

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	1

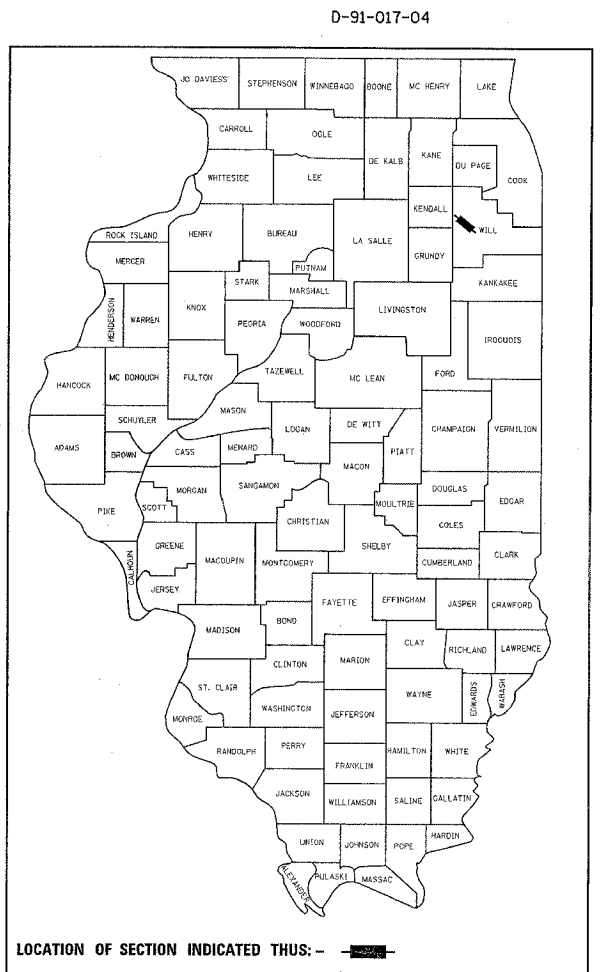
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 575 : US ROUTE 30
SECTION: 14 RS-4
IL 59 TO WEST OF I-55
RESURFACING (MAINTENANCE)
WILL COUNTY
C-91-017-04

FOR INDEX OF SHEETS, SEE SHEET NO. 2

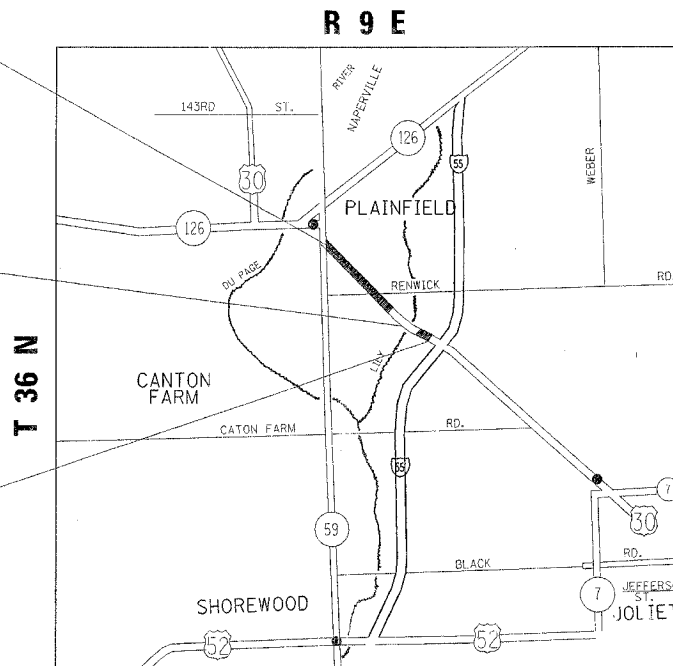
IMPROVEMENT LOCATED IN THE
VILLAGE OF PLAINFIELD



IMPROVEMENT BEGINS
STATION 0+28

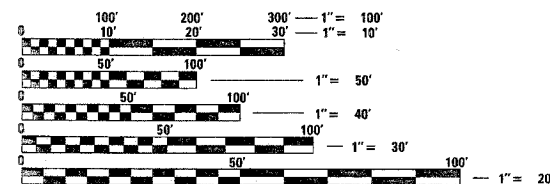
OMISSION:
STA. 79+80 TO
STA. 102+97

IMPROVEMENT ENDS
STATION 105+65



TRAFFIC DATA
2005 ADT = 20,700
POSTED SPEED LIMIT = 35-55 MPH

MAP SCALE
NOT TO SCALE



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

GROSS LENGTH OF IMPROVEMENT = 10,537 LINEAL FEET = 2.00 MILES
NET LENGTH OF IMPROVEMENT = 8,220 LINEAL FEET = 1.56 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 27 2007

Diane O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 11 2007
Eric E. Hahn
ENGINEER OF DESIGN AND ENVIRONMENT

May 11 2007
Milton R. Sees, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

DISTRICT 1 DESIGN PLAN PREPARATION ENGINEER: KEN ENG / LONG TRAN (847) 705-4240

F. A. P. ATEL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	HILL	33	2
STA.		TO STA.		
FED. ROAD DIST. NO. 1		BALANCE	FED. AID PROJECT	

INDEX OF SHEET

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5-7	TYPICAL SECTIONS AND MIXTURE REQUIREMENT TABLE
8-11	ROADWAY AND PAVEMENT MARKING PLANS
12-14	DETECTOR LOOP REPLACEMENT PLANS
15-22	TRAFFIC SIGNAL MODERNIZATION PLANS
23	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
24	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
25	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
26	BUTT JOINT AND HMA TAPER DETAILS
27	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
28	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
29	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
30	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
31	PAVEMENT MARKINGS LETTERS AND SYMBOLS FOR TRAFFIC STAGING
32	ARTERIAL ROAD INFORMATION SIGN
33	DETECTOR ONE DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

LIST OF STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-02	CLASS C AND D PATCHES
482011-02	BIT. SHOULDER STRIPS/ SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
701201-02	LANE CLOSURE, 2-L,2-W, DAY ONLY FOR SPEEDS ≥ 45MPH
701301-02	LANE CLOSURE, 2-L,2-W, SHORT TIME OPERATIONS
701306-01	LANE CLOSURE, 2-L,2-W SLOW MOVING OPERATIONS-DAY ONLY FOR SPEEDS ≥ 45
701311-02	LANE CLOSURE, 2-L,2W MOVING OPERATIONS-DAY ONLY
701701-04	URBAN LANE CLOSURES, MULTILANE INTERSECTION
702001-06	TRAFFIC CONTROL DEVICES

GENERAL NOTES

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES IN THE VILLAGE OF PLAINFIELD.

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 40 MM (1 1/2 INCHES) WHERE THE SPEED LIMIT IS 80 KM/H (45 MPH) OR LESS AND 25 MM (1 INCH) WHERE THE SPEED LIMIT IS GREATER THAN 80 KM/H (45 MPH). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 75 MM (3 INCHES) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

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

THE RESIDENT ENGINEER SHALL CONTACT MS. CORA MATHIS AREA TRAFFIC FIELD ENGINEER AT (815) 485-6475 OR (847) 715-8422 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

THE CONTRACTOR SHALL CONTRACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR @ (847) 705-4470 A MINIMUM 72 HOURS PRIOR TO BEGINNING WORK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

US ROUTE 30

INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES

SCALE: VERT. 1"=50'
 HORIZ. 1"=50'

DATE 4/2/2007

DRAWN BY
 CHECKED BY

F.A.P. RTE. 575	SECTION 14 RS-4	COUNTY WILL	TOTAL SHEETS 33	SHEET NO. 3
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	

Y031-1F

Y031-1E

SUMMARY OF QUANTITIES			100% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN 1000	US RTE 30 AT RENWICK ROAD	US RTE 30 AT ESSINGTON ROAD	US RTE 30 AT VOYAGER LN.	US RTE 30 AT HENNEPIN DR.
20201006	GRADING AND SHAPING SHOULDERS	UNIT	80	80				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	12	12				
40600300	AGGREGATE (PRIME COAT)	TON	61	61				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	10	10				
40600895	CONSTRUCTING TEST STRIP	EACH	1	1				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	341	341				
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	89	89				
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	2967	2967				
42001300	PROTECTIVE COAT	SQ YD	67	67				
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	31227	31227				
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	200	200				
44002215	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3 3/4"	SQ YD	3186	3186				
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	158	158				
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	3150	3150				
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	416	416				
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	5	5				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
67100100	MOBILIZATION	L SUM	1	1				
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1				
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1				
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	4455	4455				
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	80	80				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	24400	24400				

SUMMARY OF QUANTITIES			100% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN 1000	US RTE 30 AT RENWICK ROAD	US RTE 30 AT ESSINGTON ROAD	US RTE 30 AT VOYAGER LN.	US RTE 30 AT HENNEPIN DR.
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1000	1000				
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	350	350				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	200	200				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	4080	4080				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	100	100				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	24400	24400				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1000	1000				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	350	350				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	200	200				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	264	264				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	40	40				
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	4		1	1	1	1
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2450		1035	610	600	205
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	15		4	4	3	4
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	15		4	4	4	3
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	10		2	4	4	
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	17		4	4	4	5
88030220	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4			1	1	2
88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	3		2			1
88030320	SIGNAL HEAD, LED, 3-FACE, 1-3 SECTION, 2-5 SECTION BRACKET MOUNTED	EACH	1					1

* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
US ROUTE 30
IL 59 TO WEST OF I-55
PLOT DATE: 4/2/2007

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	4
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	

SUMMARY OF QUANTITIES			100% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN 1000	US RTE 30 AT RENWICK ROAD	US RTE 30 AT ESSINGTON ROAD	US RTE 30 AT VOYAGER LN.	US RTE 30 AT HENNEPIN DR.
* 88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	32		8	8	8	8
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	387	387				
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1511		440	550	521	
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4		1	1	1	1
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4				
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1307	1307				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN 1000 100% STATE	US RTE 30 AT RENWICK ROAD	US RTE 30 AT ESSINGTON ROAD	US RTE 30 AT VOYAGER LN.	US RTE 30 AT HENNEPIN DR.

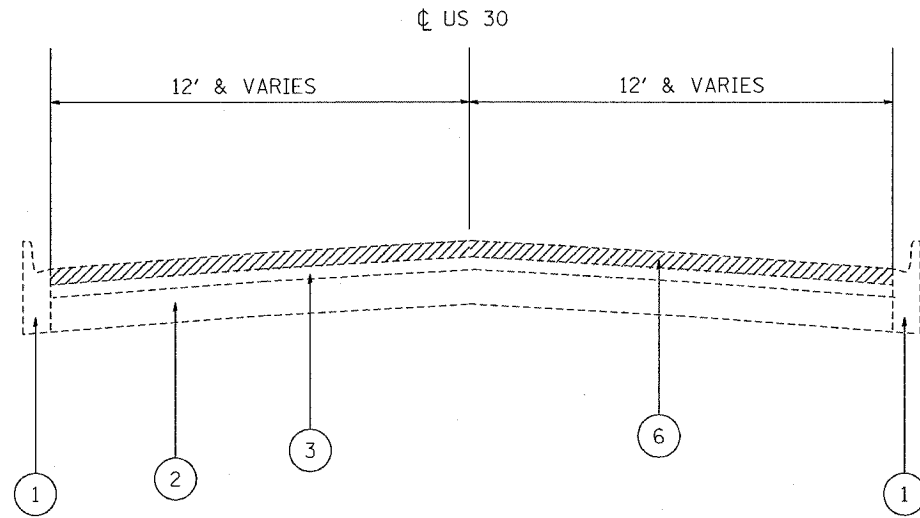
* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

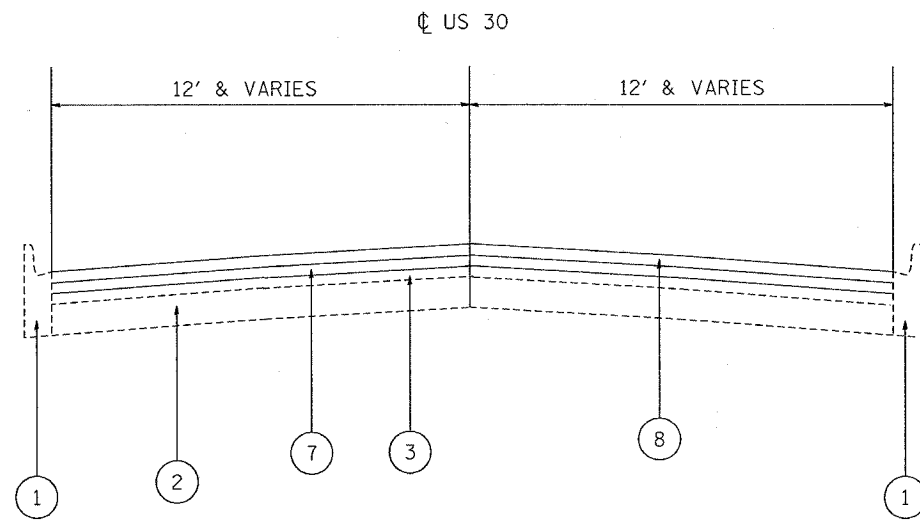
ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUMMARY OF QUANTITIES
US ROUTE 30
IL 59 TO WEST OF I-55

4/2/2007 10:48:51 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
STA. 0+28 TO STA. 10+50



PROPOSED TYPICAL SECTION
STA. 0+28 TO STA. 10+50

LEGEND

- 1 EXISTING B6.12 CURB & GUTTER
- 2 EXISTING P.C.C. BASE COURSE 9" ±
- 3 EXISTING HOT MIX ASPHALT OVERLAY 6" ±
- 4 EXISTING AGGREGATE SHOULDER
- 5 EXISTING HOT-MIX ASPHALT SHOULDERS
- 6 PROPOSED HOT MIX ASPHALT SURFACE REMOVAL 2 1/4"
- 7 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4")
- 8 PROPOSED POLYMERIZED HOT MIX ASPHALT SURFACE COURSE, MIX "F", N90 (1 3/4")
- 9 PROPOSED GRADING AND SHAPING SHOULDERS
- 10 PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B

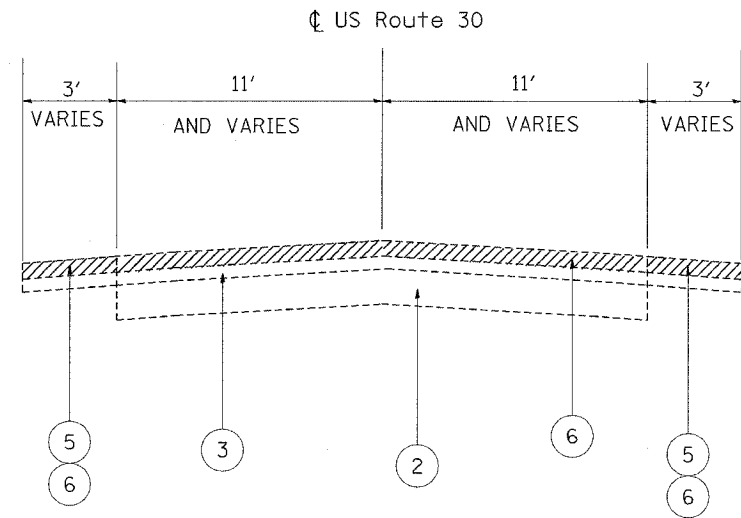
HOT MIX ASPHALT MIXTURE REQUIREMENT

MIXTURE TYPE	AC TYPE	AIR VOIDS
PAVEMENT RESURFACING:		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL -9.5 mm)	PG 64-22	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50	SBS/SBR PG 76-28/22	4% @ 50 GYR.
PATCHING:		
* CLASS D PATCHES, TYPE III, IV 9", HMA BINDER IL-19.0 mm	PG 64-22/58-22	4% @ 70 GYR
* HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, HMA BINDER IL-19.0 mm	PG 64-22/58-22	4% @ 70 GYR

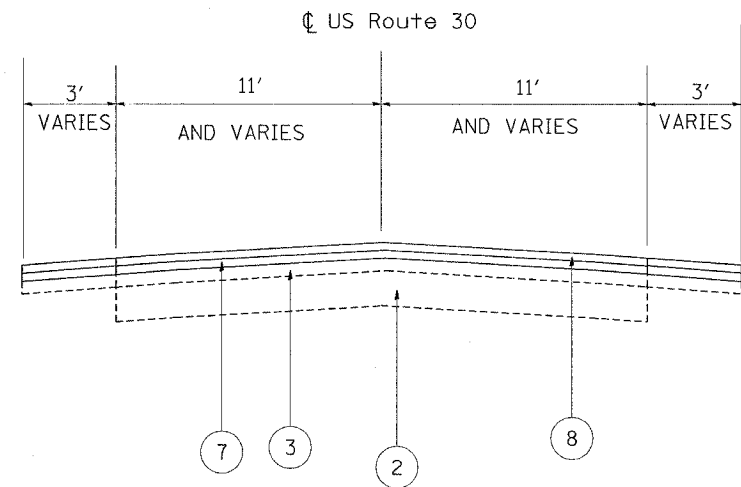
- * - WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22
- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SY/IN

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION US 30 IL 59 TO W. OF I-55 EXISTING AND PROPOSED TYPICAL SECTIONS SCALE: VERT. _____ HORIZ. _____ DATE _____	DRAWN BY _____ CHECKED BY _____
NAME	DATE		

F.A.P. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



EXISTING TYPICAL SECTION
STA. 10+50 TO STA. 17+00



PROPOSED TYPICAL SECTION
STA. 10+50 TO STA. 17+00

LEGEND

- 1 EXISTING B6.12 CURB & GUTTER
- 2 EXISTING P.C.C. BASE COURSE 9" ±
- 3 EXISTING HOT MIX ASPHALT OVERLAY 6" ±
- 4 EXISTING AGGREGATE SHOULDER
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- 8 PROPOSED POLYMERIZED HOT MIX ASPHALT SURFACE COURSE, MIX "F", N90 (1 3/4")
- 9 PROPOSED GRADING AND SHAPING SHOULDERS
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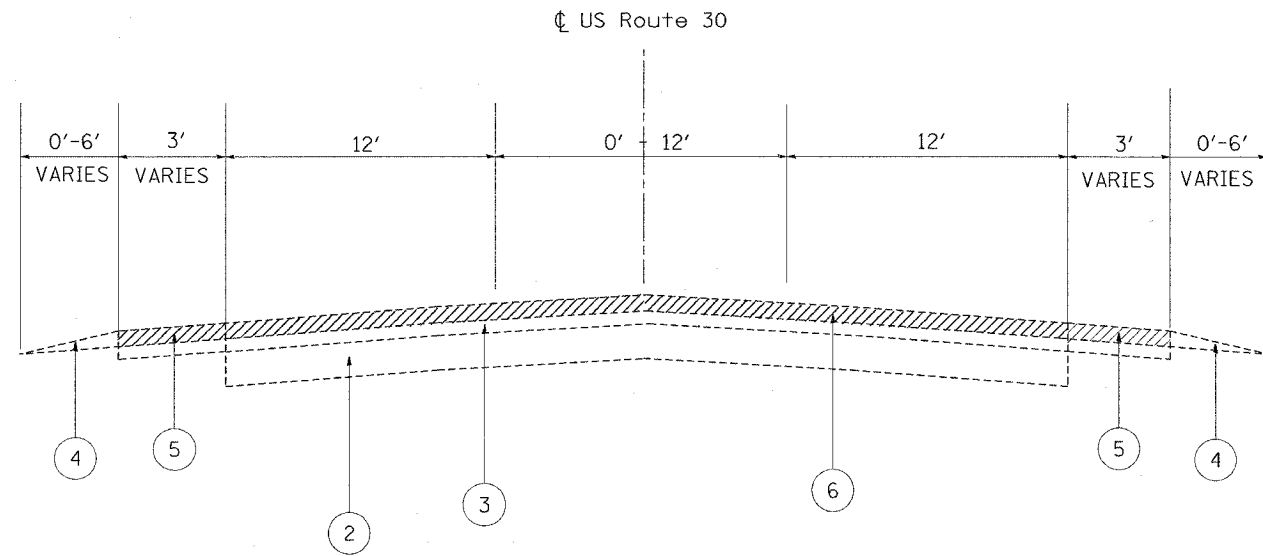
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
US 30
 IL 59 TO W. OF I-55
 EXISTING AND PROPOSED
 TYPICAL SECTIONS

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 DATE _____ DRAWN BY _____
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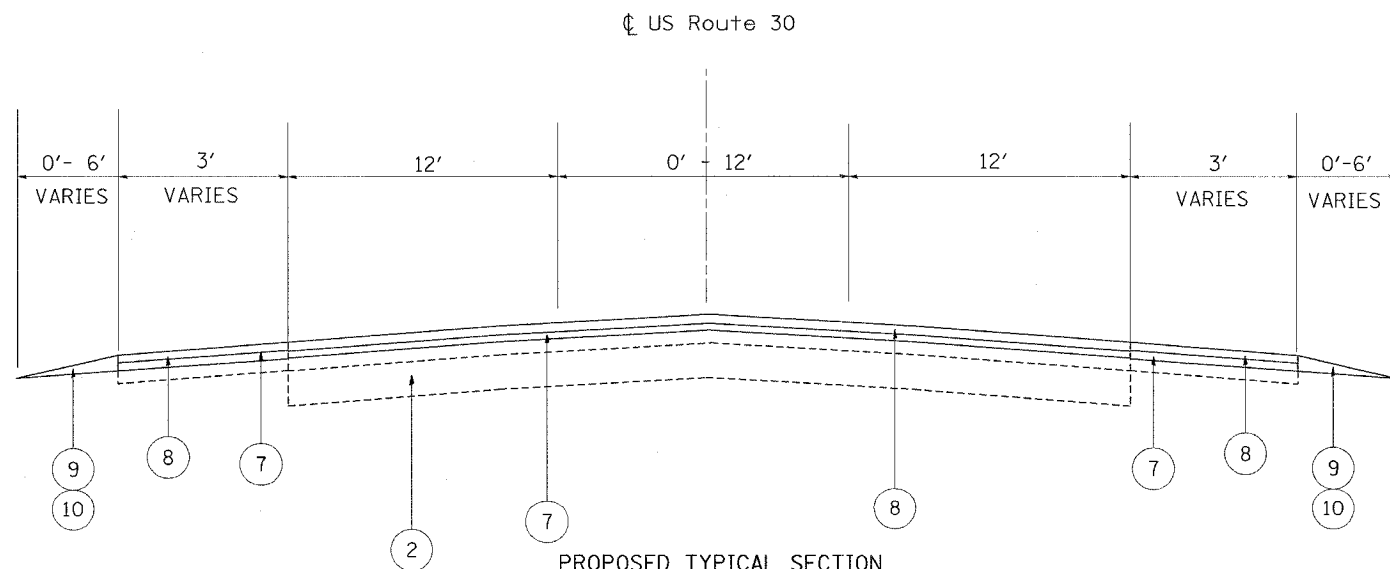
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575	14 RS-4	WILL	33	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
 STA. 17+00 TO STA. 79+80
 STA. 103+97 TO STA. 107+05

LEGEND

- 1 EXISTING B6.12 CURB & GUTTER
- 2 EXISTING P.C.C. BASE COURSE 9" ±
- 3 EXISTING HOT MIX ASPHALT OVERLAY 6" ±
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PROPOSED TYPICAL SECTION
 STA. 17+00 TO STA. 79+80
 STA. 103+97 TO STA. 107+05

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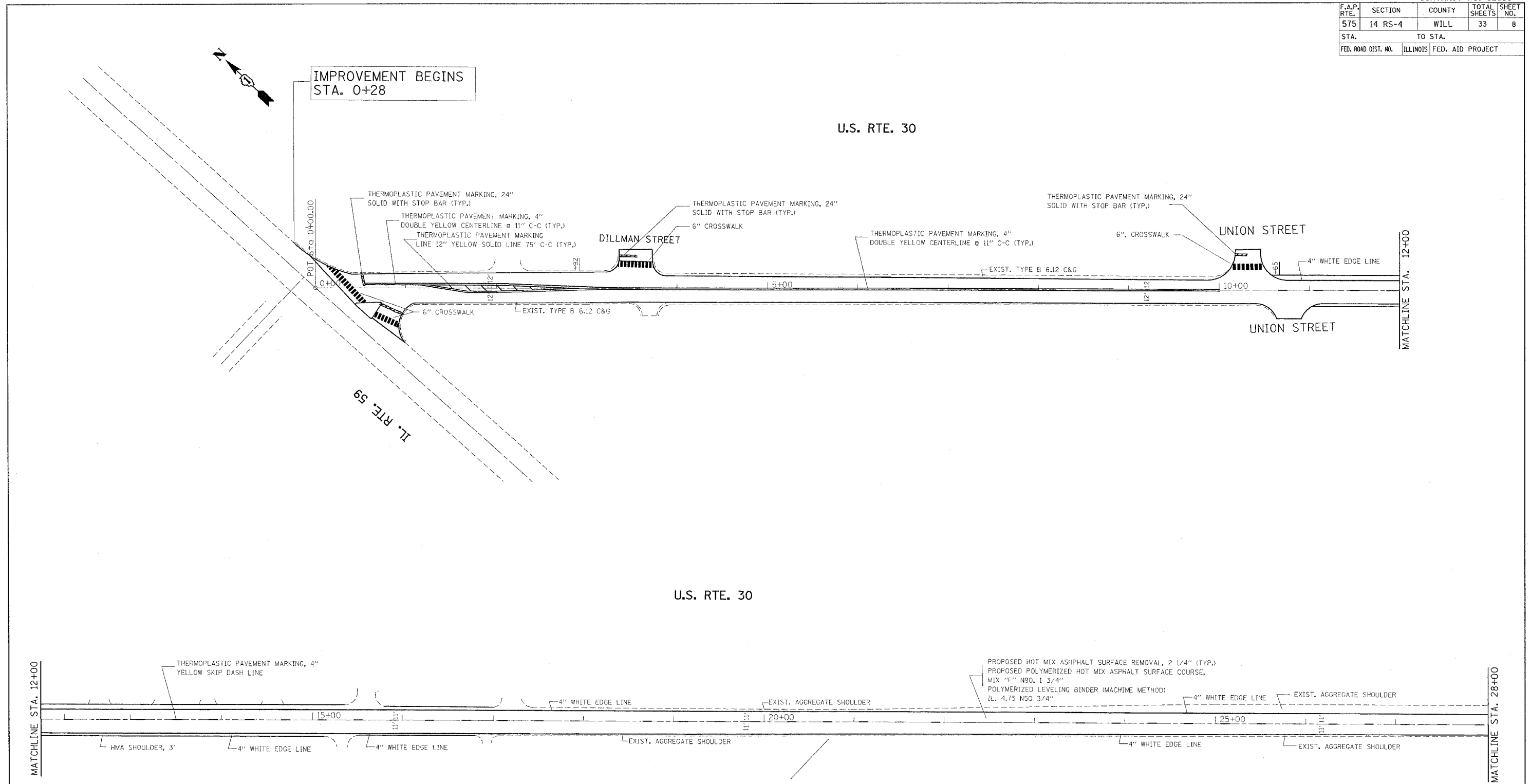
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
US 30
 IL 59 TO W. OF I-55
 EXISTING AND PROPOSED
 TYPICAL SECTIONS

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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NOTES:

- LIMIT OF RESURFACING ON SIDE-STREETS THROUGH OUT THE IMPROVEMENT SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER
- ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL, (TC-13).
- ALL RAISED REFLECTIVE PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKER DETAIL," (TC-11).
- LIMIT OF RESURFACING IS FROM IL-59 TO WEST OF I-55, AND THE LIMIT OF TRAFFIC SIGNAL IMPROVEMENT IS UP TO HENNEPIN DRIVE.

REVISIONS	
NAME	DATE

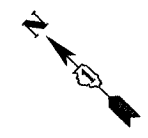
ILLINOIS DEPARTMENT OF TRANSPORTATION

US 30
IL 59 TO W. OF I-55
ROADWAY & PAVEMENT
MARKING PLAN

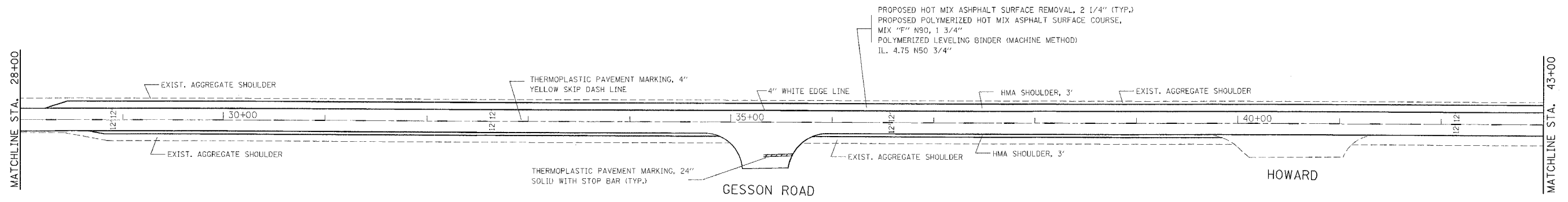
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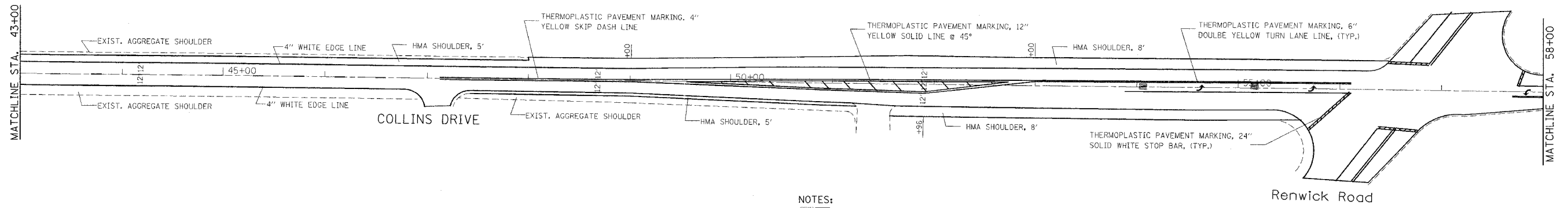
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



U.S. RTE. 30



U.S. RTE. 30



NOTES:

- LIMIT OF RESURFACING ON SIDE-STREETS THROUGH OUT THE IMPROVEMENT SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 US 30
 IL 59 TO W. OF I-55
 ROADWAY & PAVEMENT
 MARKING PLAN

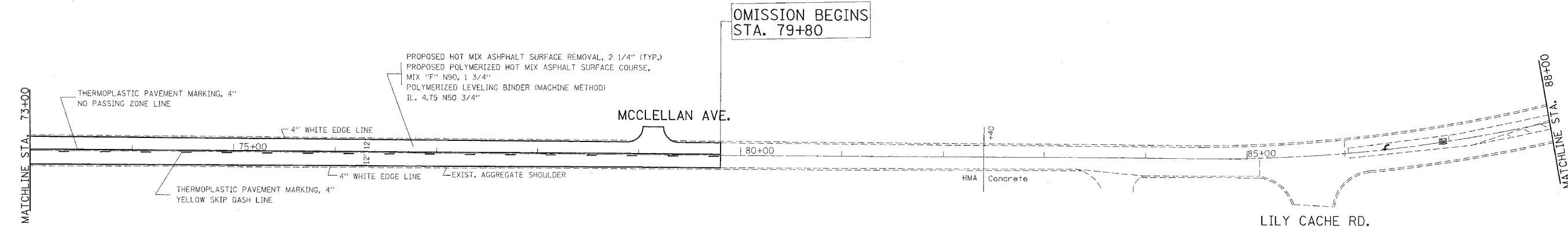
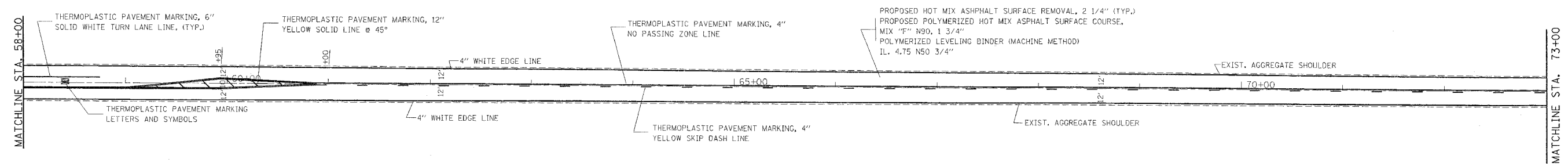
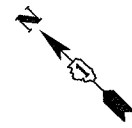
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 DATE _____

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 CHECKED BY _____

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

U.S. RTE. 30



OMISSION BEGINS
STA. 79+80

NOTES:

- LIMIT OF RESURFACING ON SIDE-STREETS THROUGH OUT THE IMPROVEMENT SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER
- ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE ESTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL. (TC-13).
- ALL RAISED REFLECTIVE PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKER DETAIL." (TC-11).
- LIMIT OF RESURFACING IS FROM IL-99 TO WEST OF I-55, AND THE LIMIT OF TRAFFIC SIGNAL IMPROVEMENT IS UP TO HENNEPIN DRIVE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 US 30
 IL 59 TO W. OF I-55
 ROADWAY & PAVEMENT
 MARKING PLAN

SCALE: VERT. _____
 HORIZ. _____

DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 4/3/2007
 PLOT SCALE = 50.0000 / IN.
 USER NAME = bmk1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

U.S. RTE. 30

OMISSION ENDS
STA. 102+97

MATCHLINE STA. 88+00

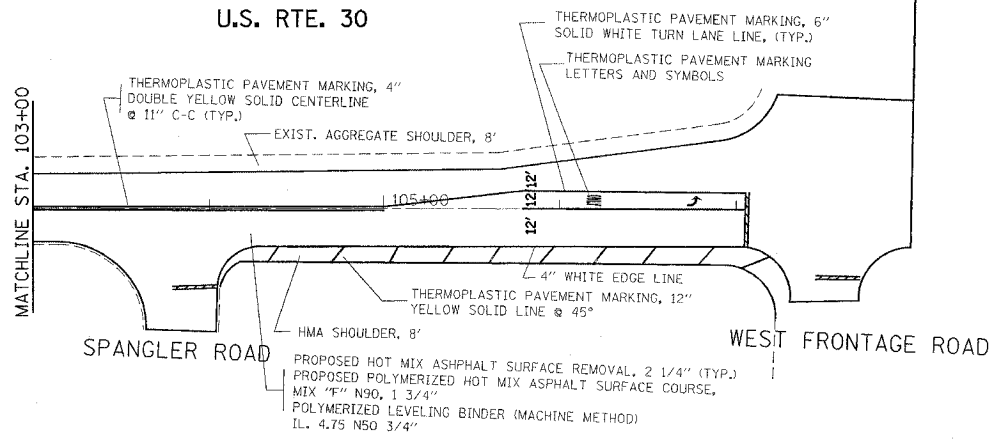
MATCHLINE STA. 103+00



IMPROVEMENT ENDS
STA. 107+05

U.S. RTE. 30

MATCHLINE STA. 103+00



NOTES:

- LIMIT OF RESURFACING ON SIDE-STREETS THROUGH OUT THE IMPROVEMENT SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER
- ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE ESTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL, (TC-13).
- ALL RAISED REFLECTIVE PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKER DETAIL." (TC-11).
- LIMIT OF RESURFACING IS FROM IL-59 TO WEST OF I-55, AND THE LIMIT OF TRAFFIC SIGNAL IMPROVEMENT IS UP TO HENNEPIN DRIVE.

REVISIONS	
NAME	DATE

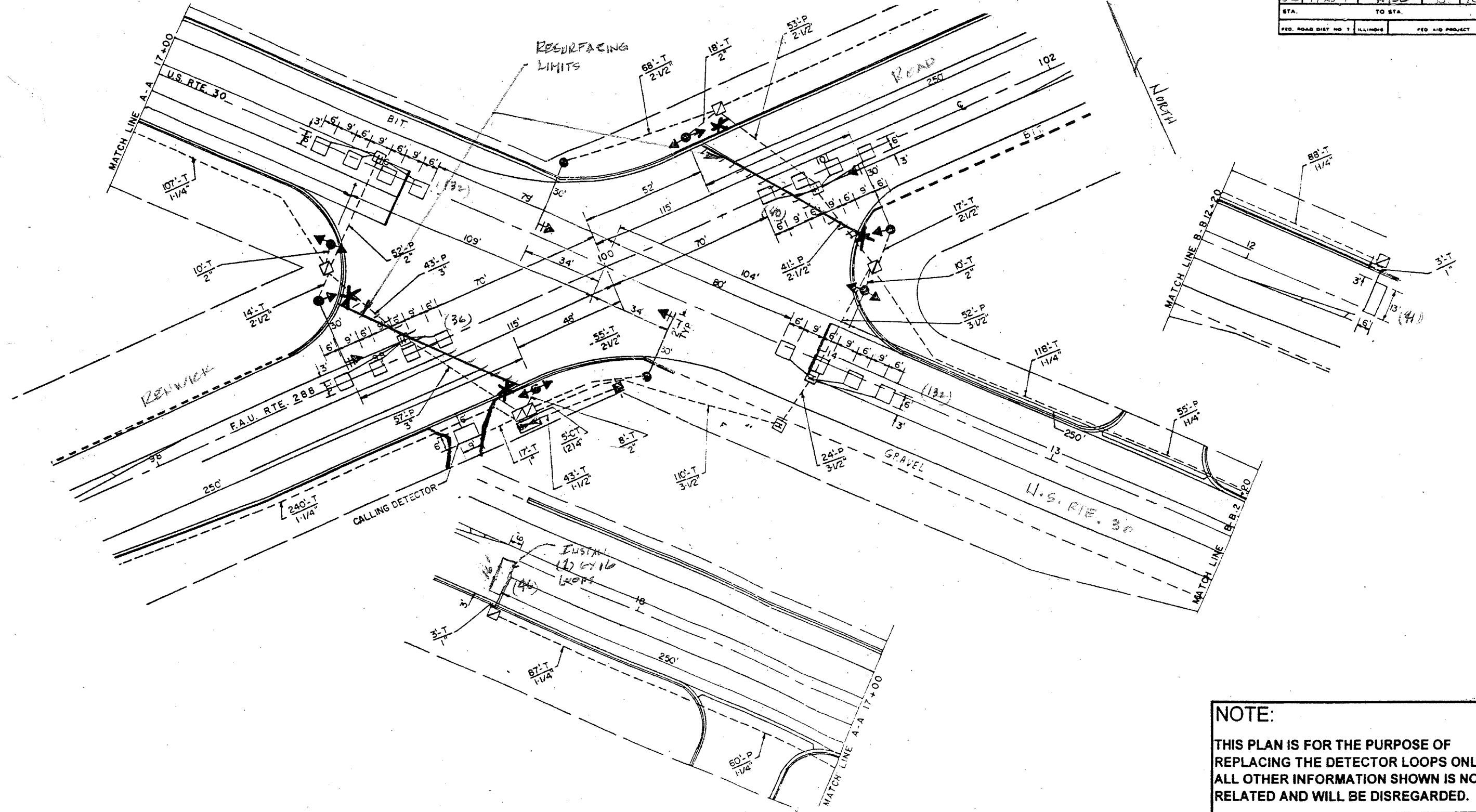
ILLINOIS DEPARTMENT OF TRANSPORTATION
US 30
IL 59 TO W. OF I-55
ROADWAY & PAVEMENT
MARKING PLAN

SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

PLOT DATE = 4/2/2007
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USER NAME = [blank]

P&A SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	38	12
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT	



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

CODE NO.	QUANTITY	UNIT	ITEM
86600600	387	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

NOTE:
 THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONLY. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.

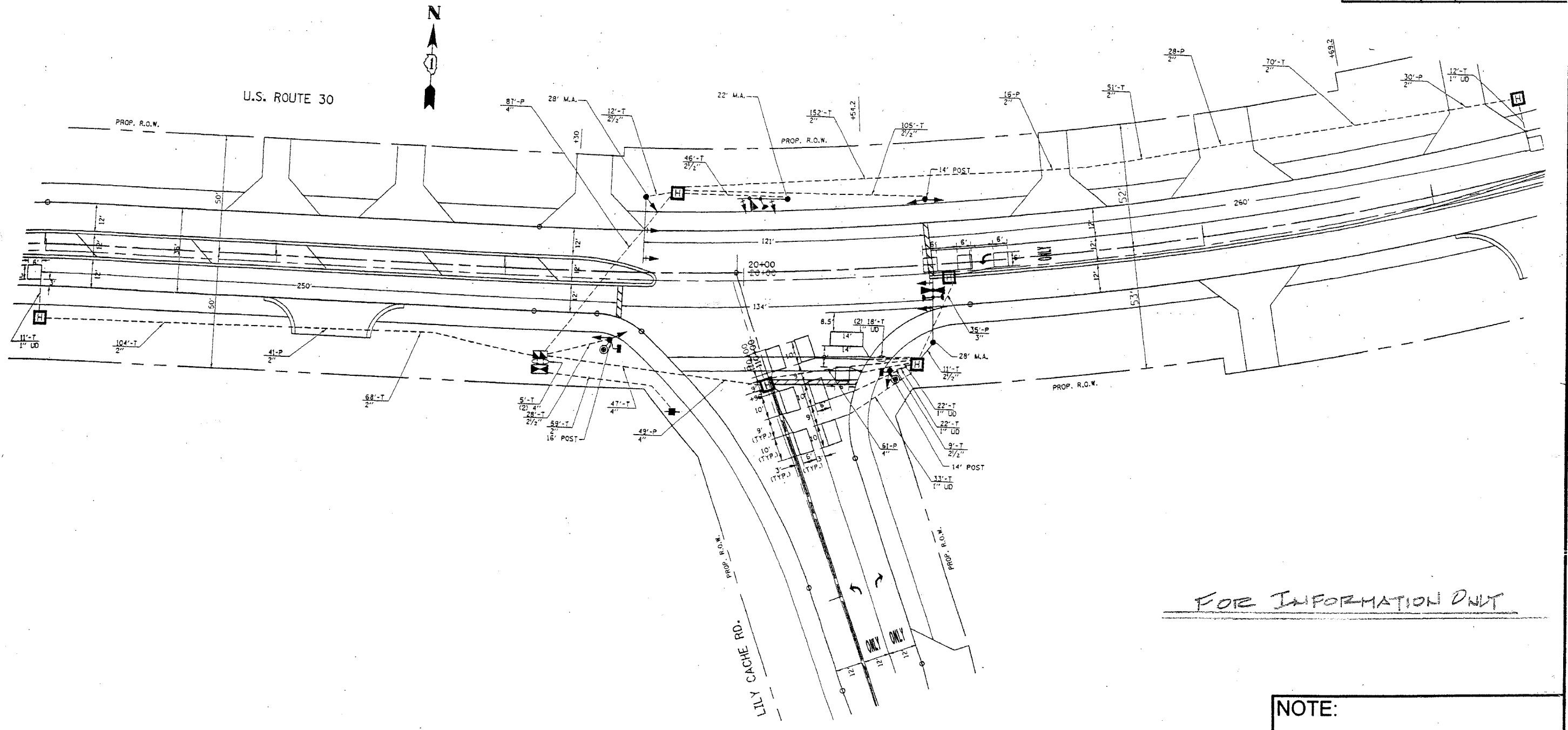
ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT

U.S. RTE. 30 @ RENUICK ROAD

SCALE: NONE
 DATE: MAR 1, 2007

DRAWN BY: JHE
 DESIGNED BY: JHE
 CHECKED BY: DAD.



FOR INFORMATION ONLY

NOTE:
 THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONLY. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.

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

CODE NO.	QUANTITY	UNIT	ITEM
86600600	- 0 -	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

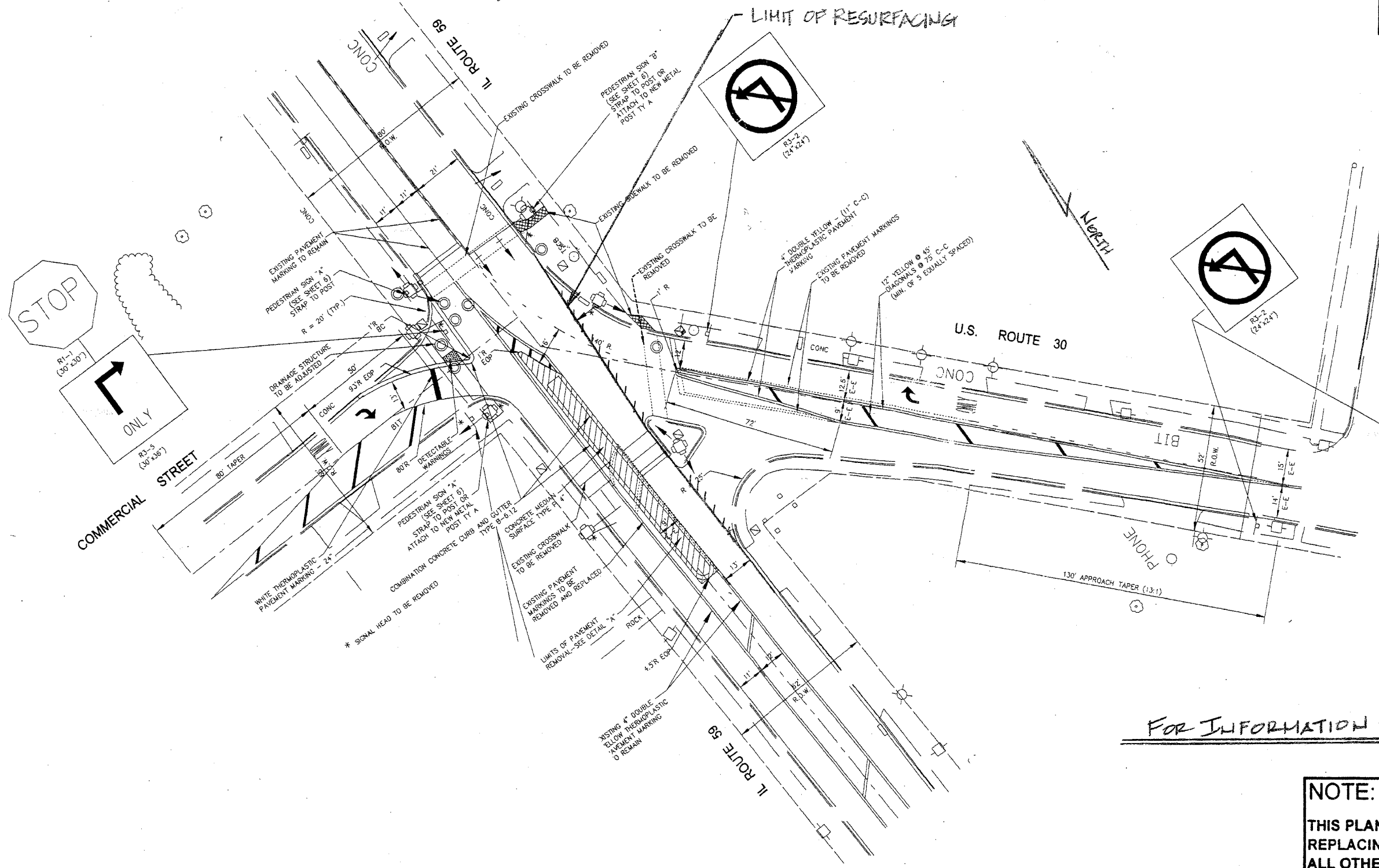
ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT

U.S. RTE. 30 @ LILY CACHE RD.

SCALE: NONE
 DATE: MAR. 1, 2007

DRAWN BY: JHE
 DESIGNED BY: JHE
 CHECKED BY: DAD



FOR INFORMATION ONLY

NOTE:
 THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONLY. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.

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

CODE NO.	QUANTITY	UNIT	ITEM
86500600	- 0 -	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT

U.S. RTE. 30 @ IL. RTE. 59
 (S. JUNCTION)

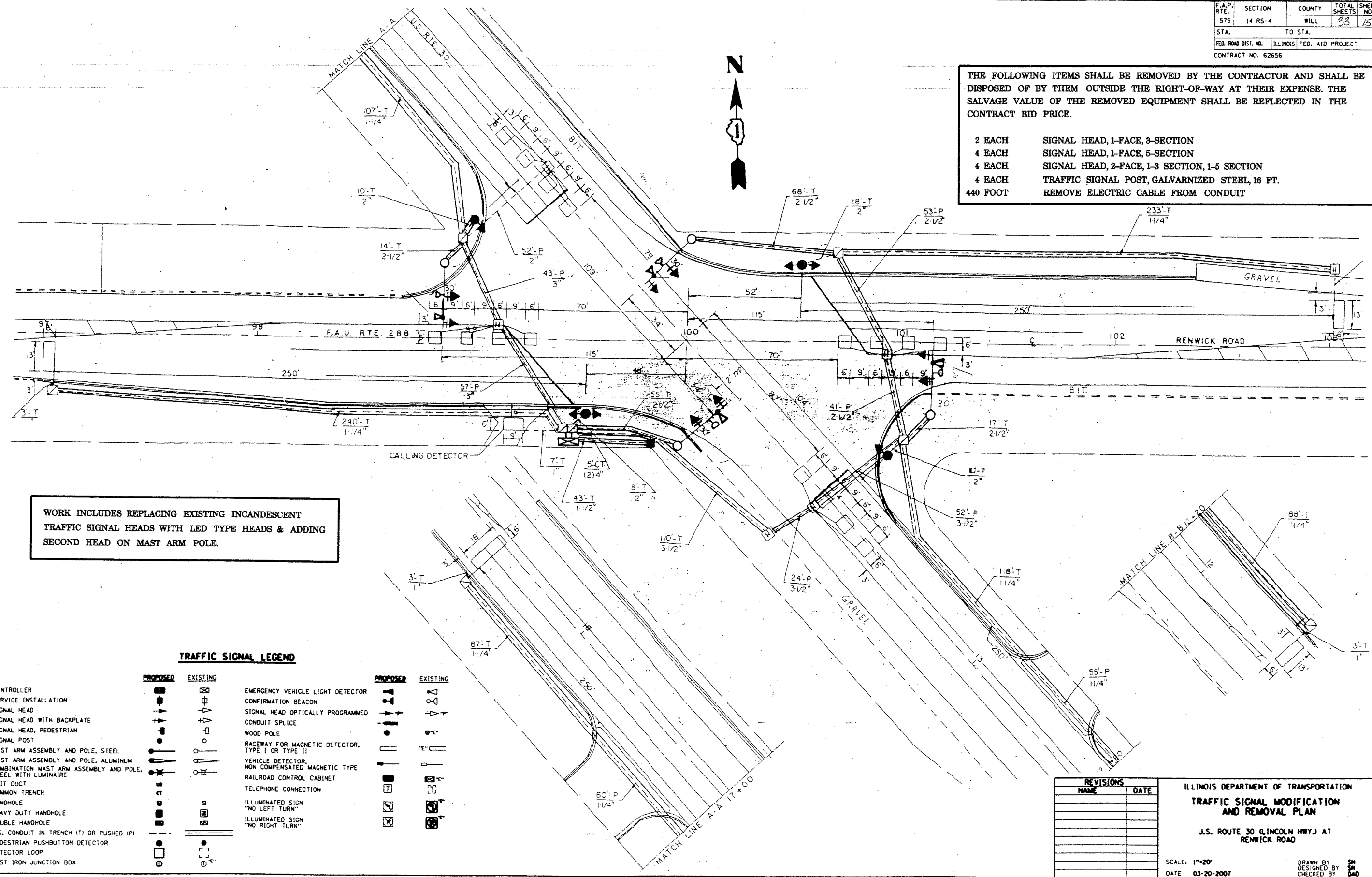
SCALE: None
 DATE: MAR. 1, 2007

DRAWN BY: JHE
 DESIGNED BY: JHE
 CHECKED BY: DAD.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	15
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 62656				

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 2 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 4 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 4 EACH SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
- 4 EACH TRAFFIC SIGNAL POST, GALVARNIZED STEEL, 16 FT.
- 440 FOOT REMOVE ELECTRIC CABLE FROM CONDUIT



WORK INCLUDES REPLACING EXISTING INCANDESCENT TRAFFIC SIGNAL HEADS WITH LED TYPE HEADS & ADDING SECOND HEAD ON MAST ARM POLE.

TRAFFIC SIGNAL LEGEND

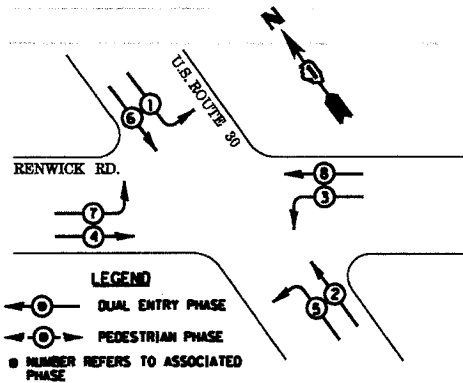
	PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]	EMERGENCY VEHICLE LIGHT DETECTOR	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]	CONFIRMATION BEACON	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]	SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]	CONDUIT SPLICE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]	WOOD POLE	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]	RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]	VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]	RAILROAD CONTROL CABINET	[Symbol]	[Symbol]
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	[Symbol]	[Symbol]	TELEPHONE CONNECTION	[Symbol]	[Symbol]
UNIT DUCT	[Symbol]	[Symbol]	ILLUMINATED SIGN "NO LEFT TURN"	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]	ILLUMINATED SIGN "NO RIGHT TURN"	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]			
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]			
DOUBLE HANDHOLE	[Symbol]	[Symbol]			
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)	[Symbol]	[Symbol]			
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]			
DETECTOR LOOP	[Symbol]	[Symbol]			
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]			

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL MODIFICATION AND REMOVAL PLAN
 U.S. ROUTE 30 (LINCOLN HWY.) AT RENWICK ROAD
 SCALE: 1"=20'
 DATE: 03-20-2007
 DRAWN BY: SM
 DESIGNED BY: SM
 CHECKED BY: DAO

F.A.P. SHEETS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	16
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62656				

CONTROLLER SEQUENCE

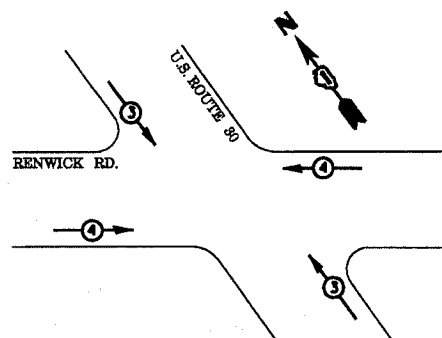


PHASE DESIGNATION DIAGRAM

DUAL ENTRY - ALL LEGS
PROTECTED/PERMITTED LEFT TURN PHASING

EMERGENCY VEHICLE PREEMPTION SEQUENCE

FOR DUAL ENTRY OPERATION - ALL LEGS



PROPOSED PRIORITY LANES		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT		

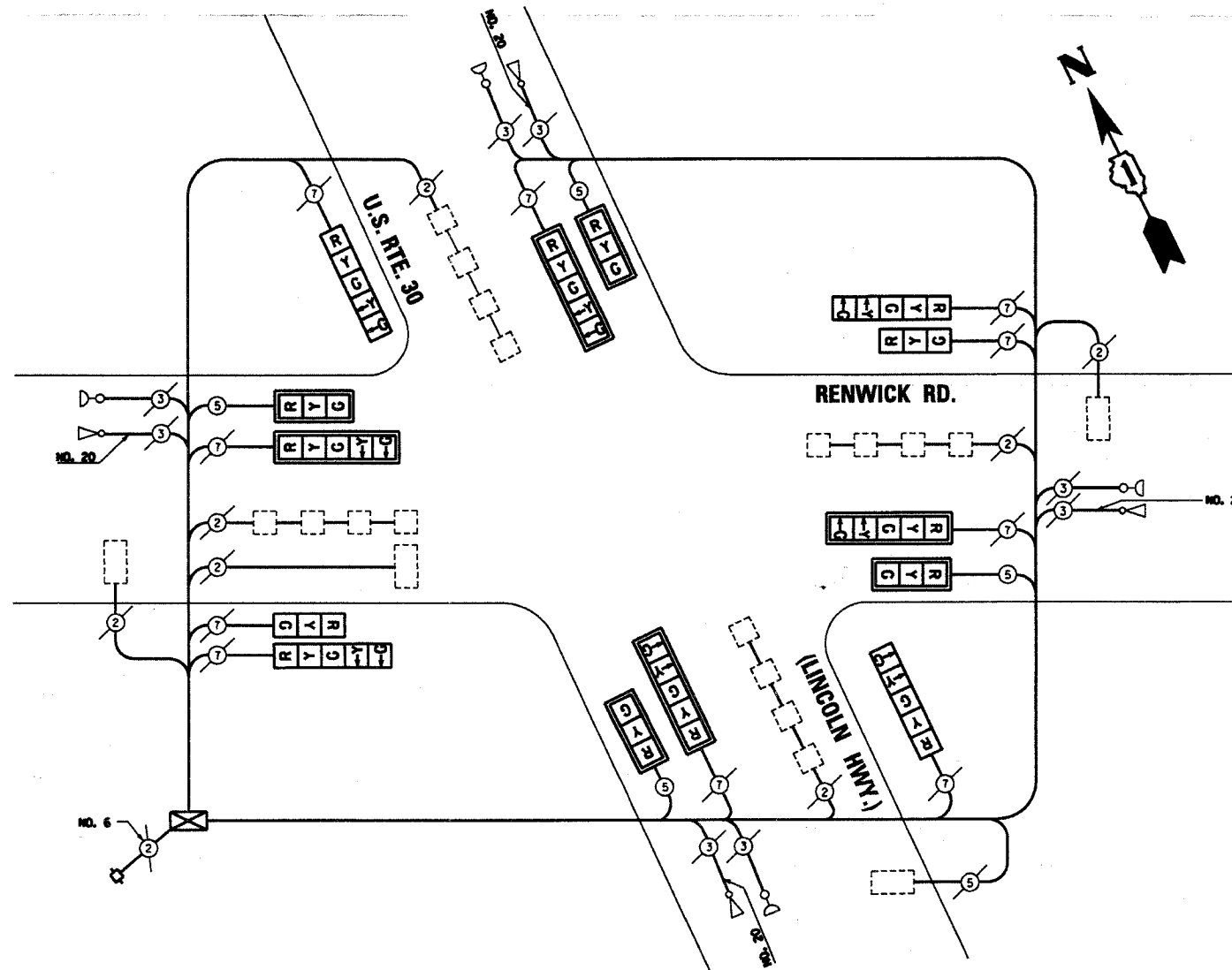
L.O.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE (INCAND.)	LED	% OPERATION	
SIGNAL (RED)	14	135	17	0.50	119.0
(YELLOW)	14	135	25	0.25	87.5
(GREEN)	14	135	15	0.25	52.5
ARROW	16	135	12	0.10	19.2
PED. SIGNAL	-	90	25	1.00	-
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN	-	84	-	0.05	-
FLASHER	-	-	-	0.50	-
TOTAL :					408.2

ENERGY COSTS - BILLED TO: ADDRESS: _____
ENERGY SUPPLY - CONTACT: PHONE: _____ COMPANY: _____

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 2 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 4 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 4 EACH SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
- 4 EACH TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.

FOUNDATION (DEPTH)	FT. (S)	CABLE SLACK	FT. (S)	VERTICAL	FT. (S)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20' ± L - 2' (6m ± - 0.6m)
E - M. ARM POLE	-	SIGNAL POST	2 (1.0)	BRACKET MOUNTED	13 (4.0)
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.3)	PED. PUSHBUTTON	4 (1.2)
30" (750mm)	15 (4.5)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	13.5 (4.1)
		ELECTRIC SERVICE	1 (0.3)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.3)	POST MOUNTED	6 (1.8)



CABLE PLAN

CABLE PLAN LEGEND

- EXISTING: 8" (200mm) TRAFFIC SIGNAL SECTION, 12" (300mm) TRAFFIC SIGNAL SECTION, 12" (300mm) PEDESTRIAN SIGNAL SECTION, 12" (300mm) PEDESTRIAN SIGNAL SECTION, CONTROLLER CABINET, SERVICE INSTALLATION, TELEPHONE CONNECTION, VEHICLE DETECTOR, INDUCTION LOOP, MAGNETIC DETECTOR, EMERGENCY VEHICLE LIGHT DETECTOR, CONFIRMATION BEACON, PUSHBUTTON DETECTOR.
- PROPOSED: DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED. GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN), FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F, SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD, RAILROAD CONTROL CABINET, ILLUMINATED SIGN "NO LEFT TURN", ILLUMINATED SIGN "NO RIGHT TURN", GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C), GROUND ROD AT POST (P), OR MAST ARM POLE (M), GROUND ROD AT ELECTRIC SERVICE INSTALLATION.

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	1095
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	4
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5 SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	440

REVISIONS	
NAME	DATE

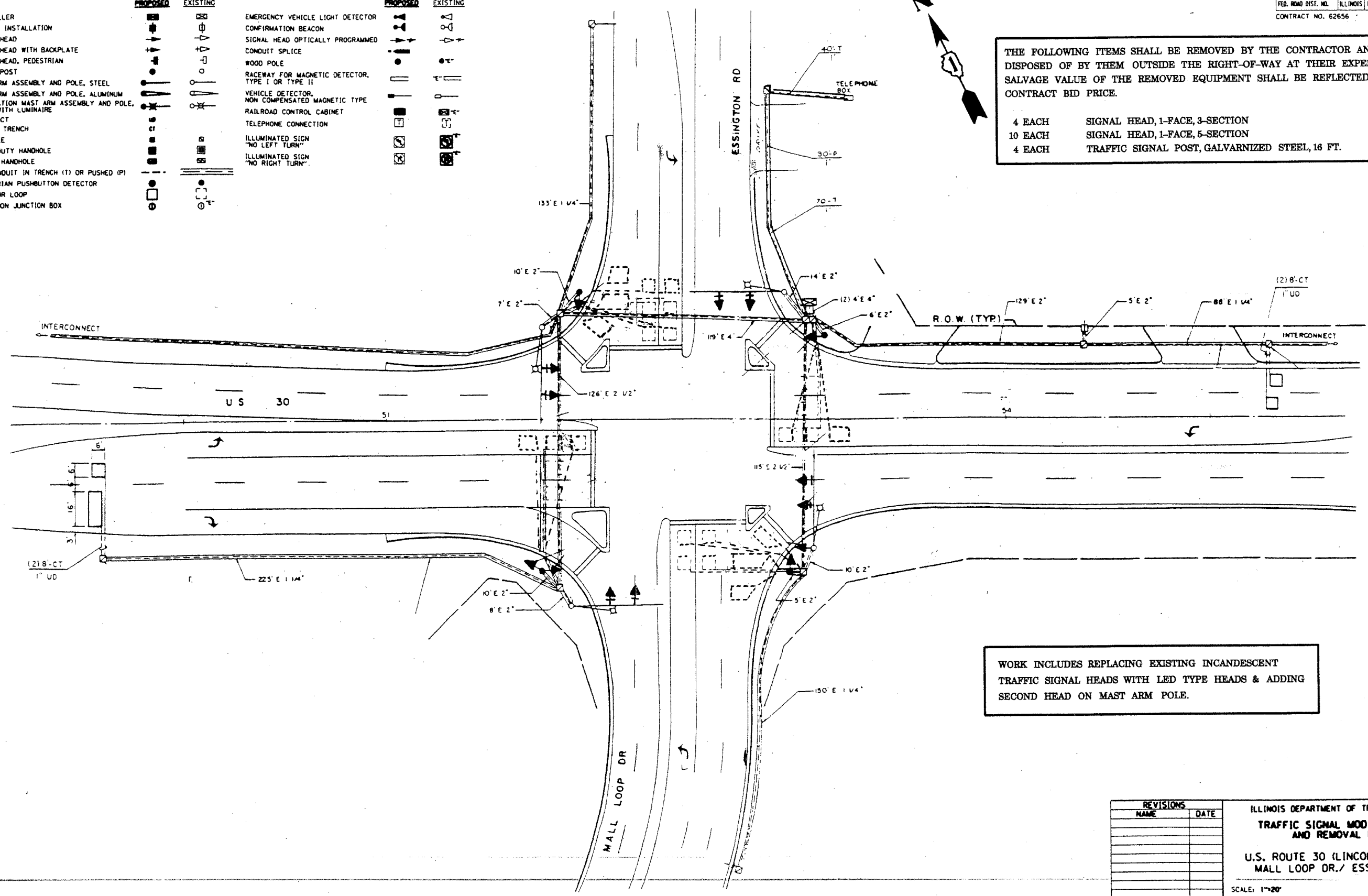
ILLINOIS DEPARTMENT OF TRANSPORTATION
CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE AND SCHEDULE OF QUANTITIES
U.S. ROUTE 30 (LINCOLN HWY.) AT RENWICK ROAD
SCALE: N.T.S. DATE: 03-20-2007
DRAWN BY: SN
CHECKED BY: SN
DAD

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]	EMERGENCY VEHICLE LIGHT DETECTOR	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]	CONFIRMATION BEACON	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]	SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]	CONDUIT SPLICE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]	WOOD POLE	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]	RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]	VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]	RAILROAD CONTROL CABINET	[Symbol]	[Symbol]
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	[Symbol]	[Symbol]	TELEPHONE CONNECTION	[Symbol]	[Symbol]
UNIT DUCT	[Symbol]	[Symbol]	ILLUMINATED SIGN "NO LEFT TURN"	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]	ILLUMINATED SIGN "NO RIGHT TURN"	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]			
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]			
DOUBLE HANDHOLE	[Symbol]	[Symbol]			
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)	[Symbol]	[Symbol]			
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]			
DETECTOR LOOP	[Symbol]	[Symbol]			
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]			

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
 10 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
 4 EACH TRAFFIC SIGNAL POST, GALVARNIZED STEEL, 16 FT.



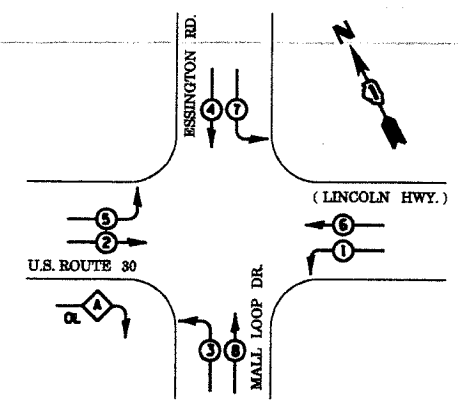
WORK INCLUDES REPLACING EXISTING INCANDESCENT TRAFFIC SIGNAL HEADS WITH LED TYPE HEADS & ADDING SECOND HEAD ON MAST ARM POLE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL MODIFICATION AND REMOVAL PLAN
 U.S. ROUTE 30 (LINCOLN HWY.) AT MALL LOOP DR./ ESSINGTON RD.
 SCALE: 1"=20'
 DATE: 03-20-2007
 DRAWN BY: SA
 DESIGNED BY: SA
 CHECKED BY: DAD

F.A.P. SHEETS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62656				

CONTROLLER SEQUENCE

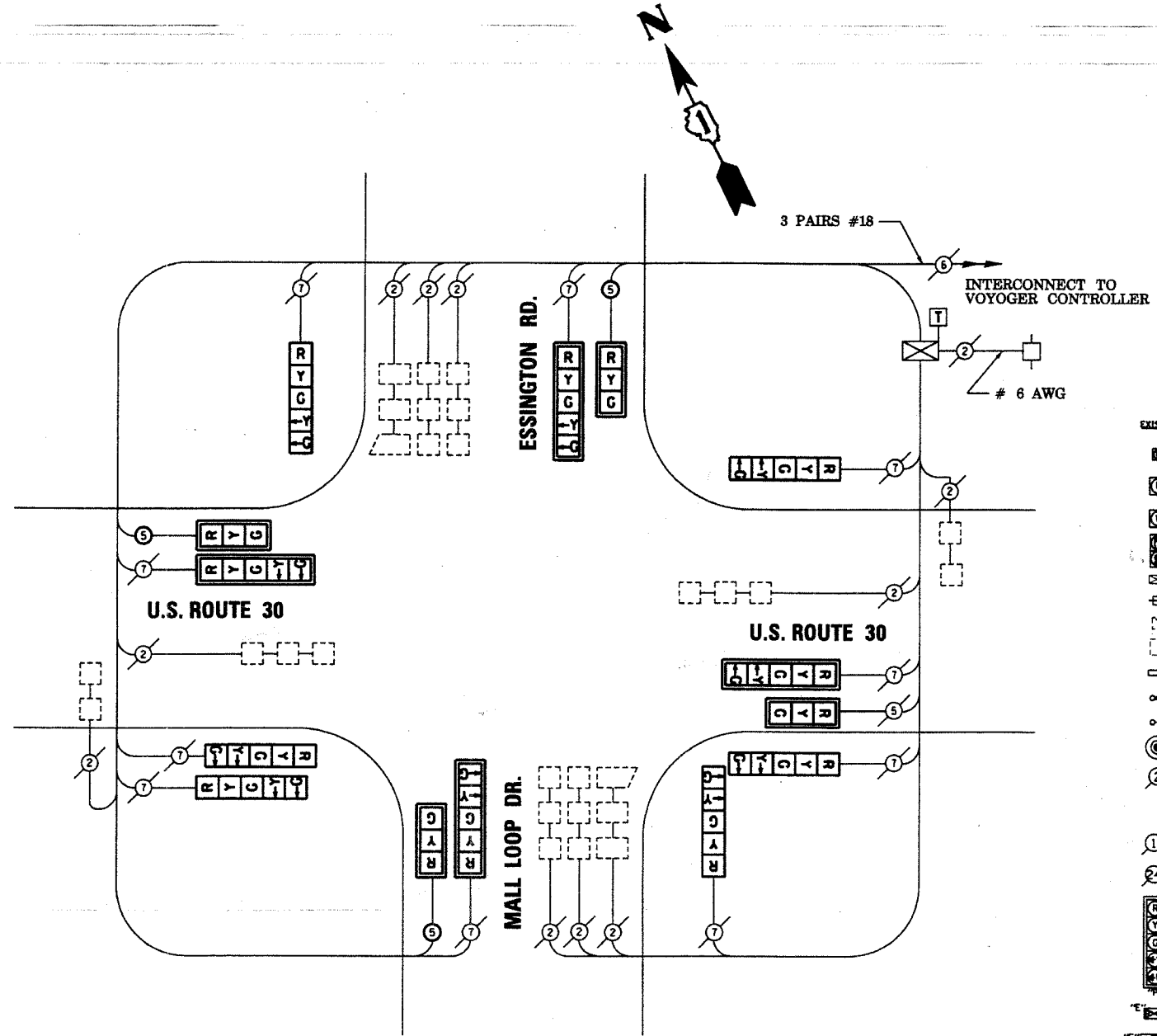


PHASE DESIGNATION DIAGRAM
PROTECTED/PERMITTED LEFT TURN PHASING

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 8	+ 3

- LEGEND**
- ⊕ DUAL ENTRY PHASE
 - ⊞ SINGLE ENTRY PHASE
 - OL OVERLAP
 - ⊕ PEDESTRIAN PHASE
 - * NUMBER REFERS TO ASSOCIATED PHASE



CABLE PLAN LEGEND

- EXISTING** **PROPOSED**
- ⊞ 8" (200mm) TRAFFIC SIGNAL SECTION
 - ⊞ 12" (300mm) TRAFFIC SIGNAL SECTION
 - ⊞ 12" (300mm) PEDESTRIAN SIGNAL SECTION
 - ⊞ 12" (300mm) PEDESTRIAN SIGNAL SECTION
 - ⊞ CONTROLLER CABINET
 - ⊞ SERVICE INSTALLATION
 - ⊞ TELEPHONE CONNECTION
 - ⊞ VEHICLE DETECTOR, INDUCTION LOOP
 - ⊞ MAGNETIC DETECTOR
 - ⊞ EMERGENCY VEHICLE LIGHT DETECTOR
 - ⊞ CONFIRMATION BEACON
 - ⊞ PUSHBUTTON DETECTOR
 - ⊞ DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
 - ⊞ GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
 - ⊞ FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F
 - ⊞ SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD
 - ⊞ RAILROAD CONTROL CABINET
 - ⊞ ILLUMINATED SIGN "NO LEFT TURN"
 - ⊞ ILLUMINATED SIGN "NO RIGHT TURN"
 - ⊞ GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C).
 - ⊞ GROUND ROD AT POST (P), OR MAST ARM POLE (MA).
 - ⊞ GROUND ROD AT ELECTRIC SERVICE INSTALLATION

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE (INCAND.)	LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	135	17	0.50	119.0
(YELLOW)	14	135	25	0.25	87.5
(GREEN)	14	135	15	0.25	52.5
ARROW	20	135	12	0.10	24.0
PED. SIGNAL	-	90	25	1.00	-
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN	-	84	-	0.05	-
FLASHER	-	-	-	0.50	-
TOTAL *					383.0

ENERGY COSTS - BILLED TO: _____ (ADDRESS)

ENERGY SUPPLY - CONTACT: _____ (PHONE: 17081 235-2327) COMPANY: COMMERCIAL TR. EDISON

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 10 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 4 EACH TRAFFIC SIGNAL POST, GALVARNIZED STEEL, 16 FT.

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	610
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	4
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, LED, 2-FACE, 5 SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	560
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1

FOUNDATION DEPTH	#(T) (ft)	CABLE SLACK	#(T) (ft)	VERTICAL	#(T) (ft)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20' ± L - 2' (15m ± L - 0.6m) ±
E - M. ARM POLE	-	SIGNAL POST	2 (1.0)	BRACKET MOUNTED	13 (4.0)
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	PED. PUSHBUTTON	4 (1.2)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	13.5 (4.1)
		ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

ILLINOIS DEPARTMENT OF TRANSPORTATION
CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE AND SCHEDULE OF QUANTITIES
U.S. ROUTE 30 (LINCOLN HWY.) AT MALL LOOP DR./ ESSINGTON RD.

SCALE: N.T.S. DRAWN BY: SN
DATE: 03-20-2007 DESIGNED BY: SN
CHECKED BY: DAD

REVISIONS	
NAME	DATE

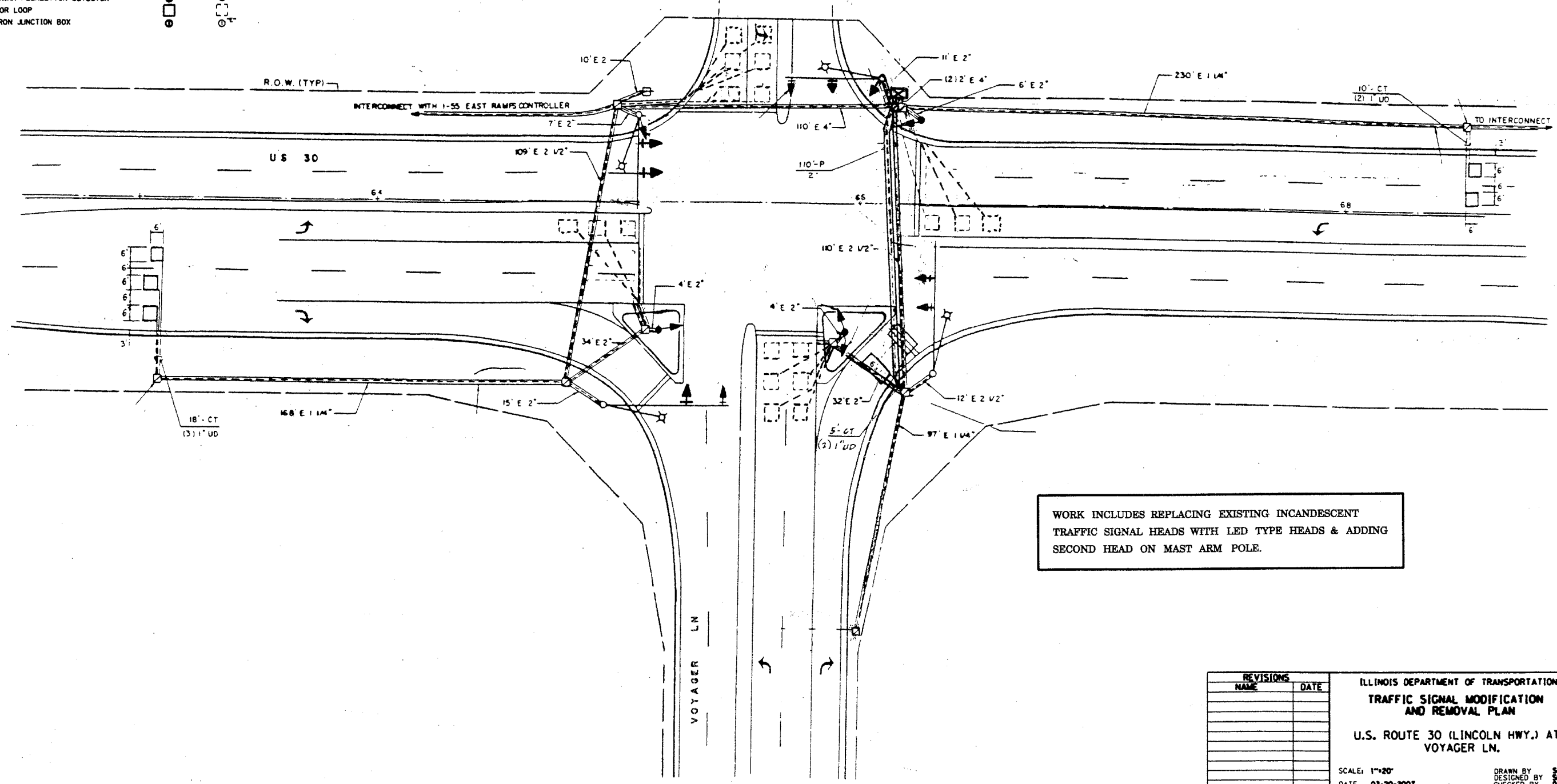
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	19
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 62656				

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER			EMERGENCY VEHICLE LIGHT DETECTOR		
SERVICE INSTALLATION			CONFIRMATION BEACON		
SIGNAL HEAD			SIGNAL HEAD OPTICALLY PROGRAMMED		
SIGNAL HEAD WITH BACKPLATE			CONDUIT SPLICE		
SIGNAL HEAD, PEDESTRIAN			WOOD POLE		
SIGNAL POST			RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
MAST ARM ASSEMBLY AND POLE, STEEL			VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
MAST ARM ASSEMBLY AND POLE, ALUMINUM			RAILROAD CONTROL CABINET		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE			TELEPHONE CONNECTION		
UNIT DUCT			ILLUMINATED SIGN "NO LEFT TURN"		
COMMON TRENCH			ILLUMINATED SIGN "NO RIGHT TURN"		
HANDHOLE					
HEAVY DUTY HANDHOLE					
DOUBLE HANDHOLE					
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)					
PEDESTRIAN PUSHBUTTON DETECTOR					
DETECTOR LOOP					
CAST IRON JUNCTION BOX					

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

3 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
 10 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
 3 EACH TRAFFIC SIGNAL POST, GALVARNIZED STEEL, 16 FT.



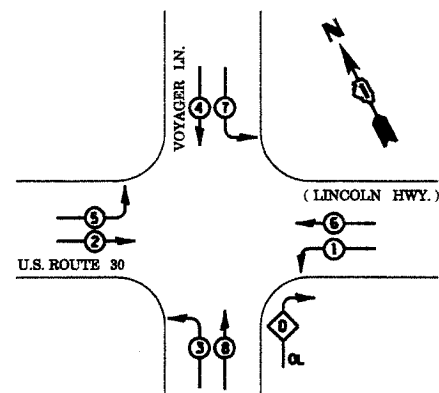
WORK INCLUDES REPLACING EXISTING INCANDESCENT TRAFFIC SIGNAL HEADS WITH LED TYPE HEADS & ADDING SECOND HEAD ON MAST ARM POLE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL MODIFICATION AND REMOVAL PLAN
 U.S. ROUTE 30 (LINCOLN HWY.) AT VOYAGER LN.
 SCALE: 1"=20'
 DATE: 03-20-2007
 DRAWN BY: SM
 DESIGNED BY: SM
 CHECKED BY: DAO

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62656				

CONTROLLER SEQUENCE



LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

PROTECTED/PERMITTED LEFT TURN PHASING

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
D	= 6	+ 1

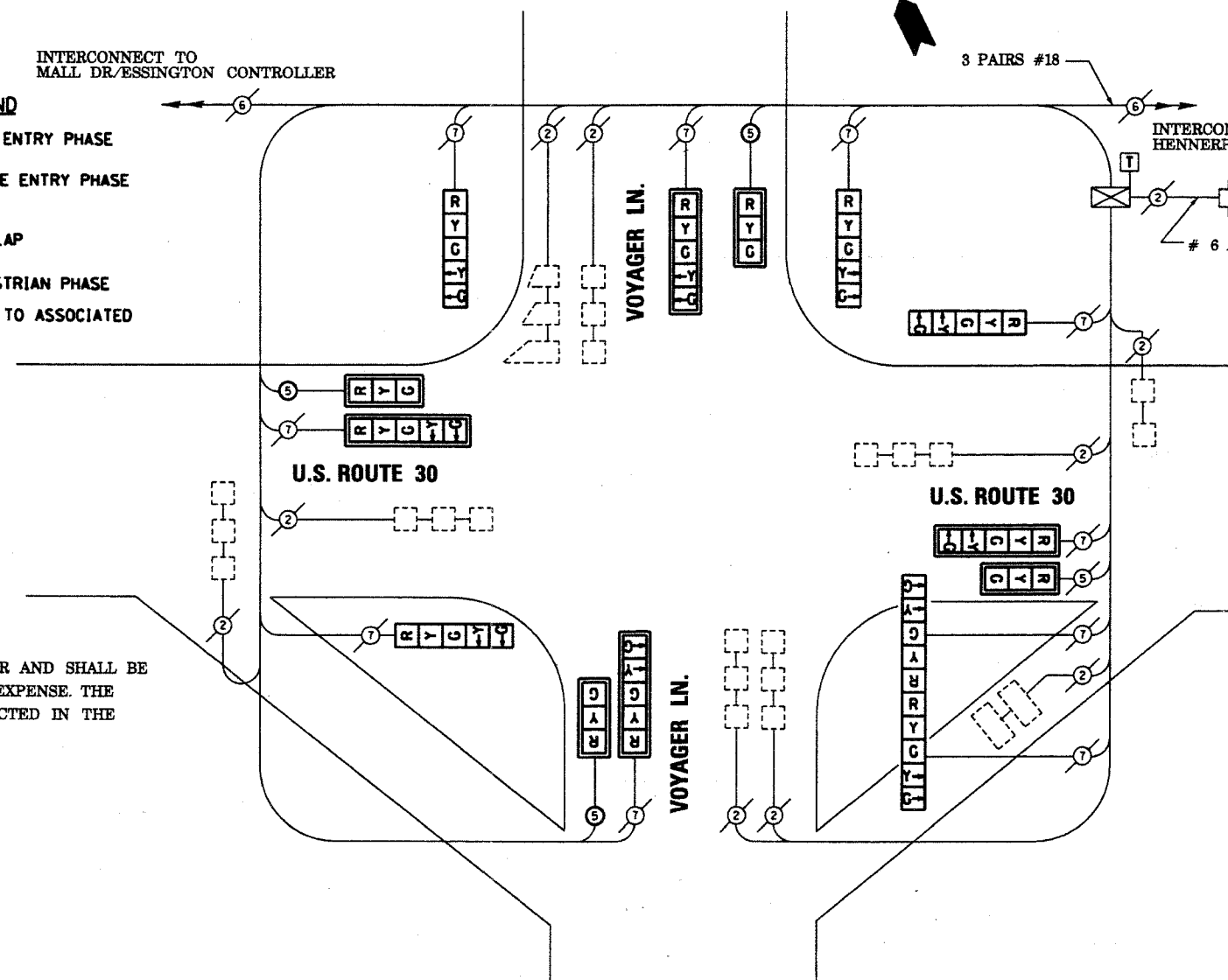
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 3 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 10 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 3 EACH TRAFFIC SIGNAL POST, GALVARNIZED STEEL, 16 FT.

INTERCONNECT TO MALL DR./ESSINGTON CONTROLLER

3 PAIRS #18

INTERCONNECT TO HENNERPIN DR. CONTROLLER



CABLE PLAN LEGEND

- 8" (200mm) TRAFFIC SIGNAL SECTION
- 12" (300mm) TRAFFIC SIGNAL SECTION
- 12" (300mm) PEDESTRIAN SIGNAL SECTION
- 12" (300mm) PEDESTRIAN SIGNAL SECTION
- CONTROLLER CABINET
- SERVICE INSTALLATION
- TELEPHONE CONNECTION
- VEHICLE DETECTOR, INDUCTION LOOP
- MAGNETIC DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- PUSHBUTTON DETECTOR
- DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
- GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
- FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F
- SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD
- RAILROAD CONTROL CABINET
- ILLUMINATED SIGN "NO LEFT TURN"
- ILLUMINATED SIGN "NO RIGHT TURN"
- GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C).
- GROUND ROD AT POST (P), OR MAST ARM POLE (MA).
- GROUND ROD AT ELECTRIC SERVICE INSTALLATION

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO.14 5C	FOOT	600
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	3
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5 SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 2-FACE, 5 SECTION, BRACKET MOUNTED	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	521

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	14	135	17	0.50	119.0
(YELLOW)	14	135	25	0.25	87.5
(GREEN)	14	135	15	0.25	52.5
ARROW	20	135	12	0.10	24.0
PED. SIGNAL	-	90	25	1.00	-
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN	-	84	-	0.05	-
FLASHER	-	-	-	0.50	-
TOTAL :					383.0

FOUNDATION (DEPTH)	(FT.)	CABLE SLACK	(FT.)	VERTICAL	(FT.)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20' ± L - 2' ± (16m ± 0.6m) ±
E - M. ARM POLE	-	SIGNAL POST	2 (1.0)	BRACKET MOUNTED	13 (4.0)
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	PED. PUSHBUTTON	4 (1.2)
30" (750mm)	15 (4.5)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	13.5 (4.1)
		ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

ENERGY COSTS - BILLED TO: _____
 ADDRESS: _____
 ENERGY SUPPLY - CONTACT: _____
 PHONE: (708) 235-2327
 COMPANY: COMMONWEALTH EDISON

ILLINOIS DEPARTMENT OF TRANSPORTATION
CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE AND SCHEDULE OF QUANTITIES
 U.S. ROUTE 30 (LINCOLN HWY.) AT VOYAGER LN.
 SCALE: N.T.S.
 DATE: 03-20-2007
 DRAWN BY: SN
 DESIGNED BY: SN
 CHECKED BY: DAD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62656				

TRAFFIC SIGNAL LEGEND

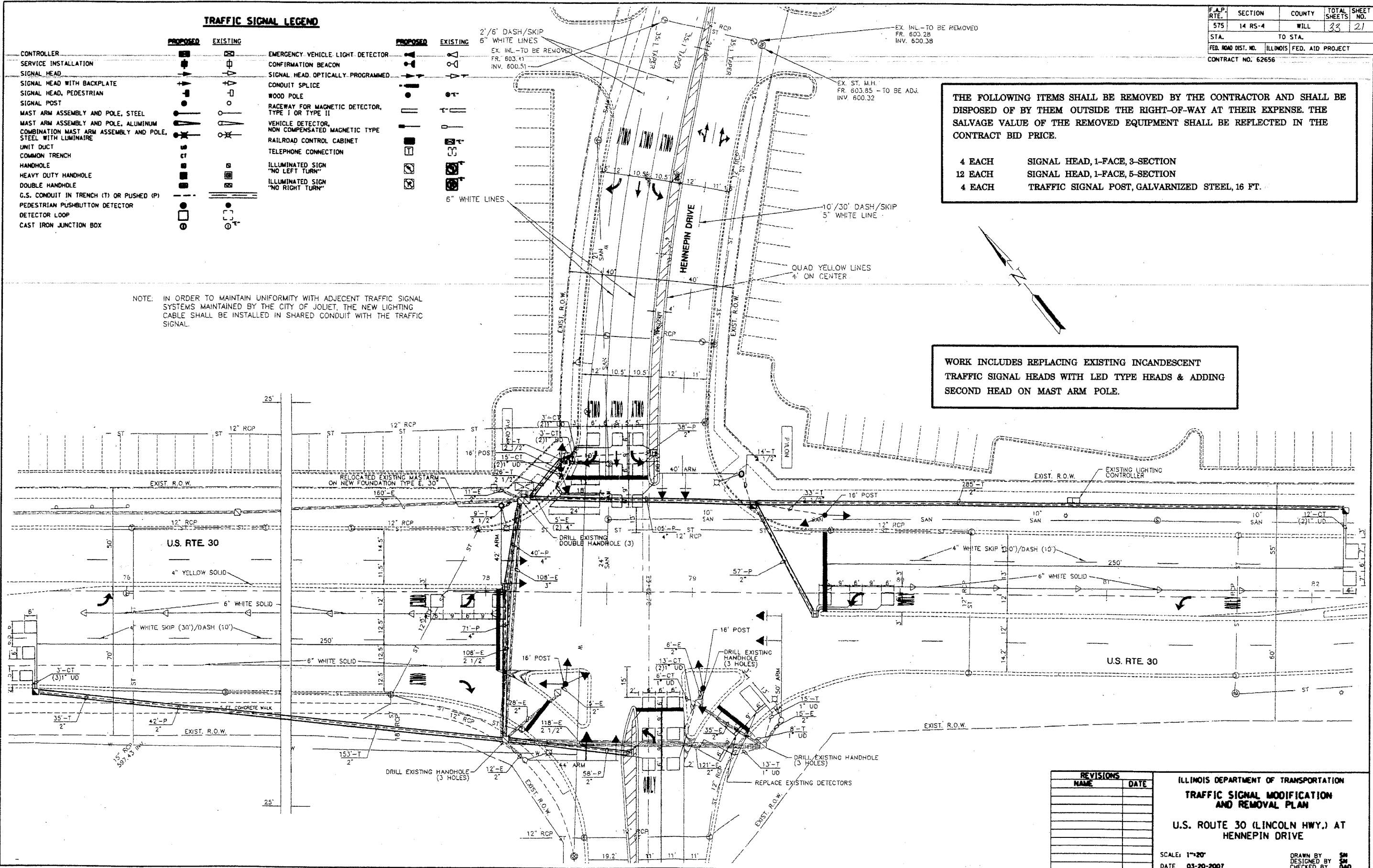
PROPOSED	EXISTING	DESCRIPTION
[Symbol]	[Symbol]	CONTROLLER
[Symbol]	[Symbol]	SERVICE INSTALLATION
[Symbol]	[Symbol]	SIGNAL HEAD
[Symbol]	[Symbol]	SIGNAL HEAD WITH BACKPLATE
[Symbol]	[Symbol]	SIGNAL HEAD, PEDESTRIAN
[Symbol]	[Symbol]	SIGNAL POST
[Symbol]	[Symbol]	MAST ARM ASSEMBLY AND POLE, STEEL
[Symbol]	[Symbol]	MAST ARM ASSEMBLY AND POLE, ALUMINUM
[Symbol]	[Symbol]	COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
[Symbol]	[Symbol]	UNIT DUCT
[Symbol]	[Symbol]	COMMON TRENCH
[Symbol]	[Symbol]	HANDHOLE
[Symbol]	[Symbol]	HEAVY DUTY HANDHOLE
[Symbol]	[Symbol]	DOUBLE HANDHOLE
[Symbol]	[Symbol]	G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
[Symbol]	[Symbol]	PEDESTRIAN PUSHBUTTON DETECTOR
[Symbol]	[Symbol]	DETECTOR LOOP
[Symbol]	[Symbol]	CAST IRON JUNCTION BOX
[Symbol]	[Symbol]	EMERGENCY VEHICLE LIGHT DETECTOR
[Symbol]	[Symbol]	CONFIRMATION BEACON
[Symbol]	[Symbol]	SIGNAL HEAD, OPTICALLY PROGRAMMED
[Symbol]	[Symbol]	CONDUIT SPLICE
[Symbol]	[Symbol]	WOOD POLE
[Symbol]	[Symbol]	RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
[Symbol]	[Symbol]	VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
[Symbol]	[Symbol]	RAILROAD CONTROL CABINET
[Symbol]	[Symbol]	TELEPHONE CONNECTION
[Symbol]	[Symbol]	ILLUMINATED SIGN "NO LEFT TURN"
[Symbol]	[Symbol]	ILLUMINATED SIGN "NO RIGHT TURN"

NOTE: IN ORDER TO MAINTAIN UNIFORMITY WITH ADJECENT TRAFFIC SIGNAL SYSTEMS MAINTAINED BY THE CITY OF JOLIET, THE NEW LIGHTING CABLE SHALL BE INSTALLED IN SHARED CONDUIT WITH THE TRAFFIC SIGNAL CABLE.

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 12 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 4 EACH TRAFFIC SIGNAL POST, GALVARNIZED STEEL, 16 FT.

WORK INCLUDES REPLACING EXISTING INCANDESCENT TRAFFIC SIGNAL HEADS WITH LED TYPE HEADS & ADDING SECOND HEAD ON MAST ARM POLE.

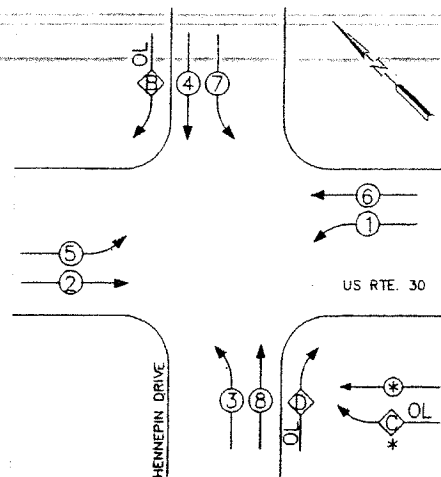


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL MODIFICATION AND REMOVAL PLAN
 U.S. ROUTE 30 (LINCOLN HWY.) AT HENNEPIN DRIVE
 SCALE: 1"=20'
 DATE: 03-20-2007
 DRAWN BY: [Signature]
 DESIGNED BY: [Signature]
 CHECKED BY: [Signature]

F.A.P. RTE. 1	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	WILL	33	22
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62656				

CONTROLLER SEQUENCE



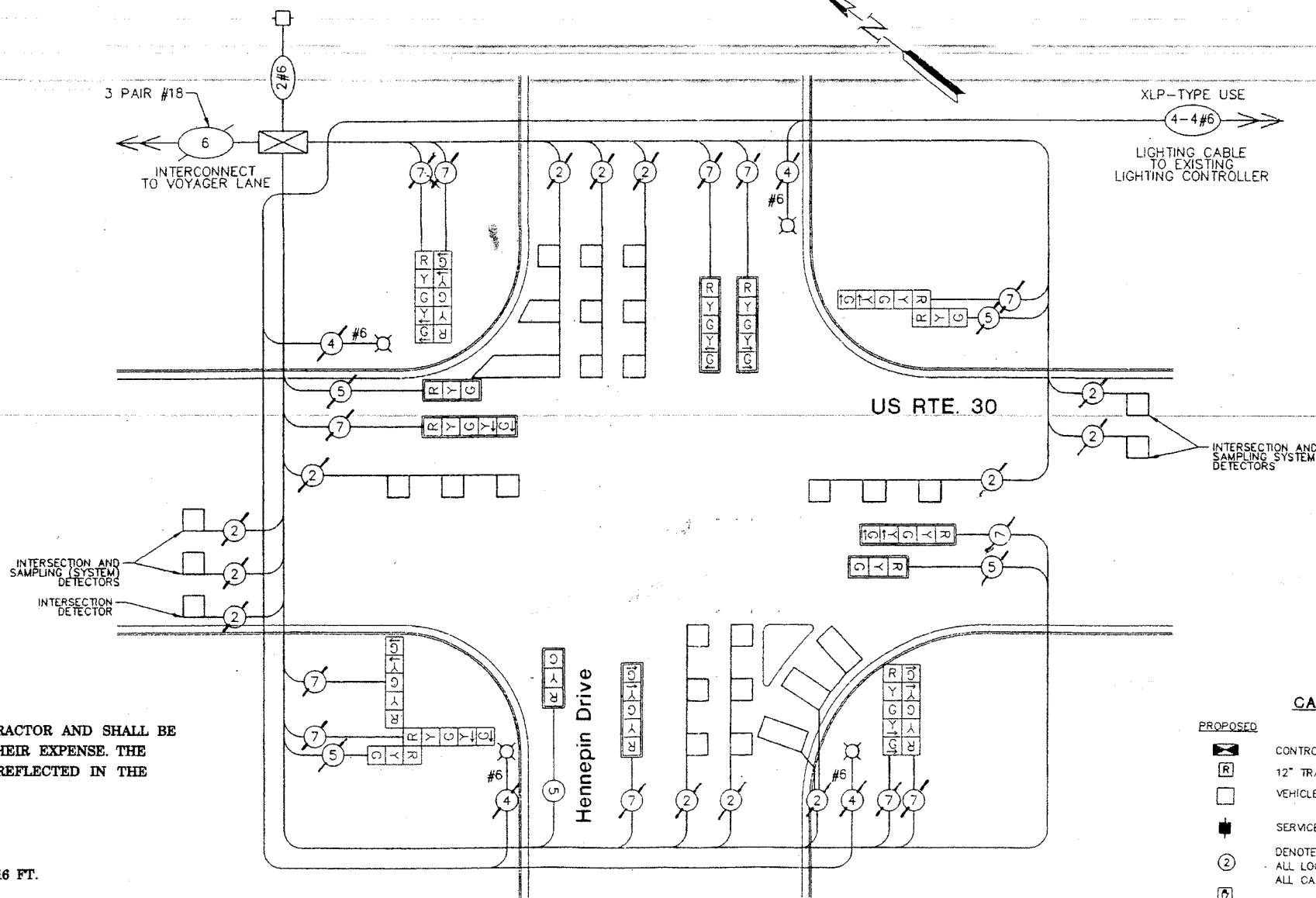
LEGEND
 ⊕ DUAL ENTRY PHASE
 ⊕ OL OVERLAP PHASE
 * NUMBERS REFER TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

OVERLAP LETTER	RIGHT TURN PERMISSIVE PHASE	OVERLAP PHASE	OVERLAP PHASE PROTECTED PHASE	DISPLAY
B	4	5	-	4
D	8	1	-	8

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 12 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 4 EACH TRAFFIC SIGNAL POST, GALVARNIZED STEEL, 16 FT.



CABLE PLAN

CABLE PLAN LEGEND

PROPOSED		EXISTING
⊗	CONTROLLER CABINET	⊗
[R]	12" TRAFFIC SIGNAL SECTION	[R]
□	VEHICLE DETECTOR INDUCTION LOOP	□
■	SERVICE INSTALLATION	■
②	DENOTES NUMBER OF CONDUCTORS. ALL LOOP DETECTOR CABLE TO BE SHIELDED. ALL CABLE NO. 14 EXCEPT AS INDICATED.	②
[R]	PEDESTRIAN SIGNAL FACE	[R]
⊙	PEDESTRIAN PUSH BUTTON	⊙
WITH [R] Y G	SIGNAL FACES WITH OR WITHOUT BACKPLATE	WITH [R] Y G
WITHOUT [R] Y G		WITHOUT [R] Y G

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	208
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	4
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	5
SIGNAL HEAD, LED, 2-FACE, 5 SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 3-FACE, 1-3 SECTION, 2-5 SECTION, BRACKET MOUNTED	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE (INCAND.)	LED OPERATION	
SIGNAL (RED)	17	135	17	144.5
(YELLOW)	17	135	25	106.0
(GREEN)	17	135	15	64.0
ARROW	24	135	12	29.0
PED. SIGNAL	-	90	25	1.00
CONTROLLER	1	100	100	100.0
ILLUM. SIGN	-	84		0.05
FLASHER	-			0.50
TOTAL				443.5

ENERGY COSTS - BILLED TO: ADDRESS: _____
 ENERGY SUPPLY - CONTACT: _____
 PHONE: (708) 235-2327
 COMPANY: COMMONWEALTH EDISON

NOTE: IN ORDER TO MAINTAIN UNIFORMITY WITH ADJECENT TRAFFIC SIGNAL SYSTEMS MAINTAINED BY THE CITY OF JOLIET, THE NEW LIGHTING CABLE SHALL BE INSTALLED IN SHARED CONDUIT WITH THE TRAFFIC SIGNAL.

FOUNDATION (DEPTH)	(FT.)	CABLE SLACK	(FT.)	VERTICAL	(FT.)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
O - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20' ± L - 2' (6m ± L - 0.6m) ±
E - M. ARM POLE	4 (1.2)	SIGNAL POST	2 (1.0)	BRACKET MOUNTED	13 (4.0)
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	PED. PUSHBUTTON	4 (1.2)
30" (750mm)	15 (4.5)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	13.5 (4.1)
		ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

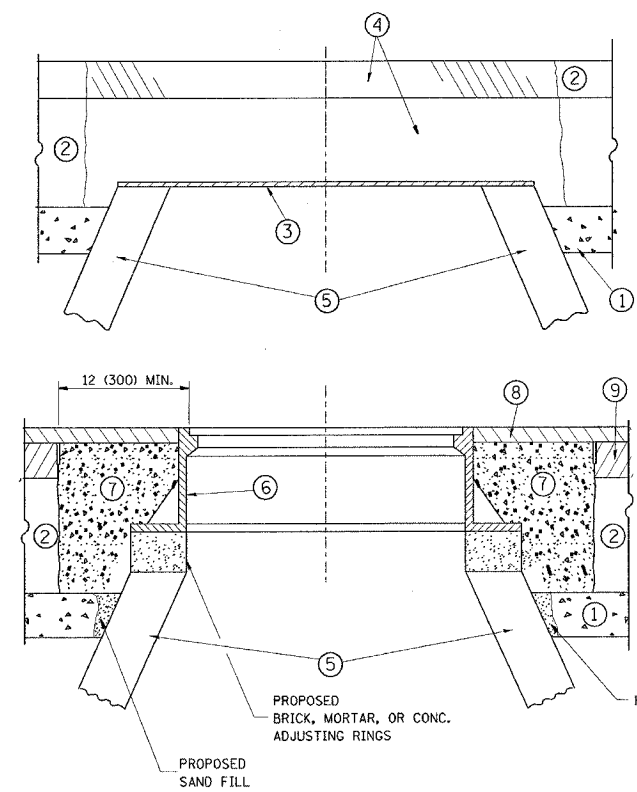
ILLINOIS DEPARTMENT OF TRANSPORTATION
CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE AND SCHEDULE OF QUANTITIES
 U.S. ROUTE 30 (LINCOLN HWY.) AT HENNEPIN DRIVE

SCALE: N.T.S.
 DATE: 03-20-2007

DRAWN BY: SH
 DESIGNED BY: SN
 CHECKED BY: DAD

REVISIONS	
NAME	DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	17 B-4	WILL	33	28
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



- 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 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.
- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

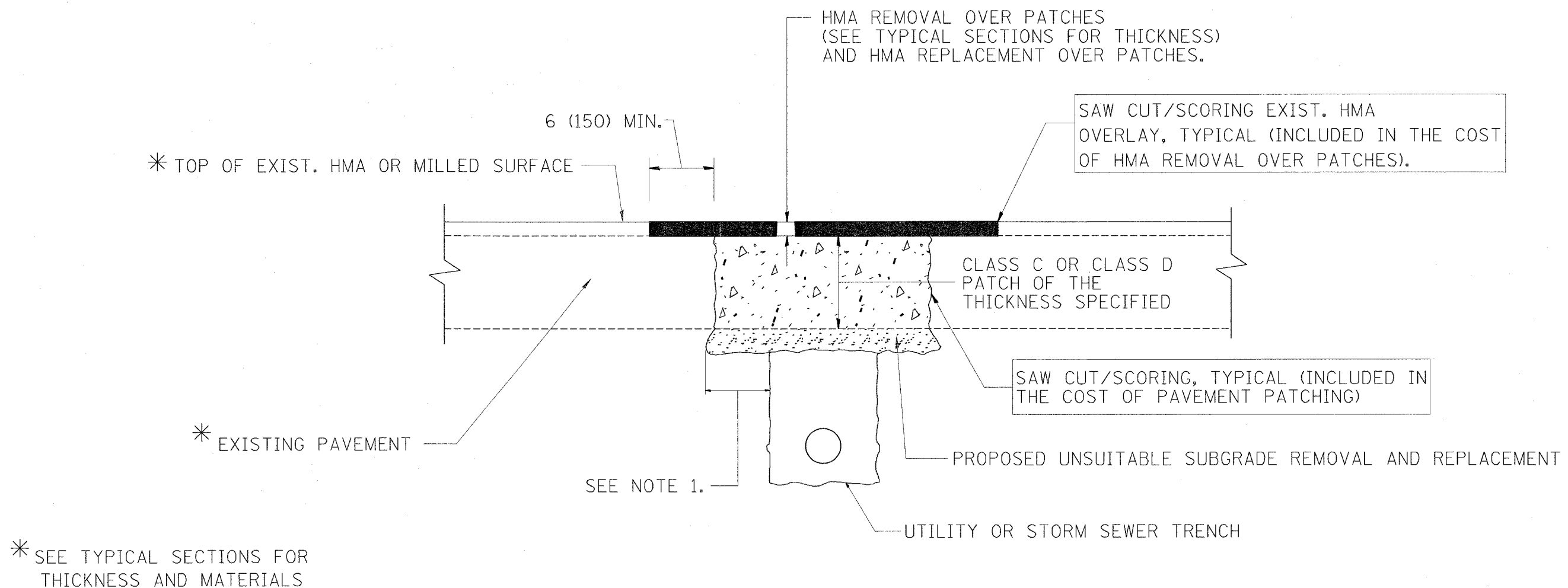
REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: VERT. NONE
HORIZ. NONE
DRAWN BY
CHECKED BY
BD600-03 (BD-8)

PLOT DATE = 3/15/2007
FILE NAME = W:\casas\casas086.dgn
PLOT SCALE = 45.9999 // IN.
USER NAME = daniel

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14RS-4	Will.	33	24
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

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART ABBAS	04/27/98
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: VERT. NONE
HORIZ.

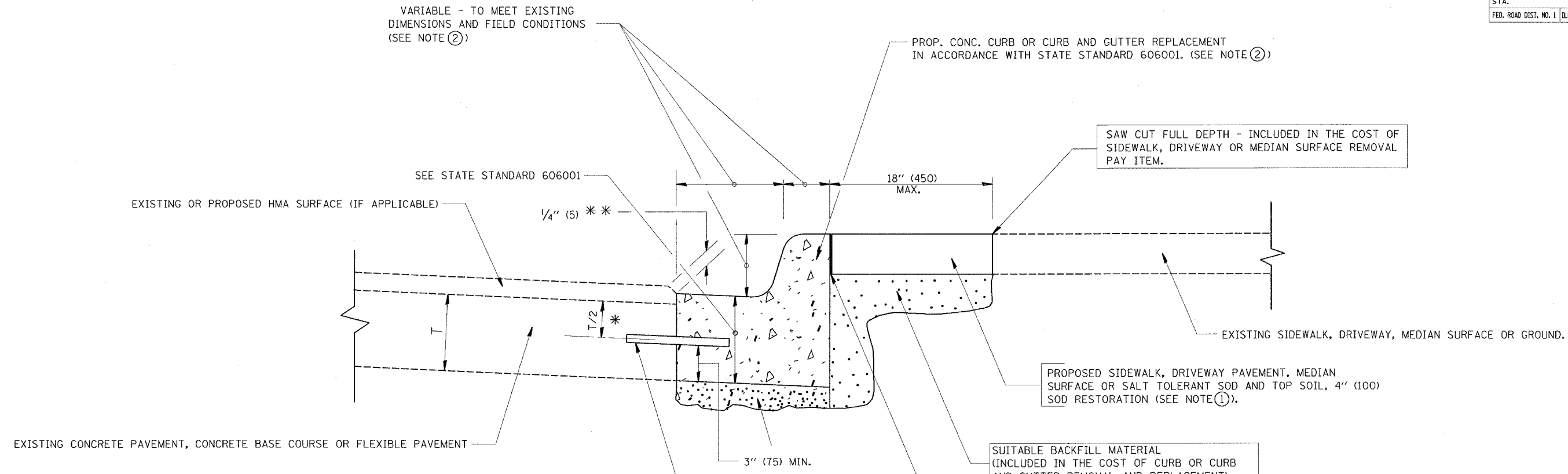
DRAWN BY

CHECKED BY

BD400-04 (BD-22)

PLOT DATE = 3/15/2007
PLOT SCALE = 80.000 / IN.
USER NAME = borkel

F.A.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	12R-4	WILL	33	25
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS		FED. AID PROJECT	



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

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ 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.
- ⑤ 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.
- ⑥ 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.
- ⑦ 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 USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

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

REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

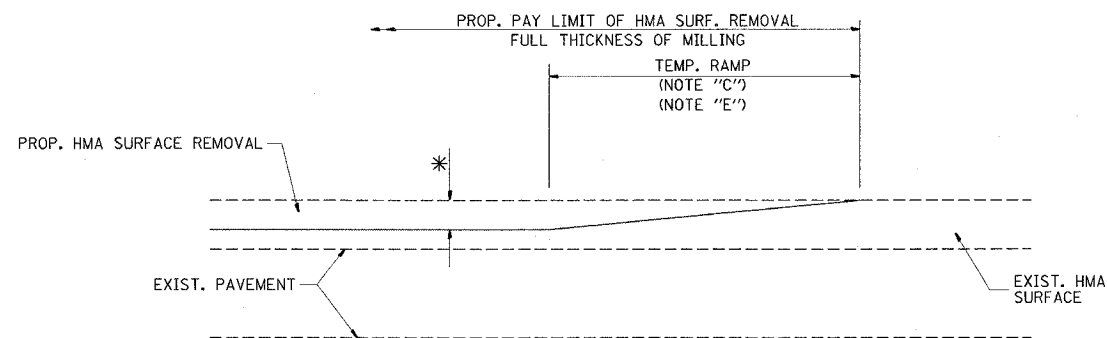
ILLINOIS DEPARTMENT OF TRANSPORTATION
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE
HORIZ. _____
DRAWN BY _____
CHECKED BY _____
BD600-06 (BD-24)

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

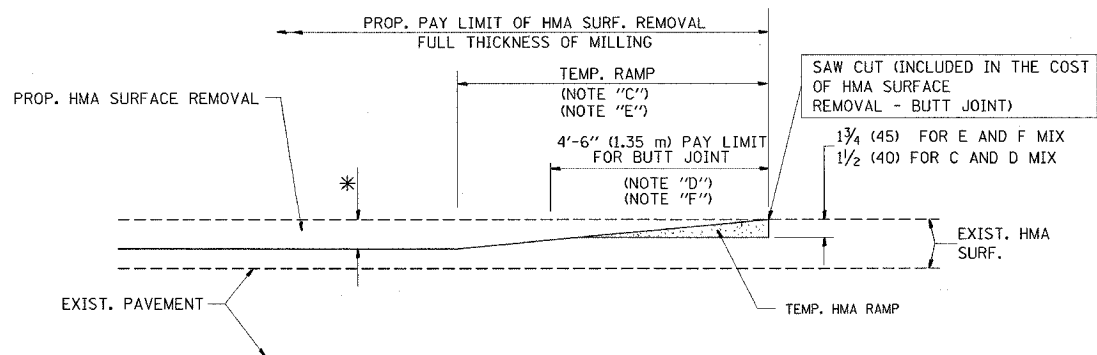
PLT DATE = 1/2/2007
FILE NAME = 12R-4.dgn
PLOT SCALE = 1/8" = 1'-0"
USER NAME = bborro

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14B-1	WILL	33	26
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

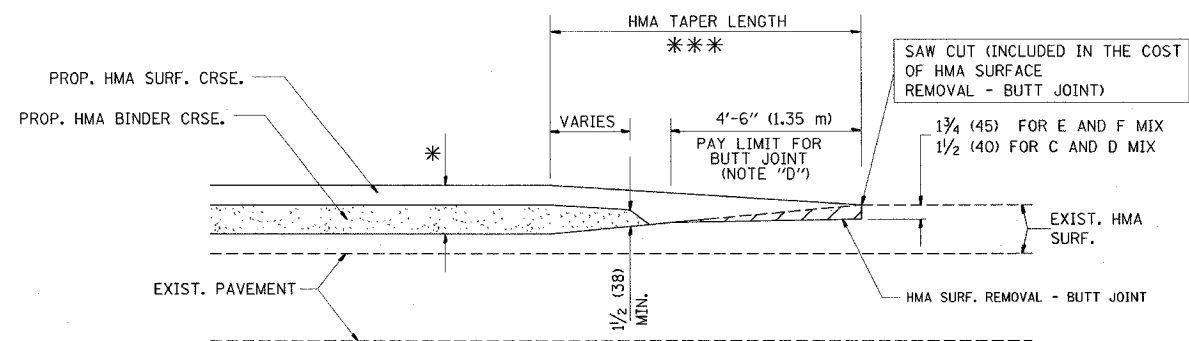
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

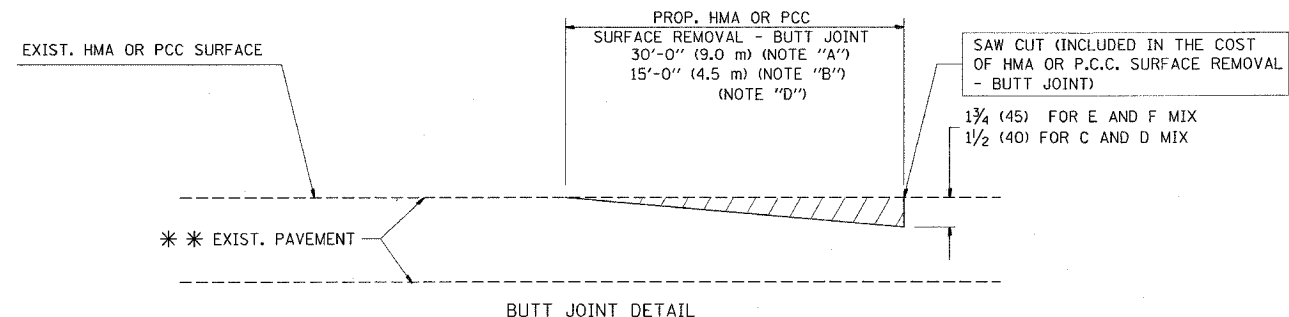
OPTION 2

TYPICAL TEMPORARY RAMP

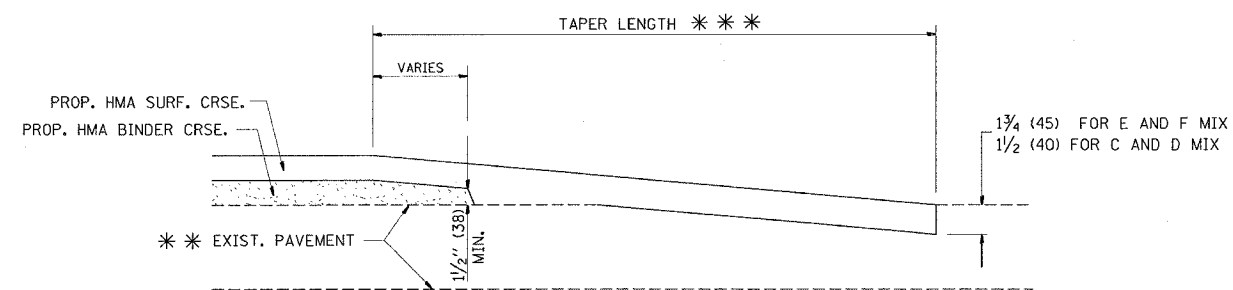


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

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

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

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

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

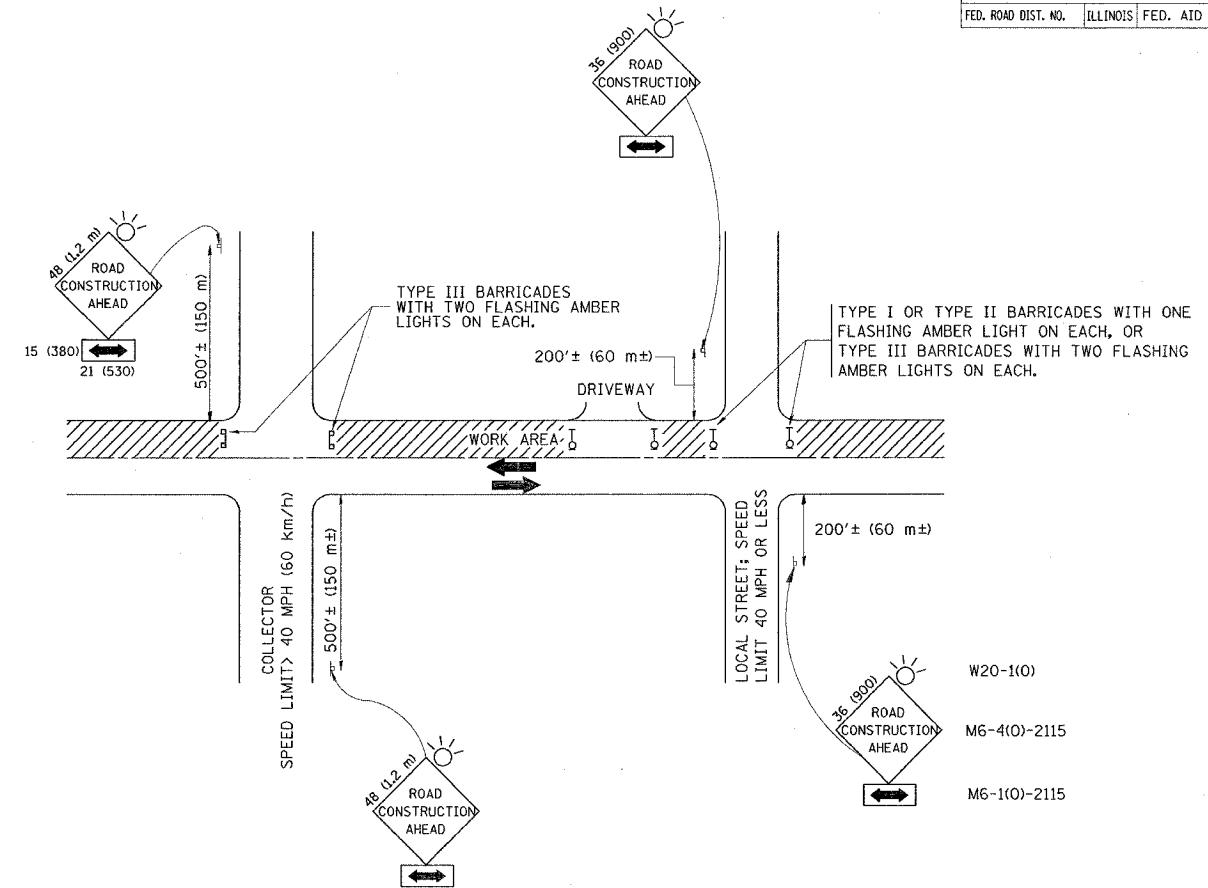
BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE
HORIZ.

DRAWN BY
CHECKED BY

BD400-05 (VI-BD32)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14RS-4	WJL	33	27
STA.		TO STA.		
FED. ROAD DIST. NO.		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.

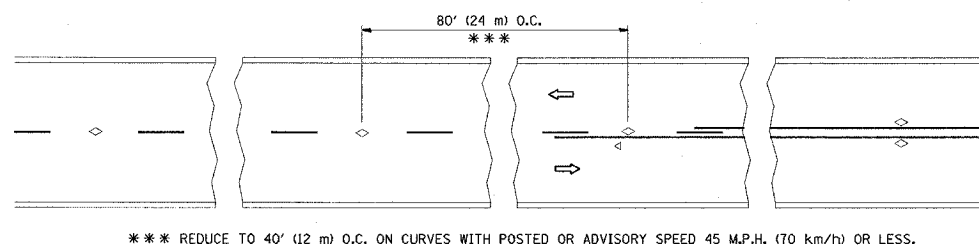
All dimensions are in millimeters (inches) unless otherwise shown.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

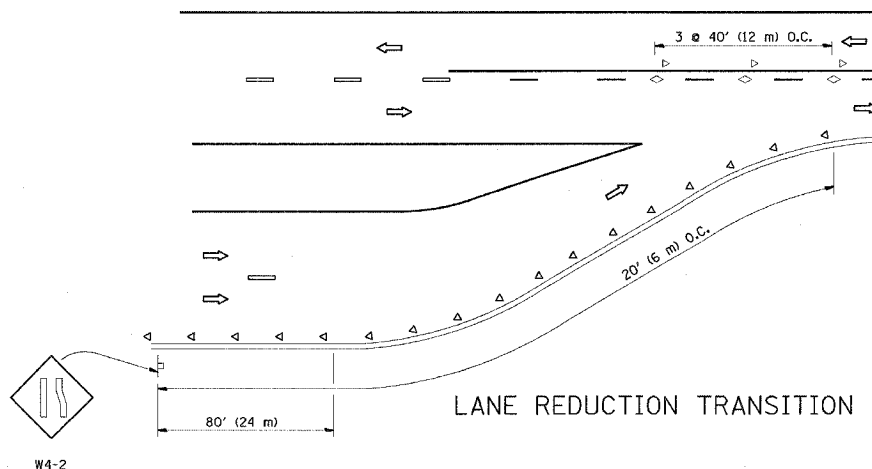
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL AND PROTECTION FOR
 SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE
 DRAWN BY
 CHECKED BY
 TC-10

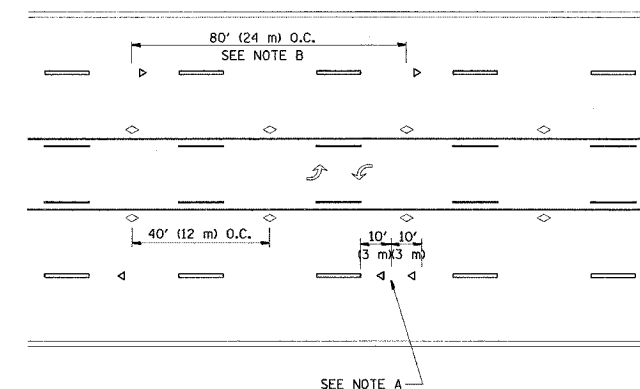
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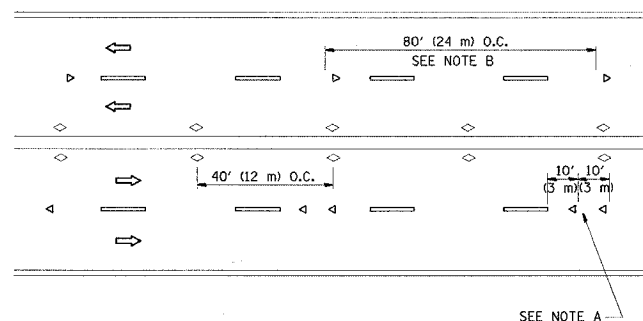
TWO-LANE/TWO-WAY



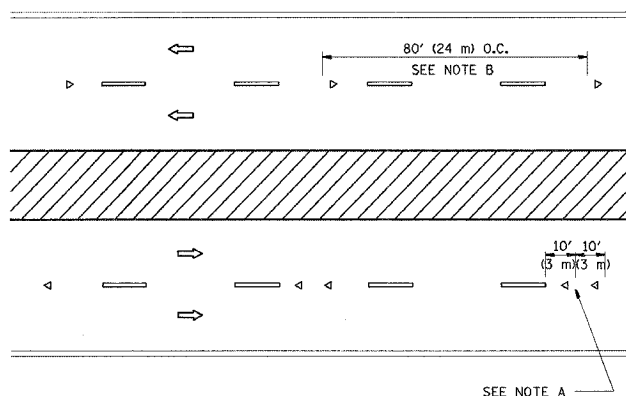
LANE REDUCTION TRANSITION



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.

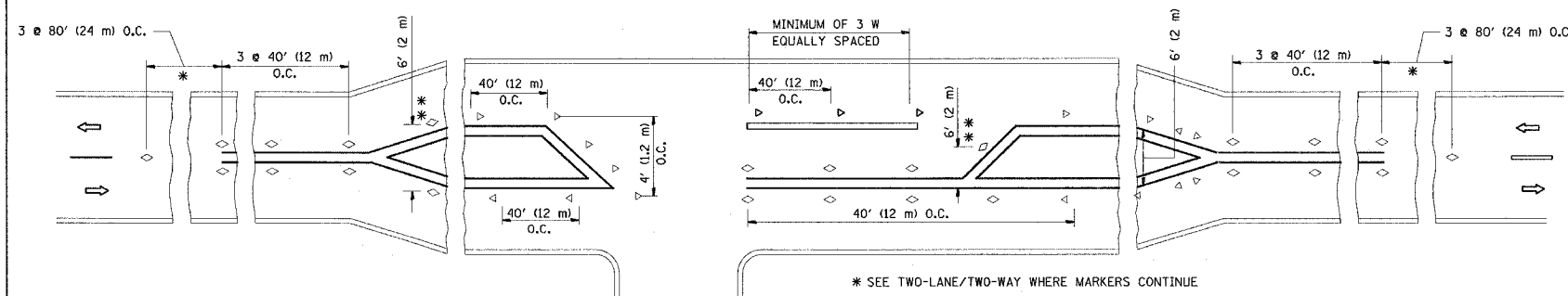
All dimensions are in inches (millimeters) unless otherwise shown.

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT
MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE

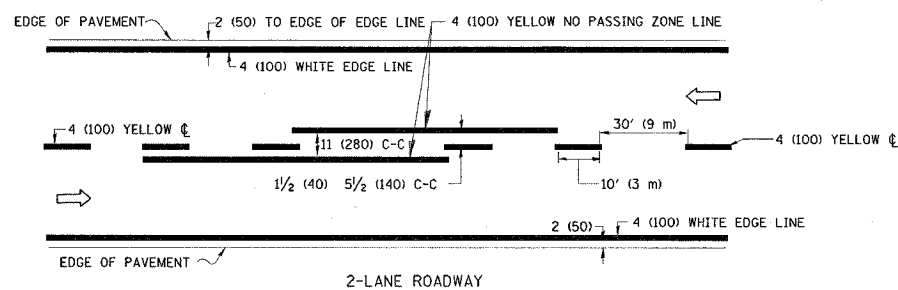
DRAWN BY CADD
 CHECKED BY
 TC-11



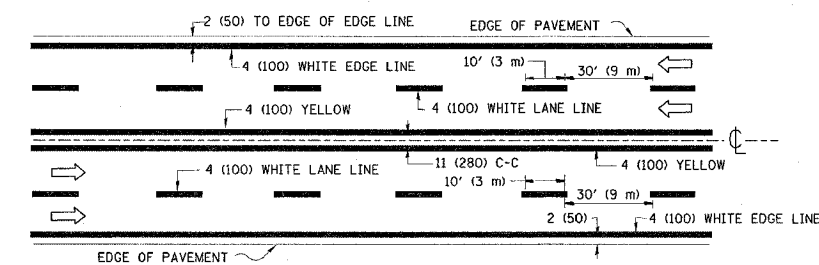
LEFT TURN

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

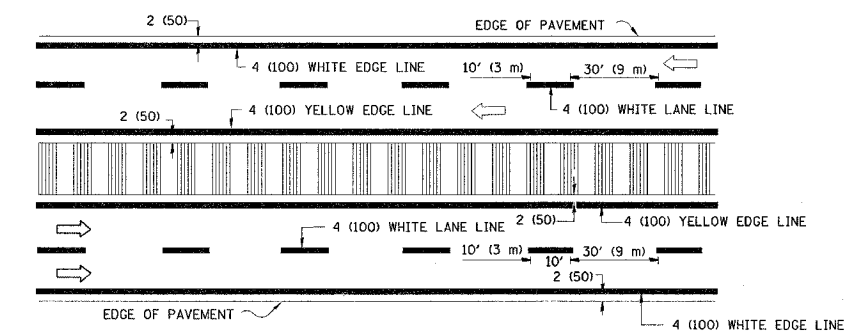
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	143-4	Will.	33	29
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



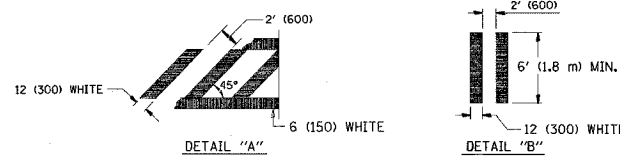
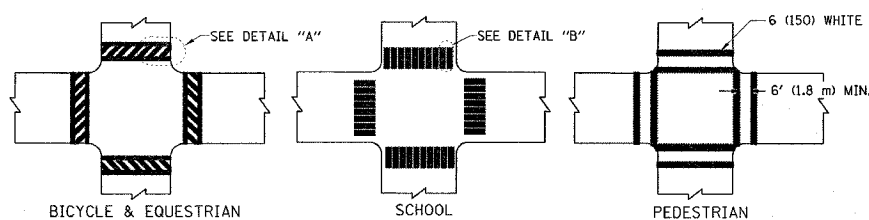
MULTI-LANE UNDIVIDED



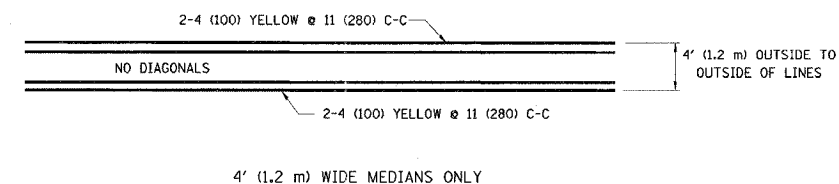
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

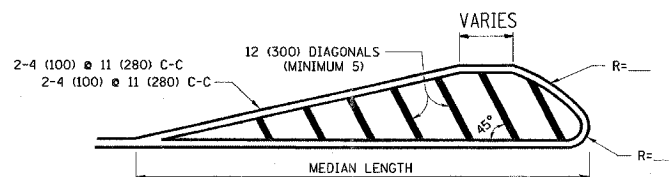
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



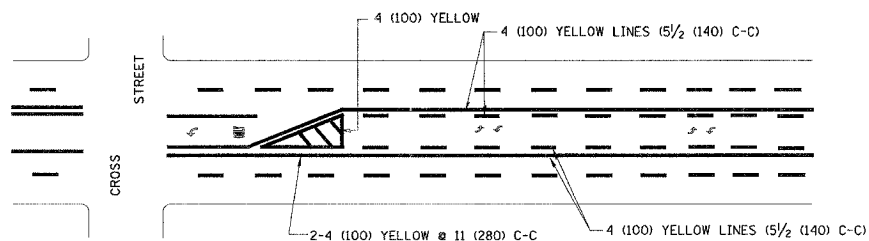
4' (1.2 m) WIDE MEDIANS ONLY



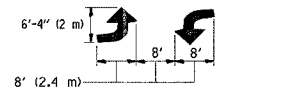
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

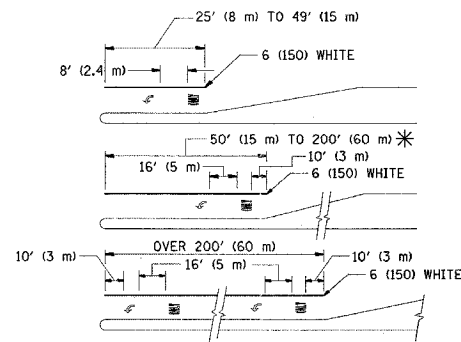


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

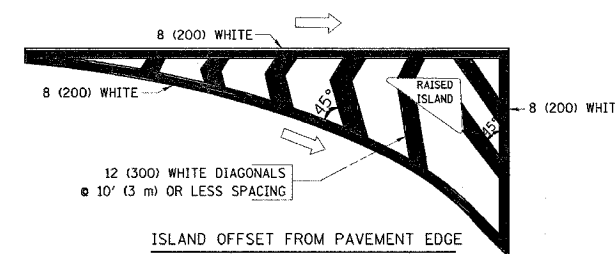


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

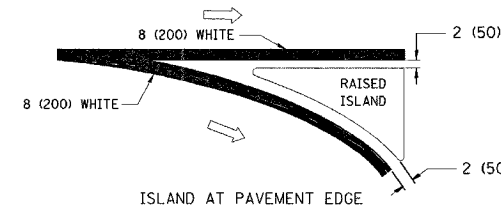
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
(EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	5 (125) ON FREEWAYS	SKIP-DASH	WHITE	
DOTTED LINES	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 1/2 (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)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
A. DIAGONALS (BIKE & EQUESTRIAN)	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
B. LONGITUDINAL BARS (SCHOOL)	12 (300) @ 90°	SOLID	WHITE	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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	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.

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

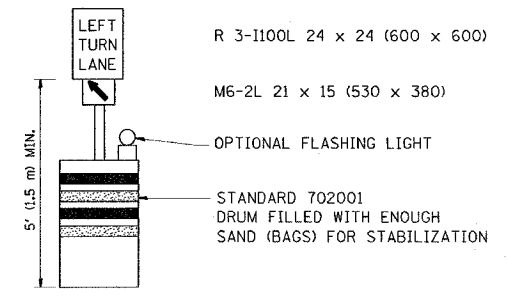
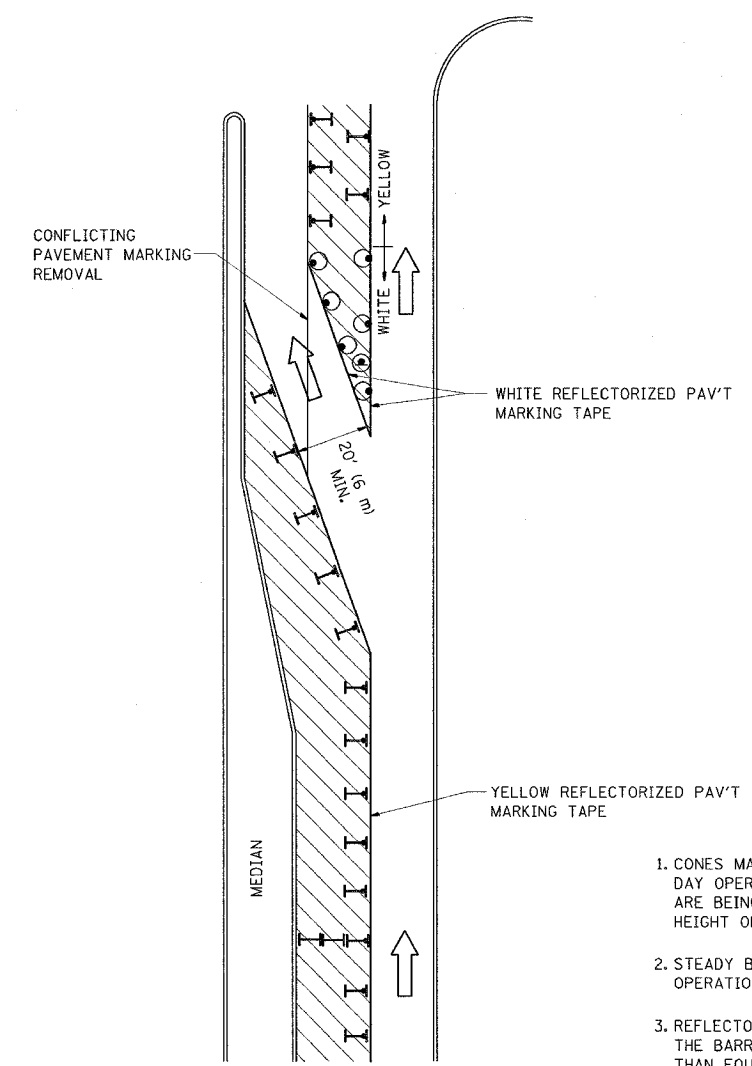
ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT
MARKINGS

SCALE: NONE

DRAWN BY CADD
CHECKED BY
TC-13







F.A.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14B-4	COV.	33	30
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



GENERAL NOTES

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

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

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 AT TURN BAYS
 (TO REMAIN OPEN TO TRAFFIC)**

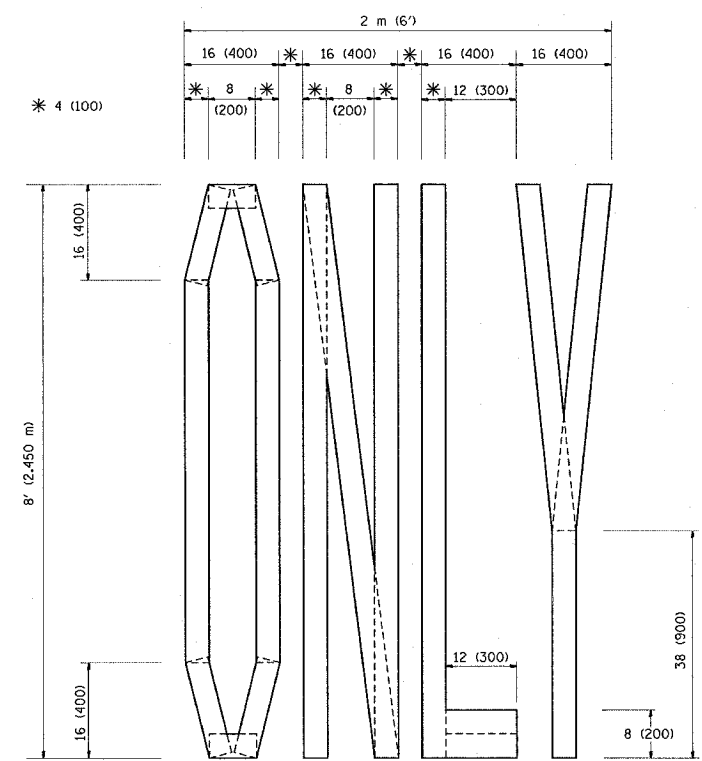
SCALE: NONE

DRAWN BY
 CHECKED BY LHA

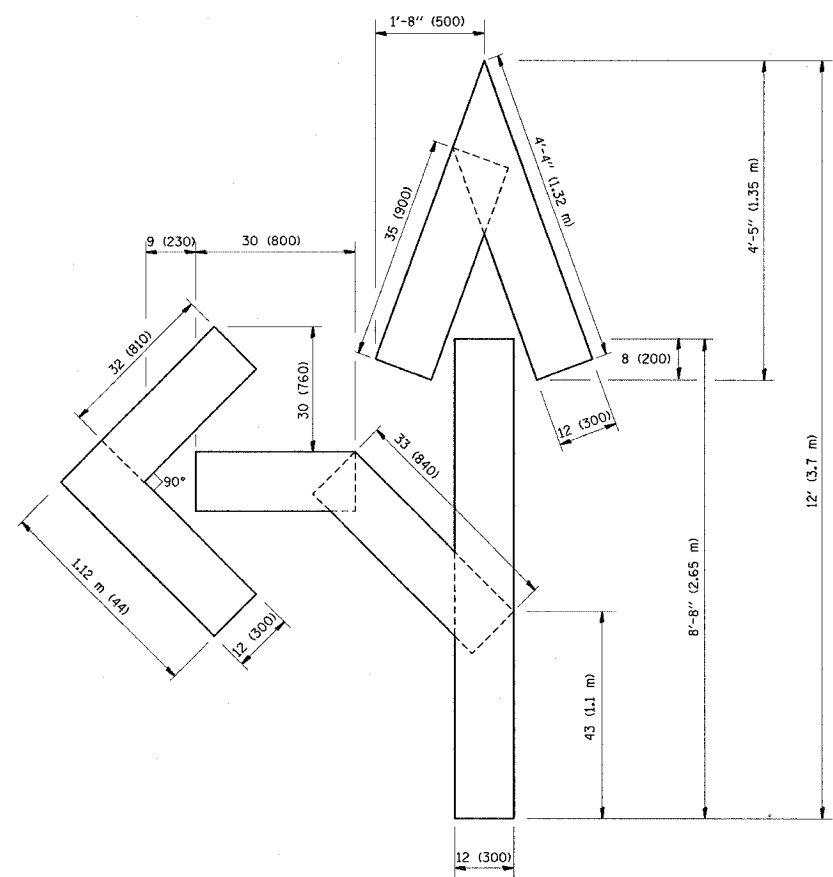
TC-14

PLOT DATE = 3/15/2007
 PLOT SCALE = 483999 / IN.
 USER NAME = bankal

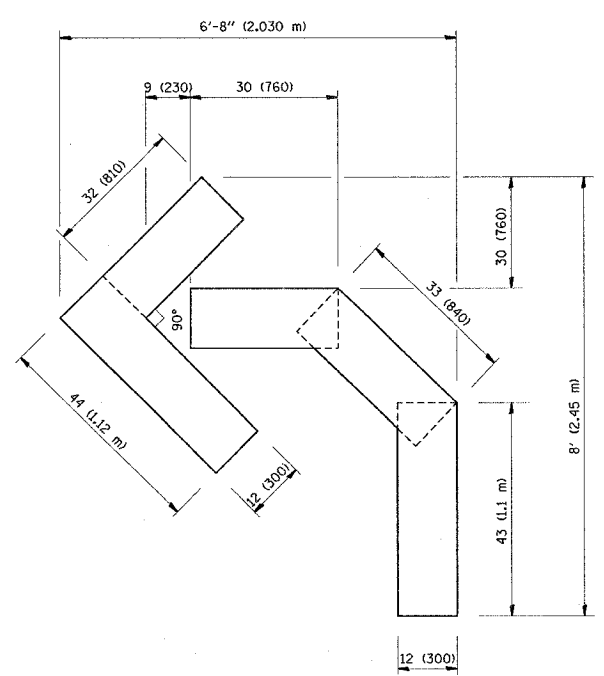
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14 RS-4	LOW	33	31
STA.	TO STA.			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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.

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

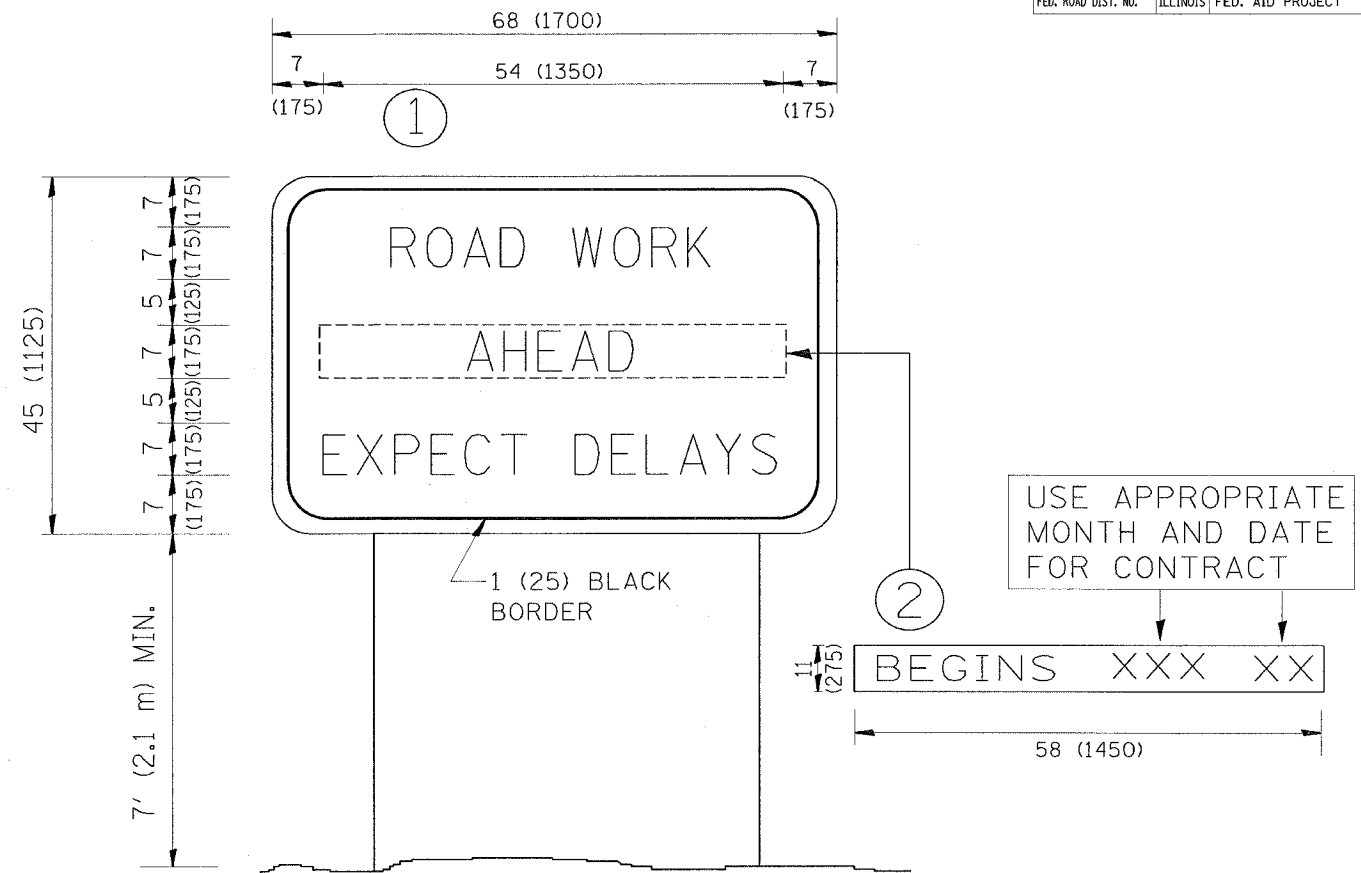
PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

SCALE: NONE

DRAWN BY CADD
 CHECKED BY
 TC-16

PLOT DATE = 9/18/2007
 FILE NAME = w:\data\staging\tdggn
 PLOT SCALE = 49.9999 / IN.
 USER NAME = baniel

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	19R3-4	WILL	33	32
STA.		TO STA.		
FED. ROAD DIST. NO.		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.

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE

DRAWN BY DESIGN

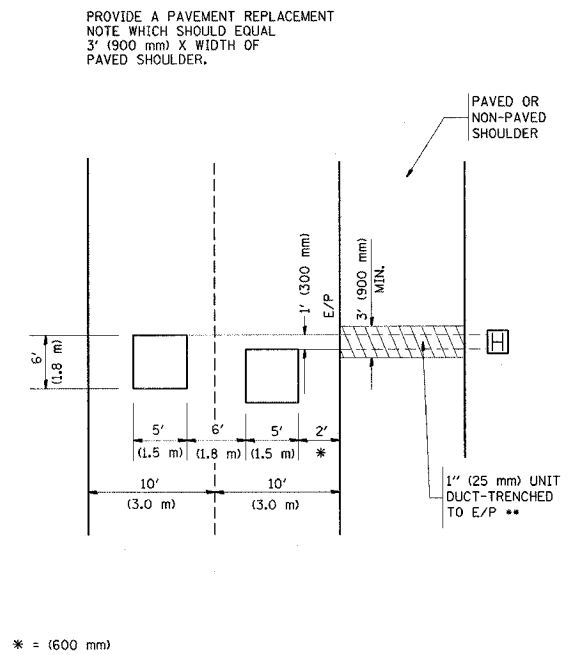
CHECKED BY

TC22

PLOT DATE = 3/15/2007
 FILE NAME = w:\distrs\1222.dgn
 PLOT SCALE = 80.000 / 1 IN.
 USER NAME = bbnckl

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14B-4	Will	33	33
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

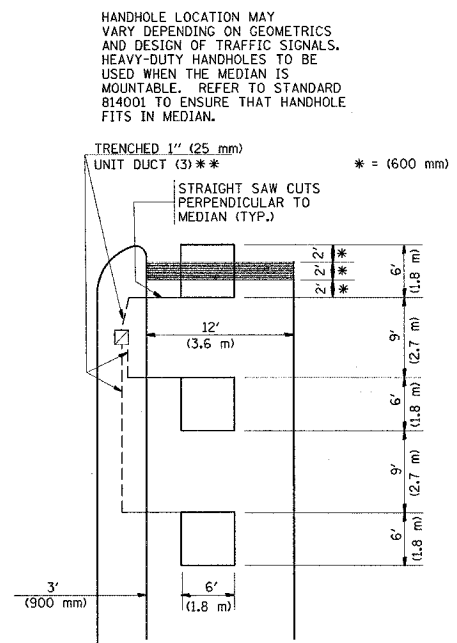
LOOPS NEXT TO SHOULDERS



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

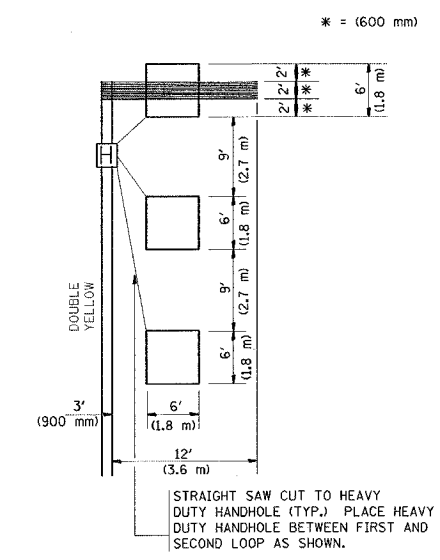
LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



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

(PROTECTED / PERMITTED LEFT TURN PHASING)



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.

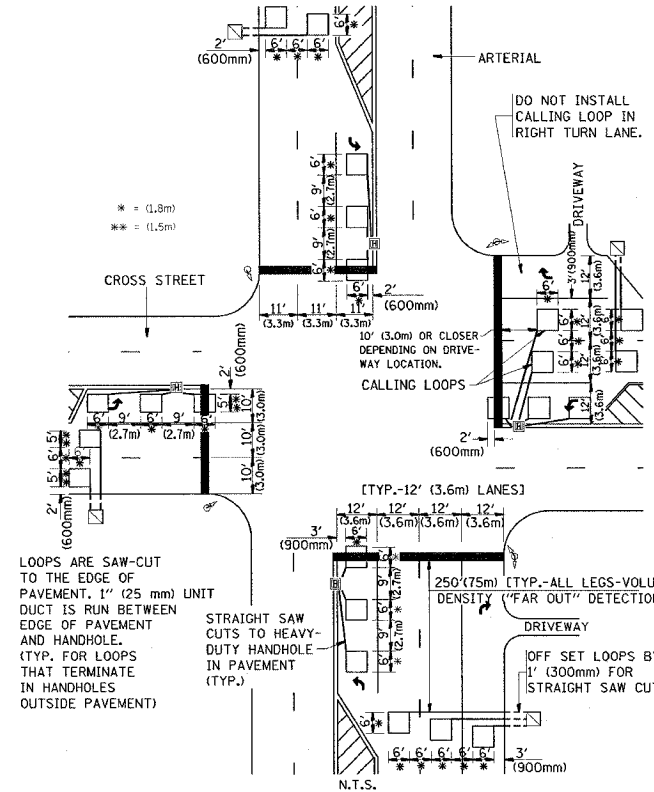
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

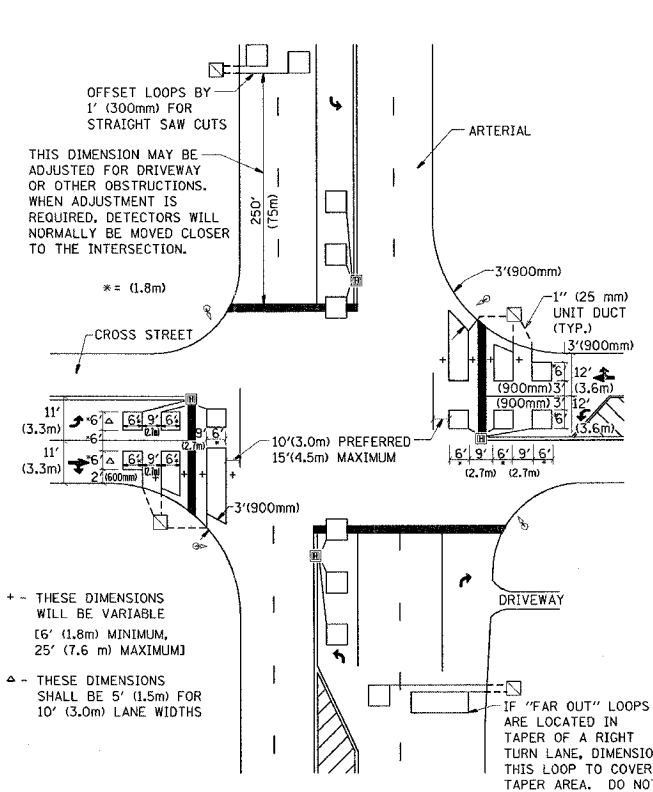
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

PLOT DATE = 3/18/2007
FILE NAME = n:\dist\14b-4\14b7.dgn
PLOT SCALE = 49.5000 1 / IN.
USER NAME = benkel

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
DETECTOR LOOP
INSTALLATION DETAILS
FOR ROADWAY RESURFACING

DESIGNED BY
DRAWN BY CADD
CHECKED BY R.K.F.
TS07

SCALE: NONE