

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
**PROPOSED  
 HIGHWAY PLANS**

F.A.U. RTE. 1297 & 2812	SECTION 2009-134 RS	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60K00		

D -91-322-10

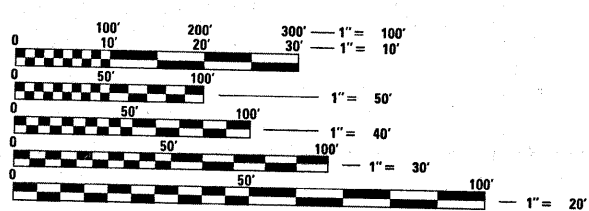
FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE VILLAGE OF WILMETTE

1) FAU 1297/CRAWFORD AVE. 2) FAU 2812/GLENVIEW RD.  
 1) GLENVIEW RD. TO OLD GLENVIEW RD.; 2) US 41 TO RIDGE RD.  
 SECTION: 2009-134 RS  
 RESURFACING (3P)  
 COOK COUNTY  
 C-91-322-10



LOCATION OF SECTION INDICATED THIS: -

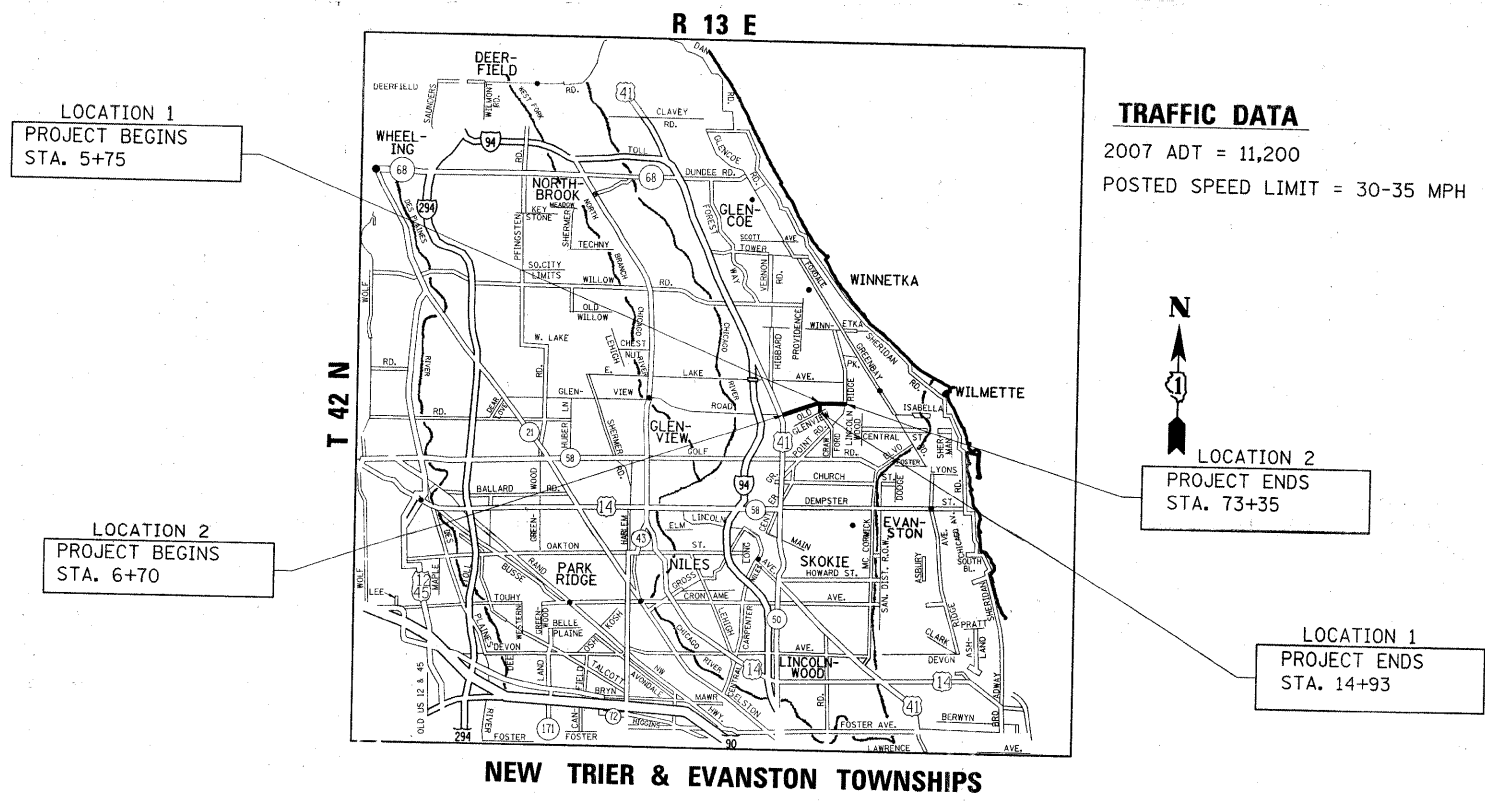


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER KARI SMITH (847) 705-4437  
 PROJECT MANAGER KEN ENG (847) 705-4247

CONTRACT NO. 60K00



LOCATION 1  
 PROJECT BEGINS  
 STA. 5+75

LOCATION 2  
 PROJECT BEGINS  
 STA. 6+70

TRAFFIC DATA  
 2007 ADT = 11,200  
 POSTED SPEED LIMIT = 30-35 MPH

LOCATION 2  
 PROJECT ENDS  
 STA. 73+35

LOCATION 1  
 PROJECT ENDS  
 STA. 14+93

GROSS & NET LENGTH OF IMPROVEMENT (LOCATION 1) = 918 LINEAL FEET = 0.17 MILE  
 GROSS & NET LENGTH OF IMPROVEMENT (LOCATION 2) = 6,665 LINEAL FEET = 1.26 MILE

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 SUBMITTED FEBRUARY 8, 2010  
 Diane M. O'Keefe  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
 March 19, 2010  
 Scott E. Still, P.E.  
 ENGINEER OF DESIGN AND ENVIRONMENT  
 March 19, 2010  
 Christine M. Reed  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS

## INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
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4-6	TYPICAL SECTIONS PLAN
7-10	ROADWAY & PAVEMENT MARKINGS PLANS
11	DETECTOR LOOP REPLACEMENT PLANS
12	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
13	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
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15	BUTT JOINT AND HMA TAPER DETAILS
16	HMA TAPER AT EDGE OF P.C.C. PAVEMENT
17	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
18	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
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22	ARTERIAL ROAD INFORMATION SIGN
23	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

## LIST OF STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
604001-03	FRAME AND LIDS, TYPE 1
606001-04	COMBINATION CONCRETE CURB AND GUTTER
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS - DAY ONLY
701501-05	URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
701606-06	LANE CLOSURE, MULTILANE, 2-W, WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES

## GENERAL NOTES

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

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

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

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

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

THE RESIDENT ENGINEER SHALL CONTACT MS. CORA MATHIS AREA TRAFFIC FIELD ENGINEER AT (847) 715-8428 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

THE RESIDENT ENGINEER SHALL VERIFY ALL EXISTING PAVEMENT MARKINGS BEFORE MILLING

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.

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

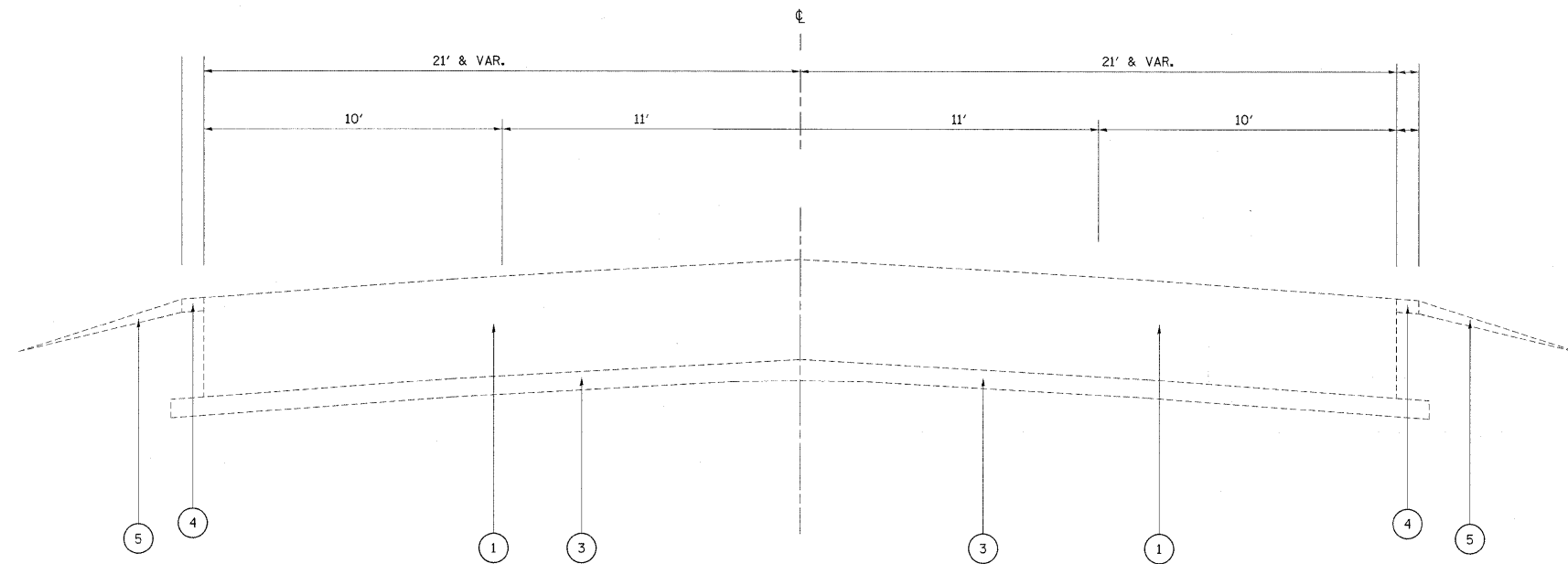
THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847)705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

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

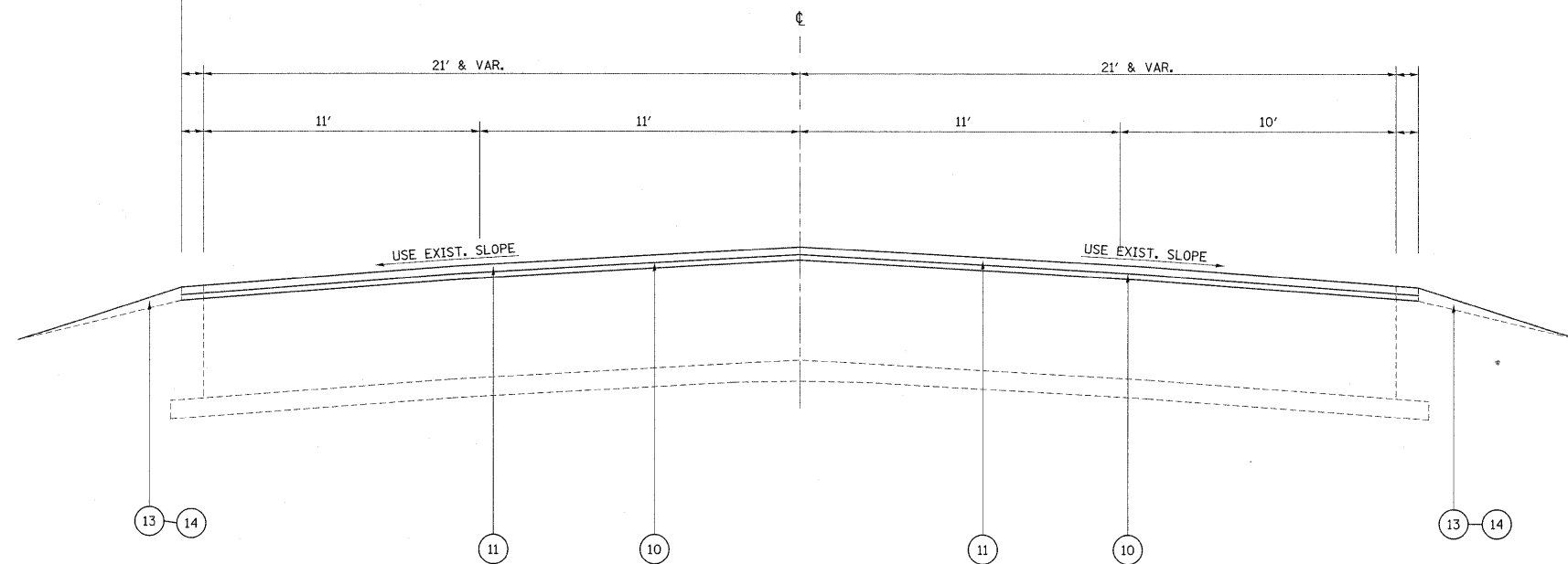
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cr:\pwork\pwork\guillaumefp\d0177764\032210-shr-plan.dgn	32210-shr-plan.dgn	DRAWN -	REVISED -			1297 & 2812	2009-134 RS	COOK	23	2
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	PLOT DATE = 2/18/2010	DATE -	REVISED -		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			CONTRACT NO. 60K00
						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES			100% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				SUMMARY OF QUANTITIES			100% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN 1000 LOC. 1	URBAN 1000 LOC. 2				CODE NO	ITEM		UNIT	URBAN 1000 LOC. 1	URBAN 1000 LOC. 2		
20201006	GRADING AND SHAPING SHOULDERS	UNIT	80	80				70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	0.5	0.5			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	35	35				70300100	SHORT-TERM PAVEMENT MARKING	FOOT	4617	475	4142			
25200110	SODDING, SALT TOLERANT	SQ YD	35	35				70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	145.6		145.6			
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	36	4	32			70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	20769	2131	18638			
40600300	AGGREGATE (PRIME COAT)	TON	176	20	156			70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1461	429	1032			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	52.5	7	45.5			70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	369.5		369.5			
40600826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1875	185	1690			70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	490	92	398			
40600895	CONSTRUCTING TEST STRIP	EACH	2	1	1			70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	6170	640	5530			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	935	70	865			* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	145.6		145.6			
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	250	250				* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	20769	2131	18638			
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	18	18				* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1461	429	1032			
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3010	375	2635			* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	369.5		369.5			
42001300	PROTECTIVE COAT	SQ YD	160	10	150			* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	490	92	398			
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	225	225				* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	300	200	100			
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	7325	4435	2890			78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	240	200	40			
44000600	SIDEWALK REMOVAL	SQ FT	225	225				* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	93		93			
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	600	50	550			X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	102.8	51.4	51.4			
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	78.5	78.5				X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	535		535			
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	40	40				Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	60	10	50			
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	200	40	160			60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	4	2	2			
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	100	25	75			60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	8	4	4			
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	50	50				X4421000	PARTIAL DEPTH PATCHING	TON	185		185			
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	4780	4780				X4422030	PARTIAL DEPTH REMOVAL 3"	SQ YD	1100		1100			
55039700	STORM SEWERS TO BE CLEANED	FOOT	600	100	500											
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	50	50												
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	15	15												
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	1	5											
67100100	MOBILIZATION	L SUM	1	0.5	0.5											
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	0.5	0.5											
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	0.5	0.5											

\*Specialty Items



**EXISTING TYPICAL CROSS SECTION**  
**GLENVIEW ROAD (US 41 TO RIDGE ROAD)**  
 STA. 7+00 TO STA. 38+00  
**CRAWFORD AVE. (GLENVIEW RD. TO OLD GLENVIEW RD.)**  
 STA. 14+93 TO STA. 22+00



**PROPOSED TYPICAL CROSS SECTION**  
**GLENVIEW ROAD (US 41 TO RIDGE ROAD)**  
 STA. 7+00 TO STA. 38+00  
**CRAWFORD AVE. (GLENVIEW RD. TO OLD GLENVIEW RD.)**  
 STA. 14+93 TO STA. 22+00

**LEGEND**

1. EXISTING P.C.C PAVEMENT, ±10"
2. EXISTING COMB. CONCRETE CURB & GUTTER, B-6.12
3. EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
4. EXISTING HMA SHOULDER, ± 2'
5. EXISTING AGGREGATE SHOULDER
6. EXISTING HMA SURFACE COURSE ± 3"
7. PROP. P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
8. PROPOSED HMA SURFACE REMOVAL, 2 1/4"
9. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4")
10. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (1")
11. PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "D", N70 (1 1/2 ")
12. EXISTING HMA SURFACE OVERLAY AFTER MILLING, ± 3/4"
13. PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
14. PROPOSED GRADING AND SHAPING SHOULDERS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	DESIGN AIR VOIDS
HMA SURFACE COURSE, MIX D, N70, (IL-9.5 mm)	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR
CLASS D PATCHES (HMA BINDER IL 19 mm)	4% @ 70 GYR
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL 19 mm)	4% @ 70 GYR

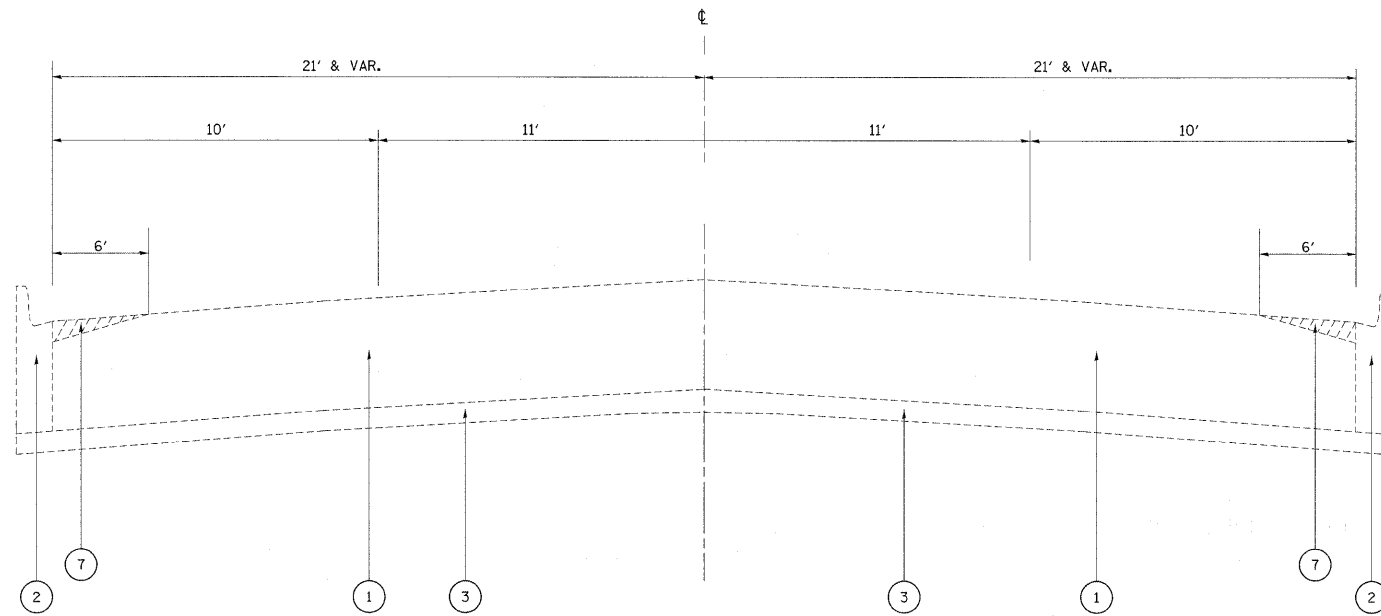
**NOTES**

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LBS/SQYD/IN. "THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS." "FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS."

**NOTES**

THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

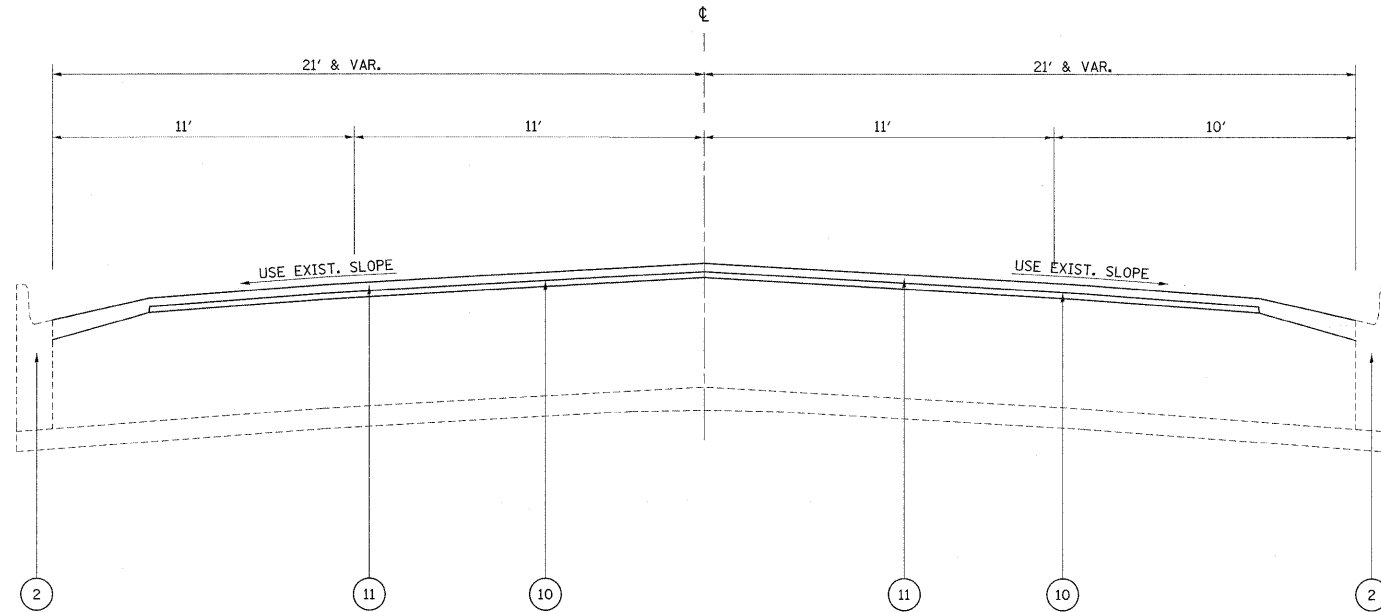
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PLOT DATE = 2/10/2010	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									



**EXISTING TYPICAL CROSS SECTION**  
**GLENVIEW ROAD (US 41 TO RIDGE ROAD)**  
 STA. 38+00 TO STA. 68+70

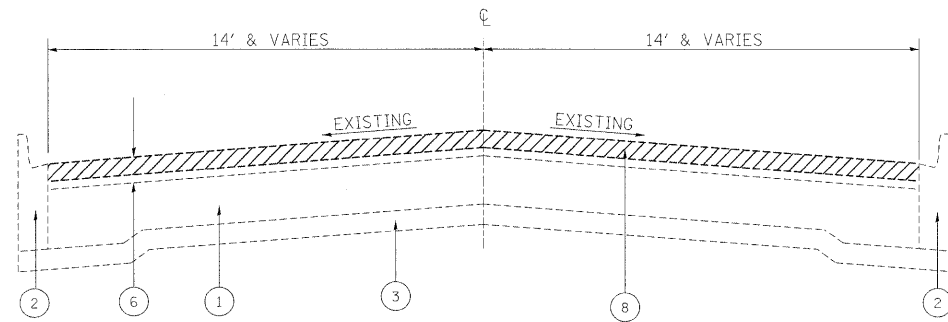
**LEGEND**

1. EXISTING P.C.C PAVEMENT, ±10"
2. EXISTING COMB. CONCRETE CURB & GUTTER, B-6.12
3. EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
4. EXISTING HMA SHOULDER, ± 2'
5. EXISTING AGGREGATE SHOULDER
6. EXISTING HMA SURFACE COURSE ± 3"
7. PROP. P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
8. PROPOSED HMA SURFACE REMOVAL, 2 1/4"
9. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4")
10. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (1")
11. PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "D", N70 (1 1/2 ")
12. EXISTING HMA SURFACE OVERLAY AFTER MILLING, ± 3/4"
13. PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
14. PROPOSED GRADING AND SHAPING SHOULDERS



**PROPOSED TYPICAL CROSS SECTION**  
**GLENVIEW ROAD (US 41 TO RIDGE ROAD)**  
 STA. 38+00 TO STA. 68+70

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**EXISTING TYPICAL CROSS SECTION  
GLENVIEW ROAD (US 41 TO RIDGE ROAD)**

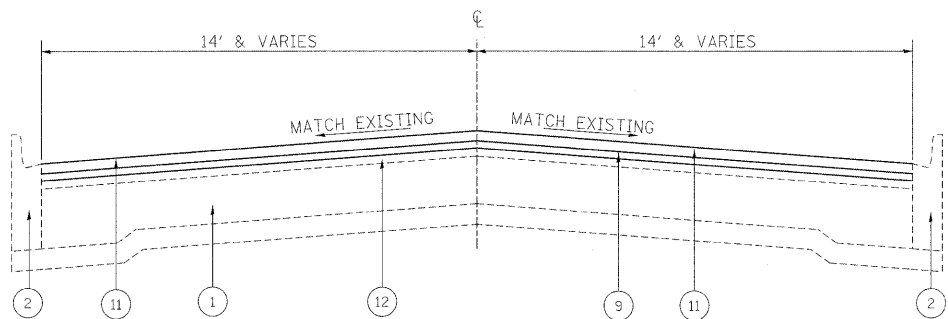
STA. 68+70 TO STA. 73+35

**CRAWFORD AVE. (GLENVIEW RD. TO OLD GLENVIEW RD.)**

STA. 5+75 TO STA. 14+93

**LEGEND**

1. EXISTING P.C.C PAVEMENT, ±10"
2. EXISTING COMB. CONCRETE CURB & GUTTER, B-6.12
3. EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
4. EXISTING HMA SHOULDER, ± 2'
5. EXISTING AGGREGATE SHOULDER
6. EXISTING HMA SURFACE COURSE ± 3"
7. PROP. P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)
8. PROPOSED HMA SURFACE REMOVAL, 2 1/4"
9. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4")
10. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (1")
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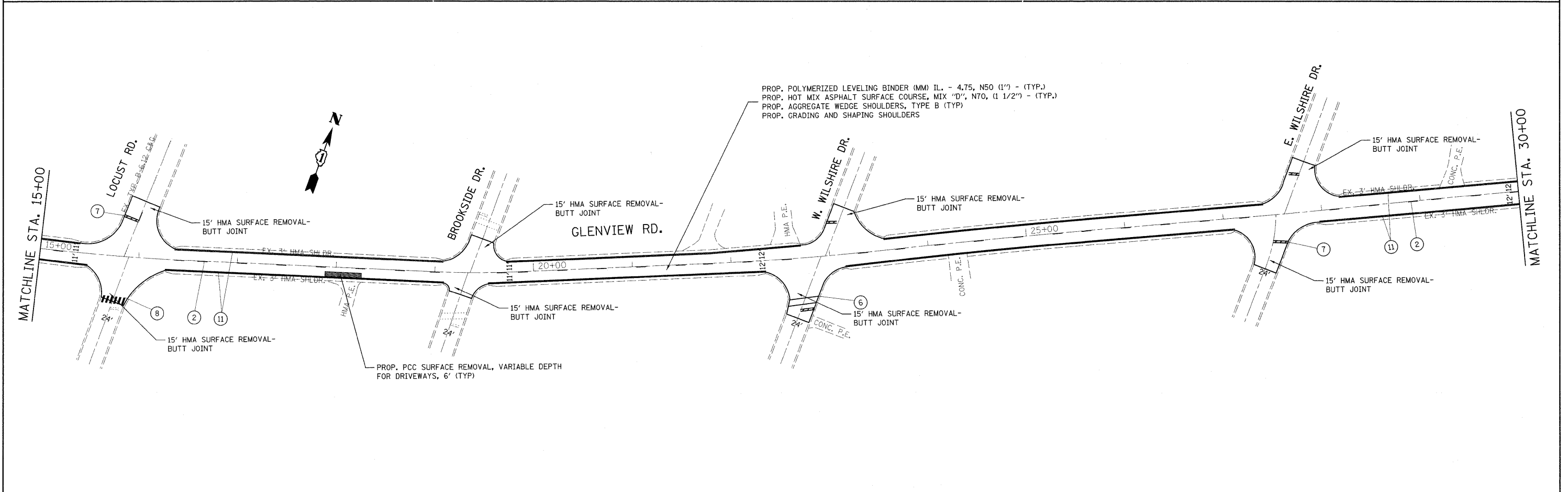
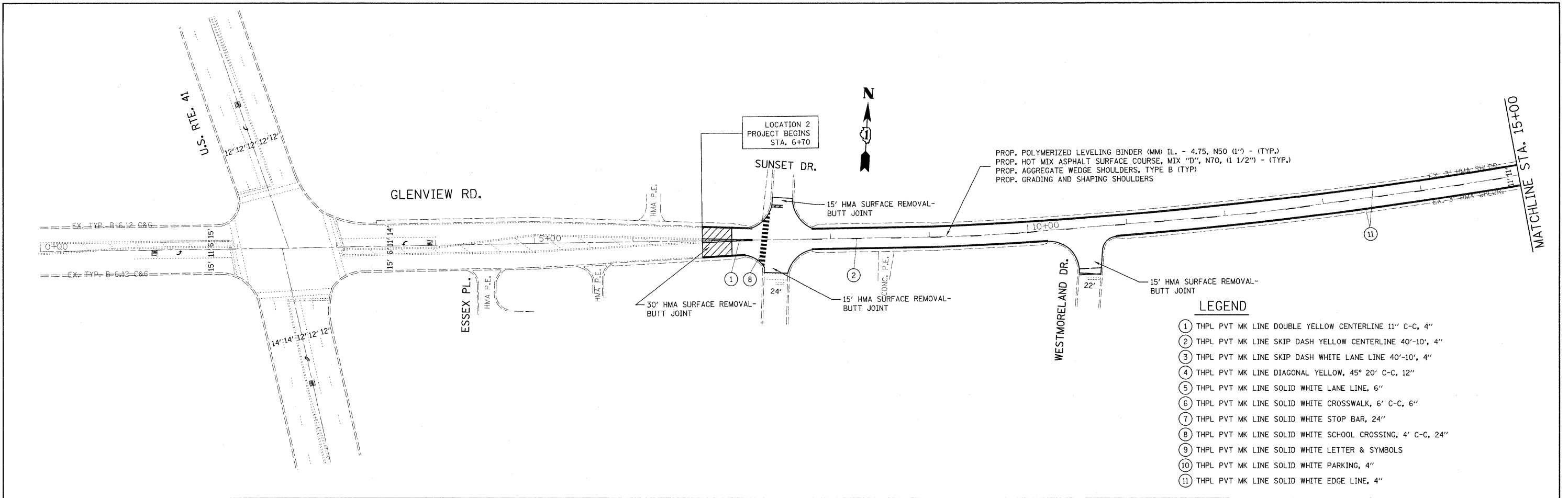
**PROPOSED TYPICAL CROSS SECTION  
GLENVIEW ROAD (US 41 TO RIDGE ROAD)**

STA. 68+70 TO STA. 73+35

**CRAWFORD AVE. (GLENVIEW RD. TO OLD GLENVIEW RD.)**

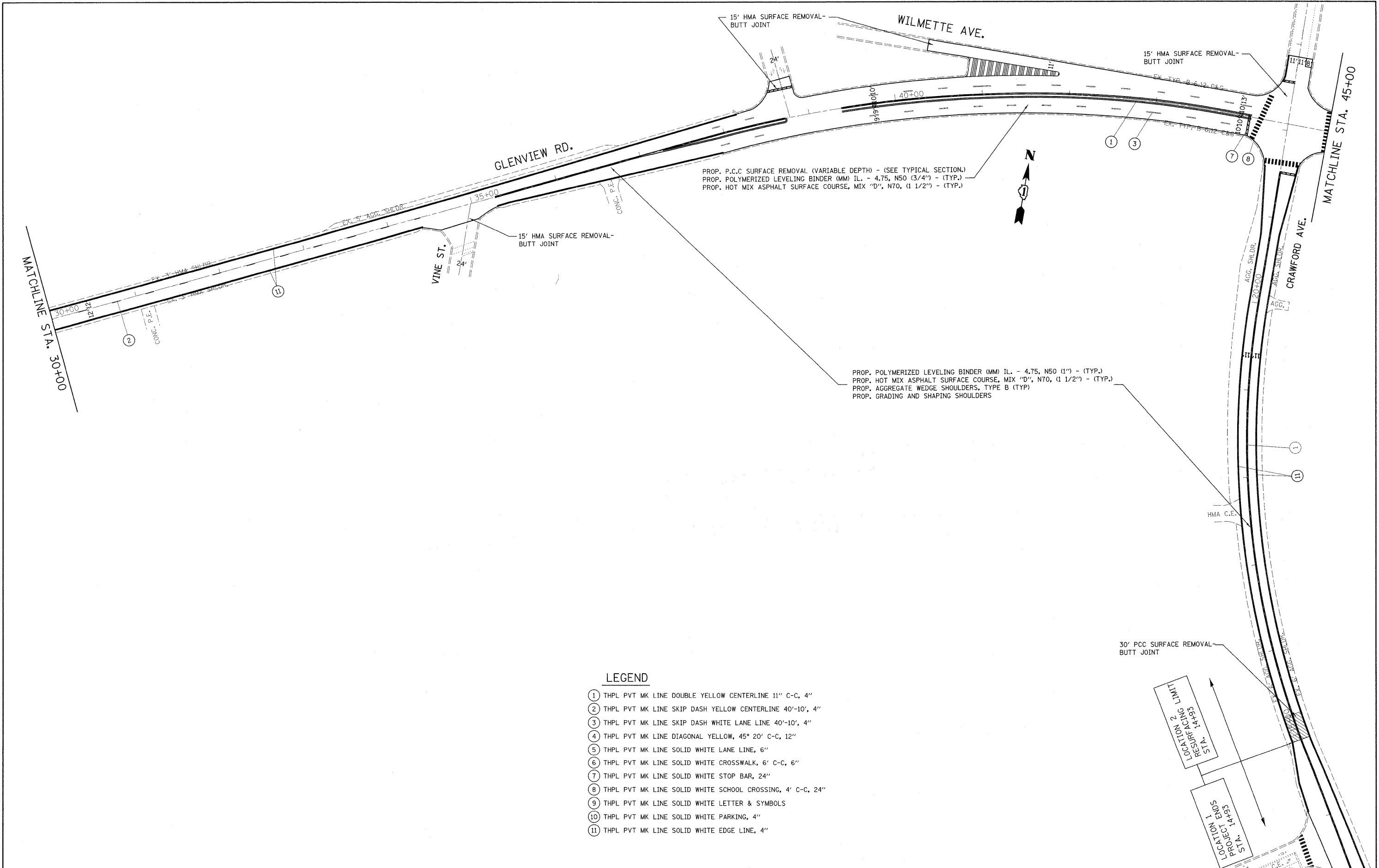
STA. 5+75 TO STA. 14+93

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FILE NAME =	USER NAME = guilloumefp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GLENVIEW RD. U.S. RTE. 41 TO RIDGE AVE.</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED -									
		DATE -	REVISED -									

1297 & 2812	2009-134 RS	COOK	24	7
CONTRACT NO. 60K00				



PROP. P.C.C SURFACE REMOVAL (VARIABLE DEPTH) - (SEE TYPICAL SECTION.)  
 PROP. POLYMERIZED LEVELING BINDER (MM) IL. - 4.75, N50 (3/4") - (TYP.)  
 PROP. HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70, (1 1/2") - (TYP.)

PROP. POLYMERIZED LEVELING BINDER (MM) IL. - 4.75, N50 (1") - (TYP.)  
 PROP. HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70, (1 1/2") - (TYP.)  
 PROP. AGGREGATE WEDGE SHOULDERS, TYPE B (TYP)  
 PROP. GRADING AND SHAPING SHOULDERS

**LEGEND**

- ① THPL PVT MK LINE DOUBLE YELLOW CENTERLINE 11" C-C, 4"
- ② THPL PVT MK LINE SKIP DASH YELLOW CENTERLINE 40'-10', 4"
- ③ THPL PVT MK LINE SKIP DASH WHITE LANE LINE 40'-10', 4"
- ④ THPL PVT MK LINE DIAGONAL YELLOW, 45° 20' C-C, 12"
- ⑤ THPL PVT MK LINE SOLID WHITE LANE LINE, 6"
- ⑥ THPL PVT MK LINE SOLID WHITE CROSSWALK, 6' C-C, 6"
- ⑦ THPL PVT MK LINE SOLID WHITE STOP BAR, 24"
- ⑧ THPL PVT MK LINE SOLID WHITE SCHOOL CROSSING, 4' C-C, 24"
- ⑨ THPL PVT MK LINE SOLID WHITE LETTER & SYMBOLS
- ⑩ THPL PVT MK LINE SOLID WHITE PARKING, 4"
- ⑪ THPL PVT MK LINE SOLID WHITE EDGE LINE, 4"

FILE NAME =	USER NAME = guillaumejp	DESIGNED -	REVISED -
c:\pw_work\pwr\d0t\guillaumejp\d0177764\	32210-ahc-plan.dgn	DRAWN -	REVISED -
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 2/18/2018	DATE -	REVISED -

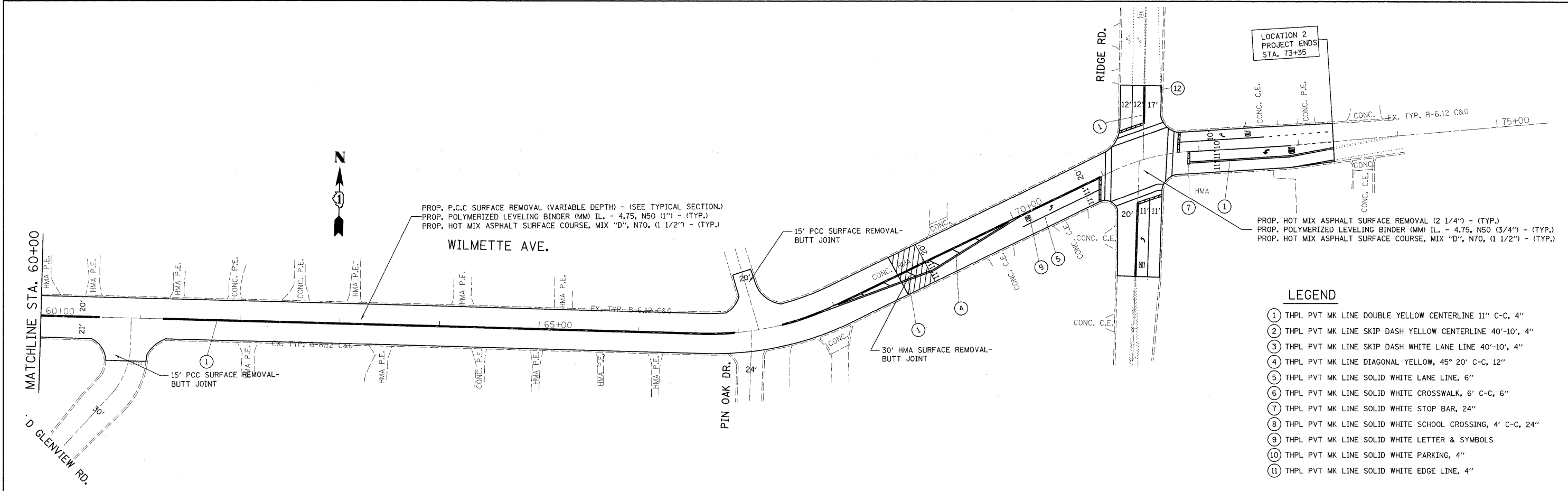
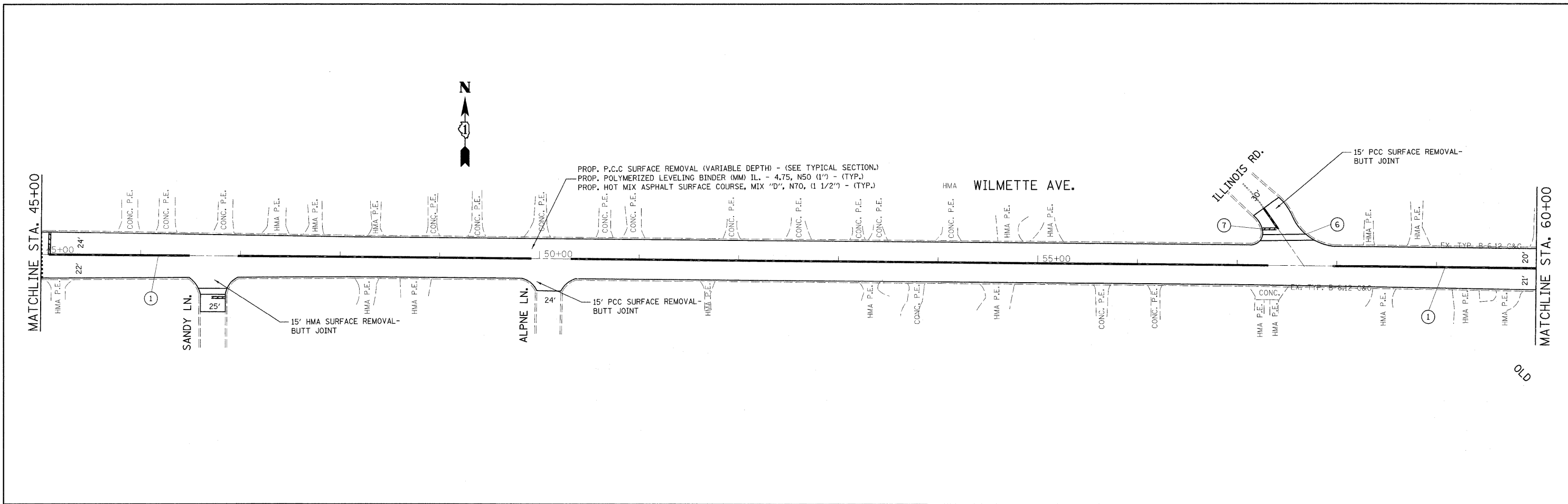
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GLENVIEW RD.  
U.S. RTE. 41 TO RIDGE AVE.**

SCALE: 1"=50'    SHEET NO. OF SHEETS    STA. 30+00 TO STA. 60+00

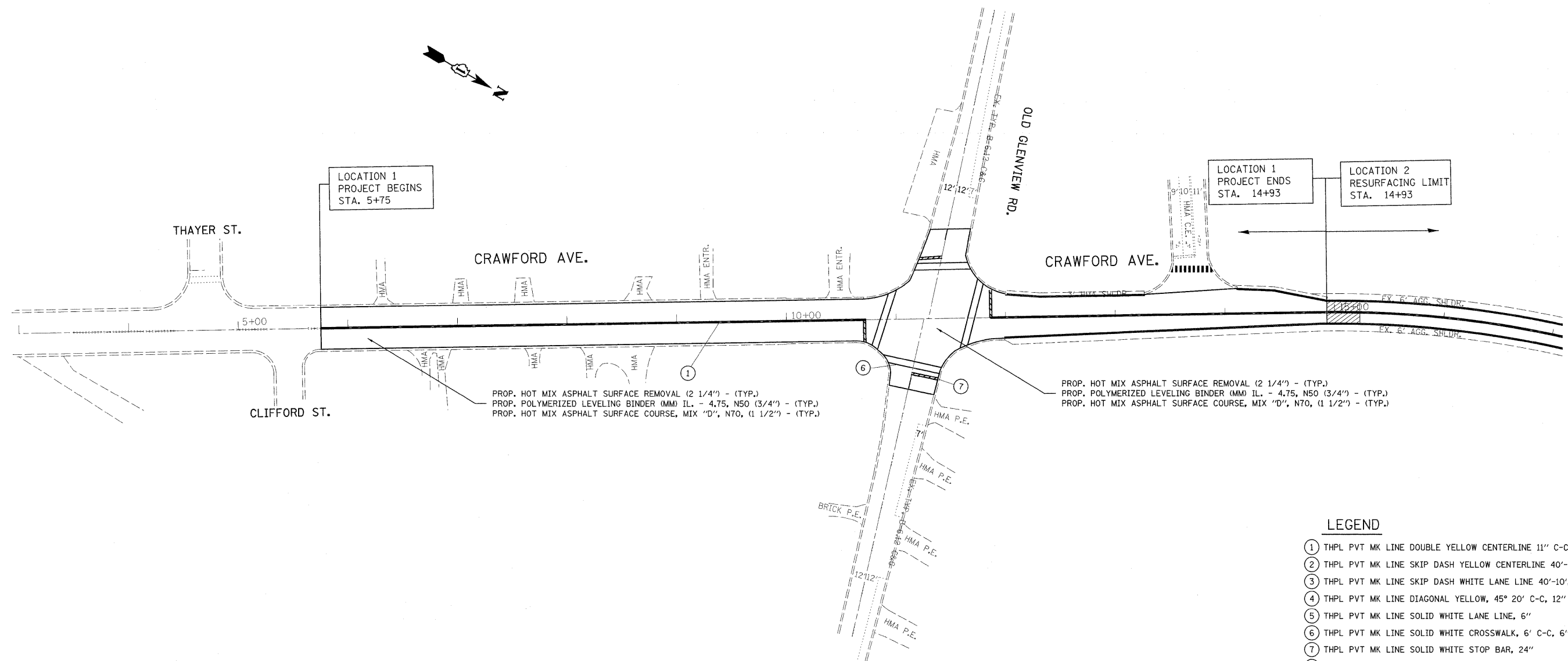
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297 & 2812	2009-134 RS	COOK	24	8
CONTRACT NO. 60K00				
ILLINOIS FED. AID PROJECT				





- LEGEND**
- ① THPL PVT MK LINE DOUBLE YELLOW CENTERLINE 11" C-C, 4"
  - ② THPL PVT MK LINE SKIP DASH YELLOW CENTERLINE 40'-10", 4"
  - ③ THPL PVT MK LINE SKIP DASH WHITE LANE LINE 40'-10", 4"
  - ④ THPL PVT MK LINE DIAGONAL YELLOW, 45° 20' C-C, 12"
  - ⑤ THPL PVT MK LINE SOLID WHITE LANE LINE, 6"
  - ⑥ THPL PVT MK LINE SOLID WHITE CROSSWALK, 6' C-C, 6"
  - ⑦ THPL PVT MK LINE SOLID WHITE STOP BAR, 24"
  - ⑧ THPL PVT MK LINE SOLID WHITE SCHOOL CROSSING, 4' C-C, 24"
  - ⑨ THPL PVT MK LINE SOLID WHITE LETTER & SYMBOLS
  - ⑩ THPL PVT MK LINE SOLID WHITE PARKING, 4"
  - ⑪ THPL PVT MK LINE SOLID WHITE EDGE LINE, 4"

FILE NAME =	USER NAME = guillaumejp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GLENVIEW RD. U.S. RTE. 41 TO RIDGE AVE.</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\dot\guillaumejp\d0177764\	32218-sht-plan.dgn	DRAWN -	REVISED -		SCALE: 1"=50'	SHEET NO.	OF	SHEETS	STA. 60+00	TO STA. 72+40	CONTRACT NO. 60K00	ILLINOIS FED. AID PROJECT
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -									
	PLOT DATE = 2/18/2018	DATE -	REVISED -									



LOCATION 1  
PROJECT BEGINS  
STA. 5+75

LOCATION 1  
PROJECT ENDS  
STA. 14+93

LOCATION 2  
RESURFACING LIMIT  
STA. 14+93

PROP. HOT MIX ASPHALT SURFACE REMOVAL (2 1/4") - (TYP.)  
PROP. POLYMERIZED LEVELING BINDER (MM) IL. - 4.75, N50 (3/4") - (TYP.)  
PROP. HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70, (1 1/2") - (TYP.)

PROP. HOT MIX ASPHALT SURFACE REMOVAL (2 1/4") - (TYP.)  
PROP. POLYMERIZED LEVELING BINDER (MM) IL. - 4.75, N50 (3/4") - (TYP.)  
PROP. HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70, (1 1/2") - (TYP.)

**LEGEND**

- ① THPL PVT MK LINE DOUBLE YELLOW CENTERLINE 11" C-C, 4"
- ② THPL PVT MK LINE SKIP DASH YELLOW CENTERLINE 40'-10', 4"
- ③ THPL PVT MK LINE SKIP DASH WHITE LANE LINE 40'-10', 4"
- ④ THPL PVT MK LINE DIAGONAL YELLOW, 45° 20' C-C, 12"
- ⑤ THPL PVT MK LINE SOLID WHITE LANE LINE, 6"
- ⑥ THPL PVT MK LINE SOLID WHITE CROSSWALK, 6' C-C, 6"
- ⑦ THPL PVT MK LINE SOLID WHITE STOP BAR, 24"
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- ⑨ THPL PVT MK LINE SOLID WHITE LETTER & SYMBOLS
- ⑩ THPL PVT MK LINE SOLID WHITE PARKING, 4"
- ⑪ THPL PVT MK LINE SOLID WHITE EDGE LINE, 4"

FILE NAME =	USER NAME = guilloumefp	DESIGNED -	REVISED -
c:\pw_work\pki\d0t\guilloumefp\d0177764\1032210-sht-plan.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CRAWFORD AVENUE</b>			
SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 60+00 TO STA. 72+40	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297 & 2812	2009-134 RS	COOK	24	10
CONTRACT NO. 60K00				
ILLINOIS FED. AID PROJECT				

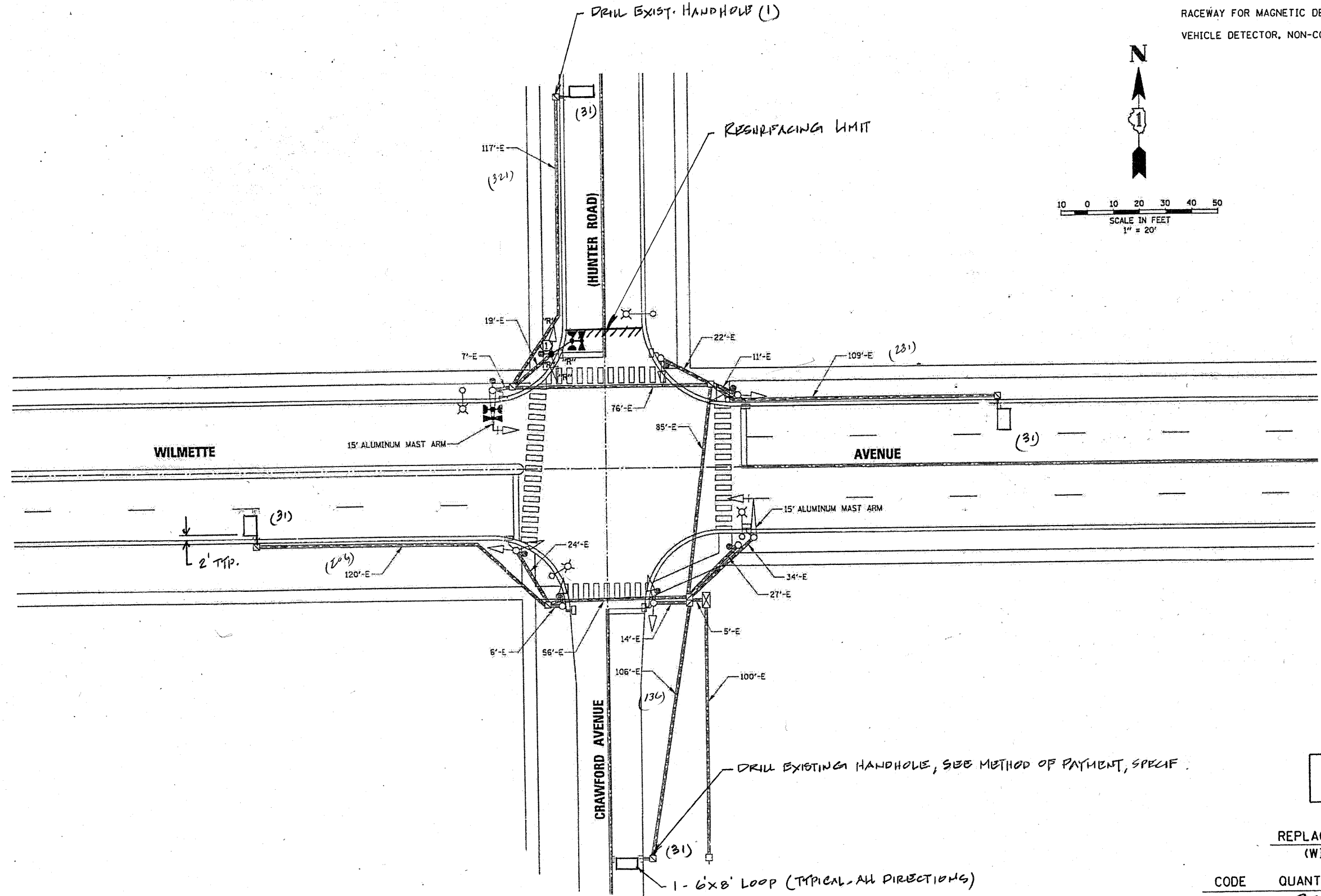
**SCHEDULE OF QUANTITIES FOR MAGNETIC DETECTOR REPLACEMENTS**  
 ( • When Quantities Below Are Shown)

• All Magnetic Detectors will be replaced at a signalized intersection; even if only one magnetic detector is within the resurfacing limits. The "Pay Items" shown above will be paid as per the loop replacement specifications direct for "Magnetic Detectors" during roadway resurfacing projects.

**TRAFFIC SIGNAL LEGEND**

CODE	QUANTITY	UNIT	ITEM
------	----------	------	------

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



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

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

CODE	QUANTITY	UNIT	ITEM
86600600	93	FOOT	DETECTOR LOOP, REPLACEMENT

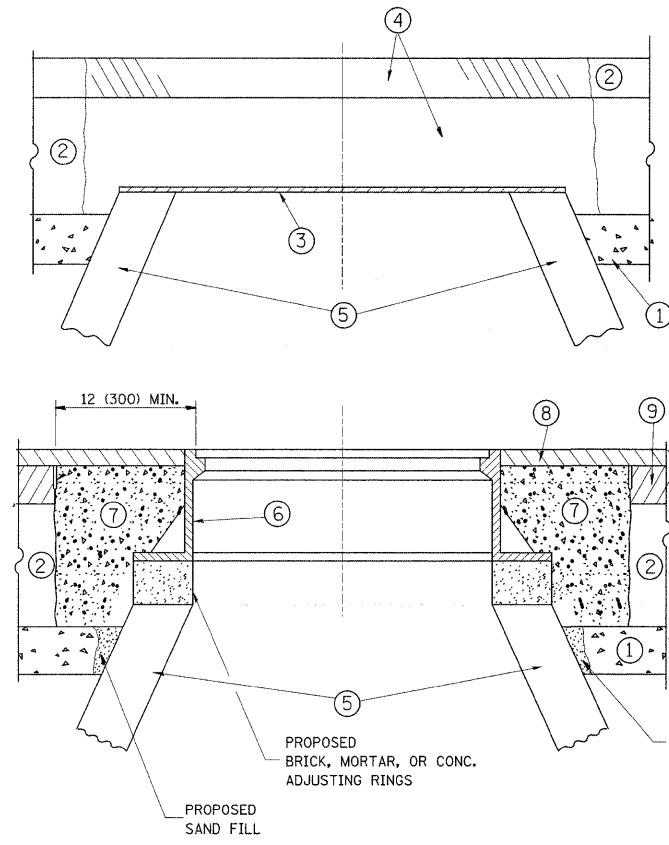
FILE NAME =	USER NAME = kenthaphixaybc	DESIGNED - BCK	REVISED -
et:\pw\work\PM\DOT\KANTHAPHIXAYBC\d01126	et:\traffic\legend_v7.dgn	DRAWN - BCK	REVISED -
	PLOT SCALE = 3/8" = 1' IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/3/2009	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
 WILMETTE AV. @ CRAWFORD AV.  
 SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.M. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* 2009-13+R3		COOK	23	11
CONTRACT NO. 60000				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

\*1297 #2812



**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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

**LEGEND**

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

**NOTES:**

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

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

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

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

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

**LOCATION OF STRUCTURES:**

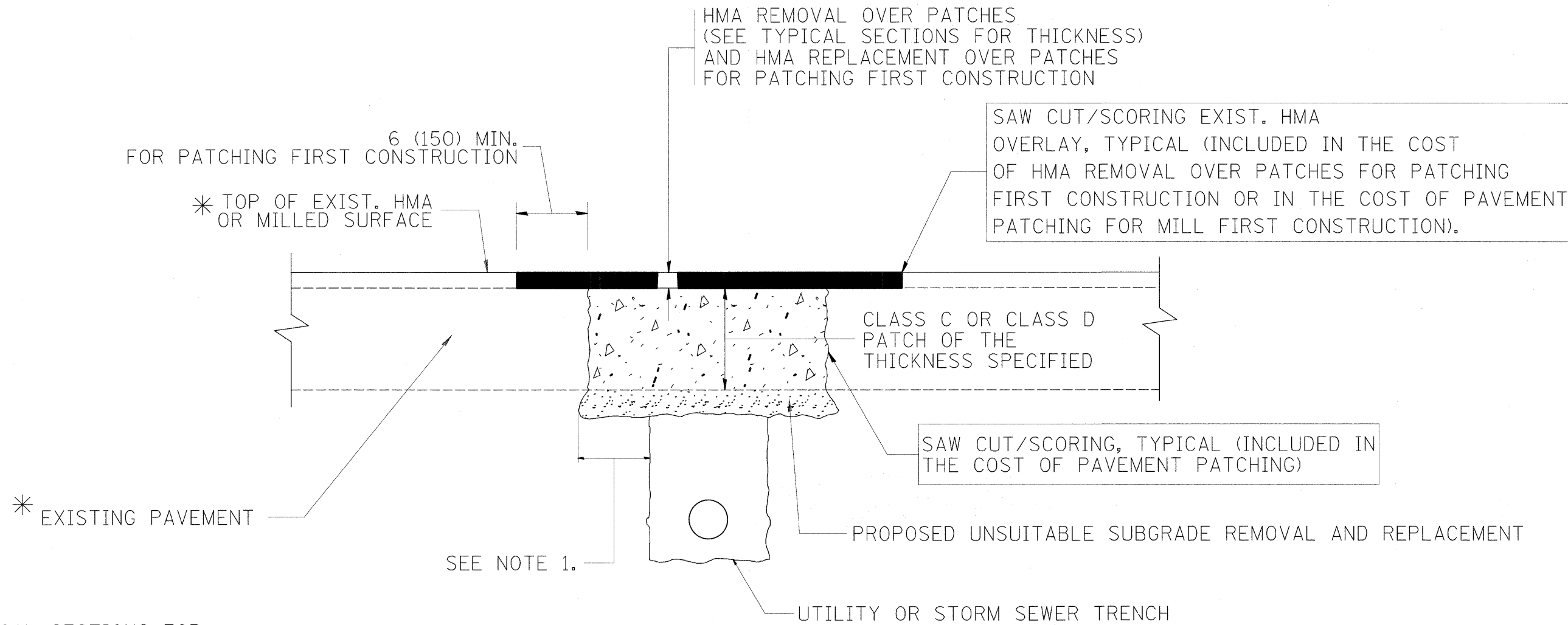
THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

**BASIS OF PAYMENT:** THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = gulloumefp	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
c:\pw_work\p\dot\gulloumefp\d0177764\032210-sht-plan.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	1297 & 2812	2009-134 RS	COOK	23	12
		CHECKED -	REVISED - R. WIEDEMAN 05-14-04							<b>BD600-03 (BD-8)</b>		<b>CONTRACT NO. 60K00</b>		
		DATE - 10-25-94	REVISED - R. BORO 01-01-07							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.

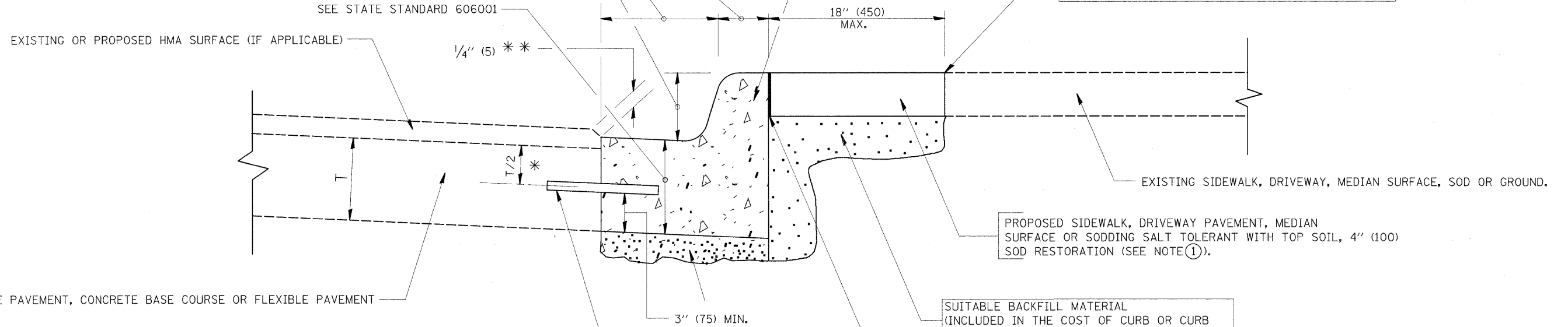
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = guillaumejp	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\guillaumejp\d0177764\032210-sht-plan\dgn	DRAWN -	REVISED - R. BORO 01-01-07	1297 & 2812			2009-134 RS	COOK	23	13	
PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07	<b>BD400-04 (BD-22)</b>			CONTRACT NO. 60K00				
PLOT DATE = 2/10/2010	DATE - 10-25-94	REVISED - K. ENG 10-27-08	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT							

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

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

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



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

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

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 USABLE 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".

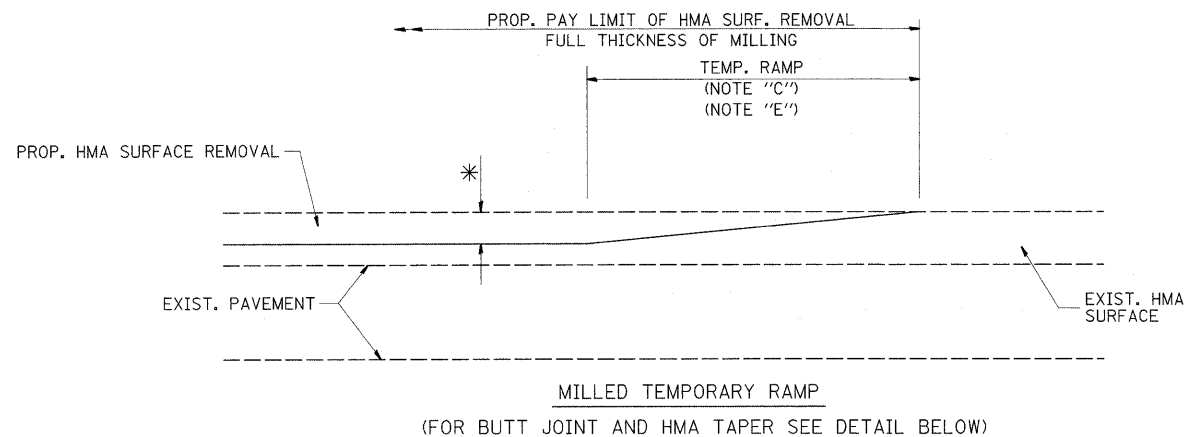
- \* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- \*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

- 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.

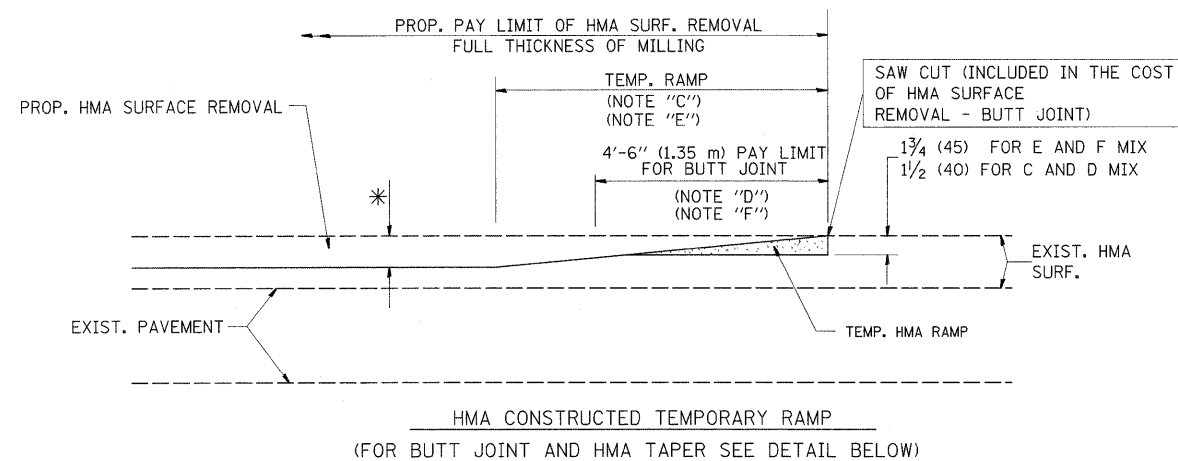
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = guillaumejp	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
cd\pwork\pwork\guillaumejp\d0177764\	32210-ahs-plan.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	1297 & 2812	2009-134 RS	COOK	23	14
	PLOT SCALE = 50.0000" / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01								<b>BD600-06 (BD-24)</b>		<b>CONTRACT NO. 60K00</b>		
	PLOT DATE = 2/10/2010	DATE - 03-11-94	REVISED - R. BORO 12-15-09								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

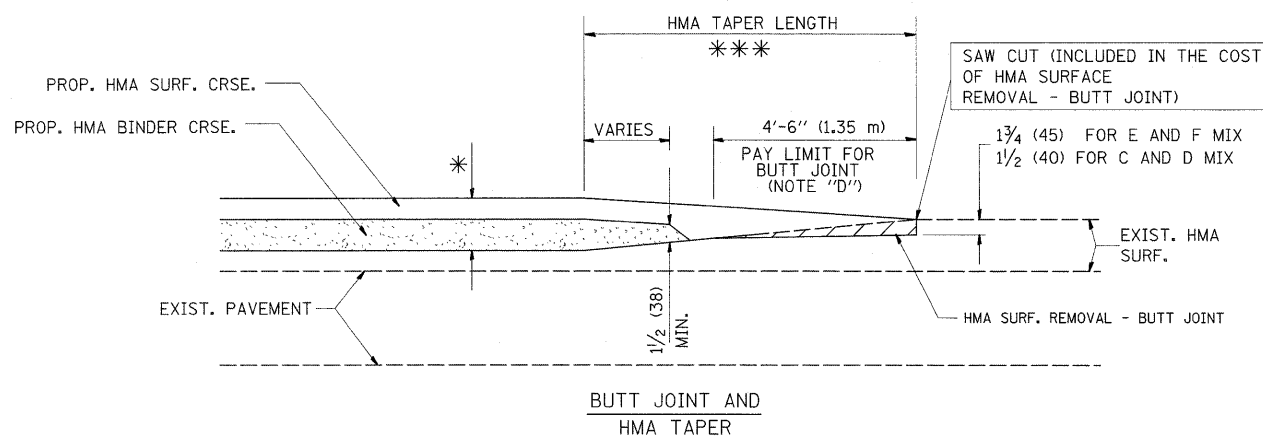


**OPTION 1**

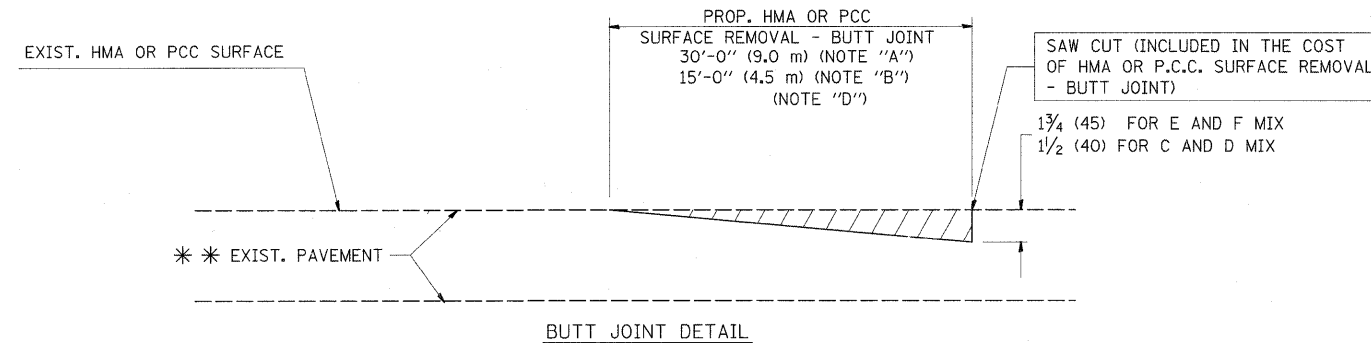


**OPTION 2**

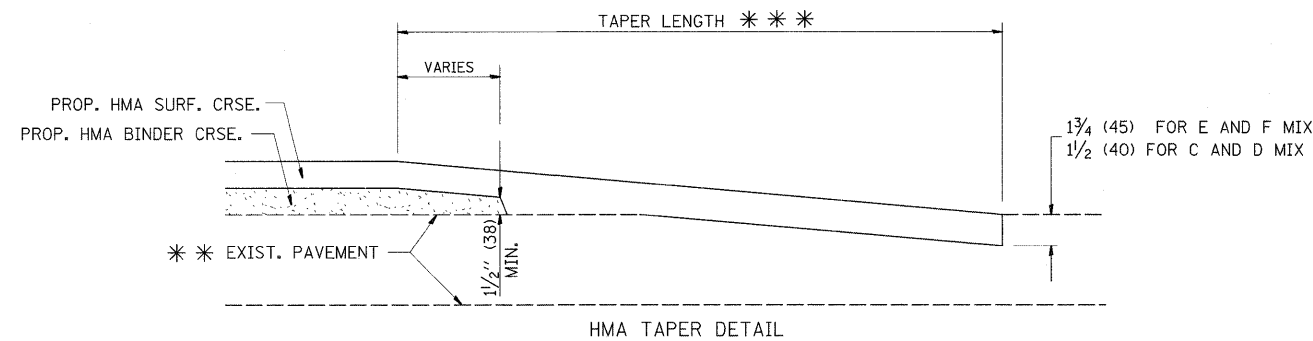
**TYPICAL TEMPORARY RAMP**



**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**



**BUTT JOINT DETAIL**



**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

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

**NOTES**

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

**BASIS OF PAYMENT:**

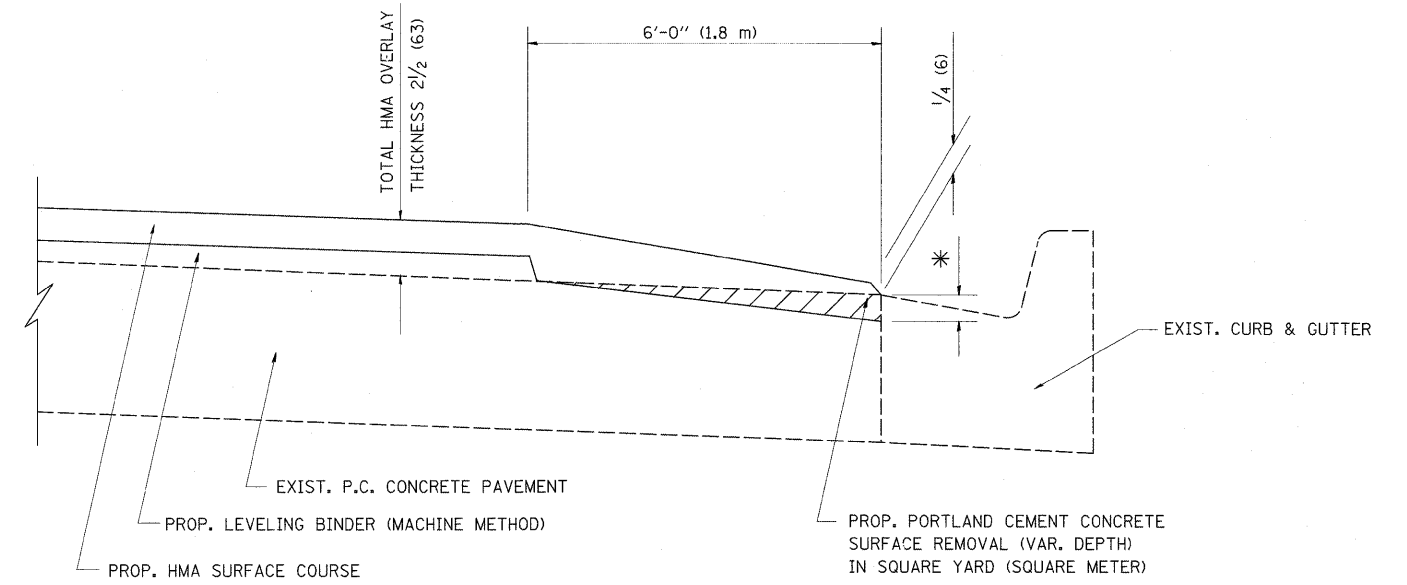
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

FILE NAME =	USER NAME = gulloumefp	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
c:\pwork\pwork\dot\gulloumefp\d8177764\032210-sht-plan.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 2/10/2010	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BUTT JOINT AND HMA TAPER DETAILS</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	1297 & 2812	2009-134 RS	COOK	20	15
STA. TO STA.		<b>BD400-05 BD32</b>		CONTRACT NO. 60K00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



HMA TAPER AT  
EDGE OF P.C.C. PAVEMENT

HMA SURFACE	THICKNESS	LEVELING BINDER	THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1/2 (38)	1 (25)		1/4 (33)
F	1 3/4 (44)	3/4 (19)		1/2 (38)

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

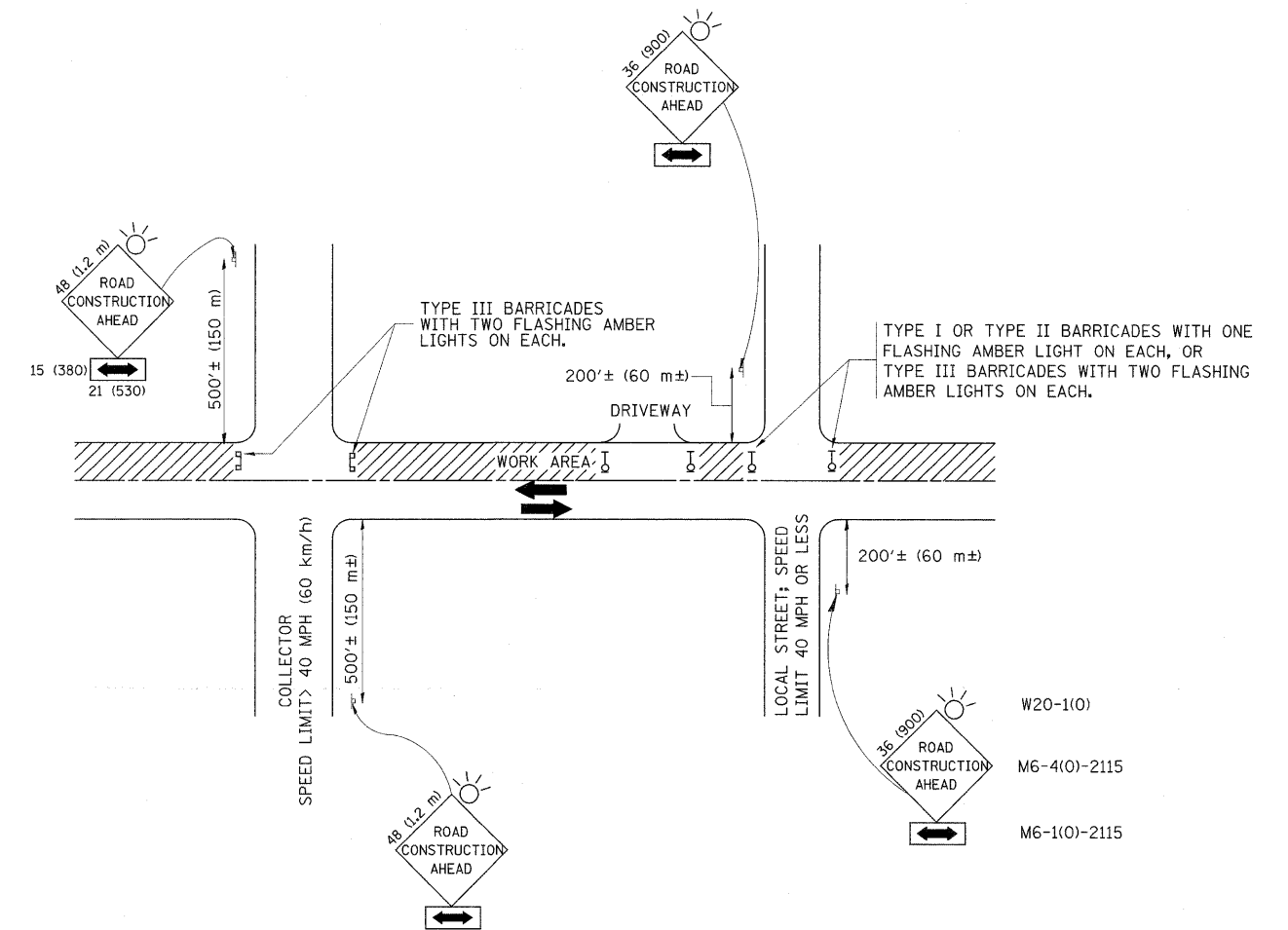
FILE NAME =	USER NAME = guillaumefp	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94
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PLOT SCALE = 50.0000' / IN.		CHECKED - A. ABBAS	REVISED - E. GOMEZ 12-21-00
PLOT DATE = 2/10/2010		DATE - 09-10-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HMA TAPER AT EDGE OF P.C.C. PAVEMENT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297 & 2812	2009-134 RS	COOK	23	16
BD400-06 (BD33)		CONTRACT NO. 60K00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

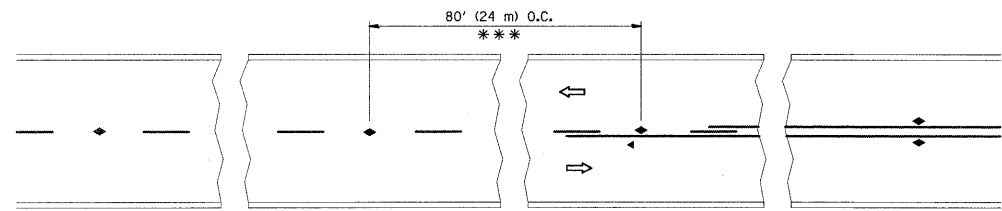
All dimensions are in millimeters (inches) unless otherwise shown.

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c:\pw_work\pwwdot\guillaumejp\d0177764\	32210-ahc-plan.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 2/10/2010	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

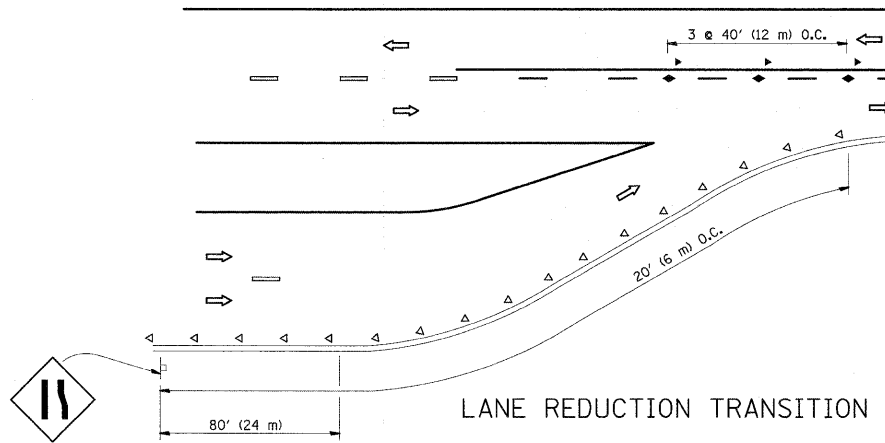
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297 & 2812	2009-134 RS	COOK	23	17
TC-10			CONTRACT NO. 60K00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

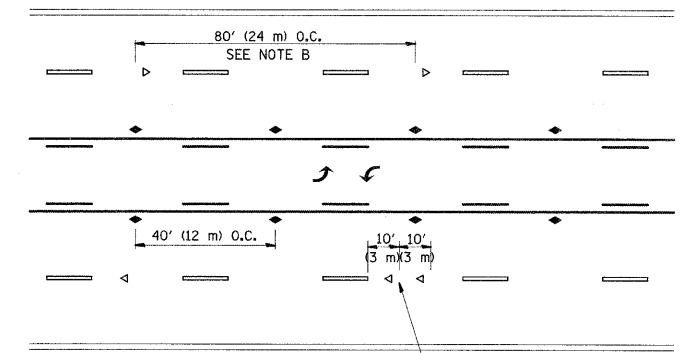


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

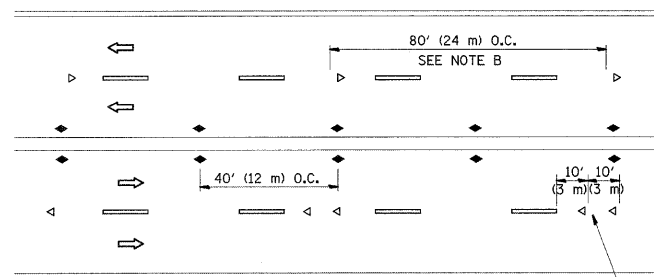
TWO-LANE/TWO-WAY



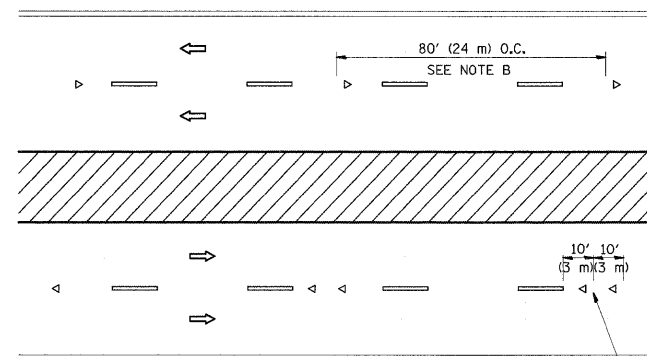
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

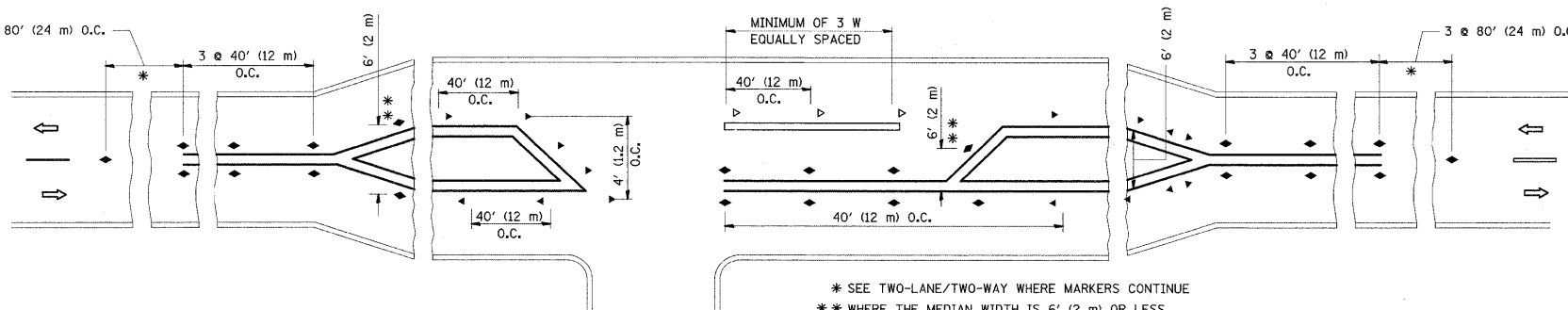
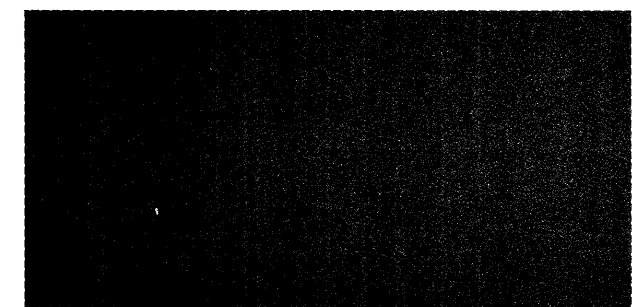
1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

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

LANE MARKER NOTES

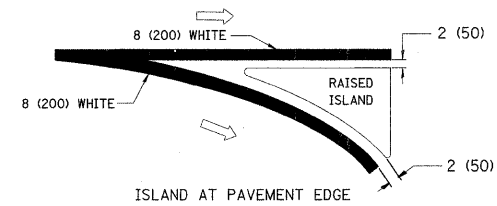
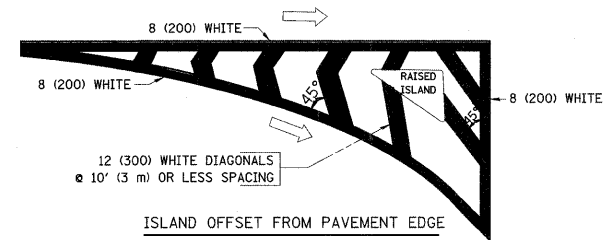
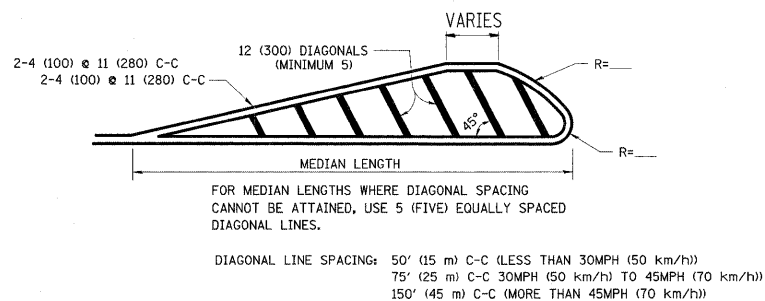
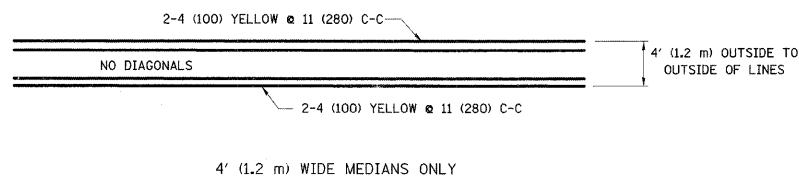
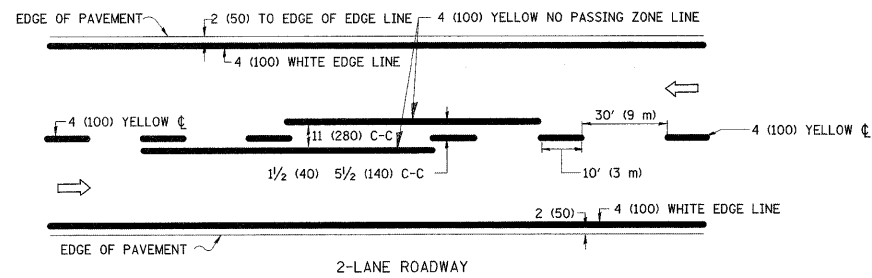
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.



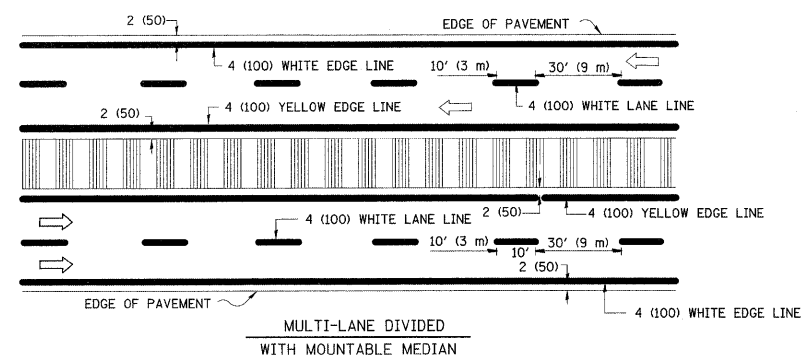
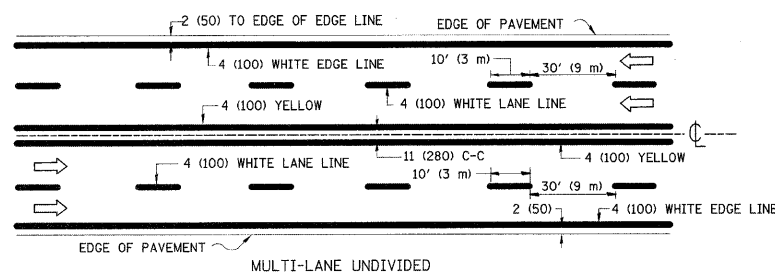
LEFT TURN

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

FILE NAME =	USER NAME = gulloumefp	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwi\dot\gulloumefp\d0177764\032210-shr-plan.dgn	32210-shr-plan.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99		<b>RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			1297 & 2812	2009-134 RS	COOK	23	18	
PLOT SCALE = 50,000' / IN.		CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	<b>TC-11</b>			CONTRACT NO. 60K00
PLOT DATE = 2/10/2010		DATE -	REVISED -					FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT		

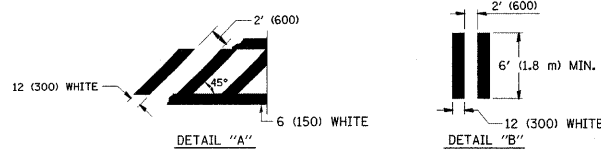
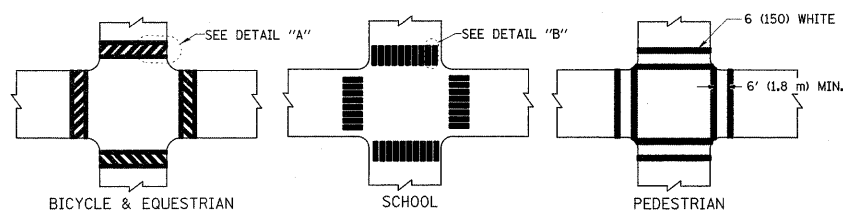


TYPICAL ISLAND MARKING

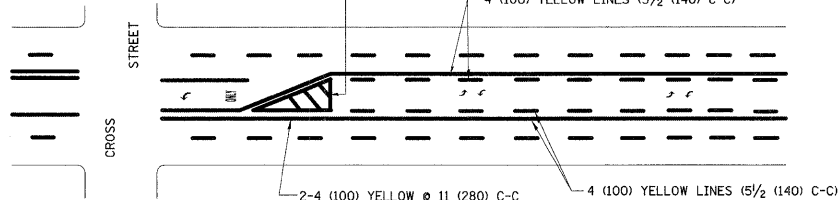


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

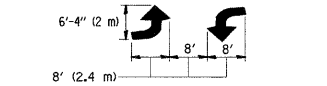
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

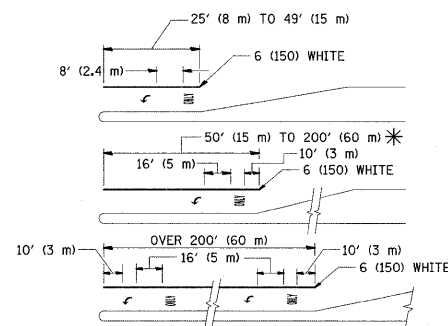


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



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

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

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

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

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

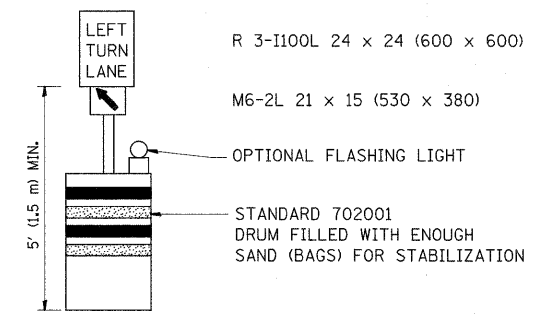
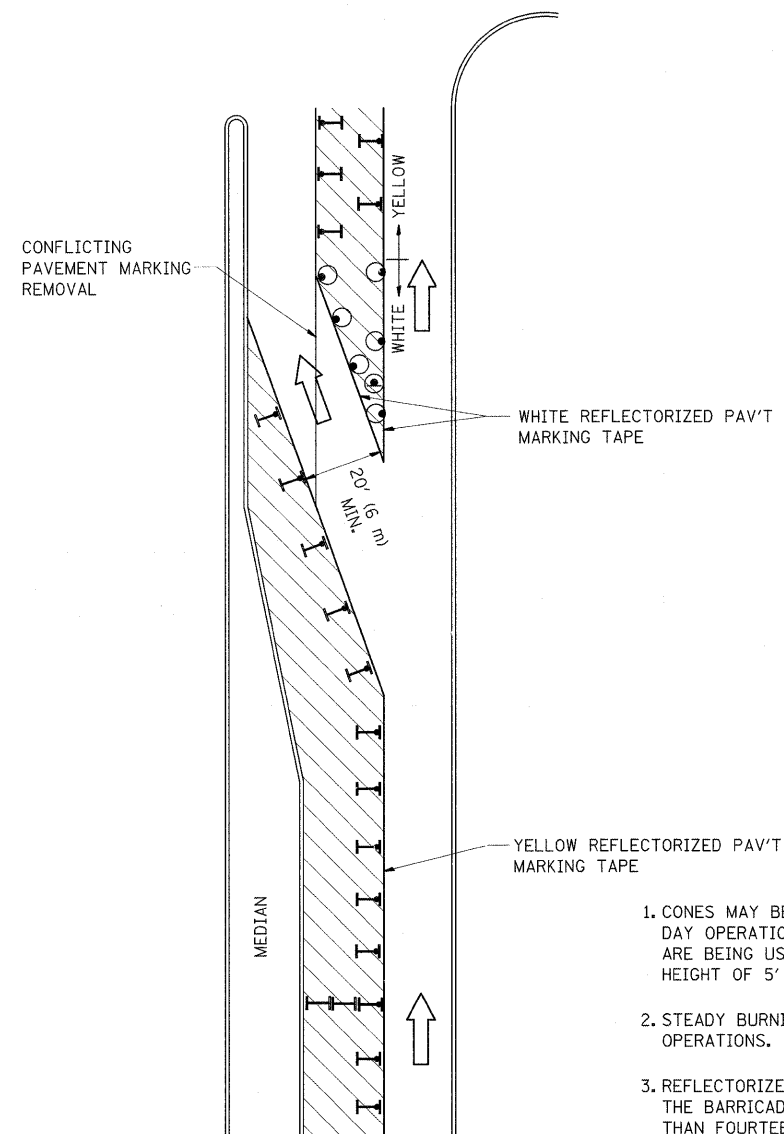
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	PLOT DATE = 2/10/2010	DATE - 03-19-90	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297 & 2812	2009-134 RS	COOK	23	19
TC-13			CONTRACT NO. 60K00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

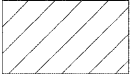
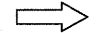






**GENERAL NOTES**

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

**LEGEND**

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

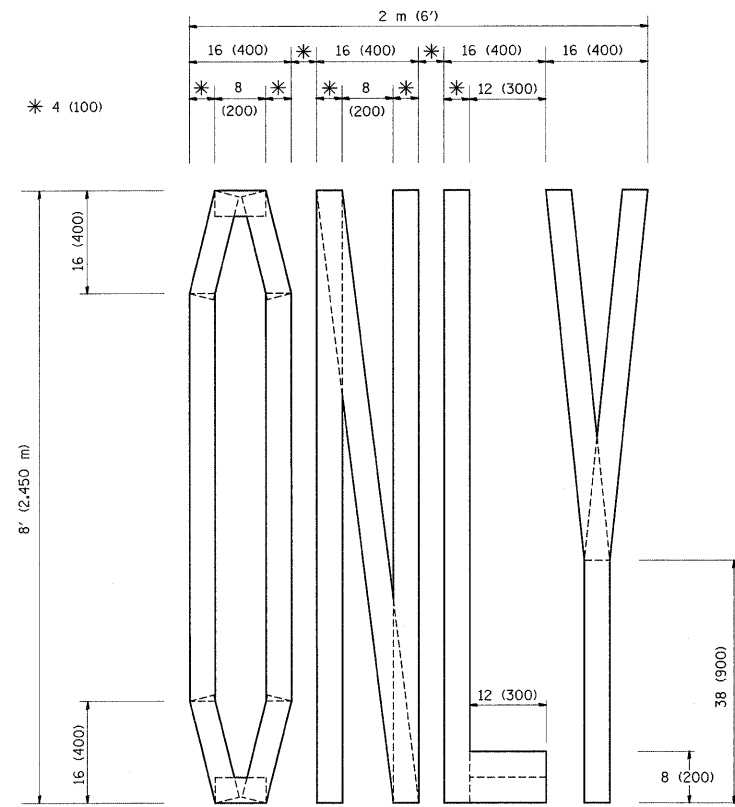
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		CHECKED -	REVISED - A. HOUSEH 10-12-96
		DATE -	REVISED -T. RAMMACHER 01-06-00

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

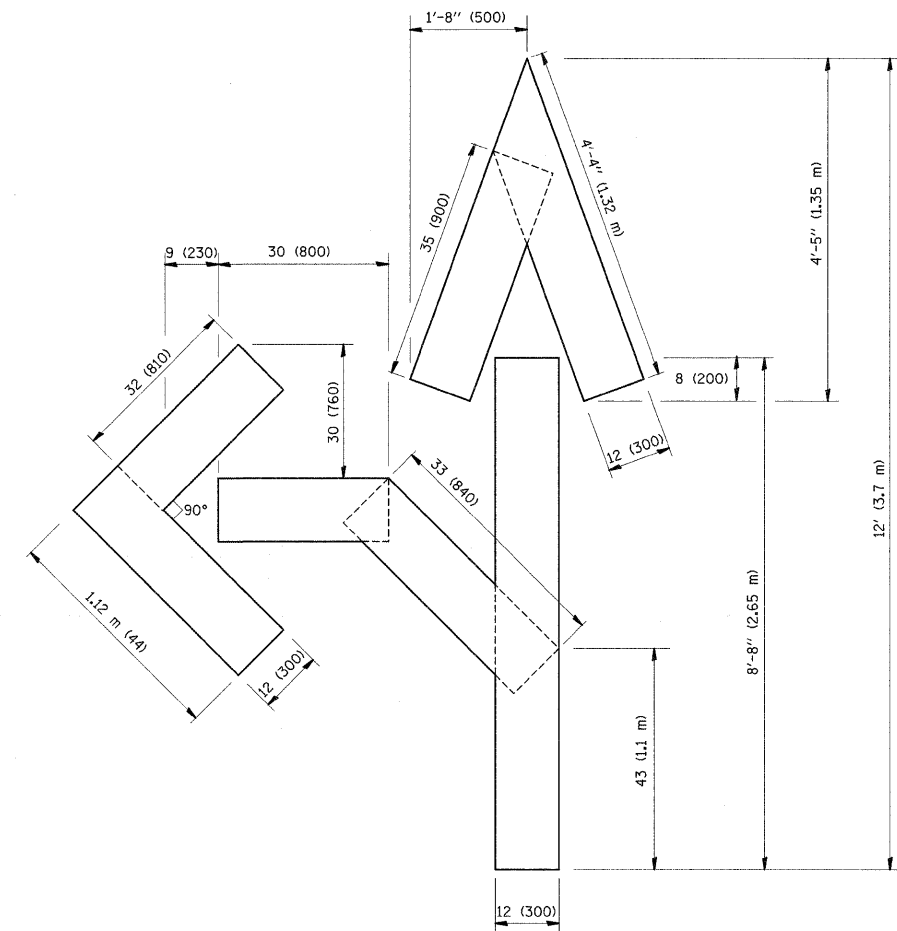
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

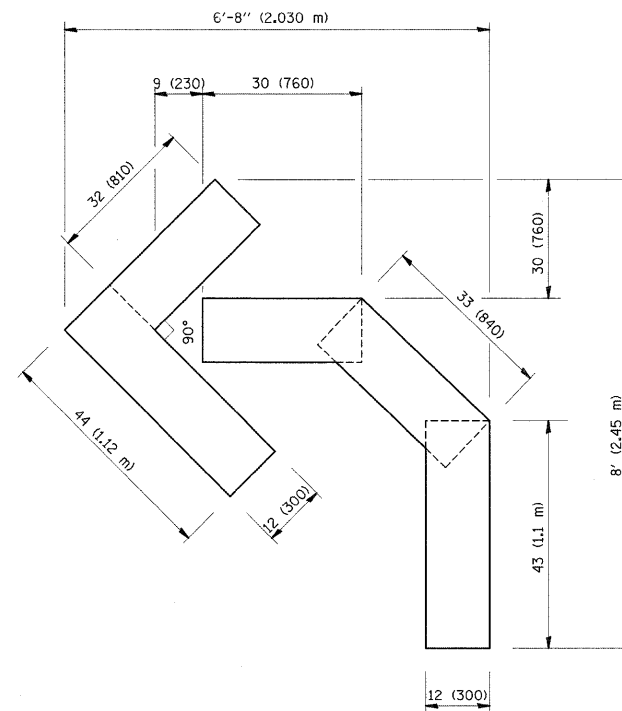
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297 & 2812	2009-134 RS	COOK	23	20
TC-14			CONTRACT NO. 60K00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

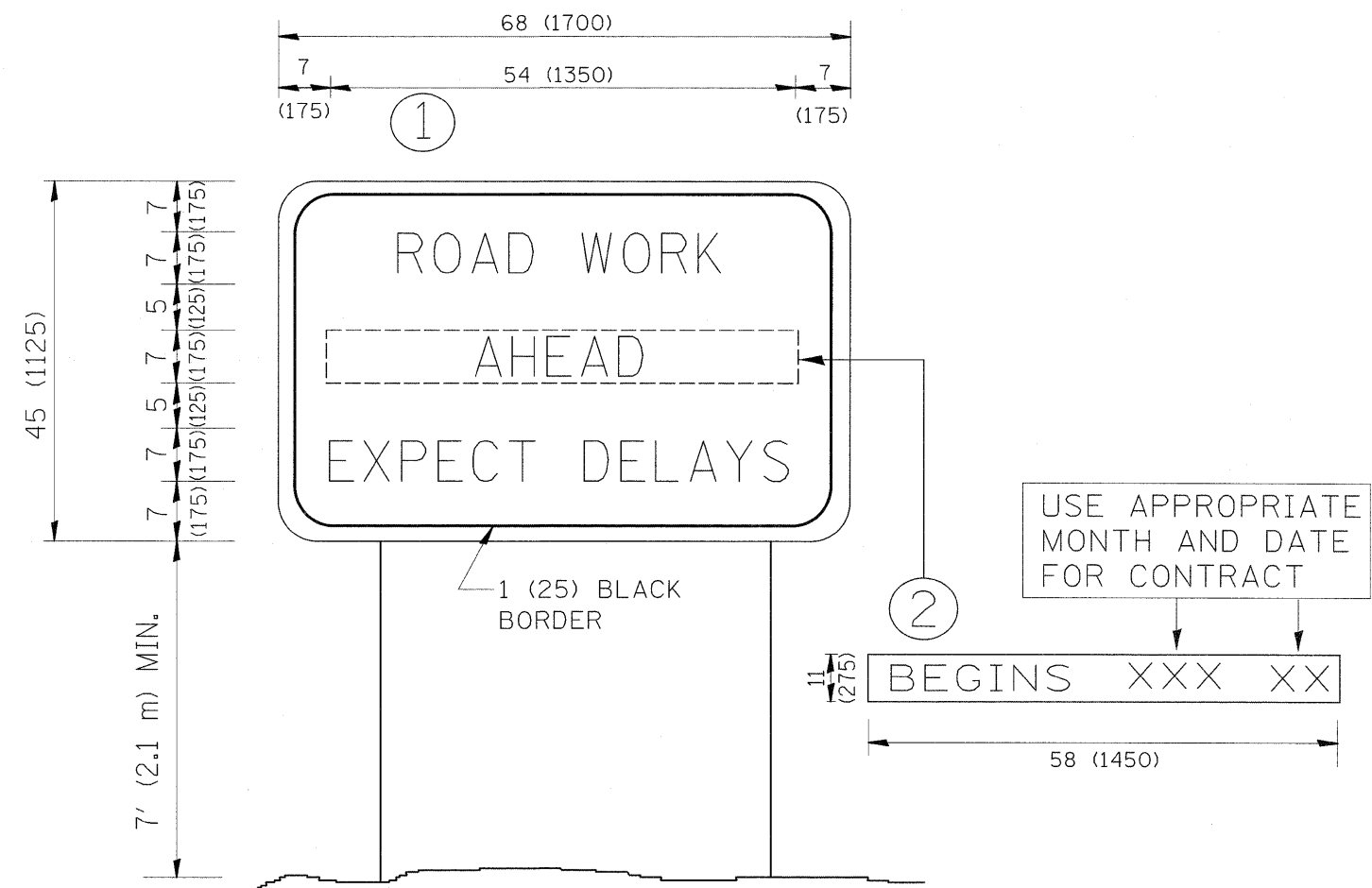
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 2/10/2010	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297 & 2812	2009-134 RS	COOK	23	21
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			TC-16 CONTRACT NO. 60K00	



**NOTES:**

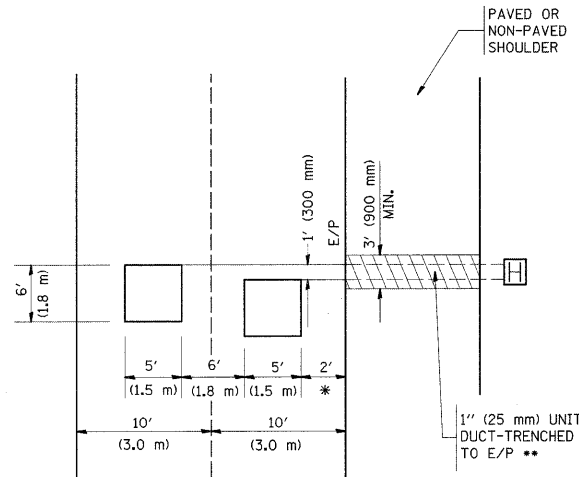
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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 = guillounefp	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct\pw_work\pwwdot\guillounefp\d0177764\032210\sh-t-pln.dgn	DRAWN -	REVISED - R. MIRS 12-11-97	1297 & 2812			2009-134 RS	COOK	23	22		
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	<b>TC-22</b>			<b>CONTRACT NO. 60K00</b>					
PLOT DATE = 2/10/2010	DATE -	REVISED - C. JUCIUS 01-31-07	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT								
						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.

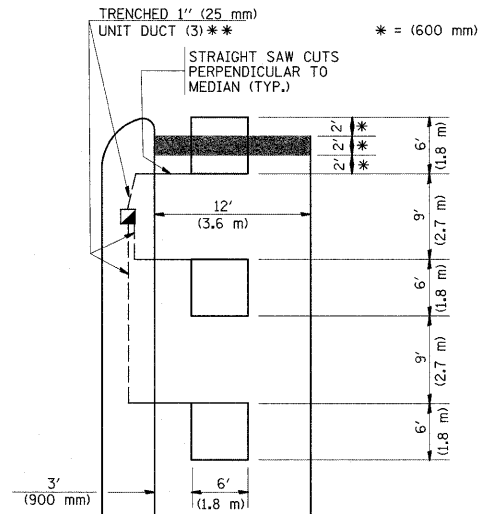


\* = (600 mm)

\*\* 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)**

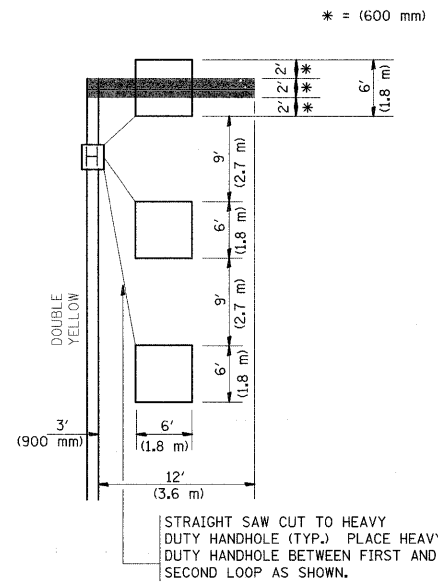
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

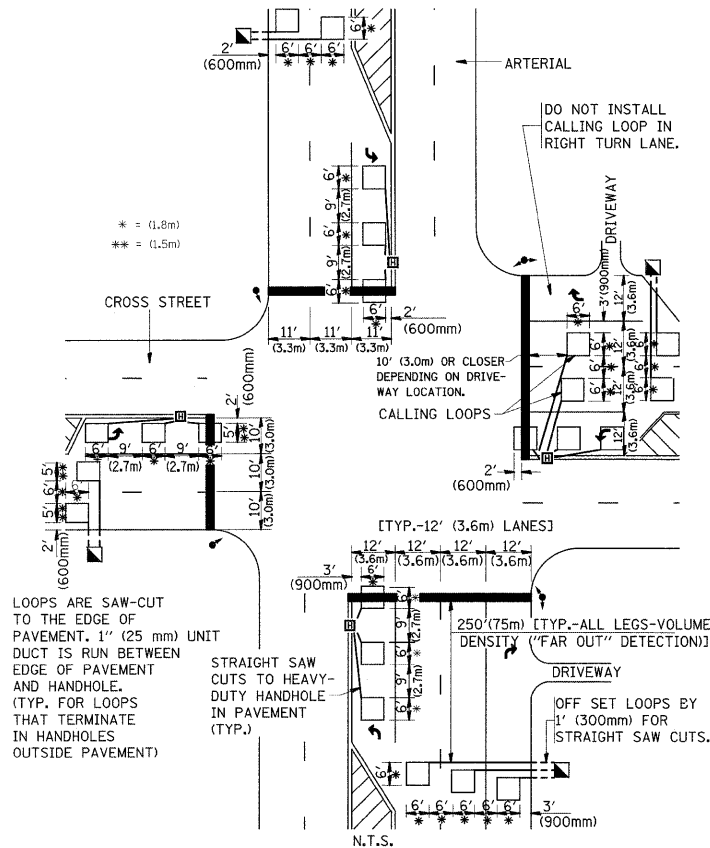
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



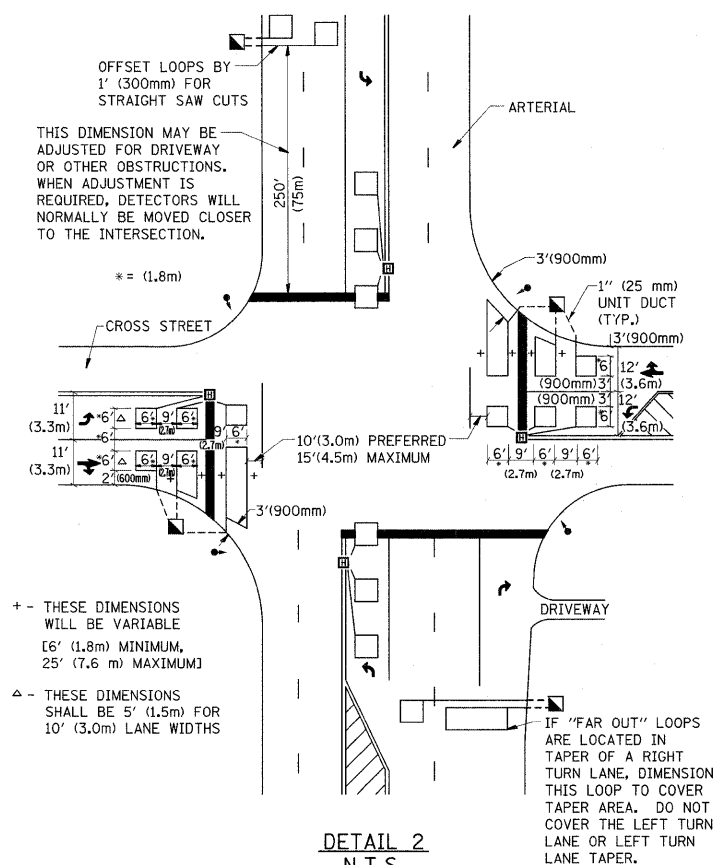
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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 DIMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

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

**NOTE:**

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

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

FILE NAME =	USER NAME = gulloumefp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\p_w\work\p\dot\gulloumefp\d017764\132218-shr-plan.dgn	DRAWN -	REVISED -	1297 & 2812			2009-134 RS	COOK	23	23	
PLOT SCALE = 50.0000' / IN.	CHECKED - R.K.F.	REVISED -	<b>TS-07</b>			<b>CONTRACT NO. 60K00</b>				
PLOT DATE = 2/10/2010	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		