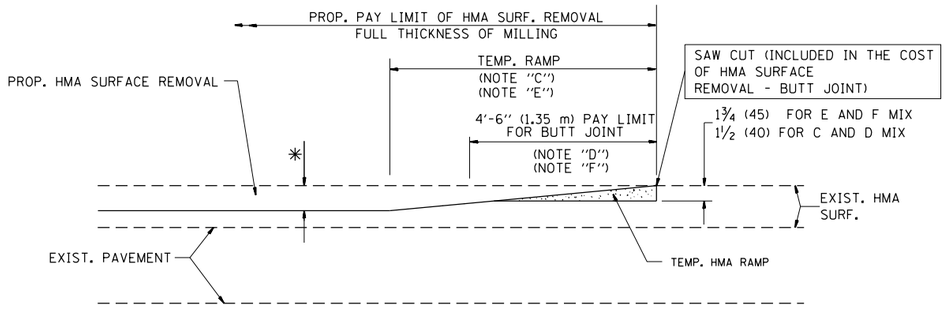
FILE NAME = c:\pw_work\pwidot\paraynoal\d0207900\D162610-sht-plan.dgn	USER NAME = paraynoal	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED - A. ABBAS 03-21-97				351	3277 RS-4	COOK	32	23
	PLOT DATE = 12/26/2012	CHECKED -	REVISED - M. GOMEZ 01-22-01				BD600-06 (BD-24)		CONTRACT NO. 60K98		
		DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

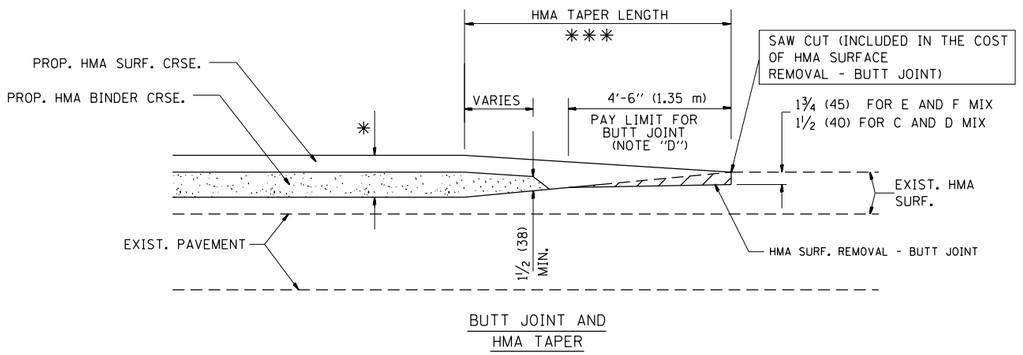


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

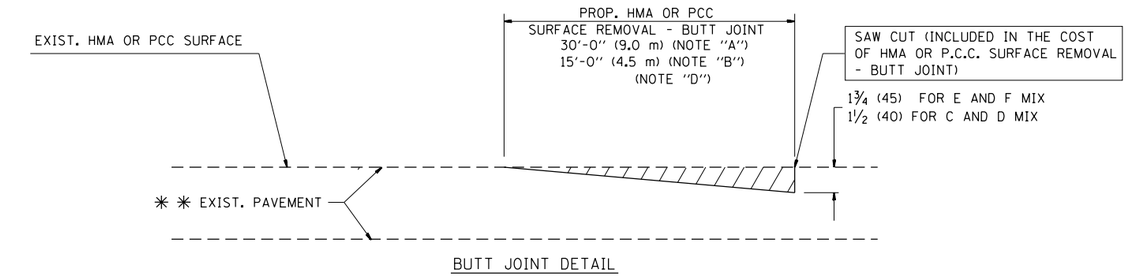
OPTION 2

TYPICAL TEMPORARY RAMP

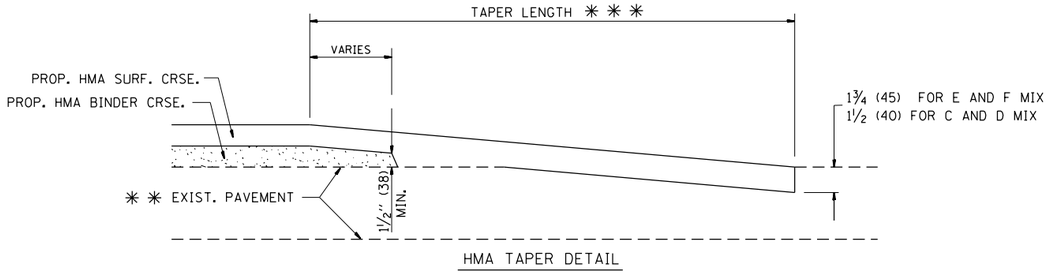


BUTT JOINT AND HMA TAPER

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.

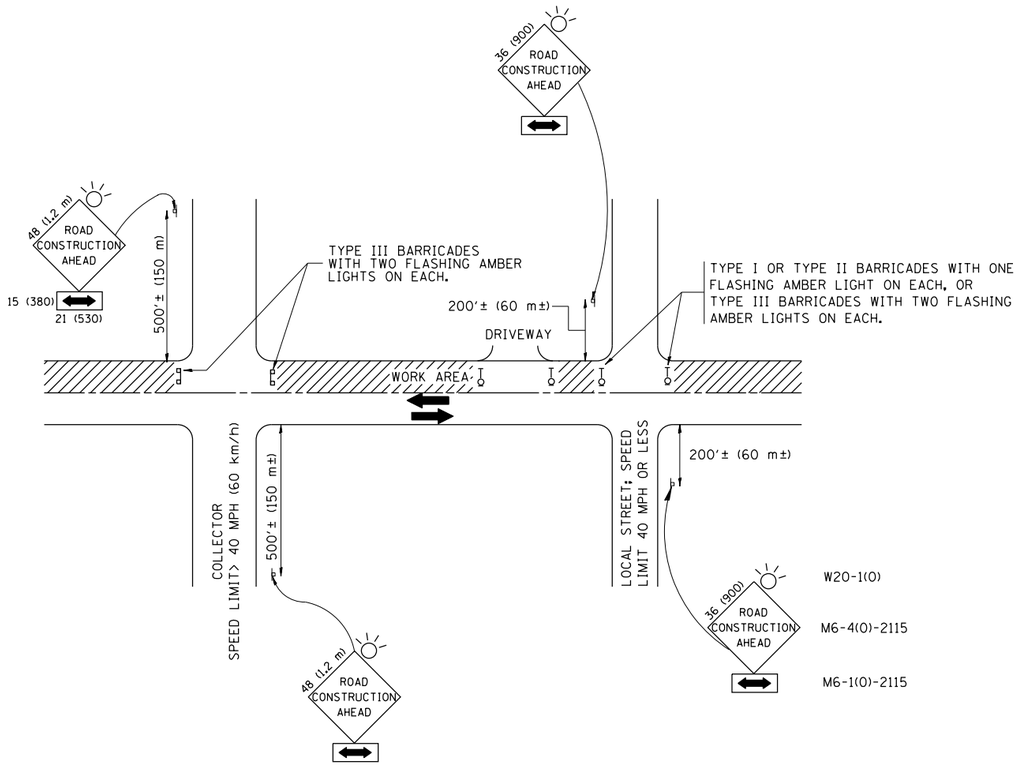
FILE NAME = c:\pw_work\pwidot\paraynoal\d0207900\D162610-sht-plan.dgn	USER NAME = paraynoal	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 12/26/2012	DATE - 06-13-90	REVISED - R. 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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	24
	BD400-05 BD32	CONTRACT NO. 60K98		
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.

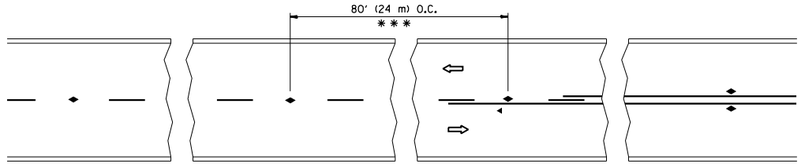
FILE NAME = c:\pw_work\pwidot\paraynoal\d0207900\D1602610-sht-plan.dgn	USER NAME = paraynoal	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 12/26/2012	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

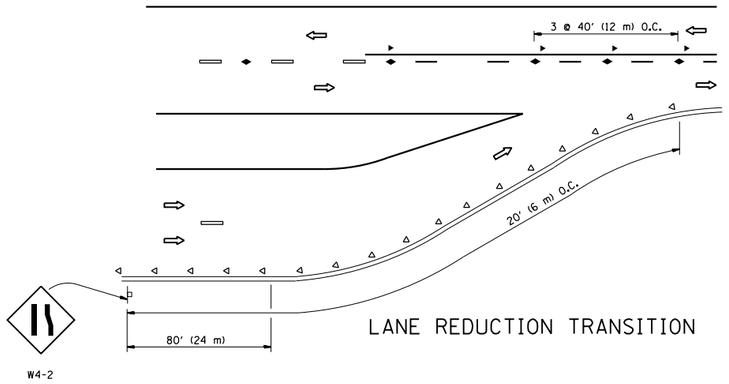
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	25
	TC-10	CONTRACT NO. 60K98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

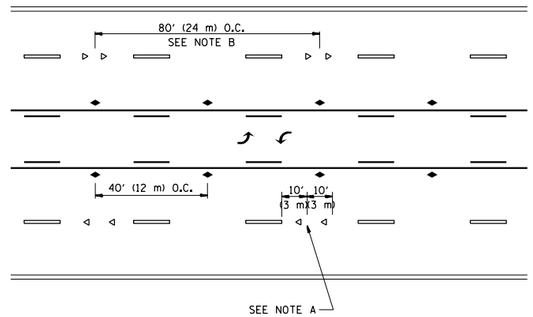


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

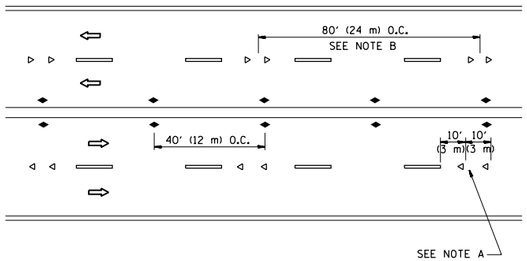
TWO-LANE/TWO-WAY



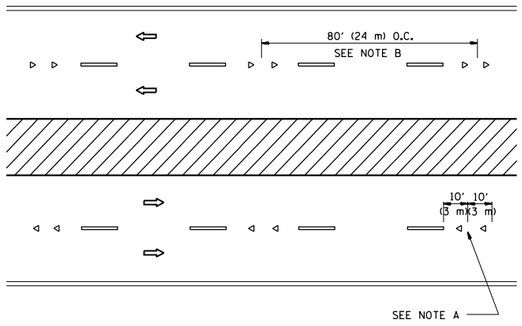
LANE REDUCTION TRANSITION



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

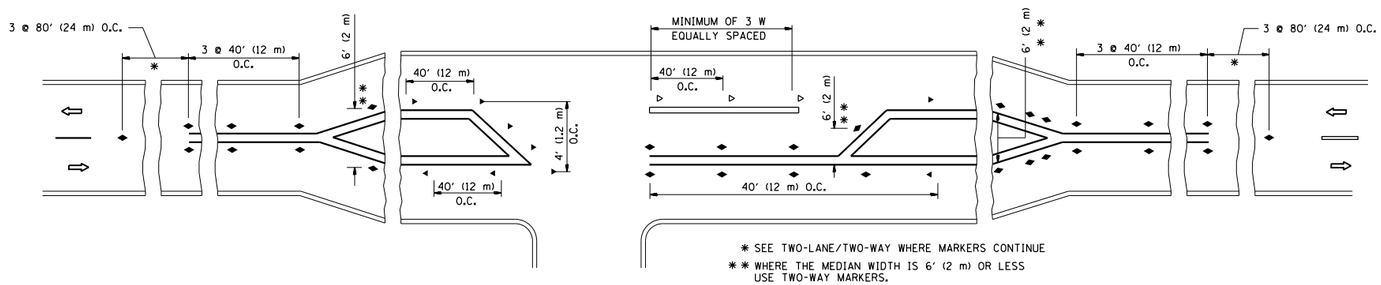
LANE MARKER NOTES

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

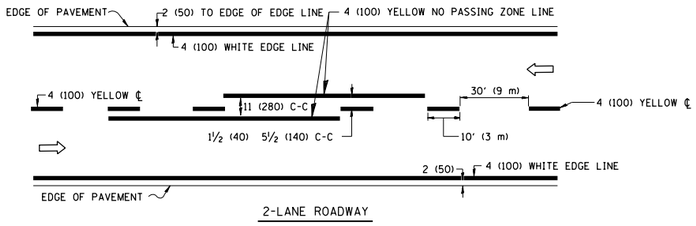
** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

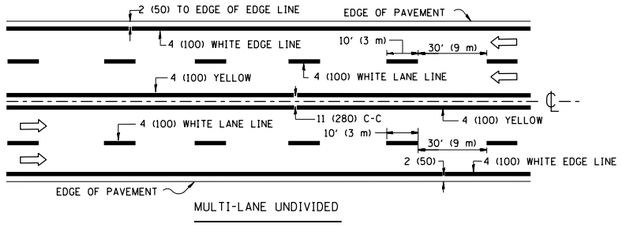
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = c:\pw_work\pwidot\paraynoal\d0207900\D1602610-sht-plan.dgn	USER NAME = paraynoal	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED - T. RAMMACHER 03-12-99		
	PLOT DATE = 12/26/2012	CHECKED -	REVISED - T. RAMMACHER 01-06-00		
		DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

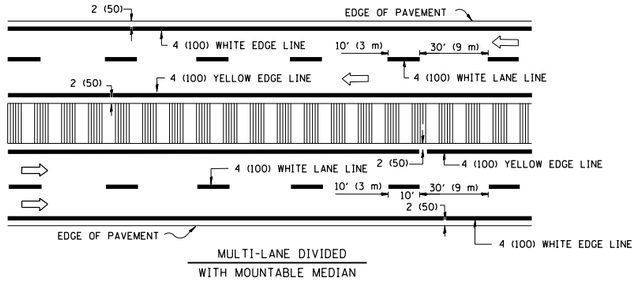
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	26
	TC-11	CONTRACT NO. 60K98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



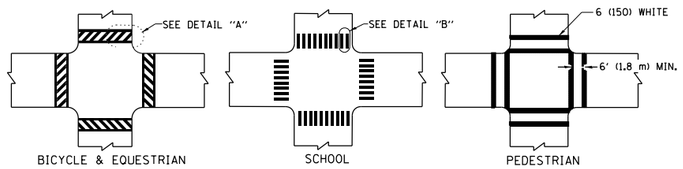
MULTI-LANE UNDIVIDED



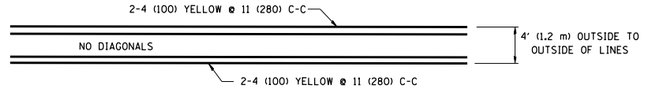
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

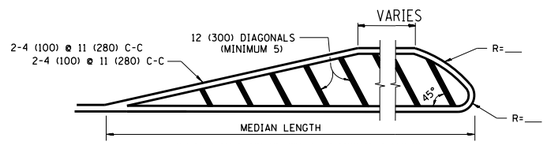
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



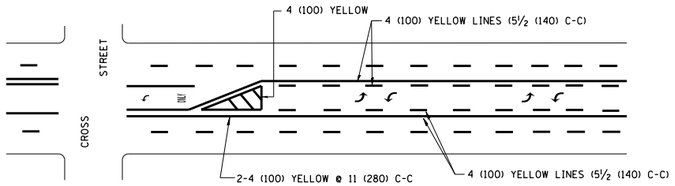
4' (1.2 m) WIDE MEDIANS ONLY



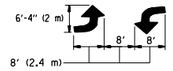
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

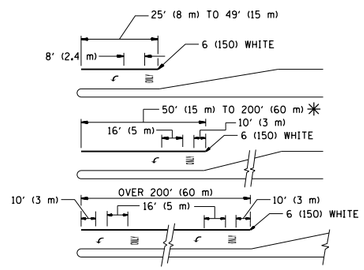


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

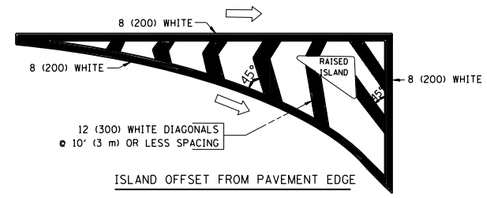


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

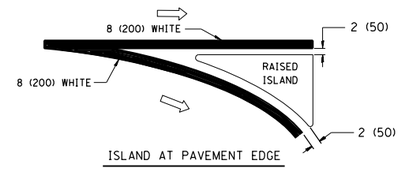
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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 ⌀ 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	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 ⌀ 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 ⌀ 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 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) ⌀ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

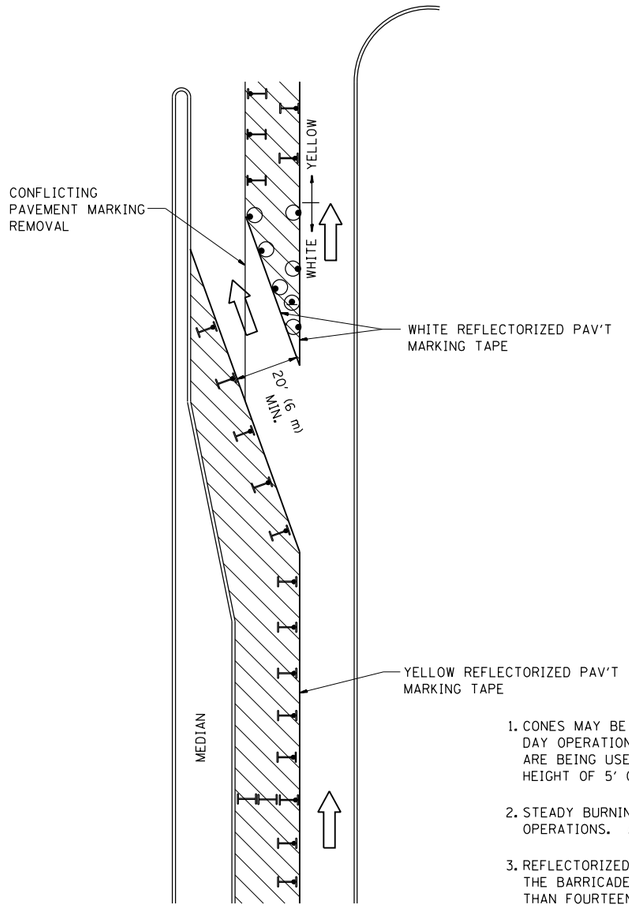
FILE NAME = c:\pw_work\pwidot\paraynoal\d0207980\D162610-sht-plan.dgn	USER NAME = paraynoal	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/26/2012	DATE - 03-19-90	REVISED -

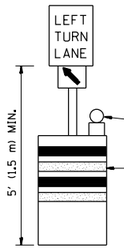
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	27
	TC-13	CONTRACT NO. 60K98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





R 3-I100L 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.

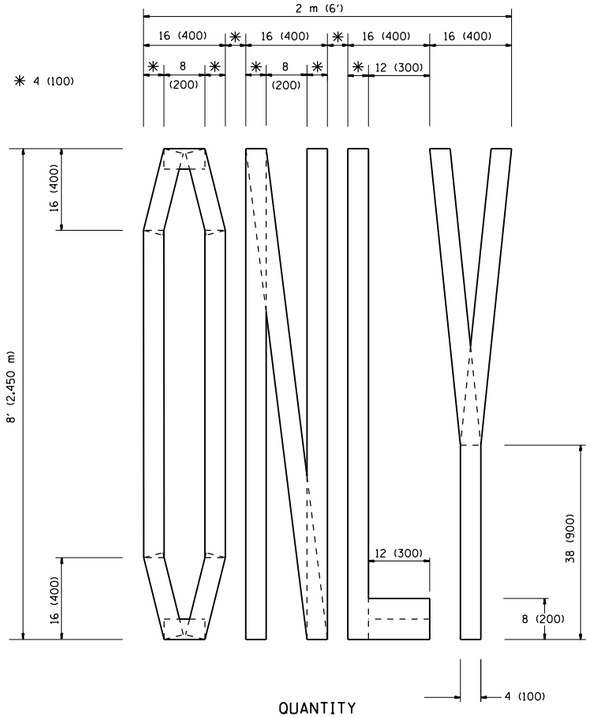
FILE NAME = c:\pw_work\pwidot\paraynoal\d0207900\D162610-sht-plan.dgn	USER NAME = paraynoal	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 100.0000 '/ in.	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT DATE = 12/26/2012	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

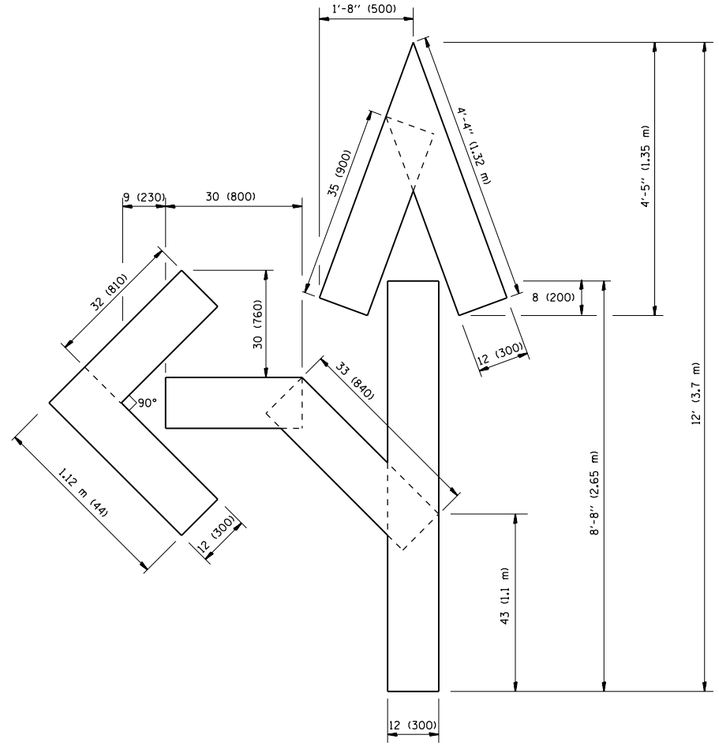
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

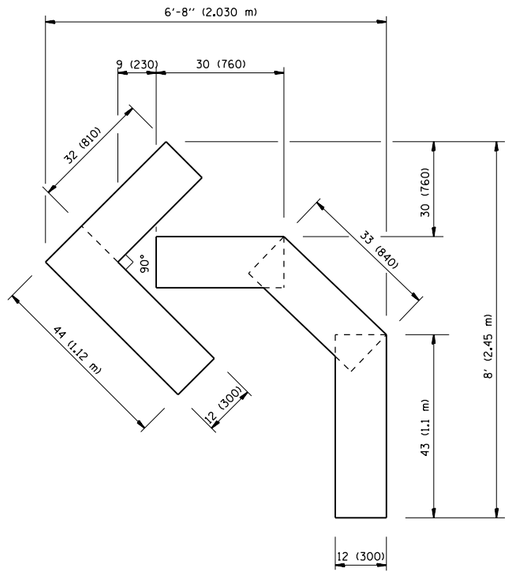
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	28
	TC-14	CONTRACT NO. 60K98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



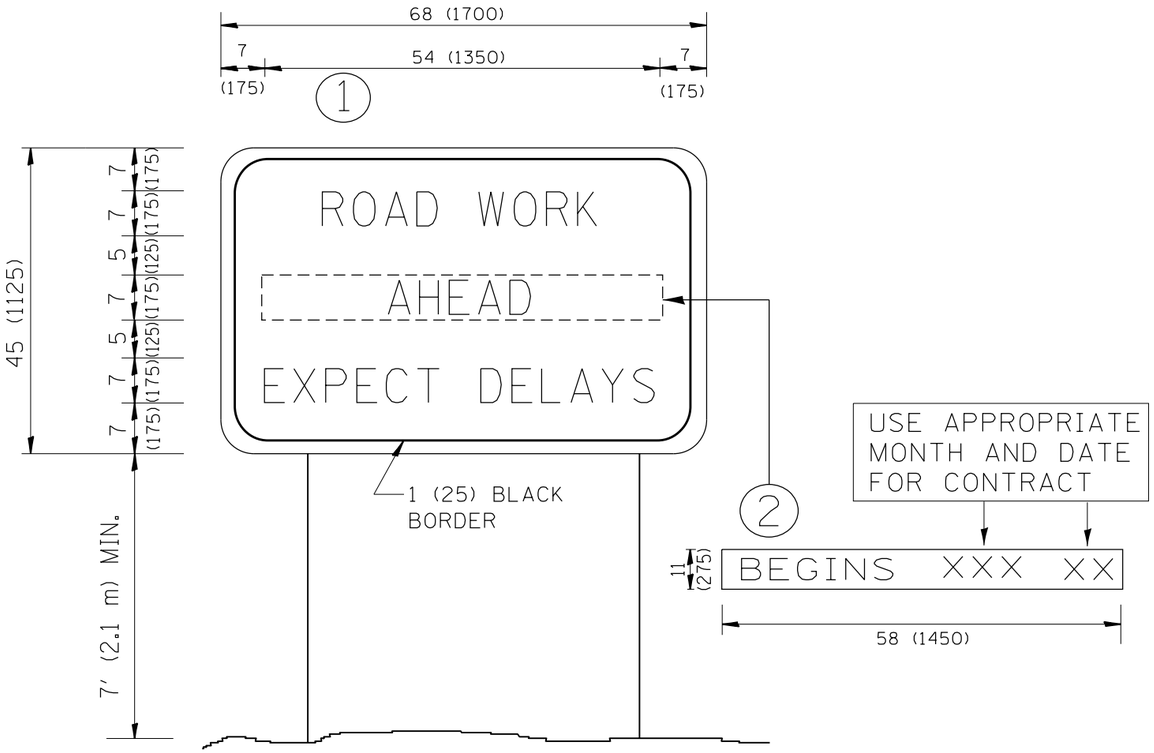
QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



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 = c:\pw_work\pwidot\paraynoal\d0207900\D1612610-sht-plan.dgn	USER NAME = paraynoal	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -T. RAMMACHER 11-04-97						351	3277 RS-4	COOK	32	29
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98							TC-16		CONTRACT NO. 60K98	
	PLOT DATE = 12/26/2012	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	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 = c:\pw_work\pwidot\paraynoal\d0207900\D1626l0-sht-plan.dgn	USER NAME = paraynoal	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 12/26/2012	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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	30
	TC-22	CONTRACT NO. 60K98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

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

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

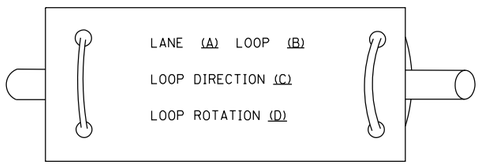
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

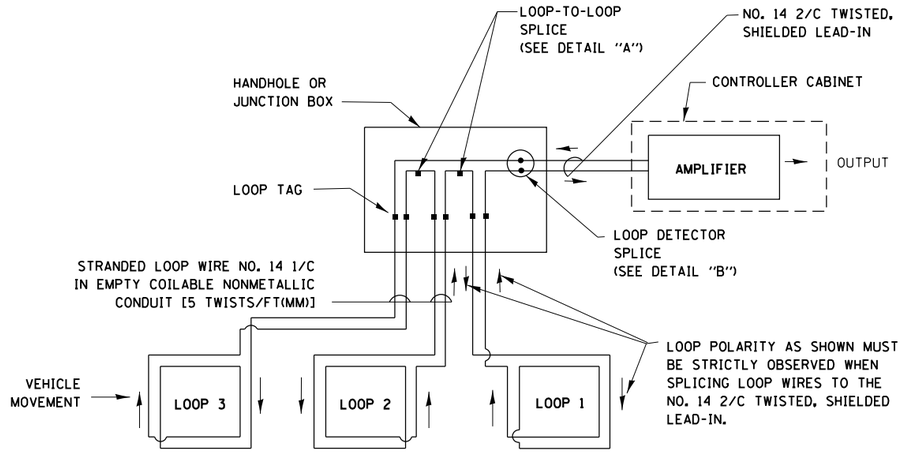


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

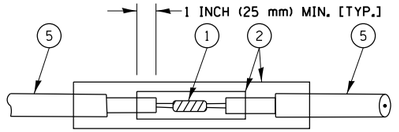
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

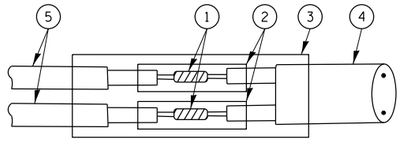


DETECTOR LOOP WIRING SCHEMATIC

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

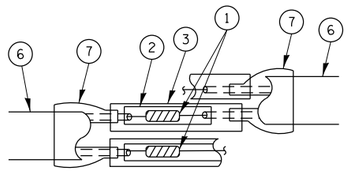


DETAIL "A"
LOOP-TO-LOOP SPLICE



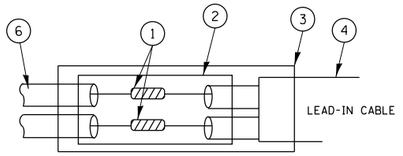
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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	PLOT DATE = 12/26/2012	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

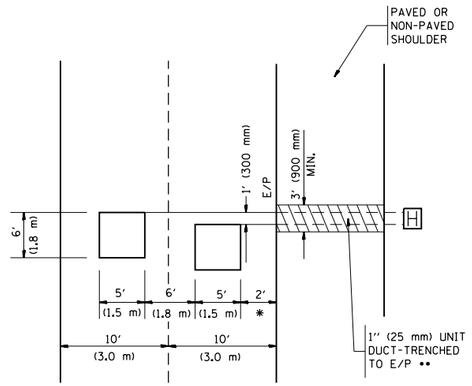
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	31
	TS-05	CONTRACT NO. 60K98		
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.

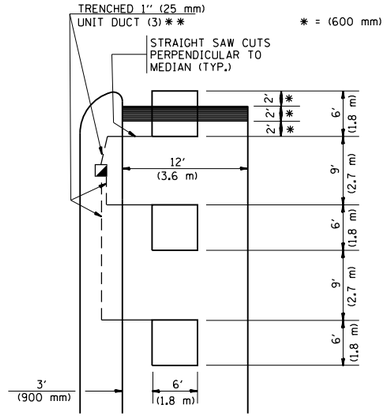


* = (600 mm)

** 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.

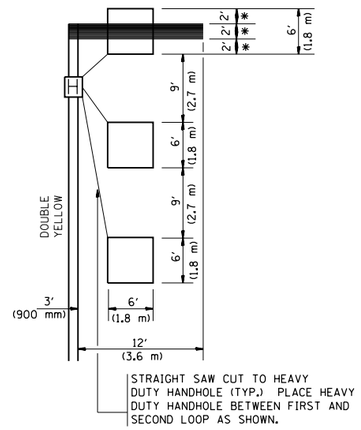


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

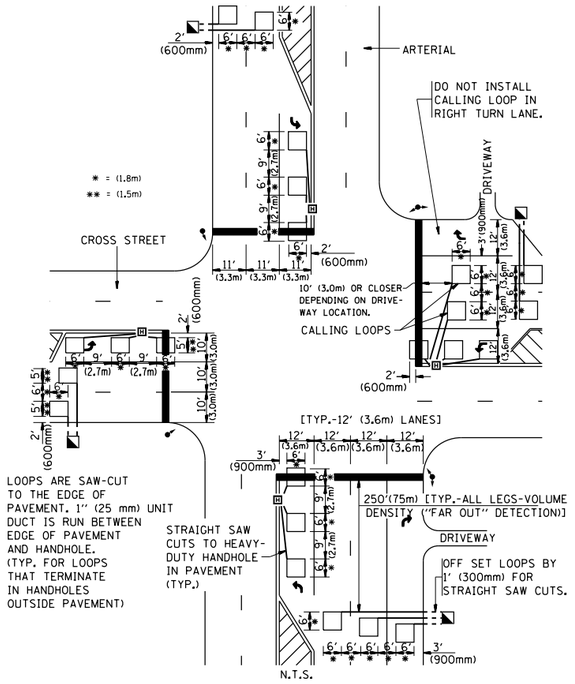
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



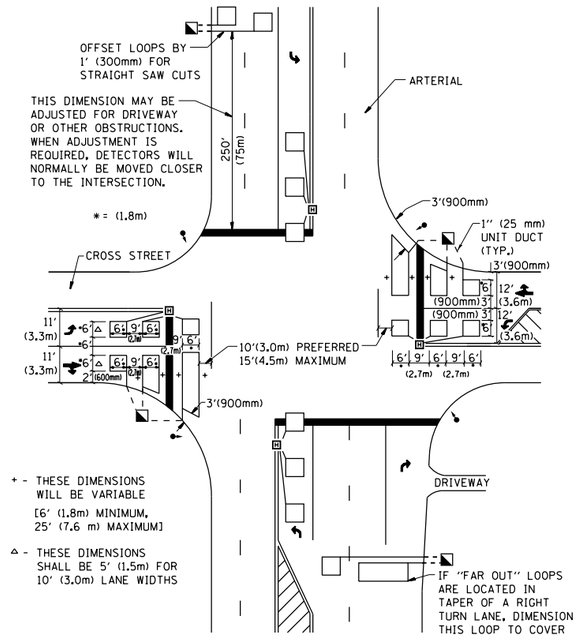
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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.

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	PLOT DATE = 12/26/2012	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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	3277 RS-4	COOK	32	32
	TS-07	CONTRACT NO. 60K98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		