

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2710	(1213&3219)RS-7	COOK	22	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAU ROUTE 2710: DES PLAINES RIVER ROAD
FROM US 12 (RAND ROAD) TO US 14 (DEMPSTER STREET)
AND FROM KENNICOTT CT TO DEVON AVE.
SECTION (1213 & 3219) RS-7
PATCHING AND RESURFACING
COOK COUNTY
C-91-322-06

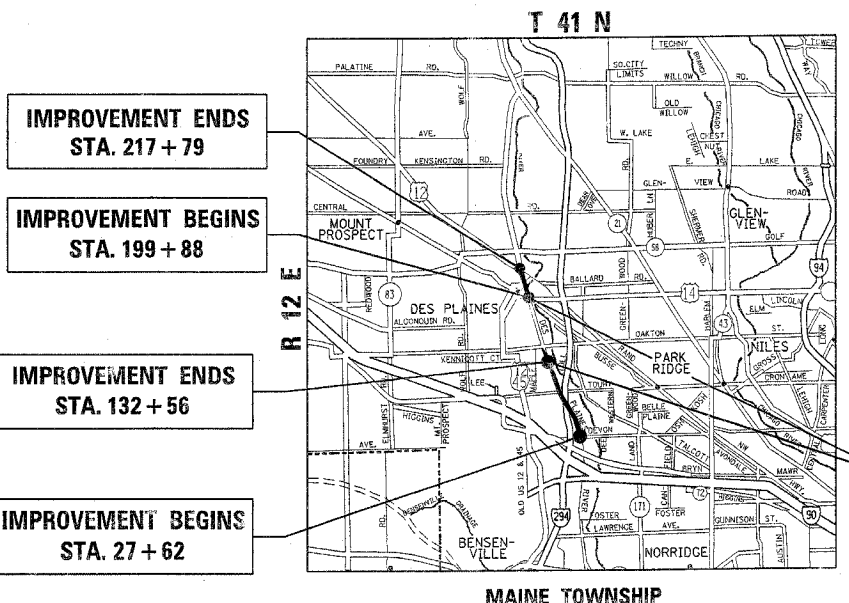
FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-91-322-06



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

PROJECT LOCATED IN THE CITY OF DES PLAINES



IMPROVEMENT ENDS
STA. 217 + 79

IMPROVEMENT BEGINS
STA. 199 + 88

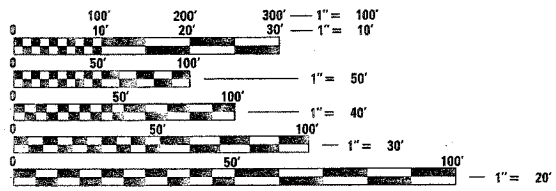
IMPROVEMENT ENDS
STA. 132 + 56

IMPROVEMENT BEGINS
STA. 27 + 62

TRAFFIC DATA
2004 ADT = 19,700 - 24,600
SPEED LIMIT = 35 - 40 MPH

OMISSION
STA. 132 + 56 TO STA. 199 + 88

GROSS LENGTH OF IMPROVEMENT: 19,017 FEET = 3.60 MILES
NET LENGTH OF IMPROVEMENT: 12,285 FEET = 2.33 MILES



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED June 5, 2006
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 30, 2006
Michelle Hine
ENGINEER OF DESIGN AND ENVIRONMENT

June 30, 2006
Milton R. Seas, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

DISTRICT ONE - DESIGN - PLAN PREPARATION ENGINEER: KEN ENG / ROBERT BORO (847) 705-4178

F.A.U. SHEETS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2710	(1213&3219) RS-7	COOK	22	3
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	

60B32

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	100% STATE 1000				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	3.4	3.4				
40600300	AGGREGATE (PRIME COAT)	TON	17	17				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	1	1				
40600895	CONSTRUCTING TEST STRIP	EACH	1	1				
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	48	48				
40601000	BITUMINOUS REPLACEMENT OVER PATCHES	TON	541	541				
44000006	BITUMINOUS SURFACE REMOVAL 1 1/2"	SQ YD	8456	8456				
44000115	BITUMINOUS REMOVAL OVER PATCHES 3 3/4"	SQ YD	3221	3221				
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	1288	1288				
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	966	966				
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	966	966				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	1	1				
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				
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	6	6				
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	3582	3582				
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	165	165				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	10000	10000				
* 70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	160	160				
* 70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	104	104				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	244	244				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10000	10000				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	160	160				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	162	162				

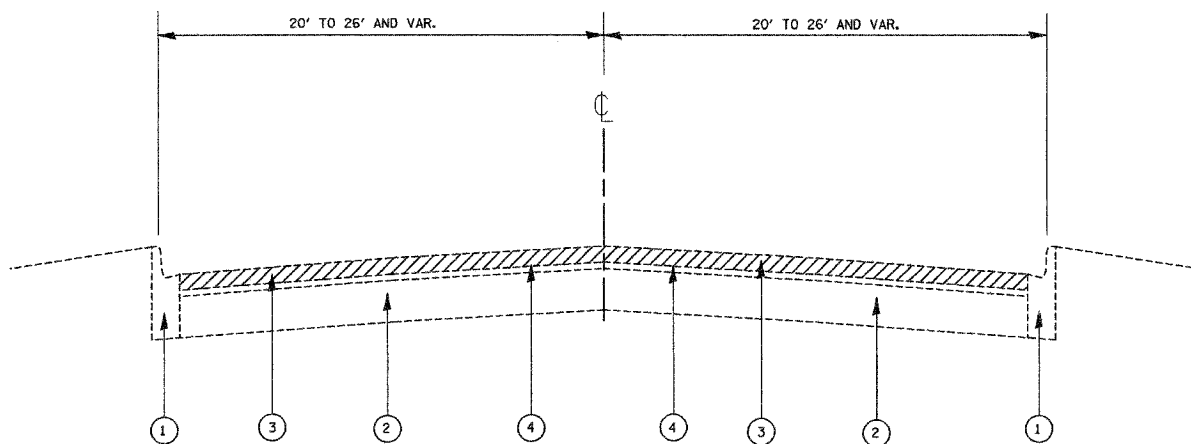
SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	100% STATE 1000				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	104	104				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	500	500				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	500	500				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	120	120				
X0322467	TEMPORARY INFORMATION SIGNING FOR LANE CLOSURE	SQ FT	96	96				
X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	710	710				

6/6/2006 08:00:00 AM

* SPECIALTY ITEMS Rev

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION ILL. ROUTE 38 (STATE STREET) FROM ILL. 25 TO EAST SIDE DRIVE (7th ST.) SUMMARY OF QUANTITIES PLOT DATE: 6/6/2006
NAME	DATE	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2710	(1213&3219)RS-7	COOK	22	4
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

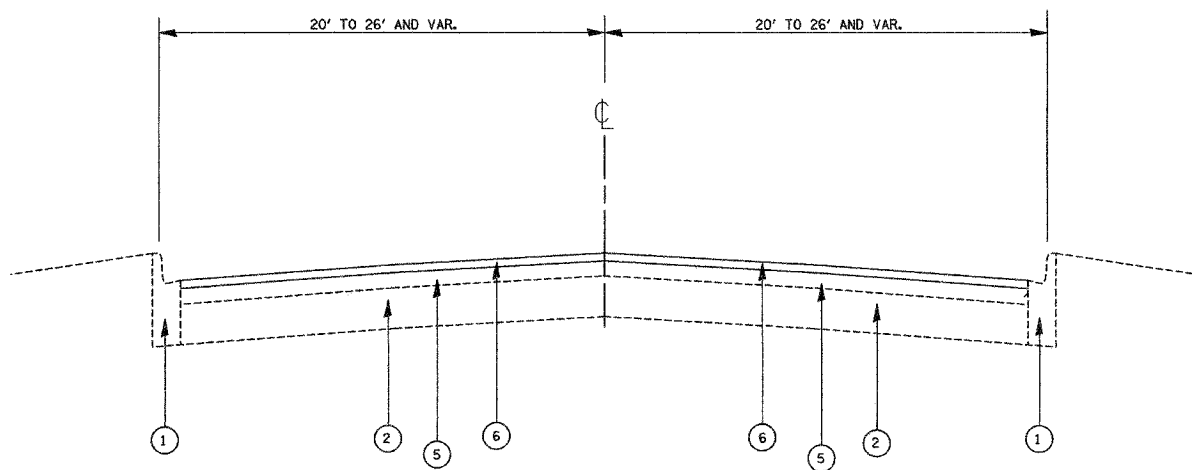


DES PLAINES RIVER ROAD
EXISTING TYPICAL SECTION
FROM STA. 27+62 TO STA. 132+56
AND
FROM STA. 199+88 TO STA. 217+84

LEGEND:

- ① EXISTING COMBINATION CURB & GUTTER, B-6.12
- ② EXISTING P.C.C. BASE COURSE, 9"
- ③ PROPOSED BITUMINOUS SURFACE REMOVAL, 1 1/2 " *
- ④ EXISTING BITUMINOUS OVERLAY ± 3 3/4"
- ⑤ EXISTING BITUMINOUS OVERLAY AFTER MILLING *
- ⑥ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2 " *

* RESURFACING IS LIMITED TO FROM STA. 199+88 TO STA. 217+79



DES PLAINES RIVER ROAD
EXISTING TYPICAL SECTION
FROM STA. 27+62 TO STA. 132+56
AND
FROM STA. 199+88 TO STA. 217+84

NOTE: OMISSION BETWEEN STA. 143+69 TO STA.151+72

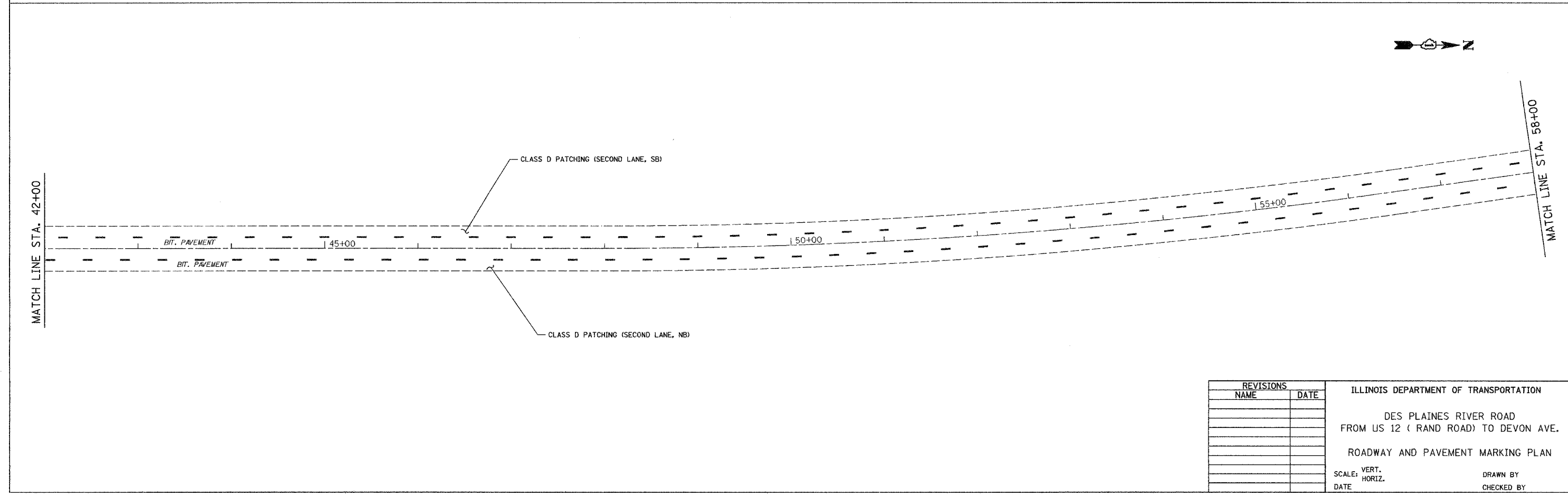
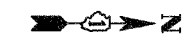
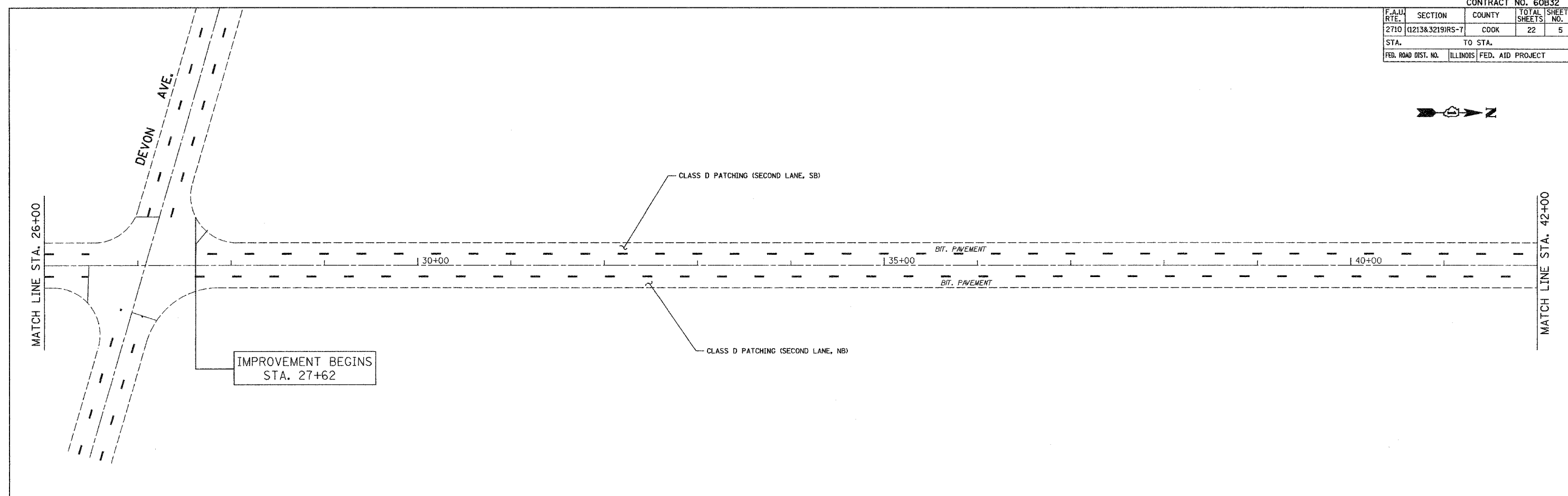
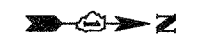
BITUMINOUS MIXTURE REQUIREMENTS			
MIXTURE USES	AC/PG	RAP % MAX	DESIGN AIR VOIDS
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"	PG 64-22	10	4% @ 70 GYR
BITUMINOUS REPLACEMENT OVER PATCHES, IL-19MM	PG 64-22	15	4% @ 70 GYR
CLASS D PATCHES, BINDER IL-19MM, 9"	PG 64-22	15	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS CONCRETE SURFACE MIXTURES IS 112 LBS/SY.IN

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION DES PLAINES RIVER ROAD FROM US 12 (RAND ROAD) TO DEVON AVE. TYPICAL SECTIONS & BITUMINOUS MIXTURE REQUIREMENTS SCALE: VERT. _____ HORIZ. _____ DATE _____	DRAWN BY _____ CHECKED BY _____
NAME	DATE		

PLOT DATE = 6/23/2006
FILE NAME = c:\projects\60b32\desplains\design\desplains.dgn
PLOT SCALE = 5/8" = 1' / IN.
USER NAME = hamdenah

CONTRACT NO. 60B32				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2710	(1213&3219/R5-7)	COOK	22	5
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DES PLAINES RIVER ROAD
FROM US 12 (RAND ROAD) TO DEVON AVE.

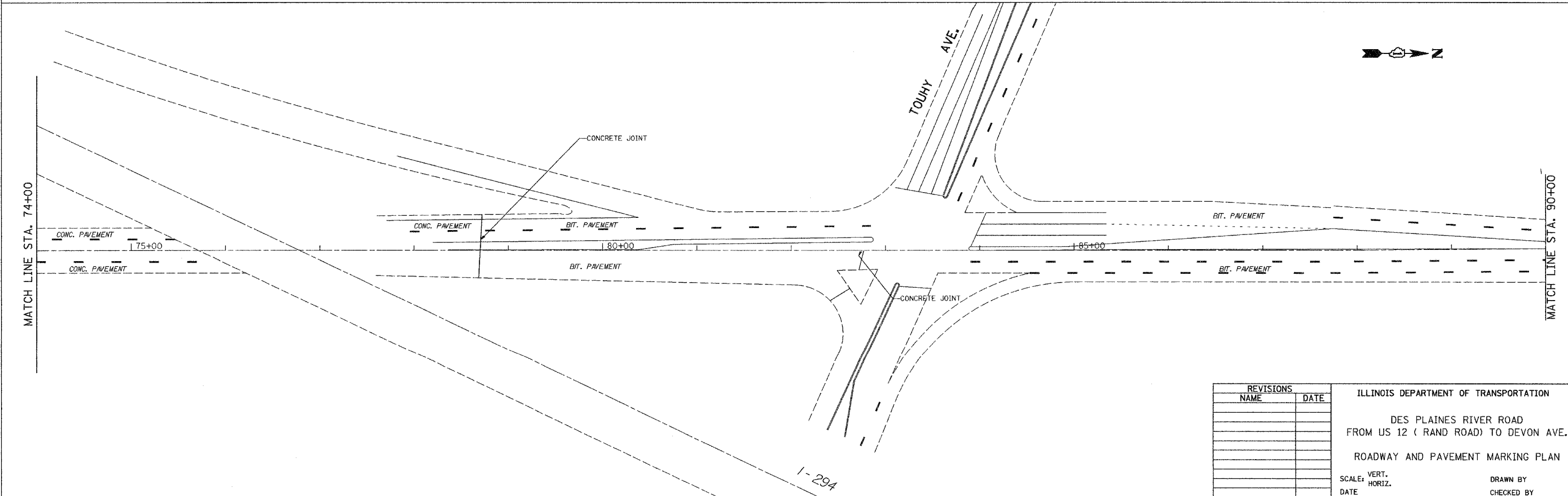
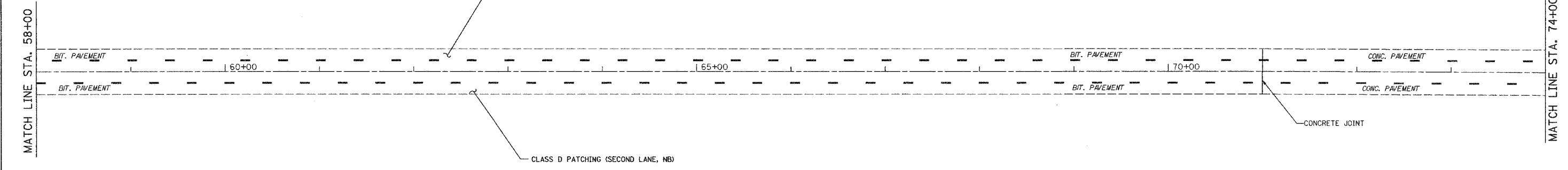
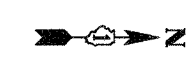
ROADWAY AND PAVEMENT MARKING PLAN

SCALE: VERT. _____
HORIZ. _____

DATE _____ DRAWN BY _____
CHECKED BY _____

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USER NAME = handerh

CONTRACT NO. 60B32				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2710	(1213&3219RS-7)	COOK	22	6
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DES PLAINES RIVER ROAD
FROM US 12 (RAND ROAD) TO DEVON AVE.

ROADWAY AND PAVEMENT MARKING PLAN

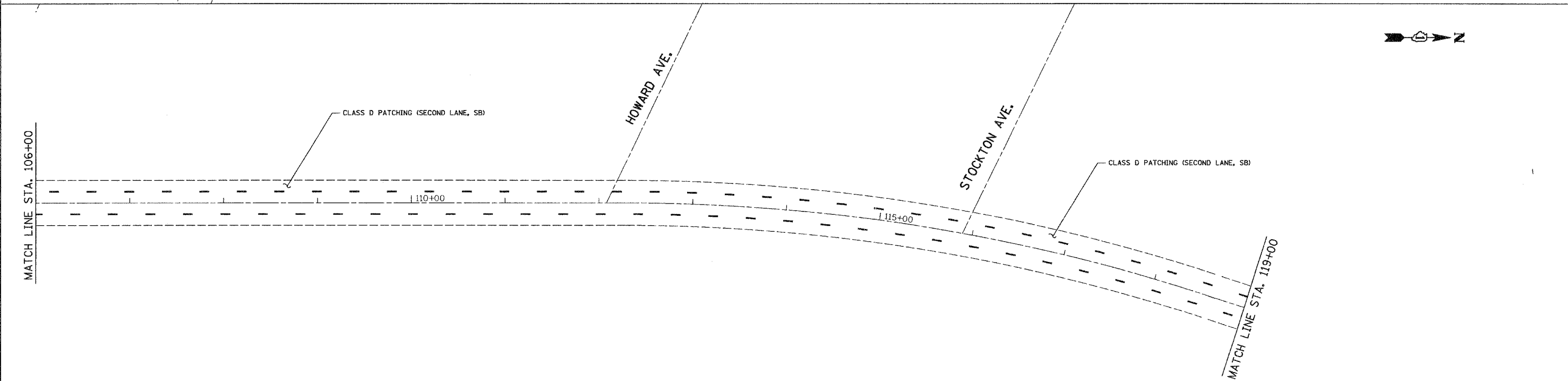
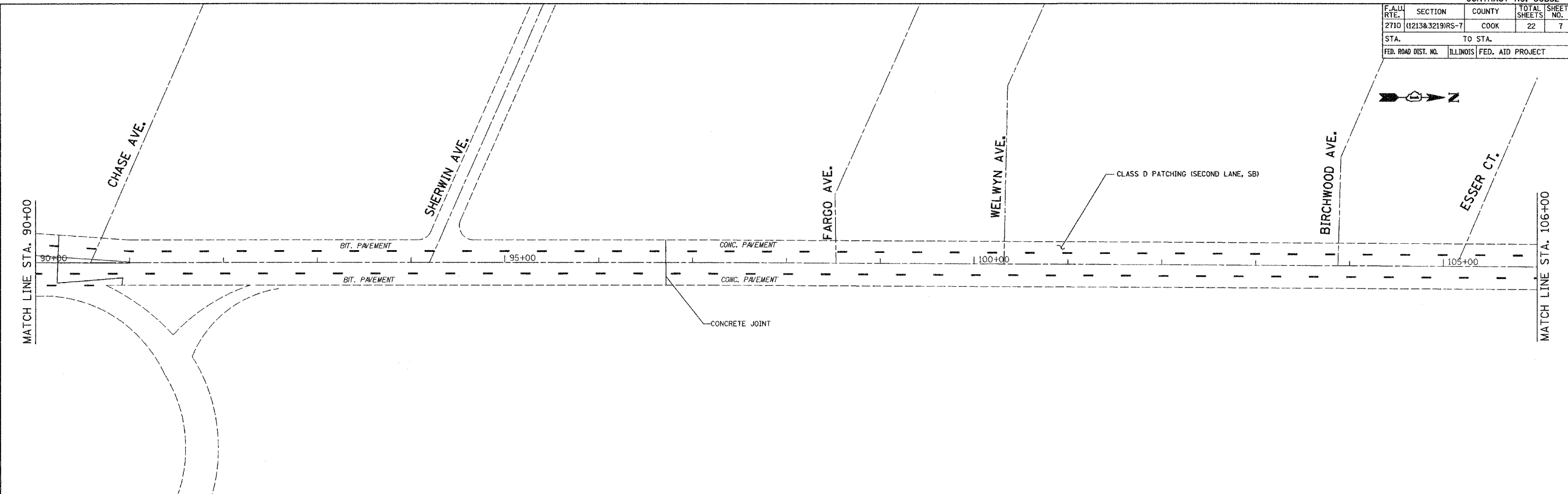
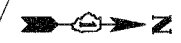
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HORIZ. _____

DATE _____ DRAWN BY _____
CHECKED BY _____

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USER NAME = hemsdenah

CONTRACT NO. 60B32

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2710	(1213&3219)RS-7	COOK	22	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DES PLAINES RIVER ROAD
FROM US 12 (RAND ROAD) TO DEVON AVE.

ROADWAY AND PAVEMENT MARKING PLAN

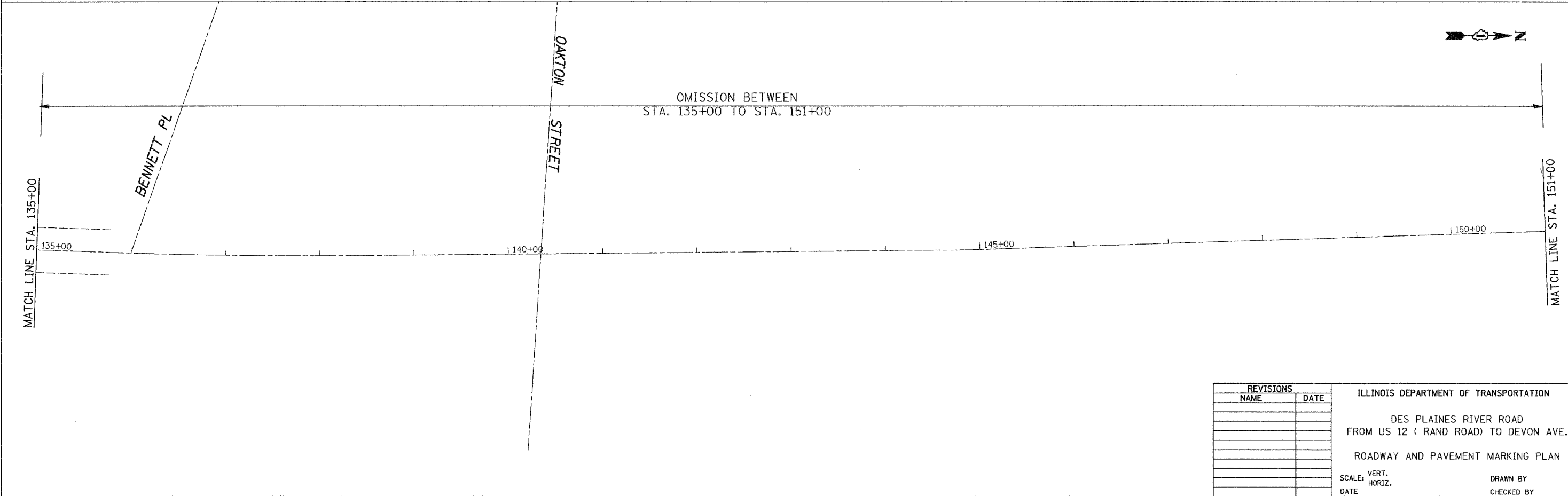
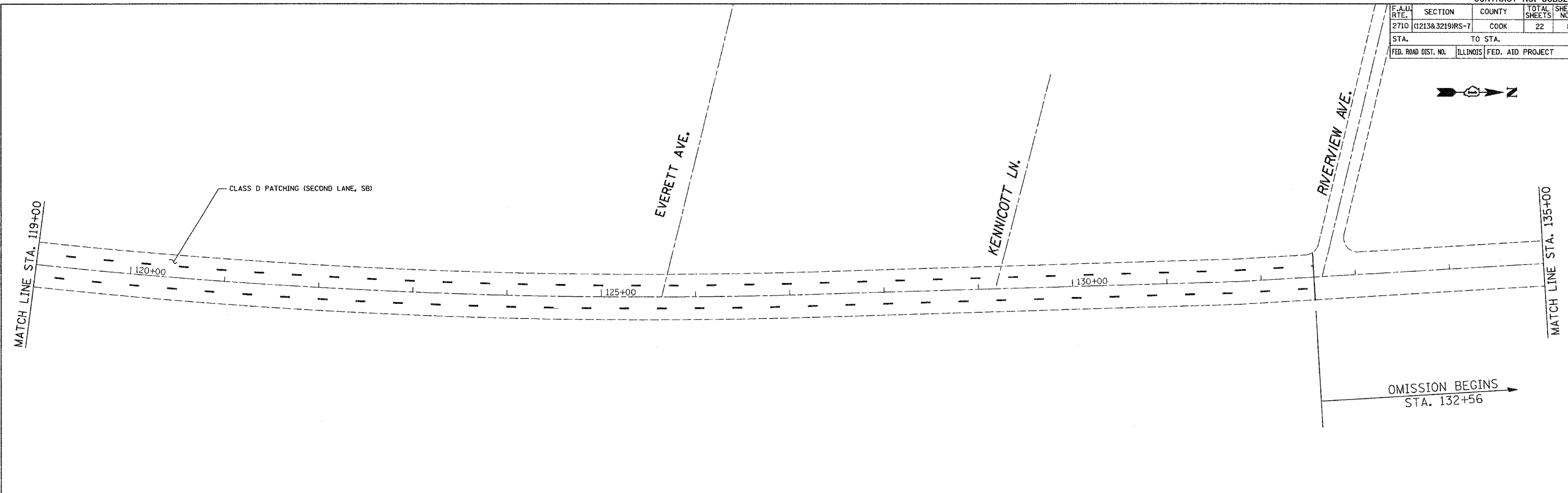
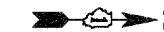
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HORIZ. _____

DATE _____

DRAWN BY _____
CHECKED BY _____

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USER NAME = handanah

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2710	(1213&3219RS-7	COOK	22	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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 USER NAME = hmdanah

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DES PLAINES RIVER ROAD
 FROM US 12 (RAND ROAD) TO DEVON AVE.
 ROADWAY AND PAVEMENT MARKING PLAN

VERT. SCALE: DRAWN BY
 HORIZ. CHECKED BY
 DATE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2710	(1213&3219)RS-7	COOK		9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



OMISSION BETWEEN
STA. 151+00 TO STA. 167+00

MATCH LINE STA. 151+00

MATCH LINE STA. 167+00

155+00 160+00 165+00



OMISSION BETWEEN
STA. 167+00 TO STA. 183+00

MATCH LINE STA. 167+00

MATCH LINE STA. 183+00

170+00 175+00 180+00

ALCONQUIN
ROAD

PLOT DATE = 6/23/2006
 PLOT SCALE = 1:1000
 USER NAME = hamdarneh

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

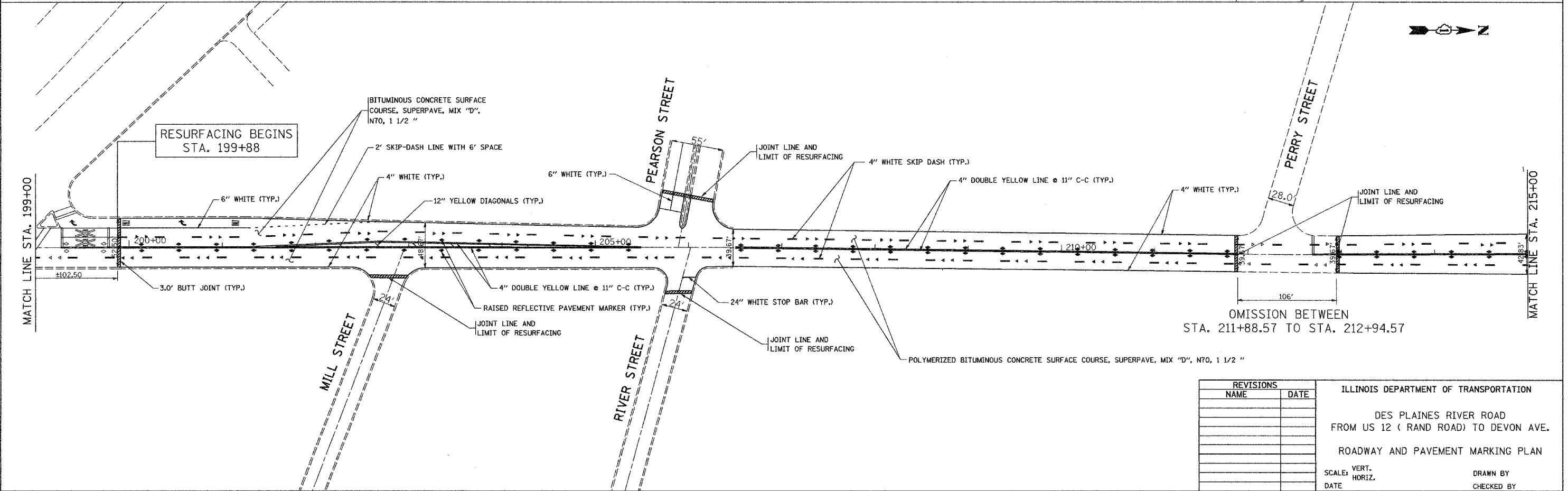
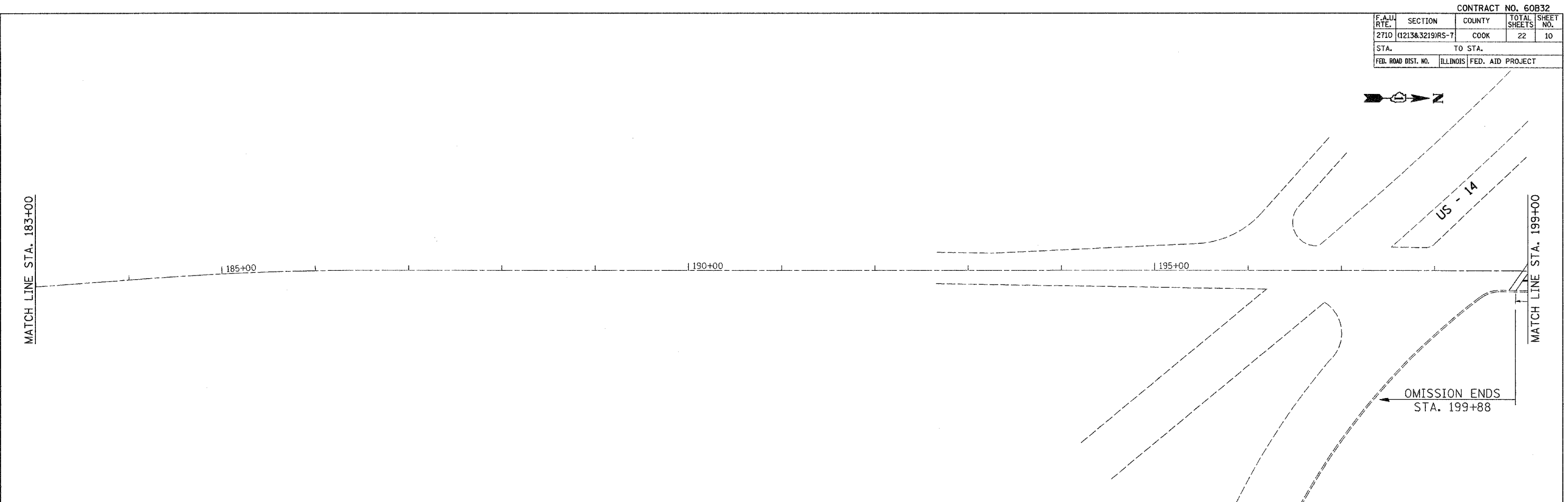
DES PLAINES RIVER ROAD
FROM US 12 (RAND ROAD) TO DEVON AVE.

ROADWAY AND PAVEMENT MARKING PLAN

SCALE: VERT. DRAWN BY
 HORIZ. CHECKED BY

DATE

CONTRACT NO. 60B32				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2710	(1213&3219)RS-7	COOK	22	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



PLOT DATE = 6/23/2006
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

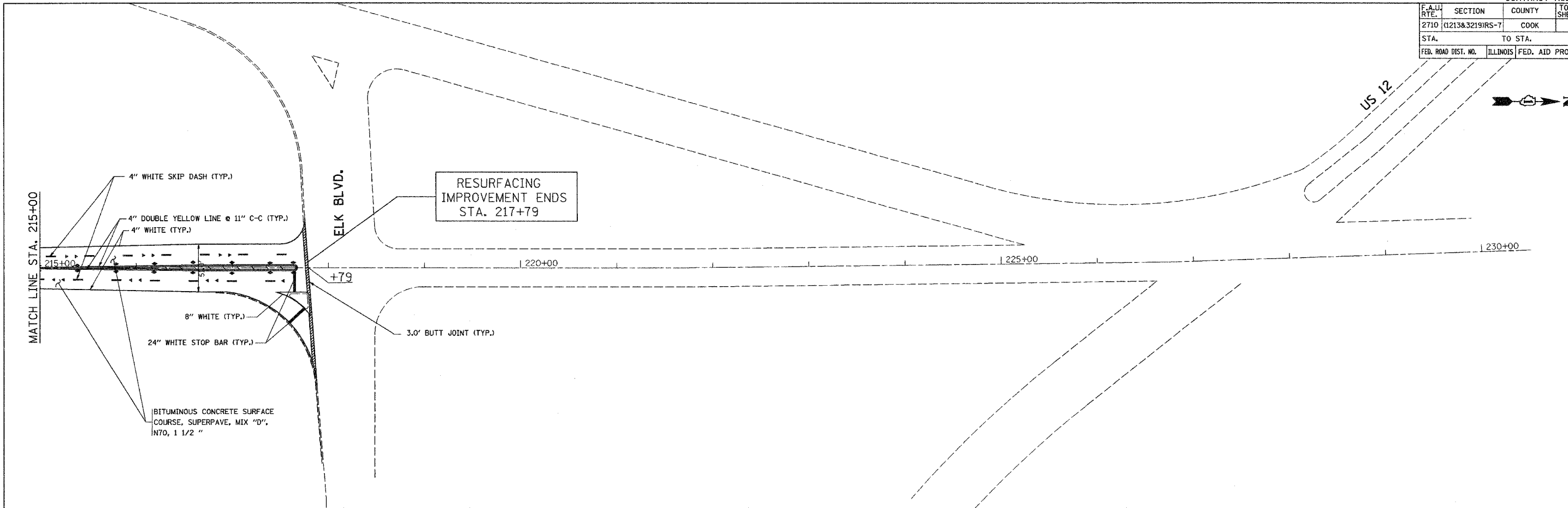
DES PLAINES RIVER ROAD
 FROM US 12 (RAND ROAD) TO DEVON AVE.

ROADWAY AND PAVEMENT MARKING PLAN

SCALE: VERT. _____
 HORIZ. _____

DATE _____ DRAWN BY _____
 CHECKED BY _____

CONTRACT NO. 60B32				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2710	(1213&3219)RS-7	COOK	22	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



RESURFACING
IMPROVEMENT ENDS
STA. 217+79

MATCH LINE STA. 215+00

4" WHITE SKIP DASH (TYP.)
4" DOUBLE YELLOW LINE @ 11" C-C (TYP.)
4" WHITE (TYP.)

8" WHITE (TYP.)
24" WHITE STOP BAR (TYP.)

BITUMINOUS CONCRETE SURFACE
COURSE, SUPERPAVE, MIX "D",
N70, 1 1/2 "

ELK BLVD.

+79

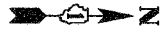
3.0' BUTT JOINT (TYP.)

220+00

225+00

230+00

US 12



PLOT DATE = 6/23/2006
PLOT SCALE = 50.0000' IN.
USER NAME = handdnh

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DES PLAINES RIVER ROAD
FROM US 12 (RAND ROAD) TO DEVON AVE.

ROADWAY AND PAVEMENT MARKING PLAN

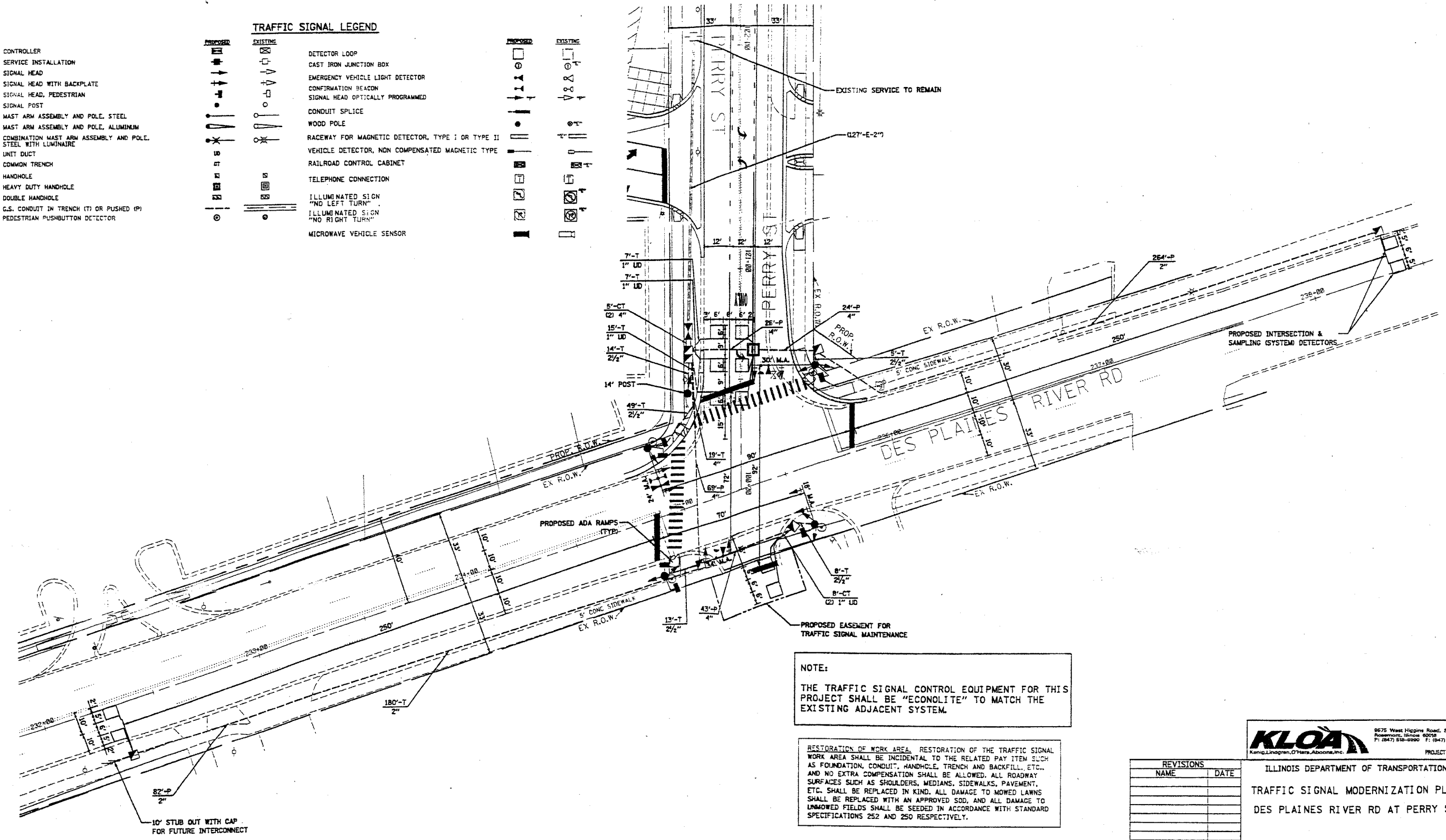
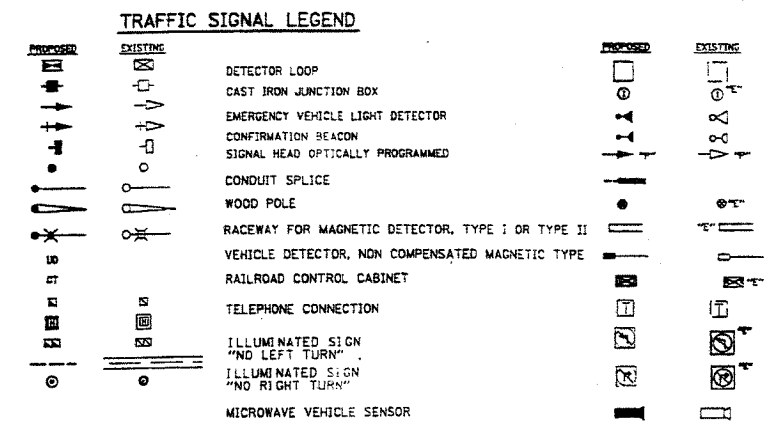
SCALE: VERT. _____
DATE _____ HORIZ. _____

DRAWN BY _____
CHECKED BY _____

F.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS
2110	(1213+2219)25-1	COOK	22
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
- UNIT DUCT
- COMMON TRENCH
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
- PEDESTRIAN PUSHBUTTON DETECTOR



NOTE:
 THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

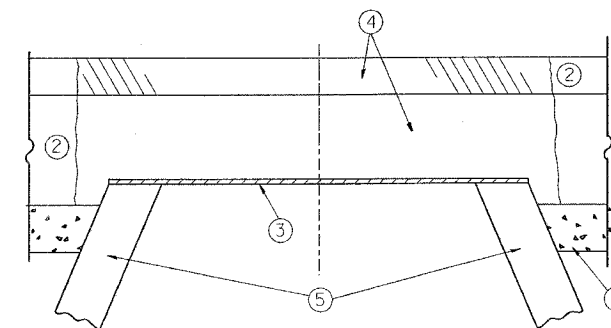
REVISIONS	
NAME	DATE



ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC SIGNAL MODERNIZATION PLAN
 DES PLAINES RIVER RD AT PERRY ST

SCALE: 1" = 20'
 DATE: 3/27/2006
 DRAWN BY: GJC
 DESIGNED BY: GJC
 CHECKED BY: DMS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2710	(2, 3+317) 85-7	COOK	22	13
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION PROCEDURES

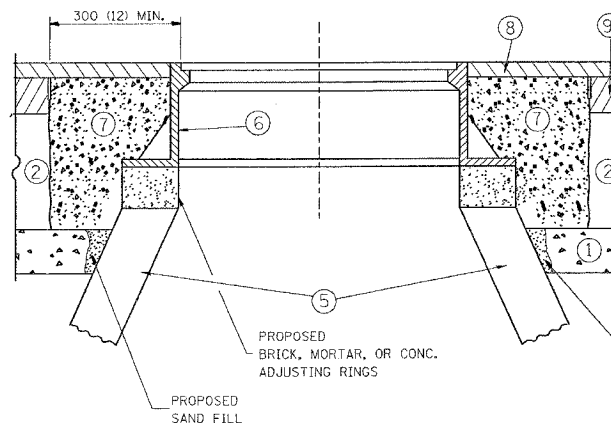
STAGE 1 (BEFORE PAVEMENT MILLING)

- 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 S1 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 | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS S1 CONCRETE, BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL |
| ③ 900 (36) DIAMETER METAL PLATE | ⑧ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND BITUMINOUS MATERIAL | ⑨ PROPOSED BITUMINOUS CONCRETE BINDER COURSE |
| ⑤ EXISTING STRUCTURE | |

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: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

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

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	01/30/98
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04

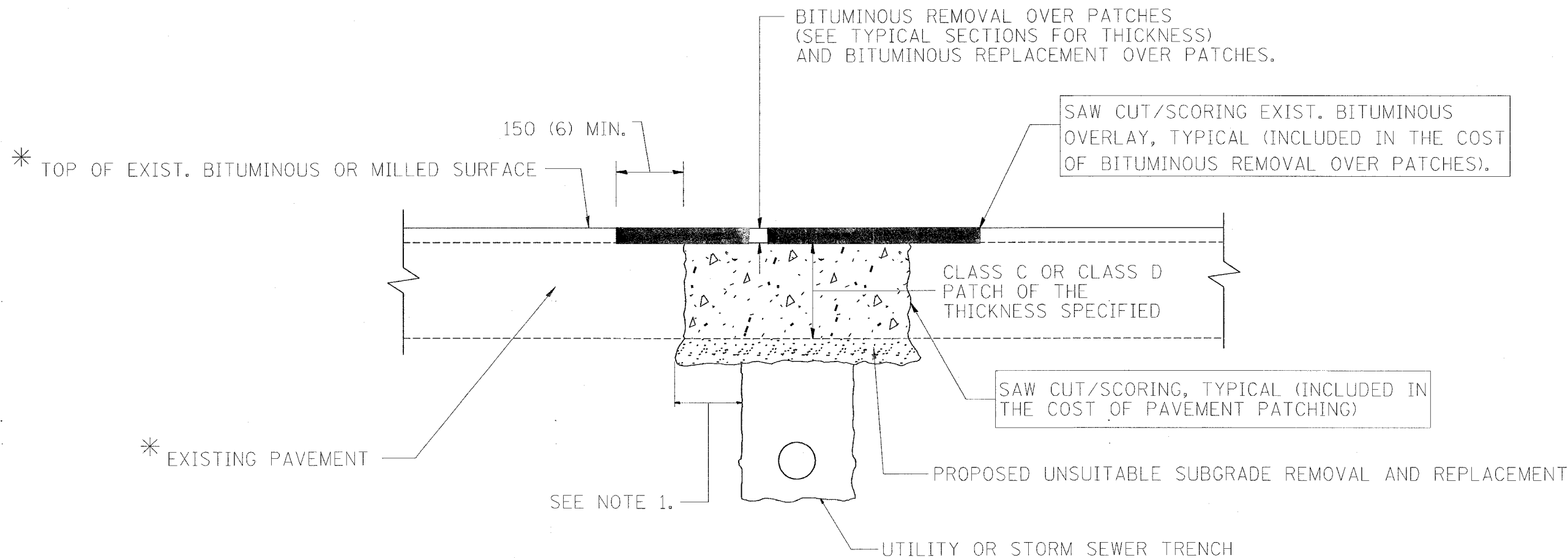
ILLINOIS DEPARTMENT OF TRANSPORTATION
**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

SCALE: VERT.
HORIZ.
DATE: 6/4/2006

DRAWN BY
CHECKED BY

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			22	17
STA.		TO STA.		
FED. ROAD DIST. NO.	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 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

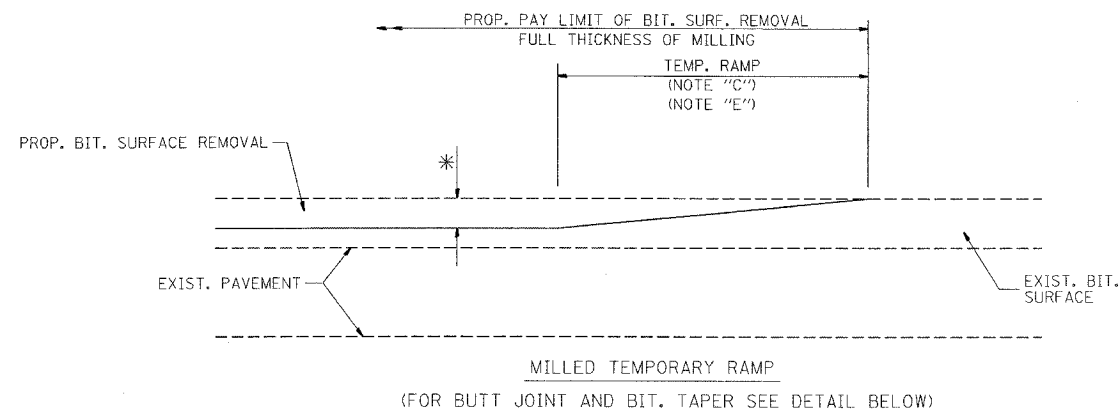
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DRAWN BY CHECKED BY

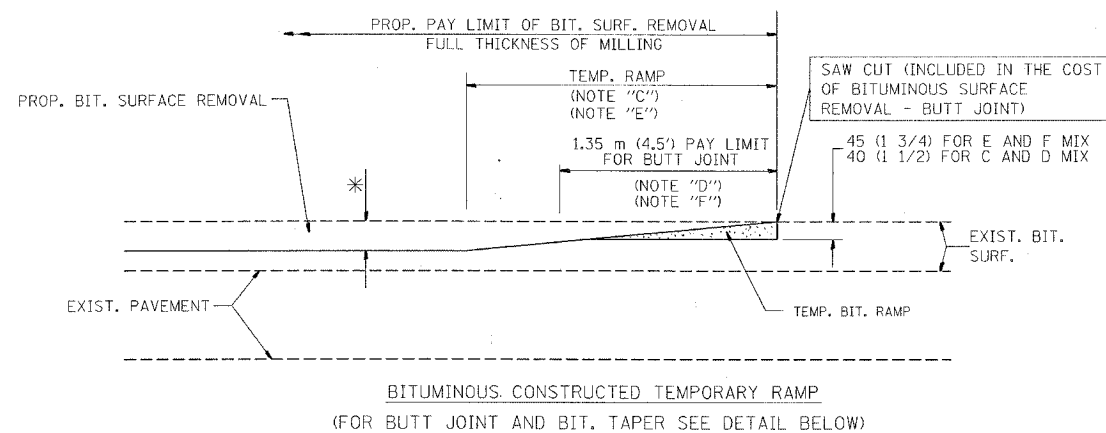
BD400-04 (BD-22)

REVISION DATE: 04/27/98

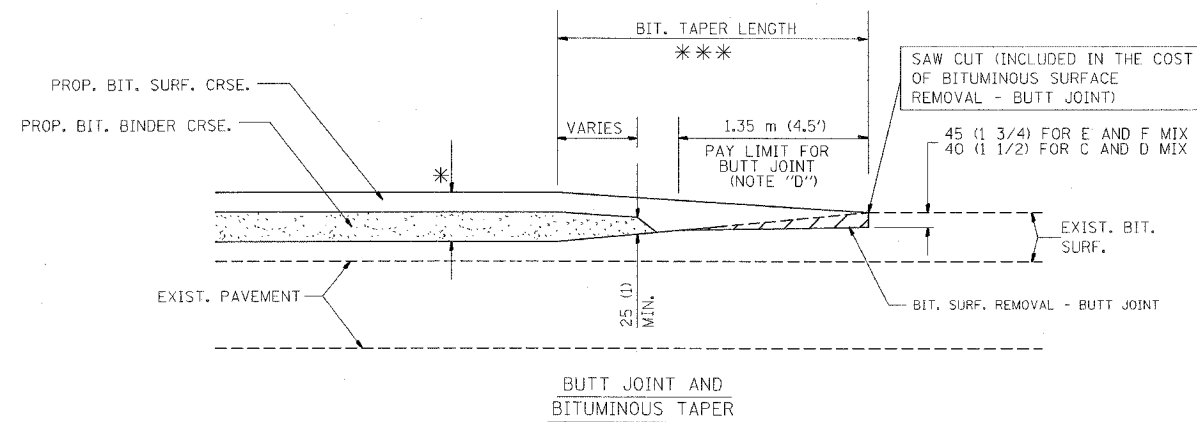
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			22	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



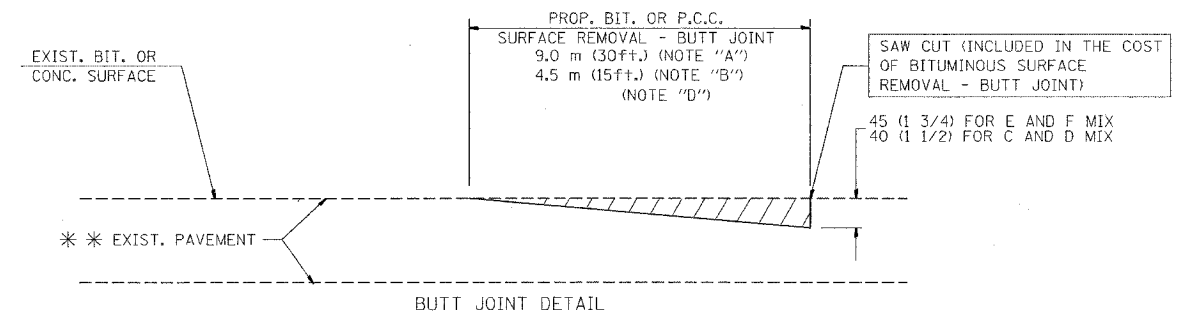
OPTION 1



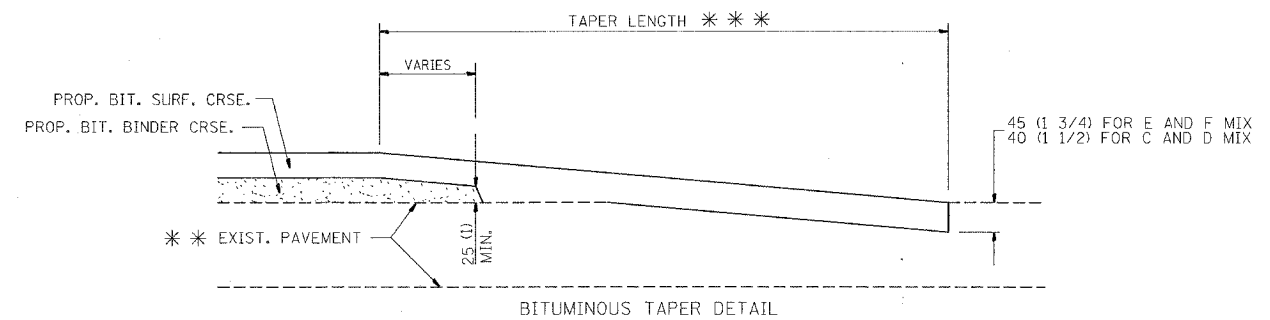
**OPTION 2
TYPICAL TEMPORARY RAMP**



**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".

*** 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**

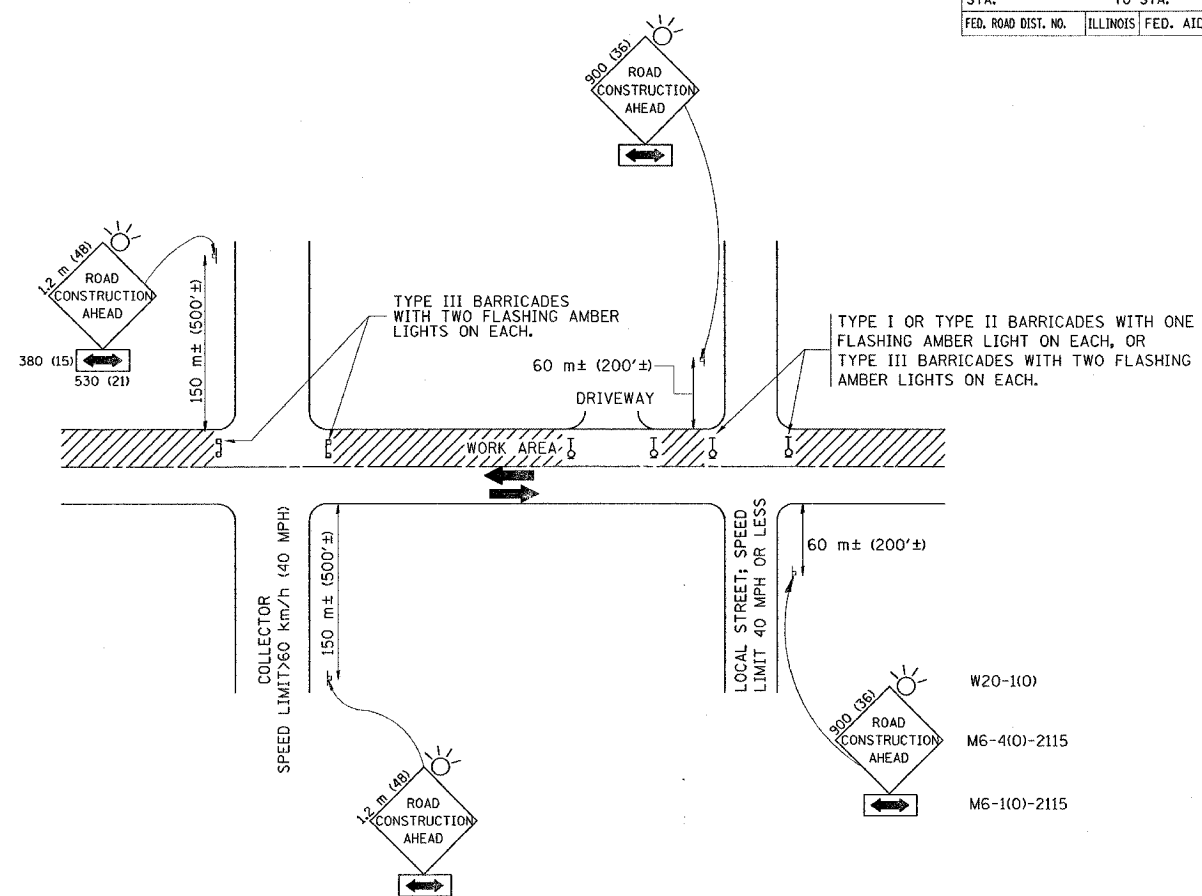
SCALE: VERT.
HORIZ.
DATE: 6/4/2006

DRAWN BY
CHECKED BY

BD400-05 (VI-BD32)

REVISION DATE: 04/06/01

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			22	16
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 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) 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.

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 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) 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.

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.

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

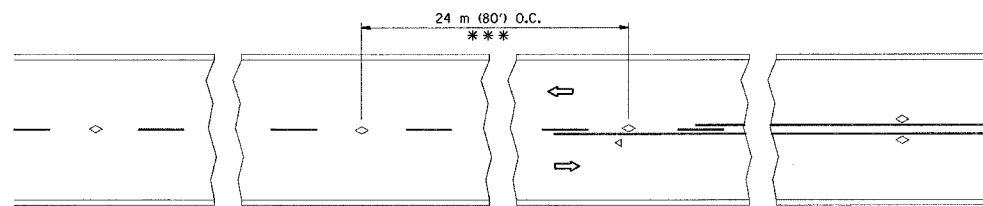
SCALE:
 DATE: 6/4/2006

DRAWN BY
 CHECKED BY

TC-10

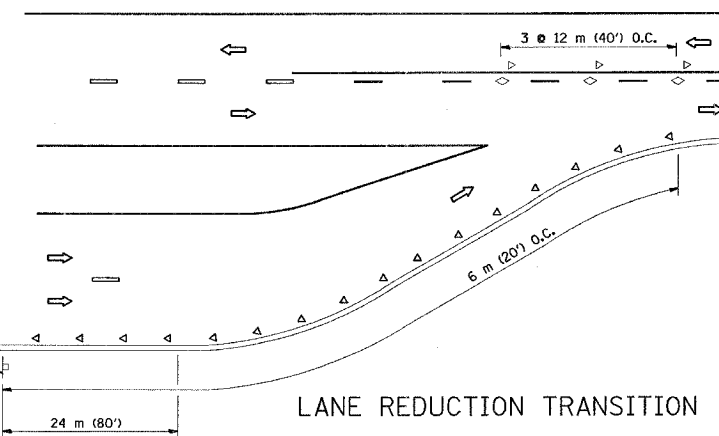
REVISION DATE: 01/06/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			22	17
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

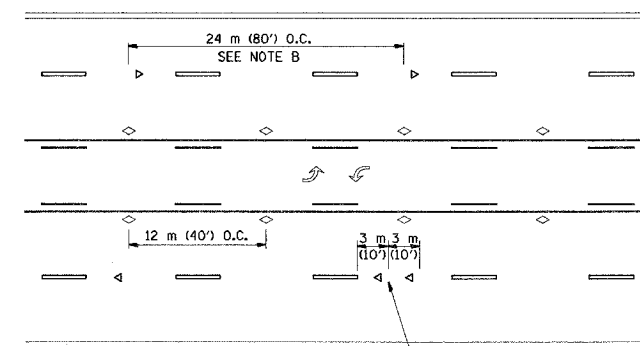


*** REDUCE TO 12 m (40') O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 70 km/h (45 M.P.H.) OR LESS.

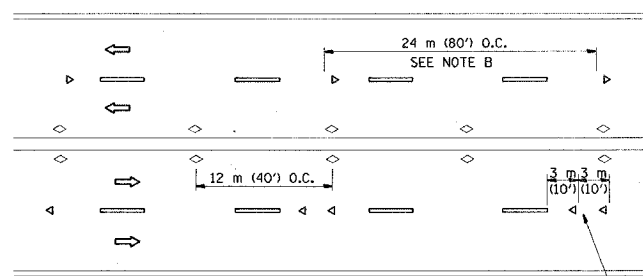
TWO-LANE/TWO-WAY



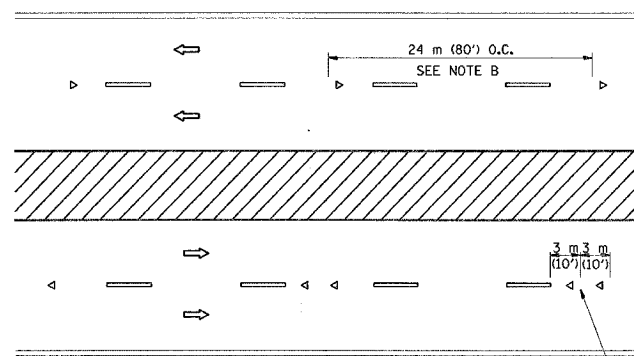
LANE REDUCTION TRANSITION



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

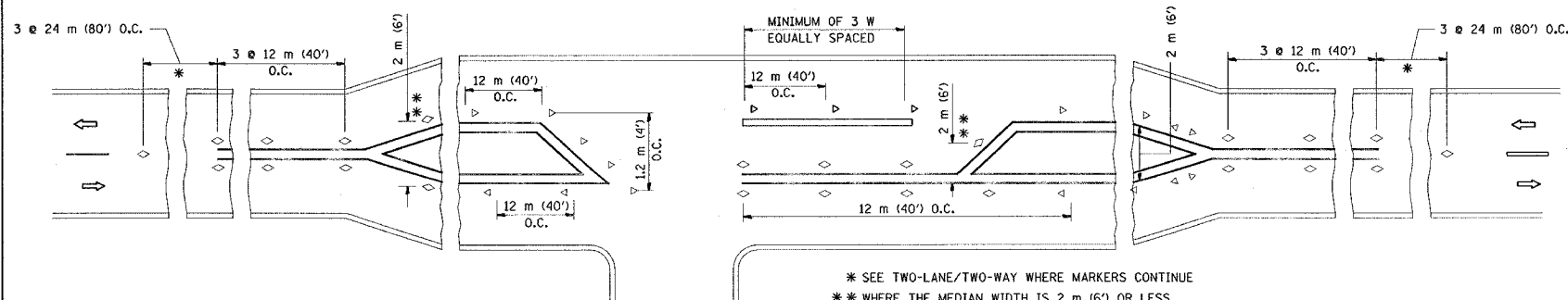
- YELLOW STRIPE
- WHITE STRIPE
- ◁ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◇ TWO-WAY AMBER MARKER

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.

DESIGN NOTES

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



LEFT TURN

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

All dimensions are in millimeters (Inches) 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)

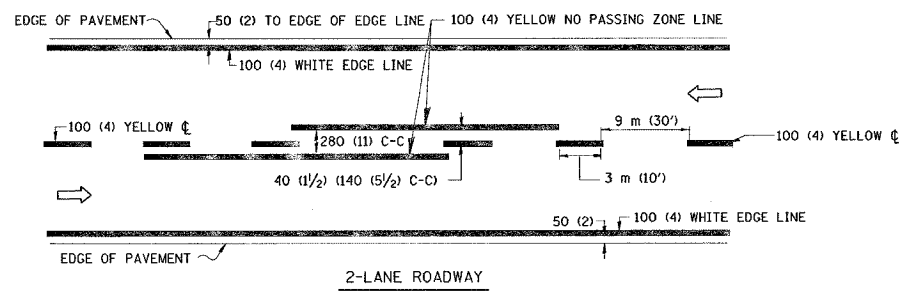
SCALE: NONE
 DATE: 6/4/2006

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 CHECKED BY

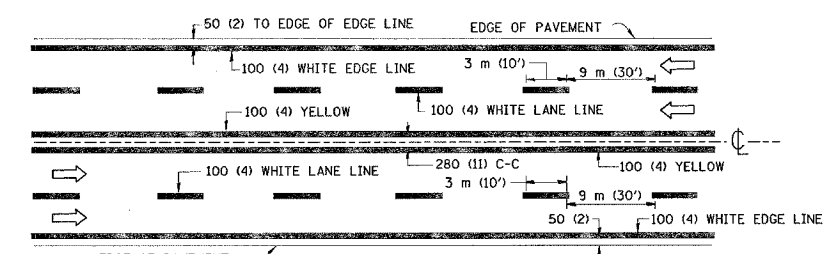
TC-11

REVISION DATE: 01/06/00

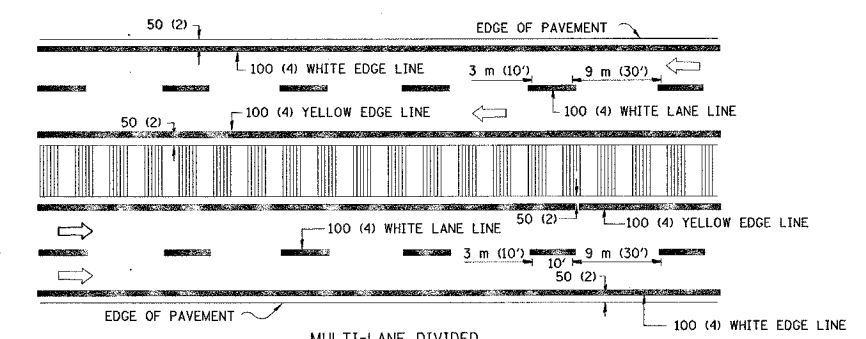
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			22	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



2-LANE ROADWAY



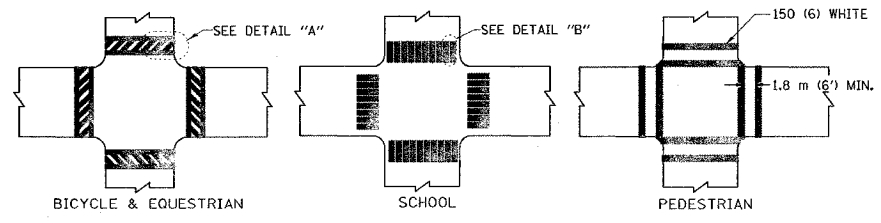
MULTI-LANE UNDIVIDED



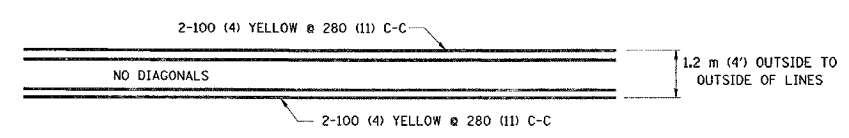
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

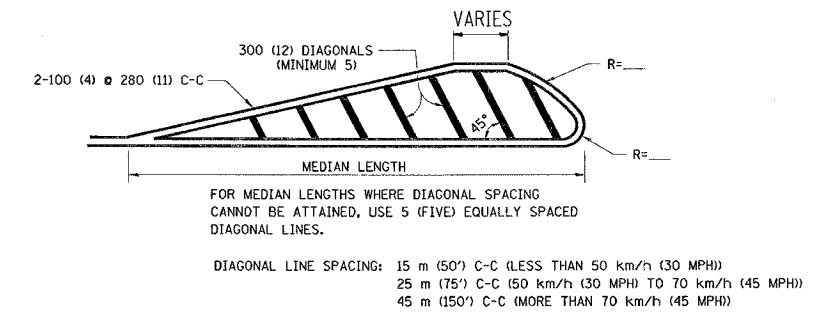
TYPICAL LANE AND EDGE LINE MARKING



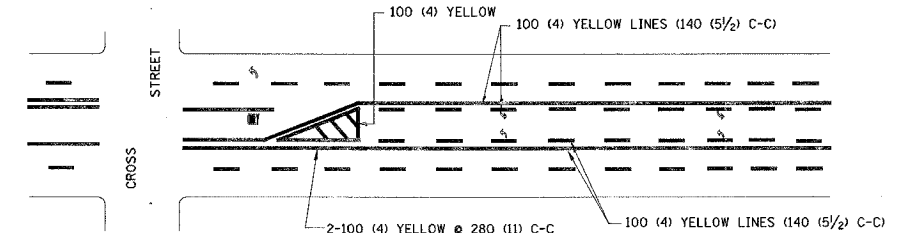
TYPICAL CROSSWALK MARKING



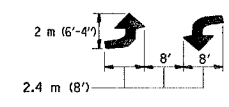
1.2 m (4') WIDE MEDIANS ONLY



MEDIANS OVER 1.2 m (4') WIDE

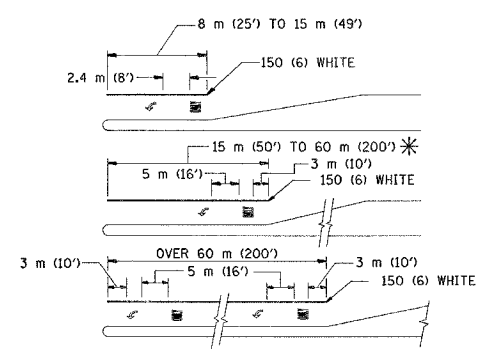


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

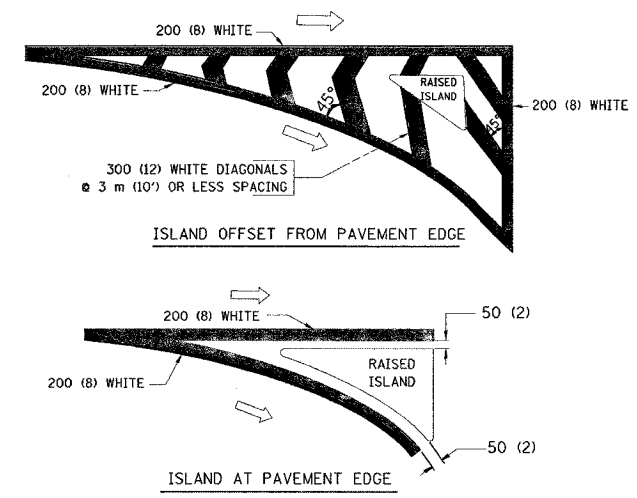


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED. AREA = 1.5 m² (15.6 SQ. FT.) ONLY AREA = 1.9 m² (20.8 SQ. FT.)

* 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



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	100 (4)	SOLID	YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 100 (4)	SOLID	YELLOW	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	SKIP-DASH AND SOLID	YELLOW	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
	2.4 m (8') LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 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 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°	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.

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

DATE: 6/4/2006

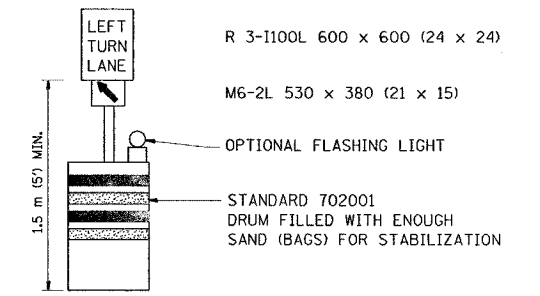
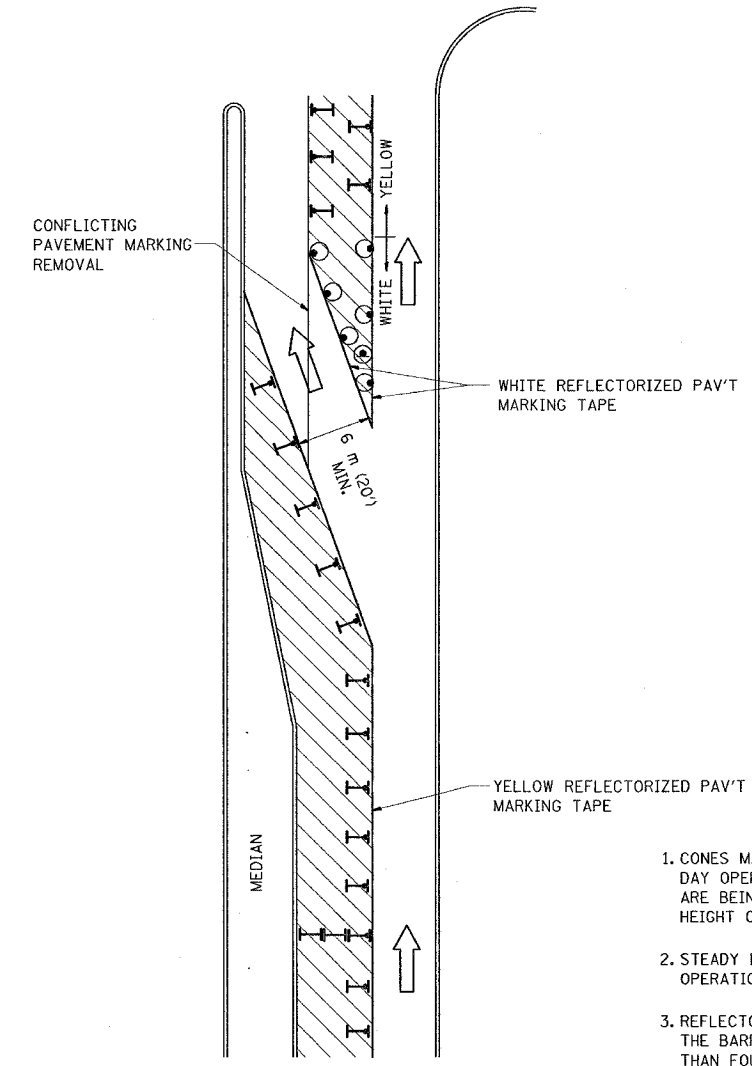
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TC-13

REVISION DATE: 01/06/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			22	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

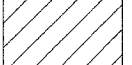







GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 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.

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

LEGEND

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

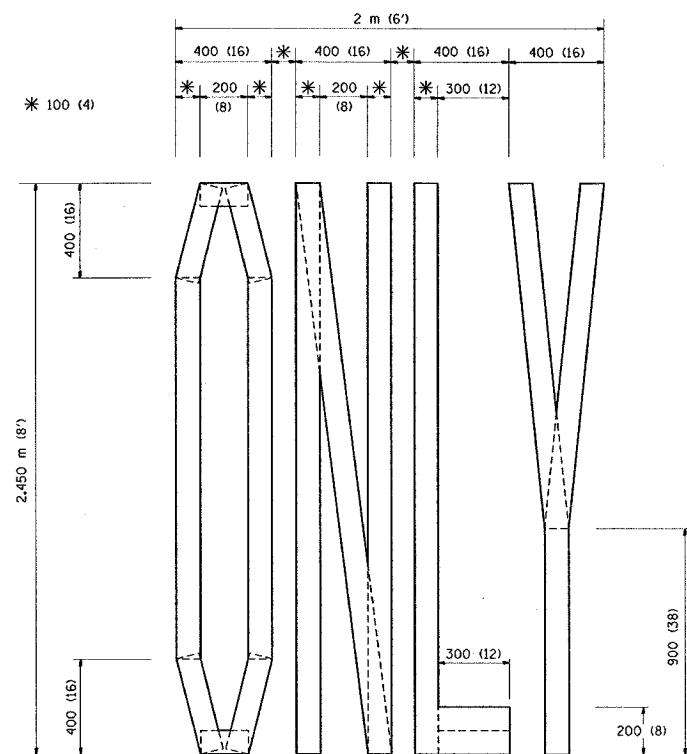
REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

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

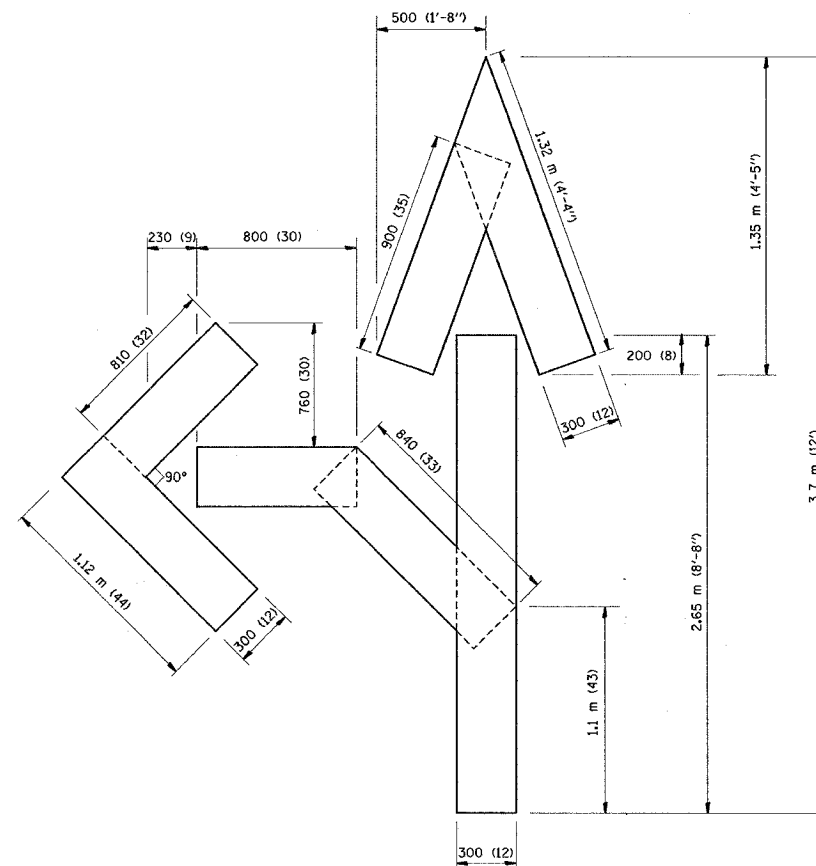
SCALE: NONE
 DATE: 6/4/2006
 DRAWN BY
 CHECKED BY LHA
 TC-14
 REVISION DATE: 01/06/00

PLOT DATE = 6/4/2006
 FILE NAME = w:\gastato\1014.dgn
 PLOT SCALE = 49,9999 / IN.
 USER NAME = hendrich

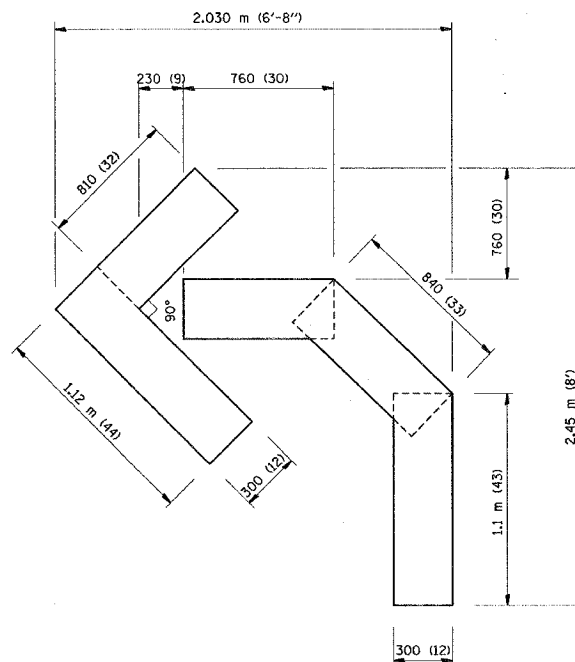
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			22	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

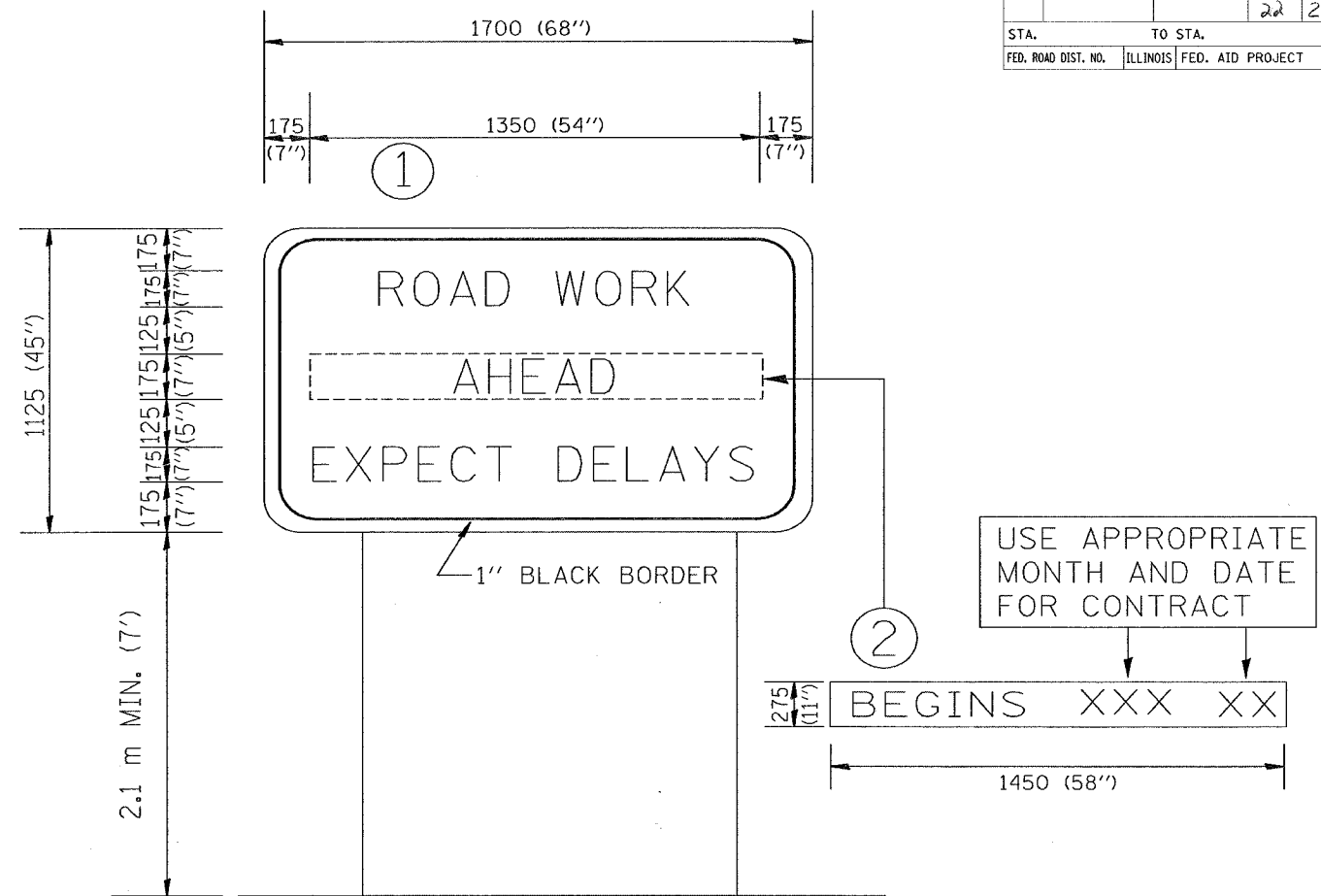
PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

SCALE: NONE
 DATE: 6/4/2006

DRAWN BY CADD
 CHECKED BY

TC-16

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			21	21
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 2.3 SQ. M. (25.70 SQ. FT.)

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

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY INFORMATION SIGNING

SCALE:
 DATE: 6/4/2006

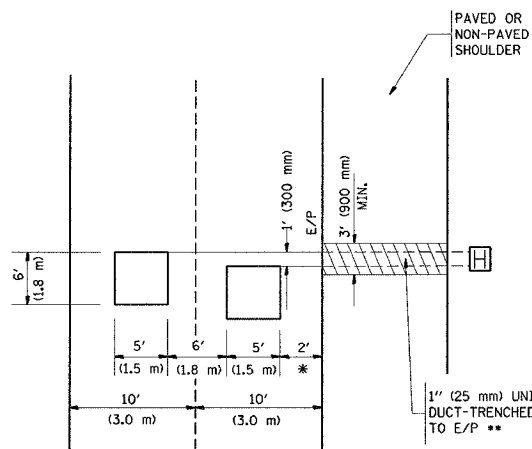
DRAWN BY DESIGN
 CHECKED BY

TC22
 REVISION DATE: 02/02/99

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			22	22
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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



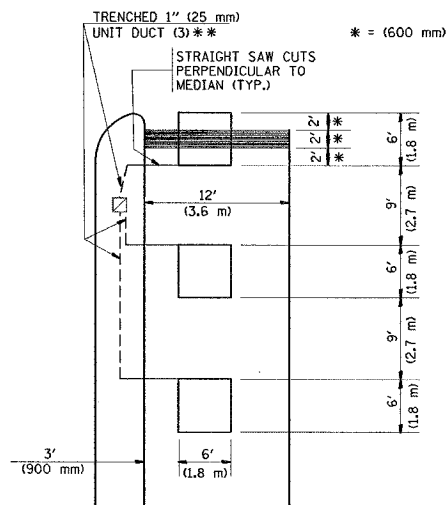
* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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



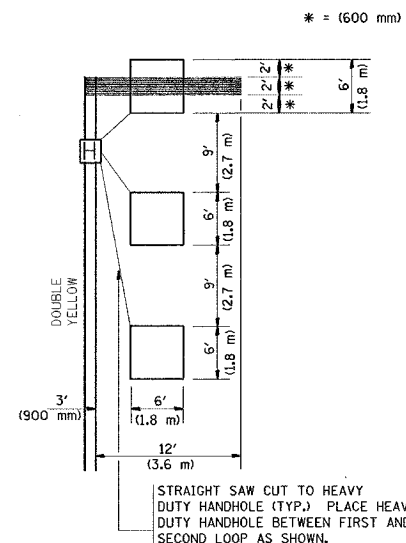
* = (600 mm)

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

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (600 mm)

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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

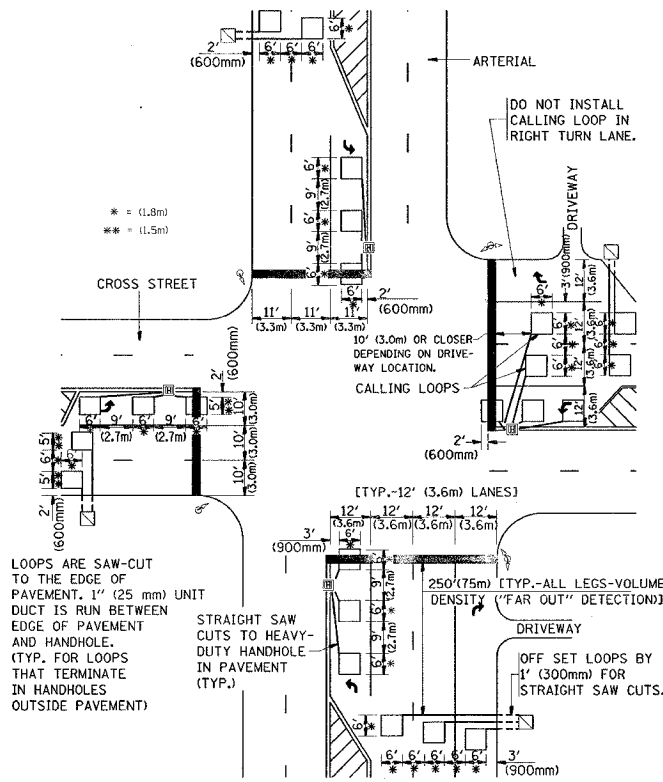
REVISIONS	
NAME	DATE

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

SCALE: NONE
DATE: 6/4/2006

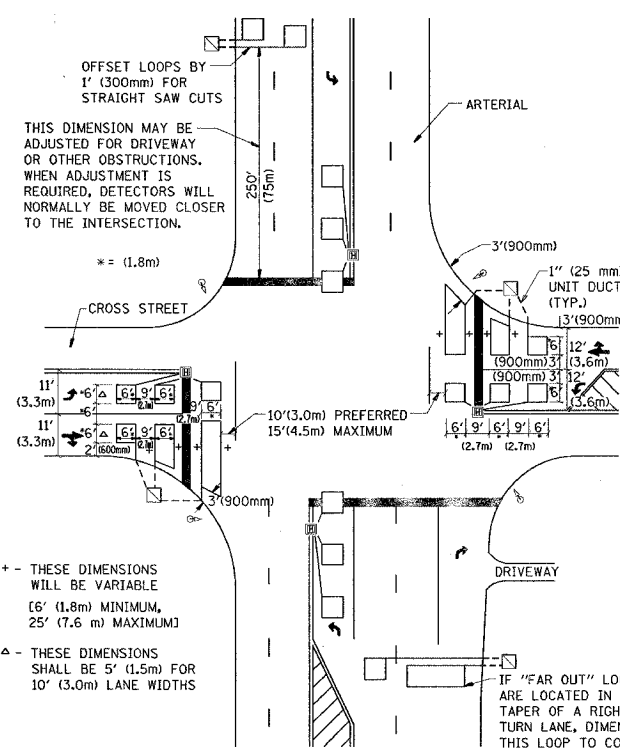
DESIGNED BY
DRAWN BY CADD
CHECKED BY R.K.F.
TSOT
REVISION DATE:

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.