

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

**FAU ROUTE 2860: IL RTE 1 (CHICAGO ROAD)
UNION AVENUE TO JOE ORR ROAD
SECTION: (161Y-1&H) RS-4
RESURFACING (3P)
WILL / COOK COUNTY
C-91-418-13**

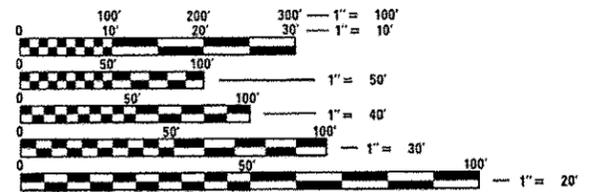
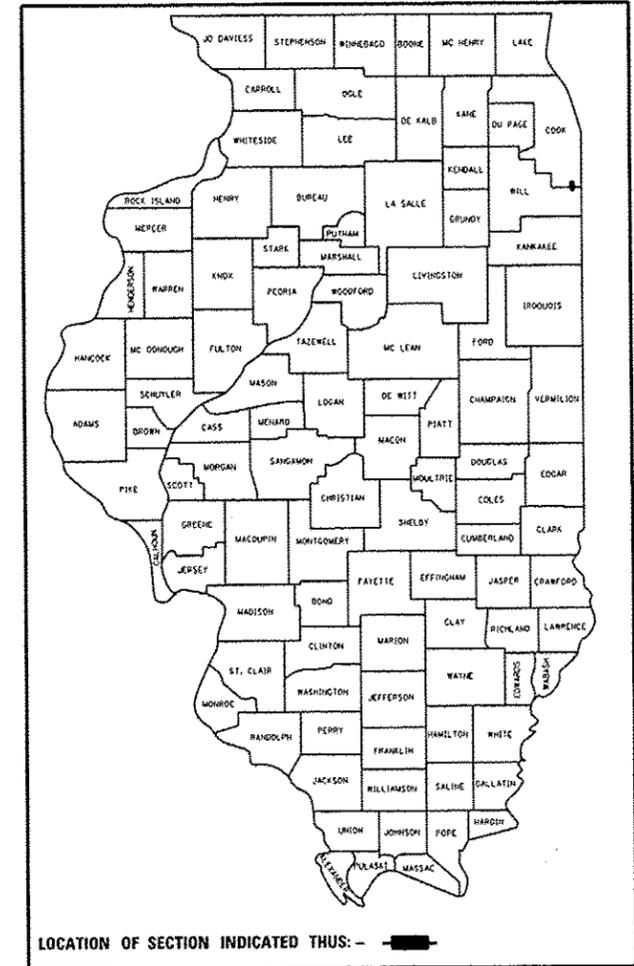
FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE CITY OF CHICAGO HEIGHTS, AND IN THE VILLAGES OF SOUTH CHICAGO HEIGHTS AND STEGER

P.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	1
STATE ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 60X03	

X34+1=35

D-91-418-13



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

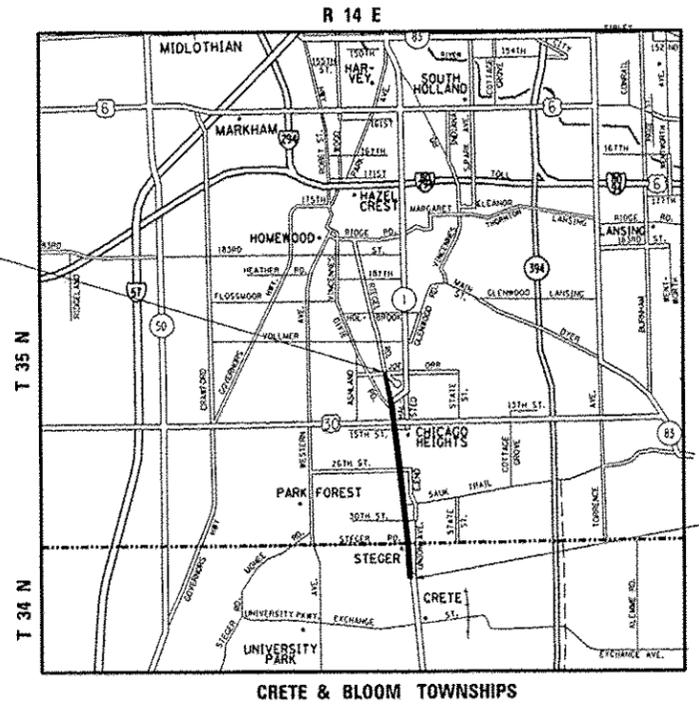
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: JENPAI CHANG (847) 705-4432
PROJECT MANAGER: KEN ENG

CONTRACT NO. 60X03

IMPROVEMENT ENDS
STATION 234+48

OMISSION: BRIDGE
STA 192+45 TO 193+37
OMISSION: RAILROAD
STA 141+64 TO 142+03



TRAFFIC DATA:
2013 ADT = 20,800
SPEED LIMIT = 30-35 MPH

IMPROVEMENT BEGINS
STATION 20+73

GROSS LENGTH OF IMPROVEMENT = 21,375 FEET = 4.05 MILES
NET LENGTH OF IMPROVEMENT = 21,214 FEET = 4.02 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *June 9 20 14*

John Fontana
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

July 18 20 14
John D. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

July 18 20 14
Cher Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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- 1 BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 (OR 811) FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
- 2 THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES, CITY CHICAGO HEIGHTS AND THE VILLAGES OF SOUTH CHICAGO HEIGHTS AND STEGER.
- 3 THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 4 ALL DAMAGE TO EXISTING PAVEMENT MARKING OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE.
- 5 BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCES, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.
- 6 ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 7 LOCATIONS OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 8 DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 9 IT SHALL BE THE CONTRACTOR RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
- 10 THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (817) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 11 THE ENGINEER SHALL CONTACT PATRICE HARRIS AT 708-597-9800 EXT 4412 AND CORY JUCIUS 847-772-4058 ARTERIAL TRAFFIC OPERATIONS ENGINEER A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 12 THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ADJUTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 13 WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH, WITH WRITTEN APPROVAL FROM THE ENGINEER. A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- 14 BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS UNLESS OTHERWISE SPECIFIED.
- 15 DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

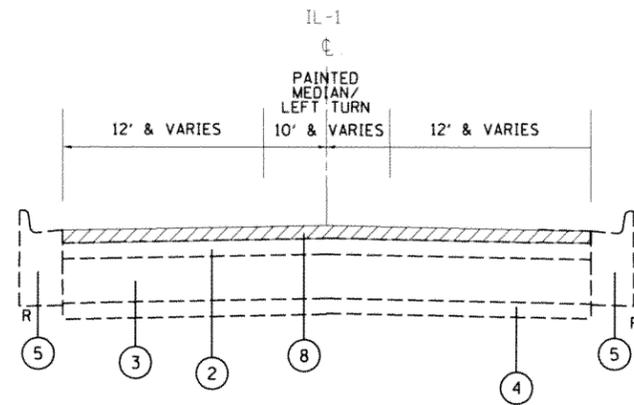
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	13-ent\plac\jdg	DRAWN: -	REVISED: -			2860	1161Y-1&H RS-4	COOK/WILL	34	2	
	PLOT SCALE: 1/8"=1'-0"	CHECKED: -	REVISED: -			CONTRACT NO. 60X03					
	PLOT DATE: 8/14/2014	DATE:	REVISED: -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES			URBAN 100% STATE TOTAL CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	COOK 0005	WILL 0005				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	24	21	3				
25200110	SODDING, SALT TOLERANT	SO YD	24	21	3				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	194	170	24				
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	5405	4745	660				
40600895	CONSTRUCTING TEST STRIP	EACH	2	1	1				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	1407	1257	150				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", NTO	TON	10879	9559	1320				
42001300	PROTECTIVE COAT	SO YD	320	287	33				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	819	735	84				
42400800	DETECTABLE WARNINGS	SO FT	856	687	169				
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	115425	100175	15250				
44000600	SIDEWALK REMOVAL	SO FT	819	735	84				
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SO FT	10135	10135					

SUMMARY OF QUANTITIES			URBAN 100% STATE TOTAL CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	COOK 0005	WILL 0005				
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SO YD	340	300	40				
44201819	CLASS D PATCHES, TYPE III, 14 INCH	SO YD	310	250	60				
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SO YD	4210	3610	600				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	4	2				
67100100	MOBILIZATION	L SUM	1	0.75	0.25				
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	0.75	0.25				
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	0.75	0.25				
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	0.75	0.25				
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	0.75	0.25				
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	0.75	0.25				
70300100	SHORT TERM PAVEMENT MARKING	FOOT	12876	10685	2191				
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	3051	2567	484				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	55145	47930	7215				

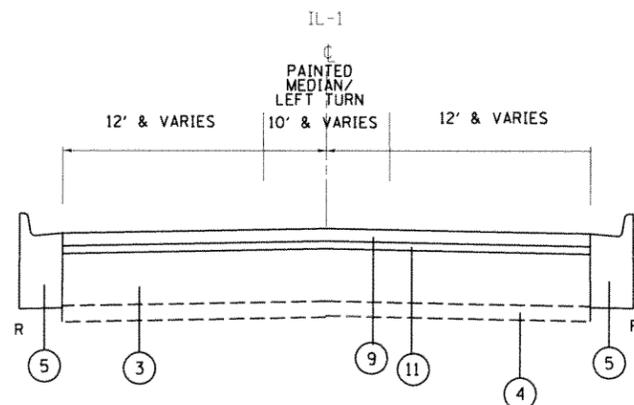
SUMMARY OF QUANTITIES				URBAN 100% STATE CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				URBAN 100% STATE CONSTRUCTION TYPE CODE								
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	COOK 0005	WILL 0005					CODE NO	ITEM	UNIT	TOTAL QUANTITIES	COOK 0005	WILL 0005						
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	7290	6305	985					X4400100	PORTLAND CEMENT CONCRETE SURFACE	SO YD	2383	2383							
											REMOVAL (VARIABLE DEPTH)										
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	6610	6105	505					X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	12000	9000	3000						
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	870	610	260					*X6030310	FRAMES AND LIDS TO BE ADJUSTED	EACH	197	180	17						
											(SPECIAL)										
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	8699	3562	5137					*Z0004562	COMBINATION CONCRETE CURB AND GUTTER	FOOT	685	615	70						
											REMOVAL AND REPLACEMENT										
*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	3051	2567	484					Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	11	10	1						
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	55145	47930	7215					Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	545	448	97						
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	7290	6305	985					*Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	411.2	334.1	77.1						
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	6610	6105	505					Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1							
*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	870	610	260					70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	0.75	0.25						
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2709	2475	234					70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	0.75	0.25						
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1688	1485	203					Z0076604	TRAINEES-TRAINING PROGRAM GRADUATE	HOUR	500	500							
										11	* SPECIALTY ITEMS										
*88600600	DETECTOR LOOP REPLACEMENT	FOOT	5439	5281	158																
X4060110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	83497	72688	10809																

FILE NAME: C:\work\100100\100100.dwg	USER NAME: g000011	DESIGNED: DRAWN: CHECKED: DATE: 6/14/2004	REVISED: REVISED: REVISED: REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.J. R.T.E. 2860	SECTION (161Y-1&H) RS-4	COUNTY WILL/COOK	TOTAL SHEETS 34	SHEET NO. 4	CONTRACT NO. 60X03
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EXISTING TYPICAL SECTION

STA. 20+73 TO STA. 33+84



PROPOSED TYPICAL SECTION

STA. 20+73 TO STA. 33+84

LEGEND

- ① EXISTING PCC PAVEMENT 10" ±
- ② EXISTING HMA PAVEMENT, 4"± (AFTER MILLING)
- ③ EXISTING STABILIZED BASE COURSE,
- ④ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- ⑤ EXISTING C&G TYPE B-6.12
- ⑥ EXISTING P.C.C SIDEWALK
- ⑦ EXISITING CORRUGATED CONCRETE MEDIAN
- ⑧ PROPOSED HMA SURFACE REMOVAL 2 1/4 "
- ⑨ PROPOSED HMA SURFACE COURSE MIX "D", N70, 1 1/2"
- ⑩ PROPOSED PCC SURFACE REMOVAL, VARIABLE DEPTH
- ⑪ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑫ PROPOSED MEDIAN REMOVAL, VARIABLE DEPTH

R -- C & G REM AND REPL

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (OMP)
MIXTURE TYPE	AIR VOIDS AT N _{DES}	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	4.0% @ 70 GYR	PFPP
POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50	3.5% @ 50 GYR	OCP
CLASS D PATCHES, (HMA BINDER IL-19.0mm)	4% @ 70 GYR	QC/OA
OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/OA); QUALITY CONTROL FOR PERFORMANCE (OC/P); PAY FOR PERFORMANCE (PFPP)		

NOTE:
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS./ SQ YD./IN.

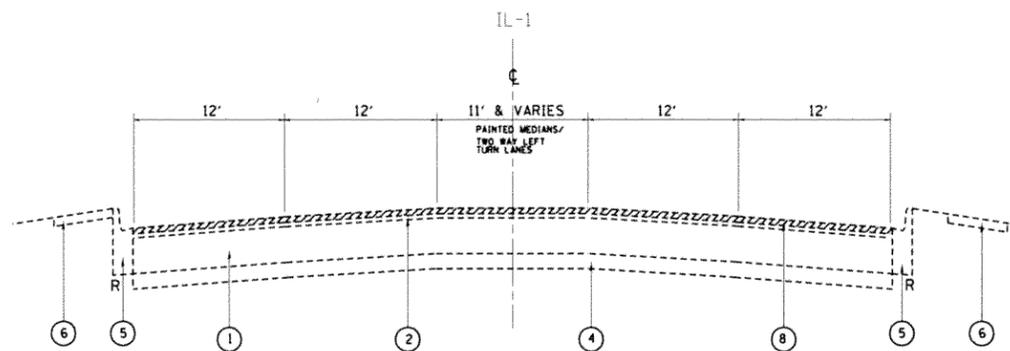
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

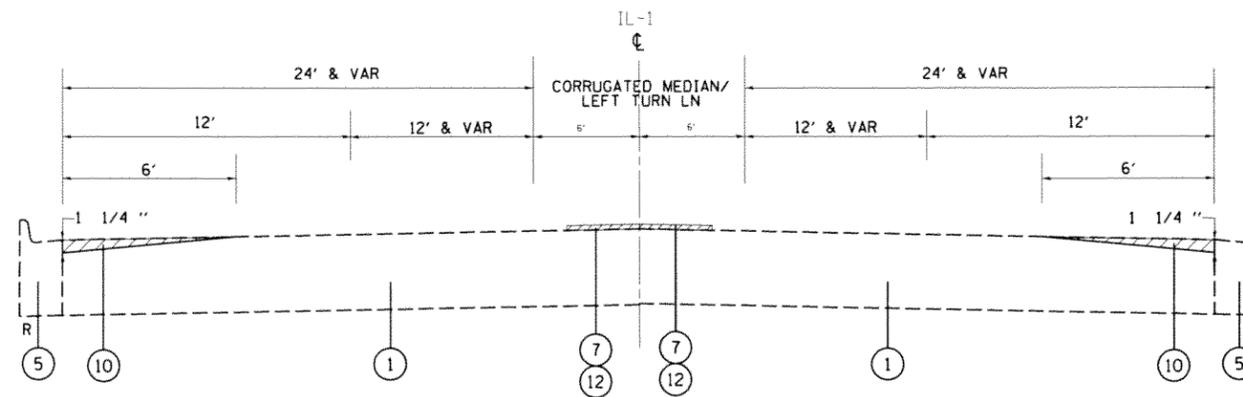
MILL PRIOR TO PATCHING

FILE NAME =	USER NAME = galbanjr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL-1 (JOE ORR ROAD TO UNION AVENUE) PROPOSED TYPICAL SECTIONS	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
en:\pwork\pwork\galbanjr\0303169\014	13-shi-plan.dgn	DRAWN -	REVISED -			2860	(161Y-1&H) RS-4	WILL/COOK	34	5
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -			CONTRACT NO. 60X03				
	PLOT DATE = 6/14/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
					SCALE:	SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.		



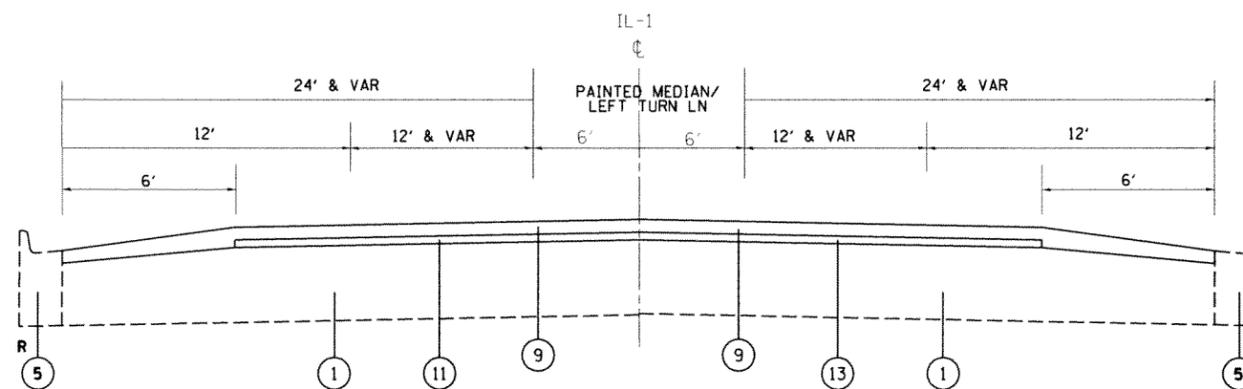
EXISTING TYPICAL SECTION

STA. 33+84 TO STA. 216+63



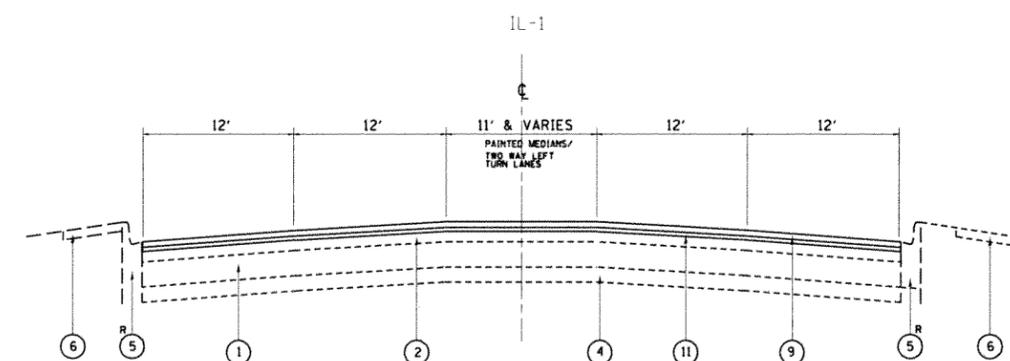
EXISTING TYPICAL SECTION

STA. 216+63 TO STA. 234+48



PROPOSED TYPICAL SECTION

STA. 216+63 TO STA. 234+48



PROPOSED TYPICAL SECTION

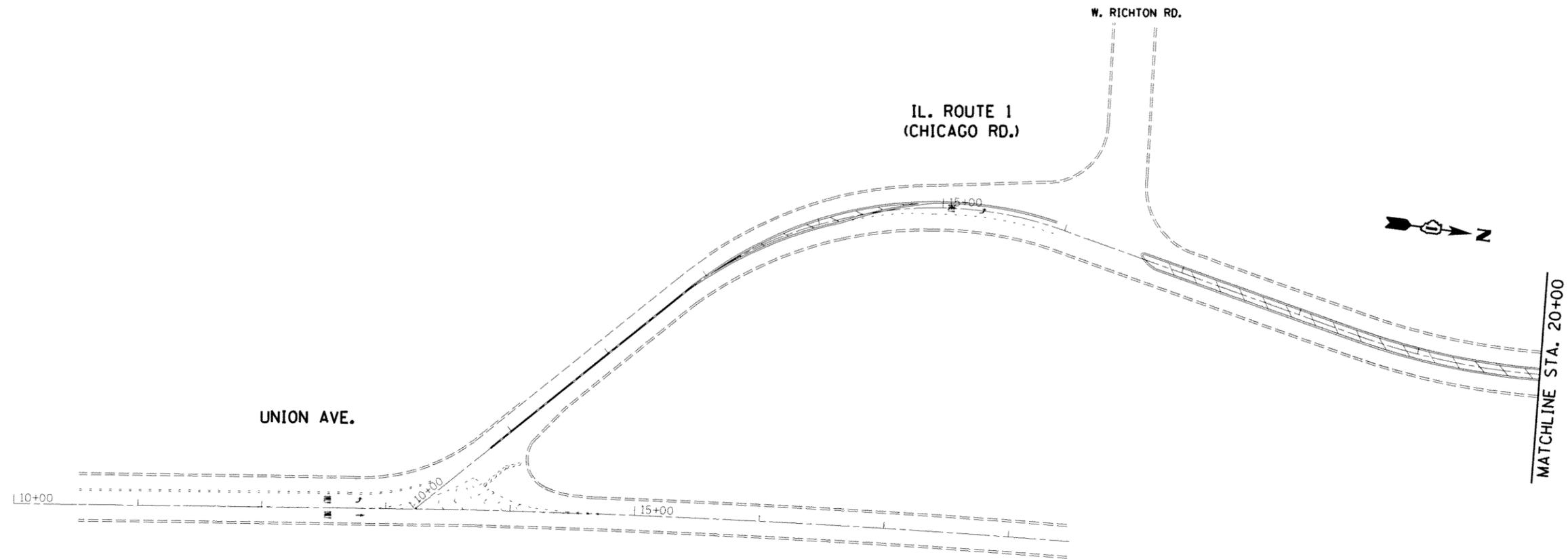
STA. 33+84 TO STA. 216+63

LEGEND

- ① EXISTING PCC PAVEMENT 10" ±
- ② EXISTING HMA PAVEMENT, 4"± (AFTER MILLING)
- ③ EXISTING STABILIZED BASE COURSE,
- ④ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- ⑤ EXISTING C&G TYPE B-6.12
- ⑥ EXISTING P.C.C SIDEWALK
- ⑦ EXISTING CORRUGATED CONCRETE MEDIAN
- ⑧ PROPOSED HMA SURFACE REMOVAL 2 1/4 "
- ⑨ PROPOSED HMA SURFACE COURSE MIX "D", N70, 1 1/2"
- ⑩ PROPOSED PCC SURFACE REMOVAL, VARIABLE DEPTH
- ⑪ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑫ PROPOSED MEDIAN REMOVAL, VARIABLE DEPTH
- ⑬ PROP. POLY. LEVELING BINDER (MM), IL-4.75, N50, 1"

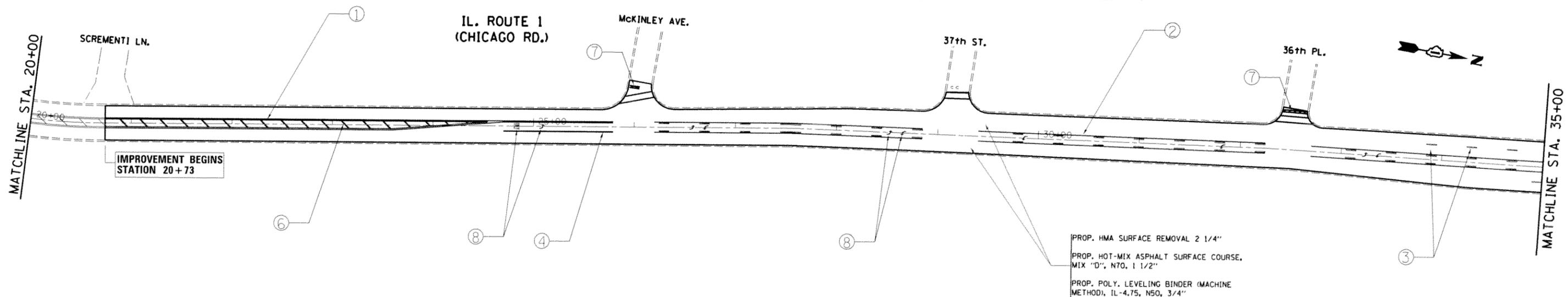
R -- C & G REM AND REPL

FILE NAME =	USER NAME = galban_j	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL-1 (JOE ORR ROAD TO UNION AVENUE) EXISTING TYPICAL SECTIONS			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\p\work\p\dot\galban_j\00353189\0141	13-sh-t-plan.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.	2860	(161Y-1&H) RS-4	WILL/COOK	34	6
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -						CONTRACT NO. 60X03				
	PLOT DATE = 6/14/2014	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- ① THPL PAVT MK, 4" DOUBLE YELLOW LINE, 11" C-C (TYP.)
- ② THPL PAVT MK, 4" YELLOW LINE (TYP.)
- ③ THPL PAVT MK, 4" SKIP DASH LINE (30' SKIP 10' DASH) (TYP.)
- ④ THPL PAVT MK, 6" WHITE LINE (TYP.)
- ④A THPL PAVT MK, 6" DOTTED LINE (TYP.)
- ⑤ THPL PAVT MK, 6" CROSSWALK (TYP.)
- ⑤A THPL PAVT MK, 12" SCHOOL CROSSWALK (TYP.)
- ⑥ THPL PAVT MK, 12" YELLOW DIAGONAL LINE (TYP.)
- ⑦ THPL PAVT MK, 24" WHITE STOP BAR (TYP.)
- ⑧ THPL PAVT MK, LETTERS & SYMBOLS (TYP.)



PROP. HMA SURFACE REMOVAL 2 1/4"
 PROP. HOT-MIX ASPHALT SURFACE COURSE,
 MIX "D", N70, 1 1/2"
 PROP. POLY. LEVELING BINDER (MACHINE
 METHOD), IL-4.75, N50, 3/4"

FILE NAME =	USER NAME = galbanjr	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/14/2014	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

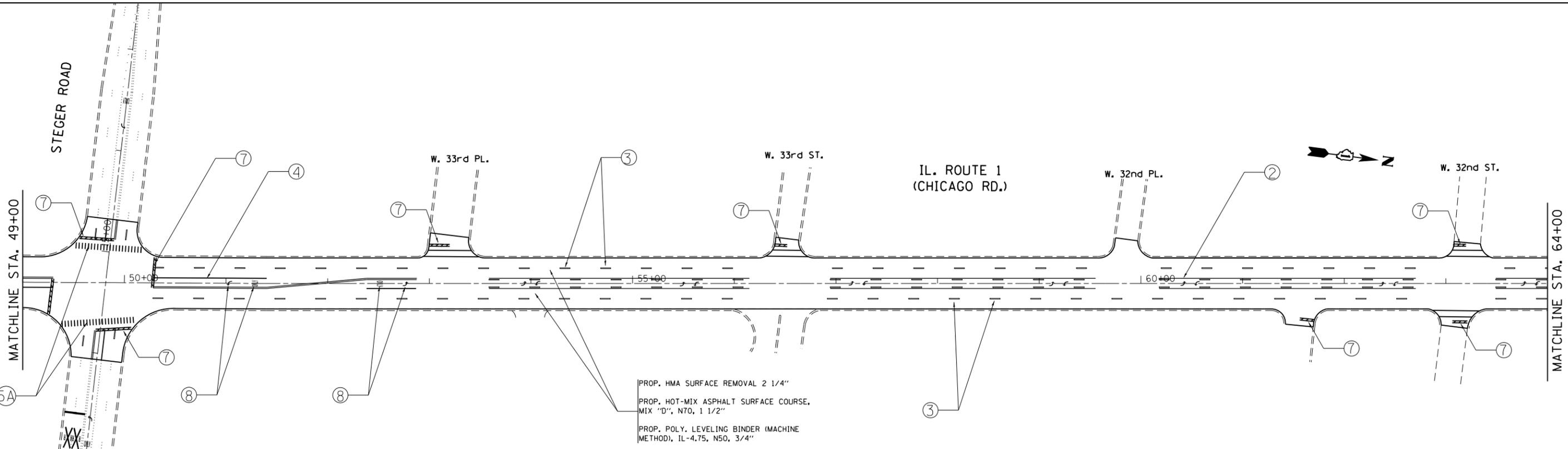
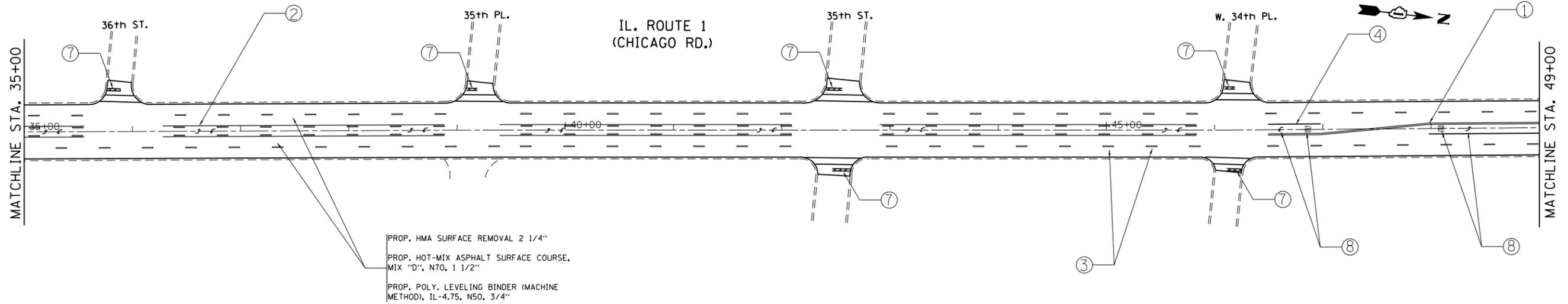
**ROADWAY AND PAVEMENT MARKING PLAN
 IL. ROUTE 1/CHICAGO RD. (JOE ORR RD. TO UNION AVE.)**

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	7
CONTRACT NO. 60X03				

PAVEMENT MARKING LEGEND

- ① THPL PAVT MK, 4" DOUBLE YELLOW LINE, 11" C-C (TYP.)
- ② THPL PAVT MK, 4" YELLOW LINE (TYP.)
- ③ THPL PAVT MK, 4" SKIP DASH LINE (30' SKIP 10' DASH) (TYP.)
- ④ THPL PAVT MK, 6" WHITE LINE (TYP.)
- ④A THPL PAVT MK, 6" DOTTED LINE (TYP.)
- ⑤ THPL PAVT MK, 6" CROSSWALK (TYP.)
- ⑤A THPL PAVT MK, 12" SCHOOL CROSSWALK (TYP.)
- ⑥ THPL PAVT MK, 12" YELLOW DIAGONAL LINE (TYP.)
- ⑦ THPL PAVT MK, 24" WHITE STOP BAR (TYP.)
- ⑧ THPL PAVT MK, LETTERS & SYMBOLS (TYP.)



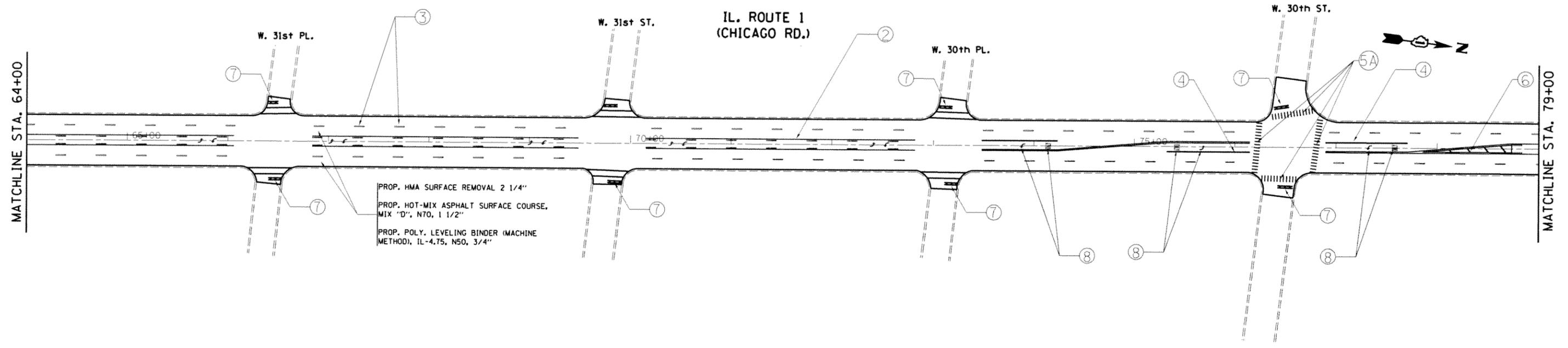
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	PLOT DATE = 6/13/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN
IL. ROUTE 1/CHICAGO RD. (JOE ORR RD. TO UNION AVE.)**

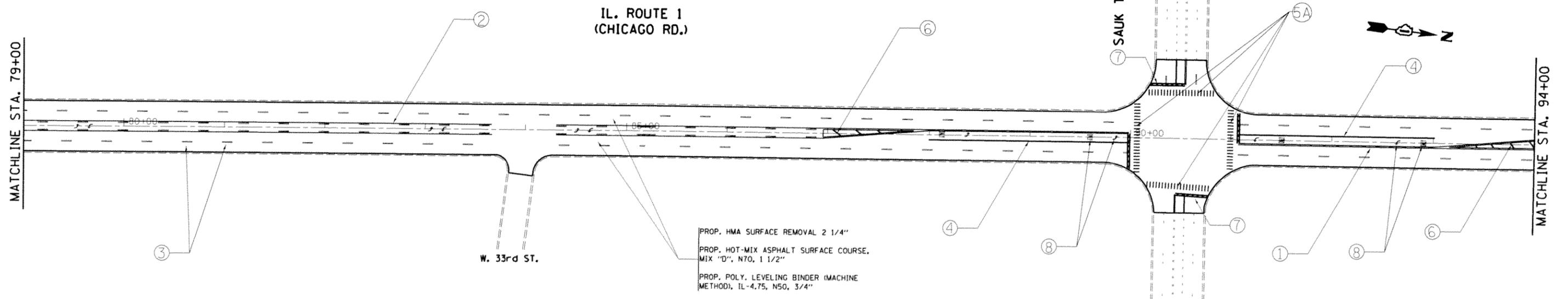
SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	8
CONTRACT NO. 60X03				
ILLINOIS FED. AID PROJECT				

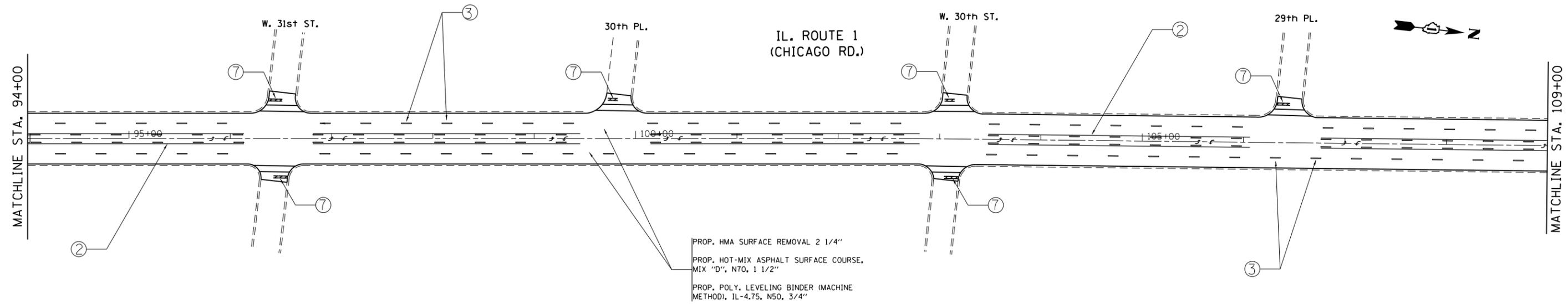


PAVEMENT MARKING LEGEND

- | | |
|--|---|
| ① THPL PAVT MK, 4" DOUBLE YELLOW LINE, 11" C-C (TYP.) | ⑤ THPL PAVT MK, 6" CROSSWALK (TYP.) |
| ② THPL PAVT MK, 4" YELLOW LINE (TYP.) | ⑤A THPL PAVT MK, 12" SCHOOL CROSSWALK (TYP.) |
| ③ THPL PAVT MK, 4" SKIP DASH LINE (30' SKIP 10' DASH) (TYP.) | ⑥ THPL PAVT MK, 12" YELLOW DIAGONAL LINE (TYP.) |
| ④ THPL PAVT MK, 6" WHITE LINE (TYP.) | ⑦ THPL PAVT MK, 24" WHITE STOP BAR (TYP.) |
| ④A THPL PAVT MK, 6" DOTTED LINE (TYP.) | ⑧ THPL PAVT MK, LETTERS & SYMBOLS (TYP.) |



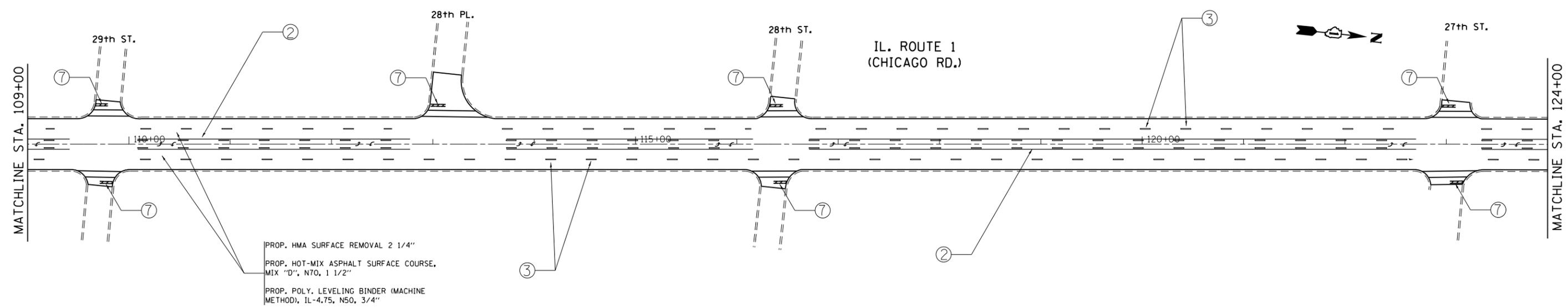
FILE NAME =	USER NAME = galbanjr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN IL. ROUTE 1/CHICAGO RD. (JOE ORR RD. TO UNION AVE.)	F.A.U. RTE. 2860	SECTION (161Y-1&H) RS-4	COUNTY WILL/COOK	TOTAL SHEETS 34	SHEET NO. 9		
Default	Plot Scale = 100.0000' / in.	DRAWN -	REVISED -			SCALE: 1"=50'	SHEET OF SHEETS	STA. TO STA.	CONTRACT NO. 60X03			
	PLOT DATE 6/14/2014	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									



PROP. HMA SURFACE REMOVAL 2 1/4"
 PROP. HOT-MIX ASPHALT SURFACE COURSE,
 MIX "D", N70, 1 1/2"
 PROP. POLY. LEVELING BINDER (MACHINE
 METHOD), IL-4.75, N50, 3/4"

PAVEMENT MARKING LEGEND

- ① THPL PAVT MK, 4" DOUBLE YELLOW LINE, 11" C-C (TYP.)
- ② THPL PAVT MK, 4" YELLOW LINE (TYP.)
- ③ THPL PAVT MK, 4" SKIP DASH LINE (30' SKIP 10' DASH) (TYP.)
- ④ THPL PAVT MK, 6" WHITE LINE (TYP.)
- ④A THPL PAVT MK, 6" DOTTED LINE (TYP.)
- ⑤ THPL PAVT MK, 6" CROSSWALK (TYP.)
- ⑤A THPL PAVT MK, 12" SCHOOL CROSSWALK (TYP.)
- ⑥ THPL PAVT MK, 12" YELLOW DIAGONAL LINE (TYP.)
- ⑦ THPL PAVT MK, 24" WHITE STOP BAR (TYP.)
- ⑧ THPL PAVT MK, LETTERS & SYMBOLS (TYP.)



PROP. HMA SURFACE REMOVAL 2 1/4"
 PROP. HOT-MIX ASPHALT SURFACE COURSE,
 MIX "D", N70, 1 1/2"
 PROP. POLY. LEVELING BINDER (MACHINE
 METHOD), IL-4.75, N50, 3/4"

FILE NAME =	USER NAME = Bakerom	DESIGNED -	REVISED -
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	PLOT DATE = 6/13/2014	DATE -	REVISED -

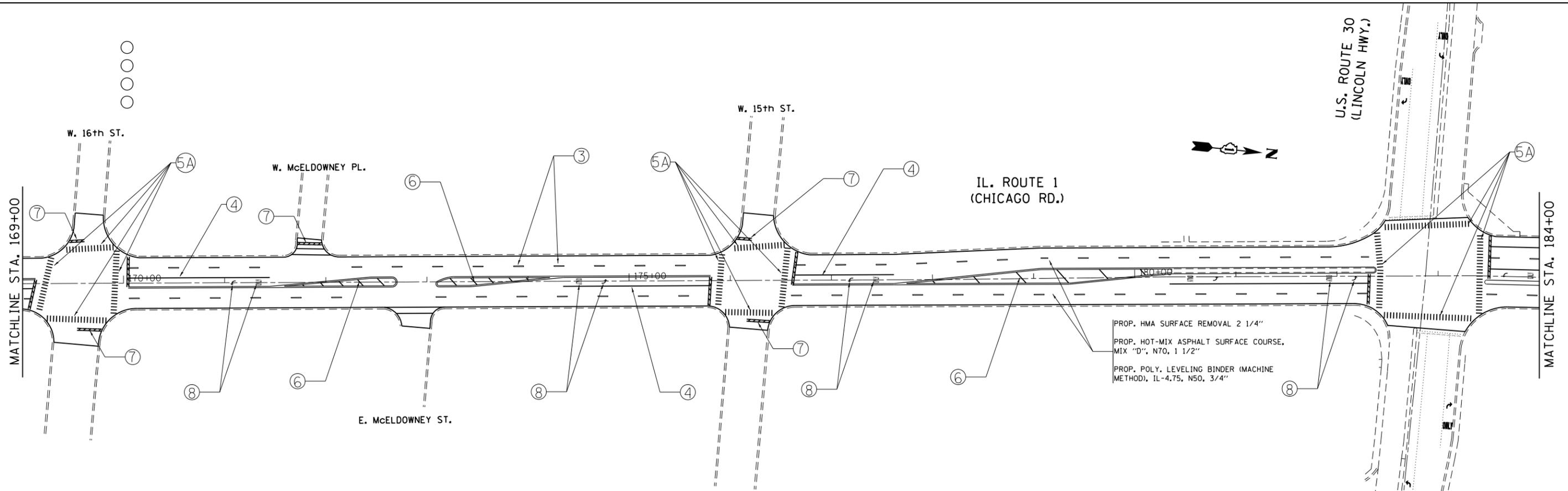
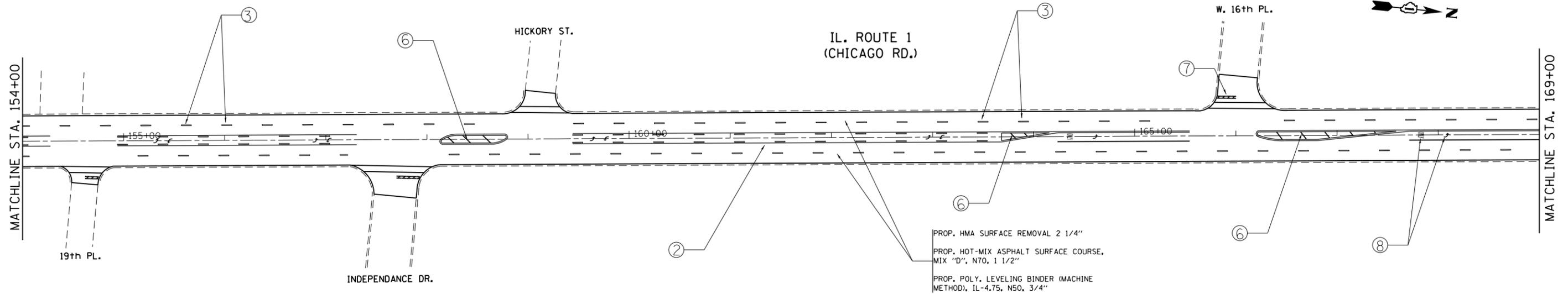
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN
 IL. ROUTE 1/CHICAGO RD. (JOE ORR RD. TO UNION AVE.)**
 SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	10
CONTRACT NO. 60X03			ILLINOIS FED. AID PROJECT	

PAVEMENT MARKING LEGEND

- ① THPL PAVT MK, 4" DOUBLE YELLOW LINE, 11" C-C (TYP.)
- ② THPL PAVT MK, 4" YELLOW LINE (TYP.)
- ③ THPL PAVT MK, 4" SKIP DASH LINE (30' SKIP 10' DASH) (TYP.)
- ④ THPL PAVT MK, 6" WHITE LINE (TYP.)
- ④A THPL PAVT MK, 6" DOTTED LINE (TYP.)
- ⑤ THPL PAVT MK, 6" CROSSWALK (TYP.)
- ⑤A THPL PAVT MK, 12" SCHOOL CROSSWALK (TYP.)
- ⑥ THPL PAVT MK, 12" YELLOW DIAGONAL LINE (TYP.)
- ⑦ THPL PAVT MK, 24" WHITE STOP BAR (TYP.)
- ⑧ THPL PAVT MK, LETTERS & SYMBOLS (TYP.)



PROP. HMA SURFACE REMOVAL 2 1/4"
 PROP. HOT-MIX ASPHALT SURFACE COURSE,
 MIX "D", N70, 1 1/2"
 PROP. POLY. LEVELING BINDER (MACHINE
 METHOD), IL-4.75, N50, 3/4"

PROP. HMA SURFACE REMOVAL 2 1/4"
 PROP. HOT-MIX ASPHALT SURFACE COURSE,
 MIX "D", N70, 1 1/2"
 PROP. POLY. LEVELING BINDER (MACHINE
 METHOD), IL-4.75, N50, 3/4"

FILE NAME =	USER NAME = Bakerom	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/13/2014	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

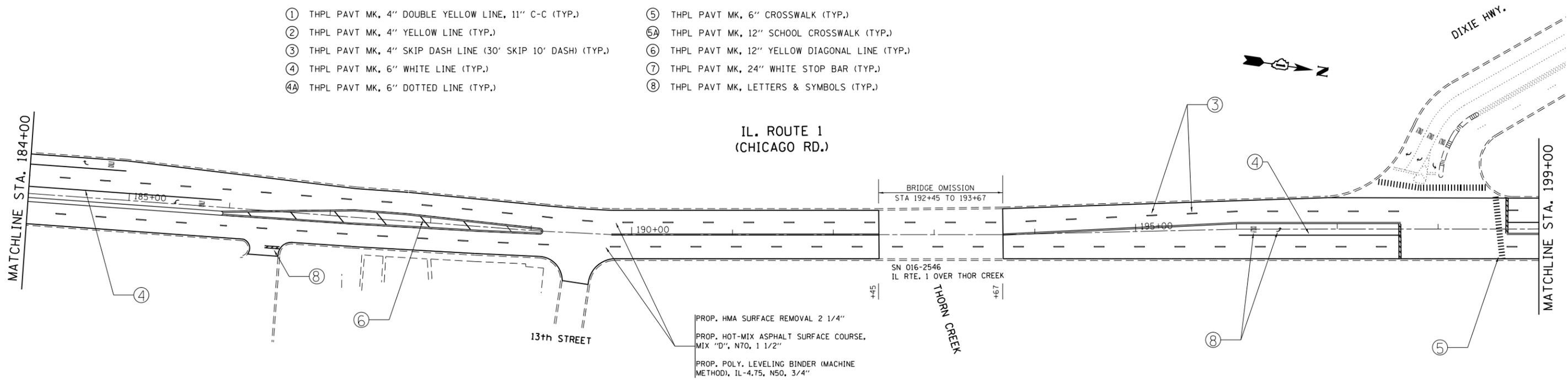
**ROADWAY AND PAVEMENT MARKING PLAN
 IL. ROUTE 1/CHICAGO RD. (JOE ORR RD. TO UNION AVE.)**

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

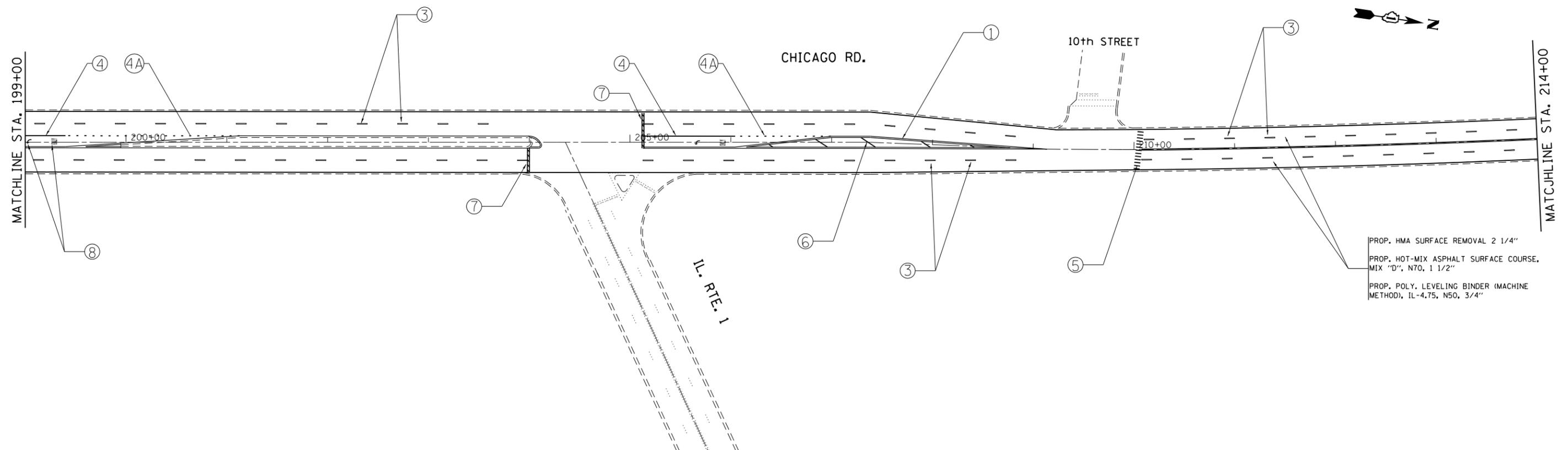
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	12
CONTRACT NO. 60X03			ILLINOIS FED. AID PROJECT	

PAVEMENT MARKING LEGEND

- ① THPL PAVT MK, 4" DOUBLE YELLOW LINE, 11" C-C (TYP.)
- ② THPL PAVT MK, 4" YELLOW LINE (TYP.)
- ③ THPL PAVT MK, 4" SKIP DASH LINE (30' SKIP 10' DASH) (TYP.)
- ④ THPL PAVT MK, 6" WHITE LINE (TYP.)
- ④A THPL PAVT MK, 6" DOTTED LINE (TYP.)
- ⑤ THPL PAVT MK, 6" CROSSWALK (TYP.)
- ⑤A THPL PAVT MK, 12" SCHOOL CROSSWALK (TYP.)
- ⑥ THPL PAVT MK, 12" YELLOW DIAGONAL LINE (TYP.)
- ⑦ THPL PAVT MK, 24" WHITE STOP BAR (TYP.)
- ⑧ THPL PAVT MK, LETTERS & SYMBOLS (TYP.)

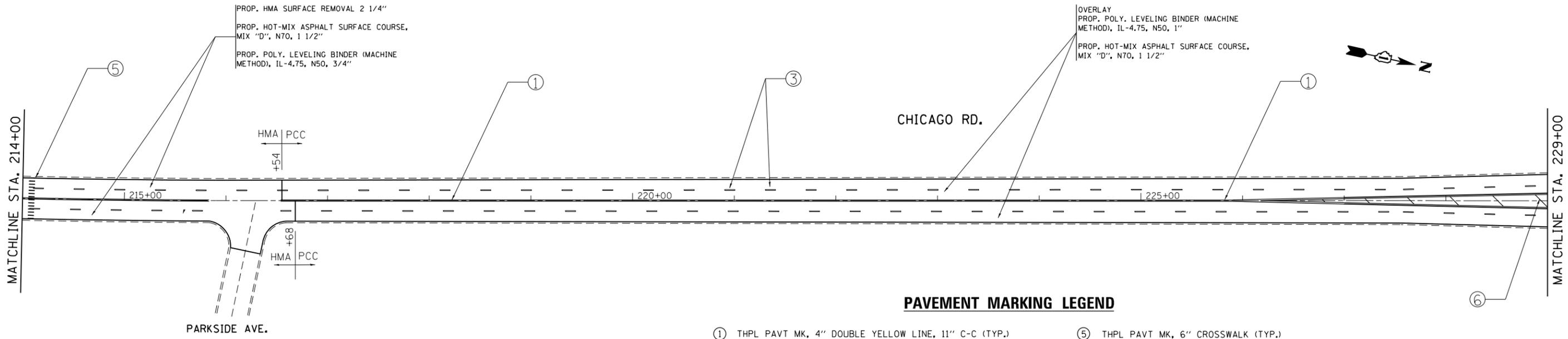


PROP. HMA SURFACE REMOVAL 2 1/4"
 PROP. HOT-MIX ASPHALT SURFACE COURSE,
 MIX "D", N70, 1 1/2"
 PROP. POLY. LEVELING BINDER (MACHINE
 METHOD), IL-4.75, N50, 3/4"



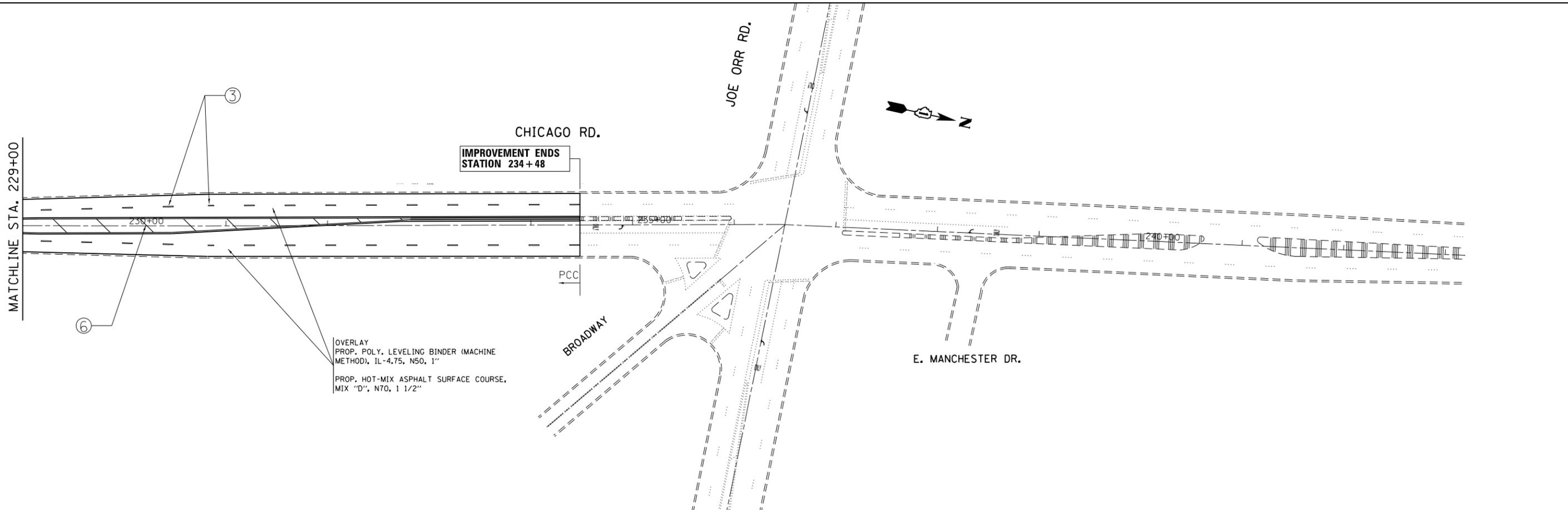
PROP. HMA SURFACE REMOVAL 2 1/4"
 PROP. HOT-MIX ASPHALT SURFACE COURSE,
 MIX "D", N70, 1 1/2"
 PROP. POLY. LEVELING BINDER (MACHINE
 METHOD), IL-4.75, N50, 3/4"

FILE NAME =	USER NAME = Bakerom	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN IL. ROUTE 1/CHICAGO RD. (JOE ORR RD. TO UNION AVE.)	F.A.U. RTE. 2860	SECTION (161Y-1&H) RS-4	COUNTY WILL/COOK	TOTAL SHEETS 34	SHEET NO. 13		
Default	Plot SCALE = 100.0000' / in.	CHECKED -	REVISED -			SCALE: 1"=50'	SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				
	PLOT DATE = 6/13/2014	DATE -	REVISED -			CONTRACT NO. 60X03						
CONTRACT NO. 60X03												



PAVEMENT MARKING LEGEND

- ① THPL PAVT MK, 4" DOUBLE YELLOW LINE, 11" C-C (TYP.)
- ② THPL PAVT MK, 4" YELLOW LINE (TYP.)
- ③ THPL PAVT MK, 4" SKIP DASH LINE (30' SKIP 10' DASH) (TYP.)
- ④ THPL PAVT MK, 6" WHITE LINE (TYP.)
- ④A THPL PAVT MK, 6" DOTTED LINE (TYP.)
- ⑤ THPL PAVT MK, 6" CROSSWALK (TYP.)
- ⑤A THPL PAVT MK, 12" SCHOOL CROSSWALK (TYP.)
- ⑥ THPL PAVT MK, 12" YELLOW DIAGONAL LINE (TYP.)
- ⑦ THPL PAVT MK, 24" WHITE STOP BAR (TYP.)
- ⑧ THPL PAVT MK, LETTERS & SYMBOLS (TYP.)

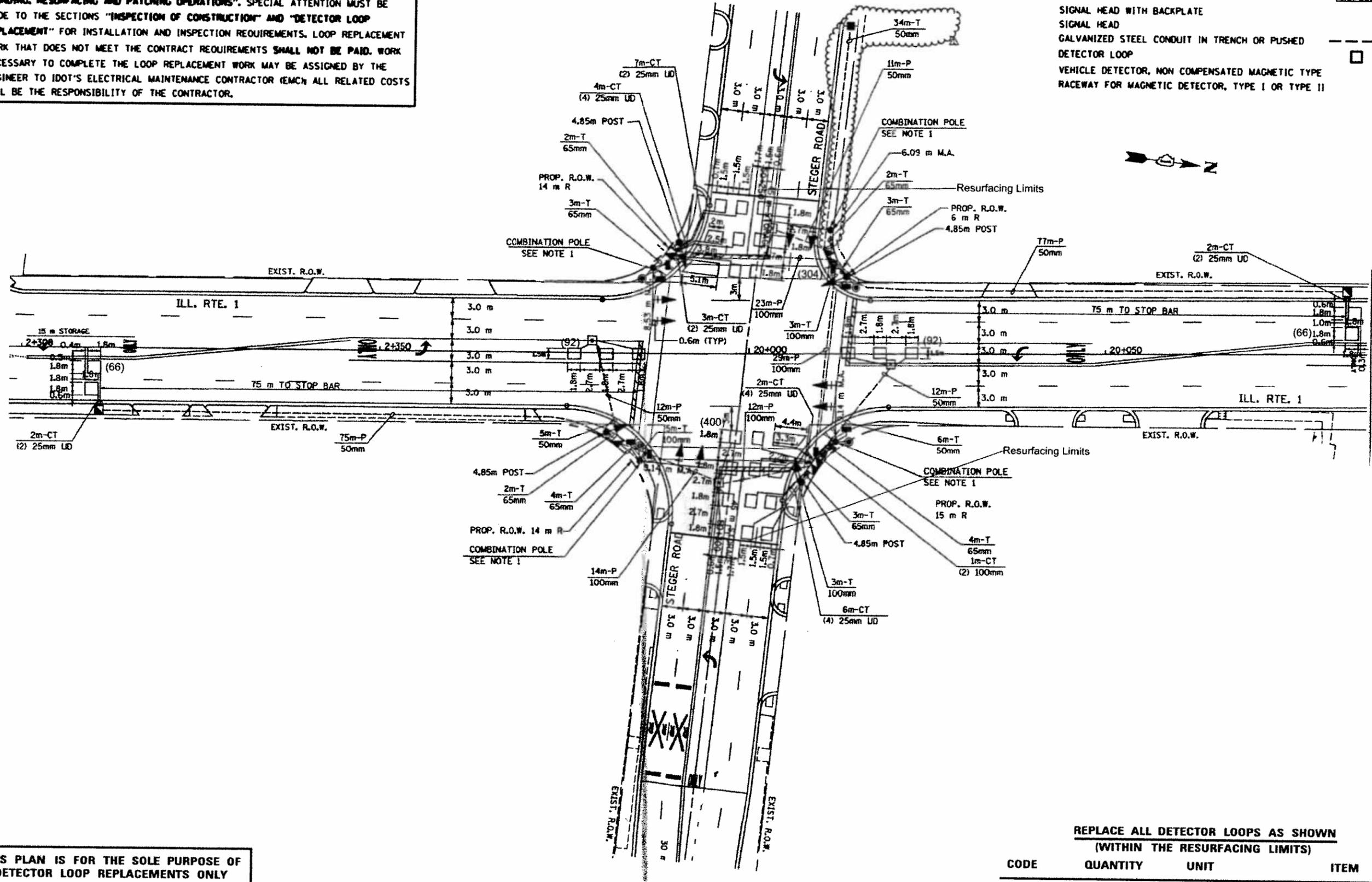


FILE NAME =	USER NAME = Bakerom	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN IL. ROUTE 1/CHICAGO RD. (JOE ORR RD. TO UNION AVE.)	F.A.J. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\p\dot\bakerom\d0353169\DI41813-sh-t-plan.dgn		DRAWN -	REVISED -			2860	(161Y-1&H) RS-4	WILL/COOK	34	14	
Default		CHECKED -	REVISED -			CONTRACT NO. 60X03					
PLOT SCALE = 100.0000' / in.		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

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

TRAFFIC SIGNAL LEGEND

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



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

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

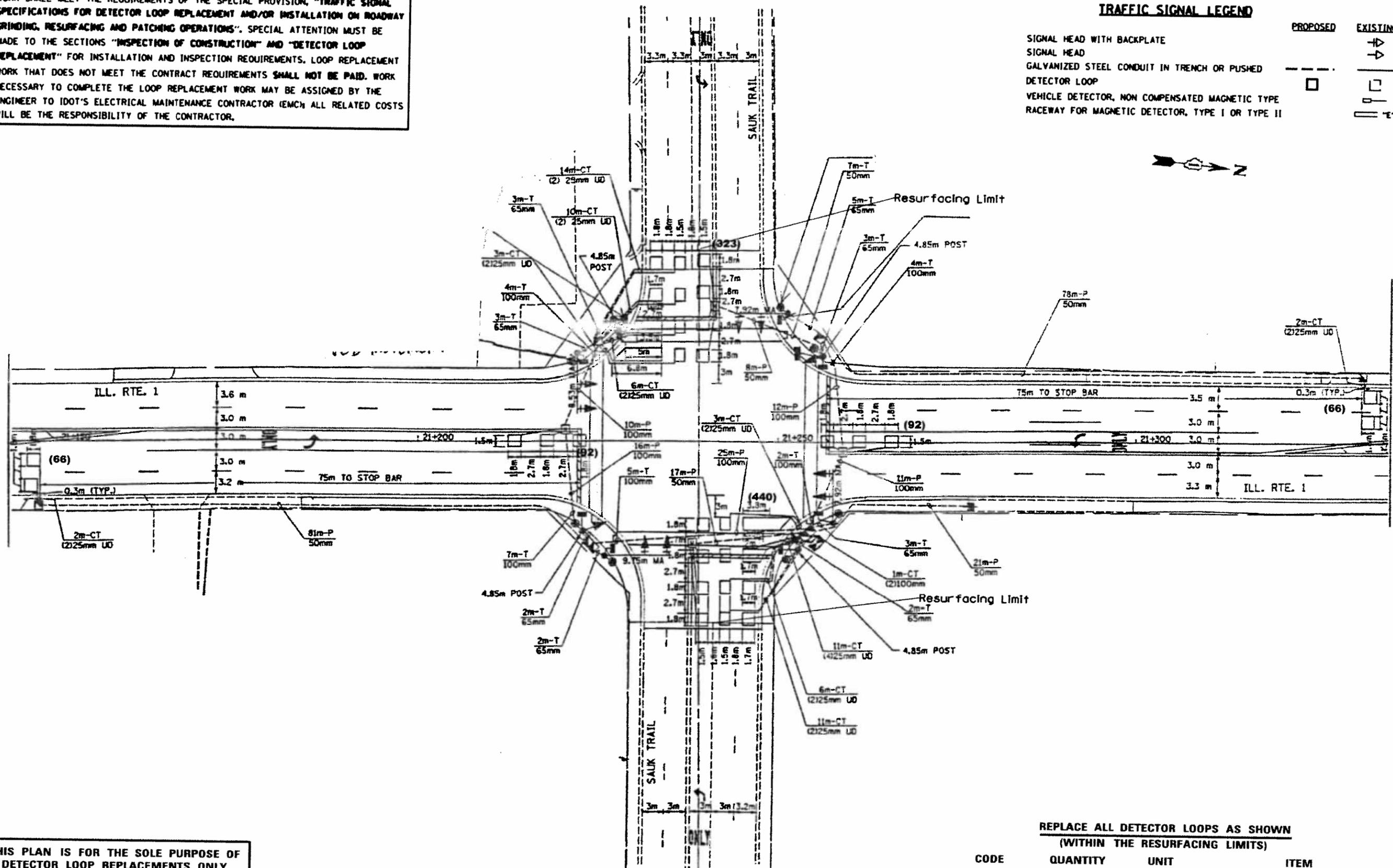
CODE	QUANTITY	UNIT	ITEM
88600600	1020	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME: S:\WP\Design\Detector Loops Replacement	USER NAME: curryj	DESIGNED: DRAMM @ Steger Rd\Detector Loop.dgn	REVISIONS:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE - DETECTOR LOOP REPLACEMENT IL ROUTE 1 AT STEGER RD.	SECTION: (161Y-1&H) RS-4	COUNTY: WILL/COOK	TOTAL SHEETS: 34	SHEET NO.: 15
PLOT SCALE: 100.0000 1/8" = 1'	PLOT DATE: 6/3/2014	CHECKED:	DATE:	SCALE: NTS	SHEET NO. OF SHEETS: STA. TO STA.	PER. ROAD DIST. NO.	ILLINOIS PER. AID PROJECT	CONTRACT NO. 60803	

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

TRAFFIC SIGNAL LEGEND

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



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

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

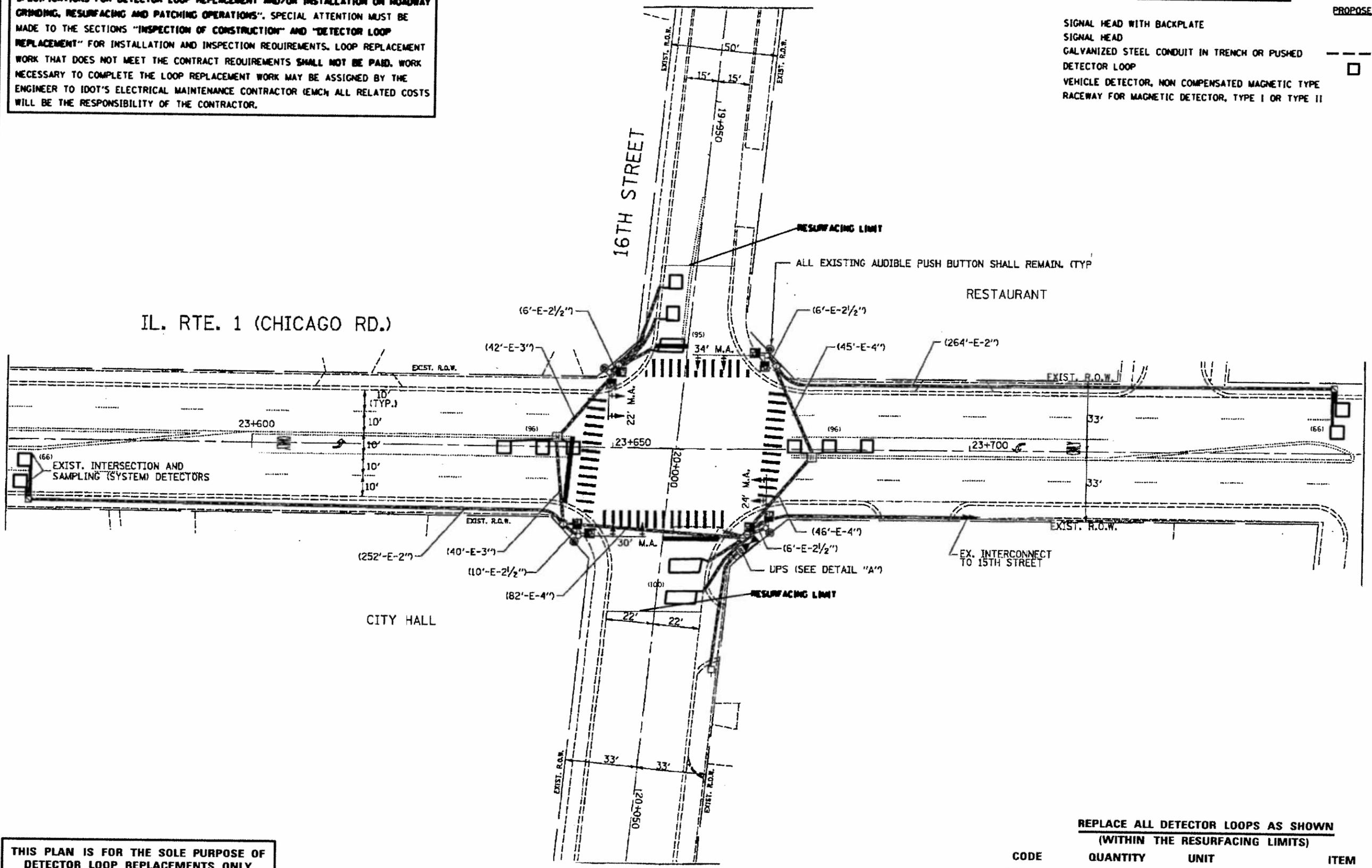
CODE	QUANTITY	UNIT	ITEM
88600600	1079	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME S:\V\Design\Detector Loops Replacement	USER NAME curryja	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE - DETECTOR LOOP REPLACEMENT IL ROUTE 1 AT SAUK TRAIL	SCALE: NTS	SHEET NO. OF SHEETS	STA. TO STA.	FED. AID	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Resurfacing Project\Cook\ITS 1068-IL	DRWING SAUK TRAIL\Detector Loop.dgn	CHECKED	REVISED						2860	(161Y-1&H) RS-4	WILL/COOK	34	16
PLT SCALE = 1/4"=1'-0"	DATE	REVISIONS							CONTRACT NO. 60403				
PLT DATE = 6/3/2011									FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT				

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

TRAFFIC SIGNAL LEGEND

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



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

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

CODE	QUANTITY	UNIT	ITEM
88600600	519	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME	USER NAME	DESIGNED	REVISED
DRAMP\Design\Detector Loops Replacement	curnyjr	-	-
	PROJECT	DRAWN	REVISED
	Resurfacing Project - Cook\ITS 1775 - IL	16TH ST\Detector Loop.dgn	-
	PLOT SCALE	CHECKED	REVISED
	1/4" = 1'-0"	-	-
	PLOT DATE	DATE	REVISED
	5/4/2014	-	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
IL ROUTE 1 AT 16TH ST.

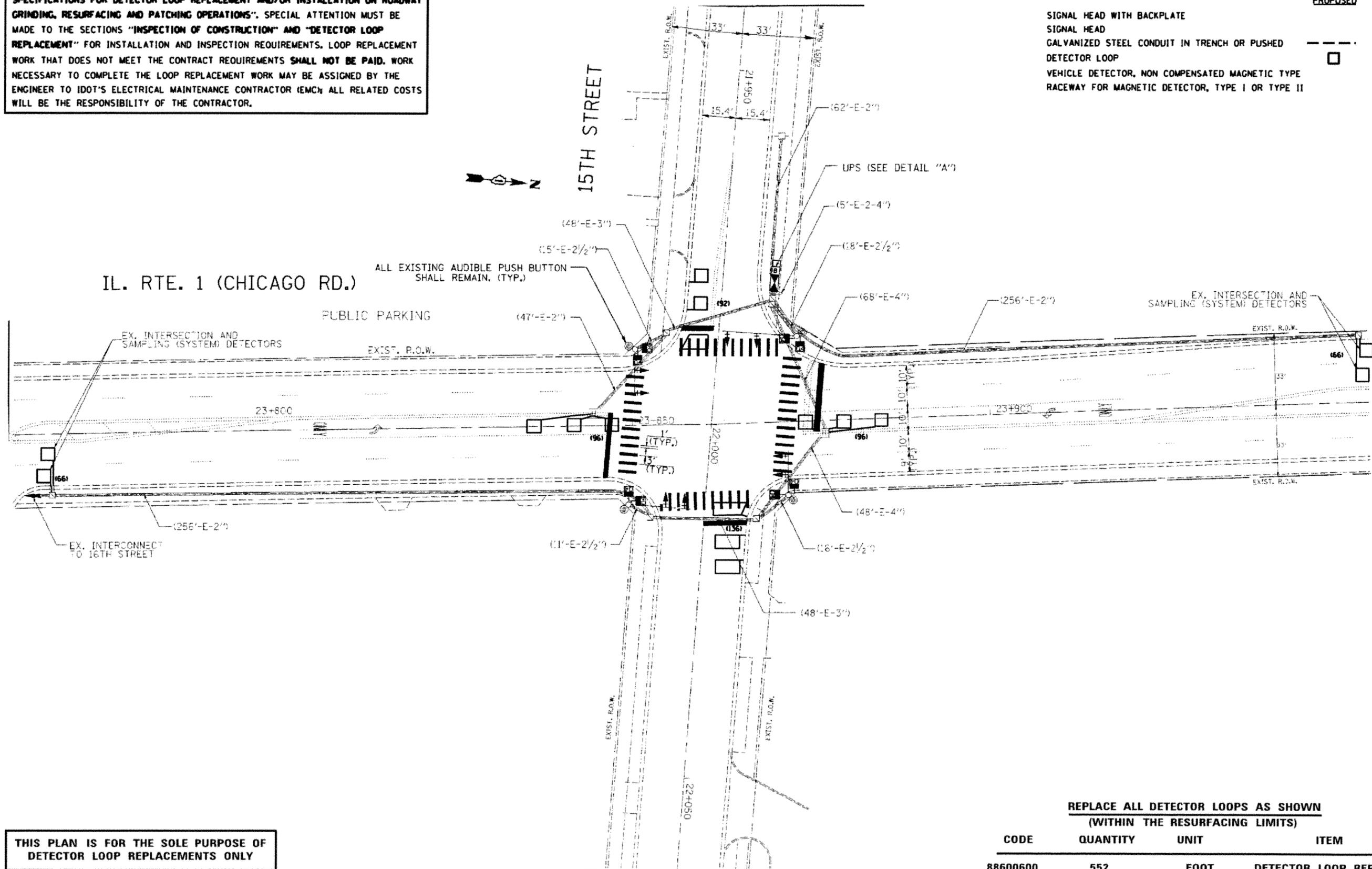
FED. ROAD DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	18
CONTRACT NO. 60903			ILLINOIS FED. AID PROJECT	

SCALE: NTS	SHEET NO.	OF SHEETS	STA.	TO STA.
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WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

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



ALL EXISTING AUDIBLE PUSH BUTTON SHALL REMAIN. (TYP.)

IL. RTE. 1 (CHICAGO RD.)

PUBLIC PARKING

EX. INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

EX. INTERCONNECT TO 16TH STREET

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

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

CODE	QUANTITY	UNIT	ITEM
88600600	552	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME *	USER NAME *	DESIGNED -	REVISED -
S:\WP\Design\Detector Loops Replacement	curryjo	- Resurfacing Project - Cook\ITS 1776 - IL	-
		DRAWN @ 15TH\Detector Loop.dgn	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

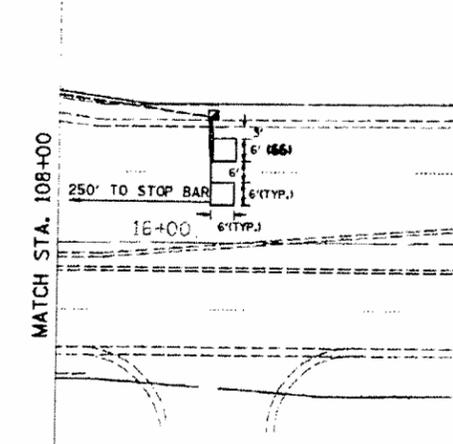
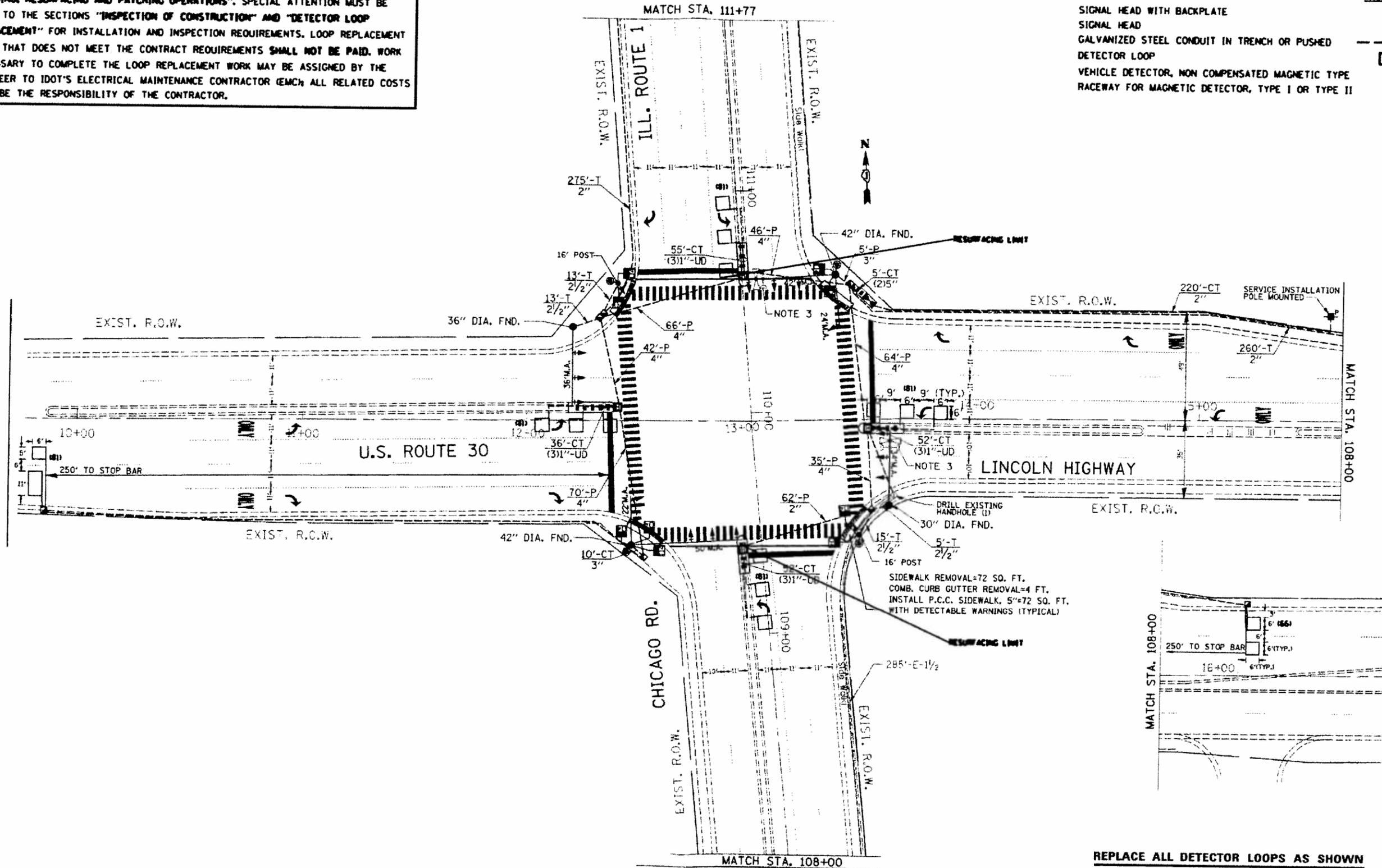
DISTRICT ONE - DETECTOR LOOP REPLACEMENT
IL ROUTE 1 AT 15TH ST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	19
CONTRACT NO. 60X03				
FED. ROAD DIST. NO. ILLINOIS/FED. AID PROJECT				

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

TRAFFIC SIGNAL LEGEND

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



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

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

CODE	QUANTITY	UNIT	ITEM
88600600	471	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME: S:\WP\Design\Detector Loops Replacement	USER NAME: durrup	DESIGNED: DRAMM	REVISIONS:
	Resurfacing Project - Cook County 1345 - RL	Checked: DRAMM	REVISIONS:
	PLOT SCALE: 1/4" = 1'-0"	CHECKED:	REVISIONS:
	PLOT DATE: 5/4/2011	DATE:	REVISIONS:

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE - DETECTOR LOOP REPLACEMENT

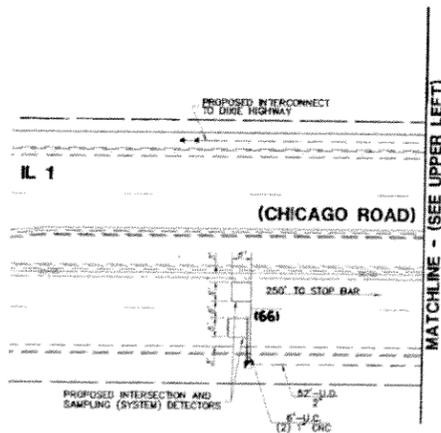
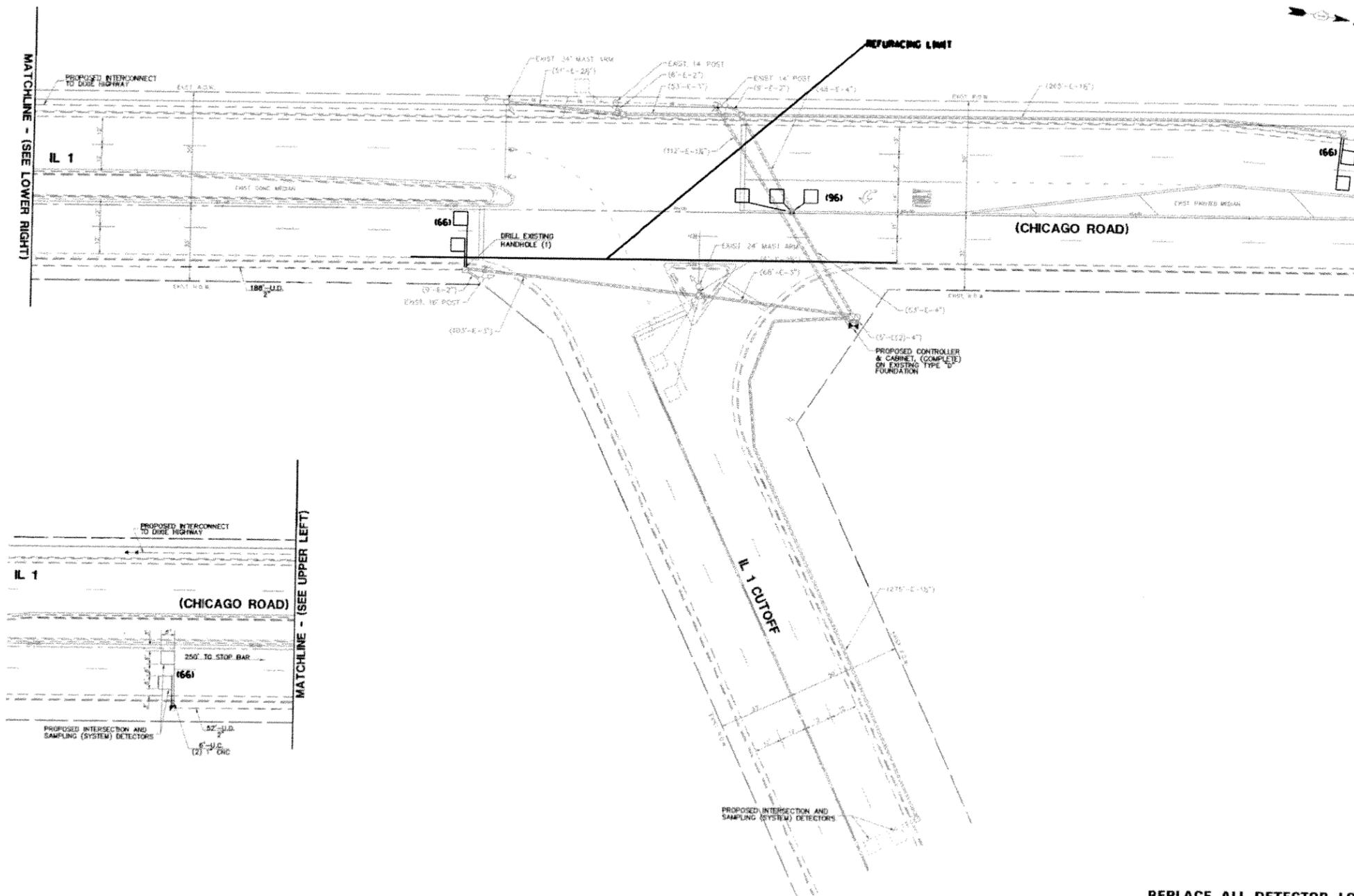
F.A. NO. 2860	SECTION (161Y-1&H) RS-4	COUNTY WILL COOK	TOTAL SHEETS 34	SHEET NO. 20
SCALE: NTS		SHEET NO. OF SHEETS		STA. TO STA.
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

CONTRACT NO. 60X03

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

TRAFFIC SIGNAL LEGEND

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



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

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

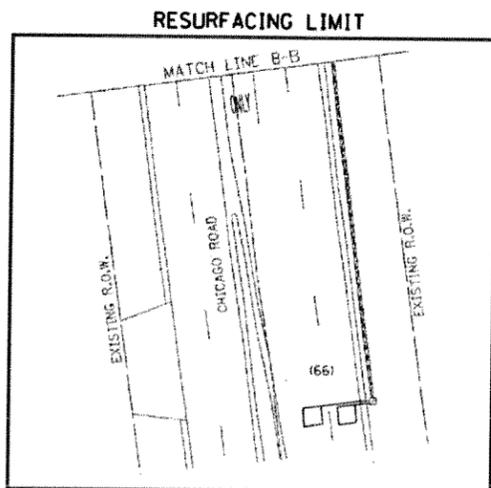
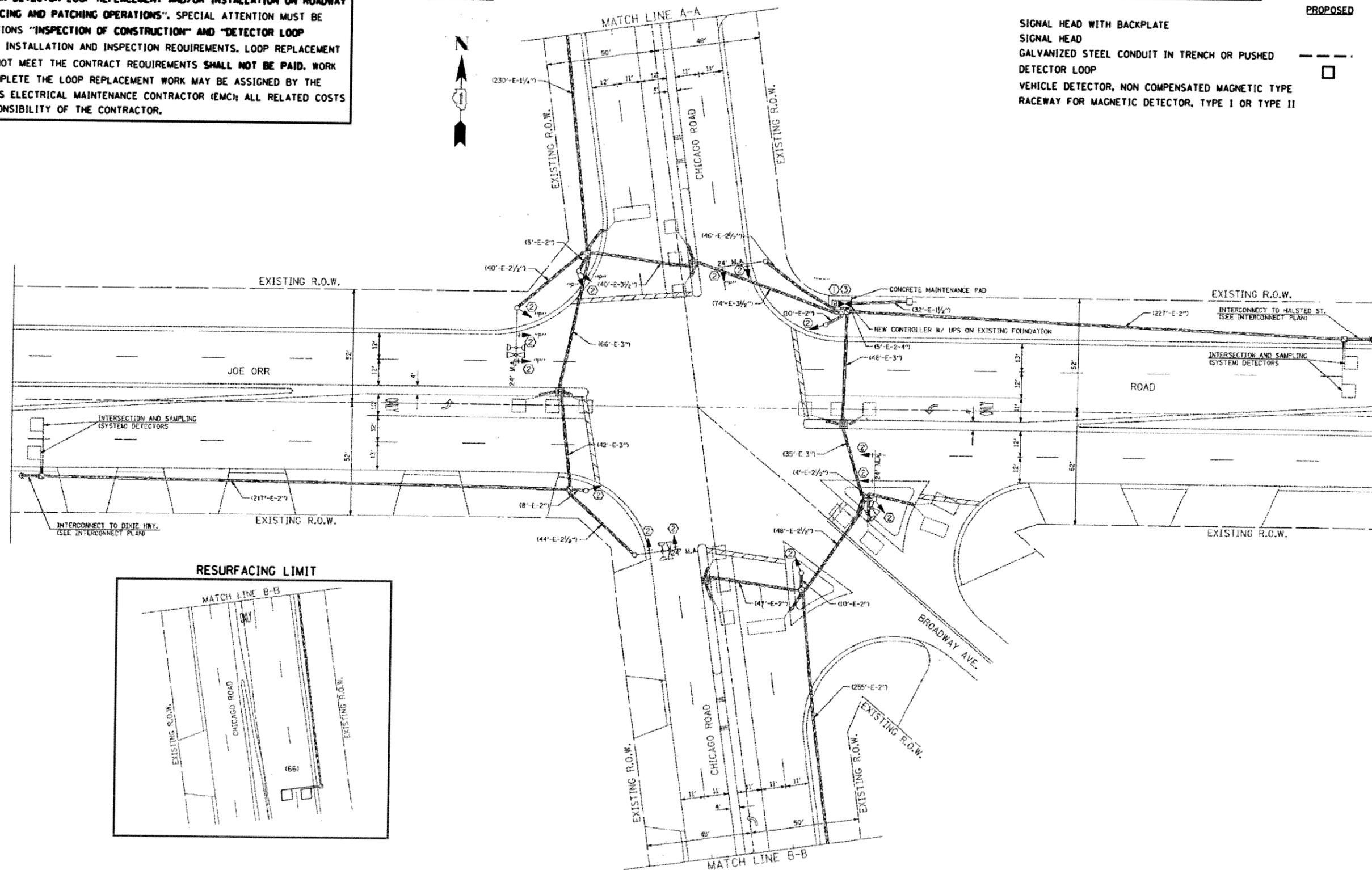
CODE	QUANTITY	UNIT	ITEM
88600600	294	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME = S:\NP\Design\Detector Loops Replacement	USER NAME = curryje	DESIGNED - DRAMING RDA\Detector Loop.dgn	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE - DETECTOR LOOP REPLACEMENT IL ROUTE 1 AT CHICAGO RD	F.A.U. RTE. = 2860	SECTION = (161Y-1&H) RS-4	COUNTY = WILL/COOK	TOTAL SHEETS = 34	SHEET NO. = 22
PLOT SCALE = 1/8" = 1'-0"	PLOT DATE = 6/5/2014	CHECKED -	REVISIONS -			SCALE: NTS	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. =	ILLINOIS FED. AID PROJECT

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

TRAFFIC SIGNAL LEGEND

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



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

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

CODE	QUANTITY	UNIT	ITEM
88600600	66	FOOT	DETECTOR LOOP REPLACEMENT

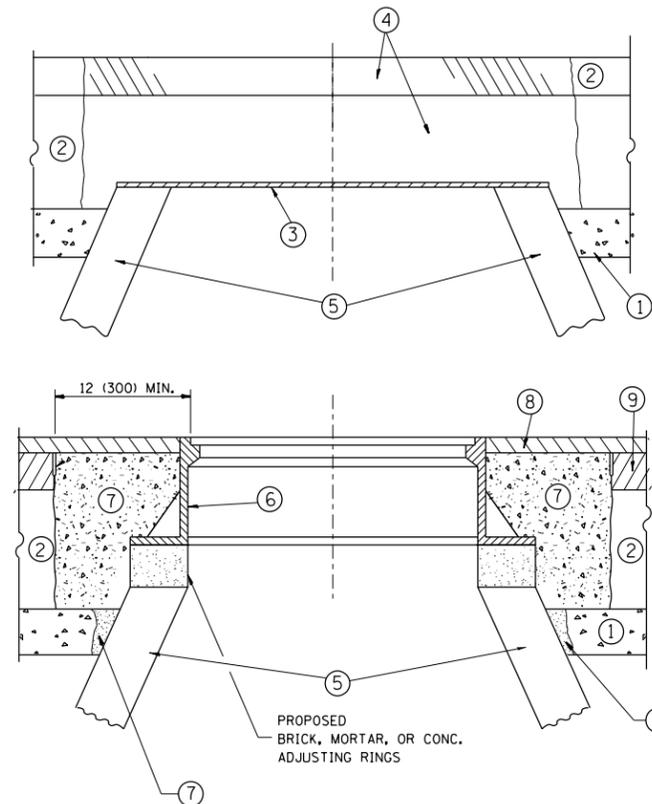
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DESIGNED -	REVISOR -
DRAWN Joe Orr Rd\Detector Loop.dgn	REVISOR -
CHECKED -	REVISOR -
DATE	REVISOR -
PLOT DATE = 6/5/2014	

DESIGNED -	REVISOR -
DRAWN Joe Orr Rd\Detector Loop.dgn	REVISOR -
CHECKED -	REVISOR -
DATE	REVISOR -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
CHICAGO RD AT JOE ORR RD

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	23
SCALE: NTS		SHEET NO. OF SHEETS		STA. TO STA.
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

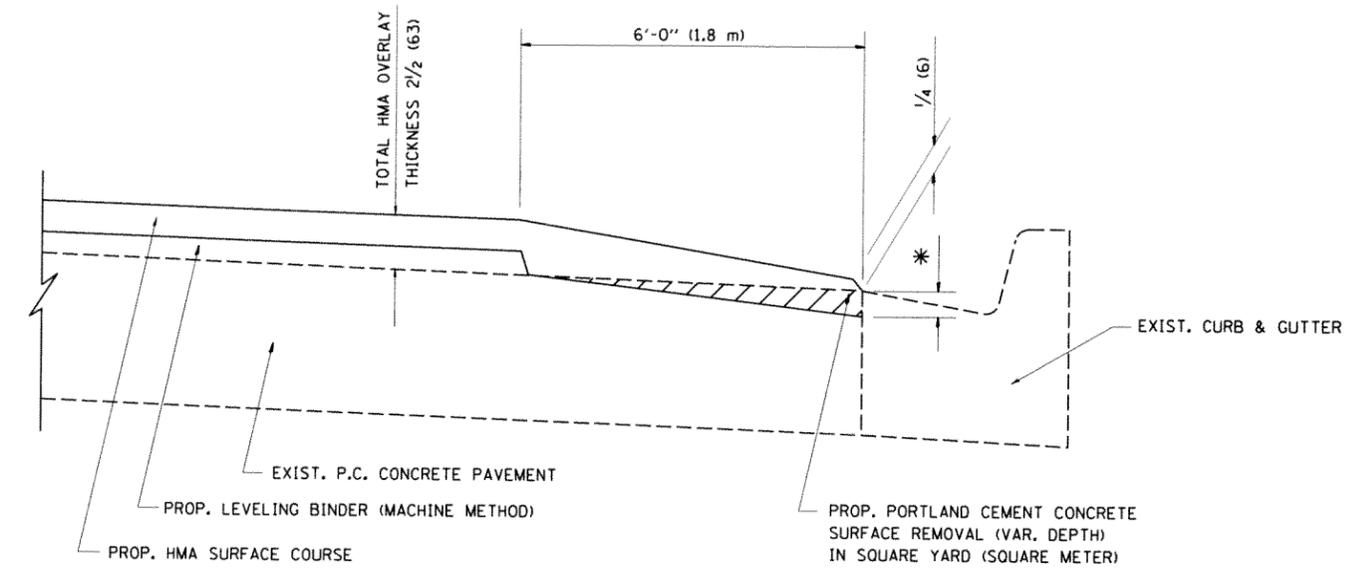
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = Bakerom	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 6/13/2014	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	24
BD600-03 (BD-8)		CONTRACT NO. 60X03		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



HMA TAPER AT
EDGE OF P.C.C. PAVEMENT

HMA SURFACE		LEVELING BINDER	
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1 1/2 (38)	1 (25)	1/4 (33)
F	1 3/4 (44)	3/4 (19)	1/2 (38)

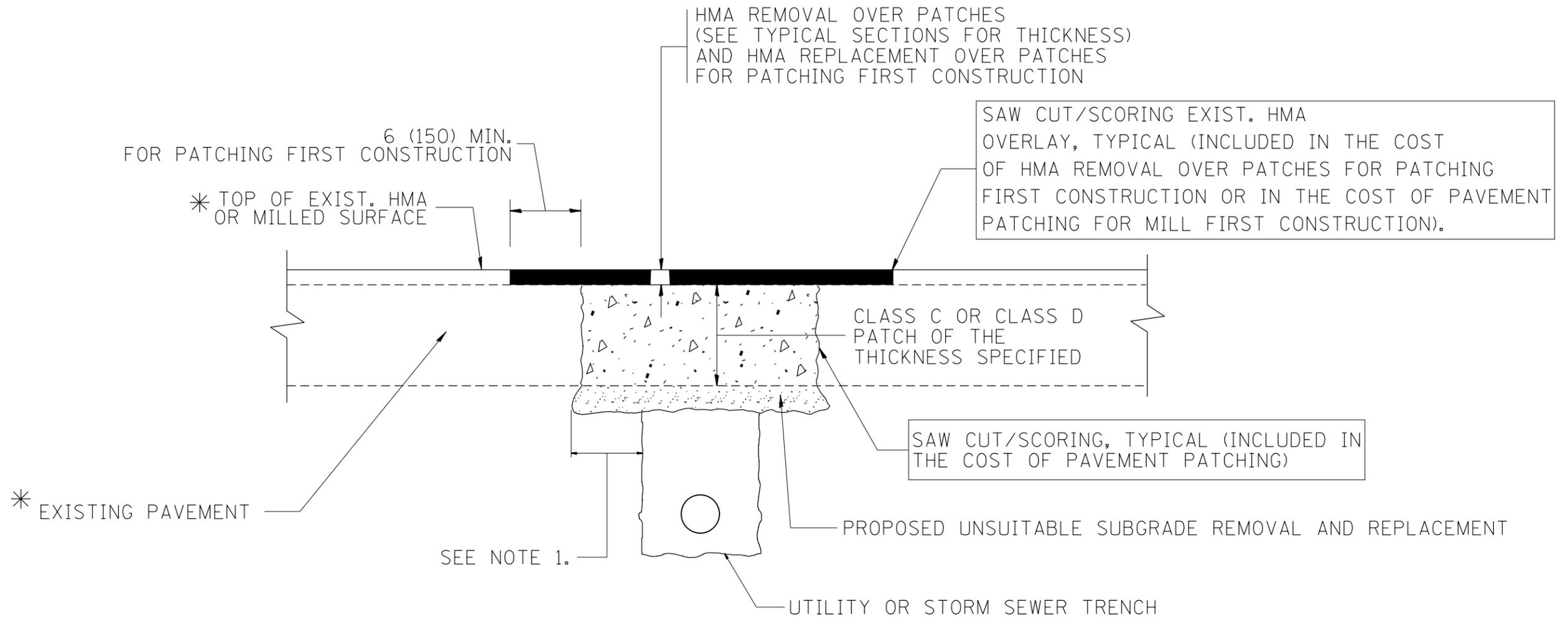
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT DATE = 6/14/2014	DATE - 09-10-94	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

HMA TAPER AT EDGE OF P.C.C. PAVEMENT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.M. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(101Y-181H) RS-4	COOK/WILL	34	24A
BD400-06 (BD33)		CONTRACT NO. 60X03		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

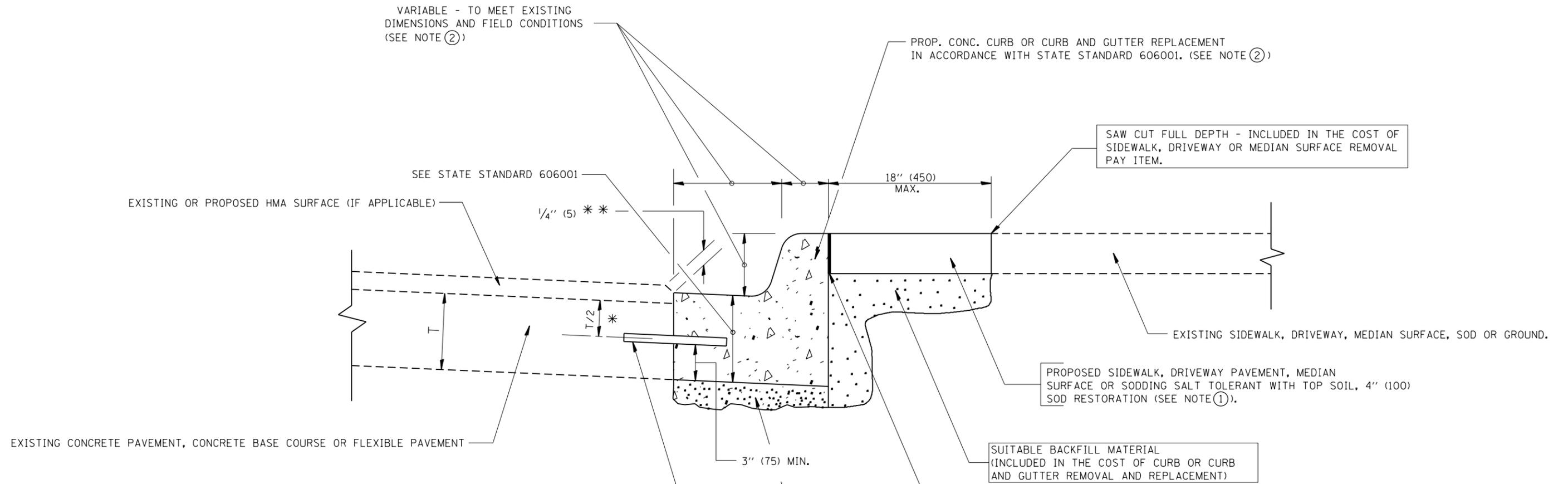
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT DATE = 6/13/2014	DATE - 10-25-94	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	25
BD400-04 (BD-22)		CONTRACT NO. 60Y04		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 - ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
 - ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
 - ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
 - ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
 - ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
 - ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
 - ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

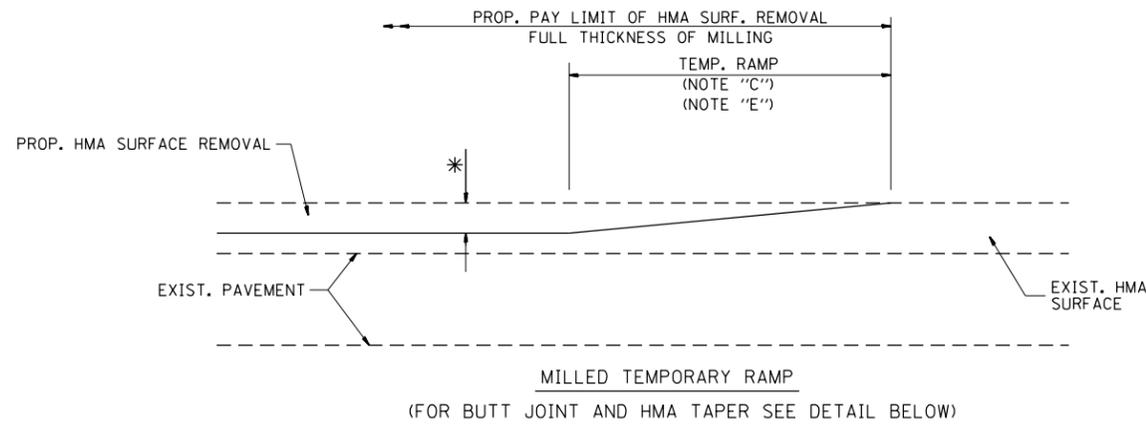
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

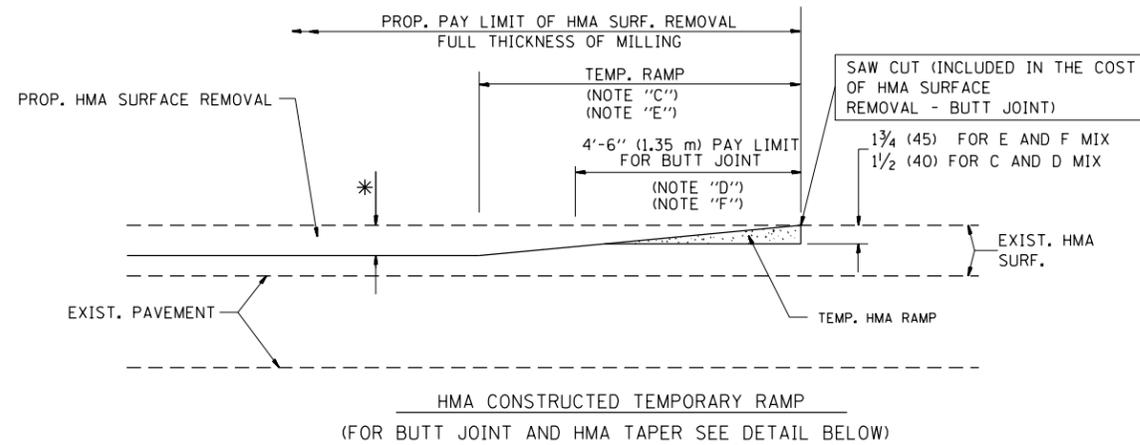
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = Bakerom	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - A. ABBAS 03-21-97			2860	(161Y-1&H) RS-4	WILL/COOK	34	26	
		CHECKED -	REVISED - M. GOMEZ 01-22-01			BD600-06 (BD-24)		CONTRACT NO. 60X03			
		DATE - 03-11-94	REVISED - R. BORO 12-15-09			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		

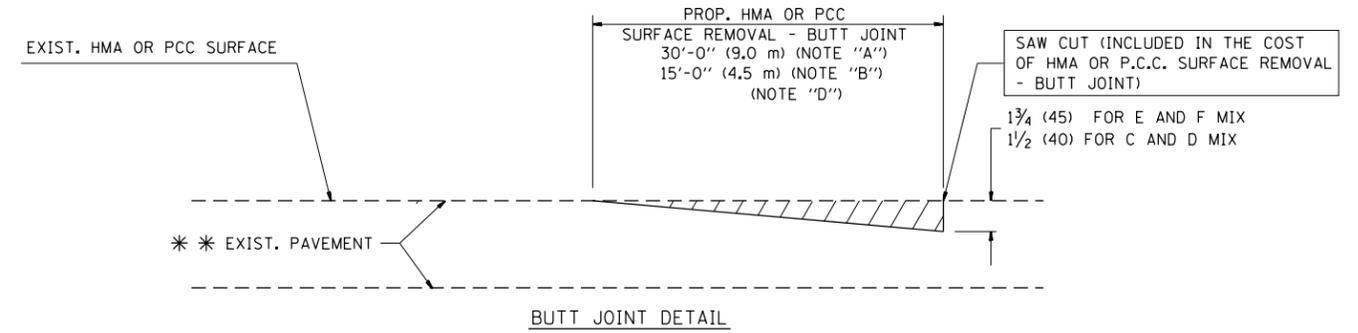


OPTION 1

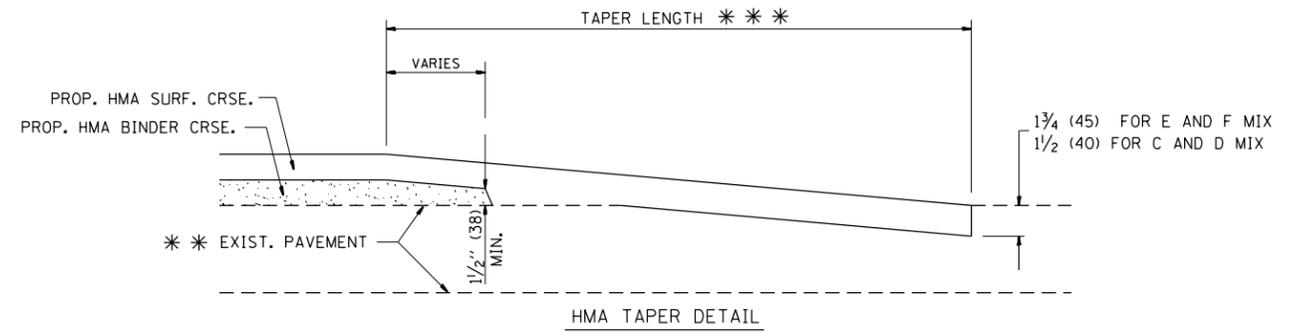


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

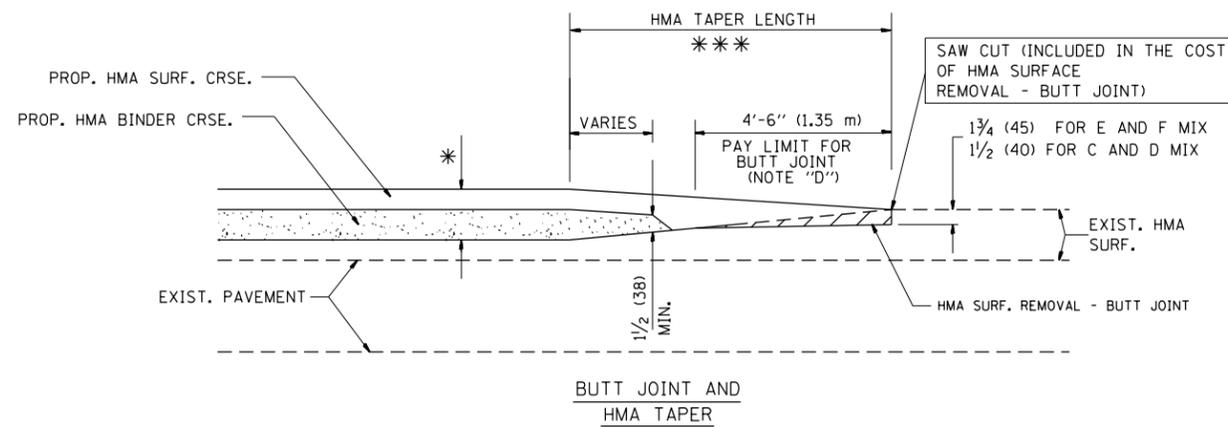
NOTES

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

BASIS OF PAYMENT:

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

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



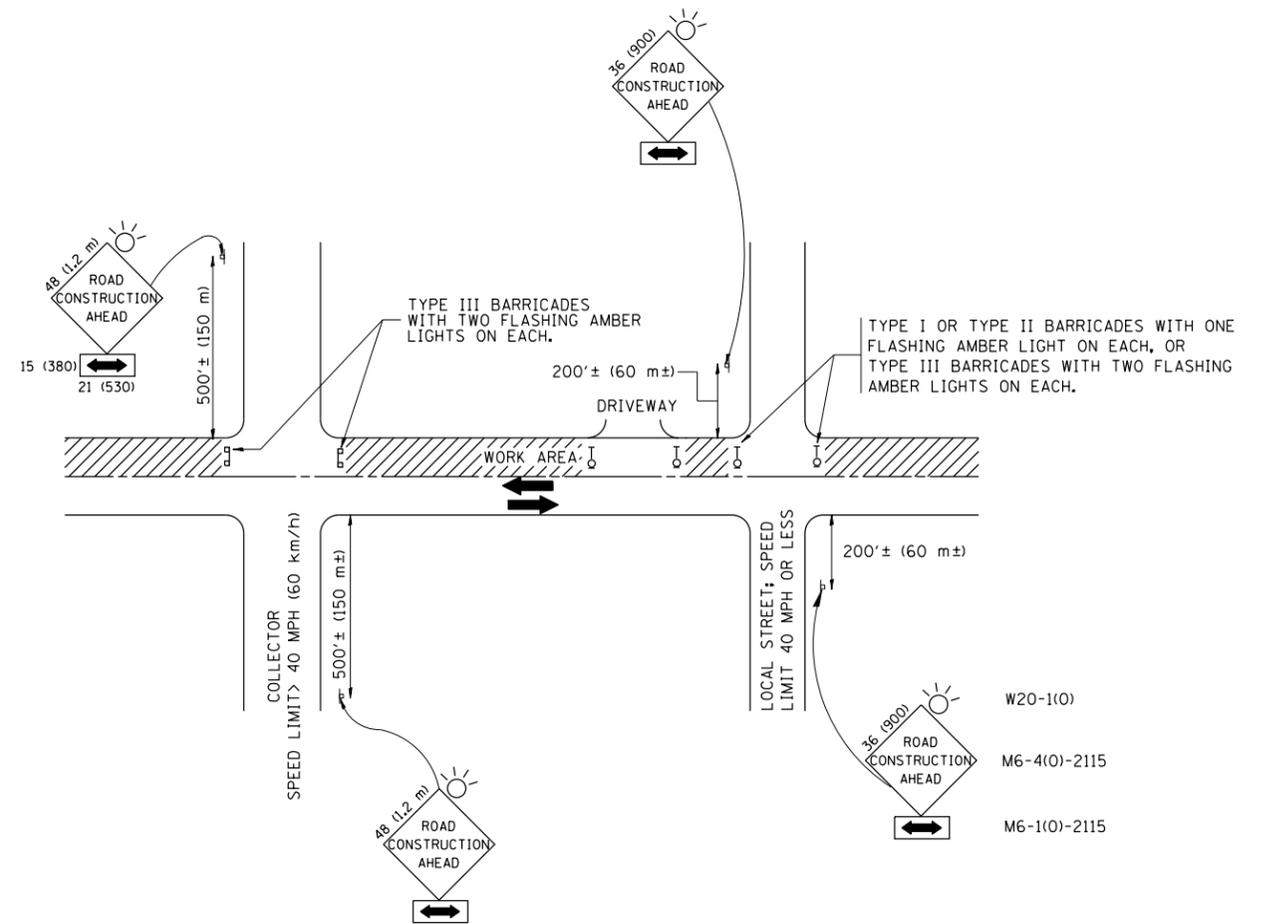
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME =	USER NAME = Bakerom	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
et:\pw\work\p1dot\bakerom\d0353169\DI141813-sh1-plen.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 6/13/2014	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	27
BD400-05 BD32		CONTRACT NO. 60X03		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

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

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

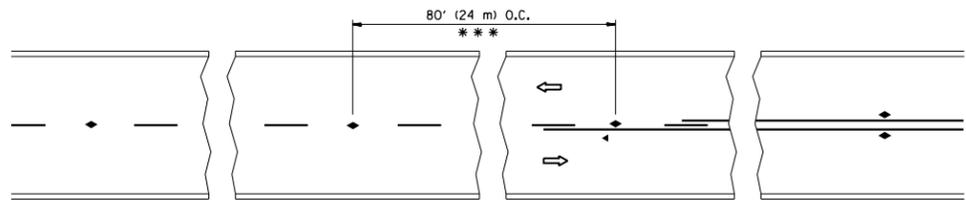
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	PLOT DATE = 6/13/2014	DATE - 06-89	REVISED - T. RAMMACH 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

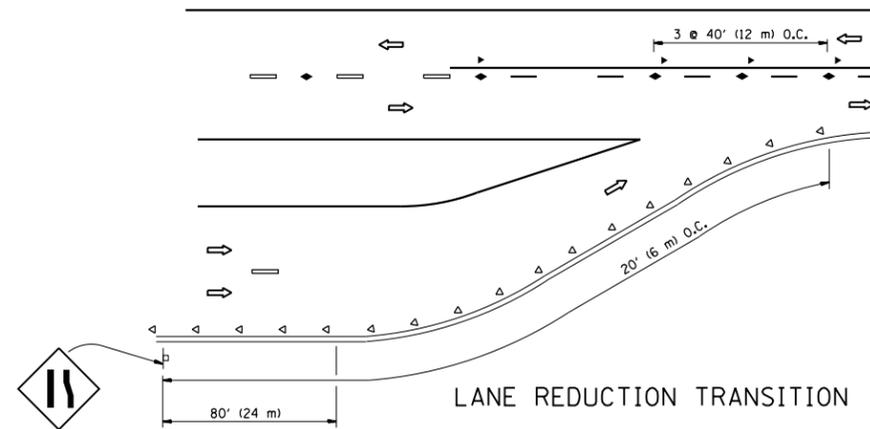
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	28
TC-10			CONTRACT NO. 60X03	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

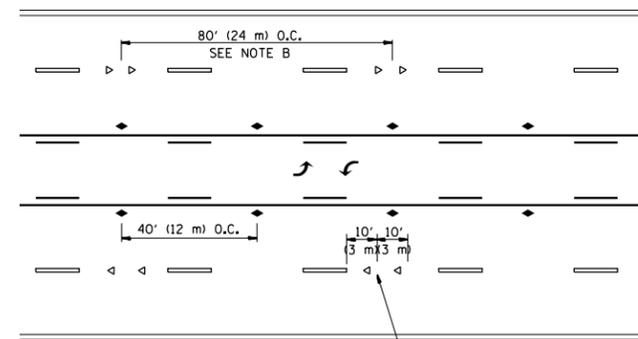


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

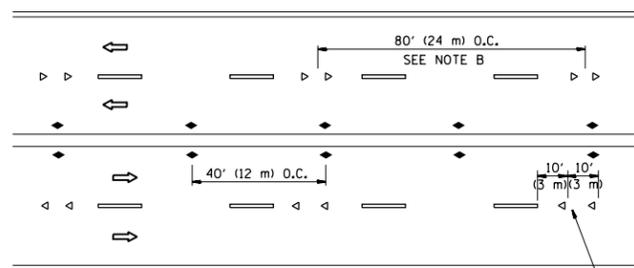
TWO-LANE/TWO-WAY



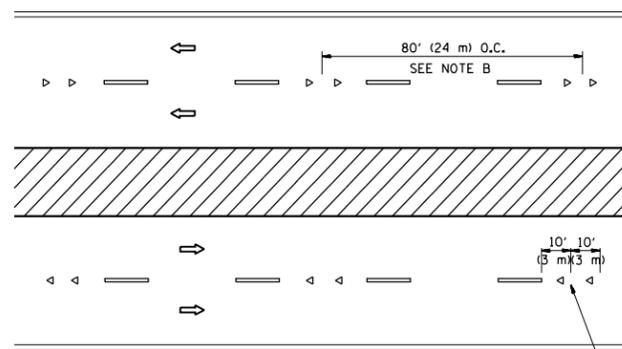
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

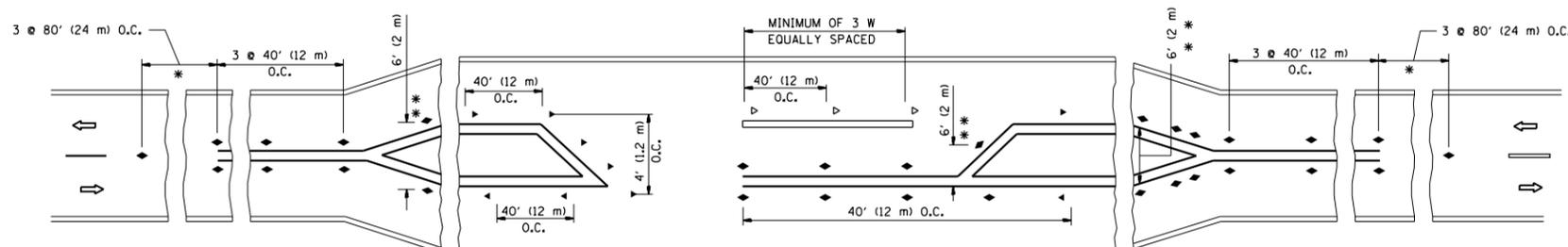
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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

LEFT TURN

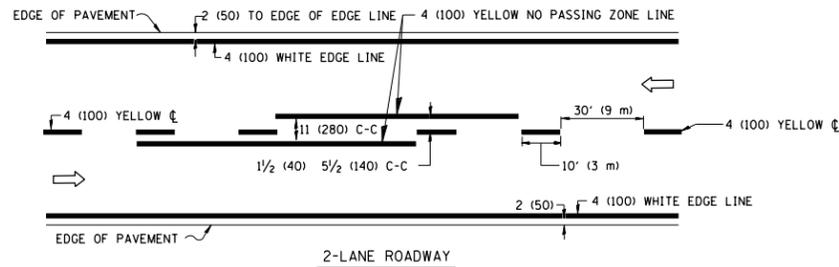
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = Bakerom	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
et:\pw\work\p\dot\bakerom\d0353169\DI141813-sh-t-plan.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 6/13/2014	DATE -	REVISED - C. JUCIUS 09-09-09

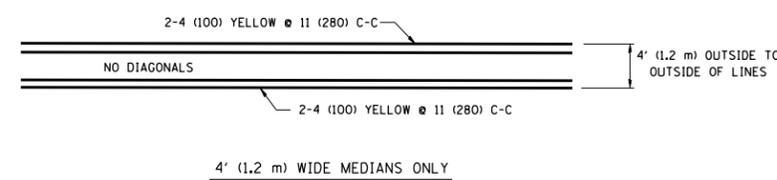
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

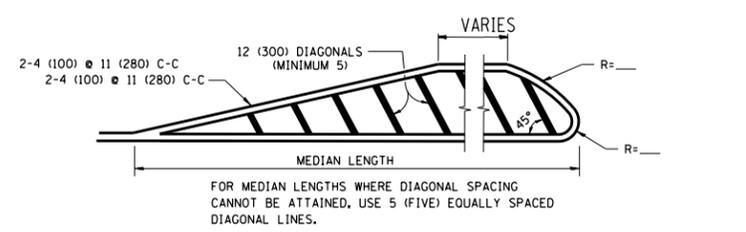
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	29
TC-11			CONTRACT NO. 60X03	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

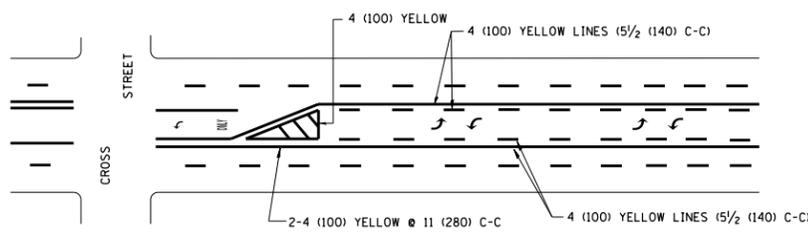


4' (1.2 m) WIDE MEDIANS ONLY



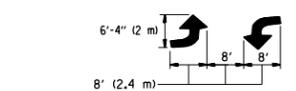
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

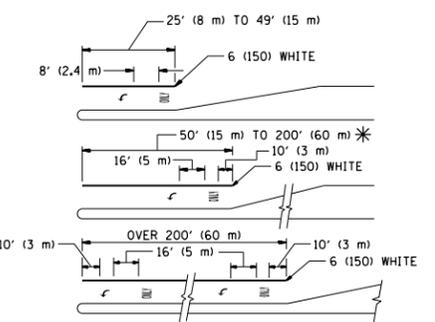


MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

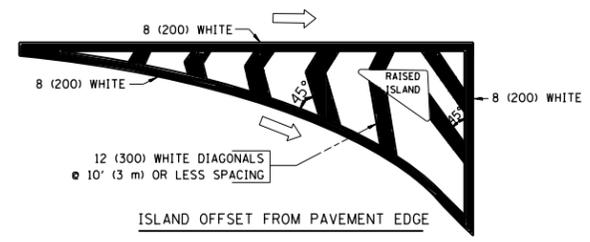


TYPICAL LEFT (OR RIGHT) TURN LANE

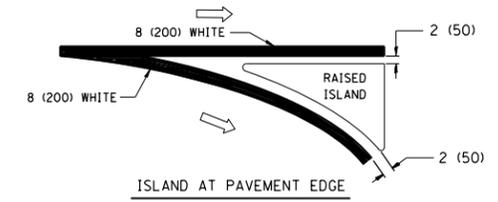


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



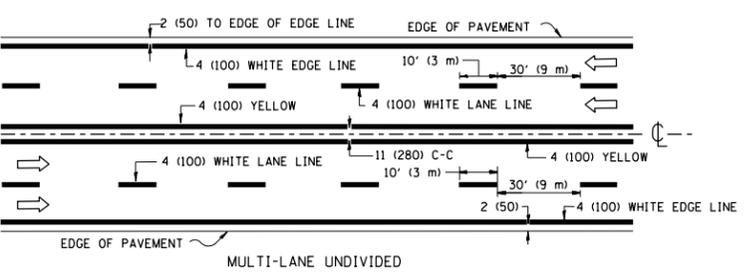
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

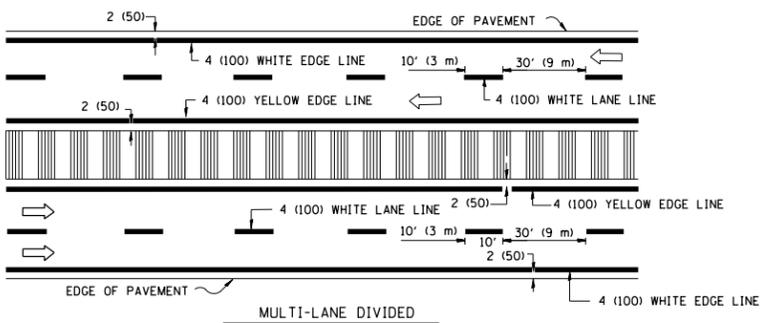
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5 1/2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

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

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



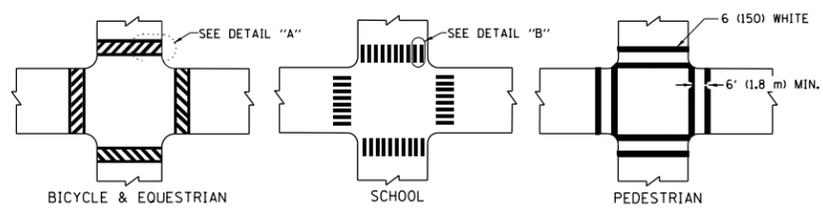
MULTI-LANE UNDIVIDED



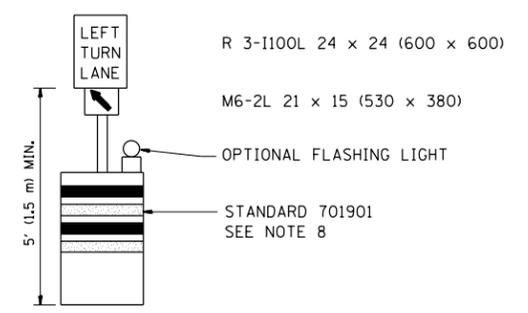
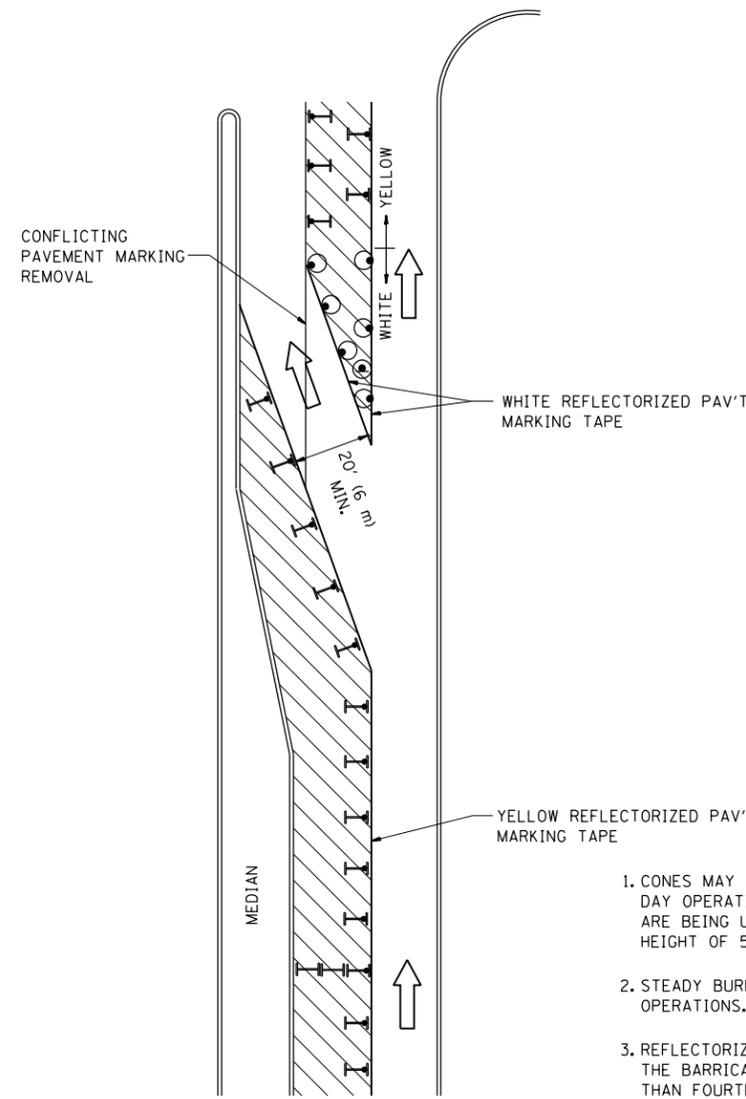
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



GENERAL NOTES

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

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

LEGEND

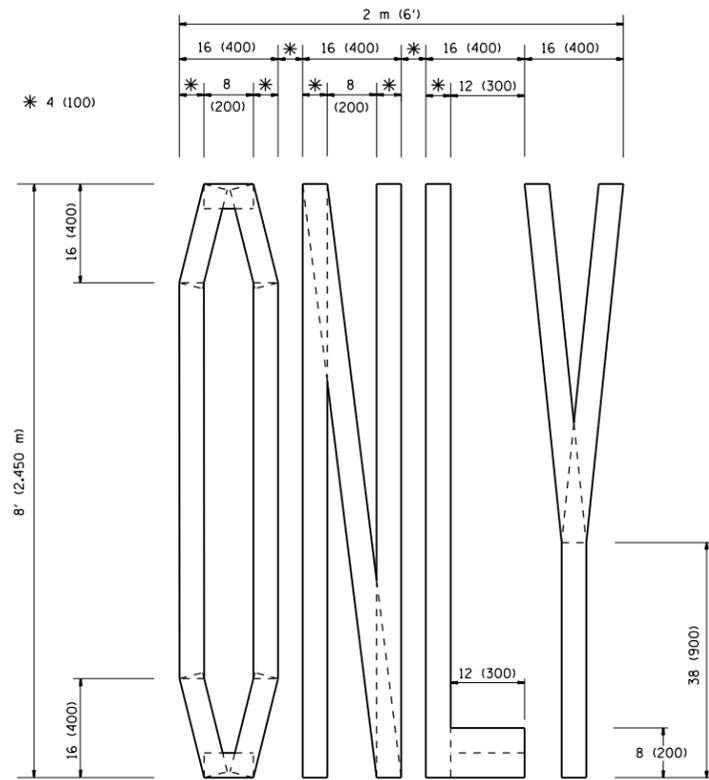
- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = Bakerom	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
et:\pw\work\p1dot\bakerom\d0353169\0141813-shit-plan.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 6/13/2014	REVISED -T. RAMMACHER 01-06-00	REVISED -

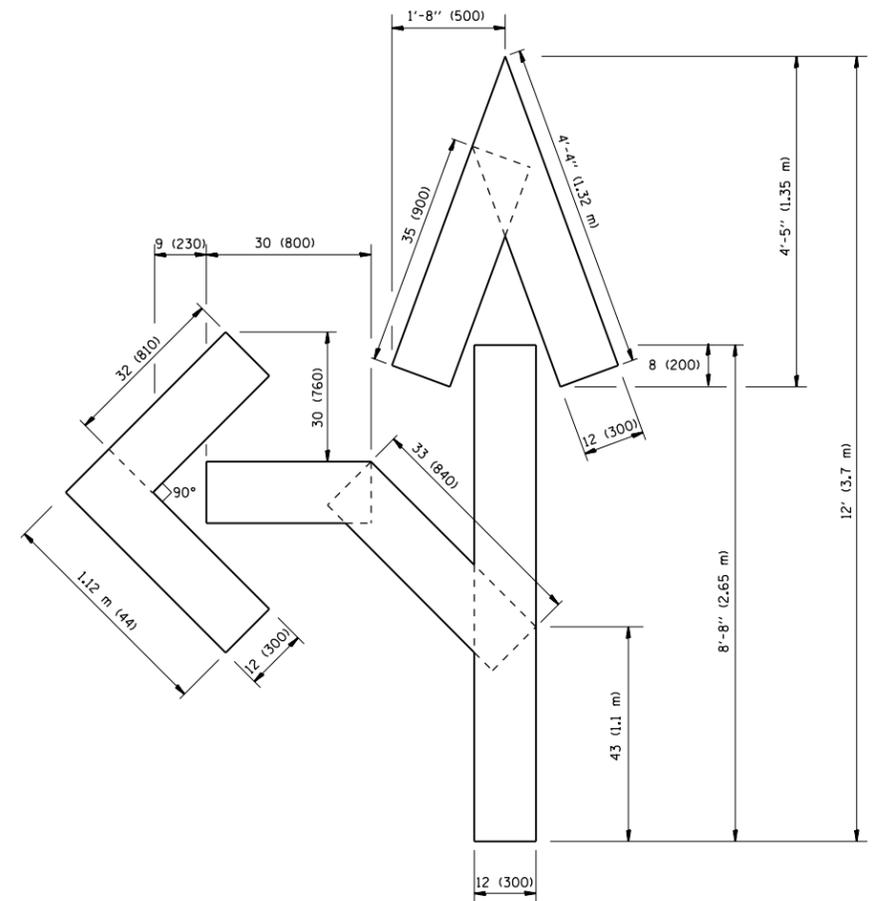
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

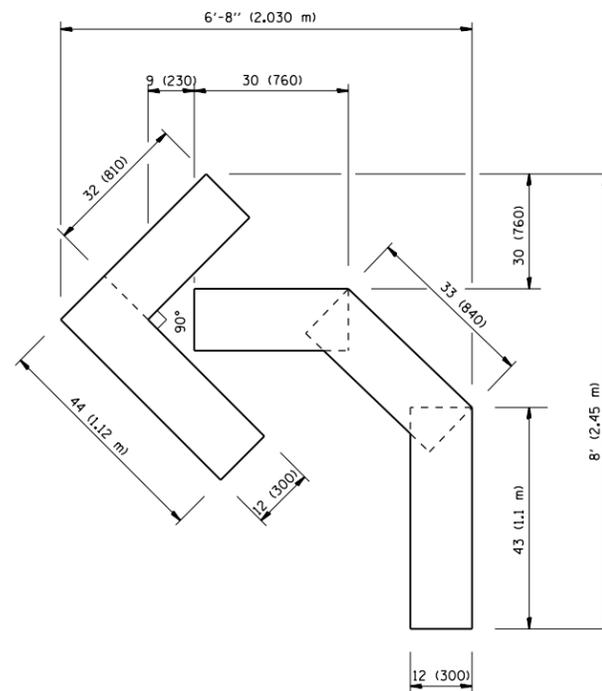
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	31
TC-14			CONTRACT NO. 60X03	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

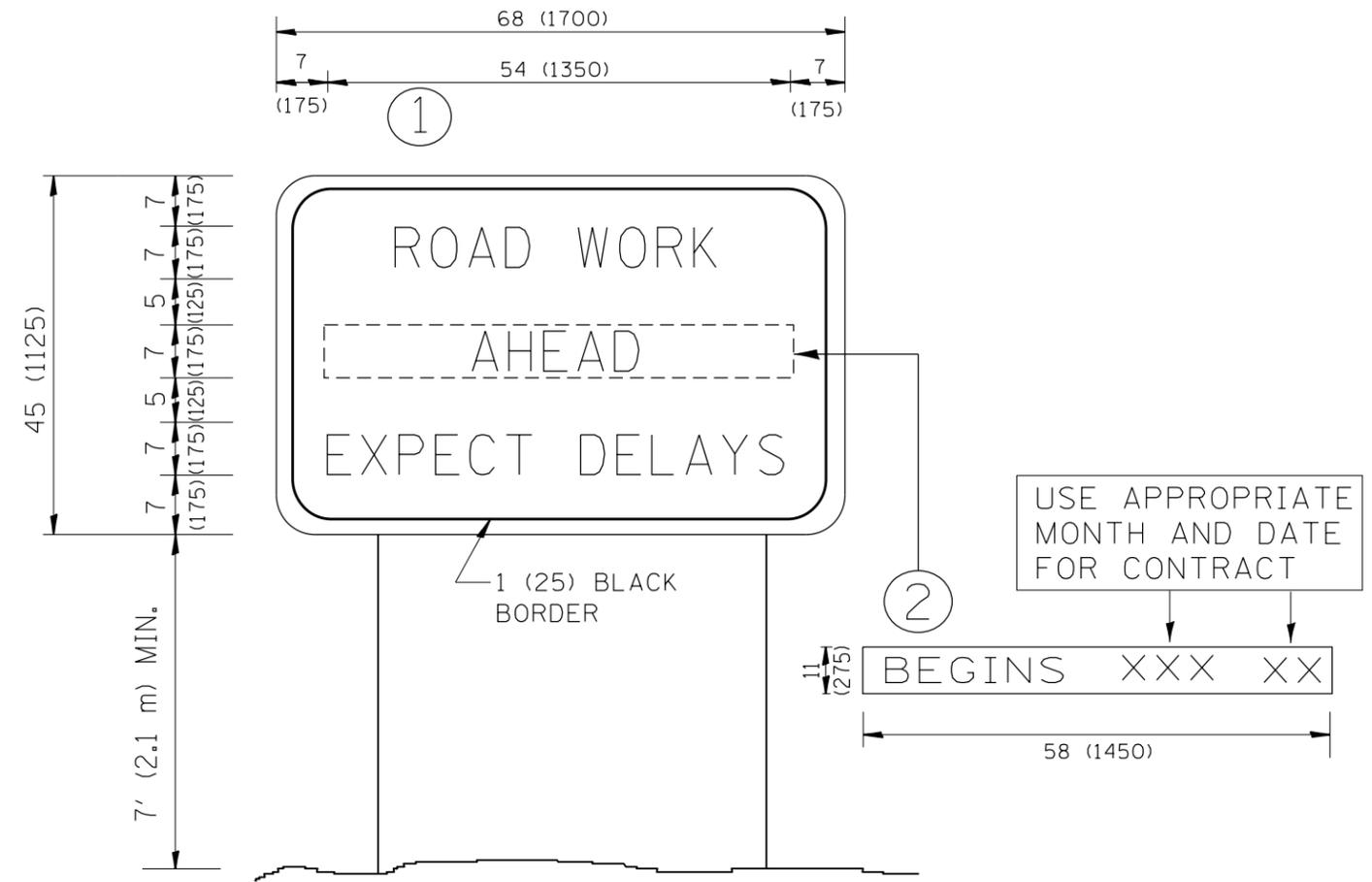
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et:\pw\work\p\dot\bakermo\d0353169\DI41813-shit-plan.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97
		CHECKED -	REVISED -T. RAMMACHER 03-02-98
		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	32
TC-16			CONTRACT NO. 60X03	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME =	USER NAME = Bakerom	DESIGNED -	REVISED - R. MIRS 09-15-97
et:\pw_work\p1dot\bakermo\d0353169\DI41813-sh1-plen.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 6/13/2014	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

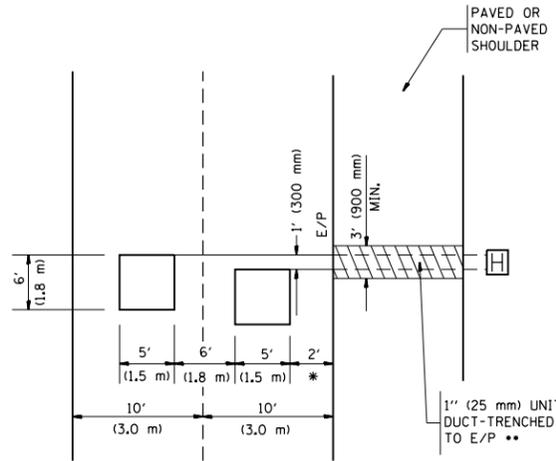
**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	33
TC-22			CONTRACT NO. 60X03	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

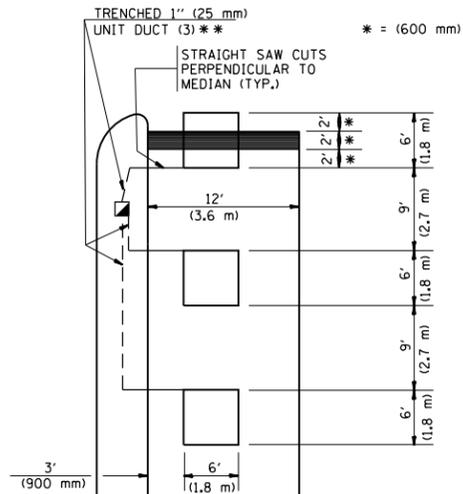


* = (600 mm)

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

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

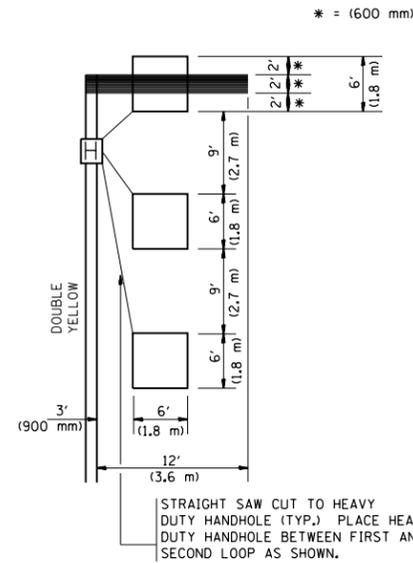
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

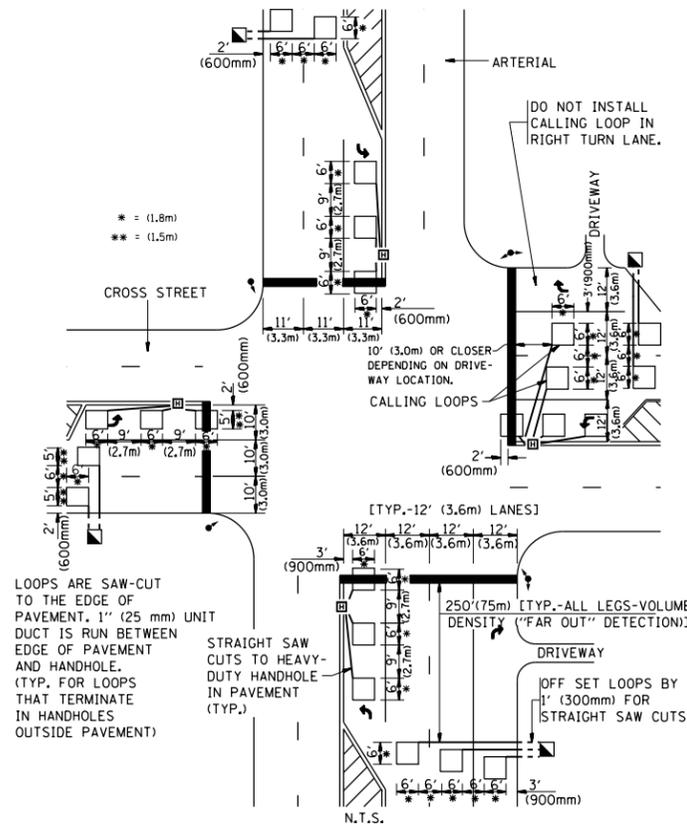
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



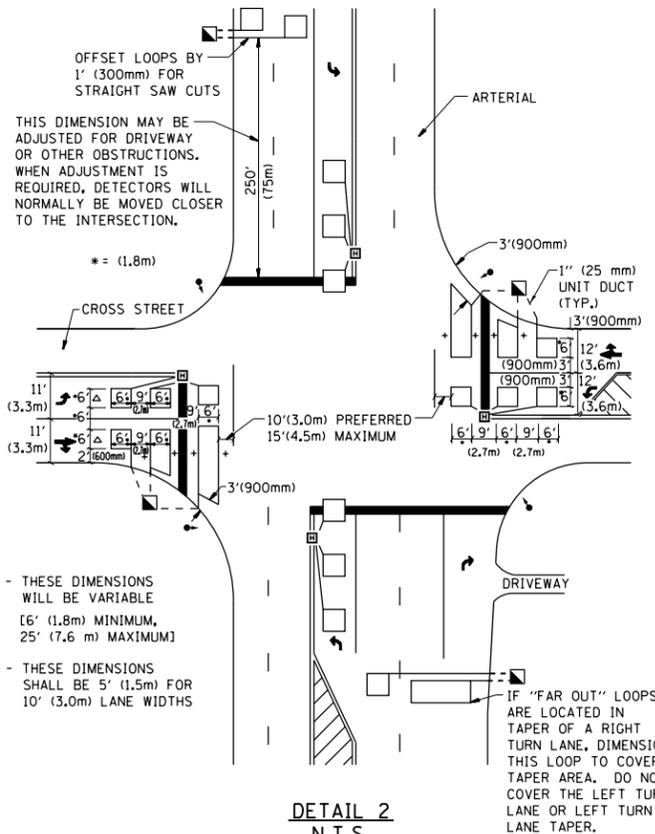
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME =	USER NAME = Bakerom	DESIGNED -	REVISED -
et:\pw\work\p1dot\bakermo\d0353169\DI41813-sh-t-plan.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1in.		CHECKED - R.K.F.	REVISED -
PLOT DATE = 6/13/2014		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.U R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2860	(161Y-1&H) RS-4	WILL/COOK	34	34
TS-07		CONTRACT NO. 60X03		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				