STATE OF ILLINOIS

**DEPARTMENT OF TRANSPORTATION** 

**DIVISION OF HIGHWAYS** 

FOR INDEX OF SHEETS, SEE SHEET NO. 2

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

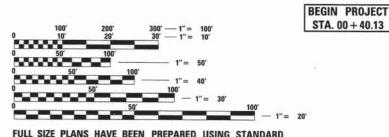
F.A.U. 1359 WHITEHALL AVENUE WOLF ROAD (F.A.U. 2690) TO ROBERTA AVENUE (F.A.U 1006) **ROADWAY RESURFACING** Section No.: 15-00088-00-RS Project No. M-4003(608) CITY OF NORTHLAKE **COOK COUNTY** JOB NO.: C-91-105-16

**DESIGN DESIGNATION ROUTE: MAJOR COLLECTOR** DESIGN SPEED = 25 M.P.H. POSTED SPEED = 25 M.P.H.

TRAFFIC DATA:

ADT =

1,070



ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123

OR 811

CHRISTOPHER B. BURKE ENGINEERING, LTD. 9575 W. Higgins Road, Suite 600

PROFESSIONAL DESIGN FIRM NO.: 184-00175 EXPIRATION DATE: APRIL 30, 2017

CONTRACT NO. 61C80

RANGE 12 E N.T.S END PROJECT STA. 26 + 97.37 LOCATION MAP 3RD P.M.

GROSS LENGTH OF PROJECT = 2,657 LINEAL FEET (0.50 MI.

NET LENGTH OF PROJECT = 2,657 LINEAL FEET (0.50 MI.)



SECTION

15-00088-00-RS

COOK 17 1 ILLINOIS CONTRACT NO. 61C80



ANDREW M. PUFUNDT ILLINOIS REGISTRATION No. 062-061729 ENGINEER EXPIRATION DATE: II/30/17

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION MARCH 31, 2016 RELEASED FOR BID

> PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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## **GENERAL NOTES**

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## HIGHWAY STANDARDS

000001-06 - STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS

424001-08 - PERPENDICULAR CURB RAMPS FOR SIDEWALKS

424006-02 - DIAGONAL CURB RAMPS FOR SIDEWALKS

424021-03 - DEPRESSED CORNER FOR SIDEWALKS

442201-03 - CLASS C AND D PATCHES

602011-02 - CATCH BASIN TYPE C

604001-04 - FRAME AND LIDS TYPE 1

606001-06 - CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

701006-05 - OFF ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE

701301-04 - LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS

701311-03 – LANE CLOSURE, 2L 2W, MOVING OPERATIONS – DAY ONLY

701501-06 - URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

701701-10 - URBAN LANE CLOSURE, MULTILANE INTERSECTION

701801-06 - SIDEWALK, CORNER OR CROSSWALK CLOSURE

701901-05 - TRAFFIC CONTROL DEVICES

## SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2016; THE LATEST EDITIONS OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD) AND "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS": THE "DETAILS" IN THE PLANS: AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT STANDARD.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 700 OF THE STANDARD SPECIFICATIONS.

#### UTILITIES

THE CONTRACTOR SHALL COOPERATE WITH THE CITY OF NORTHLAKE IN UNDERGROUND UTILITY CONSTRUCTION WHICH THE CITY MAY WANT TO PLACE DURING THE CONTRACTOR'S OPERATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE CITY AND ENGINEER DO NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS, ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

COORDINATION OF ALL UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 8-1-1 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION FACILITIES (48 HOURS NOTIFICATIONS IS REQUIRED). THE CONTRACTOR SHALL CONTACT IDOT'S BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS BEFORE PLACING HOT MIX ASPHALT OR PORTLAND CEMENT CONCRETE.

## WATER, STORM SEWER AND SANITARY SEWER

WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE COMPLETED PER ARTICLE 107.15 OF THE STANDARD SPECIFICATIONS.

ALL EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT THEIR EXPENSE.

THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS, CONTACT THE CITY OF NORTHLAKE WATER DEPARTMENT (TEL. NO. 708-343-8700) FOR THEM TO TURN VALVES OR OPERATE HYDRANTS. UNAUTHORIZED USE SHALL SUBJECT THE OFFENDER TO ARREST AND PROSECUTION.

#### MISCELLANEOUS

ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT. EXCEPT FOR PERIODS OF SHORT DURATION. THE COST TO PROVIDE ACCESS WILL BE PAID FOR AS AGGREGATE FOR TEMPORARY ACCESS.

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

ALL SAWCUTTING SHALL BE INCLUDED TO REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.

PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT AND STRUCTURES TO BE ADJUSTED WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THEY ARE TO BE PLACED. PLAN THICKNESSES SHOULD BE CONSIDERED THE MINIMUM THICKNESS PERMITTED.

DETECTABLE WARNINGS FOR THE HANDICAPPED SHALL BE INSTALLED AT ALL INTERSECTING STREETS, DRIVEWAYS, AND ALLEYS AS DIRECTED BY THE ENGINEER (SEE IDOT STD. 424001-08).

PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.

RELOCATING EXISTING SIGNS: EXISTING SIGNS WHICH ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE REMOVED AND REINSTALLED UPON COMPLETION OF CONFLICTING IMPROVEMENTS IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". STOP SIGNS, SPEED LIMIT SIGNS, AND STREET NAME SIGNS SHALL BE UP AND VISIBLE AT ALL TIMES. THIS WORK SHALL BE INCLUDED TO THE PAY ITEM TRAFFIC CONTROL AND PROTECTION.

PROPOSED CONCRETE CURB AND GUTTER SHALL BE TRANSITIONED TO EXISTING CURB AND GUTTER OVER A LENGTH OF 5 FEET. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

ALL UNDERGROUND, DRIVEWAY, CONCRETE, AND LANDSCAPE RESTORATION WORK IS TO BE COMPLETED BEFORE THE SURFACE COURSE CAN BE INSTALLED.

PROTECTIVE COAT FOR ALL CONCRETE SURFACES SHALL BE CONSIDERED INCLUDED IN THE COST OF THE RESPECTIVE PAY ITEM.

FOR HOT-MIX ASPHALT SURFACE REMOVAL, THE EXISTING ASPHALT SURFACE SHALL BE REMOVED TO THE DEPTH SPECIFIED. THE GRINDINGS SHALL BE REMOVED FROM THE SITE AND THE SURFACE MECHANICALLY BROOMED UNTIL THE SURFACE IS COMPLETELY FREE OF ANY LOOSE MATERIAL AND DEBRIS. GRINDING OF THE EXISTING CONCRETE BASE MAY BE REQUIRED TO ESTABLISH THE SPECIFIED DEPTH. CONCRETE GRINDING SHALL BE CONSIDERED INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE REMOVAL.

CLASS D PATCHES SHALL CONSIST OF REMOVAL AND REPLACEMENT OF EXISTING PAVEMENT AT LOCATIONS DIRECTED BY THE ENGINEER. AFTER MILLING IS COMPLETE, THE EXISTING PAVEMENT INCLUDING THE BASE AND HMA SURFACE SHALL BE REMOVED TO A DEPTH OF SIX (6) INCHES AND REPLACED WITH SIX (6) INCHES OF HMA MIX. THE SURFACE OF THE PATCH SHALL MEET THE SURFACE OF THE HOT-MIX ASPHALT SURFACE REMOVAL. ALL HOLES, SOFT PLACES AND OTHER DEFECTS IN THE SUBBASE OR SUBGRADE SHALL BE CORRECTED BY THE CONTRACTOR BY REMOVING THE UNSUITABLE MATERIAL, ADDING MORE HMA MIX AS SPECIFIED IN SECTION 406 OF THE STANDARD SPECIFICATIONS.

FRESH OIL SIGNS SHALL BE POSTED AT BOTH ENDS OF THE ROADWAY AND ALL SIDE STREETS AS DIRECTED BY THE ENGINEER. CONSTRUCTION AHEAD SIGNS SHALL BE PLACED AT ALL SIDE STREETS AND BOTH ENDS OF THE ROADWAY WHILE CONSTRUCTION IS IN PROGRESS. THIS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE APPROPRIATE TRAFFIC CONTROL AND PROTECTION PAY ITEM.

NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED.

ALL ROADS MUST HAVE ONLY ONE LONGITUDINAL JOINT WHILE PAVING.

SEEDING, MULCH AND TOP SOIL, 4" RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB AND GUTTER REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT, AND SIDEWALK REMOVAL AND REPLACEMENT.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION/DIRECTION AND MEANS/METHODS OF CONSTRUCTION.

BEFORE BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LINE AND GRADES SHOWN ON THE CONTRACT DRAWINGS. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONTRACT DRAWINGS, THE CONTRACTOR SHALL IMMEDIATELY REPORT SAME TO THE ENGINEER PRIOR TO PERFORMING WORK. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF WORK AS REQUIRED.

CERTAIN INFORMATION SHOWN ON THESE DRAWINGS HAS BEEN OBTAINED FROM DRAWINGS OF RECORD. CONTRACTOR SHALL VERIFY SUCH INFORMATION PRIOR TO ACTUAL START OF WORK. WHERE DISCREPANCIES ARE DISCOVERED THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER. FAILURE BY THE CONTRACTOR TO IMMEDIATELY NOTIFY THE ENGINEER OF SUCH DISCREPANCIES SHALL RESULT IN THE CONTRACTOR BEARING THE FULL BURDEN OF ALL RISKS/COSTS ATTRIBUTED TO THE DISCOVERED DESCREPANCY.

SOIL EROSION PROTECTION SHALL BE IN ACCORDANCE WITH IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL. ALL DISTURBED AREAS (NOT IMPERVIOUS IN NATURE) SHALL BE FINE GRADED, TOP SOIL RESTORED (MIN 4 INCHES) AND SEED/MULCH APPLIED UNLESS OTHERWISE SPECIFIED ON THE PLANS.

ANY DEFACED WORK SHALL BE CORRECTED OR REPLACED BY THE CONTRACTOR AT HIS SOLE EXPENSE PRIOR TO FINAL PAYMENT. THE CITY WILL COOPERATE WITH THE CONTRACTOR TO MINIMIZE VANDALISM, BUT THE CONTRACTOR SHALL BE ULTIMATELY RESPONSIBLE TO CORRECT ANY DAMAGE PER CONDITIONS OF ARTICLE 107.30 OF THE STANDARD SPECIFICATIONS.

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## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE:

CENEDAL NOTES AND LICUMAN STANDARDS				F.A.U. RTE.	SECTION	COUNTY	TOTAL	SHEET NO.	
GENERAL NOTES AND HIGHWAY STANDARDS			1359	15-00088-00-RS	COOK	17	2		
					CONTRACT	NO. 6	1C80		
SHEET NO.	OF	SHEETS	STA.	TO STA		TI I TMOTE EED	ATD BBO IECT		

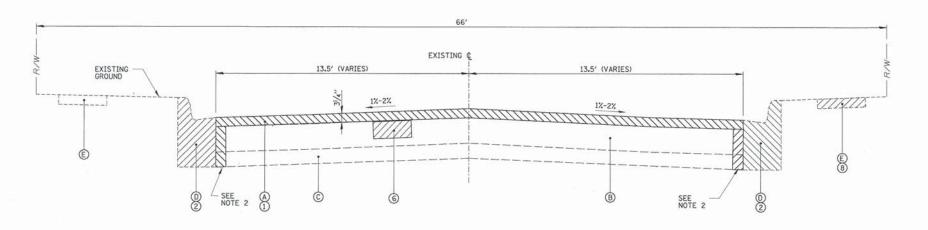
				STP - LAFO 80% FED.				
FUNDING SOURCE								
LOCATION OF WORK								
LOOM OF WORK								
SUMMARY OF QUANTITIES								
	ITEM#	ITEM	UNIT	0005				
ě.	20101200	TREE ROOT PRUNING	EACH	5				
F	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	25				
F	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	135				
7.1	28000510	INLET FILTERS	EACH	29				
F	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	25				
F	31101180	SUBBASE GRANULAR MATERIAL, TYPE B 2"	SQ YD	100				
	31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	575				
	40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	100				
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUNDS	6255				
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	13.5				
	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	950				
F	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	200				
F	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	880				
L	42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	100				
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	9000				
	42400400	PORTLAND CEMENT CONCRETE SIDEWALK 7 INCH	SQ FT	2075				
	42400800	DETECTABLE WARNINGS	SQ FT	300				
	44000100	PAVEMENT REMOVAL	SQYD	10				
	44000162	HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"	SQYD	9000				
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	675				
	44000600	SIDEWALK REMOVAL	SQ FT	11075				
	44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQYD	220				
_	44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQYD	220				
	44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	220				
	44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQYD	220				
-	44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	9000				

		FUNDING SOURCE		STP - LAFO 80% FED. 20% LOCAL
		LOCATION OF WORK		WHITEHALL AVE
		SUMMARY OF QUANTITIES		CONSTRUCTION TYPE CODE
	ITEM#	ITEM	UNIT	0005
-	56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	2
+	60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	1
+	60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1
#	60266600	VALVE BOXES TO BE ADJUSTED	EACH	2
#	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	1
#	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2
+	60500050	REMOVING CATCH BASINS	EACH	3
#	67100100	MOBILIZATION	L SUM	11
+	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
+	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
#	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	62.4
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	315
1	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	880
+	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	120
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	215
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
+	87900200	DRILL EXISTING HANDHOLE	EACH	6
- *	88600600	DETECTOR LOOP REPLACEMENT	FOOT	300
~ *	89502376	REBUILD EXISTING HANDHOLE	EACH	1
~	X0326862	STRUCTURES TO BE ADJUSTED	EACH	18
+	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	900
+	Z0013798	CONSTRUCTION LAYOUT	L SUM	111
+	Z0017500	DRAINAGE & UTILITY STRUCTURE ADJUSTMENT (SPECIAL)	EACH	8
+	Z0017800	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED (SPECIAL)	EACH	2
+	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52

SCALE:

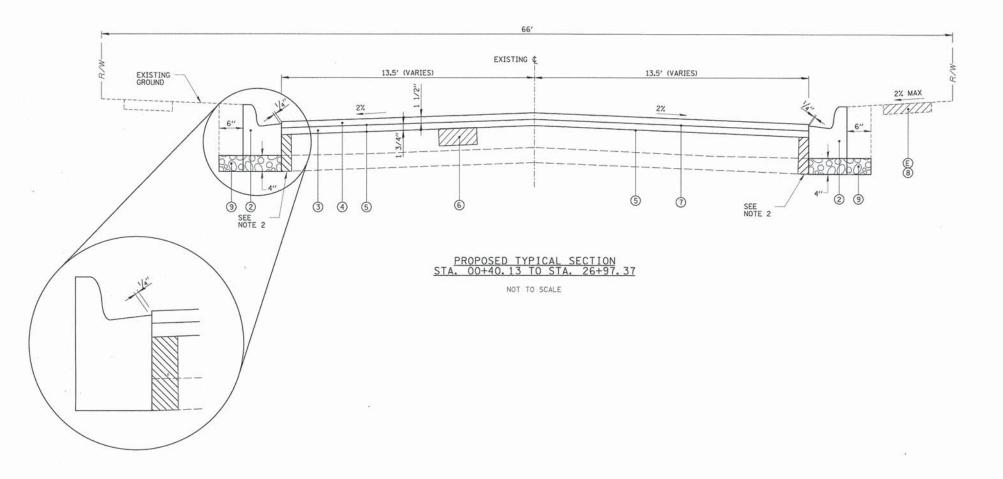
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<sup>\*</sup> INDICATES SPECIALTY ITEM



EXISTING TYPICAL SECTION
STA. 00+40.13 TO STA. 26+97.37

NOT TO SCALE



## LEGEND

- A EXISTING ASPHALT PAVEMENT (+/- 3")
- B EXISTING HMA OR P. C. C. BASE (+/- 0" TO 9")
- C EXISTING AGGREGATE BASE (+/- 0" TO 7")
- D EXISTING COMBINATION CURB AND GUTTER (TYPE M-3.12 & VARIES)
- E EXISTING SIDEWALK
- 1) HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"
- COMBINATION CONCRETE CURB AND GUTTER
  REMOVAL AND REPLACEMENT (AS DIRECTED BY ENGINEER)
  (SEE DETAIL SHEET 10)
- 3 LEVELING BINDER (MACHINE METHOD), N50 1 3/4" MIN.
- 4 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 1 1/2"
- 5 BITUMINOUS MATERIALS (TACK COAT)
- 6 CLASS D PATCHES, TYPE VARIES, 6"
- AREA REFLECTIVE CRACK CONTROL TREATMENT
- 8 PORTLAND CEMENT CONCRETE SIDEWALK, 5" (AS DIRECTED BY THE ENGINEER)
- SUBBASE GRANULAR MATERIAL, TYPE B (INCLUDED IN COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (SEE DETAIL SHEET 10)

## NOTES

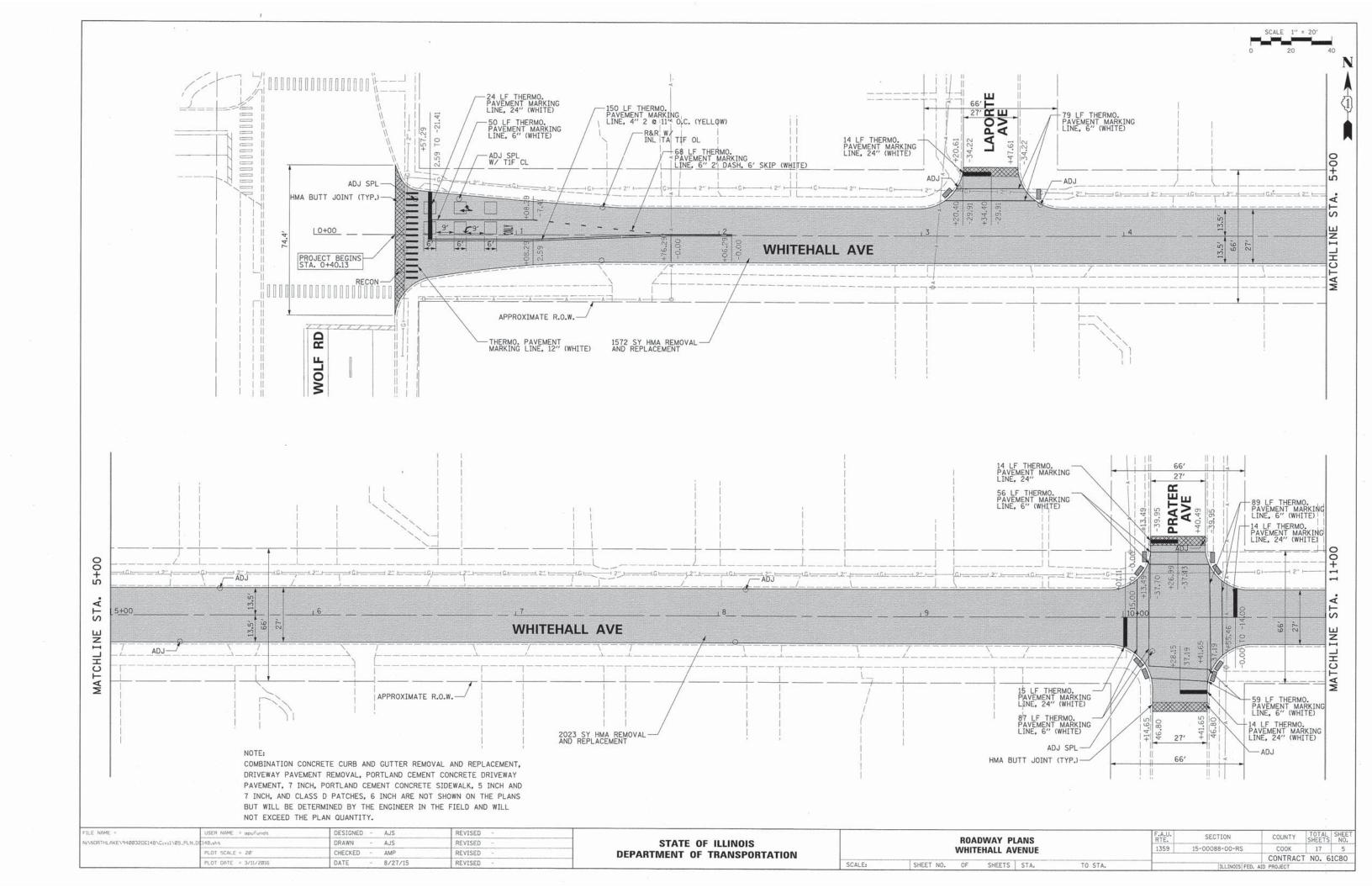
- 1. CONTRACTOR SHALL MILL PAVEMENT BEFORE PATCHING.
- 2. ANY PAVEMENT REMOVAL REQUIRED FOR CONSTRUCTION OF COMBINATION CONCRETE CURB AND GUTTER SHALL BE REPLACED WITH P.C.C. (CLASS SI) AND SHALL BE VIBRATED IN PLACE. COST FOR PAVEMENT REMOVAL AND P.C.C (CLASS SI) SHALL BE INCLUDED IN UNIT PRICE FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- SEE CURB AND GUTTER REMOVAL AND REPLACEMENT DETAIL REGARDING PAYMENT FOR LANDSCAPE RESTORATION (SHEET 10).
- 4. THE EXISTING PAVEMENT CROSS SLOPE IS APPROXIMATELY 1%. ADDITIONAL QUANTITY OF LEVELING BINDER HAS BEEN INCLUDED IN THE CONTRACT TO RAISE THE ROADWAY CROWN TO ESTABLISH A 2% CROSS SLOPE. GRINDING AND PAVING OPERATIONS SHALL BE ADJUSTED ACCORDINGLY.
- CONTRACTOR SHALL SAWCUT PAVEMENT PRIOR TO REMOVING CURB.
- 6. NO ADDITIONAL COMPENSATION SHALL BE CONSIDERED FOR PETROMAT (FABRIC) ENCOUNTERED DURING GRINDING OPERATIONS.
- ANY NECESSARY CONCRETE GRINDING TO INSTALL THE PROPOSED PAVEMENT LIFT THICKENESSES IS INCLUDED IN COST FOR HMA SURFACE REMOVAL.

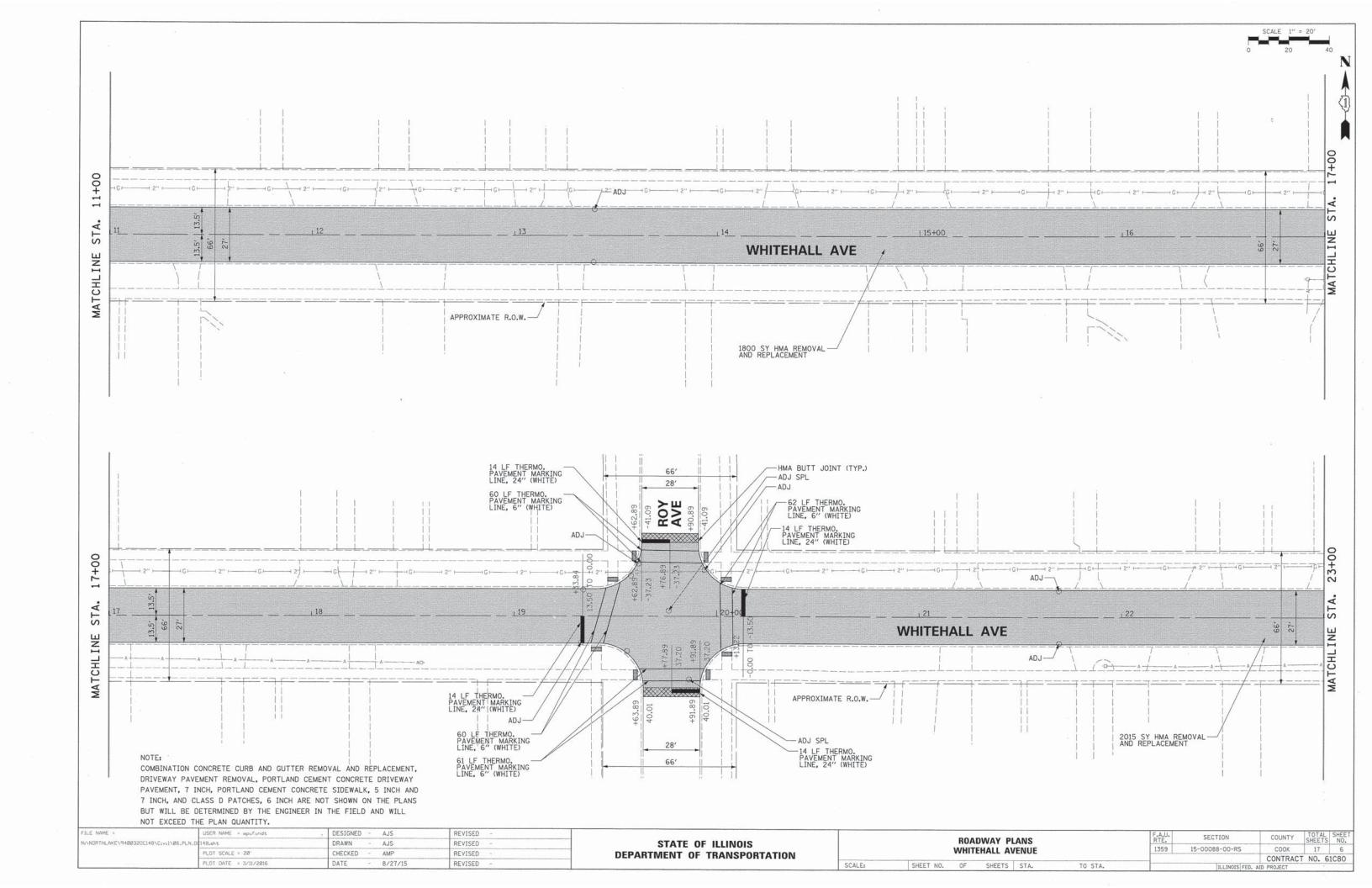
HOT-MIX ASPHALT MIXTURE REQUIREMENTS			
MIXTURE ITEM	AIR VOIDS • Ndes		
PAVEMENT RESURFACING	70		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 MM), 1 1/2"	4% € 50 GYR		
LEVELING BINDER (MACHINE METHOD), N50, 1 3/4"	4% @ 50 GYR		
DRIVEWAYS	,•		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 MM), 3" (2 LIFTS)	4% € 50 GYR		
PATCHING			
CLASS D PATCHES, 6" (SPECIAL) (HMA BINDER IL-19 MM) NOTE: SAW CUT PATCHES PRIOR TO REMOVAL	4% <b>@</b> 70 GYR		

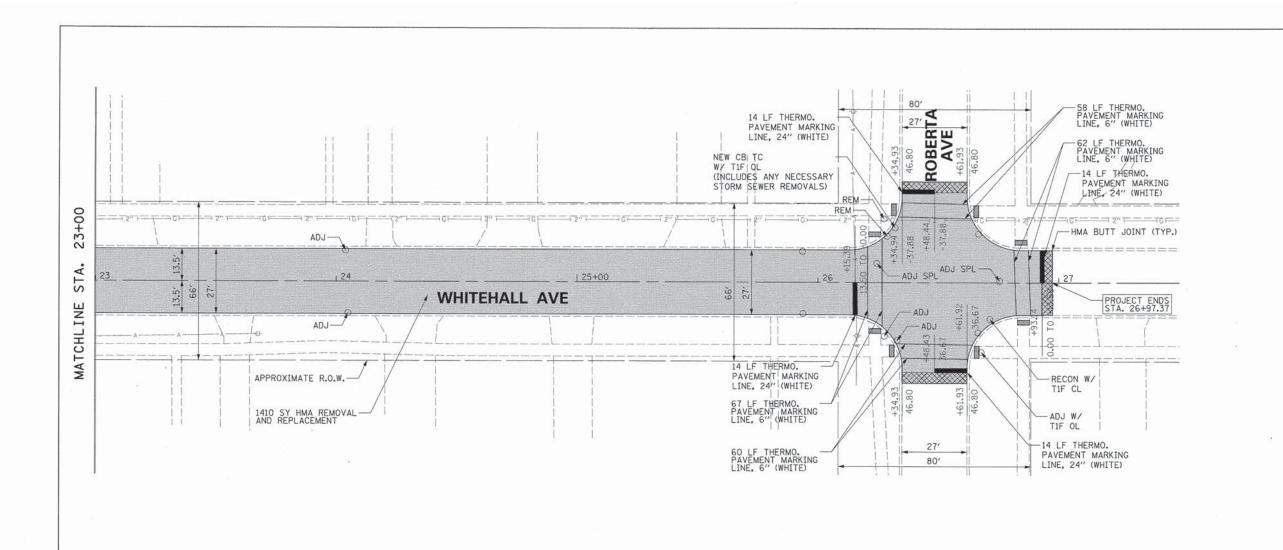
NOTES:
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

2. 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 "PERCENT OF RAP AND RAS" SEE DISTRICT ONE SPECIAL PROVISIONS.

FILE NAME =	USER NAME = apufundt	DESIGNED - AJS	REVISED -	Charles and Company and Company			F.A.U.	SECTION	COUNTY	TOTAL S	SHEET
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	PLOT DATE = 3/11/2016	DATE - 8/27/15	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.		TILL INOTS FED	ATD PROJECT		







#### NOTES:

- 1. AT LOCATIONS WHERE STRUCTURES ARE TO BE REMOVED BUT NOT REPLACED, THE CONTRACTOR SHALL PLUG AND GROUT THE EXISTING STORM SEWERS WHICH ARE TO REMAIN IN PLACE.
- 2. WHERE NEW CATCH BASIN IS TO BE INSTALLED, COST OF STRUCTURE SHALL INCLUDE 5 LINEAL FEET OF NEW STORM SEWER TO MAKE CONNNECTION TO EXISTING SEWER.
- 3. COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, DRIVEWAY PAVEMENT REMOVAL, PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH, PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH AND 7 INCH, AND CLASS D PATCHES, 6 INCH ARE NOT SHOWN ON THE PLANS BUT WILL BE DETERMINED BY THE ENGINEER IN THE FIELD AND WILL NOT EXCEED THE PLAN QUANTITY.

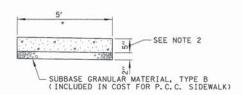
N:\NORTHLAKE\940032DC148\C:v:1\07_PLN_D(	148.sht	DRAWN		AJS	REVISED	-	STATE OF
	PLOT SCALE = 20'	CHECKED		AMP	REVISED		DEPARTMENT OF
	PLOT DATE = 3/11/2016	DATE	-	8/27/15	REVISED		
		-					

REVISED

DESIGNED - AJS

STATE OF	ILLINOIS
DEPARTMENT OF T	RANSPORTATION

ROADWAY PLANS				F.A.U. RTE.	SECTION	COUNTY	TOTAL	SHEE!
WHITEHALL AVENUE		1359	15-00088-00-RS	COOK	17	7		
			- Innin	CONTRAC	T NO. 6	1080		
OF	SHEETS	STA	TO STA		THE THOSE COD	ATD DDG FOR		

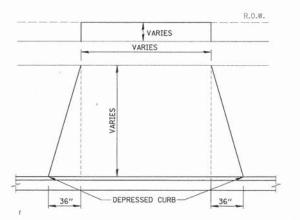


· CROSS SLOPE 2%

#### NOTES:

- ALL REQUIRED EARTH EXCAVATION AND SUBBASE GRANULAR MATERIAL, TYPE B TO CONSTRUCT P.C.C. SIDEWALK TO MEET CURRENT ADA REQUIREMENTS SHALL BE INCLUDED IN THE COST FOR P.C.C. SIDEWALK.
- WHEN FORMS ARE REMOVED FROM THE SIDEWALK EITHER THE SIDEWALK SHALL BE BARRICADED OR BACKFILLED WITHIN 24 HOURS.
- 3. ALL LANDSCAPE RESTORATION (TOPSOIL, SEEDING, CLASS I, MULCH METHOD 3) SHALL BE INCLUDED IN COST FOR P.C.C. SIDEWALK.

## P. C. C. SIDEWALK DETAIL



## DETAIL OF DRIVEWAY

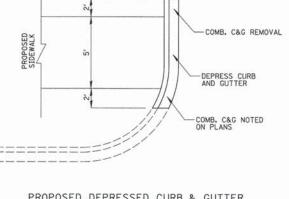
THIS TYPICAL DRIVE LAYOUT IS FOR BOTH CONCRETE AND ASPHALT DRIVES

P.C.C. DRIVE - 7" P.C.C. DRIVEWAY PAVEMENT 2" SUB-BASE GRANULAR MATERIAL, TYPE B ASPHALT DRIVE - 3" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 6" SUB-BASE GRANULAR MATERIAL, TYPE B

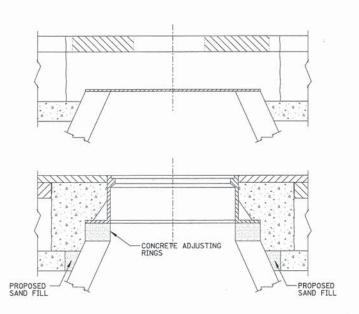
1. PROPOSED SIDEWALK THROUGH DRIVEWAY SHALL BE 7 INCHES OF PORTLAND CEMENT CONCRETE ON 2 INCH SUB-BASE GRANULAR MATERIAL, TYPE B.

2. THE HMA SURFACE COURSE USED TO REPLACE DRIVEWAYS WILL BE PAID FOR PER TON. THE NUMBER OF DRIVEWAYS TO BE REPLACED WILL BE DETERMINED IN THE FIELD BY THE ENGINEER, FOR ESTIMATING PURPOSES IT IS ASSUMED THAT ROUGHLY 25 HMA DRIVEWAYS WILL BE REPLACED.

3. ALL LANDSCAPE RESTORATION (TOPSOIL, SEEDING, CLASS I, MULCH METHOD 3) SHALL BE INCLUDED IN COST FOR DRIVEWAY REPLACEMENT.







## CONSTRUCTION PROCEDURES

STAGE I (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12" 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" DIAMETER METAL PLATE.

  D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1."
  THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.

## STAGE II (AFTER PAVEMENT MILLING)

- A) REMOVE THE BITUMINOUS MATERIAL 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 TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE.

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

## 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

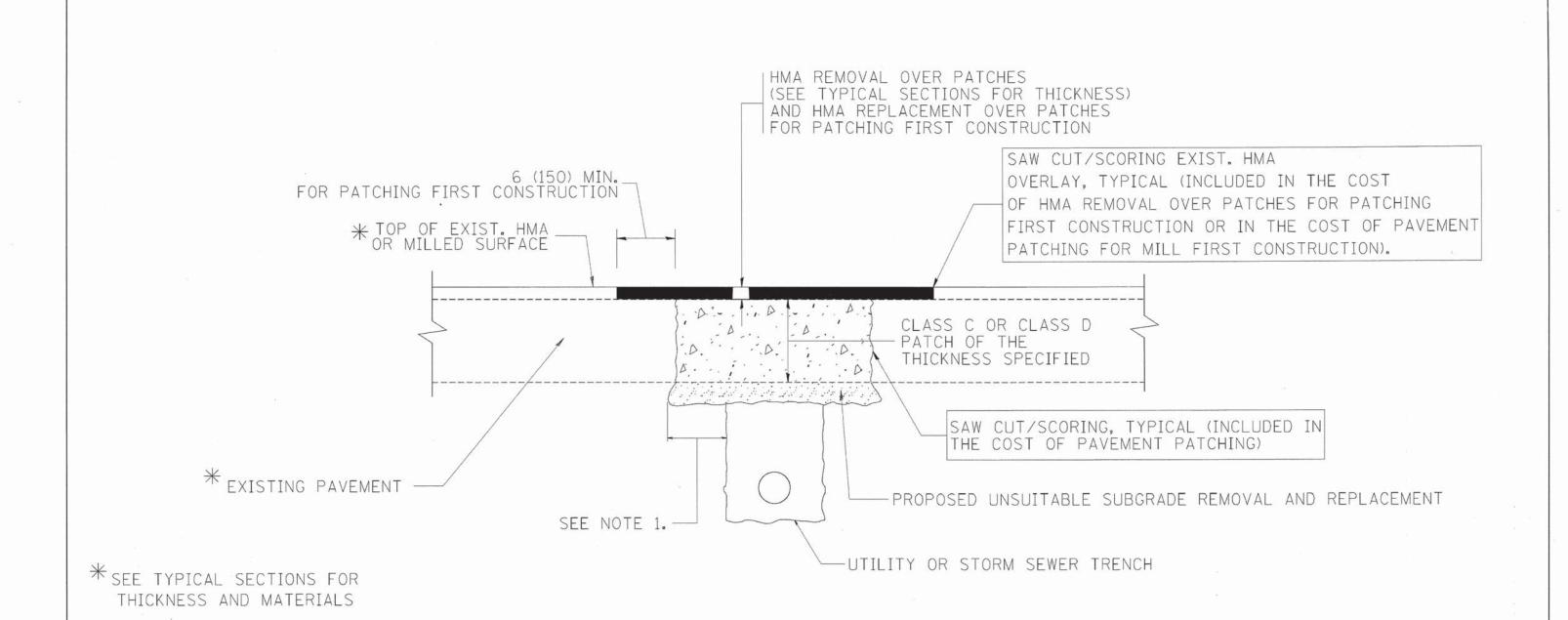
DRAINAGE & UTILITY STRUCTURE ADJUSTMENT (SPECIAL).

## NOTES

- 1. 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 PAYEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- 3. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

DRAINAGE & UTILITY STRUCTURE ADJUSTMENT (SPECIAL)

FILE NAME =	USER NAME = apufundt	DESIGNED - AJS	REVISED -			F.A.U.	SECTION	COUNTY	TOTAL	SHEET
N:\NORTHLAKE\940032DC148\C1v11\08_DET_	DC148.sht	DRAWN - AJS	REVISED -		CONSTRUCTION DETAILS	1750	15-00088-00-RS	2004	SHEETS	NO.
	PLOT SCALE = 20"	CHECKED - AMP	REVISED -		DEPARTMENT OF TRANSPORTATION				T NO 61	CBU
	PLOT DATE = 3/11/2016	DATE - 8/27/15	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.		ILLINOIS FED. A	CONTRACT	1 110. 61	200



## 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)

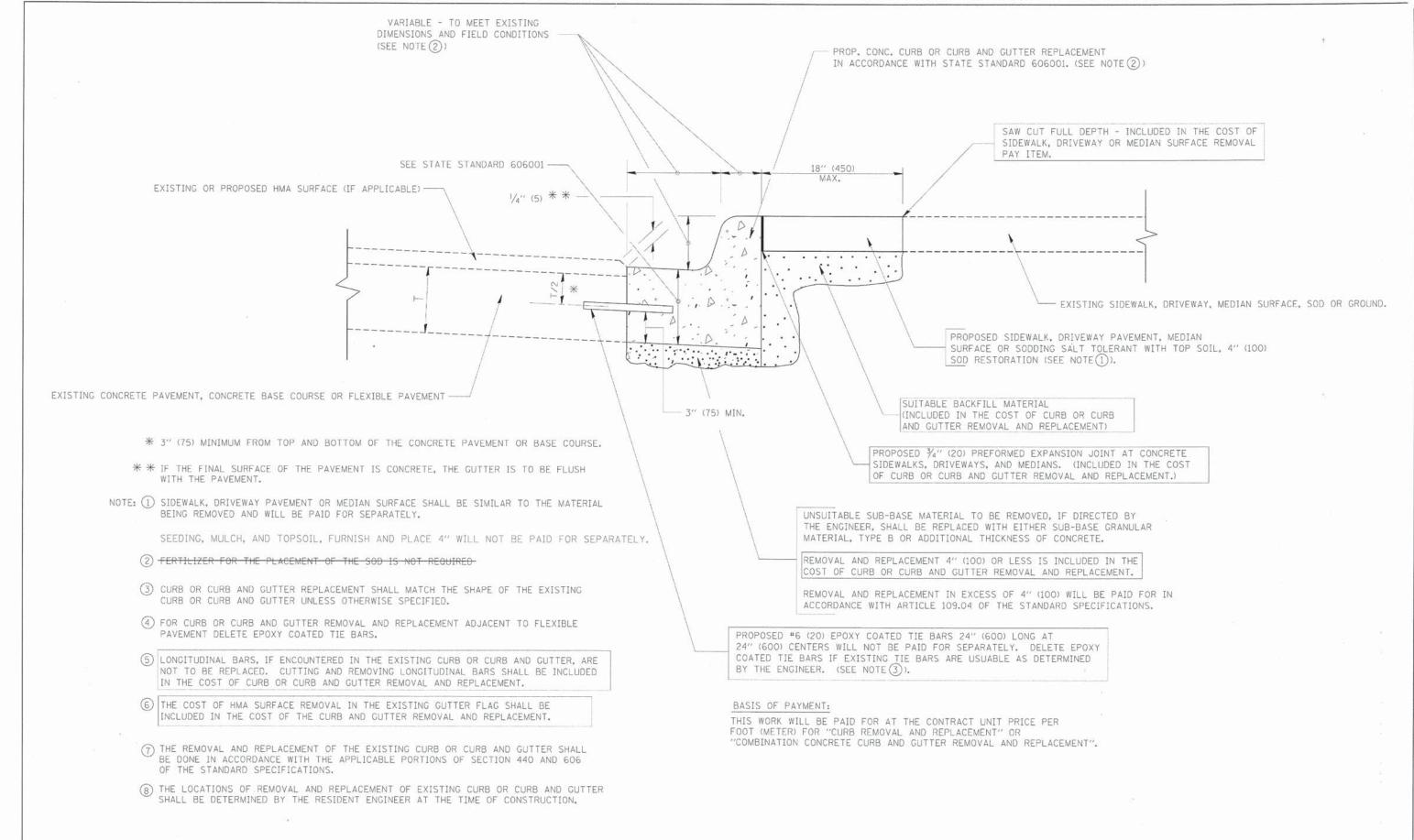
- 1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

## 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.

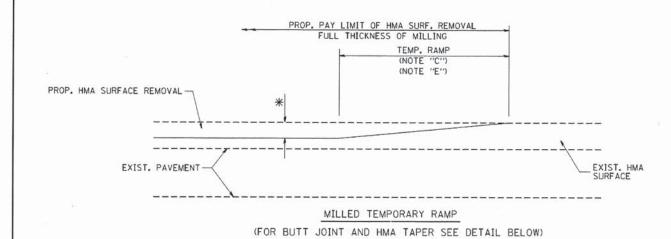
FILE NAME = ci\projects\diststd22x34\bd22.dgn	FILE NAME =	USER NAME = bouerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98			PAVEMENT PATCHING FOR	-	RTF.	SECTION	COUNTY	SHEETS	NO.
		DRAWN -	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS			1	1359	15-00088-00-RS		17	9	
	PLOT SCALE = 50.000 ' / IN. CHECKED -		REVISED - R. BORO 09-04-07	DEPARTMENT OF TRANSPORTATION		HMA SURFACED PAVEMENT	-	BD400-04 (BD-22)				61C80	
		PLOT DATE = 10/27/2008	DATE - 10-25-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA.	TO STA.	FED. ROAD DIST.	NO. 1 ILLINOIS FED.				



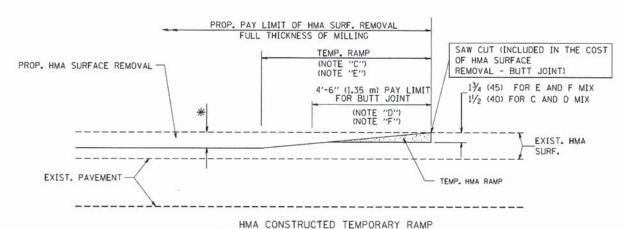
## CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NVME =	USER NAME = drivakoagn	DESIGNED - A. HOUSEH	REVISED -	R. SHAH 10-03-96					F.A.U.	SECTION	COUNTY	NTY TOTAL S	HEET	
cr\p=_wark\pwidot\drivek.asgn\dØl68315\	s24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97		STATE OF ILLINOIS	CURB OR CURB AND GUTTER				RTE.	15-00088-00-RS		COOK	NO.
	PLOT SCALE = 50.000 1/ IN.	CHECKED -	REVISED -	M. GOMEZ 01-22-01	DEPARTMENT OF TRANSPORTATION	REMOVAL AND REPLACEMENT				1355	D600-06 (BD-24)	CONTRACT NO 6		61080
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED -	R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAL	D DIST. NO. 1 ILLINOIS FED.	AID PROJECT	ID PROJECT	



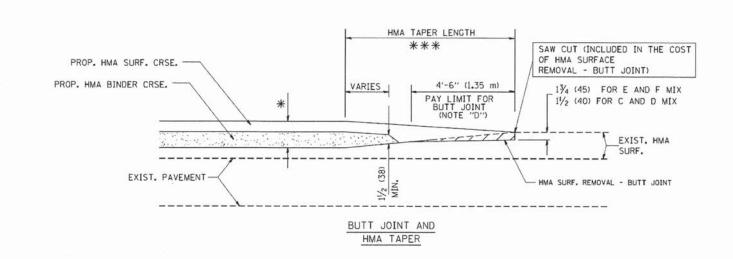
## OPTION 1



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

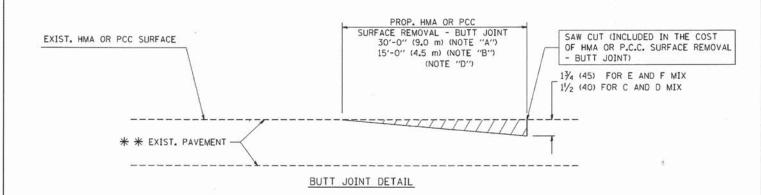
## OPTION 2

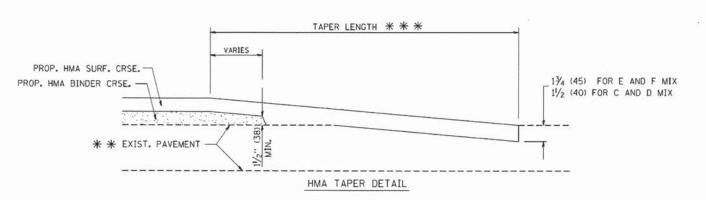
## TYPICAL TEMPORARY RAMP



## TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION





## TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

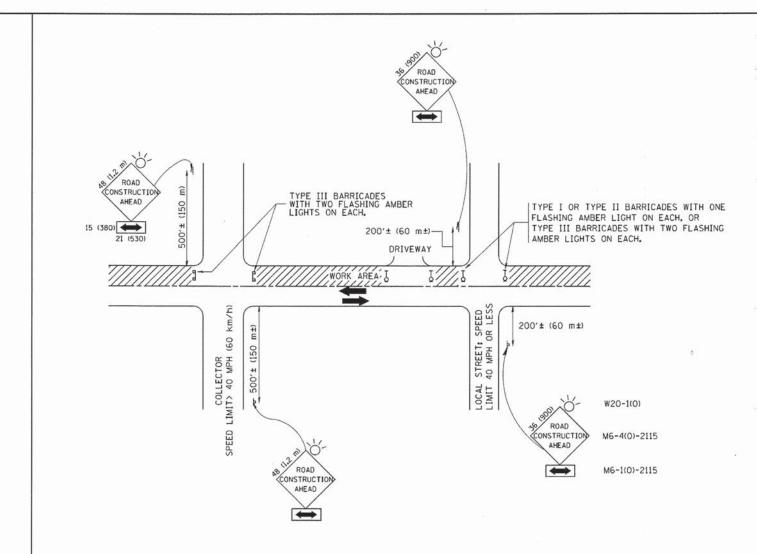
## NOTES

- 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.

## 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.



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

## NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 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;
- Q) 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:
- Q) 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 (MG-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (MG-4).

SCALE: NONE

## 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.

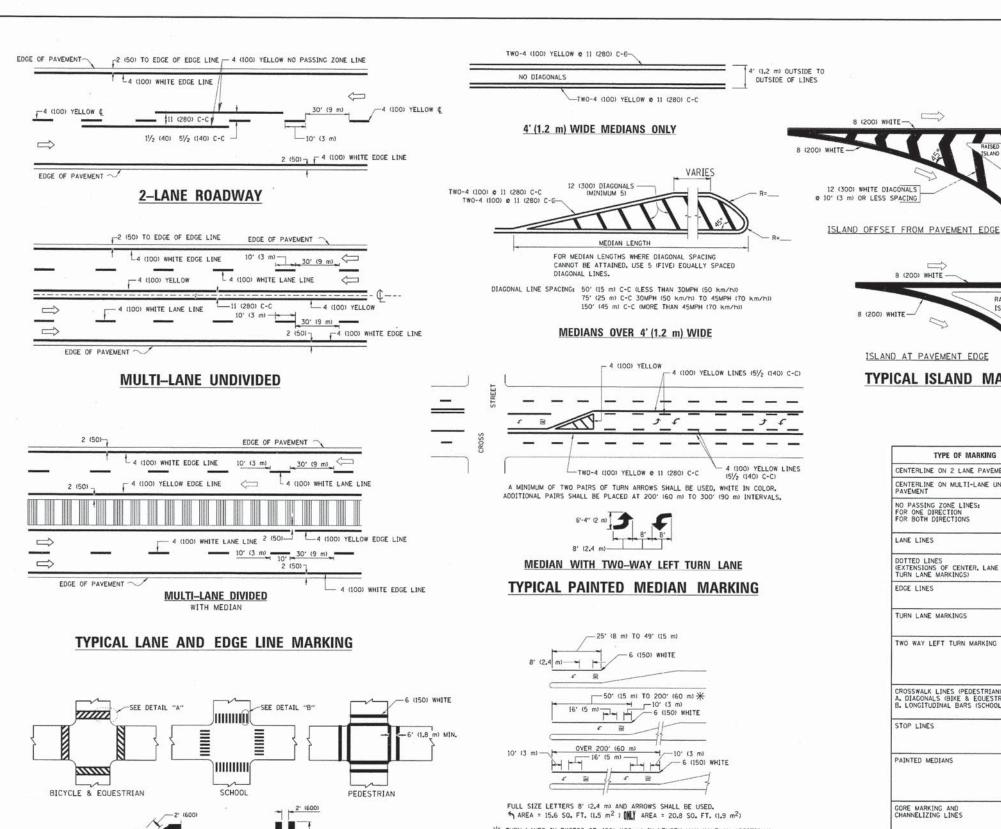
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PLOT SCALE = 50.000 '/ IN. CHECKED - REVISED - A. HOUSEH 10-15-96
PLOT DATE = 1/4/2008 DATE - 06-89 REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET NO. 1 OF 1 SHEETS STA.

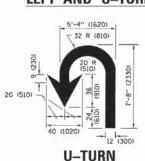


\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY". TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

32 R (810) -64 (1620)

## COMBINATION LEFT AND U-TURN



SPEED LIMIT

345

## LANE REDUCTION TRANSITION

\* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

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 9 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	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 MEDIANS IN YELLOW
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 p 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; 5/9 (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 5EE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (12 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERNISE, 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 (0VER 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 m²) EACH "X"=54,0 SQ, FT. (5,0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS 2 8')	12 (300) <b>e</b> 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) T0 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h)).
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

SCALE: NONE

8 (200) WHITE-

8 (200) WHITE

ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

RAISED

ISLAND

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

REVISED -T. RAMMACHER 10-27-94 USER NAME + liszekef DESIGNED - EVERS wr\\ILØ84EBIDINTEG.:111noss.gov#PWIDOT\ ents\IDOT Offices\District I\Projects\Di DRAWN\CADData\CADsheets\tc13.do REVISED -C. JUCIUS 09-09-09 PLOT SCALE = 50.000 '/ in. CHECKED C. JUCIUS 07-01-13 DATE 03-19-90 REVISED - C. JUCIUS 12-21-15

TYPICAL CROSSWALK MARKING

\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

-12 (300) WHITE

DETAIL "B"

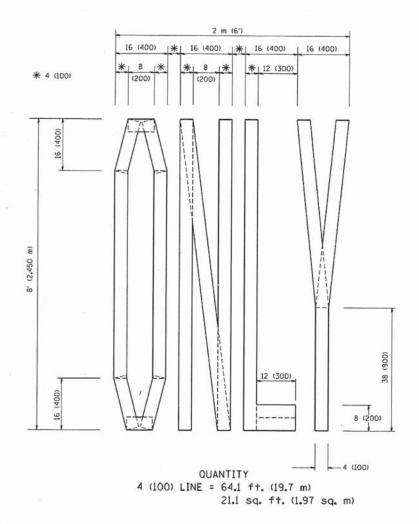
-6 (150) WHITE

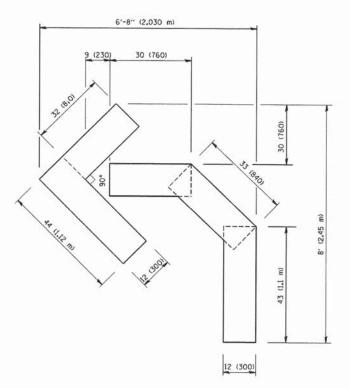
THE ROAD WHICH IT CROSSES

DETAIL "A"

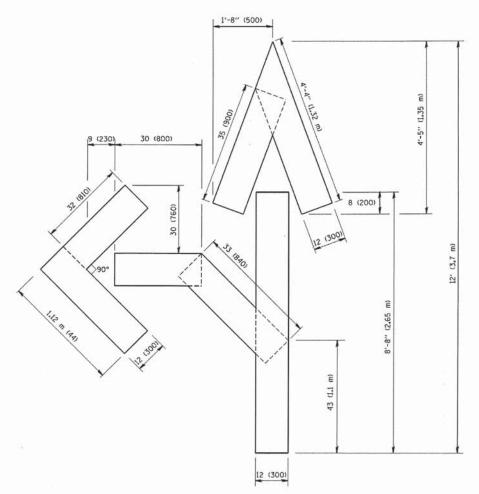
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SECTION COUNTY DISTRICT ONE 15-00088-00-RS COOK TYPICAL PAVEMENT MARKINGS 1359 17 13 CONTRACT NO. 61080 TC-13 SHEET 1 OF 1 SHEETS STA. ILLINOIS FED. AID PROJECT





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



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

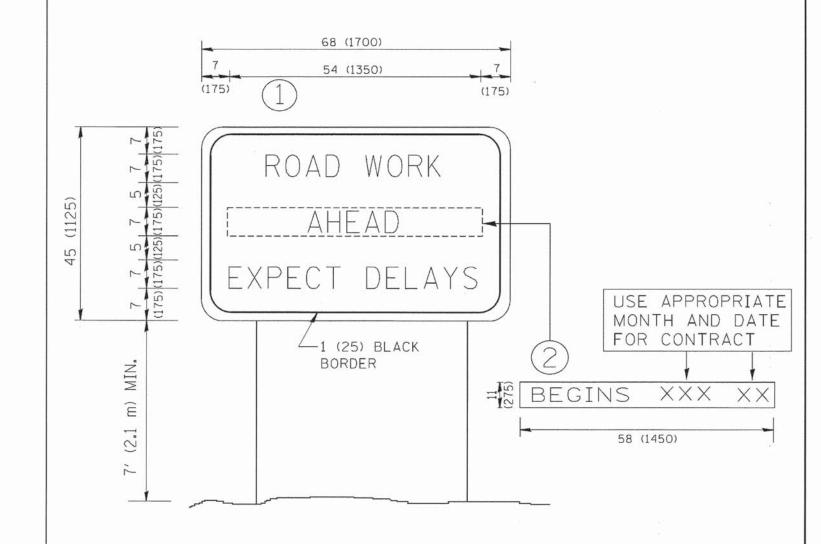
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = GOGILOROD - , REVISED - T. RAMMACHER 06-05-96
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| DRAWN - | REVISED - T. RAMMACHER 11-04-97
| PLOT SCALE = 58.8888 '/ IN. | CHECKED - | REVISED - T. RAMMACHER 03-02-98
| PLOT DATE = 1/4/288 | DATE - 09-18-94 | REVISED - E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	PAVEMENT MARKI	F.A.U. RTE.	SECTION	COUNTY	TOTAL	SHEET NO.		
	FOR T	1359	15-00088-00-RS	COOK	17			
	ron 1		TC-16	CONTRACT	NO. E	1C80		
SCALE: NONE	SHEET NO. 1 OF 1	SHEETS	STA.	TO STA.	FED. ROAD			



## NOTES:

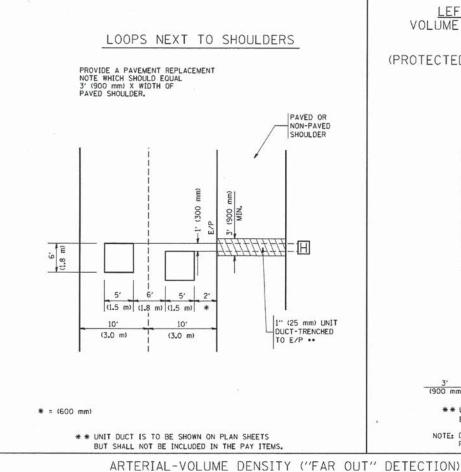
- 1. USE BLACK LETTERING ON ORANGE BACKGROUND.
- 2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- 3. ERECT SIGN () WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
- 4. REMOVE PANEL (2) SOON AFTER THE START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

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

FILE NAME =	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97			F.A.U.	SECTION	COUNTY	TOTAL SHEET
FILE NAME = USER   USER     USER		DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS	ARTERIAL ROAD	RTE.		COOK	SHEETS NO.
554.1	PLOT SCALE = 50,000 '/ IN. CHECKED - REVISED -T. RAMMACHER 02-02-99 DEPARTMENT OF TRANSPORTATION	INFORMATION SIGN	1359	15-00088-00-RS	CONTRAC	17   15			
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE   SHEET NO. 1 OF 1 SHEETS   STA. TO STA.	FED. ROAD	DIST, NO. 1 ILLINOIS FED.	A CONTRACTOR OF THE PARTY OF TH	I NO. BICGO

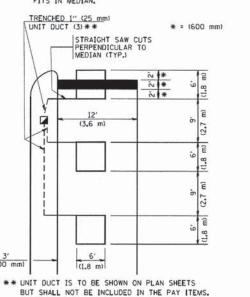
## TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	
CONTROLLER CABINET	R	$\boxtimes$		EMERGENCY VEHICLE LIGHT DETECTOR	R	9<	-	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE				
RAILROAD CONTROL CABINET			<b>▶</b> ∢	CONFIRMATION BEACON	Ro-0	<b>○</b> -0	-4	The state of the s			1000 200	
COMMUNICATIONS CABINET	CCR	ECC	CC	HANDHOLF	R	Ø		COAXIAL CABLE		—©—	<u> </u>	
MASTER CONTROLLER		EMC	MC		42			WE 1999 ALD E 500 ALD 50		~	1	
MASTER MASTER CONTROLLER	R	[EMMC]	MMC	HEAVY DUTY HANDHOLE	D	H	H	VENDOR CABLE FOR CAMERA		_(V)_		
UNINTERRUPTABLE POWER SUPPLY	UPS	EUPS	UPS	DOUBLE HANDHOLE			N	COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		<u>—</u> ©—	<u>—6</u> —	
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	- <u> </u>	-□- <sup>P</sup>	<b>-■</b> <sup>P</sup>	UNDERGROUND CONDUIT,	(9)	0	<u>o</u>	FIBER OPTIC CABLE NO. 62.5/125, MM12F		<u>—(1215</u> —		
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R T	P	PI	GALVANIZED STEEL (UC) TEMPORARY SPAN WIRE, TETHER WIRE,	R			FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		-(24F)-	—(24F)—	
STEEL MAST ARM ASSEMBLY AND POLE	R <sub>O</sub>	0	•	AND CABLE			-			200		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R	0		COMMON TRENCH			СТ	FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F	¥	-365-	—36F)—	
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	$^{R}O\rightarrow X$	0-×	• ×	COILABLE NONMETALLIC CONDUIT (EMPTY)		190	CNC	GROUND ROD AT (C) CONTROLLER,				
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZI	PIZM	PIZM	INTERSECTION ITEM		ı	S IP	(H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C <sub>I</sub> II	c <mark>∥</mark> I	
SIGNAL POST	10.7980.00	0	•	REMOVE ITEM	R			CONTROLLER CABINET AND	RCF			
TEMPORARY WOOD POLE (CLASS 5 OR	° ⊗	8	•	RELOCATE ITEM	RL			FOUNDATION TO BE REMOVED	$\boxtimes$			
BETTER) 45 FOOT (13.7m) MINIMUM GUY WIRE	⊗ R	>	<b>→</b>	ABANDON ITEM	A			STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	O <sup>RMF</sup>			£
SIGNAL HEAD	R	-0	-	12 GOODHIN TRAFFIC SIGNAL SECTION		R	R	ALUMINUM MAST ARM POLE AND	RMF			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)	-(>		<b>→</b> <sup>2</sup>	12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G		FOUNDATION TO BE REMOVED  STEEL COMBINATION MAST ARM ASSEMBLY	RMF			
SIGNAL HEAD WITH BACKPLATE	**************************************	+	+>			R	R	AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED	O-X			
SIGNAL HEAD OPTICALLY PROGRAMMED		>"p"	→"P"	SIGNAL FACE		6	G	SIGNAL POST AND FOUNDATION TO BE REMOVED	RPF			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	O-E>/F"	O4>″F″	• <b>►</b> "F"			<b>◆</b> °C	<b>←</b> Y <b>←</b> G	INTERSECTION & SAMPLING (SYSTEM) DETECTOR		Is	IS	
PEDESTRIAN SIGNAL HEAD	R	-0	-8			R	R	SAMPLING (SYSTEM) DETECTOR		[5]	S	
PEDESTRIAN PUSHBUTTON DETECTOR	R.	9	•	SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD		Š	Y	QUEUE DETECTOR		<u>[a]</u>		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	@APS	APS	EMERGENCY VEHICLE LIGHT DETECTOR  CONFIRMATION BEACON  Rod  HANDHOLE  HEAVY DUTY HANDHOLE  DOUBLE HANDHOLE  JUNCTION BOX  UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)  TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE  COMMON TRENCH  COLLABLE NONMETALLIC CONDUIT (EMPTY)  SYSTEM ITEM  INTERSECTION ITEM  REMOVE ITEM  RELOCATE ITEM  RELOCATE ITEM  ABANDON ITEM  12" (300mm) TRAFFIC SIGNAL SECTION  12" (300mm) RED WITH B" (200mm)  YELLOW AND GREEN TRAFFIC SIGNAL FACE  SIGNAL FACE  SIGNAL FACE  SIGNAL FACE  SIGNAL FACE  SIGNAL FACE WITH BACKPLATE.  "P" INDICATES PROGRAMMED HEAD  "RB" (300mm) PEDESTRIAN SIGNAL HEAD  INTERNATIONAL SYMBOL, OUTLINED  12" (300mm) PEDESTRIAN SIGNAL HEAD  INTERNATIONAL SYMBOL, SOLID  PEDESTRIAN SIGNAL HEAD, INTERNATIONAL  SYMBOL, WITH COUNTDOWN TIMER  RADIO INTERCONNECT  RADIO REPEATER  DENOTES NUMBER OF CONDUCTORS, ELECTRIC  CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED  GROUND CABLE IN CONDUIT  NO. 6 SOLID COPPER (GREEN)	<b>◆</b> ₹	<b>←</b> Υ <b>←</b> G	3				27	
ILLUMINATED SIGN "NO LEFT TURN"	R	9	•			"P"	"P"	PREFORMED QUEUE DETECTOR		[PO]	PO	
ILLUMINATED SIGN	D			시민들은 아이들은 아이들은 아이들은 아이들은 아이들은 아이들은 아이들은 아이		(W)		PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS	
"NO RIGHT TURN"	8	8		그는 아이들이 그는 아이들이 들어가 되었다면 하는 것이 되었다면 하는 것이 되었다면 하는데				PREFORMED SAMPLING (SYSTEM) DETECTOR		[PS]	PS	
DETECTOR LOOP, TYPE I										+→		-
PREFORMED DETECTOR LOOP		Î P Î					*	RAILROAD	SYMBO	OLS		
MICROWAVE VEHICLE SENSOR	R M1	M	<b>M</b>	그 그 그 그 그 그 그는 그는 그는 그는 그는 그는 그는 그는 그는 그		<b>P</b> C <b>★</b> D	<b>₽</b> C <b>*</b> D			EXISTING	PROPOSED	
VIDEO DETECTION CAMERA	R [V]II	<b>(</b> )1	<b>(</b>	RADIO INTERCONNECT	-HIBO	111+0	<del>    •</del>	RAILROAD CONTROL CABINET			<u> </u>	
VIDEO DETECTION ZONE				RADIO REPEATER		ERR	RR	RAILROAD CANTILEVER MAST ARM	2	XCX X	IOI I	X
PAN, TILT, ZOOM CAMERA	R POD	P1	PZ)	SW SW CYRK CYCLOSCOCYCLOSCOCYCLOSCOCYCLOSCOCYCLOSCOCYCLOSCOCYCLOSCOCYCLOSCOCYCLOSCOCYCLOSCOCYCLOSCOCYCLOSCOCYC	Ena	ENK		FLASHING SIGNAL		<del>∑o</del> ∑	¥⊕¥	
WIRELESS DETECTOR SENSOR	RW	(W)	(W)	CABLE NO. 14, UNLESS NOTED OTHERWISE,		<del>-</del> 5-	-(5)-	CROSSING GATE		<del>X0X</del> >	X-X-	1(9)
WIRELESS ACCESS POINT	R		-				(1)	CROSSBUCK		>5	*	
ILE NAME = USER NAME = footem;		SIGNED - DAG/BCK		- DAG 1-1-14				DISTRICT ONE	F.A.U. RTE.	SECTION	COUNTY TOT	TAL SHI
*\px.mark\pxidot\footemj\d0108315\tm05.8gn		AWN - BCK ECKED - DAD	REVISED REVISED		OF ILLINOIS	3		DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	RTE. 1359	15-00088-00-RS		ETS N



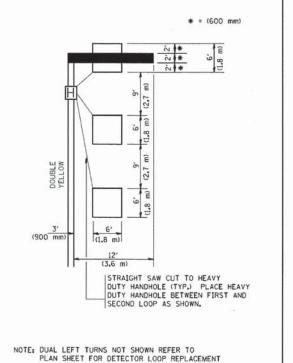
# LEFT TURN LANES WITH MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING) HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS.

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.



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

(PROTECTED / PERMITTED LEFT TURN PHASING)



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).

FOR DETECTOR LOOPS.

(1.8 m)

VEHICLES LOOP DETECTORS

NOTES:

\* 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

\* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED.

\* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE

LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE

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

\* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET

\* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE

\* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT

#### PLACEMENT OF DETECTORS

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

LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON <u>ALL</u> 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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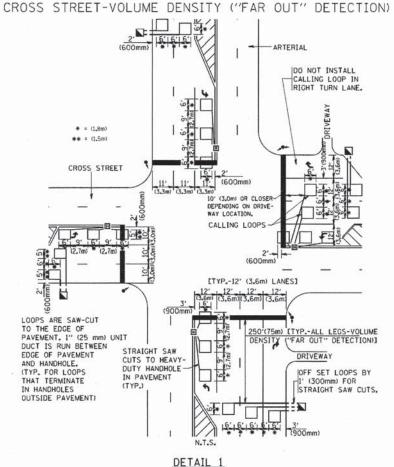
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NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



N.T.S.

DESIGNED

CHECKED - R.K.F.

DRAWN

DATE

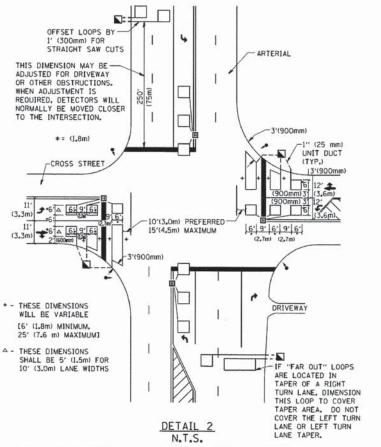
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PLOT DATE = 1/4/2008

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SCALE: NONE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION