

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

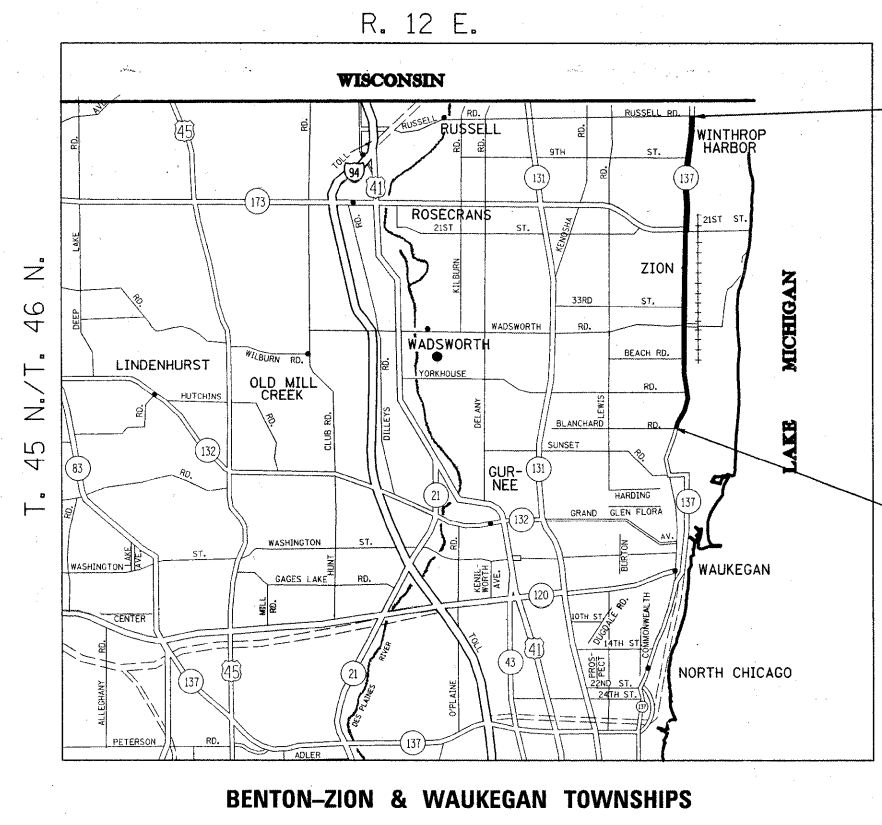
PROPOSED HIGHWAY PLANS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352	(E.M.D) RS-4	LAKE	1/1	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 62545		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE CITY OF ZION AND IN THE VILLAGES OF WINTHROP HARBOR AND BEACH PARK

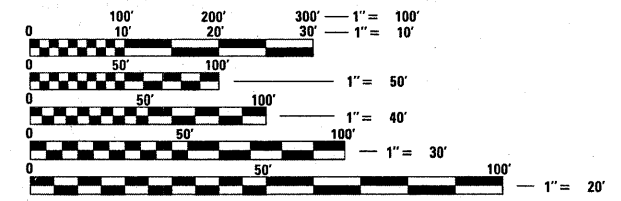
F.A.P. ROUTE 352: ILL RTE. 137
SECTION: (E.M.D) RS-4
BLANCHARD RD. TO RUSSELL RD.
RESURFACING
LAKE COUNTY
C-91-372-02



IMPROVEMENT ENDS
STA. 499 + 88

IMPROVEMENT BEGINS
STA. 155 + 72

TRAFFIC DATA
2006 ADT = 18,800
SPEED LIMIT = 40 MPH



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

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

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

GROSS & LENGTH OF IMPROVEMENT = 34,416 LIN. FT. = 6.52 MILES

CONTRACT NO. 62545

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED APRIL 20, 2009

Diane M. O'Keefe 95
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 1, 2009
Charles J. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

May 1, 2009
Christina M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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41	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

LIST OF STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
420001-07	CLASS C AND D PATCHES
604001-03	TYPE 1, FRAME AND LID
604091-02	TYPE 24, FRAME AND GRATE
606001-02	COMBINATION CONCRETE CURB AND GUTTER
630001-08	STEEL PLATE BEAM GUARDRAIL
630101-08	GUARDRAIL MOUNTED ON EXISTING CULVERTS
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-05	TRAFFIC BARRIER TERMINAL, TYPE2
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701301-03	LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701601-06	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-04	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES
886001-01	DETECTOR LOOP INSTALLATION
886006-01	TYPICAL LAYOUT FOR DETECTOR LOOPS

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE CITY OF ZION AND THE VILLAGES OF WINTHROP HARBOR AND BEACH PARK.

TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB & GUTTER 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 WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS".

NO PERMANENT LANE CLOSURES WILL BE ALLOWED. MILLING, RESURFACING, STRUCTURE ADJUSTMENTS, AND PATCHING OPERATIONS WILL BE DONE WITH DAY TIME CLOSURES ONLY. THE RESIDENT ENGINEER SHALL CONTACT MS. DEBBIE HANLON, AREA TRAFFIC FIELD ENGINEER AT (847) 438-2300 A MINIMUM OF 72 HOURS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470. A MINIMUM OF 72 HOURS PRIOR TO THE INSTALLATION OF ANY TEMPORARY TRAFFIC CONTROL DEVICES

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1-1/2 INCHES WHERE THE SPEED LIMIT 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

ALL PAVEMENT PATCHING 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.

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 SHALL BE INCLUDED IN THE COST OF SHORT-TERM PAVEMENT MARKING.

THE RESIDENT ENGINEER SHALL VERIFY ALL EXISTING PAVEMENT MARKINGS BEFORE MILLING.

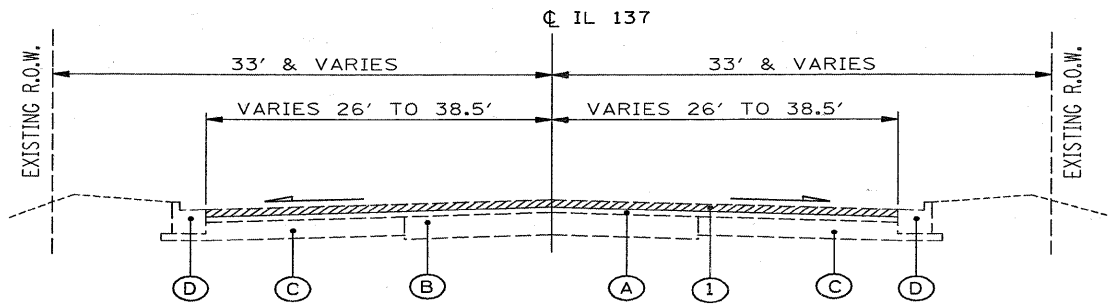
DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS

LIMITS OF RESURFACING ON ALL SIDE STREETS ARE TO BE AT THE RADUIS RETURN OR AS DIRECTED BY THE ENGINEER

LOCATIONS OF SIDEWALK AND PAVED SHOULDER REMOVAL TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

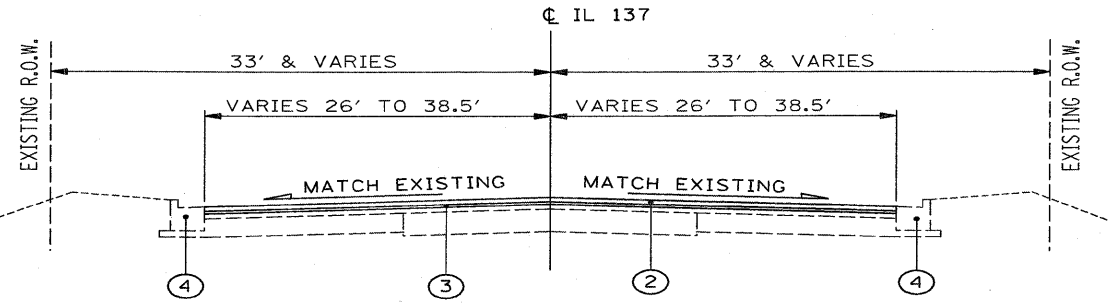
PAVED SHOULDER REMOVAL IS TO INCLUDE THE ASPHALT SHOULDER AND ANY EXISTING MATERIAL FOUND UNDER THE SHOULDER UP TO A TOTAL DEPTH OF SIX (6) INCHES. REMOVAL OF ALL MATERIAL SHALL BE INCLUDED IN THE COST OF PAVED SHOULDER REMOVAL.

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL	1000						UNIT	TOTAL	1000				
			QUANTITIES								QUANTITIES					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	200	200												
40600300	AGGREGATE (PRIME COAT)	TON	910	910												
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	133	133												
40600895	CONSTRUCTING TEST STRIP	EACH	2	2												
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1360	1360												
40600990	TEMPORARY RAMP	SQ YD	1551	1551												
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	2095	2095												
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	19,105	19,105												
42101300	PROTECTIVE COAT	SQ YD	4050	4050												
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	2733	2733												
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	224705	224705												
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	12150	12150												
44002210	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 1/4"	SQ YD	9350	9350												
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	6000	6000												
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	1500	1500												
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	156	156												
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	25	25												
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1												
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	12	12												
63200310	GUARDRAIL REMOVAL	FOOT	575	575												
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12												
67100100	MOBILIZATION	L SUM	1	1												
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1												
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1												
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1												
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1												
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	40,200	40,200												
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	2793	2793												
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	118465	118465												
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	11155	11155												
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	3740	3740												
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1440	1440												
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	2793	2793												
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	118465	118465												
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	11155	11155												
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	3740	3740												
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1440	1440												
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	3580	3580												
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	12	12												
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	3580	3580												
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1												
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD IN, NO. 14 - 1 PAIR	FOOT	762	762												
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	2	2												
* 88600100	DETECTOR LOOP, TYPE I	FOOT	140	140												
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	8475	8475												
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4												
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	8848	8848												
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	200	200												
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	13,400	13,400												
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2,500	2,500												
44000600	SIDEWALK REMOVAL	SQ FT	2,500	2,500												
44004250	PAVED SHOULDER REMOVAL	SQ YD	620	620												
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	1,000	1,000												
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	620	620												
55039700	STORM SEWERS TO BE CLEANED	FOOT	1,000	1,000												
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1												
60262700	INLETS TO BE RECONSTRUCTED	EACH	5	5												
60250200	CATCH BASINS TO BE ADJUSTED	EACH	50	50												
60260100	INLETS TO BE ADJUSTED	EACH	50	50												
60404950	FRAMES AND GRATES, TYPE 24	EACH	100	100												
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	25	25												



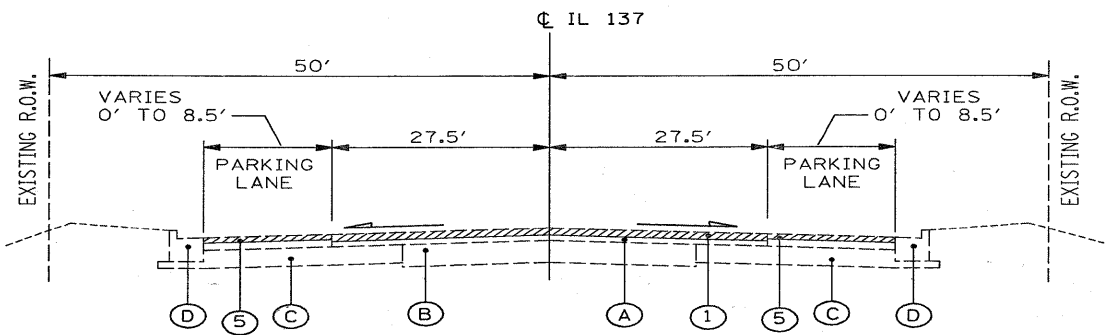
SHERIDAN ROAD EXISTING CROSS SECTION

STA. 155+72± TO STA. 322+50±
STA. 341+50± TO STA. 500+00



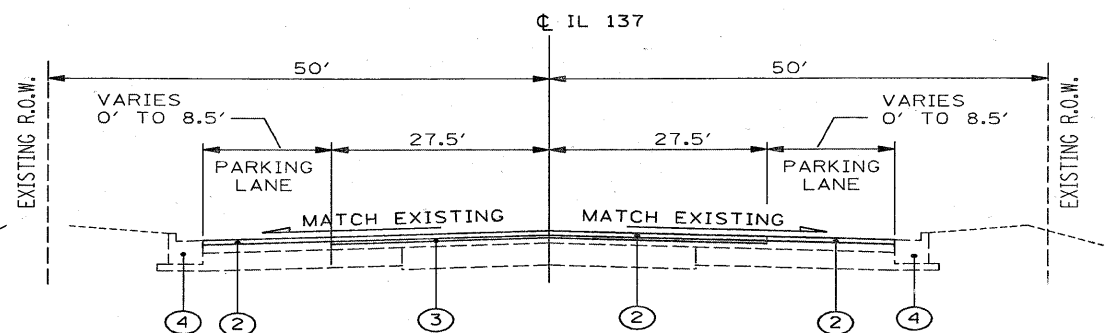
SHERIDAN ROAD PROPOSED CROSS SECTION

STA. 155+72± TO STA. 322+50±
STA. 341+50± TO STA. 500+00



SHERIDAN ROAD EXISTING CROSS SECTION

STA. 322+50± TO STA. 341+50±



SHERIDAN ROAD PROPOSED CROSS SECTION

STA. 322+50± TO STA. 341+50±

LEGEND

EXISTING CONDITIONS:

- (A) HOT-MIX ASPHALT SURFACE AND BINDER COURSE, (4" & VARIES)
- (B) EXISTING PCC PAVEMENT, 12"
- (C) HOT-MIX ASPHALT BASE COURSE, 12"
- (D) COMBINATION CONCRETE CURB AND GUTTER
- (E) CONCRETE MEDIAN

PROPOSED IMPROVEMENTS:

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- (2) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL - 4.75, N50, 3/4"
- (4) COMBINATION CONCRETE CURB AND REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)
- (5) HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2 "

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC/PG	DESIGN AIR VOIDS
HMA SURFACE COURSE, MIX D, N70, (IL-9.5 mm)	PG 64-22	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR
CLASS D PATCHES (HMA BINDER IL 19 mm)	PG 64-22*	4% @ 70 GYR
HMA REPLACEMENT OVER PATCHES (HMA BINDER, IL 19 mm)	PG 64-22*	4% @ 70 GYR

NOTES

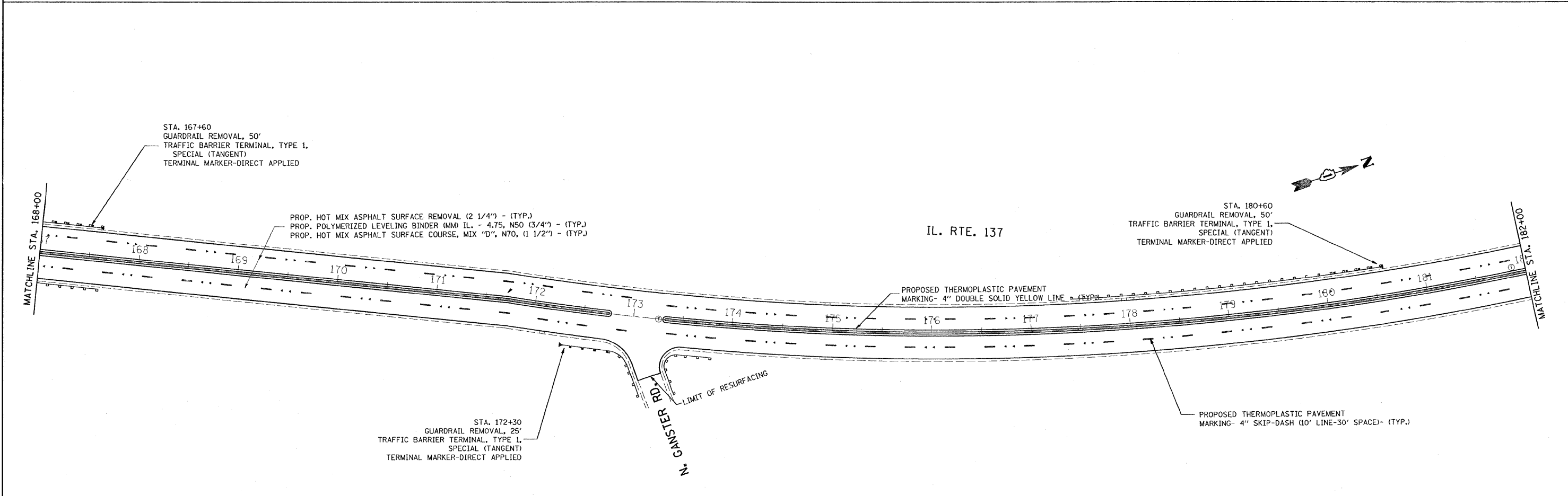
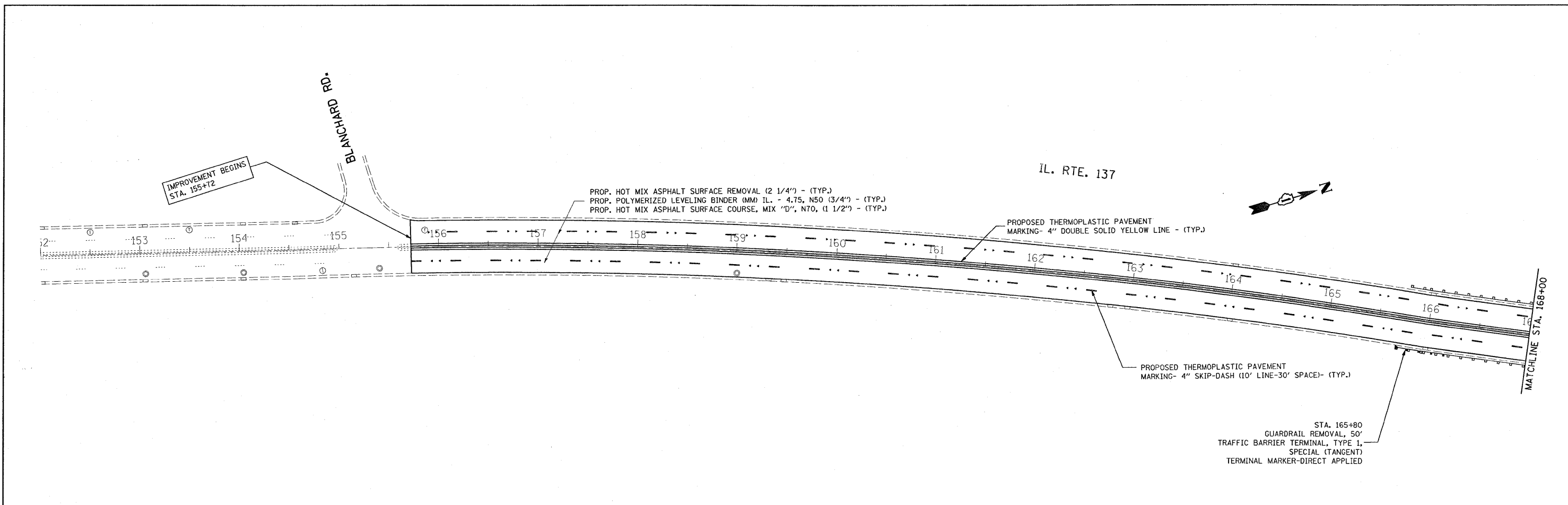
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LBS/SQYD/IN.
*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

NOTES

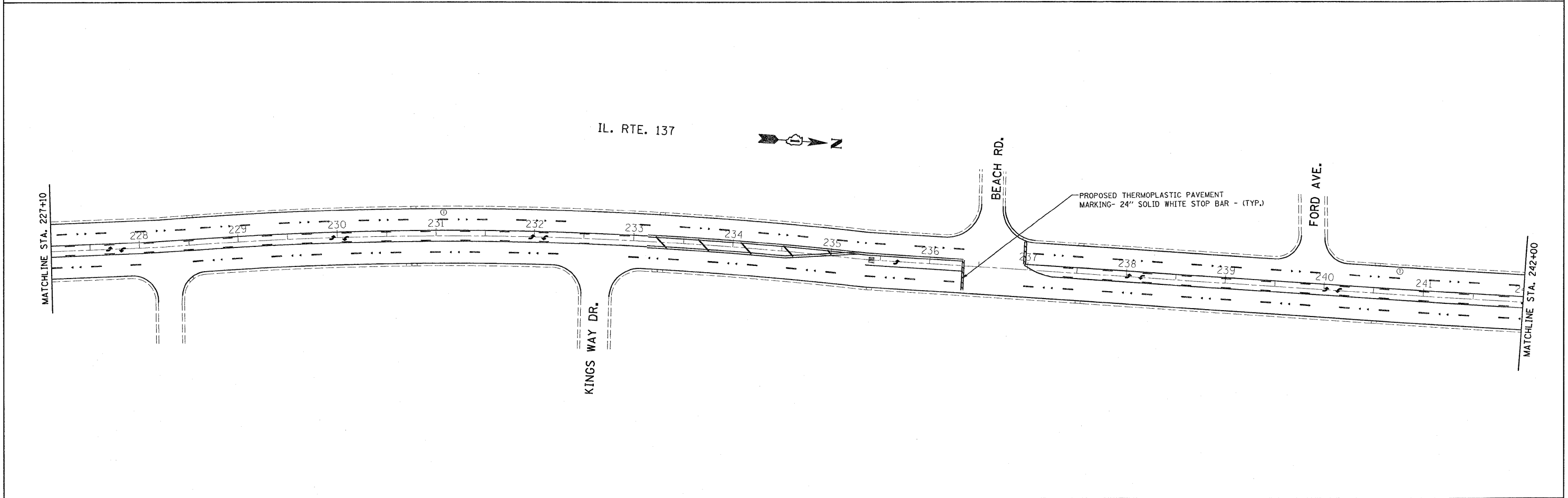
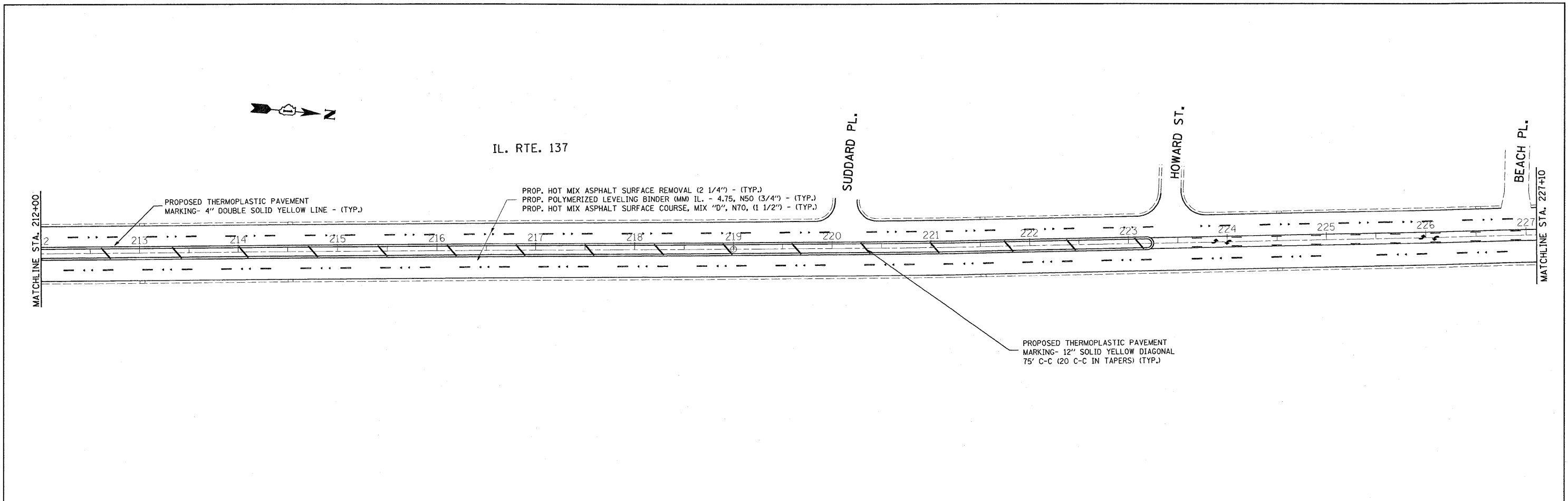
THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

REV. 5-20-09

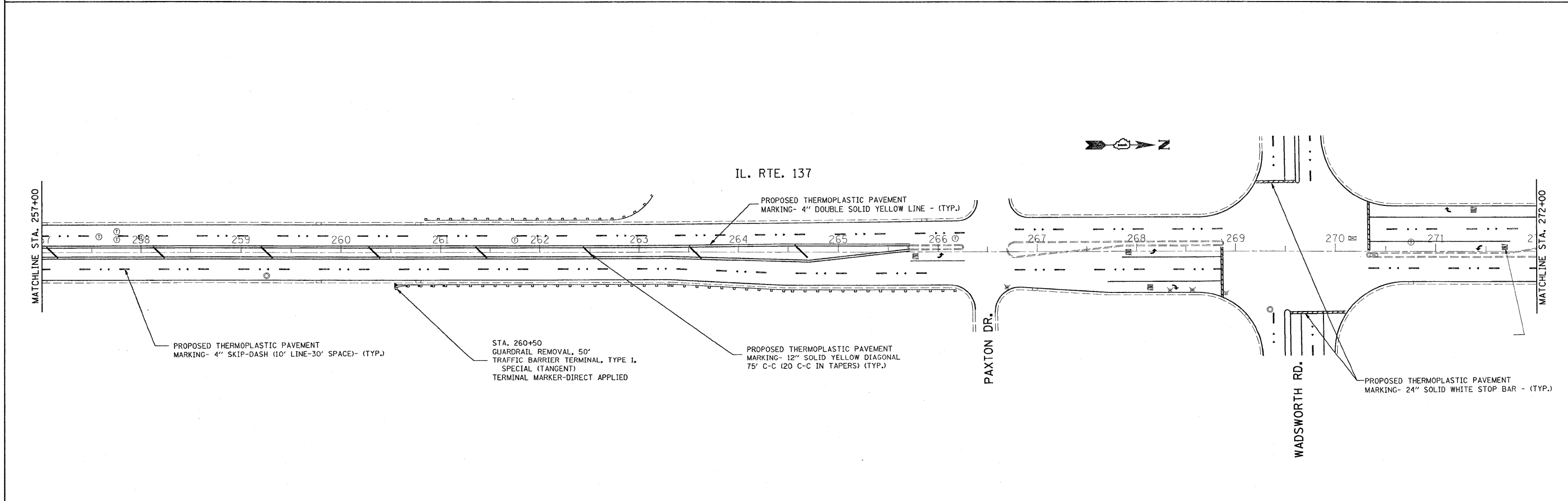
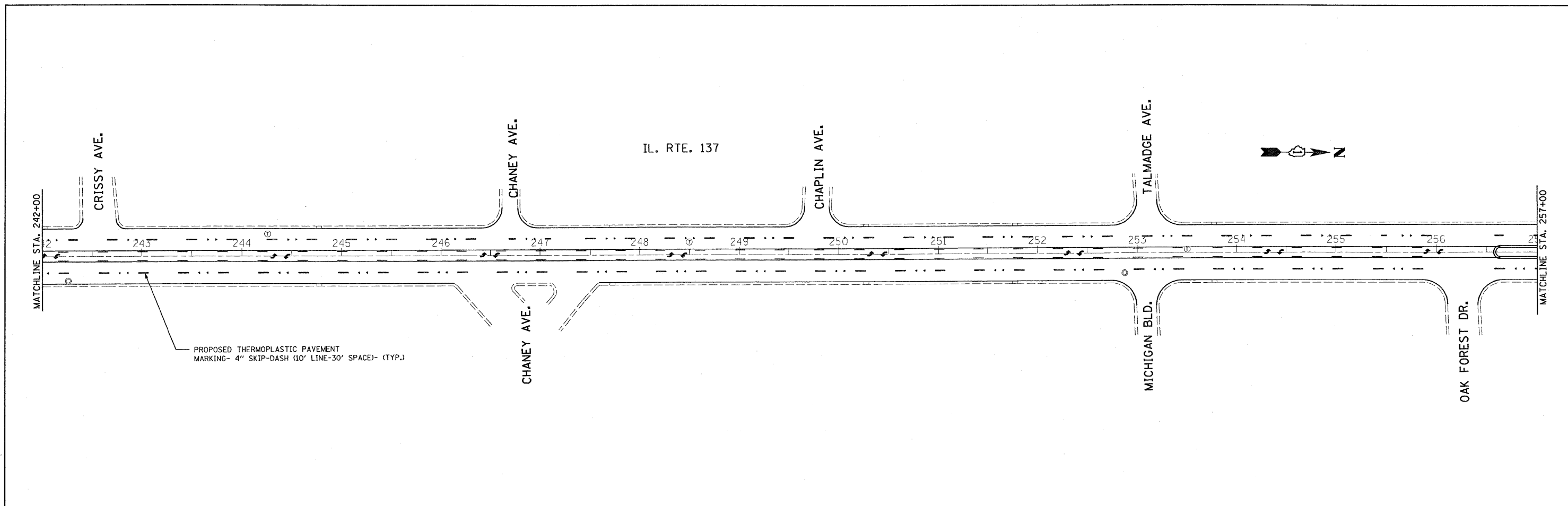
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PLOT DATE = 5/20/2009		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
				SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.				



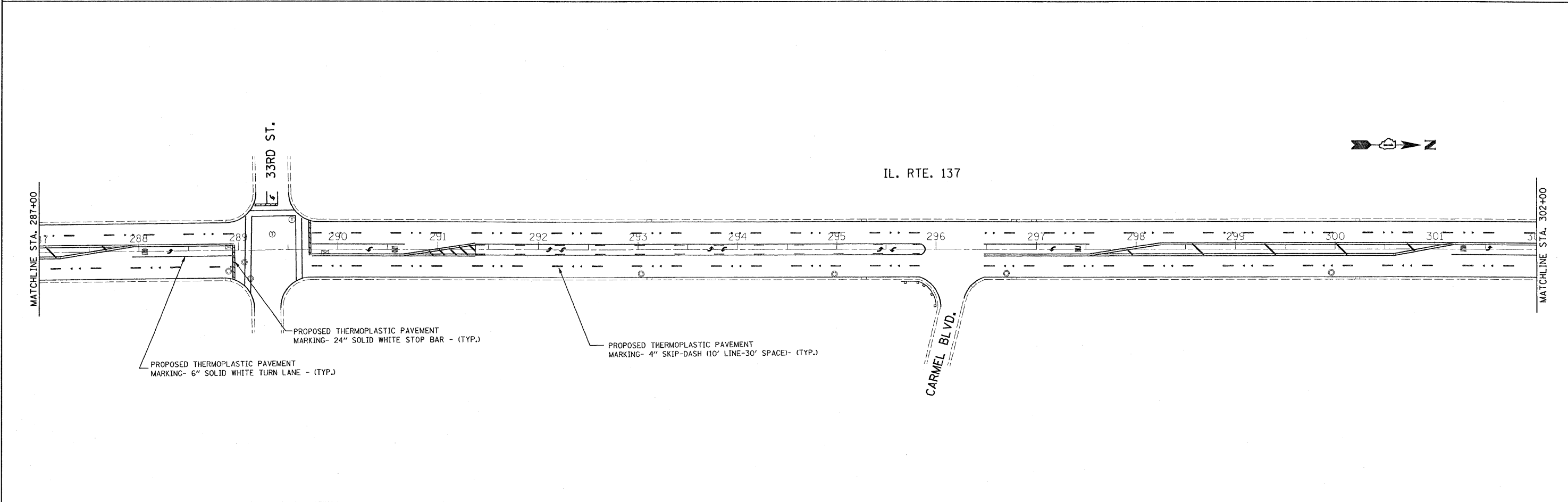
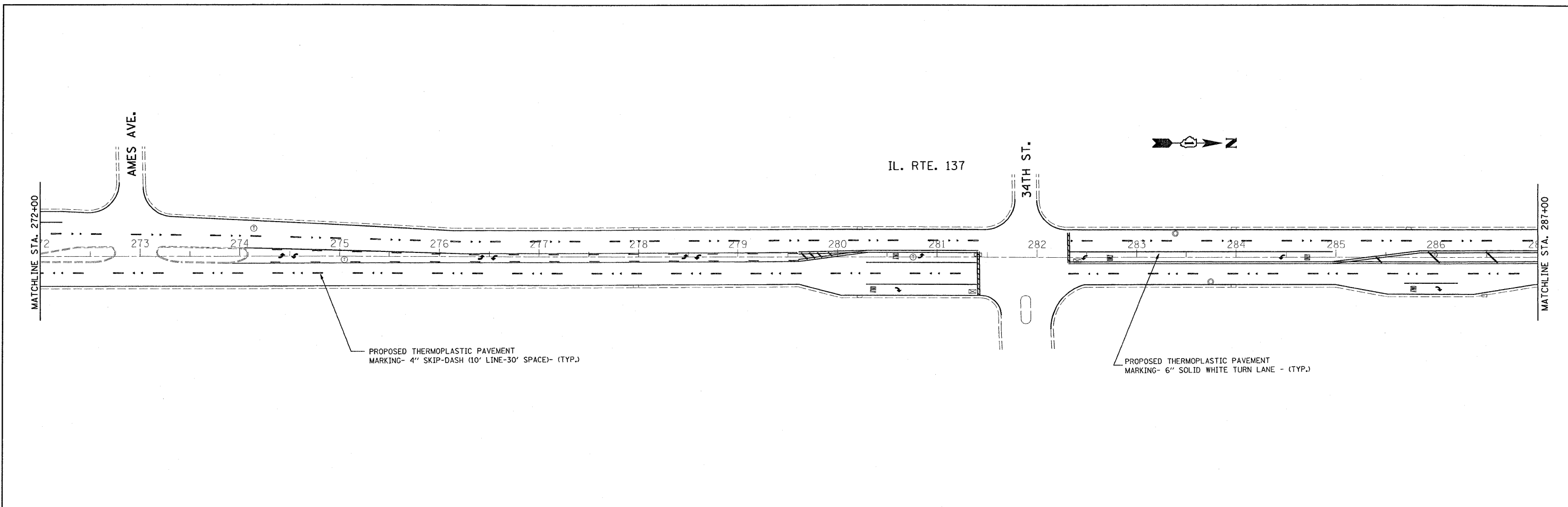
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02\pwwork\PWIDOT\SMITHKL\d0138202\0137	02-sh-t-plan.dgn	DRAWN -	REVISED -		SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 155+72 TO STA. 182+00	352	(E.M.D) RS-4	LAKE	41	5
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	PLOT DATE = 6/25/2009	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



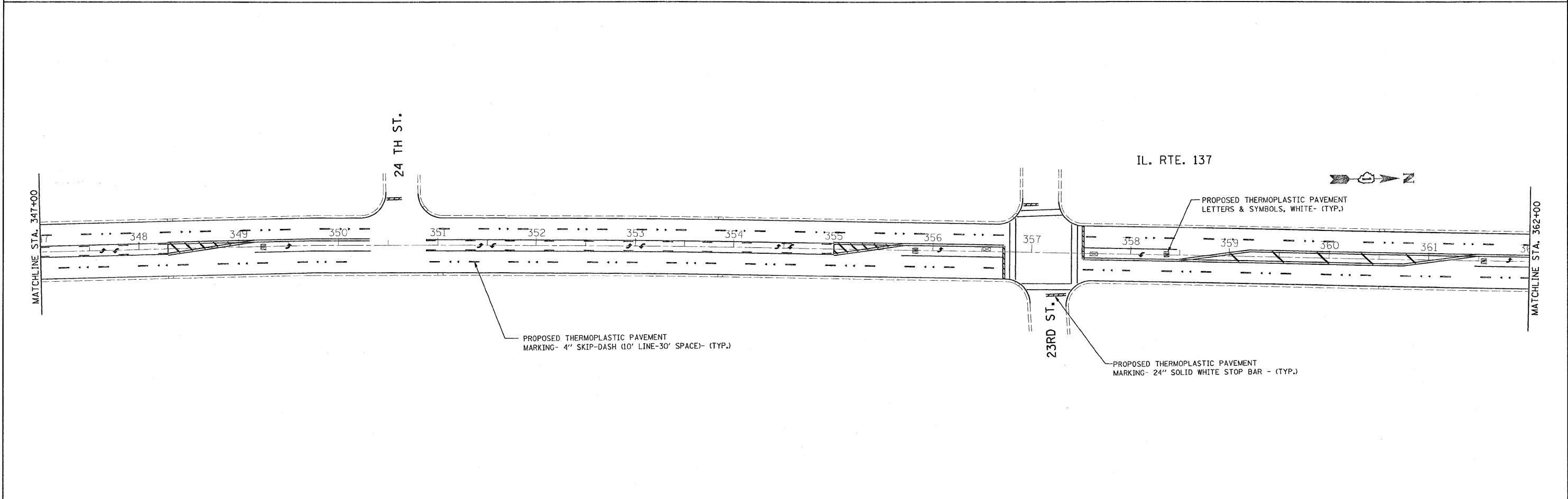
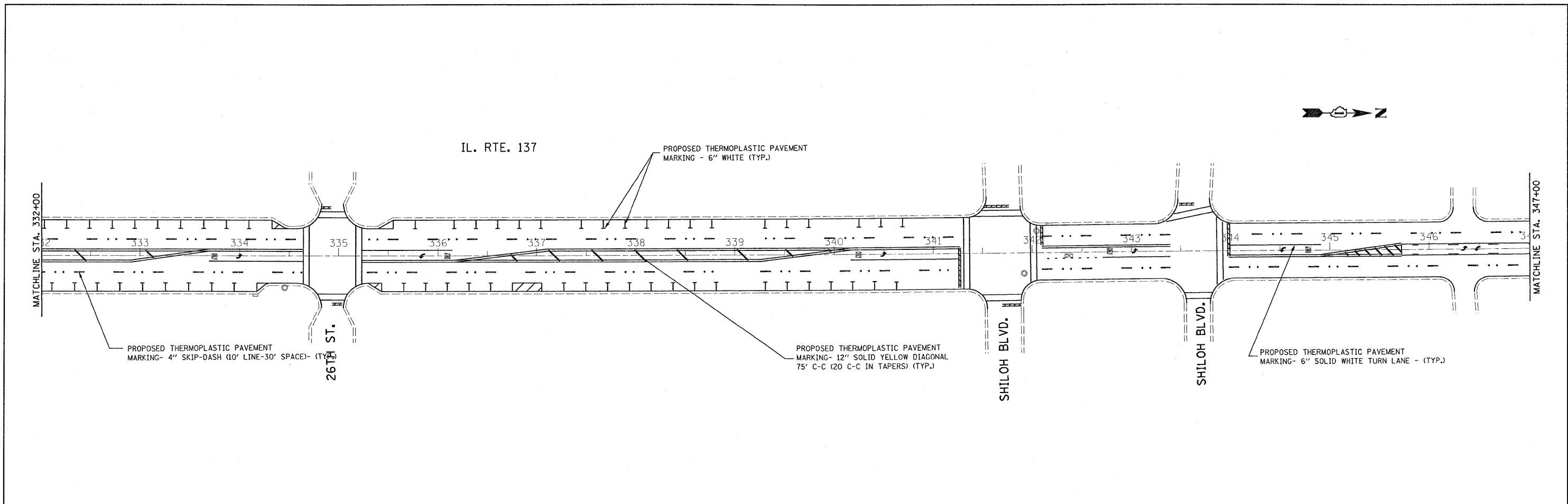
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	PLOT DATE = 6/25/2009	DATE -	REVISED -									



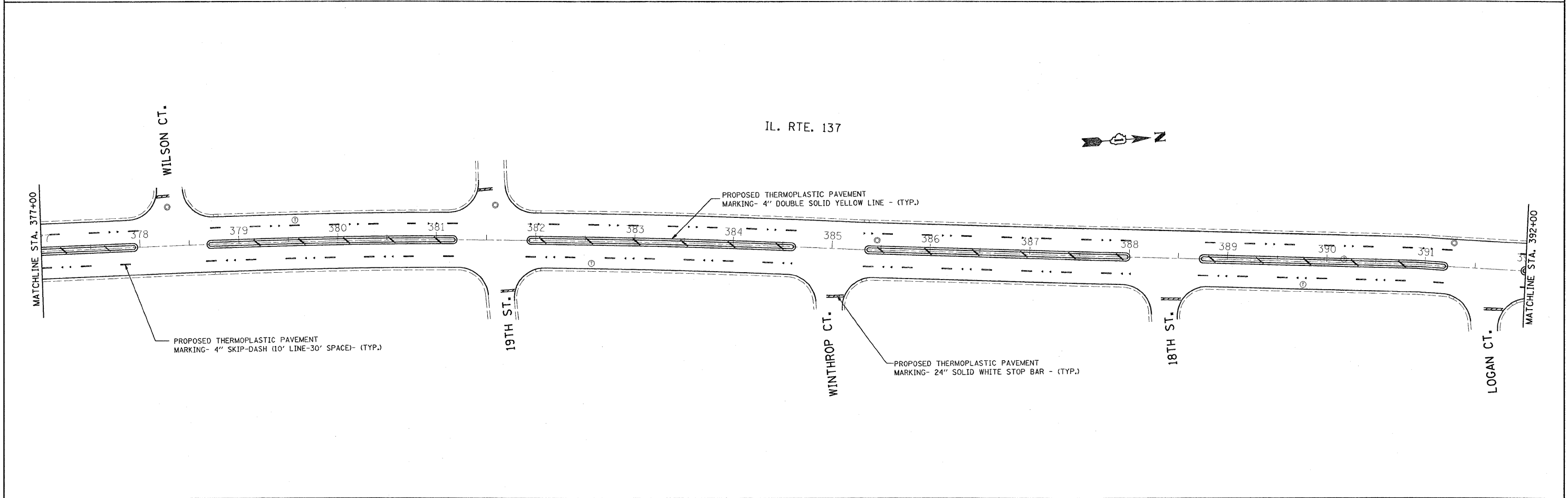
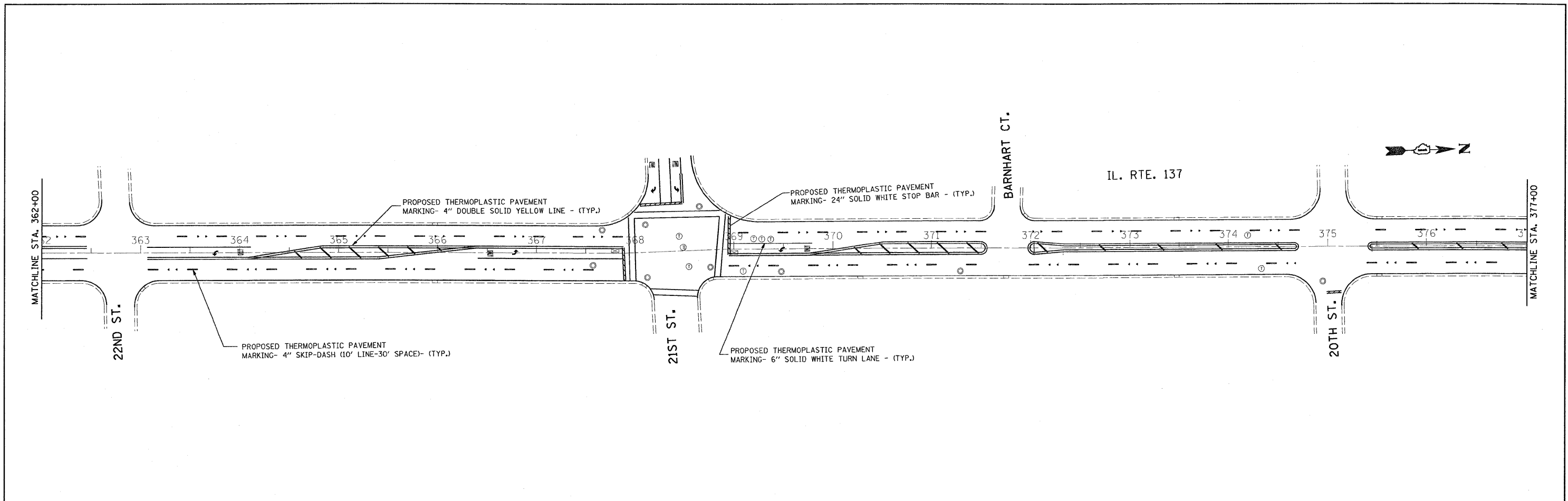
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c:\pw_work\PWIDOT\SMITHKL\0138202\0137202-sht\plan.dgn		DRAWN -	REVISED -		SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 242+00 TO STA. 272+00	352	(E.M.D) RS-4	LAKE	41	8
		CHECKED -	REVISED -					CONTRACT NO. 62545				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				



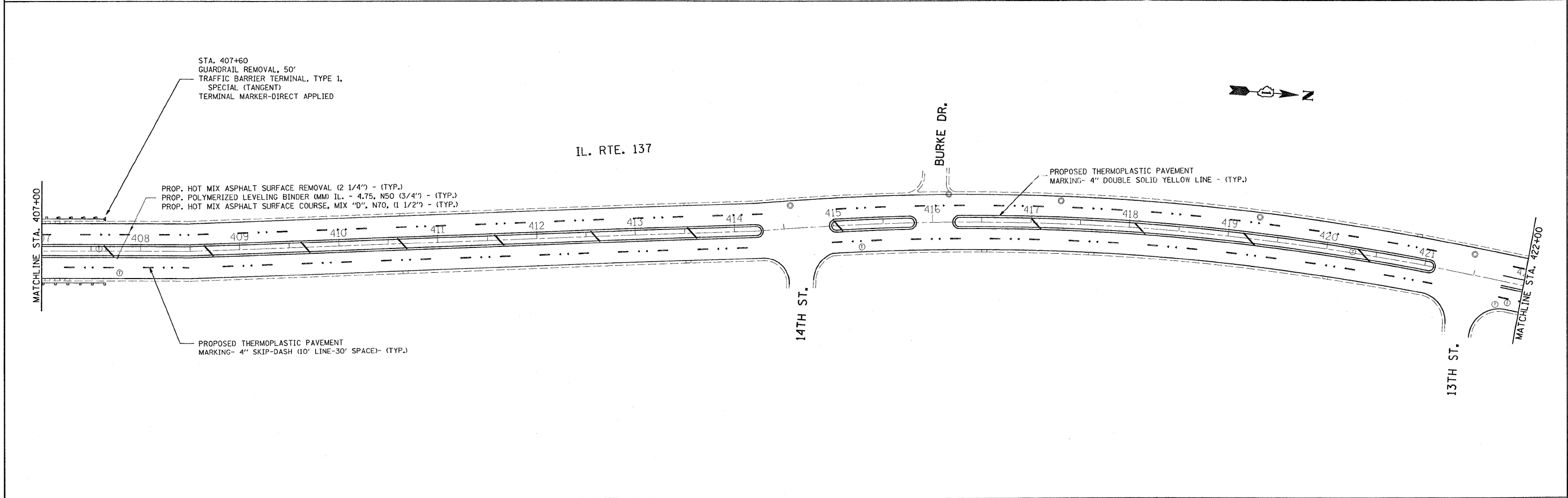
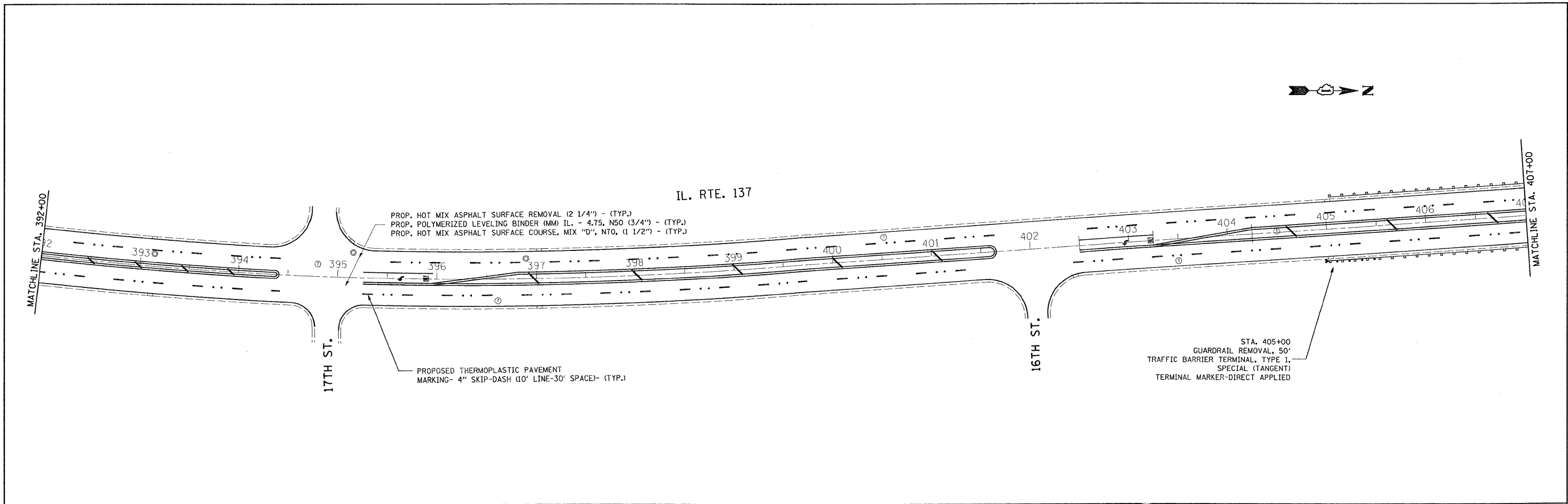
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c:\pw_work\PWIDOT\SMITHKL\08138202\0137	02-sht\plan.dgn	DRAWN -	REVISED -		352	(E.M.D) RS-4	LAKE	41	9			
PLOT SCALE = 50.00000 ' / IN.	CHECKED -	REVISED -	SCALE: 1"=50'		SHEET NO. OF SHEETS	STA. 272+00 TO STA. 302+00	CONTRACT NO. 62545					
PLOT DATE = 6/25/2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									



FILE NAME =	USER NAME = smthk1	DESIGNED -	REVISED - 6/26/09 - DW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN IL. RTE. 137 (BLANCHARD ROAD TO RUSSELL ROAD)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
c:\pwwork\pwwid01\SMTHKL\d0136202\0137	202-sh1-plan.dgn	DRAWN -	REVISED -		SCALE: 1"=50'	SHEET NO.	OF SHEETS	STA. 362+00	TO STA. 362+00	352	(E.M.D) RS-4	LAKE	41	11
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	PLOT DATE = 6/25/2009	DATE -	REVISED -											
								CONTRACT NO. 62545						
								ILLINOIS FED. AID PROJECT						

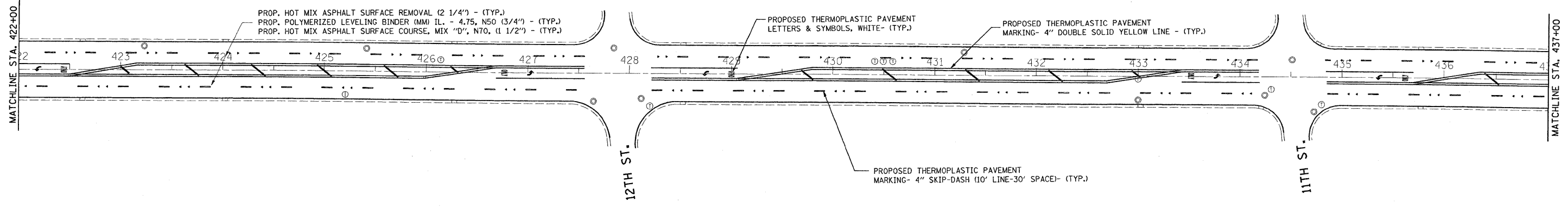


FILE NAME =	USER NAME = smithkl	DESIGNED -	REVISED - 6/26/09 - DW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN IL. RTE. 137 (BLANCHARD ROAD TO RUSSELL ROAD)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\FWIDOT\SMITHKL\0138202\0137	02-sh1-plan.dgn	DRAWN -	REVISED -		352	(E.M.D) RS-4	LAKE	41	12			
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	PLOT DATE = 6/25/2009	DATE -	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					

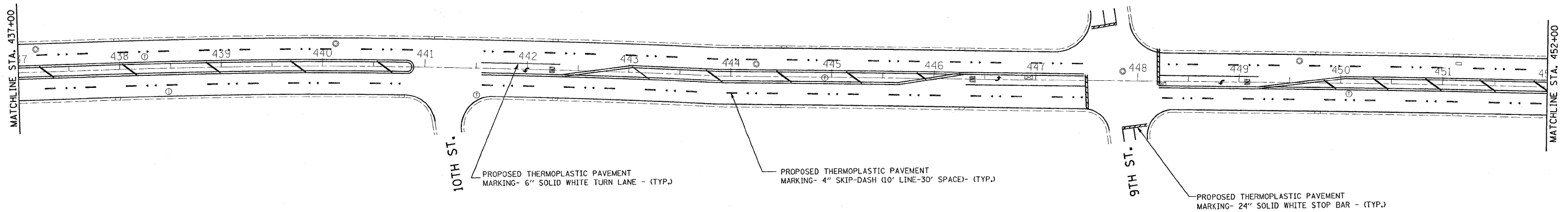


FILE NAME =	USER NAME = smthkl	DESIGNED -	REVISED - 6/26/09 -DW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN IL. RTE. 137 (BLANCHARD ROAD TO RUSSELL ROAD)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pwork\PWIDOT\SMITHKL\d0136202\0137	202-sh-t-plan.dgn	DRAWN -	REVISED -		SCALE: 1"=50'	SHEET NO.	OF	SHEETS	352	(E.M.D) RS-4	LAKE	41	13
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	PLOT DATE = 6/25/2009	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

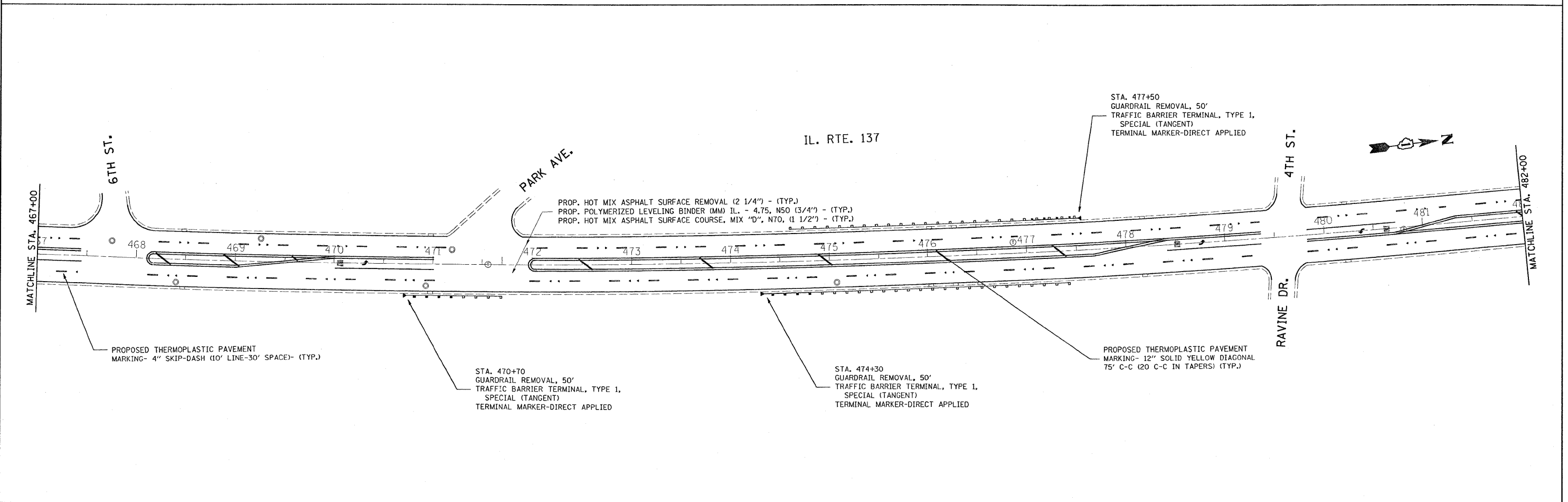
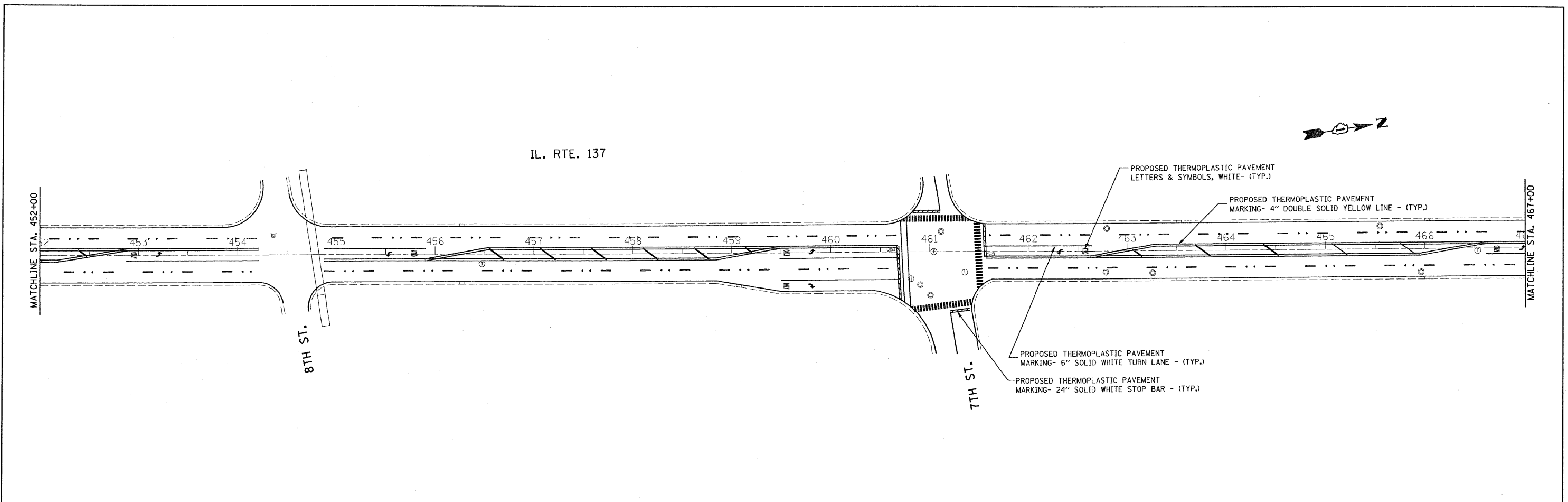
IL. RTE. 137



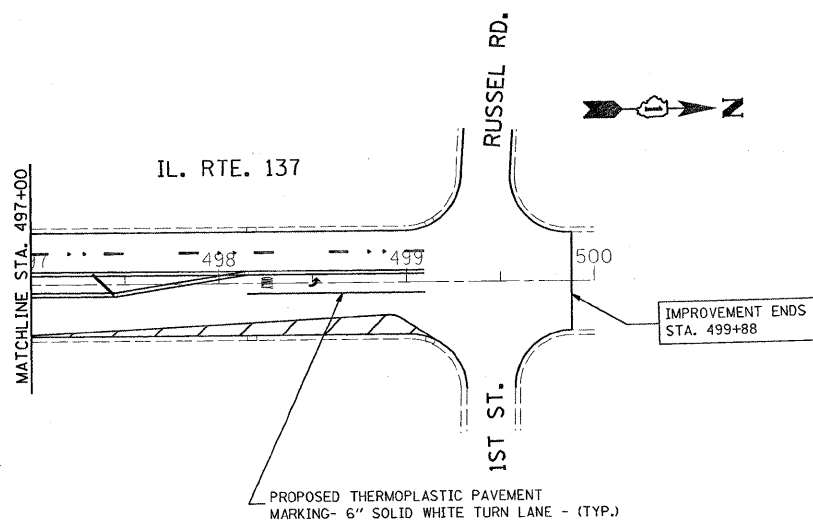
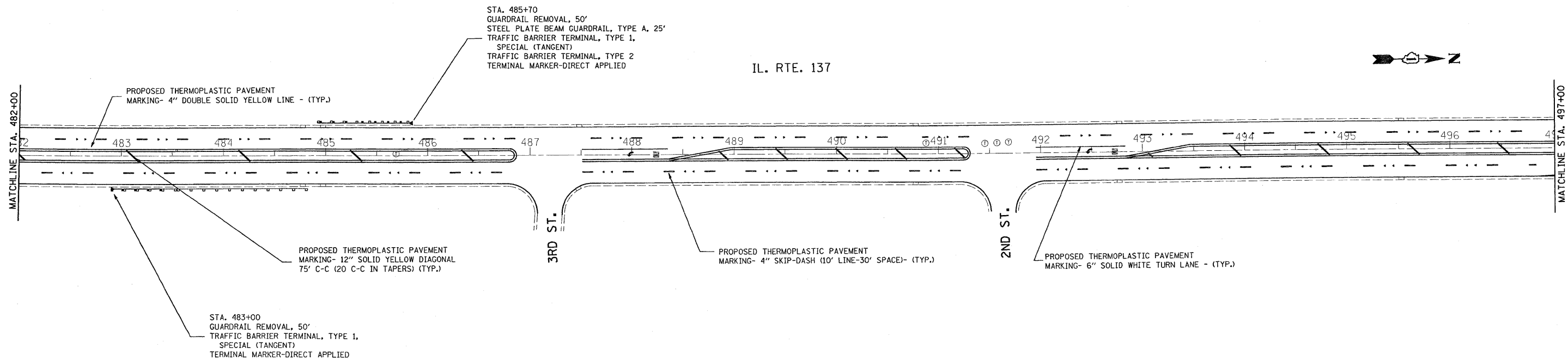
IL. RTE. 137



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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -				SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 422+00 TO STA. 452+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
PLOT DATE = 6/25/2009	DATE -	REVISED -	REVISED -								



FILE NAME =	USER NAME = wilgreendp	DESIGNED -	REVISED - 6/26/09 - DW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN IL. RTE. 137 (BLANCHARD ROAD TO RUSSELL ROAD)			F.A.P. RTE. 352	SECTION (E.M.D) RS-4	COUNTY LAKE	TOTAL SHEETS 41	SHEET NO. 15
ca:\pwwork\p\idot\wilgreendp\d0138282\0137202\shp\plan.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE: 1"=50'	SHEET NO.	OF	SHEETS	STA. 452+00	TO STA. 482+00	CONTRACT NO. 62545	
	PLOT DATE = 6/25/2009	CHECKED -	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							
		DATE -	REVISED -									

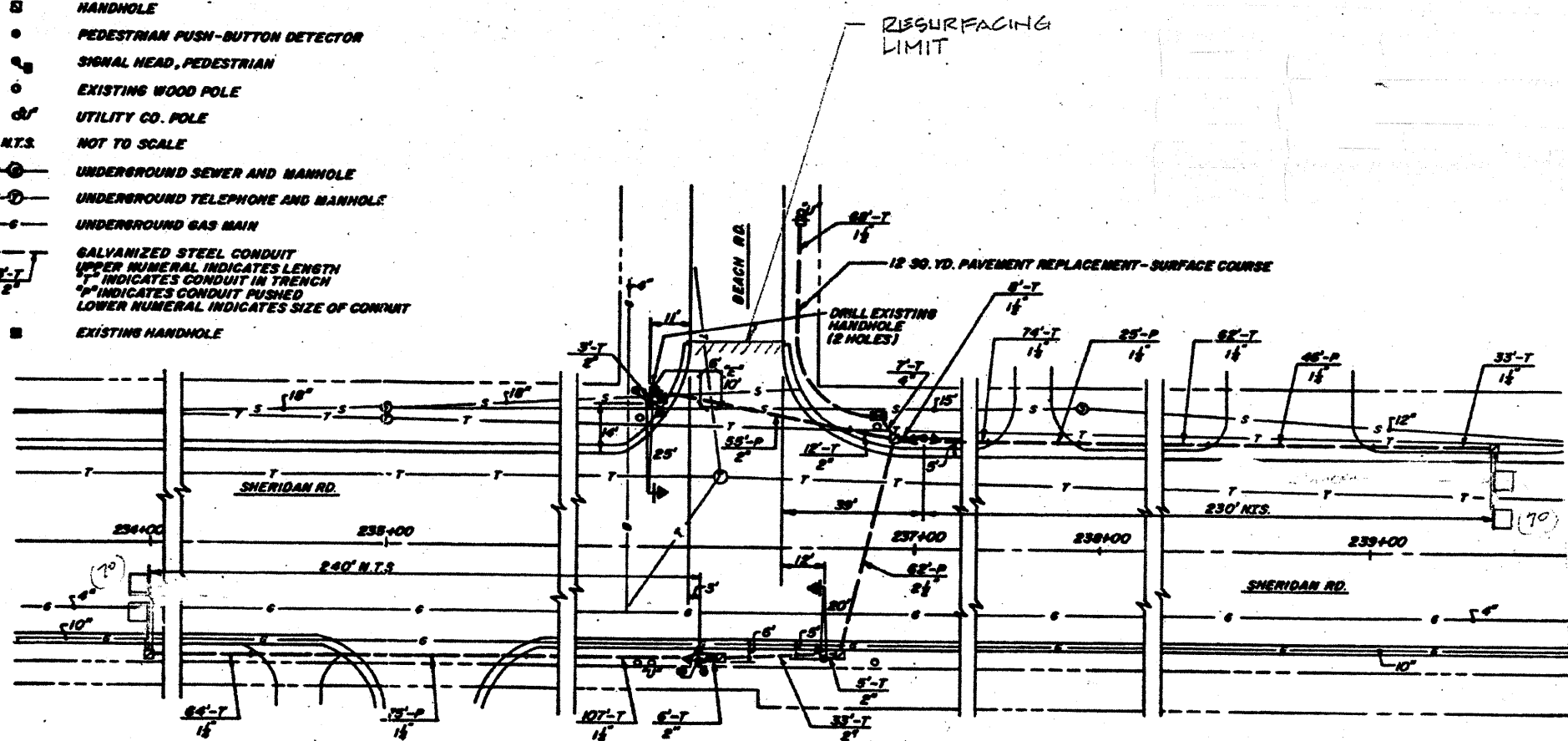


FILE NAME =	USER NAME = smthkl	DESIGNED -	REVISED - 6/26/09 - DW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN IL. RTE. 137 (BLANCHARD ROAD TO RUSSELL ROAD)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwid\smthkl\0138202\0137	202-sh-l-plan.dgn	DRAWN -	REVISED -		352	(E.M.D) RS-4	LAKE	41	16			
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	PLOT DATE = 6/25/2009	DATE -	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					

LEGEND

- CONTROLLER CABINET
- ⊕ SERVICE INSTALLATION
- ➔ TRAFFIC SIGNAL FACE AND POST
- ➔ TRAFFIC SIGNAL FACE WITH BAFFLE PLATE
- ⊕ MAST ARM ASSEMBLY AND POLE
- VEHICLE DETECTOR, LOOP TYPE (EXISTING)
- MAGNETIC DETECTOR RACEWAY, TYPE II
- HANDHOLE
- PEDESTRIAN PUSH-BUTTON DETECTOR
- SIGNAL HEAD, PEDESTRIAN
- EXISTING WOOD POLE
- UTILITY CO. POLE
- N.T.S. NOT TO SCALE
- UNDERGROUND SEWER AND MANHOLE
- UNDERGROUND TELEPHONE AND MANHOLE
- UNDERGROUND GAS MAIN
- GALVANIZED STEEL CONDUIT
- UPPER NUMERAL INDICATES LENGTH
- T INDICATES CONDUIT IN TRENCH
- P INDICATES CONDUIT PUSHED
- LOWER NUMERAL INDICATES SIZE OF CONDUIT
- EXISTING HANDHOLE

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352 (E.M.S.) R.S. 4	LAKE	41	17
STA.	TO STA.		



PROPOSED TRAFFIC SIGNAL INSTALLATION



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

CODE NO.	QUANTITY	UNIT	ITEM
86600600	175	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE
DW	6/26/09

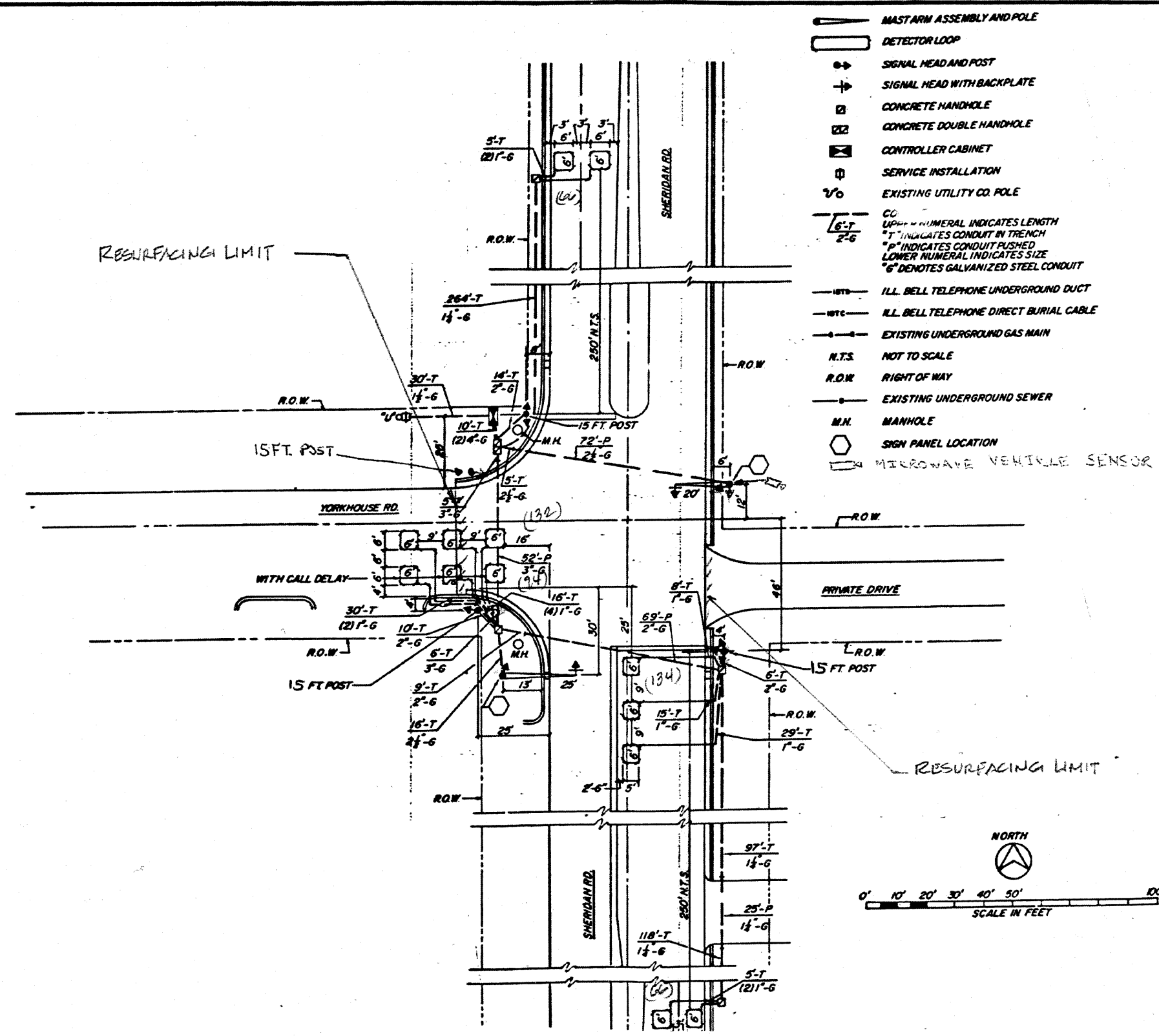
NOTE:
THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONLY. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
IL. RTE. 137 @ BEACH ROAD

SCALE: NONE
DATE: JAN. 2007

DRAWN BY: JHE
DESIGNED BY: JHE
CHECKED BY: DAD.

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352 (EMD) B-4	LAKE	41	18
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



- MAST ARM ASSEMBLY AND POLE
- DETECTOR LOOP
- SIGNAL HEAD AND POST
- SIGNAL HEAD WITH BACKPLATE
- CONCRETE HANDHOLE
- CONCRETE DOUBLE HANDHOLE
- CONTROLLER CABINET
- SERVICE INSTALLATION
- EXISTING UTILITY CO. POLE
- CO. NUMERAL INDICATES LENGTH
- T INDICATES CONDUIT IN TRENCH
- P INDICATES CONDUIT PUSHED
- LOWER NUMERAL INDICATES SIZE
- G DENOTES GALVANIZED STEEL CONDUIT
- ILL. BELL TELEPHONE UNDERGROUND DUCT
- ILL. BELL TELEPHONE DIRECT BURIAL CABLE
- EXISTING UNDERGROUND GAS MAIN
- N.T.S. NOT TO SCALE
- R.O.W. RIGHT OF WAY
- EXISTING UNDERGROUND SEWER
- M.H. MANHOLE
- SIGN PANEL LOCATION
- MICROWAVE VEHICLE SENSOR

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

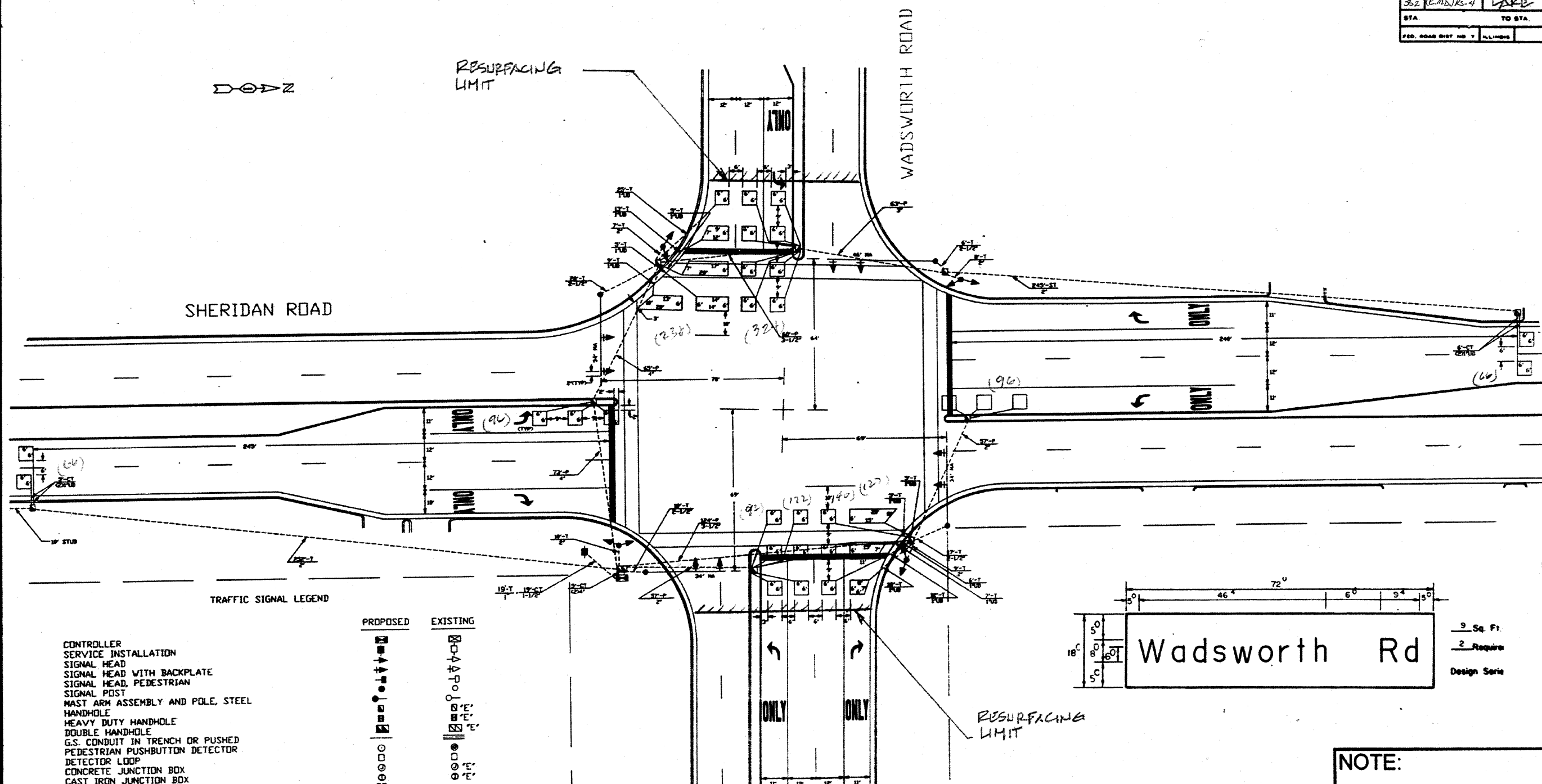
CODE NO.	QUANTITY	UNIT	ITEM
86600600	492	Foot	Detector Loop Replacement

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
SHERIDAN RD. @ YORKHOUSE RD.
SCALE: NONE
DATE: JAN. 2007
DRAWN BY: JHE.
DESIGNED BY: JHE.
CHECKED BY: DAD.

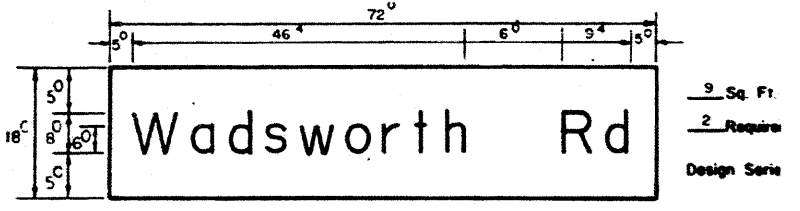
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352 (E.M.D.) R-4	LAKE	41	19
STA. TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS			
FED. AID PROJECT			



TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- SPECIAL TRENCH
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- EMERGENCY VEHICLE SYSTEM DETECTOR
- SIGNAL HEAD OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RAILROAD CONTROL CABINET
- SIDEWALK RAMPS

PROPOSED	EXISTING



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

CODE NO.	QUANTITY	UNIT	ITEM
86600600	1367	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

SHERIDAN RD. @ WADSWORTH RD.

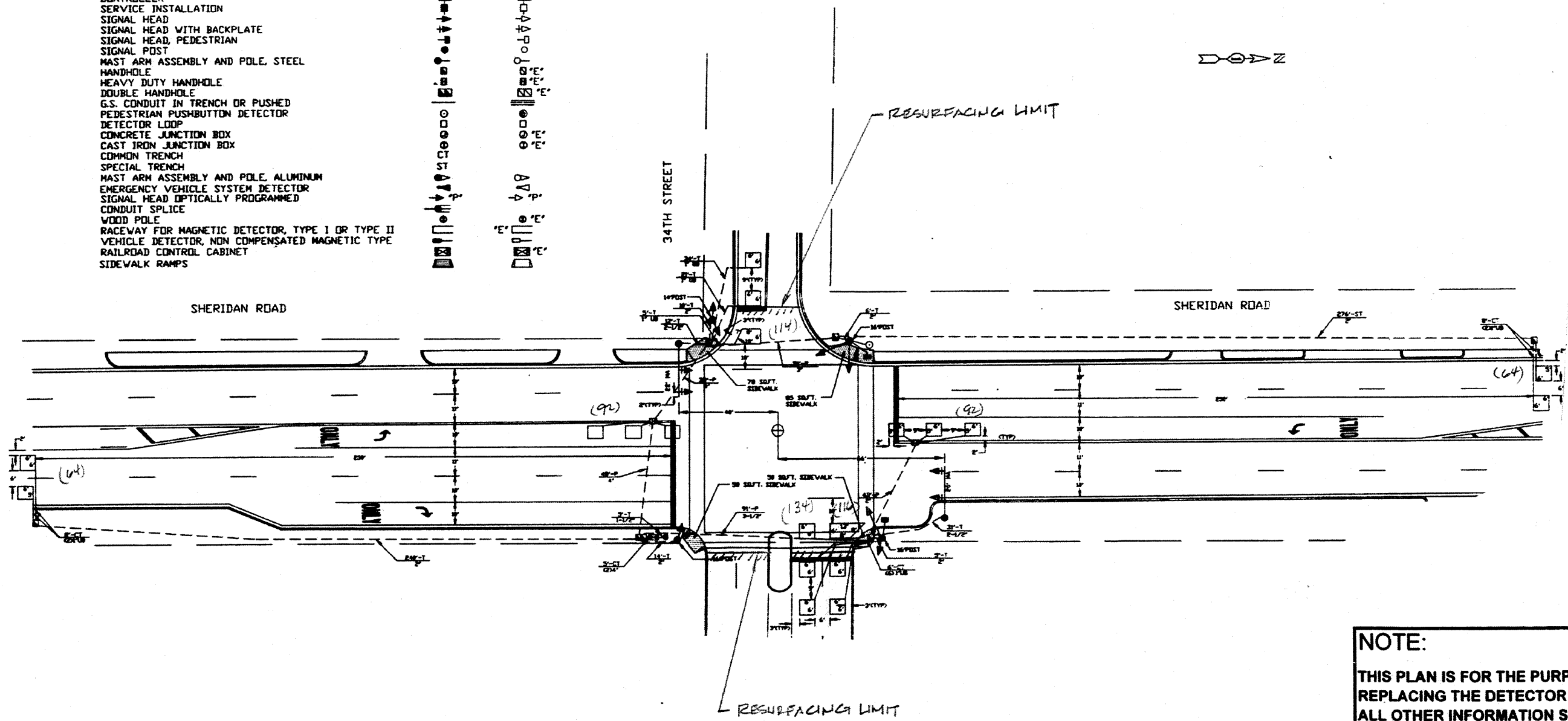
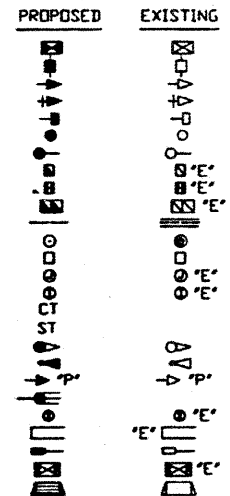
SCALE NONE
DATE JAN. 2007

DRAWN BY: JHE
DESIGNED BY: JHE
CHECKED BY: DAD.

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352 (EMD) 10-A	LAKE	41	20
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- SPECIAL TRENCH
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- EMERGENCY VEHICLE SYSTEM DETECTOR
- SIGNAL HEAD OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RAILROAD CONTROL CABINET
- SIDEWALK RAMPS



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

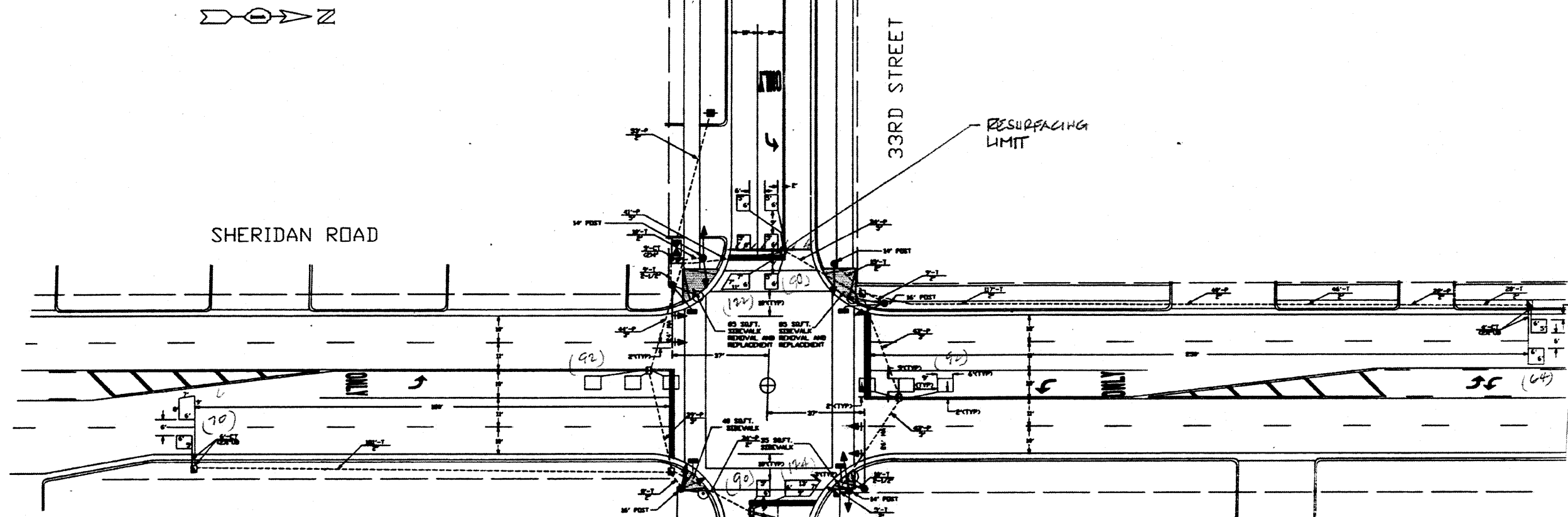
REPLACE ALL DETECTOR LOOPS AS SHOWN
 (WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	676	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
 SHERIDAN ROAD @ 34TH STREET
 SCALE NONE
 DATE JAN. 2007
 DRAWN BY JHE
 DESIGNED BY JHE
 CHECKED BY DAD.

FED. AID DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352	(E.M.A.)B-4	LAKE	41	21
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH OR PUSHED	[Symbol]	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
CONCRETE JUNCTION BOX	[Symbol]	[Symbol]
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]
SPECIAL TRENCH	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]
EMERGENCY VEHICLE SYSTEM DETECTOR	[Symbol]	[Symbol]
SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
CONDUIT SPLICE	[Symbol]	[Symbol]
WOOD POLE	[Symbol]	[Symbol]
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	[Symbol]	[Symbol]
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	[Symbol]	[Symbol]
RAILROAD CONTROL CABINET	[Symbol]	[Symbol]
SIDEWALK RAMPS	[Symbol]	[Symbol]

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	744	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
SHERIDAN ROAD @ 33RD STREET

REVISIONS	
NAME	DATE

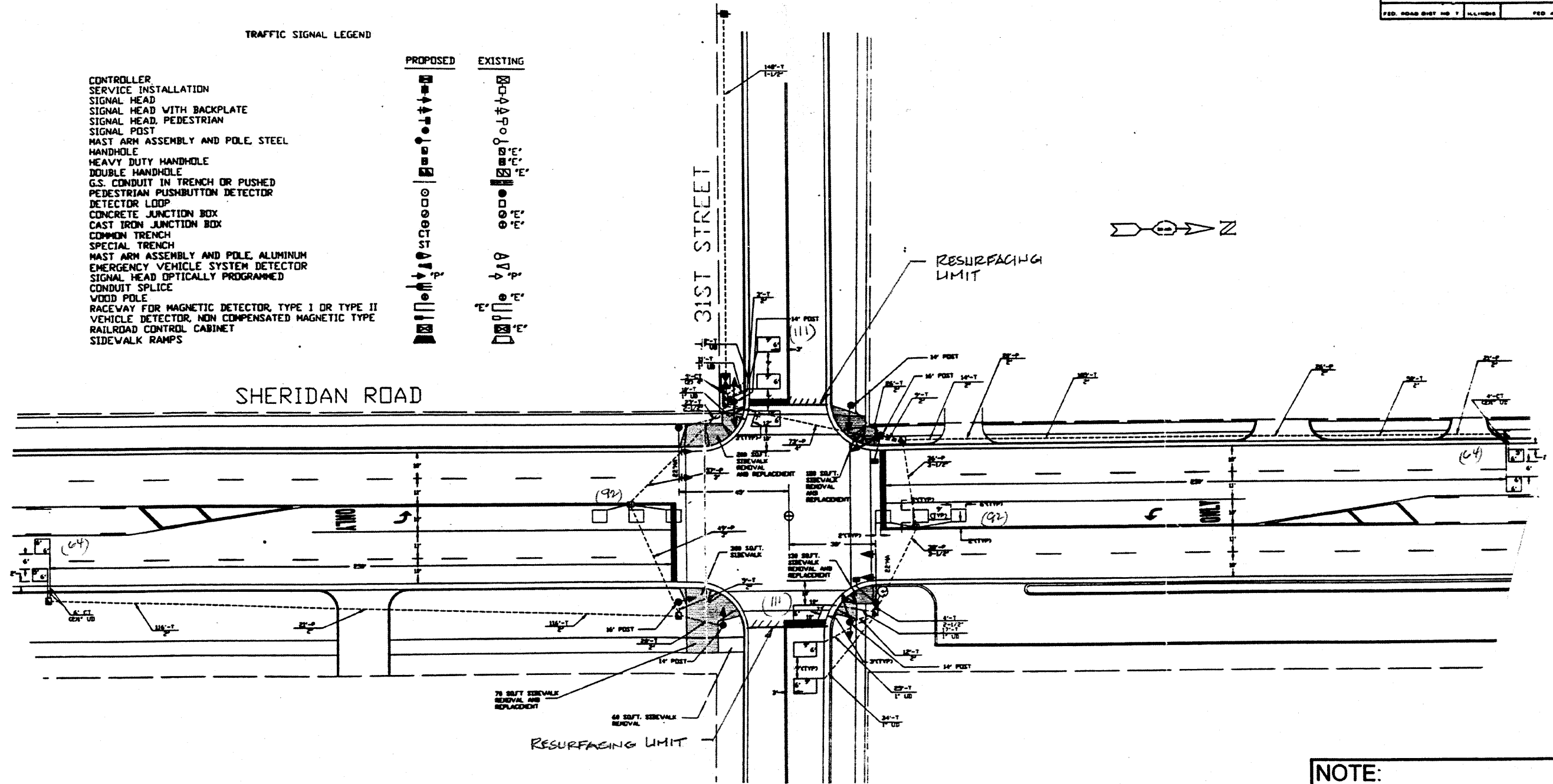
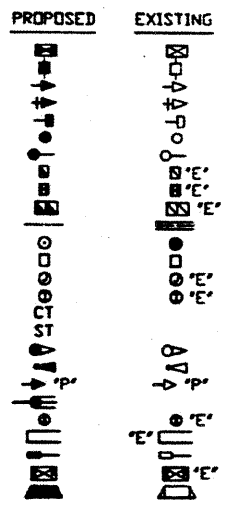
SCALE: NONE
DATE: JAN. 2007

DRAWN BY: JHE
DESIGNED BY: JHE
CHECKED BY: DAD.

F.M.D. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352	(E.M.D.) R. 4	LAKE	41	22
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ALIGNMENT	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- SPECIAL TRENCH
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- EMERGENCY VEHICLE SYSTEM DETECTOR
- SIGNAL HEAD OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RAILROAD CONTROL CABINET
- SIDEWALK RAMPS



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
86600600	534	Foot	Detector Loop Replacement

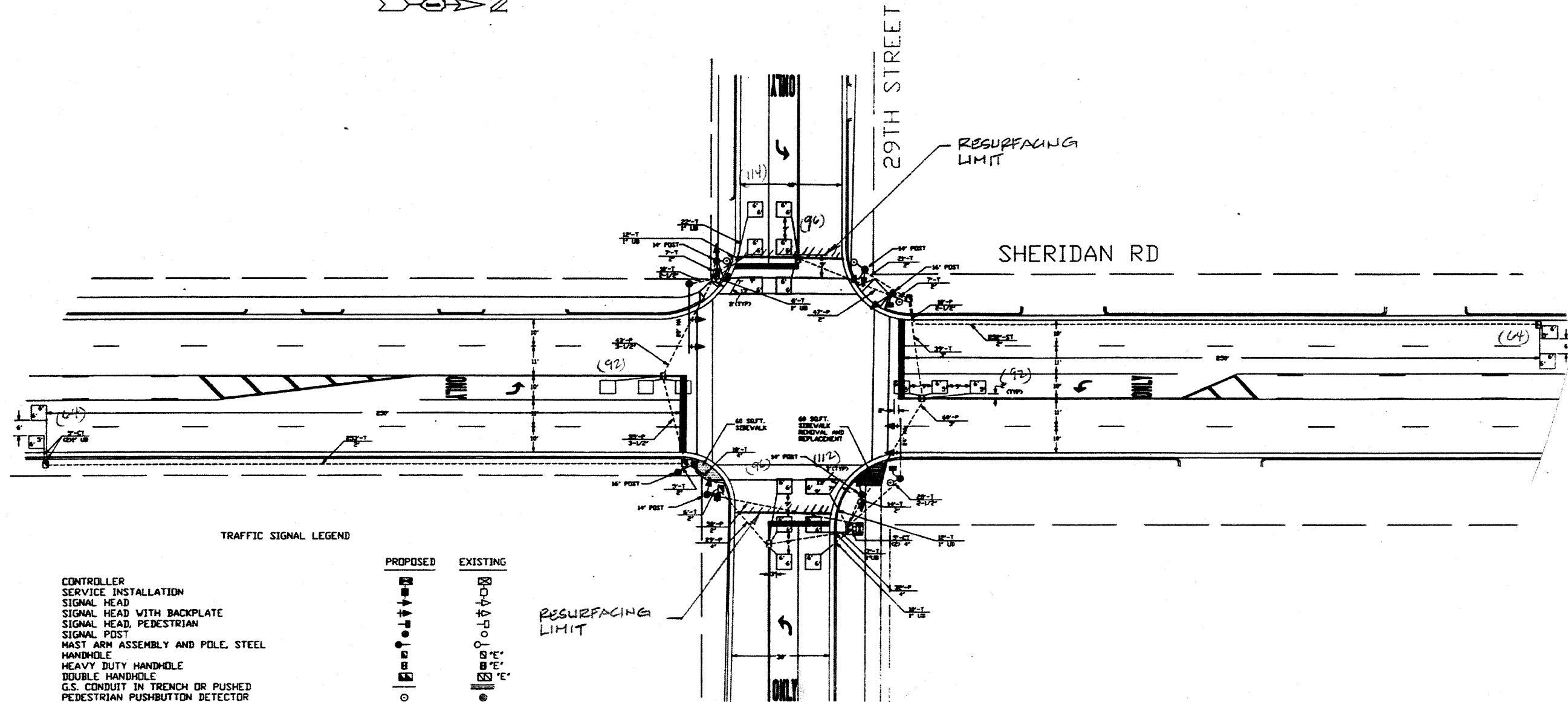
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
 SHERIDAN ROAD @ 31ST STREET

SCALE: NONE
 DATE: JAN. 2007

DRAWN BY: JHE
 DESIGNED BY: JHE
 CHECKED BY: DAD

P.J.#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352 (E.M.B.)RS-4	LAKE		41	23
STA.		TO STA.		
FED. ROAD DIST. NO. 7 ILLINOIS		FED. AID PROJECT		



TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- SPECIAL TRENCH
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- EMERGENCY VEHICLE SYSTEM DETECTOR
- SIGNAL HEAD OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RAILROAD CONTROL CABINET
- SIDEWALK RAMPS

PROPOSED	EXISTING
☐	☐
▲	▲
●	●
○	○
◇	◇
▽	▽
⬇	⬇
⬆	⬆
⬇	⬇
⬆	⬆
⬇	⬇
⬆	⬆
⬇	⬇
⬆	⬆
⬇	⬇
⬆	⬆
⬇	⬇
⬆	⬆

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	730	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

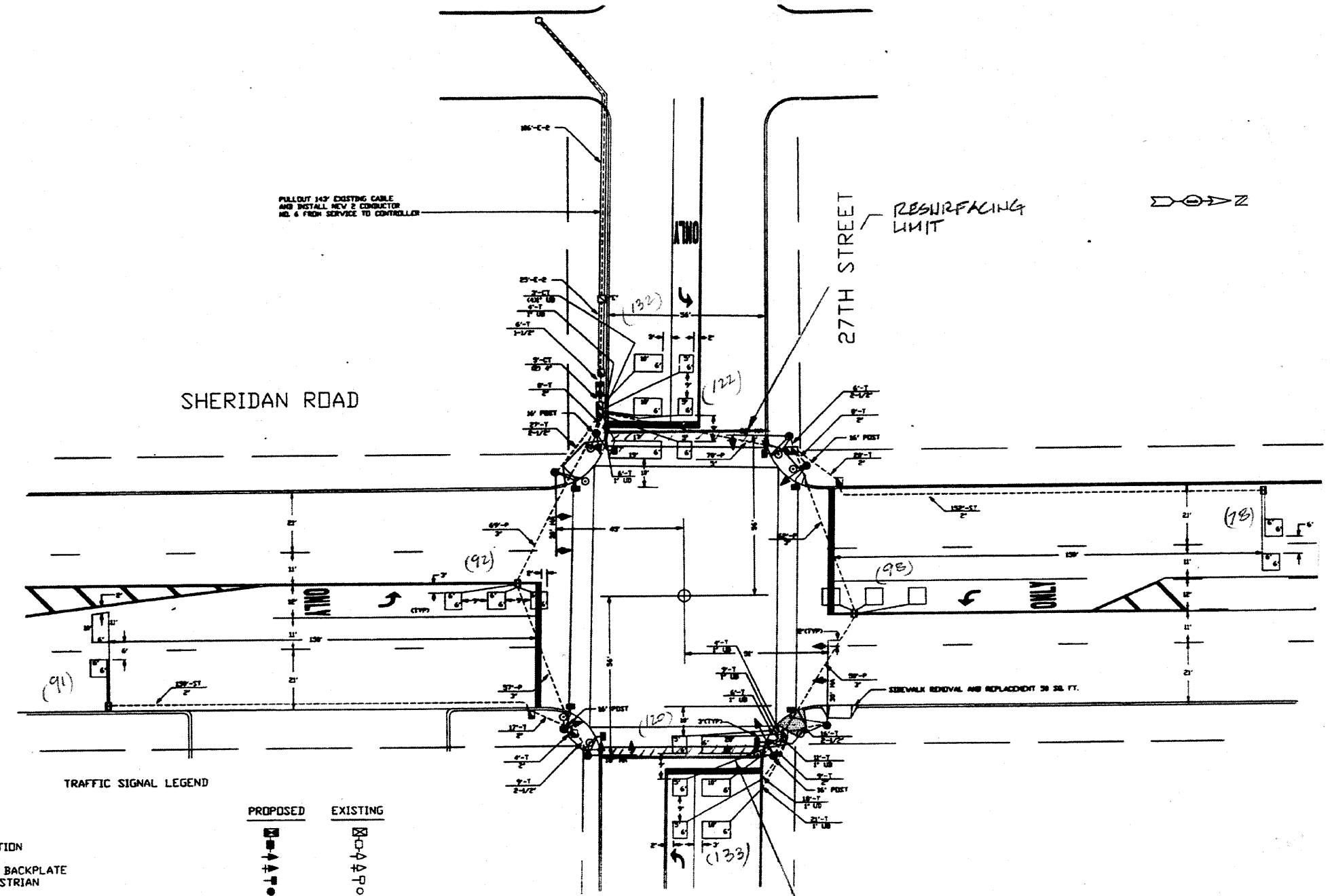
SHERIDAN ROAD @ 29TH STREET

SCALE NONE

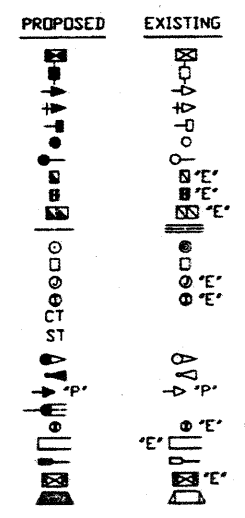
DATE JAN. 2007

DRAWN BY: JHE
DESIGNED BY: JHE
CHECKED BY: DAD.

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352 (Emb) R-4	LAKE	LAKE	41	24
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



- TRAFFIC SIGNAL LEGEND**
- CONTROLLER
 - SERVICE INSTALLATION
 - SIGNAL HEAD
 - SIGNAL HEAD WITH BACKPLATE
 - SIGNAL HEAD, PEDESTRIAN
 - SIGNAL POST
 - MAST ARM ASSEMBLY AND POLE, STEEL
 - HANDHOLE
 - HEAVY DUTY HANDHOLE
 - DOUBLE HANDHOLE
 - G.S. CONDUIT IN TRENCH OR PUSHED
 - PEDESTRIAN PUSHBUTTON DETECTOR
 - DETECTOR LOOP
 - CONCRETE JUNCTION BOX
 - CAST IRON JUNCTION BOX
 - COMMON TRENCH
 - SPECIAL TRENCH
 - MAST ARM ASSEMBLY AND POLE, ALUMINUM
 - EMERGENCY VEHICLE SYSTEM DETECTOR
 - SIGNAL HEAD OPTICALLY PROGRAMMED
 - CONDUIT SPLICE
 - WOOD POLE
 - RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
 - VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
 - RAILROAD CONTROL CABINET
 - SIDEWALK RAMPS



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

CODE NO.	QUANTITY	UNIT	ITEM
86600600	866	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.

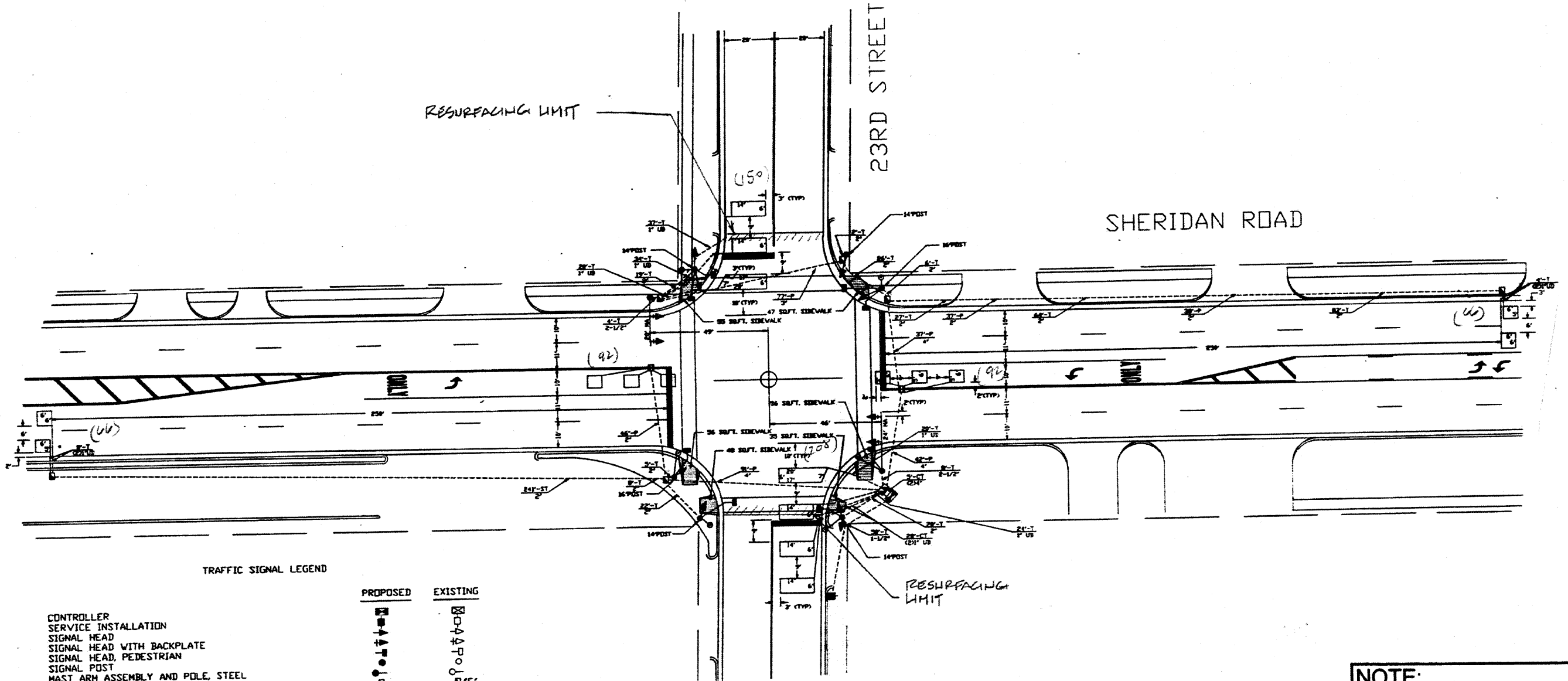
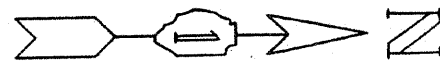
ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT

SHERIDAN ROAD @ 27TH STREET

SCALE NONE
DATE JAN. 2007

DRAWN BY JHE
DESIGNED BY JHE
CHECKED BY DAD.

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352 (E.M.D.) R-4	LAKE	41	25
STA.		TO STA.	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT



TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- SPECIAL TRENCH
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- EMERGENCY VEHICLE SYSTEM DETECTOR
- SIGNAL HEAD OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RAILROAD CONTROL CABINET
- RAMPED SIDEWALKS

PROPOSED	EXISTING

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	674	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

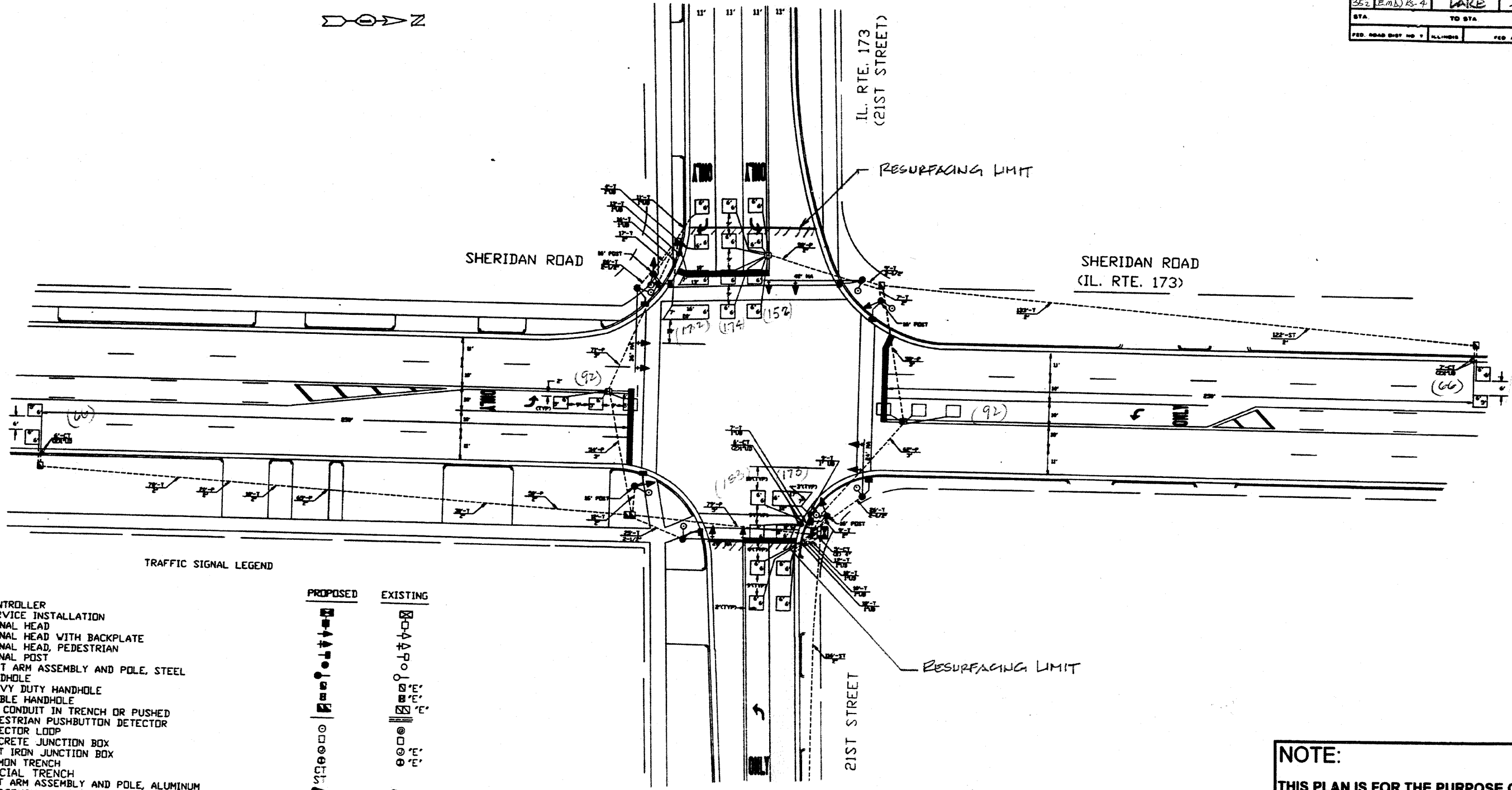
SHERIDAN ROAD @ 23RD STREET

SCALE: NONE
DATE: JAN. 2007

DRAWN BY: JHE
DESIGNED BY: JHE
CHECKED BY: DAD.

REVISIONS	
NAME	DATE

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352 (EMD) B.4	LAKE	41	26
STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS	
		FED. AID PROJECT	



TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- SPECIAL TRENCH
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- EMERGENCY VEHICLE SYSTEM DETECTOR
- SIGNAL HEAD OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RAILROAD CONTROL CABINET

PROPOSED	EXISTING

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	1172	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

SHERIDAN RD. @ ILL. RTE. 173 (21ST ST.)

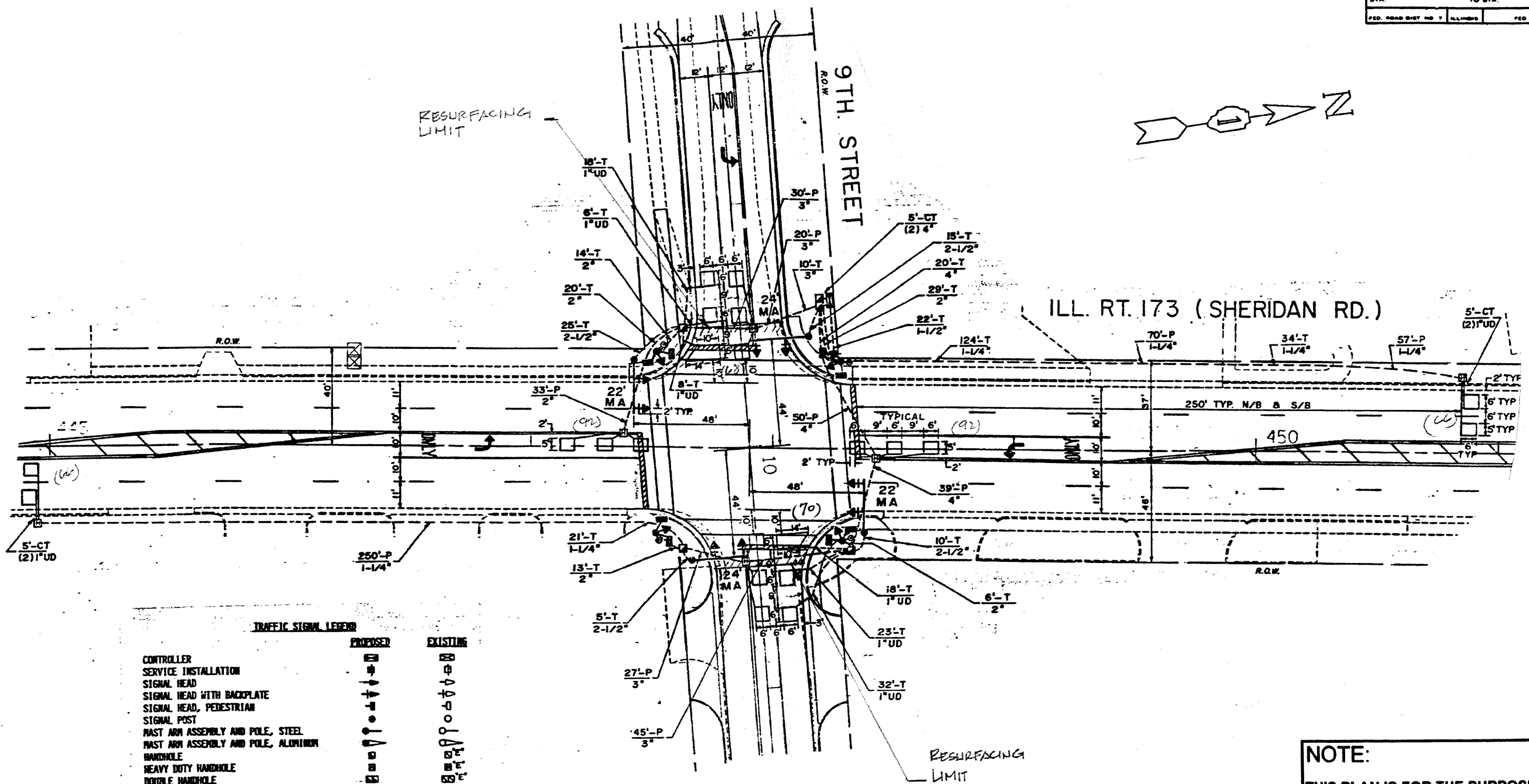
SCALE: NONE

DATE: JAN. 2007

DRAWN BY: JHE
DESIGNED BY: JHE
CHECKED BY: DAD.

REVISIONS	
NAME	DATE

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352 (E.M.) 6-9	LAKE	41	27
STA. TO STA.		FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT	



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH OR PUSHED	[Symbol]	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
CONCRETE JUNCTION BOX	[Symbol]	[Symbol]
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]
EMERGENCY VEHICLE SYSTEM DETECTOR	[Symbol]	[Symbol]
PROGRAMMED SIGNAL HEAD	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]
UNIT BOX	[Symbol]	[Symbol]

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
86600600	454	Foot	Detector Loop Replacement

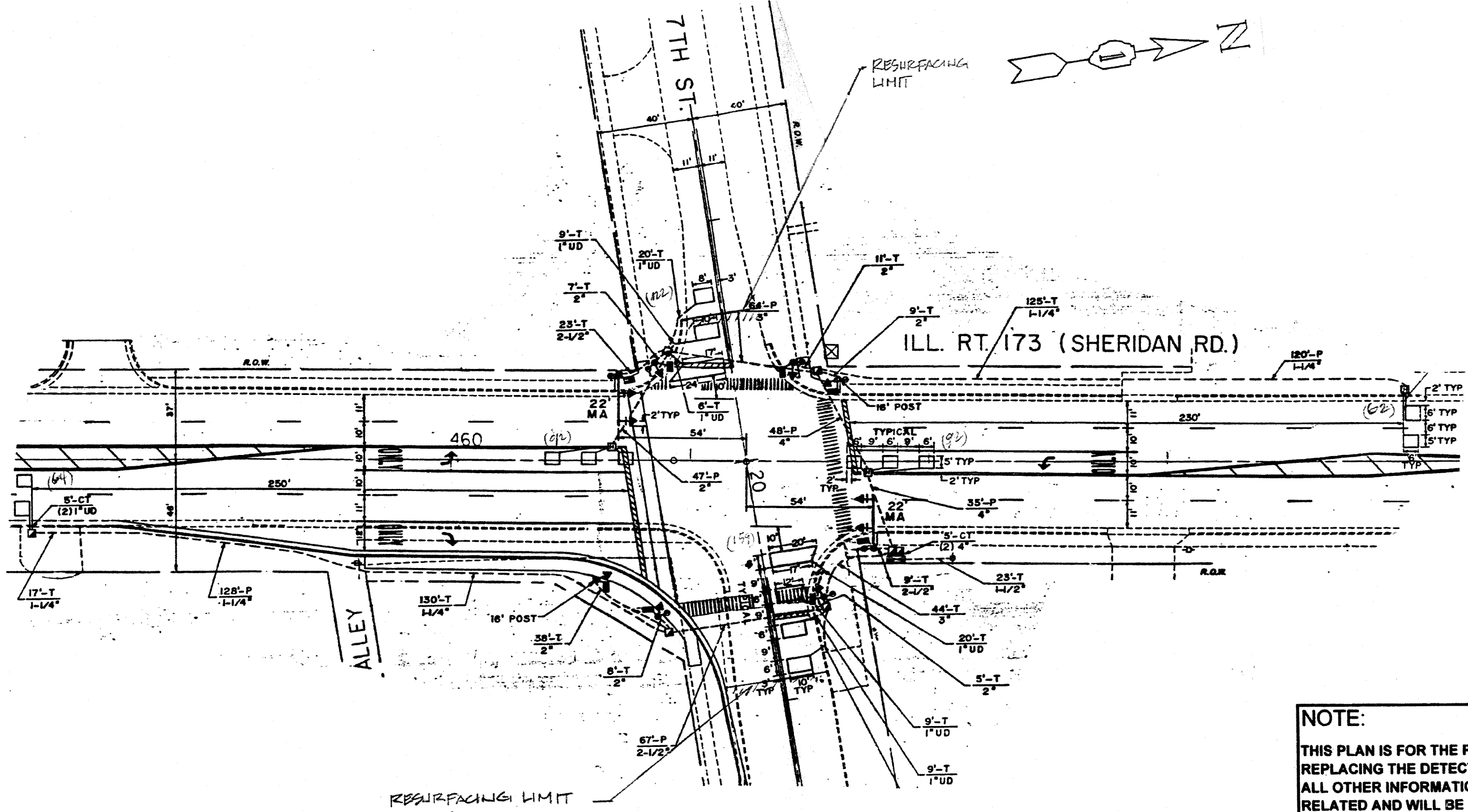
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
 SHERIDAN ROAD @ 9TH STREET

SCALE: NONE
 DATE: JAN. 2007

DRAWN BY: JHE
 DESIGNED BY: JHE
 CHECKED BY: DAD

PLAN NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352 (E.M.V.) B-9	LAKE	4	28	
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



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)

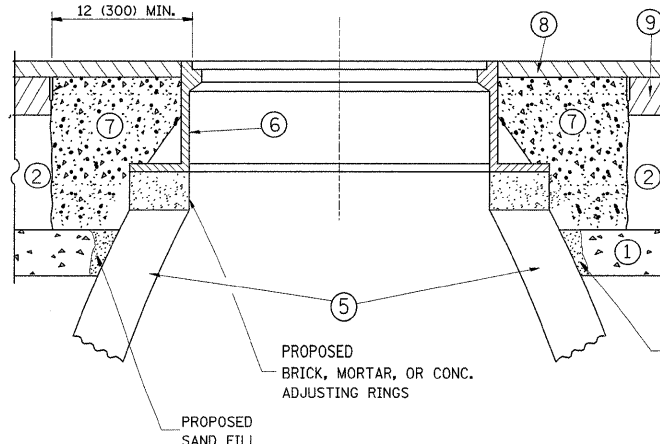
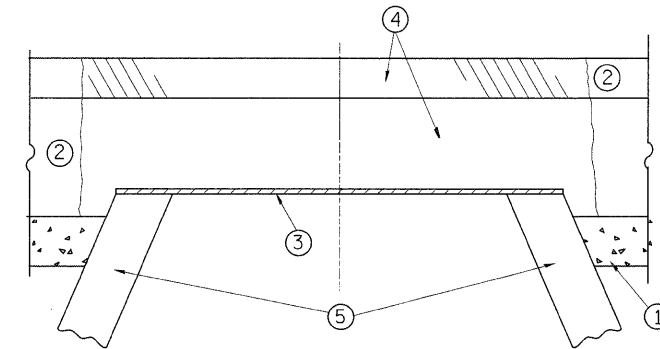
CODE NO.	QUANTITY	UNIT	ITEM
86600600	591	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
 SHERIDAN RD. @ 7TH STREET

SCALE NONE
 DATE JAN. 2007

DRAWN BY JHE
 DESIGNED BY JHE
 CHECKED BY DAD.



CONSTRUCTION PROCEDURES

- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

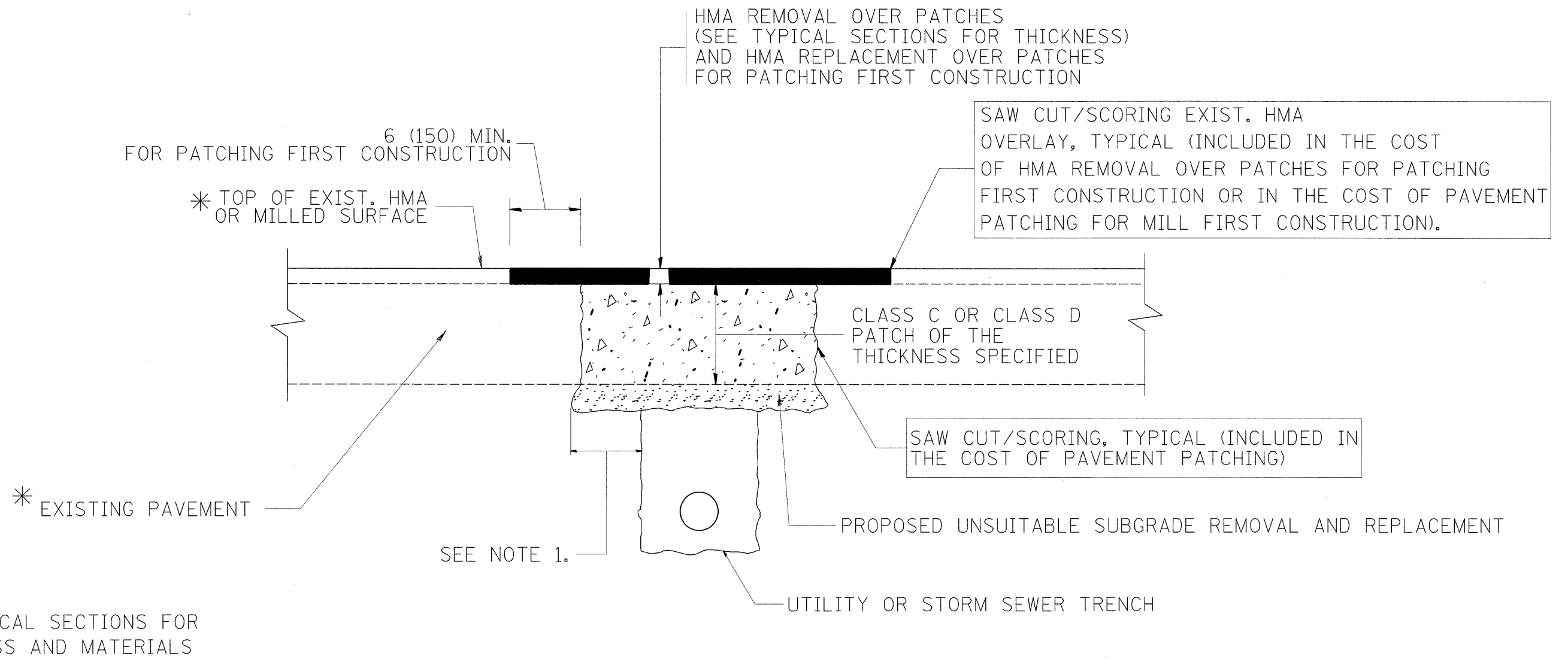
BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = gulllaumefp	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING		F.A.P. RTE. 352	SECTION (E.M.D) RS-4	COUNTY LAKE	TOTAL SHEETS 41	SHEET NO. 29
cd:\pw_work\pwsdot\gulllaumefp\d0138202\037202-shit-plan.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-03 (BD-8)		CONTRACT NO. 62545	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - R. WIEDEMAN 05-14-04		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
PLOT DATE = 4/21/2009		DATE - 10-25-94	REVISED - R. BORO 01-01-07								



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 = gulllaumeffp	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.P. RTE. 352	SECTION (E.M.D) RS-4	COUNTY LAKE	TOTAL SHEETS 41	SHEET NO. 30	
ci:\pw_work\pwidot\gulllaumeffp\d0138202\037202-shr-plan.dgn	DRAWN -	REVISED - R. BORO 01-01-07	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA. _____ TO STA. _____	BD400-04 (BD-22)		CONTRACT NO. 62545	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07									
PLOT DATE = 4/21/2009	DATE - 10-25-94	REVISED - K. ENG 10-27-08									

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

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SALT TOLERANT SOD AND 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.

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

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

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

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

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

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

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

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

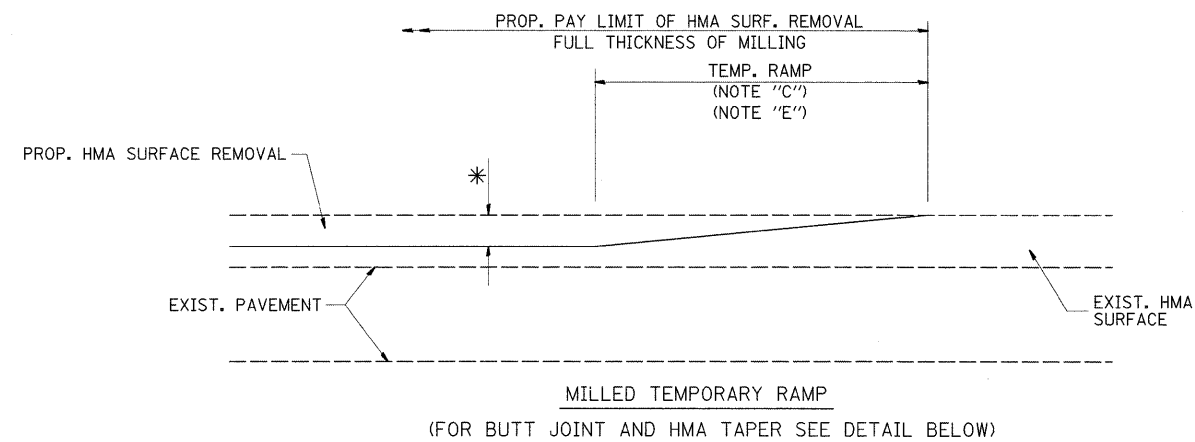
BASIS OF PAYMENT:

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".

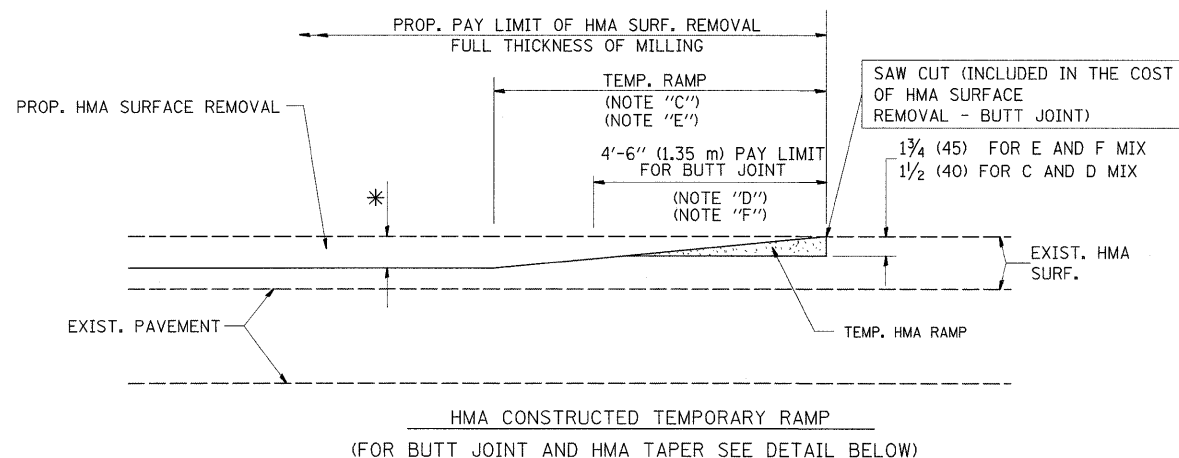
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

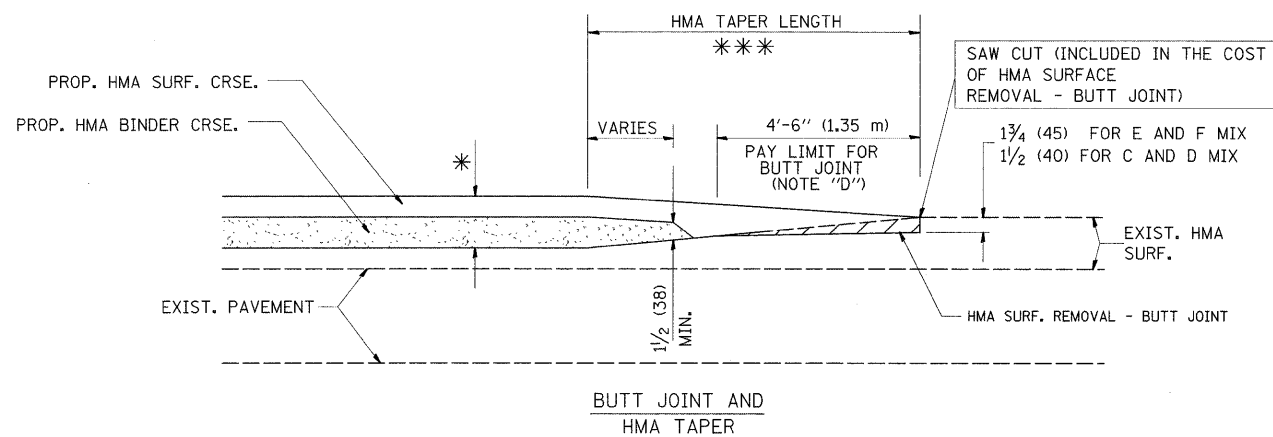
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	PLOT SCALE = 50,0000' / 1" IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01			BD600-06 (BD-24)		CONTRACT NO. 62545			
	PLOT DATE = 4/21/2009	DATE - 03-11-94	REVISED - R. BORO 01-01-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



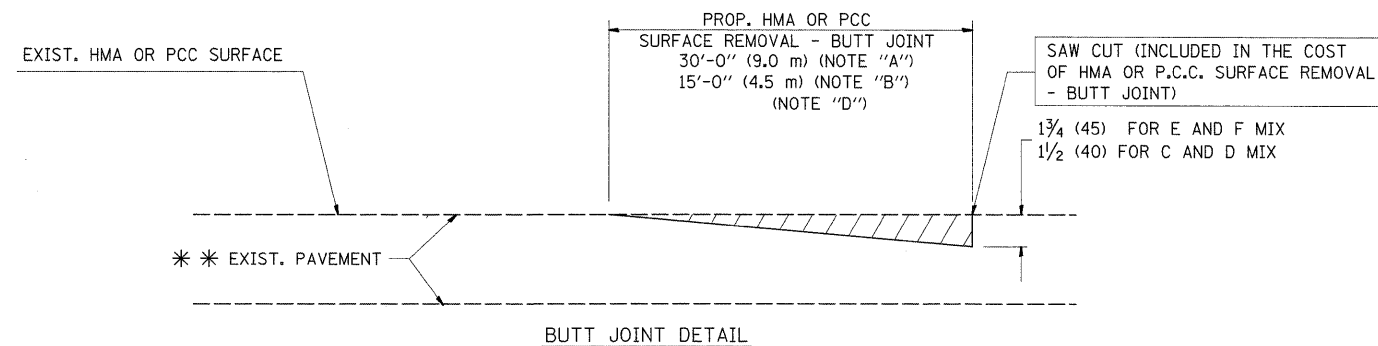
OPTION 1



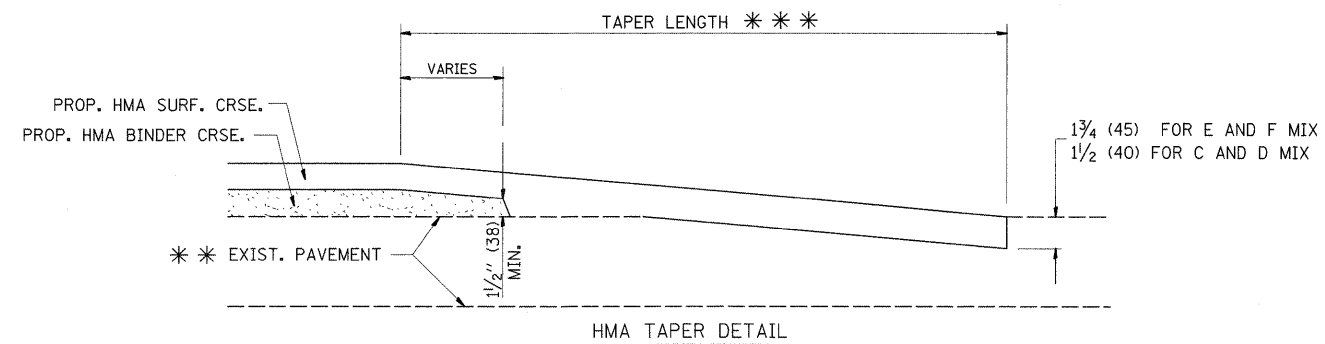
**OPTION 2
TYPICAL TEMPORARY RAMP**



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



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

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

BASIS OF PAYMENT:

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

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

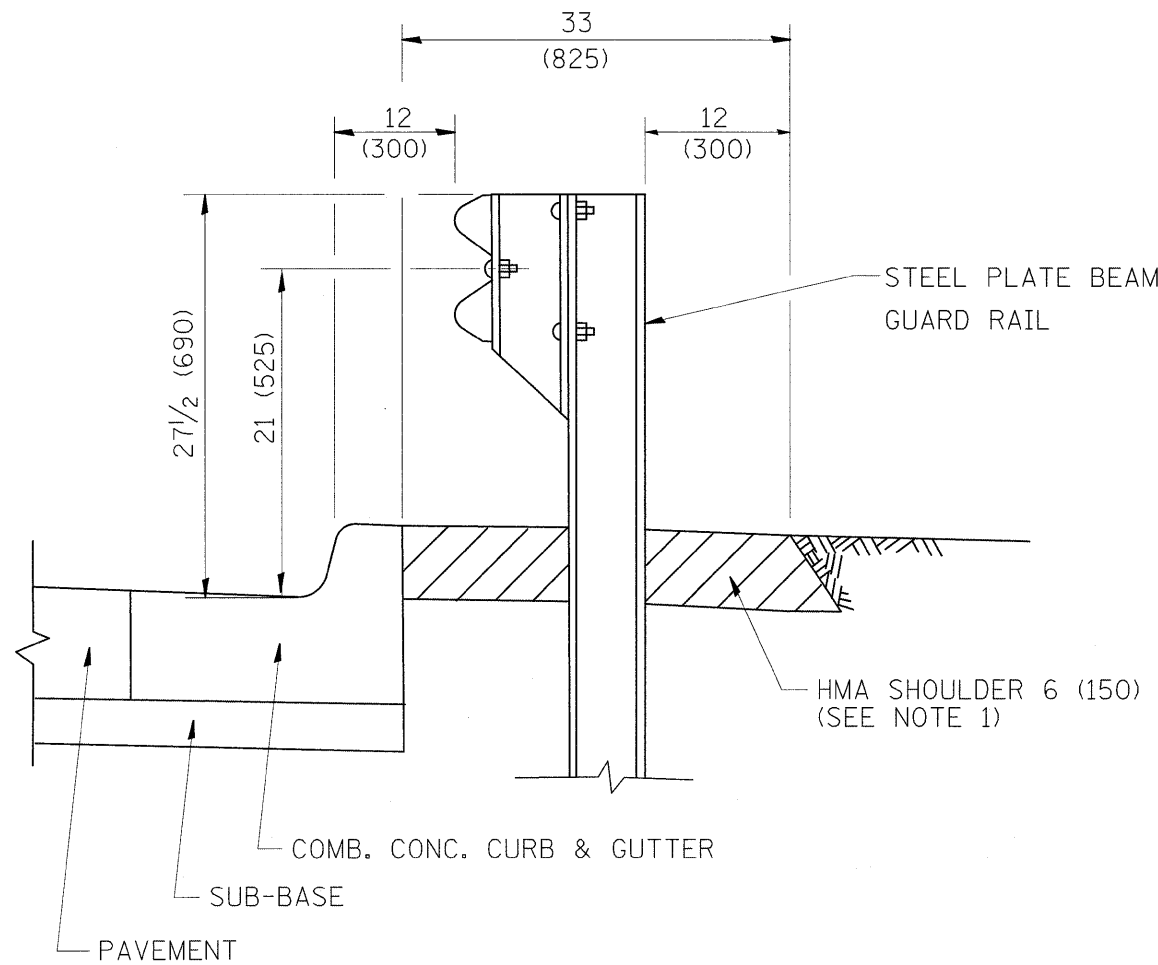
FILE NAME =	USER NAME = gull1aumeffp	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
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PLOT SCALE = 50,0000' / IN.		CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 4/21/2009		DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352	(E.M.D) RS-4	LAKE	41	32
BD400-05 BD32			CONTRACT NO. 62545	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

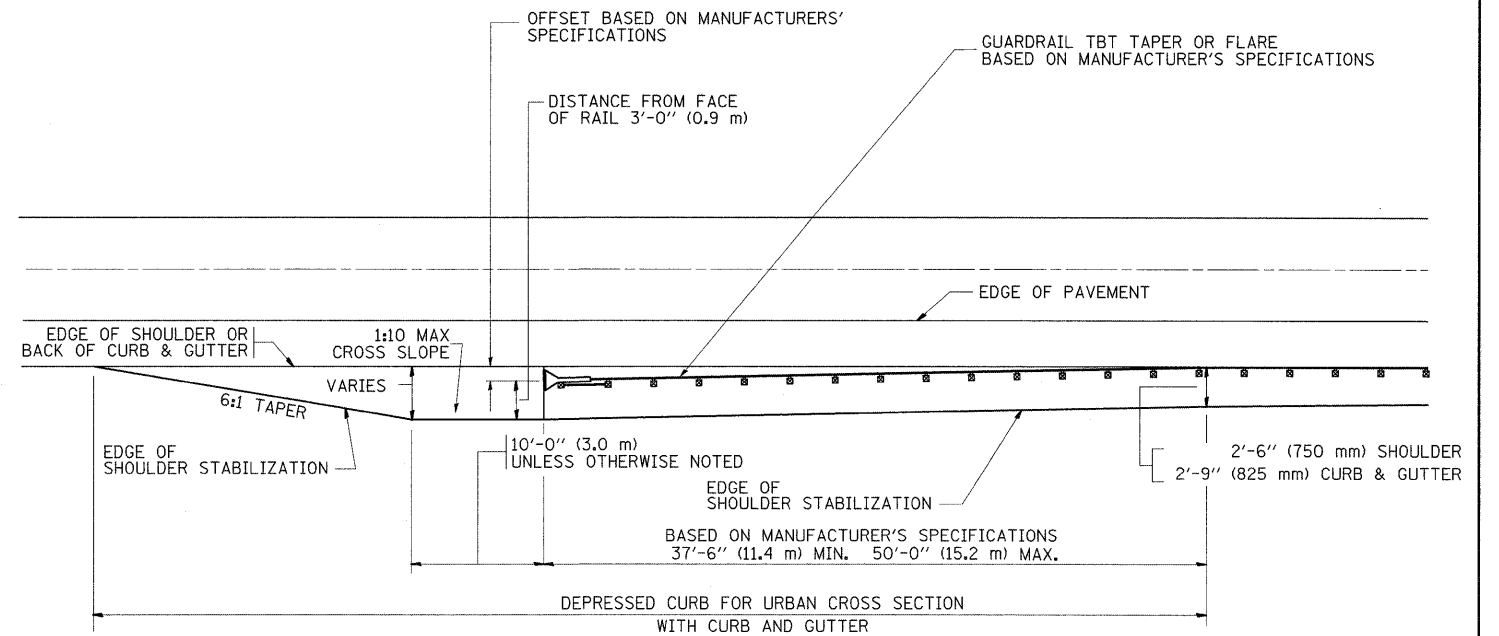


- NOTES: 1. THE HMA SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: HMA SHOULDER 6 (150) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDER 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

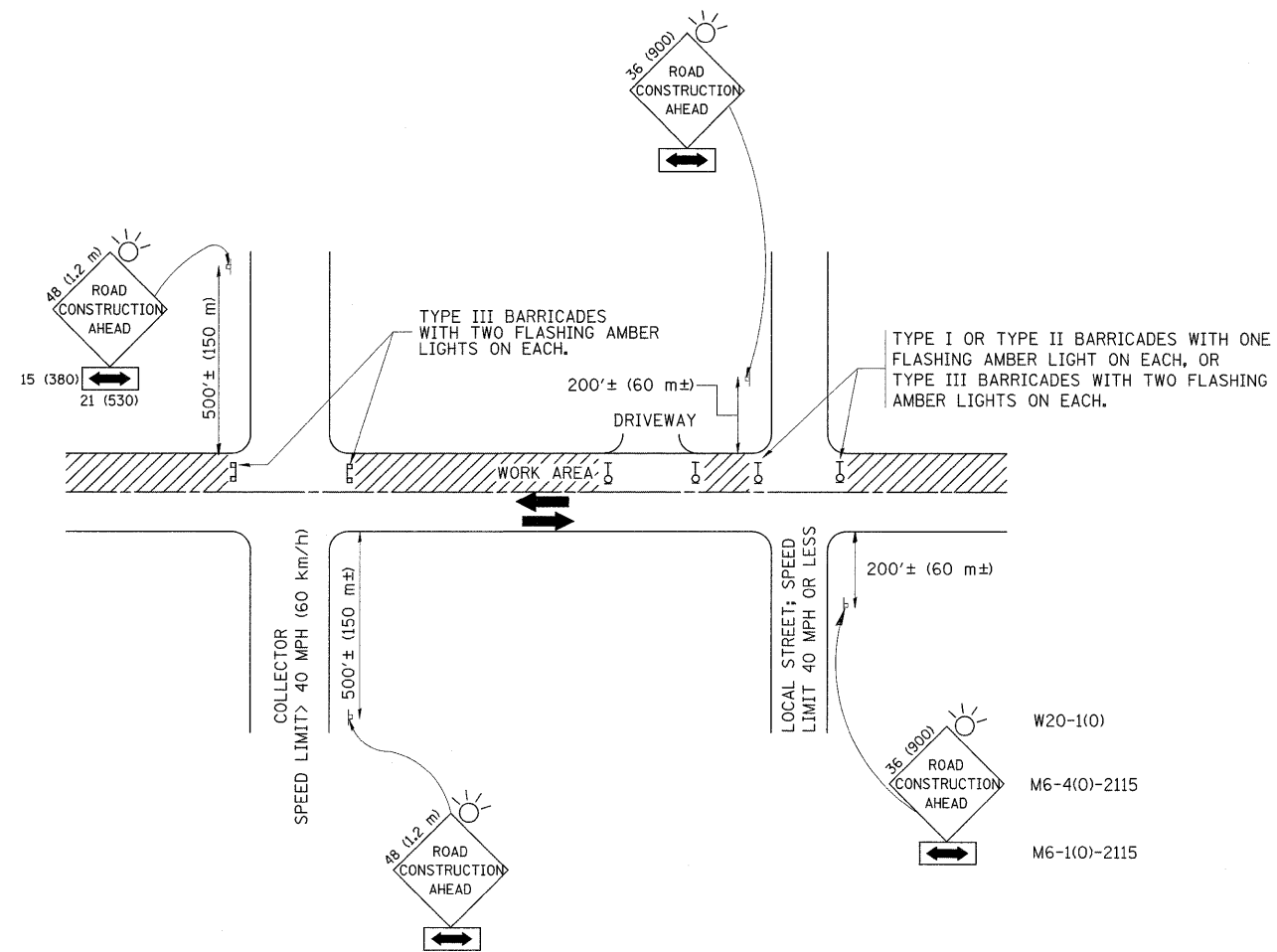
**DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]**



STABILIZATION AT TBT TY. 1 SPL.

TBT = TRAFFIC BARRIER TERMINAL
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = gulllaumejp	DESIGNED - M. DE YONG	REVISED - R. SHAH 02-23-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw_work\pwsdot\gulllaumejp\d0138202\	37202-shit-plan.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97			352	(E.M.D) RS-4	LAKE	41	33	
	PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED - E. GOMEZ 08-28-00			BD600-10 (BD 34)					
	PLOT DATE = 4/21/2009	DATE - 09-22-90	REVISED - R. BORO 01-01-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
 - USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
 - C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
 - D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

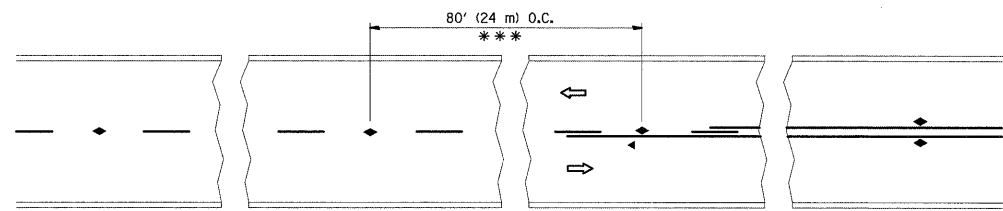
FILE NAME =	USER NAME = gulllaumefp	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
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	PLOT SCALE = 50.0000" / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 4/21/2009	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

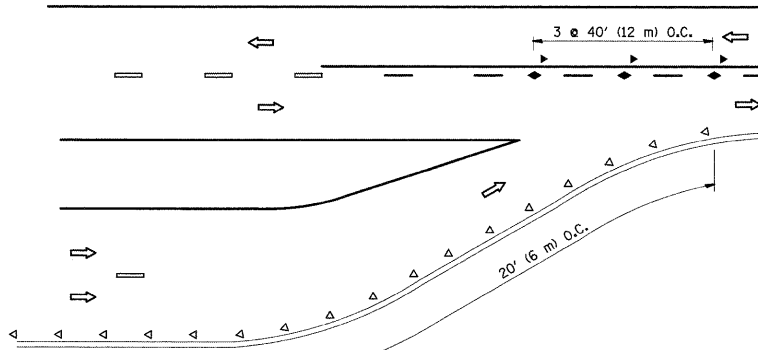
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352	(E.M.D) RS-4	LAKE	41	34
TC-10			CONTRACT NO. 62545	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

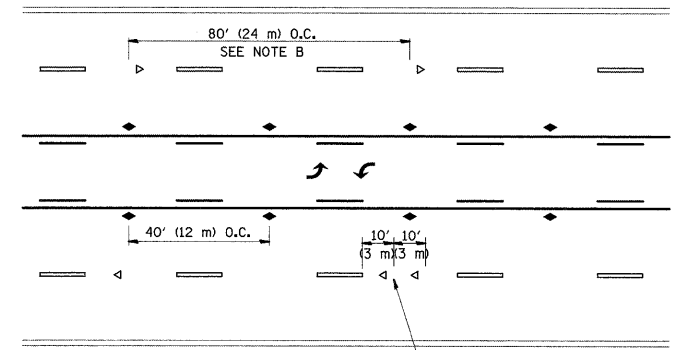


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

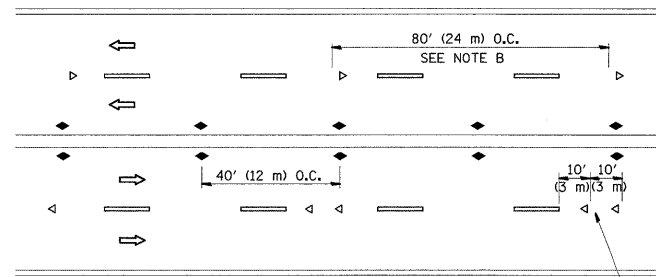
TWO-LANE/TWO-WAY



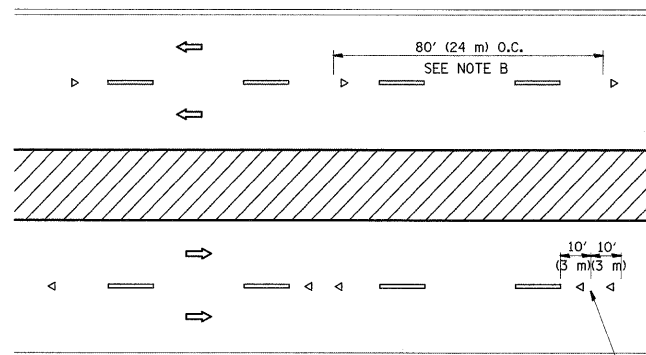
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

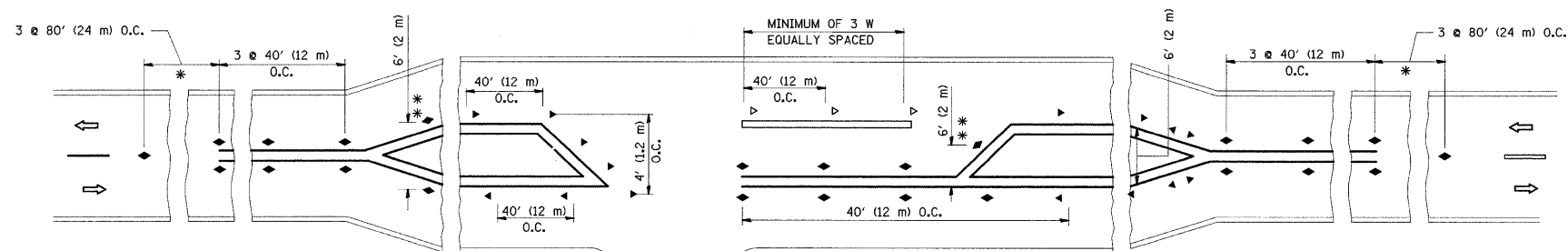
1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE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

SYMBOLS

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

LANE MARKER NOTES

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



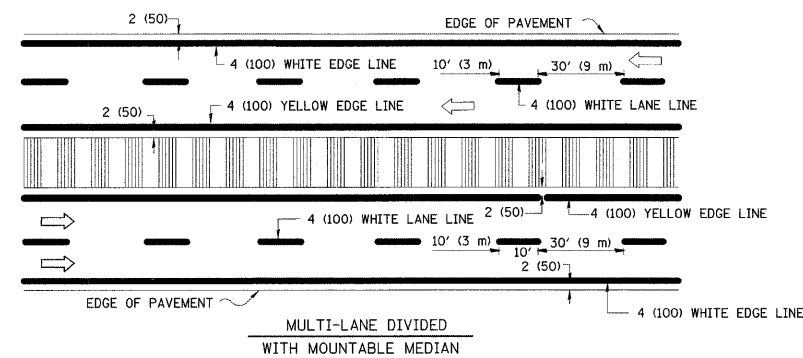
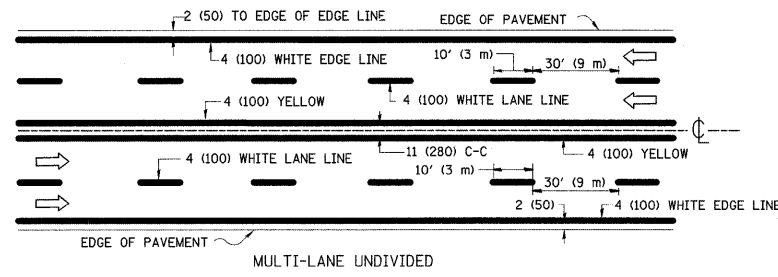
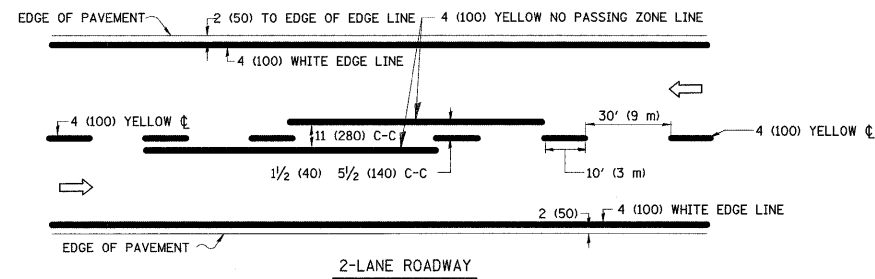
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN



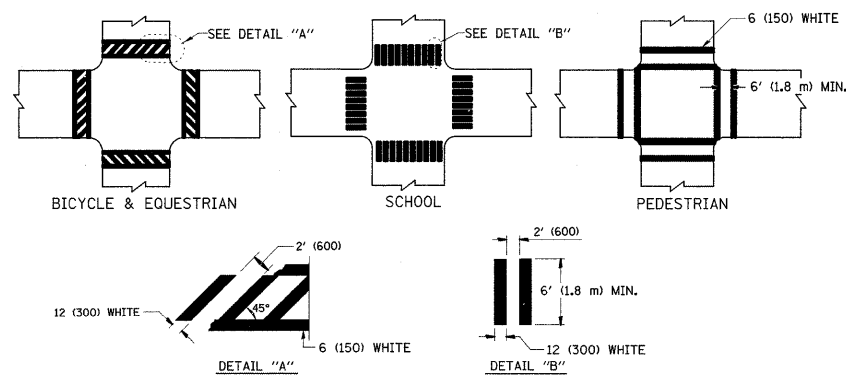
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = c:\pw_work\pwidot\guillaume\p\d0138202\0	USER NAME = guillaume	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	37202-shr-plan.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99					352	(E.M.D) RS-4	LAKE	41	35
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-11			CONTRACT NO. 62545
	PLOT DATE = 4/21/2009	DATE -	REVISED -					FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

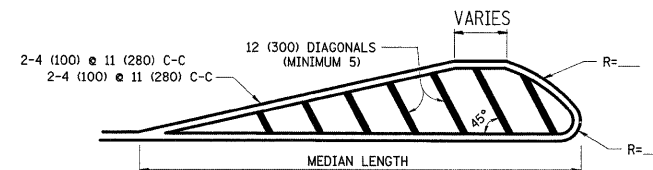
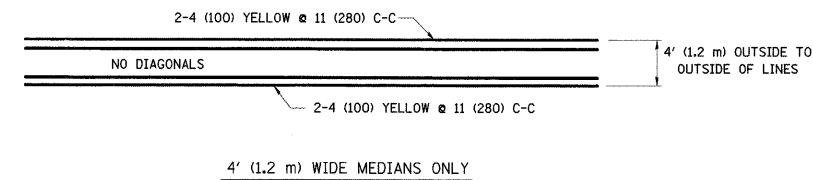


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



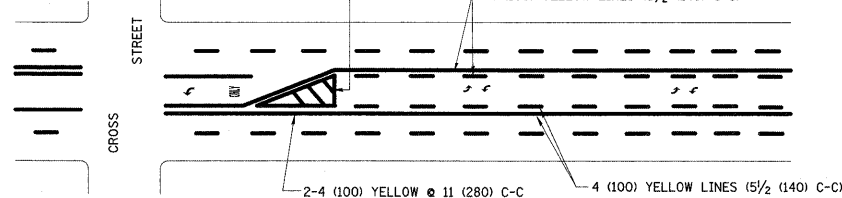
TYPICAL CROSSWALK MARKING



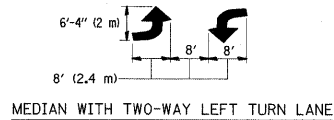
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

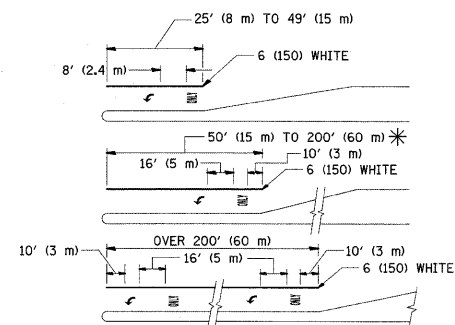
MEDIANS OVER 4' (1.2 m) WIDE



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



TYPICAL PAINTED MEDIAN MARKING

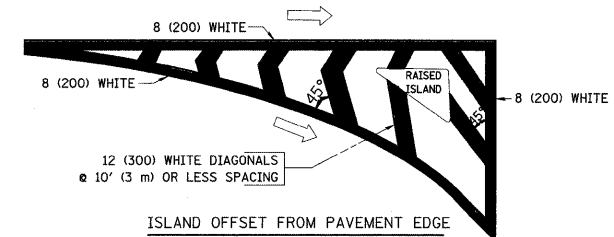


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

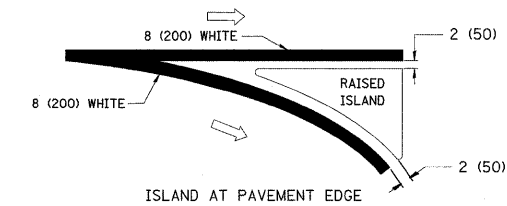
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



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 FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

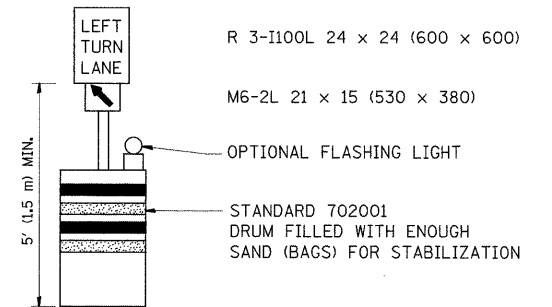
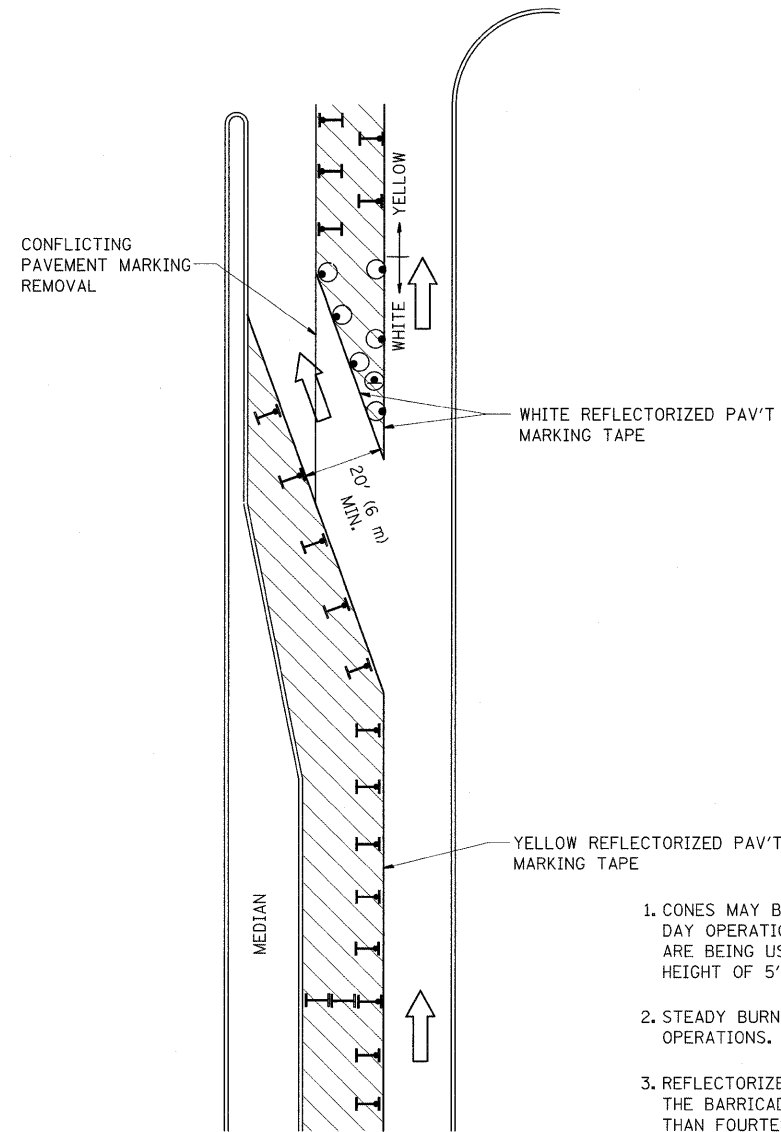
All dimensions are in inches (millimeters) unless otherwise shown.

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37202-sht-plen.dgn		DRAWN -	REVISED - A. HOUSEH 10-09-96
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - A. HOUSEH 10-17-96
PLOT DATE = 4/21/2009		DATE - 03-19-90	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	F.A.P. RTE. 352	SECTION (E.M.D) RS-4	COUNTY LAKE	TOTAL SHEETS 41	SHEET NO. 36
			TC-13		CONTRACT NO. 62545		
			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

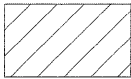







GENERAL NOTES

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

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

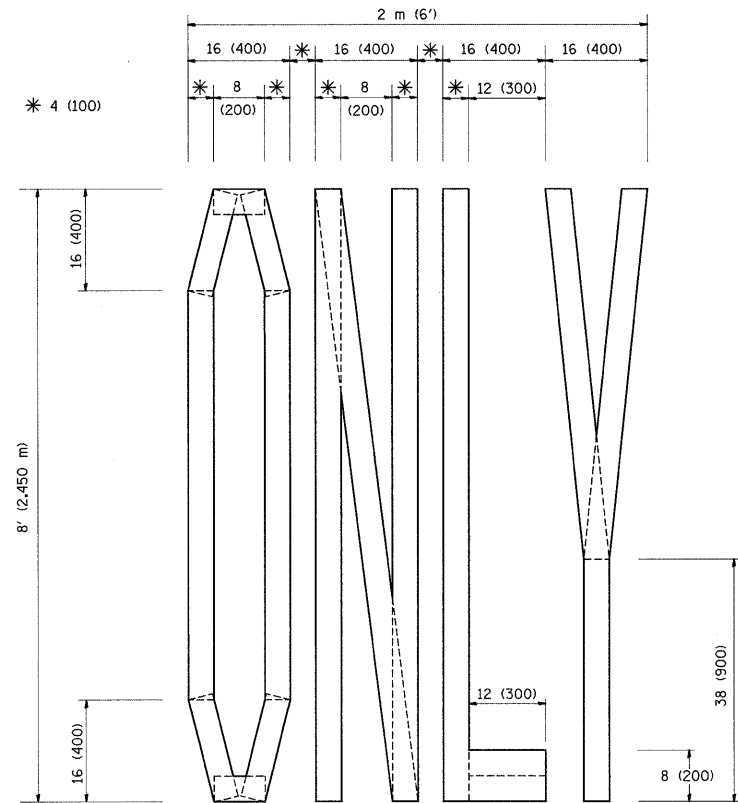
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 4/21/2009	DATE -	REVISED -T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

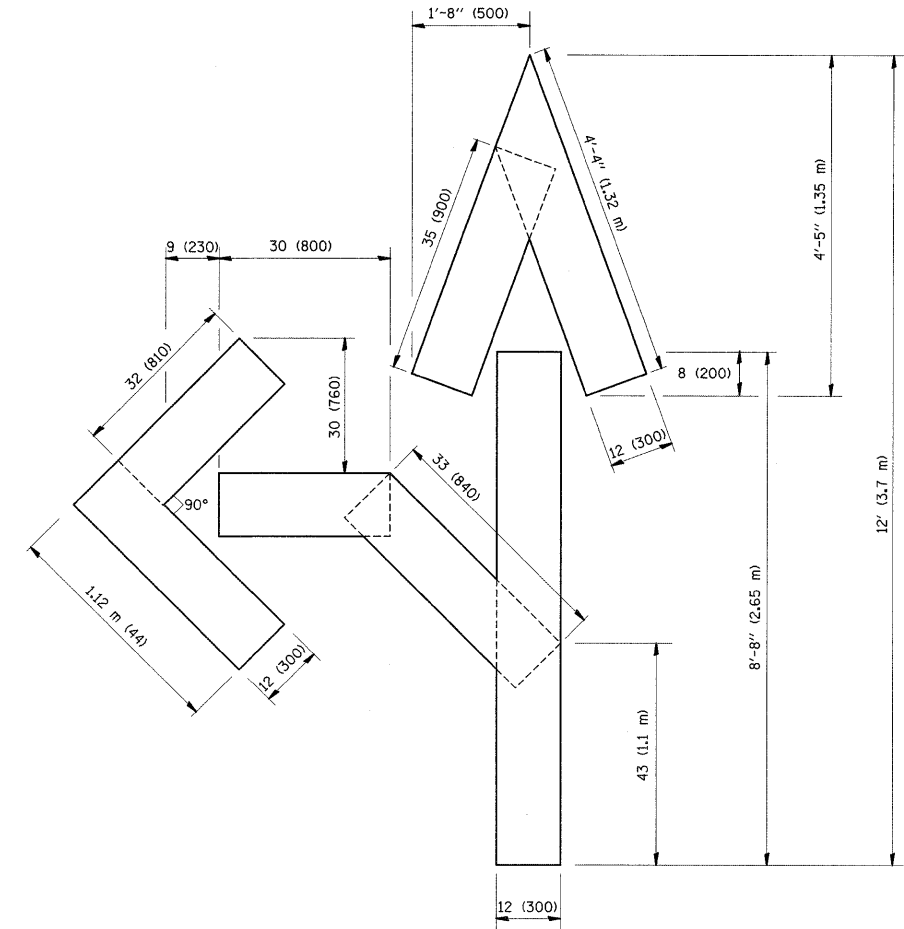
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

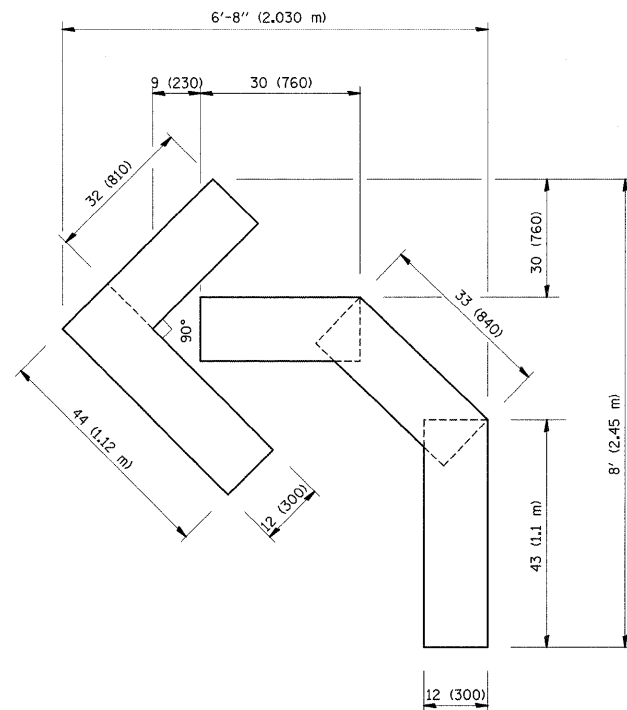
F.A.P. RTE. 352	SECTION (E.M.D) RS-4	COUNTY LAKE	TOTAL SHEETS 41	SHEET NO. 37
TC-14			CONTRACT NO. 62545	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



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



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



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

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

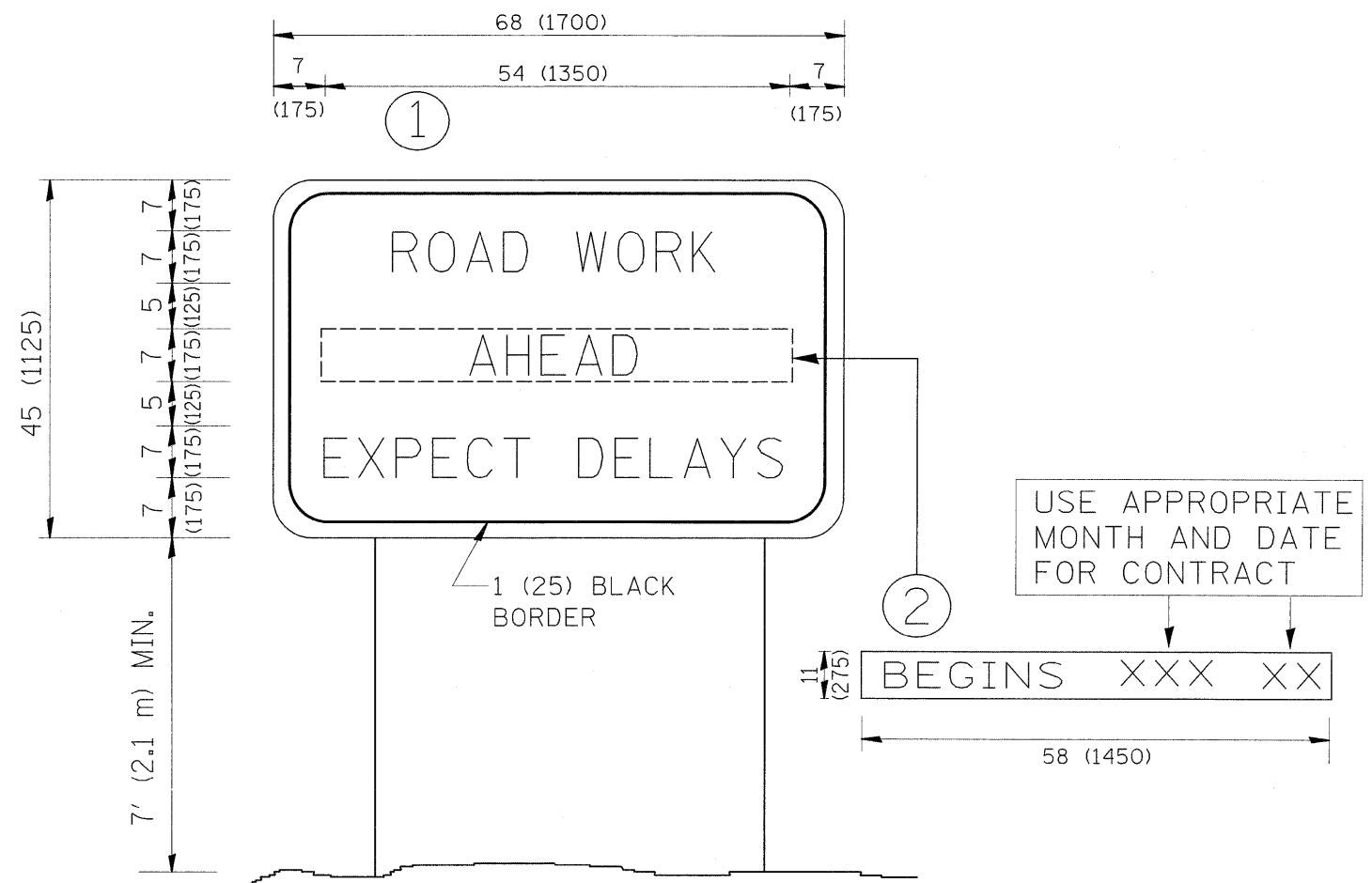
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PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98	
PLOT DATE = 4/21/2009	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352	(E.M.D) RS-4	LAKE	41	38
TC-16			CONTRACT NO. 62545	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

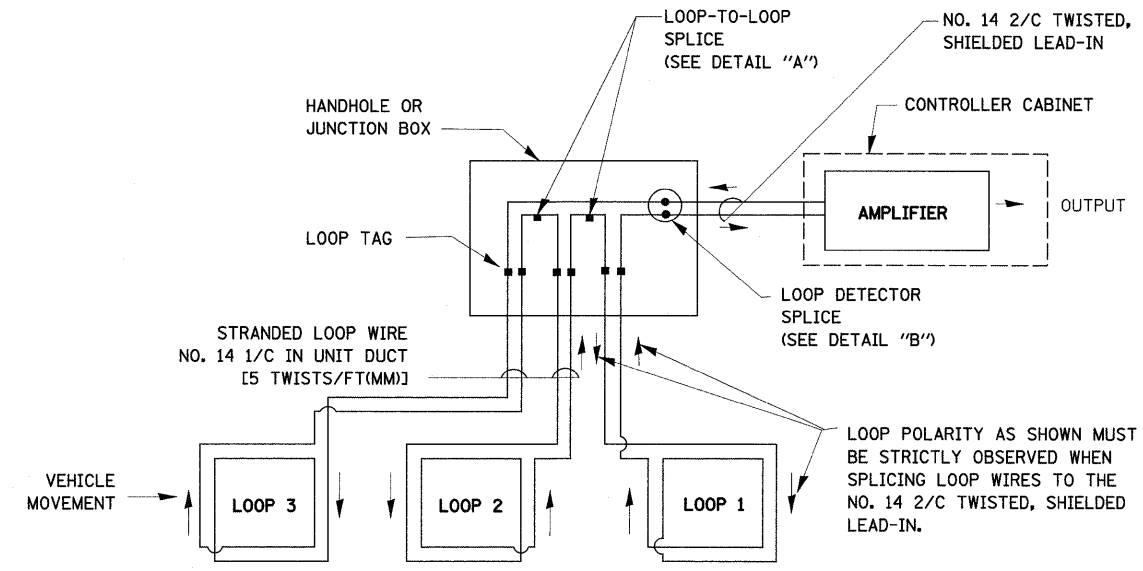
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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 = gulllaumefp	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct\pwork\pwork\gulllaumefp\d0138202\037202-sht-plan.dgn		DRAWN -	REVISED - R. MIRS 12-11-97			352	(E.M.D) RS-4	LAKE	41	39	
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99			TC-22		CONTRACT NO. 62545			
	PLOT DATE = 4/21/2009	DATE -	REVISED - C. JUCIUS 01-31-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT	

LOOP DETECTOR NOTES

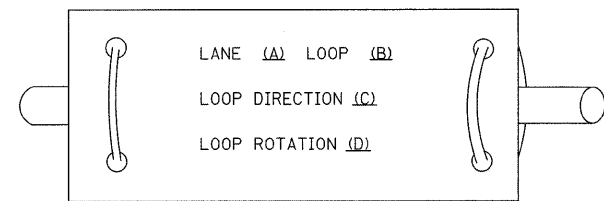
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED 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.



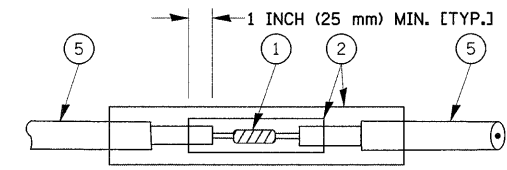
DETECTOR LOOP WIRING SCHEMATIC

- 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.

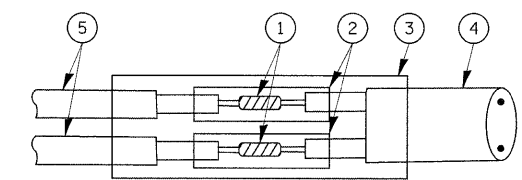
LOOP LEAD-IN CABLE TAG



- 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.



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

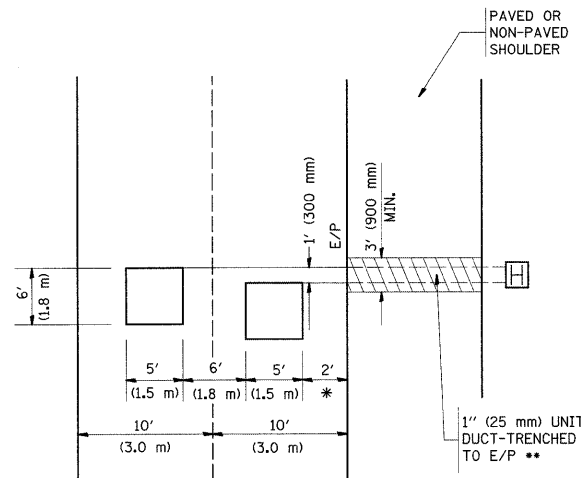
LOOP DETECTOR SPLICE

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 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.

FILE NAME =	USER NAME = gulllaumefp	DESIGNED - D.A.D.	REVISED - 11-12-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.P. RTE. 352	SECTION (E.M.D) RS-4	COUNTY LAKE	TOTAL SHEETS 41	SHEET NO. 40	
ct:\pwwork\pwwork\gulllaumefp\d0138202\037202-shr-plan.dgn	DRAWN - R.W.P.	REVISOR - BUR. TRAFFIC 01-01-02				SCALE: NONE	SHEET NO. 1 OF 4 SHEETS	STA. TO STA.	TS-05		CONTRACT NO. 62545
PLOT SCALE = 50.0000' / IN.	CHECKED - D.A.Z.	REVISOR -				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
PLOT DATE = 4/21/2009	DATE - 05-30-00	REVISOR -									

LOOPS NEXT TO SHOULDERS

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

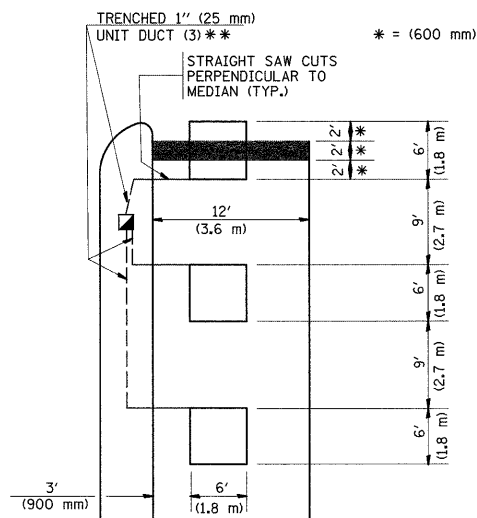


* = (600 mm)

** 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)**

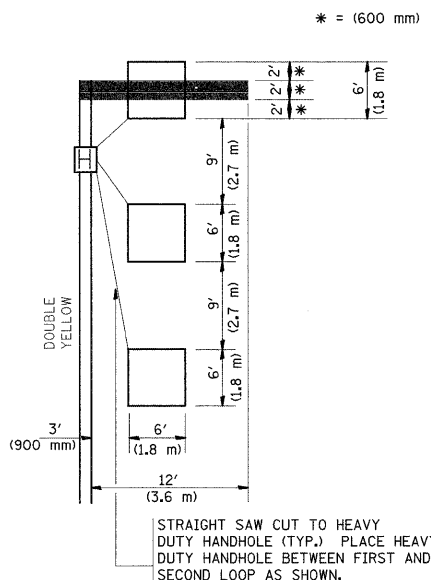
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



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

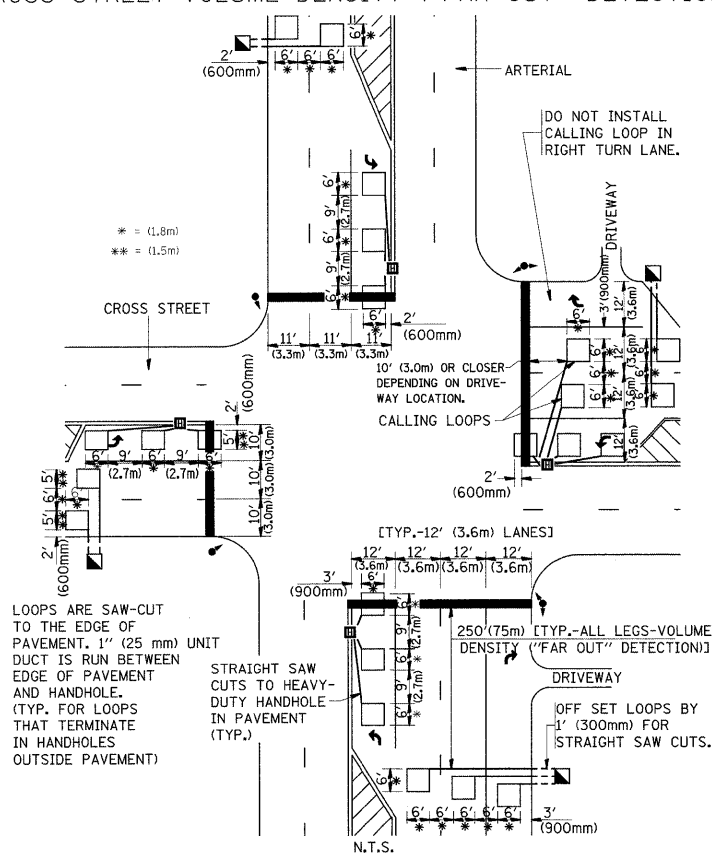
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



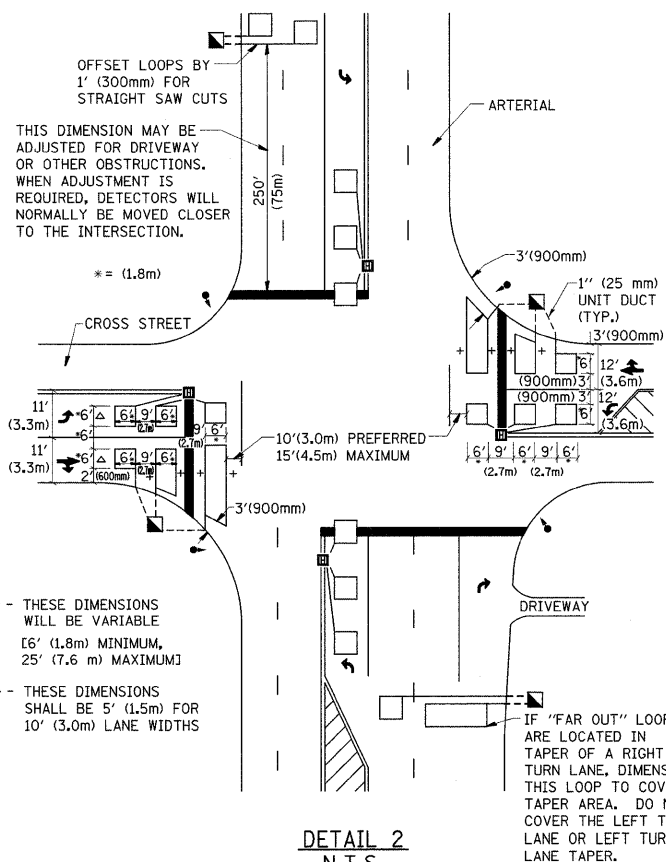
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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 = gulloumefp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\gulloumefp\d0138202\037202-sht-plan.dgn	PLOT SCALE = 50,0000' / IN.	DRAWN -	REVISED -			352	(E.M.D) RS-4	LAKE	41	41	
PLOT DATE = 4/21/2009	DATE -	CHECKED - R.K.F.	REVISED -			TS-07		CONTRACT NO. 62545			
		DATE -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT