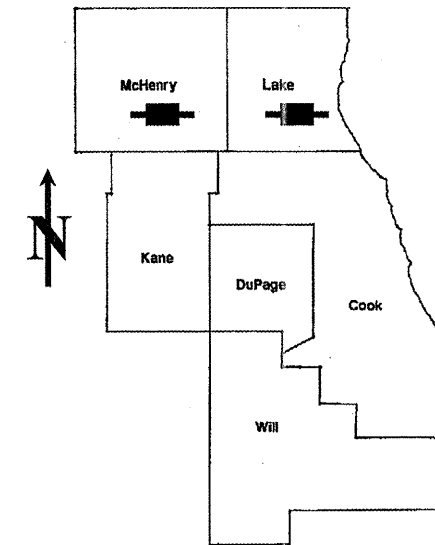


ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
VARIOUS	2011-006-PP	LAKE & MCHENRY	23	1

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

CONTRACT NO. 60N94

D-91-437-11



LOCATION OF IMPROVEMENT INDICATED THUS:

FOR INDEX OF SHEETS SEE SHEET 2

VARIOUS ROUTES
 SECTION: 2011-006-PP
 VARIOUS LOCATIONS IN LAKE AND MCHENRY COUNTIES
 PCC PAVEMENT PATCHING
 LAKE AND MCHENRY COUNTIES
 C-91-437-11

CONTRACT NO. 60N94

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS
SUBMITTED: <u>APRIL 6,</u> 20 <u>11</u> <i>Diane M. O'Keefe</i> DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
<i>May 13</i> 20 <u>11</u> <i>Scott E. Stitt, P.E.</i> acting ENGINEER OF DESIGN AND ENVIRONMENT
<i>May 13</i> 20 <u>11</u> <i>Christine M. Lead</i> DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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

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

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	420001-07	PAVEMENT JOINTS
3	SUMMARY OF QUANTITIES	420701-02	PAVEMENT FABRIC
4	GENERAL LOCATION MAP	442001-04	CLASS B PATCHES
5	SUMMARY OF PATCHING SCHEDULE	442101-07	CLASS C AND D PATCHES
6-15	PATCHING SCHEDULE	701426-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS
16	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)	701427	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
17	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
18	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701606-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
19	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701701-07	URBAN LANE CLOSURE, MULTILANE INTERSECTION
20	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701901-01	TRAFFIC CONTROL DEVICES
21	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)		
22	ARTERIAL ROAD INFORMATION SIGN (TC-22)		
23	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)		

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

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

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

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

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

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

THE ENGINEER SHALL CONTACT DEBBIE HANLON, AREA TRAFFIC FIELD ENGINEER AT (847) 438-2300 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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

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

NO PATCHING IS TO BE DONE WITHIN FIFTY (50) FEET OF ANY RAILROAD CROSSING WITHOUT OBTAINING THE PROPER RAILROAD PROTECTIVE LIABILITY INSURANCE.

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

FOR ALL PATCHES LOCATED IN THE MIDDLE LANE OF A ROUTE WITH A 3-LANE CROSS-SECTION (PER DIRECTION), CLASS PP-3 CONCRETE IS TO BE USED.

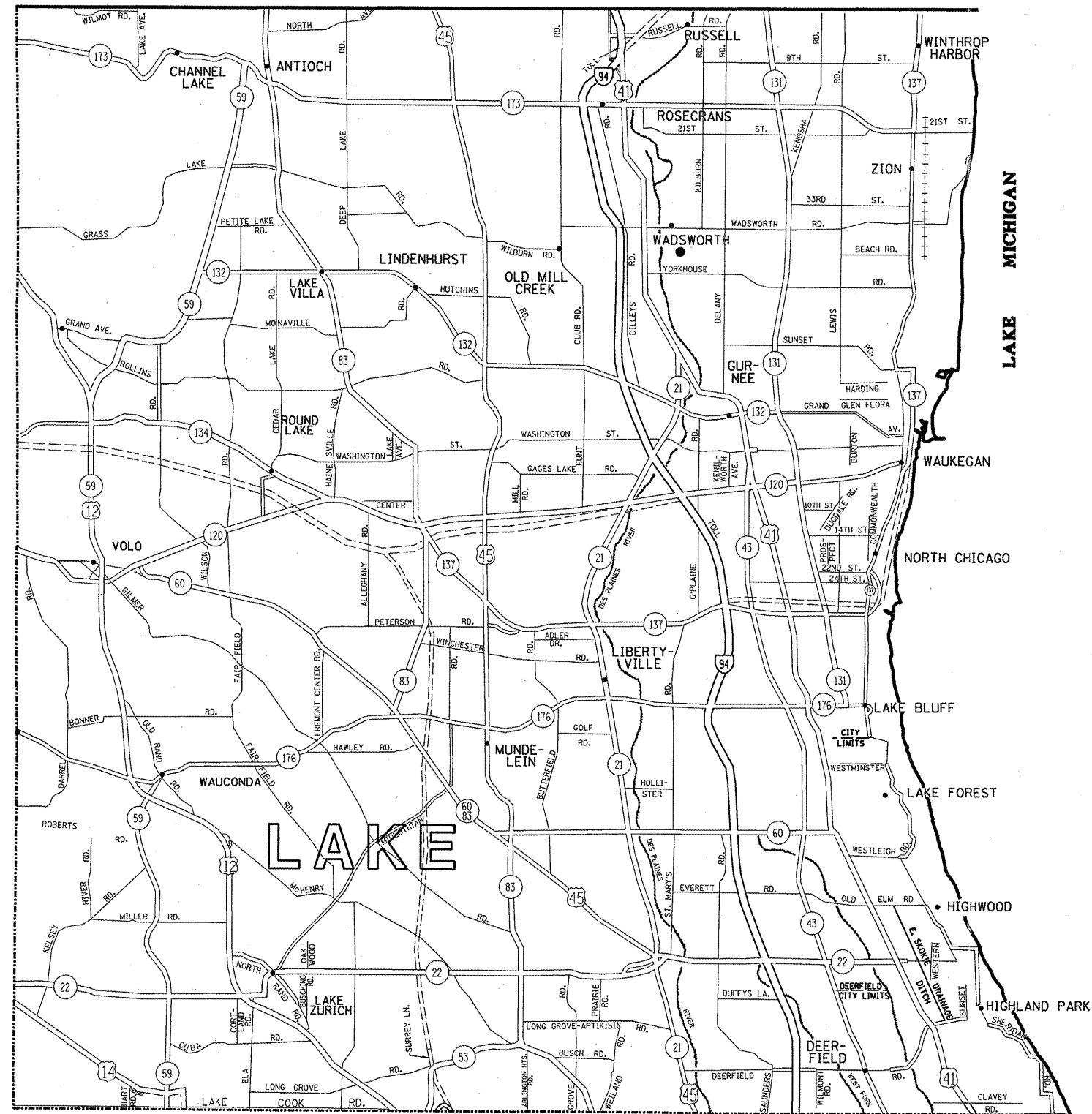
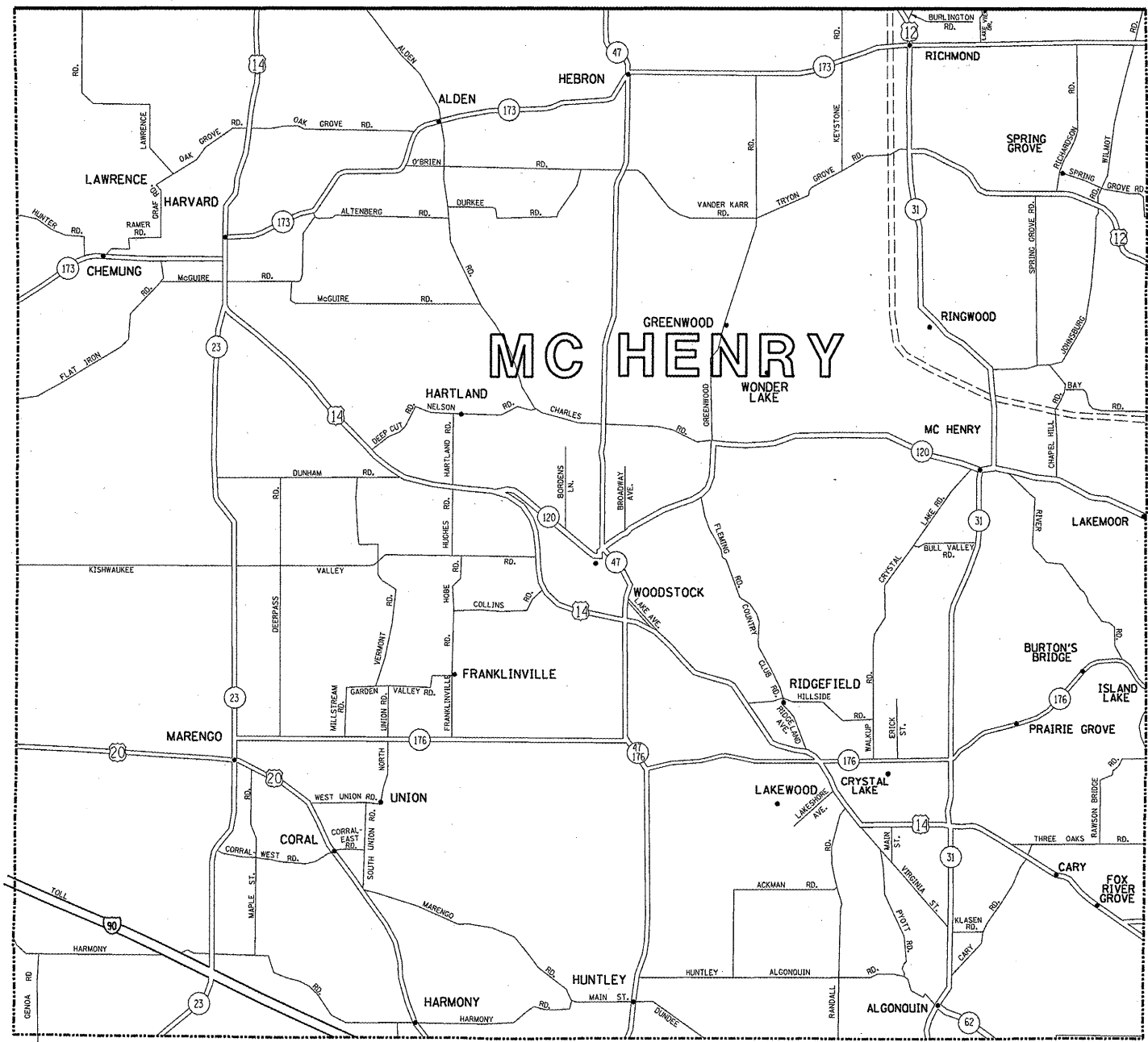
FOR INTERSECTION PATCHES, CLASS PP-5 CONCRETE IS TO BE USED. LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER.

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

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.

100% STATE URBAN

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	LAKE COUNTY	MCHENRY COUNTY					CODE NO	ITEM	UNIT	TOTAL QUANTITIES						
				0005	0005														
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	177	160	17														
25200110	SODDING, SALT TOLERANT	SO YD	177	160	17														
42101300	PROTECTIVE COAT	SO YD	14248	13820	428														
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SO YD	4014	3849	165														
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SO YD	7984	7910	74														
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SO YD	2015	1848	167														
44201299	DOWEL BARS 1 1/2"	EACH	18490	18018	472														
44213100	PAVEMENT FABRIC	SO YD	9999	9758	241														
44213200	SAW CUTS	FOOT	72879	69882	2997														
44213204	TIE BARS 3/4"	EACH	1732	1182	550														
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	19	16	3														
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	4	2														
67100100	MOBILIZATION	L SUM	1	0.5	0.5														
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	0.5	0.5														
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	0.5	0.5														
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	0.5	0.5														
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	40	26	14														
* 78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SO FT	234	187	47														
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	3638	3538	100														
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	473	425	48														
* 78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	70	55	15														
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	30	18	12														
* 78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	313	298	15														
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	114	102	12														
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	1365	960	405														
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1057	957	100														
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	771	617	154														
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1															
	* SPECIALTY ITEM																		



FILE NAME =
 c:\pwwork\pwwork\velichkov\0259997\design.dgn

USER NAME = Velichkov
 PLOT SCALE = 100.0000 "/ IN.
 PLOT DATE = 4/13/2011

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

GENERAL LOCATION MAP - LAKE AND MCHENRY COUNTIES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-006-PP	L.K. & MCH.	23	4
CONTRACT NO. 60N94				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

SUMMARY - LAKE AND MCHENRY COUNTY ROUTES	CLASS B PATCHES, 10" TYPE II (SY)	CLASS B PATCHES, 10" TYPE III (SY)	CLASS B PATCHES, 10" TYPE IV (SY)
IL 83 (US 45 TO BUFFALO GROVE RD) - LAKE COUNTY	1768	6100	400
IL 53 (1/4 MI W/O IL 83 TO IL 83) - LAKE COUNTY	136	980	
IL 22 (1/4 MI W/O IL 83 TO IL 83) - LAKE COUNTY	120	200	
IL 120 (1 MI E/O US 12 TO US 12) - LAKE COUNTY	472		
US 12/IL 120 (INTERSECTION) - LAKE COUNTY	393	91	
US 12/OLD MCHENRY RD (INTERSECTION) - LAKE COUNTY	785	91	155
IL 22 (INTERSECTION AT US 14) - LAKE COUNTY	15		82
IL 60/IL 43 (INTERSECTION) - LAKE COUNTY		172	338
US 41 (UNDER IL 120 BRIDGE) - LAKE COUNTY	27	16	220
US 41 (UNDER IL 43 BRIDGE) - LAKE COUNTY	48	200	60
US 41 (UNDER WASHINGTON ST BRIDGE) - LAKE COUNTY	85	60	93
US 41 (UNDER THE RR BRIDGE N/O DELANEY RD) - LAKE COUNTY			500
US 14 (SILVER LAKE RD TO COG RD) - MCHENRY COUNTY	136	37	
US 14 (IL 22 TO NORTH RIVER RD) - MCHENRY COUNTY		20	
IL 31 (METRA RR BRIDGE TO JAMES RAKOW RD) - MCHENRY COUNTY	29	17	167
LAKE AND MCHENRY COUNTY TOTALS =	4014 SY	7984 SY	2015 SY

ROUTE: IL 120 (1 mi e/o US 12 to US 12) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		EB	1	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			LT	10	6	60	7
			LT	12	6	72	8
			LT	12	6	72	8
			2	12	6	72	8
			RT	19	6	114	13
			RT	19	6	111	12
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			RT	17	6	102	11
			RT	8	9	68	8
			2	12	9	102	11
			1	12	9	102	11
			RT	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
		WB	2	12	10	120	13
			1	12	10	120	13
			LT	10	6	60	7
			LT	12	6	72	8
			LT	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			LT	16	6	96	11
			2	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			LT	12	6	72	8
			LT	12	6	72	8
			1	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			2	12	8	90	10
			1	12	8	90	10
			RT	12	8	90	10
			2	12	9	102	11
			1	12	9	102	11
			RT	12	9	102	11
			RT	16	6	96	11
			2	12	6	72	8
			LT	12	6	72	8

TOTALS: 346 FT 472 SY

ROUTE: US 12 at IL 120 Intersection - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
US 12		EB	LT	12	6	72	8
West to East		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	8	96	11
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
East to West		EB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	LT	10	6	60	7
		WB	RT	9	6	54	6
		WB	RT	10	6	60	7
		WB	LT	12	6	72	8
		WB	RT	11	6	66	7
		WB	RT	12	6	72	8
		WB	RT	12	6	72	8
		WB	RT	12	15	180	20
		WB	LT	12	8	96	11
		WB	LT	16	14	224	25
		WB	RT	12	6	72	8
		WB	RT	15	14	203	23
		WB	RT	12	6	72	8
		WB	RT	12	6	72	8
		WB	RT	8	6	48	5
IL120		WB	1	12	6	72	8
East to West		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
West to East		EB	1	12	8	90	10
		EB	2	12	8	90	10
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
RadII	WB 12 to EB 120			22	10	209	23
				13	6	78	9
				11	6	66	7
	EB 120 to EB 12			16	6	98	11
				13	6	78	9
				18	6	108	12
				9	5	45	5
				9	5	45	5
	EB 12 to WB 120			9	5	45	5
				7	7	49	5
				15	6	90	10
				9	5	45	5
	WB 120 to WB 12			23	4	92	10
				13	6	78	9
				9	5	45	5
				8	6	48	5
				12	6	69	8

TOTALS: 354 FT 484 SY

FILE NAME =	USER NAME = VelschkovVV	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE IL 120 & US 12	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
at:\pwork\pwork\velschkovv\d0259997\	esign.dgn	DRAWN -	REVISED -			VAR.	2011-006-PP	LK. & MCH.	23	12	
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -	REVISED -			CONTRACT NO. 60N94					
PLOT DATE = 4/13/2011	DATE -	REVISED -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

ROUTE: IL 22 at US 14 Intersection - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
IL 22		EB		18	41	738	82
		EB		11	6	66	7
		EB		10	7	70	8

TOTALS: 54 FT 97 SY

ROUTE: IL 60 / IL 43 Intersection - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)	
FROM	TO							
IL 43 @ IL 60		NB	1	12	20	240	27	
		NB	1	12	12	144	16	
		NB	1	12	12	144	16	
		NB	1	12	12	144	16	
		NB	1	12	12	144	16	
		NB	1	12	12	144	16	
		NB	1	12	15	180	20	
		NB	2	12	12	144	16	
		NB	2	12	12	144	16	
		NB	2	12	15	180	20	
		SB	LT	12	15	180	20	
		SW Radius			15	20	300	33
		SW Radius			20	20	400	44
		NW Radius			15	20	300	33
		NW Radius			20	20	400	44
	NE Radius			15	20	300	33	
	SE Radius			20	15	300	33	
	SE Radius			20	15	300	33	
	SE Radius			20	25	500	56	

TOTALS: 304 FT 510 SY

ROUTE: US 41 under IL 120 Bridge - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
US 41 under IL 120 Bridge		NB	1	12	30	360	40
		NB	2	12	30	360	40
		NB	Ramp	12	30	360	40
		NB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	8	96	11
		SB	1	12	12	144	16
		SB	2	12	25	300	33
		SB	2	12	50	600	67

TOTALS: 197 FT 263 SY

ROUTE: US 41 under IL 43 Bridge - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
US 41 under IL 43 Bridge		SB	2	12	45	540	60
		SB	1	12	15	180	20
		SB	2	12	15	180	20
		SB	1	12	15	180	20
		SB	2	12	15	180	20
		SB	1	12	15	180	20
		SB	2	12	15	180	20
		SB	1	12	15	180	20
		SB	2	12	15	180	20
		SB	1	12	15	180	20
		SB	2	12	15	180	20
		SB	3	12	6	72	8
		SB	4	12	6	72	8
		SB	5	12	6	72	8
		SB	6	12	6	72	8
	SB	7	12	6	72	8	
	SB	8	12	6	72	8	

TOTALS: 231 FT 308 SY

ROUTE: US 41 (Under Washington St Bridge) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
US 41 under Washington St. Bridge		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	2	12	20	240	27
		NB	1	12	15	180	20
		NB	2	12	15	180	20
		NB	1	12	15	180	20
		SB	1	12	25	300	33
		SB	2	12	25	300	33
		SB	R	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
	SB	R	12	6	72	8	

TOTALS: 179 FT 239 SY

ROUTE: US 41 (Under the RR Bridge north of Delaney Rd) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
US 41 under RR Bridge n/o Delaney Rd		NB	1	15	75	1125	125
		NB	2	15	75	1125	125
		SB	1	15	75	1125	125
		SB	2	15	75	1125	125

TOTALS: 300 FT 500 SY

ROUTE: US 14 (IL 22 to North River Rd) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Foxmoor Road	Route 22	SB	2	12	15	180	20

TOTALS: 15 FT 20 SY

ROUTE: US 14 (Silver Lake Rd to Cog Rd) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Sands Road	Route 14	WB	1	12	6	72	8
		WB	2	12	6	72	8
US 14 E of US 31 Bridge	Rt Turn to NB 31	WB/NB	Rt Turn	16	12	192	21
		WB/NB	Rt Turn	12	12	144	16
		WB	Med	12	6	72	8
US 14 E of US 31 Bridge		WB	Lt turn	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	Lt turn	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	Rt turn	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
US 14 at Sands Road		EB	Lt Turn	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8

TOTALS: 126 FT 173 SY

ROUTE: IL 31 (Metra RR / Rakow Road) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
North Althoff Driveway	Rt Turn Ln to Rakow	SB	2.5	3	500	1500	167
1st Althoff Driveway	Rt Turn Ln to Rakow	SB	1.5	3	50	150	17
Three Oaks Road	Route 14 Bridge	NB		12	6	72	8
Rakow Road		NB	1	12	8	96	11
	Three Oaks Road	NB	Med	12	8	96	11

TOTALS: 572 FT 213 SY

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

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

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

SEE STATE STANDARD 606001

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

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

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

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

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

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

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

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

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

BASIS OF PAYMENT:

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

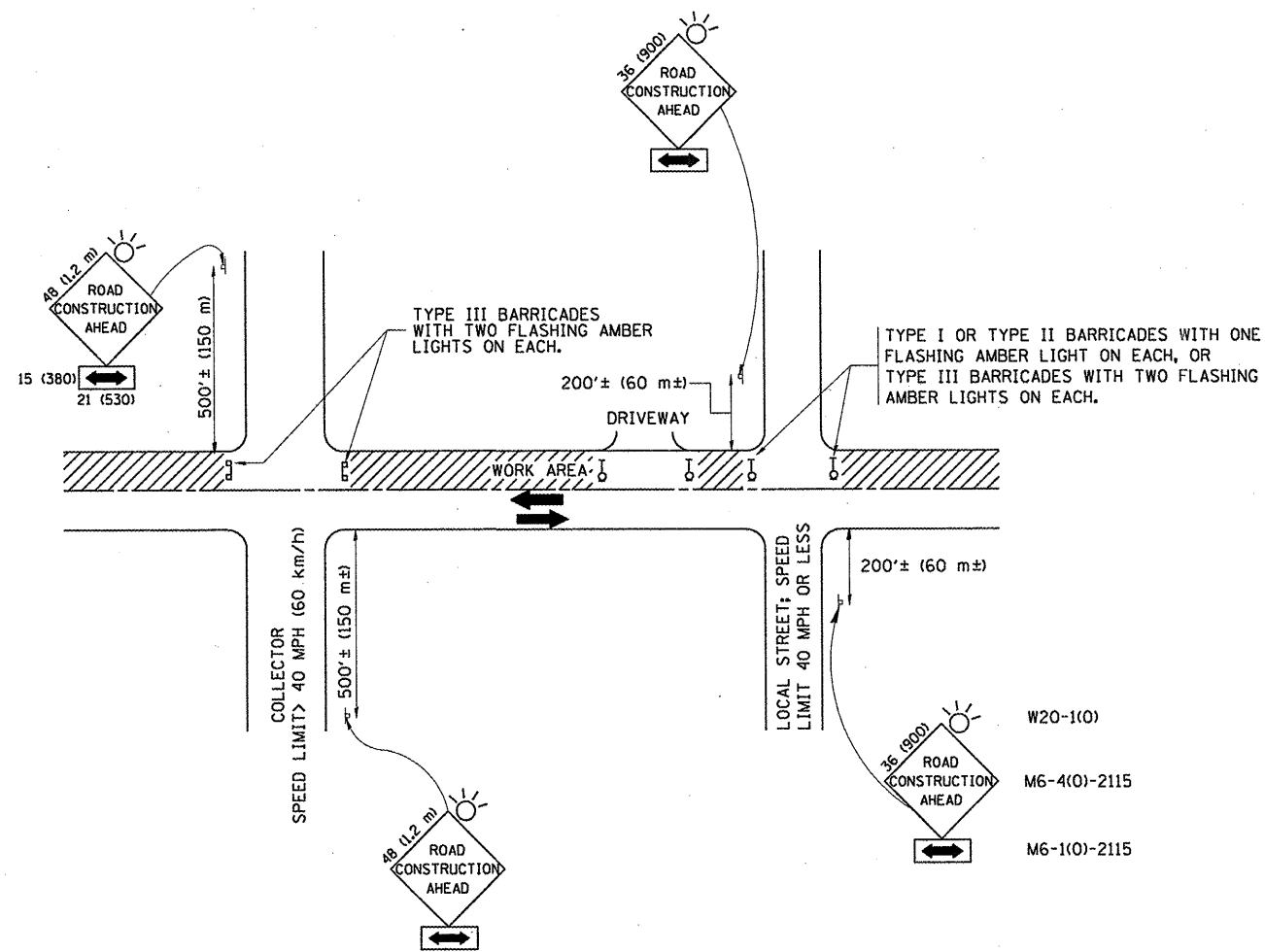
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = VelichkovVV	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
er\pw\work\p\dot\velichkovvv\d0259997\1stStd.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	VAR.			2011-006-PP	LK. & MCH.	23	16	
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	BD600-06 (BD-24)			CONTRACT NO. 60N94				
PLOT DATE = 4/13/2011	DATE - 03-11-94	REVISED - R. BORO 12-15-09	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS STA. TO STA.		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.

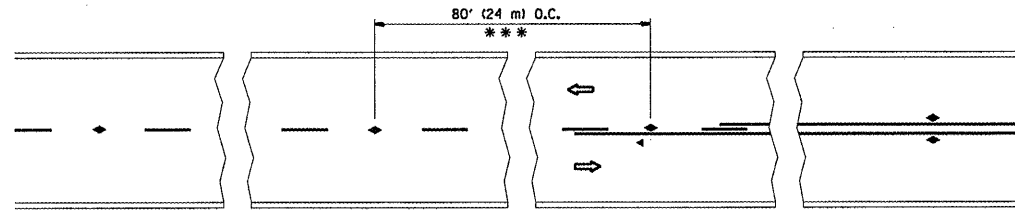
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PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED - A. HOUSEH 10-15-96
PLOT DATE = 4/13/2011		DATE - 06-89	REVISED - T. RAMMACH 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

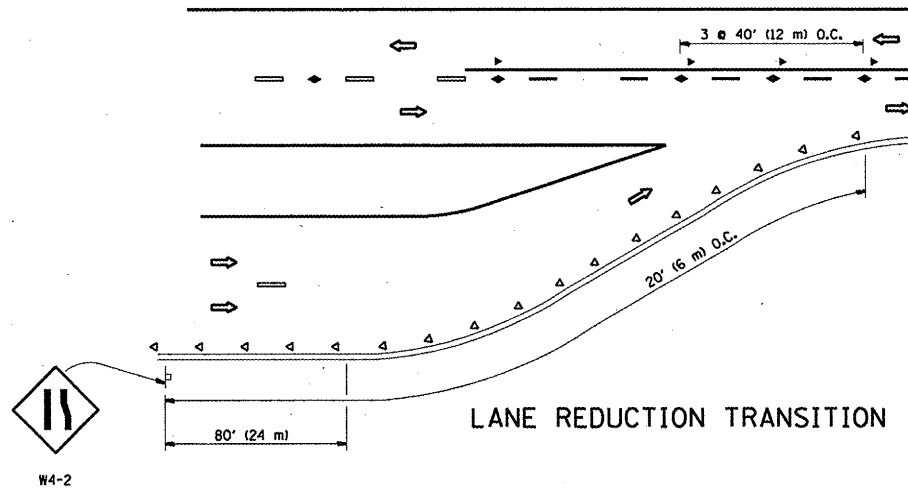
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-006-PP	LK. & MCH.	23	17
TC-10		CONTRACT NO. 60N94		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

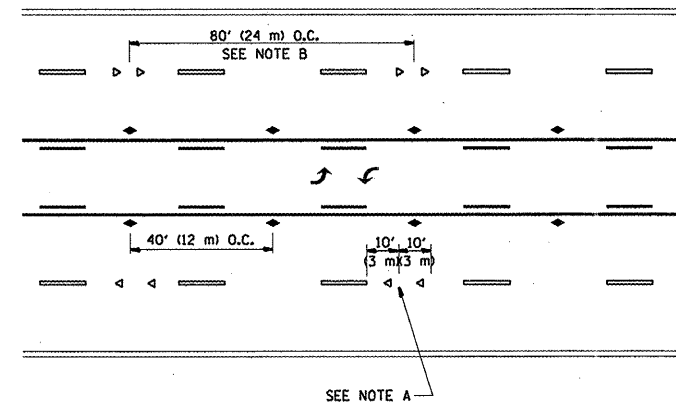


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

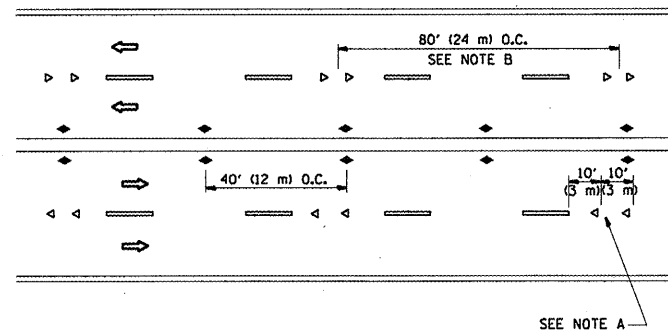
TWO-LANE/TWO-WAY



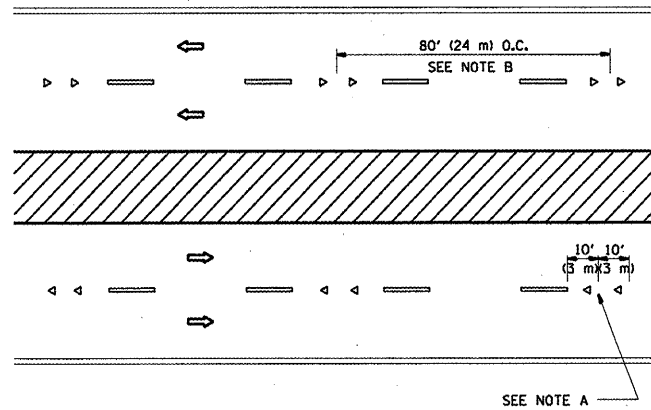
LANE REDUCTION TRANSITION



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

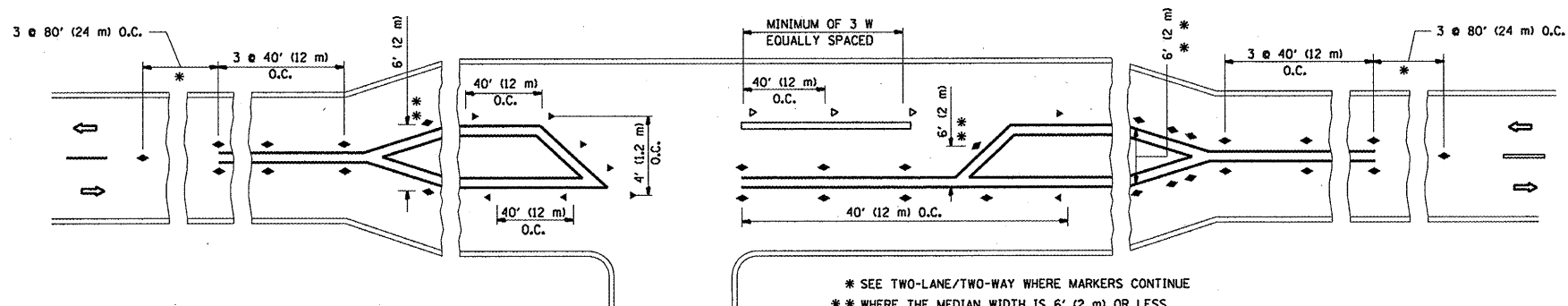
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

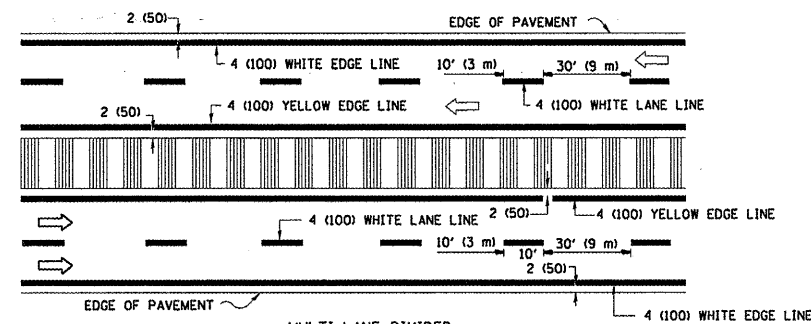
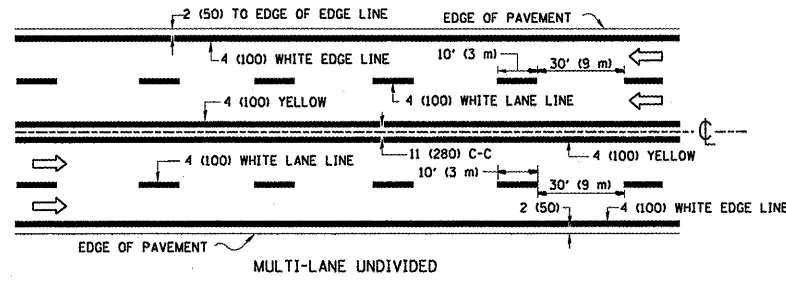
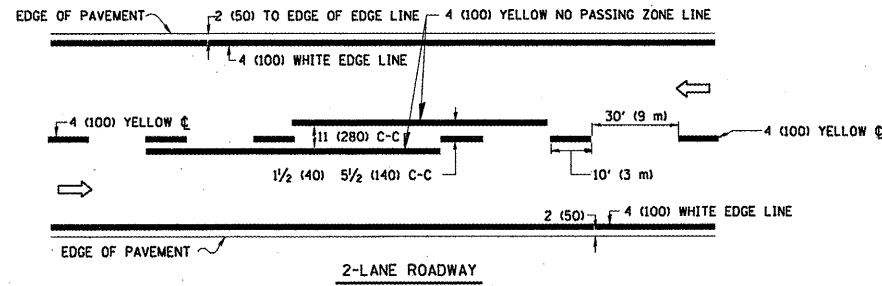
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PLOT DATE = 4/13/2011		DATE -	REVISED - C. JUICIUS 09-09-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

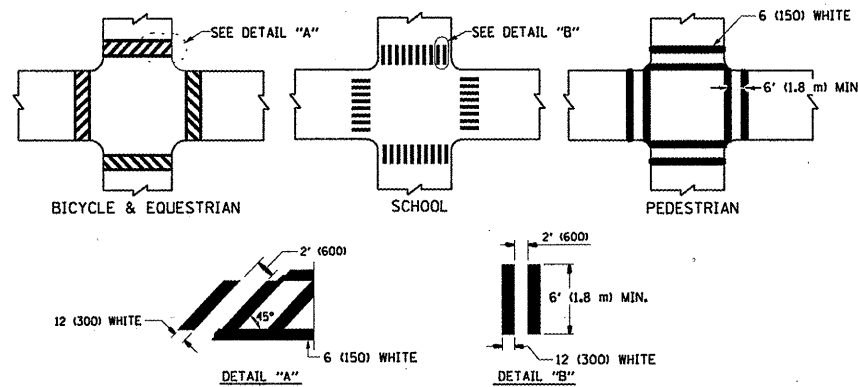
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-006-PP	LK. & MCH.	23	18
	TC-11	CONTRACT NO.	60N94	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

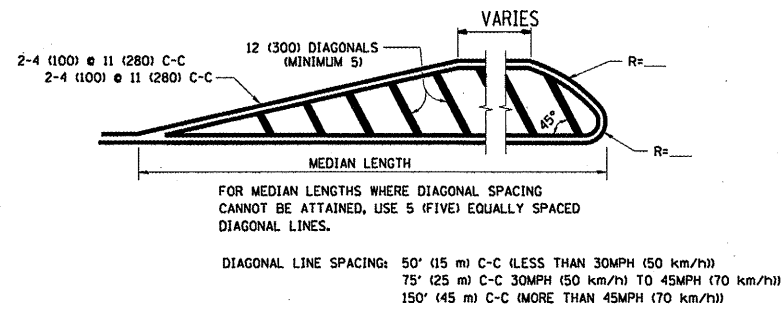
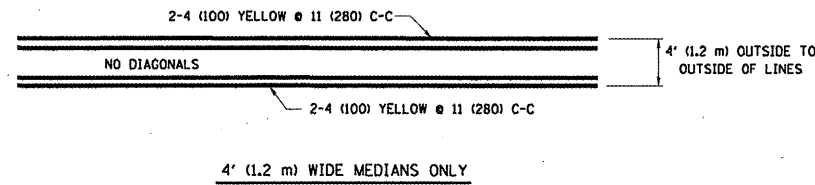


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

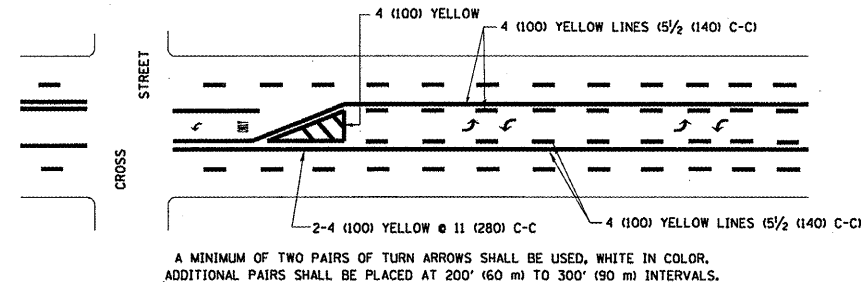
TYPICAL LANE AND EDGE LINE MARKING



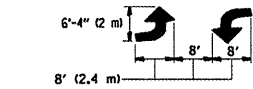
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE

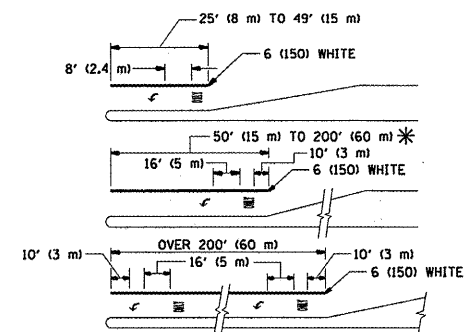


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

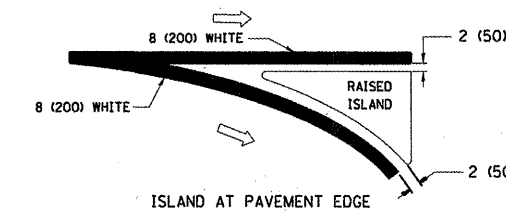
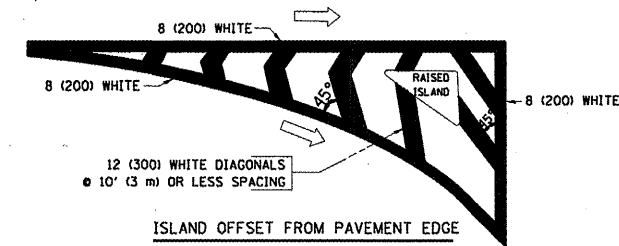


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)

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

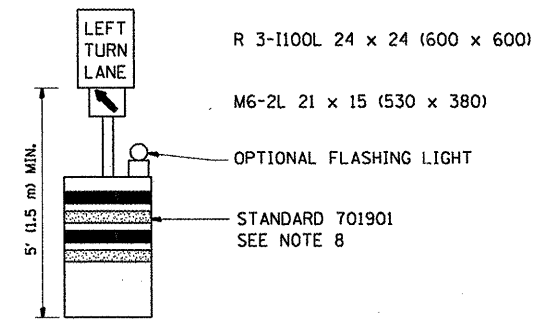
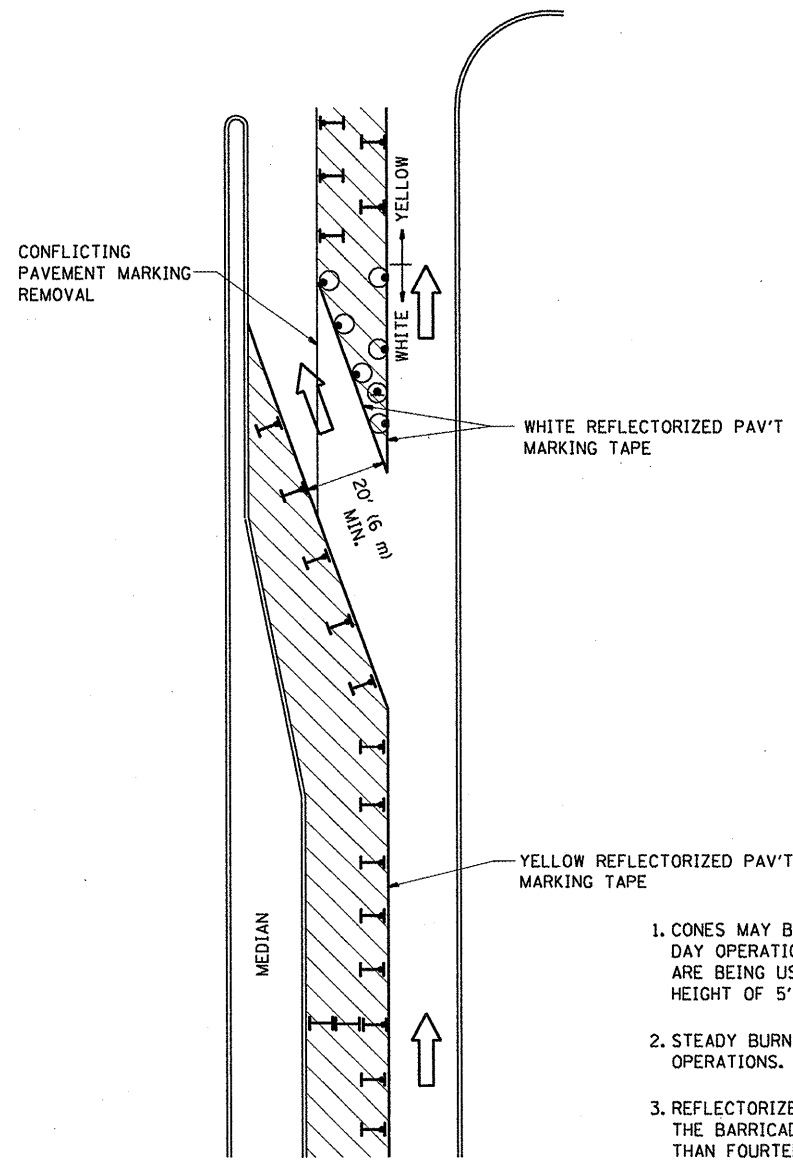
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**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.	2011-006-PP	LK. & MCH.	23	19
TC-13		CONTRACT NO. 60N94		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

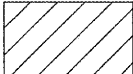







GENERAL NOTES

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

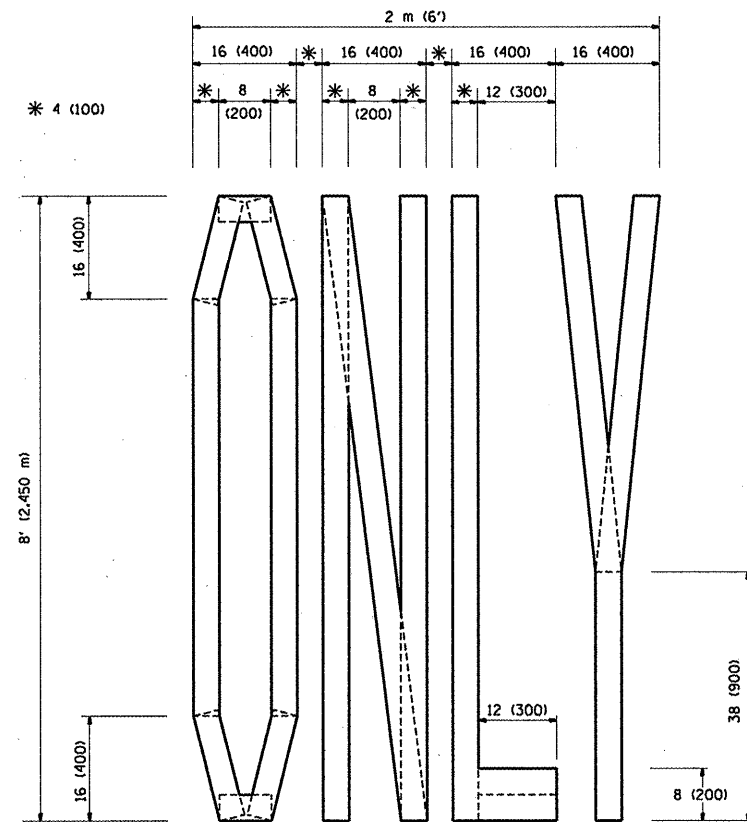
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	PLOT DATE = 4/13/2011	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

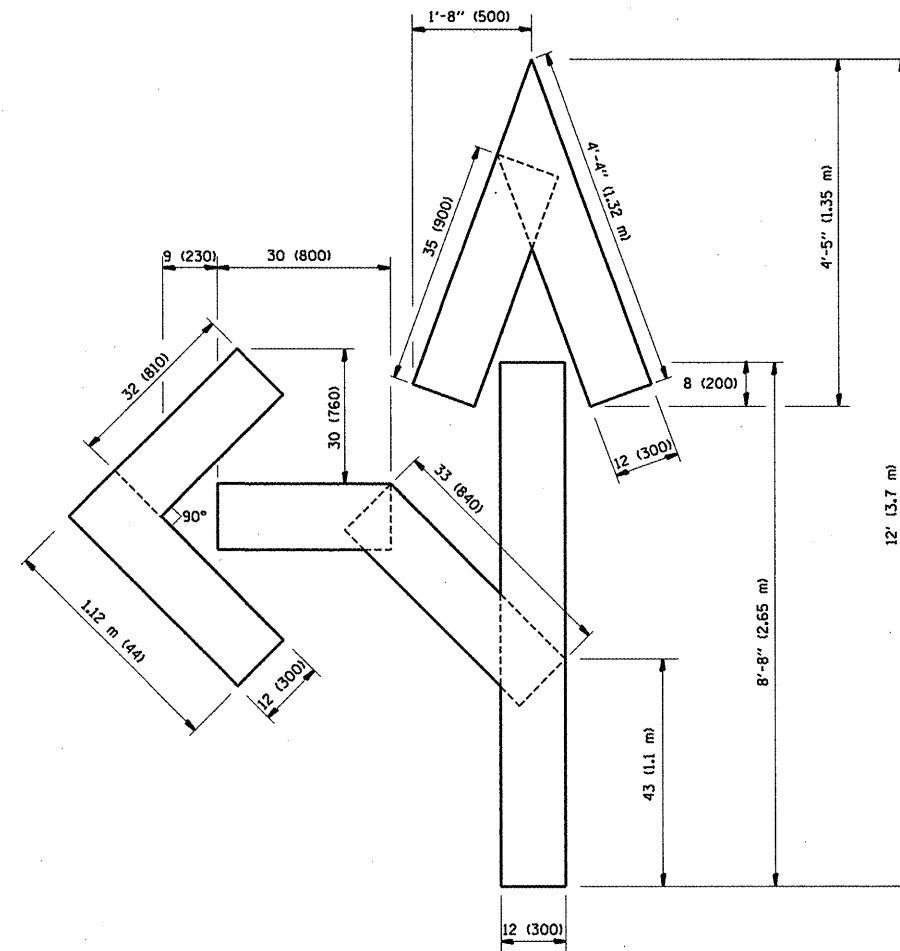
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

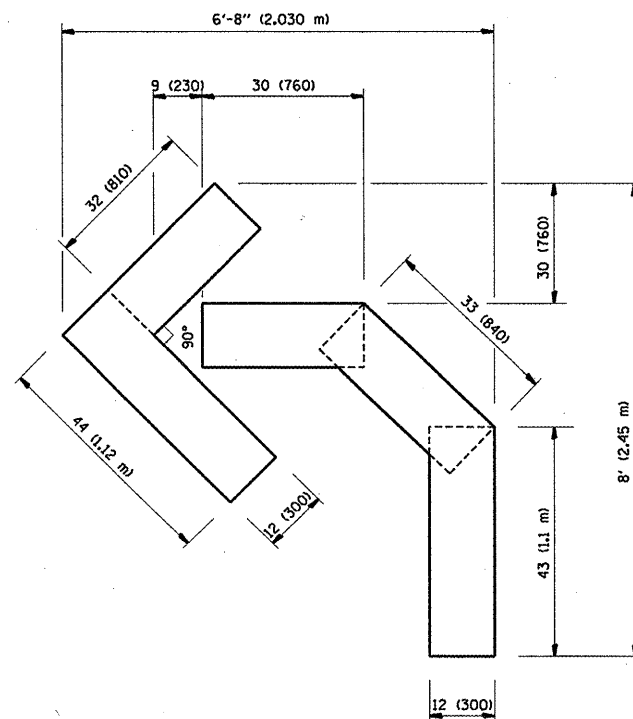
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-006-PP	LK. & MCH.	23	20
TC-14		CONTRACT NO. 60N94		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

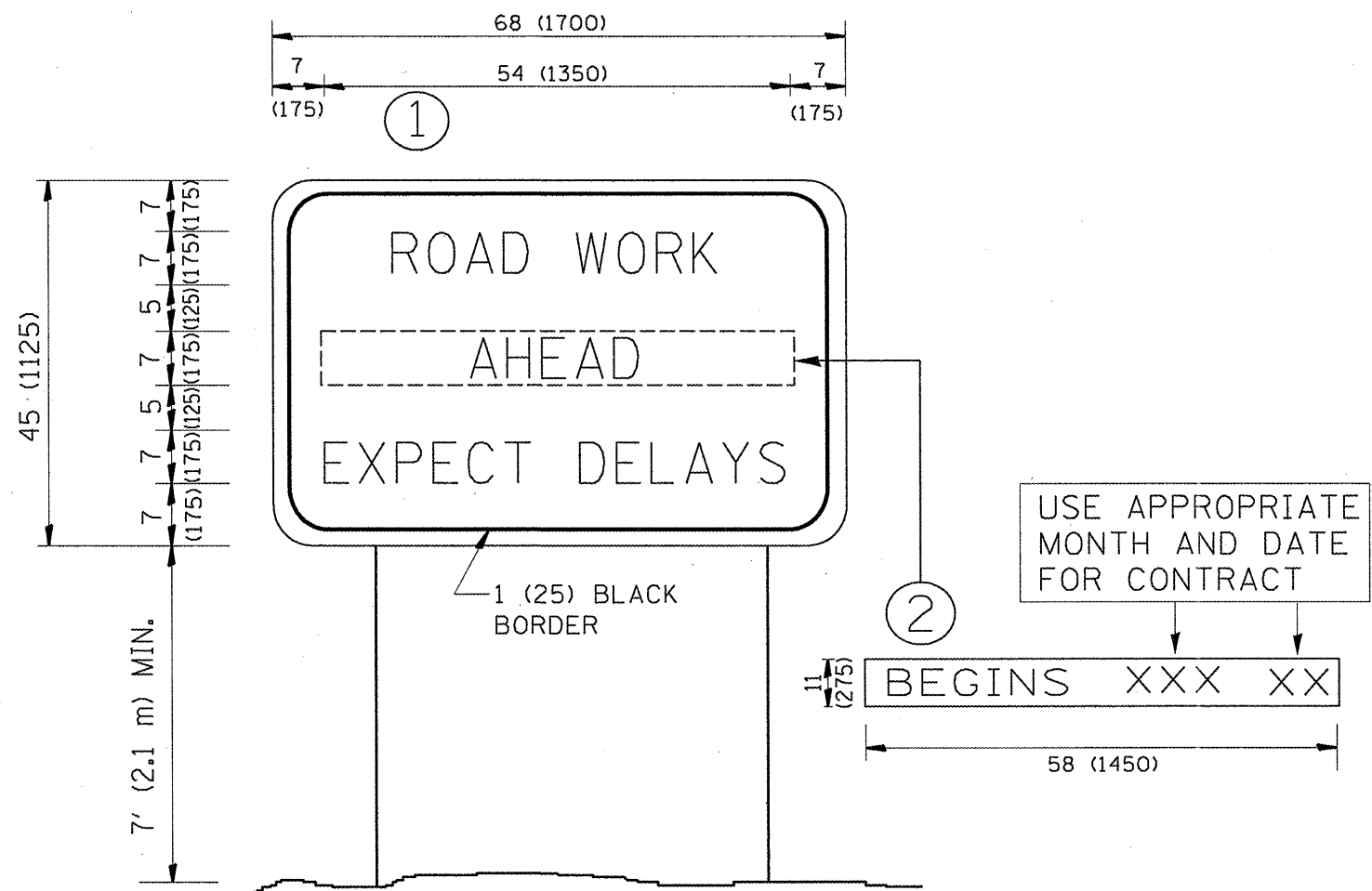
FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
ca:\pw\work\pws\dtd\velichkovvv\d8259997\1stStd.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 4/13/2011	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.	2011-006-PP	LK. & MCH.	23	21
TC-16		CONTRACT NO. 60N94		
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.

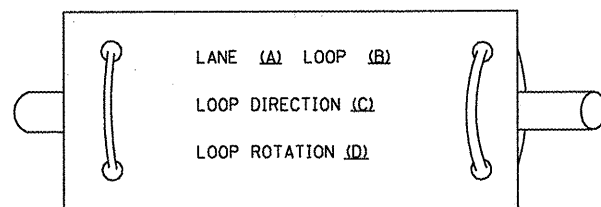
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct\pwwork\pwwork\velichkovvv\d0259997\1stStd.dgn		DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	VAR.	2011-006-PP	LK. & MCH.	23	22
		CHECKED -	REVISED - T. RAMMACHER 02-02-99						TC-22			
		DATE -	REVISED - C. JUCIUS 01-31-07						FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT		

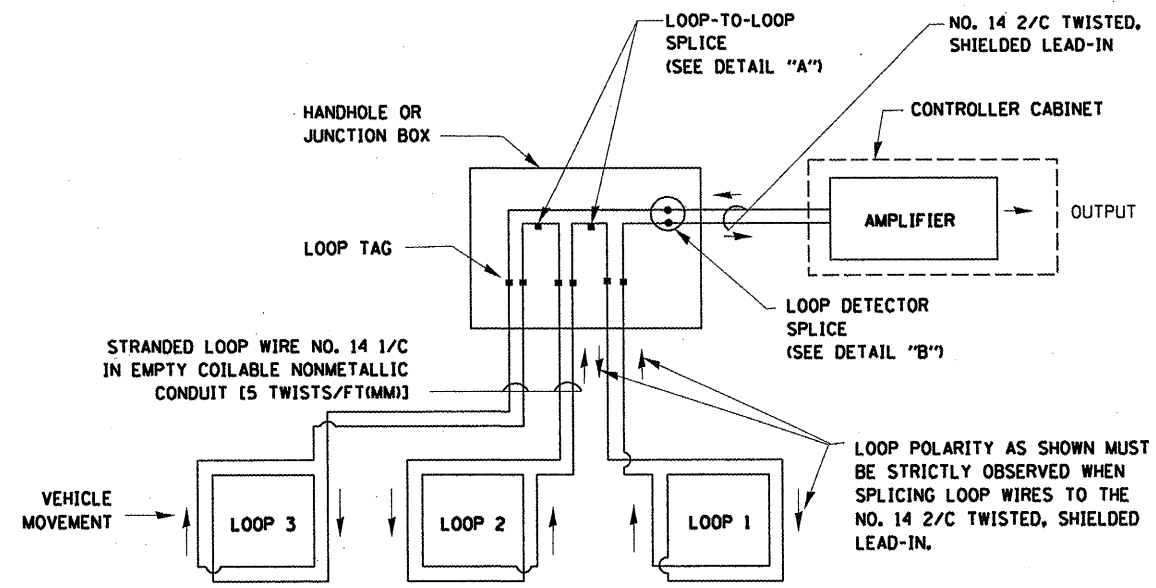
LOOP DETECTOR NOTES

- 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.
- 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.
- 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.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVESHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- 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.
- PERFORMED 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

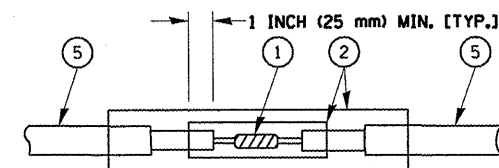


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

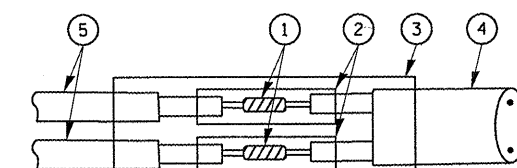


DETECTOR LOOP WIRING SCHEMATIC

- 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.

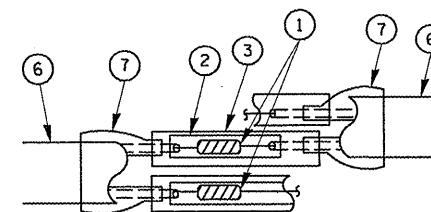


**DETAIL "A"
LOOP-TO-LOOP SPLICE**



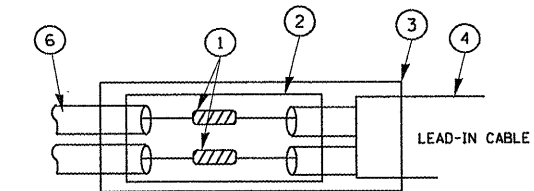
**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

TYPE I LOOP



**DETAIL "A"
LOOP-TO-LOOP SPLICE**

PRE-FORMED LOOP



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = VelichkovVV	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\velichkovv\d0259997\distStd.dgn	DRAWN - BCK	REVISED -	VAR.			2011-006-PP	LK. & MCH.	23	23	
PLOT SCALE = 100.0000 / IN.	CHECKED - DAD	REVISED -	TS-05			CONTRACT NO. 60N94				
PLOT DATE = 4/13/2011	DATE - 10-28-09	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.			