

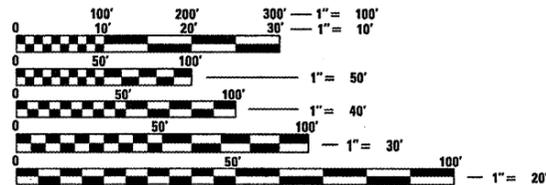
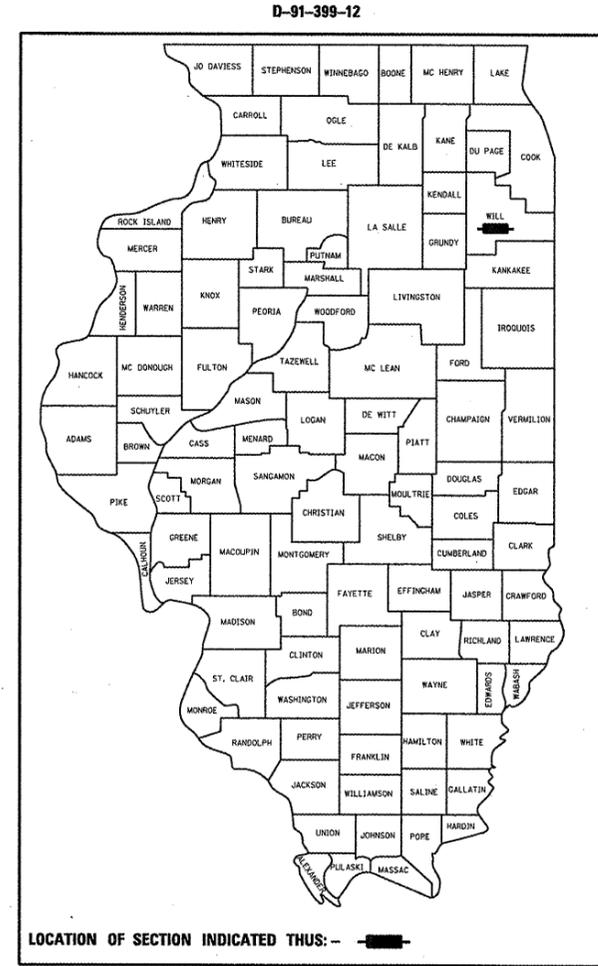
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

VARIOUS ROUTES  
SECTION: 2012-015 RS  
VARIOUS LOCATIONS IN WILL COUNTY  
INTERMITTENT RESURFACING  
WILL COUNTY  
C-91-399-12

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-015 RS	WILL	27	1
		ILLINOIS	CONTRACT NO. 60T61	

FOR INDEX OF SHEETS, SEE SHEET NO. 2



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: DANIEL WILGREEN (847) 705-4240  
PROJECT MANAGER: KEN ENG (847) 705-4247

CONTRACT NO. 60T61

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED April 4 20 12  
Diane O'Keefe ASCE  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 11 20 12  
John D. Baranzelli, P.E.  
ENGINEER OF DESIGN AND ENVIRONMENT

May 11 20 12  
William R. Frey, Jr.  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	TITLE SHEET	000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
3	SUMMARY OF QUANTITIES	701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
4	GENERAL LOCATION MAP	701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
5	ROUTE INFORMATION	701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
6	SUMMARY OF PATCHING SCHEDULE	701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
7-18	PATCHING SCHEDULE	701421-04	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
19	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701426-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS
20	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701427	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
21	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
22	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701502-04	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
23	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
24	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	701602-05	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
25	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
26	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 1 OF 6)	701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
27	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)	701901-02	TRAFFIC CONTROL DEVICES

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)

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

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. LAWRENCE HILL, AREA TRAFFIC FIELD ENGINEER AT (815) 485-6475 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 HAVE A 3 INCH HOT-MIX ASPHALT OVERLAY ON TOP OF A TEN INCH CONCRETE BASE.

ALL PAVEMENT PATCHES SHOWN IN THE PLANS ARE TWO (2) INCH MILL AND RESURFACE ONLY. THE MINIMUM WIDTH FOR MILLING AND PATCHING SHALL BE THREE (3) FEET.

NO PATCHING OR RESURFACING IS TO BE DONE WITHIN FIFTY (50) FEET OF ANY RAILROAD CROSSING.

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

THE COST OF TRAFFIC CONTROL AND PROTECTION FOR THE PROJECT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED ROAD WORK.

THE COST OF ANY PARTIAL OR FULL DEPTH PATCHING REQUIRED AFTER THE REMOVAL OF THE EXISTING 2 INCH HOT-MIX ASPHALT SURFACE SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

ANY DETECTOR LOOPS DAMAGED BY MILLING SHALL BE REPLACED IN KIND. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO QUANTIFY LOOP REPLACEMENTS NEEDED AND PROVIDE THE RESIDENT ENGINEER THIS INFORMATION PRIOR TO GRINDING OR REMOVAL.

ALL LOOP DETECTOR LOCATIONS SHALL BE CURB MARKED BY THE CONTRACTOR PRIOR TO MILLING FOR THE PURPOSE OF REESTABLISHING DETECTOR LOOP LAYOUT AFTER THE RESURFACING IS COMPLETED.

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) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).

OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS. ANY MILLED PAVEMENT IS TO BE RESURFACED BY THE END OF EACH DAY AND OPEN TO TRAFFIC.

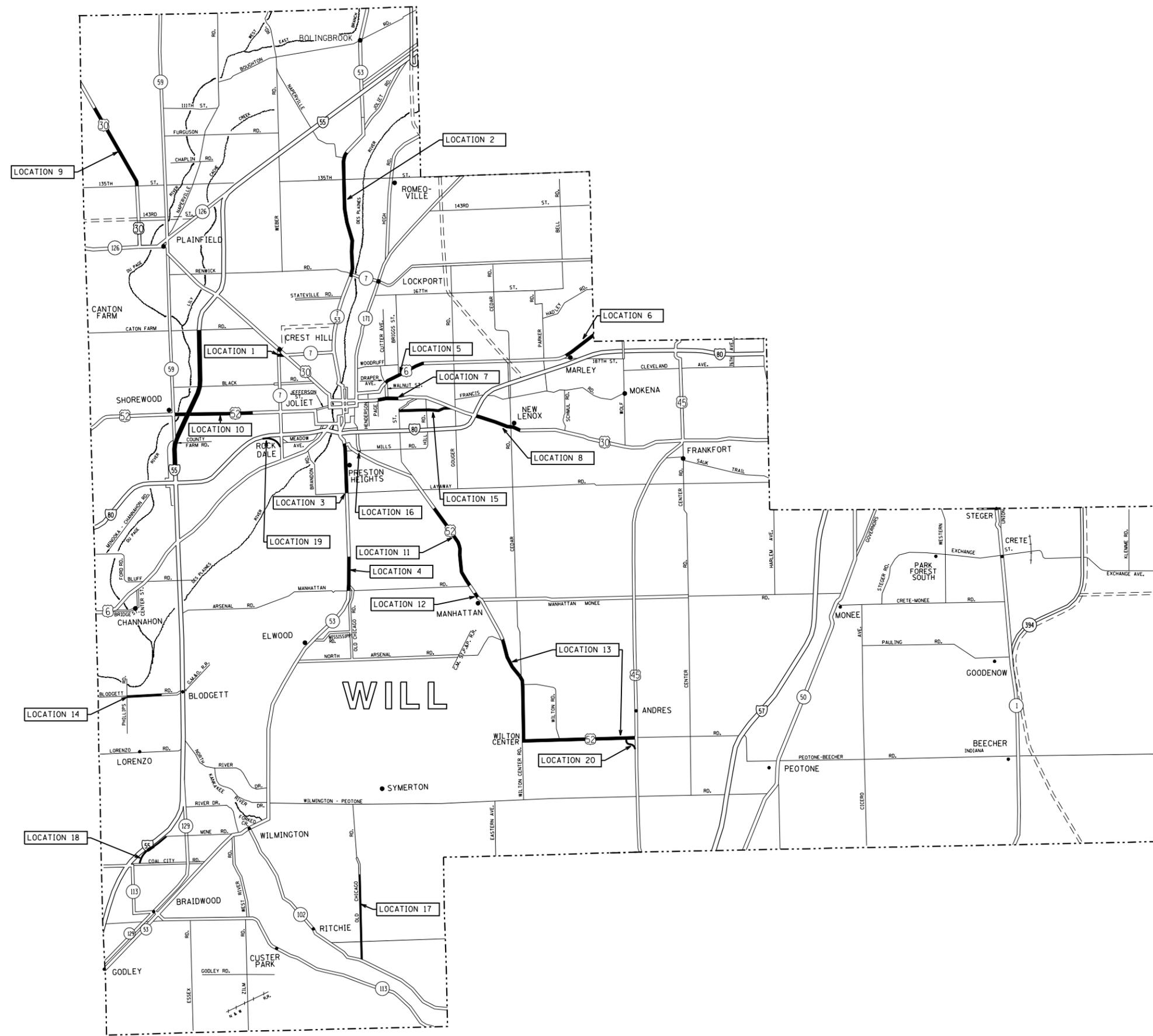
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS (%) @ N <sub>DES.</sub>
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

FILE NAME : c:\pwwork\pwwork\pencap\109303672\013912-Design.dgn	USER NAME : pencap1	DESIGNED -	REVISED - PLP 04/30/2012	<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.
PLOT SCALE : 100.0000' / 1"	DRAWN -	REVISED -	VAR.			2012-015 RS	WILL	27	2	
PLOT DATE : 4/30/2012	CHECKED -	REVISED -	CONTRACT NO. 60T61							
	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE: SHEET OF SHEETS STA. TO STA.										

SUMMARY OF QUANTITIES			URBAN		CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN		CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005						CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	10	10						* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	300	300					
											6"								
40600300	AGGREGATE (PRIME COAT)	TON	50	50						* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	297	297					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	37	37						* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	100	100					
40600895	CONSTRUCTING TEST STRIP	EACH	1	1							12"								
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	735	735						* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	173	173					
											24"								
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2745	2745						* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	736	736					
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	24505	24505						78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	736	736					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6						* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	224	224					
67100100	MOBILIZATION	L SUM	1	1						Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	1080	1080					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	3523	3523															
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1174	1174															
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	135	135															
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	38448	38448															
	4"									* SPECIALTY ITEM									



FILE NAME =	USER NAME = chrzesl	DESIGNED -	REVISED -
c:\pw\work\p1dot\chrzesl\d0303672\013	9912-Design.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/10/2012	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL LOCATION MAP**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-015 R5	WILL	27	4
CONTRACT NO. 60T61				
ILLINOIS FED. AID PROJECT				



SUMMARY - WILL COUNTY ROUTES		HMA 2" MILL & RESURFACE (SY)
LOC. 1	IL 7 (LARKIN AVE. TO US 30)	1157
LOC. 2	IL 53 (SOUTH OF RENWICK RD. TO NORTH OF NORMANTOWN RD.)	2613
LOC. 3	IL 53 (PATTERSON RD. TO LARAWAY RD.)	1002
LOC. 4	IL 53 (WEST MILLSDALE RD. TO WEST MANHATTAN RD.)	285
LOC. 5	US 6 (WALNUT ST. TO PARKWOOD DR.)	1651
LOC. 6	US 6 (HAAS RD. TO WILL-COOK RD.)	1298
LOC. 7	US 30 (BRIGGS ST. TO PAGE AVE.)	422
LOC. 8	US 30 (I-80 TO PRAIRIE RD.)	697
LOC. 9	US 30 (111TH ST. TO 135TH ST.)	2140
LOC. 10	US 52 (IL 59 TO ESSINGTON RD.)	1216
LOC. 11	US 52 (WEST DELANEY RD. TO MANHATTAN RD.)	947
LOC. 12	US 52 (SOUTH OF WEST BRUNS RD. TO NORTH OF WEST BRUNS RD.)	365
LOC. 13	US 52 (HOFF RD. TO US 45.)	1125
LOC. 14	BLODGETT RD. (NORTH RIVER RD. TO KELLY RD.)	325
LOC. 15	WASHINGTON ST. (US 30 TO BRIGGS ST.)	3735
LOC. 16	RICHARDS ST. (US 52 TO MILLS RD.)	920
LOC. 17	OLD CHICAGO RD. (IL 102 TO 1.0 MILE NORTH OF BALLOU RD.)	1840
LOC. 18	I-55 EAST FRONTAGE RD. (NORTH OF IL 113 TO STRIPMINE RD.)	968
LOC. 19	I-80 FRONTAGE RD. (AT LARKIN AVE. AND I-80)	1490
LOC. 20	FRONTAGE RD. (US 45 AND US 52)	309
WILL COUNTY TOTAL =		24505
		SY





ROUTE: IL 53 (Patterson Rd. to Laraway Rd.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Patterson Rd.		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	30	360	40
	Doris Ave.	SB	2	12	6	72	8
Doris Ave.		SB	1	12	8	96	11
	Mills Rd.	SB	2	12	8	96	11
Mills Rd.		SB	CL	4	560	2240	249
		SB	CL	4	680	2720	302
		SB	2	12	6	72	8
		SB	1	12	6	72	8
	Laraway Rd.	SB	1	12	8	96	11
Laraway Rd.		NB	1	12	10	120	13
		NB	2	12	10	120	13
		NB	1	12	8	96	11
		NB	1	12	6	72	8
		NB	2	12	6	72	8
	Mills Rd.	NB	CL	4	480	1920	213
Mills Rd.		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
	Doris Ave.	NB	2	12	6	72	8
Doris Ave.	Patterson Rd.	NB	1	12	30	360	40
		<b>TOTALS:</b>				<b>1898</b>	<b>1002</b>
						<b>FT</b>	<b>SY</b>

ROUTE: IL 53 (West Millsdale Rd. to West Manhattan Rd.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Millsdale Rd.		SB	1	12	10	120	13
		SB	2	12	10	120	13
		SB	1	12	8	96	11
		SB	2	12	8	96	11
		SB	2	12	6	72	8
		SB	1	12	8	96	11
		SB	2	12	8	96	11
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
	Manhattan Rd.	SB	2	12	6	72	8
Manhattan Rd.		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	4	120	480	53
	Millsdale Rd.	NB	2	12	80	960	107
		<b>TOTALS:</b>				<b>294</b>	<b>285</b>
						<b>FT</b>	<b>SY</b>

ROUTE: US 6 (Walnut St. to Parkwood Dr.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Walnut St		EB	1	4	25	100	11
		EB	1	4	25	100	11
		EB	1	4	10	40	4
		EB	1	4	200	800	89
	Briggs St	EB	1	4	25	100	11
Briggs St		EB	1	6	50	300	33
		EB	1	12	40	480	53
		EB	1	6	200	1200	133
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	1	12	35	420	47
		EB	1	4	500	2000	222
		EB	1	4	200	800	89
		EB	1	12	8	96	11
		EB	1	12	25	300	33
		EB	1	12	40	480	53
		EB	1	6	100	600	67
		EB	1	4	25	100	11
		EB	1	12	4	48	5
		EB	1	4	100	400	44
		EB	1	4	50	200	22
	Parkwood Dr	EB	1	4	75	300	33
Parkwood Dr		WB	1	4	25	100	11
		WB	1	4	25	100	11
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	4	75	300	33
		WB	1	12	10	120	13
		WB	1	4	20	80	9
		WB	1	12	40	480	53
		WB	1	4	30	120	13
		WB	1	12	10	120	13
		WB	1	4	25	100	11
		WB	1	12	15	180	20
		WB	1	4	300	1200	133
		WB	1	4	100	400	44
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	4	100	400	44
		WB	1	12	10	120	13
	Briggs St	WB	1	4	30	120	13
Briggs St		WB	1	4	50	200	22
		WB	1	4	100	400	44
		WB	1	4	25	100	11
		WB	1	6	50	300	33
		WB	1	4	100	400	44
		WB	1	12	4	48	5
		WB	1	12	4	48	5
	Walnut St.	WB	1	4	50	200	22
		<b>TOTALS:</b>				<b>2965</b>	<b>1651</b>
						<b>FT</b>	<b>SY</b>

ROUTE: US 6 - (Haas Rd. to Will Cook Rd.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Haas Rd		EB	1	4	30	120	13
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	4	75	300	33
		EB	1	4	100	400	44
		EB	1	4	75	300	33
		EB	1	4	200	800	89
		EB	1	4	50	200	22
		EB	1	12	60	720	80
	Spring Meadow Rd	EB	1	4	200	800	89
Spring Meadow Rd		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	4	100	400	44
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
	Will Cook Rd	EB	1	4	50	200	22
Will Cook Rd		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	50	600	67
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	4	25	100	11
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	4	50	200	22
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	6	25	150	17
		WB	1	6	75	450	50
	Spring Meadow Rd	WB	1	12	4	48	5
Spring Meadow Rd		WB	1	12	40	480	53
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	4	200	800	89
		WB	1	4	50	200	22
		WB	1	12	6	72	8
		WB	1	12	4	48	5
		WB	1	4	200	800	89
		WB	1	4	75	300	33
		WB	1	4	20	80	9
		WB	1	6	50	300	33
		WB	1	4	160	640	71
		WB	1	12	60	720	80
		WB	1	12	8	96	11
	Haas Rd	WB	1	6	75	450	50
		<b>TOTALS:</b>				<b>2193</b>	<b>1298</b>
						<b>FT</b>	<b>SY</b>











ROUTE: Blodgett Rd. (N. River Rd. to Kelly Rd.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
N. River Rd.	Kelly Rd.	EB	1	10	34	340	38
		EB	1	4	6	24	3
		EB	1	4	12	48	5
		EB	1	4	18	72	8
		EB	1	4	8	32	4
		EB	1	4	20	80	9
		EB	1	4	10	40	4
		WB	1	4	6	24	3
		EB	1	4	10	40	4
		EB	1	4	9	36	4
		EB	1	10	60	600	67
		EB	1	4	40	160	18
		CL		4	50	200	22
		EB	1	4	6	24	3
		CL		4	20	80	9
		CL		4	100	400	44
		EB	1	10	18	180	20
		EB	1	10	20	200	22
		EB	1	4	8	32	4
		CL		4	60	240	27
		WB	1	4	6	24	3
		WB	1	6	8	48	5
		<b>TOTALS:</b>				<b>529</b>	<b>325</b>
						<b>FT</b>	<b>SY</b>

ROUTE: Washington St. (US 30 to Briggs St.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
BRIGGS	PEALE			CONCRETE PAVEMENT			
PEALE	JESSIE	EB	1	15	12	180	20
JESSIE	BARR ELM	EB	1	15	15	225	25
BARR ELM	ANDERSON	EB	1	15	15	225	25
		EB	1	15	12	18	20
ANDERSON	PARK	EB	1	15	8	120	13
NW CIRCLE	INDEPENDENCE	EB	1	15	25	375	42
		EB	1	4	30	120	13
INDEPENDENCE	SE CIRCLE	EB	1	15	12	180	20
KENMORE	ARGYLE	EB	1	15	25	375	42
		EB	1	15	12	180	20
ARGYLE	BERKEY	EB	1	15	12	180	20
		EB	1	15	15	225	25
KNOLLWOOD	SONOMA	EB	1	5	30	150	17
ROSEFORD	ESSEX	EB	1	12	12	144	16
		EB	1	12	25	300	33
		EB	1	12	15	180	20
		EB	1	12	15	180	20
		EB	1	12	15	180	20
		EB	1	12	15	180	20
		EB	1	12	12	144	16
WILLTREE	KINGSTON	EB	1	12	12	144	16
KINGSTON	LANDCASTER	EB	1	12	15	180	20
US 30	MONEITH	WB	1	12	15	180	20
		WB	1	12	20	240	27
MONEITH	DEMBROKE	WB	1	12	15	180	20
		WB	1	12	12	144	16
STARLITE	CRESENT	WB	1	4	30	120	13
CRESENT	SUNSET	WB	1	12	12	144	16
SUNSET	KNOLLWOOD	WB	1	12	20	240	2667
		WB	1	12	12	144	16
		WB	1	12	25	180	20
CHERRY HILL	KILDARE	WB	1	12	12	144	16
KILDARE	BERKLEY	WB	1	12	12	144	16
		WB	1	4	30	120	13
		WB	1	4	30	120	13
		WB	1	12	15	180	20
BERKLEY	ARGYLE	WB	1	4	30	120	13
		WB	1	4	30	120	13
ARGYLE	CLAIRMONT	WB	1	4	30	120	13
CLAIRMONT	KENMORE	WB	1	15	12	180	20
		WB	1	4	30	120	13
KENMORE	NE CIRCLE	WB	1	15	15	225	25
NE CIRCLE	INDEPENDENCE	WB	1	15	15	225	25
		WB	1	15	15	225	25
		WB	1	15	12	180	20
INDEPENDENCE	NW CIRCLE	WB	1	15	12	180	20
		WB	1	15	20	300	33
NW CIRCLE	PARK	WB	1	15	8	120	13
		WB	1	15	20	300	33
ANDERSON	BARR ELM	WB	1	15	15	225	25
BARR ELM	JESSIE	WB	1	15	12	180	20
JESSIE	PEALE	WB	1	15	15	225	25
		WB	1	15	12	180	20
PEALE	BRIGGS			CONCRETE PAVEMENT			
		<b>TOTALS:</b>				<b>922</b>	<b>3735</b>
						<b>FT</b>	<b>SY</b>

ROUTE: Richards St. (US 52 to Mills Rd.)							
CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT		REPAIR	
FROM	TO			PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
225' S. of 4th St	245' S. of 4th St	NB	1	12	20	240	27
345' S. of 4th St	349' S. of 4th St.	NB	1 & 2	24	4	96	11
436' S. of 4th St	443' S. of 4th St	NB	2	12	7	84	9
480' S. of 4th St.	484' S. of 4th St	SB	1 & 2	24	4	96	11
Start Conc Pvmnt for 375'							
15' S. of 5th St.	20' S. of 5th St.	SB	1	12	20	240	27
31' S. of 5th St.	36' S. of 5th St.	NB	1	12	10	120	13
41' S. of 5th St.	46' S. of 5th St.	NB	1,2 & 3	36	5	180	20
Start Conc BridgeDeck 135'							
0' S. of Bridge Deck	2' S. of Bridge Deck	NB & SB	1,2 & 3	60	3	180	20
75' S. of Bridge Deck	80' S. of Bridge Deck	SB	1 & 2	12	10	120	13
100' S. of Bridge Deck	103' S. of Bridge Deck	NB & SB	1,2 & 3	60	3	180	20
Start Conc Pvmnt for I-80 ramps							
0' S. of conc section	3' S. of conc section	SB	1	12	10	120	13
150' S. of conc section	154' S. of conc section	NB & SB	1,2 & 3	32	4	128	14
300' S. of conc section	310' S. of conc section	SB	1	16	10	160	18
330' S. of conc section	345' S. of conc section	NB & SB	1SB,1NB	24	20	480	52
360' S. of conc section	380' S. of conc section	NB & SB	1SB,1NB	24	20	480	53
401' S. of conc section	416' S. of conc section	NB	1	12	15	180	20
426' S. of conc section	436' S. of conc section	SB	1	12	10	120	13
455' S. of conc section	465' S. of conc section	NB	1	12	10	120	13
0' S. of Doris Ave.	15' S. of Doris Ave.	NB & SB	1SB,1NB	24	20	480	52
27' S. of Doris Ave.	37' S. of Doris Ave.	SB	1	12	10	120	13
67' S. of Doris Ave.	72' S. of Doris Ave.	NB	1	12	10	120	13
100' S. of Doris Ave.	105' S. of Doris Ave.	NB & SB	1SB,1NB	24	20	480	52
145' S. of Doris Ave.	152' S. of Doris Ave.	NB & SB	1SB,1NB	24	20	480	52
188' S. of Doris Ave.	198' S. of Doris Ave.	NB	1	12	10	120	13
0' S. of Ella Ave.	5' S. of Ella Ave.	NB & SB	1SB,1NB	24	5	120	13
85' S. of Ella Ave.	95' S. of Ella Ave.	SB	1	12	10	120	13
125' S. of Ella Ave.	132' S. of Ella Ave.	NB	1	12	10	120	13
166' S. of Ella Ave.	176' S. of Ella Ave.	NB & SB	1SB,1NB	24	20	480	52
220' S. of Ella Ave.	236' S. of Ella Ave.	NB & SB	1SB,1NB	24	20	480	52
0' S. of Maude Ave	22' S. of Maude Ave	NB & SB	1SB,1NB	24	22	528	59
80' S. of Maude Ave	85' S. of Maude Ave	SB	1	12	10	120	13
200' S. of Maude Ave	209' S. of Maude Ave	NB	1	12	10	120	13
350' S. of Maude Ave	360' S. of Maude Ave	NB & SB	1SB,1NB	24	10	240	26
510' S. of Maude Ave	530' S. of Maude Ave	NB & SB	1SB,1NB	24	20	480	52
0' N. of Mills Rd.	10' N. of Mills Rd.	NB & SB	1SB,1NB	24	20	480	52
<b>TOTALS:</b>					<b>432</b>		<b>920</b>
					<b>FT</b>		<b>SY</b>

ROUTE: Old Chicago Rd. (IL 102 to 1.0 Mile North of Ballou Rd.)							
CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT		REPAIR	
FROM	TO			PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
IL 102 NB		NB	1	12	6	72	8
		NB	1	3	500	1500	167
		NB	1	3	300	900	100
		NB	1	3	100	300	33
		NB	1	3	500	1500	167
	Manteno Rd.	NB	1	3	200	600	67
Manteno Rd. NB		NB	1	3	200	600	67
		NB	1	3	200	600	67
		SB	1	6	6	36	4
		NB	1	3	200	600	67
	Priv. Res. @ 34713	NB	1	3	100	300	33
Priv. Res. @ 34713 NB		NB	1	3	100	300	33
		NB	1	3	100	300	33
		SB	1	3	75	225	25
		NB	1	3	100	300	33
	Donahue Rd.	NB	1	3	50	150	17
Donahue Rd. NB		SB	1	3	100	300	33
		SB	1	3	50	150	17
	Goodwin Rd.	NB	1	3	50	150	17
Goodwin Rd. NB		SB	1	3	50	150	17
		SB	1	3	25	75	8
		NB	1	3	75	225	25
		NB	1	3	100	300	33
		NB	1	3	25	75	8
		NB	1	3	25	75	8
	Priv. Res. @ 33891	NB	1	3	25	75	8
Priv. Res. @ 33891 NB		NB	1	3	100	300	33
		NB	1	3	300	900	100
		NB	1	3	300	900	100
		NB	1	3	25	75	8
	Balou Rd.	NB	1	3	200	600	67
Balou Rd. NB		NB	1	4	25	100	11
		NB	1	3	50	150	17
		SB	1	3	50	150	17
		SB	1	3	25	75	8
		NB	1	3	100	300	33
		NB	1	3	200	600	67
		NB	1	3	200	600	67
		SB	1	3	100	300	33
		SB	1	3	25	75	8
		SB	1	3	50	150	17
		SB	1	3	50	150	17
		SB	1	3	25	75	8
		SB	1	3	100	300	33
	1.0mi. N. of Balou Rd. @ End	SB	1	3	300	900	100
					<b>5487</b>		<b>1840</b>
					<b>FT</b>		<b>SY</b>

ROUTE: I-55 East Frontage Rd. (North of IL 113 to Stripmine Rd.)								
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR	
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA	
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)	
0.1mi. N of IL 113 NB		NB	1	12	10	120	13	
		SB	1	12	10	120	13	
		NB	1	3	50	150	17	
		SB	1	12	40	480	53	
		SB	1	12	50	600	67	
		SB	1	6	30	180	20	
		NB	1	3	10	30	3	
		NB	1	6	20	120	13	
		SB	1	8	30	240	27	
		NB	1	12	30	360	40	
		NR	1	6	15	90	10	
		NB	1	6	50	300	33	
		SB	1	12	50	600	67	
		SB	1	8	100	800	89	
Res. @ 32105 E. Frt. Rd. NB		NB	1	3	100	300	33	
		NB	1	6	20	120	13	
		NB	1	3	50	150	17	
		SB	1	12	30	360	40	
		SB	1	3	10	30	3	
		NB	1	12	30	360	40	
		SB	1	10	20	200	22	
	Private Club Ent. NB		SB	1	3	20	60	7
			SB	1	4	20	80	9
			NB	1	3	10	30	3
			NB	1	6	10	60	7
			NB	1	12	20	240	27
			SB	1	10	50	500	56
			NB	1	3	10	30	3
		SB	1	10	20	200	22	
		NB	1	4	12	48	5	
		NB	1	10	30	300	33	
		SB	1	6	50	300	33	
		SB	1	4	40	160	18	
		SB	1	6	12	72	8	
Comm. Ent. @ 24917			SB	1	4	25	100	11
		SB	1	12	30	360	40	
		SB	1	8	20	160	18	
End Project		SB	1	6	50	300	33	
<b>TOTALS:</b>						<b>1184</b>	<b>968</b>	
						<b>FT</b>	<b>SY</b>	

ROUTE: I-80 Frontage Rd. (At Larkin Ave. and I-80 (Southwest Corner))								
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR	
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA	
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)	
at Larkin Ave		EB	1	12	700	8400	933	
				10	150	1500	167	
				4	50	200	22	
				4	15	60	7	
				6	75	450	50	
				4	25	100	11	
				6	75	450	50	
				4	25	100	11	
				6	75	450	50	
	I-80	I-80	WB	1	4	30	120	13
					12	40	480	53
					6	40	240	27
					6	50	300	33
					6	30	180	20
				4	40	160	18	
				4	30	120	13	
	at Larkin Ave			4	25	100	11	
<b>TOTALS:</b>						<b>1475</b>	<b>1490</b>	
						<b>FT</b>	<b>SY</b>	

ROUTE: Frontage Rd. (US 45 and US 52) - SW Corner								
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR	
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA	
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)	
US 45		NB	1	12	8	96	11	
		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	1	12	6	72	8	
		NB	1	12	6	72	8	
		NB	1	12	20	240	27	
	US 52	US 52	NB	1	12	8	96	11
			SB	1	12	15	180	20
			SB	1	12	6	72	8
			SB	1	12	50	600	67
			SB	1	4	100	400	44
			SB	1	12	8	96	11
			SB	1	4	100	400	44
US 45			SB	1	12	8	96	11
			SB	1	12	8	96	11
<b>TOTALS:</b>						<b>365</b>	<b>309</b>	
						<b>FT</b>	<b>SY</b>	

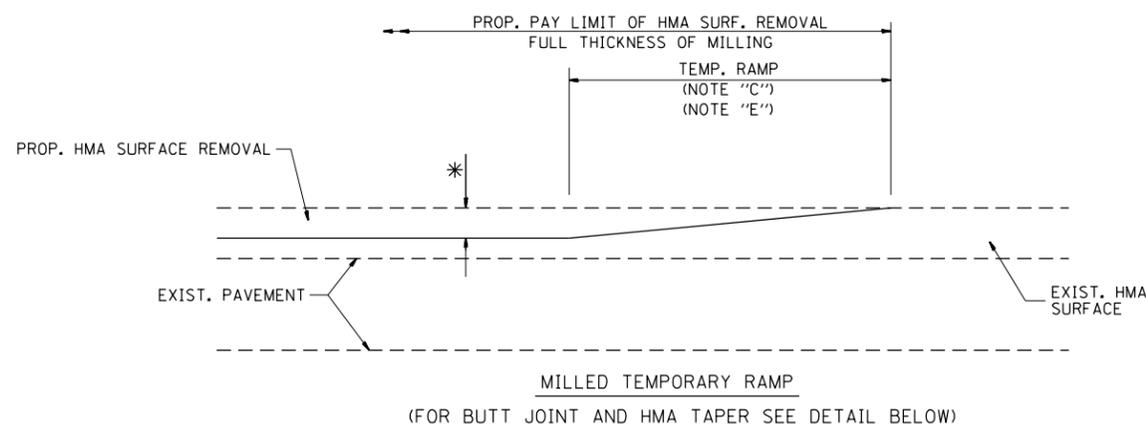
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

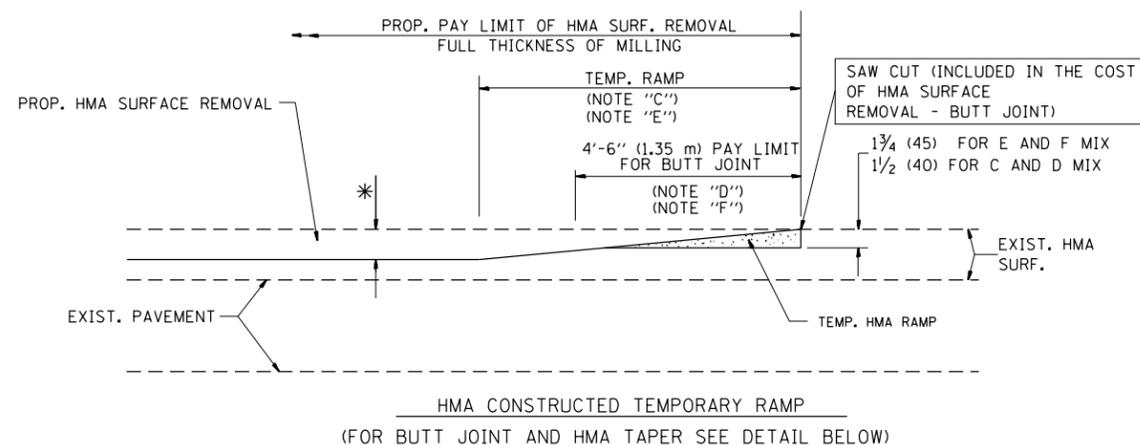
**PATCHING SCHEDULE  
I-55 E. FRONTAGE RD., I-80 FRONTAGE RD. & FRONTAGE RD.**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-015 R5	WILL	27	18
			CONTRACT NO. 60T61	
ILLINOIS FED. AID PROJECT				

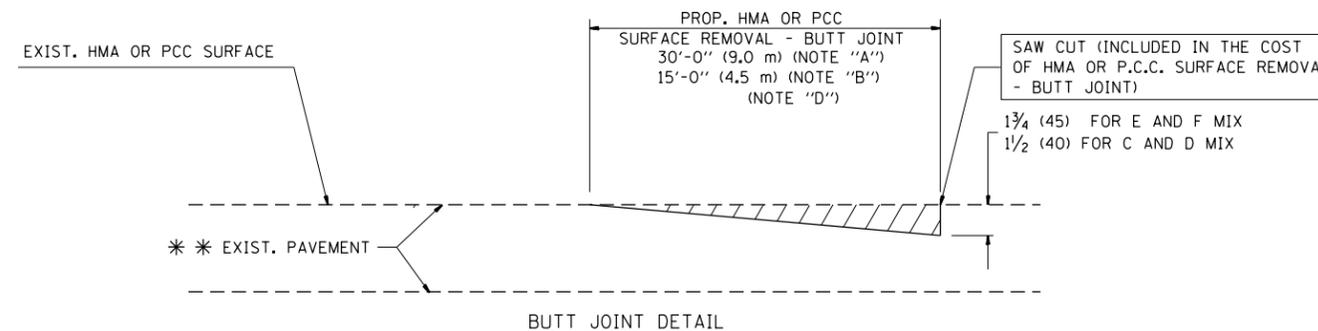


**OPTION 1**

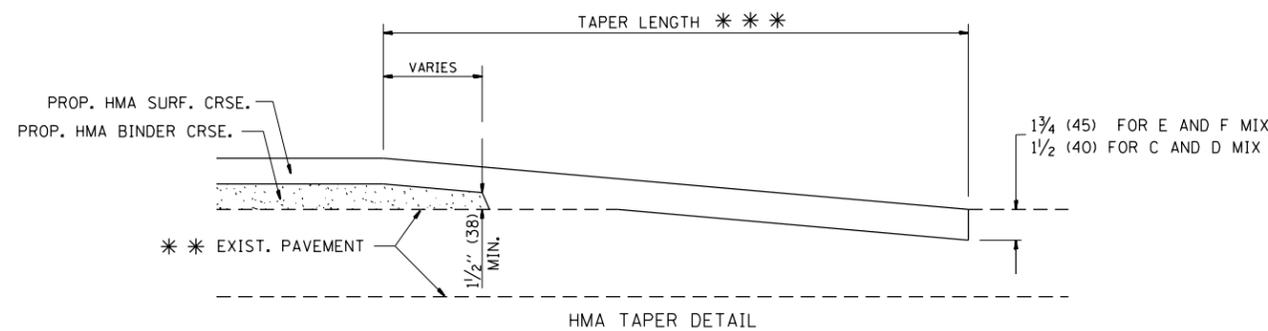


**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

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

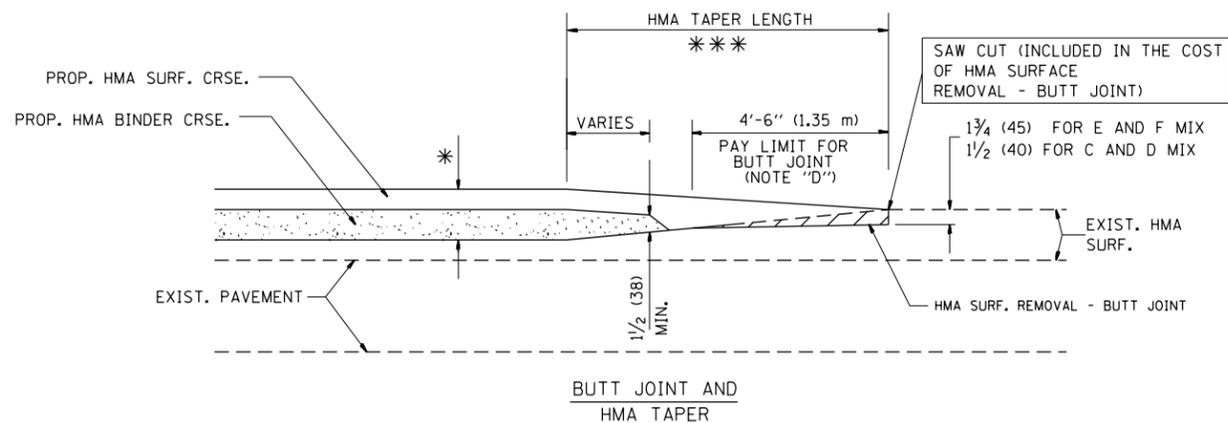
**NOTES**

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
  - B: MINOR SIDE ROADS.
  - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
  - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
  - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \* \* \* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

**BASIS OF PAYMENT:**

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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



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

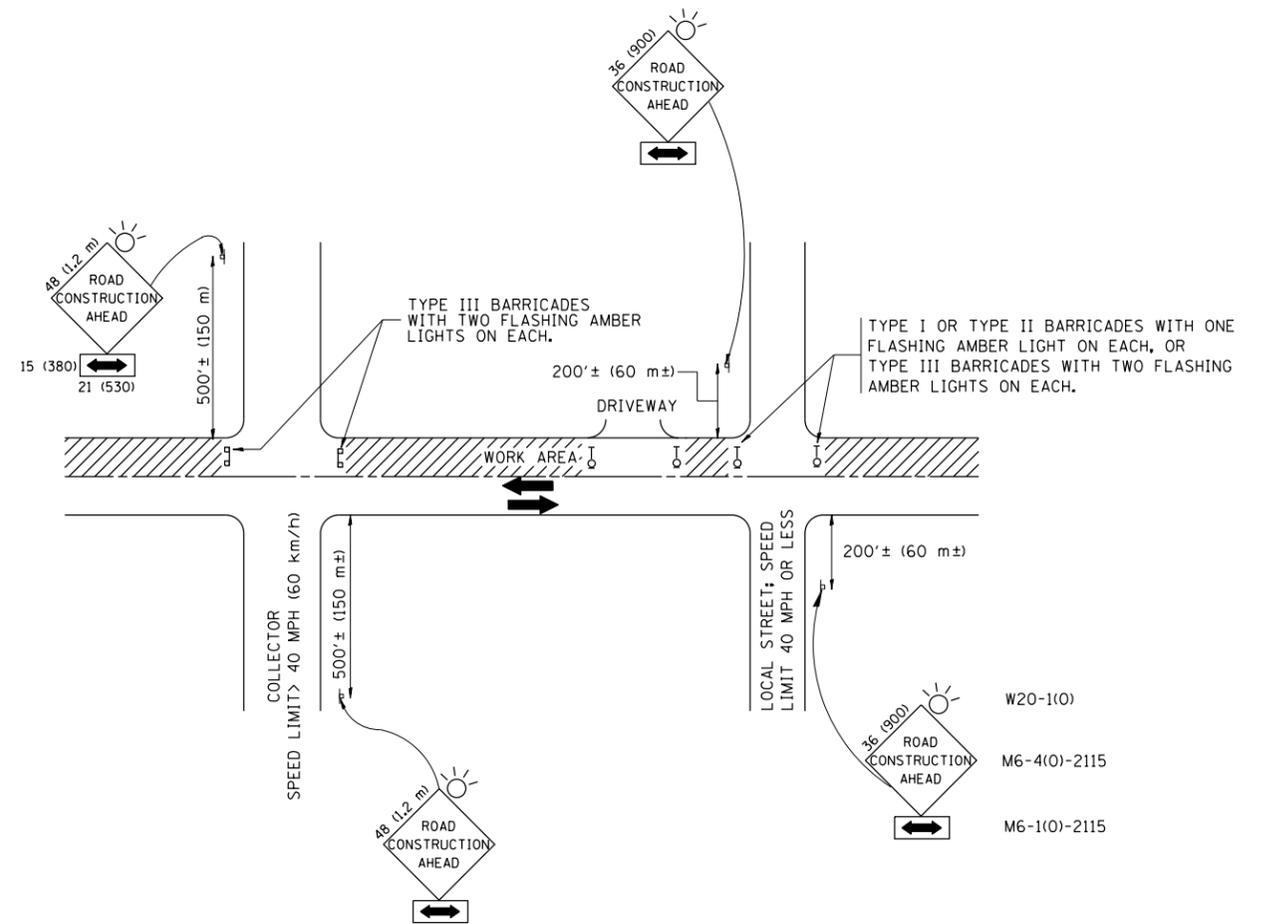
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	PLOT DATE = 4/10/2012	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND  
HMA TAPER DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-015 R5	WILL	27	19
BD400-05 BD32		CONTRACT NO. 60T61		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

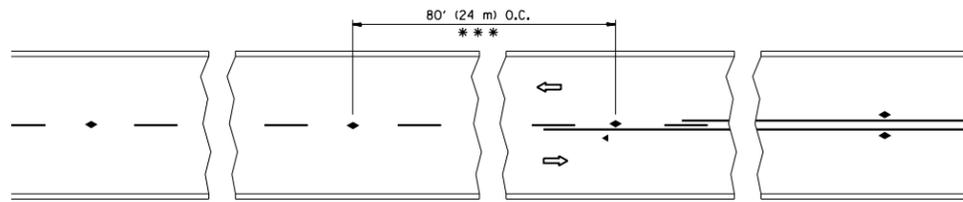
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	PLOT DATE = 4/10/2012	DATE - 06-89	REVISED - T. RAMMACH 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

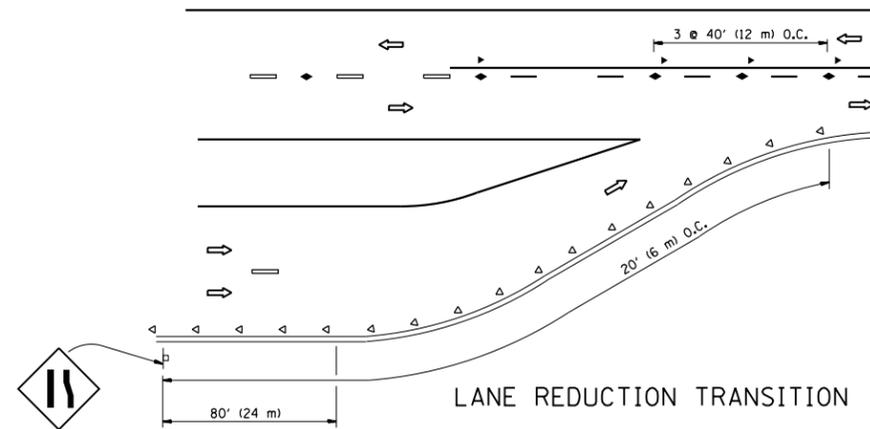
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-015 RS	WILL	27	20
TC-10			CONTRACT NO. 60T61	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

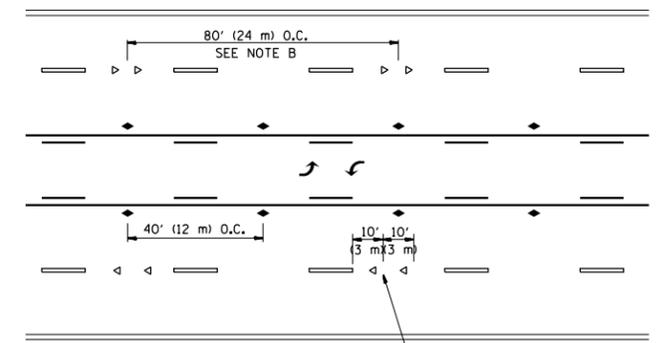


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

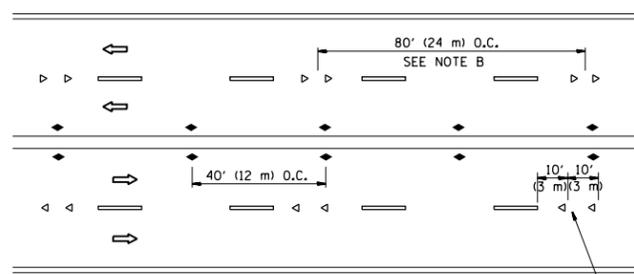
TWO-LANE/TWO-WAY



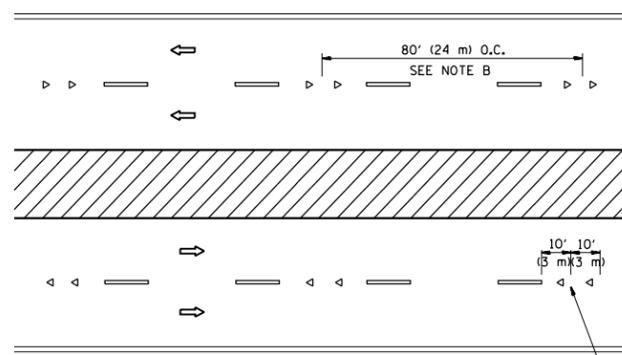
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

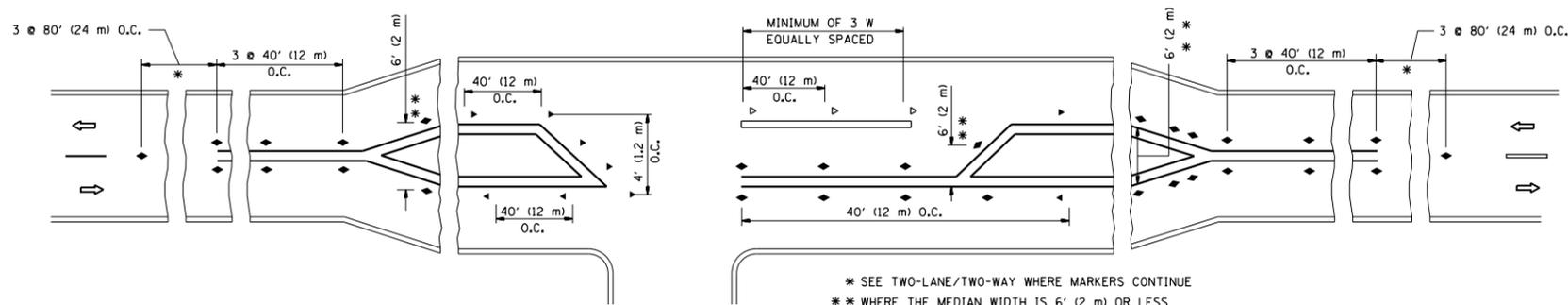
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

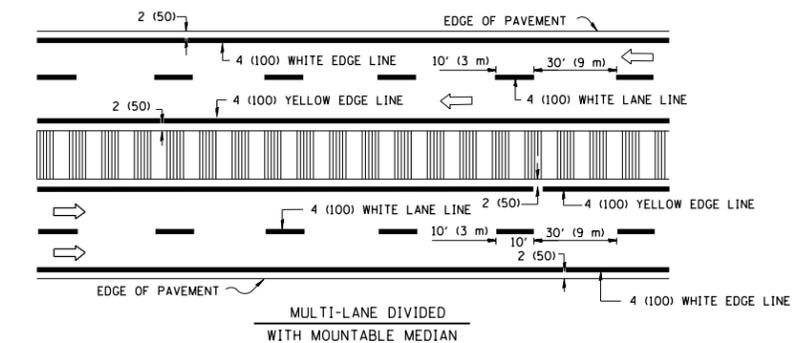
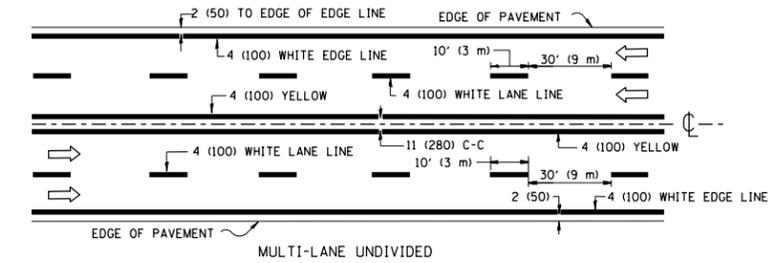
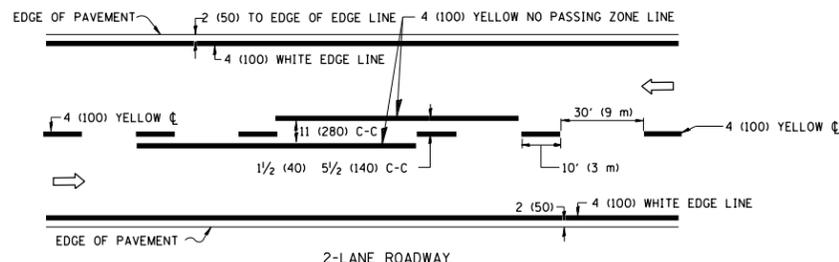
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = chrzesclr	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
et:\pw\work\pwidot\chrzesclr\d0303672\01stgStd.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 4/10/2012	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

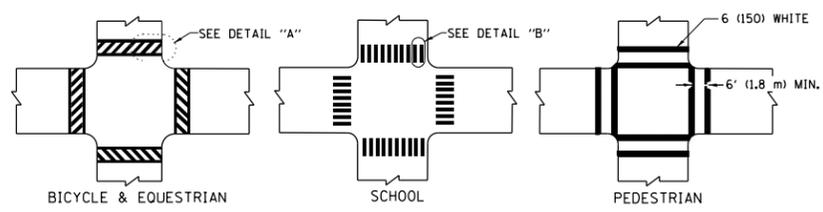
TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-015 RS	WILL	27	21
TC-11		CONTRACT NO. 60T61		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

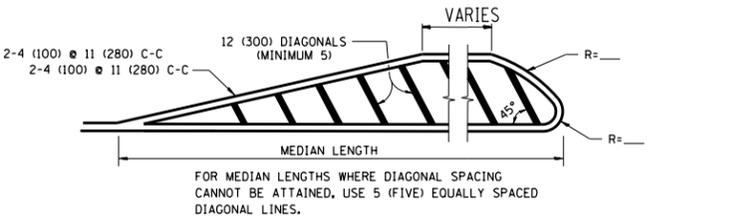
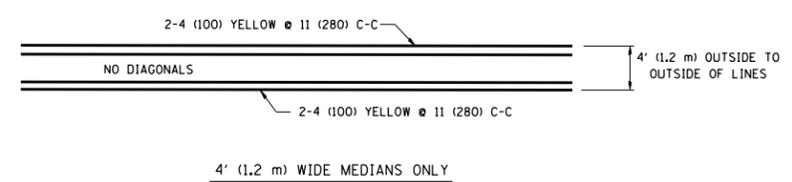


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

**TYPICAL LANE AND EDGE LINE MARKING**

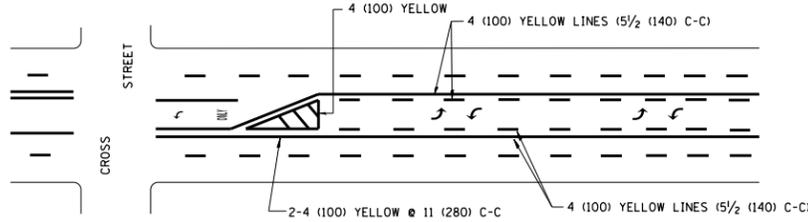


**TYPICAL CROSSWALK MARKING**

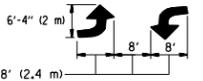


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

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

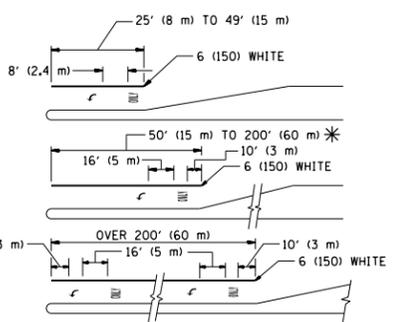


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



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

**TYPICAL PAINTED MEDIAN MARKING**

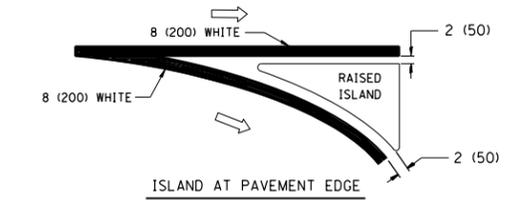
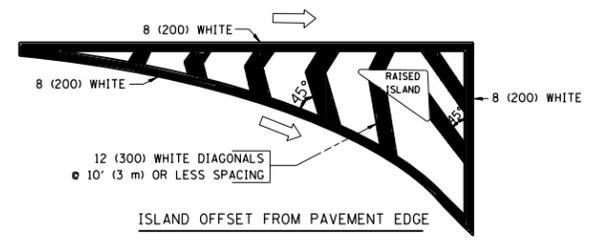


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* 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)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	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" 15 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> ) EACH
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

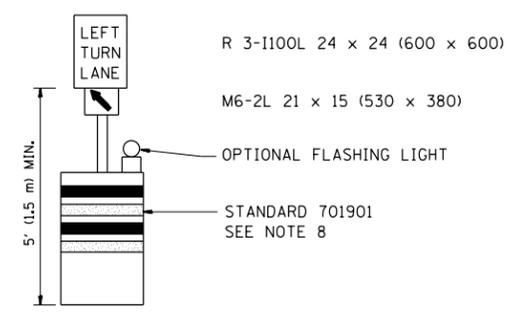
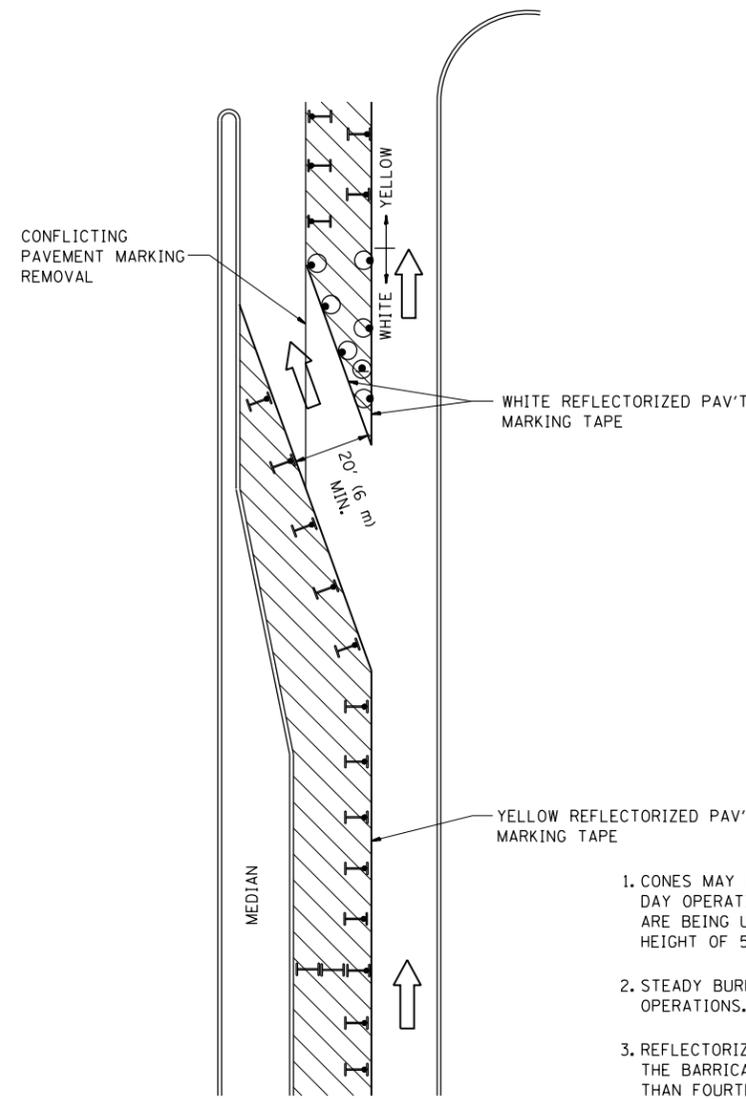
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/10/2012	DATE - 03-19-90	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-015 R5	WILL	27	22
TC-13		CONTRACT NO. 60T61		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**GENERAL NOTES**

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

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

**LEGEND**

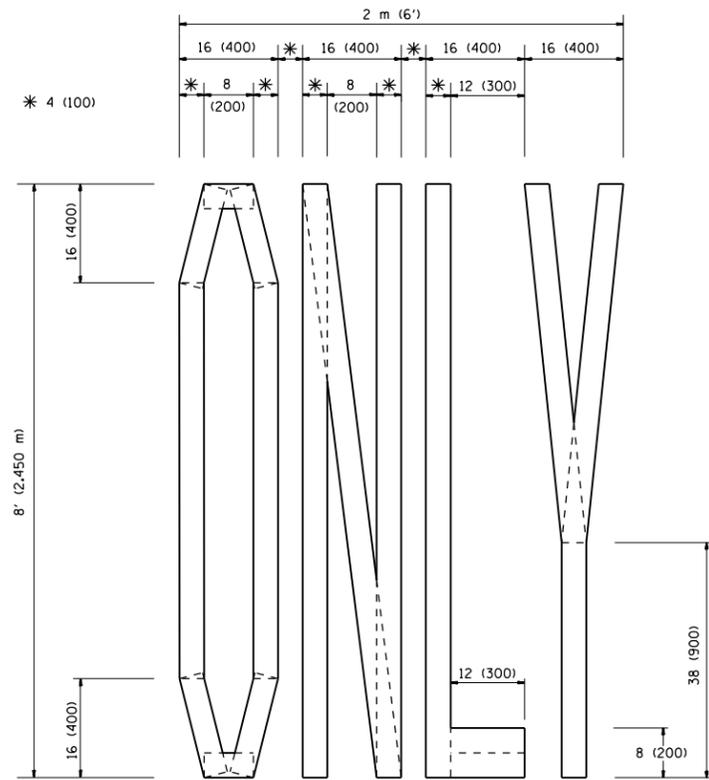
- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = chrzesclr	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
et:\pw\work\pwidot\chrzesclr\d0303672\01stgStd.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
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	PLOT DATE = 4/10/2012	REVISED -T. RAMMACHER 01-06-00	REVISED -

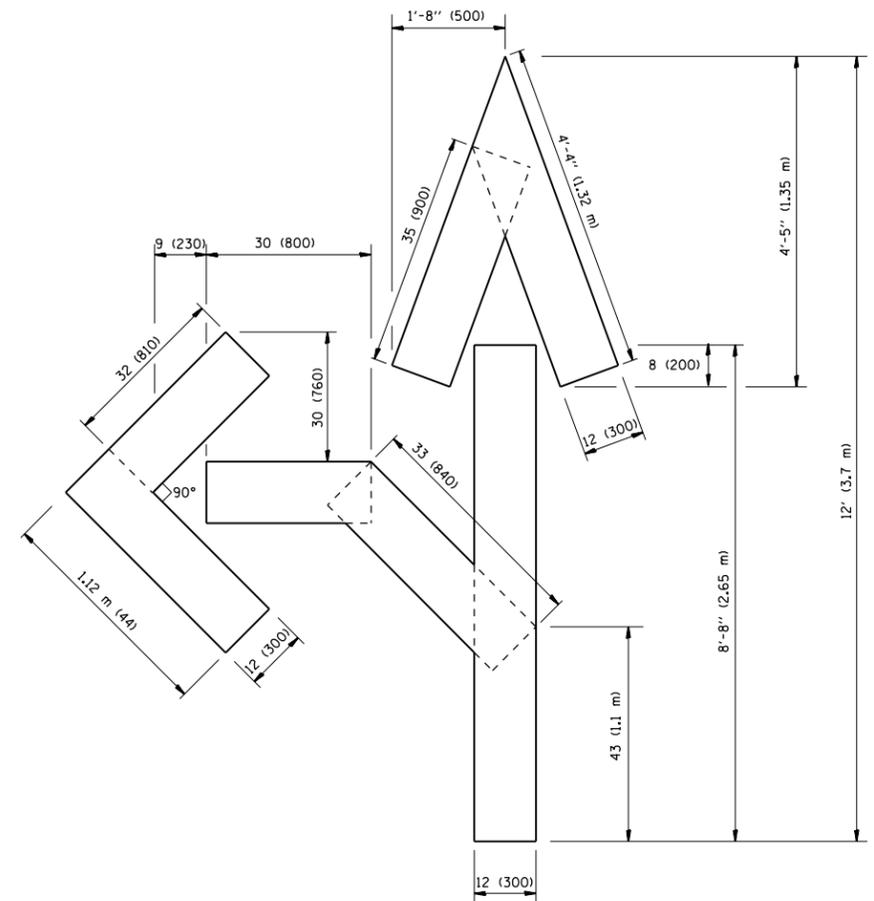
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

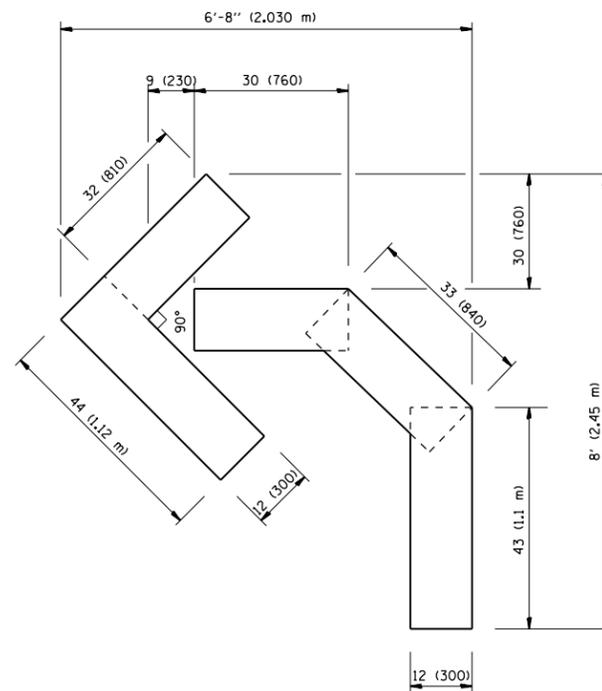
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VAR.	2012-015 R5	WILL	27	23
TC-14		CONTRACT NO. 60T61		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

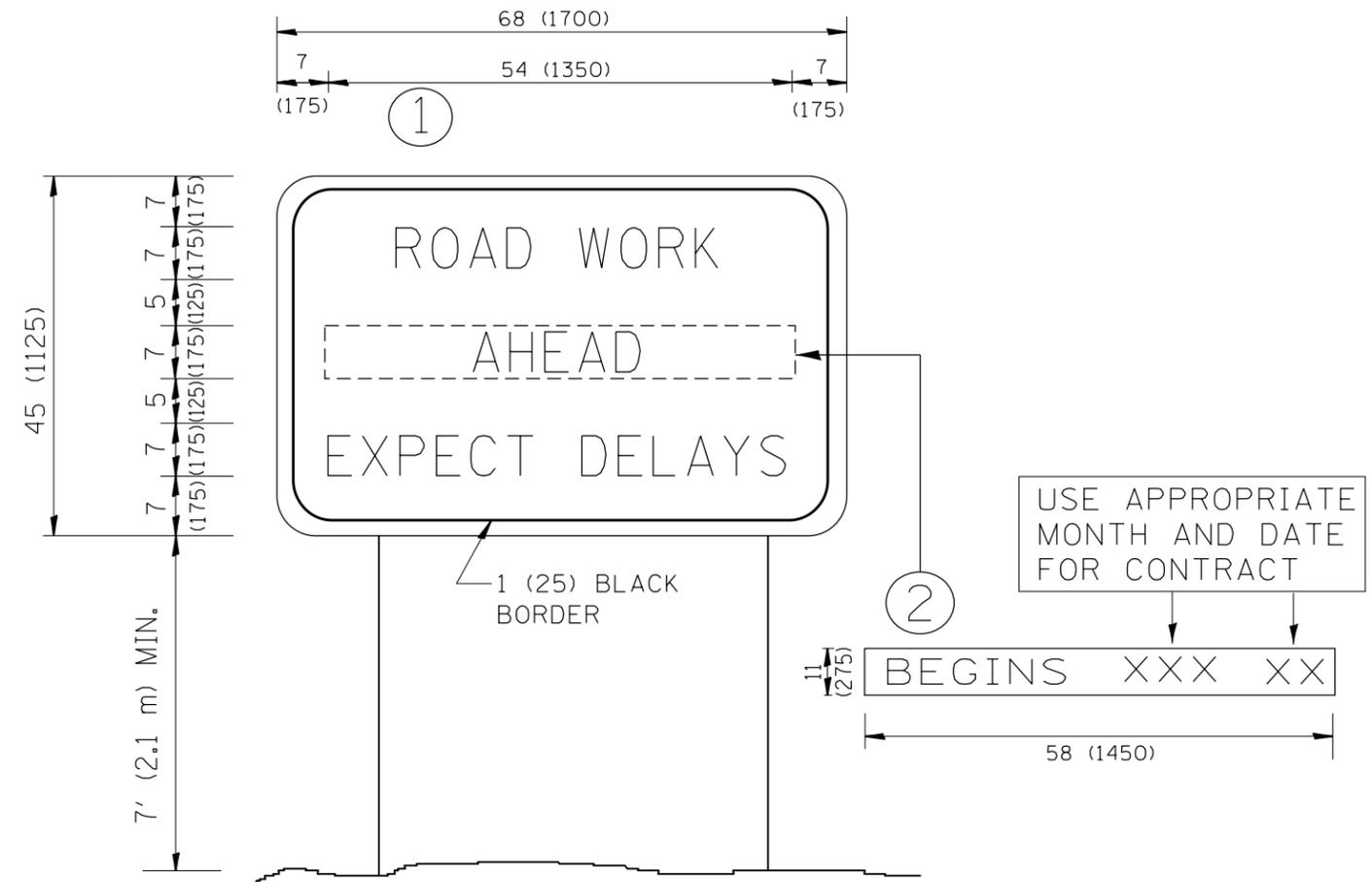
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	PLOT DATE = 4/10/2012	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-015 RS	WILL	27	24
TC-16		CONTRACT NO. 60T61		
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 = chrzesclr	DESIGNED -	REVISED - R. MIRS 09-15-97
et:\pw\work\p\id\chrzesclr\d0303672\01std.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
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	PLOT DATE = 4/10/2012	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

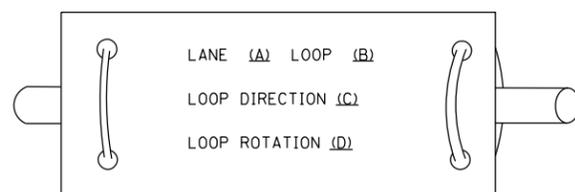
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-22		CONTRACT NO. 60T61		
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

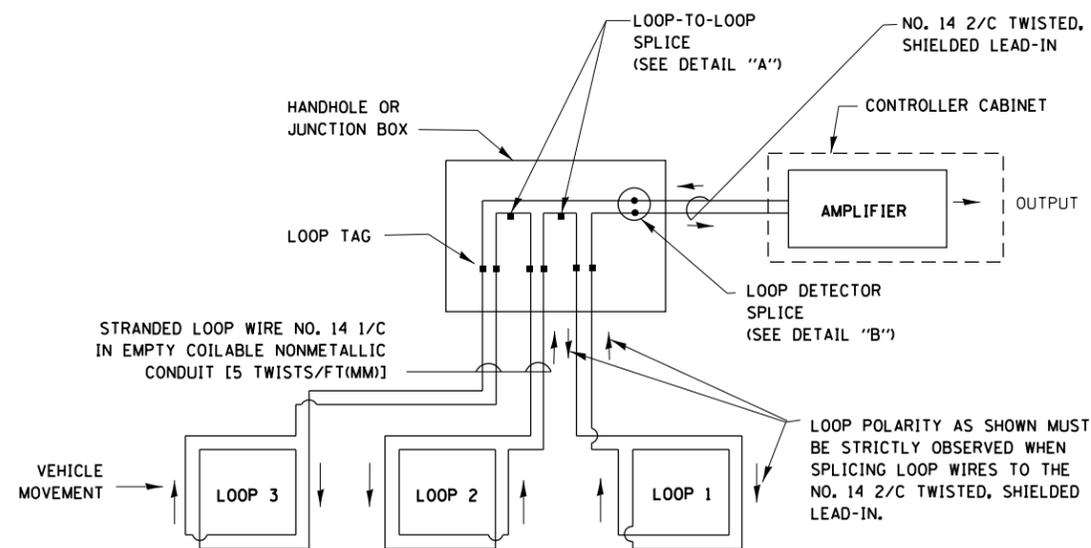
## LOOP DETECTOR NOTES

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

### LOOP LEAD-IN CABLE TAG

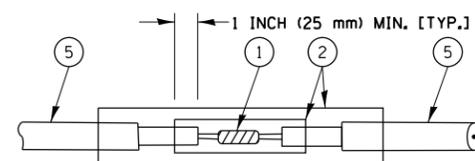


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

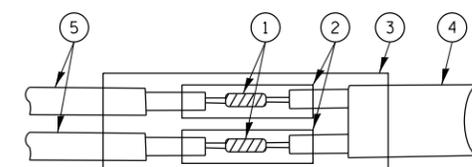


### DETECTOR LOOP WIRING SCHEMATIC

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

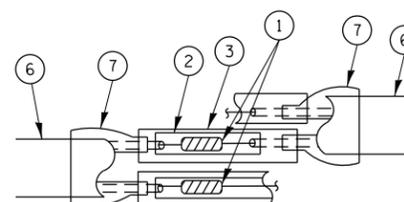


DETAIL "A"  
LOOP-TO-LOOP SPLICE

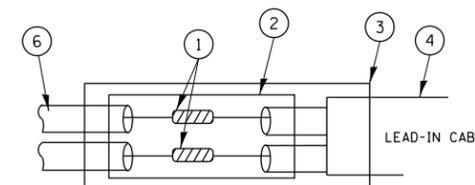


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

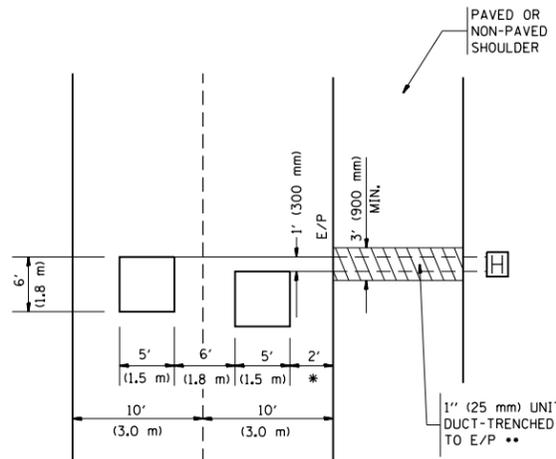
### LOOP DETECTOR SPLICE

- 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 = chrzesclr	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.
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PLOT DATE = 4/10/2012	DATE - 10-28-09	REVISED -	SCALE: NONE			SHEET NO. 1 OF 6 SHEETS STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

**LOOPS NEXT TO SHOULDERS**

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

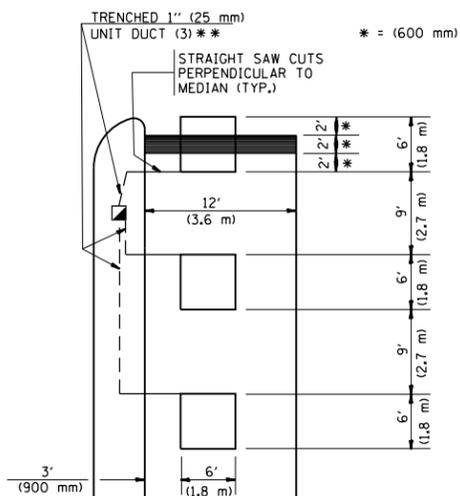


\* = (600 mm)

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

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

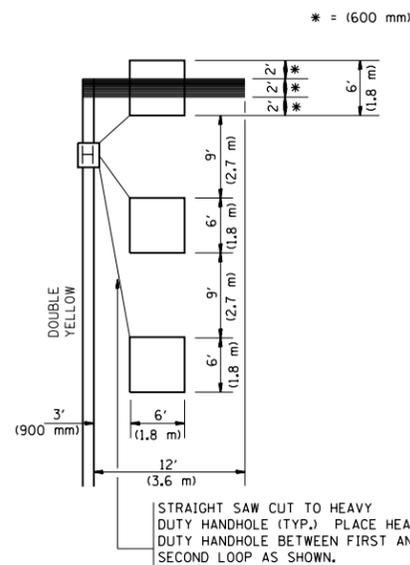
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

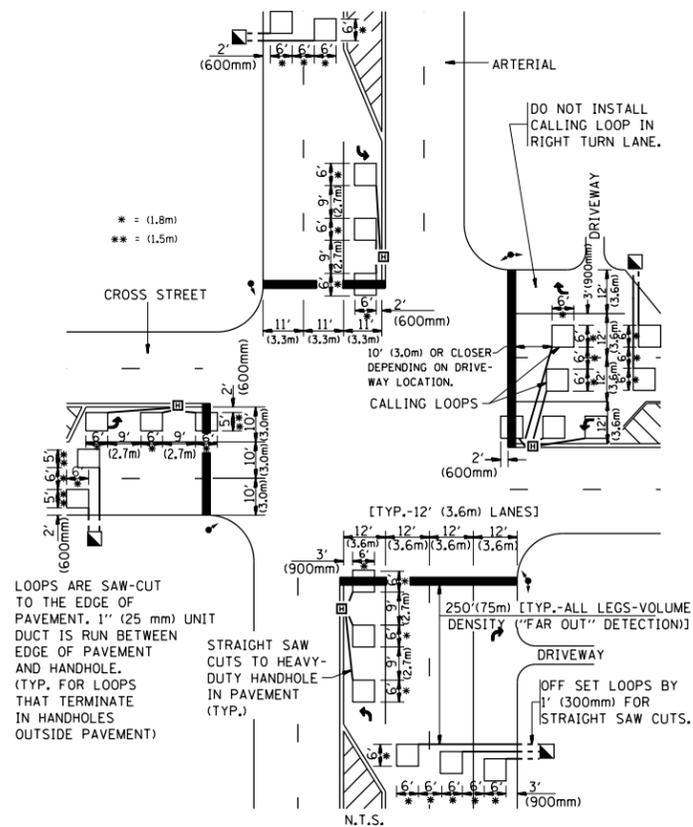
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



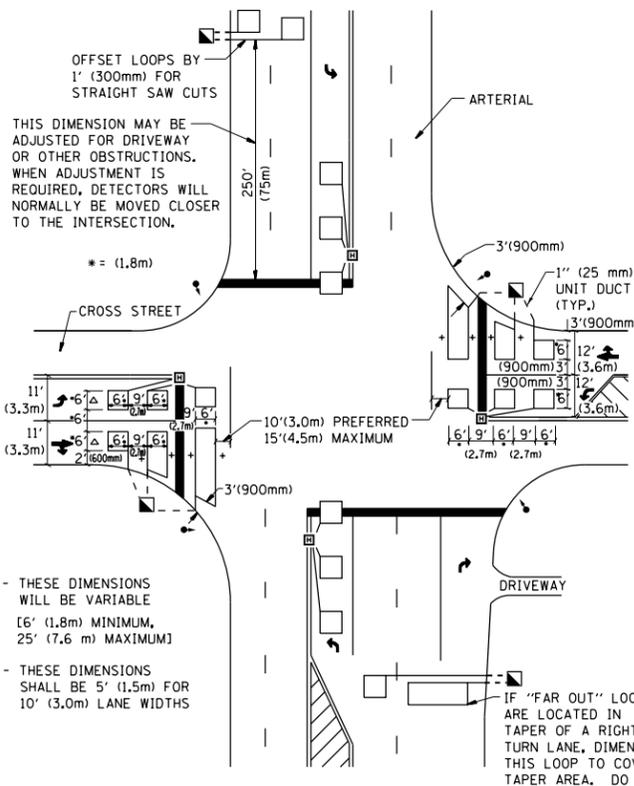
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



**DETAIL 1  
N.T.S.**

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



**DETAIL 2  
N.T.S.**

**NOTES:**

**VEHICLES LOOP DETECTORS**

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

**PLACEMENT OF DETECTORS**

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

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

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

**NOTE:**

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

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

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		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING**

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

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-015 R5	WILL	27	27
	TS-07	CONTRACT NO.	60T61	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				