5-15-09 Letting, Item 012

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60F44		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

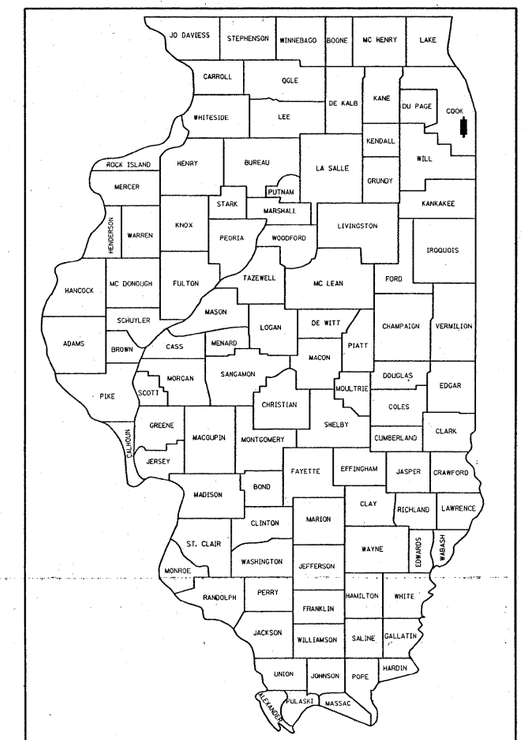
FAU 3778: (CRAWFORD AVE.)
I–80 TO US 30 (LINCOLN HIGHWAY)
SECTION: (3143 & 3144) RS–1
RESURFACING (3P)

COOK COUNTY
C–91–075–09

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN THE CITY OF COUNTRY CLUB HILLS AND IN THE VILLAGES OF HAZEL CREST, FLOSSMOOR & OLYMPIA FIELDS.

D -91-075-09

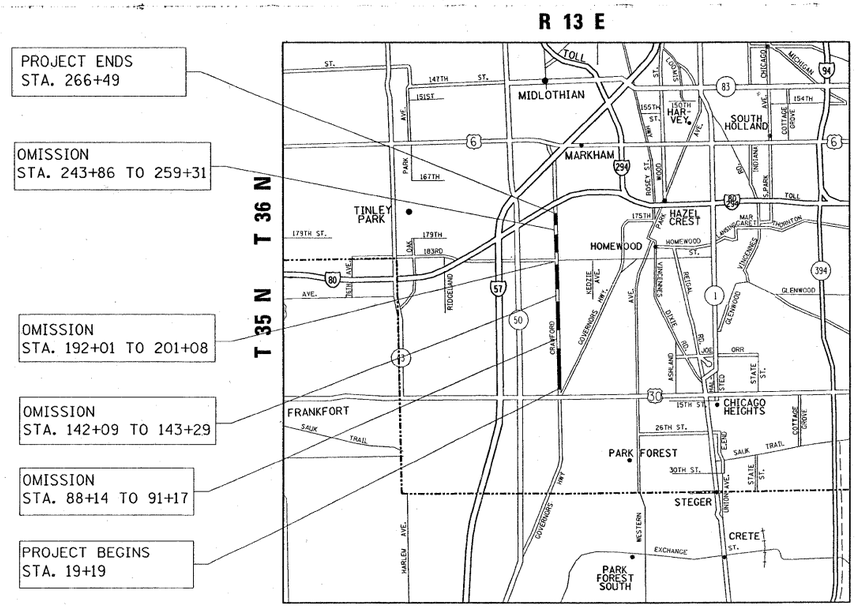


LOCATION OF SECTION INDICATED THUS: –■–

R 13 E

T 36 N

T 35 N



RICH & BREMEN TOWNSHIP

N

TRAFFIC DATA

2006 ADT = 17,100
POSTED SPEED LIMIT = 45 MPH

0 100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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 DAN WILGREEN (847) 705–4240
PROJECT MANAGER KEN ENG (847) 705–4247

CONTRACT NO. 60F44

GROSS LENGTH OF PROJECT = 24,730 LINEAL FEET = 4.68 MILE
NET LENGTH OF PROJECT = 21,855 LINEAL FEET = 4.14 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED MARCH 24, 20 09
Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
May 1, 20 09
Charles J. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT
May 1, 20 09
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS-DAY ONLY FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING DAY ONLY OPERATIONS
701606-06	URBAN LANE CLOSURE, MULTILANE 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES
886001-01	DETECTOR LOOP INSTALLATION
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

PLAN NOTES

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF COUNTRY CLUB HILLS AND THE VILLAGES OF HAZEL CREST, FLOSSMOOR AND OLYMPIA FIELDS.

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

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" SHEETS INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

THE RESIDENT ENGINEER SHALL CONTACT MS. PATRICE HARRIS AREA TRAFFIC FIELD ENGINEER AT (708) 597-9800. A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

THE RESIDENT ENGINEER SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO START OF WORK.

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

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OFTHE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRAWFORD AVENUE– I–80 TO US 30 (LINCOLN HIGHWAY)
INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	2
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	URBAN 100% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 1000					
20201006	GRADING AND SHAPING SHOULDERS	UNIT	392	392					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	35	35					
40600300	AGGREGATE (PRIME COAT)	TON	177	177					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	44	44					
40600895	CONSTRUCTING TEST STRIP	EACH	1	1					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	255	255					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	7450	7450					
42001300	PROTECTIVE COAT	SQ YD	19	19					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	88692	88692					
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	85	85					
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	269	269					
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	60	60					
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	160	160					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1305	1305					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	2	2					
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	14	14					
60404210	FRAMES AND GRATES, TYPE 2	EACH	1	1					
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2	2					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	L SUM	1	1					
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	3348	3348					
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	754	754					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	48815	48815					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2685	2685					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1008	1008					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	376	376					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	754	754					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	48815	48815					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2685	2685					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1008	1008					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	376	376					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	415	415					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	415	415					
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1					
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	650	650					
* 87900200	DRILL EXISTING HANDHOLE	EACH	2	2					
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	2	2					
* 88600100	DETECTOR LOOP, TYPE I	FOOT	62	62					
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	728	728					
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	570	570					
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4					
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	3492	3492					
Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	2	2					

* SPECIALTY ITEMS

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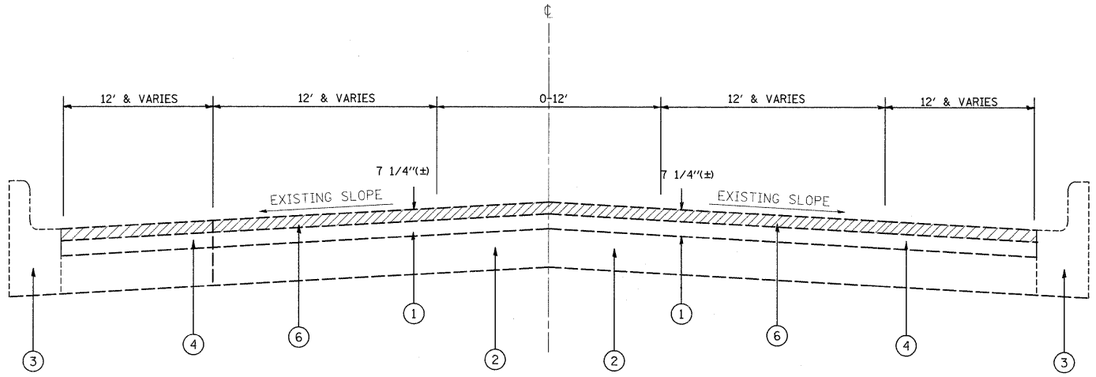
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANITIES

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

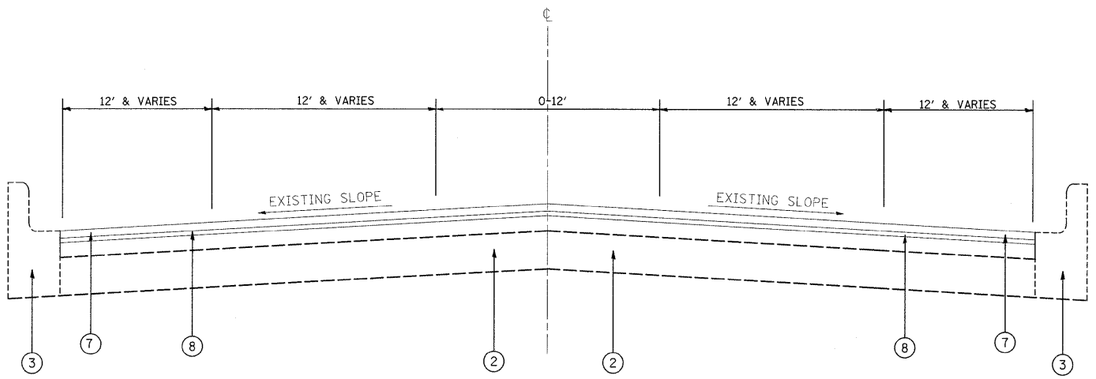
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	3
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



CRAWFORD AVE.

EXISTING TYPICAL SECTION

STA. 19+19 TO STA. 23+82



CRAWFORD AVE.

PROPOSED TYPICAL SECTION

STA. 19+19 TO STA. 23+82

LEGEND

(1) EXISTING HOT-MIX ASPHALT SURFACE, 7 1/4" (+/-)

(2) EXISTING P.C.C. BASE COURSE, 8" (+/-)

(3) EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

(4) EXISTING HOT-MIX ASPHALT SHOULDER,

(5) EXISTING AGGREGATE SHOULDER

(6) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

(7) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"

(8) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.5, N50, 3/4"

(9) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B

(10) PROPOSED GRADING AND SHAPING SHOULDERS

NOTE:

MILLING TO BE DONE PRIOR TO PATCHING.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	**AC TYPE**	**AIR VOIDS(%)**
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5MM)	**PG 64-22**	**4% @ 70 GYR.**
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	**SBS/SBR PG 76-28/-22**	**4% @ 50 GYR.**
PATCHING		
CLASS D PATCHES TYPE II, III & IV, 13", HMA BINDER IL-19 MM	**PG 64-22***	**4% @ 70 GYR.**

*** WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.**

NOTE: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTATIES IS 112 LBS/SQ YD/IN.

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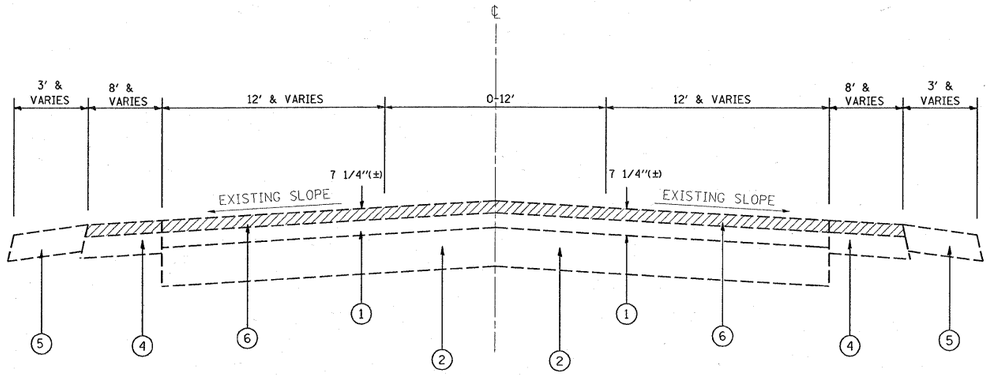
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRAWFORD AVENUE- I-80 TO US 30 (LINCOLN HIGHWAY)
EXISTING AND PROPOSED TYPICAL CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

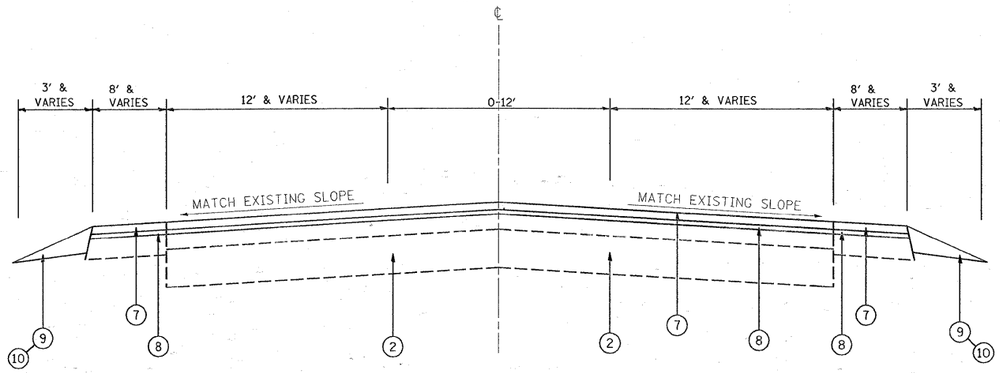
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	4
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



CRAWFORD AVE.

EXISTING TYPICAL SECTION

STA. 23+82 TO STA. 63+81
STA. 79+63 TO STA. 88+14
STA. 91+17 TO STA. 122+16
STA. 143+29 TO STA. 192+01
STA. 201+08 TO STA. 243+86
STA. 259+31 TO STA. 266+49



CRAWFORD AVE.

PROPOSED TYPICAL SECTION

STA. 23+82 TO STA. 63+81
STA. 79+63 TO STA. 88+14
STA. 91+17 TO STA. 122+16
STA. 143+29 TO STA. 192+01
STA. 201+08 TO STA. 243+86
STA. 259+31 TO STA. 266+49

LEGEND

(1) EXISTING HOT-MIX ASPHALT SURFACE, 7 1/4" (+/-)

(2) EXISTING P.C.C. BASE COURSE, 8" (+/-)

(3) EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

(4) EXISTING HOT-MIX ASPHALT SHOULDER,

(5) EXISTING AGGREGATE SHOULDER

(6) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

(7) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"

(8) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.5, N50, 3/4"

(9) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B

(10) PROPOSED GRADING AND SHAPING SHOULDERS

NOTE:

MILLING TO BE DONE PRIOR TO PATCHING.

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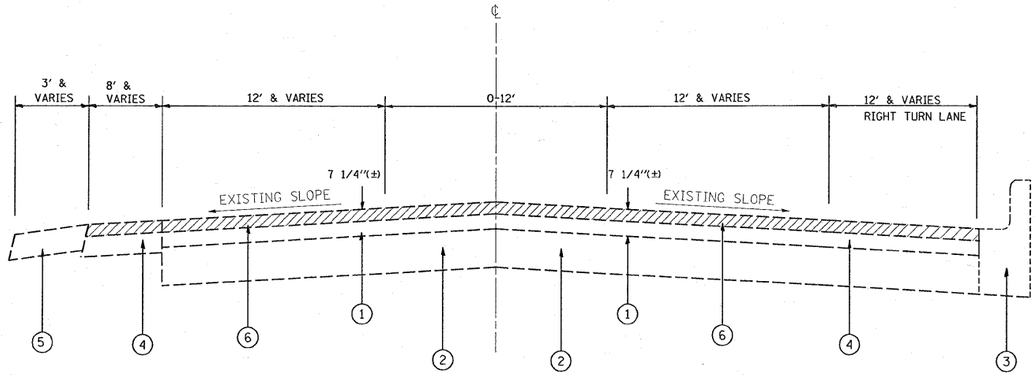
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRAWFORD AVENUE- I-80 TO US 30 (LINCOLN HIGHWAY)
EXISTING AND PROPOSED TYPICAL SECTIONS

SCALE: | SHEET NO. 3 OF 31 SHEETS | STA. | TO STA.

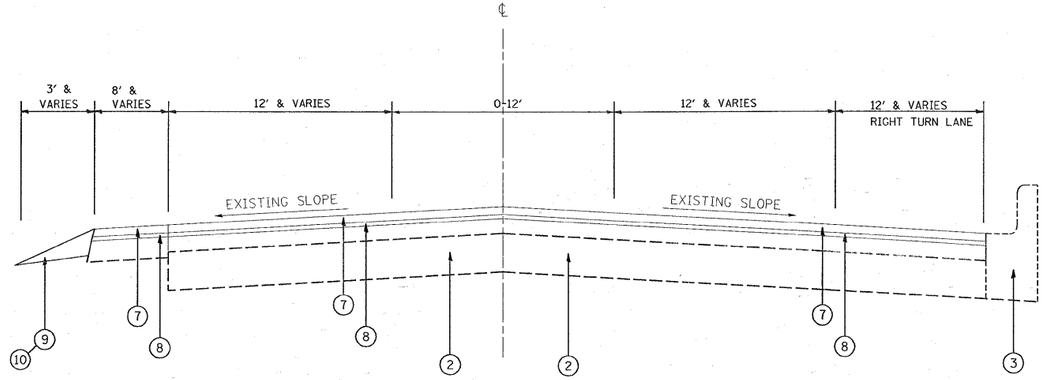
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	5
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



CRAWFORD AVE.

EXISTING TYPICAL SECTION

STA. 63+81 TO STA. 79+63
STA. 122+16 TO STA. 142+09



CRAWFORD AVE.

PROPOSED TYPICAL SECTION

STA. 63+81 TO STA. 79+63
STA. 122+16 TO STA. 142+09

LEGEND

1. EXISTING HOT-MIX ASPHALT SURFACE, 7 1/4" (+/-)
2. EXISTING P.C.C. BASE COURSE, 8" (+/-)
3. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
4. EXISTING HOT-MIX ASPHALT SHOULDER,
5. EXISTING AGGREGATE SHOULDER
6. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
7. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.5, N50, 3/4"
9. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
10. PROPOSED GRADING AND SHAPING SHOULDERS

NOTE:

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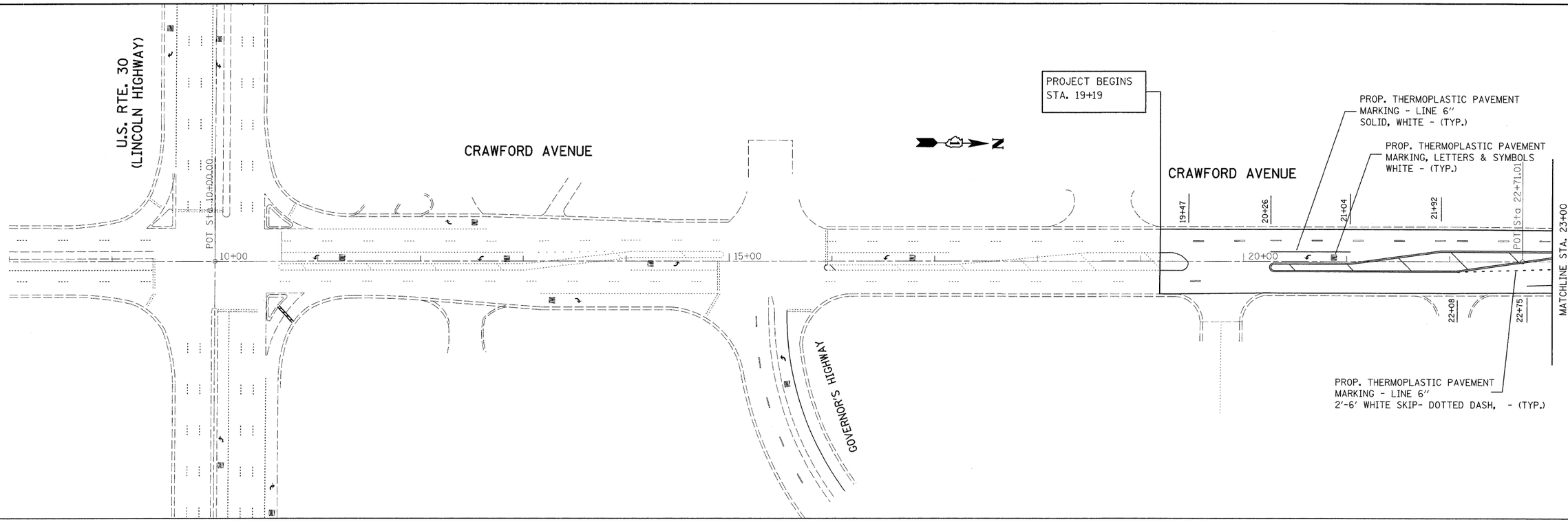
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRAWFORD AVENUE- I-80 TO US 30 (LINCOLN HIGHWAY)
EXISTING AND PROPOSED TYPICAL CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	6
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:
LIMIT OF RESURFACING ON SIDE-STREETS THROUGH OUT THE IMPROVEMENT SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL, (TC-13).

ALL RAISED REFLECTIVE PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKER DETAIL." (TC-11).

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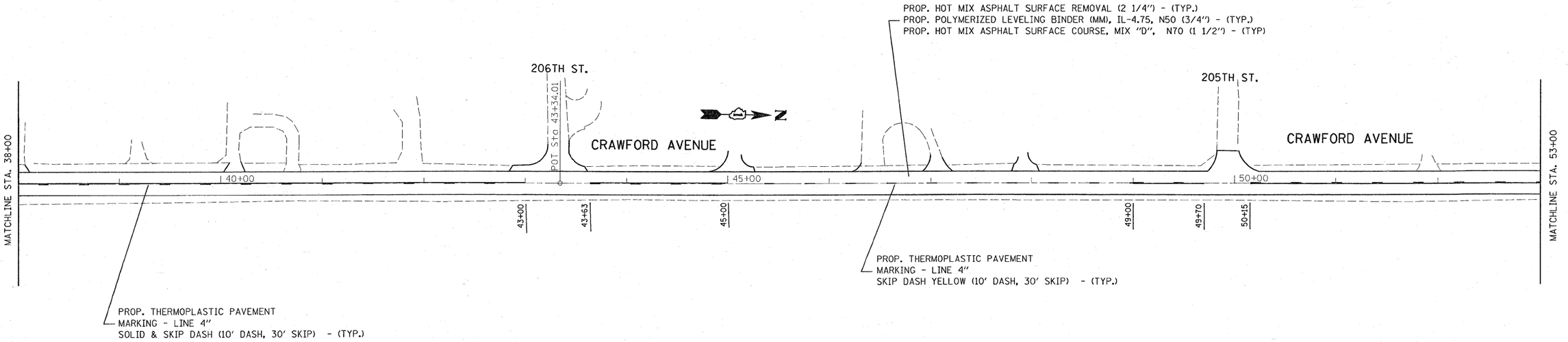
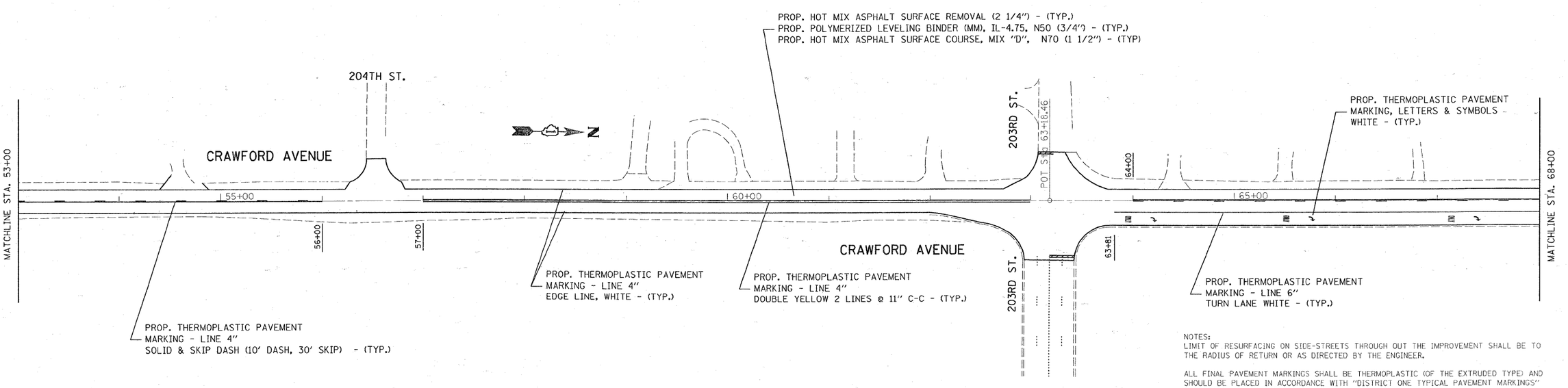
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRAWFORD AVE.
FROM I-80 TO U.S. 30

SCALE: | SHEET NO. OF SHEETS | STA. 8+00 | TO STA. 38+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	7
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





NOTES:
LIMIT OF RESURFACING ON SIDE-STREETS THROUGH OUT THE IMPROVEMENT SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL, (TC-13).

ALL RAISED REFLECTIVE PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKER DETAIL." (TC-11).

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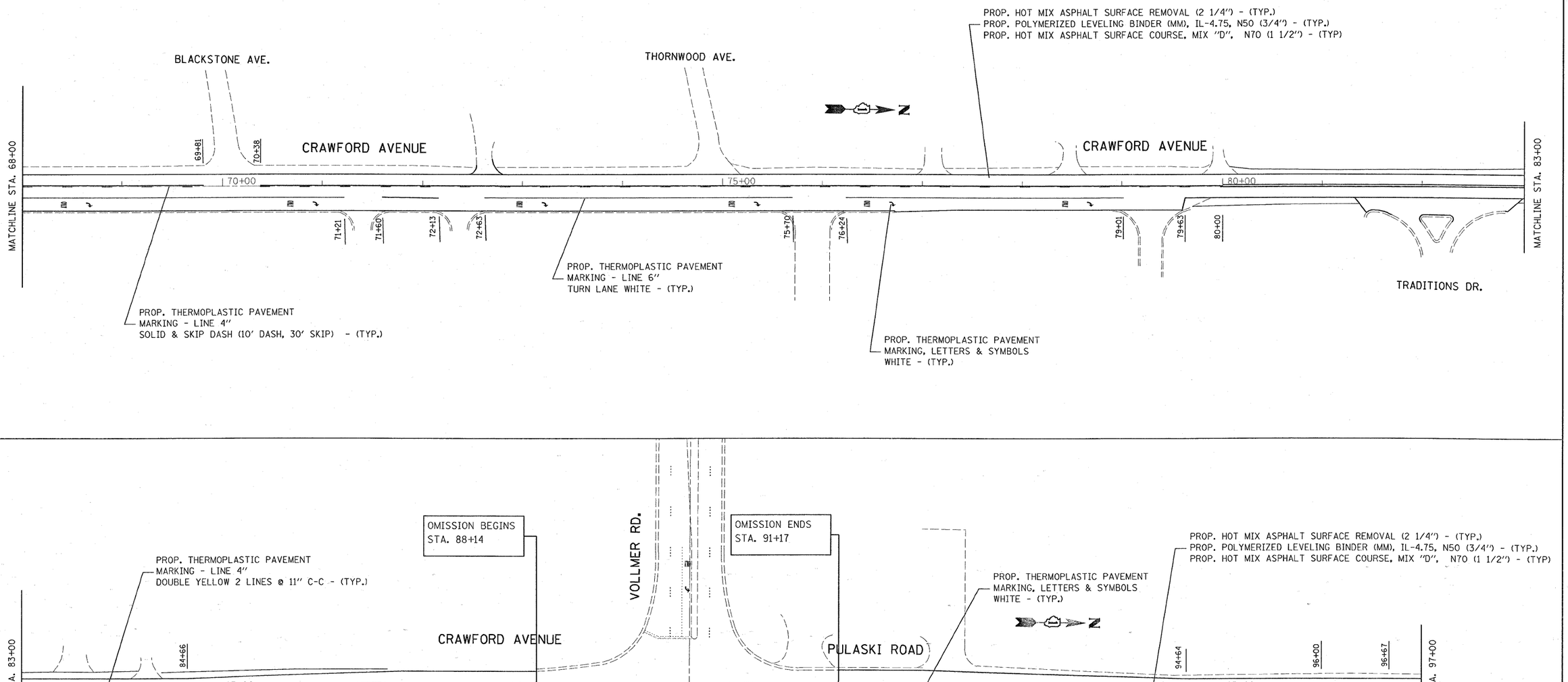
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRAWFORD AVE.
FROM I-80 TO U.S. 30

SCALE: | SHEET NO. OF SHEETS | STA. 38+00 TO STA. 68+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	8
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:
LIMIT OF RESURFACING ON SIDE-STREETS THROUGH OUT THE IMPROVEMENT SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL, (TC-13).

ALL RAISED REFLECTIVE PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKER DETAIL." (TC-11).

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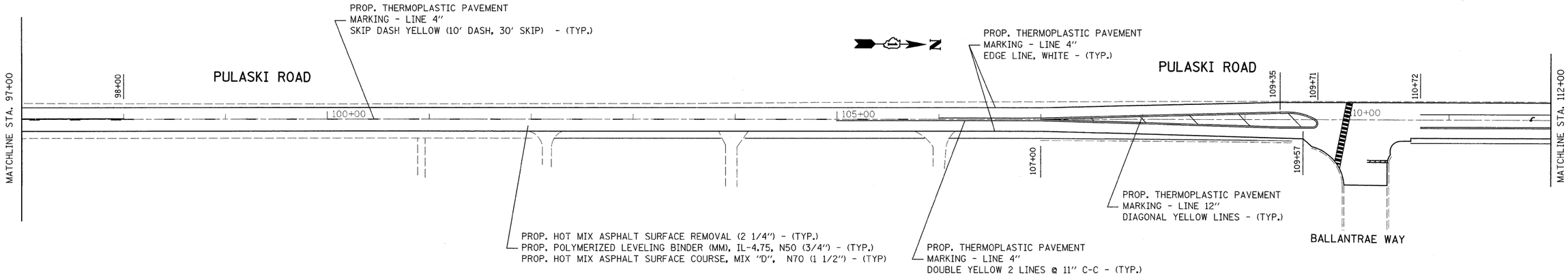
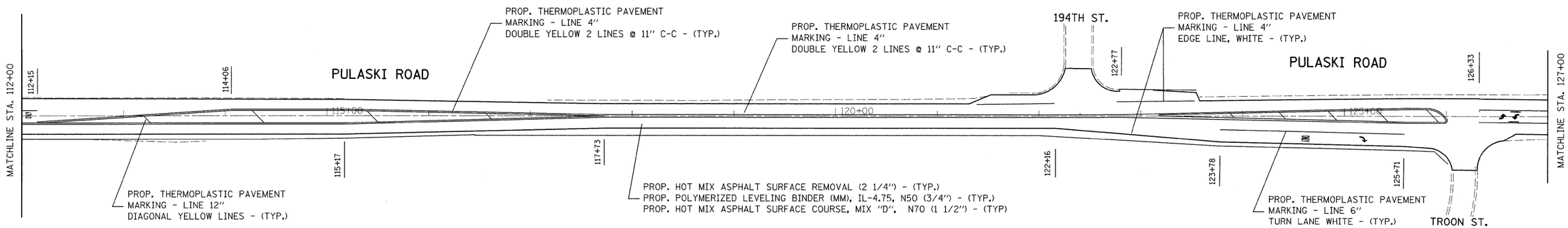
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRAWFORD AVE.
FROM I-80 TO U.S. 30

SCALE: | SHEET NO. OF SHEETS | STA. 68+00 | TO STA. 97+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	9
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





NOTES:
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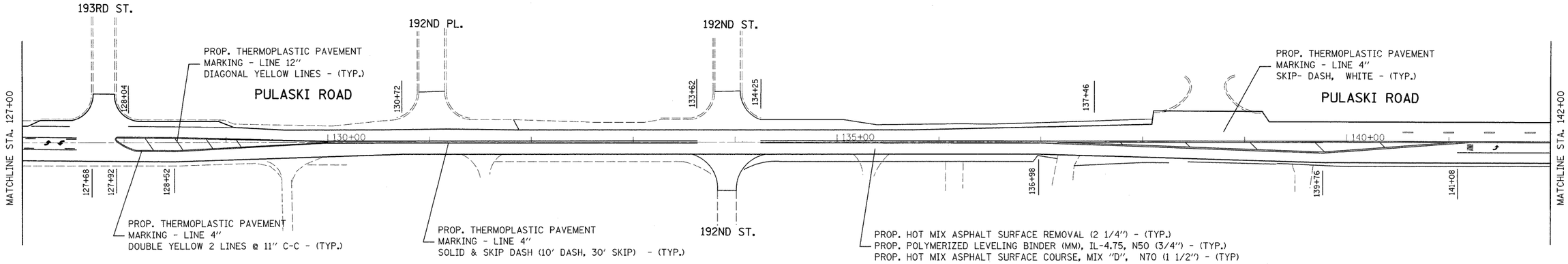
	PLOT DATE = 3/25/2009	DATE -	REVISED -

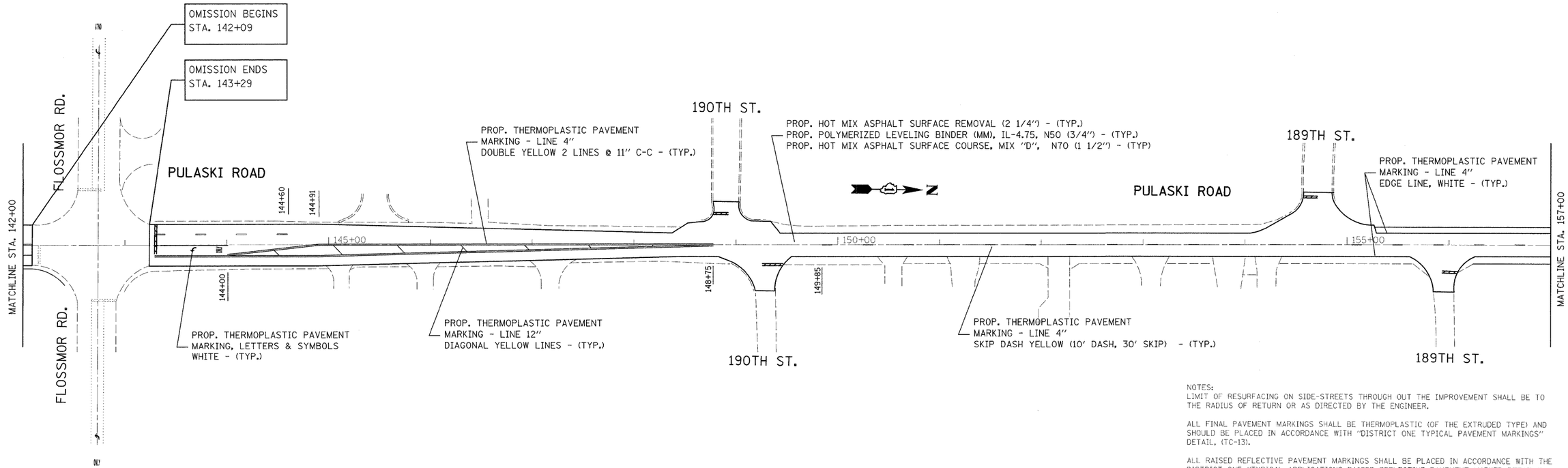
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRAWFORD AVE.
FROM I-80 TO U.S. 30

SCALE: | SHEET NO. OF SHEETS | STA. 97+00 | TO STA. 127+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	10
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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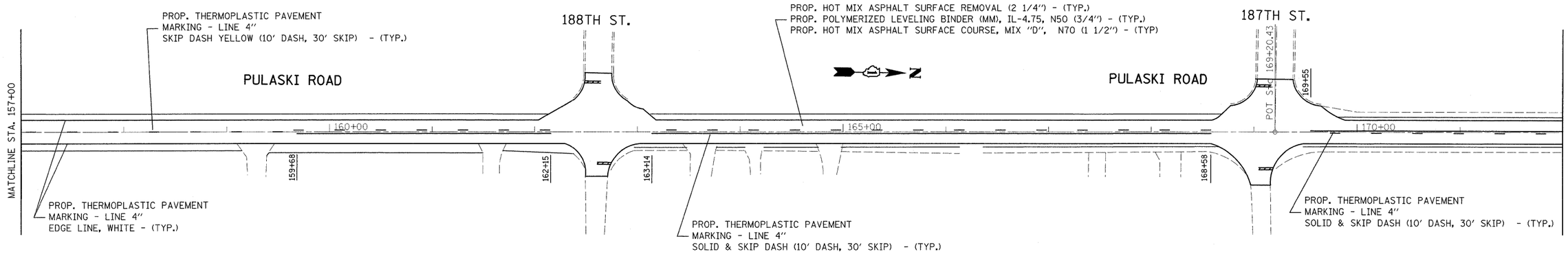
	PLOT DATE = 3/25/2009	DATE -	REVISED -

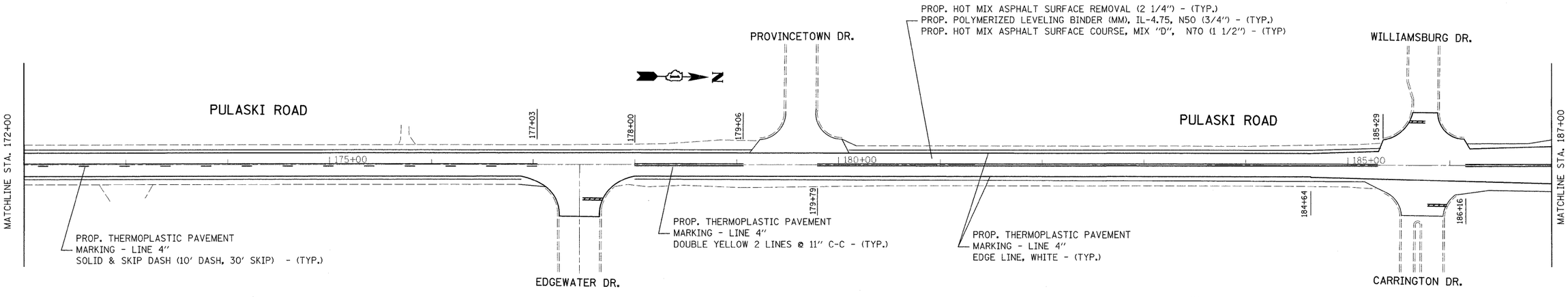
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRAWFORD AVE.
FROM I-80 TO U.S. 30

SCALE: | SHEET NO. OF SHEETS | STA. 127+00 TO STA. 157+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	11
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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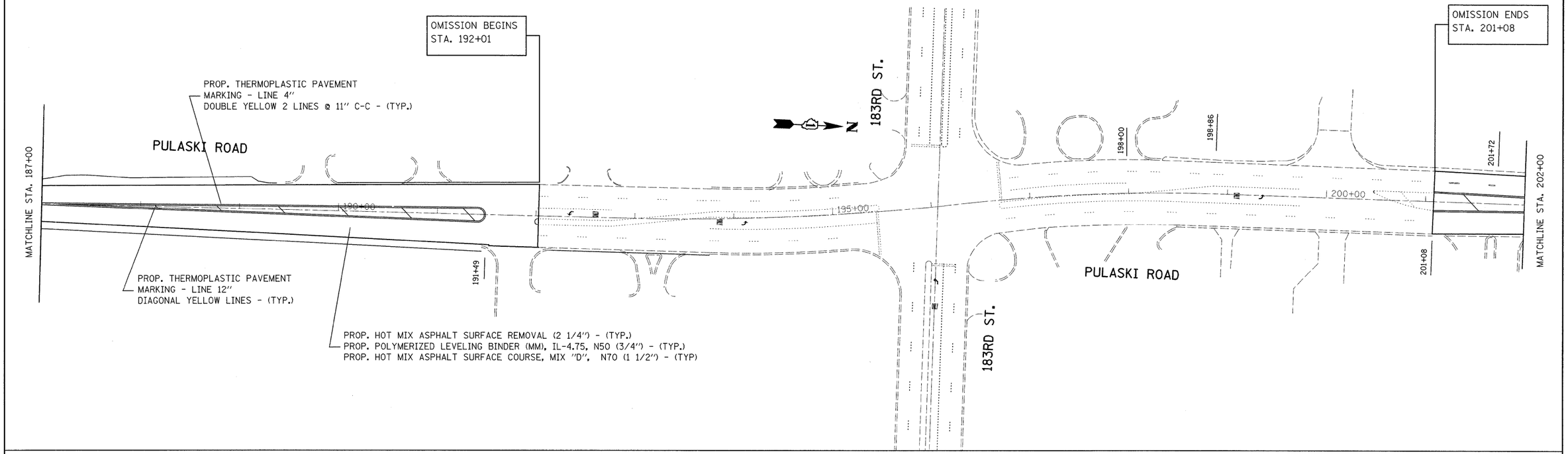
	PLOT DATE = 3/25/2009	DATE -	REVISED -

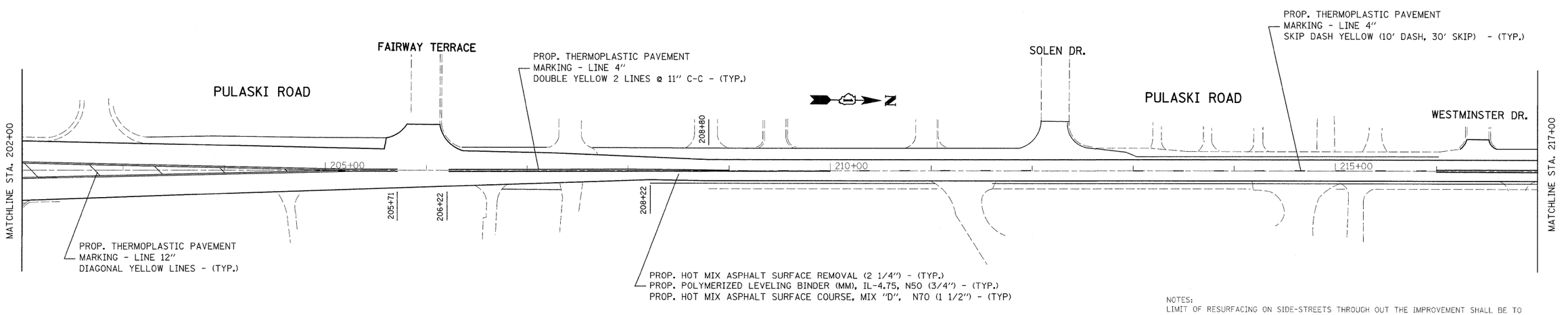
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRAWFORD AVE.
FROM I-80 TO U.S. 30

SCALE: | SHEET NO. OF SHEETS | STA. 157+00 | TO STA. 187+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	12
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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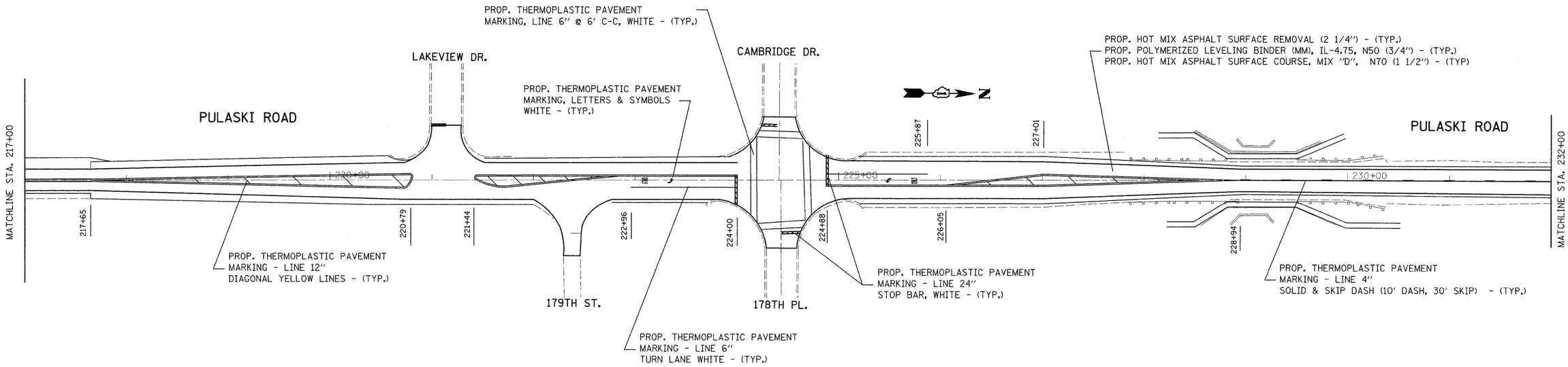
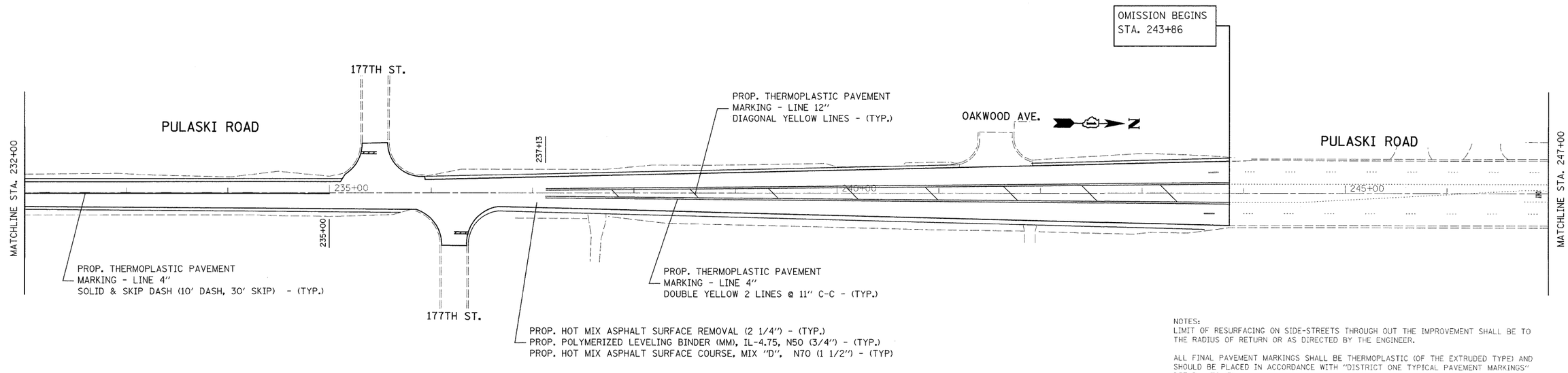
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 3/25/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET NO. OF SHEETS | STA. 187+00 TO STA. 217+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	13
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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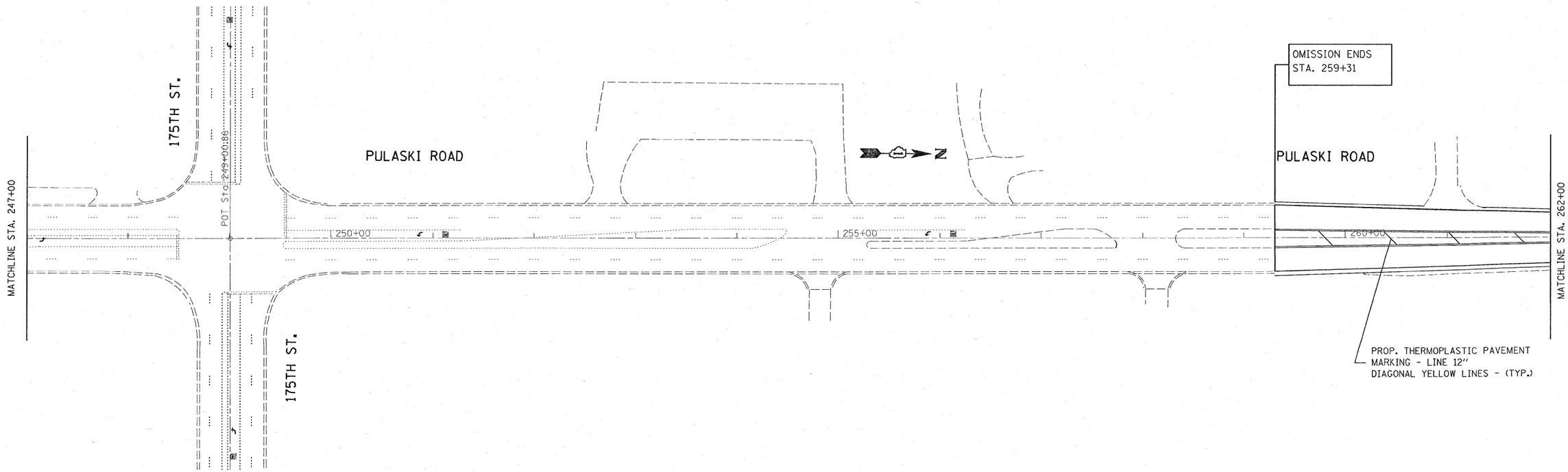
	PLOT DATE = 3/25/2009	DATE -	REVISED -

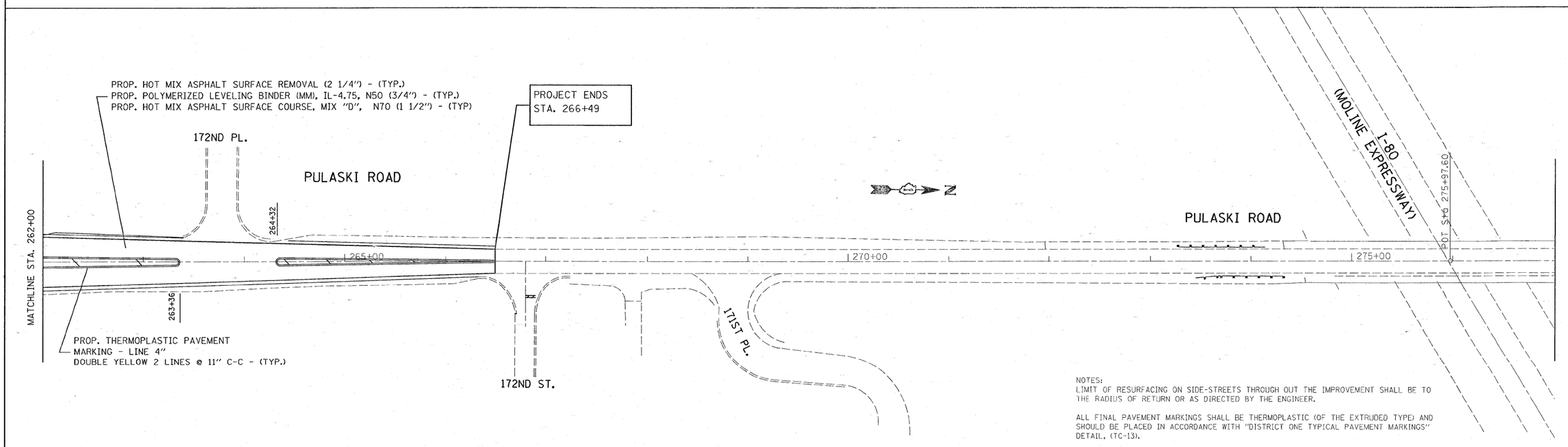
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRAWFORD AVE.
FROM I-80 TO U.S. 30

SCALE: | SHEET NO. OF SHEETS | STA. 217+00 | TO STA. 247+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	14
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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	PLOT DATE = 3/24/2009	DATE -	REVISED -

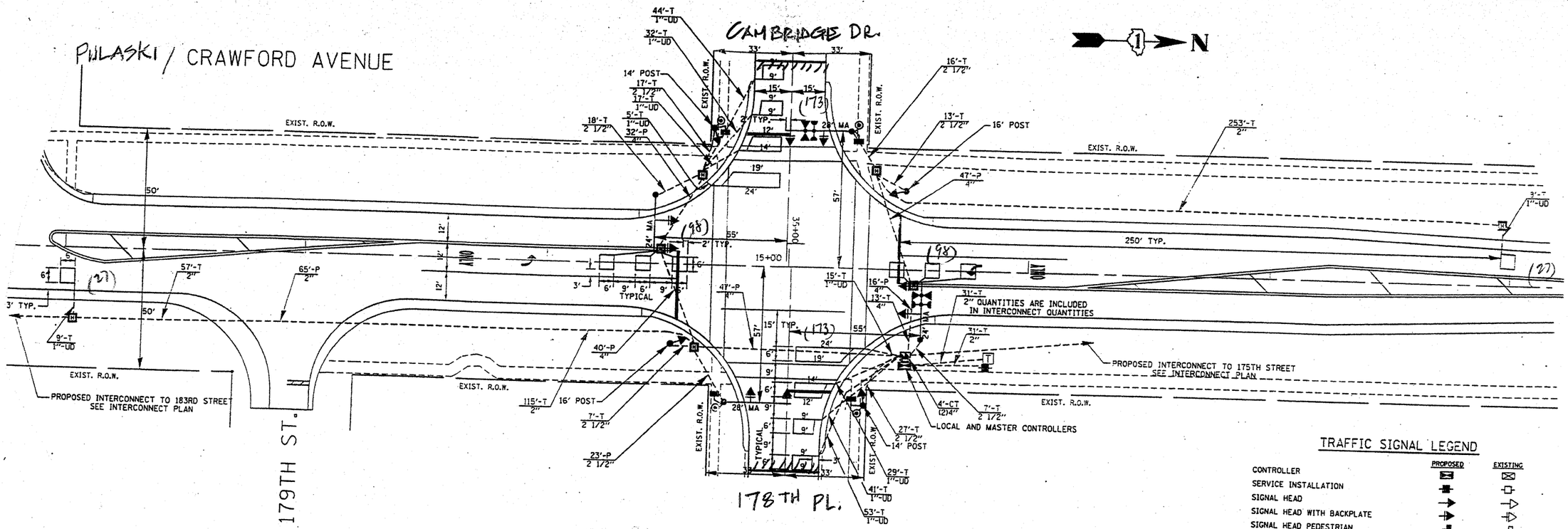
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRAWFORD AVE.
FROM I-80 TO U.S. 30

SCALE: | SHEET NO. OF SHEETS | STA. 247+00 TO STA. 277+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	15
		CONTRACT NO. 60F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
3778	(3148 & 3194) TR	COOK	29	16
STA.		TO STA. CONTRACT # 60F44		
FED. ROAD DIST. NO. 7	ILLINOIS	FED AID PROJECT		



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	⊠	⊠
SERVICE INSTALLATION	■	□
SIGNAL HEAD	→	→
SIGNAL HEAD WITH BACKPLATE	→	→
SIGNAL HEAD PEDESTRIAN	■	□
SIGNAL POST	●	○
MAST ARM ASSEMBLY AND POLE, STEEL	●	○
MAST ARM ASSEMBLY AND POLE, ALUMINUM	●	○
HANDHOLE	▣	▣
HEAVY DUTY HANDHOLE	▣	▣
DOUBLE HANDHOLE	▣	▣
G.S. CONDUIT IN TRENCH OR PUSHED	----	----
PEDESTRIAN PUSHBUTTON DETECTOR	◉	◉
DETECTOR LOOP	□	□ "E"
CAST IRON JUNCTION BOX	(T)	(T) "E"
COMMON TRENCH	CT	
UNIT DUCT	UD	
EMERGENCY VEHICLE SYSTEM DETECTOR	◀	◁
CONFIRMATION BEACON	⋈	⋈

NOTE:

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

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
80600600	596	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT

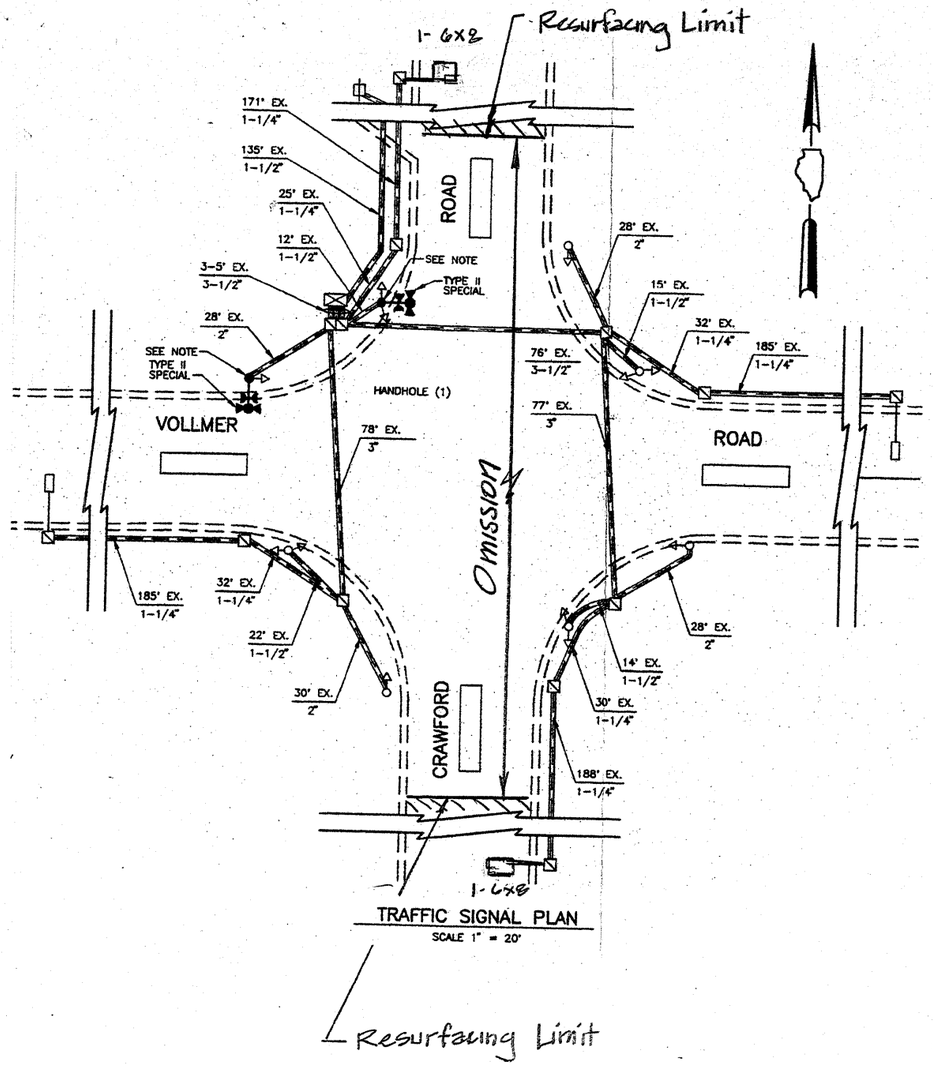
PULASKI AVENUE @ 178TH PL.

SCALE: NONE

DATE JAN. 2009

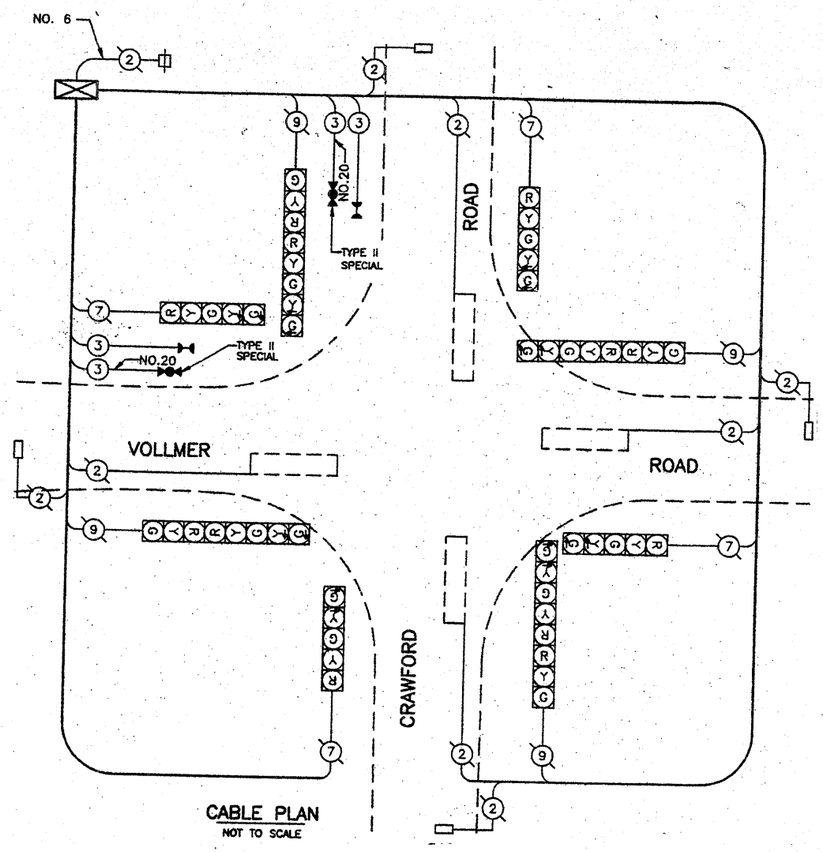
DRAWN BY JHE
DESIGNED BY: JHE
CHECKED BY DAD

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3378	(3143 & 3144) BR	Cook	29	17
STA.		TO STA.	CONTRACT # 60F44	
FED. ROAD DIST NO. 7	ILLINOIS	FED. AID PROJECT		



TRAFFIC SIGNAL PLAN
SCALE 1" = 20'

Resurfacing Limit



CABLE PLAN
NOT TO SCALE

TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED
CONTROLLER	⊠	■
SERVICE INSTALLATION	⊞	■
SIGNAL HEAD	→	→
SIGNAL HEAD WITH BACKPLATE	⇉	⇉
SIGNAL HEAD, PEDESTRIAN	⊣□	⊣■
SIGNAL POST	○	●
MAST ARM ASSEMBLY AND POLE, STEEL	○—	●—
MAST ARM ASSEMBLY AND POLE, ALUMINUM	○▱	●▱
HANDHOLE	▨	◪
HEAVY DUTY HANDHOLE	⊞ "E"	⊞
DOUBLE HANDHOLE	▨	◪
G.S. CONDUIT IN TRENCH OF PUSHED	═══	- - -
EMERGENCY VEHICLE SYSTEM DETECTOR	⋈	⋈
CONFIRMATION BEACON	◁	◁
COMMON TRENCH		CT
UNIT DUCT		UD
PEDESTRIAN PUSHBUTTON DETECTOR	●	⊙
DETECTOR LOOP	⊏⊐	□

SCHEDULE OF QUANTITIES
MAGNETIC DETECTOR AND LOOP DETECTOR REPLACEMENT

Code No.	Quantity	Unit	Pay Item
87301305	650	Foot	Electric Cable in Conduit, Lead-in No. 14 1-Pair
88500100	2	Each	Inductive Loop Detector
88600100	62	Foot	Detector Loop, Type 1
85000200	1	Each	Maintenance of Existing Traffic Signal Installation
81900200	0	Foot	Trench and Backfill for Electrical Work
87900200	2	Each	Drill Existing Handhole
89502300	570	Foot	Remove Electric Cable from Conduit

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
88600600	-0-	Foot	Detector Loop Replacement

NOTE:

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

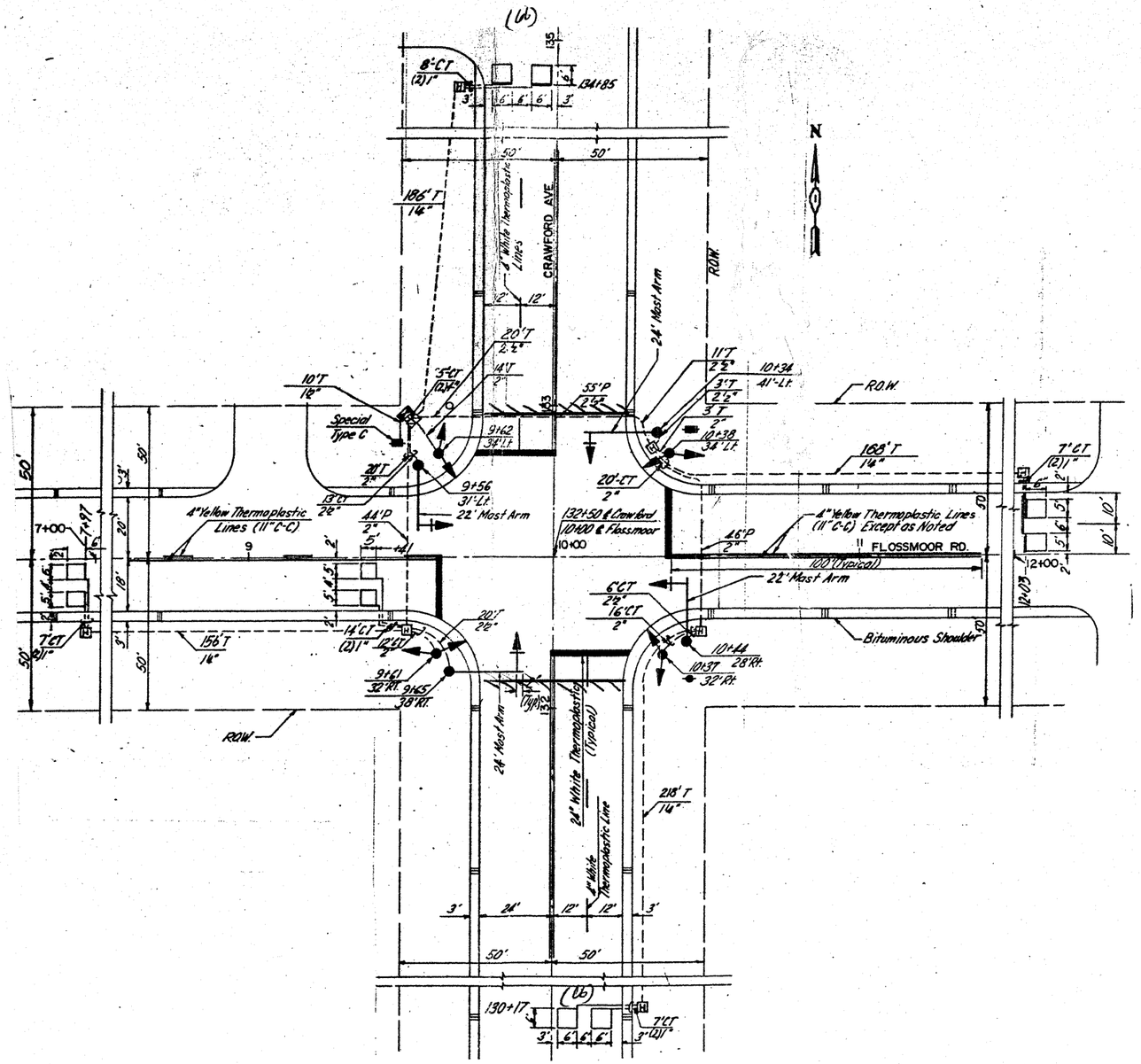
DETECTOR LOOP REPLACEMENT

PULASKI RD. @ VOLLMER RD.

SCALE: NONE
DATE JAN, 2009

DRAWN BY JHE
DESIGNED BY: JHE
CHECKED BY DAD

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(2143+3144)RS-1	COOK	29	18
STA.		TO STA.	CONTRACT # 60F44	
FED. ROAD DIST NO 7	ILLINOIS	FED AID PROJECT		



TRAFFC SIGNAL LEGEND

EXISTING	PROPOSED	
⊠	⊠	CONTROLLER
▫	■	SERVICE INSTALLATION
▷	▶	SIGNAL HEAD
▷	▶	SIGNAL HEAD WITH BACKPLATE
▫	▮	SIGNAL HEAD, PEDESTRIAN
▷ "P"	▶ "P"	SIGNAL HEAD OPTICALLY PROGRAMME
○	●	SIGNAL POST
○—	●—	MAST ARM ASSEMBLY AND POLE, STEE
○▷	●▶	MAST ARM ASSEMBLY AND POLE, ALUM
⊠ "E"	⊠	HANDHOLE
⊞ "E"	⊞	HEAVY DUTY HANDHOLE
⊠⊠ "E"	⊠⊠	DOUBLE HANDHOLE
═══	- - - -	G.S. CONDUIT IN TRENCH OR PUSHED
◎	⊙	PEDESTRIAN PUSHBUTTON DETECTOR
⬚	□	DETECTOR LOOP

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
80600600	132	Foot	Detector Loop Replacement

NOTE:

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

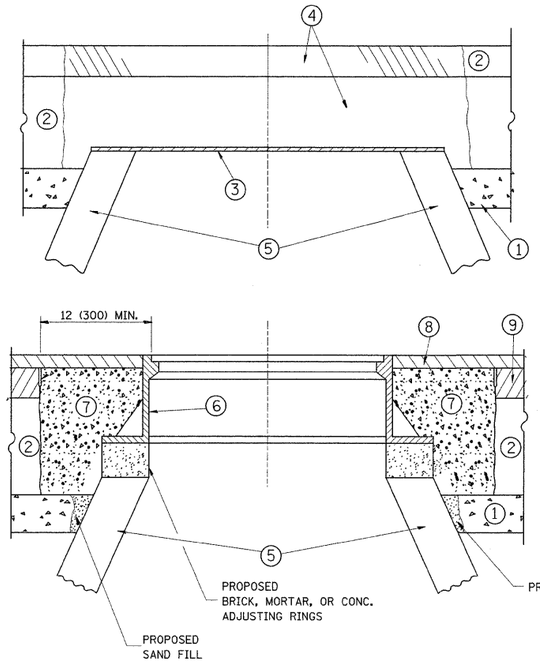
DETECTOR LOOP REPLACEMENT

PULASKI RD. @ FLOSSMOOR RD.

SCALE: NONE

DATE JAN. 2009

DRAWN BY JHE
DESIGNED BY: JHE
CHECKED BY DAD



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 1½ (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 SI 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 SI 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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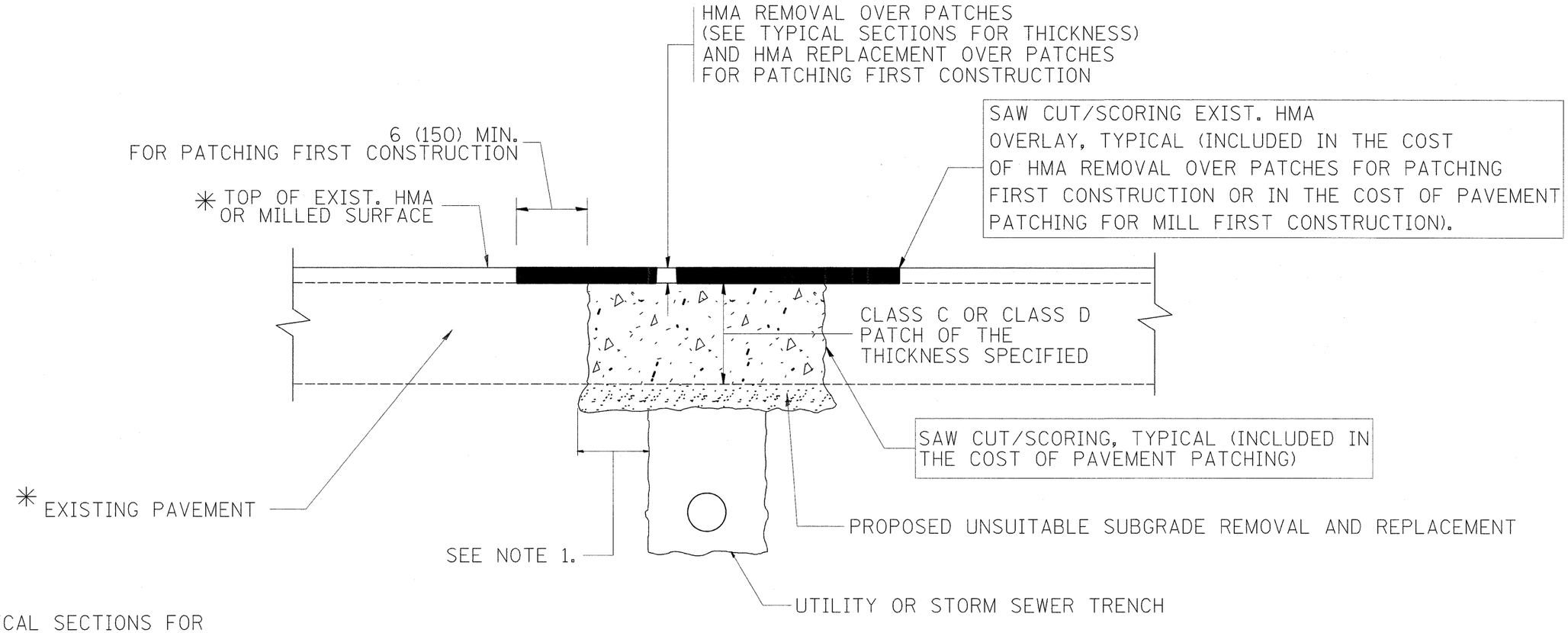
	PLOT DATE = 3/14/2009	DATE - 10-25-94	REVISED - R. BORO 01-01-07

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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	19
	BD600-03 (BD-8)	CONTRACT NO.	60F44	
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 $4\frac{1}{2}$ 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.

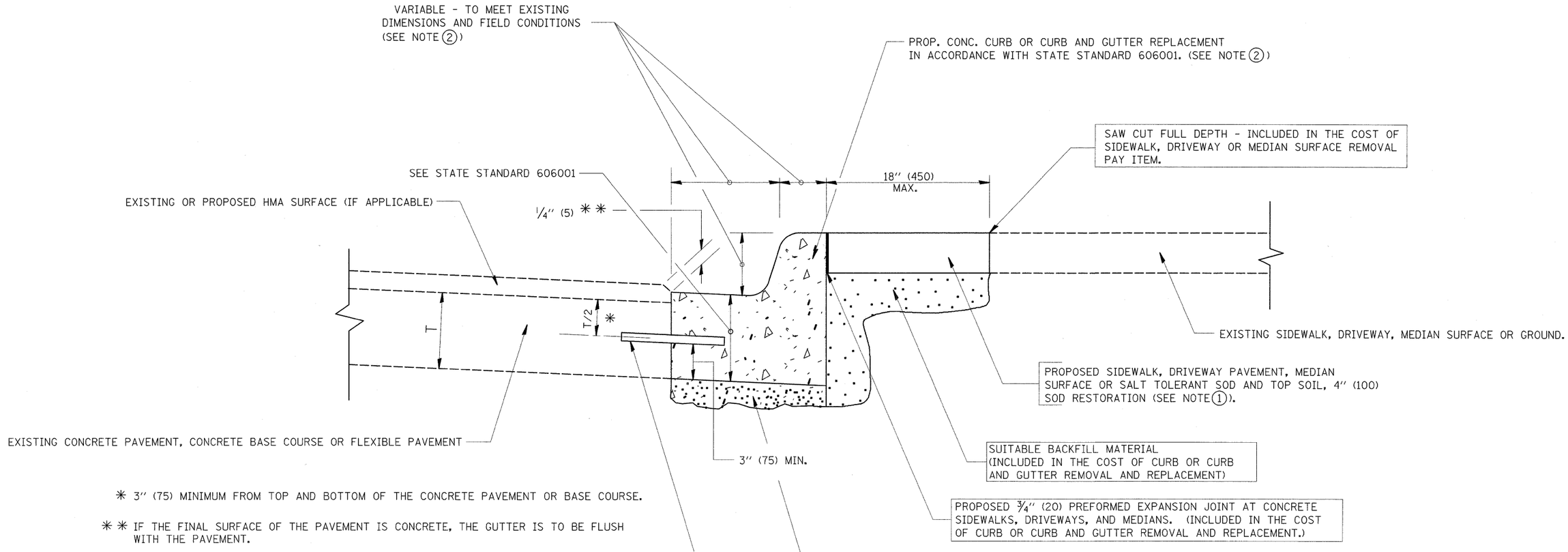
FILE NAME = c:\pw_work\PWIDOT\BANKSL\dms89328\Dist9td.dgn	USER NAME = banksl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 3/14/2009	DATE - 10-25-94	REVISED - K. ENG 10-27-08

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.
3778	(3143 & 3144) RS-1	COOK	29	20
	BD400-04 (BD-22)	CONTRACT NO. 60F44		
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.

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(2) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

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

(4) LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(5) THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

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

(7) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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.

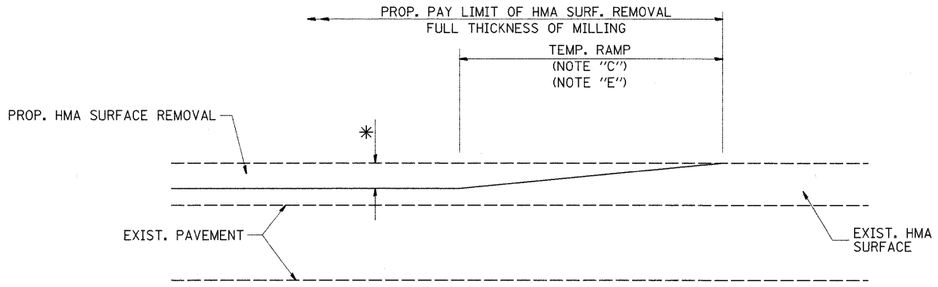
FILE NAME = c:\pw_work\PWIDOT\BANKSL\dms89328\D1stStd.dgn	USER NAME = banksl	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 3/14/2009	DATE - 03-11-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

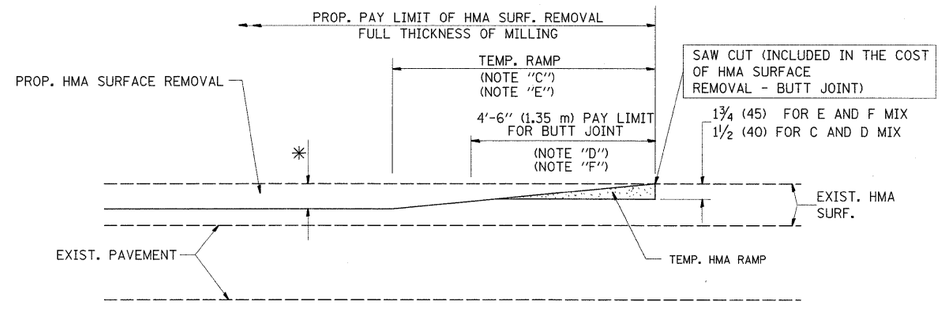
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	21
	BD600-06 (BD-24)	CONTRACT NO. 60F44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

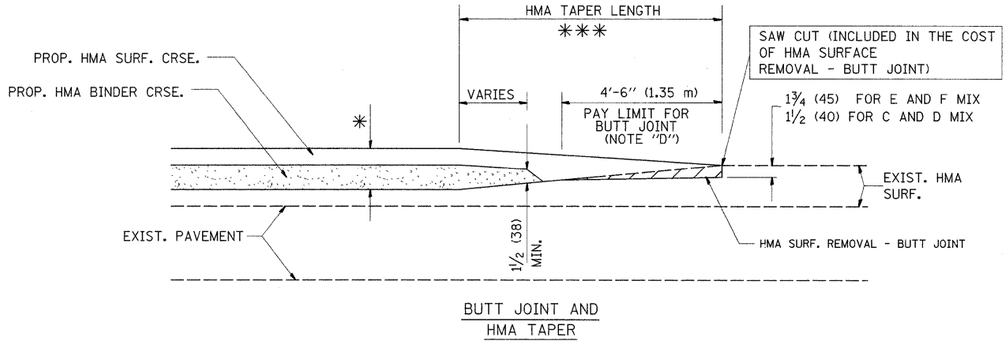


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

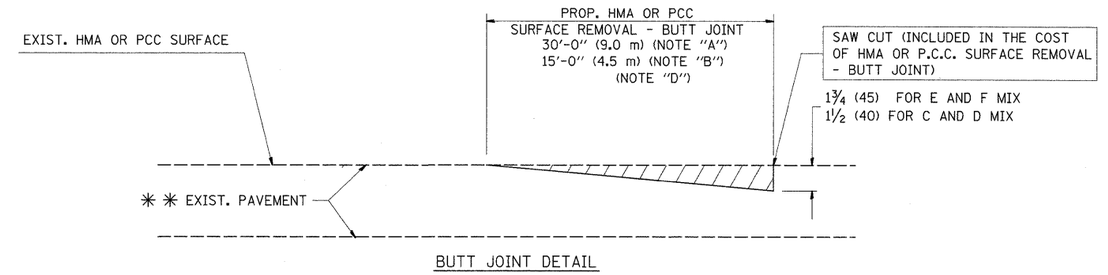
OPTION 2

TYPICAL TEMPORARY RAMP

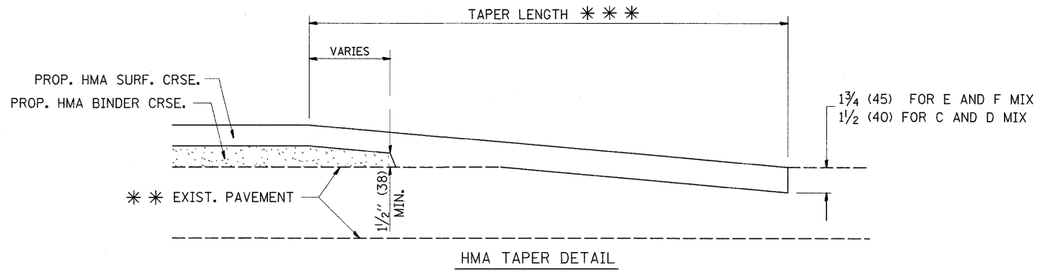


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



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.

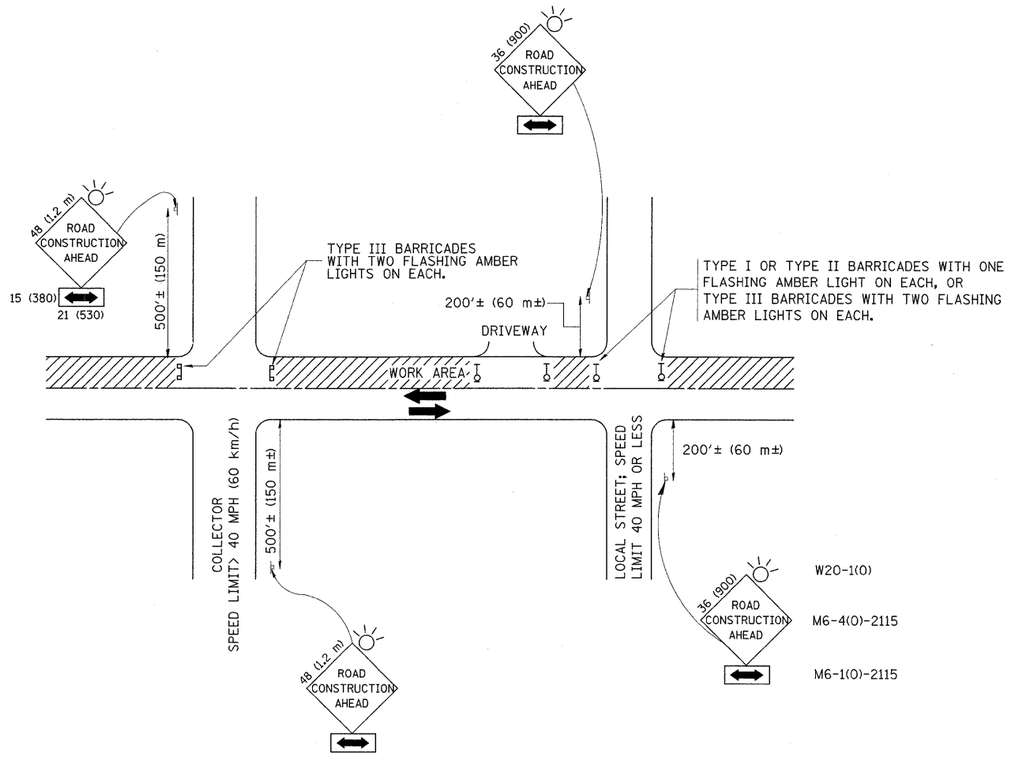
FILE NAME = c:\pw_work\PWIDOT\BANKSL\dms89328\D1st5td.dgn	USER NAME = banksl	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 3/14/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07

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.
3778	(3143 & 3144) RS-1	COOK	29	22
	BD400-05 BD32	CONTRACT NO. 60F44		
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.

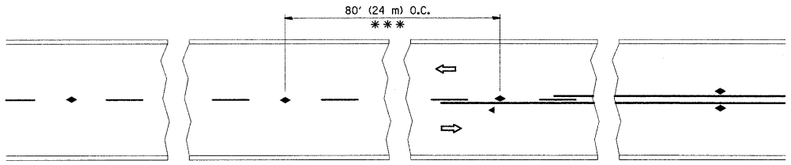
FILE NAME = c:\pw_work\PWIDOT\BANKSL\dms89328\D1stStd.dgn	USER NAME = banksl	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 3/14/2009	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

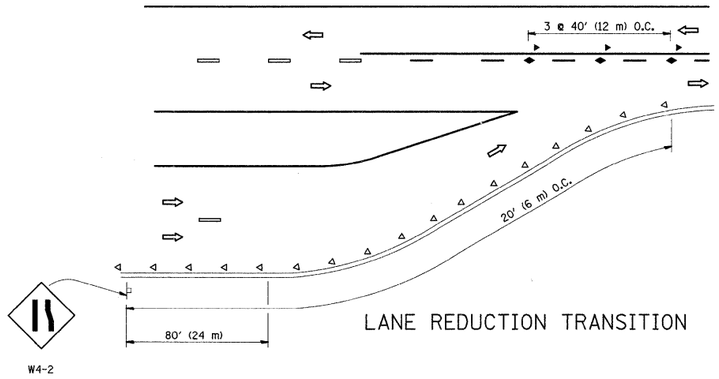
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	23
	TC-10	CONTRACT NO. 60F44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

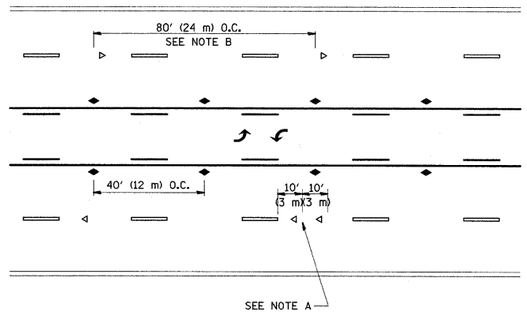


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

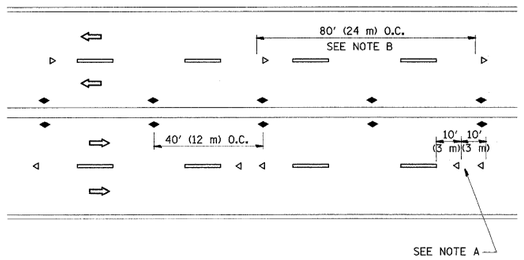
TWO-LANE/TWO-WAY



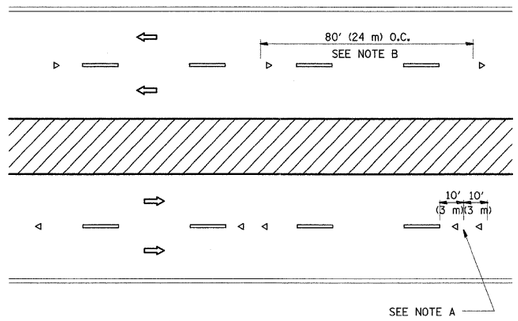
LANE REDUCTION TRANSITION



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

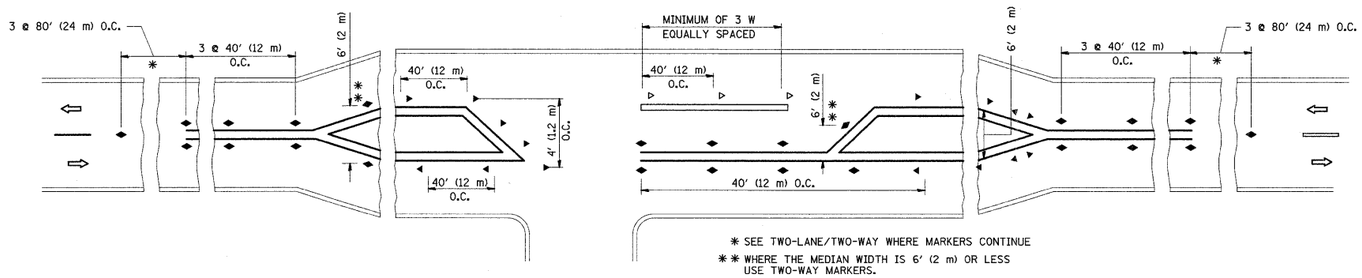
LANE MARKER NOTES

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.

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

DESIGN NOTES

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



* 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.

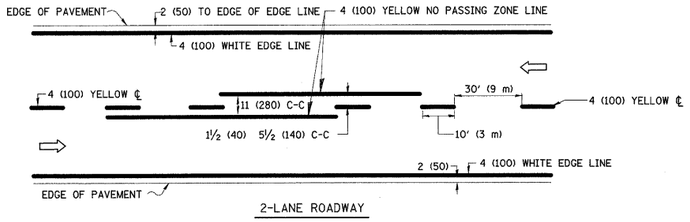
FILE NAME = c:\pw_work\PWIDOT\BANKSL\dms89328\DistStd.dgn	USER NAME = banksl	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/14/2003	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

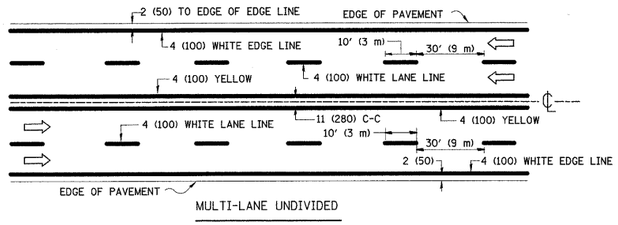
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

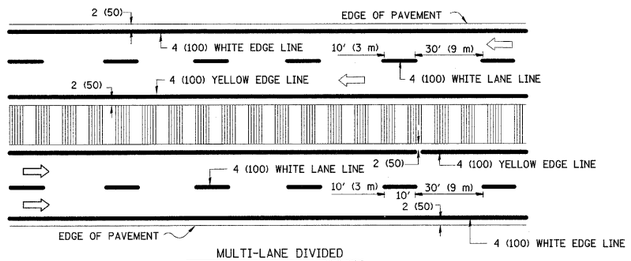
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	24
	TC-11	CONTRACT NO. 60F44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



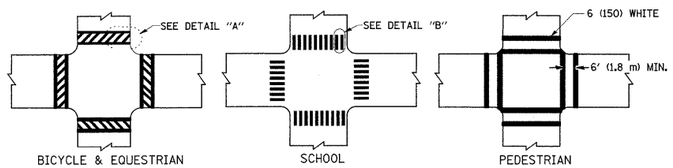
MULTI-LANE UNDIVIDED

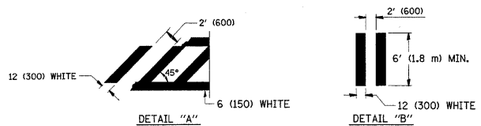


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

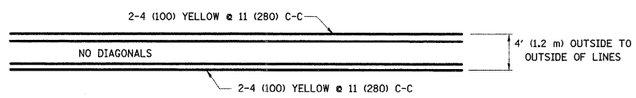
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

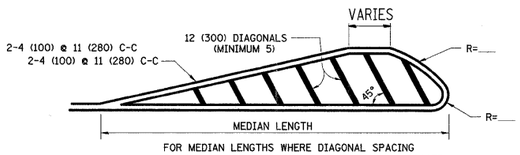




TYPICAL CROSSWALK MARKING



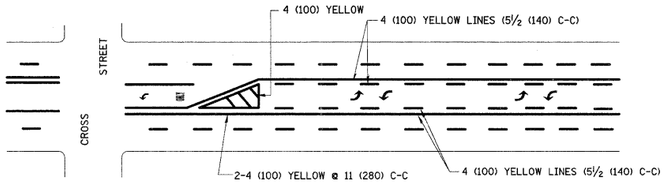
4' (1.2 m) WIDE MEDIANS ONLY



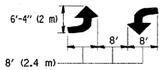
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

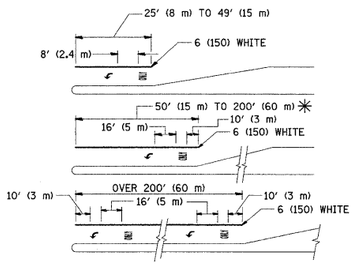


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

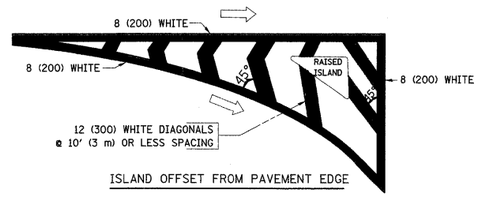


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

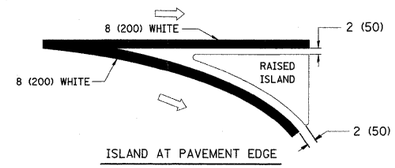
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



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 UNDIVEDED PAVEMENT	2 ℄ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ℄ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 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; 5½ (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" IS 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)
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.

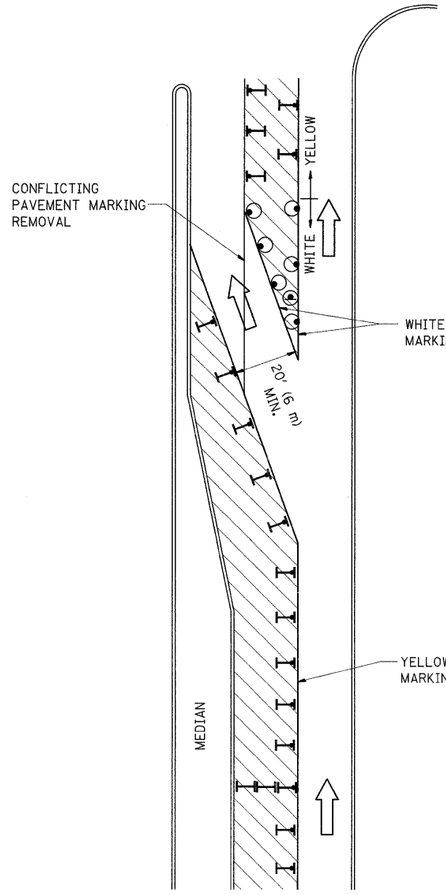
FILE NAME = c:\pw_work\PWIDOT\BANKSL\dms89328\Dist5sd.dgn	USER NAME = banksl	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -A. HOUSEH 10-09-96
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -A. HOUSEH 10-17-96
	PLOT DATE = 3/14/2009	DATE - 03-19-90	REVISED -T. RAMMACHER 01-06-00

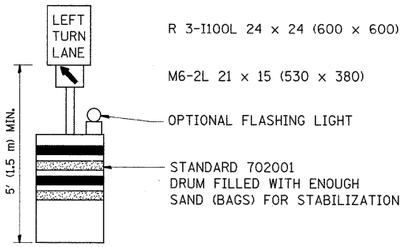
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	25
	TC-13	CONTRACT NO. 60F44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 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 BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

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

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

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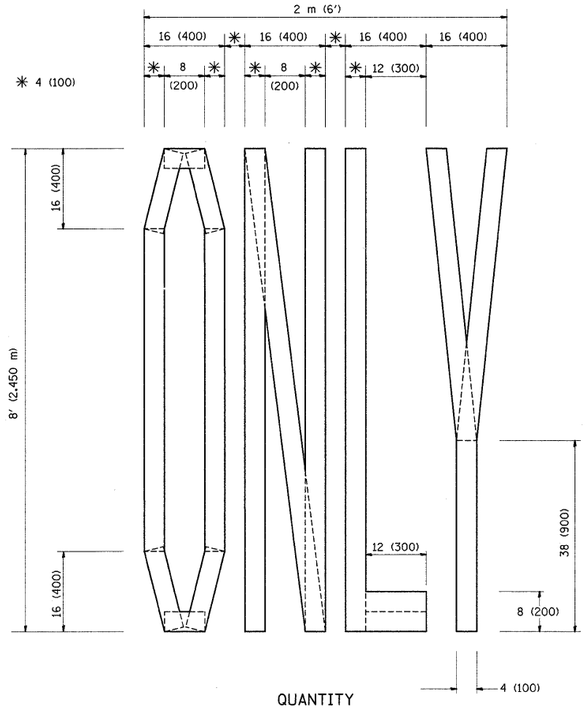
		DRAWN -	REVISED - A. HOUSEH 11-07-95
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 3/14/2009	DATE -	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

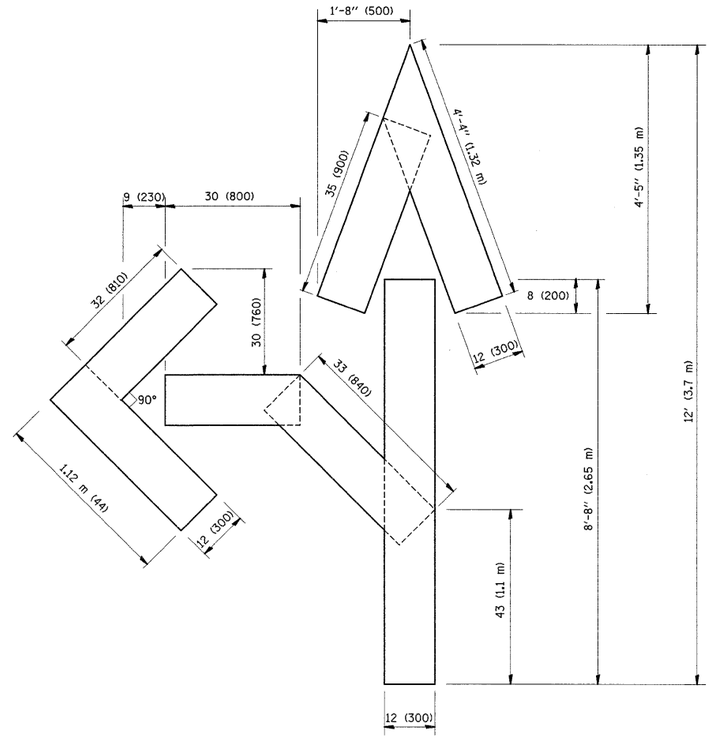
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

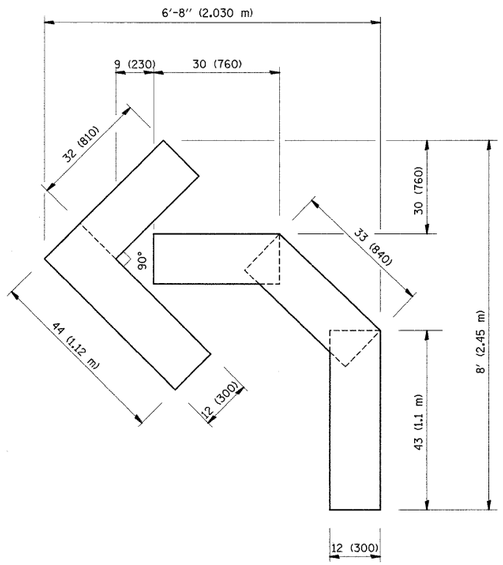
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	26
	TC-14	CONTRACT NO. 60F44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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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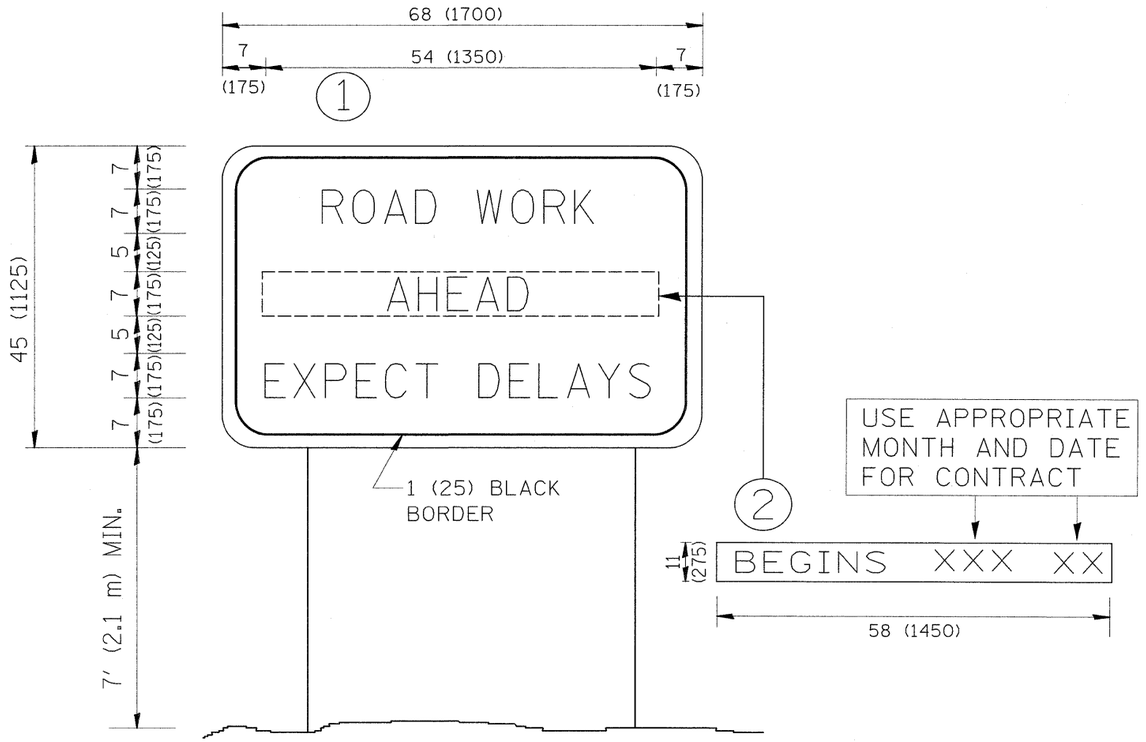
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 3/14/2009	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	27
	TC-16	CONTRACT NO. 60F44		
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 = c:\pw_work\PWIDOT\BANKSL\dms89328\D1stStd.dgn	USER NAME = banksl	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 3/14/2009	DATE -	REVISED - C. JUCIUS 01-31-07

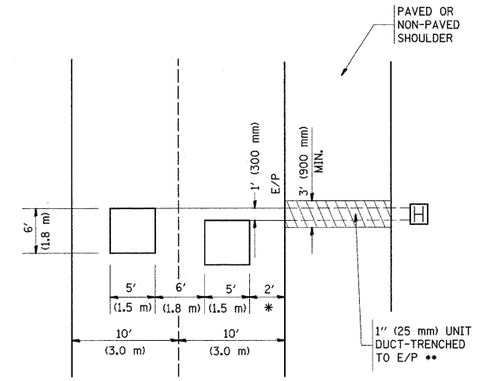
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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.
3778	(3143 & 3144) RS-1	COOK	29	28
	TC-22	CONTRACT NO. 60F44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

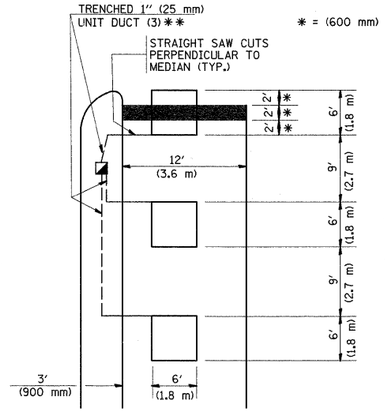


* = (600 mm)

** 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.

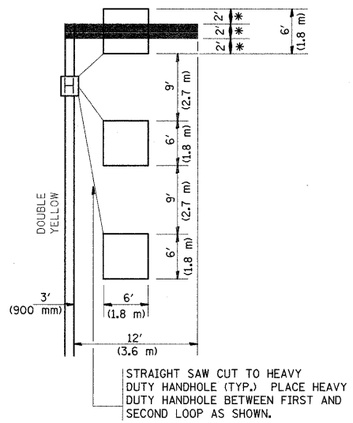


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

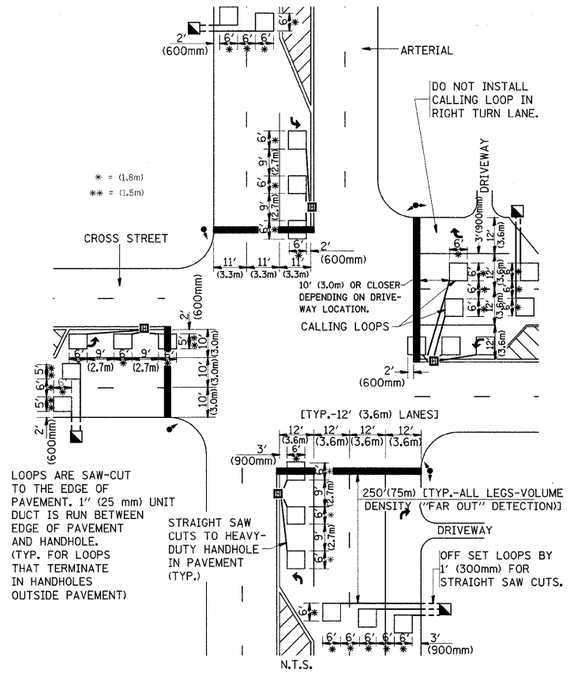
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



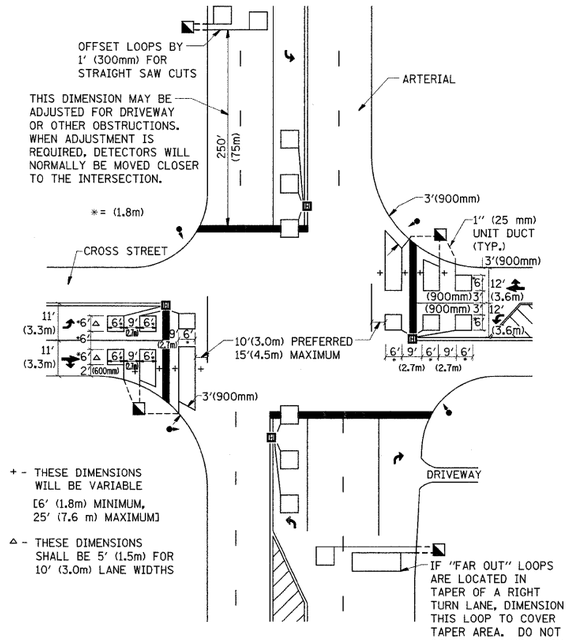
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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 SEPARATLY. 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 = c:\pw_work\PWIDOT\BANKSL\dms89328\DistStd.dgn	USER NAME = banksl	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 3/14/2009	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(3143 & 3144) RS-1	COOK	29	29
	TS-07	CONTRACT NO. 60F44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		