

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAU ROUTE 297 (US 6 /MAPLE RD)
SECTION 2011-207-RS
PORTER AVE TO SPRING CREEK STREET
RESURFACING (3P)

WILL COUNTY
C-91-084-12

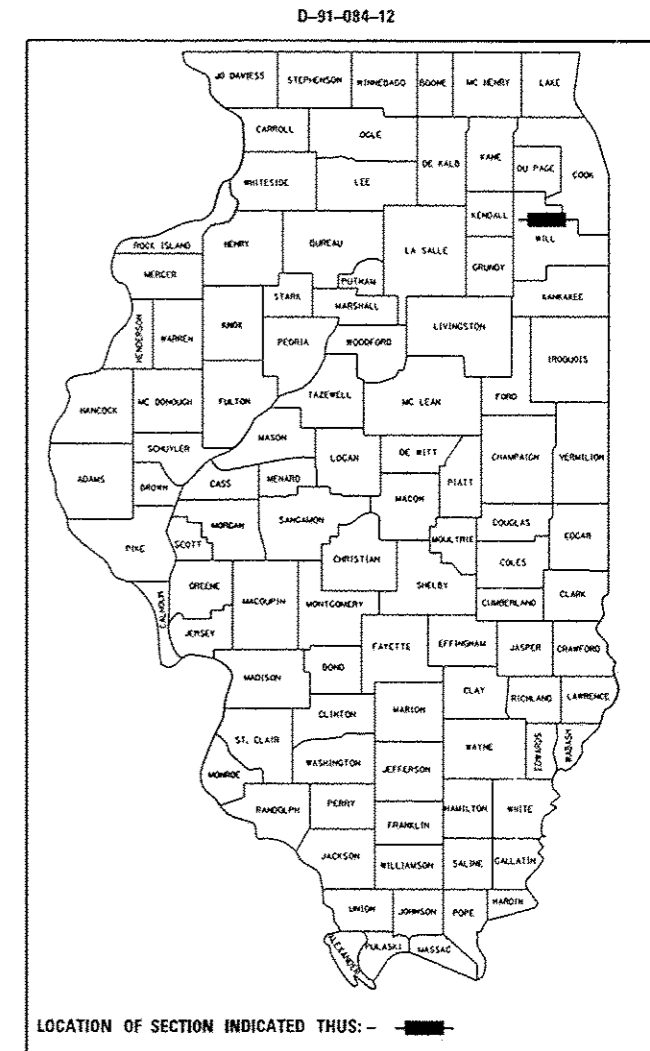
F.A.U. RTE. 297	SECTION 2011-207-RS	COUNTY WILL	TOTAL SHEETS 34	SHEET NO. 1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 60R39		

*34/1=35

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS IMPROVEMENT IS LOCATED
WITHIN THE CITY OF JOLIET AND
THE VILLAGE OF NEW LENOX.

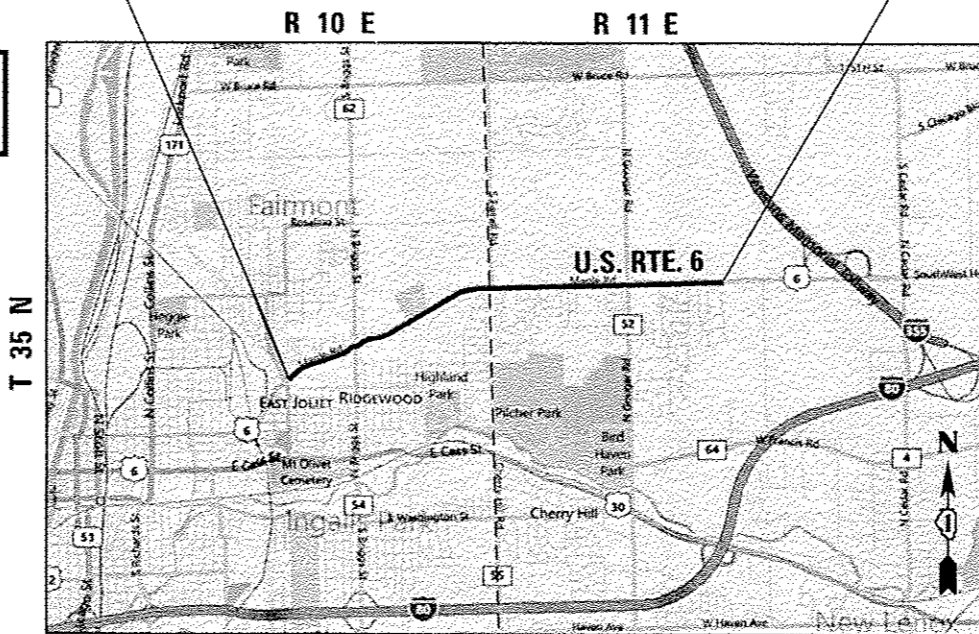
FUNCTIONAL CLASSIFICATION
MINOR ARTERIAL
2010 ADT = 8,200 TO 10,300
SPEED LIMIT = 35 TO 50 MPH



BEGIN IMPROVEMENTS
STA. 27 + 50.00

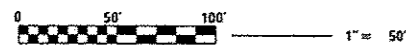
END IMPROVEMENTS
STA. 202 + 05.00

OMISSIONS:
STA. 53 + 62.79 TO STA. 54 + 10.61



NOT TO SCALE

JOLIET /NEW LENOX TOWNSHIP
GROSS LENGTH = 17,455 FT = 3.306 MI
NET LENGTH = 17,407 FT = 3.297 MI



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

1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

PROJECT ENGINEER; MARC GRIGAS, P.E. (STRAND) 815-744-4200

PROJECT MANAGER; KEN ENG (IDOT) 847-705-4247

CONTRACT NO. 60R39



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 31 20 15

John Fortman Jr.
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8 20 15
John D. Baranzelli P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

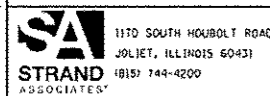
May 8 20 15
Onur Osman P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				100% STATE ROADWAY 0005 URBAN
31101180	SUBBASE GRANULAR MATERIAL, TYPE B 2"	SO YD	276	276
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	97,250	97,250
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, NS0	TON	2,276	2,276
40600895	CONSTRUCTING TEST STRIP	EACH	2	2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	1,016	1,016
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	4,785	4,785
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	2,468	2,468
42400800	DETECTABLE WARNINGS	SO FT	197	197
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	55,549	55,549
44000600	SIDEWALK REMOVAL	SO FT	2,468	2,468
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SO YD	131	131
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SO YD	272	272
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SO YD	5,261	5,261
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	2,100	2,100

+ SPECIALTY ITEM

FILE NAME : S:\JL\6389-6399\6345\020\Micro\1700 Sheets\0168R39-311-500.dgn



USER NAME = dennisw	DESIGNED - JDM	REVISED -
MODEL NAME = Default	DRAWN - JKP	REVISED -
PLOT SCALE = 2.0000" / 1"	CHECKED - DWG	REVISED -
PLOT DATE = 3/24/2015	DATE - 12/27/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE. 6
SUMMARY OF QUANTITIES

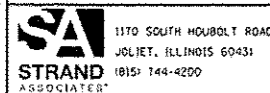
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	3
CONTRACT NO. 60R39			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				100% STATE ROADWAY 0005 URBAN
60260500	INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	1	1
+ 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	8	8
+ 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1
+ 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6
67100100	MOBILIZATION	LSUM	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	LSUM	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	LSUM	1	1
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	LSUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	LSUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,340	2,340

+ SPECIALTY ITEM

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USER NAME = dennis	DESIGNED - JDM	REVISED -
MODEL NAME = Default	DRAWN - JRP	REVISED -
PLOT SCALE = 2.0000' / 1"	CHECKED - DWG	REVISED -
PLOT DATE = 3/24/2015	DATE - 12/27/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE. 6
SUMMARY OF QUANTITIES

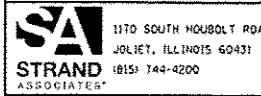
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	4
CONTRACT NO. 60R39			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				100% STATE	
				ROADWAY	URBAN
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	674	674	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	128,835	128,835	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3,063	3,063	
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2,953	2,953	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	369	369	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	780	780	
+ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	337	337	
+ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	64,418	64,418	
+ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,532	1,532	
+ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,624	1,624	
+ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	185	185	
+ 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	568	568	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	596	596	
+ 88600600	DETECTOR LOOP REPLACEMENT	FOOT	256	256	

+ SPECIALTY ITEM

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USER NAME : dennis	DESIGNED - JDM	REVISED -
MODEL NAME : Default	DRAWN - JKP	REVISED -
PLOT SCALE : 2.0000' / 1"	CHECKED - DWC	REVISED -
PLOT DATE : 3/24/2015	DATE - 12/27/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE. 6
SUMMARY OF QUANTITIES

SCALE: N/A SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
29T	2011-207-R5	WILL	34	5
CONTRACT NO. 60R39			ILLINOIS FED. AID PROJECT	

01/2/2016

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				100% STATE	
				ROADWAY	
				0005	URBAN
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	250	250	
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	114	114	
X5537900	STORM SEWERS TO BE CLEANED 15"	FOOT	20	20	
X5538000	STORM SEWERS TO BE CLEANED 18"	FOOT	60	60	
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	11	11	
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	847	847	
Z0005300	BOX CULVERTS TO BE CLEANED	EACH	11	11	
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	14	14	
Z0030850	TEMPORARY INFORMATION SIGNING	50 FT	180	180	
Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500	

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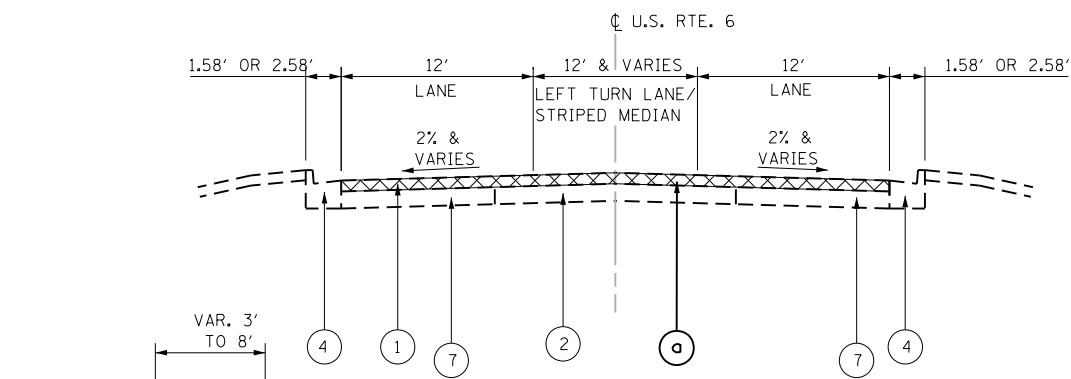
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+ SPECIALTY ITEM

Rev.

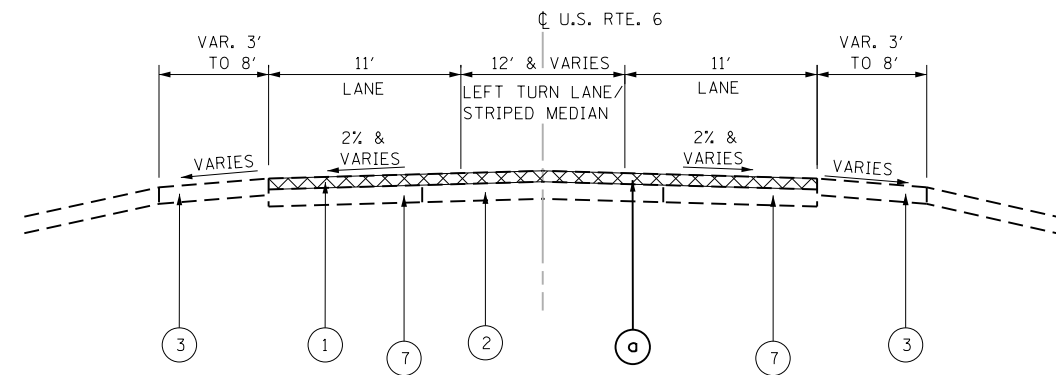
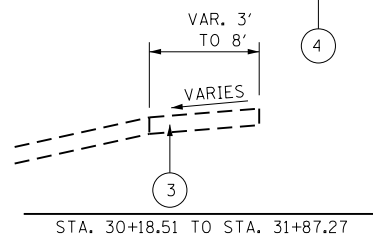
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<p>1170 SOUTH HOURLT ROAD JOLIET, ILLINOIS 60431 68151 744-4200 CORPORATE</p>	USER NAME = dennis	DESIGNED - JDM	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">U.S. RTE. 6 SUMMARY OF QUANTITIES</p>		F.A.U. RTE. 297	SECTION 2011-207-RS	COUNTY WILL	TOTAL SHEETS 34	SHEET NO. 5A
	MODEL NAME = Defaults	DRAWN - JKP	REVISED -				CONTRACT NO. 60R39				
	PLOT SCALE = 2,000' / 1"	CHECKED - DWG	REVISED -				ILLINOIS FED. AID PROJECT				
PLOT DATE = 3/24/2016	DATE - 12/27/2011	REVISED -			SCALE: N/A	SHEET 4 OF 4 SHEETS	STA. TO STA.				



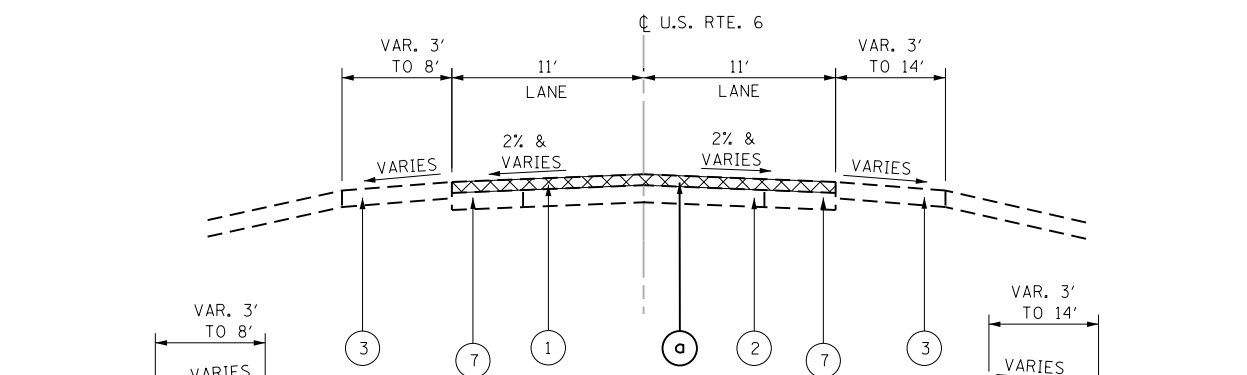
EXISTING TYPICAL SECTION

STA. 27+50.00 TO STA. 31+87.27
 STA. 48+86.97 TO STA. 57+98.26



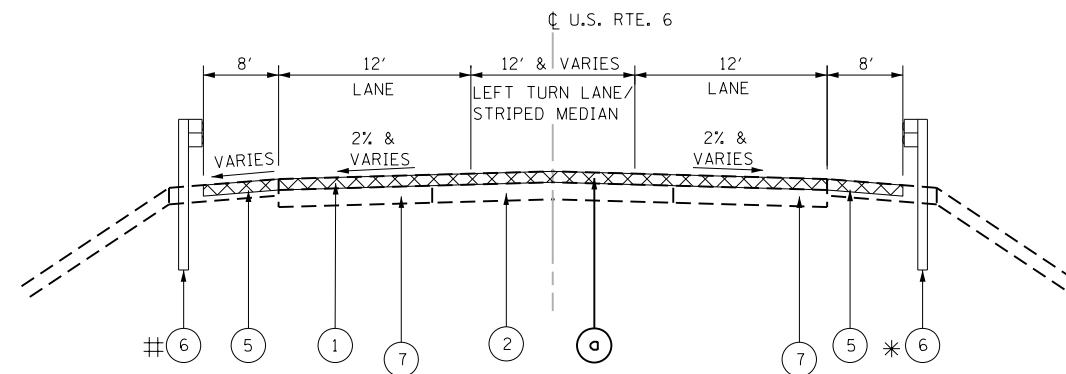
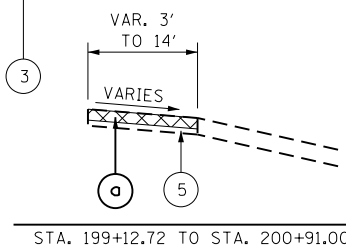
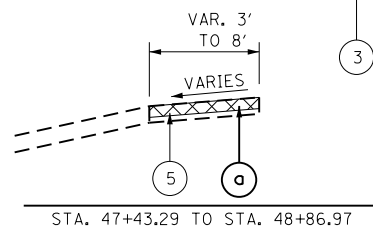
EXISTING TYPICAL SECTION

STA. 57+98.26 TO STA. 61+50.00
 STA. 102+00.00 TO STA. 107+50.00
 STA. 111+54.00 TO STA. 125+97.00
 STA. 129+15.00 TO STA. 132+62.00
 STA. 134+20.00 TO STA. 139+00.00
 STA. 178+00.00 TO STA. 190+00.00



EXISTING TYPICAL SECTION

STA. 31+87.27 TO STA. 48+86.97
 STA. 61+50.00 TO STA. 102+00.00
 STA. 139+00.00 TO STA. 178+00.00
 STA. 190+00.00 TO STA. 202+05.00



EXISTING TYPICAL SECTION

STA. 107+50.00 TO STA. 111+54.00
 STA. 125+97.00 TO STA. 129+15.00
 STA. 132+62.00 TO STA. 134+20.00

EXISTING STEEL PLATE BEAM GUARDRAIL
 STA. 107+57.35 TO STA. 110+49.36 LT
 STA. 126+07.87 TO STA. 129+87.87 LT

* EXISTING STEEL PLATE BEAM GUARDRAIL
 STA. 132+80.77 TO STA. 134+10.77 RT

EXISTING LEGEND

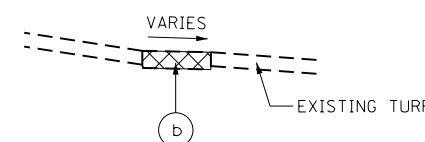
- ① EXISTING HMA SURFACE, 5"±
- ② EXISTING PCC BASE, 10"±
- ③ EXISTING AGGREGATE SHOULDER, 6"±
- ④ EXISTING COMBINATION CONCRETE CURB AND GUTTER
- ⑤ EXISTING HMA SHOULDER
- ⑥ EXISTING STEEL PLATE BEAM GUARDRAIL
- ⑦ EXISTING HMA BASE 8"±

REMOVAL LEGEND

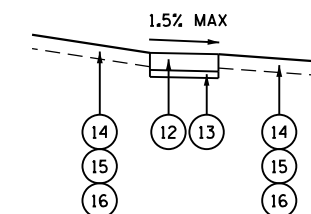
- ⓐ HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- ⓑ SIDEWALK REMOVAL
- ▨ REMOVAL ITEMS

PROPOSED LEGEND

- ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑨ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑩ AGGREGATE WEDGE SHOULDER, TYPE B (TAPER 3" TO 1" THICKNESS)
- ⑪ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ⑫ PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- ⑬ SUBBASE GRANULAR MATERIAL, TYPE B 2"
- ⑭ SEEDING, CLASS 2A
- ⑮ TOPSOIL FURNISH AND PLACE, 4"
- ⑯ MULCH, METHOD 4

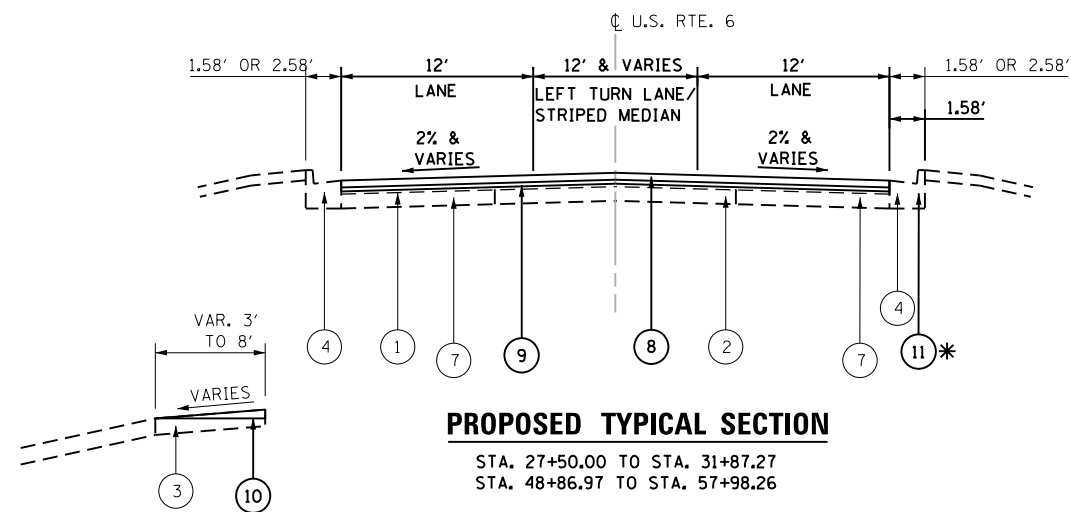


EXISTING SIDEWALK



PROPOSED SIDEWALK

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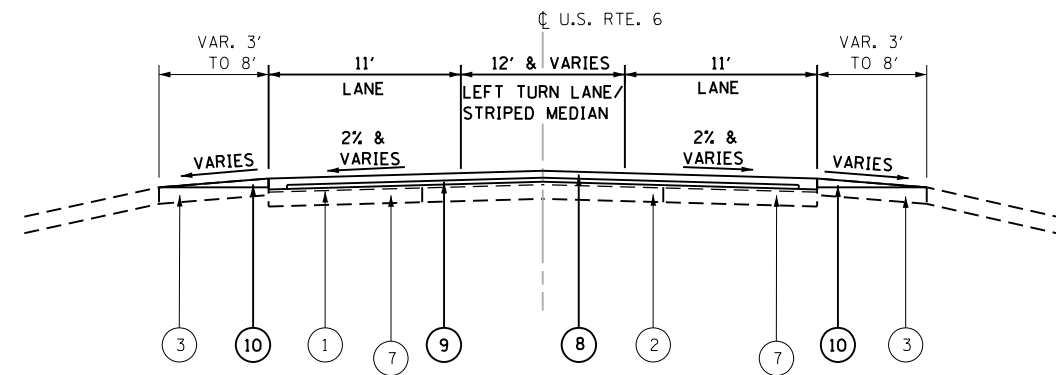


PROPOSED TYPICAL SECTION

STA. 27+50.00 TO STA. 31+87.27
 STA. 48+86.97 TO STA. 57+98.26

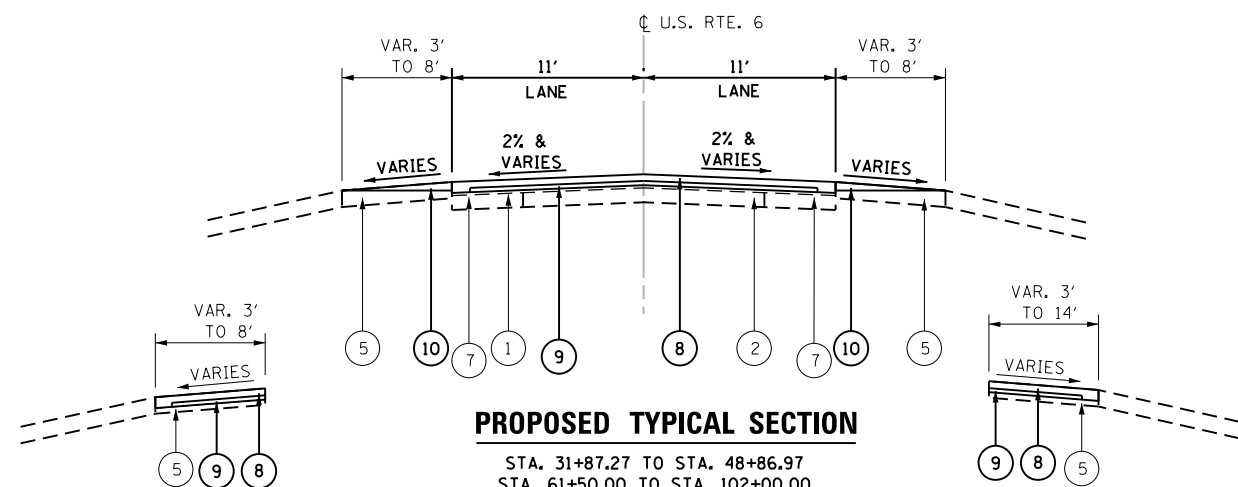
STA. 30+18.51 TO STA. 31+87.27

* STA. 163+05.73 TO STA. 163+36.72
 STA. 200+22.00 TO STA. 201+17.24



PROPOSED TYPICAL SECTION

STA. 57+98.26 TO STA. 61+50.00
 STA. 102+00.00 TO STA. 107+50.00
 STA. 111+54.00 TO STA. 125+97.00
 STA. 129+15.00 TO STA. 132+62.00
 STA. 134+20.00 TO STA. 139+00.00
 STA. 178+00.00 TO STA. 190+00.00

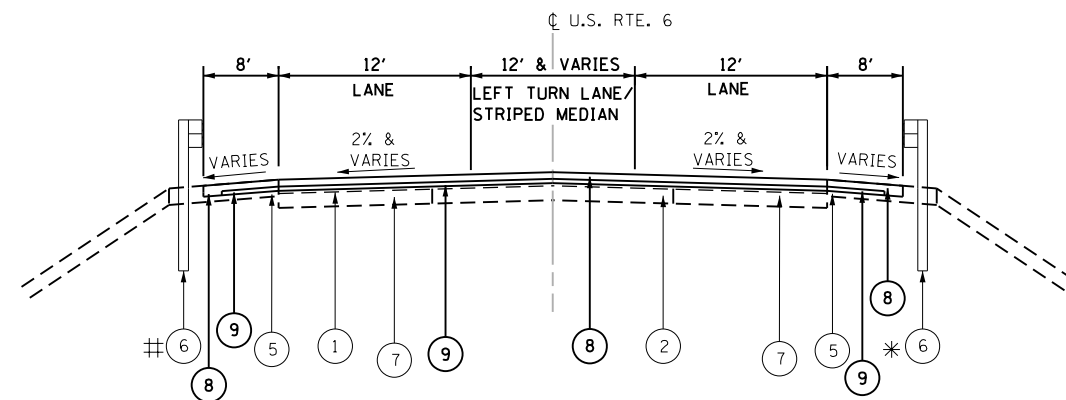


PROPOSED TYPICAL SECTION

STA. 31+87.27 TO STA. 48+86.97
 STA. 61+50.00 TO STA. 102+00.00
 STA. 139+00.00 TO STA. 178+00.00
 STA. 190+00.00 TO STA. 202+05.00

STA. 47+43.29 TO STA. 48+86.97

STA. 199+12.72 TO STA. 200+91.00



PROPOSED TYPICAL SECTION

STA. 107+50.00 TO STA. 111+54.00
 STA. 125+97.00 TO STA. 129+15.00
 STA. 132+62.00 TO STA. 134+20.00

* EXISTING STEEL PLATE BEAM GUARDRAIL
 STA. 132+80.77 TO STA. 134+10.77 RT

EXISTING STEEL PLATE BEAM GUARDRAIL
 STA. 107+57.35 TO STA. 110+49.36 LT
 STA. 126+07.87 TO STA. 129+87.87 LT

**IDOT DISTRICT ONE
 HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

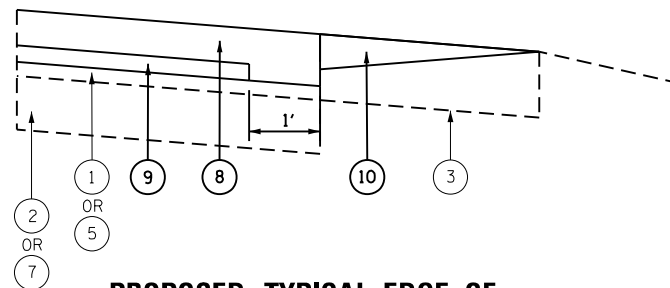
MIXTURE TYPE	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm); 1.5"	4% @ 70 GYR.	OCP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 3/4"	3.5% @ 50 GYR.	OCP
HMA SHOULDERS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm); 1.5"	4% @ 70 GYR.	OCP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 3/4"	3.5% @ 50 GYR.	OCP
PATCHING		
CLASS D PATCHES (HMA BINDER, IL-19mm)	4% @ 70 GYR.	OCP
QMP DESIGNATION: QUALITY CONTROL FOR PERFORMANCE (OCP)		

- NOTES:**
- CONTRACTOR TO MILL FIRST PRIOR TO PATCHING.
 - THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SO YD/IN.
 - THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 - FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.
 - QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

- EXISTING LEGEND**
- ① EXISTING HMA SURFACE, 5"±
 - ② EXISTING PCC BASE, 10"±
 - ③ EXISTING AGGREGATE SHOULDER, 6"±
 - ④ EXISTING COMBINATION CONCRETE CURB AND GUTTER
 - ⑤ EXISTING HMA SHOULDER
 - ⑥ EXISTING STEEL PLATE BEAM GUARDRAIL
 - ⑦ EXISTING HMA BASE 8"±

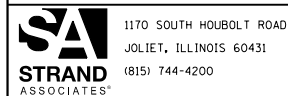
- PROPOSED LEGEND**
- ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
 - ⑨ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
 - ⑩ AGGREGATE WEDGE SHOULDER, TYPE B (TAPER 3" TO 1" THICKNESS)
 - ⑪ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

- ⑫ PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- ⑬ SUBBASE GRANULAR MATERIAL, TYPE B 2"
- ⑭ SEEDING, CLASS 2A
- ⑮ TOPSOIL FURNISH AND PLACE, 4"
- ⑯ MULCH, METHOD 4



PROPOSED TYPICAL EDGE OF PAVEMENT/SHOULDER DETAIL

FILE NAME = S:\JOL\63300-6399\6346\0300\Microso\CAAD Sheets\01680391-shr-typical.dgn



1170 SOUTH HOUBOLT ROAD
 JOLIET, ILLINOIS 60431
 (815) 744-4200

USER NAME = dennissw
 DESIGNED - JDM
 DRAWN - JKP
 CHECKED - DWG
 DATE -

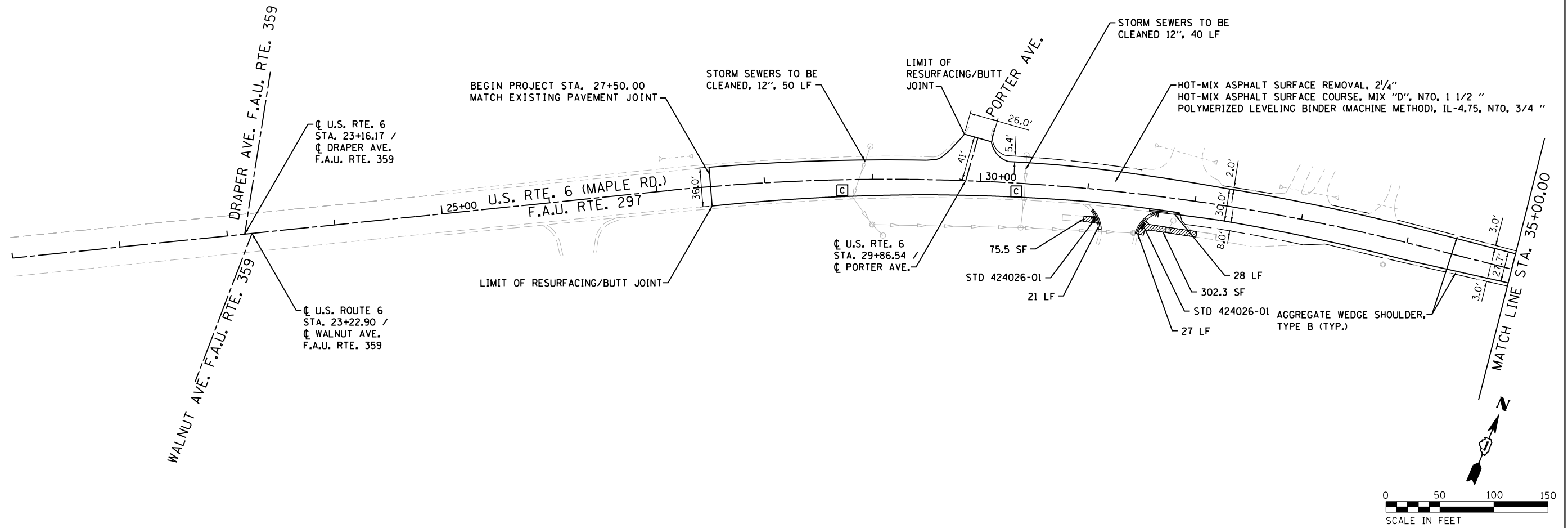
REVISIONS
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

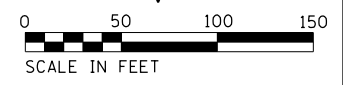
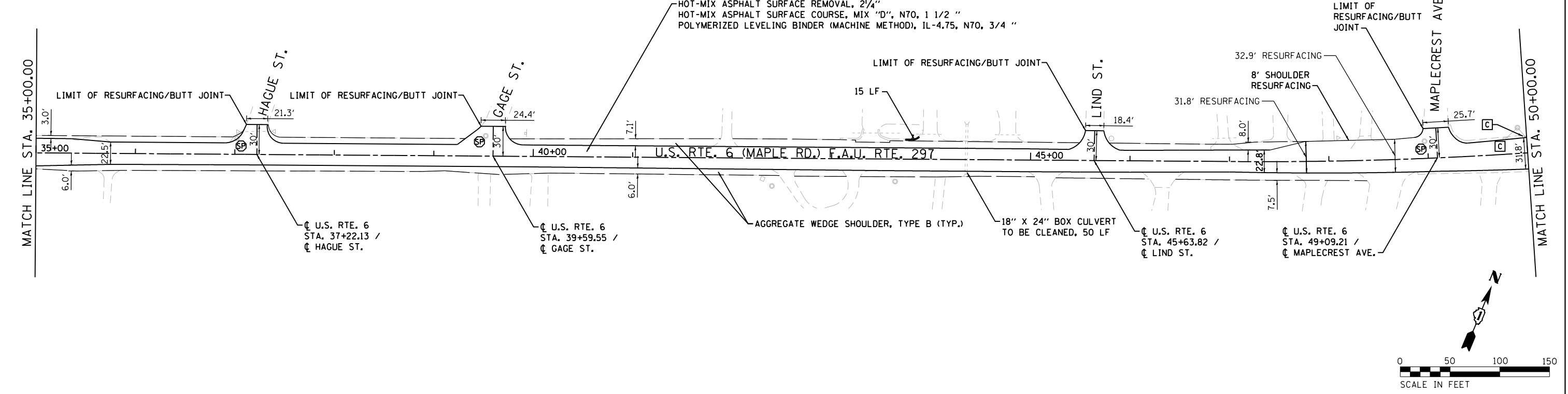
**U.S. RTE. 6
 TYPICAL SECTIONS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-R5	WILL	34	7
CONTRACT NO. 60R39				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- LEGEND**
- EXISTING INLET
 - EXISTING CATCH BASIN
 - EXISTING MANHOLE
 - ⊕ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
 - ⓐ DRAINAGE STRUCTURES TO BE CLEANED
 - COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
 - ▨ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SUBBASE GRANULAR MATERIAL, TYPE B 2" SIDEWALK REMOVAL



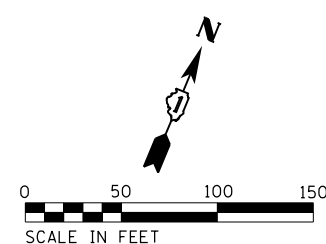
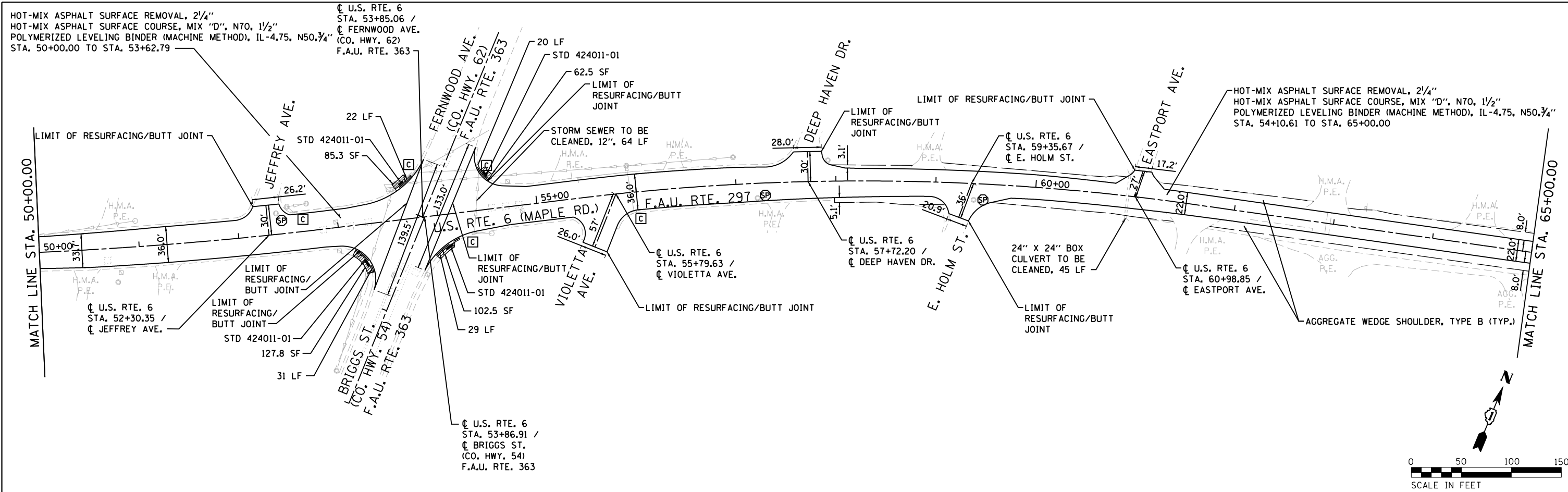
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
SA STRAND ASSOCIATES

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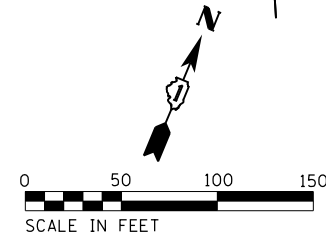
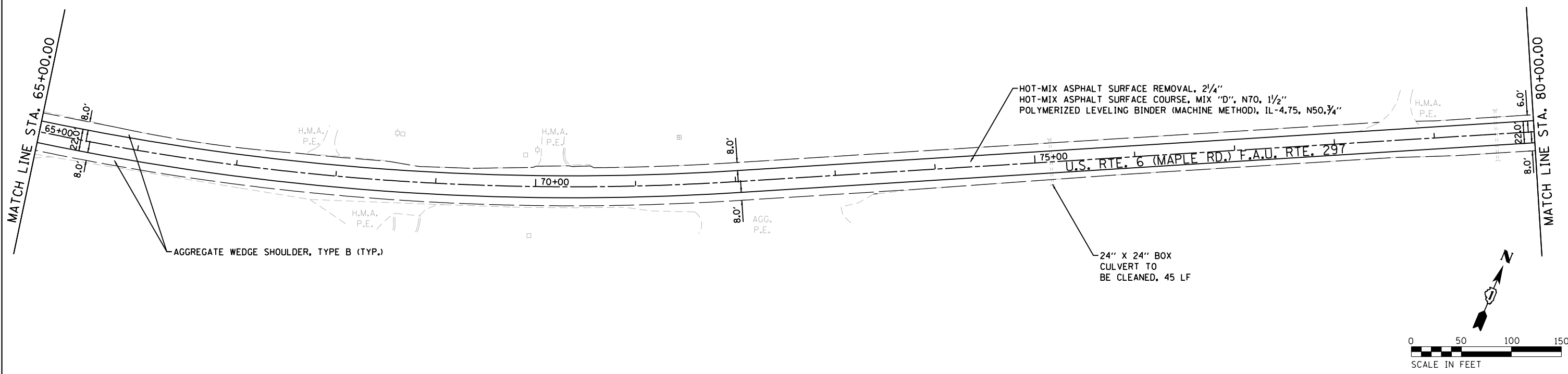
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

U.S. RTE. 6 ROADWAY PLAN	
SCALE: 1" = 50'	SHEET NO. 1 OF 7 SHEETS
STA. 27+50.00 TO STA. 50+00.00	

F.A.U. RTE. 297	SECTION 2011-207-R5	COUNTY WILL	TOTAL SHEETS 34	SHEET NO. 8
CONTRACT NO. 60R39				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- LEGEND**
- EXISTING INLET
 - EXISTING CATCH BASIN
 - EXISTING MANHOLE
 - ⊕ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
 - ⊔ DRAINAGE STRUCTURES TO BE CLEANED
 - — COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
 - ▨ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SUBBASE GRANULAR MATERIAL, TYPE B 2" SIDEWALK REMOVAL



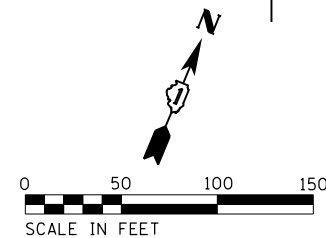
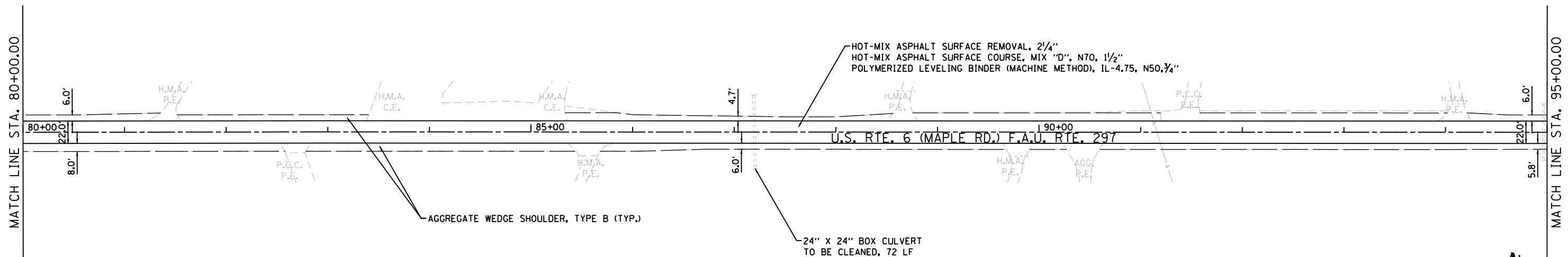
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(815) 744-4200
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

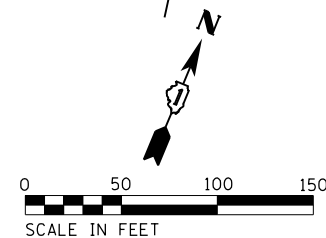
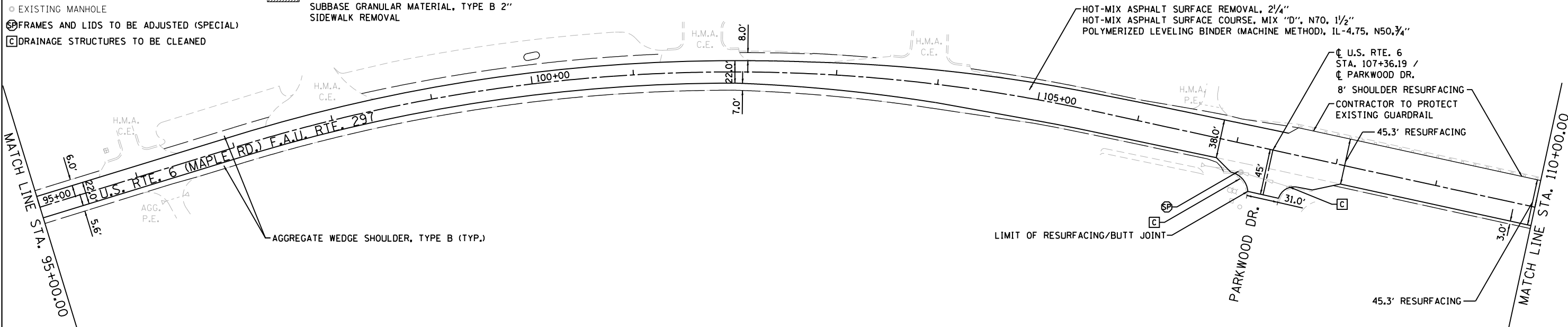
U.S. RTE. 6 ROADWAY PLAN	
SCALE: 1" = 50'	SHEET NO. 2 OF 7 SHEETS
STA. 50+00.00	TO STA. 80+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-R5	WILL	34	9
CONTRACT NO. 60R39				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



LEGEND

- EXISTING INLET
- EXISTING CATCH BASIN
- EXISTING MANHOLE
- ⊕ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- DRAINAGE STRUCTURES TO BE CLEANED
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ▨ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SUBBASE GRANULAR MATERIAL, TYPE B 2" SIDEWALK REMOVAL



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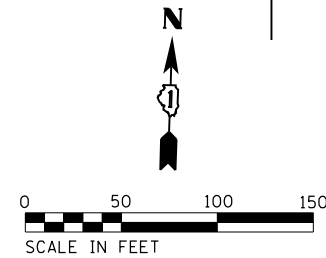
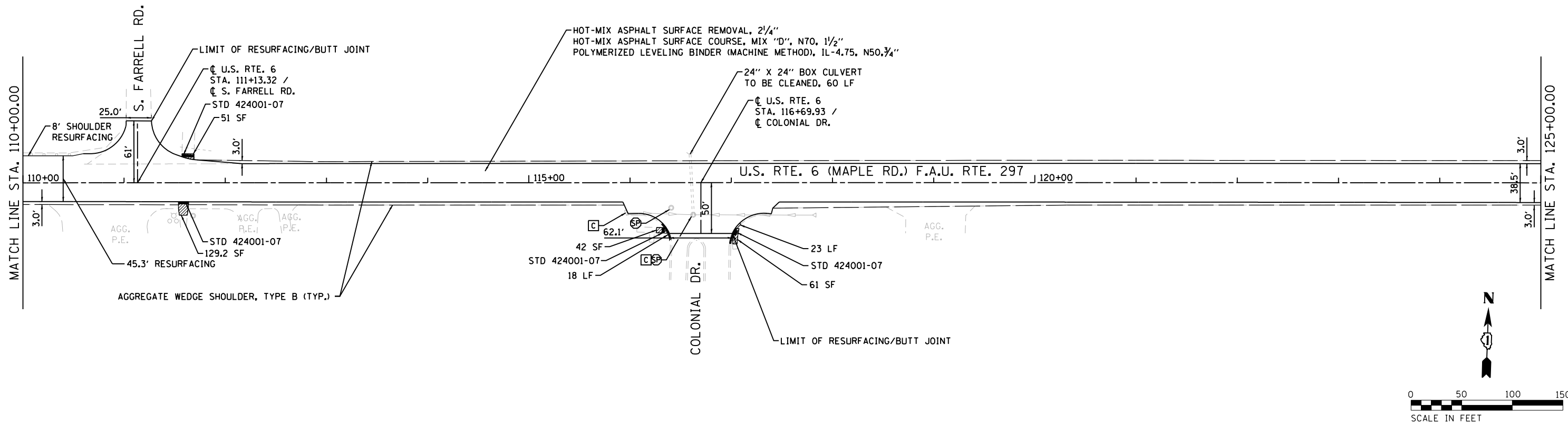
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	PLOT SCALE = 100.0000' / 1"	CHECKED - DWG	REVISED -
	PLOT DATE = 3/24/2015	DATE - 12/27/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. RTE. 6
ROADWAY PLAN**

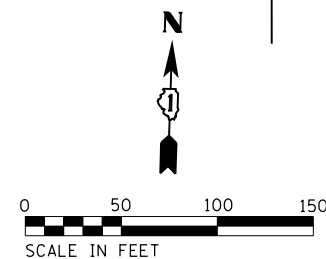
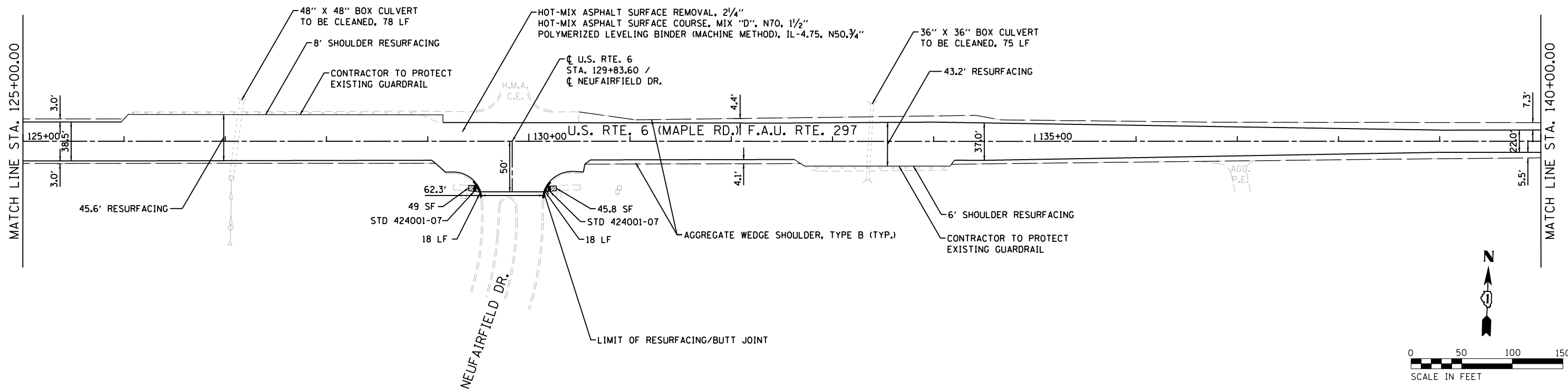
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-R5	WILL	34	10
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60R39	



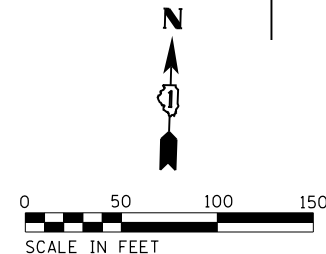
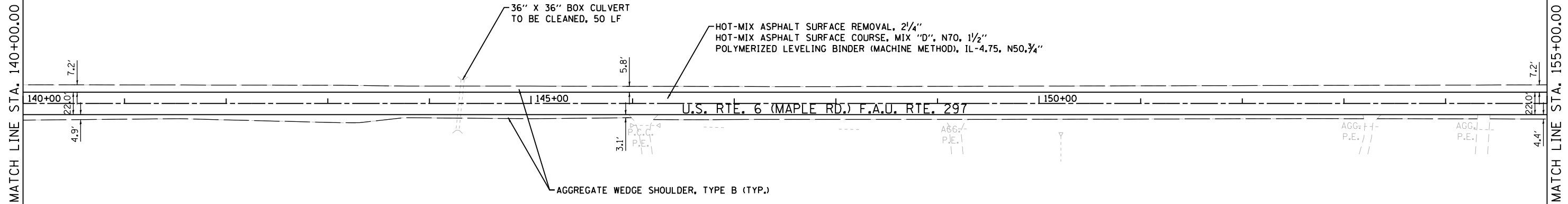
LEGEND

- EXISTING INLET
- EXISTING CATCH BASIN
- EXISTING MANHOLE
- ⊕ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- ⊔ DRAINAGE STRUCTURES TO BE CLEANED
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ▨ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SUBBASE GRANULAR MATERIAL, TYPE B 2\"/>

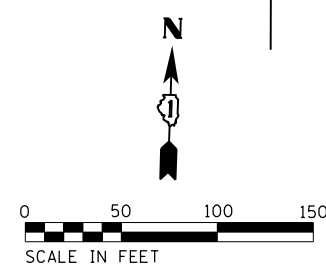
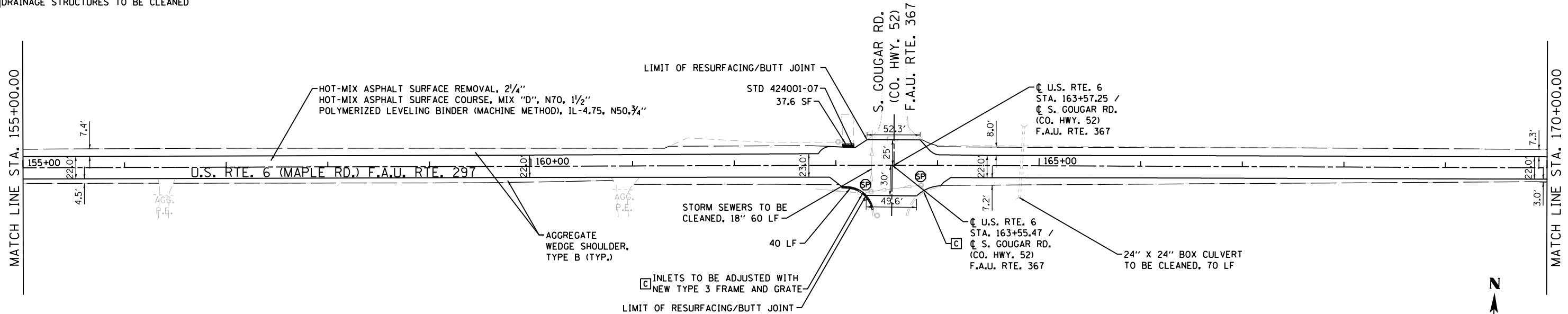


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FILE NAME =	USER NAME = dennissw	DESIGNED - JDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE. 6 ROADWAY PLAN	F.A.U. RTE. 297	SECTION 2011-207-R5	COUNTY WILL	TOTAL SHEETS 34	SHEET NO. 11		
S:\JOL\6300--6399\6346\030\Micros\CADD	Sheets\DI60R39-sh1-plan04.dgn	DRAWN - AJJ	REVISED -			SCALE: 1" = 50'	SHEET NO. 4 OF 7 SHEETS	STA. 110+00.00	TO STA. 140+00.00	CONTRACT NO. 60R39		
	PLOT SCALE = 100.0000' / in.	CHECKED - DWG	REVISED -									
	PLOT DATE = 3/24/2015	DATE - 12/27/2011	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

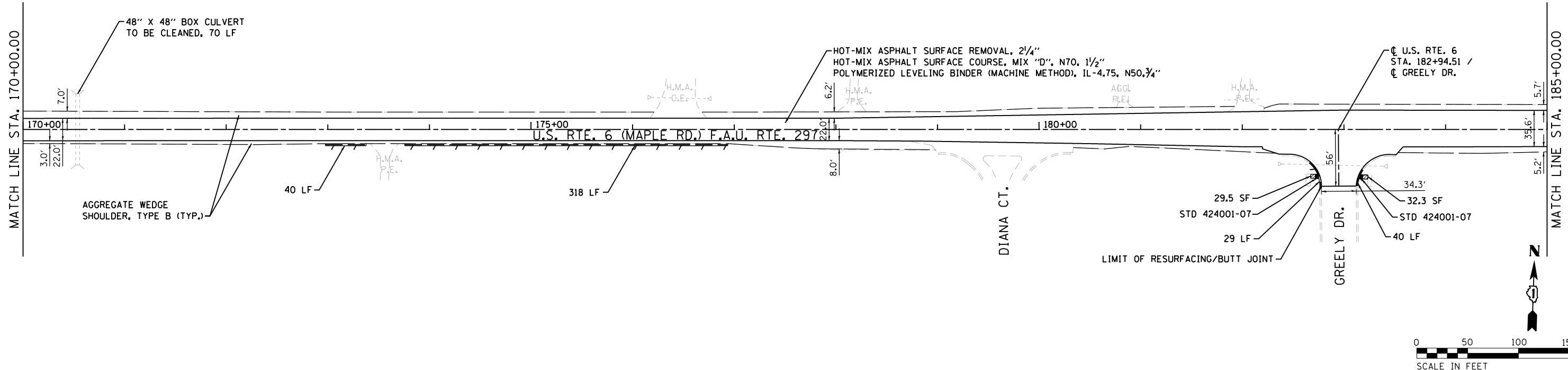


- LEGEND**
- EXISTING INLET
 - EXISTING CATCH BASIN
 - EXISTING MANHOLE
 - ⊕ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
 - ⊔ DRAINAGE STRUCTURES TO BE CLEANED
 - — COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
 - ▨ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SUBBASE GRANULAR MATERIAL, TYPE B 2" SIDEWALK REMOVAL

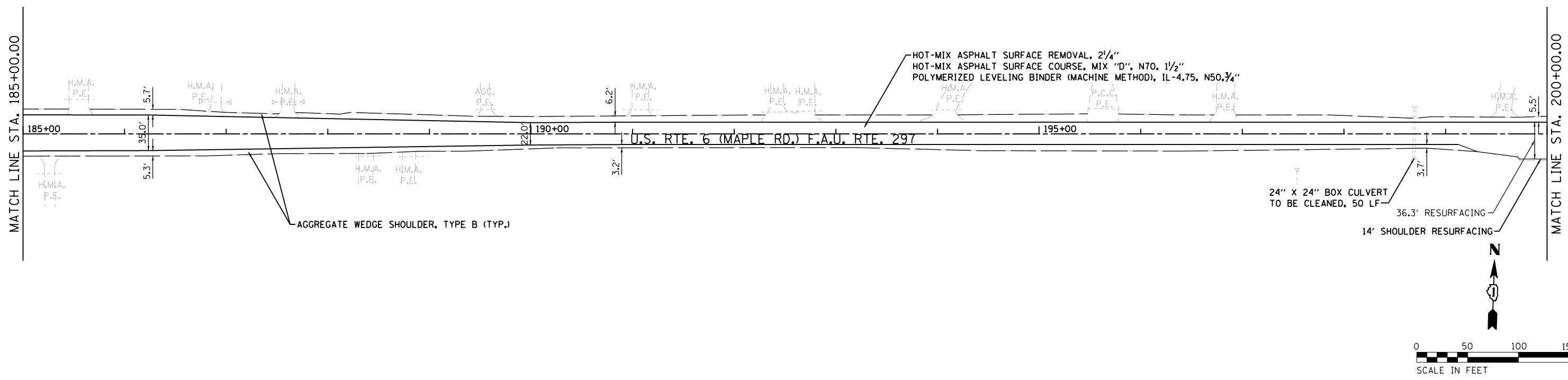


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FILE NAME =	USER NAME = dennisw	DESIGNED - JDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE. 6 ROADWAY PLAN	F.A.U. RTE. 297	SECTION 2011-207-R5	COUNTY WILL	TOTAL SHEETS 34	SHEET NO. 12		
SA\JOL\6300--6399\6346\030\Micros\CADD	Sheets\DI60R39-sh1-plan05.dgn	DRAWN - AJJ	REVISED -			SCALE: 1" = 50'	SHEET NO. 5 OF 7 SHEETS	STA. 140+00.00	TO STA. 170+00.00	CONTRACT NO. 60R39		
	PLOT SCALE = 100.0000' / 1in.	CHECKED - DWG	REVISED -									
	PLOT DATE = 3/24/2015	DATE - 12/27/2011	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



- LEGEND**
- EXISTING INLET
 - EXISTING CATCH BASIN
 - EXISTING MANHOLE
 - ⊕ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
 - ⊔ DRAINAGE STRUCTURES TO BE CLEANED
 - — COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
 - ▨ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SUBBASE GRANULAR MATERIAL, TYPE B 2" SIDEWALK REMOVAL



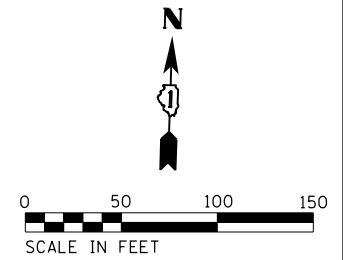
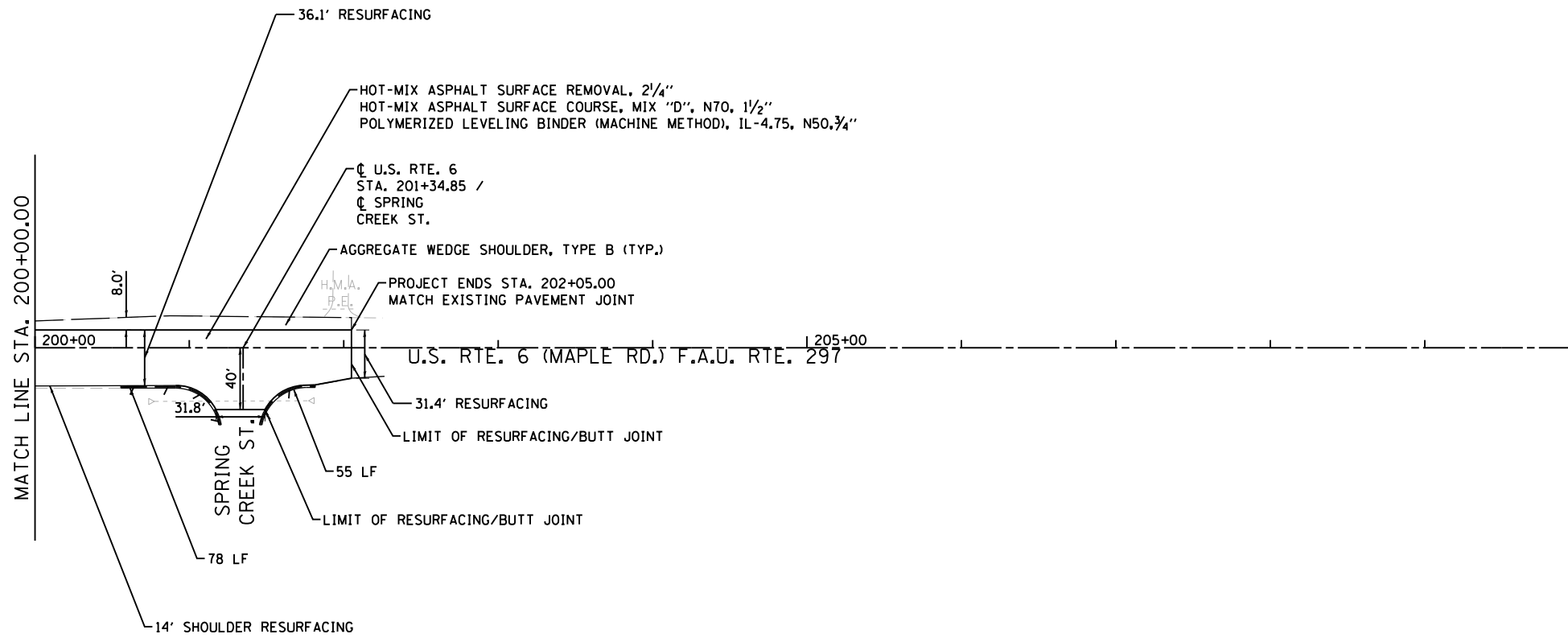
1170 SOUTH HOUBOLT ROAD
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FILE NAME = S:\JOL\6300--6399\6346\030\Micros\CADD	USER NAME = dennisw	DESIGNED - JDM	REVISED -
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PLOT DATE = 3/24/2015		DATE - 12/27/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

U.S. RTE. 6 ROADWAY PLAN	
SCALE: 1" = 50'	SHEET NO. 6 OF 7 SHEETS
STA. 170+00.00	TO STA. 200+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	13
CONTRACT NO. 60R39				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



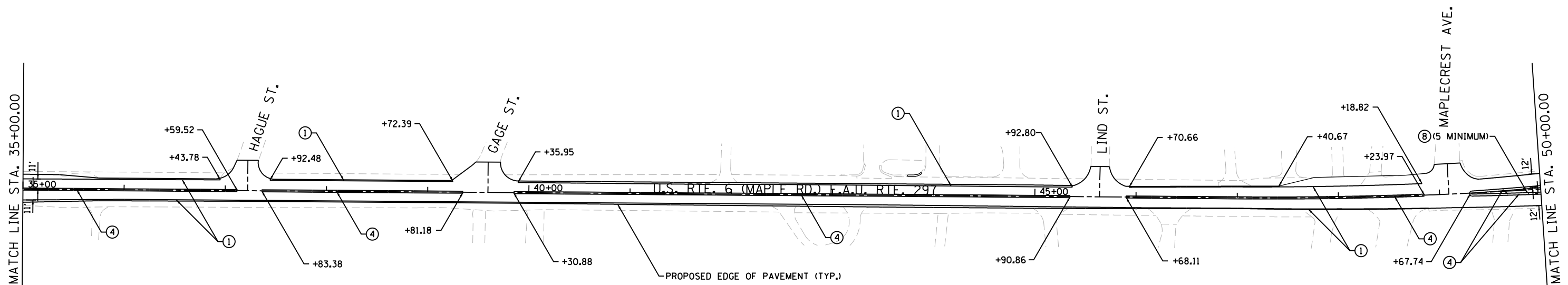
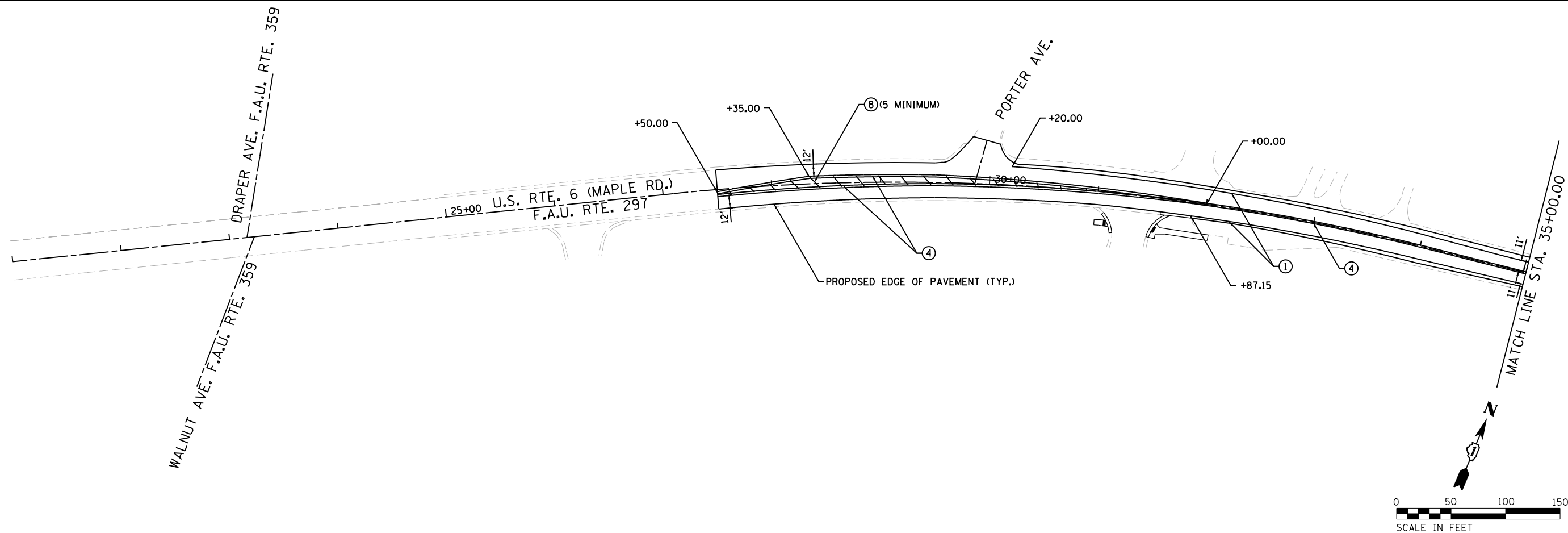
LEGEND

- EXISTING INLET
- EXISTING CATCH BASIN
- EXISTING MANHOLE
- ⊕ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- ⊔ DRAINAGE STRUCTURES TO BE CLEANED
- — COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ▨ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SUBBASE GRANULAR MATERIAL, TYPE B 2" SIDEWALK REMOVAL

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FILE NAME =	USER NAME = dennisw	DESIGNED - JDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE. 6 ROADWAY PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 100.0000' / 1" =	CHECKED - DWG	REVISED -			CONTRACT NO. 60R39					
	PLOT DATE = 3/24/2015	DATE - 12/27/2011	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

SCALE: 1" = 50' SHEET NO. 7 OF 7 SHEETS STA. 200+00.00 TO STA. 202+05.00



PAVEMENT MARKING LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH (10' DASH, 30' SKIP)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID (11" C-C)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SOLID
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SKIP DASH (2' DASH, 6' SKIP)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE DIAGONAL, 45°
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW DIAGONAL, 45°
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE SOLID
- ⑩ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

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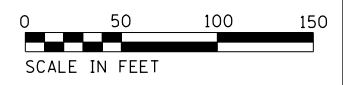
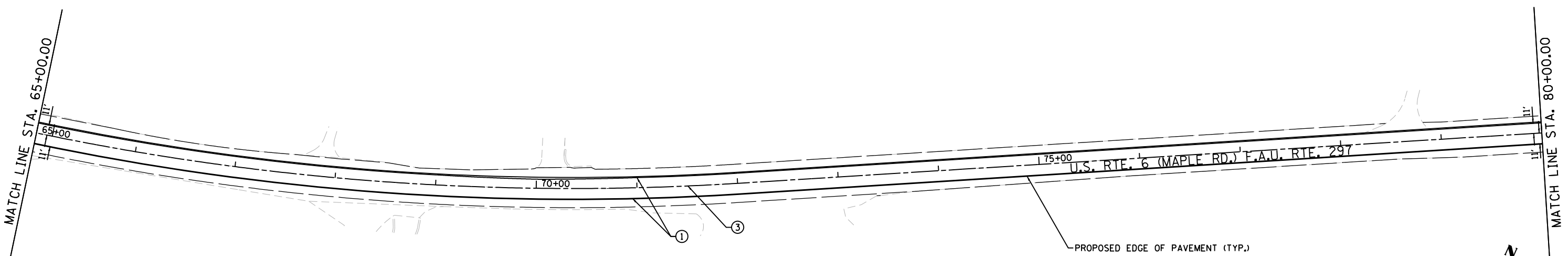
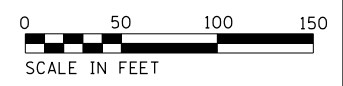
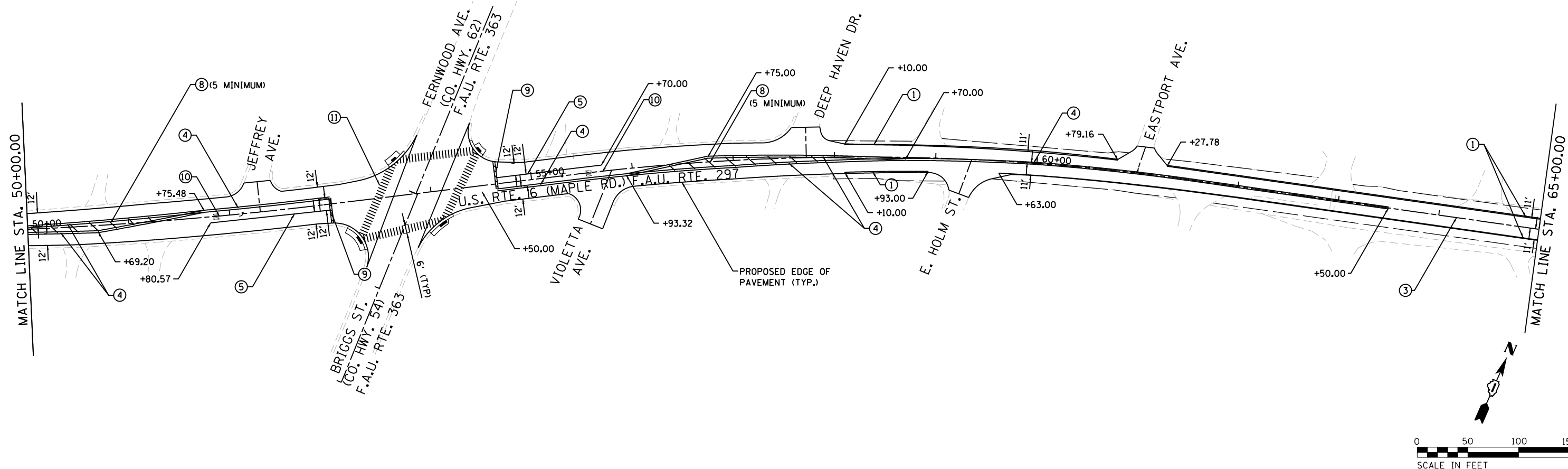
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	PLOT DATE = 3/24/2015	DATE - 12/27/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. RTE. 6
PAVEMENT MARKING PLAN**

SCALE: 1" = 50' SHEET NO. 1 OF 7 SHEETS STA. 27+50.00 TO STA. 50+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-R5	WILL	34	15
CONTRACT NO. 60R39				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH (10' DASH, 30' SKIP)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID (11" C-C)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SOLID
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SKIP DASH (2' DASH, 6' SKIP)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE DIAGONAL, 45°
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW DIAGONAL, 45°
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE SOLID
- ⑩ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑪ THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE SOLID

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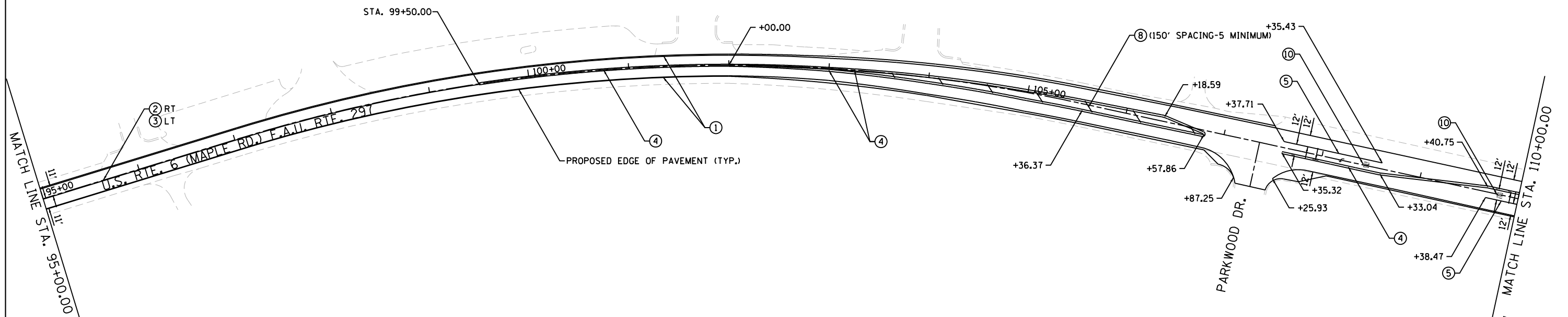
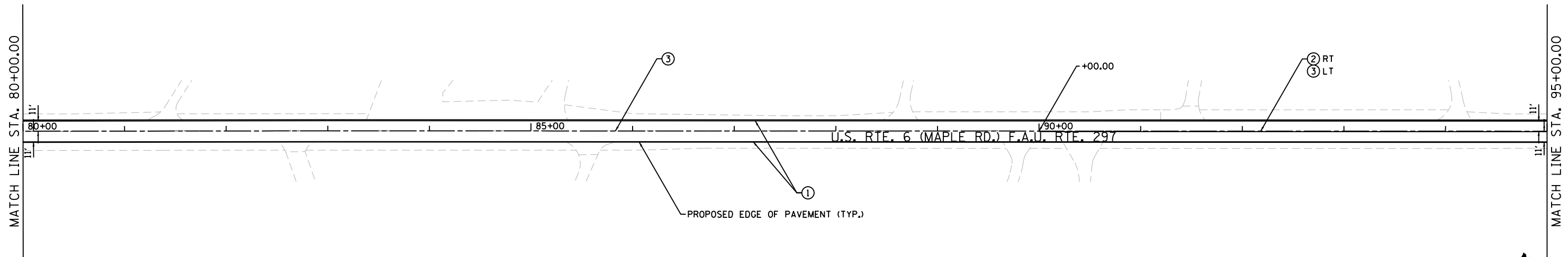
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PLOT SCALE = 100.0000' / 1"		CHECKED - DWG	REVISED -
PLOT DATE = 3/24/2015		DATE - 12/27/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. RTE. 6
PAVEMENT MARKING PLAN**

SCALE: 1" = 50' SHEET NO. 2 OF 7 SHEETS STA. 50+00.00 TO STA. 80+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-R5	WILL	34	16
CONTRACT NO. 60R39				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH (10' DASH, 30' SKIP)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID (11" C-C)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SOLID
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SKIP DASH (2' DASH, 6' SKIP)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE DIAGONAL, 45°
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW DIAGONAL, 45°
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE SOLID
- ⑩ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

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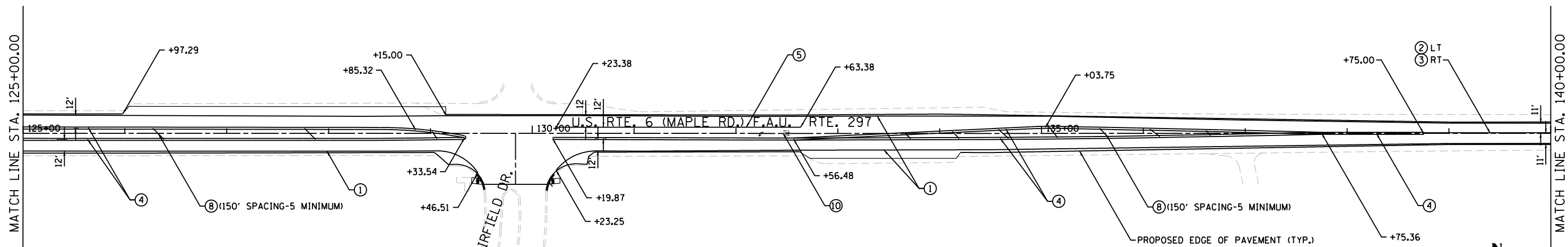
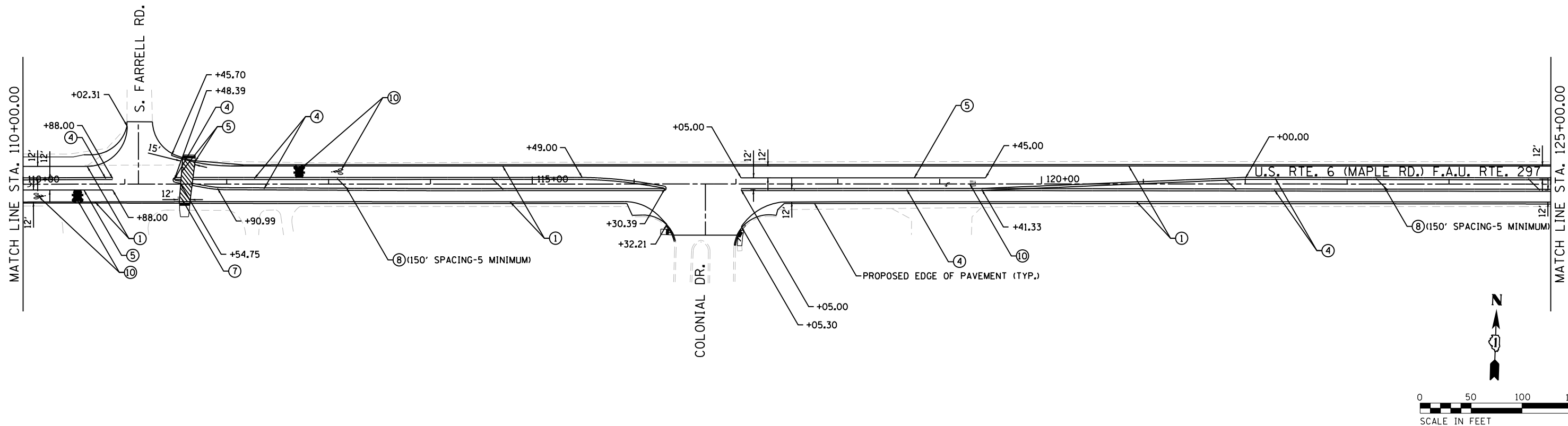
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	PLOT DATE = 3/24/2015	DATE - 12/27/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. RTE. 6
PAVEMENT MARKING PLAN**

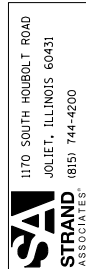
SCALE: 1" = 50' SHEET NO. 3 OF 7 SHEETS STA. 80+00.00 TO STA. 110+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-R5	WILL	34	17
CONTRACT NO. 60R39				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH (10' DASH, 30' SKIP)
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- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW DIAGONAL, 45°
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE SOLID
- ⑩ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS



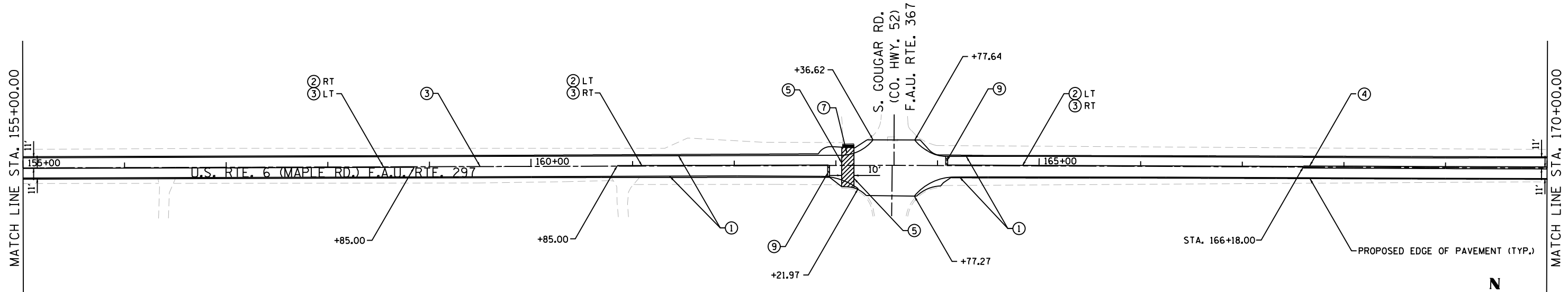
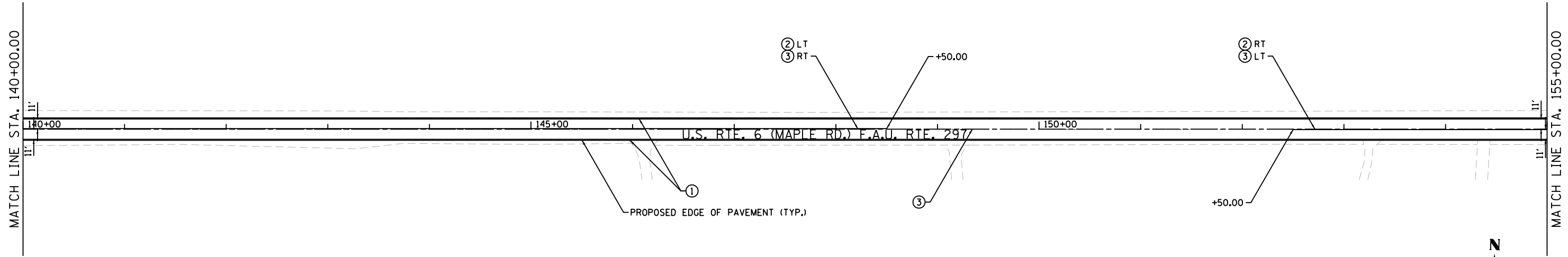
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	PLOT DATE = 3/24/2015	DATE - 12/27/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. RTE. 6
PAVEMENT MARKING PLAN**

SCALE: 1" = 50' SHEET NO. 4 OF 7 SHEETS STA. 100+00.00 TO STA. 140+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-R5	WILL	34	18
CONTRACT NO. 60R39				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH (10' DASH, 30' SKIP)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID (11" C-C)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SOLID
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SKIP DASH (2" DASH, 6' SKIP)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE DIAGONAL, 45°
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW DIAGONAL, 45°
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE SOLID
- ⑩ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

1170 SOUTH HOUBOLT ROAD
 JOLIET, ILLINOIS 60431
 (815) 744-4200
SA
STRAND
 ASSOCIATES

FILE NAME =	USER NAME = dennisw	DESIGNED - JDM	REVISED -
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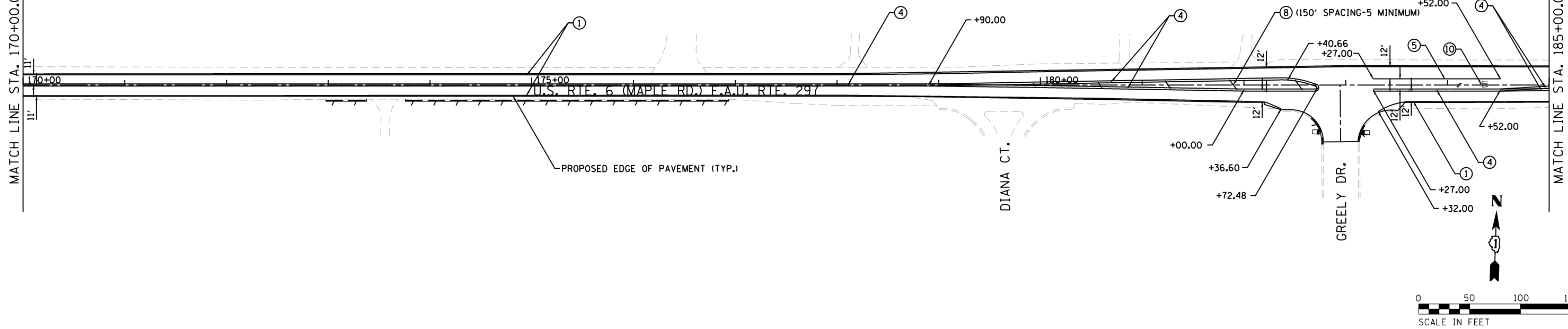
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

U.S. RTE. 6 PAVEMENT MARKING PLAN			
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 60R39				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

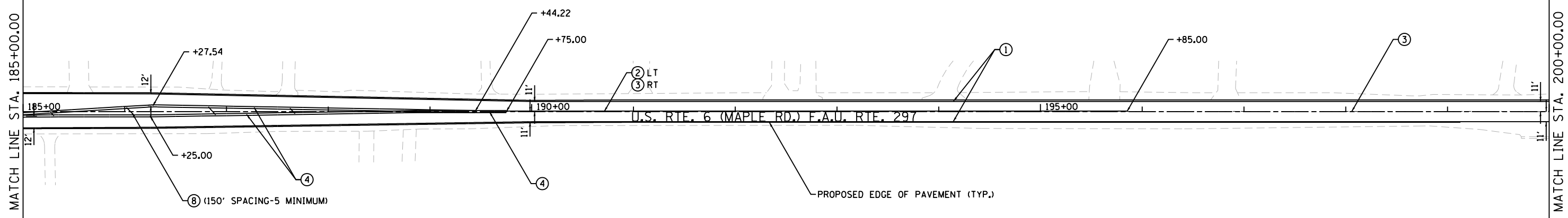
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MATCH LINE STA. 185+00.00



MATCH LINE STA. 185+00.00

MATCH LINE STA. 200+00.00



PAVEMENT MARKING LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH (10' DASH, 30' SKIP)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID (11" C-C)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SOLID
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SKIP DASH (2' DASH, 6' SKIP)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE DIAGONAL, 45°
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW DIAGONAL, 45°
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE SOLID
- ⑩ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

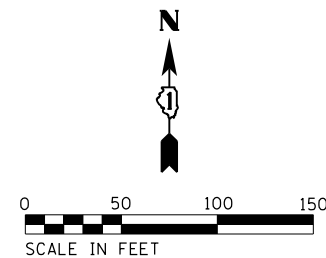
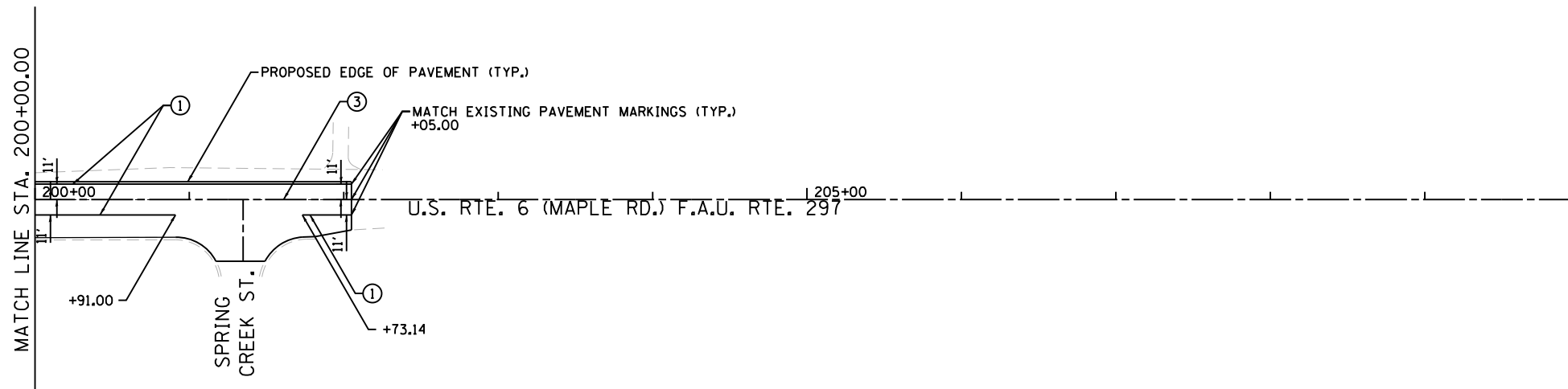
SA
STRAND
ASSOCIATES

FILE NAME =	USER NAME = dennisw	DESIGNED - JDM	REVISED -
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	PLOT DATE = 3/24/2015	DATE - 12/27/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE. 6			
PAVEMENT MARKING PLAN			
SCALE: 1" = 50'	SHEET NO. 6 OF 7 SHEETS	STA. 170+00.00	TO STA. 200+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-R5	WILL	34	20
CONTRACT NO. 60R39				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- | | |
|--|---|
| ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID | ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SKIP DASH (2' DASH, 6' SKIP) |
| ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID | ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE DIAGONAL, 45° |
| ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH (10' DASH, 30' SKIP) | ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW DIAGONAL, 45° |
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| ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SOLID | ⑩ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS |

1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
STRAND ASSOCIATES

FILE NAME =	USER NAME = dennisw	DESIGNED - JDM	REVISED -
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	PLOT DATE = 3/24/2015	DATE - 12/27/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. RTE. 6
PAVEMENT MARKING PLAN**

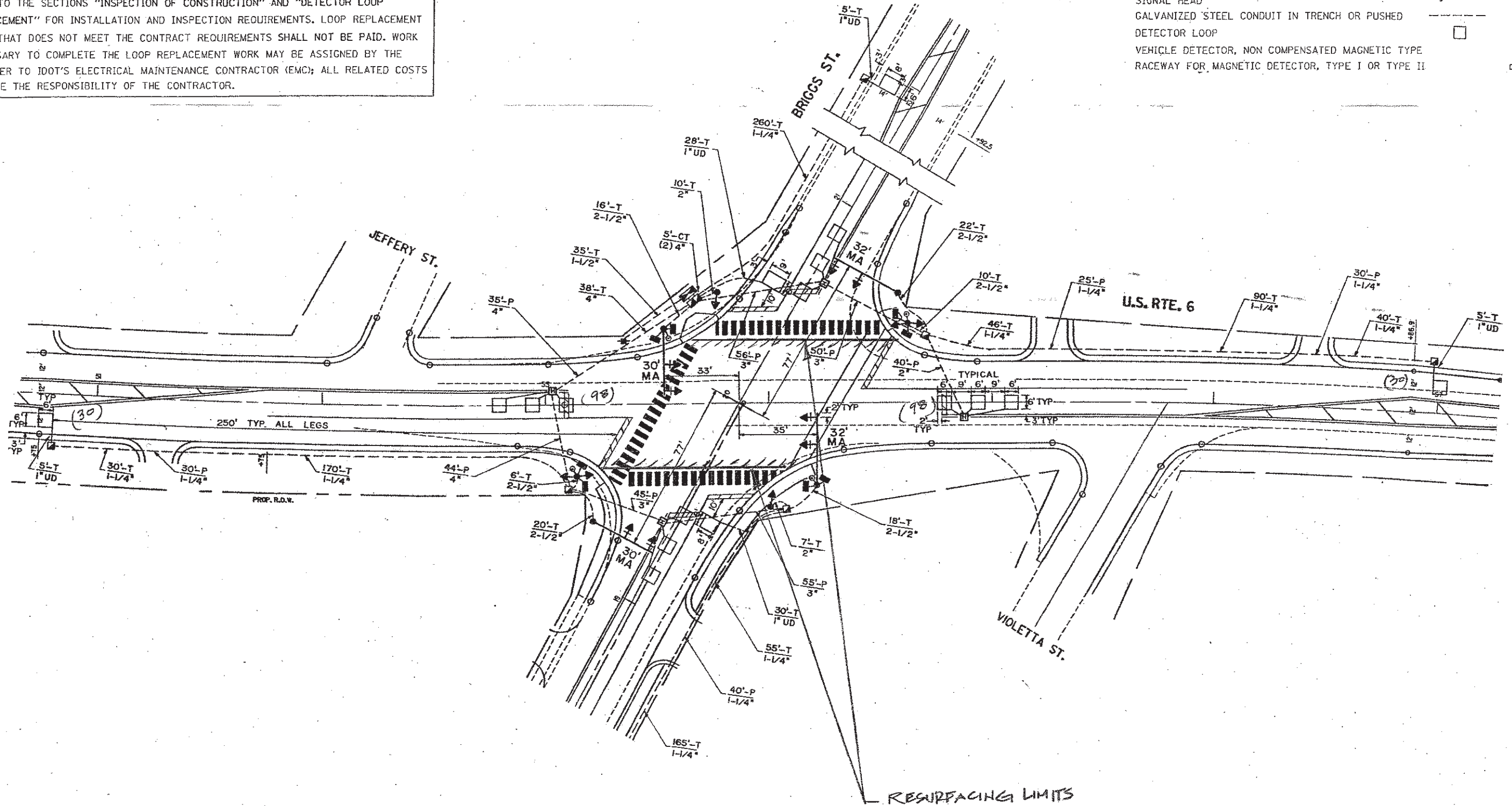
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	21
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60R39	

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

TRAFFIC SIGNAL LEGEND

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



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

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

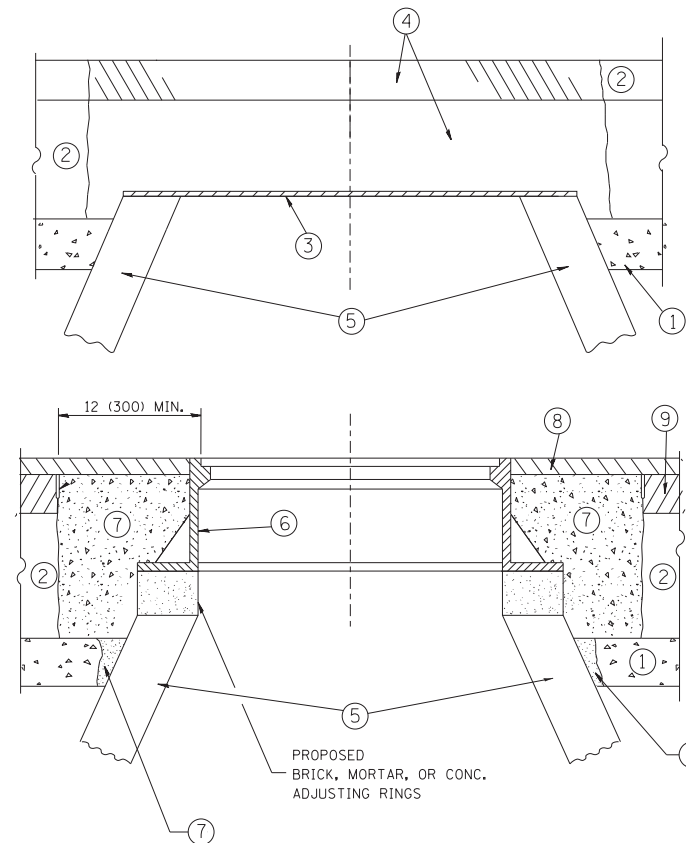
CODE	QUANTITY	UNIT	ITEM
88600600	256	FOOT	DETECTOR LOOP, REPLACEMENT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
U.S. ROUTE 6 @ BRIGGS ST.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	Will	34	22
CONTRACT NO. 60R39				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

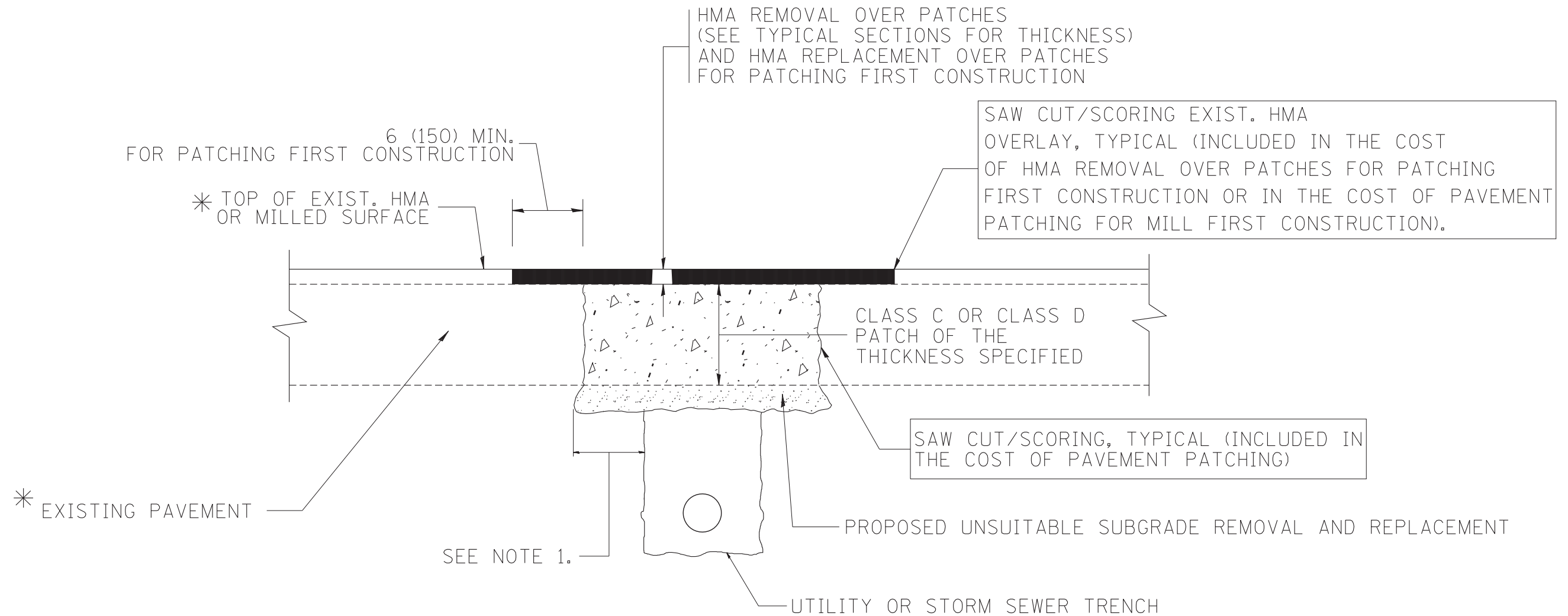
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	23
BD600-03 (BD-8)		CONTRACT NO.	60R39	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

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	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	24
BD400-04 (BD-22)			CONTRACT NO. 60R39	
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.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

18" (450) MAX.

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

T/2 *

3" (75) MIN.

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.)

* 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.

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".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

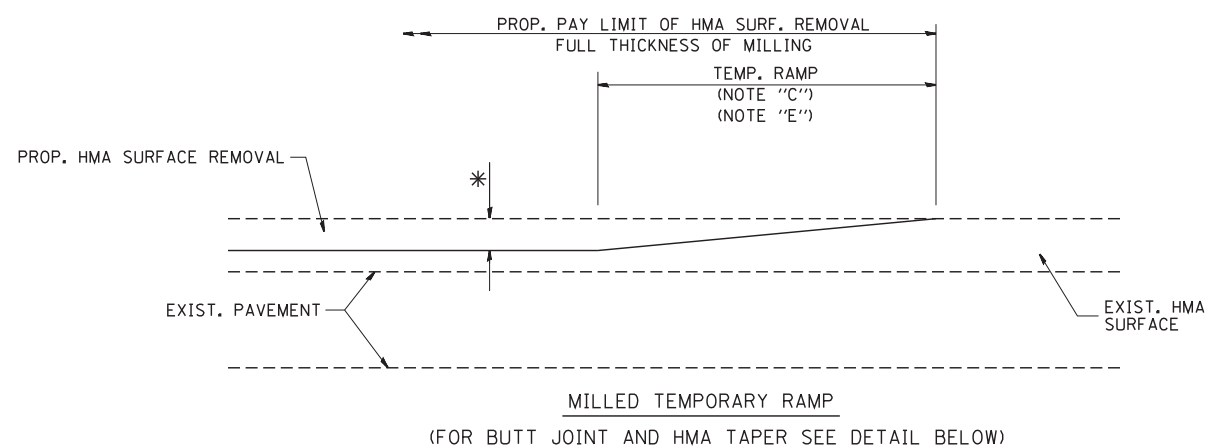
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	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

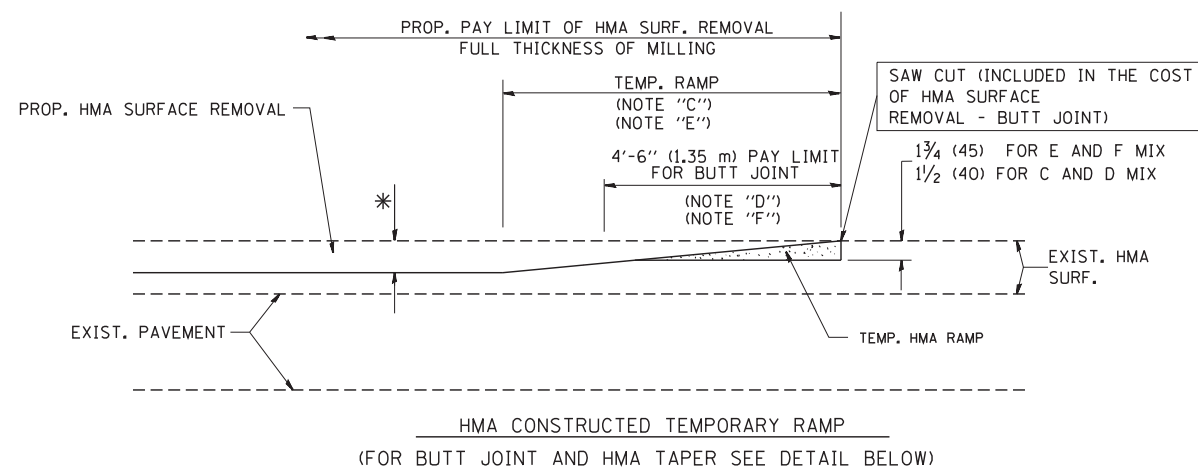
**CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	25
BD600-06 (BD-24)			CONTRACT NO. 60R39	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

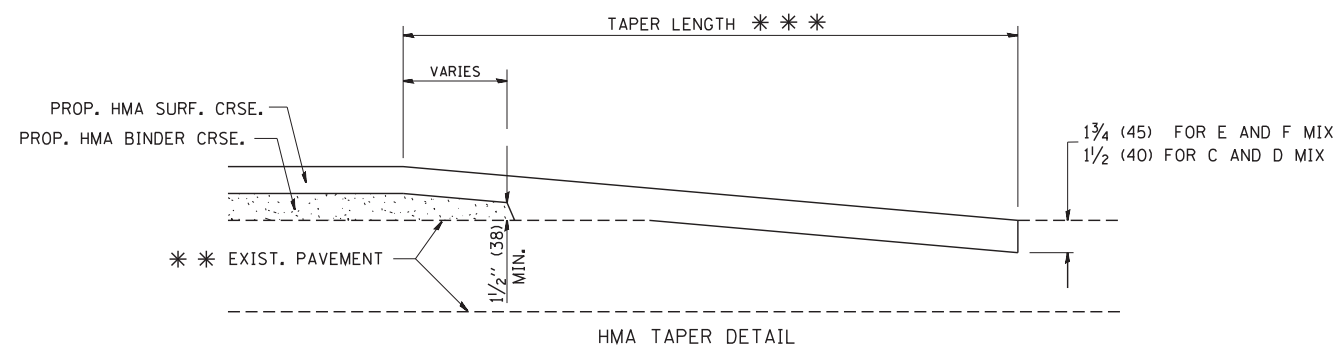
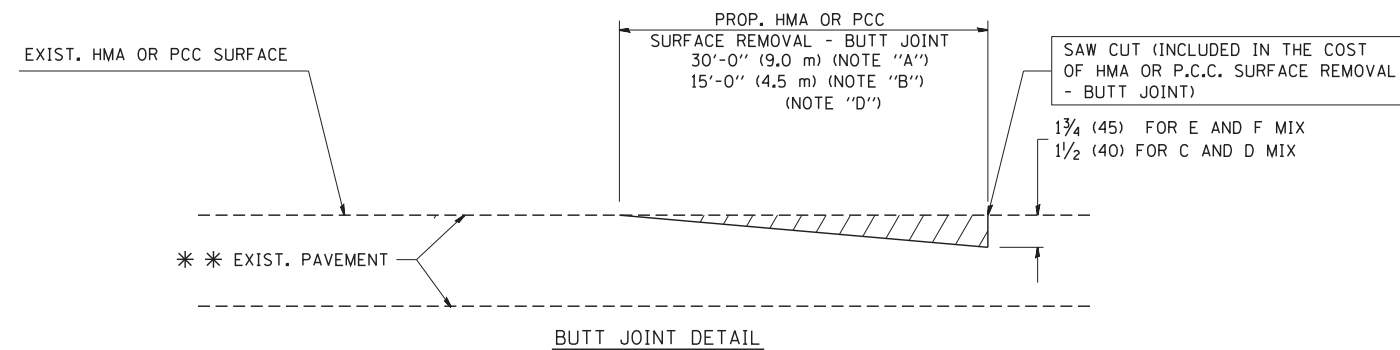


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

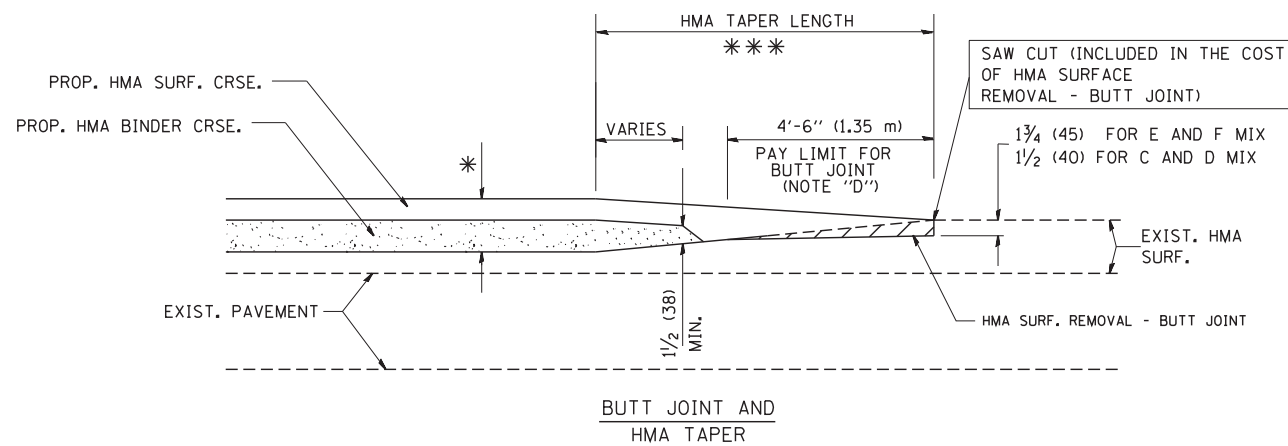
NOTES

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

BASIS OF PAYMENT:

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

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



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

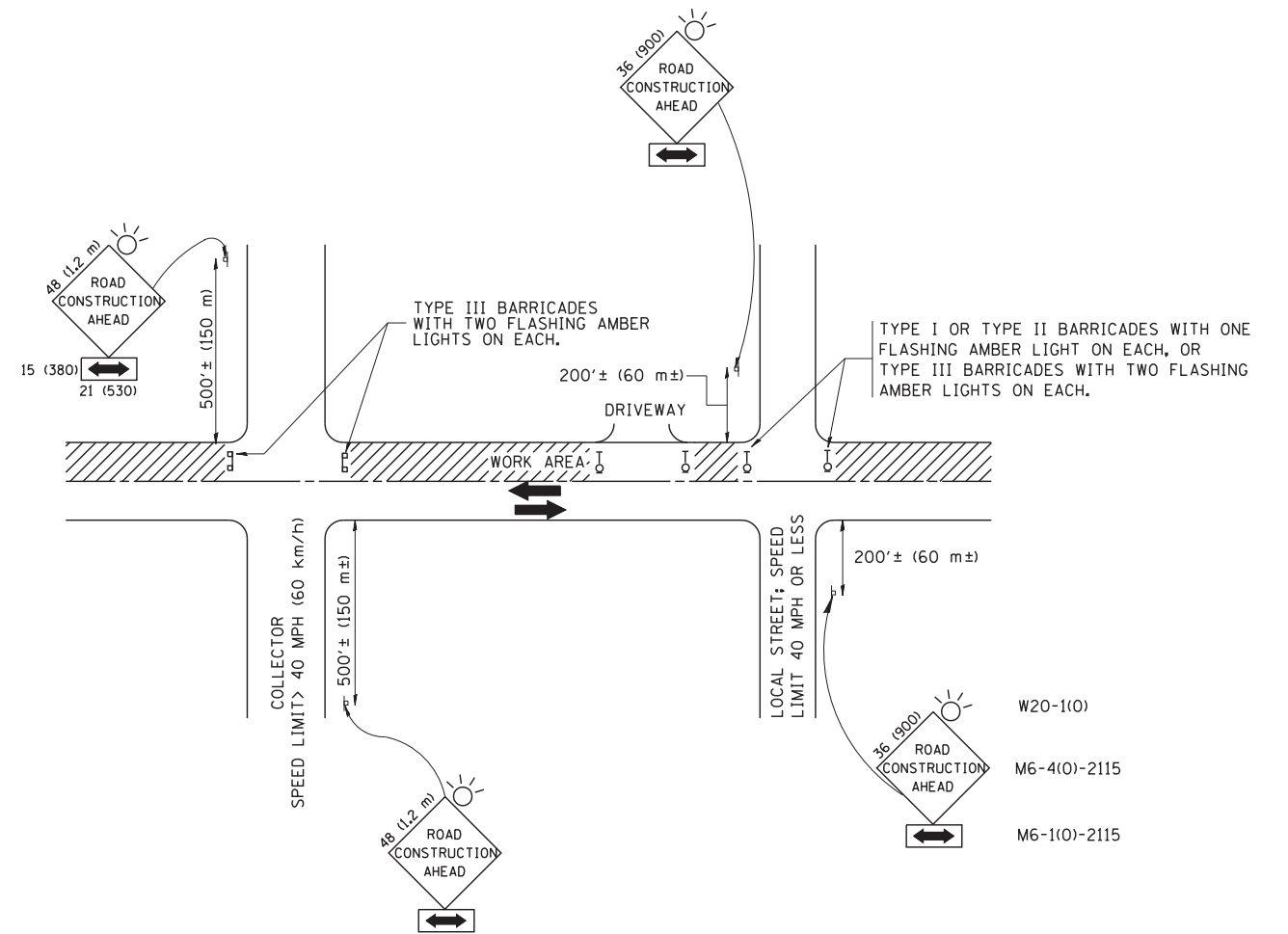
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	26
BD400-05 BD32		CONTRACT NO. 60R39		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

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

 - C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
 - D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

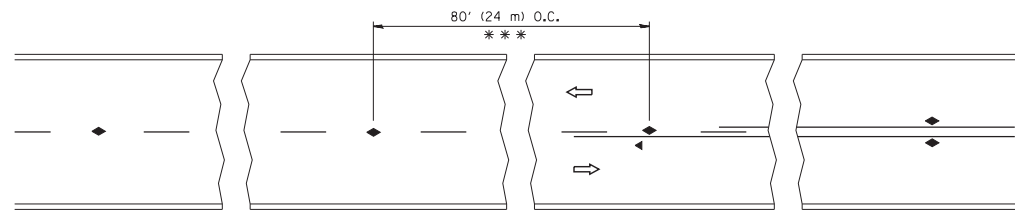
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	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACH 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

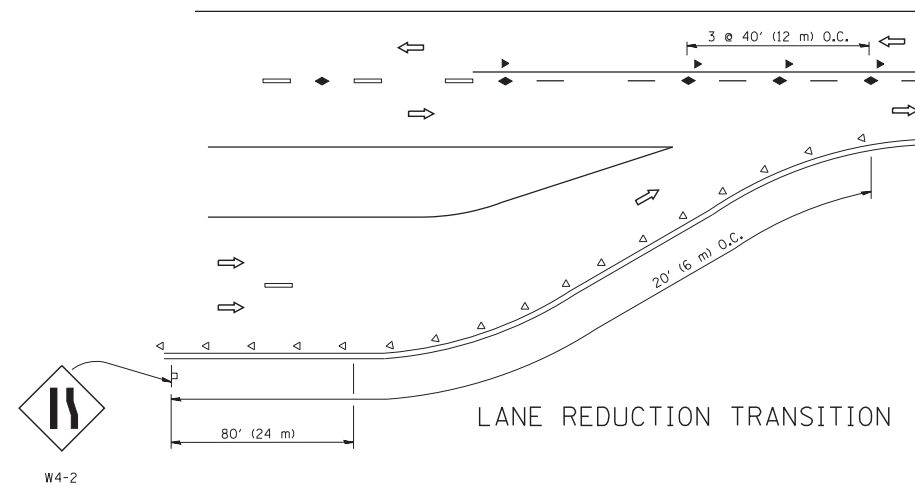
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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10		CONTRACT NO. 60R39		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

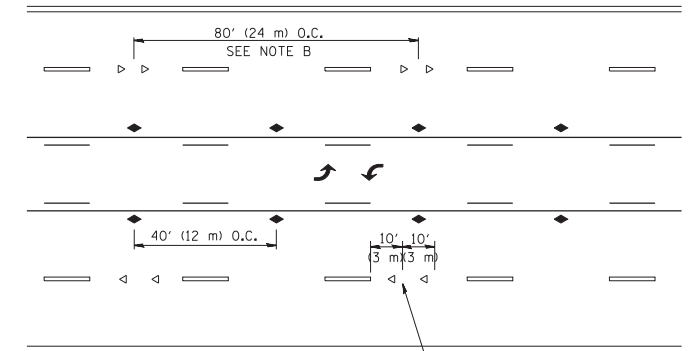


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

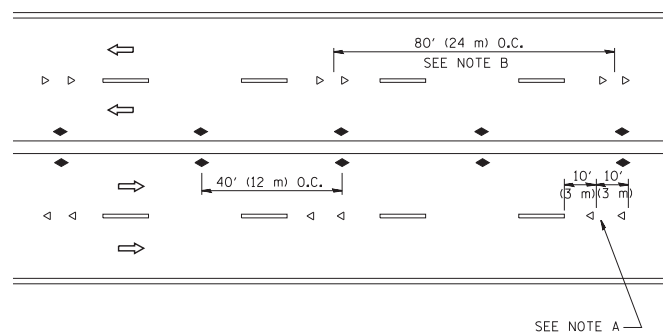
TWO-LANE/TWO-WAY



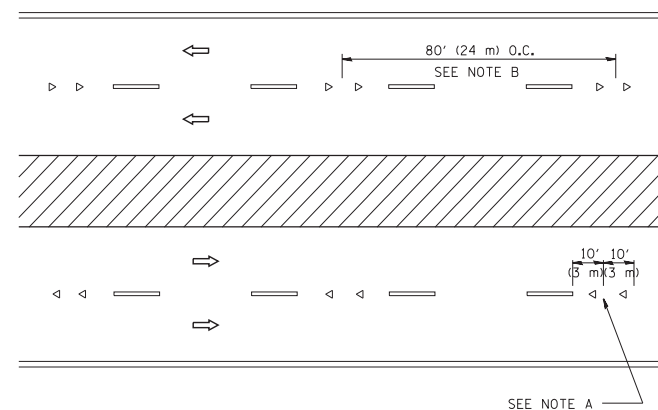
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

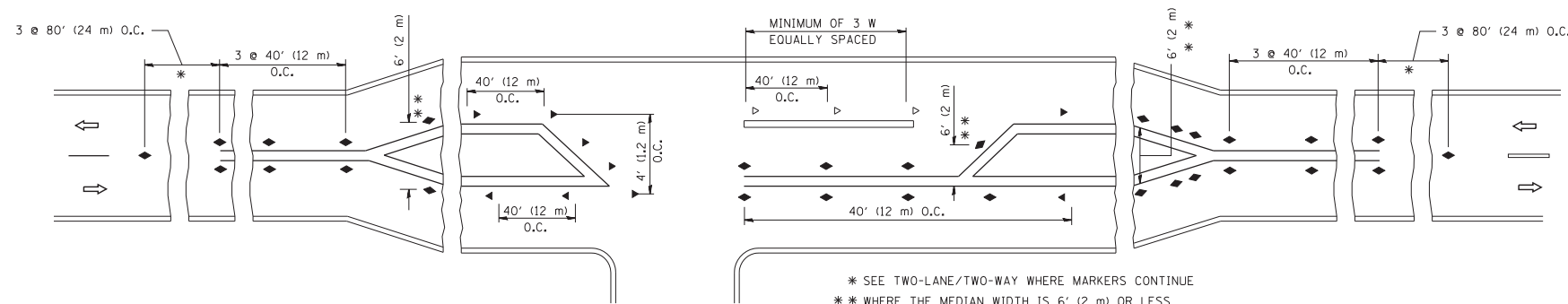
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



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

LEFT TURN

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

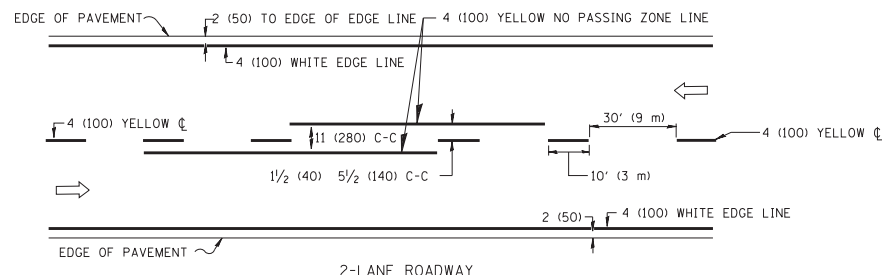
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	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

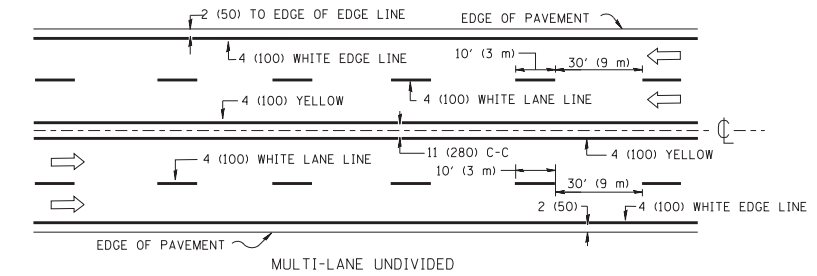
TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

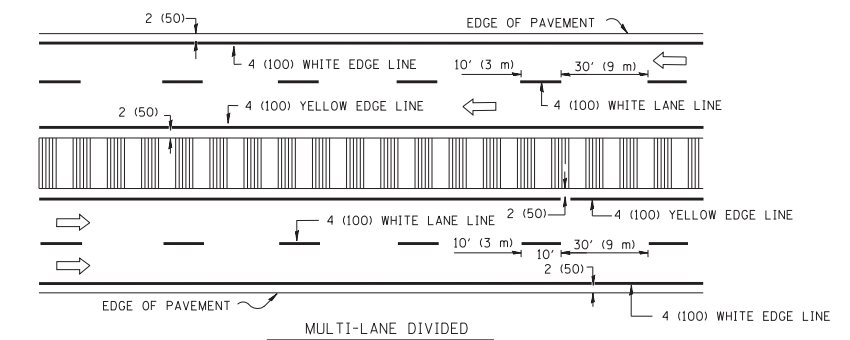
F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	28
TC-11		CONTRACT NO. 60R39		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY



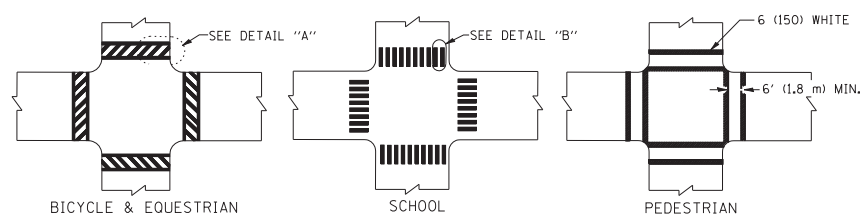
MULTI-LANE UNDIVIDED



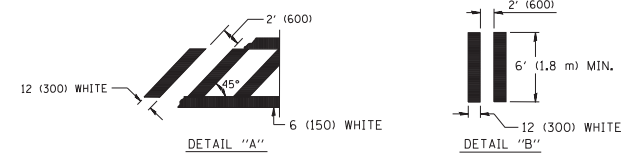
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

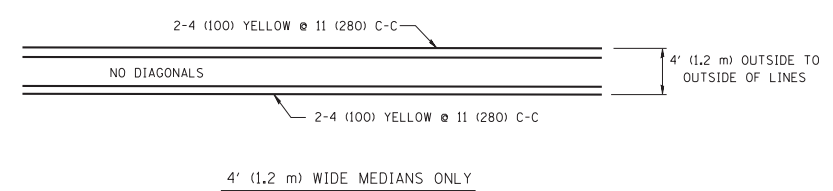
TYPICAL LANE AND EDGE LINE MARKING



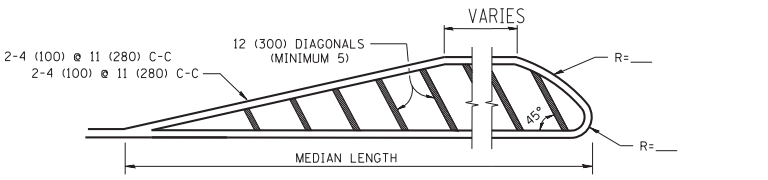
BICYCLE & EQUESTRIAN SCHOOL PEDESTRIAN



TYPICAL CROSSWALK MARKING



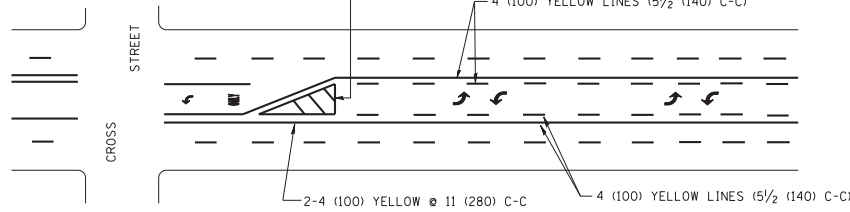
4' (1.2 m) WIDE MEDIANS ONLY



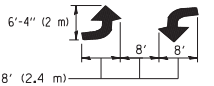
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

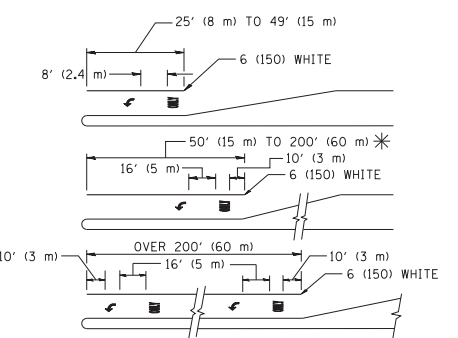


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

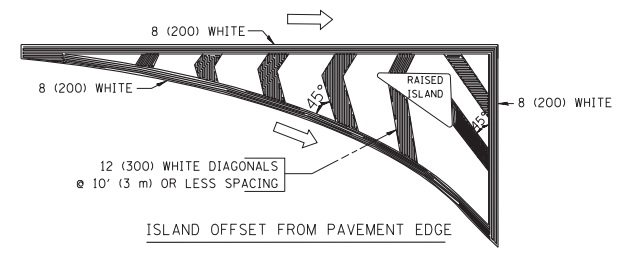


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

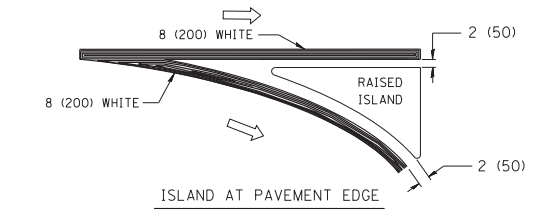
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	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	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	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°	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" 15' (4.5 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

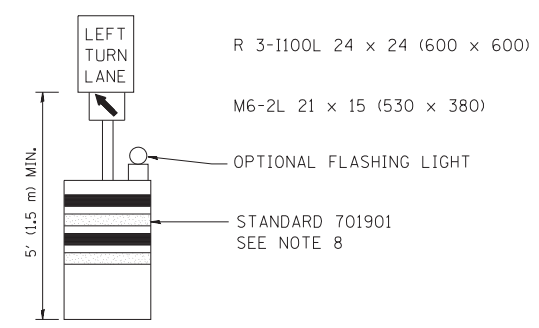
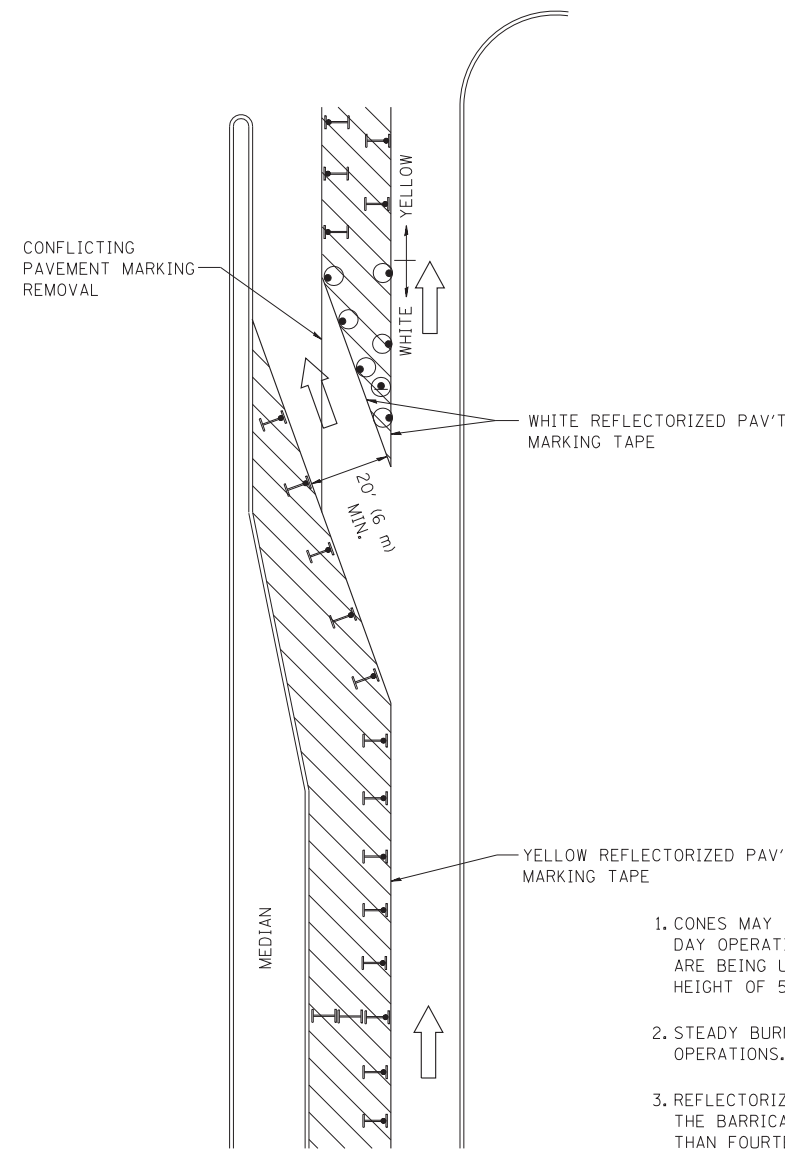
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.J. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	29
TC-13		CONTRACT NO. 60R39		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				









GENERAL NOTES

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

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

LEGEND

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

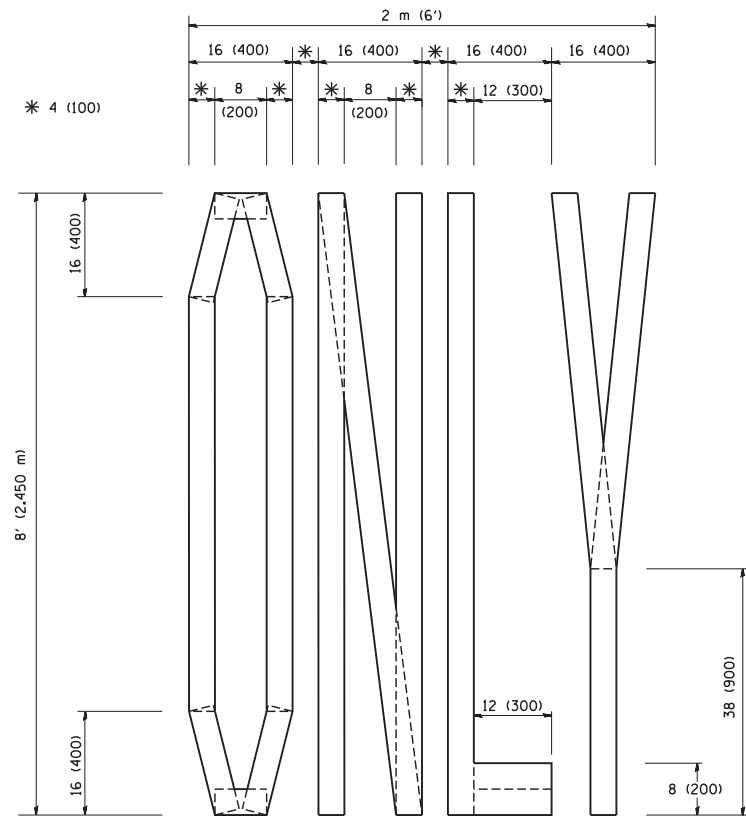
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		REVISED -T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

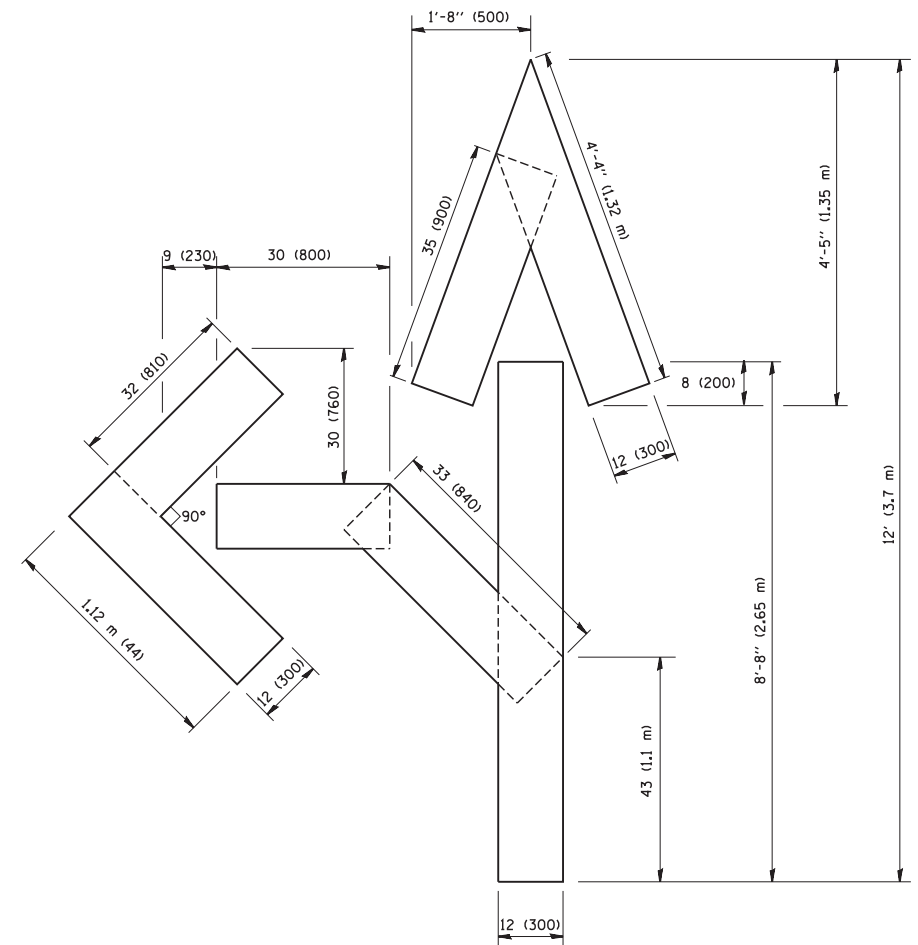
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

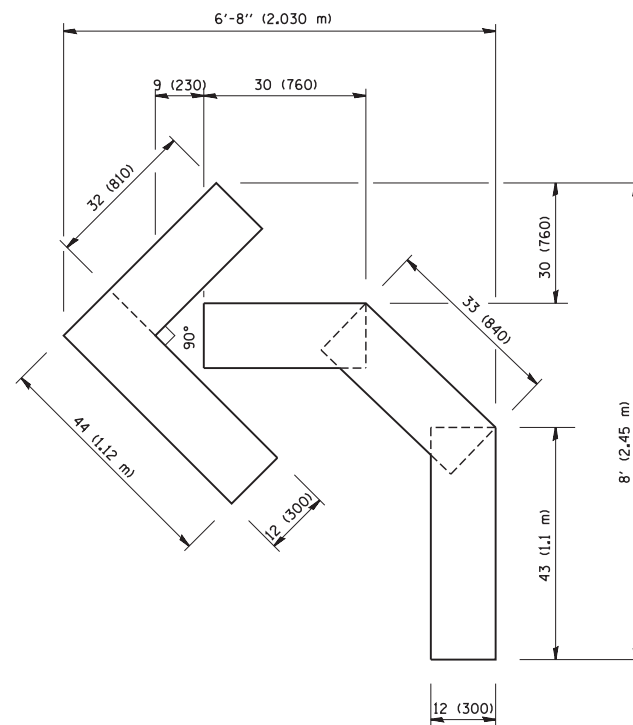
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297	2011-207-RS	WILL	34	30
TC-14		CONTRACT NO. 60R39		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

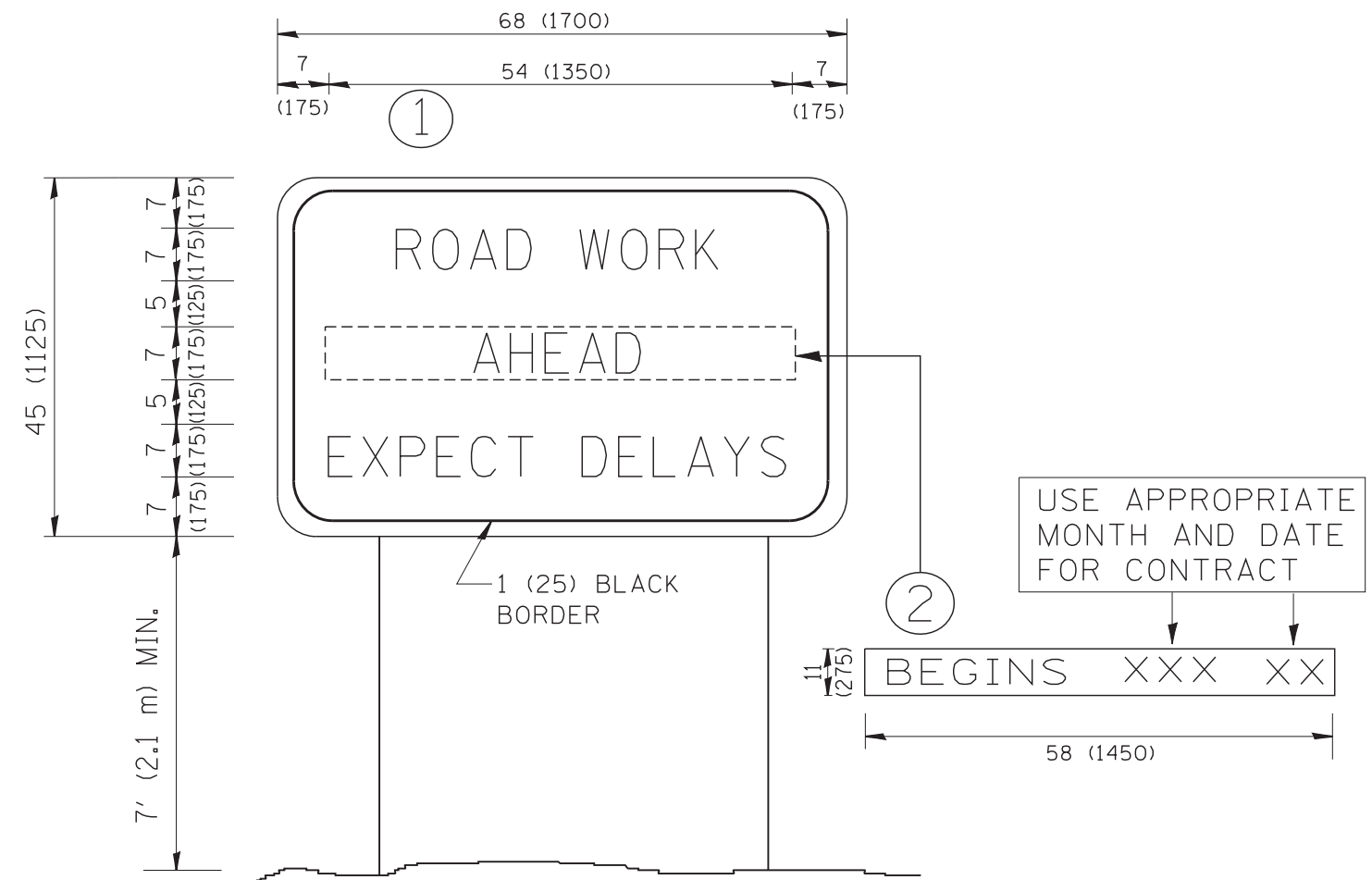
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	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	31
TC-16		CONTRACT NO. 60R39		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gegltonbt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

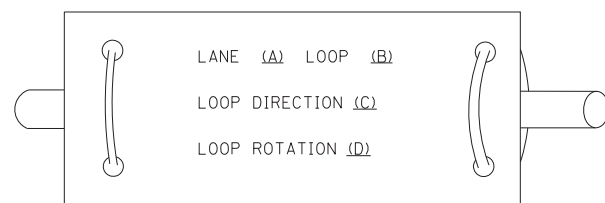
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	32
TC-22			CONTRACT NO. 60R39	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

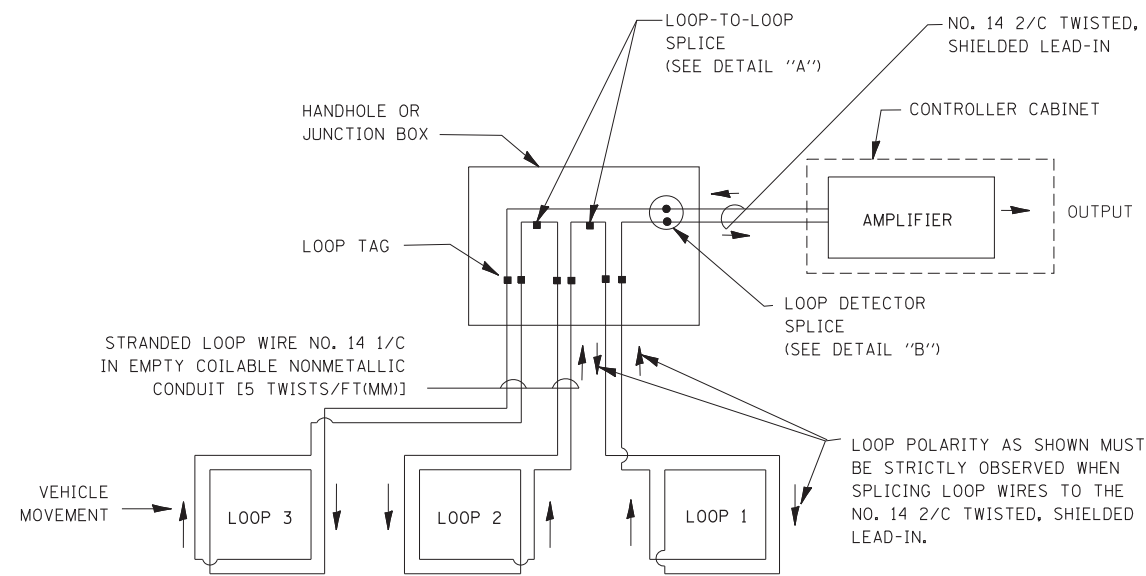
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

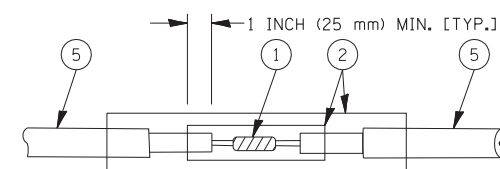


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

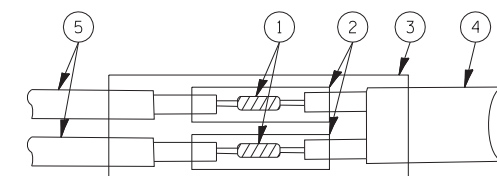


DETECTOR LOOP WIRING SCHEMATIC

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

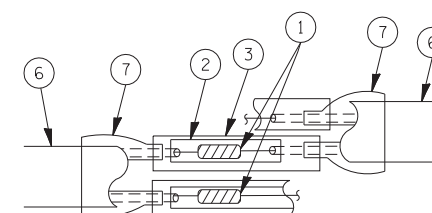


DETAIL "A" LOOP-TO-LOOP SPLICE

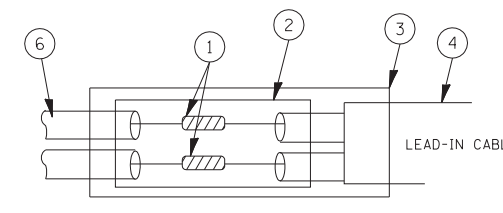


DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE



PRE-FORMED LOOP

DETAIL "B" LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

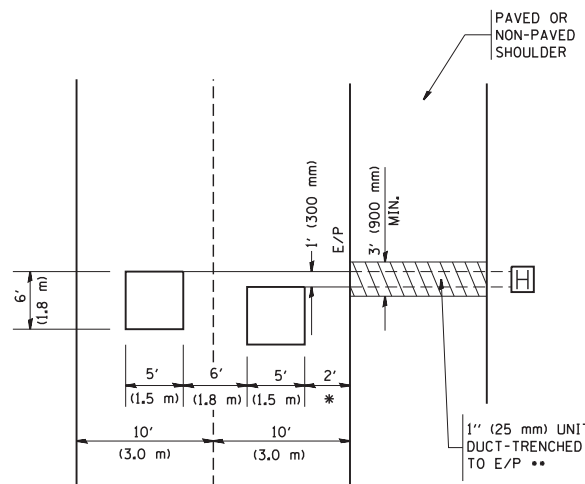
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A.J. RTE. 297	SECTION 2011-207-RS	COUNTY WILL	TOTAL SHEETS 34	SHEET NO. 33
TS-05			CONTRACT NO. 60R39	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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



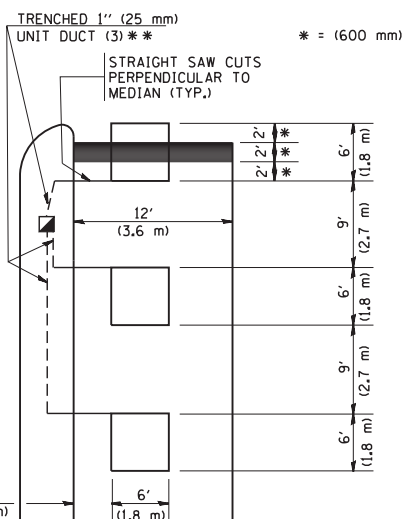
* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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



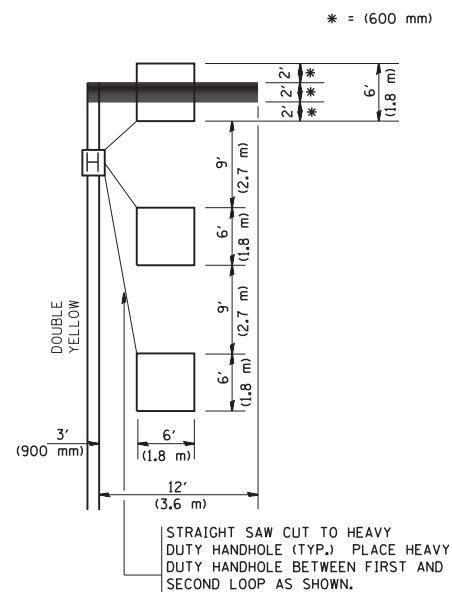
* = (600 mm)

** 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)



* = (600 mm)

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

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.

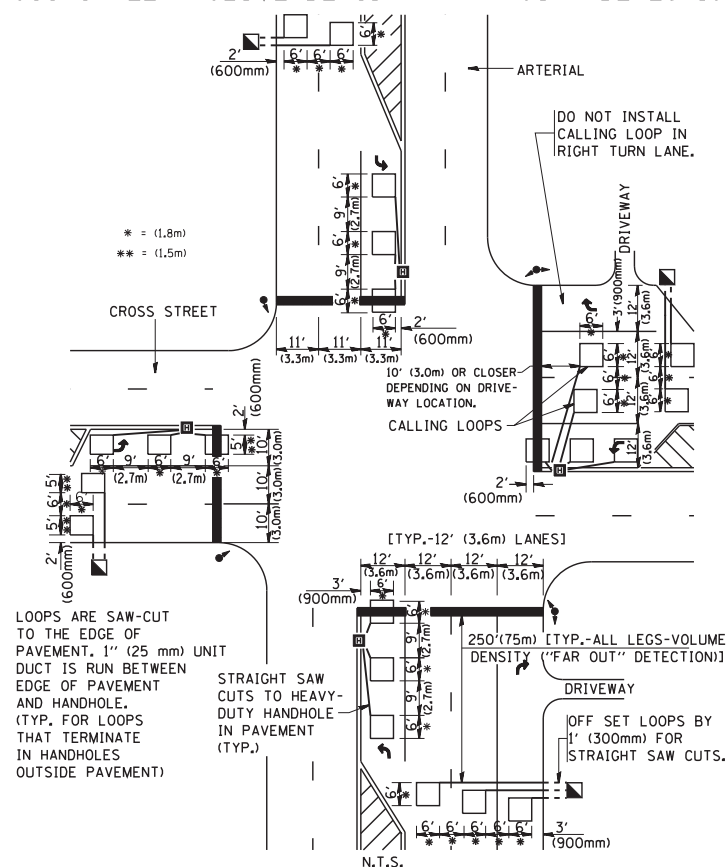
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

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

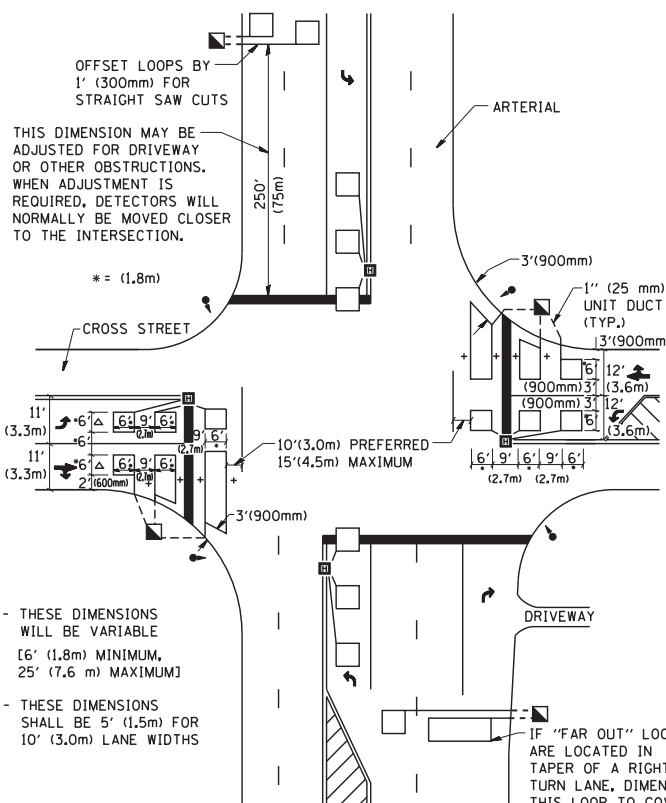


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

DETAIL 1
N.T.S.

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



+ - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]

△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

DETAIL 2
N.T.S.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.I.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	2011-207-RS	WILL	34	34
TS-07		CONTRACT NO. 60R39		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				