

60819

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225	11 & 12 RS-6	LAKE	36	1

D-91-367-99

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

**FAU ROUTE 1225 (BELVIDERE ROAD)  
SECTION: (11 & 12) RS-6  
ILL 131 (GREENBAY ROAD) TO SHERIDAN ROAD  
RESURFACING (MAINTENANCE) & LOOP DETECTOR  
LAKE COUNTY  
C-91-367-99**

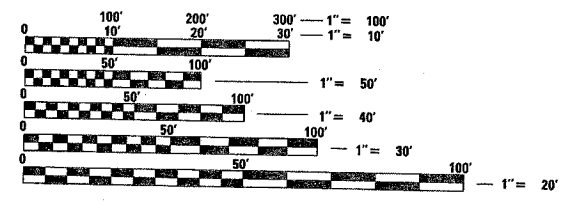
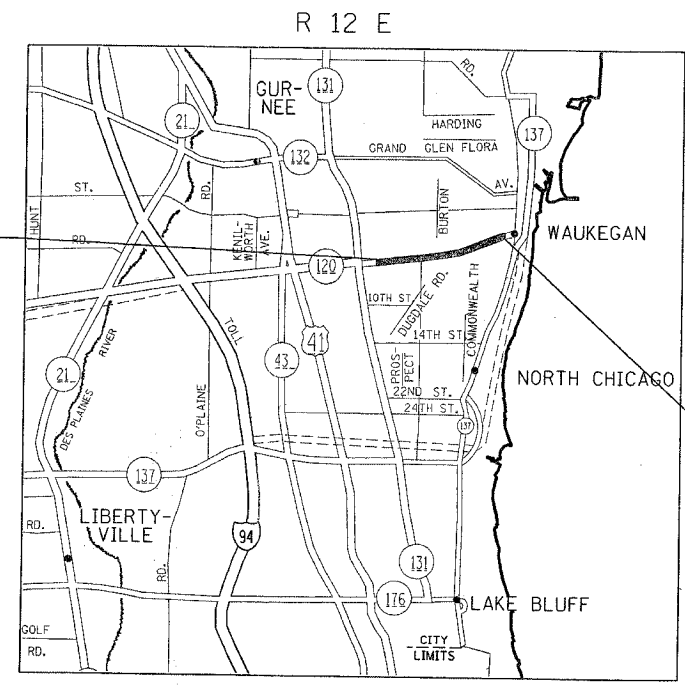
FOR INDEX OF SHEETS, SEE SHEET NO. 2



IMPROVEMENT LOCATED IN THE CITY OF WAUKEGAN

IMPROVEMENT BEGINS STATION 202+00

IMPROVEMENT ENDS STATION 319+40



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

**TRAFFIC DATA**  
2004 ADT = 24,000  
POSTED SPEED LIMIT = 30 - 35 MPH

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED July 18, 20 05  
Dina O'Keefe / AP  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

July 1, 20 05  
Mike Hine / D  
ENGINEER OF DESIGN AND ENVIRONMENT

July 1, 20 05  
Victor Mader / D  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

WAUKEGAN TOWNSHIP  
GROSS AND NET LENGTH OF IMPROVEMENT = 11,740FT. = 2.223 MILES

DIST. 1 DESIGN - PLAN PREP ENGINEER/KEN ISSAM RAYYAN (847) 705-4240

**CONTRACT NO. 60819**

P. A. D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225	(11 & 12) RS-6	LAKE	36	2
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ALIGNMENT	FED. AID PROJECT		
60819				

GENERAL NOTES

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

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF WAUKEGAN

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

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 40 MM (1 1/2 INCHES) WHERE THE SPEED LIMIT IS 80 KM/H (45 MPH) OR LESS AND 25 MM (1 INCH) WHERE THE SPEED LIMIT IS GREATER THAN 80 KM/H (45 MPH). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 75 MM (3 INCHES) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

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

THE RESIDENT ENGINEER SHALL CONTACT DEBBIE HANLON AREA TRAFFIC FIELD TECHNICIAN AT (847) 705-4413 A MINIMUM OF 72 HOURS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

PAVEMENT PATCHING SHALL BE COMPLETED PRIOR TO BITUMINOUS SURFACE REMOVAL OPERATIONS.

LIST OF STANDARDS

- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 442201-01 CLASS C AND D PATCHES
- 604001-02 FRAME AND LIDS, TYPE 1
- 606001-02 CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
- 701601-04 URBAN LANE CLOSURE, MULTILANE 1W OR 2W WITH NONTRAVERSABLE MEDIAN
- 701606-04 URBAN LANE CLOSURE, MULTILANE, 2W, WITH MOUNTABLE MEDIAN
- 701701-04 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 702001-05 TRAFFIC CONTROL DEVICE
- 780001-01 TYPICAL PAVEMENT MARKINGS

INDEX OF SHEET

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**BELVIDERE ROAD**  
**INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES**

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

DATE 7/16/2005

DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_

7/16/2005  
c:\p\c\obj\ref\81487000\m32  
REF  
REF

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SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		URBAN	1000-2A	100% STATE			
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	60	60					
40600300	AGGREGATE (PRIME COAT)	TON	300	300					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	10	10					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	710	710					
40601000	BITUMINOUS REPLACEMENT OVER PATCHES	TON	425	425					
42001300	PROTECTIVE COAT	SQ YD	500	500					
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	180	180					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1200	1200					
44000008	BITUMINOUS SURFACE REMOVAL 2 1/2"	SQ YD	65300	65300					
44000114	BITUMINOUS REMOVAL OVER PATCHES 3 1/2"	SQ YD	2000	2000					
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	180	180					
44000600	SIDEWALK REMOVAL	SQ FT	1200	1200					
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	2100	2100					
44002020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	128	128					
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	4500	4500					
44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	100	100					
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	1200	1200					
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	350	350					
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	125	125					
55039700	STORM SEWERS TO BE CLEANED	FOOT	600	600					
60251730	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	26	26					
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	8	8					
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	126	126					
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	48	48					
60624600	CORRUGATED MEDIAN	SQ FT	160	160					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	L SUM	1	1					

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		URBAN	1000-2A	100% STATE			
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	9600	9600					
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	712.4	712.4					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	32050	32050					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	4950	4950					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1200	1200					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	950	950					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	16000	16000					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	712.4	712.4					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	32050	32050					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	4950	4950					
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	150	150					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1200	1200					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	950	950					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1250	1250					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1200	1200					
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	5508	5508					
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	154.2	154.2					
X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	700	700					
X4066548	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "F", N90	TON	7400	7400					

7/18/2005

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SUMMARY OF QUANTITIES  
BELVIDERE ROAD

\*SPECIALTY ITEMS

PLOT DATE: 7/18/2005

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN				
X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	3300	3300				
X4409410	BITUMINOUS SURFACE REMOVAL 2 1/4"	SQ YD	7700	7700				
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	86	86				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT						

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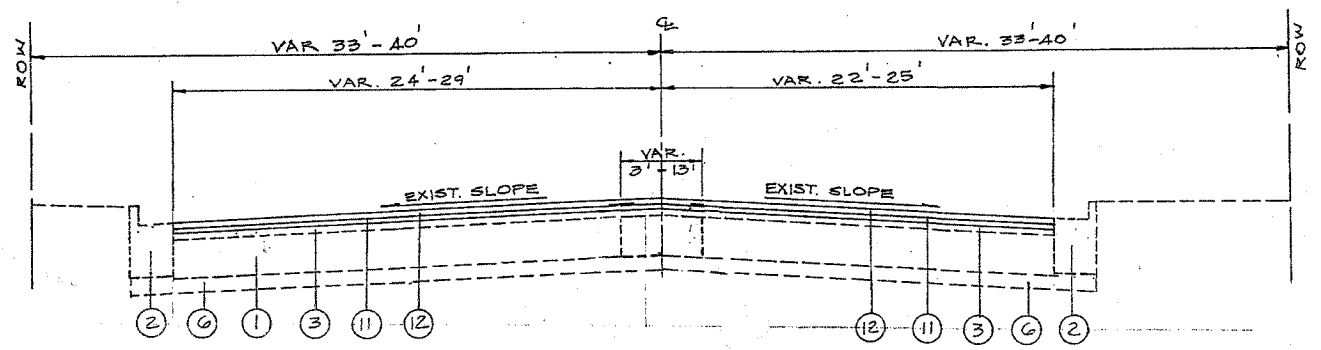
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUMMARY OF QUANTITIES**  
 BELVIDERE ROAD

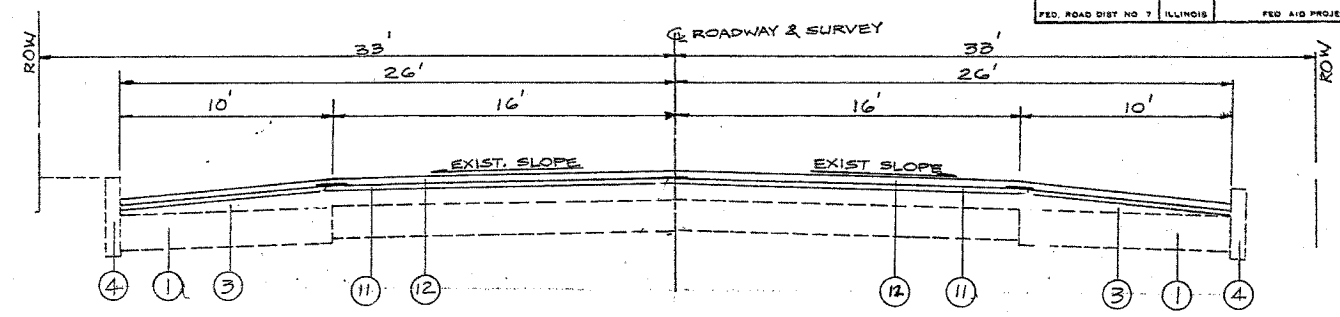


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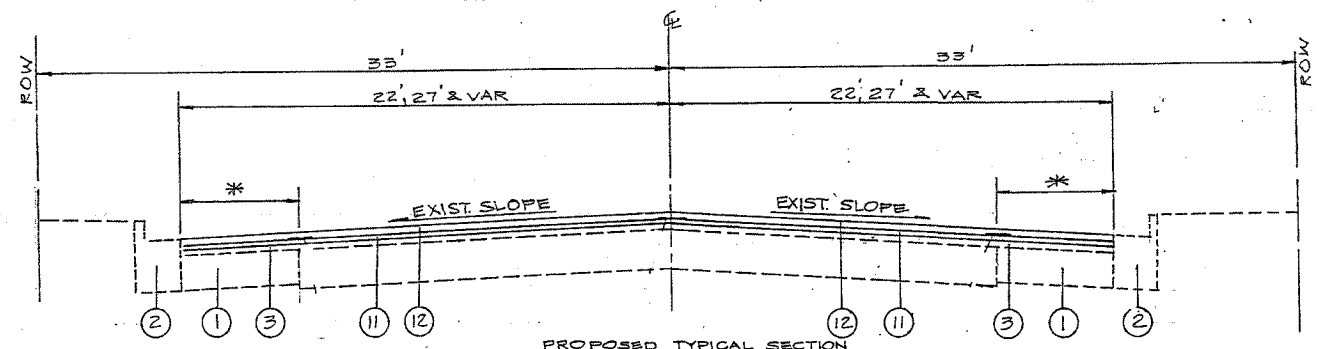
FAV. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225 (11212)RS-4		LAKE	36	6
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



PROPOSED TYPICAL SECTION  
STA 243+14 TO STA 248+10

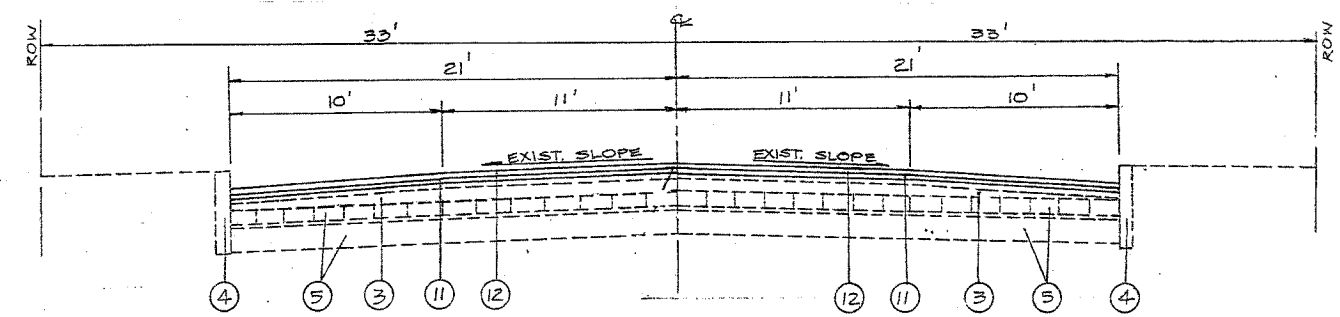


PROPOSED TYPICAL SECTION  
STA 299+00 TO STA 315+00

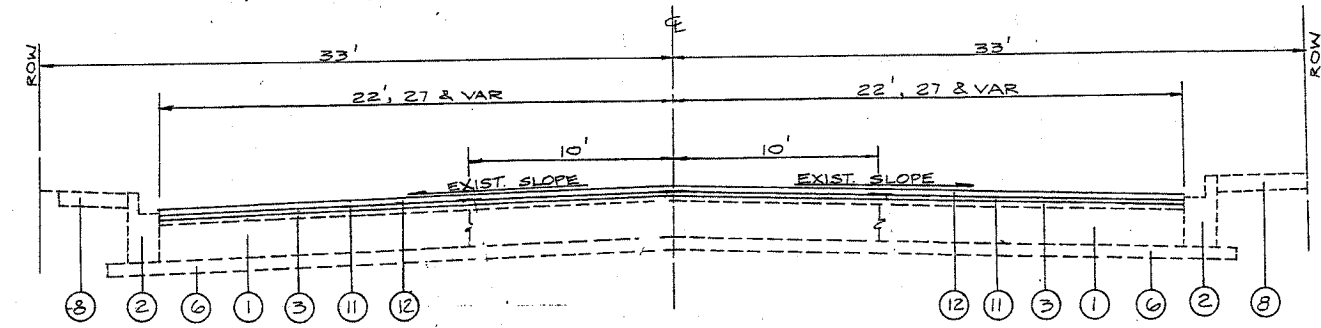


PROPOSED TYPICAL SECTION  
STA 248+10 TO STA 269+10 & STA 273+00 TO STA 278+60

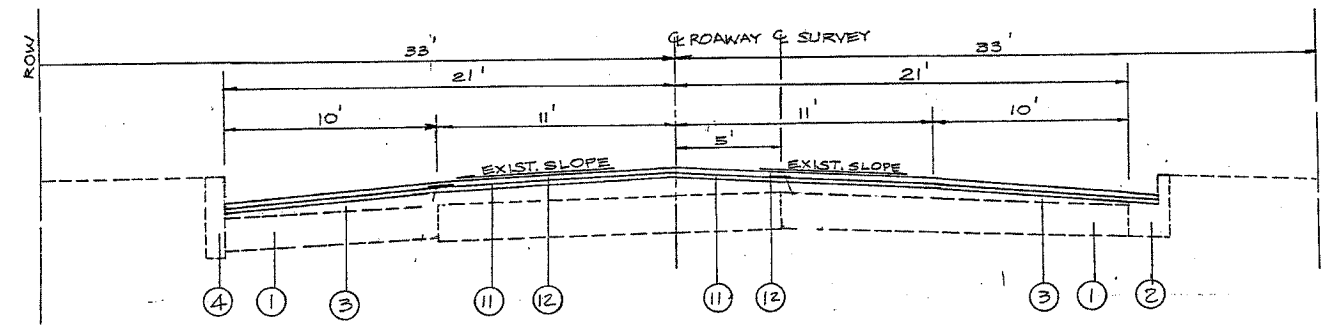
- \* 1' STA 248+10 TO STA 260+33
- 2' STA 261+58 TO STA 269+00
- 7' STA 273+00 TO STA 280+33



PROPOSED TYPICAL SECTION  
STA 315+00 TO STA 319+15



PROPOSED TYPICAL SECTION  
STA 269+00 TO STA 273+00



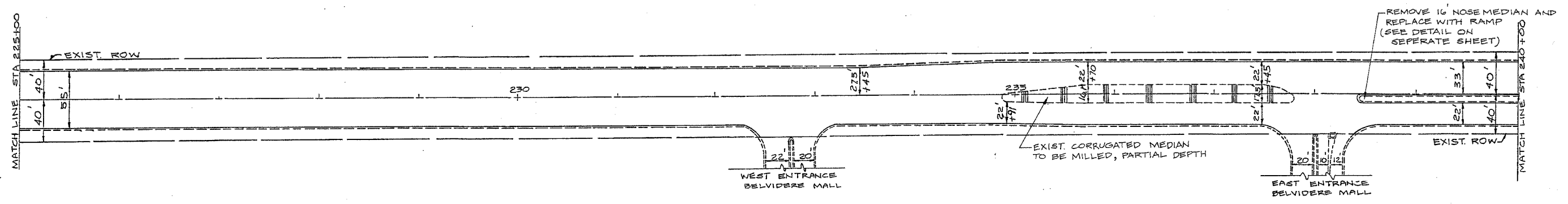
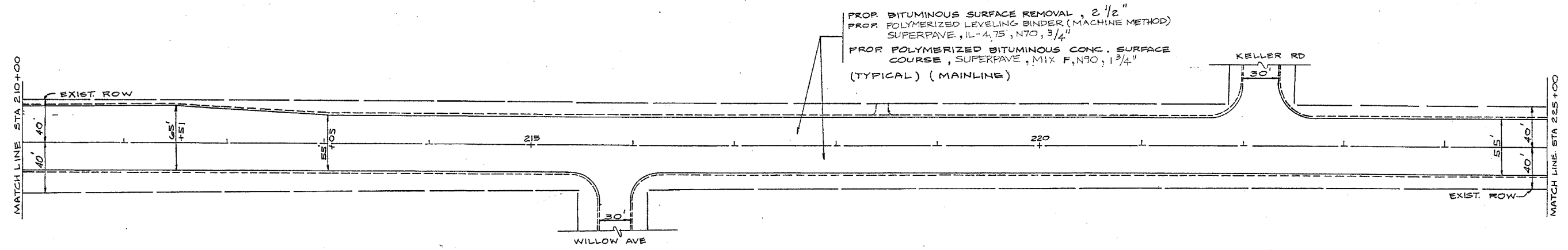
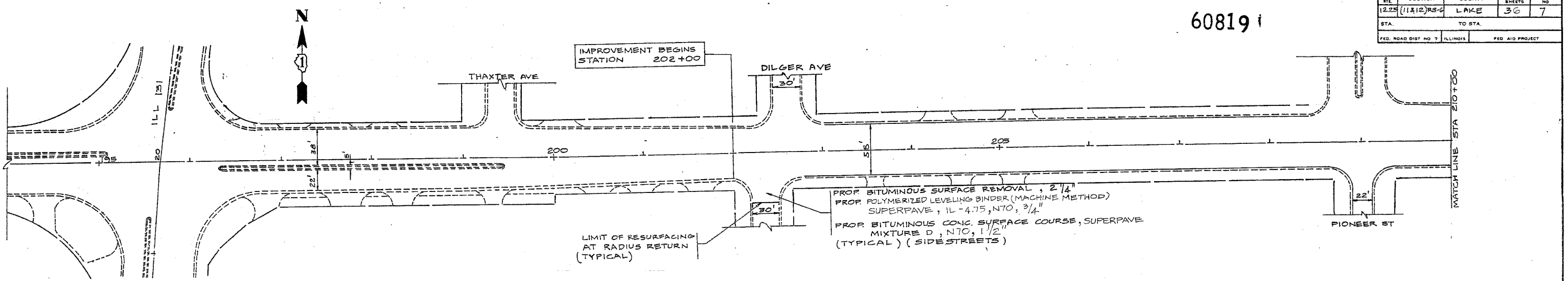
PROPOSED TYPICAL SECTION  
STA 278+60 TO STA 299+00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
TYPICAL SECTIONS  
BELVIDERE ROAD  
ILL 131 (GREENBAY ROAD) TO SHERIDAN RD.  
SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_  
DATE JAN. 13, 2000  
DRAWN BY LT  
CHECKED BY LT

608191

F&E SHEET	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225	(11,12)RS-2	LAKE	30	7
STA.		TO STA.		
FED. ROAD DIST NO. 7		ILLINOIS		FED. AID PROJECT



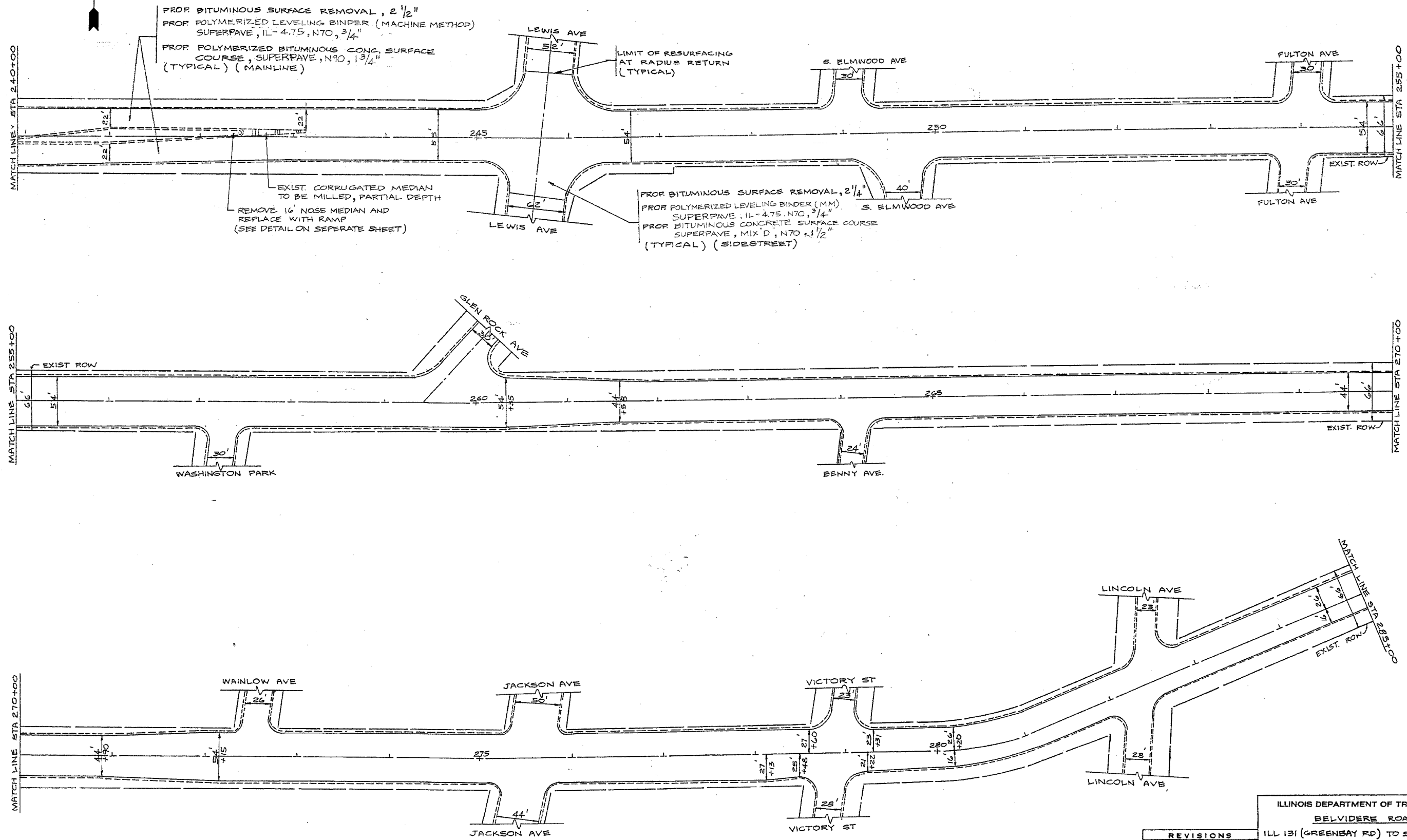
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
BELVIDERE ROAD  
 ILL 131 (GREENBAY RD) TO SHERIDAN RD  
**ROADWAY PLAN**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_

DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

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REVISIONS	
NAME	DATE

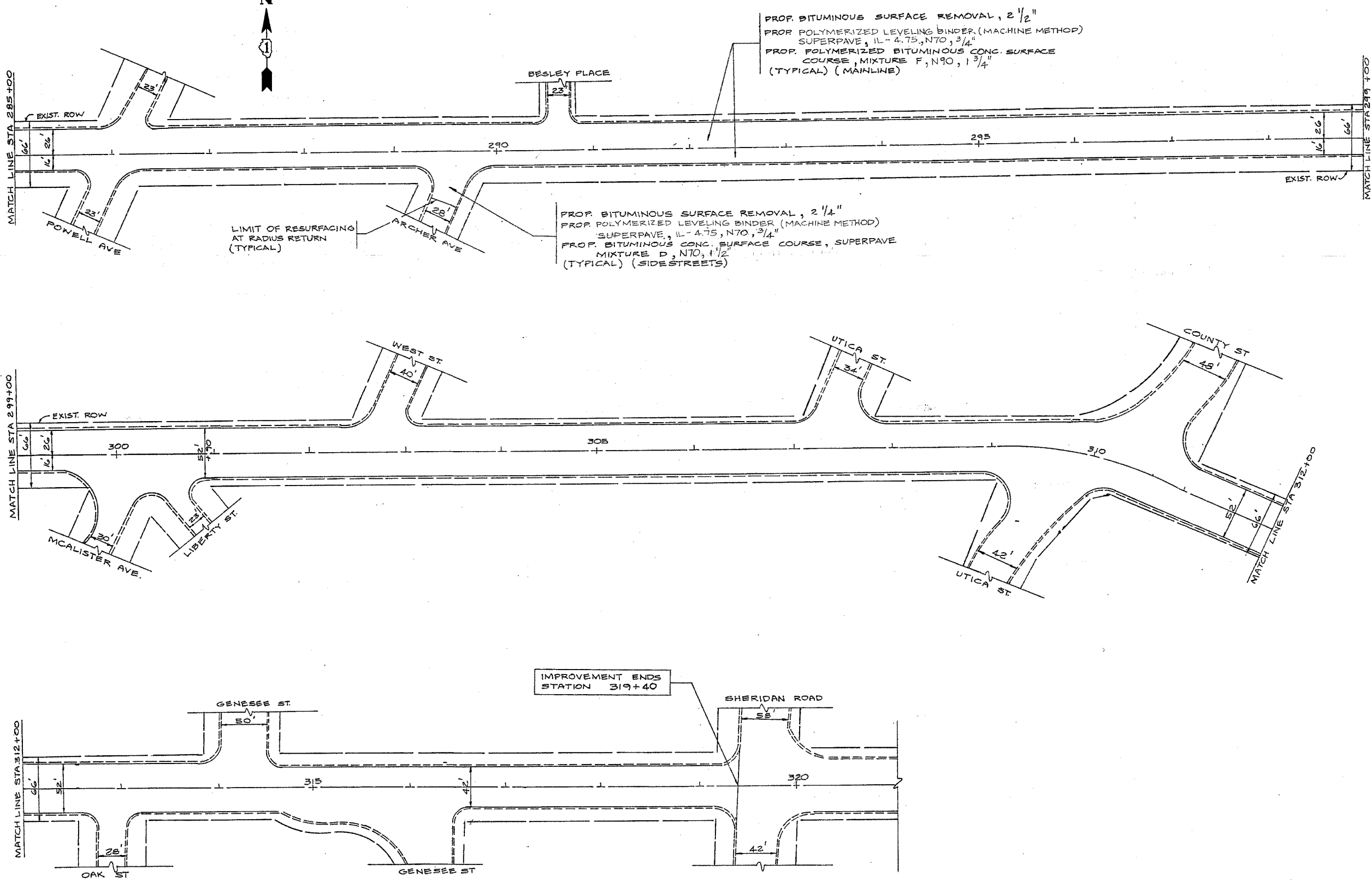
ILLINOIS DEPARTMENT OF TRANSPORTATION  
BELVIDERE ROAD  
 ILL 131 (GREENBAY RD) TO SHERIDAN RD  
 ROADWAY PLAN

SCALE: VERT.      DRAWN BY  
 HORIZ.              CHECKED BY  
 DATE



PAU FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1223	(11&12)RS-6	LAKE	36	9
STA.	TO STA.			
FID. ROAD DIST NO 7	ILLINOIS	FED AID PROJECT		

60819



PROP. BITUMINOUS SURFACE REMOVAL, 2 1/2"  
 PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD)  
 SUPERPAVE, IL-4.75, N70, 3/4"  
 PROP. POLYMERIZED BITUMINOUS CONC. SURFACE  
 COURSE, MIXTURE F, N90, 1 3/4"  
 (TYPICAL) (MAINLINE)

PROP. BITUMINOUS SURFACE REMOVAL, 2 1/4"  
 PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD)  
 SUPERPAVE, IL-4.75, N70, 3/4"  
 PROP. BITUMINOUS CONC. SURFACE COURSE, SUPERPAVE  
 MIXTURE D, N70, 1 1/2"  
 (TYPICAL) (SIDEStreETS)

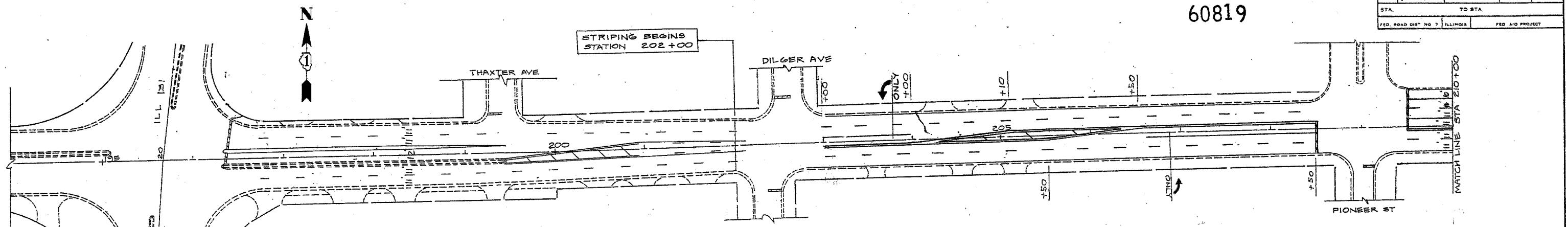
LIMIT OF RESURFACING  
 AT RADIUS RETURN  
 (TYPICAL)

IMPROVEMENT ENDS  
 STATION 319+40

REVISIONS	
NAME	DATE

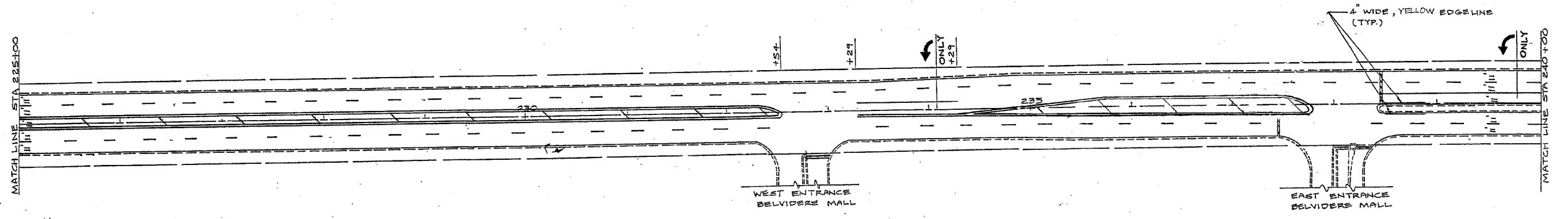
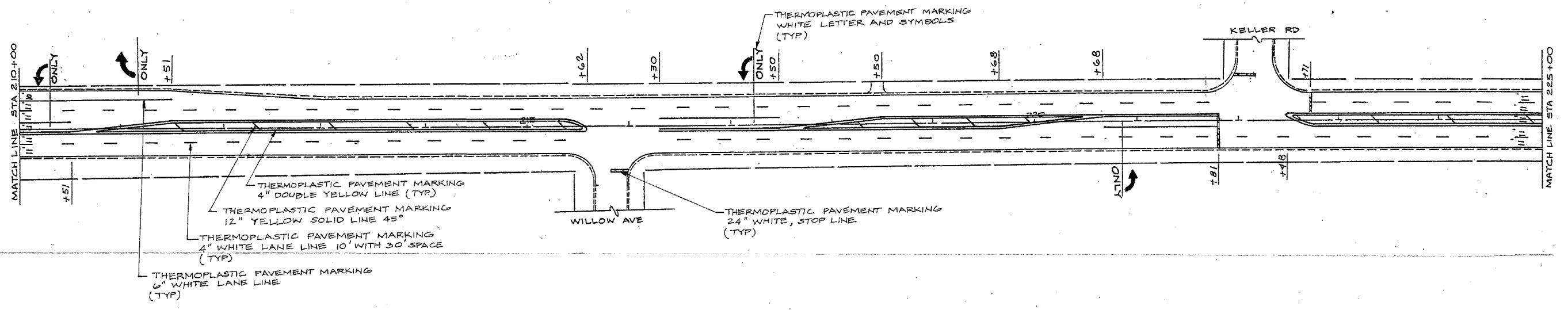
ILLINOIS DEPARTMENT OF TRANSPORTATION  
BELVIDERE ROAD  
 ILL 131 (GREENBAY RD) TO SHERIDAN RD  
 ROADWAY PLAN  
 SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

STRIPING BEGINS  
STATION 202+00



**PAVEMENT MARKING NOTES**

1. FOR PAVEMENT MARKING DETAILS, SEE SPECIAL DETAIL SHEET FOR "DISTRICT ONE TYPICAL PAVEMENT MARKINGS"
2. FOR DETAILS AND SYMBOLS OF RAISED REFLECTIVE PAVEMENT MARKERS, SEE SPECIAL DETAIL FOR "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)"

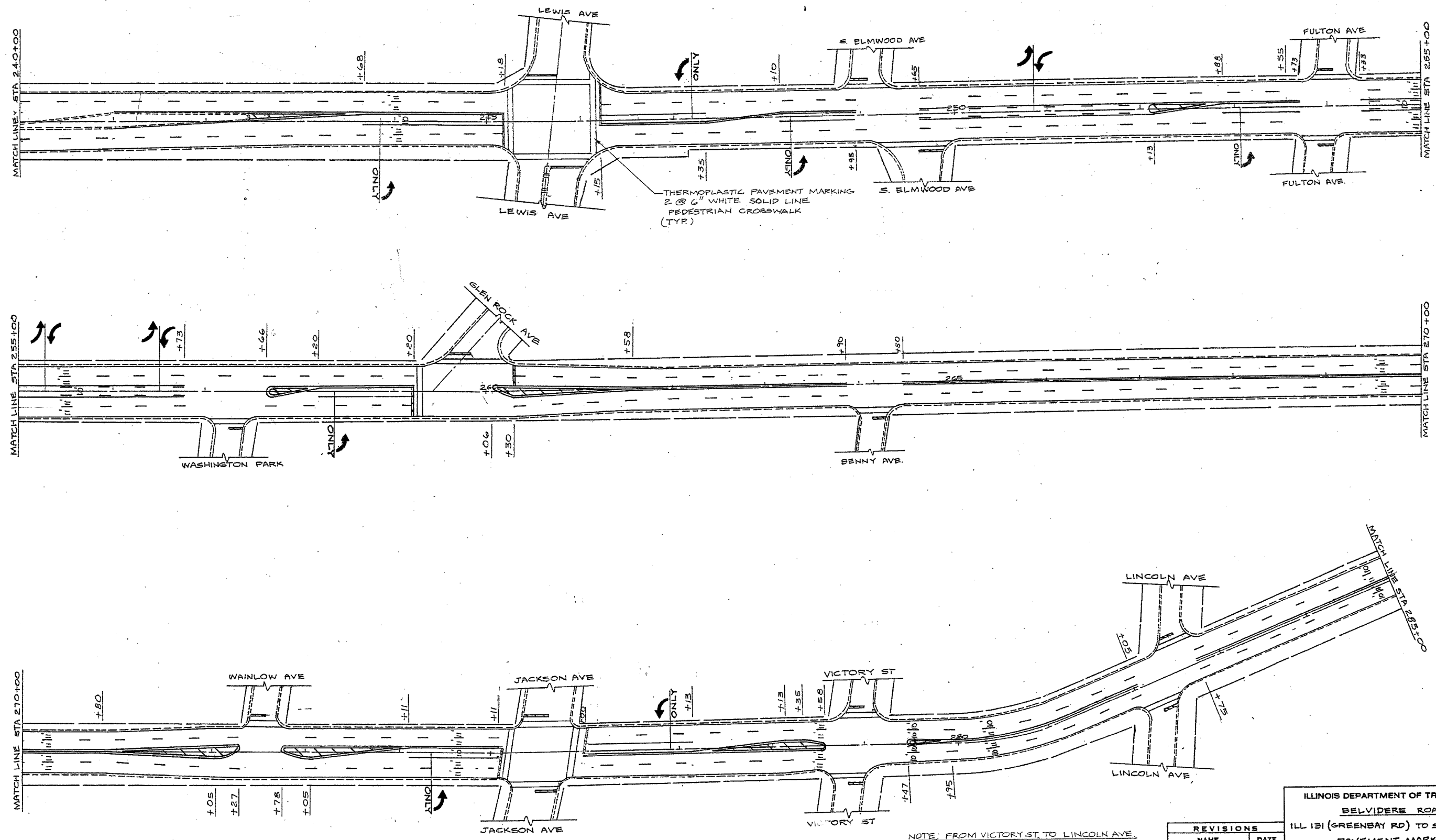


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BELVIDERE ROAD**  
ILL 131 (GREENBAY RD) TO SHERIDAN RD  
PAVEMENT MARKING PLAN

SCALE: VERT.      DRAWN BY  
      HORIZ.        CHECKED BY  
DATE

60819



THERMOPLASTIC PAVEMENT MARKING  
2 @ 6" WHITE SOLID LINE  
PEDESTRIAN CROSSWALK  
(TYP.)

NOTE: FROM VICTORY ST. TO LINCOLN AVE.  
INSTALL RAISED REFLECTIVE PAVEMENT  
MARKERS ALONG BOTH CENTERLINE  
AND LANE LINES AT 40' C-C.

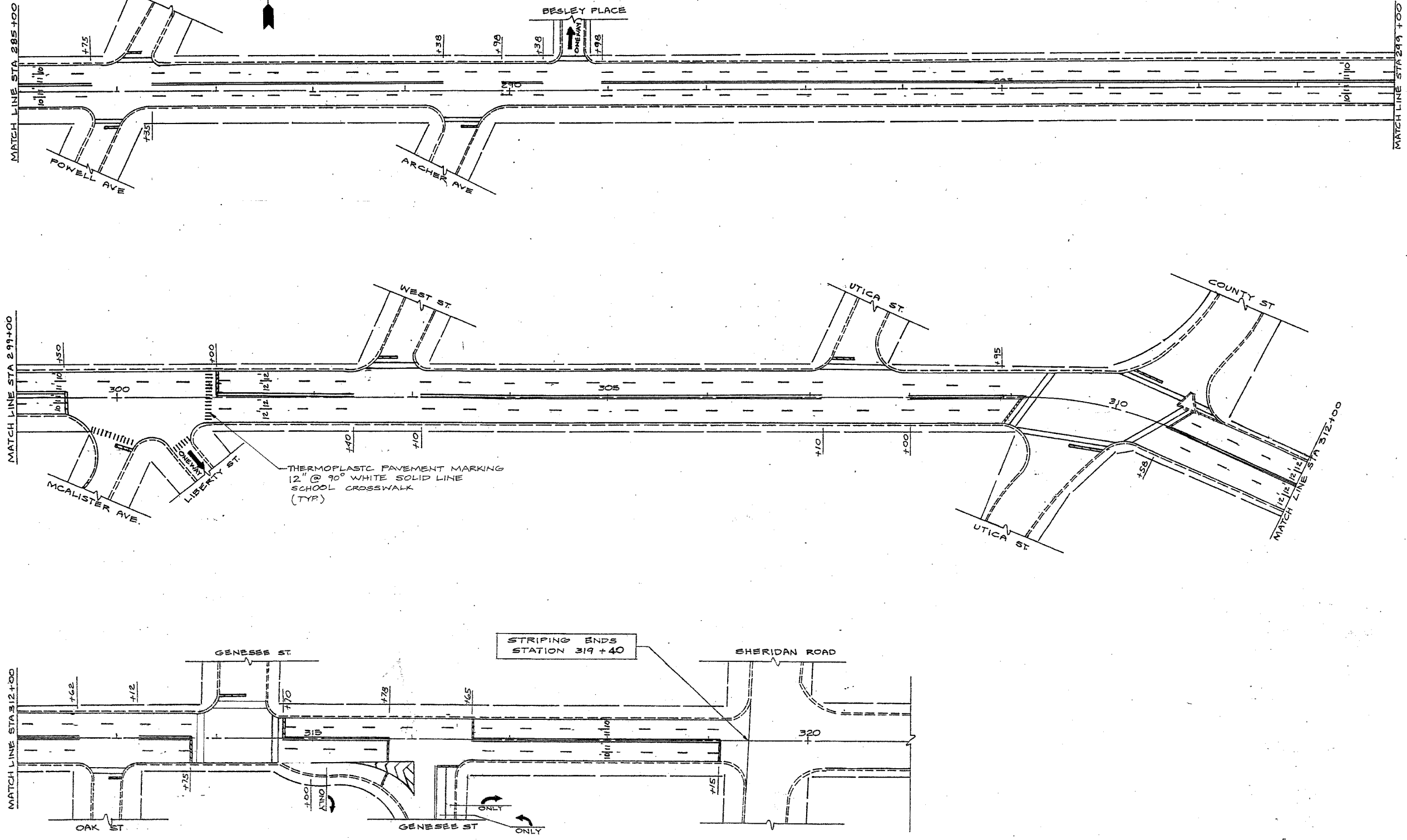
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
BELVIDERE ROAD  
 ILL 131 (GREENBAY RD) TO SHERIDAN RD  
 PAVEMENT MARKING PLAN

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_

DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DELVIDERE ROAD  
 ILL 131 (GREENBAY RD) TO SHERIDAN RD  
 PAVEMENT MARKING PLAN

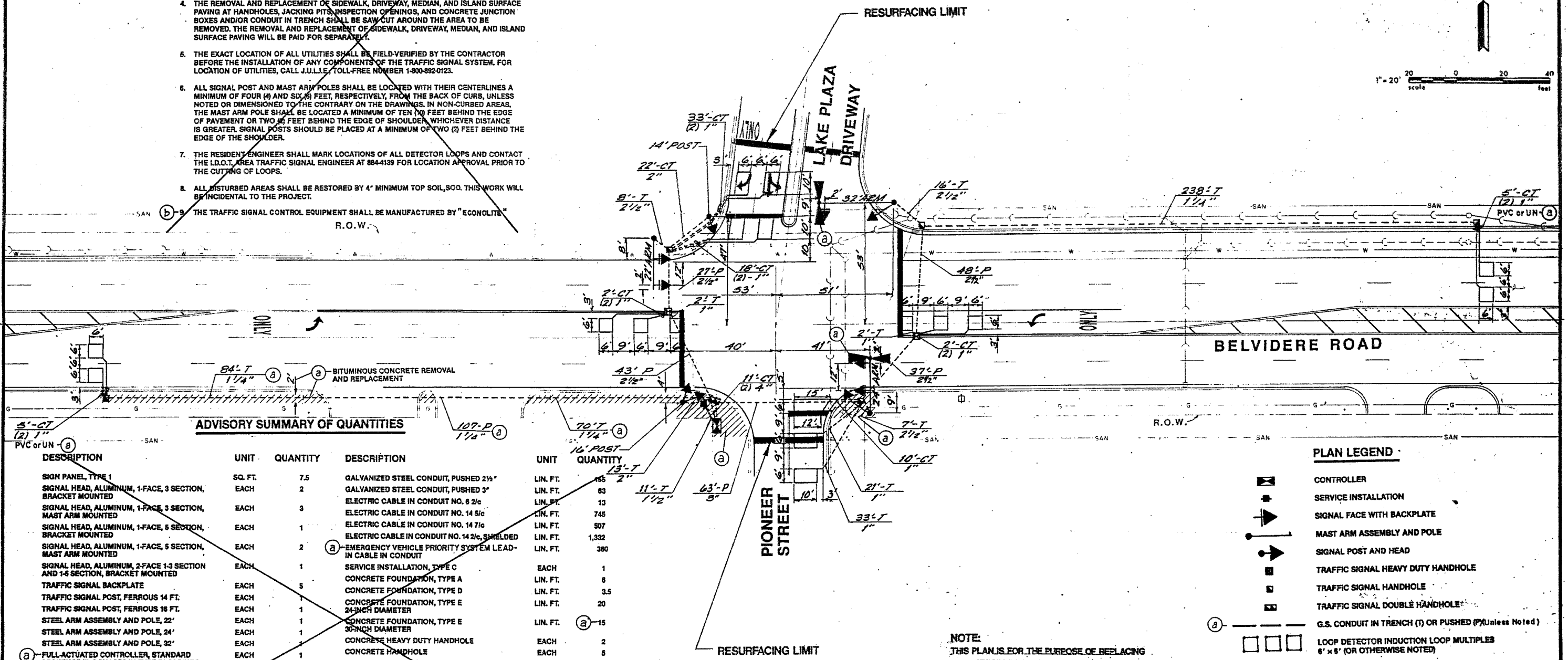
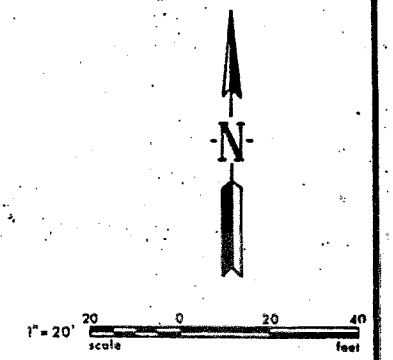
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DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
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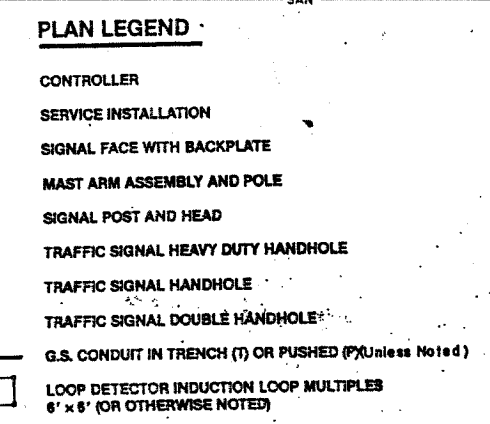
**GENERAL NOTES**

- ALL DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS REQUIRED AND SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE LOOP DETECTOR AMPLIFIER MANUFACTURERS' RECOMMENDATIONS. THE DETECTOR LOOP SHALL BE MEASURED FOR THAT PORTION OF SAW CUT BEYOND THE SPLICE, AS SPECIFIED IN SECTION T 418.04 OF THE SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- LEAD-IN WIRING SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE MANUFACTURERS' RECOMMENDATIONS. THE 2/C SHIELDED CABLE TO BE USED FOR THE DETECTOR LOOP LEAD-IN SHALL BE MEASURED FROM THE SPLICE TO THE CONTROLLER, AS SPECIFIED IN SECTION T 421.04 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS. FLAT CABLE WILL NOT BE PERMITTED.
- ALL SIGNAL AND DETECTOR ELECTRIC CABLE THAT IS FURNISHED BY THE CONTRACTOR SHALL BE PROTECTED BY POLYETHYLENE INSULATION WITH A POLYVINYLCHLORIDE JACKET. SERVICE CABLE MAY HAVE AN XPP JACKET.
- THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN, AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS, INSPECTION OPENINGS, AND CONCRETE JUNCTION BOXES AND/OR CONDUIT IN TRENCH SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN, AND ISLAND SURFACE PAVING WILL BE PAID FOR SEPARATELY.
- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD-VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATION OF UTILITIES, CALL J.U.L.I.E., TOLL-FREE NUMBER 1-800-892-0123.
- ALL SIGNAL POST AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) AND SIX (6) FEET, RESPECTIVELY, FROM THE BACK OF CURB, UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. IN NON-CURBED AREAS, THE MAST ARM POLE SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. SIGNAL POSTS SHOULD BE PLACED AT A MINIMUM OF TWO (2) FEET BEHIND THE EDGE OF THE SHOULDER.
- THE RESIDENT ENGINEER SHALL MARK LOCATIONS OF ALL DETECTOR LOOPS AND CONTACT THE I.D.O.T. AREA TRAFFIC SIGNAL ENGINEER AT 884-4139 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF LOOPS.
- ALL DISTURBED AREAS SHALL BE RESTORED BY 4" MINIMUM TOP SOIL, SOD. THIS WORK WILL BE INCIDENTAL TO THE PROJECT.
- THE TRAFFIC SIGNAL CONTROL EQUIPMENT SHALL BE MANUFACTURED BY "ECONOLITE".



**ADVISORY SUMMARY OF QUANTITIES**

DESCRIPTION	UNIT	QUANTITY	DESCRIPTION	UNIT	QUANTITY
SIGN PANEL, TYPE 1	SQ. FT.	7.5	GALVANIZED STEEL CONDUIT, PUSHED 2 1/2"	LIN. FT.	155
SIGNAL HEAD, ALUMINUM, 1-FACE, 3 SECTION, BRACKET MOUNTED	EACH	2	GALVANIZED STEEL CONDUIT, PUSHED 3"	LIN. FT.	63
SIGNAL HEAD, ALUMINUM, 1-FACE, 3 SECTION, MAST ARM MOUNTED	EACH	3	ELECTRIC CABLE IN CONDUIT NO. 6 2/c	LIN. FT.	13
SIGNAL HEAD, ALUMINUM, 1-FACE, 5 SECTION, BRACKET MOUNTED	EACH	1	ELECTRIC CABLE IN CONDUIT NO. 14 5/c	LIN. FT.	745
SIGNAL HEAD, ALUMINUM, 1-FACE, 5 SECTION, MAST ARM MOUNTED	EACH	2	ELECTRIC CABLE IN CONDUIT NO. 14 7/c	LIN. FT.	507
SIGNAL HEAD, ALUMINUM, 2-FACE 1-3 SECTION AND 1-5 SECTION, BRACKET MOUNTED	EACH	1	ELECTRIC CABLE IN CONDUIT NO. 14 2/c, SHIELDED	LIN. FT.	1,332
TRAFFIC SIGNAL BACKPLATE	EACH	5	(a) - EMERGENCY VEHICLE PRIORITY SYSTEM LEAD-IN CABLE IN CONDUIT	LIN. FT.	360
TRAFFIC SIGNAL POST, FERROUS 14 FT.	EACH	1	SERVICE INSTALLATION, TYPE C	EACH	1
TRAFFIC SIGNAL POST, FERROUS 18 FT.	EACH	1	CONCRETE FOUNDATION, TYPE A	LIN. FT.	6
STEEL ARM ASSEMBLY AND POLE, 22'	EACH	1	CONCRETE FOUNDATION, TYPE D	LIN. FT.	3.5
STEEL ARM ASSEMBLY AND POLE, 24'	EACH	1	CONCRETE FOUNDATION, TYPE E	LIN. FT.	20
STEEL ARM ASSEMBLY AND POLE, 32'	EACH	1	CONCRETE FOUNDATION, TYPE E	LIN. FT.	(a) 15
(a) - FULL-ACTUATED CONTROLLER, STANDARD SEQUENCE III, 5 PHASES IN TYPE IV CABINET	EACH	1	CONCRETE HEAVY DUTY HANDHOLE	EACH	2
TIME BASE COORDINATING UNIT	EACH	1	CONCRETE HANDHOLE	EACH	5
INDUCTION LOOP DETECTOR AMPLIFIER	EACH	7	CONCRETE DOUBLE HANDHOLE	EACH	1
DETECTOR LOOP	LIN. FT.	680	TRENCH AND BACKFILL	LIN. FT.	589
PVC CONDUIT IN TRENCH 1"	LIN. FT.	20	BITUMINOUS CONCRETE REMOVAL AND REPLACEMENT	SQ. YD.	(a) 95
GALVANIZED STEEL CONDUIT IN TRENCH 1"	LIN. FT.	178	(a) - EMERGENCY VEHICLE PRIORITY SYSTEM SET UNIT	EACH	2
GALVANIZED STEEL CONDUIT IN TRENCH 1 1/4"	LIN. FT.	393	(a) - EMERGENCY VEHICLE PRIORITY SYSTEM PHASING UNIT	EACH	1
GALVANIZED STEEL CONDUIT IN TRENCH 1 1/2"	LIN. FT.	11	(a) - THERMOPLASTIC PAVEMENT MARKING LINE 24"	LIN. FT.	122
GALVANIZED STEEL CONDUIT IN TRENCH 2"	LIN. FT.	33	(a) - THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ. FT.	139
GALVANIZED STEEL CONDUIT IN TRENCH 2 1/2"	LIN. FT.	31	(b) - FIRE PRE-EMPTOR	EACH	2
GALVANIZED STEEL CONDUIT IN TRENCH 4"	LIN. FT.	22			
(a) - GALVANIZED STEEL CONDUIT, PUSHED 1 1/4"	LIN. FT.	107			



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

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

CODE NO.	QUANTITY	UNIT	ITEM
84700600	800	Foot	Detector Loop Replacement

DETECTOR LOOP REPLACEMENT  
PIONEER STREET AT BELVIDERE ROAD

job no.	
scale: 1" = 20'	
design: M.G.D.	
drawn: M.G.D.	
approved: H.J.A.	
date:	
total sheets	sheet no.



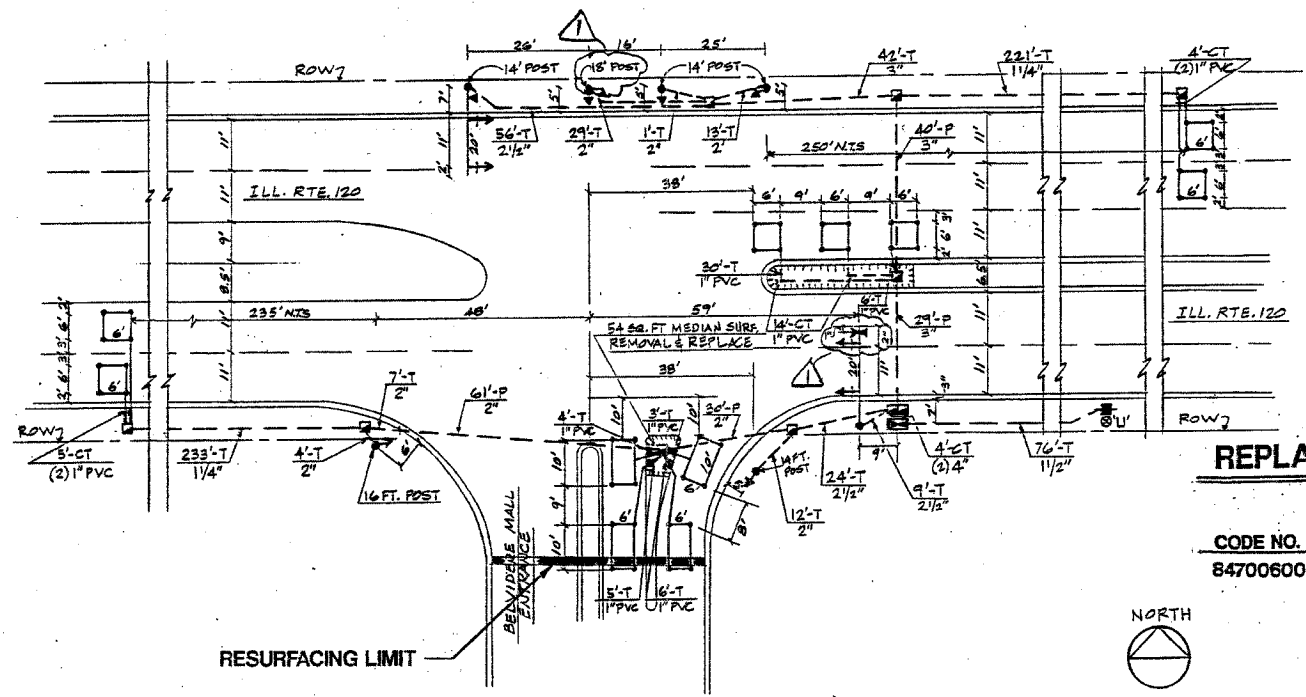
60819

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225(11412)RS-G	LAKE	30	15	60819

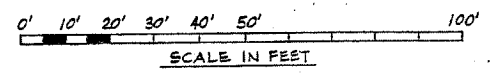
- NOTES**
- ALL DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS REQUIRED AND SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE LOOP DETECTOR AMPLIFIER MANUFACTURERS RECOMMENDATIONS. THE DETECTOR LOOP SHALL BE MEASURED FOR THAT PORTION OF SAW CUT BEYOND THE SPLICE AS SPECIFIED IN SECTION T418.04 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
  - LEAD-IN WIRING SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE MANUFACTURERS RECOMMENDATIONS. THE 2/C SHIELDED CABLE TO BE USED FOR THE DETECTOR LOOP LEAD-IN SHALL BE MEASURED FROM THE SPLICE TO THE CONTROLLER AS SPECIFIED IN SECTION T421.04 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS. FLAT CABLE WILL NOT BE PERMITTED.
  - ALL ELECTRIC CABLE THAT IS FURNISHED BY THE CONTRACTOR SHALL BE PROTECTED BY POLYETHYLENE INSULATION WITH A POLYVINYL CHLORIDE JACKET, UNLESS OTHERWISE SPECIFIED.
  - THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS, INSPECTION OPENINGS AND CONCRETE JUNCTION BOXES SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING WILL BE PAID FOR SEPARATELY.
  - THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATION OF UTILITIES CALL J.U.L.I.E. TOLL FREE NUMBER 800-892-0123 AND STATE MAINTAINED TRAFFIC SIGNALS 312-378-2600.
  - ALL SIGNAL POSTS AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) AND SIX (6) FEET RESPECTIVELY FROM THE BACK OF CURB, UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. IN NON-CURBED AREAS THE MAST ARM POLE SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. SIGNAL POSTS SHOULD BE PLACED AT A MINIMUM OF TWO (2) FEET BEHIND THE EDGE OF THE SHOULDER.
  - FOR LOCATION OF ALL LOOPS AT THE INTERSECTION CONTACT THE I.D.O.T. AREA TRAFFIC SIGNAL ENGINEER AT 884-4139 WHO WILL MARK THE PAVEMENT FOR THE CUTTING OF THE LOOPS.
  - THE NEW DETECTOR LOOPS FOR THE PROPOSED TRAFFIC SIGNAL MODERNIZATION SHALL NOT BE SAW CUT INTO THE PAVEMENT UNTIL THE NEW PAVEMENT RESURFACING IS COMPLETED. THE PROPOSED TRAFFIC SIGNAL INSTALLATION SHALL BE INSTALLED AND SHALL OPERATE AS A FIXED TIME SYSTEM UNTIL THE NEW LOOPS ARE INSTALLED AND CONNECTED. DURING THE CONSTRUCTION OF THE PROPOSED TRAFFIC SIGNAL MODERNIZATION THE EXISTING SYSTEM SHALL REMAIN IN PLACE AND OPERATING.
  - TRAFFIC SIGNAL CONTROL EQUIPMENT TO BE MANUFACTURED BY 'ECONOLITE'.

**TRAFFIC SIGNAL LEGEND**

- SERVICE INSTALLATION
- CONTROLLER
- DOUBLE HANDHOLE
- HANDHOLE
- HEAVY-DUTY HANDHOLE
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- MAST ARM ASSEMBLY AND POLE, STEEL
- SIGNAL POST
- DETECTOR LOOP
- G.S. CONDUIT IN TRENCH OR PUSHED
- CT COMMON TRENCH
- U UTILITY CO. POLE
- R.O.W. RIGHT OF WAY
- PVC POLYVINYLCHLORIDE
- SIGN PANEL LOCATION
- N.T.S. NOT TO SCALE
- ⊙ PEDESTRIAN PUSHBUTTON
- ↓ PEDESTRIAN SIGNAL HEAD
- T TRENCH
- P PUSH
- ◀ OPTICAL DETECTOR - 1 FACE
- ◀ " " - 2 FACE



PROPOSED TRAFFIC SIGNAL MODERNIZATION  
ILLINOIS ROUTE 120 & BELVIDERE MALL



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

CODE NO.	QUANTITY	UNIT	ITEM
84700600	407	Foot	Detector Loop Replacement

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

REV 3-29-85 ADD OPTION SYSTEM

**LANDAU AND HEYMAN, INC.**  
DEVELOPERS 312/372-3133  
120 SOUTH LA SALLE STREET  
CHICAGO, IL. 60606

**PROPOSED TRAFFIC SIGNALS**  
ILLINOIS ROUTE 120  
AND ENTRANCE  
TO  
BELVIDERE MALL

**Stowell Cook Frolichstein**  
Architects inc.  
222 west adams street  
chicago, il. 60606  
312-641-6141

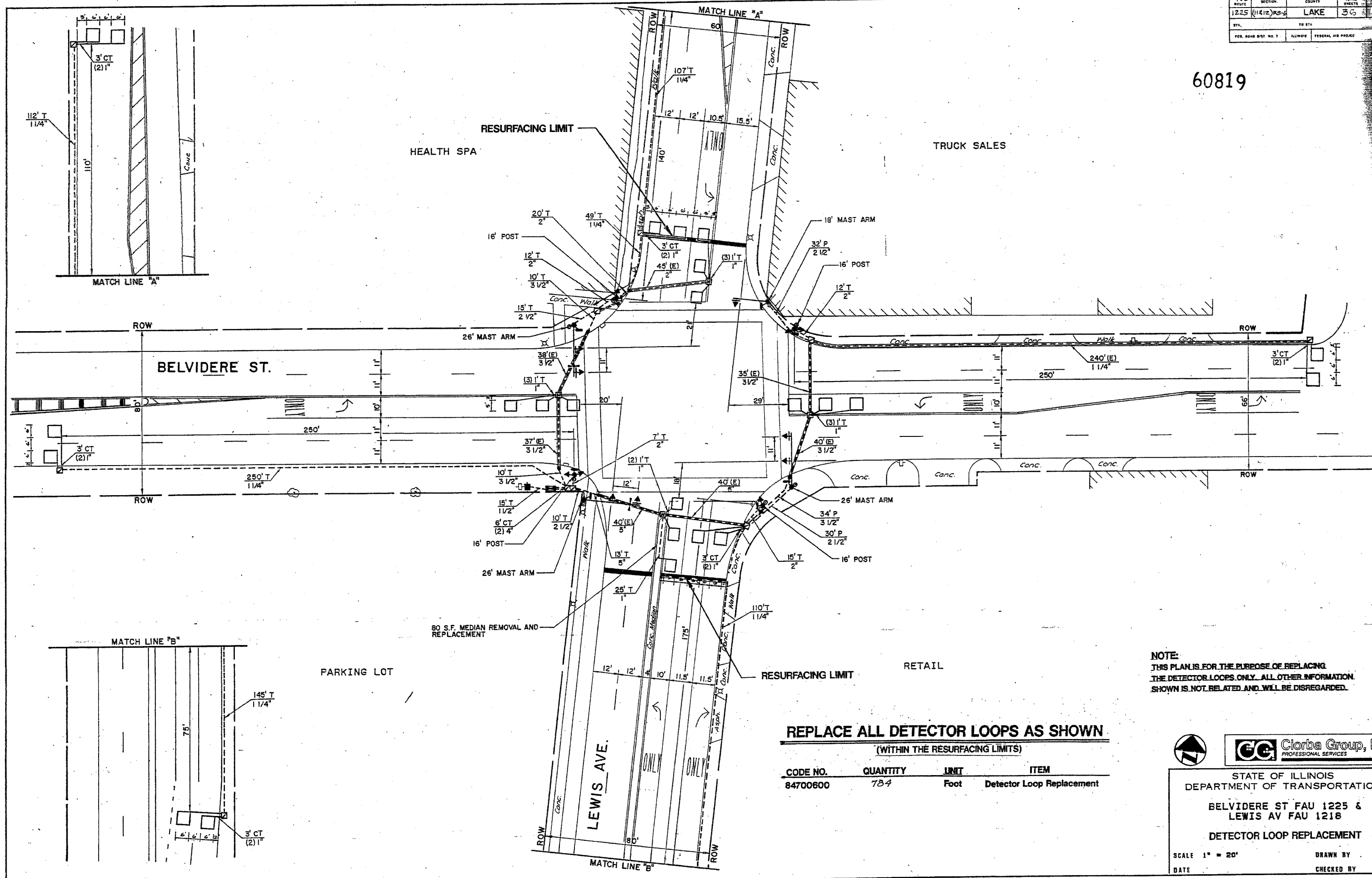
**PROPOSED INSTALLATION**

PROJ 1180  
DATE 1-31-85  
DRAWN RC  
CHECKED MC

**TS-1**  
OF 3

DETECTOR LOOP REPLACEMENT

60819



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

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

CODE NO.	QUANTITY	UNIT	ITEM
84700600	734	Foot	Detector Loop Replacement

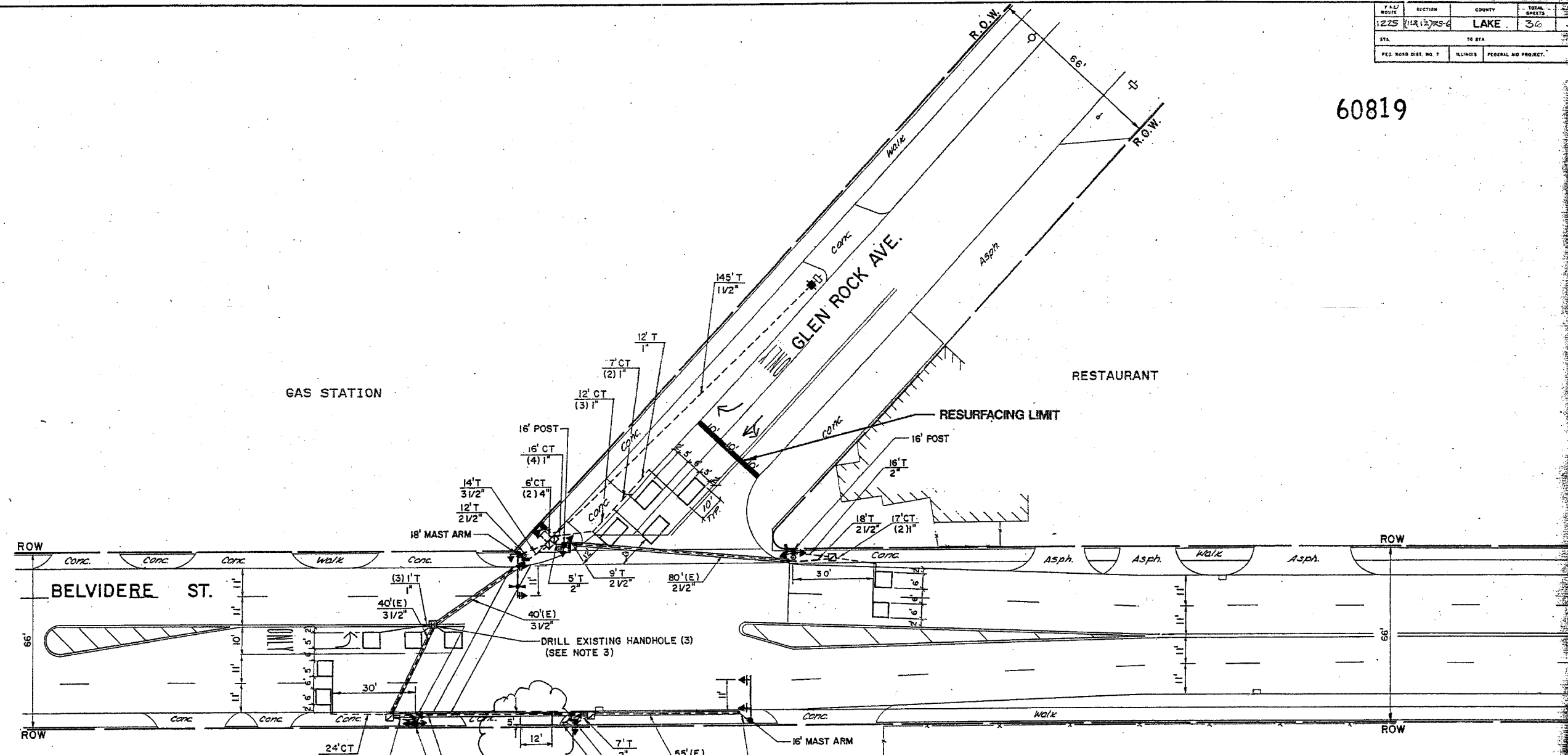


STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 BELVIDERE ST FAU 1225 &  
 LEWIS AV FAU 1218  
 DETECTOR LOOP REPLACEMENT

SCALE 1" = 20'  
 DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_



60819



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

CODE NO.	QUANTITY	UNIT	ITEM
84700600	382	Foot	Detector Loop Replacement

REPLACEMENT AS PER RESIDENT ENGINEERS DIRECTION ONLY

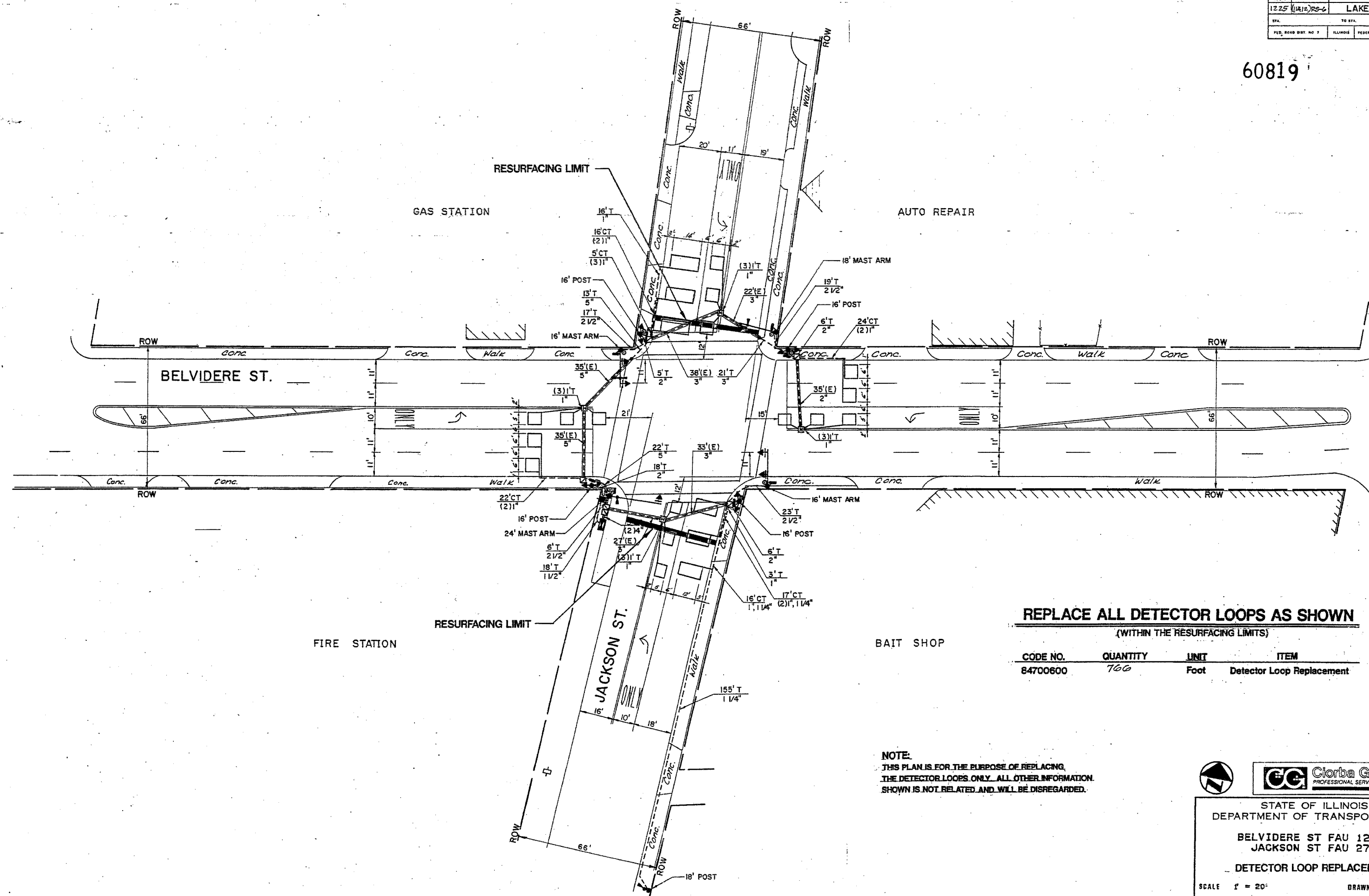
- NOTES:**
- THE EXISTING CONDUIT RUNS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS ARE TO BE FIELD VERIFIED PRIOR TO BEGINNING CONSTRUCTION AT THIS INTERSECTION.
  - THE OPTICOM DETECTOR UNIT SHALL BE INSTALLED AS SHOWN IN THE DETAIL ON SHEET 3. THE CONTRACTOR SHALL INSTALL A POST EXTENSION OF 1" GALVANIZED STEEL CONDUIT PAINTED YELLOW OF SUFFICIENT LENGTH TO OBTAIN THE HEIGHT SHOWN AND ALL MATERIAL AND LABOR REQUIRED TO DO THIS WORK SHALL BE INCIDENTAL TO THE ITEM EMERGENCY VEHICLE PRIORITY SYSTEM DETECTOR UNIT.
  - THE EXISTING HEAVY-DUTY HANDHOLE IS TO BE DRILLED TO ACCOMMODATE INSTALLATION OF NEW 1" CONDUIT FOR LOOP LEAD-INS.

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



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
BELVIDERE ST FAU 1225 &  
GLEN ROCK AV  
DETECTOR LOOP REPLACEMENT  
SCALE 1" = 20'  
DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_

60819



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

CODE NO.	QUANTITY	UNIT	ITEM
84700600	700	Foot	Detector Loop Replacement

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



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BELVIDERE ST FAU 1225 &  
JACKSON ST FAU 2738

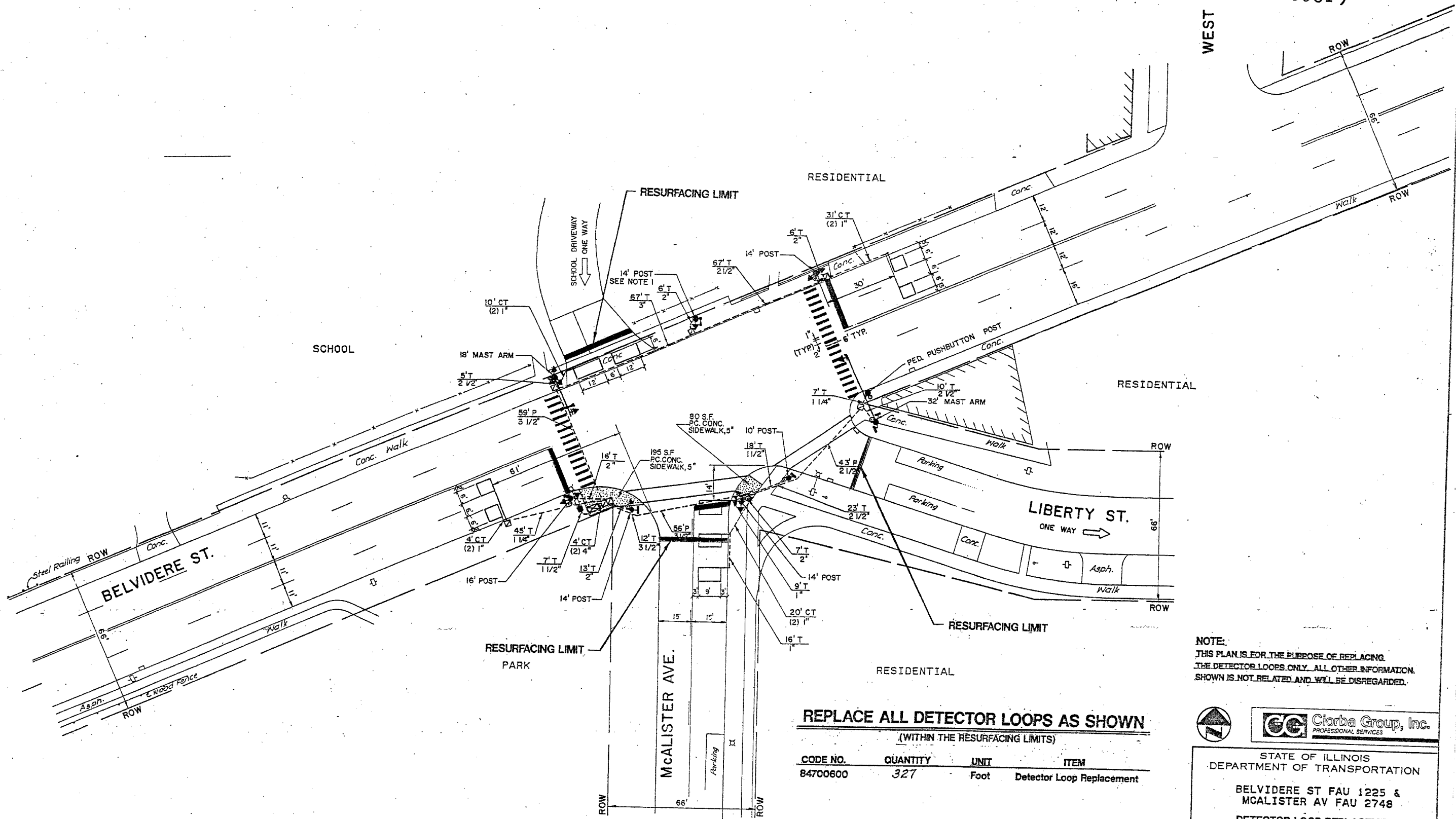
DETECTOR LOOP REPLACEMENT

SCALE 1" = 20'  
DATE APRIL 1983

DRAWN BY  
CHECKED BY

608191

WEST ST.



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

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

CODE NO.	QUANTITY	UNIT	ITEM
84700600	327	Foot	Detector Loop Replacement

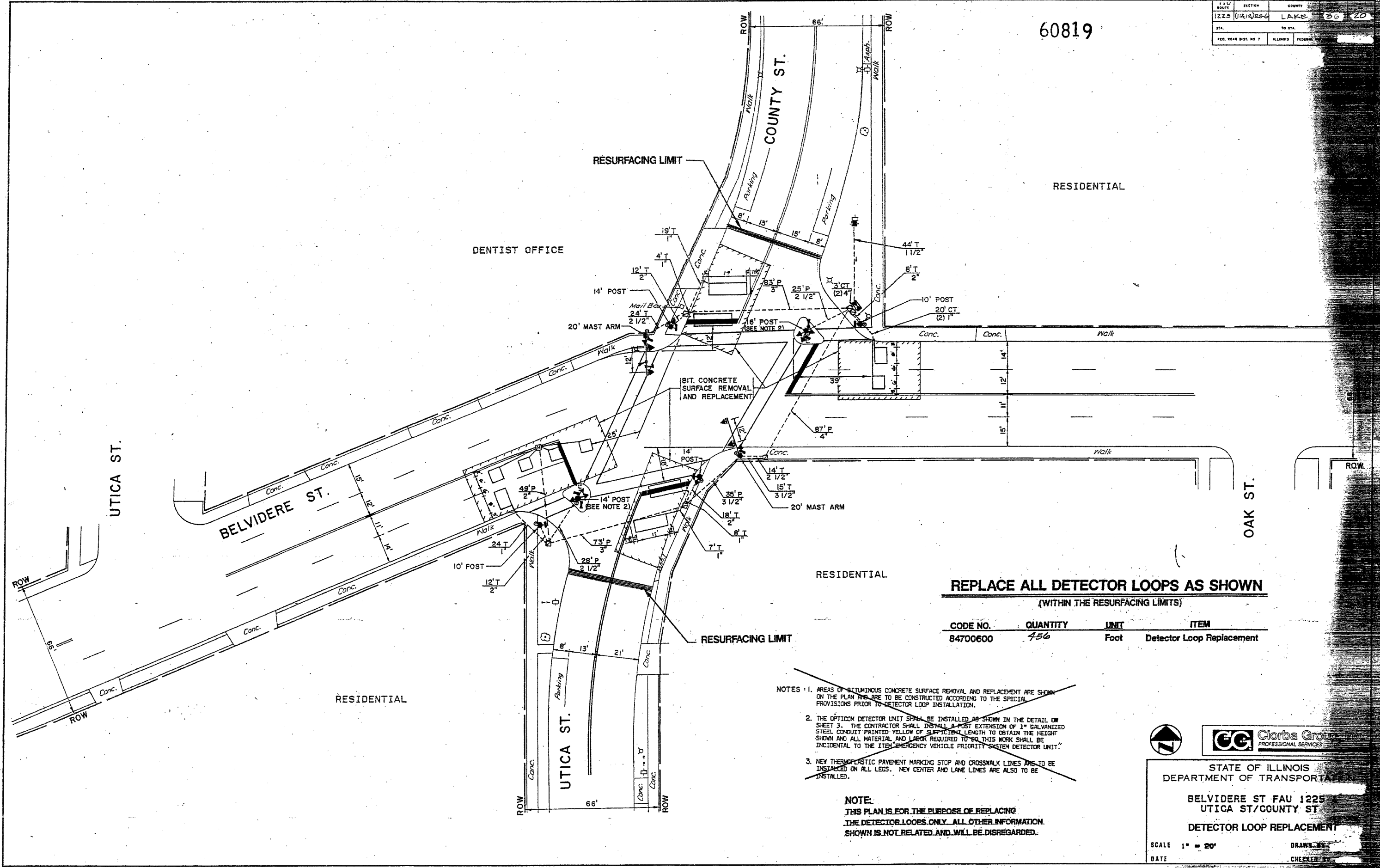


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
BELVIDERE ST FAU 1225 &  
MCALISTER AV FAU 2748  
DETECTOR LOOP REPLACEMENT.

SCALE 1" = 20'  
DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_

FAU	SECTION	COUNTY	36	20
1225	(12/2)25-6	LAKE		
STL	RD STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL		

60819



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

CODE NO.	QUANTITY	UNIT	ITEM
84700600	456	Foot	Detector Loop Replacement

- NOTES:
1. AREAS OF BITUMINOUS CONCRETE SURFACE REMOVAL AND REPLACEMENT ARE SHOWN ON THE PLAN AND ARE TO BE CONSTRUCTED ACCORDING TO THE SPECIAL PROVISIONS PRIOR TO DETECTOR LOOP INSTALLATION.
  2. THE OPTICOM DETECTOR UNIT SHALL BE INSTALLED AS SHOWN IN THE DETAIL ON SHEET 3. THE CONTRACTOR SHALL INSTALL A POST EXTENSION OF 1" GALVANIZED STEEL CONDUIT PAINTED YELLOW OF SUFFICIENT LENGTH TO OBTAIN THE HEIGHT SHOWN AND ALL MATERIAL AND LABOR REQUIRED TO DO THIS WORK SHALL BE INCIDENTAL TO THE ITEM 'EMERGENCY VEHICLE PRIORITY SYSTEM DETECTOR UNIT.'
  3. NEW THERMOPLASTIC PAVEMENT MARKING STOP AND CROSSWALK LINES ARE TO BE INSTALLED ON ALL LEGS. NEW CENTER AND LANE LINES ARE ALSO TO BE INSTALLED.

**NOTE:**  
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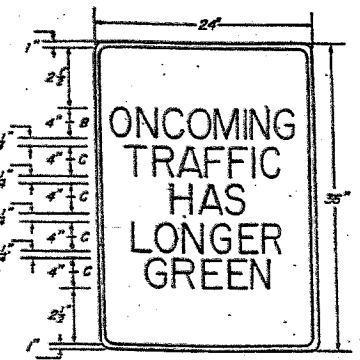
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
BELVIDERE ST FAU 1225  
UTICA ST/COUNTY ST  
DETECTOR LOOP REPLACEMENT

SCALE 1" = 20'  
DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_

JOB NO.

60819'

MAST-ARM MOUNT  
BLACK / WHITE - REFL



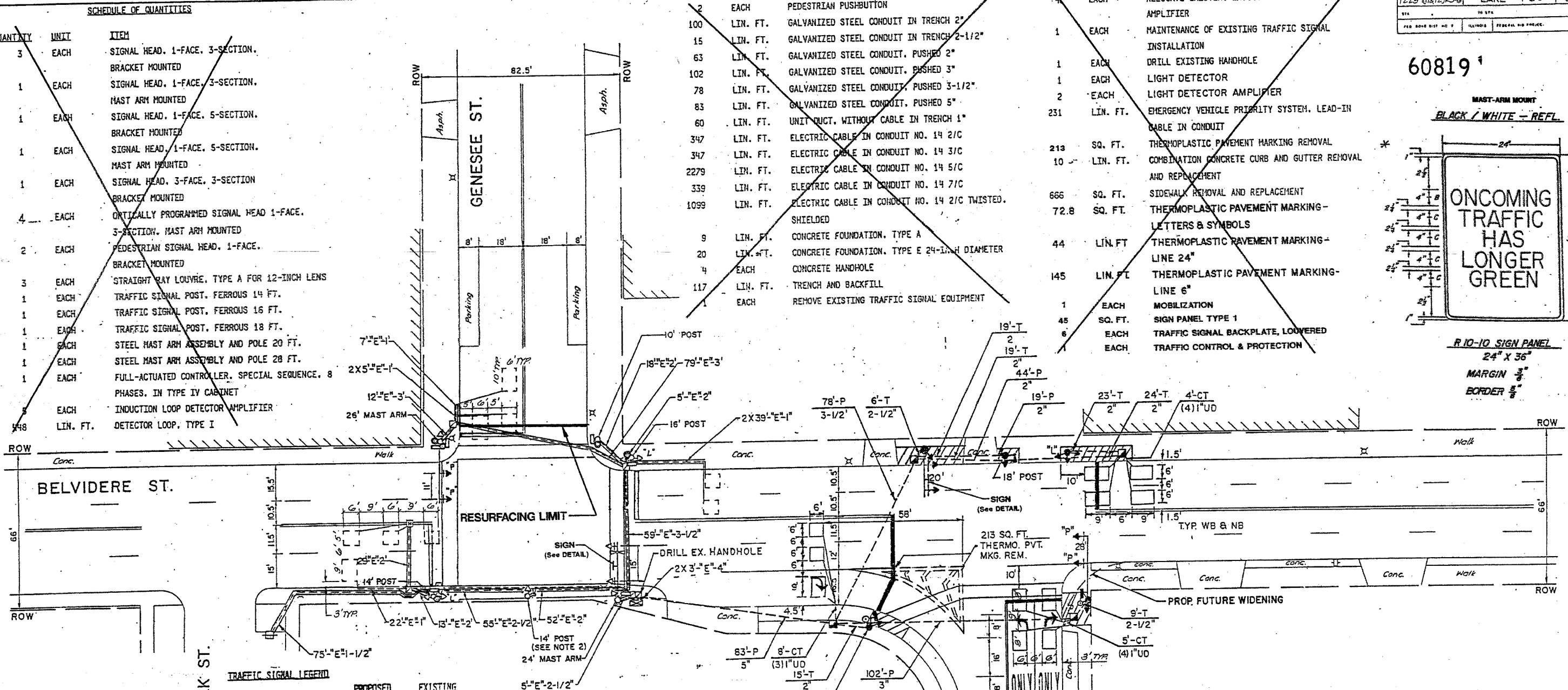
R 10-10 SIGN PANEL  
24' X 36'  
MARGIN 3/8"  
BORDER 5/8"

**SCHEDULE OF QUANTITIES**

QUANTITY	UNIT	ITEM
3	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, 3-FACE, 3-SECTION BRACKET MOUNTED
4	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD 1-FACE, 3-SECTION, MAST ARM MOUNTED
2	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
3	EACH	STRAIGHT RAY LOUVRE, TYPE A FOR 12-INCH LENS
1	EACH	TRAFFIC SIGNAL POST, FERROUS 14 FT.
1	EACH	TRAFFIC SIGNAL POST, FERROUS 16 FT.
1	EACH	TRAFFIC SIGNAL POST, FERROUS 18 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE 20 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE 28 FT.
1	EACH	FULL-ACTUATED CONTROLLER, SPECIAL SEQUENCE, 8 PHASES, IN TYPE IV CABINET
5	EACH	INDUCTION LOOP DETECTOR AMPLIFIER
448	LIN. FT.	DETECTOR LOOP, TYPE I

2	EACH	PEDESTRIAN PUSHBUTTON
100	LIN. FT.	GALVANIZED STEEL CONDUIT IN TRENCH 2"
15	LIN. FT.	GALVANIZED STEEL CONDUIT IN TRENCH 2-1/2"
63	LIN. FT.	GALVANIZED STEEL CONDUIT, PUSHED 2"
102	LIN. FT.	GALVANIZED STEEL CONDUIT, PUSHED 3"
78	LIN. FT.	GALVANIZED STEEL CONDUIT, PUSHED 3-1/2"
83	LIN. FT.	GALVANIZED STEEL CONDUIT, PUSHED 5"
60	LIN. FT.	UNIT DUCT, WITHOUT CABLE IN TRENCH 1"
347	LIN. FT.	ELECTRIC CABLE IN CONDUIT NO. 14 2/C
347	LIN. FT.	ELECTRIC CABLE IN CONDUIT NO. 14 3/C
2279	LIN. FT.	ELECTRIC CABLE IN CONDUIT NO. 14 5/C
339	LIN. FT.	ELECTRIC CABLE IN CONDUIT NO. 14 7/C
1099	LIN. FT.	ELECTRIC CABLE IN CONDUIT NO. 14 2/C TWISTED, SHIELDED
9	LIN. FT.	CONCRETE FOUNDATION, TYPE A
20	LIN. FT.	CONCRETE FOUNDATION, TYPE E 24-INCH DIAMETER
4	EACH	CONCRETE HANDHOLE
117	LIN. FT.	TRENCH AND BACKFILL
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

1	EACH	RELOCATE EXISTING INDUCTION LOOP DETECTOR AMPLIFIER
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	DRILL EXISTING HANDHOLE
1	EACH	LIGHT DETECTOR
2	EACH	LIGHT DETECTOR AMPLIFIER
231	LIN. FT.	EMERGENCY VEHICLE PRIORITY SYSTEM, LEAD-IN CABLE IN CONDUIT
213	SQ. FT.	THERMOPLASTIC PAVEMENT MARKING REMOVAL
10	LIN. FT.	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
666	SQ. FT.	SIDEWALK REMOVAL AND REPLACEMENT
72.8	SQ. FT.	THERMOPLASTIC PAVEMENT MARKING-LETTERS & SYMBOLS
44	LIN. FT.	THERMOPLASTIC PAVEMENT MARKING-LINE 24"
145	LIN. FT.	THERMOPLASTIC PAVEMENT MARKING-LINE 6"
1	EACH	MOBILIZATION
45	SQ. FT.	SIGN PANEL TYPE 1
6	EACH	TRAFFIC SIGNAL BACKPLATE, LOWERED
1	EACH	TRAFFIC CONTROL & PROTECTION

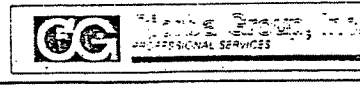


- TRAFFIC SIGNAL LEGEND**
- |                                      |  |          |  |
|--------------------------------------|--|----------|--|
| CONTROLLER SERVICE INSTALLATION      |  | EXISTING |  |
| SIGNAL HEAD                          |  | EXISTING |  |
| SIGNAL HEAD WITH BACKPLATE           |  | EXISTING |  |
| SIGNAL HEAD, PEDESTRIAN              |  | EXISTING |  |
| SIGNAL POST                          |  | EXISTING |  |
| MAST ARM ASSEMBLY AND POLE, STEEL    |  | EXISTING |  |
| MAST ARM ASSEMBLY AND POLE, ALUMINUM |  | EXISTING |  |
| COMMON TRENCH                        |  | EXISTING |  |
| UNIT DUCT                            |  | EXISTING |  |
| HANDHOLE                             |  | EXISTING |  |
| HEAVY DUTY HANDHOLE                  |  | EXISTING |  |
| DOUBLE HANDHOLE                      |  | EXISTING |  |
| G.S. CONDUIT IN TRENCH OR PUSHED     |  | EXISTING |  |
| PEDESTRIAN PUSHBUTTON DETECTOR       |  | EXISTING |  |
| DETECTOR LOOP                        |  | EXISTING |  |
| CAST IRON JUNCTION BOX               |  | EXISTING |  |
| EMERGENCY VEHICLE SYSTEM DETECTOR    |  | EXISTING |  |
| SIGNAL HEAD OPTICALLY PROGRAMMED     |  | EXISTING |  |

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

CODE NO.	QUANTITY	UNIT	ITEM
84700600	782	Foot	Detector Loop Replacement

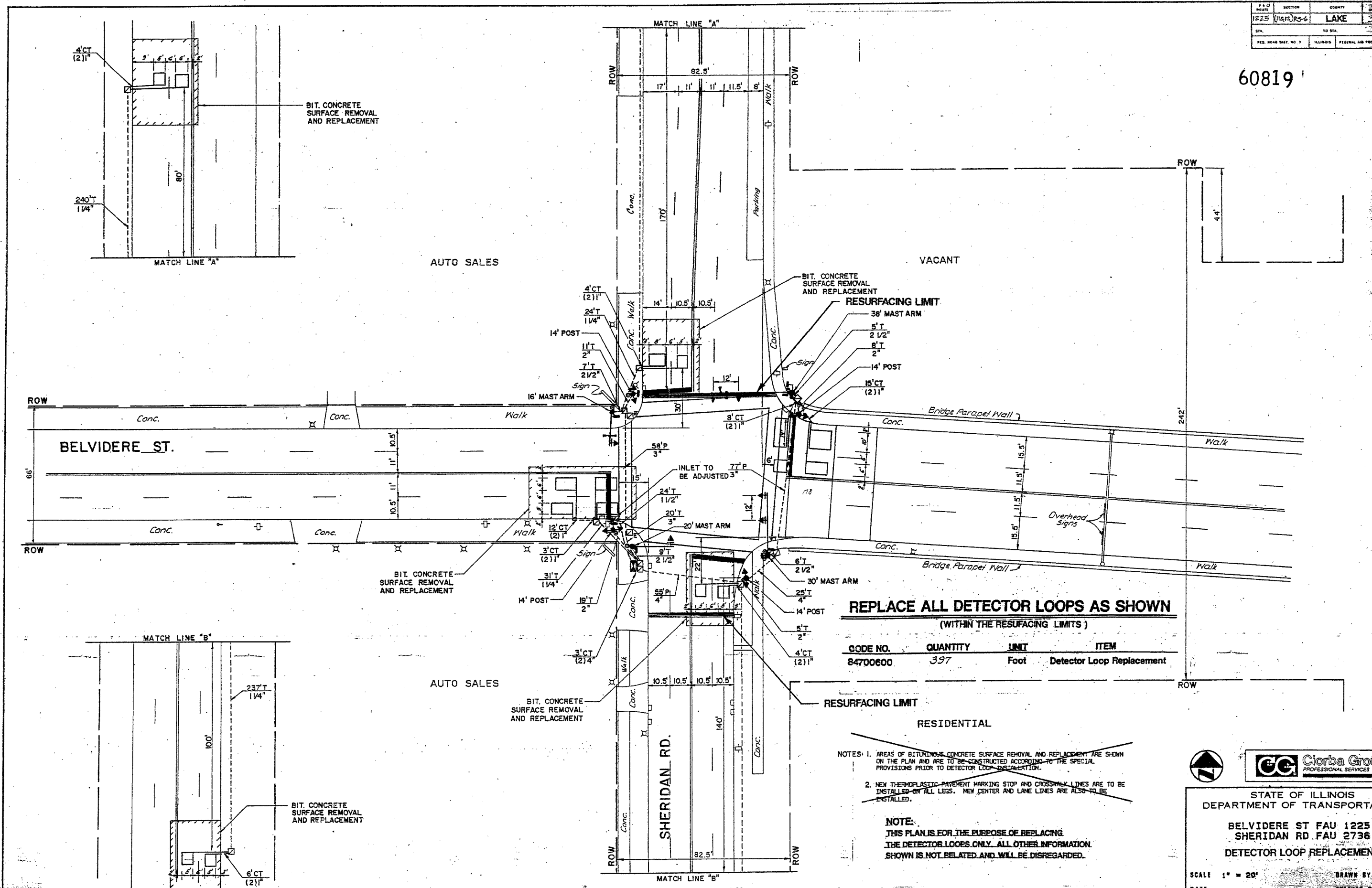


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
BELVIDERE STREET AT  
GENESSEE ST  
DETECTOR LOOP REPLACEMENT

SCALE 1" = 20'  
DATE

DRAWN BY  
DESIGNED BY  
CHECKED BY

60819



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

CODE NO.	QUANTITY	UNIT	ITEM
84700600	397	Foot	Detector Loop Replacement

NOTES: 1. AREAS OF BITUMINOUS CONCRETE SURFACE REMOVAL AND REPLACEMENT ARE SHOWN ON THE PLAN AND ARE TO BE CONSTRUCTED ACCORDING TO THE SPECIAL PROVISIONS PRIOR TO DETECTOR LOOP INSTALLATION.  
2. NEW THERMOPLASTIC PAVEMENT MARKING STOP AND CROSSWALK LINES ARE TO BE INSTALLED ON ALL LEGS. NEW CENTER AND LANE LINES ARE ALSO TO BE INSTALLED.

**NOTE:**  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

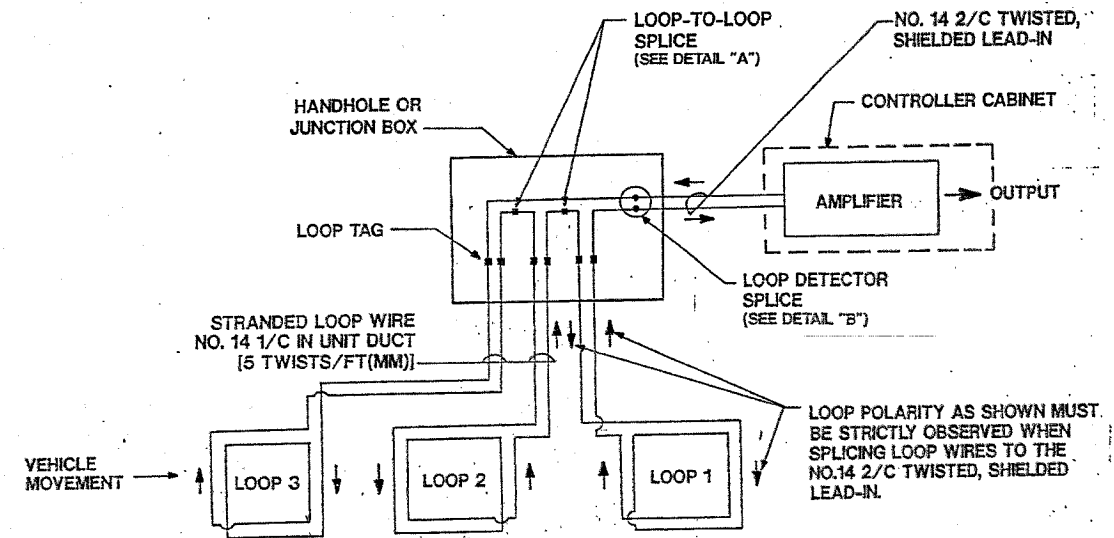
BELVIDERE ST FAU 1225 &  
SHERIDAN RD FAU 2736  
DETECTOR LOOP REPLACEMENT

SCALE 1" = 20'  
DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_

608191

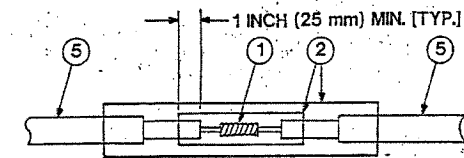
**LOOP DETECTOR NOTES**

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

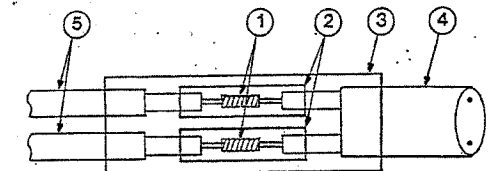


**DETECTOR LOOP WIRING SCHEMATIC**

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



DETAIL "A"  
LOOP-TO-LOOP SPLICE

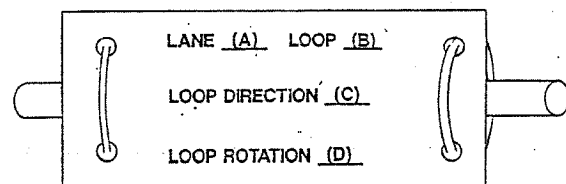


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**LOOP DETECTOR SPLICE**

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

**LOOP LEAD-IN CABLE TAG**



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

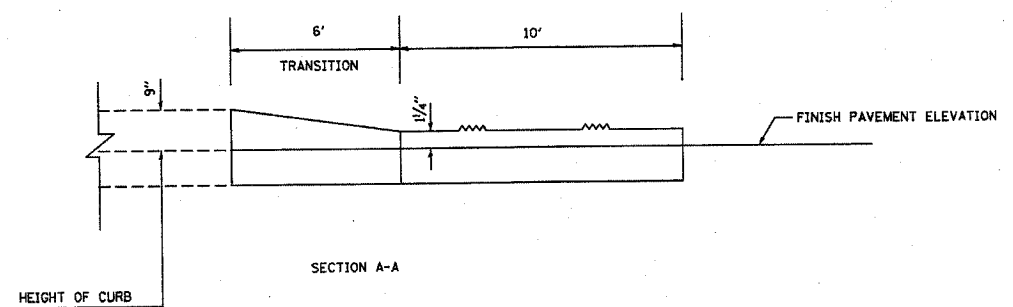
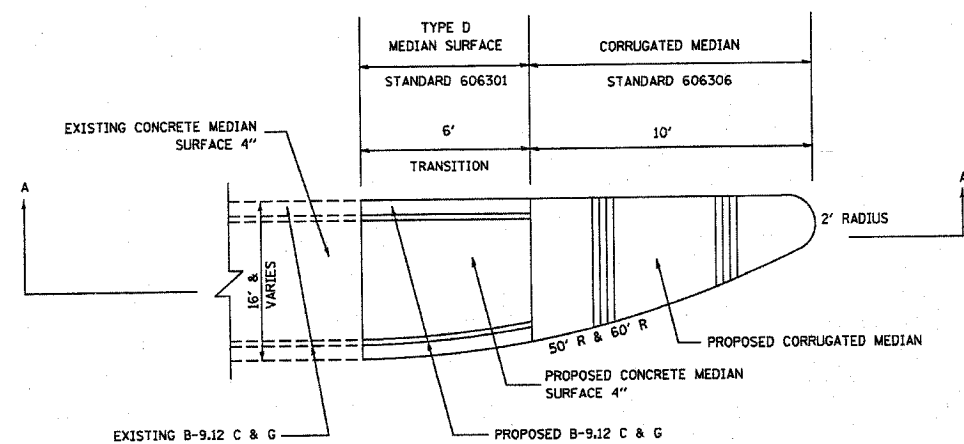
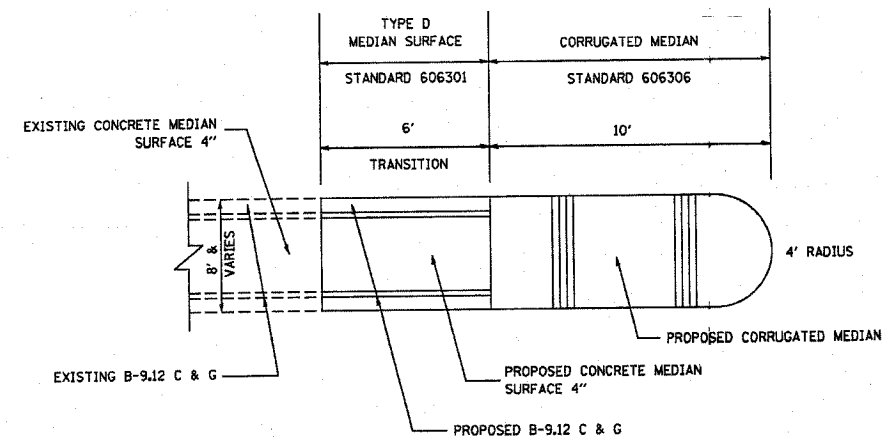
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DISTRICT I  
**STANDARD TRAFFIC SIGNAL  
DESIGN DETAILS**  
DATE 11-16-94 SHEET 1 OF 2

MASTER COPY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225	(11A)RS-6	LAKE	36	24
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

608191



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		MEDIAN NOSE DETAIL

SCALE: VERT.      DRAWN BY  
HORIZ.              CHECKED BY  
DATE 08/02/01

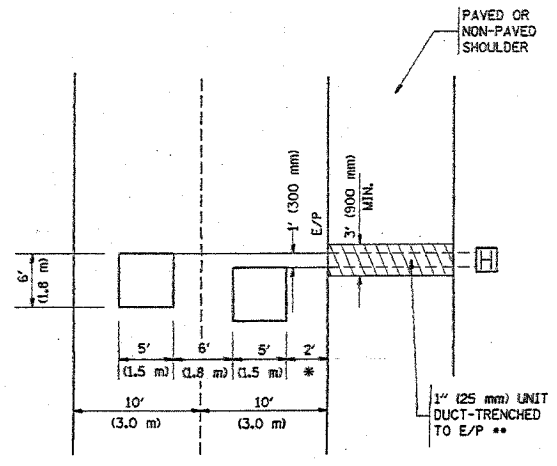


P.L.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225	(112)RS-C	LAKE	36	25
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ALPINE	FED. AID PROJECT		

60819

LOOPS NEXT TO SHOULDERS

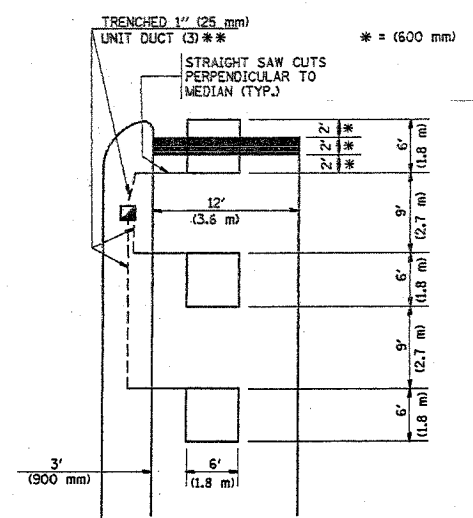
PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.



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

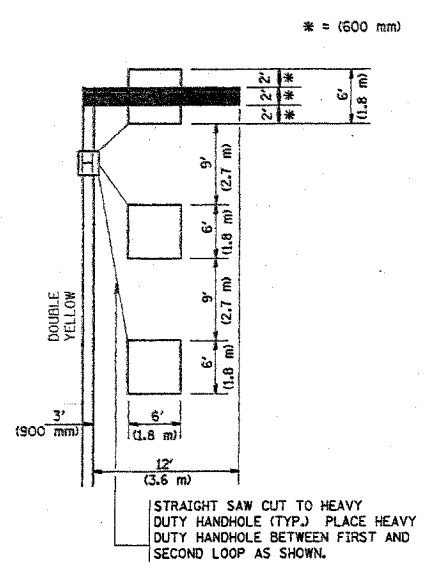
LEFT TURN LANES WITH MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

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

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.

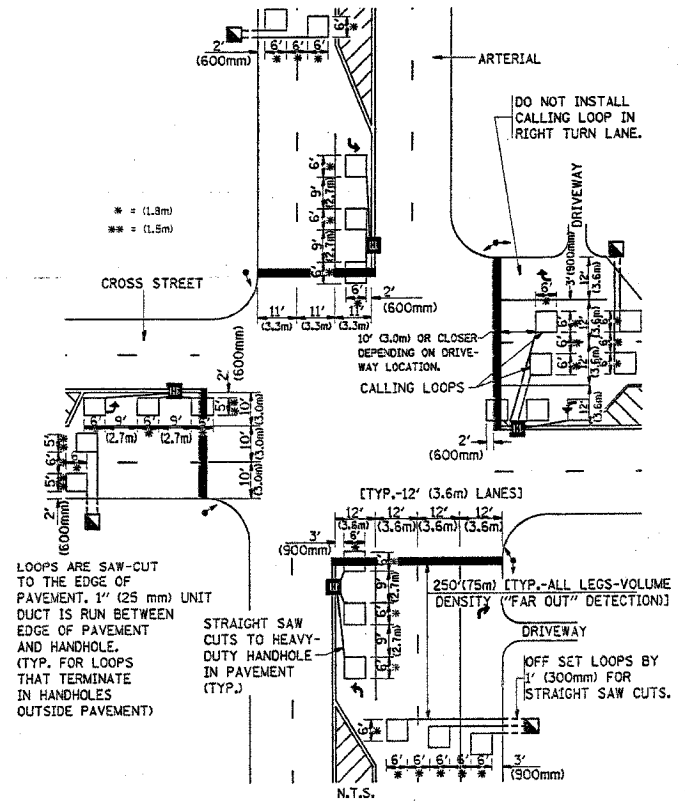
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

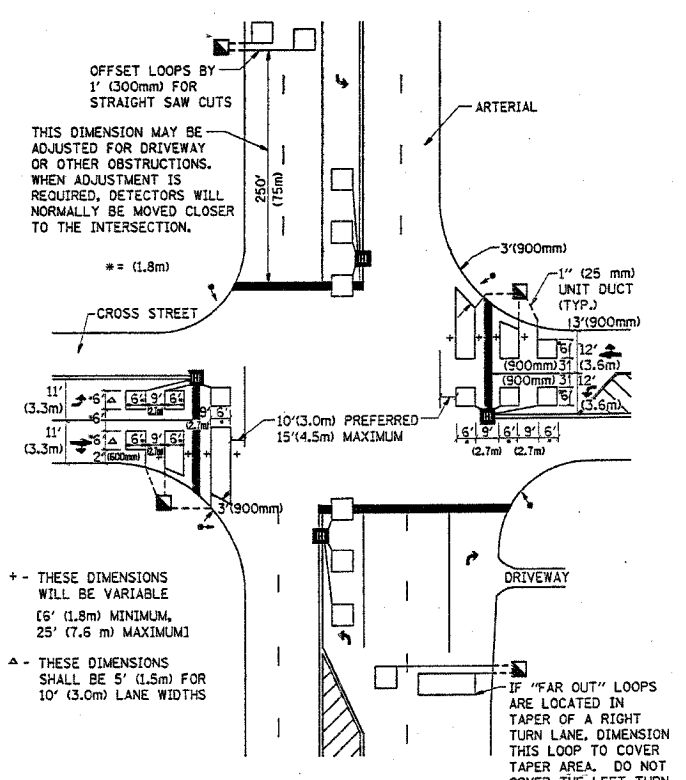
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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.

REVISIONS	
NAME	DATE

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

SCALE: NONE  
DATE 03/08/2004  
DRAWN BY CADD  
DESIGNED BY  
CHECKED BY R.K.F.

P.L.D. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225	(11,12)RS-6	LAKE	36	26
STA.	TO STA.			
FED. ROAD DIST. NO.	BLDG.	FED. RD. PROJECT		

60819

CONSTRUCTION PROCEDURES

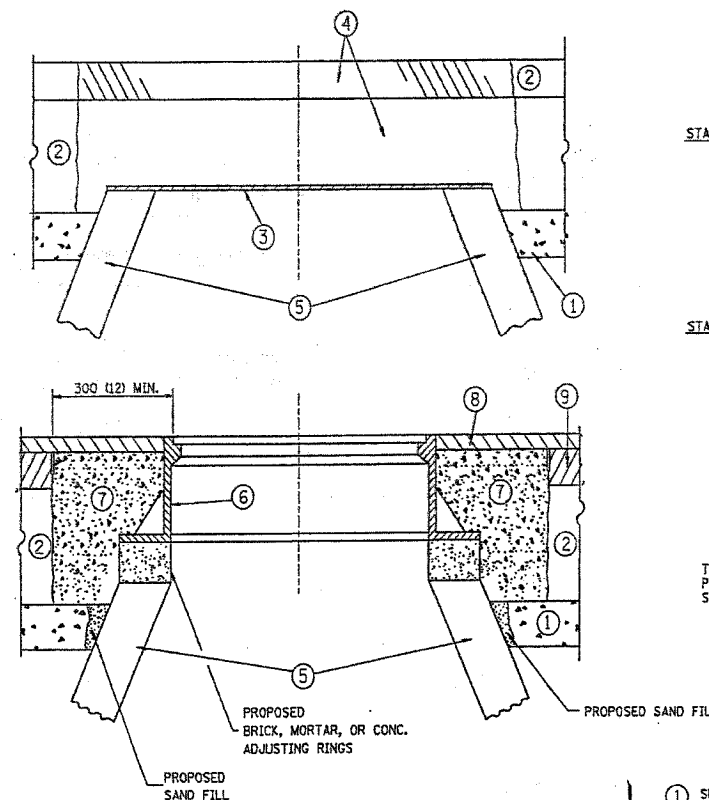
STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 300 (12) INCHES 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

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 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 RECONSTRUCTION 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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

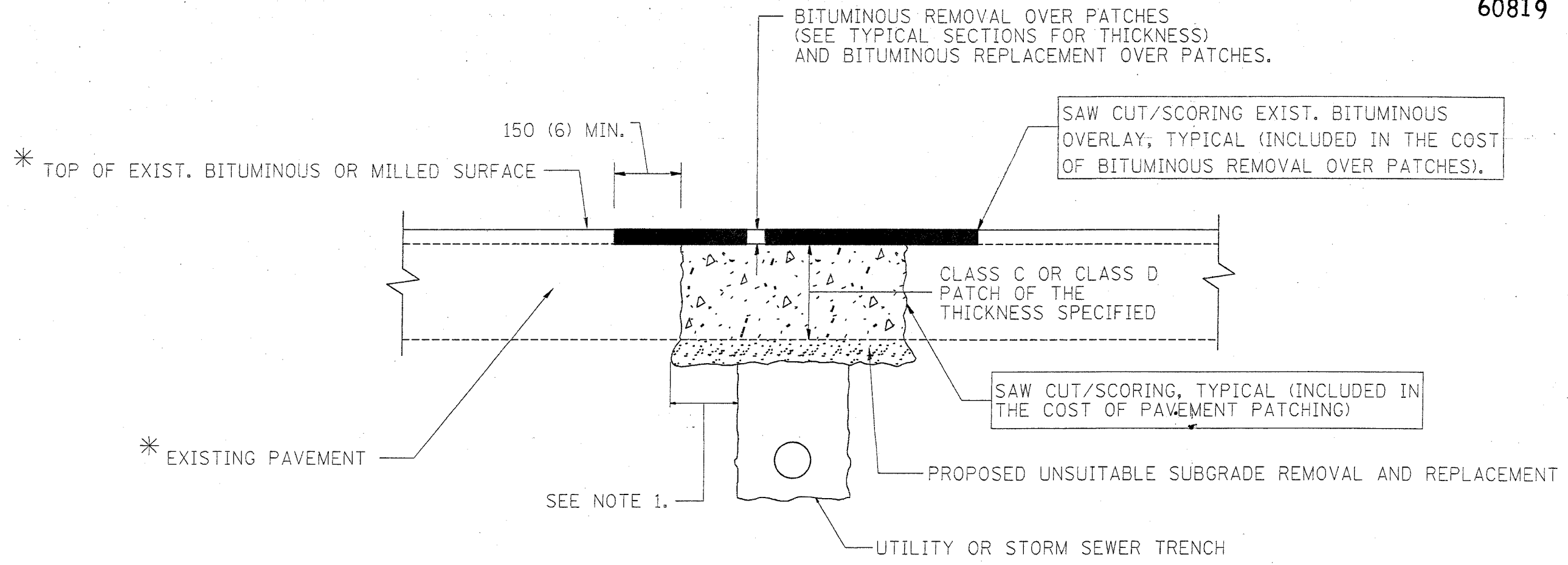
REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97

SCALE: NONE  
DATE: 05/06/99

DRAWN BY  
CHECKED BY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225	(11X12) RS-6	LAKE	36	27
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60819



\* 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. DATE 03/08/2004

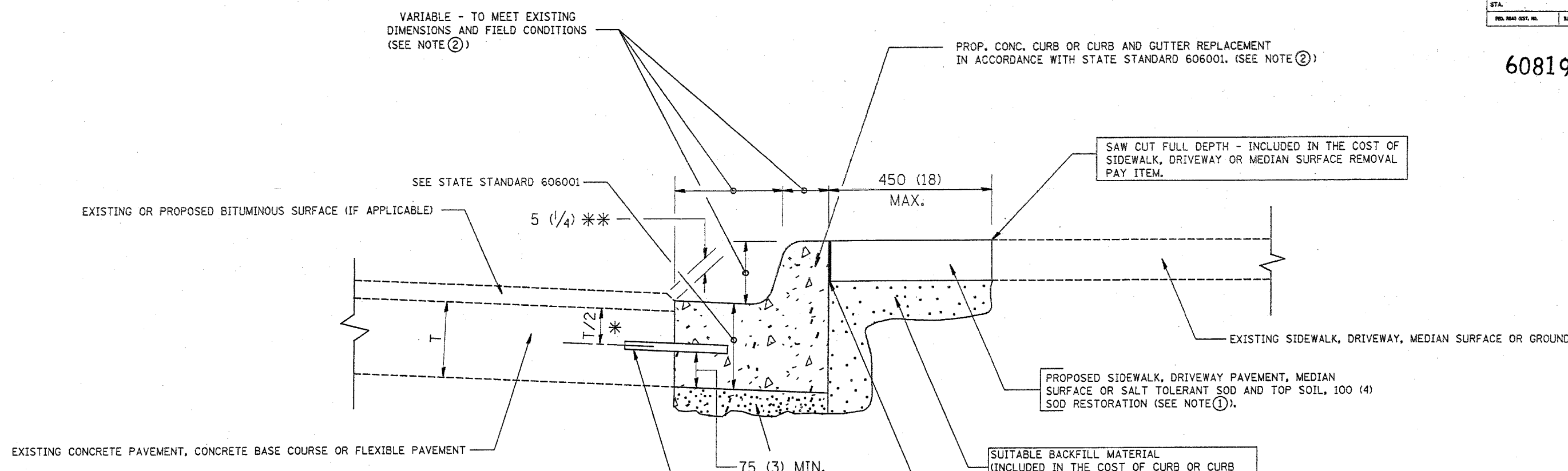
DRAWN BY CHECKED BY

BD400-04 (80-22)

REVISION DATE: 04/27/98

P.L.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225	(11A12) RS-6	LAKE	36	28
STA.		TO STA.		
FED. ROAD DIST. NO.	BLK/MS	FED. AID PROJECT		

60819



- \* 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.

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

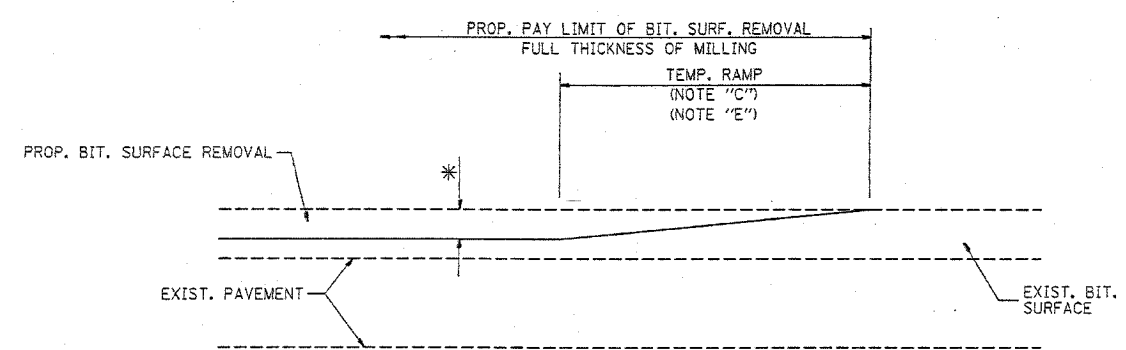
REVISIONS	
NAME	DATE
M. DE YONG	05/28/91
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01

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

SCALE: NONE  
DATE: 03/08/2004  
DRAWN BY:  
CHECKED BY:

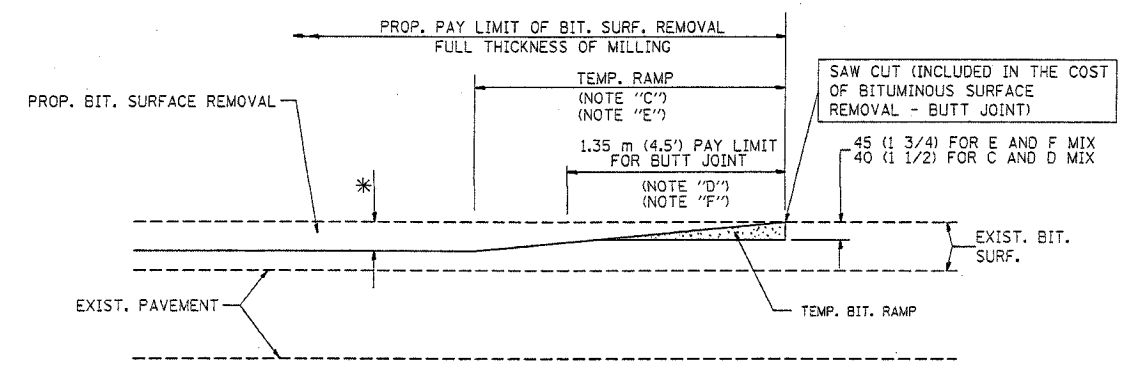
6. LL/	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1225	(11R12) RS-6	LAKE	36	29
STA.	TO STA.			
FED. ROAD DIST. NO.	BLANK	FED. AID PROJECT		

60819



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

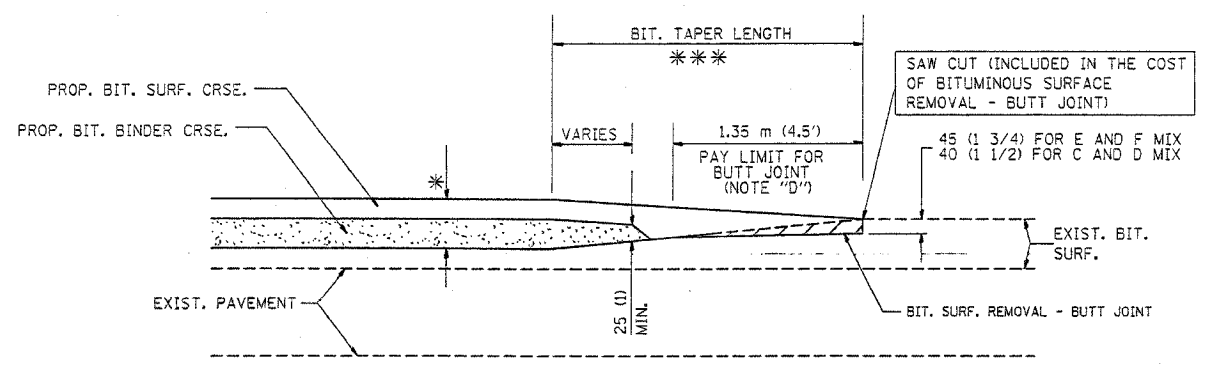
OPTION 1



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

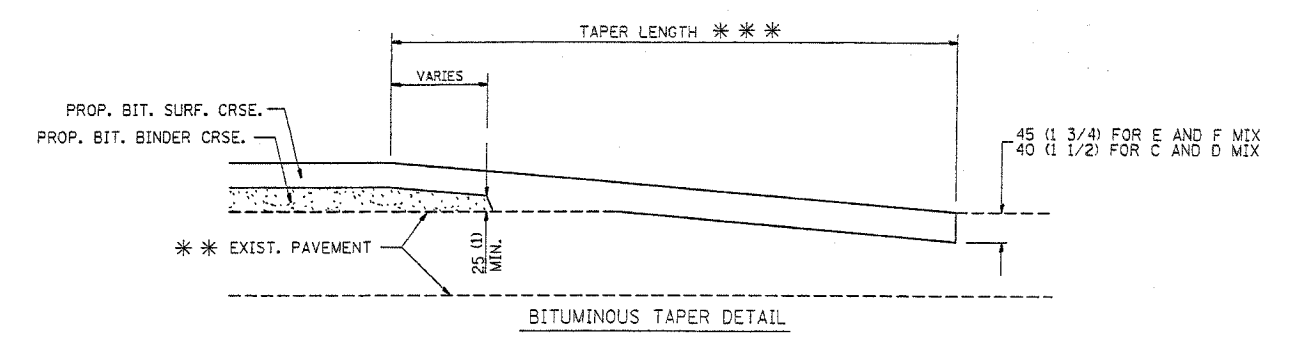
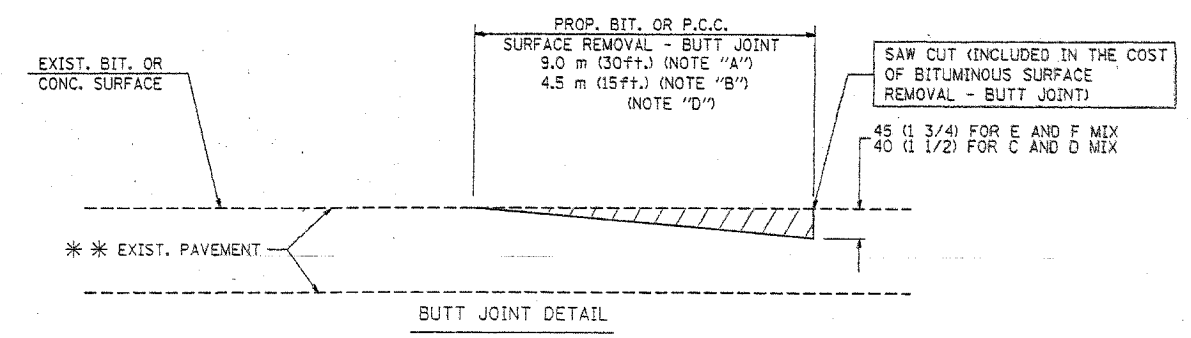
OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT AND BITUMINOUS TAPER

TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR MILLING AND RESURFACING



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.

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND BITUMINOUS TAPER DETAILS

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".

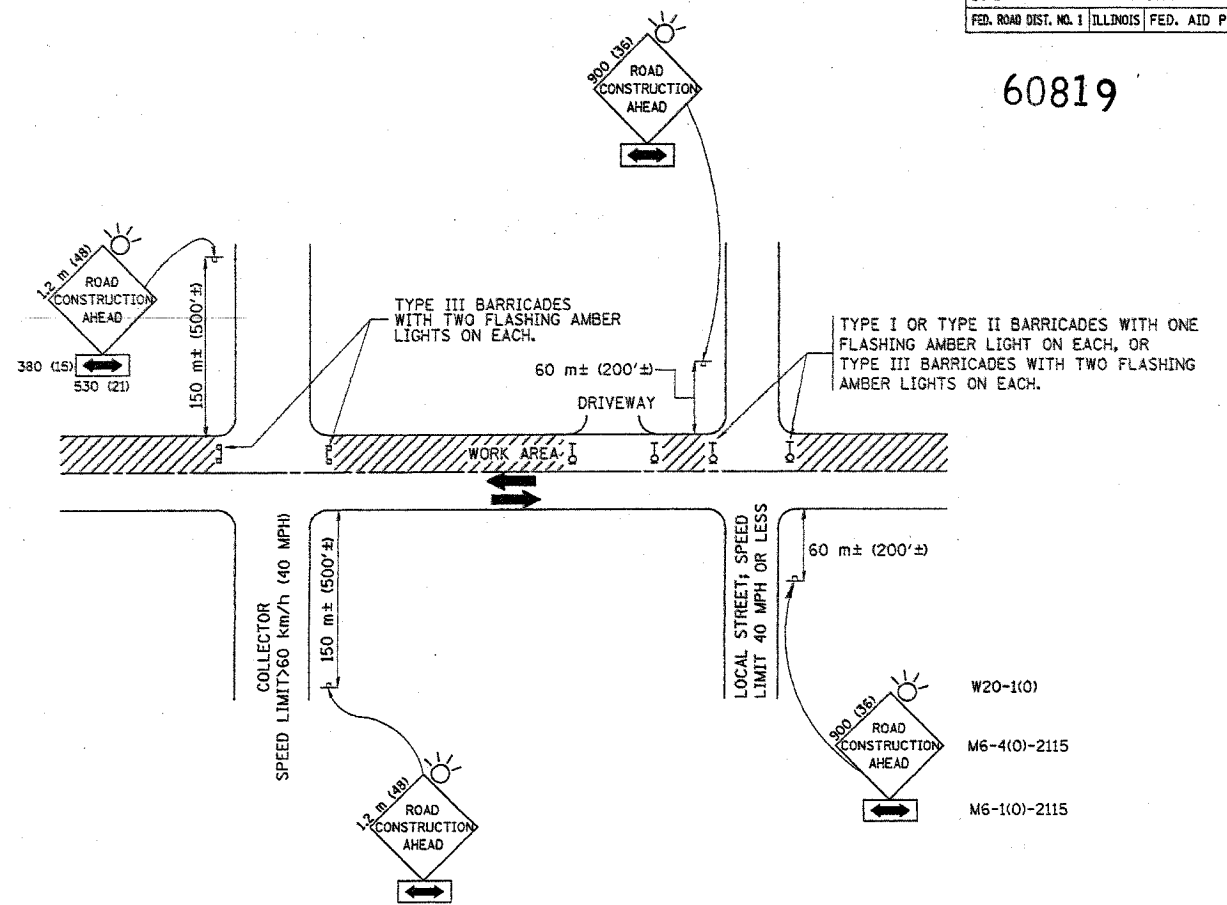
REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01

SCALE: NONE  
DATE PLOTTED: 03/08/2004

DRAWN BY  
CHECKED BY  
80400-05 (VI-8032)

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225	(11&12)RS-6	LAKE	36	30
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

60819



### 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 900x300 (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. 701506 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

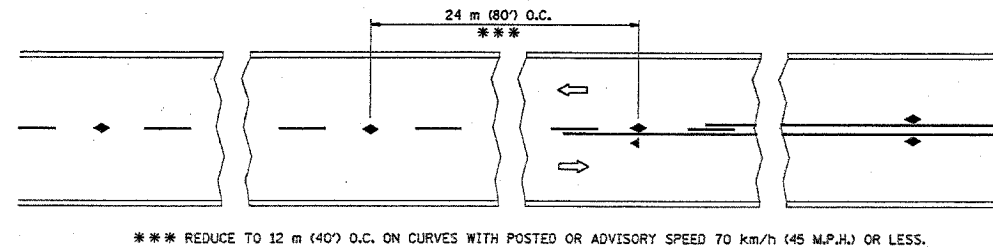
ILLINOIS DEPARTMENT OF TRANSPORTATION  
TRAFFIC CONTROL AND PROTECTION  
FOR  
SIDE ROADS, INTERSECTIONS, AND  
DRIVEWAYS

SCALE: VERT.  
HORIZ.  
DATE 03/08/2004

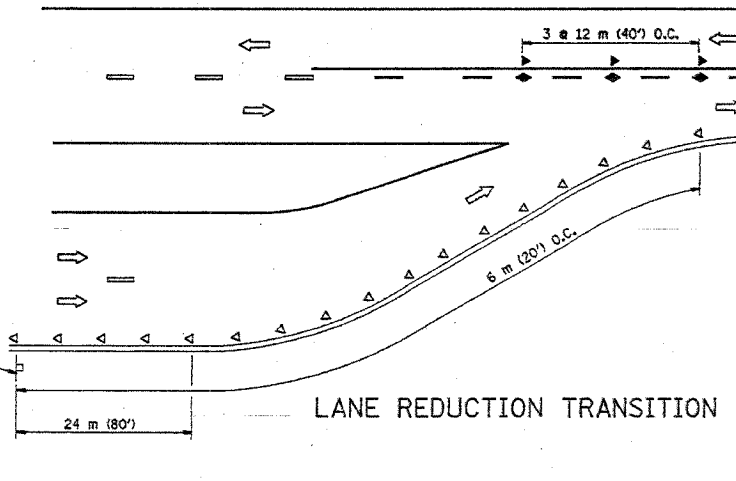
DRAWN BY  
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TC-10

60819

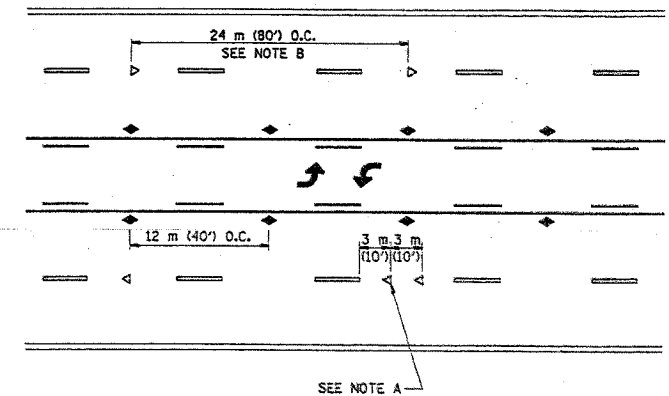
P.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225	(11A12)RS-6	LAKE	36	31
STA.		TO STA.		
FED. ROAD DIST. NO.	STATE	FED. AID PROJECT		



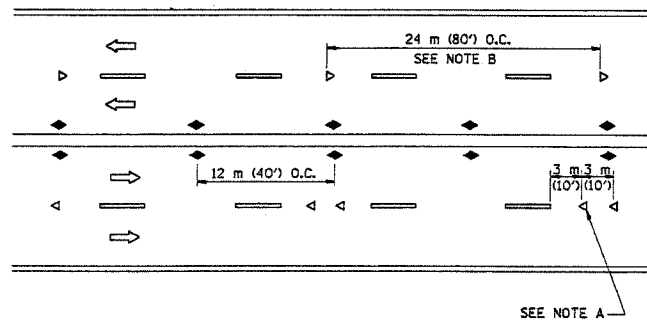
TWO-LANE/TWO-WAY



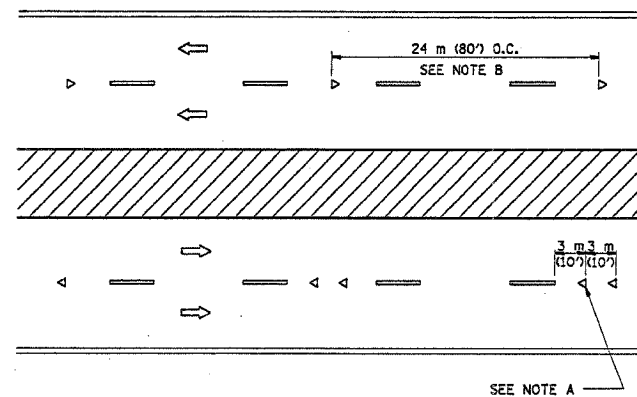
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

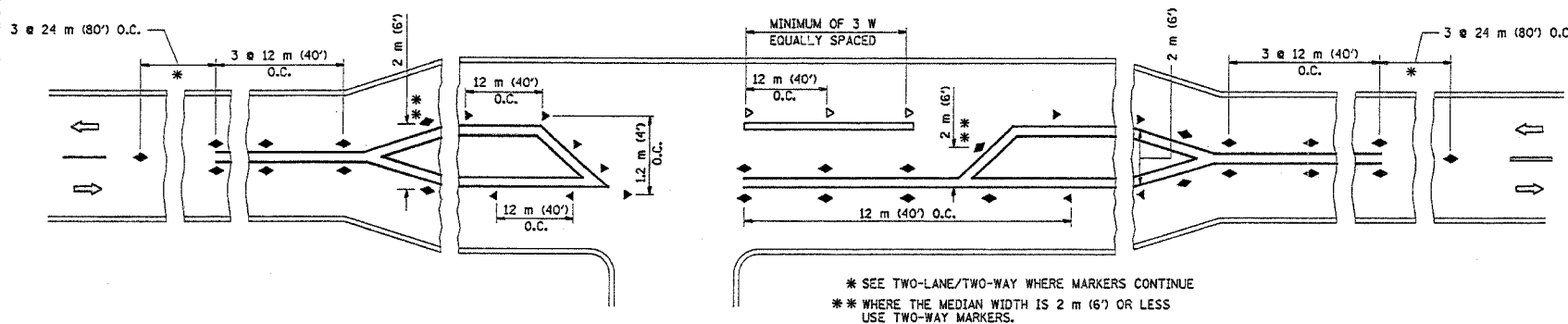
1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 50 TO 75 (2 TO 3) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 150 m (500') IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE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

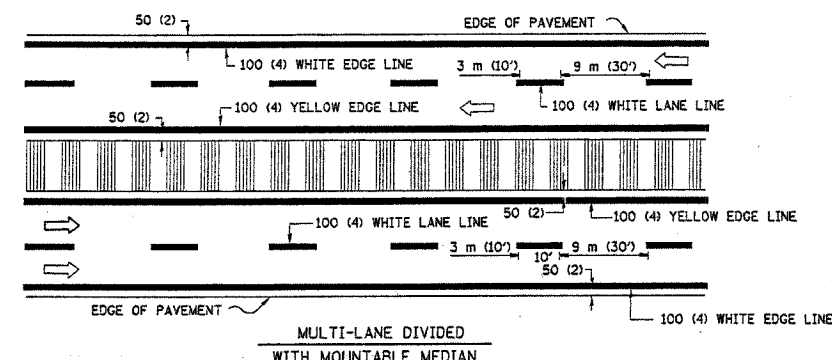
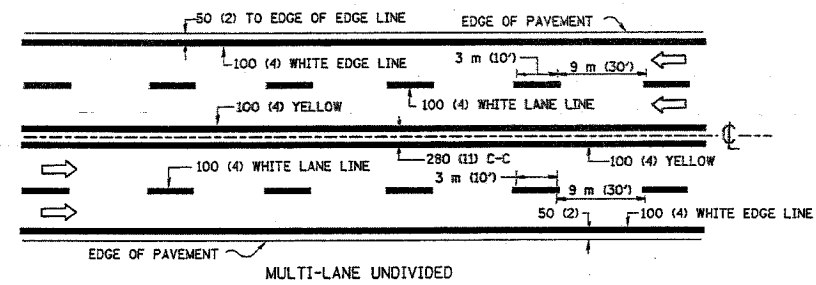
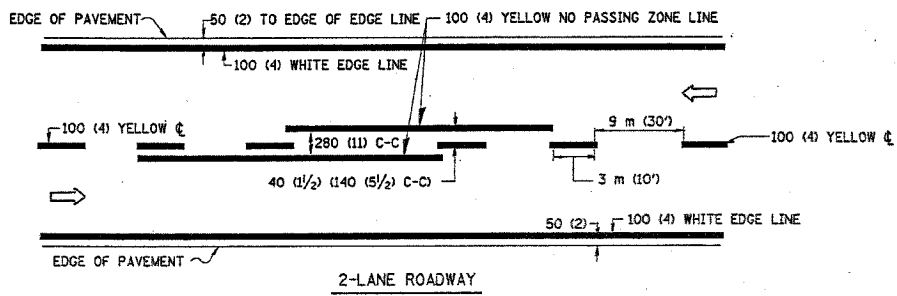
REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

SCALE: NONE  
DATE: 03/08/2004

DRAWN BY CADD  
CHECKED BY  
TC-11

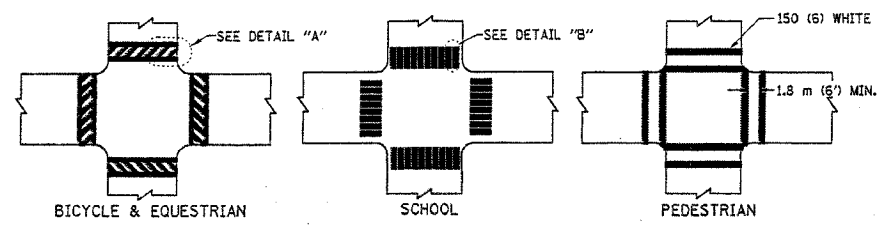
REVISION DATE: 01/06/00

60819

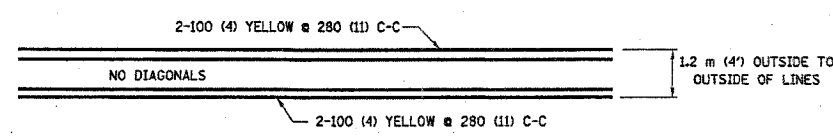


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

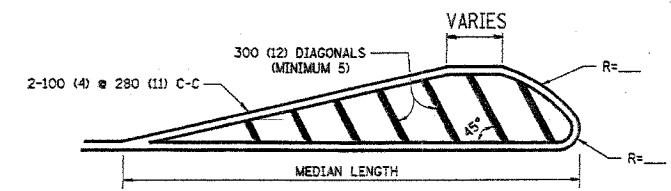
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



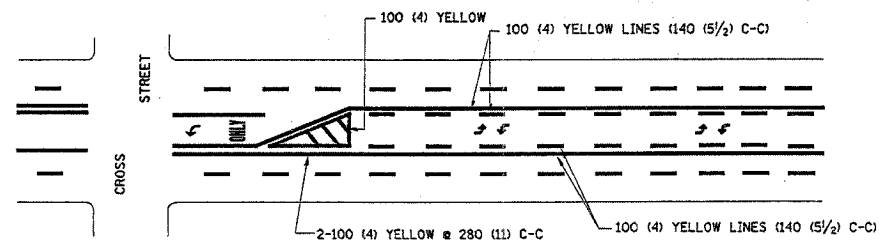
1.2 m (4') WIDE MEDIANS ONLY



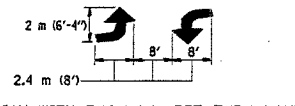
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 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 (MORE THAN 70 km/h (45 MPH))

MEDIANS OVER 1.2 m (4') WIDE

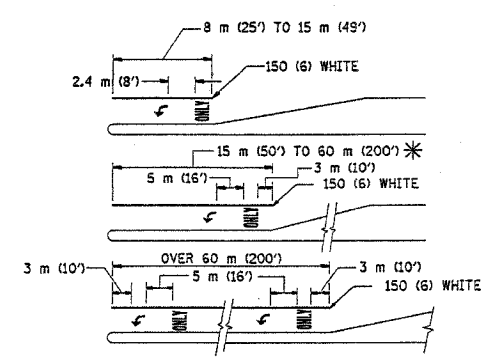


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

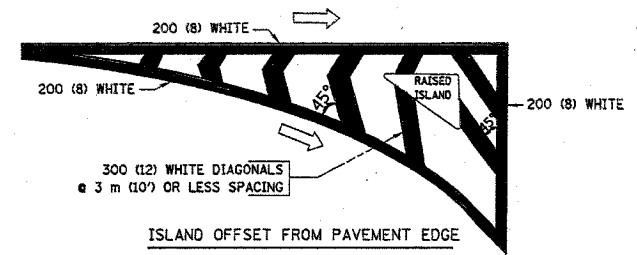


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.  
AREA = 1.5 m<sup>2</sup> (15.6 SQ. FT.) AREA = 1.9 m<sup>2</sup> (20.8 SQ. FT.)

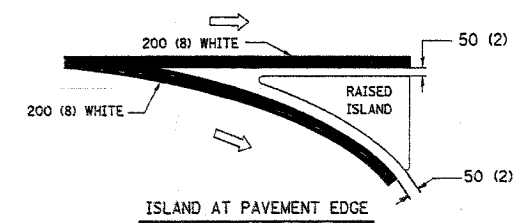
\* TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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 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 <sup>2</sup> (3.6 SQ. FT.) EACH "X"=5.0 m <sup>2</sup> (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

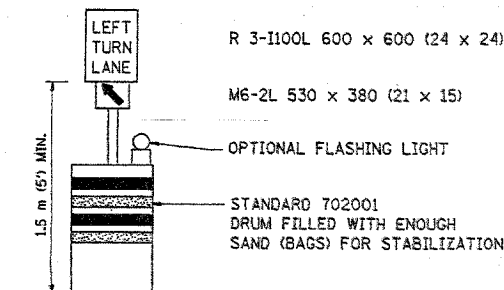
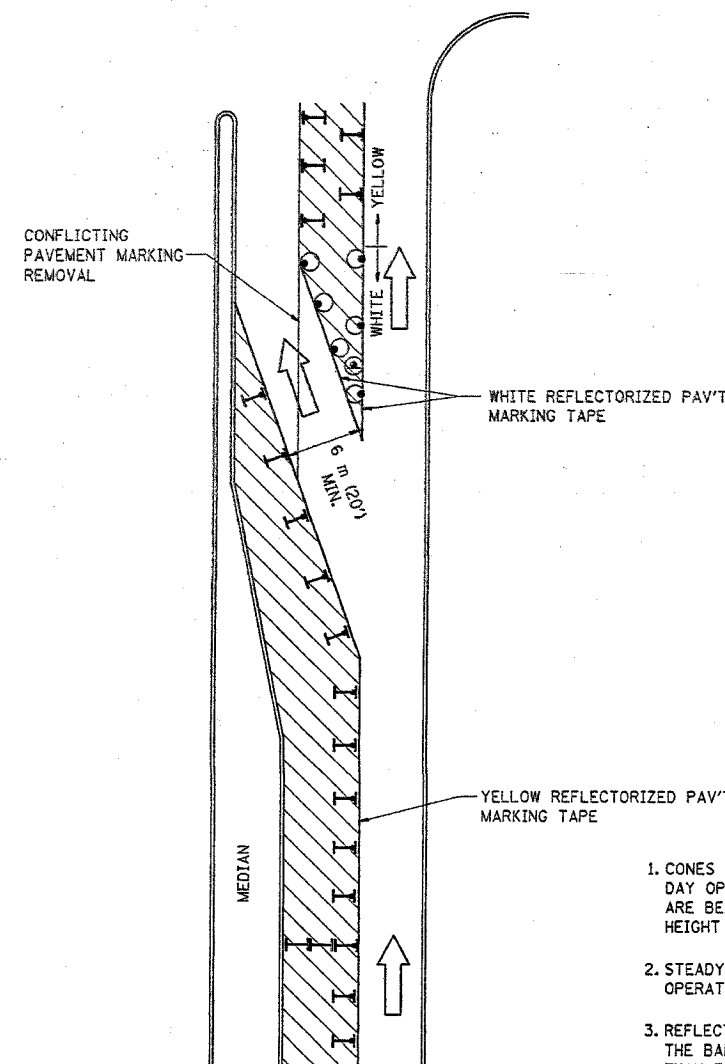
SCALE: NONE  
DATE: 03/08/2004

DRAWN BY: CADD  
CHECKED BY:  
TC-13  
REVISION DATE: 01/06/00



R.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225	(11&12)RS-G	LAKE	36	33
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	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

SCALE: NONE  
DATE: 03/08/2004

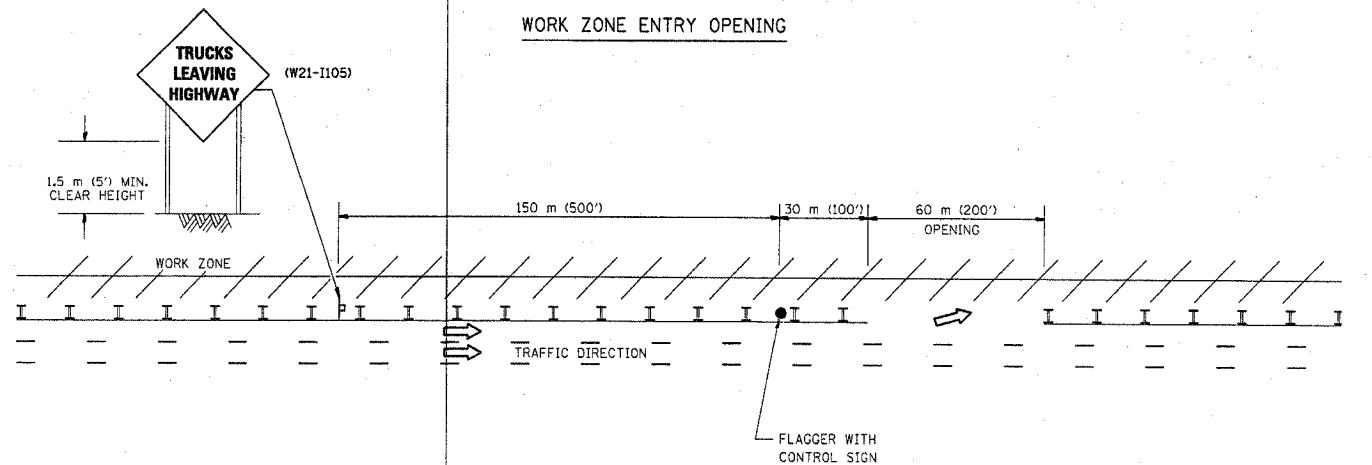
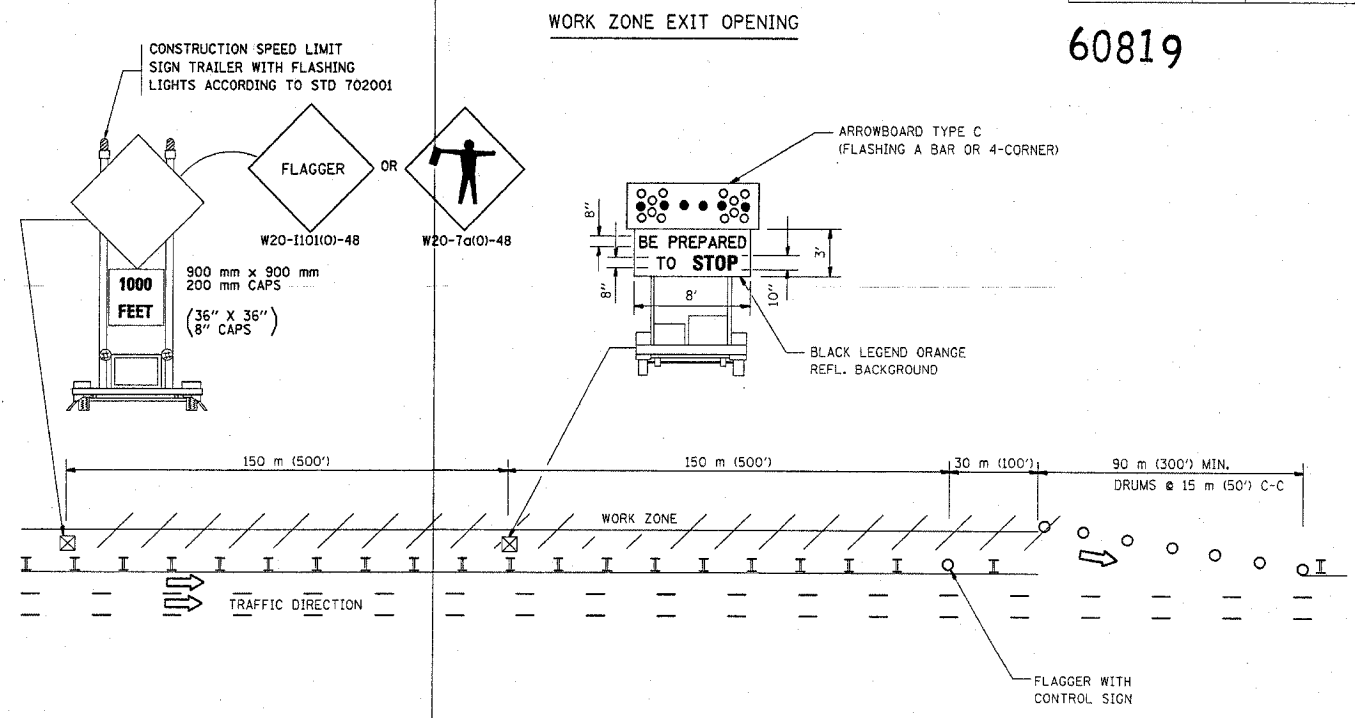
DRAWN BY  
CHECKED BY LHA  
TC-14

REVISION DATE: 01/06/00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1225	(11&12) RS-6	LAKE	30	34
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

60819



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

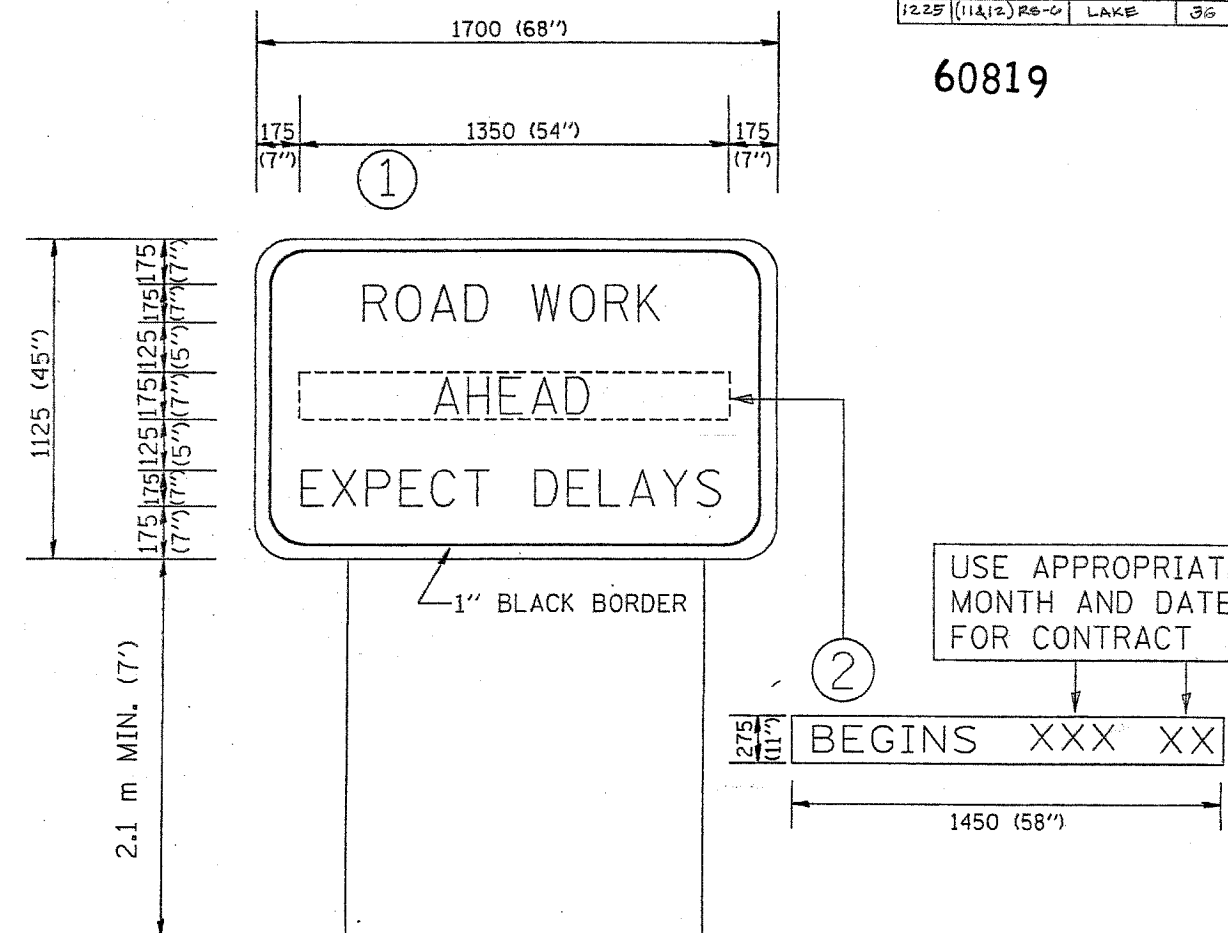
REVISIONS	
NAME	DATE
DWS	8/98
JAF	4/03

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

SCALE: NONE  
DATE 02/03/2004

DRAWN BY CADD  
CHECKED BY TC-18

60819



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.)

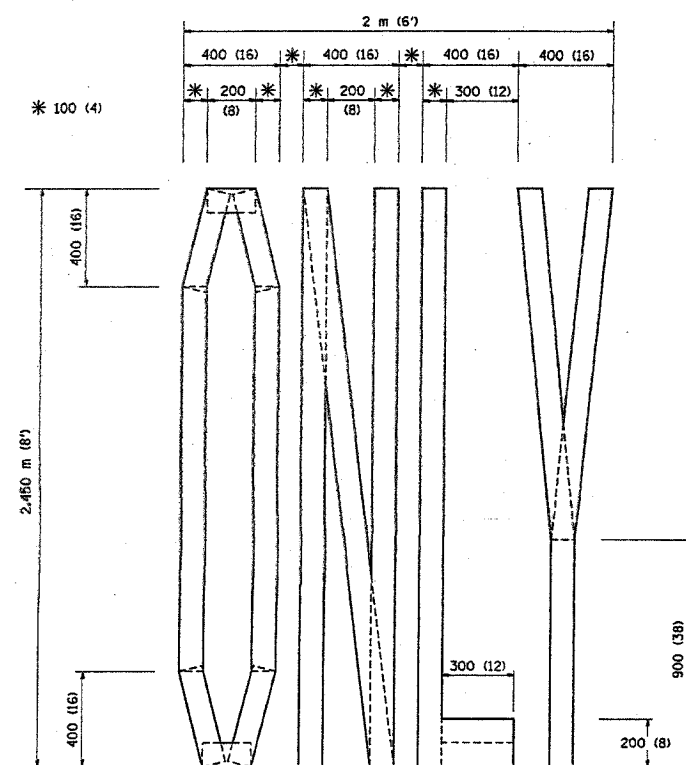
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES)  
UNLESS OTHERWISE SHOWN.

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

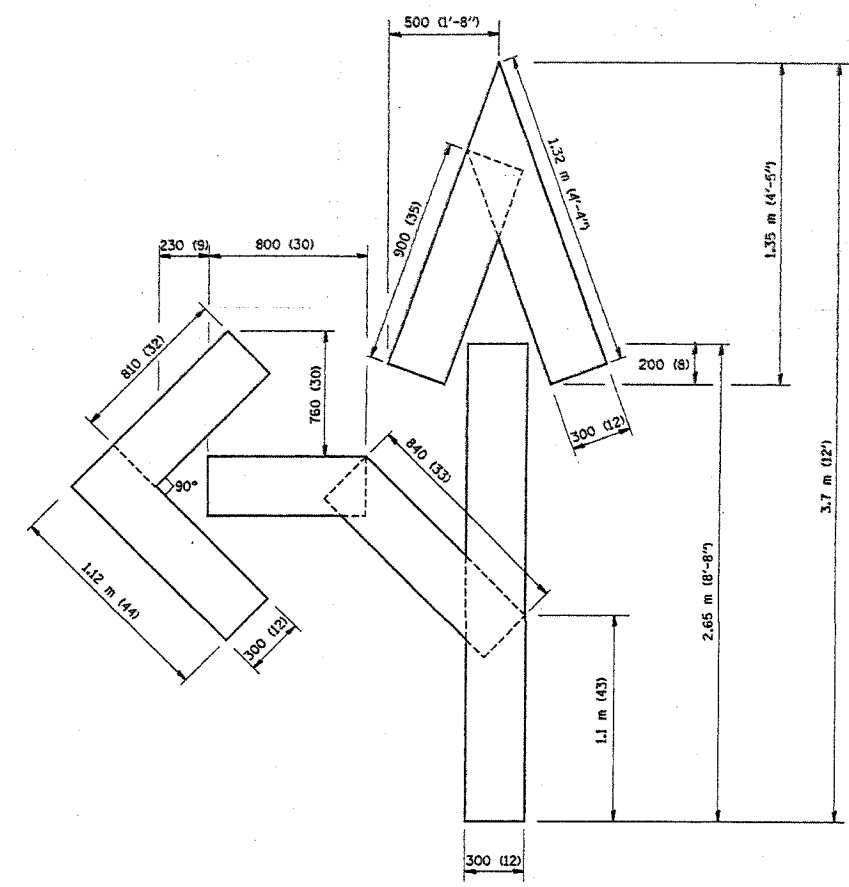
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CHECKED BY:

R.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

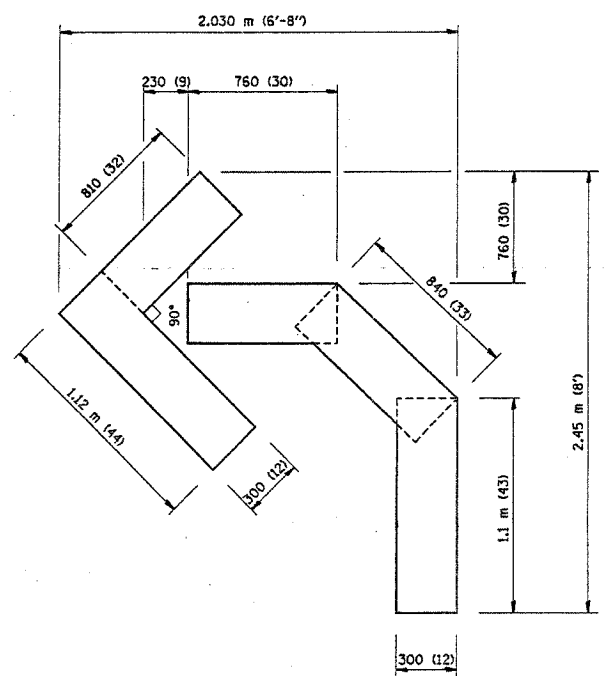
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QUANTITY  
 100 (4) LINE = 19.7 m (64.1 ft.)  
 1.97 sq. m (21.1 sq. ft.)



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**

SCALE: NONE  
 DATE 03/08/2004

DRAWN BY CAD0  
 CHECKED BY TC-16  
 REVISION DATE: 08/28/00

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	