

62675

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145RS-4	COOK	28	1

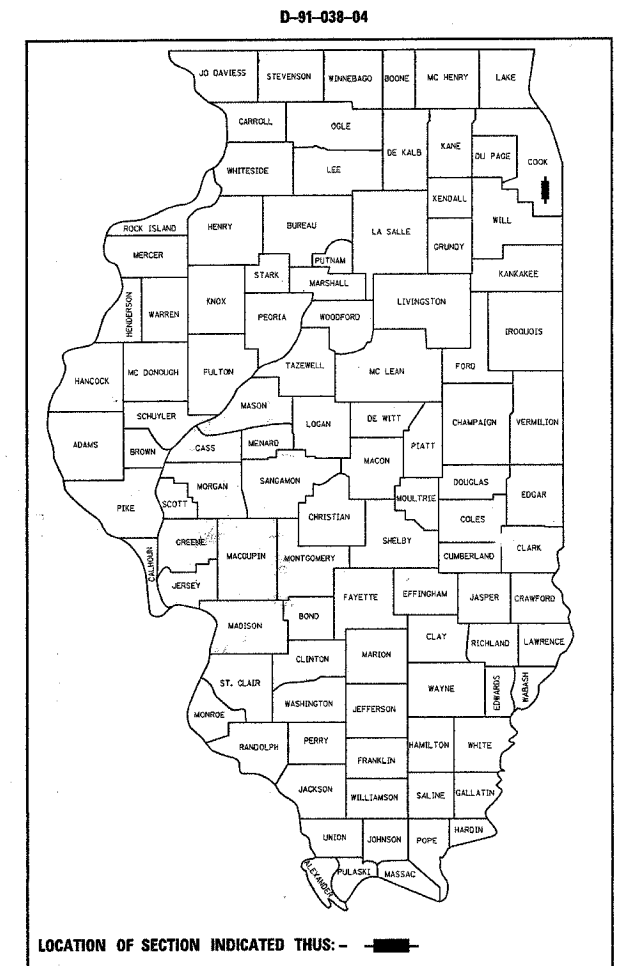
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

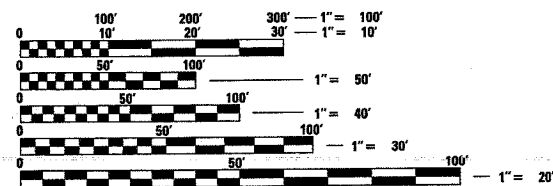
**PROPOSED
HIGHWAY PLANS**

**FAU ROUTE 2857: WOOD STREET
IL. RTE. 83 TO 161ST STREET
SECTION: 145 RS-4
RESURFACING (MAINTENANCE)
COOK COUNTY
C-91-038-04**

IMPROVEMENT IS LOCATED IN
THE CITY OF HARVEY



DISTRICT ONE - DESIGN AND PLAN PREPARATION ENGINEER - KEN ENGJ. CHANG (847) 705-4432



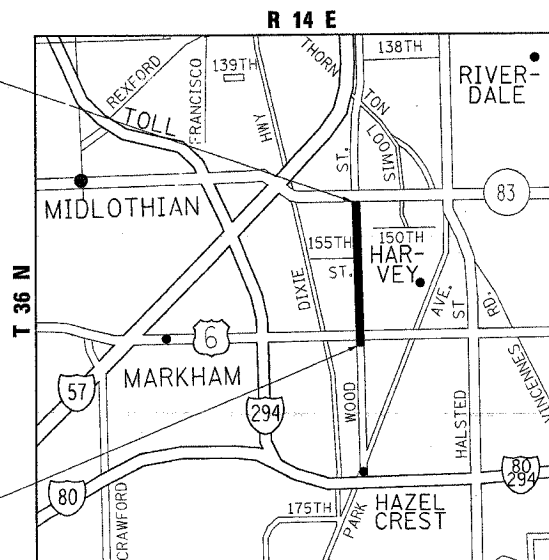
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CONTRACT NO. 62675

IMPROVEMENT ENDS
STATION 199+45

IMPROVEMENT BEGINS
STATION 107+63



THORNTON TOWNSHIP

TRAFFIC DATA

1998 ADT = 13,700
SPEED LIMIT = 35 MPH

MAP SCALE : 1" = 1.0 MILE

GROSS & NET LENGTH OF IMPROVEMENT = 9182 FEET = 1.74 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 29, 2005

Dina O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 13, 2005
Mike Hunt
ENGINEER OF DESIGN AND ENVIRONMENT

May 13, 2005
Victor Mader
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145RS-4	COOK	28	2
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 62675

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-7	EXISTING AND PROPOSED TYPICAL SECTIONS
8-11	ROADWAY AND PAVEMENT MARKING PLANS
12-17	DETECTOR LOOPS REPLACEMENT PLANS
18	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
19	PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT
20	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
21	BUTT JOINT AND BITUMINOUS TAPER DETAILS
22	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
23	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
24	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
25	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
26	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
27	TEMPORARY INFORMATION SIGNING
28	DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

LIST OF STATE STANDARDS:

STANDARD NO.	DESCRIPTION
000001	TYPICAL SYMBOLS, ABBREVIATIONS, AND PATTERNS
442201	CLASS C AND D PATCHES
604001	FRAME AND LIDS, TYPE 1
604086	FRAME AND GRATE, TYPE 23
606001	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701301	LANE CLOSURE, 2L, 2W SHORT TIME OPERATION
701311	LANE CLOSURE, 2L, SW MOVING OPERATIONS - DAY ONLY
701606	URBAN LANE CLOSURE MULTILANE 2W WITH MOUNTABLE MEDIAN
701701	URBAN LANE CLOSURE MULTILANE INTERSECTION
702001	TRAFFIC CONTROL DEVICES
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES:

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF HARVEY.

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

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

THE RESIDENT ENGINEER SHALL CONTACT MS. PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, AT (708) 597-9800 A MINIMUM OF 72 HOURS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

3 METER (10 FEET) TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTERS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WOOD STREET
IL 83 TO 161ST STREET
INDEX OF SHEETS, STATE STANDARDS
AND GENERAL NOTES

SCALE: VERT.
HORIZ.
DATE 3/28/2005

DRAWN BY
CHECKED BY

CONTRACT NO. 62675

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	URBAN 100% STATE TOTAL QUANTITIES	1000			
20201006	GRADING AND SHAPING SHOULDERS	UNIT	129	129			
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	22	22			
40600300	AGGREGATE (PRIME COAT)	TON	107	107			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	6	6			
40600895	CONSTRUCTING TEST STRIP	EACH	2	2			
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	360	360			
40601000	BITUMINOUS REPLACEMENT OVER PATCHES	TON	280	280			
42001300	PROTECTIVE COAT	SQ YD	210	210			
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6"	SQ YD	40	40			
44000116	BITUMINOUS REMOVAL OVER PATCHES, 4"	SQ YD	795	795			
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	75	75			
44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	10	10			
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	425	425			
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	75	75			
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	160	160			
48101200	AGGREGATE SHOULDERS, TYPE B	TON	513	513			
55039700	STORM SEWERS TO BE CLEANED	FOOT	2500	2500			
60266600	VALVE BOXES TO BE ADJUSTED	EACH	22	22			
60300310	FRAMES AND LID TO BE ADJUSTED (SPECIAL)	EACH	38	38			
60404940	FRAMES AND GRATES, TYPE 23	EACH	8	8			
60406100	FRAMES AND LIDS, TYPE I CLOSED LID	EACH	5	5			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3			
67100100	MOBILIZATION	L SUM	1	1			
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1			
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1			
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	3150	3150			
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	270	270			
70300625	TEMPORARY PAINT PAVEMENT MARKING LINE 4"	FOOT	40461	40461			

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	URBAN 100% STATE TOTAL QUANTITIES	1000			
70300635	TEMPORARY PAINT PAVEMENT MARKING LINE 6"	FOOT	3000	3000			
70300645	TEMPORARY PAINT PAVEMENT MARKING LINE 12"	FOOT	700	700			
70300660	TEMPORARY PAINT PAVEMENT MARKING LINE 24"	FOOT	800	800			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	525	525			
*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	270	270			
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	40461	40461			
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3000	3000			
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	700	700			
*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	800	800			
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	650	650			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	425	425			
81400115	HANDHOLE TO BE ADJUSTED	EACH	4	4			
*88600600	DETECTOR LOOP REPLACEMENT	FOOT	2477	2477			
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4			
X3550300	BITUMINOUS BASE COURSE, SUPERPAVE, 6"	SQ YD	425	425			
X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	4695	4695			
X4066414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C" N50	TON	50	50			
X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	2350	2350			
X4409410	BITUMINOUS SURFACE REMOVAL 2 1/4"	SQ YD	53741	53741			
XX001306	SIDEWALK REMOVAL AND REPLACEMENT	SQ FT	400	400			
Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	13	13			
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	17	17			
Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	4	4			

*SPECIALITY ITEMS

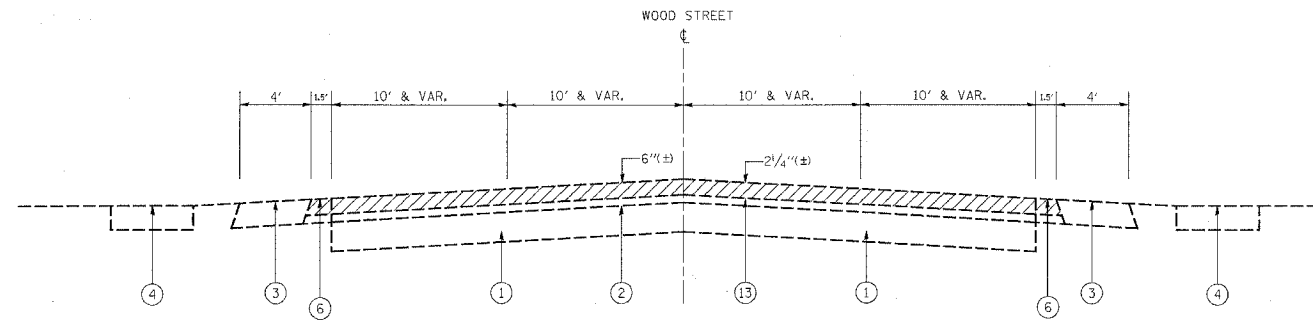
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WOOD STREET
IL 83 TO 161ST STREET
SUMMARY OF QUANTITIES

Rev.

PLOT DATE: 3/28/2005

3/28/2005 10:10:10 AM



EXISTING TYPICAL SECTION
WOOD STREET

STATION
107+63 TO 113+25
139+91 TO 153+20
159+80 TO 197+89

LEGEND

- ① EXISTING PCC BASE COURSE, 7" (±)
- ② EXISTING BIT. CONCRETE SURFACE COURSE, 6" (±)
- ③ EXISTING AGGREGATE SHOULDER, TYPE B
- ④ EXISTING PCC SIDEWALK, 5"
- ⑤ EXISTING B-6.12 CURB & GUTTER
- ⑥ EXISTING BITUMINOUS SHOULDER
- ⑦ PROPOSED POLYMERIZED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50, 3/4"
- ⑧ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑨ PROPOSED BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"
- ⑩ PROPOSED BITUMINOUS SHOULDER
- ⑪ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)
- ⑫ PROPOSED GRADING & SHAPING OF SHOULDERS
- ⑬ BITUMINOUS SURFACE REMOVAL, 2 1/4"

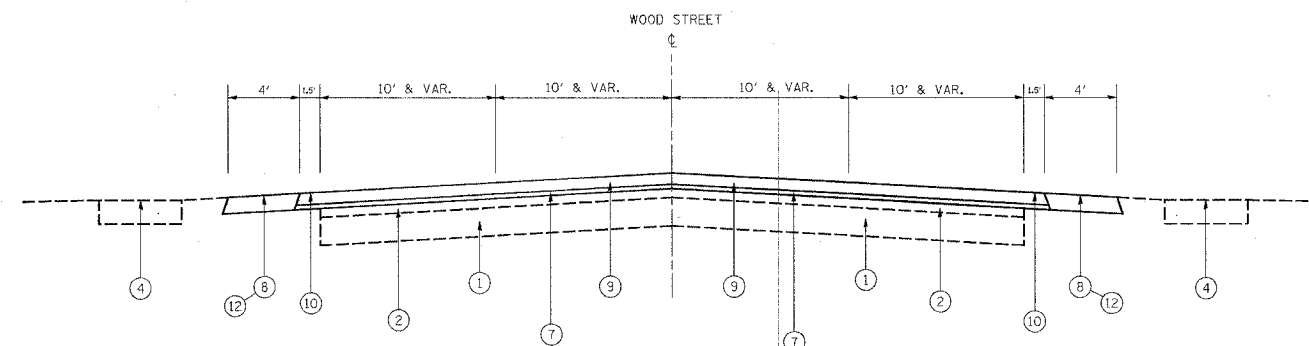
MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

MIXTURE TYPE	AC/PG	RAP% MAX	AIR VOIDS (%)	THICKNESS
POLYMERIZED LEVELING BINDER (MACHINE METHOD) SUPERPAVE, IL-4.75, N50	PG 76-28 SBS/SBR	0	2.5% @ 50 GYR	3/4"
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N70	PG 64-22	10	4% @ 70 GYR	1-1/2"
CLASS D PATCHES BINDER IL-19.0 MM	PG 64-22	15	4% @ 70 GYR	9"
BITUMINOUS REPLACEMENT OVER PATCHES, BINDER IL-19.0 MM	PG 64-22	15	4% @ 70 GYR	4"
BITUMINOUS BASE COURSE, SUPERPAVE	PG 58-22	50	2% @ 50 GYR	6"
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C" N50	PG 64-22	15	4% @ 50 GYR	2"

NOTE:

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURE QUANTITIES IS 112 POUNDS PER SQUARE YARD PER INCH.

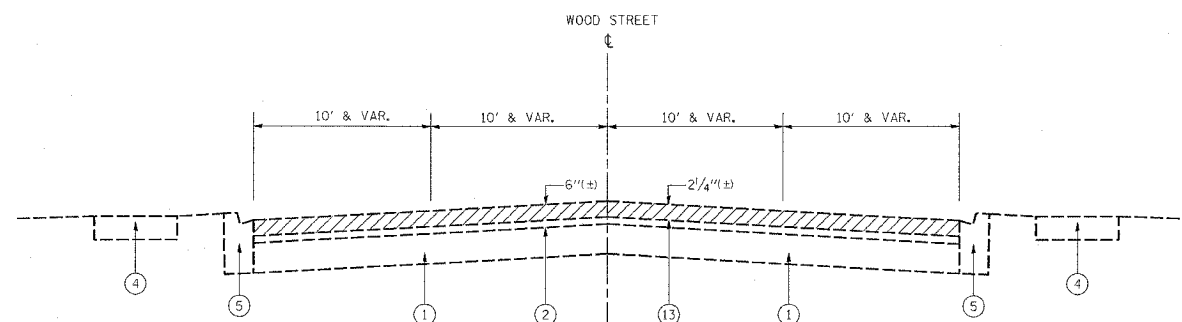


PROPOSED TYPICAL SECTION
WOOD STREET

STATION
107+63 TO 113+25
139+91 TO 153+20
159+80 TO 197+89

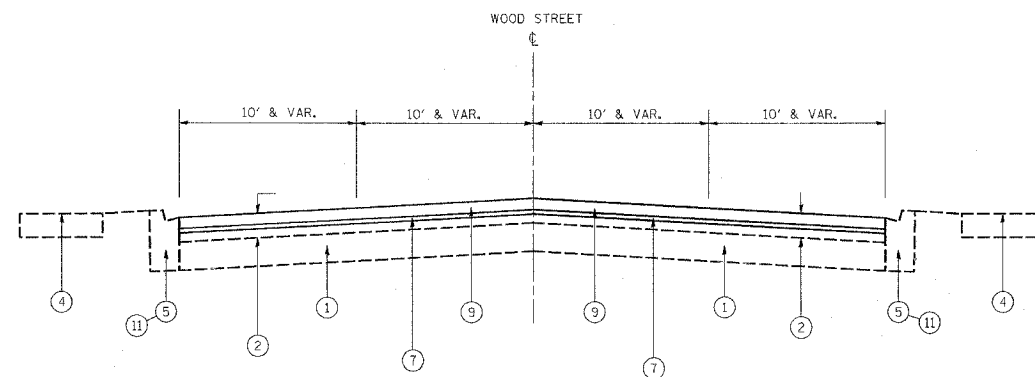
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NAME	DATE	
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145RS-4	COOK	28	5
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62675				



**EXISTING TYPICAL SECTION
WOOD STREET**

STATION
113+25 TO 133+24
153+20 TO 159+80



**PROPOSED TYPICAL SECTION
WOOD STREET**

STATION
113+25 TO 133+24
153+20 TO 159+80

LEGEND

- ① EXISTING PCC BASE COURSE, 7"(±)
- ② EXISTING BIT. CONCRETE SURFACE COURSE, 6"(±)
- ③ EXISTING AGGREGATE SHOULDER, TYPE B
- ④ EXISTING PCC SIDEWALK, 5"
- ⑤ EXISTING B-6.12 CURB & GUTTER
- ⑥ EXISTING BITUMINOUS SHOULDER
- ⑦ PROPOSED POLYMERIZED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, NSO, 3/4"
- ⑧ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑨ PROPOSED BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"
- ⑩ PROPOSED BITUMINOUS SHOULDER
- ⑪ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)
- ⑫ PROPOSED GRADING & SHAPING OF SHOULDERS
- ⑬ BITUMINOUS SURFACE REMOVAL, 2 1/4"

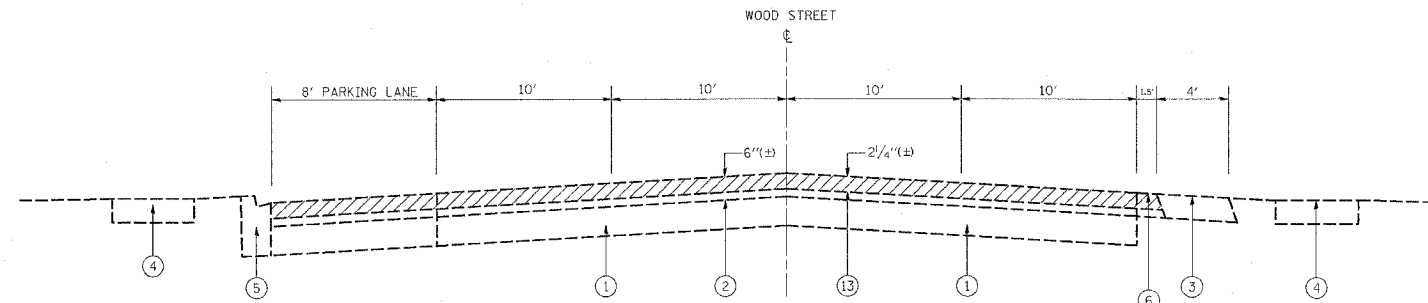
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WOOD STREET
IL 83 TO 161ST STREET
TYPICAL CROSS SECTION

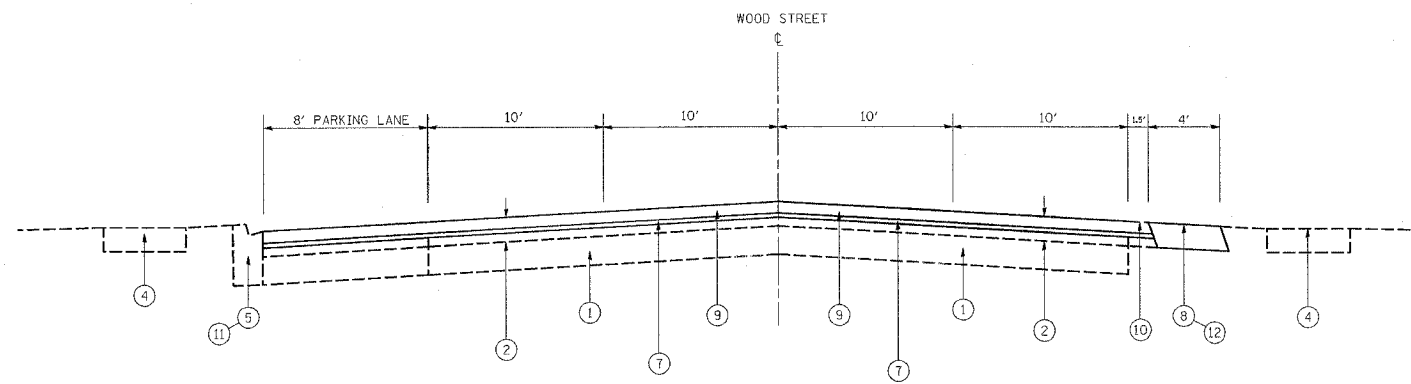
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DATE: 3/31/2005

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145RS-4	COOK	28	6
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT	
CONTRACT NO. 62675				



EXISTING TYPICAL SECTION
WOOD STREET
STATION
133+24 TO 139+91



PROPOSED TYPICAL SECTION
WOOD STREET
STATION
133+24 TO 139+91

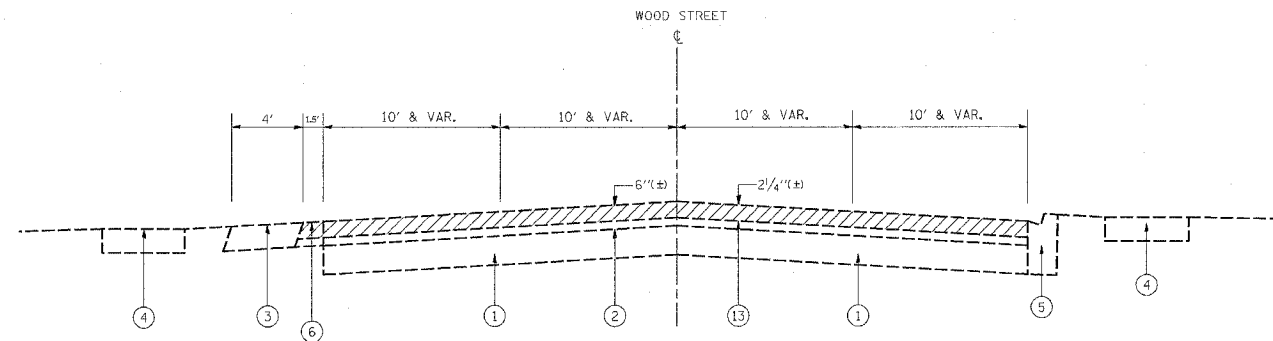
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- ⑥ EXISTING BITUMINOUS SHOULDER
- ⑦ PROPOSED POLYMERIZED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50, 3/4"
- ⑧ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑨ PROPOSED BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"
- ⑩ PROPOSED BITUMINOUS SHOULDER
- ⑪ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)
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- ⑬ BITUMINOUS SURFACE REMOVAL, 2 1/4"

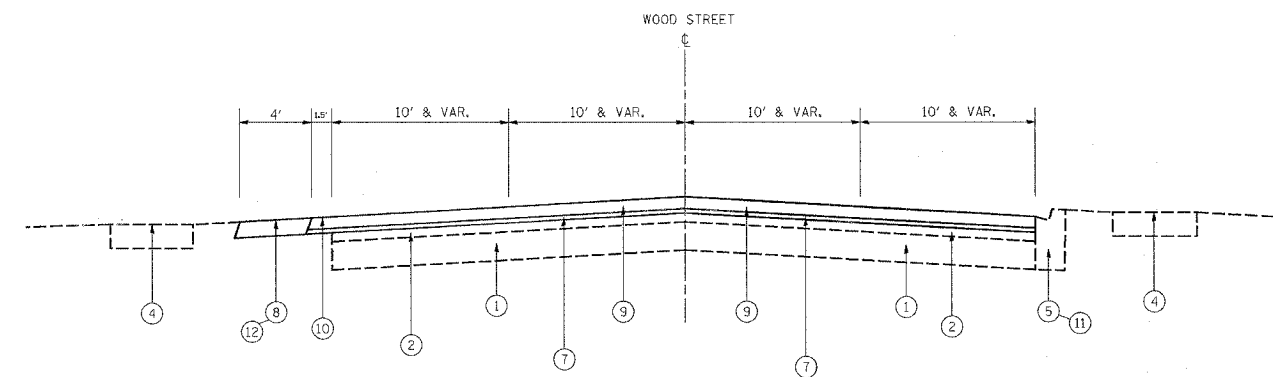
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION WOOD STREET IL 83 TO 161ST STREET TYPICAL CROSS SECTION
NAME	DATE	
		SCALE: NOT TO SCALE DATE: 3/31/2005 DRAWN BY CHECKED BY

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145RS-4	COOK	28	7
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62675				



EXISTING TYPICAL SECTION
WOOD STREET
STATION
197+89 TO 199+45



PROPOSED TYPICAL SECTION
WOOD STREET
STATION
197+89 TO 199+45

LEGEND

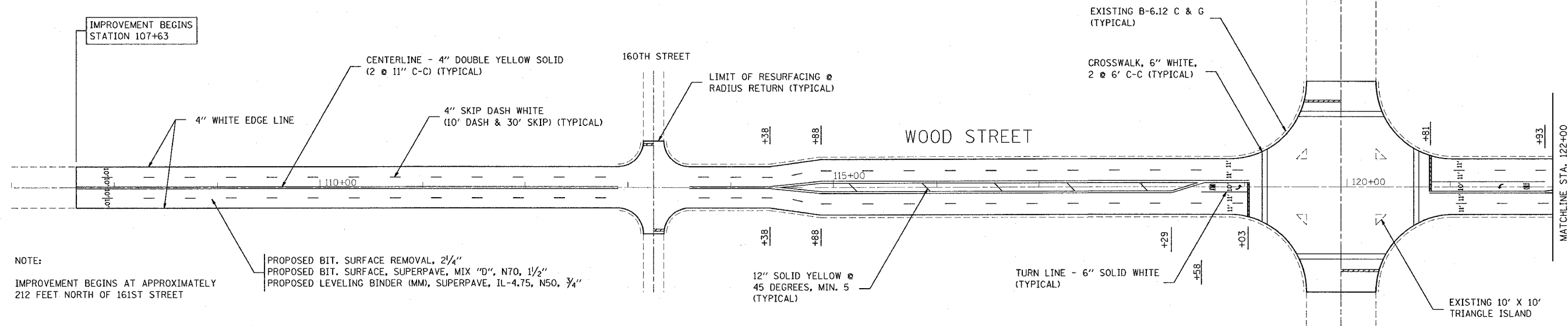
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- ③ EXISTING AGGREGATE SHOULDER, TYPE B
- ④ EXISTING PCC SIDEWALK, 5"
- ⑤ EXISTING B-6.12 CURB & GUTTER
- ⑥ EXISTING BITUMINOUS SHOULDER
- ⑦ PROPOSED POLYMERIZED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50, 3/4"
- ⑧ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑨ PROPOSED BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"
- ⑩ PROPOSED BITUMINOUS SHOULDER
- ⑪ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)
- ⑫ PROPOSED GRADING & SHAPING OF SHOULDERS
- ⑬ BITUMINOUS SURFACE REMOVAL, 2 1/4"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WOOD STREET
IL 83 TO 161ST STREET
TYPICAL CROSS SECTION

SCALE: NOT TO SCALE
DATE: 3/31/2005
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145RS-4	COOK	28	8
STA. 107+63		TO STA. 137+00		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT
CONTRACT NO. 62675				



NOTE:
 IMPROVEMENT BEGINS AT APPROXIMATELY 212 FEET NORTH OF 161ST STREET

PROPOSED BIT. SURFACE REMOVAL, 2/4"
 PROPOSED BIT. SURFACE, SUPERPAVE, MIX "D", N70, 1/2"
 PROPOSED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50, 3/4"

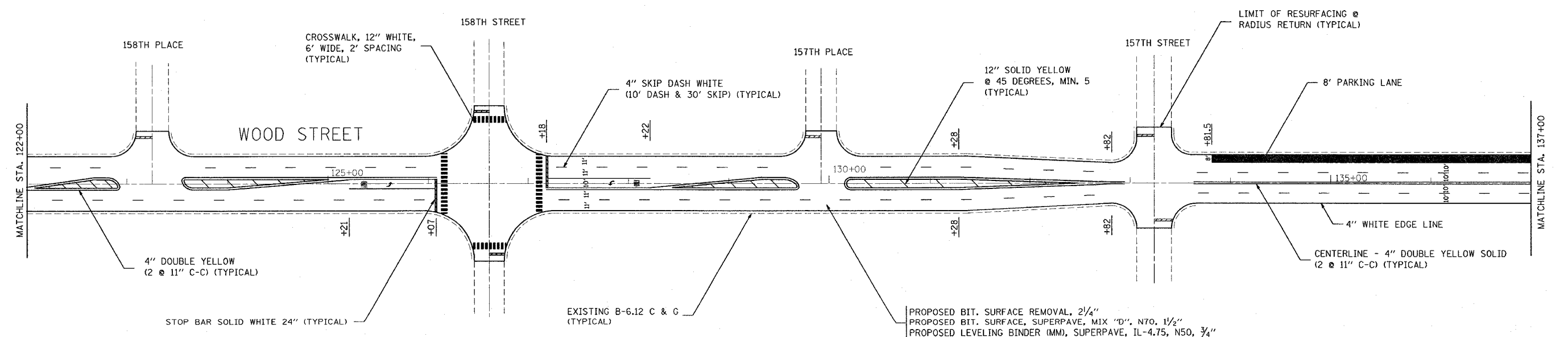
NOTE:

ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR LANE.

ALL FINAL PAVEMENT MARKINGS ARE THERMOPLASTIC.

FOR PAVEMENT MARKING DETAILS, SEE SPECIAL DETAIL SHEETS FOR "DISTRICT ONE PAVEMENT MARKINGS".

FOR DETAILS & SYMBOLS OF RAISED REFLECTIVE PAVEMENT MARKERS, SEE SPECIAL DETAIL SHEETS FOR "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)". DUAL ONE-WAY CRYSTAL MARKERS SHALL BE USED ON SKIP-DASH LANE LINES.



STOP BAR SOLID WHITE 24" (TYPICAL)

EXISTING B-6.12 C & G (TYPICAL)

PROPOSED BIT. SURFACE REMOVAL, 2/4"
 PROPOSED BIT. SURFACE, SUPERPAVE, MIX "D", N70, 1/2"
 PROPOSED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50, 3/4"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.U. 2857: WOOD STREET
 IL 83 TO 161ST STREET

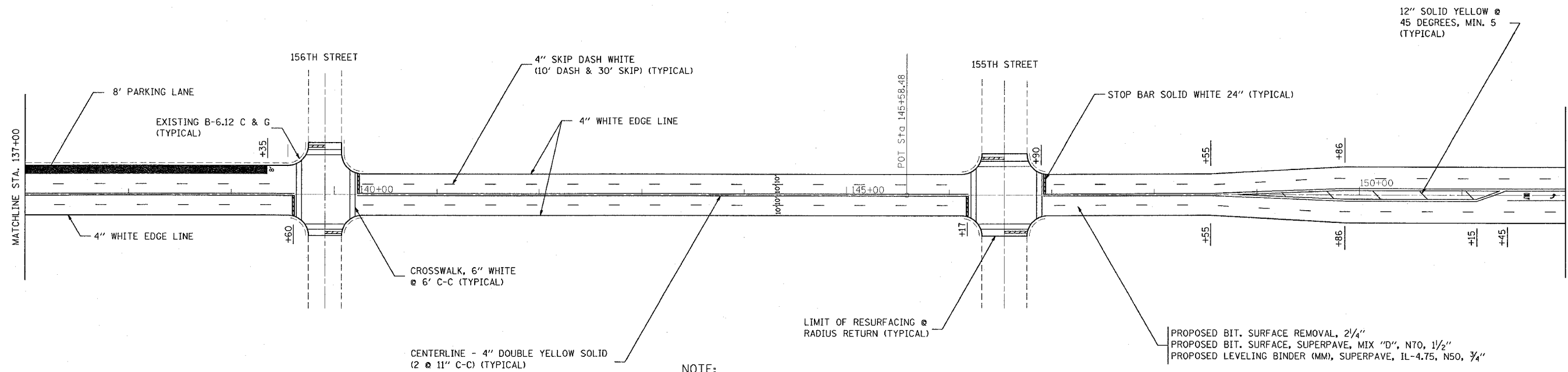
ROADWAY AND PAVEMENT
 MARKING PLAN

SCALE: VERT. 1"=50'
 HORIZ. DATE: 03/26/04

DRAWN BY
 CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145RS-4	COOK	28	9
STA. 137+00		TO STA. 167+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 62675



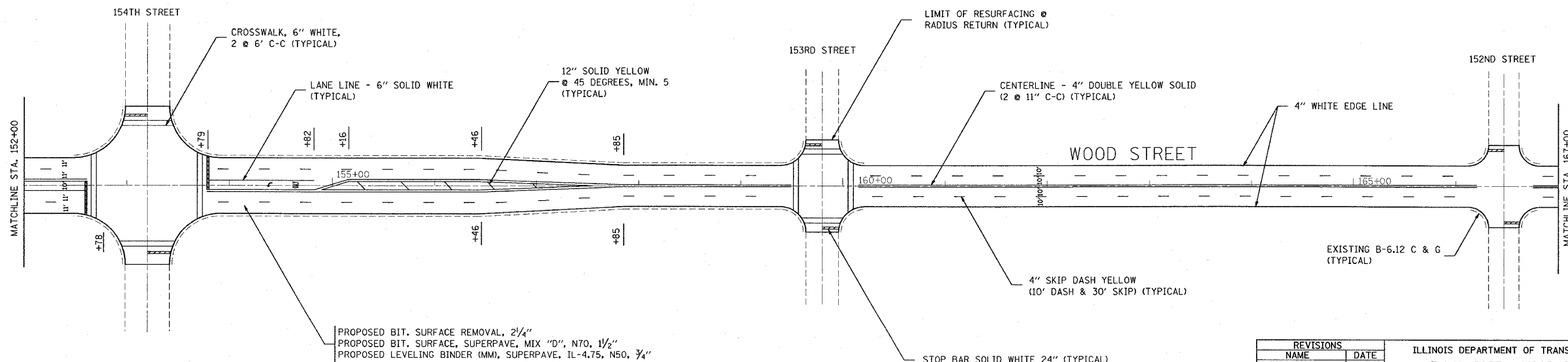
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REVISIONS	
NAME	DATE

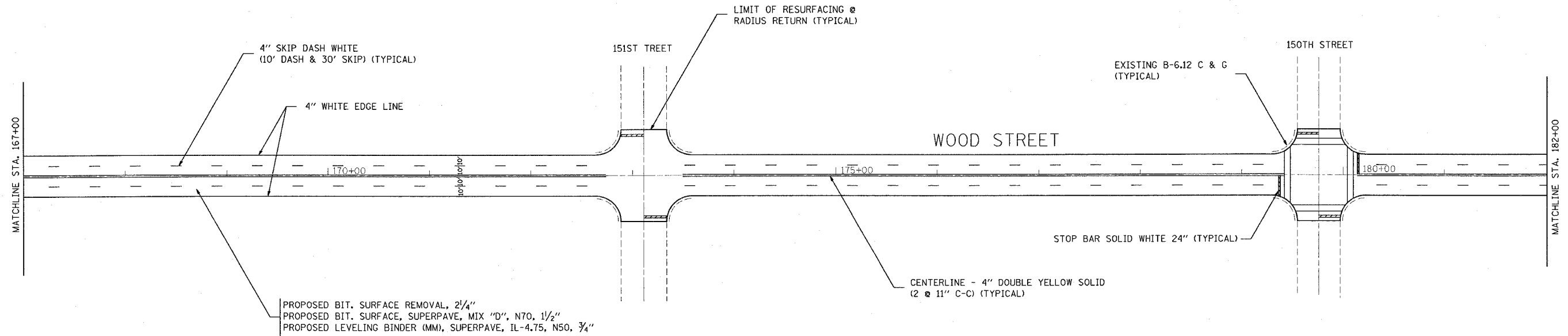
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.U. 2857: WOOD STREET
 IL 83 TO 161ST STREET
 ROADWAY AND PAVEMENT
 MARKING PLAN

SCALE: VERT. 1"=50'
 HORIZ.
 DATE: 03/26/04

DRAWN BY
 CHECKED BY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145RS-4	COOK	28	10
STA. 167+00		TO STA. 197+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

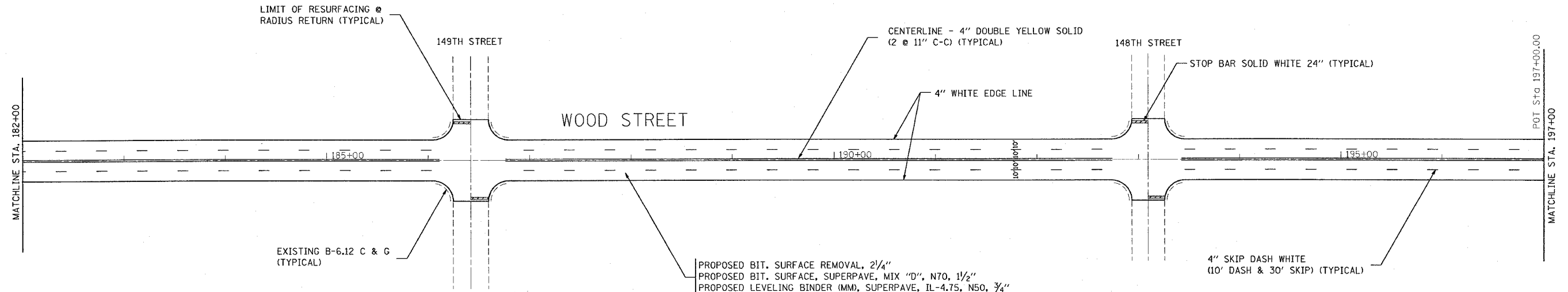
CONTRACT NO. 62675



PROPOSED BIT. SURFACE REMOVAL, 2 1/4"
 PROPOSED BIT. SURFACE, SUPERPAVE, MIX "D", N70, 1 1/2"
 PROPOSED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50, 3/4"

NOTE:

- ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR LANE.
- ALL FINAL PAVEMENT MARKINGS ARE THERMOPLASTIC.
- FOR PAVEMENT MARKING DETAILS, SEE SPECIAL DETAIL SHEETS FOR "DISTRICT ONE PAVEMENT MARKINGS".
- FOR DETAILS & SYMBOLS OF RAISED REFLECTIVE PAVEMENT MARKERS, SEE SPECIAL DETAIL SHEETS FOR "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)". DUAL ONE-WAY CRYSTAL MARKERS SHALL BE USED ON SKIP-DASH LANE LINES.



PROPOSED BIT. SURFACE REMOVAL, 2 1/4"
 PROPOSED BIT. SURFACE, SUPERPAVE, MIX "D", N70, 1 1/2"
 PROPOSED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50, 3/4"

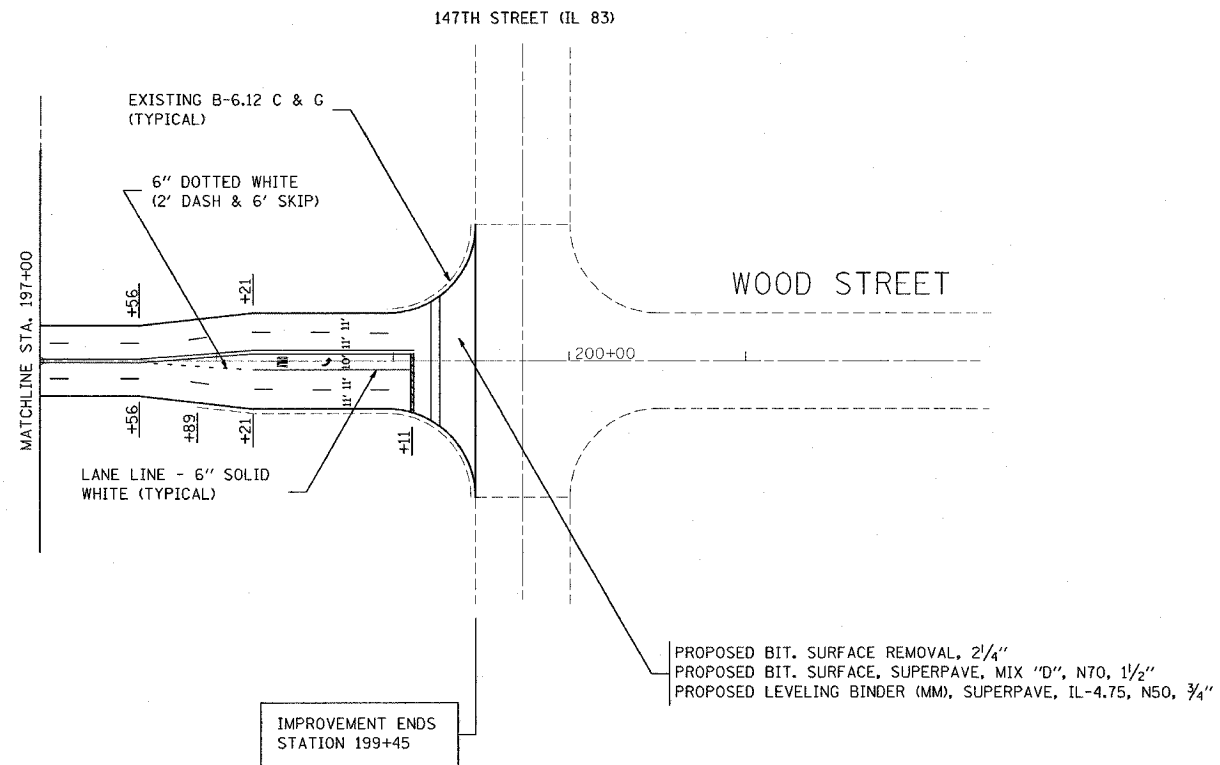
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.U. 2857: WOOD STREET
 IL 83 TO 161ST STREET
 ROADWAY AND PAVEMENT
 MARKING PLAN
 SCALE: VERT. 1"=50'
 HORIZ. DATE: 03/26/04
 DRAWN BY
 CHECKED BY

U:\104144 03/26/04

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145RS-4	COOK	28	11
STA. 197+00		TO STA. 199+45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62675



NOTE:

- ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR LANE.
- ALL FINAL PAVEMENT MARKINGS ARE THERMOPLASTIC.
- FOR PAVEMENT MARKING DETAILS, SEE SPECIAL DETAIL SHEETS FOR "DISTRICT ONE PAVEMENT MARKINGS".
- FOR DETAILS & SYMBOLS OF RAISED REFLECTIVE PAVEMENT MARKERS, SEE SPECIAL DETAIL SHEETS FOR "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)". DUAL ONE-WAY CRYSTAL MARKERS SHALL BE USED ON SKIP-DASH LANE LINES.

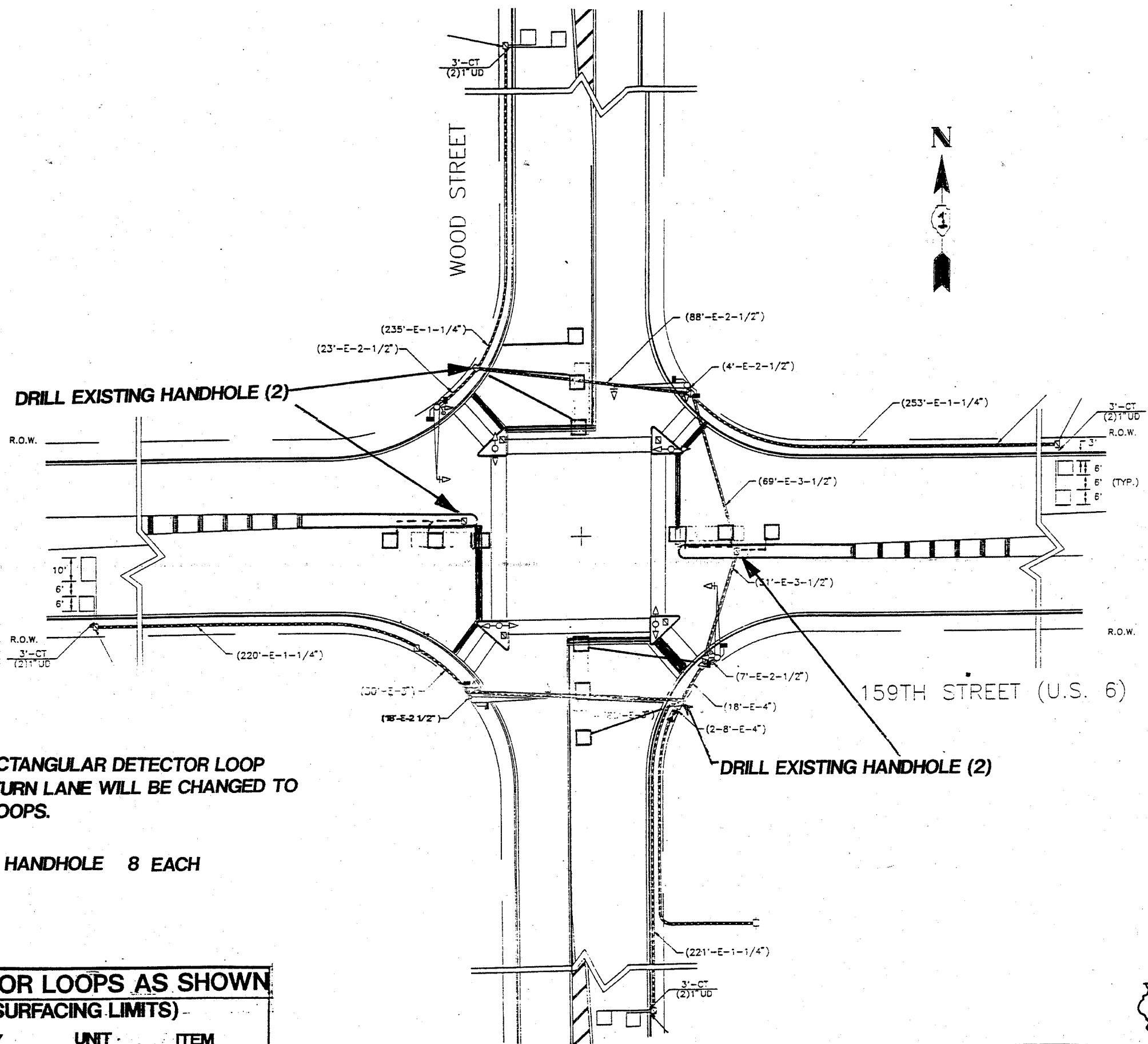
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.U. 2857: WOOD STREET
 IL 83 TO 161ST STREET
 ROADWAY AND PAVEMENT
 MARKING PLAN
 SCALE: VERT. 1"=50'
 HORIZ. 1"=50'
 DATE: 03/26/04
 DRAWN BY
 CHECKED BY

03/26/04 10:23:20 AM 1037 407 4000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145RS-4	COOK	28	12
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 62675



NOTE:

THE SINGLE RECTANGULAR DETECTOR LOOP IN EACH LEFT TURN LANE WILL BE CHANGED TO THREE 6' x 6' LOOPS.

DRILL EXISTING HANDHOLE 8 EACH
87900200

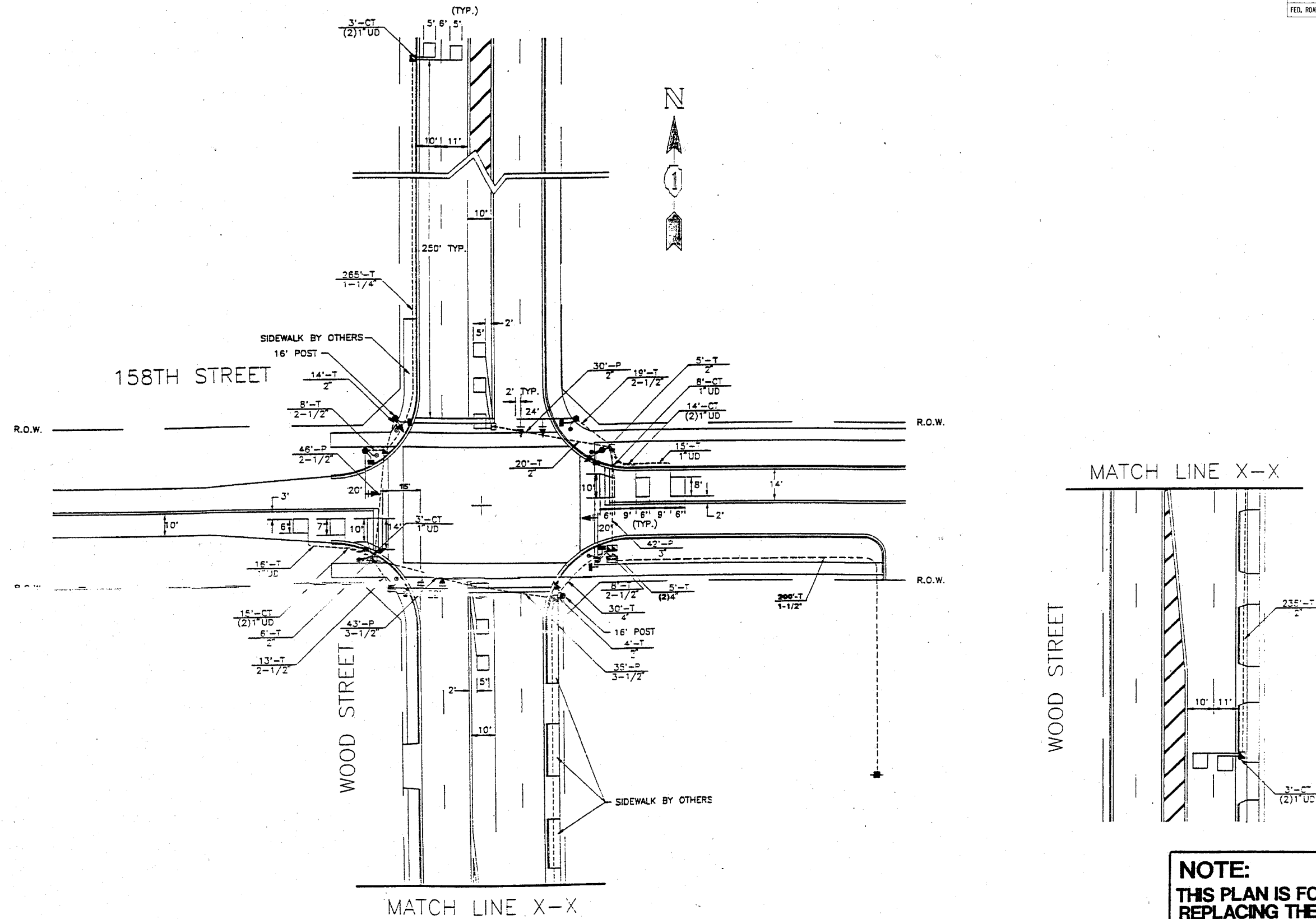
REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)			
CODE NO.	QUANTITY	UNIT	ITEM
88600600	637'	FOOT	DETECTOR LOOP REPLACEMENT

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



ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOPS AT:
US RT 6 (159th STREET) & WOOD STREET

SCALE: 1" = 40'
DATE: _____
DESIGNED BY: _____
DRAWN BY: _____
CHECKED BY: _____



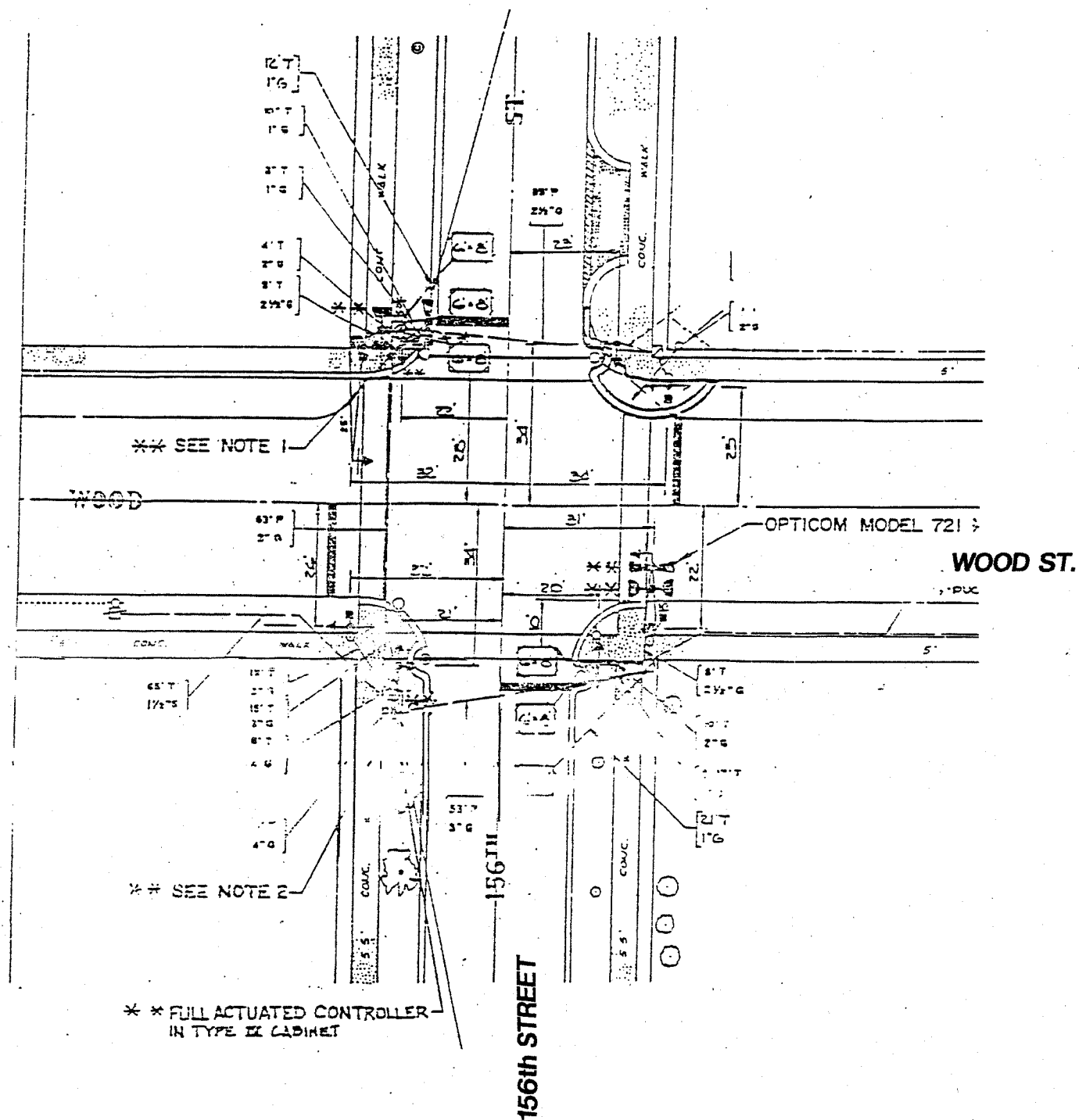
NOTE:
 THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.



ILLINOIS DEPARTMENT OF TRANSPORTATION
 DETECTOR LOOPS AT:
 158th STREET &
 WOOD STREET

PLACE ALL DETECTOR LOOPS AS SHOWN			
(WITHIN THE RESURFACING LIMITS)			
CODE NO.	QUANTITY	UNIT	ITEM
38600600	546'	FOOT	DETECTOR LOOP REPLACEMENT

SCALE: T= DATE
 DESIGNED BY: DRAWN BY: CHECKED BY:



REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
88600600	186	FOOT	DETECTOR LOOP REPLACEMENT

SCALE: 1" =
DATE

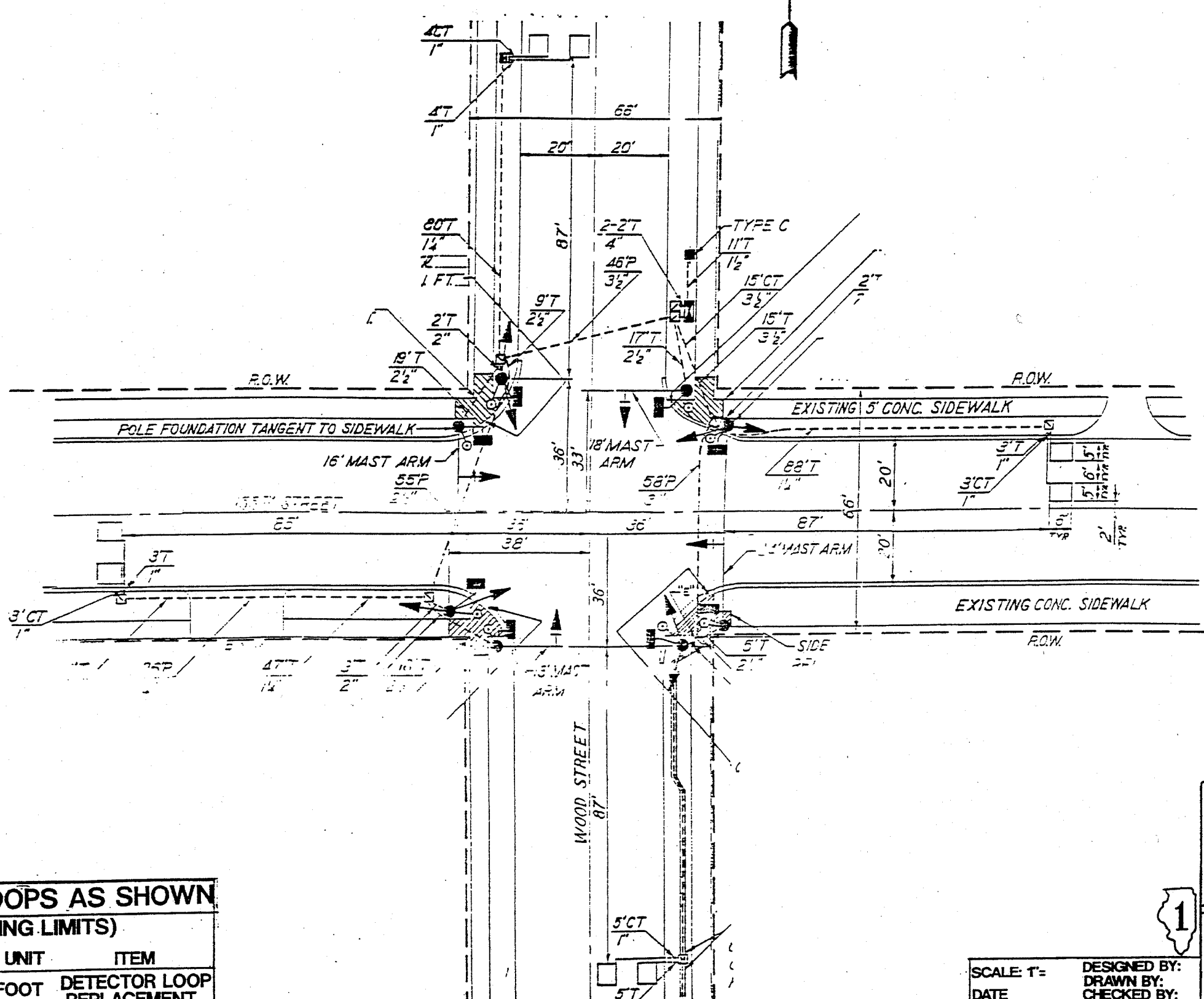
DESIGNED BY:
DRAWN BY:
CHECKED BY:

NOTE:

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOPS AT:

156th STREET & WOOD STREET



REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
88600600	248'	FOOT	DETECTOR LOOP REPLACEMENT

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

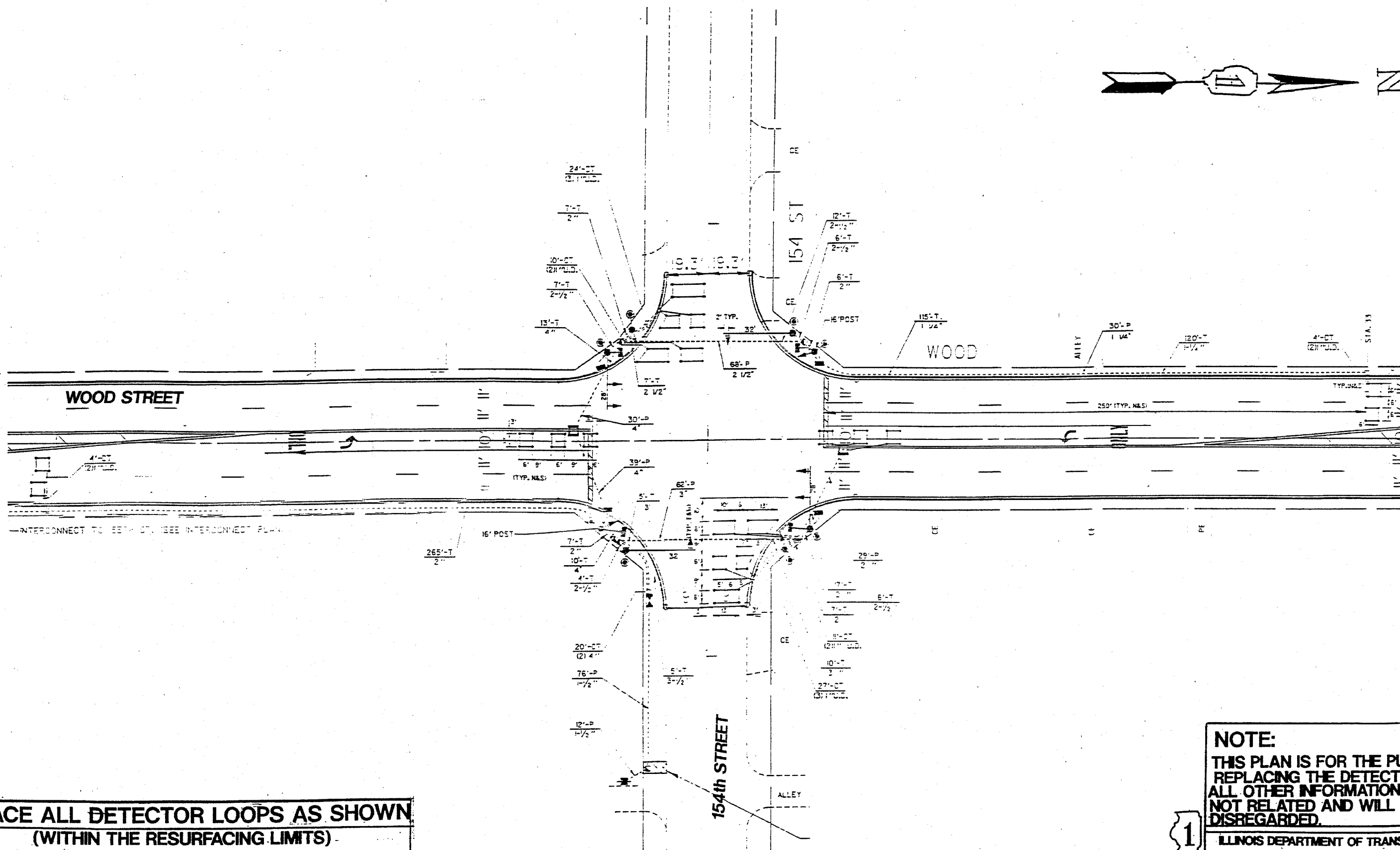


ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOPS AT:
**155th STREET &
WOOD STREET**

SCALE: 1" =
DATE
DESIGNED BY:
DRAWN BY:
CHECKED BY:

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145RS-4	COOK	28	16
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		

CONTRACT NO. 62675



REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
88600600	510'	FOOT	DETECTOR LOOP REPLACEMENT

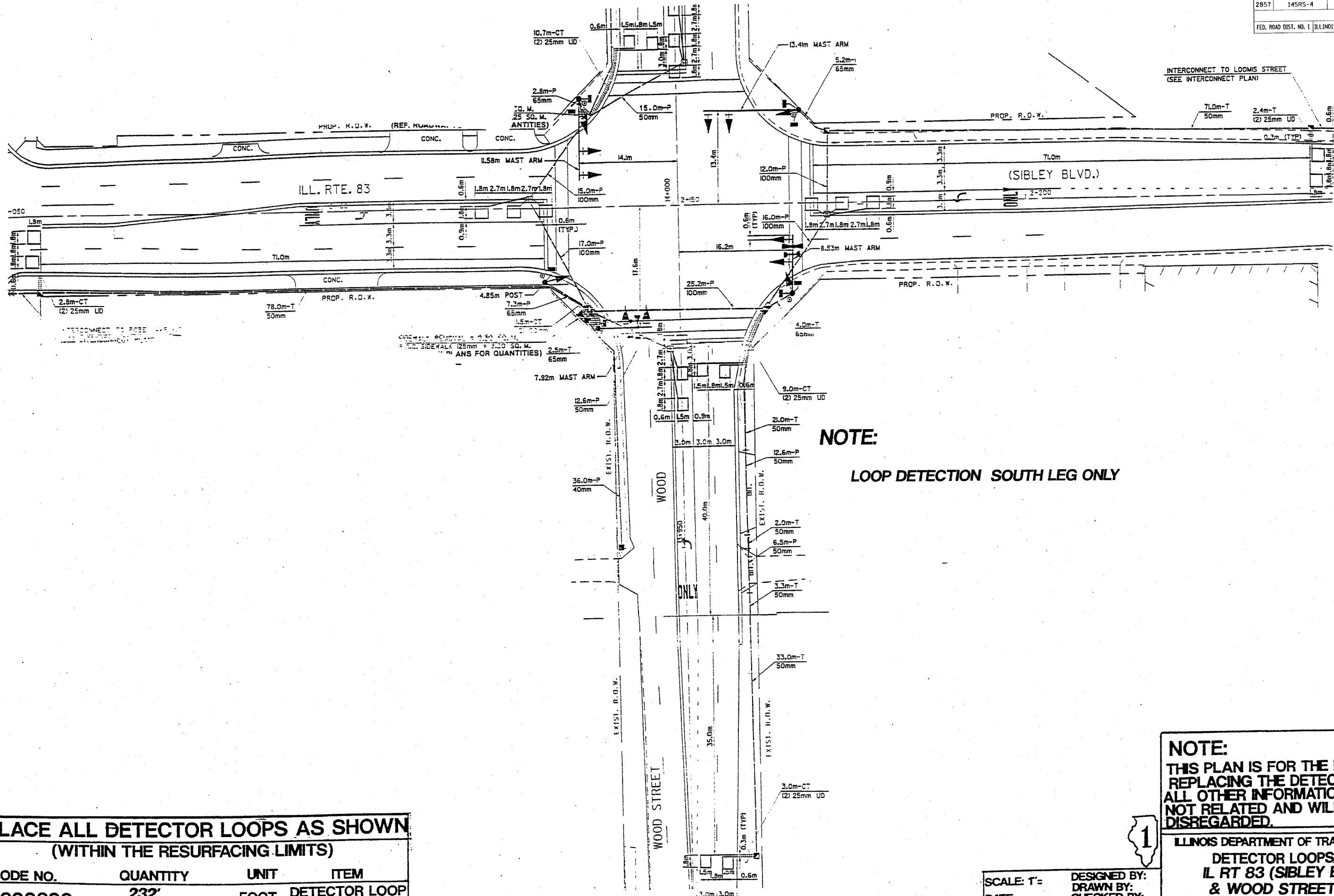
NOTE:
THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.



ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOPS AT:
154th STREET &
WOOD STREET

SCALE: 1" =
DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:



NOTE:
LOOP DETECTION SOUTH LEG ONLY

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



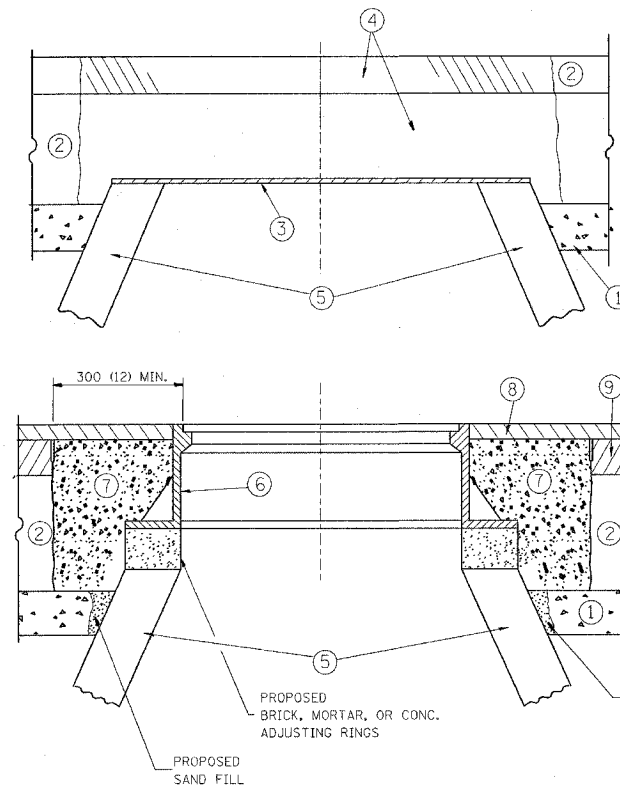
ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOPS AT:
IL RT 83 (SIBLEY BLVD.)
& WOOD STREET

SCALE: 1"= [blank]
DATE [blank] DESIGNED BY: [blank]
DRAWN BY: [blank] CHECKED BY: [blank]

REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)			
CODE NO.	QUANTITY	UNIT	ITEM
88600600	232' 70.73m	FOOT	DETECTOR LOOP REPLACEMENT

F.A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2057	145 RS-4	COOK	28	18
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62675



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE BITUMINOUS MATERIAL 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 BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL 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
- ③ 900 (36) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND BITUMINOUS MATERIAL
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL
- ⑧ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE
- ⑨ PROPOSED BITUMINOUS CONCRETE 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: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

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 MILLIMETERS (INCHES) 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

ILLINOIS DEPARTMENT OF TRANSPORTATION

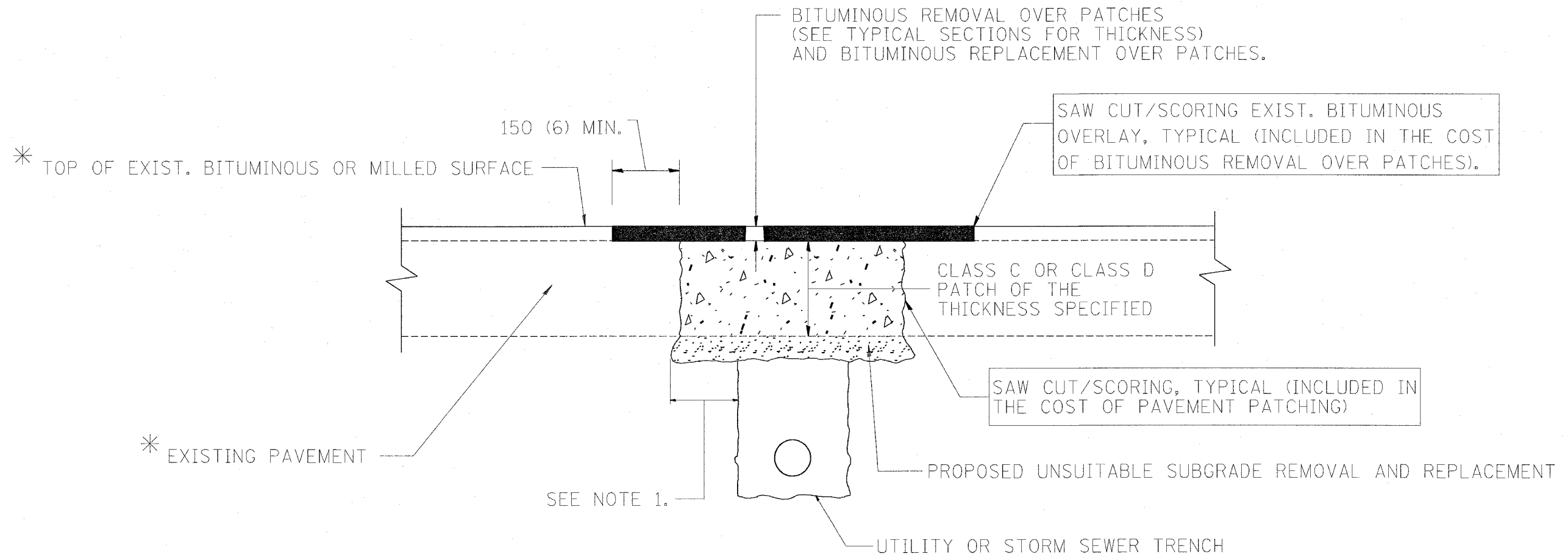
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE
DATE: 3/28/2005

DRAWN BY
CHECKED BY
BD600-03 (BD-8)
REVISION DATE: 05/17/04

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145 RS-4	COOK	28	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62675



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION

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

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) 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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT

SCALE: VERT.
HORIZ.
DATE 3/28/2005

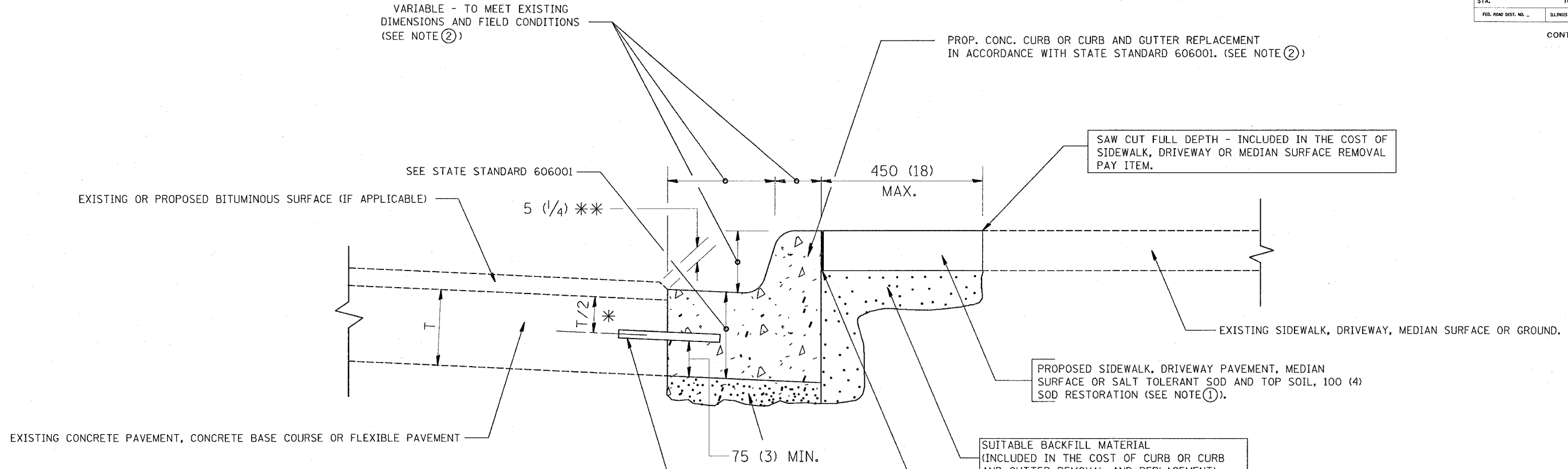
DRAWN BY
CHECKED BY

BD400-04 (BD-22)

REVISION DATE: 04/27/98

F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145 RS-4	COOK	28	20
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62675



* 75 (3) 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, 100 (4) 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 BITUMINOUS 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.

PROPOSED 20 (3/4) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 100 (4) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 100 (4) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED NO. 20 (NO. 6) EPOXY COATED TIE BARS 600 (24) LONG AT 600 (24) 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 METER (FOOT) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

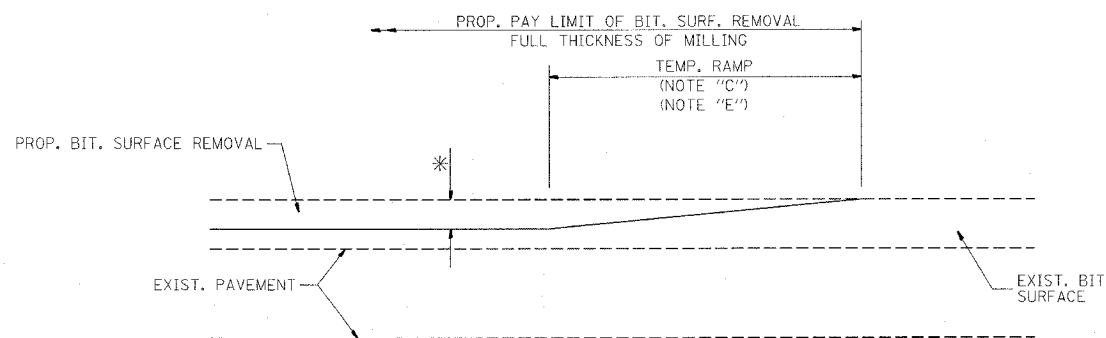
REVISIONS	
NAME	DATE
M. DE YONG	05/28/91
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01

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

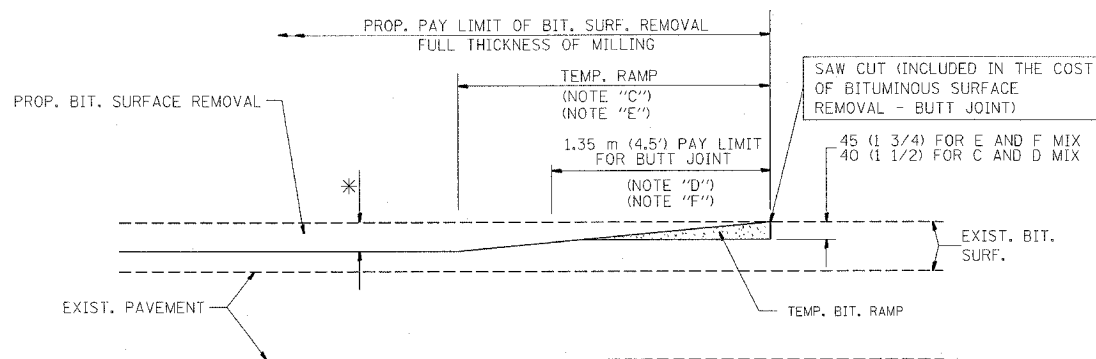
SCALE: NONE
 DATE 3/28/2005
 DRAWN BY
 CHECKED BY
 B0600-06 (B0-24)

F. A. ATEL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145 RS-4	COOK	28	21
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62675

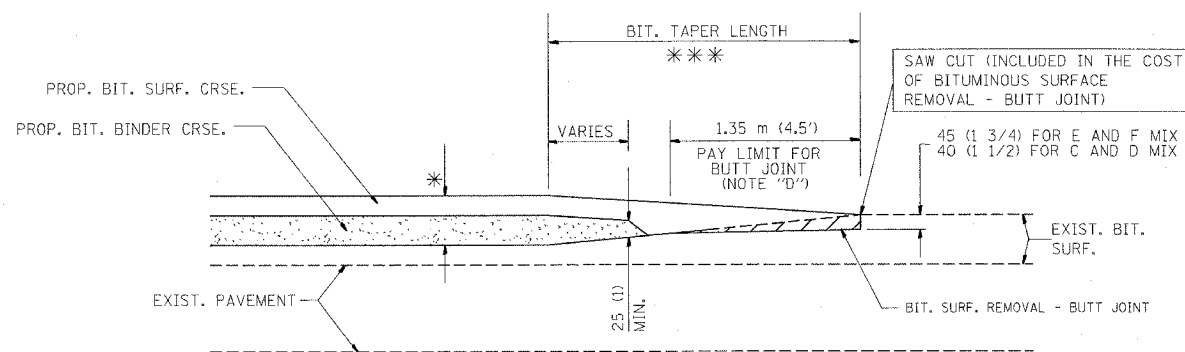


OPTION 1

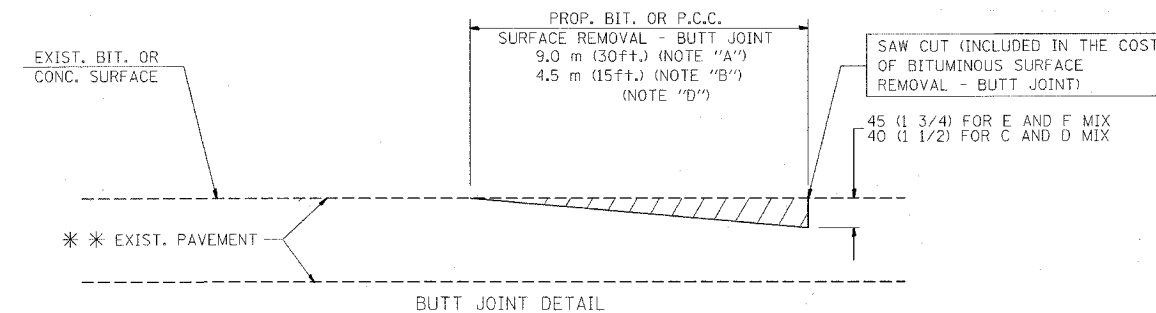


BITUMINOUS CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

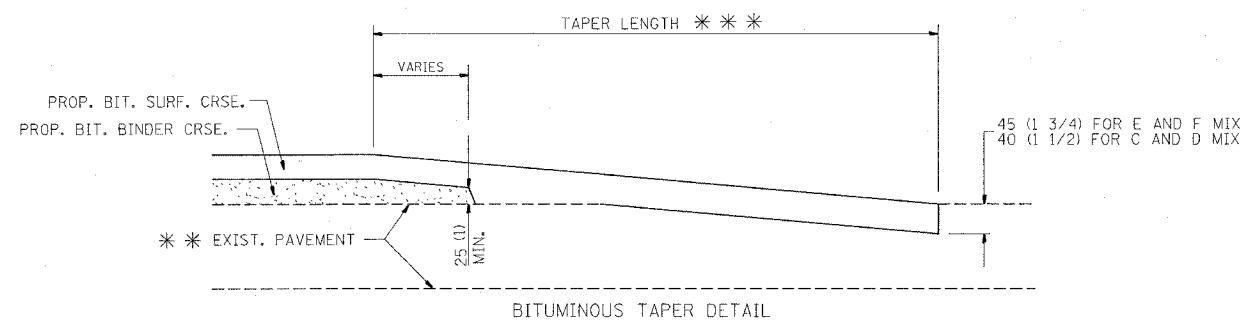
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND BITUMINOUS TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



BITUMINOUS TAPER DETAIL

TYPICAL BUTT JOINT AND BITUMINOUS TAPER
FOR RESURFACING ONLY

*** PC CONCRETE, BITUMINOUS OR BITUMINOUS 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 BITUMINOUS SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED BITUMINOUS COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 ft.) PER INCH OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT".
- G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 6.1 m (20') PER 25 (1) RESURFACING (NOTE "A")
3.0 m (10') PER 25 (1) RESURFACING (NOTE "B")

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

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.) AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT" OR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND BITUMINOUS TAPER
DETAILS

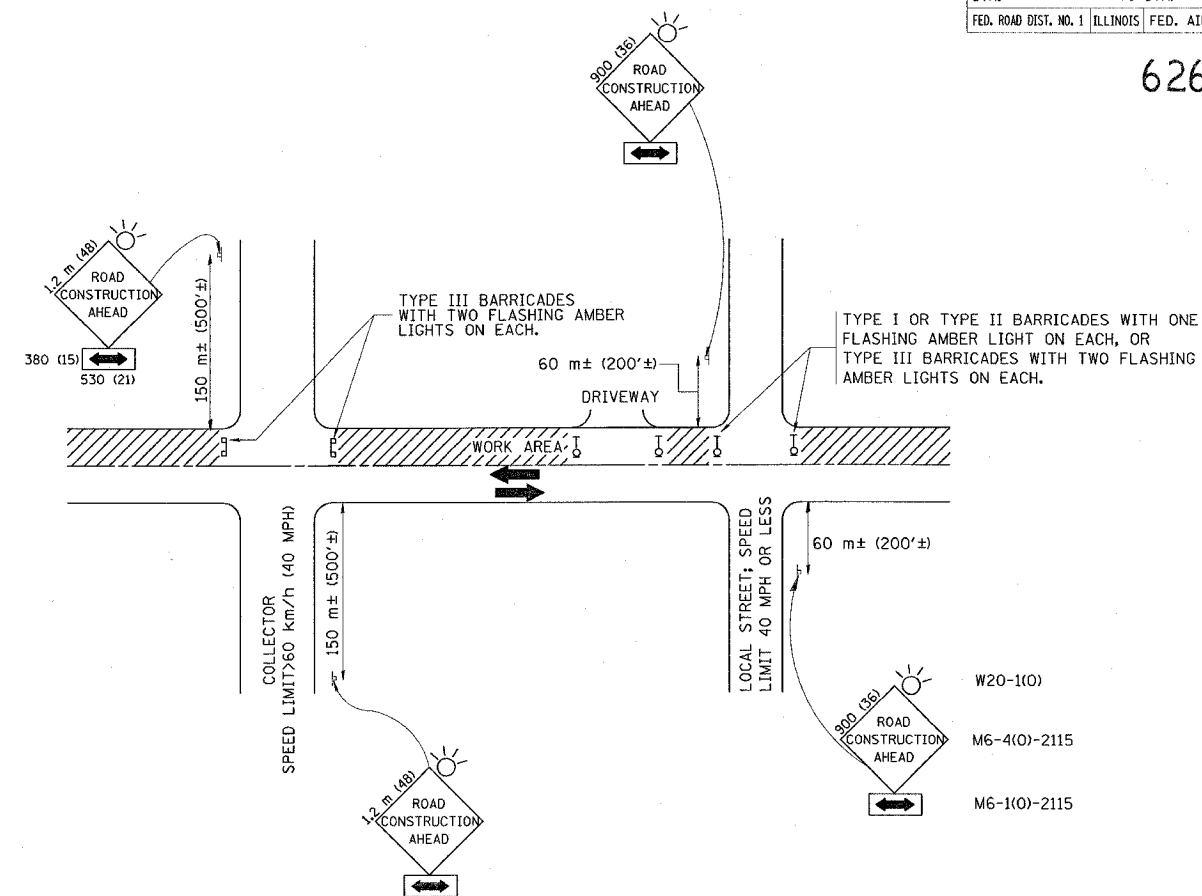
SCALE: NONE
DATE PLOTTED: 3/28/2005

DRAWN BY
CHECKED BY
BD400-05 (VI-BD32)

REVISION DATE: 04/06/01

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145 RS-4	COOK	28	22
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

62675



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

NOTES:

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

- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - 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.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - 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.
- 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.

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**

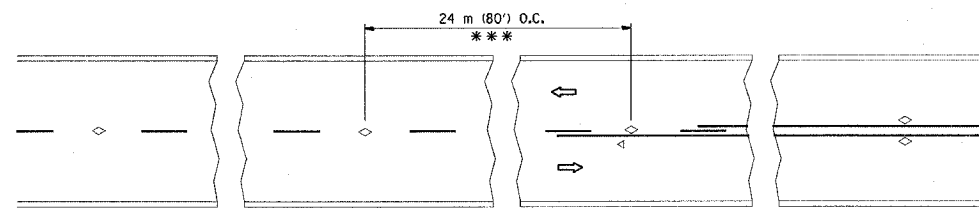
SCALE: VERT.
 HORIZ.
 DATE 3/28/2005

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 CHECKED BY
 TC-10

REVISION DATE: 01/06/00

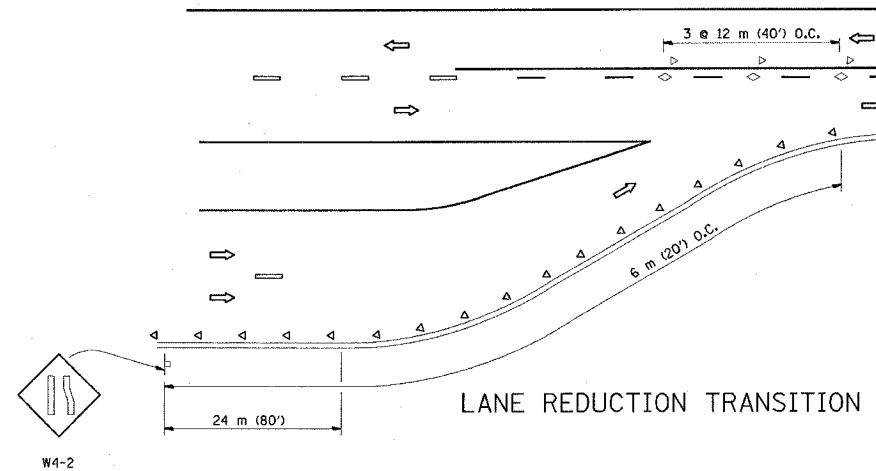
F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145 RS-4	COOK	28	23
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62675

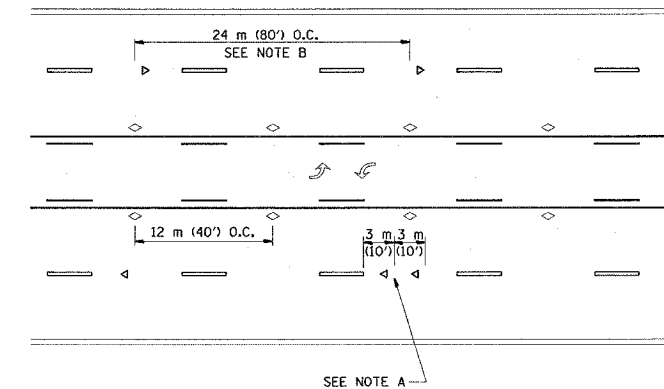


*** REDUCE TO 12 m (40') O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 70 km/h (45 M.P.H.) OR LESS.

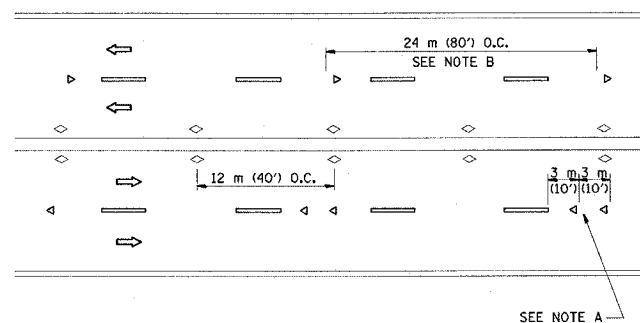
TWO-LANE/TWO-WAY



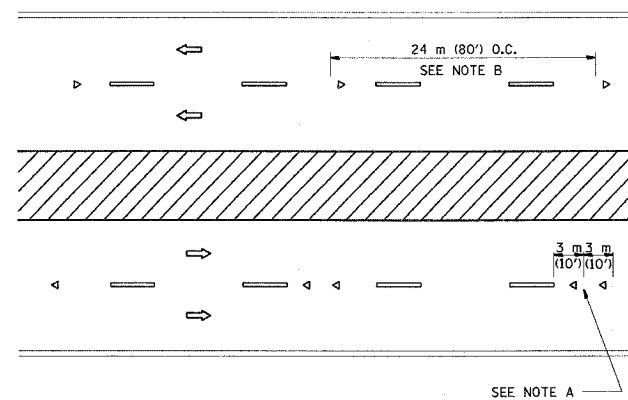
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

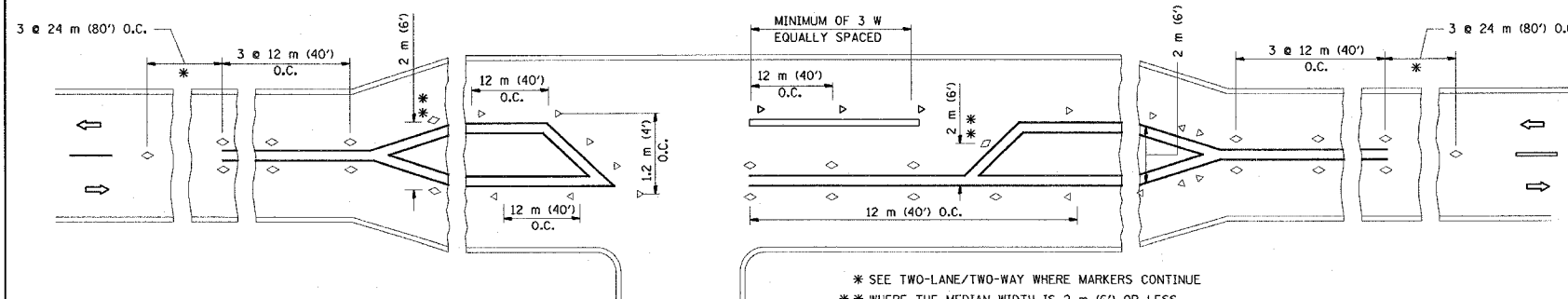
1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 50 TO 75 (2 TO 3) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 150 m (500') IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE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

SYMBOLS

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

LANE MARKER NOTES

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



LEFT TURN

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

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

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

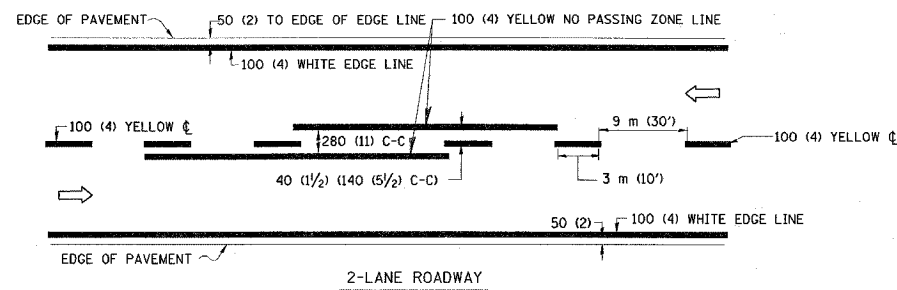
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DATE: 3/28/2005

DRAWN BY CADD
CHECKED BY
TC-11

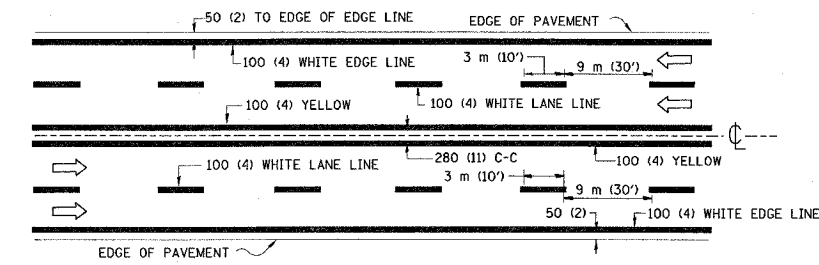
REVISION DATE: 01/06/00

F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145 RS-4	COOK	28	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

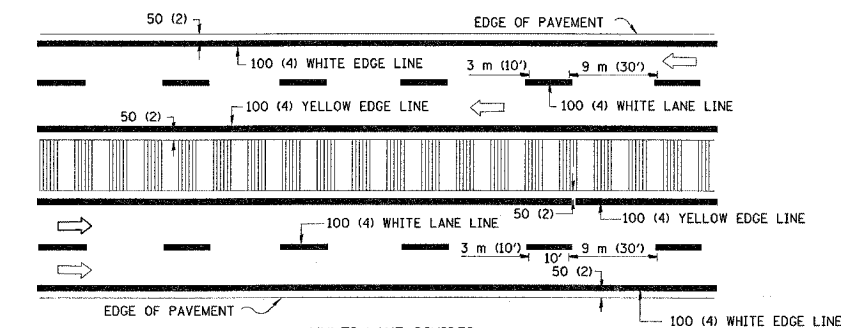
62675



2-LANE ROADWAY



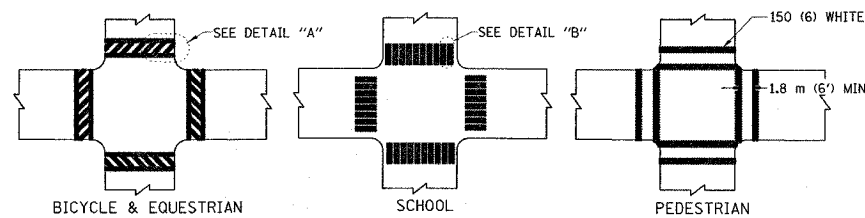
MULTI-LANE UNDIVIDED



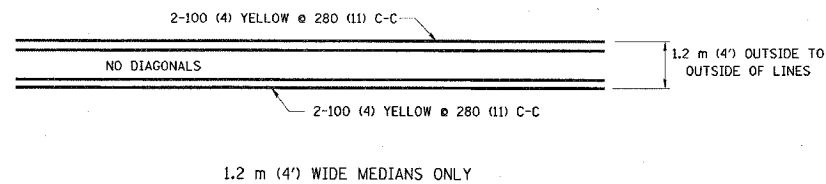
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

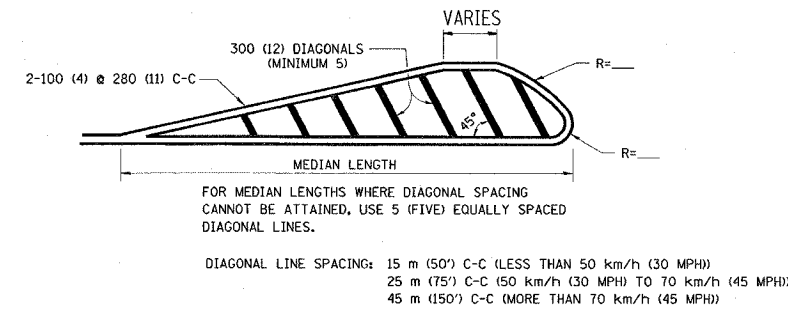
TYPICAL LANE AND EDGE LINE MARKING



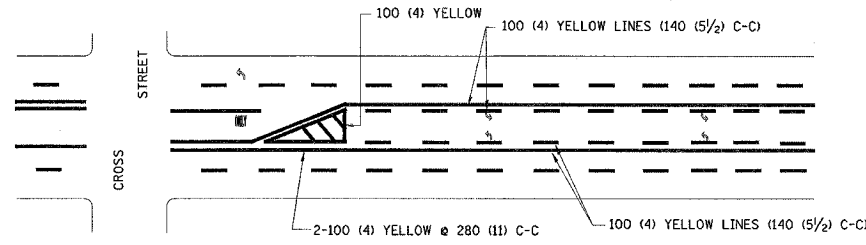
TYPICAL CROSSWALK MARKING



1.2 m (4') WIDE MEDIANS ONLY



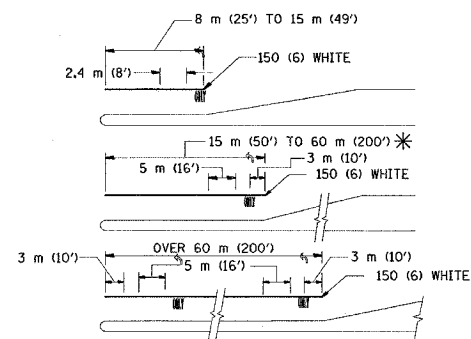
MEDIANS OVER 1.2 m (4') WIDE



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

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

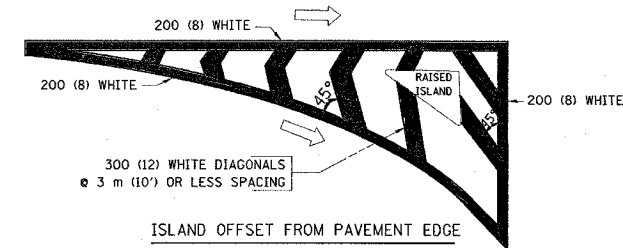


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED. AREA = 1.5 m² (15.6 SQ. FT.) AREA = 1.9 m² (20.8 SQ. FT.)

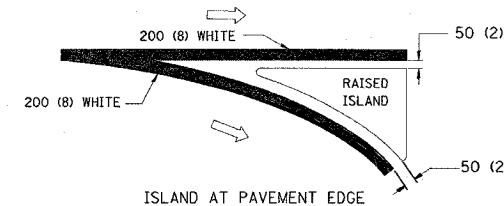
* TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK; IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT
MARKINGS

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

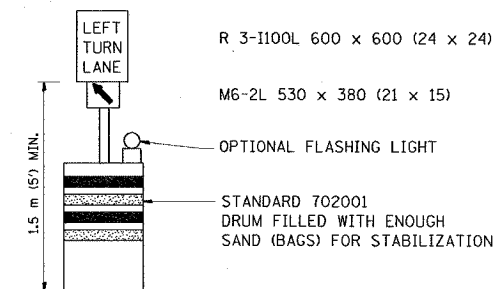
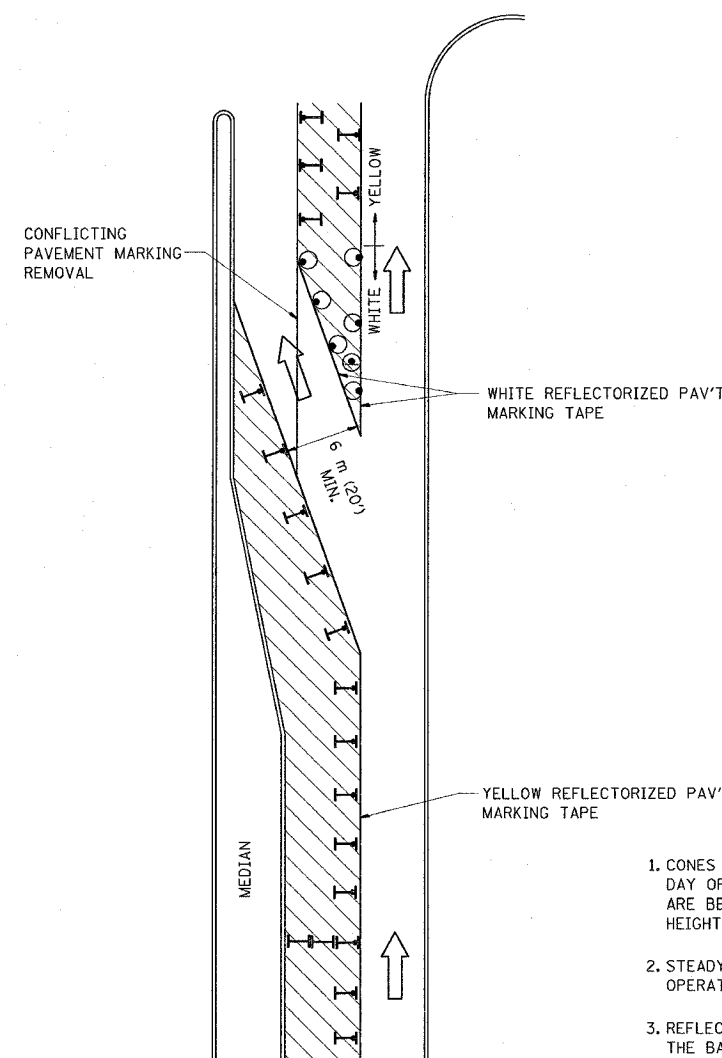
SCALE: NONE
DATE 3/28/2005

DRAWN BY CADD
CHECKED BY TC-13

REVISION DATE: 01/06/00

P.L. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145 RS-4	COOK	28	25
STA.		TO STA.		
FED. ROAD DIST. NO.	BARIOS	FED. AID PROJECT		

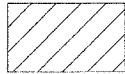





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GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 1.5 m (5').
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" R3-100 600 x 600 (24 x 24) AND M6-2R 530 x 380 (21 x 15) 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 millimeters (inches) unless otherwise shown.

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

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

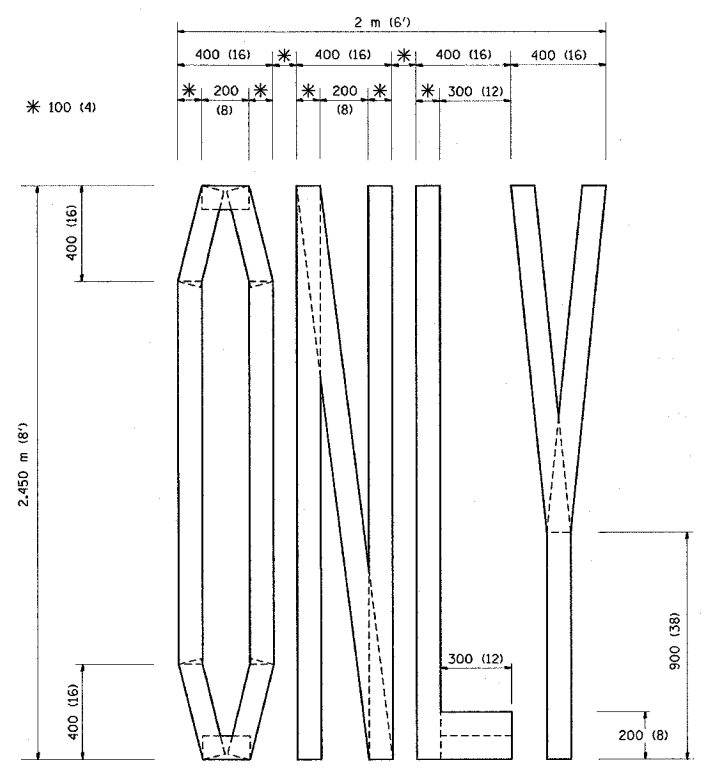
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 DATE: 3/28/2005

DRAWN BY
 CHECKED BY LHA
 TC-14

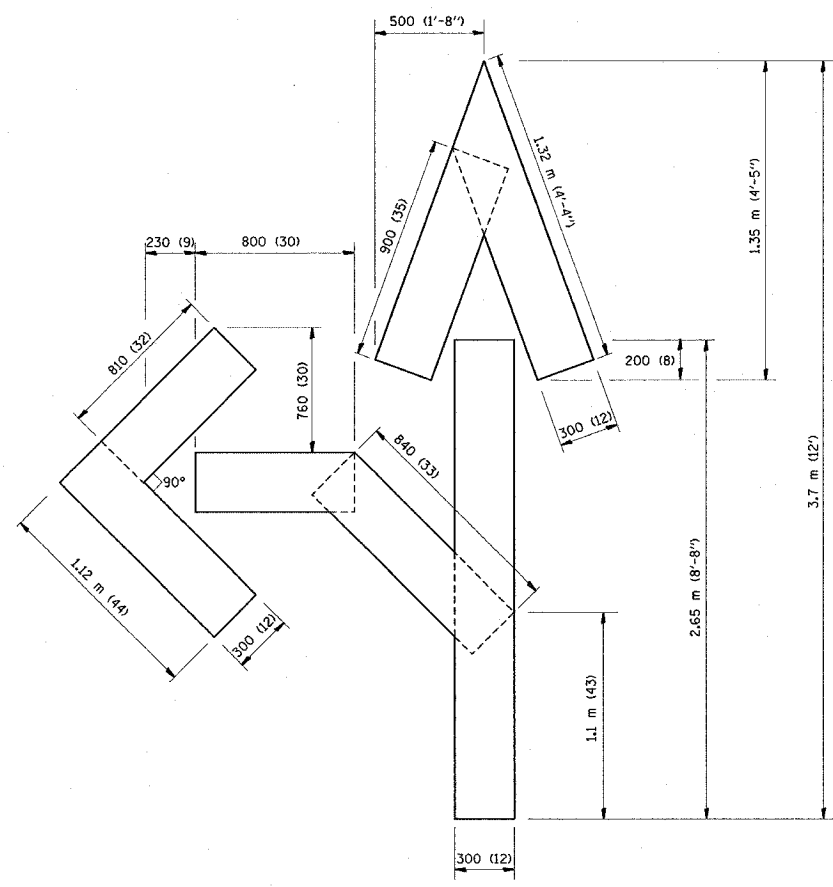
REVISION DATE: 01/06/00

F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145 RS-4	COOK	28	26
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

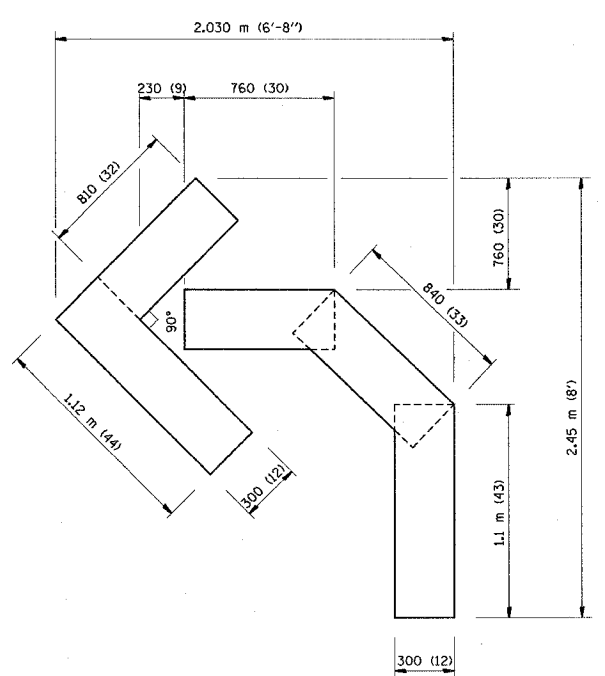
62675



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



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

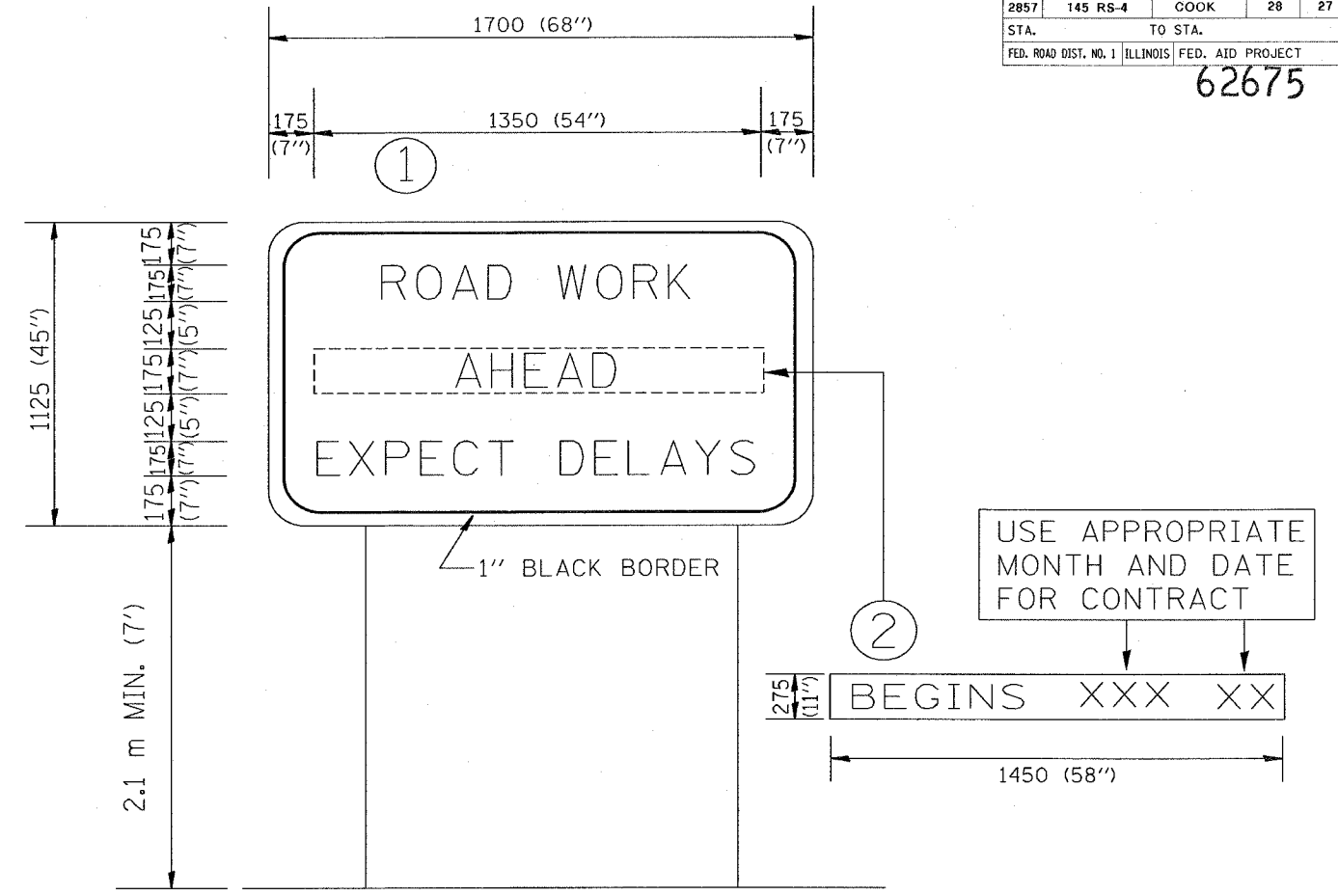
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 DATE 3/28/2005

DRAWN BY CADD
 CHECKED BY
 TC-16

REVISION DATE: 08/28/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145 RS-4	COOK	28	27
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		

62675



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 2.3 SQ. M. (25.70 SQ. FT.)

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

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	TEMPORARY INFORMATION SIGNING	
R. MIRS	9-15-97		
R. MIRS	12-11-97		
T. RAMMACHER	2-2-99		

SCALE: DATE 3/28/2005 DRAWN BY: BUR. OF DESIGN CHECKED BY:

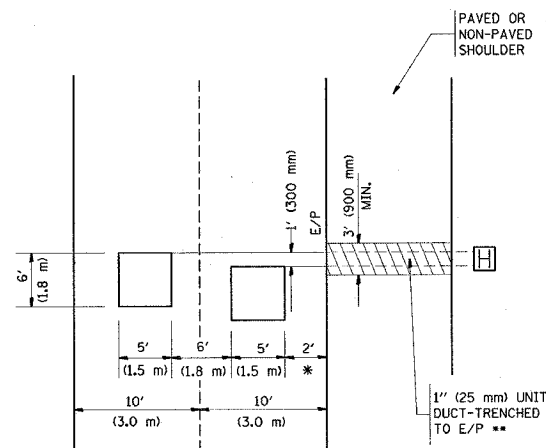
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F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	145 RS-4	COOK	28	28
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

62675

LOOPS NEXT TO SHOULDERS

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

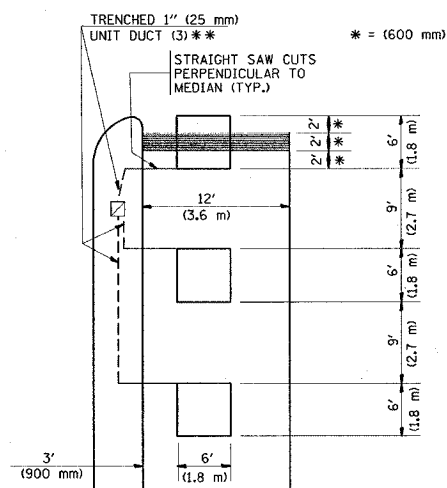


* = (600 mm)

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

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

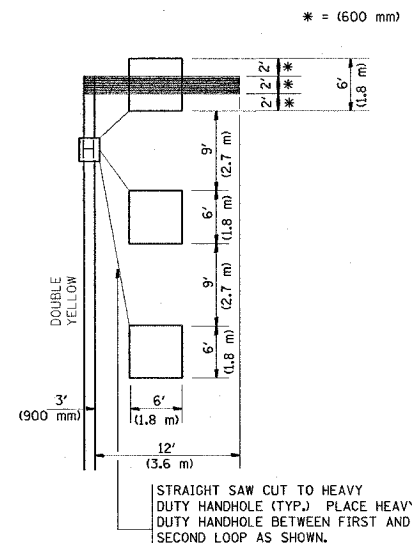
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

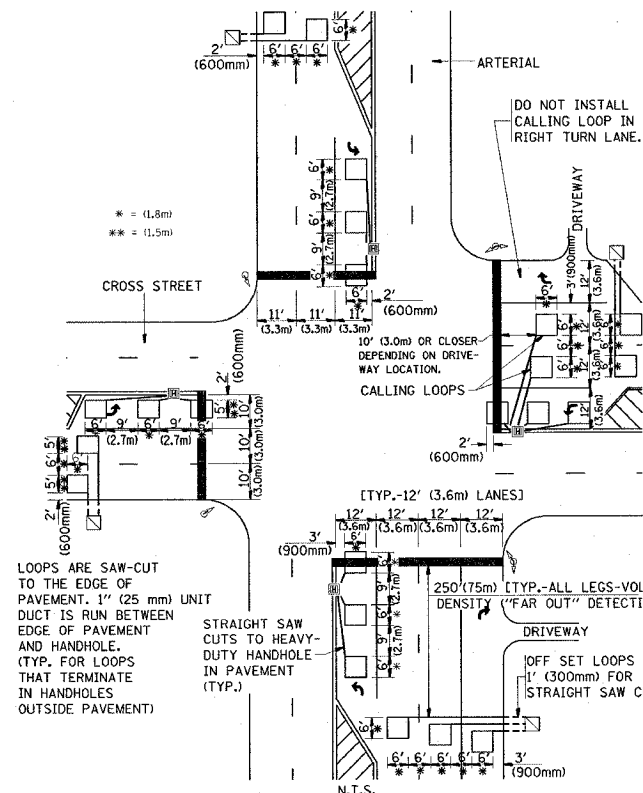
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



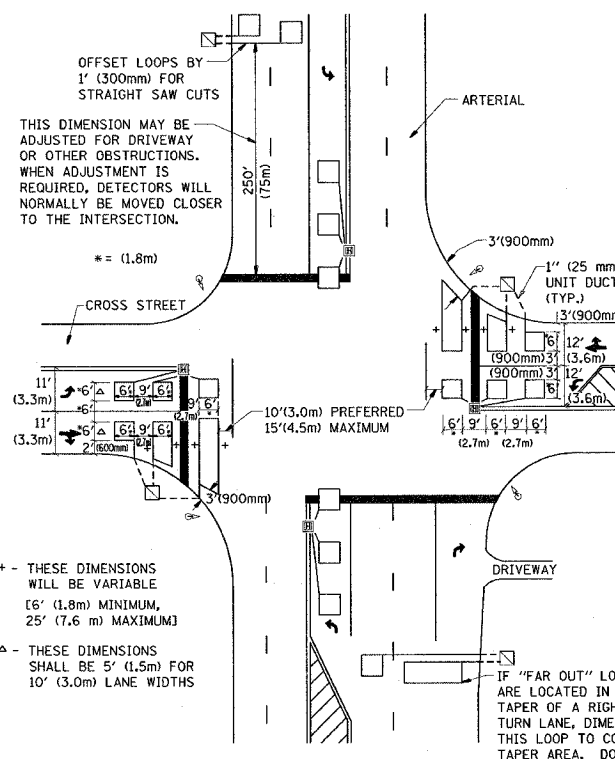
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

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

NOTE:

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
DETECTOR LOOP
INSTALLATION DETAILS
FOR ROADWAY RESURFACING

SCALE: NONE
DATE 3/28/2005

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

REVISIONS	
NAME	DATE

REVISION DATE: