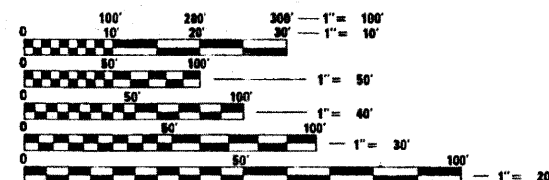


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**  
F.A.P. 607 /US 52 (JEFFERSON ST.)  
JOYCE RD. TO EDEN LN.  
RESURFACING (MAINTENANCE)  
SECTION: 128 RS-5  
WILL COUNTY  
C-91-522-09

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT LOCATED IN THE  
CITY OF JOLIET



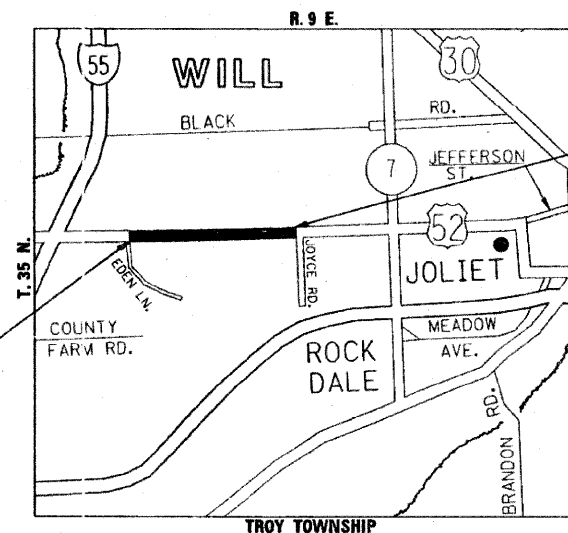
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD  
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT  
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS  
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: JENPAI CHANG (847) 705-4432  
PROJECT MANAGER: KEN ENG (847) 705-4247

CONTRACT NO. 60G66

PROJECT BEGINS  
STA. 75 + 92



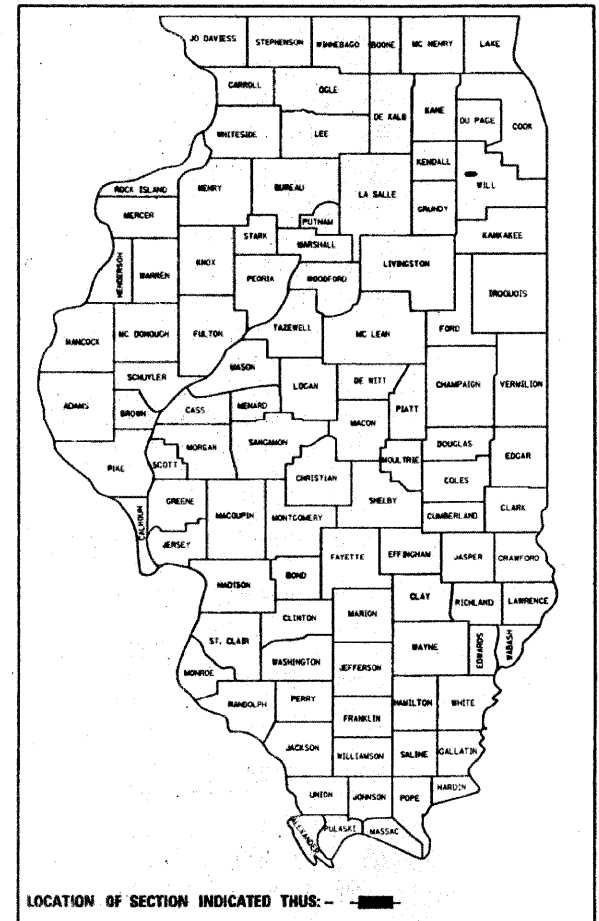
TRAFFIC DATA:  
2007 ADT - 28600  
SPEED LIMIT - 35 TO 45 MPH

PROJECT ENDS  
STA. 128 + 89

GROSS AND NET LENGTH OF IMPROVEMENT = 5297 LIN FT = 1.01 MILES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	128 RS-5	WILL	29	1
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 60G66	

B-01-522-09



LOCATION OF SECTION INDICATED THUS: ———

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

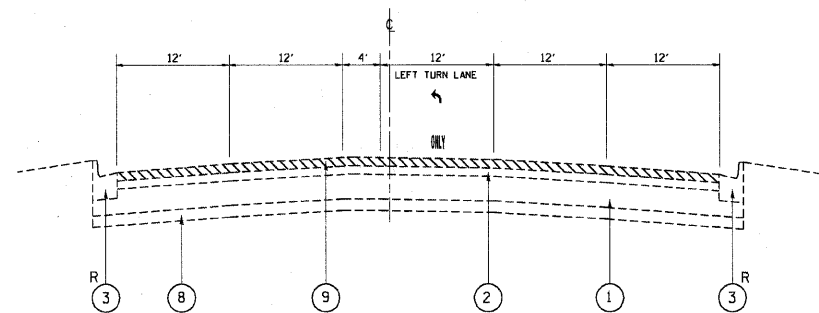
SUBMITTED APRIL 16, 2009  
Debra M. O'Keefe  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
May 1, 2009  
Charles J. Ingersoll  
ENGINEER OF DESIGN AND ENVIRONMENT  
May 1, 2009  
Christine M. Reed  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

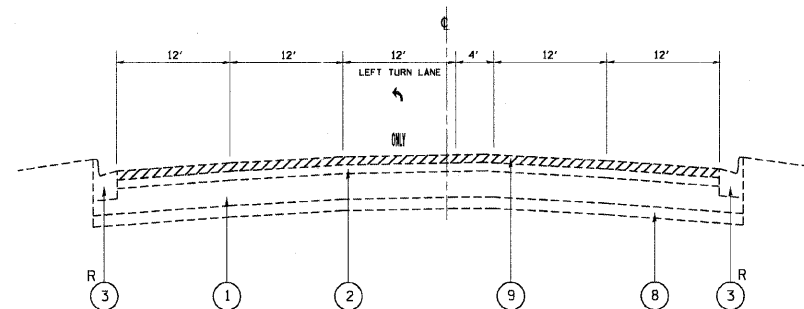
INDEX OF SHEETS						GENERAL NOTES	
SHEET NO.	DESCRIPTION	STATE STANDARDS					
1	COVER SHEET	000001- <del>05</del> STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS				BEFORE STARTING ANY EXCAVATION THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR "CUAN" (CHICAGO UTILITY ALERT NETWORK) AT 312-744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED).	
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES	424001- <del>05</del> CURB RAMPS FOR SIDEWALK					
3	SUMMARY OF QUANTITIES	442201- <del>03</del> CLASS C AND D PATCHES				10 FEET (3 METERS) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.	
4-7	EXISTING AND PROPOSED TYPICAL SECTIONS	602501- <del>01</del> VALVE VAULT, TYPE A					
8-10	ROADWAY AND PAVEMENT MARKING PLANS	604011- <del>04</del> FRAME AND LIDS, TYPE 1				THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES AND THE CITY OF JOLIET.	
11	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	606001- <del>04</del> CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER					
12	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	701601- <del>06</del> LANE CLOSURE, MULTILANE, 1W OR 2W, WITH NON TRANSVERSABLE MEDIAN				THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.	
13	CURB OF CURB AND GUTTER REMOVAL AND REPLACEMENT	701606- <del>06</del> URBAN LANE CLOSURE, MULTILANE 2W WITH MOUNTABLE MEDIAN					
14	BUTT JOINT AND HMA TAPER DETAILS	701701- <del>06</del> LANE CLOSURE, MULTILANE, INTERSECTION, FOR SPEEDS < 45 MPH				THE CONTRACTOR SHALL CONTRACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR CORY JUCIUS AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO START OF WORK.	
15	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	701801- <del>04</del> LANE CLOSURE, MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE					
16	TYPICAL APPLICATIONS FOR RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)	701901- <del>01</del> TRAFFIC CONTROL DEVICES				WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H). WITH WRITEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H)	
17	IDSTRCT ONE TYPICAL PAVEMENT MARKING	780001- <del>02</del> TYPICAL PAVEMENT MARKINGS					
18	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)	781001- <del>03</del> TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS				BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.	
19	TEMPORARY PAVEMENT MARKING--LETTERS AND SYMBOLS FOR TRAFFIC STAGING	886001- <del>01</del> DETECTOR LOOP INSTALLATIONS					
20-23	STANDARD TRAFFIC SIGNAL DESIGN DETAILS	886006- <del>01</del> TYPICAL LAYOUT FOR DETECTION LOOPS				PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH THE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL. (TC-13)	
24	DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING						
25-28	DETECTOR LOOP LOCATION DETAILS					RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS" DETAIL.	
29	ARTERIAL ROAD INFORMATION SIGNING						
						THE RESIDENT ENGINEER SHOULD CONTACT MS. CORA MATHIS, AREA TRAFFIC ENGINEER, AT (815) 485-6475 PRIOR TO PLACING ANY PAVEMENT MARKINGS.	

FILE NAME =	USER NAME = lsgso	DESIGNED =	REVISED =	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES US 52 (JEFFERSON ST.)--JOYCE RD. TO EDEN LN.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\pwork\PIWIDOT\STEEDPA\ed0137220\0152209-shs-plan.dgn		DRAWN =	REVISED =			607	128 RS-5	WILL	29	2
PLOT SCALE = 49.9999' / IN.	CHECKED =	REVISED =				CONTRACT NO. 60G66				
PLOT DATE = 4/24/2009	DATE =	REVISED =								
				SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

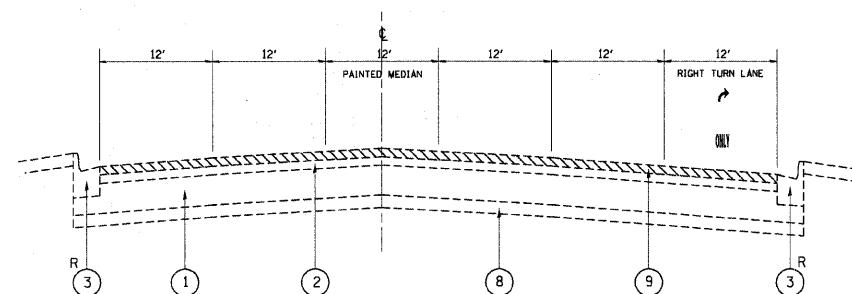
SUMMARY OF QUANTITIES			URBAN 100% STATE	CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN 100% STATE	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES						CODE NO	ITEM	UNIT	TOTAL QUANTITIES					
				1000									1000				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	18	18					*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2647	2647				
40600300	AGGREGATE (PRIME COAT)	TON	86	86					*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	500	500				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	13	13					*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	552	552				
40600895	CONSTRUCTING TEST STRIP	EACH	1	1					78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	469	469				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	325	325					*88600600	DETECTOR LOOP REPLACEMENT	FOOT	229	229				
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	4209	4209					X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4				
42001300	PROTECTIVE COAT	SQ YD	70	70					X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1691	1691				
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	42949	42949					<del>44004600</del>	SIDEWALK REMOVAL AND REPLACEMENT	SQ FT	400	400				
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	127	127					Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	56	56				
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	275	275													
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	75	75													
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	38	38													
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3													
67100100	MOBILIZATION	L SUM	1	1													
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1													
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1													
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1													
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1													
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	4968	4968													
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	803	803													
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	12593	12593													
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2463	2463													
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2647	2647													
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	500	500													
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	9629	9629													
*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	803	803													
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12593	12593													
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2463	2463													
										* SPECIALTY ITEMS							
FILE NAME =			USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			SUMMARY OF QUANTITIES			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
G:\p\work\FWIDOT\STEE\PA\0137220\0152209.sht			handgn	DRAWN -	REVISED -				US 52' (JEFFERSON ST.)--JOYCE RD. TO EDEN LN.			607	128 RS-5	WILL	29	3	
PLOT SCALE = 50.0000' / IN.				CHECKED -	REVISED -				SCALE:			SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 60G66		
PLOT DATE = 4/24/2009				DATE -	REVISED -							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



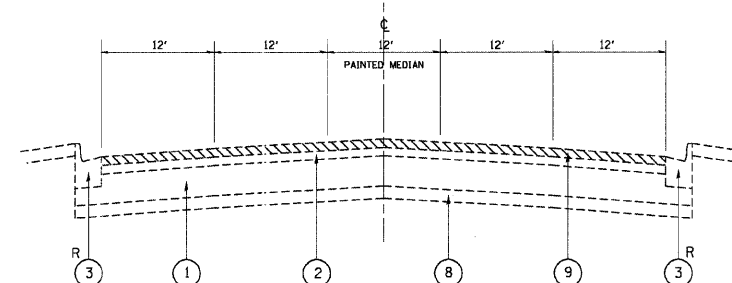
EXISTING TYPICAL CROSS SECTION  
STA. 73+92 TO 75+93  
STA. 98+18 TO 101+90



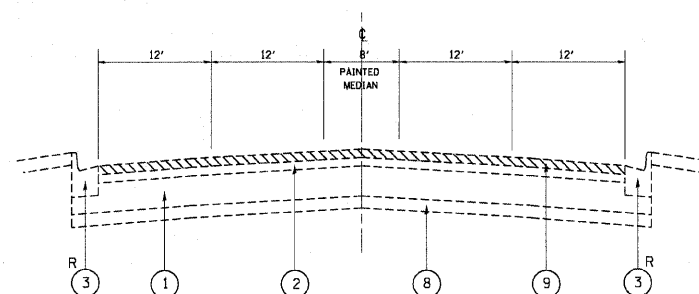
EXISTING TYPICAL CROSS SECTION  
STA. 103+28 TO 106+58  
STA. 113+30 TO 118+15



EXISTING TYPICAL CROSS SECTION  
STA. 75+93 TO 79+64



EXISTING TYPICAL CROSS SECTION  
STA. 106+58 TO 110+59  
STA. 118+15 TO 120+60



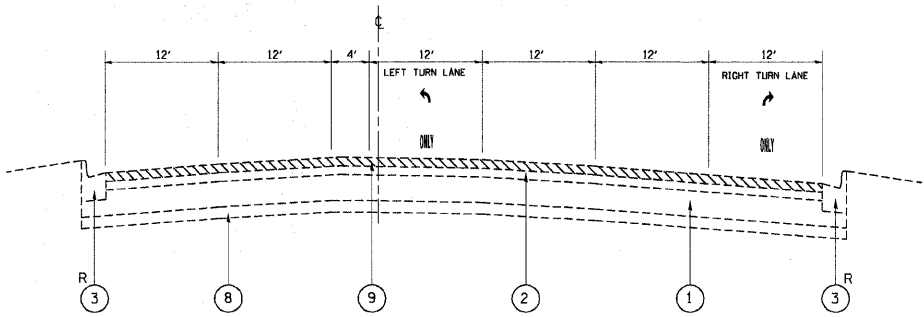
EXISTING TYPICAL CROSS SECTION  
STA. 79+64 TO 98+18

# LEGEND:

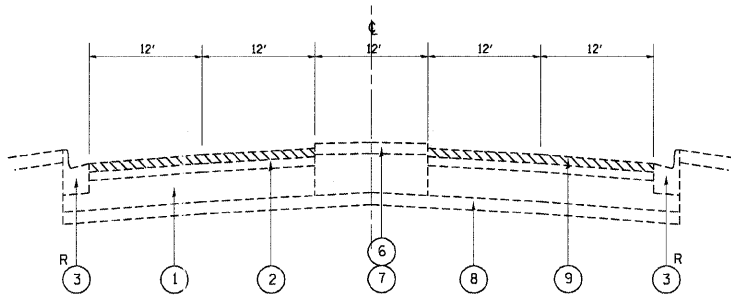
- 1 EXIST. P.C.C. PAVEMENT,  $\pm 10''$
- 2 EXIST. HOT-MIX ASPHALT SURFACE,  $\pm 3''$
- 3 EXIST. COMB. CONC. CURB AND GUTTER, TYPE B-6.12
- 4 EXIST. P.C.C. SIDEWALK
- 5 EXIST. BARRIER MEDIAN
- 6 EXIST. CORRUGATED MEDIAN
- 7 EXIST. LANDSCAPE MEDIAN
- 8 EXIST. STABILIZED SUB-BASE
- 9 PROP. HOT-MIX ASPHALT SURFACE REMOVAL,  $2\frac{1}{2}''$
- 10 PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50,  $\frac{3}{4}''$
- 11 PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90,  $1\frac{3}{4}''$

R CURB AND GUTTER REMOVAL AND REPLACEMENT  
(LOCATION AS DIRECTED BY THE ENGINEER)

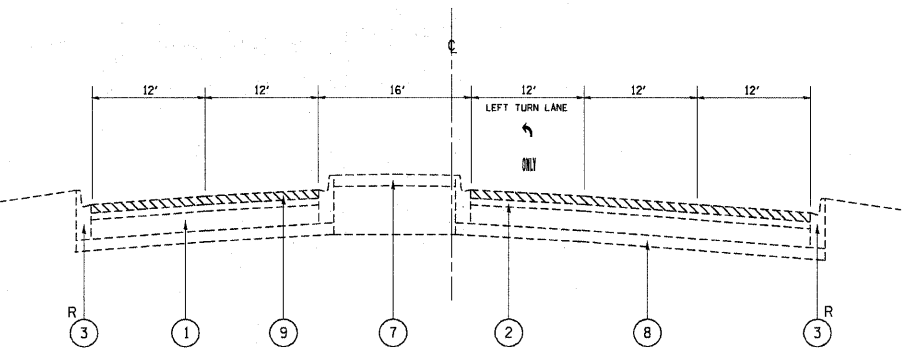
FILE NAME =	USER NAME = lryse	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED -		SCALE:				SHEET NO. OF SHEETS		CONTRACT NO. 60C66		
		DATE -	REVISED -		STA. TO STA.				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



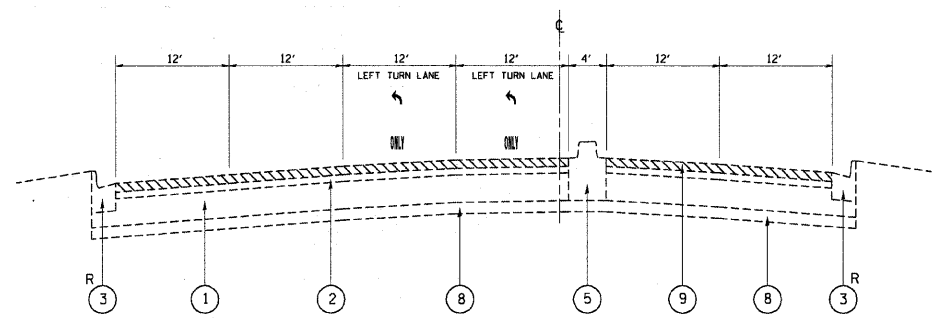
EXISTING TYPICAL CROSS SECTION  
STA. 110+59 TO 112+34



EXISTING TYPICAL CROSS SECTION  
STA. 127+36 TO 128+89



EXISTING TYPICAL CROSS SECTION  
STA. 120+60 TO 122+12



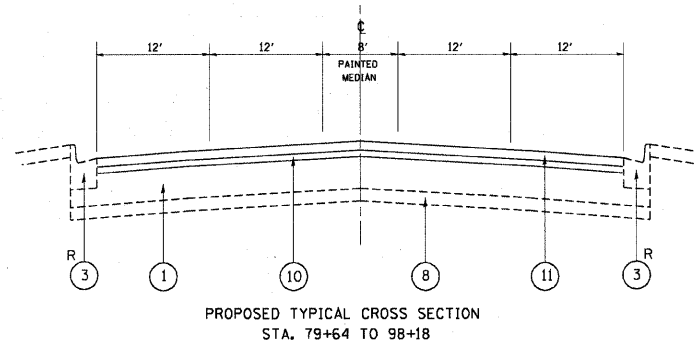
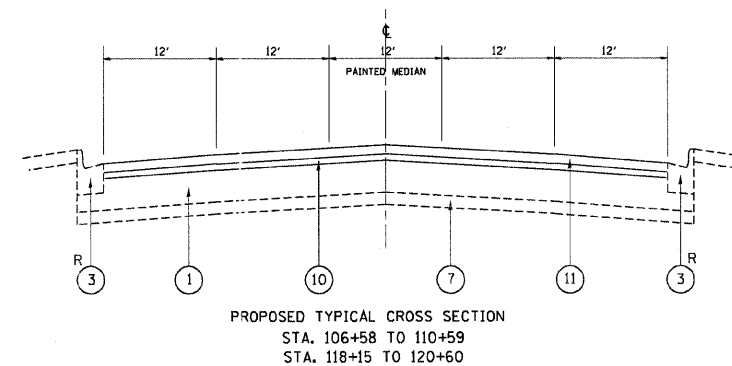
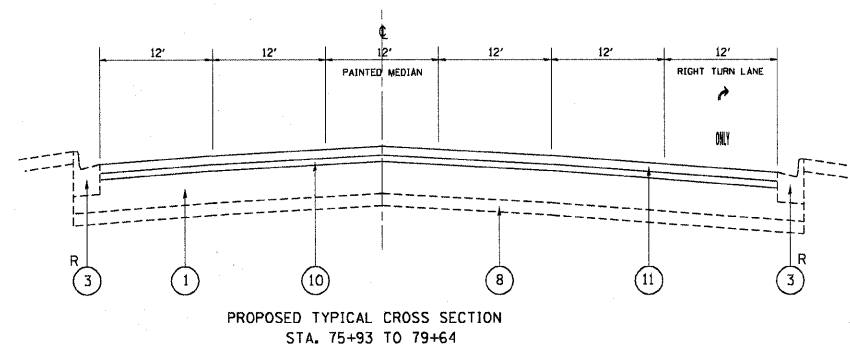
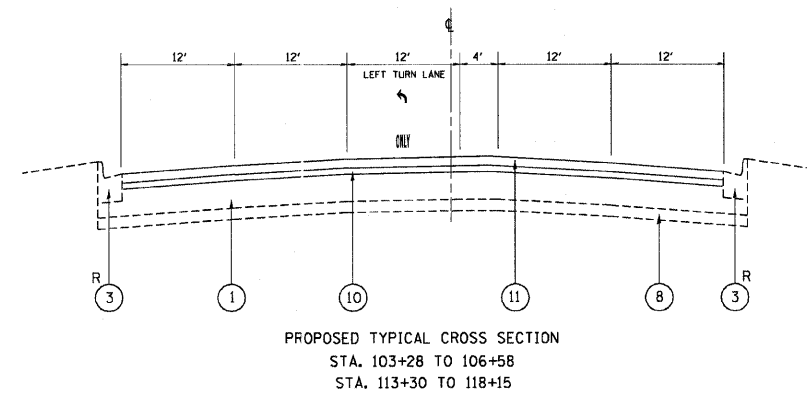
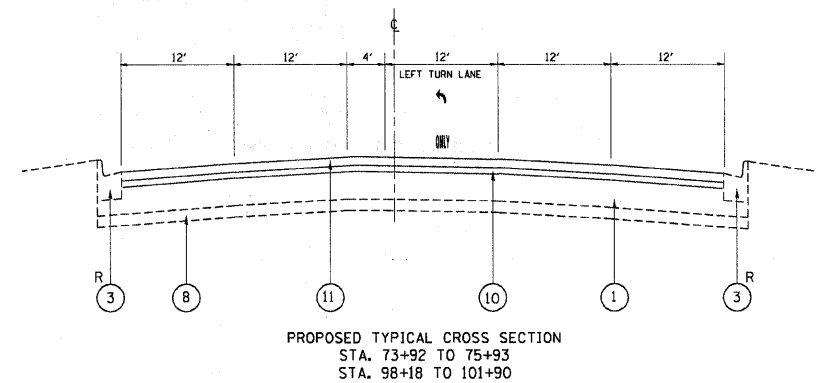
EXISTING TYPICAL CROSS SECTION  
STA. 123+06 TO 127+36

**LEGEND:**

- ① EXIST. P.C.C. PAVEMENT, ±10"
- ② EXIST. HOT-MIX ASPHALT SURFACE, ±3"
- ③ EXIST. COMB. CONC. CURB AND GUTTER, TYPE B-6.12
- ④ EXIST. P.C.C. SIDEWALK
- ⑤ EXIST. BARRIER MEDIAN
- ⑥ EXIST. CORRUGATED MEDIAN
- ⑦ EXIST. LANDSCAPE MEDIAN
- ⑧ EXIST. STABILIZED SUB-BASE
- ⑨ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2½"
- ⑩ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, ¾"
- ⑪ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"

R CURB AND GUTTER REMOVAL AND REPLACEMENT  
(LOCATION AS DIRECTED BY THE ENGINEER)

FILE NAME =	USER NAME = louse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	EXISTING TYPICAL SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\pwork\PIWIDOT\STEEDPA\0137220\0152209-ahh-plan.dgn		DRAWN -	REVISED -				607	128 RS-5	WILL	29	5
PLOT SCALE = 49.9999' / IN.		CHECKED -	REVISED -		US 52 (JEFFERSON ST.)--JOYCE RD. TO EDEN LN.		CONTRACT NO. 60G66				
PLOT DATE = 4/24/2009		DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



# LEGEND:

- 1 EXIST. P.C.C. PAVEMENT, ±10"
  - 2 EXIST. HOT-MIX ASPHALT SURFACE, ±3"
  - 3 EXIST. COMB. CONC. CURB AND GUTTER, TYPE B-6.12
  - 4 EXIST. P.C.C. SIDEWALK
  - 5 EXIST. BARRIER MEDIAN
  - 6 EXIST. CORRUGATED MEDIAN
  - 7 EXIST. LANDSCAPE MEDIAN
  - 8 EXIST. STABILIZED SUB-BASE
  - 9 PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
  - 10 PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, 3/4"
  - 11 PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- R CURB AND GUTTER REMOVAL AND REPLACEMENT  
(LOCATION AS DIRECTED BY THE ENGINEER)

## MIXTURE REQUIREMENTS

MIXTURE USE	AC/PG	DESIGN AIR Voids
CLASS "D" PATCHES, 12" HMA BINDER COURSE, IL-19MM *	PG 64 -22/58 -22	4% @ 70
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76 -28/ -22	4% @ 50
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N70, IL-9.5MM	SBS/SBR PG 70 -22	4% @ 90

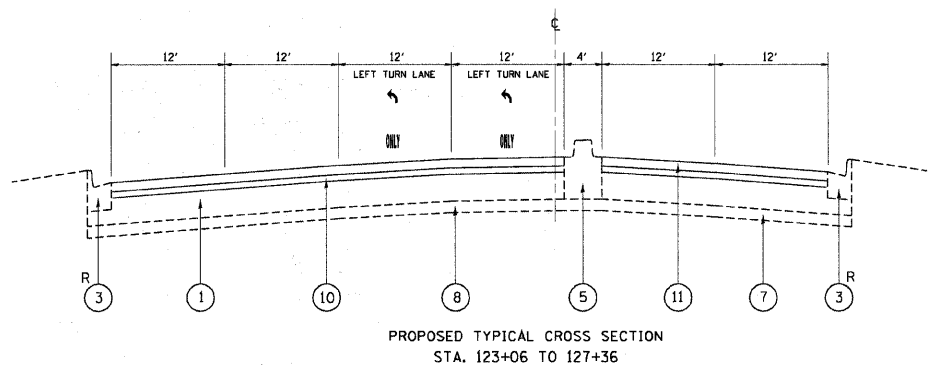
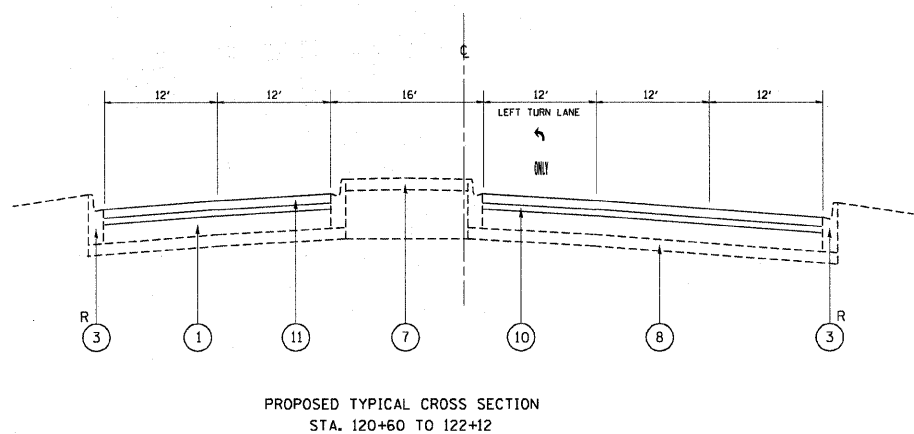
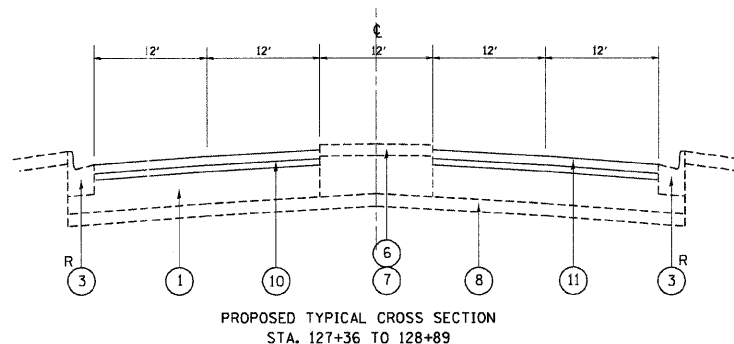
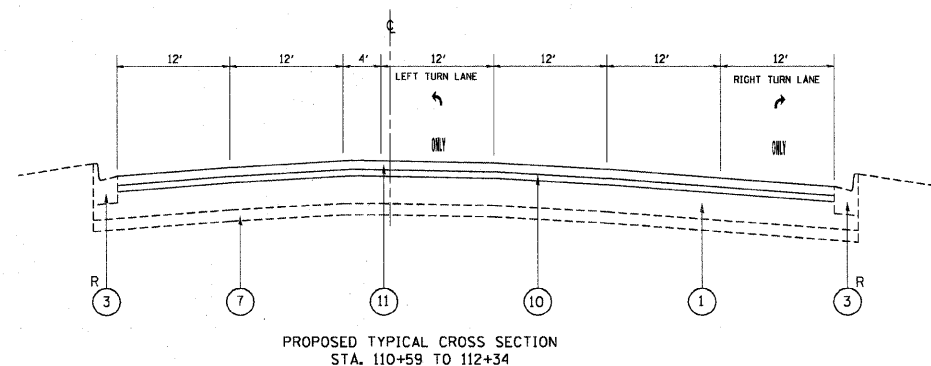
### NOTE:

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

THE MILLING SHALL BE DONE PRIOR TO PATCHING

\* WHEN RAP EXCEEDS 20% THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58 -22

FILE NAME =	USER NAME = lsga	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS US 52 (JEFFERSON ST.)--JOYCE RD. TO EDEN LN.	F.A.P. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\pwork\PWIDOT\STEEDPA\0137220\0102209-shr-plan.dgn		DRAWN -	REVISED -			607	128 RS-5	WILL	29	6	
PLOT SCALE = 49.9999' / IN.		CHECKED -	REVISED -			CONTRACT NO. 60G66					
PLOT DATE = 4/24/2009		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
				SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.	

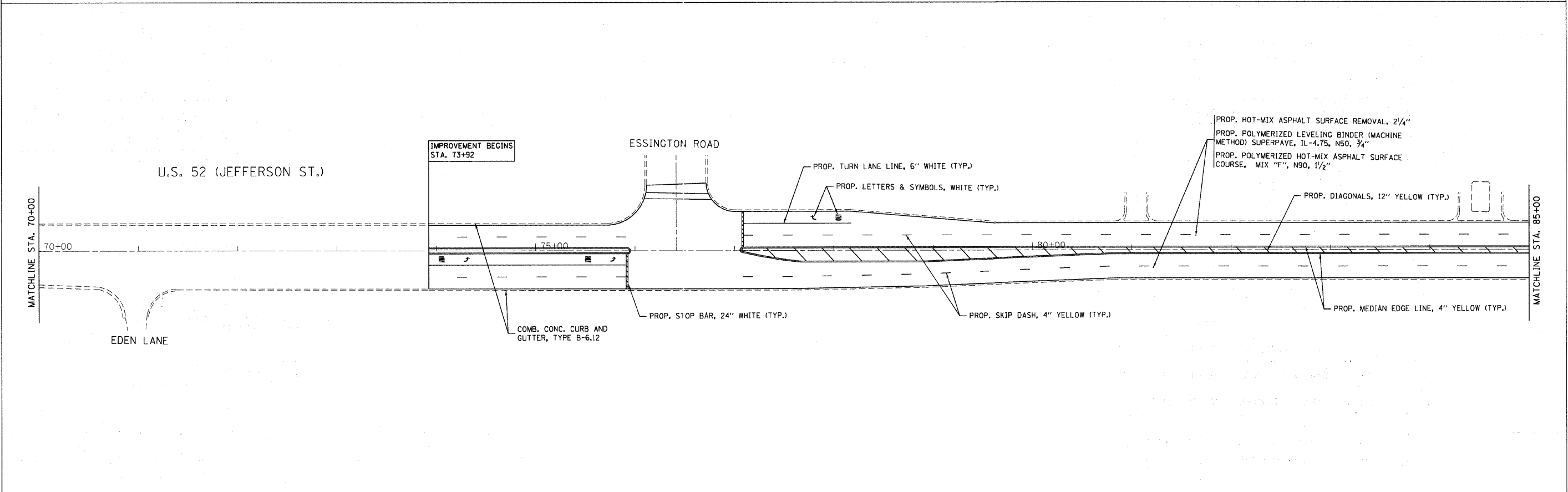
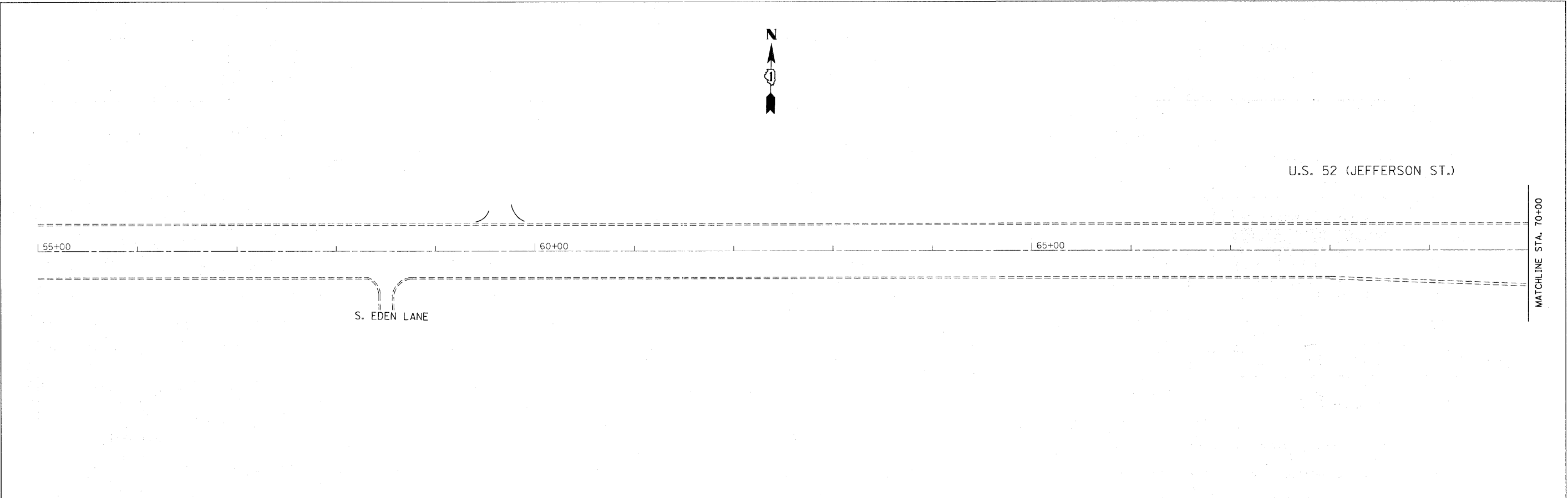


# LEGEND:

- ① EXIST. P.C.C. PAVEMENT,  $\pm 10''$
- ② EXIST. HOT-MIX ASPHALT SURFACE,  $\pm 3''$
- ③ EXIST. COMB. CONC. CURB AND GUTTER, TYPE B-6.12
- ④ EXIST. P.C.C. SIDEWALK
- ⑤ EXIST. BARRIER MEDIAN
- ⑥ EXIST. CORRUGATED MEDIAN
- ⑦ EXIST. LANDSCAPE MEDIAN
- ⑧ EXIST. STABILIZED SUB-BASE
- ⑨ PROP. HOT-MIX ASPHALT SURFACE REMOVAL,  $2\frac{1}{2}''$
- ⑩ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50,  $\frac{3}{4}''$
- ⑪ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90,  $1\frac{3}{4}''$

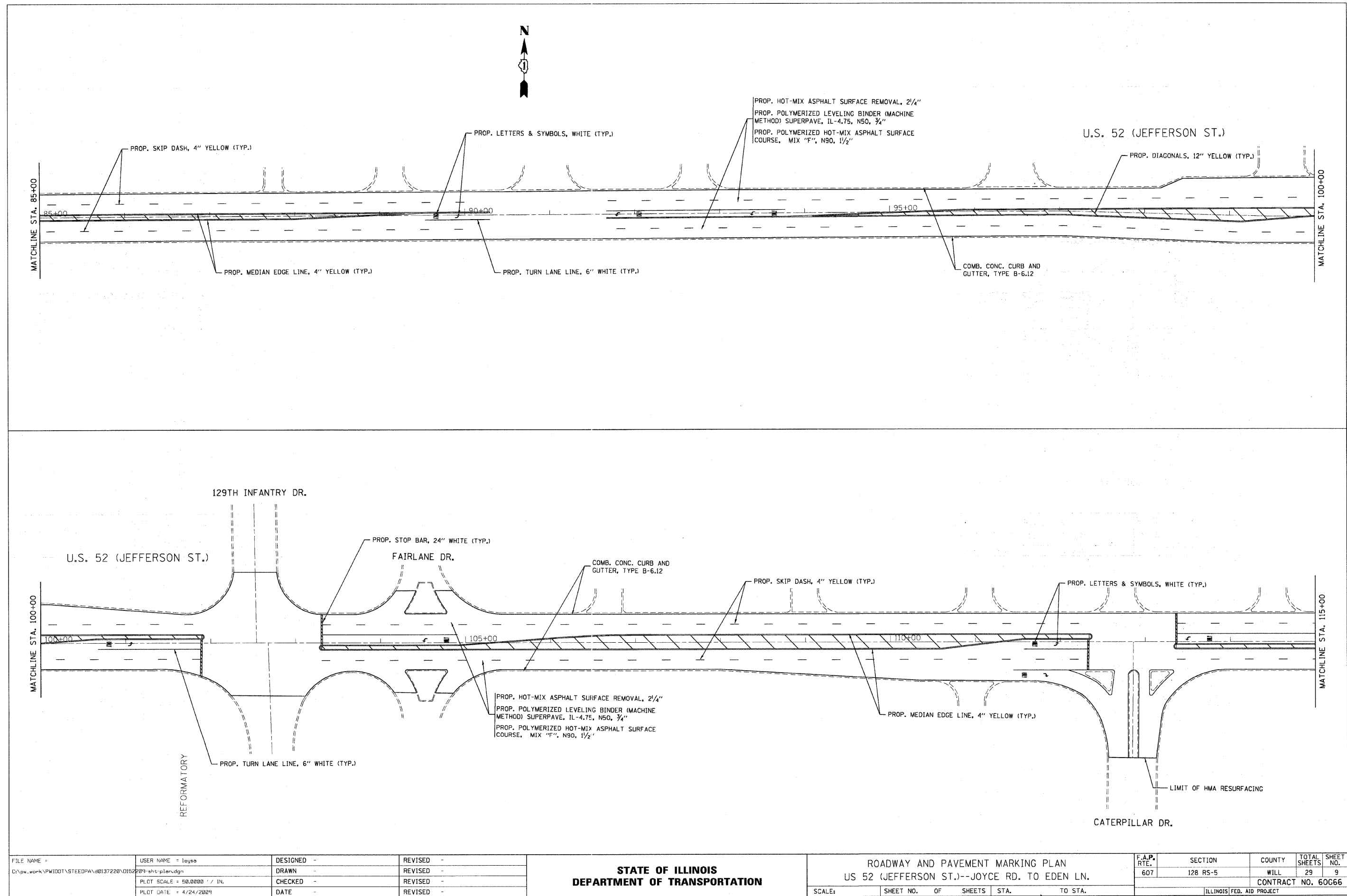
R CURB AND GUTTER REMOVAL AND REPLACEMENT  
(LOCATION AS DIRECTED BY THE ENGINEER)

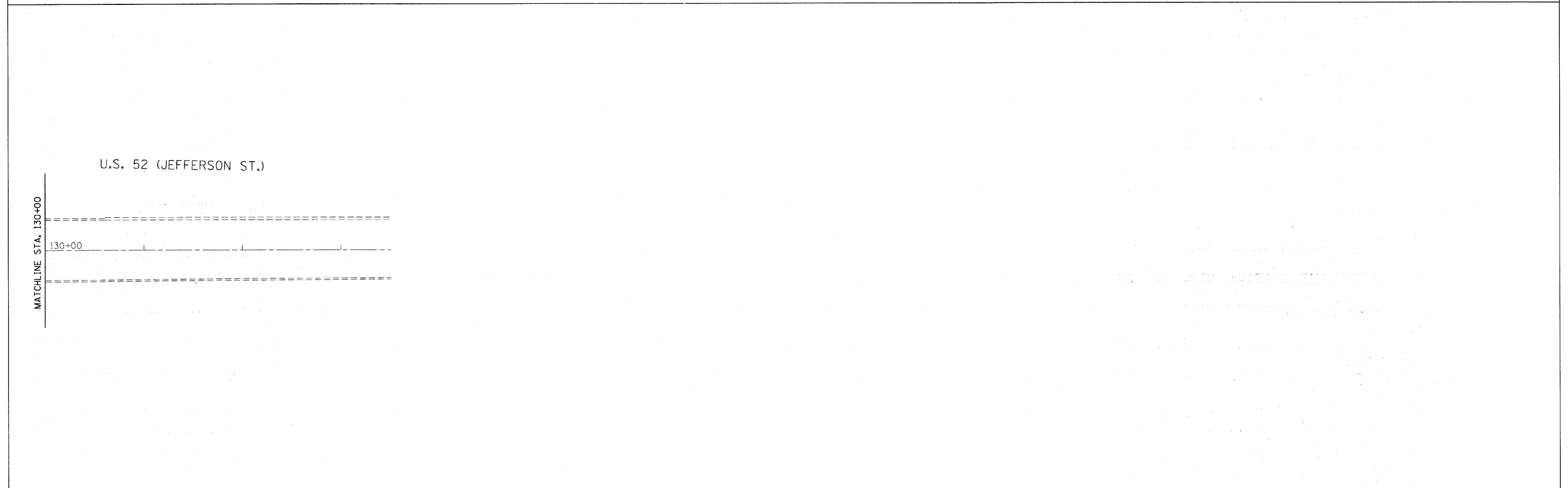
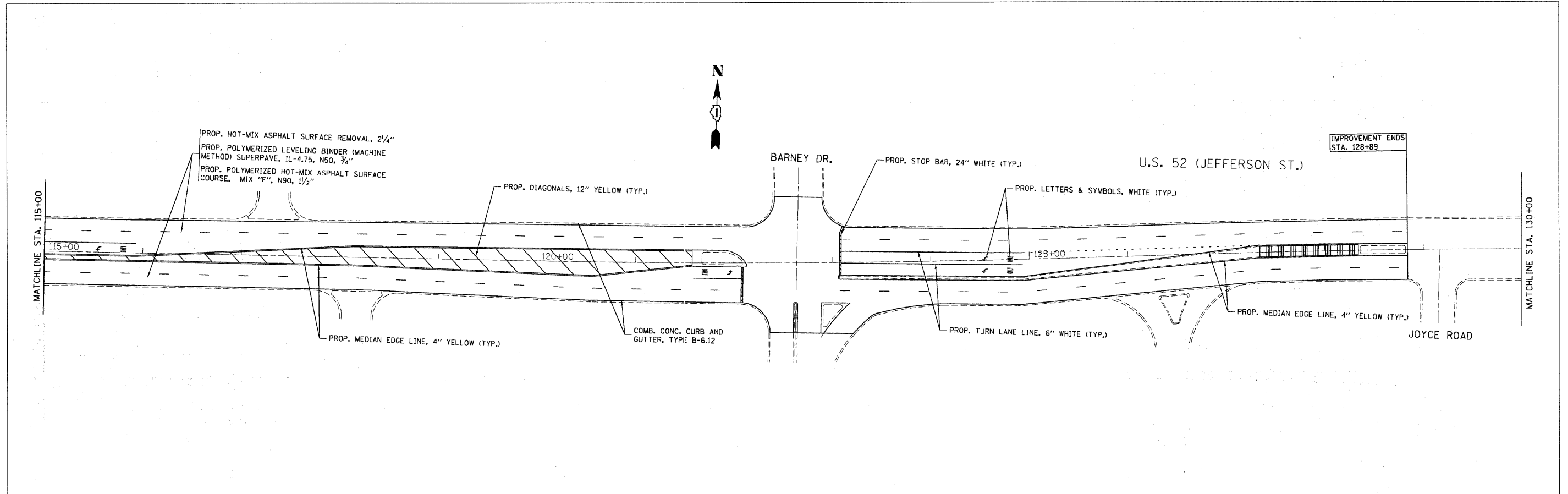
FILE NAME =	USER NAME = luyso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS US 52 (JEFFERSON ST.)--JOYCE RD. TO EDEN LN.		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\pwork\PWIDOT\STEEDPA\0137220\DIS2209-shr-plendgn	PLOT SCALE = 49.9999' / IN.	DRAWN -	REVISED -				607	128 RS-5	WILL	29	7
PLOT DATE = 4/24/2009	DATE -	CHECKED -	REVISED -		CONTRACT NO. 60666		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
					SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.			



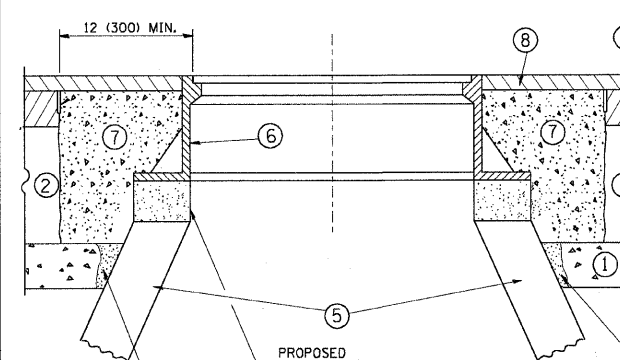
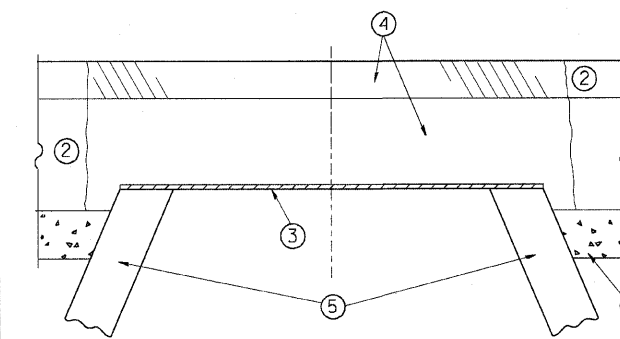
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		DRAWN -	REVISED -							
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -							
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SCALE:					SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60666
					ILLINOIS FED. AID PROJECT					







FILE NAME =	USER NAME = leysa	DESIGNED -	REVISED -	<div>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</div>	ROADWAY AND PAVEMENT MARKING PLAN US 52 (JEFFERSON ST.)--JOYCE RD. TO EDEN LN.				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\pwork\PWIDOT\STEEDPA\0137220\0152209-ht-plan.dgn		DRAWN -	REVISED -		607	128 RS-5	WILL	29	10				
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 60G66								
PLOT DATE = 4/24/2009		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.				



**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 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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

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

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

**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.

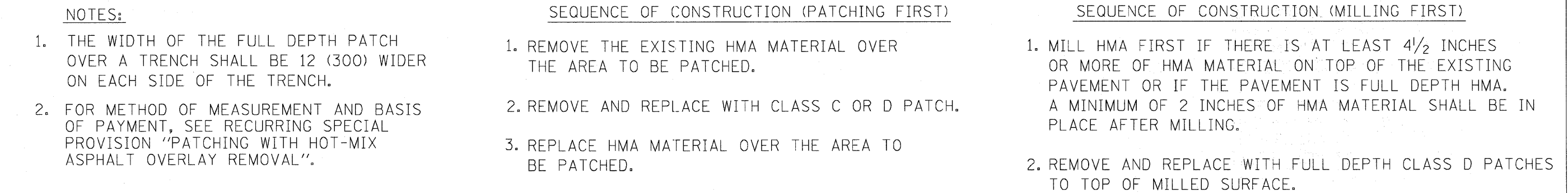
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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.

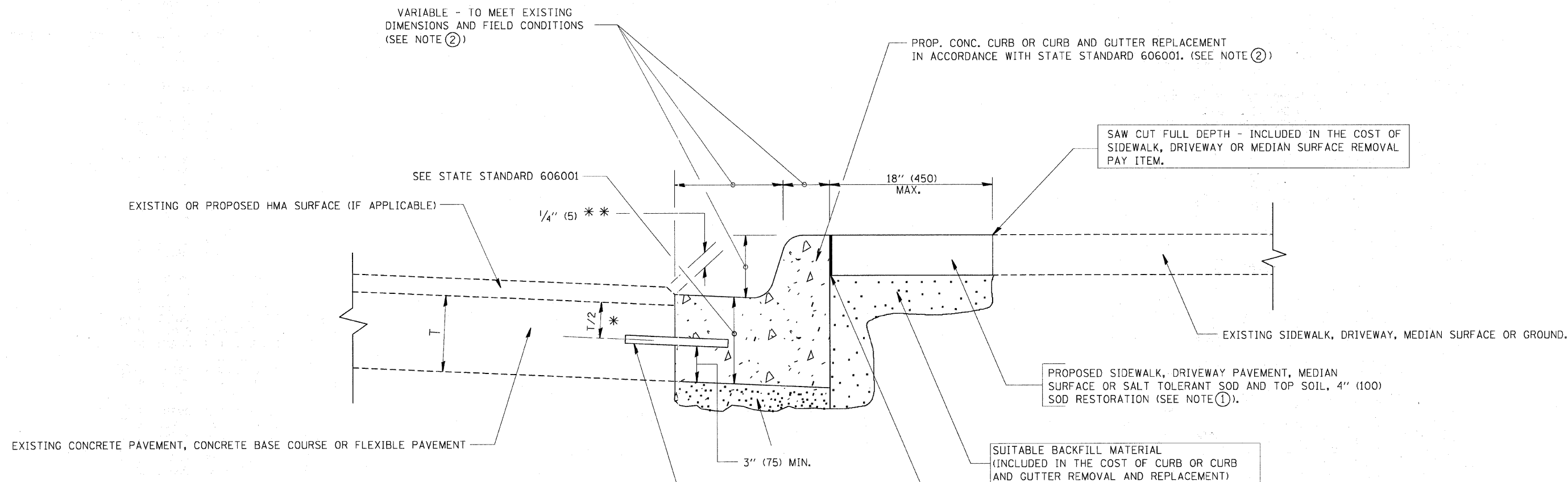
**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = C:\Projects\DistStd.dgn	USER NAME = loyso	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - A. ABBAS 03-21-97						607	128 RS-5	WILL	29	11	
	PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED - R. WIEDEMAN 05-14-04						BD600-03 (BD-8)					CONTRACT NO. 60G66
	PLOT DATE = 4/24/2009	DATE - 10-25-94	REVISED - R. BORO 01-01-07						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



FILE NAME = C:\Projects\DistStd.dgn	USER NAME = leysa	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<div style="text-align: center;"> <b>STATE OF ILLINOIS</b>  <b>DEPARTMENT OF TRANSPORTATION</b> </div>	<div style="text-align: center;"> <b>PAVEMENT PATCHING FOR</b>  <b>HMA SURFACED PAVEMENT</b> </div>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07						607	128 RS-5	WILL	29	12
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	PLOT DATE = 4/24/2009	DATE - 10-25-94	REVISED - K. ENG 10-27-08										
			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		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.

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

④ 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.

⑤ 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.

⑥ 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.

⑦ 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).

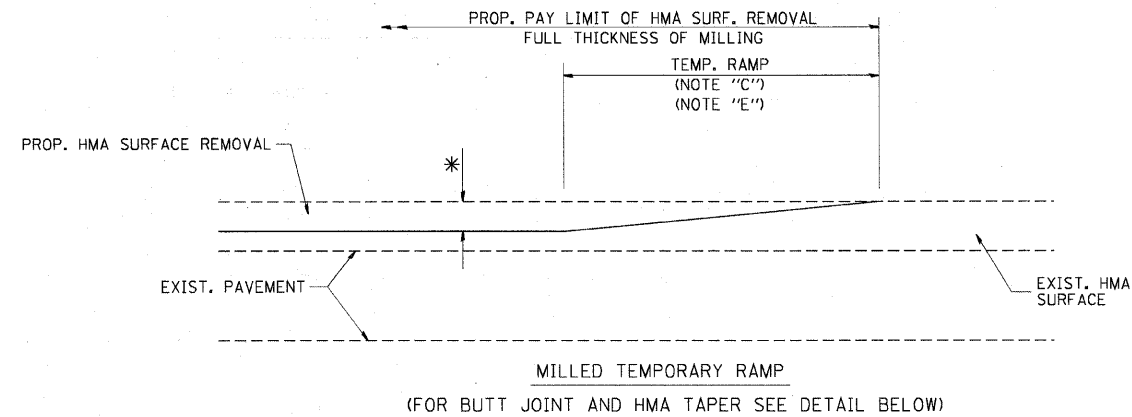
#### BASIS OF PAYMENT:

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".

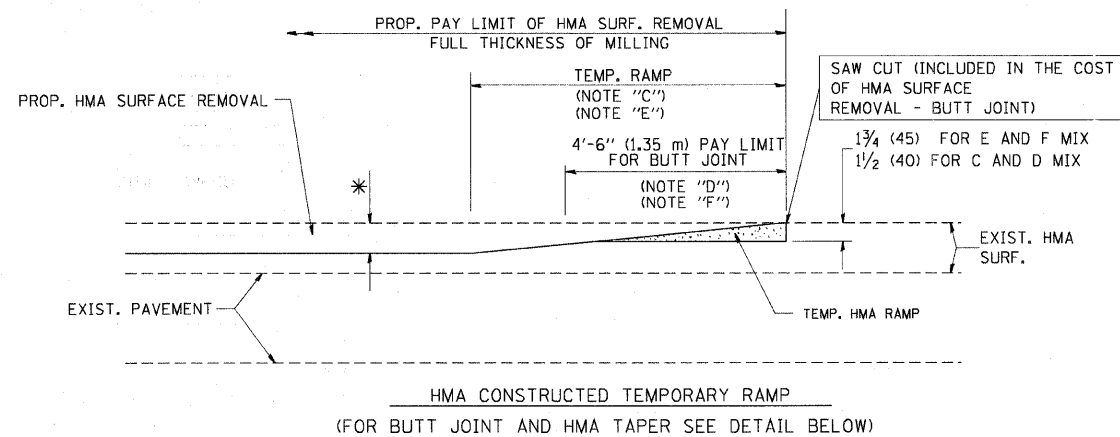
## CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME = C:\Projects\DistStd.dgn	USER NAME = lsgso	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. RTE. 607	SECTION 128 RS-5	COUNTY WILL	TOTAL SHEETS 29	SHEET NO. 13
		DRAWN -	REVISED - A. ABBAS 03-21-97										
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01							BD600-06 (BD-24)			
	PLOT DATE = 4/24/2009	DATE - 03-11-94	REVISED - R. BORO 01-01-07										CONTRACT NO. 60G66
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

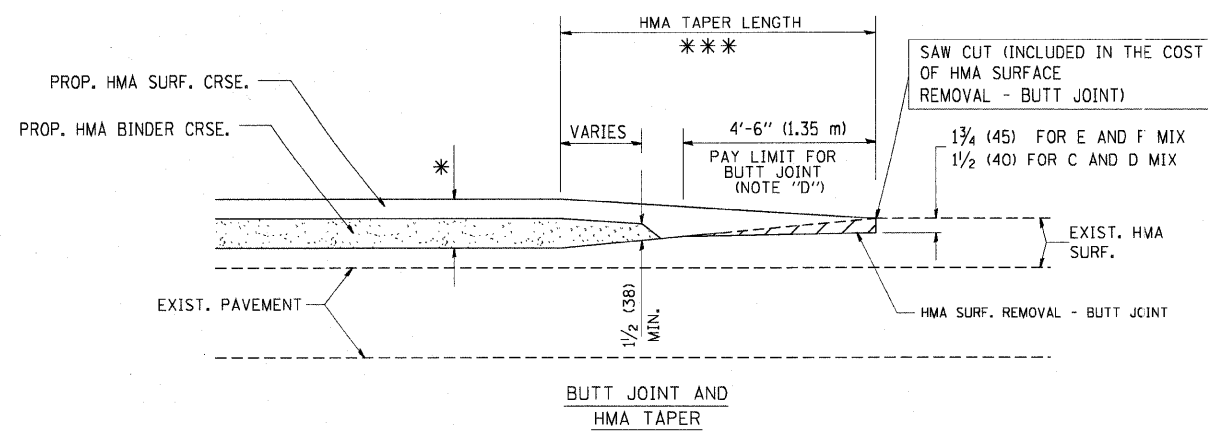


OPTION 1

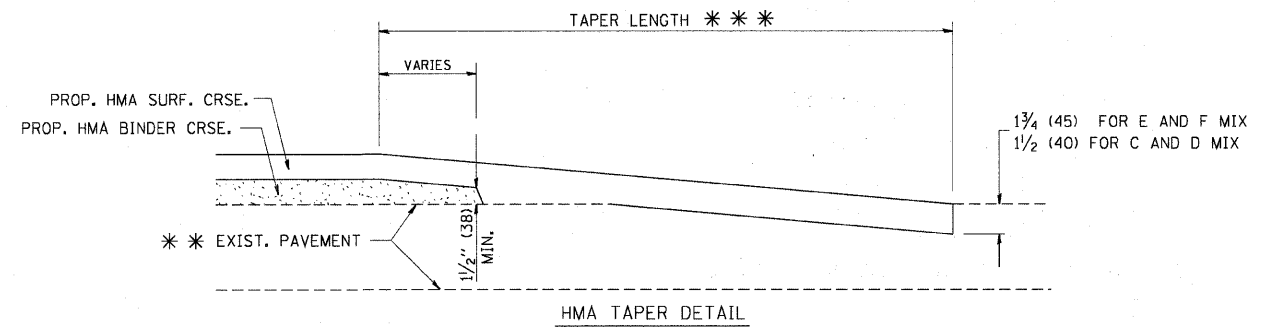
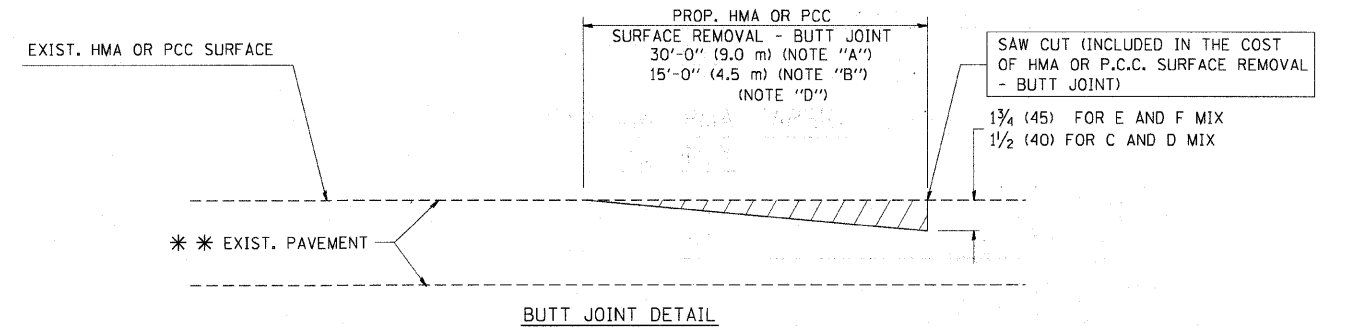


OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER  
FOR RESURFACING ONLY

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

#### NOTES

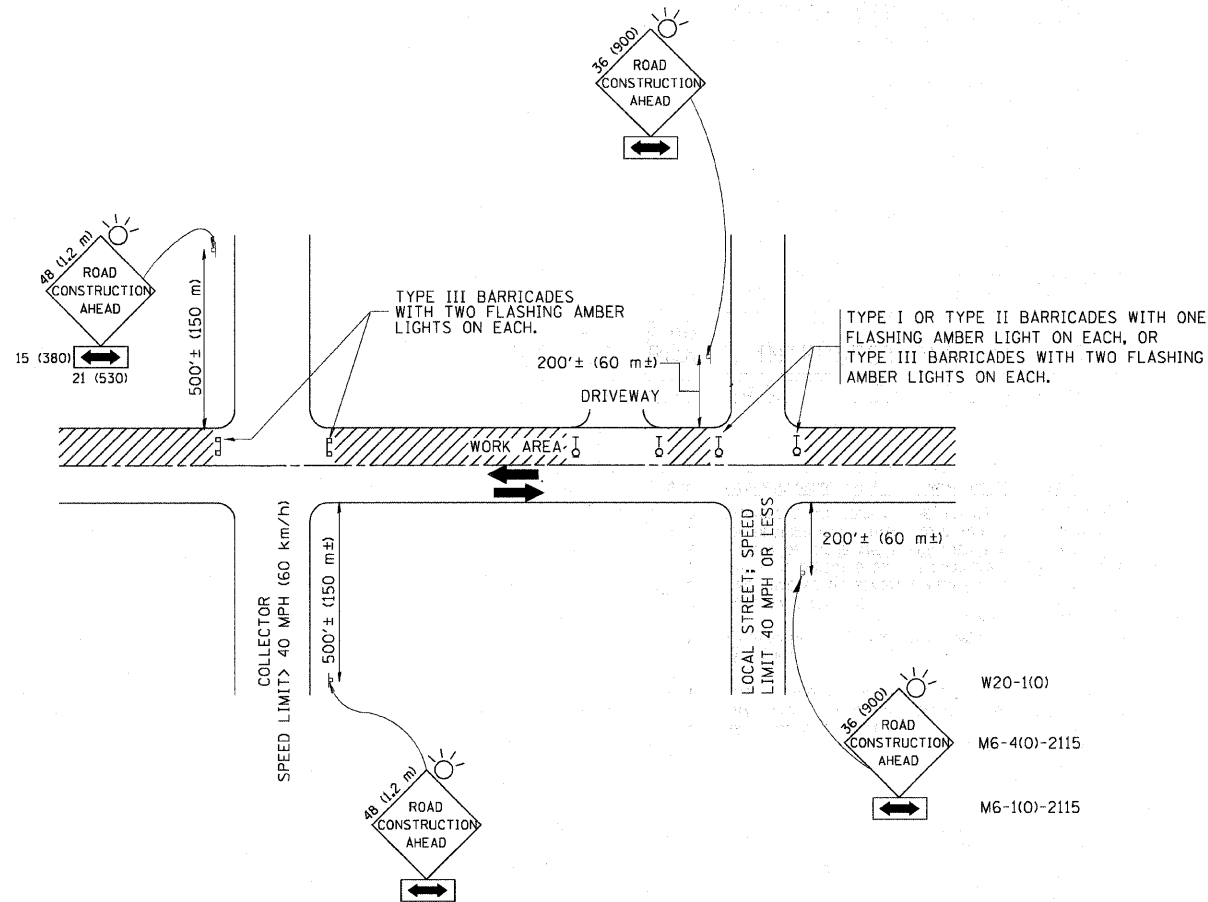
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.  
B: MINOR SIDE ROADS.  
C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.  
D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.  
E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (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 =	USER NAME = luyso	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Projects\DistStd.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97						607	128 RS-5	WILL	29	14
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01						BD400-05 BD32		CONTRACT NO. 60G66		
	PLOT DATE = 4/24/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.					



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:

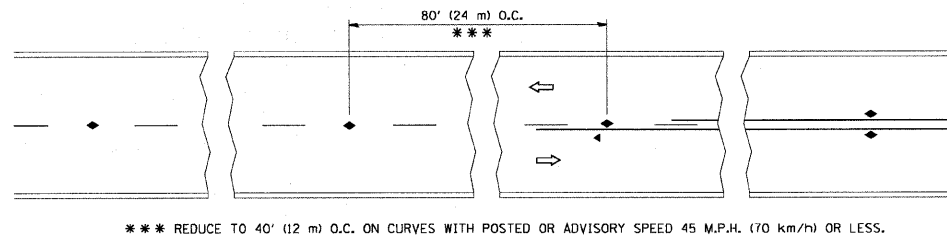
USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER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

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

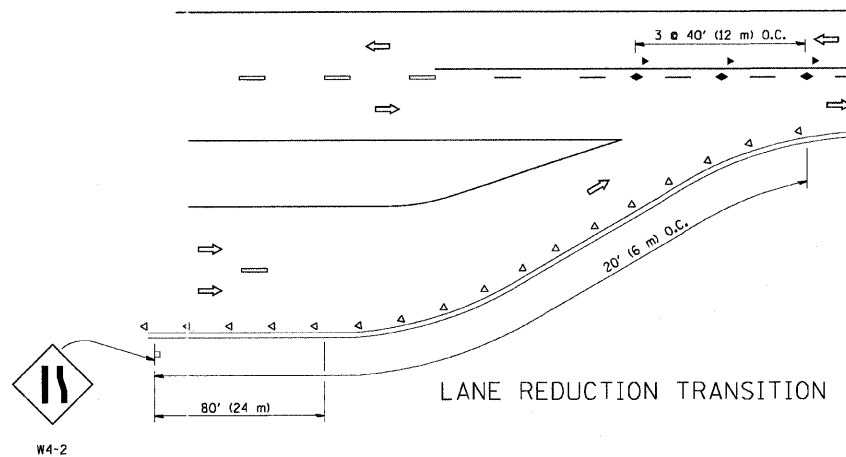
D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

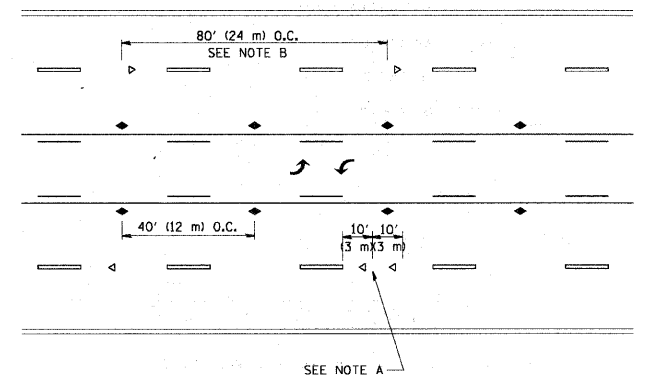
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		DRAWN -	REVISED - A. HOUSEH 03-06-96					607	128 RS-5	WILL	29	15
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	PLOT DATE = 4/24/2009	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.					



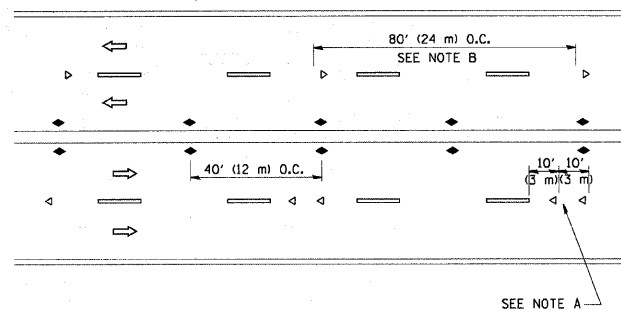
TWO-LANE/TWO-WAY



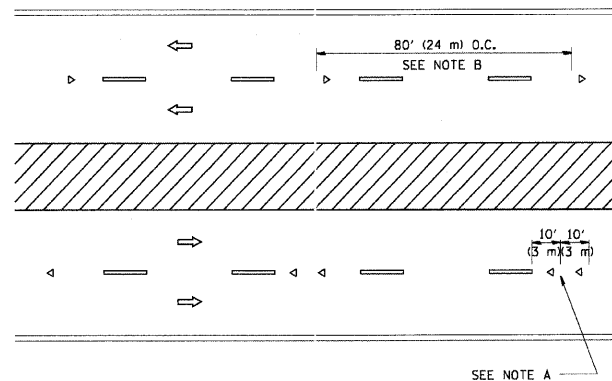
LANE REDUCTION TRANSITION



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.

### LANE MARKER NOTES

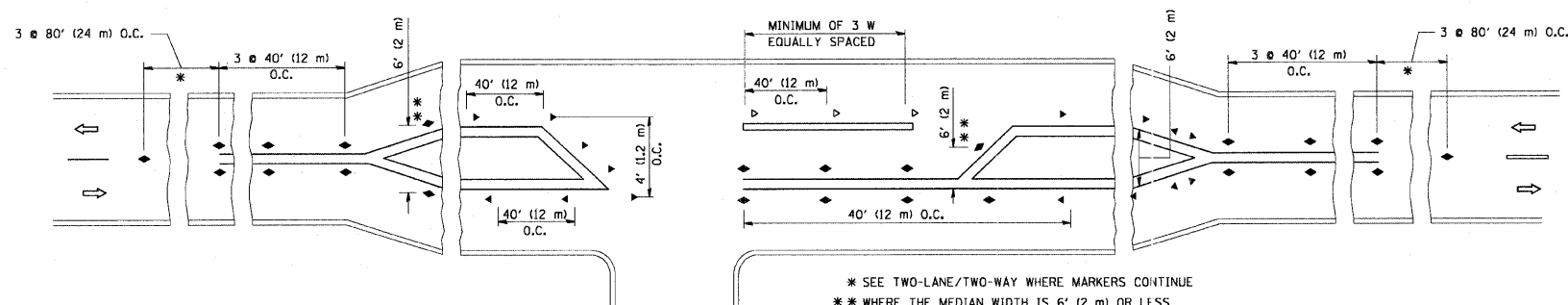
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

### SYMBOLS

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

### 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 SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



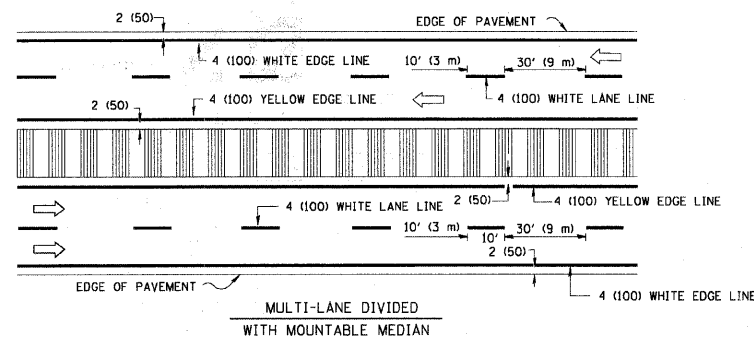
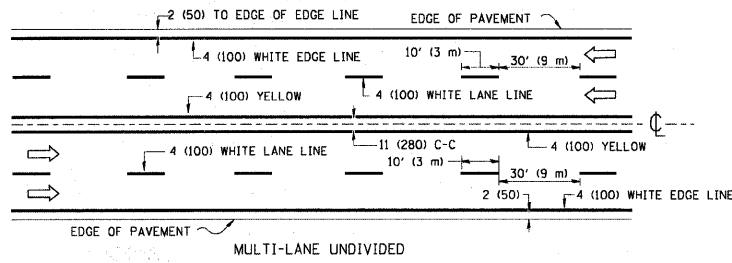
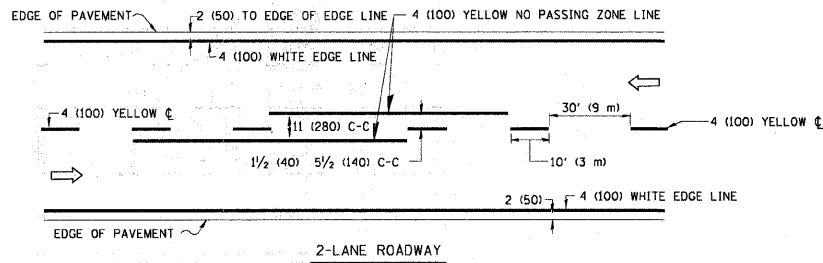
LEFT TURN

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

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

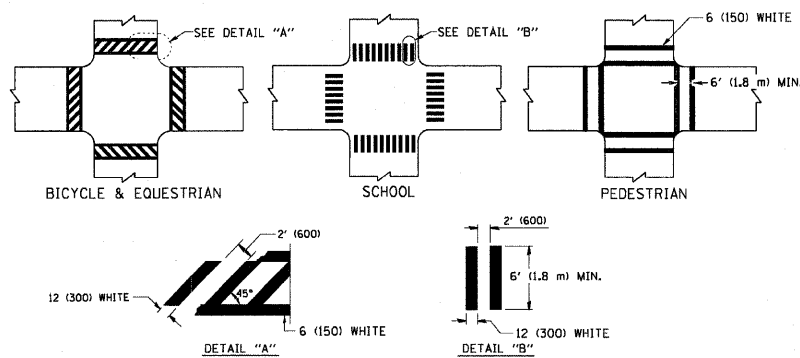
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	PLOT SCALE = 50,000' / 1" =	DRAWN -	REVISED - T. RAMMACHER 03-12-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TC-11				
	PLOT DATE = 4/24/2009	CHECKED -	REVISED - T. RAMMACHER 01-06-00		TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -									



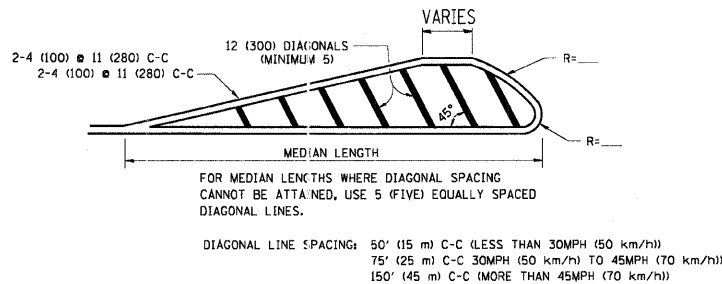
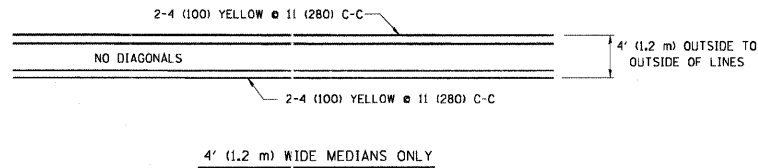


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

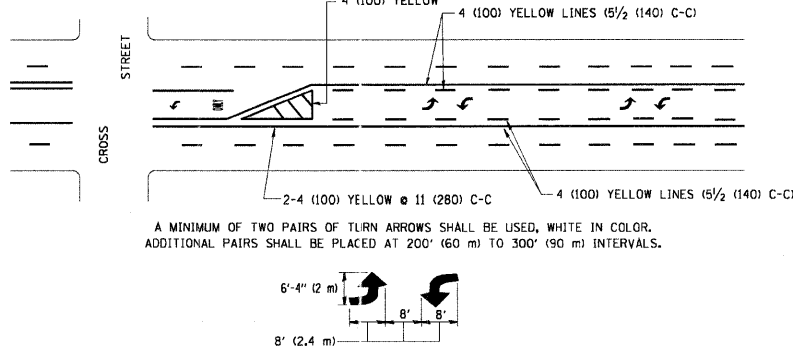
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

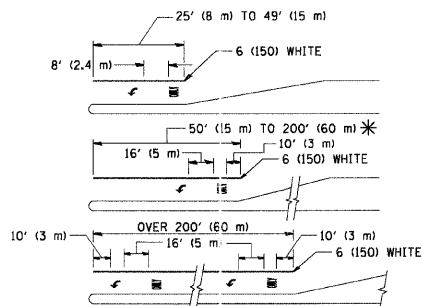


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

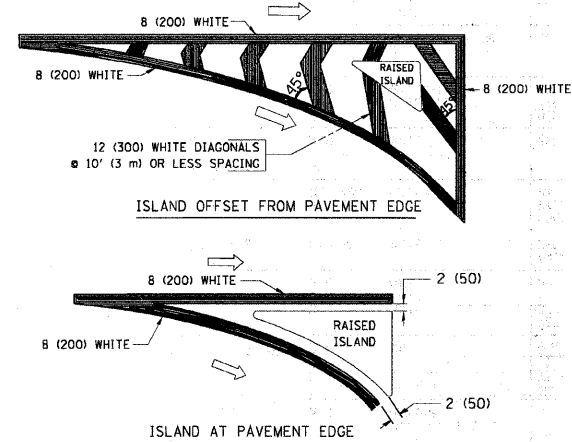


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



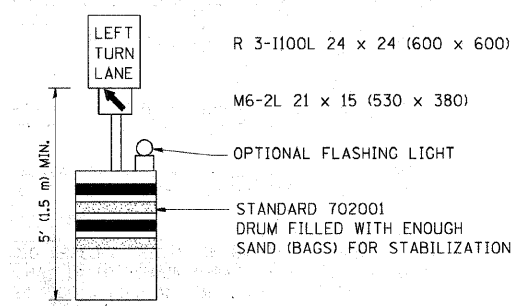
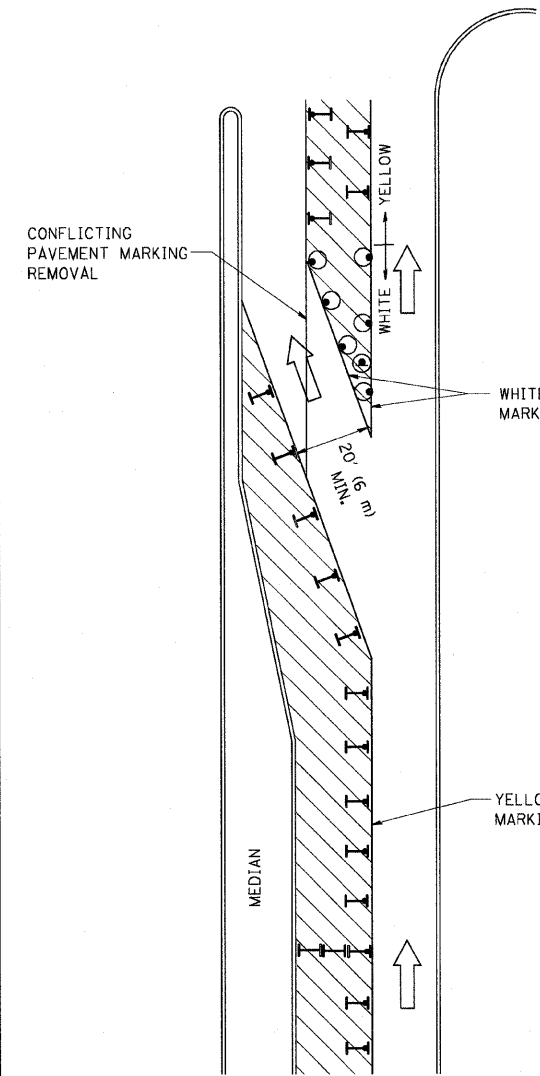
TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (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 1/2 (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) 2 (600) 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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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:\ProJects\DistStd.dgn	USER NAME = luyso	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE TYPICAL PAVEMENT MARKINGS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -A. HOUSEH 10-09-96					607	128 RS-5	WILL	29	17
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -A. HOUSEH 10-17-96		TC-13			CONTRACT NO. 60G66				
	PLOT DATE = 4/24/2009	DATE - 03-19-90	REVISED -T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	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 BT 725 IS REQUIRED.
8. 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

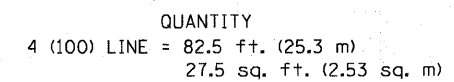
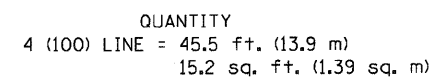
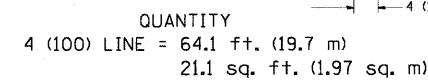
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 4/24/2009	DATE -	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-14		CONTRACT NO. 60G66		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



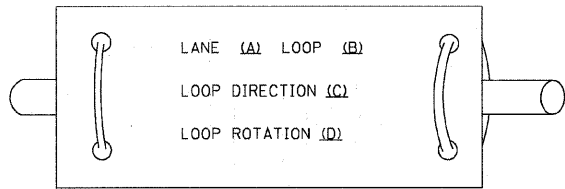
All dimensions are in inches (millimeters)  
unless otherwise shown.

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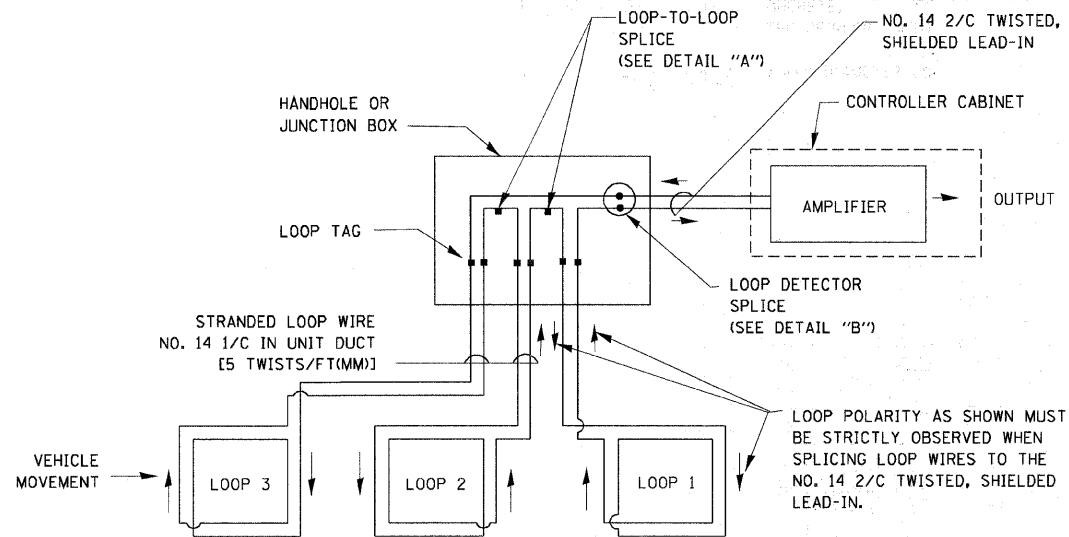
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

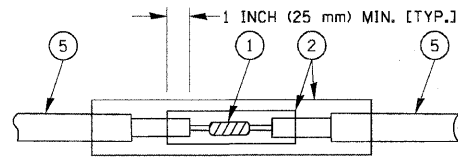


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

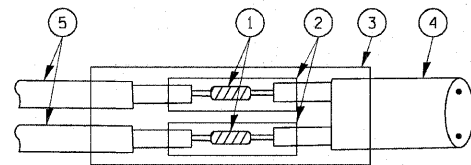


DETECTOR LOOP WIRING SCHEMATIC

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



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

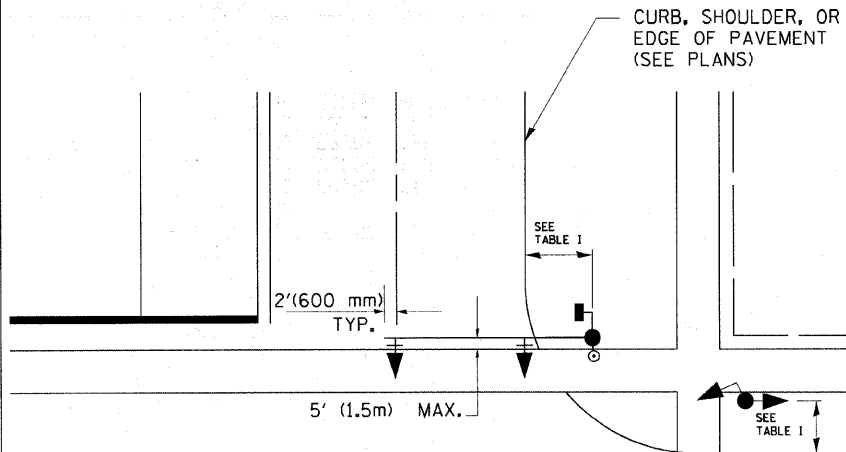
LOOP DETECTOR SPLICE

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

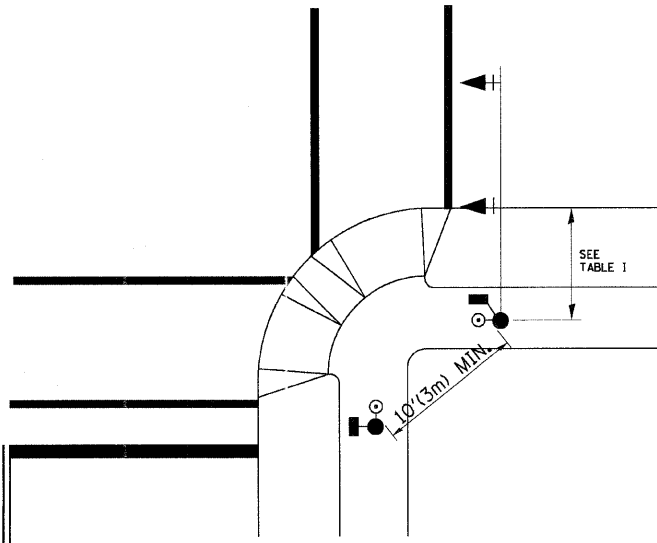
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	PLOT DATE = 4/24/2009	DATE - 05-30-00	REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL MAST ARM AND POST

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



PEDESTRIAN SIGNAL PUSHBUTTON



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

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.  
  
AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.  
  
PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:  
  
A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.  
  
B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.  
  
C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.  
  
D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).  
  
E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

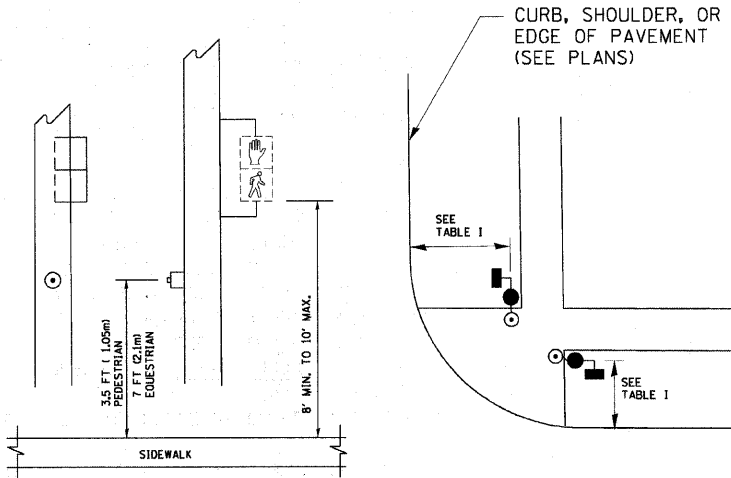
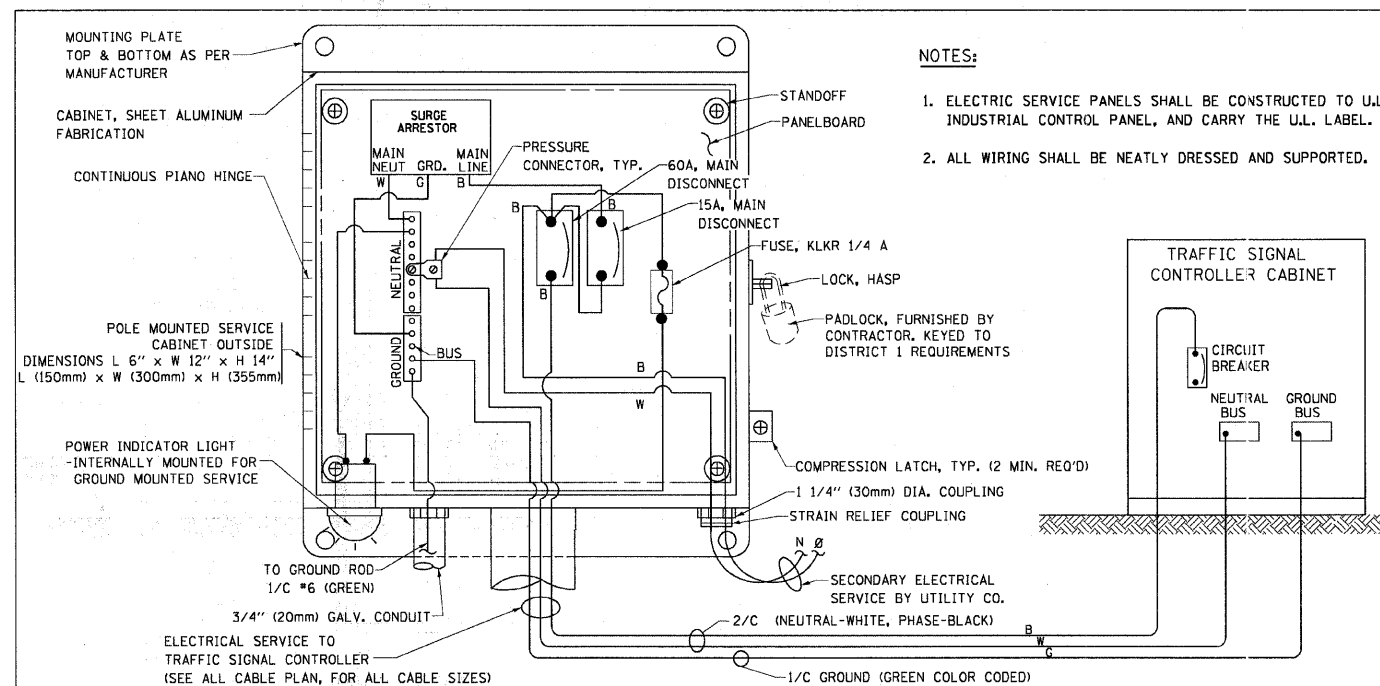


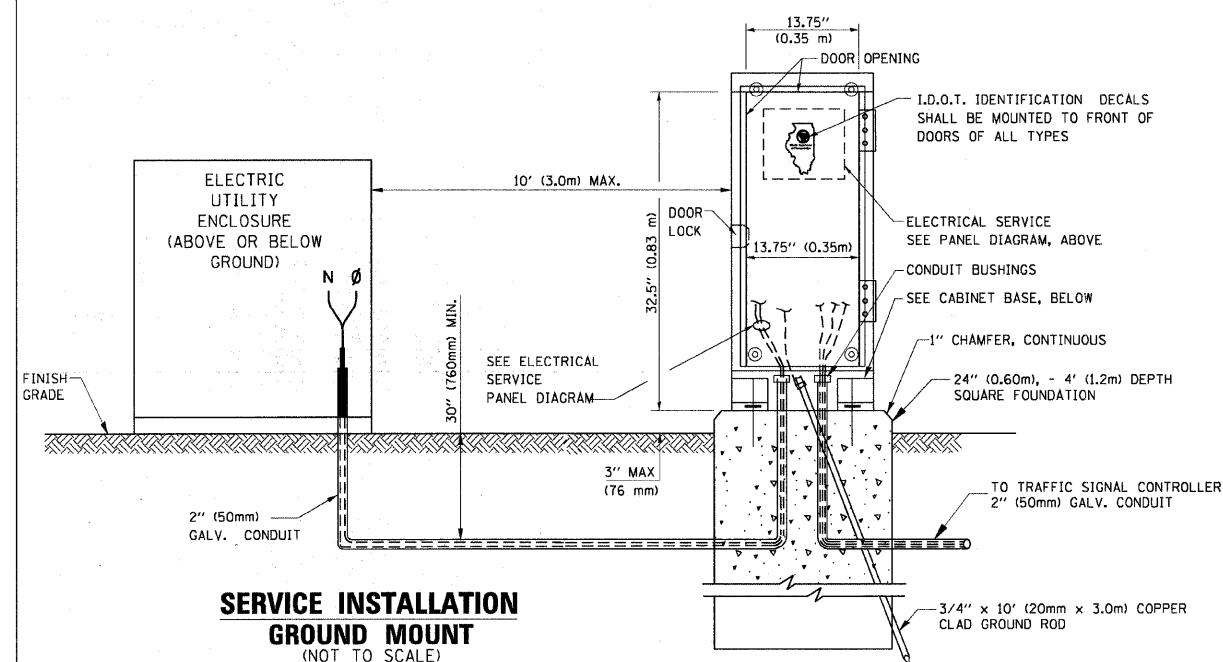
TABLE I

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

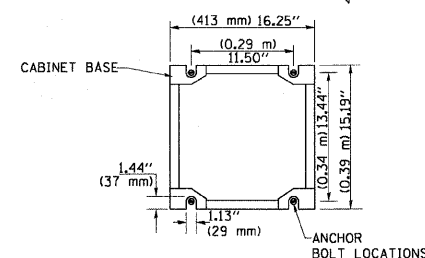


**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**

**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
(NOT TO SCALE)



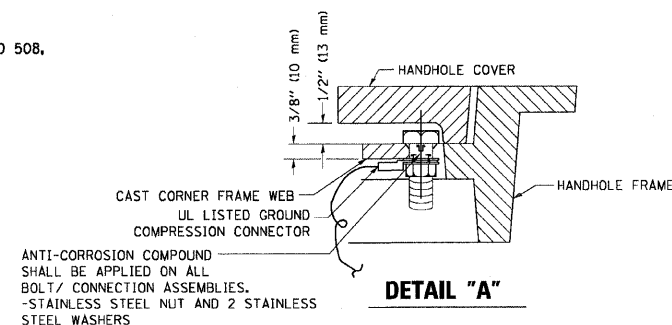
**SERVICE INSTALLATION GROUND MOUNT**  
(NOT TO SCALE)



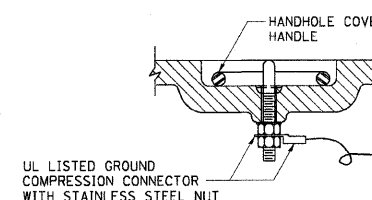
**CABINET - BASE BOLT PATTERN**  
(NOT TO SCALE)

**NOTES:**

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



**DETAIL "A"**

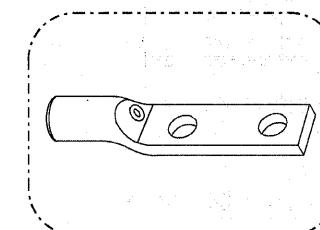


**DETAIL "B"**

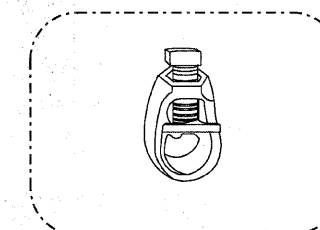
**NOTES:**

**GROUNDING SYSTEM**

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



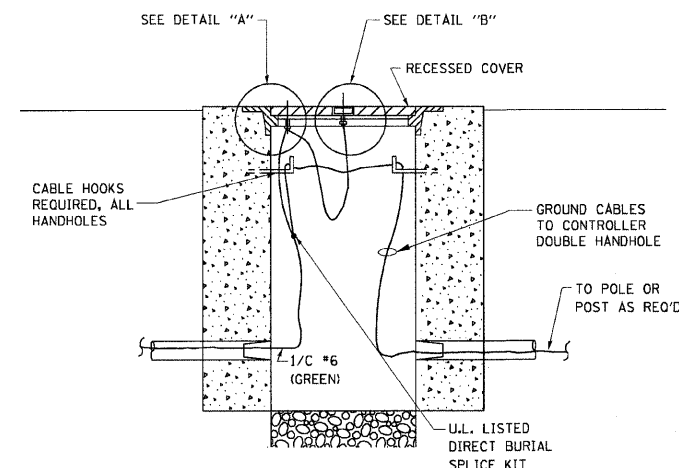
HEAVY-DUTY COMPRESSION TERMINAL  
(BURNDY TYPE YGHA OR APPROVED EQUAL)



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

**NOTES:**

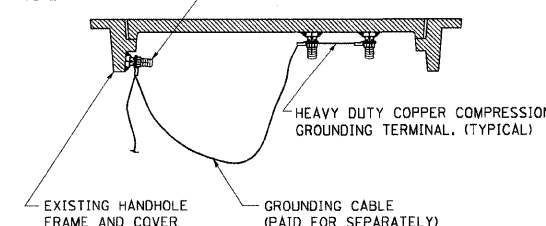
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



**HANDHOLE COVER & FRAME - GROUNDING DETAIL**

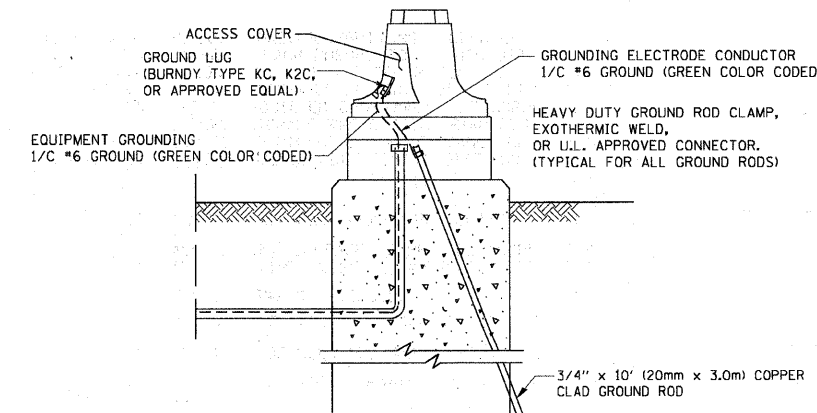
(NOT TO SCALE)

(2) 1/2" x 1 1/4" STAINLESS STEEL BOLT WITH SPLIT LOCK WASHER AND NYLON INSERT LOCKOUT WELDED TO FRAME AND TO COVER. (TYPICAL)



**EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL**

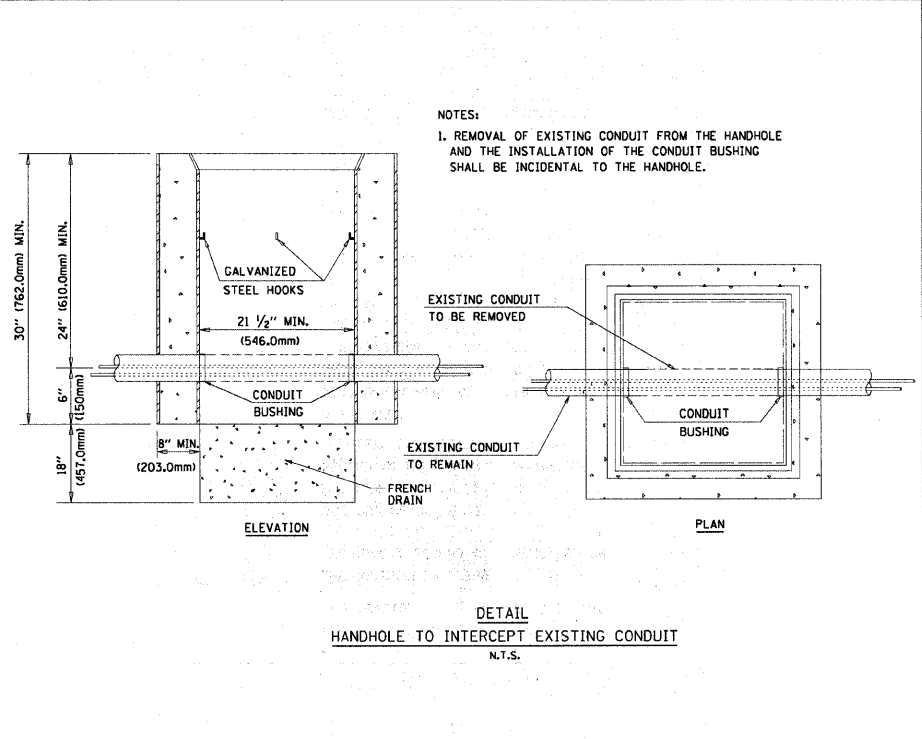
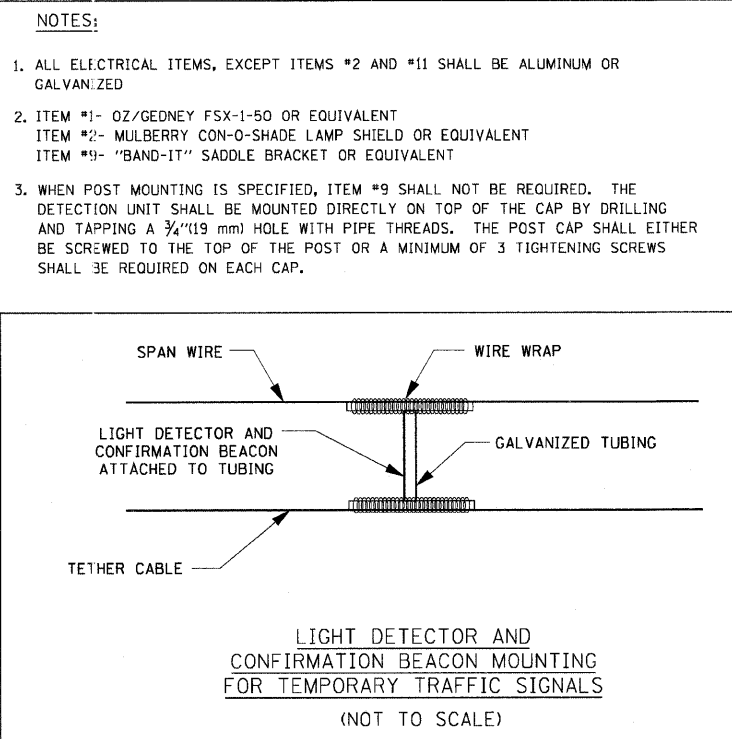
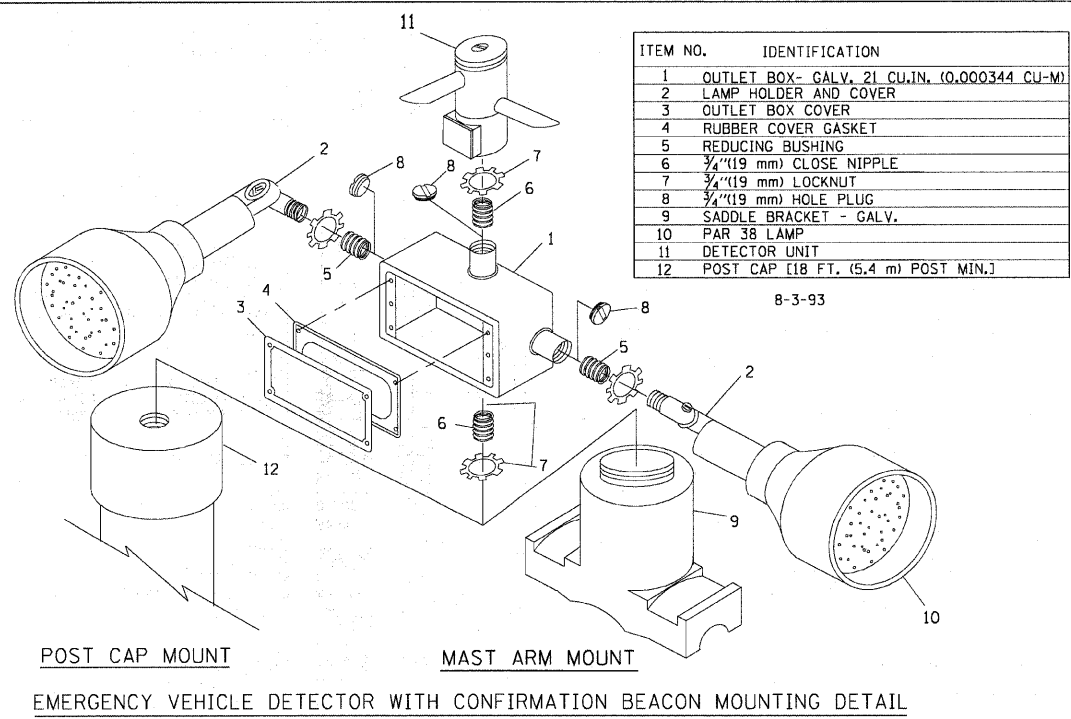
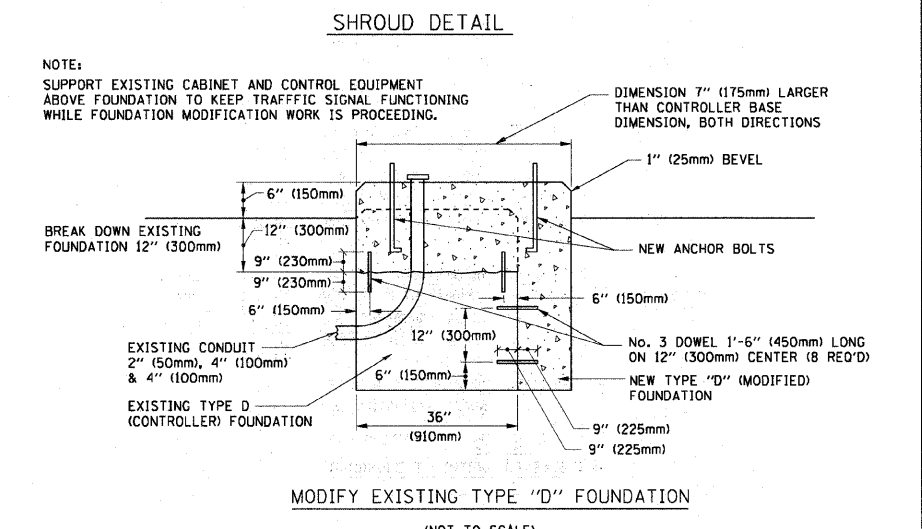
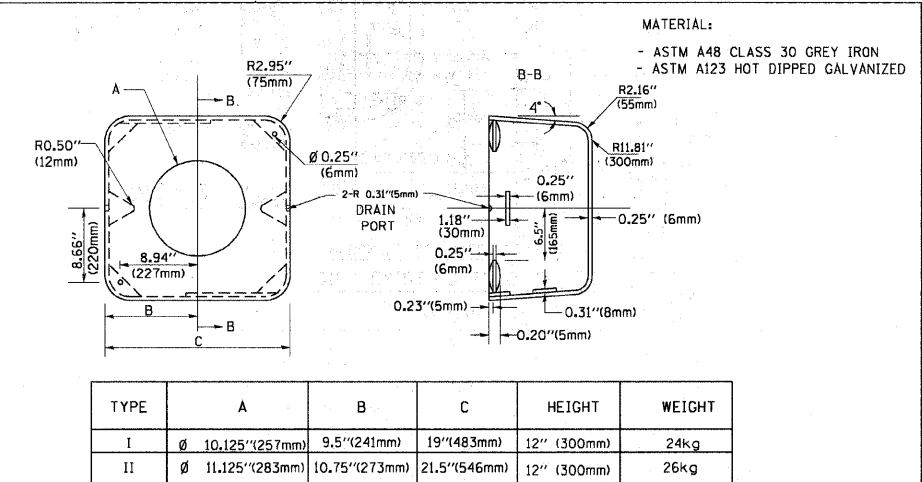
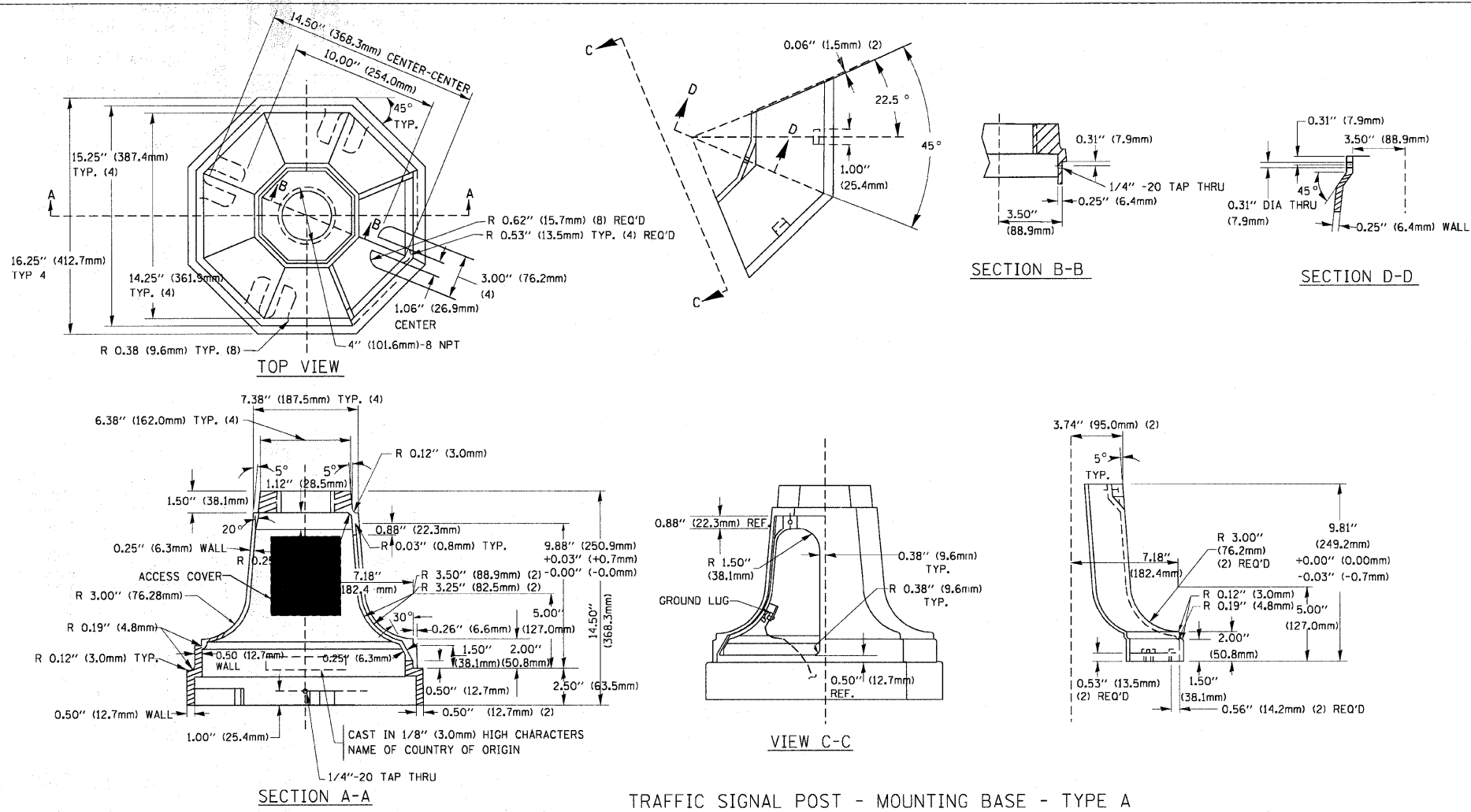
(NOT TO SCALE)



**MAST ARM POLE / POST-GROUNDING DETAIL**

(NOT TO SCALE)

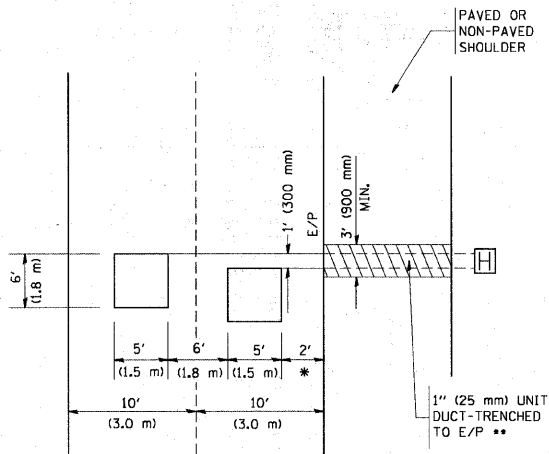
FILE NAME = C:\Projects\DistStd.dgn	USER NAME = luyse	DESIGNED - D.A.D.	REVISED - 03-15-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - R.W.P.	REVISED - BUR. TRAFFIC 01-01-02		STANDARD TRAFFIC SIGNAL DESIGN DETAILS		607	128 RS-5	WILL	29	22
		CHECKED - D.A.Z.	REVISED -				TS-05				
		DATE - 05-30-00	REVISED -				CONTRACT NO. 60G66				
					SCALE: NONE	SHEET NO. 3 OF 4 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



FILE NAME = C:\Projects\DistStd.dgn	USER NAME = louse	DESIGNED - D.A.D.	REVISED - BUR.TRAFFIC 03-15-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	SCALE: NONE	SHEET NO. 4 OF 4 SHEETS	STA. TO STA.	F.A. RTE. 607	SECTION 128 RS-5	COUNTY WILL	TOTAL SHEETS 29	SHEET NO. 23			
		DRAWN - R.W.P.	REVISED - BUR.TRAFFIC 11-12-01						TS-05		CONTRACT NO. 60G66					
		CHECKED - D.A.Z.	REVISED - BUR.TRAFFIC 01-01-02						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE - 05-30-00	REVISED -													

LOOPS NEXT TO SHOULDERS

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



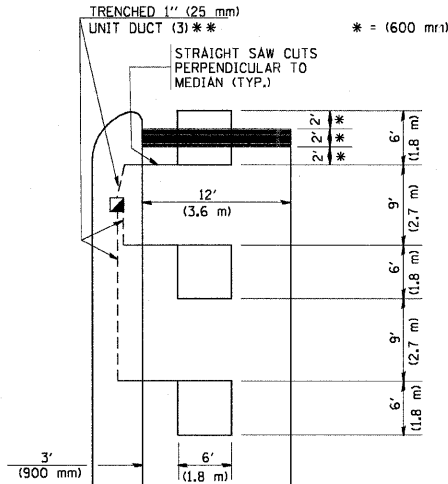
\* = (600 mm)

\*\* 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.



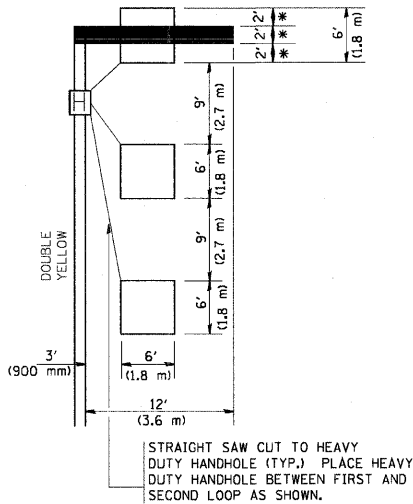
\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS  
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

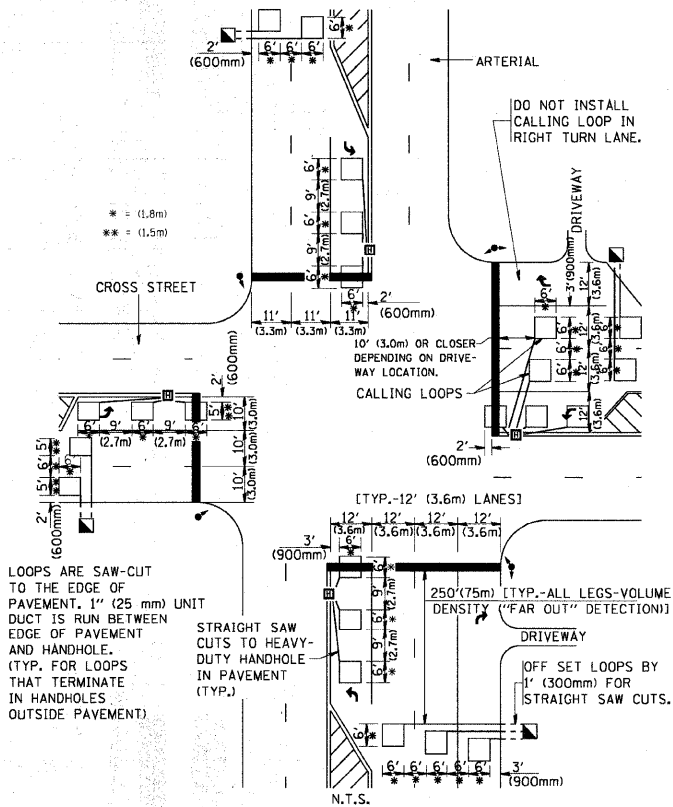
(PROTECTED / PERMITTED LEFT TURN PHASING)

\* = (600 mm)



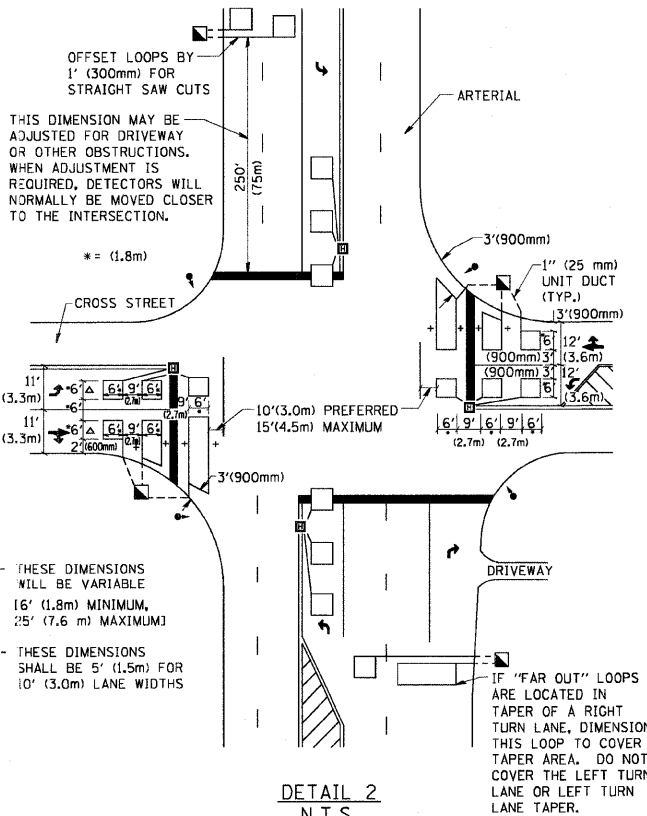
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO  
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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 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 = lmu	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 – DETECTOR LOOP INSTALLATION				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Projects\DistStd.dgn		DRAWN -	REVISED -		DETAILS FOR ROADWAY RESURFACING				607	128 RS-5	WILL	29	24
	PLOT SCALE = 50.0000' / IN.	CHECKED - R.K.F.	REVISED -						TS-07				
	PLOT DATE = 4/24/2009	DATE -	REVISED -						CONTRACT NO. 60G66				
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

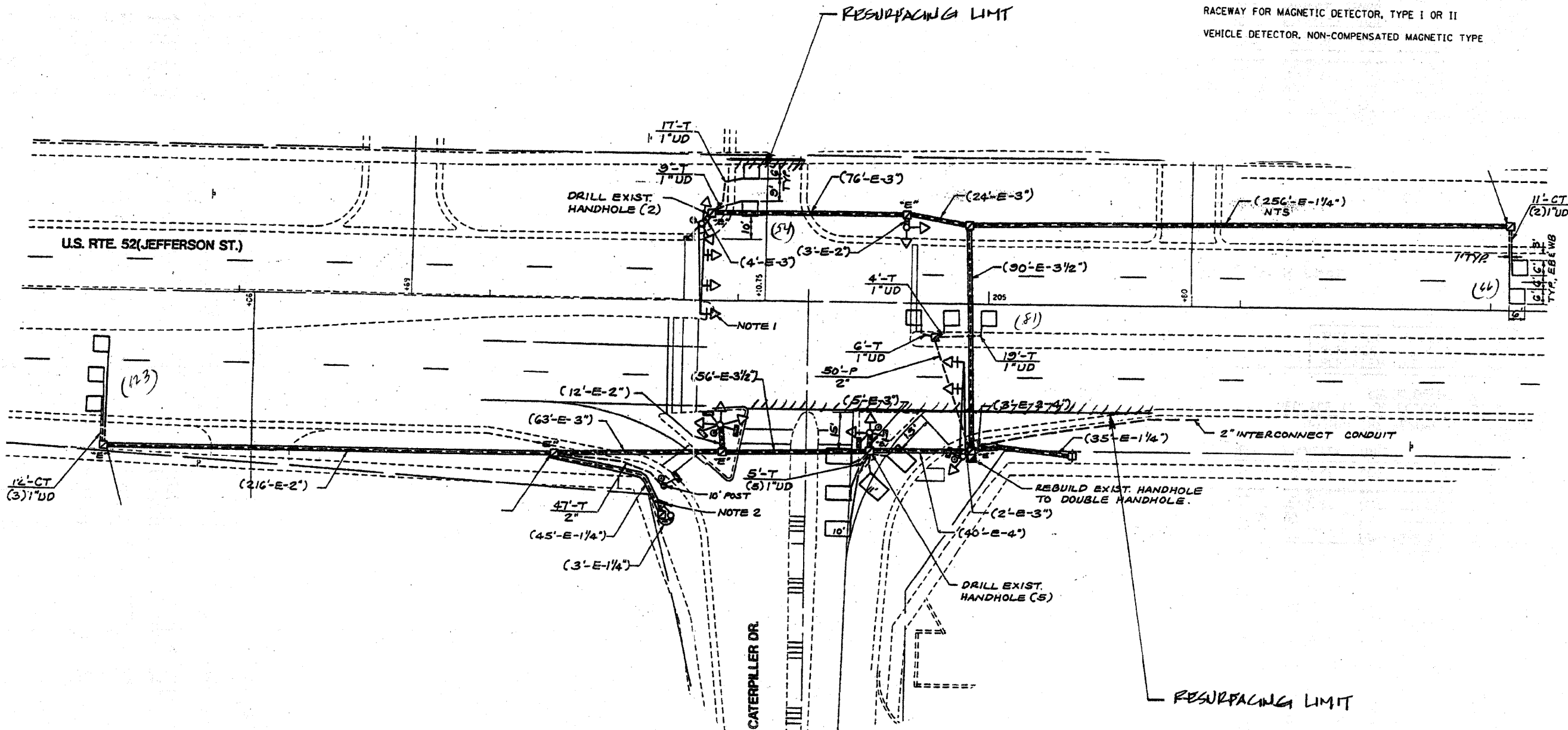






TRAFFIC SIGNAL LEGEND

	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		
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
88600600	324	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kanthapixaybc	DESIGNED - BCK	REVISED -
c:\pwork\pwork\KANTHAPIXAYBC\01126	4\trffio.legend.v7.dgn	DRAWN - BCK	REVISED -
	PLOT SCALE = 3/8" = 1' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/3/2009	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

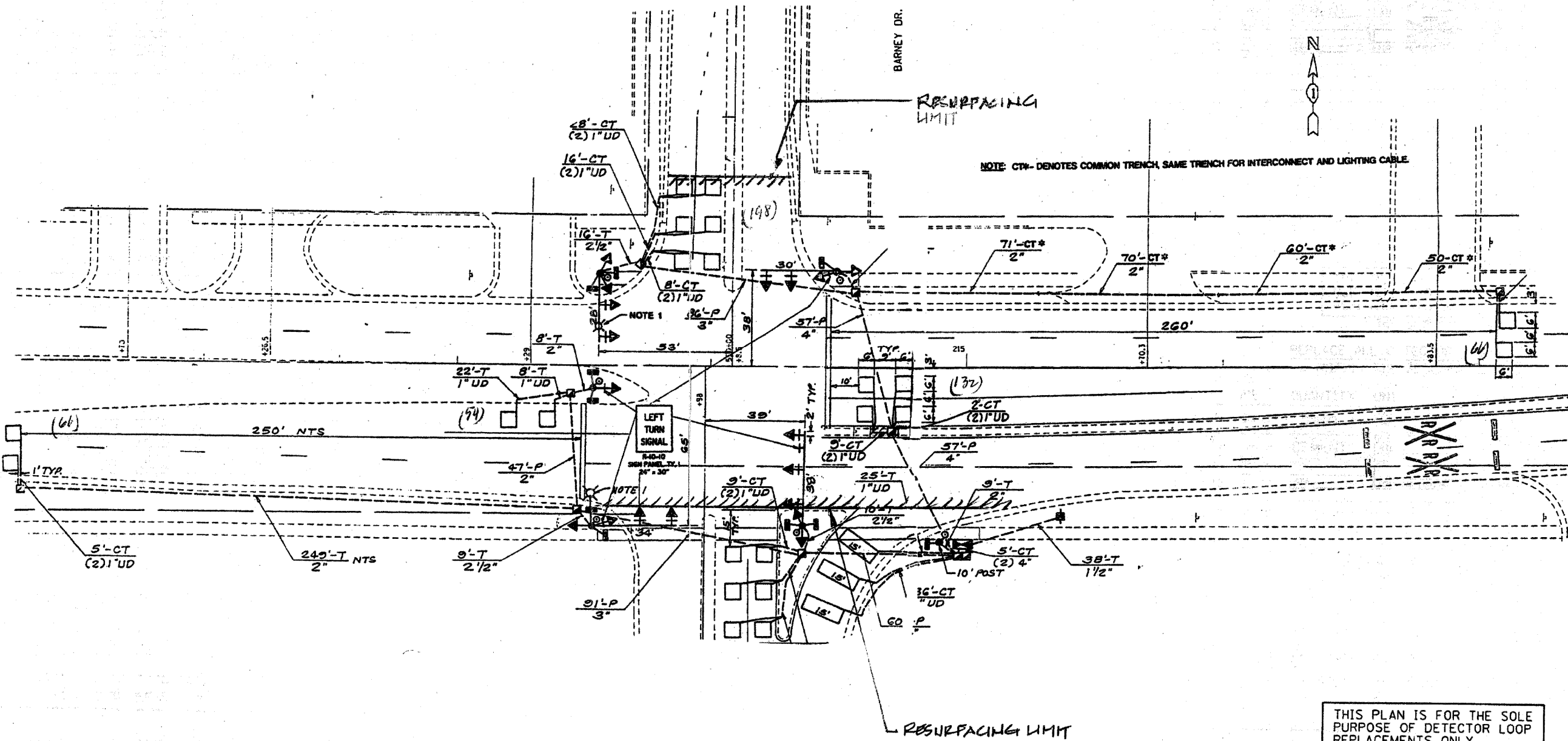
DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
U.S. ROUTE 52 @ CATERPILLAR DRIVE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	128 RS-5	WILL	29	27
CONTRACT NO.				
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		
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
88600600	516	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME =	DESIGNED -	REVISED -
ct:\pwork\PHWIDOT\KANTHAPHIXAYBC\001126	kanthaphixaybc	BCK	
	traffic.legend.v7.dgn	DRAWN -	REVISED -
	PLOT SCALE = 39.1380' / IN.	CHECKED -	REVISED -
	PLOT DATE = 4/3/2009	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
U.S. ROUTE 52 @ BARNEY DRIVE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	128 RS-5	WILL	29	28
CONTRACT NO.				

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

