

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(6Z)RS-2	KANKAKEE	12	1

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

F.A.P. ROUTE 332 (IL. 1 & 17)
 SECTION (6Z)RS-2

KANKAKEE COUNTY
 C-93-017-05

MILL AND RESURF FROM
 ILL. 114 TO SECOND ST. IN MOMENCE

INDEX OF SHEETS

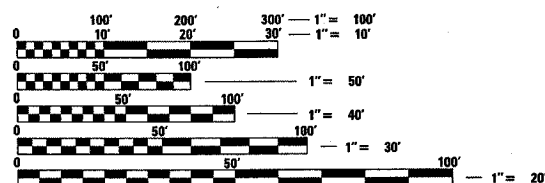
- 1 COVER SHEET
- 2 GENERAL NOTES
- 3 SUMMARY OF QUANTITIES
- 4 TYPICAL SECTIONS
- 5 SCHEDULES
- 6-8 PAVEMENT MARKING
- 9-12 DETAILS

HIGHWAY STANDARDS

- 701502-01 URBAN LANE CLOSURE 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
- 702001-05 TRAFFIC CONTROL DEVICES
- 720001 SIGN PANEL MOUNTING DETAILS
- 720006 SIGN PANEL ERECTION DETAILS

DISTRICT 3 NO. (815) 434-6131

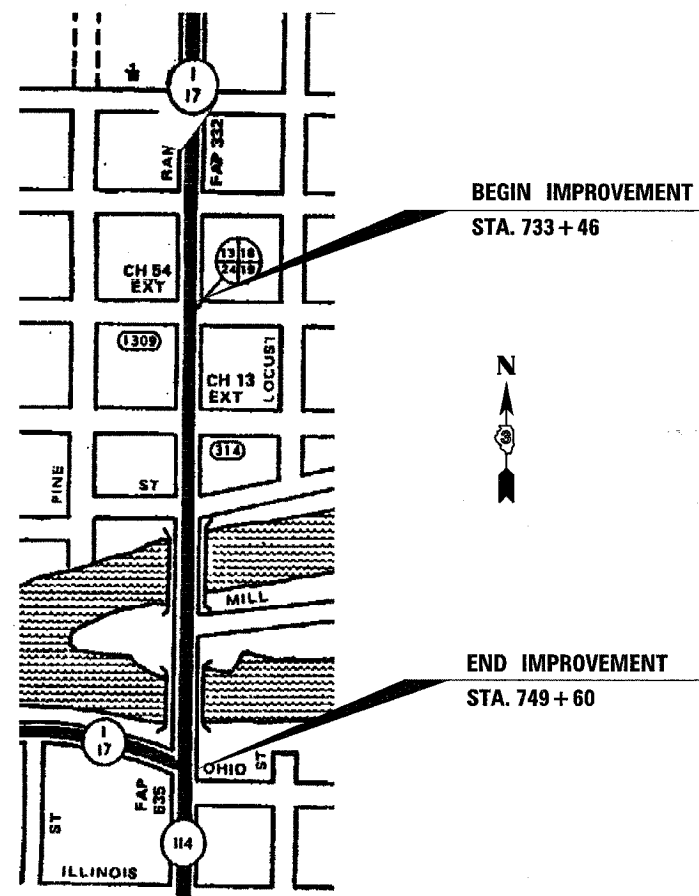
PROJECT ENGINEER: D. BROVIK
 UNIT CHIEF: G. BERTOLINO
 TOWNSHIP: MOMENCE & GANEER



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.

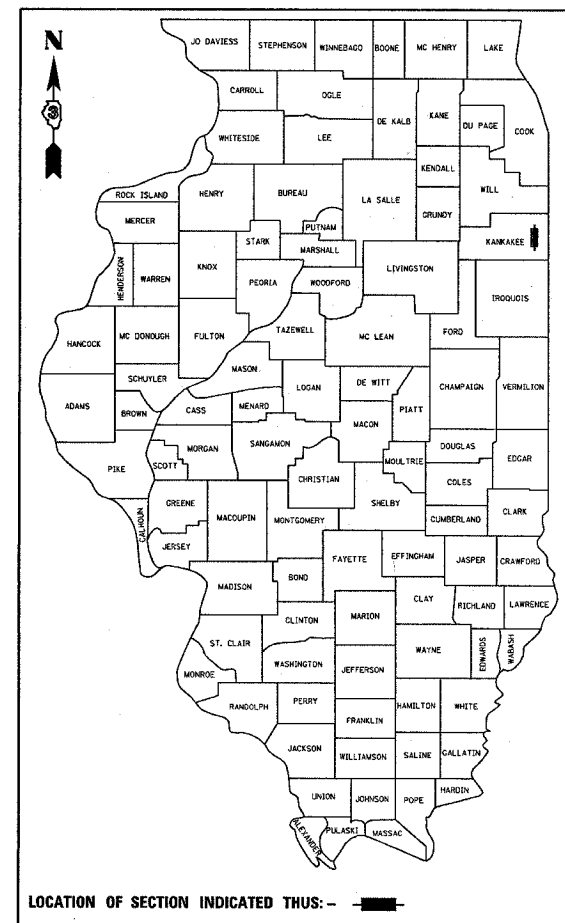
J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123

CONTRACT NO. 66540



GROSS LENGTH = 1,614 FT. = .31 MI.
 NET LENGTH = 1,614 FT. = .31 MI.

D-93-019-05



LOCATION OF SECTION INDICATED THUS: - - -

FUNCTION CLASSIFICATION
 OTHER PRINCIPLE ARTERIAL

2004 ADT = 12,100
 P.V. = 85.3% S.U. = 9.9% M.U. = 4.8%

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED FEB 8 20 05

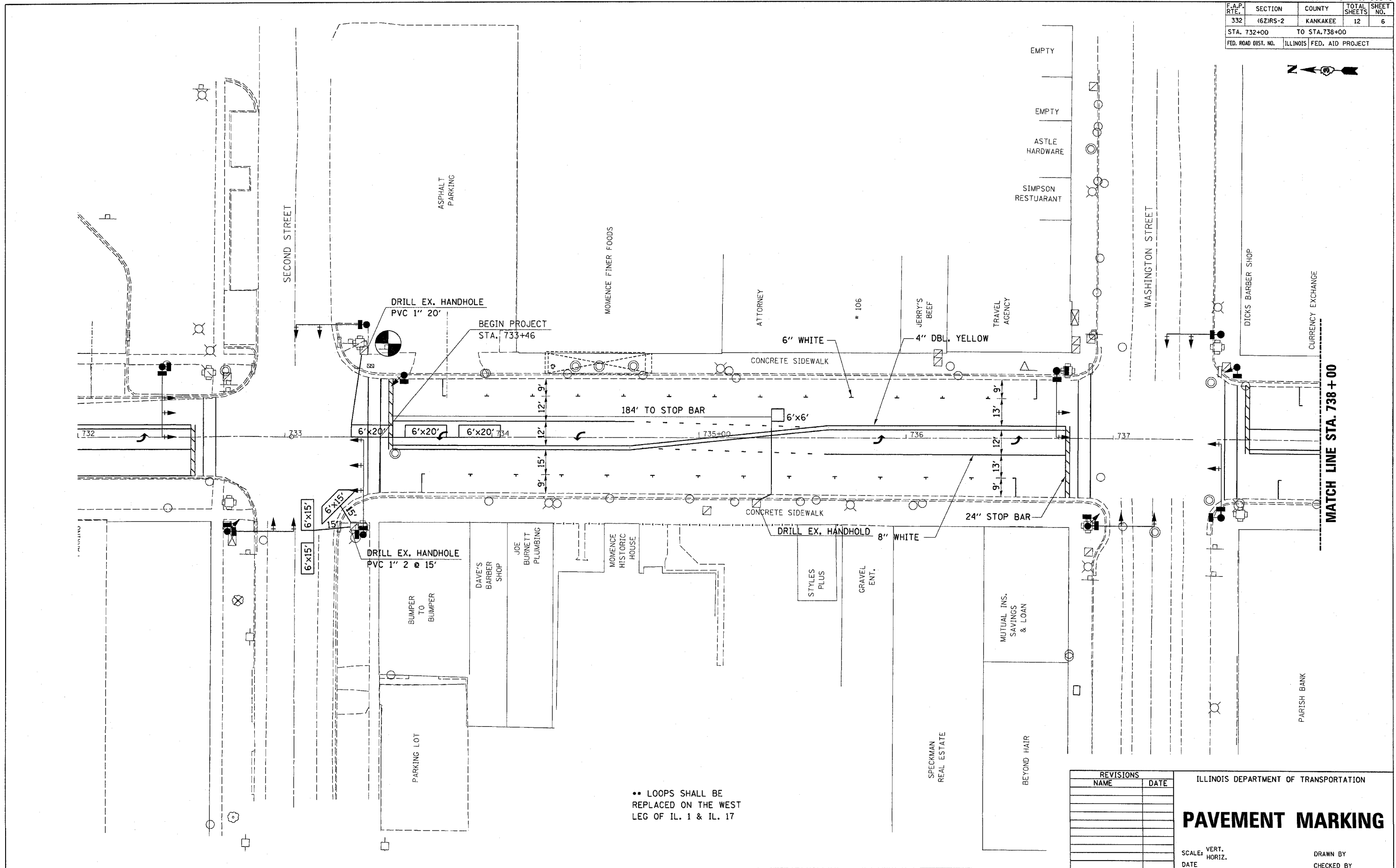
August L. Monts
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 25, 20 05
Mike Hine
 ENGINEER OF DESIGN AND ENVIRONMENT

March 25, 20 05
Victor Moders
 DIRECTOR, DIVISION OF HIGHWAYS

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 OF THE STATE OF ILLINOIS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(62)RS-2	KANKAKEE	12	6
STA. 732+00		TO STA. 738+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



•• LOOPS SHALL BE REPLACED ON THE WEST LEG OF IL. 1 & IL. 17

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING
 SCALE: VERT. _____
 HORIZ. _____
 DATE _____
 DRAWN BY _____
 CHECKED BY _____

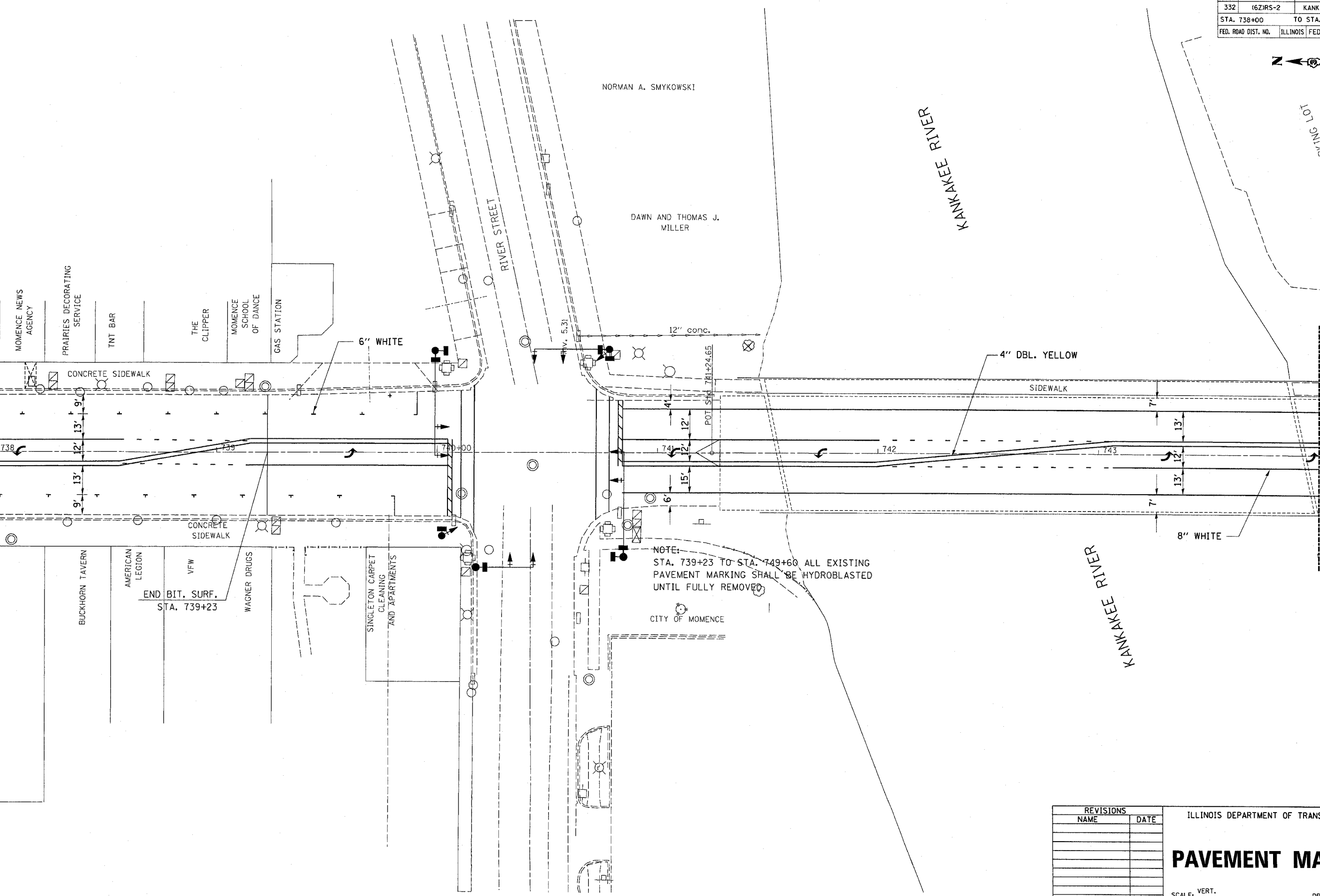
STA. 732+00 TO STA. 738+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	6Z/RS-2	KANKAKEE	12	7
STA. 738+00		TO STA. 744+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



MATCH LINE STA. 738 + 00

MATCH LINE STA. 744 + 00



NOTE:
 STA. 739+23 TO STA. 749+60 ALL EXISTING PAVEMENT MARKING SHALL BE HYDROBLASTED UNTIL FULLY REMOVED.

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ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING

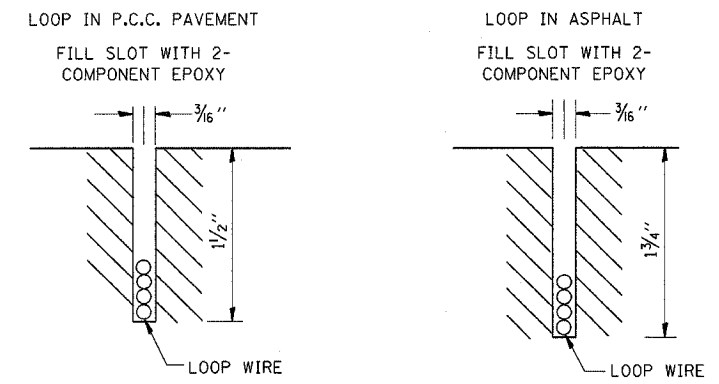
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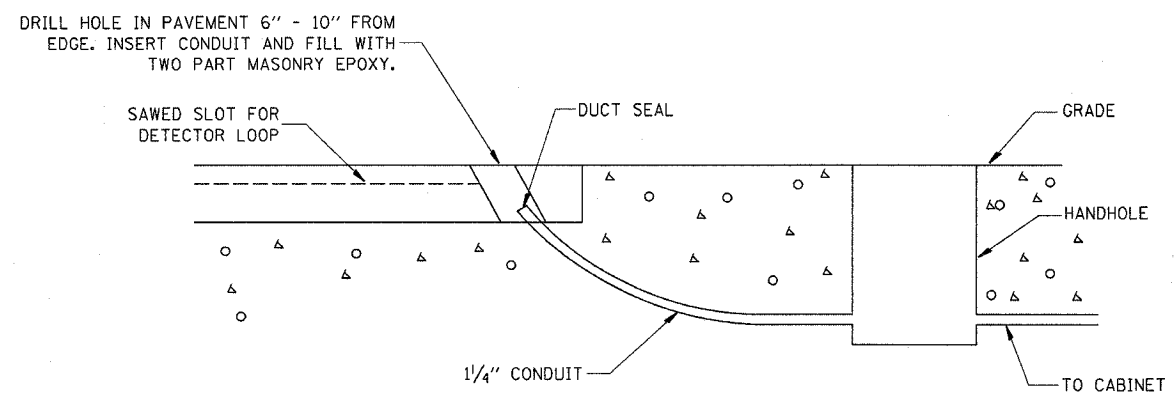
STA. 738 + 00 TO STA. 744 + 00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(62)RS-2	KANKAKEE	12	9
STA.		TO STA.		
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DETECTOR LOOP INSTALLATION



DETECTOR LOOP LEAD-IN DETAIL



TRAFFIC SIGNAL GENERAL NOTES

- 1 NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 2 FEET MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
- 2 AT ALL LOCATIONS WHERE DETECTOR LOOPS ARE TO BE INSTALLED OVER EXISTING DETECTOR LOOPS, THE CONTRACTOR SHALL BE REQUIRED TO MAKE TWO SEPARATE SAW CUTS THROUGH EACH EXISTING DETECTOR LOOP TO PREVENT THE POSSIBILITY OF THE EXISTING LOOP SHORTING TO CREATE A CLOSED CIRCUIT. THIS WORK SHALL BE INCIDENTAL TO THE DETECTOR LOOP PAY ITEM.
- 3 ALL DETECTOR LOOP HARNESSES SHALL BE FURNISHED WITH PLASTIC TAGS LABELED WITH RESPECTIVE PHASES AND DIRECTION AS LISTED IN THE DETECTOR LOOP CHART. A MINIMUM TAG SIZE OF 1CM BY 2CM. ALL DETECTOR AMPLIFIERS SHALL BE LABELED THE SAME AS THE HARNESSES WITH A REMOVABLE TAG. TAGS SHALL BE MADE OF A MATERIAL THAT DOES NOT ALLOW WRITING TO FADE OVER TIME.
- 4 THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY, INCIDENTAL TO THE CONDUIT PAY ITEM.
- 5 THE LENGTH OF THE DETECTOR LOOP CABLE FROM THE CURB TO THE JUNCTION BOX OR HANDHOLD IS INCIDENTAL TO THE DETECTOR LOOP PAY ITEM.
- 6 INSTALLATION OF ALL DETECTOR LOOPS SHALL BE PERFORMED AFTER THE BITUMINOUS SURFACE REMOVAL AND BEFORE THE BITUMINOUS SURFACE IS BEGUN.
- 7 EACH DETECTOR LOOP SHALL HAVE FOUR TURNS.
- 8 THE TESTING OF LOOPS SHALL BE COMPLETED AFTER THE BITUMINOUS SURFACE REMOVAL AND BEFORE THE BITUMINOUS SURFACE IS COMPLETE.
- 9 THE DEPTH OF THE DETECTOR LOOPS SHALL MAINTAIN A CONSISTENT DEPTH IN AREAS BETWEEN MILLED SURFACE AND SHOULDER AREA.
- 10 ANY SPLICES IN DETECTOR LOOPS SHALL BE INCIDENTAL TO DETECTOR LOOP PAY ITEM.

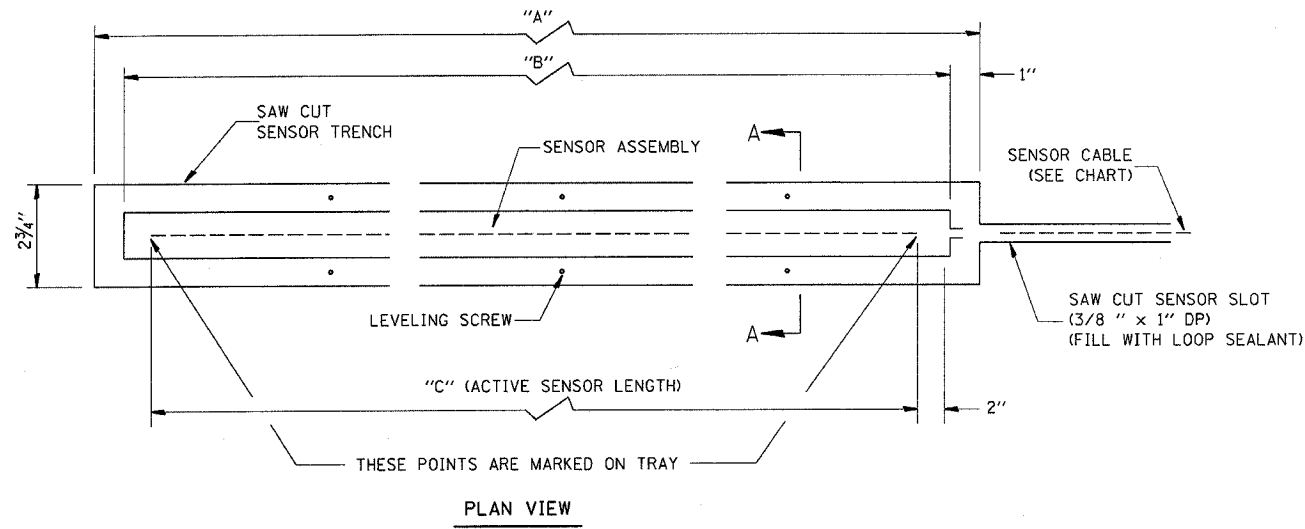
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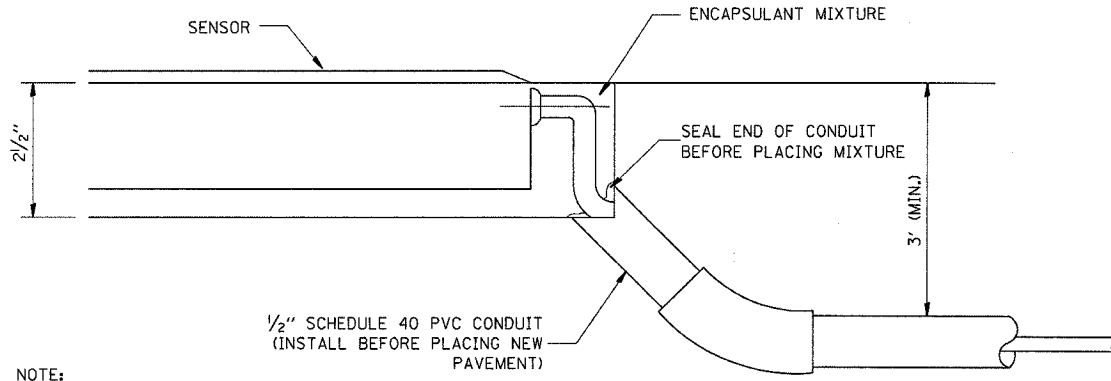
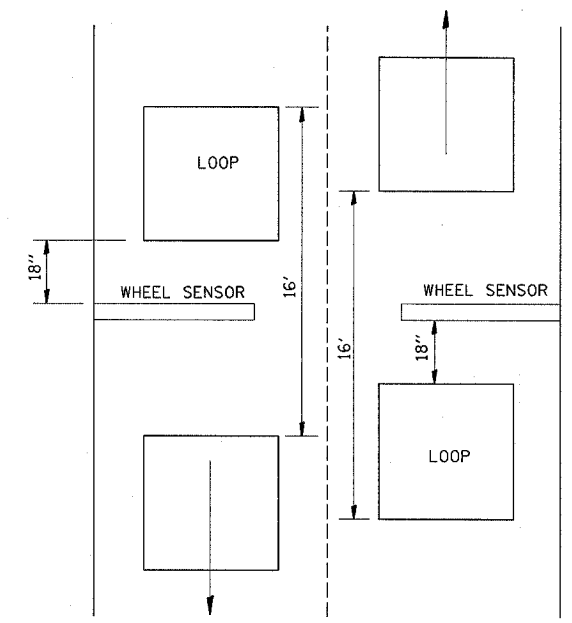
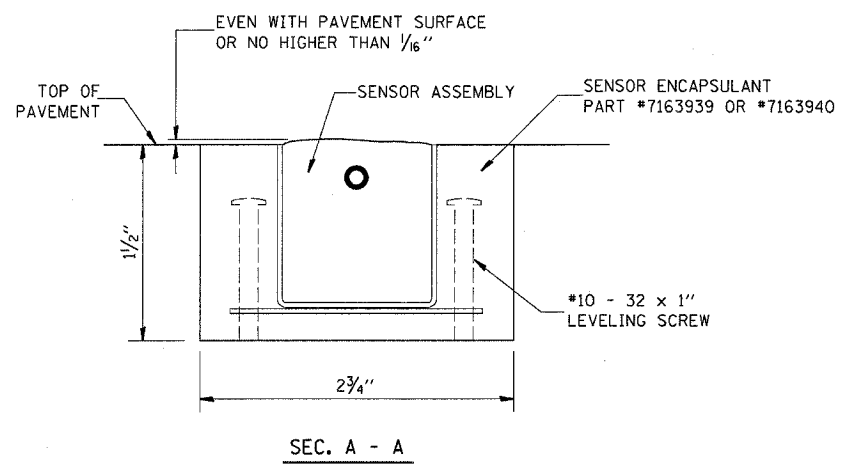
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GENERAL NOTE:
 THIS WORK SHALL CONSIST OF THE REMOVAL AND REPLACEMENT OF DETECTOR LOOPS AND AXLE DETECTORS (PIEZOCABLE SENSOR). THE DETECTOR LOOPS AND AXLE DETECTORS SHALL BE REMOVED WITH THEIR ELECTRIC CABLE ALL THE WAY TO THE EXISTING CABINET CONNECTION, AND REPLACED IN THE SAME MANNER USING THE EXISTING CONDUIT, HANDHOLE, AND GULFBOX JUNCTION.



NOTE:
 THIS ARRANGEMENT CAN BE USED ONLY WITH NEW PAVEMENT CONSTRUCTION.

ALTERNATE SENSOR CABLE INSTALLATION

SENSOR ASSEMBLY INSTALLATION PROCEDURE:

1. USING A CHALK LINE, MARK THE SENSOR TRENCH OUTLINE ON THE PAVEMENT. SEE SYSTEM LAYOUT DRAWING FOR SENSOR LOCATIONS.
 2. SAW CUT AROUND THE TRENCH PERIMETER TO A DEPTH OF 1 1/2".
 3. SAW CUT THE 3/8" X 1" DP. SENSOR CABLE SLOT TO THE EDGE OF THE PAVEMENT.
 4. REMOVE EXISTING PAVEMENT TO A DEPTH OF 1 1/2" WITHIN THE SAW CUT TRENCH PERIMETER.
 5. THOROUGHLY CLEAN THE TRENCH OF ALL DEBRIS, DUST, ETC.
 6. PLACE SENSOR ASSEMBLY IN THE TRENCH. ADJUST THE #10-32 LEVELING SCREWS UNTIL THE TOP OF THE SENSOR ASSEMBLY IS EVEN WITH THE PAVEMENT SURFACE. (NO HIGHER THAN 1/16").
 7. THOROUGHLY MIX LARGE CAN OF ENCAPSULANT.
 8. ADD HARDENER & MIX THOROUGHLY.
 9. POUR ENCAPSULANT AROUND SENSOR TRYING NOT TO DISTURB SENSOR.
 10. 3 TO 5 POUND WEIGHT MAY HAVE TO BE USED TO STOP FLOATING.
 11. FILL TRENCH WITH MIXTURE UNTIL FLUSH WITH THE SURFACE OF PAVEMENT. TROWEL AS REQUIRED.
 12. LET EPOXY CURE UNTIL HARD.
 13. GRIND PERIMETERS IF NEEDED TO REMOVE HIGH OR ROUGH SPOTS.
- NOTE:** SENSOR CAN BE BENT SLIGHTLY TO CONFORM TO ROADWAY.
REFERENCE: INSTALLATION MANUAL #1050527

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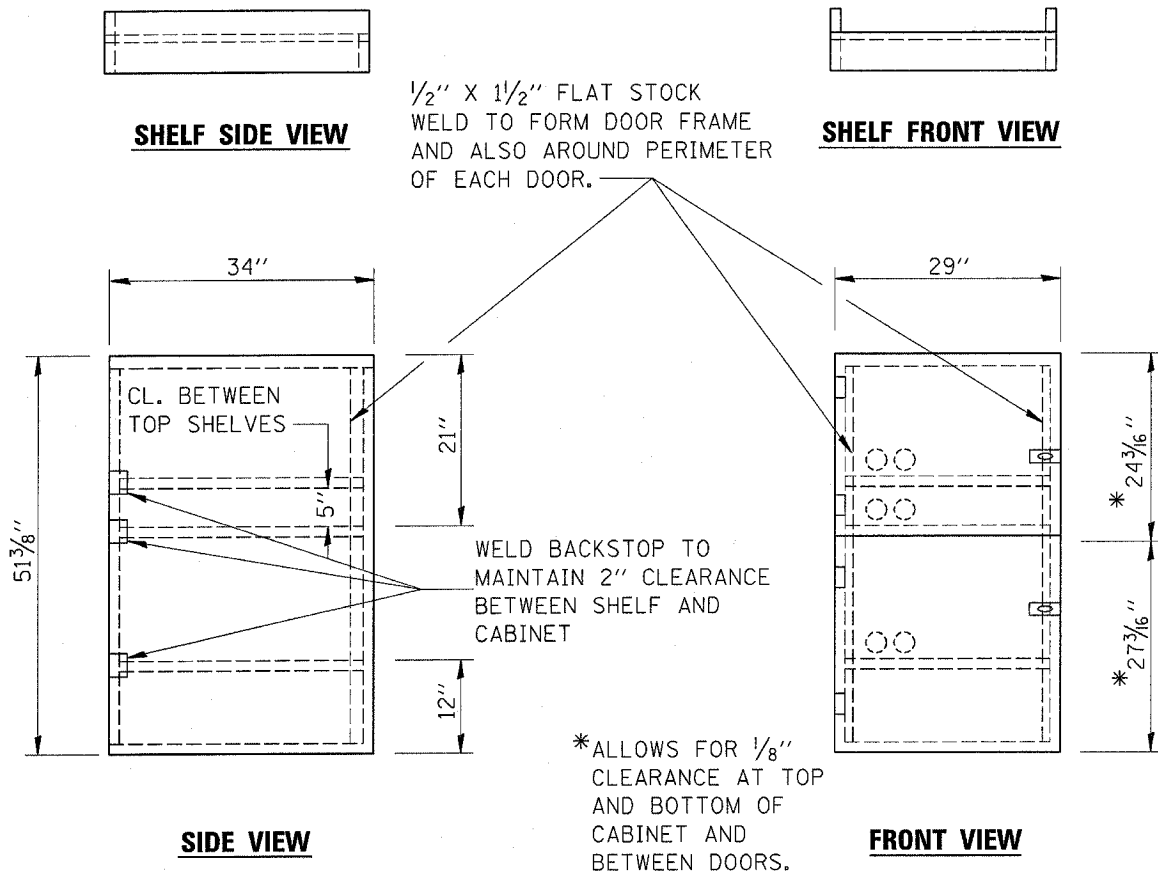
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DETAILS

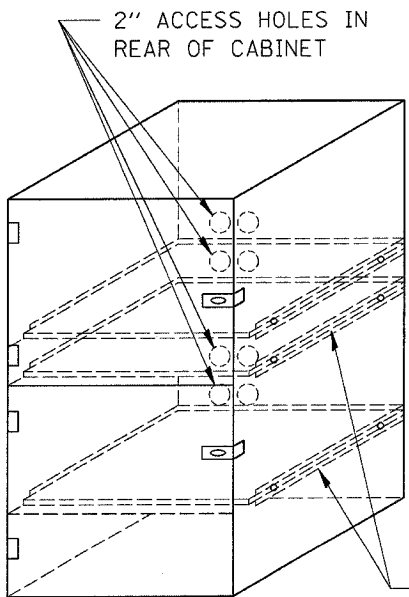
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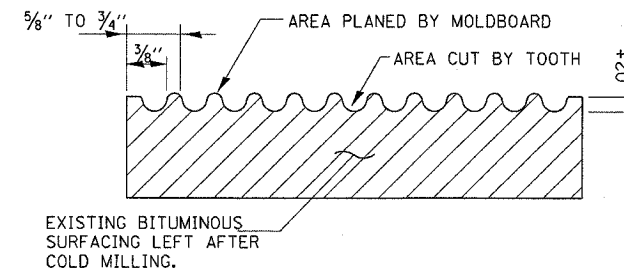
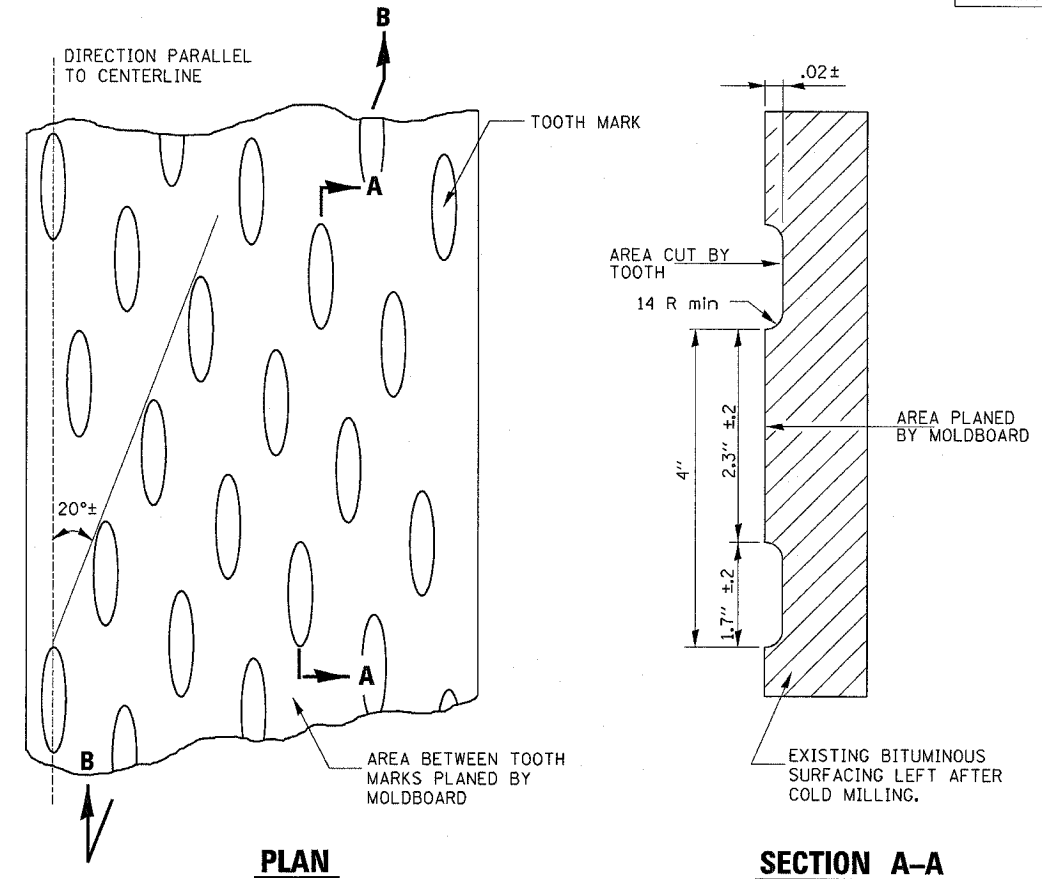


- NOTES:
1. USE 16 GAUGE STEEL FOR CABINET.
 2. THE TOP SHELF SHALL SLIDE IN OR OUT WITH THE TOP DOOR OPEN.
 3. ALL HINGES AND HASPS WILL BE WELDED TO THE CABINET.
 4. ALL EDGES SHALL BE GROUND SMOOTH.
 5. TWO (2" DIA.) ACCESS HOLES WILL BE REQUIRED FOR EACH SHELF.
 6. CABINET SHALL BE PAINTED WITH TWO COATS OF FLAT PAINT.
 7. 2 EACH MATCHING KEY PADLOCKS, WITH 3 KEYS PROVIDED, MASTER MODEL 3 T OR EQUIVALENT.
 8. 4 EACH PLAIN STEEL, NON-REMOVABLE PIN, NO HOLE 4"x4" SQUARE CORNER HINGES TO BE WELDED ON.
 9. 2 EACH EXTRA HEAVY, PLAIN STEEL, FIXED STAPLE, NO HOLE, 7 1/4 " HASPS TO BE WELDED ON.



FLAT STOCK DIMENSIONS VARY DEPENDING ON TYPE OF ROLLER ASSEMBLY.

LOCKABLE COMPUTER CABINET



1. COLD MILLING SHALL CONSIST OF TWO PROCESSES: CUTTING WITH CARBIDE TEETH MOUNTED ON A ROTATING DRUM, AND PLANING WITH A MOLDBOARD MOUNTED IMMEDIATELY BEHIND THE CUTTING DRUM.
2. OTHER SIMILAR PATTERNS WILL BE ACCEPTABLE IF THEY CONSIST OF A SMOOTH, FLAT PLANED SURFACE INTERSPERSED WITH A PATTERN OF DISCONTINUOUS LONGITUDINAL STRIATIONS.

REQUIRED COLD MILLED SURFACE TEXTURE

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