

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	0608 & 0710RS-4	COOK	25	1

D-91-365-99

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE VILLAGE OF ARLINGTON HEIGHTS



**F.A.U. ROUTE 2626: ARLINGTON HEIGHTS ROAD  
SECTION: (0608 & 0710) RS-4  
PALATINE ROAD TO CENTRAL ROAD  
RESURFACING (MAINTENANCE) & LOOP DETECTORS  
COOK COUNTY  
C-91-365-99**

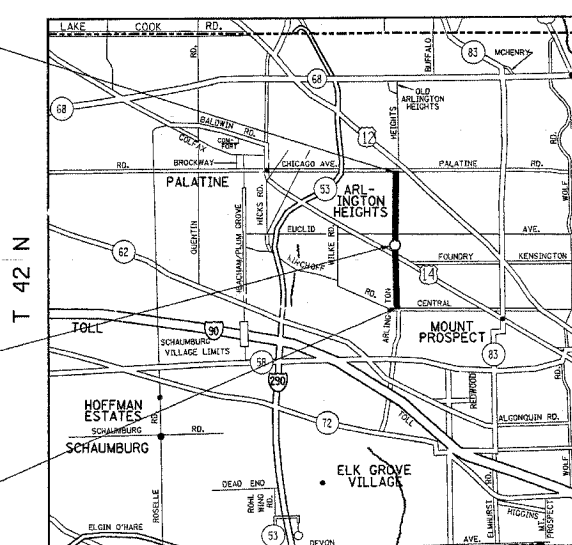
R 11 E

IMPROVEMENT ENDS  
STA. 156+48

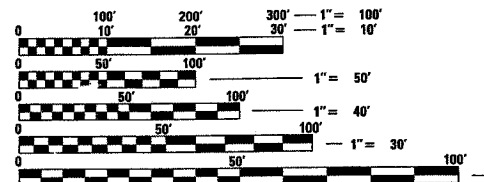
STATION EQUATION  
STA 248+22.5 BACK=  
STA 10+00 AHEAD

OMISSION  
STATION 62+15 TO  
STATION 65+15

IMPROVEMENT BEGINS  
STA. 10+00



WHEELING TOWNSHIP



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.

1" = 20'

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

GROSS LENGTH OF IMPROVEMENT = 14648 LINEAL FEET = 2.774 MILES  
NET LENGTH OF IMPROVEMENT = 14348 LINEAL FEET = 2.717 MILES

**TRAFFIC DATA**

2002 ADT = 28,400  
POSTED SPEED LIMIT= 30 - 35 MPH

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED March 21, 20 05

Dina O'Keefe  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 13, 20 05  
Mike Hine  
ENGINEER OF DESIGN AND ENVIRONMENT

May 13, 20 05  
Victor Mader  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

CONTRACT NO. 60817

DIST. 1 DESIGN - PLAN PREP ENGINEER/KEN ENG/RAJENDRA SHAH (847) 705-4437

REF-  
REF-  
REF-

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	0608&0710/RS-4	COOK	35	2
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

60817

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
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28	BUTT JOINT AND BITUMINOUS TAPER DETAILS
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34	TEMPORARY INFORMATION SIGNING
35	BITUMINOUS TAPER AT EDGE OF PCC PAVEMENT

LIST OF STATE STANDARDS

000001-04	STANDARD SYMBOLS ABBREVIATIONS AND PATTERNS
424001-03	CURB RAMPS FOR SIDEWALKS
442201-01	CLASS C AND D PATCHES
602301	INLET, TYPE A
604001-02	FRAME AND LIDS, TYPE 1
604086-01	FRAME AND GRATE, TYPE 23
604091-01	FRAME AND GRATE, TYPE 24
606001-02	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701426-02	LANE CLOSURE MULTILANE INTERMITTENT OR MOVING OPERATION FOR SPEEDS > 45 MPH
701606-04	URBAN LANE CLOSURE, MULTILANE, 2W, WITH MOUNTABLE MEDIAN
701701-04	URBAN LANE CLOSURE, MULTILANE, INTERSECTION
701801-03	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE FOR SPEED < 45 MPH
702001-05	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTORS SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- 10 FOOT (3METER) TRANSITIONS SHALL BE SUED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE VILLAGE OF ARLINGTON HEIGHTS
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1-1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS OVER 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 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), IN ACCORDANCE WITH THE "BUTT JOINT AND BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER, AT (773)685-8386. A MINIMUM OF (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT MODIFY OR REMOVE LANE CLOSURES OF CHANNELIZATION SHOW IN THE PLANS. THE CONTRACTOR SHALL MAKE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES FROM THE TIME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION.
- THE CONTRACTOR MUST PROPERLY MARK AND RECORD THE EXACT LOCATIONS OF EACH TRAFFIC SYSTEMS CENTER DETECTOR LOOPS CORE HOLE PRIOR TO RESURFACING SO THAT THE CORE HOLE CAN BE EASILY FOUND WHEN CUTTING THE DETECTOR LOOPS. COST INCLUDED IN DETECTOR LOOP REPLACEMENT.
- IT SHALL BE THE RESPONSIBILITY OF THE ELECTRICAL CONTRACTOR AND RESIDENT ENGINEER TO DETERMINE THE LOCATIONS OF ALL EXISTING TRAFFIC SIGNAL LOOP DETECTORS IN THE FIELD. AT SIGNALIZED INTERSECTIONS OR RAMPS, REPLACE THE DETECTOR LOOPS AS SPECIFIED.
- PAVEMENT PATCHING SHALL BE COMPLETED PRIOR TO BITUMINOUS SURFACE REMOVAL OPERATIONS.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		ARLINGTON HEIGHTS ROAD INDEX OF SHEETS LIST OF STATE STANDARDS PLAN NOTES  SCALE: VERT. _____ HORIZ. _____ DATE 4/7/2005  DRAWN BY _____ CHECKED BY _____

SUMMARY OF QUANTITIES					CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES					CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE URBAN I000-2A						CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE URBAN I000-2A					
20800150	TRENCH BACKFILL	CU YD	20	20						70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	70	70						70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
40600300	AGGREGATE (PRIME COAT)	TON	320	320						70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	10	10						70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	15	15					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2						70300100	SHORT-TERM PAVEMENT MARKING	FOOT	18900	18900					
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	750	750						70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	848	848					
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	380	380						70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	37700	37700					
40601000	BITUMINOUS REPLACEMENT OVER PATCHES	TON	840	840						70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	4050	4050					
42001300	PROTECTIVE COAT	SQ YD	1354	1354						70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	4150	4150					
44000125	BITUMINOUS REMOVAL OVER PATCHES 6 1/4"	SQ YD	2392	2392						70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1330	1330					
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3890	3890						70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	6300	6300					
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	3000	3000						* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	848	848					
44004610	SIDEWALK REMOVAL AND REPLACEMENT (SPECIAL)	SQ FT	1500	1500						* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	37700	37700					
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	1687	1687						* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	4050	4050					
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	405	405						* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	4150	4150					
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	300	300						* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1330	1330					
55019500	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 12"	FOOT	85	85						* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1400	1400					
55039700	STORM SEWERS TO BE CLEANED	FOOT	2000	2000						78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1400	1400					
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	2	2						* 81400215	HEAVY-DUTY HANDHOLE TO BE ADJUSTED	EACH	2	2					
60251730	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	24	24						* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	3300	3300					
<del>60252000</del>	<del>CATCH BASINS TO BE RECONSTRUCTED</del>	<del>EACH</del>	<del>1</del>	<del>1</del>						X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	257	257					
<del>60255500</del>	<del>MANHOLES TO BE ADJUSTED</del>	<del>EACH</del>	<del>2</del>	<del>2</del>						X0656100	DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	SQ YD	106	106					
<del>60257800</del>	<del>MANHOLES TO BE RECONSTRUCTED</del>	<del>EACH</del>	<del>2</del>	<del>2</del>						X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	460	460					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	34	34															
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	126	126															
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6															
67100100	MOBILIZATION	L SUM	1	1															

\* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SUMMARY OF QUANTITIES  
ARLINGTON HEIGHTS ROAD

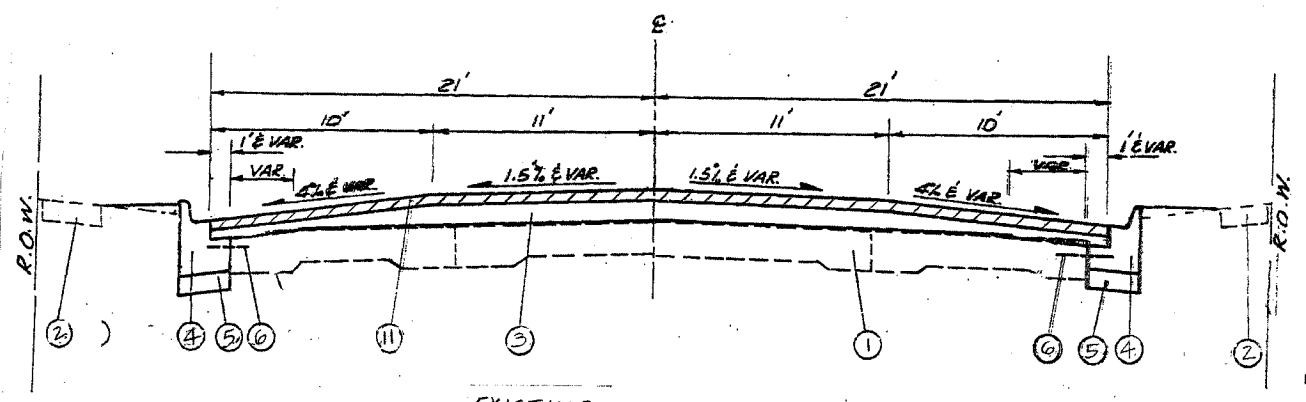
SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT		100% STATE URBAN I000-2A							CODE NO	ITEM		UNIT						
X4066548	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "F", N90	TON	7489	7489																
X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	3379	3379																
X4409410	BITUMINOUS SURFACE REMOVAL 2 1/4"	SQ YD	75400	75400																
X4421000	PARTIAL DEPTH PATCHING	TON	465	465																
X4422030	PARTIAL DEPTH REMOVAL 3"	SQ YD	4105	4105																
X7015000	CHANGEABLE MESSAGE SIGN	CAL MO	2	2																
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	200	200																
Z0042200	PORTLAND CEMENT CONCRETE PAVEMENT SURFACE REMOVAL	SQ YD	1040	1040																
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1																
60250400	CATCH BASINS TO BE ADJUSTED WITH TYPE 1 FRAME, OPEN LID	EACH	7	7																
60253000	CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	1	1																
60254830	CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	2	2																
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	5	5																
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	7	7																
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	118	118																

REVISONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	SUMMARY OF QUANTITIES	
		ARLINGTON HEIGHTS ROAD	

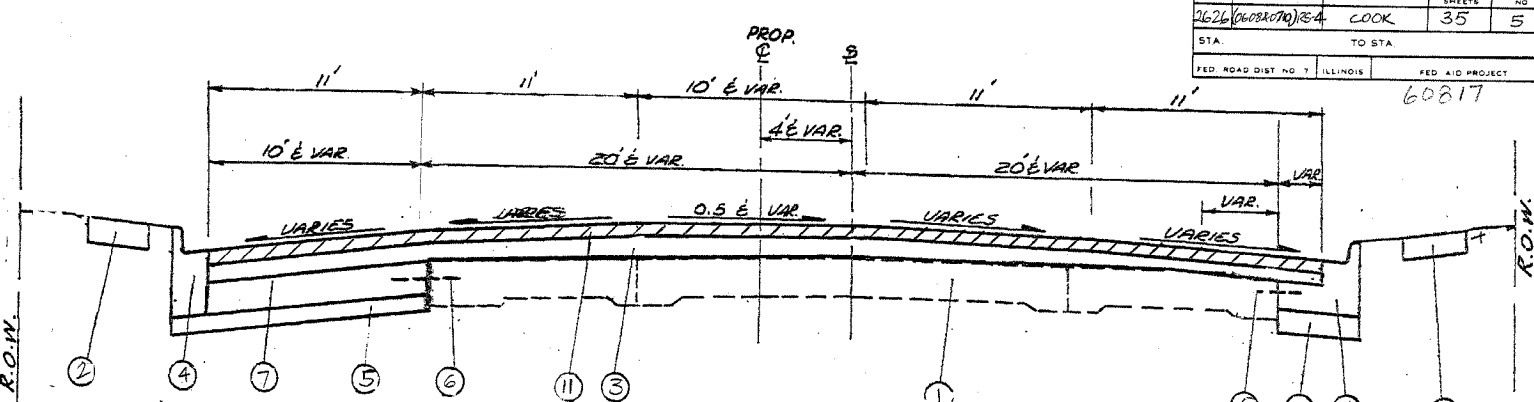
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PLOT DATE: 4/5/2005

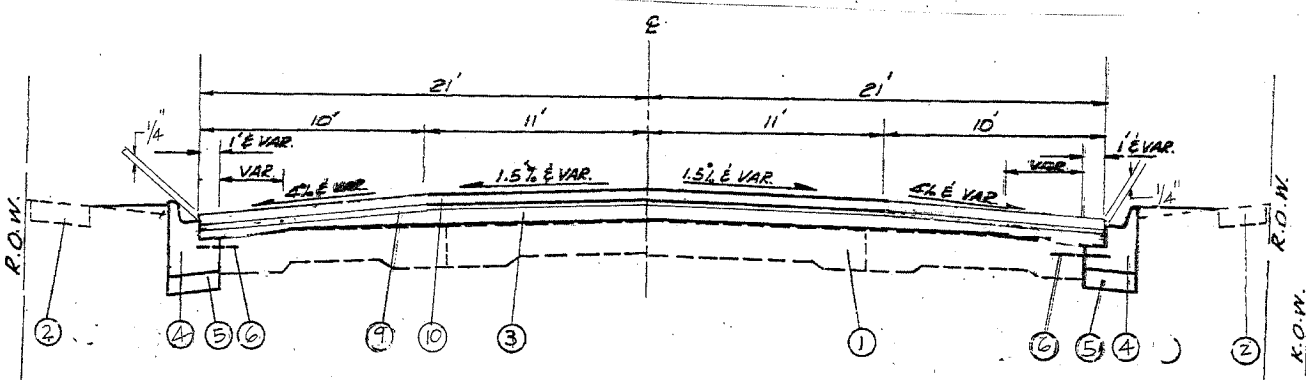
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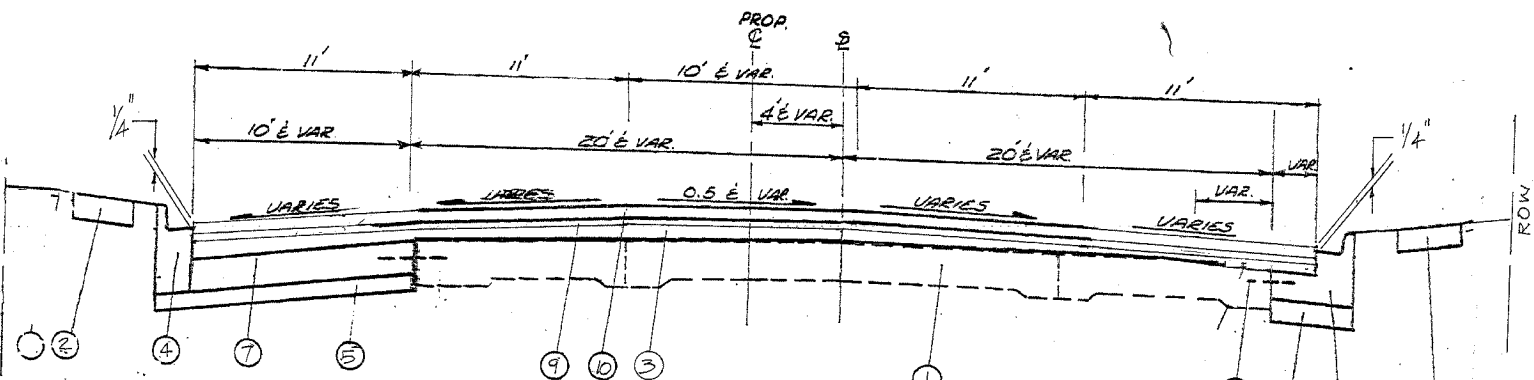
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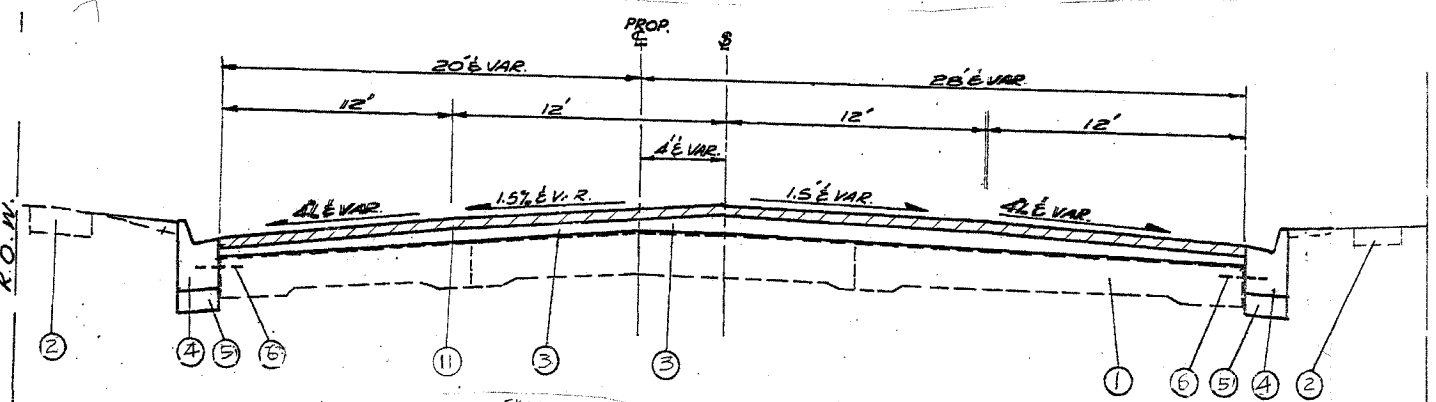
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FAIRVIEW ST. TO DAVIS ST.



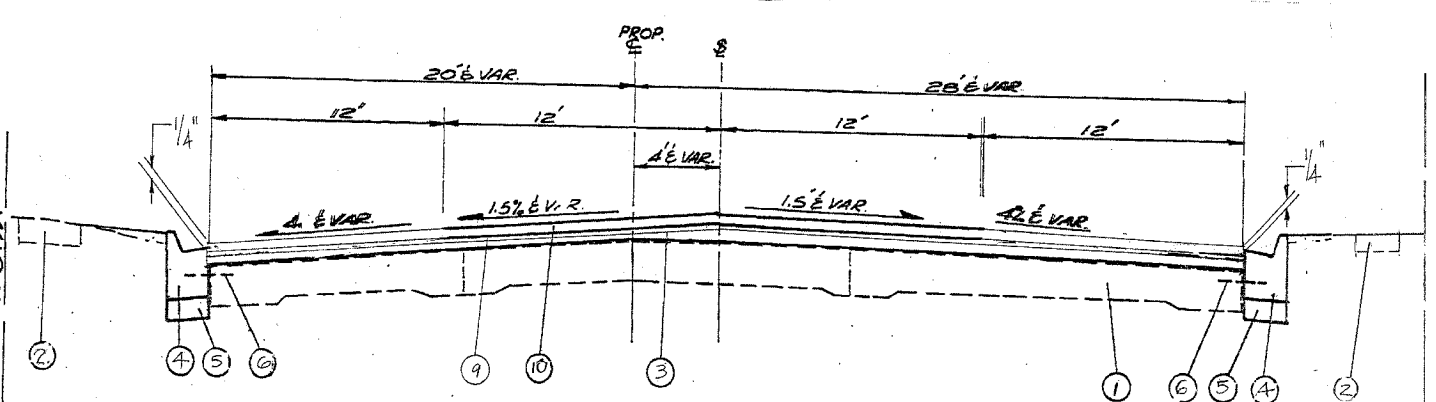
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ORCHARD ST. TO ROCKWELL ST.



PROPOSED CROSS SECTION  
FAIRVIEW ST. TO DAVIS ST.



EXISTING CROSS SECTION  
ROCKWELL ST. TO FAIRVIEW ST.



PROPOSED CROSS SECTION  
ROCKWELL ST. TO FAIRVIEW ST.

LEGEND

- 1 EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
- 2 EXISTING SIDEWALK
- 3 EXISTING BITUMINOUS CONCRETE SURFACE, 6 1/4" VARIES
- 4 EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- 5 EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 6"
- 6 EXISTING EXPANSION TIE ANCHORS 3/4"
- 7 EXISTING PCC BASE COURSE 8 1/2"
- 8 EXISTING PORTLAND CEMENT CONCRETE MEDIAN, C-4
- 9 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) SUPERPAVE, IL-4.75, N50, 3/4"
- 10 PROPOSED POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "F" N90, 1 3/4"
- 11 PROPOSED BITUMINOUS SURFACE REMOVAL, 2 1/4"
- 12 PROPOSED MEDIAN REMOVAL - PARTIAL DEPTH
- 13 PROPOSED PARTIAL DEPTH REMOVAL, 3"
- 14 PROPOSED BITUMINOUS CONCRETE SAND MIX LAYER, 3" PAID AS PARTIAL DEPTH PATCHING
- 15 PROPOSED PCC PAVEMENT SURFACE REMOVAL, 0' TO 1 1/2" AT OUTSIDE E.O.R

MIXTURE REQUIREMENTS

MIXTURE USES	AC/PG	RAP(MAX)	AIR VOIDS
POLYMERIZED BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "F", N90	SBS/SBR PG 70-22	0	4% @ 90 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	SBS/SBR PG 76-28	0	2.5% @ 50 GYR
CLASS D PATCHES, 9" (BINDER IL-19 MM)	PG 64-22	15	4% @ 70 GYR
BITUMINOUS REPLACEMENT OVER PATCHES (BINDER IL-19 MM)	PG 64-22	15	4% @ 70 GYR
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	10	4% @ 70 GYR

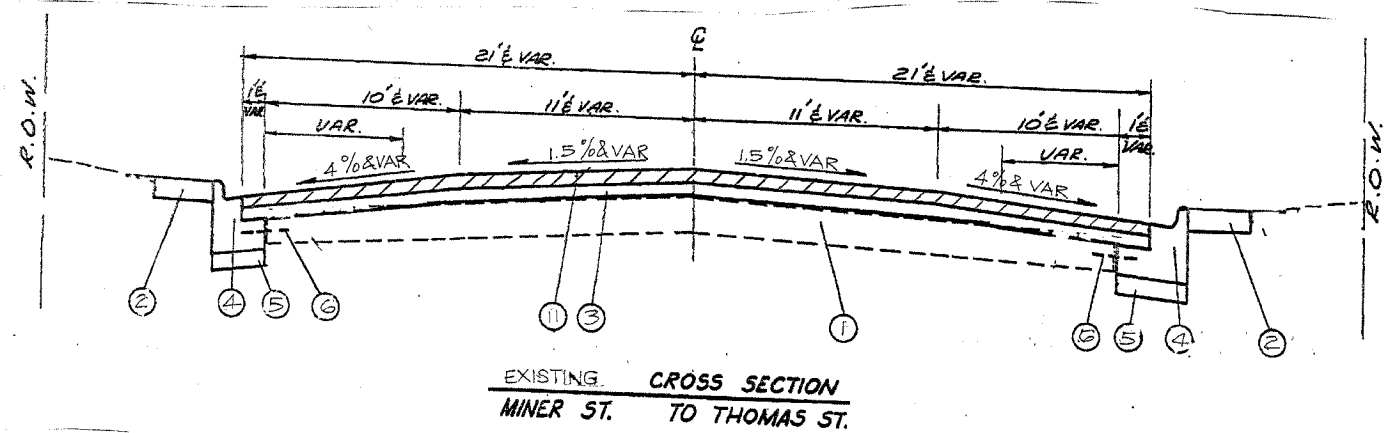
NOTE: THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURES IS 112 LBS/SQ.YD./IN.

REVISIONS	
NAME	DATE

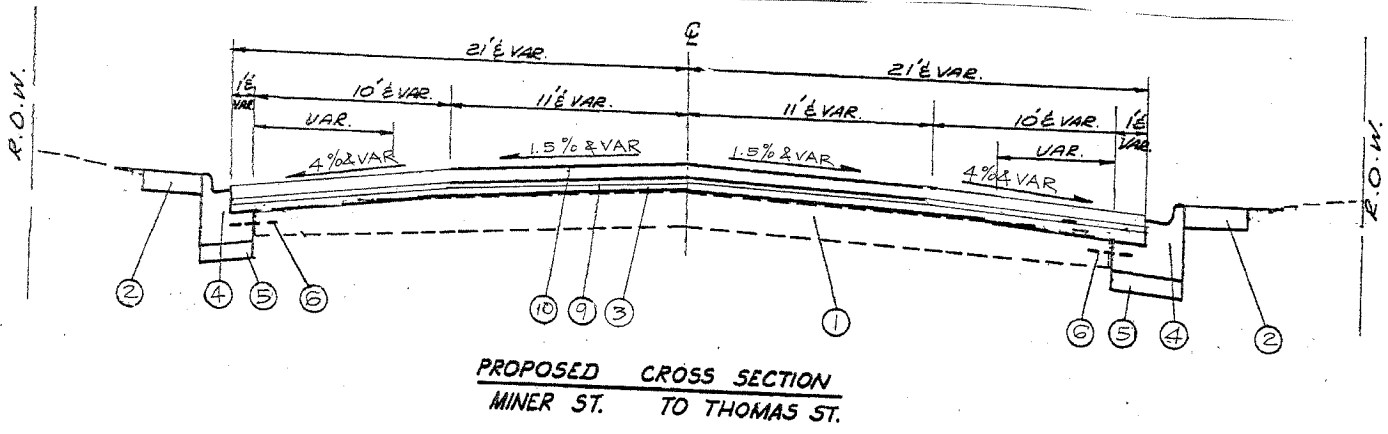
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTION  
ARLINGTON HEIGHTS ROAD

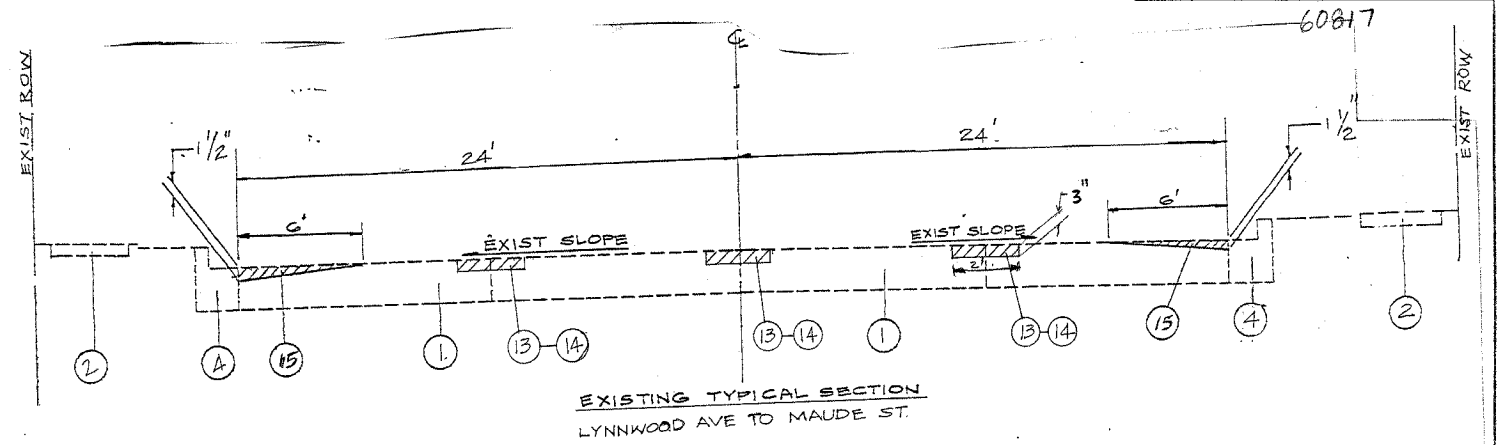
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 HORIZ.              CHECKED BY  
 DATE



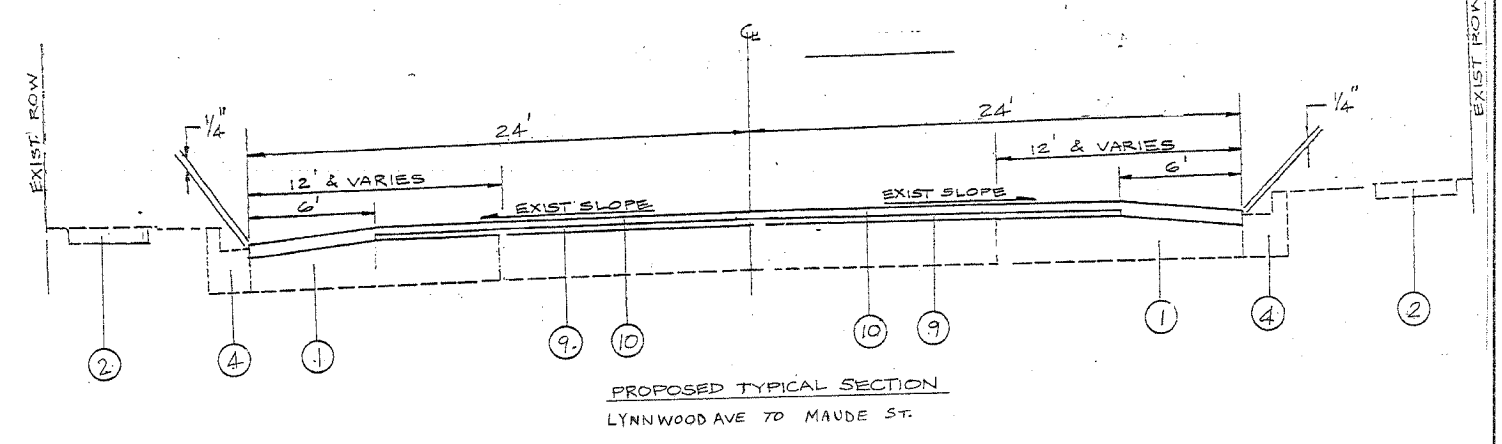
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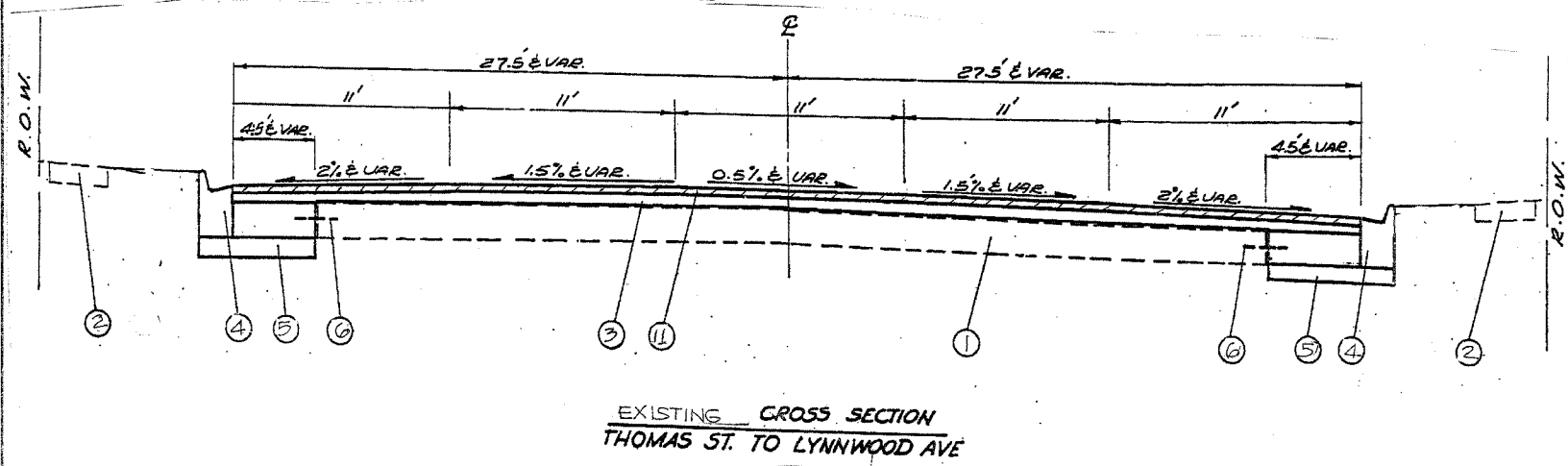
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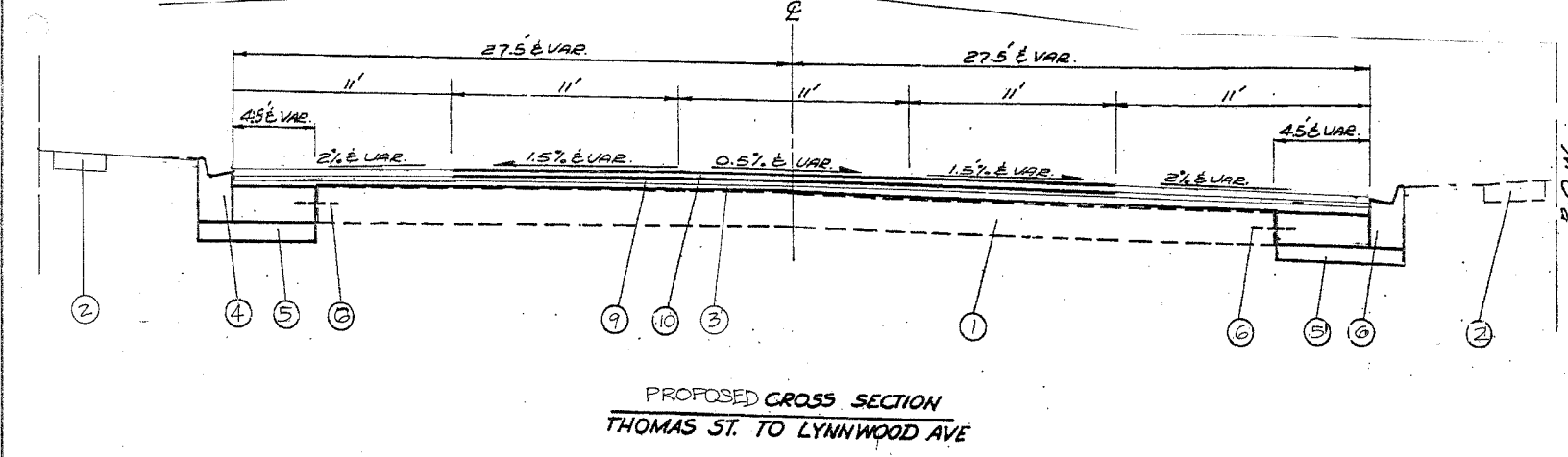
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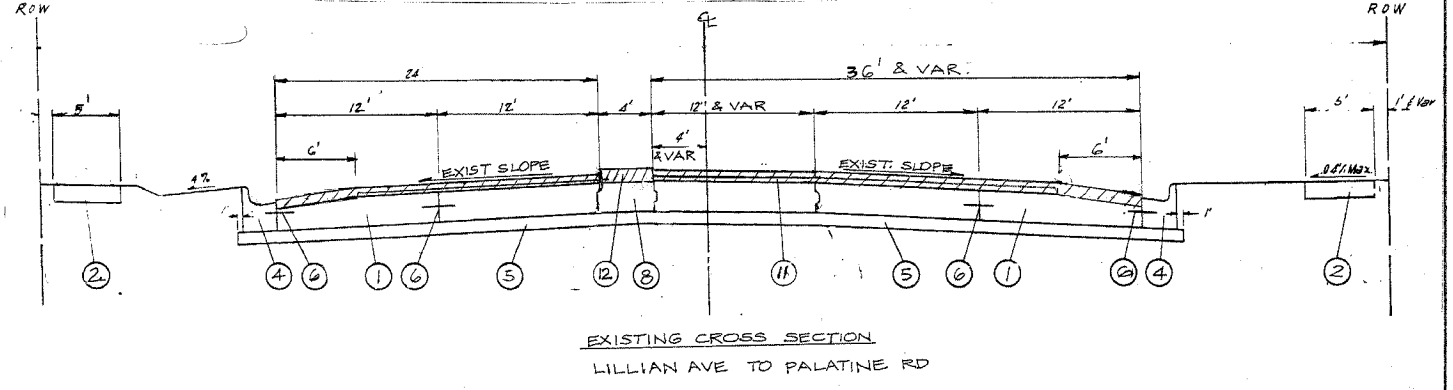
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LYNNWOOD AVE TO MAUDE ST.



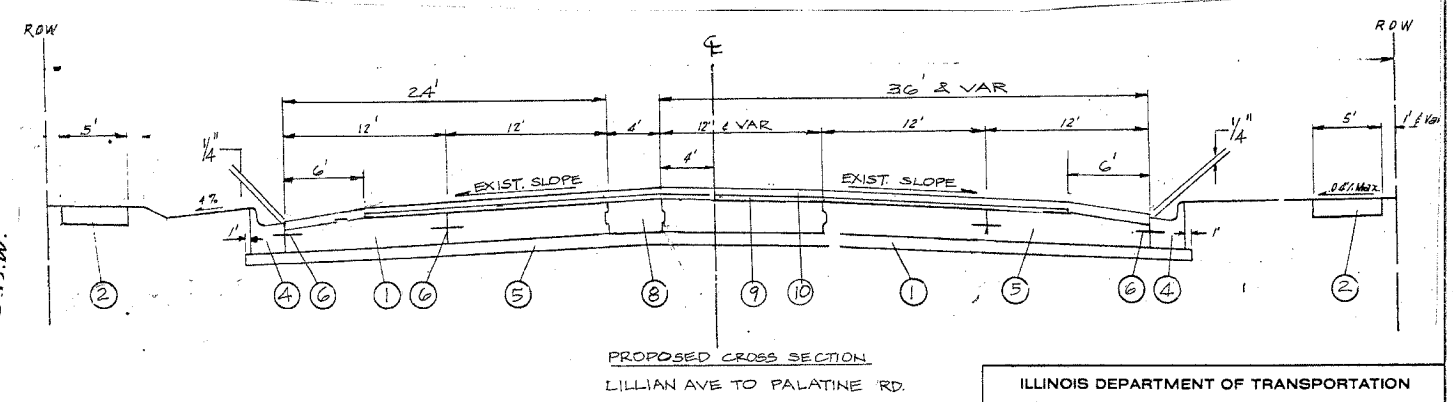
EXISTING CROSS SECTION  
THOMAS ST. TO LYNNWOOD AVE



PROPOSED CROSS SECTION  
THOMAS ST. TO LYNNWOOD AVE



EXISTING CROSS SECTION  
LILLIAN AVE TO PALATINE RD

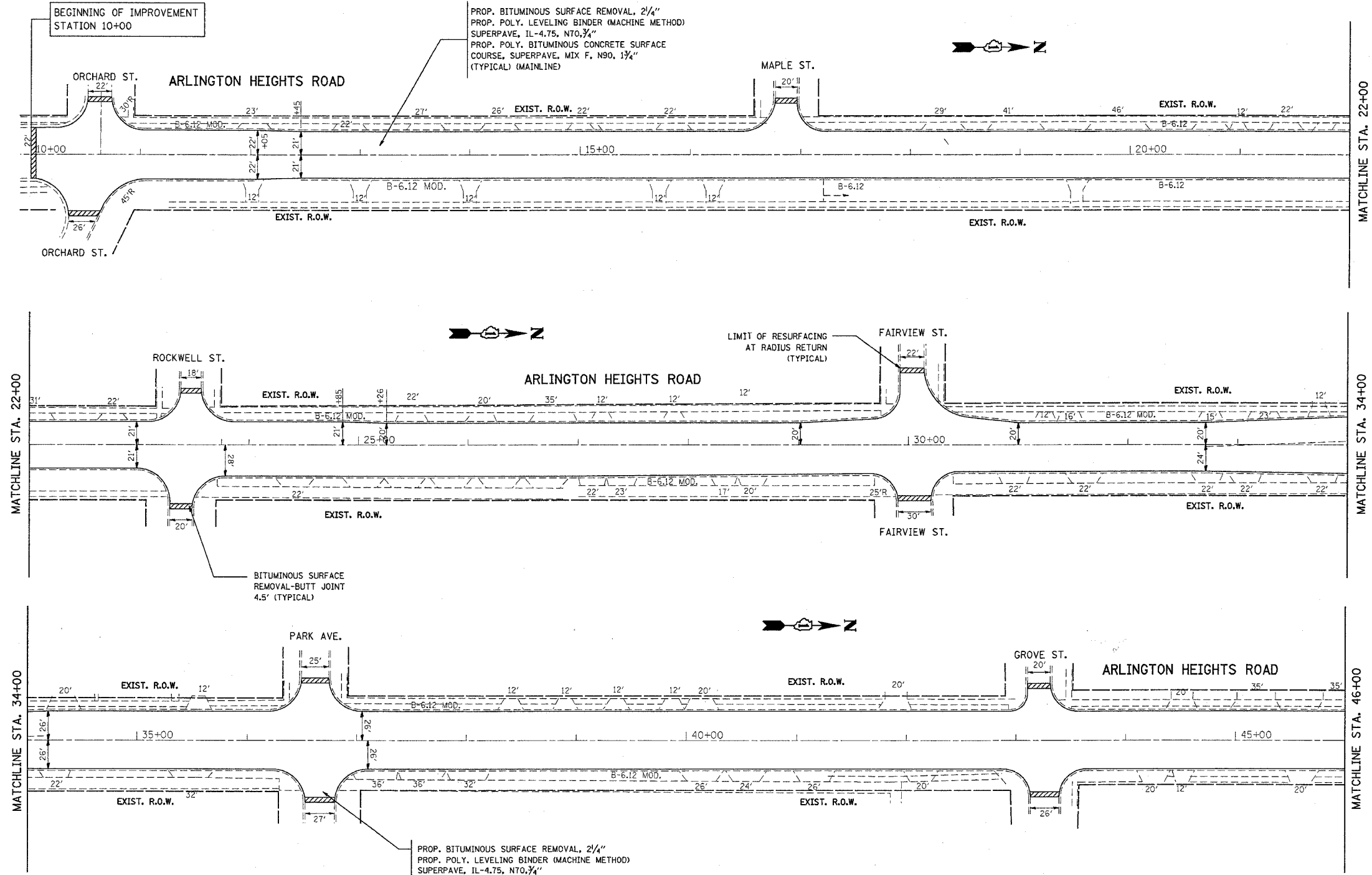


PROPOSED CROSS SECTION  
LILLIAN AVE TO PALATINE RD

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
TYPICAL CROSS SECTION  
ARLINGTON HEIGHTS ROAD  
SCALE: VERT. 1" = 4'  
HORIZ. 1" = 40'  
DATE:                      DRAWN BY:                      CHECKED BY:

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	10608&0710RS-4	COOK	35	7
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



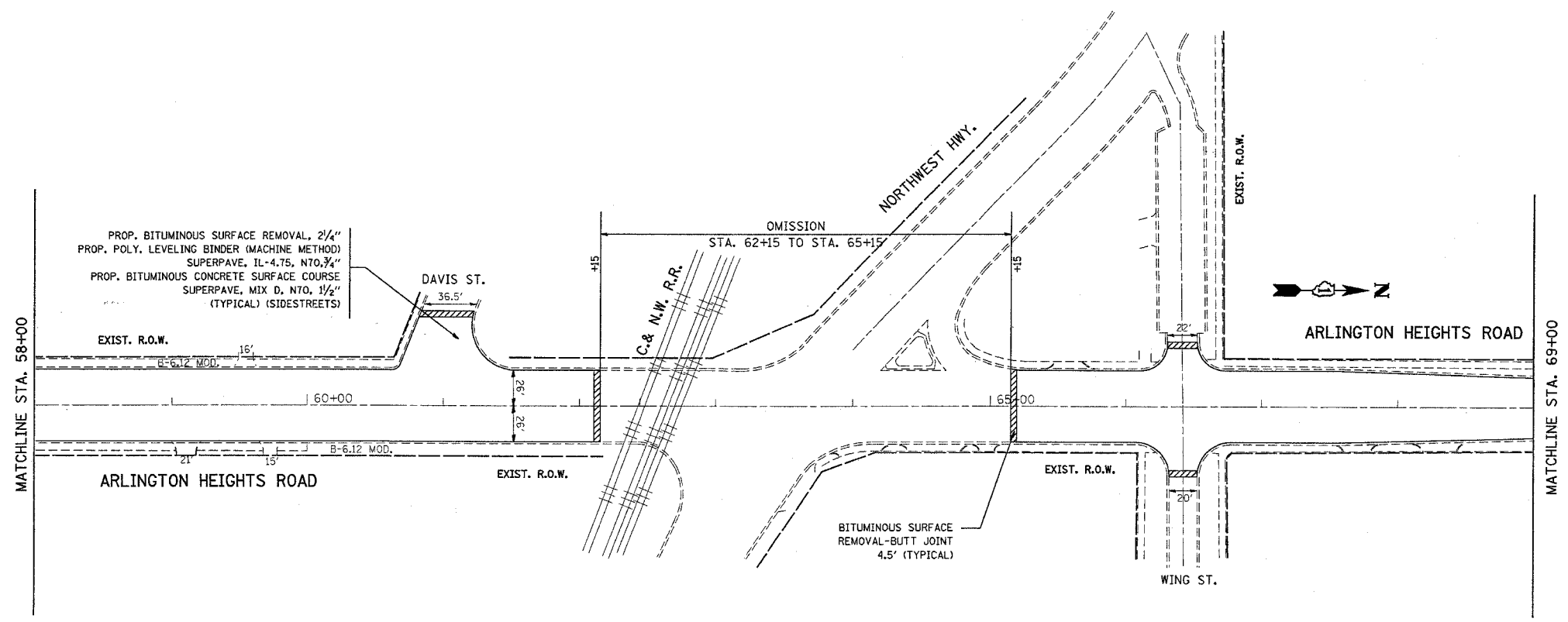
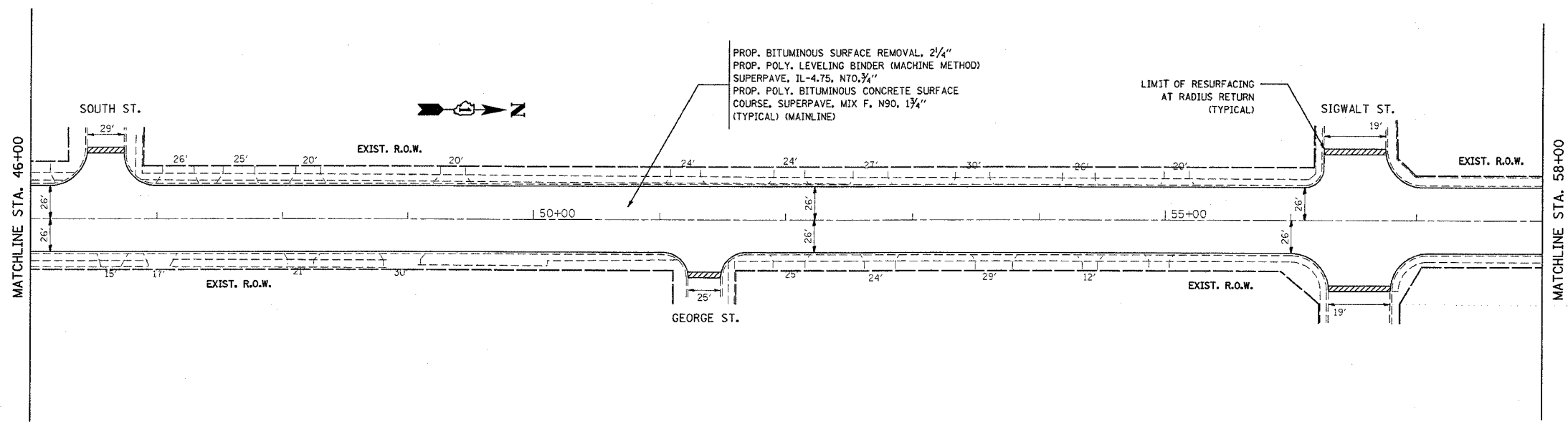
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ARLINGTON HEIGHTS ROAD**  
 CENTRAL RD TO PALATINE RD  
 ROADWAY PLAN

SCALE: 1"=50'  
 DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	10608&0710RS-4	COOK	35	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ARLINGTON HEIGHTS ROAD**

CENTRAL RD TO PALATINE RD

ROADWAY PLAN

SCALE: 1"=50'

DATE

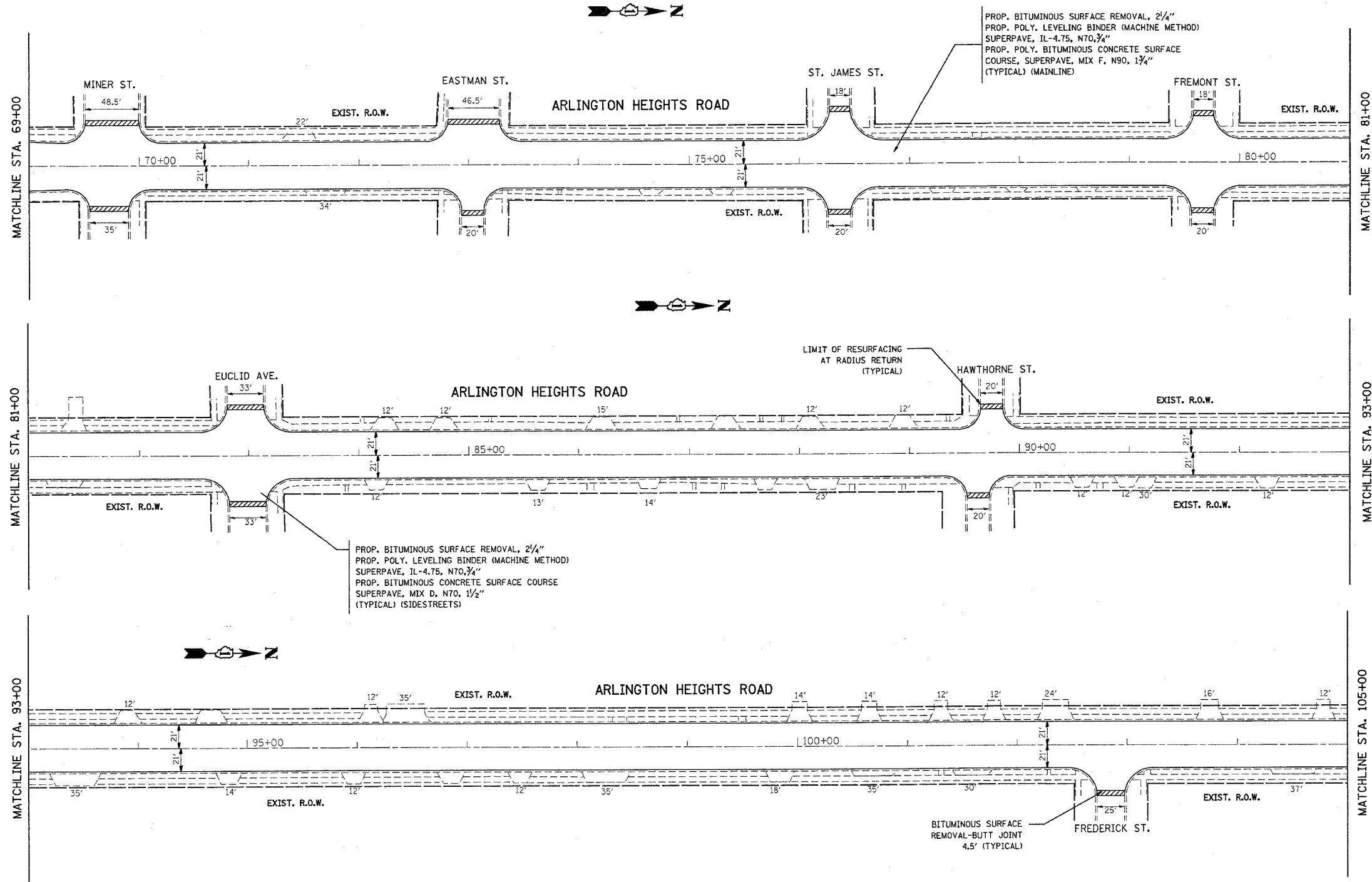
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	10608&0710RS-4	COOK	35	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLOT DATE = 4/14/2005  
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 PLOT SCALE = 1/8" = 1'-0"  
 USER NAME = jason

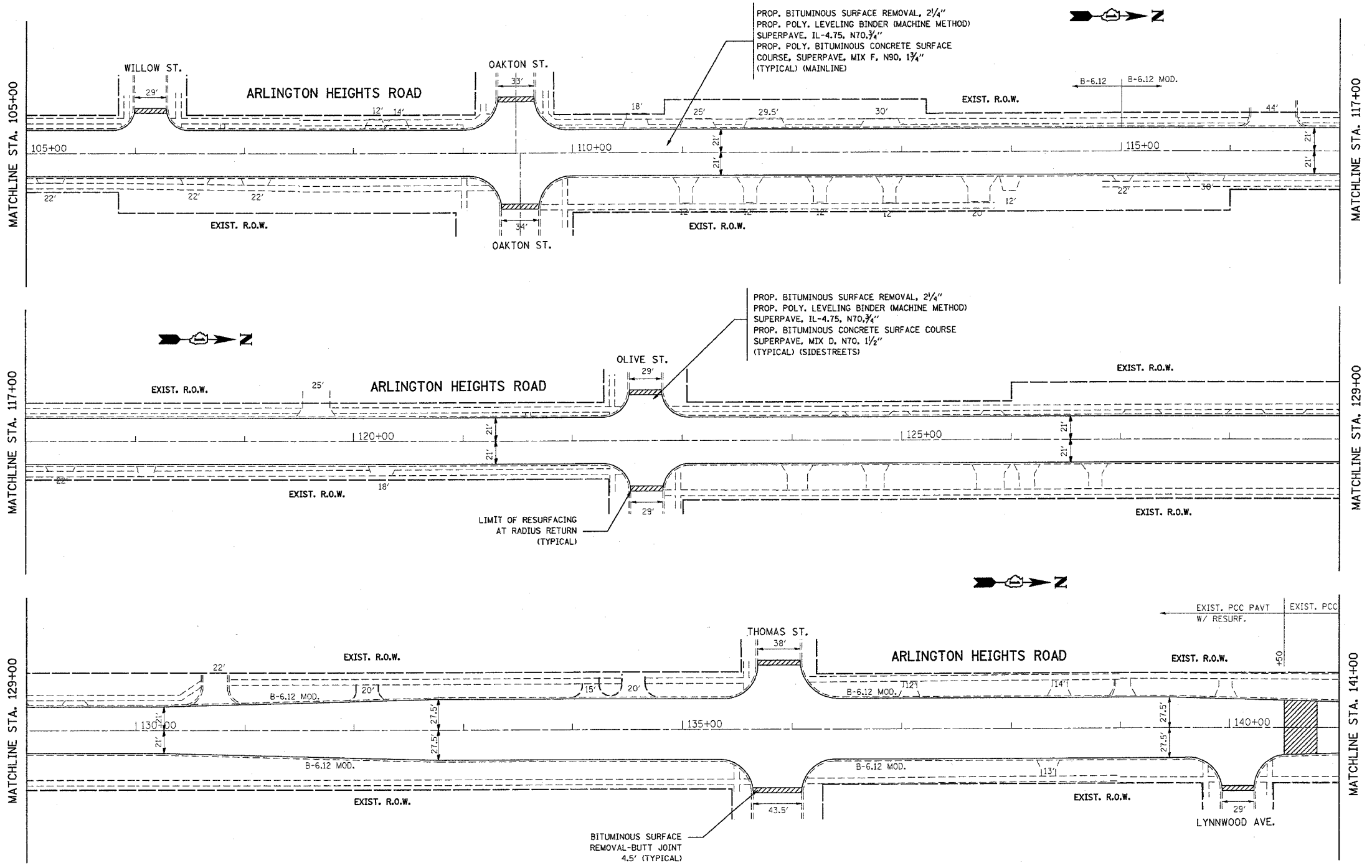
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ARLINGTON HEIGHTS ROAD**  
 CENTRAL RD TO PALATINE RD  
 ROADWAY PLAN

SCALE: 1"=50'  
 DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	10608&0710RS-4	COOK	35	10
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

PROP. BITUMINOUS SURFACE REMOVAL, 2 1/4"  
 PROP. POLY. LEVELING BINDER (MACHINE METHOD)  
 SUPERPAVE, IL-4.75, N70, 3/4"  
 PROP. BITUMINOUS CONCRETE SURFACE COURSE  
 SUPERPAVE, MIX D, N70, 1 1/2"  
 (TYPICAL) (SIDESTREETS)

BITUMINOUS SURFACE REMOVAL-BUTT JOINT  
 4.5' (TYPICAL)

REVISIONS	
NAME	DATE

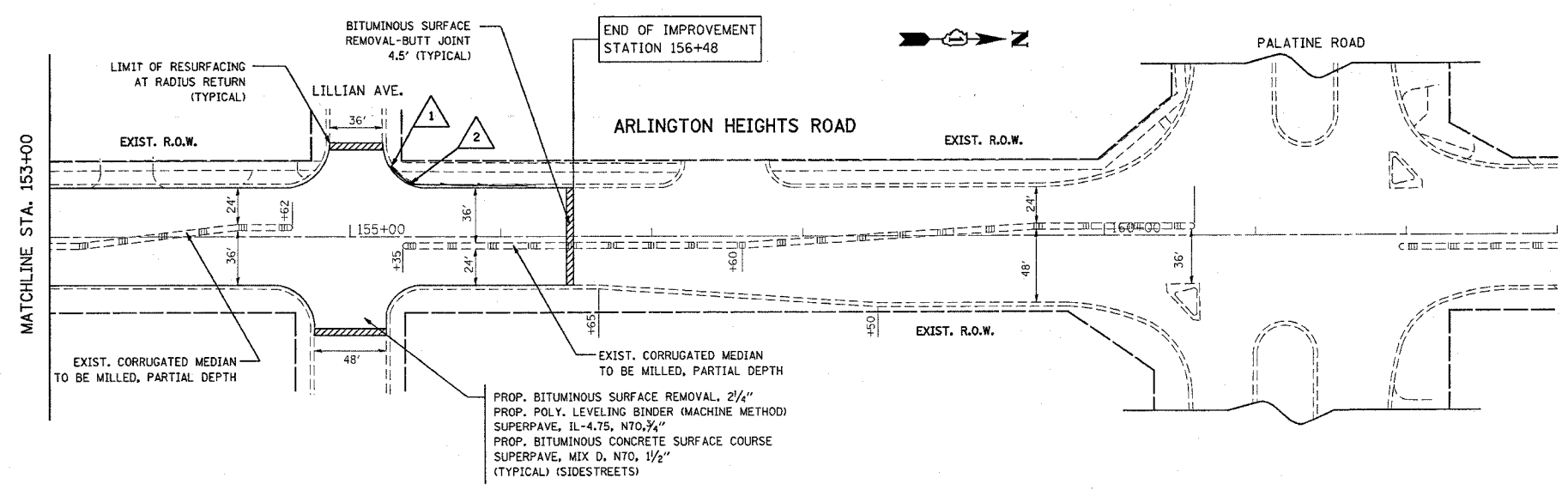
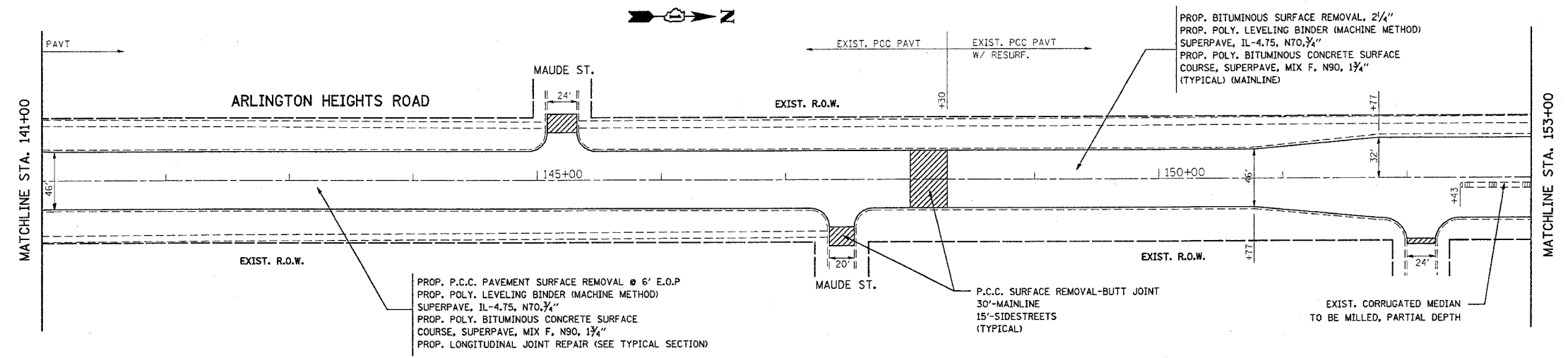
ILLINOIS DEPARTMENT OF TRANSPORTATION

**ARLINGTON HEIGHTS ROAD  
 CENTRAL RD TO PALATINE RD  
 ROADWAY PLAN**

SCALE: 1"=50'  
 DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

PLOT DATE = 4/4/2005  
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 USER NAME = j.luo

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	0608&0710RS-4	COOK	35	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ARLINGTON HEIGHTS ROAD**  
CENTRAL RD TO PALATINE RD  
ROADWAY PLAN

SCALE: 1"=50'

DATE

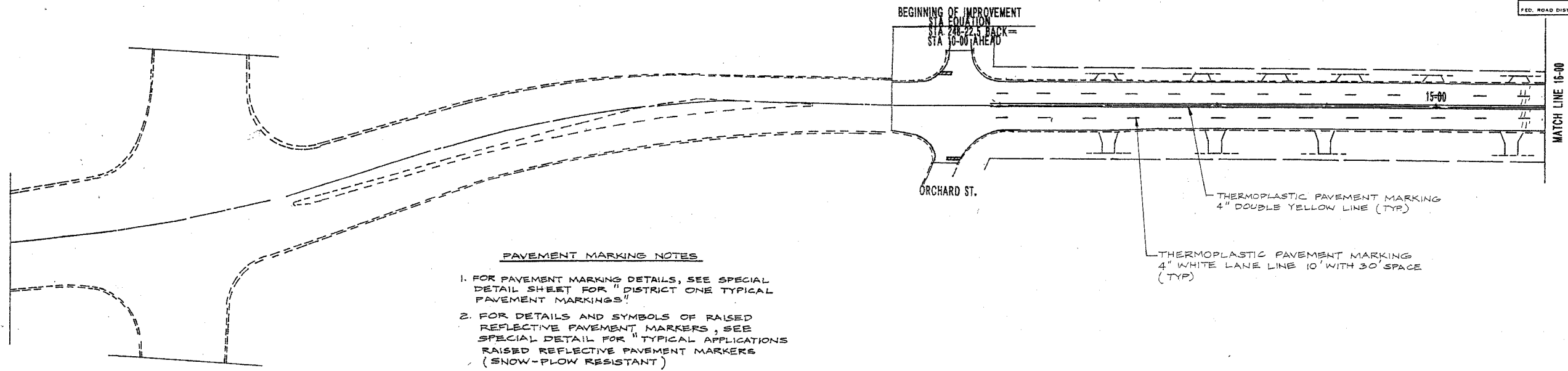
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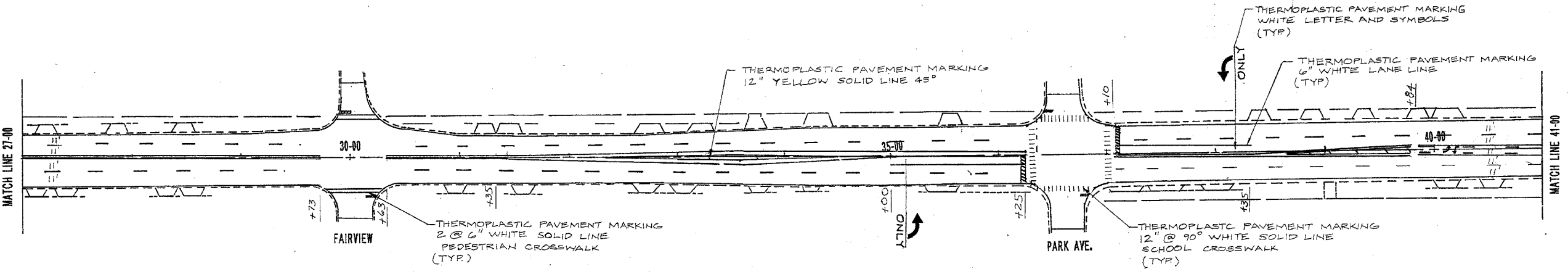
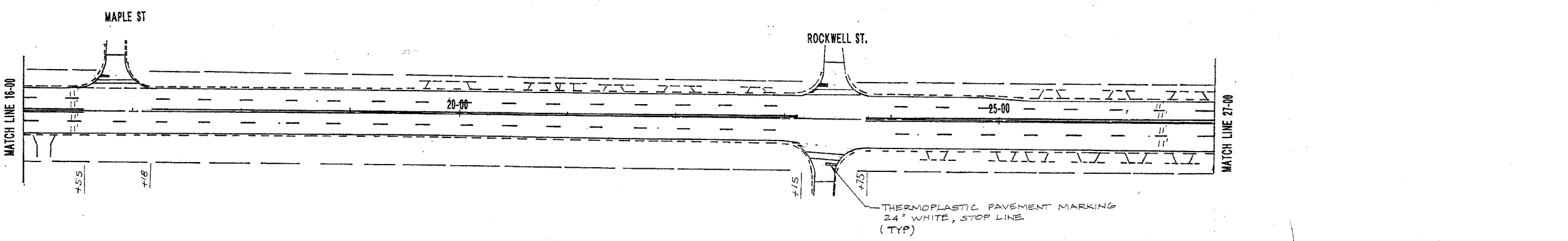
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USER NAME = juno

1. ADV. STA.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2+26	6060807193A	COOK	35	12
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

60817



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



REVISIONS	
NAME	DATE

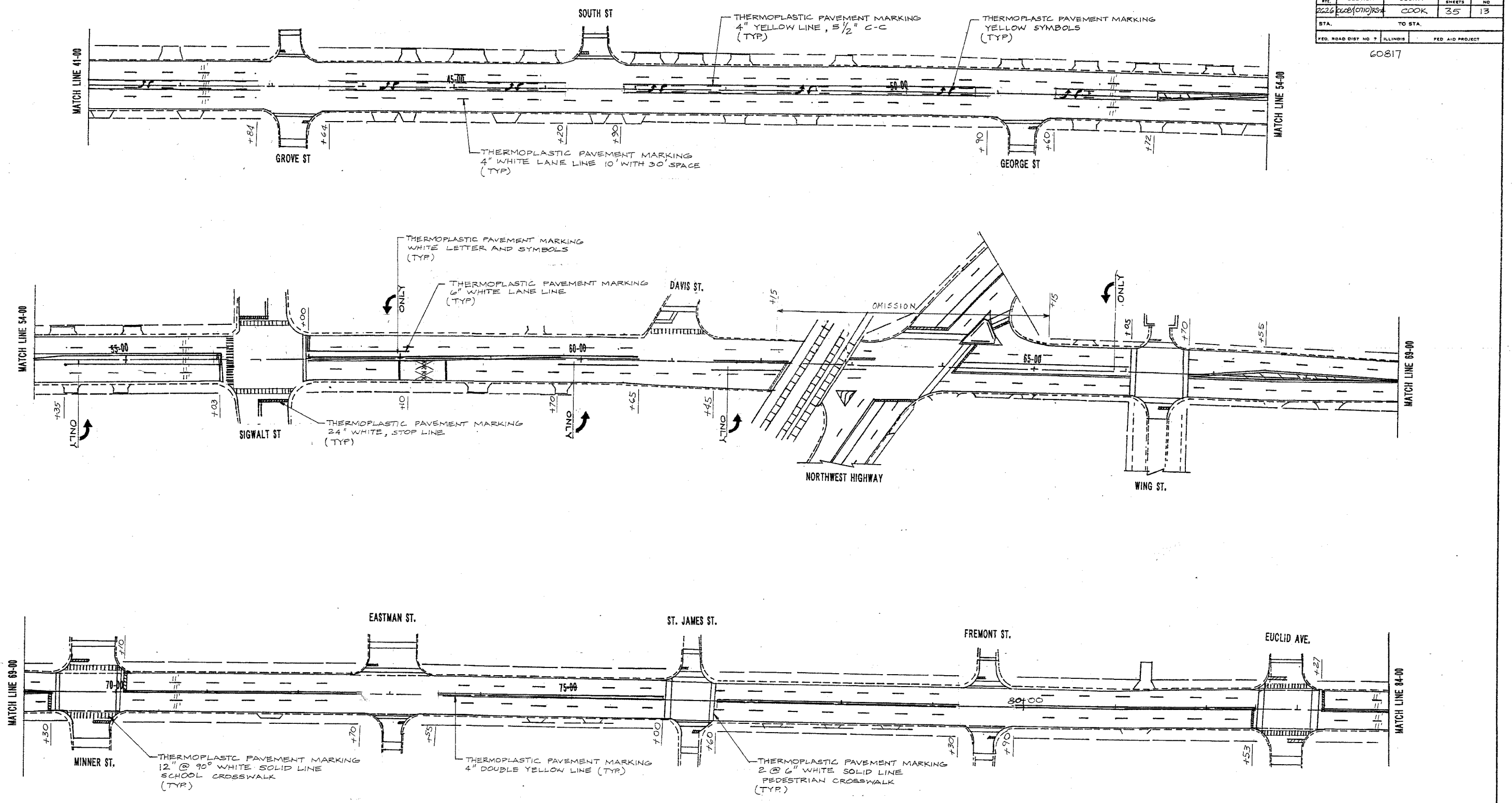
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ARLINGTON HEIGHTS ROAD**  
 PALATINE RD TO CENTRAL RD.  
 ROADWAY & PAVEMENT MARKING PLAN

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

DATE \_\_\_\_\_ DRAWN BY FRITZ  
 CHECKED BY \_\_\_\_\_

F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	008(010)RS-4	COOK	35	13
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT

60817



REVISIONS	
NAME	DATE

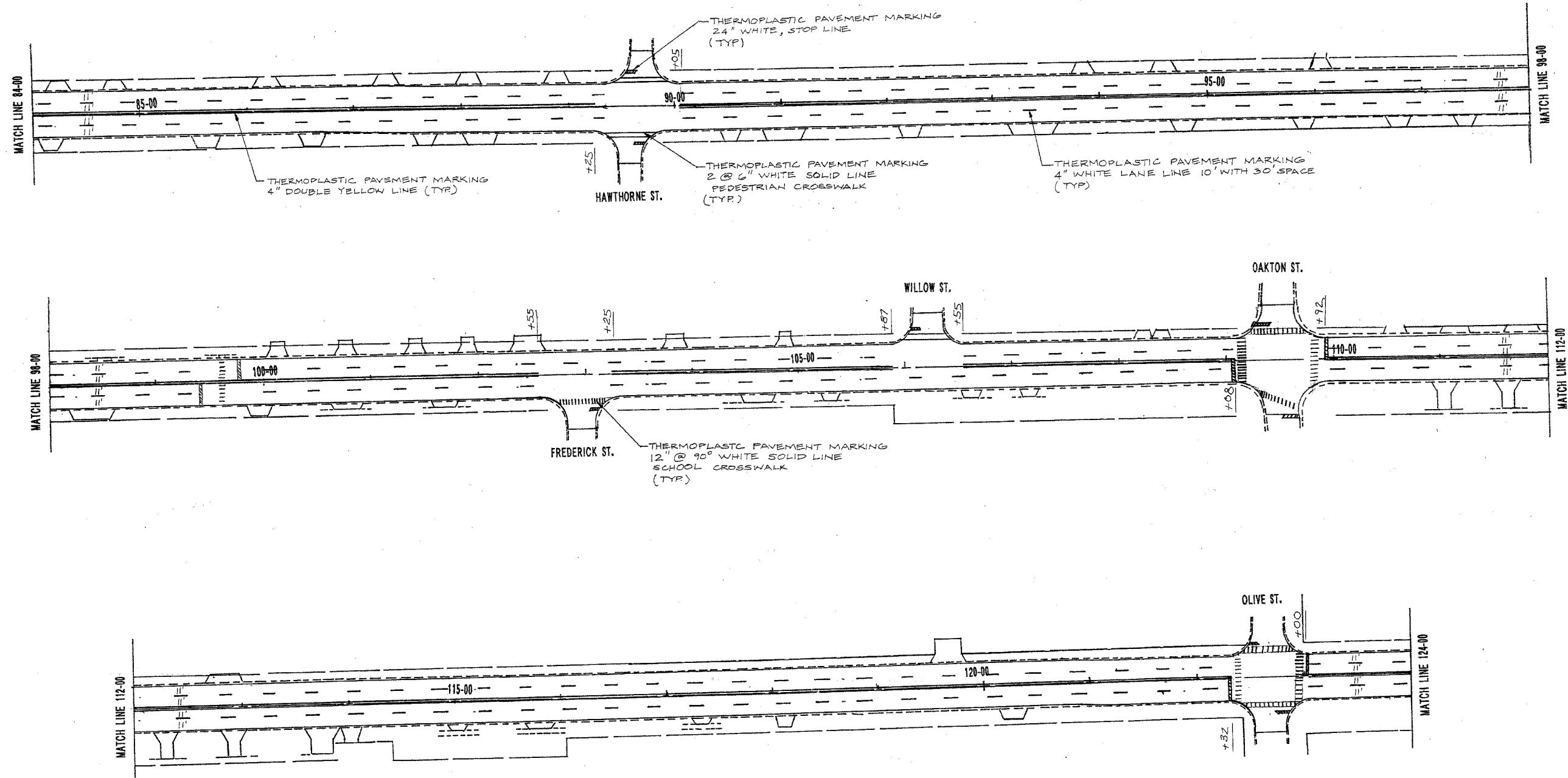
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ARLINGTON HEIGHTS ROAD**  
 PALATINE RD TO CENTRAL RD.  
 ROADWAY & PAVEMENT MARKING PLAN

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

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

F. A. D. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2026	6008 (FORM) RS-4	COOK	35	14
STA.	TO STA.			
FED. ROAD DIST NO 7	ILLINOIS	FED. AID PROJECT		

60817



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ARLINGTON HEIGHTS ROAD**  
 PALATINE RD TO CENTRAL RD.  
 ROADWAY & PAVEMENT MARKING PLAN

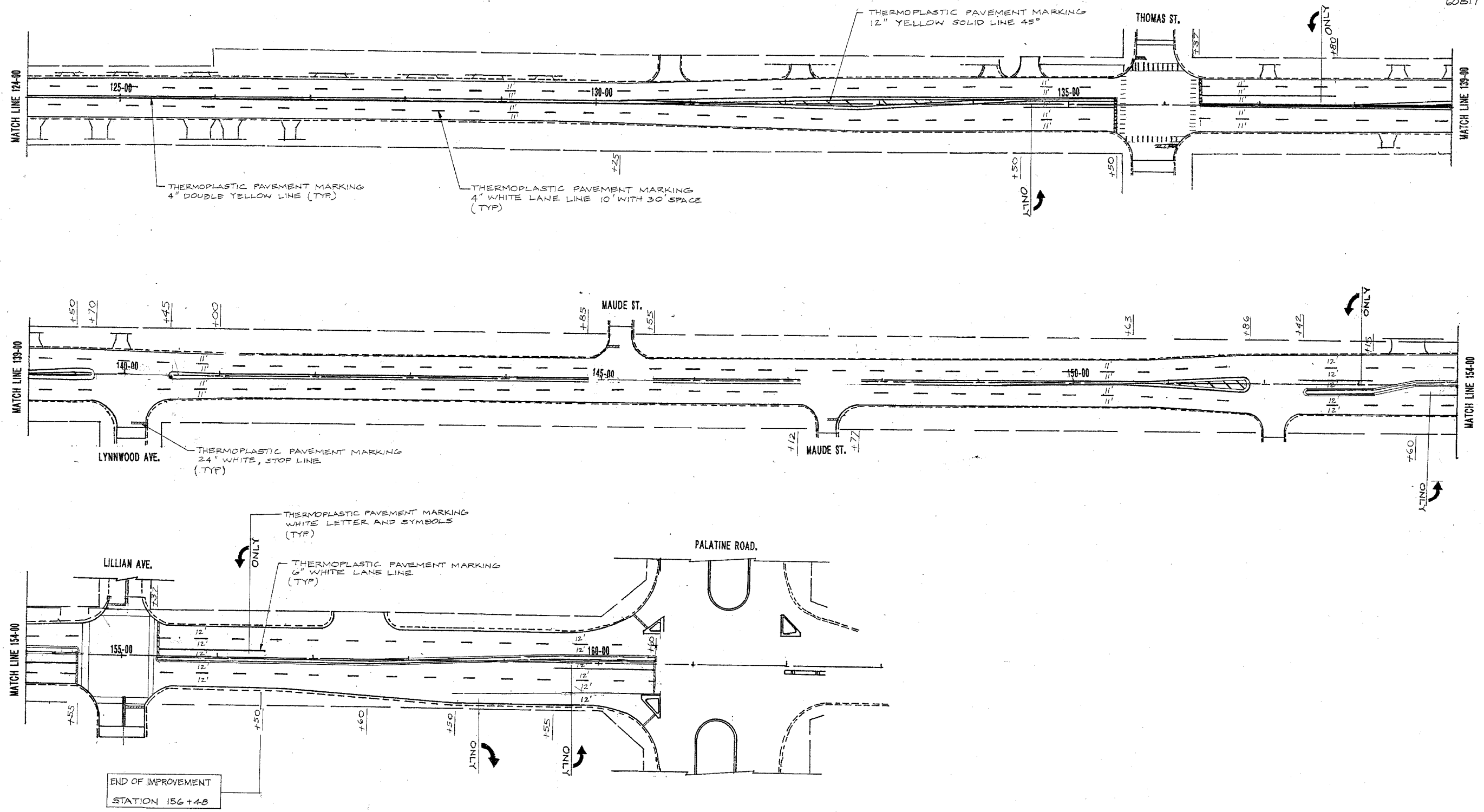
SCALE: VERT. 1" = 50'  
 HORIZ. 1" = 50'

DRAWN BY FRITZ  
 CHECKED BY

44-111-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200

F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	0608 (070)RS	COOK	35	15
STA.	TO STA.			
FED. ROAD DIST NO. 7	ILLINOIS	FED. AID PROJECT		

60817



REVISIONS	
NAME	DATE

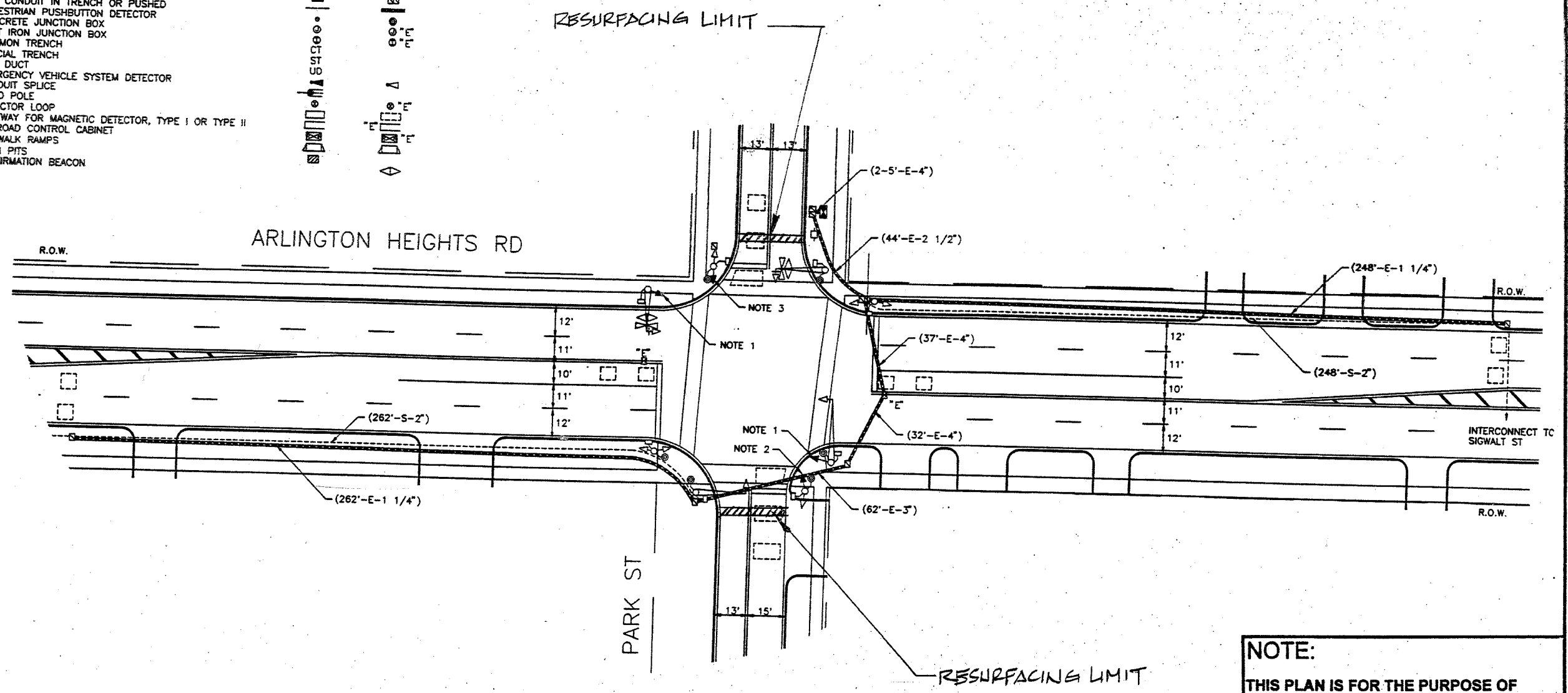
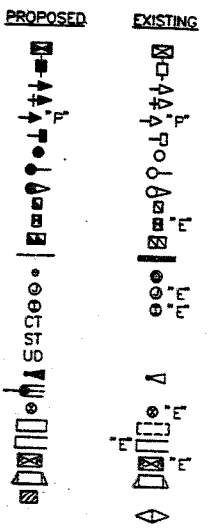
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 ARLINGTON HEIGHTS ROAD  
 PALATINE RD TO CENTRAL RD.  
 ROADWAY & PAVEMENT MARKING PLAN

SCALE: VERT. / HORIZ.  
 DATE / DRAWN BY FRITZ / CHECKED BY

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626 (06089710)RSA	COOK	35	16
STA.		TO STA.	
P.C. ROAD DIST NO. 3		ALIGNMENT	POB AND PROJECT

60817

- TRAFFIC SIGNAL LEGEND
- CONTROLLER
  - SERVICE INSTALLATION
  - SIGNAL HEAD
  - SIGNAL HEAD WITH BACKPLATE
  - SIGNAL HEAD OPTICALLY PROGRAMMED
  - 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
  - CONCRETE JUNCTION BOX
  - CAST IRON JUNCTION BOX
  - COMMON TRENCH
  - SPECIAL TRENCH
  - UNIT DUCT
  - EMERGENCY VEHICLE SYSTEM DETECTOR
  - CONDUIT SPLICE
  - WOOD POLE
  - DETECTOR LOOP
  - RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
  - RAILROAD CONTROL CABINET
  - SIDEWALK RAMPS
  - PUSH PITS
  - 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
	344	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETECTOR LOOP REPLACEMENT**  
 ARLINGTON HGTS RD @ PARK STREET

SCALE: 1" = 20'  
 DATE: JUNE 2000

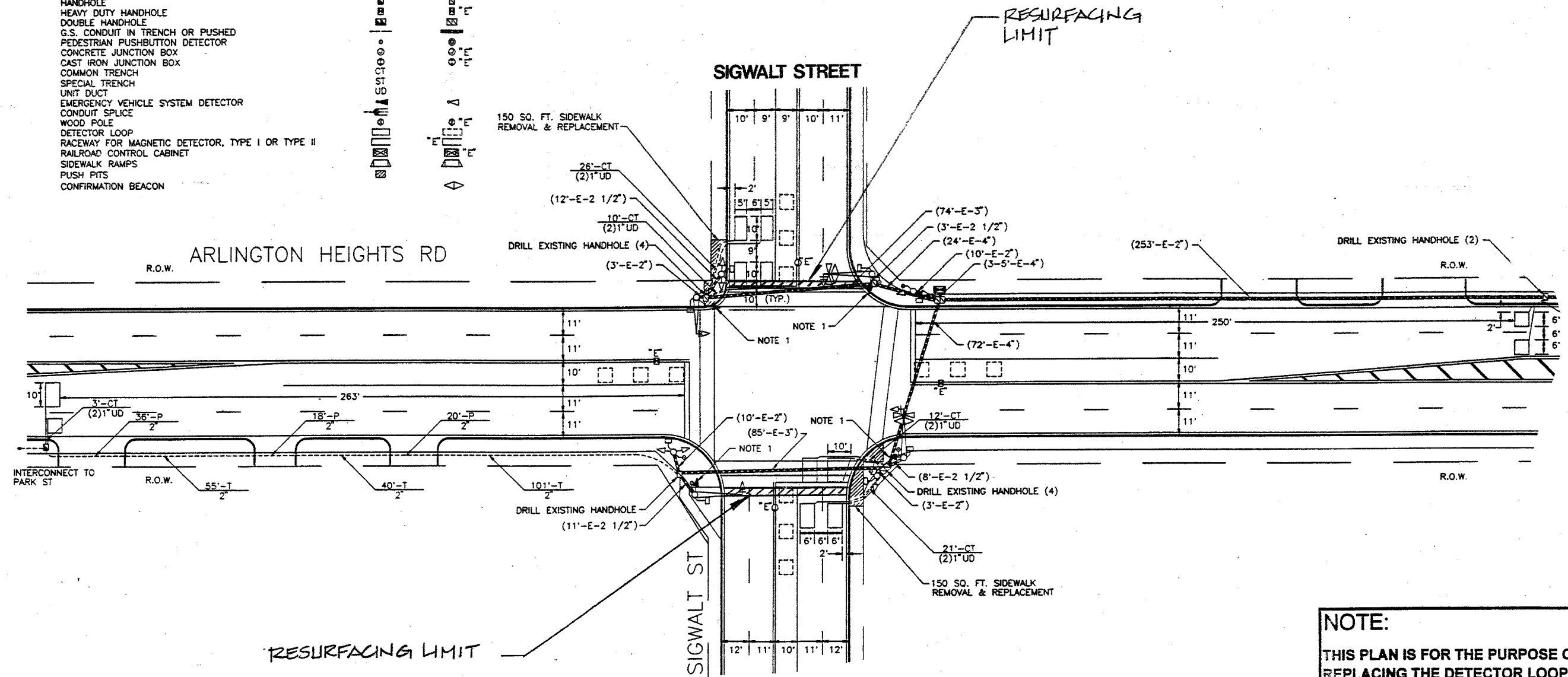
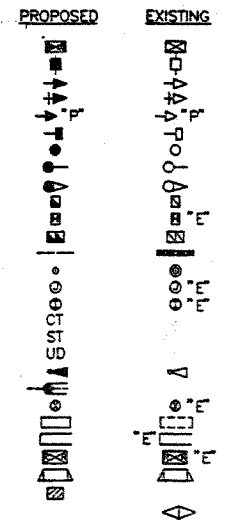
DRAWN BY: JJE  
 DESIGNED BY: JJE  
 CHECKED BY: DAD



60817

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD OPTICALLY PROGRAMMED
- 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
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- SPECIAL TRENCH
- UNIT DUCT
- EMERGENCY VEHICLE SYSTEM DETECTOR
- CONDUIT SPLICE
- WOOD POLE
- DETECTOR LOOP
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- RAILROAD CONTROL CABINET
- SIDEWALK RAMPS
- PUSH PITS
- 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.

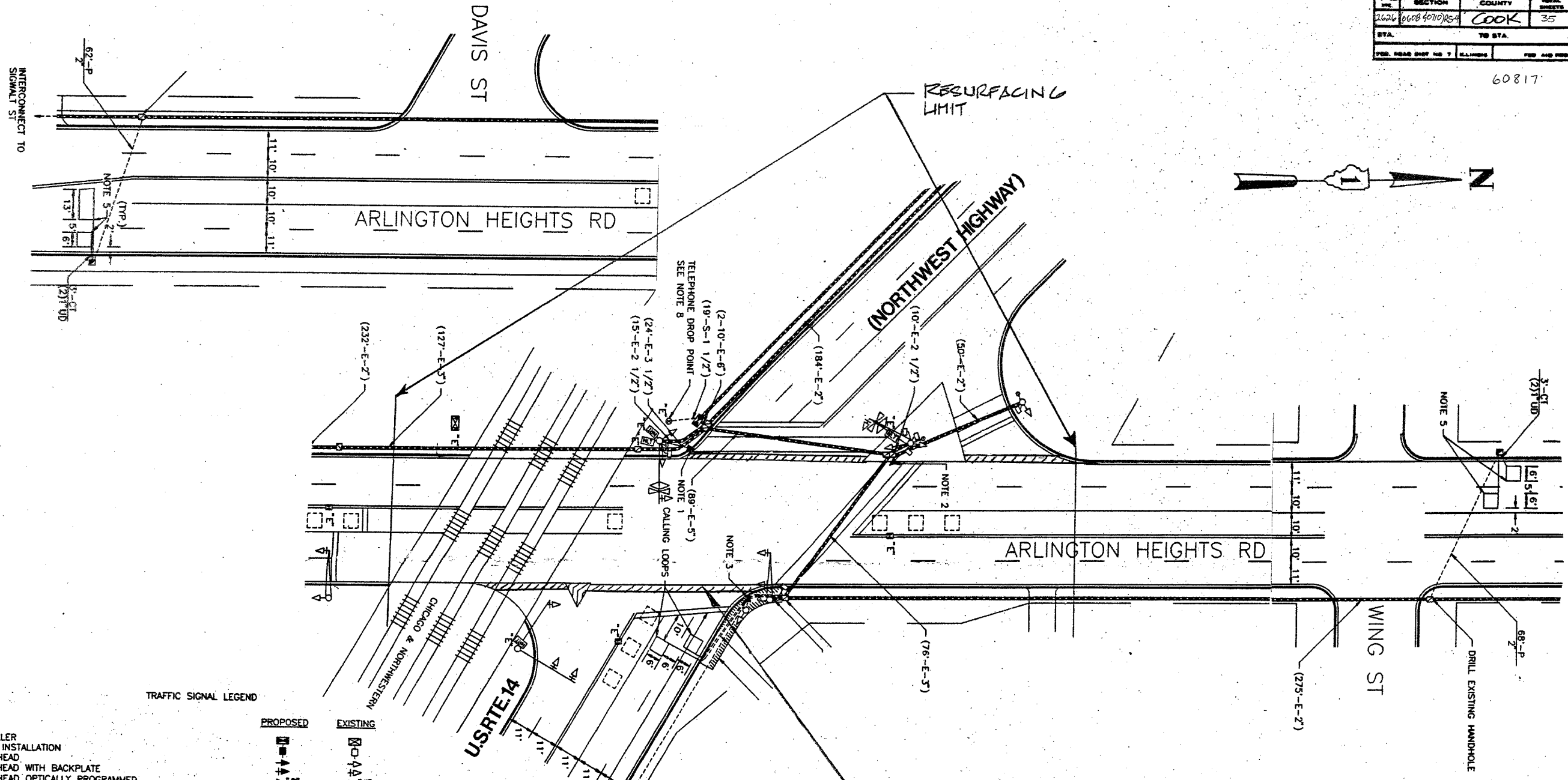
**REPLACE ALL DETECTOR LOOPS AS SHOWN**  
 (WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
	514	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

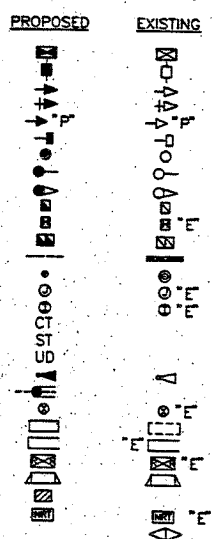
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETECTOR LOOP REPLACEMENT**  
 ARLINGTON HGT. RD @ SIGWALT ST.  
 SCALE: 1" = 20'  
 DATE: JUNE 2000  
 DRAWN BY: JJE  
 DESIGNED BY: JJE  
 CHECKED BY: DAD

60817



TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD OPTICALLY PROGRAMMED
- 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
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- SPECIAL TRENCH
- UNIT DUCT
- EMERGENCY VEHICLE SYSTEM DETECTOR
- CONDUIT SPLICE
- WOOD POLE
- DETECTOR LOOP
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- RAILROAD CONTROL CABINET
- SIDEWALK RAMPS
- PUSH PITS
- ILLUMINATED SIGN, FIBER OPTIC TYPE
- CONFIRMATION BEACON



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

CODE NO.	QUANTITY	UNIT	ITEM
04700000	260	Foot	Detector Loop Replacement

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETECTOR LOOP REPLACEMENT**

ARLINGTON HGTS. RD @ U.S. RTE. 14

SCALE: 1" = 20'  
DATE: JUNE 2000

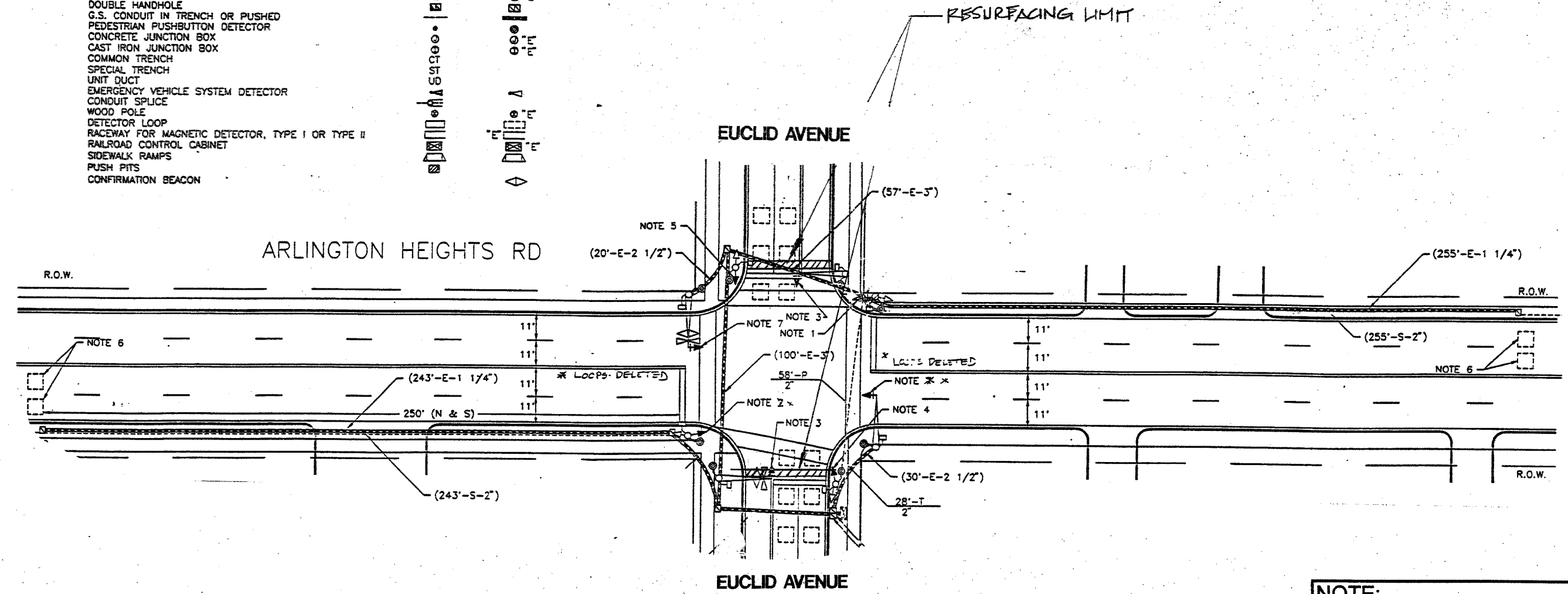
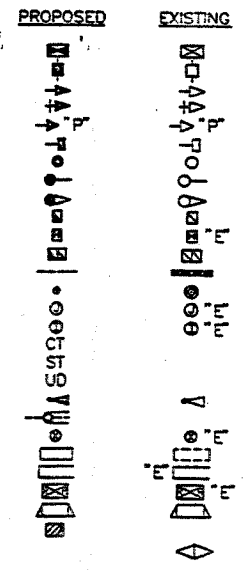
DRAWN BY: JJE  
DESIGNED BY: JJE  
CHECKED BY: DAD

REVISIONS	
NAME	DATE

60817

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD OPTICALLY PROGRAMMED
- 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
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- SPECIAL TRENCH
- UNIT DUCT
- EMERGENCY VEHICLE SYSTEM DETECTOR
- CONDUIT SPLICE
- WOOD POLE
- DETECTOR LOOP
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- RAILROAD CONTROL CABINET
- SIDEWALK RAMPS
- PUSH FITS
- 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.

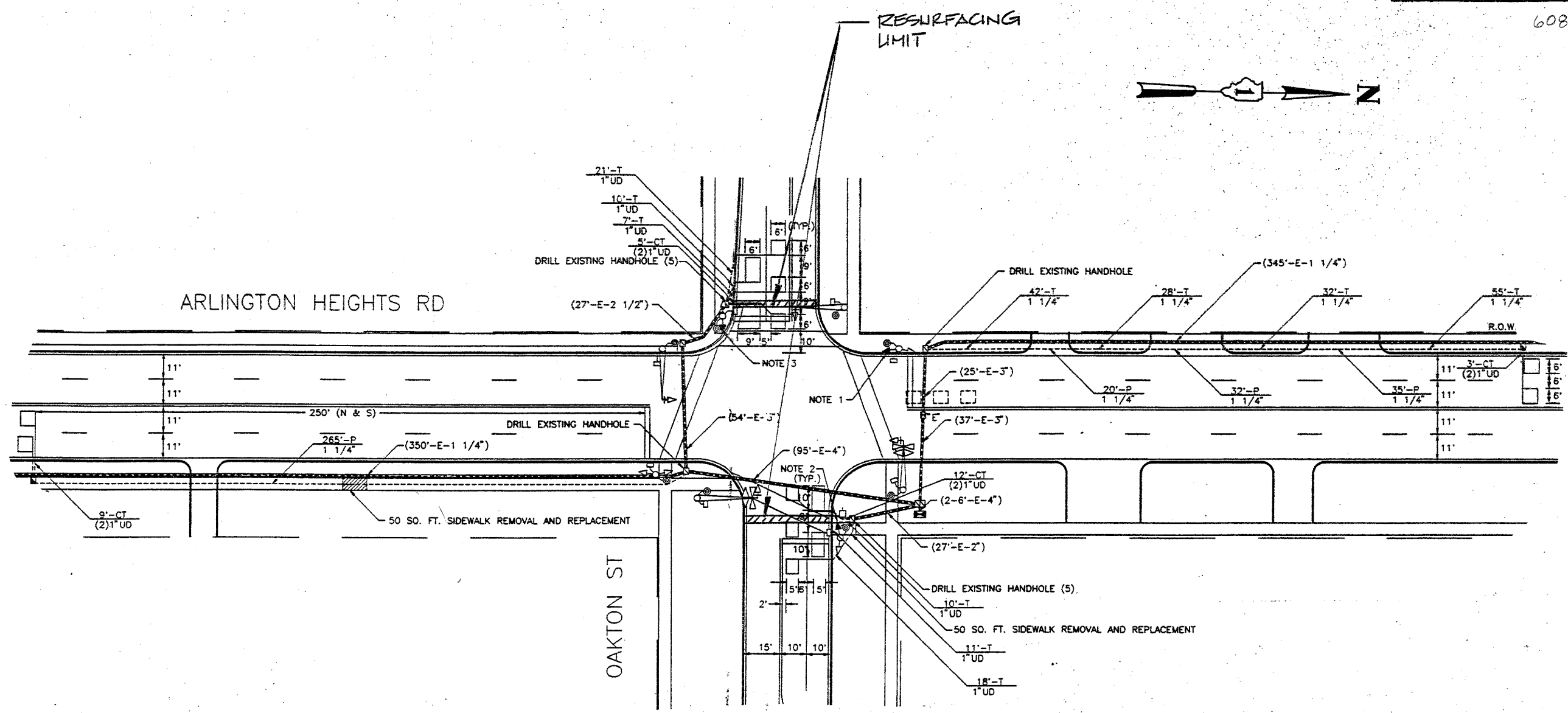
**REPLACE ALL DETECTOR LOOPS AS SHOWN**  
 (WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
04700000	274	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETECTOR LOOP REPLACEMENT**  
 ARLINGTON HGTS. RD @ EUCLID AV.  
 SCALE: 1" = 20'  
 DATE: JUNE 2000  
 DRAWN BY: JJE  
 DESIGNED BY: JJE  
 CHECKED BY: DAD

60817



**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
<del>04700000</del>	188	Foot	Detector Loop Replacement

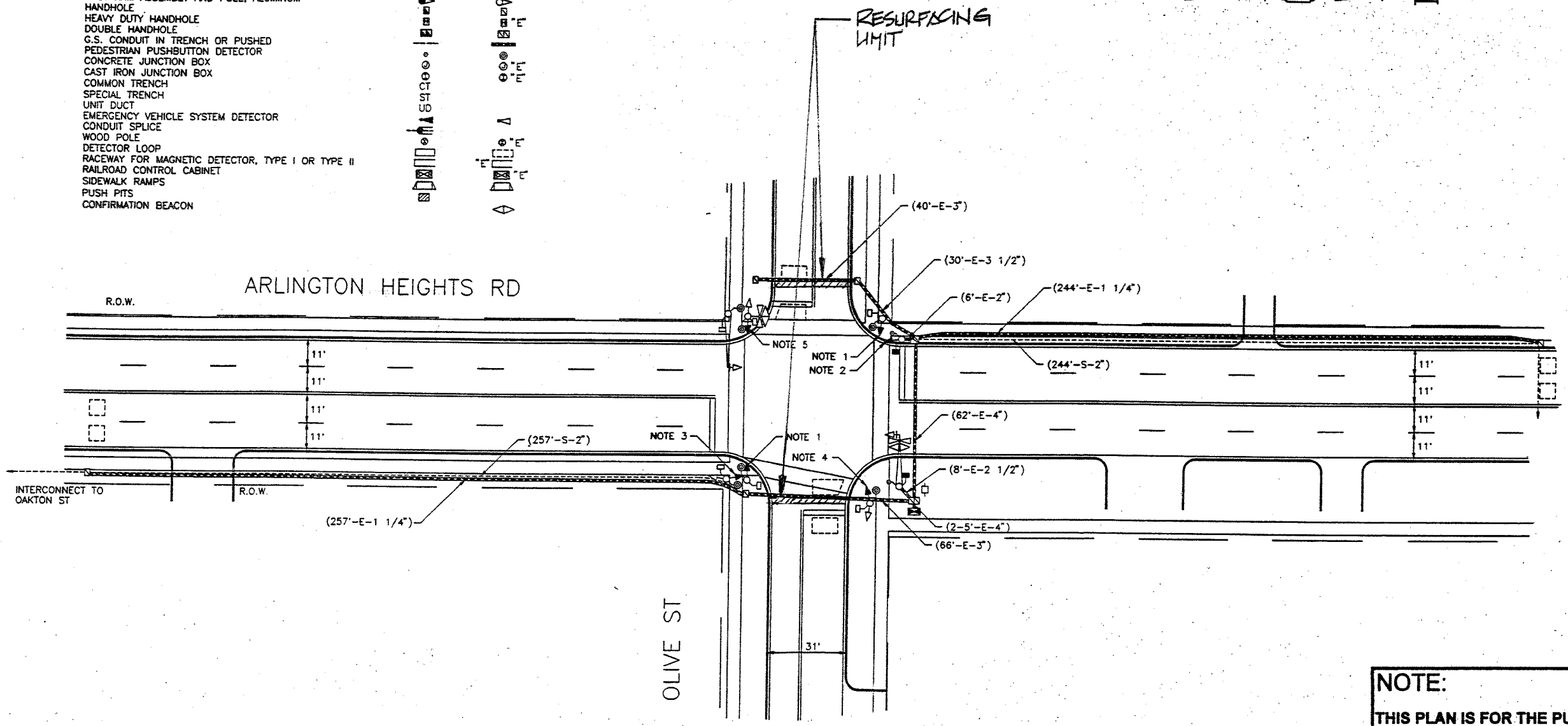
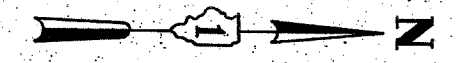
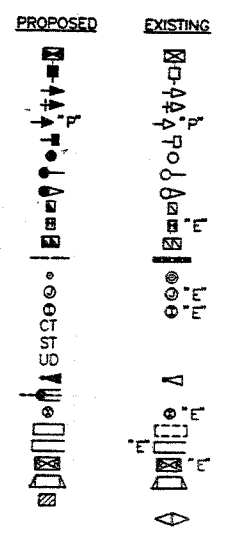
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETECTOR LOOP REPLACEMENT**  
 ARLINGTON HIGHS. RD. @ OAKTON ST.  
 SCALE: 1" = 20'  
 DATE: JUNE 2000  
 DRAWN BY: JJE  
 DESIGNED BY: JJE  
 CHECKED BY: DAD

60817

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD OPTICALLY PROGRAMMED
- 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
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- SPECIAL TRENCH
- UNIT DUCT
- EMERGENCY VEHICLE SYSTEM DETECTOR
- CONDUIT SPLICE
- WOOD POLE
- DETECTOR LOOP
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- RAILROAD CONTROL CABINET
- SIDEWALK RAMPS
- PUSH PITS
- 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)

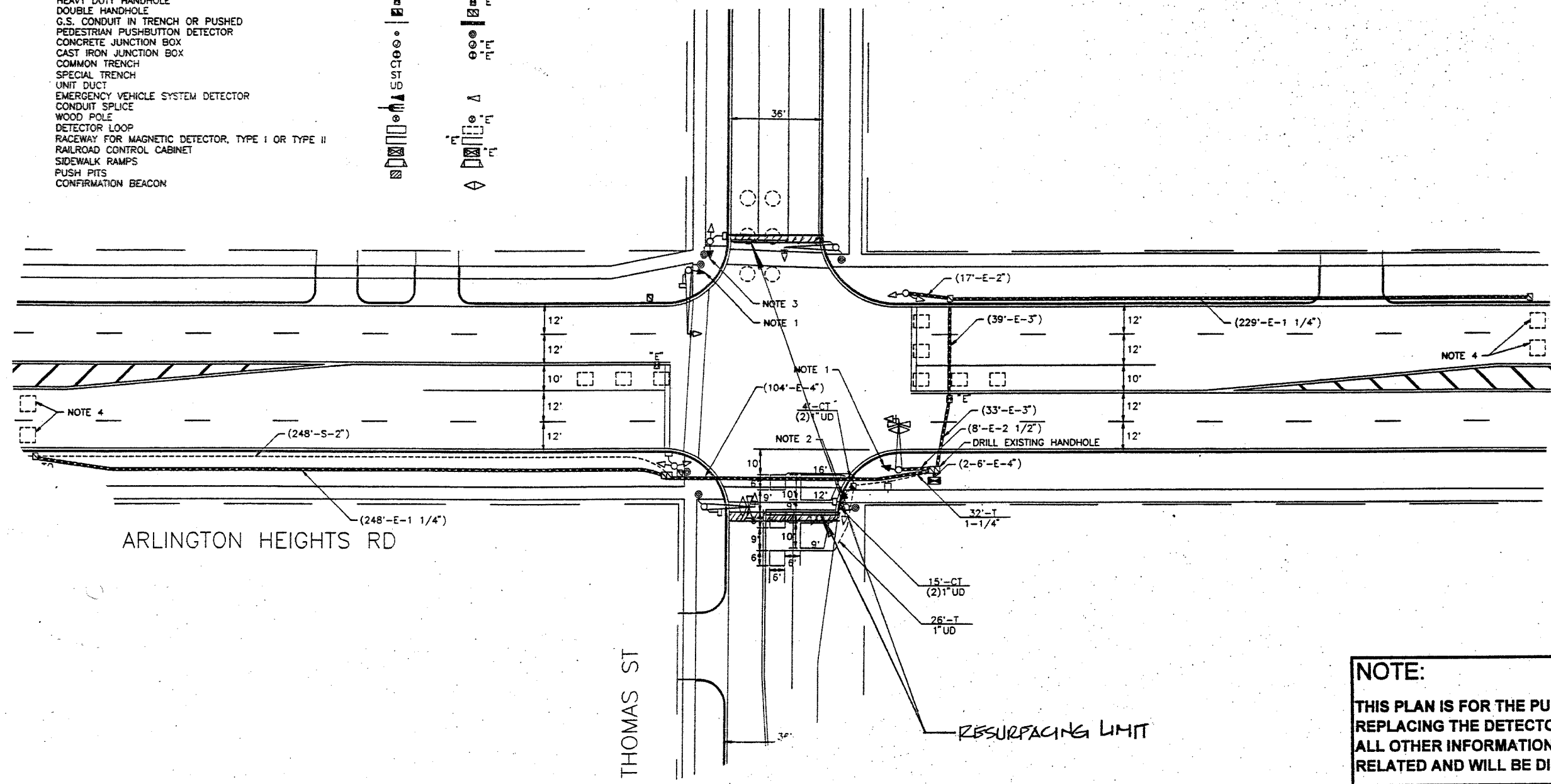
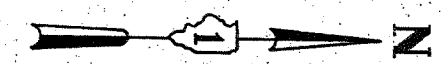
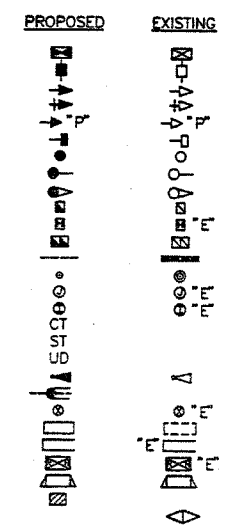
CODE NO.	QUANTITY	UNIT	ITEM
04700600	210	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETECTOR LOOP REPLACEMENT**  
 ARLINGTON HHTS. RD @ OLIVE ST.  
 SCALE: 1" = 20'  
 DATE: JUNE 2000  
 DRAWN BY: JJE  
 DESIGNED BY: JJE  
 CHECKED BY: DAD

60817

- TRAFFIC SIGNAL LEGEND
- CONTROLLER
  - SERVICE INSTALLATION
  - SIGNAL HEAD
  - SIGNAL HEAD WITH BACKPLATE
  - SIGNAL HEAD OPTICALLY PROGRAMMED
  - 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
  - CONCRETE JUNCTION BOX
  - CAST IRON JUNCTION BOX
  - COMMON TRENCH
  - SPECIAL TRENCH
  - UNIT DUCT
  - EMERGENCY VEHICLE SYSTEM DETECTOR
  - CONDUIT SPLICE
  - WOOD POLE
  - DETECTOR LOOP
  - RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
  - RAILROAD CONTROL CABINET
  - SIDEWALK RAMPS
  - PUSH PITS
  - CONFIRMATION BEACON



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

CODE NO.	QUANTITY	UNIT	ITEM
<del>04700000</del>	662	Foot	Detector Loop Replacement

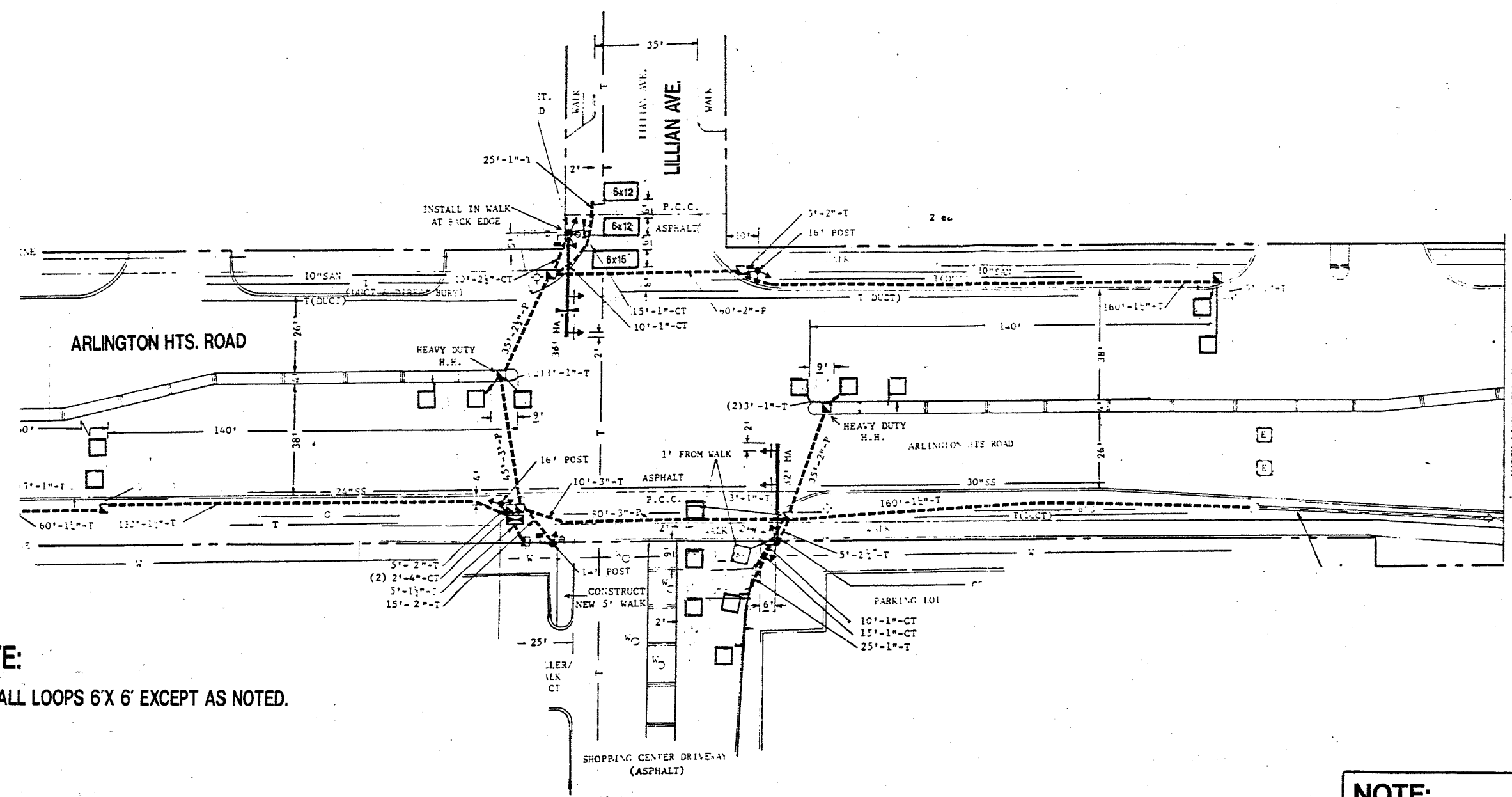
REVISIONS	
NAME	DATE

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETECTOR LOOP REPLACEMENT**  
 ARLINGTON HGTS. RD @ THOMAS ST.  
 SCALE: 1" = 20'  
 DATE: JUNE 2000  
 DRAWN BY: JJE  
 DESIGNED BY: JJE  
 CHECKED BY: DAD

P.L. NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
2021	60817025-1	COOK	35	23
STA.	VD STA.		VD AND SUBJECT	
PUB. ROAD DIST. NO. 7. ALIGNMENT				

608174



**NOTE:**  
ALL LOOPS 6'X 6' EXCEPT AS NOTED.

**NOTE:**  
THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS; 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
88600600	498'	FOOT	DETECTOR LOOP REPLACEMENT

SCALE: 1"= DATE  
DESIGNED BY: DRAWN BY: CHECKED BY:

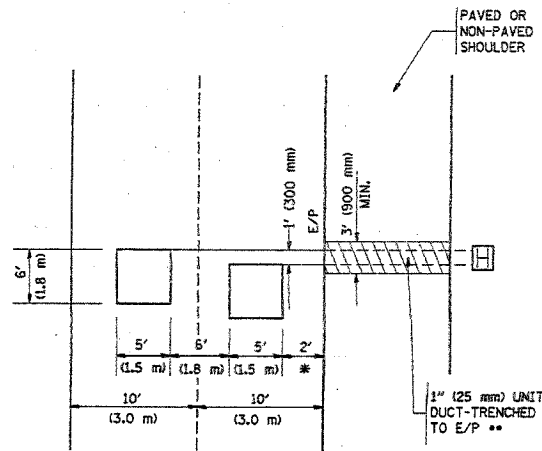
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DETECTOR LOOPS AT:  
ARLINGTON HTS. RD. & LILLIAN AVE.

P.A.U. FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26,260 (6084710) RS-1		COOK	35	24
STA.	TO STA.			
FEL. ROAD DIST. NO. 1	ALDERS	FEL. AID PROJECT		

60817

**LOOPS NEXT TO SHOULDERS**

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

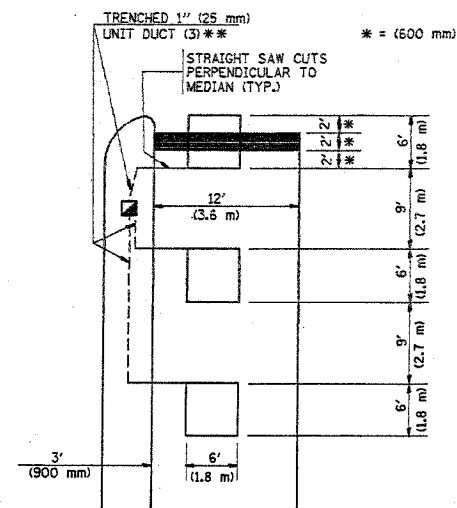


\* = (600 mm)

\*\* 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)**

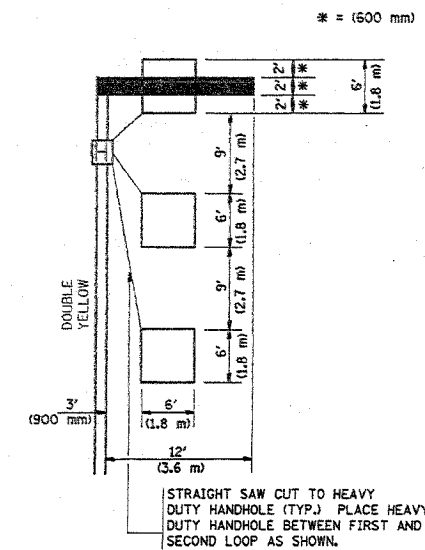
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



\*\* 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

**NOTES:**

**VEHICLES LOOP DETECTORS**

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

**PLACEMENT OF DETECTORS**

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

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

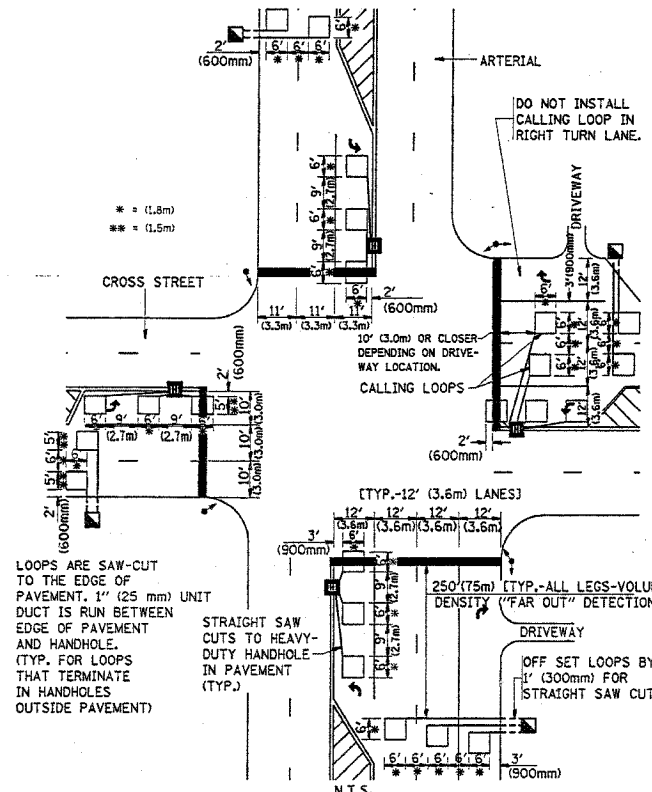
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

**NOTE:**

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

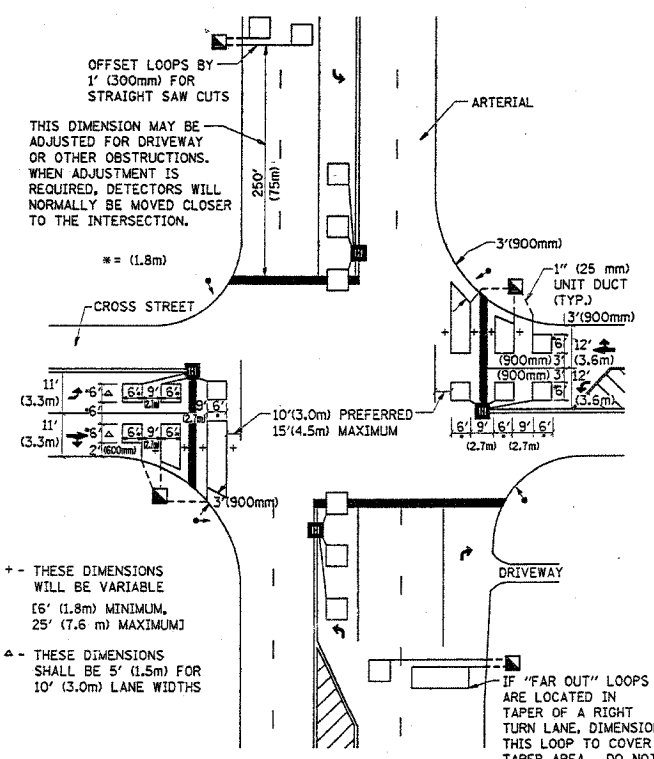
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1  
N.T.S.

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



DETAIL 2  
N.T.S.

REVISIONS	
NAME	DATE

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

SCALE: NONE  
DATE 03/08/2004

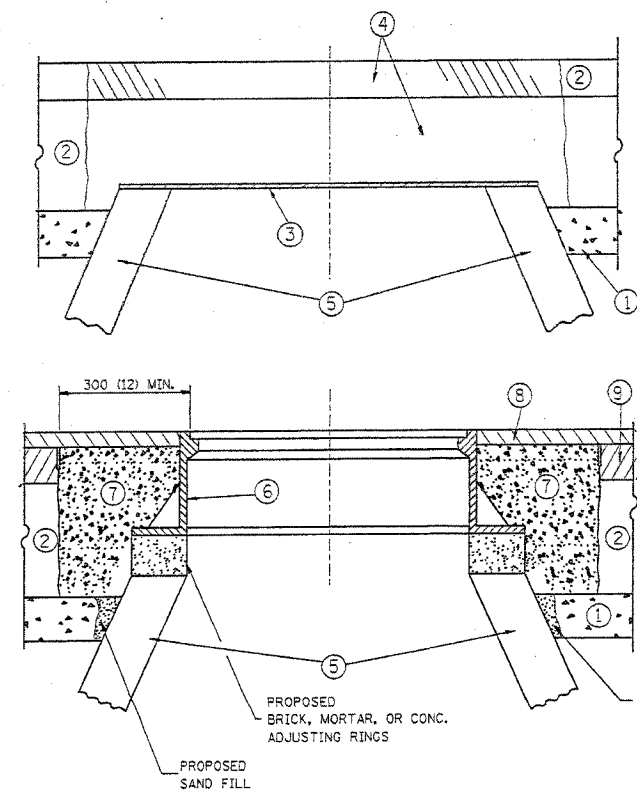
DRAWN BY CADD  
DESIGNED BY  
CHECKED BY R.K.F.  
TSOT

REVISION DATE:



P.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2226	6006(4010)RS-A	COOK	35	25
STA.	TO STA.			
FED. ROAD DIST. NO.	BLDG. NO.	FED. AID PROJECT		

60817



**CONSTRUCTION PROCEDURES**

- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 300 (12) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
  - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
  - C) COVER THE STRUCTURE OPENING WITH A 900 (36) DIAMETER METAL PLATE.
  - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 40 (1 1/2) THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.
- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE BITUMINOUS MATERIAL AND CRUSHED STONE.
  - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
  - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

**LEGEND**

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

**NOTES:**

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

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

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

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

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:** FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

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

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

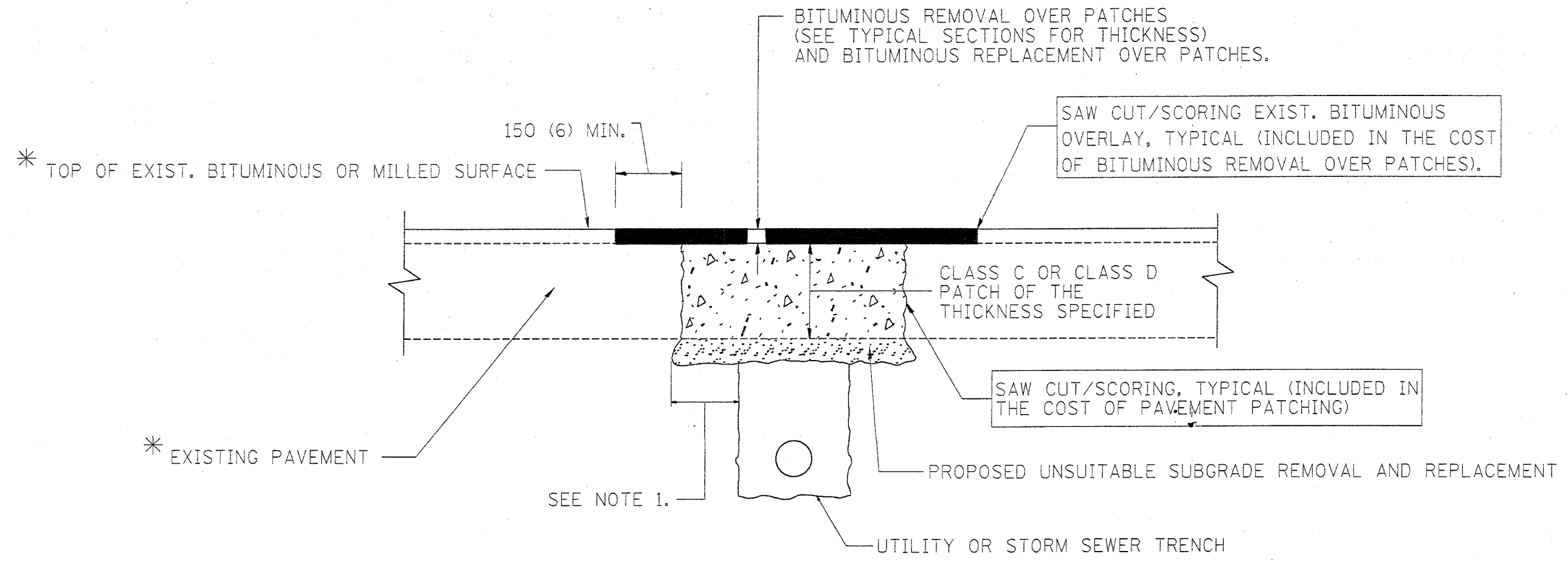
REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97

SCALE: NONE  
DATE: 03/08/2004

DRAWN BY  
CHECKED BY  
BD600-03 (BD-8)  
REVISION DATE: 03/27/98

F.A. DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	0608 & 0700/RS-4	COOK	35	26
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

**SEQUENCE OF CONSTRUCTION**

1. REMOVE THE EXISTING BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.

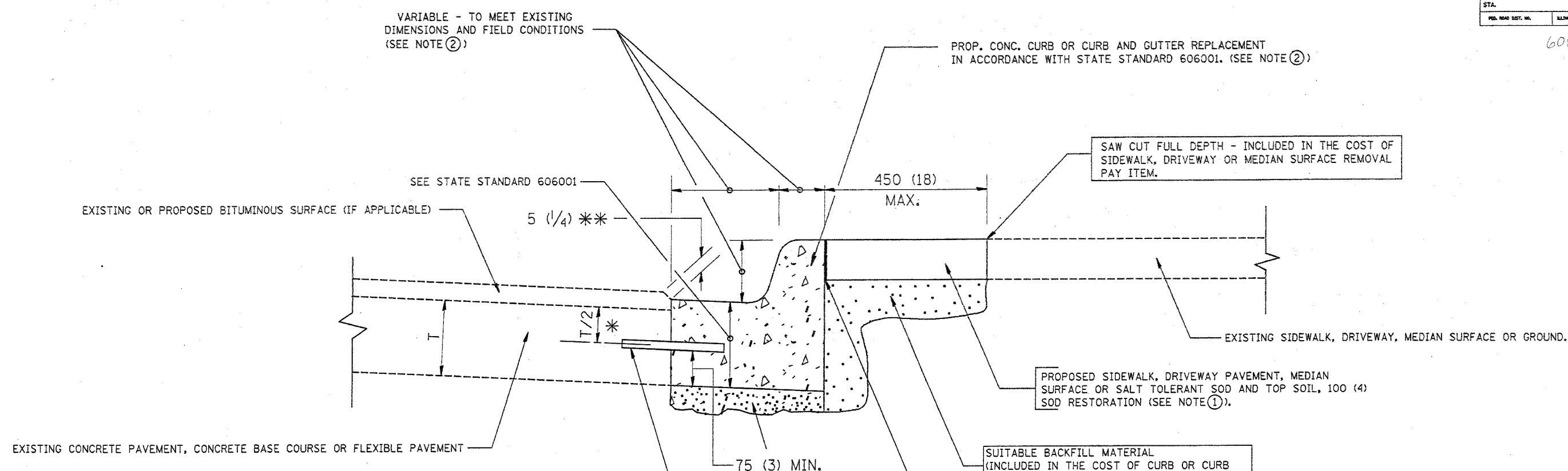
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART ABBAS	04/27/98

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT**  
 SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE 03/08/2004  
 DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

P. A. L. E. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	0608(0710)RS-1	COOK	35	27
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60817



- \* 75 (3) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- \* \* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

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

- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑤ THE COST OF BITUMINOUS SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

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

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

PROPOSED NO. 20 (NO. 6) EPOXY COATED TIE BARS 600 (24) LONG AT 600 (24) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE 3).

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

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

## CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

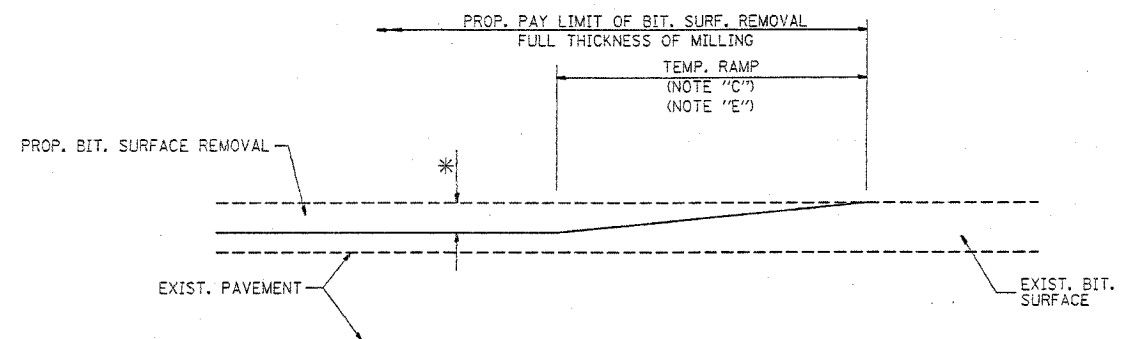
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CURB OR  
CURB AND GUTTER  
REMOVAL AND REPLACEMENT**

SCALE: NONE  
DATE: 03/08/2004

DRAWN BY  
CHECKED BY  
80600-06 (8D-24)

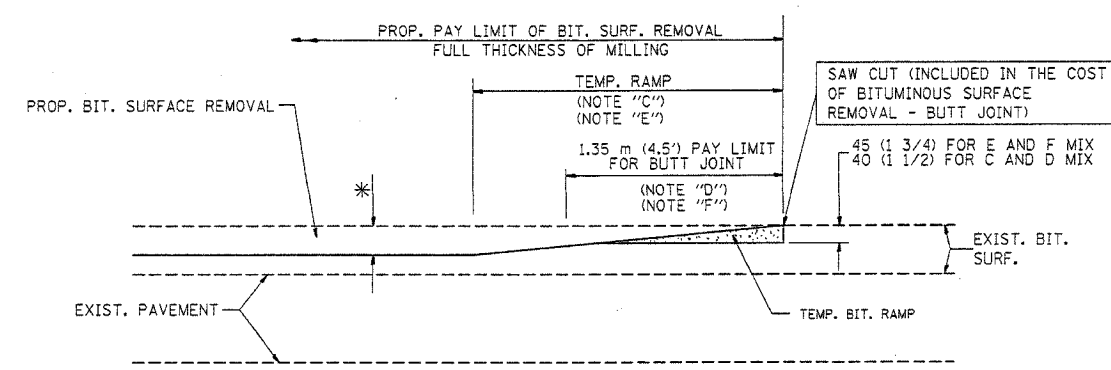
F.A.21 REV.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
262L	060840710	COOK	35	28
STA.		TO STA.		
FED. ROAD DIST. NO.	ALIGNED	FED. AID PROJECT		

60817



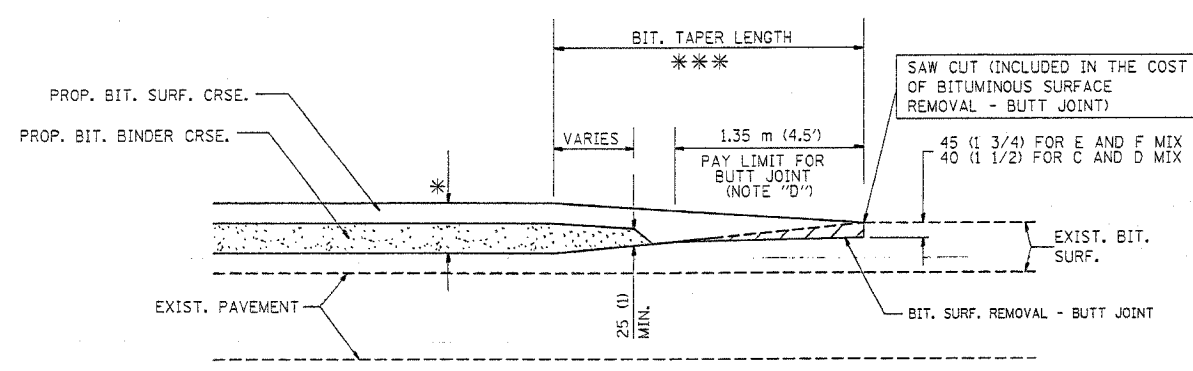
MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

**OPTION 1**



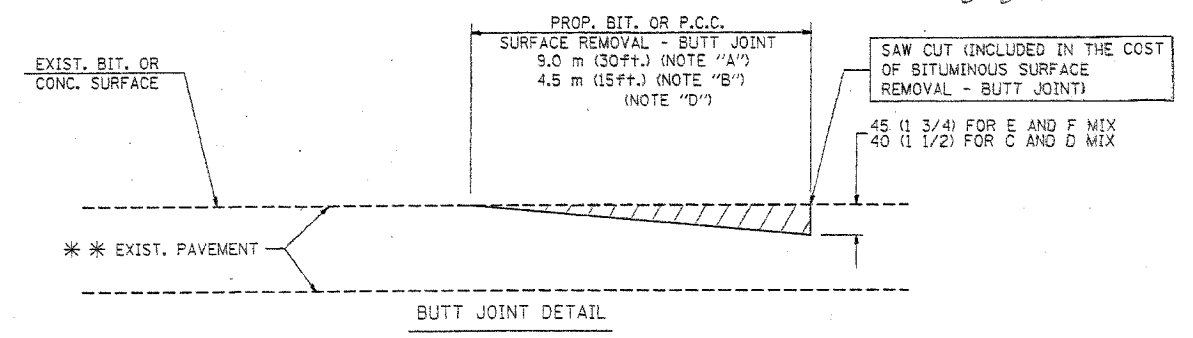
BITUMINOUS CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

**OPTION 2**  
**TYPICAL TEMPORARY RAMP**

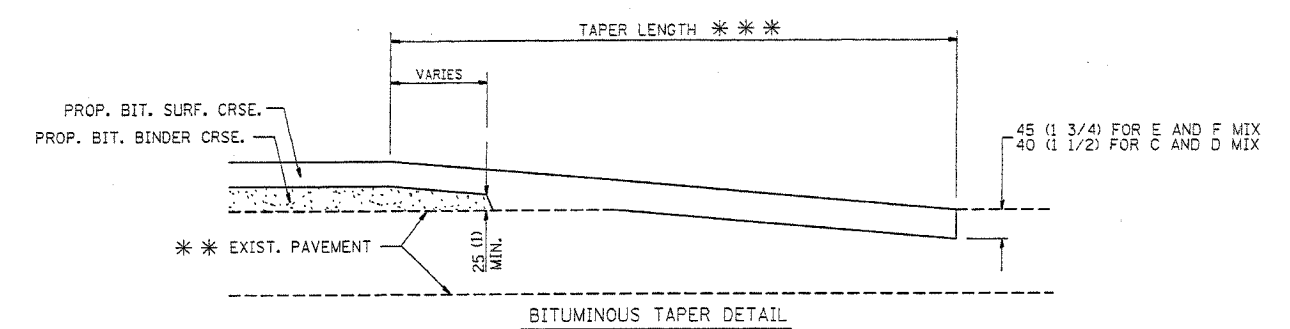


BUTT JOINT AND BITUMINOUS TAPER

**TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



BITUMINOUS TAPER DETAIL

**TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR RESURFACING ONLY**

\*\* PC CONCRETE, BITUMINOUS OR BITUMINOUS RESURFACED PAVEMENT.

**NOTES**

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING BITUMINOUS SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED BITUMINOUS COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 ft.) PER INCH OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT".
- G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \*\* 6.1 m (20') PER 25 (1) RESURFACING (NOTE "A")  
3.0 m (10') PER 25 (1) RESURFACING (NOTE "B")

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

**BASIS OF PAYMENT:**

THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.) AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT" OR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

**BUTT JOINT AND BITUMINOUS TAPER DETAILS**

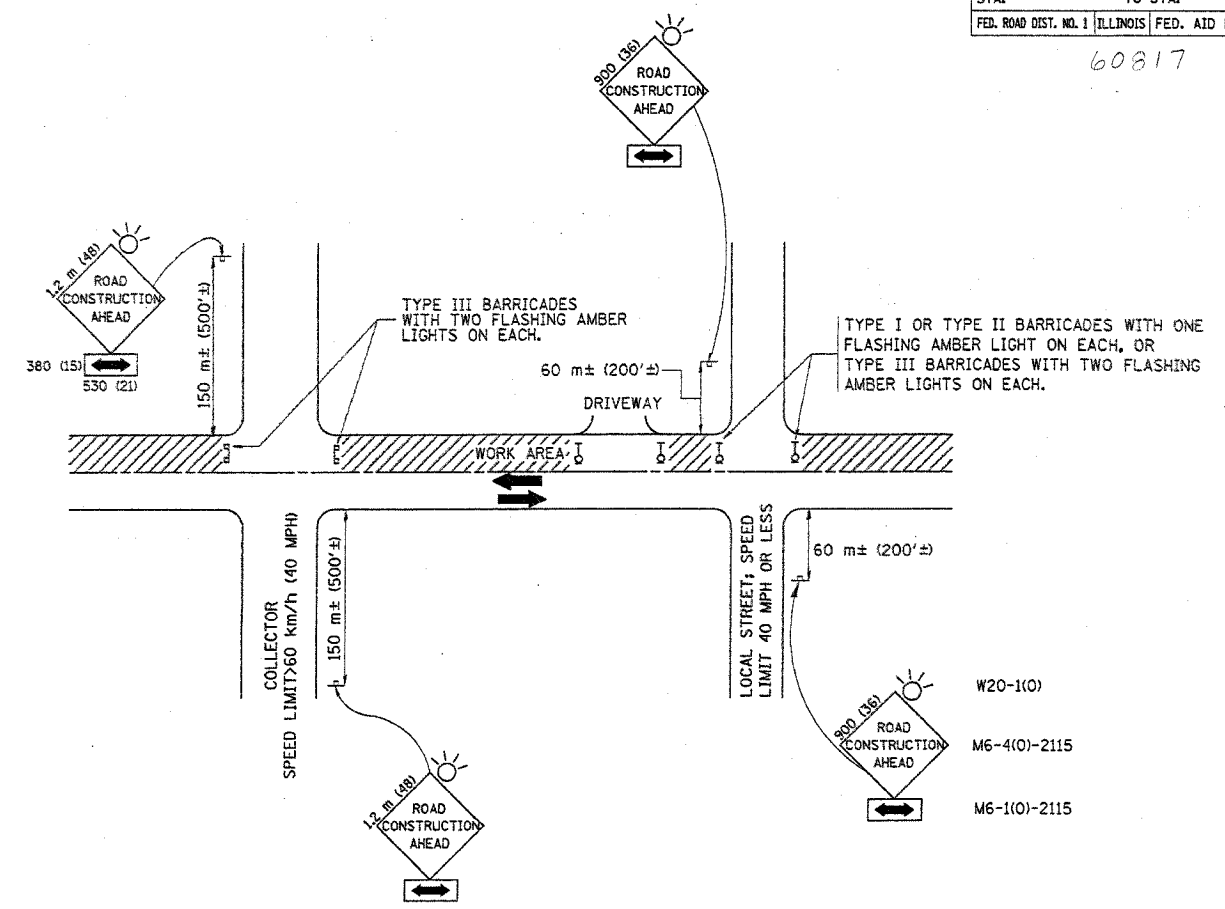
SCALE: NONE  
DATE PLOTTED: 03/08/2004

DRAWN BY  
CHECKED BY  
BD400-05 (VI-BD32)

REVISION DATE: 04/06/01

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626 (6008 & 6010) 60817		COOK	35	29
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

60817



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

#### NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**
- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - ONE ROAD CONSTRUCTION AHEAD SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
    - 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.
  - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - ONE ROAD CONSTRUCTION AHEAD SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
    - 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.
  - 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.**

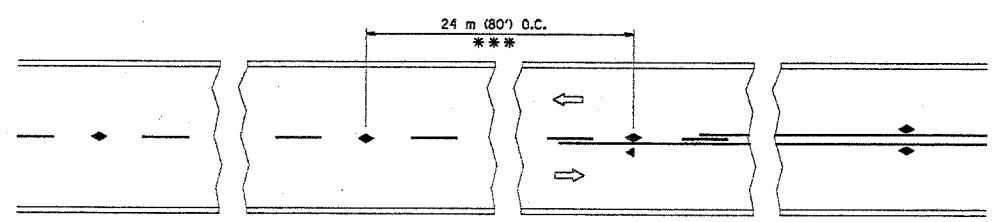
REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

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

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE 03/08/2004  
 DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_  
 TC-10

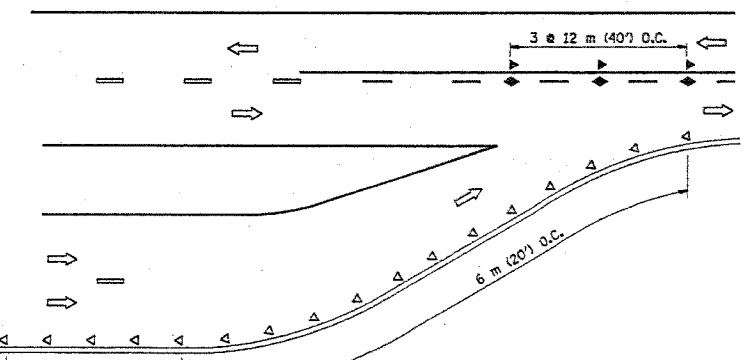
P.A.D. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
244	0608 (0710)RS-4	COOK	35	30
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60817

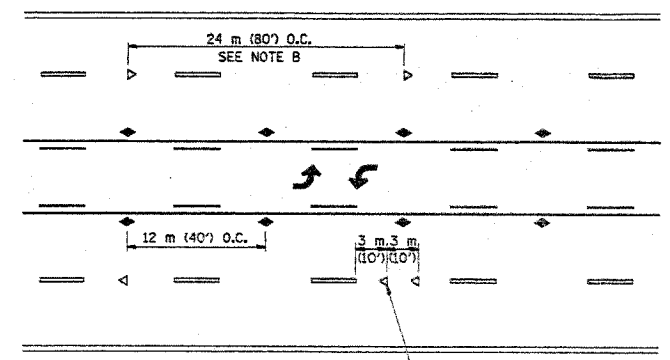


\*\*\* REDUCE TO 12 m (40') O.C. ON CURVES WITH POSTED OR ADVISORY SPEED TO km/h (45 M.P.H.) OR LESS.

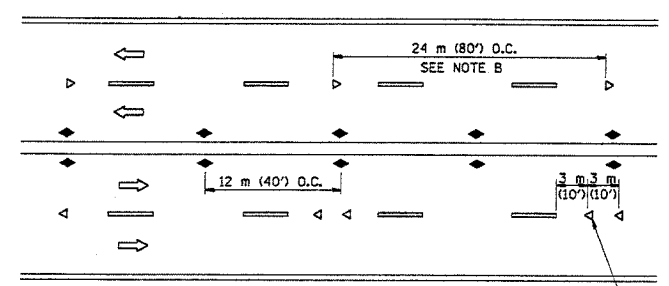
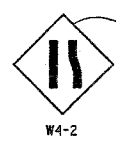
TWO-LANE/TWO-WAY



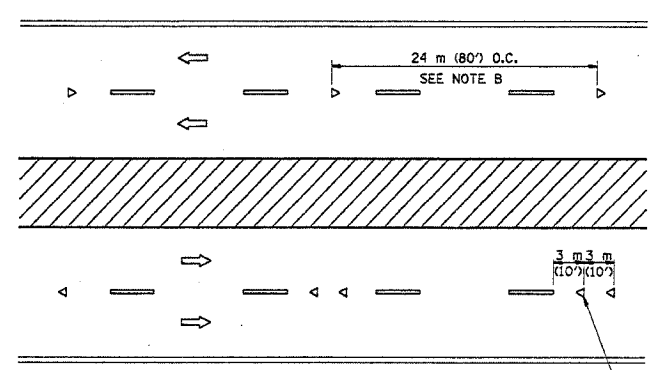
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

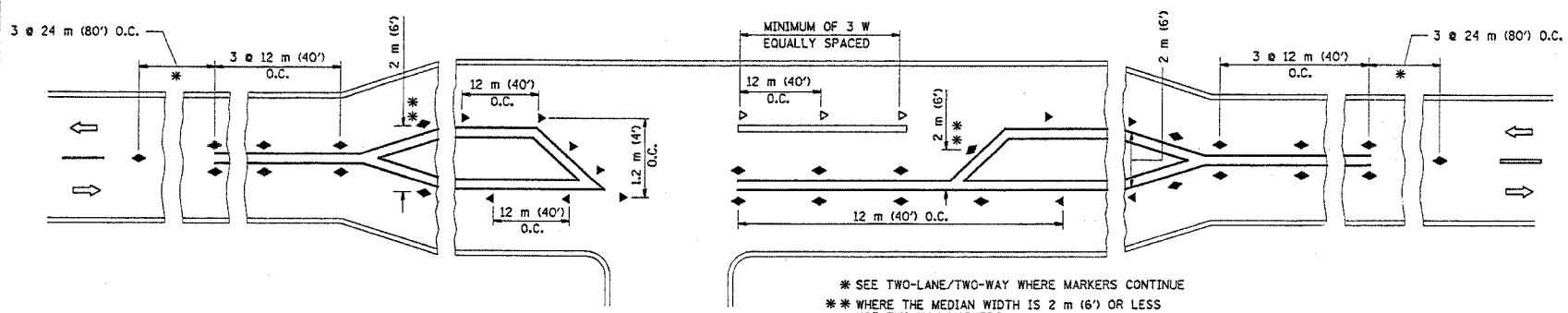
1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 50 TO 75 (2 TO 3) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 150 m (500') IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE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

SYMBOLS

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

LANE MARKER NOTES

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



LEFT TURN

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT MARKERS  
 (SNOW-PLOW RESISTANT)

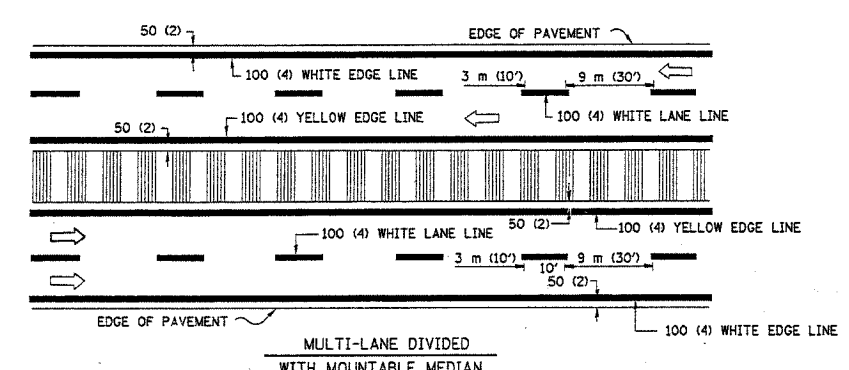
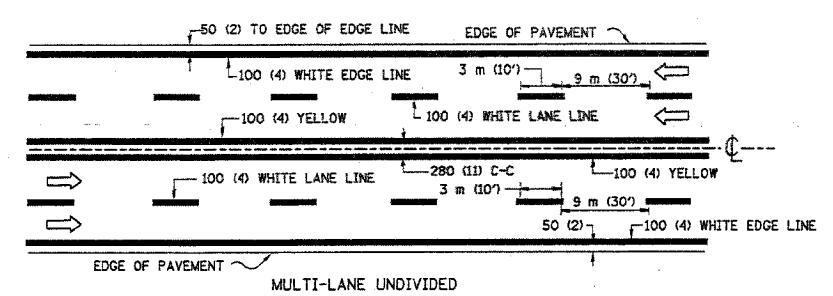
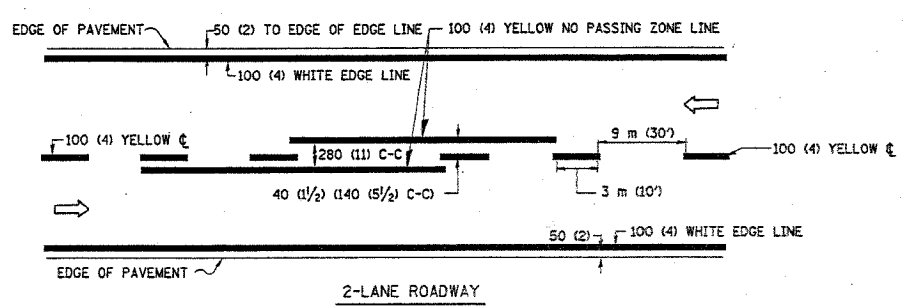
REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

SCALE: NONE  
 DATE: 03/08/2004

DRAWN BY CADD  
 CHECKED BY

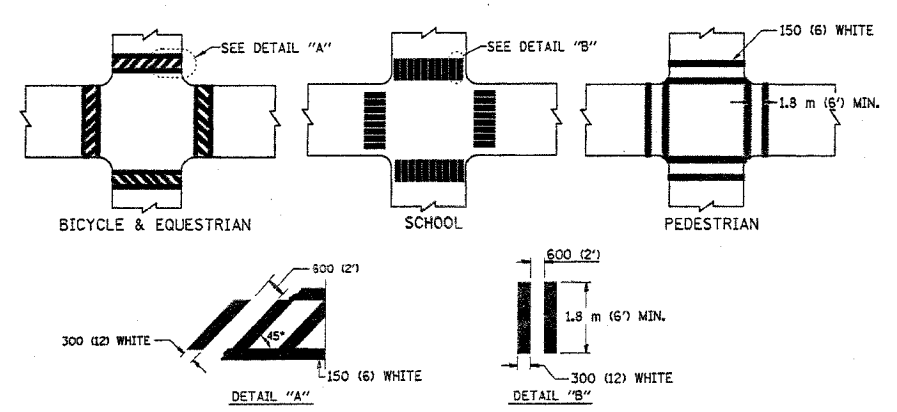
K.A.L. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
162 (060840710)RS-1	COOK	35	31	
STA.	TO STA.			
FED. ROAD DIST. NO.	BLDG. NO.	FED. AID PROJECT		

60817

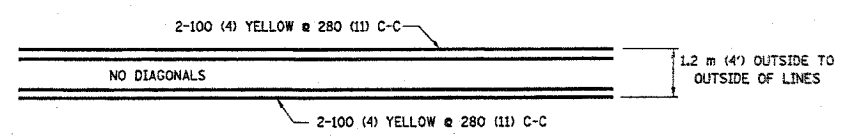


NOTE: MEDIANS WITH BARRIER CURBS DO NOT REQUIRE AN EDGE LINE

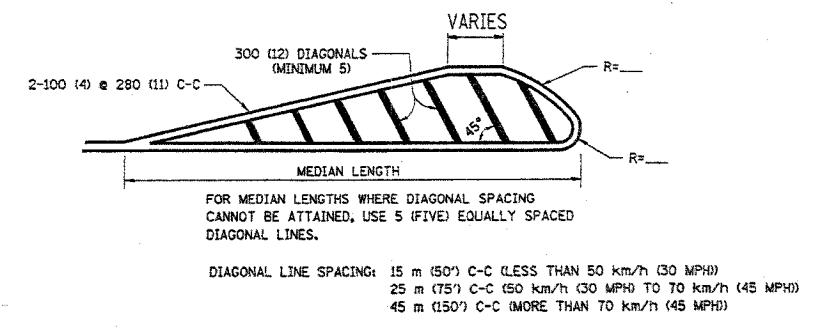
TYPICAL LANE AND EDGE LINE MARKING



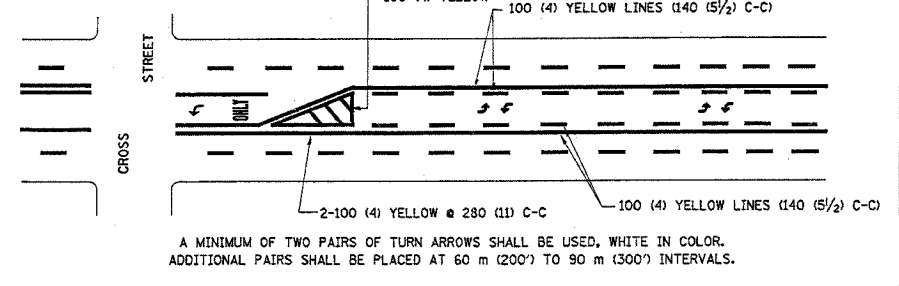
TYPICAL CROSSWALK MARKING



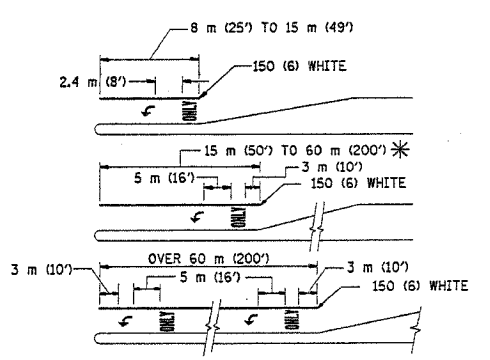
1.2 m (4') WIDE MEDIANS ONLY



MEDIANS OVER 1.2 m (4') WIDE



TYPICAL PAINTED MEDIAN MARKING

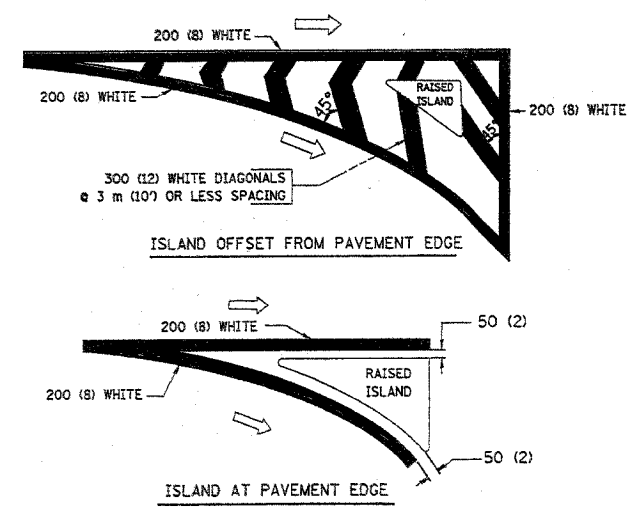


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.  
AREA = 1.5 m<sup>2</sup> (15.6 SQ. FT.) ONLY AREA = 1.9 m<sup>2</sup> (20.8 SQ. FT.)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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

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

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

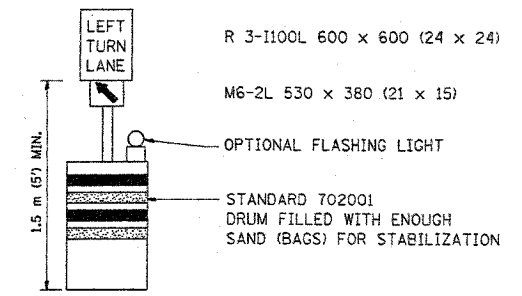
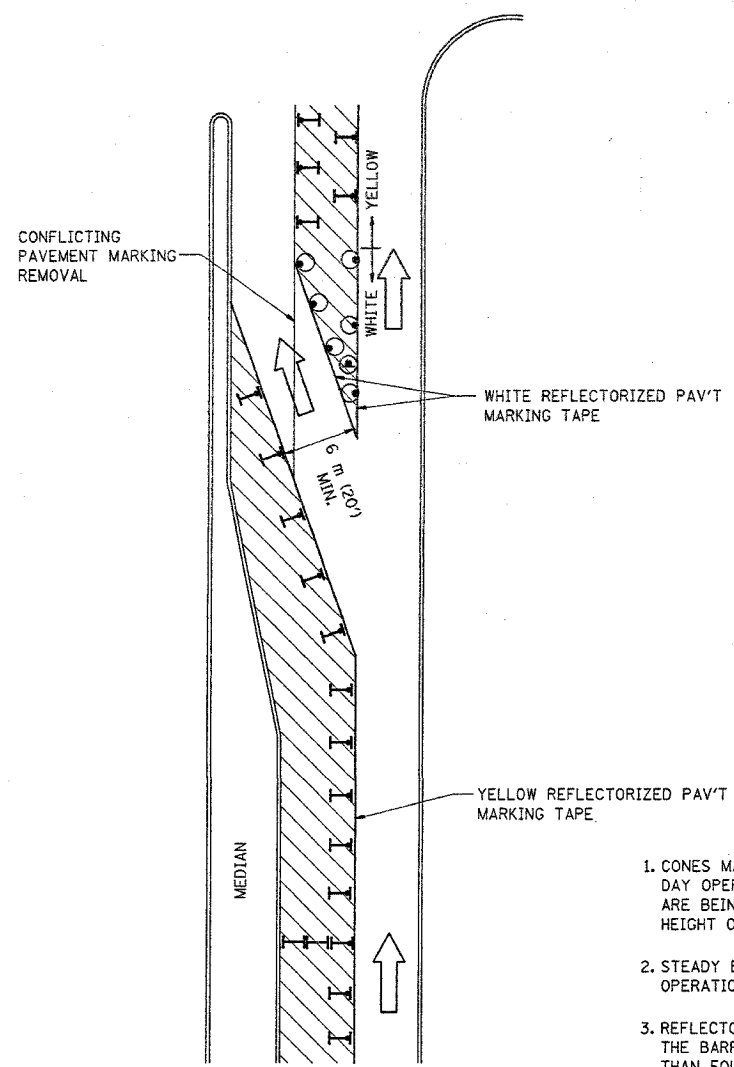
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

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

PLAN NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
262L(060840710)RS2		COOK	35	32
STA.	TO STA.			
FED. ROAD DIST. NO.	BLINDS	FED. AID PROJECT		







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**GENERAL NOTES**

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

**LEGEND**

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

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE

DATE: \*\*DATE\*\*

DRAWN BY

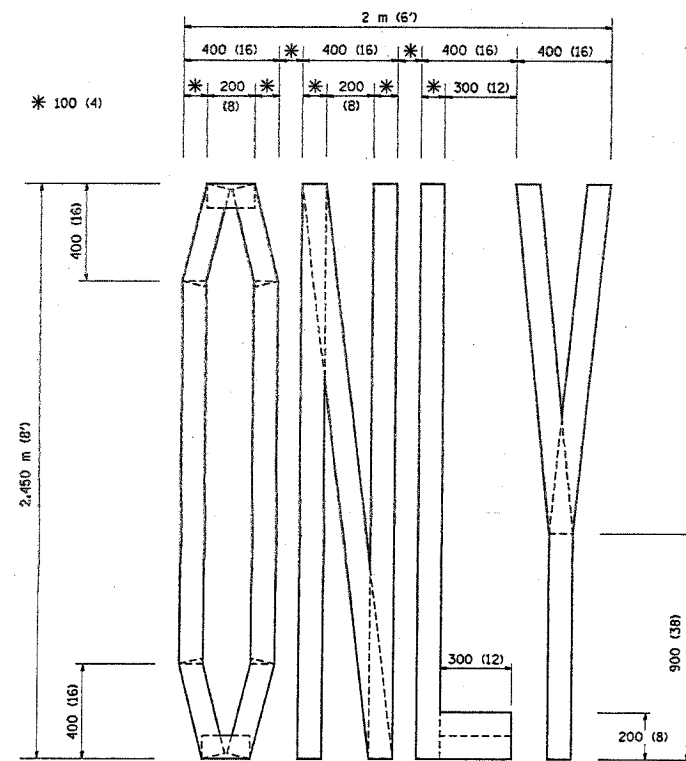
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TC-14

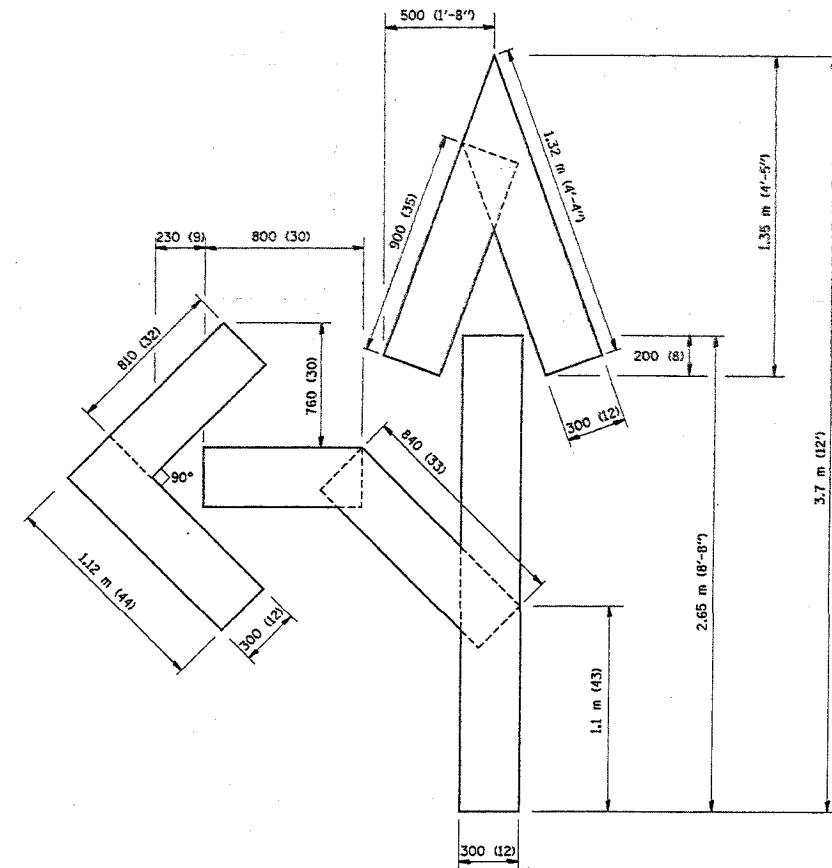


P. A. L. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2026	PROBATIONERS	COOK	35	33
STA.	TO STA.			
FED. ROAD DIST. NO.	BLINDS	FED. AID PROJECT		

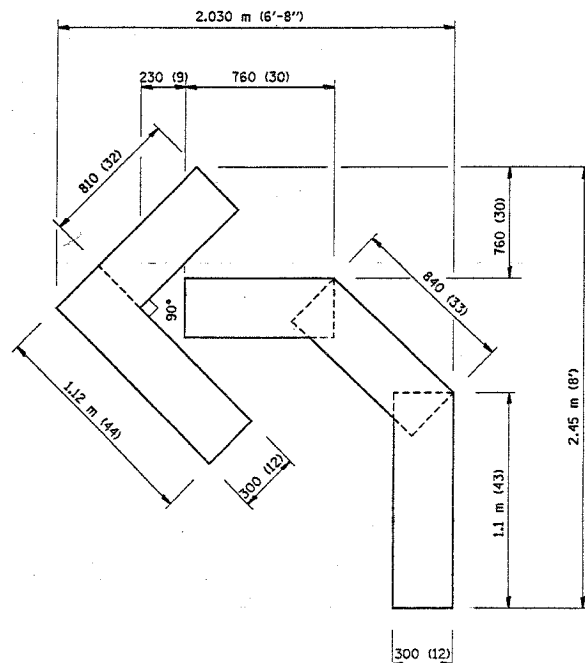
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QUANTITY  
 100 (4) LINE = 19.7 m (64.1 ft.)  
 1.97 sq. m (21.1 sq. ft.)



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING  
 LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

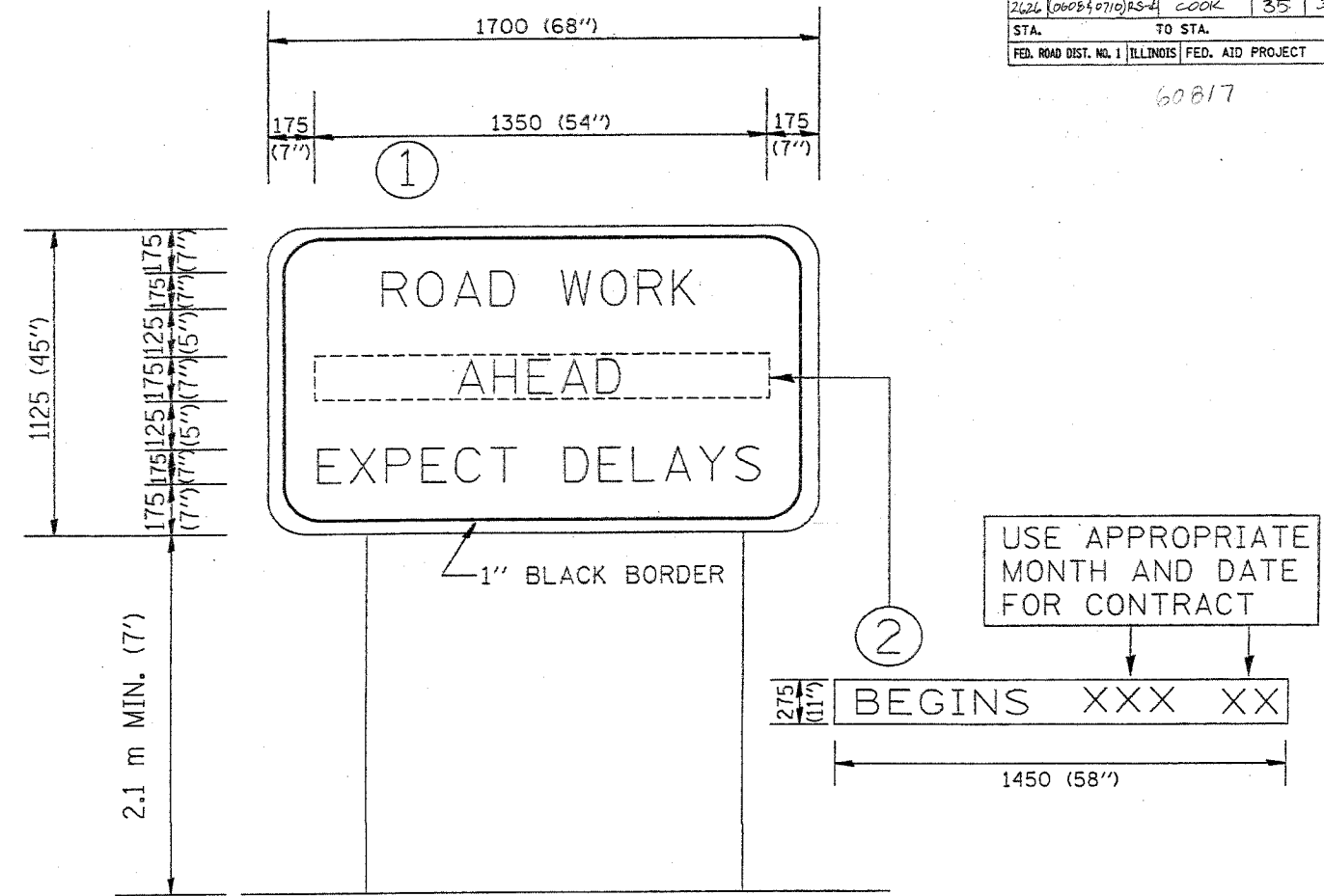
SCALE: NONE  
 DATE 03/08/2004

DRAWN BY CAD  
 CHECKED BY  
 TC-16

REVISION DATE: 08/28/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626	000B40710RS-4	COOK	35	34
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

60817



NOTES:

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

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

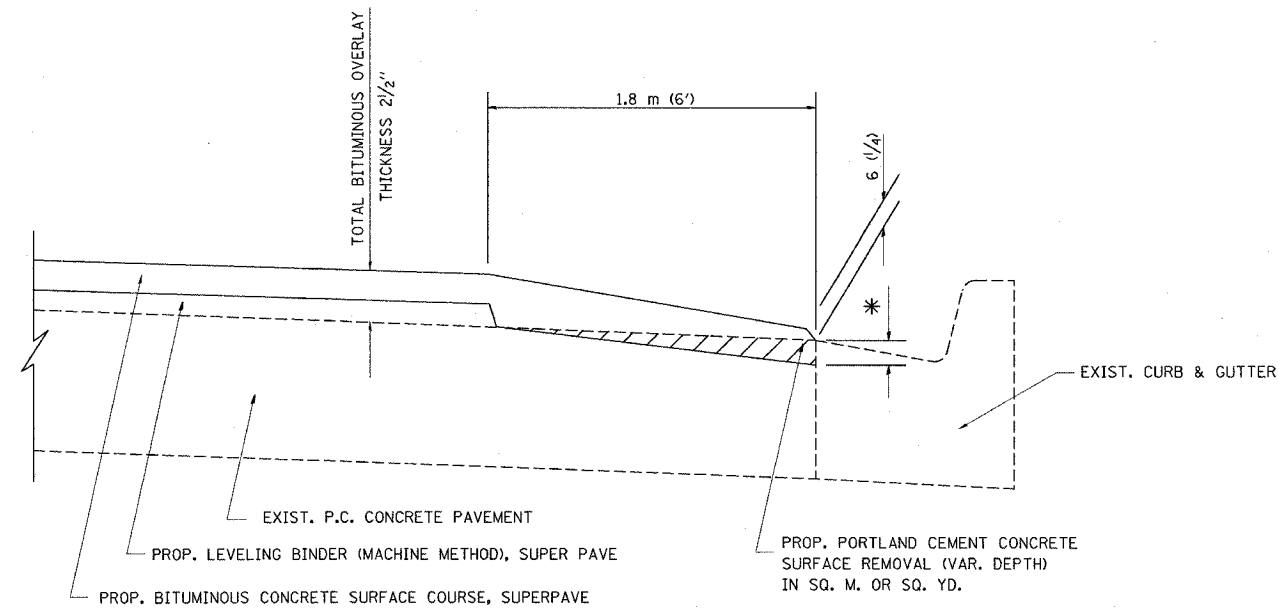
REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99

ILLINOIS DEPARTMENT OF TRANSPORTATION  
TEMPORARY INFORMATION SIGNING

SCALE: DATE 03/08/2004  
DRAWN BY: BUR. OF DESIGN  
CHECKED BY:

F.A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2626 (0408+010)RS-4	6008	COOK	35	35
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60817



**BITUMINOUS TAPER AT  
EDGE OF P.C.C PAVEMENT**

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

**BITUMINOUS TAPER AT  
EDGE OF P.C.C. PAVEMENT**

REVISIONS	
NAME	DATE
R. SHAH	09/10/94
R. SHAH	10/25/94
A. ABBAS	05/05/99
E. GOMEZ	12/21/00

SCALE: NONE  
DATE 4/7/2005

DRAWN BY JIs  
CHECKED BY A. ABBAS  
BD400-06 (BD33)

4/7/2005  
W:\d\stahd\bd33.dgn  
VI-BD33  
leec

REVISION DATE: 12/21/00