

04-26-13 LETTING ITEM 026

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

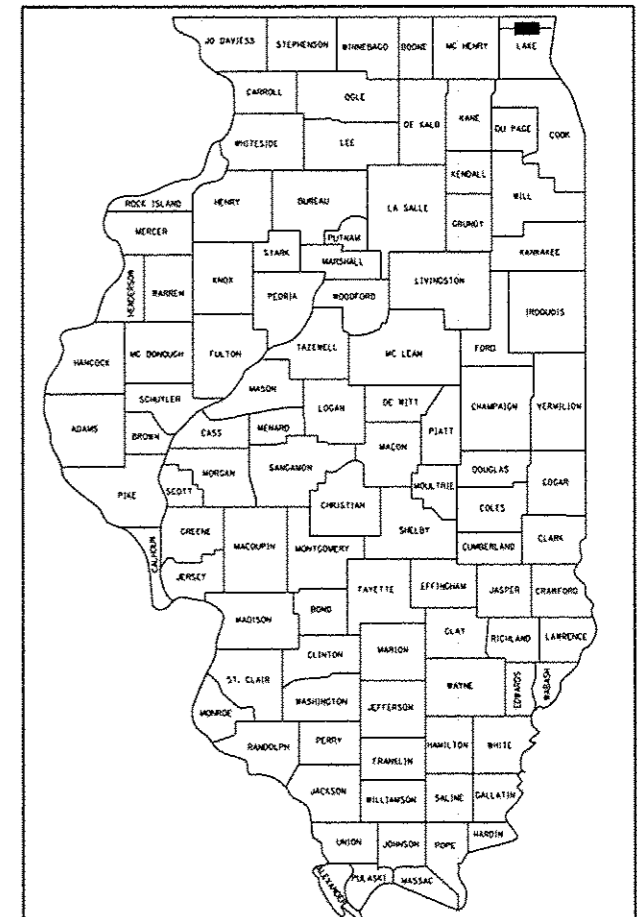
**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 303 (IL 173 - ROSECRANS RD)
SECTION 135-RS-5
N. ORCHARD STREET TO DEEP LAKE ROAD
RESURFACING

LAKE COUNTY
C-91-331-11

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-5	LAKE	25	1
		ILLINOIS	CONTRACT NO. 60N61	

D-91-331-11



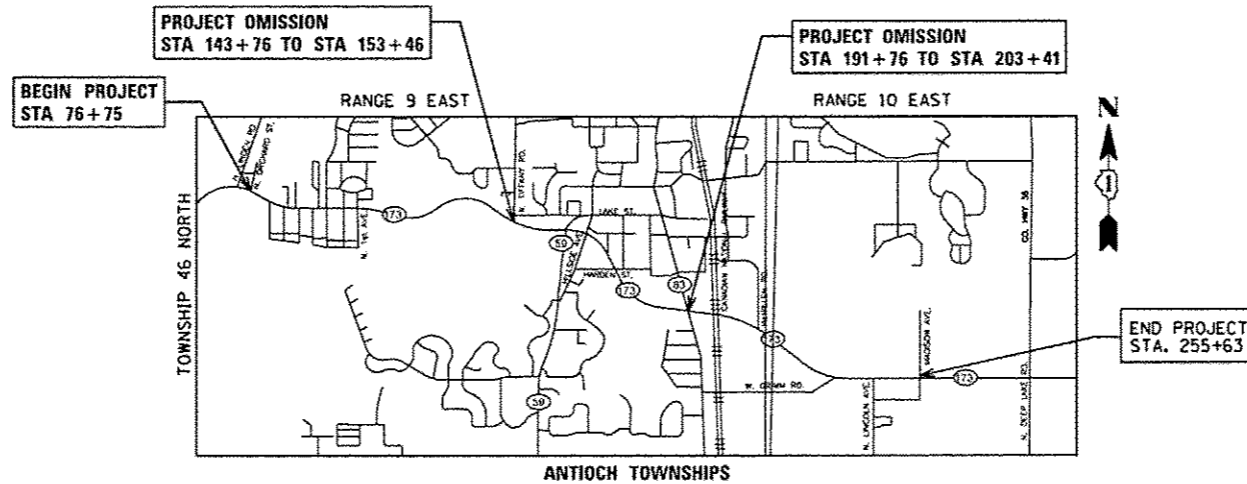
LOCATION OF SECTION INDICATED THUS: - [shaded box] -

FOR INDEX OF SHEETS, SEE SHEET NO. 2

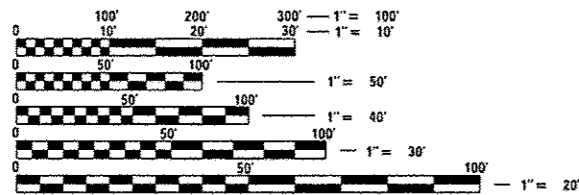
TRAFFIC DATA

EXISTING ADT = 13,800 - 18,300 (2007)
SPEED LIMIT = 45 - 55 MPH

THE PROJECT IS LOCATED IN
VILLAGE OF ANTIOCH



GROSS LENGTH = 17,888 FT. = 3.39 MILES
NET LENGTH = 15,753 FT. = 2.98 MILES



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

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

PROJECT ENGINEER: PETER JOHNSTON (GRAEF) 773-399-0112
PROJECT MANAGER: KEN ENG (IDOT) 847-705-4247

CONTRACT NO. 60N61

PROFESSIONAL ENGINEER'S SIGN & SEAL
Peter M. Johnston
EXPIRES: 11-30-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED October 15 20 12
John Fortmann
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 22 20 13
John D. Baranzoni P.E. /s/ *John D. Baranzoni*
ENGINEER OF DESIGN AND ENVIRONMENT
March 22 20 13
Omer Osman P.E. /s/ *Omer Osman*
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GRAEF 8501 W. Higgins Road, Suite 280
Chicago, Illinois 60631
(773) 399-0112

INDEX OF SHEETS

HIGHWAY STANDARDS

GENERAL NOTES

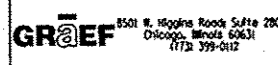
SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX, GENERAL NOTES AND HIGHWAY STANDARDS
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6-12	ROADWAY AND PAVEMENT MARKING PLANS
13	DRAINAGE PLAN
14	TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENT
15	DRIVEWAY DETAILS - DISTANCE BETWEEN R. O. W. AND FACE OF CURB IS LESS THAN 15' (BD02)
16	FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD08)
17	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD22)
18	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD24)
19	BUTT JOINTS AND HMA TAPER (BD32)
20	TRAFFIC CONTROL AND PROTECTION FOR SIDEROADS, INTERSECTIONS AND DRIVEWAYS (TC10)
21	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC11)
22	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC13)
23	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC16)
24	ARTERIAL ROAD INFORMATION SIGN (TC22)
25	SIGNING AND PAVEMENT MARKINGS TREATMENT FOR RAILROAD CROSSINGS (TC23)
26	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS07)

STD. NO.	TITLE
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-04	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-03	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS • 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701336-06	LANE LOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS • 45 MPH
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-02	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-03	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J. U. L. I. E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- 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 1 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).
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT). IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT DEBBIE HANLON, AREA TRAFFIC FIELD ENGINEER, AT 847-438-2300 AT LEAST (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE REESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- MEDIAN DIAGONALS SHOULD BE PLACED AT 75' OR A MINIMUM OF 5 DIAGONALS EVENLY SPACED.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- IN ACCORDANCE TO DISTRICT ONE DETAIL CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24), SODDING WILL BE PLACED AT LOCATIONS DESIGNATED BY THE ENGINEER.

PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE	
				ROADWAY 0005	URBAN
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	114	114	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	429	429	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	167	167	
21400100	GRADING AND SHAPING DITCHES	FOOT	1,544	1,544	
25000210	SEEDING, CLASS 2A	ACRE	0.53	0.53	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	48	48	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	48	48	
25100630	EROSION CONTROL BLANKET	SO YD	2,573	2,573	
25200110	SODDING, SALT TOLERANT	SO YD	167	167	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	57	57	
40600300	AGGREGATE (PRIME COAT)	TON	284	284	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	103	103	
40600895	CONSTRUCTING TEST STRIP	EACH	2	2	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	303	303	
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	3,845	3,845	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	8,089	8,089	
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SO YD	71,037	71,037	

PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE	
				ROADWAY 0005	URBAN
42101300	PROTECTIVE COAT	SO YD	333	333	
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SO YD	9	9	
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SO YD	2,300	2,300	
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SO YD	250	250	
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SO YD	2,700	2,700	
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	685	685	
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	30	30	
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1	1	
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	4	4	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	L SUM	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	9,748	9,748	
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	680	680	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	97,485	97,485	

 8501 N. Higgins Road Suite 200 Chicago, Illinois 60631 (773) 399-0112	USER NAME - 1485	DESIGNED - EF	REVISED -
		DRAWN - EF	REVISED -
	PLOT SCALE - 100.0000 / 1"	CHECKED - RS	REVISED -
	PLOT DATE - 12/11/2012	DATE - 12-20-2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 173 (ROSECRANS RD) N. ORCHARD STREET TO DEEP LAKE ROAD
SUMMARY OF QUANTITIES**

SCALE: NTS	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.
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F.A.P. RTE. 303	SECTION 135-R5-3	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 3
CONTRACT NO. 60NG1				
ILLINOIS FED. AID PROJECT				

PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE ROADWAY 0005	
				URBAN	URBAN
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1,952	1,952	
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	192	192	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	374	374	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	3,249	3,249	
• 72000100	SIGN PANEL • TYPE 1	SO FT	5	5	
• 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	13	13	
• 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	340	340	
• 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	48,742	48,742	
• 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	976	976	
• 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	150	150	
• 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	96	96	
• 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	187	187	
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	391	391	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	391	391	
• 88600600	DETECTOR LOOP REPLACEMENT	FOOT	678	678	
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	244	244	
X5420615	PIPE CULVERTS TO BE CLEANED 15"	FOOT	226	226	

PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE ROADWAY 0005	
				URBAN	URBAN
X5420624	PIPE CULVERTS TO BE CLEANED 24"	FOOT	59	59	
X5538000	STORM SEWERS TO BE CLEANED 18"	FOOT	285	285	
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	6	6	
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1,000	1,000	
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	10	10	
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	308	308	

• DENOTES SPECIALTY ITEM

GR&EF 3501 N. Higgins Road Suite 200
Chicago, Illinois 60631
(773) 399-6112

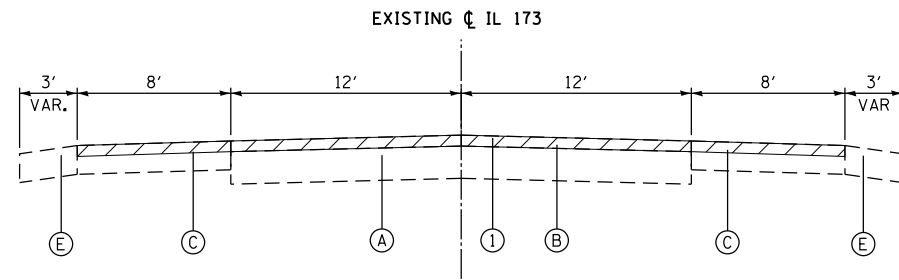
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 173 (ROSECRANS RD) N. ORCHARD STREET TO DEEP LAKE ROAD
SUMMARY OF QUANTITIES

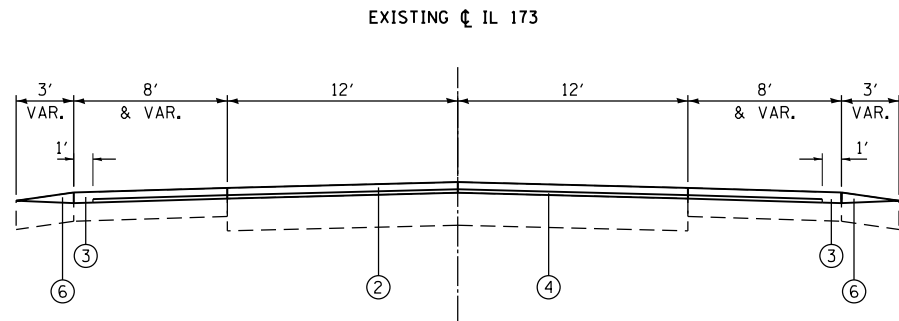
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-3	LAKE	25	4
CONTRACT NO. 60NG1			ILLINOIS FED. AID PROJECT	



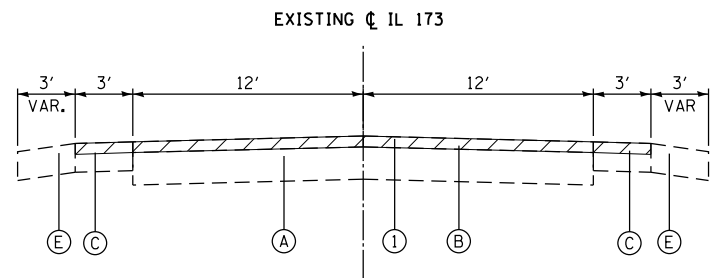
EXISTING TYPICAL SECTION

STA. 76+75 TO STA. 137+20
 STA. 163+00 TO STA. 191+76
 STA. 203+41 TO STA. 221+00



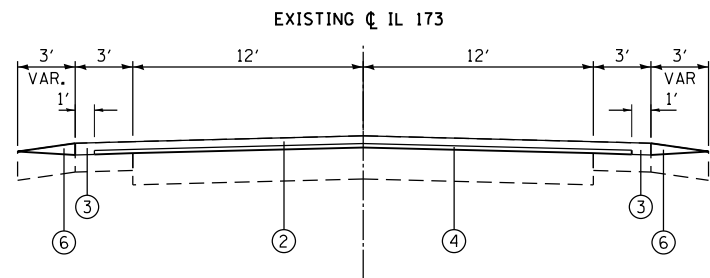
PROPOSED TYPICAL SECTION

STA. 76+75 TO STA. 137+20
 STA. 163+00 TO STA. 191+76
 STA. 203+41 TO STA. 221+00



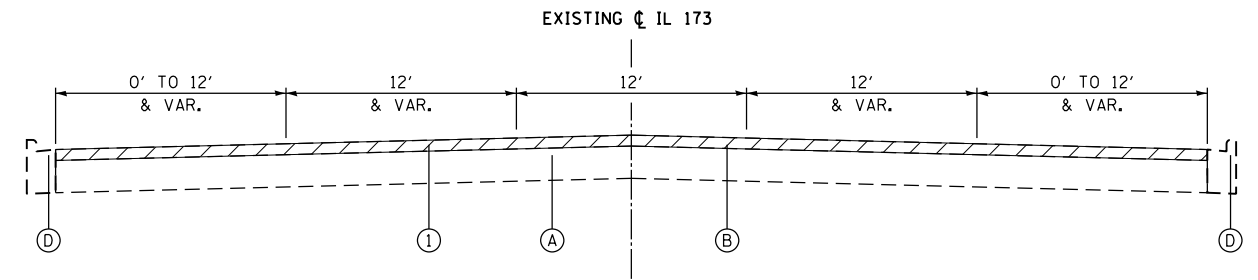
EXISTING TYPICAL SECTION

STA. 221+00 TO STA. 255+63



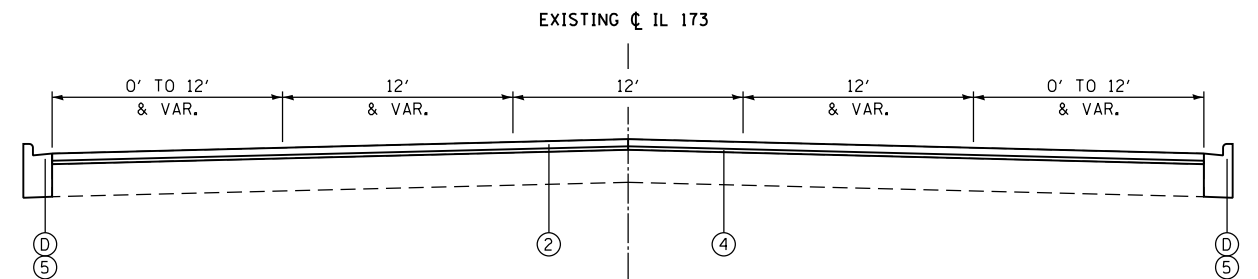
EXISTING TYPICAL SECTION

STA. 221+00 TO STA. 255+63



EXISTING TYPICAL SECTION

STA. 137+20 TO STA. 163+00



PROPOSED TYPICAL SECTION

STA. 137+20 TO STA. 163+00

EXISTING CONDITIONS:

- (A) PCC BASE COURSE, 9"
- (B) HOT-MIX ASPHALT SURFACE COURSE, ±3"
- (C) HOT-MIX ASPHALT SHOULDER
- (D) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (E) AGGREGATE SHOULDER
- ▨ ITEMS TO BE REMOVED

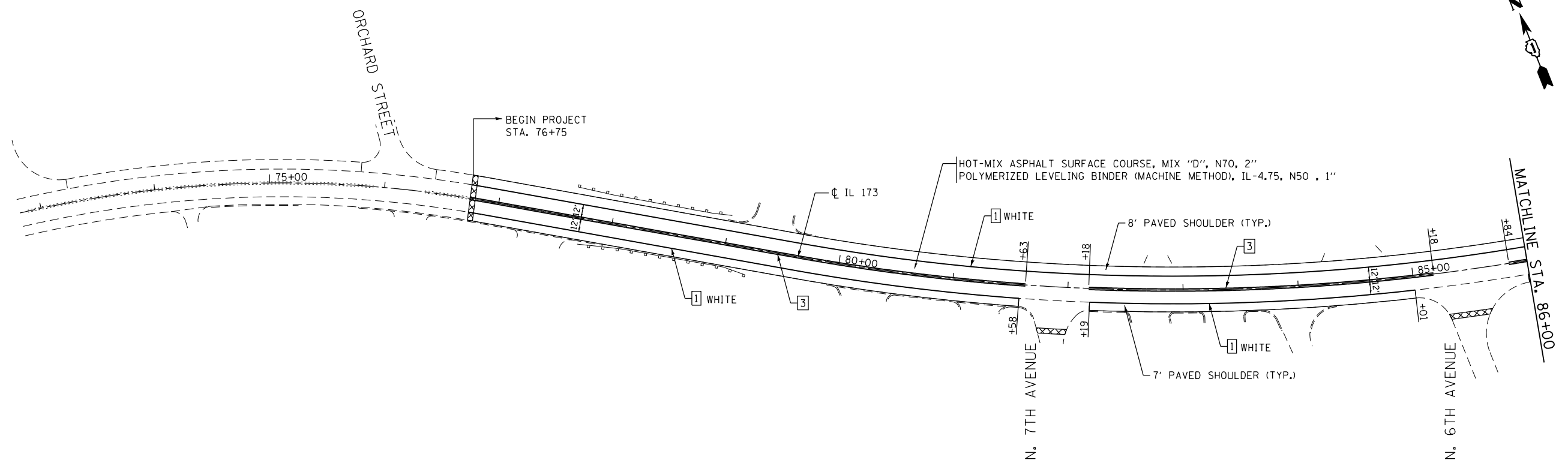
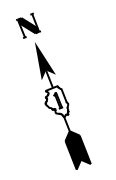
PROPOSED IMPROVEMENTS:

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- (2) HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N70, 2"
- (3) HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N70, 3"
- (4) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, 1"
- (5) COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)
- (6) AGGREGATE WEDGE SHOULDER, TYPE B

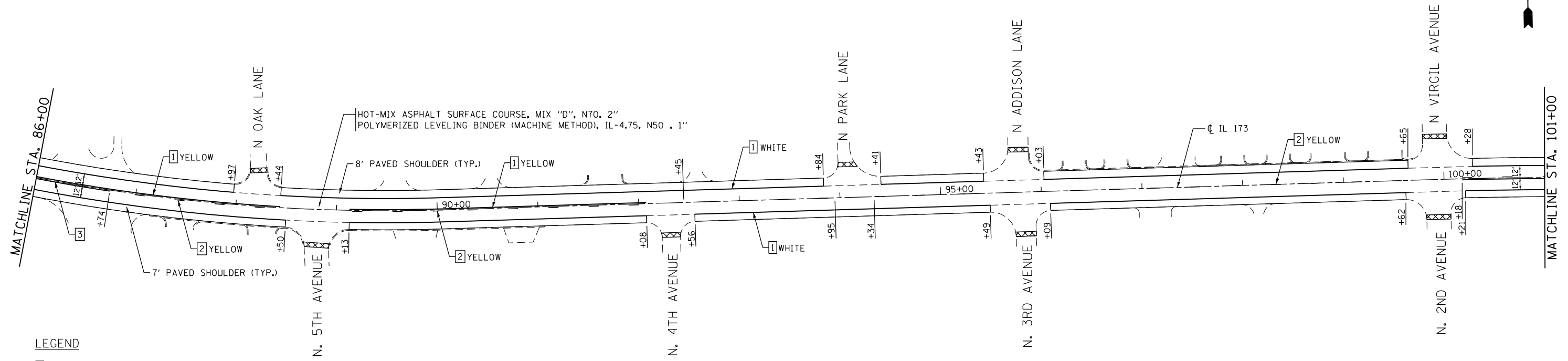
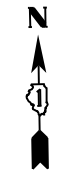
•CONTRACTOR SHALL MILL FIRST BEFORE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) (2")	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50 (1")	3.5% @ 50 GYR
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19mm), 10"	4% @ 70 GYR
PATCHING 8" (DRIVEWAY)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 6"	4% @ 50 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE A 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 "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.



XXXXXX HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



LEGEND

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" SOLID LINE
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" SKIP DASH
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW DOUBLE CENTER LINE
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE
- 5 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP
- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE
- 8 THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE
- 9 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS



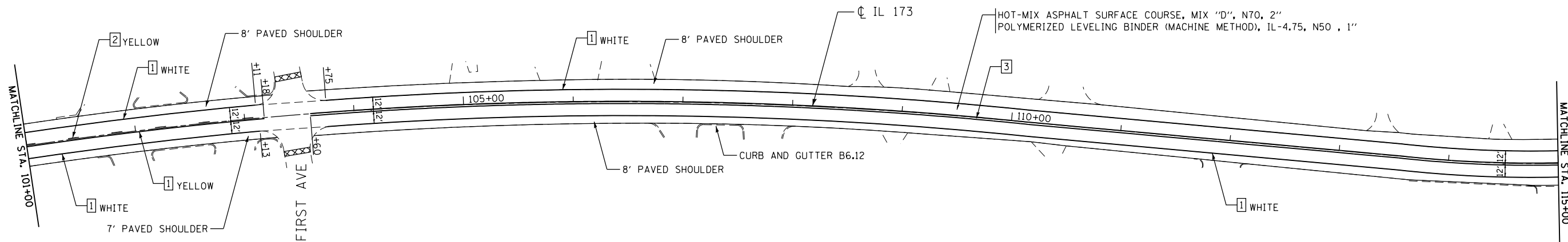
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DRAWN - EF	REVISIONS -	
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PLOT DATE = 12/11/2012	DATE - 12-20-2012	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

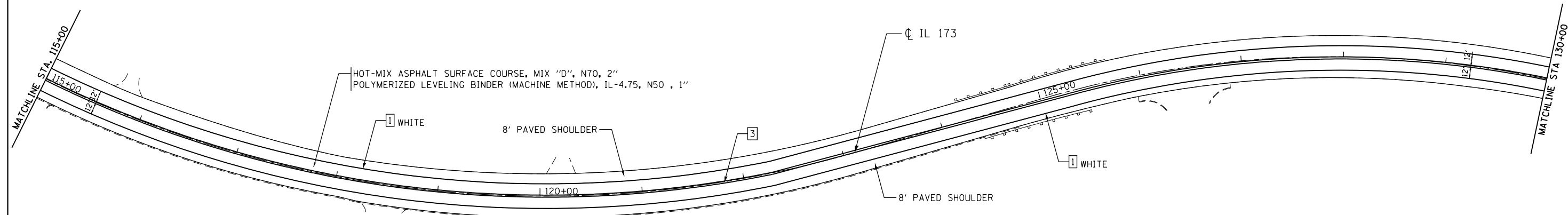
**IL 173 (ROSECRANS RD) N. ORCHARD STREET TO DEEP LAKE ROAD
ROADWAY AND PAVEMENT MARKING PLANS**

SCALE: 1"=50' SHEET NO. 1 OF 7 SHEETS STA. TO STA. 101+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-5	LAKE	25	6
CONTRACT NO. 60N61				
ILLINOIS FED. AID PROJECT				



XXXXXX HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



LEGEND

- | | | |
|--|---|--|
| 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" SOLID LINE | 4 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE | 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE |
| 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" SKIP DASH | 5 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP | 8 THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE |
| 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW DOUBLE CENTER LINE | 6 THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE | 9 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS |



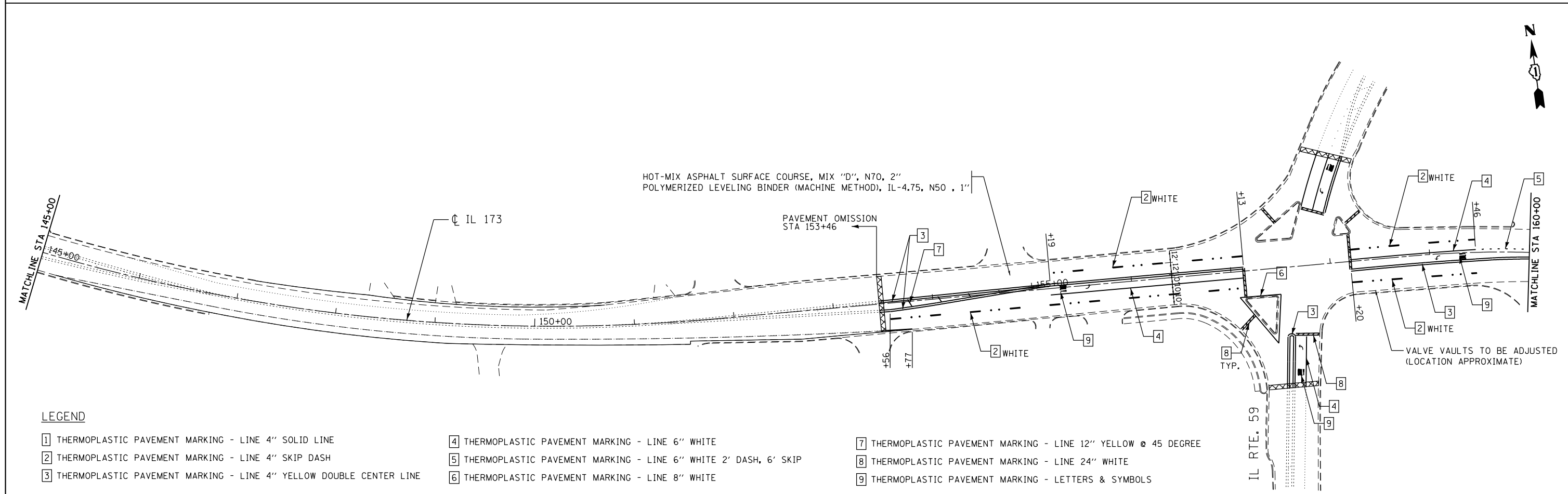
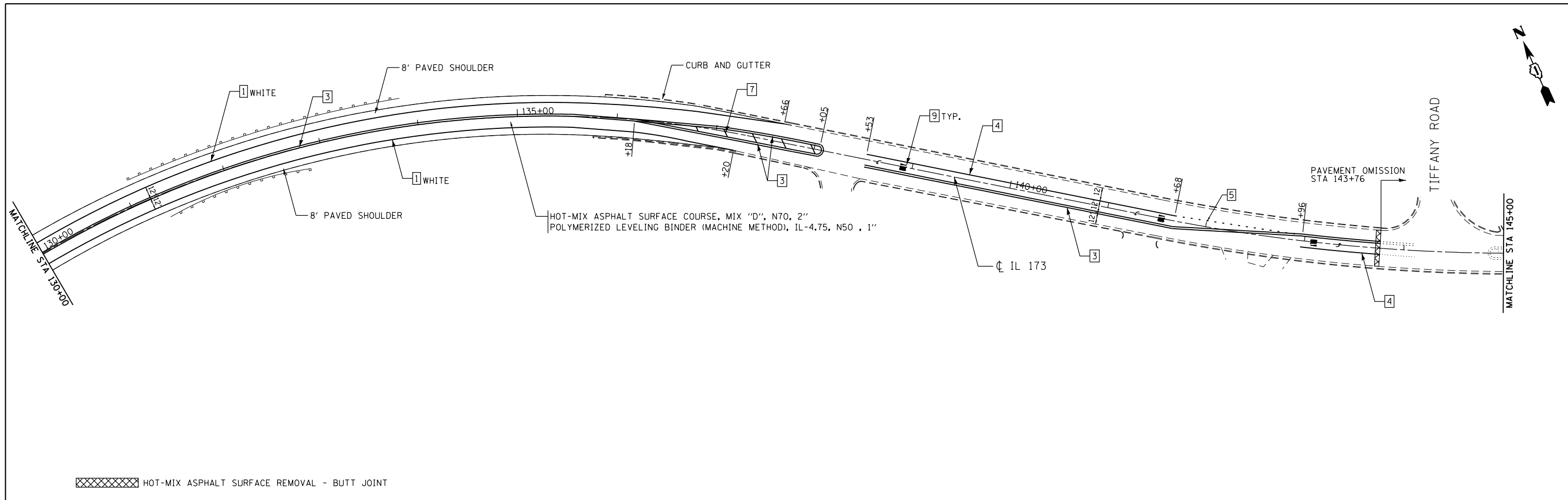
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DRAWN - EF	REVISIONS -	
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 173 (ROSECRANS RD) N. ORCHARD STREET TO DEEP LAKE ROAD
ROADWAY AND PAVEMENT MARKING PLANS**

SCALE: 1"=50' SHEET NO. 2 OF 7 SHEETS STA. 101+00 TO STA. 130+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-5	LAKE	25	7
CONTRACT NO. 60N61				
ILLINOIS FED. AID PROJECT				



LEGEND

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- 9 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

GR&E 8501 N. Higgins Road Suite 280
Chicago, Illinois 60631
(773) 399-0112

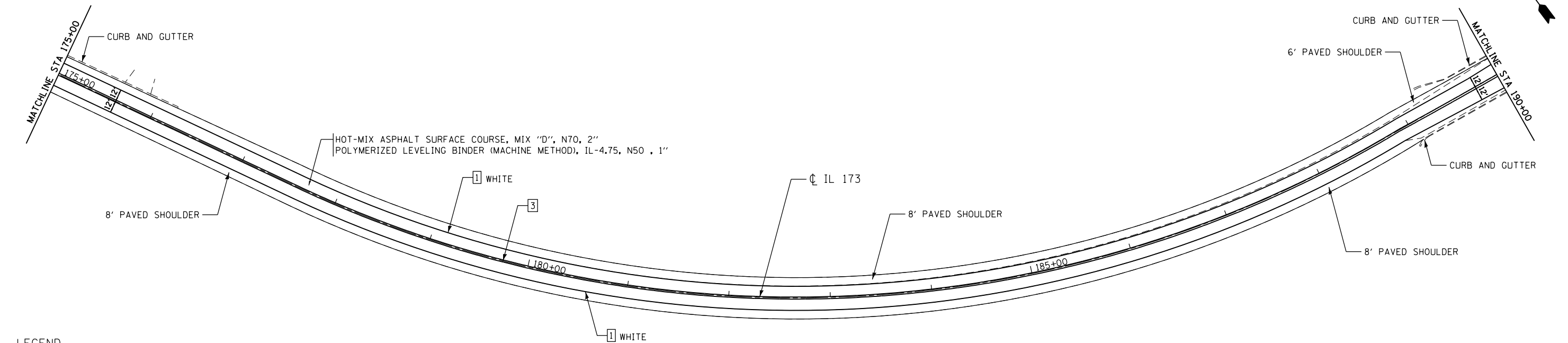
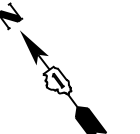
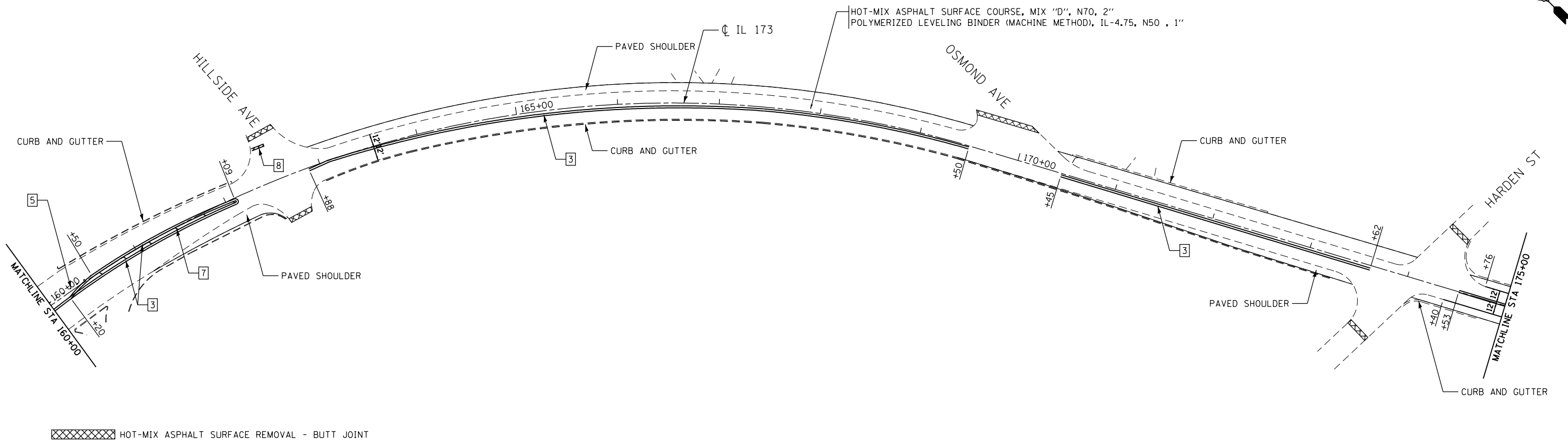
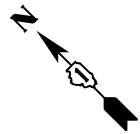
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 173 (ROSECRANS RD) N. ORCHARD STREET TO DEEP LAKE ROAD
ROADWAY AND PAVEMENT MARKING PLANS**

SCALE: 1"=50' SHEET NO. 3 OF 7 SHEETS STA. 130+00 TO STA. 160+00

F.A.P. RTE. 303	SECTION 135-RS-5	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 8
CONTRACT NO. 60N61				
ILLINOIS FED. AID PROJECT				



LEGEND

- | | | |
|--|---|--|
| [1] THERMOPLASTIC PAVEMENT MARKING - LINE 4" SOLID LINE | [4] THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE | [7] THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE |
| [2] THERMOPLASTIC PAVEMENT MARKING - LINE 4" SKIP DASH | [5] THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP | [8] THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE |
| [3] THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW DOUBLE CENTER LINE | [6] THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE | [9] THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS |

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Chicago, Illinois 60631
(773) 399-0112

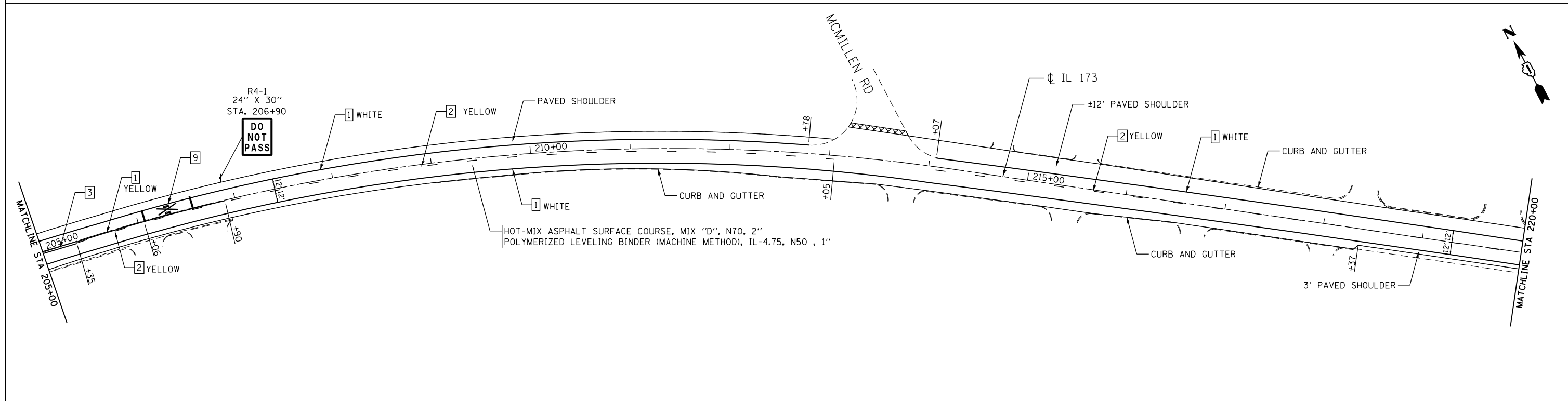
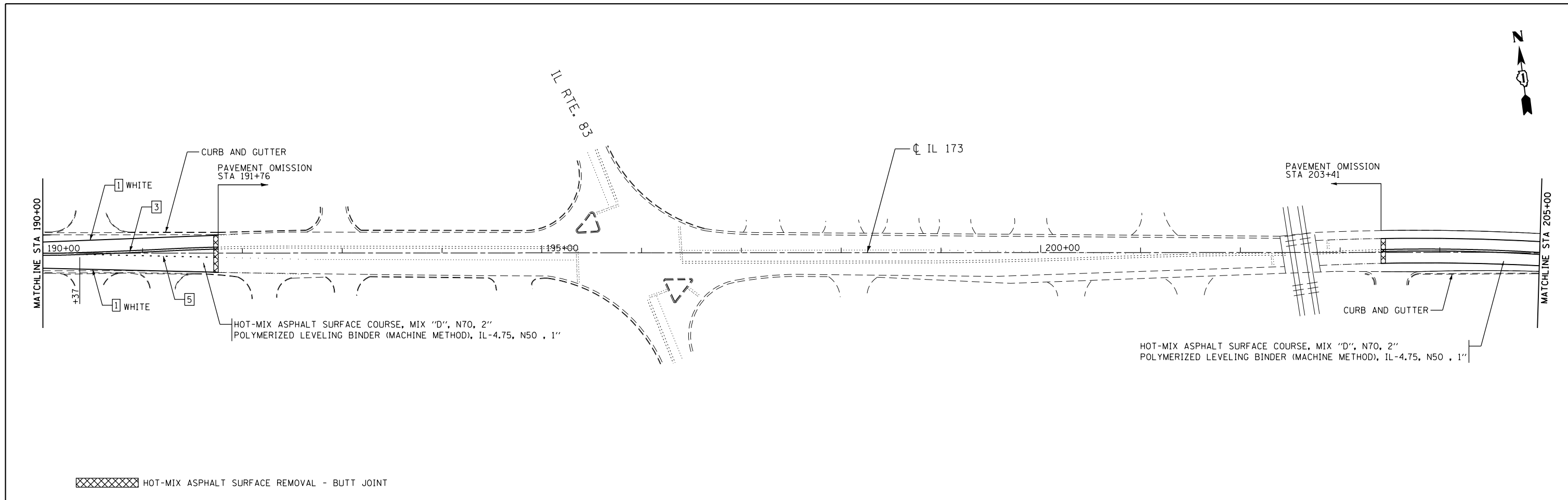
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PLOT DATE = 12/11/2012	DATE - 12-20-2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 173 (ROSECRANS RD) N. ORCHARD STREET TO DEEP LAKE ROAD
ROADWAY AND PAVEMENT MARKING PLANS**

SCALE: 1"=50' SHEET NO. 4 OF 7 SHEETS STA. 160+00 TO STA. 190+00

F.A.P. RTE. 303	SECTION 135-RS-5	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 9
CONTRACT NO. 60N61				
ILLINOIS FED. AID PROJECT				



LEGEND

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" SOLID LINE
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" SKIP DASH
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW DOUBLE CENTER LINE
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE
- 5 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP
- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE
- 8 THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE
- 9 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

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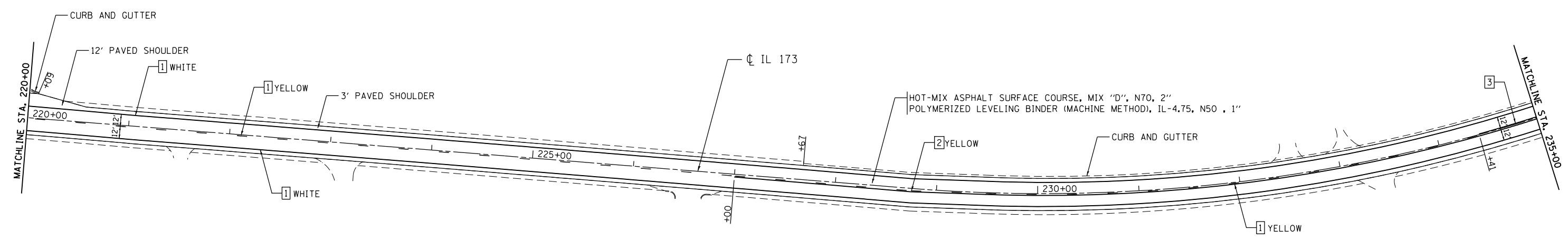
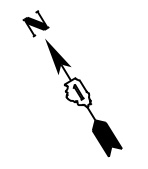
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

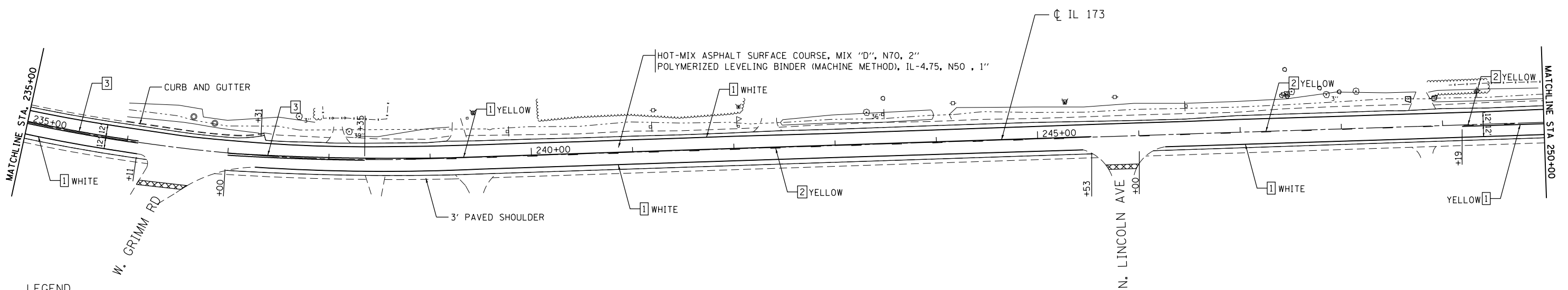
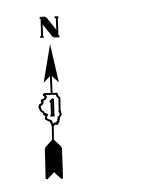
**IL 173 (ROSECRANS RD) N. ORCHARD STREET TO DEEP LAKE ROAD
ROADWAY AND PAVEMENT MARKING PLANS**

SCALE: 1"=50' SHEET NO. 5 OF 7 SHEETS STA. 190+00 TO STA. 220+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-5	LAKE	25	10
CONTRACT NO. 60N61				
ILLINOIS FED. AID PROJECT				



XXXXXX HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



LEGEND

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" SOLID LINE
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" SKIP DASH
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW DOUBLE CENTER LINE
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE
- 5 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP
- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE
- 8 THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE
- 9 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

GR2EF 8501 N. Higgins Road Suite 280
Chicago, Illinois 60631
(773) 399-0112

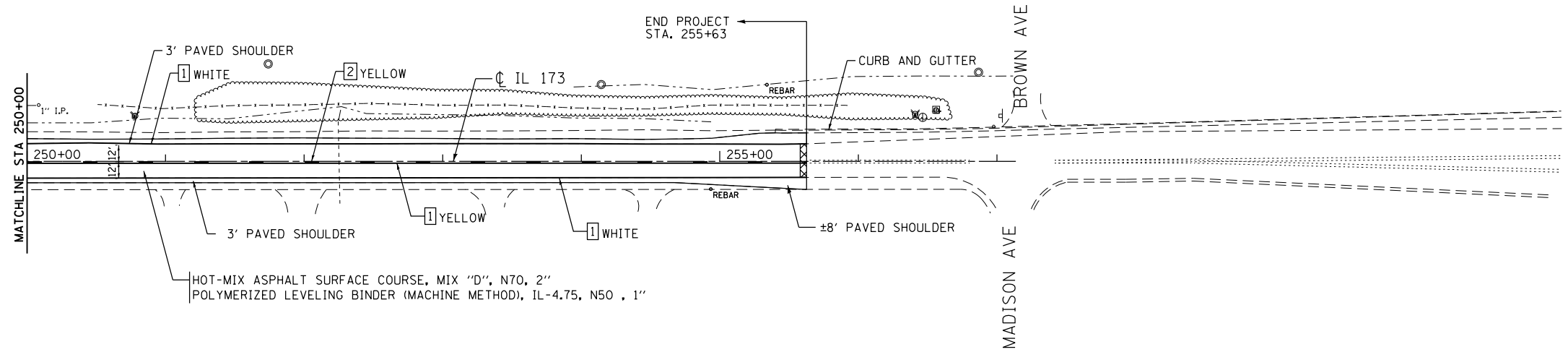
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PLOT DATE = 12/11/2012		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 173 (ROSECRANS RD) N. ORCHARD STREET TO DEEP LAKE ROAD
ROADWAY AND PAVEMENT MARKING PLANS**

SCALE: 1"=50' SHEET NO. 6 OF 7 SHEETS STA. 220+00 TO STA. 250+00

F.A.P. RTE. 303	SECTION 135-RS-5	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 11
CONTRACT NO. 60N61				
ILLINOIS FED. AID PROJECT				



XXXXXX HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LEGEND

- | | | |
|--|---|--|
| 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" SOLID LINE | 4 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE | 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE |
| 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" SKIP DASH | 5 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP | 8 THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE |
| 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW DOUBLE CENTER LINE | 6 THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE | 9 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS |



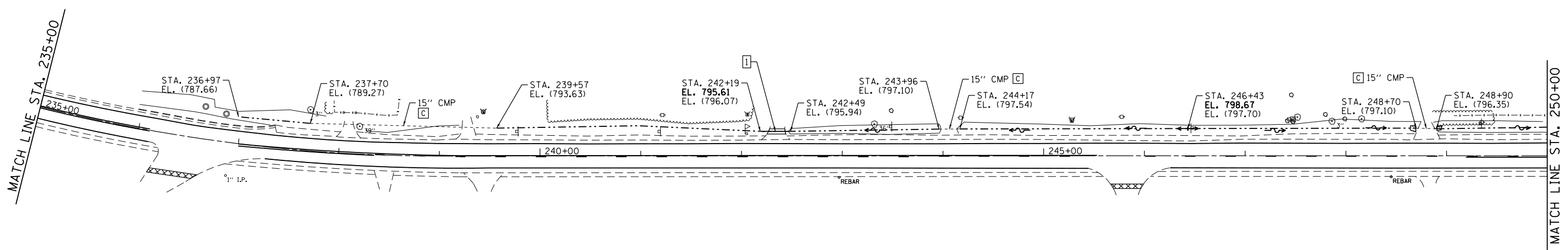
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PLOT DATE = 12/11/2012	DATE - 12-20-2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 173 (ROSECRANS RD) N. ORCHARD STREET TO DEEP LAKE ROAD
ROADWAY AND PAVEMENT MARKING PLANS**

SCALE: 1"=50' SHEET NO. 7 OF 7 SHEETS STA. 250+00 TO STA. 255+63

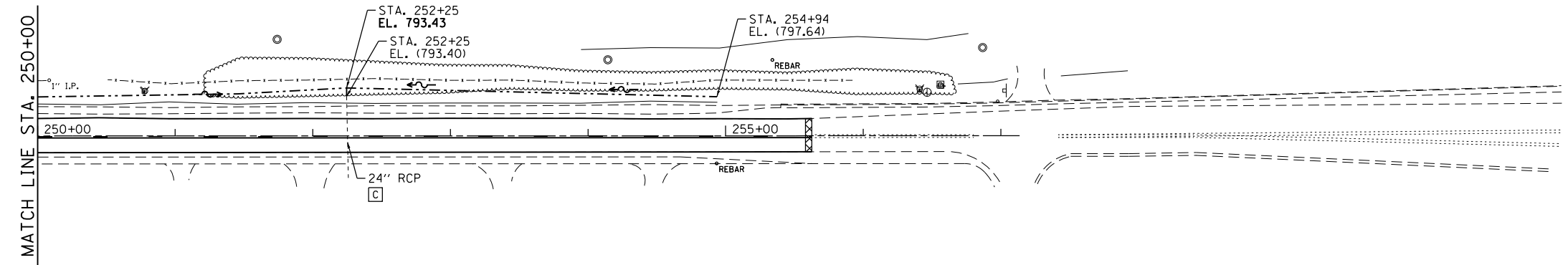
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-5	LAKE	25	12
CONTRACT NO. 60N61				
ILLINOIS FED. AID PROJECT				



LEGEND

EXISTING ELEVATION - (XXX.XX)
 PROPOSED ELEVATION - XXX.XX

□ PIPE CULVERTS, CLASS A,
 TYPE 1 15" - 30 FT
 E. INV = 795.94
 W. INV = 795.61
 CLASS D PATCHES, TYPE II, 8"



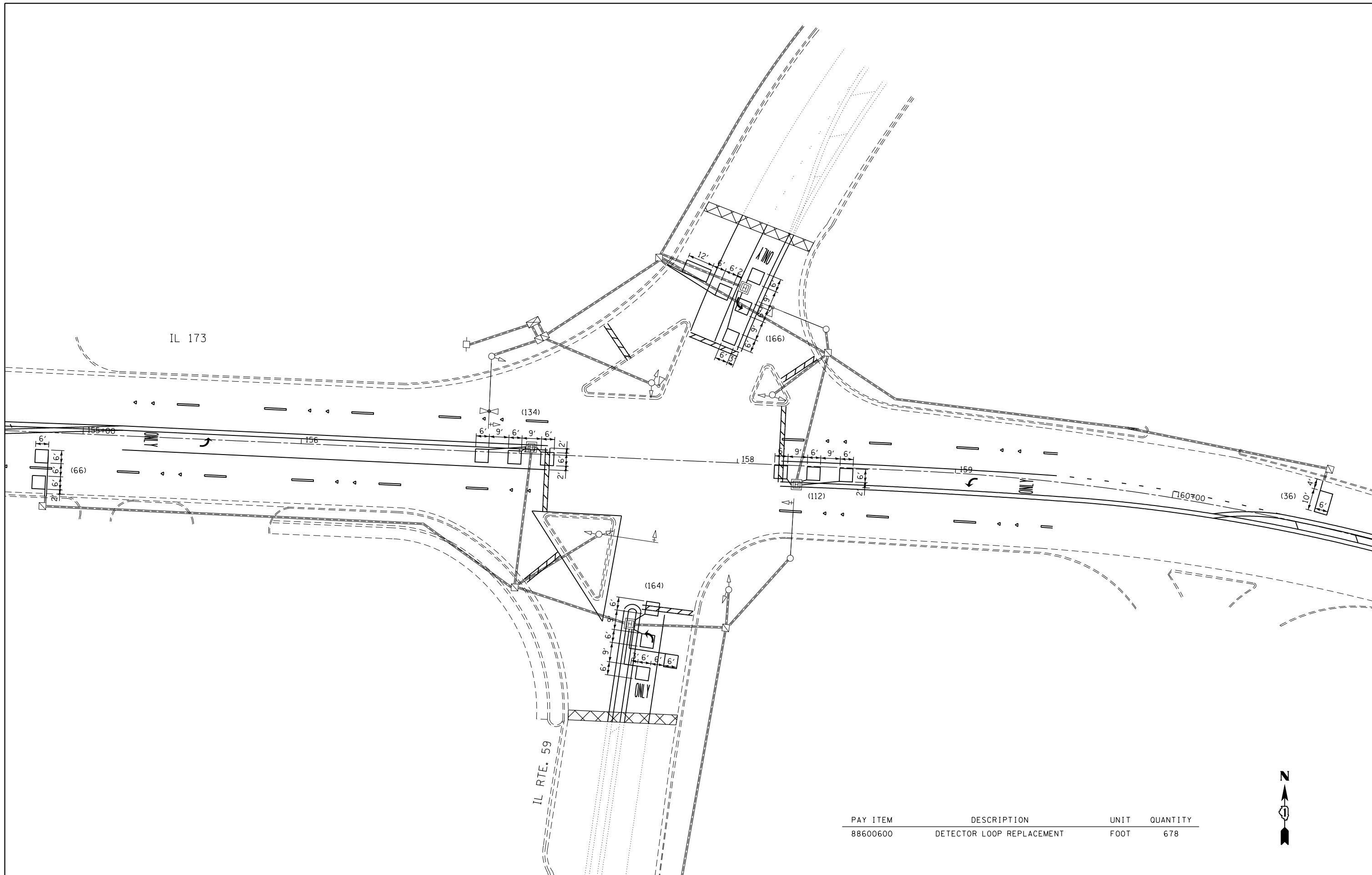
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PLOT DATE = 12/11/2012	DATE - 12-20-2012	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 173 (ROSECRANS RD) N. ORCHARD STREET TO DEEP LAKE ROAD
 DRAINAGE PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 235+00 TO STA. 257+13.6

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-5	LAKE	25	13
CONTRACT NO. 60N61				
ILLINOIS FED. AID PROJECT				



PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	678

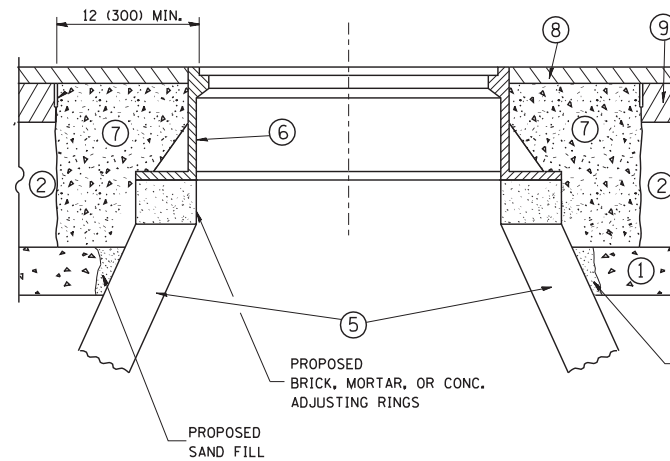
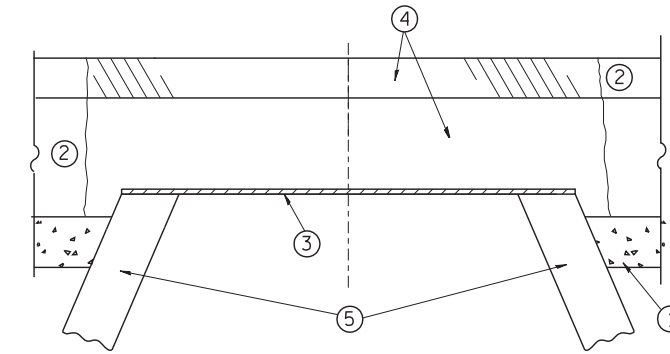
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	PLOT DATE = 12/11/2012	DATE - 12-20-2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 173 (ROSECRANS RD) N. ORCHARD STREET TO DEEP LAKE ROAD
TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENT**

SCALE: 20 SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-3	LAKE	25	14
CONTRACT NO. 60N61				
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 S1 CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS S1 CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

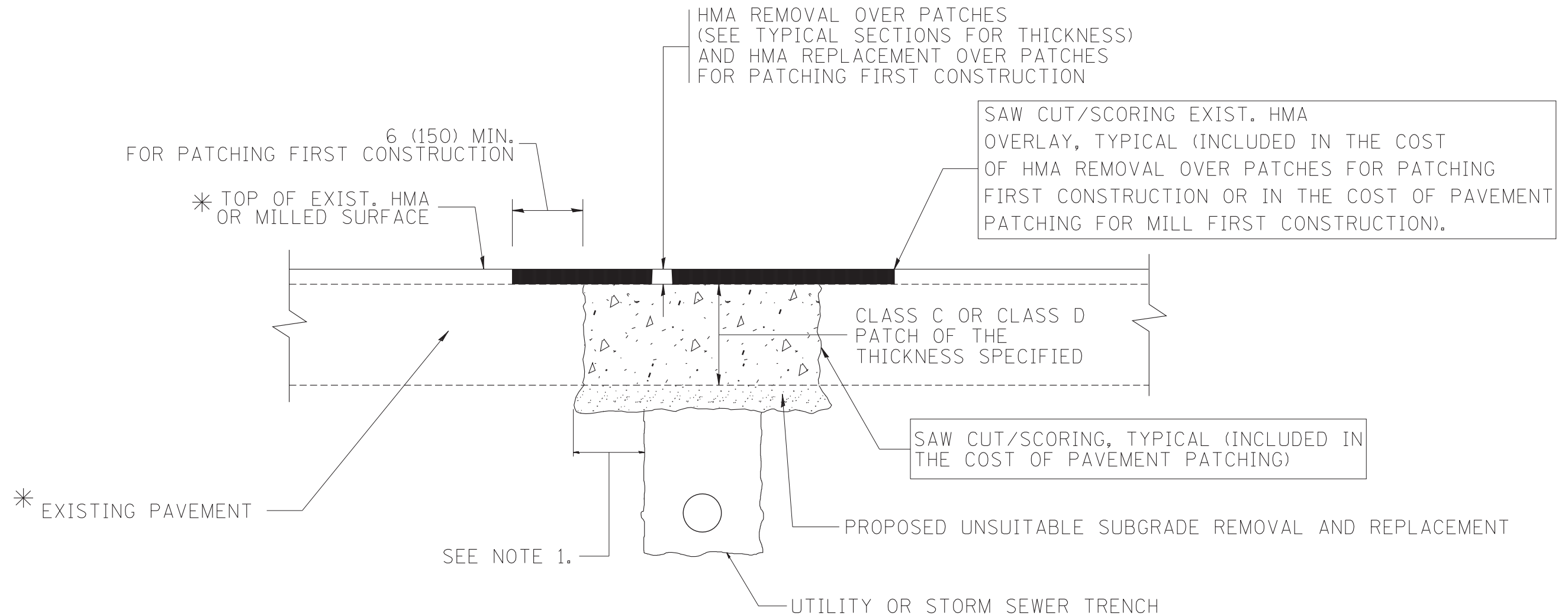
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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	PLOT DATE = 1/4/2008	DATE - 10-25-94	REVISED - R. BORO 01-01-07

**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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-3	LAKE	25	15
BD600-03 (BD-8)		CONTRACT NO.	60N61	
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 = 10/27/2008	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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-3	LAKE	25	16
BD400-04 (BD-22)		CONTRACT NO. 60N61		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

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.)

* 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.

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.

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.

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

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.

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

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

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 USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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.

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".

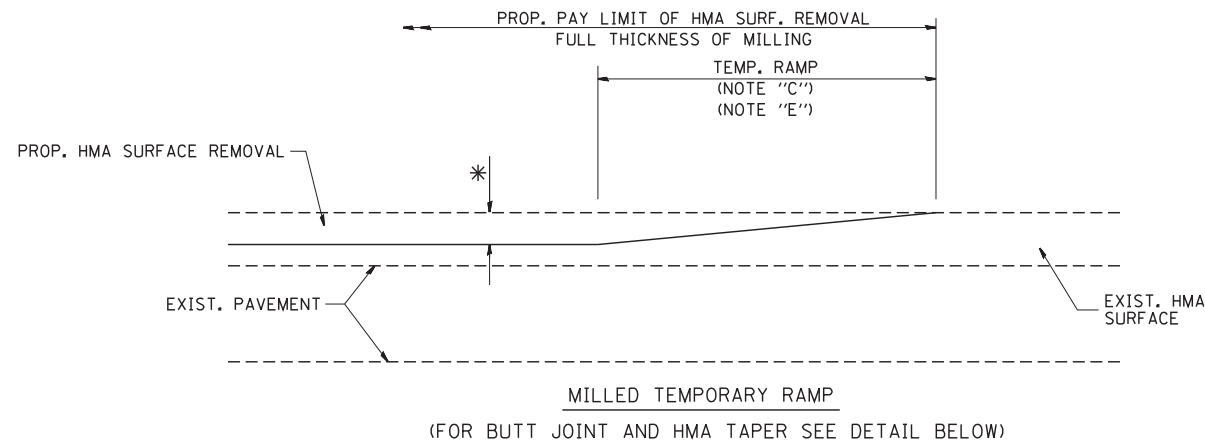
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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.

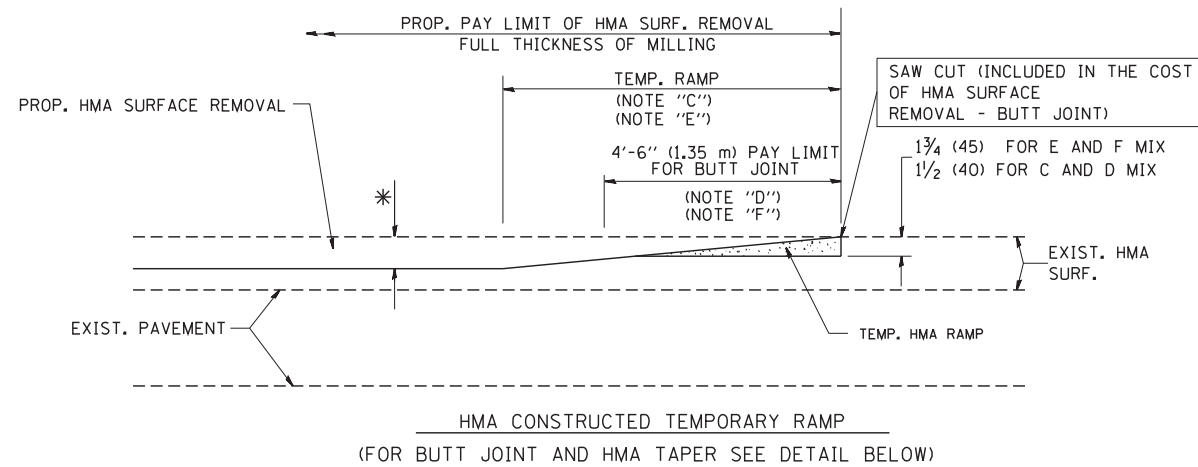
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakosgn	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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 12/15/2009	DATE - 03-11-94					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

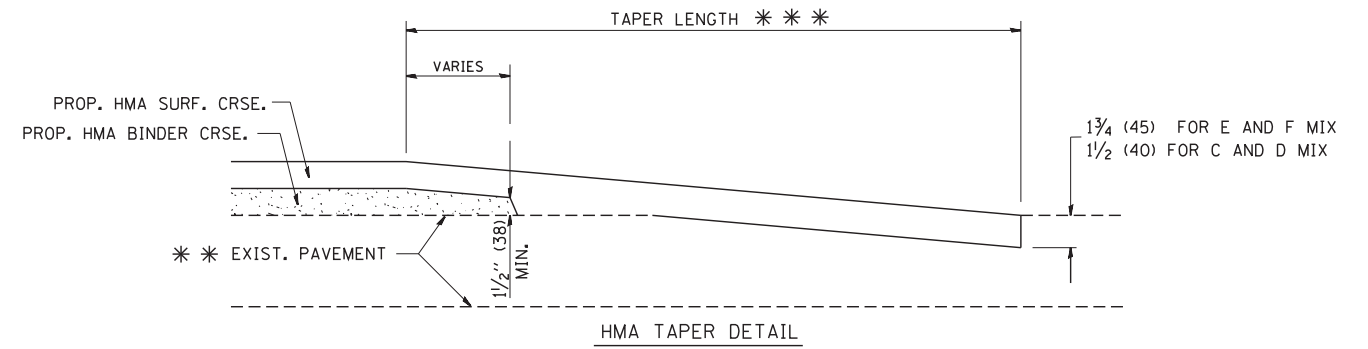
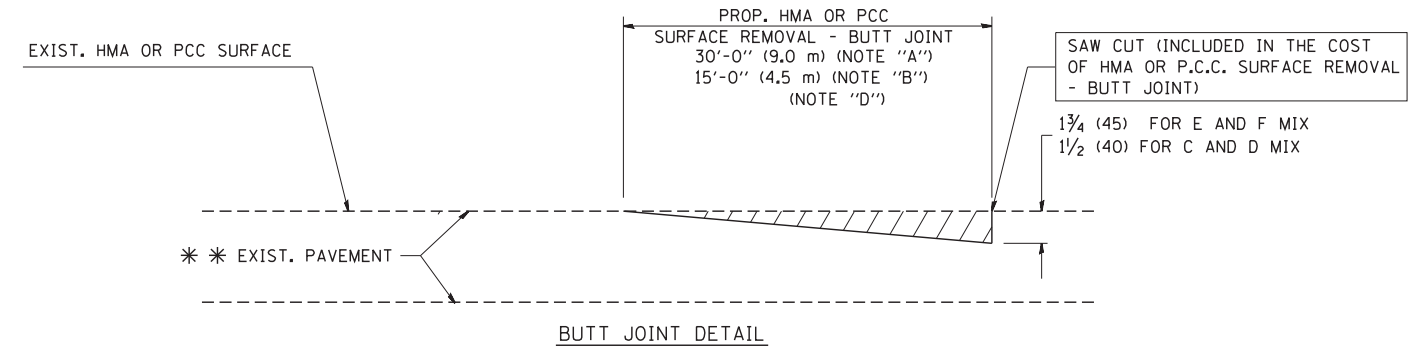


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

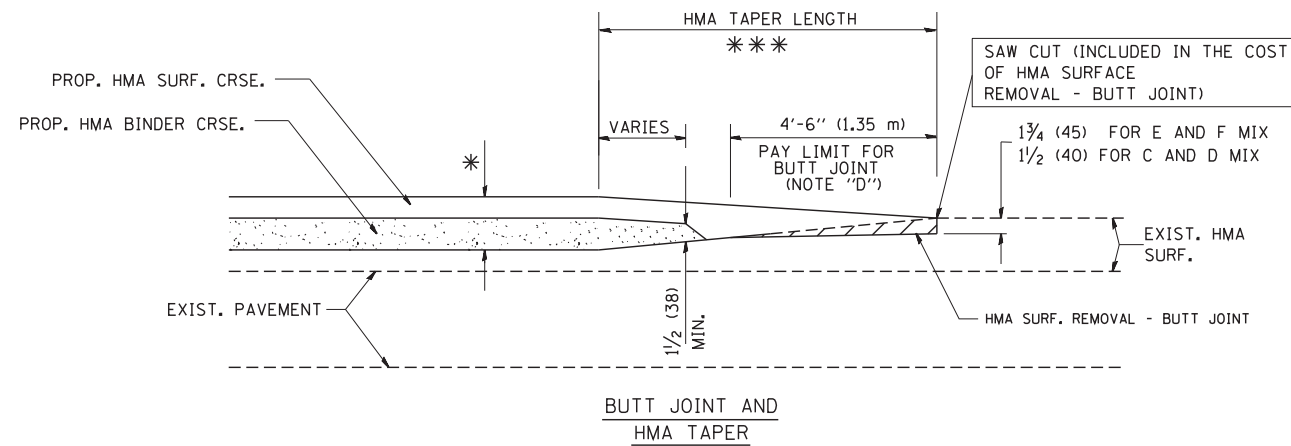
NOTES

- 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 = W:\diststd\22x34\bd32.dgn

USER NAME = gaglionobt
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

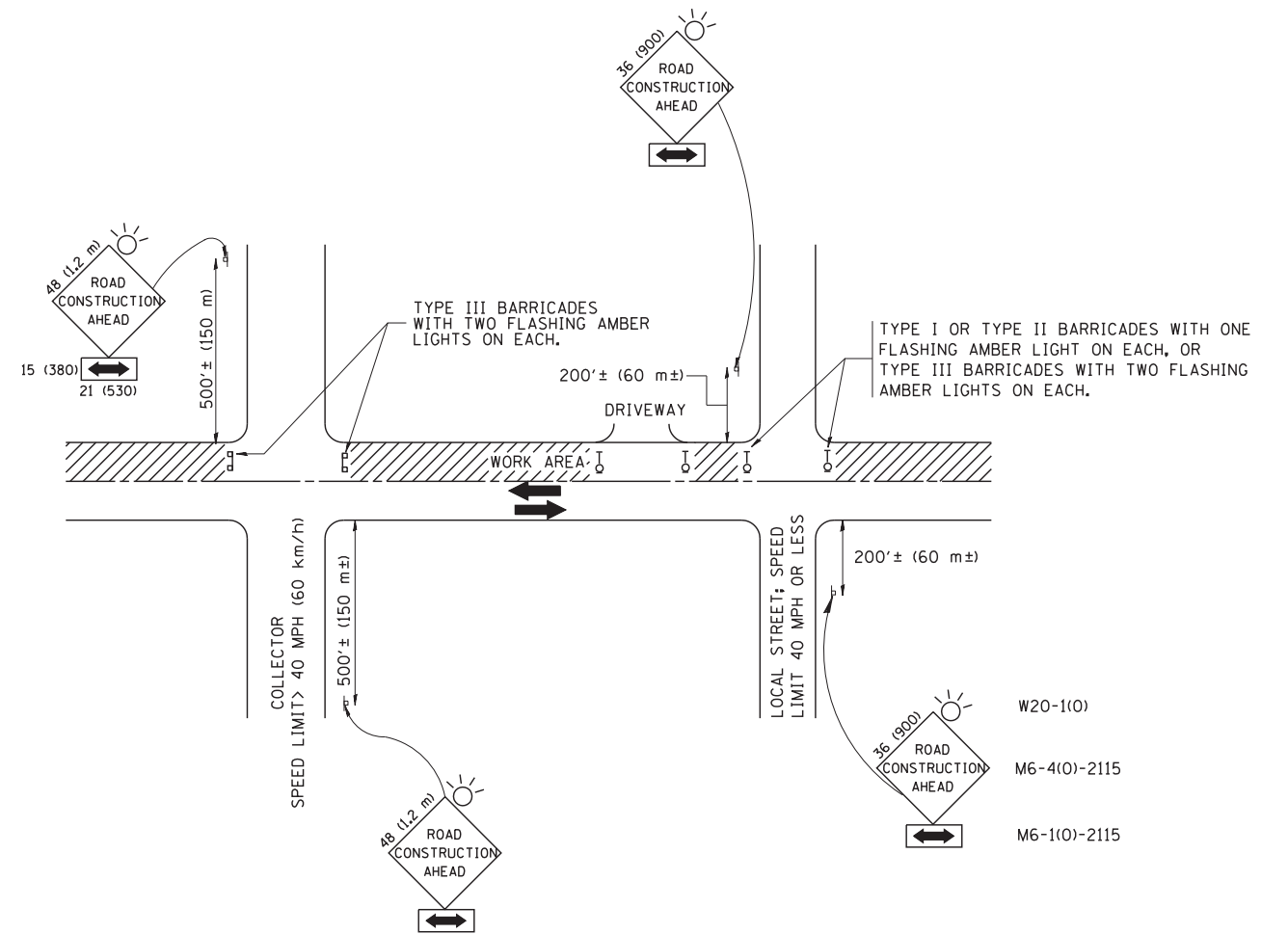
REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

**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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-3	LAKE	25	18
BD400-05 BD32		CONTRACT NO. 60N61		
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.

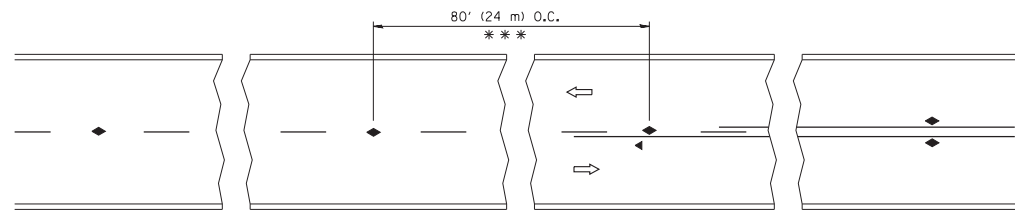
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

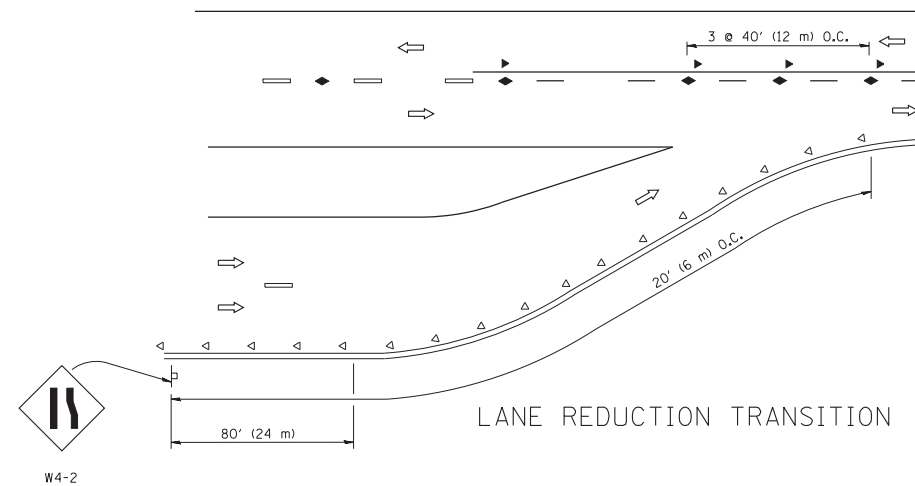
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 60N61	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

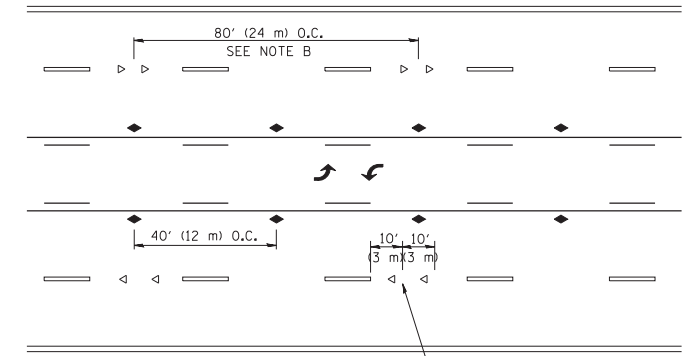


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

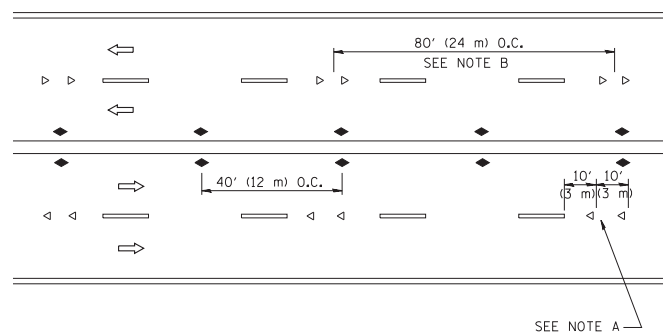
TWO-LANE/TWO-WAY



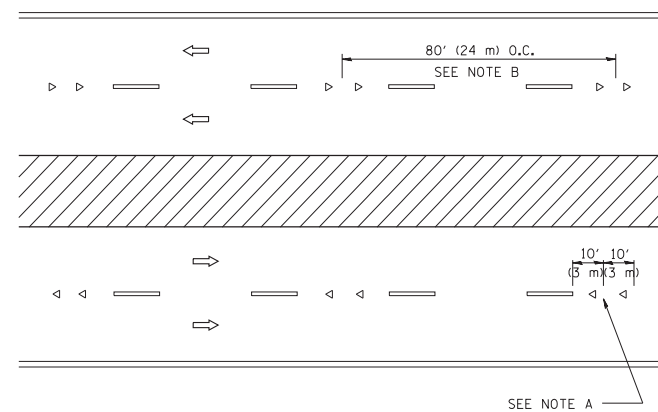
LANE REDUCTION TRANSITION



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

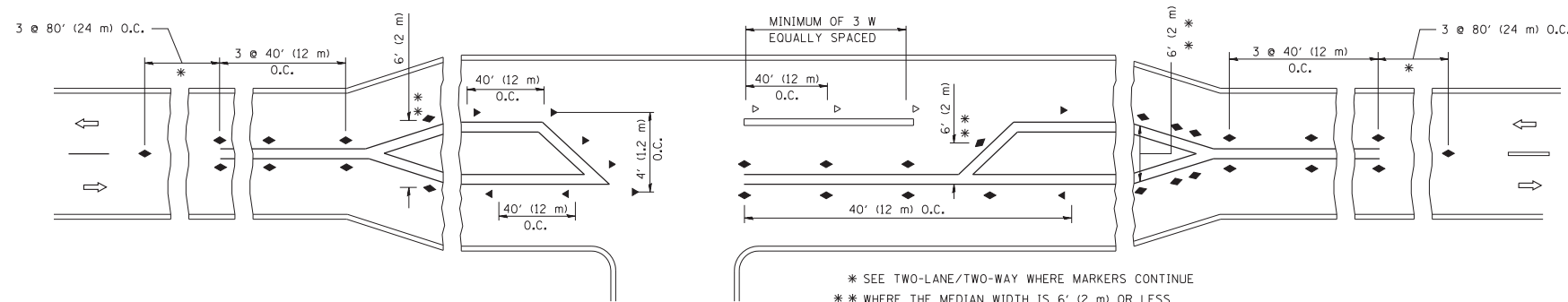
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

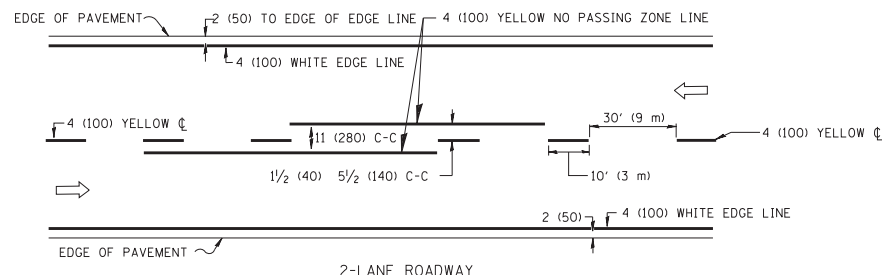
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
ct:\pw\work\p\dot\drivakosgn\d0108315\td\l.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUCIUS 09-09-09

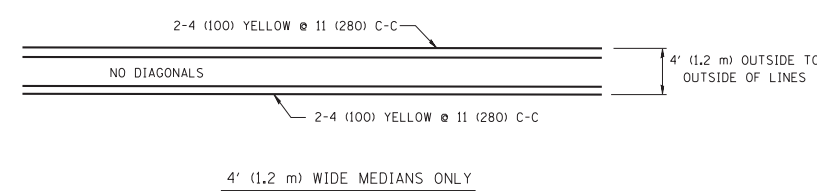
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

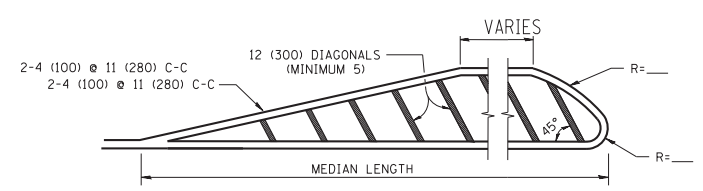
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-3	LAKE	25	20
TC-11		CONTRACT NO. 60N61		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY



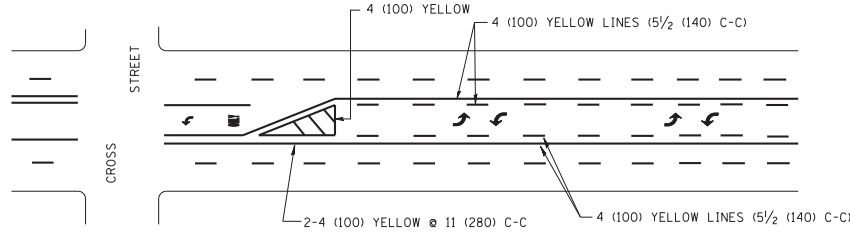
4' (1.2 m) WIDE MEDIANS ONLY



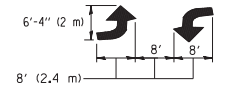
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

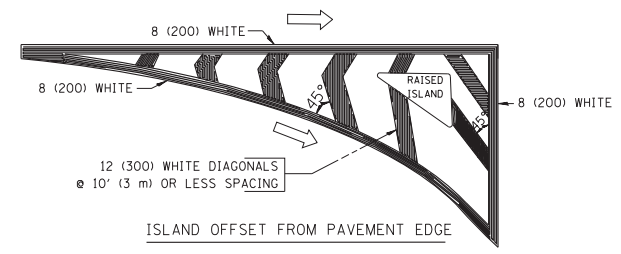


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

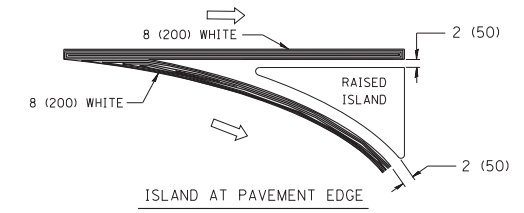


MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

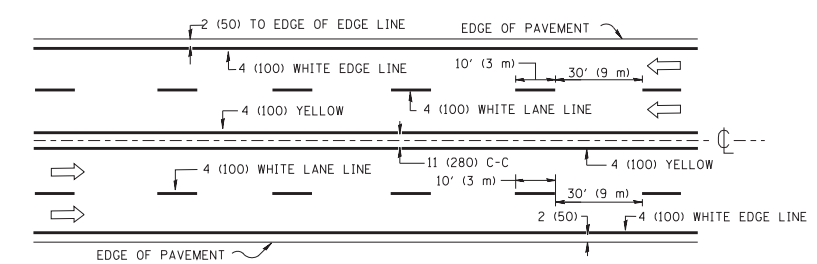


ISLAND OFFSET FROM PAVEMENT EDGE

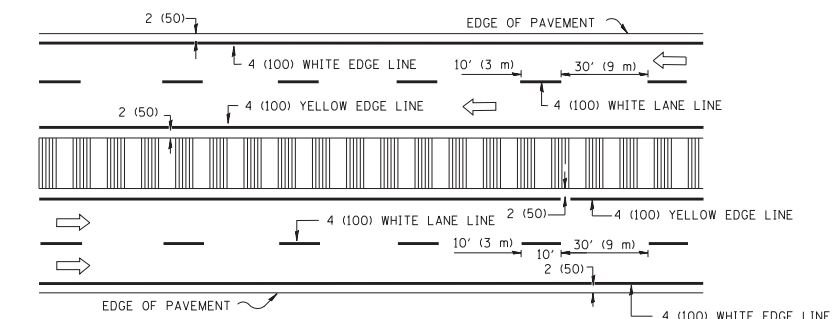


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



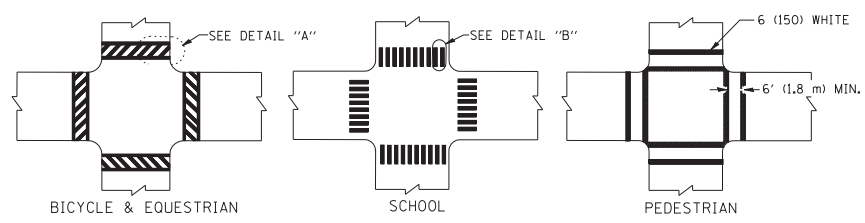
MULTI-LANE UNDIVIDED



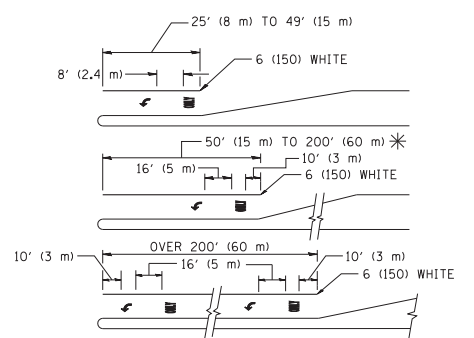
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



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

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

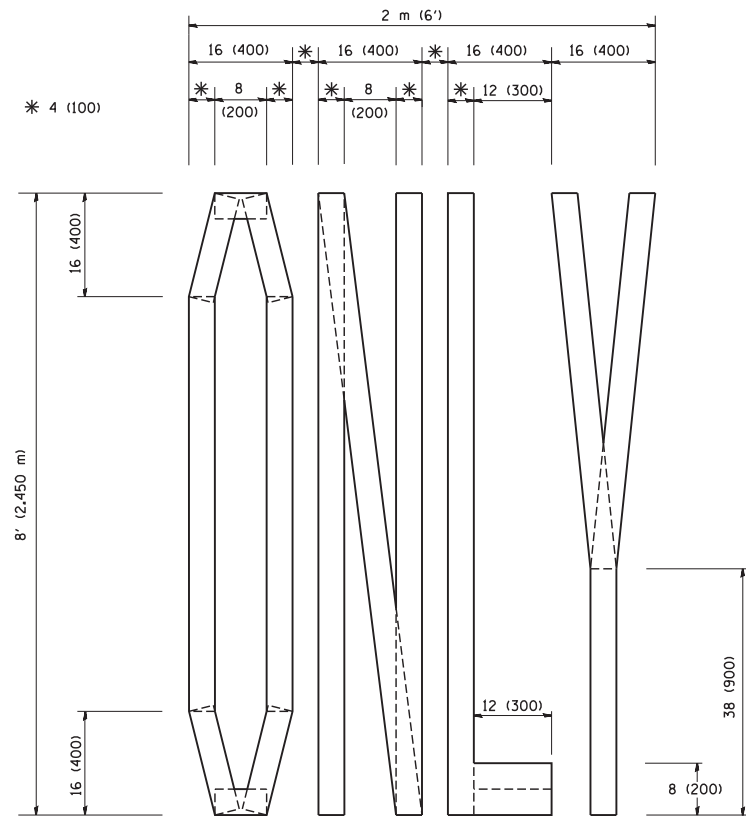
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

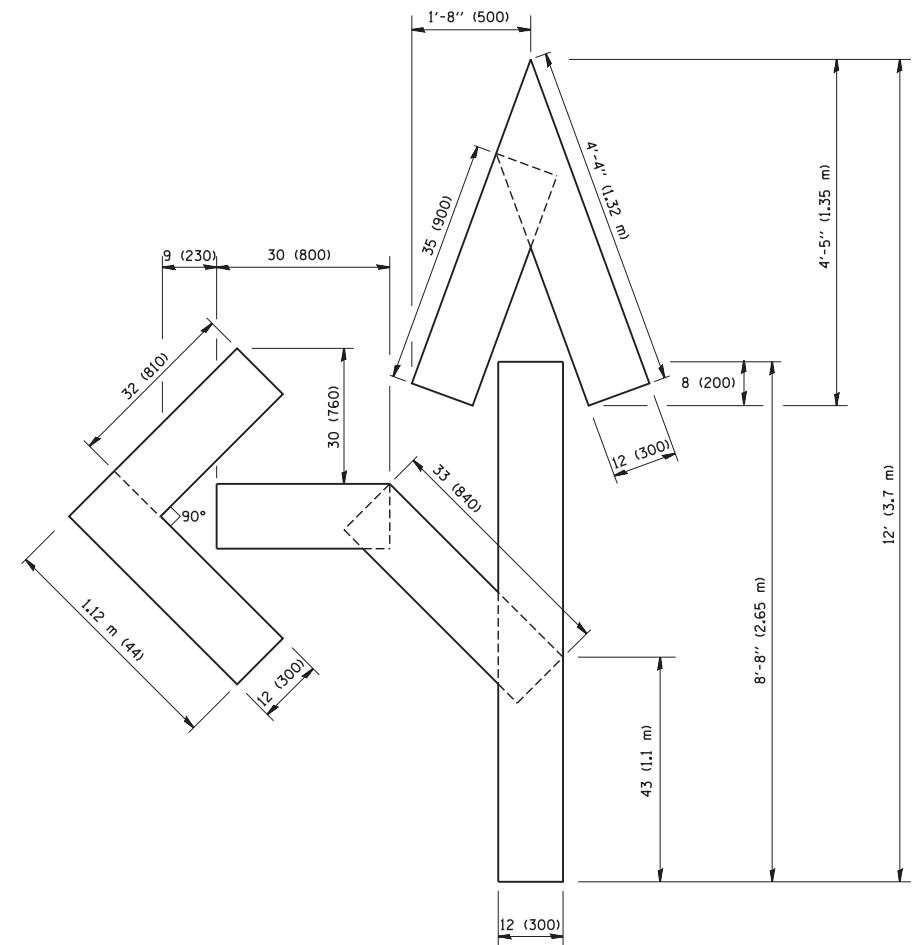
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5/2 (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	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) 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°	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' (4.5 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30 MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

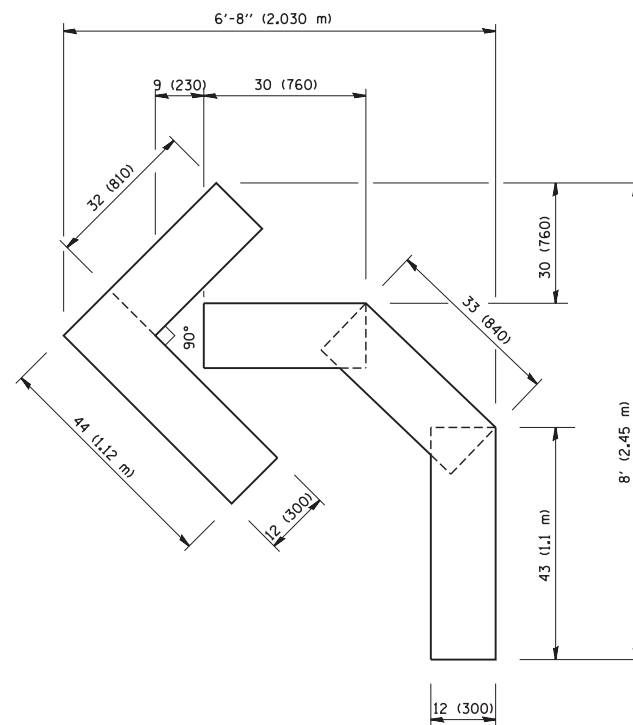
All dimensions are in inches (millimeters) unless otherwise shown.



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.

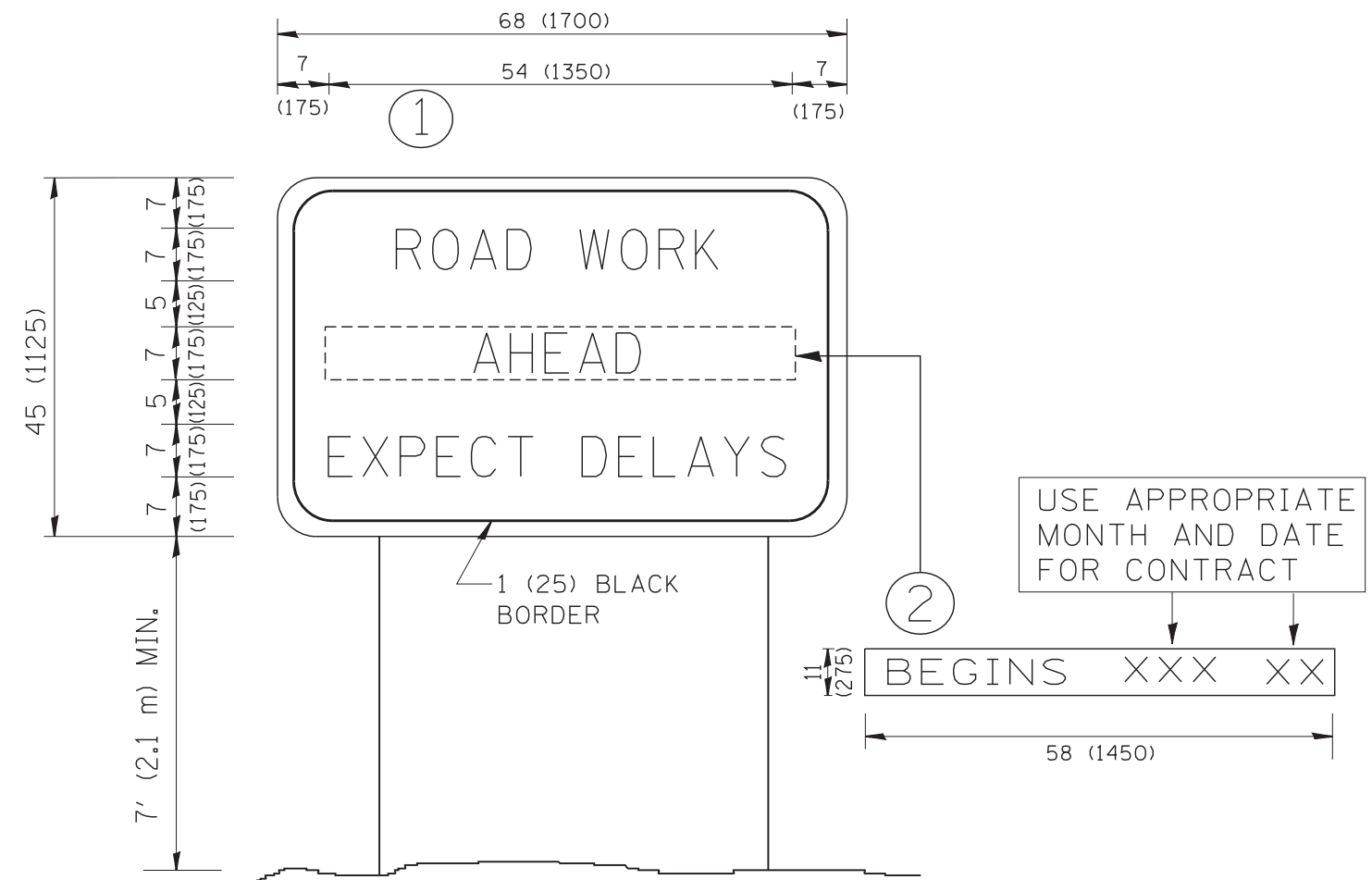
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PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98	
PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00	

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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-3	LAKE	25	22
TC-16			CONTRACT NO. 60N61	
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 = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED - REVISED -
		DESIGNED - CHECKED -	REVISED - REVISED -
		DESIGNED - DATE -	REVISED - REVISED -

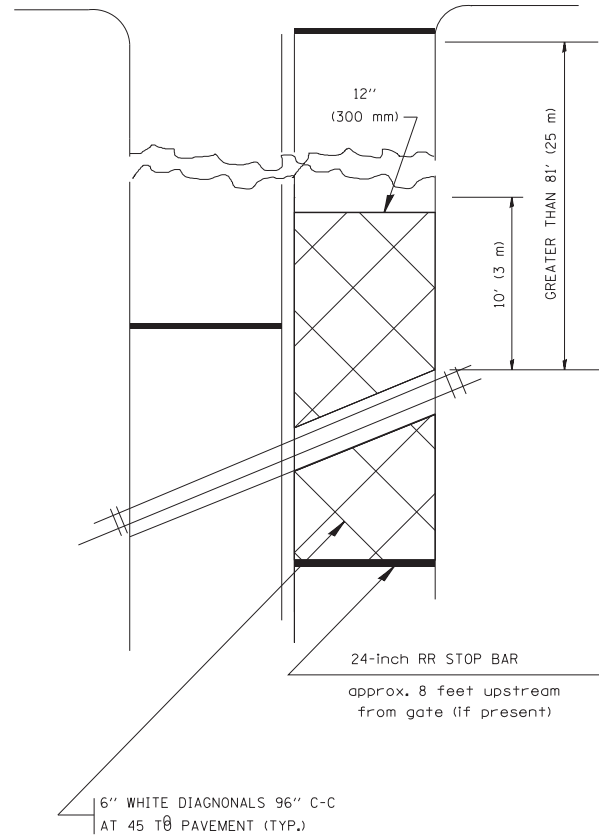
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

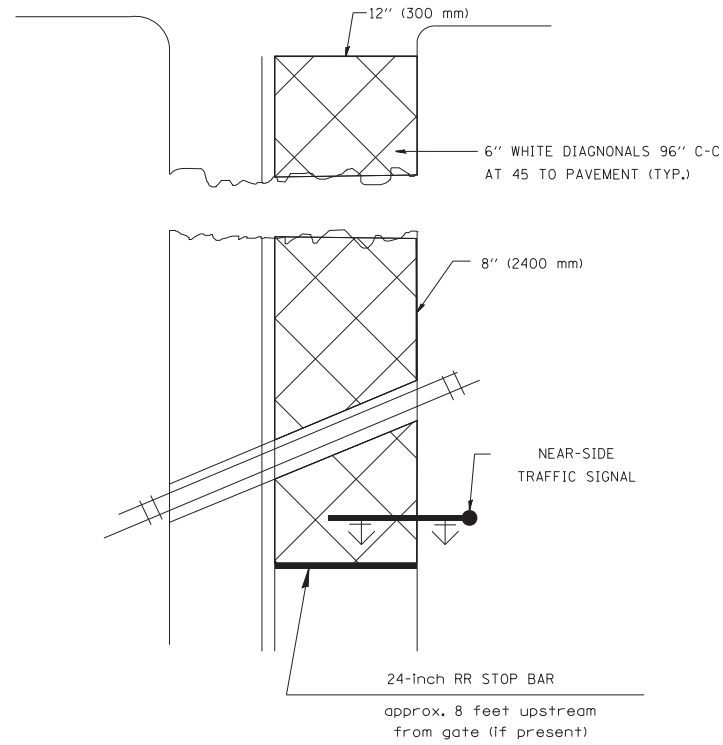
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-22		CONTRACT NO. 60N61		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

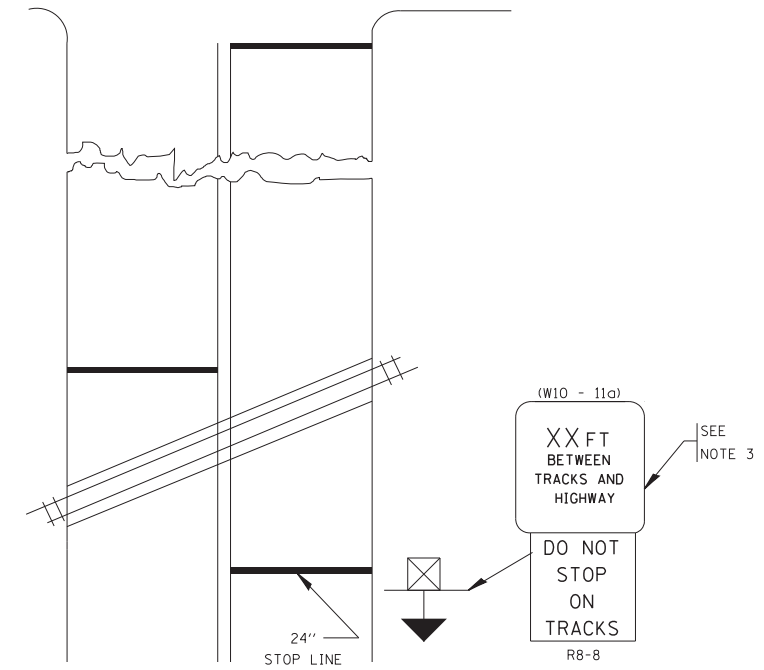
WITH INTERSECTION TRAFFIC SIGNALS
(SEE NOTE 1)



WITH NEAR-SIDE TRAFFIC SIGNALS
(SEE NOTE 1 & 2)



WITH NONSIGNALIZED INTERSECTION
81' (25 m) OR LESS TO CLOSEST RAIL



PLAN
N. T. S

PLAN
N. T. S

NOTES:

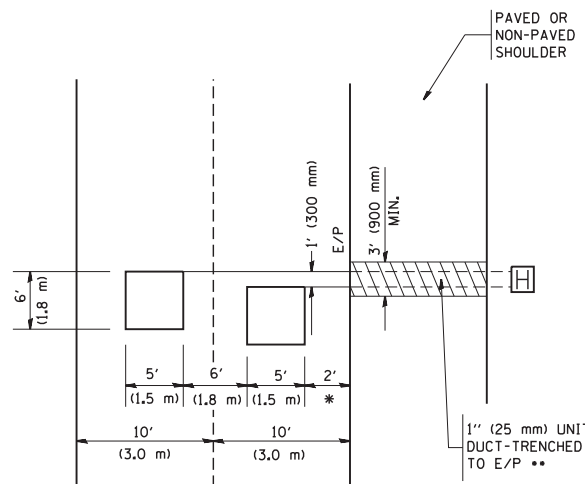
- PAVEMENT MARKINGS TO BE INSTALLED ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6- FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - 02-25-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - 04-26-12					303	135-RS-3	LAKE	25	24
	PLOT SCALE = 50.000' / in.	CHECKED -	REVISED -		TC-23			CONTRACT NO. 60N61				
	PLOT DATE = 5/7/2012	DATE -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			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.

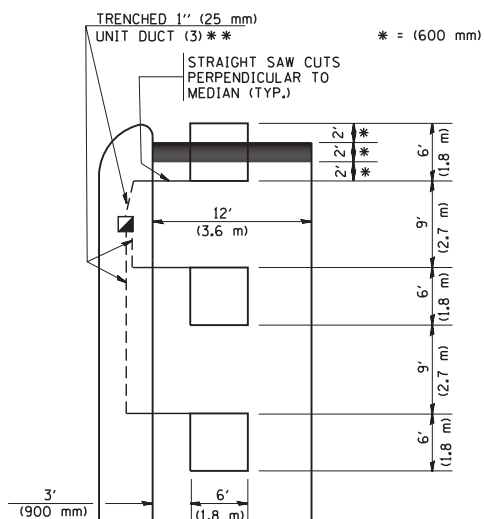


* = (600 mm)

** 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)

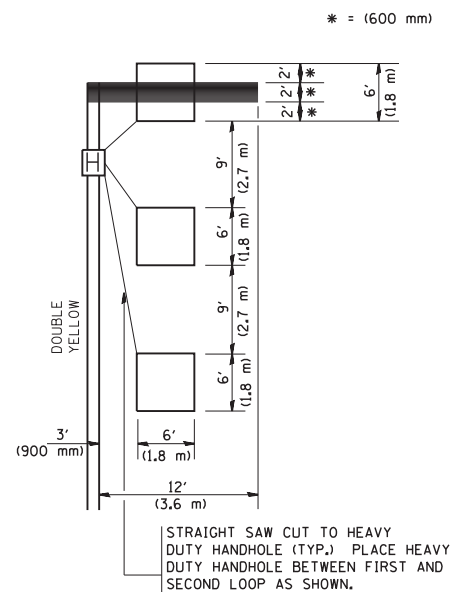
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

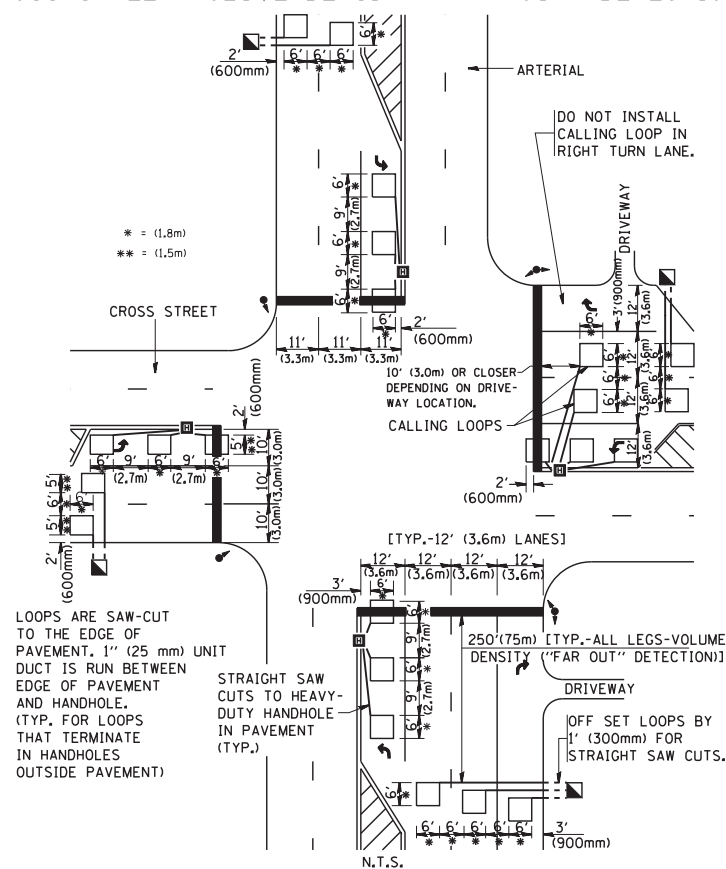
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



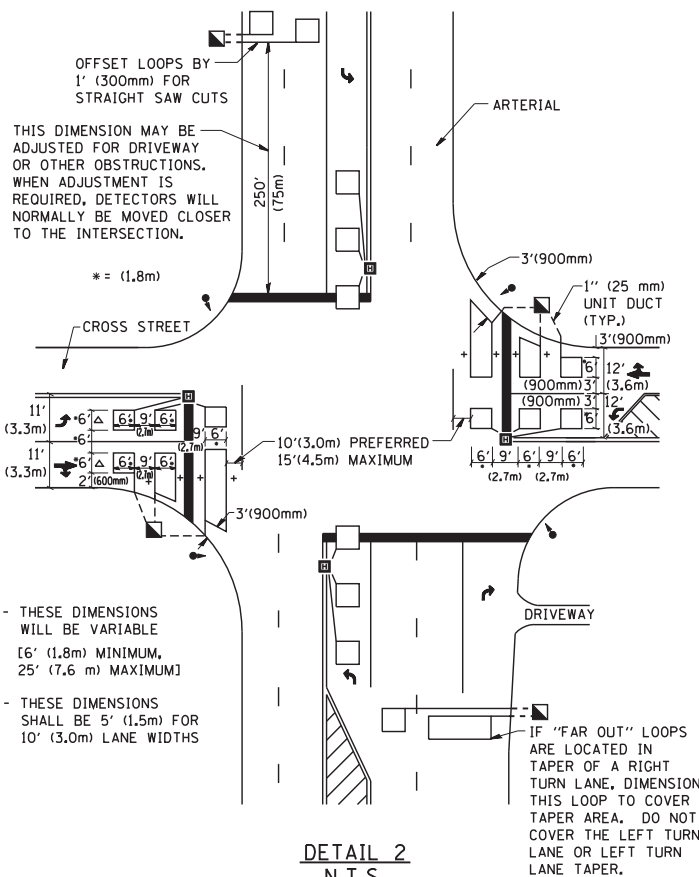
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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 = W:\diststd\22x34\ts07.dgn

USER NAME = gaglianobt
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 1/4/2008

DESIGNED -
DRAWN -
CHECKED - R.K.F.
DATE -

REVISED -
REVISED -
REVISED -
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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135-RS-3	LAKE	25	25
TS-07		CONTRACT NO.	60N61	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				