

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

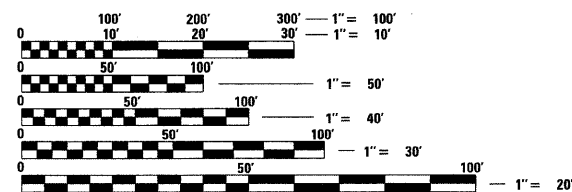
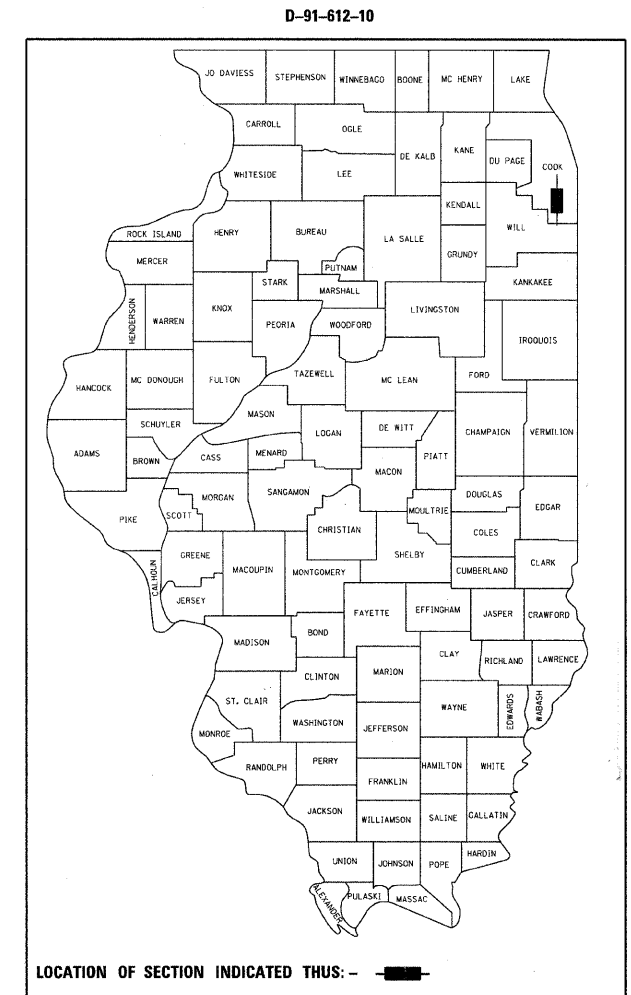
SBI ROUTE 52 (LOOMIS AVENUE)
SECTION 522 X-RS-1 PROJECT:RS-0031(033)
FROM THORNTON RD. TO 150TH ST.
RESURFACING AND DRAINAGE IMPROVEMENT
COOK COUNTY
C-91-612-10

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
52	522 X-RS-1	COOK	44	1
		ILLINOIS	CONTRACT NO. 60K87	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA
ADT = 10,000 TO 25,000
SPEED LIMIT = 30 MPH

THE IMPROVEMENT IS LOCATED WITHIN
THE CITY OF HARVEY

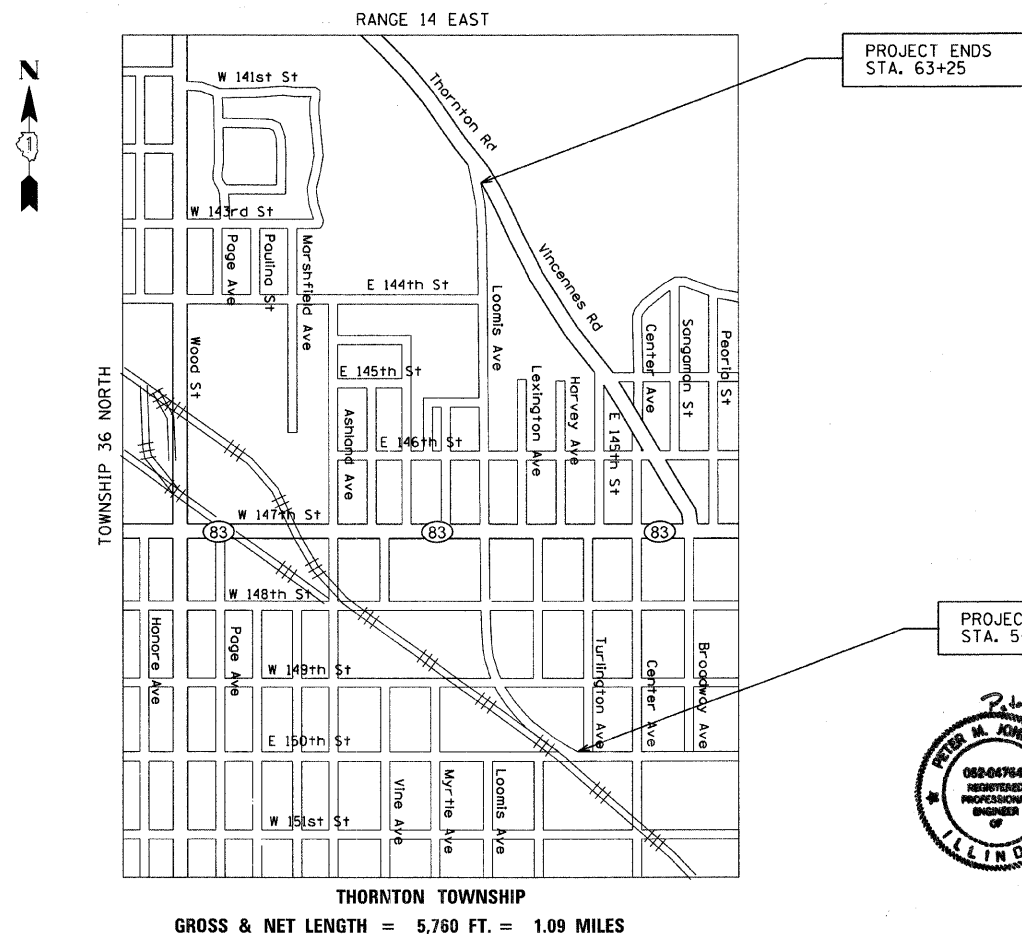


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: PETER JOHNSTON (GRAEF) 773-399-0112
PROJECT MANAGER: KEN ENG (IDOT) 847-705-4247

CONTRACT NO. 60K87



Peter M. Johnston
1-21-11
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
062-047847
Exp. 11-30-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JANUARY 24, 20 11

Diane O'Keefe DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 05 20 11

Scott E. Stitt P.E. ENGINEER OF DESIGN AND ENVIRONMENT
March 05 20 11

Christine M. Reed DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GRAEF 8501 W. Higgins Road; Suite 280
Chicago, Illinois 60631
(773) 399-0112

INDEX OF SHEETS

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44	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS07)

HIGHWAY STANDARDS

STD. NO.	TITLE
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311-02	GRATING FOR CONCRETE FLARED END SECTION (FOR 24" THRU 54" PIPE)
602001-02	CATCH BASIN, TYPE A
602011-02	CATCH BASIN, TYPE C
602401-03	MANHOLE, TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS, TYPE 1
604036-02	GRATE, TYPE 8
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES AND THE CITY OF HARVEY AT 708-210-5300 FOR FIELD LOCATIONS OF SANITARY SEWER AND WATER MAIN. (48 HOUR NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF HARVEY.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER AT (708) 597-9800 AT LEAST (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE PROJECT ACCORDING TO DISTRICT 1 TYPICAL PAVEMENT MARKING.
- ALL HMA PAVEMENT PATCHING SHALL BE CLASS D.
- ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- MATCH EXISTING PAVEMENT MARKINGS AT PROJECT LIMITS.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- DRAINAGE ADJUSTMENT, CLEANING OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT
- EXISTING BORKEN 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.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE REESTABLISHED FOR STRIPING, EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

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FILE NAME =	USER NAME = .USER.	DESIGNED - WS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LOOMIS AVENUE FROM THORNTON RD. TO 150TH ST. INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES		SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - WS	REVISED -		SCALE: 20	SHEET NO. 1 OF 1 SHEETS	STA.	52	521-X-RS-1	COOK	44	2
PLOT SCALE = 20x.0000 "/ IN.		CHECKED - RS	REVISED -				TO STA.					
PLOT DATE = 2/14/2011		DATE - 01-21-2011	REVISED -									
							ILLINOIS FED. AID PROJECT		CONTRACT NO. 60K87			

SUMMARY OF QUANTITIES

URBAN
CO. 1. FED.
201. STATE

CODE NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0005 ROADWAY	0040 DRAINAGE
55100200	STORM SEWER REMOVAL 6"	FOOT	39		39
55100500	STORM SEWER REMOVAL 12"	FOOT	96		96
55100700	STORM SEWER REMOVAL 15"	FOOT	104		104
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	21		21
60203805	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2		2
60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	1		1
60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	6		6
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	13		13
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	11		11
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2		2
60250200	CATCH BASINS TO BE ADJUSTED	EACH	3		3
60500050	REMOVING CATCH BASINS	EACH	3		3
60500060	REMOVING INLETS	EACH	2		2
60600605	CONCRETE CURB, TYPE B	FOOT	172	172	
63200310	GUARDRAIL REMOVAL	FOOT	116	116	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	3	3
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	0.5	0.5
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,931	2,931	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	25,853	25,853	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	792	792	
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	670	670	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	254	254	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12,927	12,927	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	396	396	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	335	335	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	127	127	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	168	168	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	130	130	
* 88600100	DETECTOR LOOP, TYPE I	FOOT	89	89	
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	130	130	
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.14, 1 PAIR	FOOT	91	91	
* 87900200	DRILL EXISTING HANDHOLE	EACH	3	3	
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	61	61	
X4060826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	818	818	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	5,048	5,048	
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	10		10
X6063401	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	3,022		3,022
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1
Δ Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	8		8
Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	6		6
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	103	103	
Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	283		283
Z0056612	STORM SEWER (WATER MAIN REQUIREMENTS) 18 INCH	FOOT	20		20
Z0056616	STORM SEWER (WATER MAIN REQUIREMENTS) 24 INCH	FOOT	63		63

* DENOTES SPECIALTY ITEM
Δ = Non-participating

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FILE NAME =	USER NAME = .USER.	DESIGNED - WS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LOOMIS AVENUE FROM THORNTON RD. TO 150TH ST. SUMMARY OF QUANTITIES	SBI	SECTION	COUNTY	TOTAL	SHEET	
#FILE#		DRAWN - WS	REVISED -			52	521-X-RS-1	COOK	44	4	
PLOT SCALE = 20.0000' / IN.		CHECKED - RS	REVISED -			CONTRACT NO. 60K87					
PLOT DATE = 2/14/2011		DATE - 01-21-2011	REVISED -			SCALE: 20	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

From	To	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	PAVEMENT REMOVAL	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	HOT-MIX ASPHALT BASE COURSE, 9 3/4"	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	AGGREGATE WEDGE SHOULDER, TYPE B	GRADING AND SHAPING SHOULDERS
		SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	TON	TON	UNIT
5+65	7+66	1535.7	0	0	0	0	0.6	3.1	2.3	129	64.5	11.3	4.0
7+66	16+13	1976.3	0	0	0	0	0.8	4	3	166	83	47.4	16.9
16+13	16+99	357.6	0	0	0	0	0.1	0.7	0.5	30	15	4.8	1.7
16+99	22+05	1180.7	0	0	0	0	0.5	2.4	1.8	99.2	49.6	28.3	10.1
22+05	23+05	361.1	0	0	0	0	0.1	0.7	0.5	30.3	15.2	5.6	2.0
23+05	23+67	415.9	0	0	0	0	0.2	0.8	0.6	34.9	17.5	0	0
23+67	29+76	2834.9	0	0	0	0	1.1	5.7	4.3	238.1	119.1	0	0
30+24	36+07	0	1399.6	0	586.9	586.9	0.8	4	3	166.9	83.4	0	0
36+07	37+03	0	472.1	26.3	17.1	17.1	0.2	1	0.7	41.1	20.5	0	0
37+03	40+74	0	836.6	0	699.3	699.3	0.6	3.1	2.3	129	64.5	0	0
40+74	41+33	0	220.1	7.2	55.7	55.7	0.1	0.6	0.4	23.2	11.6	0	0
41+33	49+50	0	1855.6	0	1151	1151	1.2	6	4.5	252.6	126.3	0	0
49+50	50+15	0	264.1	10.6	41.2	41.2	0.1	0.6	0.5	25.6	12.8	0	0
50+15	63+25	3223.1	0	0	0	0	1.3	6.4	4.8	270.7	135.4	73.4	26.2
TOTAL		11885.3	5048.1	44.1	2551.2	2551.2	7.7	39.1	29.2	1636.6	818.4	170.8	61

TRENCH		PATCH		CLASS D PATCHES			PCC SIDEWALK, 5"			PCC Driveways 8"				
STATION	LENGTH	WIDTH	WIDTH	AREA	TYPE I	TYPE II	TYPE III	From	To	Offset	Area	Station	Area SF	Area SY
	FT	FT	FT	SY	SY	SY	SY							
30+81	20	2.83	4.83	10.7			10.7	30+41	30+73	LT	160	30+91 LT	761	84.6
31+67	12	2.83	4.83	6.4			6.4	31+09	31+60	LT	255	31+69 LT	392	43.6
31+67	16	2.83	4.83	8.6			8.6	31+76	34+50	LT	1,434	31+88 RT	316	35.1
34+15	21	2.83	4.83	11.3			11.3	30+40	31+82	RT	710	43+61 RT	519	57.7
35+20	21	2.83	4.83	11.3			11.3	31+95	32+49	RT	270	43+32 LT	290	32.2
36+15	21	2.83	4.83	11.3			11.3	32+61	33+00	RT	195	45+34 LT	290	32.2
36+58	21	3.125	5.125	12			12	33+12	34+50	RT	683	Total 285.4		
36+60	39	2.83	4.83	20.9			20.9	34+50	36+44	LT	1,102	Total 195.6		
37+05	5	2.83	4.83	2.7	2.7		2.7	34+50	35+35	RT	425	PCC Driveways 6"		
38+50	21	2.83	4.83	11.3			11.3	35+47	36+43	RT	534	Station Area SF Area SY		
39+28	22	2.83	4.83	11.8			11.8	36+77	37+79	RT	577	32+55 RT	175	19.4
39+80	24	2.83	4.83	12.9			12.9	37+90	38+24	RT	170	33+06 RT	175	19.4
42+89	21	2.83	4.83	11.3			11.3	38+36	39+18	RT	410	35+41 RT	191	21.2
44+00	21	2.83	4.83	11.3			11.3	39+33	40+00	RT	351	37+85 RT	178	19.8
45+00	21	2.83	4.83	11.3			11.3	44+95	45+50	LT	275	38+30 RT	177	19.7
46+00	21	2.83	4.83	11.3			11.3	40+00	40+98	LT	489	38+25 RT	220	24.4
46+71	21	4	6	14			14	41+20	41+28	LT	61	40+55 RT	178	19.8
47+44	21	4	6	14			14	40+00	40+49	RT	245	41+26 RT	177	19.7
48+65	21	4	6	14			14	40+61	41+20	RT	295	42+57 RT	290	32.2
CLASS D PATCHES STORM SEWER					2.7		215.7	41+32	41+79	RT	235	Total 195.6		
PATCHING FROM SITE VISIT								41+91	42+47	RT	280	Detectable Warnings		
FROM	TO							42+67	43+22	RT	275	Location Number Area SF		
5+65	30+00					467	50	43+42	45+23	RT	905	146th St	8	64
30+00	50+00					93	0	45+43	45+50	RT	35	145th St	2	16
50+00	63+25					93	0	45+50	49+69	LT	2,095	144th St	1	8
								45+50	46+52	LT	510	Total 8		
								44+94	49+69	LT	2,413	Total 17,131		
TOTAL					655.7		265.7							

EARTHWORK SUMMARY	
EARTH EXCAVATION	1,065 CY
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	1,089 CY
EMBANKMENT	267 CY

QUANTITY OF UNSUITABLE MATERIALS IS BASED ON A 6" TOPSOIL DEPTH

PAVEMENT MARKING													
From	To	Offset	Length	4" White Solid	4" Yellow Skip-Dash	4" Double Yellow	6" White X-walk	12" White X-walk	12" White Diagonals	24" White Stop Bar	2-Way Amber RPM @ 40'		
5+65	8+00		235	519	13	0	0	54	0	0	2		
8+00	16+00		800	1,600	200	0	0	0	0	0	20		
16+00	17+00		100	203	25	50	0	0	0	11	5		
17+00	23+00		600	1,200	150	0	0	0	0	0	15		
23+00	23+65		65	67	0	0	123	0	0	28	0		
23+65	28+04		439	922	110	0	0	0	0	0	11		
28+04	29+60		156	0	0	312	0	0	0	0	8		
29+60	30+42		82	0	0	0	0	198	0	38	0		
30+42	30+92		50	0	0	100	0	0	0	0	3		
30+81	31+61	Rt	80	80	0	0	0	0	0	0	0		
30+92	33+00		208	0	52	0	0	0	0	0	5		
32+15	33+00		85	170	0	0	0	0	0	0	0		
33+00	36+15		315	630	0	0	0	0	0	0	0		
33+00	35+69		269	0	67	0	0	0	0	0	7		
35+69	36+29		60	0	0	120	0	0	0	0	3		
36+29	36+92		63	0	0	0	234	0	0	29	0		
36+92	37+52		60	0	0	120	0	0	0	0	3		
37+10	40+50	LT	340	340	0	0	0	0	0	0	0		
37+10	47+00	RT	990	990	0	0	0	0	0	0	0		
37+52	47+00		948	0	237	0	0	0	0	0	24		
40+50	41+43	LT	93	0	0	0	40	0	0	9	0		
41+43	47+00	LT	557	557	0	0	0	0	0	0	14		
47+00	61+11		1,411	2,822	353	0	0	0	0	0	35		
61+11	61+18		7	0	0	14	0	0	0	12	0		
61+18	62+63		145	0	0	290	0	0	0	0	7		
62+63	65+00		237	614	0	0	0	0	83	0	6		
TOTAL					12,927		396	252	83	127	168		

CONCRETE CURB TYPE B			
From	To	Offset	Length
30+59	31+24	LT	57.4
31+46	31+92	LT	57.4
31+67	32+09	RT	57.4
Total			172.2

COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12				SUBBASE GRANULAR MATERIAL, TYPE B			
From	To	Offset	Length	From	To	Offset	SQ YD
30+46	34+50	LT	411	30+46	34+50	LT	72.2
30+46	34+50	RT	425	30+46	34+50	RT	74.6
34+50	36+46	LT	217.1	34+50	36+46	LT	38.1
34+50	36+46	RT	217.1	34+50	36+46	RT	38.1
36+74	40+00	LT	346.8	36+74	40+00	LT	60.9
36+74	40+00	RT	349.9	36+74	40+00	RT	61.4
40+00	41+00	LT	123.5	40+00	41+00	LT	21.7
40+00	45+50	RT	550	40+00	45+50	RT	96.6
41+18	41+39	LT	35.2	41+18	41+39	LT	6.2
45+50	45+90	RT	47	45+50	45+90	RT	8.3
47+00	49+71	LT	299.3	47+00	49+71	LT	52.5
Total			3021.9	Total			530.6

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FILE NAME = #FILE#	USER NAME = USER	DESIGNED - WS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LOOMIS AVENUE FROM THORNTON RD. TO 150TH ST. SCHEDULE OF QUANTITIES			SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 200.0000 '1' / IN.		DRAWN - WS	REVISED -					52	521-X-RS-1	COOK	44	5
PLOT DATE = 2/14/2011		CHECKED - RS	REVISED -					CONTRACT NO. 60K87				
		DATE - 01-21-2011	REVISED -					ILLINOIS FED. AID PROJECT				

SCALE: 20 SHEET NO. 1 OF 2 SHEETS STA. TO STA.

TREE REMOVAL

STATION	6"-15"	>15"	From	To	Offset	C & G REMOVAL FT
37+97	0	18				
38+15	8	0				
TOTAL	8	18				

TREE TRUNK PROTECTION

From	To	Quantity	Station	To	Offset	Area SY
30+00	35+50	11	30+46	30+66	LT	21
35+50	41+50	16	30+46	30+65	RT	20
41+50	47+50	1	32+57	34+60	LT	203
47+50	50+15	0	36+30	36+46	LT	25
			36+43	36+46	RT	13
			36+74	36+75	RT	12
			36+75	36+91	LT	26
						Total 320

TREE ROOT PRUNING

From	To	Quantity	Station	Offset	Area SY
30+00	35+50	4	5+64	c/l	13.4
			5+98	RT	8.6
			7+52	LT	13.5
			16+50	RT	7.6
			23+37	LT	9.5
			23+37	RT	9.3
			29+73	c/l	24
			30+26	c/l	25.7
			36+59	RT	9.3
			36+60	LT	9.3
			41+09	LT	6
			49+81	LT	8
			63+25	c/l	107.4
			TOTAL		252

PERIMETER EROSION BARRIER

From	To	Offset	Length	Station	Offset	DRIVEWAY PAVEMENT REMOVAL SQ YD
30+00	36+60	LT	556	31+69	LT	45.8
30+00	36+60	RT	528	31+88	RT	42.4
36+60	41+09	LT	421	37+85	RT	19
36+60	41+26	RT	389	38+30	RT	20.9
41+09	49+83	LT	833	39+25	RT	10.9
41+26	50+00	RT	803	43+31	RT	72.8
			TOTAL 3530	43+61	LT	64.9
				45+34	RT	419.8
				46+33	RT	29.7
				TOTAL		726

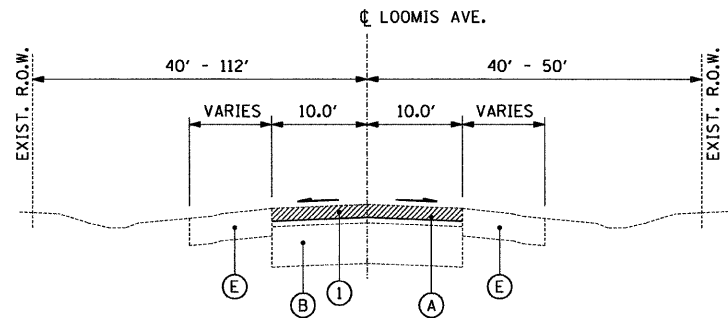
DITCH CHECKS

From	To	Offset	REMOVAL SQ FT
46+50		20	643
47+50		16	2,562
48+50		18	1,730
			201
			2,275
			2,288
			78
			968
			1,598
			2,412
			Total 14,755

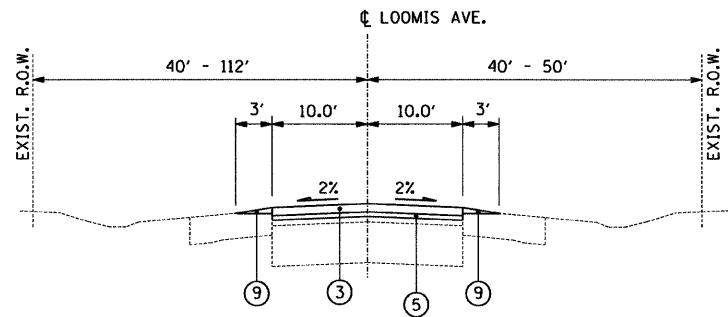
From	To	Offset	TOPSOIL	SODDING,	FERTILIZER NUTRIENTS			TEMPORARY	
			FURNISH AND SQ YD	SALT TOLERANT SQ YD	NITROGEN POUND	PHOSPHOROUS POUND	POTASSIUM POUND	EROSION CONTROL POUND	
30+37	31+82	RT	113.7	113.7	12.7	12.7	12.7	1	
30+33	30+73	LT	46.6	46.6	5.2	5.2	5.2	0.4	
31+09	31+60	LT	68	68	7.6	7.6	7.6	0.6	
31+78	32+43	LT	71.3	71.3	8	8	8	0.7	
31+95	32+49	RT	37.8	37.8	4.2	4.2	4.2	0.3	
32+45	32+97	LT	39.7	39.7	4.4	4.4	4.4	0.4	
32+61	33+00	RT	18.8	18.8	2.1	2.1	2.1	0.2	
33+01	33+48	LT	35.6	35.6	4	4	4	0.3	
33+12	34+50	RT	98.2	98.2	11	11	11	0.9	
33+50	33+90	LT	29.6	29.6	3.3	3.3	3.3	0.3	
33+92	34+26	LT	26	26	2.9	2.9	2.9	0.2	
33+28	34+58	LT	22	22	2.5	2.5	2.5	0.2	
34+60	34+91	LT	22.6	22.6	2.5	2.5	2.5	0.2	
34+93	35+25	LT	23.9	23.9	2.7	2.7	2.7	0.2	
35+27	35+57	LT	22.1	22.1	2.5	2.5	2.5	0.2	
35+59	35+93	LT	24.2	24.2	2.7	2.7	2.7	0.2	
35+95	36+28	LT	34	34	3.8	3.8	3.8	0.3	
36+33	36+43	LT	5.6	5.6	0.6	0.6	0.6	0.1	
34+50	35+35	RT	58.7	58.7	6.5	6.5	6.5	0.5	
35+47	36+29	RT	66	66	7.4	7.4	7.4	0.6	
36+34	36+42	RT	4.9	4.9	0.5	0.5	0.5	0	
36+78	36+86	LT	5	5	0.6	0.6	0.6	0	
36+76	36+86	RT	8.4	8.4	0.9	0.9	0.9	0.1	
36+91	38+32	LT	113.2	113.2	12.6	12.6	12.6	1	
38+34	38+57	LT	17	17	1.9	1.9	1.9	0.2	
38+59	38+66	LT	5	5	0.6	0.6	0.6	0	
38+68	38+91	LT	16.4	16.4	1.8	1.8	1.8	0.2	
38+93	39+09	LT	10.9	10.9	1.2	1.2	1.2	0.1	
39+11	39+26	LT	10.8	10.8	1.2	1.2	1.2	0.1	
39+28	39+68	LT	29.1	29.1	3.2	3.2	3.2	0.3	
39+70	39+93	LT	16.2	16.2	1.8	1.8	1.8	0.1	
36+91	37+78	RT	72	72	8	8	8	0.7	
37+92	38+24	RT	16.9	16.9	1.9	1.9	1.9	0.2	
38+36	39+17	RT	47.2	47.2	5.3	5.3	5.3	0.4	
39+33	40+00	RT	43.7	43.7	4.9	4.9	4.9	0.4	
39+95	40+97	LT	99	99	11	11	11	0.9	
40+00	40+49	RT	32.6	32.6	3.6	3.6	3.6	0.3	
40+61	41+20	RT	38	38	4.2	4.2	4.2	0.3	
41+23	43+54	LT	381.4	381.4	42.6	42.6	42.6	3.5	
41+32	41+79	RT	29.1	29.1	3.2	3.2	3.2	0.3	
41+91	42+47	RT	35.1	35.1	3.9	3.9	3.9	0.3	
42+67	43+22	RT	34.6	34.6	3.9	3.9	3.9	0.3	
43+42	45+23	RT	113.4	113.4	12.7	12.7	12.7	1	
43+67	45+50	LT	249.6	249.6	27.8	27.8	27.8	2.3	
45+43	45+50	RT	2.3	2.3	0.3	0.3	0.3	0	
45+50	49+67	LT	362.3	362.3	40.4	40.4	40.4	3.3	
45+50	46+24	RT	51.2	51.2	5.7	5.7	5.7	0.5	
46+42	50+15	RT	1293.8	1293.8	144.3	144.3	144.3	11.9	
49+98	50+15	LT	18.1	18.1	2	2	2	0.2	
			TOTAL	4,022	4,022	449	449	449	37

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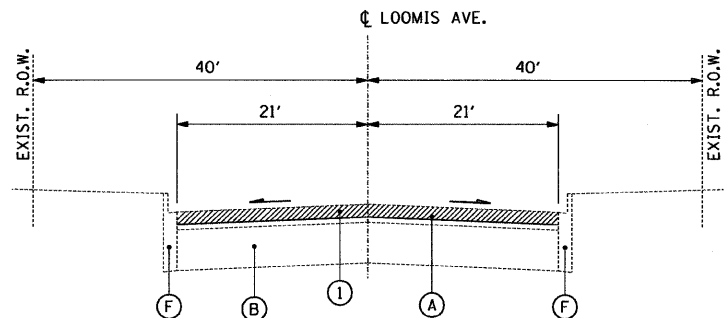
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#FILE#		DRAWN - WS	REVISED -					52	521-X-RS-1	COOK	44	6
	PLOT SCALE = 28.0000' / IN.	CHECKED - RS	REVISED -		SCALE: 20	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 60K87			
	PLOT DATE = 2/14/2011	DATE = 01-21-2011	REVISED -		ILLINOIS FED. AID PROJECT							



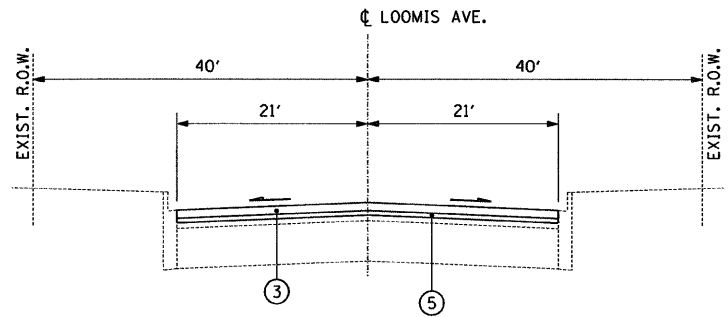
EXISTING TYPICAL SECTION - LOOMIS AVENUE
STA. 7+65 TO STA. 20+05



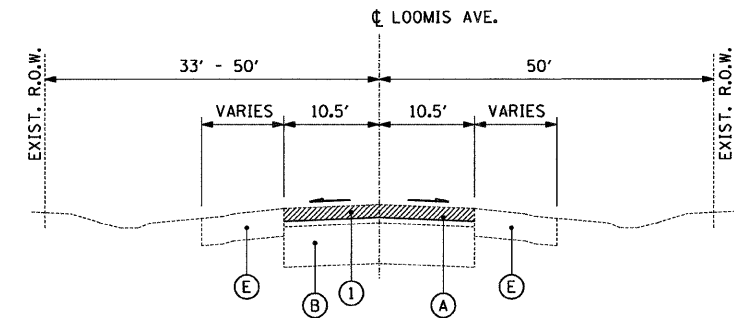
PROPOSED TYPICAL SECTION - LOOMIS AVENUE
STA. 7+65 TO STA. 20+05



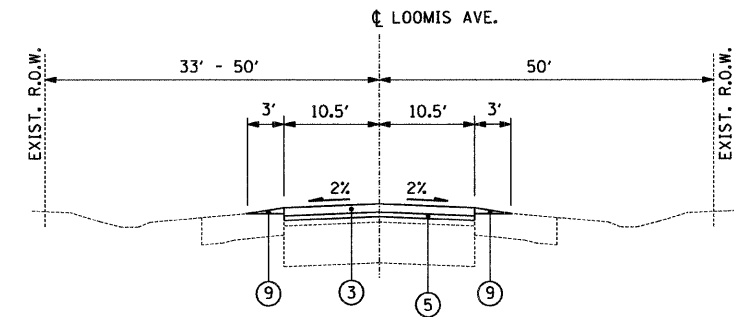
EXISTING TYPICAL SECTION - LOOMIS AVENUE
STA. 22+65 TO STA. 29+76



PROPOSED TYPICAL SECTION - LOOMIS AVENUE
STA. 22+65 TO STA. 29+76



EXISTING TYPICAL SECTION - LOOMIS AVENUE
STA. 50+15 TO STA. 63+25



PROPOSED TYPICAL SECTION - LOOMIS AVENUE
STA. 50+15 TO STA. 63+25

- LEGEND:**
- EXISTING CONDITIONS:**
- (A) HOT-MIX ASPHALT SURFACE COURSE, 3"
 - (B) PORTLAND CEMENT CONCRETE PAVEMENT, 9"
 - (C) HOT-MIX ASPHALT SHOULDER
 - (D) CONCRETE SIDEWALK
 - (E) AGGREGATE SHOULDER
 - (F) COMBINATION CONCRETE CURB & GUTTER

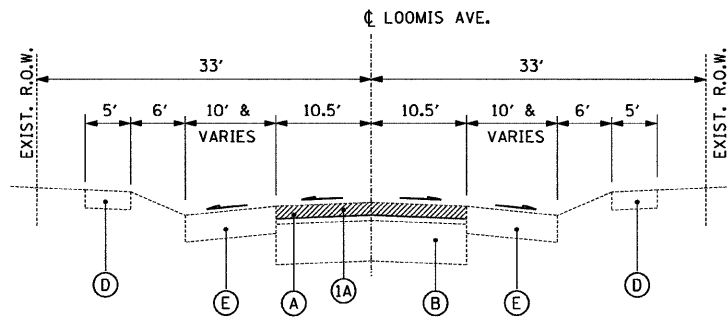
- PROPOSED CONDITIONS:**
- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4"
 - (2) HOT-MIX ASPHALT PAVED SHOULDER REMOVAL
 - (3) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (1-1/2")
 - (4) SUB-BASE GRANULAR MATERIAL TYPE "B", 4"
 - (5) POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50 (3/4")
 - (6) HOT-MIX ASPHALT BASE COURSE, 9-3/4"
 - (7) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
 - (8) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
 - (9) AGGREGATE WEDGE SHOULDER, TYPE B
 - (10) TOPSOIL FURNISH AND PLACE, 4"
 - (11) SODDING, SALT TOLERANT

THE CONTRACTOR SHALL MILL BEFORE PATCHING

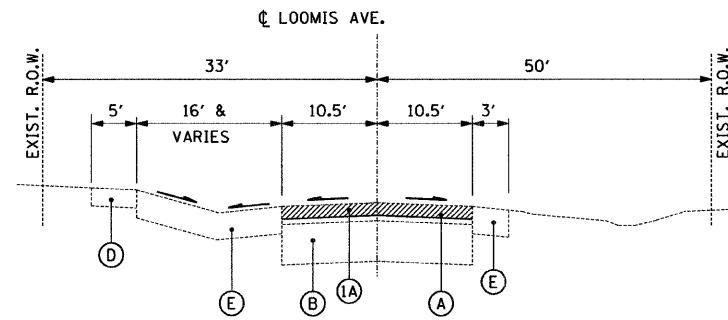
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT WIDENING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 1 1/2"	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50 3/4"	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE, 9 3/4" (HMA BINDER COURSE, IL-19mm) (IN 3 LIFTS)	4% @ 70 GYR
PATCHING	
CLASS D PATCHES (HMA BINDER IL 19mm) - 10"	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE A IS 112 LBS/SQ YD/IN.
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

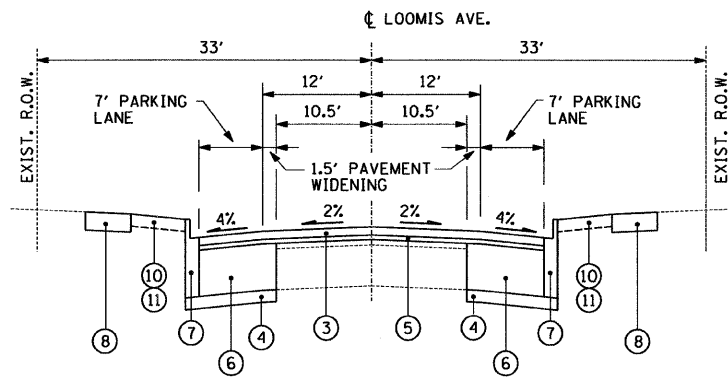
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 CHECKED - RS
 DATE - 01-21-2011
 PLOT SCALE = 10.0000' / IN.
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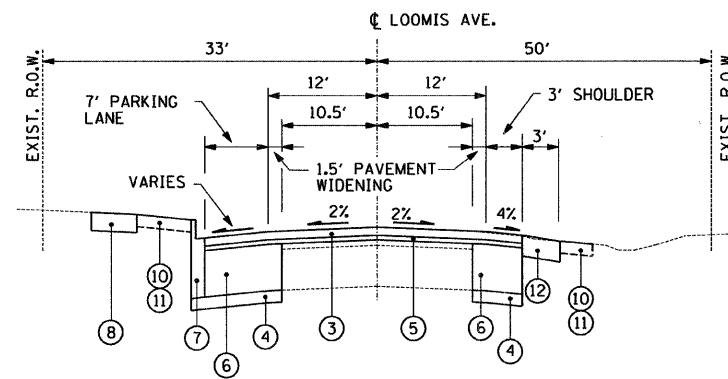
EXISTING TYPICAL SECTION - LOOMIS AVENUE
STA. 31+00 TO STA. 41+00



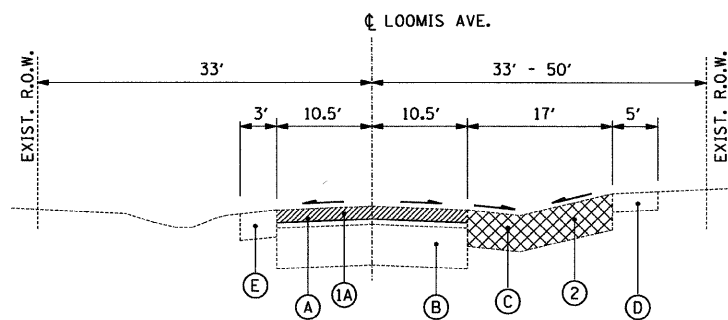
EXISTING TYPICAL SECTION - LOOMIS AVENUE
STA. 47+00 TO STA. 50+15



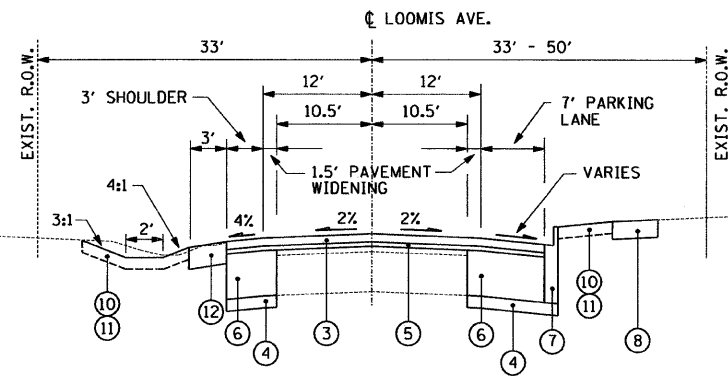
PROPOSED TYPICAL SECTION - LOOMIS AVENUE
STA. 31+00 TO STA. 41+00



PROPOSED TYPICAL SECTION - LOOMIS AVENUE
STA. 47+00 TO STA. 50+15



EXISTING TYPICAL SECTION - LOOMIS AVENUE
STA. 41+00 TO STA. 47+00



PROPOSED TYPICAL SECTION - LOOMIS AVENUE
STA. 41+00 TO STA. 47+00

LEGEND:

EXISTING CONDITIONS:

- (A) HOT-MIX ASPHALT SURFACE COURSE, 3"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 9"
- (C) HOT-MIX ASPHALT SHOULDER
- (D) CONCRETE SIDEWALK
- (E) AGGREGATE SHOULDER
- (F) COMBINATION CONCRETE CURB & GUTTER

PROPOSED CONDITIONS:

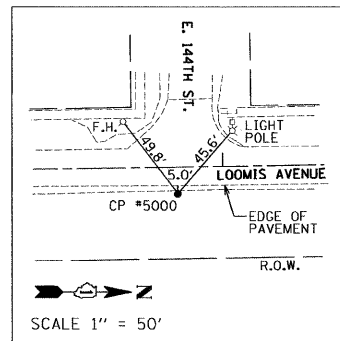
- (1A) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (2) HOT-MIX ASPHALT PAVED SHOULDER REMOVAL
- (3) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (1-1/2")
- (4) SUB-BASE GRANULAR MATERIAL TYPE "B", 4"
- (5) POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50 (3/4")
- (6) HOT-MIX ASPHALT BASE COURSE, 9-3/4"
- (7) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- (8) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (9) AGGREGATE WEDGE SHOULDER, TYPE B
- (10) TOPSOIL FURNISH AND PLACE, 4"
- (11) SODDING, SALT TOLERANT
- (12) AGGREGATE SHOULDER, TYPE B, 8"

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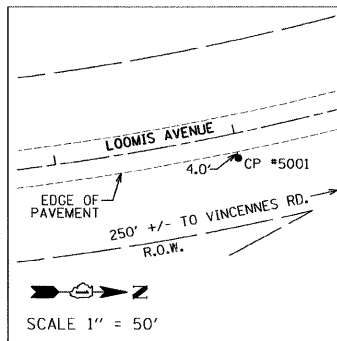
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#FILEL#		DRAWN - WS	REVISED -					52	521-X-RS-1	COOK	44	8
PLOT SCALE = 1/8" = 1'-0"		CHECKED - RS	REVISED -		SCALE: 20			SHEET NO. 2 OF 2 SHEETS			CONTRACT NO. 60K87	
PLOT DATE = 2/14/2011		DATE - 01-21-2011	REVISED -		STA. TO STA.			ILLINOIS FED. AID PROJECT				



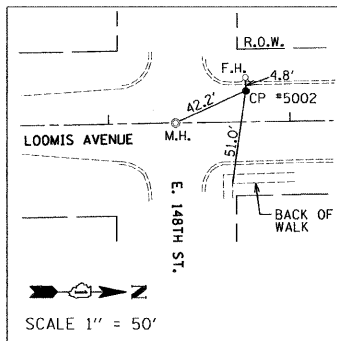
SCALE 1" = 200'



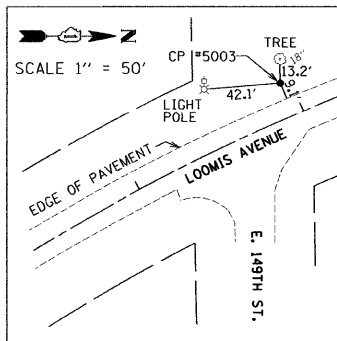
CONTROL POINT #5000
SET 5/8" REBAR IN GRASS
STATION 49+75.14, 14.55' RT.
N 1,807,789.02
E 1,170,760.72



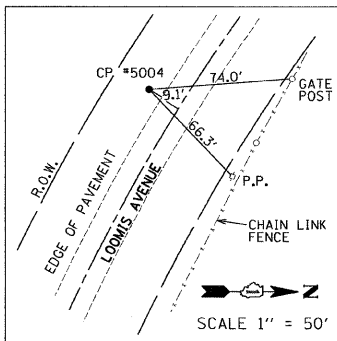
CONTROL POINT #5001
SET 5/8" REBAR IN GRASS
STATION 58+99.63, 13.65' RT.
N 1,808,713.92
E 1,170,719.16



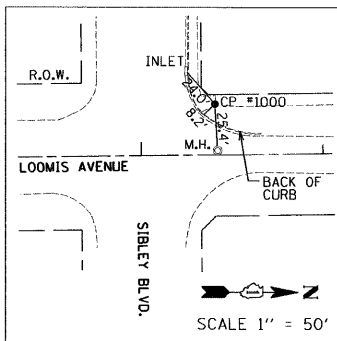
CONTROL POINT #5002
SET PK NAIL IN ASPHALT ROAD
STATION 23+75.88, 16.94' LT.
N 1,805,189.52
E 1,170,767.33



CONTROL POINT #5003
SET 5/8" REBAR IN GRAVEL SHOULDER
STATION 16+94.32, 19.08' LT.
N 1,804,513.14
E 1,170,862.03

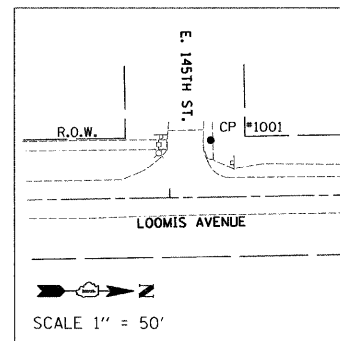


CONTROL POINT #5004
SET 5/8" REBAR IN GRAVEL SHOULDER
STATION 10+00.49, 19.25' LT.
N 1,803,983.28
E 1,171,311.96

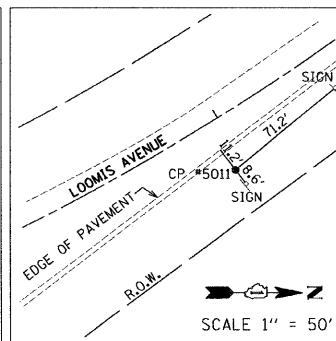


CONTROL POINT #1000
FOUND CHISELED 'X' IN CONCRETE WALK
STATION 30+40.80, 27.84' LT.
N 1,805,854.34
E 1,170,748.11

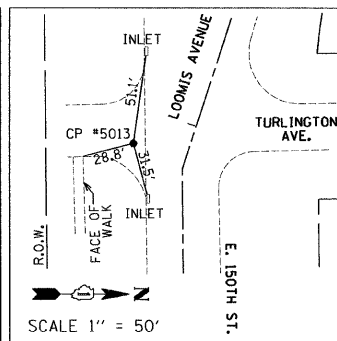
ALIGNMENT COORDINATES - LOOMIS AVENUE			
	STATION	N	E
POB	2+12.02	1,803,842.02	1,172,077.53
POT	5+75.10	1,803,838.62	1,171,714.46
PC	7+46.86	1,803,892.12	1,171,551.25
PI	9+94.32	1,803,969.20	1,171,316.10
PT	12+32.74	1,804,143.92	1,171,140.86
PC	12+59.49	1,804,162.80	1,171,121.92
PI	17+19.09	1,804,487.31	1,170,796.46
PT	21+32.87	1,804,946.84	1,170,788.49
POT	24+05.49	1,805,219.42	1,170,783.76
POT	30+53.94	1,805,867.82	1,170,775.78
POT	50+00.45	1,807,814.09	1,170,745.78
PC	56+27.33	1,808,440.90	1,170,735.93
PI	61+20.86	1,808,934.37	1,170,728.18
PT	65+77.68	1,809,317.74	1,170,417.39
POT	67+97.26	1,809,488.31	1,170,279.11



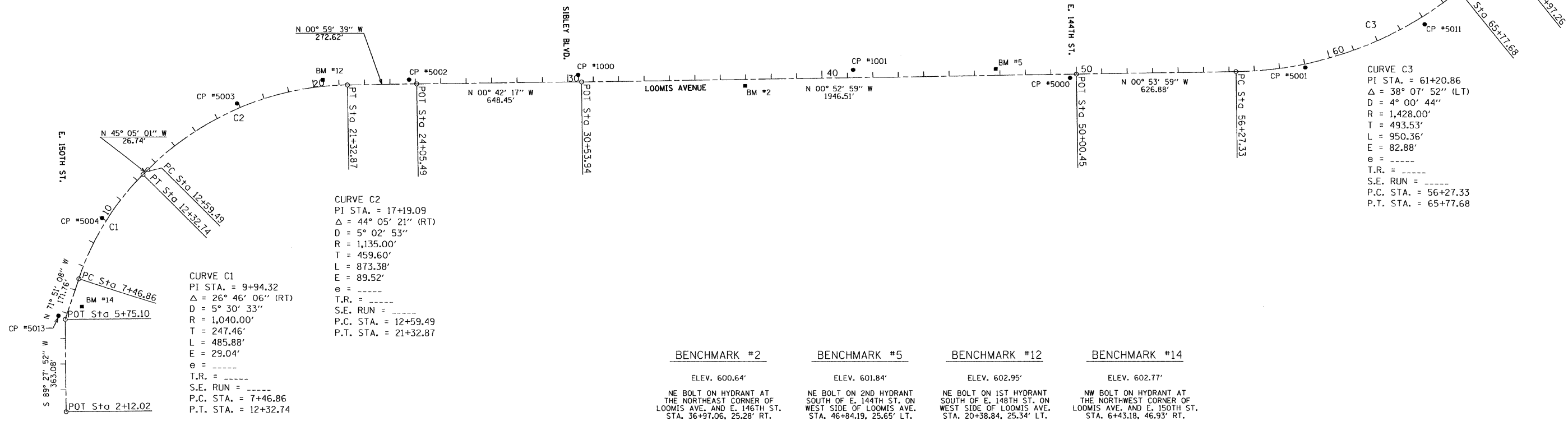
CONTROL POINT #1001
FOUND PK NAIL IN CONCRETE WALK
STATION 41+23.19, 31.21' LT.
N 1,806,936.46
E 1,170,728.09



CONTROL POINT #5011
SET 5/8" REBAR IN GRASS
STATION 63+93.55, 29.53' RT.
N 1,809,183.13
E 1,170,548.96

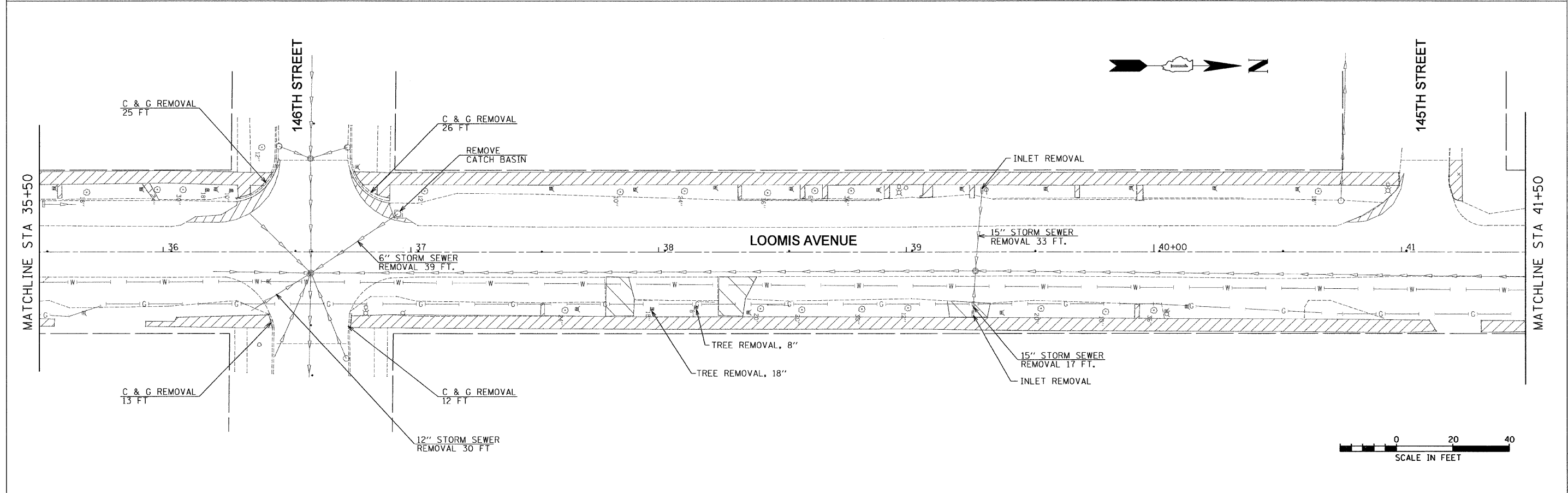
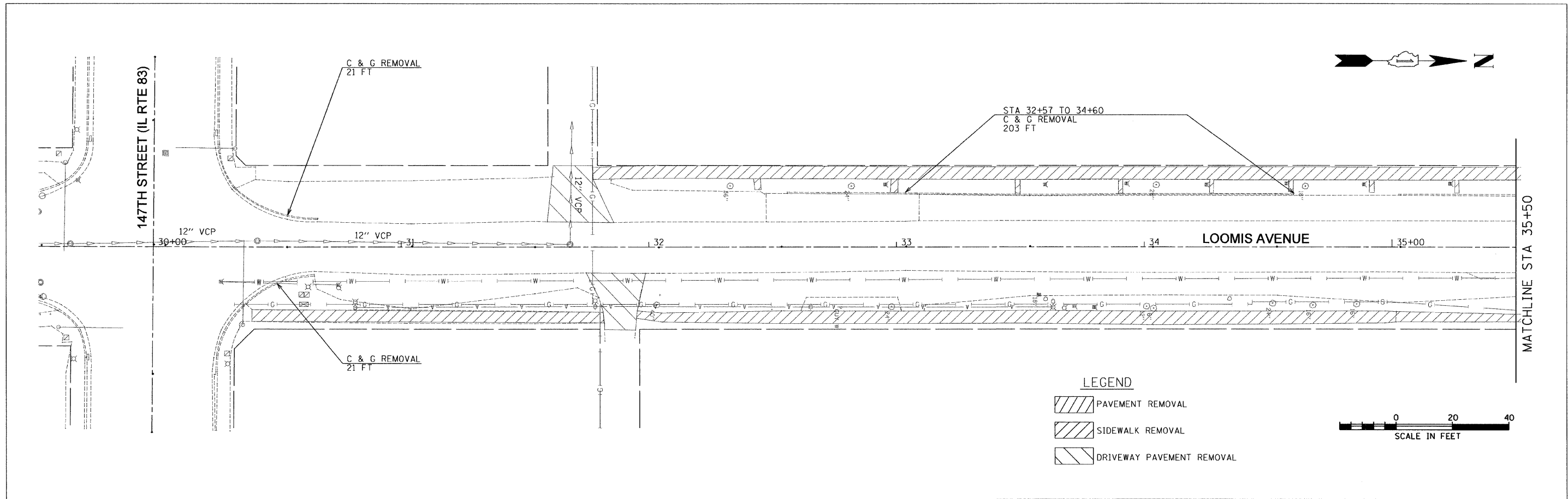


CONTROL POINT #5013
FOUND PK NAIL IN ASPHALT DRIVE
STATION 5+80.35, 29.94' LT.
N 1,803,811.80
E 1,171,700.15

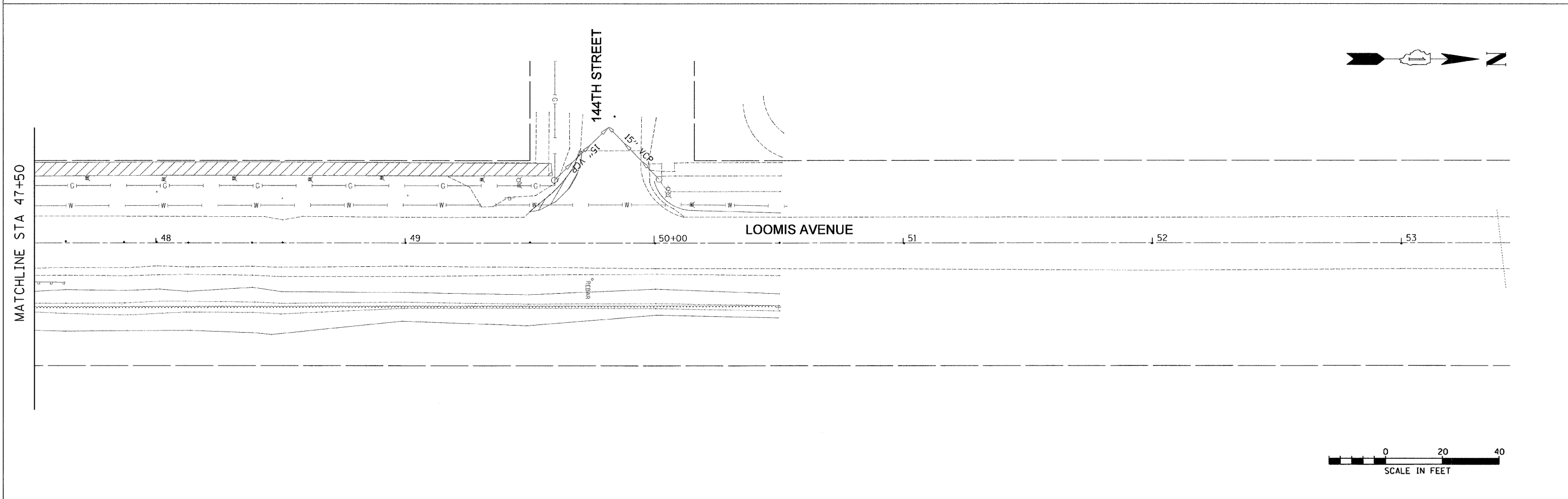
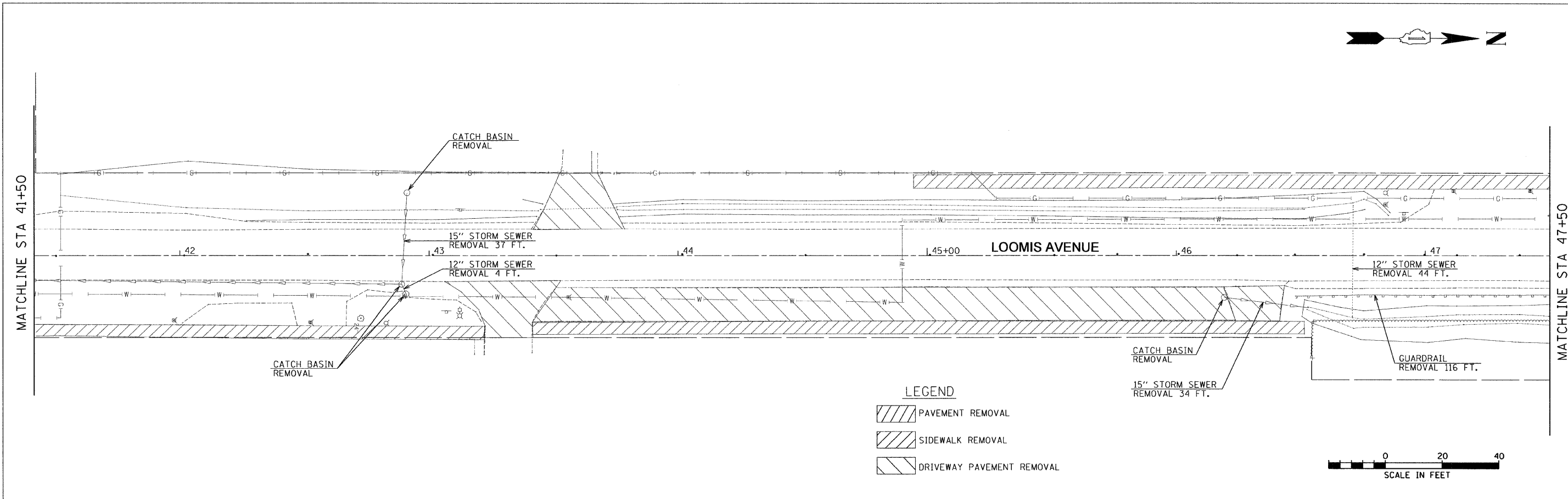


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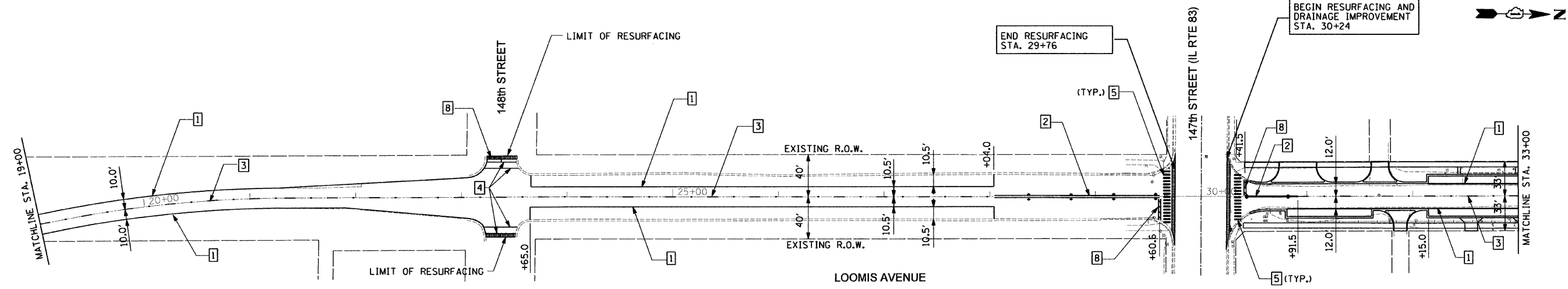
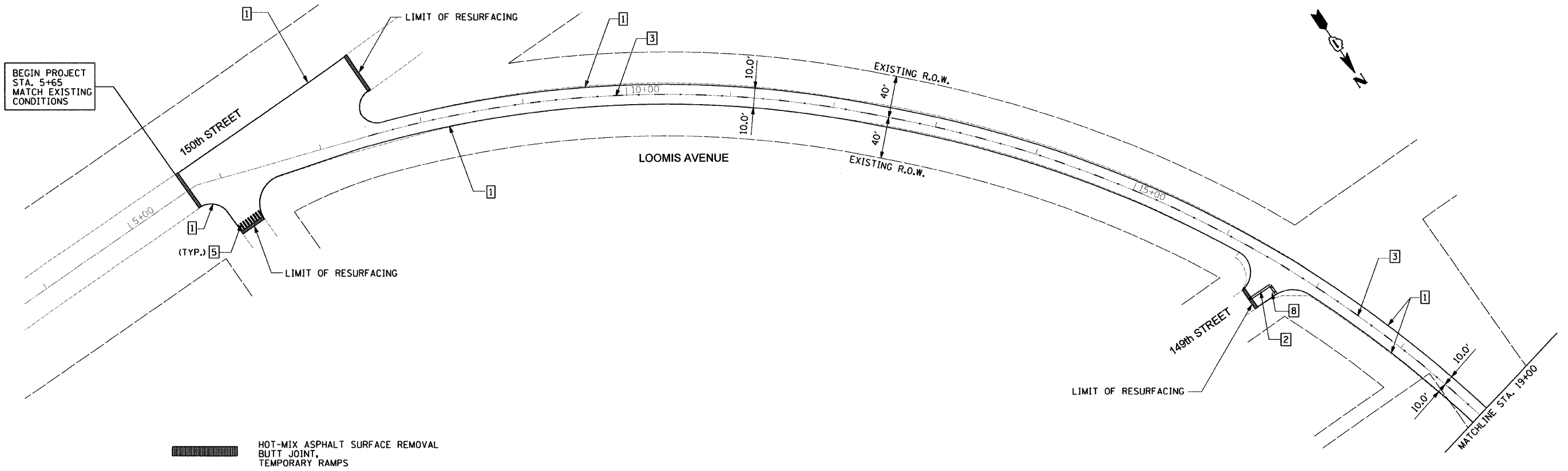
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		DATE - 01-21-2011	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: 20		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.			



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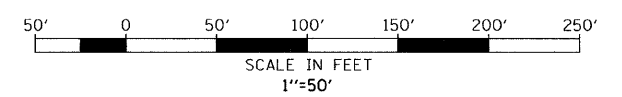


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		DATE - 01-21-2011	REVISED -		ILLINOIS FED. AID PROJECT								



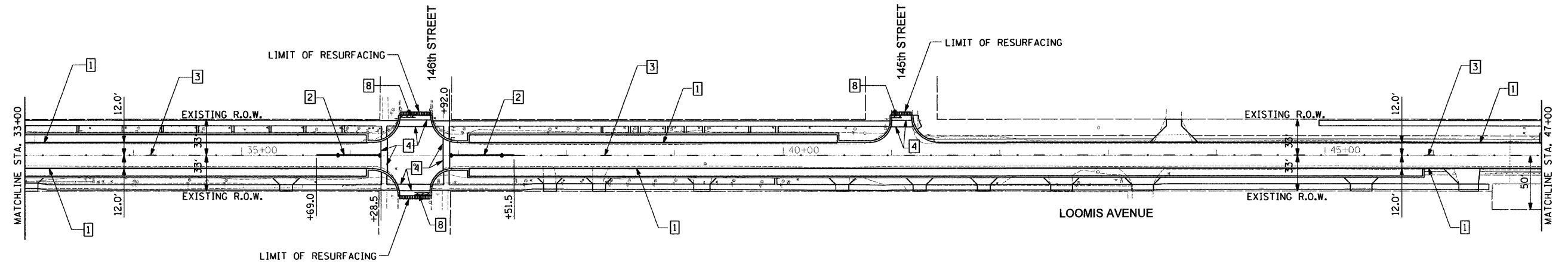
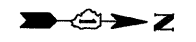
LEGEND

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SOLID LANE LINE)
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID, 2 @ 11" C-C W/2 AMBER 2 WAY RPM'S)
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW LANE LINE - 10' DASH, 30' SKIP W/ 2 WAY AMBER @ 80' RPM'S)
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID CROSSWALK LINE)
- 5 THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID CROSSWALK LINE)
- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID LINE)
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONAL LINE)
- 8 THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE STOP LINE)

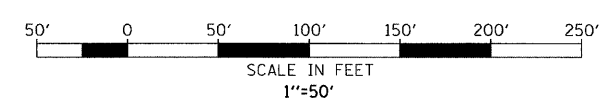
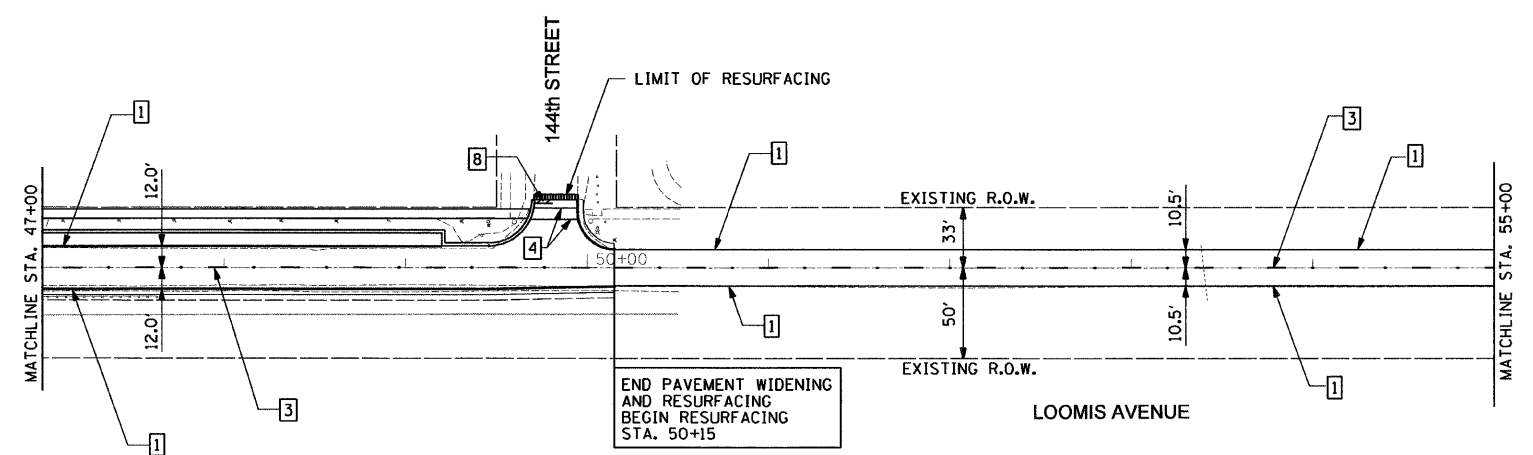


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HOT-MIX ASPHALT SURFACE REMOVAL
 BUTT JOINT,
 TEMPORARY RAMPS

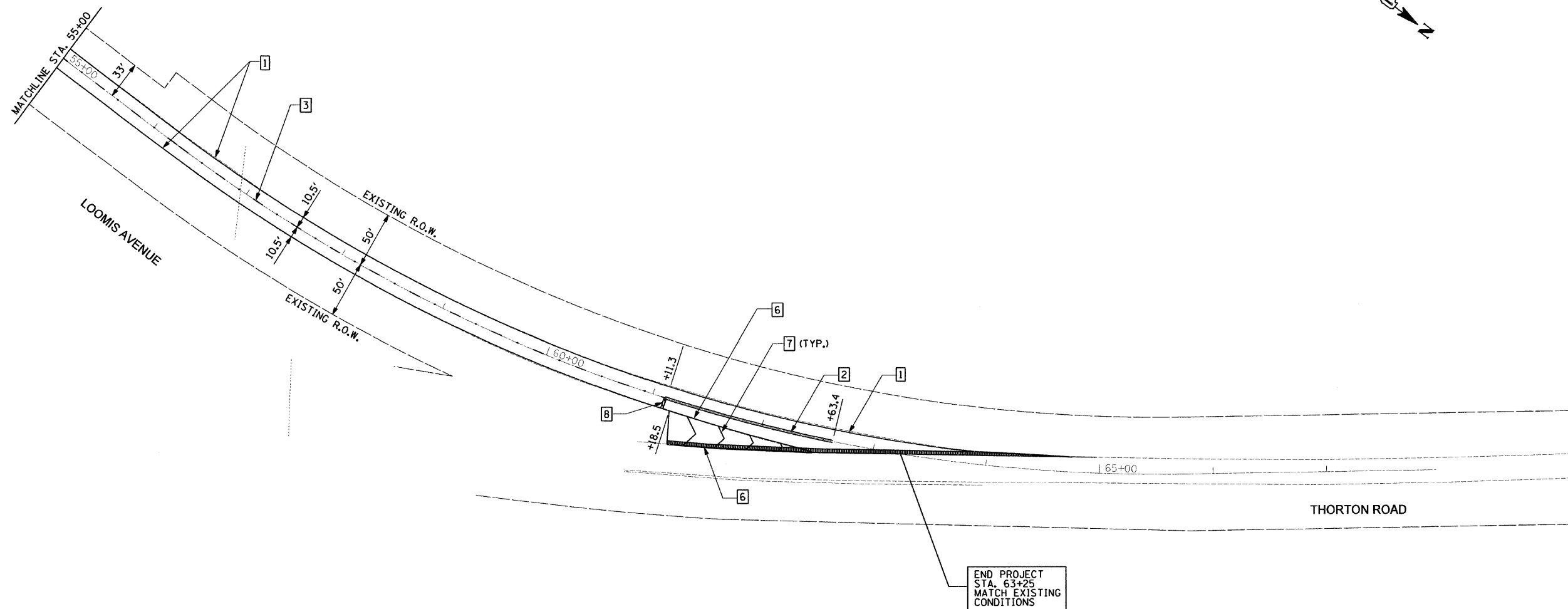



LEGEND

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SOLID LANE LINE)
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID, 2 @ 11" C-C W/2 AMBER 2 WAY RPM'S)
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW LANE LINE - 10' DASH, 30' SKIP W/ 2 WAY AMBER @ 80' RPM'S)
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID CROSSWALK LINE)
- 5 THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID CROSSWALK LINE)
- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID LINE)
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONAL LINE)
- 8 THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE STOP LINE)

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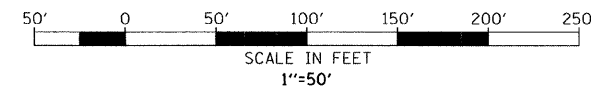
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					SCALE: 50	SHEET NO. 2 OF 3 SHEETS		STA. 33+00 TO STA. 55+00			



 HOT-MIX ASPHALT SURFACE REMOVAL
BUTT JOINT,
TEMPORARY RAMPS

LEGEND

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SOLID LANE LINE)
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID, 2 @ 11" C-C W/2 AMBER 2 WAY RPM'S)
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW LANE LINE - 10' DASH, 30' SKIP W/ 2 WAY AMBER @ 80' RPM'S)
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID CROSSWALK LINE)
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- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID LINE)
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONAL LINE)
- 8 THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE STOP LINE)

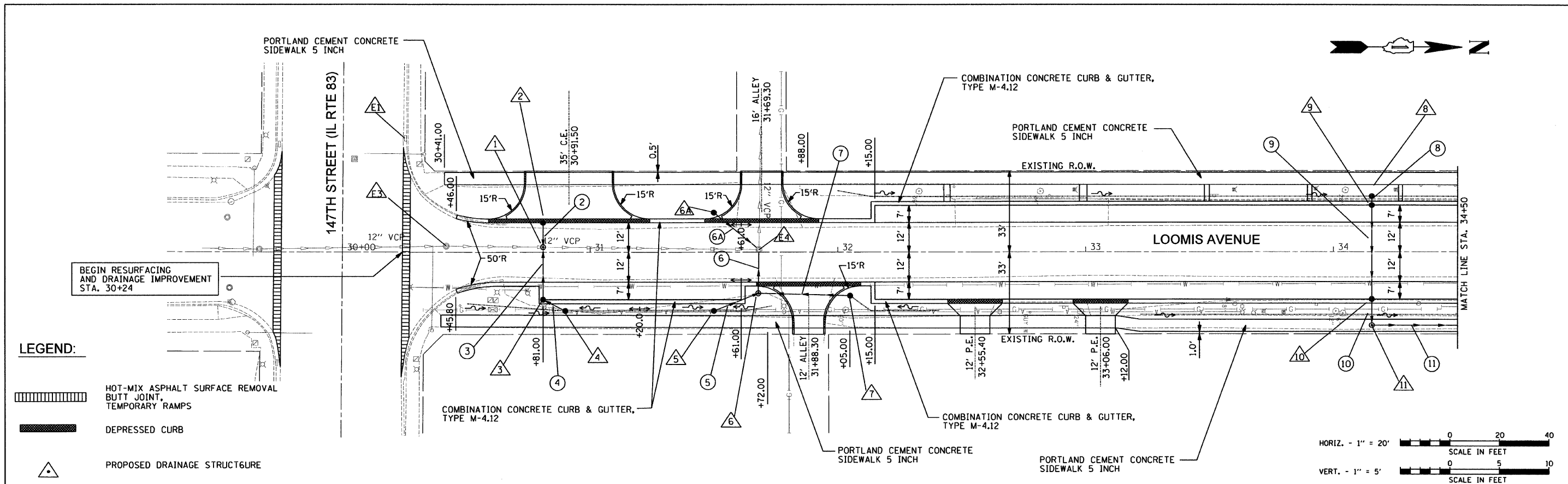


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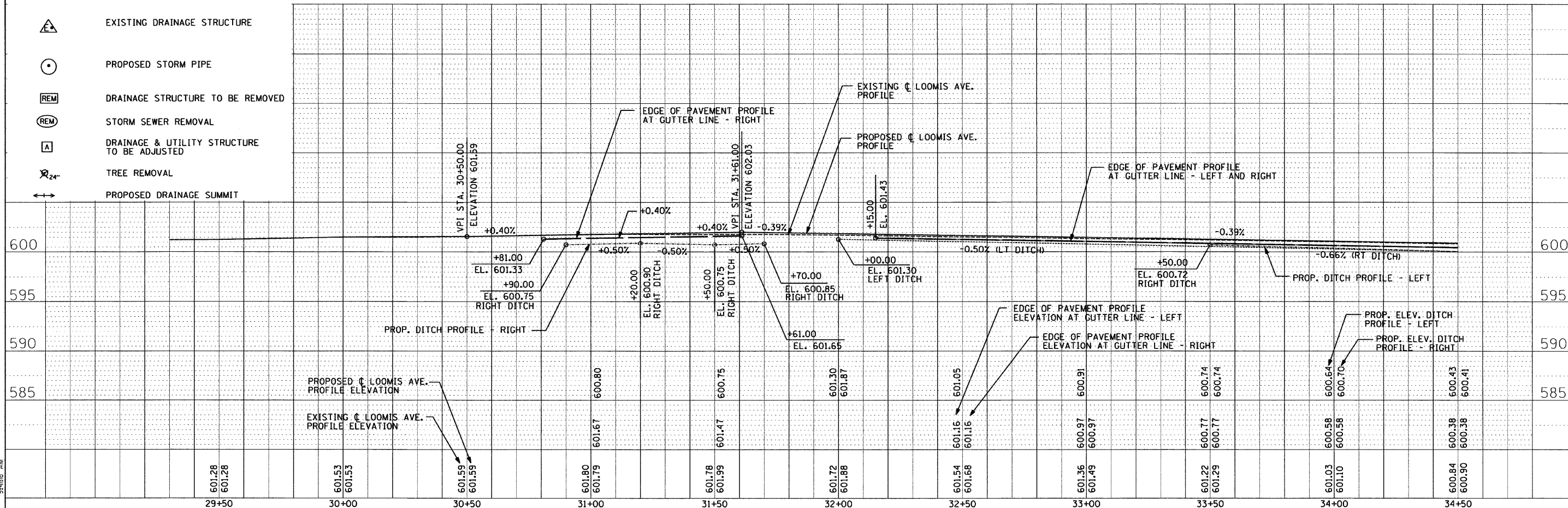
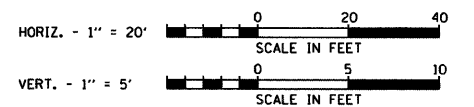
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					SCALE: 50	SHEET NO. 3 OF 3 SHEETS		STA. 55+00 TO STA. 63+25			

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- LEGEND:**
- HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT, TEMPORARY RAMPS
 - DEPRESSED CURB
 - PROPOSED DRAINAGE STRUCTURE
 - EXISTING DRAINAGE STRUCTURE
 - PROPOSED STORM PIPE
 - DRAINAGE STRUCTURE TO BE REMOVED
 - STORM SEWER REMOVAL
 - DRAINAGE & UTILITY STRUCTURE TO BE ADJUSTED
 - TREE REMOVAL
 - PROPOSED DRAINAGE SUMMIT

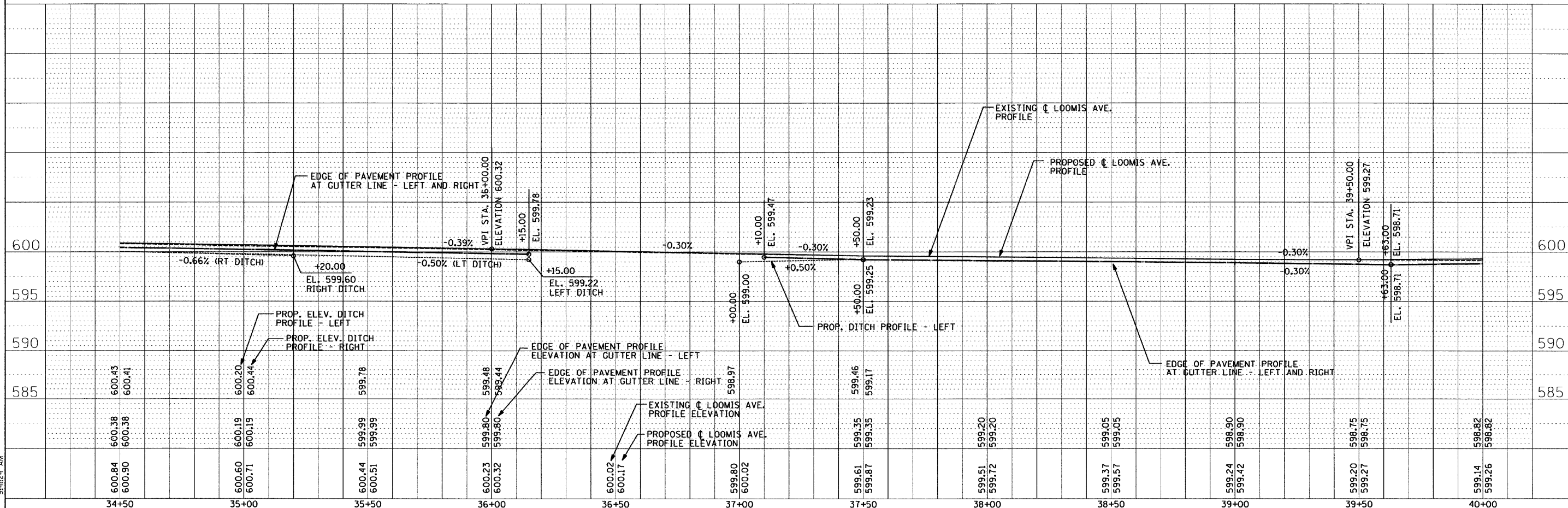
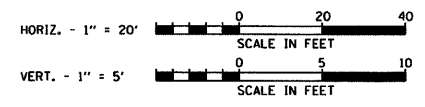
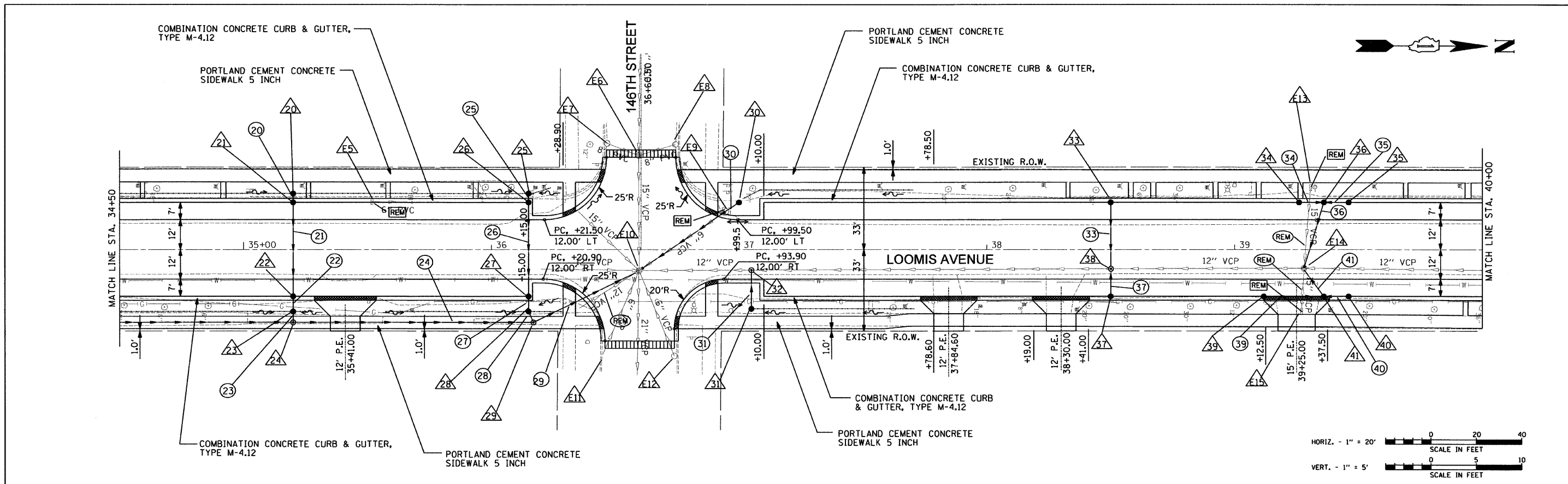


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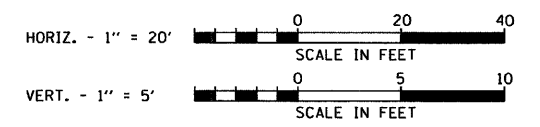
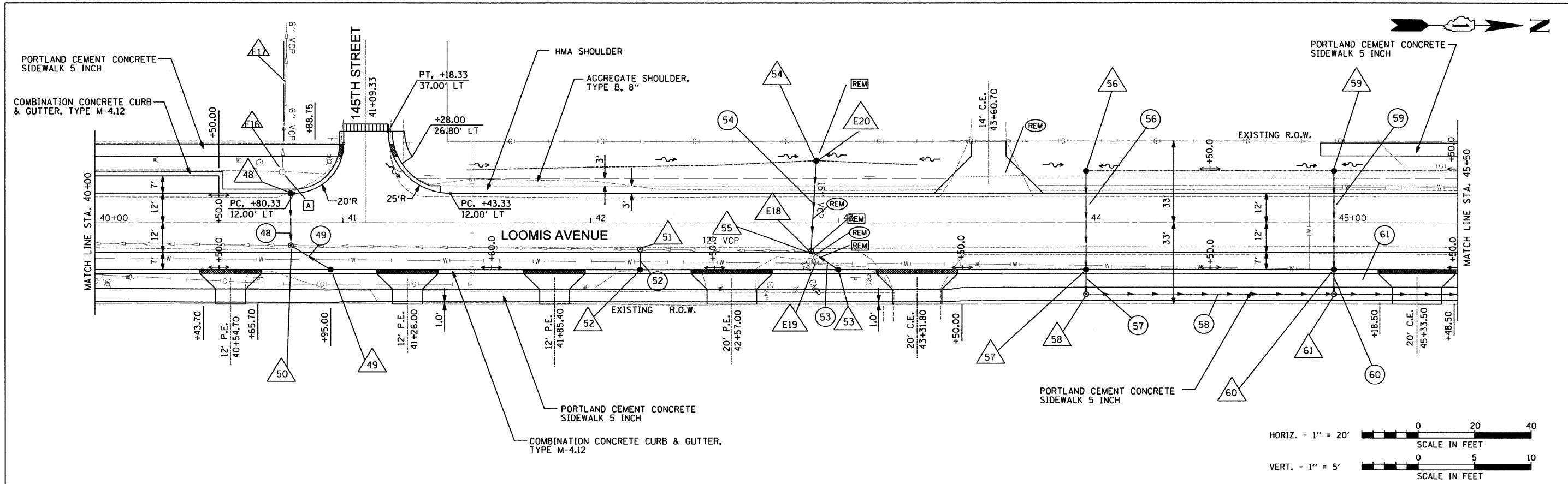
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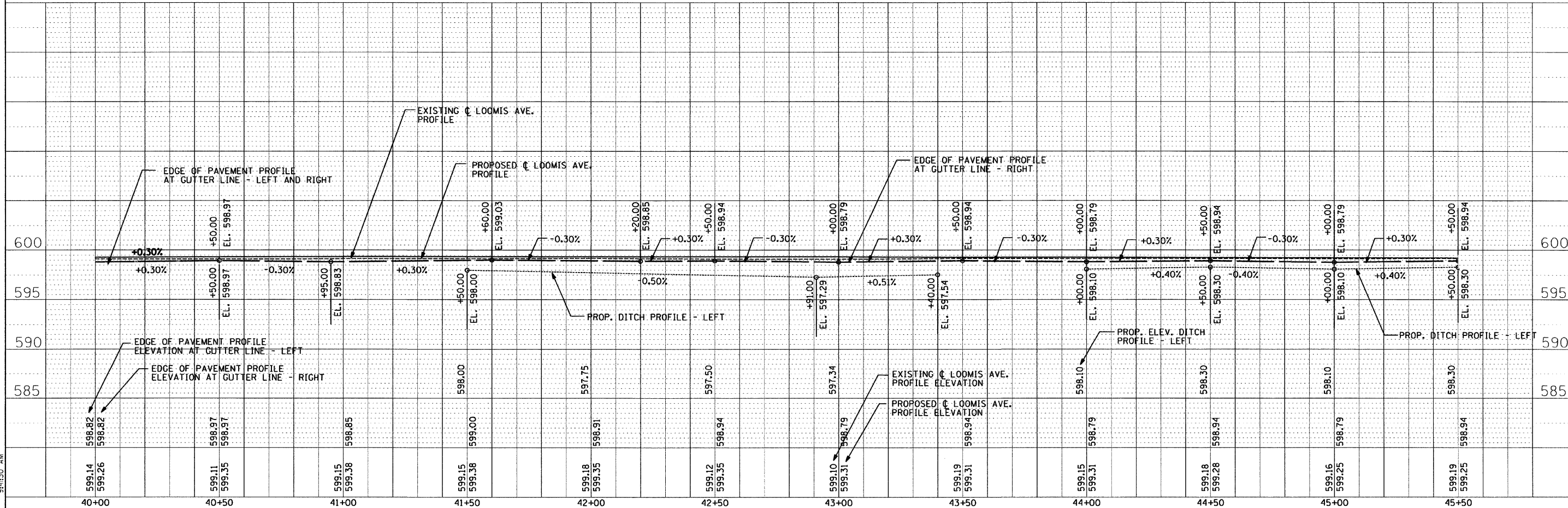
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PLOT DATE = 2/14/2011		DATE - 01-21-2010	REVISED -			ILLINOIS FED. AID PROJECT					
SCALE: 10H 5V		SHEET NO. 2 OF 4 SHEETS				STA. 34+50 TO STA. 40+00					

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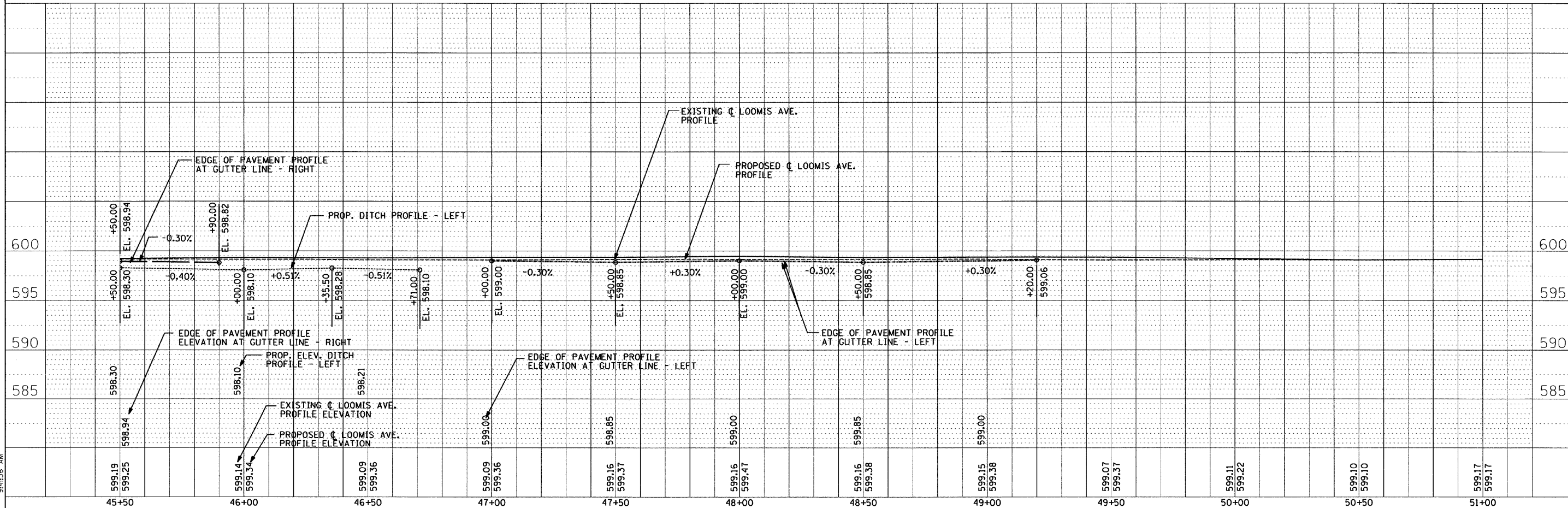
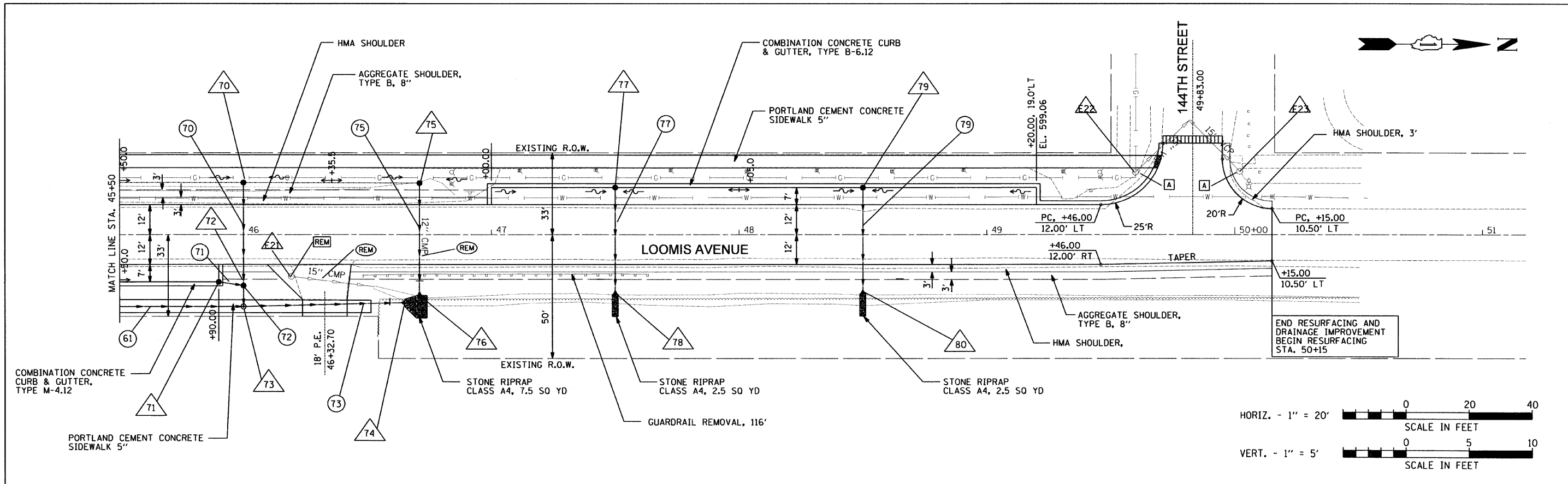
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FILE NAME =	USER NAME = USER	DESIGNED - WS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LOOMIS AVENUE FROM THORNTON RD. TO 150TH ST. ROADWAY AND DRAINAGE IMPROVEMENTS	SBI	SECTION	COUNTY	TOTAL	SHEET	
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NOTE BOOK NO.	
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FILE NAME =	USER NAME = .USER.	DESIGNED - WS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LOOMIS AVENUE FROM THORNTON RD. TO 150TH ST. ROADWAY AND DRAINAGE IMPROVEMENTS	SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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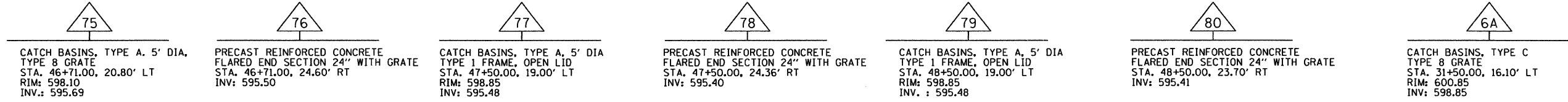
PROPOSED STRUCTURES:

<p>1</p> <p>MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID STA. 30+81.00, 2.05' LT RIM: 601.67 INV. (W): 596.74 INV. (E): 596.56 INV. (N & S): 596.22 (EXIST. 12")</p>	<p>2</p> <p>CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID STA. 30+81.00, 12.00' RT RIM: 601.47 INV.: 596.77</p>	<p>3</p> <p>CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID STA. 30+81.00, 19.00' RT RIM: 601.19 INV. (N): 596.73 INV. (W): 596.63</p>	<p>4</p> <p>CATCH BASINS, TYPE C, TYPE 8 GRATE STA. 30+90.00, 23.50' RT RIM: 600.75 INV.: 596.76</p>	<p>5</p> <p>CATCH BASINS, TYPE C, TYPE 8 GRATE STA. 31+50.00, 23.50' RT RIM: 600.75 INV.: 598.05</p>	<p>6</p> <p>MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID STA. 31+67.90, 16.50' RT RIM: 602.14 INV. (W): 597.19 (EXIST. 12") INV. (E): 597.19 (EXIST. 12") INV. (S): 597.98 INV. (N): 597.90</p>	<p>7</p> <p>CATCH BASINS, TYPE C, TYPE 8 GRATE STA. 32+05.00, 17.50' RT RIM: 600.87 INV.: 598.05</p>	<p>8</p> <p>CATCH BASINS, TYPE C, TYPE 8 GRATE STA. 34+15.50, 22.60' LT RIM: 600.58 INV.: 597.25</p>	<p>9</p> <p>CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID STA. 34+15.50, 19.00' LT RIM: 600.52 INV. (W): 597.23 INV. (E): 597.13</p>
<p>10</p> <p>CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID STA. 34+15.50, 19.00' RT RIM: 600.52 INV. (W): 596.98 INV. (E): 596.88</p>	<p>11</p> <p>MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID STA. 34+15.50, 29.50' RT RIM: 600.87 INV. (W): 596.83 INV. (N): 596.58</p>	<p>20</p> <p>CATCH BASINS, TYPE C, TYPE 8 GRATE STA. 35+20.00, 22.60' LT RIM: 600.10 INV.: 596.87</p>	<p>21</p> <p>CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID STA. 35+20.00, 19.00' LT RIM: 600.11 INV. (W): 596.86 INV. (E): 596.76</p>	<p>22</p> <p>CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID STA. 35+20.00, 19.00' RT RIM: 600.11 INV. (W): 596.61 INV. (E): 596.51</p>	<p>23</p> <p>CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID STA. 35+20.00, 25.00' RT RIM: 599.96 INV. (W): 596.50 INV. (E): 596.40</p>	<p>24</p> <p>MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID STA. 35+20.00, 29.50' RT RIM: 600.20 INV. (W): 596.39 INV. (S): 596.14 INV. (N): 595.89</p>	<p>25</p> <p>CATCH BASINS, TYPE C, TYPE 8 GRATE STA. 36+15.00, 22.60' LT RIM: 599.42 INV.: 596.53</p>	<p>26</p> <p>CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID STA. 36+15.00, 19.00' LT RIM: 599.64 INV. (W): 596.52 INV. (E): 596.42</p>
<p>27</p> <p>CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID STA. 36+15.00, 19.00' RT RIM: 599.64 INV. (W): 596.27 INV. (E): 596.17</p>	<p>28</p> <p>CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID STA. 36+15.00, 25.00' RT RIM: 599.10 INV. (W): 596.16 INV. (E): 596.06</p>	<p>29</p> <p>MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID STA. 36+17.00, 29.50' RT RIM: 599.23 INV. (W): 596.05 INV. (S): 595.65 INV. (N): 595.55</p>	<p>30</p> <p>CATCH BASINS, TYPE C, TYPE 8 GRATE STA. 37+00.00, 19.00' LT RIM: 599.00 INV.: 596.62</p>	<p>31</p> <p>CATCH BASINS, TYPE C, TYPE 8 GRATE STA. 37+05.00, 24.00' RT RIM: 598.97 INV.: 594.67</p>	<p>32</p> <p>MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID STA. 37+05.00, 8.35' RT RIM: 599.61 INV. (E): 594.61 INV. (N): 592.74 (EXIST. 12") INV. (S): 592.74 (EXIST. 12")</p>	<p>33</p> <p>CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID STA. 38+50.00, 19.00' LT RIM: 599.05 INV.: 595.55</p>	<p>34</p> <p>CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID STA. 39+53.00, 19.00' LT RIM: 598.74 INV.: 595.31</p>	
<p>35</p> <p>CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID STA. 39+73.00, 19.00' LT RIM: 598.74 INV.: 595.31</p>	<p>36</p> <p>CATCH BASINS, TYPE A, 4'-DIA. TYPE 1 FRAME, OPEN LID STA. 39+63.00, 19.00' LT RIM: 598.71 INV. (E): 594.97 INV. (S): 595.21 INV. (N): 595.21</p>	<p>37</p> <p>CATCH BASINS, TYPE A, 4'-DIA. TYPE 1 FRAME, OPEN LID STA. 38+50.00, 19.00' RT RIM: 599.05 INV.: 594.44</p>	<p>38</p> <p>MANHOLES, TYPE A, 4'-DIA. TYPE 1 FRAME, CLOSED LID STA. 38+50.00, 8.35' RT RIM: 599.40 INV. (W): 594.77 INV. (E): 595.67 INV. (N): 594.33</p>	<p>39</p> <p>CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID STA. 39+12.00, 19.00' RT RIM: 598.86 INV.: 595.27</p>	<p>40</p> <p>CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID STA. 39+73.00, 19.00' RT RIM: 598.74 INV.: 595.20</p>	<p>41</p> <p>CATCH BASINS, TYPE A, 4'-DIA. TYPE 1 FRAME, OPEN LID STA. 39+63.00, 19.00' RT RIM: 599.71 INV. (W): 595.06 INV. (S): 595.16 INV. (N): 595.16</p>	<p>48</p> <p>CATCH BASINS, TYPE A, 4'-DIA. TYPE 1 FRAME, OPEN LID FLAT TOP SLAB STA. 40+80.3, 12.00' LT RIM: 599.04 INV. 595.07</p>	<p>49</p> <p>CATCH BASINS, TYPE A, 4' DIA. TYPE 1 FRAME, OPEN LID STA. 40+95.00, 19.00' RT RIM: 598.84 INV.: 595.03</p>
<p>50</p> <p>MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID STA. 40+80.3, 9.2' RT RIM: 599.18 INV. (E): 594.98 INV. (N & S): 593.07</p>	<p>51</p> <p>MANHOLES, TYPE A, 4'-DIA. TYPE 1 FRAME, CLOSED LID STA. 42+20.00, 10.7' RT RIM: 599.13 INV. (E): 594.81 INV. (N & S): 593.17</p>	<p>52</p> <p>CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID STA. 42+20.00, 19.00' RT RIM: 598.85 INV.: 594.85</p>	<p>53</p> <p>CATCH BASINS, TYPE A, 4'-DIA. TYPE 1 FRAME, OPEN LID STA. 43+00.00, 19.00' RT RIM: 598.79 INV.: 594.79</p>	<p>54</p> <p>CATCH BASINS, TYPE C, TYPE 8 GRATE STA. 42+91.00, 25.20' LT RIM: 597.29 INV.: 593.90</p>	<p>55</p> <p>MANHOLES, TYPE A, 4'-DIA. TYPE 1 FRAME, CLOSED LID STA. 42+89.00, 11.50' RT RIM: 599.09 INV. (W): 593.75 INV. (E): 594.74 INV. (S): 593.22 (EX.)</p>	<p>56</p> <p>CATCH BASINS, TYPE C, TYPE 8 GRATE STA. 44+00.00, 21.00' LT RIM: 598.10 INV.: 596.53</p>	<p>57</p> <p>CATCH BASINS, TYPE A, 4' DIA. TYPE 1 FRAME, OPEN LID STA. 44+00.00, 19.00' RT RIM: 598.79 INV. (W): 596.37 INV. (E): 596.32</p>	<p>58</p> <p>MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID STA. 44+00.00, 29.00' RT RIM: 599.42 INV. (W): 596.29 INV. (N): 596.22</p>
<p>59</p> <p>CATCH BASINS, TYPE C, TYPE 8 GRATE STA. 45+00.00, 21.40' LT RIM: 598.10 INV.: 596.15</p>	<p>60</p> <p>CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID STA. 45+00.00, 19.00' RT RIM: 598.79 INV. (W): 596.00 INV. (E): 596.00</p>	<p>61</p> <p>MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID STA. 45+00.00, 29.00' RT RIM: 599.55 INV. (W): 595.96 INV. (S): 595.96 INV. (N): 595.96</p>	<p>70</p> <p>CATCH BASINS, TYPE C, TYPE 8 GRATE STA. 46+00.00, 21.80' LT RIM: 598.10 INV.: 596.18</p>	<p>71</p> <p>CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID STA. 45+90.00, 19.00' RT RIM: 598.82 INV.: 596.03</p>	<p>72</p> <p>CATCH BASINS, TYPE A, 4'-DIA. TYPE 1 FRAME, OPEN LID STA. 46+00.00, 20.50' RT RIM: 598.44 INV. (W): 595.99 INV. (E): 595.99 INV. (S): 595.99</p>	<p>73</p> <p>MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID STA. 46+00.00, 29.00' RT RIM: 599.68 INV. (W): 595.95 INV. (S): 595.70 INV. (N): 595.45</p>	<p>74</p> <p>PRECAST REINFORCED CONCRETE FLARED END SECTION 24" WITH GRATE STA. 46+65.00, 27.50' RT INV.: 595.36</p>	

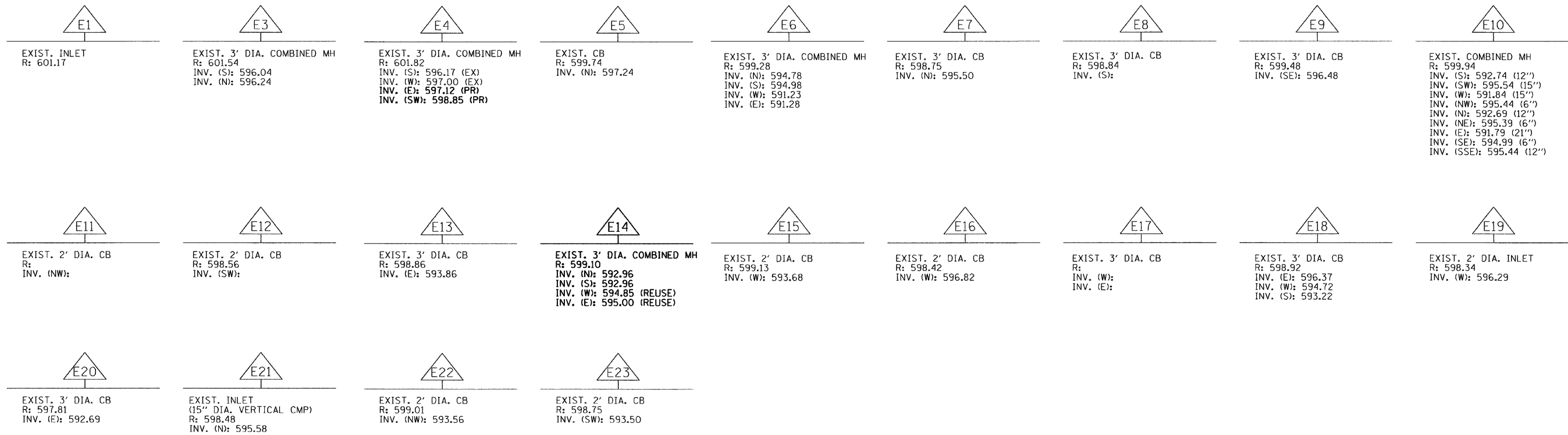
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	PLOT DATE = 2/14/2011	DATE - 01-21-2011	REVISED -					SCALE: 20	SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

PROPOSED STRUCTURES:



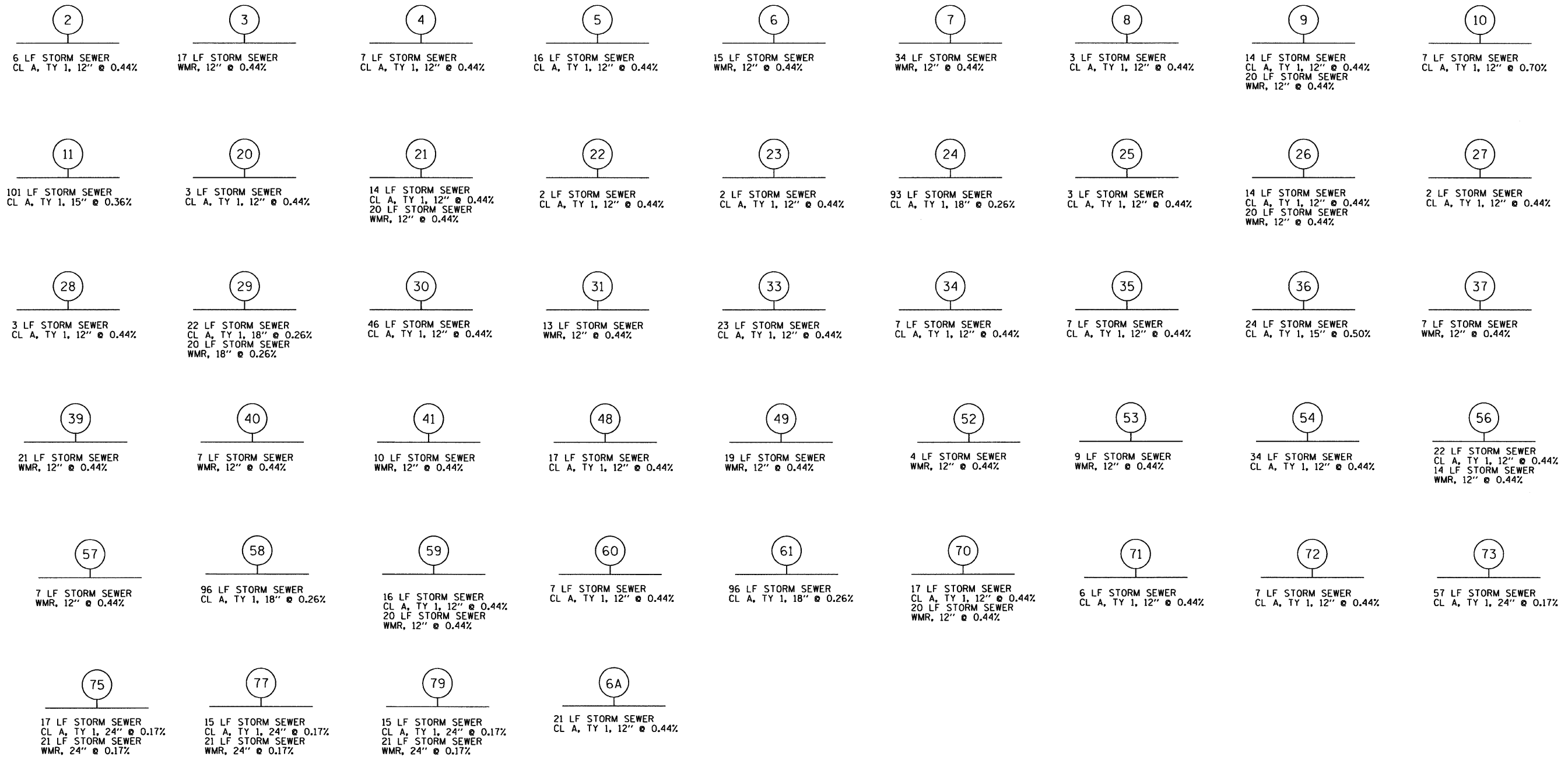
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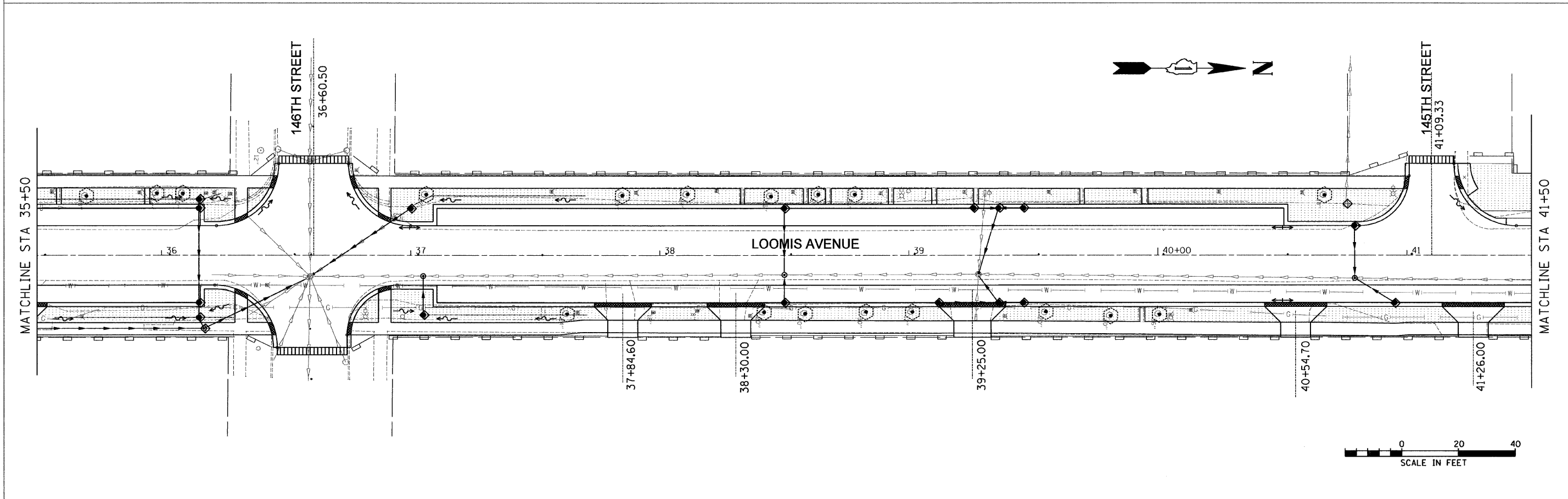
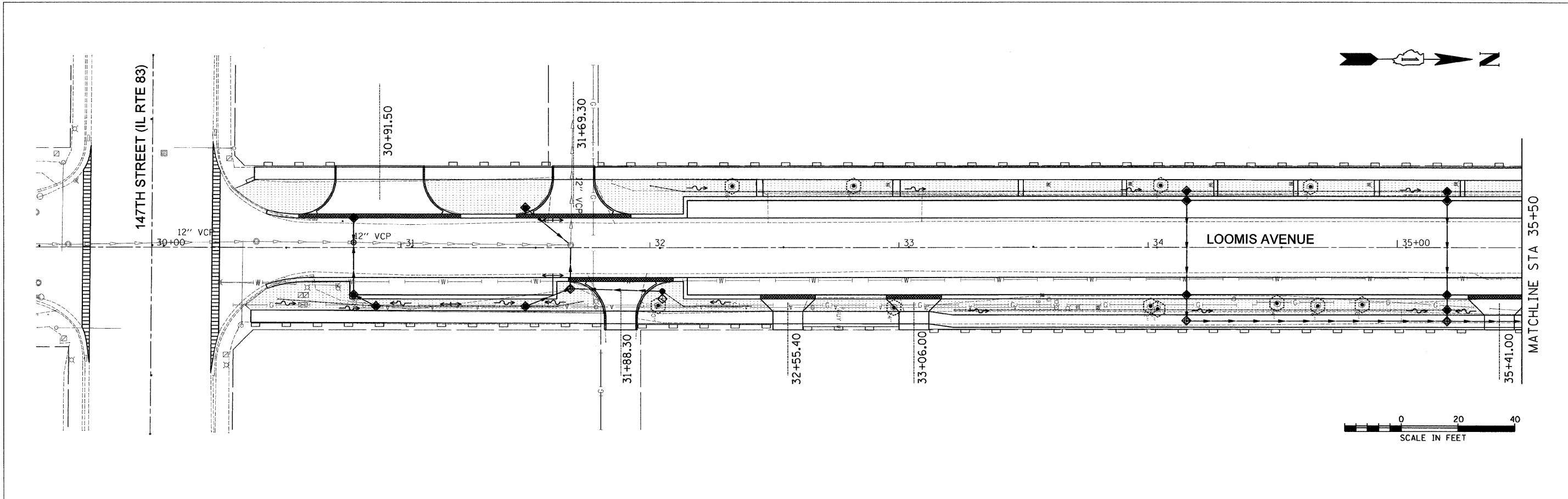
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		DATE - 01-21-2011	REVISED -		STA. TO STA.			ILLINOIS FED. AID PROJECT				

SEWERS:



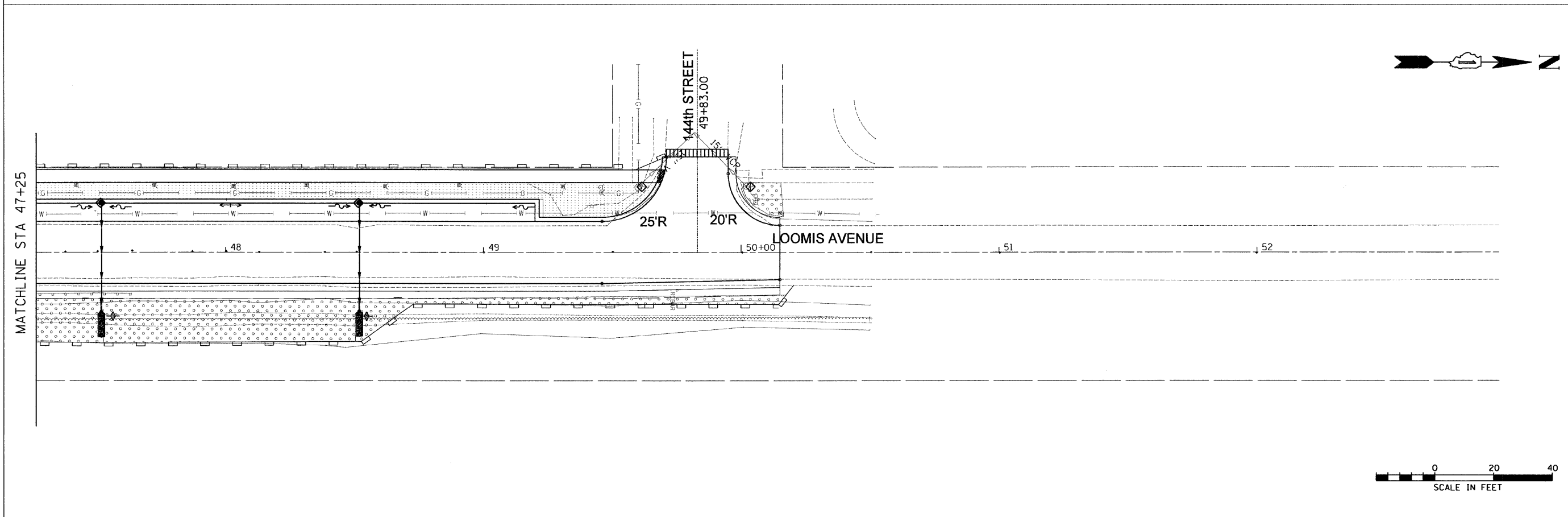
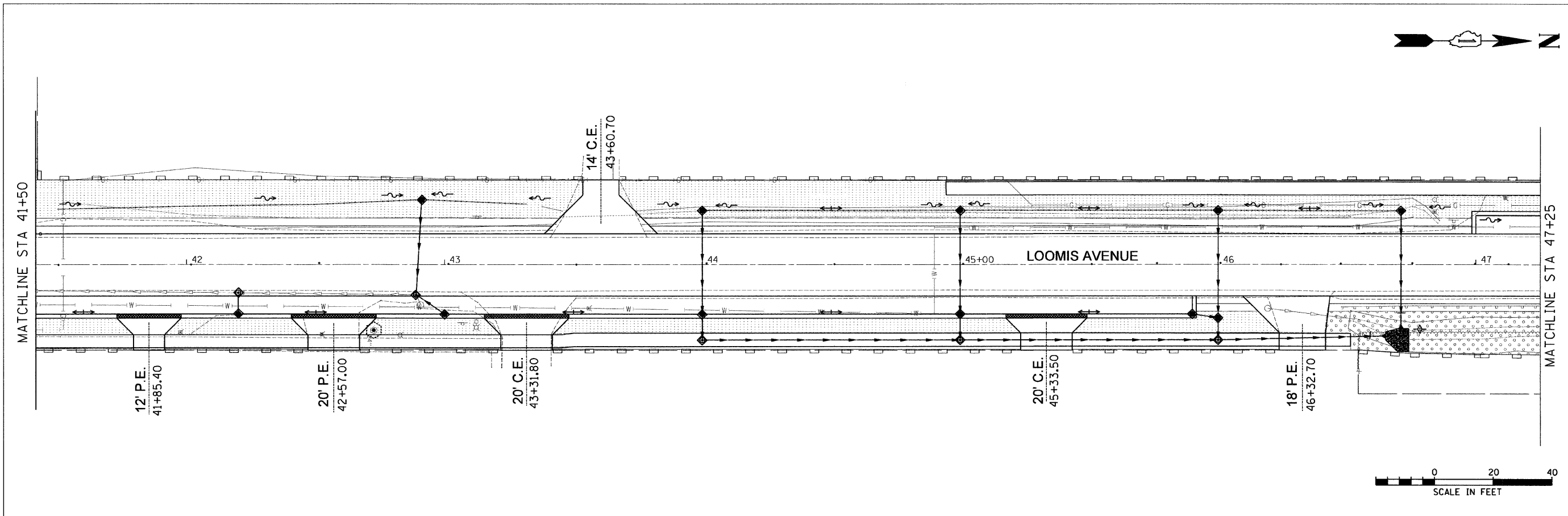
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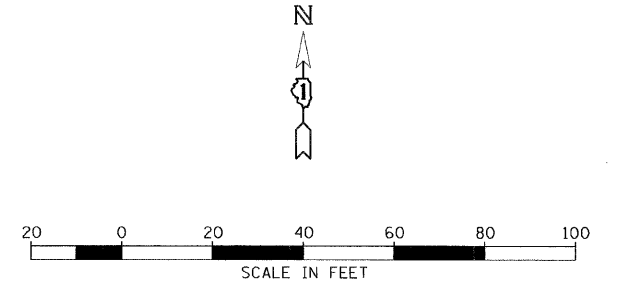
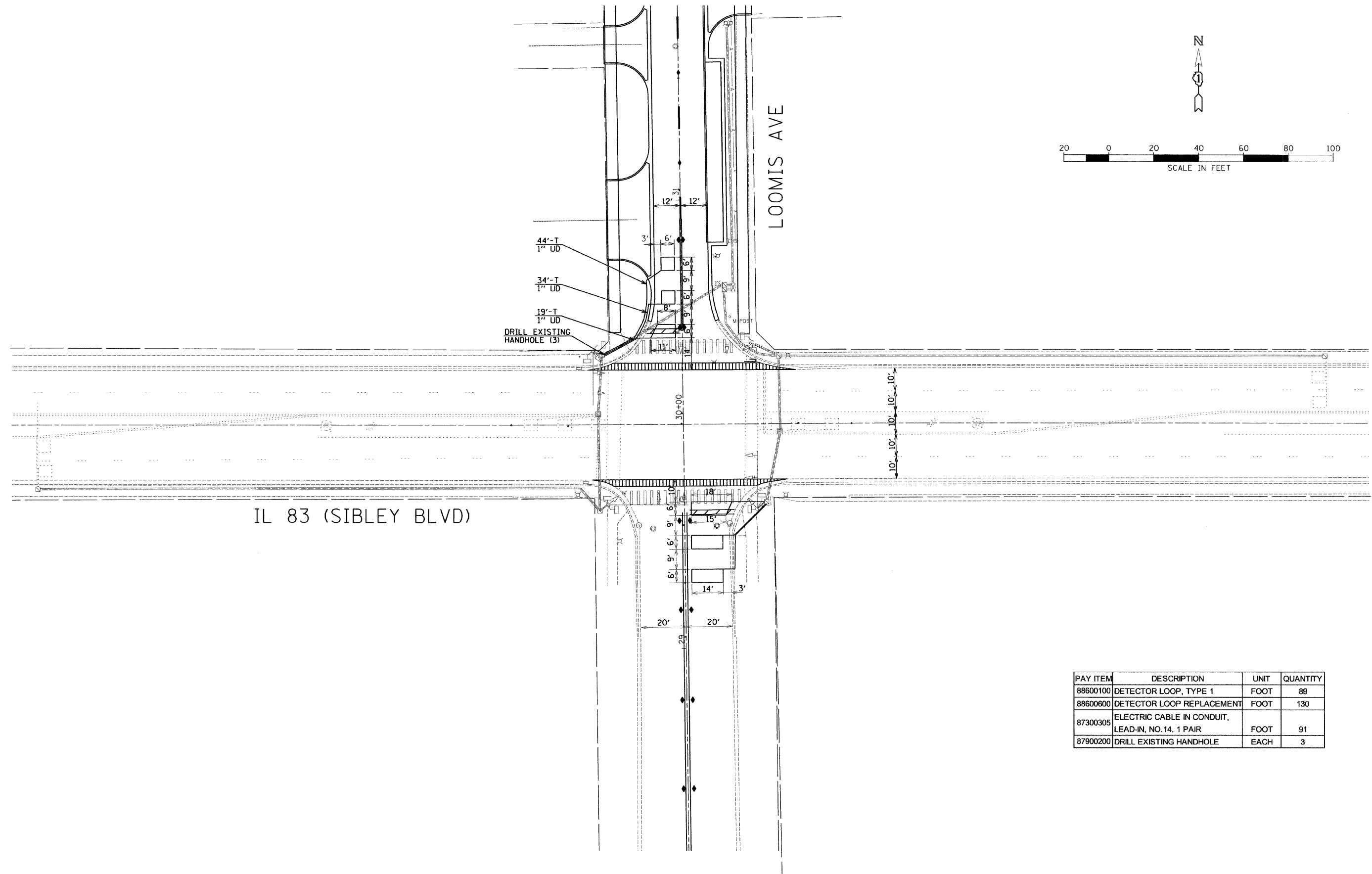


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SCALE: 50 SHEET NO. 1 OF 2 SHEETS STA. TO STA.



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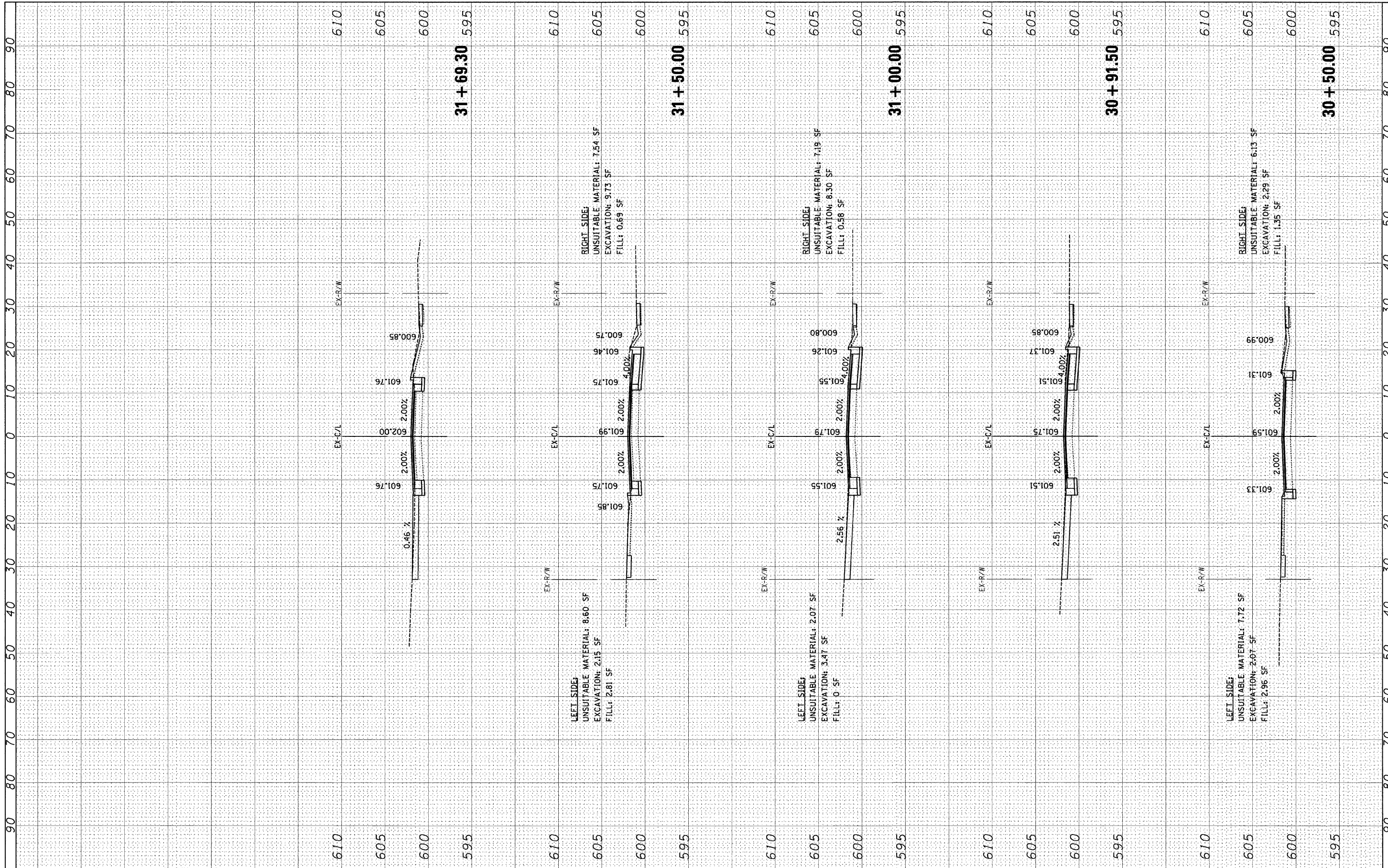
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88600600	DETECTOR LOOP REPLACEMENT	FOOT	130
87300305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.14, 1 PAIR	FOOT	91
87900200	DRILL EXISTING HANDHOLE	EACH	3

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FINAL SURVEY	SURVEYED	BY	DATE
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

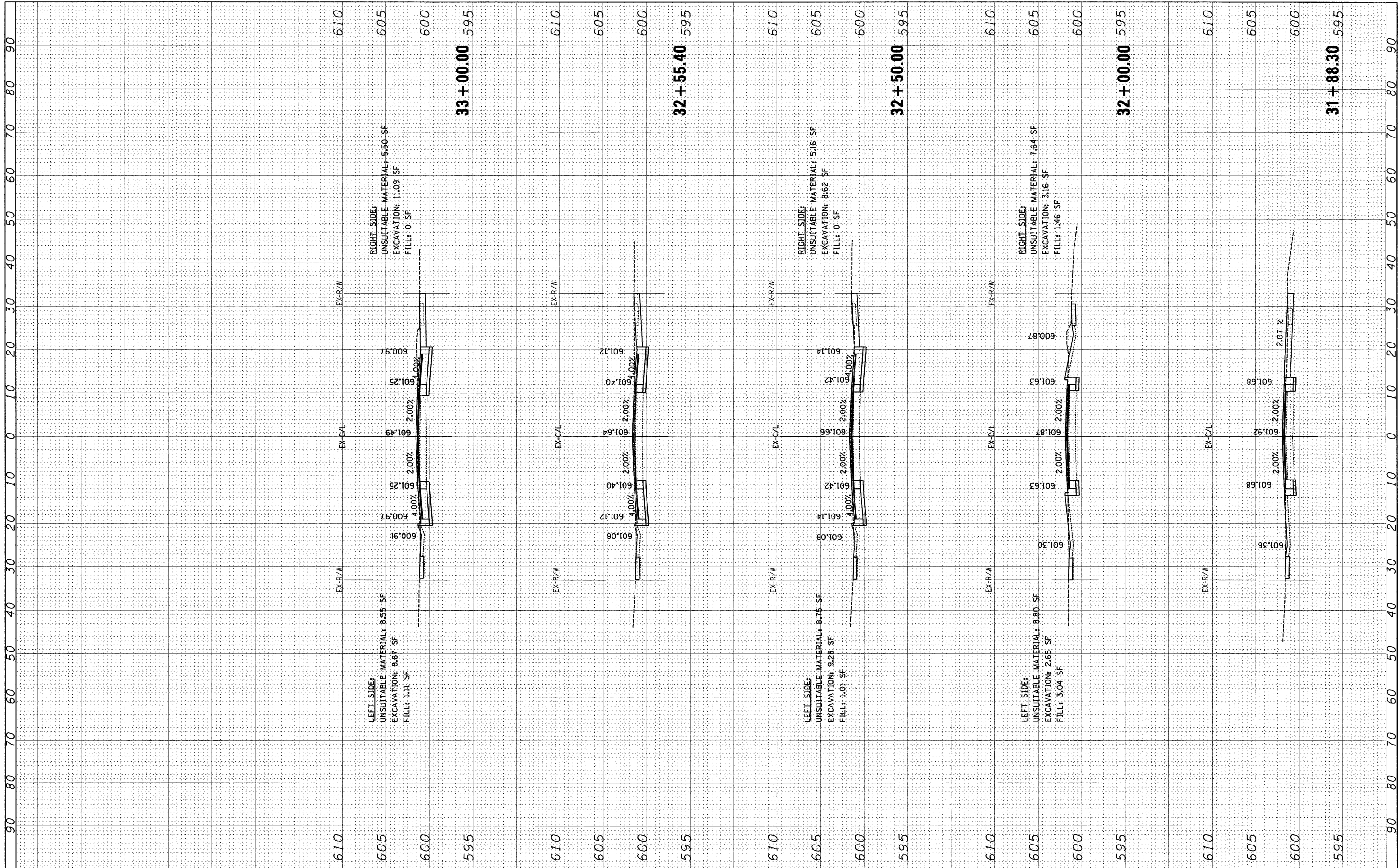
**SBI ROUTE 52 (LOOMIS AVENUE)
CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 30+50.00 TO STA. 31+69.30

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
52	522 X-RS-1	COOK	44	25
CONTRACT NO. 60K87				
ILLINOIS FED. AID PROJECT				

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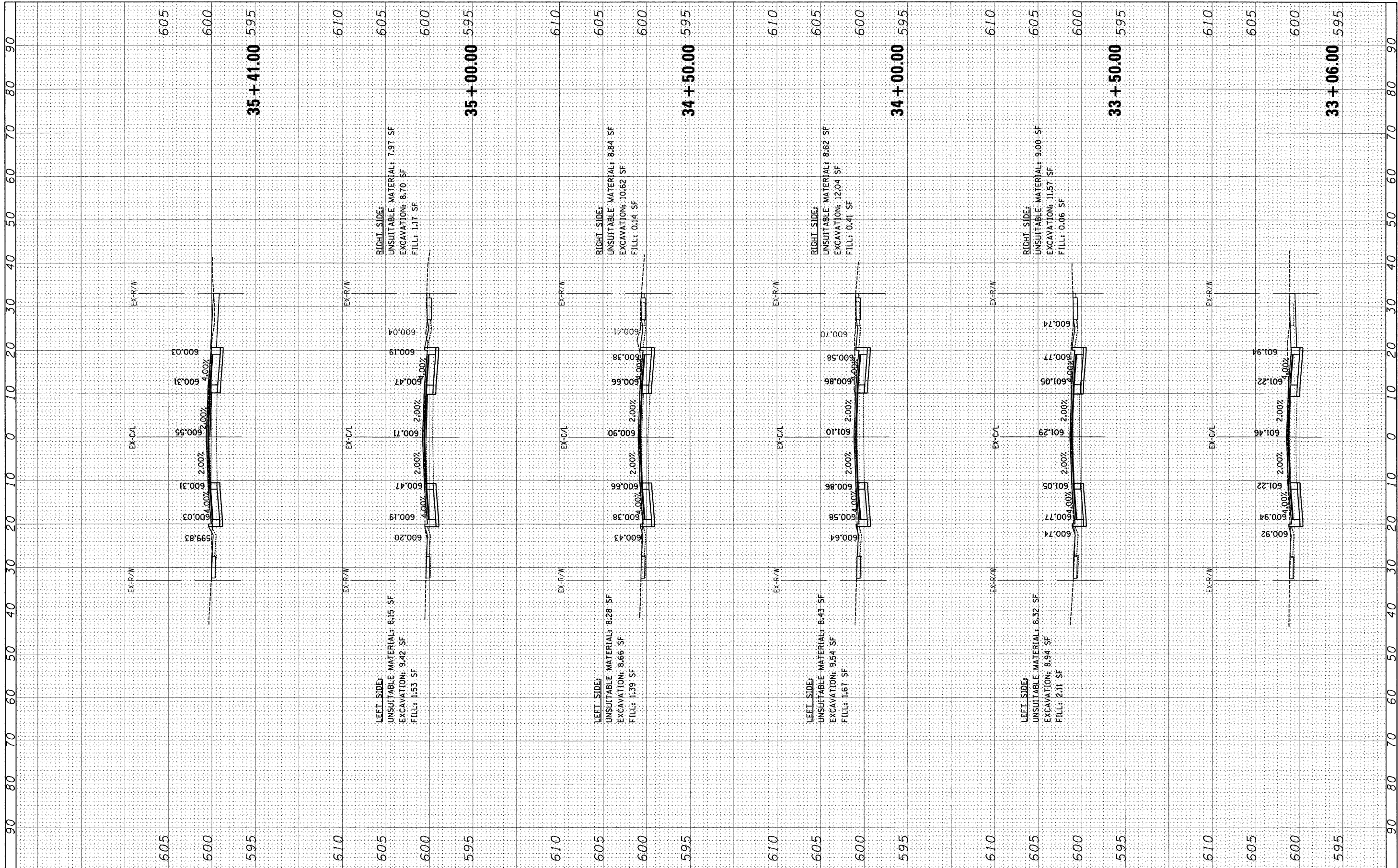
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SBI ROUTE 52 (LOOMIS AVENUE)
 CROSS SECTIONS**
 SCALE: SHEET NO. OF SHEETS STA. 31+88.30 TO STA. 33+00.00

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
52	522 X-RS-1	COOK	44	26
CONTRACT NO. 60K87				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
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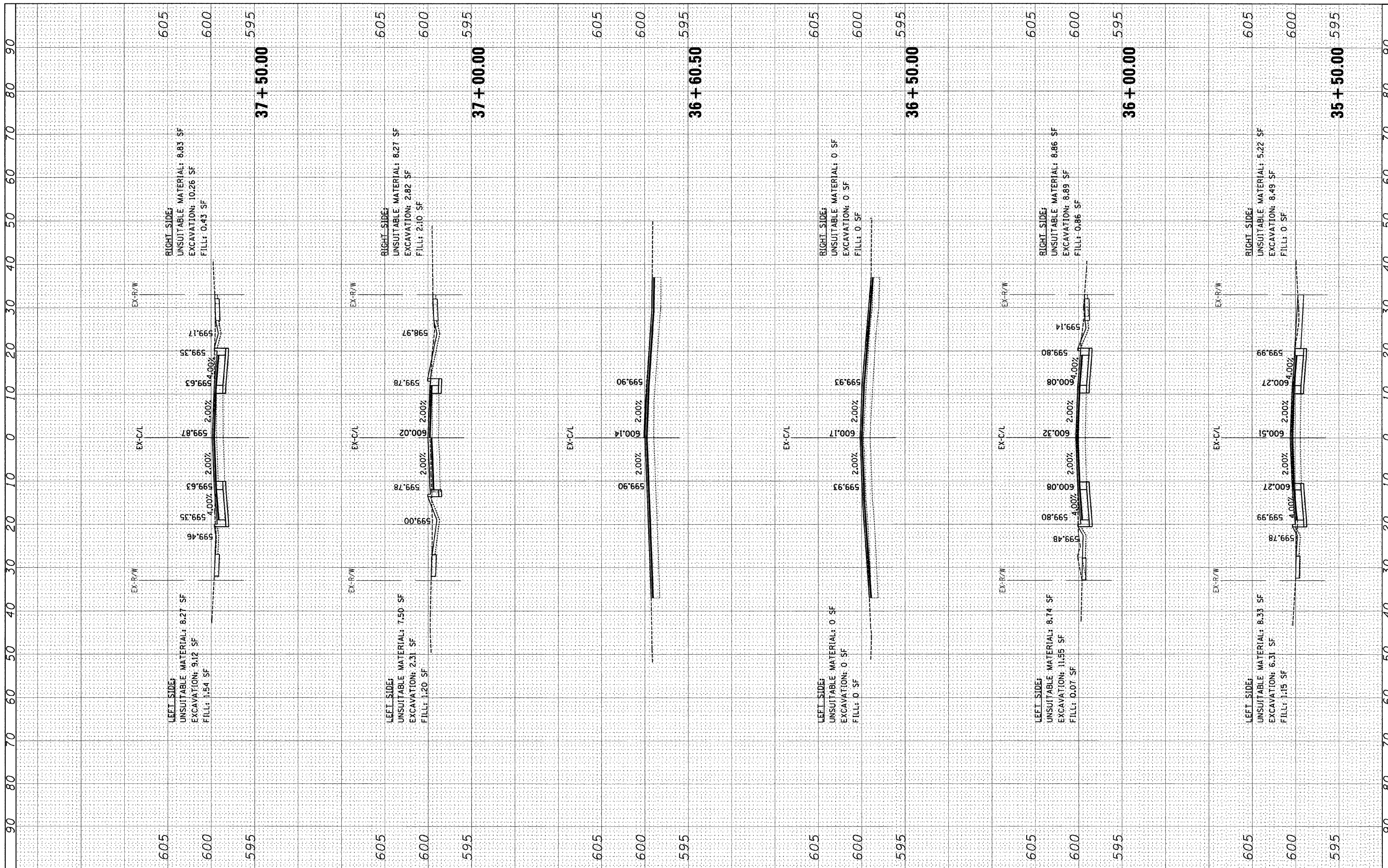
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SBI ROUTE 52 (LOOMIS AVENUE)
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SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
52	522 X-RS-1	COOK	44	27
CONTRACT NO. 60K87				
ILLINOIS FED. AID PROJECT				

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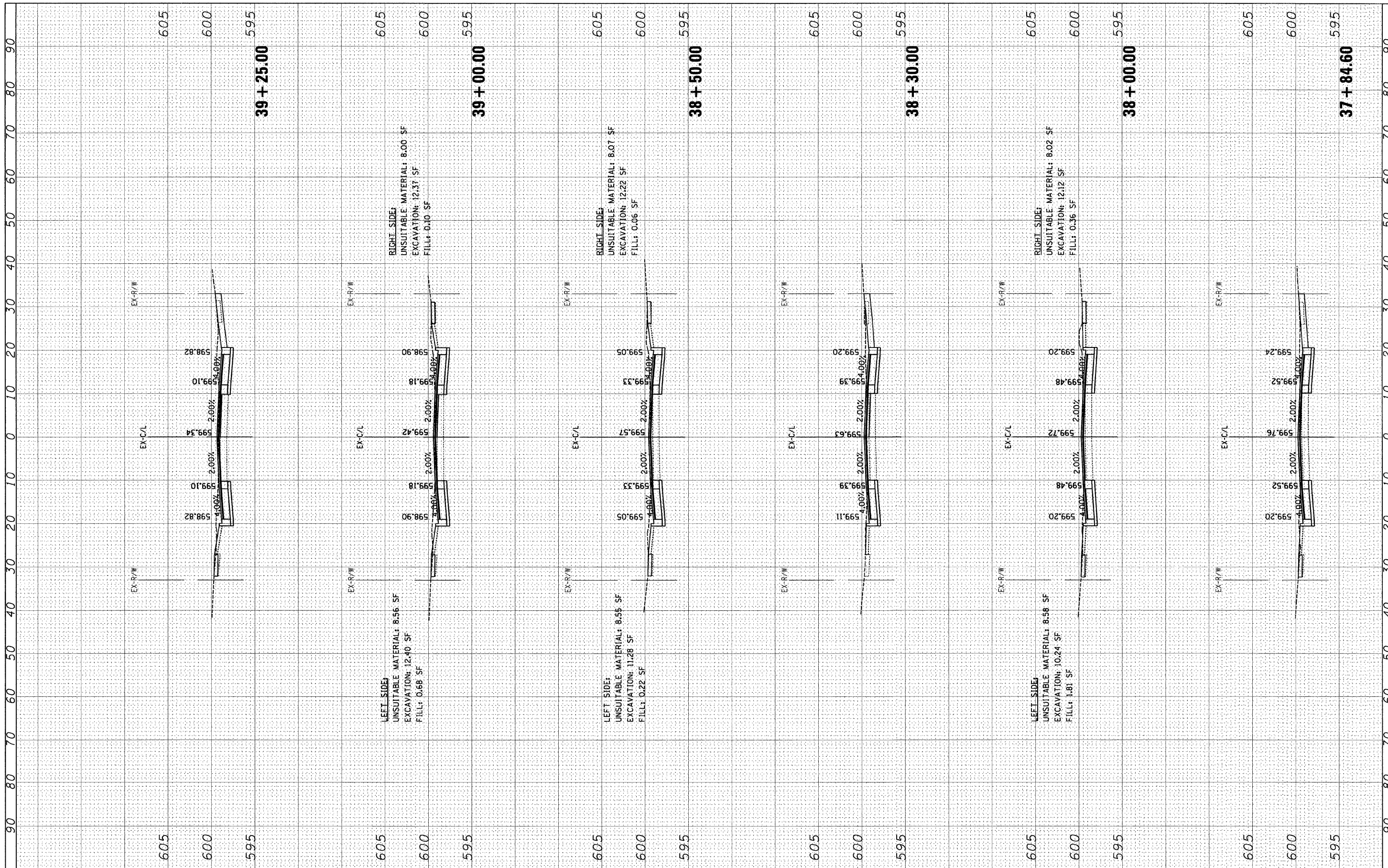
SBI ROUTE 52 (LOOMIS AVENUE)
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 35+50.00 TO STA. 37+50.00

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52	522 X-RS-1	COOK	44	28
CONTRACT NO. 60K87				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
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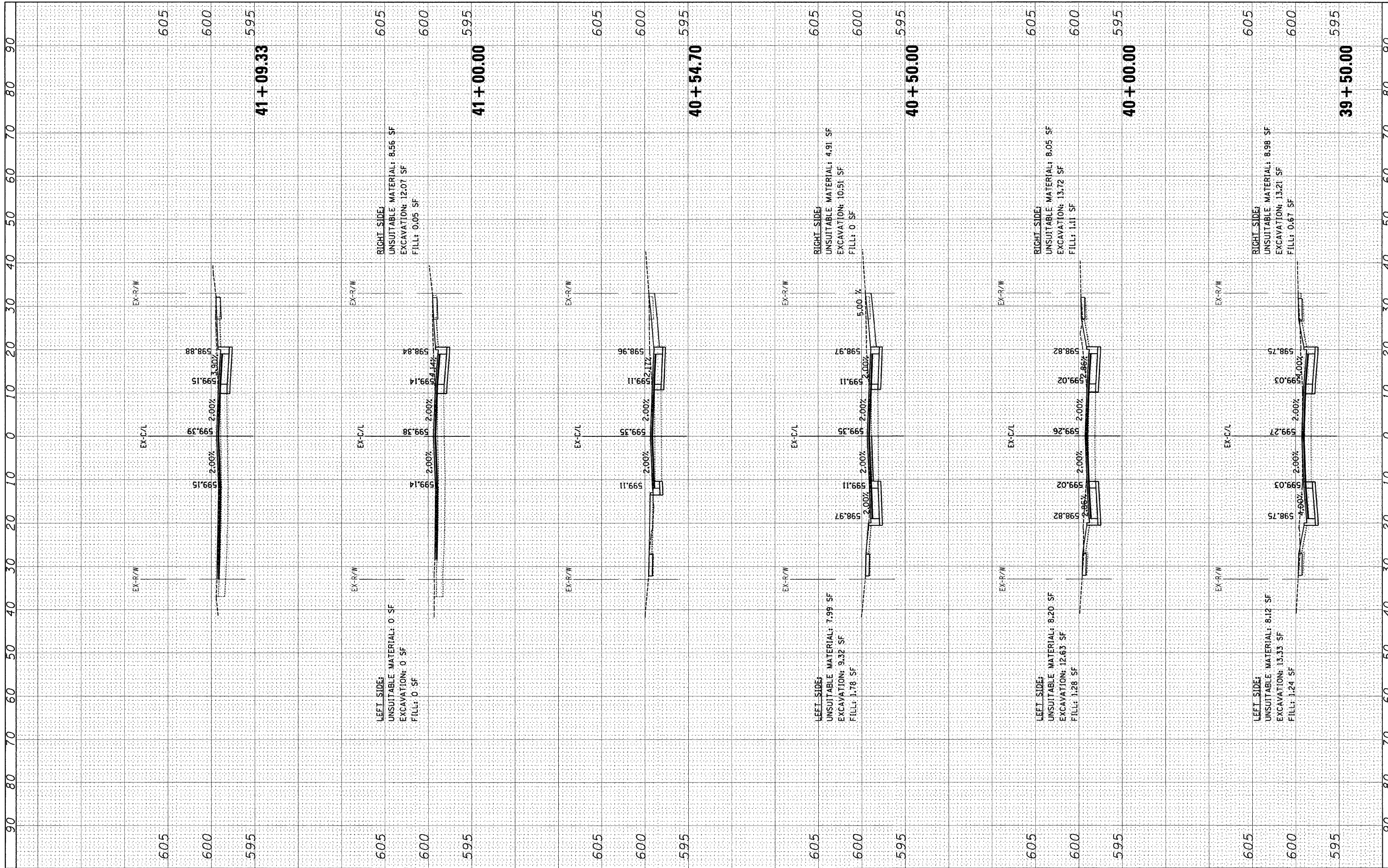
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SBI ROUTE 52 (LOOMIS AVENUE)
CROSS SECTIONS
SCALE: SHEET NO. OF SHEETS STA. 37+84.60 TO STA. 39+25.00

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
52	522 X-RS-1	COOK	44	29
CONTRACT NO. 60K87				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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REVISIONS:

REVISIONS	NO.	DATE	DESCRIPTION
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REVISIONS	2		
REVISIONS	3		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SBI ROUTE 52 (LOOMIS AVENUE)
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 39+50.00 TO STA. 41+09.33

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CONTRACT NO. 60K87

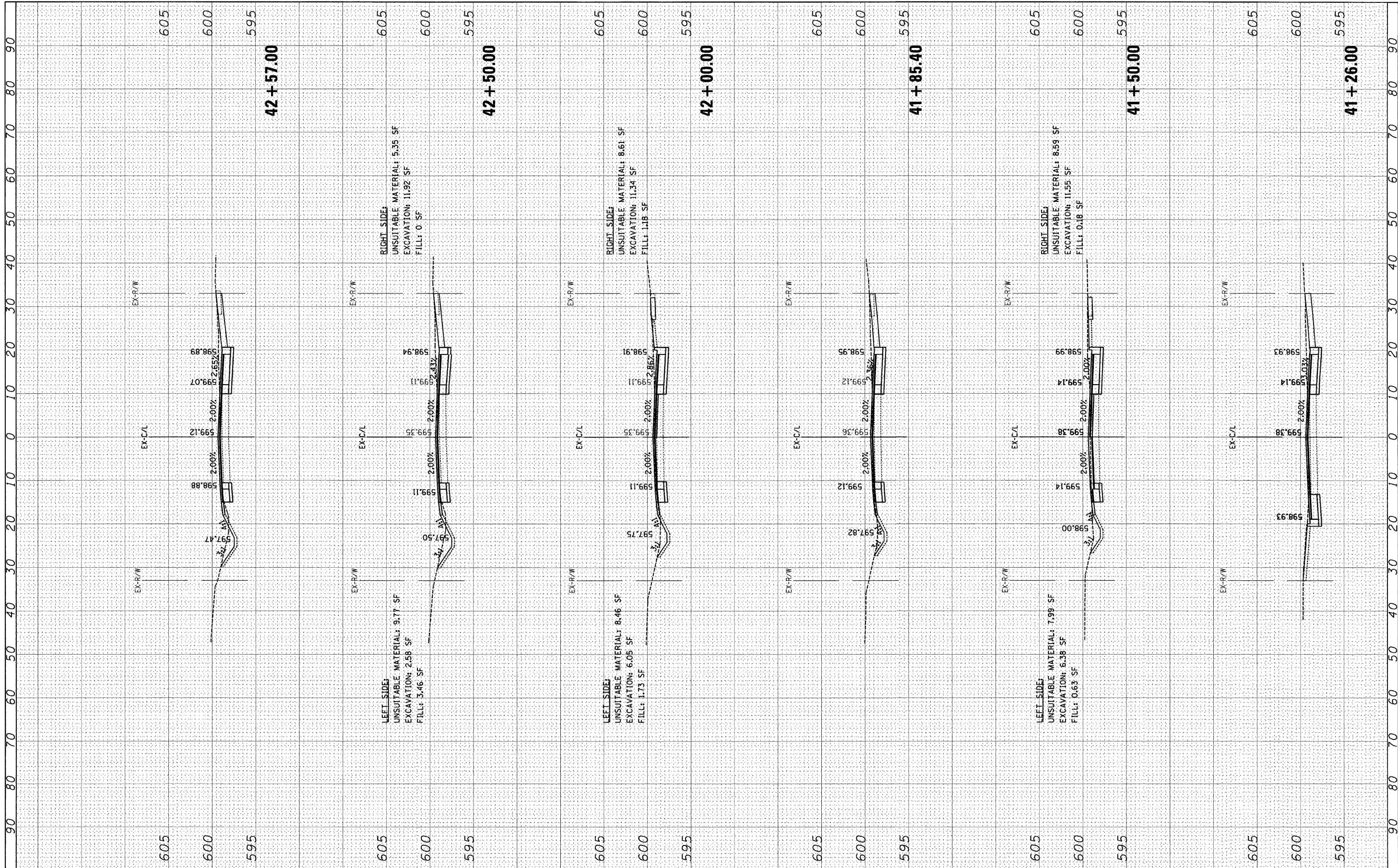
ILLINOIS FED. AID PROJECT

CONTRACT NO. 60K87

ILLINOIS FED. AID PROJECT

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NOTE BOOK NO.	PLOTTED		
AREAS CHECKED	DATE		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
AREAS CHECKED	DATE		



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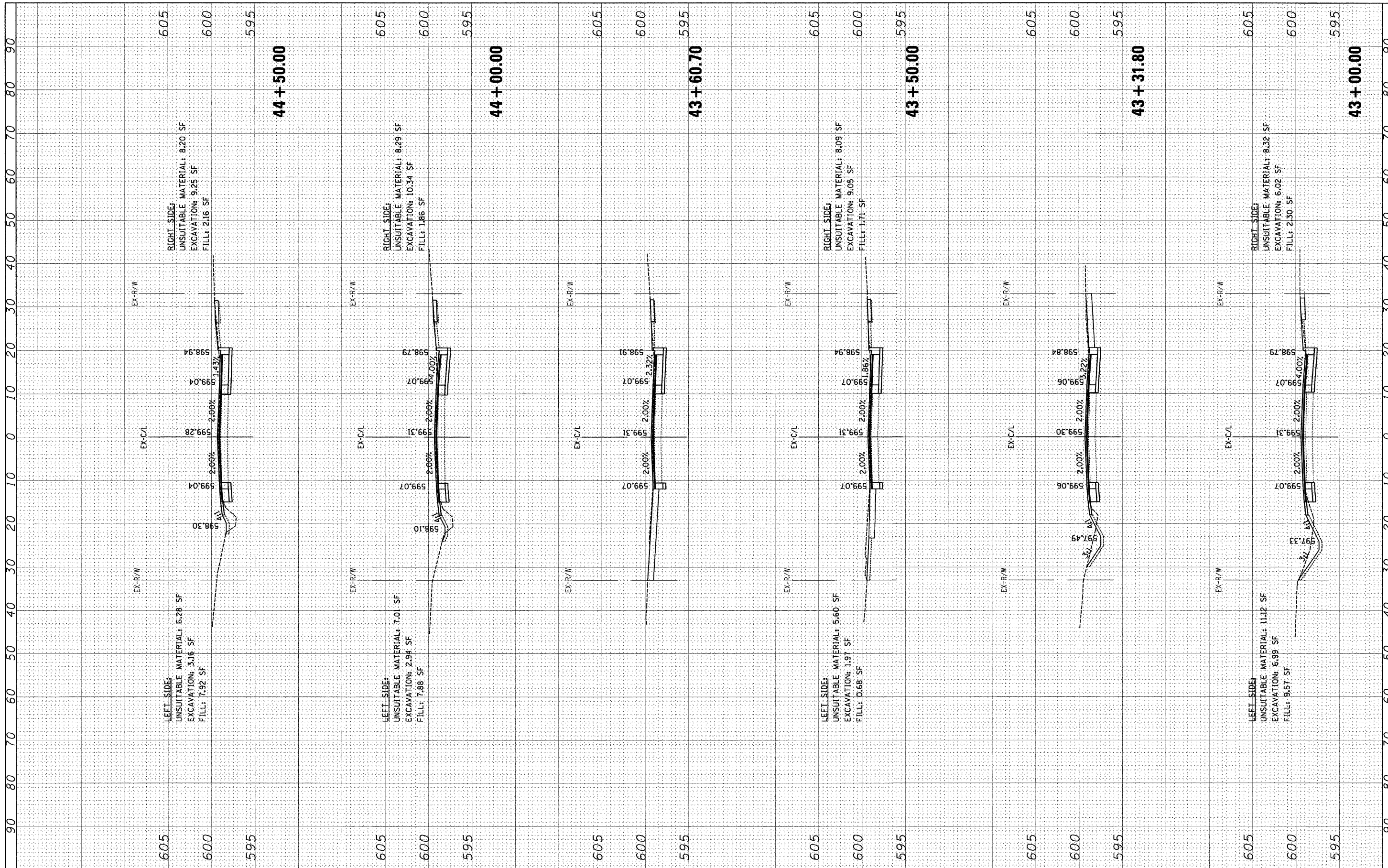
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SBI ROUTE 52 (LOOMIS AVENUE)
CROSS SECTIONS**
SCALE: SHEET NO. OF SHEETS STA. 41+26.00 TO STA. 42+57.00

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
52	522 X-RS-1	COOK	44	31
				CONTRACT NO. 60K87
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	DATE	
	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	DATE	
	AREAS CHECKED	



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DATE -

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

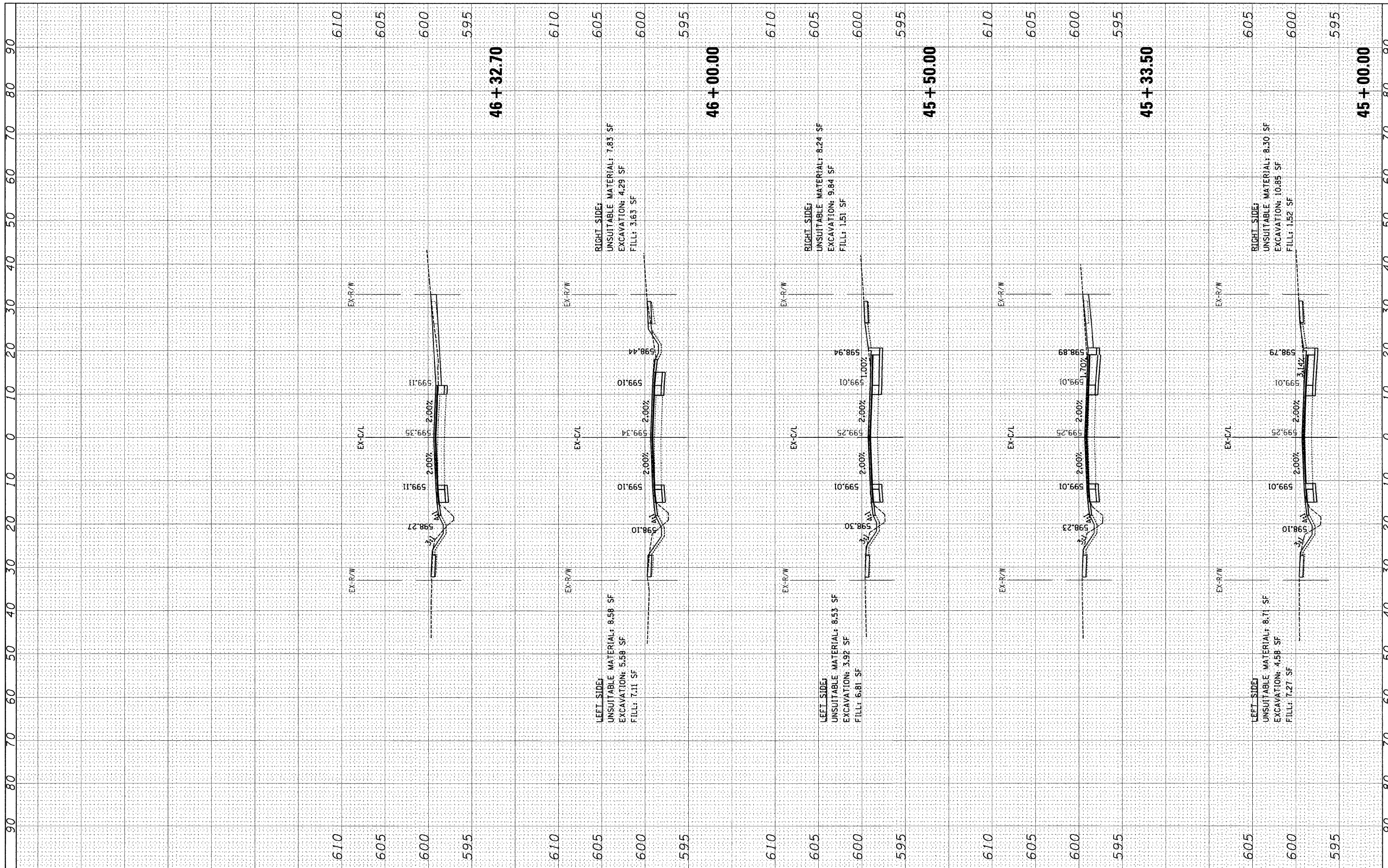
**SBI ROUTE 52 (LOOMIS AVENUE)
CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 43+00.00 TO STA. 44+50.00

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
52	522 X-RS-1	COOK	44	32
CONTRACT NO. 60K87				ILLINOIS FED. AID PROJECT

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	DATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	DATE		
	AREAS CHECKED		



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PLOT DATE = 2/14/2011

DESIGNED - WS
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

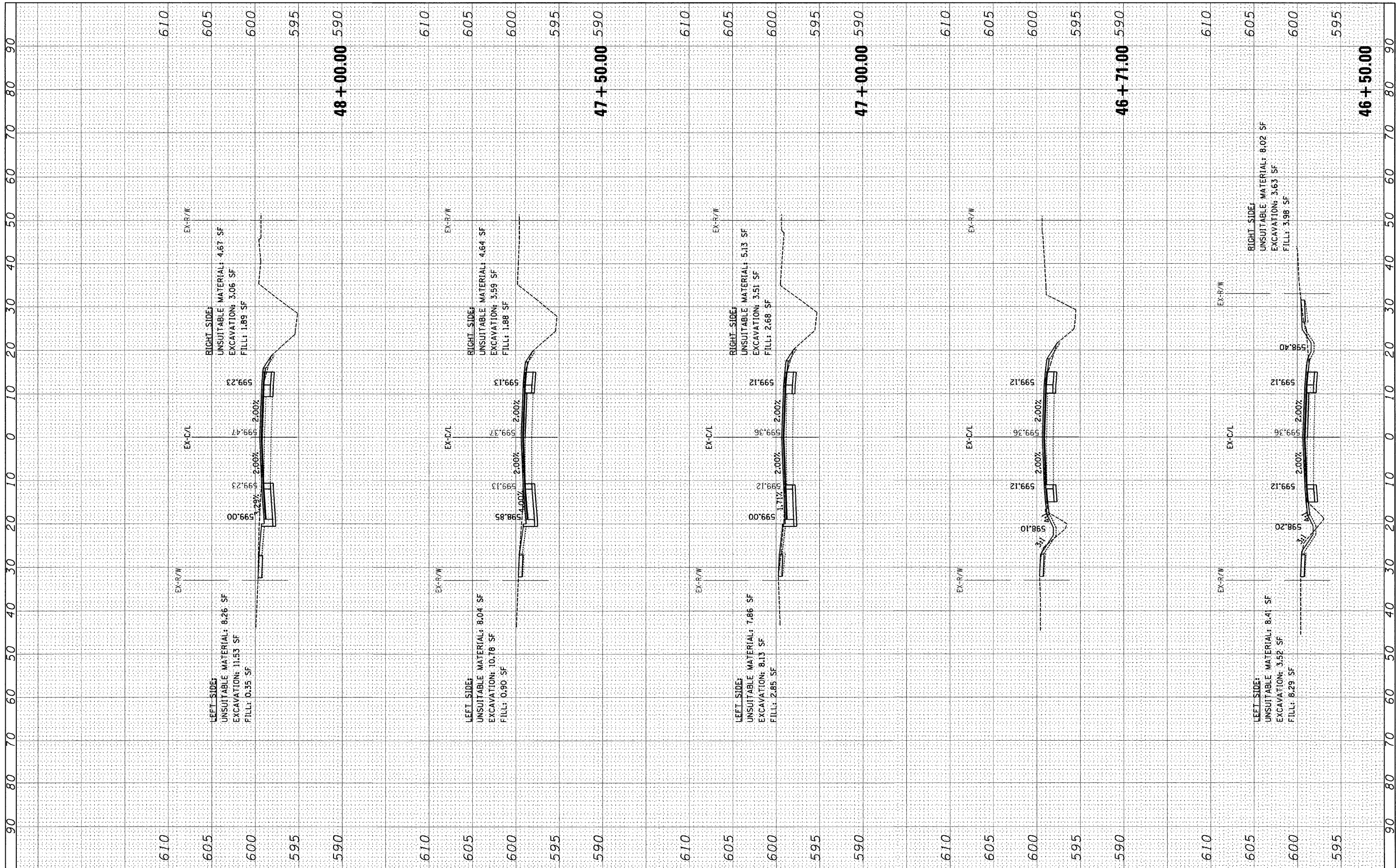
SBI ROUTE 52 (LOOMIS AVENUE)
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 45+00.00 TO STA. 46+32.70

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
52	522 X-RS-1	COOK	44	33
				CONTRACT NO. 60K87
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	DATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	DATE		
	AREAS CHECKED		



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 PLOT DATE = 2/14/2011

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

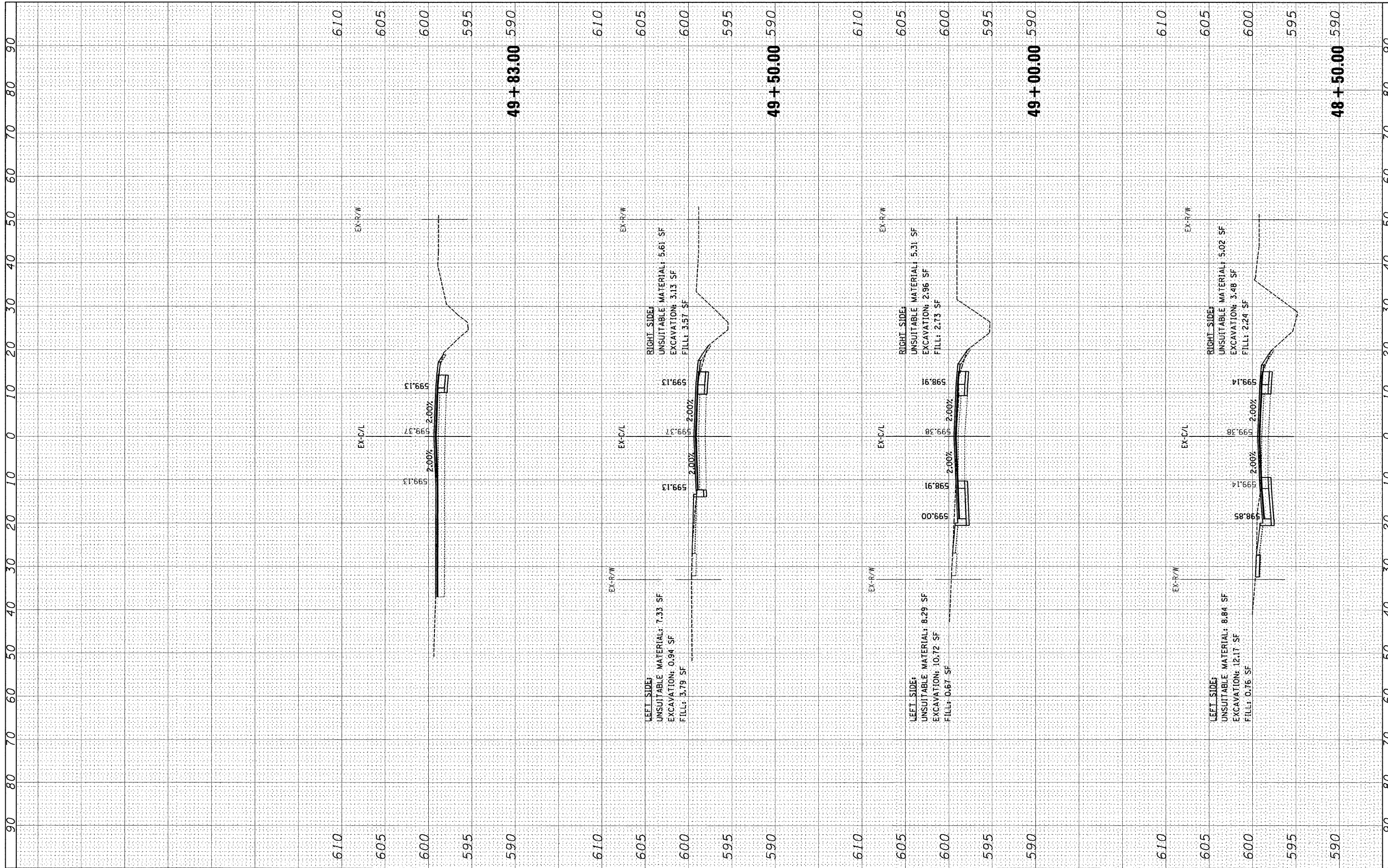
**SBI ROUTE 52 (LOOMIS AVENUE)
 CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 46+50.00 TO STA. 48+00.00

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
52	522 X-RS-1	COOK	44	34
CONTRACT NO. 60K87				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS		
	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS		
	CHECKED		



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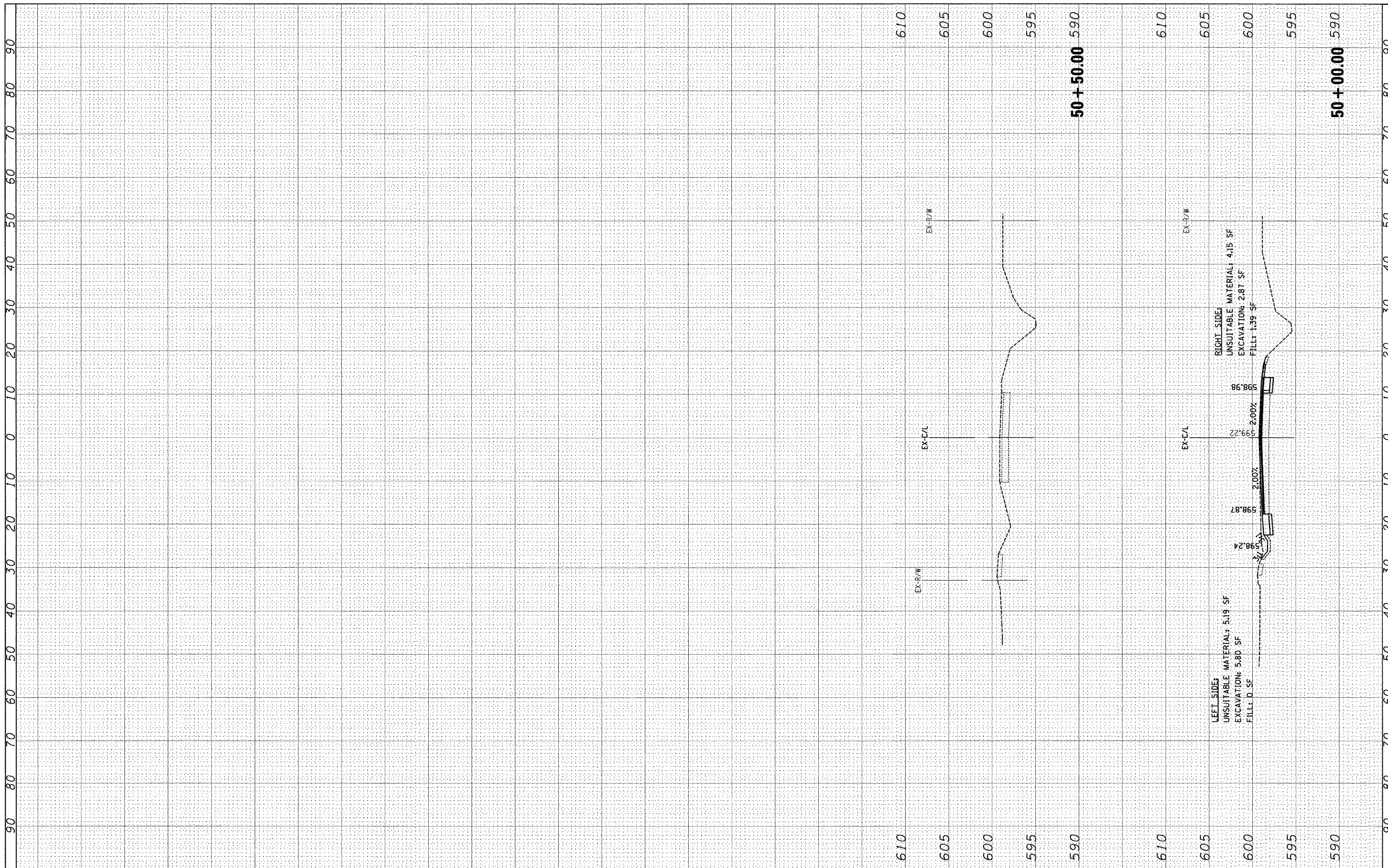
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SBI ROUTE 52 (LOOMIS AVENUE)
 CROSS SECTIONS**
 SCALE: SHEET NO. OF SHEETS STA. 48+50.00 TO STA. 49+83.00

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
52	522 X-RS-1	COOK	44	35
				CONTRACT NO. 60K87
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED DATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED DATE		
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PLOT DATE = 2/14/2011

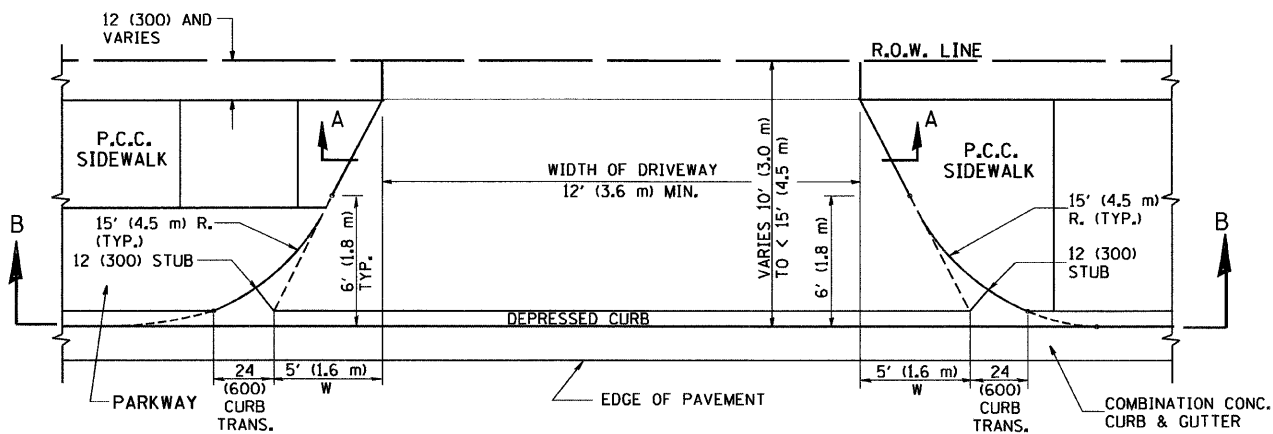
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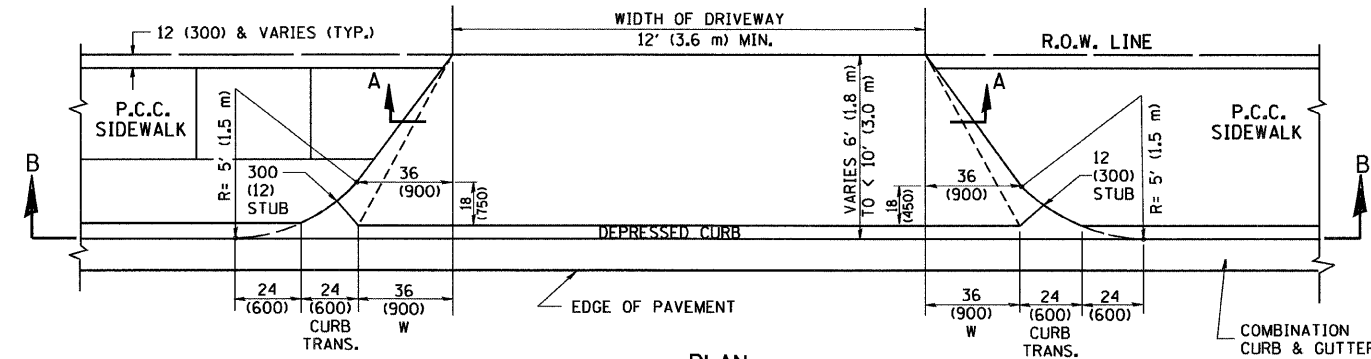
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SBI ROUTE 52 (LOOMIS AVENUE)
CROSS SECTIONS**
SCALE: SHEET NO. OF SHEETS STA. 50+00.00 TO STA. 50+50.00

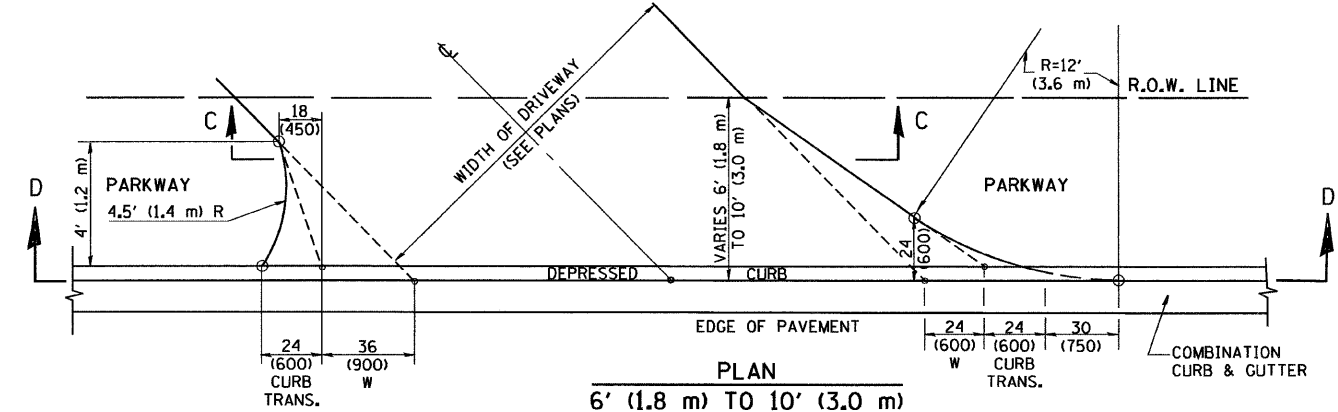
SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
52	522 X-RS-1	COOK	44	36
CONTRACT NO. 60K87				
ILLINOIS FED. AID PROJECT				



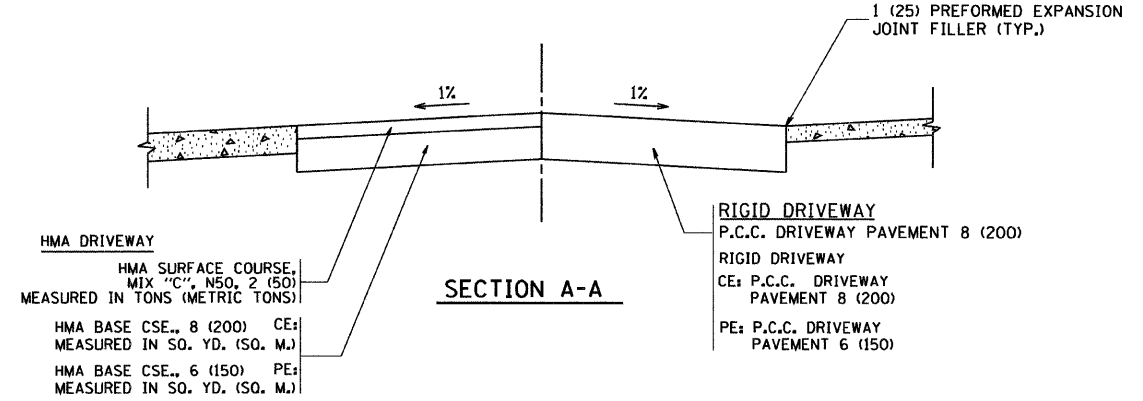
PLAN
10' (3.0 m) TO < 15' (4.5 m)



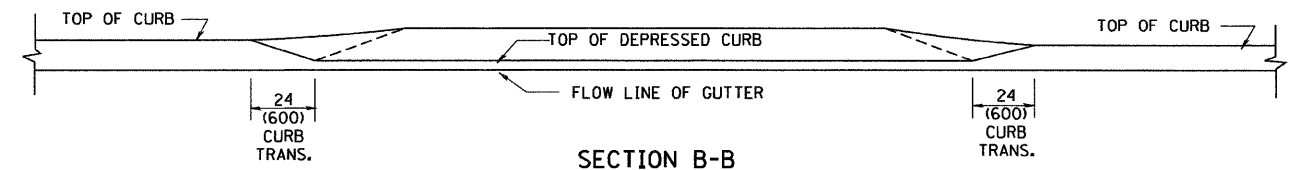
PLAN
6' (1.8 m) TO < 10' (3.0 m)



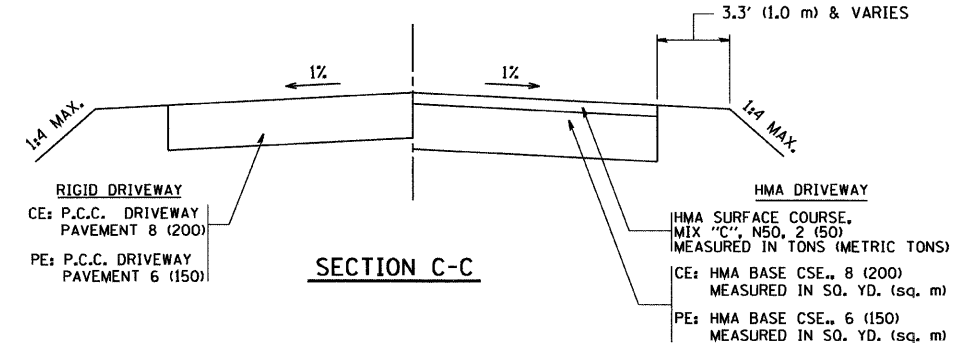
PLAN
6' (1.8 m) TO 10' (3.0 m)



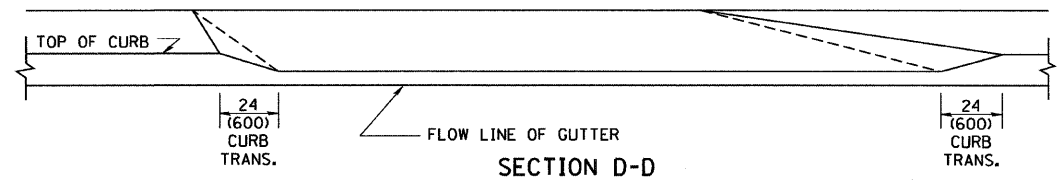
SECTION A-A



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 ILLUSTRATION 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 8' (2.4 m), 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.

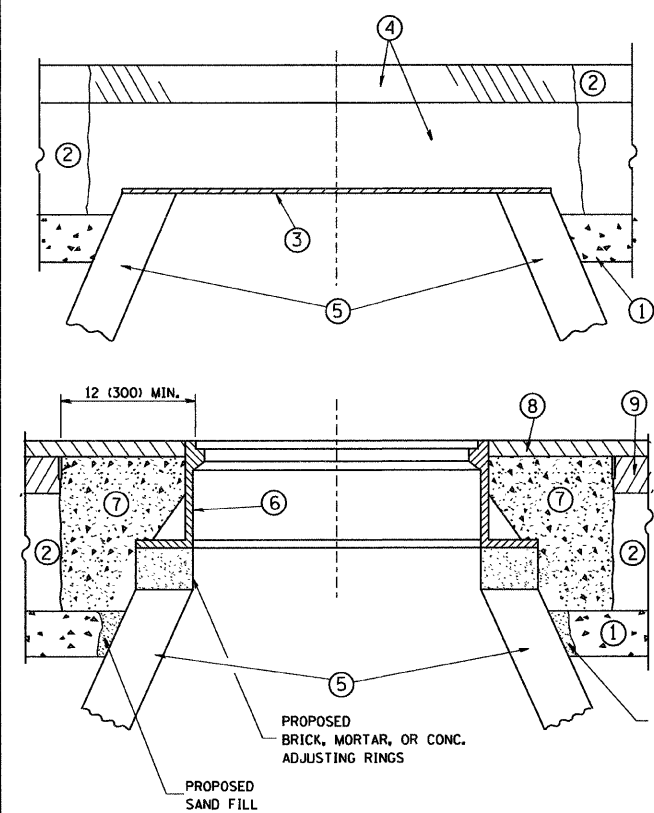
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) 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 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

FILE NAME = W:\dist\22x34\bd02.dgn	USER NAME = goglionob	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS			F.A. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - M. GOMEZ 04-06-01		DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			52	522 X-RS-1	COOK	44	37
		CHECKED -	REVISED - P. LOFLEUR 04-15-03		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD400-02 (BD-02)				
		DATE - 11-06-95	REVISED - R. BORO 01-01-07					CONTRACT NO. 60R87				



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 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 S1 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 S1 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:

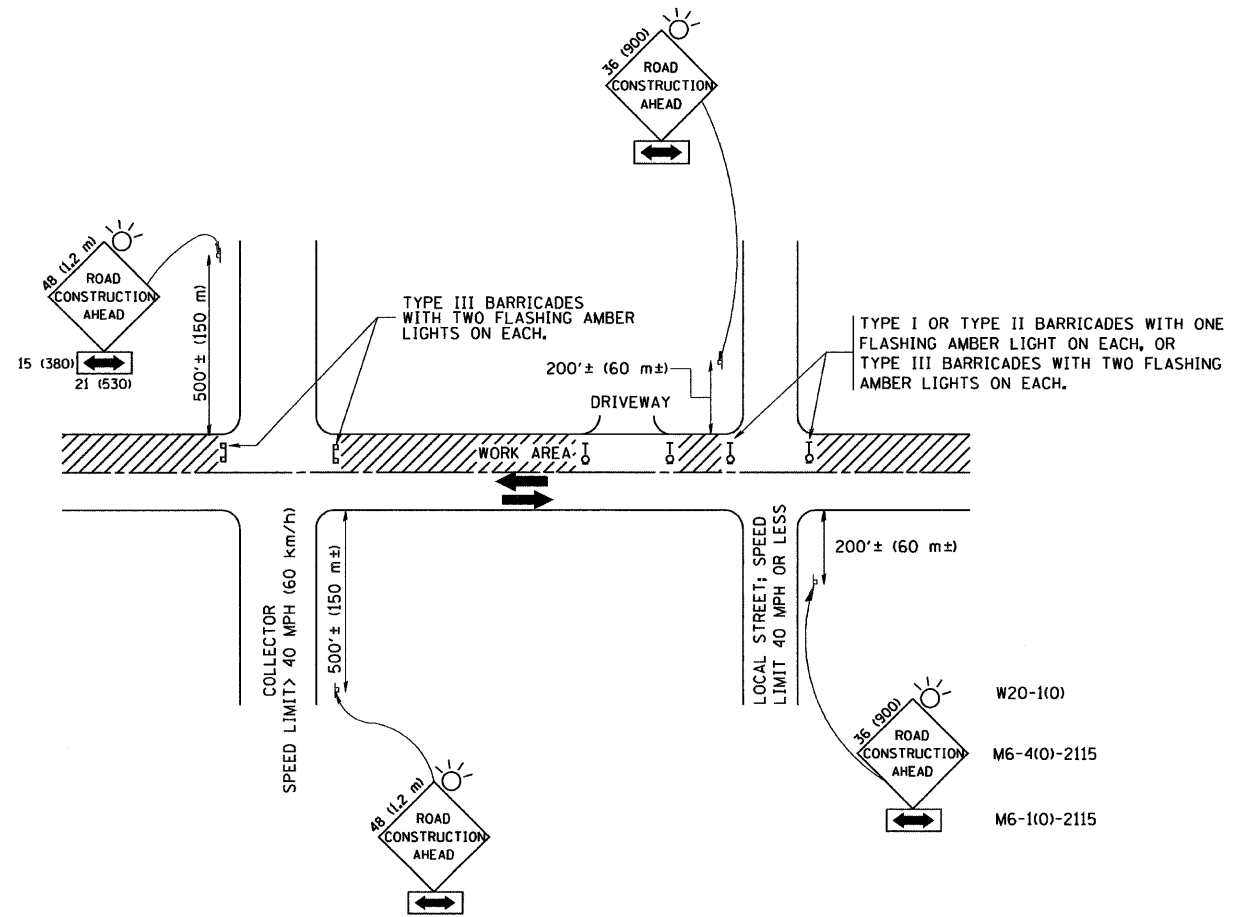
THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

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 = M:\diststd\22x34\bd08.dgn	USER NAME = gegl1anobt	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. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	52	522 X-RS-1	COOK	44	38
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - R. WIEDEMAN 05-14-04					BD600-03 (BD-8)		CONTRACT NO. 60R87		
		DATE - 10-25-94	REVISED - R. BORO 01-01-07					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1,2 m x 1,2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

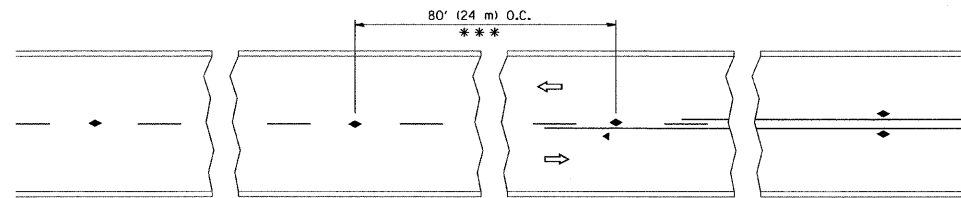
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50,000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

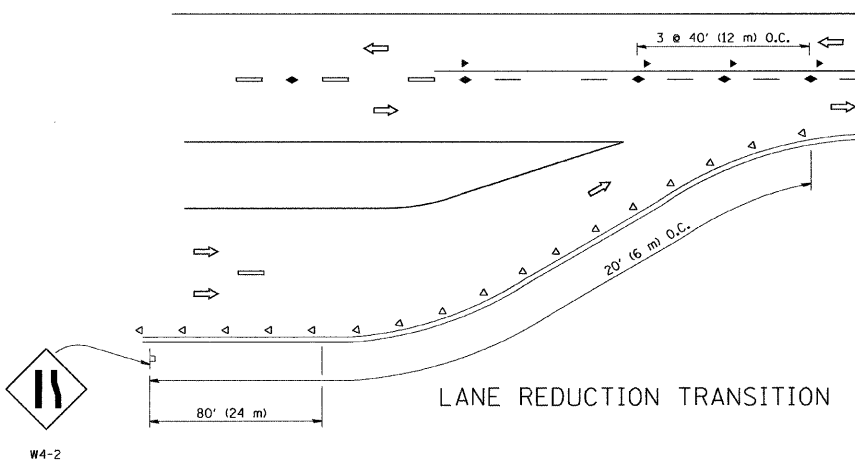
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
52	522 X-RS-1	COOK	44	40
TC-10		CONTRACT NO. 60K87		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

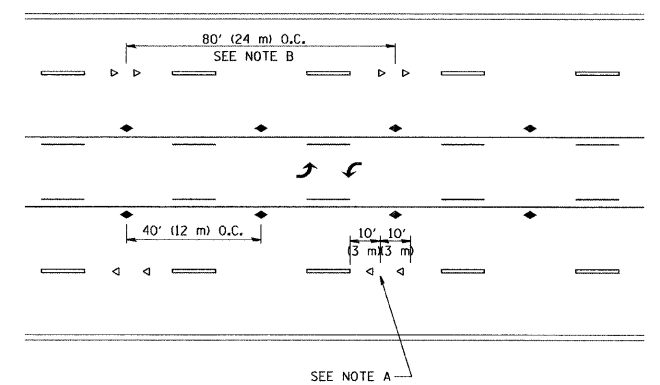


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

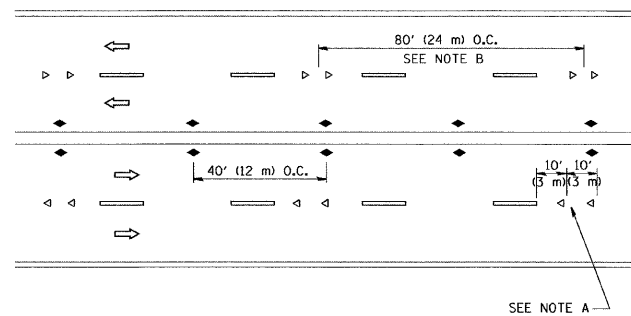
TWO-LANE/TWO-WAY



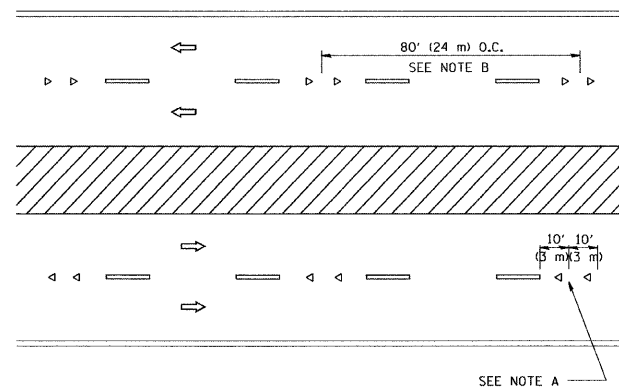
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

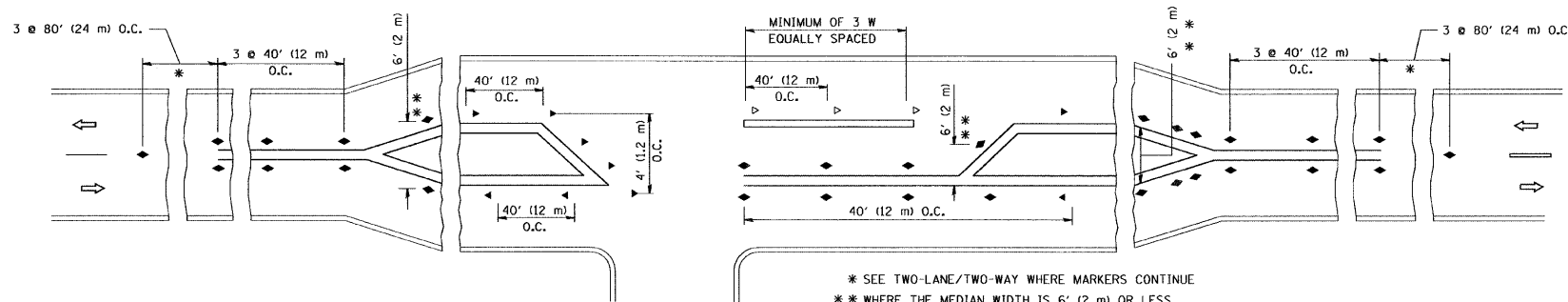
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR 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.

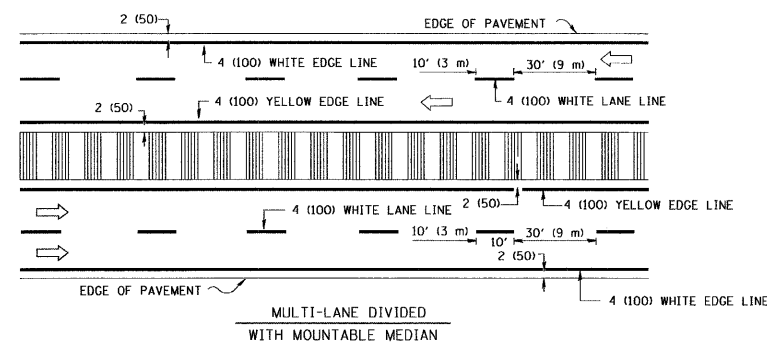
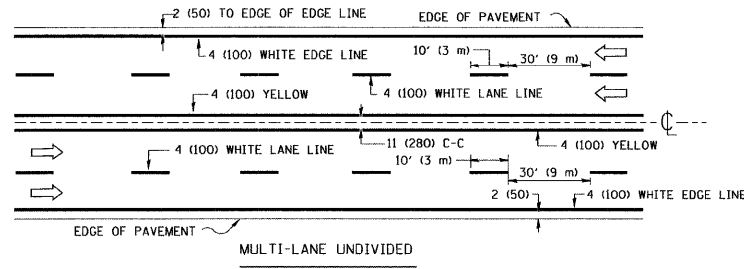
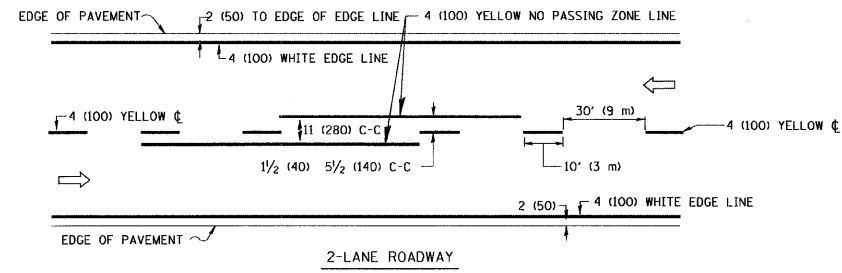


LEFT TURN

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

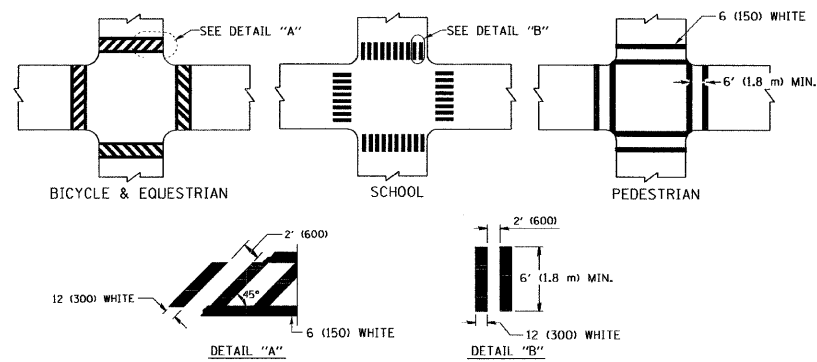
All dimensions are in Inches (millimeters) unless otherwise shown.

FILE NAME = c:\pwwork\pwwork\drivakosgn\d0108315\to1.dgn	USER NAME = drivakosgn	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED - T. RAMMACHER 03-12-99		52	522 X-RS-1	COOK	44	41			
	PLOT DATE = 9/9/2009	CHECKED -	REVISED - T. RAMMACHER 01-06-00		TC-11			CONTRACT NO. 60K87				
	DATE -	REVISED - C. JUCIUS 09-09-09	SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

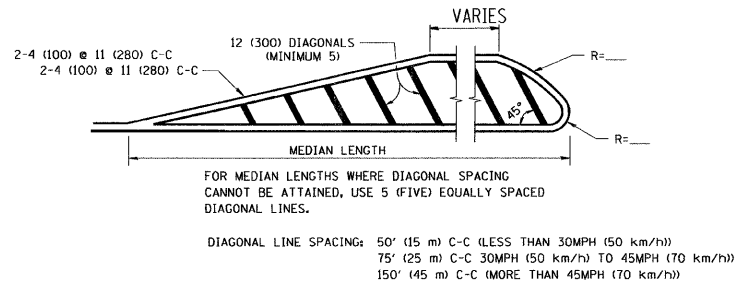
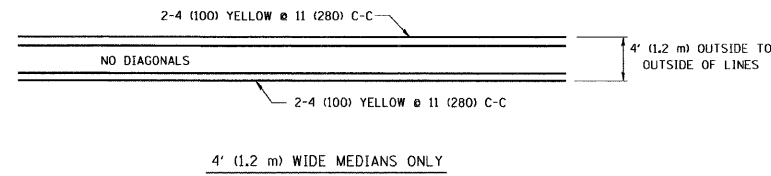


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

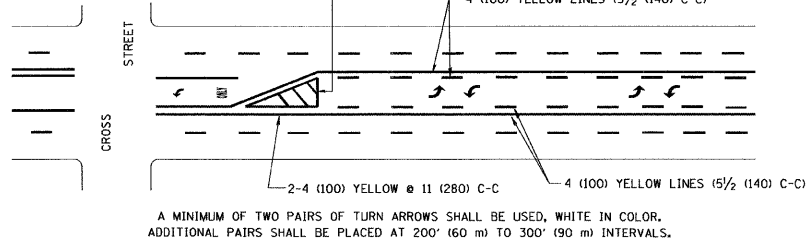
TYPICAL LANE AND EDGE LINE MARKING



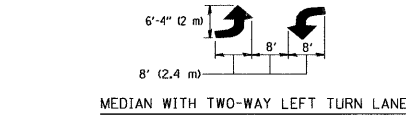
TYPICAL CROSSWALK MARKING



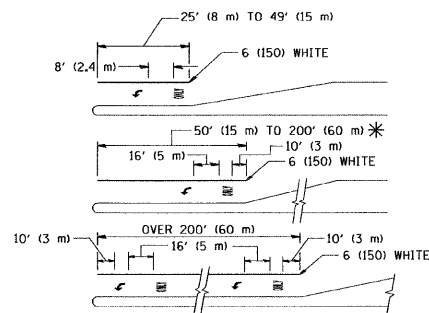
MEDIANS OVER 4' (1.2 m) WIDE



TYPICAL PAINTED MEDIAN MARKING



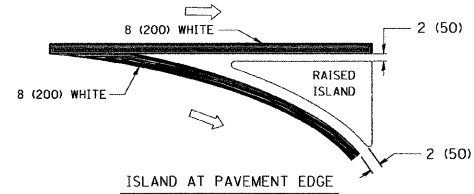
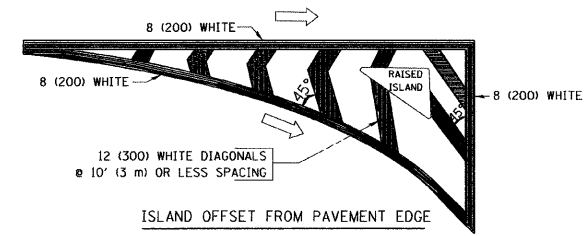
TYPICAL PAINTED MEDIAN MARKING



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



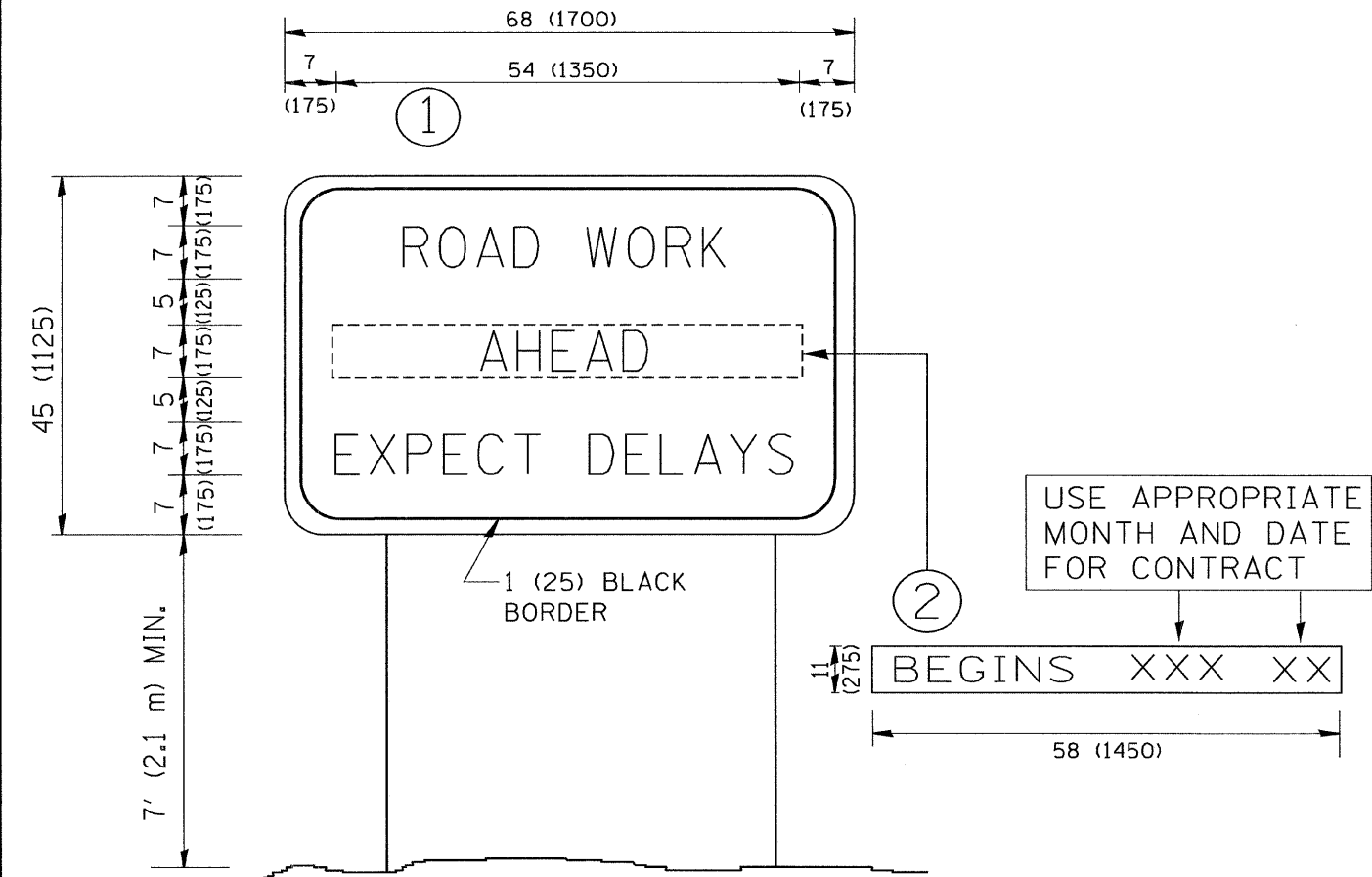
TYPICAL ISLAND MARKING

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 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) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

FILE NAME =	USER NAME = drvakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE TYPICAL PAVEMENT MARKINGS	F.A. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
02:\pwork\pavdot\drvakosgn\d0108315\to3.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09			52	522 X-RS-1	COOK	44	42
PLOT SCALE = 50.000' / IN.		CHECKED -	REVISED -			TC-13		CONTRACT NO. 60K07		
PLOT DATE = 9/9/2009		DATE - 03-19-90	REVISED -			SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT		



NOTES:

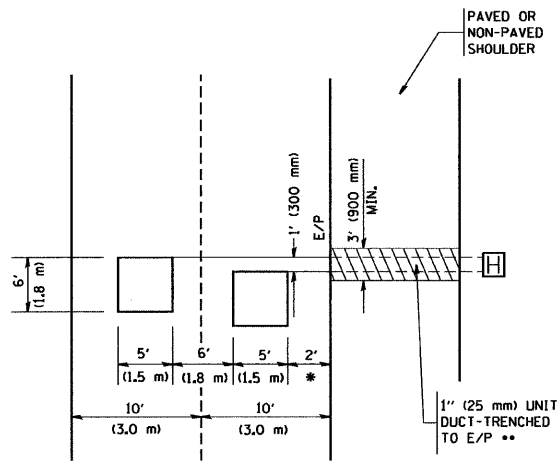
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 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 = M:\diststd\22x34\to22.dgn	USER NAME = gegl1anobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97			52	522 X-RS-1	COOK	44	43
	PLOT DATE = 1/4/2000	CHECKED -	REVISED - T. RAMMACHER 02-02-99			TC-22		CONTRACT NO. 60K87		
	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		

LOOPS NEXT TO SHOULDERS

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

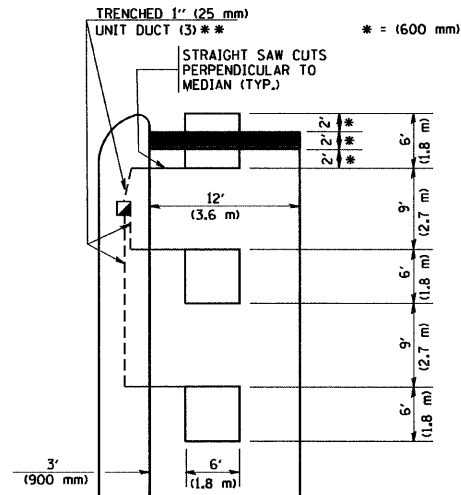


* = (600 mm)

** 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)**

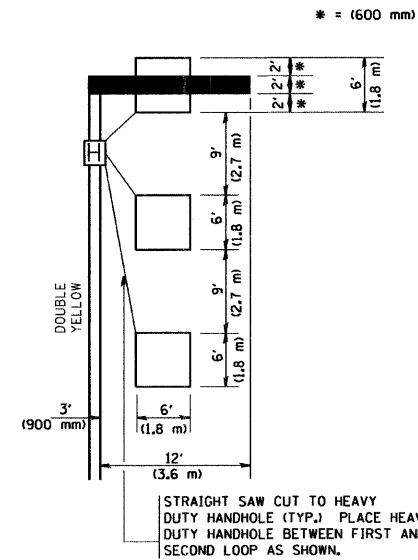
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



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

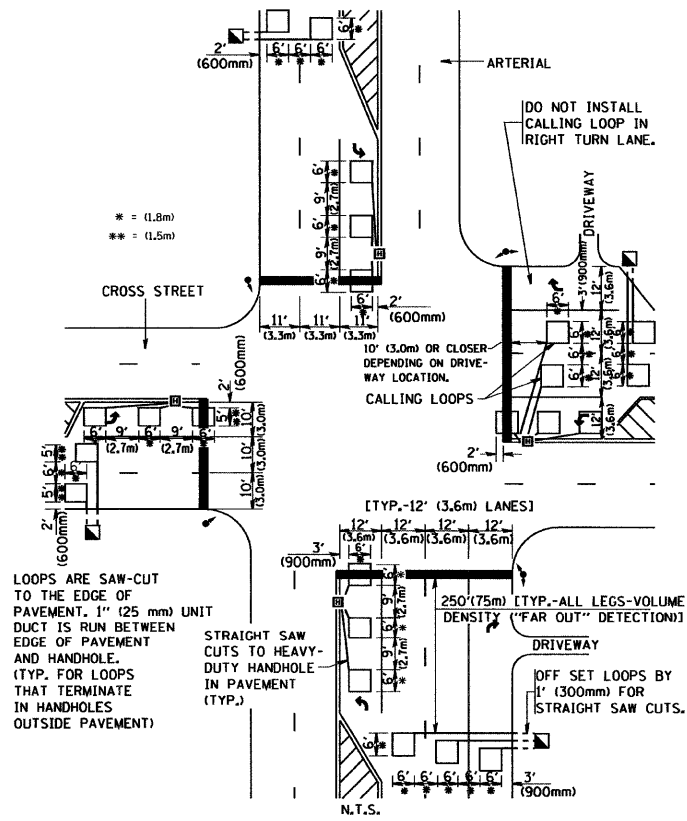
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



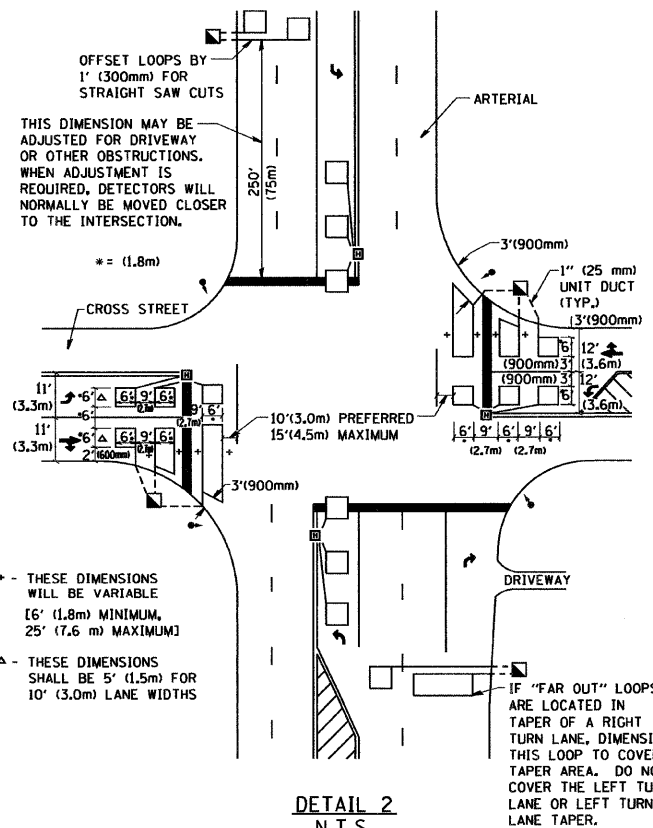
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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

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

NOTE:

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

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

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = ggl1emobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING			F.A. - RTE. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	52	44	44
	PLOT DATE = 1/4/2008	CHECKED - R.K.F.	REVISED -								TS-07		
		DATE -	REVISED -								CONTRACT NO. 60R87		
											FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		