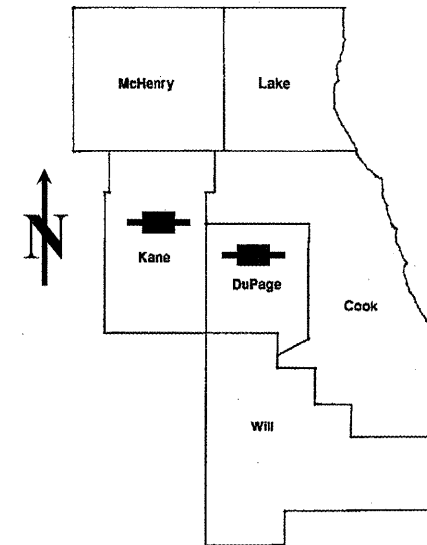


ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
VARIOUS	2010-020PP	KANE AND DUPAGE	16	1

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**DISTRICT ONE**  
**PROPOSED HIGHWAY PLANS**

**CONTRACT NO. 60K39**

D-91-478-10



LOCATION OF IMPROVEMENT INDICATED THUS:

FOR INDEX OF SHEETS SEE SHEET 2

VARIOUS ROUTES  
 SECTION: 2010-020PP  
 VARIOUS LOCATIONS IN KANE AND DUPAGE COUNTIES  
 PCC PAVEMENT PATCHING  
 KANE AND DUPAGE COUNTIES  
 C-91-478-10

**CONTRACT NO. 60K39**

DISTRICT ONE - DESIGN - PLAN PREPARATION ENGINEER:  
 KEN ENG / (847) 705-4247

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
 SUBMITTED: MARCH 22 2010  
  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
MAY 7 2010  
Scott E. Stitt P.E./e  
 Acting ENGINEER OF DESIGN AND ENVIRONMENT  
MAY 7 2010  
Christine M. Reed/e  
 DIRECTOR, DIVISION OF HIGHWAYS

**PRINTED BY THE AUTHORITY**  
**OF THE STATE OF ILLINOIS**

**J.U.L.I.E.: JOINT UTILITY LOCATION**  
**INFORMATION FOR EXCAVATION**  
**(312) 744-7000**

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

<u>SHEET NO.</u>	<u>DESCRIPTION</u>	<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET	000001-05	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	420001-07	PAVEMENT JOINTS
3	SUMMARY OF QUANTITIES	420701-02	PAVEMENT FABRIC
4	GENERAL LOCATION MAP	442101-07	CLASS B PATCHES
5	SUMMARY OF PATCHING SCHEDULE	701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS
6-9	PATCHING SCHEDULE	701601-06	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
10	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
11	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS	701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
12	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	701901-01	TRAFFIC CONTROL DEVICES
13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS		
14	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC)		
15	ARTERIAL ROAD INFORMATION SIGN		
16	STANDARD TRAFFIC SIGNAL DESIGN DETAILS		

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)

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

WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

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

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

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

THE ENGINEER SHALL CONTACT MR. DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT (847) 741-9857 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

THE EXISTING ROADWAY TYPICAL SECTION IS ASSUMED TO BE 10 INCHES OF PORTLAND CEMENT CONCRETE (PCC) PAVEMENT.

NO PATCHING IS TO BE DONE WITH IN 50 FEET OF ANY RAILROAD.

THE MINIMUM CLASS B PATCH DIMENSIONS SHALL BE A LENGTH OF 6 FEET AND A WIDTH THAT INCLUDES THE FULL WIDTH OF THE TRAVEL WAY.

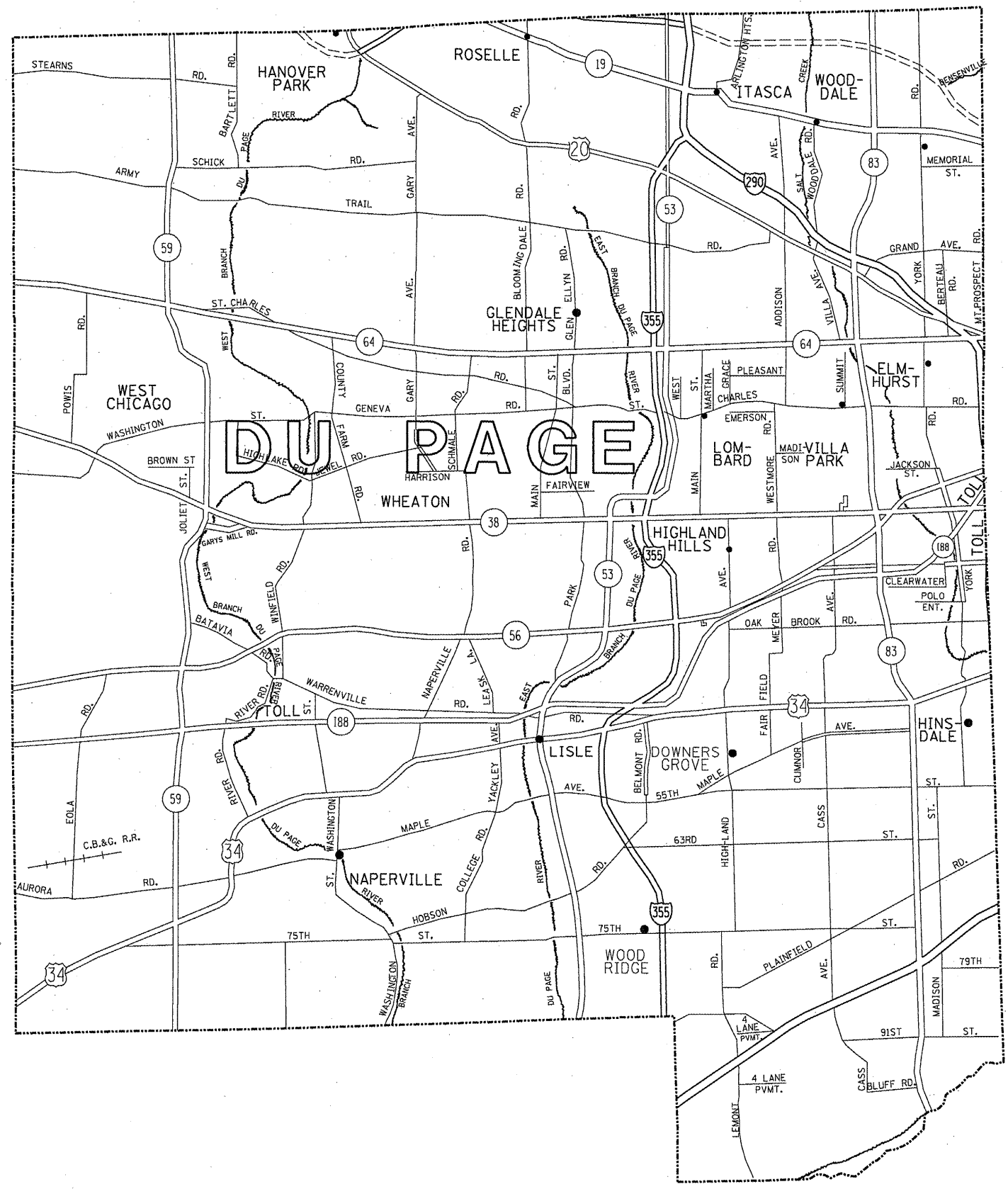
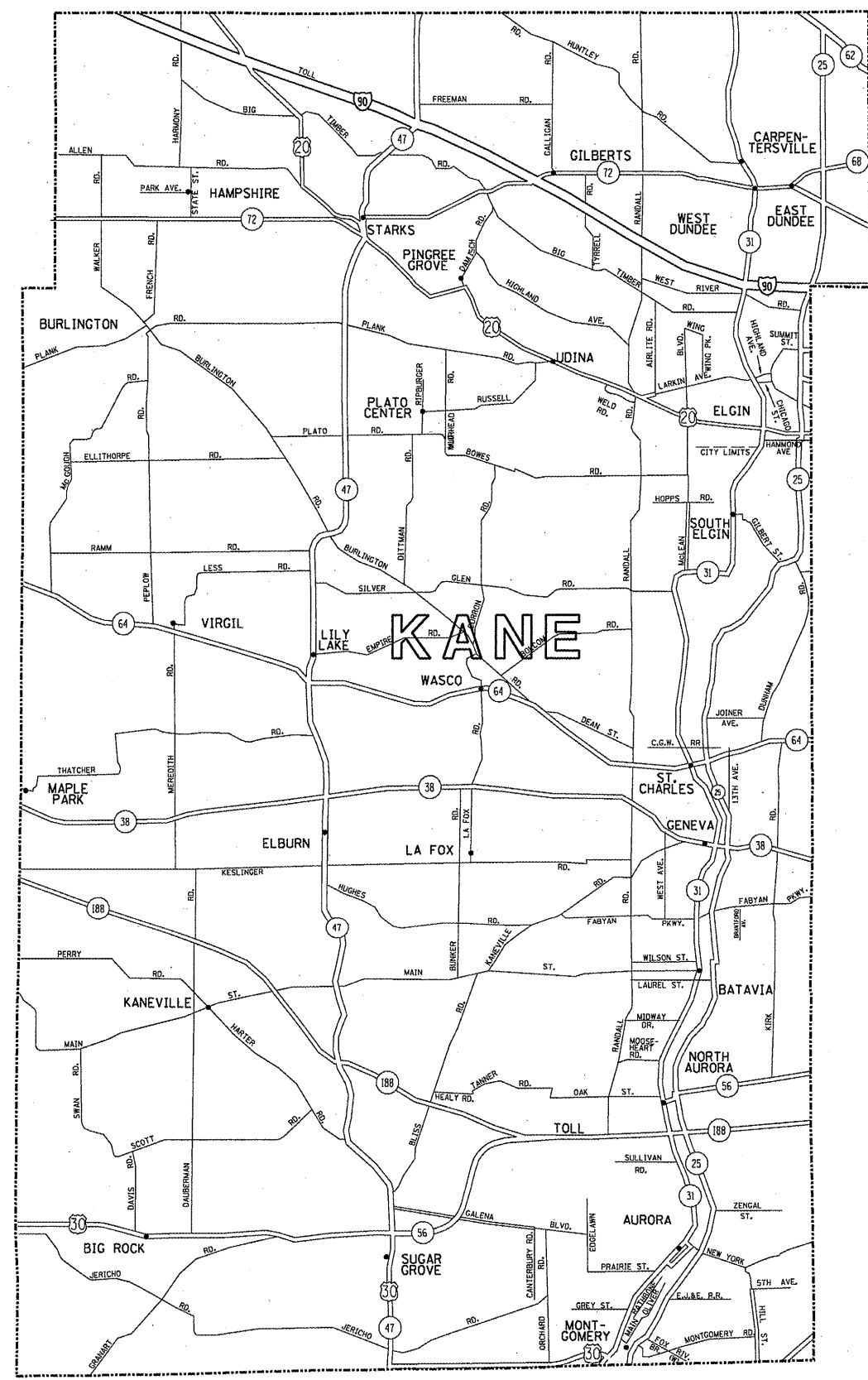
JOINT SEALING FOR CLASS B PATCHES IS TO BE REPLACED WITH A SOLID PLASTIC BOND BREAKER (1/8" X T/3"; WHERE T IS EQUAL TO THE THICKNESS OF THE PATCH). THE COST OF THE SOLID PLASTIC BOND BREAKER IS TO BE INCLUDED IN THE COST OF THE CLASS B PATCH.

FILE NAME =	USER NAME = wlgreendp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
al\p\work\p\idot\wlgreendp\d\0183633\Design.dgn	DRAWN -	REVISED -	VAR.			2010-020PP	KANE & DUP.	16	2	
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60K39							
PLOT DATE = 4/1/2010	DATE -	REVISED -	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT							
SCALE:						SHEET NO.	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	DUPAGE COUNTY	KANE COUNTY					TOTAL QUANTITIES							
				1000	1000												
42101300	PROTECTIVE COAT	SO YD	2757	2704	53												
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	150	150													
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SO YD	937	884	53												
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SO YD	1110	1110													
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SO YD	677	677													
44213100	PAVEMENT FABRIC	SO YD	1787	1787													
44213200	SAW CUTS	FOOT	13,665	13,401	264												
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	10	10													
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	5	1												
67100100	MOBILIZATION	L SUM	1	0.8	0.2												
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	0.8	0.2												
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1													
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1													
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	12	10	2												
*78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SO FT	100	100													
*78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	2340	2300	40												
*78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	430	430													
*78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	50	50													
*78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	100	100													
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	225	215	10												
*88600600	DETECTOR LOOP REPLACEMENT	FOOT	150	150													
X0322256	TEMPORARY INFORMATION SIGNING	SO FT	309	257	52												
Z0017202	DOWEL BARS 1 1/2"	EACH	4120	4040	80												
Z0075310	TIE BARS 3/4"	EACH	100	100													
	* SPECIALTY ITEM																

Rev.

FILE NAME =	USER NAME = willgreendp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>				<b>SUMMARY OF QUANTITIES</b>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
c:\work\WIDOT\WILGREENDP\0183633\Designdp		DRAWN -	REVISED -									VAR.	2010-020PP	KANE & DUP.	16	3			
		CHECKED -	REVISED -									SCALE:				SHEET NO. OF SHEETS STA. TO STA.			
		DATE -	REVISED -									FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				CONTRACT NO. 60K39			



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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL LOCATION MAP - KANE AND DUPAGE COUNTIES**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-017PP	KANE & DUP.	16	4
CONTRACT NO. 60K39				
ILLINOIS FED. AID PROJECT				

PCC PATCHING SUMMARY - KANE AND DUPAGE COUNTIES	CLASS B PATCHES, 10" TYPE II (SY)	CLASS B PATCHES, 10" TYPE III (SY)	CLASS B PATCHES, 10" TYPE IV (SY)
IL 53 (IL 56 TO WILSON AVE.) - DUPAGE COUNTY		240	
IL 68 (IL 72 TO DUNRIDGE CIRCLE) - KANE COUNTY	53		
IL 59 (US 34 TO NORTH AURORA RD.) - DUPAGE COUNTY	456	120	
US 34 (IVANHOE AVE. TO EAST OF I-355) - DUPAGE COUNTY		162	110
IL 83 (RIDGEMORE DR. TO 35TH ST.) - DUPAGE COUNTY	166	220	162
US 20 (WALNUT ST. TO YORK RD.) - DUPAGE COUNTY	262	368	405
<b>SUMMARY TOTALS:</b>	<b>937</b> (SY)	<b>1110</b> (SY)	<b>677</b> (SY)

FILE NAME =	USER NAME = wlgreendp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF PATCHING SCHEDULE KANE AND DUPAGE COUNTIES</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\pwidot\wlgreendp\d0183633\Design.dgn	DRAWN -	REVISED -	VAR.			2010-020PP	KANE & DUP.	16	5	
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60K39							
PLOT DATE = 4/1/2010	DATE -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT		

ROUTE: IL 53 (IL 56 to Wilson Ave.) - PCC Pavement				PATCHING = CLASS B			
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
S of IL 38		NB	1	12	12	144	16
N of IL 38		NB	1	12	12	144	16
		NB	1	12	12	144	16
		NB	1	12	12	144	16
		NB	1	12	12	144	16
		NB	1	12	12	144	16
N of Becker Hill Dr		SB	1	12	12	144	16
		SB	1	12	12	144	16
		SB	1	12	12	144	16
S of IL 38		SB	1,2	12	12	144	16
		SB	1,2	12	12	144	16
		SB	1,2	12	12	144	16
		SB	1,2	12	12	144	16
		SB	1,2	12	12	144	16
<b>TOTALS:</b>						<b>180</b>	<b>240</b>
						<b>FT</b>	<b>SY</b>

ROUTE: IL 68 (Penny Ave.) (IL 72 to Dunridge Circle) - Jointed PCC Pavement				PATCHING = CLASS B			
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
IL 72	Dunridge Circle	EB	1	12	10	120	13
		EB	2	12	10	120	13
		WB	1	12	10	120	13
		WB	2	12	10	120	13
<b>TOTALS:</b>						<b>40</b>	<b>53</b>
						<b>FT</b>	<b>SY</b>

ROUTE: IL 59 (US 34 to North Aurora Rd.) - Jointed PCC				PATCHING = CLASS B			
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
North Aurora Rd.	Meridian Lake Dr.	NB	Lt. Turn	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	3	12	6	72	8
		NB	3	12	6	72	8
		NB	3	12	6	72	8
		NB	3	12	6	72	8
		NB	Rt. Turn	12	6	72	8
		NB	2	12	9	108	12
		NB	1	12	12	144	16
		NB	2	12	12	144	16
North Aurora Rd.	Meridian Lake Dr.	SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	12	144	16
		SB	2	12	12	144	16
		SB	Rt. Turn	12	12	144	16
		SB	1	12	15	180	20
		SB	1	12	15	180	20
North Aurora Ave.	US 34	NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	3	12	6	72	8
		NB	3	12	6	72	8
		NB	3	12	6	72	8
		NB	3	12	6	72	8
		NB	3	12	6	72	8
		NB	Rt. Turn	12	6	72	8
		NB	Rt. Turn	12	6	72	8

ROUTE: IL 59 (US 34 to North Aurora Rd.) - Jointed PCC				PATCHING = CLASS B			
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
North Aurora Ave.	US 34	SB	Lt. Turn	12	6	72	8
		SB	Lt. Turn	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	3	12	6	72	8
		SB	3	12	6	72	8
		SB	3	12	6	72	8
		SB	3	12	6	72	8
		SB	3	12	6	72	8
		SB	1	12	9	108	12
<b>TOTALS:</b>						<b>432</b>	<b>576</b>
						<b>FT</b>	<b>SY</b>

ROUTE: IL 83 (Ridgemore Dr. to 35th St.) - PCC Pavement			PATCHING = CLASS B				
CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Ridgemore Dr.	35th St.	NB	1	12	6	72	8
			2	12	10	120	13
			1	12	12	144	16
			2	12	6	72	8
			1	12	6	72	8
			2	12	12	144	16
			1	12	15	180	20
			2	12	20	240	27
			1	12	20	240	27
			2	12	6	72	8
			1	12	6	72	8
			2	12	10	120	13
			1	12	12	144	16
			1	12	6	72	8
			2	12	6	72	8
			2	12	12	144	16
			1	12	15	180	20
			35th St.	Ridgemore Dr.	SB	2	12
2	12	6				72	8
1	12	6				72	8
2	12	12				144	16
2	12	6				72	8
1	12	10				120	13
1	12	12				144	16
2	12	6				72	8
1	12	6				72	8
2	12	12				144	16
1	12	15				180	20
2	12	20				240	27
1	12	20				240	27
2	12	6				72	8
1	12	6				72	8
2	12	12				144	16
1	12	12				144	16
<b>TOTALS:</b>						<b>411</b>	<b>548</b>
					<b>FT</b>	<b>SY</b>	

ROUTE: US 34 (Ivanhoe Ave. to East of I-355) - PCC Pavement			PATCHING = CLASS B				
CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
IVANHOE	EAST OF I 355	EB	1	12	20	240	27
		EB	2	12	20	240	27
		WB	1	12	20	240	27
		WB	2	12	20	240	27
		WB	3	12	20	240	27
		EB	1	12	12	144	16
		EB	2	12	12	144	16
		WB	1	12	12	144	16
		WB	2	12	12	144	16
		EB	3	12	20	240	27
		WB	1	12	12	144	16
		WB	2	12	12	144	16
		EB	3	12	20	240	27
		WB	1	12	12	144	16
<b>TOTALS:</b>					<b>204</b>	<b>272</b>	
					<b>FT</b>	<b>SY</b>	





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

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

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

SEE STATE STANDARD 606001

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

\* 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.

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.

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

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

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 USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

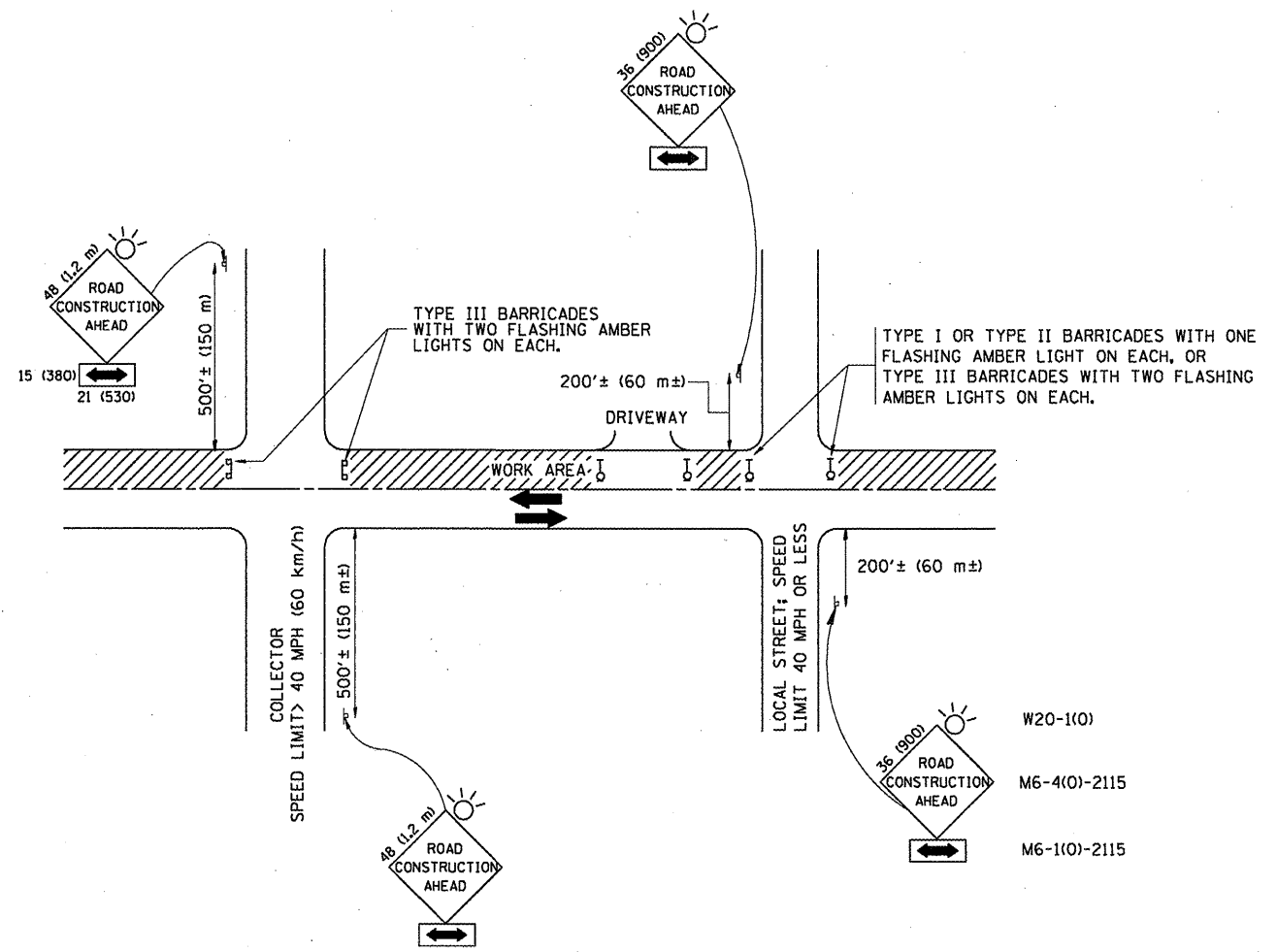
**BASIS OF PAYMENT:**

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

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = wlgreendp	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at\pwwork\FWIDOT\WILGREENDP\d8183633\	st5td.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	2010-020PP	KANE & DUP.	16	10
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISOR - M. GOMEZ 01-22-01	REVISOR - R. BORO 12-15-09					BD600-06 (BD-24)		CONTRACT NO. 60K39		
PLOT DATE = 3/30/2010	DATE - 03-11-94							FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				



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

**NOTES:**

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

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

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

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

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

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

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

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

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

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

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

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

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

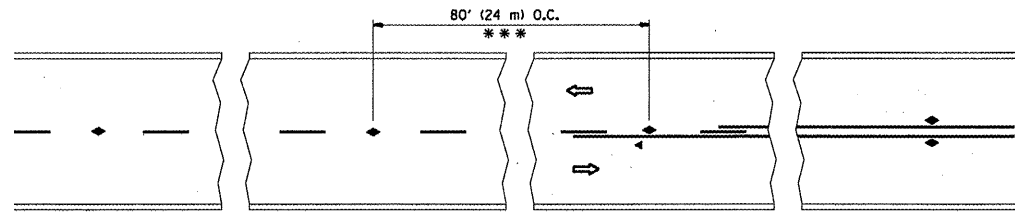
FILE NAME =	USER NAME = wilgreendp	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
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	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 3/30/2010	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

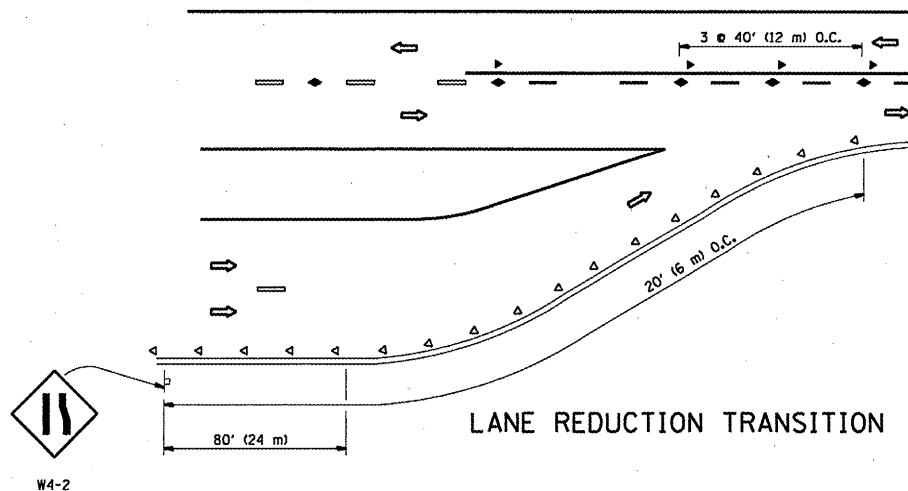
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-02OPP	KANE & DUP.	16	11
TC-10			CONTRACT NO. 60K39	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

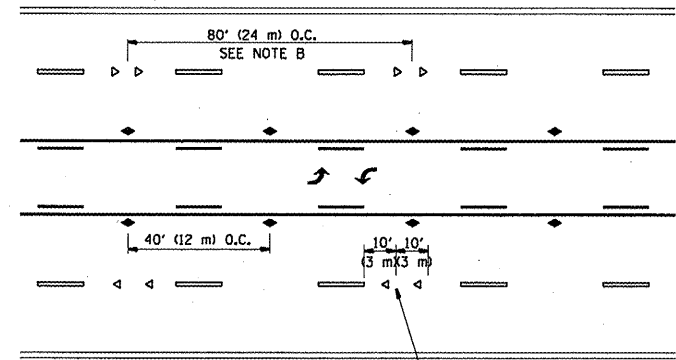


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

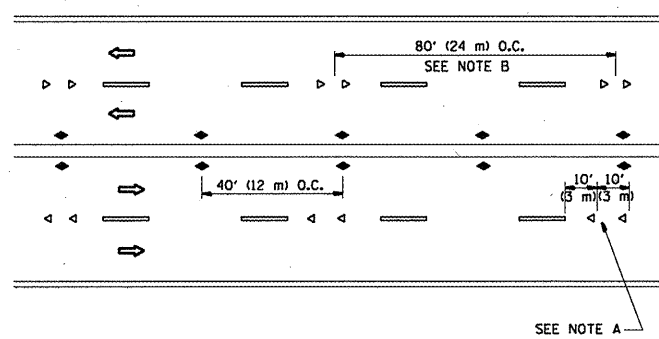
TWO-LANE/TWO-WAY



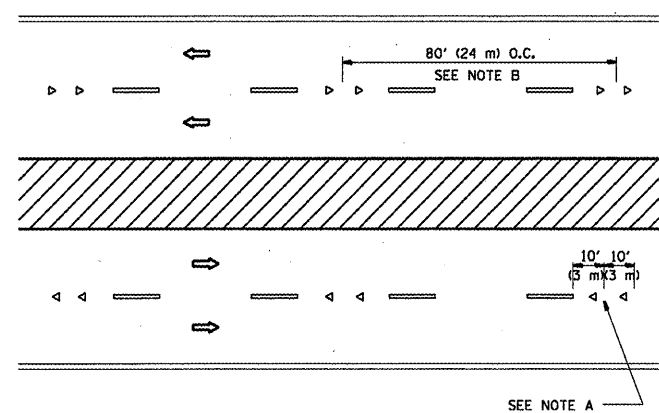
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

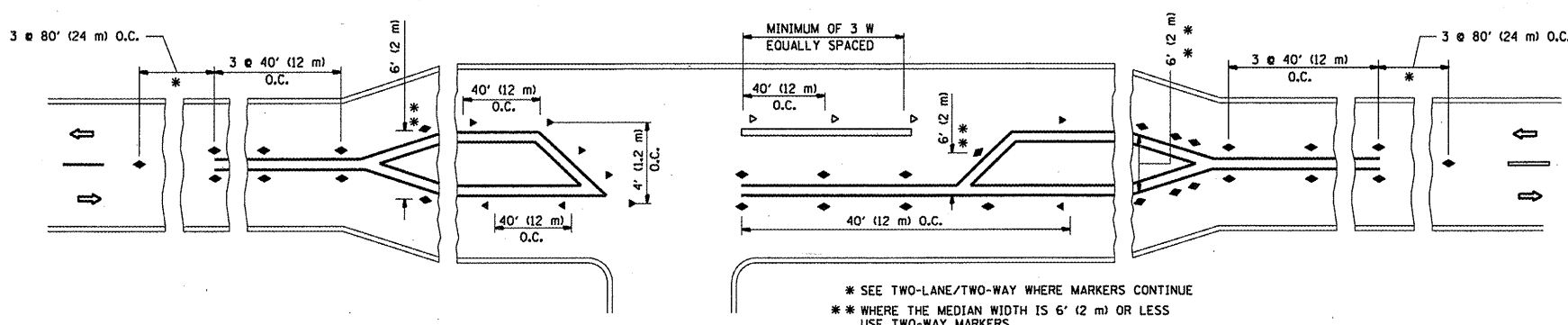
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◀ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR 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.

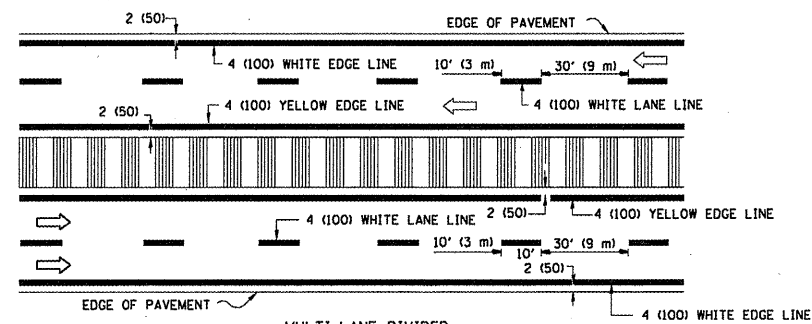
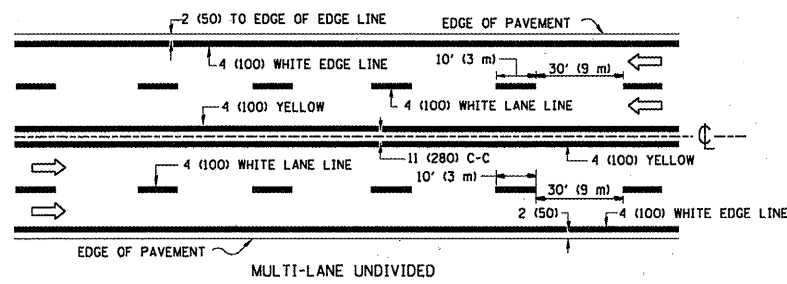
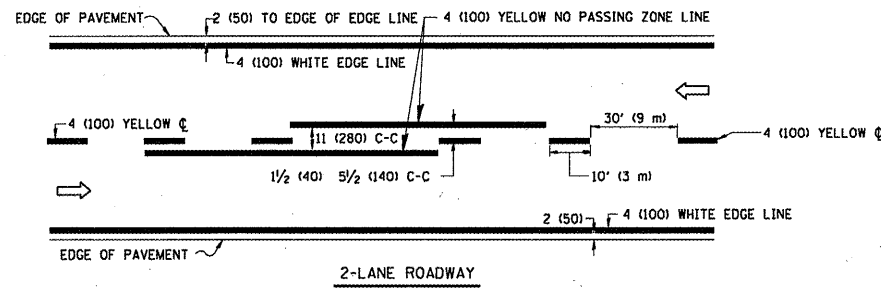


LEFT TURN

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

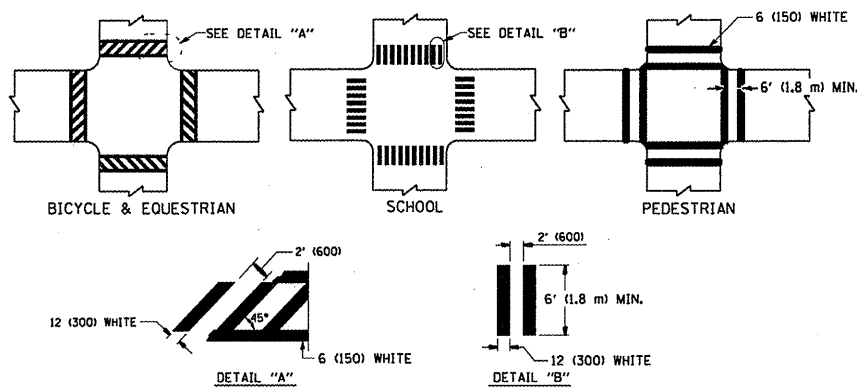
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = wjlgreendp	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr\pw_work\PW1001\WJLGREENDP\0183633\015std.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)		VAR.	2010-020PP	KANE & DUP.	16	12			
PLOT SCALE = 100.0000 / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00	SCALE: NONE		TC-11		CONTRACT NO. 60K39					
PLOT DATE = 3/30/2010	DATE -	REVISED - C. JUCIUS 09-09-09	SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

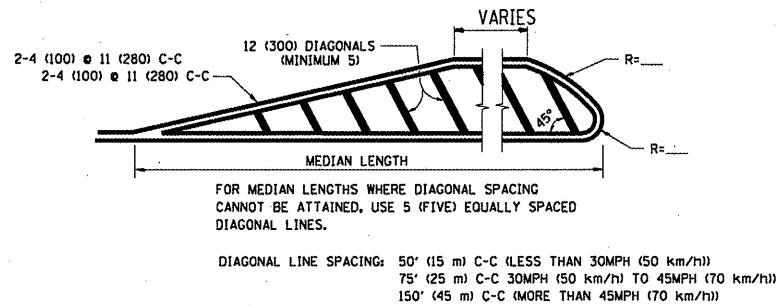
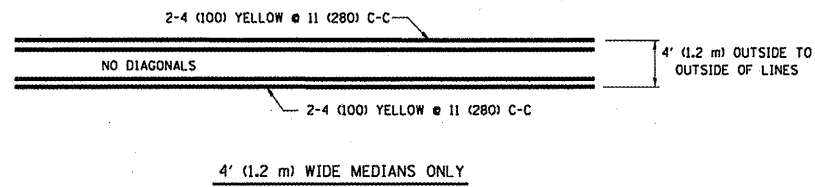


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

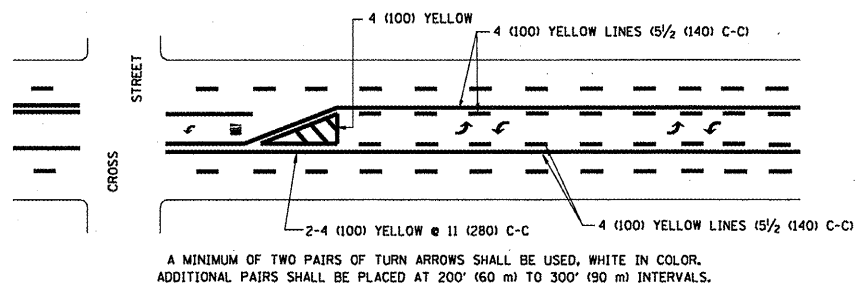
**TYPICAL LANE AND EDGE LINE MARKING**



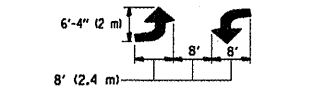
**TYPICAL CROSSWALK MARKING**



**MEDIANS OVER 4' (1.2 m) WIDE**

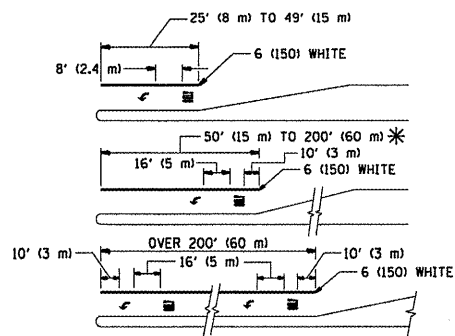


**TYPICAL PAINTED MEDIAN MARKING**



**MEDIAN WITH TWO-WAY LEFT TURN LANE**

**TYPICAL PAINTED MEDIAN MARKING**

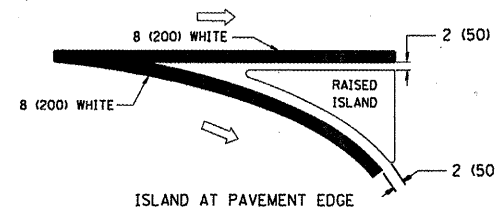
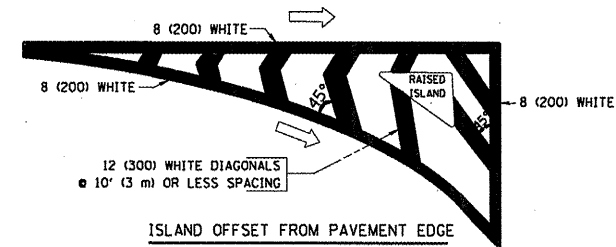


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* 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	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8" (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 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.

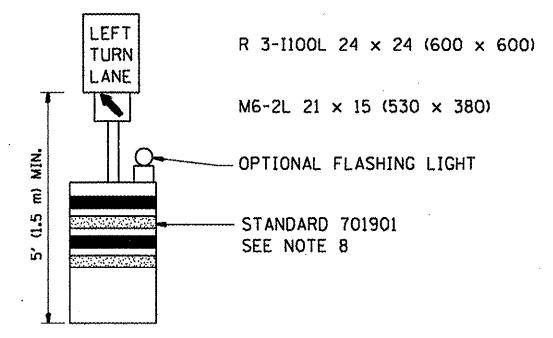
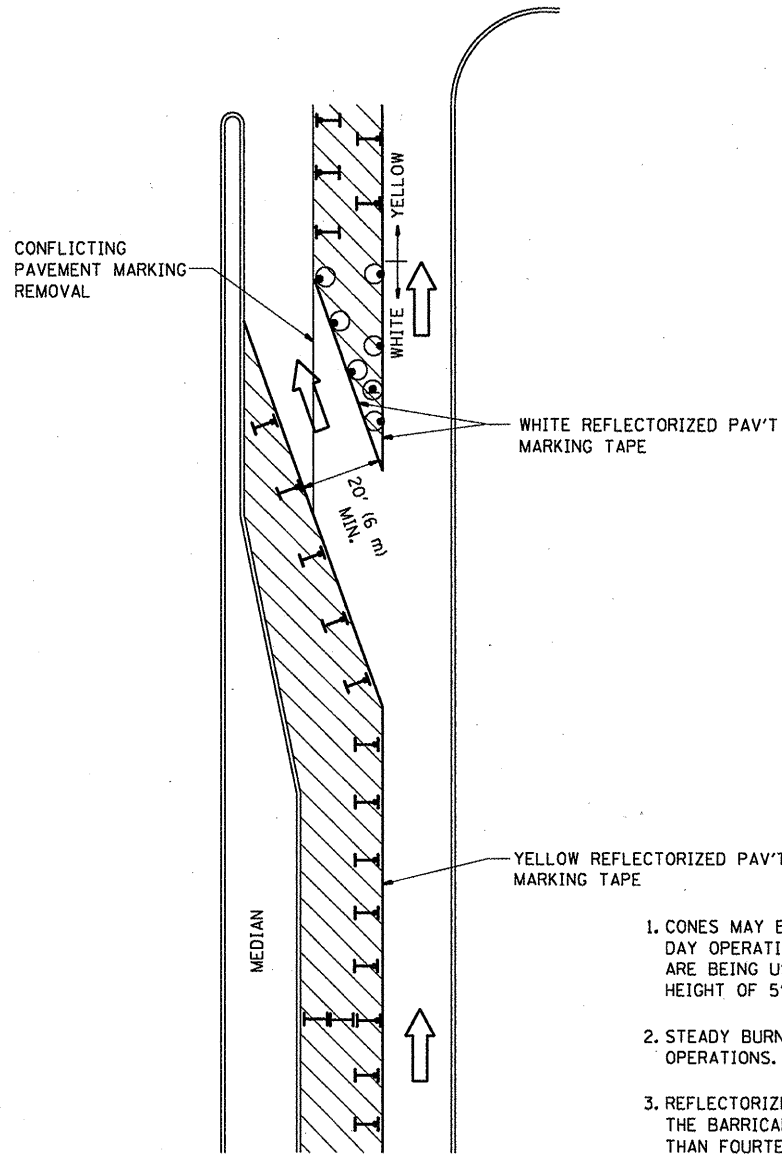
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = wlgreendp	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
ct\pw_work\PW1007\WILGREENDP\0183633\015std.dgn	DRAWN -	REVISOR - C. JUCIUS 09-09-09	REVISED -
PLOT SCALE = 1/8" = 1' IN.	CHECKED -	REVISED -	REVISED -
PLOT DATE = 3/30/2010	DATE - 03-19-90	REVISED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE	
TYPICAL PAVEMENT MARKINGS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-020PP	KANE & DUP.	16	13
TC-13		CONTRACT NO. 60K39		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				


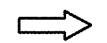






**GENERAL NOTES**

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

**LEGEND**

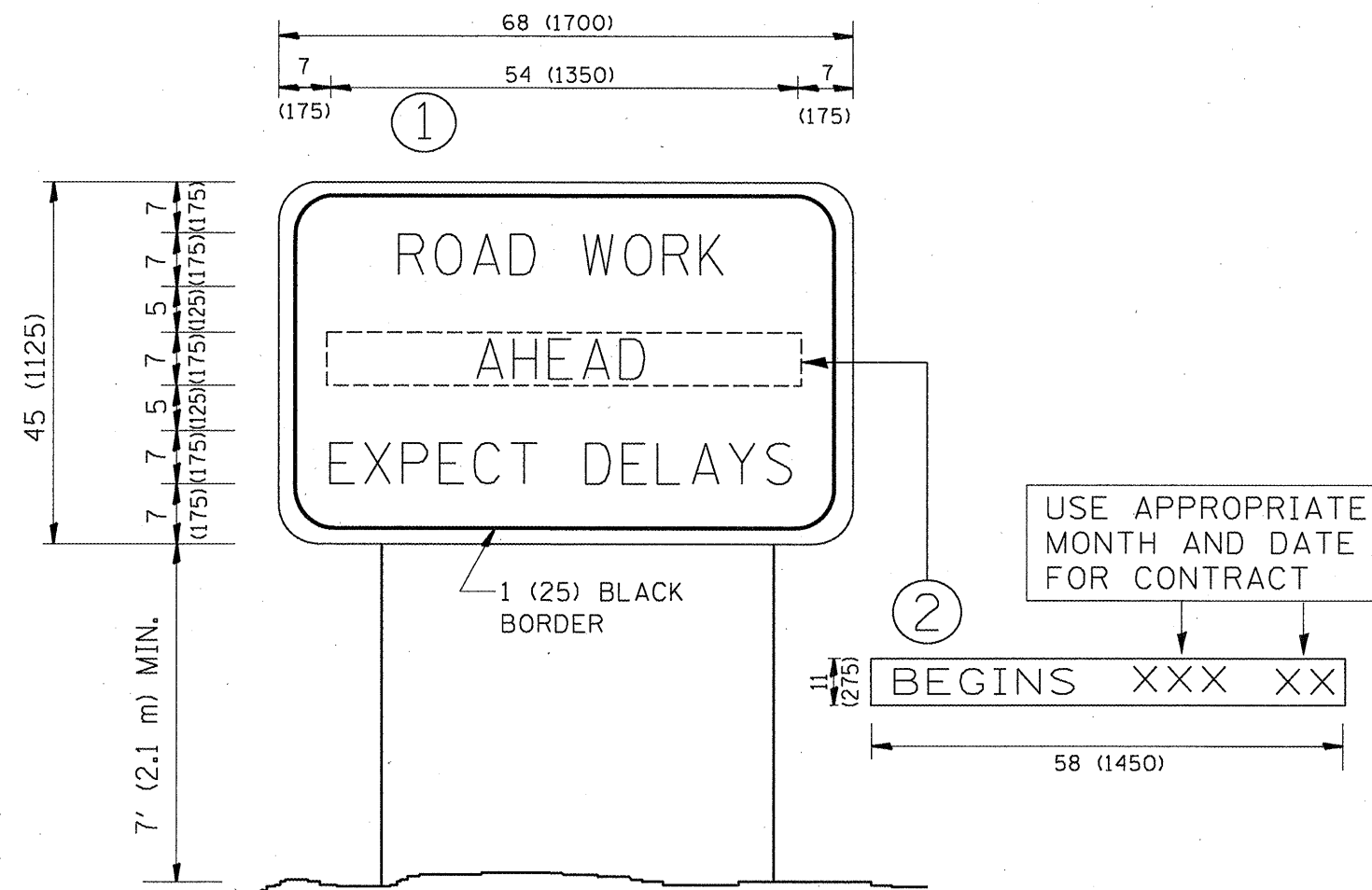
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME *	USER NAME = wilgreendp	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
c:\pw_work\PW1DOT\WILGREENDP\d0183633\01std.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
PLOT SCALE = 100.0000' / IN.		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT DATE = 3/30/2010		REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-020PP	KANE & DUP.	16	14
TC-14			CONTRACT NO. 60K39	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



**NOTES:**

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

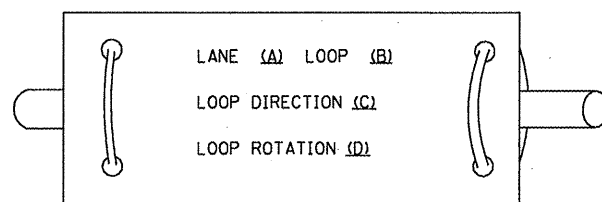
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = wilgreendp	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\PWIDOT\WILGREENDP\d8183633\	st5td.dgn	DRAWN -	REVISED - R. MIRS 12-11-97			VAR.	2010-020PP	KANE & DUP.	16	15	
	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99			<b>TC-22</b>		<b>CONTRACT NO. 60K39</b>			
	PLOT DATE = 3/30/2010	DATE -	REVISED - C. JUCIUS 01-31-07			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT					
				SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.		TO STA.	

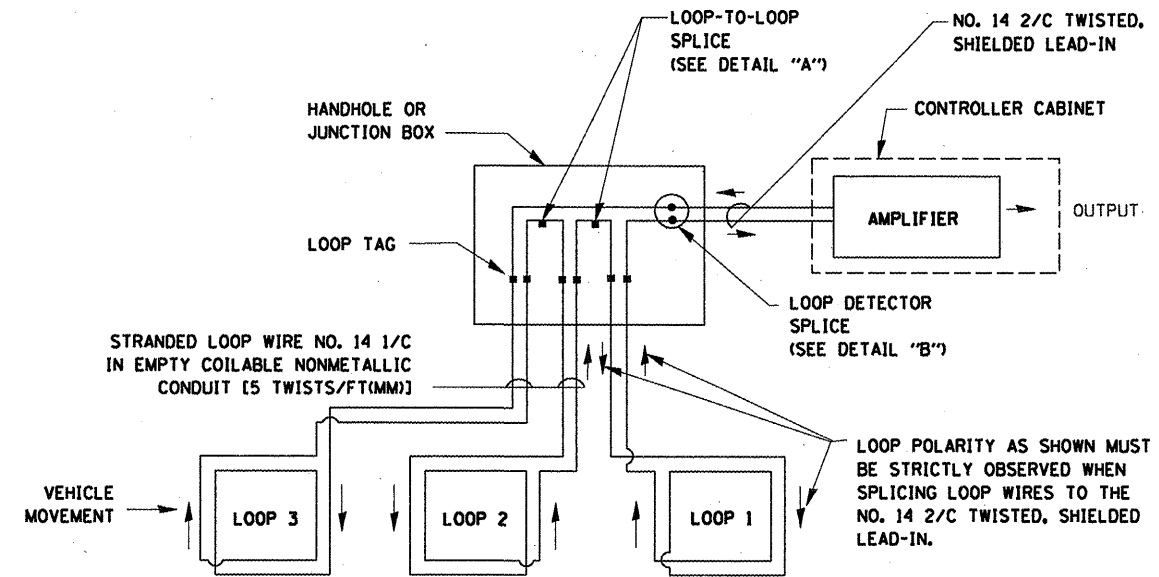
## LOOP DETECTOR NOTES

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

### LOOP LEAD-IN CABLE TAG

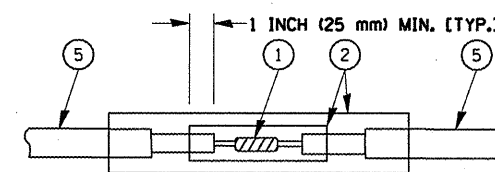


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

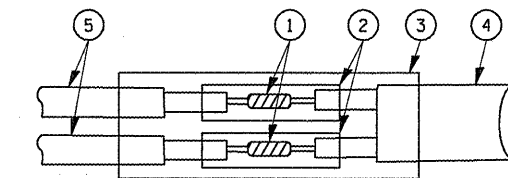


### DETECTOR LOOP WIRING SCHEMATIC

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

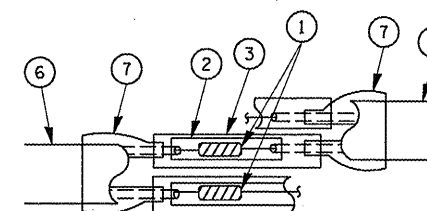


DETAIL "A"  
LOOP-TO-LOOP SPLICE

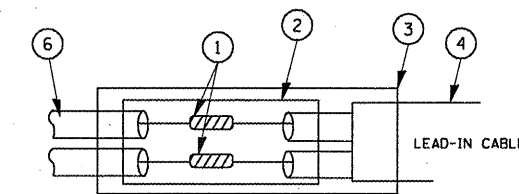


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = wlgreendp	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct\p\work\PWIDOT\WILGREENDP\0183633\0183633.dgn	st5td.dgn	DRAWN - BCK	REVISED -			VAR.	2010-020PP	KANE & DUP.	16	16	
PLOT SCALE = 100.0000 / IN.	CHECKED - DAD	REVISOR -	REVISED -			<b>TS-05</b>					
PLOT DATE = 3/30/2010	DATE - 10-28-09	REVISED -	REVISED -			CONTRACT NO. 60K39					
				SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			