

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119RS-13	LAKE	48	1
		ILLINOIS	CONTRACT NO. 60V49	

D-91-573-12

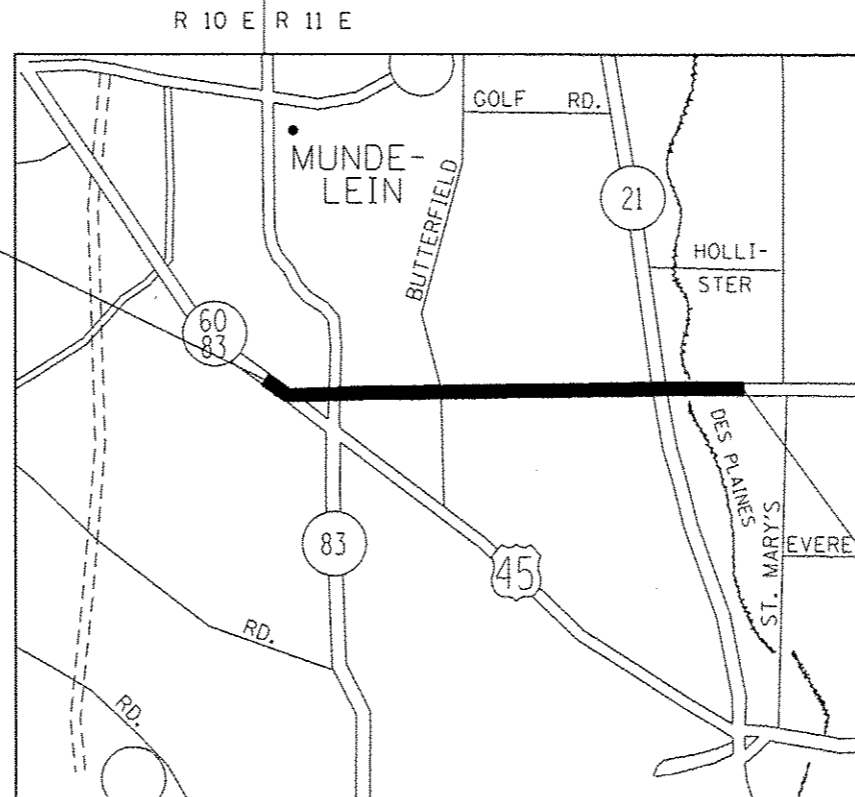
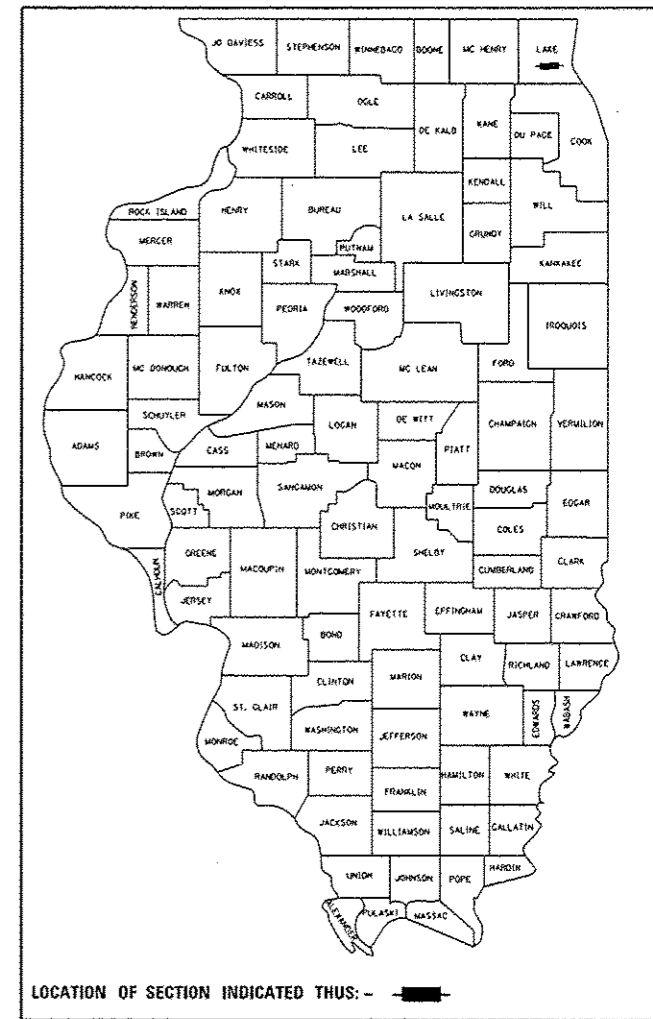
FOR INDEX OF SHEETS, SEE SHEET NO. 2

**PROPOSED
HIGHWAY PLANS**

FAP 335: ILLINOIS ROUTE 60/83
0.1mi E. OF EJ&EE RR TO 0.1mi E. OF THE DES PLAINES RIVER
SECTION 119RS-13
PROJECT: NHPP-0335 (021)
RESURFACING (3P) PEDESTRIAN RAMPS
LAKE COUNTY
C-91-573-12

THE PROJECT IS LOCATED IN
THE VILLAGES OF VERNON HILLS
LIBERTYVILLE, & MUNDELEIN

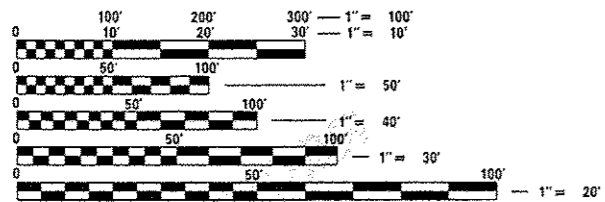
TRAFFIC DATA :
2015 ADT = 32900
POSTED SPEED LIMIT = 35 - 45 MPH



PROJECT BEGINS
STA. 18+29

OMISSION:
STA. 93+57 TO STA. 93+85

PROJECT ENDS
STA. 197+60



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

PROJECT ENGINEER JEAN ALAIN MIDY (847) 221-3056
PROJECT MANAGER ISSAM RAYYAN (847) 705-4178

CONTRACT NO. 60V49

FREEMONT, ELA, VERNON & LIBERTYVILLE
TOWNSHIPS

GROSS LENGTH = 17931 FT. = 3.396 MILE
NET LENGTH = 17903 FT. = 3.391 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUBMITTED February 1, 2017
Paul A. Switzer, Regional Engineer
March 24, 2017
Maureen M. Addis, PE, Engineer of Design and Environment
March 24, 2017
Director of Program Development

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INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1.	TITLE SHEET
2.	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
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6	TYPICAL SECTIONS
7-13.	ROADWAY & PAVEMENT MARKING PLANS
14-25.	ADA RAMPS DESIGN
26-37.	DETECTOR LOOP REPLACEMENT PLAN
38.	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-8)
39.	PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT (BD-22)
40.	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
41.	BUTT JOINTS AND TAPERS (BD-32)
42.	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)
43.	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11)
44.	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
45.	TRAFFIC CONTROL AND PROTECTION AND TURN BAYS (TO REMAIN OPEN TO TRAFFIC (TC-14)
46.	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
47.	ARTERIAL ROAD INFORMATION SIGN (TC-22)
48.	DISTRICT ONE - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

STATE STANDARDS

STANDARD NO	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-02	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-03	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-03	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-03	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-04	FRAME AND LIDS, TYPE 1
606001-06	COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 2' FROM PAVEMENT EDGE
701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 TO 55 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NON-TRAVERSABLE MEDIAN
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	LANE CLOSURE MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-06	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 VILLAGES OF VERNON HILLS, LIBERTYVILLE AND MUNDELEIN.

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

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

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 40 MPH (80KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 40 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) OR A NOTCHED LONGITUDINAL WEDGE IS USED.

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

THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER AT 847-715-8419 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

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 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

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

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

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF CONSTRUCTION.

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.

URBAN

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80120 FED STATE ROADWAY 0005					
20200100	EARTH EXCAVATION	CU YD	39	39					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	402	402					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6	6					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6	6					
25200110	SODDING, SALT TOLERANT	SO YD	402	402					
25200200	SUPPLEMENTAL WATERING	UNIT	1	1					
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	116652	116652					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	250	250					
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), 1L-4.75, N50	TON	7130	7130					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	831	831					
40603565	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	TON	16370	16370					
42001300	PROTECTIVE COAT	SO YD	1035	1035					

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80120 FED STATE ROADWAY 0005					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	4308	4308					
42400800	DETECTABLE WARNINGS	SO FT	431	431					
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	167030	167030					
44000600	SIDEWALK REMOVAL	SO FT	4333	4333					
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SO FT	52130	52130					
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SO YD	1000	1000					
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SO YD	400	400					
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SO YD	100	100					
60250200	CATCH BASINS TO BE ADJUSTED	EACH	2	2					
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2					
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1					
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2					
60260100	INLETS TO BE ADJUSTED	EACH	2	2					
60262700	INLETS TO BE RECONSTRUCTED	EACH	1	1					

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80/20 FED/STATE ROADWAY 0005			
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	15	15			
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	10	10			
60406100	FRAMES AND LIDS, TYPE I, CLOSED LID	EACH	30	30			
60600605	CONCRETE CURB, TYPE B	FOOT	369	369			
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	35	35			
* 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1			
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12			
67100100	MOBILIZATION	LSUM	1	1			
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	LSUM	1	1			
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	LSUM	1	1			
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	LSUM	1	1			
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1			

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80/20 FED/STATE ROADWAY 0005			
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	11920	11920			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	3975	3975			
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	4885	4885			
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	33846	33846			
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2525	2525			
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	4425	4425			
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1634	1634			
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	2244	2244			
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	5960	5960			
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	1			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	4885	4885			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	33846	33846			

*Specialty Item

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		DATE :	REVISED :

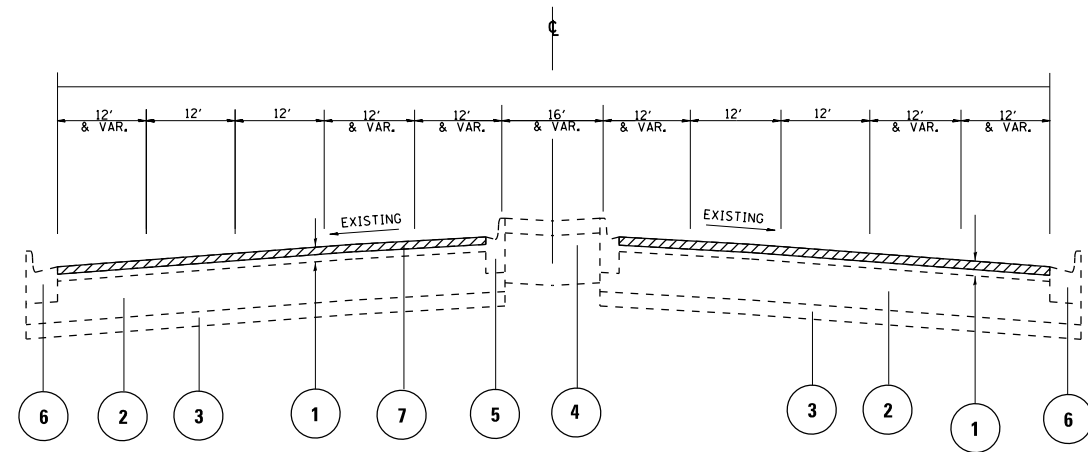
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 6083 (0.1 mi E. OF EJ&EE RR TO 0.1mi E. OF THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

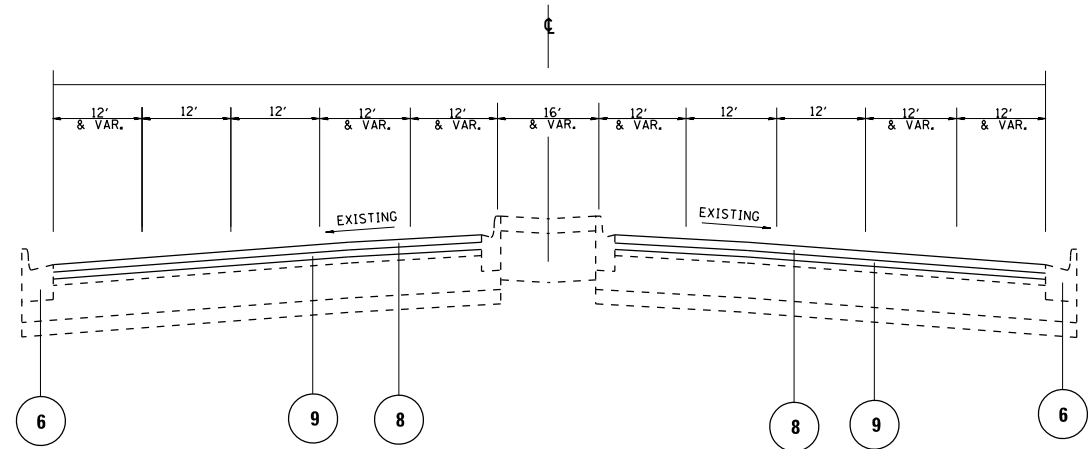
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335	119RS-13	LAKE	48	4
CONTRACT NO.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

B

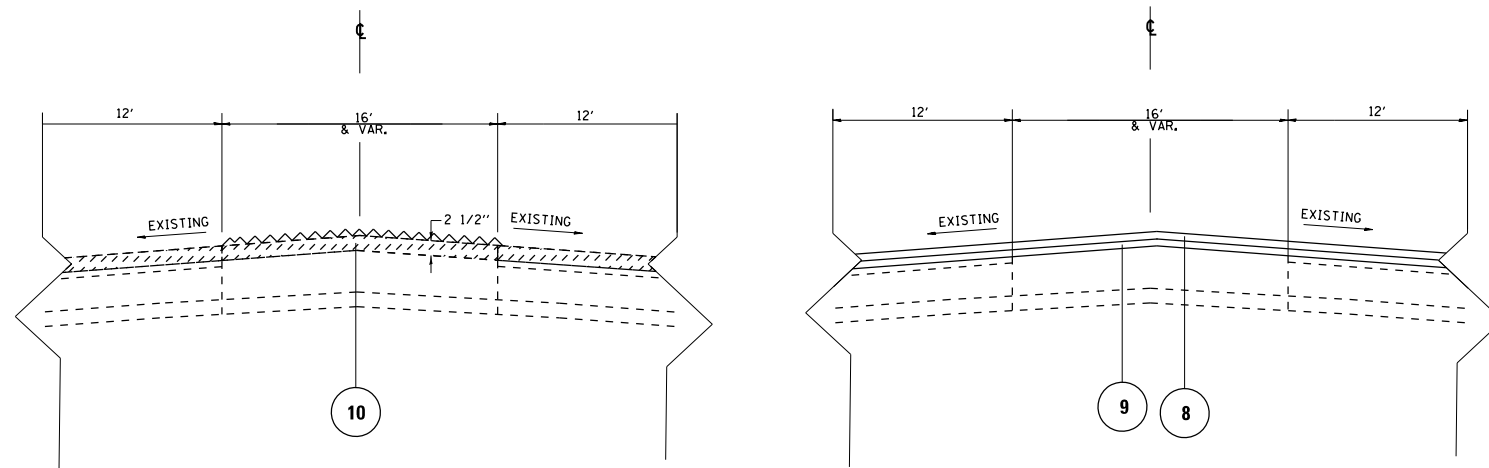
B



EXISTING TYPICAL SECTION
STA. 18+29 TO STA. 197+60



PROPOSED TYPICAL SECTION
STA. 18+29 TO STA. 197+60



EXISTING CORRUGATED MEDIAN

PROPOSED MEDIAN

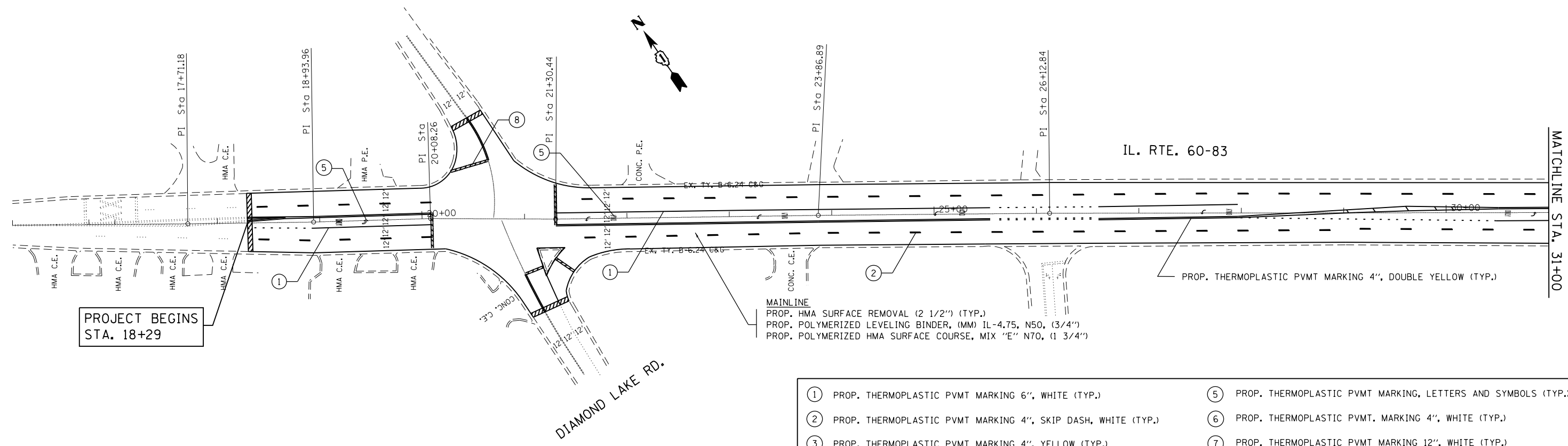
LEGEND

- 1 EXISTING HOT-MIX ASPHALT SURFACE COURSE ±4"
- 2 EXISTING HMA PAVEMENT ±11"
- 3 EXISTING SUB-BASE GRANULAR MATERIAL, TYPE B, ±4"
- 4 EXISTING MEDIAN
- 5 EXISTING CURB AND GUTTER TYPE M 2.12 OR B 6.12
- 6 EXISTING CURB AND GUTTER TYPE B 6.24
- 7 PROPOSED HOT MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- 8 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E" N70, 1 3/4"
- 9 PROPOSED POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
- 10 PROPOSED MEDIAN REMOVAL PARTIAL DEPTH (STA. 46+27 TO 92+96) (STA. 100+14 TO 101+02)

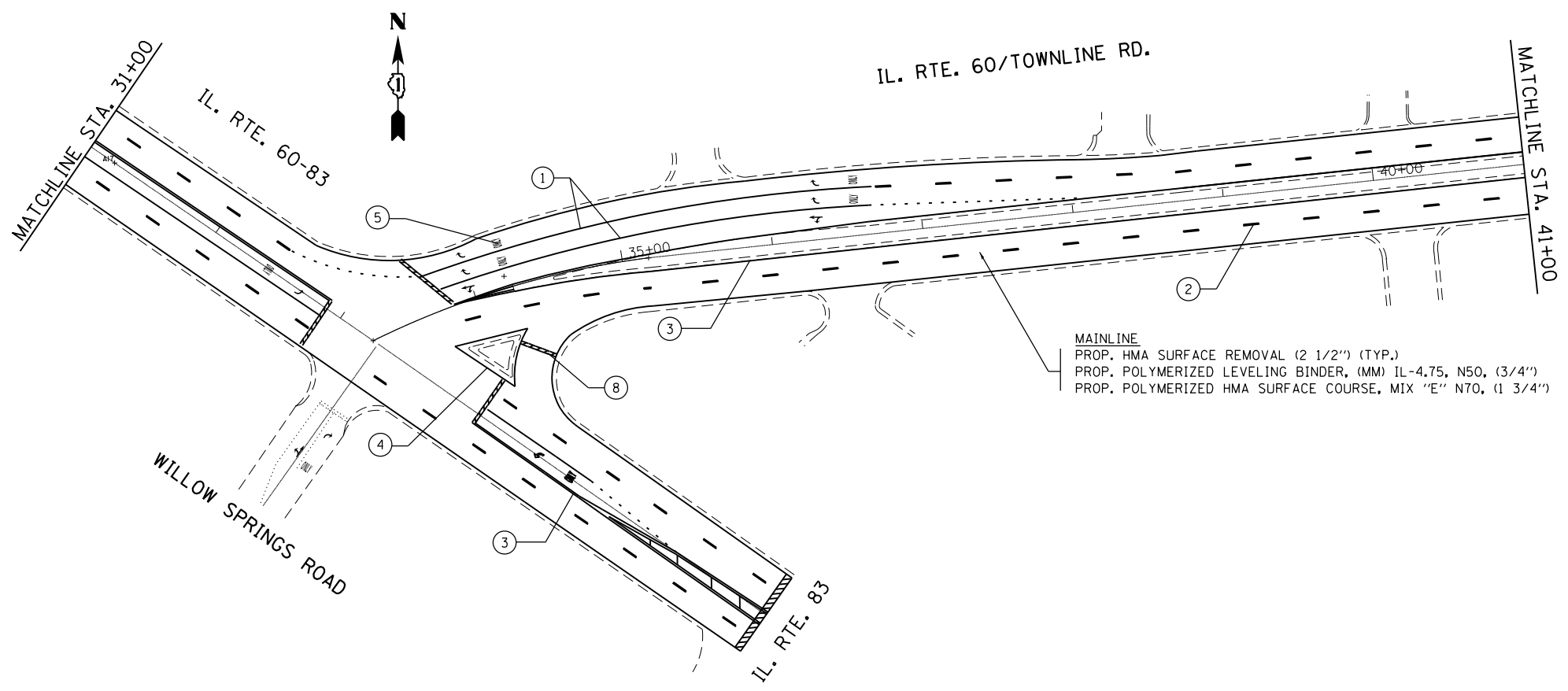
HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS Ndes	
PAVEMENT & SHOULDER RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70 (IL 9.5 mm)	4.0% @ 70 GYR	PFP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR	QCP
PAVEMENT PATCHING		
CLASS D PATCHES, (HMA BINDER IL-19 mm)	4.0% @ 70 GYR	QC /QA
QMP DESIGNATION: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP); PAY FOR PERFORMANCE		

NOTES

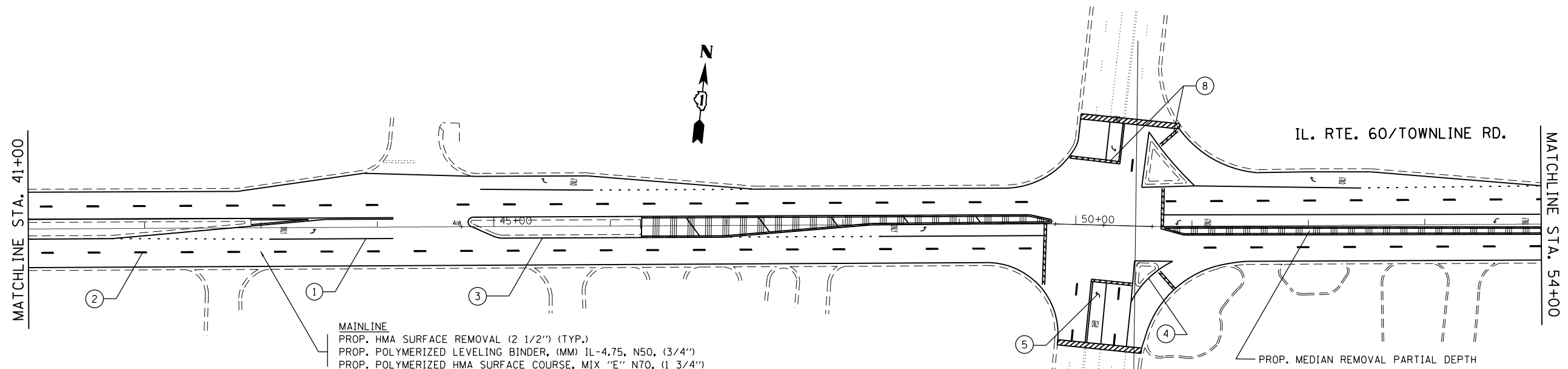
- 1.) THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LB/SY/IN.
- 2.) THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.
- 3.) THE CONTRACTOR SHALL MILL FIRST, BEFORE PATCHING.



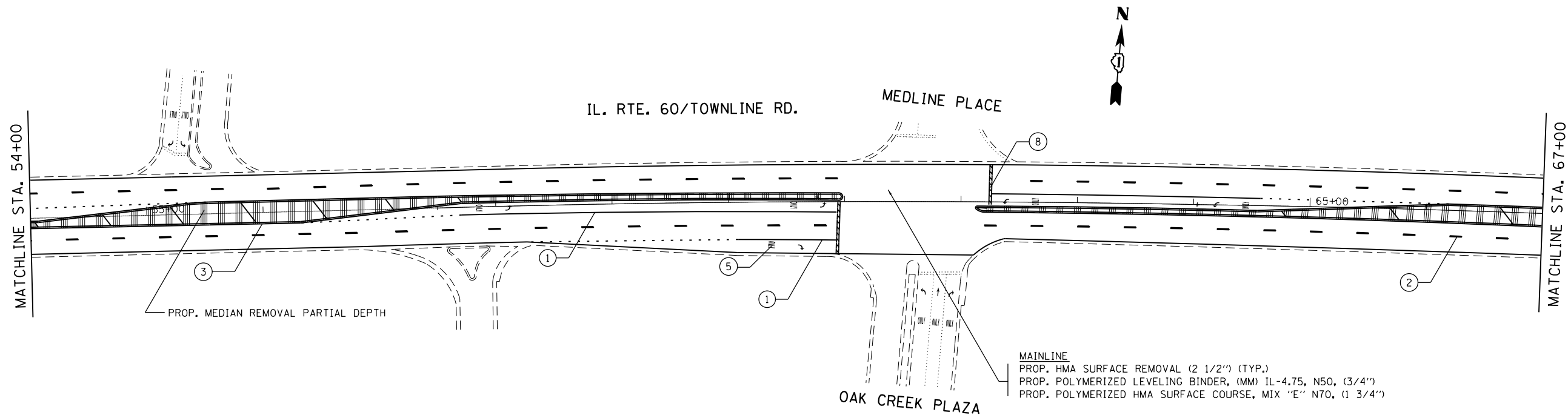
- ① PROP. THERMOPLASTIC PVMT MARKING 6", WHITE (TYP.)
- ② PROP. THERMOPLASTIC PVMT MARKING 4", SKIP DASH, WHITE (TYP.)
- ③ PROP. THERMOPLASTIC PVMT MARKING 4", YELLOW (TYP.)
- ④ PROP. THERMOPLASTIC PVMT MARKING 8", WHITE (TYP.)
- ⑤ PROP. THERMOPLASTIC PVMT MARKING, LETTERS AND SYMBOLS (TYP.)
- ⑥ PROP. THERMOPLASTIC PVMT. MARKING 4", WHITE (TYP.)
- ⑦ PROP. THERMOPLASTIC PVMT MARKING 12", WHITE (TYP.)
- ⑧ PROP. THERMOPLASTIC PVMT MARKING 24", WHITE (TYP.)



FILE NAME =	USER NAME = guillaumejp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLANS IL 6083 (0.1 mi E. OF EJ&EE RR TO 0.1mi E. OF THE DES PLAINES RIVER)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			D-91-573-12		CONTRACT NO. 60V49		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 2/16/2017	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO



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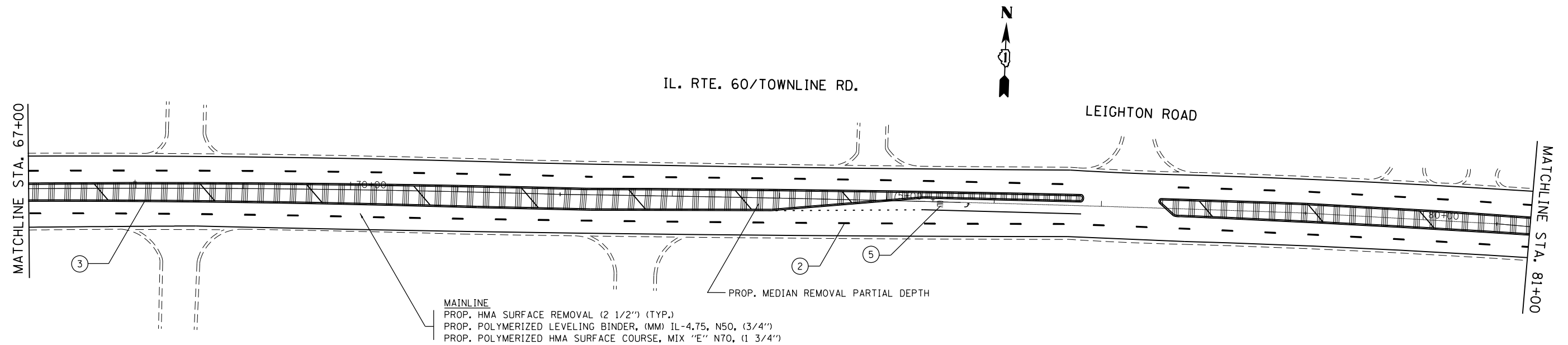
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Default	PLOT DATE = 2/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

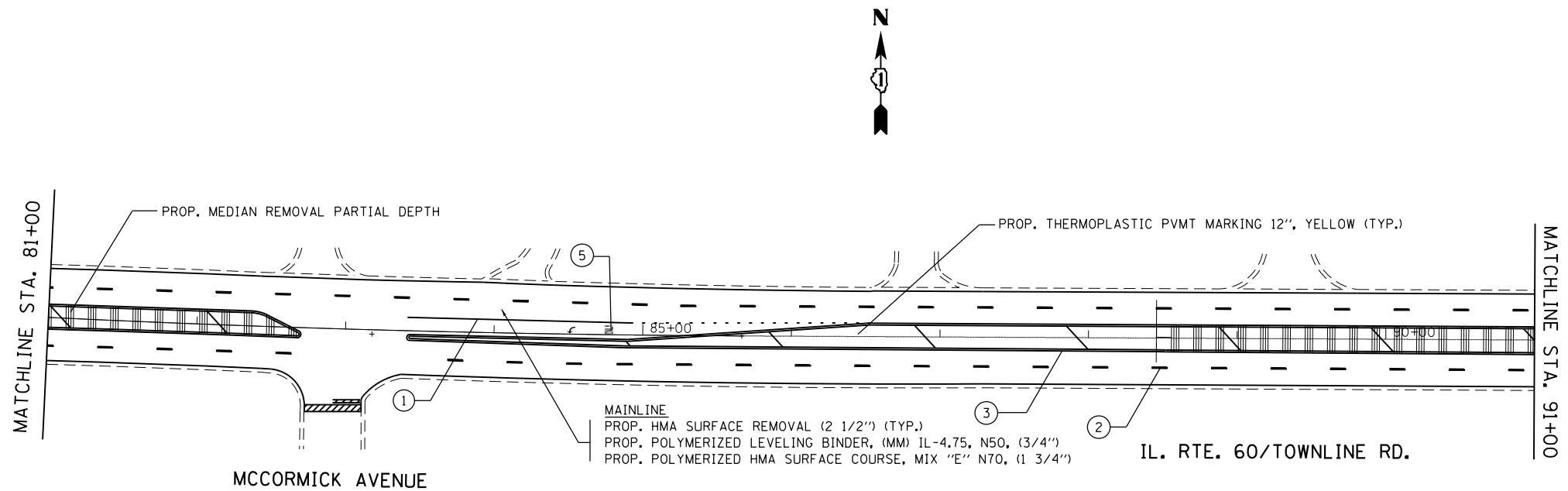
ROADWAY PLANS
IL 6083 (0.1 mi E. OF EJ&EE RR TO 0.1mi E. OF THE DES PLAINES RIVER)

SCALE: SHEET OF SHEETS STA. TO STA.

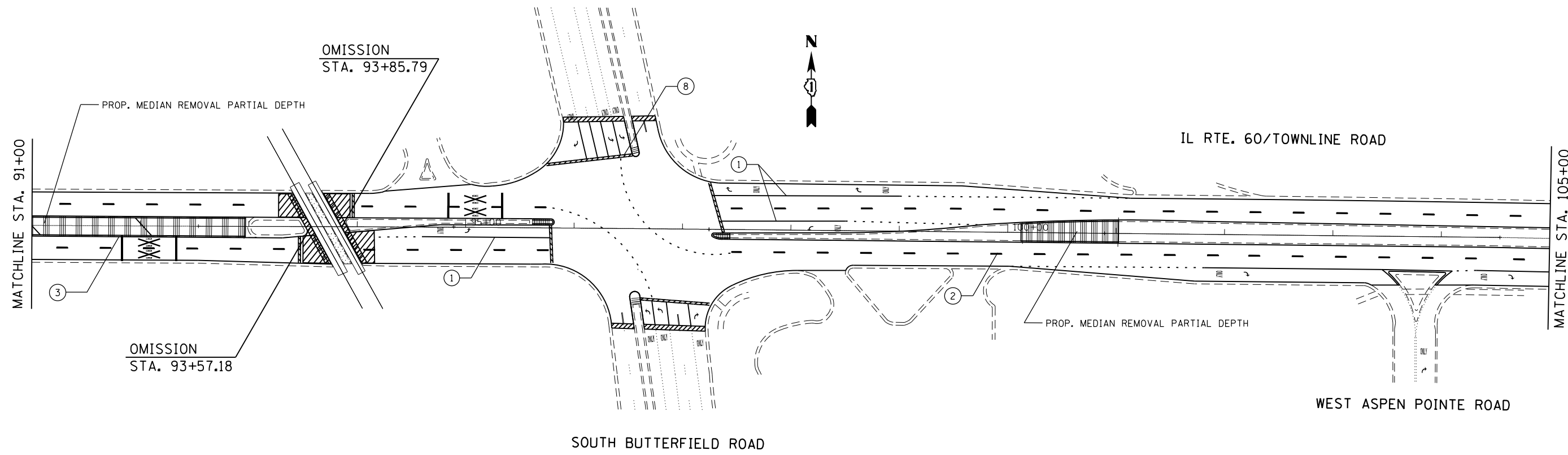
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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D-91-573-12		CONTRACT NO. 60V49		
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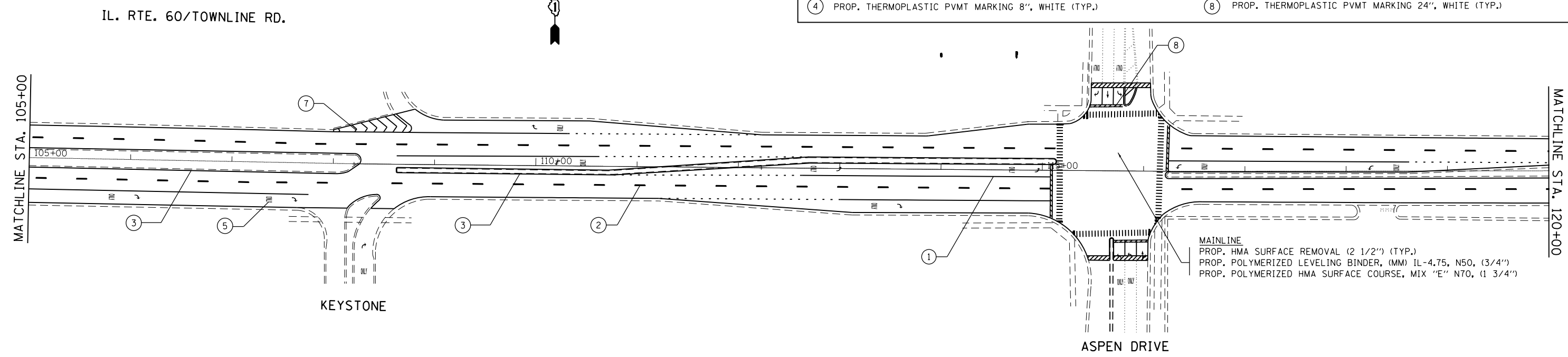
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Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -			D-91-573-12		CONTRACT NO. 60V49		
	PLOT DATE = 2/16/2017					ILLINOIS FED. AID PROJECT				
				SCALE:		SHEET OF SHEETS STA. TO STA.				



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- ⑦ PROP. THERMOPLASTIC PVMT MARKING 12", WHITE (TYP.)
- ⑧ PROP. THERMOPLASTIC PVMT MARKING 24", WHITE (TYP.)

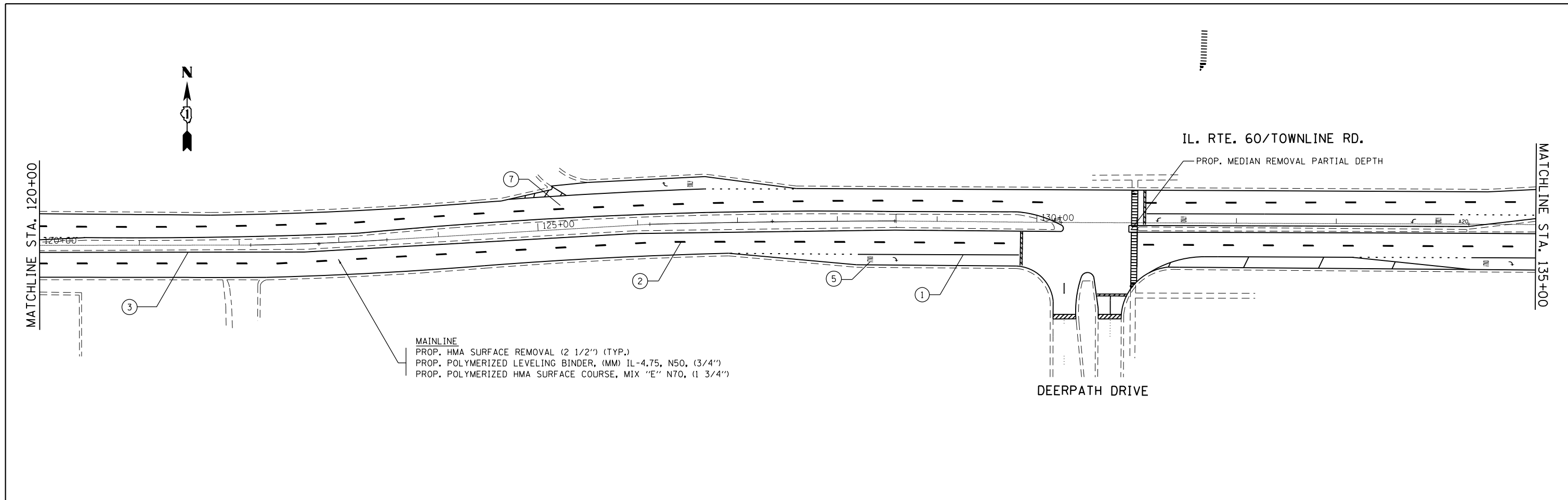


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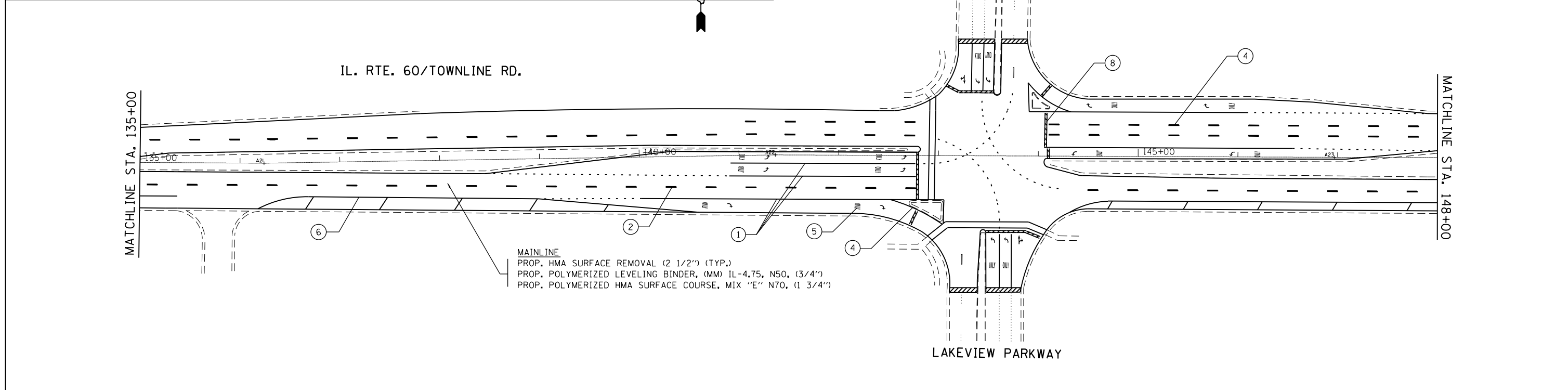
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLANS
IL 6083 (0.1 mi E. OF EJ&E RR TO 0.1mi E. OF THE DES PLAINES RIVER)
 SCALE: SHEET OF SHEETS STA. TO STA.

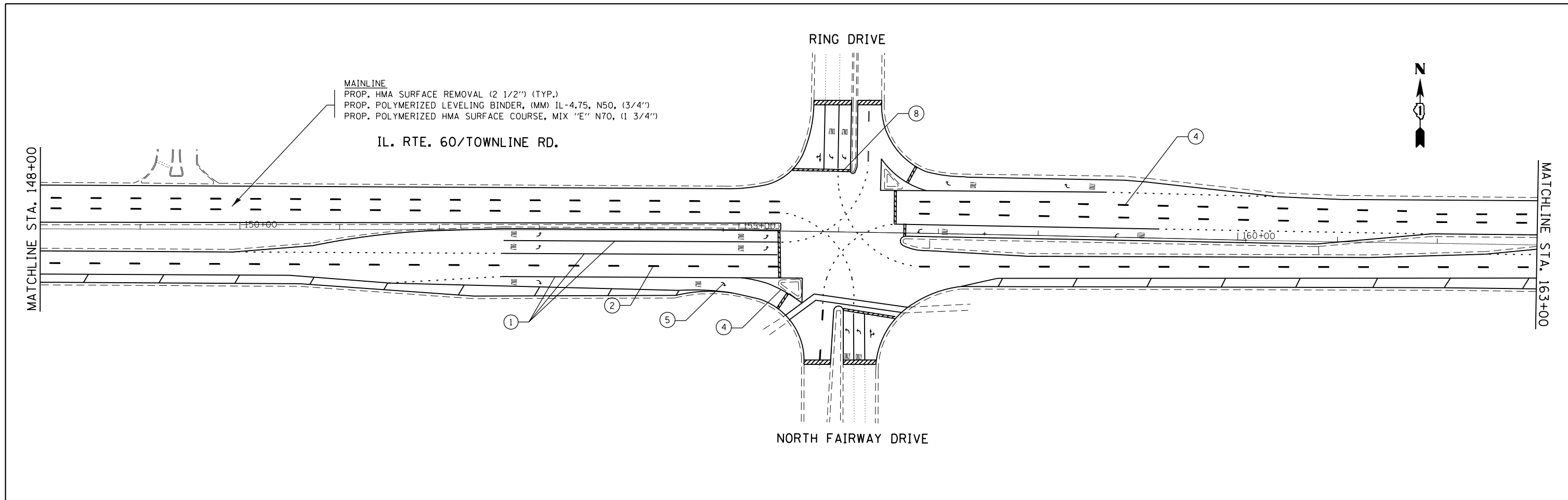
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R5-13	LAKE	48	10
D-91-573-12		CONTRACT NO. 60V49		
ILLINOIS FED. AID PROJECT				



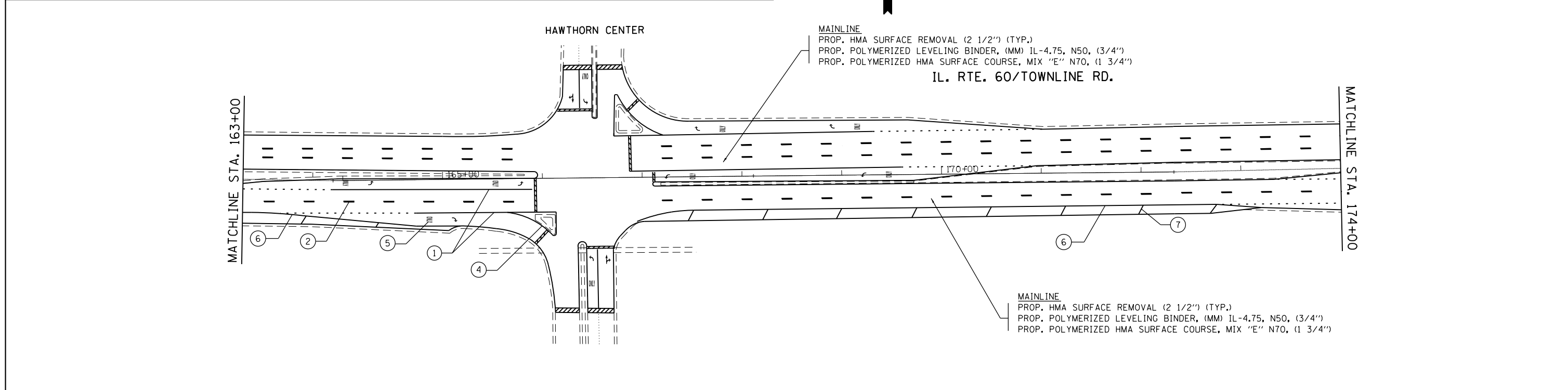
- ① PROP. THERMOPLASTIC PVMT MARKING 6", WHITE (TYP.)
- ② PROP. THERMOPLASTIC PVMT MARKING 4", SKIP DASH, WHITE (TYP.)
- ③ PROP. THERMOPLASTIC PVMT MARKING 4", YELLOW (TYP.)
- ④ PROP. THERMOPLASTIC PVMT MARKING 8", WHITE (TYP.)
- ⑤ PROP. THERMOPLASTIC PVMT MARKING, LETTERS AND SYMBOLS (TYP.)
- ⑥ PROP. THERMOPLASTIC PVMT. MARKING 4", WHITE (TYP.)
- ⑦ PROP. THERMOPLASTIC PVMT MARKING 12", WHITE (TYP.)
- ⑧ PROP. THERMOPLASTIC PVMT MARKING 24", WHITE (TYP.)



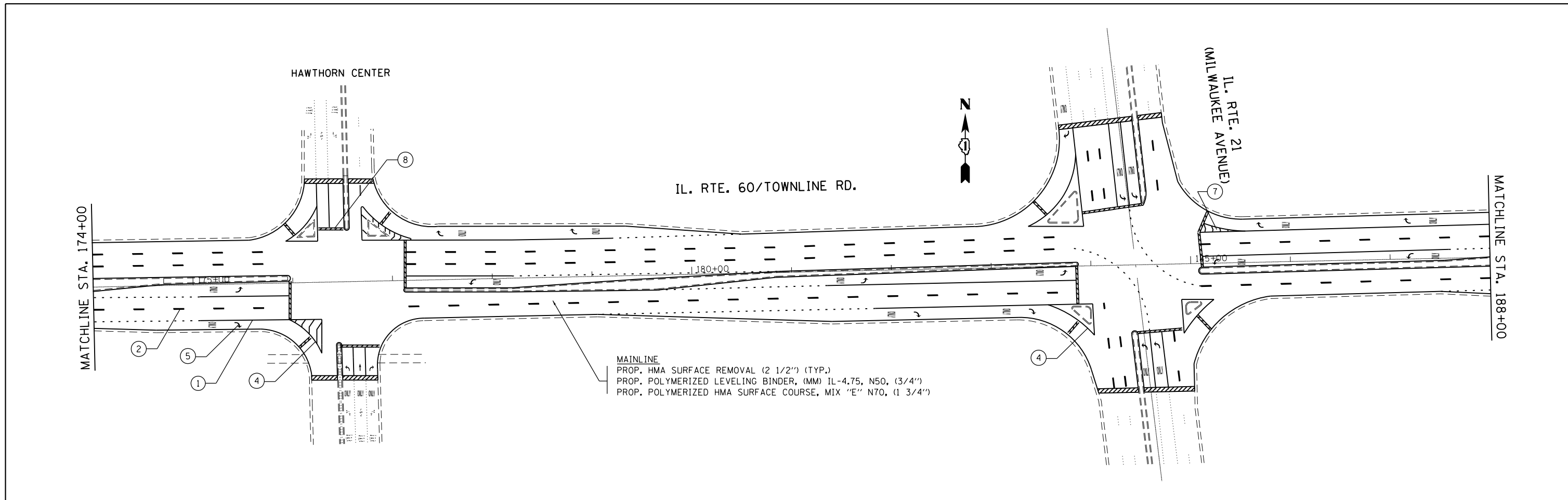
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pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\DI57312\Design\DI57312-shr-plan.dgn	DRW	CHECKED -	REVISED -			335	119R5-13	LAKE	48	11	
Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -			D-91-573-12			CONTRACT NO. 60V49		
	PLOT DATE = 2/16/2017					ILLINOIS FED. AID PROJECT					



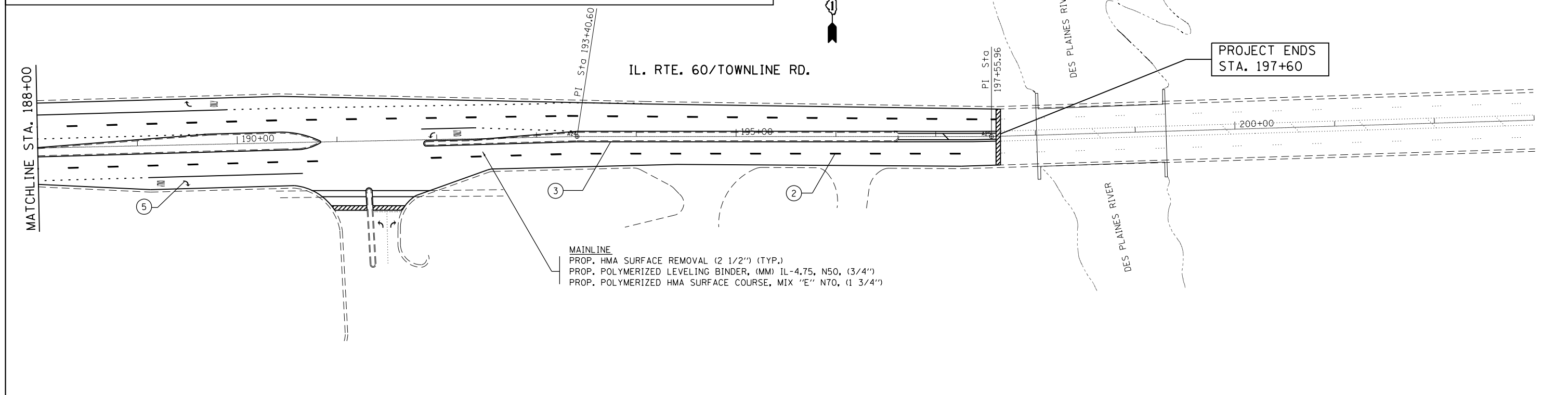
- ① PROP. THERMOPLASTIC PVMT MARKING 6", WHITE (TYP.)
- ② PROP. THERMOPLASTIC PVMT MARKING 4", SKIP DASH, WHITE (TYP.)
- ③ PROP. THERMOPLASTIC PVMT MARKING 4", YELLOW (TYP.)
- ④ PROP. THERMOPLASTIC PVMT MARKING 8", WHITE (TYP.)
- ⑤ PROP. THERMOPLASTIC PVMT MARKING, LETTERS AND SYMBOLS (TYP.)
- ⑥ PROP. THERMOPLASTIC PVMT. MARKING 4", WHITE (TYP.)
- ⑦ PROP. THERMOPLASTIC PVMT MARKING 12", WHITE (TYP.)
- ⑧ PROP. THERMOPLASTIC PVMT MARKING 24", WHITE (TYP.)



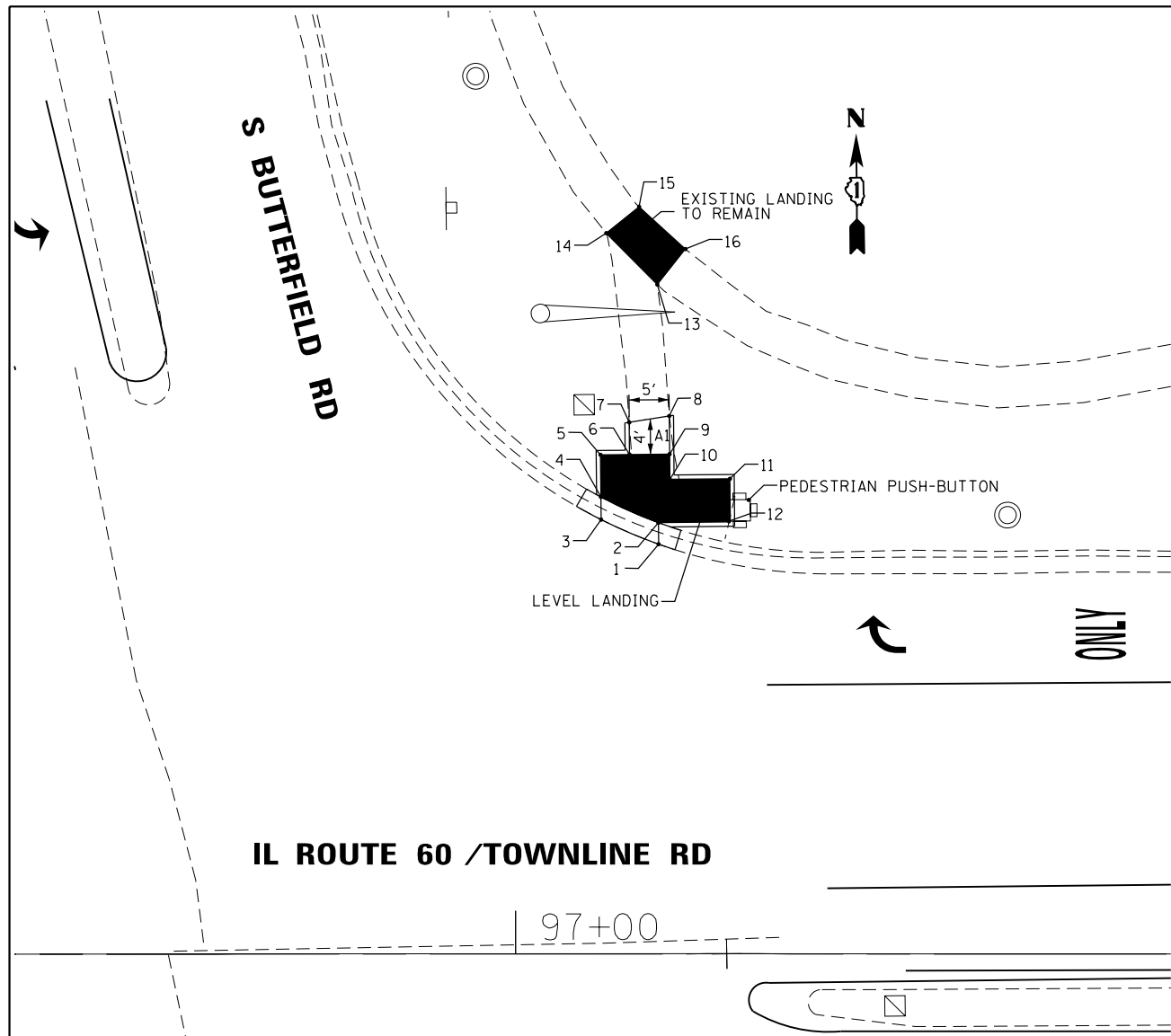
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Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -			D-91-573-12			CONTRACT NO. 60V49		
	PLOT DATE = 2/16/2017					ILLINOIS FED. AID PROJECT					



- ① PROP. THERMOPLASTIC PVMT MARKING 6", WHITE (TYP.)
- ② PROP. THERMOPLASTIC PVMT MARKING 4", SKIP DASH, WHITE (TYP.)
- ③ PROP. THERMOPLASTIC PVMT MARKING 4", YELLOW (TYP.)
- ④ PROP. THERMOPLASTIC PVMT MARKING 8", WHITE (TYP.)
- ⑤ PROP. THERMOPLASTIC PVMT MARKING, LETTERS AND SYMBOLS (TYP.)
- ⑥ PROP. THERMOPLASTIC PVMT. MARKING 4", WHITE (TYP.)
- ⑦ PROP. THERMOPLASTIC PVMT MARKING 12", WHITE (TYP.)
- ⑧ PROP. THERMOPLASTIC PVMT MARKING 24", WHITE (TYP.)



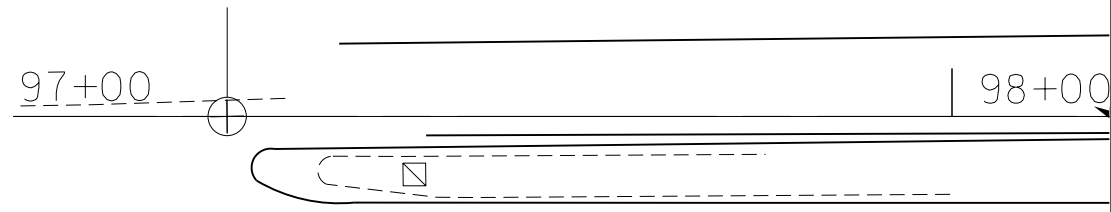
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pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\DI57312\Design\DI57312-shr-plan.dgn	DRWN	REVISED -	REVISED -			335	119R5-13	LAKE	48	13	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	REVISED -			D-91-573-12		CONTRACT NO. 60V49		ILLINOIS FED. AID PROJECT	
Default	DATE -	REVISED -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO



CONTROL & BENCHMARK INFORMATION					
POINT NO.:	NORTHING	EASTING	ELEVATION	DESCRIPTION	LOCATION
STA 95+00	2030445.51	1080560.89	-		
STA 97+00	2030443.95	1080760.88	-		
CP #7	2030317.941	1080802.736	717.245	CUT CROSS IN WALK	SE CORNER, 50' SOUTH OF INTERSECTION
CP #8	2030400.156	1080859.339	719.764	CUT CROSS IN WALK	SE CORNER, 50' EAST OF INTERSECTION
BM #503	2030510.096	1080840.304	719.568	CUT CROSS IN WALK	NE CORNER, 50' EAST OF INTERSECTION

HORIZONTAL CONTROL: ILLINOIS STATE PLANE EAST ZONE (NAD83)
 VERTICAL CONTROL DATUM: NAVD 88

S BUTTERFIELD RD ADA RAMP ELEVATION TABLE			
POINT NO.:	STATION	OFFSET	ELEVATION
15	97+14.34	86.62' LT	M.E. (718.80)
16	97+19.69	81.73' LT	M.E. (718.86)
17	97+36.24	59.92' RT	M.E. (719.16)
18	97+32.95	63.81' RT	719.09
19	97+34.63	65.89' RT	719.07
20	97+39.82	72.36' RT	718.86
21	97+42.44	80.20' RT	718.78
22	97+41.78	89.99' RT	M.E. (718.19)
23	97+46.47	90.08' RT	M.E. (718.20)
24	97+47.32	80.62' RT	718.69
25	97+51.62	72.76' RT	718.80
26	97+58.49	69.39' RT	M.E. (718.78)
27	97+56.59	65.04' RT	M.E. (718.78)
28	97+49.02	68.45' RT	718.86
29	97+44.96	68.24' RT	718.86
30	97+38.52	62.76' RT	719.16
31	97+37.87	61.95' RT	719.14



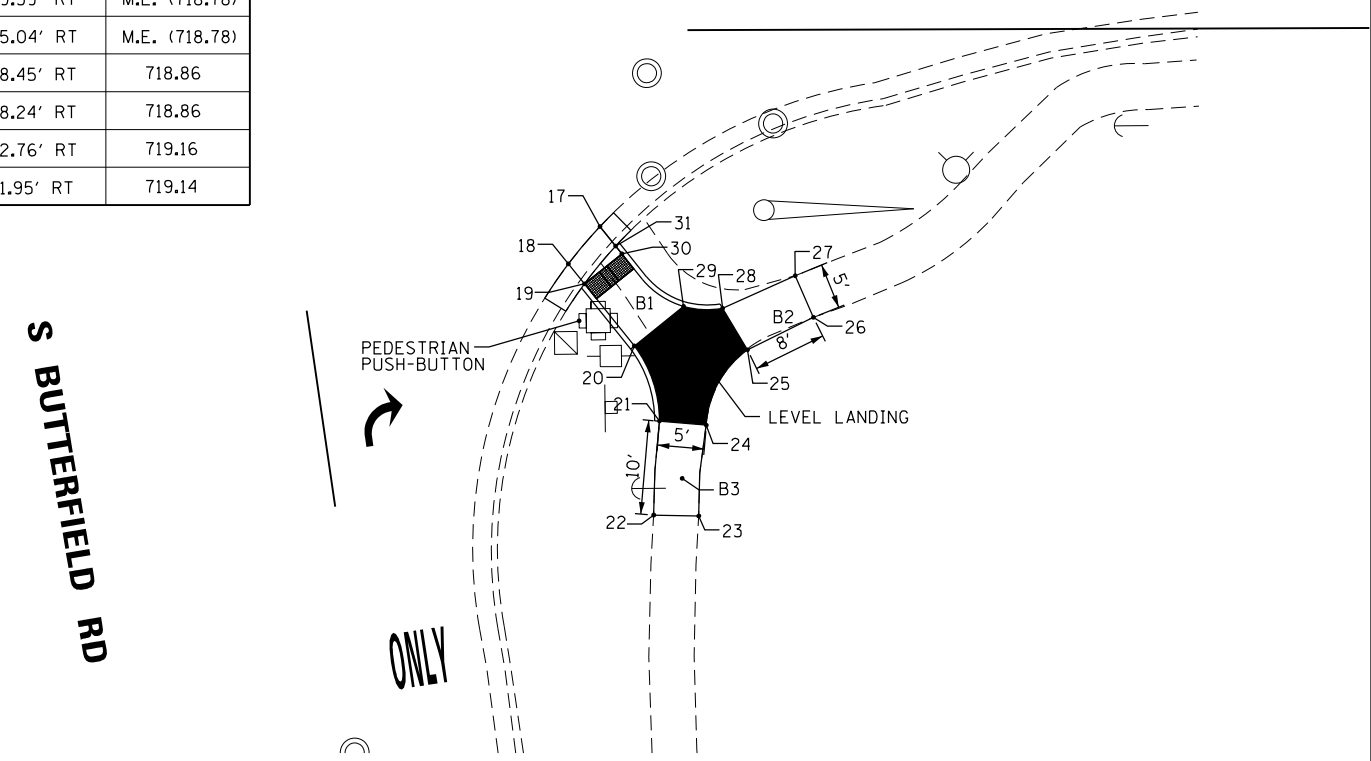
PLAN AT IL RTE 60 /TOWNLINE RD AND S BUTTERFIELD RD

S BUTTERFIELD RD ADA RAMP ELEVATION TABLE			
POINT NO.:	STATION	OFFSET	ELEVATION
1	97+16.58	47.50' LT	718.86
2	97+16.56	50.00' LT	718.84
3	97+09.94	50.35' LT	718.79
4	97+09.91	52.97' LT	718.77
5	97+09.86	57.87' LT	718.83
6	97+13.22	57.90' LT	718.86
7	97+13.18	61.63' LT	M.E. (718.91)
8	97+17.82	62.37' LT	M.E. (718.97)
9	97+17.86	57.95' LT	718.90
10	97+17.89	55.02' LT	718.87
11	97+24.85	55.09' LT	718.93
12	97+24.90	50.08' LT	718.89
13	97+16.44	77.61' LT	M.E. (718.77)
14	97+10.53	83.58' LT	M.E. (718.74)

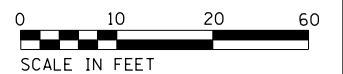
ADA RAMP SLOPE TABLE			
RAMP	RUNNING SLOPE	CROSS SLOPE	LEVEL LANDING
A1	1.59%	1.27%	1.22%
B1	3.48%	1.37%	1.84%
B2	0.96%	1.20%	
B3	5.90%	1.84%	

LEGEND

- DETECTABLE WARNING
- PROPOSED SIDE CURB
- PROPOSED CURB & GUTTER
- EXISTING ELEVATION / SLOPE
- TURNING SPACE / LEVEL LANDING



PLAN AT IL RTE 60 /TOWNLINE RD AND S BUTTERFIELD RD



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AES Services, Inc.
 111 S. Wacker Drive,
 Suite 3910
 Chicago, IL 60606
 Ph: 312-23 -6783

USER NAME = guillaume	DESIGNED - JA	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - TOM	REVISED -
PLOT DATE = 2/16/2017	CHECKED - JA	REVISED -
	DATE - 2/10/2017	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ADA RAMP DESIGN - IL RTE 60 & S BUTTERFIELD RD
 IL RTE 60 FROM S LAKE ST TO IL RTE 21
 SCALE: 1:10 SHEET 1 OF 12 SHEETS STA. TO STA.

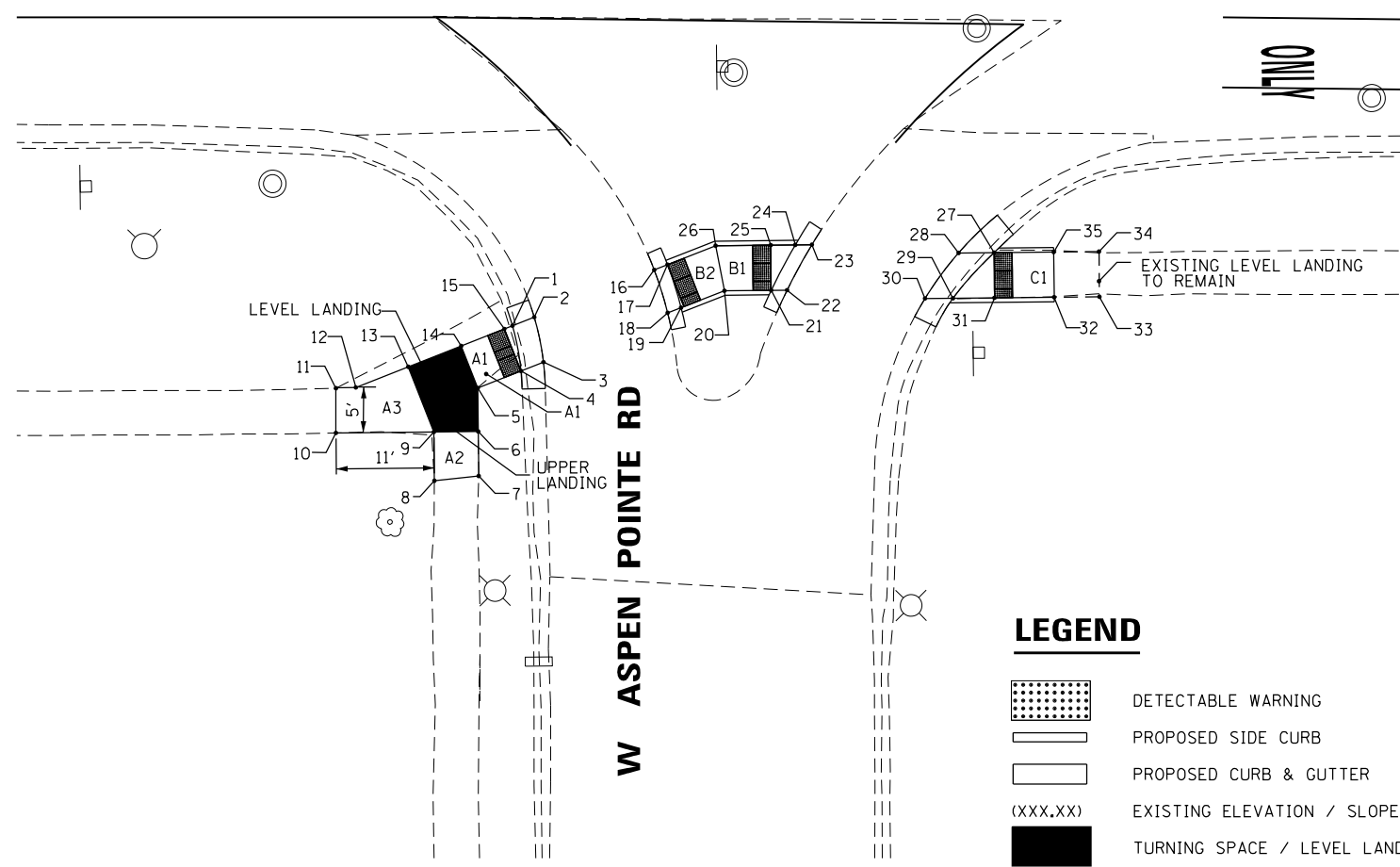
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119 RS-13	LAKE	48	14
CONTRACT NO. 60V49				
ILLINOIS FED. AID PROJECT				

ADA RAMP SLOPE TABLE				
RAMP	RUNNING SLOPE	CROSS SLOPE	LEVEL LANDING	UPPER LANDING
A1	0.97%	0.39%	0.95%	NONE
A2	3.50%	0.40%		
A3	4.00%	0.77%		
B1	6.40%	1.60%	NONE	NONE
B2	0.35%	1.60%		
C1	2.51%	0.60%	1.40%	NONE



103+00 104+00

IL ROUTE 60 / TOWNLINE RD



W ASPEN POINTE RD ADA RAMP ELEVATION TABLE			
POINT NO.:	STATION	OFFSET	ELEVATION
1	103+53.95	64.75' RT	710.53
2	103+56.36	63.79' RT	M.E. (710.54)
3	103+57.39	68.76' RT	M.E. (710.52)
4	103+54.90	69.75' RT	710.51
5	103+50.13	71.63' RT	710.56
6	103+50.18	76.44' RT	710.58
7	103+50.23	81.36' RT	M.E. (710.74)
8	103+45.33	81.89' RT	M.E. (710.79)
9	103+45.27	76.49' RT	710.60
10	103+34.43	76.60' RT	M.E. (710.97)
11	103+34.43	71.66' RT	M.E. (710.99)
12	103+36.64	71.58' RT	710.90
13	103+42.43	69.29' RT	710.66
14	103+48.29	66.98' RT	710.60
15	103+53.06	65.10' RT	710.55
16	103+69.63	58.55' RT	M.E. (710.85)
17	103+71.10	57.97' RT	710.84
18	103+71.12	63.30' RT	M.E. (710.79)
19	103+72.60	62.72' RT	710.78
20	103+77.39	60.86' RT	710.78
21	103+82.56	60.81' RT	710.45

W ASPEN POINTE RD ADA RAMP ELEVATION TABLE			
POINT NO.:	STATION	OFFSET	ELEVATION
22	103+84.33	60.79' RT	M.E. (710.47)
23	103+87.07	55.76' RT	M.E. (710.53)
24	103+85.22	55.78' RT	710.50
25	103+82.51	55.81' RT	710.55
26	103+76.41	55.87' RT	710.86
27	104+07.21	56.62' RT	710.31
28	104+03.29	56.66' RT	M.E. (710.33)
29	104+02.67	61.67' RT	710.22
30	103+99.58	61.70' RT	M.E. (710.25)
31	104+07.27	61.63' RT	710.30
32	104+13.87	61.55' RT	M.E. (710.45)
33	104+18.87	61.49' RT	M.E. (710.52)
34	104+18.82	56.49' RT	M.E. (710.56)
35	104+13.82	56.55' RT	M.E. (710.48)

HORIZONTAL CONTROL: ILLINOIS STATE PLANE EAST ZONE (NAD83)
VERTICAL CONTROL DATUM: NAVD 88

CONTROL & BENCHMARK INFORMATION					
POINT NO.:	NORTHING	EASTING	ELEVATION	DESCRIPTION	LOCATION
STA 103+00	2030437.83	1081360.85	-		
STA 104+00	2030436.77	1081460.85	-		
CP #9	2030365.718	1081352.86	711.466	CUT CROSS IN WALK	SW CORNER, 50' WEST OF INTERSECTION
CP #10	2030301.779	1081409.601	710.147	CUT CROSS IN WALK	SW CORNER, 50' SOUTH OF INTERSECTION
BM #504	2030379.302	1081518.239	710.725	CUT CROSS IN WALK	SE CORNER, 50' EAST OF INTERSECTION

PLAN AT IL RTE 60 / TOWNLINE RD AND W ASPEN POINTE RD



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AES Services, Inc.
111 S. Wacker Drive,
Suite 3910
Chicago, IL 60606
Ph: 312-23-6783






USER NAME = guillaume	DESIGNED - JA	REVISED -
	DRAWN - TOM	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - JA	REVISED -
PLOT DATE = 2/16/2017	DATE - 2/10/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

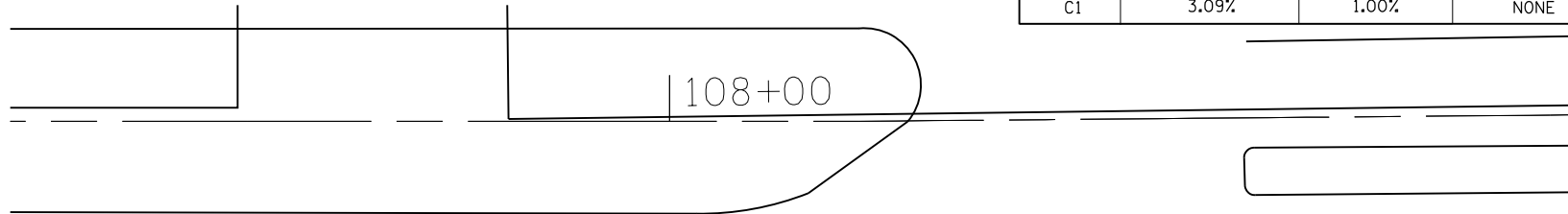
**ADA RAMP DESIGN - IL RTE 60 & ASPEN POINTE RD
IL RTE 60 FROM S LAKE ST TO IL RTE 21**
SCALE: 1:10 SHEET 02 OF 12 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119 RS-13	LAKE	48	15
CONTRACT NO. 60V49				
ILLINOIS FED. AID PROJECT				

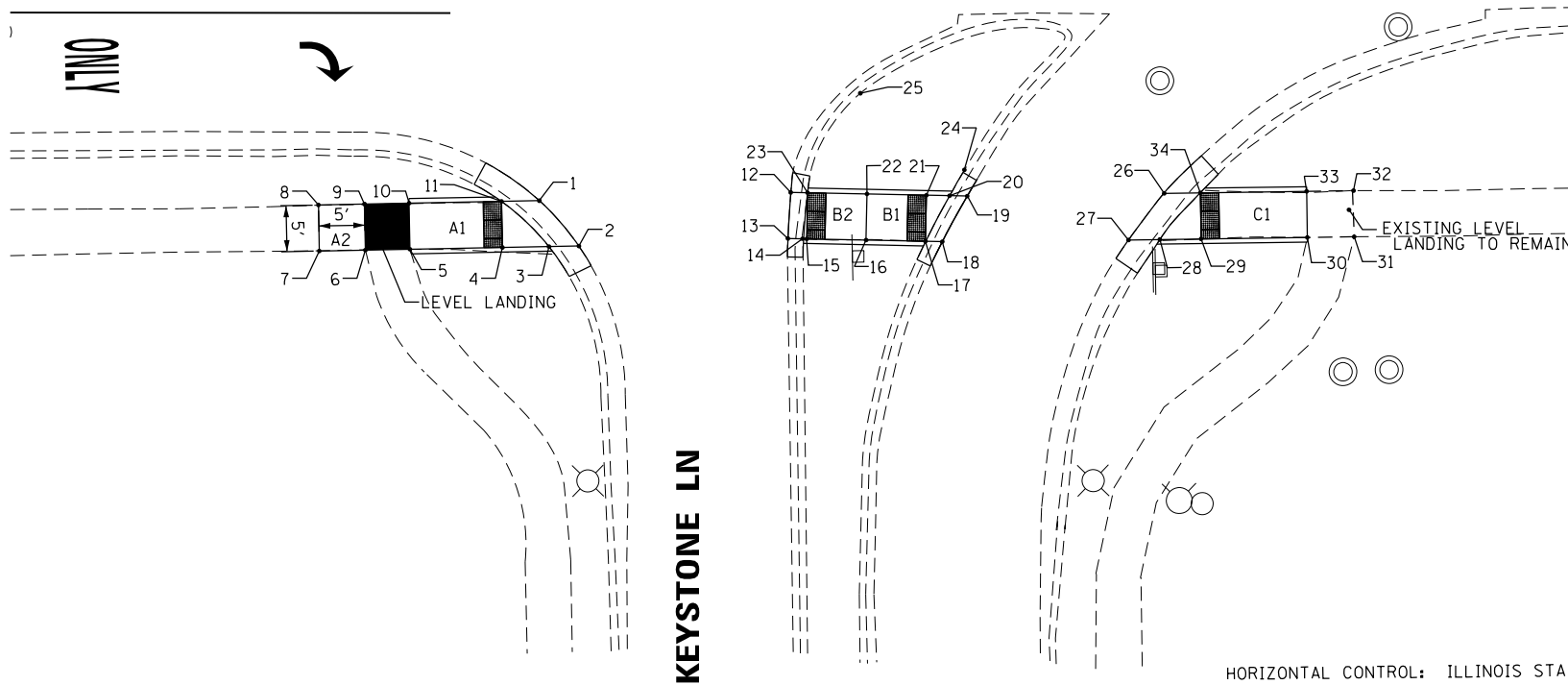
LEGEND

-  DETECTABLE WARNING
-  PROPOSED SIDE CURB
-  PROPOSED CURB & GUTTER
-  EXISTING ELEVATION / SLOPE
-  TURNING SPACE / LEVEL LANDING

ADA RAMP SLOPE TABLE			
RAMP	RUNNING SLOPE	CROSS SLOPE	LEVEL LANDING
A1	1.90%	0.80%	1.70%
A2	1.00%	1.60%	
B1	4.80%	0.80%	NONE
B2	4.80%	0.80%	
C1	3.09%	1.00%	NONE



IL ROUTE 60 / TOWNLINE RD



KEYSTONE LN

PLAN AT IL RTE 60 / TOWNLINE RD AND KEYSTONE LN

KEYSTONE LN ADA RAMP ELEVATION TABLE			
POINT NO.:	STATION	OFFSET	ELEVATION
1	107+85.85	51.52' RT	M.E. (712.69)
2	107+90.15	56.44' RT	M.E. (712.69)
3	107+86.90	56.51' RT	712.67
4	107+81.85	56.60' RT	712.74
5	107+71.82	56.80' RT	M.E. (712.82)
6	107+66.98	56.89' RT	M.E. (712.74)
7	107+61.98	56.98' RT	M.E. (712.69)
8	107+61.88	51.98' RT	M.E. (712.81)
9	107+66.88	51.89' RT	712.82
10	107+71.72	51.80' RT	712.86
11	107+81.75	51.60' RT	712.67
12	108+13.13	50.63' RT	M.E. (713.07)
13	108+12.83	55.62' RT	M.E. (713.12)
14	108+14.97	50.66' RT	713.11
15	108+14.86	55.67' RT	713.11
16	108+20.82	55.80' RT	713.41
17	108+27.78	55.96' RT	713.10
18	108+29.08	56.05' RT	M.E. (713.11)
19	108+31.84	51.13' RT	M.E. (713.13)
20	108+29.92	51.07' RT	713.12
21	108+27.41	51.00' RT	713.15
22	108+20.96	50.81' RT	713.37
23	108+14.97	50.66' RT	713.06
24	108+31.55	48.28' RT	M.E. (713.68)
25	108+20.58	39.87' RT	M.E. (713.70)
26	108+53.21	51.02' RT	M.E. (712.99)
27	108+49.29	56.04' RT	M.E. (712.95)
28	108+52.69	56.02' RT	712.93
29	108+57.16	56.00' RT	713.00
30	108+68.69	55.94' RT	M.E. (713.26)
31	108+73.78	55.92' RT	M.E. (713.29)
32	108+73.76	50.92' RT	M.E. (713.38)
33	108+68.67	50.94' RT	M.E. (713.31)
34	108+57.14	51.00' RT	712.97


HORIZONTAL CONTROL: ILLINOIS STATE PLANE EAST ZONE (NAD83)
VERTICAL CONTROL DATUM: NAVD 88

CONTROL & BENCHMARK INFORMATION

POINT NO.:	NORTHING	EASTING	ELEVATION	DESCRIPTION	LOCATION
STA 108+00	2030429.56	1081860.78	-		
STA 109+00	2030428.35	1081960.77	-		
CP #11	2030378.321	1081758.582	712.18	CUT CROSS IN WALK	SW CORNER, 50' WEST OF INTERSECTION
CP #12	2030315.549	1081905.461	712.28	CUT CROSS IN WALK	SE CORNER, 50' SOUTH OF INTERSECTION
BM #505	2030377.204	1081982.361	713.61	CUT CROSS IN WALK	SE CORNER, 50' EAST OF INTERSECTION



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 AES Services, Inc. 111 S. Wacker Drive, Suite 3910 Chicago, IL 60606 Ph: 312-23 -6783	USER NAME = guillamef	DESIGNED - JA	REVISED -
		DRAWN - TOM	REVISED -
	PLOT SCALE = 20.0000' / in.	CHECKED - JA	REVISED -
	PLOT DATE = 2/16/2017	DATE - 2/10/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ADA RAMP DESIGN - IL RTE 60 & KEYSTONE LN
IL RTE 60 FROM S LAKE ST TO IL RTE 21**

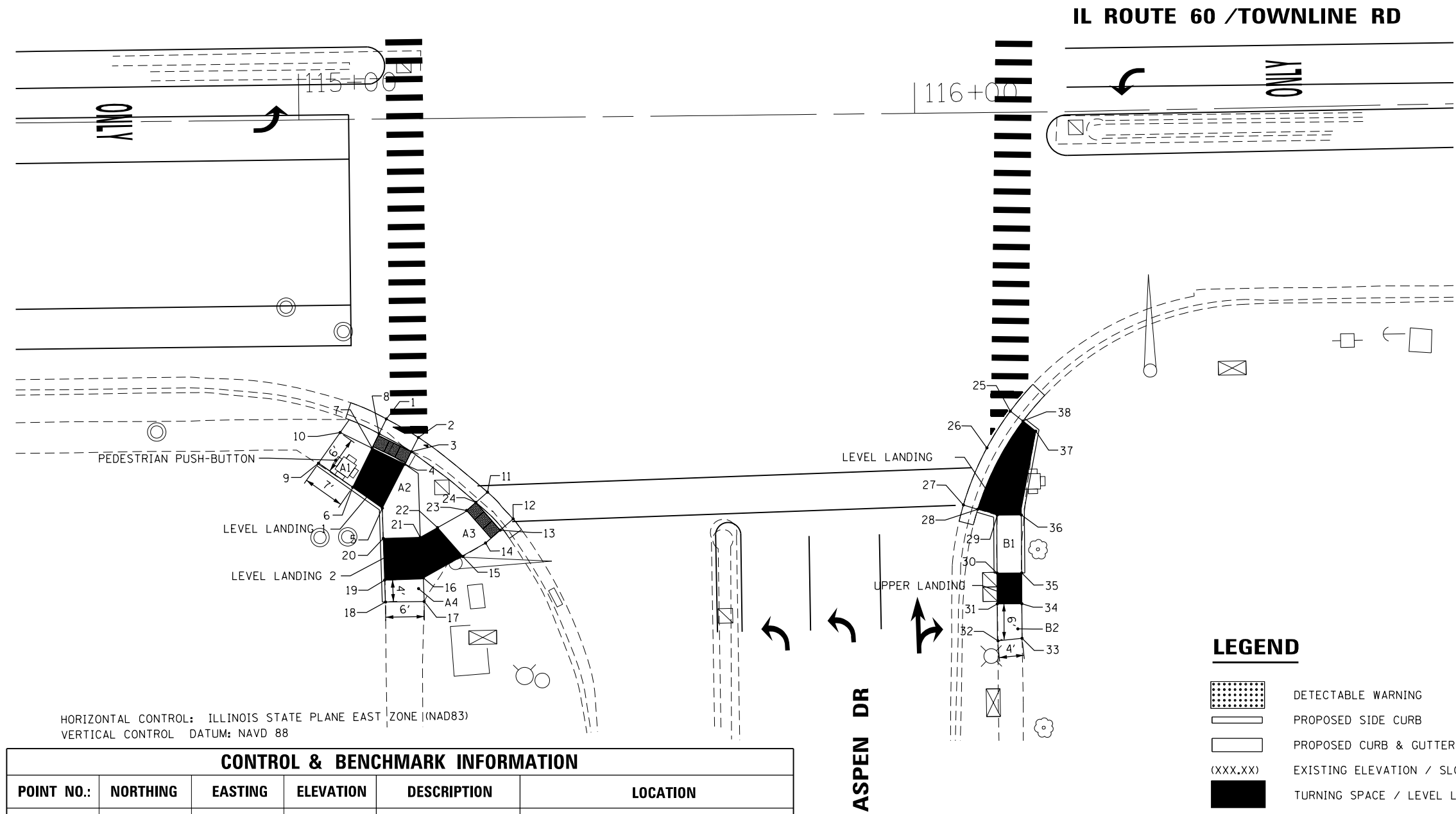
SCALE-1:10 SHEET 03 OF 12 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119 RS-13	LAKE	48	16
CONTRACT NO. 60V49				
ILLINOIS FED. AID PROJECT				

ADA RAMP SLOPE TABLE					
RAMP	RUNNING SLOPE	CROSS SLOPE	LEVEL LANDING		UPPER LANDING
A1	4.57%	1.41%	1	2	NONE
A2	5.56%	2.00%	1.4%	1.60%	
A3	5.02%	1.16%			
A4	6.70%	1.60%			
B1	7.96%	2.00%	1.18%		2.00%
B2	1.66%	0.00%			



ASPEN DR (SOUTH) ADA RAMP ELEVATION TABLE			
POINT NO.:	STATION	OFFSET	ELEVATION
1	115+13.68	48.71' RT	M.E. (711.20)
2	115+18.85	51.78' RT	M.E. (711.12)
3	115+17.69	54.09' RT	711.10
4	115+16.23	56.98' RT	711.17
5	115+12.87	63.20' RT	711.27
6	115+08.10	59.76' RT	711.39
7	115+11.30	53.43' RT	711.29
8	115+12.47	51.10' RT	711.18
9	115+02.59	55.78' RT	M.E. (711.61)
10	115+06.69	50.10' RT	M.E. (711.55)
11	115+29.98	60.78' RT	M.E. (710.99)
12	115+34.09	65.16' RT	M.E. (710.96)
13	115+31.96	66.97' RT	710.94
14	115+29.57	69.04' RT	711.00
15	115+25.87	71.19' RT	711.29
16	115+19.42	74.60' RT	711.55
17	115+19.50	78.44' RT	M.E. (711.68)
18	115+12.70	78.45' RT	M.E. (711.77)
19	115+13.12	74.90' RT	711.61
20	115+12.98	68.11' RT	711.52
21	115+18.97	68.01' RT	711.40
22	115+21.55	66.59' RT	711.36
23	115+26.14	64.08' RT	711.01
24	115+28.06	62.42' RT	710.97
25	116+14.99	48.55' RT	M.E. (711.29)
26	116+11.13	54.47' RT	M.E. (711.32)
27	116+07.22	63.70' RT	M.E. (711.33)
28	116+09.53	64.42' RT	711.31
29	116+12.69	65.40' RT	711.37
30	116+12.56	74.82' RT	M.E. (712.10)
31	116+12.53	79.82' RT	M.E. (712.10)
32	116+12.50	85.84' RT	M.E. (712.10)
33	116+16.50	85.47' RT	M.E. (712.20)
34	116+16.53	79.84' RT	712.10
35	116+16.55	74.84' RT	M.E. (712.20)
36	116+16.60	65.42' RT	711.45
37	116+19.08	51.83' RT	711.31
38	116+17.03	50.19' RT	711.27



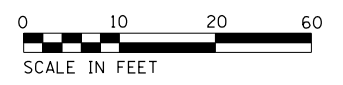
LEGEND

- DETECTABLE WARNING
- PROPOSED SIDE CURB
- PROPOSED CURB & GUTTER
- (XXX.XX) EXISTING ELEVATION / SLOPE
- TURNING SPACE / LEVEL LANDING

HORIZONTAL CONTROL: ILLINOIS STATE PLANE EAST ZONE 1 (NAD83)
 VERTICAL CONTROL DATUM: NAVD 88

CONTROL & BENCHMARK INFORMATION					
POINT NO.:	NORTHING	EASTING	ELEVATION	DESCRIPTION	LOCATION
STA 115+00	2030422.75	1082560.75	-		
STA 116+00	2030421.91	1082660.74	-		
CP #13	2030374.263	1082508.264	712.17	CUT CROSS IN WALK	SW CORNER, 50' WEST OF INTERSECTION
CP #14	2030547.34	1082597.098	711.08	CUT CROSS IN WALK	NW CORNER, 50' NORTH OF INTERSECTION
BM #506	2030477.592	1082746.827	710.57	CUT CROSS IN WALK	NE CORNER, 50' EAST OF INTERSECTION

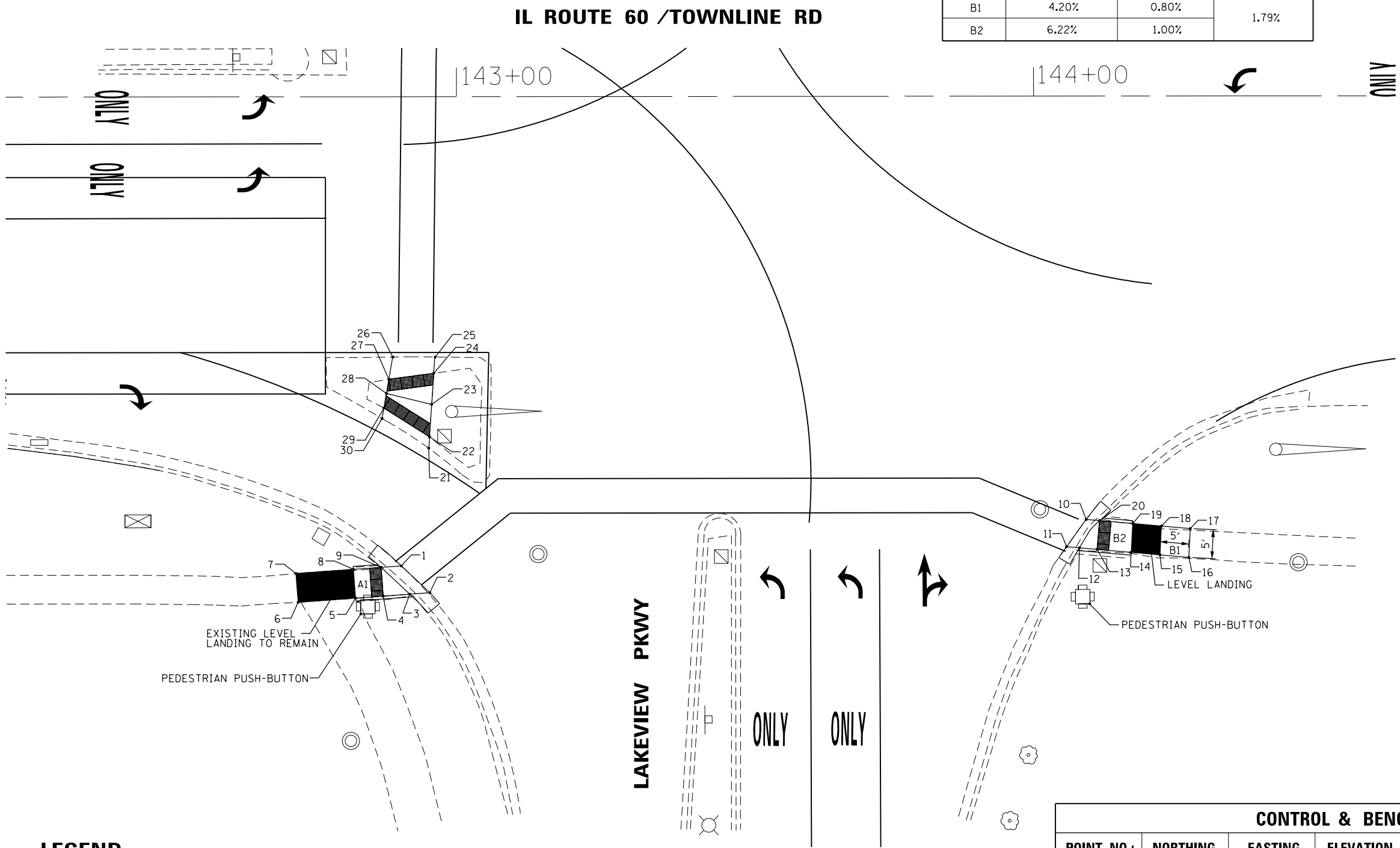
PLAN AT IL RTE 60 / TOWNLINE RD AND ASPEN DR



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ADA RAMP SLOPE TABLE			
RAMP	RUNNING SLOPE	CROSS SLOPE	LEVEL LANDING
A1	6.25%	0.20%	NONE
B1	4.20%	0.80%	1.79%
B2	6.22%	1.00%	

LAKEVIEW PKWY (SOUTH) ADA RAMP ELEVATION TABLE			
POINT NO.:	STATION	OFFSET	ELEVATION
1	142+90.38	81.28' RT	M.E. (681.76)
2	142+95.31	85.94' RT	M.E. (681.74)
3	142+91.84	86.19' RT	681.72
4	142+87.24	86.52' RT	681.80
5	142+82.44	86.86' RT	M.E. (682.05)
6	142+72.49	87.57' RT	M.E. (681.99)
7	142+72.13	82.59' RT	M.E. (681.94)
8	142+82.09	81.87' RT	M.E. (682.04)
9	142+86.88	81.53' RT	681.74
10	144+09.05	73.35' RT	M.E. (681.95)
11	144+05.65	78.07' RT	M.E. (681.85)
12	144+07.88	78.27' RT	681.83
13	144+10.93	78.54' RT	681.89
14	144+16.86	79.06' RT	682.26
15	144+21.84	79.50' RT	682.34
16	144+26.83	79.94' RT	M.E. (682.55)
17	144+27.08	74.94' RT	M.E. (682.42)
18	144+22.10	74.50' RT	682.30
19	144+17.11	74.06' RT	682.21
20	144+11.37	73.56' RT	681.93
21	142+95.14	60.88' RT	M.E. (682.35)
22	142+95.28	58.93' RT	M.E. (682.79)
23	142+95.67	53.30' RT	M.E. (682.98)
24	142+96.03	47.91' RT	M.E. (683.08)
25	142+96.20	45.10' RT	M.E. (682.73)
26	142+88.90	45.14' RT	M.E. (682.73)
27	142+88.27	48.94' RT	M.E. (683.08)
28	142+87.83	51.41' RT	M.E. (683.04)
29	142+87.39	53.93' RT	M.E. (682.99)
30	142+87.08	55.80' RT	M.E. (682.57)



LEGEND

- DETECTABLE WARNING
- PROPOSED SIDE CURB
- PROPOSED CURB & GUTTER
- (XXX.XX) EXISTING ELEVATION / SLOPE
- TURNING SPACE / LEVEL LANDING

CONTROL & BENCHMARK INFORMATION					
POINT NO.:	NORTHING	EASTING	ELEVATION	DESCRIPTION	LOCATION
STA 143+00	2030449.96	1085360.05	-		
STA 144+00	2030449.52	1085460.05	-		
CP #17	2030367.084	1085282.985	682.69	CUT CROSS IN WALK	SW CORNER, 50' WEST OF INTERSECTION
CP #18	2030307.992	1085369.904	681.03	CUT CROSS IN WALK	SW CORNER, 50' SOUTH OF INTERSECTION
BM #508	2030371.924	1085525.398	682.42	CUT CROSS IN WALK	SE CORNER, 50' EAST OF INTERSECTION

HORIZONTAL CONTROL: ILLINOIS STATE PLANE EAST ZONE (NAD83)
 VERTICAL CONTROL DATUM: NAVD 88



PLAN AT IL RTE 60 /TOWNLINE RD AND LAKEVIEW PKWY



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 Ph: 312-23 -6783

USER NAME = guillaumejp	DESIGNED - JA	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - TOM	REVISED -
PLOT DATE = 2/16/2017	CHECKED - JA	REVISED -
	DATE - 2/10/2017	REVISED -

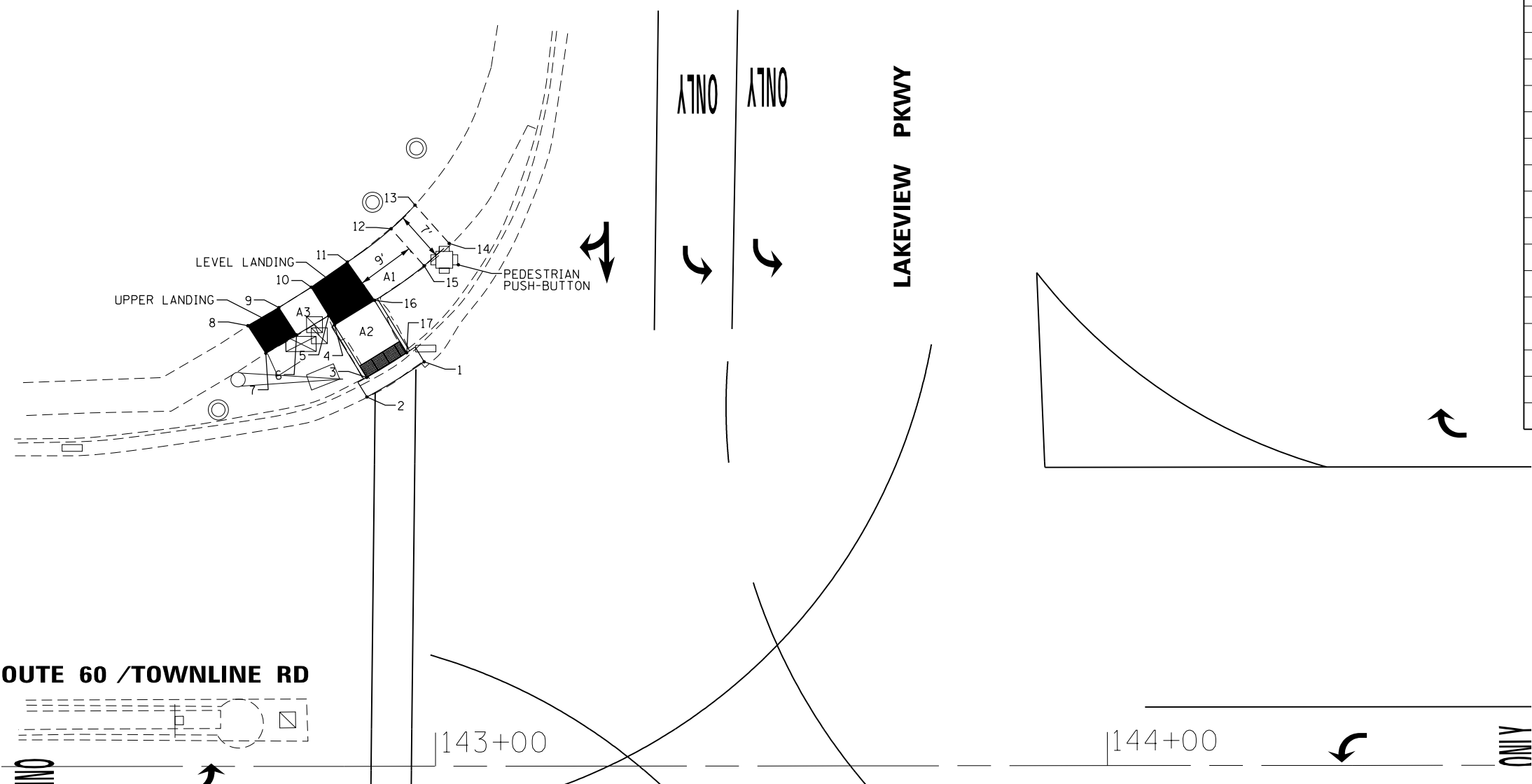
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ADA RAMP DESIGN - IL RTE 60 & LAKEVIEW PKWY (SOUTH)
 IL RTE 60 FROM S LAKE ST TO IL RTE 21
 SCALE: 1:10 SHEET 07 OF 12 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119 R5-13	LAKE	48	20
CONTRACT NO. 60V49				
ILLINOIS FED. AID PROJECT				



LAKEVIEW PKWY ADA RAMP ELEVATION TABLE			
POINT NO.:	STATION	OFFSET	ELEVATION
1	142+98.38	60.20' LT	M.E. (681.81)
2	142+89.85	54.98' LT	M.E. (681.90)
3	142+89.82	57.90' LT	681.88
4	142+85.03	65.69' LT	682.53
5	142+84.18	67.09' LT	682.55
6	142+79.39	64.23' LT	682.61
7	142+74.82	61.50' LT	M.E. (682.60)
8	142+72.15	65.60' LT	M.E. (682.70)
9	142+76.75	68.29' LT	682.70
10	142+81.58	71.32' LT	682.64
11	142+86.96	75.07' LT	682.61
12	142+93.46	80.02' LT	M.E. (682.60)
13	142+97.04	83.52' LT	M.E. (682.53)
14	143+02.12	77.83' LT	M.E. (682.47)
15	142+98.39	74.50' LT	M.E. (682.51)
16	142+91.00	69.36' LT	682.54
17	142+95.79	61.56' LT	681.79



IL ROUTE 60 / TOWNLINE RD

PLAN AT IL RTE 60 / TOWNLINE RD AND LAKEVIEW PKWY

CONTROL & BENCHMARK INFORMATION					
POINT NO.:	NORTHING	EASTING	ELEVATION	DESCRIPTION	LOCATION
STA 143+00	2030449.96	1085360.05	-		
STA 144+00	2030449.52	1085460.05	-		
CP #17	2030367.084	1085282.985	682.69	CUT CROSS IN WALK	SW CORNER, 50' WEST OF INTERSECTION
CP #18	2030307.992	1085369.904	681.03	CUT CROSS IN WALK	SW CORNER, 50' SOUTH OF INTERSECTION
BM #508	2030371.924	1085525.398	682.42	CUT CROSS IN WALK	SE CORNER, 50' EAST OF INTERSECTION

LEGEND

- DETECTABLE WARNING
- PROPOSED SIDE CURB
- PROPOSED CURB & GUTTER
- (XXX.XX) EXISTING ELEVATION / SLOPE
- TURNING SPACE / LEVEL LANDING

HORIZONTAL CONTROL: ILLINOIS STATE PLANE EAST ZONE (NAD83)
 VERTICAL CONTROL DATUM: NAVD 88

ADA RAMP SLOPE TABLE				
RAMP	RUNNING SLOPE	CROSS SLOPE	LEVEL LANDING	UPPER LANDING
A1	0.33%	1.00%	1.60%	2.00%
A2	8.20%	0.14%		
A3	1.43%	1.85%		



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USER NAME = guillaume	DESIGNED - JA	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - TOM	REVISED -
PLOT DATE = 2/16/2017	CHECKED - JA	REVISED -
	DATE - 2/10/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DESIGN - IL RTE 60 & LAKEVIEW PKWY (NORTH)
 IL RTE 60 FROM S LAKE ST TO IL RTE 21
 SCALE: 1:10 SHEET 08 OF 12 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119 RS-13	LAKE	48	21
CONTRACT NO. 60V49				
ILLINOIS FED. AID PROJECT				



**N FAIRWAY DR
ADA RAMP ELEVATION TABLE**

POINT NO.:	STATION	OFFSET	ELEVATION
1	155+48.60	84.49' RT	M.E. (680.97)
2	155+52.24	88.42' RT	M.E. (680.94)
3	155+49.73	89.43' RT	680.92
4	155+47.86	90.18' RT	680.95
5	155+43.82	91.80' RT	M.E. (681.09)
6	155+35.48	95.15' RT	M.E. (681.17)
7	155+33.99	90.36' RT	M.E. (681.11)
8	155+42.05	87.12' RT	M.E. (681.10)
9	155+45.99	85.54' RT	680.95
10	156+69.42	74.26' RT	M.E. (681.39)
11	156+64.20	78.65' RT	M.E. (681.39)
12	156+67.25	79.03' RT	681.37
13	156+75.52	80.05' RT	681.49
14	156+79.46	80.54' RT	M.E. (681.66)
15	156+83.72	81.07' RT	M.E. (681.61)
16	156+84.33	76.11' RT	M.E. (681.60)
17	156+80.08	75.58' RT	M.E. (681.68)
18	156+76.14	75.09' RT	681.41
19	156+73.20	74.73' RT	681.37

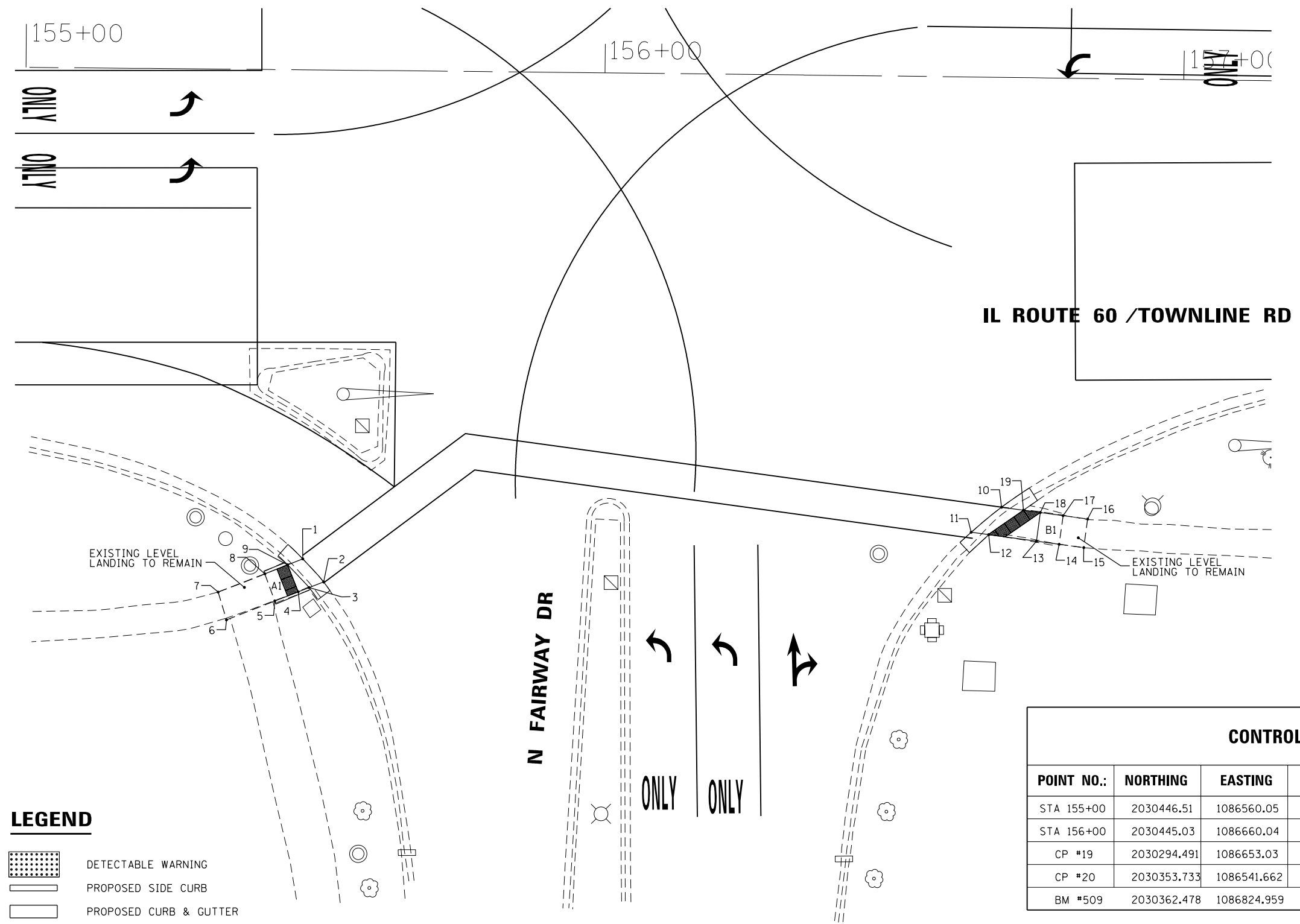
ADA RAMP SLOPE TABLE

RAMP	RUNNING SLOPE	CROSS SLOPE	LEVEL LANDING
A1	3.54%	0.20%	NONE
B1	6.81%	1.60%	NONE

CONTROL & BENCHMARK INFORMATION

POINT NO.:	NORTHING	EASTING	ELEVATION	DESCRIPTION	LOCATION
STA 155+00	2030446.51	1086560.05	-		
STA 156+00	2030445.03	1086660.04	-		
CP #19	2030294.491	1086653.03	681.71	CUT CROSS ON CURB	S MEDIAN, 50' SOUTH OF INTERSECTION
CP #20	2030353.733	1086541.662	681.67	CUT CROSS IN WALK	SW CORNER, 50' WEST OF INTERSECTION
BM #509	2030362.478	1086824.959	681.63	CUT CROSS IN WALK	SE CORNER, 50' EAST OF INTERSECTION

HORIZONTAL CONTROL: ILLINOIS STATE PLANE EAST ZONE (NAD83)
 VERTICAL CONTROL DATUM: NAVD 88



PLAN AT IL RTE 60 / TOWNLINE RD AND N FAIRWAY DR

LEGEND

- DETECTABLE WARNING
- PROPOSED SIDE CURB
- PROPOSED CURB & GUTTER
- (XXX.XX) EXISTING ELEVATION / SLOPE
- TURNING SPACE / LEVEL LANDING

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 111 S. Wacker Drive,
 Suite 3910
 Chicago, IL 60606
 Ph: 312-23 -6783

USER NAME = guillaumejp	DESIGNED - JA	REVISED -
	DRAWN - TOM	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - JA	REVISED -
PLOT DATE = 2/16/2017	DATE - 2/10/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ADA RAMP DESIGN - IL RTE 60 & FAIRWAY DR
 IL RTE 60 FROM S LAKE ST TO IL RTE 21**

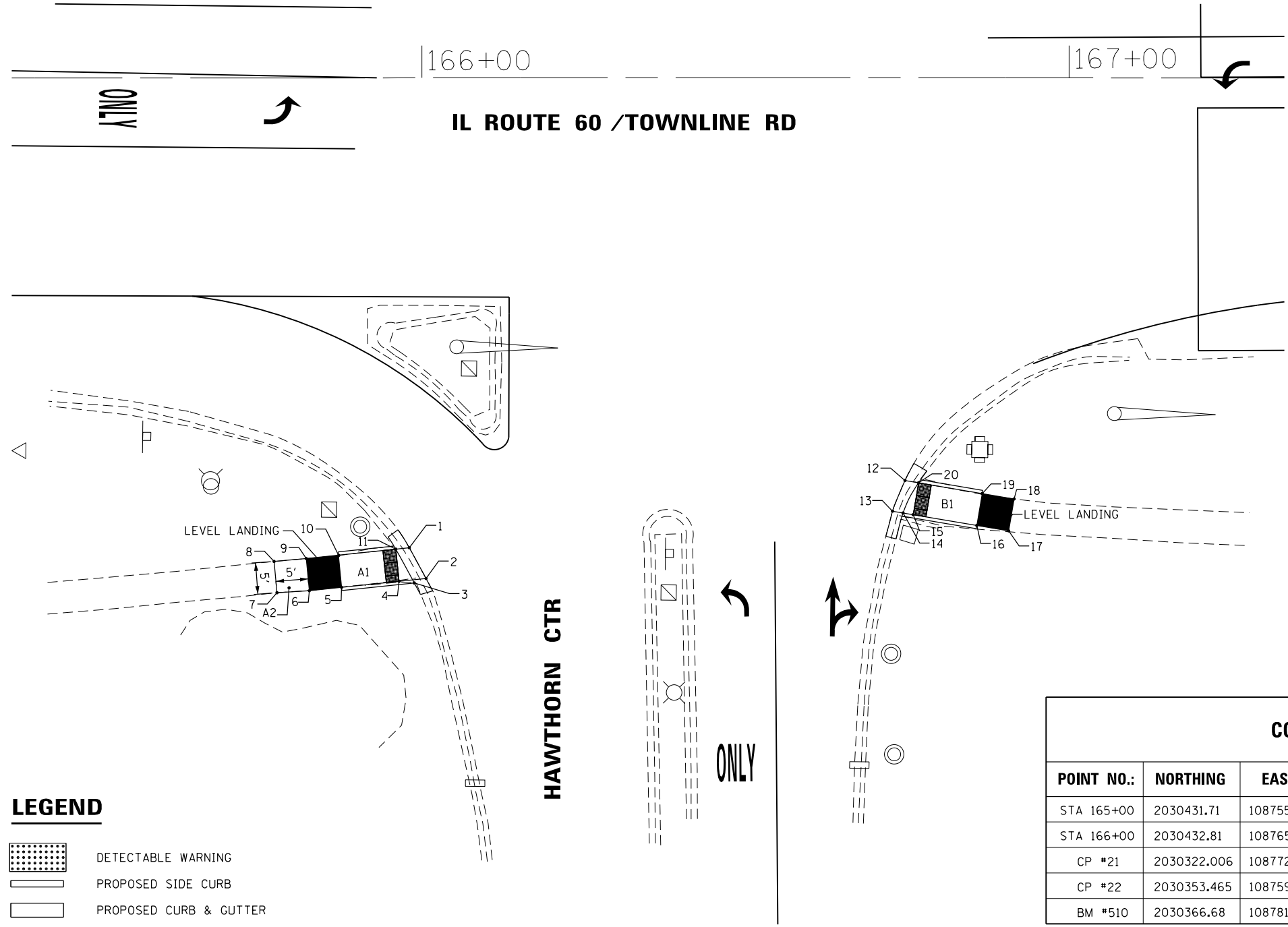
SCALE-1:10 SHEET 09 OF 12 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119 RS-13	LAKE	48	22
CONTRACT NO. 60V49				
ILLINOIS FED. AID PROJECT				



ADA RAMP SLOPE TABLE			
RAMP	RUNNING SLOPE	CROSS SLOPE	LEVEL LANDING
A1	7.85%	1.00%	1.84%
A2	5.20%	1.62%	
B1	6.32%	0.60%	1.60%

HAWTHORN CTR (WEST) ADA RAMP ELEVATION TABLE			
POINT NO.:	STATION	OFFSET	ELEVATION
1	165+98.03	72.62' RT	M.E. (680.35)
2	166+00.62	77.37' RT	M.E. (680.36)
3	165+98.55	77.59' RT	680.35
4	165+96.46	77.81' RT	680.38
5	165+87.56	78.74' RT	681.08
6	165+82.58	79.26' RT	681.16
7	165+77.59	79.57' RT	M.E. (681.42)
8	165+77.13	74.73' RT	M.E. (681.30)
9	165+82.11	74.28' RT	681.08
10	165+87.08	73.76' RT	M.E. (681.03)
11	165+95.94	72.83' RT	680.34
12	166+74.64	62.22' RT	M.E. (680.41)
13	166+72.71	66.97' RT	680.31
14	166+74.34	67.24' RT	680.29
15	166+75.90	67.51' RT	680.29
16	166+85.73	69.17' RT	680.92
17	166+90.66	70.01' RT	M.E. (681.00)
18	166+91.50	65.08' RT	M.E. (680.97)
19	166+86.57	64.24' RT	680.89
20	166+76.74	62.58' RT	680.39



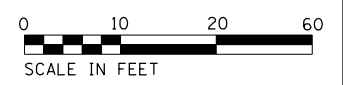
CONTROL & BENCHMARK INFORMATION					
POINT NO.:	NORTHING	EASTING	ELEVATION	DESCRIPTION	LOCATION
STA 165+00	2030431.71	1087559.89	-		
STA 166+00	2030432.81	1087659.89	-		
CP #21	2030322.006	1087729.259	680.34	CUT CROSS IN WALK	SE CORNER, 50' SOUTH OF INTERSECTION
CP #22	2030353.465	1087597.82	682.60	CUT CROSS IN WALK	SW CORNER, 50' WEST OF INTERSECTION
BM #510	2030366.68	1087815.13	681.81	CUT CROSS IN WALK	SE CORNER, 50' EAST OF INTERSECTION

HORIZONTAL CONTROL: ILLINOIS STATE PLANE EAST ZONE (NAD83)
 VERTICAL CONTROL DATUM: NAVD 88

LEGEND

- DETECTABLE WARNING
- PROPOSED SIDE CURB
- PROPOSED CURB & GUTTER
- (XXX.XX) EXISTING ELEVATION / SLOPE
- TURNING SPACE / LEVEL LANDING

PLAN AT IL RTE 60 /TOWNLINE RD AND HAWTHORN CTR

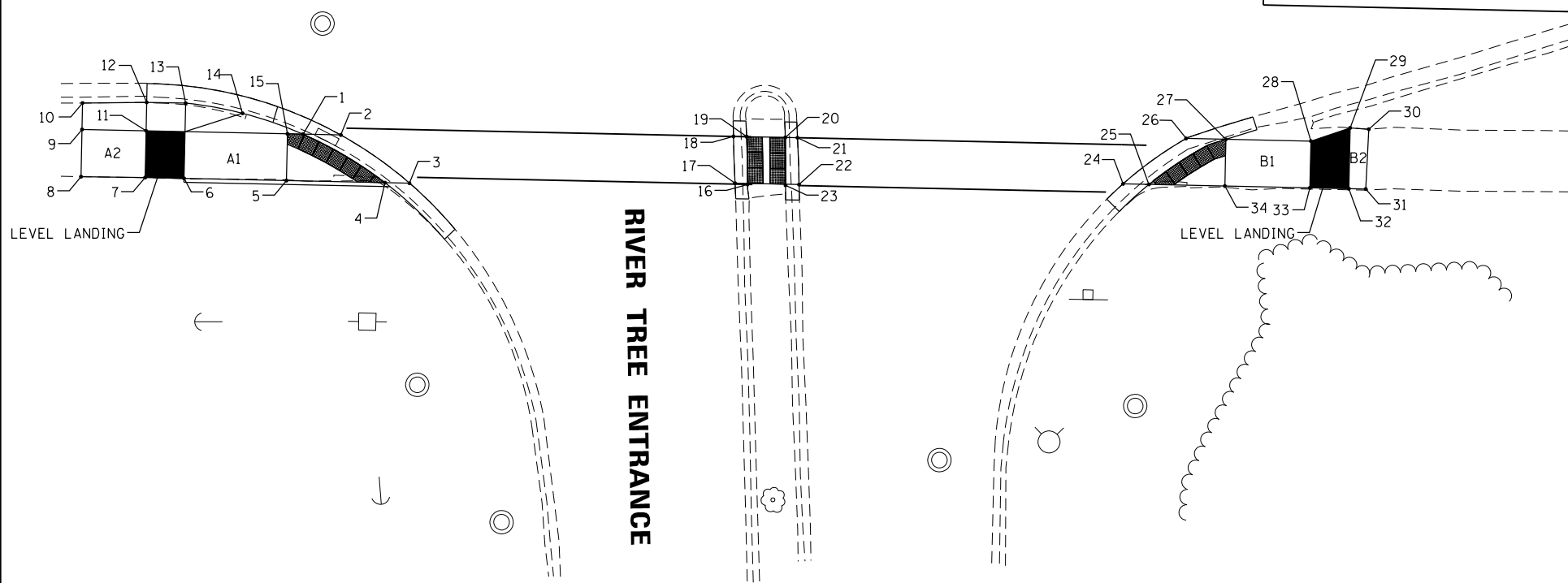


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191+00

192+00

IL ROUTE 60 / TOWNLINE RD








PLAN AT IL RTE 60 / TOWNLINE RD AND RIVER TREE ENTRANCE

COMMERCIAL ENTRANCE (RIVERTREE COURT) ADA RAMP ELEVATION TABLE			
POINT NO.:	STATION	OFFSET	ELEVATION
1	190+70.60	49.40' RT	656.68
2	190+75.45	49.50' RT	M.E. (656.69)
3	190+84.25	55.69' RT	656.49
4	190+81.12	55.62' RT	656.48
5	190+68.47	55.35' RT	656.64
6	190+55.34	55.07' RT	657.59
7	190+50.34	54.97' RT	657.66
8	190+42.12	54.86' RT	M.E. (658.16)
9	190+42.25	48.79' RT	M.E. (658.12)
10	190+42.33	45.40' RT	M.E. (658.11)
11	190+50.47	48.97' RT	657.74
12	190+50.55	45.32' RT	M.E. (657.92)
13	190+55.55	45.43' RT	657.86
14	190+62.83	46.72' RT	657.28
15	190+68.60	49.36' RT	656.70
16	191+27.61	55.85' RT	655.21
17	191+26.00	55.69' RT	655.22
18	191+25.80	49.68' RT	655.30
19	191+27.50	49.72' RT	655.28
20	191+32.45	49.82' RT	655.26
21	191+34.01	49.86' RT	M.E. (655.27)
22	191+34.21	55.86' RT	M.E. (655.16)
23	191+32.48	55.95' RT	655.15
24	191+75.76	55.78' RT	M.E. (654.66)
25	191+79.09	55.85' RT	654.65
26	191+83.85	49.95' RT	M.E. (654.77)
27	191+88.96	50.06' RT	654.76
28	191+99.86	50.29' RT	654.85
29	192+04.89	48.59' RT	654.91
30	192+07.30	48.76' RT	M.E. (654.96)
31	192+06.90	56.44' RT	M.E. (654.96)
32	192+04.73	56.40' RT	654.98
33	191+99.73	56.29' RT	654.93
34	191+88.83	56.06' RT	654.79

ADA RAMP SLOPE TABLE			
RAMP	RUNNING SLOPE	CROSS SLOPE	LEVEL LANDING
A1	7.50%	1.00%	1.75%
A2	6.00%	1.75%	
B1	1.28%	0.50%	1.30%
B2	2.07%	0.89%	

LEGEND

-  DETECTABLE WARNING
-  PROPOSED SIDE CURB
-  PROPOSED CURB & GUTTER
-  EXISTING ELEVATION / SLOPE
-  TURNING SPACE / LEVEL LANDING

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PLOT DATE = 2/16/2017	CHECKED - JA	REVISED -
	DATE - 2/10/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ADA RAMP DESIGN - IL RTE 60 & RIVER TREE ENTRANCE
IL RTE 60 FROM S LAKE ST TO IL RTE 21**

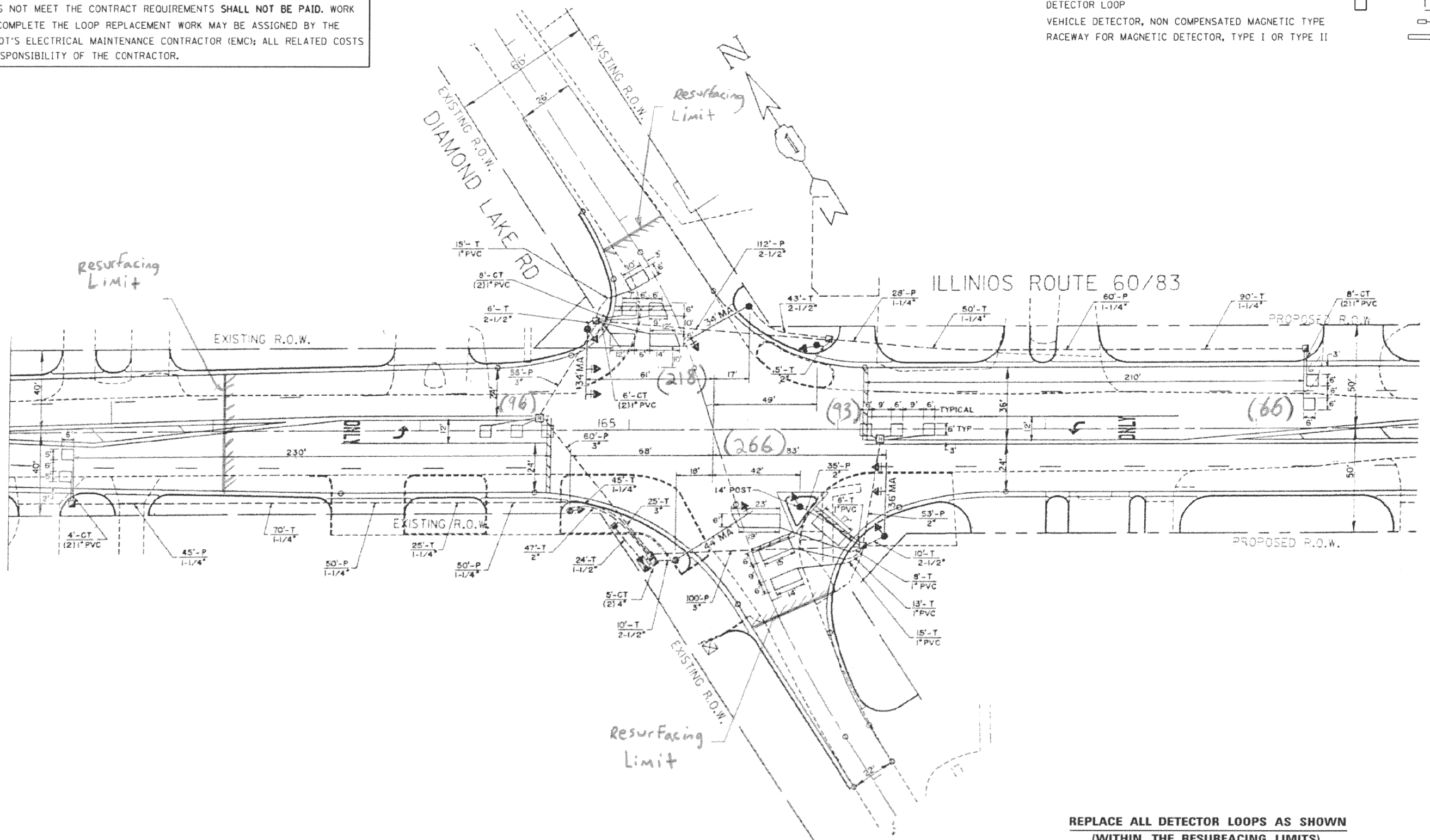
SCALE-1:10 SHEET OF 12 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119 RS-13	LAKE	48	25
CONTRACT NO. 60V49				
ILLINOIS FED. AID PROJECT				

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

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



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

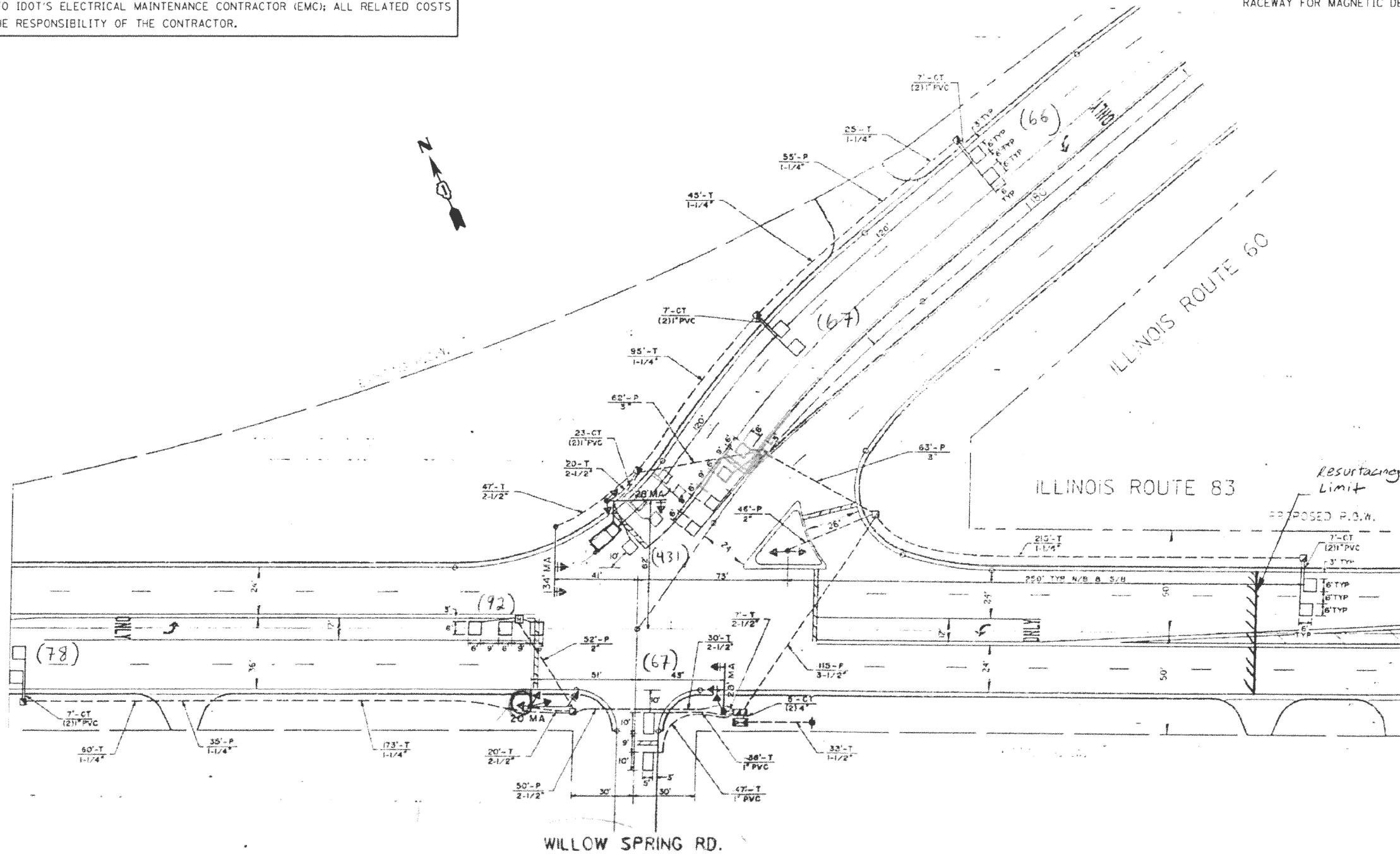
REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
88600600	739	FOOT	DETECTOR LOOP REPLACEMENT

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



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

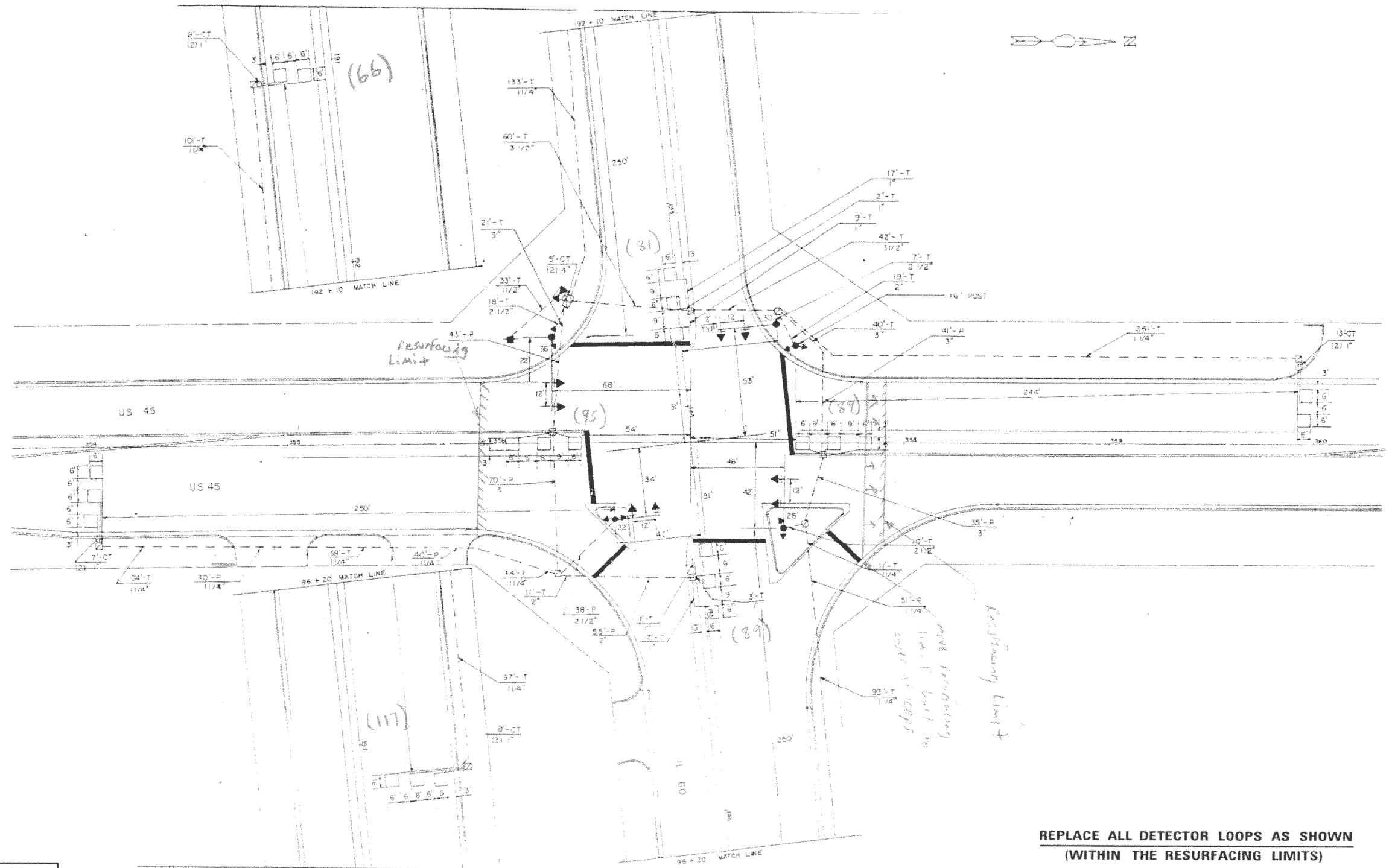
REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
88600600	801	FOOT	DETECTOR LOOP REPLACEMENT

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	⊕	⊕
SIGNAL HEAD	⊖	⊖
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	□	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		⊞
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		⊞



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

CODE	QUANTITY	UNIT	ITEM
88600600	537	FOOT	DETECTOR LOOP REPLACEMENT

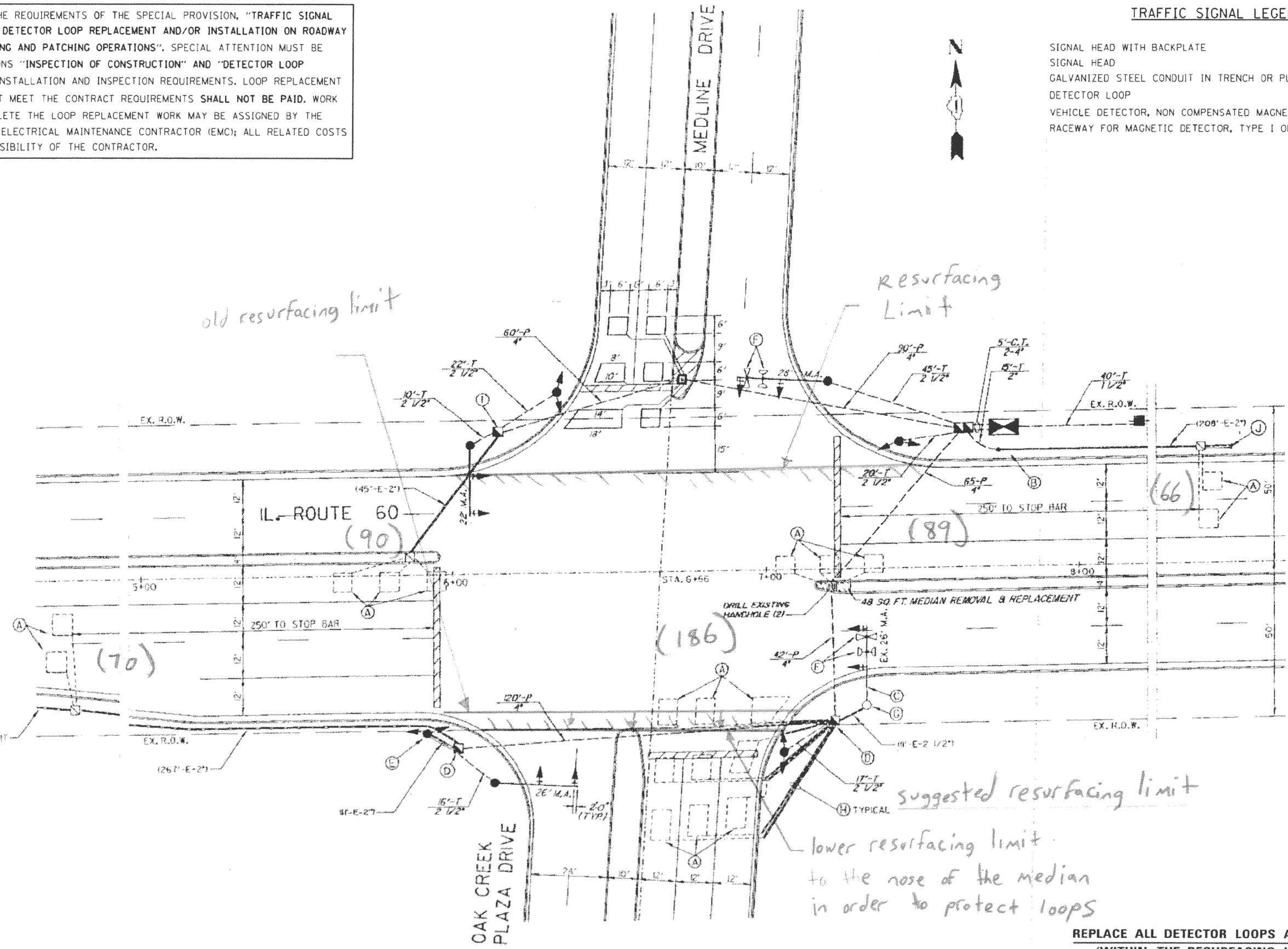
**THIS PLAN IS FOR THE SOLE PURPOSE OF
DETECTOR LOOP REPLACEMENTS ONLY**

FILE NAME :	USER NAME = guillaumefp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT US 45 (LAKE ST) AT IL RTE 60	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw\IL084EBID\INTEG\Illinois.gov\PI\DOT\Documents\IDOT Offices\District 1\Projects\DI57312\Drawings\Design\DI57312-sht-plan.dgn		CHECKED -	REVISED -			335	119RS-13	LAKE	48	28	
Default	PLOT SCALE = 100.0000' / 1in.	DATE -	REVISED -			CONTRACT NO. 60V49					
	PLOT DATE = 2/16/2017					ILLINOIS FED. AID PROJECT					

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



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

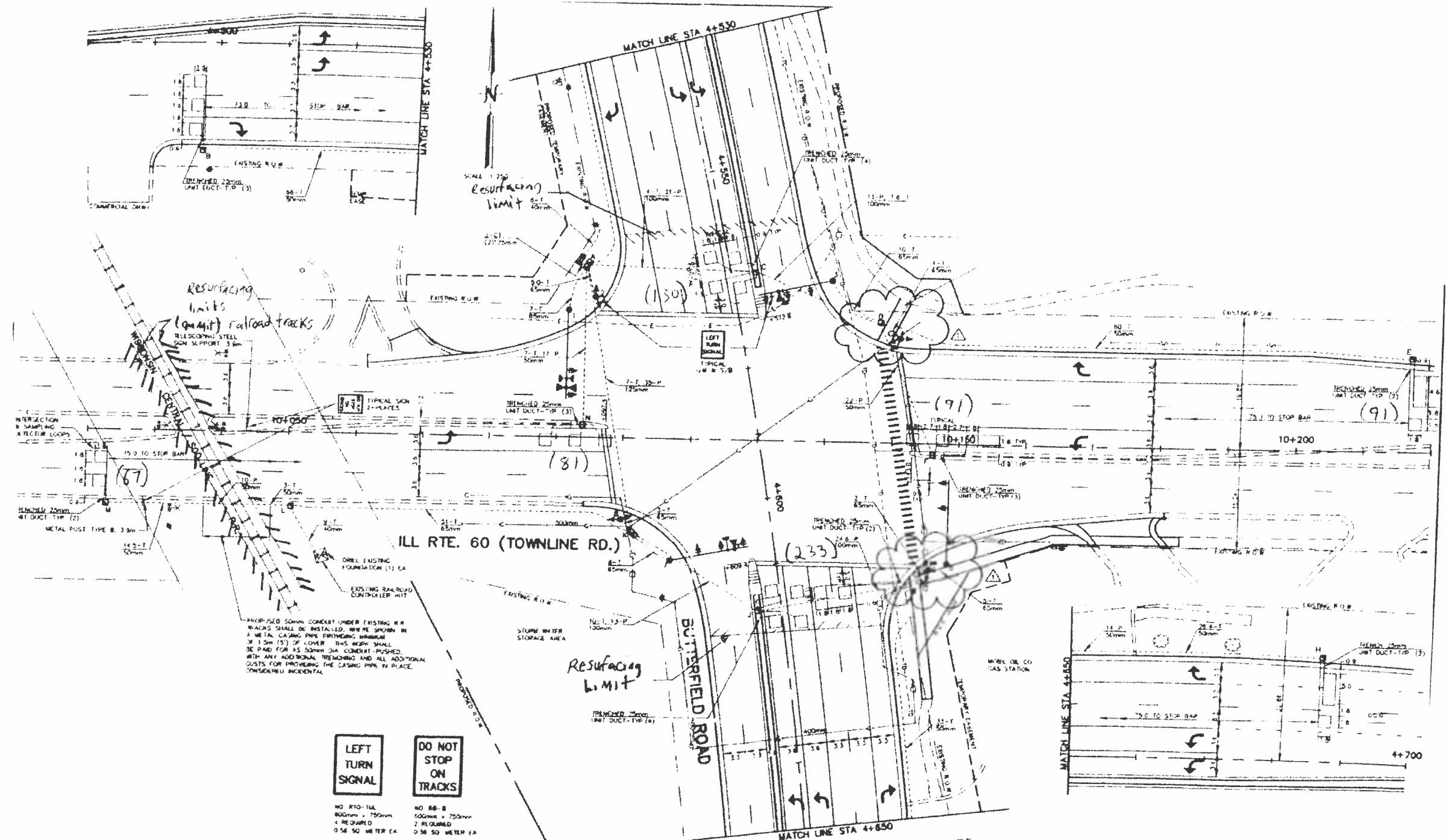
REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
88600600	501	FOOT	DETECTOR LOOP REPLACEMENT

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	⊕	⊕
SIGNAL HEAD	⊖	⊖
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	□	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		⊕
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		⊖



LEFT TURN SIGNAL
DO NOT STOP ON TRACKS

NO RT-10L
 100mm x 750mm
 4 REQUIRED
 0.56 50 METER EA

NO 88-B
 100mm x 750mm
 7 REQUIRED
 0.56 50 METER EA

POSTED SPEED LIMITS
 ILL. RTE. 60 40 M.P.H.
 BUTTERFIELD RD. 40 M.P.H.

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

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

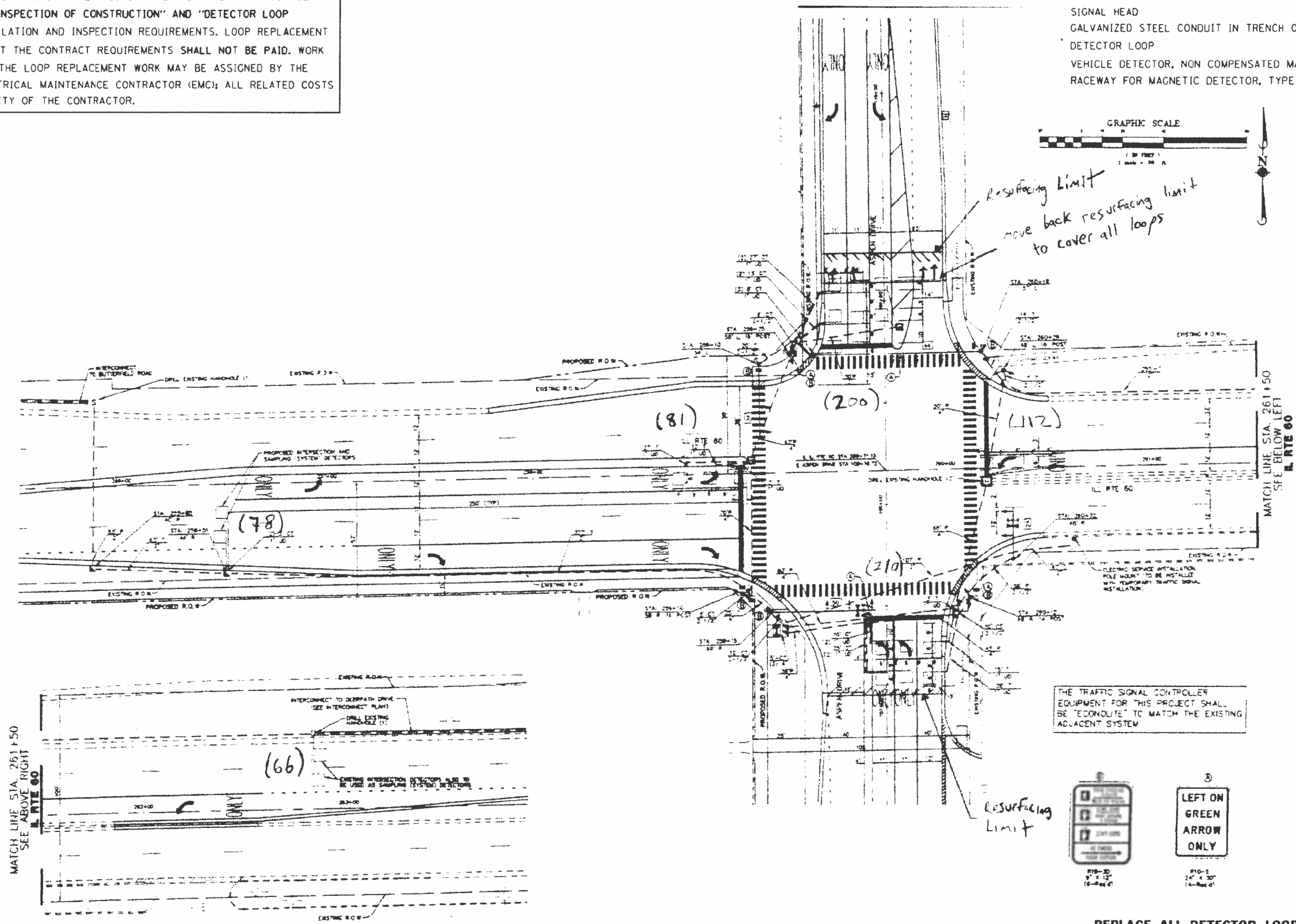
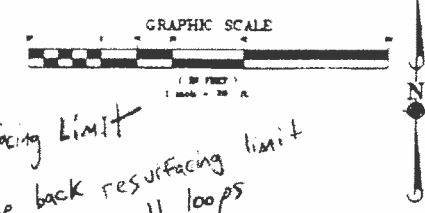
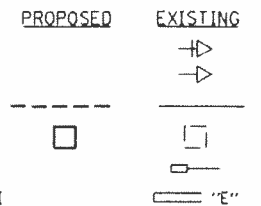
CODE	QUANTITY	UNIT	ITEM
88600600	693	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME =	USER NAME = gulloumefp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT IL 60 AT BUTTERFIELD ROAD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBID\INTEG\illinois.gov\PI\DOT\Documents\IDOT Offices\District 1\Projects\DI5732\Design\DI5732-1ht-plan.dgn		CHECKED -	REVISED -			335	119RS-13	LAKE	48	30
Default		DATE -	REVISED -			CONTRACT NO. 60V49				
	PLOT SCALE = 100.0000' / 1" /			SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
	PLOT DATE = 2/16/2017									ILLINOIS FED. AID PROJECT

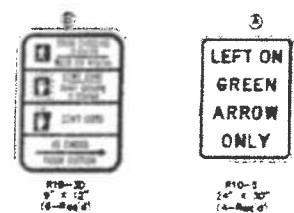
WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

SIGNAL HEAD WITH BACKPLATE
 SIGNAL HEAD
 GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
 DETECTOR LOOP
 VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
 RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II



THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM



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

CODE	QUANTITY	UNIT	ITEM
88600600	747	FOOT	DETECTOR LOOP REPLACEMENT

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

FILE NAME =	USER NAME = gulloumefp	DESIGNED -	REVISED -
p:\11\084EBID\INTEG\illinois.gov\PI\DOT\Documents\IDOT Offices\District 1\Projects\DI57312\Design\DI57312-sht-plan.dgn		CHECKED -	REVISED -
Default	PLOT DATE = 2/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT
 IL 60 AT ASPEN DRIVE

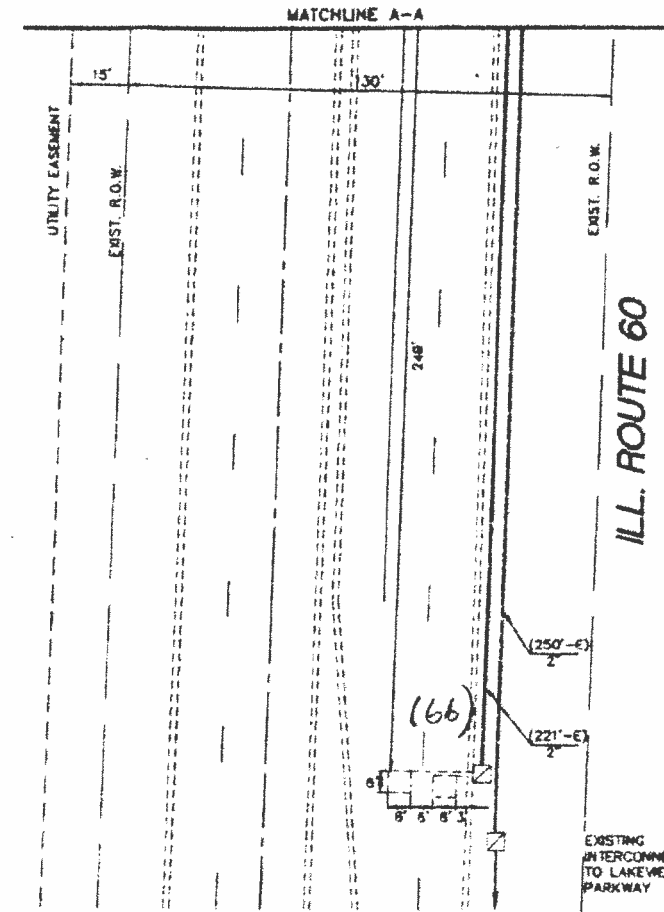
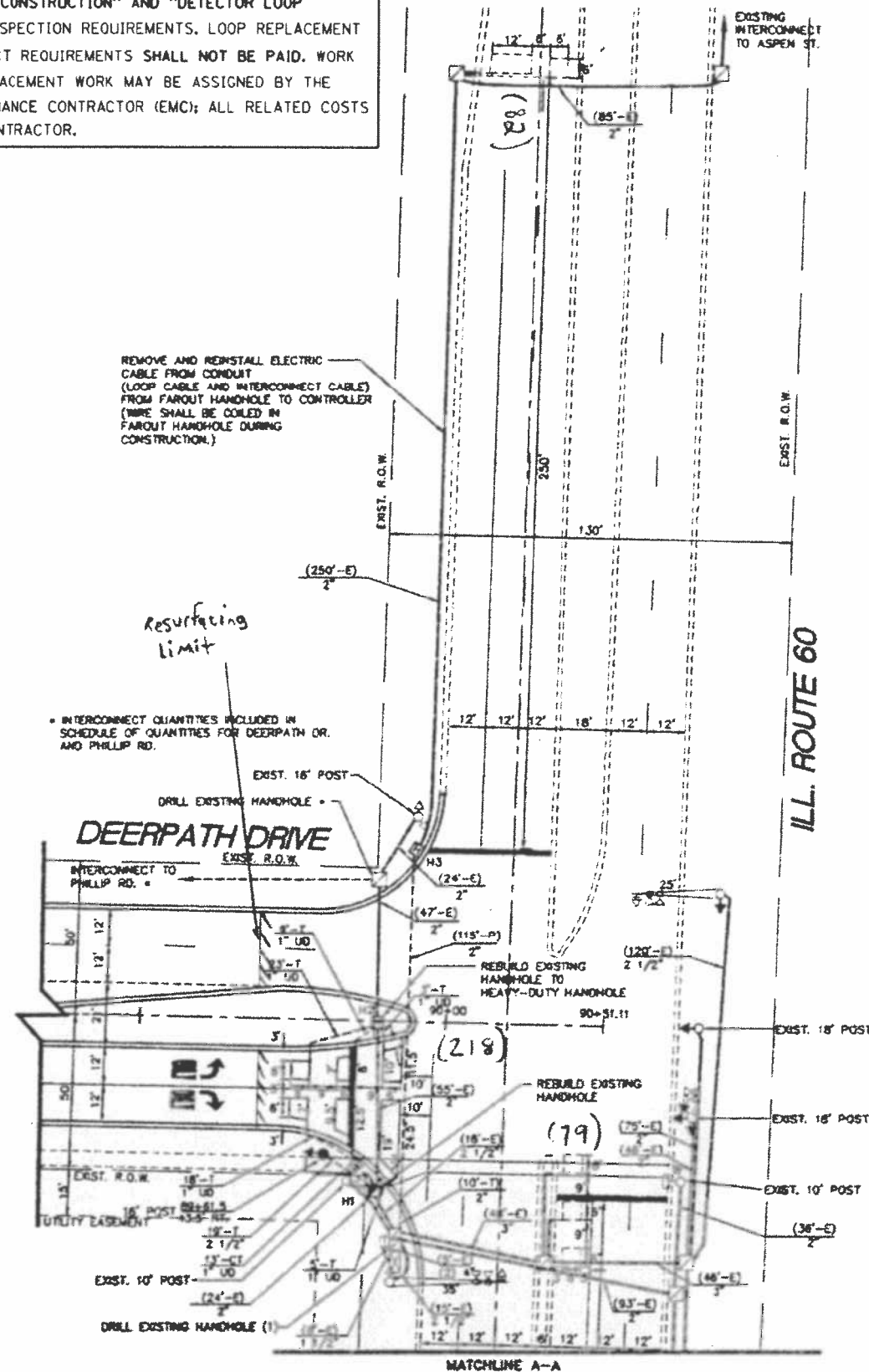
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119RS-13	LAKE	48	31
CONTRACT NO. 60V49				
ILLINOIS FED. AID PROJECT				

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	→	→
SIGNAL HEAD	→	→
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	□	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	—	—
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	—	—



HANDHOLE DATA

NO.	STATION/OFFSET	DESCRIPTION
H1	89+75.55 ST.	REBUILD HANDHOLE
H2	89+75.07 ST. LT.	REBUILD HANDHOLE TO HEAVY-DUTY HANDHOLE
H3	89+89.57 ST. LT.	HEAVY-DUTY HANDHOLE

NOTE:
 CONSTRUCT NEW HANDHOLE (H3) IN LINE WITH EXISTING CONDUIT. CUT AND REMOVE CONDUIT BEFORE CONSTRUCTING HANDHOLE. CAP CONDUIT END WITH INSULATING BUSHINGS. THE REMOVAL OF CONDUIT AND THE FURNISHING OF THE INSULATING BUSHINGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE HANDHOLE.

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

CODE	QUANTITY	UNIT	ITEM
88600600	445	FOOT	DETECTOR LOOP REPLACEMENT

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

FILE NAME =	USER NAME = gulloumefp	DESIGNED -	REVISED -
p:\11\084E8ID\INTEG\illinois.gov\FWIDOT\Documents\IDOT Offices\District 1\Projects\DIS7312\Drawings\Design\DIS7312-shr-plan.dgn		CHECKED -	REVISED -
Default	PLOT DATE = 2/16/2017	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DETECTOR LOOP REPLACEMENT
 IL 60 AT DEERPETH DRIVE**

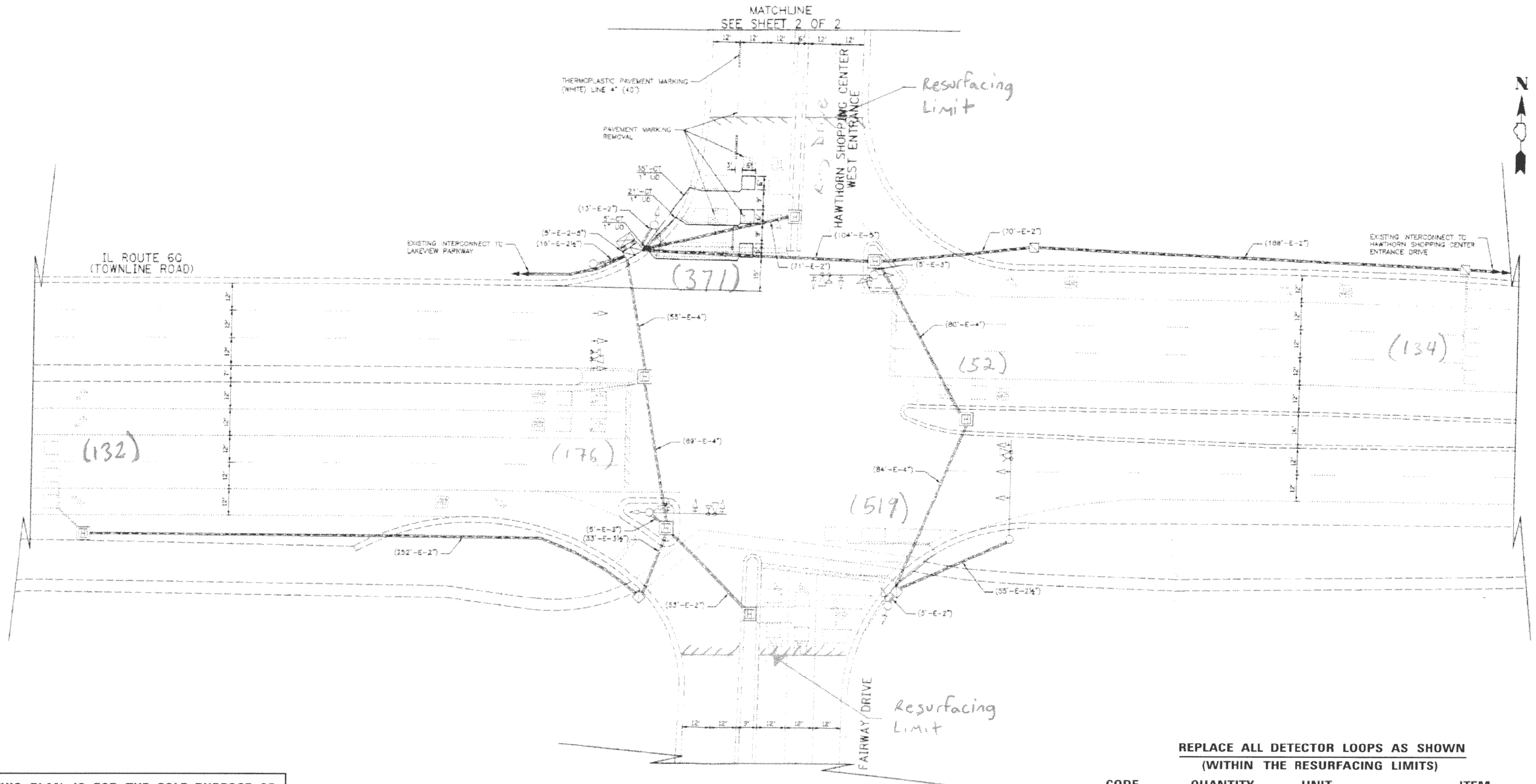
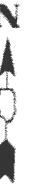
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119RS-13	LAKE	48	32
CONTRACT NO. 60V49				
ILLINOIS FED. AID PROJECT				

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS **SHALL NOT BE PAID**. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	⊕	⊕
SIGNAL HEAD	⊕	⊕
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	□	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	⊕	⊕
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	⊕	⊕



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

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

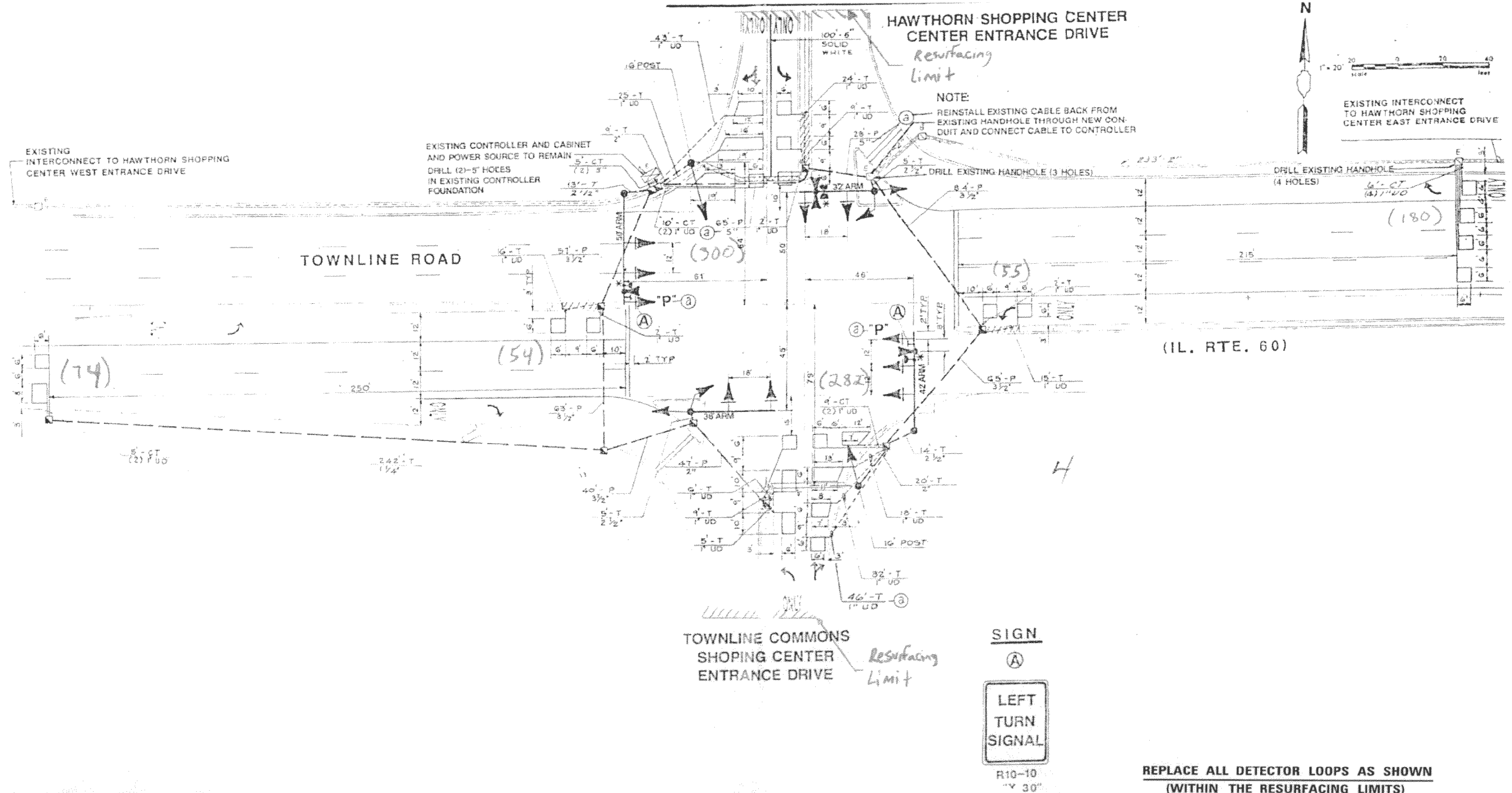
CODE	QUANTITY	UNIT	ITEM
88600600	1384	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME :	USER NAME : gulloumefp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT IL 60 AT FAIRWAY DRIVE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\IL084EBID\INTEG\Illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\DI57312\Design\DI57312-sht-plan.dgn		CHECKED -	REVISED -			335	119RS-13	LAKE	48	34
PLOT SCALE = 100.0000' / 1" =		DATE -	REVISED -			CONTRACT NO. 60V49				
Default	PLOT DATE = 2/16/2017					ILLINOIS FED. AID PROJECT				

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TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



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

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

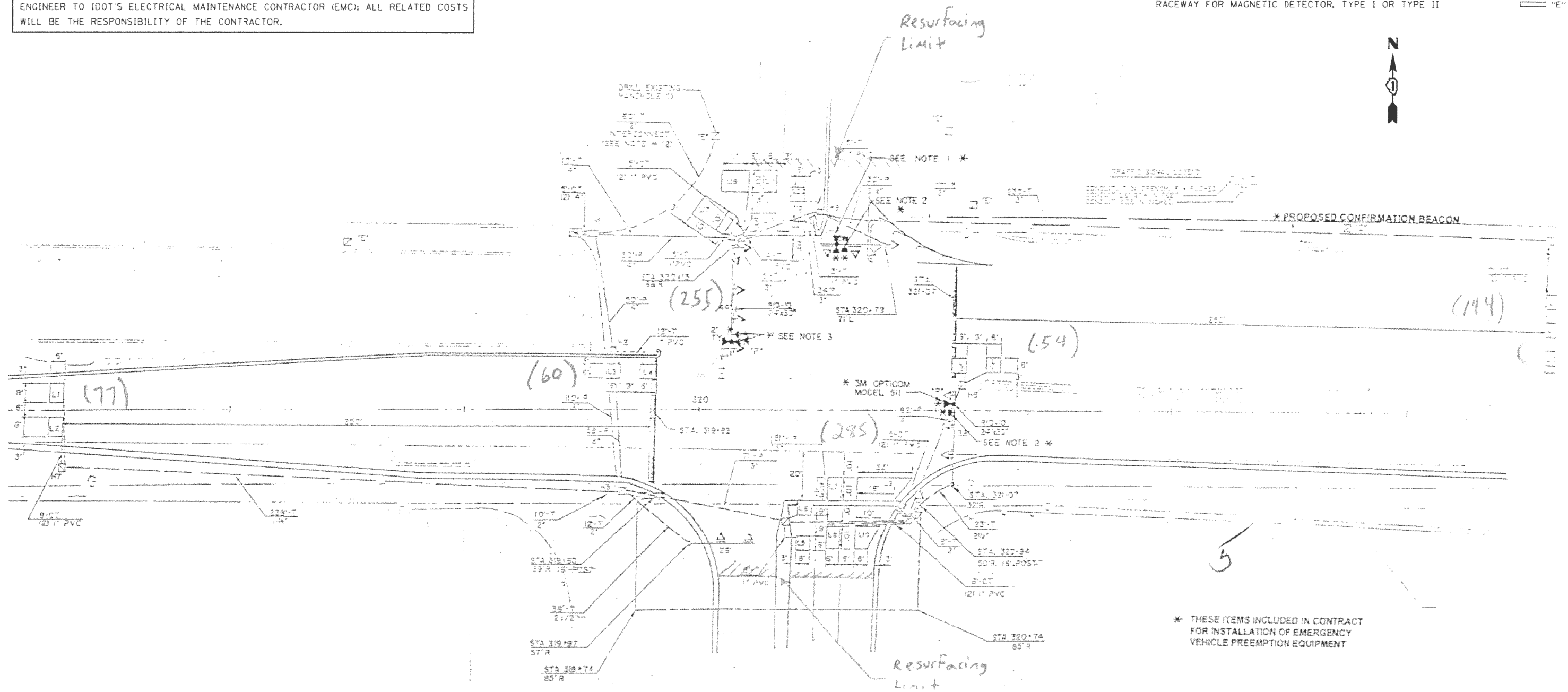
CODE	QUANTITY	UNIT	ITEM
88600600	945	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME :	USER NAME : gulloumefp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT IL 60 AT HAWTHORNE CENTER	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw\IL084EBID\INTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\DI57312\Design\DI57312-sht-plan.dgn	PLotted SCALE = 100.0000' / 1" =	CHECKED -	REVISED -			335	119RS-13	LAKE	48	35	
Default	PLOT DATE = 2/16/2017	DATE -	REVISED -			CONTRACT NO. 60V49					
						ILLINOIS FED. AID PROJECT					

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TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



* THESE ITEMS INCLUDED IN CONTRACT FOR INSTALLATION OF EMERGENCY VEHICLE PREEMPTION EQUIPMENT

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

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

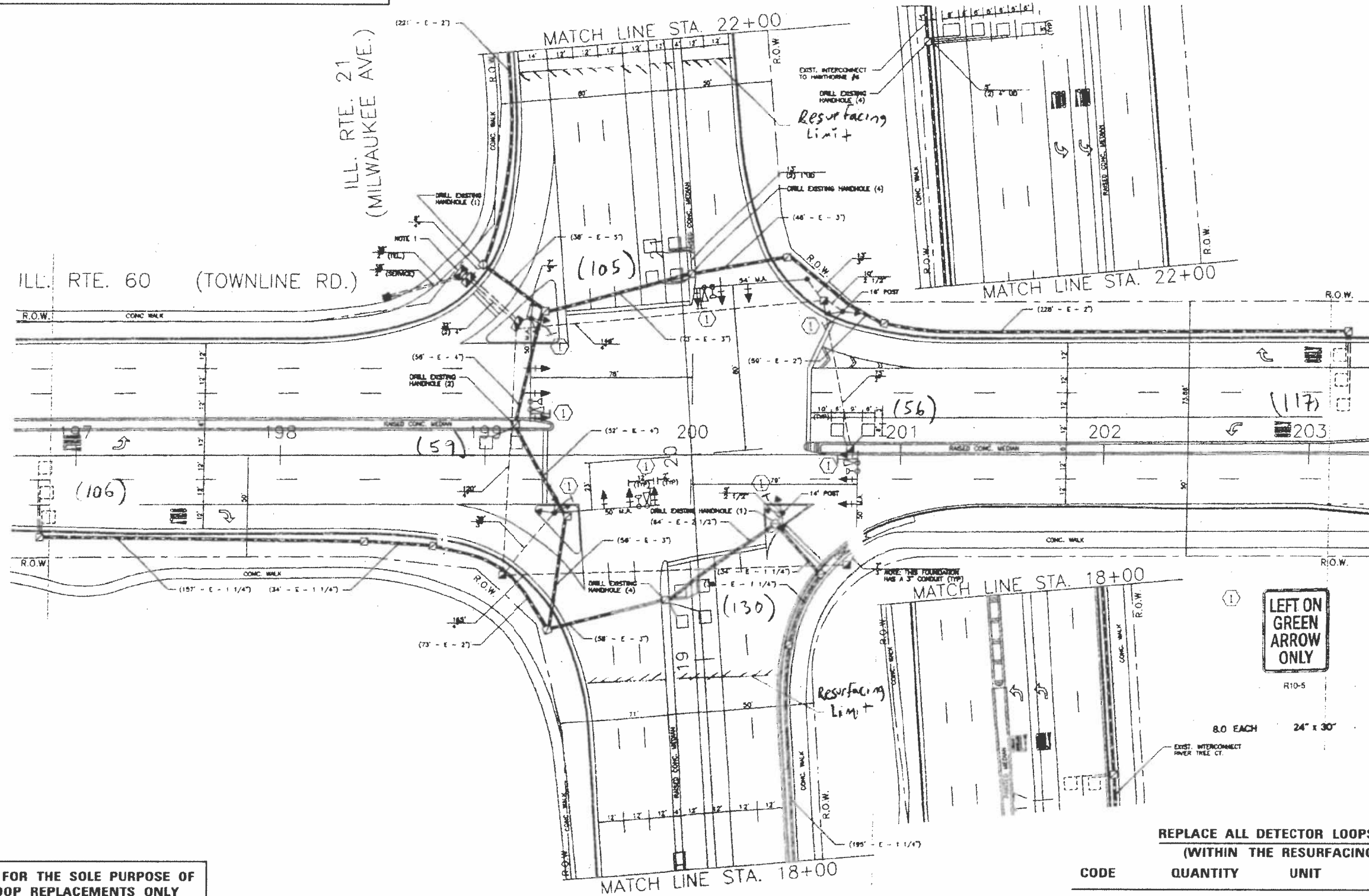
CODE	QUANTITY	UNIT	ITEM
88600600	875	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME :	USER NAME = gulloumefp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT IL 60 AT HAWTHORNE CENTER #2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw\IL084EBID\INTEG\Illinois.gov\FWIDOT\Documents\IDOT Offices\District 1\Projects\DI57312\Design\DI57312-sht-plan.dgn	PLLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -			335	119RS-13	LAKE	48	36	
Default	PLLOT DATE = 2/16/2017	DATE -	REVISED -			CONTRACT NO. 60V49					
						ILLINOIS FED. AID PROJECT					

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TRAFFIC SIGNAL LEGEND

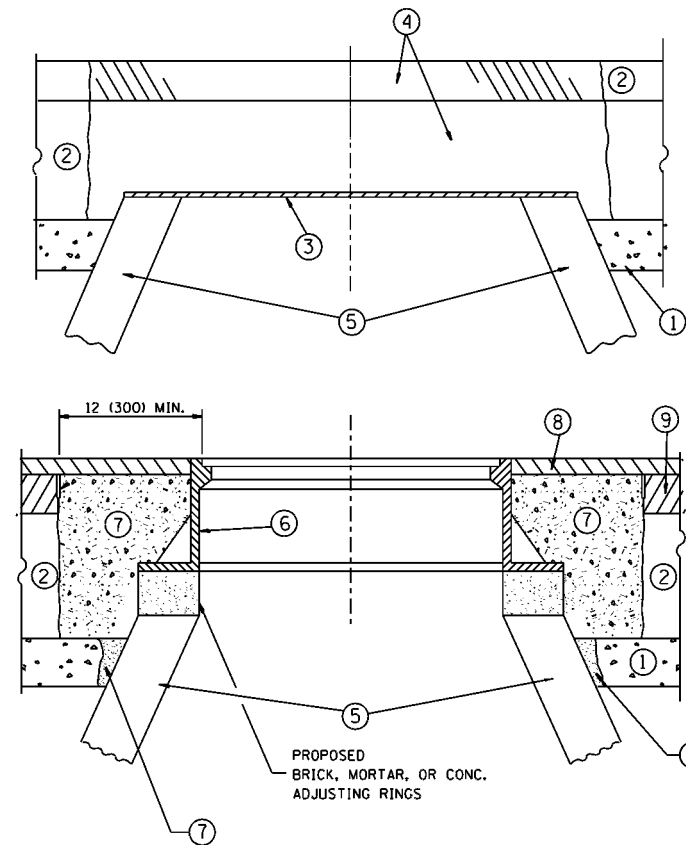
	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



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
88600600	573	FOOT	DETECTOR LOOP REPLACEMENT



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

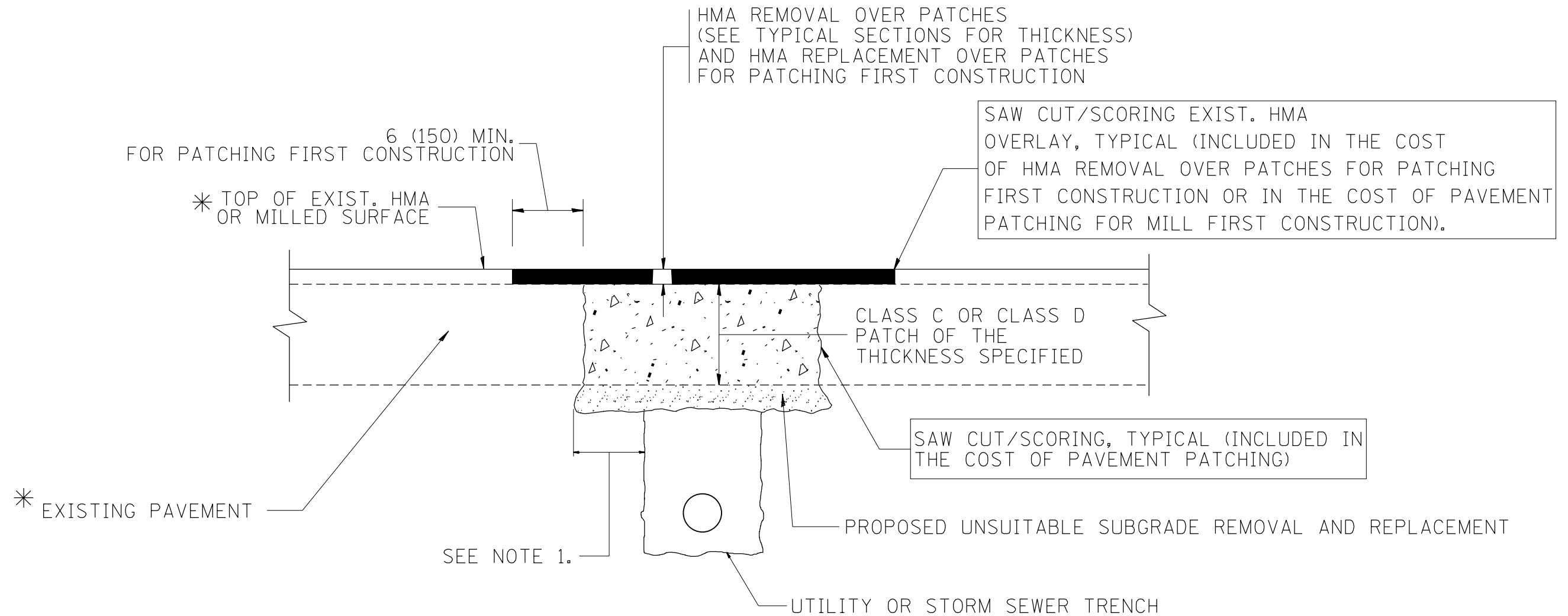
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = gulloumefp	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
p:\11\084EBID\INTEG\illinois.gov\FWIDOT\Documents\IDOT Offices\District 1\Projects\DIS1573\Drawings\Design\DistStd.dgn			REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 2/16/2017	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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119RS-13	LAKE	48	38
BD600-03 (BD-8)		CONTRACT NO. 60V49		
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)

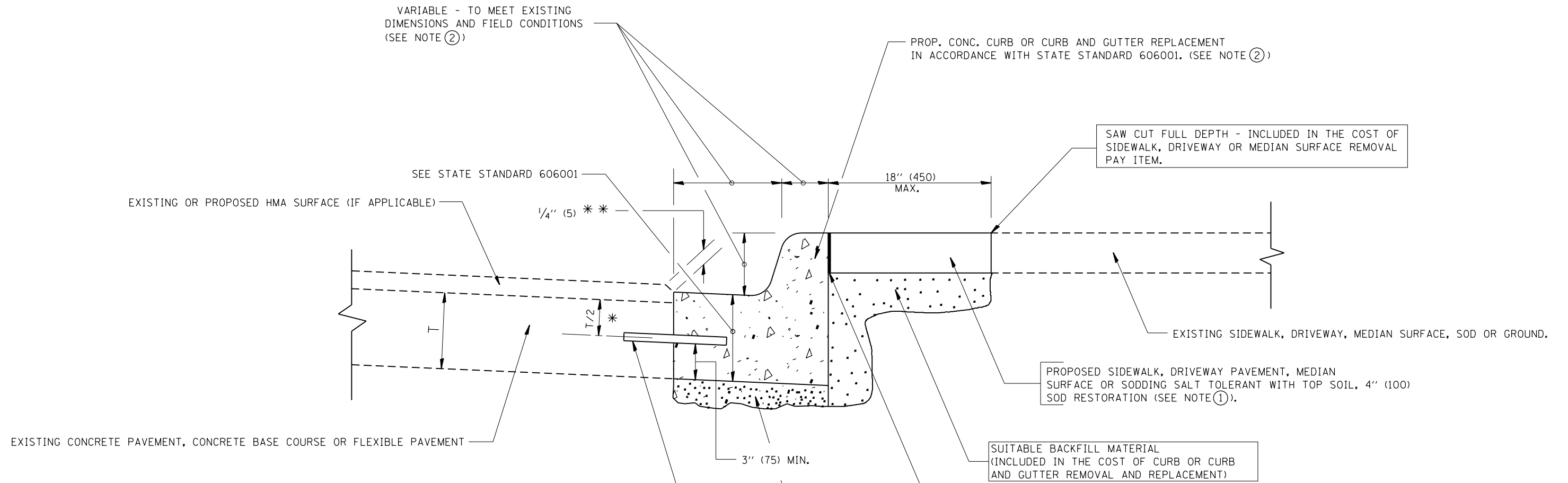
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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.

FILE NAME =	USER NAME = guillaumejp	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI5730\Drawings\Design\DistStd.dgn	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 01-01-07					335	119RS-13	LAKE	48	39
	PLOT DATE = 2/16/2017	DATE - 10-25-94	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)			CONTRACT NO. 60V49				
			REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		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.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
 - ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
 - ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
 - ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
 - ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
 - ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
 - ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

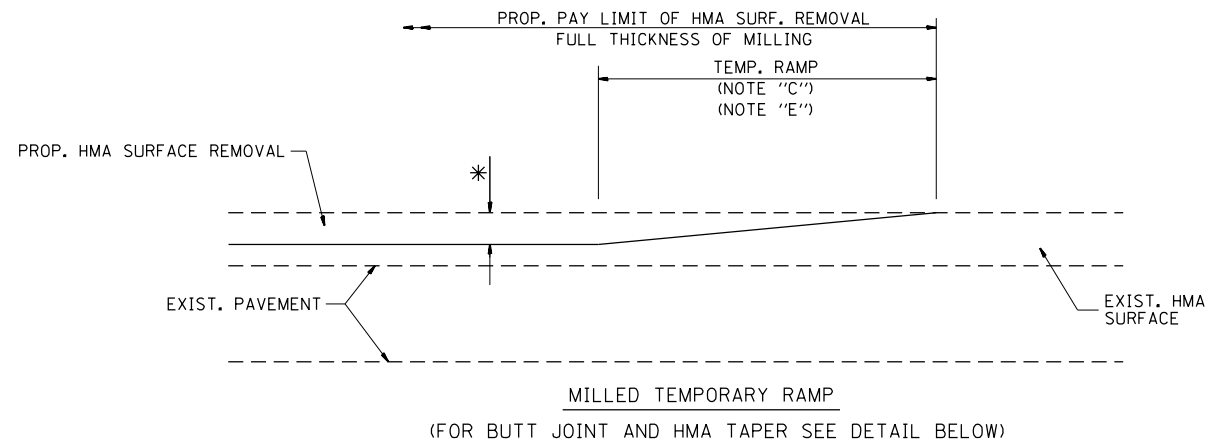
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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".

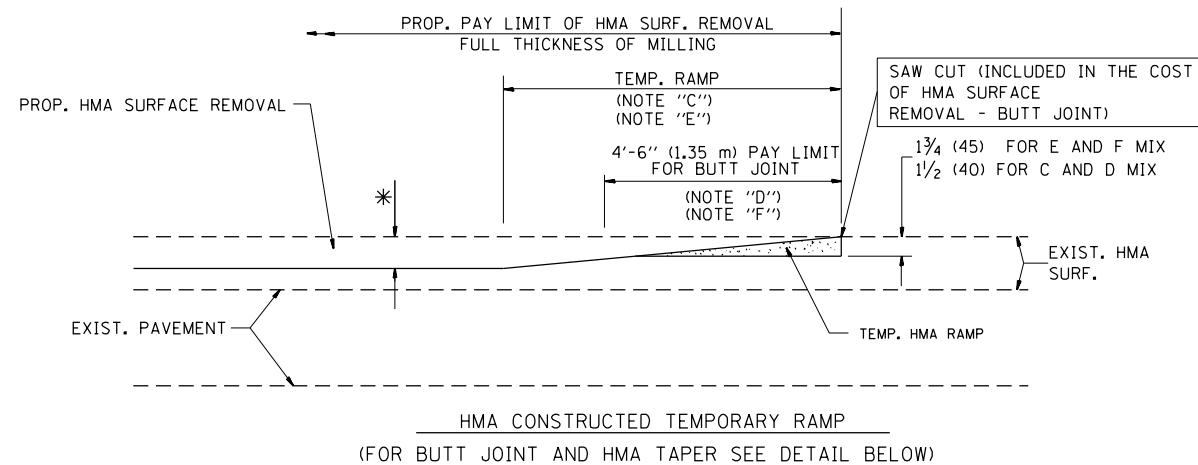
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = guillaumejp	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.R. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
			REVISED - A. ABBAS 03-21-97			335	119RS-13	LAKE	48	40	
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - M. GOMEZ 01-22-01			BD600-06 (BD-24)		CONTRACT NO. 60V49			
	PLOT DATE = 2/16/2017	DATE - 03-11-94	REVISED - R. BORO 12-15-09			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

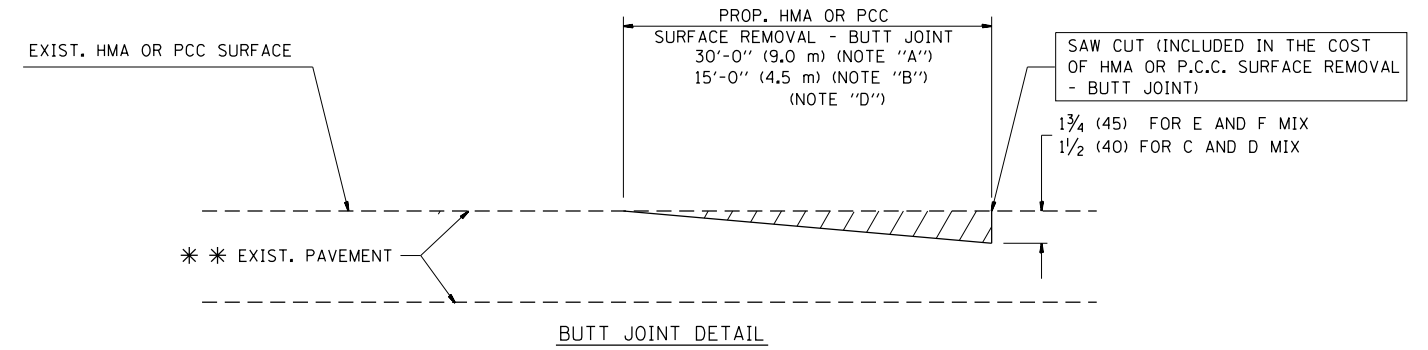


OPTION 1

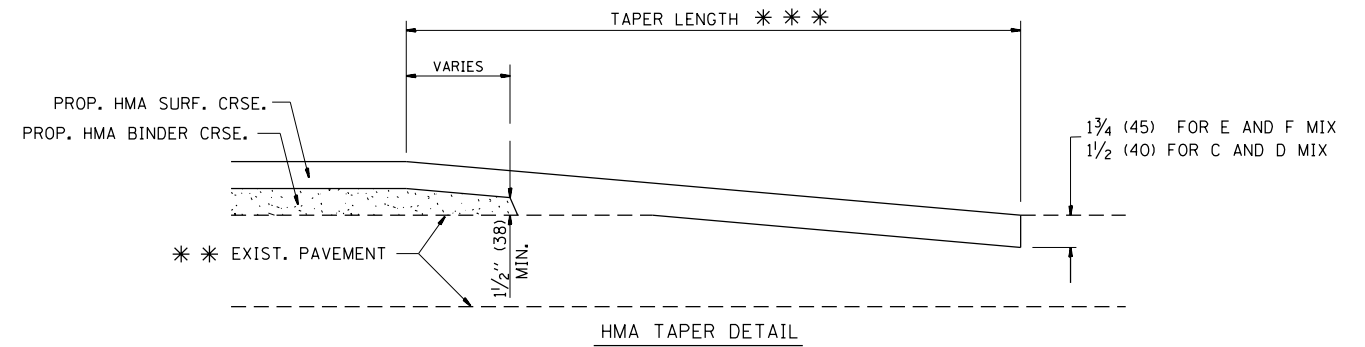


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

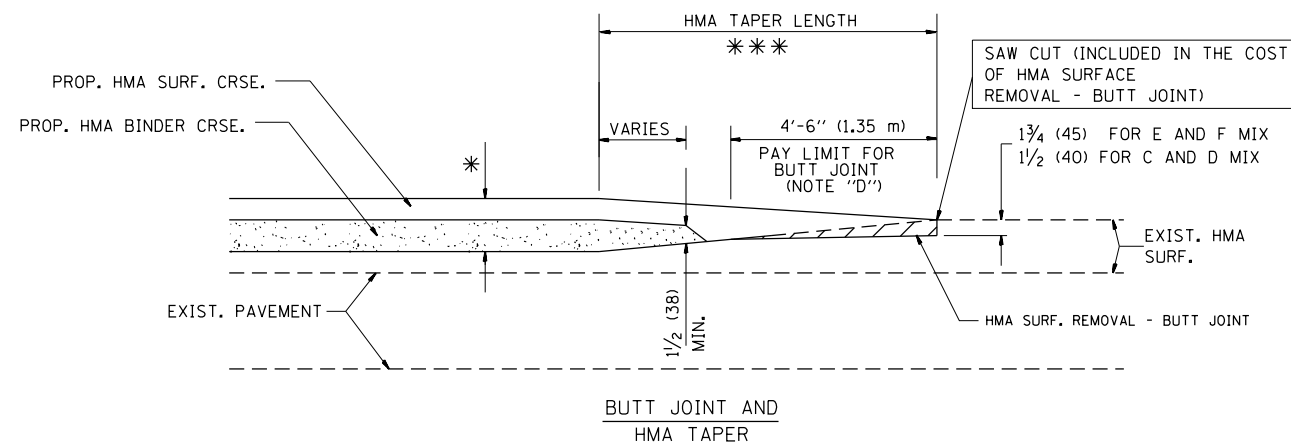
NOTES

- 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.



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

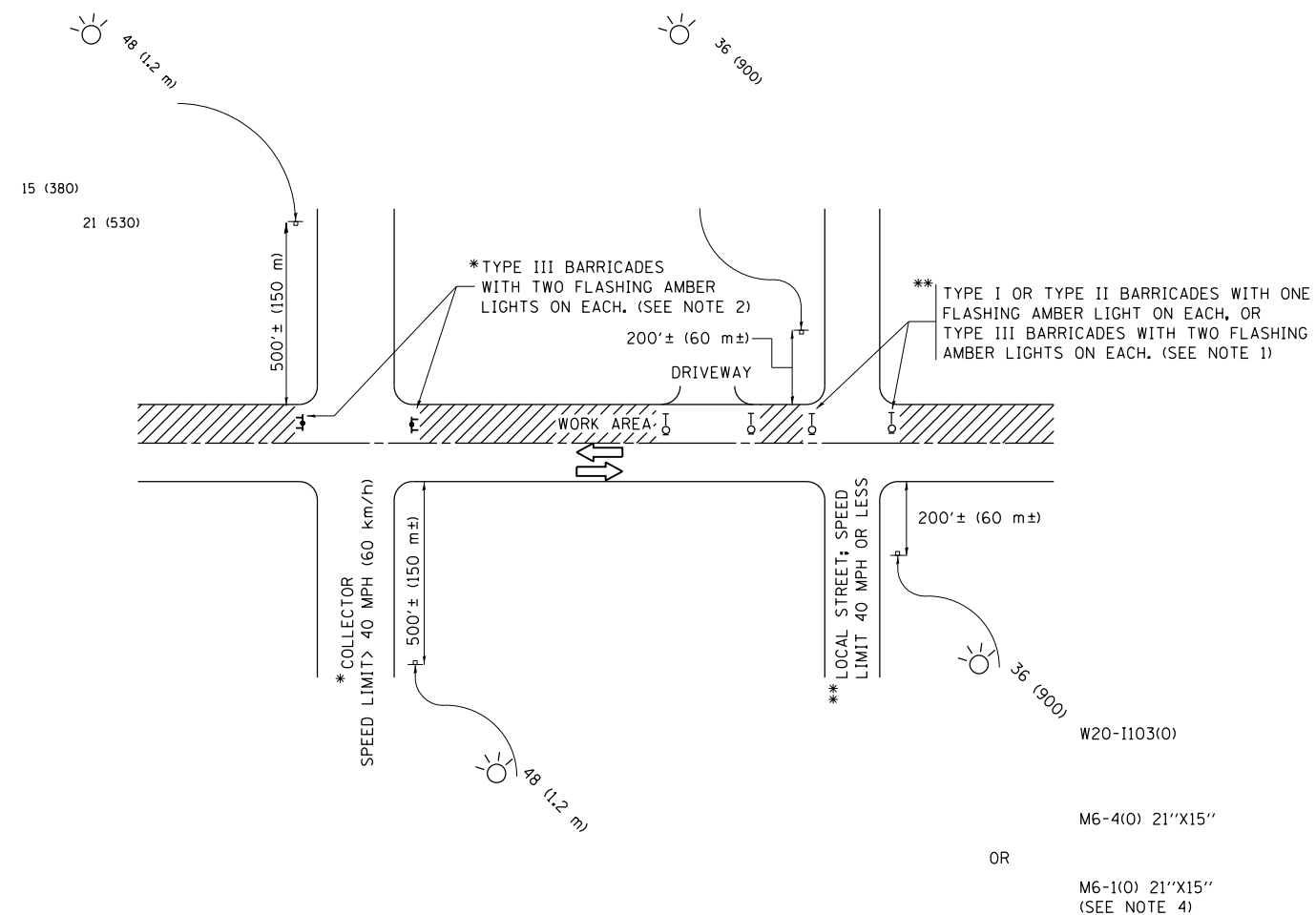
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p:\1\084EBIDINTEG.illinois.gov\PIWDDT\Documents\DOT Offices\District 1\Projects\DI573\Drawings\Design\DistStd.dgn			REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 2/16/2017	DATE - 06-13-90	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.
335	119R5-3	LAKE	48	41
BD400-05 BD32		CONTRACT NO. 60V49		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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 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. 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.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

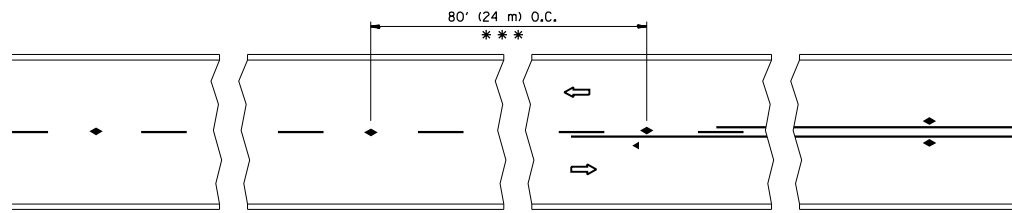
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Default	PLOT SCALE = 100.0000' / in.	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 2/16/2017		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

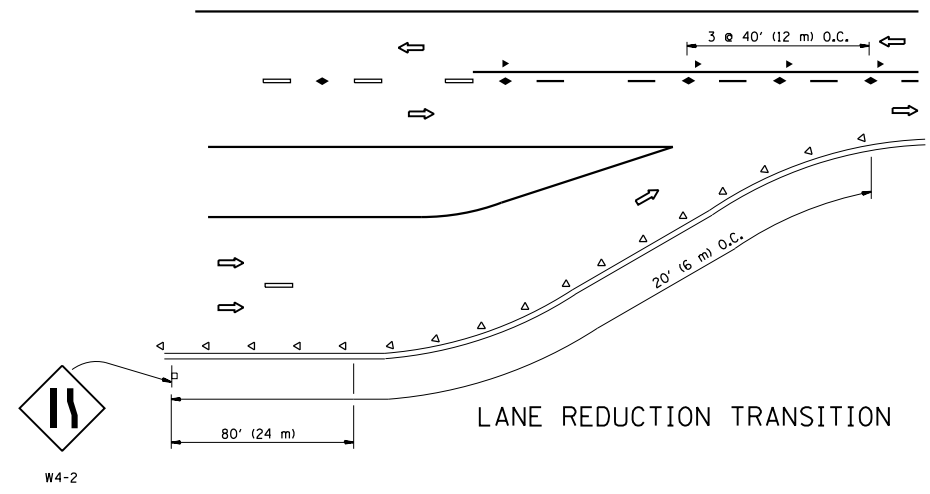
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119S-13	LAKE	47	42
TC-10			CONTRACT NO. 60V49	
ILLINOIS FED. AID PROJECT				

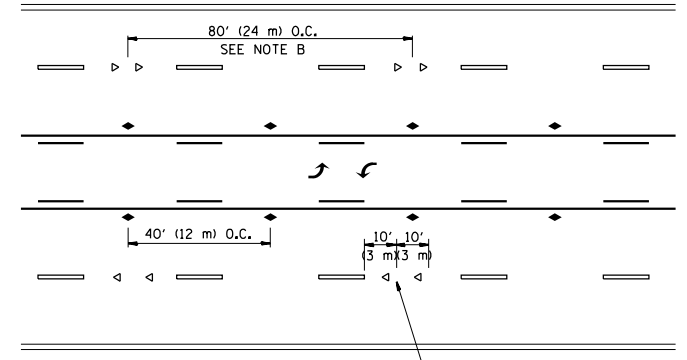


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

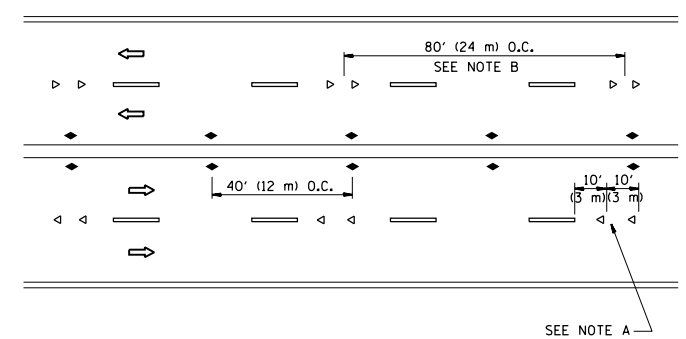
TWO-LANE/TWO-WAY



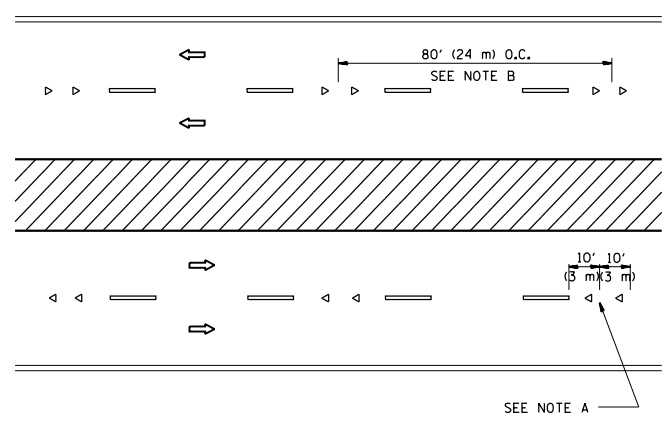
LANE REDUCTION TRANSITION



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

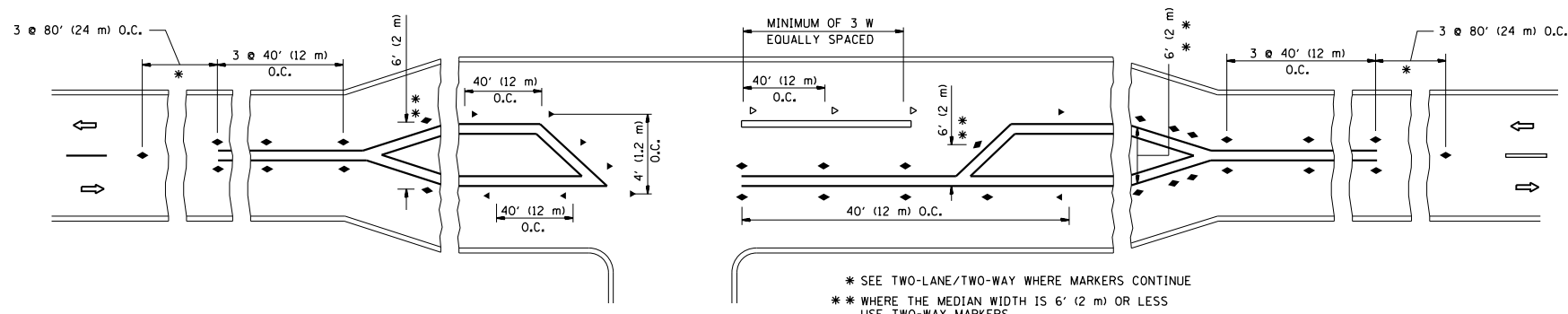
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

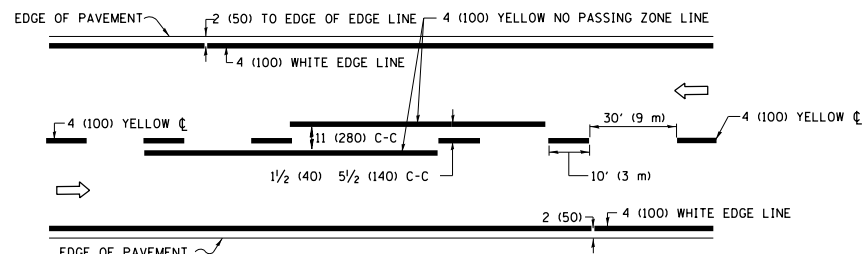


LEFT TURN

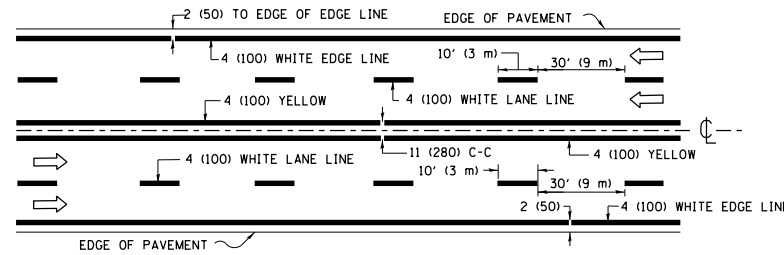
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

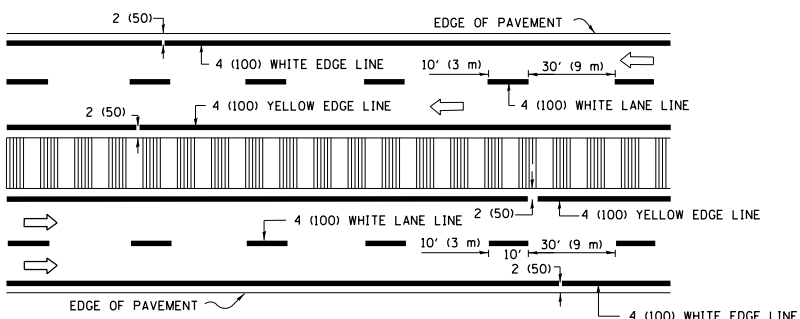
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pw:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI5733\Drawings\Design\DistStd.dgn	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 03-12-99					335	119RS-13	LAKE	48	43
PLOT DATE = 2/16/2017	DATE -	REVISED - T. RAMMACHER 01-06-00	REVISED - C. JUCIUS 09-09-09		TC-11			CONTRACT NO. 60V49				
					SCALE: NONE			SHEET NO. 1 OF 1 SHEETS			STA. TO STA.	



2-LANE ROADWAY

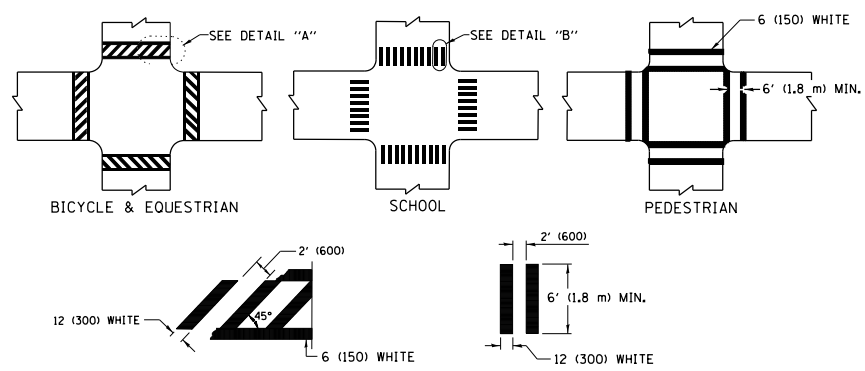


MULTI-LANE UNDIVIDED



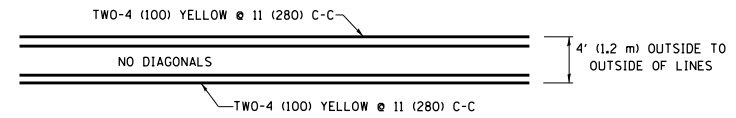
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

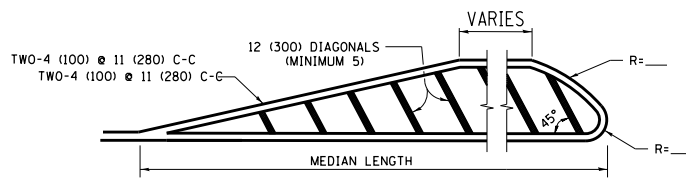


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

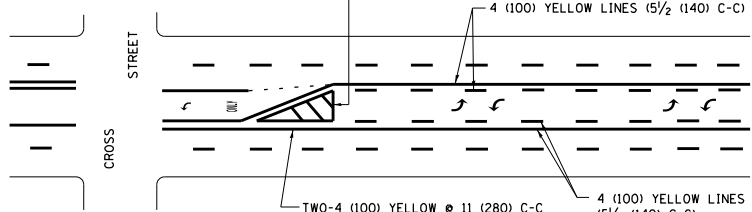


4' (1.2 m) WIDE MEDIANS ONLY



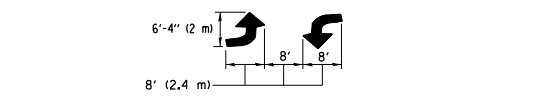
MEDIANS OVER 4' (1.2 m) WIDE

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))



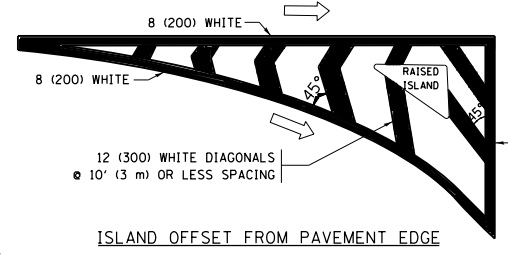
**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

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.

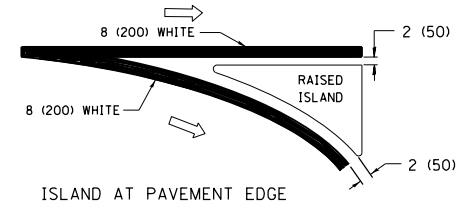


**TYPICAL LEFT (OR RIGHT) TURN LANE
TYPICAL TURN LANE MARKING**

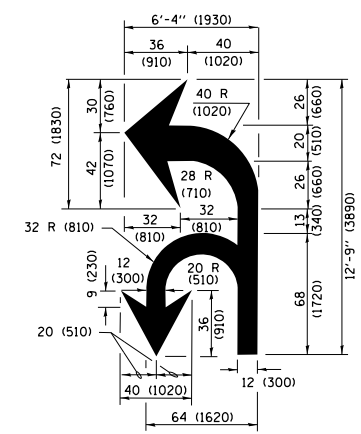
FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



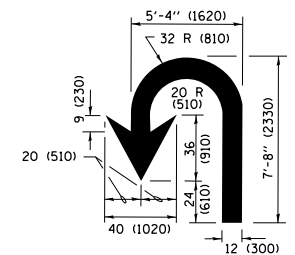
ISLAND OFFSET FROM PAVEMENT EDGE



**ISLAND AT PAVEMENT EDGE
TYPICAL ISLAND MARKING**



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

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 1/2 (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 MEDIANS IN YELLOW
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 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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.

FILE NAME =	USER NAME = guillaumejp	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
pw\1\084EBIDINTEG\illinois.gov\PIWDDT\Documents\DOT Offices\District 1\Projects\01573\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 100.0000' / in.	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 2/16/2017		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119S-13	LAKE	47	44
TC-13		CONTRACT NO. 60V49		
ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

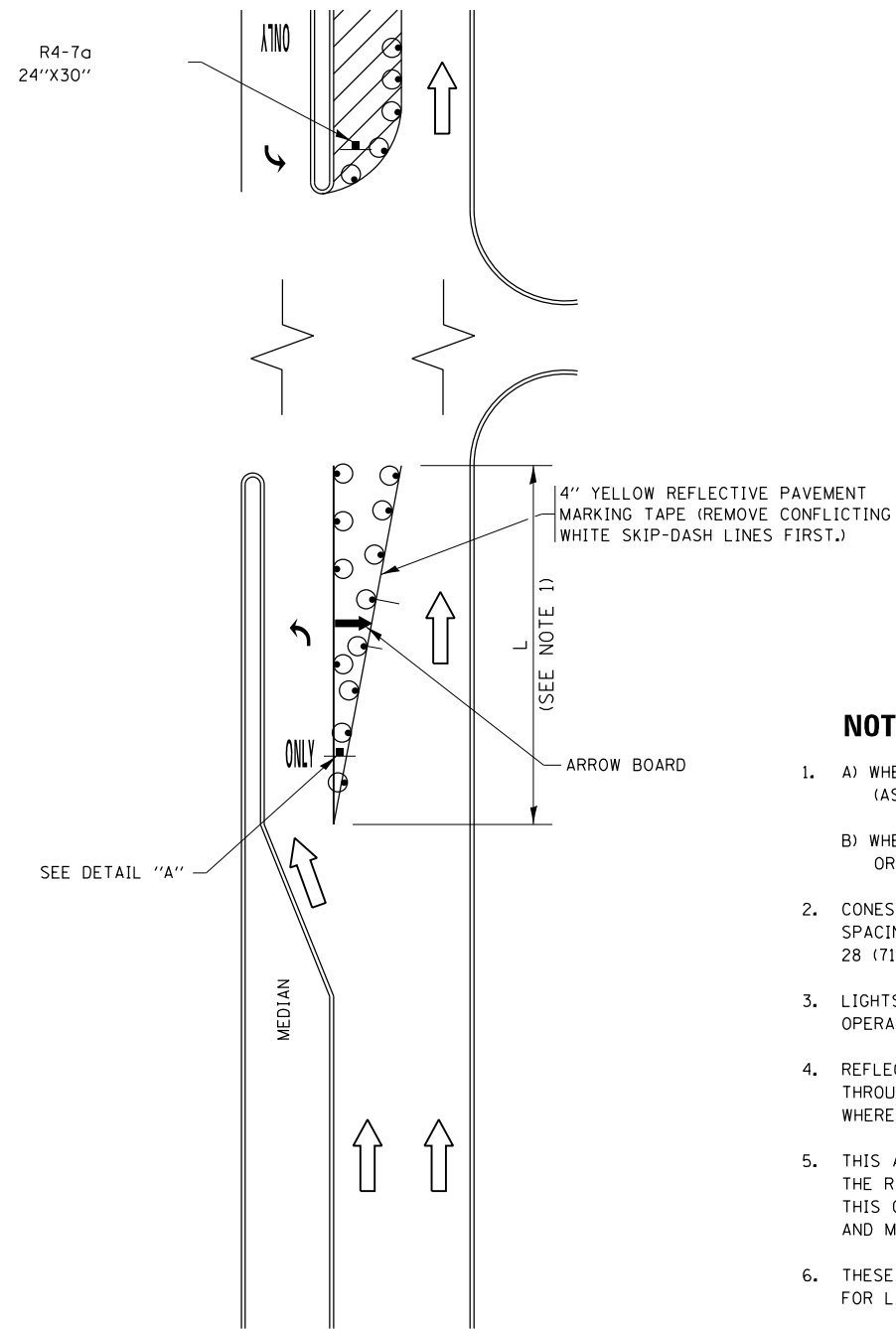
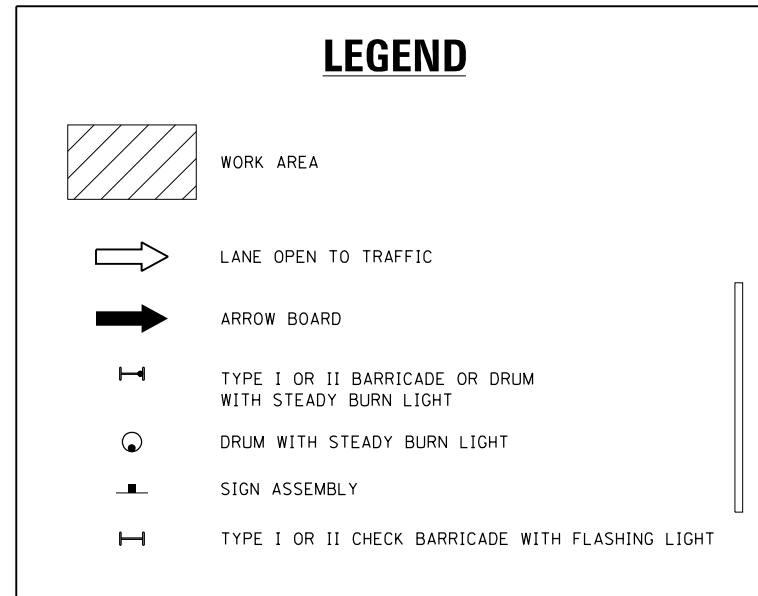


FIGURE 1



NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. 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.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. 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-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

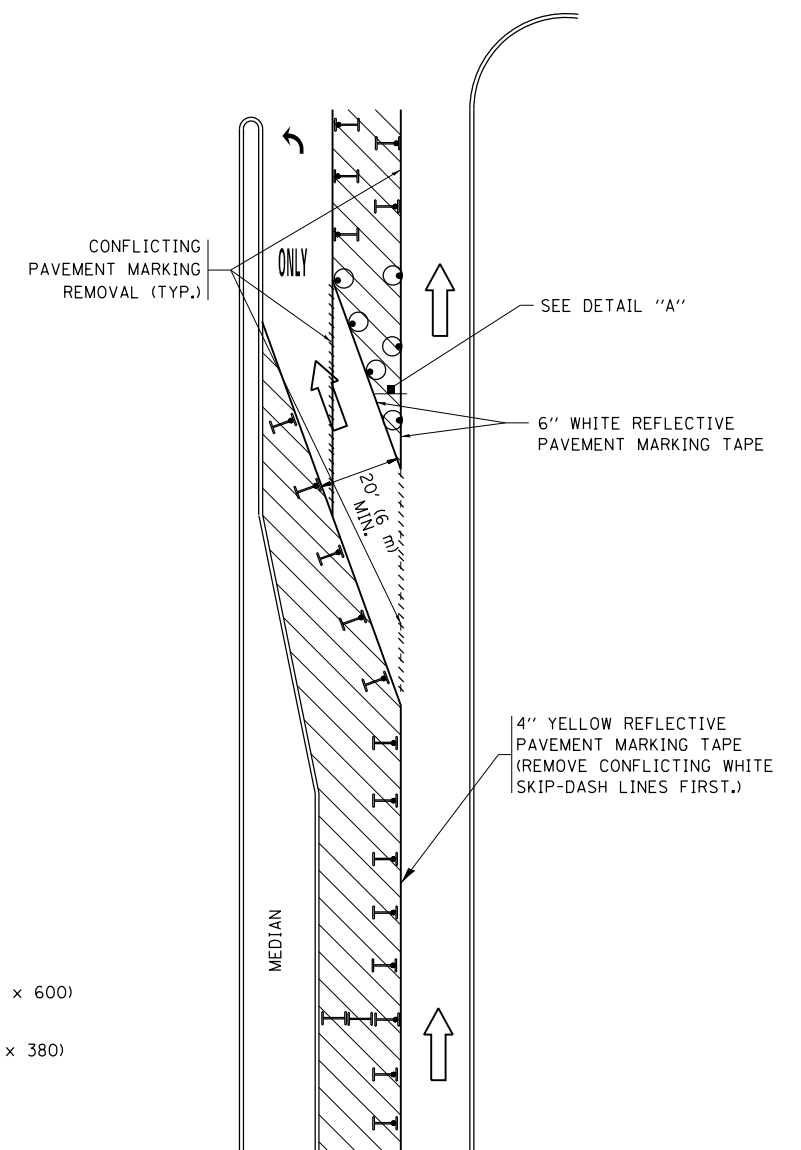
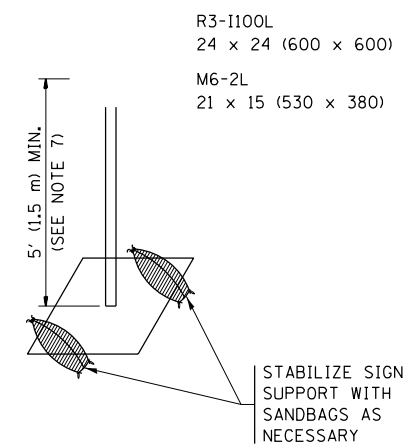


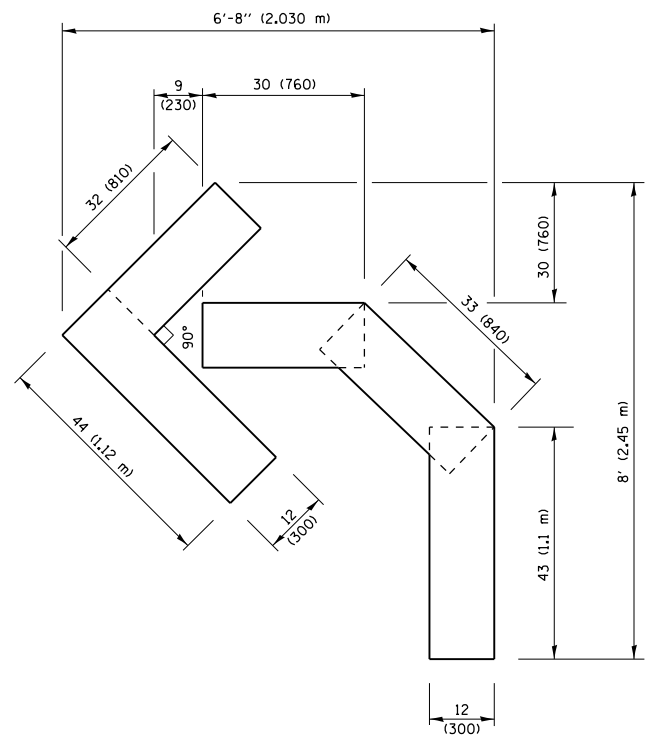
FIGURE 2



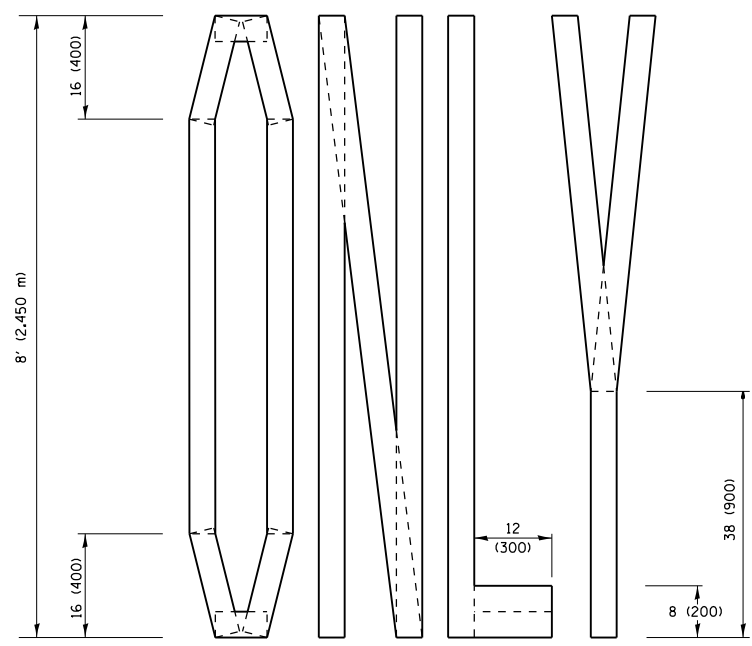
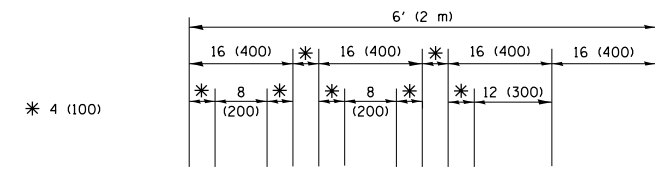
DETAIL A

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

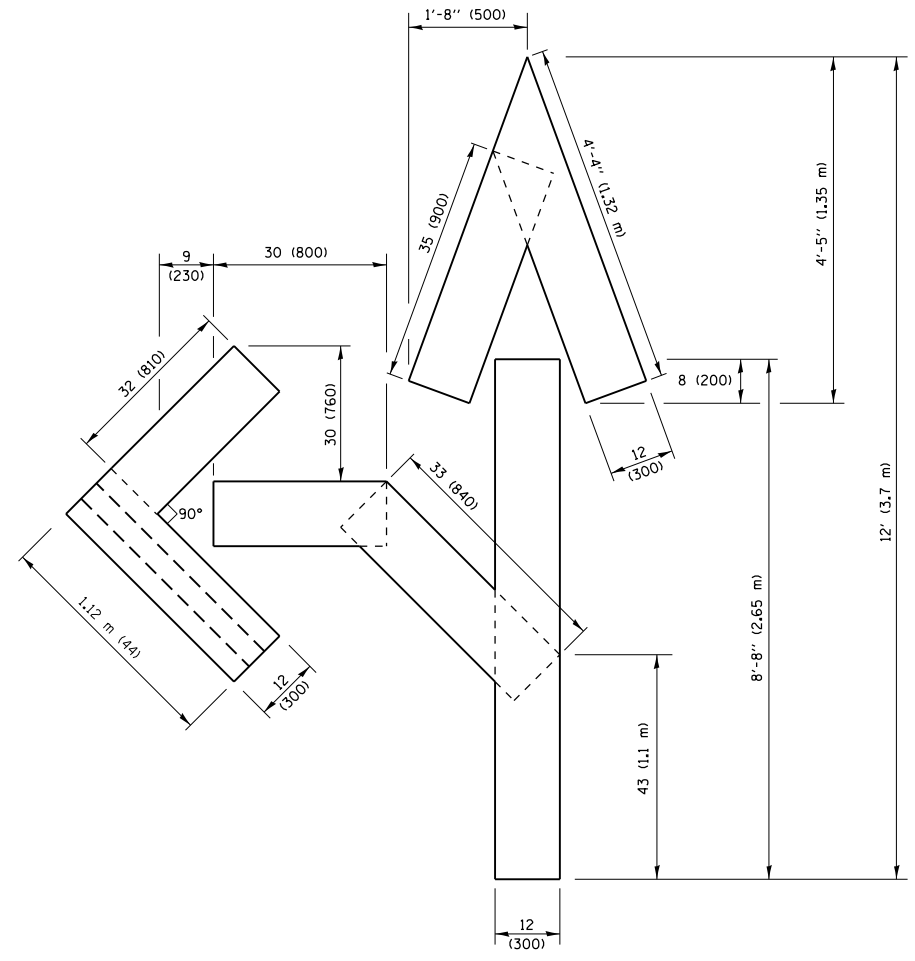
FILE NAME =	USER NAME = guillaumejp	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default		REVISED - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13					335	119RS-13	LAKE	48	45
	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16		TC-14			CONTRACT NO. 60V49				
	PLOT DATE = 2/16/2017	REVISED - T. RAMMACHER 01-06-00	REVISED -		SCALE: NONE			SHEET 1 OF 1 SHEETS		STA. TO STA.		ILLINOIS FED. AID PROJECT



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.41 sq. m)

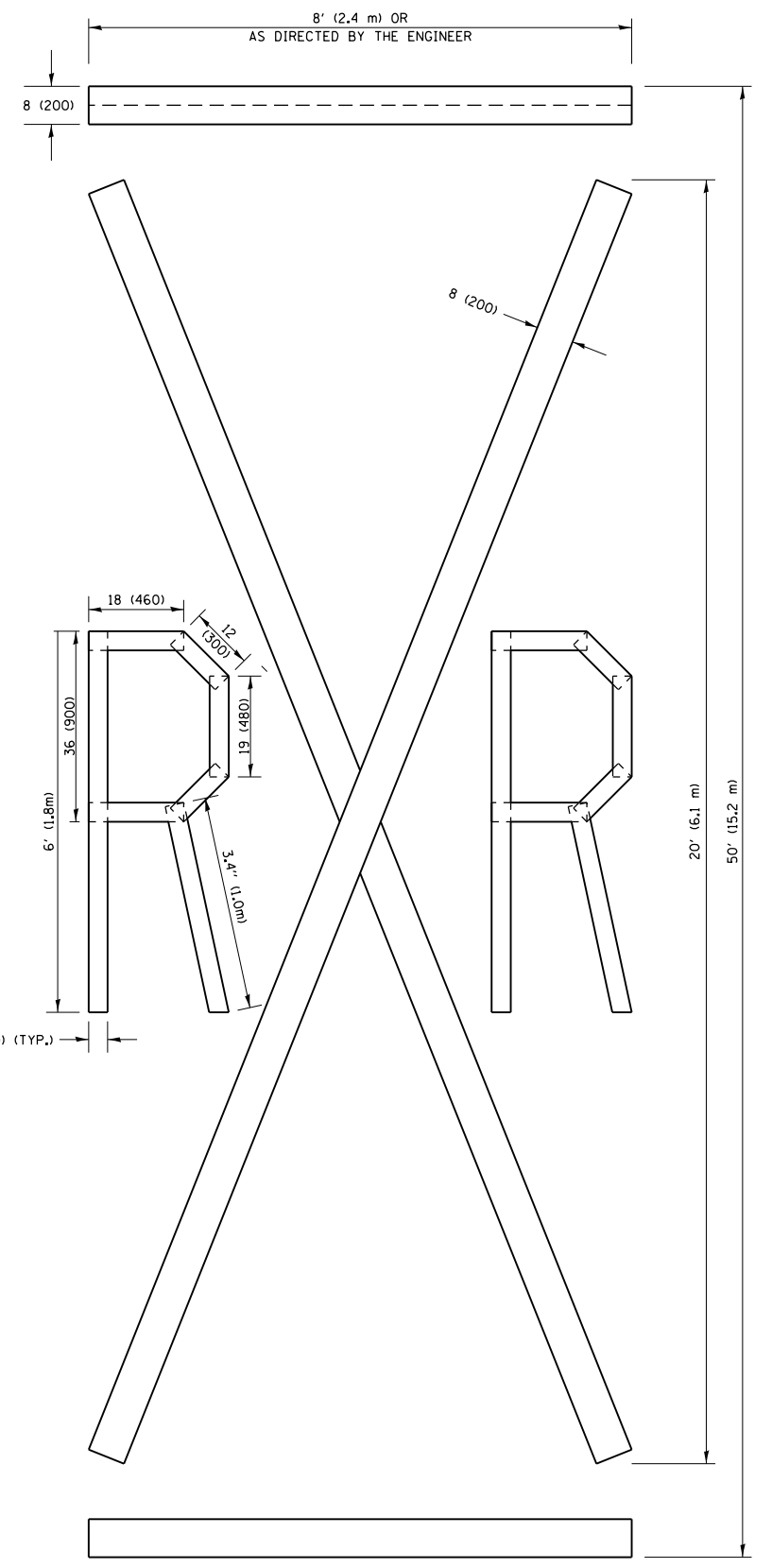


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.1 m)
 27.5 sq. ft. (2.53 sq. m)

NOTE:
 ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY
 4 (100) LINE = 225.9 ft. (68.9 m)
 75.3 sq. ft. (6.99 sq. m)

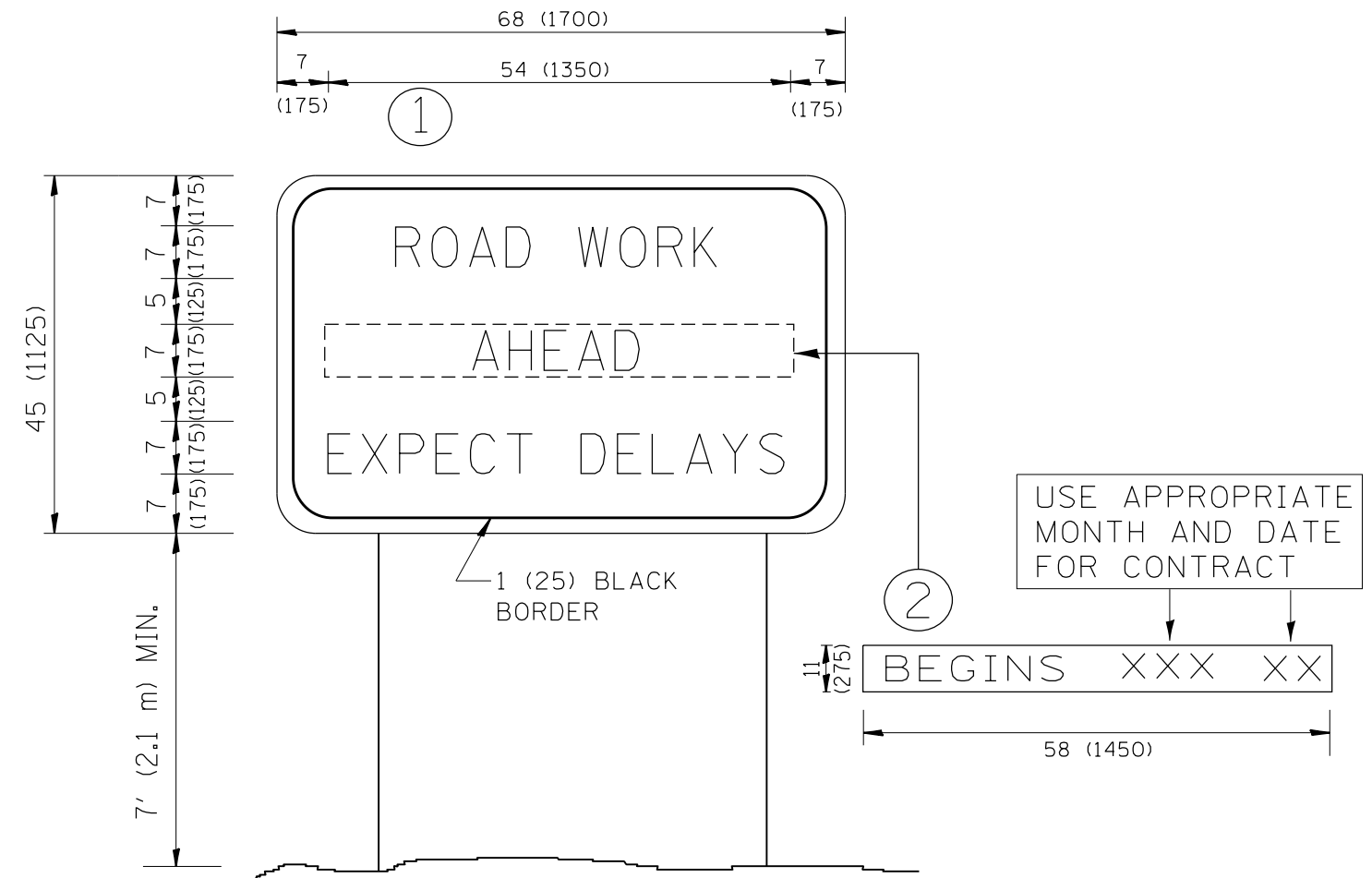
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = guilleumfp	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
p:\1\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\01573\Drawings\Design\DistStd.dgn		CHECKED -	REVISED -E. GOMEZ 08-28-00
		DATE -	REVISED -E. GOMEZ 08-28-00
			REVISED -A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119RS-13	LAKE	48	46
TC-16		CONTRACT NO. 60V49		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

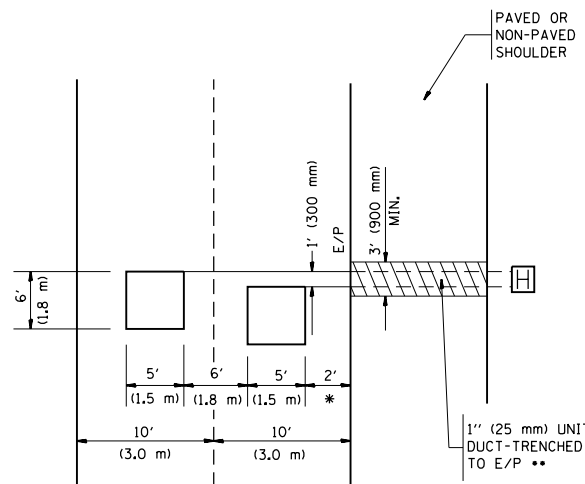
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME =	USER NAME = guillaumejp	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11L084EBIDINTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\DI5730\Drawings\Design\DistStd.dgn		REVISION	REVISED - R. MIRS 12-11-97			335	119RS-13	LAKE	48	47
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99			TC-22		CONTRACT NO. 60V49		
	PLOT DATE = 2/16/2017	DATE -	REVISED - C. JUCIUS 01-31-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	

LOOPS NEXT TO SHOULDERS

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



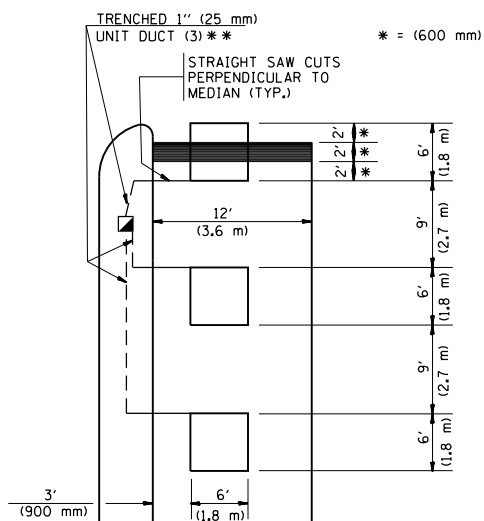
* = (600 mm)

** 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.

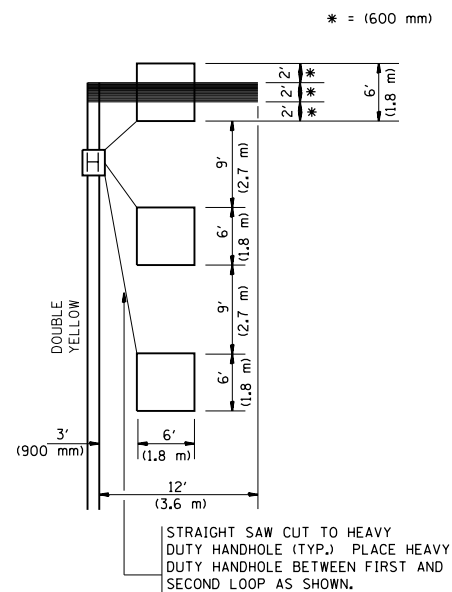


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

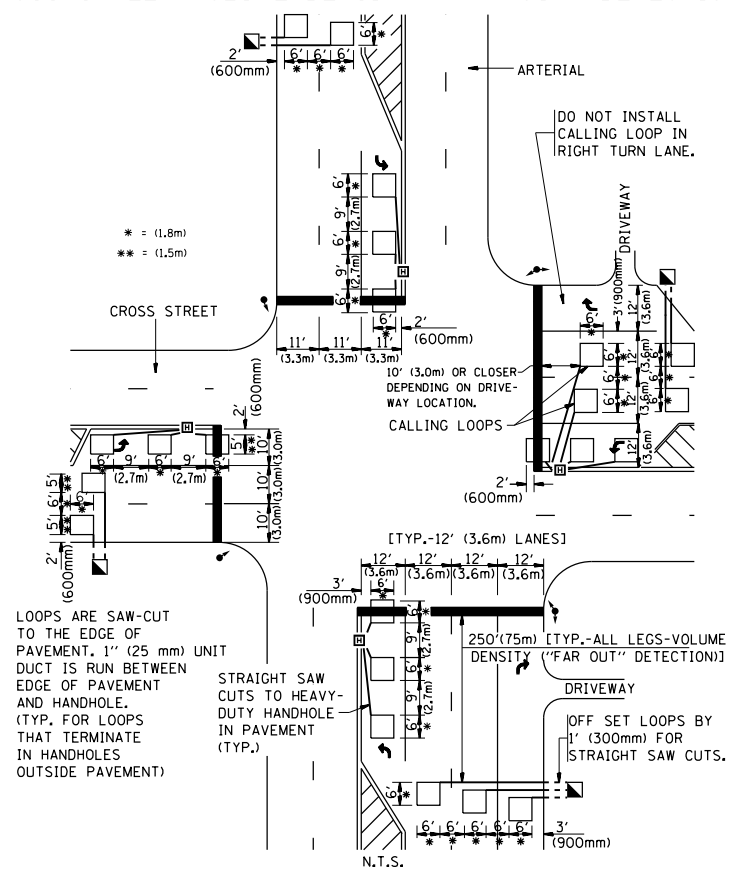
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



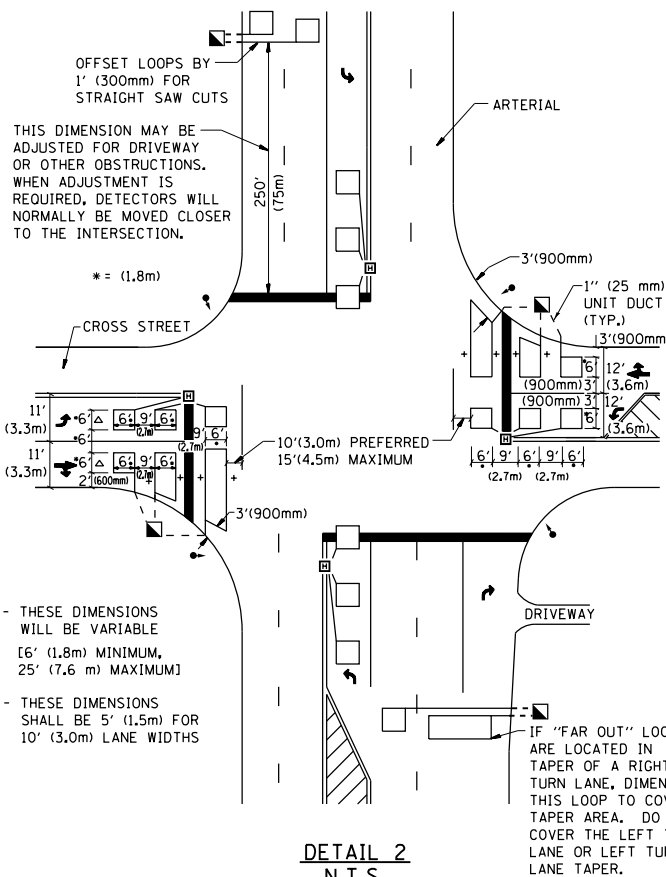
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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 =	USER NAME = guillaumejp	DESIGNED -	REVISED -
p:\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI573\Drawings\Design\DistStd.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - R.K.F.	REVISED -	REVISED -
PLOT DATE = 2/16/2017	DATE -	REVISED -	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.
335	119RS-13	LAKE	48	48
TS-07		CONTRACT NO. 60V49		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				