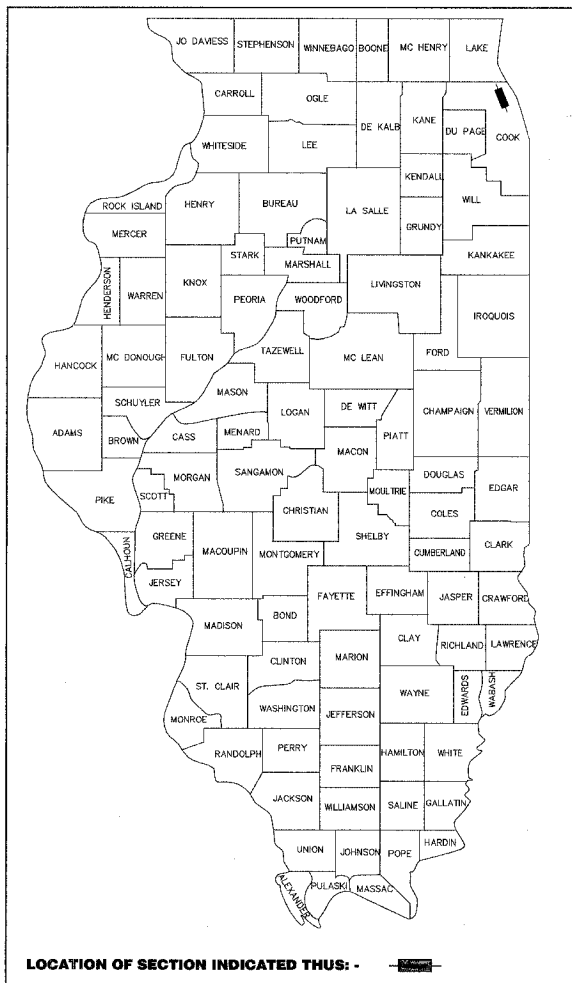


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED LOCAL AGENCY IMPROVEMENT
FEDERAL-AID URBAN PROJECT

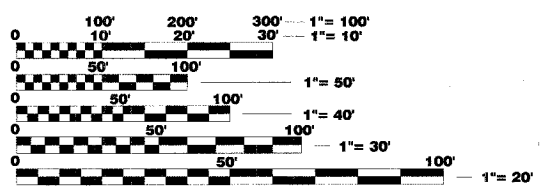
F.A.U. ROUTE 2771 (SKOKIE BOULEVARD)
3,288 FT. SOUTH OF DUNDEE RD. TO I-94 TOLLWAY SPUR
SECTION 02-00136-00-RS
PROJECT NO. M-8003(555)
VILLAGE OF NORTHBROOK
COOK COUNTY
C-91-126-06



- INDEX OF SHEETS**
- 1 COVER SHEET
 - 2 GENERAL NOTES, DETAIL AND SUMMARY OF QUANTITIES
 - 3-4 TYPICAL SECTIONS
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 - 11-16 PAVEMENT MARKING PLAN SHEETS
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 - 18 DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB OR EDGE < 4.5m (15')
 - 19 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
 - 20 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
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 - 22 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
 - 23 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
 - 24 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
 - 25 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
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- HIGHWAY STANDARDS**
- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
 - 424001-04 CURB RAMPS FOR SIDEWALKS
 - 442201-01 CLASS C AND D PATCHES
 - 604076-02 FRAMES AND GRATES TYPE 21
 - 606001-02 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
 - 606301-02 PC CONCRETE ISLANDS AND MEDIANS
 - 701506-04 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
 - 701701-04 URBAN LANE CLOSURE, MULTILANE INTERSECTION
 - 701801-03 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
 - 702001-06 TRAFFIC CONTROL DEVICES
 - 780001-01 TYPICAL PAVEMENT MARKINGS
 - 781001-02 TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS
 - 886001- DETECTOR LOOP INSTALLATIONS

TRAFFIC DATA:
ADT 15,000 VPD (2006)
POSTED SPEED LIMIT - 40 MPH
DESIGN SPEED LIMIT - 45 MPH

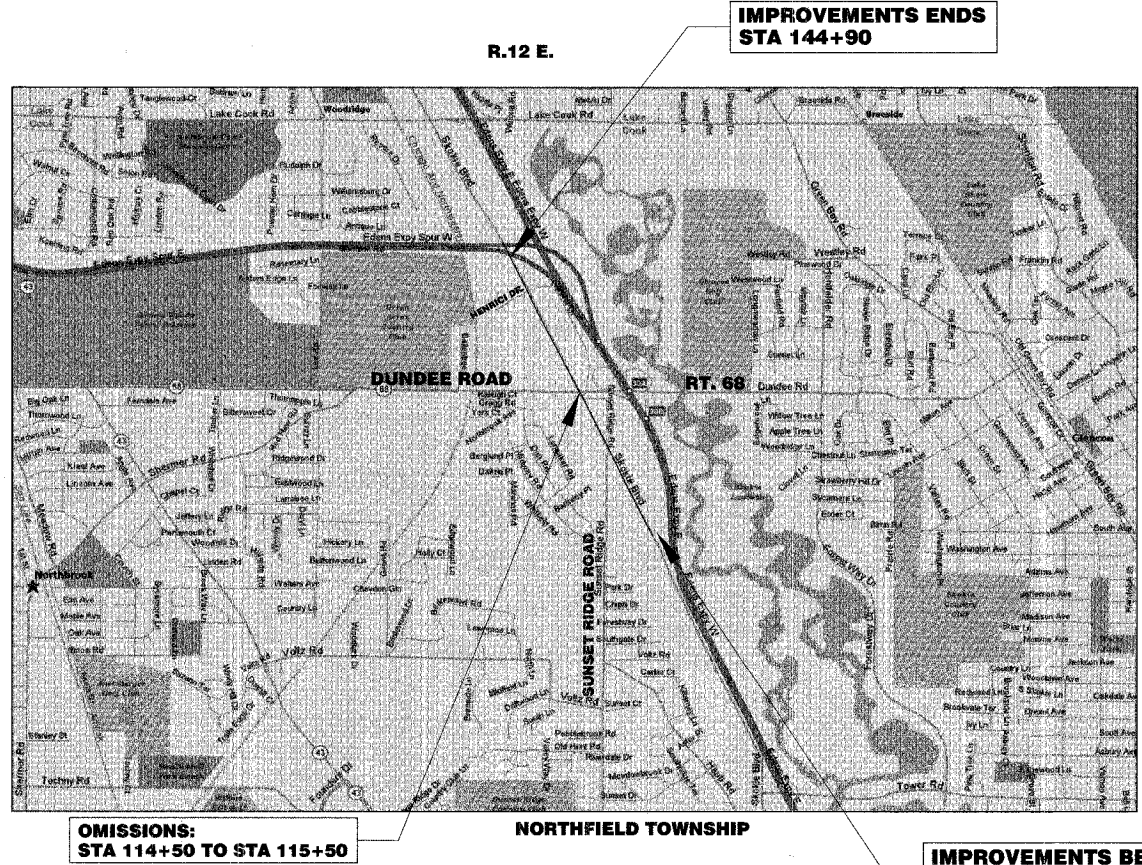
OMISSIONS:
STA 114+50 TO STA 115+50



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. 83842



GROSS LENGTH OF PROJECT: 6,278 L.F. = 1.189 MILES
NET LENGTH OF PROJECT: 6,178 L.F. = 1.170 MILES



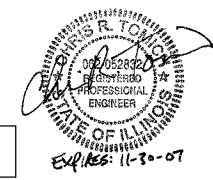
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED FEBRUARY 2 2006
[Signature] VILLAGE ENGINEER

FEBRUARY 21 2006
[Signature] LOCAL ROADS ENGINEER

FEBRUARY 27 2006
[Signature] DEPUTY DIRECTOR OF HIGHWAYS, REGIONAL ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS



FA DESIGN ENGINEER: ABIGAIL BRINKS 847-705-4233

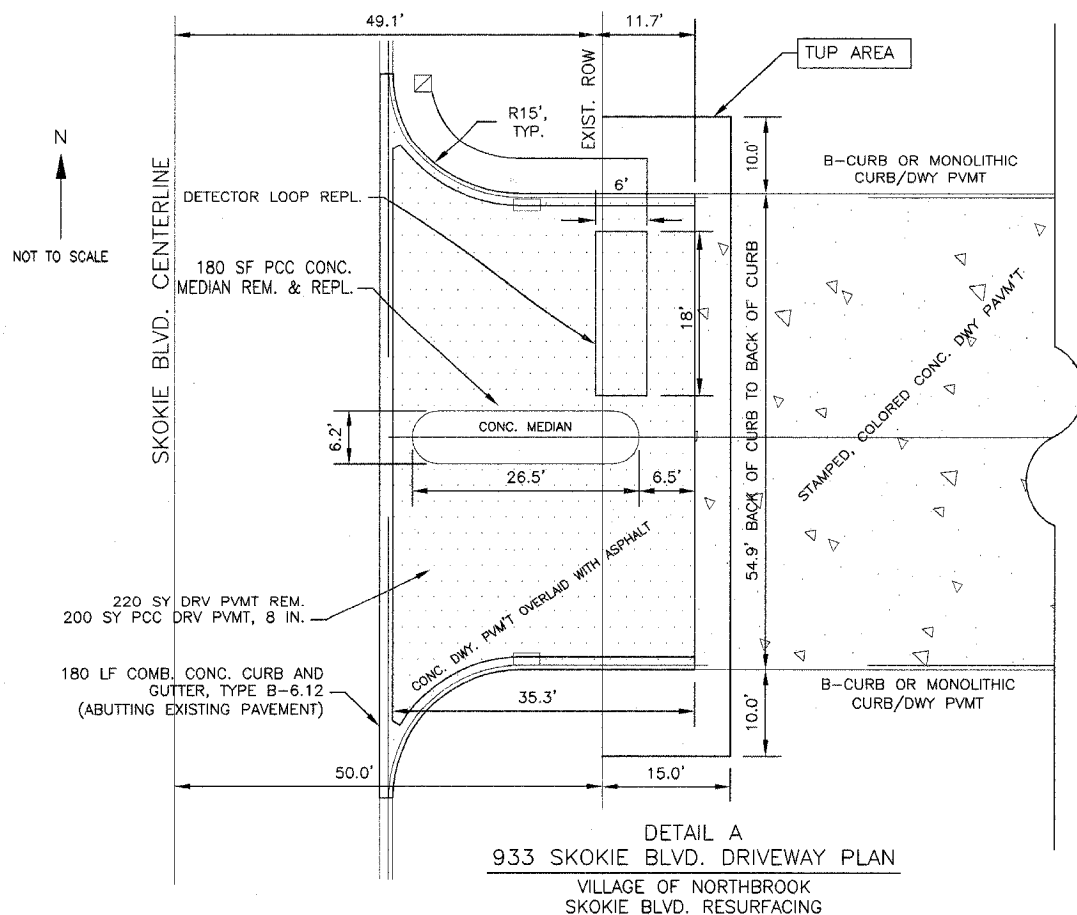
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	2

CONTRACT: 83842

GENERAL NOTES:

- THE CONTRACTOR SHALL PERFORM ALL WORK IN THIS CONTRACT IN A MANNER THAT CONFORMS WITH THE NORTHBROOK MUNICIPAL CODE. THE CONTRACTORS ATTENTION IS DRAWN SPECIFICALLY TO PROVISIONS OF THE MUNICIPAL CODE REGARDING CONSTRUCTION EQUIPMENT TRACKING MUD ON PUBLIC STREETS (SEC. 16-1) AND DUST CONTROL (SEC. 16-25).
- "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO HEREAFTER AS "STANDARD SPECIFICATIONS"), AND ITS SUPPLEMENTAL REFERENCES, PUBLISHED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE "STANDARDS AND SPECIFICATIONS FOR PUBLIC AND PRIVATE IMPROVEMENTS", PUBLISHED BY THE VILLAGE OF NORTHBROOK, SHALL BE INCORPORATED BY REFERENCE INTO THIS CONTRACT. ANY CONTRADICTION BETWEEN THESE REFERENCES UNRESOLVED BY THE SPECIAL PROVISIONS SHALL BE INTERPRETED BY THE ENGINEER.
- THE BITUMINOUS SURFACE SHALL BE MILLED IN A MANNER THAT WILL LEAVE THE EXISTING SURFACE 2 INCHES BELOW THE EDGE OF THE GUTTER FLAG WITH A CROSS SLOPE BETWEEN 1.5% AND 2.5%.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE SHORT TERM PAVEMENT MARKING FROM THE FINAL SURFACE JUST PRIOR TO OR JUST FOLLOWING THE INSTALLATION OF THE PERMANENT PAVEMENT MARKING. THE COST OF THE REMOVAL SHALL BE INCLUDED IN THE COST OF "SHORT TERM PAVEMENT MARKING".
- A BUTT JOINT SHALL BE CONSTRUCTED IN THE PAVEMENT SURFACE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE DETAILS AT STA. 82+12, STA. 113+95, STA. 116+07, STA. 144+90, SUNSET RIDGE ROAD (WEST SIDE ONLY) & HENRICI DRIVE (EAST SIDE ONLY) AND SHALL INCLUDE THE ADJACENT RIGHT TURN LANE, AS APPLICABLE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE BITUMINOUS SURFACE REMOVAL, 2"
- COMBINATION CONCRETE CURB AND GUTTER SHALL BE MEASURED STRAIGHT ACROSS DRIVEWAYS AND TRANSITIONS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE CURB AND GUTTER TRANSITION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THIS PROJECT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR FAILURE TO VERIFY EXISTING DIMENSIONS OR CONDITIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR OWNER. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.
- ONLY PRECAST CONCRETE ADJUSTMENT RINGS SHALL BE ALLOWED FOR THE ADJUSTMENT OF CATCH BASINS, MANHOLES, VALVE VAULTS AND INLETS.
- CRUSHED CONCRETE SHALL NOT BE INSTALLED ON THIS CONTRACT, EXCEPT FOR TEMPORARY PURPOSES WHERE IT WILL BE COMPLETELY REMOVED FROM THE SITE.
- THE CONTRACTOR SHALL ERECT "FRESH OIL" SIGNS PRIOR TO THE PLACEMENT OF THE PRIME COAT AND COMMENCEMENT OF PAVING OPERATIONS.
- THE CONTRACTOR SHALL BE REQUIRED TO DISPOSE OF ALL SIDEWALKS, CURB AND GUTTER, PAVEMENT AND ALL OTHER MATERIALS EXCAVATED OR REMOVED DUE TO THE PROPOSED IMPROVEMENTS. ALL EXCESS EXCAVATED SHALL BE REMOVED FROM THE WORKSITE ON THE DAY OF ITS EXCAVATION. NO ADDITIONAL PAYMENT SHALL BE MADE FOR HAULING THESE MATERIALS OUTSIDE THE PROJECT LIMITS.
- THE ACTUAL QUANTITIES FOR: PCC DRV PVMT 8"; PCC SW 5"; C&G REM & REP; AND CLASS D PATCHES WILL NOT EXCEED THE QUANTITY LISTED IN THE SUMMARY OF QUANTITIES.
- IF PAVEMENT PATCHING OPERATIONS PRECEDE BITUMINOUS MILLING OPERATIONS, THE CONTRACTOR SHALL PROVIDE A SMOOTH, DRIVEABLE SURFACE FREE OF ABRUPT GRADE CHANGES AT HIS/HER OWN EXPENSE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ALL WORK NECESSARY TO RESTORE DISTURBED AREAS WILL NOT BE MEASURED FOR PAYMENT, BUT THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEM CAUSING THE DISTURBANCE.
- FRAMES AND GRATES, TYPE 21 SHALL HAVE THE WORDS "DUMP NO WASTE" AND "DRAINS TO WATERWAYS" AND A SIDEVIEW OF A FISH STAMPED OR CAST INTO THE TOP SIDE OF CURB BACK.

SPECIALTY ITEM	ITEM NO.	DESCRIPTION	UNIT	1000-2A
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	4000
	40600300	AGGREGATE (PRIME COAT)	TON	80
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	30
	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	300
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	800
	42400800	DETECTABLE WARNINGS	SQ FT	100
	44000007	BITUMINOUS SURFACE REMOVAL 2"	SQ YD	38000
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	320
	44000800	SIDEWALK REMOVAL	SQ FT	920
	44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	2900
	44002020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	17200
	44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	100
	44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	150
	44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	250
	44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	1250
*	60250200	CATCH BASINS TO BE ADJUSTED	EACH	32
*	60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2
*	60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	13
*	60404920	FRAMES AND GRATES, TYPE 21	EACH	4
	60603900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (ABUTTING EXISTING PAVEMENT)	FOOT	180
	67100100	MOBILIZATION	L SUM	1
*	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1
*	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
*	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	16000
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	500
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	24400
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1900
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	200
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	300
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	200
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	700
*	78300100	PAVEMENT MARKING REMOVAL	SQ FT	400
*	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	577
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	975
*	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	103
	X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MX"D", N70	TON	3450
	X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	1730
	XX001908	PORTLAND CEMENT CONCRETE MEDIAN REMOVAL & REPLACEMENT	SQ FT	180
	XX004238	BITUMINOUS DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	300



DETAIL A
933 SKOKIE BLVD. DRIVEWAY PLAN
VILLAGE OF NORTHBROOK
SKOKIE BLVD. RESURFACING

VILLAGE OF NORTHBROOK

SKOKIE BOULEVARD RESURFACING

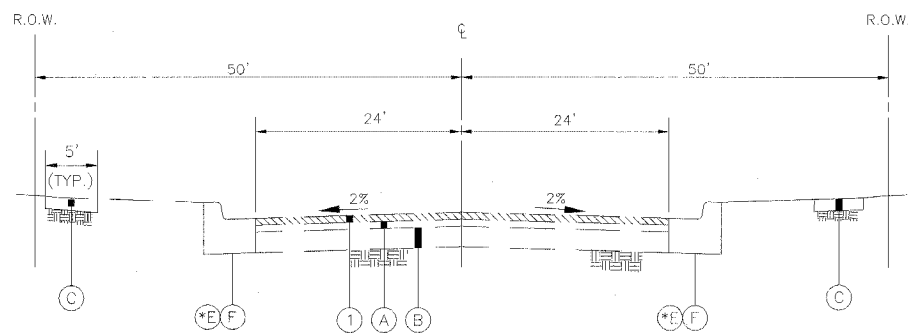
GENERAL NOTES, DETAIL AND SUMMARY OF QUANTITIES

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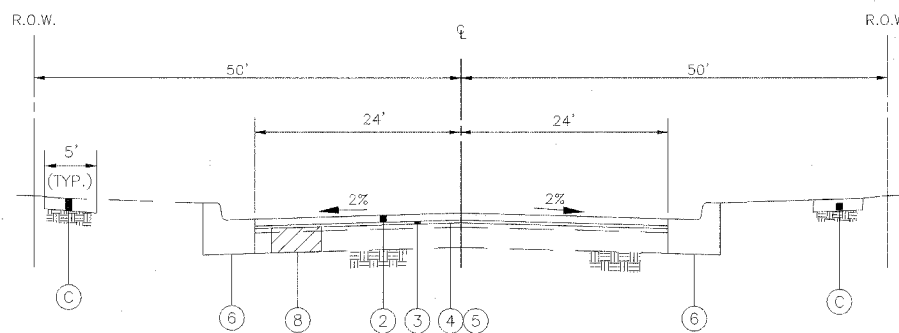
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	3

CONTRACT: 83842



EXISTING TYPICAL SECTION

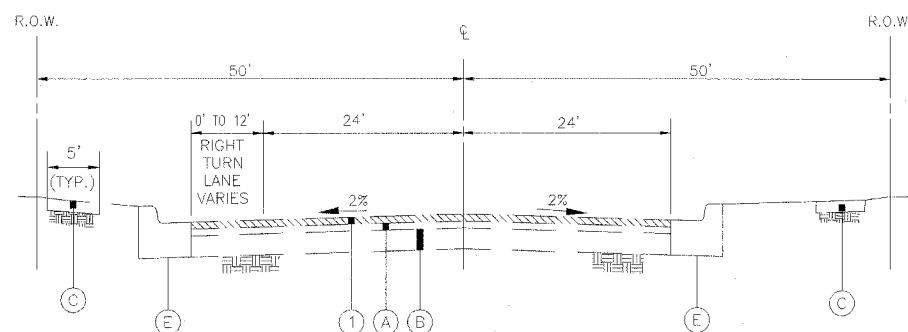
*STA. 82+12 TO 101+17
STA. 104+00 TO 108+27



PROPOSED TYPICAL SECTION

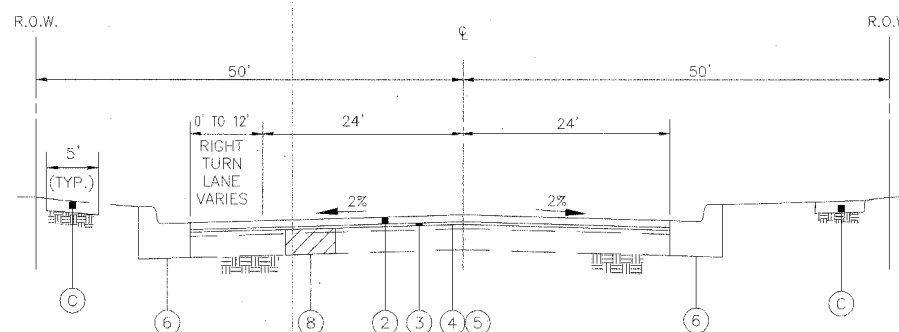
*STA. 82+12 TO 101+17
STA. 104+00 TO 108+27

- (A) EXISTING BITUMINOUS SURFACE COURSE
- (B) EXISTING P.C.C. BASE COURSE
- (C) EXISTING P.C.C. SIDEWALK
- (D) CORRUGATED CONCRETE MEDIAN
- (E) COMB. CONC. CURB & GUTTER, TYPE B-6.12
- (F) COMB. CONC. CURB & GUTTER, TYPE B-6.24
- (1) BITUMINOUS CONCRETE SURFACE REMOVAL, 2"
- (2) BIT. CONC. SURF. CRSE. SUPERPAVE, MIX D, N70, (1-1/2")
- (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75 N50 (3/4")
- (4) BITUMINOUS MATERIALS (PRIME COAT)
- (5) AGGREGATE (PRIME COAT)
- (6) COMB. CONC. CURB & GUTTER REMOVAL AND REPLACEMENT, AS DIRECTED BY THE ENGINEER
- (7) CONCRETE MEDIAN SURFACE REMOVAL
- (8) CLASS D PATCHES, 9", AS SHOWN ON PLANS AND DIRECTED BY THE ENGINEER



EXISTING TYPICAL SECTION

STA. 101+17 TO 104+00



PROPOSED TYPICAL SECTION

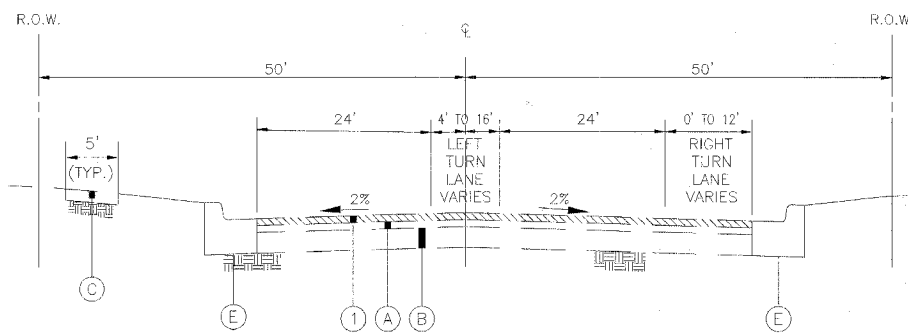
STA. 101+17 TO 104+00

BITUMINOUS MIXTURE TABLE

MIXTURE USE	AC TYPE	DESIGN AIR VOIDS	MAX RAP%
BIT. CONC. SURF. CRSE. SUPERPAVE, MIX D, N70	PG 64-22	4% @ 70 GYR.	10
POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	SBS/SBR PG 76-28	2.5% @ 50 GYR.	0
CLASS D PATCHES, IL-19.0 BINDER, TYPE I-IV, 9 IN.	PG 64-22	4% @ 70 GYR.	15
BIT. BASE CRSE., SUPERPAVE 8 IN.	PG 58-22	2% @ 50 GYR.	50
INCIDENTAL BIT. SURF., 2 IN.	PG 64-22	4% @ 50 GYR.	15

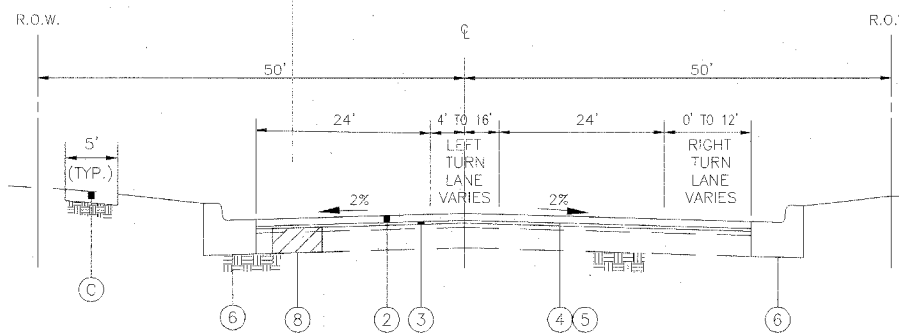
NOTE:

1. THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURES IS 112 LBS./SQ.YD./IN.



EXISTING TYPICAL SECTION

STA. 108+27 TO 113+95



PROPOSED TYPICAL SECTION

STA. 108+27 TO 113+95

VILLAGE OF NORTHBROOK

SKOKIE BOULEVARD RESURFACING
TYPICAL SECTION

DESIGN: JHW
DRAWN: JHW
CHECKED: CRT

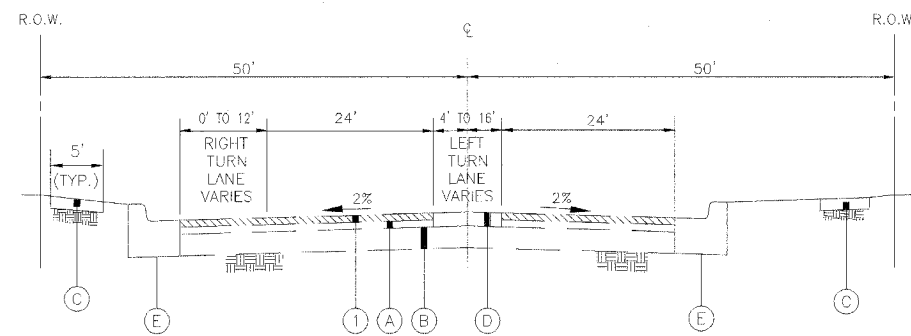
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J:\TOMICH\SKOKIE_LAPP\SKOKIE_TYP-SEC.DWG

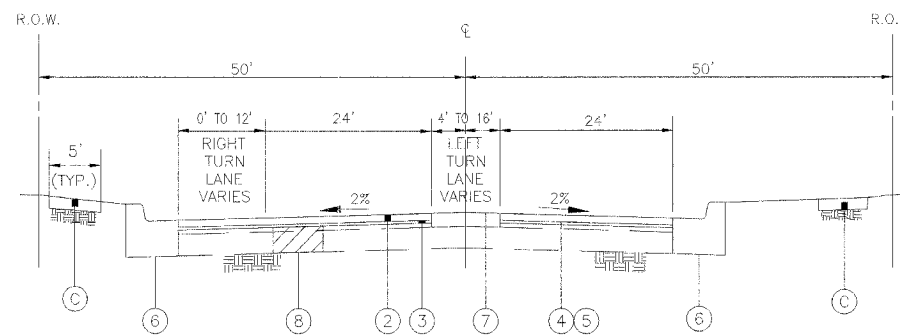
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	4

CONTRACT: 83842

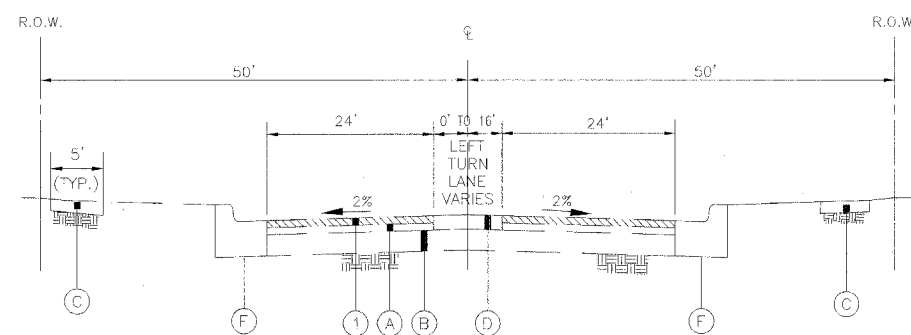
- (A) EXISTING BITUMINOUS SURFACE COURSE
- (B) EXISTING P.C.C. BASE COURSE
- (C) EXISTING P.C.C. SIDEWALK
- (D) CORRUGATED CONCRETE MEDIAN
- (E) COMB. CONC. CURB & GUTTER, TYPE B-6.12
- (F) COMB. CONC. CURB & GUTTER, TYPE B-6.24
- (1) BITUMINOUS CONCRETE SURFACE REMOVAL, 2"
- (2) BIT. CONC. SURF. CRSE. SUPERPAVE, MIX D, N70, (1-1/2")
- (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75 N50 (3/4")
- (4) BITUMINOUS MATERIALS (PRIME COAT)
- (5) AGGREGATE (PRIME COAT)
- (6) COMB. CONC. CURB & GUTTER REMOVAL AND REPLACEMENT, AS DIRECTED BY THE ENGINEER
- (7) CONCRETE MEDIAN SURFACE REMOVAL
- (8) CLASS D PATCHES, 9", AS SHOWN ON PLANS AND DIRECTED BY THE ENGINEER



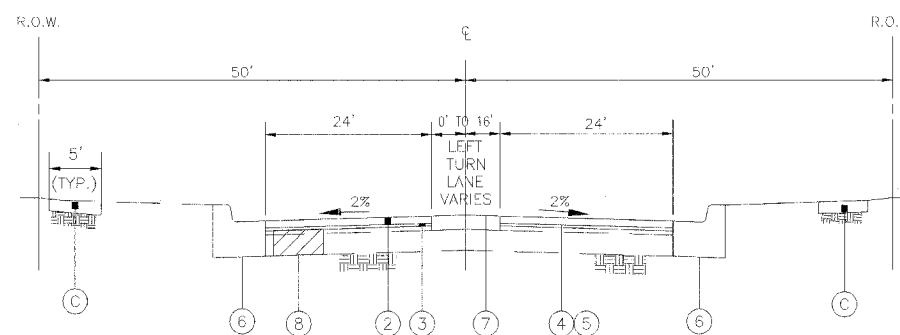
EXISTING TYPICAL SECTION
STA. 116+07 TO 119+84



PROPOSED TYPICAL SECTION
STA. 116+07 TO 119+84



EXISTING TYPICAL SECTION
STA. 119+84 TO 144+90



PROPOSED TYPICAL SECTION
STA. 119+84 TO 144+90

J:\TOMICH\SKOKIE LAPP\SKOKIE TYP SEC.DWG

VILLAGE OF NORTHBROOK

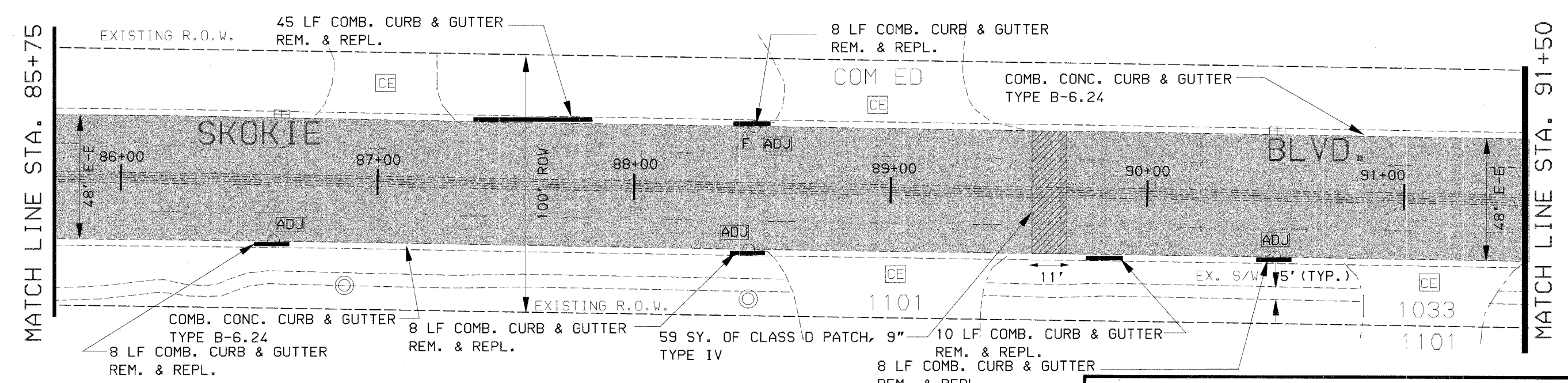
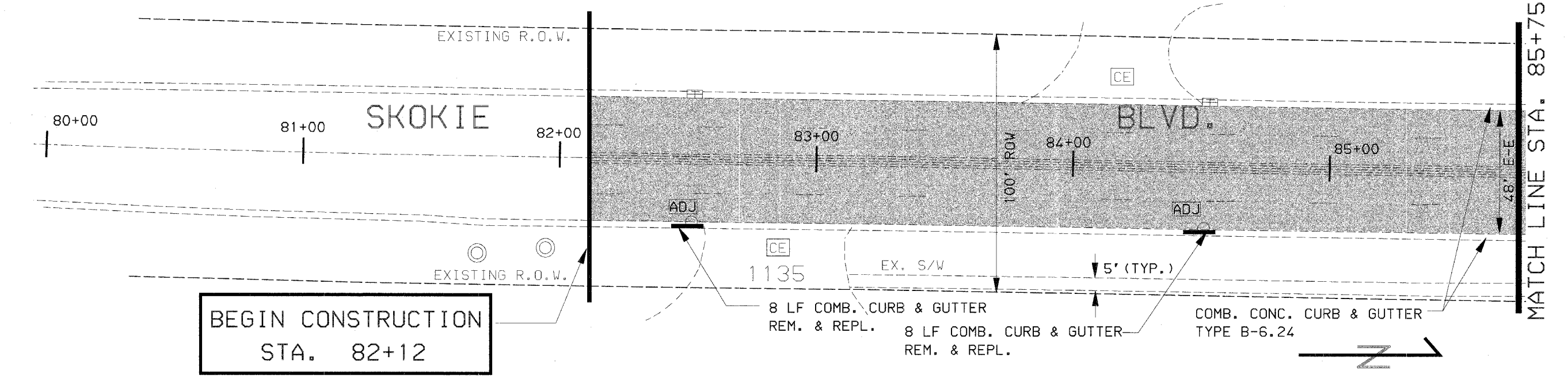
SKOKIE BOULEVARD RESURFACING
TYPICAL SECTION

DESIGN: JWH
DRAWN: JWH
CHECKED: CRT

DATE: 1/19/06
SCALE: N.T.S.
FILE NO.: N/A

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	5
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: 83842				

MILL EXISTING BIT. SURFACE 2" AND REPLACE IT WITH 1-1/2" OF BIT. CONC. SURFACE COURSE SUPERPAVE, MIX D, N70 AND 3/4" OF POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, 1L-4.75 N50 FROM STA. 82+12 TO STA. 113+95



LEGEND

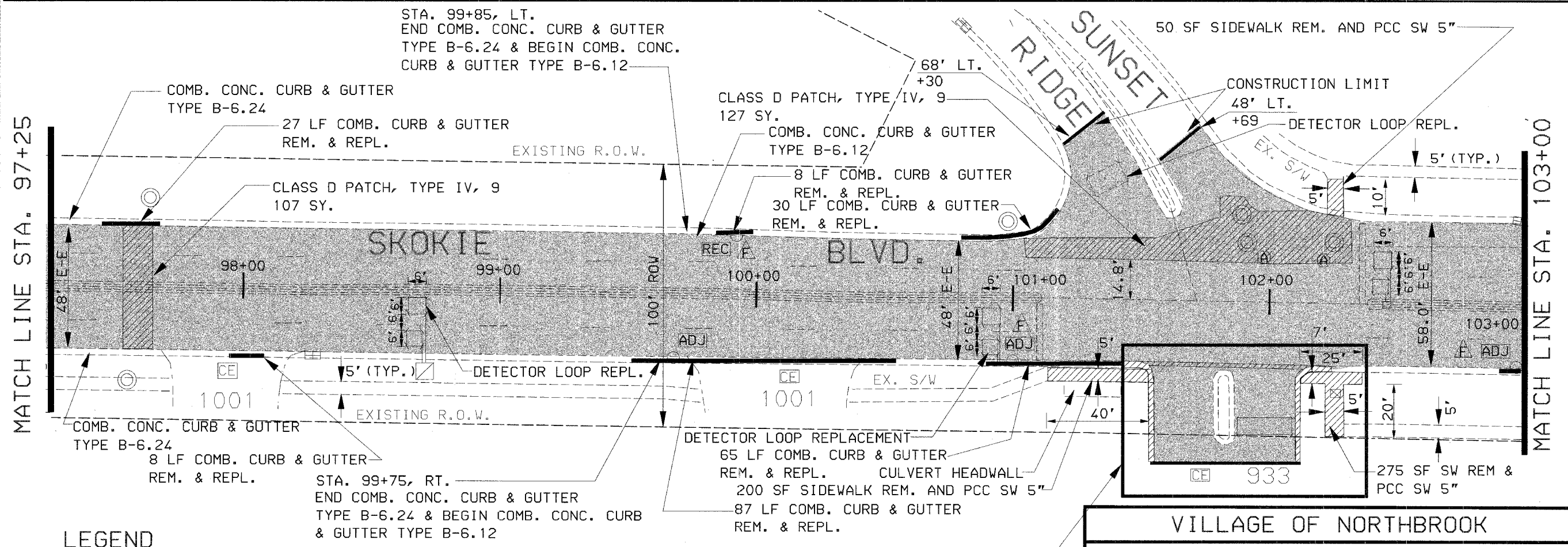
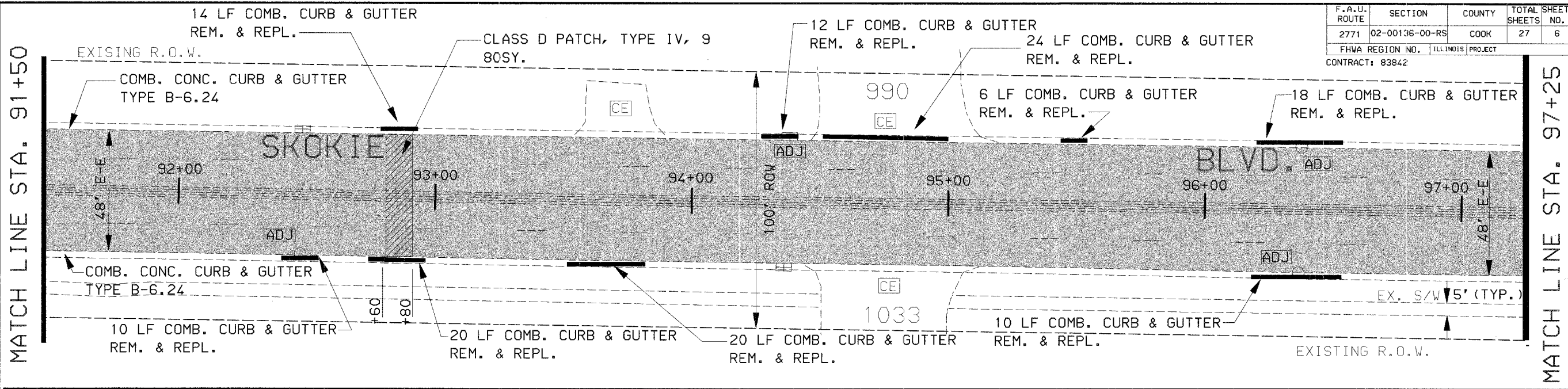
- ADJ CATCH BASINS TO BE ADJUSTED
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- REC CATCH BASINS TO BE RECONSTRUCTED
- (F) FRAMES AND GRATES, TYPE 21

VILLAGE OF NORTHBROOK

SKOKIE BOULEVARD RESURFACING
EXISTING AND PROPOSED PLAN
STA. 82+12 TO STA. 91+50

DESIGN: JWH	DATE: 1/19/06
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F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	6
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: 83842				



LEGEND

- ADJ CATCH BASINS TO BE ADJUSTED
- A FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- REC CATCH BASINS TO BE RECONSTRUCTED
- A FRAMES AND GRATES, TYPE 21

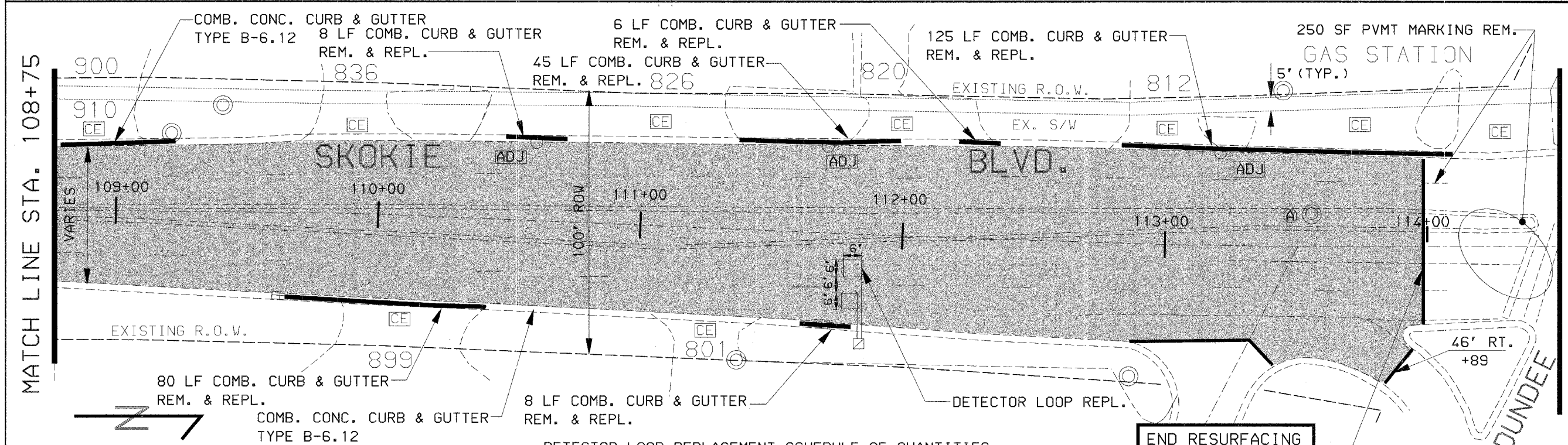
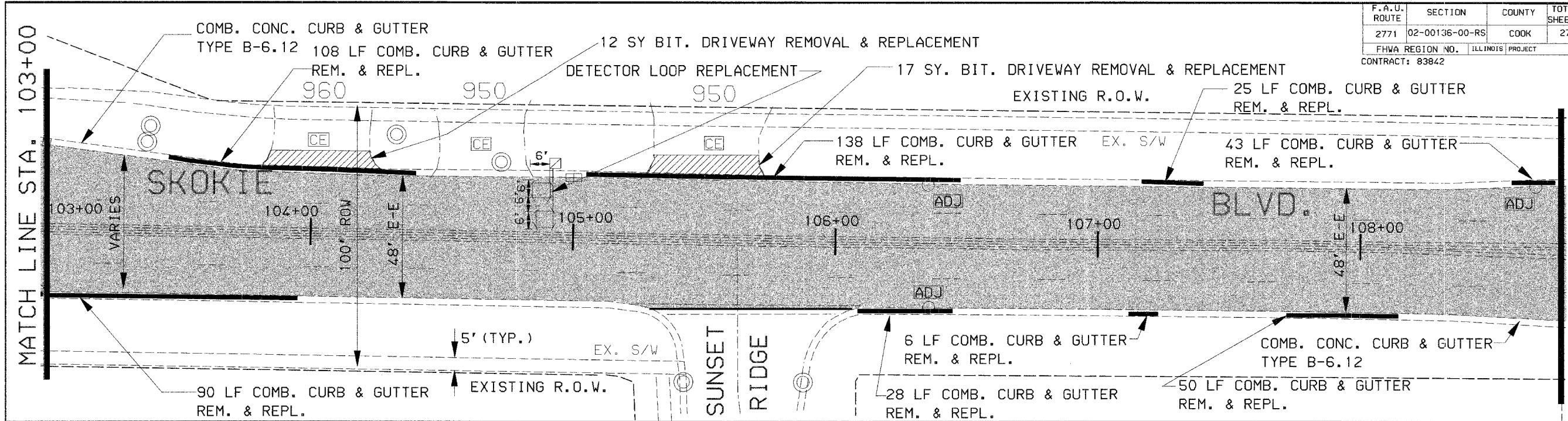


SEE DETAIL A ON SHEET 2

VILLAGE OF NORTHBROOK

SKOKIE BOULEVARD RESURFACING
EXISTING AND PROPOSED PLAN
STA. 91+50 TO STA. 103+00

DESIGN: JWH	DATE: 5/3/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:



LEGEND

- ADJ CATCH BASINS TO BE ADJUSTED
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- REC CATCH BASINS TO BE RECONSTRUCTED
- (A) FRAMES AND GRATES, TYPE 21

DETECTOR LOOP REPLACEMENT SCHEDULE OF QUANTITIES

STATION	SIDE	# OF LOOPS	EST. LENGTH	STATION	SIDE	# OF LOOPS	EST. LENGTH
98+75	RT.	2	80'	135+94	CL	1	40'
100+90	RT.	2	80'	136+09	CL	1	35'
101+40	LT.	1	140'	137+10	CL	1	35'
102+00	RT.	1	80'	137+25	CL	1	40'
102+45	LT.	2	80'	137+40	CL	1	45'
111+85	RT.	2	80'	139+60	LT.	2	80'
118+15	LT.	2	80'				
133+52	RT.	2	80'				
			TOTAL ESTIMATED LENGTH				975 FT.

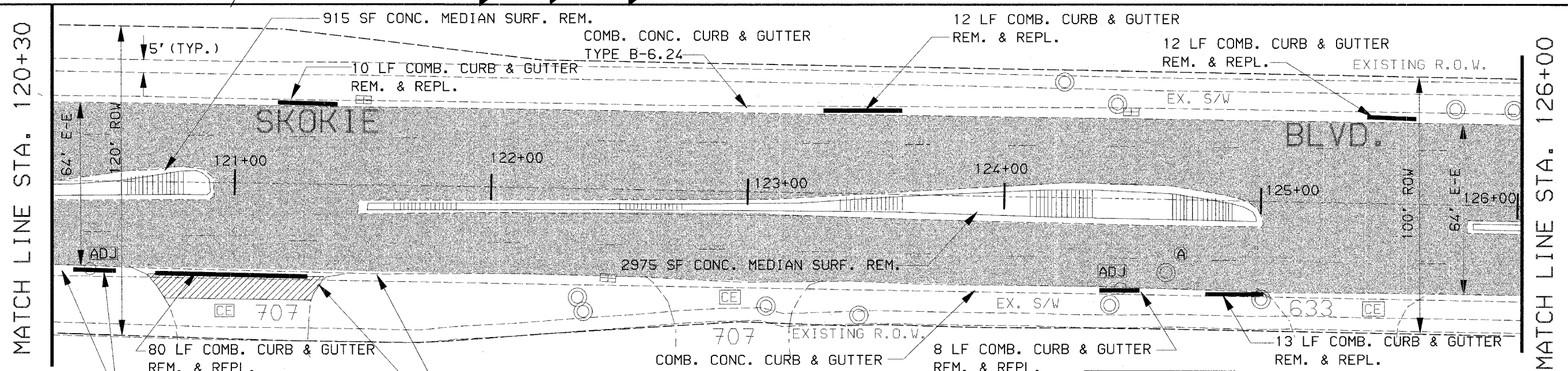
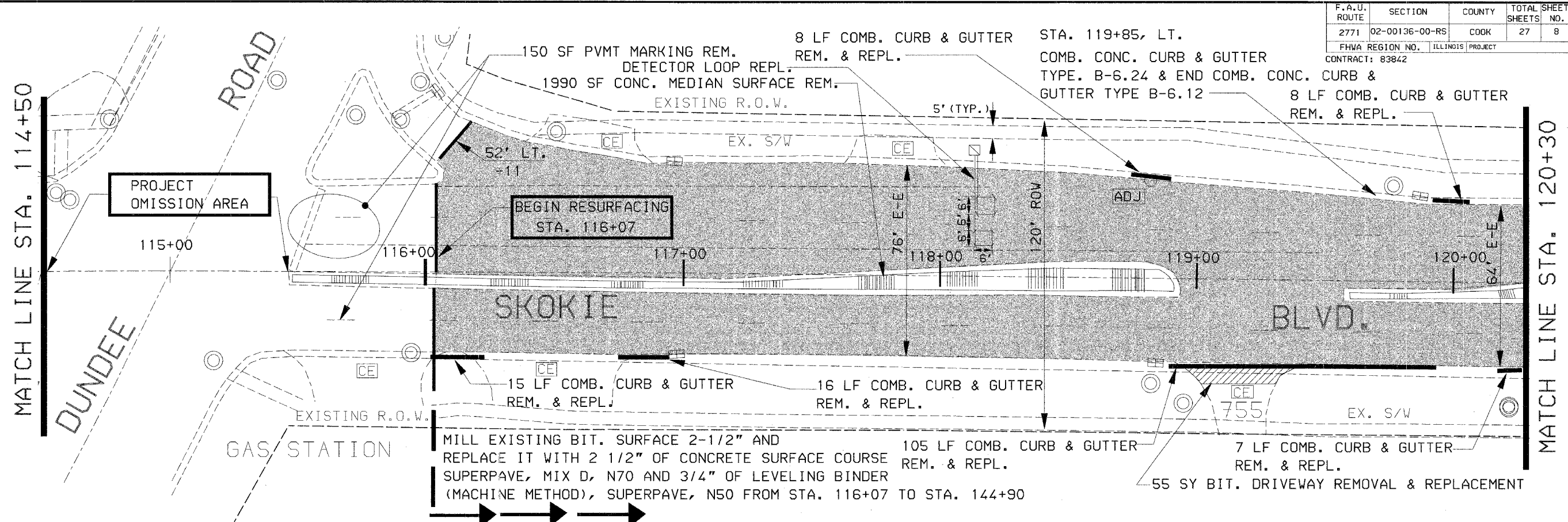
**END RESURFACING
STA. 113+95**

VILLAGE OF NORTHBROOK

SKOKIE BOULEVARD RESURFACING
EXISTING AND PROPOSED PLAN
STA. 103+00 TO STA. 114+50

DESIGN: JWH	DATE: 5/03/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEET SHEETS	NO.
2771	02-00136-00-RS	COOK	27	8
FHWA REGION NO.		ILLINOIS PROJECT		
		CONTRACT: 83842		



LEGEND

- ADJ CATCH BASINS TO BE ADJUSTED
- A FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- REC CATCH BASINS TO BE RECONSTRUCTED
- A FRAMES AND GRATES, TYPE 21

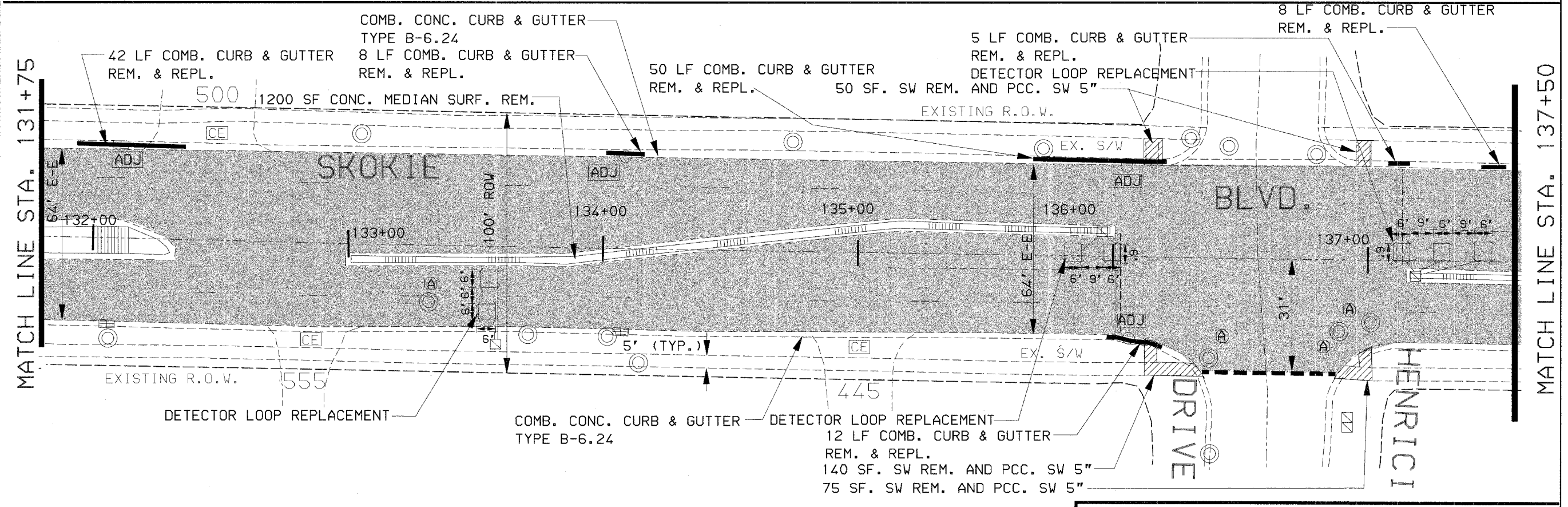
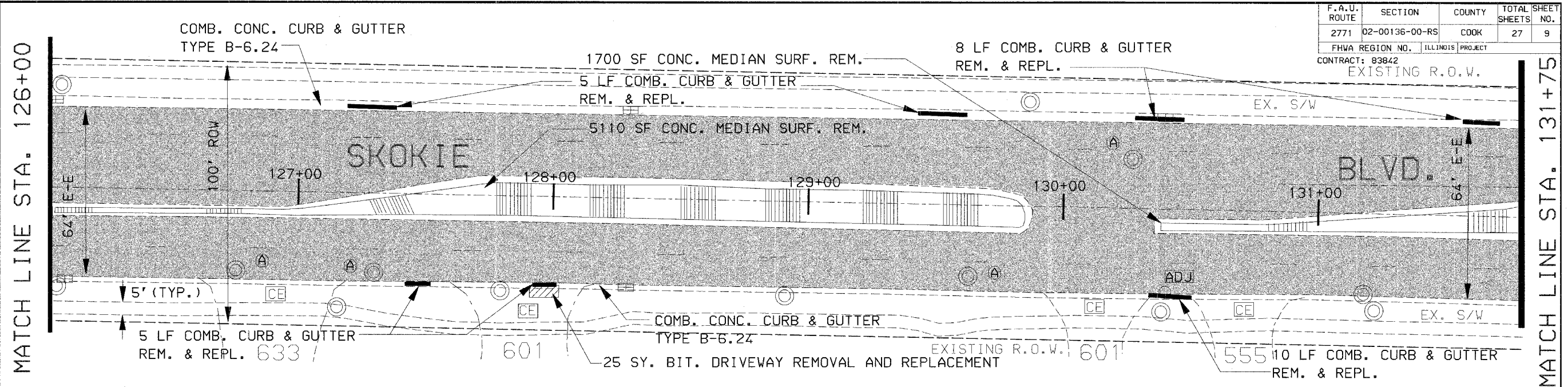


VILLAGE OF NORTHBROOK

SKOKIE BOULEVARD RESURFACING
EXISTING AND PROPOSED PLAN
STA. 114+50 TO STA. 126+00

DESIGN: JWH	DATE: 1/19/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	9
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: B3842		EXISTING R.O.W.		



LEGEND

- ADJ CATCH BASINS TO BE ADJUSTED
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- REC CATCH BASINS TO BE RECONSTRUCTED
- (A) FRAMES AND GRATES, TYPE 21



VILLAGE OF NORTHBROOK

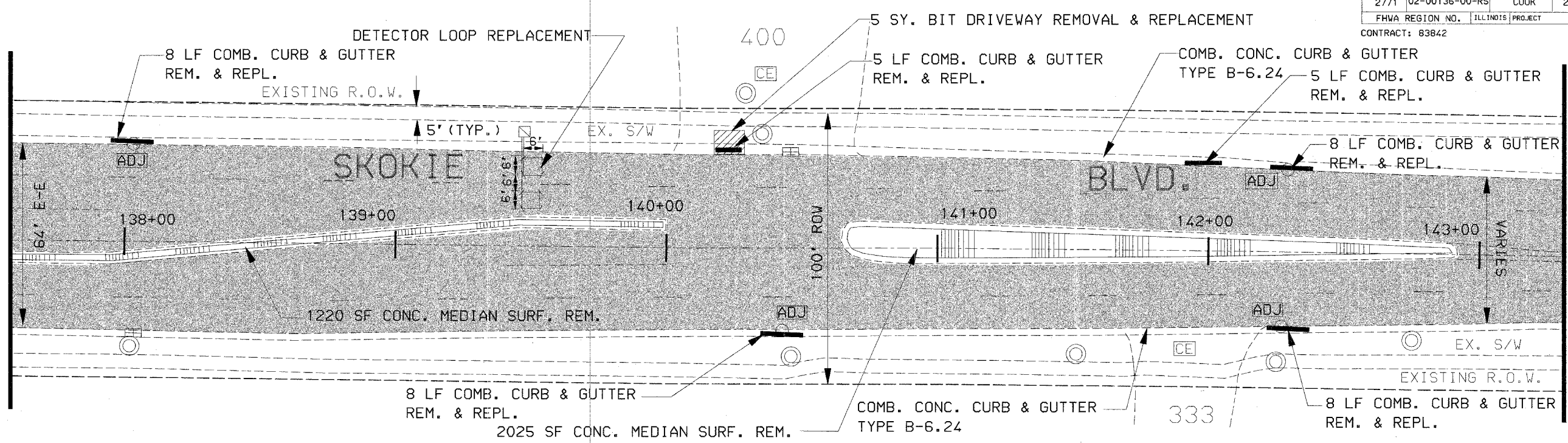
SKOKIE BOULEVARD RESURFACING
EXISTING AND PROPOSED PLAN
STA. 126+00 TO STA. 137+50

DESIGN: JWH	DATE: 1/19/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

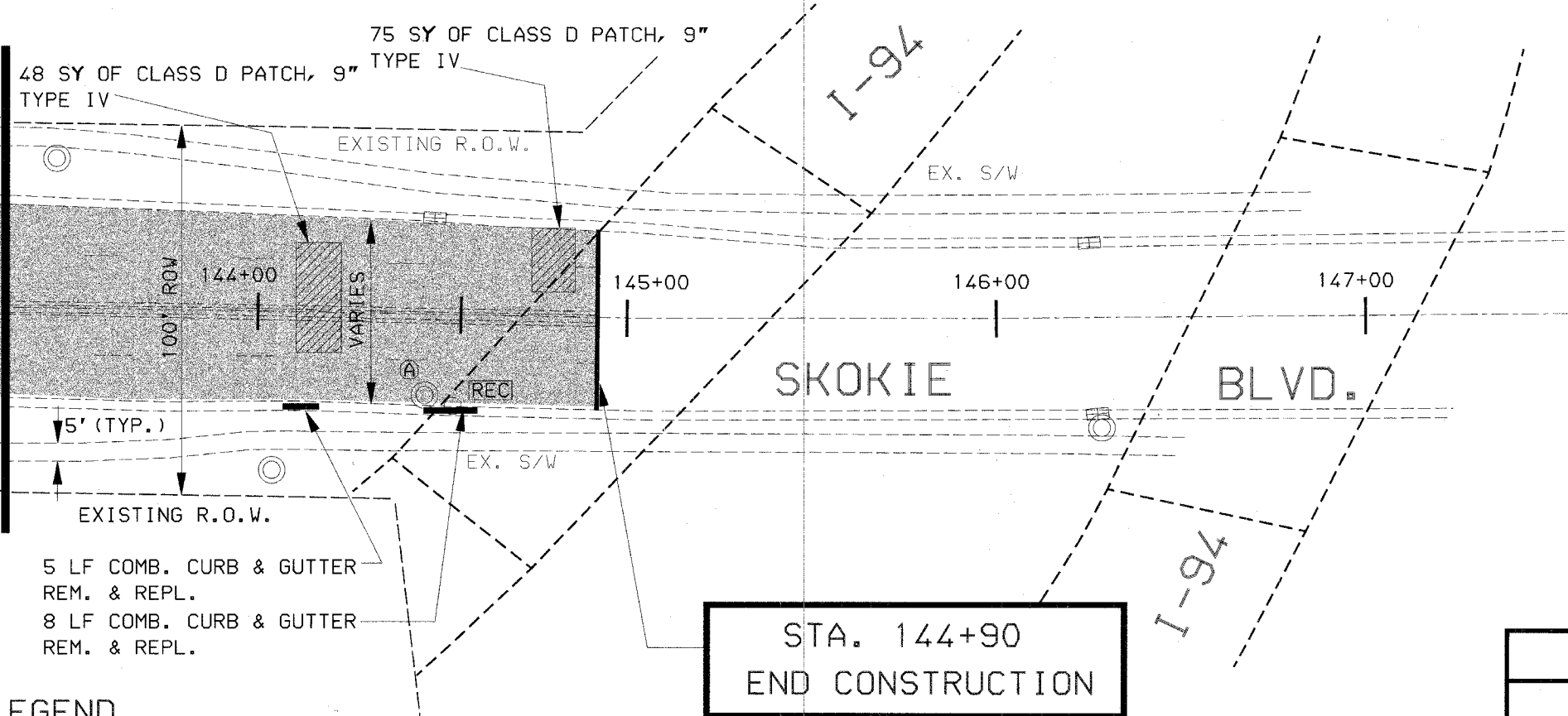
F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEET SHEETS	NO.
2771	02-00136-00-RS	COOK	27	10
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: 83842				

MATCH LINE STA. 137+50

MATCH LINE STA. 143+25



MATCH LINE STA. 143+25



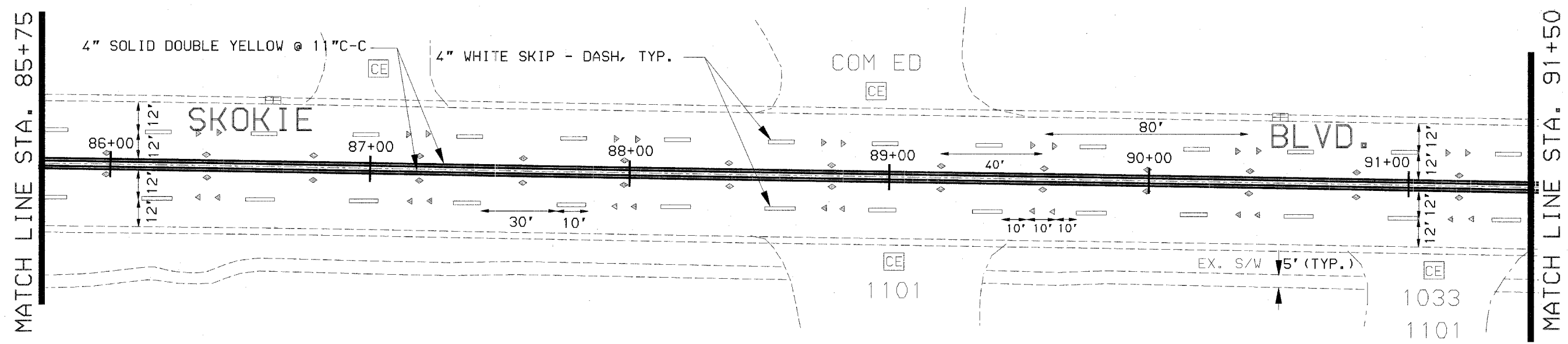
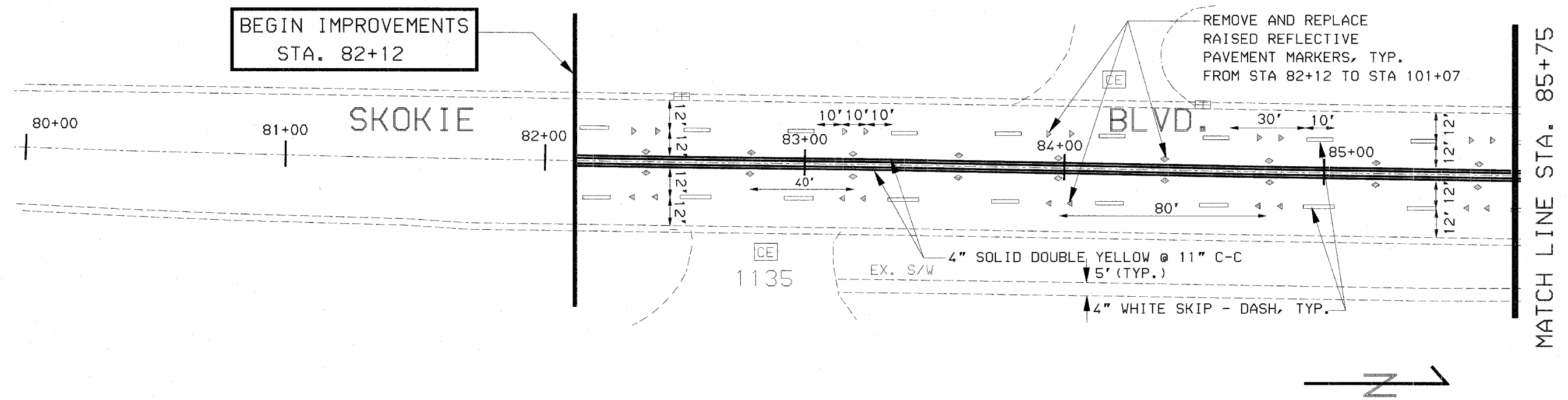
STA. 144+90
END CONSTRUCTION

VILLAGE OF NORTHBROOK	
SKOKIE BOULEVARD RESURFACING EXISTING AND PROPOSED PLAN STA. 137+50 TO STA. 144+90	
DESIGN: JWH	DATE: 1/19/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

LEGEND

- [ADJ] CATCH BASINS TO BE ADJUSTED
- [A] FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- [REC] CATCH BASINS TO BE RECONSTRUCTED
- [A] FRAMES AND GRATES, TYPE 21

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEET SHEETS	NO.
2771	02-00136-00-RS	COOK	27	11
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: 83842				



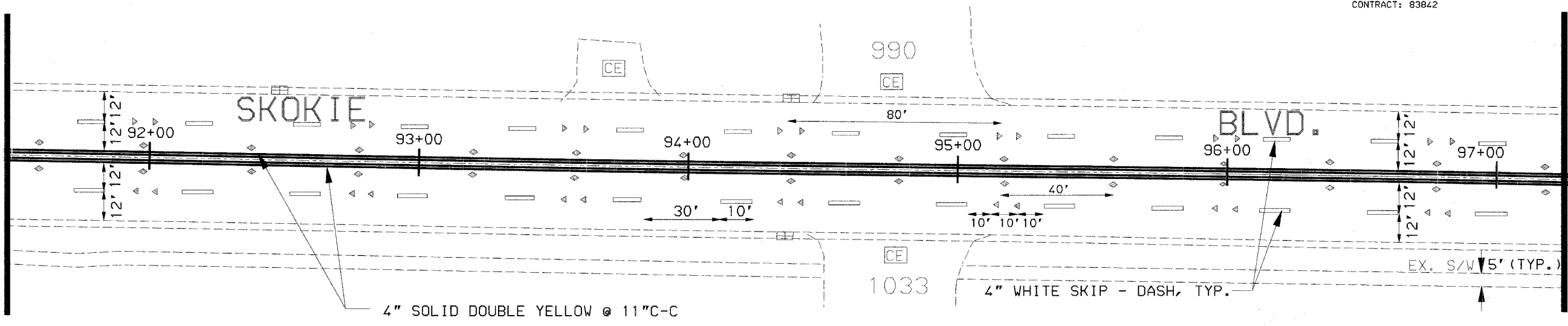
NOTES:

1. REFER TO DISTRICT 1 STANDARD DETAIL TC-11 FOR ADDITIONAL DETAILS REGARDING APPLICATIONS OF RAISED REFLECTIVE PAVEMENT MARKERS
2. REFER TO DISTRICT 1 STANDARD DETAIL TC-13 FOR ADDITIONAL DETAILS REGARDING APPLICATIONS OF RAISED REFLECTIVE PAVEMENT MARKERS
3. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC

VILLAGE OF NORTHBROOK	
SKOKIE BOULEVARD RESURFACING	
EXISTING AND PROPOSED PAVEMENT MARKINGS	
STA. 82+12 TO STA. 91+50	
DESIGN: JWH	DATE: 1/19/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

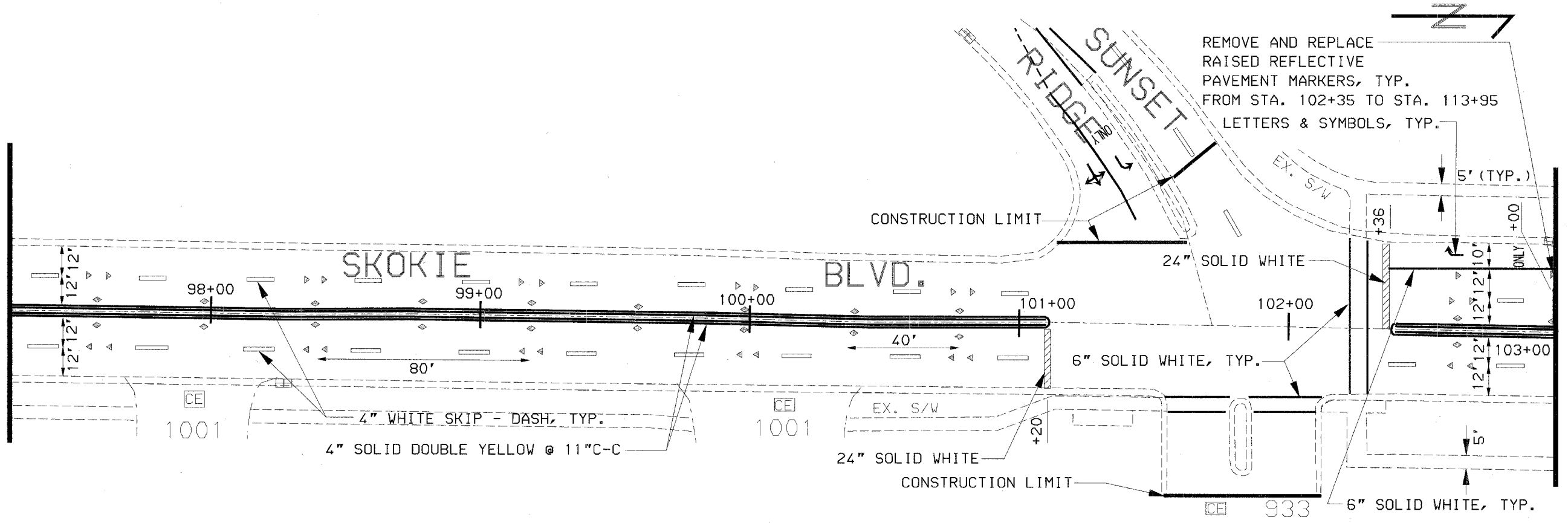
F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	12
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: 83842				

MATCH LINE STA. 91+50



MATCH LINE STA. 97+25

MATCH LINE STA. 97+25



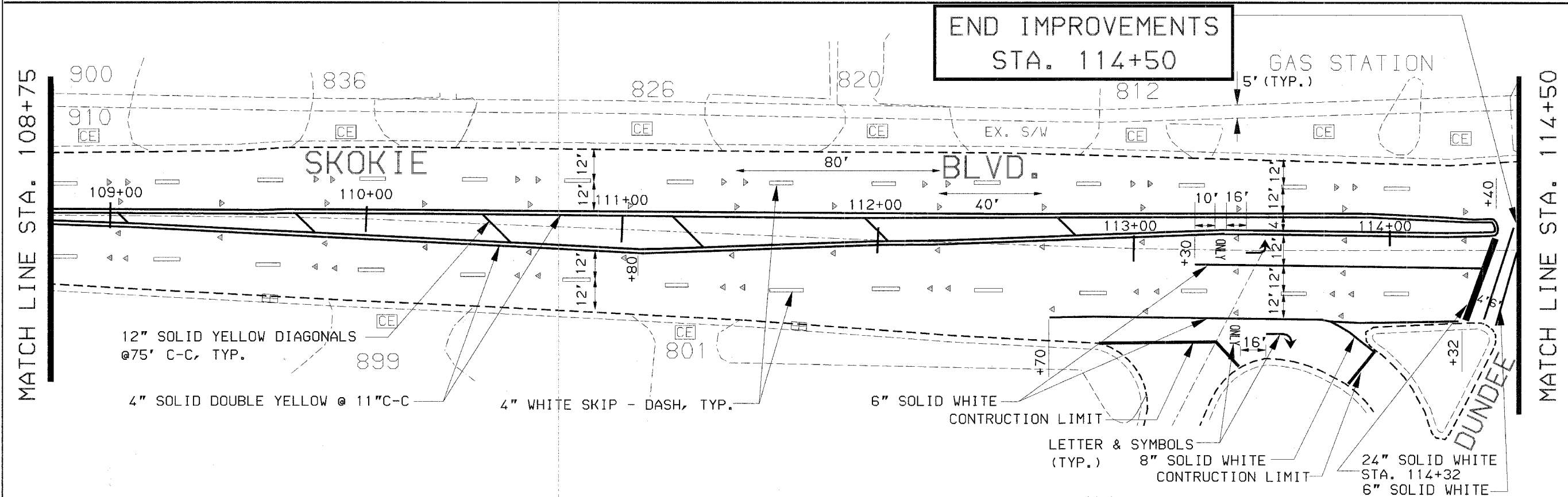
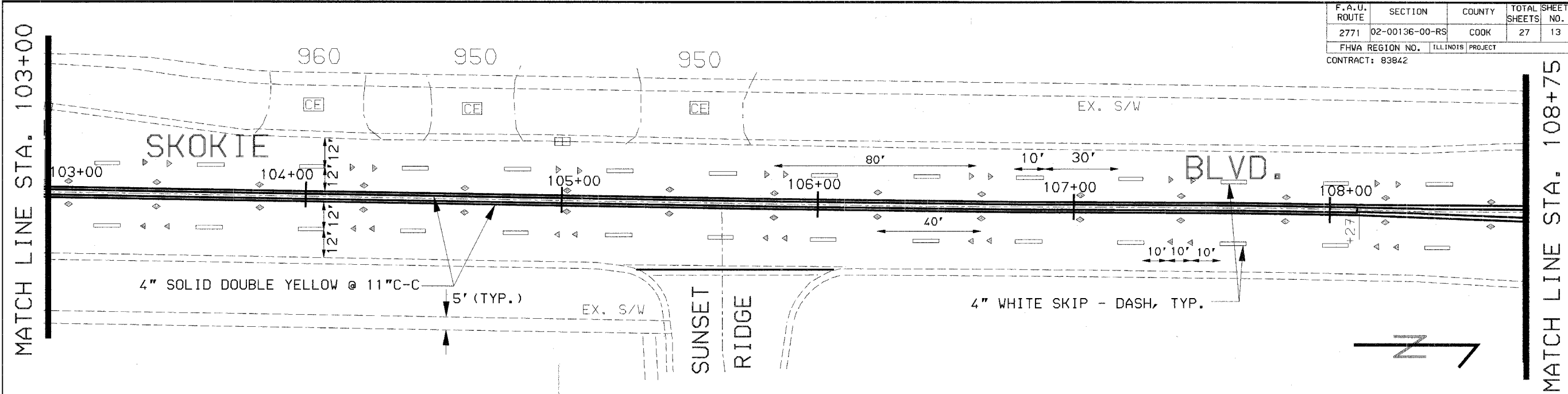
MATCH LINE STA. 103+00

VILLAGE OF NORTHBROOK

SKOKIE BOULEVARD RESURFACING
EXISTING AND PROPOSED PAVEMENT MARKINGS
STA. 91+50 TO STA. 103+00

DESIGN: JWH	DATE: 1/19/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	13
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: 83842				

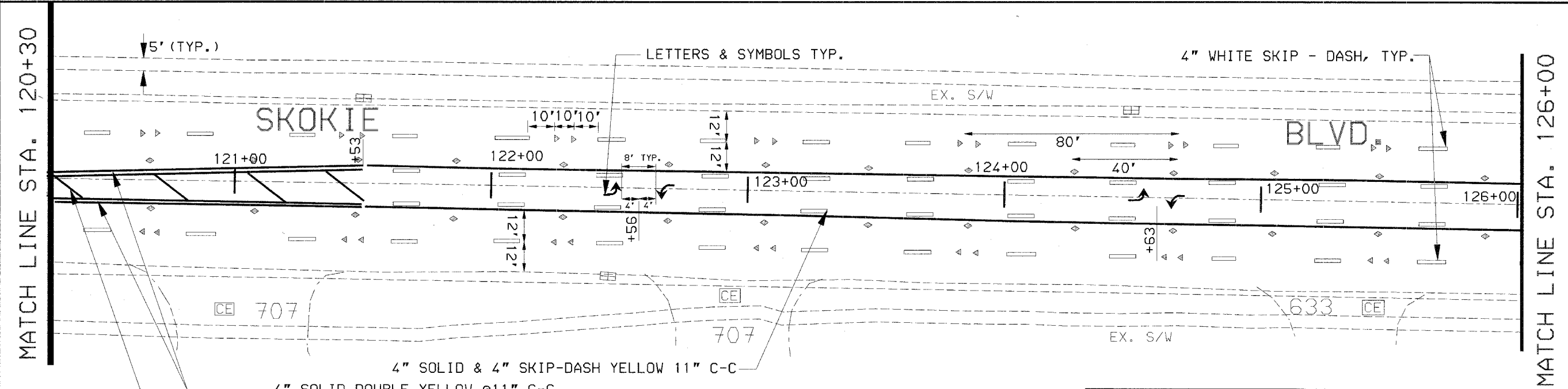
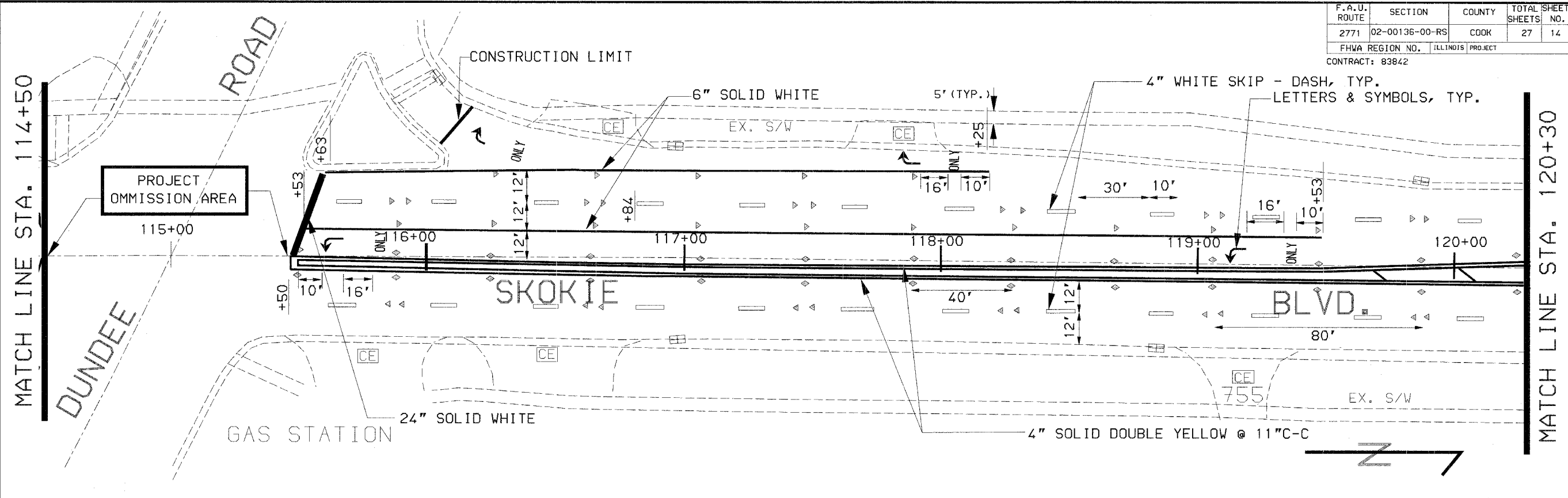


VILLAGE OF NORTHBROOK

SKOKIE BOULVARD RESURFACING
EXISTING AND PROPOSED PAVEMENT MARKINGS
STA. 103+00 TO STA. 114+50

DESIGN: JWH	DATE: 1/19/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

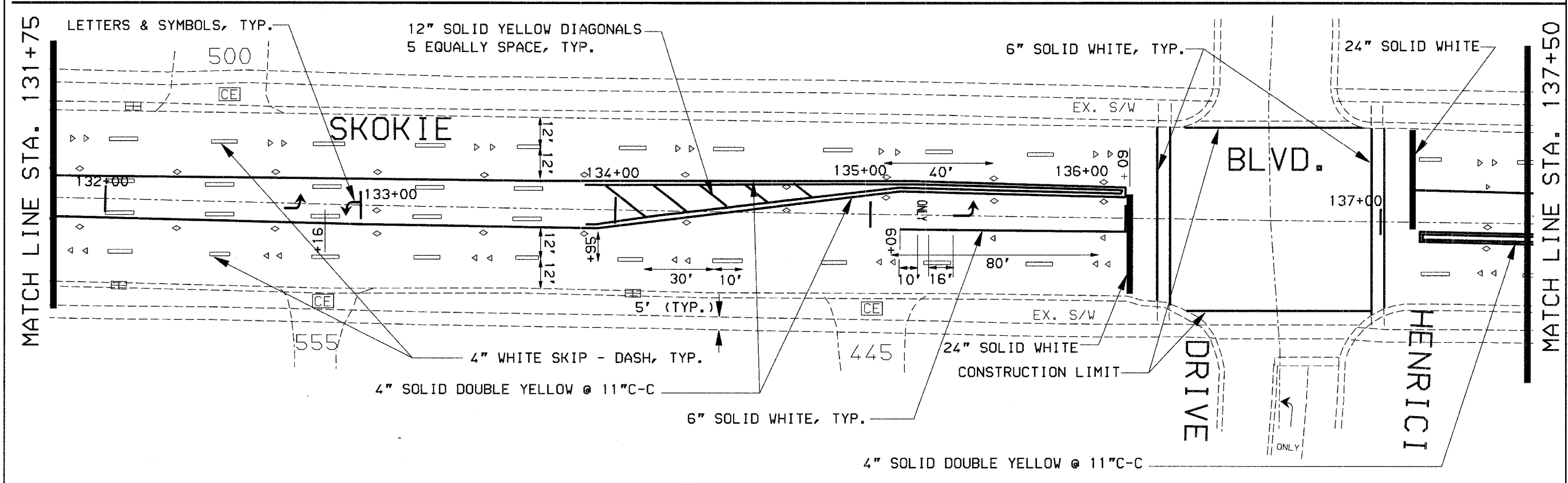
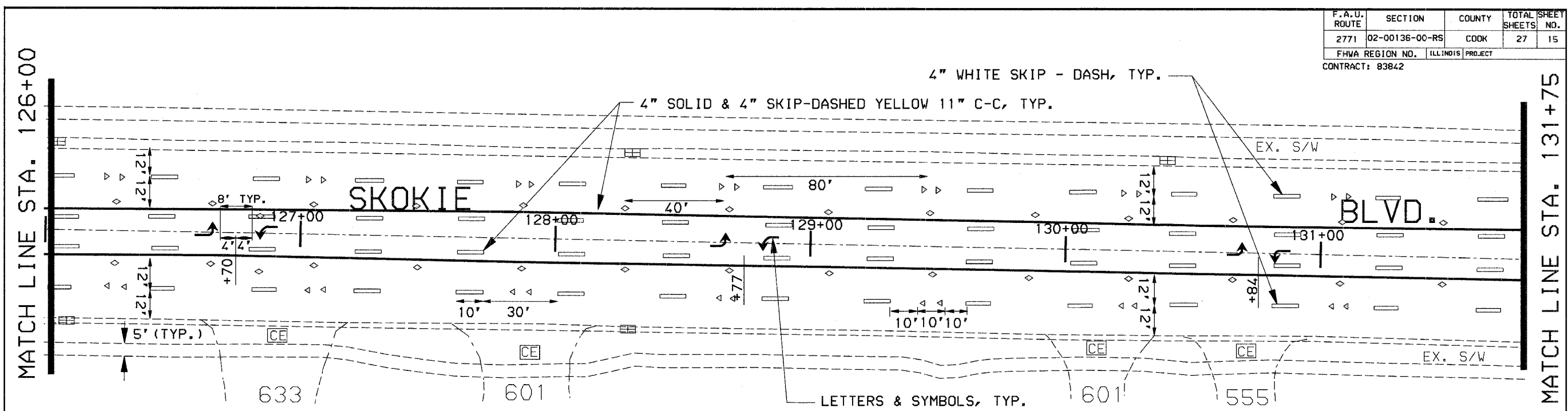
F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	14
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: 83842				



4" SOLID & 4" SKIP-DASH YELLOW 11" C-C
 4" SOLID DOUBLE YELLOW @11" C-C
 12" SOLID YELLOW DIAGONALS
 5 EQUALLY SPACE, TYP.

VILLAGE OF NORTHBROOK	
SKOKIE BOULEVARD RESURFACING EXISTING AND PROPOSED PAVEMENT MARKINGS STA. 115+47 TO STA. 126+00	
DESIGN: JWH	DATE: 1/19/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

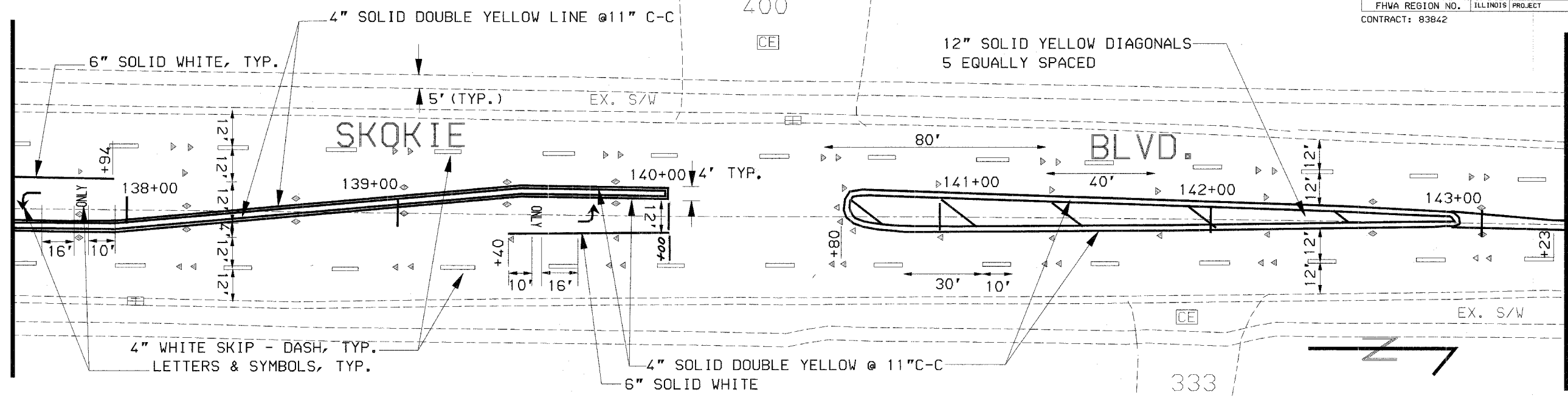
F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	15
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: 83842				



VILLAGE OF NORTHBROOK	
SKOKIE BOULEVARD RESURFACING EXISTING AND PROPOSED PAVEMENT MARKINGS STA. 126+00 TO STA. 137+50	
DESIGN: JWH	DATE: 1/19/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

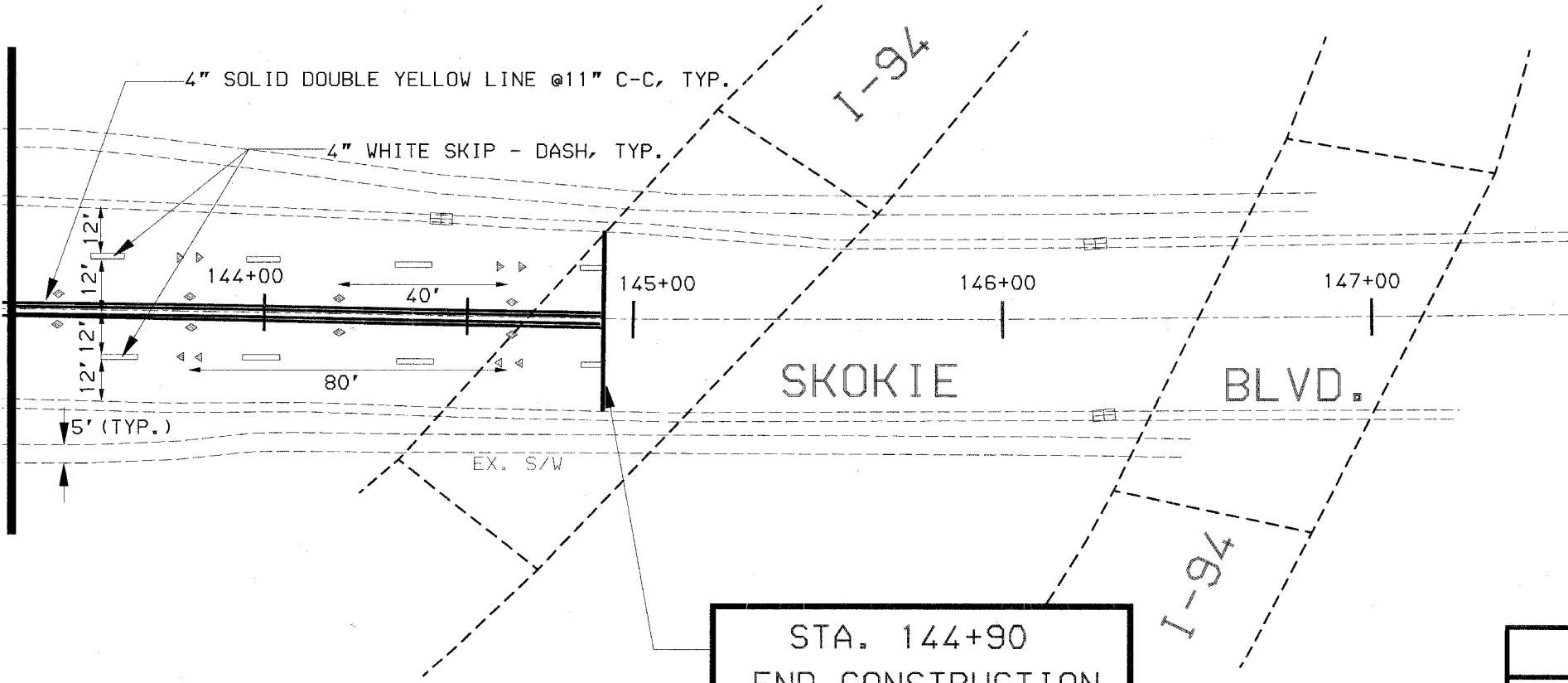
F. A. U. ROUTE	SECTION	COUNTY	TOTAL SHEET SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	16
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: 83842				

MATCH LINE STA. 137+50



MATCH LINE STA. 143+25

MATCH LINE STA. 143+25

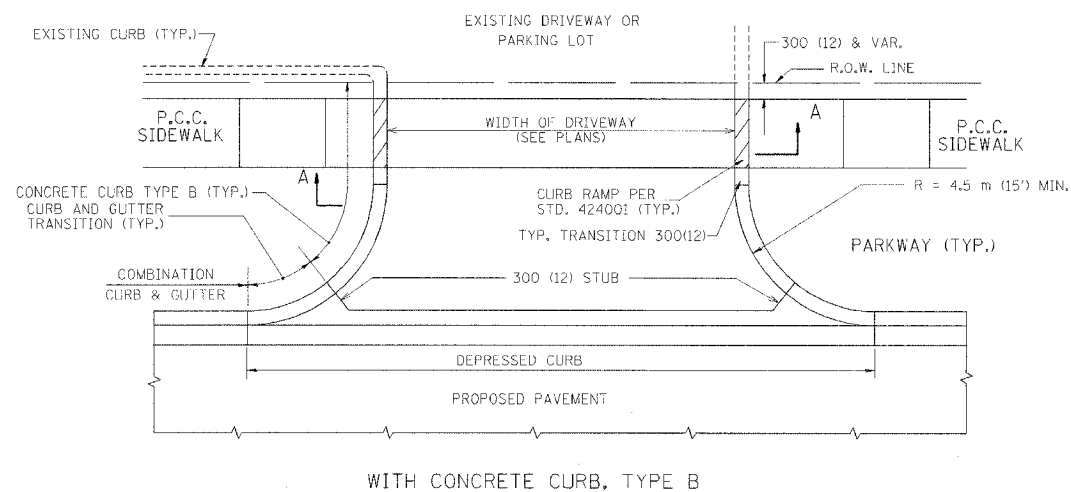


STA. 144+90
END CONSTRUCTION

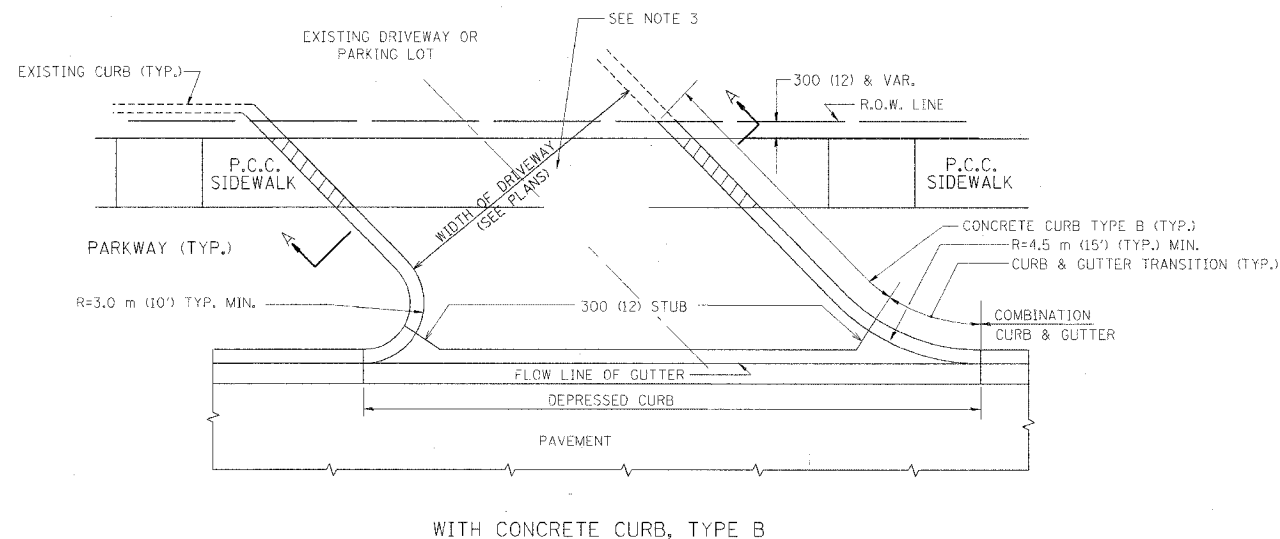
VILLAGE OF NORTHBROOK	
SKOKIE BOULEVARD RESURFACING	
EXISTING AND PROPOSED PAVEMENT MARKINGS	
STA. 137+50 TO STA. 144+90	
DESIGN: JWH	DATE: 1/19/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771 02-00136-00-RS	COOK	27	17
STA.	TO STA.		
FED. ROAD DIST. NO. 1	ELMENTS	FED. AID PROJECT	

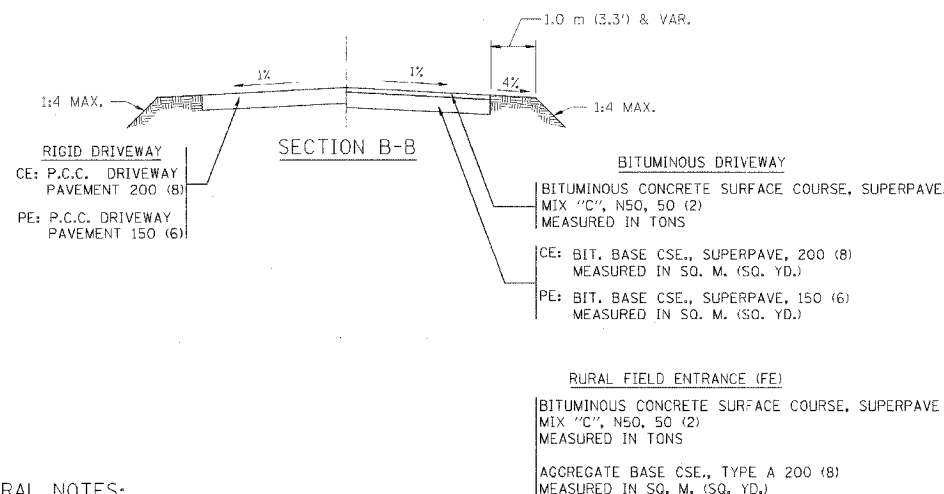
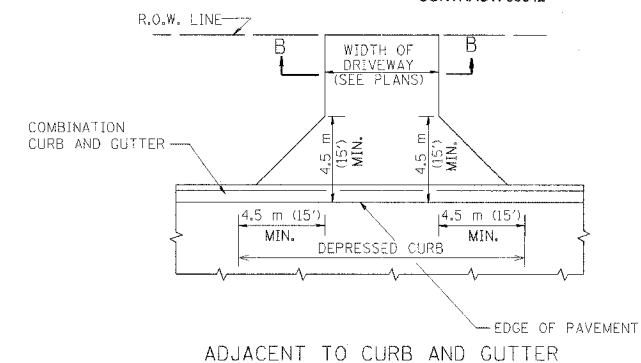
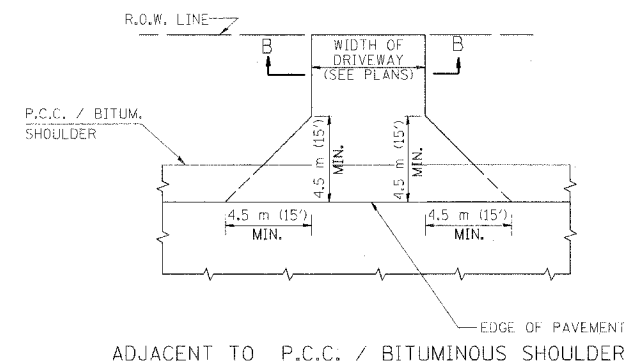
CONTRACT: 83842



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

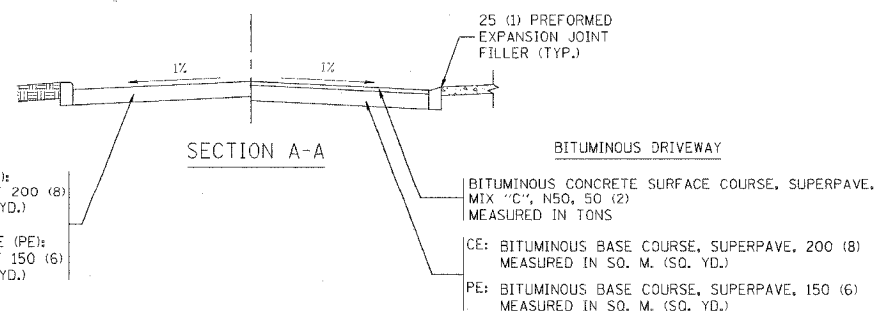
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 1.2 METERS (4 FEET) OR LESS FROM THE BACK OF CURB. CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

25 (1) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

ILLINOIS DEPARTMENT OF TRANSPORTATION

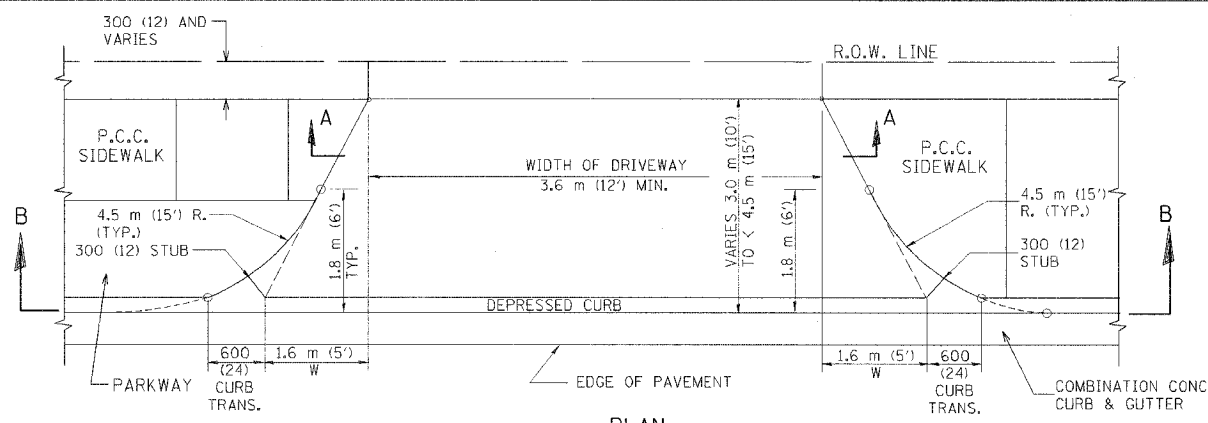
DRIVEWAY DETAILS
DISTANCE BETWEEN R.O.W. AND FACE OF CURB / EDGE OF SHOULDER >= 4.5 m (15')

REVISIONS	
NAME	DATE
P. LofFLEUR	04-15-03
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01

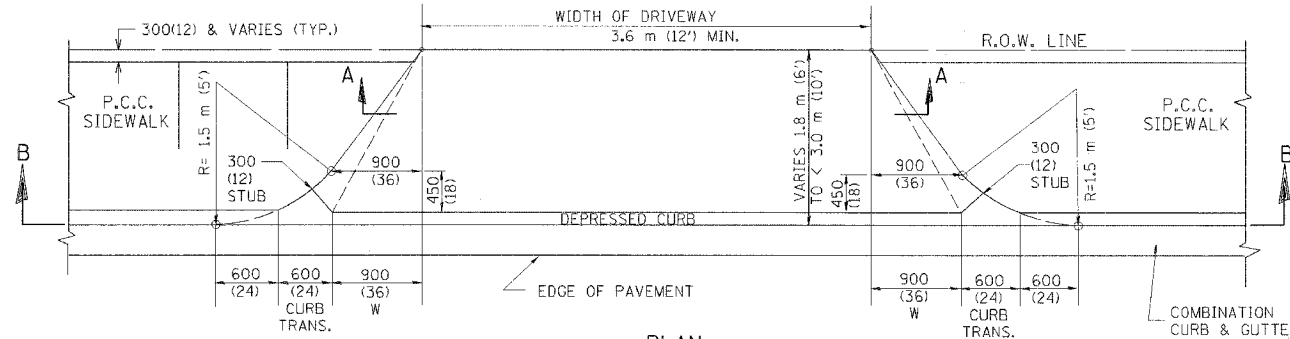
SCALE: NONE
DRAWN BY: SG
DATE PLOTTED: 04/17/2003
CHECKED BY: JFP

F. & L. REL.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771 02-00136-00-RS	COOK	27	18	
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

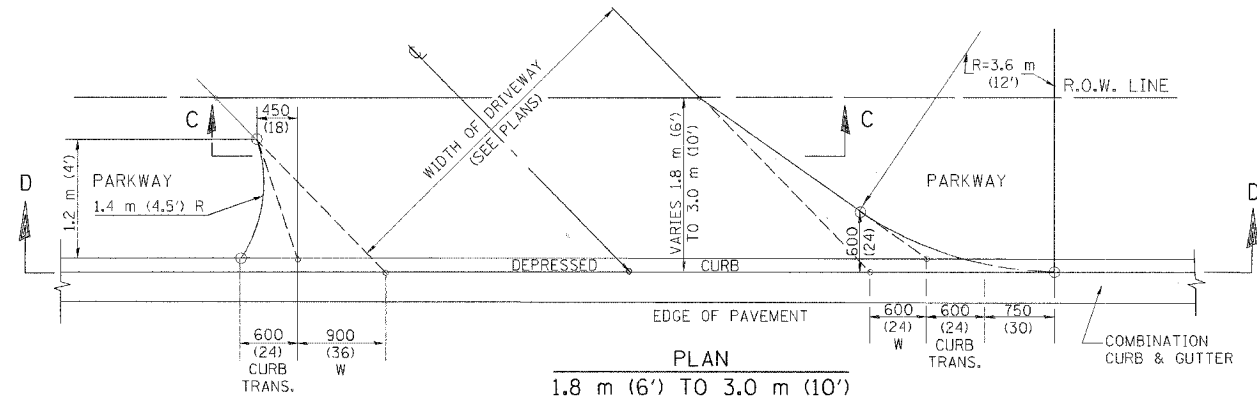
CONTRACT: 83842



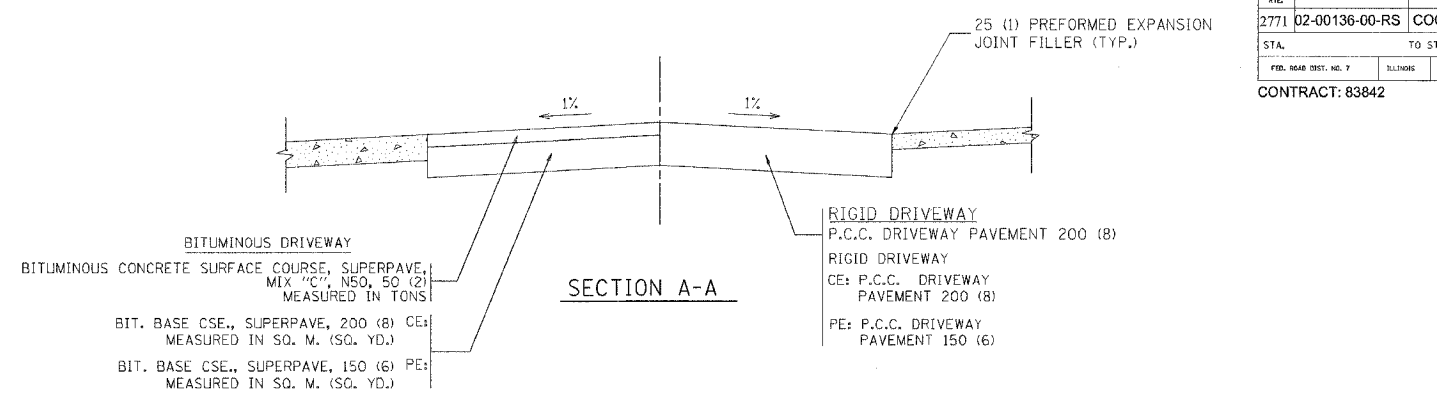
PLAN
3.0 m (10') TO < 4.5 m (15')



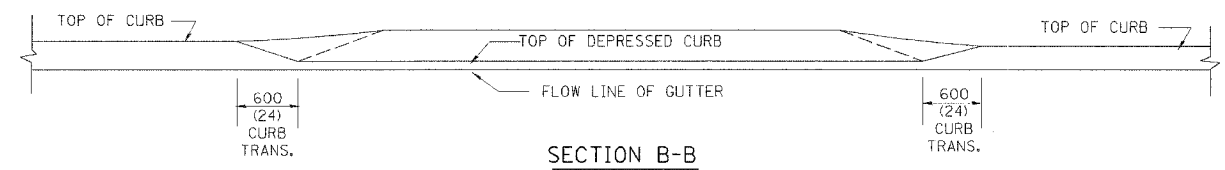
PLAN
1.8 m (6') < 3.0 m (10')



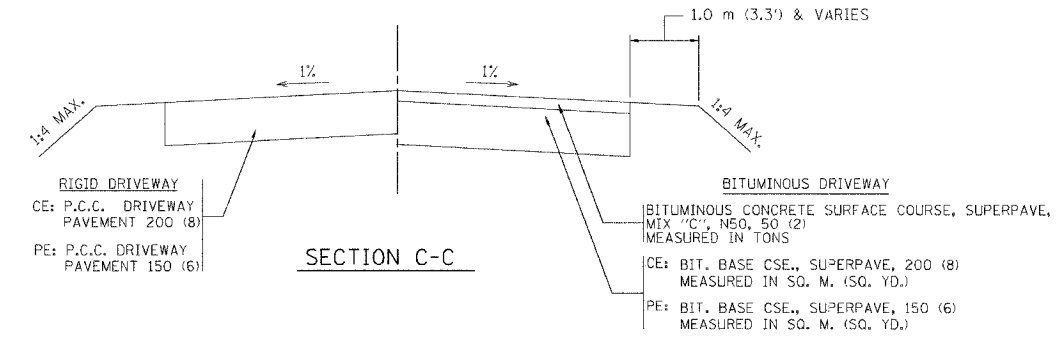
PLAN
1.8 m (6') TO 3.0 m (10')



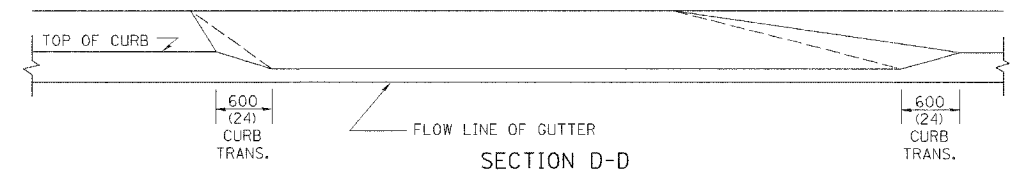
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 2.4 M (8'), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

25 (1) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 900 (36) TO 1.5 m (5 FT.) PROPORTIONAL TO THE LENGTH (L), FROM 1.8 m (6 FT.) TO 3 m (10 FT.).

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

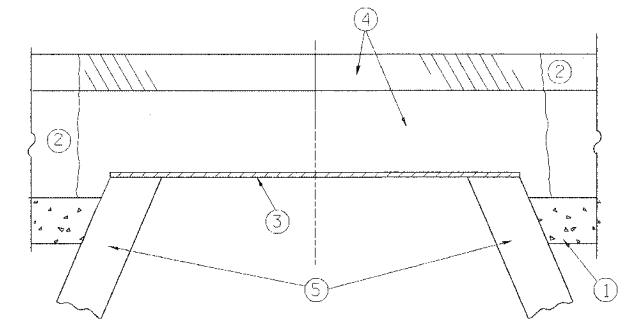
ILLINOIS DEPARTMENT OF TRANSPORTATION
DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 4.5 m (15')

REVISIONS	
NAME	DATE
P. LAFLEUR	04/15/03
M. GOMEZ	04/06/01
R. SHAH	11/06/95
J. POLLASTRINI	08/12/96
J. POLLASTRINI	12/14/96
A. ABBAS	03/21/97
T. HOLTZ	04/08/97

SCALE: NONE
DATE PLOTTED: 4/17/2003
DRAWN BY: SG
CHECKED BY: JFP
BD400-02 (BD-02)

F. & E. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	19
STA.	TO STA.			
FED. ROAD DIST. NO.	ALIGNMENT	FED. AID PROJECT		

CONTRACT: 83842



CONSTRUCTION PROCEDURES

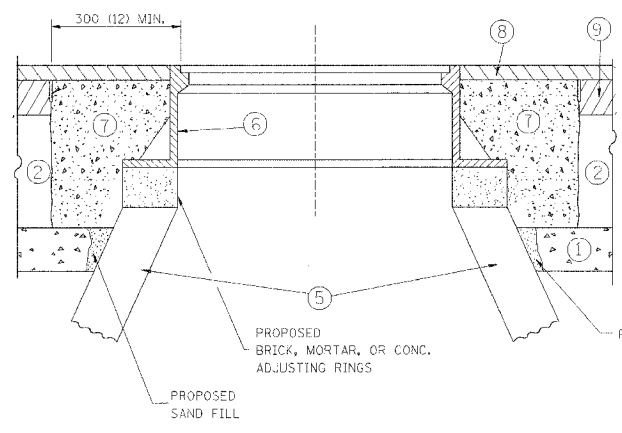
STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 300 (12) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 900 (36) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 40 (1 1/2) THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE BITUMINOUS MATERIAL AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS S1 CONCRETE, OR BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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



LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 900 (36) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND BITUMINOUS MATERIAL
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS S1 CONCRETE, BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL
- ⑧ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE
- ⑨ PROPOSED BITUMINOUS CONCRETE BINDER COURSE

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

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

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

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

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04

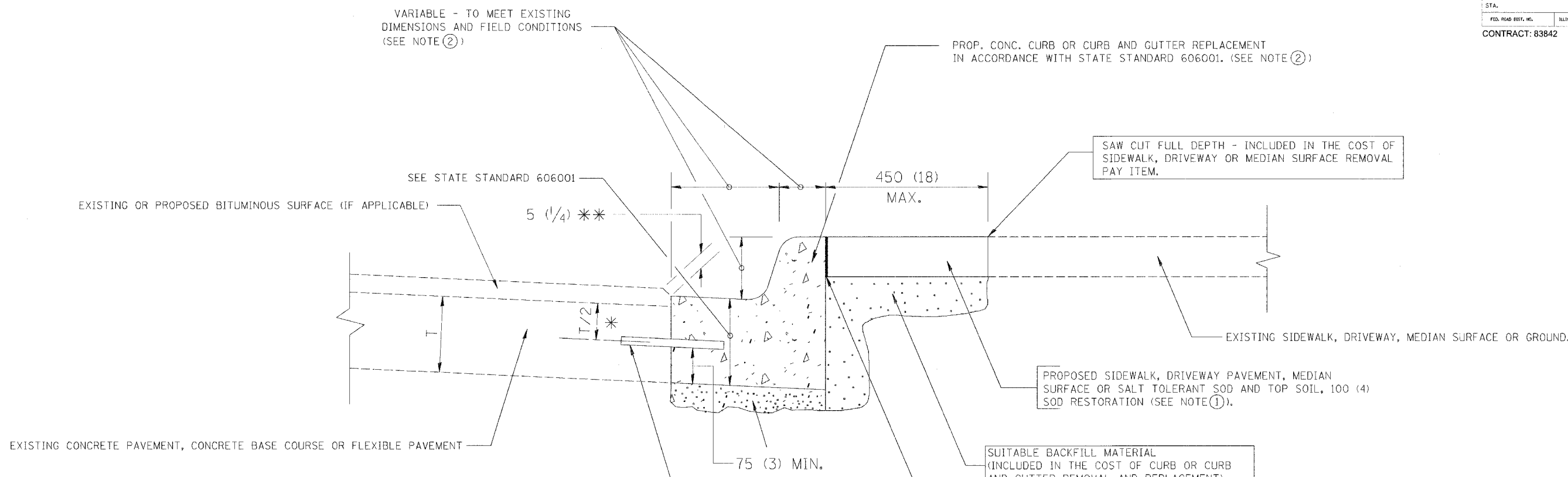
SCALE: NONE
DATE: 05/17/2004

DRAWN BY
CHECKED BY

BD600-03 (BD-8)
REVISION DATE: 05/17/04

P.L. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	20
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT: 83842



- * 75 (3) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

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

- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑤ THE COST OF BITUMINOUS SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

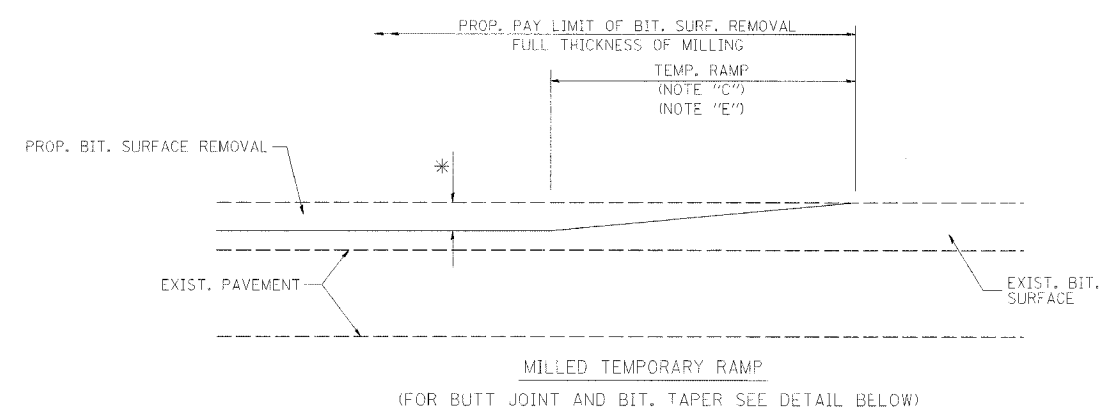
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

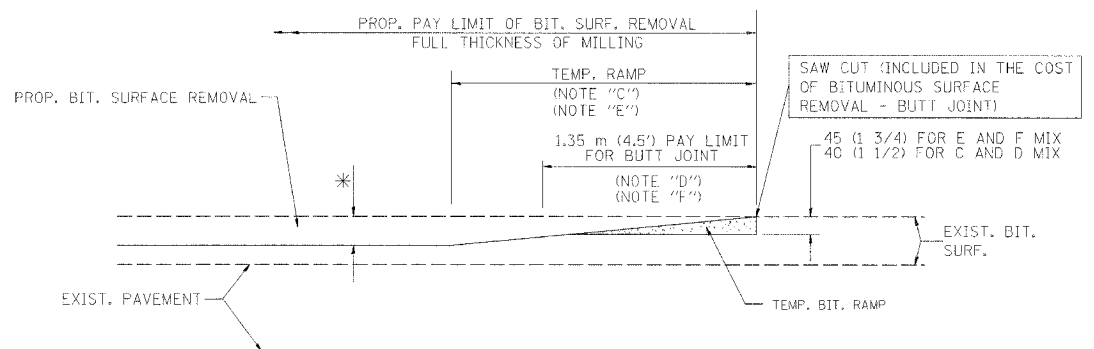
REVISIONS	
NAME	DATE
M. DE YONG	05/28/91
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01

ILLINOIS DEPARTMENT OF TRANSPORTATION
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

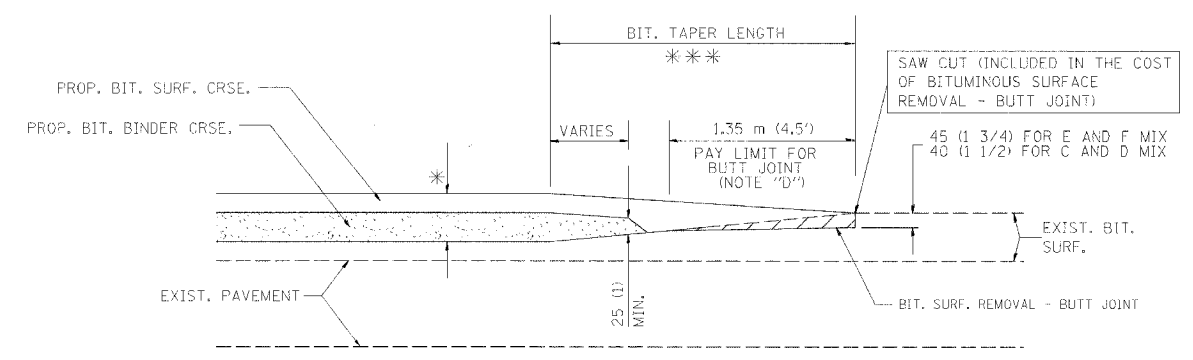
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DATE: 10/18/2002
DRAWN BY: [blank]
CHECKED BY: [blank]
BD600-06 (BD-24)



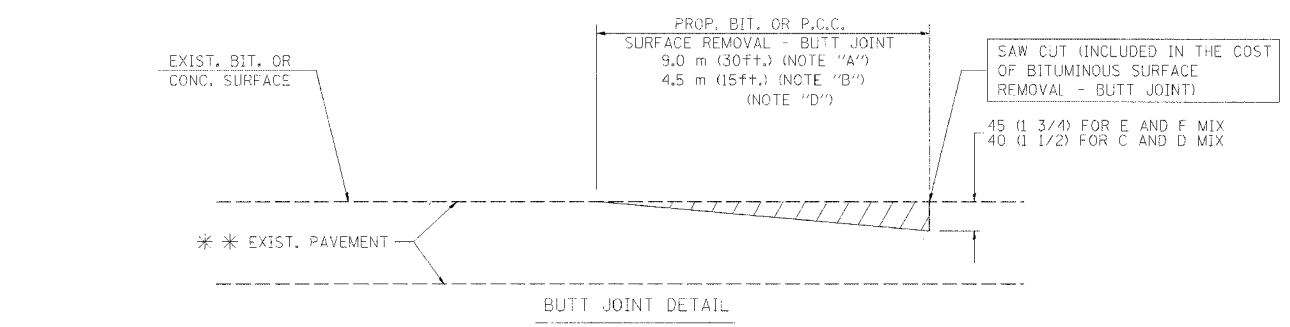
OPTION 1



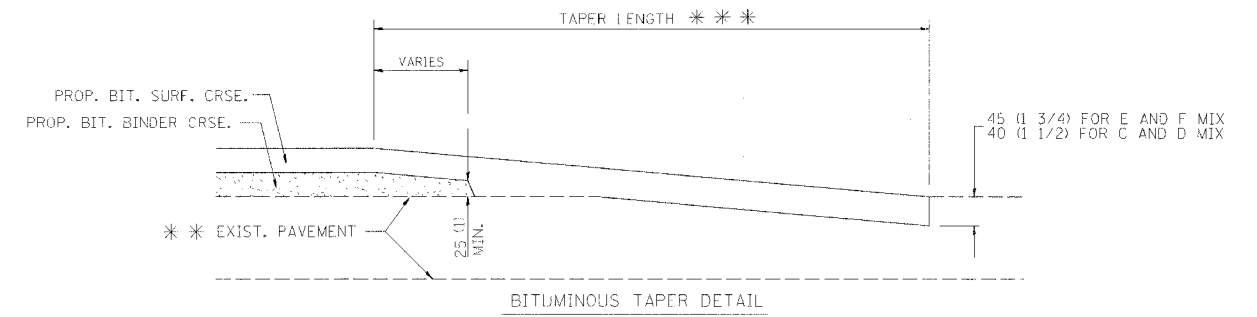
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR RESURFACING ONLY

*** PC CONCRETE, BITUMINOUS OR BITUMINOUS 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 BITUMINOUS SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED BITUMINOUS COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 FT.) PER INCH OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT".
 - G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 6.1 m (20') PER 25 (1) RESURFACING (NOTE "A")
3.0 m (10') PER 25 (1) RESURFACING (NOTE "B")

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

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.) AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT" OR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

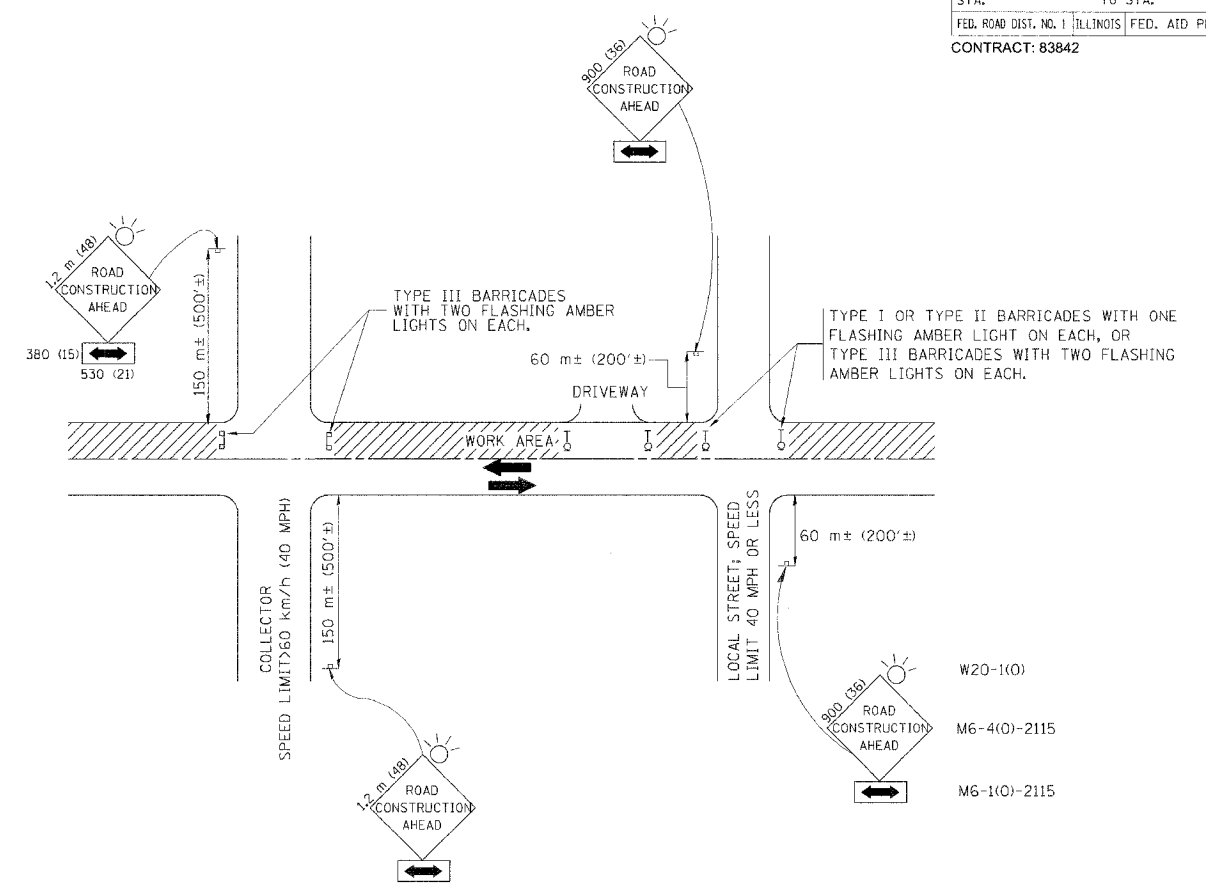
REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND BITUMINOUS TAPER DETAILS

SCALE: NONE
DATE PLOTTED: 10/18/2002
DRAWN BY
CHECKED BY
BD400-05 (V1-BD32)
REVISION DATE: 04/06/01

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	22
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT: 83842				



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

NOTES:

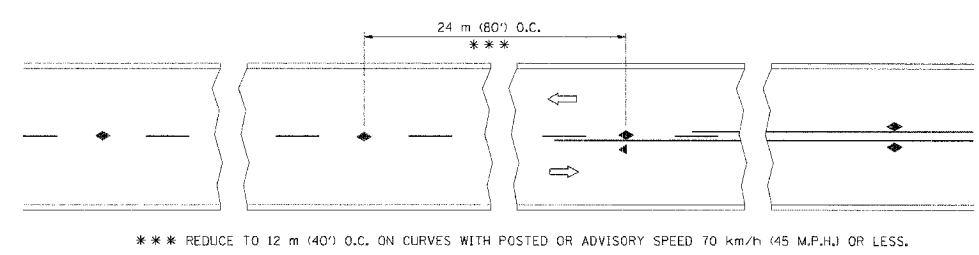
- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - 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.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - 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.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

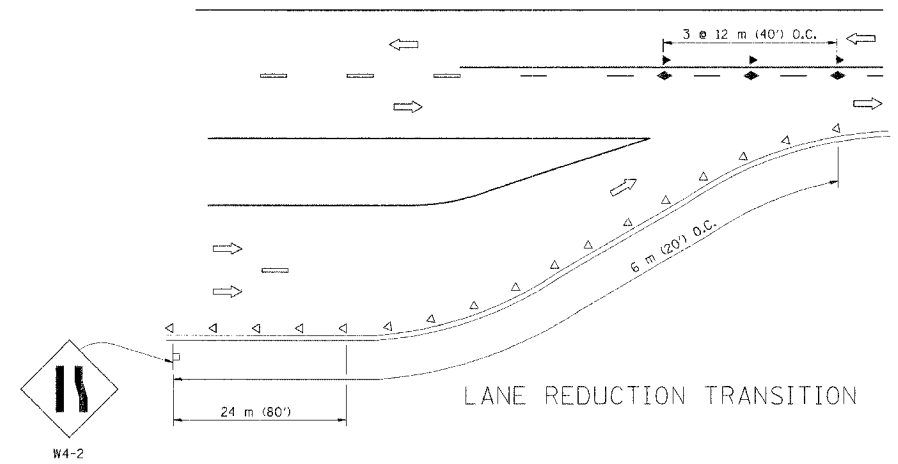
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: VERT. _____
 HORIZ. _____
 DATE 10/18/2002

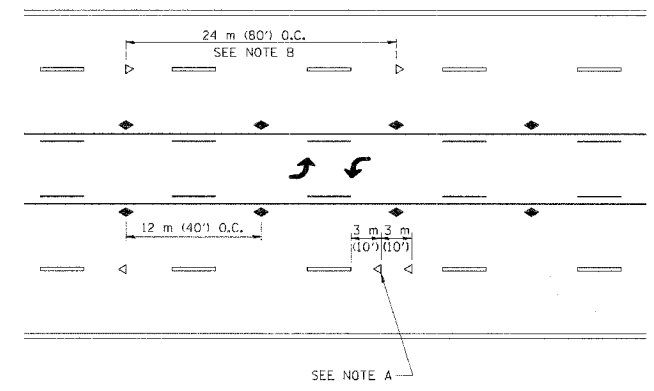
DRAWN BY _____
 CHECKED BY _____
 TC-10



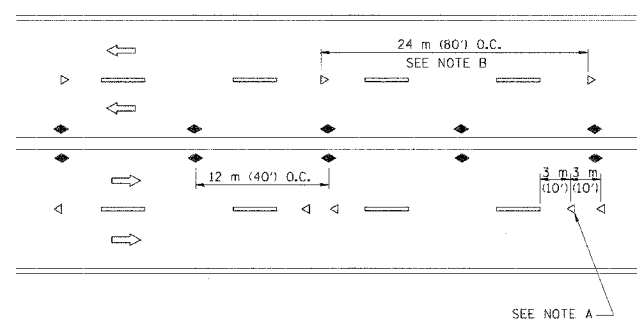
TWO-LANE/TWO-WAY



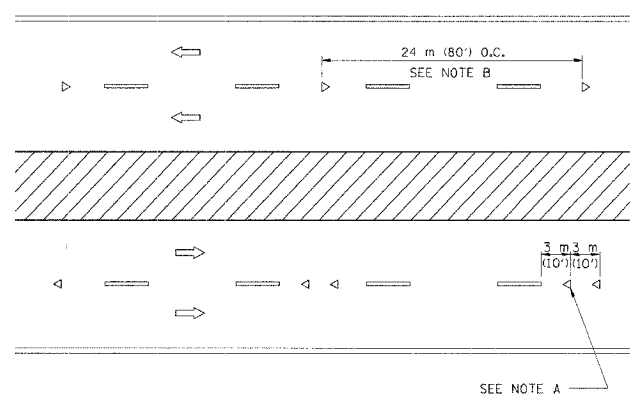
LANE REDUCTION TRANSITION



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 50 TO 75 (2 TO 3) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 150 m (500') IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

LANE MARKER NOTES

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

SYMBOLS

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

DESIGN NOTES

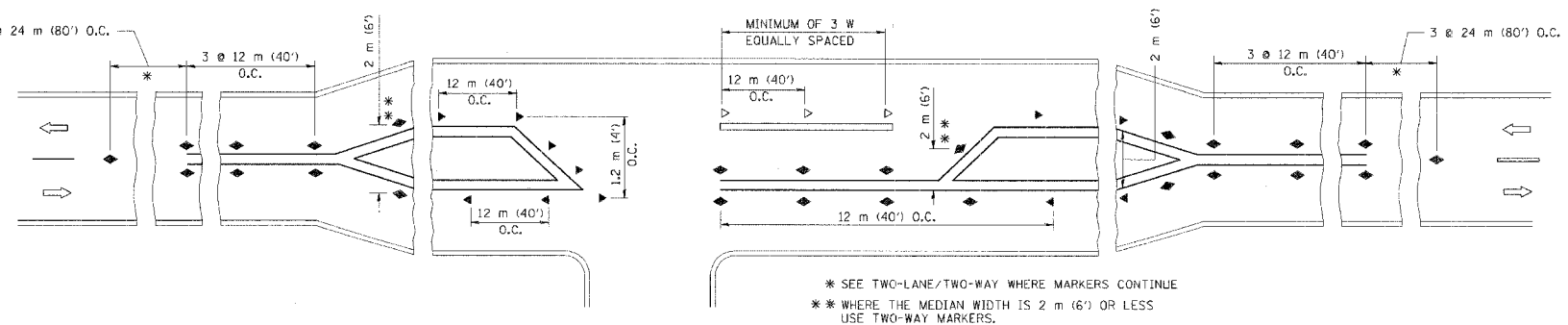
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD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

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

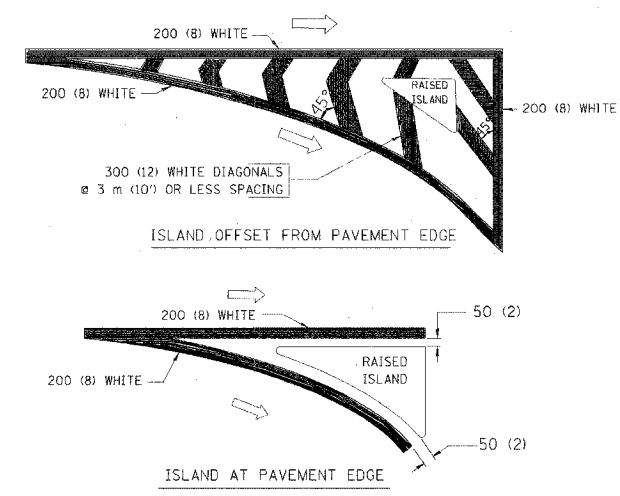
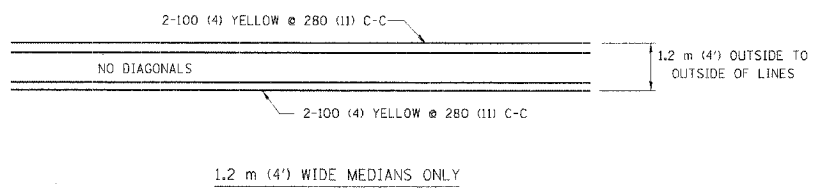
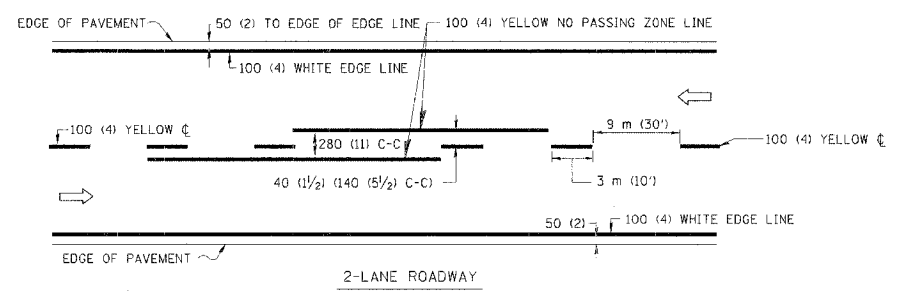
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS
 (SNOW-PLOW RESISTANT)

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

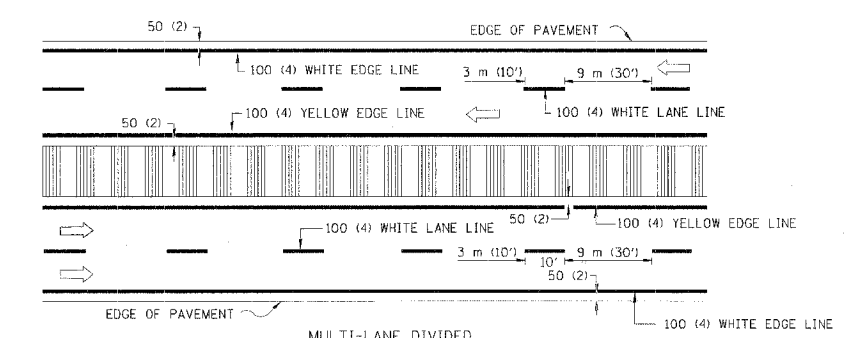
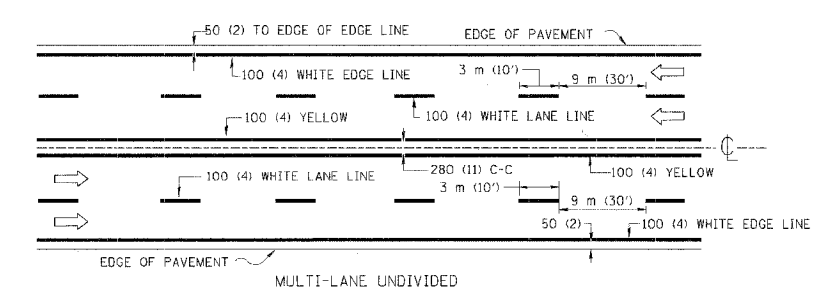
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 DATE: 10/18/2002
 DRAWN BY CADD
 CHECKED BY TC-11



LEFT TURN

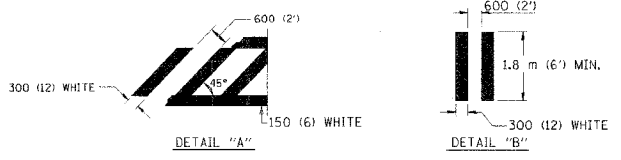
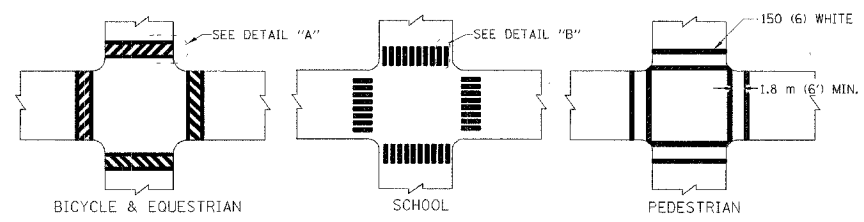


TYPICAL ISLAND MARKING

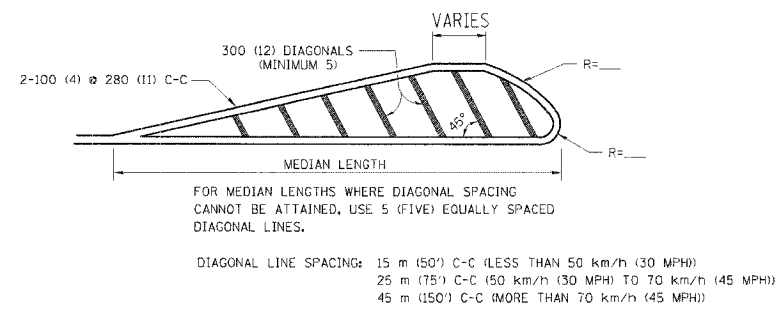


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

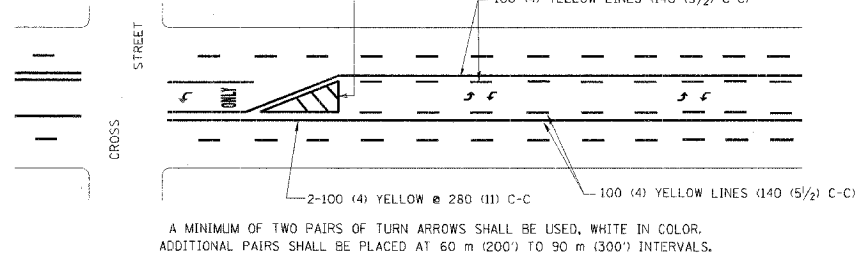
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

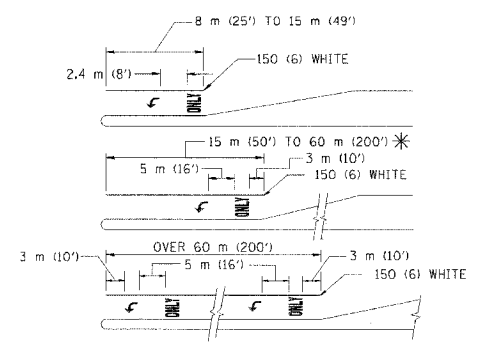


MEDIANS OVER 1.2 m (4') WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
* AREA = 1.5 m² (15.6 SQ. FT.) ONLY AREA = 1.9 m² (20.8 SQ. FT.)

* TURN LANES IN EXCESS OF 120 m (400') 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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	100 (4)	SOLID	YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4)	SKIP-DASH	WHITE	3 m (10') LINE WITH 9 m (30') SPACE
LANE LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	125 (5) ON FREEWAYS	SKIP-DASH	WHITE	
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
TWO WAY LEFT TURN MARKING	2.4 m (8') LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 150 (6)	SOLID	WHITE	NOT LESS THAN 1.8 m (6') APART
CROSSWALK LINES (BIKE & EQUESTRIAN)	300 (12) @ 45°	SOLID	WHITE	600 (2') APART
CROSSWALK LINES (LONGITUDINAL BARS (SCHOOL))	300 (12) @ 90°	SOLID	WHITE	SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

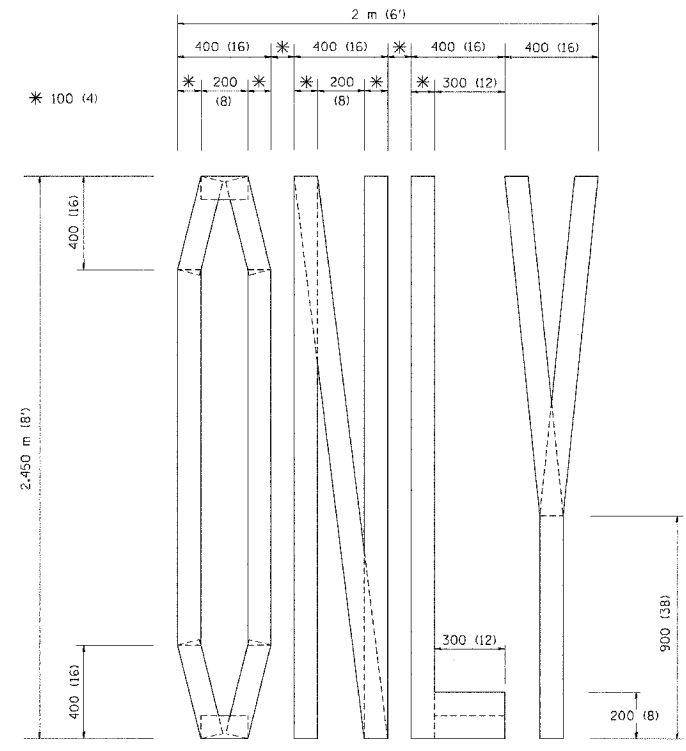
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

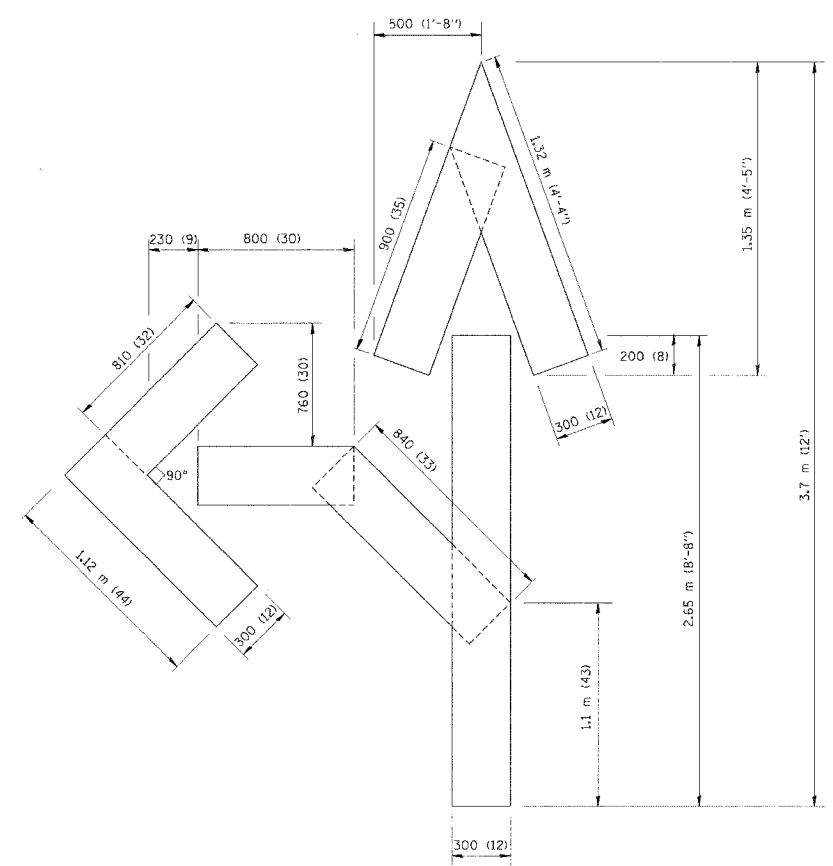
SCALE: NONE
DATE: 10/18/2002
DRAWN BY: CAD0
CHECKED BY:
TC-13
REVISION DATE: 01/06/00

P.A. No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	25
STA.	TO STA.			
FED. ROAD DIST. NO.	STANDARD	FED. AID PROJECT		

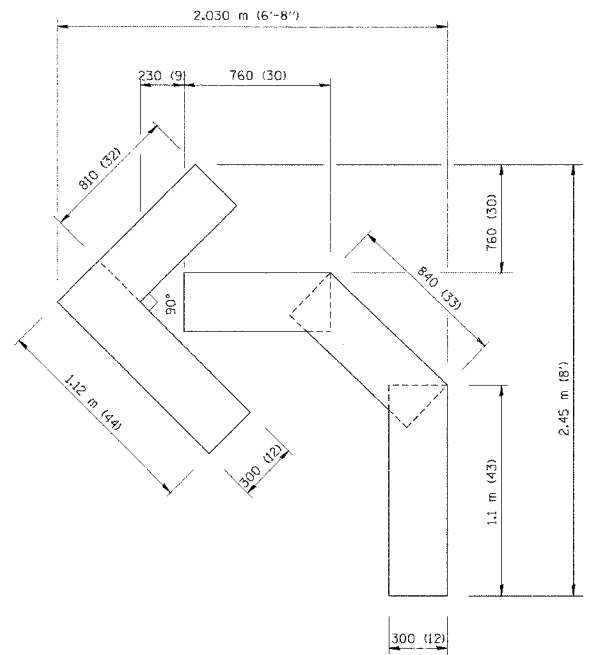
CONTRACT: 83842



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



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

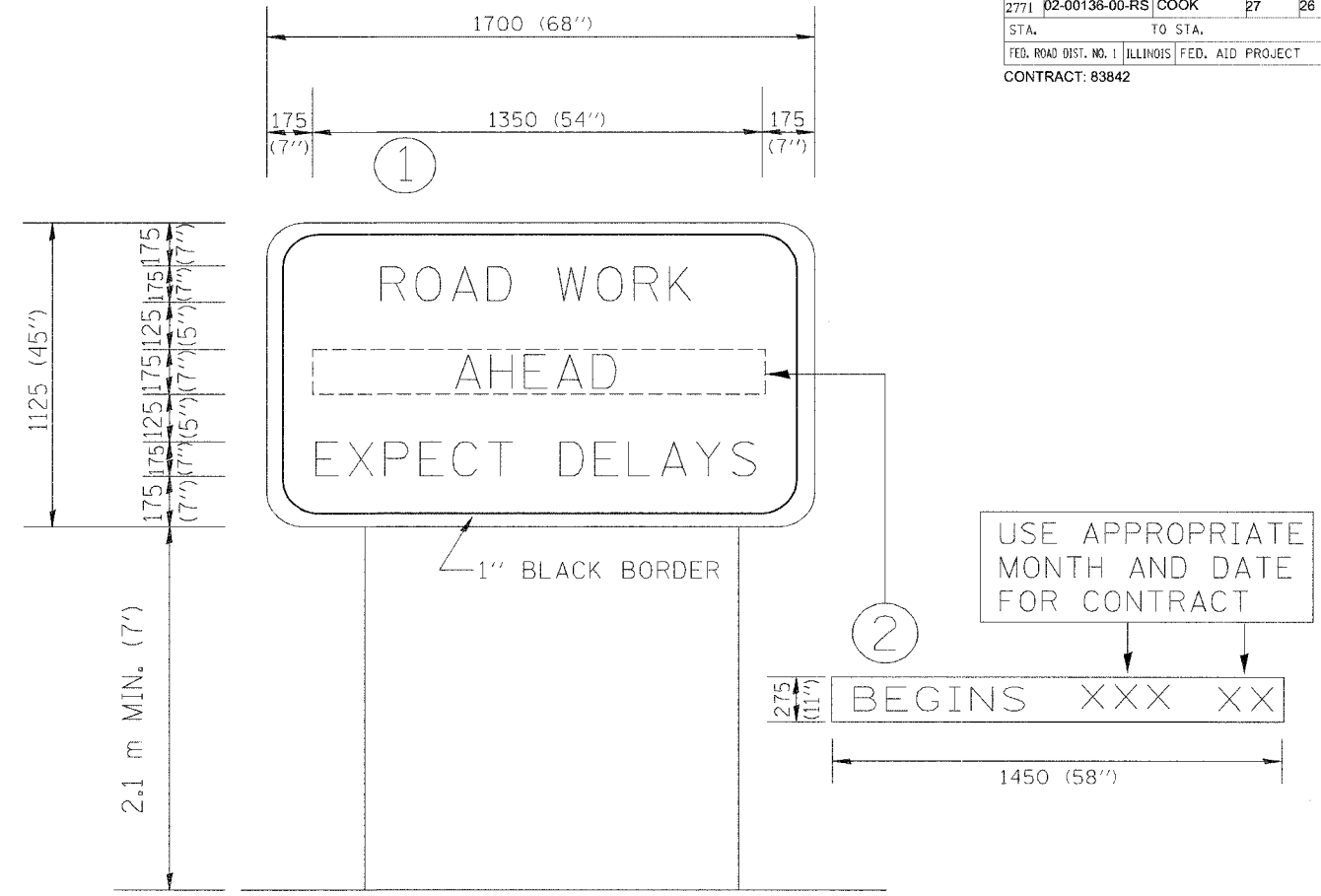
REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

SCALE: NONE
 DATE 10/18/2002

DRAWN BY CADD
 CHECKED BY TC-16

REVISION DATE: 08/28/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	02-00136-00-RS	COOK	27	26
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT: 83842				



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 2.3 SQ. M. (25.70 SQ. FT.)

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

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	2-11-97
T. RAMMACHER	2-2-99

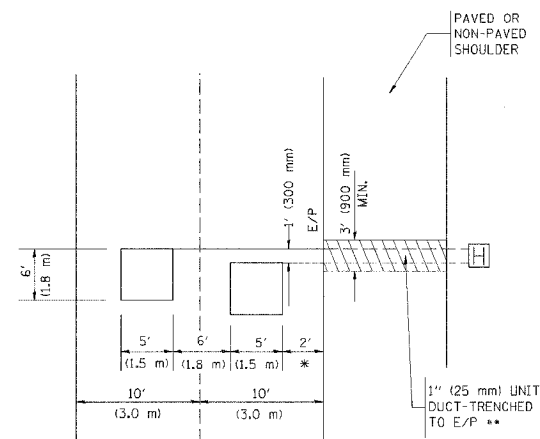
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY INFORMATION SIGNING
 SCALE: DRAWN BY: BUR. OF DESIGN
 DATE 10/18/2002 CHECKED BY

F. A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2771	D2-00136-00-RS	COOK	27	27
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT: 83842

LOOPS NEXT TO SHOULDERS

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



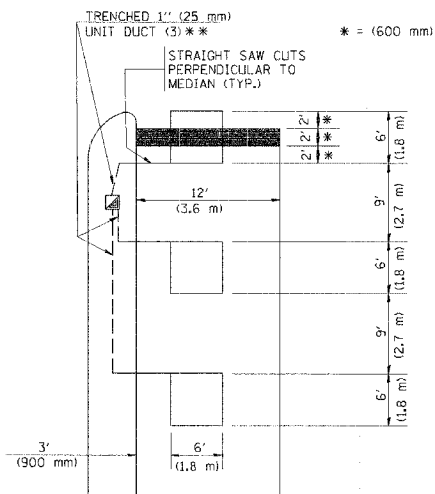
* = (600 mm)

** 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.



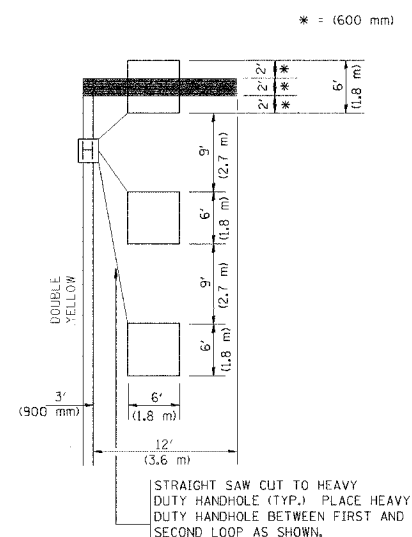
* = (600 mm)

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

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (600 mm)

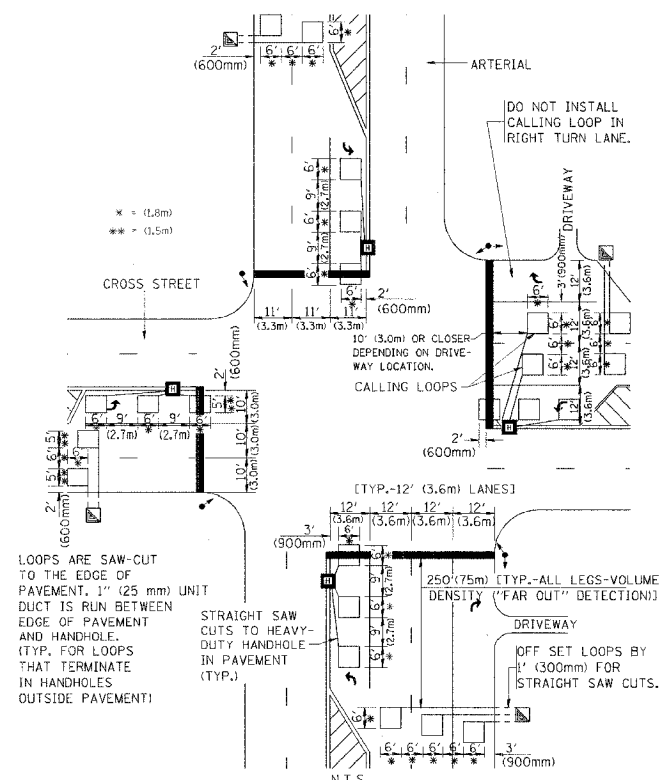
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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.

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

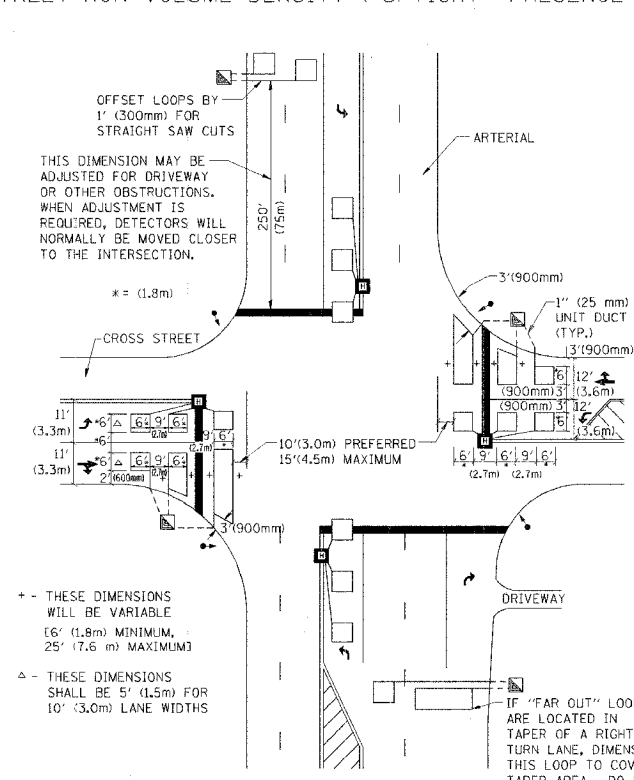


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

DETAIL 1
N.T.S.

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



OFFSET LOOPS BY 1' (300mm) FOR STRAIGHT SAW CUTS
THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.

THESE DIMENSIONS WILL BE VARIABLE (6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM)
THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

DETAIL 2
N.T.S.

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 DIMENSIONS 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.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DISTRICT 1
DETECTOR LOOP
INSTALLATION DETAILS
FOR ROADWAY RESURFACING**

SCALE: NONE
DATE: 10/16/2002

DRAWN BY CADD
DESIGNED BY
CHECKED BY R.K.F.
TS07

REVISION DATE: