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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

COOK 32 1 2020-109-RS&SW

D-91-508-20

LOCATION OF SECTION INDICATED THUS: -

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN **VILLAGE OF HILLSIDE** AND **VILLAGE OF WESTCHESTER**

TRAFFIC DATA

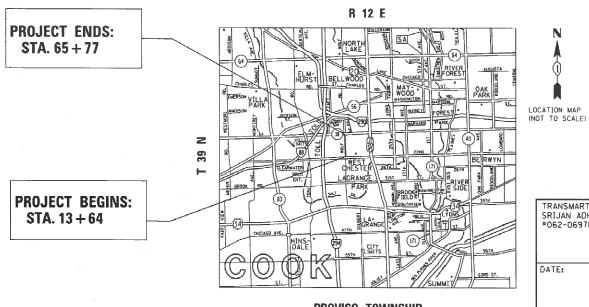
2018 ADT: 16700 VPD

POSTED SPEED LIMIT: 35 MPH

PROPOSED HIGHWAY PLANS

F.A.U. ROUTE 2689: WOLF ROAD IL 38 (ROOSEVELT ROAD) TO CERMAK ROAD SECTION: 2020–109–RS&SW PROJECT: STP-WHGB(242) **SMART OVERLAY & ADA IMPROVEMENTS COOK COUNTY**

C-91-306-20



PROVISO TOWNSHIP

GROSS LENGTH = 5213 FT. = 0.99 MILE NET LENGTH = 5213 FT. = 0.99 MILE

TRANSMART SRIJAN ADHIKARI, P.E. 062-069784 DATE: EXPIRATION DATE: 11-30-2021

> 411 South Wells Street Suite 1000 Chicago, Illinois 60607

CONTACT: SRIJAN ADHIKARI

(312) 922-1700 EXT. 107

ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123 OR 811

PROJECT ENGINEER: DANIEL WILGREEN (847) 705-4240 PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 62L87

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SUBMITTED MARCH 1 20 21

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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	32	

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-06	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS TYPE 1
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-RD OPERATIONS, MULTILANE, 15" TO 24" FROM PAVEMENT EDGE
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS <= 40 MPH
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
814001-03	HANDHOLES
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

Transmart**
411 South Wells Street Suite 1000
Chicago, Illinois 60607

USER NAME = jturk	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/16/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

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 F.A.U. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS NO.

 2689
 2020-109-RS&SW
 COOK
 32
 2

 CONTRACT NO. 62L87

 ILLINOIS
 FED. AID PROJECT

GENERAL NOTES

- 1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
- 2. TEN (10) FOOT (3 METER) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND 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.
- 3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE VILLAGE OF HILLSIDE, AND THE VILLAGE OF WESTCHESTER
- 4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 5. SIDEWALK RAMPS MODIFICATIONS WITHIN THE LIMITS OF THE PROJECT SHALL CONFORM TO THE APPLICABLE HIGHWAY STANDARDS INCLUDED IN THE PLANS OR AS DETERMINED BY THE ENGINEER.
- 6. 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.
- 7. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- 8. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 10. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 11. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 13. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 14. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 15. THE ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER, EMAD ALHUSSEINI, AT EMAD.ALHUSSEINI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
- 16. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

GENERAL NOTES (CONTINUED)

- 17. PAVEMENT MARKING TAPE TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 18. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 19. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)"SHOWN IN THE PLANS.
- 20. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
- 21. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 22. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
- 23. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
- 24. WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN AN ACCEPTABLE SURFACE AGGREGATE FOR TEMPORARY ROADS AND APPROACHES FOR ACCESS TO DRIVEWAYS, HOUSES, BUILDINGS, OR OTHER PROPERTY ABUTTING THE HIGHWAY OR STREET BEING IMPROVED. THE COST INCURRED BY THE CONTRACTOR FOR PROVIDING TEMPORARY ROADS WILL BE PAID FOR AS EXTRA WORK AS PROVIDED IN ARTICLE 104.02.
- 25. THE CONTRACTOR SHALL NOTIFY MR. JOSEPH PISANO, DIRECTOR OF PUBLIC WORKS, (708) 202-3452, AT THE VILLAGE OF HILLSIDE A MINIMUM OF 48 HOURS IN ADVANCE OF BEGINNING WORK.
- 26. THE CONTRACTOR IS REQUIRED TO MAINTAIN ACCESS TO ALL RESIDENTIAL AND COMMERCIAL PROPERTIES THROUGHOUT THE DURATION OF THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR GIVING AT LEAST 3 DAYS NOTICE TO RESIDENTS AND BUSINESSES WHEN CONSTRUCTION WILL OR POTENTIALLY WILL AFFECT THEIR ACCESS AND/OR OPERATIONS DUE TO CONSTRUCTION BEING PERFORMED. THER CONTRACTOR SHALL INFORM THE VILLAGE OF HILLSIDE OF ANY SITUATION WHERE ACCESS WILL BE RESTRICTED PRIOR TO ANY OF THAT WORK BEING PERFORMED.
- 27. THE CONTRACTOR WILL NOT BE PERMITEED TO STORE ANY MATERIALS OR EQUIPMENT ON VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE VILLAGE.
- 28. CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 AT LEAST 2 WEEKS PRIOR TO BEGINNING LANDSCAPE AND FORESTRY WORK TO APPROVE LAYOUT.
- 29. TREES CAN BE PRUNED OUTSIDE OF TREE PRUNING DATES SPECIFIED IN THE STANDARDS. PRUNING IS FOR SAFETY AND TRAFFIC CLEARANCE.

SCHEDULE OF QUANTITIES (FORESTRY)

PAY ITEM NO.		PAY ITEM					
20100210	TREE REMOVAL (O	VER 15 UNITS DIAME	ΓER) (UNIT)				
	DESCRIPTION	STATION/OFFSET	QUANTI				
	N/A	59+30 RT	26				
		TOTAL	26				
PAY ITEM NO.		PAY ITEM					
20101330	TREE REMOVAL (1	TO 10 INCH DIAMETI	ER) (EACH)				
	DESCRIPTION	STATION/OFFSET	QUANTI				
	MULTISTEM CRABAPPLE	26+40 RT	2				
	RED MAPLE	62+70 RT	1				
		TOTAL	3				
PAY ITEM NO.		PAY ITEM					
20101350	TREE PRUNING (OVER 10 INCH DIAMETER) (EACH)						
	DESCRIPTION	STATION/OFFSET	QUANTI				
	HYBRID ELM	27+10 RT	1				
	HYBRID ELM	28+10 RT	1				
	HONEY LOCUST	33+30 RT	1				
	HONEY LOCUST	36+75 RT	1				
	HONEY LOCUST	36+90 RT	1				
	SIBERIAN ELM	39+30 RT	1				
	SILVER MAPLE	42+80 RT	1				
	FLOWERING PEAR	45+30 RT	1				
	SILVER MAPLE	45+50 RT	1				
	SILVER MAPLE	56+90 RT	1				
	SILVER MAPLE	57+20 RT	1				
	SILVER MAPLE	57+55 RT	1				
	SILVER MAPLE	57+55 RT	1				
	SIBERIAN ELM	58+90 RT	1				
	SIBERIAN ELM	59+60 RT	1				
	SIBERIAN ELM	50+05 RT	1				
	FLOWERING PEAR	62+20 RT	1				
	SILVER MAPLE	62+35 RT	1				
	SILVER MAPLE	62+90 RT	1				
		TOTAL	19				

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	DRAWN -	REVISED -
PLOT SCALE = 1.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/16/2021	DATE -	REVISED -

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SCALE:

WOLF ROAD (IL. RTE. 38 TO CERMA	K ROAD)	A.U. TE.	SECT
SENERAL NOTES AND SCHEDULE OF QUANT	ITIES (ENRESTRY)	689	2020-109-
ILIVERIAL NOTES AND SCHEDOLL OF GUARNI	IIILS (I OILSIIII)		
CHEET OF CHEETE CTA	TO CTA		

COUNTY

		SUMMARY OF QUAN	TITIES			CONSTRU	JCTION TYPE	CODE			SUMMARY OF QUANTITIES			CONSTRU	CTION TYP	E CODE
					TOTAL QUANTITIES	0005 ROADWAY	0005						TOTAL QUANTITIES	0005 ROADWAY	0005	
SPECIALT ITEM	Y CODE NO	ITE	М	UNIT	URBAN	80% FED 20% STATE	0005 100% STATE		SPECIALTY ITEM	CODE NO	ITEM	UNIT	URBAN		0005 100% STATE	
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETE	ER)	UNIT	26	26				44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	33,917	33,917		
	20101330	TREE PRUNING (1 TO 10 INCH DIAMETER))	EACH	3	3				44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	93	93		
	20101350	TREE PRUNING (OVER 10 INCH DIAMETER	3)	EACH	19	19				44000600	SIDEWALK REMOVAL	SQ FT	1,969	1,969		
	20200100	EARTH EXCAVATION		CU YD	21	21				44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	350	350		
	21101615	TOPSOIL FURNISH AND PLACE, 4"		SQ YD	380	380				44201807	CLASS D PATCHES, TYPE III. 13 INCH	SQ YD	100	100		
	21101013	TOFSOIL TORNISH AND FLACE, 4		30 10	300	300				44201007	CLASS D FAICHES, FIFE III, 13 INCH	30 10	100	100		
	35300110	CORDING CALT TOLERANT		50.1/5	300	200				44201000	CLASS D DATGUES TYPE IV. 42 INCL	50 VP	200	200		
	25200110	SODDING, SALT TOLERANT		SQ YD	380	380				44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	200	200		
	35501308	HOT-MIX ASPHALT BASE COURSE, 6"		SQ YD	67	67				60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	10	10		
	40600290	BITUMINOUS MATERIALS (TACK COAT)		POUND	15,263	15,263				60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	10	10		
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLAN	NGEWAYS	TON	54	54			*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	21	21		
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - E	BUTT JOINT	SQ YD	746	746			*	66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2		
1.dgn																
20-sht-50Q-(40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9	9.5, MIX "D", N50	TON	8	8			*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1		
ts/D1508																
CADD Shee	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9	9.5, MIX "D", N70	TON	2,849	2,849			*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
ark/CADD/																
Aproject Wo	42001300	PROTECTIVE COAT		SQ YD	412	412			*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	3	3		
Engineer																
nfrastructure	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY	Y PAVEMENT, 6 INCH	SQ YD	27	27				67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12		
1-96-016 - 1	42		4.5. W.G.I.							676	NOON IT TON			_		
BTP TOOI	42400200	PORTLAND CEMENT CONCRETE SIDEWALK	S D INCH	SQ FT	2,119	2,119				67100100	MOBILIZATION	L SUM	1	1		
ects(2015 -	42400800	DETECTABLE WARNINGS		SQ FT	126	126		DECLA LET	ITEA A	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1		
S:\Proje		USER NAME = jturk	DESIGNED -	REVISED -				PECIALTY			WOLF ROAD (IL. RTE. 38 TO CERMAK ROAD)	F.A.	U. SEC	TION	COUNTY TO	OTAL SHEET HEETS NO.
H 2 411 South	Smart [®] Wells Street Suite 100	PLOT SCALE = 1.0000 ' / in.	DRAWN - CHECKED -	REVISED - REVISED -		0	STA Departmen	ATE OF IL IT OF TRA		TION	SUMMARY OF QUANTITIES (SHEET 1 OF 3)	268				32 4
E E Chicago, II	linois 60607	PLOT DATE = 3/18/2021	DATE -	REVISED -							SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID		

	SUMMARY OF QUA	ANTITIES			CONSTRU	JCTION TYPE CODE			SUMMARY OF QUANTITIES			CONSTRUCTION	TYPE CODI
SPECIALTY CODE N		ЕМ	UNIT	TOTAL QUANTITIES URBAN	0005 ROADWAY 80% FED 20% STATE	0005 100% STATE	SPECIALTY ITEM	CODE NO	ITEM	UNIT	TOTAL QUANTITIES URBAN	0005 ROADWAY 0005 80% FED 100% STA 20% STATE	
70102635	TRAFFIC CONTROL AND PROTECTION, S	STANDARD 701701	L SUM	1	1		*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	243	243	
70102640	TRAFFIC CONTROL AND PROTECTION, S	STANDARD 701801	L SUM	1	1		*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	597	597	
70300100	SHORT TERM PAVEMENT MARKING		FOOT	27,729	27,729			78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	597	597	
70300150	SHORT TERM PAVEMENT MARKING REM	10VAL	SQ FT	9,243	9,243		*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1	
70300210	TEMPORARY PAVEMENT MARKING LETT	ERS AND SYMBOLS	SQ FT	255	255		*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	778	778	
70300220	TEMPORARY PAVEMENT MARKING - LIN	E 4"	FOOT	23,759	23,759		*	89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	6	6	
70300240	TEMPORARY PAVEMENT MARKING - LIN	E 6"	FOOT	948	948		*	89502376	REBUILD EXISTING HANDHOLE	EACH	2	2	
70300250	TEMPORARY PAVEMENT MARKING - LIN	E 8"	FOOT	200	200			X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1	
70300260	TEMPORARY PAVEMENT MARKING - LIN	E 12"	FOOT	935	935			X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	100	100	
70300280	TEMPORARY PAVEMENT MARKING - LIN	E 24"	FOOT	243	243			X4400501	COMBINATION CURB & GUTTER REMOVAL AND REPLACEMENT <= 10 FEET	FOOT	700	700	
2.dgn													
70300520	PAVEMENT MARKING TAPE, TYPE III 4	п	FOOT	13,864	13,864			X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	700	700	
78000100	THERMOPLASTIC PAVEMENT MARKING	LETTERS AND SYMBOLS	SQ FT	255	255			X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	35	35	
CADDICAD													
₹ <u>1</u> × 78000200	THERMOPLASTIC PAVEMENT MARKING	LINE 4"	FOOT	23,759	23,759			X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	14,824	14,824	
8	THERMOPLASTIC PAVEMENT MARKING	LINE 6"	FOOT	948	948			Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	884	884	
78000400	THERMOPLASTIC PAVEMENT MAKKING	LLINE U	F001	948	948			20004562	COMBINATION CONCRETE CORB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	004	004	
78000500	THERMOPLASTIC PAVEMENT MARKING	LINE 8"	FOOT	200	200			Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	62	62	
78000600	THERMOPLASTIC PAVEMENT MARKING	LINE 12"	FOOT	935	935	* SPECIALTY I	TEM	Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	2	2	
Transmari 411 South Wells Street Suite		DESIGNED - DRAWN - CHECKED -	REVISED - REVISED -			STATE OF INDEPARTMENT OF TR	LLINOIS	ATION	WOLF ROAD (IL. RTE. 38 TO CERMAK ROAD) SUMMARY OF QUANTITIES (SHEET 2 OF 3)	F.A RT 260		TTION COUNTY 9-RS&SW COOK CONTRAC	TOTAL SHE SHEETS NO 32 5

		SUMMARY OF QUANTITIES		CONSTRU	JCTION TY	PE CODE	
SPECIALTY ITEM	CODE NO	<u>`</u>	UNIT	TOTAL QUANTITIES URBAN	0005 ROADWAY 80% FED 20% STATE	0005 100% STATE	
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52		-
	Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	21,120	21,120		
	Ø 20076600	TRAINEES	HOURS	500	500		
	Ø 20076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	500	500		

Transmart

411 South Wells Street Suite 1900
Chicago, Illinois 60607

USER NAME = jturk DRAWN REVISED PLOT SCALE = 1.0000 / in. CHECKED -REVISED PLOT DATE = 3/16/2021 DATE REVISED +

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

WOLF ROAD (IL. RTE. 38 TO CERMAK ROAD) SUMMARY OF QUANTITIES (SHEET 3 OF 3) SHEET OF SHEETS STA.

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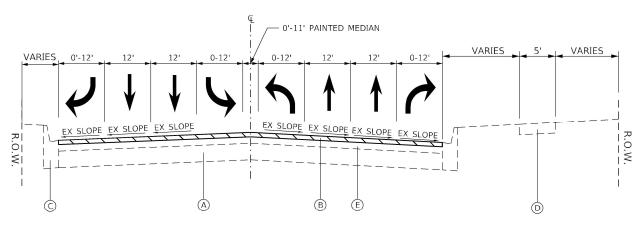
 ECTION
 COUNTY
 TOTAL SHEETS NO.

 109-RS&SW
 COOK
 32
 6

 CONTRACT
 NO. 62L87

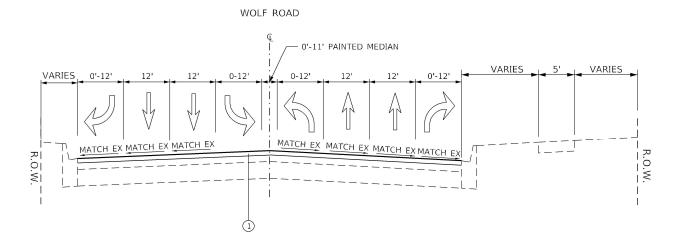
 ILLINOIS
 FED. AID PROJECT
 SECTION 2020-109-RS&SW

DESIGNED -REVISED



EXISTING TYPICAL SECTION

STA 15+24 TO STA 65+77



PROPOSED TYPICAL SECTION

STA 15+24 TO STA 65+77

LEGEND – **EXISTING**:

- A CONCRETE PAVEMENT 9"
- B HOT-MIX ASPHALT SURFACE REMOVAL 1½"
- C COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- D CONCRETE SIDEWALK
- E HOT MIX ASPHALT SURFACE 6"

LEGEND – PROPOSED

1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70 1½"

NOTES

SCALE:

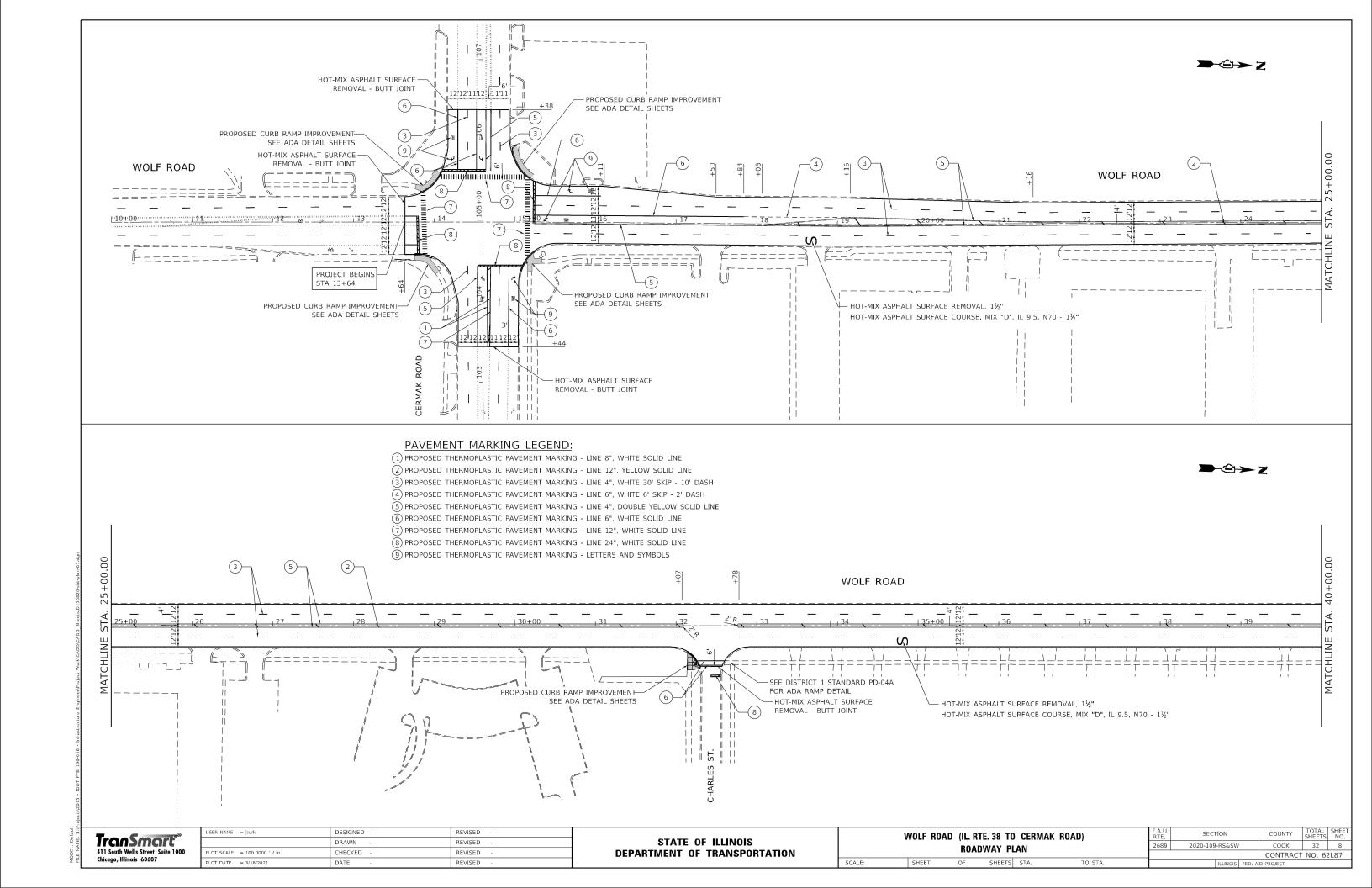
- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- QUALITY MANAGEMENT PROGRAM (QMP) IDNTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.
- 3. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
- 4. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE.
- 5. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

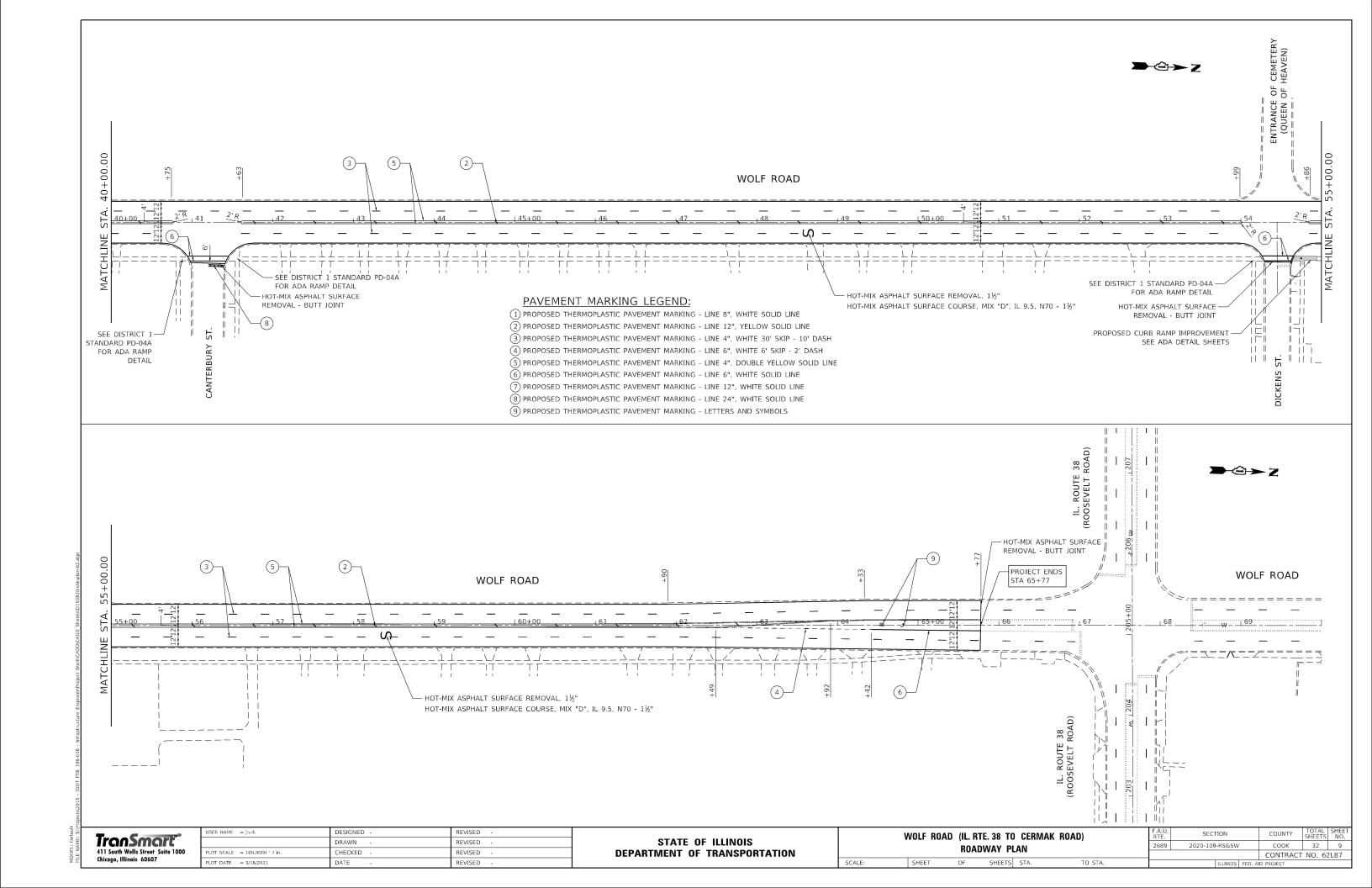
HOT-MIX ASPHALT MIXTURE REQUIREMENTS						
MIXTURE TYPE	MIXTURE TYPE AIR VOIDS © Ndes					
PAVEMENT RESURFACING						
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1½"	4% AT 70 GYR.	QCP				
HOT-MIX ASPHALT PAVEMENT PATCHING						
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% AT 70 GYR.	QC/QA				
HOT-MIX ASPHALT DRIVEWAY						
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 6" 4% AT 50 GYR.						
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% AT 30 GTK.	QC/QA				
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR P	ERFORMANCE (QCP)					

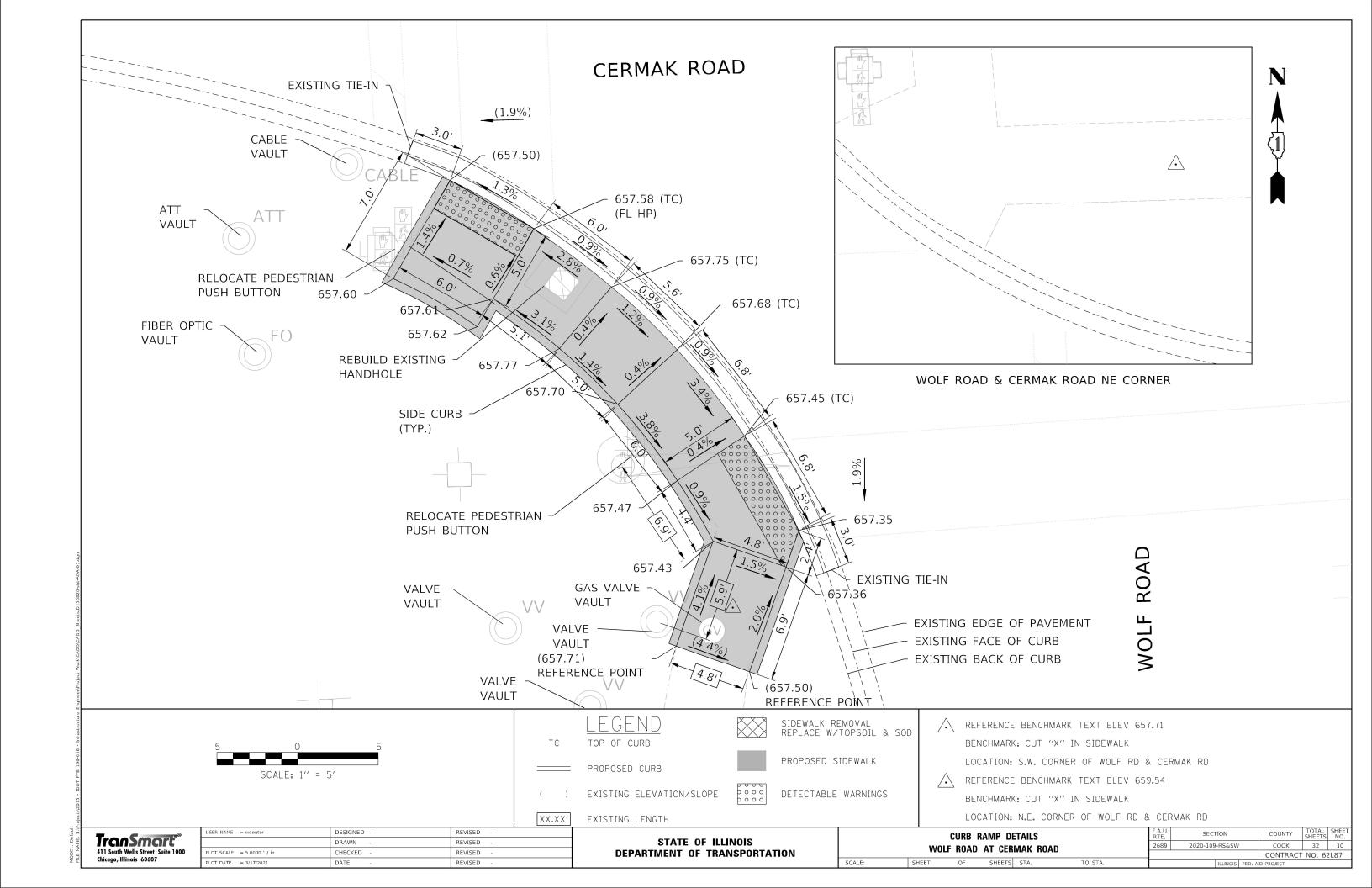
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411 South Wells Street Suite 1000
Chicago, Illinois 60607

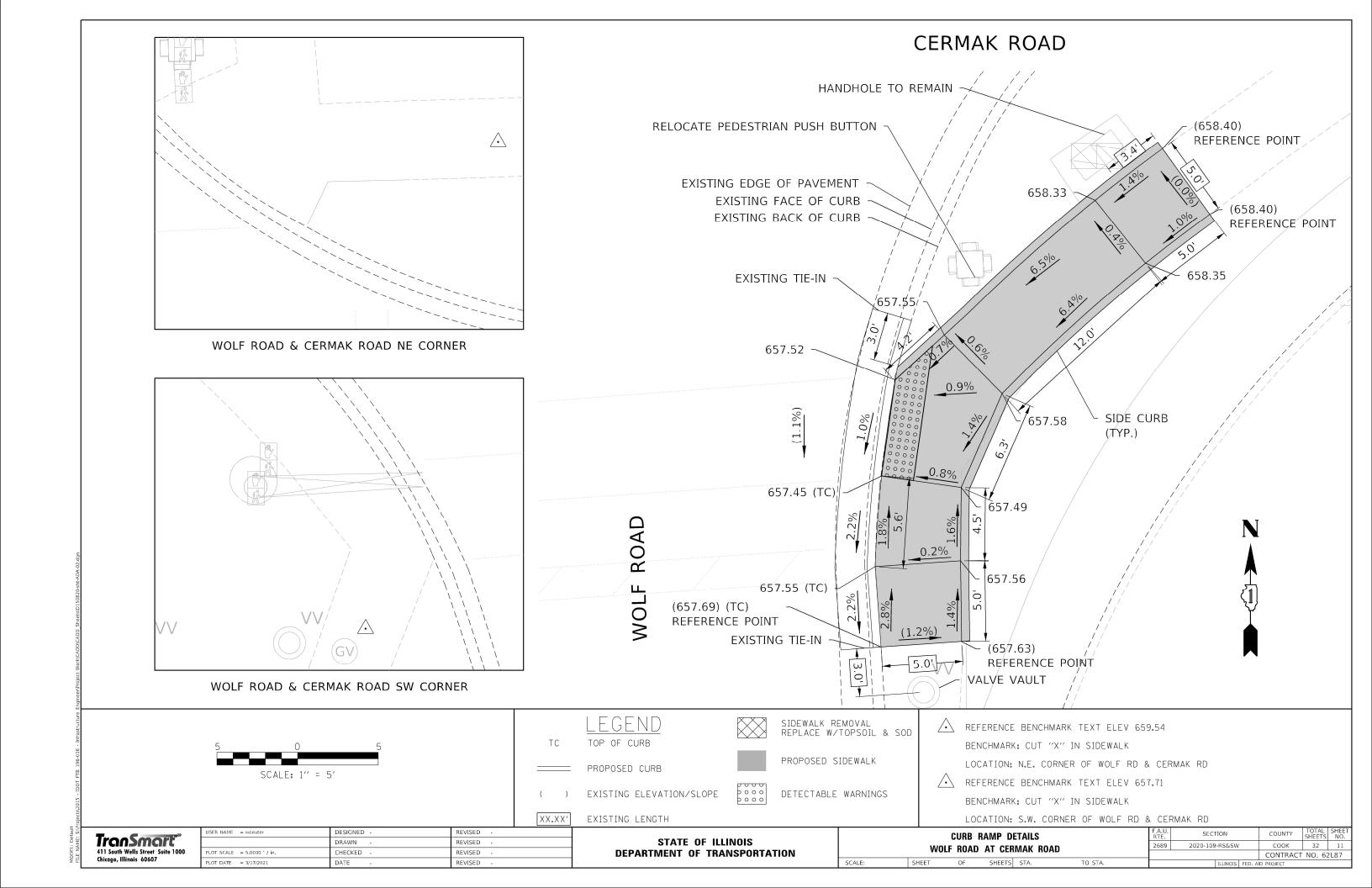
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	DRAWN -	REVISED -
PLOT SCALE = 1.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/16/2021	DATE -	REVISED -

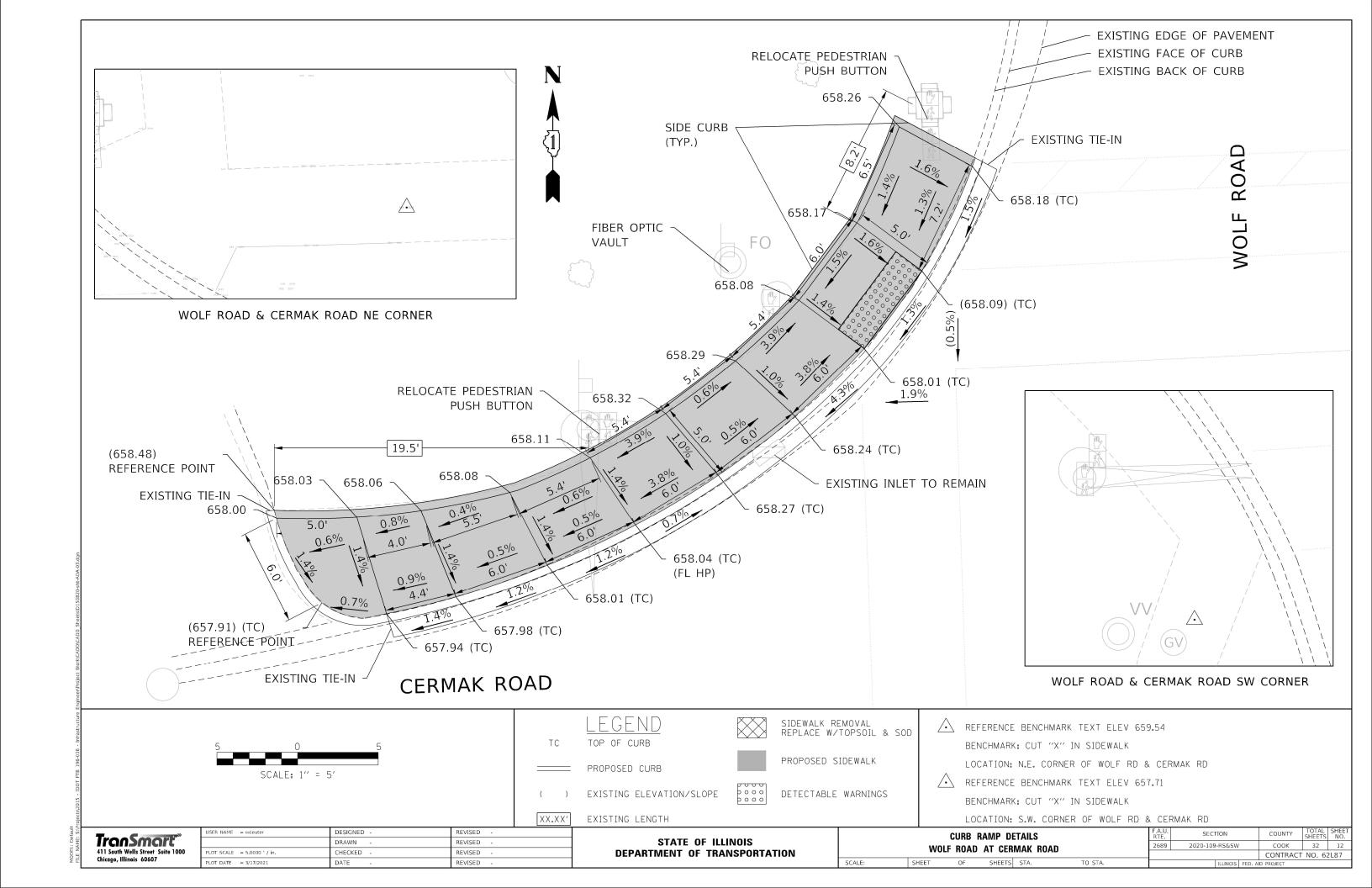
٧	WOLF ROAD (IL. RTE. 38 TO CERMAK ROAD) TYPICAL SECTIONS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
					2689	2020-109-RS&SW	соок	32	7	
							CONTRAC	NO. 62	2L87	
	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

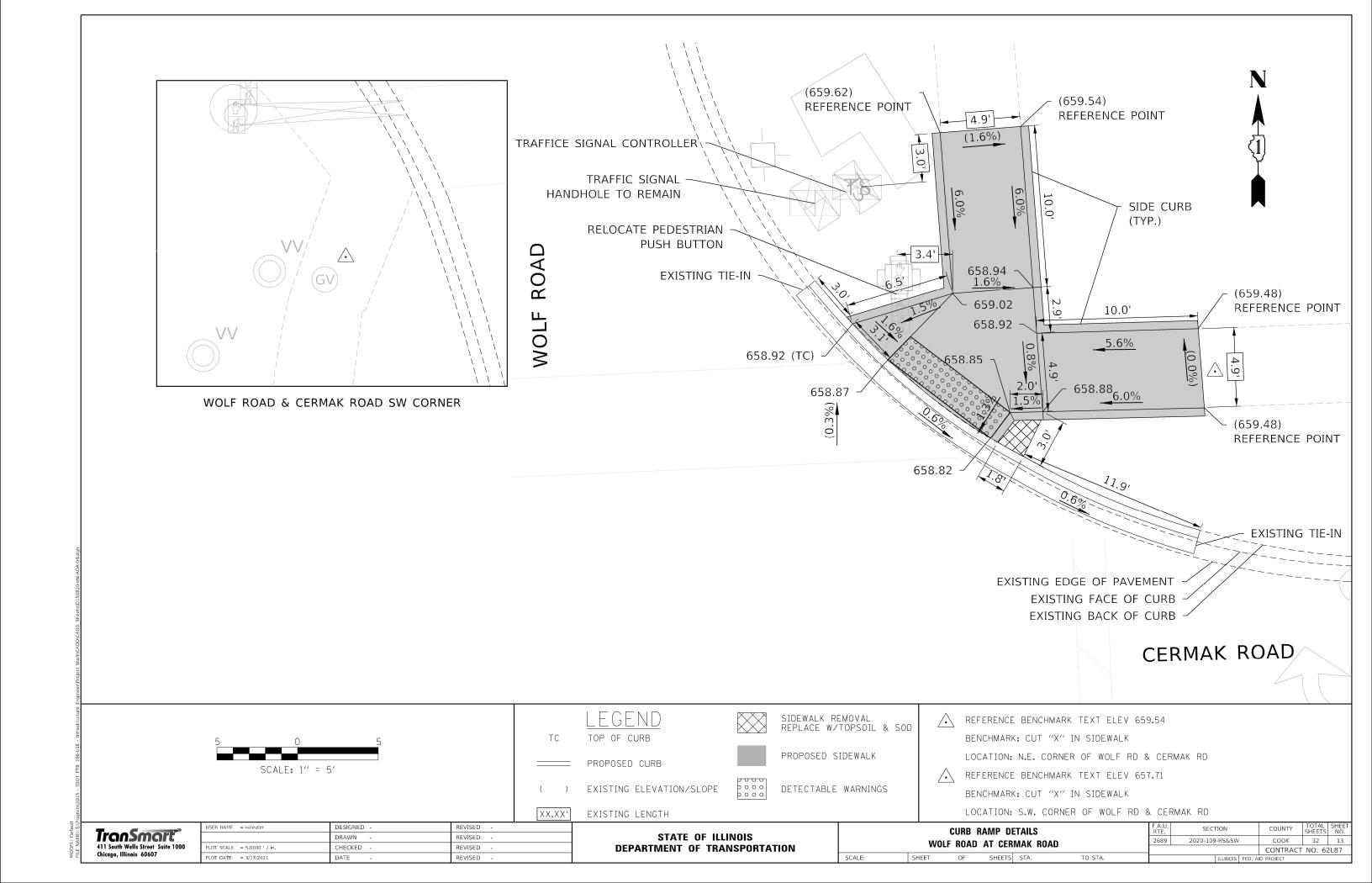


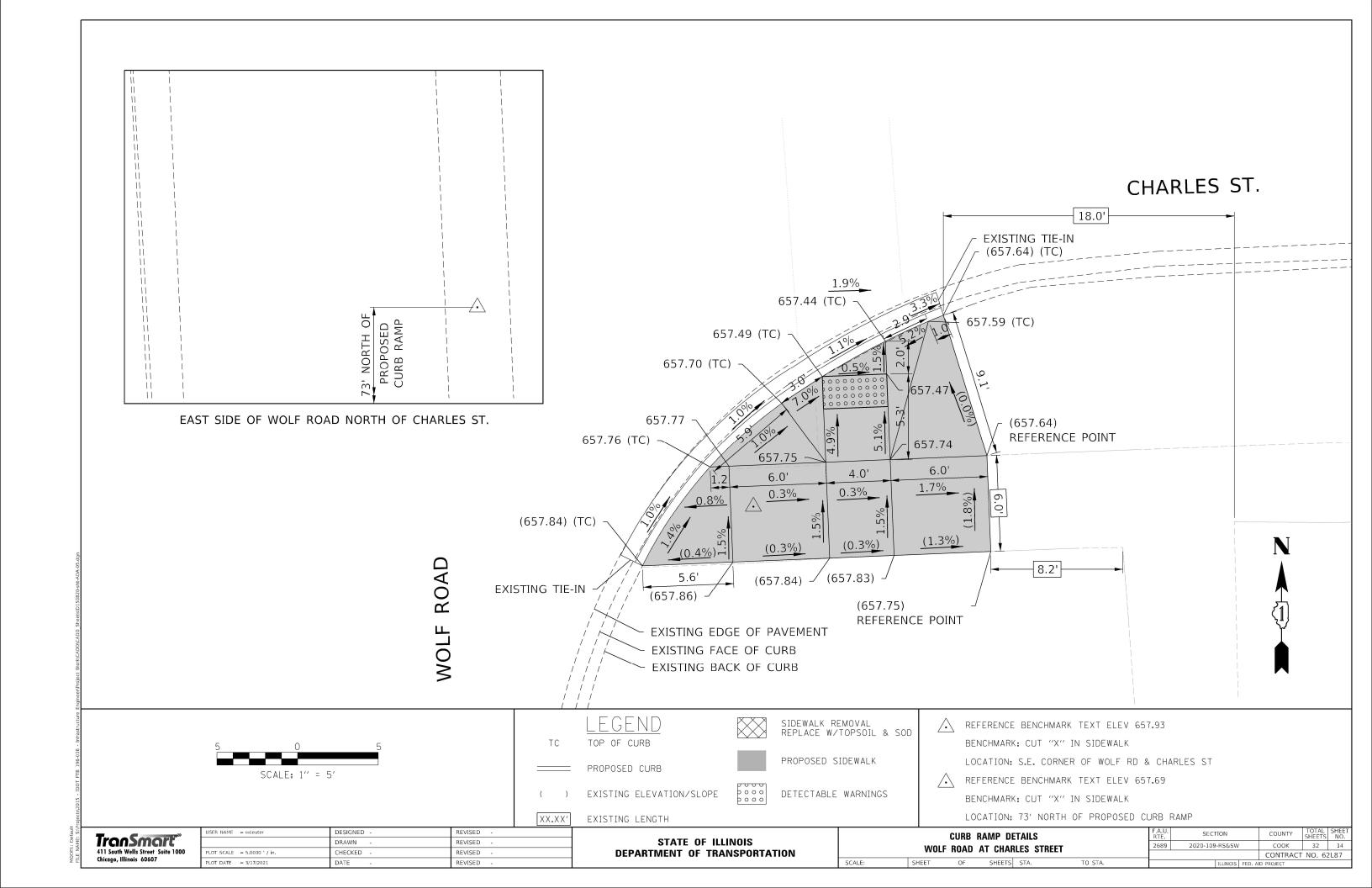


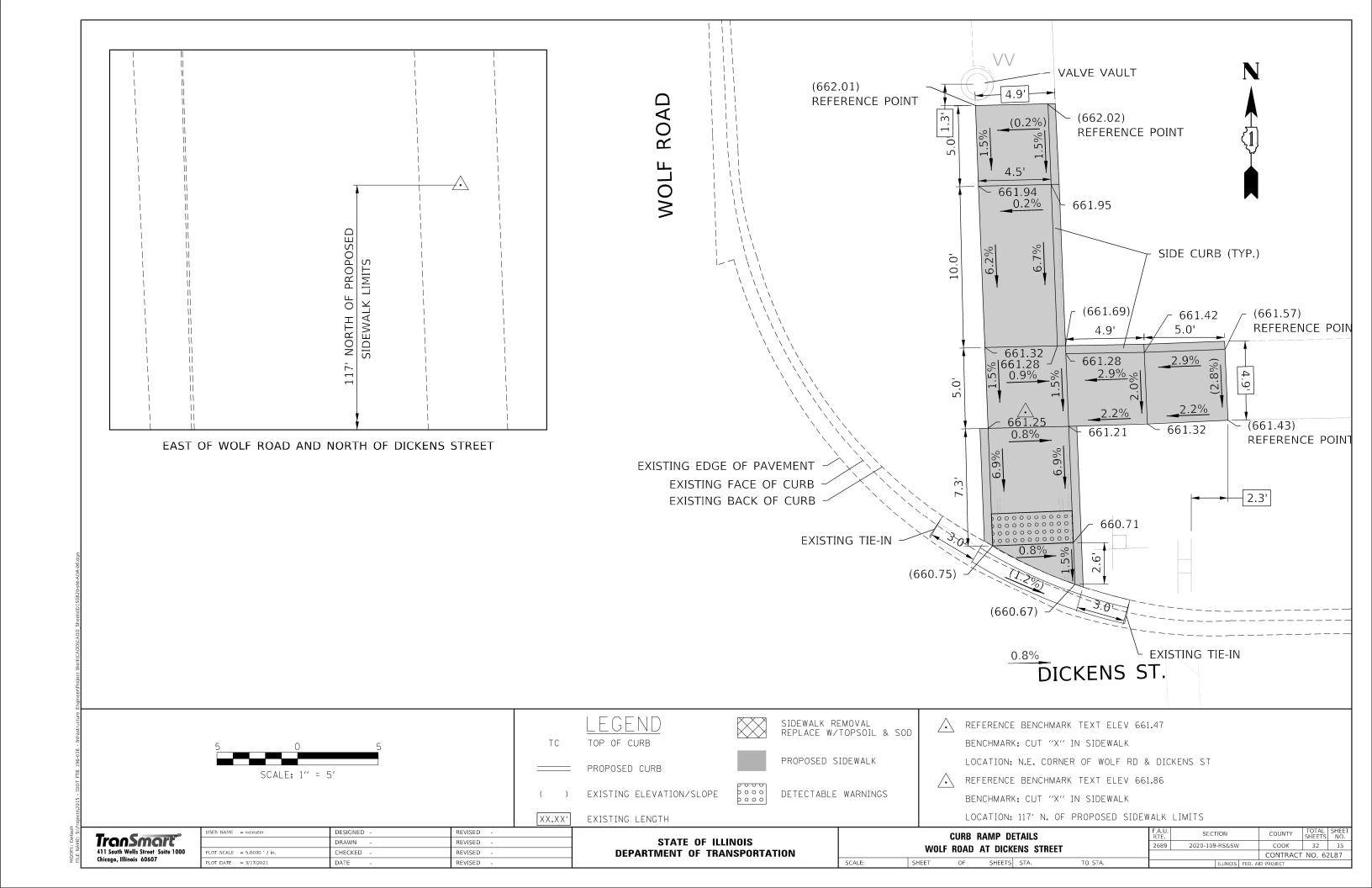


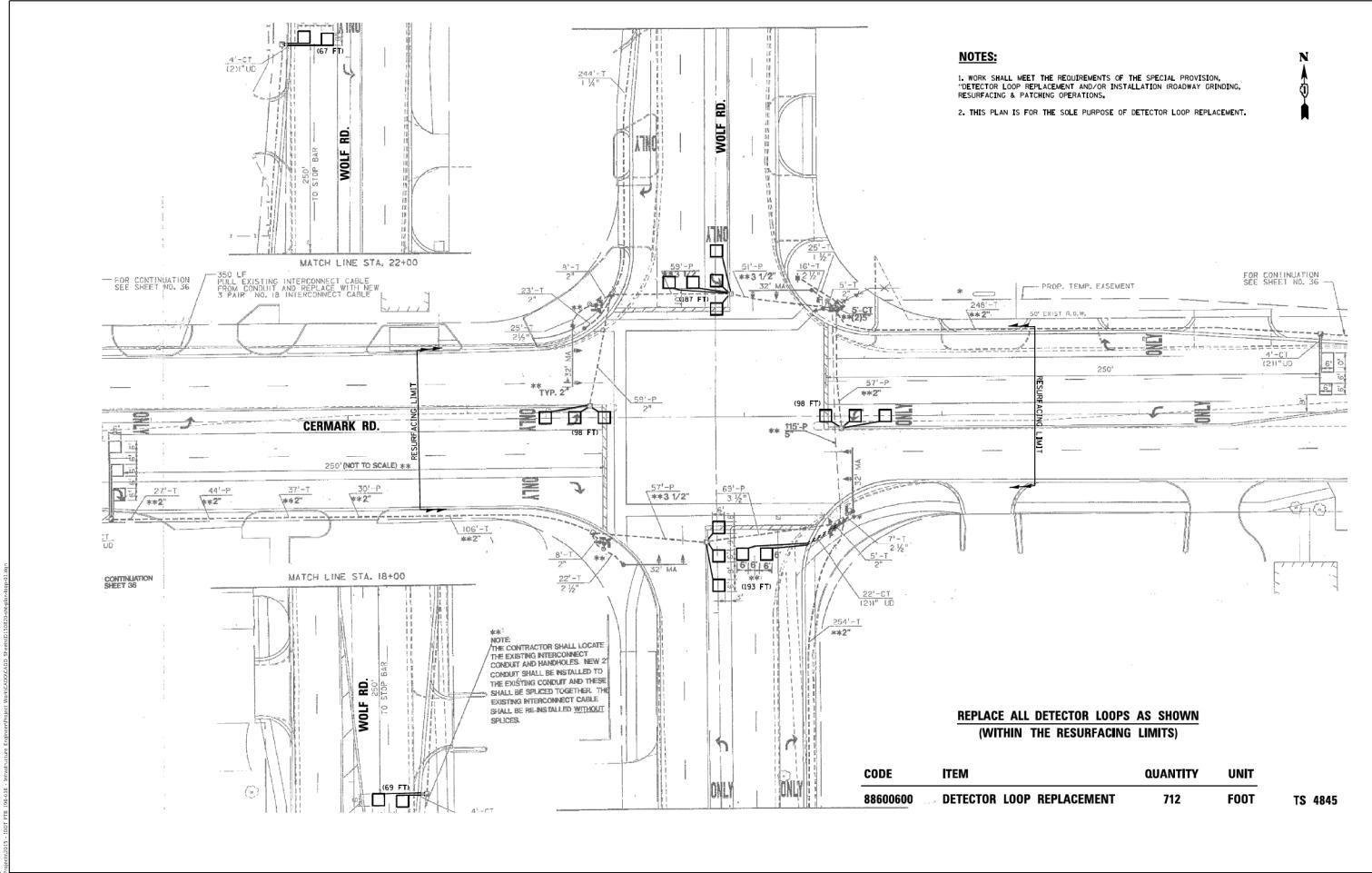












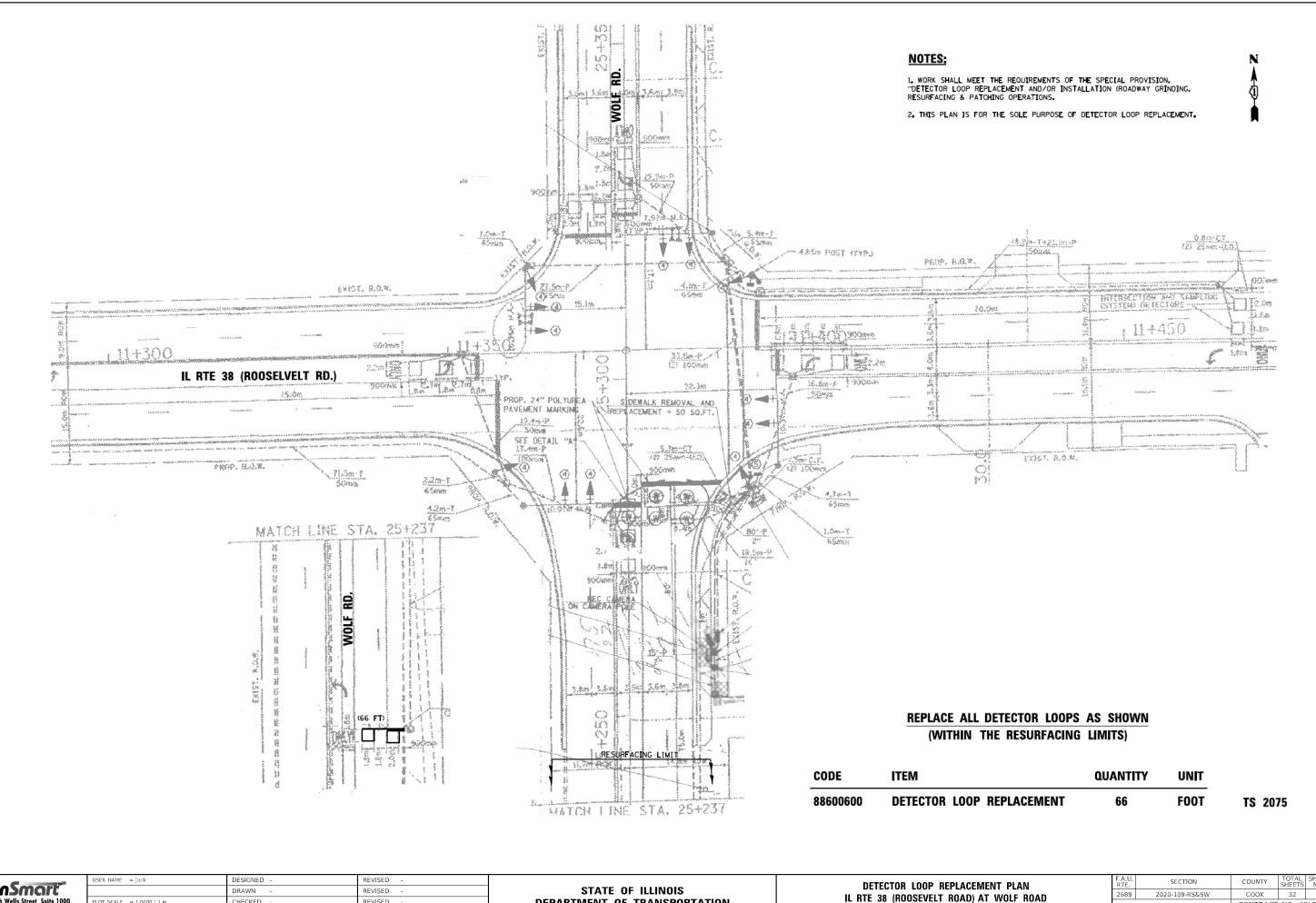
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DESIGNED REVISED DRAWN REVISED LOT SCALE = 1.0000 ' / in. CHECKED REVISED LOT DATE = 3/16/2021 DATE

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SECTION **DETECTOR LOOP REPLACEMENT PLAN** 2020-109-RS&SW CERMAK ROAD AT WOLF ROAD

COOK 32 16 CONTRACT NO. 62L87



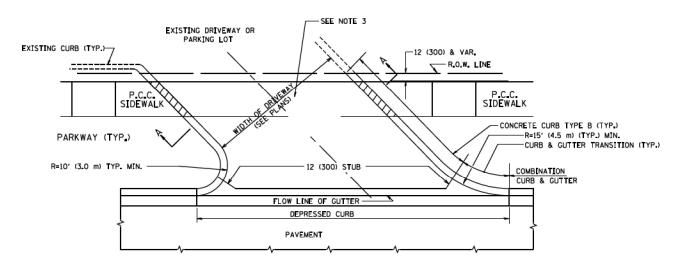
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LOT SCALE = 1.0000 ' / in. CHECKED REVISED

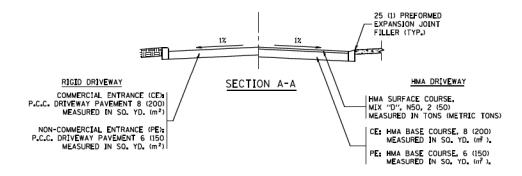
DEPARTMENT OF TRANSPORTATION

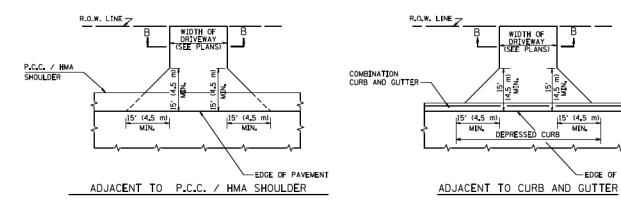
COOK 32 17 CONTRACT NO. 62L87

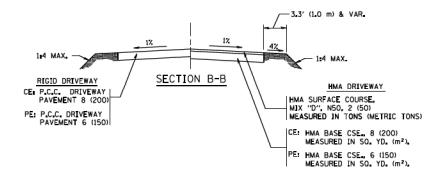
WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B







RURAL FIELD ENTRANCE (FE)

15' (4.5 m)

- EDGE OF PAVEMENT

HMA SURFACE COURSE, MIX "D", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SO. YD. (m²).

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 IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT 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.

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.

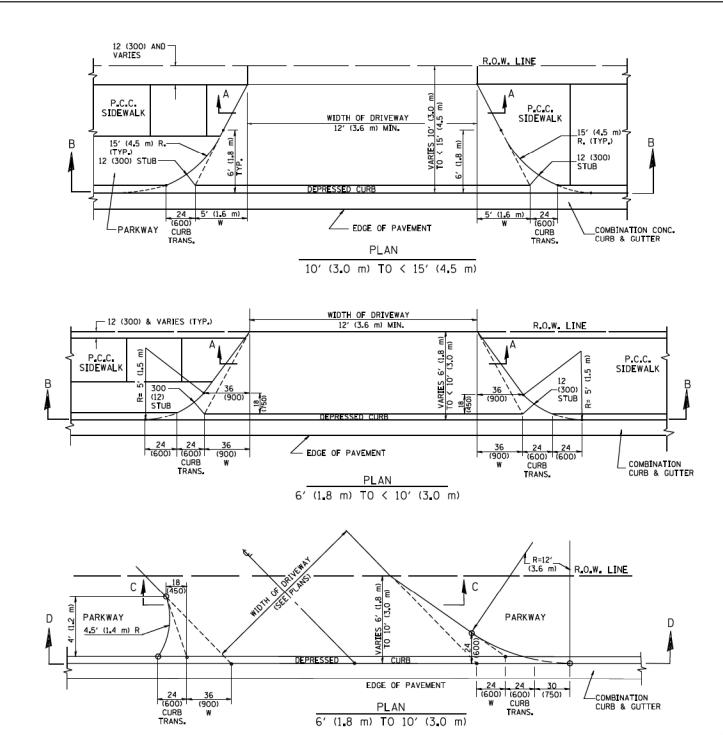
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

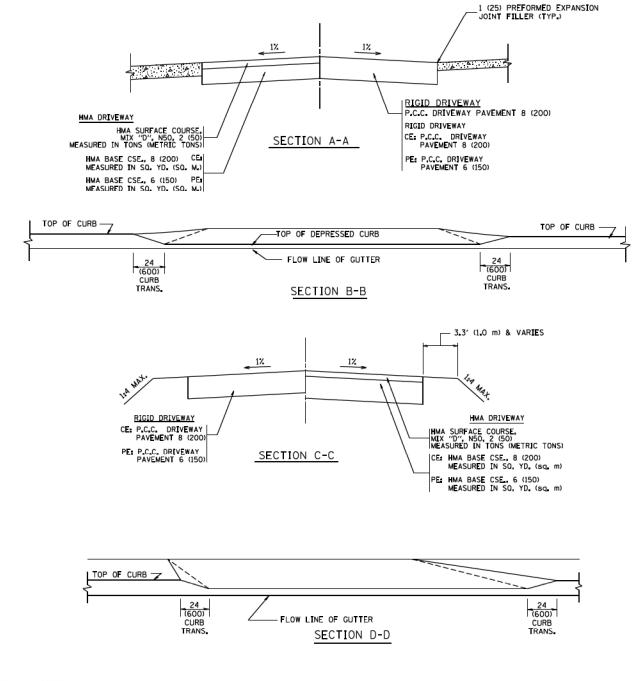


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	DRAWN -	REVISED -
PLOT SCALE = 1.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/16/2021	DATE -	REVISED -

	DRIV	EWAY	DETAILS	– DISTAN	ICE BI	ETWEE	N R.O.W.	F.A. RTE
AND	FACE OF	CURB	& EDGE	OF SHOU	LDER	>=	15' (4.5 m) (BD-01)	268
ALE.		CHEET	OF	CHEETE	CTA		TO STA	}

.A.U.	SECTION			COUNTY	TOTAL SHEETS	SHEET NO.
689	2020-109-RS&SW			соок	32	18
			CONTRACT	NO. 62	2L87	
ILLINOIS FED. AI			ID PROJECT			





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 OLESTIONS 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).

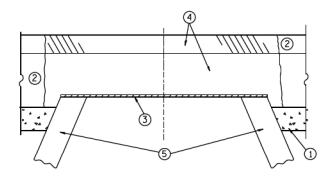
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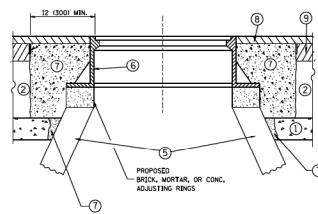
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

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	DRIVEWAY DETAILS — DISTANCE BETWEEN R.O.W. AND FACE OF CURB < 15' (4.5 m) (BD-02)			F.A.U. RTE.	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.		
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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.

SCALE:

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

 B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER
- METAL PLATE.

 D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40)
 THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

- 1 SUB-BASE GRANULAR MATERIAL
- 6 FRAME AND LID (SEE NOTES)
- 2 EXISTING PAVEMENT

(5) EXISTING STRUCTURE

- 7 CLASS PP-1* CONCRETE
- 3 36 (900) DIAMETER METAL PLATE
- 8 PROPOSED HMA SURFACE COURSE
- PROPOSED CRUSHED STONE AND HMA SURFACE MEX
- 9 PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SHEET

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN



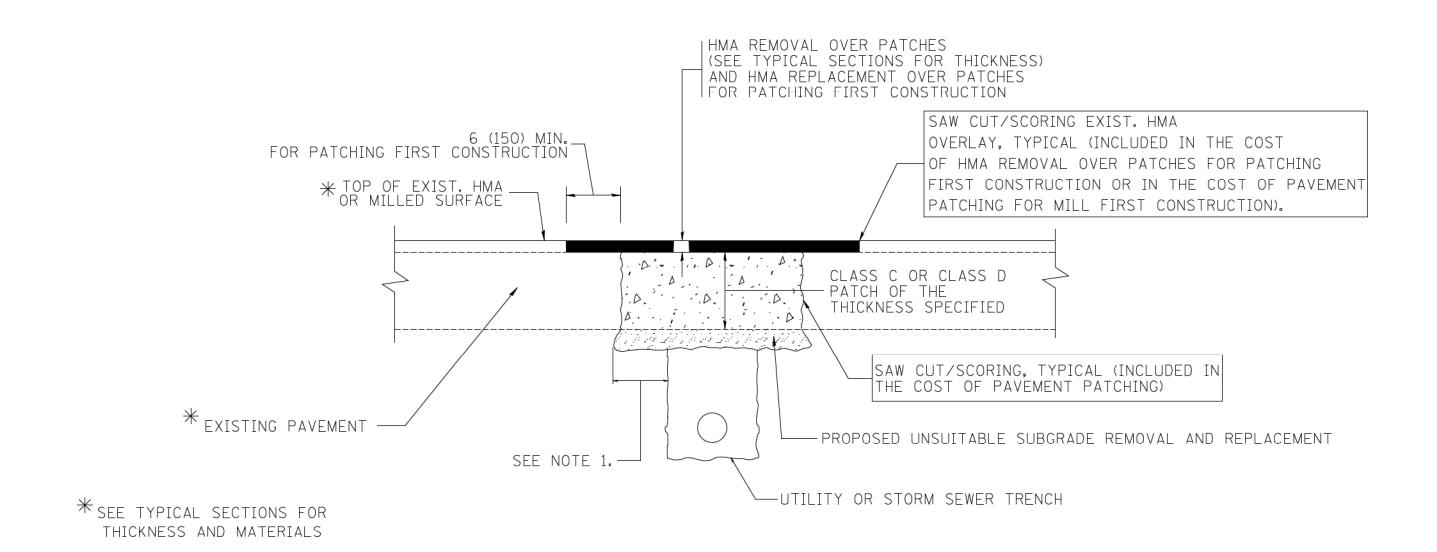
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NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

- 1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 1. MILL HMA FIRST IF THERE IS AT LEAST $4/_2$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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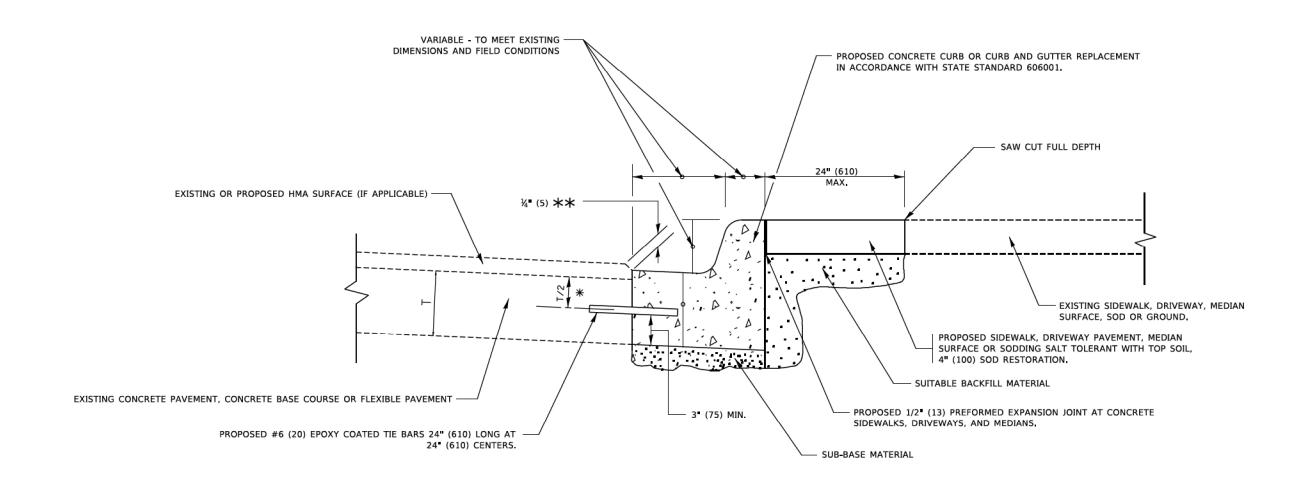
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DEPARTMENT OF TRANSPORTATION

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

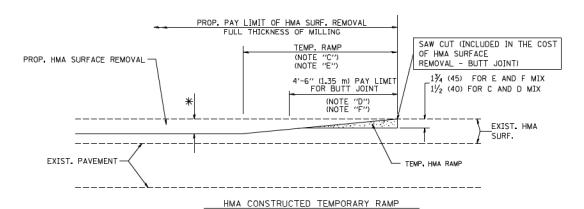
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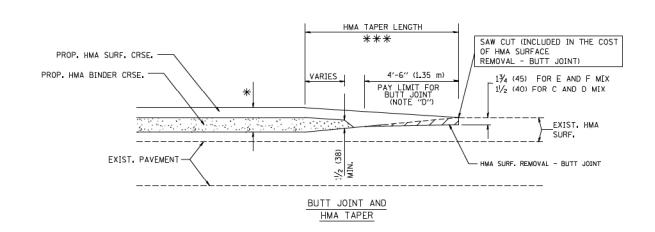
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(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW) $\hspace{1.5cm} \text{OPTION 1}$

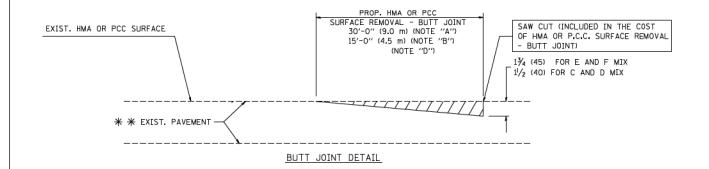


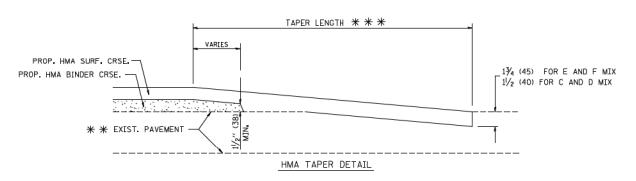
OPTION 2 TYPICAL TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

 $\ensuremath{\star}$ PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

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

SCALE:

** * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

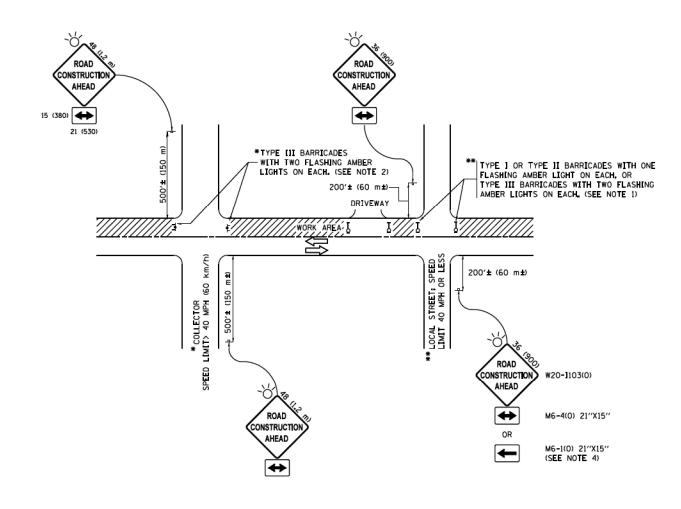
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NOTES:

- 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:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200" (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTJON OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE 1, 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:
 - 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.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- 4. 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).

SCALE:

- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE
- 7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

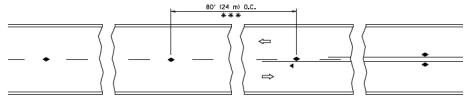
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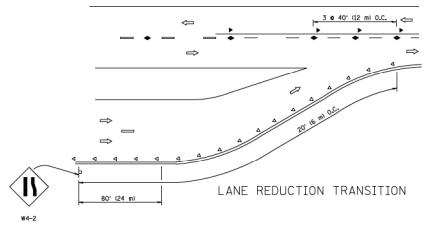
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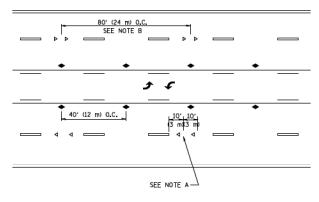
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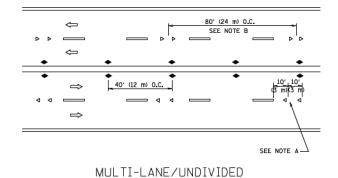
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY





TWO-WAY LEFT TURN



80' (24 m) 0.C.

SEE NOTE B

A 4

SEE NOTE A

SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

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.

SYMBOLS

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

DESIGN NOTES

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

LEFT TURN

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



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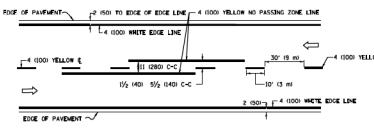
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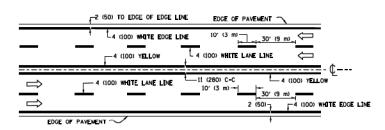
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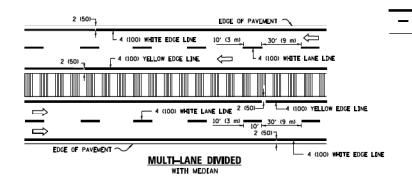
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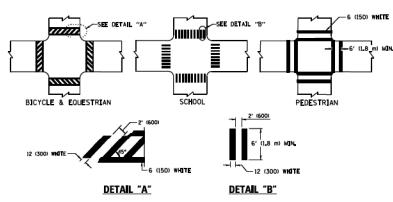
2-LANE ROADWAY



MULTI-LANE UNDIVIDED



TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

TWO-4 (100) YELLOW P 11 (280) C-C-4' (1.2 m) OUTSIDE TO NO DEAGONALS OUTSIDE OF LINES TWO-4 (100) YELLOW @ 11 (280) C-C

8 (200) WHITE-

12 (300) WHITE DIAGONALS

ISLAND OFFSET FROM PAVEMENT EDGE

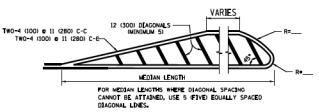
8 (200) WHETE

SLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

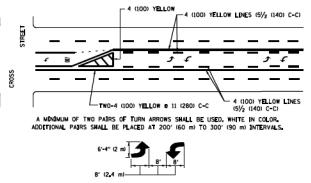
e 10' (3 m) OR LESS SPACING

4' (1,2 m) WIDE MEDIANS ONLY



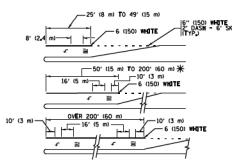
DIAGONAL LINE SPACING 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

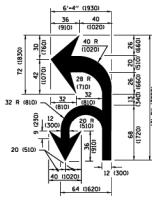
TYPICAL PAINTED MEDIAN MARKING



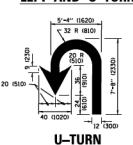
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY"

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



COMBINATION LEFT AND U-TURN



2 (50)

2 (50)

RAISED [SLAND

D(FT)

345

500

580

750

665

SPEED LIMIT

30

40

45

50

55

<u>L</u>	ANE	R	EDU(CTIO	N	TRAI	NSI1	TON
	E REDUC ATER OR					SPEEDS	OF 45	мРН

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) L[NE W]TH 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 e 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (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	10' (3 m) L[NE W]TH 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 MEDIANS IN YELLOW
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 e 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLED EN PAERS	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 EN SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 c 6 (150) 12 (300) c 45° 12 (300) c 90°	SOLID SOLID SOLID	WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (500) APART 2' (500) APART 2' (500) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4" (1,2 m) IN ADVANCE OF AND PARALLEL TO CROSSWAIN, IF PRESENT. OTHERWISE, PLACE AT DESIPED STOPPED POWN. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 p 4 (100) WITH 12 (300) DIAGONALS p 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	WHETE	DEAGONALS: 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" [S 6' (1.8 m LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"23,6 SQ, FT, (0,33 m²) EACH "X"254,0 SQ, FT, (5,0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) e 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 (0VER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30,4 SF

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

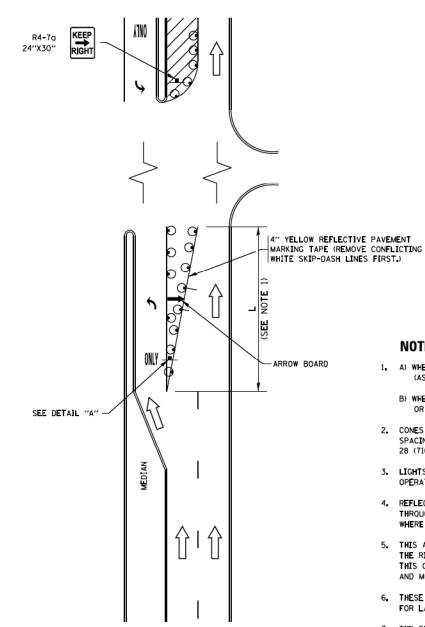


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	F.A.U. RTE.	SECTION				
TYPICAL	2689	2020-109-RS&				
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		DIS	TRICT O	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	TYPICAL	DAVEM	FNIT MAI	2689	2020-109-RS&SW	соок	32	26		
	ITTIOAL	FAVLIVI	LIVI IVIAI	IKIIVUS	(10-13)	·		CONTRACT	NO. 62	2L87
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

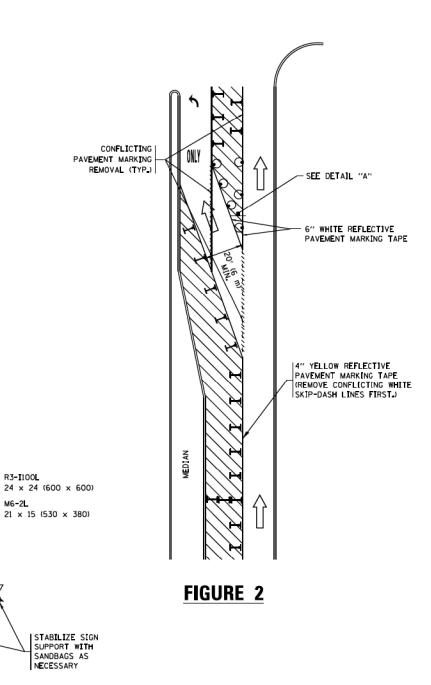


LEGEND LANE OPEN TO TRAFFIC TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT DRUM WITH STEADY BURN LIGHT SIGN ASSEMBLY TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

- 1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 - B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- 3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. 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" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- 6. THESE CONTROLS SHALL SUPPLEMENT MA[NL]NE TRAFFIC CONTROL FOR LANE CLOSURES.
- 7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

SCALE:

TURN

LANE

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

TranSmart

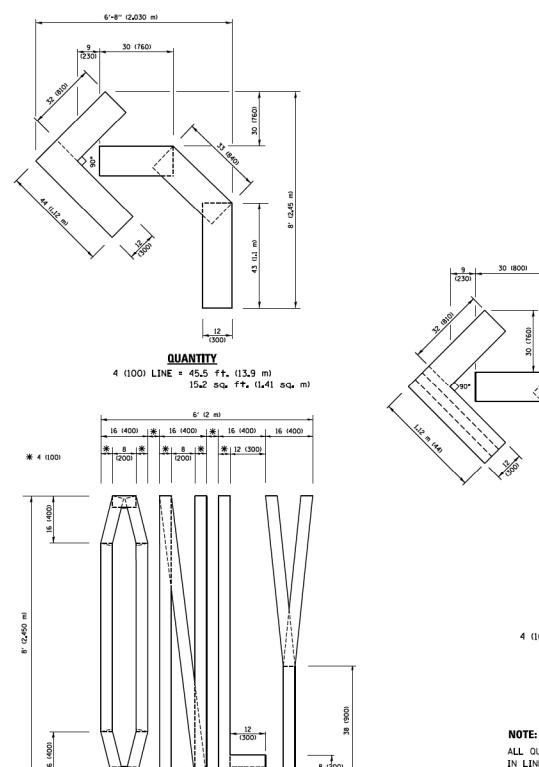
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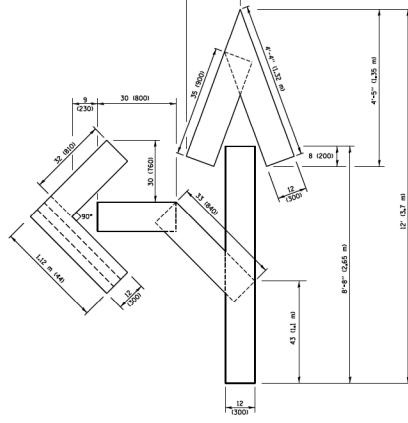
FIGURE 1

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TRAFF				TION AT TURI RAFFIC) (TC-14	
	SHEET	OF	SHEETS	STA.	TO STA.

SECTION 2020-109-RS&SW соок 32 27 CONTRACT NO. 62L87





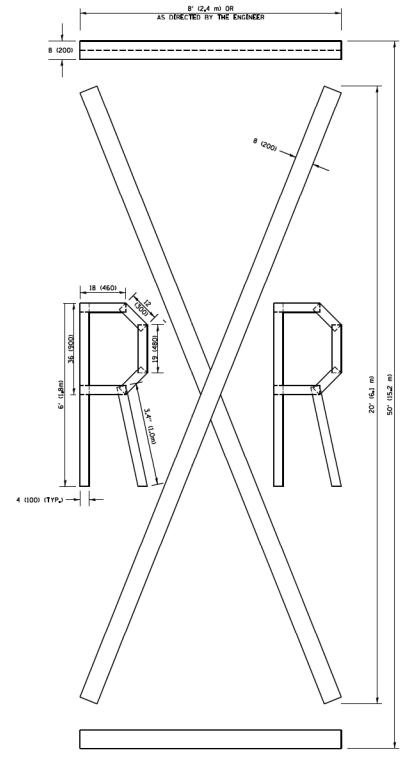
1'-8" (500)

QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m) 27.5 sq. ft. (2.53 sq. m)

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.

SCALE:



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m) 75.3 sq. ft. (6.99 sq. m)

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

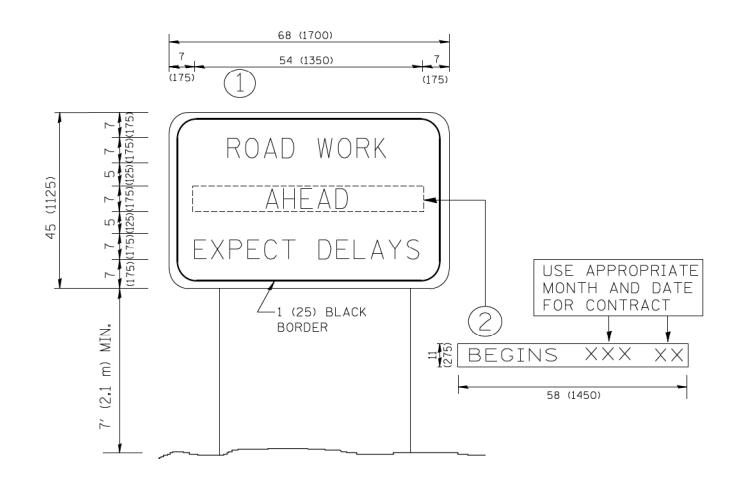
Transmart**
411 South Wells Street Suite 1000
Chicago, Illinois 60607

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QUANTITY
4 (100) LINE = 64.1 ft. (19.5 m)

21.4 sq. ft. (1.99 sq. m)

	SHORT T	F.A.U. RTE. SECTION		COUNTY	TOTAL SHEETS	SHEET NO.						
LETTERS AND SYMBOLS (TC-16)						2689	2020-109-RS&SW			соок	32	28
	ELITERS AND STINDOLS (TC-10)					CONTRACT NO. 6					NO. 62	2L87
	SHEET	OF	SHEETS	STA.	TO STA.			ILLINOIS	FED. Al	ID 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.

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Chicago, Illinois 60607

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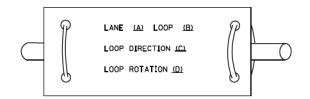
STATE	: OI	FILLINOIS
DEPARTMENT	OF	TRANSPORTATION

	ARTI	ERIAL RO	AD		F.A.U. RTE.	SECTION COUNTY		TOTAL SHEETS	SHEET NO.		
INFORMATION SIGN (TC-22)						39 2020-109-RS&SW			COOK	32	29
	IIII OIIIVIATI	ioiv Siui	4 (10-22						CONTRACT	NO. 62	2L87
SHEET	OF	SHEETS	STA.	TO STA.			ILLINOIS	FED. Al	D PROJECT		

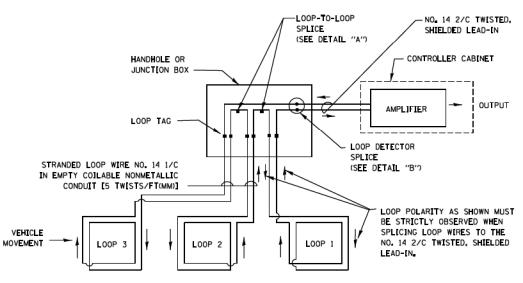
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

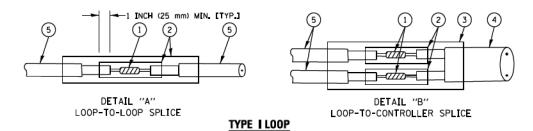


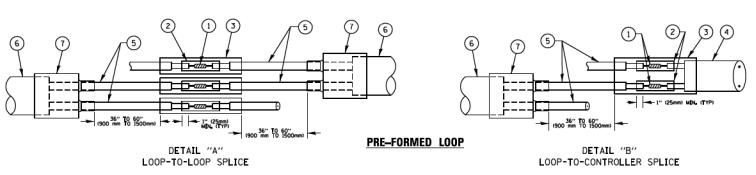
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP "1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "[N" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



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.





LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH, THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- (2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

SCALE:

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

- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- (6) PRE-FORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR
- BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

32 30

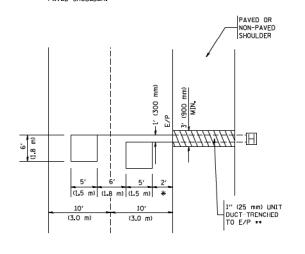


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CTANI	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)							2689	2020-109	9-RS&SW		COO
SIAN	טוואט	IIIAIIIU	SIGNAL DE	Sidiv	DETAILS	(13-03)						CONTI
	SHEET	OF	SHEETS	STA.		TO STA.				TELINOIS	EED A	D PROJECT

LOOPS NEXT TO SHOULDERS

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



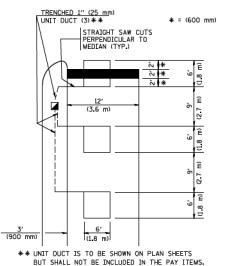
* = (600 mm)

* * LINIT 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)

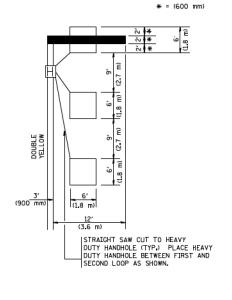
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-OUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE, REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



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)

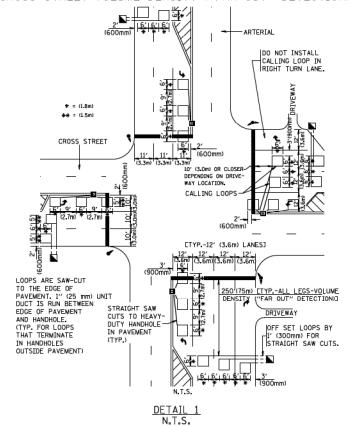


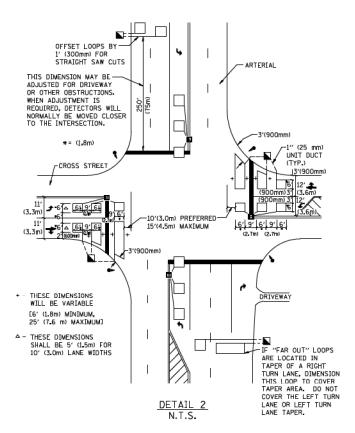
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

SCALE:

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

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





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
- * 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 (f.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.

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.

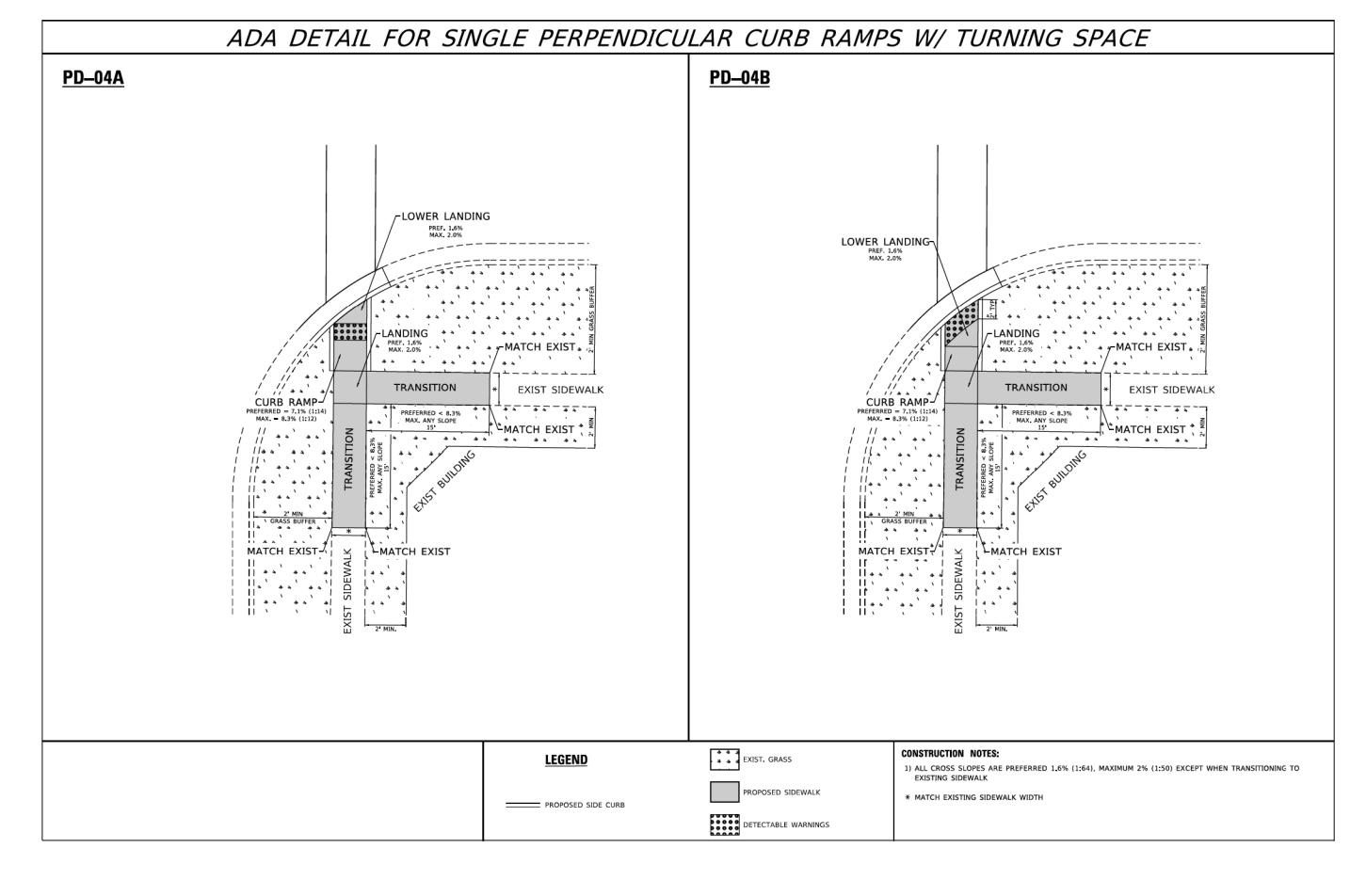
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STATE OF ILLINOIS

D	DISTRICT 1 - DETECTOR LOOP INSTALLATION							
DE	TAILS	FOR	ROA	DWAY RE	SURFACI	NG (TS-07)		
	SHEET		OF	SHEETS	STA.	TO STA.		

A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
2689	2020-109-RS&SV	соок	32	31		
		CONTRACT NO. 62L87				
	ILLINOIS	ID PROJECT				





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PROJECT DETAIL FOR SINGLE PERPENDICULAR	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CURB RAMPS WITH TURNING SPACE (PD-04)	2689	2020-109-RS&SW	COOK	32	32
COND HAMIS WITH TOHNING STAGE (ID-04)	CONTRACT NO. 62			2L87	
SHEET OF SHEETS STA. TO STA.	THUMOIS FED AID PROJECT				