F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 60H60		

9-18-09 Letting, Item 095

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

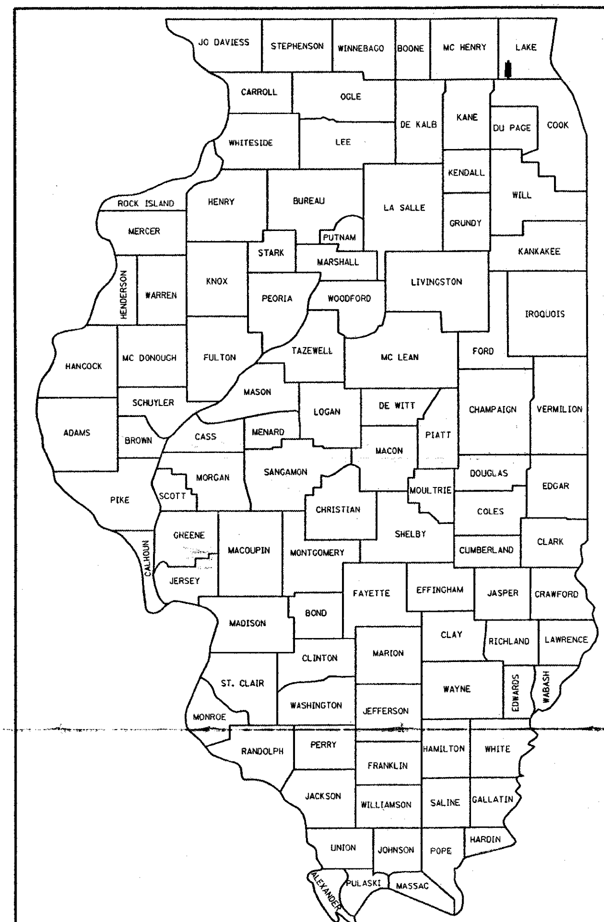
PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 338 /ILL 59
ILL 22 TO LAKE–COOK ROAD
SECTION: N–RS–2
RESURFACING
PROJECT: ESP-0338(039)
LAKE COUNTY
C–91–758–09

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGE OF BARRINGTON

D–91–758–09



LOCATION OF SECTION INDICATED THUS:–

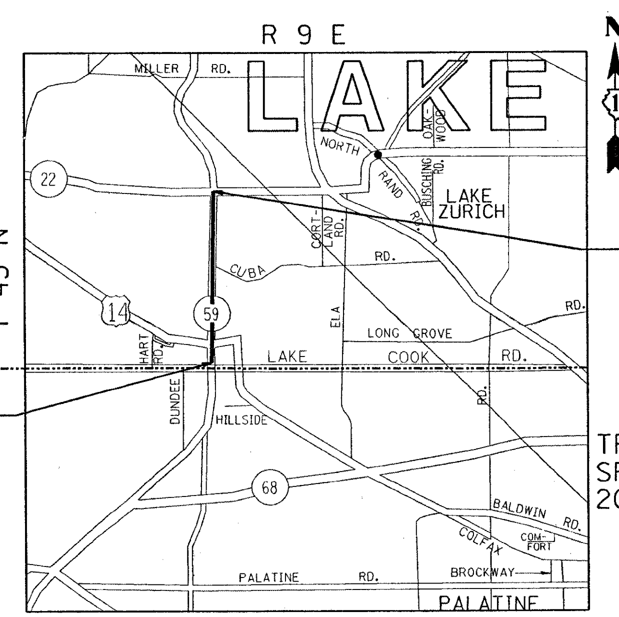
0	100' / 10'	200' / 20'	300' / 30'	1" = 100' / 1" = 10'
0	50'	100'		1" = 50'
0	50'	100'		1" = 40'
0	50'	100'		1" = 30'
0	50'	100'		1" = 20'

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1–800–892–0123
OR 811

R 9 E

T 43 N



PROJECT BEGINS STA. 19+93

PROJECT ENDS STA. 150+04

CUBA TOWNSHIP

<u>OMISSION</u>:
FROM STA. 20+83 TO STA. 21+09
FROM STA. 35+24 TO STA. 35+38

TRAFFIC DATA
SPEED LIMIT: 25 MPH TO 50 MPH
2007 ADT: 19,100

GROSS LENGTH OF PROJECT = 13,011 FEET (2.46 MILES)
NET LENGTH OF PROJECT = 12,971 FEET (2.45 MILES)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED June 22 2009
[illegible]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

August 14, 2009
Charles J. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

August 14, 2009
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PROJECT ENGINEER: DAN WILGREEN (847) 705–4240
PROJECT MANAGER: KEN ENG

CONTRACT NO. 60H60

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB & GUTTER
701011-02	OFF-ROAD MOVING OPERATIONS 2L, 2W DAY ONLY
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES

GENERAL NOTES:

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 IS REQUIRED)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF BARRINGTON.

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

ALL HOT-MIX ASPHALT PAVEMENT PATCHING SHALL BE CLASS D.

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H), WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

10 FEET (3 METER) TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTERS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE RESIDENT ENGINEER SHALL VERIFY THE LOCATIONS OF ALL EXISTING PAVEMENT MARKINGS PRIOR TO MILLING OR RESURFACING.

ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO DISTRICT 1 TYPICAL PAVEMENT MARKING.

TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT DEBBIE HANLON, AREA TRAFFIC FIELD ENGINEER AT (847) 438-2300.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT STANDARDS AS NOTED IN THE DETAIL.

THE UNIT WEIGHT (CONVERSION FACTOR) QUOTED IS FOR THE ESTIMATING PLAN QUANTITIES ONLY. ACTUAL QUANTITIES TO FULFILL CONTRACT REQUIREMENTS WILL BE DETERMINED BASED ON UNIT WEIGHT OF APPROVED MIX DESIGN, PLAN DIMENSIONS, AND DENSITY LIMITATIONS. MAXIMUM PAYMENT WILL BE COMPUTED BASED ON WEIGHT AVERAGE DENSITIES OF THE IN-PLACE MIXTURE.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

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	PLOT DATE = 7/16/2009	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL 59 (HOUGH STREET)
INDEX OF SHEETS STATE STANDARDS AND GENERAL NOTES
SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	2
		CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT			1000 100% FED					
20201006	GRADING AND SHAPING SHOULDERS	UNIT		147	147					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON		43	43					
40600300	AGGREGATE (PRIME COAT)	TON		215	215					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON		80.5	80.5					
40600895	CONSTRUCTING TEST STRIP	EACH		1	1					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD		534	534					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON		4517	4517					
42001300	PROTECTIVE COAT	SQ YD		47	47					
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD		376	376					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD		53397	53397					
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT		210	210					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON		587.4	587.4					
Δ 55039700	STORM SEWERS TO BE CLEANED	FOOT		1500	1500					
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH		63	63					
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH		53	53					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO		6	6					
67100100	MOBILIZATION	L SUM		1	1					
~~70100450~~	~~TRAFFIC CONTROL AND PROTECTION, STANDARD 701201~~	~~L SUM~~		~~1~~	~~1~~					
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM		1	1					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM		1	1					
70300100	SHORT-TERM PAVEMENT MARKING	FOOT		12746	12746					
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT		936.4	936.4					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT		46737	46737					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT		3961	3961					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT		1237	1237					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT		621	621					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT		1416	1416					
• 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT		936.4	936.4					

	SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT			1000 100% FED					
• 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT		46737	46737					
• 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT		3961	3961					
• 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT		1237	1237					
• 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT		621	621					
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH		602	602					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH		482	482					
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT		2027	2027					
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT		51.4	51.4					
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON		2103	2103					
Δ Z0014800	CULVERT TO BE CLEANED	FOOT		920	920					
Δ Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH		42	42					
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM		1	1					
*X4421803	CLASS D PATCHES, TYPE II, 13 1/4"	SQYD		765	765					
*X4421807	CLASS D PATCHES, TYPE III, 13 1/4"	SQYD		333	333					
*X4421809	CLASS D PATCHES, TYPE IV, 13 1/4"	SQYD		3790	3790					
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM		1	1					
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM		1	1					

ΔNon-participating

• SPECIALTY ITEMS

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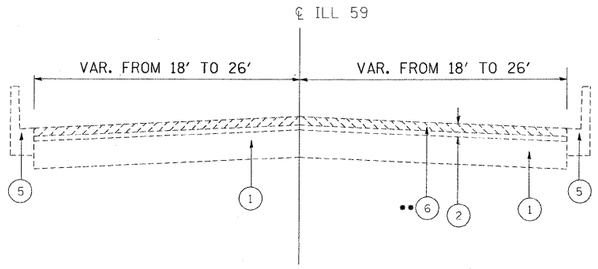
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

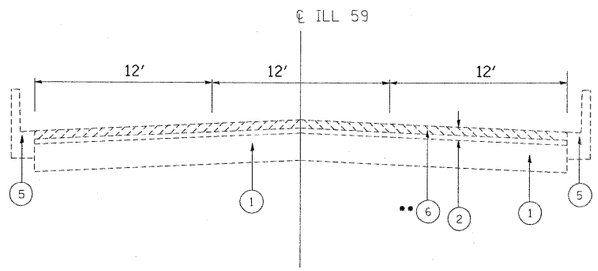
ILL 59 (HOUGH STREET) FROM ILL 22 TO LAKE-COOK RD.
SUMMARY OF QUANITIES

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

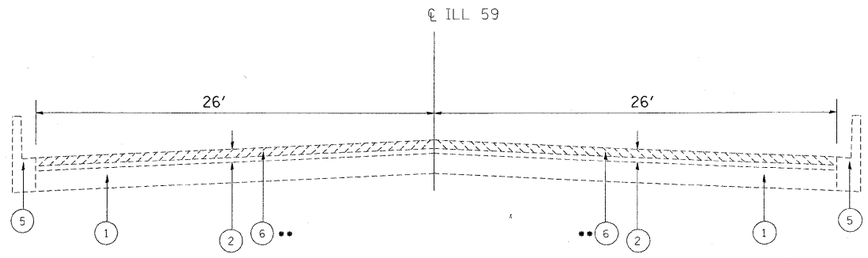
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	3
		CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



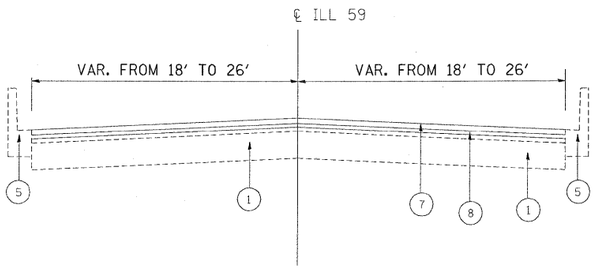
EXISTING TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 19+93 TO STA 26+00
STA. 36+29 TO STA 38+07
STA. 49+33 TO STA 53+24



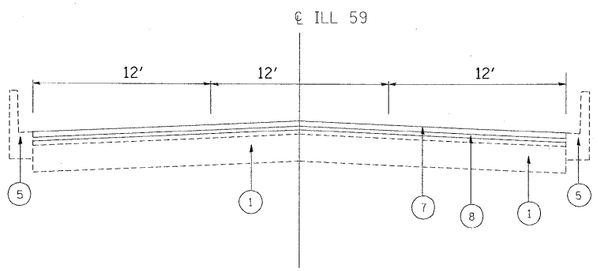
EXISTING TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 26+00 TO STA 35+24
STA. 35+24 TO STA 36+29



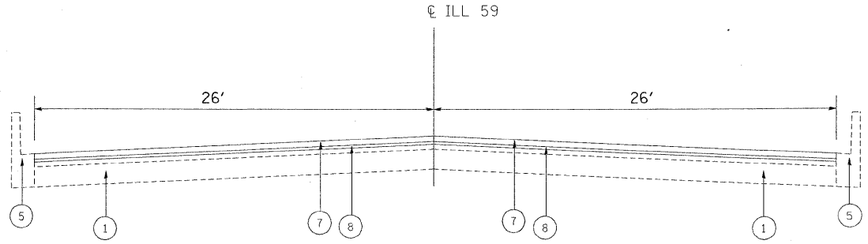
EXISTING TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 38+07 TO STA. 39+77
STA. 40+42 TO STA. 49+33



PROPOSED TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 19+93 TO STA 26+00
STA. 36+29 TO STA 38+07
STA. 49+33 TO STA 53+24



PROPOSED TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 26+00 TO STA 36+29
STA. 35+24 TO STA 36+29



PROPOSED TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 38+07 TO STA. 39+77
STA. 40+42 TO STA. 49+33

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC TYPE	AIR VOIDS
RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 MM)	PG 64-22	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm)	PG 64-22*	4% @ 70 GYR

"THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/ SQ YD/IN"

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58 -22.

•• CONTRACTOR SHALL MILL FIRST ACCORDING STD. BD-22, REFER TO SHEET 18.

LEGEND

1. EXISTING PCC PAVEMENT ±8"
2. EXISTING HMA OVERLAY ±7 1/2"
3. EXISTING AGGREGATE SHOULDER
4. EXISTING HMA SHOULDER
5. EXISTING CURB & GUTTER
6. PROSPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
7. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
9. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
10. PROPOSED GRADING & SHAPING SHOULDERS
11. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"

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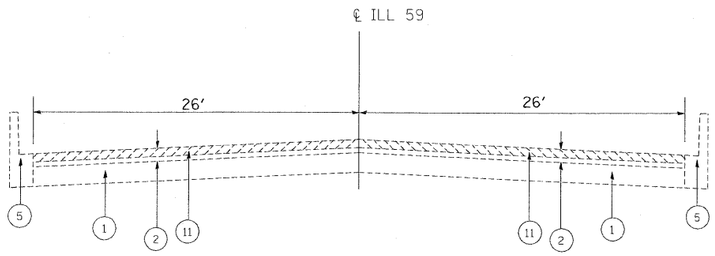
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

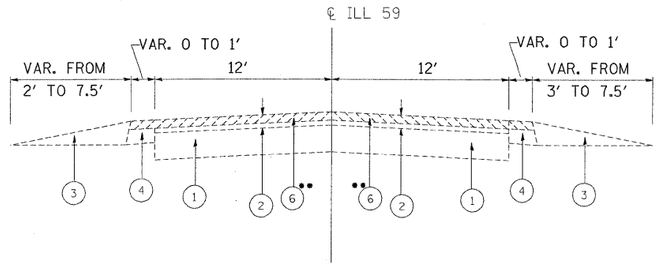
ILL 59 (HOUGH STREET)
TYPICAL SECTIONS

SCALE: NTS | SHEET NO. OF SHEETS | STA. X | TO STA. X

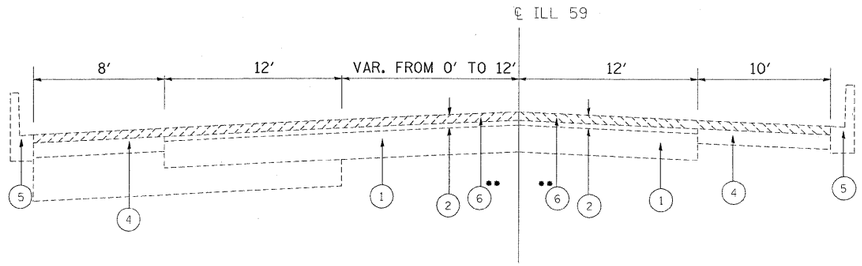
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	4
		CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



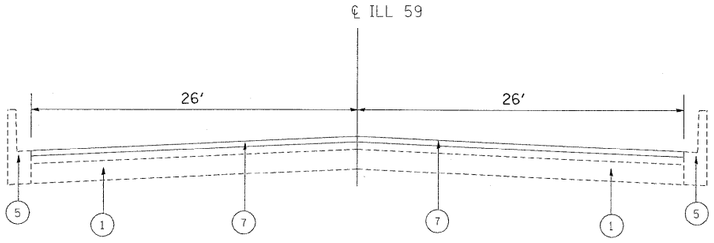
EXISTING TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 39+77 TO STA. 40+42
(SECTION OVER CULVERT)



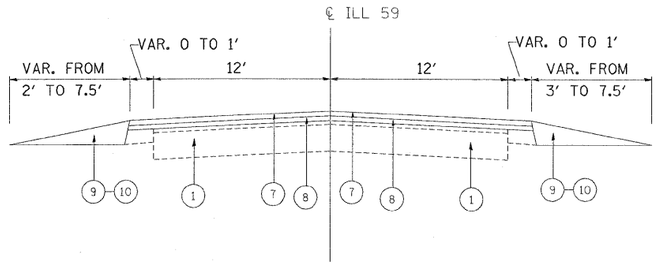
EXISTING TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 53+24 TO STA 58+20
STA. 61+04 TO STA 64+66
STA. 77+00 TO STA 90+06



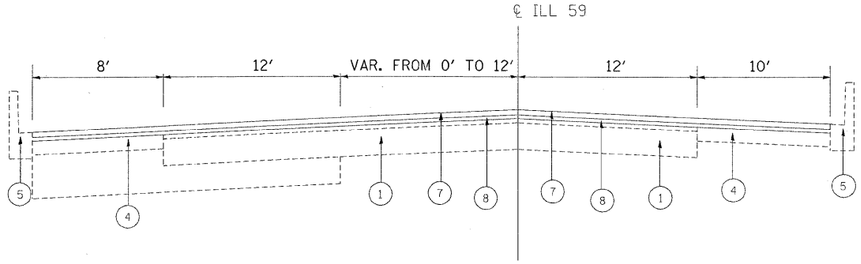
EXISTING TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 90+06 TO STA 97+00



PROPOSED TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 39+77 TO STA. 40+42
(SECTION OVER CULVERT)



PROPOSED TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 53+24 TO STA 58+20
STA. 61+04 TO STA 64+66
STA. 77+00 TO STA 90+06



PROPOSED TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 90+06 TO STA 97+00

•• CONTRACTOR SHALL MILL FIRST ACCORDING STD. BD-22, REFER TO SHEET 18.

LEGEND

1. EXISTING PCC PAVEMENT ±8″
2. EXISTING HMA OVERLAY ±7 1/2″
3. EXISTING AGGREGATE SHOULDER
4. EXISTING HMA SHOULDER
5. EXISTING CURB & GUTTER
6. PROSPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4″
7. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2″
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4″
9. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
10. PROPOSED GRADING & SHAPING SHOULDERS
11. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2″

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL 59 (HOUGH STREET)
TYPICAL SECTIONS

SCALE: NTS | SHEET NO. OF SHEETS | STA. X | TO STA. X

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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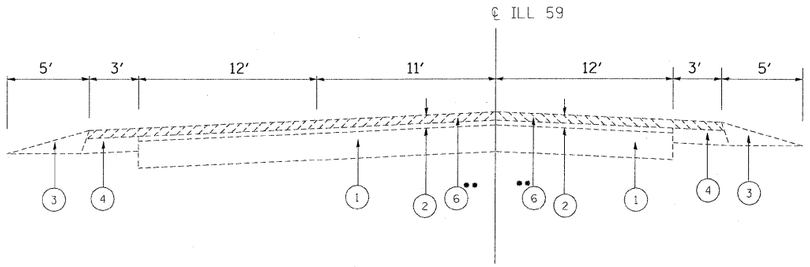
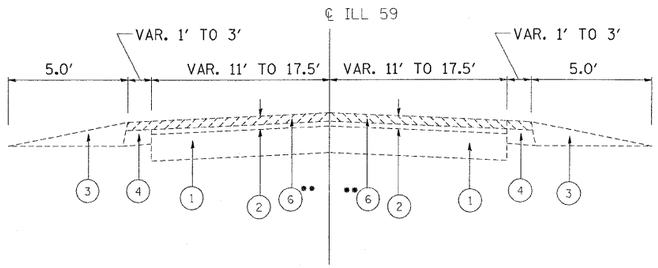
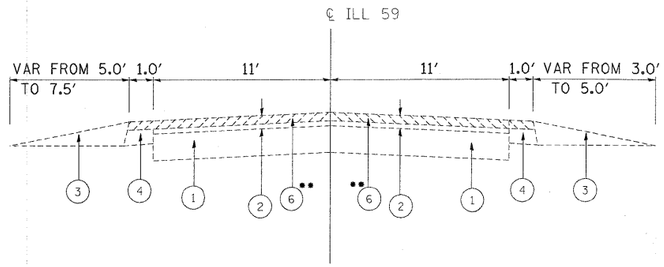
		CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 97+00 TO STA 101+16



EXISTING TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 101+16 TO STA 104+89



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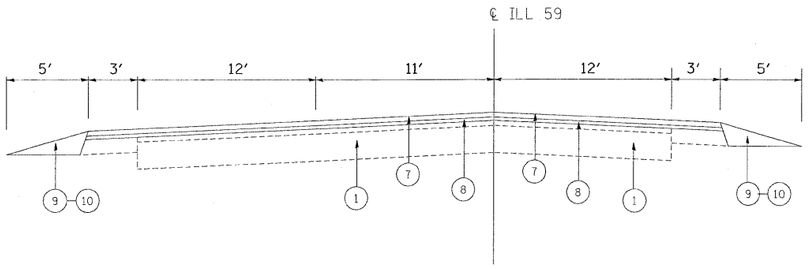
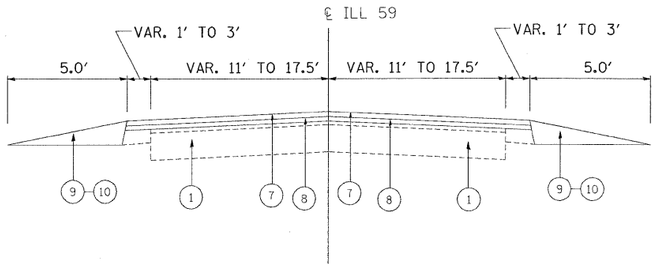
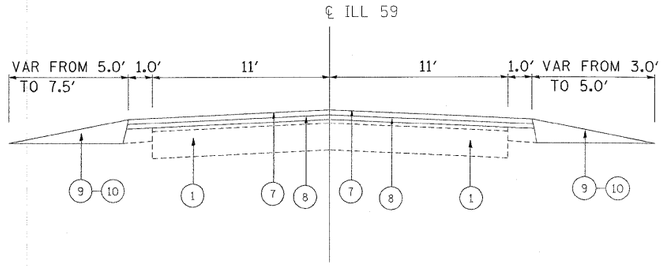
STA. 104+89 TO STA 142+57



PROPOSED TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 97+00 TO STA 101+16



PROPOSED TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 101+16 TO STA 104+89



PROPOSED TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 104+89 TO STA 142+57

•• CONTRACTOR SHALL MILL FIRST ACCORDING STD. BD-22, REFER TO SHEET 18.

LEGEND

1. EXISTING PCC PAVEMENT ±8″
2. EXISTING HMA OVERLAY ±7 1/2″
3. EXISTING AGGREGATE SHOULDER
4. EXISTING HMA SHOULDER
5. EXISTING CURB & GUTTER
6. PROSPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4″
7. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2″
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4″
9. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
10. PROPOSED GRADING & SHAPING SHOULDERS
11. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2″

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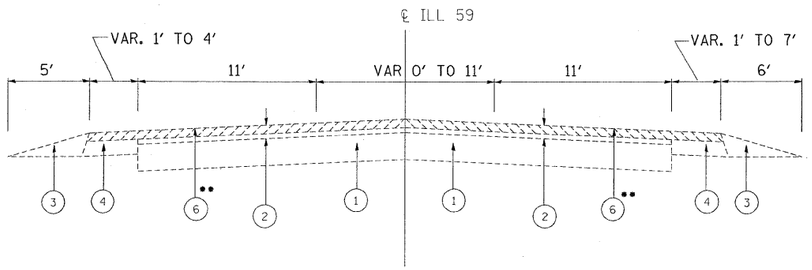
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ′ / IN.	CHECKED -	REVISED -
	PLOT DATE = 6/26/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

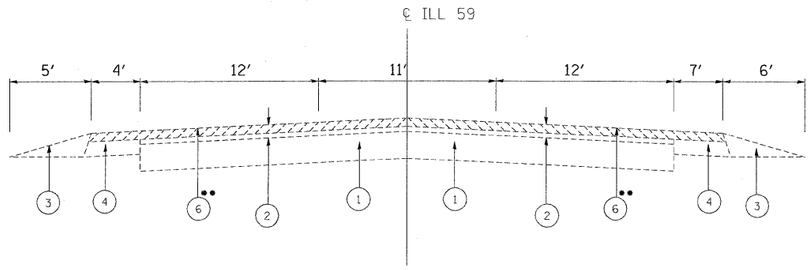
ILL 59 (HOUGH STREET)
TYPICAL SECTIONS

SCALE: NTS | SHEET NO. OF SHEETS | STA. X | TO STA. X

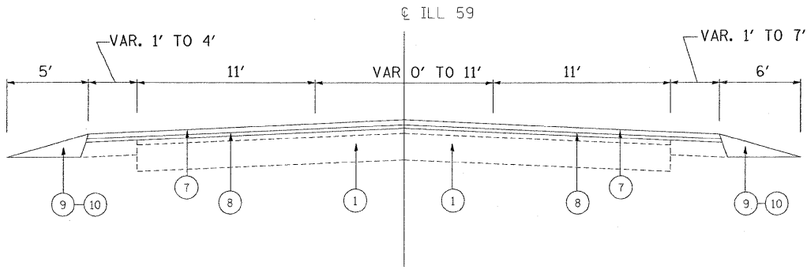
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	6
		CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



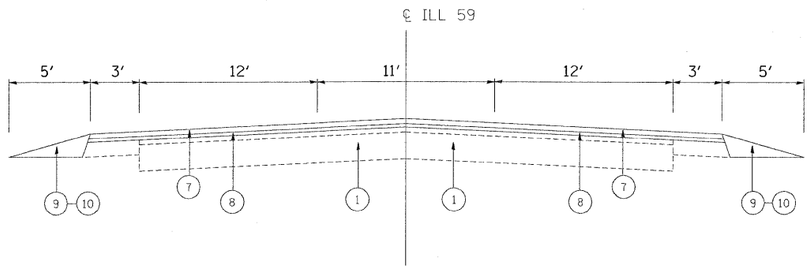
EXISTING TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 142+57 TO STA 146+45



EXISTING TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA 146+45 TO STA. 150+04



PROPOSED TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA. 142+57 TO STA 146+45



PROPOSED TYPICAL SECTION
ILL 59 (HOUGH STREET)
STA 146+45 TO STA. 150+04

•• CONTRACTOR SHALL MILL FIRST ACCORDING STD. BD-22, REFER TO SHEET 18.

LEGEND

1. EXISTING PCC PAVEMENT ±8″
2. EXISTING HMA OVERLAY ± 7 1/2″
3. EXISTING AGGREGATE SHOULDER
4. EXISTING HMA SHOULDER
5. EXISTING CURB & GUTTER
6. PROSPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4″
7. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX ″D″, N70, 1 1/2″
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4″
9. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
10. PROPOSED GRADING & SHAPING SHOULDERS
11. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2″

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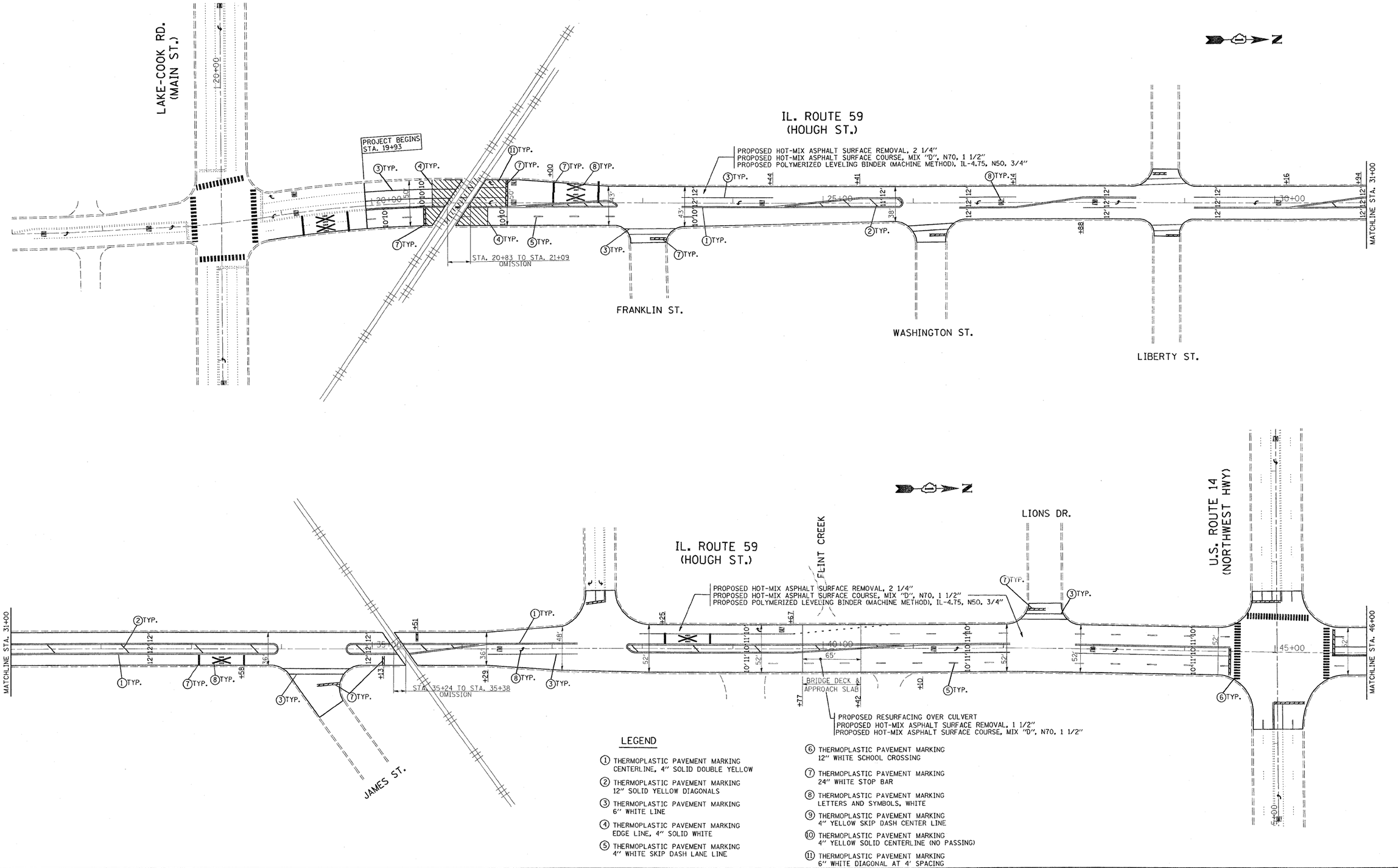
	PLOT DATE = 6/26/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL 59 (HOUGH STREET)
TYPICAL SECTIONS

SCALE: NTS | SHEET NO. OF SHEETS | STA. X | TO STA. X

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	7
		CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING
   CENTERLINE, 4" SOLID DOUBLE YELLOW
2. THERMOPLASTIC PAVEMENT MARKING
   12" SOLID YELLOW DIAGONALS
3. THERMOPLASTIC PAVEMENT MARKING
   6" WHITE LINE
4. THERMOPLASTIC PAVEMENT MARKING
   EDGE LINE, 4" SOLID WHITE
5. THERMOPLASTIC PAVEMENT MARKING
   4" WHITE SKIP DASH LANE LINE
6. THERMOPLASTIC PAVEMENT MARKING
   12" WHITE SCHOOL CROSSING
7. THERMOPLASTIC PAVEMENT MARKING
   24" WHITE STOP BAR
8. THERMOPLASTIC PAVEMENT MARKING
   LETTERS AND SYMBOLS, WHITE
9. THERMOPLASTIC PAVEMENT MARKING
   4" YELLOW SKIP DASH CENTER LINE
10. THERMOPLASTIC PAVEMENT MARKING
    4" YELLOW SOLID CENTERLINE (NO PASSING)
11. THERMOPLASTIC PAVEMENT MARKING
    6" WHITE DIAGONAL AT 4' SPACING

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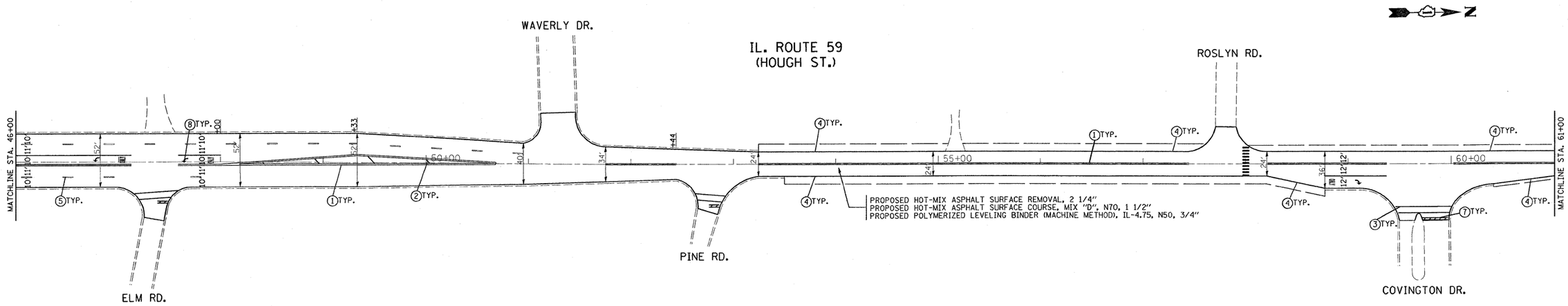
	PLOT DATE = 6/26/2009	DATE -	REVISED -

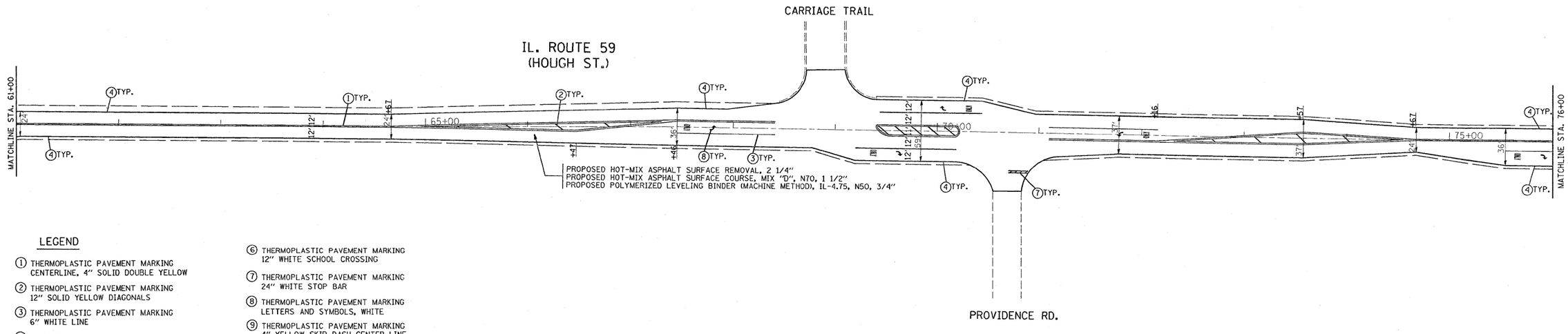
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLAN
IL. RTE. 59 (HOUGH ST.) LAKE-COOK RD. – IL. RTE. 22

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	8
		CONTRACT NO. 60H60		
	ILLINOIS	FED. AID PROJECT		





LEGEND

1. THERMOPLASTIC PAVEMENT MARKING CENTERLINE, 4" SOLID DOUBLE YELLOW
2. THERMOPLASTIC PAVEMENT MARKING 12" SOLID YELLOW DIAGONALS
3. THERMOPLASTIC PAVEMENT MARKING 6" WHITE LINE
4. THERMOPLASTIC PAVEMENT MARKING EDGE LINE, 4" SOLID WHITE
5. THERMOPLASTIC PAVEMENT MARKING 4" WHITE SKIP DASH LANE LINE
6. THERMOPLASTIC PAVEMENT MARKING 12" WHITE SCHOOL CROSSING
7. THERMOPLASTIC PAVEMENT MARKING 24" WHITE STOP BAR
8. THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE
9. THERMOPLASTIC PAVEMENT MARKING 4" YELLOW SKIP DASH CENTER LINE
10. THERMOPLASTIC PAVEMENT MARKING 4" YELLOW SOLID CENTERLINE (NO PASSING)
11. THERMOPLASTIC PAVEMENT MARKING 6" WHITE DIAGONAL AT 4' SPACING

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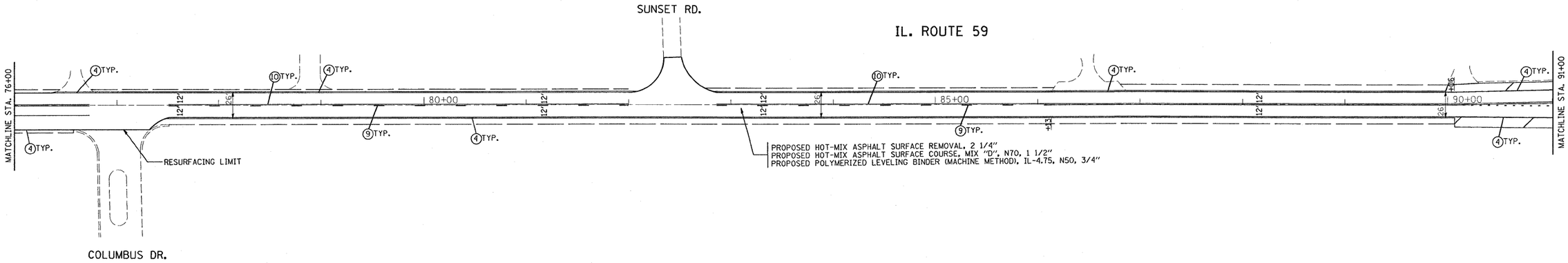
	PLOT DATE = 7/16/2009	DATE -	REVISED -

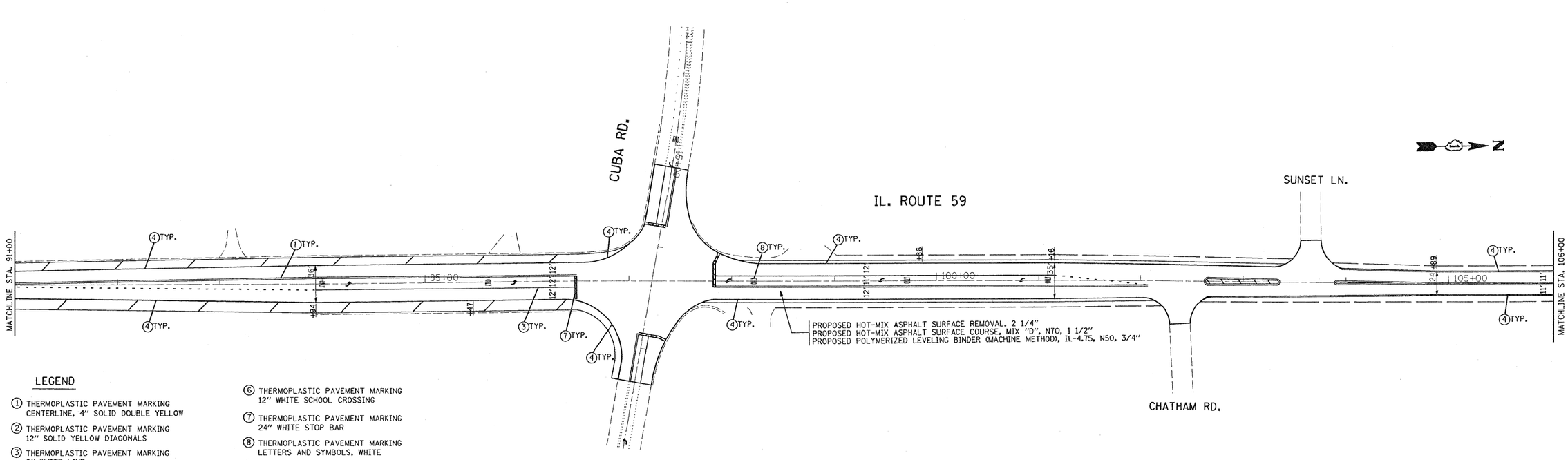
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLAN
IL. RTE. 59 (HOUGH ST.) LAKE-COOK RD. – IL. RTE. 22

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	9
		CONTRACT NO. 60H60		
	ILLINOIS FED. AID PROJECT			





LEGEND

1. THERMOPLASTIC PAVEMENT MARKING CENTERLINE, 4" SOLID DOUBLE YELLOW
2. THERMOPLASTIC PAVEMENT MARKING 12" SOLID YELLOW DIAGONALS
3. THERMOPLASTIC PAVEMENT MARKING 6" WHITE LINE
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5. THERMOPLASTIC PAVEMENT MARKING 4" WHITE SKIP DASH LANE LINE
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10. THERMOPLASTIC PAVEMENT MARKING 4" YELLOW SOLID CENTERLINE (NO PASSING)
11. THERMOPLASTIC PAVEMENT MARKING 6" WHITE DIAGONAL AT 4' SPACING

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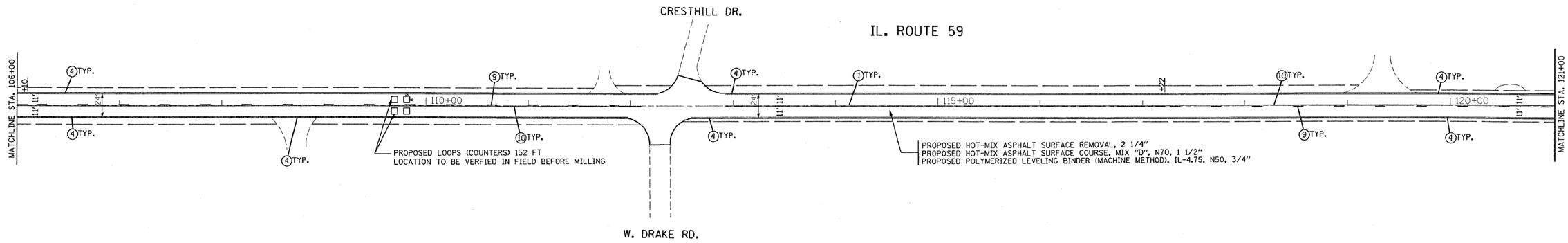
		DATE -	REVISED -

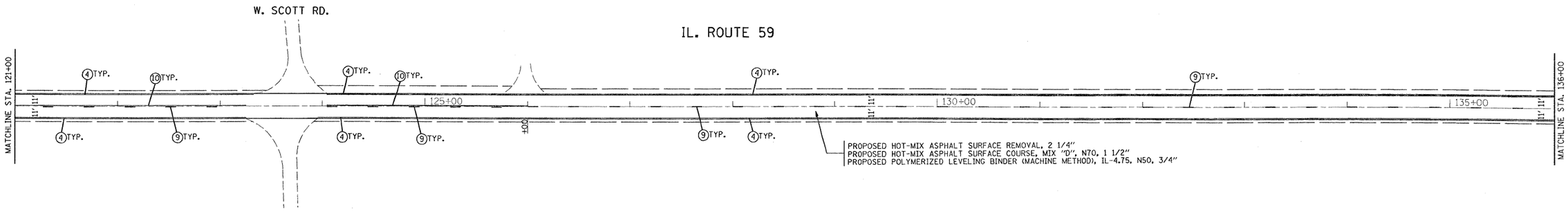
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLAN
IL. RTE. 59 (HOUGH ST.) LAKE-COOK RD. – IL. RTE. 22

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	10
		CONTRACT NO. 60H60		
	ILLINOIS FED. AID PROJECT			





LEGEND

1. THERMOPLASTIC PAVEMENT MARKING CENTERLINE, 4" SOLID DOUBLE YELLOW
2. THERMOPLASTIC PAVEMENT MARKING 12" SOLID YELLOW DIAGONALS
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10. THERMOPLASTIC PAVEMENT MARKING 4" YELLOW SOLID CENTERLINE (NO PASSING)
11. THERMOPLASTIC PAVEMENT MARKING 6" WHITE DIAGONAL AT 4' SPACING

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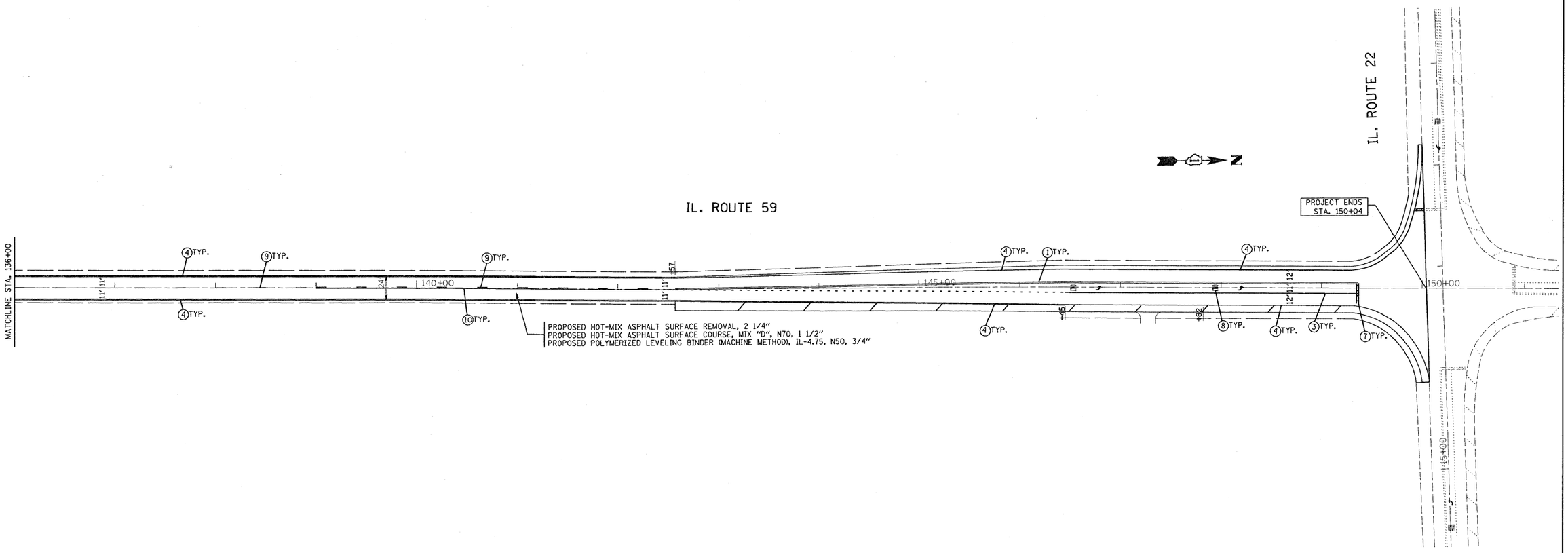
	PLOT DATE = 6/26/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLAN
IL. RTE. 59 (HOUGH ST.) LAKE-COOK RD. – IL. RTE. 22

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	11
		CONTRACT NO. 60H60		
		ILLINOIS	FED. AID PROJECT	



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING CENTERLINE, 4" SOLID DOUBLE YELLOW
2. THERMOPLASTIC PAVEMENT MARKING 12" SOLID YELLOW DIAGONALS
3. THERMOPLASTIC PAVEMENT MARKING 6" WHITE LINE
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10. THERMOPLASTIC PAVEMENT MARKING 4" YELLOW SOLID CENTERLINE (NO PASSING)
11. THERMOPLASTIC PAVEMENT MARKING 6" WHITE DIAGONAL AT 4' SPACING

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	PLOT DATE = 7/16/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

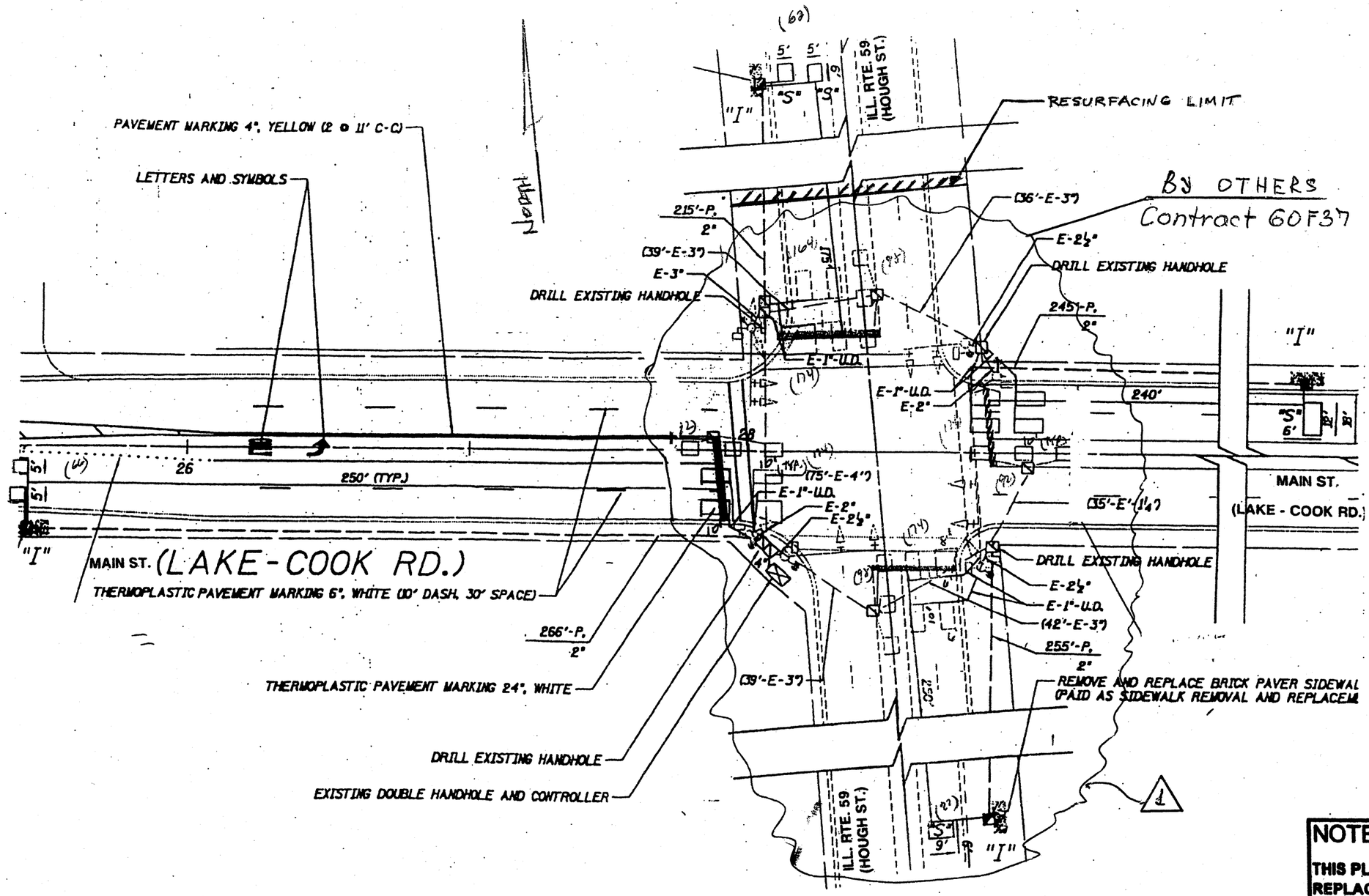
ROADWAY AND PAVEMENT MARKING PLAN
IL. RTE. 59 (HOUGH ST.) LAKE-COOK RD. – IL. RTE. 22

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	12
		CONTRACT NO. 60H60		
	ILLINOIS FED. AID PROJECT			

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	13
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contr. # 60H60



REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
88600800	62 1	Foot	Detector Loop Replacement

NOTE:

THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONLY. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.

1 REVISED 06/18-2009 A.G.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT

Ill. Route 59 @ Lake/Cook Rd.

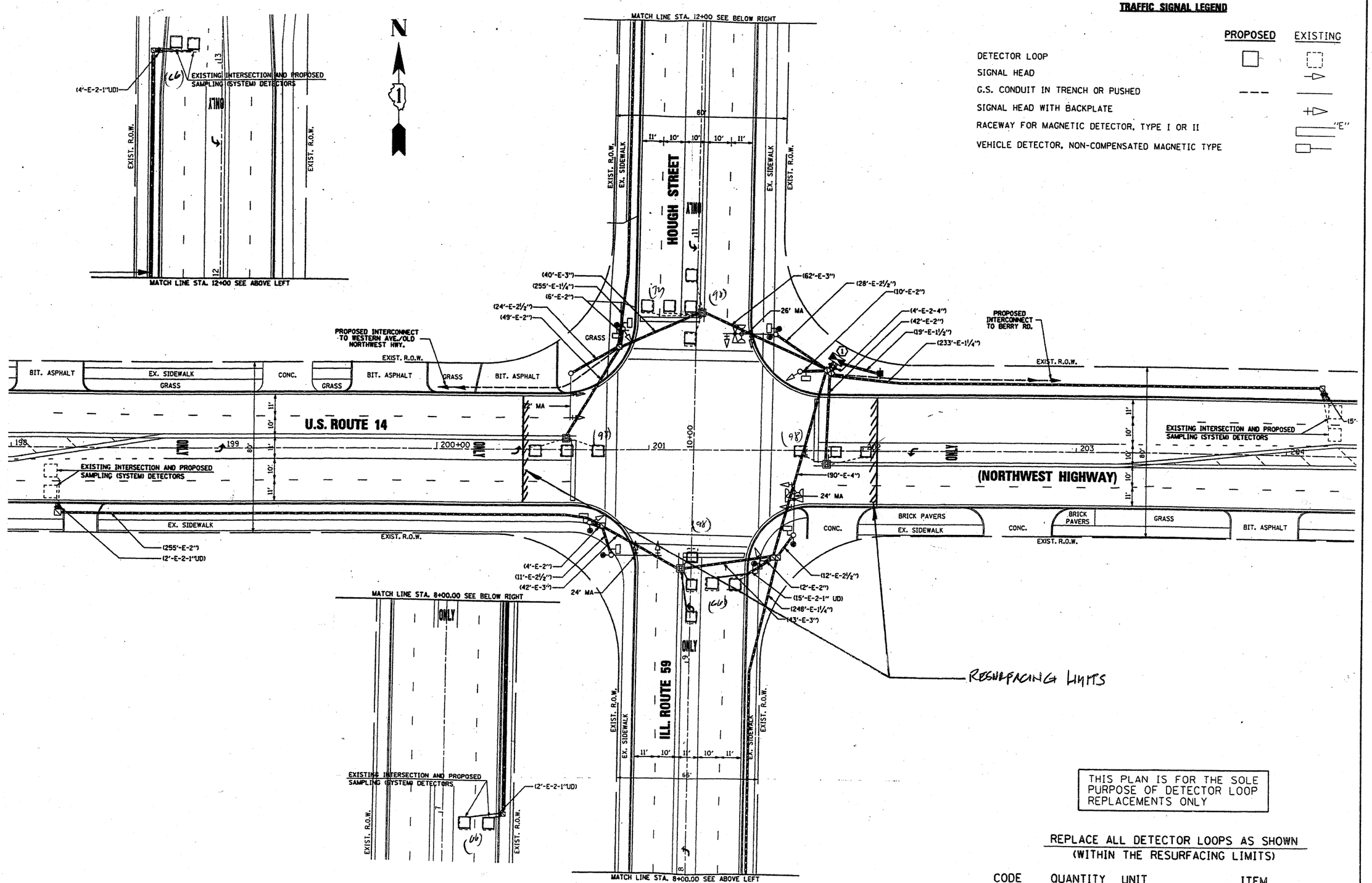
SCALE: NONE

DATE: MAR. 2009

DRAWN BY: JHE
DESIGNED BY: JHE
CHECKED BY: DAB

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
DETECTOR LOOP	□	⬚
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED	- - -	———
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II	"E"	
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
86600600	662	FOOT	DETECTOR LOOP, REPLACEMENT

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	PLOT DATE = 4/3/2009	DATE -	REVISED -

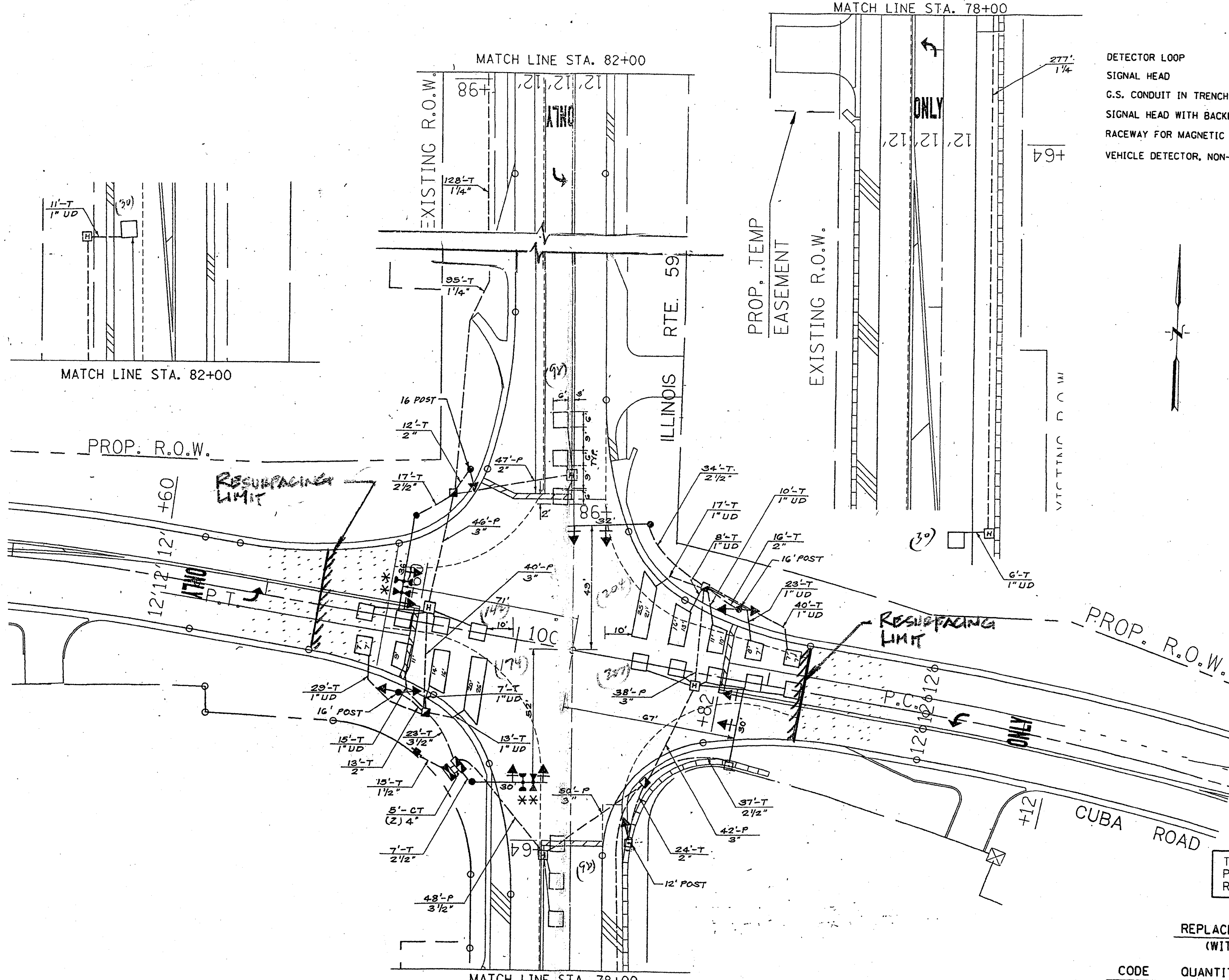
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
ILL. ROUTE 59 @ U.S. ROUTE 14

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	14
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60H60



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
DETECTOR LOOP	☐	⬚
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED	---	―
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		"E"
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		

THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
86600600	983	FOOT	DETECTOR LOOP, REPLACEMENT

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	PLOT SCALE = 39.9360 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/3/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

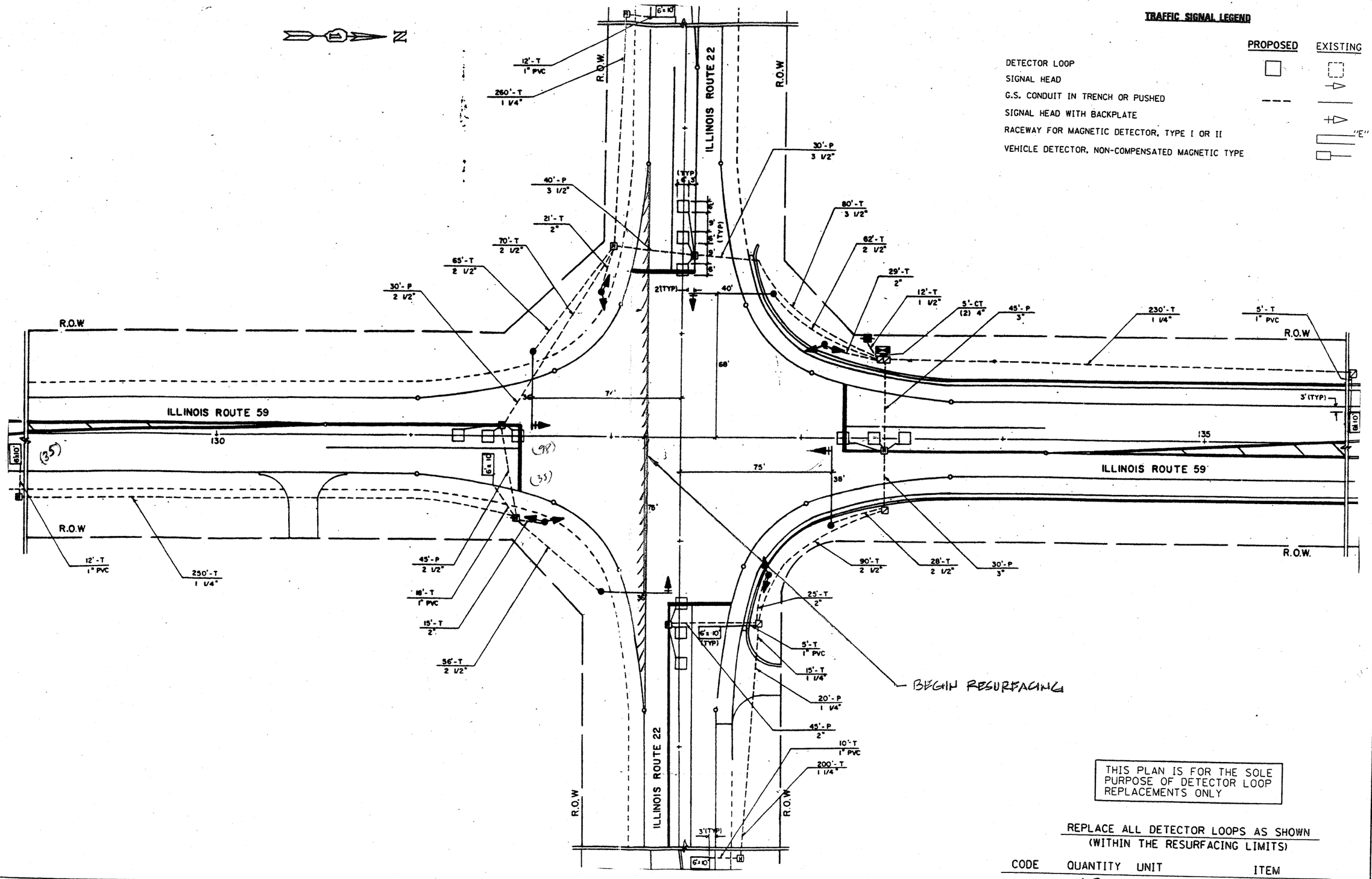
DISTRICT ONE - DETECTOR LOOP REPLACEMENT
ILL. ROUTE 59 @ CUBA ROAD

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	15

CONTRACT NO. 60H60

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
DETECTOR LOOP	□	⬚
SIGNAL HEAD	▷	▷
G.S. CONDUIT IN TRENCH OR PUSHED	- - -	———
SIGNAL HEAD WITH BACKPLATE	+▷	+▷
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II	"E"	
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		

THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
86600600	168	FOOT	DETECTOR LOOP, REPLACEMENT

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	PLOT DATE = 4/3/2009	DATE	REVISED -

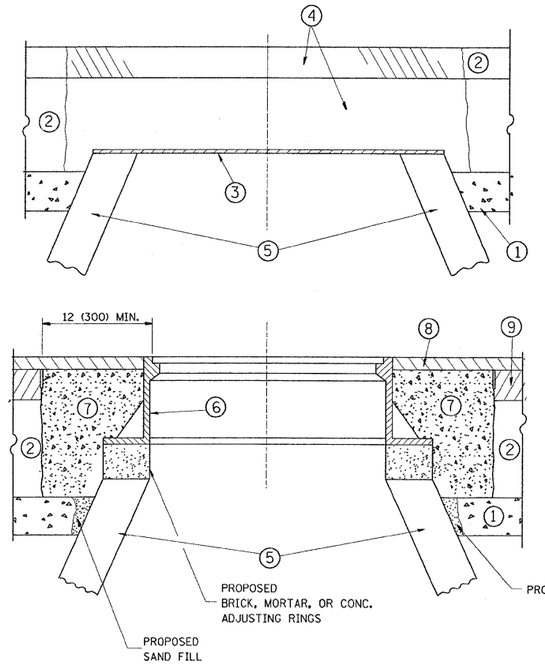
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
ILL. ROUTE 59 @ ILL. ROUTE 22

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	16
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO.	

60460



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX 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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE 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. 36 (900) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND HMA SURFACE MIX
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

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.

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: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

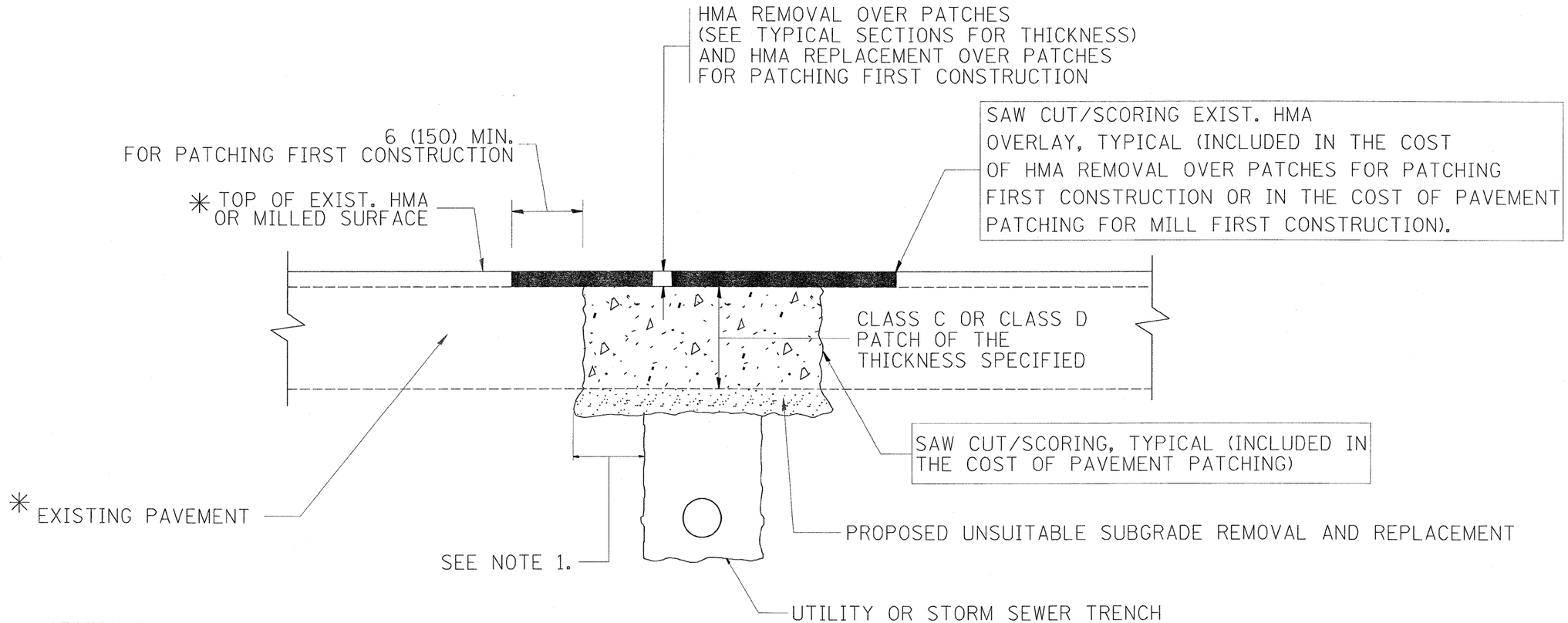
FILE NAME = c:\pw_work\PWIDOT\ABREUAH\d0142826\Dist5td.dgn	USER NAME = abreuah	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 6/23/2009	DATE - 10-25-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	17
	BD600-03 (BD-8)	CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



✳ SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

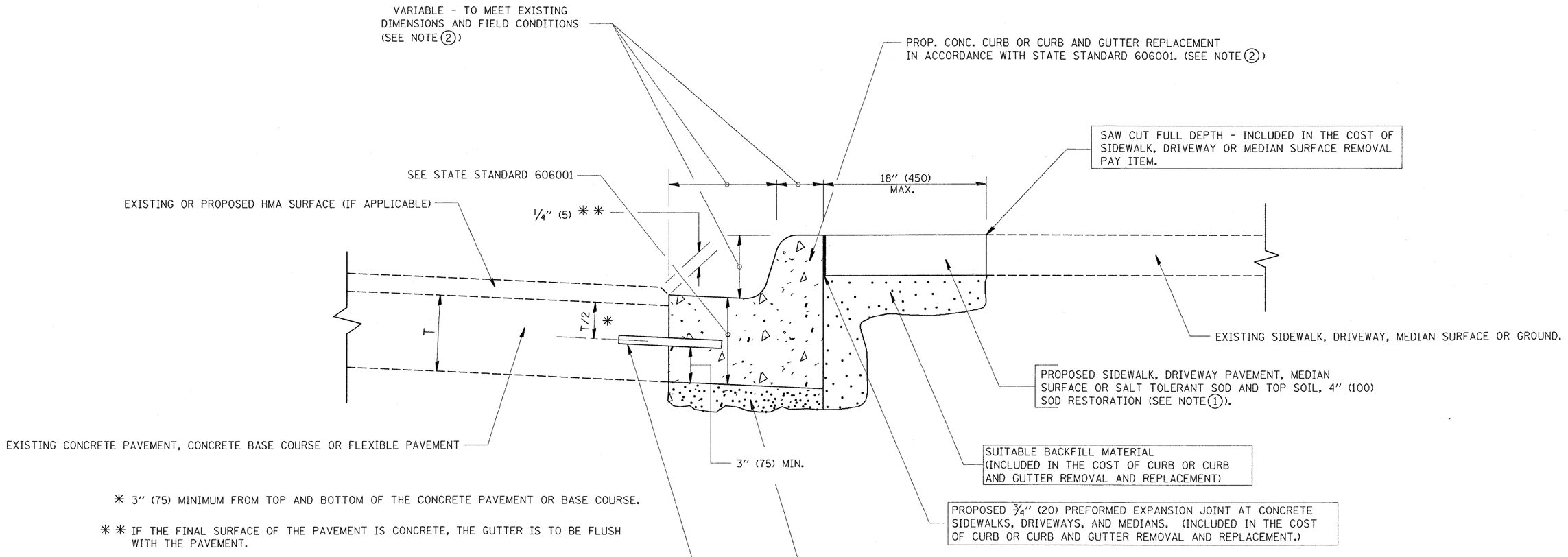
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\pw_work\PWIDOT\ABREUAH\d0142826\Dist5td.dgn	USER NAME = abreuah	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
	PLOT DATE = 6/23/2009	CHECKED -	REVISED - R. BORO 09-04-07		
		DATE - 10-25-94	REVISED - K. ENG 10-27-08		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	18
	BD400-04 (BD-22)	CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* 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.

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, 4" (100) 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 HMA 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 FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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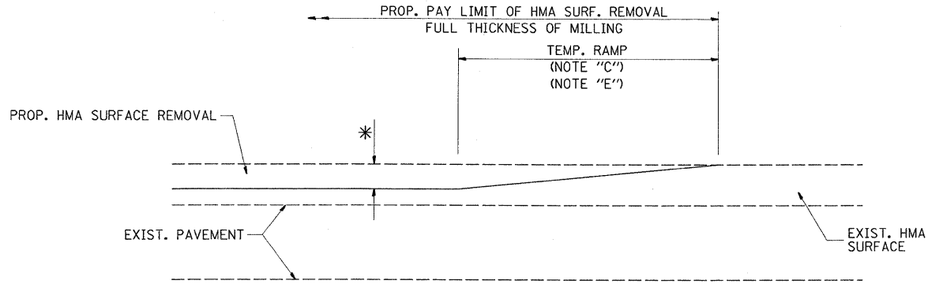
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 6/23/2009	DATE - 03-11-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

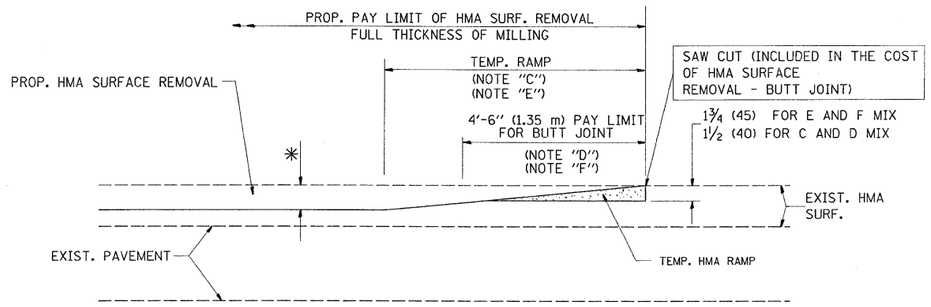
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	19
	BD600-06 (BD-24)	CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

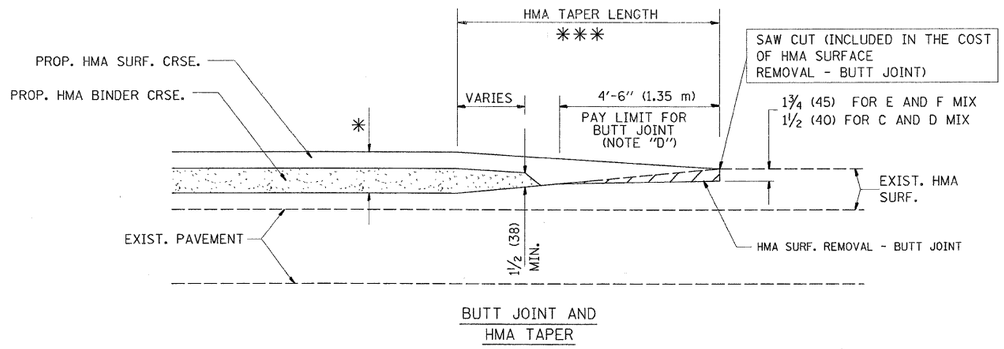


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

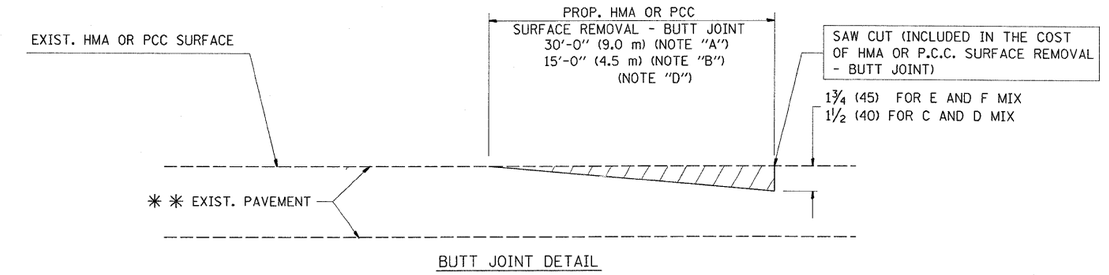
OPTION 2

TYPICAL TEMPORARY RAMP

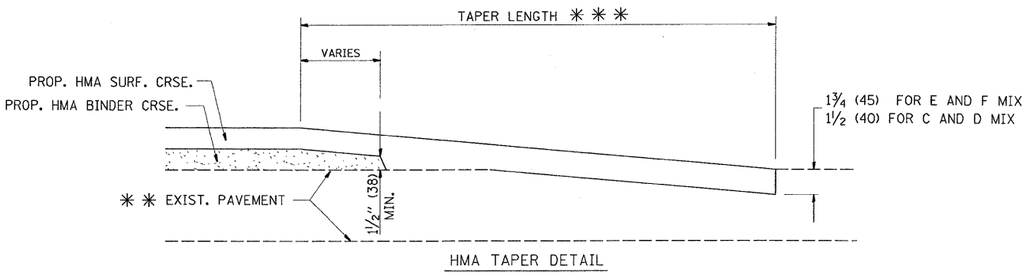


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

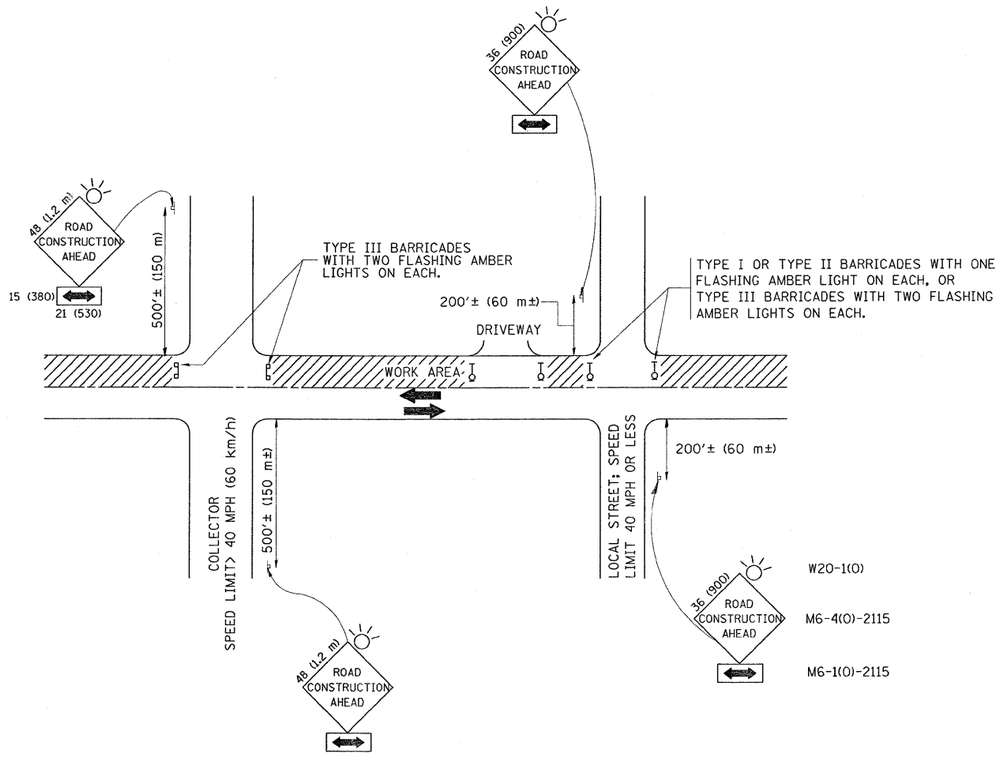
FILE NAME = c:\pw_work\PWIDOT\ABREUAH\d0142826\Dist5std.dgn	USER NAME = abreuah	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 6/23/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	20
	BD400-05 BD32	CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

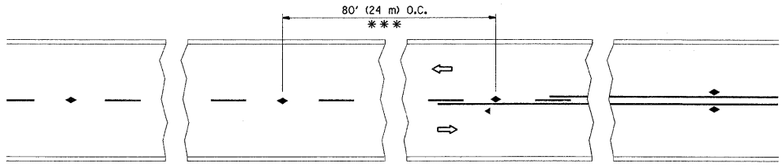
FILE NAME = c:\pw_work\PWIDOT\ABREUAH\d0142826\Dist5td.dgn	USER NAME = abreuah	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 6/23/2009	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

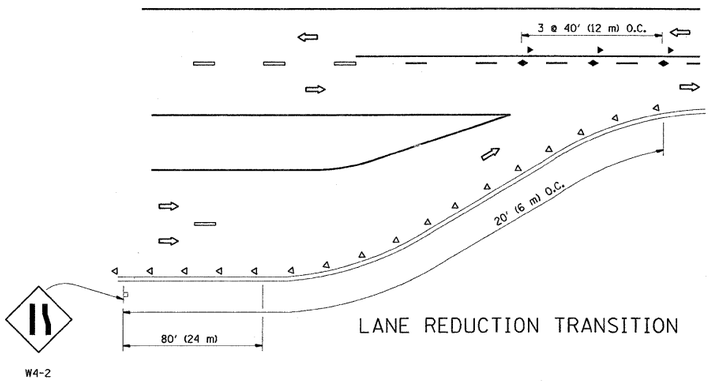
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	21
	TC-10	CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

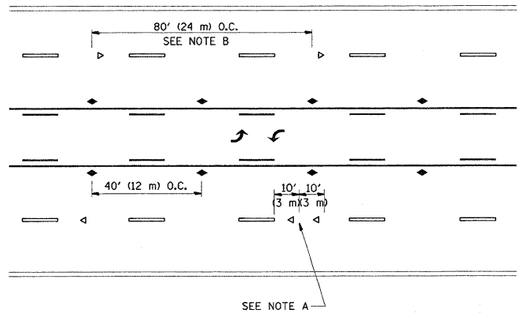


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

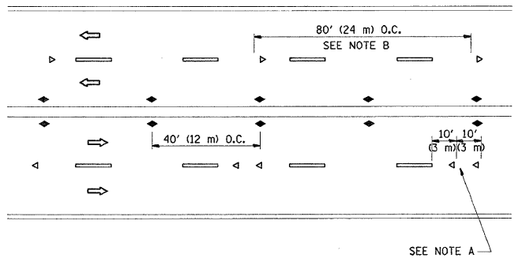
TWO-LANE/TWO-WAY



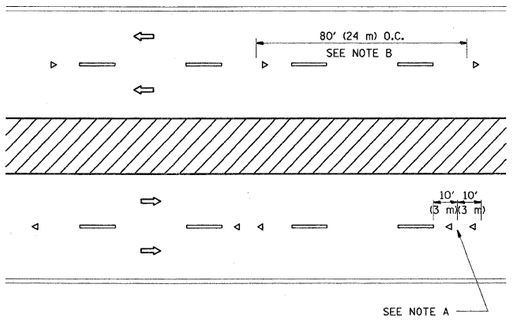
LANE REDUCTION TRANSITION



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.

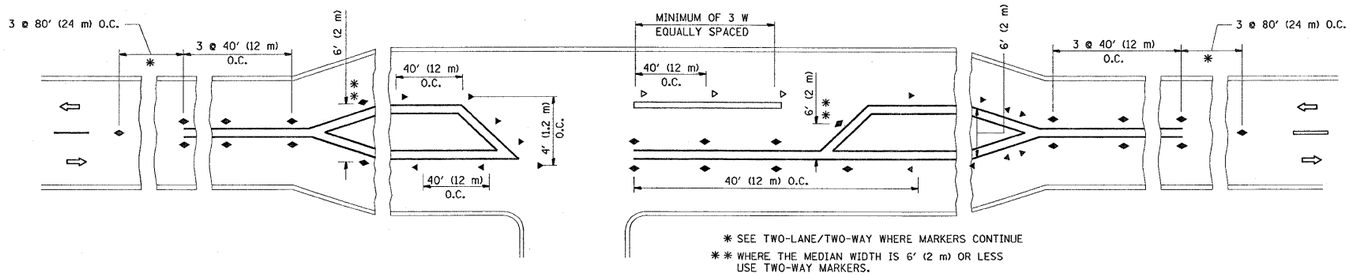
SYMBOLS

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

LANE MARKER NOTES

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.

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.



LEFT TURN

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 inches (millimeters) unless otherwise shown.

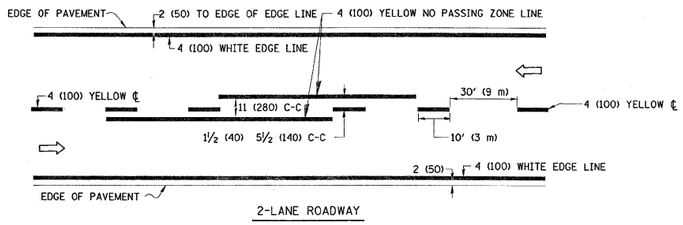
FILE NAME = c:\pw_work\PWIDOT\ABREUAH\d0142826\D1stStd.dgn	USER NAME = abreuah	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 6/23/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

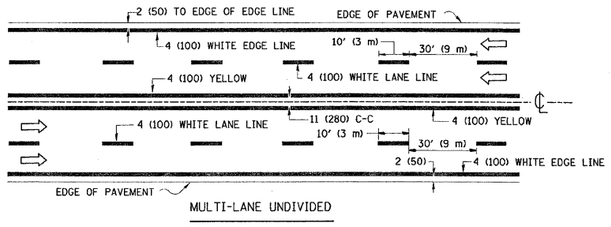
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

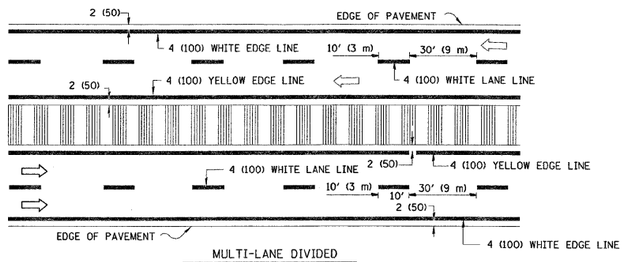
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	22
	TC-11	CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



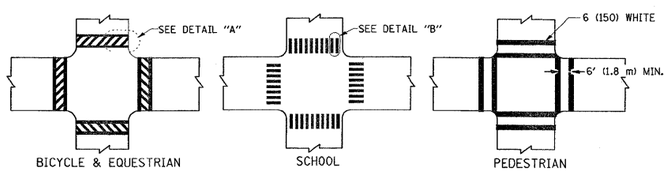
MULTI-LANE UNDIVIDED

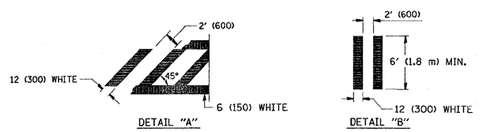


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

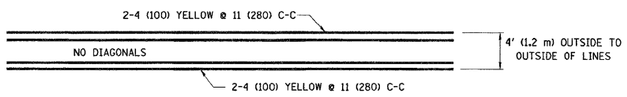
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

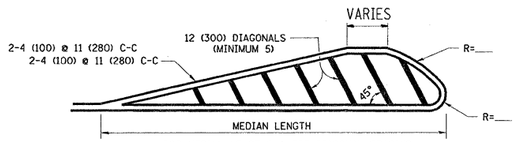




TYPICAL CROSSWALK MARKING



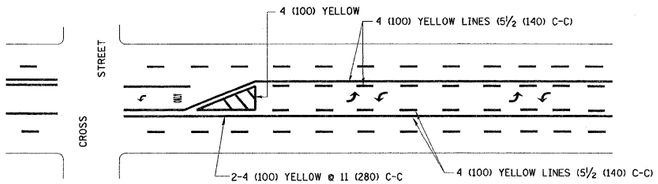
4' (1.2 m) WIDE MEDIANS ONLY



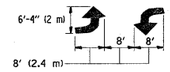
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

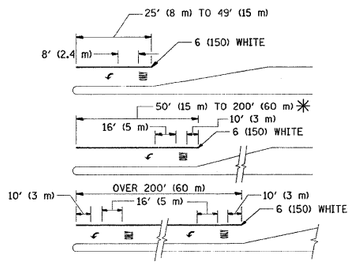


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

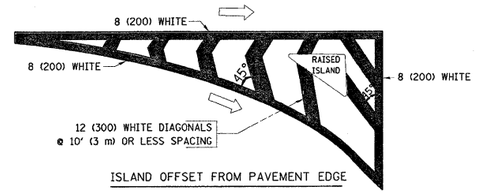


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

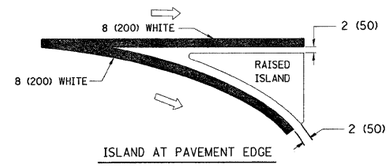
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

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 UNDIVEDED 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	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (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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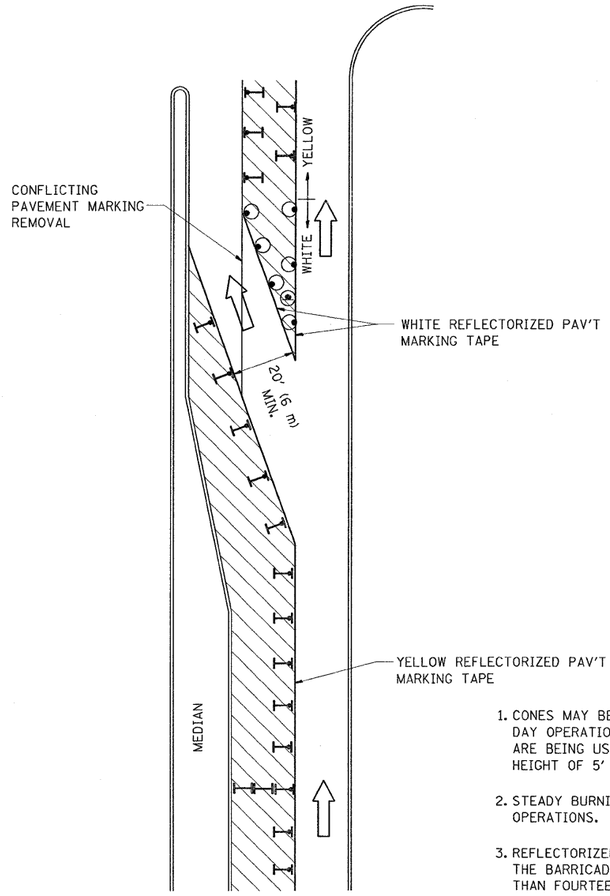
	PLOT DATE = 6/23/2009	CHECKED -	REVISED -A. HOUSEH 10-17-96
		DATE - 03-19-90	REVISED -T. RAMMACHER 01-06-00

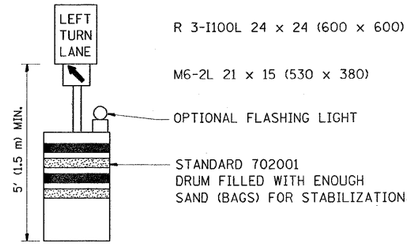
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	23
	TC-13	CONTRACT NO. 60H60		
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 BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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

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	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 6/23/2009	DATE -	REVISED -T. RAMMACHER 01-06-00

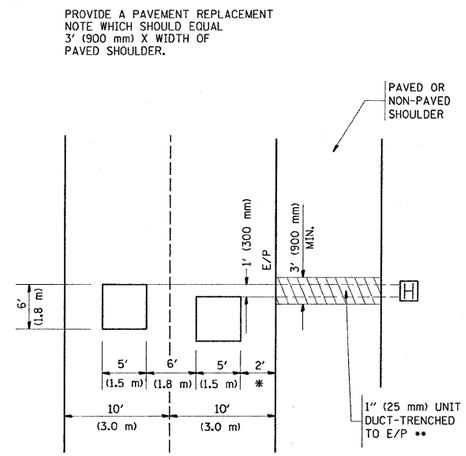
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	24
	TC-14	CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

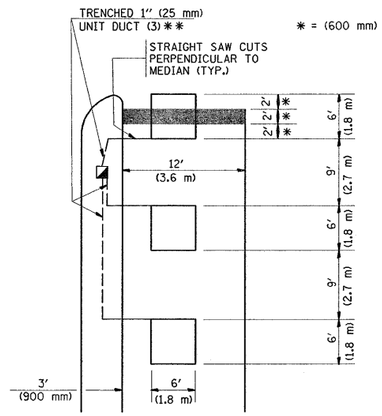


* = (600 mm)

** 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)

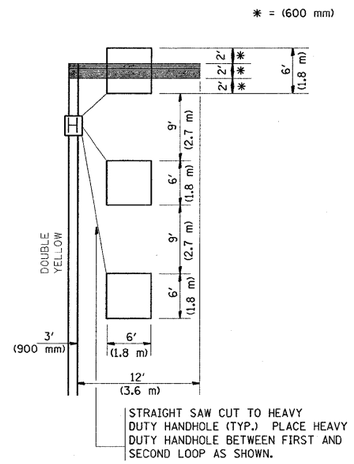


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

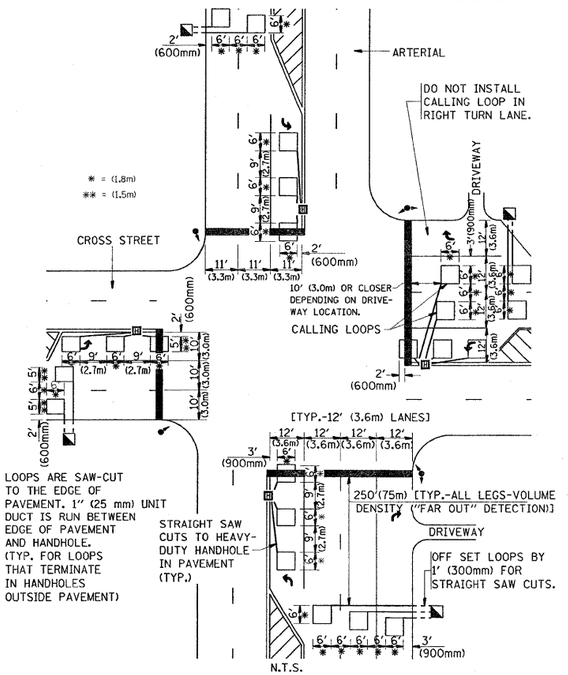
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



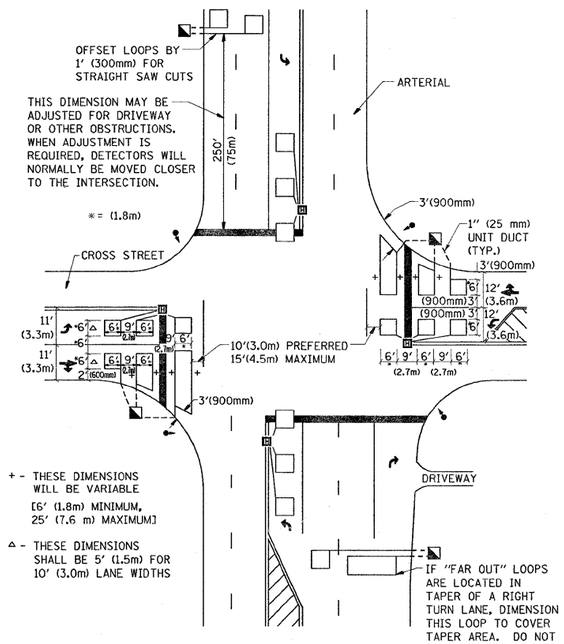
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 6/23/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

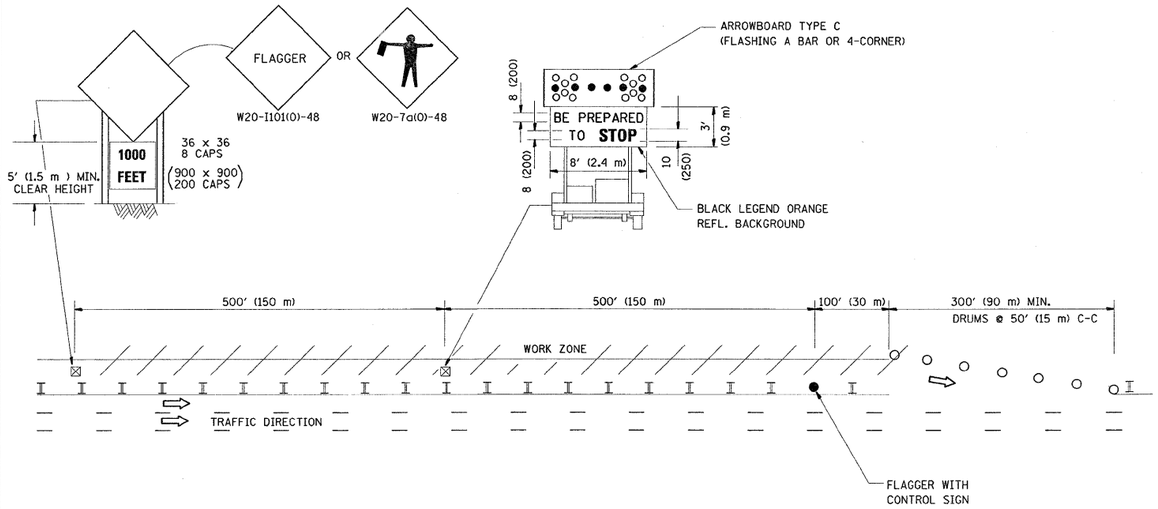
DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

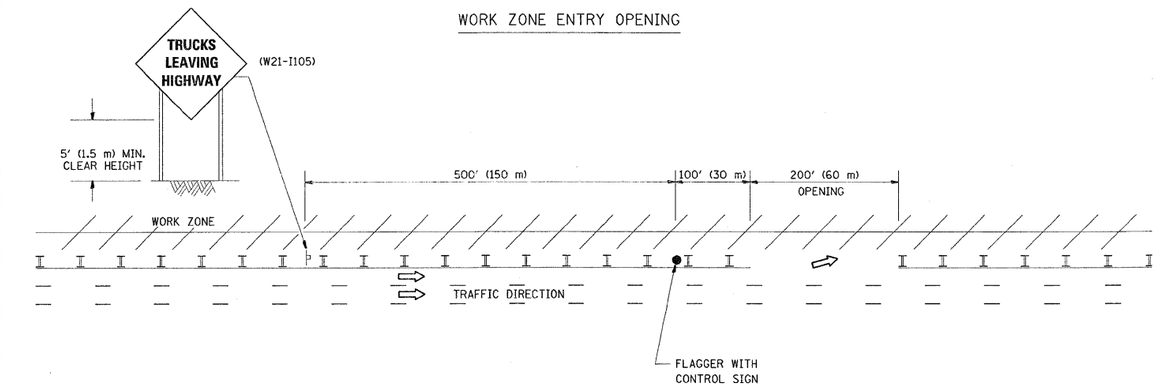
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	25
	TS-07	CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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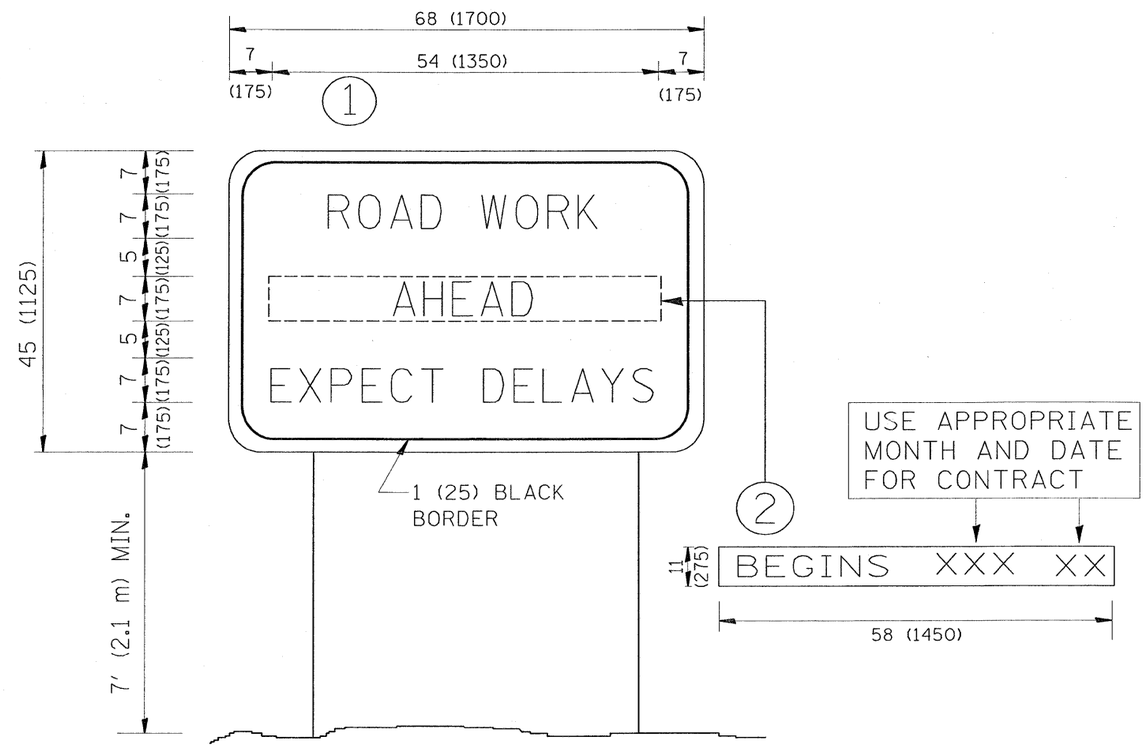
		DRAWN -	REVISED - J.A.F. 04-03
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - J.A.F. 02-06
	PLOT DATE = 6/23/2009	DATE -	REVISED - S.P.B. 01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	26
	TC-18	CONTRACT NO. 60H60		
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.

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	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 6/23/2009	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	N-RS-2	LAKE	27	27
	TC-22	CONTRACT NO. 60H60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		