

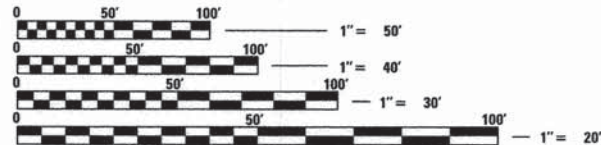
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2744	12-00063-00-RS	COOK	26	1
		ILLINOIS	CONTRACT NO. 61B00	

FOR INDEX OF SHEETS,  
SEE SHEET NO. 2

**PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY**

**FAU 2744 (GREEN BAY ROAD)  
RESURFACING  
FROM PARK AVENUE TO LAKE COOK ROAD  
SECTION 12-00063-00-RS  
PROJECT M-4003(163)  
VILLAGE OF GLENCOE  
COOK COUNTY  
JOB NUMBER C-91-220-13**

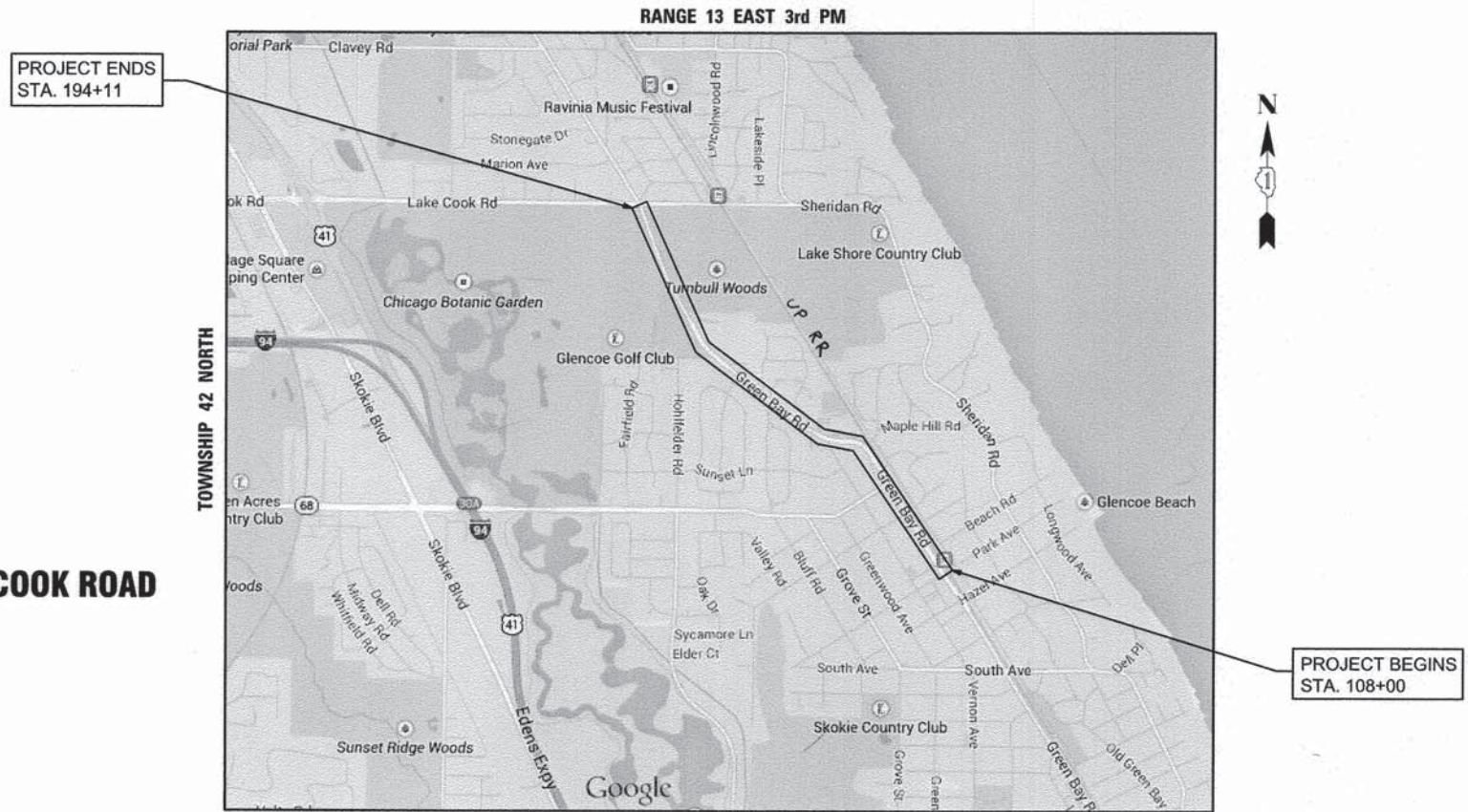


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

**ADT = 10100 (2014)  
MINOR ARTERIAL  
POSTED SPEED LIMIT:  
30 MPH PARK AVENUE TO WESTLEY ROAD  
35 MPH WESTLEY ROAD TO 1300' NORTH  
40 MPH 1300' N OF WESTLEY ROAD TO LAKE-COOK ROAD  
CONTRACT NO. 61B00**

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**



PROJECT ENDS  
STA. 194+11

PROJECT BEGINS  
STA. 108+00

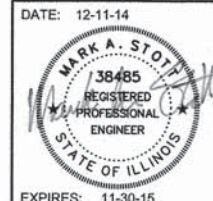
LOCATION MAP  
APPROXIMATE SCALE: 1" = 1,600' (FULL SIZE)  
GROSS LENGTH = 8,611 FT. = 1.631 MILES  
NET LENGTH = 8,611 FT. = 1.631 MILES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

Approved DECEMBER 11, 2014  
*Christine Van Dornick*  
Village of Glencoe

Passed DECEMBER 23, 2014  
*John Forstmann*  
District 1 Engineer of Local Roads & Streets

Releasing for Bid  
Based on Limited  
Review December 22, 2014  
*John Forstmann*  
Deputy Director of Highways, Region 1 Engineer



**Hampton, Lenzini and Renwick, inc.**  
Civil Engineers • Structural Engineers  
Land Surveyors • Environmental Services  
**HLR**  
380 SHEPARD DRIVE  
ELGIN, ILLINOIS 60123  
847.697.6700 www.hlrengineering.com  
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL P.E. (847) 705-4021, SCHAUMBURG, IL

**INDEX TO SHEETS**

SHEET NO.	DESCRIPTION
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17	BD 22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
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**STATE STANDARDS**

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 442201-03 CLASS C AND D PATCHES
- 602401-03 MANHOLE TYPE A
- 602601-03 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 606301-04 PC CONCRETE ISLANDS AND MEDIANS
- 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
- 701011-04 OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701101-04 OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L, 2W MOVING OPERATIONS - DAY ONLY
- 701427-03 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., SPEEDS <40 MPH
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701502-06 URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
- 701606-10 URBAN SINGLE LANE CLOSURE, MULTILANE, 2W W/MOUNTABLE MEDIAN
- 701701-09 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-05 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-04 TRAFFIC CONTROL DEVICES
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 886001-01 DETECTOR LOOP INSTALLATIONS

**GENERAL NOTES**

ALL WORK SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2012, (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2014; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE OF GLENCOE IF ANY MUNICIPAL UTILITY IMPROVEMENTS ARE REQUIRED WITHIN THE DURATION OF THE CONTRACT. IMPROVEMENTS MAY INCLUDE STORM SEWER REPAIRS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT OR PROTECTION IS NECESSARY.

THE LOCATION ON THE PLANS OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC AND PRIVATE UTILITIES IS APPROXIMATE AND THEIR EXACT LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

**GENERAL NOTES**

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT OR A PROFESSIONAL LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL ELEVATIONS ARE ON AN ASSUMED LOCAL DATUM.

WHENEVER ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ANY DRAINAGE STRUCTURES THAT WERE INSTALLED, RECONSTRUCTED OR ADJUSTED AS PART OF THIS CONTRACT SHALL BE FREE OF DIRT AND DEBRIS. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FRAMES AND LIDS TO BE ADJUSTED (SPECIAL).

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS AND CATCH BASINS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF MANHOLES TO BE RECONSTRUCTED.

FULL DEPTH SAW CUTTING FOR PAVEMENT REMOVAL NECESSARY FOR THE CONSTRUCTION OF THE PROPOSED MEDIAN WILL BE PAID AS SAW CUTS. SAWING OF ALL OTHER REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

RAMPING WILL BE REQUIRED AT ALL BUTT JOINT LOCATIONS.

PRIOR TO APPLYING BITUMINOUS MATERIAL (PRIME COAT), THE CONTRACTOR SHALL ERECT FRESH OIL SIGNS IN ADVANCE OF THE WORK ON THE MAIN STREET AND ON APPROACHING SIDE STREETS AT LOCATIONS DESIGNATED BY THE ENGINEER. THE SIGNS SHALL BE 48" x 48" WITH BLACK BORDERS AND ORANGE REFLECTIVE SHEETING AND THE LEGEND "FRESH OIL." THIS WORK SHALL BE INCLUDED IN THE COST OF BITUMINOUS MATERIAL (PRIME COAT).

THE THICKNESS OF HMA MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HMA MIXTURES ARE TO BE PLACED.

THERE SHALL BE NO OVERNIGHT LANE CLOSURES.

CONSTRUCTION OPERATIONS SHALL BE CONDUCTED IN SUCH A MANNER THAT GREEN BAY ROAD AND ALL SIDE STREETS WILL BE OPEN AT ALL TIMES. WHEN ANY SECTION OF THE ROAD IS CLOSED FOR CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL PROTECT THE WORKERS AND PROVIDE FOR SAFE AND CONVENIENT TRAVEL BY PROVIDING TRAFFIC CONTROL MEASURES AS DETAILED IN THE TRAFFIC CONTROL PLAN AND SECTION 701 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

ALL TYPE I AND II BARRICADES TO BE LEFT OVERNIGHT SHALL BE WEIGHTED DOWN WITH TWO (2) SANDBAGS EACH.

REMOVED PAVEMENT SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY AT THE CONTRACTOR'S EXPENSE AT LOCATIONS PROVIDED OR ARRANGED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

LOCATIONS FOR CURB AND GUTTER AND SIDEWALK REMOVAL AND REPLACEMENT OTHER THAN SHOWN ON THE PLANS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. THE QUANTITIES PROVIDED ARE ESTIMATED AND MAY BE ADJUSTED DURING CONSTRUCTION.

LOCATIONS FOR PAVEMENT PATCHING OTHER THAN SHOWN ON THE PLANS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD AFTER MILLING OPERATIONS. THE QUANTITIES PROVIDED ARE ESTIMATED AND MAY BE ADJUSTED DURING CONSTRUCTION.

FOR THE PURPOSES OF THIS CONTRACT, MANHOLES SHALL BE TAKEN TO MEAN STRUCTURES LOCATED WHOLLY IN THE PAVEMENT AND CATCH BASINS SHALL BE TAKEN TO MEAN THOSE STRUCTURES LOCATED WITHIN THE CURB/GUTTER LINE WITH DRAINAGE GRATES. PLAN ALLOWANCE QUANTITIES FOR MANHOLES AND CATCH BASINS TO BE RECONSTRUCTED HAVE BEEN PROVIDED. THE SPECIFIC STRUCTURES TO BE RECONSTRUCTED SHALL BE DETERMINED IN THE FIELD DURING CONSTRUCTION.










SHOULD ANY EXISTING FRAMES, GRATES OR LIDS NEED TO BE REPLACED, THE VILLAGE WILL PROVIDE THEM TO THE CONTRACTOR FOR PICK UP AT 1900 W. FRONTAGE ROAD. FRAMES, GRATES AND LIDS THAT ARE REPLACED OR REMOVED FROM STRUCTURES TO BE FILLED SHALL BE DELIVERED BY THE CONTRACTOR TO THE SAME ADDRESS.

A MAXIMUM OF 12" OF ADJUSTING RINGS WILL BE PERMITTED FOR ANY STRUCTURE ADJUSTMENT OR RECONSTRUCTION.

PRIOR TO PLACING SOD, THE CONTRACTOR SHALL APPLY NITROGEN, PHOSPHOROUS AND POTASSIUM FERTILIZER NUTRIENTS IN A 1:1:1 RATIO AT THE RATE OF 60 LB/ACRE FOR EACH NUTRIENT. FERTILIZING WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE SOD.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

**SUPPLEMENTAL LEGEND**

-  EXISTING MANHOLE
-  EXISTING CATCH BASIN
-  EXISTING HANDHOLE
-  HMA SURFACE REMOVAL
-  SIDEWALK REMOVAL
-  CURB AND GUTTER REMOVAL PAVEMENT REMOVAL
-  FRAME AND LID TO BE ADJUSTED (SPECIAL)
-  STRUCTURE TO BE ADJUSTED
-  VALVE VAULT TO BE FILLED

FILE NAME =	USER NAME =	DESIGNED -	REVISED -
P:\2014\148184\cad\phase 2\CADD_Sheets\48184-sh1-gennotes.dgn	48184-sh1-gennotes.dgn	12/22/2014	
PLOT SCALE = \$SCALE#	CHECKED -	REVISED -	
PLOT DATE = 12/22/2014	DATE -	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GREEN BAY ROAD  
GENERAL NOTES AND SUPPLEMENTAL LEGEND**

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2744	12-00063-00-RS	COOK	26	2
CONTRACT NO. 61800				
ILLINOIS FED. AID PROJECT				

**SUMMARY OF QUANTITIES**

SP PR	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	SPECIALTY ITEM	CONST CODE
X	20200100	EARTH EXCAVATION	CU YD	150		0005
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	525		0005
	25200110	SODDING, SALT TOLERANT	SQ YD	525		0005
	25200200	SUPPLEMENTAL WATERING	UNIT	11		0005
	35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	363		0005
X	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	29792		0005
	40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	4707		0005
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3138		0005
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	25		0005
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	350		0005
	42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	515		0005
	44000100	PAVEMENT REMOVAL	SQ YD	895		0005
	44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	37190		0005
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	556		0005
	44000600	SIDEWALK REMOVAL	SQ FT	865		0005
X	44201725	CLASS D PATCHES, TYPE I, 7 INCH	SQ YD	575		0005
X	44201729	CLASS D PATCHES, TYPE II, 7 INCH	SQ YD	575		0005
X	44201733	CLASS D PATCHES, TYPE III, 7 INCH	SQ YD	575		0005
X	44201735	CLASS D PATCHES, TYPE IV, 7 INCH	SQ YD	575		0005
	44213200	SAW CUTS	FOOT	1060		0005
X	60250200	CATCH BASINS TO BE ADJUSTED	EACH	10		0005
X	60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2		0005
X	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	9		0005

SP PR	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	SPECIALTY ITEM	CONST CODE
X	60500405	FILLING VALVE VAULTS	EACH	9		0005
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1056		0005
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	472		0005
	60624600	CORRUGATED MEDIAN	SQ FT	194		0005
	67100100	MOBILIZATION	L SUM	1		0005
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1		0021
	70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1		0021
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1		0021
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1		0021
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1		0021
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	14212		0021
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1557		0021
	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	751	X	0021
	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	20304	X	0021
	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1755	X	0021
	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	623	X	0021
	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	63	X	0021
	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	514	X	0021
	78300200	RAISED REFELCTIVE PAVEMENT MARKER REMOVAL	EACH	514	X	0021
X	88600600	DETECTOR LOOP REPLACEMENT	FOOT	316	X	0021
X	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	57		0005
X	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	112		0021

**SCHEDULES OF QUANTITIES**

SCHEDULE OF PLAN ALLOWANCE ITEMS			
CODE	ITEM	UNIT	QUANTITY
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	25
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	200
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	400
44000600	SIDEWALK REMOVAL	SQ FT	600
44201725	CLASS D PATCHES, TYPE I, 7 INCH	SQ YD	575
44201729	CLASS D PATCHES, TYPE II, 7 INCH	SQ YD	575
44201733	CLASS D PATCHES, TYPE III, 7 INCH	SQ YD	575
44201735	CLASS D PATCHES, TYPE IV, 7 INCH	SQ YD	575
60250200	CATCH BASINS TO BE ADJUSTED	EACH	10
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	9
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	57

SCHEDULE OF PAVEMENT MARKINGS AND REFLECTORS						
LOCATION	4" (FT)	6" (FT)	12" (FT)	24" (FT)	LETTERS/ SYMBOLS (SQ FT)	REFL. MARKERS (EACH)
108+00 - 117+00	723	270	-	26	36	24
117+00 - 127+00	2454	344	74	-	109	63
127+00 - 137+00	3523	121	171	-	36	56
137+00 - 147+00	1130	185	79	-	135	35
147+00 - 157+00	2340	33	42	-	94	46
157+00 - 167+00	2487	430	161	37	146	56
167+00 - 177+00	2993	101	59	-	39	76
177+00 - 187+00	2502	-	-	-	-	98
187+00 - 194+11	2152	271	37	-	156	60
<b>PROJECT TOTAL</b>	<b>20304</b>	<b>1755</b>	<b>623</b>	<b>63</b>	<b>751</b>	<b>514</b>

SCHEDULE OF CURB AND GUTTER REMOVAL AND REPLACEMENT			
LOCATION	REF	C&G TYPE B-6.12 (FT)	C&G TYPE B-6.24 (FT)
109+10	RT	28	-
109+92	LT	-	13
110+41	LT	-	13
112+43	RT	17	-
113+00	RT	10	-
116+42	RT	-	30
117+15	RT	-	11
117+18	LT	-	6
120+19	LT	-	17
125+40	LT	-	12
125+72	LT	-	31
132+04	LT	-	23
132+28	RT	-	12
137+00	RT	-	44
138+49	LT	-	14
138+68	ME*	10	-
139+26	LT	-	10
141+03	LT	-	17
141+80	ME*	19	-
147+00	RT	-	32
157+92	LT	-	11
164+58	RT	-	8
166+80	LT	-	40
166+83	RT	-	12
176+42	LT	-	16
178+44	RT	-	35
186+15	RT	-	22
193+68	LT	-	43
<b>PROJECT TOTAL</b>		<b>84</b>	<b>472</b>

SCHEDULE OF SIDEWALK REMOVAL AND REPLACEMENT			
LOCATION	REF	SIDEWALK 5" (SF)	SIDEWALK 8" (SF)
110+51	LT	70	-
125+94	LT	80	-
132+27	LT	-	115
PLAN ALLOWANCE		200	400
<b>PROJECT TOTAL</b>		<b>350</b>	<b>515</b>

SCHEDULE OF DETECTOR LOOP REPLACEMENT					
INTERSECTION	LOCATION	LANE OF TRAVEL	SIZE	LEAD LENGTH (FT)	TOTAL LENGTH (FT)
PARK AVE. & GREEN BAY RD.	108+65 ±	LEFT TURN	6' X 6'	25	49
	108+79 ±	LEFT TURN	6' X 6'	18	42
	108+94 ±	LEFT TURN	6' X 6'	12	36
	111+16 ±	THRU	6' X 6'	18	42
	111+30 ±	THRU	6' X 6'	8	32
<b>SUBTOTAL</b>				<b>81</b>	<b>201</b>
LAKE COOK RD. & GREEN BAY RD.	191+60 ±	THRU	6' X 6'	15	39
	191+60 ±	RIGHT TURN	6' X 6'	8	32
	194+03 ±	LEFT TURN	6' X 6'	20	44
<b>SUBTOTAL</b>				<b>43</b>	<b>115</b>
<b>PROJECT TOTAL</b>				<b>124</b>	<b>316</b>

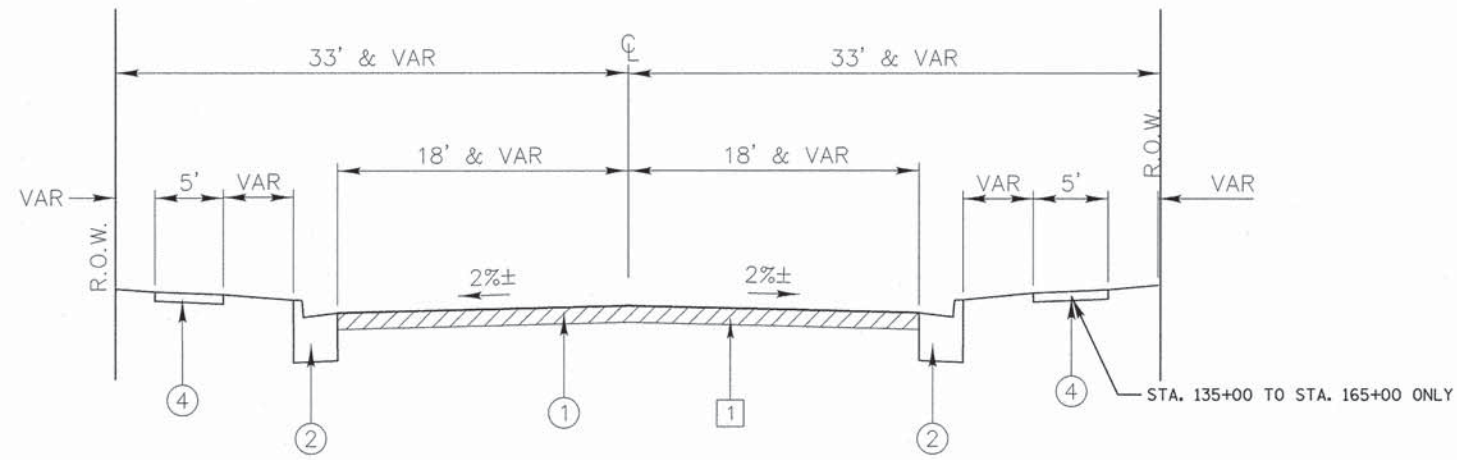
SCHEDULE OF PROPOSED MEDIAN INSTALLATION ITEMS			
CODE	ITEM	UNIT	QUANTITY
20200100	EARTH EXCAVATION	CU YD	150
21101615	*TOPSOIL FURNISH AND PLACE, 4"	SQ YD	460
25200110	*SODDING, SALT TOLERANT	SQ YD	460
25200200	SUPPLEMENTAL WATERING	UNIT	11
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	363
44000100	*PAVEMENT REMOVAL	SQ YD	885
44201725	*CLASS D PATCHES, TYPE I, 7 INCH	SQ YD	239
44213200	SAWCUTS	FT	1060
60603800	*CURB & GUTTER TYPE B-6.12	FT	972
60624600	CORRUGATED MEDIAN	SQ FT	194

\* THESE ITEMS ARE ALSO USED AT OTHER LOCATIONS. THE QUANTITIES SHOWN HERE ARE SPECIFIC TO THE PROPOSED MEDIAN INSTALLATION AND ARE NOT INCLUDED IN OTHER SCHEDULES.

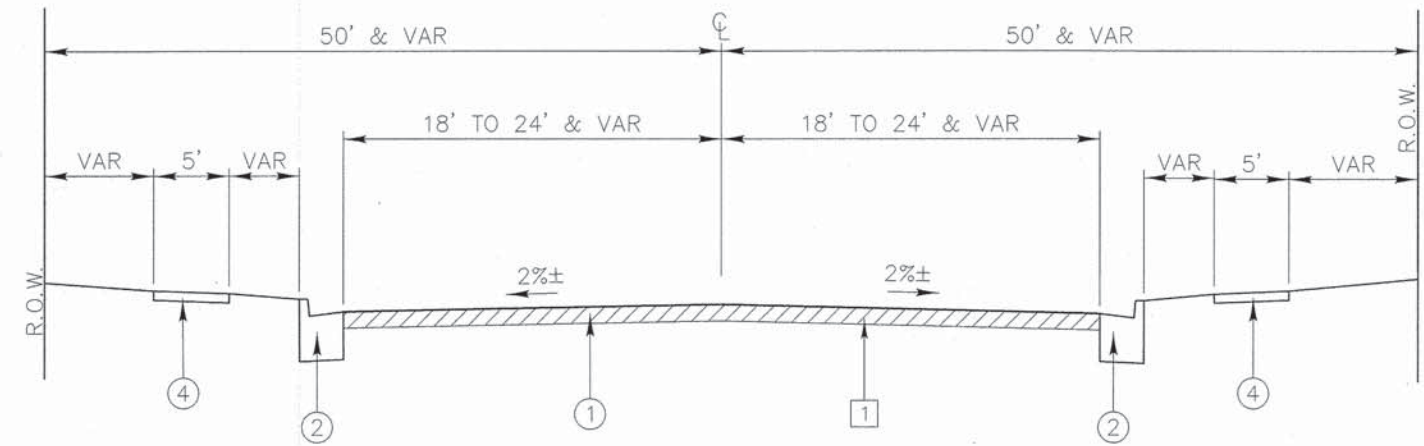
\*ME DENOTES THAT CURB AND GUTTER IS LOCATED ON EXISTING MEDIAN

SCHEDULE OF VALVE VAULTS TO BE FILLED	
LOCATION	REF
141+26	6' RT
142+37	10' RT
143+70	20' LT
145+29	7' RT
150+70	9' RT
153+82	8' RT
155+95	7' RT
164+62	12' RT
165+00	17' RT

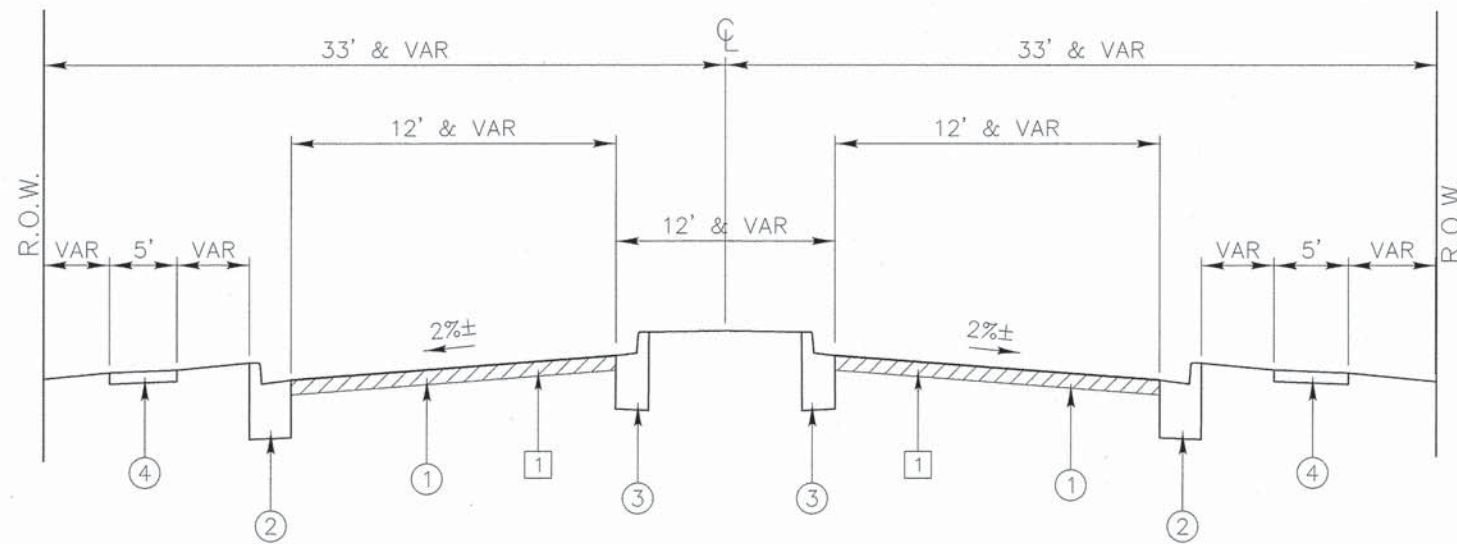
EXISTING TYPICAL SECTIONS - GREEN BAY ROAD



EXISTING TYPICAL SECTION - GREEN BAY ROAD  
STATION 108+00 TO STATION 137+50  
STATION 142+60 TO STATION 165+00



EXISTING TYPICAL SECTION - GREEN BAY ROAD  
STATION 165+00 TO STATION 194+11

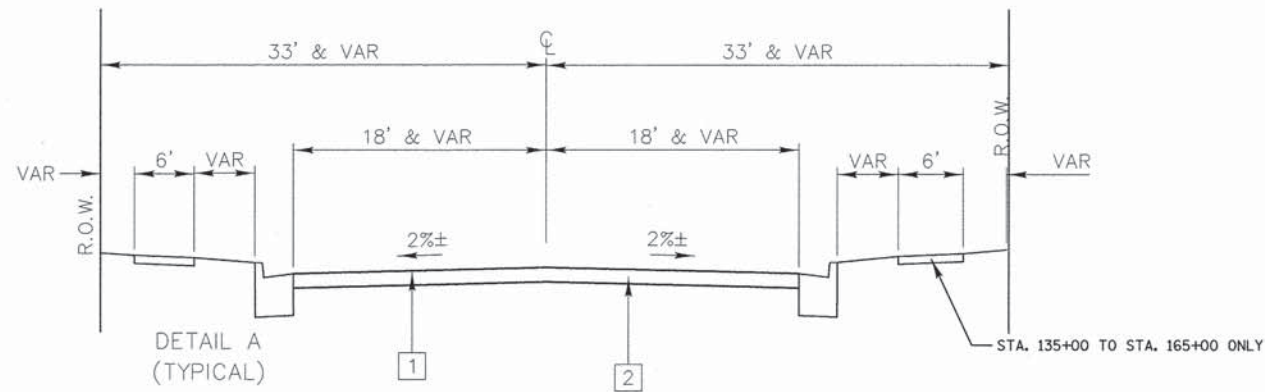


EXISTING TYPICAL SECTION - GREEN BAY ROAD  
STATION 137+50 TO STATION 142+60

- ① EXISTING BITUMINOUS PAVEMENT
- ② EXISTING COMBINATION CURB & GUTTER, B-6.24  
(\*B-6.12 ON EAST SIDE FROM STATION 108+00 TO 116+40)
- ③ EXISTING COMBINATION CURB & GUTTER, B-6.12
- ④ EXISTING SIDEWALK
- PROPOSED HMA SURFACE REMOVAL, 3¾"

FILE NAME = F:\2014\140184\cad\phase 2\CADD\Sheets\140184-sht-typicel.dgn	USER NAME =	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GREEN BAY ROAD EXISTING TYPICAL SECTIONS</b>			F.A.U. RTE. 2744	SECTION 12-00063-00-RS	COUNTY COOK	TOTAL SHEETS 26	SHEET NO. 5
PLOT SCALE = #SCALE#		DRAWN -	REVISED -		SCALE:	SHEET 1	OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 61B00		
PLOT DATE = 12/11/2014		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

PROPOSED TYPICAL SECTIONS – GREEN BAY ROAD

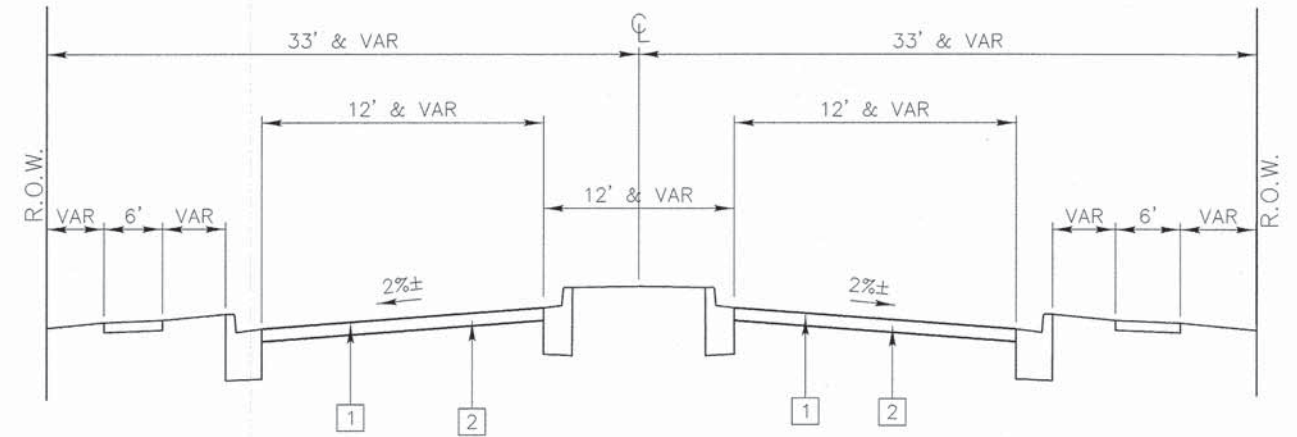


PROPOSED TYPICAL SECTION – GREEN BAY ROAD  
STATION 108+00 TO STATION 110+85  
STATION 116+00 TO STATION 137+50  
STATION 142+60 TO STATION 165+00

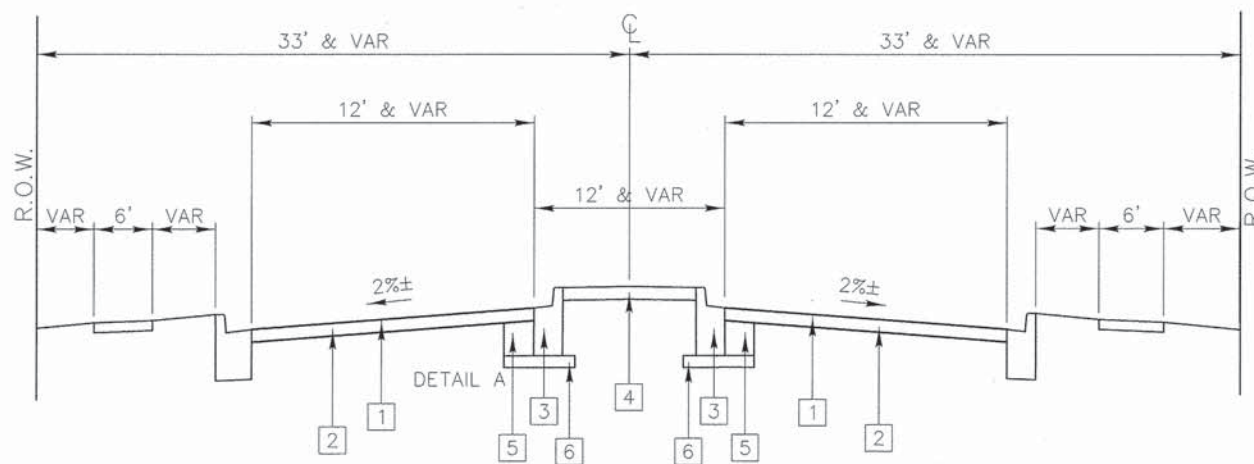
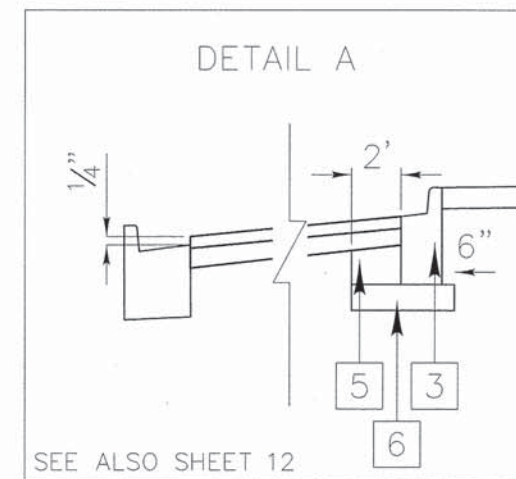
- 1 PROPOSED HMA SURFACE COURSE, MIX "D", N70, (1½")
- 2 PROPOSED HMA BINDER COURSE, IL-19.0, N70, (2¼")
- 3 PROPOSED COMBINATION CURB & GUTTER, B-6.12
- 4 TOPSOIL (4") AND SOD
- 5 CLASS D PATCH, 7"
- 6 AGGREGATE BASE COURSE 4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
<b>PAVEMENT RESURFACING</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"	4% @ 70 GYR.
<b>INCIDENTAL HMA SURFACING</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, Variable	4% @ 70 GYR.
<b>CLASS D PATCHING</b>	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 7"	4% @ 70 GYR.

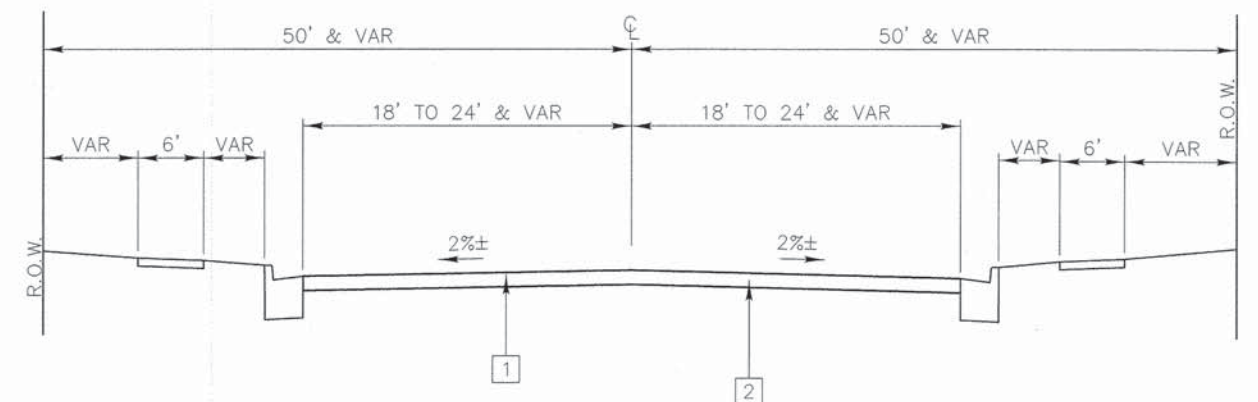
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.  
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.  
FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.  
THE CONTRACTOR SHALL MILL BEFORE PATCHING.



PROPOSED TYPICAL SECTION – GREEN BAY ROAD  
STATION 137+50 TO STATION 142+60

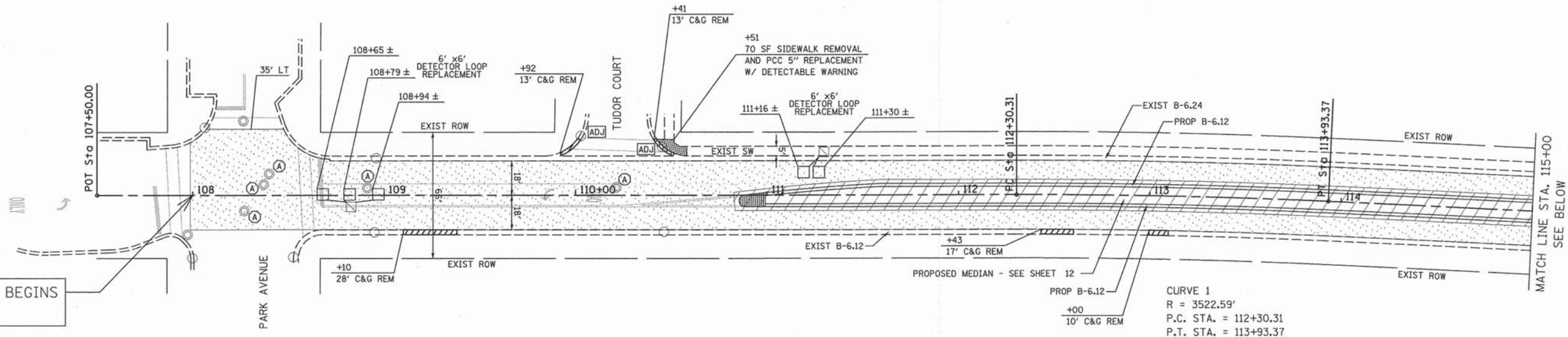
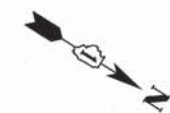


PROPOSED TYPICAL SECTION – GREEN BAY ROAD  
STATION 110+85 TO STATION 116+00



PROPOSED TYPICAL SECTION – GREEN BAY ROAD  
STATION 165+00 TO STATION 194+11

NOTE: ALIGNMENT WAS DERIVED FROM AERIAL PHOTOGRAPHY AND IS APPROXIMATE. STATIONING AND CURVE DATA ARE PROVIDED FOR CONVENIENCE ONLY. IT IS INTENDED THAT ALL WORK BE PERFORMED BETWEEN EXISTING CURB LINES. DIMENSIONING FOR PROPOSED MEDIAN IMPROVEMENTS AND PAVEMENT MARKINGS SHOULD BE MEASURED FROM EXISTING EDGE OF PAVEMENT.

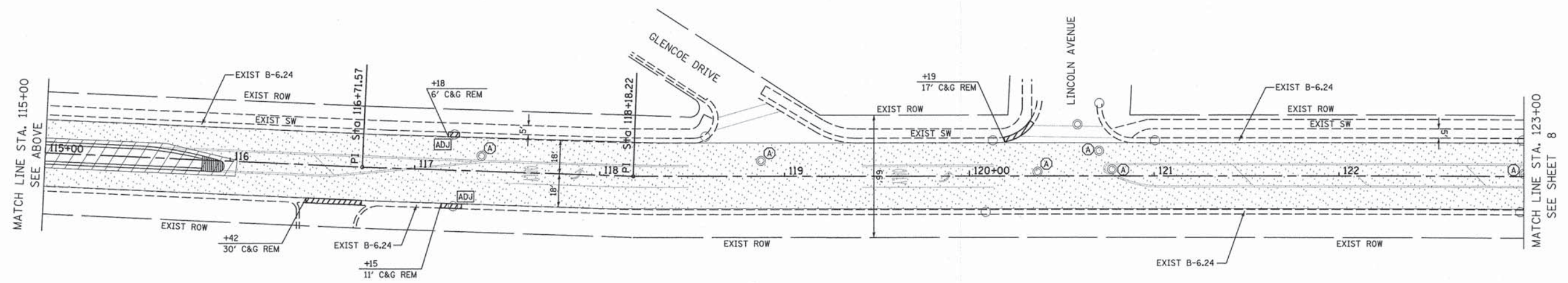


IMPROVEMENT BEGINS  
STA 108+00



GREEN BAY ROAD

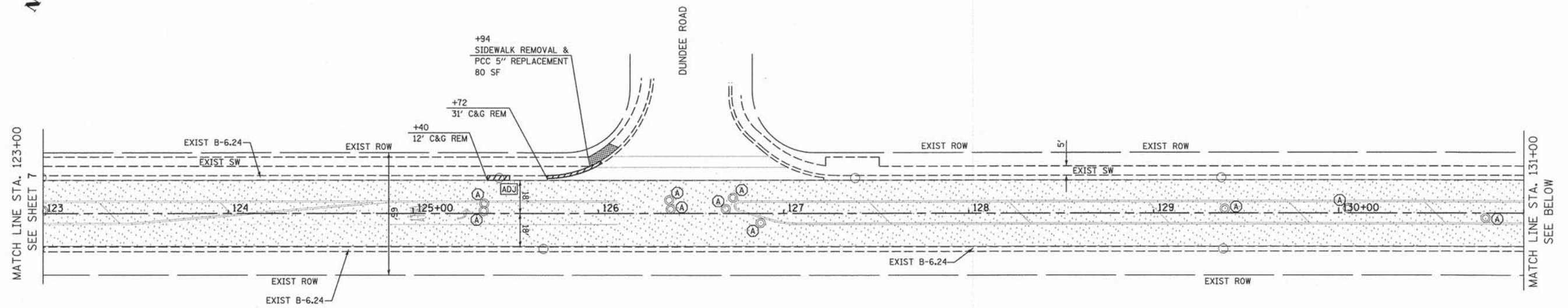
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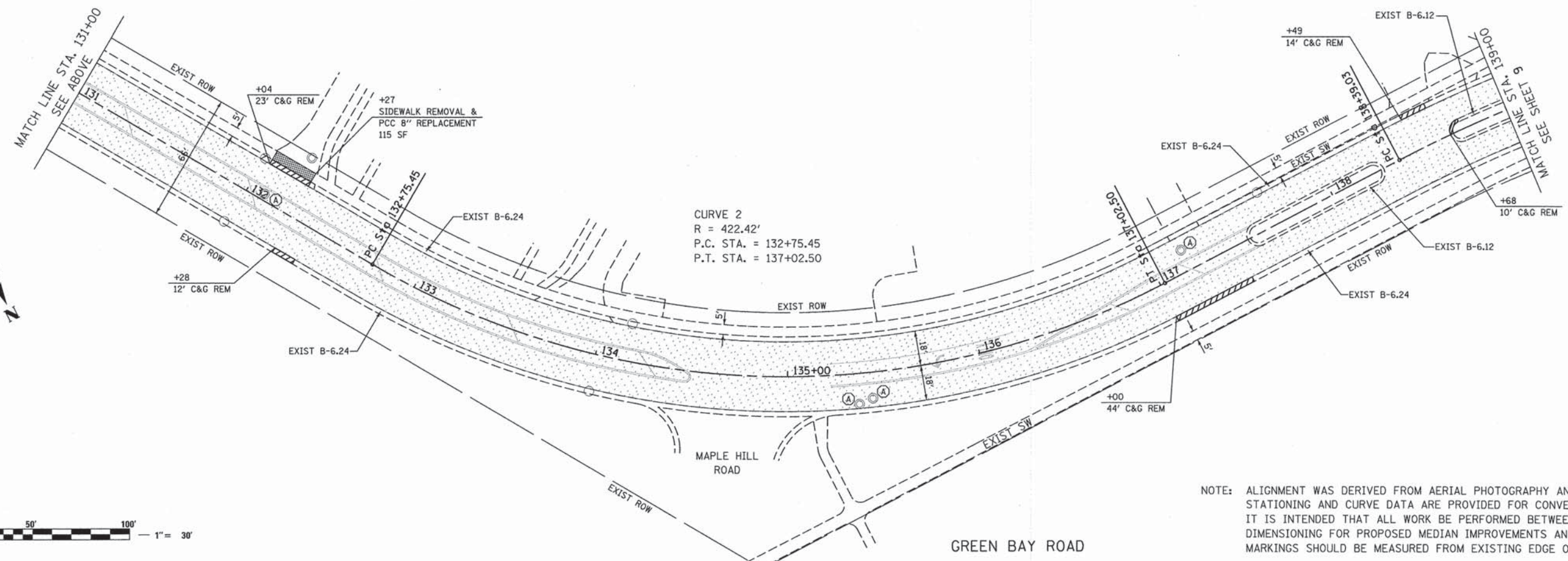
GREEN BAY ROAD

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PLOT DATE = 12/11/2014	DATE -	REVISED -	REVISED -			CONTRACT NO. 61B00					
ILLINOIS FED. AID PROJECT											

NOTE: ALIGNMENT WAS DERIVED FROM AERIAL PHOTOGRAPHY AND IS APPROXIMATE. STATIONING AND CURVE DATA ARE PROVIDED FOR CONVENIENCE ONLY. IT IS INTENDED THAT ALL WORK BE PERFORMED BETWEEN EXISTING CURB LINES. DIMENSIONING FOR PROPOSED MEDIAN IMPROVEMENTS AND PAVEMENT MARKINGS SHOULD BE MEASURED FROM EXISTING EDGE OF PAVEMENT.



GREEN BAY ROAD



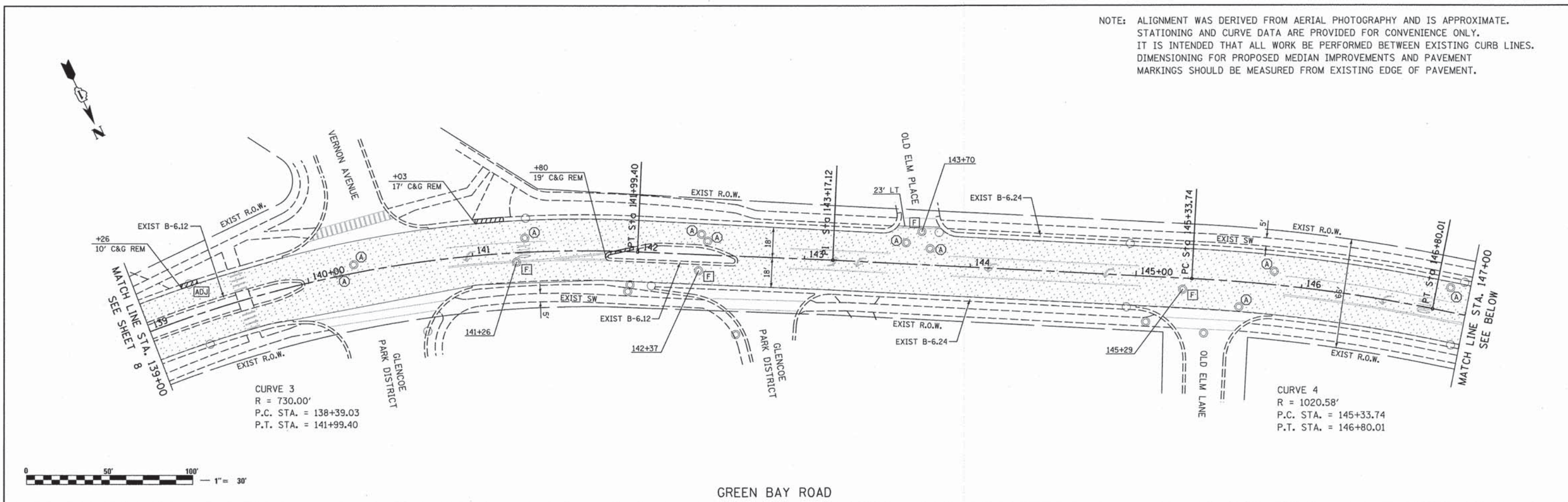
GREEN BAY ROAD

NOTE: ALIGNMENT WAS DERIVED FROM AERIAL PHOTOGRAPHY AND IS APPROXIMATE. STATIONING AND CURVE DATA ARE PROVIDED FOR CONVENIENCE ONLY. IT IS INTENDED THAT ALL WORK BE PERFORMED BETWEEN EXISTING CURB LINES. DIMENSIONING FOR PROPOSED MEDIAN IMPROVEMENTS AND PAVEMENT MARKINGS SHOULD BE MEASURED FROM EXISTING EDGE OF PAVEMENT.

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		DATE -	REVISED -									

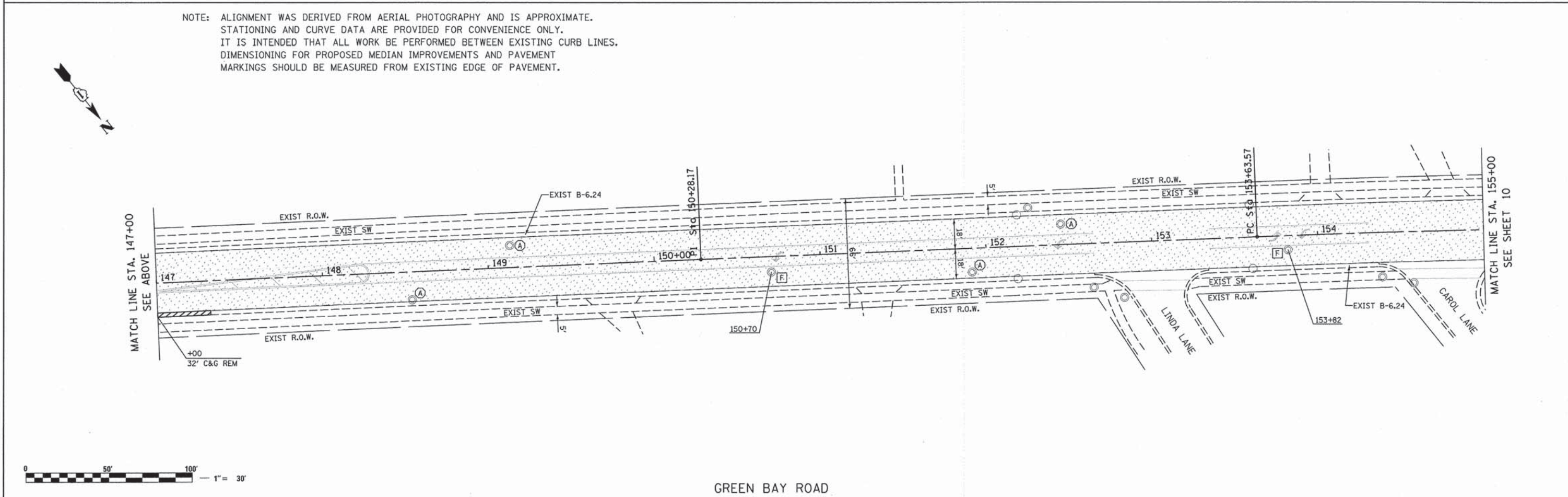


NOTE: ALIGNMENT WAS DERIVED FROM AERIAL PHOTOGRAPHY AND IS APPROXIMATE. STATIONING AND CURVE DATA ARE PROVIDED FOR CONVENIENCE ONLY. IT IS INTENDED THAT ALL WORK BE PERFORMED BETWEEN EXISTING CURB LINES. DIMENSIONING FOR PROPOSED MEDIAN IMPROVEMENTS AND PAVEMENT MARKINGS SHOULD BE MEASURED FROM EXISTING EDGE OF PAVEMENT.



GREEN BAY ROAD

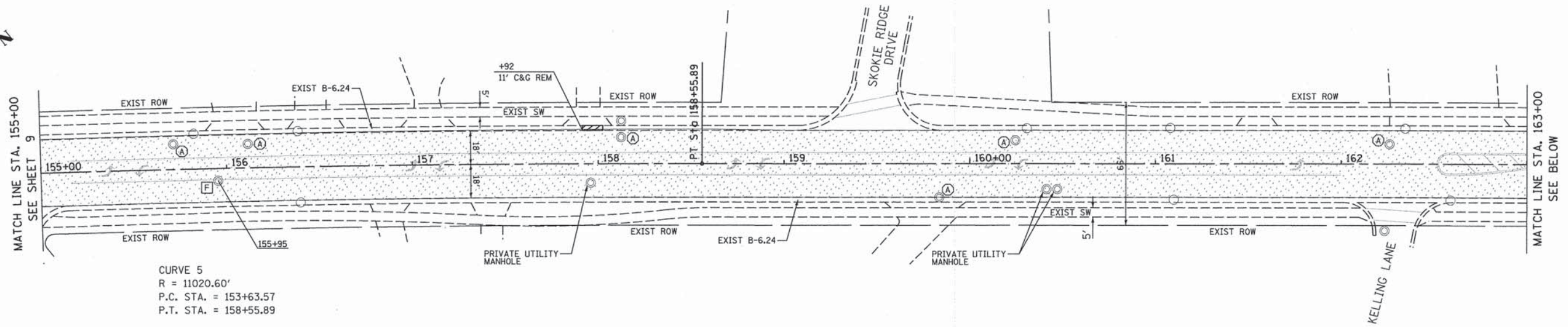
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GREEN BAY ROAD

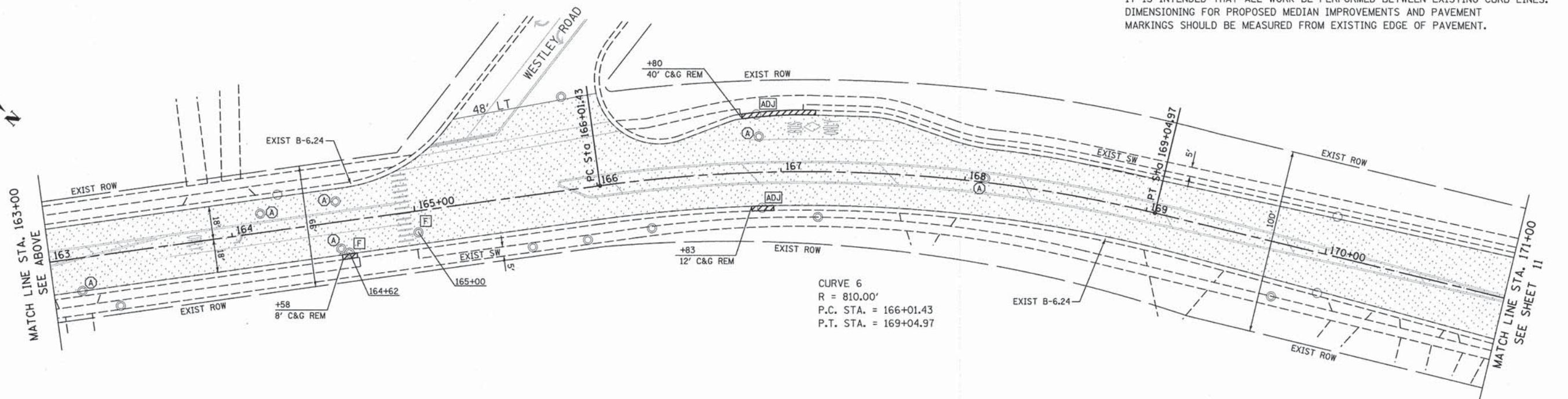
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		DATE -	REVISED -									

NOTE: ALIGNMENT WAS DERIVED FROM AERIAL PHOTOGRAPHY AND IS APPROXIMATE. STATIONING AND CURVE DATA ARE PROVIDED FOR CONVENIENCE ONLY. IT IS INTENDED THAT ALL WORK BE PERFORMED BETWEEN EXISTING CURB LINES. DIMENSIONING FOR PROPOSED MEDIAN IMPROVEMENTS AND PAVEMENT MARKINGS SHOULD BE MEASURED FROM EXISTING EDGE OF PAVEMENT.



GREEN BAY ROAD

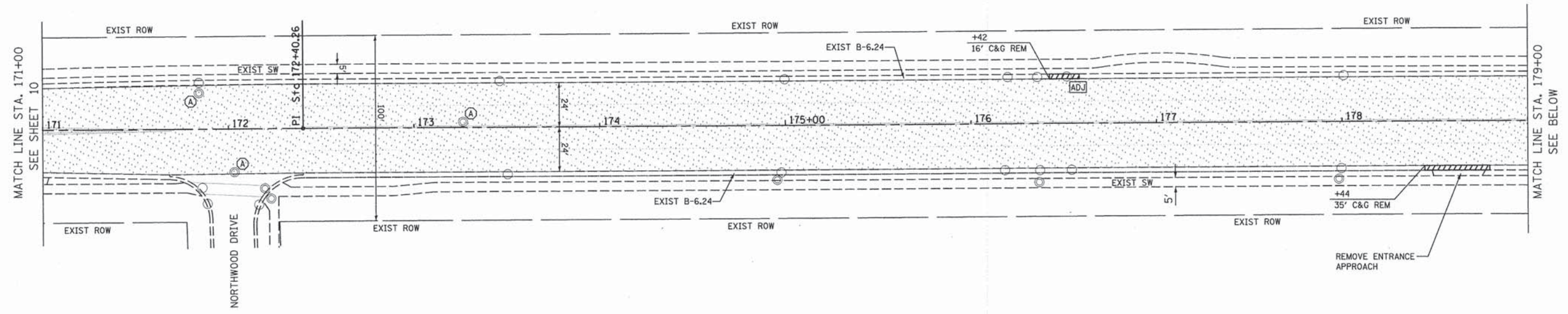
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GREEN BAY ROAD

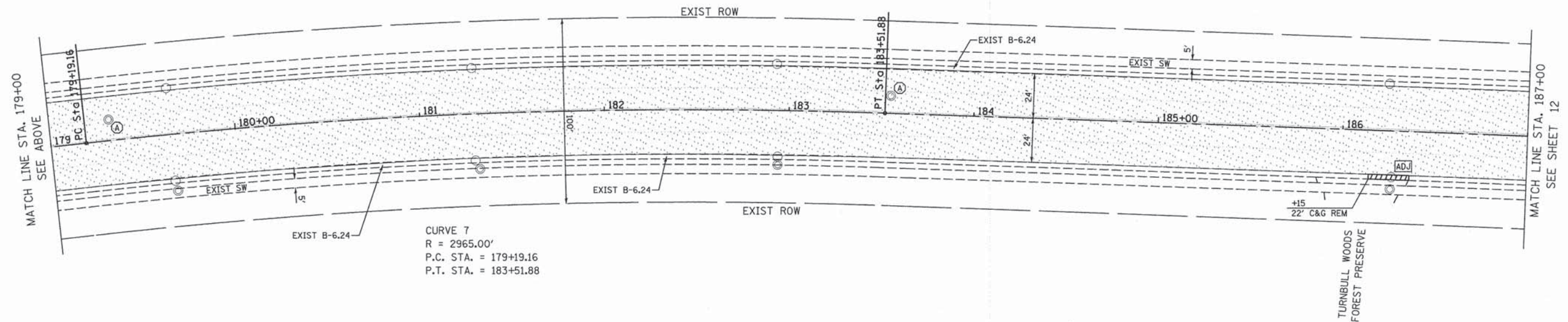
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PLOT DATE = 12/11/2014	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									

NOTE: ALIGNMENT WAS DERIVED FROM AERIAL PHOTOGRAPHY AND IS APPROXIMATE. STATIONING AND CURVE DATA ARE PROVIDED FOR CONVENIENCE ONLY. IT IS INTENDED THAT ALL WORK BE PERFORMED BETWEEN EXISTING CURB LINES. DIMENSIONING FOR PROPOSED MEDIAN IMPROVEMENTS AND PAVEMENT MARKINGS SHOULD BE MEASURED FROM EXISTING EDGE OF PAVEMENT.



GREEN BAY ROAD

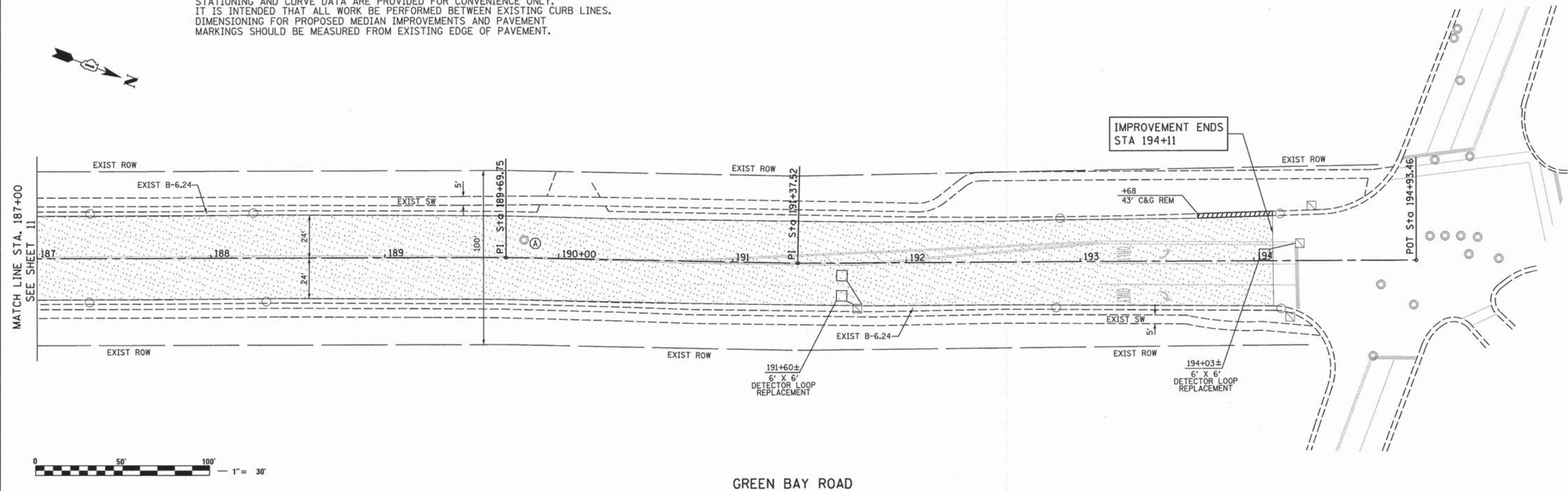
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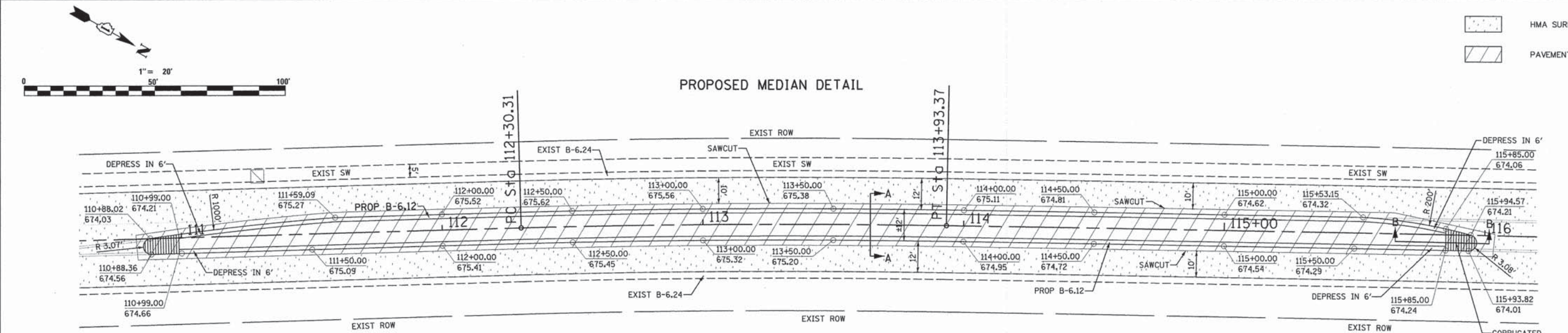
GREEN BAY ROAD

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PLOT DATE = 12/11/2014		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

NOTE: ALIGNMENT WAS DERIVED FROM AERIAL PHOTOGRAPHY AND IS APPROXIMATE. STATIONING AND CURVE DATA ARE PROVIDED FOR CONVENIENCE ONLY. IT IS INTENDED THAT ALL WORK BE PERFORMED BETWEEN EXISTING CURB LINES. DIMENSIONING FOR PROPOSED MEDIAN IMPROVEMENTS AND PAVEMENT MARKINGS SHOULD BE MEASURED FROM EXISTING EDGE OF PAVEMENT.



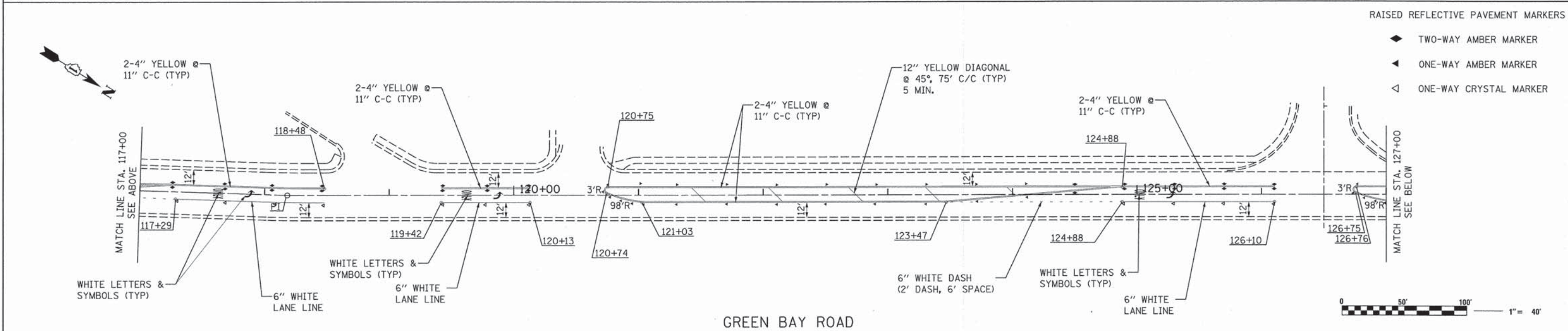
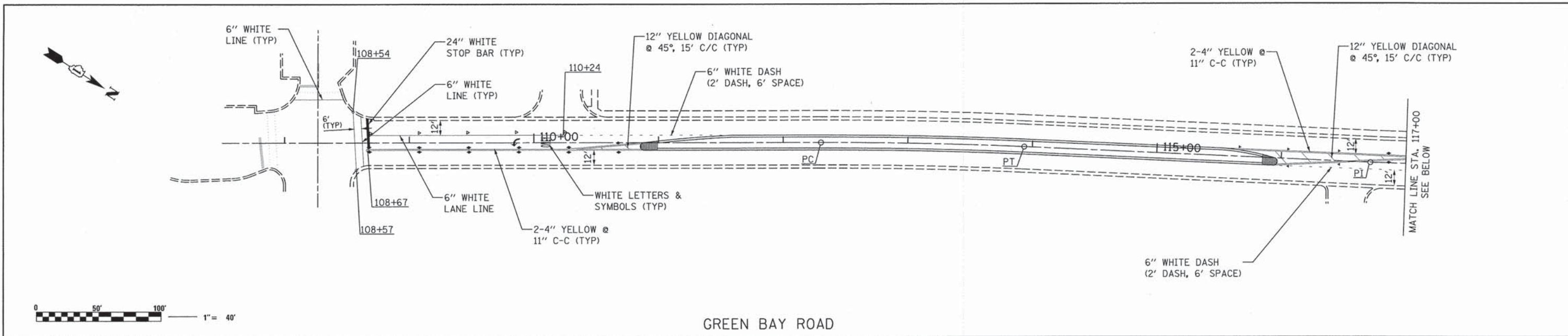
GREEN BAY ROAD



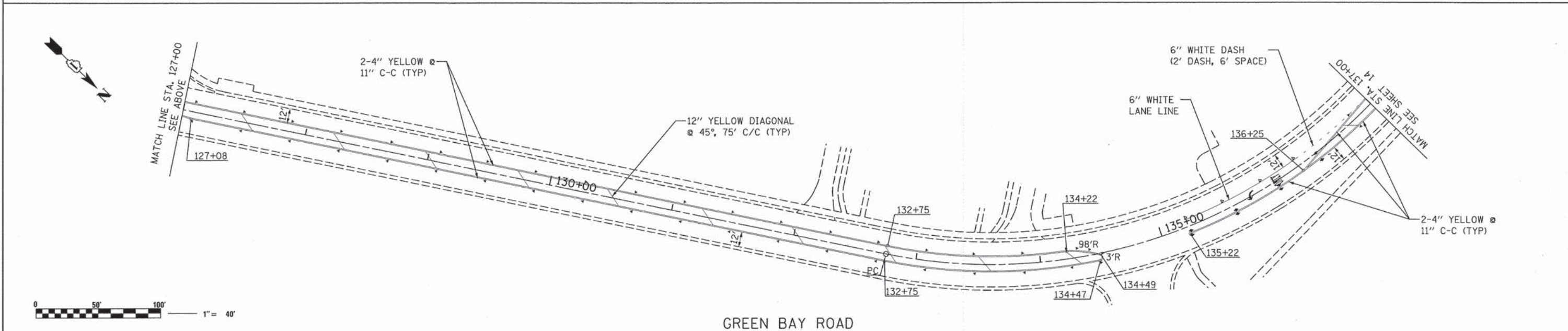
PROPOSED MEDIAN DETAIL

NOTE: ALIGNMENT WAS DERIVED FROM AERIAL PHOTOGRAPHY AND IS APPROXIMATE. STATIONING AND CURVE DATA ARE PROVIDED FOR CONVENIENCE ONLY. IT IS INTENDED THAT ALL WORK BE PERFORMED BETWEEN EXISTING CURB LINES. DIMENSIONING FOR PROPOSED MEDIAN IMPROVEMENTS AND PAVEMENT MARKINGS SHOULD BE MEASURED FROM EXISTING EDGE OF PAVEMENT.

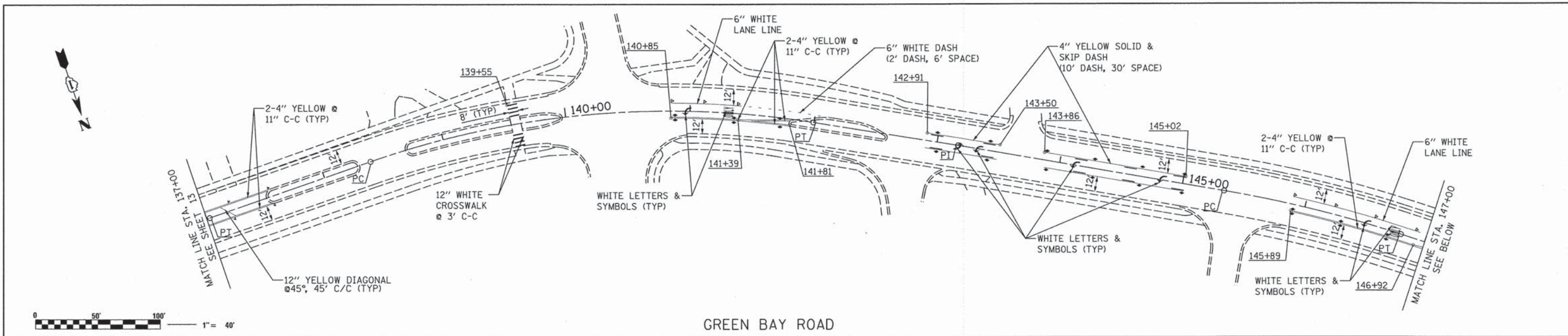
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		DATE -	REVISED -									



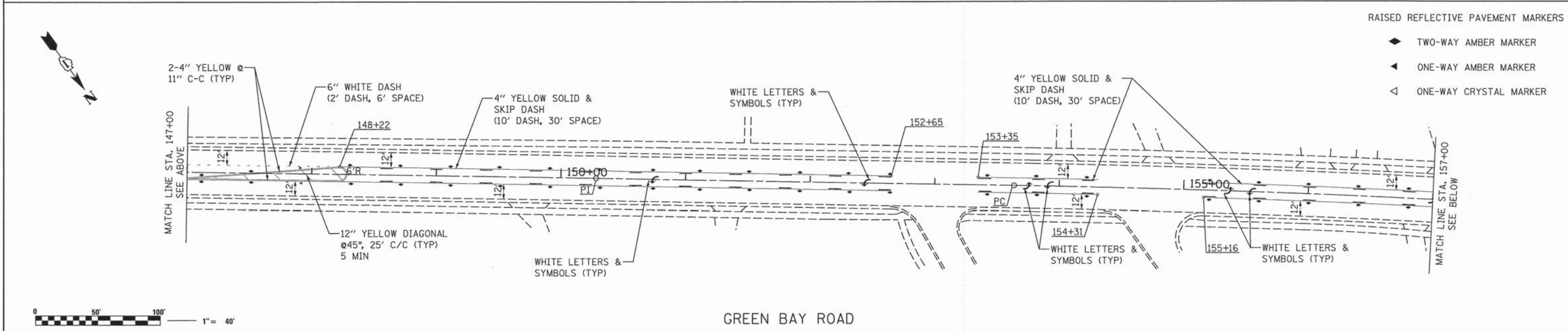
- RAISED REFLECTIVE PAVEMENT MARKERS
- ◆ TWO-WAY AMBER MARKER
  - ▲ ONE-WAY AMBER MARKER
  - △ ONE-WAY CRYSTAL MARKER



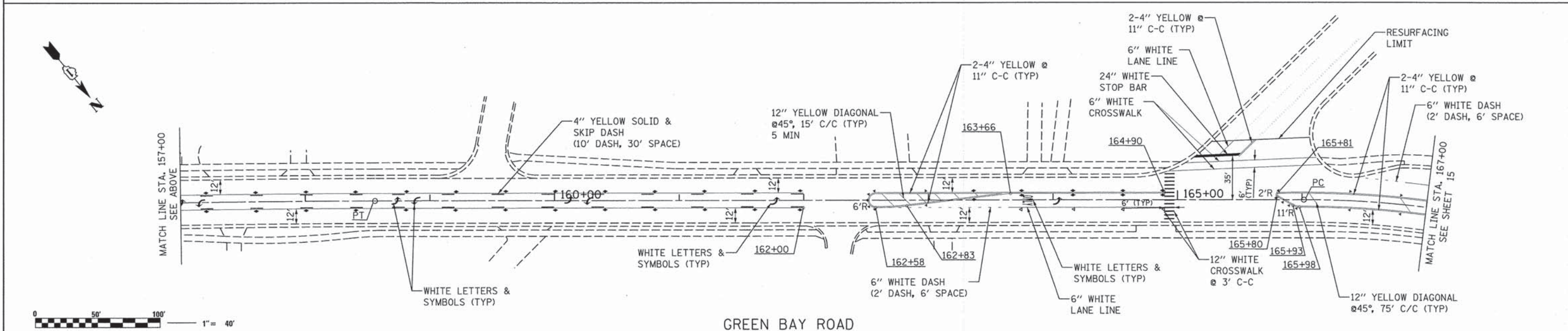
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PLOT DATE = 12/11/2014							ILLINOIS FED. AID PROJECT					



GREEN BAY ROAD

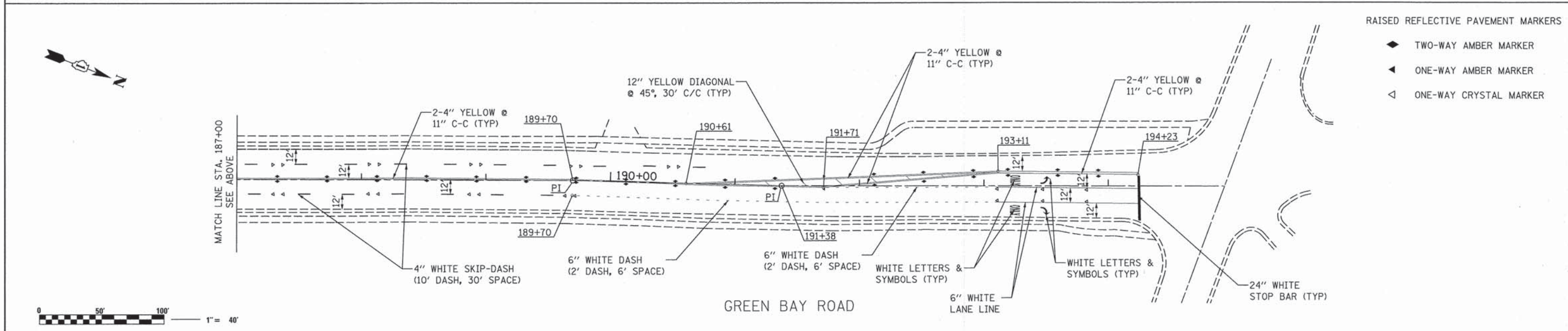
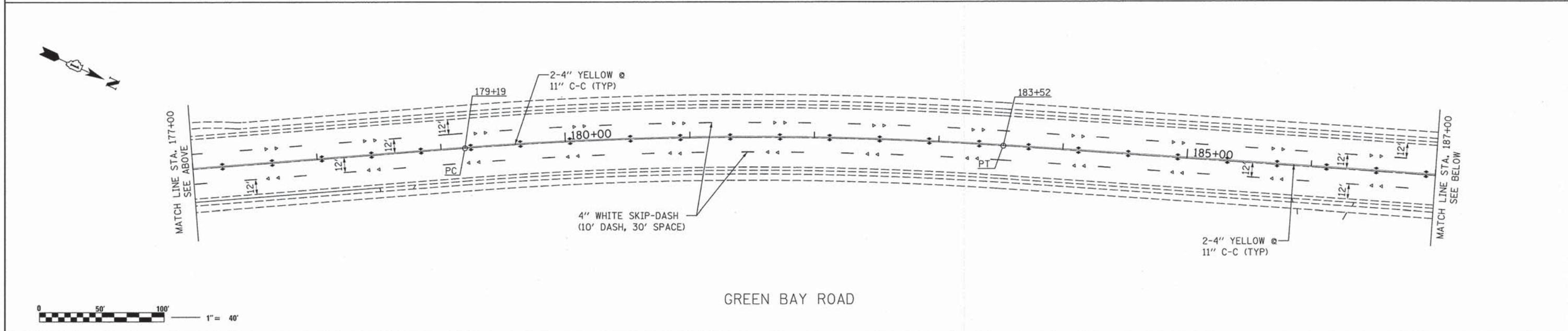
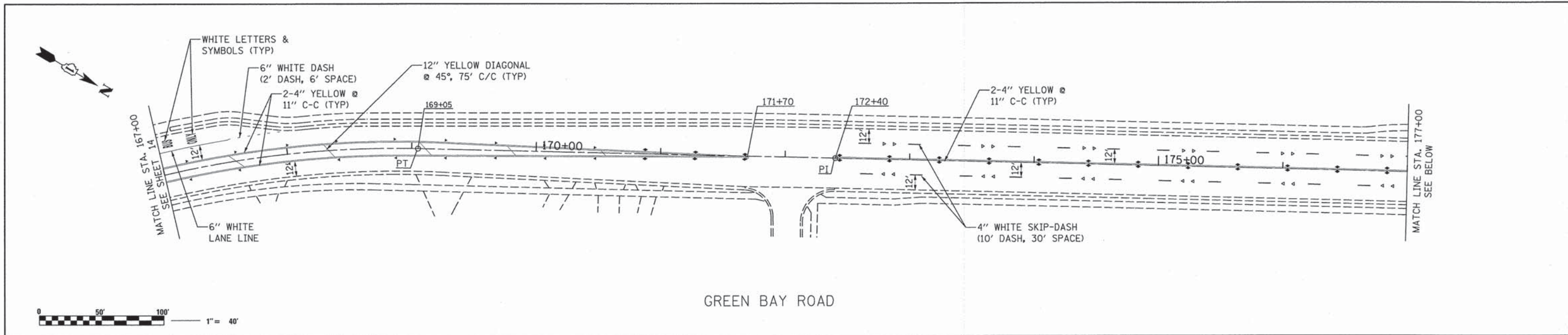


GREEN BAY ROAD



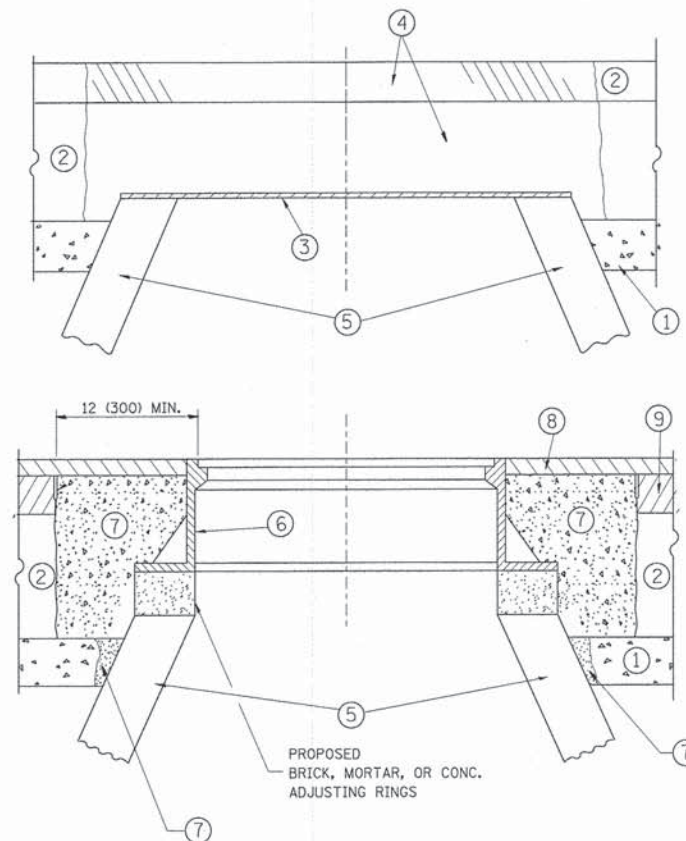
GREEN BAY ROAD

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PLOT DATE = 12/11/2014	DATE -	REVISOR -	REVISOR -		ILLINOIS FED. AID PROJECT							



- RAISED REFLECTIVE PAVEMENT MARKERS
- ◆ TWO-WAY AMBER MARKER
  - ◀ ONE-WAY AMBER MARKER
  - ◁ ONE-WAY CRYSTAL MARKER

FILE NAME = P:\2014\140184\cad\phase 2\CADD\Drawings\140184-striping.dgn	USER NAME = 140184-striping.dgn	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GREEN BAY ROAD PAVEMENT MARKING PLAN</b>			F.A.U. RTE. 2744	SECTION 12-00063-00-RS	COUNTY COOK	TOTAL SHEETS 26	SHEET NO. 15
PLOT SCALE = #SCALE#	PLOT DATE = 12/11/2014	DRAWN -	REVISED -		SCALE: SHEET 3 OF 3 SHEETS	STA. 167+00	TO STA. 194+23	CONTRACT NO. 61B00				
		CHECKED -	REVISED -					ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -									



**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 1/2 (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 PP-1\* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

\*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

**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 PP-1\* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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

**NOTES:**

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

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

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

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

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

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
at\pwork\pwsdot\bauerdl\ad0108315\ba08.dgn		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 03-09-11
		DATE - 10-25-94	REVISED - R. BORO 12-06-11

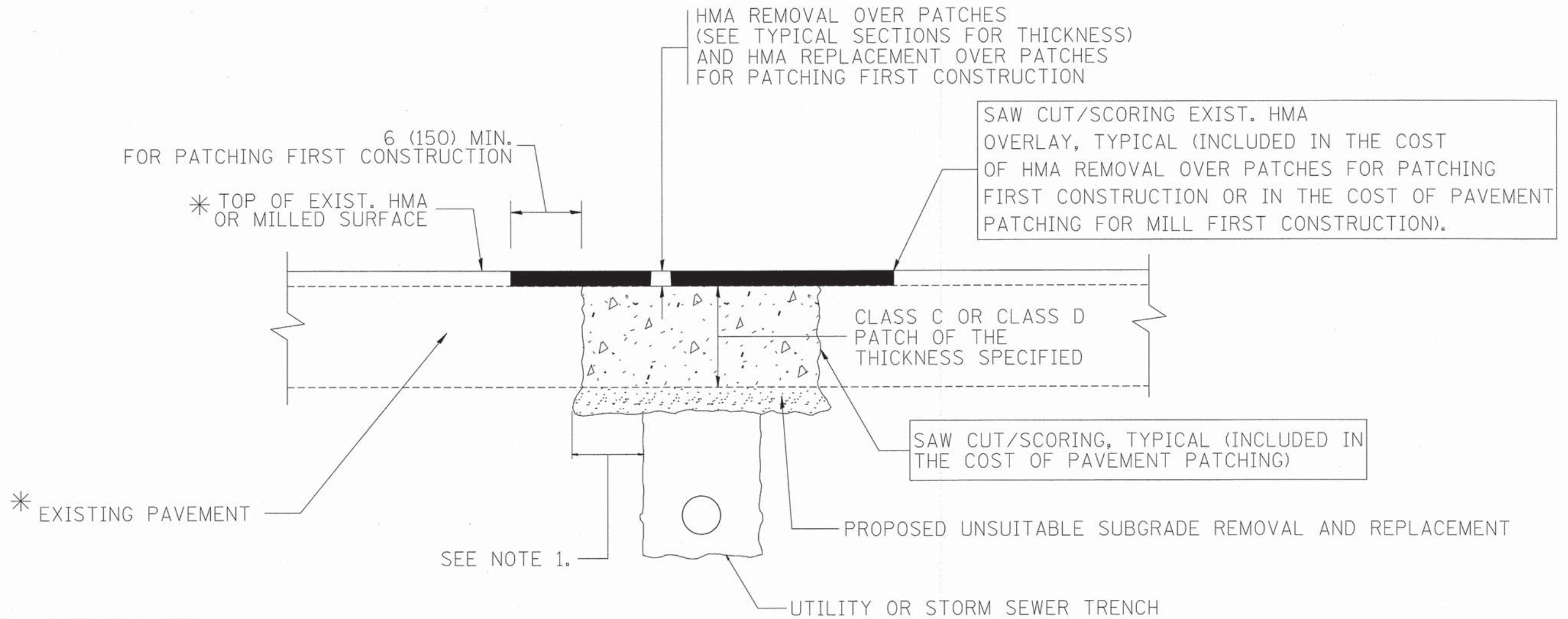
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR  
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2744	12-00063-00-RS	COOK	26	16
BD600-03 (BD-8)			CONTRACT NO. 61B00	
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 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.

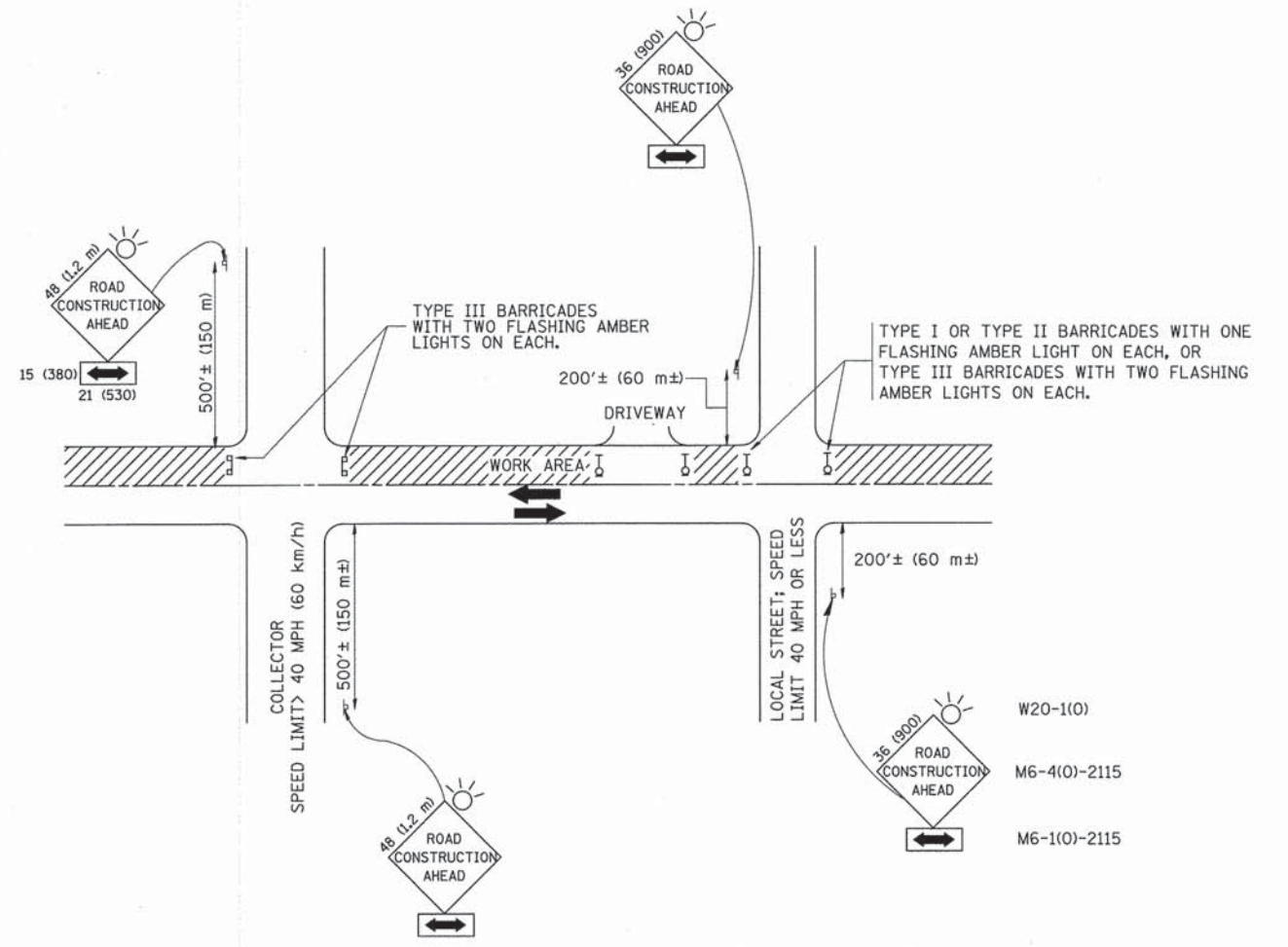
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	PLOT SCALE = 50,000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT PATCHING FOR  
HMA SURFACED PAVEMENT**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2744	12-00063-00-RS	COOK	26	17
BD400-04 (BD-22)		CONTRACT NO. 61B00		
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.

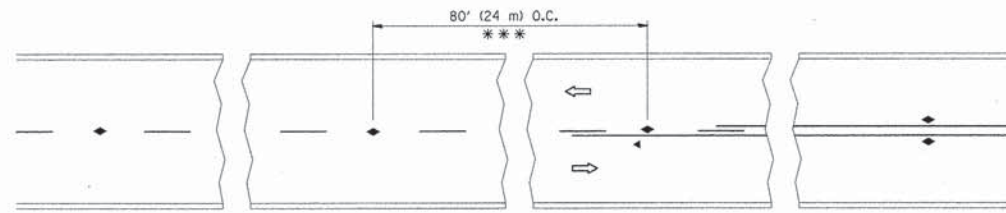
All dimensions are in millimeters (inches) unless otherwise shown.

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	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

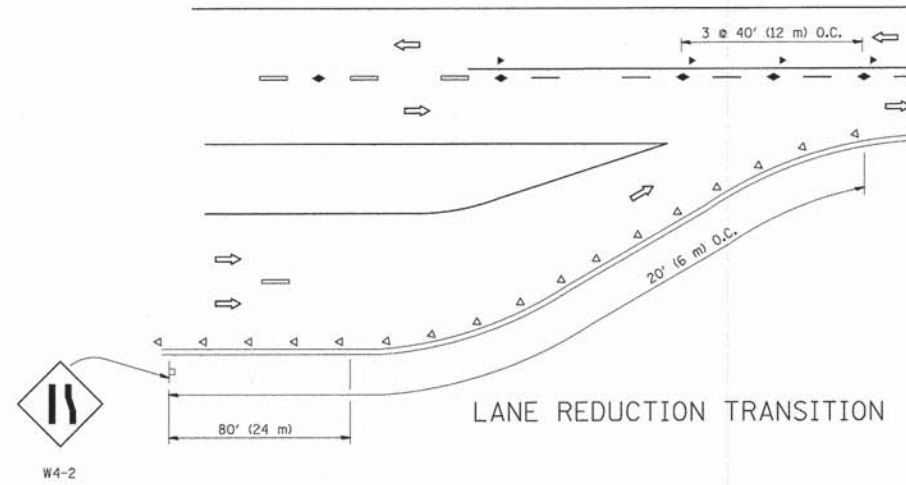
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SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE. 2744	SECTION 12-00063-00-RS	COUNTY COOK	TOTAL SHEETS 26	SHEET NO. 18
TC-10			CONTRACT NO. 61B00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

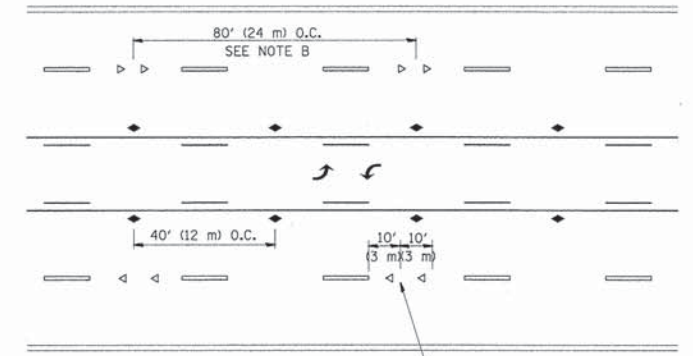


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

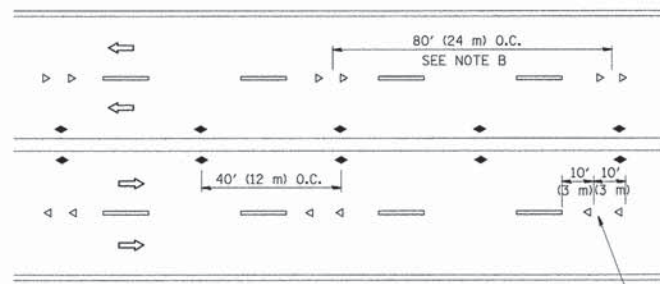
TWO-LANE/TWO-WAY



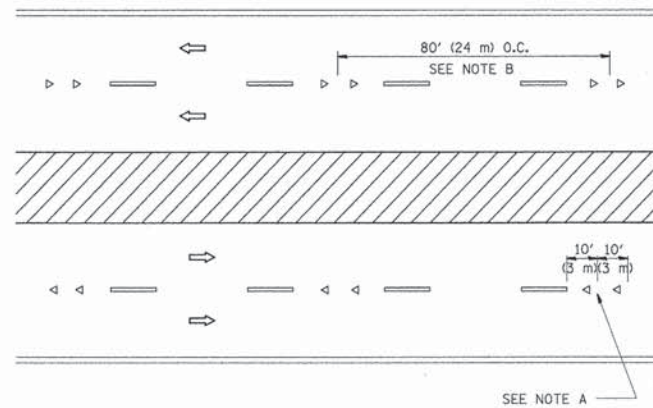
LANE REDUCTION TRANSITION



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

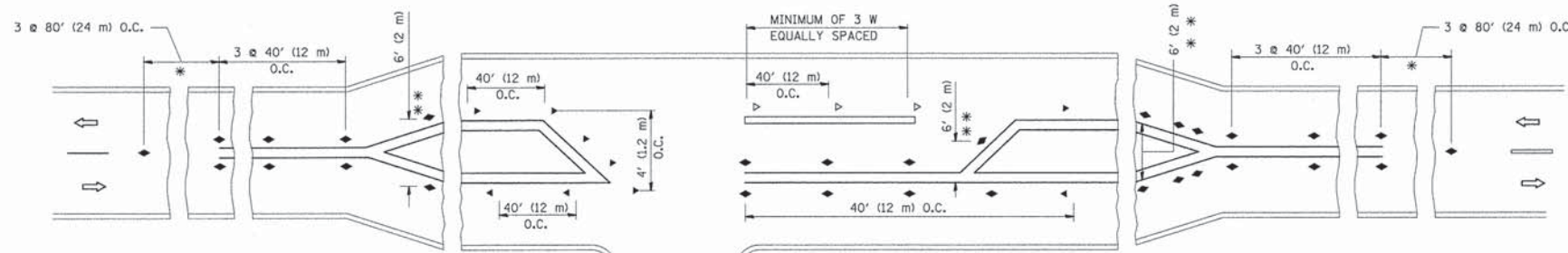
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

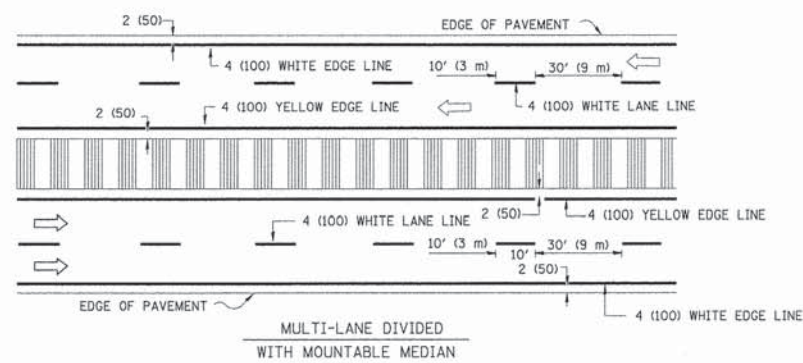
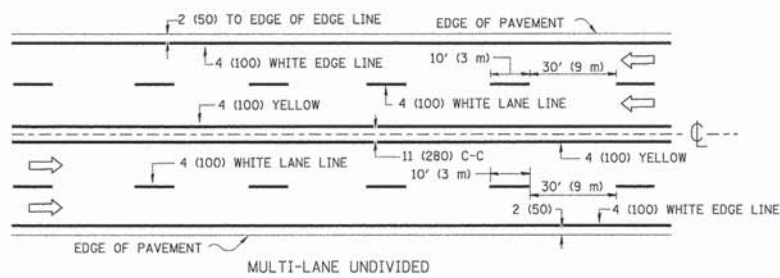
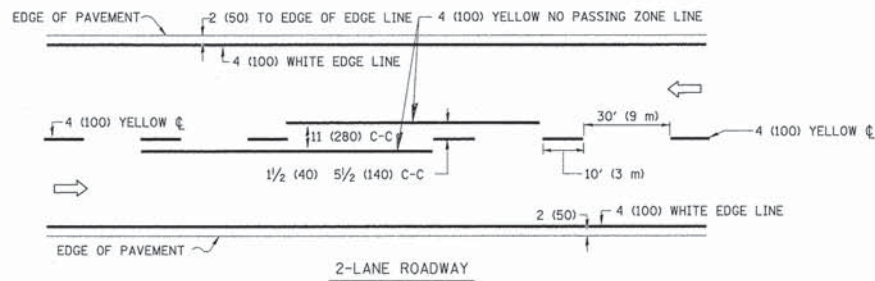
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	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

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

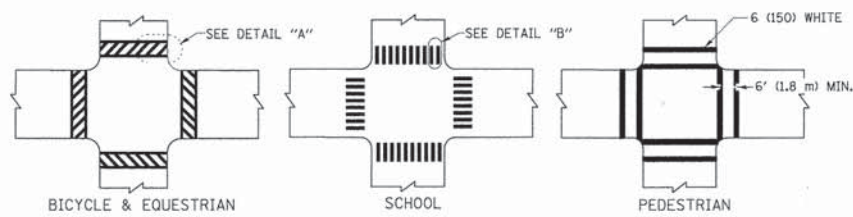
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F.A.U. RTE. 2744	SECTION 12-00063-00-R5	COUNTY COOK	TOTAL SHEETS 26	SHEET NO. 19
TC-11		CONTRACT NO. 61B00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

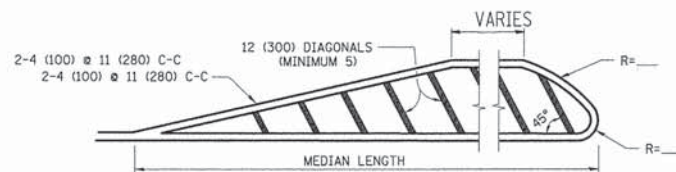
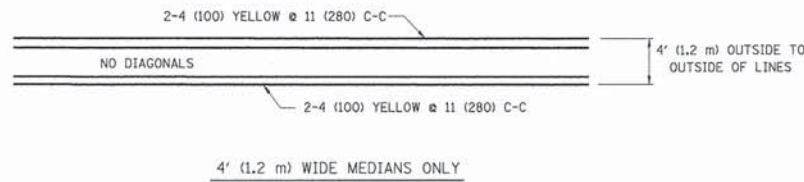


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



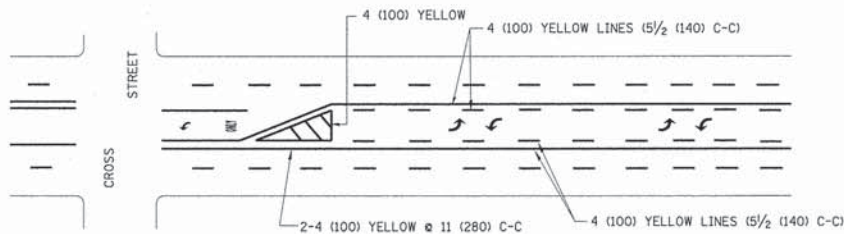
TYPICAL CROSSWALK MARKING



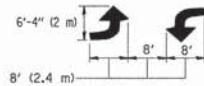
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

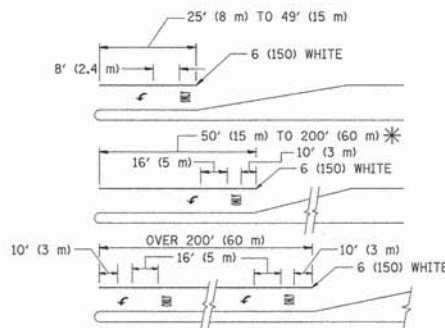


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

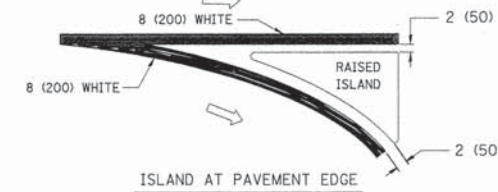
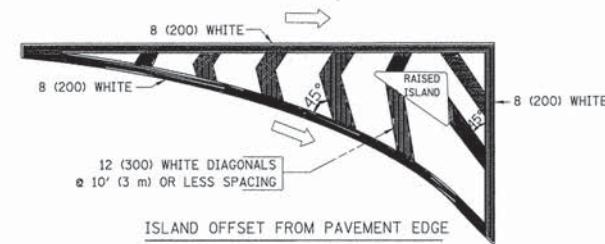


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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

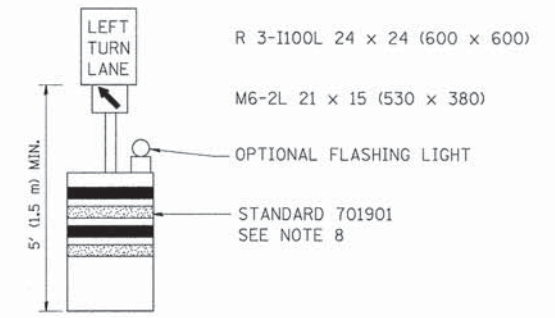
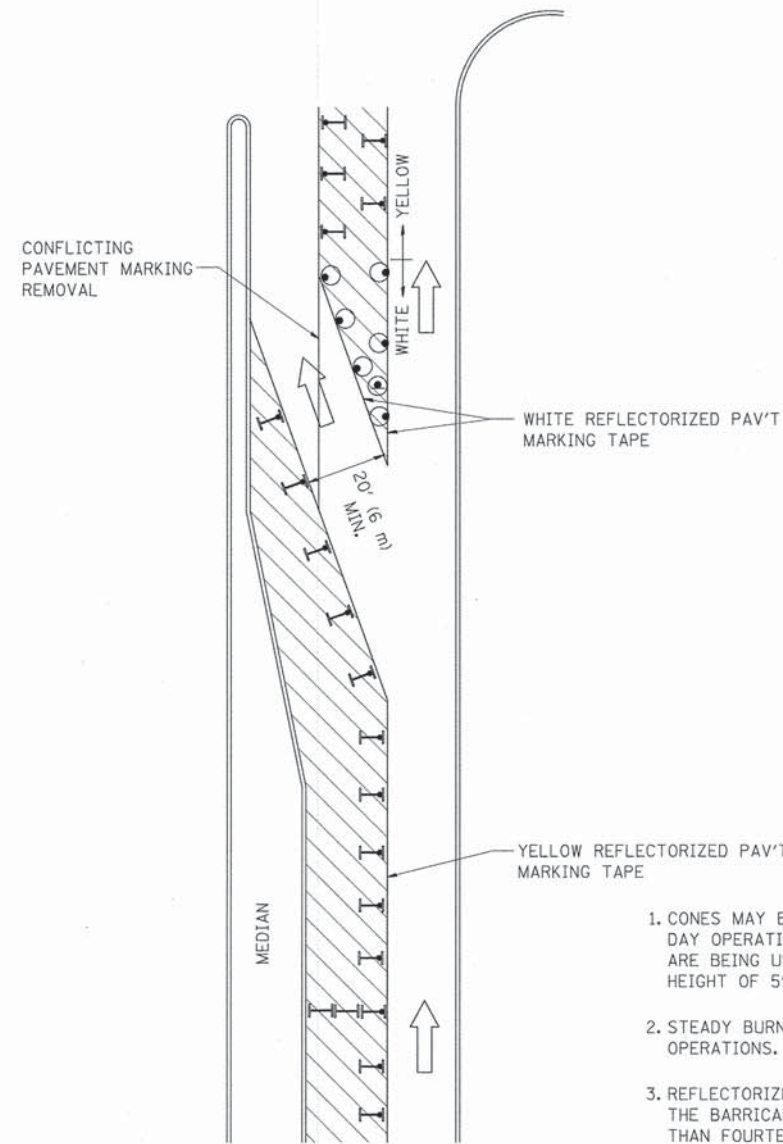
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		2744	12-00063-00-RS	COOK	26	20
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	
		FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		









**GENERAL NOTES**

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

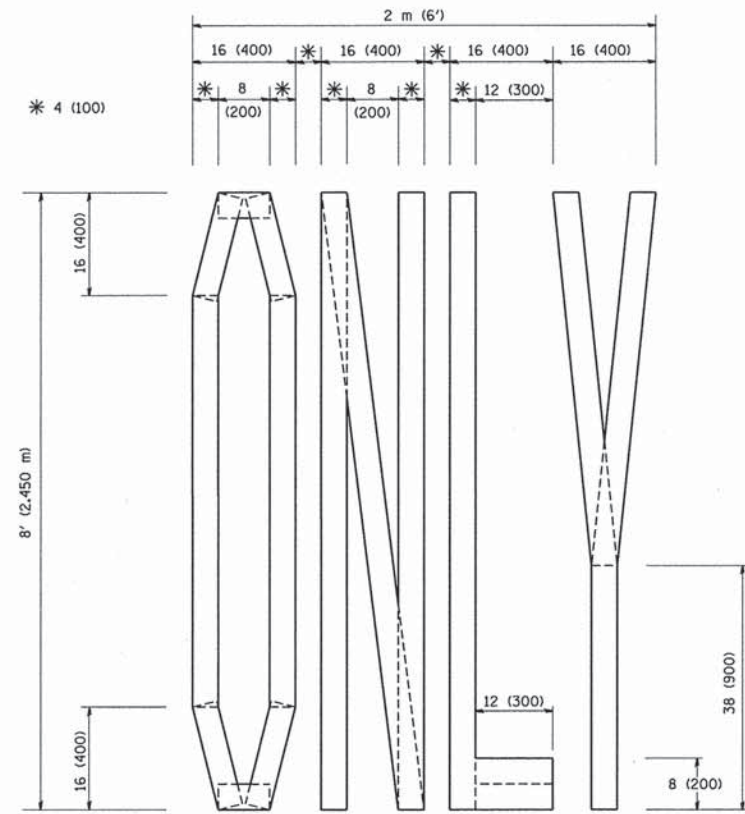
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

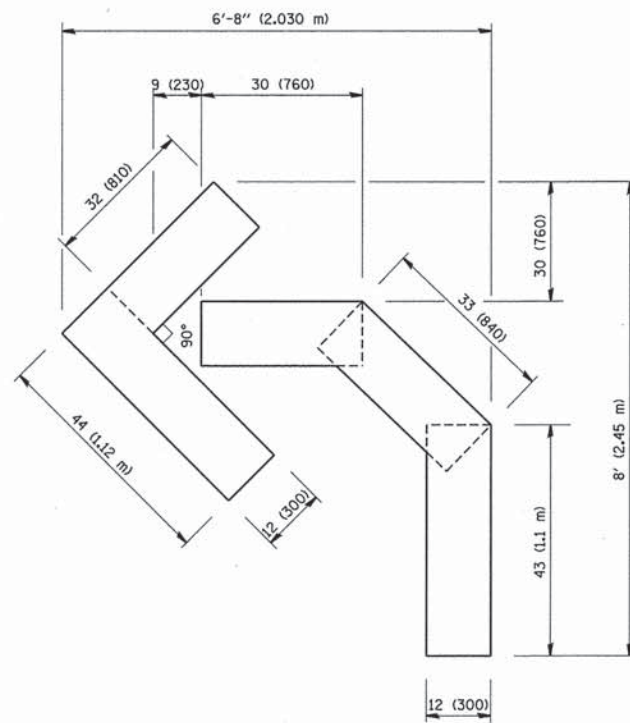
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

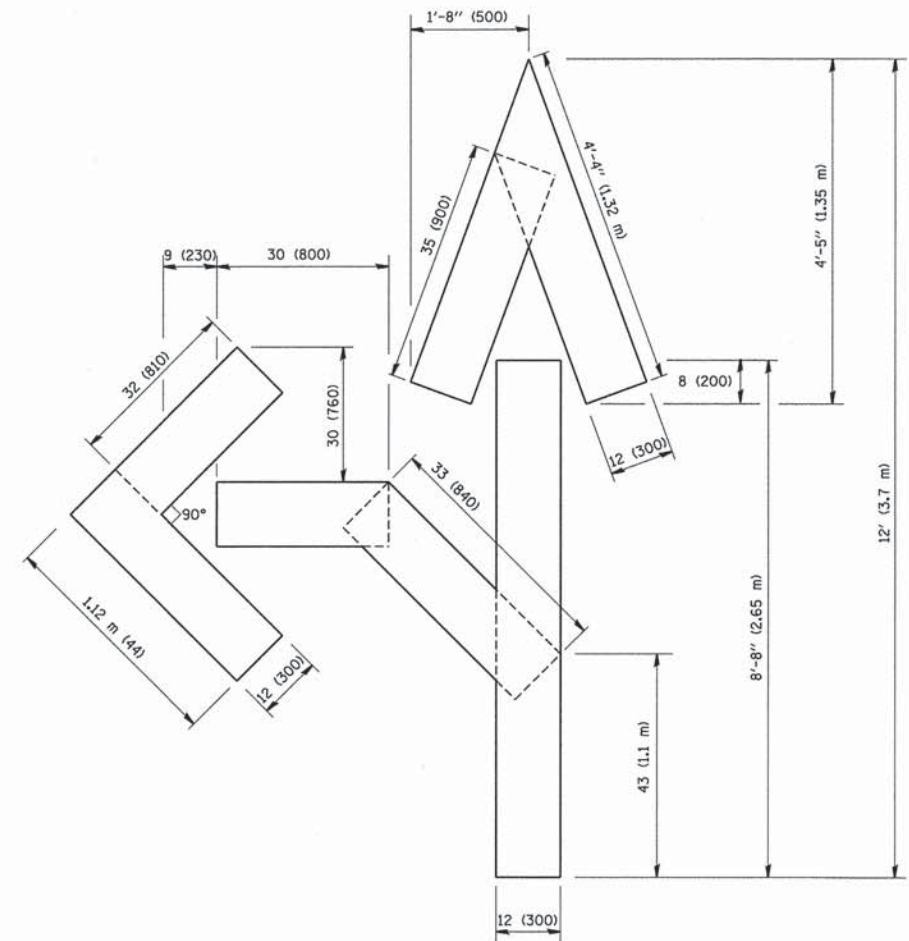
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2744	12-00063-00-RS	COOK	26	21
TC-14			CONTRACT NO. 61B00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

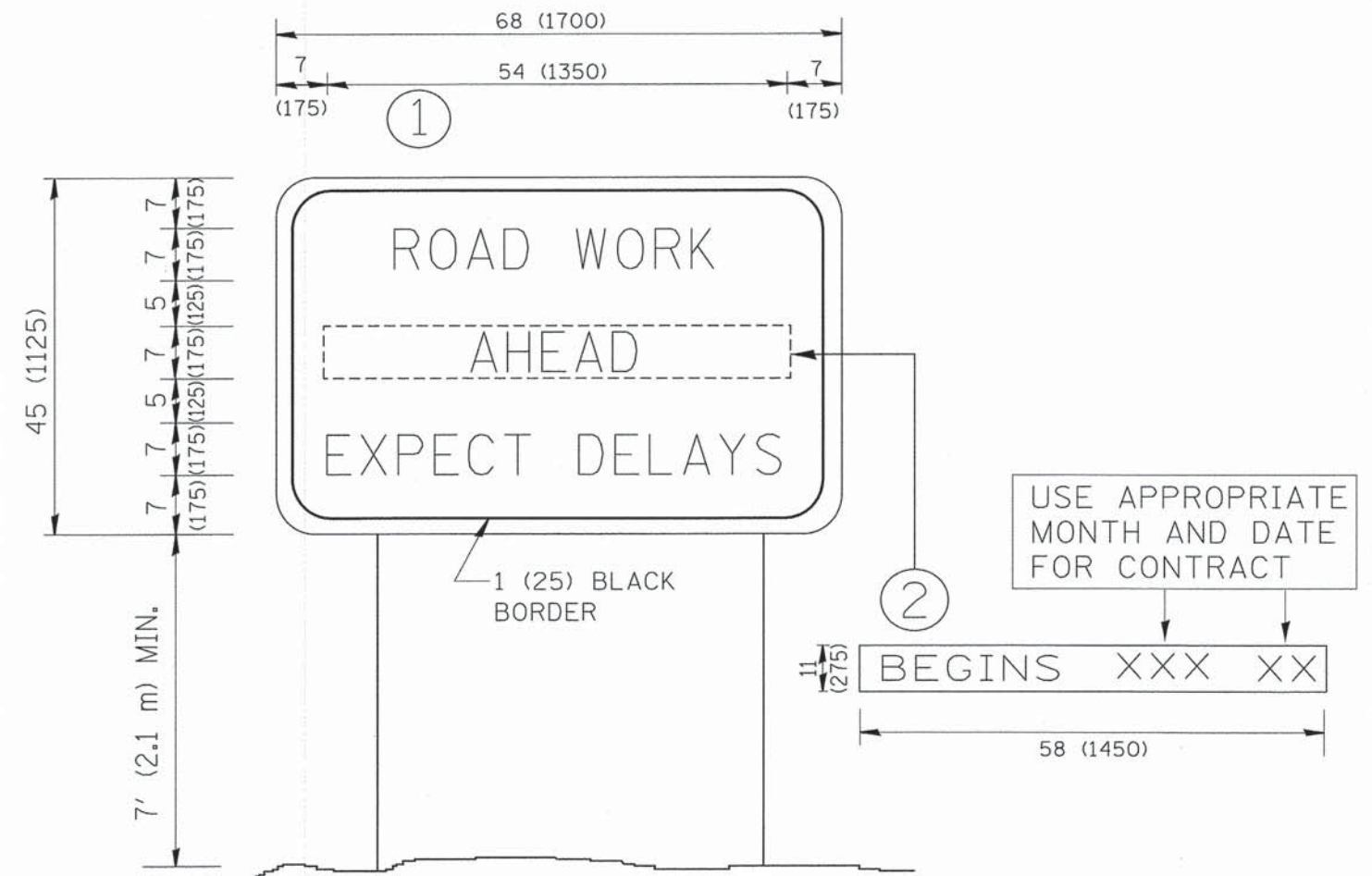
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		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE = 09-18-94	REVISED -E. GOMEZ 08-28-00

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.U. RTE. 2744	SECTION 12-00063-00-R5	COUNTY COOK	TOTAL SHEETS 26	SHEET NO. 22
TC-16			CONTRACT NO. 61B00	
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 = W:\diststd\22x34\to22.dgn	USER NAME = gegljanobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 "/ IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	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.J. RTE. 2744	SECTION 12-00063-00-RS	COUNTY COOK	TOTAL SHEETS 26	SHEET NO. 23
TC-22			CONTRACT NO. 61B00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED  
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

**NOTES:**

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE  
 PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN)  
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY  
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE  
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME =	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
at:\pw_work\pssidot\gaglianobt\d0108315\to26.dgn		DRAWN -	REVISED -
	PLOT SCALE = 50,000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/13/2012	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY ENTRANCE SIGNING**

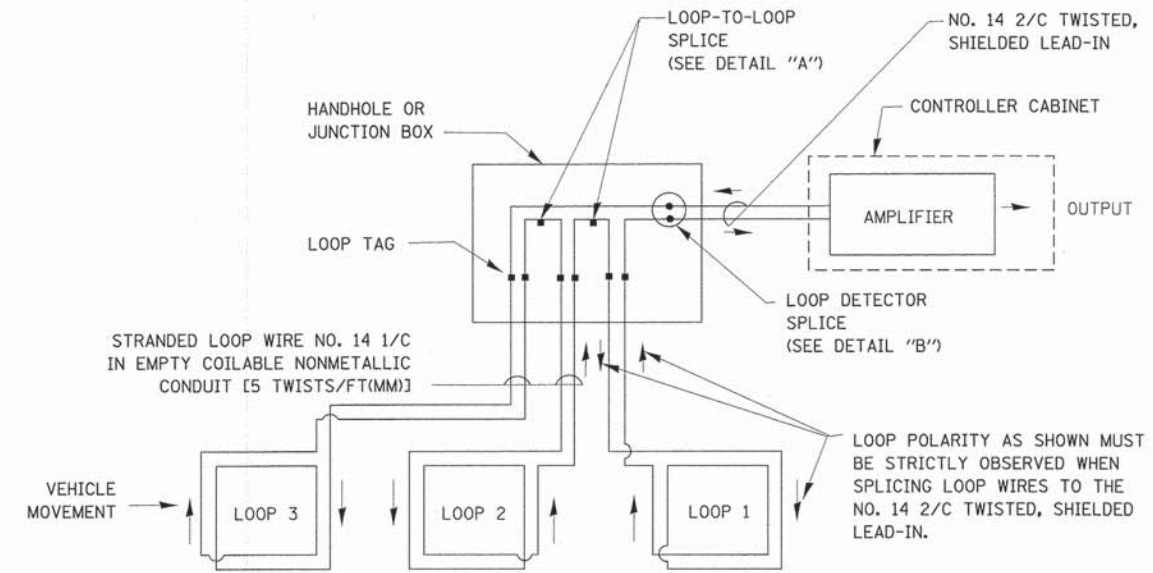
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2744	12-00063-00-RS	COOK	26	24
<b>TC-26</b>			<b>CONTRACT NO. 61B00</b>	
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				



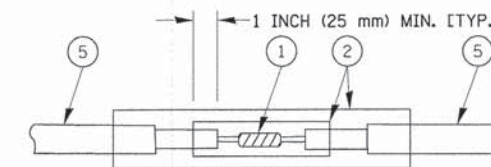
**LOOP DETECTOR NOTES**

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

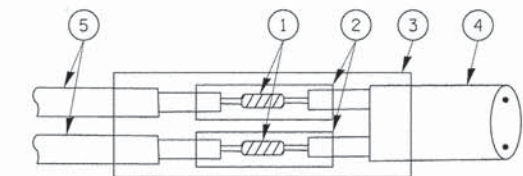


**DETECTOR LOOP WIRING SCHEMATIC**

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

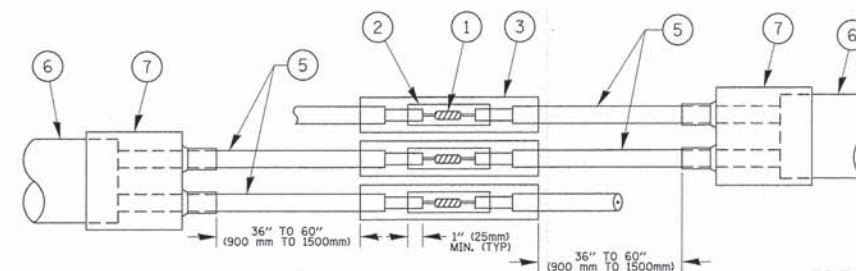


DETAIL "A"  
LOOP-TO-LOOP SPLICE

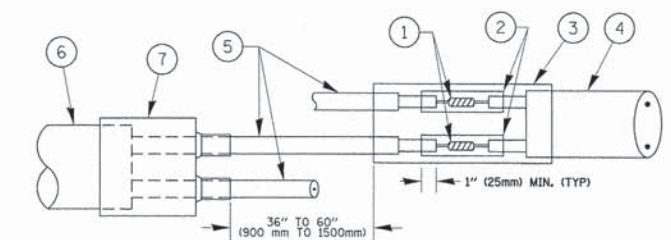


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE

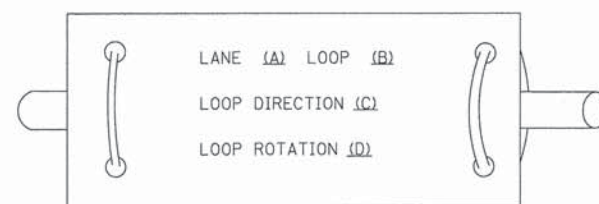


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**PREFORMED LOOP**

**LOOP DETECTOR SPLICE**

**LOOP LEAD-IN CABLE TAG**



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

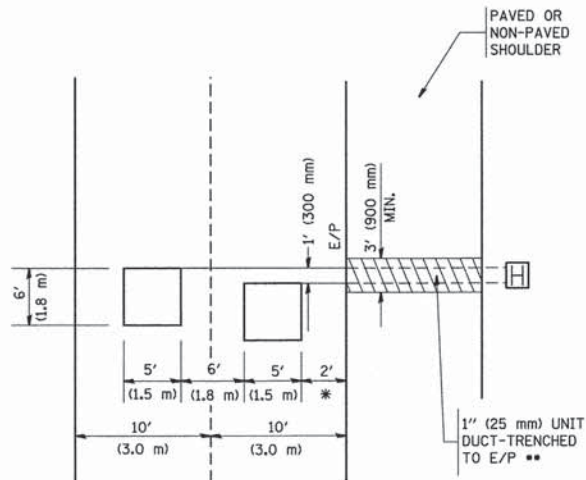
- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.

- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME = c:\pwork\pwork\footem\ad0188315\ts05.dgn	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			F.A.U. RTE. 2744	SECTION 12-00063-00-RS	COUNTY COOK	TOTAL SHEETS 26	SHEET NO. 25
PLOT SCALE = 50.0000' / 1"	CHECKED - DAD	DATE - 10-28-09	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	<b>TS-05</b>		CONTRACT NO. 61B00	
PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -			FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT							

**LOOPS NEXT TO SHOULDERS**

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



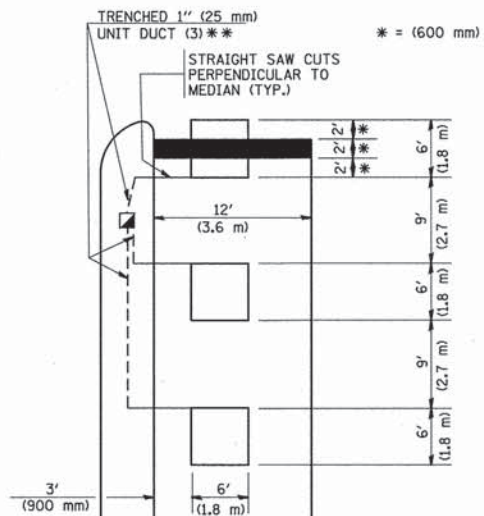
\* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

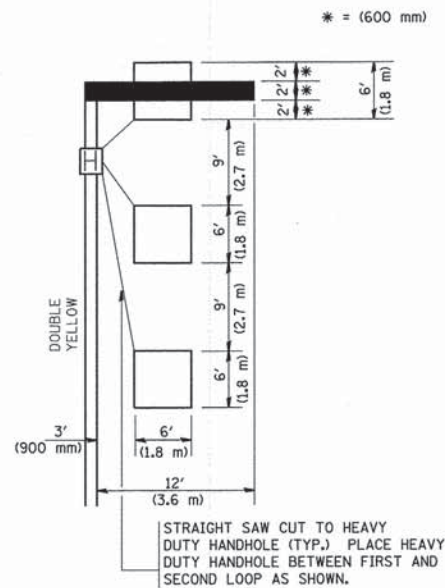


\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

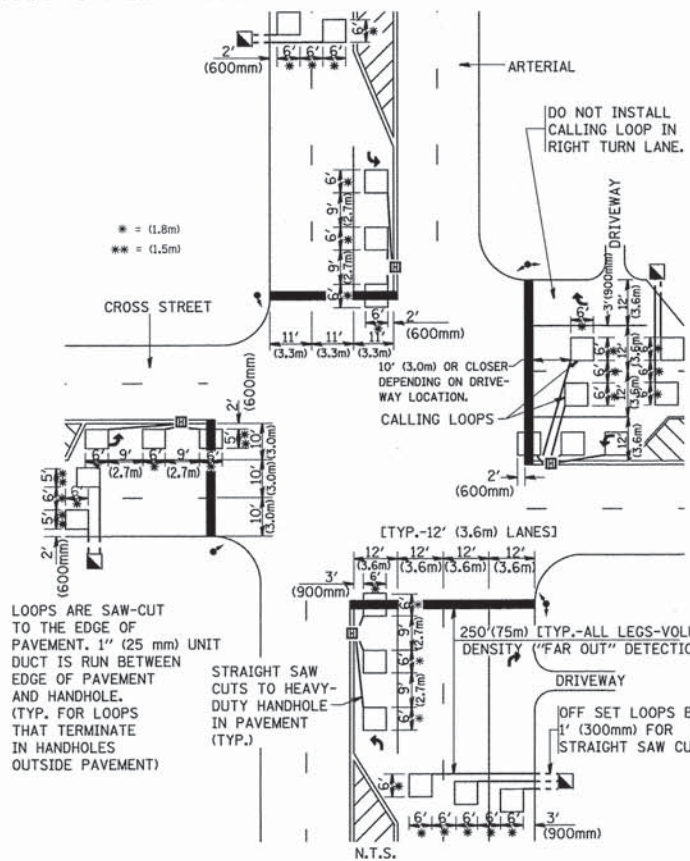
**LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)



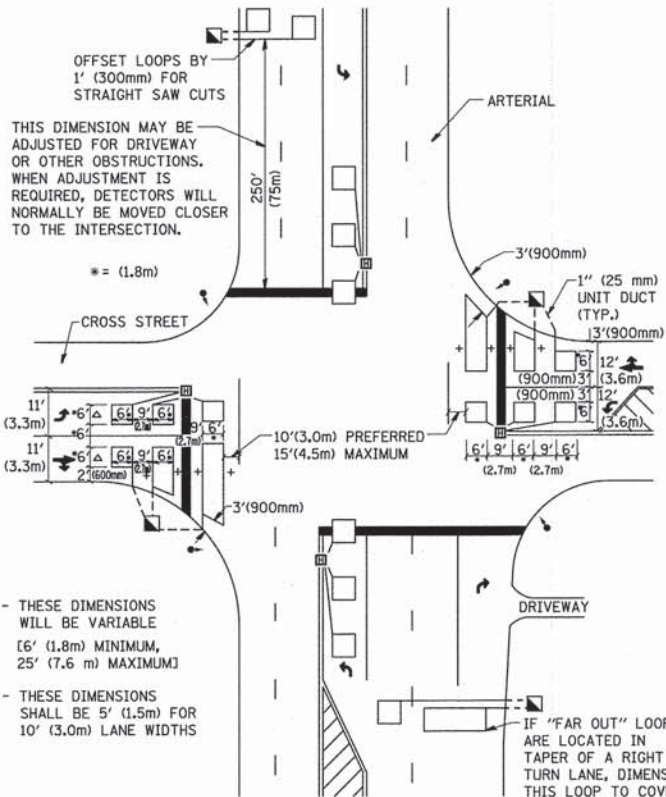
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1  
N.T.S.

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



DETAIL 2  
N.T.S.

**NOTES:**

**VEHICLES LOOP DETECTORS**

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

**PLACEMENT OF DETECTORS**

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

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

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

**NOTE:**

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

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

FILE NAME = W:\dststd\22x34\ts07.dgn	USER NAME = geglano	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</b>		F.A.U. RTE. 2744	SECTION 12-00063-00-RS	COUNTY COOK	TOTAL SHEETS 26	SHEET NO. 26
PLOT SCALE = 50.0000' / IN.	CHECKED - R.K.F.	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>TS-07</b>		CONTRACT NO. 61B00	
PLOT DATE = 1/4/2008	DATE -	REVISED -	REVISED -				FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				