CONTRACT NO. 60660

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	1

D91-345-98

8-4-06 Letting, Item 001

DISTRICT 1 DESIGN PLAN PREPARATION ENGINEER: KEN ENG /JP CHANG (847) 705-4432

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

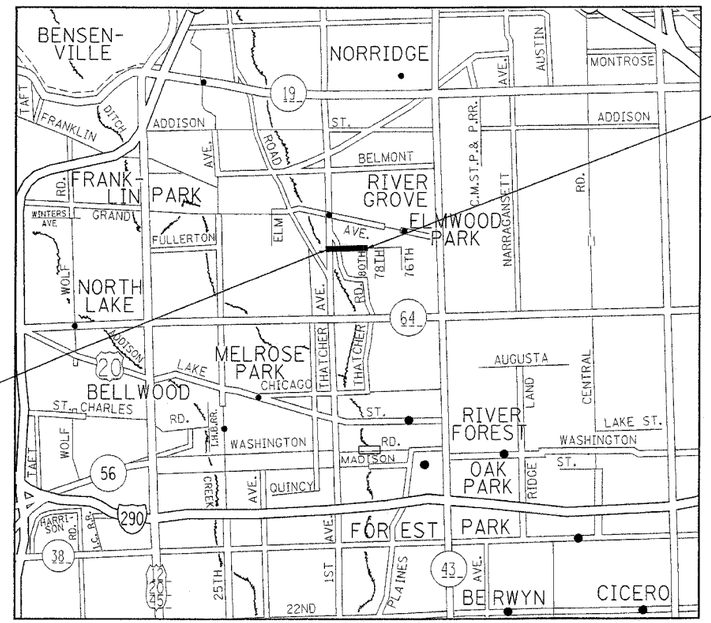
F.A.U. ROUTE 1382 (FULLERTON AVE.)
SECTION 0304 RS-3
ILL 171 (CUMBERLAND /FIRST AVE.) TO 80TH AVE.
RESURFACING (MAINTENANCE)
COOK COUNTY
C-91-345-98

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT LOCATED IN THE VILLAGE OF RIVER GROVE

R 12 E

T 40 N



IMPROVEMENT BEGINS STATION 97+95

IMPROVEMENT ENDS STATION 25+87

TRAFFIC DATA

2002 ADT = 7,000
POSTED SPEED LIMIT = 25 MPH

N

MAP SCALE
1" = 1 MILE
1 2 3

LOCATION OF SECTION INDICATED THUS: -

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

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

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

CONTRACT NO. 60660

PROVISO TOWNSHIP

GROSS AND NET LENGTH OF IMPROVEMENT = 2,792 LINEAL FEET = 0.53 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED May 5 20 06

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 30, 20 06

ENGINEER OF DESIGN AND ENVIRONMENT

June 30, 20 06

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 60660

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	2

D91-345-98

INDEX OF SHEETS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-01	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-04	SIDEWALK RAMPS ACCESSIBLE TO THE DISABLED
442201-01	CLASS C AND D PATCHES
604001-02	FRAME AND LIDS, TYPE 1
604086-01	FRAME AND GRATE, TYPE 23
606001-02	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-02	LANE CLOSURE, 2L, 2W, MOVING DAY ONLY OPERATIONS
701501-03	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
702001-06	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS, RAISED REFLECTIVE PAVEMENT MARKERS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTION LOOPS

PLAN NOTES

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE MUNICIPALITIES.

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

THE RESIDENTIAL ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER, MR. WALTER CZARNY AT (773) 685-8386 AT LEAST TWO (2) WEEKS PRIOR TO INSTALLATION OF FINAL PAVEMENT MARKINGS.

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.

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

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

MIXTURE REQUIREMENTS

MIXTURE USES	AC/PG	AIR VOIDS (%)	RAP % (MAX)
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50	PG 64-22	4 @ 50	15
POLYMERIZED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50	SBS/SBR PG 76-28	2.5 @ 50	0
PATCHING:			
- CLASS D PATCHES, TYPE II - IV, 9", BINDER IL-19, N70	PG 64-22	4 @ 70	15
- BIT. REPLACEMENT OVER PATCHES, BINDER IL-19, N70	PG 64-22	4 @ 70	15
DRIVEWAY PAVEMENT R&R:			
- BIT. BASE COURSE, SUPERPAVE, 6"	PG 58-22	2 @ 50	50
- BIT. CONC. SURFACE COURSE., SUPERPAVE, MIX "D", N50, 2"	PG 64-22	4 @ 50	15

⚹ THE UNIT WEIGHT USED FOR ALL BITUMINOUS MIXTURES IS 112 LBS/SQ YD/IN ⚹

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FULLERTON AVE.

INDEX OF SHEETS, STATE STANDARDS, PLAN NOTES AND MIXTURE SCHEDULE

SCALE: VERT. HORIZ. DRAWN BY : CDT

DATE 10-12-05 CHECKED BY

5/5/2006
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5/5/2006

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CONTRACT NO. 60660

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	3

D91-345-98

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		100% STATE URBAN I000	50% STATE 50% VILLAGE URBAN Y025	100% VILLAGE URBAN Y025			
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	5.3	4.8	0.5				
40600300	AGGREGATE (PRIME COAT)	TON	27	24	3				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	4	3.6	0.4				
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	196	196					
40601000	BITUMINOUS REPLACEMENT OVER PATCHES	TON	78	55		23			
42001300	PROTECTIVE COAT	SQ YD	38	27		11			
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	250	250					
42400800	DETECTABLE WARNINGS	SQ FT	120	120					
44000006	BITUMINOUS SURFACE REMOVAL 1 1/2"	SQ YD	6000	6000					
44000030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	2929	1573	1356				
44000110	BITUMINOUS REMOVAL OVER PATCHES 2 1/2"	SQ YD	740	525		215			
44000600	SIDEWALK REMOVAL	SQ FT	250	250					
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	220	156		64			
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	350	299		51			
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	180	154		26			
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	210	179		31			
55039700	STORM SEWERS TO BE CLEANED	FOOT	880	880					
60250200	CATCH BASINS TO BE ADJUSTED	EACH	5	5					
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	3	3					
60264130	INLETS TO BE RECONSTRUCTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	3	2		1			
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	23	23					
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	8	7		1			
60404940	FRAMES AND GRATES, TYPE 23	EACH	9	7		2			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5					
67100100	MOBILIZATION	L SUM	1	1					
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1					
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	872	872					

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		100% STATE URBAN I000	50% STATE 50% VILLAGE URBAN Y025	100% VILLAGE URBAN Y025			
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	72.8	72.8					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1342	1342					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	511	511					
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	248	248					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	167	167					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	233	233					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	291	291					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	72.8	72.8					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1342	1342					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	511	511					
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	248	248					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	167	167					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	233	233					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	55	55					
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	686	686					
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4					
X0323094	TYPE 1 FRAME, OPEN LID	EACH	2	2					
X0323095	TYPE 1 FRAME, CLOSED LID	EACH	2	2					
X0656100	DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	SQ YD	70	70					
X4066424	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50	TON	1124	1010	114				
X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	562	505	57				
X4409410	BITUMINOUS SURFACE REMOVAL 2 1/4"	SQ YD	4460	4460					
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	15	15					

*SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
FULLERTON AVENUE

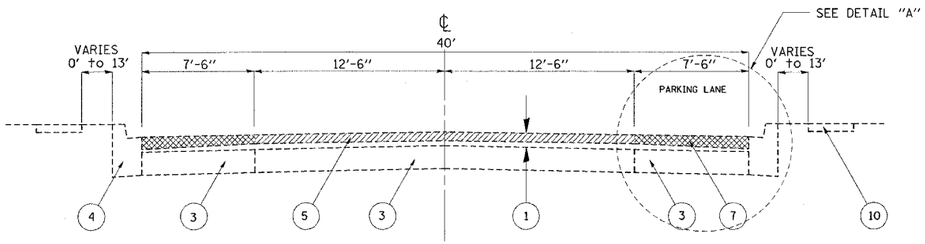
PLOT DATE: 5/5/2006

5/5/2006
/projects/d134598/d134598sum02

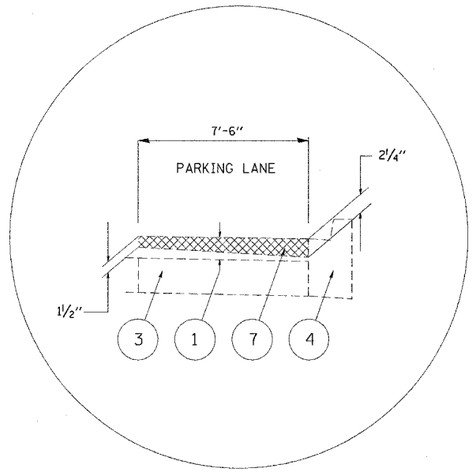
CONTRACT NO. 60660

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	4

D91-345-98



EXISTING TYPICAL SECTION
STA. 6+65 TO STA. 25+87



DETAIL "A"

LEGEND

(1) EXISTING BITUMINOUS OVERLAY 2 1/2 " +/-

(2) EXISTING BITUMINOUS OVERLAY 6" +/-

(3) EXISTING P.C.C. BASE COURSE, 9"

(4) EXISTING COMBINATION CONCRETE CURB & GUTTER

(5) PROPOSED BITUMINOUS SURFACE REMOVAL, 1 1/2"

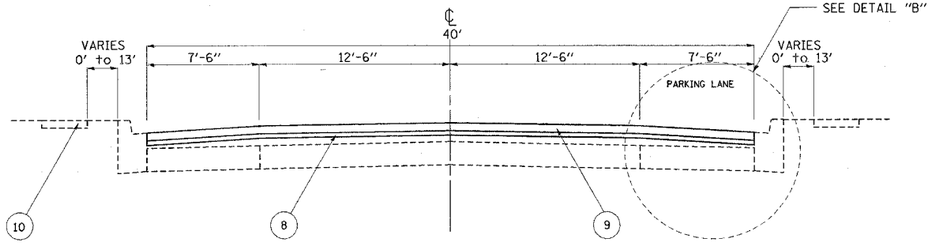
(6) PROPOSED BITUMINOUS SURFACE REMOVAL, 2 1/4"

(7) PROPOSED BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH) - FROM 1 1/2 " TO 2 1/4 "

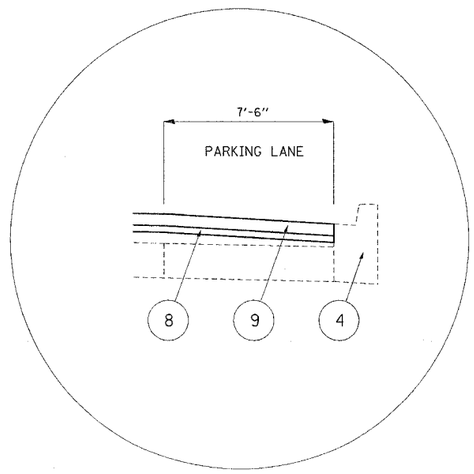
(8) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50 (3/4")

(9) PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50 (1 1/2")

(10) EXISTING P.C.C. SIDEWALK



PROPOSED TYPICAL SECTION
STA. 6+65 TO STA. 25+87



DETAIL "B"

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FULLERTON AVE.

TYPICAL SECTIONS

SCALE: VERT. NONE
HORIZ.
DATE 10-12-05

DRAWN BY : CDT
CHECKED BY

5/5/2006
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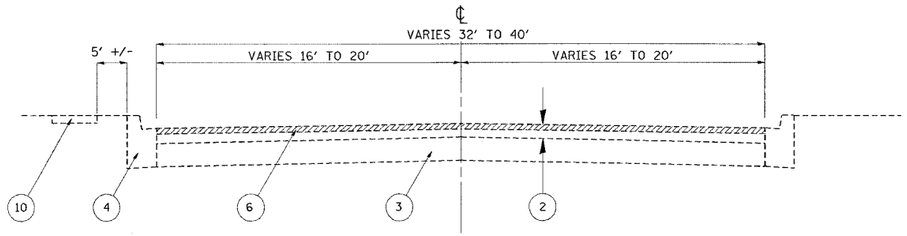
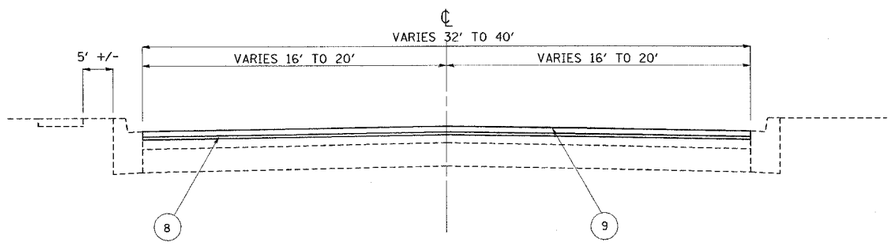
CONTRACT NO. 60660

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	5

D91-345-98



EXISTING TYPICAL SECTION
STA. 97+95 TO STA. 6+65



PROPOSED TYPICAL SECTION
STA. 97+95 TO STA. 6+65

LEGEND

(1) EXISTING BITUMINOUS OVERLAY 2 1/2 " +/-

(2) EXISTING BITUMINOUS OVERLAY 6" +/-

(3) EXISTING P.C.C. BASE COURSE, 9"

(4) EXISTING COMBINATION CONCRETE CURB & GUTTER

(5) PROPOSED BITUMINOUS SURFACE REMOVAL, 1 1/2"

(6) PROPOSED BITUMINOUS SURFACE REMOVAL, 2 1/4"

(7) PROPOSED BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH) - FROM 1 1/2 " TO 2 1/4 "

(8) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50 (3/4")

(9) PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50 (1 1/2")

(10) EXISTING P.C.C. SIDEWALK

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FULLERTON AVE.
TYPICAL SECTIONS

SCALE: VERT. NONE HORIZ.
DATE 10-12-05

DRAWN BY : CDT
CHECKED BY

5/5/2006
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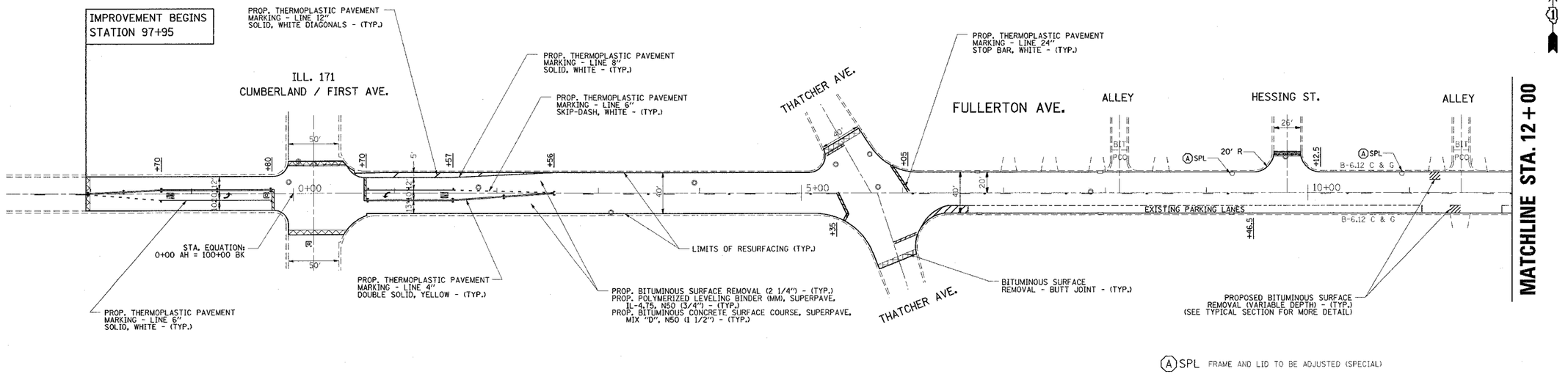
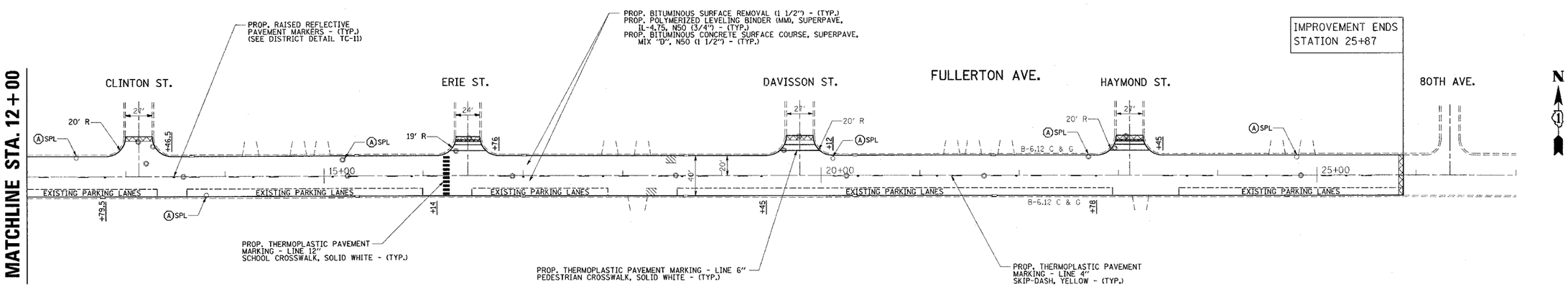
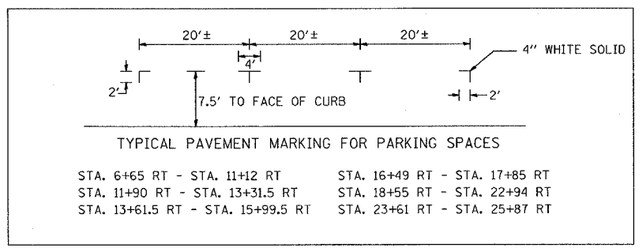
CONTRACT NO. 60660

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	6
STA. 97+95		TO STA. 25+87		

D91-345-98







STA. 6+65 RT - STA. 11+12 RT
STA. 11+90 RT - STA. 13+31.5 RT
STA. 13+61.5 RT - STA. 15+99.5 RT
STA. 16+49 RT - STA. 17+85 RT
STA. 18+55 RT - STA. 22+94 RT
STA. 23+61 RT - STA. 25+87 RT

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FULLERTON AVENUE ROADWAY AND PAVEMENT MARKING PLANS

SCALE: VERT. 1" = 50'
HORIZ.
DATE 10-12-05
DRAWN BY : CDT
CHECKED BY

5/5/2006
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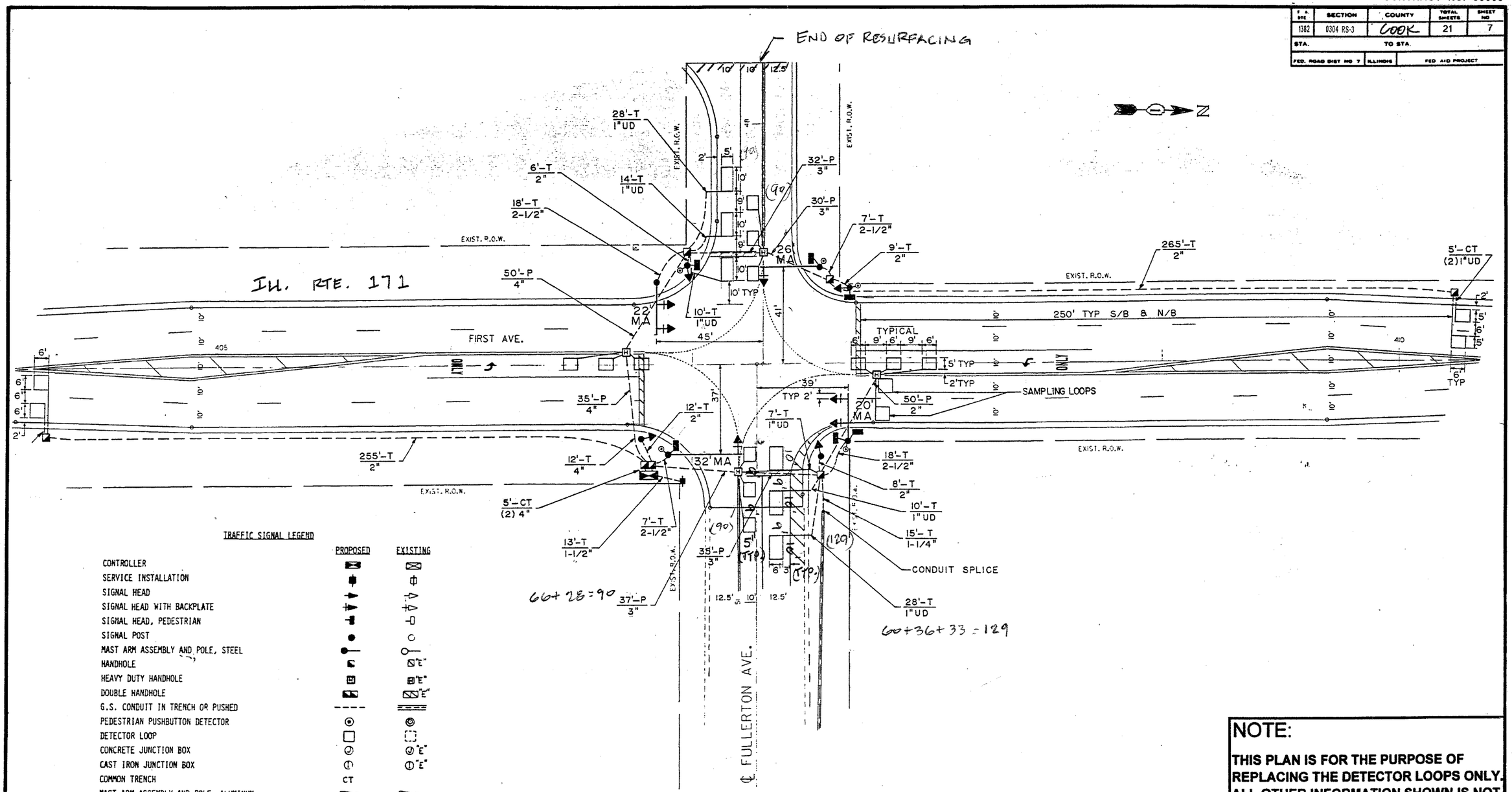
CONTRACT NO. 60660

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	7
STA.		TO STA.		
FED. ROAD DIST NO. 7	ILLINOIS	FED. AID PROJECT		



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	⊠	⊠
SERVICE INSTALLATION	●	⊕
SIGNAL HEAD	▶	▶
SIGNAL HEAD WITH BACKPLATE	▶	▶
SIGNAL HEAD, PEDESTRIAN	▙	▙
SIGNAL POST	●	○
MAST ARM ASSEMBLY AND POLE, STEEL	●—	○—
HANDHOLE	◘	◘ "E"
HEAVY DUTY HANDHOLE	⊞	⊞ "E"
DOUBLE HANDHOLE	◘◘	◘◘ "E"
G.S. CONDUIT IN TRENCH OR PUSHED	----	═══
PEDESTRIAN PUSHBUTTON DETECTOR	⊙	⊙
DETECTOR LOOP	□	⬚
CONCRETE JUNCTION BOX	⊖	⊖ "E"
CAST IRON JUNCTION BOX	⊖	⊖ "E"
COMMON TRENCH	CT	
MAST ARM ASSEMBLY AND POLE, ALUMINUM	●—	○—
EMERGENCY VEHICLE SYSTEM DETECTOR	◢	◿
PROGRAMMED SIGNAL HEAD	▶ "P"	

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	419	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.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT

ILL. 171 (1ST AV.) @ FULLERTON AV.

SCALE: 1" = 20'

DATE JULY, 05

DRAWN BY J.E.
DESIGNED BY:
CHECKED BY J.E.

CONTRACT NO. 60660

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	8
STA.	TO STA.			
FED. ROAD DIST NO. 7	ILLINOIS	FED. AID PROJECT		

~~1" UNIT DUCT IN TRENCH (3)~~

~~35' - G.S.C. IN TRENCH 1½"~~

326'-1¼" G.S. CONDUIT IN TRENCH

50'-2" G.S. CONDUIT PUSHED

29'-1½" G.S. CONDUIT IN TRENCH

24'-2" G.S. CONDUIT IN TRENCH

5'- 4" G.S. CONDUIT IN TRENCH

15'-1¼" G.S. CONDUIT IN TRENCH

~~INSTALL FULLY ACT. 2-4 PHASE CONTROLLER IN A TYPE III CABINET~~

22'-2" G.S. CONDUIT IN TRENCH

29'-1½" G.S. CONDUIT IN TRENCH

~~DRILL EX. HANDHOLE~~

~~INSTALL T.S. SEC. 12", 3 SEC. ON 1 HEAD, ALUMINUM (2)~~

~~INSTALL BACKPLATE~~

~~INSTALL CONC. FOUNDATION TYPE D~~

RESURFACING LIMITS

5' RACEWAY TYPE I

43'-1¼" G.S. CONDUIT IN TRENCH

25'-1¼" G.S. CONDUIT PUSHED

6'-1½" G.S. CONDUIT IN TRENCH

15'-1½" G.S. CONDUIT IN TRENCH

130'-1¼" G.S CONDUIT IN TRENCH

AVENUE

ROAD

THATCHER

179'-1¼" G.S. CONDUIT IN TRENCH

54'-2" G.S. CONDUIT PUSHED

8'-1½" G.S. CONDUIT IN TRENCH

19'-2" G.S. CONDUIT IN TRENCH

25'-1½" G.S. CONDUIT IN TRENCH

TO INTERCONNECT CABLE AT 1ST & FULLERTON AVENUES

~~5'-1" UNIT DUCT IN TRENCH~~

28'-1½" G.S. CONDUIT IN TRENCH

8'-1½" G.S. CONDUIT IN TRENCH
5' POST ON TYPE A FOUNDATION

53'-2" G.S CONDUIT PUSHED

~~DRILL EXISTING HANDHOLE (3)~~

~~15'-1" UNIT DUCT IN TRENCH~~

~~25'-1" UNIT DUCT IN TRENCH~~

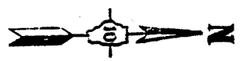
~~INSTALL (2) VEH. DET. IND. LOOP W/ PRESENCE~~

CONTROLLER

AVE.

FULLERTON

NO. 6



REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
86600600	267	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.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT

FULLERTON AV @ THATCHER RD.

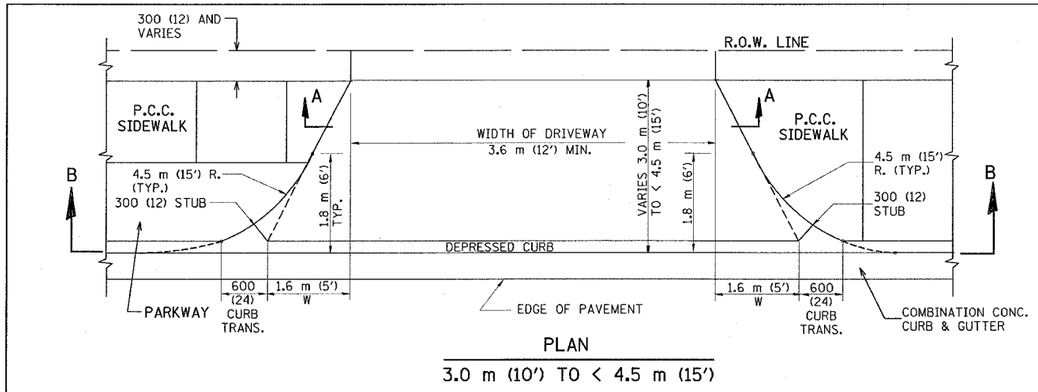
SCALE: 1" = 20'

DATE JULY, 05

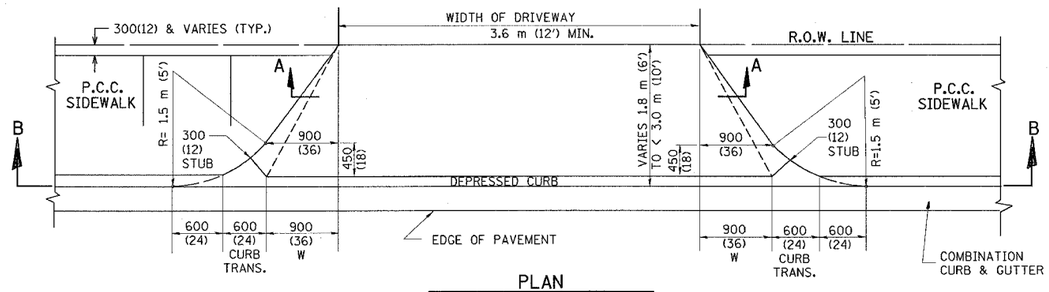
DRAWN BY J.E.
DESIGNED BY:
CHECKED BY J.E.

CONTRACT NO. 60660

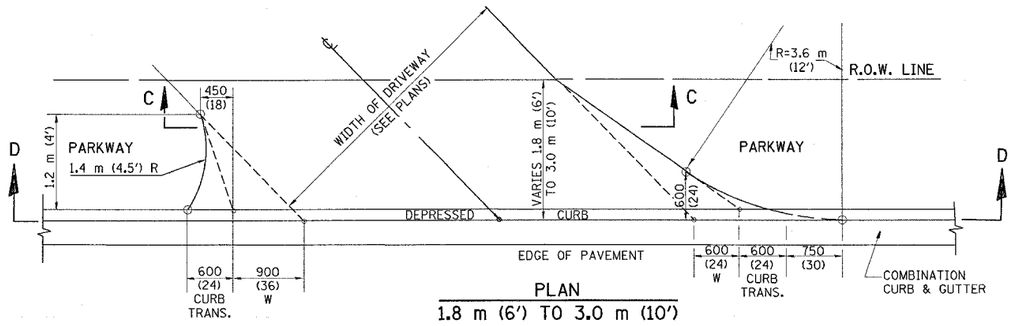
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



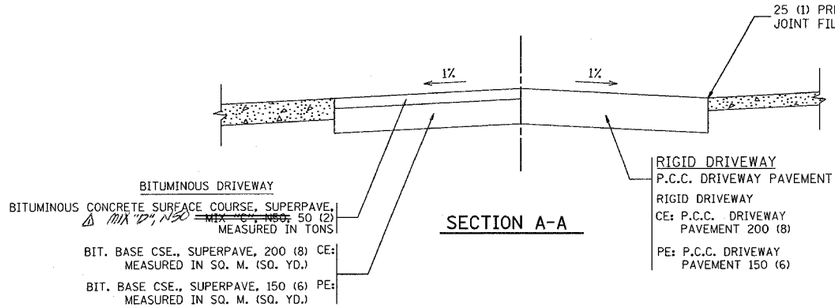
PLAN
3.0 m (10') TO < 4.5 m (15')



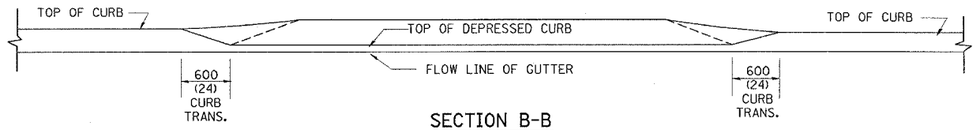
PLAN
1.8 m (6') < 3.0 m (10')



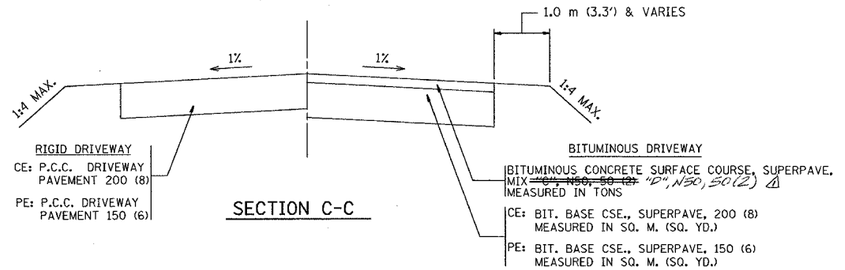
PLAN
1.8 m (6') TO 3.0 m (10')



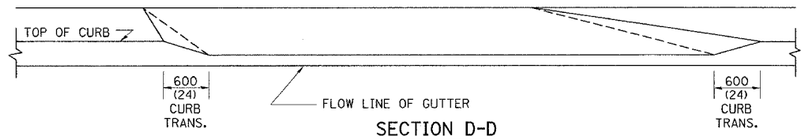
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 2.4 M (8'), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

25 (1) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 900 (36) TO 1.5 m (5 FT.) PROPORTIONAL TO THE LENGTH (L), FROM 1.8 m (6 FT.) TO 3 m (10 FT.).

⚠ REV. 5-3-2006 by CDT

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

REVISIONS	
NAME	DATE
P. LaFLEUR	04/15/03
M. GOMEZ	04/06/01
R. SHAH	11/06/95
J. POLLASTRINI	08/12/96
J. POLLASTRINI	12/14/96
A. ABBAS	03/21/97
T. HOLTZ	04/08/97

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 4.5 m (15')

SCALE: VERT.
HORIZ.
DATE: 4/18/2006

DRAWN BY
CHECKED BY

BD400-02 (BD-02)
REVISION DATE: 04/15/03

PLOT DATE = 4/18/2006
FILE NAME = M:\data\sch\bd02.dgn
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USER NAME = thomasod

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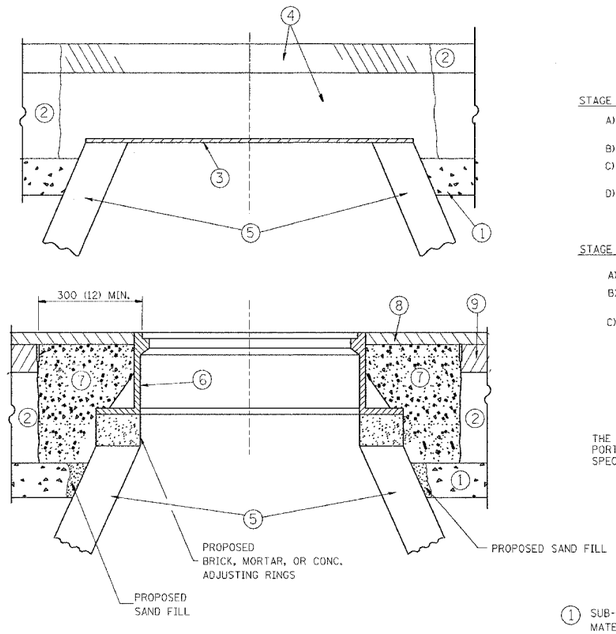
CONTRACT NO. 60660

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1382	0304 RS-3	COOK	21	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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 ($1\frac{1}{2}$) 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 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: 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

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE

DATE: 10/14/2005

DRAWN BY

CHECKED BY

BD600-03 (BD-8)

REVISION DATE:05/17/04

10/14/2005
W:\d\stsfd\bd08.dgn
VI-BD8
thomascd

CONTRACT NO. 60660

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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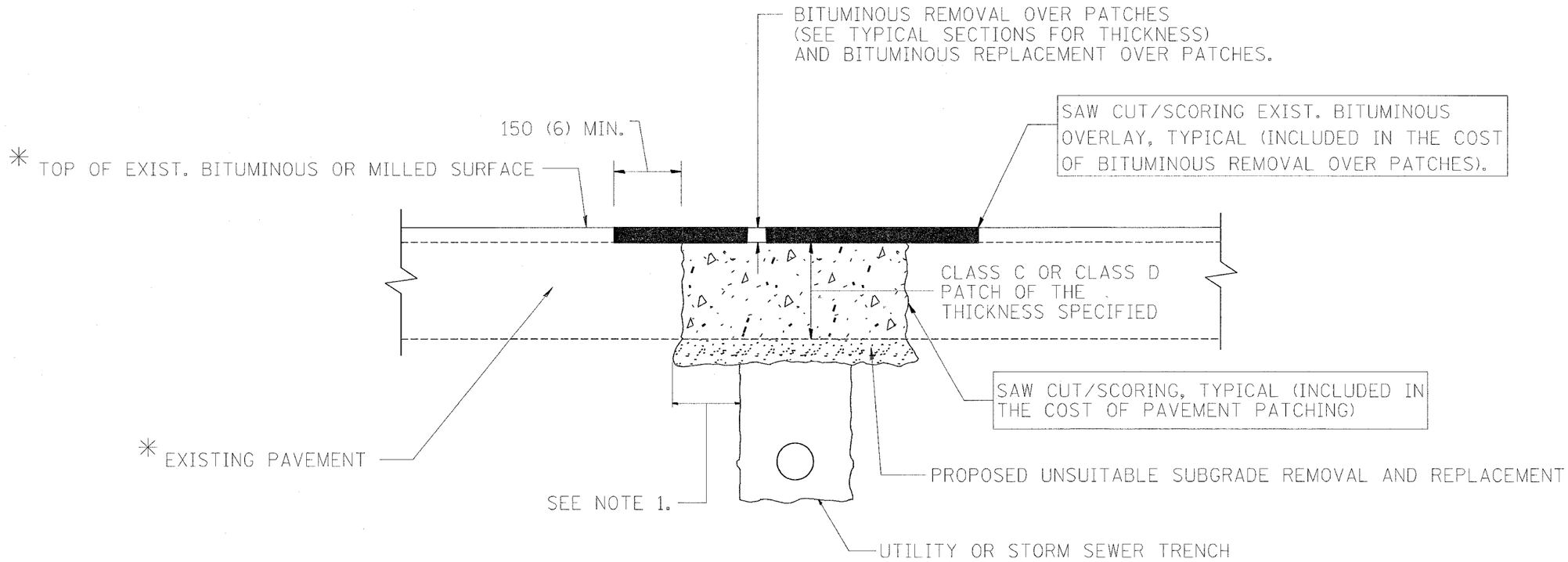
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 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 10/14/2005

DRAWN BY
CHECKED BY

BD400-04 (BD-22)
REVISION DATE:04/27/98

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10/14/2005
VI-BD22
thomasd

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CONTRACT NO. 60660

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
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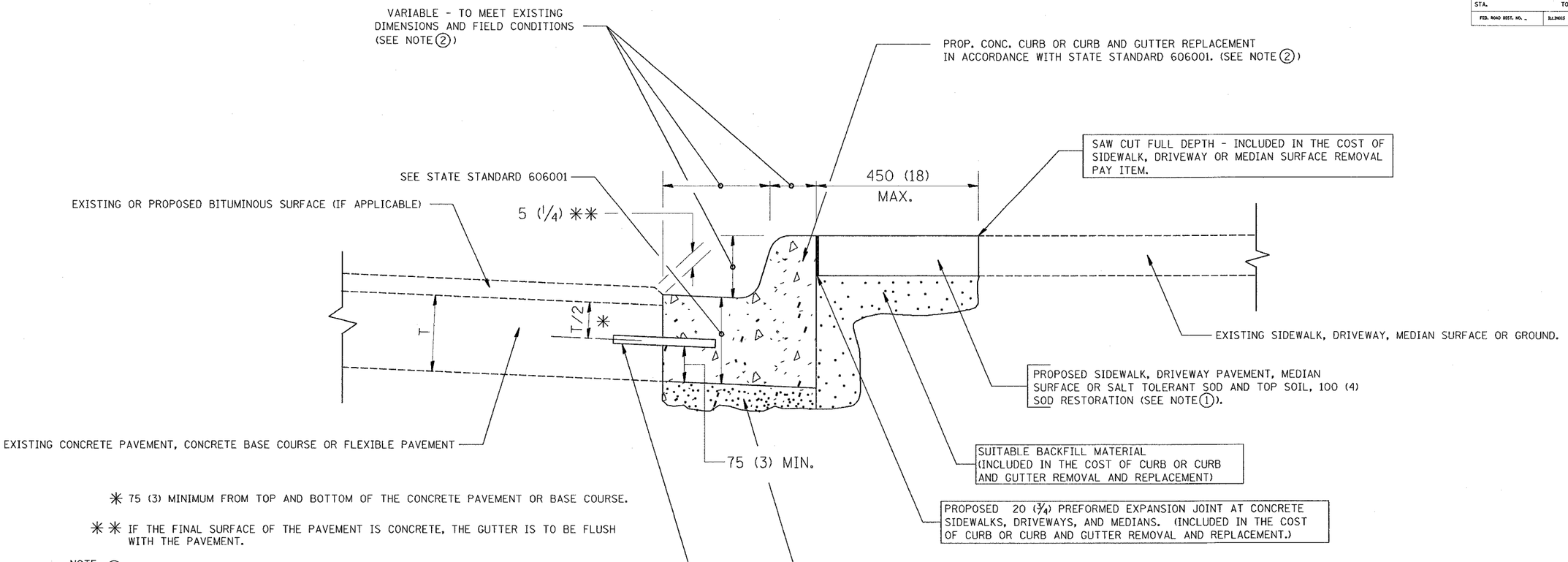
STA.	TO STA.			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



* 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.

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".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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

DRAWN BY

DATE 10/14/2005

CHECKED BY

BD600-06 (BD-24)

REVISION DATE: 12/06/88

10/14/2005
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V1=BD24
thomasod

CONTRACT NO. 60660

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
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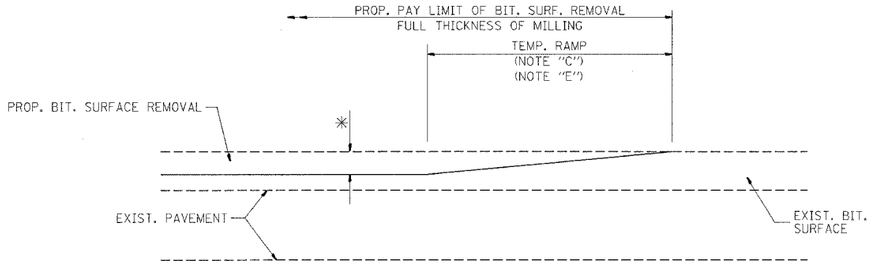
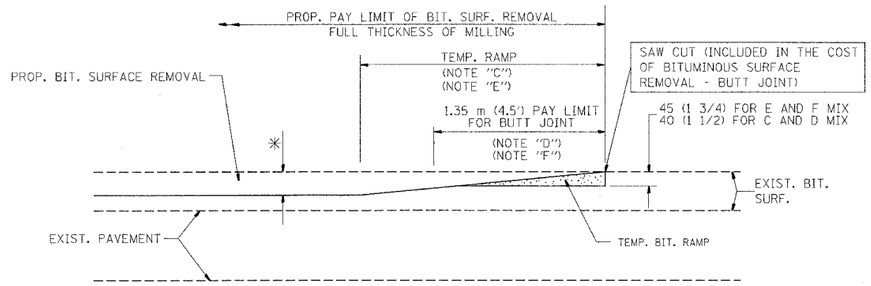
STA.	TO STA.			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

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

OPTION 1

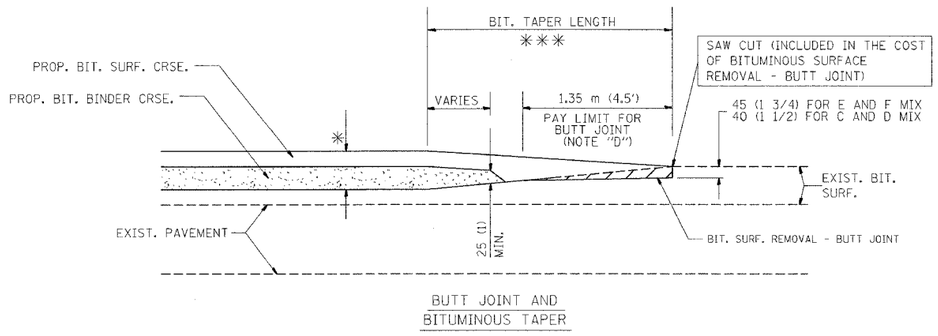


BITUMINOUS CONSTRUCTED TEMPORARY RAMP

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

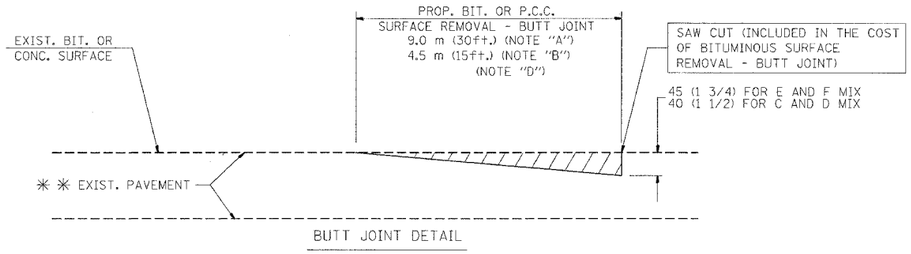
OPTION 2

TYPICAL TEMPORARY RAMP

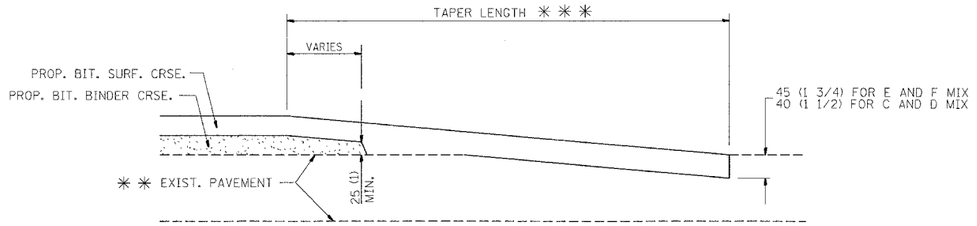


BUTT JOINT AND BITUMINOUS TAPER

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

DRAWN BY

DATE PLOTTED:10/14/2005

CHECKED BY

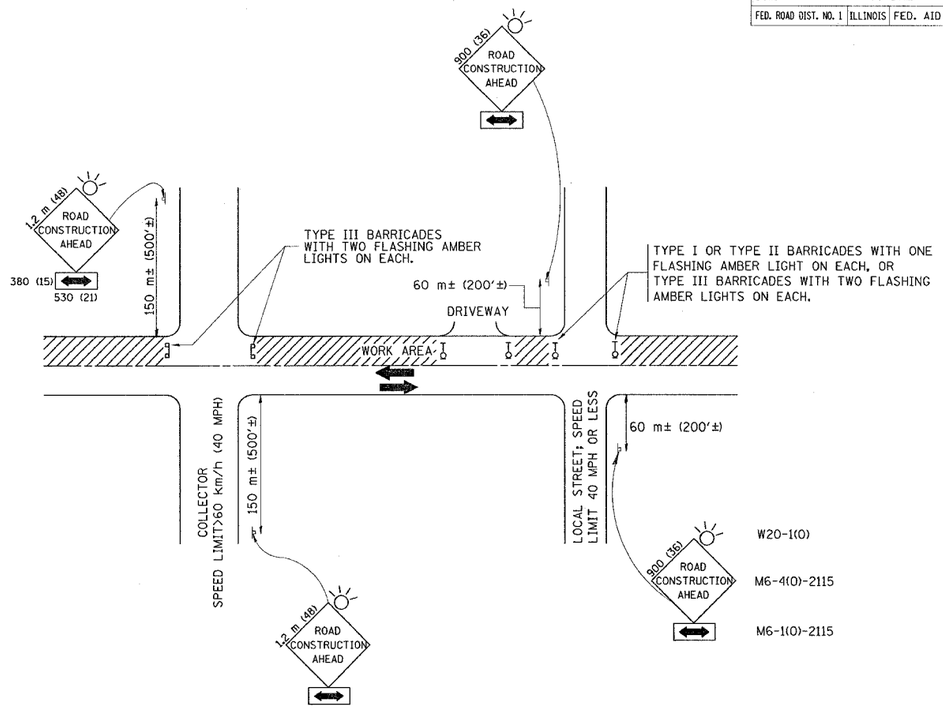
BD400-05 (VI=BD32)

REVISION DATE:04/06/01

10/14/2005
W:\dlstd\bd32.dgn
V:\BD32
thomasd

CONTRACT NO. 60660

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	14
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 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) 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.

   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 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) 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.

   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.

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 10/14/2005

DRAWN BY

CHECKED BY

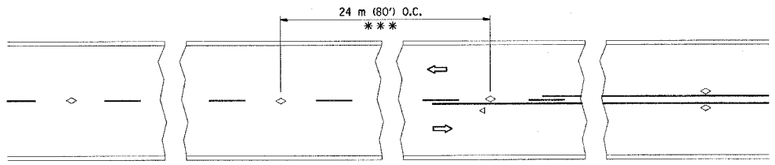
TC-10

REVISION DATE: 01/06/00

10/14/2005
w:\dist\std\tc10.dgn
thomasod

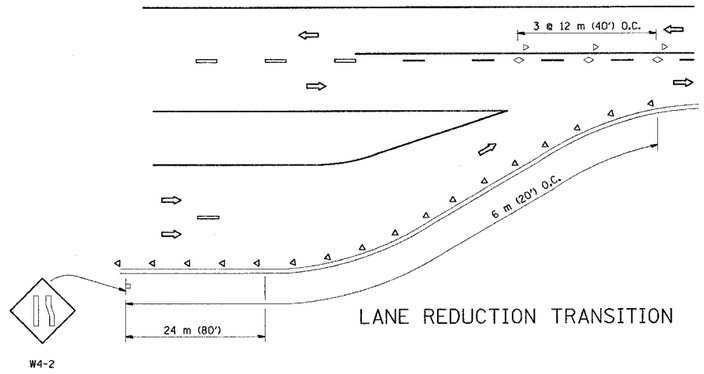
CONTRACT NO. 60660

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1382	0304 RS-3	COOK	21	15
STA.	TO STA.			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

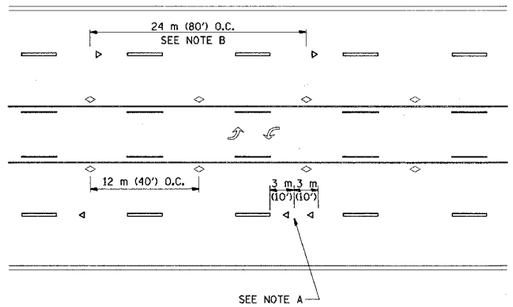


*** REDUCE TO 12 m (40') O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 70 km/h (45 M.P.H.) OR LESS.

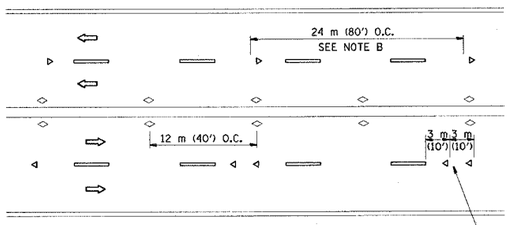
TWO-LANE/TWO-WAY



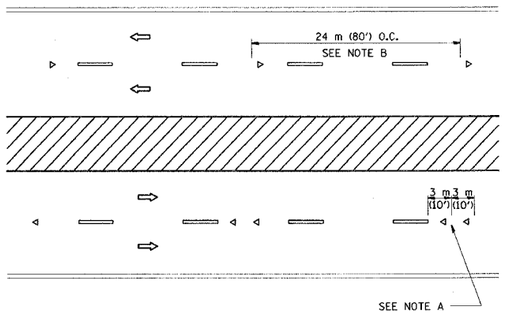
LANE REDUCTION TRANSITION



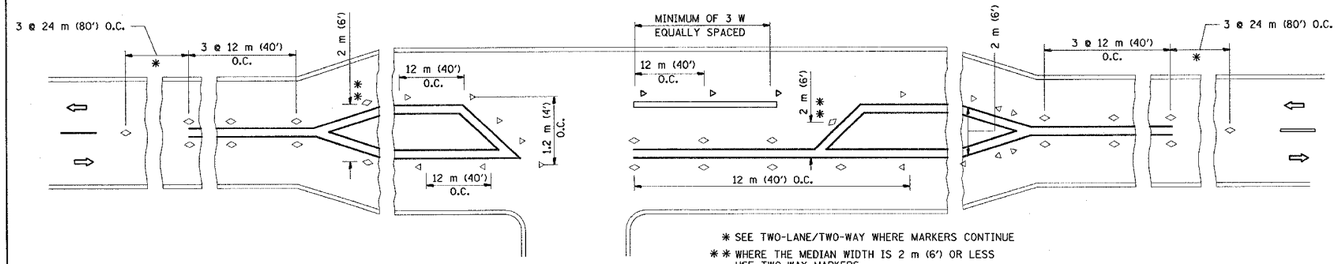
TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

LEFT TURN

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

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.

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

DESIGN NOTES

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE
DATE: 10/14/2005

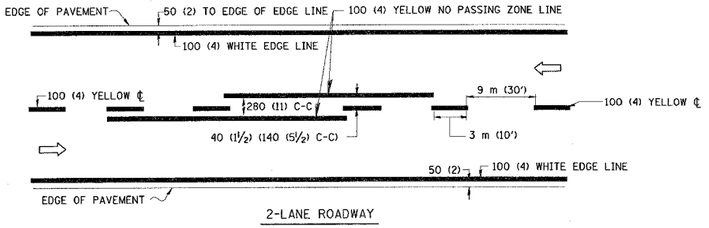
DRAWN BY CADD
CHECKED BY
TC-11

REVISION DATE: 01/06/00

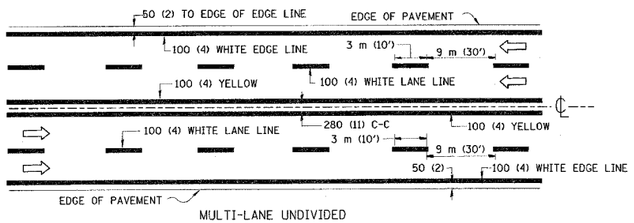
10/14/2005
w:\dtstd\tc11.dgn
VI-TCII
thomasd

CONTRACT NO. 60660

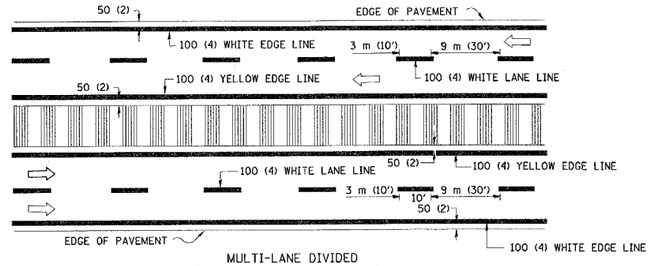
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	16
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



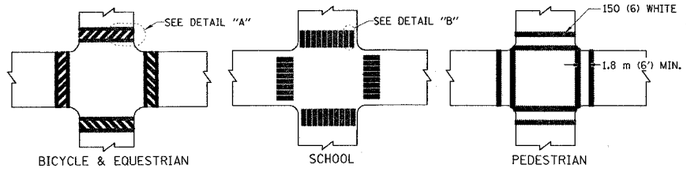
MULTI-LANE UNDIVIDED

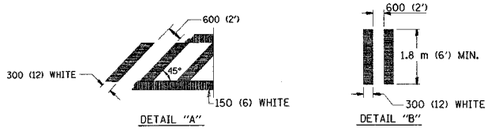


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

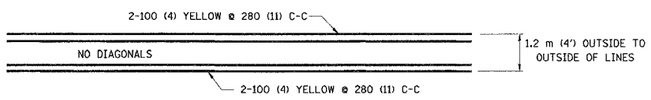
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

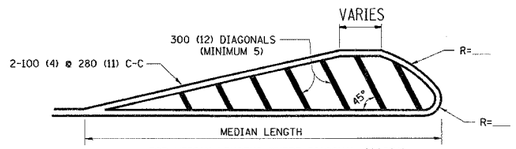




TYPICAL CROSSWALK MARKING



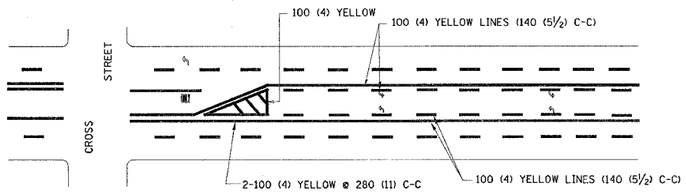
1.2 m (4') WIDE MEDIANS ONLY



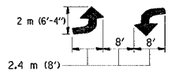
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 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 (MORE THAN 70 km/h (45 MPH))

MEDIANS OVER 1.2 m (4') WIDE

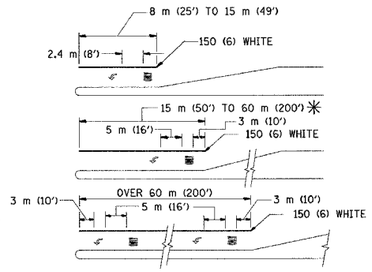


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

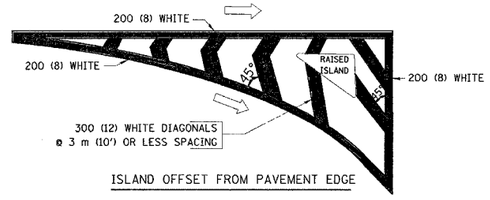


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
↰ AREA = 1.5 m² (15.6 SQ. FT.) ONLY AREA = 1.9 m² (20.8 SQ. FT.)

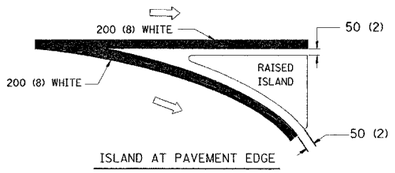
✳ TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



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	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED 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 (5½) 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 CURB
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 (5½) 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 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: "R"=0.33m² (3.6 SQ. FT.) EACH "X"=5.0 m² (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.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE
DATE: 2/15/2006

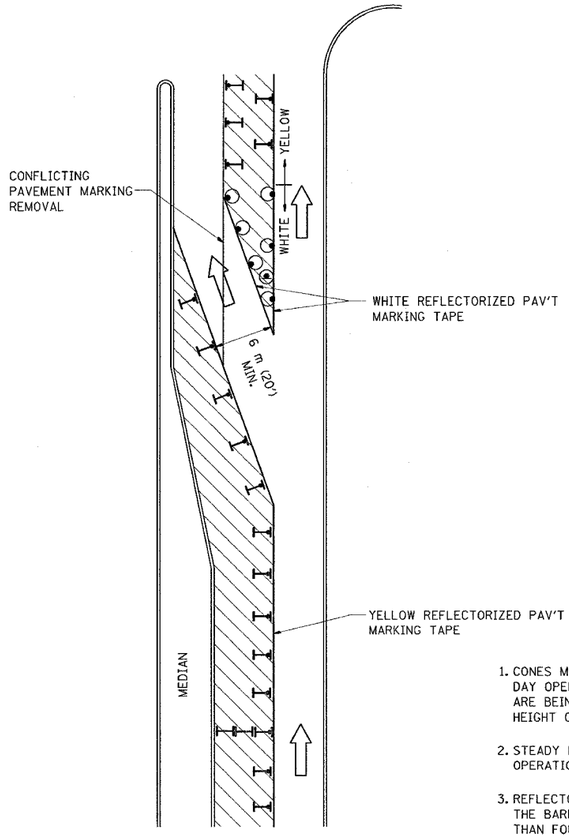
DRAWN BY CADD
CHECKED BY

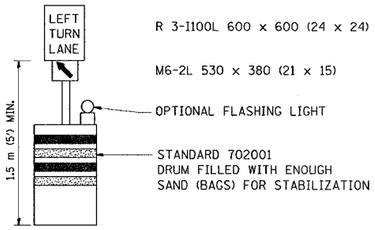
TC-13
REVISION DATE: 01/06/00

PLOT DATE = 2/15/2006
FILE NAME = w:\data\tc\tc13.dgn
PLOT SCALE = 50.0000 ' / IN.
USER NAME = thomased

CONTRACT NO. 60660

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	17
STA.	TO STA.			
FED. ROAD DIST. NO.	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 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
DRAWN BY
DATE: 10/14/2005
CHECKED BY LHA
TC-14

REVISION DATE: 01/06/00

10/14/2005
w:\dfistd\tc14.dgn
VHTCM
thomasd

c:\distd\tc14.dgn 10/14/2005 4:22:22 PM User=thomasd

CONTRACT NO. 60660

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	18
STA.	TO STA.			
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 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	2-11-97
T. RAMMACHER	2-2-99

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY INFORMATION SIGNING

SCALE:
DRAWN BY: BUR. OF DESIGN
DATE 10/14/2005
CHECKED BY

TC22
REVISION DATE: 02/02/99

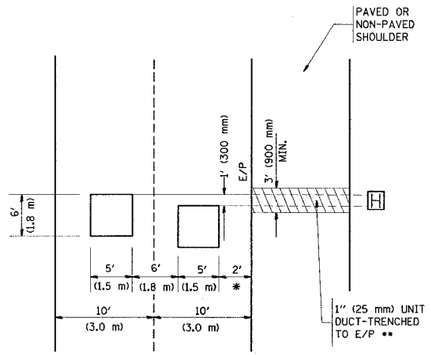
10/14/2005
w:\dlstsfs\tc22.dgn
VI-TC22
thomascd

CONTRACT NO. 60660

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1382	0304 RS-3	COOK	21	19
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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



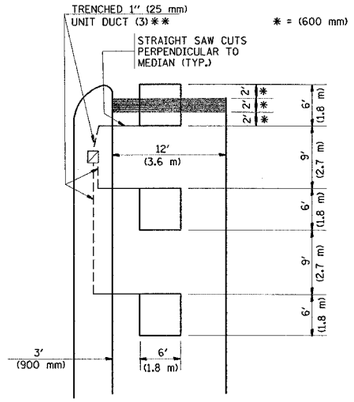
* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

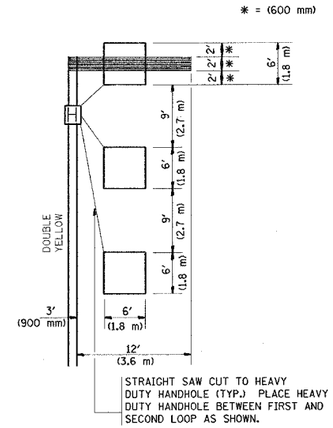


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

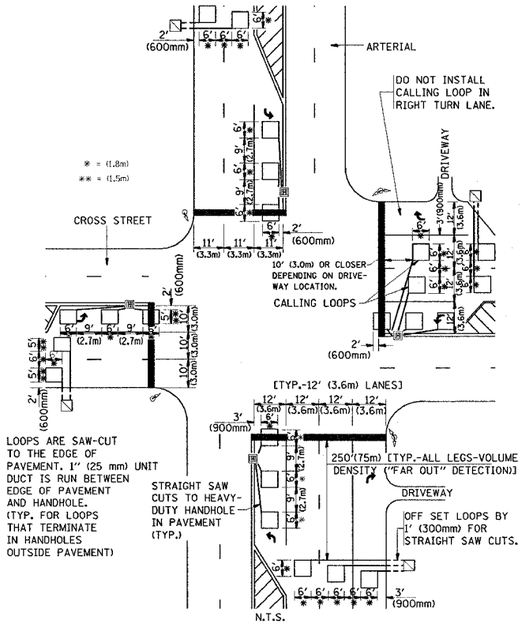
LEFT TURN LANES WITHOUT MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



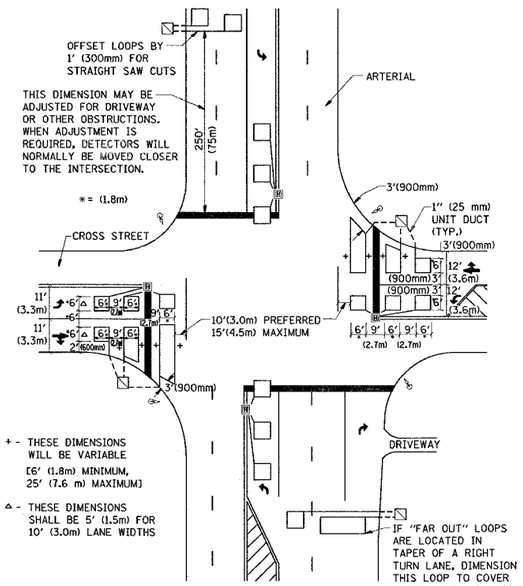
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE

DATE 10/14/2005

DRAWN BY CADD
DESIGNED BY
CHECKED BY R.K.F.
TS07

REVISION DATE:

10/14/2005
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VI-TS07
thomased

CONTRACT NO. 60660

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	20
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.

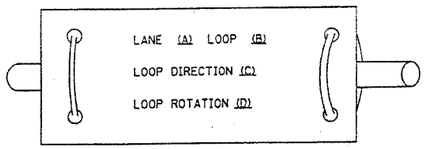
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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.

LOOP LEAD-IN CABLE TAG

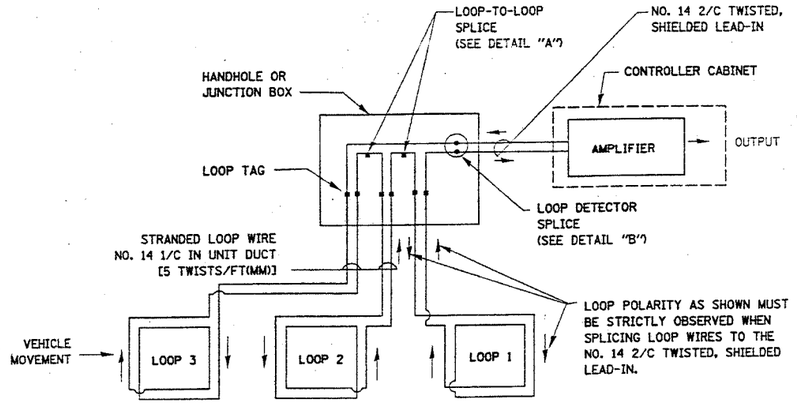


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

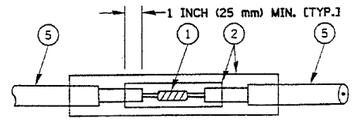
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

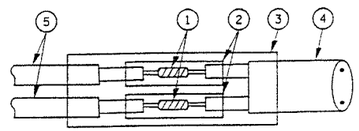


DETECTOR LOOP WIRING SCHEMATIC

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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

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 LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ.
DATE 1-01-02

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET . OF

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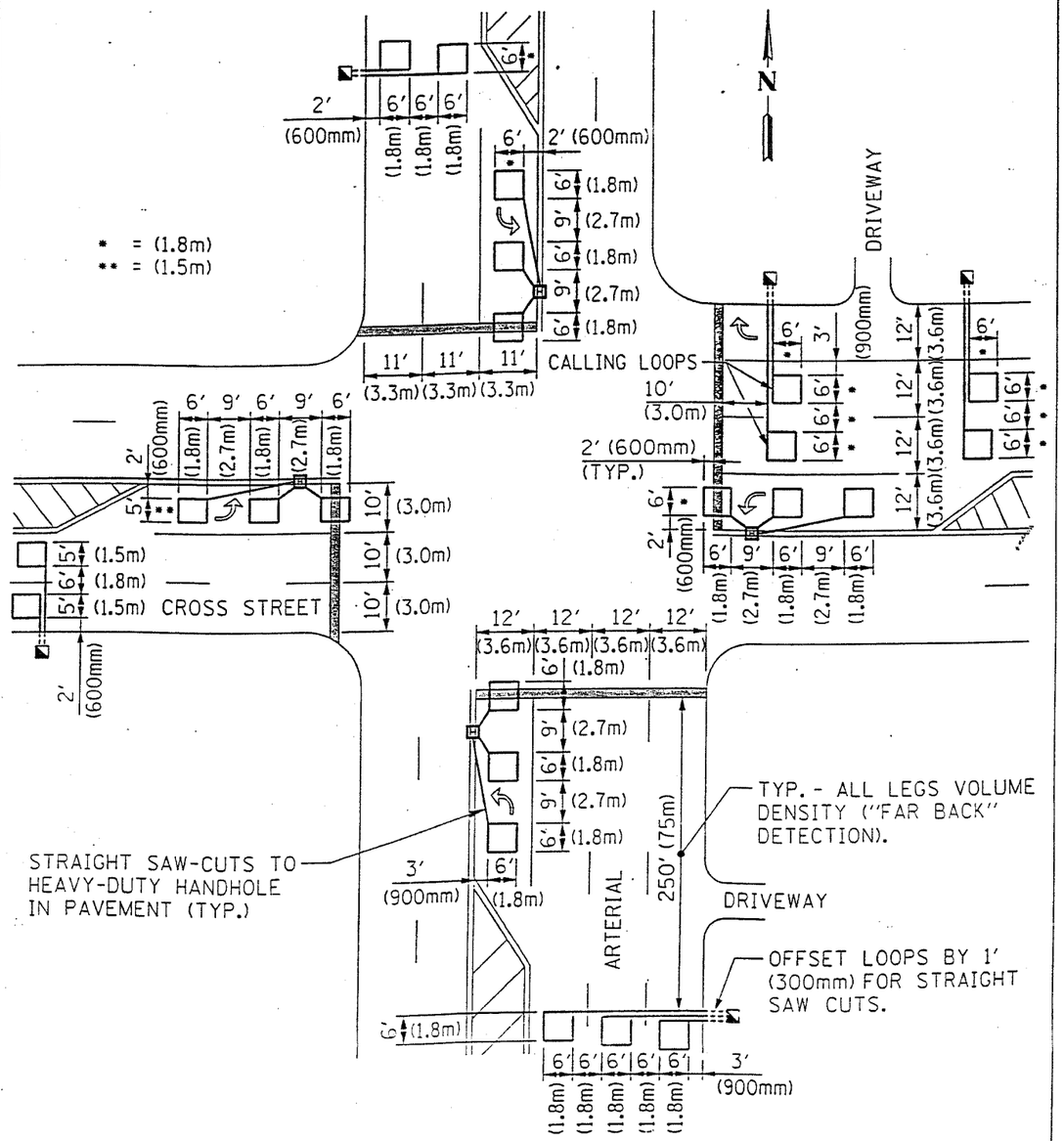
CONTRACT NO. 60660

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1382	0304 RS-3	COOK	21	21

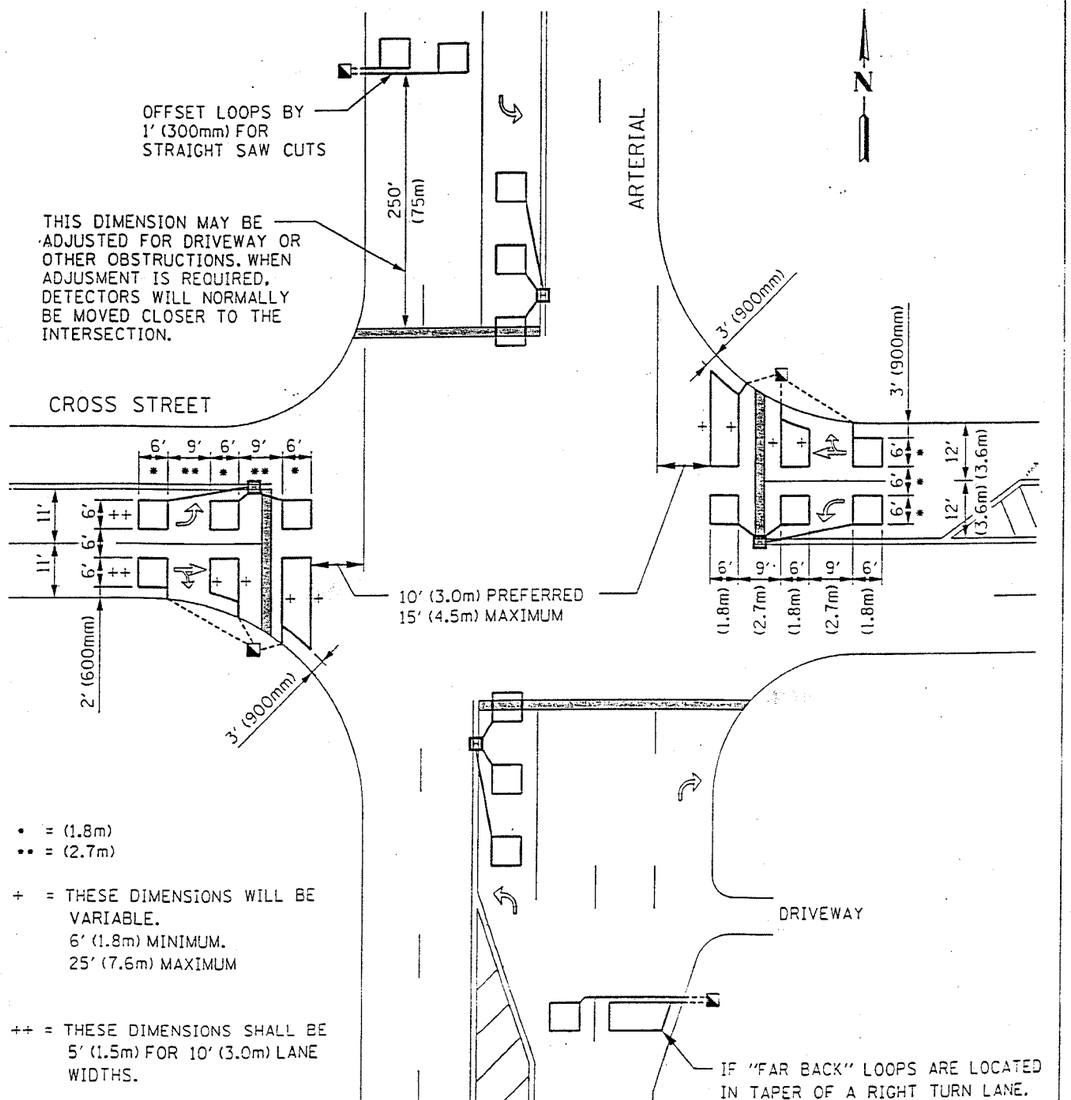
ARTERIAL-VOLUME DENSITY ("FAR BACK" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR BACK DETECTION)



LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE, (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT).

N.T.S.

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



* = (1.8m)
** = (2.7m)

\+ = THESE DIMENSIONS WILL BE VARIABLE.
6' (1.8m) MINIMUM.
25' (7.6m) MAXIMUM

++ = THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS.

N.T.S.