

1-20-2012 LETTING ITEM 005

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	3068A-RS-1	COOK	35	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO.	60L87	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

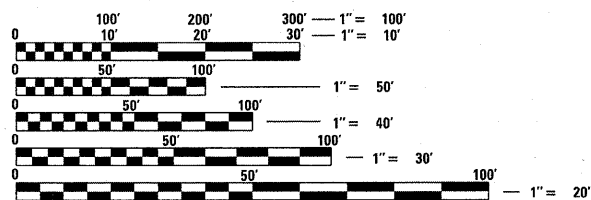
# PROPOSED HIGHWAY PLANS

F.A.P. 350: IL ROUTE 50 (CICERO AVE.)  
95TH STREET TO 127TH STREET  
SECTION: 3068A-RS-1  
RESURFACING (3P)  
PROJECT: NHF-0350 (036)  
COOK COUNTY  
C-91-054-11

PROJECT IS LOCATED IN THE VILLAGES OF ALSIP AND OAK LAWN AND THE CITY OF CHICAGO

**TRAFFIC DATA**

2009 ADT = 41,700 - 49,400  
SPEED LIMIT = 35 MPH



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

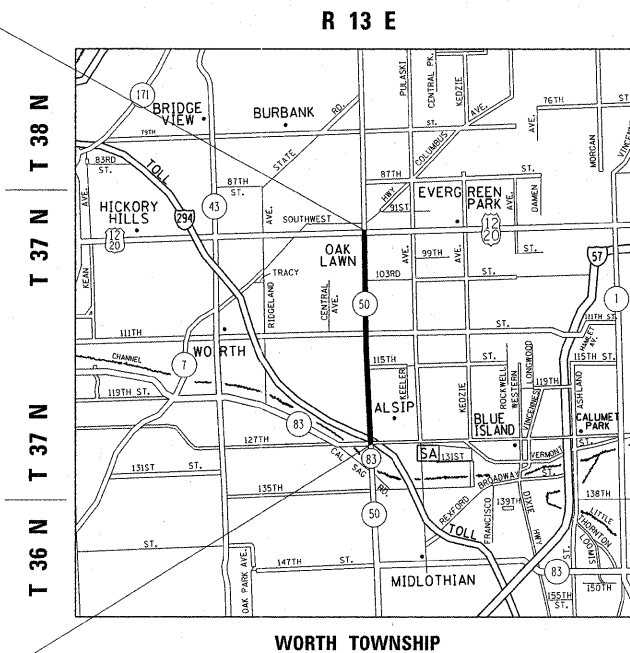
C.U.A.N.  
CHICAGO UTILITY ALERT NETWORK  
1-312-744-7000

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

PROJECT ENGINEER: JENPAI CHANG (847) 705-4432  
PROJECT MANAGER: KEN ENG (847) 705-4247

CONTRACT NO. 60L87

PROJECT ENDS  
STATION: 220 + 47



PROJECT BEGINS  
STATION: 29 + 09

GROSS LENGTH OF PROJECT = 19138 FEET = 3.63 MILES  
NET LENGTH OF PROJECT = 18942 FEET = 3.59 MILES

OMISSION:  
STA. 69+65 TO STA. 71+61

D-91-054-11



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED October 17 20 11

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

December 9 20 11  
Scott E. Stitt, P.E.  
Acting ENGINEER OF DESIGN AND ENVIRONMENT

December 9 20 11  
William R. Freeman  
Interim DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

INDEX OF SHEETS:

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, GENERAL NOTES, AND STATE STANDARDS
3	SUMMARY OF QUANTITIES
4-5	EXISTING AND PROPOSED TYPICAL SECTIONS
6-13	ROADWAY AND PAVEMENT MARKING PLAN
14-23	DETECTOR LOOP REPLACEMENT PLAN
24	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)
25	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
26	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
27	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
28	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
29	TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)
30	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
31	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
32	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)
33	ARTERIAL ROAD INFORMATION SIGN (TC-22)
34	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS - SHEET 1 (TS-05)
35	DISTRICT 1 - DETECTOR LOOP INSTALLATION - DETAILS FOR ROADWAY RESURFACING (TS-07)

STATE STANDARDS:

000001-06	STANDARD SYMBOLS, ABBREVIATION AND PATTERNS
442201-03	CLASS C AND D PATCHES
604001-03	FRAME AND LIDS, TYPE 1
701427	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS < 40 MPH
701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-05	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS

CITY OF CHICAGO GENERAL NOTES:

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "C.U.A.N." (CHICAGO UTILITY ALERT NETWORK) AT (312)744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED).

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.

ALL CATCH BASINS IN THE CITY OF CHICAGO MUST MEET THE DEPARTMENT OF SEWERS' STANDARDS.

PERMITS FROM THE DEPARTMENT OF SEWERS ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY OR COMBINED SEWER SYSTEM CONSTRUCTION, AND FOR RESURFACING WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF SEWERS' PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION.

PERFORATED LIDS SHALL BE PLACED ON ALL MANHOLES AND CATCH BASINS.

ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND LIDS ON SEWER STRUCTURES, SHALL BE REPLACED WITH NEW DEPARTMENT OF SEWERS' STANDARD FRAMES AND LIDS.

OPEN LID DRAINAGE STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION OF THIS ROADWAY WITHOUT THE WRITTEN PERMISSION FROM THE CITY OF CHICAGO.

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

GENERAL NOTES:

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 UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE VILLAGE OF ALSIP, THE VILLAGE OF OAK LAWN, AND THE CITY OF CHICAGO.

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

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.

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.

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.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

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.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470, A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, AT (708) 597-9800 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

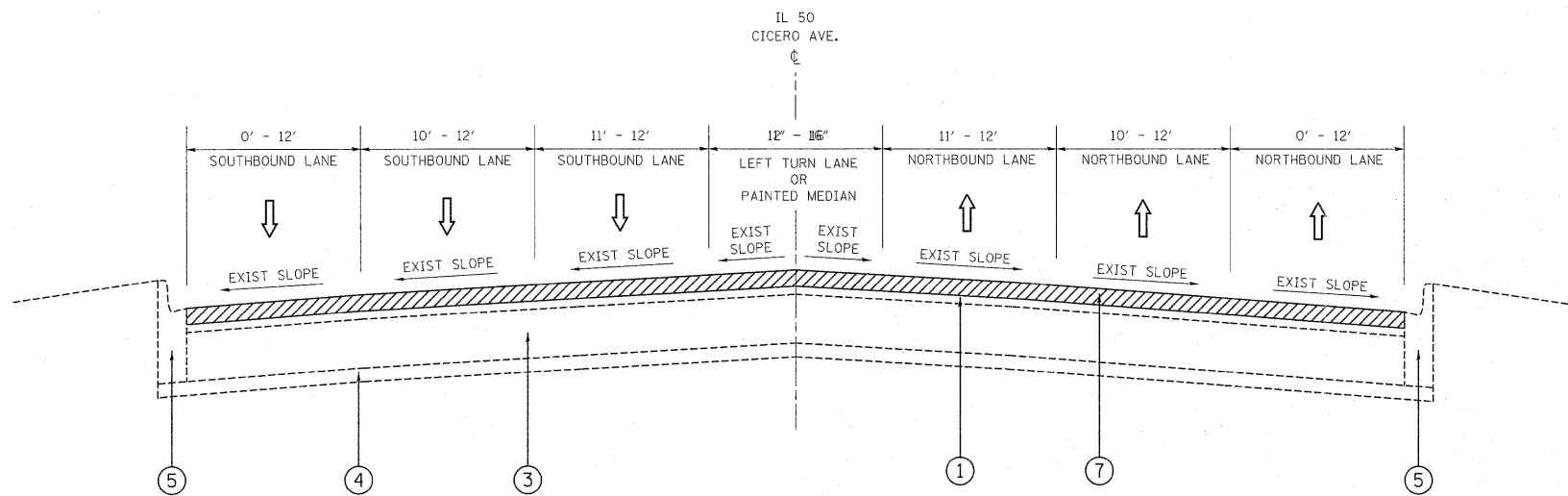
PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.

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).

FILE NAME =	USER NAME = becker tcm	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 50 (CICERO AVENUE.) (95TH ST. TO 127TH ST.) INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw_work\p\midot\becker tcm\d024625\10105411-sh-t-plan.dgn		DRAWN -	REVISED -			350	3068A-RS-1	COOK	35	2
10-20-2011		CHECKED -	REVISED -			CONTRACT NO. 60L87				
		DATE -	REVISED -			SCALE:	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	80% FED. 20% STATE					CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	80% FED. 20% STATE				
				0005									0005				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	65	65					70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	275	275				
25200110	SODDING, SALT TOLERANT	SO YD	65	65					70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1025	1025				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	130	130					70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	2200	2200				
40600300	AGGREGATE (PRIME COAT)	TON	650	650					70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	5780	5780				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	245	245					*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	2730	2730				
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	65450	65450				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	1240	1240					*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	12575	12575				
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	330	330					*78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	275	275				
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	15950	15950					*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1025	1025				
42001300	PROTECTIVE COAT	SO YD	385	385					*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	2200	2200				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	1150	1150					*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2495	2495				
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	162675	162675					78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	3380	3380				
44000600	SIDEWALK REMOVAL	SO FT	1150	1150					*88600600	DETECTOR LOOP REPLACEMENT	FOOT	5001	5001				
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SO YD	1475	1475					40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	6835	6835				
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SO YD	1825	1825					Δ X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	7700	7700				
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SO YD	245	245					X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	77	77				
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SO YD	300	300					Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1150	1150				
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	5	5					Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	25	25				
60404950	FRAMES AND GRATES, TYPE 24	EACH	5	5					Δ Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	220	220				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4				
67100100	MOBILIZATION	L SUM	1	1					Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1				
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1													
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1													
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1													
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1													
70300100	SHORT TERM PAVEMENT MARKING	FOOT	52025	52025													
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	2730	2730													
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	65450	65450													
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	12575	12575													

\* SPECIALTY ITEMS  
Δ NON-PARTICIPATING (100% STATE)



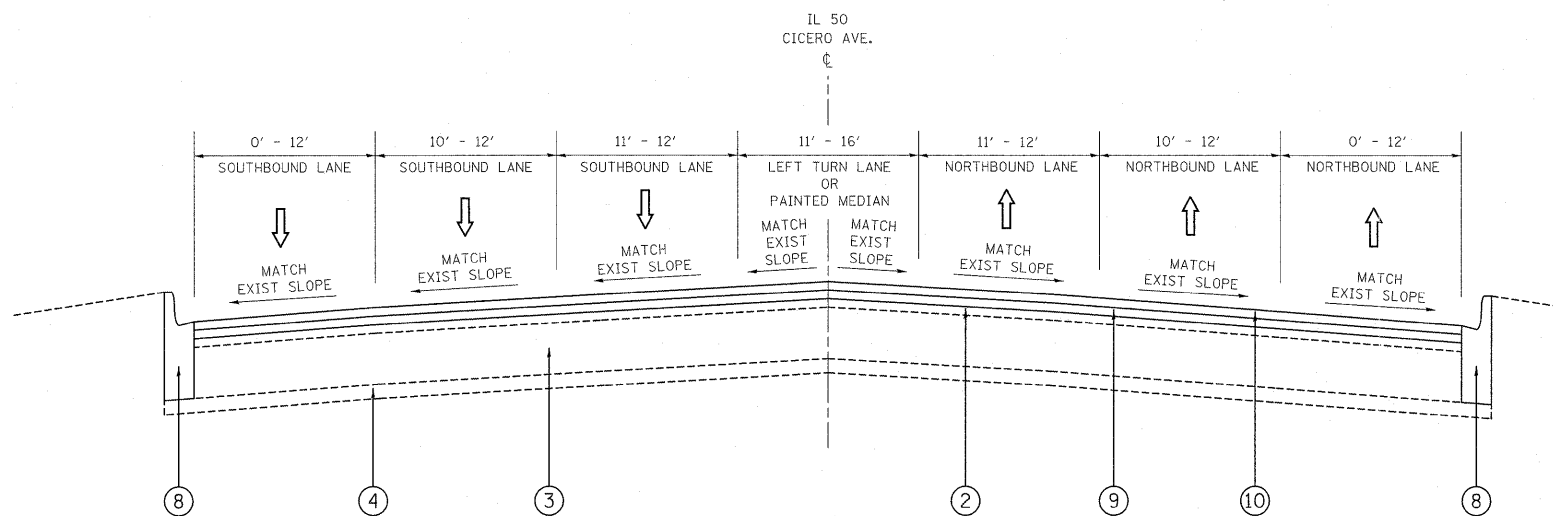
EXISTING TYPICAL SECTION  
IL 50 (CICERO AVE.)  
STA. 29+09 TO STA. 61+00  
STA. 88+00 TO STA. 220+47

NOTES:

- \* TWO (2) TOTAL SOUTHBOUND LANES FROM: STA. 41+82 TO STA. 61+00  
STA. 88+00 TO STA. 109+76
- \* TWO (2) TOTAL NORTHBOUND LANES FROM: STA. 50+91 TO STA. 61+00  
STA. 88+00 TO STA. 109+76
- \* ONE (1) SOUTHBOUND RIGHT TURN LANE FROM: STA. 58+00 TO STA. 60+65

LEGEND:

- ① EXISTING HMA SURFACE (VARIES FROM 3" TO 5")
- ② EXISTING HMA SURFACE AFTER MILLING (VARIES FROM 1/2" TO 2-1/2")
- ③ EXISTING P.C.C. BASE COURSE ( ± 9")
- ④ EXISTING SUB-BASE GRANULAR MATERIAL
- ⑤ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.18 OR TYPE B-6.24
- ⑥ EXISTING CONCRETE MEDIAN SURFACE, 4"
- ⑦ PROPOSED HMA SURFACE REMOVAL, 2-1/2"
- ⑧ PROPOSED COMB. CONC. C&G REMOVAL AND REPLACEMENT
- ⑨ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑩ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1-3/4"



PROPOSED TYPICAL SECTION  
IL 50 (CICERO AVE.)  
STA. 29+09 TO STA. 61+00  
STA. 88+00 TO STA. 220+47

NOTES:

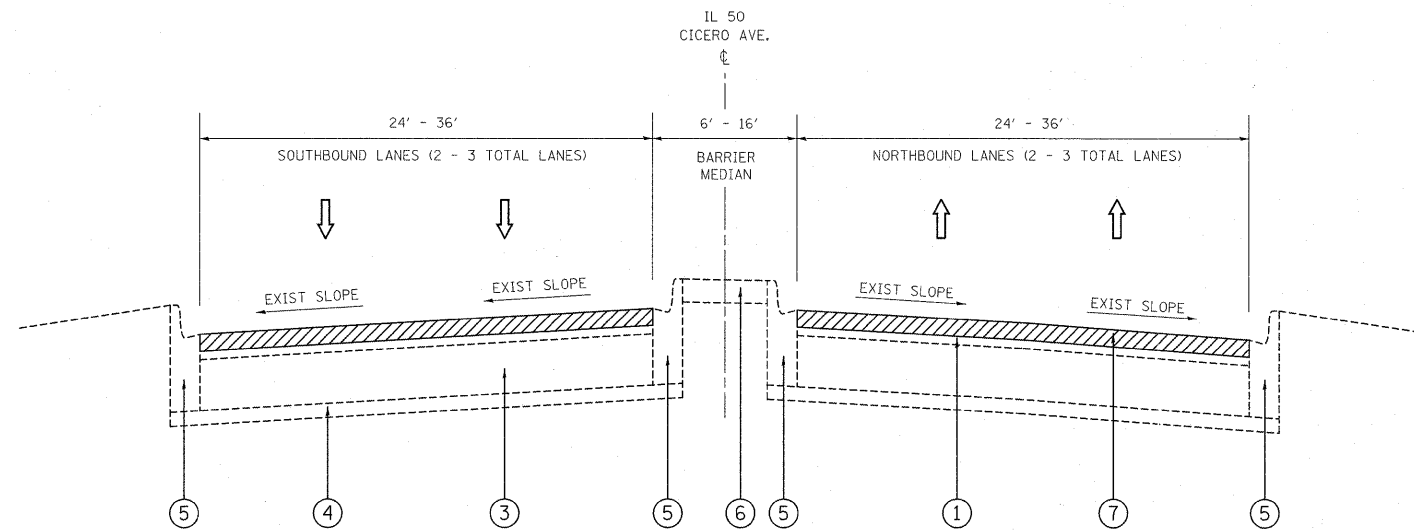
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HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
OPERATION	MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (IL-9.5 MM)	4% @ 90 GYR.
PAVEMENT RESURFACING	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR.
PATCHING	CLASS D PATCHES (HMA BINDER IL-19 MM)	4% @ 70 GYR.
PATCHING	HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 MM)	4% @ 70 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

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 DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE SPECIAL PROVISIONS.

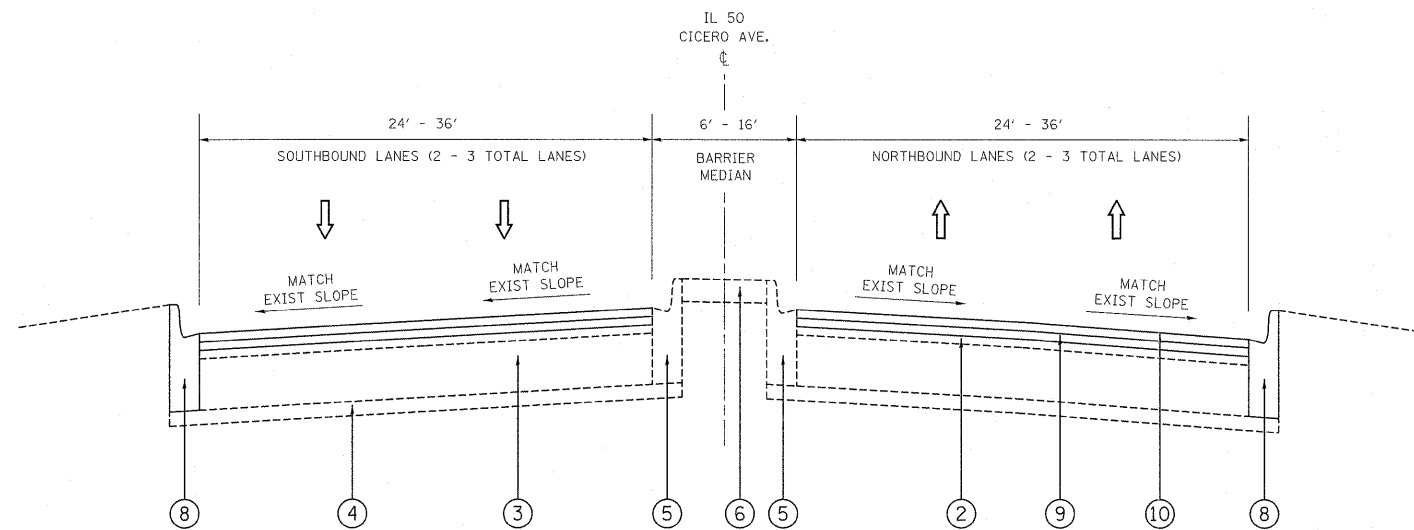
**THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING**



EXISTING TYPICAL SECTION  
IL 50 (CICERO AVE.)  
STA. 61+00 TO STA. 88+00

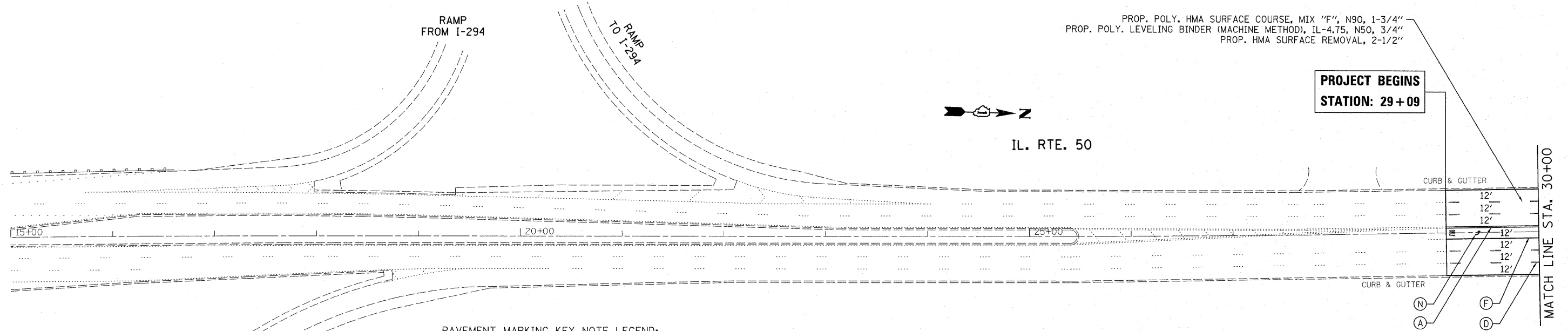
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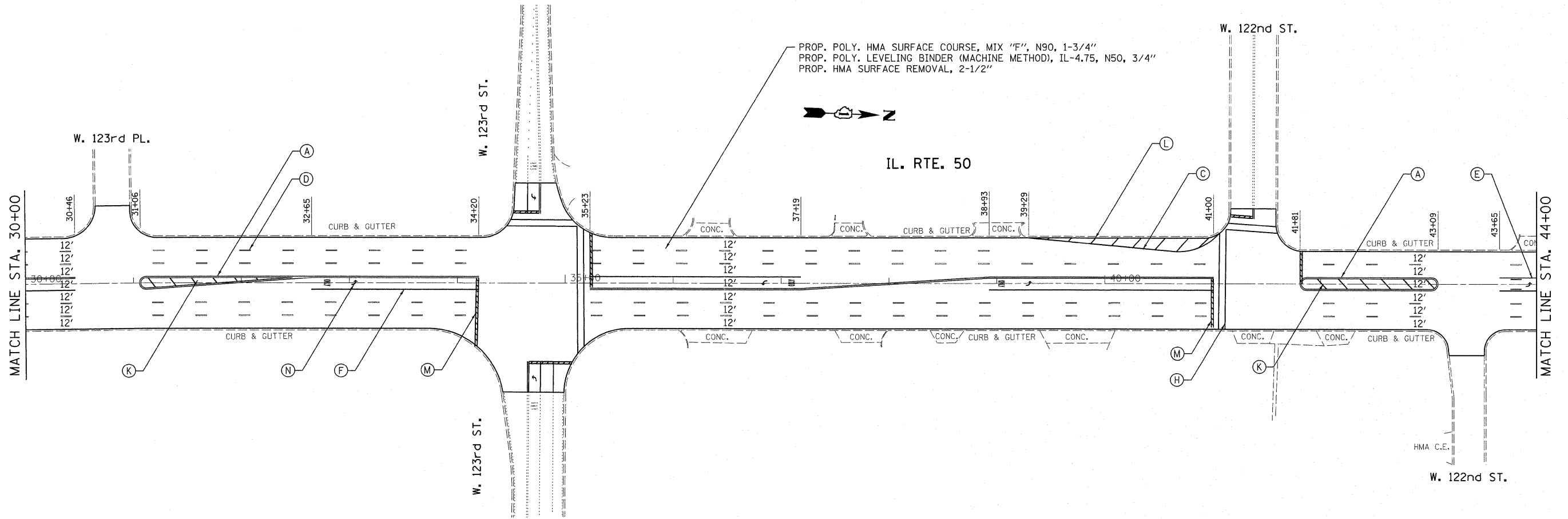
PROPOSED TYPICAL SECTION  
IL 50 (CICERO AVE.)  
STA. 61+00 TO STA. 88+00

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	PLOT SCALE = 50.0000' / 1" =	CHECKED -	REVISED -						350	3068A-RS-1	COOK	35	5
PLOT DATE = 10/17/2011	DATE -	REVISED -	REVISED -	SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
										CONTRACT NO. 60L87			

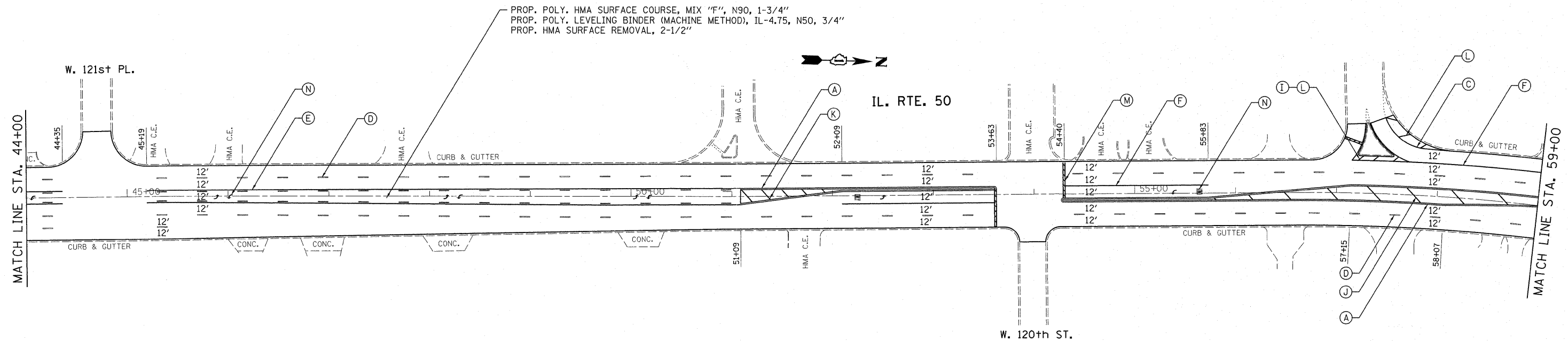


**PAVEMENT MARKING KEY NOTE LEGEND:**

- (A) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID CENTERLINE (2 LINES @ 11" C-C) - (TYP.)
- (B) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID EDGELINE - (TYP.)
- (C) PROP. THERMO. PVT. MARKING (WHITE) - 4" SOLID EDGELINE - (TYP.)
- (D) PROP. THERMO. PVT. MARKING (WHITE) - 4" SKIP-DASH LANE LINE (10' LINE - 30' SPACE) - (TYP.)
- (E) PROP. THERMO. PVT. MARKING (YELLOW) - 4" TWO-WAY LEFT TURN LANE LINE (2 LINES @ 5-1/2" C-C) - (TYP.)
- (F) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID TURN LANE LINE - (TYP.)
- (G) PROP. THERMO. PVT. MARKING (WHITE) - 6" SKIP-DASH TURN LANE LINE (2' LINE - 6' SPACE) - (TYP.)
- (H) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID PEDESTRIAN CROSSWALK - (TYP.)
- (I) PROP. THERMO. PVT. MARKING (WHITE) - 8" SOLID CHANNELIZATION LINE - (TYP.)
- (J) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 50' C-C - (TYP.)
- (K) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)
- (L) PROP. THERMO. PVT. MARKING (WHITE) - 12" SOLID SHOULDER DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)
- (M) PROP. THERMO. PVT. MARKING (WHITE) - 24" SOLID STOP BAR - (TYP.)
- (N) PROP. THERMO. PVT. MARKING (WHITE) LETTERS AND SYMBOLS - (TYP.)

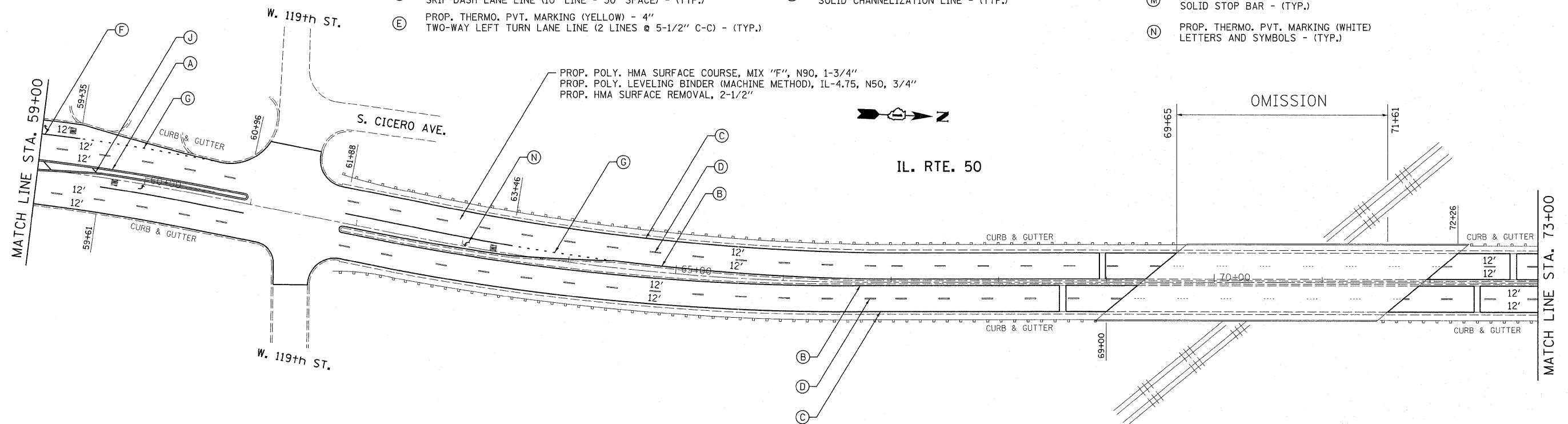


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10-20-2011	PLOT SCALE = 50,0000' / 1" =	DRAWN -	REVISED -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 60L87		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
	PLOT DATE = 10/28/2011	CHECKED -	REVISED -									
		DATE -	REVISED -									

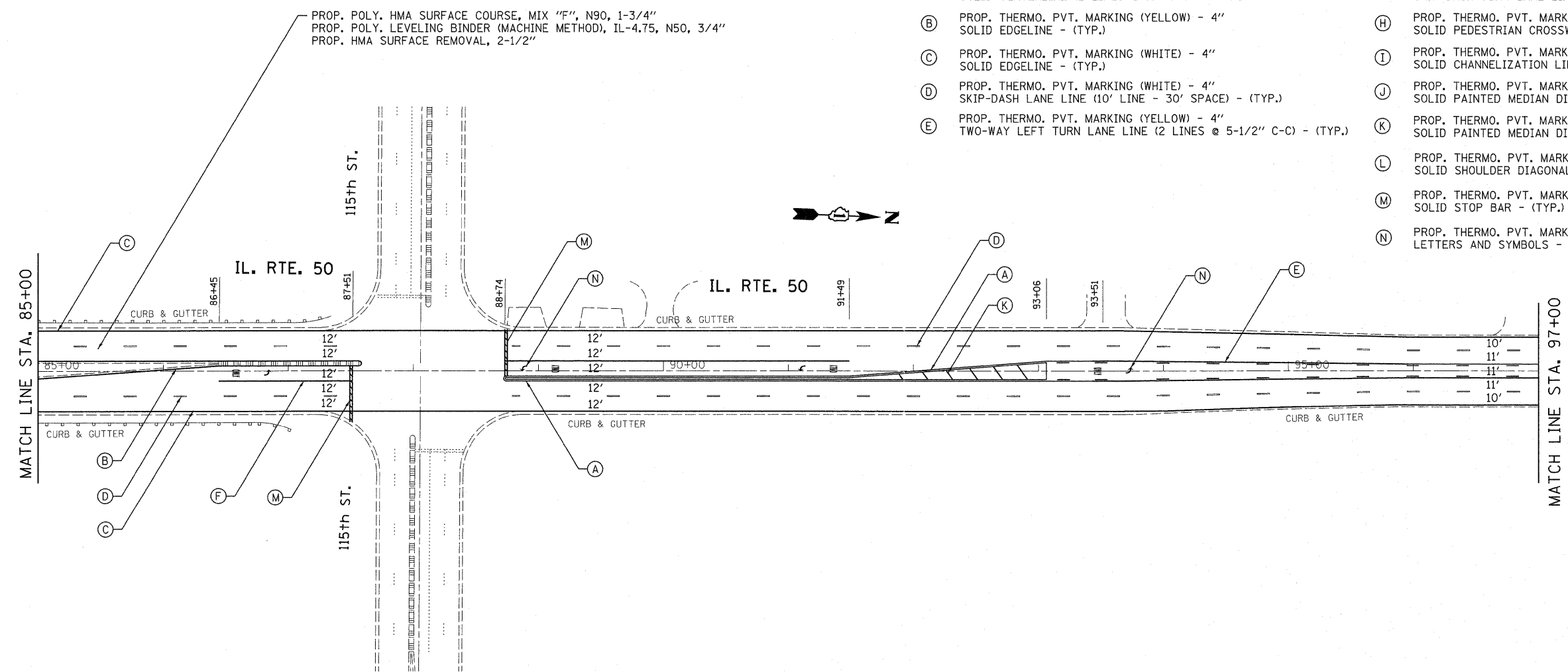
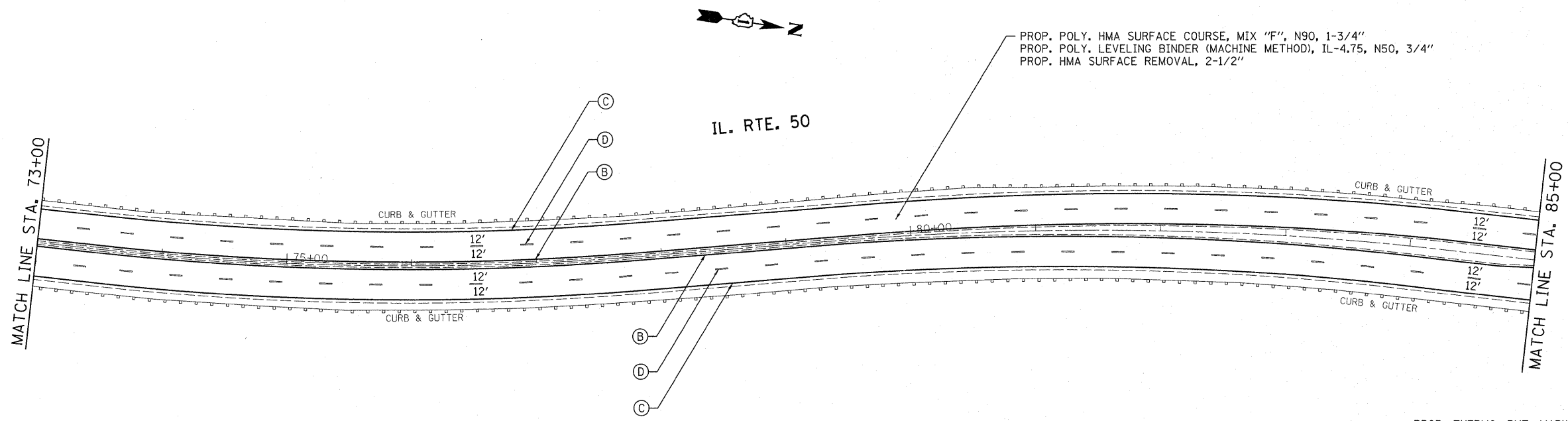


**PAVEMENT MARKING KEY NOTE LEGEND:**

- |   |   |   |
|---|---|---|
| <p>(A) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID CENTERLINE (2 LINES @ 11" C-C) - (TYP.)</p> <p>(B) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID EDGELINE - (TYP.)</p> <p>(C) PROP. THERMO. PVT. MARKING (WHITE) - 4" SOLID EDGELINE - (TYP.)</p> <p>(D) PROP. THERMO. PVT. MARKING (WHITE) - 4" SKIP-DASH LANE LINE (10' LINE - 30' SPACE) - (TYP.)</p> <p>(E) PROP. THERMO. PVT. MARKING (YELLOW) - 4" TWO-WAY LEFT TURN LANE LINE (2 LINES @ 5-1/2" C-C) - (TYP.)</p> | <p>(F) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID TURN LANE LINE - (TYP.)</p> <p>(G) PROP. THERMO. PVT. MARKING (WHITE) - 6" SKIP-DASH TURN LANE LINE (2' LINE - 6' SPACE) - (TYP.)</p> <p>(H) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID PEDESTRIAN CROSSWALK - (TYP.)</p> <p>(I) PROP. THERMO. PVT. MARKING (WHITE) - 8" SOLID CHANNELIZATION LINE - (TYP.)</p> | <p>(J) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 50' C-C - (TYP.)</p> <p>(K) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)</p> <p>(L) PROP. THERMO. PVT. MARKING (WHITE) - 12" SOLID SHOULDER DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)</p> <p>(M) PROP. THERMO. PVT. MARKING (WHITE) - 24" SOLID STOP BAR - (TYP.)</p> <p>(N) PROP. THERMO. PVT. MARKING (WHITE) LETTERS AND SYMBOLS - (TYP.)</p> |
|---|---|---|



FILE NAME =	USER NAME = becker.tom	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 50 (CICERO AVENUE) (95TH ST. TO 127TH ST.) ROADWAY AND PAVEMENT MARKING PLAN</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwsdot\becker.tom\d0246251\0105411-shit-plan.dgn		DRAWN -	REVISED -			350	3068A-RS-1	COOK	35	7	
PLOT SCALE = 50.0000' / in.		CHECKED -	REVISED -			CONTRACT NO. 60L87					
PLOT DATE = 10/17/2011		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. OF SHEETS STA. TO STA.					

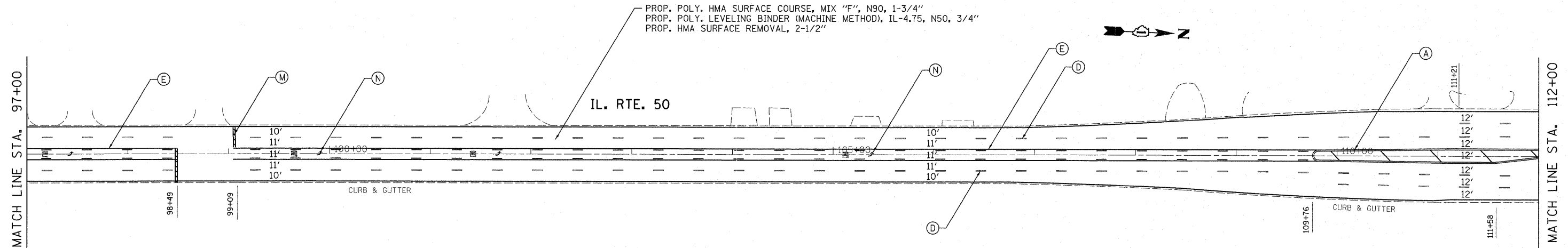


**PAVEMENT MARKING KEY NOTE LEGEND:**

- (A) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID CENTERLINE (2 LINES @ 11" C-C) - (TYP.)
- (B) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID EDGELINE - (TYP.)
- (C) PROP. THERMO. PVT. MARKING (WHITE) - 4" SOLID EDGELINE - (TYP.)
- (D) PROP. THERMO. PVT. MARKING (WHITE) - 4" SKIP-DASH LANE LINE (10' LINE - 30' SPACE) - (TYP.)
- (E) PROP. THERMO. PVT. MARKING (YELLOW) - 4" TWO-WAY LEFT TURN LANE LINE (2 LINES @ 5-1/2" C-C) - (TYP.)
- (F) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID TURN LANE LINE - (TYP.)
- (G) PROP. THERMO. PVT. MARKING (WHITE) - 6" SKIP-DASH TURN LANE LINE (2' LINE - 6' SPACE) - (TYP.)
- (H) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID PEDESTRIAN CROSSWALK - (TYP.)
- (I) PROP. THERMO. PVT. MARKING (WHITE) - 8" SOLID CHANNELIZATION LINE - (TYP.)
- (J) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 50' C-C - (TYP.)
- (K) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)
- (L) PROP. THERMO. PVT. MARKING (WHITE) - 12" SOLID SHOULDER DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)
- (M) PROP. THERMO. PVT. MARKING (WHITE) - 24" SOLID STOP BAR - (TYP.)
- (N) PROP. THERMO. PVT. MARKING (WHITE) LETTERS AND SYMBOLS - (TYP.)

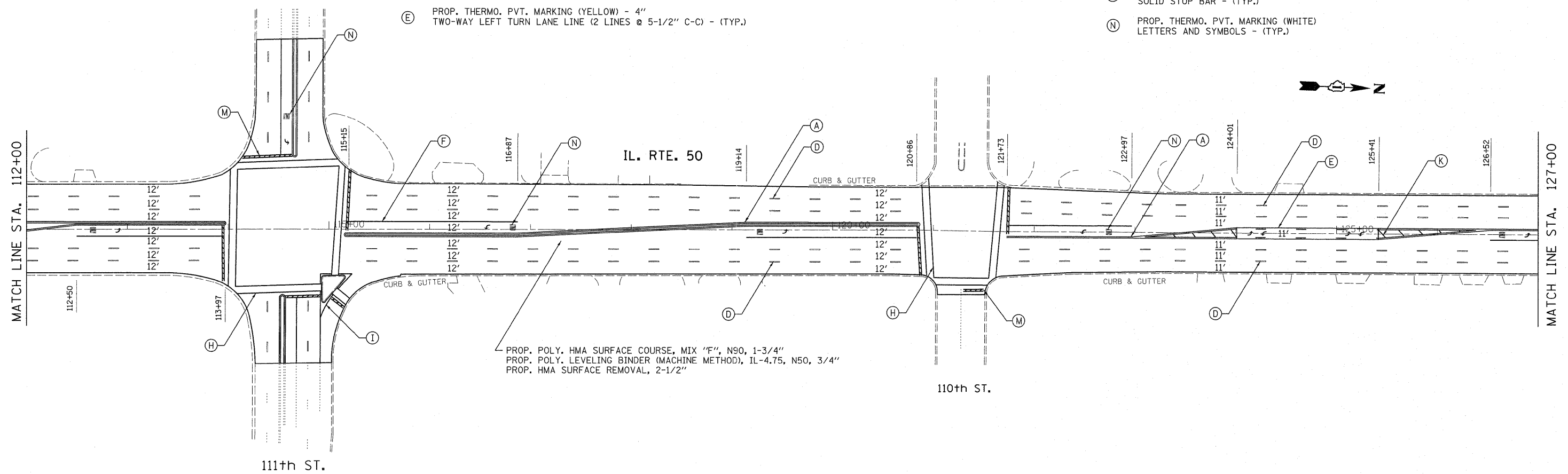
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	PLOT SCALE = 50.0000' / 1" =	CHECKED -	REVISED -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 60L87		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
PLOT DATE = 10/17/2011	DATE -	REVISED -	REVISED -							





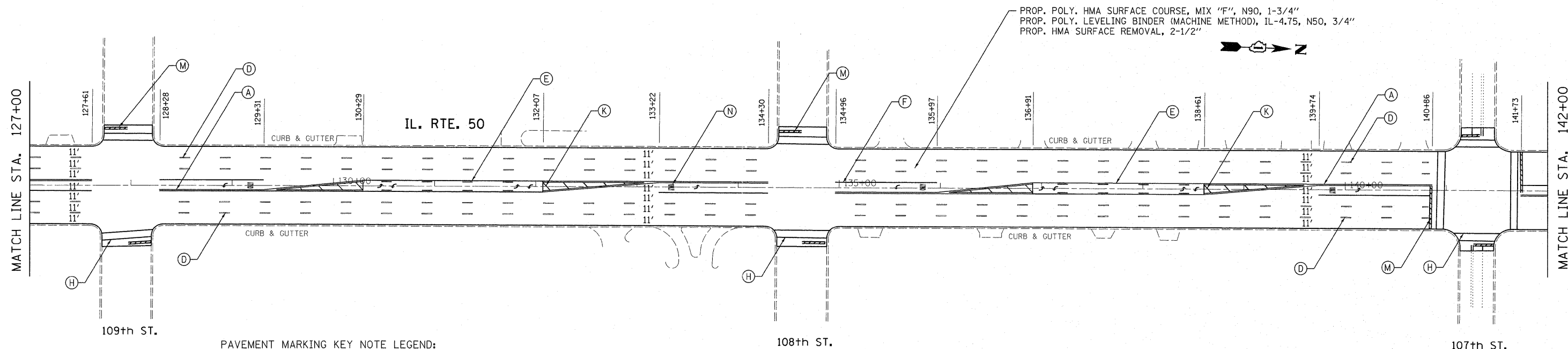
**PAVEMENT MARKING KEY NOTE LEGEND:**

- (A) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID CENTERLINE (2 LINES @ 11" C-C) - (TYP.)
- (B) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID EDGELINE - (TYP.)
- (C) PROP. THERMO. PVT. MARKING (WHITE) - 4" SOLID EDGELINE - (TYP.)
- (D) PROP. THERMO. PVT. MARKING (WHITE) - 4" SKIP-DASH LANE LINE (10' LINE - 30' SPACE) - (TYP.)
- (E) PROP. THERMO. PVT. MARKING (YELLOW) - 4" TWO-WAY LEFT TURN LANE LINE (2 LINES @ 5-1/2" C-C) - (TYP.)
- (F) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID TURN LANE LINE - (TYP.)
- (G) PROP. THERMO. PVT. MARKING (WHITE) - 6" SKIP-DASH TURN LANE LINE (2' LINE - 6' SPACE) - (TYP.)
- (H) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID PEDESTRIAN CROSSWALK - (TYP.)
- (I) PROP. THERMO. PVT. MARKING (WHITE) - 8" SOLID CHANNELIZATION LINE - (TYP.)
- (J) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 50' C-C - (TYP.)
- (K) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)
- (L) PROP. THERMO. PVT. MARKING (WHITE) - 12" SOLID SHOULDER DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)
- (M) PROP. THERMO. PVT. MARKING (WHITE) - 24" SOLID STOP BAR - (TYP.)
- (N) PROP. THERMO. PVT. MARKING (WHITE) LETTERS AND SYMBOLS - (TYP.)



PROP. POLY. HMA SURFACE COURSE, MIX "F", N90, 1-3/4"  
 PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"  
 PROP. HMA SURFACE REMOVAL, 2-1/2"

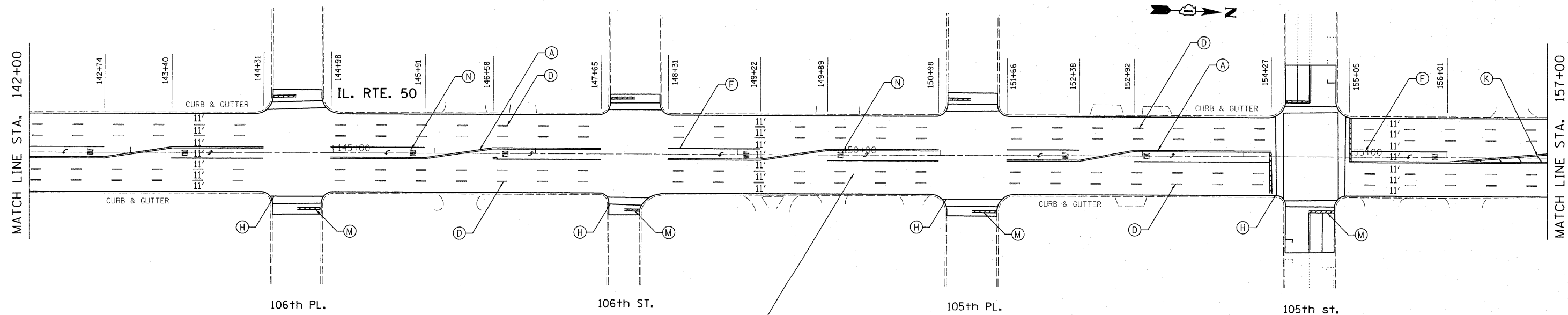
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α:\pw_work\pwsdot\becker.tcm\d0246251\0185411-sh-t-plan.dgn	DRAWN -	REVISIED -	350			3068A-RS-1	COOK	35	9	
PLOT SCALE = 50.0000' / in.	CHECKED -	REVISIED -	CONTRACT NO. 60L87							
PLOT DATE = 10/17/2011	DATE -	REVISIED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO. OF SHEETS STA. TO STA.				



PROP. POLY. HMA SURFACE COURSE, MIX "F", N90, 1-3/4"  
 PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"  
 PROP. HMA SURFACE REMOVAL, 2-1/2"

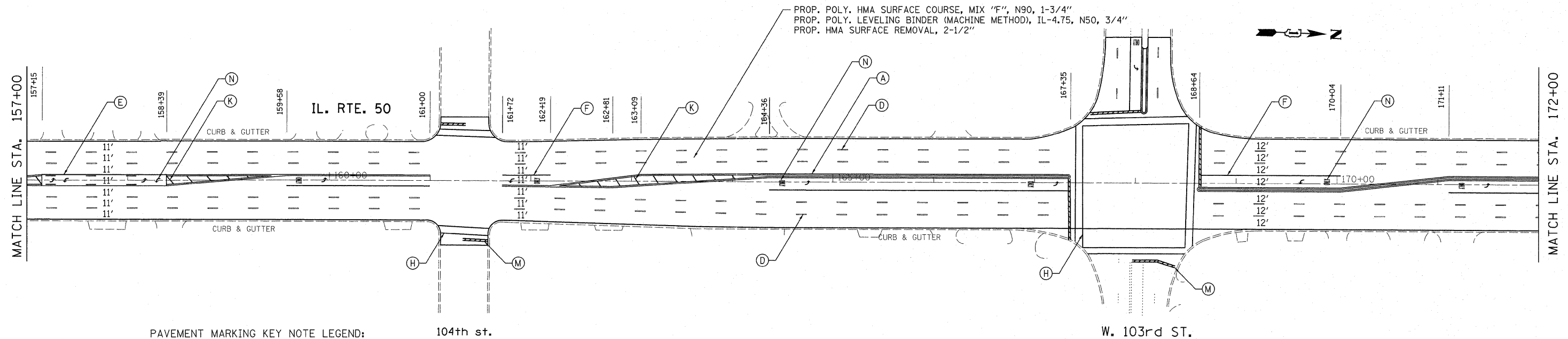
PAVEMENT MARKING KEY NOTE LEGEND:

- (A) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID CENTERLINE (2 LINES @ 11" C-C) - (TYP.)
- (B) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID EDGELINE - (TYP.)
- (C) PROP. THERMO. PVT. MARKING (WHITE) - 4" SOLID EDGELINE - (TYP.)
- (D) PROP. THERMO. PVT. MARKING (WHITE) - 4" SKIP-DASH LANE LINE (10' LINE - 30' SPACE) - (TYP.)
- (E) PROP. THERMO. PVT. MARKING (YELLOW) - 4" TWO-WAY LEFT TURN LANE LINE (2 LINES @ 5-1/2" C-C) - (TYP.)
- (F) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID TURN LANE LINE - (TYP.)
- (G) PROP. THERMO. PVT. MARKING (WHITE) - 6" SKIP-DASH TURN LANE LINE (2' LINE - 6' SPACE) - (TYP.)
- (H) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID PEDESTRIAN CROSSWALK - (TYP.)
- (I) PROP. THERMO. PVT. MARKING (WHITE) - 8" SOLID CHANNELIZATION LINE - (TYP.)
- (J) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 50' C-C - (TYP.)
- (K) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)
- (L) PROP. THERMO. PVT. MARKING (WHITE) - 12" SOLID SHOULDER DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)
- (M) PROP. THERMO. PVT. MARKING (WHITE) - 24" SOLID STOP BAR - (TYP.)
- (N) PROP. THERMO. PVT. MARKING (WHITE) LETTERS AND SYMBOLS - (TYP.)



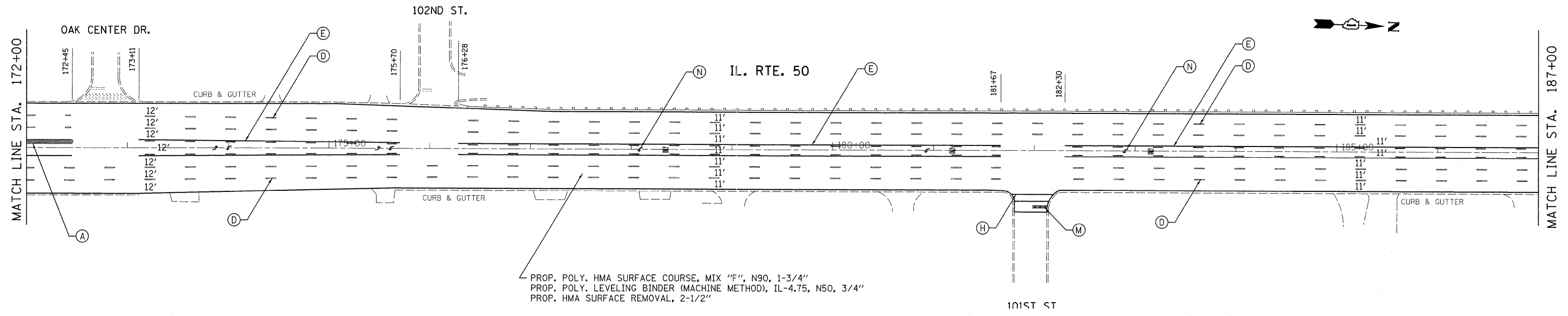
PROP. POLY. HMA SURFACE COURSE, MIX "F", N90, 1-3/4"  
 PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"  
 PROP. HMA SURFACE REMOVAL, 2-1/2"

FILE NAME =	USER NAME = becker.tom	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 50 (CICERO AVENUE) (95TH ST. TO 127TH ST.) ROADWAY AND PAVEMENT MARKING PLAN</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\psdot\becker.tom\d246251\015411-sh1-plan.dgn	DRAWN -	REVISED -	350					3068A-RS-1	COOK	35	10	
PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 60L87									
PLOT DATE = 10/17/2011	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			



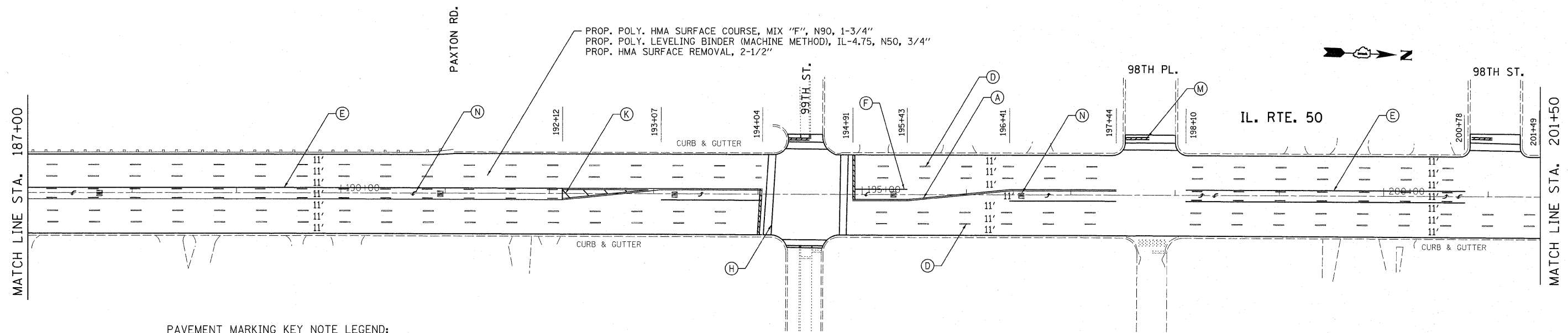
**PAVEMENT MARKING KEY NOTE LEGEND:**

- (A) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID CENTERLINE (2 LINES @ 11" C-C) - (TYP.)
- (B) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID EDGELINE - (TYP.)
- (C) PROP. THERMO. PVT. MARKING (WHITE) - 4" SOLID EDGELINE - (TYP.)
- (D) PROP. THERMO. PVT. MARKING (WHITE) - 4" SKIP-DASH LANE LINE (10' LINE - 30' SPACE) - (TYP.)
- (E) PROP. THERMO. PVT. MARKING (YELLOW) - 4" TWO-WAY LEFT TURN LANE LINE (2 LINES @ 5-1/2" C-C) - (TYP.)
- (F) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID TURN LANE LINE - (TYP.)
- (G) PROP. THERMO. PVT. MARKING (WHITE) - 6" SKIP-DASH TURN LANE LINE (2' LINE - 6' SPACE) - (TYP.)
- (H) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID PEDESTRIAN CROSSWALK - (TYP.)
- (I) PROP. THERMO. PVT. MARKING (WHITE) - 8" SOLID CHANNELIZATION LINE - (TYP.)
- (J) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 50' C-C - (TYP.)
- (K) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)
- (L) PROP. THERMO. PVT. MARKING (WHITE) - 12" SOLID SHOULDER DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)
- (M) PROP. THERMO. PVT. MARKING (WHITE) - 24" SOLID STOP BAR - (TYP.)
- (N) PROP. THERMO. PVT. MARKING (WHITE) LETTERS AND SYMBOLS - (TYP.)



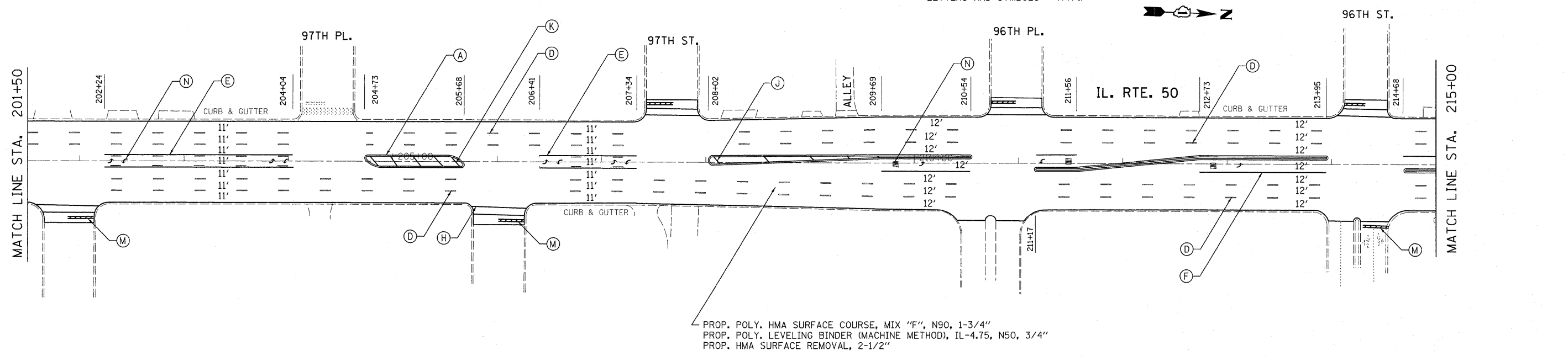
PROP. POLY. HMA SURFACE COURSE, MIX "F", N90, 1-3/4"  
 PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"  
 PROP. HMA SURFACE REMOVAL, 2-1/2"

FILE NAME =	USER NAME = becker.tcm	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 50 (CICERO AVENUE) (95TH ST. TO 127TH ST.) ROADWAY AND PAVEMENT MARKING PLAN</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 50.0000' / 1" =		CHECKED -	REVISED -			CONTRACT NO. 60L87					
PLOT DATE = 10/17/2011		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	



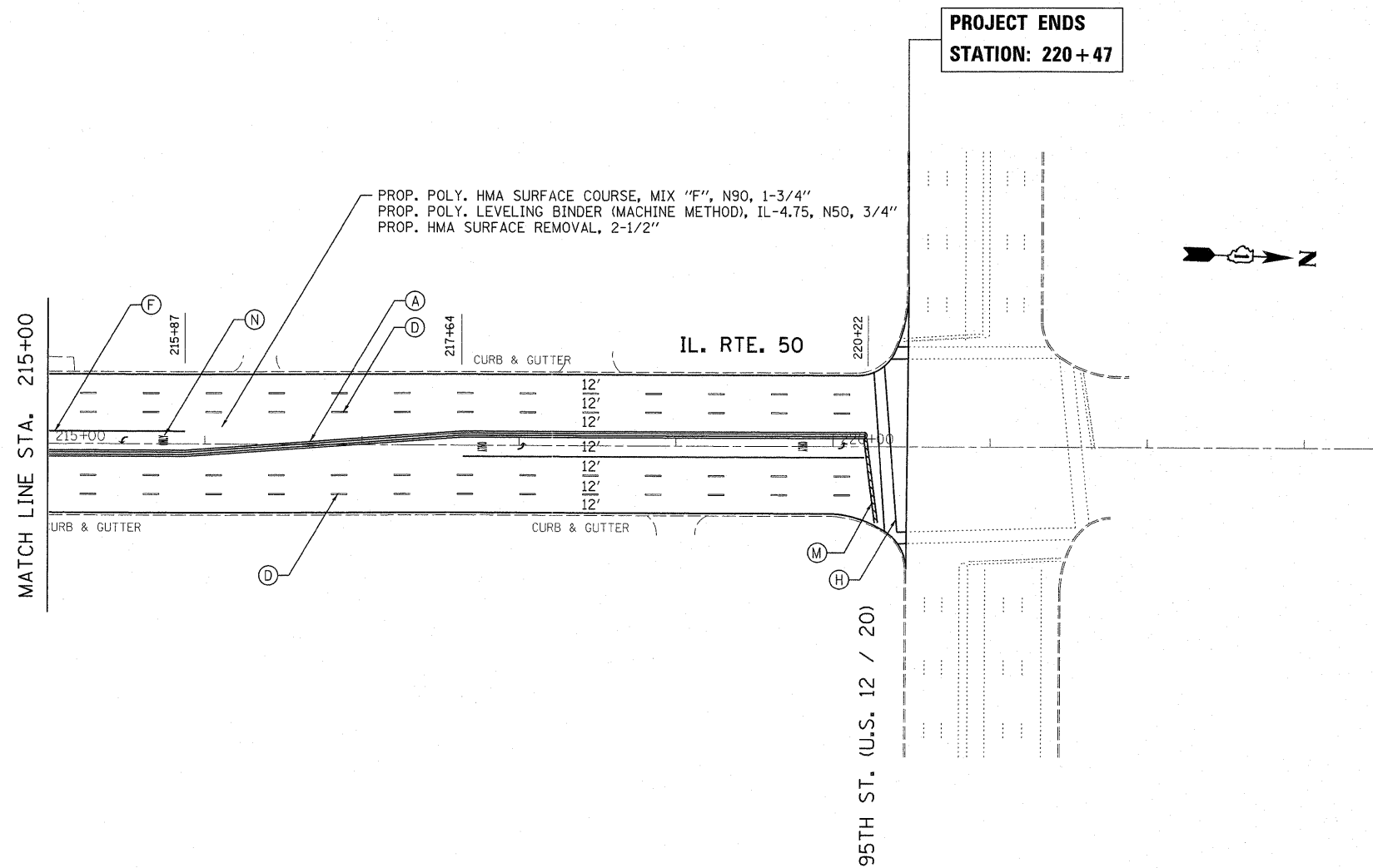
**PAVEMENT MARKING KEY NOTE LEGEND:**

- |  |  |  |
|--|--|--|
| (A) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID CENTERLINE (2 LINES @ 11" C-C) - (TYP.)               | (F) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID TURN LANE LINE - (TYP.)                          | (J) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 50' C-C - (TYP.) |
| (B) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID EDGELINE - (TYP.)                                     | (G) PROP. THERMO. PVT. MARKING (WHITE) - 6" SKIP-DASH TURN LANE LINE (2' LINE - 6' SPACE) - (TYP.) | (K) PROP. THERMO. PVT. MARKING (YELLOW) - 12" SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.) |
| (C) PROP. THERMO. PVT. MARKING (WHITE) - 4" SOLID EDGELINE - (TYP.)                                      | (H) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID PEDESTRIAN CROSSWALK - (TYP.)                    | (L) PROP. THERMO. PVT. MARKING (WHITE) - 12" SOLID SHOULDER DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)        |
| (D) PROP. THERMO. PVT. MARKING (WHITE) - 4" SKIP-DASH LANE LINE (10' LINE - 30' SPACE) - (TYP.)          | (I) PROP. THERMO. PVT. MARKING (WHITE) - 8" SOLID CHANNELIZATION LINE - (TYP.)                     | (M) PROP. THERMO. PVT. MARKING (WHITE) - 24" SOLID STOP BAR - (TYP.)   |
| (E) PROP. THERMO. PVT. MARKING (YELLOW) - 4" TWO-WAY LEFT TURN LANE LINE (2 LINES @ 5-1/2" C-C) - (TYP.) |  | (N) PROP. THERMO. PVT. MARKING (WHITE) LETTERS AND SYMBOLS - (TYP.)  |



PROP. POLY. HMA SURFACE COURSE, MIX "F", N90, 1-3/4"  
 PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"  
 PROP. HMA SURFACE REMOVAL, 2-1/2"

FILE NAME =	USER NAME = becker.tcm	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 50 (CICERO AVENUE) (95TH ST. TO 127TH ST.) ROADWAY AND PAVEMENT MARKING PLAN</b>				F.A.P. RTE. 350	SECTION 3068A-RS-1	COUNTY COOK	TOTAL SHEETS 35	SHEET NO. 12
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		CHECKED -	REVISED -								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -										



**PAVEMENT MARKING KEY NOTE LEGEND:**

- |   |   |   |
|---|---|---|
| <p>(A) PROP. THERMO. PVT. MARKING (YELLOW) - 4"<br/>SOLID CENTERLINE (2 LINES @ 11" C-C) - (TYP.)</p> <p>(B) PROP. THERMO. PVT. MARKING (YELLOW) - 4"<br/>SOLID EDGELINE - (TYP.)</p> <p>(C) PROP. THERMO. PVT. MARKING (WHITE) - 4"<br/>SOLID EDGELINE - (TYP.)</p> <p>(D) PROP. THERMO. PVT. MARKING (WHITE) - 4"<br/>SKIP-DASH LANE LINE (10' LINE - 30' SPACE) - (TYP.)</p> <p>(E) PROP. THERMO. PVT. MARKING (YELLOW) - 4"<br/>TWO-WAY LEFT TURN LANE LINE (2 LINES @ 5-1/2" C-C) - (TYP.)</p> | <p>(F) PROP. THERMO. PVT. MARKING (WHITE) - 6"<br/>SOLID TURN LANE LINE - (TYP.)</p> <p>(G) PROP. THERMO. PVT. MARKING (WHITE) - 6"<br/>SKIP-DASH TURN LANE LINE (2' LINE - 6' SPACE) - (TYP.)</p> <p>(H) PROP. THERMO. PVT. MARKING (WHITE) - 6"<br/>SOLID PEDESTRIAN CROSSWALK - (TYP.)</p> <p>(I) PROP. THERMO. PVT. MARKING (WHITE) - 8"<br/>SOLID CHANNELIZATION LINE - (TYP.)</p> | <p>(J) PROP. THERMO. PVT. MARKING (YELLOW) - 12"<br/>SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 50' C-C - (TYP.)</p> <p>(K) PROP. THERMO. PVT. MARKING (YELLOW) - 12"<br/>SOLID PAINTED MEDIAN DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)</p> <p>(L) PROP. THERMO. PVT. MARKING (WHITE) - 12"<br/>SOLID SHOULDER DIAGONAL LINE - RT. 45° DIAGONAL @ 20' C-C - (TYP.)</p> <p>(M) PROP. THERMO. PVT. MARKING (WHITE) - 24"<br/>SOLID STOP BAR - (TYP.)</p> <p>(N) PROP. THERMO. PVT. MARKING (WHITE)<br/>LETTERS AND SYMBOLS - (TYP.)</p> |
|---|---|---|

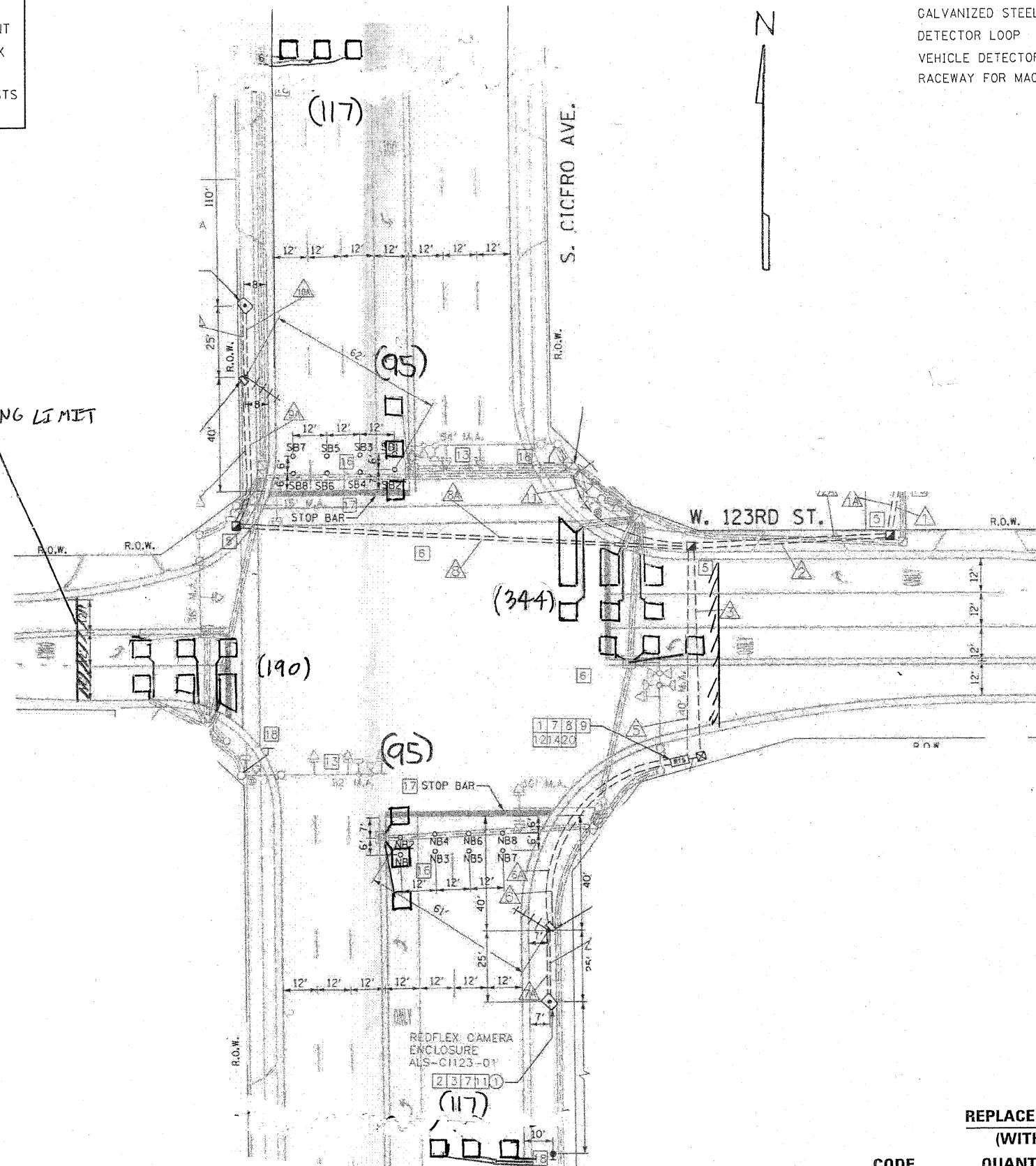
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	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED -						350	3068A-RS-1	COOK	35	13
PLOT DATE = 10/17/2011	DATE -	REVISED -	REVISED -	SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 60L87		
											FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		

RESURFACING LIMIT



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

CODE	QUANTITY	UNIT	ITEM
86600600	958	FOOT	DETECTOR LOOP, REPLACEMENT

**THIS PLAN IS FOR THE SOLE PURPOSE OF  
DETECTOR LOOP REPLACEMENTS ONLY**

FILE NAME =	USER NAME = nguyensm	DESIGNED -	REVISED -
cs:\p\work\p\dot\nguyensm\0112618\11as\er.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. RTE. 50 @ 123RD STREET**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

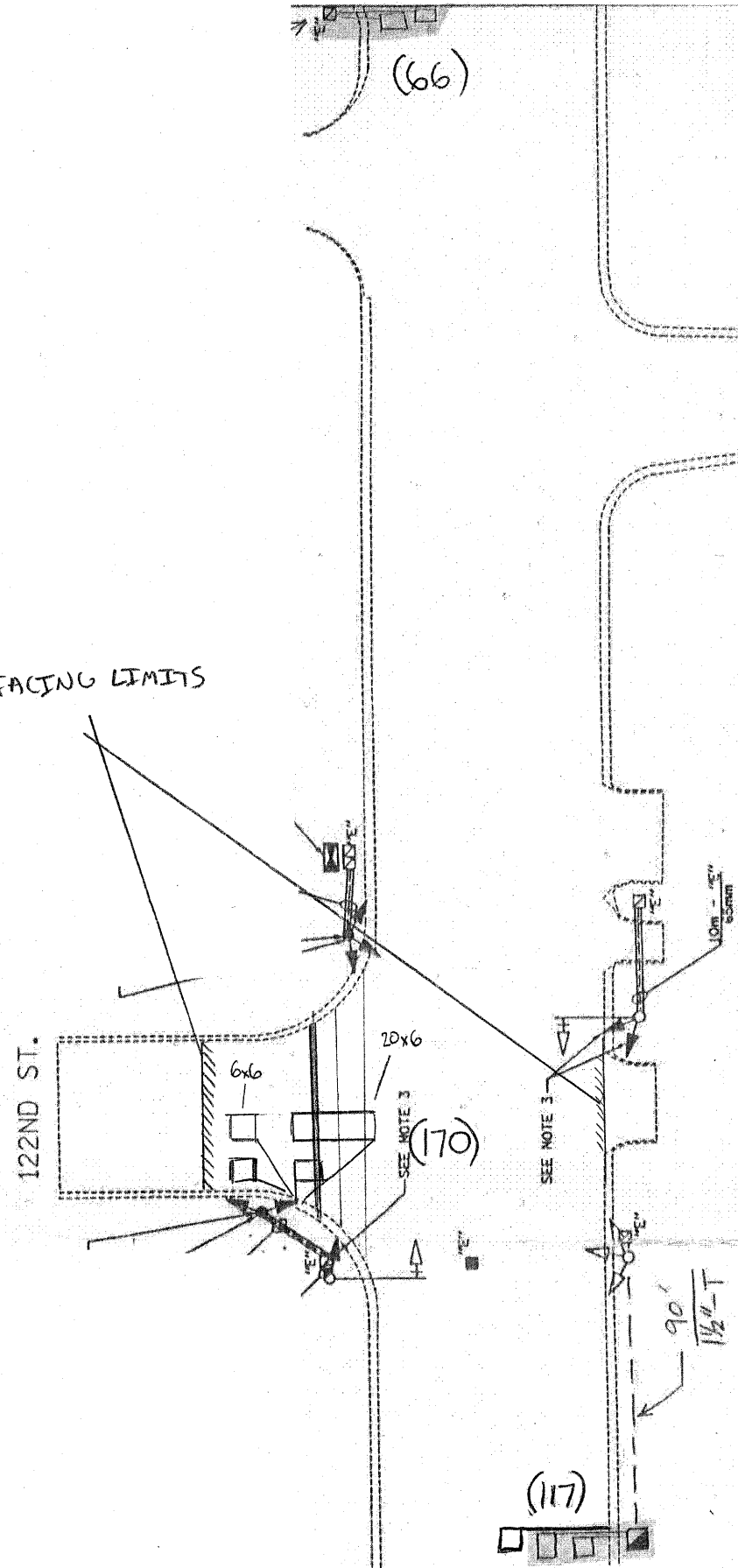
F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	3060A-RS-1	COOK	35	14
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60L87	

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	
SIGNAL HEAD	
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	
DETECTOR LOOP	
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	

RESURFACING LIMITS



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

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

CODE	QUANTITY	UNIT	ITEM
86600600	353	FOOT	DETECTOR LOOP, REPLACEMENT

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. RTE. 50 @ 122ND STREET

SCALE: SHEET NO. OF SHEETS STA. TO STA.

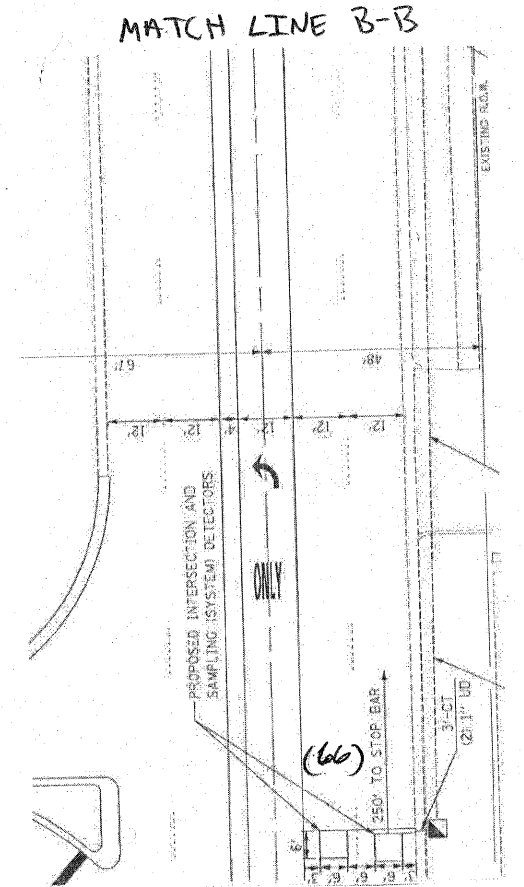
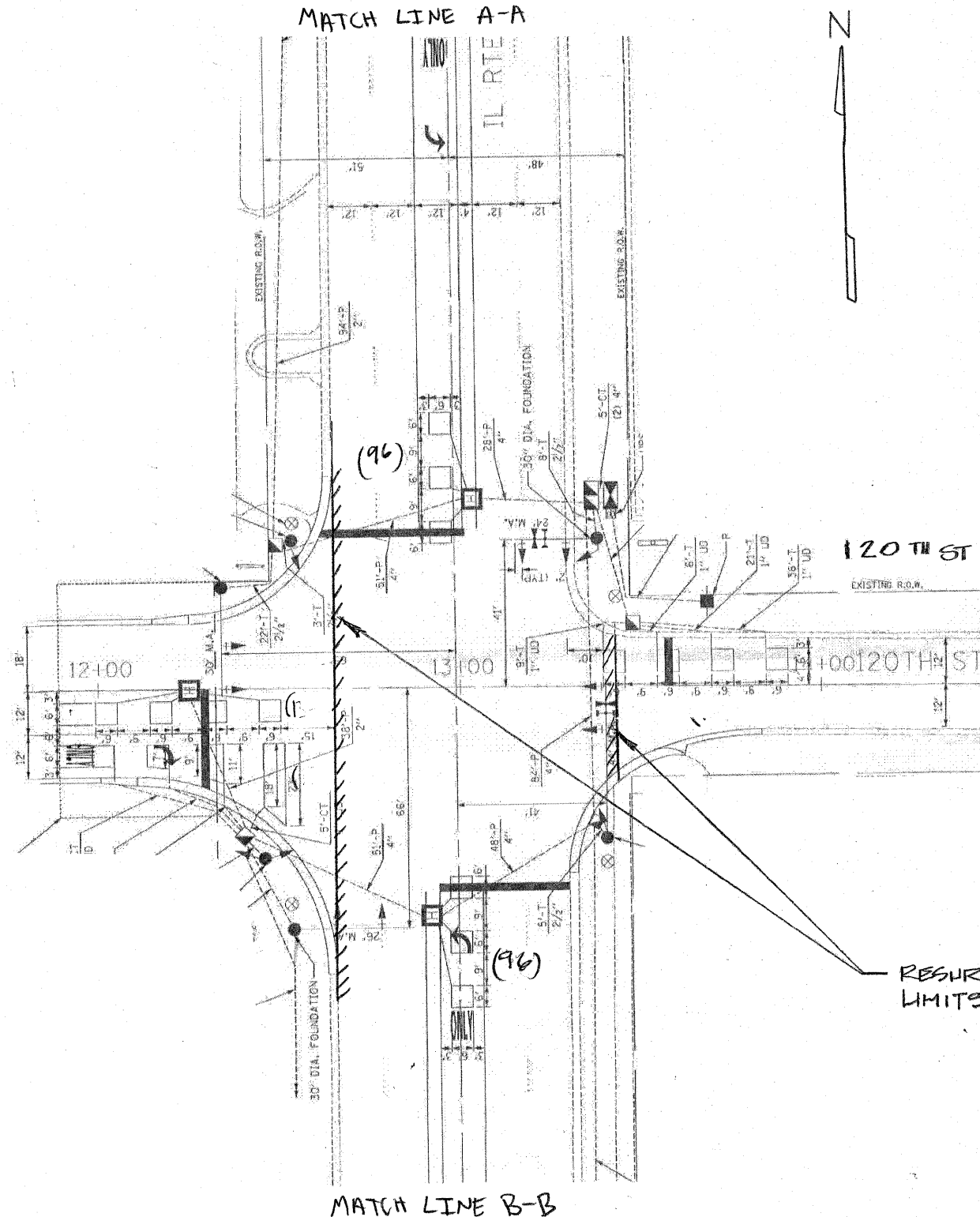
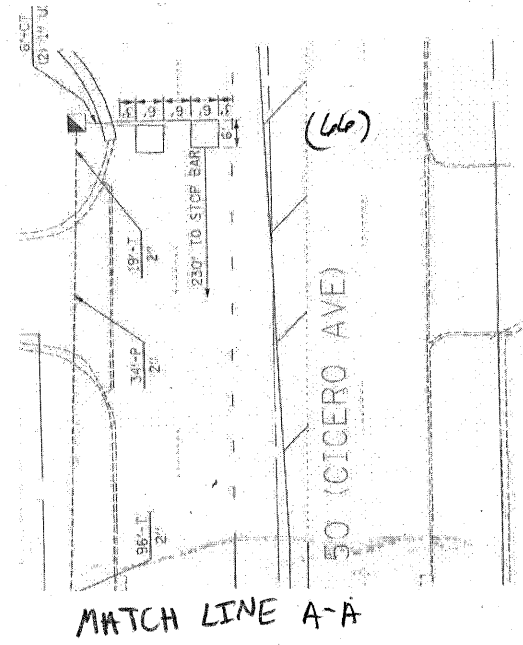
F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	3068A-RS-1	COOK	35	15
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L87	



WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

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

CODE	QUANTITY	UNIT	ITEM
86600600	324	FOOT	DETECTOR LOOP, REPLACEMENT

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PLOT DATE = 11/19/2010		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. ROUTE 50 @ 120TH ST.**

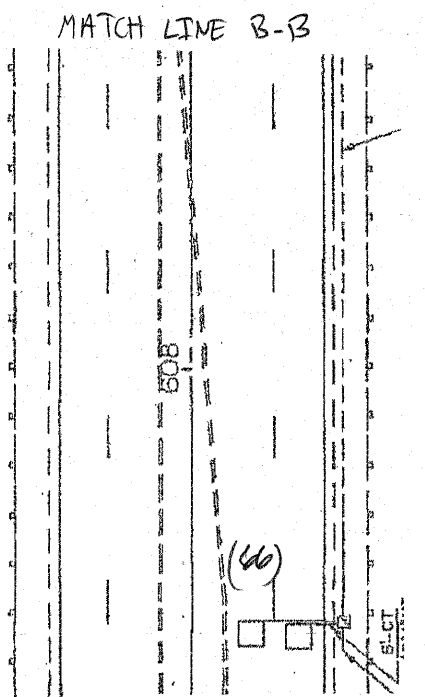
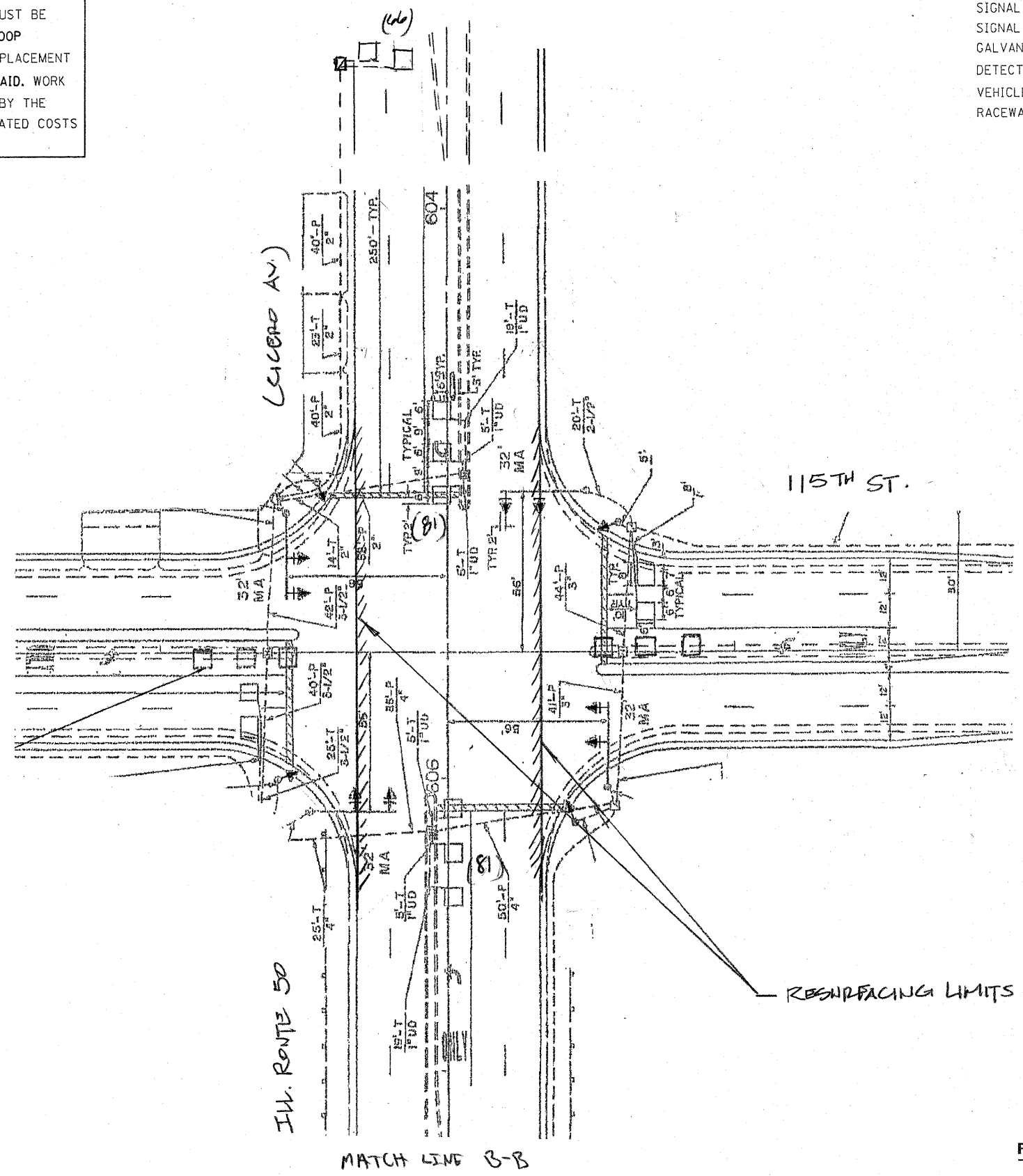
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SCALE:		SHEET NO. OF SHEETS		STA. TO STA.
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



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

CODE	QUANTITY	UNIT	ITEM
86600600	294	FOOT	DETECTOR LOOP, REPLACEMENT

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PLOT DATE = 11/19/2010		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

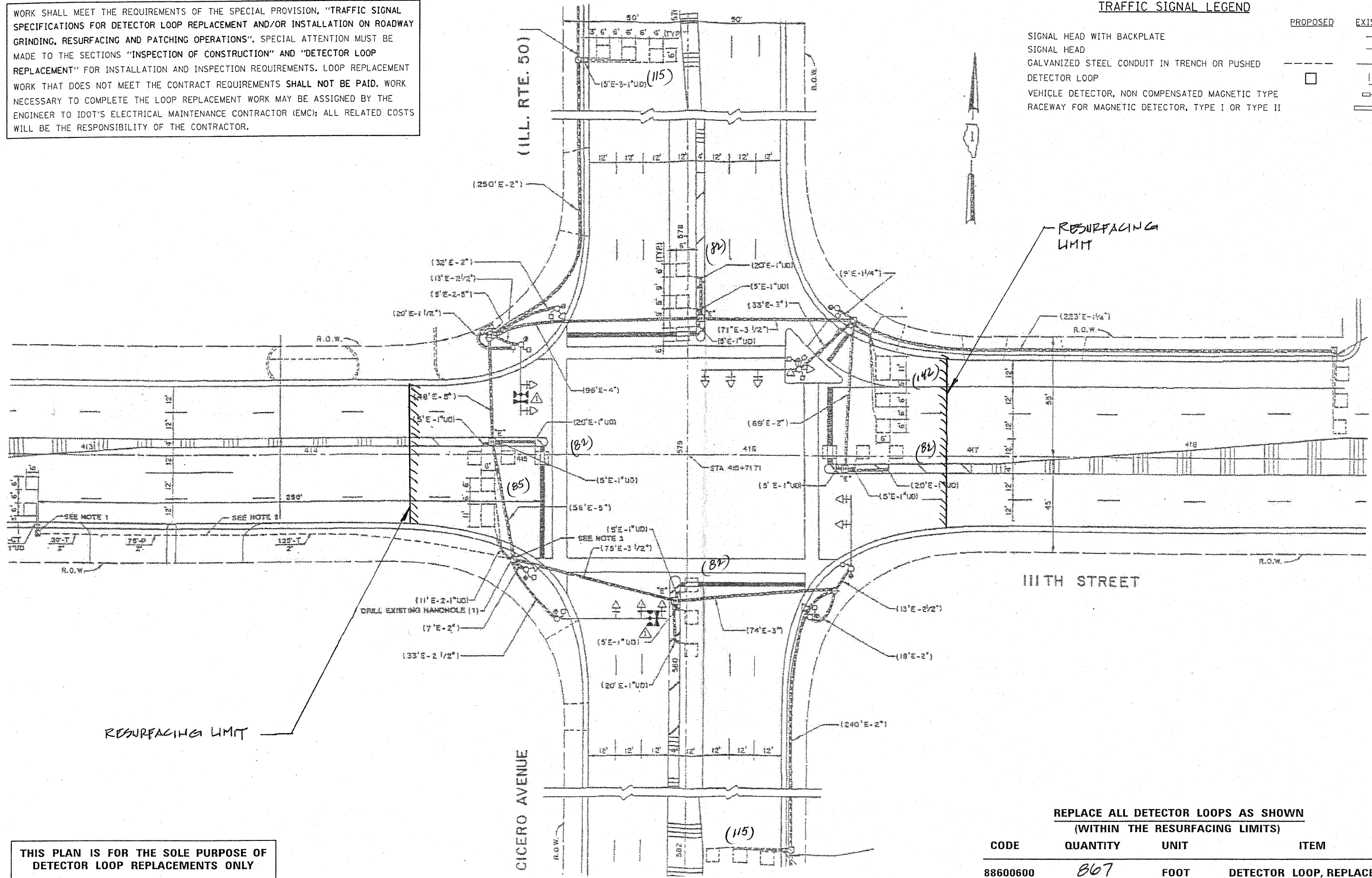
**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. ROUTE 50 @ 115TH STREET**

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	3068A-RS-1	COOK	35	17
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 6087	

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

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

CODE	QUANTITY	UNIT	ITEM
88600600	867	FOOT	DETECTOR LOOP, REPLACEMENT

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PLOT SCALE = 100.0000 / 1"		CHECKED -	REVISED -
PLOT DATE = 6/22/2011		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. ROUTE 50 @ 111TH STREET**

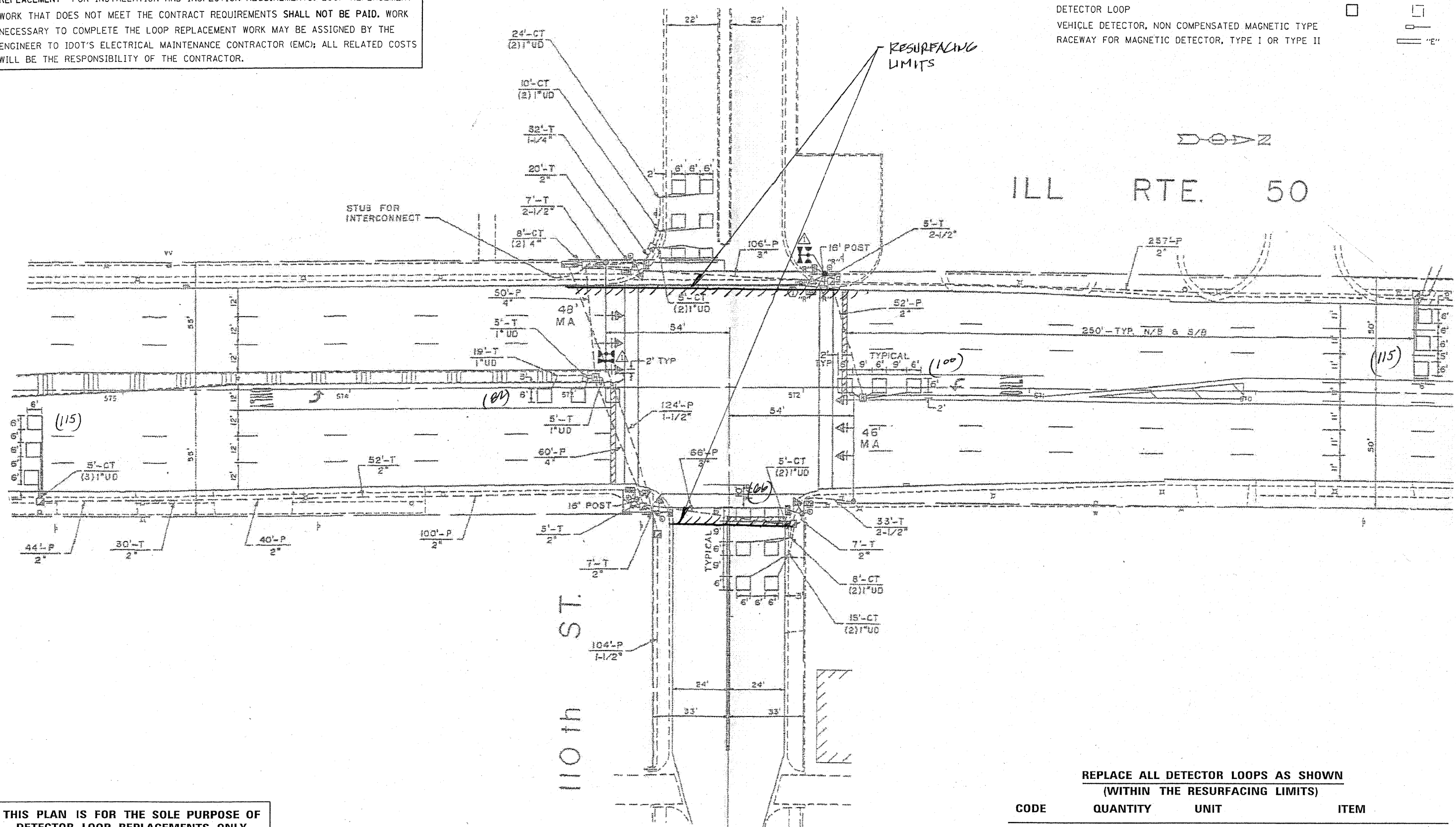
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	3068A-RS-1	COOK	35	18
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60L87	

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

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

CODE	QUANTITY	UNIT	ITEM
88600600	478	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = plascencia	DESIGNED -	REVISED -
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PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -
PLOT DATE = 6/22/2011		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

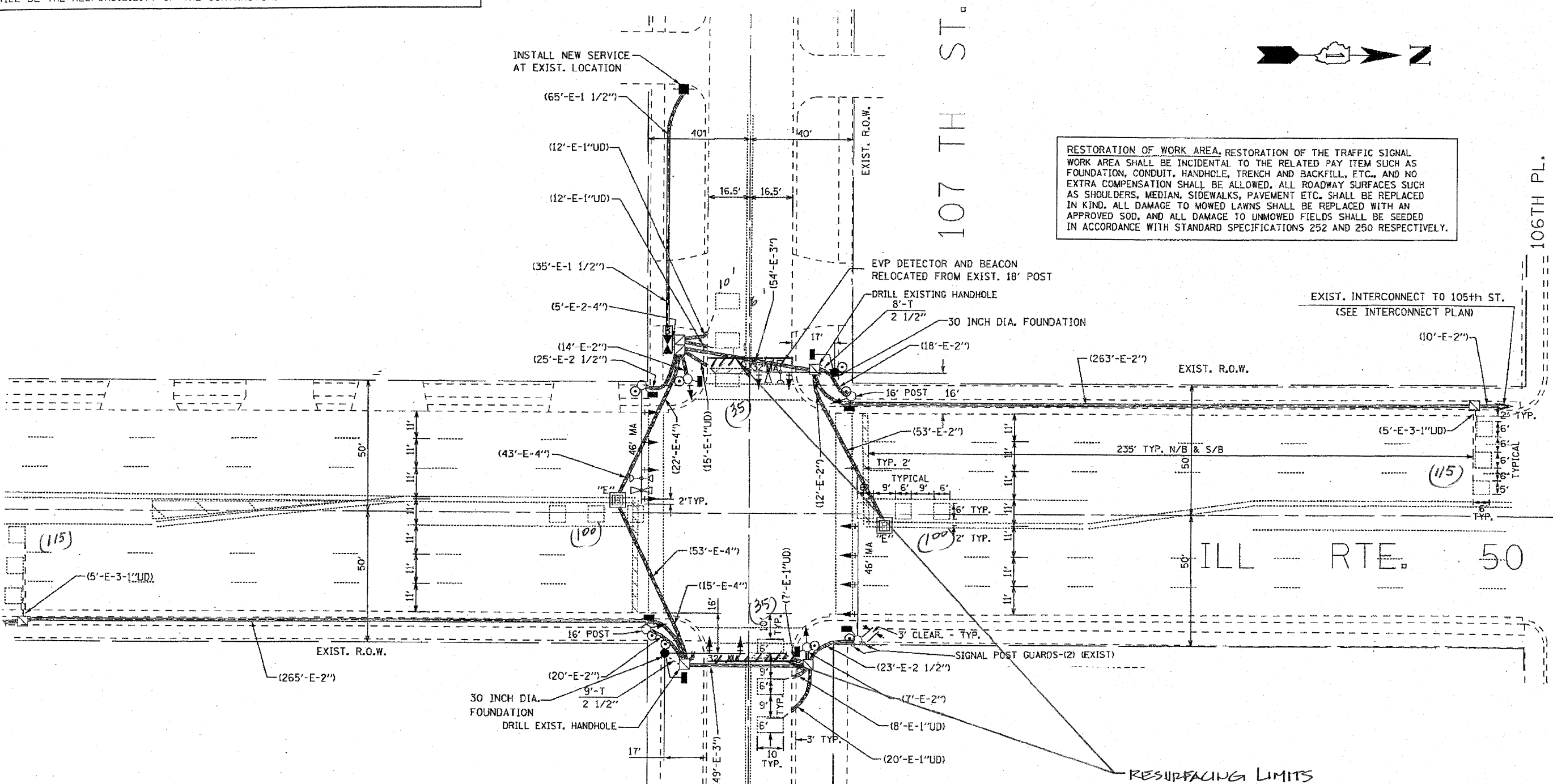
**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. ROUTE 50 @ 110TH STREET**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	3068A-RS-1	LOOK	35	19
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60L87	

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDD IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

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

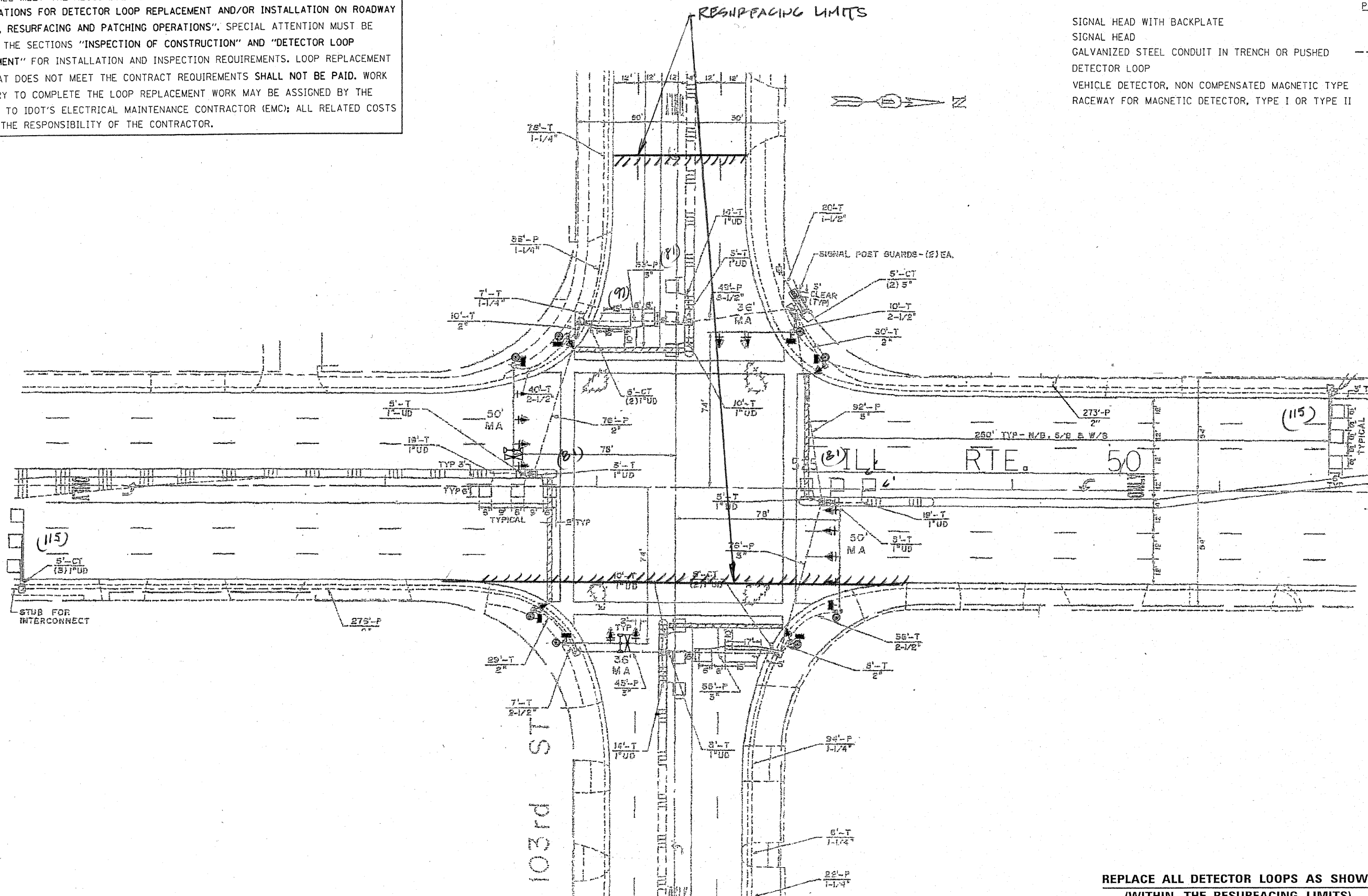
CODE	QUANTITY	UNIT	ITEM
88600600	500	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = plescenot	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE - DETECTOR LOOP REPLACEMENT ILL. ROUTE 50 @ 107TH STREET</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pvidot\plescenot\112618\Fisher.dgn		DRAWN -	REVISED -			350	3068A-RS-1	COOK	35	20	
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -			CONTRACT NO. 60L87					
PLOT DATE = 6/22/2011		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

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

CODE	QUANTITY	UNIT	ITEM
88600600	570	FOOT	DETECTOR LOOP, REPLACEMENT

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PLOT DATE = 6/22/2011		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. ROUTE 50 @ 103RD ST.**

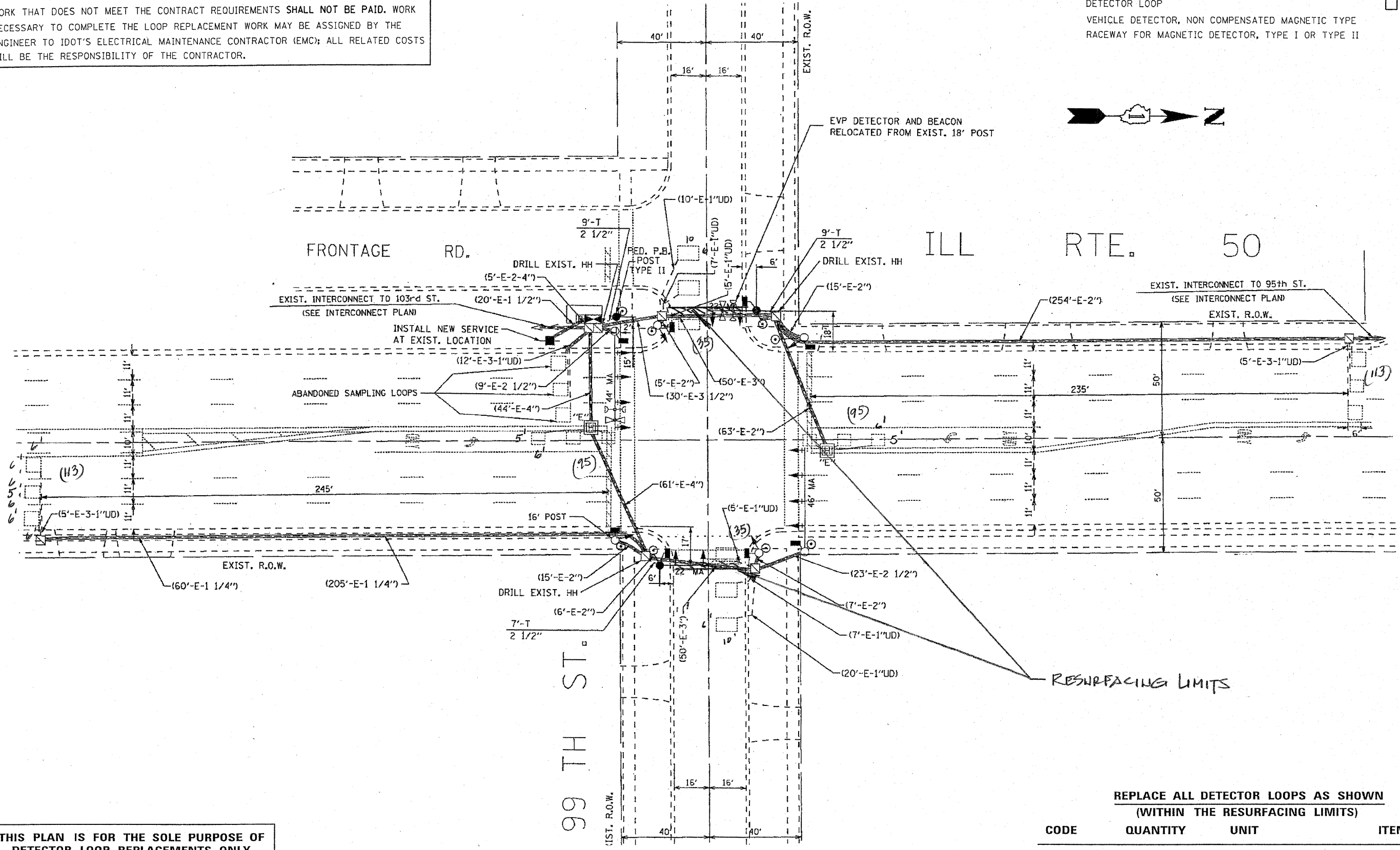
F.A.P. RTE. 350	SECTION 3068A-RS-1	COUNTY COOK	TOTAL SHEETS 35	SHEET NO. 21
SCALE:		SHEET NO. OF SHEETS STA.		TO STA.
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	
SIGNAL HEAD	
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	
DETECTOR LOOP	
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

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

CODE	QUANTITY	UNIT	ITEM
88600600	486	FOOT	DETECTOR LOOP, REPLACEMENT

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

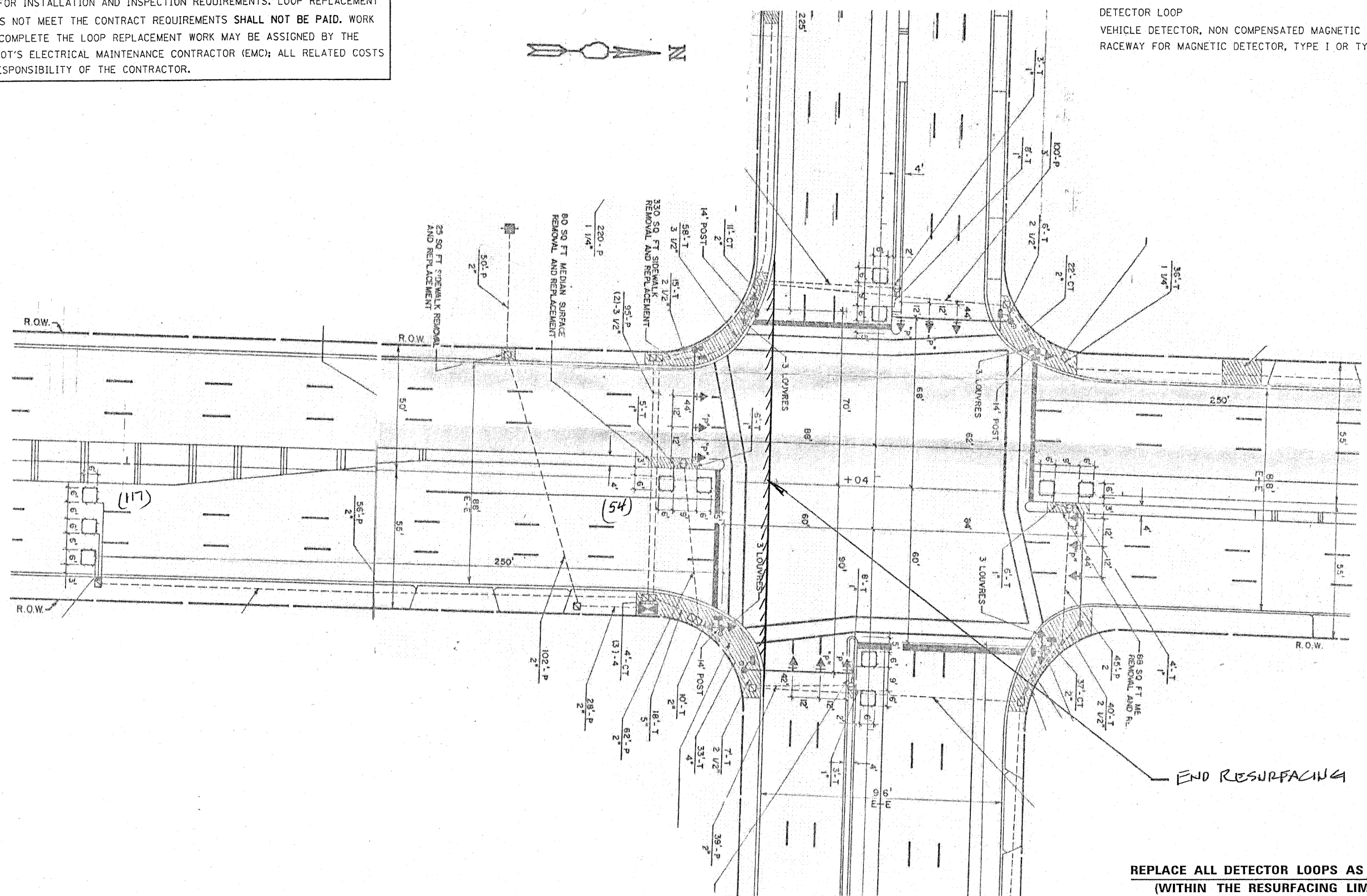
**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. ROUTE 50 @ 99TH STREET**

F.A.P. RTE. 350	SECTION 3068A-RS-1	COUNTY Cook	TOTAL SHEETS 35	SHEET NO. 22
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 60L87		

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	▶	▶
SIGNAL HEAD	▶	▶
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	□	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		"E"



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

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

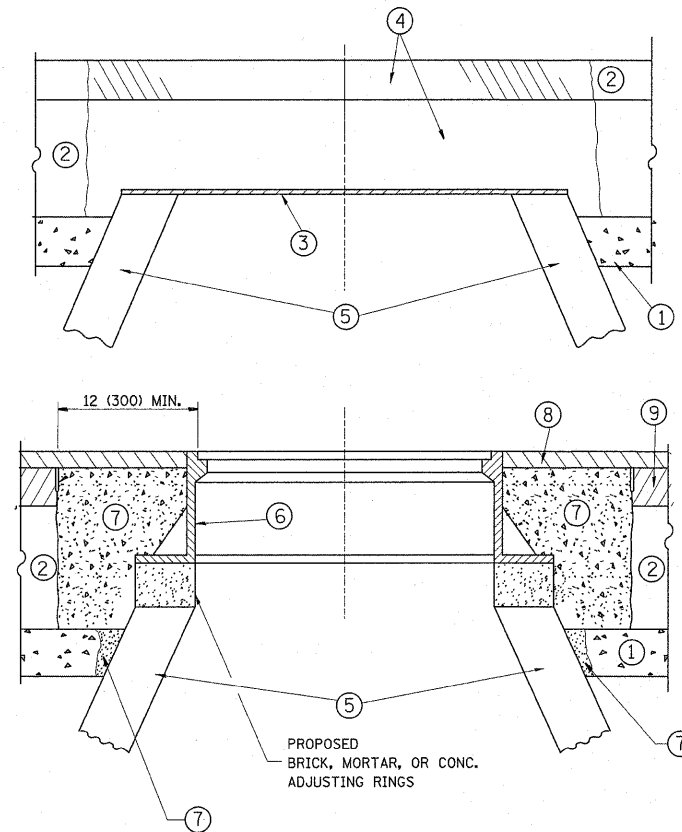
CODE	QUANTITY	UNIT	ITEM
88600600	171	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = plascencia	DESIGNED -	REVISED -
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PLOT DATE = 6/22/2011		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
ILL. RTE. 50 @ U.S. 12/20 (95TH ST.)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	3068A-RS-1	COOK	35	23
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60L87	



**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.

**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 PP-1\* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- 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.

**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.

**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.

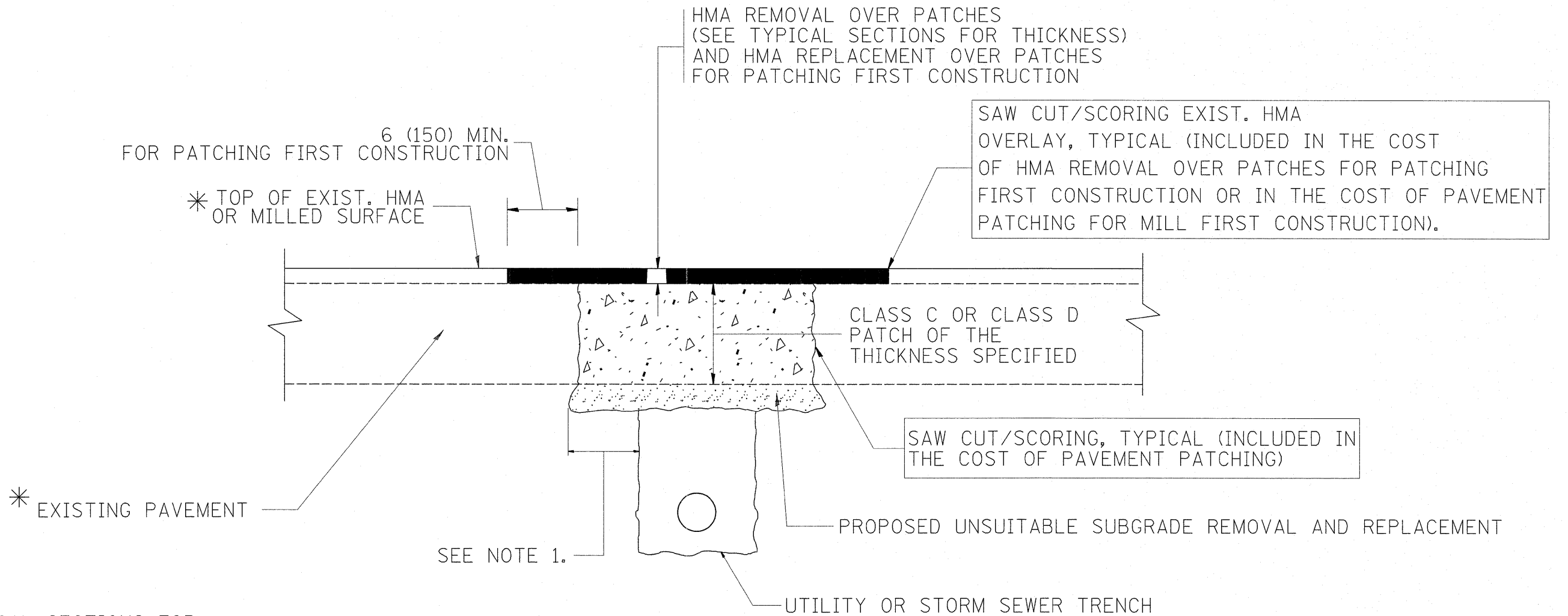
WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = becker tcm	DESIGNED - R. SHAH	REVISED - A. ABBAS 03-21-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr\pw_work\pwwork\becker tcm\0246251\0246251.tsd.dgn		DRAWN -	REVISED - R. WIEDEMAN 05-14-04		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	350	3068A-RS-1	COOK	35	24
	PLOT SCALE = 50.0000' / 1" IN.	CHECKED -	REVISED - R. BORO 01-01-07		BD600-03 (BD-8)			CONTRACT NO. 60L87					
	PLOT DATE = 10/17/2011	DATE - 10-25-94	REVISED - R. BORO 03-09-11		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								





\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME =	USER NAME = becker.tcm	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
g:\pw_work\pwidot\becker.tcm\0246251\DotStd.dgn		DRAWN -	REVISED - R. BORO 01-01-07		350	3068A-RS-1	COOK	35	25			
PLOT SCALE = 50.0000' / 1" =		CHECKED -	REVISED - R. BORO 09-04-07		<b>BD400-04 (BD-22)</b>			CONTRACT NO. 60L87				
PLOT DATE = 10/17/2011		DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

\* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

\*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

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

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

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

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

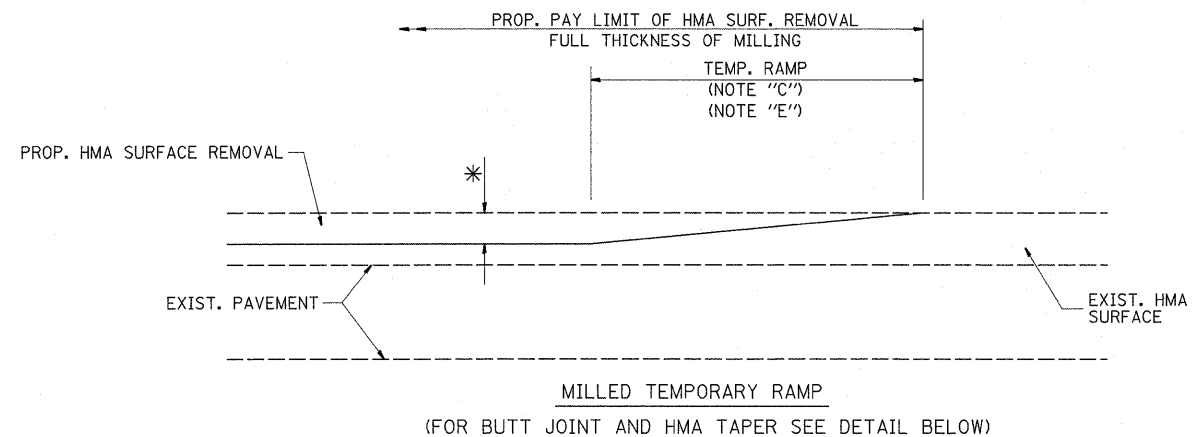
**BASIS OF PAYMENT:**

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

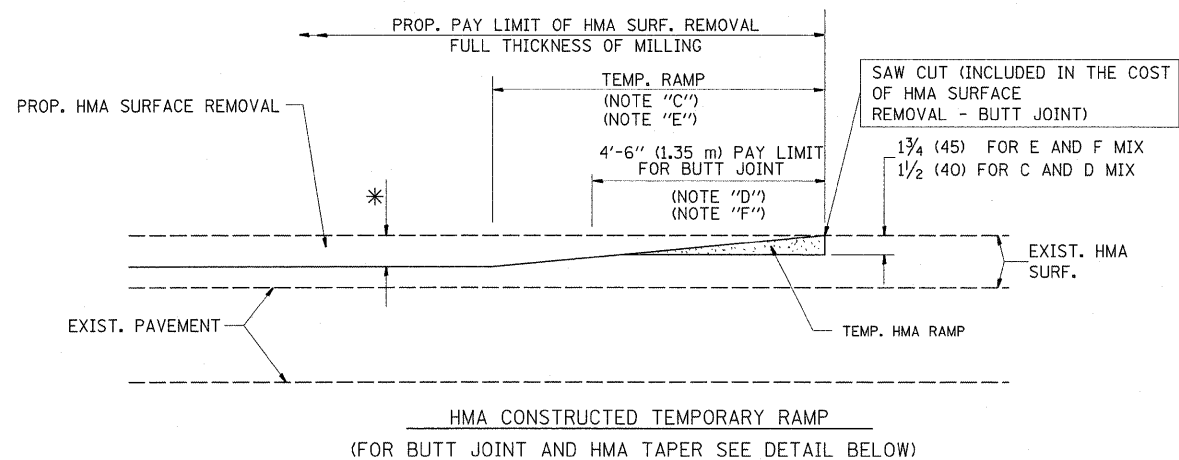
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

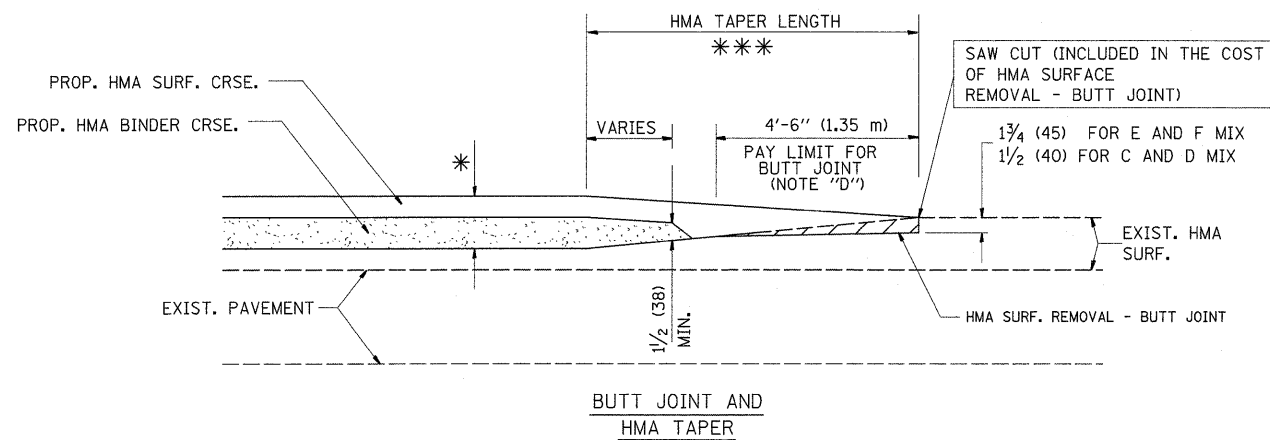
FILE NAME =	USER NAME = becker tom	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cd:\pw_work\pwsdot\becker tom\0246251\0246251std.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		350	3068A-RS-1	COOK	35	26			
PLOT SCALE = 50.0000' / 1" =		CHECKED -	REVISED - M. GOMEZ 01-22-01		<b>BD600-06 (BD-24)</b>			CONTRACT NO. 60L87				
PLOT DATE = 10/16/2011		DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



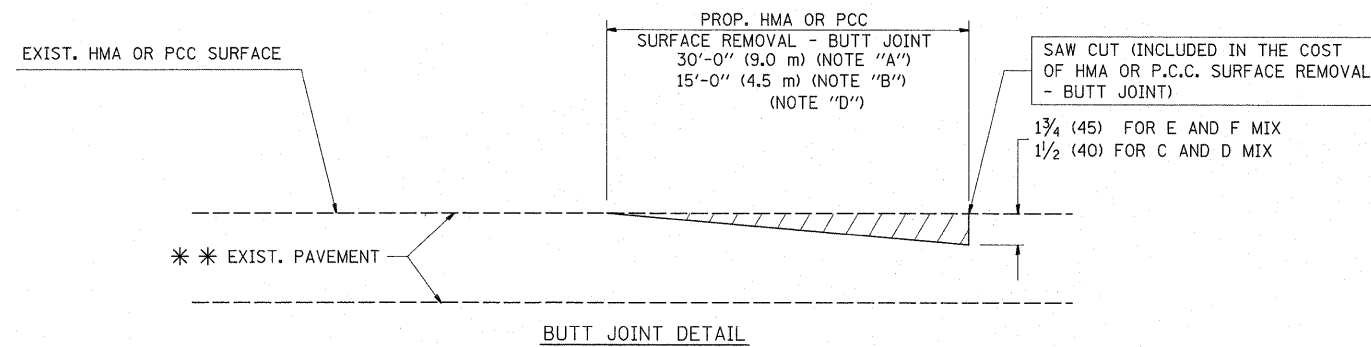
OPTION 1



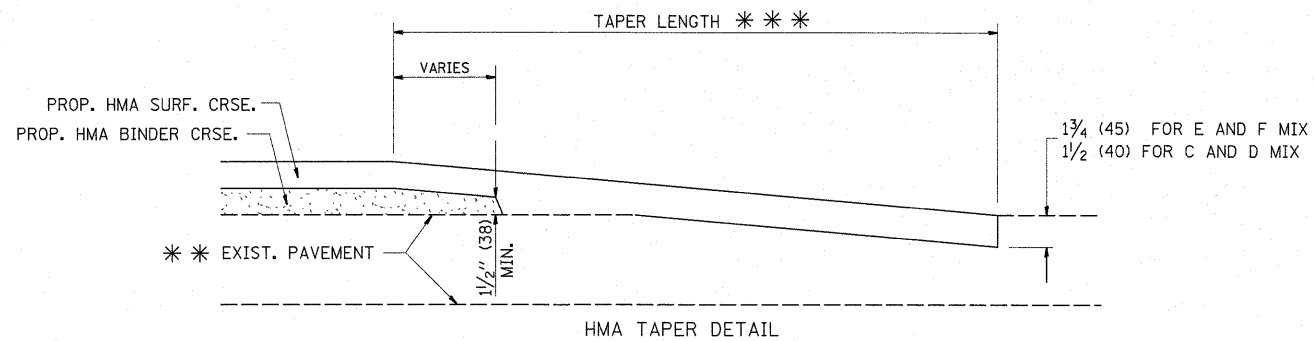
OPTION 2  
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER  
FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

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

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

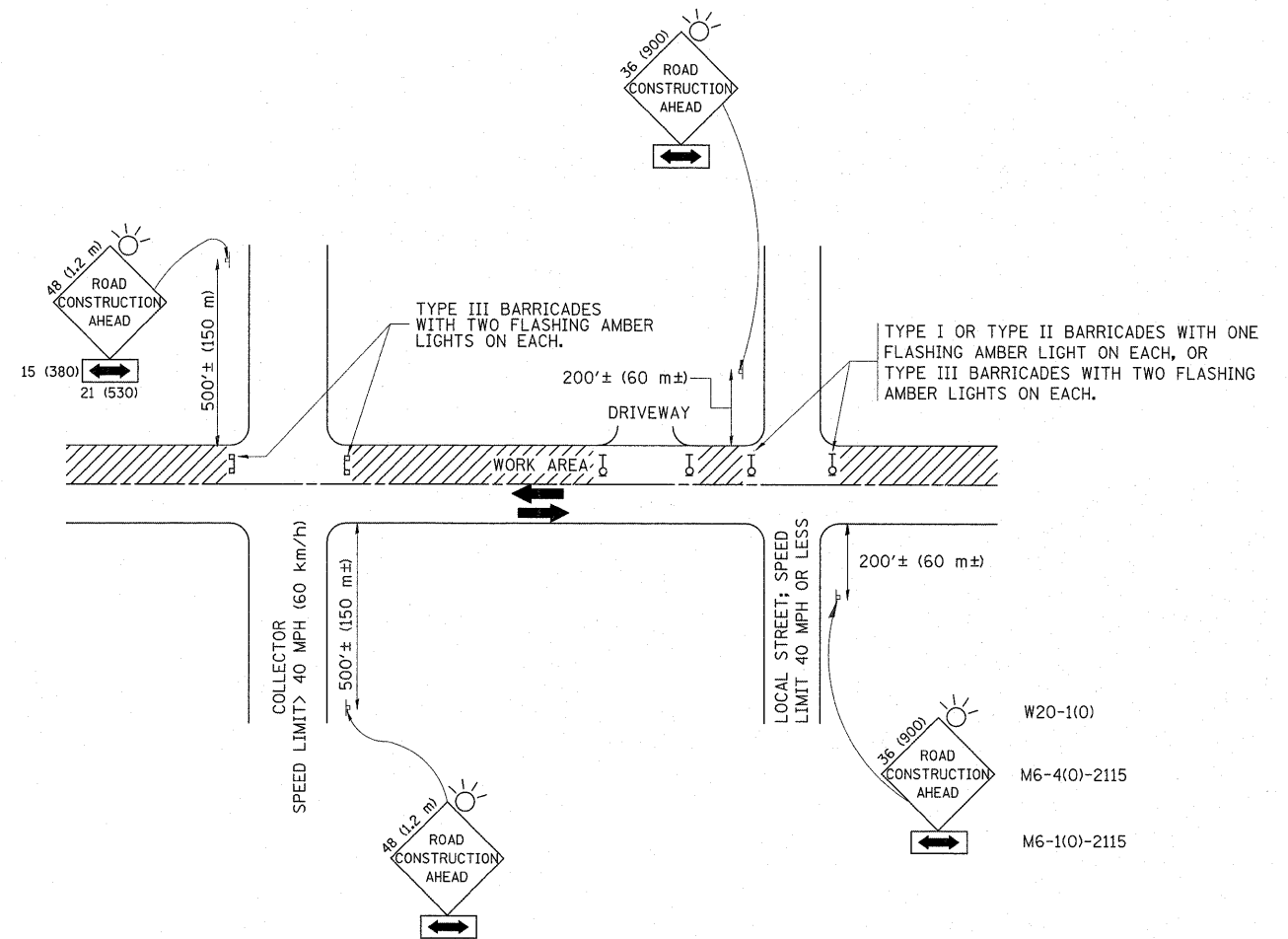
FILE NAME =	USER NAME = becker.tom	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
c:\pwwork\pwwork\becker.tom\d0246251\Drawings\Std.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 50.0000' / in.		CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 10/17/2011		DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND  
HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	3068A-RS-1	COOK	35	27
BD400-05 BD32			CONTRACT NO. 60L87	
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.

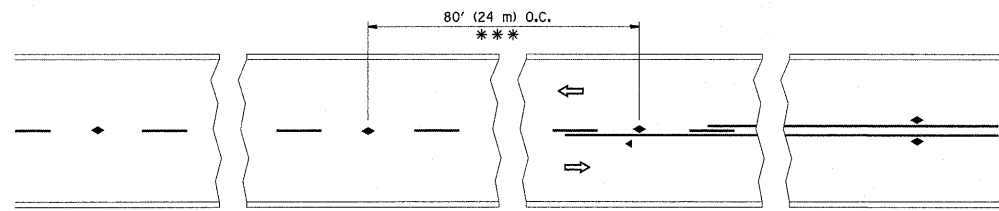
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cr:\pw_work\pwsdot\becker.tcm\d0246251\01.tsd.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
PLOT SCALE = 50.0000' / 1" =		CHECKED -	REVISED - A. HOUSEH 10-15-96
PLOT DATE = 10/17/2011		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

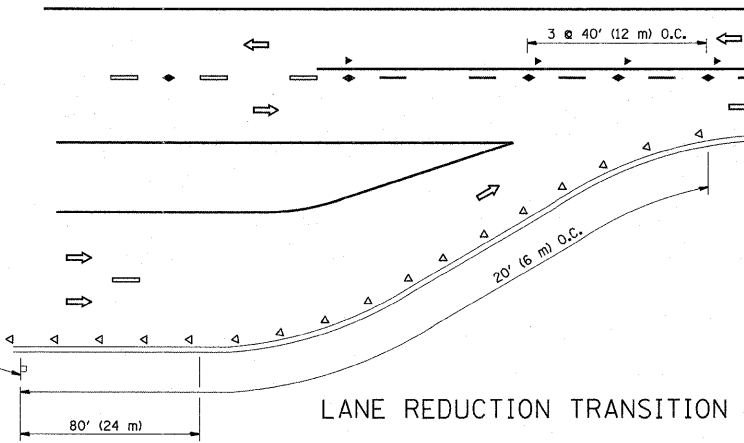
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	3068A-RS-1	COOK	35	28
TC-10		CONTRACT NO. 60L87		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

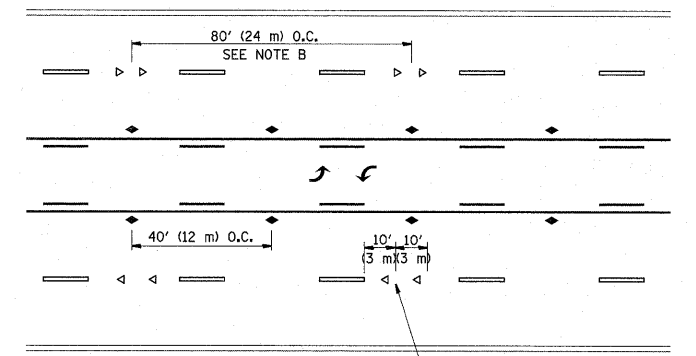


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

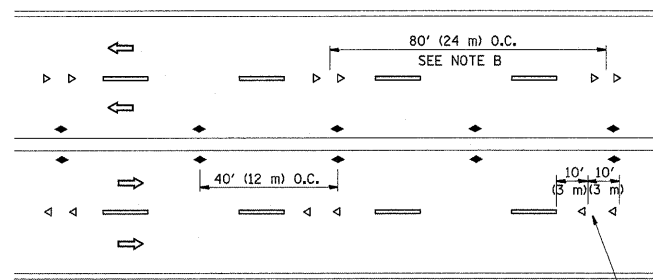
TWO-LANE/TWO-WAY



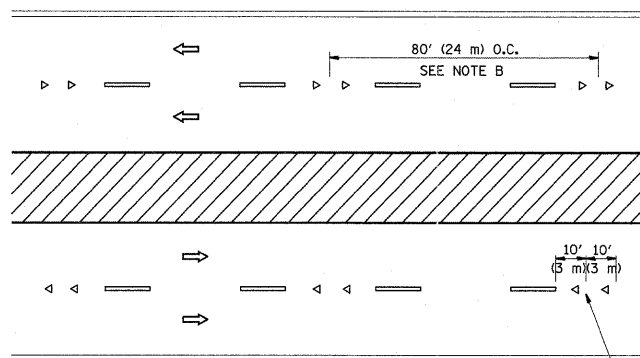
LANE REDUCTION TRANSITION



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

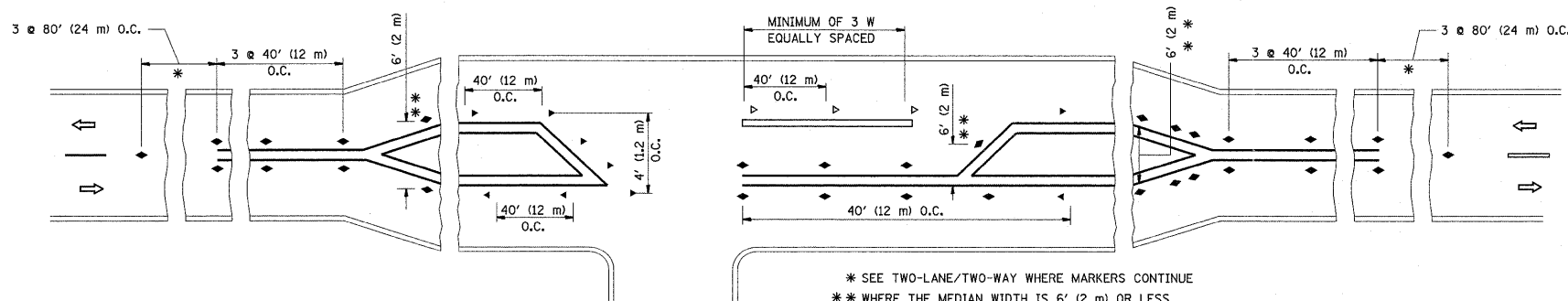
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

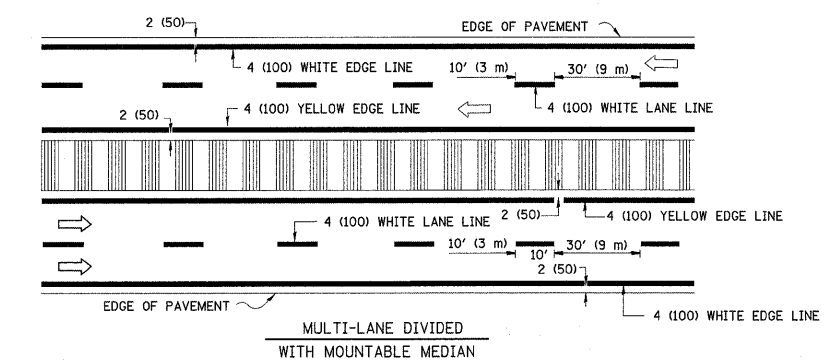
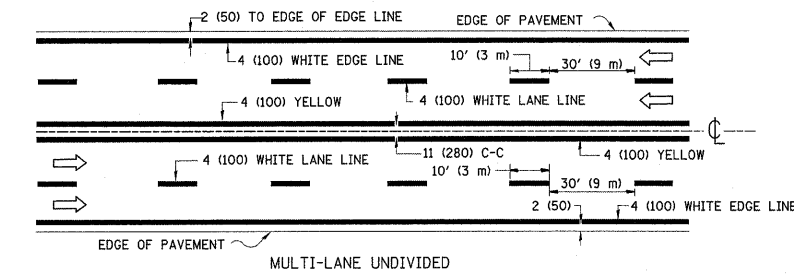
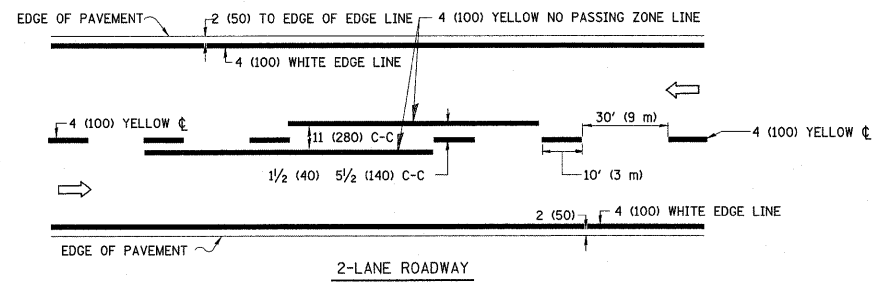


LEFT TURN

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

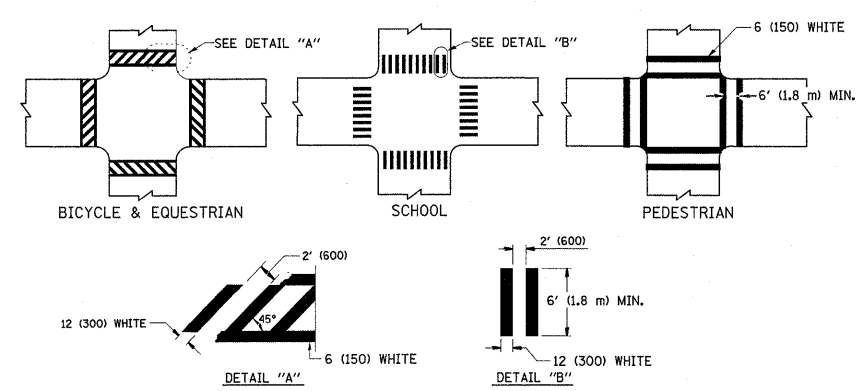
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = becker.tcm	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es\pwwork\pwwork\becker.tcm\d0246251\01.sta.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		<b>RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			350	3068A-RS-1	COOK	35	29
		CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>TC-11</b>		CONTRACT NO. 60L87		
		DATE -	REVISED - C. JUCIUS 09-09-09		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

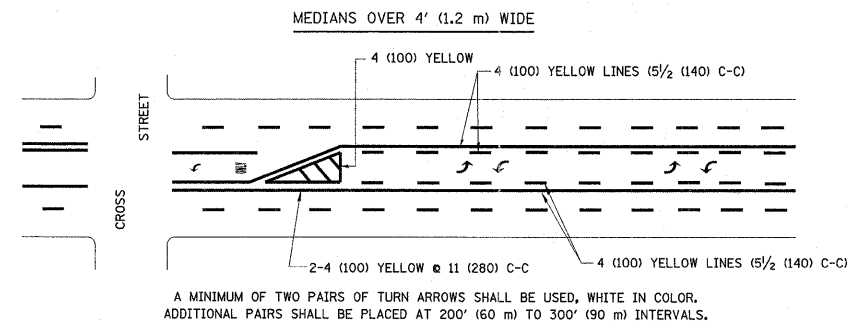
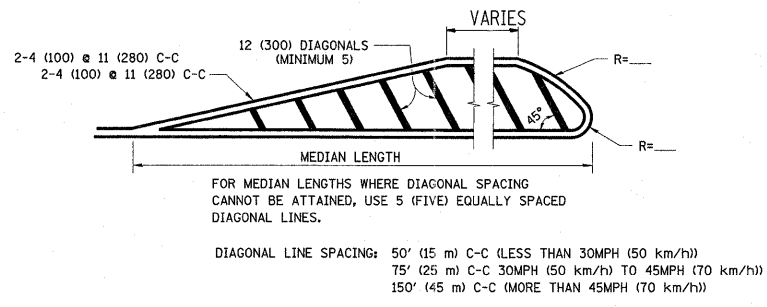
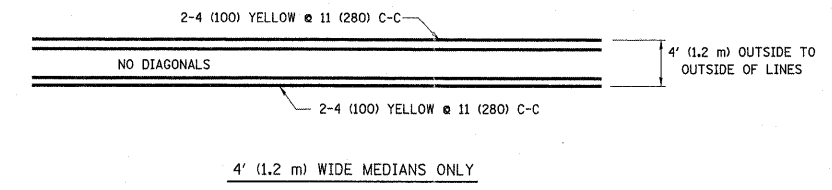


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

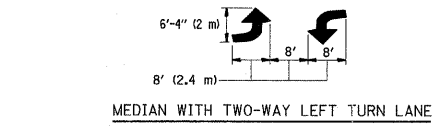
TYPICAL LANE AND EDGE LINE MARKING



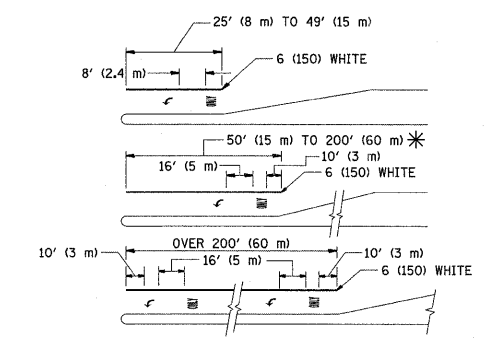
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING

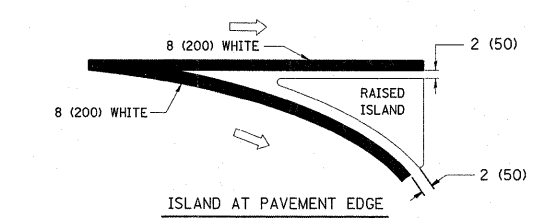
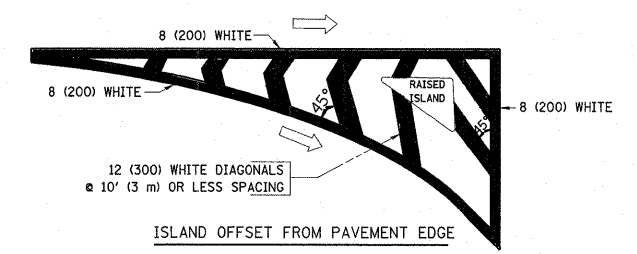


TYPICAL LEFT (OR RIGHT) TURN LANE



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

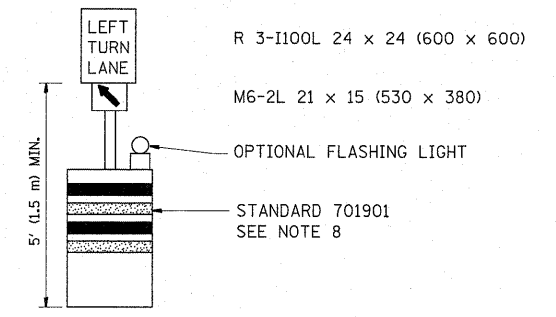
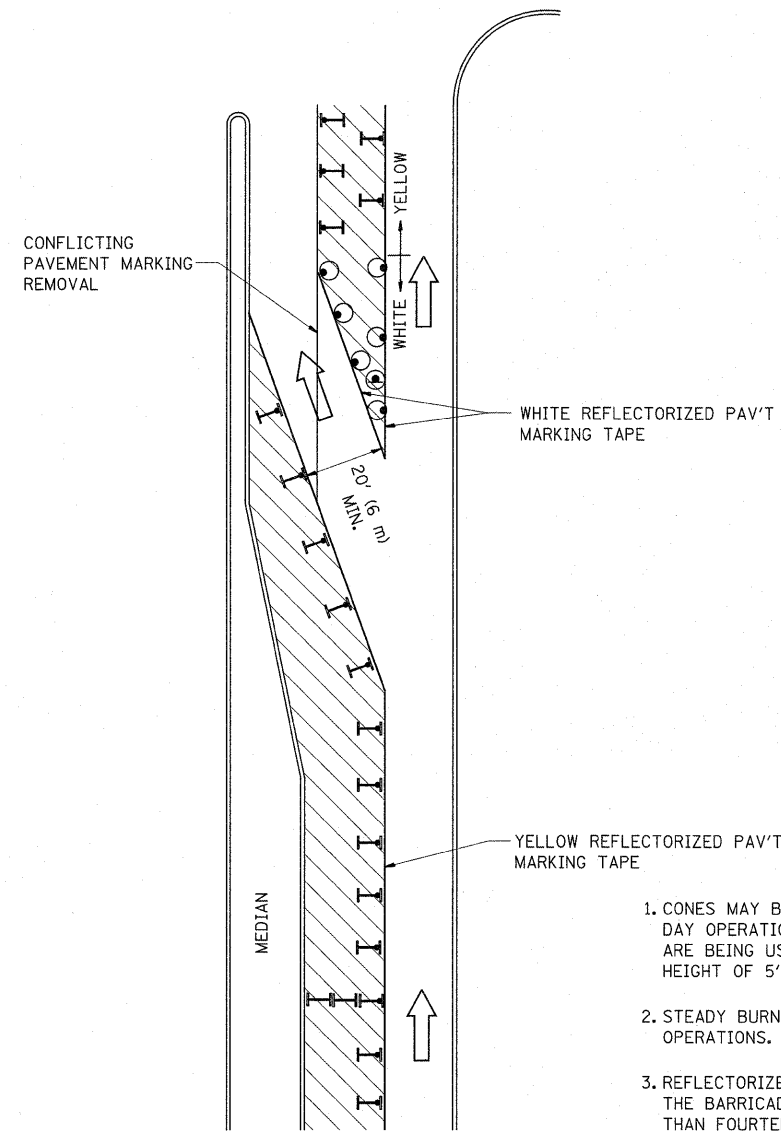


TYPICAL ISLAND MARKING

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 1/2 (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 1/2 (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	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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.

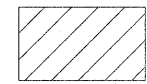







**GENERAL NOTES**

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

**LEGEND**

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

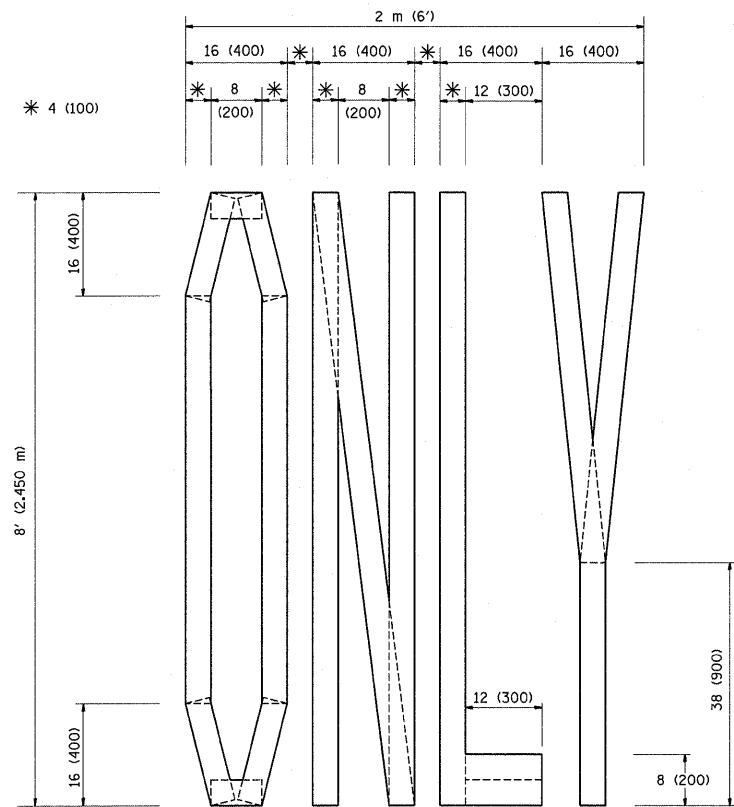
FILE NAME =	USER NAME = becker tcm	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
ct:\pw_work\pwwork\becker tcm\d0246251\DotStd.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 50.0000' / 1" =	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 10/17/2011	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

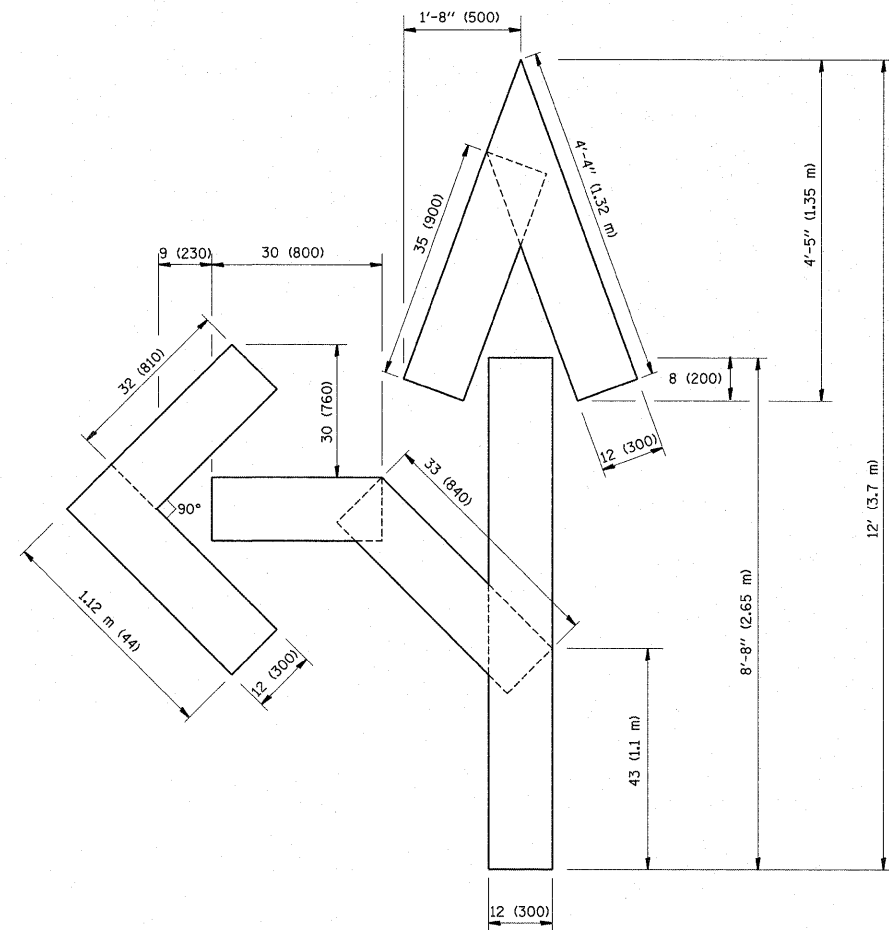
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

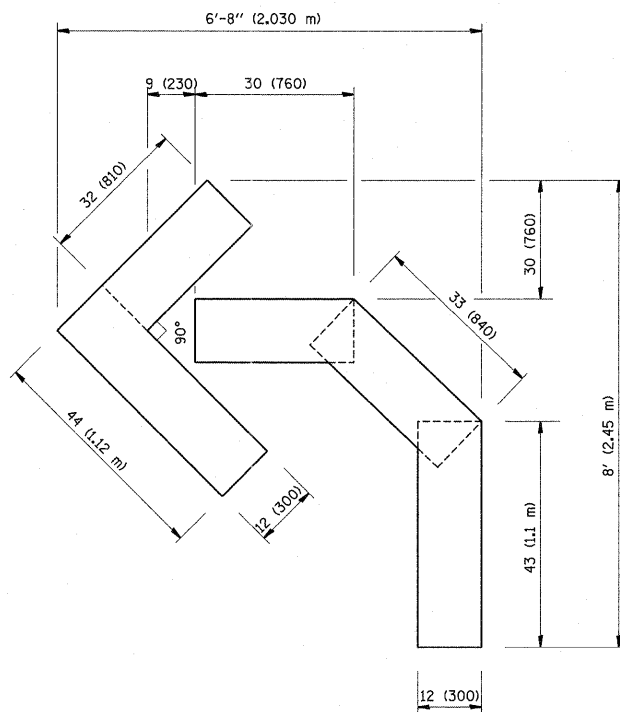
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	3068A-RS-1	COOK	35	31
TC-14		CONTRACT NO. 60L87		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

FILE NAME =	USER NAME = becker.tcm	DESIGNED -	REVISED - T. RAMMACHER 06-05-96
c:\pw_work\pwsdot\becker.tcm\0245251\Drawings\std.dgn		DRAWN -	REVISED - T. RAMMACHER 11-04-97
PLOT SCALE = 50.0000' / 1" =		CHECKED -	REVISED - T. RAMMACHER 03-02-98
PLOT DATE = 10/17/2011		DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

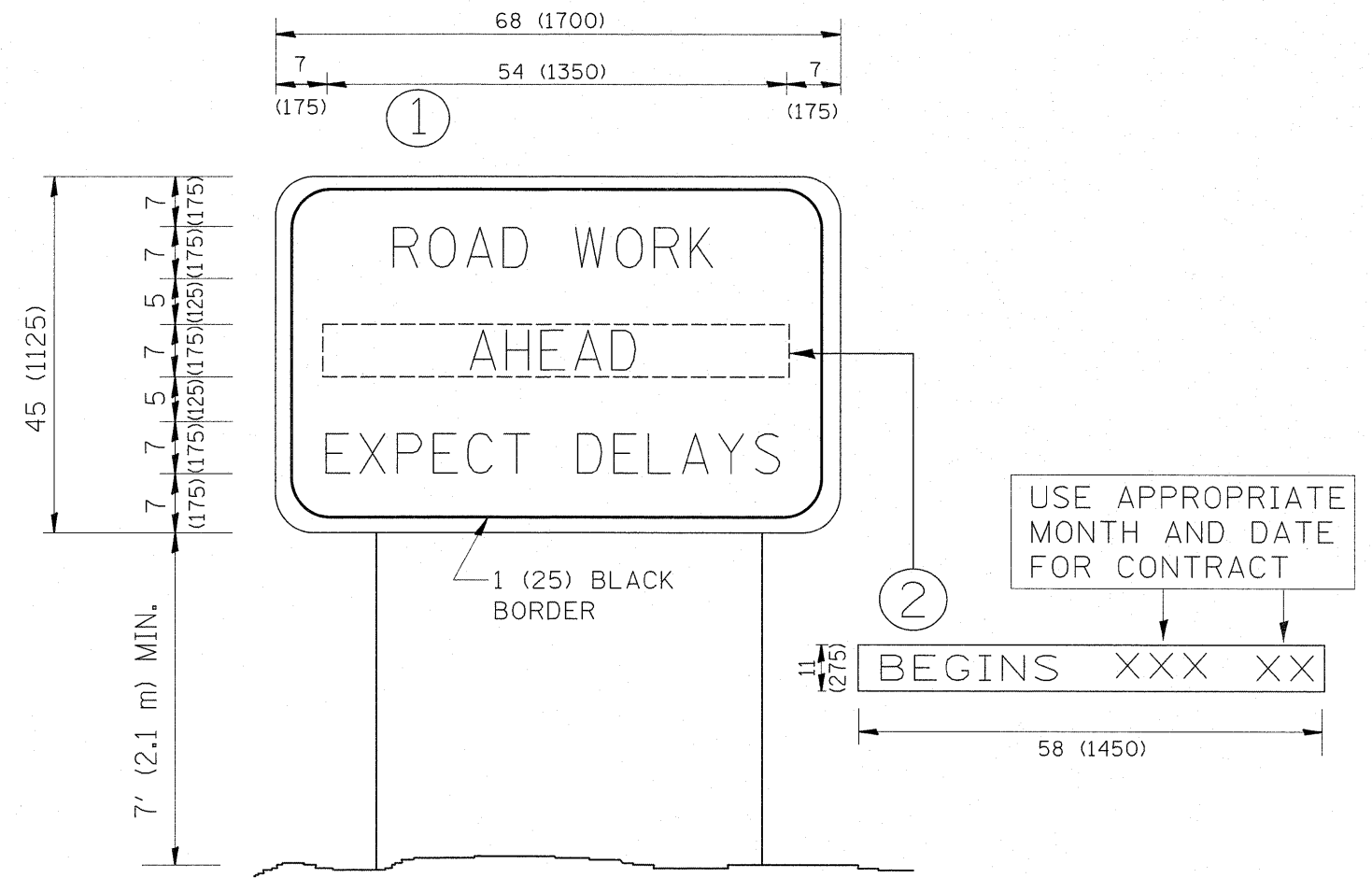
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	3068A-RS-1	COOK	35	32
TC-16		CONTRACT NO. 60L87		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





**NOTES:**

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

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

FILE NAME =	USER NAME = becker-tcm	DESIGNED -	REVISED - R. MIRS 09-15-97
c:\pw_work\pwsdot\becker-tcm\d0246251\01.tstd.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.0000' / 1"		CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 10/17/2011		DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

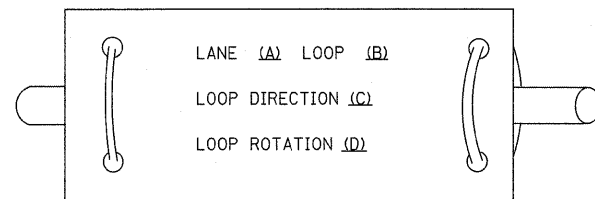
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-22			CONTRACT NO. 60L87	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

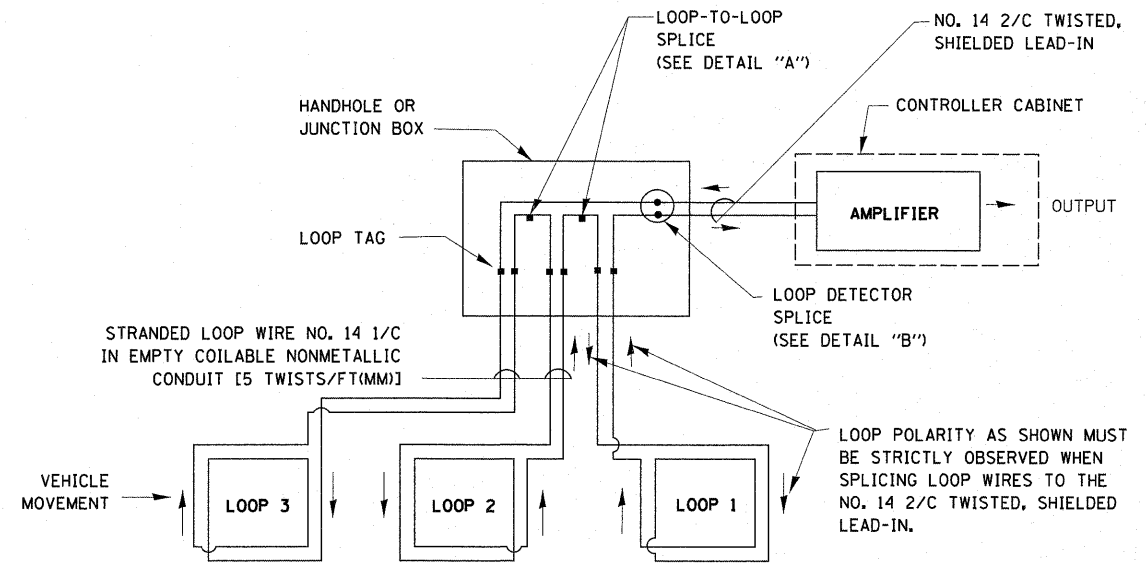
**LOOP DETECTOR NOTES**

- 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.
- 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.
- 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.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVESHOLES 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.
- 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.
- 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**

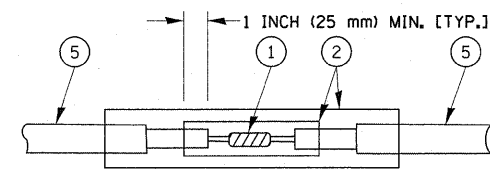


- LANE #1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

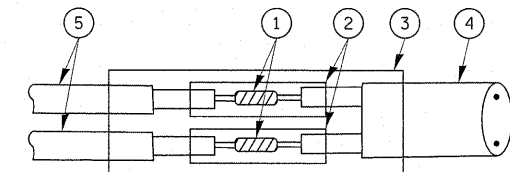


**DETECTOR LOOP WIRING SCHEMATIC**

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

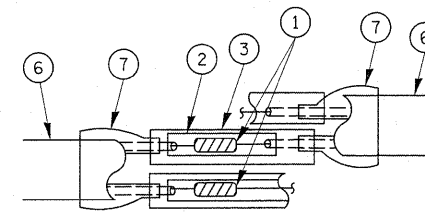


**DETAIL "A" LOOP-TO-LOOP SPLICE**

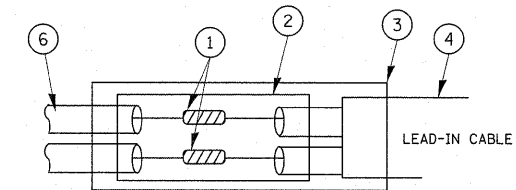


**DETAIL "B" LOOP-TO-CONTROLLER SPLICE**

**TYPE I LOOP**



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



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

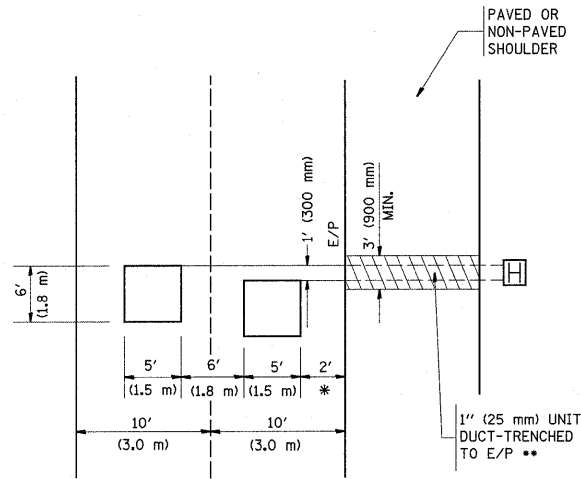
**LOOP DETECTOR SPLICE**

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- PRE-FORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = becker.tom	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			F.A.P. RTE. 350	SECTION 3068A-RS-1	COUNTY COOK	TOTAL SHEETS 35	SHEET NO. 34
c:\pwork\pwork\becker.tom\d246251\DistStd.dgn	PLOT SCALE = 50.0000' / in.	DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA. TO STA.	<b>TS-05</b>		CONTRACT NO. 60L87		
	PLOT DATE = 10/17/2011	CHECKED - DAD	REVISED -									
		DATE - 10-28-09	REVISED -		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.

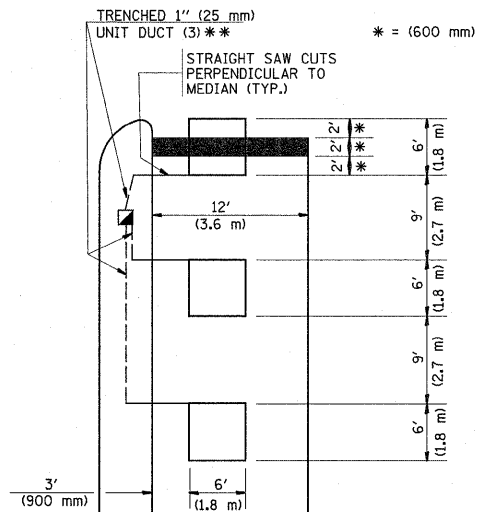


\* = (600 mm)

\*\* 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)**

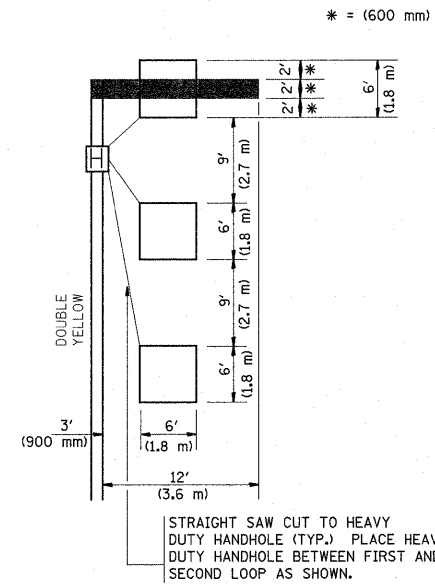
HANDHOLE LOCATION MAY  
VARY DEPENDING ON GEOMETRICS  
AND DESIGN OF TRAFFIC SIGNALS.  
HEAVY-DUTY HANDHOLES TO BE  
USED WHEN THE MEDIAN IS  
MOUNTABLE. REFER TO STANDARD  
814001 TO ENSURE THAT HANDHOLE  
FITS IN MEDIAN.



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

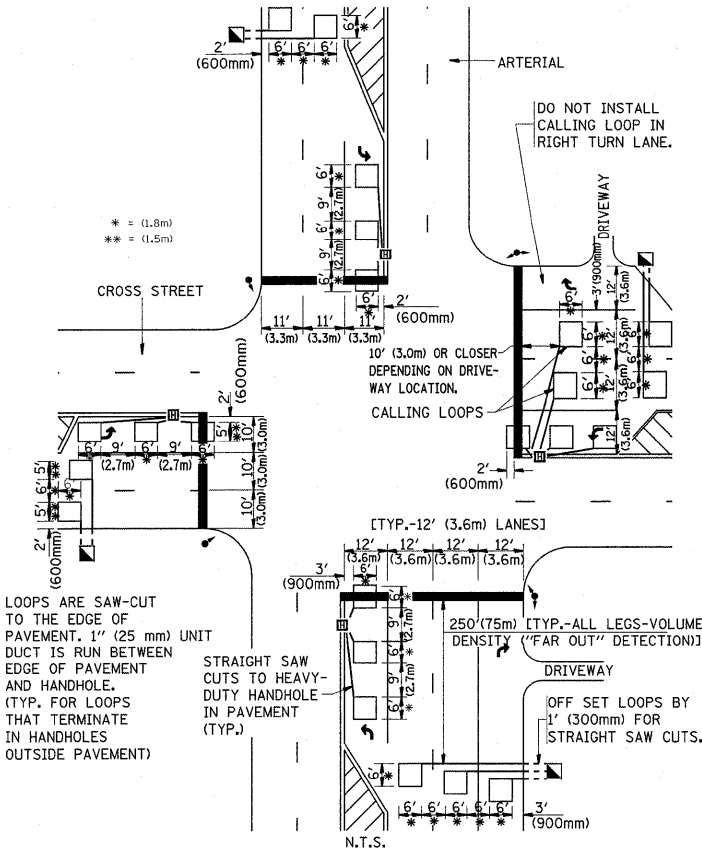
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO  
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



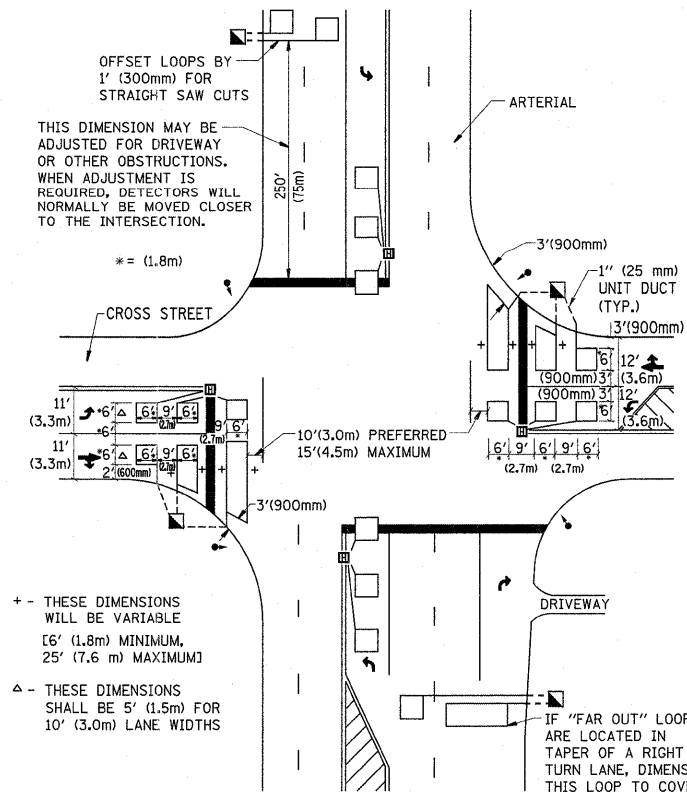
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO  
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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 =	USER NAME = becker.tcm	DESIGNED -	REVISED -
cd:\pw_work\pwsdot\becker.tcm\d8246251\04\ts.tcd.dgn		DRAWN -	REVISED -
		CHECKED - R.K.F.	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	3068A-RS-1	COOK	35	35
TS-07		CONTRACT NO. 60L87		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				