

06-13-14 LETTING ITEM 030

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

**FAU ROUTE 3778: (CRAWFORD AVE / PULASKI RD)
US 6 (159TH ST.) TO I-80
SECTION (1212.2,1112.1,0708)RS
RESURFACING (3P)
COOK COUNTY**

C-91-287-14

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	1
		ILLINOIS	CONTRACT NO. 60Y03	

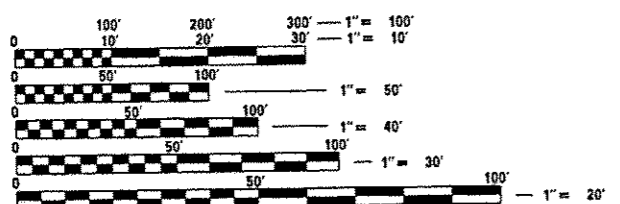
D-91-287-14



LOCATION OF SECTION INDICATED THUS: - ■ -

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE CITY OF
MARKHAM & THE CITY OF COUNTRY CLUB HILLS

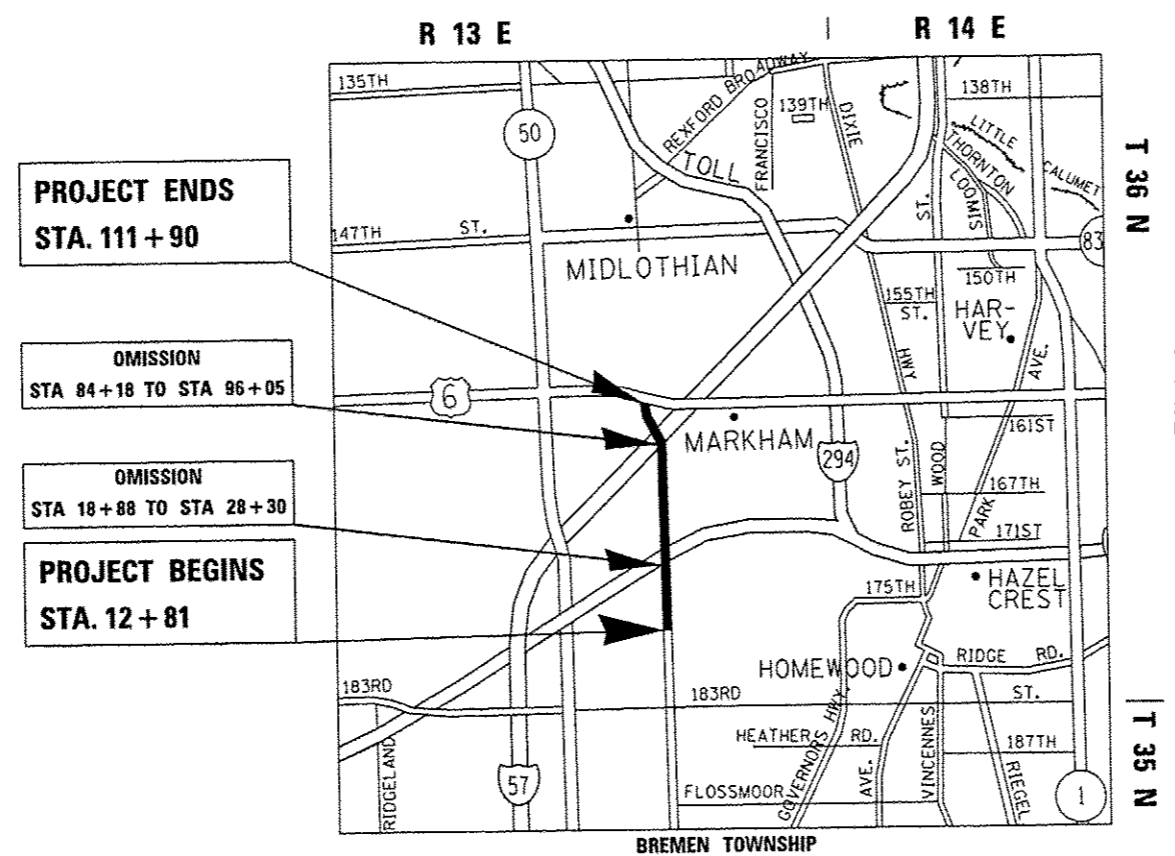


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER KARI SMITH
PROJECT MANAGER KEN ENG

CONTRACT NO. 60Y03



**PROJECT ENDS
STA. 111 + 90**

**OMISSION
STA 84 + 18 TO STA 96 + 05**

**OMISSION
STA 18 + 88 TO STA 28 + 30**

**PROJECT BEGINS
STA. 12 + 81**



TRAFFIC DATA
2010 ADT = 22,400
POSTED SPEED LIMIT = 40-45 MPH

GROSS LENGTH = 9,909 FT. = 1.877 MILE
NET LENGTH = 7,780 FT. = 1.473 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 4/1 2014

John Frattolonna
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 9 2014
John D. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

May 9 2014
Osman
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE CITY OF MARKHAM AND THE CITY OF COUNTRY CLUB HILLS.

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

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

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 RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)), WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

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

THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF CONSTRUCTION.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.

WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (64 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (64 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) 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) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

ALL SIDEWALK RAMPS WITHIN THE LIMITS OF THE PROJECT SHALL CONFORM TO CURRENT ADA REQUIREMENTS AND THE APPLICABLE STANDARDS INCLUDED IN THE PLANS.

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

SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.

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 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

INDEX OF SHEETS

HIGHWAY STANDARDS

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	COVER SHEET	000001-06	STANDARD SYMBOLS, ABBREVIATIONS & PATTERNS
2	INDEX OF SHEETS	424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
3-5	SUMMARY OF QUANTITIES	424021-02	DEPRESSED CORNER FOR SIDEWALKS
6-8	TYPICAL SECTIONS	424026-01	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
9-13	ROADWAY AND PAVEMENT MARKING PLANS	442201-03	CLASS C AND D PATCHES
14-15	DETECTOR LOOP REPLACEMENT PLANS	482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
16	DETAILS FOR FRAMES & LIDS ADJUSTMENT WITH MILLING (BD-8)	604091-02	FRAME AND GRATE TYPE 24
17	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)	606306-03	CORRUGATED PC CONCRETE MEDIANS
18	CURB OR CURB & GUTTER REMOVAL AND REPLACEMENT (BD-24)	606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
19	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
20	HMA TAPER AT EDGE OF P.C.C. PAVEMENT (BD-33)	701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
21	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)	701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS, DAY ONLY, FOR SPEEDS >= 45 MPH
22	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701311-03	LANE CLOSURE 2L 2W, MOVING OPERATIONS-DAY ONLY
23	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701336-06	LANE CLOSURE, 2L, 2W, WORK AREA IN SERIES, FOR SPEEDS >= 45 MPH
24	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701421-06	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS >= 45 MPH TO 55MPH
25	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	701426-06	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS >= 45 MPH
26	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701602-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
27	DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)	701606-09	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN.
28	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)	701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
		701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
		701901-03	TRAFFIC CONTROL DEVICES

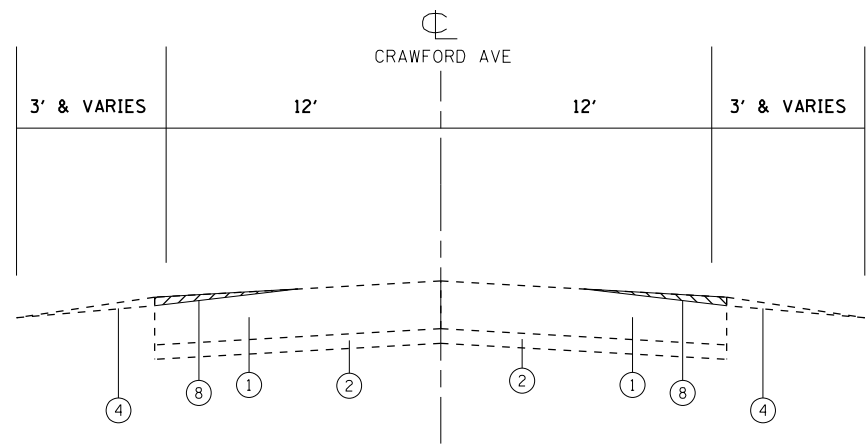
FILE NAME :	USER NAME : dastmenna	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PULASKI ROAD FROM US 6 (159TH STREET) TO INTERSTATE 80 TABLE OF CONTENTS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\dastmenna\083212\0	28714-01t-cover.dgn	DRAWN -	REVISED -			3778	(1212.1, 1112.1, 0708) RS	COOK	28	2	
Default	PLOT SCALE * 100.0000 / / in	CHECKED -	REVISED -			CONTRACT NO. 60Y03					
	PLOT DATE * 4/7/2014	DATE -	REVISED -			SCALE:	SHEET 2 OF 28 SHEETS	STA. 12+81 TO STA. 111+90	ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES			URBAN		CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN		CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005						CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	17	17						70300100	SHORT TERM PAVEMENT MARKING	FOOT	19650	19650					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	26	26						70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	437	437					
60624600	CORRUGATED MEDIAN	SO FT	2364	2364						70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	32210	32210					
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	5	5						70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1321	1321					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6						70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1106	1106					
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1						70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	173	173					
67100100	MOBILIZATION	L SUM	1	1						70301000	WRK ZONE PAVEMENT MARKING REMOVAL	SO FT	13287	13287					
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1						* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	437	437					
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1						* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	32210	32210					
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1						* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1321	1321					
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1						* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1106	1106					
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1						* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	173	173					
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1						* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	845	845					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1															
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1															

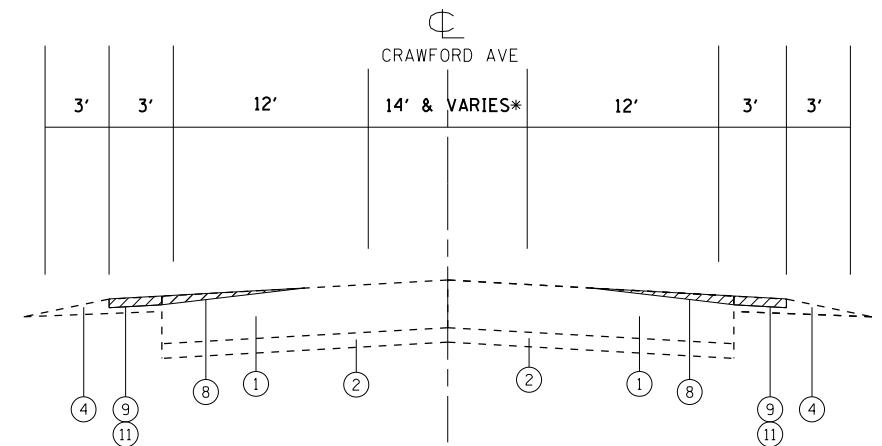
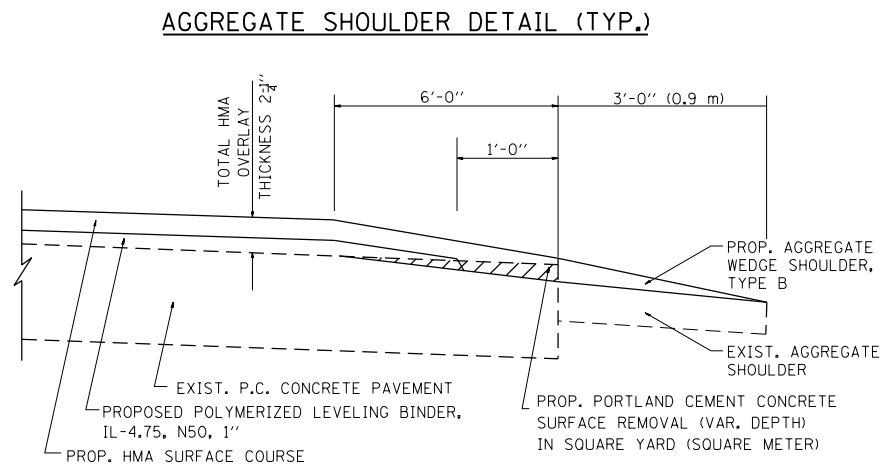
*Specialty Hem Rev.

FILE NAME :	USER NAME : dellmora	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PULASKI ROAD FROM US 6 (159TH STREET) TO INTERSTATE 80 SUMMARY OF QUANTITIES		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLT SCALE : 1/4" = 1'-0"	DRAWN -	REVISED -	3778				(1212.1, 1112.1, 0709) RS	CODK	28	4	
PLT DATE : 4/7/2014	CHECKED -	REVISED -	CONTRACT NO. 60Y03				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
	DATE -	REVISED -	SCALE:				SHEET 4 OF 28 SHEETS	STA. 12+81	TO STA. 111+90		

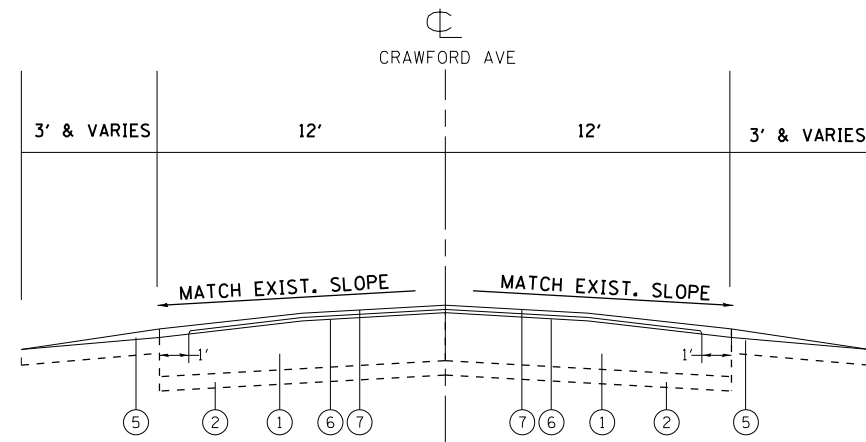
SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					CODE NO	ITEM	UNIT	TOTAL QUANTITIES					
78300200	RAISED REFLECTIVE PAVEMENT MARKER	EACH	600	600													
	REMOVAL																
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	372	372													
* 89502376	REBUILD EXISTING HANDHOLE	EACH	2	2													
* 89502378	REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE	EACH	2	2													
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	14	14													
X4060110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	34184	34184													
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	8100	8100													
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	3400	3400													
XZ043900	PREFORMED JOINT FILLER REMOVAL	FOOT	5120	5120													
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	750	750													
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	47	47													
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4													
44022029	PARTIAL DEPTH REMOVAL, 3"	SQ YD	515	515													



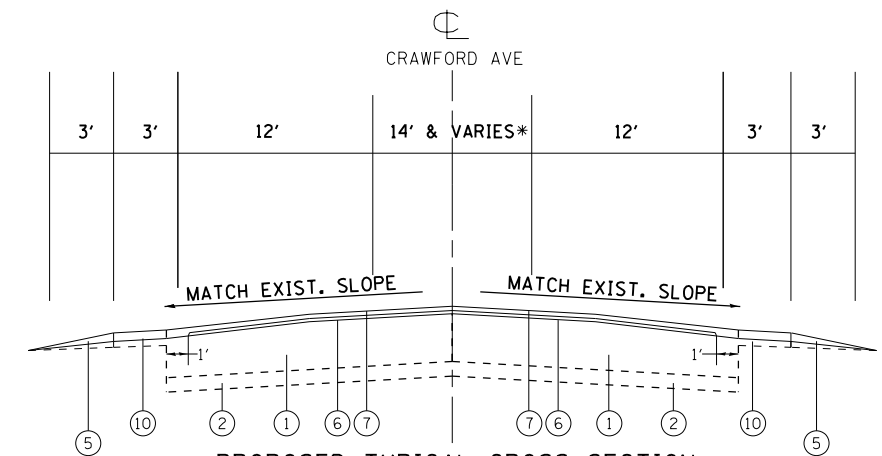
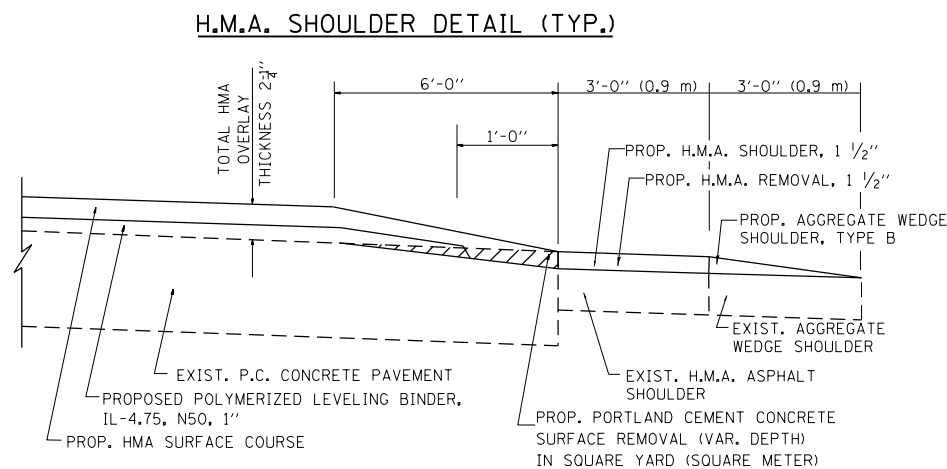
**EXISTING TYPICAL CROSS SECTION
CRAWFORD AVE. (US 6 TO I-80)
FROM STA. 12+81 TO 18+88**



**EXISTING TYPICAL CROSS SECTION
CRAWFORD AVE. (US 6 TO I-80)
FROM STA. 28+30 TO 32+99**



**PROPOSED TYPICAL CROSS SECTION
CRAWFORD AVE. (US 6 TO I-80)
FROM STA. 12+81 TO 18+88**



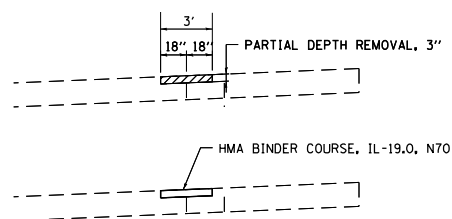
**PROPOSED TYPICAL CROSS SECTION
CRAWFORD AVE. (US 6 TO I-80)
FROM STA. 28+30 TO 32+99**

LEGEND

- ① EXISTING 10" PCC PAVEMENT
- ② EXISTING SUB-BASE GRANULAR MATERIAL 6"
- ③ EXISTING COMB. CURB & GUTTER, TYPE B-6.24
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B (SEE AGGREGATE SHOULDER DETAIL)
- ⑥ PROPOSED POLYMERIZED LEVELING BINDER, IL-4.75, N50, 1"
- ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COUSE, MIX "D", N70, 1 1/2"
- ⑧ PROPOSED P.C.C. SURFACE REMOVAL (VAR. DEPTH)
- ⑨ EXISTING HMA SHOULDER, 8"
- ⑩ PROPOSED HMA SHOULDER (SEE H.M.A. SHOULDER DETAIL), 1 1/2"
- ⑪ PROPOSED HMA SURFACE REMOVAL, 1 1/2"

**DETAIL A
LONGITUDINAL JOINT REPAIR (TYP.)**

(LOCATIONS TO BE DETERMINED BY ENGINEER)



NOTES

- * SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR THE LOCATIONS OF THE PAINTED MEDIANS, LEFT TURN LANES.
- ** CONTRACTOR SHALL PATCH BEFORE MILLING.
- *** THE TOTAL RECYCLE HOT-MIX ASPHALT (D-1) SPECIAL PROVISION SHALL ONLY APPLY TO HMA SURFACE COURSE, MIX D, N70.
- **** SURFACE COARSE MIX SHALL BE USED FOR THE PROPOSED H.M.A. SHOULDER.

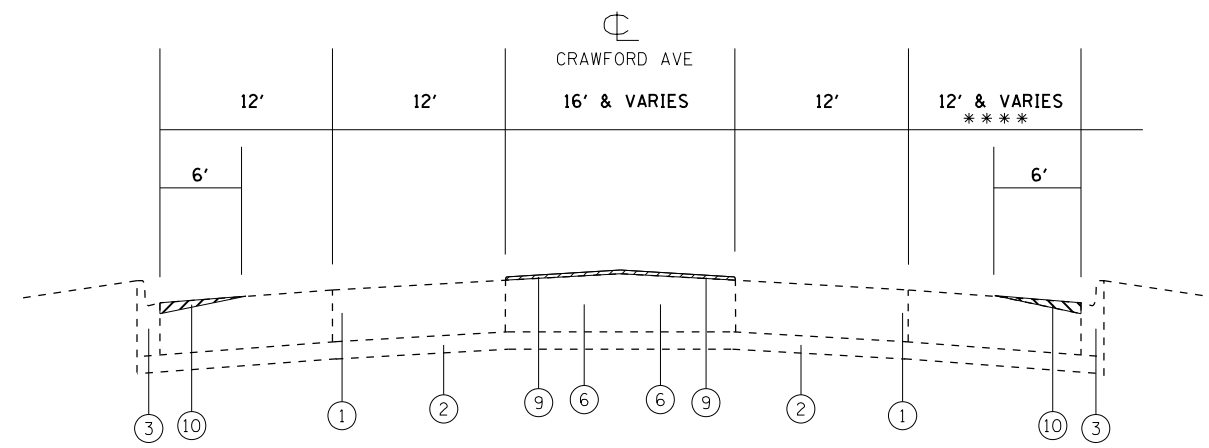
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5 mm)	3% @ 70 GYR.	QCP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.	QCP
CLASS D PATCHES (HMA BINDER IL-19 mm), 10"	4% @ 70 GYR.	QA/QC
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19mm)	4% @ 70 GYR.	QA/QC
HMA BINDER COURSE, IL-19.0, N70	4% @ 70 GYR	QA/QC

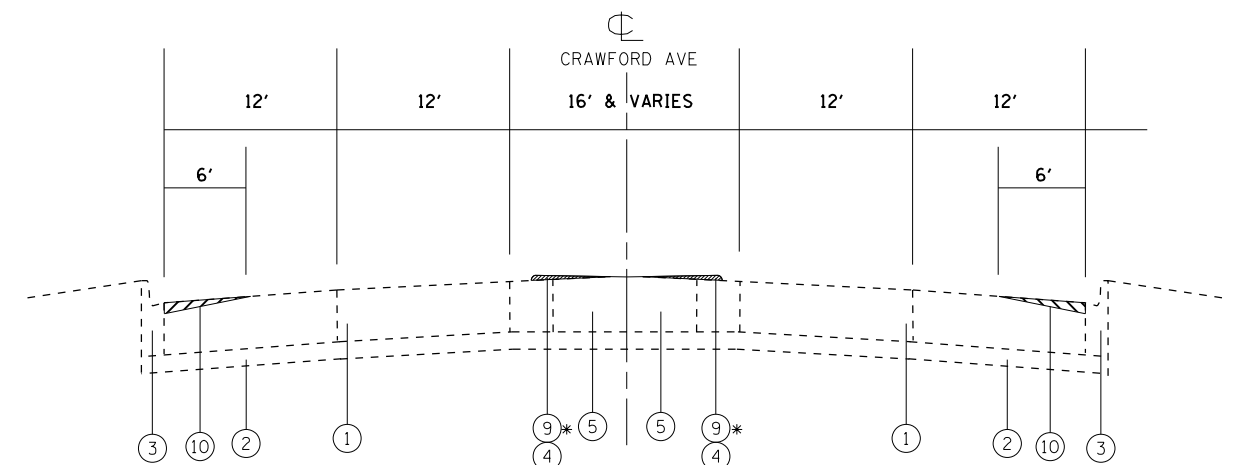
QMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)

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

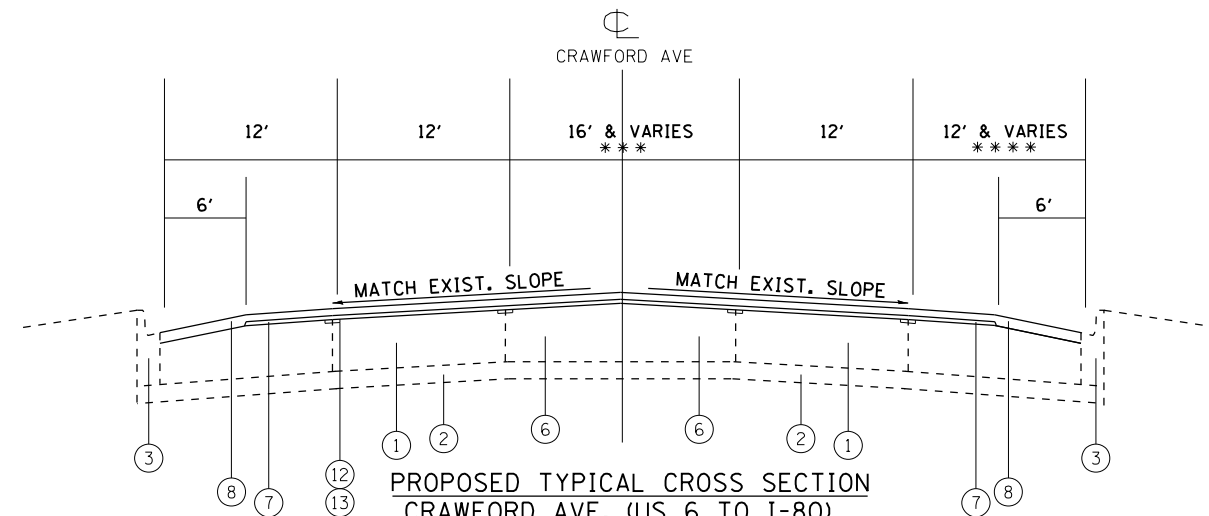
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.



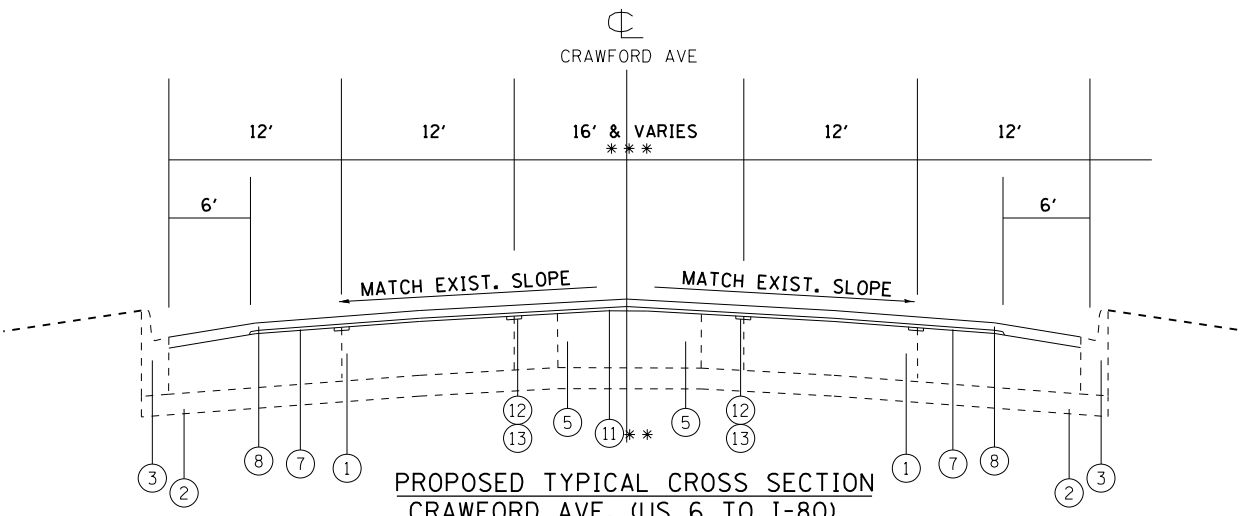
EXISTING TYPICAL CROSS SECTION
CRAWFORD AVE. (US 6 TO I-80)
 FROM STA. 37+80 TO STA 59+64
 FROM STA. 73+60 TO STA 80+32



EXISTING TYPICAL CROSS SECTION
CRAWFORD AVE. (US 6 TO I-80)
 FROM STA. 32+99 TO 37+80
 FROM STA. 59+64 TO 73+60



PROPOSED TYPICAL CROSS SECTION
CRAWFORD AVE. (US 6 TO I-80)
 FROM STA. 37+80 TO STA 59+64
 FROM STA. 73+60 TO STA 80+32



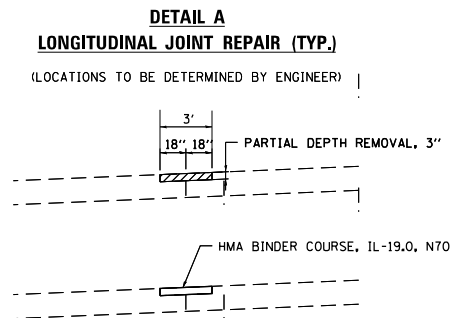
PROPOSED TYPICAL CROSS SECTION
CRAWFORD AVE. (US 6 TO I-80)
 FROM STA. 32+99 TO 37+80
 FROM STA. 59+64 TO 73+60

LEGEND

- ① EXISTING 10" PCC PAVEMENT
- ② EXISTING SUB-BASE GRANULAR MATERIAL 6"
- ③ EXISTING COMB. CURB & GUTTER, TYPE B-6.24
- ④ EXISTING COMB. CURB & GUTTER, TYPE M-2.12
- ⑤ EXISTING P.C.C. MOUNTABLE CONCRETE MEDIAN
- ⑥ EXISTING P.C.C. CONCRETE CORRUGATED MEDIAN
- ⑦ PROPOSED POLYMERIZED LEVELING BINDER, IL-4.75, N50, 1"
- ⑧ PROPOSED HOT-MIX ASPHALT SURFACE COUSE, MIX "D", N70, 1 1/2"
- ⑨ PROPOSED MEDIAN REMOVAL, PARTIAL DEPTH
- ⑩ PROPOSED P.C.C. SURFACE REMOVAL (VAR. DEPTH)
- ⑪ PROPOSED POLYMERIZED LEVELING BINDER, IL-4.75, N50, VARIABLE DEPTH
- ⑫ PROPOSED PARTIAL DEPTH REMOVAL, 3" (SEE DETAIL A)
- ⑬ PROPOSED BINDER COURSE, IL-19.0, N70 (SEE DETAIL A)

NOTES

- * COST OF REMOVAL OF PORTION OF P.C.C. CURB ABOVE GUTTER TO BE INCLUDED WITH MEDIAN REMOVAL, PARTIAL DEPTH. THE CONTRACTOR SHALL MATCH THE EXIST. ADJACENT PAVEMENT CROSS SLOPE FOR MEDIAN REMOVAL, PARTIAL DEPTH.
- ** COST OF VARIABLE DEPTH POLYMERIZED LEVELING BINDER, IL-4.75, N50, SHALL BE INCLUDED IN THE PAY ITEM POLYMERIZED LEVELING BINDER, IL-4.75, N50.
- *** SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR THE LOCATIONS OF THE PAINTED MEDIANS, LEFT TURN LANES.
- **** RIGHT TURN LANE FROM STATION 45+60 TO 48+12. SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR MORE INFORMATION.
- ***** CONTRACTOR SHALL PATCH BEFORE MILLING.
- ***** THE TOTAL RECYCLE HOT-MIX ASPHALT (D-1) SPECIAL PROVISION SHALL ONLY APPLY TO HMA SURFACE COURSE, MIX D, N70.



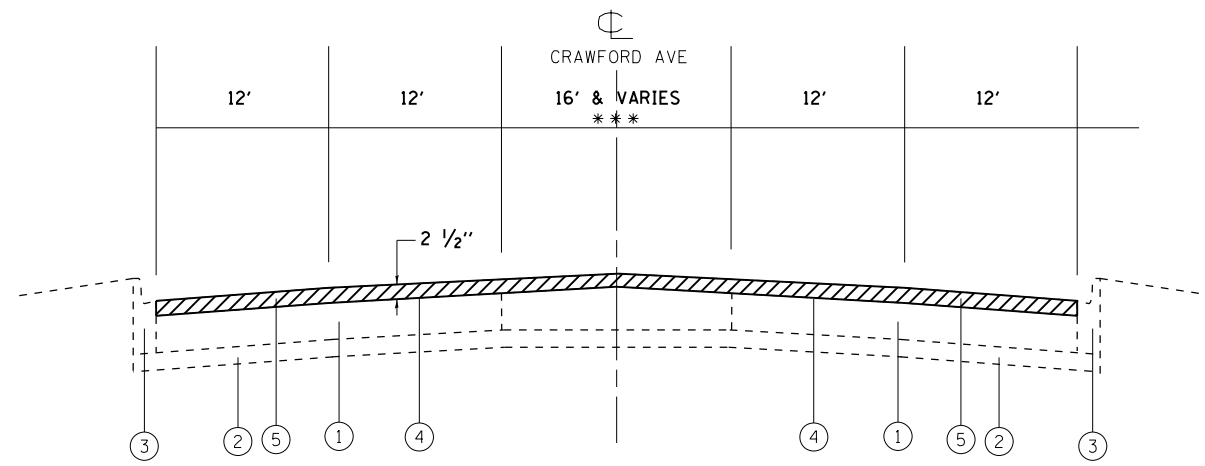
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

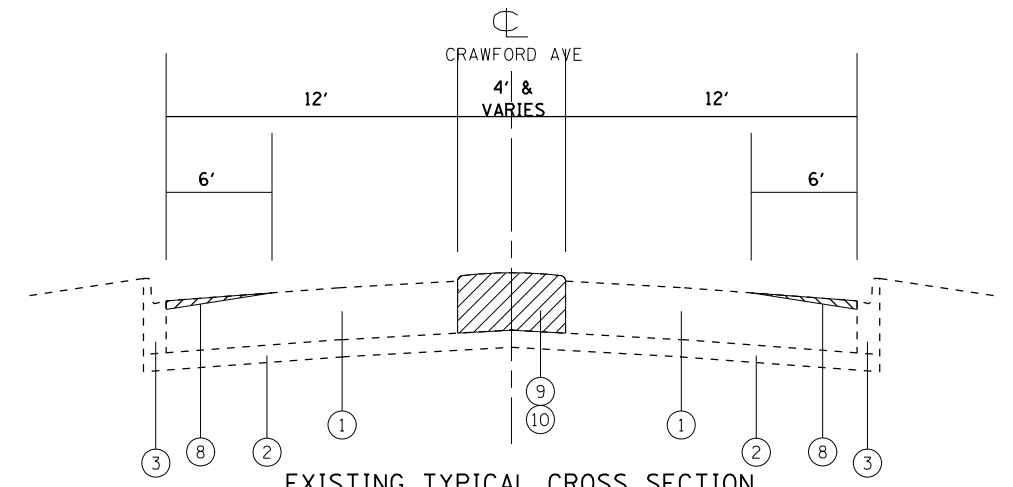
PULASKI ROAD FROM US 6 (159TH STREET) TO INTERSTATE 80
TYPICAL SECTIONS

SCALE: SHEET 7 OF 28 SHEETS STA. 12+81 TO STA. 111+90

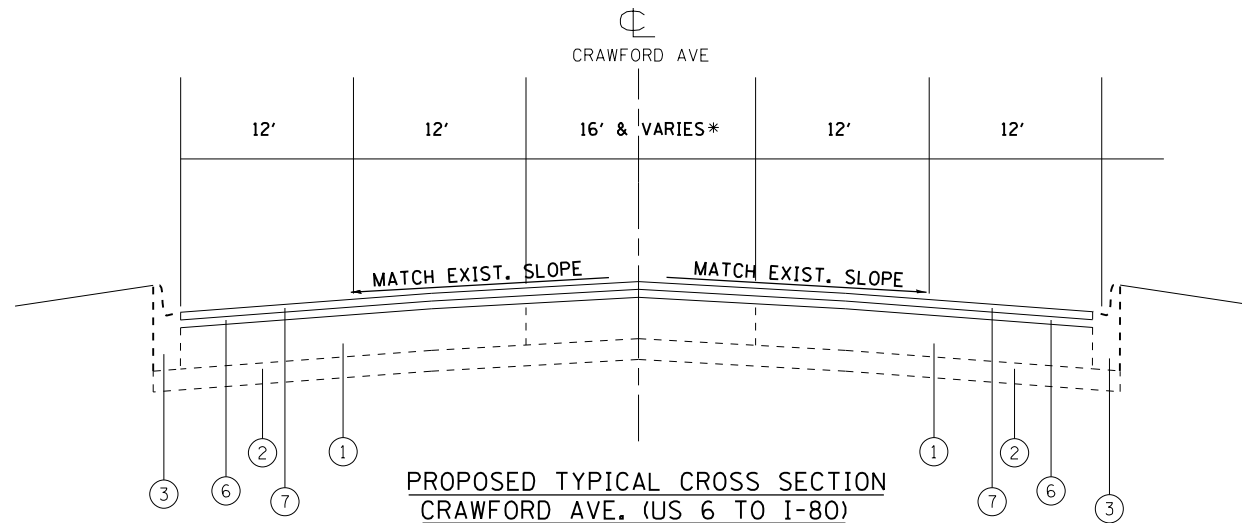
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.1, 1112.1, 0708) RS	COOK	28	7
CONTRACT NO. 60Y03			ILLINOIS FED. AID PROJECT	



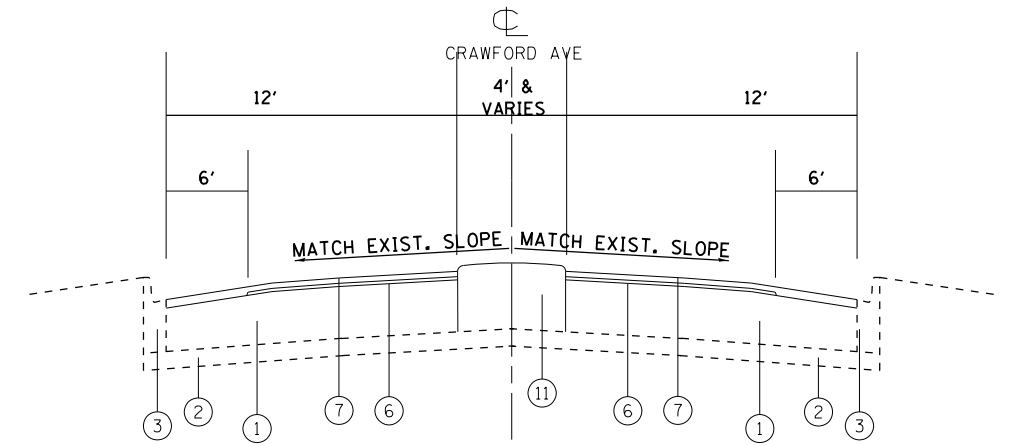
EXISTING TYPICAL CROSS SECTION
CRAWFORD AVE. (US 6 TO I-80)
FROM STA. 96+05 TO 111+90



EXISTING TYPICAL CROSS SECTION
CRAWFORD AVE. (US 6 TO I-80)
FROM STA. 80+32 TO 84+18



PROPOSED TYPICAL CROSS SECTION
CRAWFORD AVE. (US 6 TO I-80)
FROM STA. 96+05 TO 111+90



PROPOSED TYPICAL CROSS SECTION
CRAWFORD AVE. (US 6 TO I-80)
FROM STA. 80+32 TO 84+18

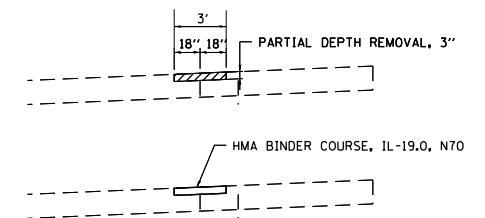
NOTES

- ① EXISTING 10" PCC PAVEMENT
- ② EXISTING SUB-BASE GRANULAR MATERIAL 6"
- ③ EXISTING COMB. CURB & GUTTER, TYPE B-6.24
- ④ EXISTING HOT MIX ASPHALT PAVEMENT, ± 2 1/2"
- ⑤ PROPOSED H.M.A. REMOVAL ± 2 1/2"
- ⑥ PROPOSED POLYMERIZED LEVELING BINDER, IL-4.75, N50, 1"
- ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COUSE, MIX "D", N70, 1 1/2"
- ⑧ PROPOSED P.C.C. SURFACE REMOVAL (VAR. DEPTH)
- ⑨ EXISTING CORRUGATED MEDIAN
- ⑩ PROPOSED MEDIAN REMOVAL
- ⑪ PROPOSED CORRUGATED MEDIAN

- * SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR THE LOCATIONS OF THE PAINTED MEDIANS, LEFT TURN LANES.
- ** CONTRACTOR SHALL PATCH BEFORE MILLING.
- *** THE TOTAL RECYCLE HOT-MIX ASPHALT (D-1) SPECIAL PROVISION SHALL ONLY APPLY TO HMA SURFACE COURSE, MIX D, N70.

**DETAIL A
LONGITUDINAL JOINT REPAIR (TYP.)**

(LOCATIONS TO BE DETERMINED BY ENGINEER)



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PULASKI ROAD FROM US 6 (159TH STREET) TO INTERSTATE 80
TYPICAL SECTIONS**

SCALE: SHEET 8 OF 28 SHEETS STA. 12+81 TO STA. 111+90

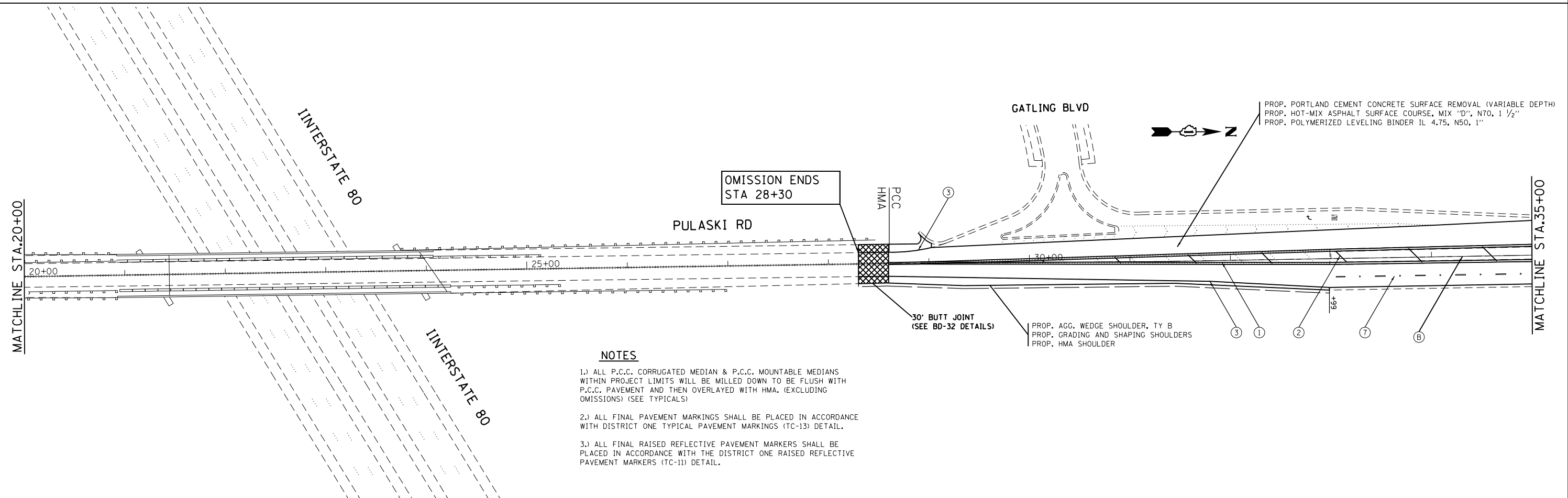
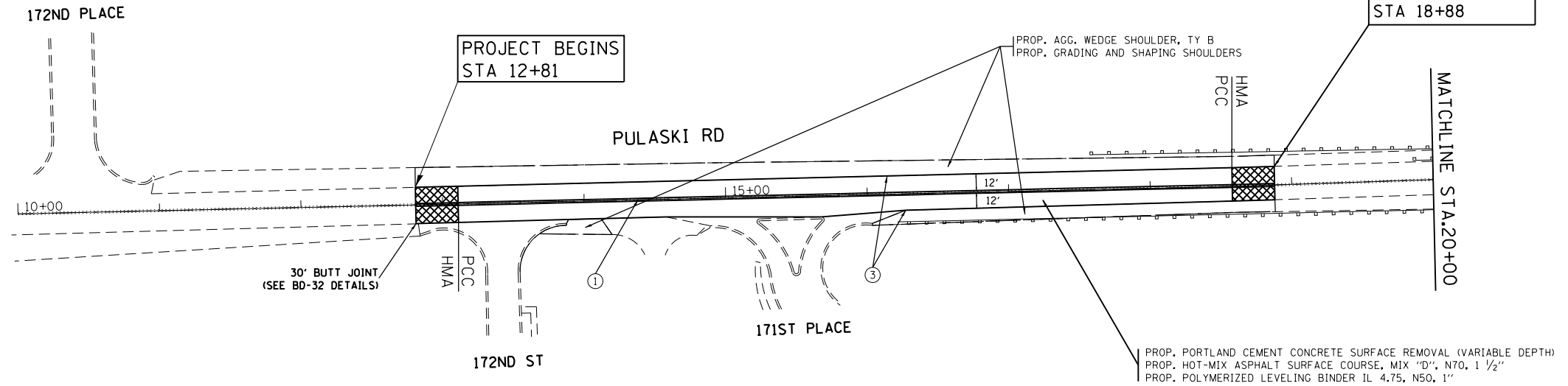
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.1, 1112.1, 0708) RS	COOK	28	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60Y03	

PAVEMENT MARKINGS LEGEND

- ① THPL PAVT MK, 4" DOUBLE YELLOW LINE 11" C-C (TYP.)
- ② THPL PAVT MK, 12" YELLOW DIAGONALS (TYP.) SPACED AT 75' C-C
- ③ THPL PAVT MK, 4" WHITE EDGE LINE (TYP.)
- ④ THPL PAVT MK, 6" WHITE LINE (TYP.)
- ⑤ THPL PAVT MK, 24" WHITE STOP BAR
- ⑥ THPL PAVT MK, LETTERS AND SYMBOLS (TYP.)
- ⑦ THPL PAVT MK, 4" WHITE LANE LINE (30' SKIP 10' DASH) (TYP.)
- ⑧ THPL PAVT MK, 6" YELLOW EDGE LINE (TYP.)

ROADWORK LEGEND

- A PROPOSED MEDIAN REMOVAL
- B PROPOSED MEDIAN REMOVAL, PARTIAL DEPTH
- C PROPOSED CORRUGATED MEDIAN
- D PROPOSED SIDEWALK REMOVAL
- E PROP. P.C.C. SIDEWALK
- F PROP. DETECTABLE WARNINGS



NOTES

- 1.) ALL P.C.C. CORRUGATED MEDIAN & P.C.C. MOUNTABLE MEDIANS WITHIN PROJECT LIMITS WILL BE MILLED DOWN TO BE FLUSH WITH P.C.C. PAVEMENT AND THEN OVERLAYED WITH HMA. (EXCLUDING OMISSIONS) (SEE TYPICALS)
- 2.) ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13) DETAIL.
- 3.) ALL FINAL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE RAISED REFLECTIVE PAVEMENT MARKERS (TC-11) DETAIL.

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	PLOT DATE = 4/7/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
PULASKI ROAD FROM US6 (159TH STREET) TO INTERSTATE 80**

SCALE: SHEET 9 OF 28 SHEETS STA. 12+81 TO STA. 111+90

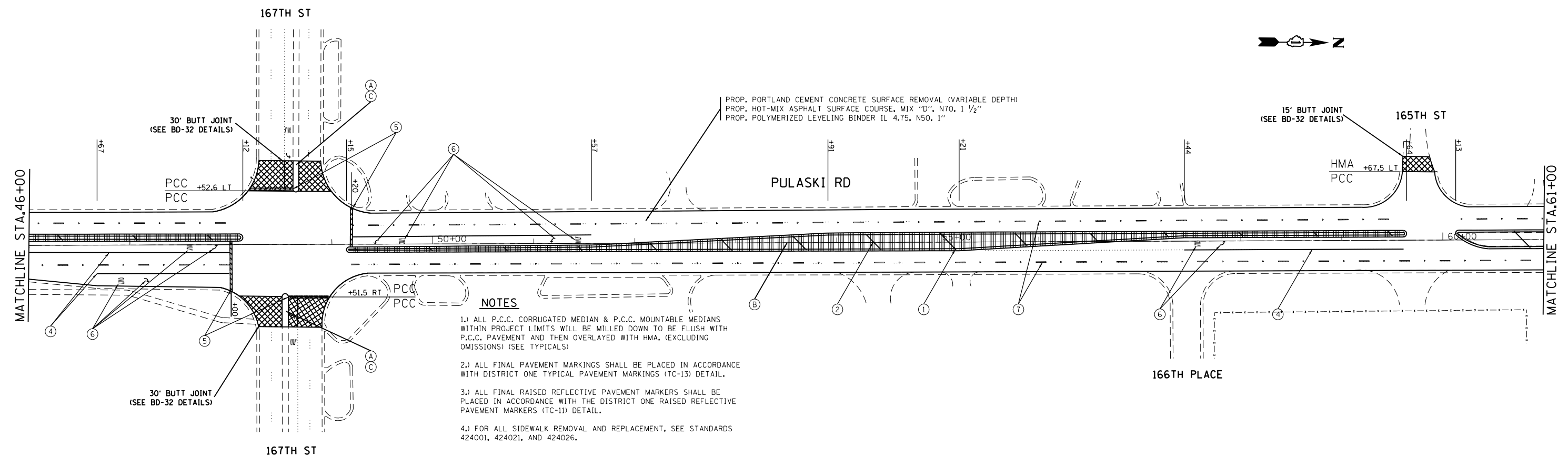
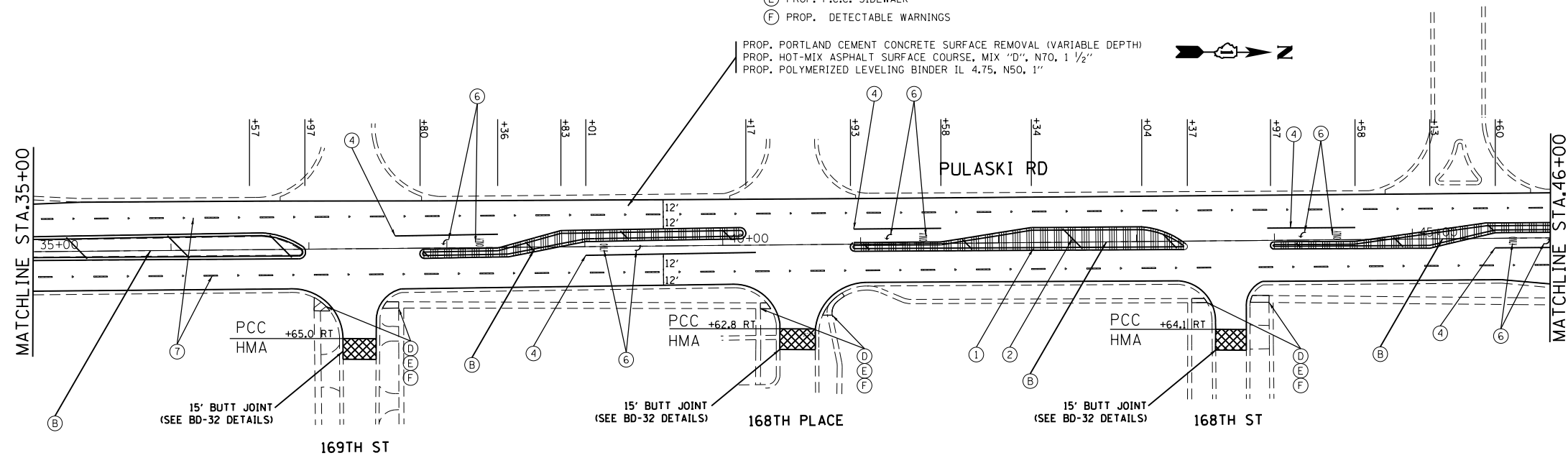
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	9
CONTRACT NO. 60Y03				
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKINGS LEGEND

- ① THPL PAVT MK, 4" DOUBLE YELLOW LINE 11" C-C (TYP.)
- ② THPL PAVT MK, 12" YELLOW DIAGONALS (TYP.) SPACED AT 75' C-C
- ③ THPL PAVT MK, 4" WHITE EDGE LINE (TYP.)
- ④ THPL PAVT MK, 6" WHITE LINE (TYP.)
- ⑤ THPL PAVT MK, 24" WHITE STOP BAR
- ⑥ THPL PAVT MK, LETTERS AND SYMBOLS (TYP.)
- ⑦ THPL PAVT MK, 4" WHITE LANE LINE (30' SKIP 10' DASH) (TYP.)
- ⑧ THPL PAVT MK, 6" YELLOW EDGE LINE (TYP.)

ROADWORK LEGEND

- A PROPOSED MEDIAN REMOVAL
- B PROPOSED MEDIAN REMOVAL, PARTIAL DEPTH
- C PROPOSED CORRUGATED MEDIAN
- D PROPOSED SIDEWALK REMOVAL
- E PROP. P.C.C. SIDEWALK
- F PROP. DETECTABLE WARNINGS



NOTES

- 1.) ALL P.C.C. CORRUGATED MEDIAN & P.C.C. MOUNTABLE MEDIANS WITHIN PROJECT LIMITS WILL BE MILLED DOWN TO BE FLUSH WITH P.C.C. PAVEMENT AND THEN OVERLAYED WITH HMA. (EXCLUDING OMISSIONS) (SEE TYPICALS)
- 2.) ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13) DETAIL.
- 3.) ALL FINAL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE RAISED REFLECTIVE PAVEMENT MARKERS (TC-11) DETAIL.
- 4.) FOR ALL SIDEWALK REMOVAL AND REPLACEMENT, SEE STANDARDS 424001, 424021, AND 424026.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
PULASKI ROAD FROM US6 (159TH STREET) TO INTERSTATE 80**

SCALE: SHEET 10 OF 28 SHEETS STA. 12+81 TO STA. 111+90

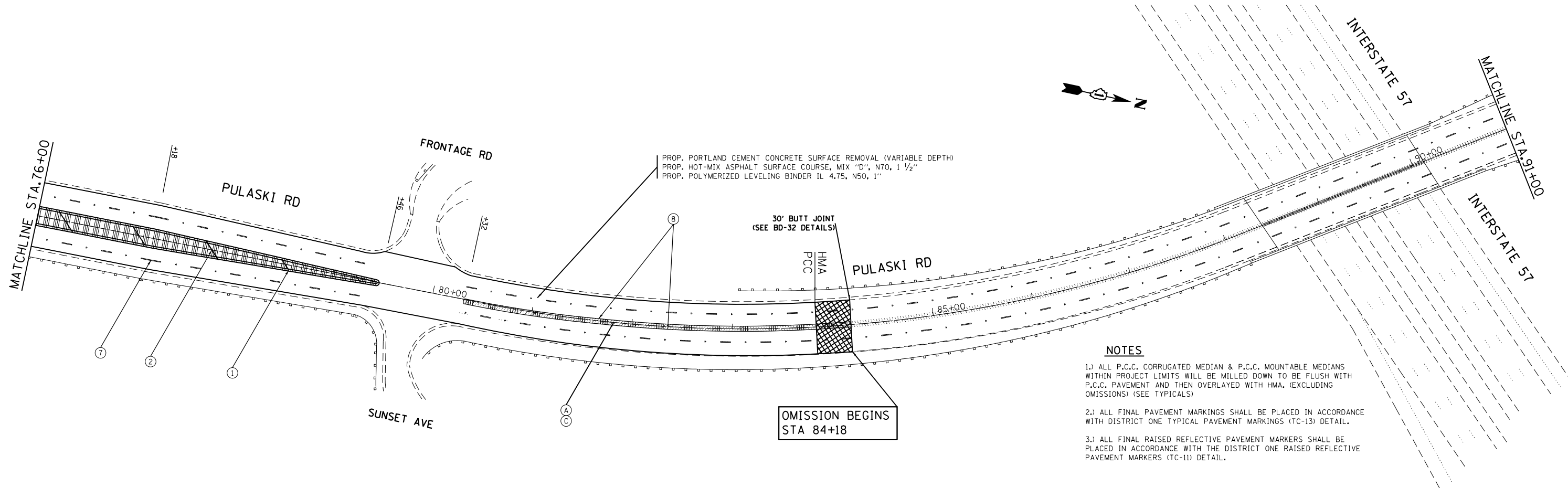
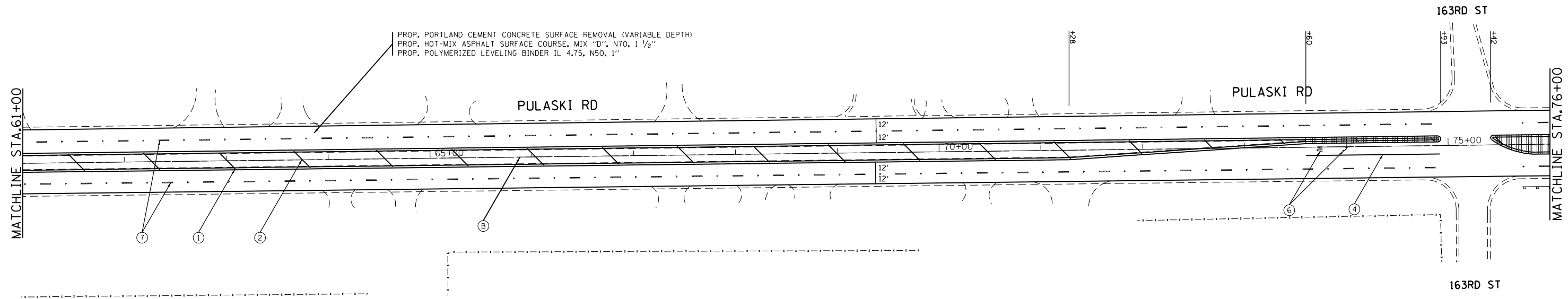
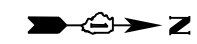
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	10
CONTRACT NO. 60Y03				
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKINGS LEGEND

- ① THPL PAVT MK, 4" DOUBLE YELLOW LINE 11" C-C (TYP.)
- ② THPL PAVT MK, 12" YELLOW DIAGONALS (TYP.) SPACED AT 75' C-C
- ③ THPL PAVT MK, 4" WHITE EDGE LINE (TYP.)
- ④ THPL PAVT MK, 6" WHITE LINE (TYP.)
- ⑤ THPL PAVT MK, 24" WHITE STOP BAR
- ⑥ THPL PAVT MK, LETTERS AND SYMBOLS (TYP.)
- ⑦ THPL PAVT MK, 4" WHITE LANE LINE (30' SKIP 10' DASH) (TYP.)
- ⑧ THPL PAVT MK, 6" YELLOW EDGE LINE (TYP.)

ROADWORK LEGEND

- (A) PROPOSED MEDIAN REMOVAL
- (B) PROPOSED MEDIAN REMOVAL, PARTIAL DEPTH
- (C) PROPOSED CORRUGATED MEDIAN
- (D) PROPOSED SIDEWALK REMOVAL
- (E) PROP. P.C.C. SIDEWALK
- (F) PROP. DETECTABLE WARNINGS



NOTES

- 1.) ALL P.C.C. CORRUGATED MEDIAN & P.C.C. MOUNTABLE MEDIANS WITHIN PROJECT LIMITS WILL BE MILLED DOWN TO BE FLUSH WITH P.C.C. PAVEMENT AND THEN OVERLAYED WITH HMA. (EXCLUDING OMISSIONS) (SEE TYPICALS)
- 2.) ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13) DETAIL.
- 3.) ALL FINAL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE RAISED REFLECTIVE PAVEMENT MARKERS (TC-11) DETAIL.

OMISSION BEGINS
STA 84+18

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN
PULASKI ROAD FROM US6 (159TH STREET) TO INTERSTATE 80
SCALE: SHEET 11 OF 28 SHEETS STA. 12+81 TO STA. 111+90

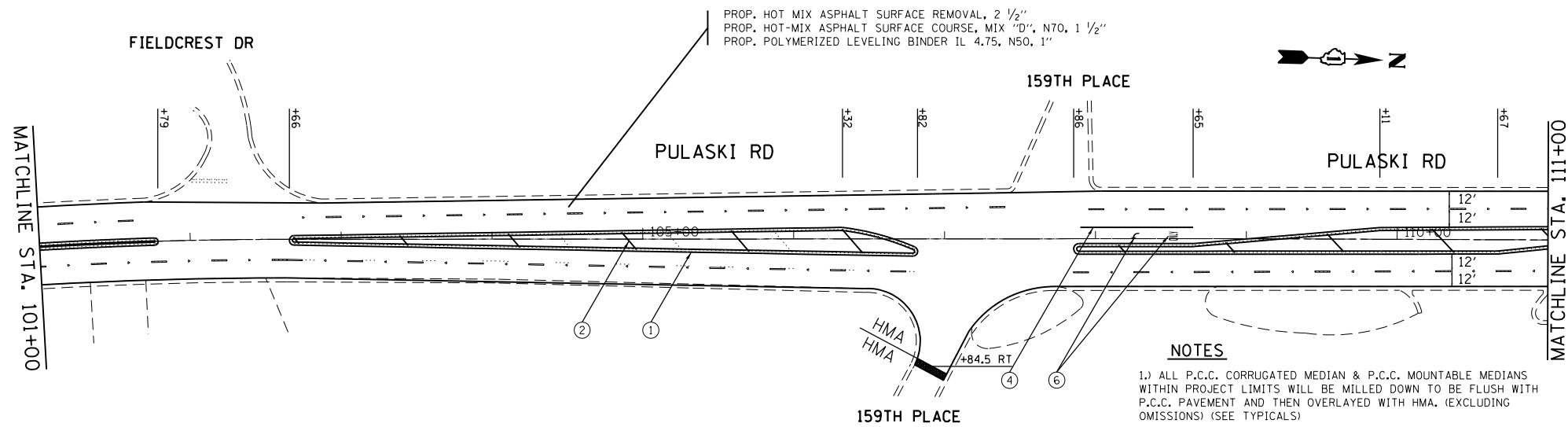
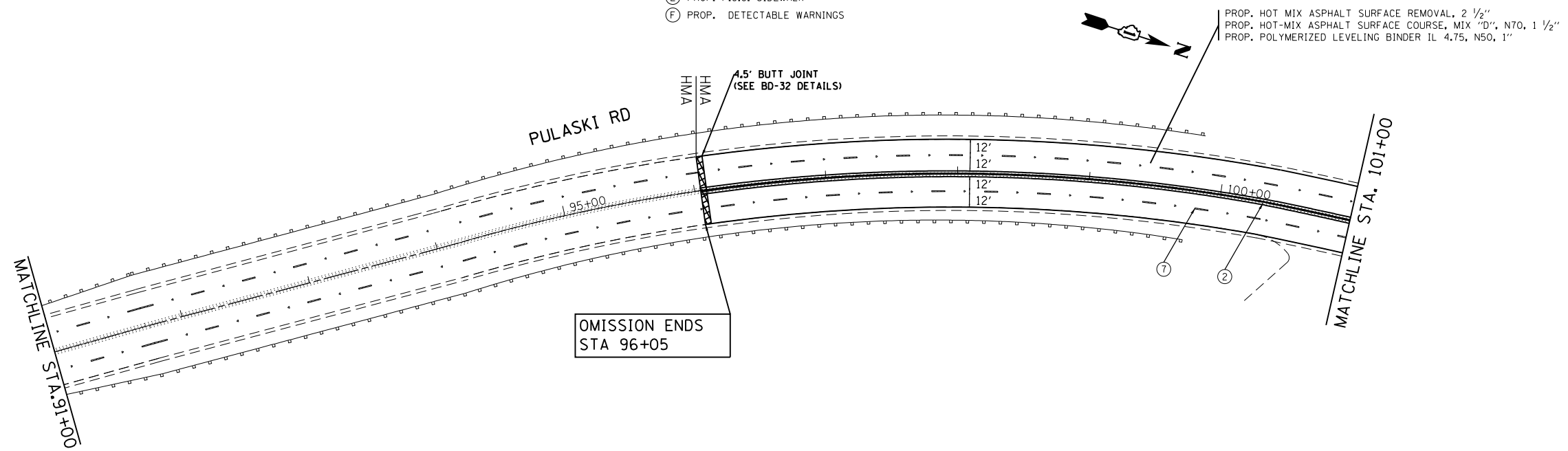
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	11
CONTRACT NO. 60Y03				
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKINGS LEGEND

- ① THPL PAVT MK, 4" DOUBLE YELLOW LINE 11" C-C (TYP.)
- ② THPL PAVT MK, 12" YELLOW DIAGONALS (TYP.) SPACED AT 75' C-C
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- ④ THPL PAVT MK, 6" WHITE LINE (TYP.)
- ⑤ THPL PAVT MK, 24" WHITE STOP BAR
- ⑥ THPL PAVT MK, LETTERS AND SYMBOLS (TYP.)
- ⑦ THPL PAVT MK, 4" WHITE LANE LINE (30' SKIP 10' DASH) (TYP.)
- ⑧ THPL PAVT MK, 6" YELLOW EDGE LINE (TYP.)

ROADWORK LEGEND

- (A) PROPOSED MEDIAN REMOVAL
- (B) PROPOSED MEDIAN REMOVAL, PARTIAL DEPTH
- (C) PROPOSED CORRUGATED MEDIAN
- (D) PROPOSED SIDEWALK REMOVAL
- (E) PROP. P.C.C. SIDEWALK
- (F) PROP. DETECTABLE WARNINGS



NOTES

- 1.) ALL P.C.C. CORRUGATED MEDIAN & P.C.C. MOUNTABLE MEDIANS WITHIN PROJECT LIMITS WILL BE MILLED DOWN TO BE FLUSH WITH P.C.C. PAVEMENT AND THEN OVERLAYED WITH HMA. (EXCLUDING OMISSIONS) (SEE TYPICALS)
- 2.) ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13) DETAIL.
- 3.) ALL FINAL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE RAISED REFLECTIVE PAVEMENT MARKERS (TC-11) DETAIL.
- 4.) FROM STATION 96+05 TO STATION 101+79 THPL PAVT MK 4" WHITE EDGE LINES ON BOTH LT AND RT OF CRAWFORD AVE.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
PULASKI ROAD FROM US6 (159TH STREET) TO INTERSTATE 80**

SCALE: SHEET 12 OF 28 SHEETS STA. 12+81 TO STA. 111+90

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	12
CONTRACT NO. 60Y03				
ILLINOIS FED. AID PROJECT				

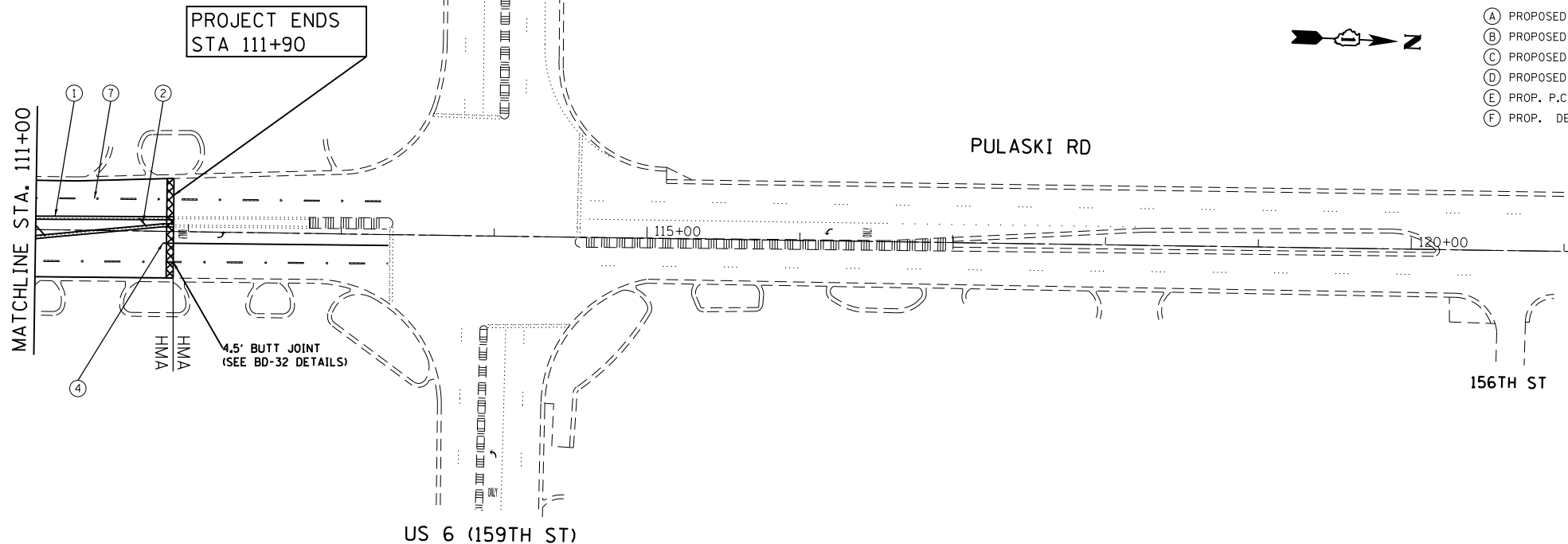
US 6 (159TH ST)

PAVEMENT MARKINGS LEGEND

- ① THPL PAVT MK, 4" DOUBLE YELLOW LINE 11" C-C (TYP.)
- ② THPL PAVT MK, 12" YELLOW DIAGONALS (TYP.) SPACED AT 75' C-C
- ③ THPL PAVT MK, 4" WHITE EDGE LINE (TYP.)
- ④ THPL PAVT MK, 6" WHITE LINE (TYP.)
- ⑤ THPL PAVT MK, 24" WHITE STOP BAR
- ⑥ THPL PAVT MK, LETTERS AND SYMBOLS (TYP.)
- ⑦ THPL PAVT MK, 4" WHITE LANE LINE (30' SKIP 10' DASH) (TYP.)
- ⑧ THPL PAVT MK, 6" YELLOW EDGE LINE (TYP.)

ROADWORK LEGEND

- Ⓐ PROPOSED MEDIAN REMOVAL
- Ⓑ PROPOSED MEDIAN REMOVAL, PARTIAL DEPTH
- Ⓒ PROPOSED CORRUGATED MEDIAN
- Ⓓ PROPOSED SIDEWALK REMOVAL
- Ⓔ PROP. P.C.C. SIDEWALK
- Ⓕ PROP. DETECTABLE WARNINGS



NOTES

- 1.) ALL P.C.C. CORRUGATED MEDIAN & P.C.C. MOUNTABLE MEDIANS WITHIN PROJECT LIMITS WILL BE MILLED DOWN TO BE FLUSH WITH P.C.C. PAVEMENT AND THEN OVERLAYED WITH HMA. (EXCLUDING OMISSIONS) (SEE TYPICALS)
- 2.) ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13) DETAIL.
- 3.) ALL FINAL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE RAISED REFLECTIVE PAVEMENT MARKERS (TC-11) DETAIL.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
PULASKI ROAD FROM US6 (159TH STREET) TO INTERSTATE 80

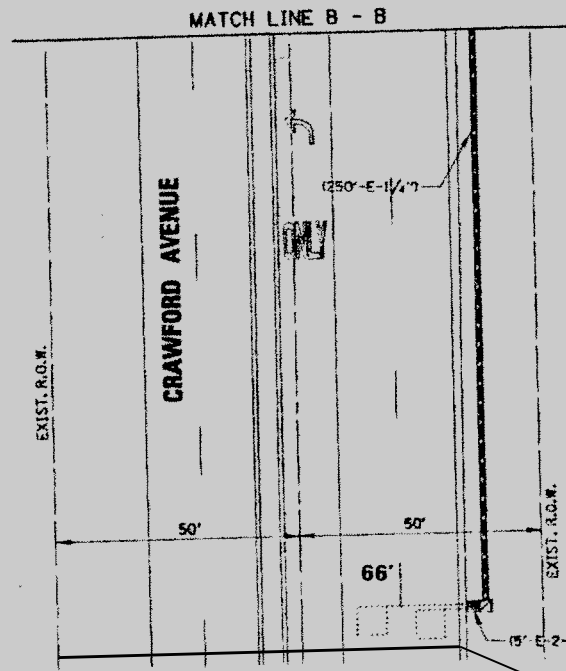
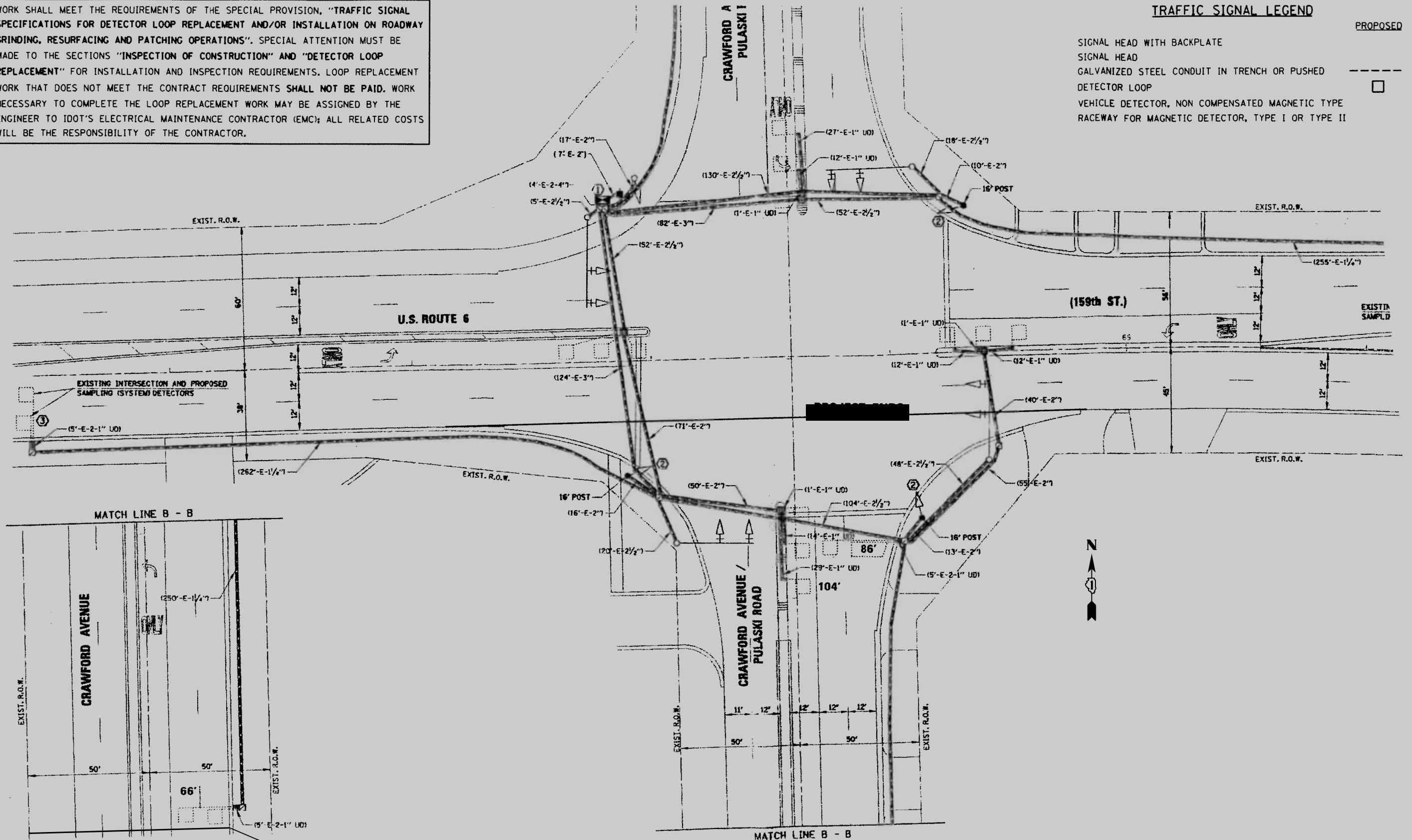
SCALE: SHEET 13 OF 28 SHEETS STA. 12+81 TO STA. 111+90

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	13
CONTRACT NO. 60Y03				
ILLINOIS FED. AID PROJECT				

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

TRAFFIC SIGNAL LEGEND

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



LIMITS OF RESURFACING

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

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

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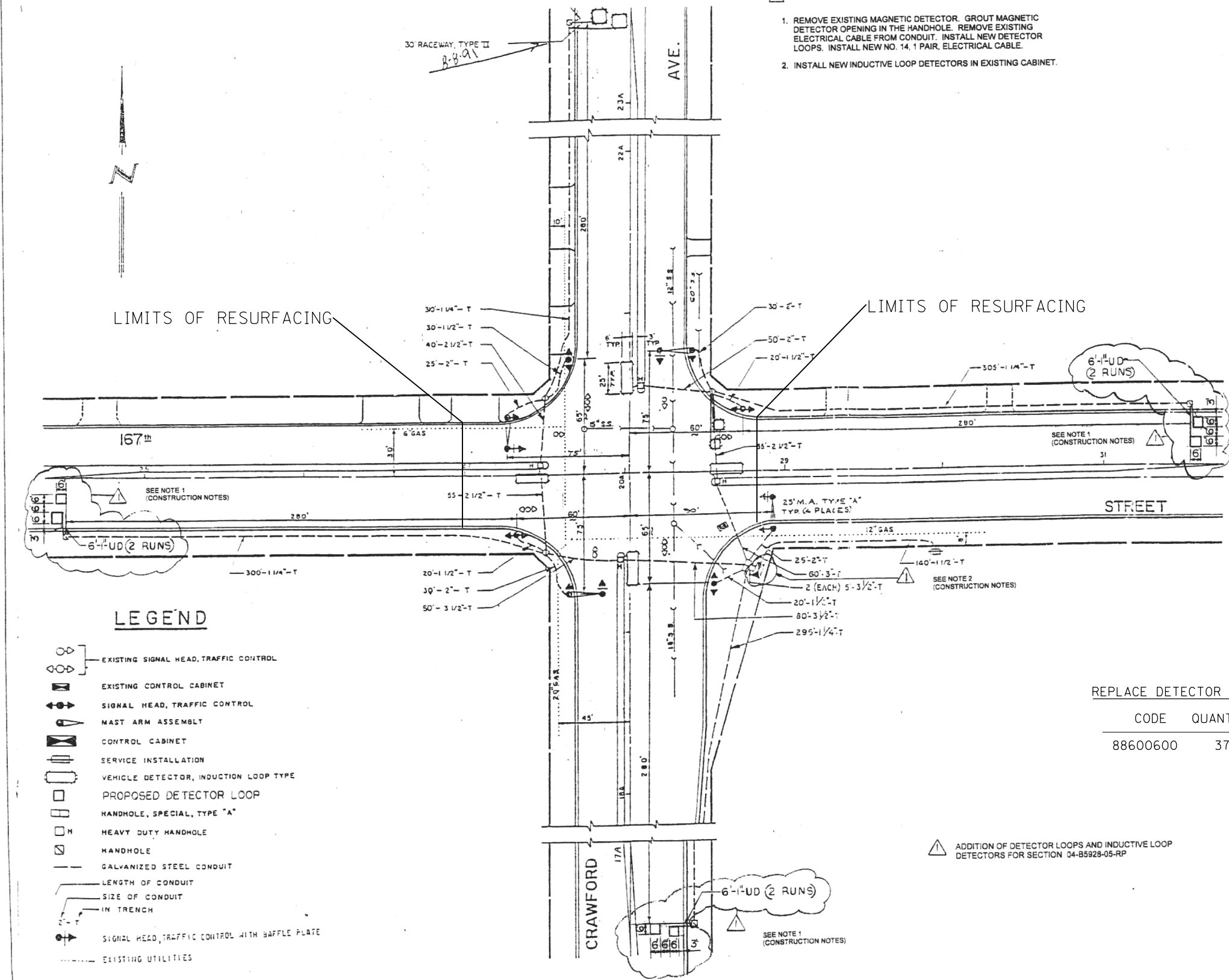
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT
U.S. 6 (159TH St) AND CRAWFORD Ave/PULASKI Rd**

SCALE: SHEET 14 OF 28 SHEETS STA. 12+81 TO STA. 111+90

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	14
				CONTRACT NO. 60Y03
ILLINOIS FED. AID PROJECT				

- CONSTRUCTION NOTES:**
1. REMOVE EXISTING MAGNETIC DETECTOR. GROUT MAGNETIC DETECTOR OPENING IN THE HANDHOLE. REMOVE EXISTING ELECTRICAL CABLE FROM CONDUIT. INSTALL NEW DETECTOR LOOPS. INSTALL NEW NO. 14, 1 PAIR, ELECTRICAL CABLE.
 2. INSTALL NEW INDUCTIVE LOOP DETECTORS IN EXISTING CABINET.



LEGEND

- EXISTING SIGNAL HEAD, TRAFFIC CONTROL
- EXISTING CONTROL CABINET
- SIGNAL HEAD, TRAFFIC CONTROL
- MAST ARM ASSEMBLY
- CONTROL CABINET
- SERVICE INSTALLATION
- VEHICLE DETECTOR, INDUCTION LOOP TYPE
- PROPOSED DETECTOR LOOP
- HANDHOLE, SPECIAL, TYPE "A"
- HEAVY DUTY HANDHOLE
- HANDHOLE
- GALVANIZED STEEL CONDUIT
- LENGTH OF CONDUIT
- SIZE OF CONDUIT IN TRENCH
- SIGNAL HEAD, TRAFFIC CONTROL WITH BAFFLE PLATE
- EXISTING UTILITIES

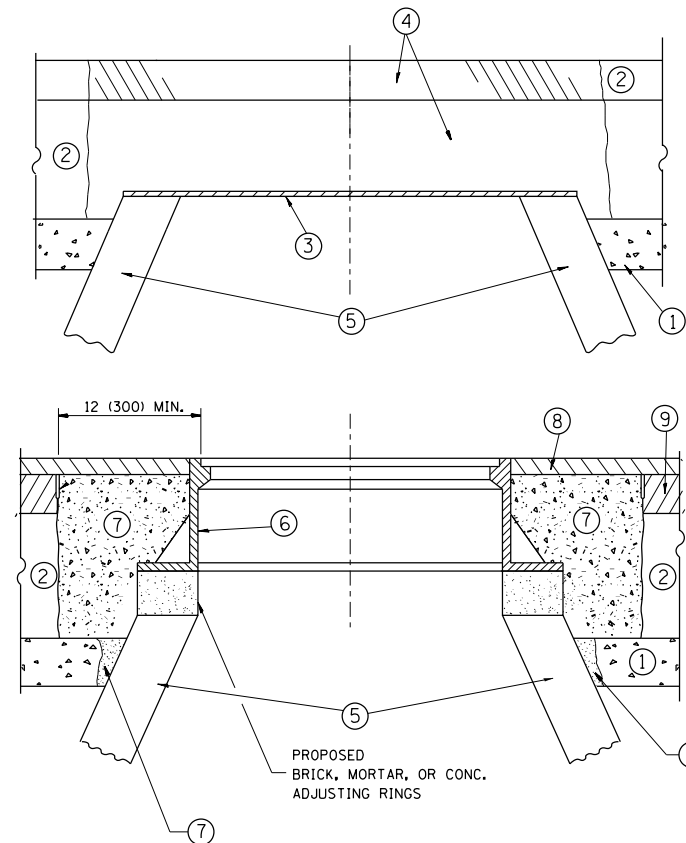
REPLACE DETECTOR LOOPS AFFECTED BY RESURFACING OPERATIONS

CODE	QUANTITY	UNIT	ITEM
88600600	372	FOOT	DETECTOR LOOP REPLACEMENT

▲ ADDITION OF DETECTOR LOOPS AND INDUCTIVE LOOP DETECTORS FOR SECTION 04-B5928-05-RP

SCALE: 1" = 30'-0"

REVISIONS		COUNTY OF COOK DEPARTMENT OF HIGHWAYS	
NAME	DATE	TRAFFIC SIGNAL INSTALLATION	
W.T./CS	6-16-06	167th STREET AND CRAWFORD AVE.	
COMPUTER	REP	APPROVED	
DRAWN	D. J. N.	[Signature]	
CHECKED	[Signature]	[Signature]	



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

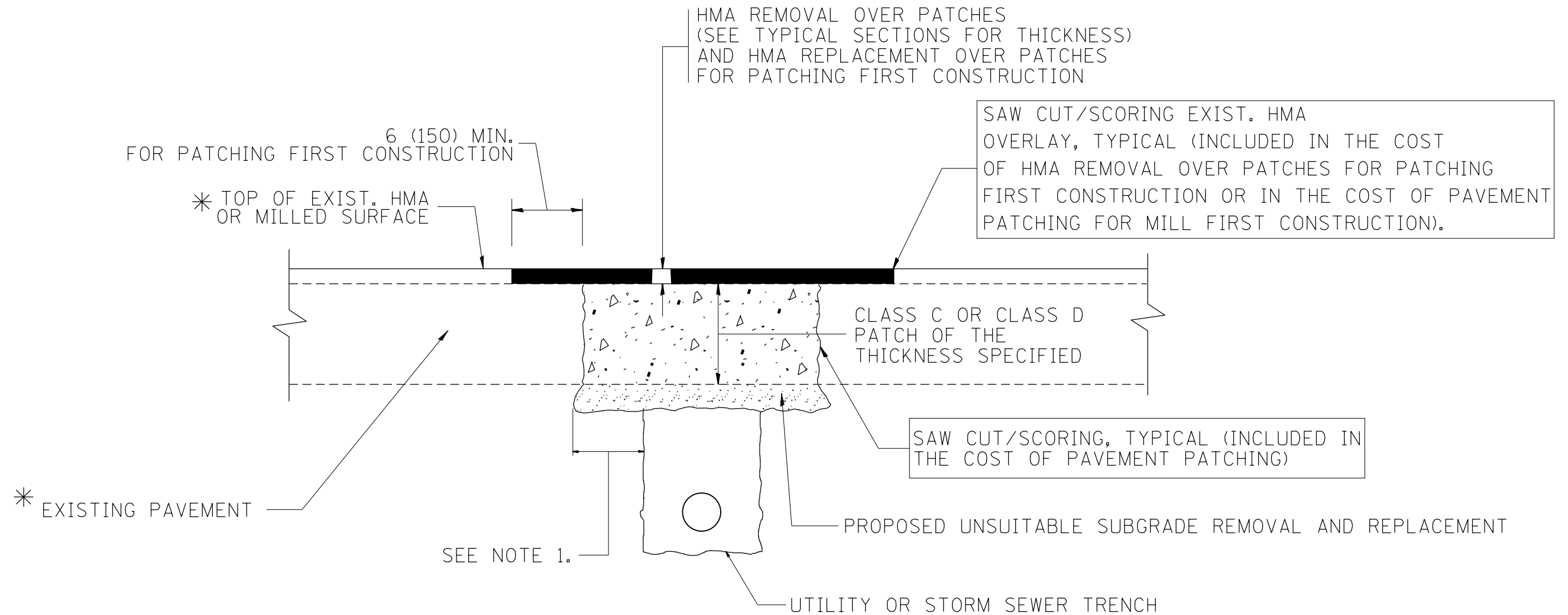
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 4/7/2014	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 12+81	TO STA. 111+90

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	16
BD600-03 (BD-8)		CONTRACT NO. 60Y03		
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.

FILE NAME =	USER NAME = dettmanna	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
et:\pwork\pwork\dettmannra\0383212\0	stStd.dgn	DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 4/7/2014	DATE - 10-25-94	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 12+81	TO STA. 111+90

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	17
BD400-04 (BD-22)		CONTRACT NO. 60Y03		
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.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

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

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

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

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

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

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

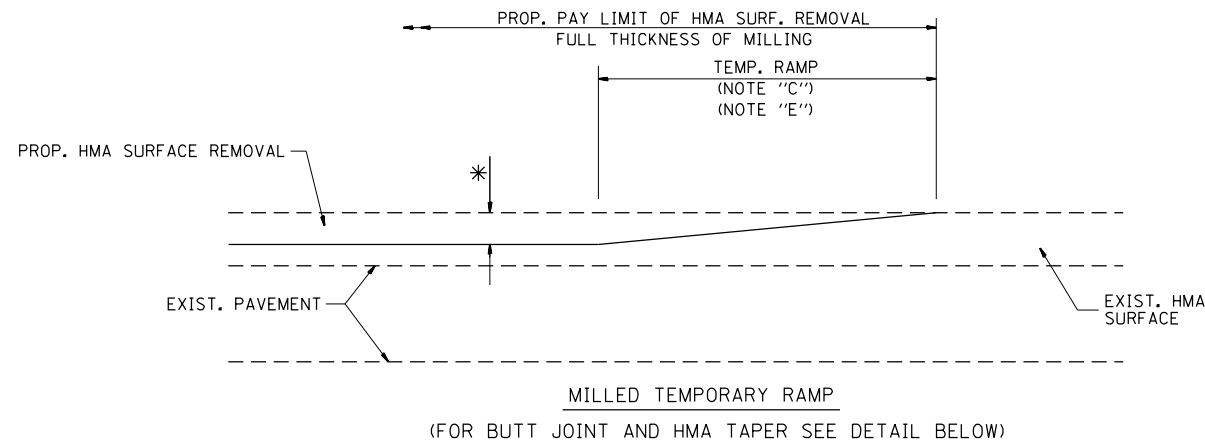
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

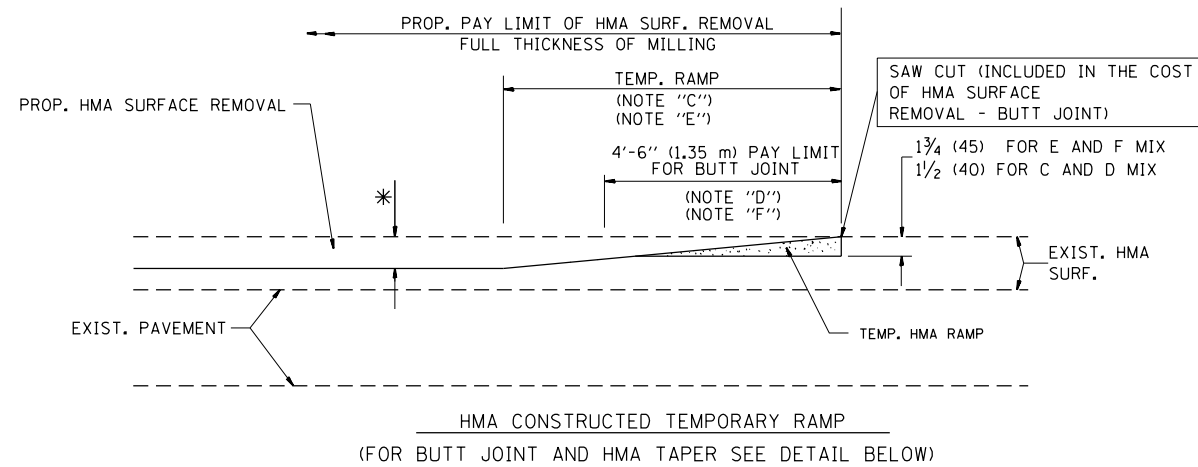
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = dettmnra	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.U. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p\id\dot\dettmnra\d0383212\0stStd.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01			3778	(1212.2, 1112.1, 0708) RS	COOK	28	18	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 12-15-09				BD600-06 (BD-24)		CONTRACT NO. 60Y03			
PLOT DATE = 4/7/2014	DATE - 03-11-94					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 12+81 TO STA. 111+90	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

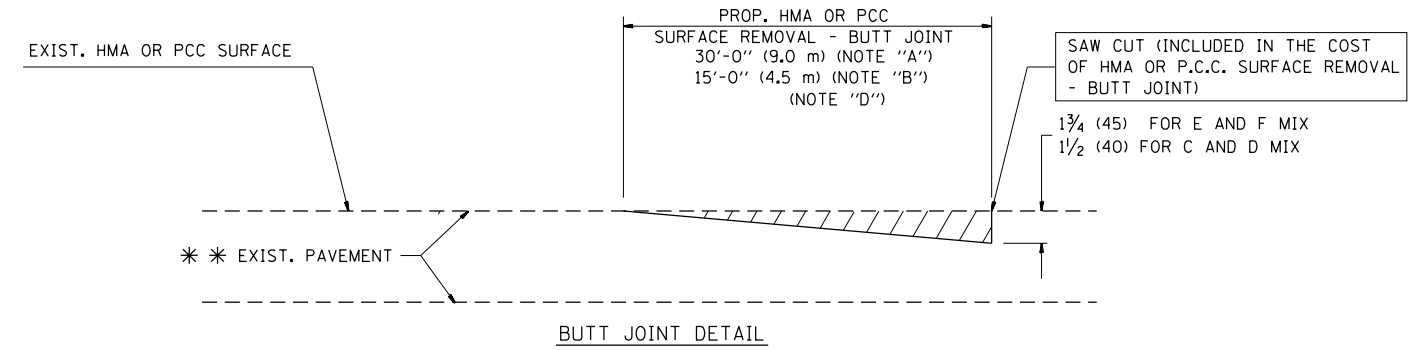


OPTION 1

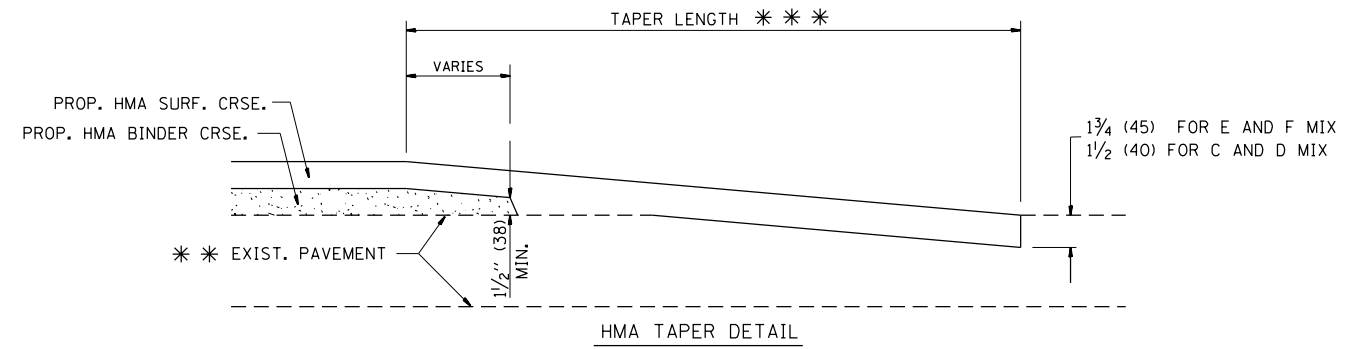


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

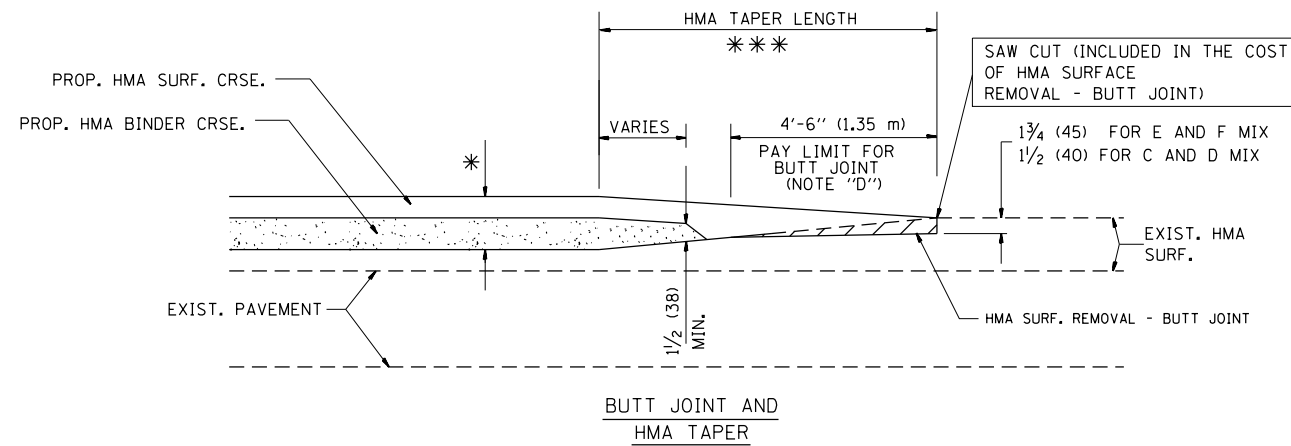
NOTES

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

BASIS OF PAYMENT:

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

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

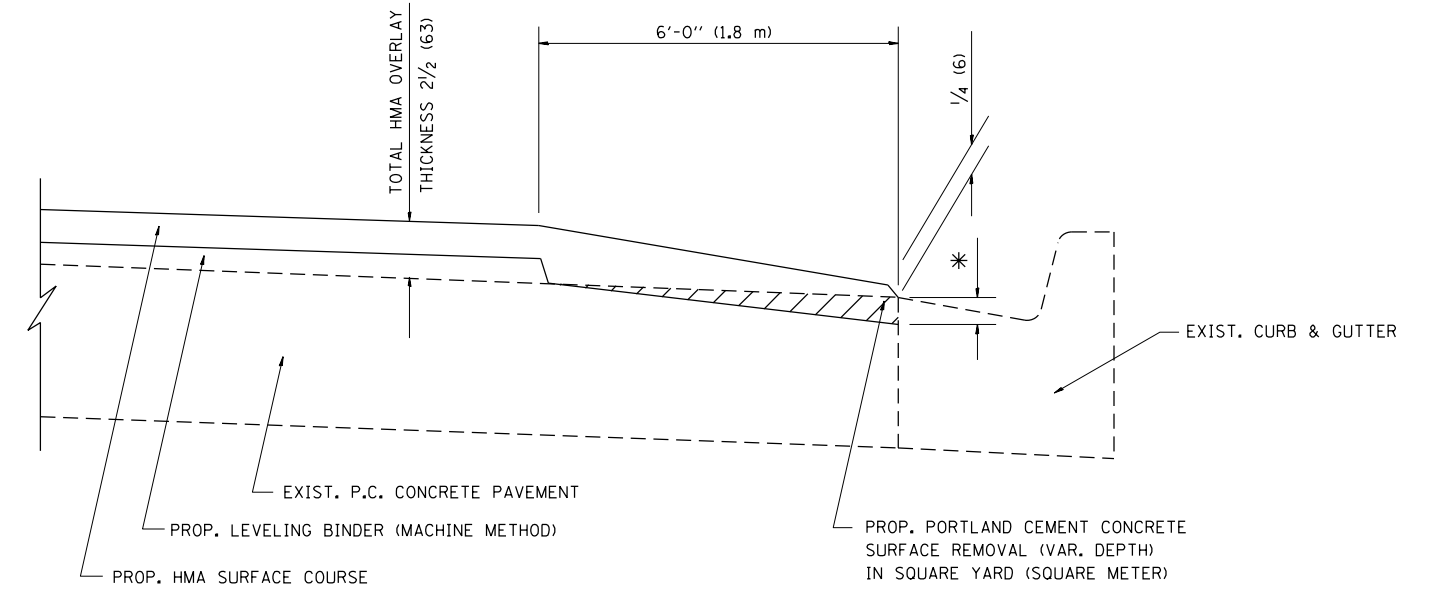


TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME =	USER NAME = dettmnra	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
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	PLOT DATE = 4/7/2014	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS		F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	3778	(1212.2, 1112.1, 0708) RS	COOK	28	19
STA. 12+81	TO STA. 111+90	BD400-05 BD32		CONTRACT NO. 60Y03		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



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

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

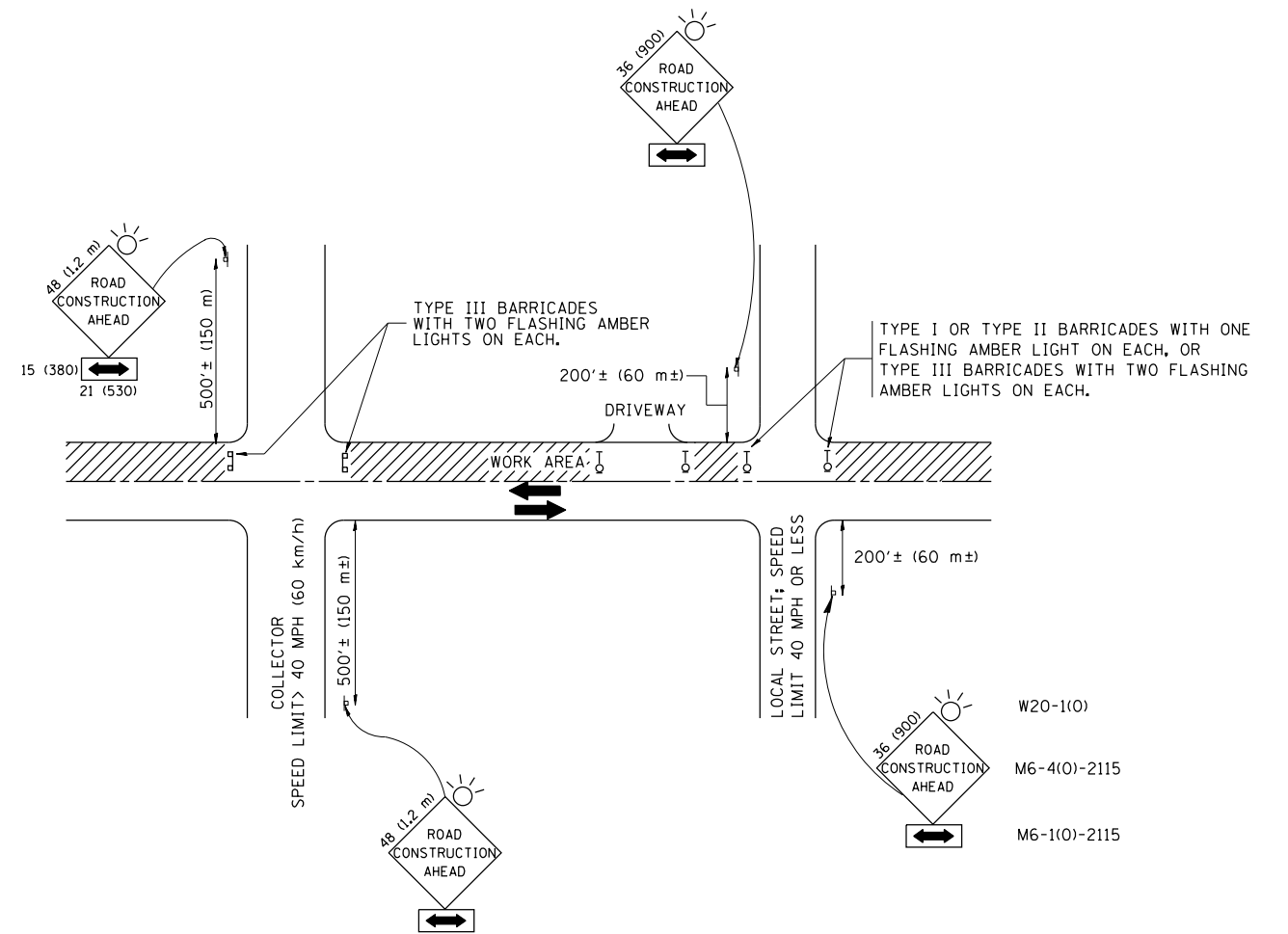
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT SCALE = 100.0000' / in.	CHECKED - A. ABBAS	REVISED - E. GOMEZ 12-21-00
	PLOT DATE = 4/7/2014	DATE - 09-10-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HMA TAPER AT EDGE OF P.C.C. PAVEMENT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 12+81	TO STA. 111+90

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	20
BD400-06 (BD33)		CONTRACT NO. 60Y03		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

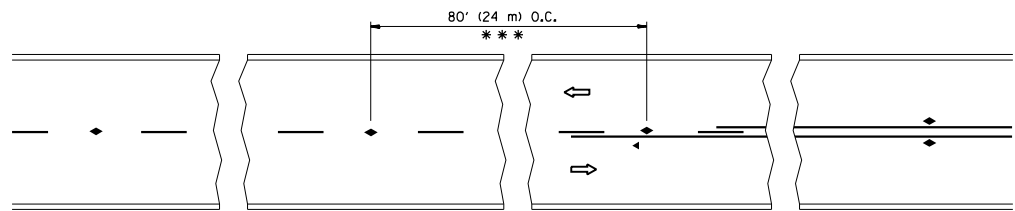
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 4/7/2014	DATE - 06-89	REVISED - T. RAMMACH 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

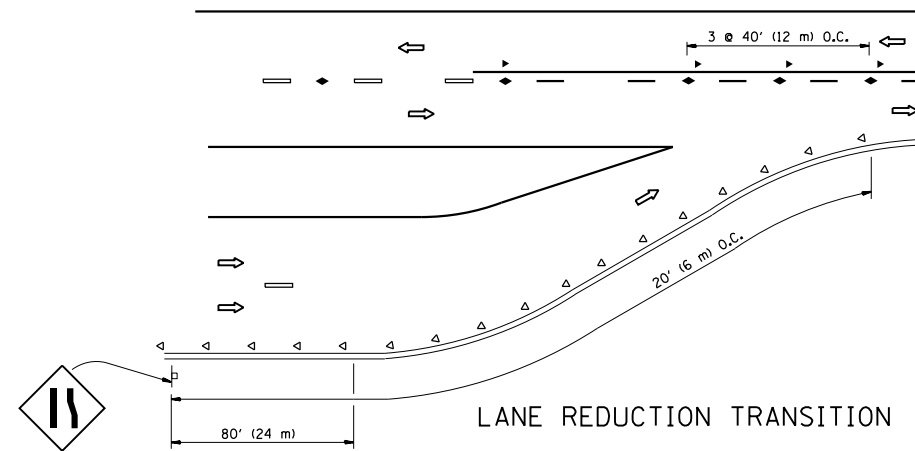
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	21
TC-10			CONTRACT NO. 60Y03	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

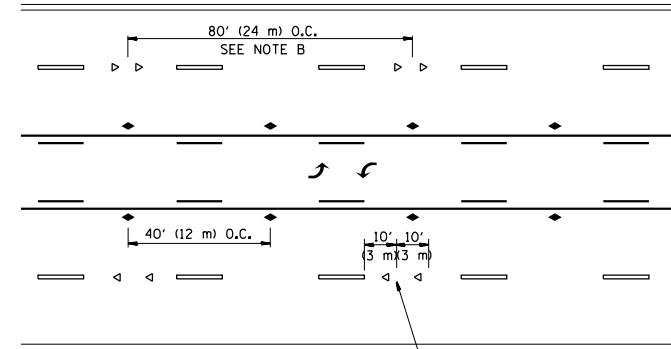


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

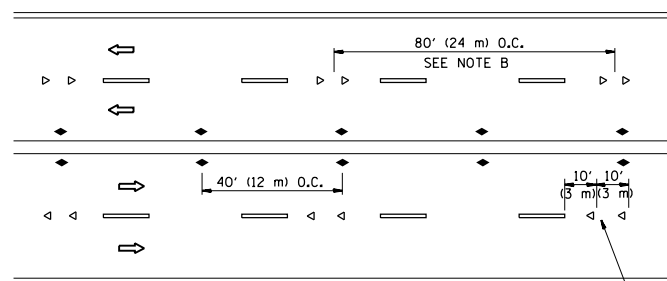
TWO-LANE/TWO-WAY



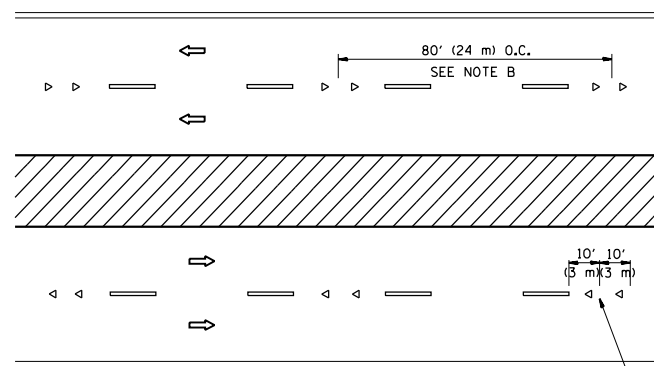
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

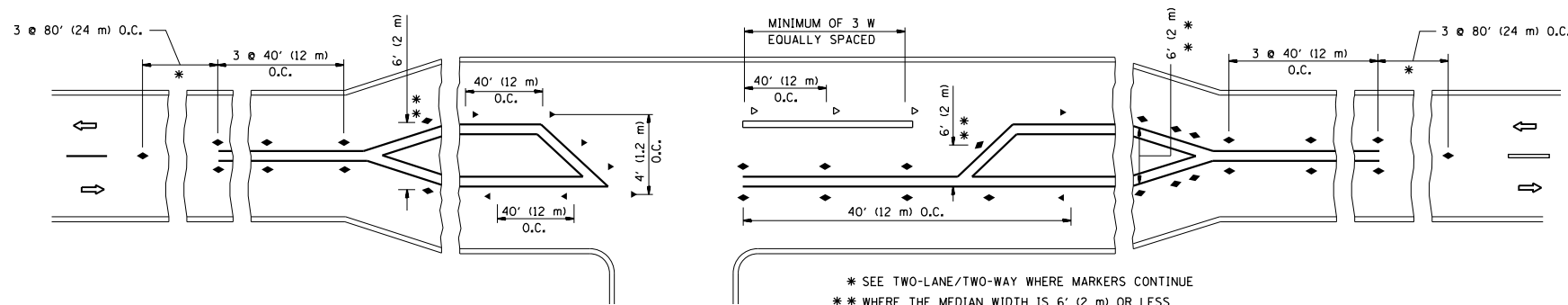
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

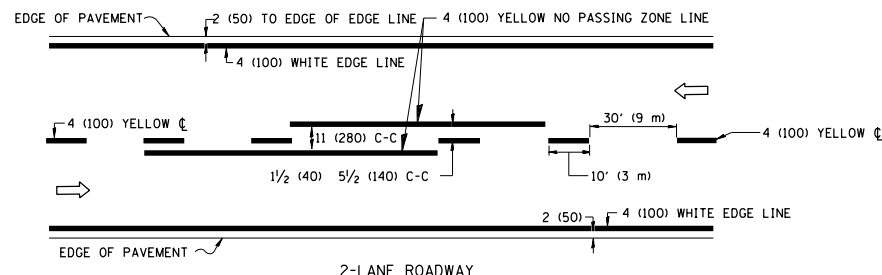
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 4/7/2014	DATE -	REVISED - C. JUCIUS 09-09-09

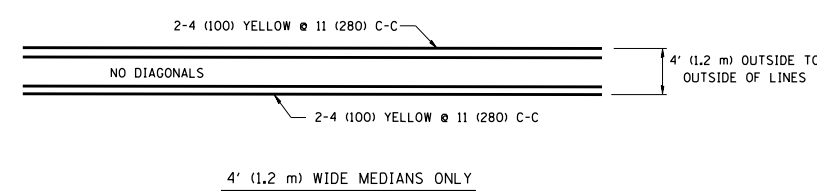
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 12+81	TO STA. 111+90

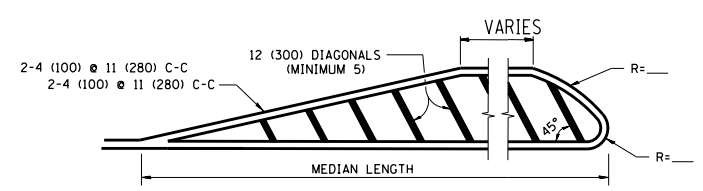
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	22
TC-11			CONTRACT NO. 60Y03	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

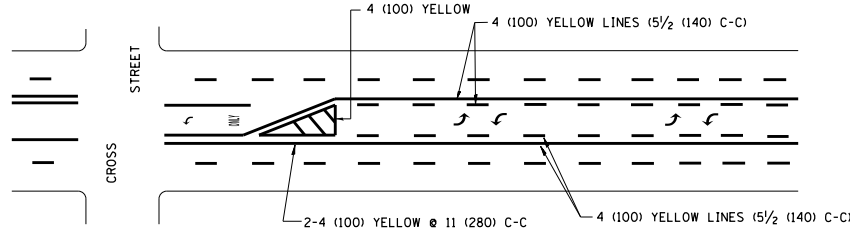


4' (1.2 m) WIDE MEDIANS ONLY

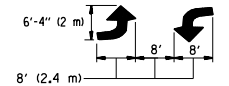


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

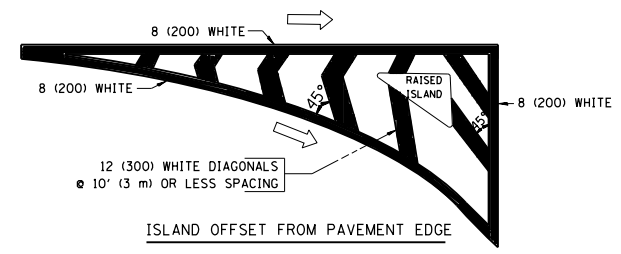


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

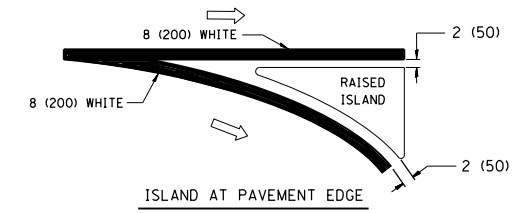


MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



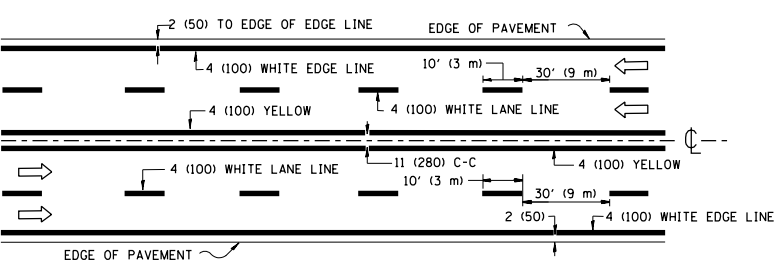
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

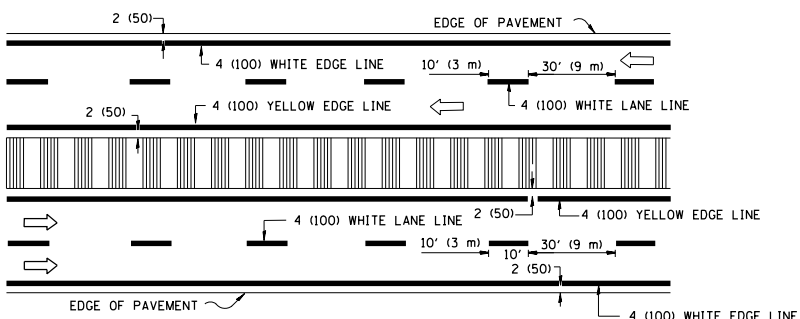
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5/2 (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 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE. SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE. SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15' (4.5 m) MIN. 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.



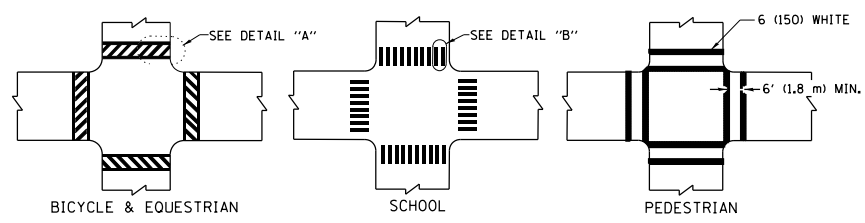
MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

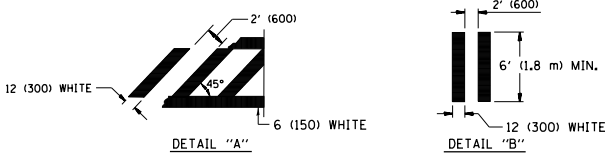
TYPICAL LANE AND EDGE LINE MARKING



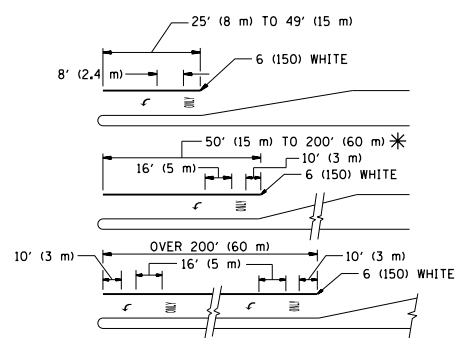
BICYCLE & EQUESTRIAN

SCHOOL

PEDESTRIAN



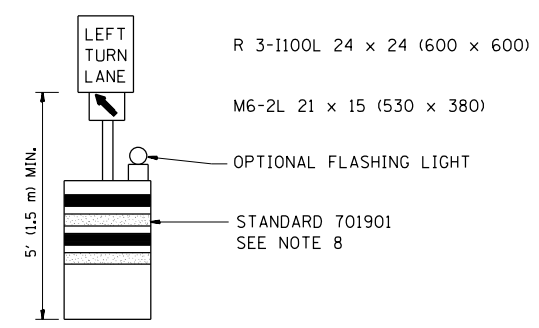
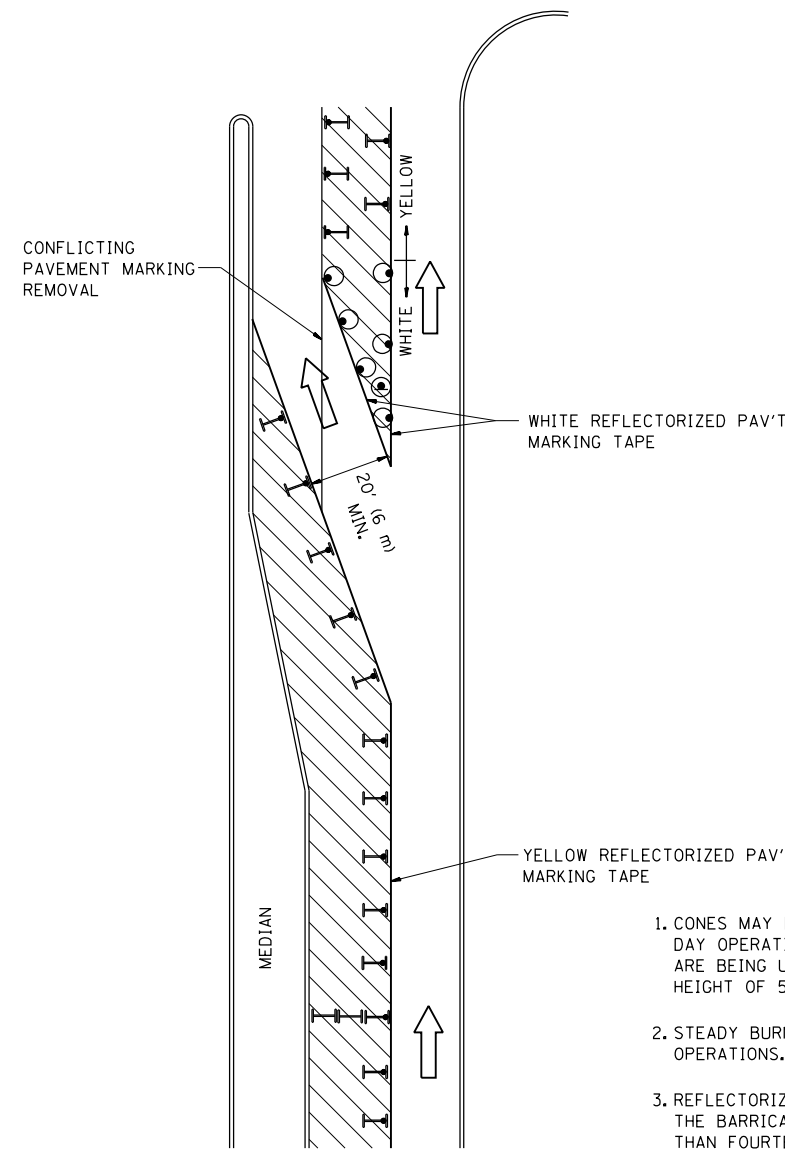
TYPICAL CROSSWALK MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE 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".









GENERAL NOTES

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

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

LEGEND

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

FILE NAME =	USER NAME = dettmnra	REVISED -T, RAMMACHER 09-08-94	REVISED - R, BORO 09-14-09
et:\pw\work\p1dot\dettmnra\d0383212\0	stStd.dgn	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 4/7/2014	REVISED -T, RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 12+81	TO STA. 11+90

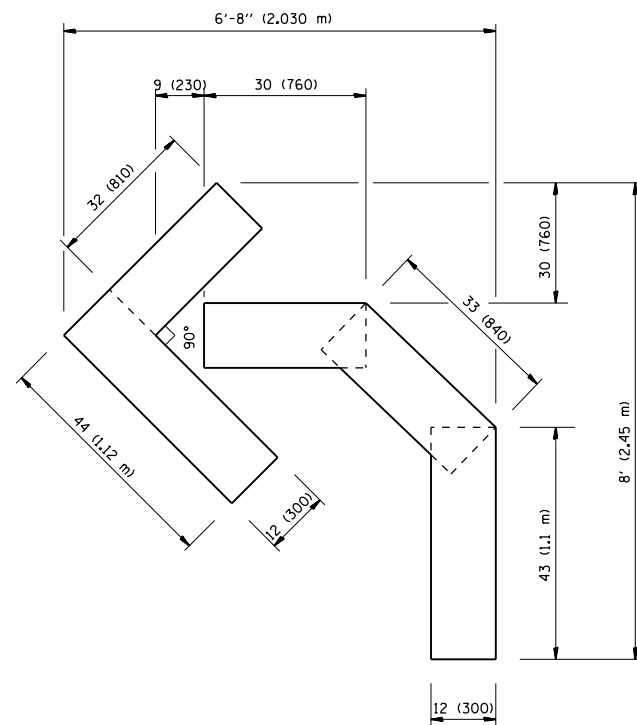
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	24
TC-14			CONTRACT NO. 60Y03	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

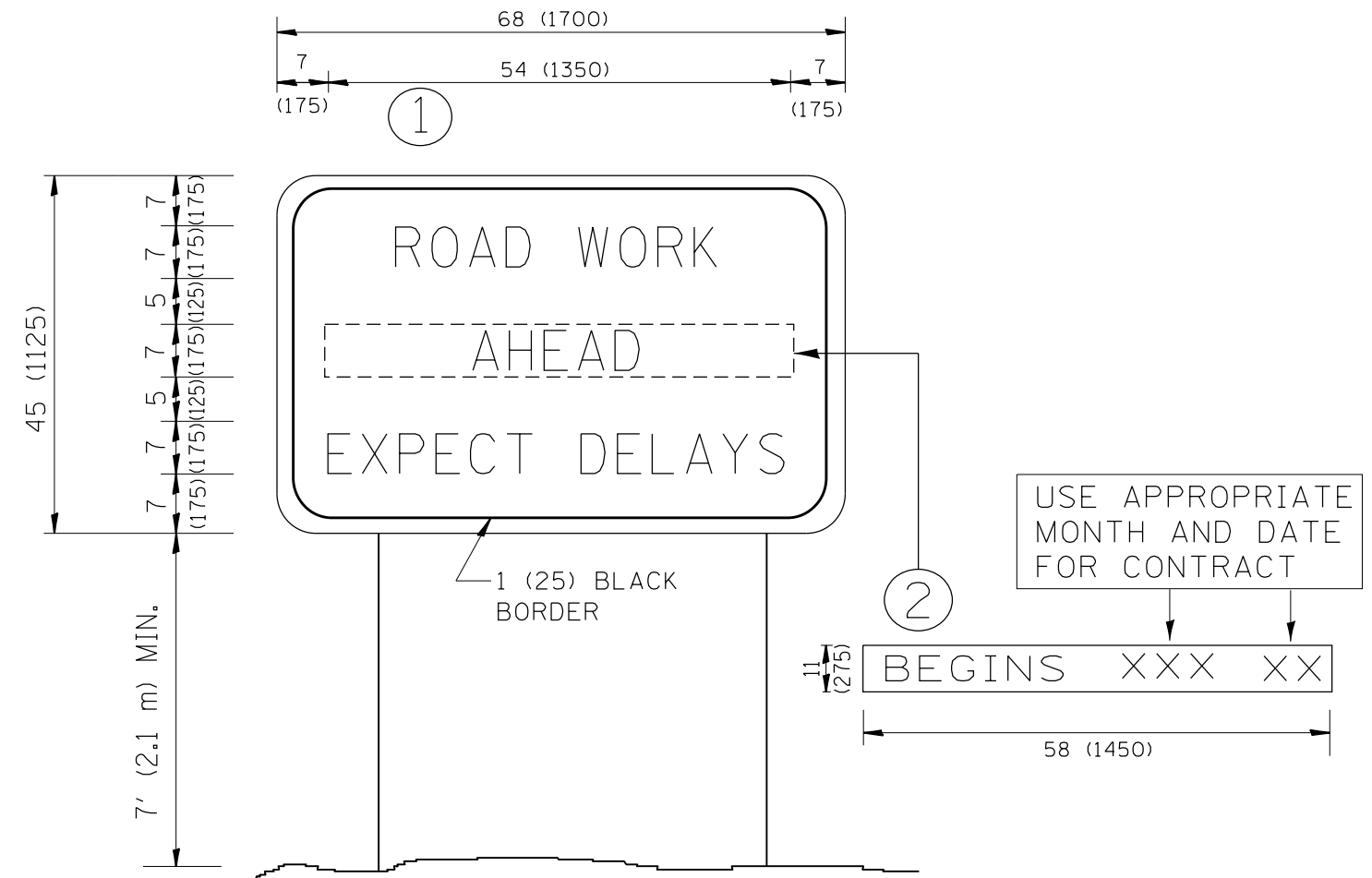
FILE NAME =	USER NAME = dettmanna	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
et:\pw\work\p\dot\dettmanna\d0383212\0	stStd.dgn	DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 4/7/2014	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 12+81 TO STA. 111+90

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	25
TC-16			CONTRACT NO. 60Y03	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME =	USER NAME = dettmanna	DESIGNED -	REVISED - R. MIRS 09-15-97
ct:\pw\work\p1dot\dettmanna\d0383212\0	stStd.dgn	DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 4/7/2014	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

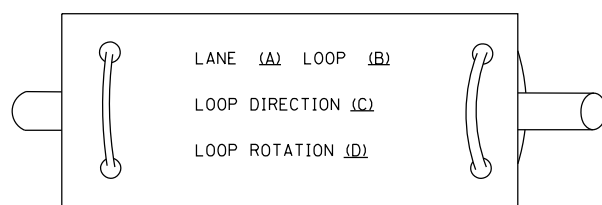
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 12+81 TO STA. 111+90

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1212.2, 1112.1, 0708) RS	COOK	28	26
TC-22			CONTRACT NO. 60Y03	
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				

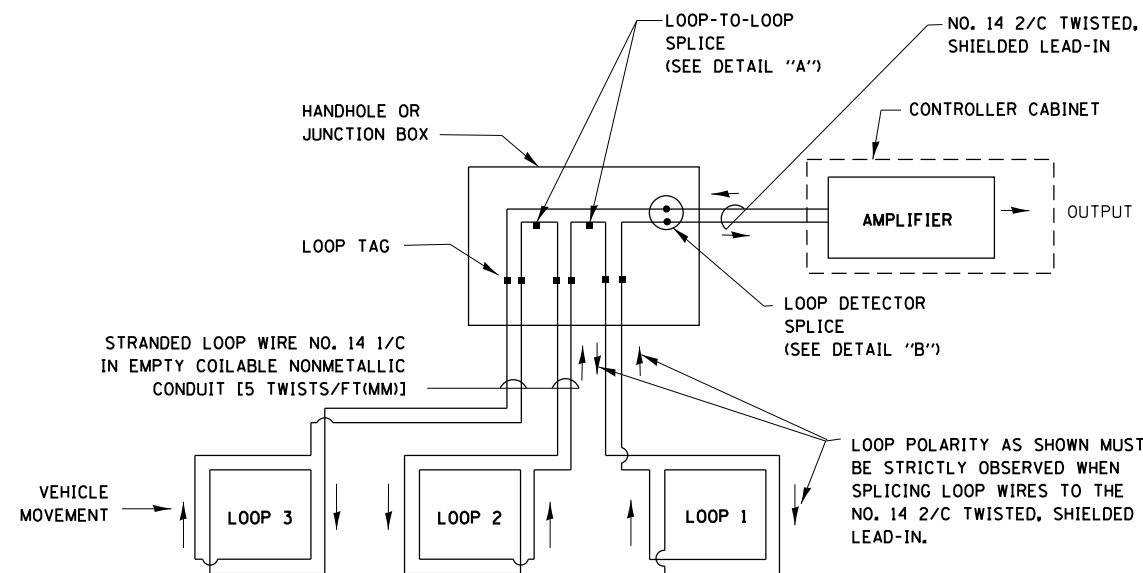
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

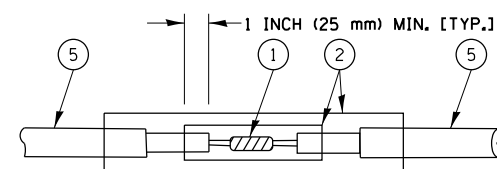


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

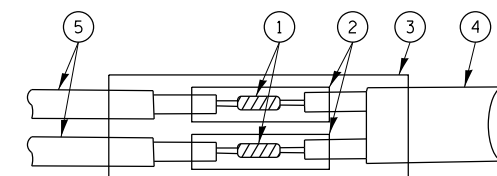


DETECTOR LOOP WIRING SCHEMATIC

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

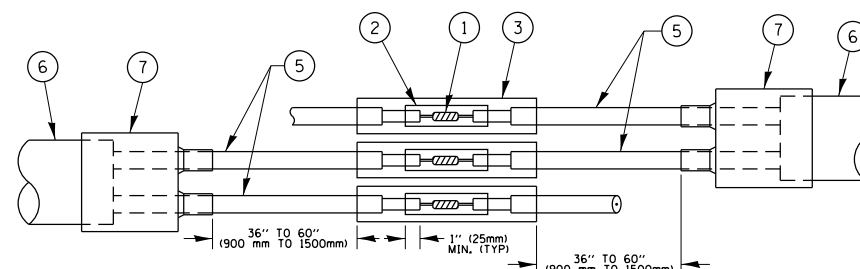


DETAIL "A"
LOOP-TO-LOOP SPLICE

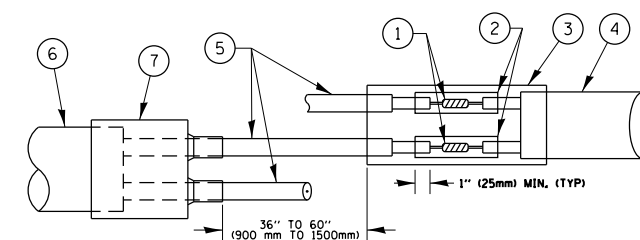


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

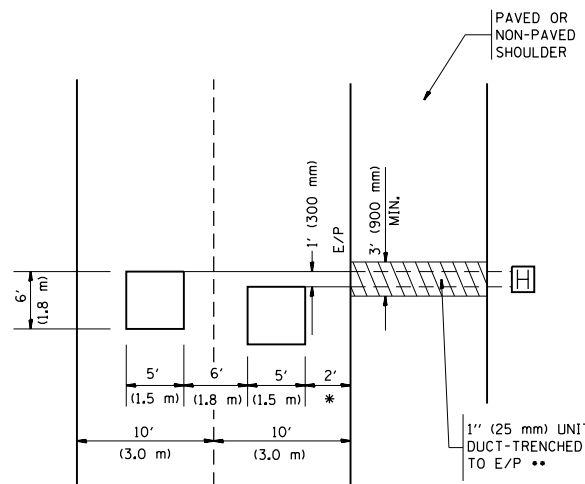
LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = dettmanna	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p1dot\dettmanna\d0383212\dstStd.dgn	DRAWN - BCK	REVISED -	3778			(1212.2, 1112.1, 0708) RS	COOK	28	27	
PLOT SCALE = 100.0000' / in.	CHECKED - DAD	REVISED -	TS-05			CONTRACT NO. 60Y03				
PLOT DATE = 4/7/2014	DATE - 10-28-09	REVISED -	SCALE: NONE			SHEET NO. 2 OF 7 SHEETS	STA. 12+81 TO STA. 111+90	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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



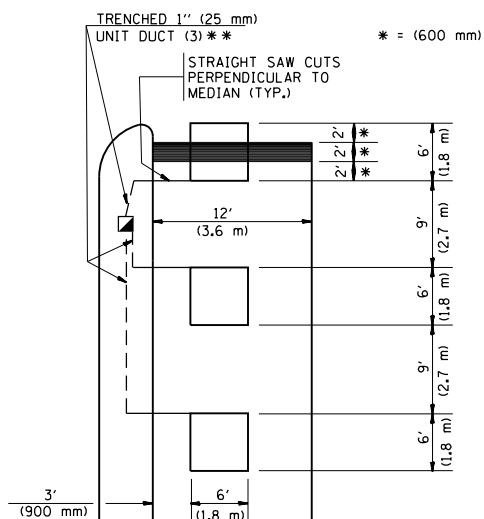
* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

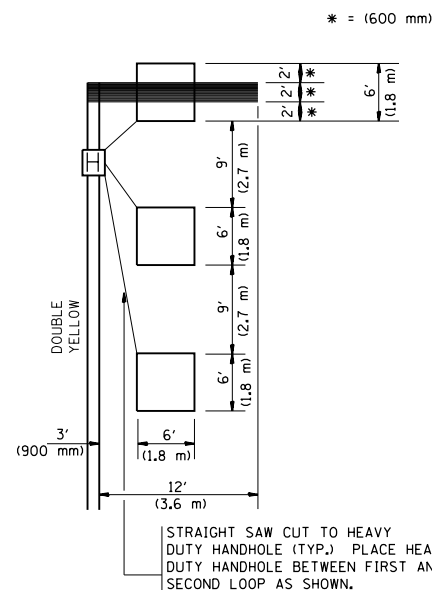


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

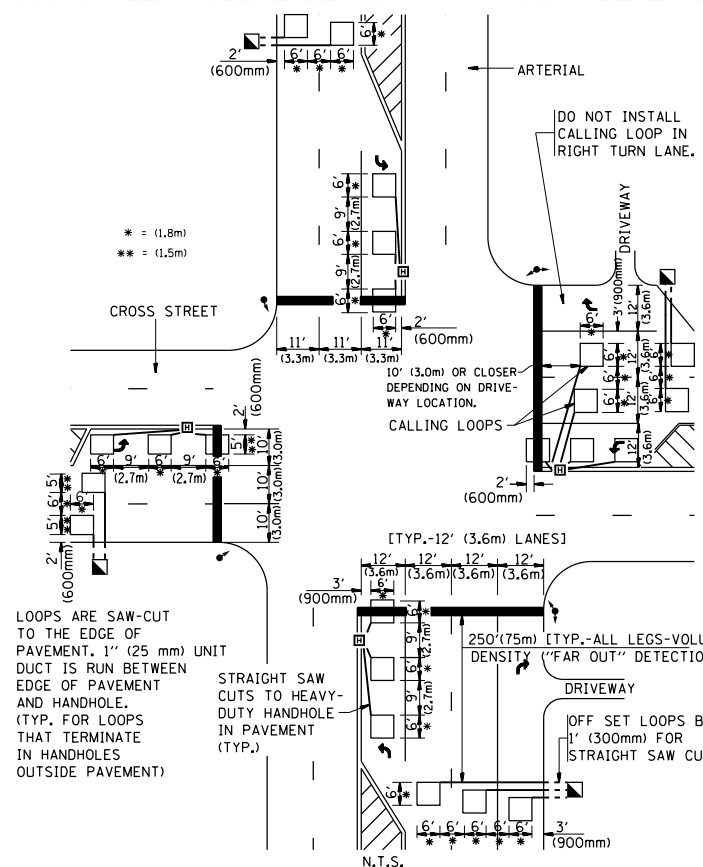
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



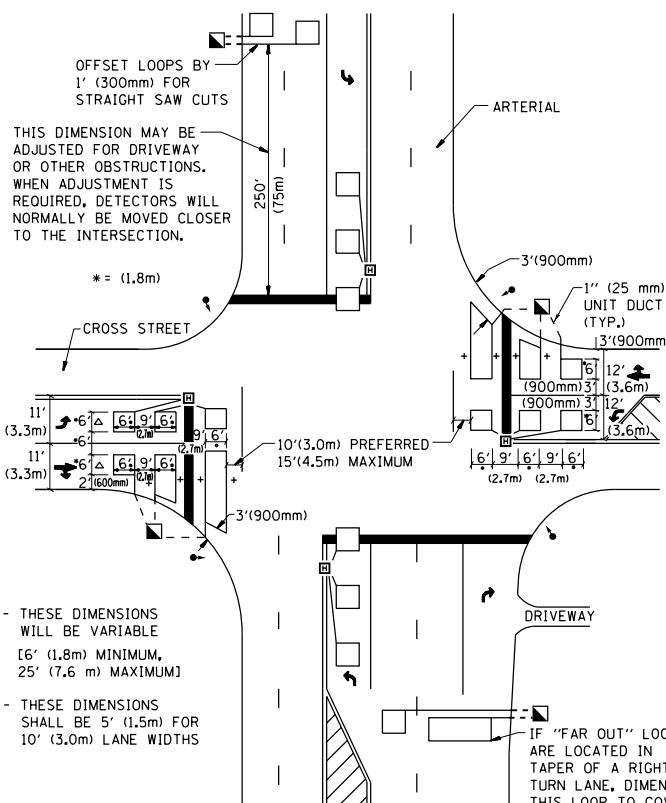
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME =	USER NAME = dettmanna	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p\dot\dettmanna\d0383212\0	stStd.dgn	DRAWN -	REVISED -			3778	(1212.2, 1112.1, 0708) RS	COOK	28	28	
		CHECKED - R.K.F.	REVISED -			TS-07		CONTRACT NO. 60Y03			
		DATE -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 12+81	TO STA. 111+90	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	