

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

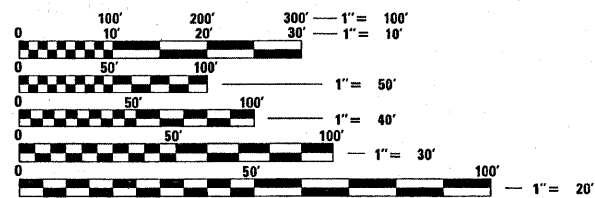
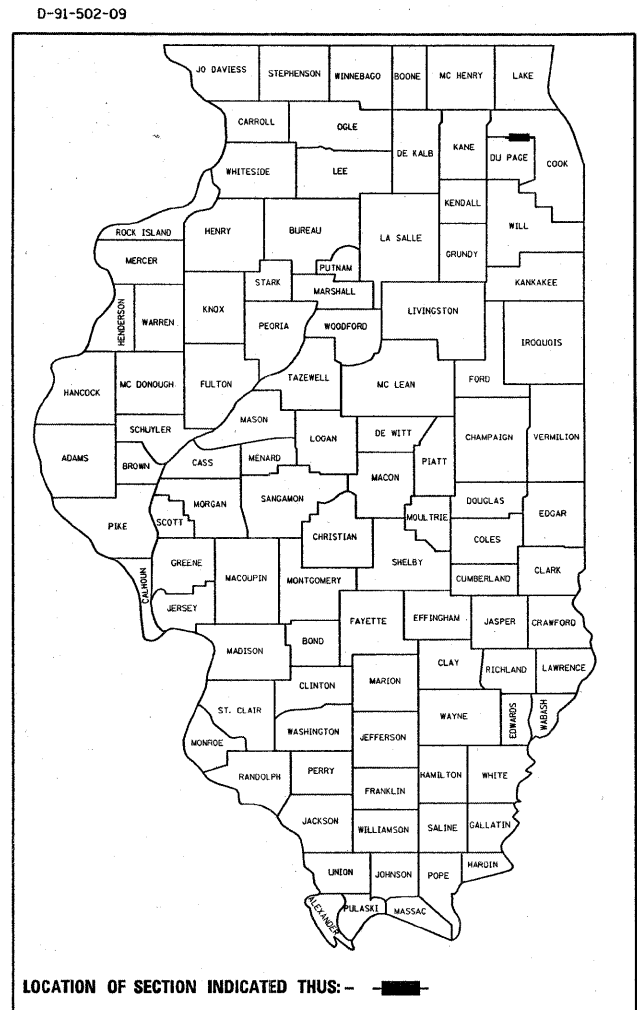
F.A.P. ROUTE 345 (ELGIN-O'HARE EXPY.)
0.5 MILE WEST OF IL 53 (ROHLWING RD.) TO I-290
SECTION: 22-3 (1&2) RS
RESURFACING (3P)
DUPAGE COUNTY
C-91-502-09

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	22-3 (1&2) RS	DUPAGE	25	1
		ILLINOIS	CONTRACT NO. 60G56	

* 25+1 = 26

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT LOCATED IN THE VILLAGE OF ITASCA

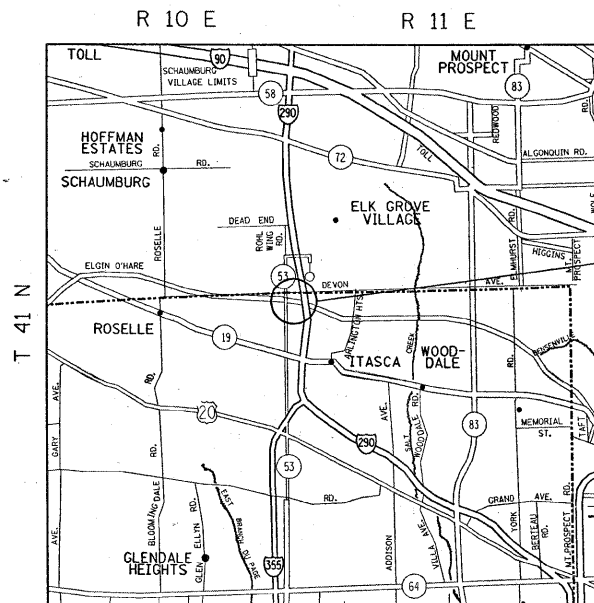


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

ELGIN-O'HARE
TRAFFIC DATA:

SPEED LIMIT - 45 MPH
2007 ADT = 83,800



IMPROVEMENT
LOCATION

BLOOMINGDALE AND ADDISON TOWNSHIP

GROSS AND NET LENGTH OF IMPROVEMENT = 11,867 FT. = 2.25 MILES

PROJECT ENGINEER: JENPAI CHANG (847) 705-4432
PROJECT MANAGER: KEN ENG

CONTRACT NO. 60G56

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED APRIL 9, 2009

Diane M. O'Keefe *DE*
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 1, 2009

Charles G. Ingersoll *CI*
ENGINEER OF DESIGN AND ENVIRONMENT

May 1, 2009

Christine M. Reed *CR*
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

INDEX OF SHEETS

STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION
1	COVER SHEET
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3	SUMMARY OF QUANTITIES
4	SCHEMATIC LAYOUT
5	TYPICAL SECTIONS
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13-14	DETECTOR LOOP REPLACEMENT PLANS
14A	FRAMES AND LIDS ADJUSTMENT WITH MILLING
15	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
16	BUTT JOINT AND HMA TAPER DETAILS
17	FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS
18	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE
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20-21	MULTI-LANE FREEWAY PAVEMENT MARKING DETAIL
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642001-01	SHOULDER RUMBLE STRIPS
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701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-05	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS
701446-01	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701901-01	TRAFFIC CONTROL DEVICES

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 HOURS NOTIFICATION REQUIRED).

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

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 (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H) WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

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

THE RESIDENT ENGINEER SHALL CONTACT THE DISTRICT ONE EXPRESSWAYS TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS PRIOR TO THE BEGINNING OF WORK.

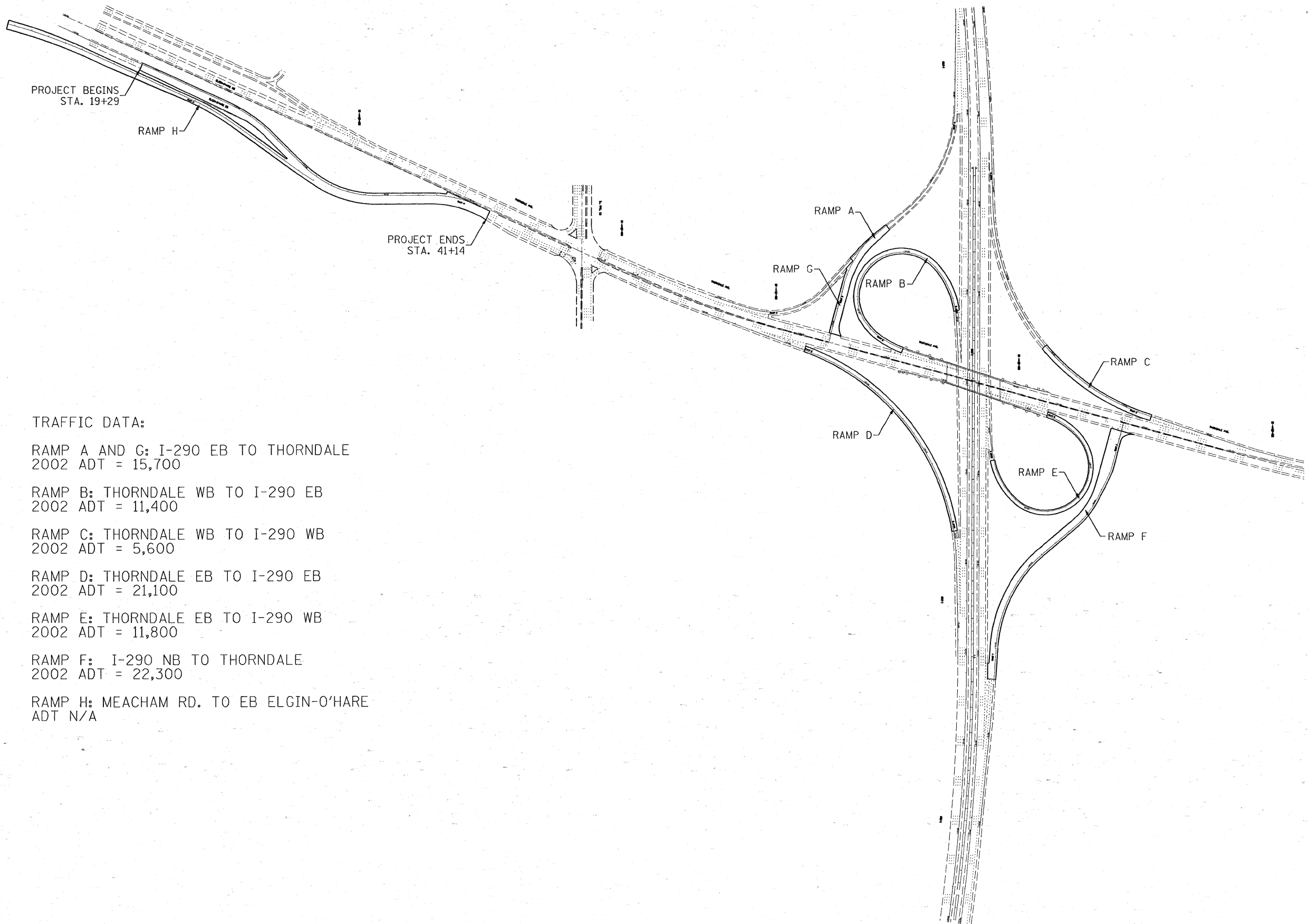
ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

FILE NAME =	USER NAME = smthkl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	E.B. ELGIN-O'HARE EXPRESSWAY (WEST OF IL 53 TO I-290) INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50,0001' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60G56							
PLOT DATE = 4/9/2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.			

SUMMARY OF QUANTITIES				URBAN 100% STATE CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				URBAN 100% STATE CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	1000					CODE NO	ITEM	UNIT	TOTAL QUANTITIES	1000				
20201006	GRADING AND SHAPING SHOULDERS	UNIT	160	160					70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	220	220				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	40	40					70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	95	95				
40600300	AGGREGATE (PRIME COAT)	TON	196	196					70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	9205	9205				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	25	25					78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	220	220				
40600895	CONSTRUCTING TEST STRIP	EACH	3	3					* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	21210	21210				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	355	355					* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	780	780				
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	110	110					* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	840	840				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3200	3200					* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	220	220				
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	1065	1065					* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	95	95				
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	38090	38090					* 78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	1370	1370				
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	10840	10840					* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	140	140				
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SO YD	655	655					78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	130	130				
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SO YD	25	25					* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	366	366				
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SO YD	385	385					X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1930	1930				
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SO YD	175	175					X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1				
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SO YD															
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SO YD	25	25													
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SO YD	125	125													
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SO YD	105	105													
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SO YD	100	100													
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	320	320													
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	1	1													
64200105	SHOULDER RUMBLE STRIP	FOOT	7460	7460													
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6													
67100100	MOBILIZATION	L SUM	1	1													
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1													
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1650	1650													
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	220	220													
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	21210	21210													
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	1370	1370													
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	780	780													
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	840	840													

*SPECIALTY ITEMS



TRAFFIC DATA:

RAMP A AND G: I-290 EB TO THORNDALE
2002 ADT = 15,700

RAMP B: THORNDALE WB TO I-290 EB
2002 ADT = 11,400

RAMP C: THORNDALE WB TO I-290 WB
2002 ADT = 5,600

RAMP D: THORNDALE EB TO I-290 EB
2002 ADT = 21,100

RAMP E: THORNDALE EB TO I-290 WB
2002 ADT = 11,800

RAMP F: I-290 NB TO THORNDALE
2002 ADT = 22,300

RAMP H: MEACHAM RD. TO EB ELGIN-O'HARE
ADT N/A

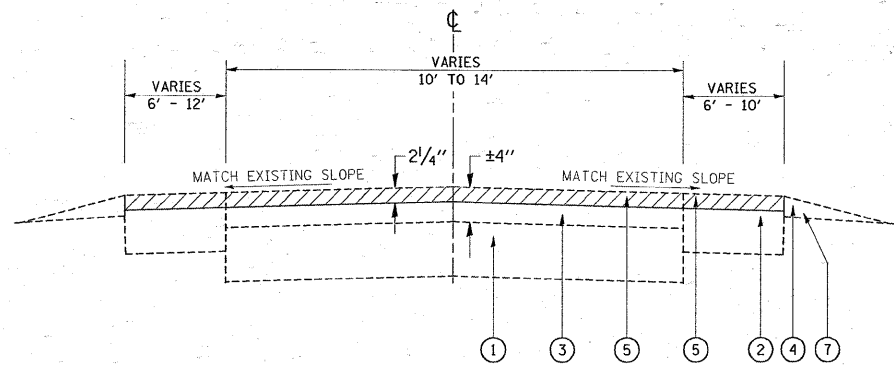
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	PLOT DATE = 4/9/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

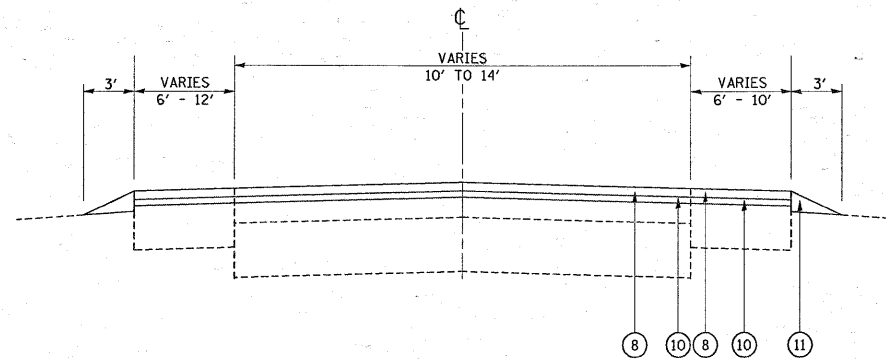
**E.B. ELGIN-O'HARE EXPRESSWAY (WEST OF IL 53 TO I-290)
SCHEMATIC LAYOUT**

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

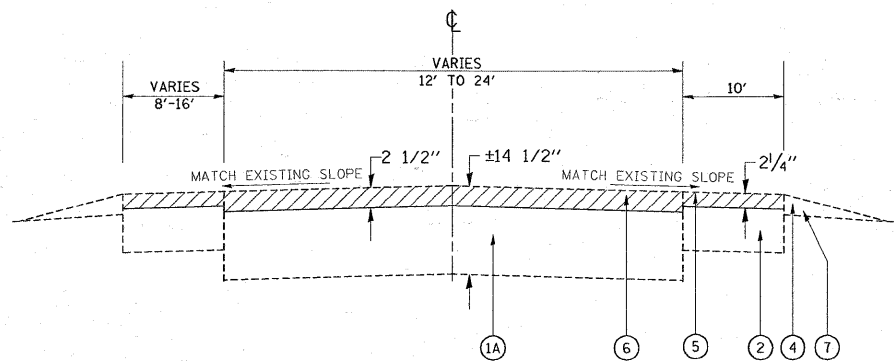
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	22-3 (1&2) RS	DUPAGE	25	4
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60G56	



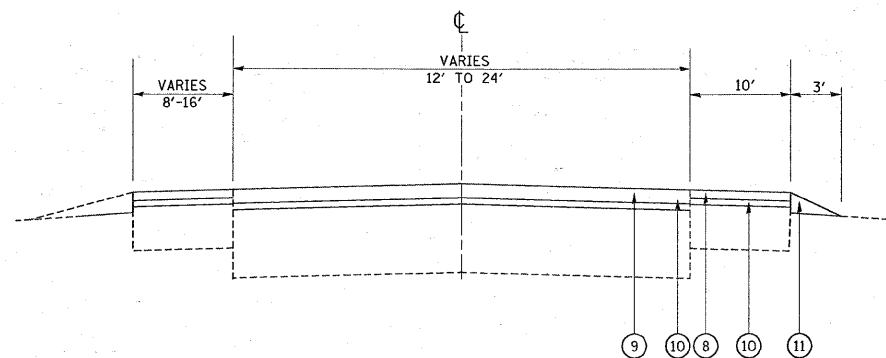
RAMPS A, B, C, D, E, F, G
EXISTING TYPICAL SECTION



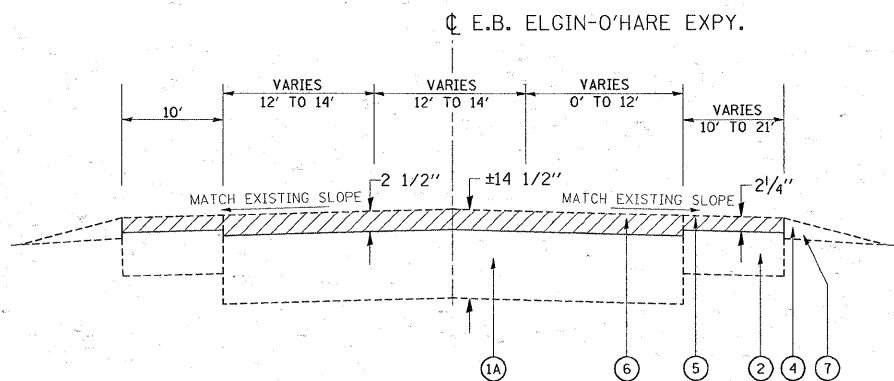
RAMPS A, B, C, D, E, F, G
PROPOSED TYPICAL SECTION



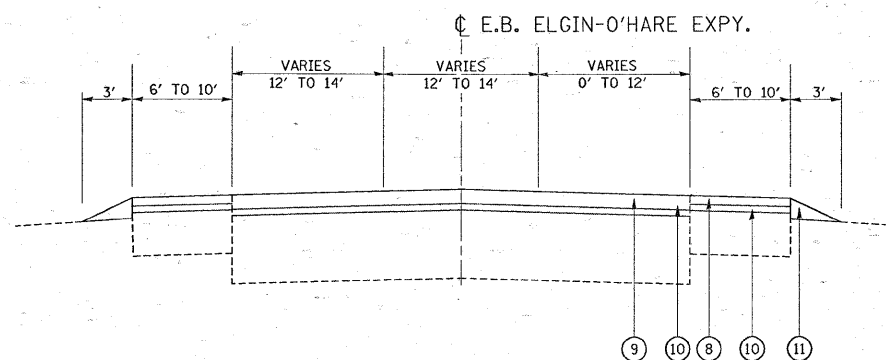
RAMP H
EXISTING TYPICAL SECTION



RAMP H
PROPOSED TYPICAL SECTION



ELGIN-O'HARE EXPY. E.B.
EXISTING TYPICAL SECTION
STA. 19+29 TO STA. 41+14



ELGIN-O'HARE EXPY. E.B.
PROPOSED TYPICAL SECTION
STA. 19+29 TO STA. 41+14

LEGEND

- ① EXISTING P.C.C. BASE COURSE, ±10"
- ①A EXISTING HMA PAVEMENT (FULL DEPTH), ± 14 1/2"
- ② EXISTING HMA SHOULDER, ±10"
- ③ EXISTING HMA SURFACE ±4"
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ PROPOSED HMA SURFACE REMOVAL, 2 1/4 "
- ⑥ PROPOSED HMA SURFACE REMOVAL, 2 1/2 "
- ⑦ PROPOSED GRADING & SHAPING SHOULDERS
- ⑧ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑩ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑪ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE "B"

NOTE:
PAVEMENT PATCHING SHALL BE DONE PRIOR TO ROADWAY MILLING UNLESS THERE IS 4 1/2" INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. SEE DISTRICT DETAIL BD-22.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

	MIXTURE USE	AC TYPE	AIR VOIDS (%)
ROADWAY	POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	SBS/SBR 76-28/-22	4% @ 50 GYR
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N70 (IL-9.5mm)	PG 64-22	4% @ 70 GYR
	POLYMERIZED HOT-MIX ASPHALT SURF. COURSE, MIX "F" N90 (IL-9.5mm)	SBS/SBR 76-22	4% @ 90 GYR
PATCHES	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, (HMA BINDER IL-19.0 MM)	PG 64-22*	4% @ 70 GYR
	CLASS D PATCHES, 10", 14 1/2" (HMA BINDER IL-19.0 MM)	PG 64-22*	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.

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

PROP. THERMOPLASTIC PAVEMENT MARKING EDGE LINE, 4" WHITE
 PROP. THERMOPLASTIC PAVEMENT MARKING EDGE LINE, 4" YELLOW
 PROP. SHOULDER RUMBLE STRIPS
 PROP. PREFORMED PLASTIC PAVEMENT MARKING TYPE B - INLAID- 5" SKIP-DASH CENTERLINE, WHITE

MAINLINE:
 PROP. HMA SURFACE REMOVAL, 2 1/2"
 PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
 PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
SHOULDERS:
 PROP. HMA SURFACE REMOVAL, 2 1/4"
 PROP. HMA SURFACE COURSE, MIX "D", N70, 1 1/2"
 PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"

PROJECT BEGINS STA. 19+29

ELGIN-O'HARE WB

ELGIN-O'HARE EB

MAINLINE:
 PROP. HMA SURFACE REMOVAL, 2 1/2"
 PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
 PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
SHOULDERS:
 PROP. HMA SURFACE REMOVAL, 2 1/4"
 PROP. HMA SURFACE COURSE, MIX "D", N70, 1 1/2"
 PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"

PROP. THERMOPLASTIC PAVEMENT MARKING EDGE LINE, 4" WHITE

PROP. THERMOPLASTIC PAVEMENT MARKING LINE (DIAGONALS), 12" WHITE

PROP. PREFORMED PLASTIC PAVEMENT MARKING TYPE B - INLAID- 5" SKIP-DASH CENTERLINE, WHITE

PROP. THERMOPLASTIC PAVEMENT MARKING GORE LINE, 8" WHITE

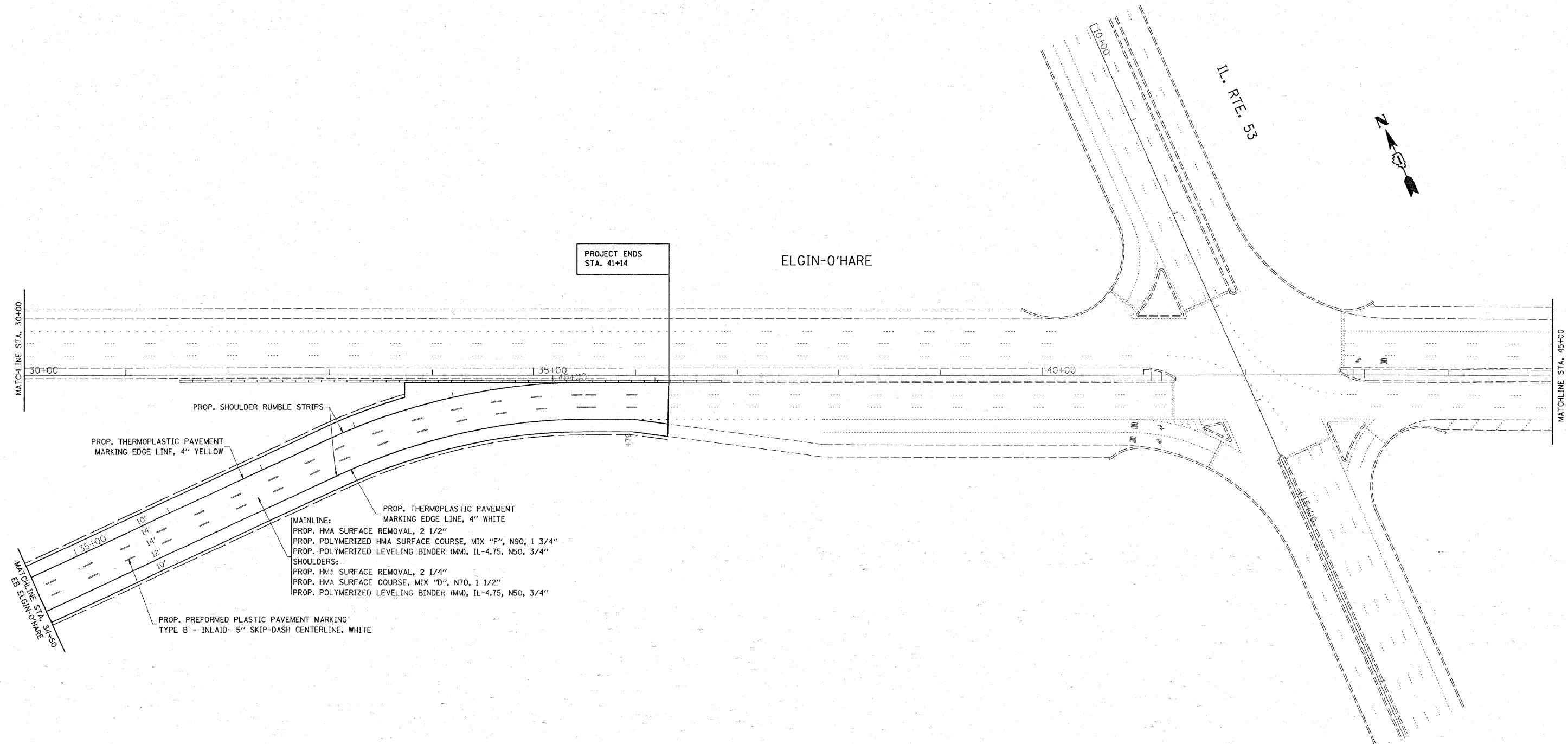
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PLOT SCALE = 50.0001' / IN.		CHECKED -	REVISED -
PLOT DATE = 4/9/2009		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

E.B. ELGIN-O'HARE EXPRESSWAY (WEST OF IL 53 TO I-290)
ROADWAY AND PAVEMENT MARKING PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	22-3 (1&2) RS	DUPAGE	25	6
CONTRACT NO. 60G56				
ILLINOIS FED. AID PROJECT				



PROJECT ENDS
STA. 41+14

ELGIN-O'HARE

IL. RTE. 53



PROP. THERMOPLASTIC PAVEMENT
MARKING EDGE LINE, 4" YELLOW

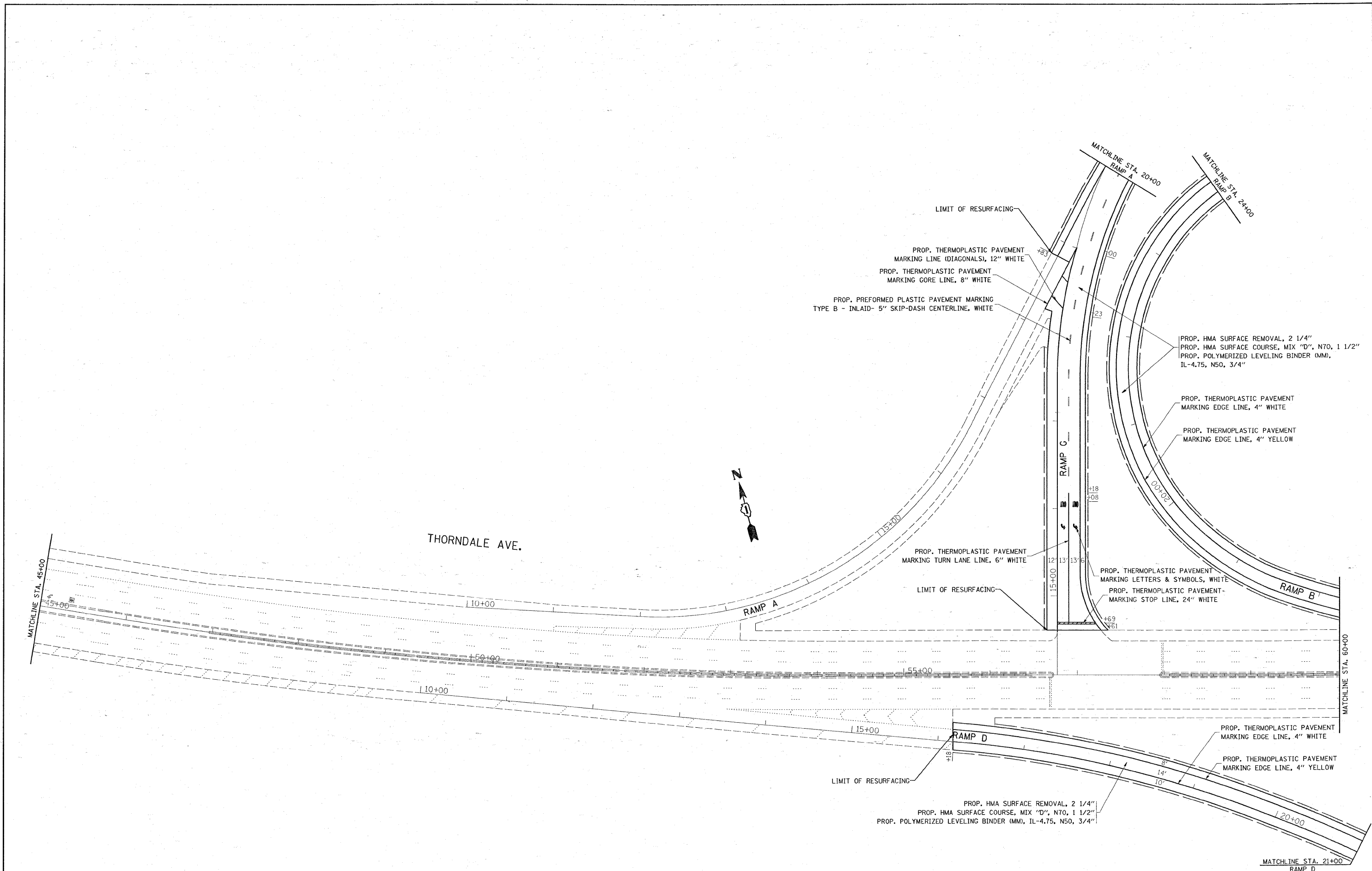
PROP. SHOULDER RUMBLE STRIPS

PROP. THERMOPLASTIC PAVEMENT
MARKING EDGE LINE, 4" WHITE

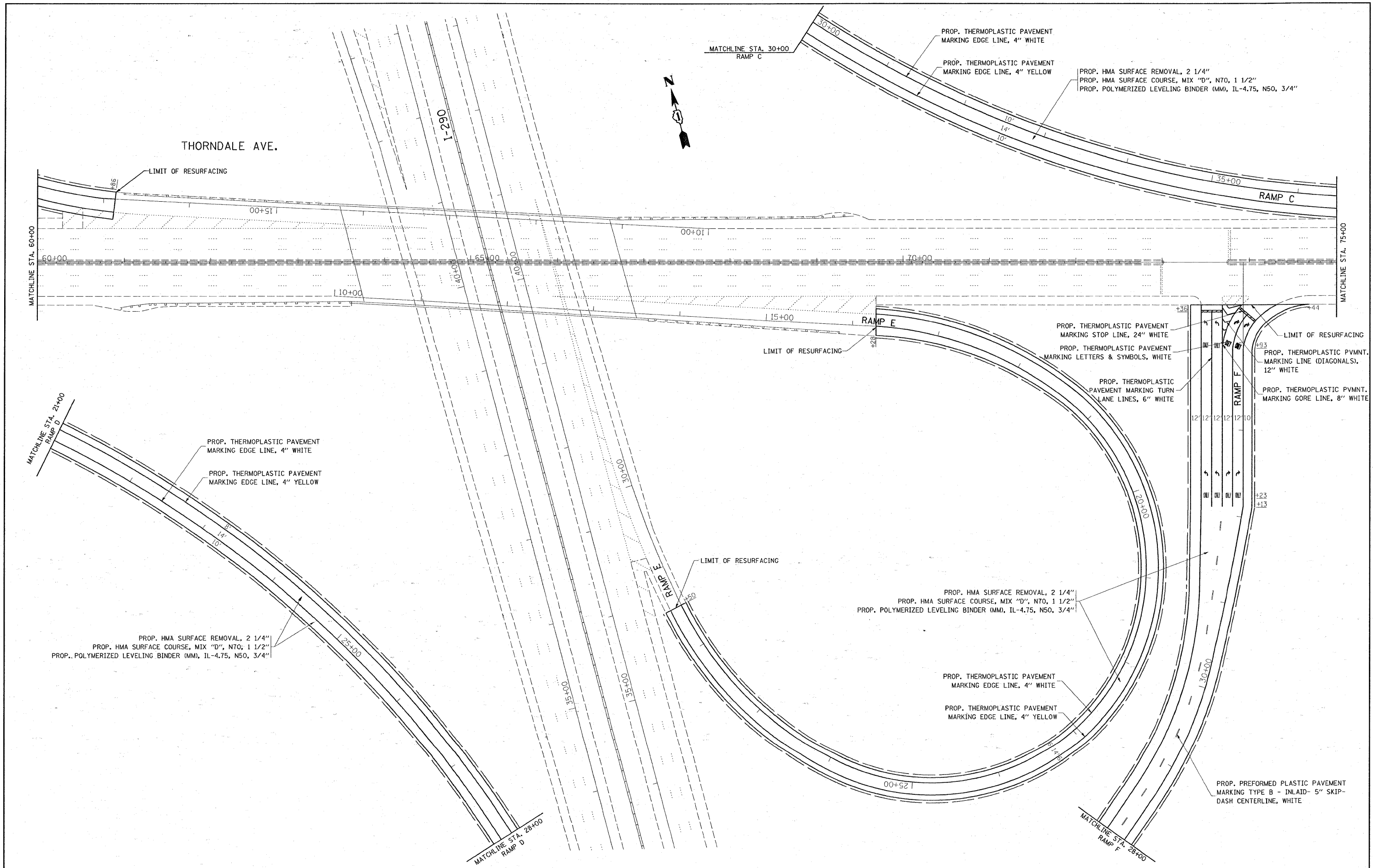
MAINLINE:
PROP. HMA SURFACE REMOVAL, 2 1/2"
PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
SHOULDERS:
PROP. HMA SURFACE REMOVAL, 2 1/4"
PROP. HMA SURFACE COURSE, MIX "D", N70, 1 1/2"
PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"

PROP. PREFORMED PLASTIC PAVEMENT MARKING
TYPE B - INLAID- 5" SKIP-DASH CENTERLINE, WHITE

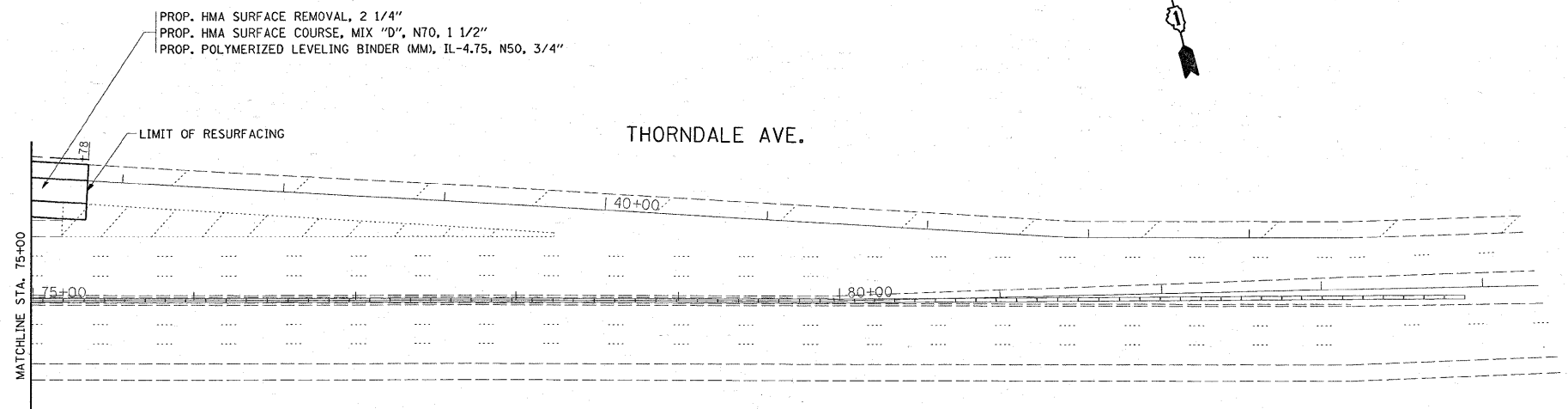
FILE NAME =	USER NAME = smithkl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	E.B. ELGIN-O'HARE EXPRESSWAY (WEST OF IL 53 TO I-290) ROADWAY AND PAVEMENT MARKING PLAN	F.A.P. RTE. 345	SECTION 22-3 (1&2) RS	COUNTY DUPAGE	TOTAL SHEETS 25	SHEET NO. 7
CONTRACT NO. 60C56	SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. TO STA.			ILLINOIS FED. AID PROJECT				
PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED -	REVISED -							
PLOT DATE = 4/9/2009	DATE -	REVISED -	REVISED -							



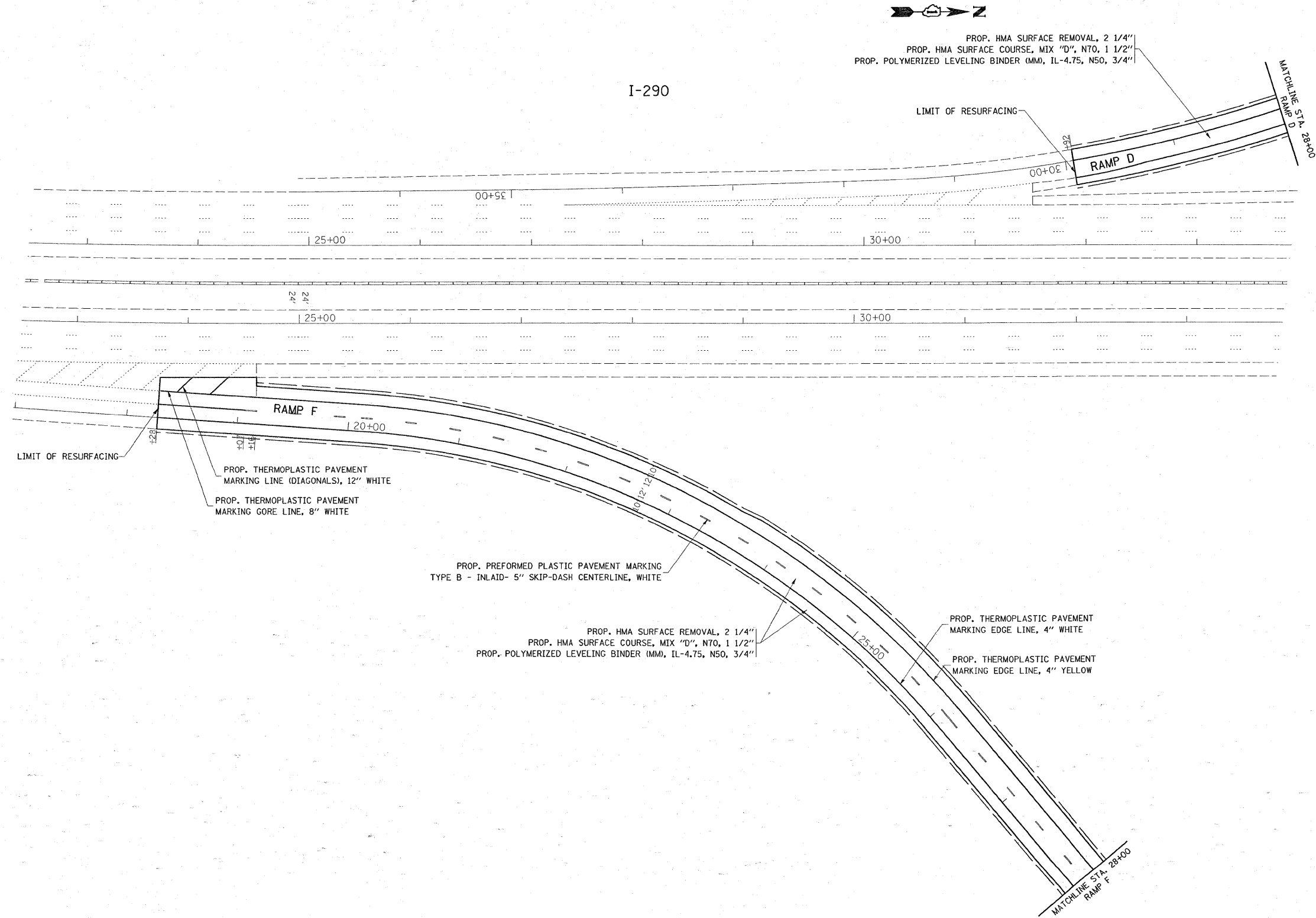
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et\p\work\p\WIDOT\SMITHKL\d0133676\DI52	209-sh4-plan.dgn	DRAWN -	REVISED -			345	22-3 (1&2) RS	DUPAGE	25	8	
	PLOT SCALE = 50.0001' / IN.	CHECKED -	REVISED -			CONTRACT NO. 60C56					
	PLOT DATE = 4/9/2009	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1"=50'	SHEET NO.	OF	SHEETS	STA.	TO STA.	



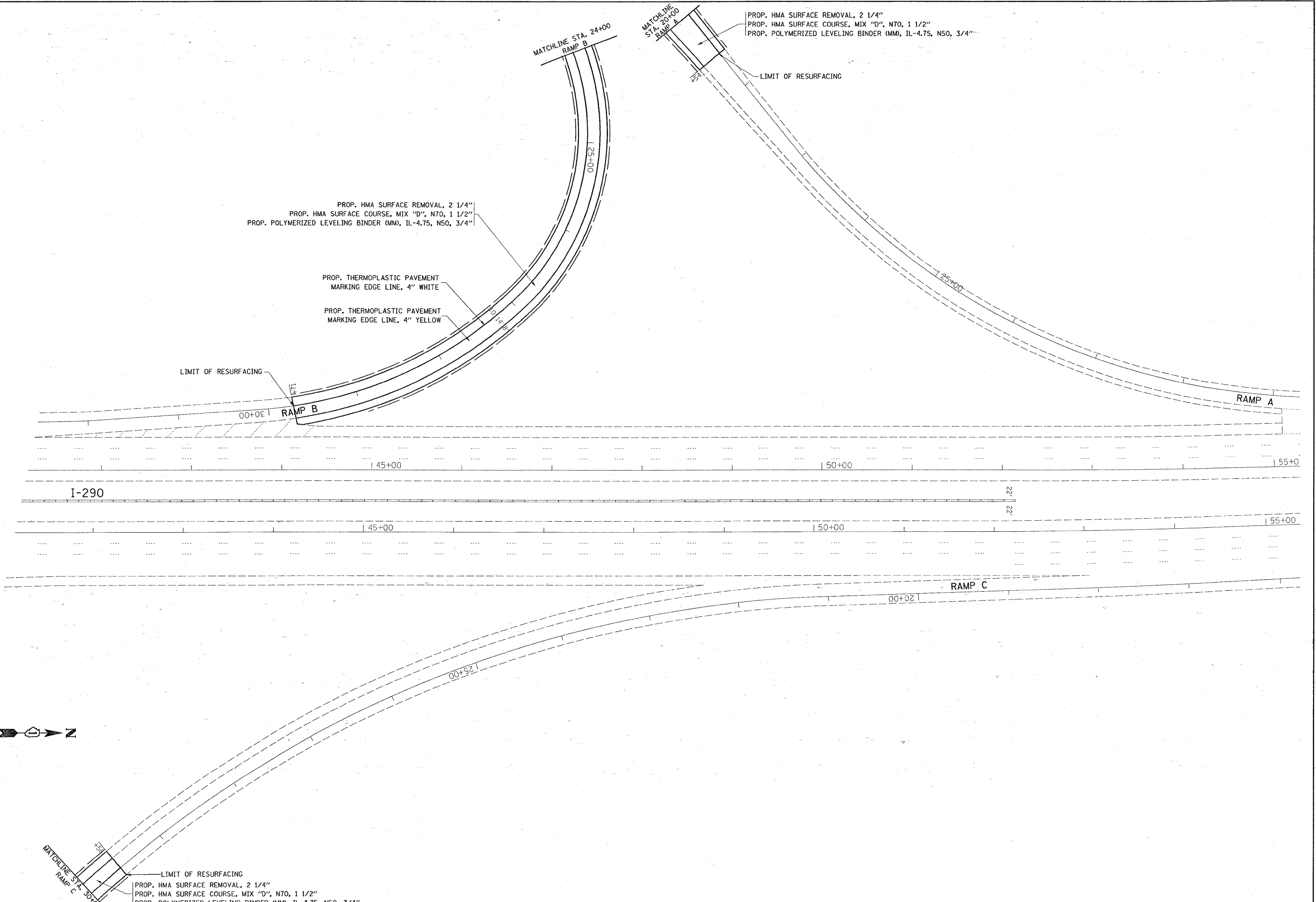
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tes\pwr\work\pwid01\SMITHKL\0133576\150209-sh-c-plen.dgn	PLOT SCALE = 50.0001' / IN.	DRAWN -	REVISED -			345	22-3 (1&2) RS	DUPAGE	25	9	
	PLOT DATE = 4/9/2009	CHECKED -	REVISED -			CONTRACT NO. 60G56					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1"=50'	SHEET NO.	OF	SHEETS	STA.	TO STA.	



FILE NAME =	USER NAME = sm:thkl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	E.B. ELGIN-O'HARE EXPRESSWAY (WEST OF IL 53 TO I-290) ROADWAY AND PAVEMENT MARKING PLAN	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pwr\work\pwidot\SMITHKL\d0133876\0150209-shr-plan.dgn	PLOT SCALE = 50.0001' / IN.	DRAWN -	REVISED -			345	22-3 (1&2) RS	DUPAGE	25	10	
	PLOT DATE = 4/9/2009	CHECKED -	REVISED -			CONTRACT NO. 60656		ILLINOIS FED. AID PROJECT			
		DATE -	REVISED -			SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. TO STA.			



FILE NAME =	USER NAME = smithkl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	E.B. ELGIN-O'HARE EXPRESSWAY (WEST OF IL 53 TO I-290) ROADWAY AND PAVEMENT MARKING PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pw\work\PWIDOT\SMITHKL\0133676\0150289-shr-plon.dgn		DRAWN -	REVISED -			345	22-3 (1&2) RS	DUPAGE	23	12	
PLOT SCALE = 50.0001' / IN.		CHECKED -	REVISED -			CONTRACT NO. 60C56					
PLOT DATE = 4/9/2009		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1"=50'		SHEET NO. OF SHEETS		STA. TO STA.		



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

PROP. THERMOPLASTIC PAVEMENT MARKING EDGE LINE, 4" WHITE

PROP. THERMOPLASTIC PAVEMENT MARKING EDGE LINE, 4" YELLOW

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

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

FILE NAME =
 USER NAME = smthkl
 PLOT SCALE = 50.0001' / IN.
 PLOT DATE = 4/9/2009

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

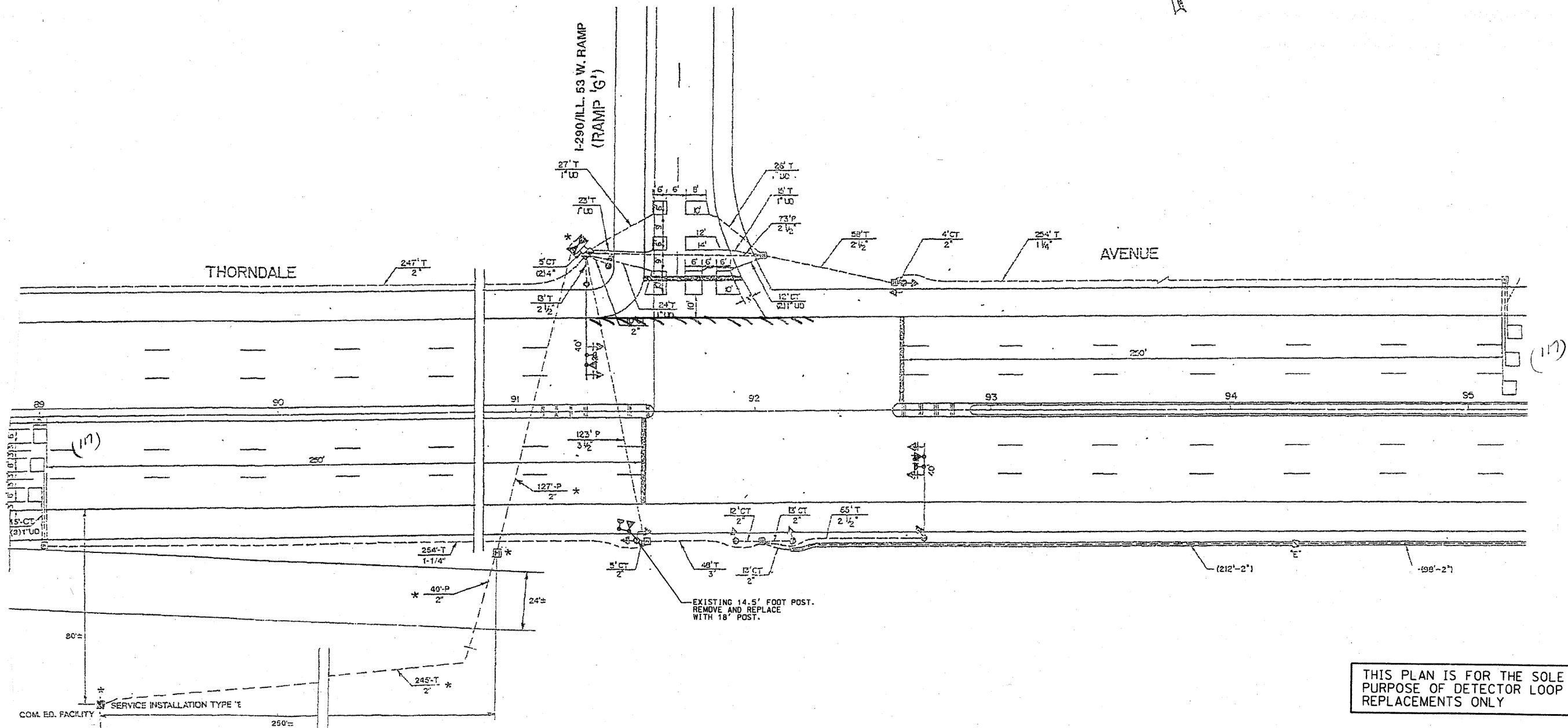
**E.B. ELGIN-O'HARE EXPRESSWAY (WEST OF IL 53 TO I-290)
 ROADWAY AND PAVEMENT MARKING PLAN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	22-3 (1&2) RS	DUPAGE	25	12
CONTRACT NO. 60C56				
ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
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
88600600	234	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kanthaphixaybc	DESIGNED - BCK	REVISED -
ca:\pwork\PWIDOT\KANTHAPHIXAYBC\001126	4\traffic.legend.v7.dgn	DRAWN - BCK	REVISED -
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	PLOT DATE = 4/3/2009	DATE -	REVISED -

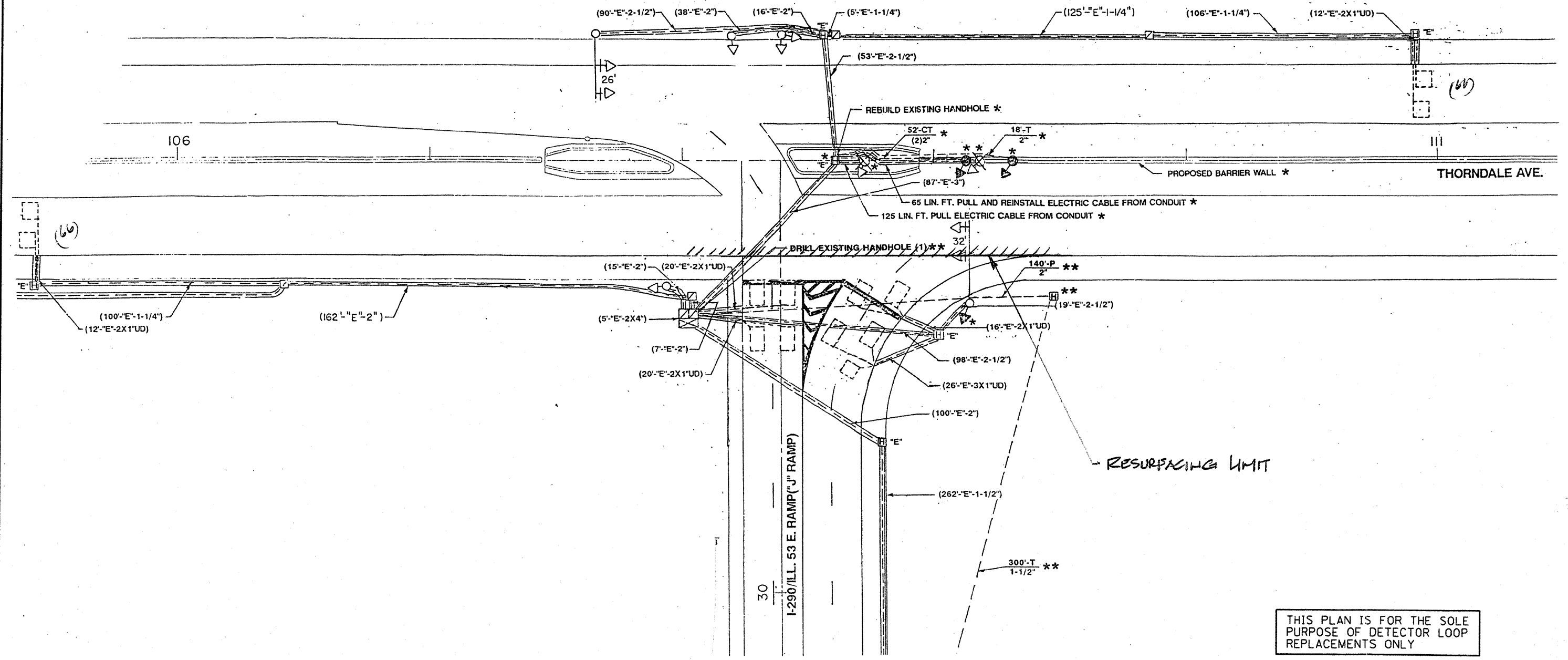
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT
I-290 W. RAMP @ THORNDALE AVENUE**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	22-3(1+2) 65	DUPAGE	25	13
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO.	
			60656	

TRAFFIC SIGNAL LEGEND

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

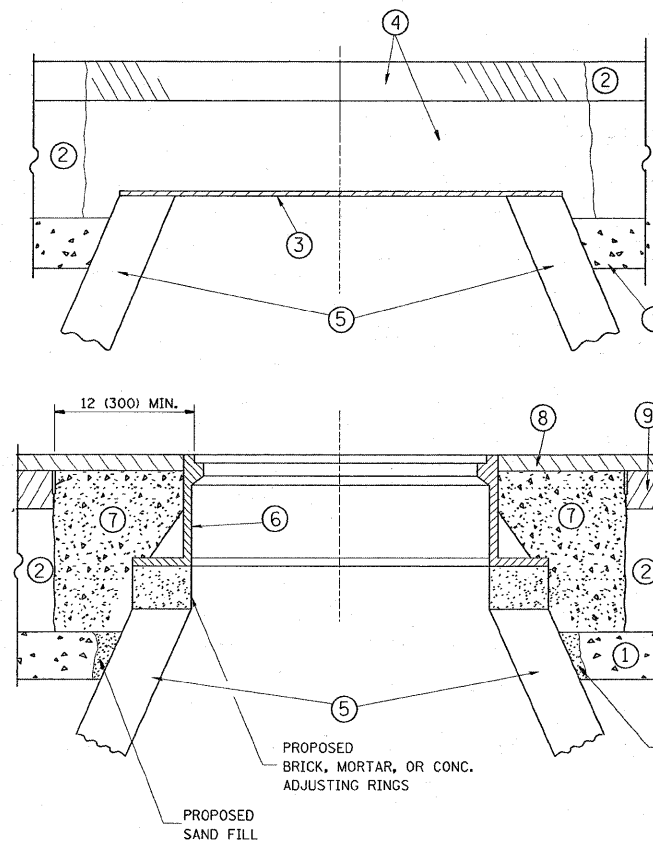
CODE	QUANTITY	UNIT	ITEM
88600600	132	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kenthaphixaybc	DESIGNED - BCK	REVISED -
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	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
I-290 B. RAMP @ THORNDALE AVENUE**

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	22-3 (1+2) RS	DUPAGE	25	14
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60656	



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

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.

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.

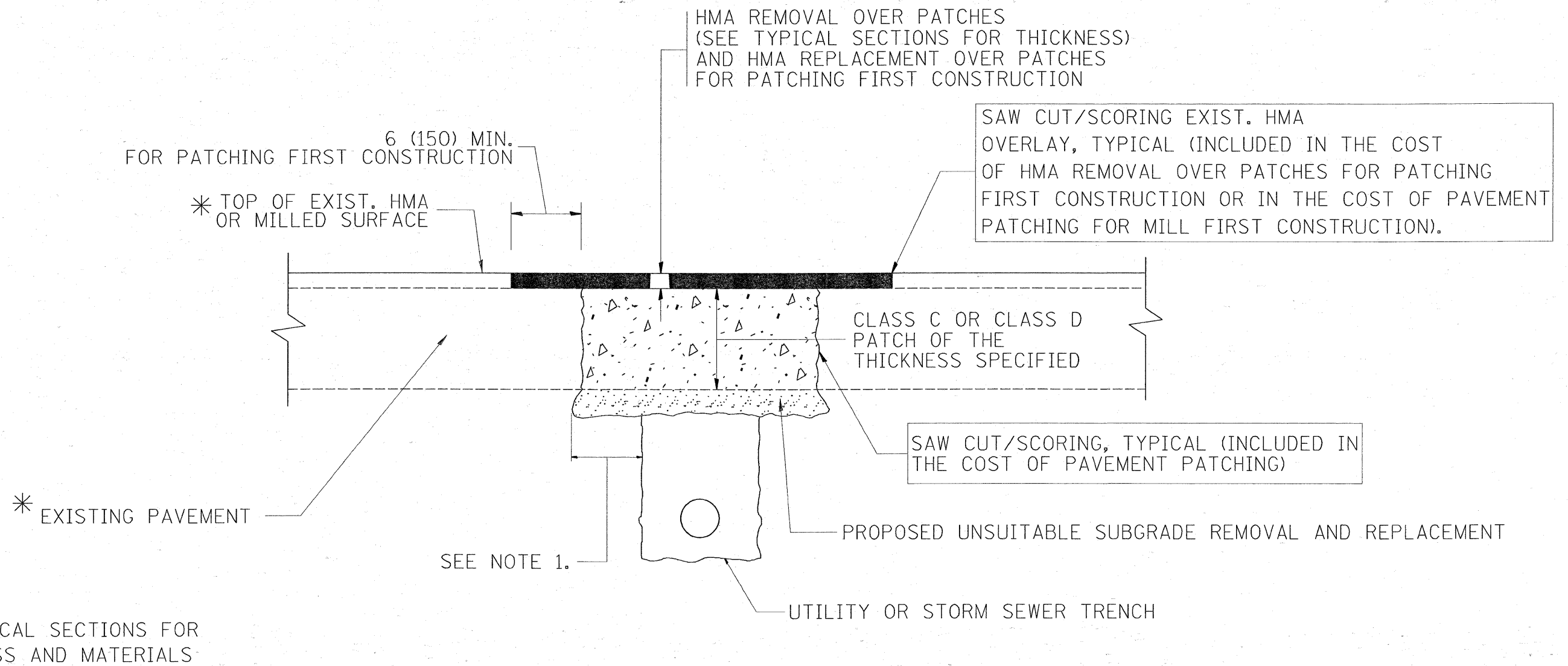
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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 = amthkl	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwidot\SMITHKL\d0133676\dst\d.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	345			22-3 (1&2) RS	DUPAGE	25	14A	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04	BD600-03 (BD-8)			CONTRACT NO. 60G56				
PLOT DATE = 4/18/2009	DATE - 10-25-94	REVISED - R. BORO 01-01-07	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	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)

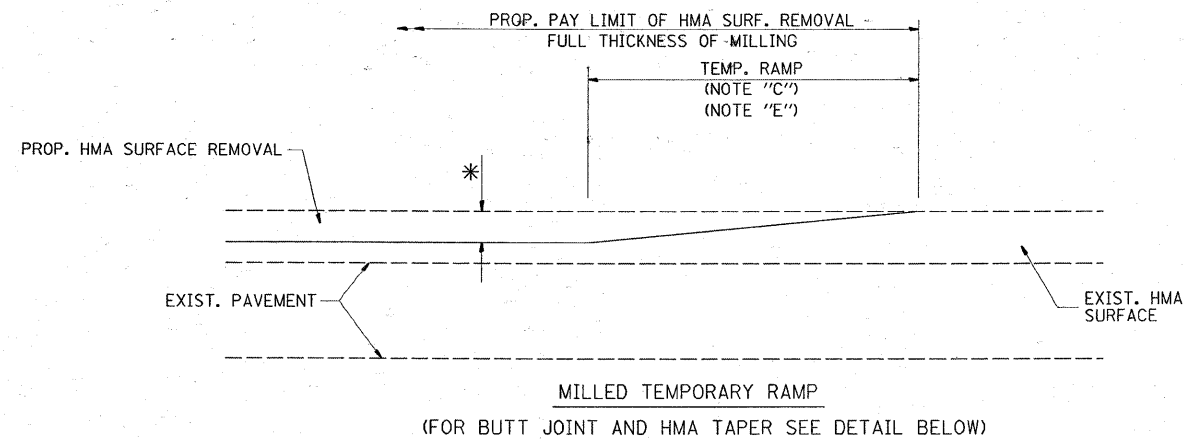
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

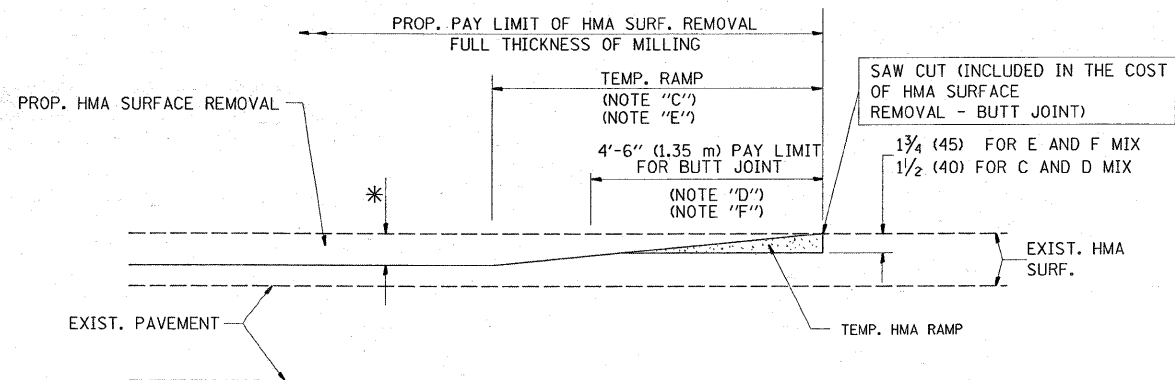
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

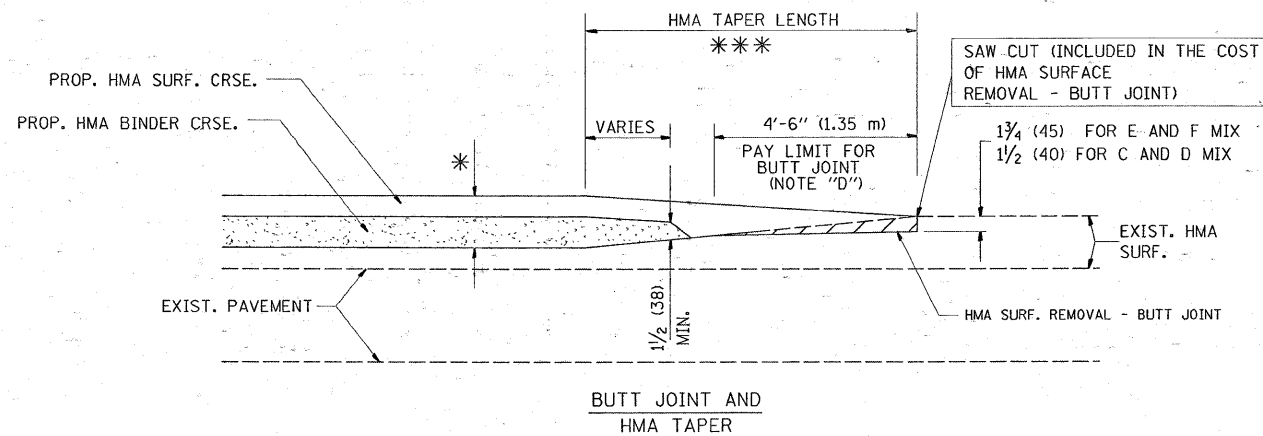
FILE NAME =	USER NAME = smthkl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca\pwork\pwid01\SMTHKL\d0133676\Dist	td.dgn	DRAWN -	REVISED - R. BORO 01-01-07			345	22-3 (18.2) RS	DUPAGE	25	15
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07	BD400-04 (BD-22)			CONTRACT NO. 60656				
PLOT DATE = 4/9/2009	DATE = 10-25-94	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		



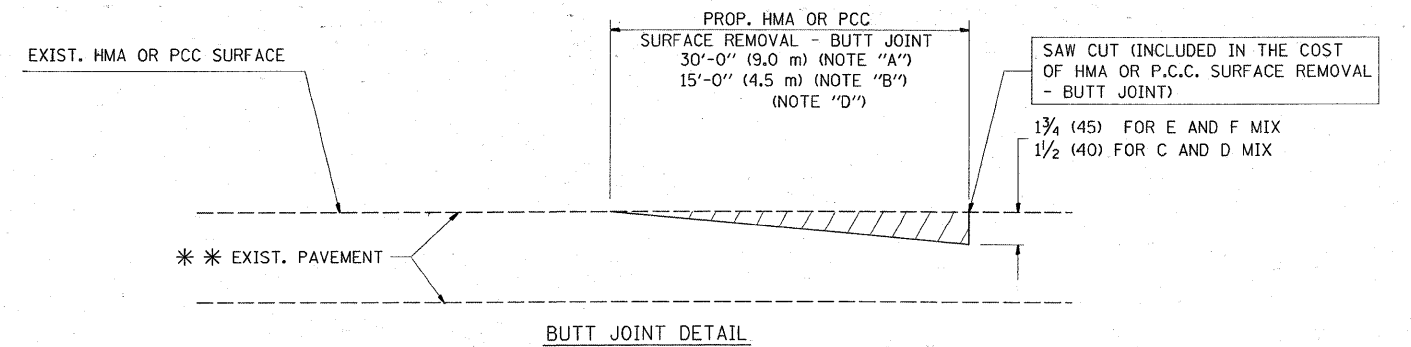
OPTION 1



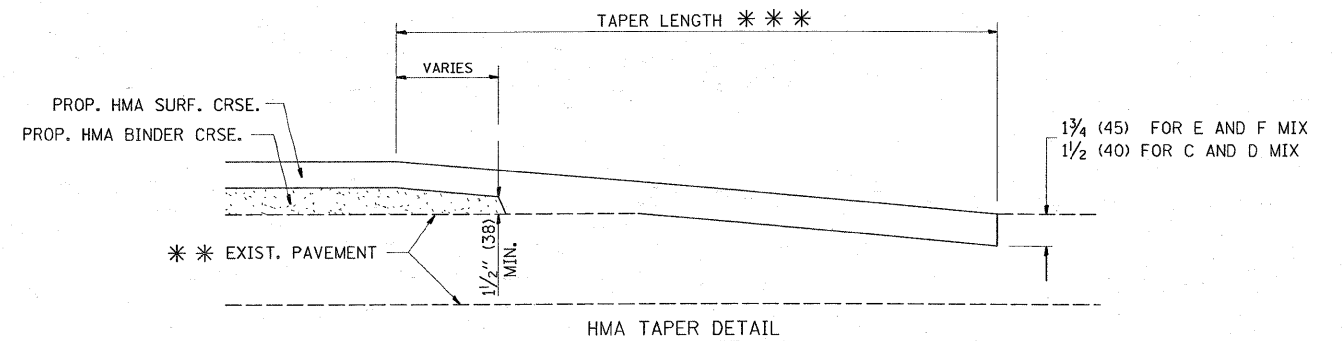
OPTION 2
TYPICAL TEMPORARY RAMP



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.

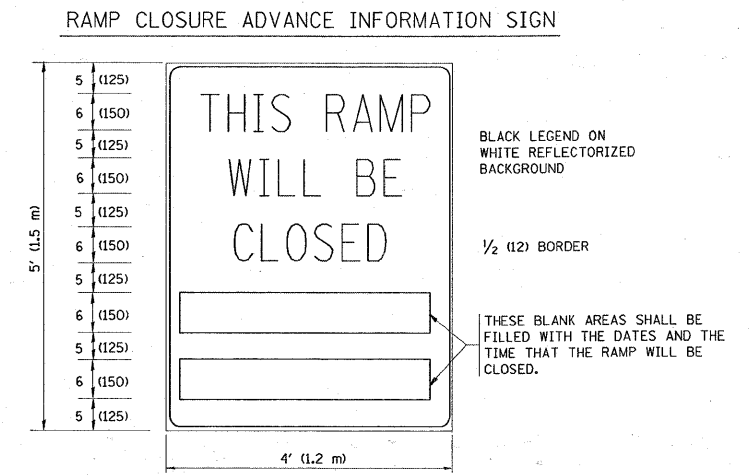
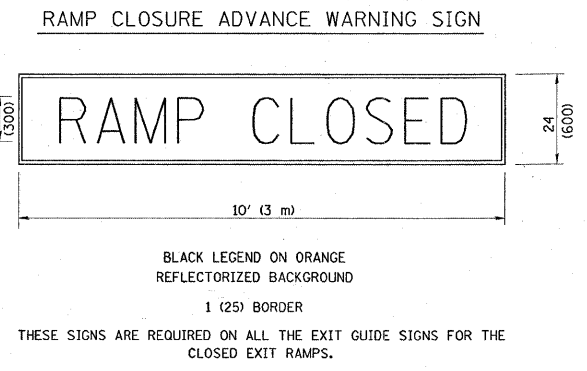
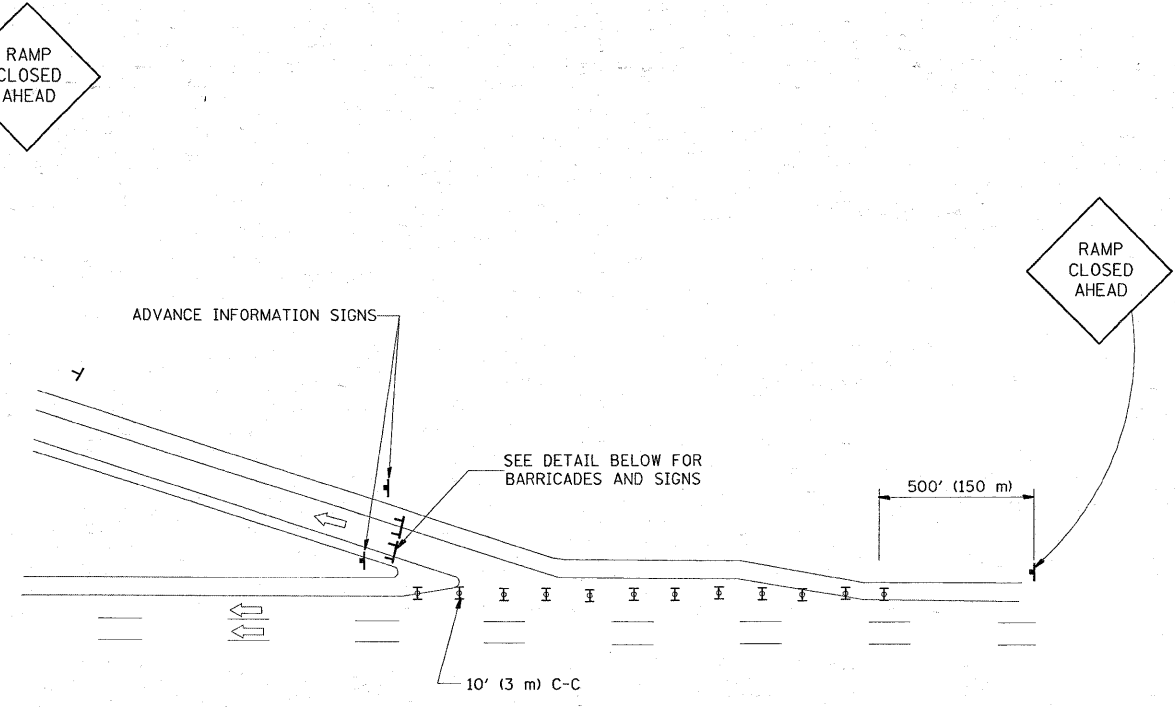
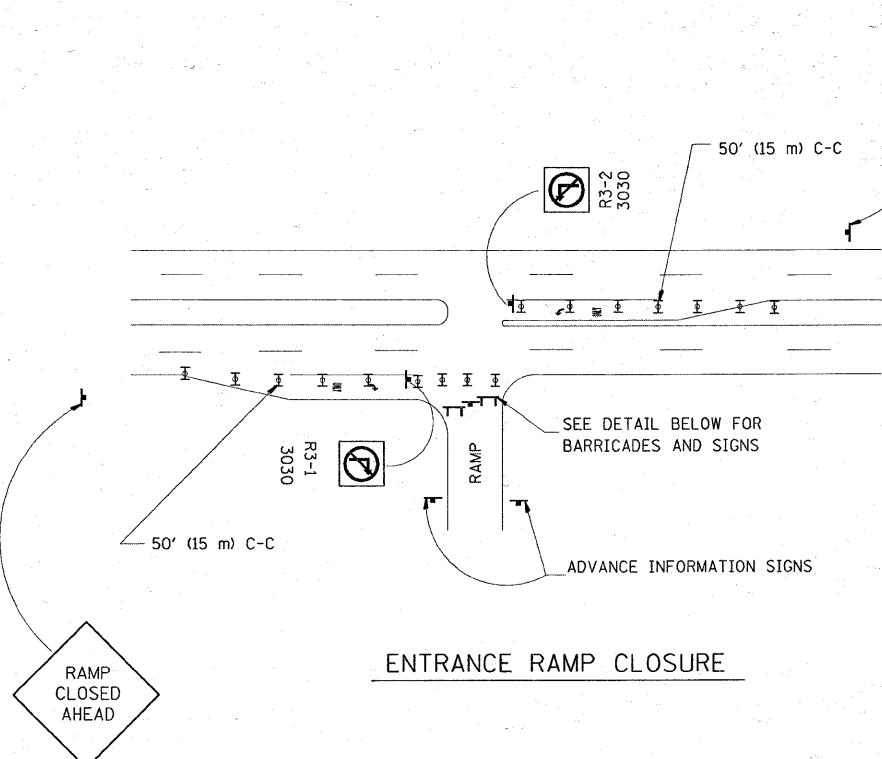
FILE NAME =	USER NAME = smthkl	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
ct:\pwork\pwork\smthkl\1\0133676\1\1st5.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 4/9/2009		DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

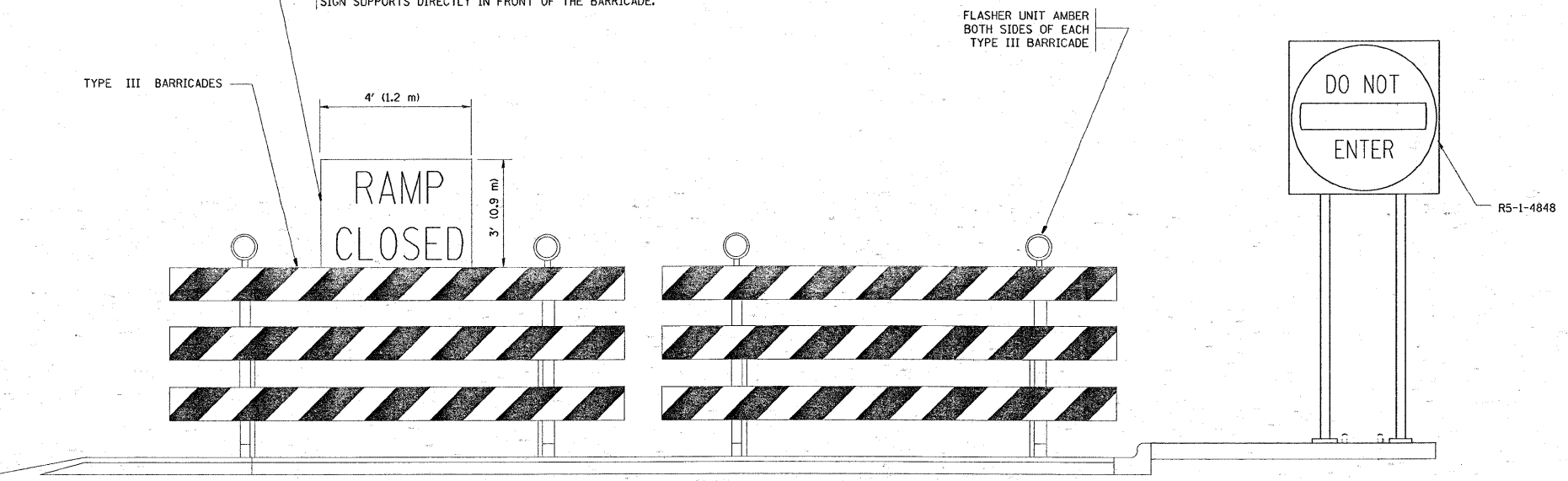
BUTT JOINT AND
HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	22-3 (182) RS	DUPAGE	25	16
BD400-05 BD32		CONTRACT NO. 60G56		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



THE "RAMP CLOSED" SIGN SHALL BE B/W WITH 8 (200) CAPS. IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS DIRECTLY IN FRONT OF THE BARRICADE.



THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

GENERAL NOTES:

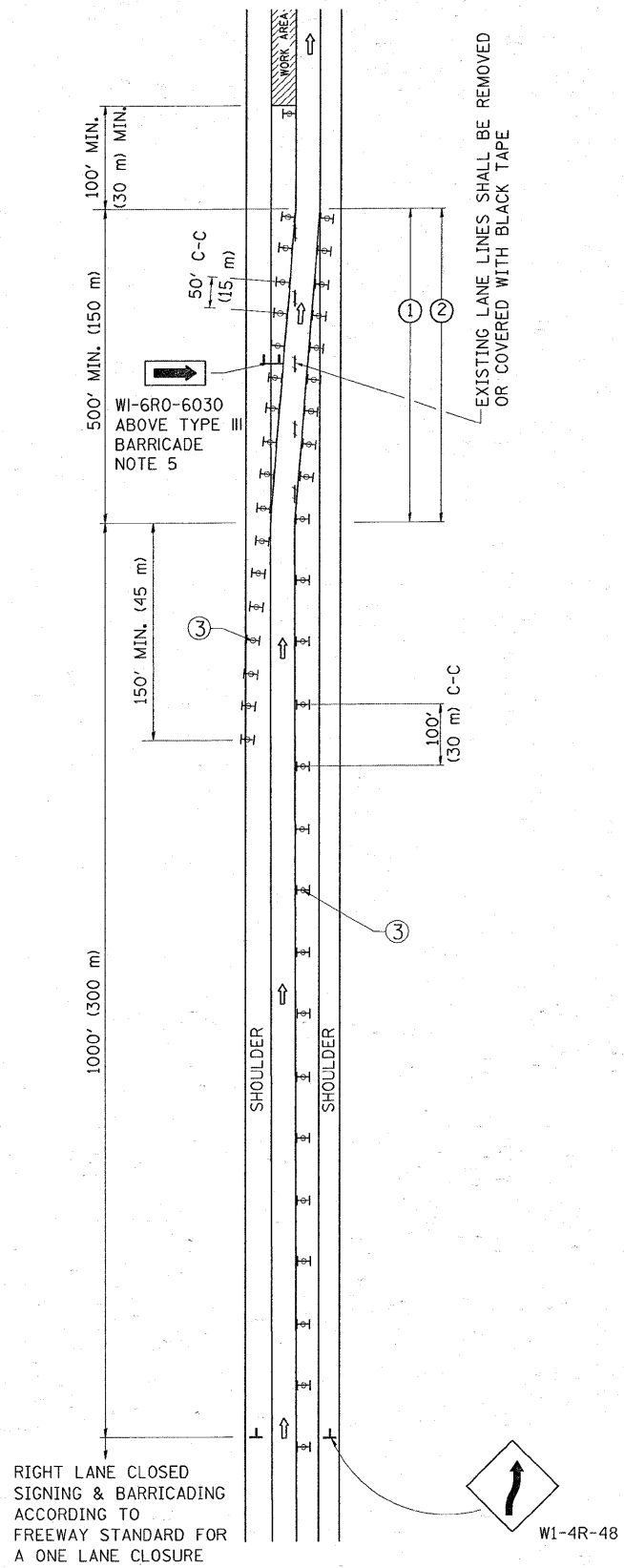
1. CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
2. STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
3. A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES.
4. ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED.
5. THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
7. THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED TWENTY FOUR (24) HOURS IN LENGTH.

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

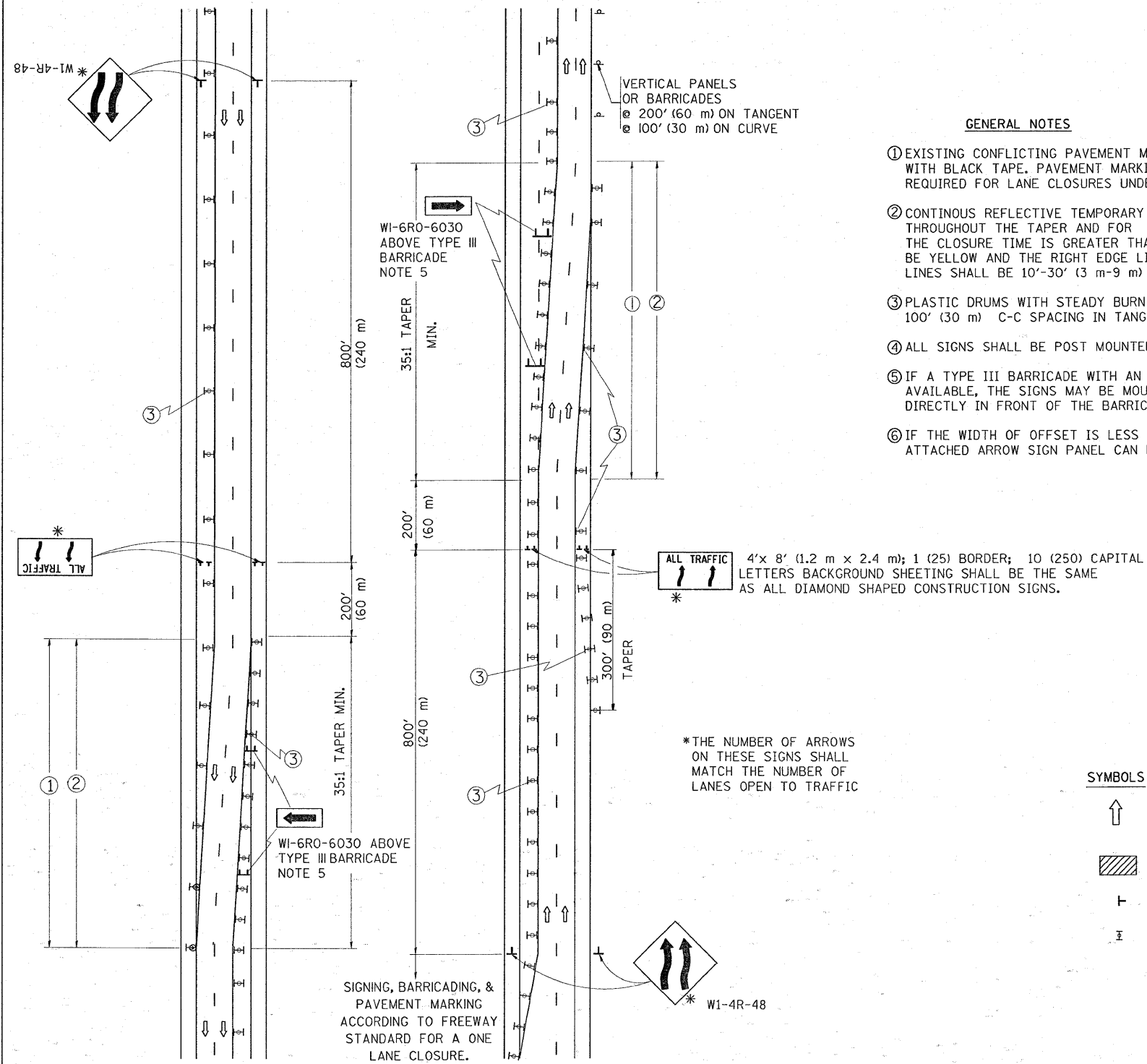
- SYMBOLS**
- ▬ TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
 - ▬ TYPE III BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = smthkl	DESIGNED - DWS	REVISED - DWS 12-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FREWAY ENTRANCE AND EXIST RAMP CLOSURE DETAILS	F.A.P. R.T.E. 345	SECTION 22-3 (1&2) RS	COUNTY DUPAGE	TOTAL SHEETS 23	SHEET NO. 17		
CONTRACT NO. 60G56	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED - DWS/JAF 12-02			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
	PLOT DATE = 4/9/2009	DATE - 02-83	REVISED - JAF 02-06									
			REVISED - SPB 01-07									

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

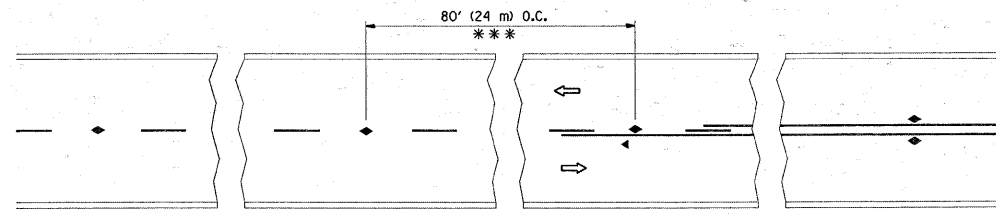
- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED OR COVERED WITH BLACK TAPE. PAVEMENT MARKING REMOVAL OR BLACK TAPE SHALL NOT BE REQUIRED FOR LANE CLOSURES UNDER 24 HOURS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVE LANE LINES SHALL BE 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS DIRECTLY IN FRONT OF THE BARRICADE.
- ⑥ IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

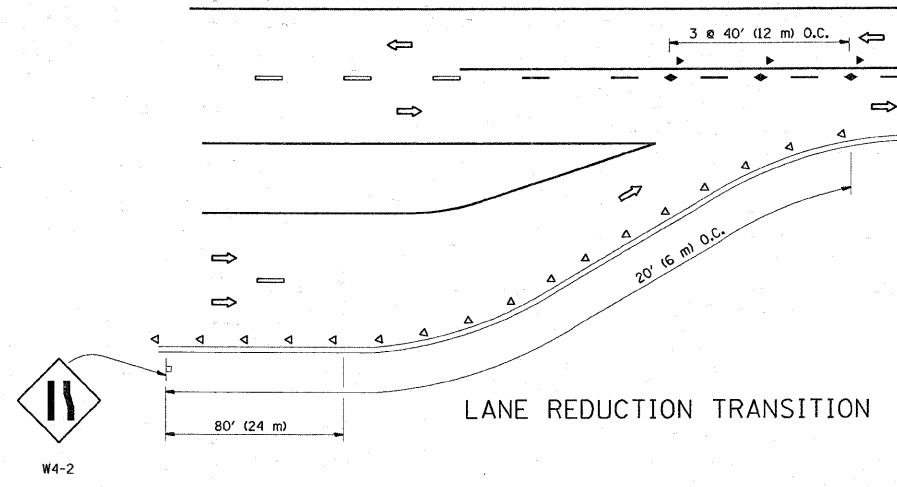
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = smthkl	DESIGNED -- DWS	REVISED -- DWS 11-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE	F.A.P. RTE. 345	SECTION 22-3 (1&2) RS	COUNTY	TOTAL SHEETS 25	SHEET NO. 18	
ct\pw\work\PWIDOT\SMITHKL\d8133676\Dist\td.dgn	PLOT SCALE = 50.0000 "/td> <td>DRAWN --</td> <td>REVISED -- JAF 01-03</td> <td>SCALE: NONE</td> <td>SHEET NO. 1 OF 1 SHEETS</td> <td>STA. TO STA.</td> <td colspan="2" style="text-align: center;">TC-09</td> <td>CONTRACT NO. 60G56</td>	DRAWN --	REVISED -- JAF 01-03			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	TC-09		CONTRACT NO. 60G56
	PLOT DATE = 4/9/2009	CHECKED --	REVISED -- JAF 02-06			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
		DATE -- 02-87	REVISED -- SPB 01-07								

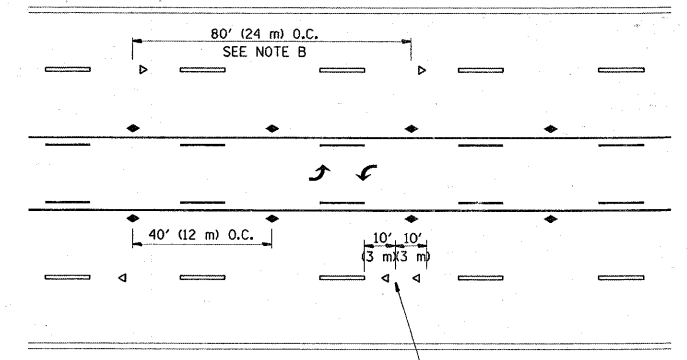


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

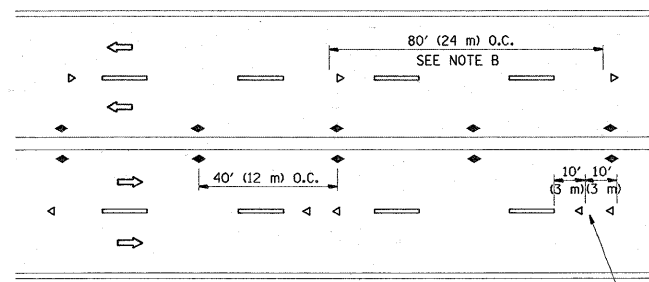
TWO-LANE/TWO-WAY



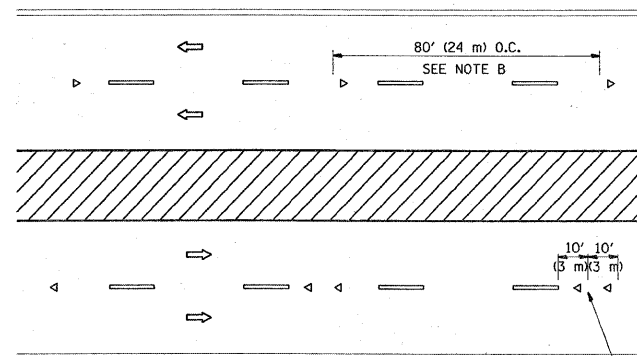
LANE REDUCTION TRANSITION



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

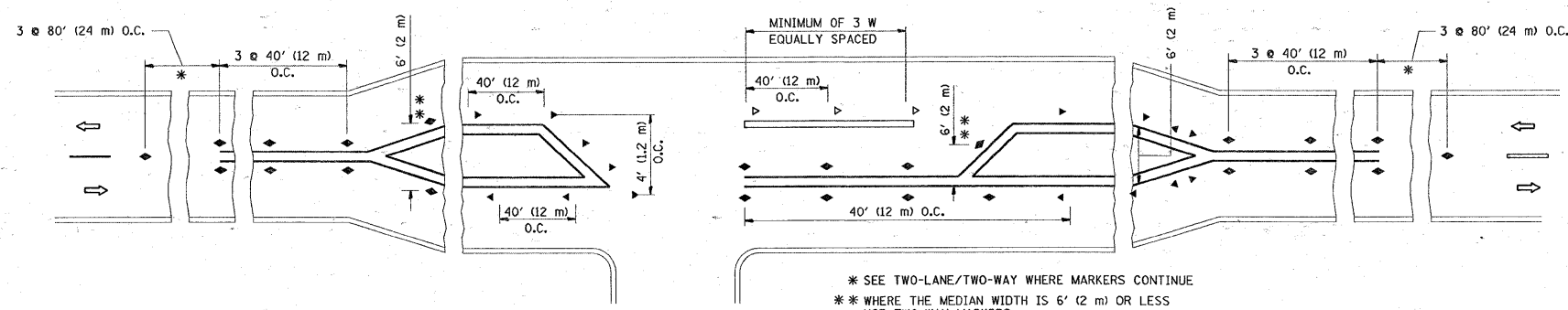
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

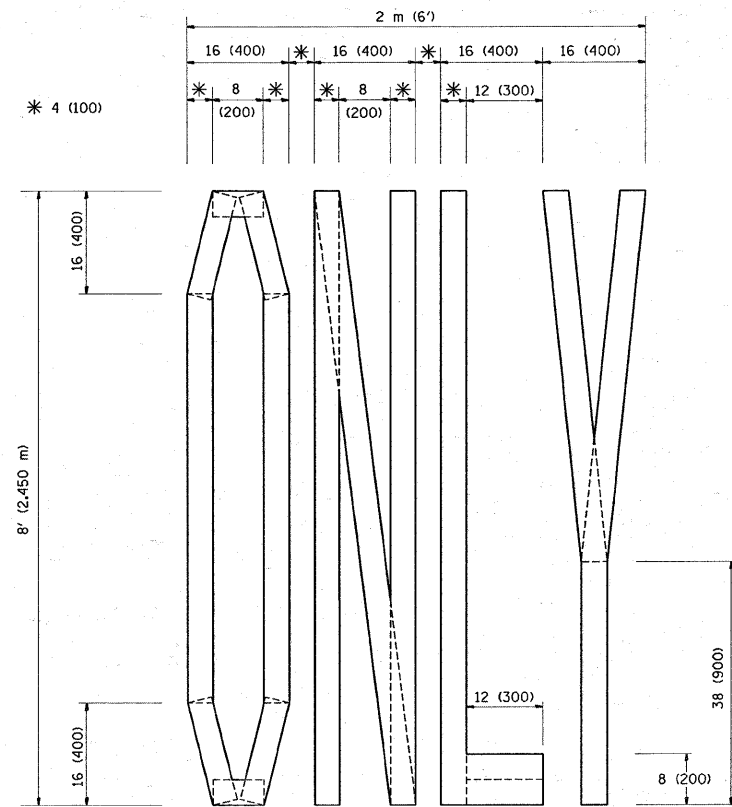


LEFT TURN

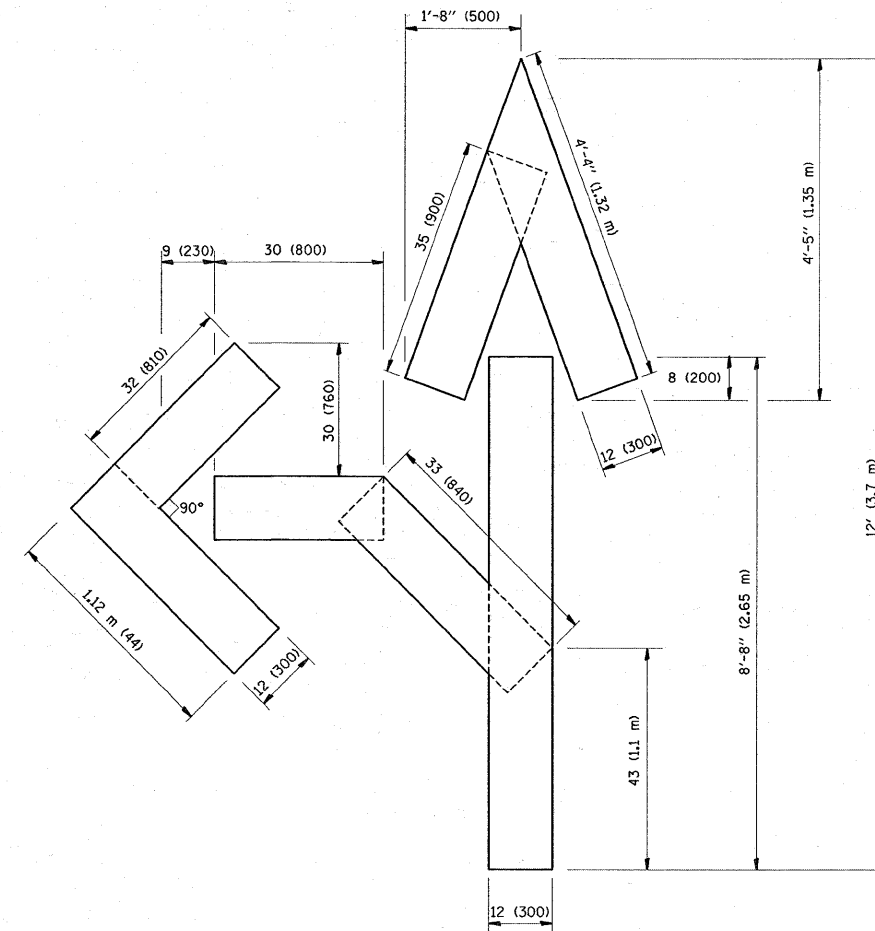
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

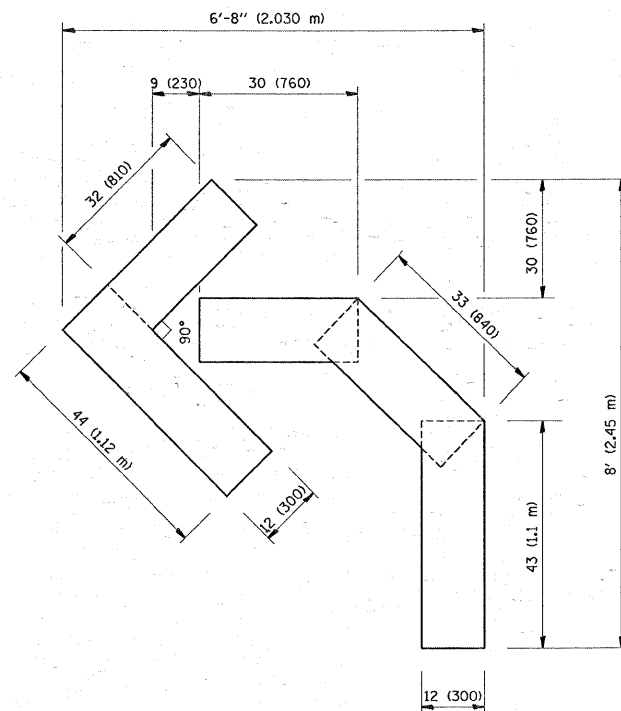
FILE NAME =	USER NAME = smithkl	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\p\work\PW1001\SMITHKL\0133676\Dist\td.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		345	22-3 (1&2) RS	DUPAGE	25	19			
		CHECKED -	REVISED - T. RAMMACHER 01-06-00		TC-11				CONTRACT NO. 60G56			
		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

FILE NAME =	USER NAME = smthk1	DESIGNED -	REVISED - T. RAMMACHER 06-05-96
ca:\pwork\pwid001\SMITHK1\0133676\Dis\td.dgn		DRAWN -	REVISED - T. RAMMACHER 11-04-97
		CHECKED -	REVISED - T. RAMMACHER 03-02-98
		DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

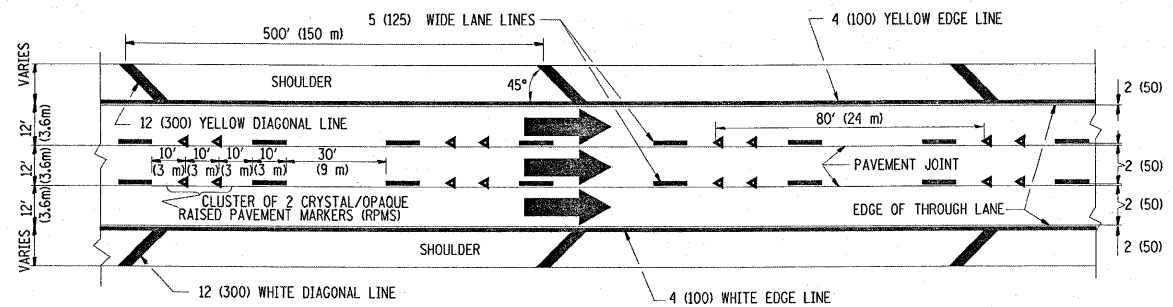
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	22-3 (1&2) RS	DUPAGE	25	20
TC-16			CONTRACT NO. 60G56	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

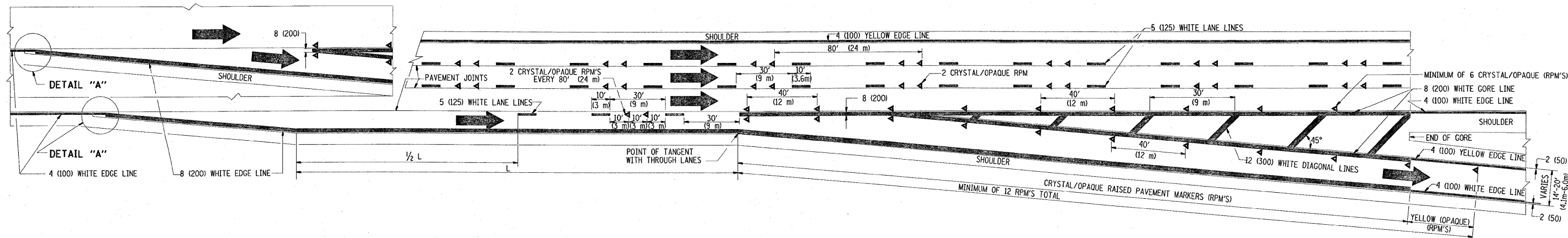
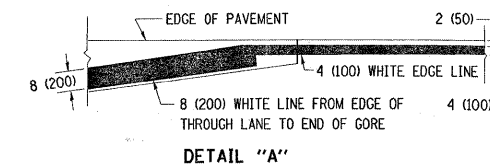
THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH
 THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH



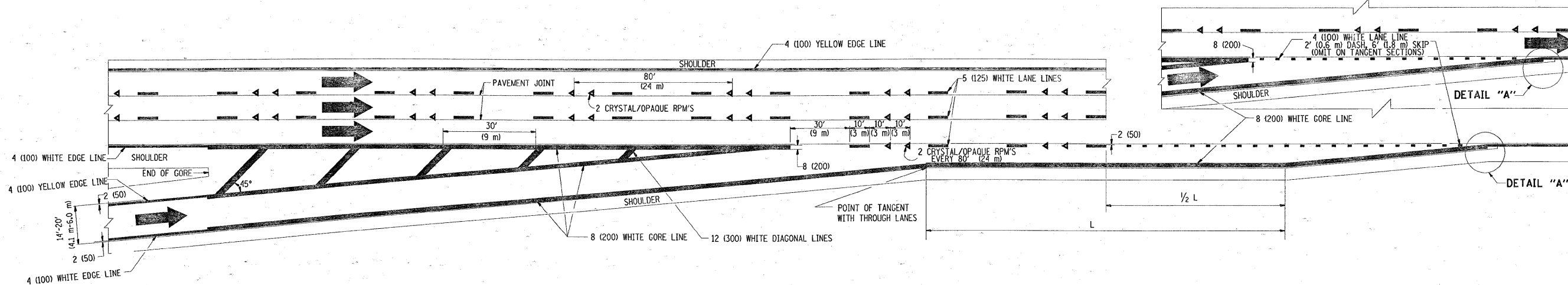
TYPICAL EDGE LINES & LANE LINES

NOTES:

1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC

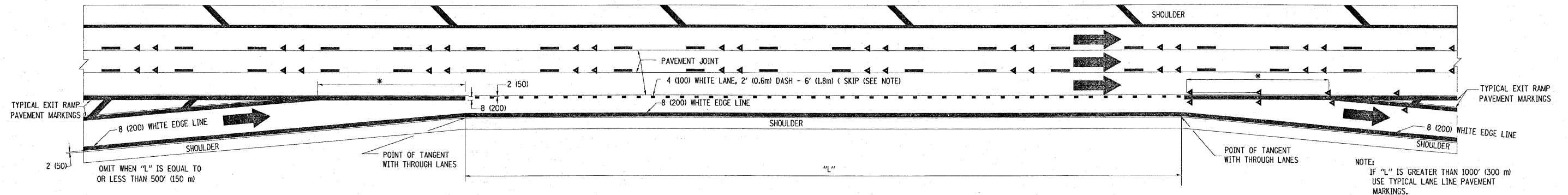


TYPICAL EXIT RAMP PAVEMENT MARKINGS

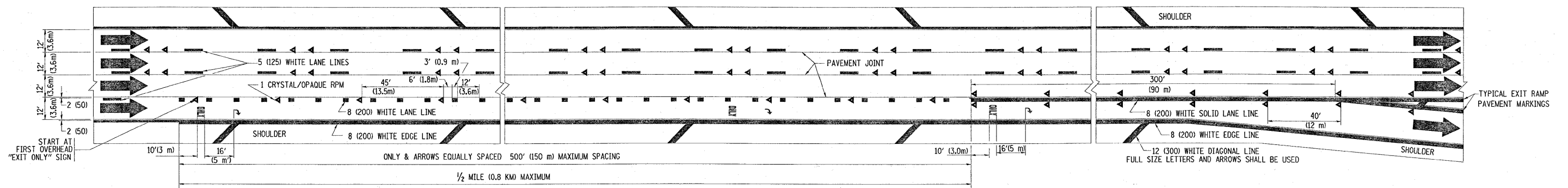


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

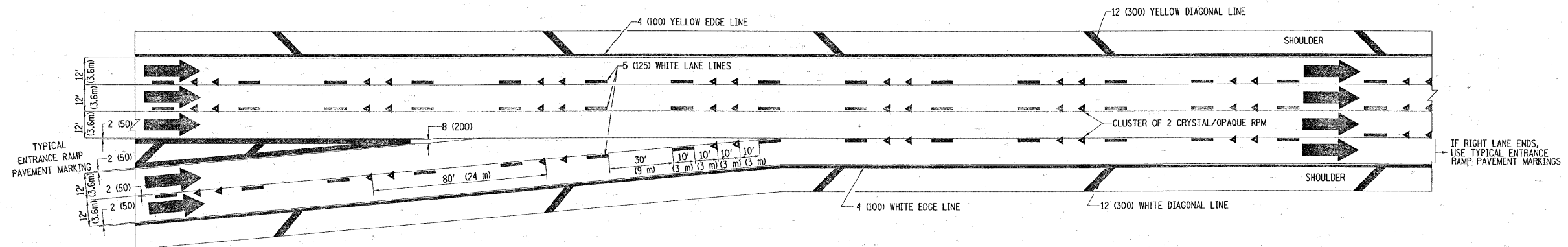
FILE NAME =	USER NAME = smithk1	DESIGNED - D.W.S.	REVISED - A.H. 03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS		F.A.P. RTE. 345	SECTION 22-3 (1&2) RS	COUNTY DUPAGE	TOTAL SHEETS 25	SHEET NO. 21	
at\pw_work\PWIDOT\SMITHK1\dl0133676\Dis\td.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - D.W.S. 07-96		SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
	PLOT DATE = 4/9/2009	CHECKED -	REVISED - J.A.F. 02-06					TC-12 CONTRACT NO. 60G56				
		DATE - 01-90	REVISED - S.P.B. 01-07									



TYPICAL ENTRANCE/EXIT RAMP COMBINATION PAVEMENT MARKINGS



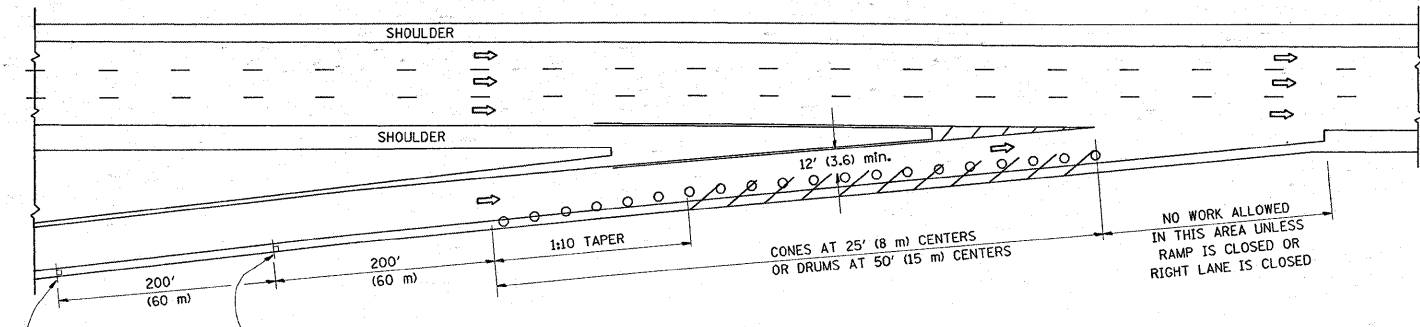
TYPICAL EXIT ONLY LANE PAVEMENT MARKINGS



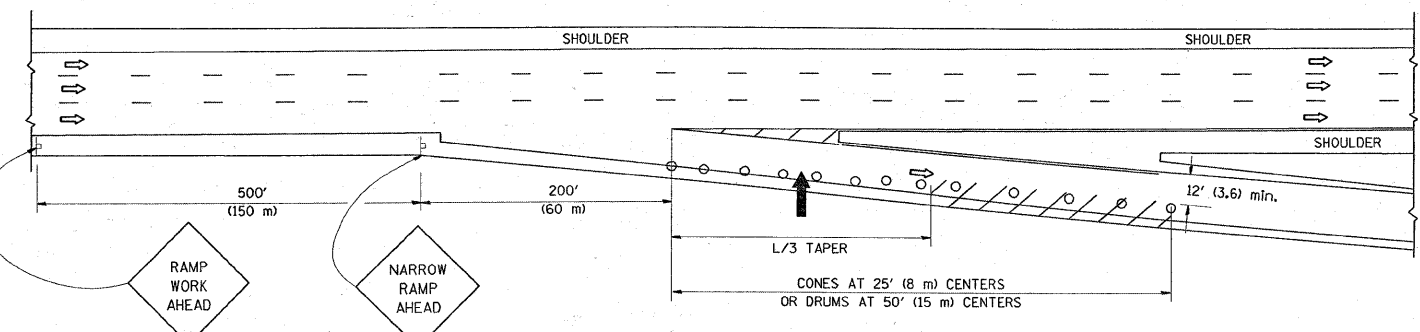
TYPICAL TWO LANE ENTRANCE RAMP PAVEMENT MARKINGS

FILE NAME =	USER NAME = smithk1	DESIGNED - D.W.S.	REVISED - A.H. 03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS		F.A.P. RTE. 345	SECTION 22-3 (I&2) RS	COUNTY DUPAGE	TOTAL SHEETS 25	SHEET NO. 22	
CONTRACT NO. 60656	PLT SCALE = 50,00000' / IN.	CHECKED -	REVISED - J.A.F. 02-06		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	TC-12				
	PLT DATE = 4/9/2009	DATE - 01-90	REVISED - S.P.B. 01-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

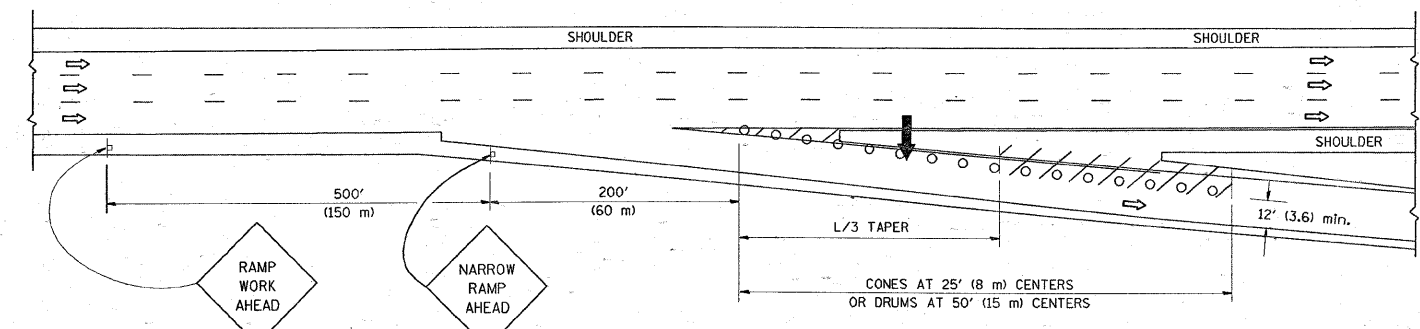
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

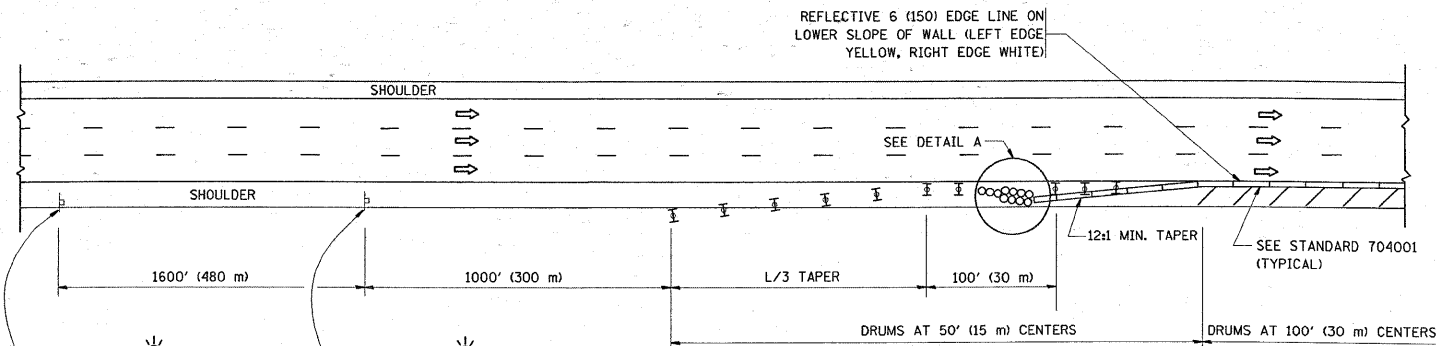
- ARROWBOARD
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

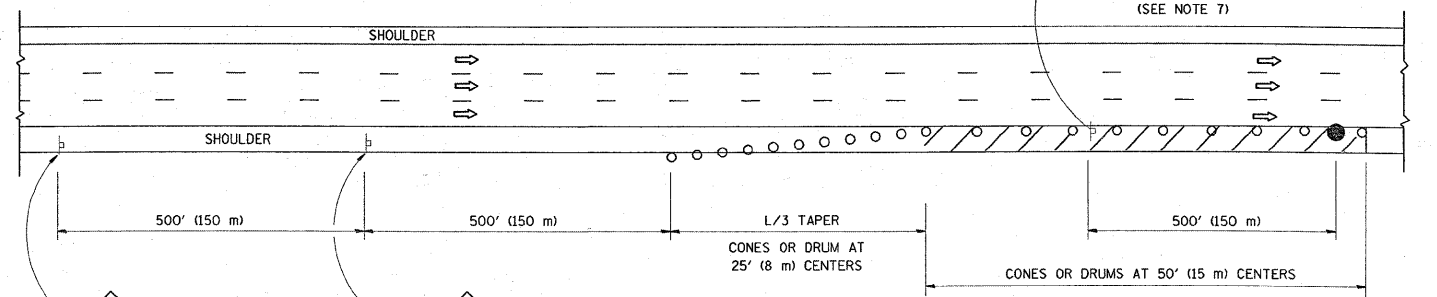
1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH
	$L=0.65(W/S)$ $L=(W/S)$
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

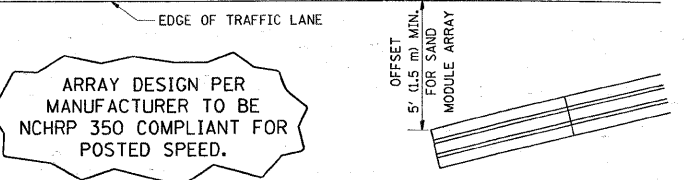
SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE



DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)

THIS DETAIL IS USED WHERE:
1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCRANCH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.

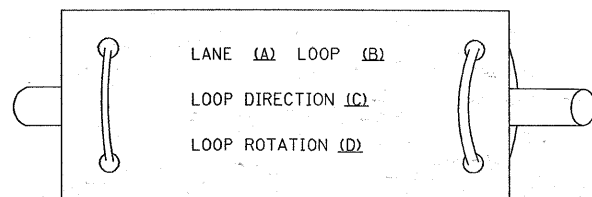
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = smithk1	DESIGNED -	REVISED - J.A.F. 12-02	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pwwork\pwwork\SMITHK1\0133676\Dist13	td.dgn	DRAWN - D.W.S.	REVISED - 04-03		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	345	22-3 (1+2) RS	DUROCHE	25	23
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - J.A.F. 12-06		STA. TO STA.		TC-17		CONTRACT NO. 60656		
PLOT DATE = 4/9/2009		DATE - 11-96	REVISED - S.P.B. 01-07				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

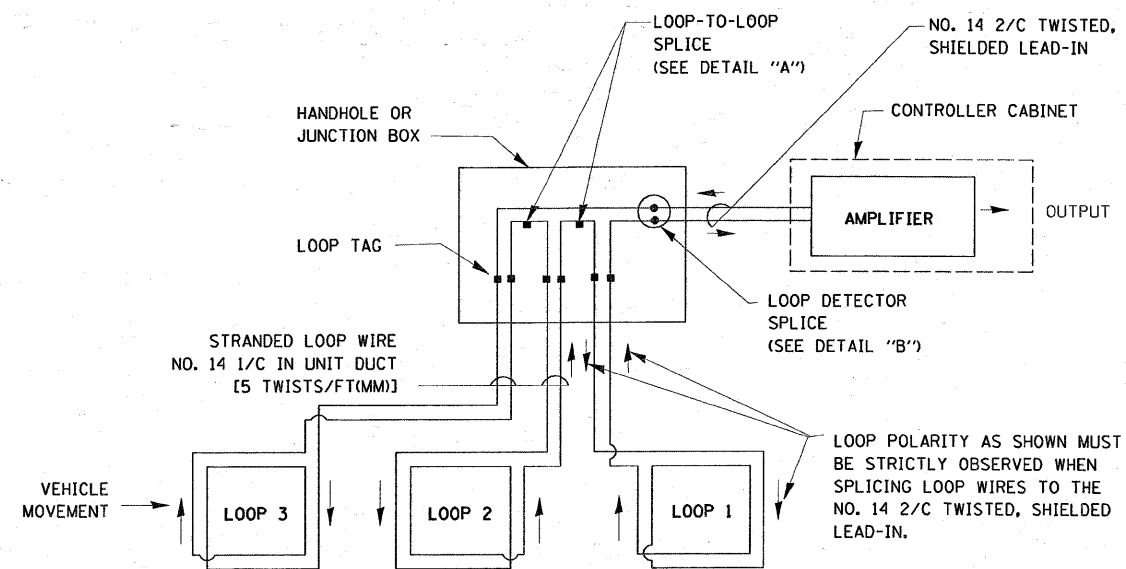
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

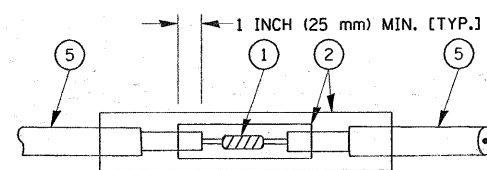


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

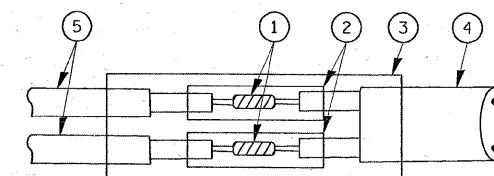


DETECTOR LOOP WIRING SCHEMATIC

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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

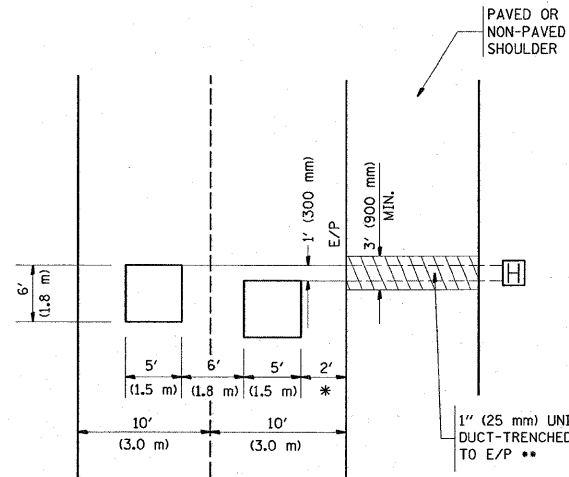
LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = smthkl	DESIGNED - D.A.D.	REVISED - 11-12-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
not\pwork\PW\DOT\SMITHKL\d0133676\Dist1	DRAWN - R.W.P.	REVISED - BUR. TRAFFIC 01-01-02	345			22-3 (1&2) RS	DUPAGE	25	24	
PLOT SCALE = 50,0000' / IN.	CHECKED - D.A.Z.	REVISED -	TS-05			CONTRACT NO. 60656				
PLOT DATE = 4/9/2009	DATE - 05-30-00	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE: NONE	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.			

LOOPS NEXT TO SHOULDERS

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

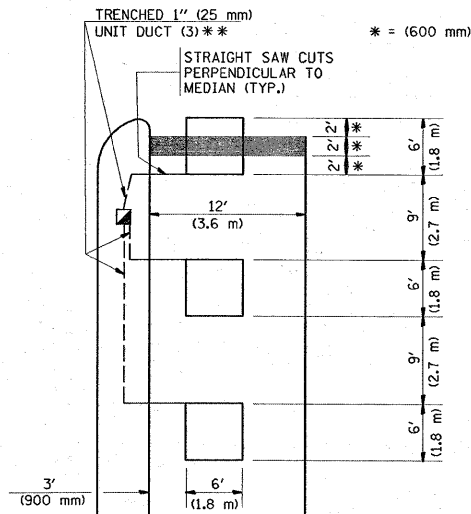


* = (600 mm)

** 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)**

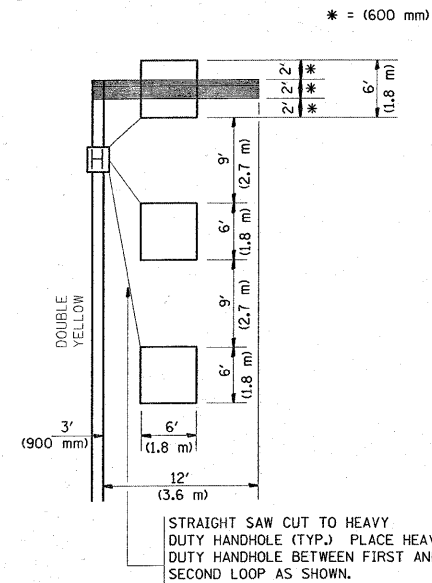
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

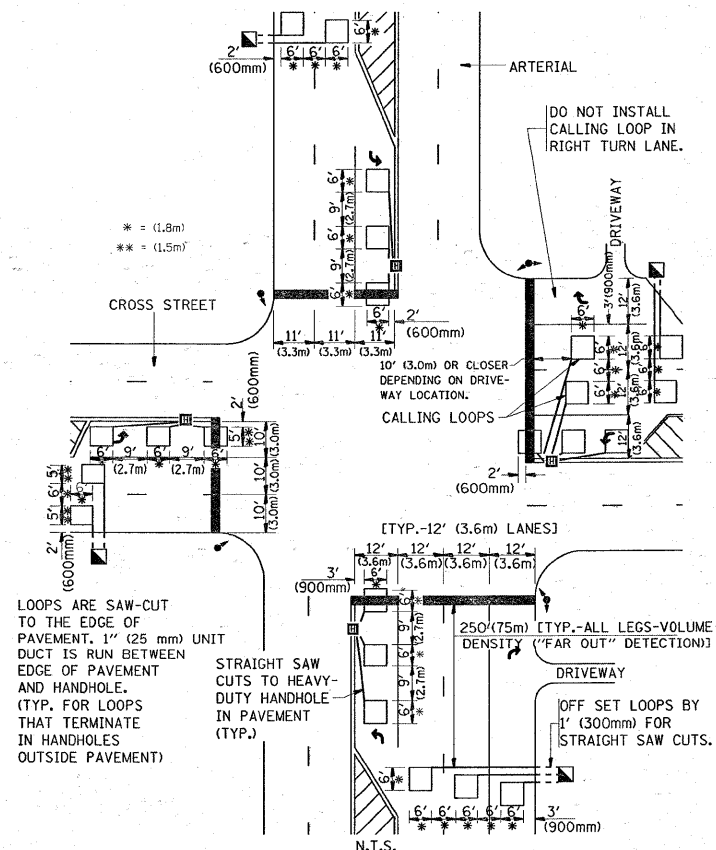
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



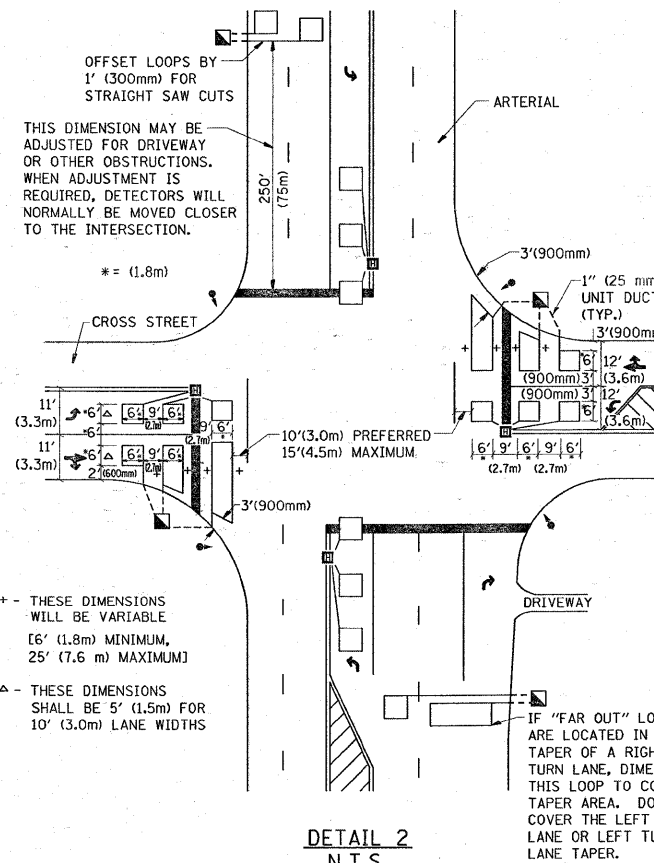
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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 = sm:thkl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwwork\KVPWID01\SMTHKL\d0133675\0133675.dgn	PLOT SCALE = 50,0000 "/> IN.	DRAWN -	REVISED -			345	22-3 (1&2) RS	DUPAGE	25	25
	PLOT DATE = 4/9/2009	CHECKED - R.K.F.	REVISED -			TS-07		CONTRACT NO. 60G56		
		DATE -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	