

008

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-RS&SW	COOK	55	1
		ILLINOIS	CONTRACT NO. 62J67	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN THE
CITY OF CHICAGO

PROPOSED
HIGHWAY PLANS

F.A.U. ROUTE 3729: US 41 /LINCOLN AVENUE
FROM KEDZIE AVE. TO FOSTER AVE.
SECTION: 2019-119-RS&SW
PROJECT: STP-JP7S(383)
DESIGN OVERLAY, PEDESTRIAN RAMPS
COOK COUNTY

D-91-234-20

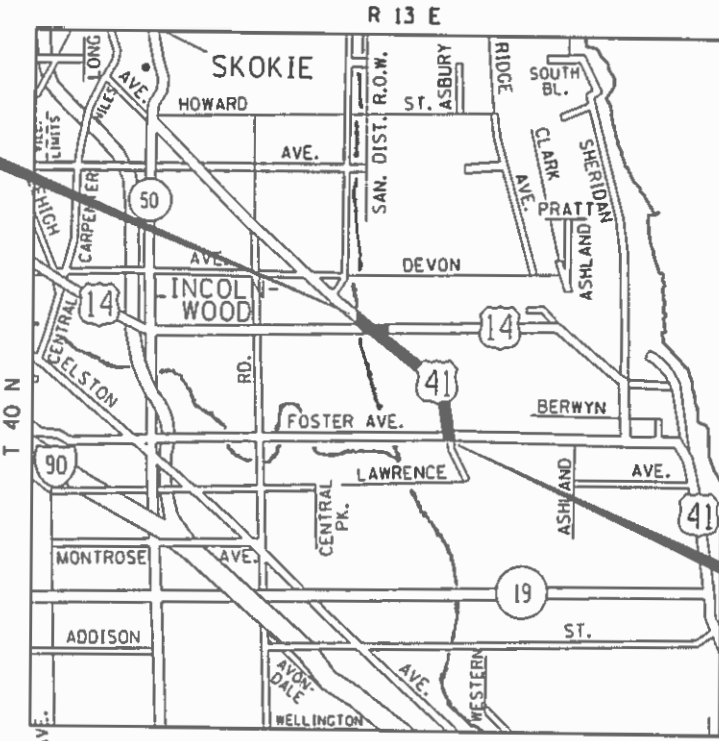


LOCATION OF SECTION INDICATED THUS: -

TRAFFIC DATA:
LINCOLN AVENUE 2019 ADT = 31,000
POSTED SPEED LIMIT = 35-40 MPH

C-91-014-20

PROJECT BEGINS
STA. 7 + 59



PROJECT ENDS
STA. 85 + 18



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
(312) 744-7000

PROJECT ENGINEER J. ALAIN MIDY (847) 221-3056
PROJECT MANAGER FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 62J67

GROSS AND NET LENGTH = 7,759 FT. = 1.47 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED January 27, 2020

Anthony J. Murphy 1013 REGIONAL ENGINEER

March 20, 2020

March 20, 2020 ENGINEER OF DESIGN AND ENVIRONMENT

James M. G... 13
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

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54	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAIL, SHEET 2 OF 7 (TS-05)
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STATE HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-05	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-05	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-05	FRAMES AND LIDS TYPE 1
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15’ (4.5 m) TO 24’’ (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-RD OPERATIONS, MULTILANE,15’ (4.5 m) TO 24’’ (600 mm) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W, MOVING OPERATIONS DAY ONLY
701427-05	LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPER., FOR SPEEDS =< 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES

GENERAL NOTES (CONTINUED..)

5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
6. UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.
7. IT SHALL BE THE CONTRACTOR’S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
8. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
9. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
10. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
11. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
12. FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.
13. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1V:3H.
14. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE “BUTT JOINT AND HMA TAPER DETAILS” SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
15. THE ENGINEER SHALL CONTACT EMAD ALHUSSEINI, ARTERIAL TRAFFIC FIELD ENGINEER AT EMAD.ALHUSSEINI@ILLINOIS.GOV A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
16. 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.
17. 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.
18. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
19. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
20. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED IN THE PLANS)] WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
21. CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 AT LEAST 2 WEEKS PRIOR TO BEGINNING WORK FOR LAYOUT.
22. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
23. 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.

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL “CUAN” AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.
3. 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.
4. THE CONTRACTOR SHALL CONTACT DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR KALPANA KANNAN-HOSADURGA AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

	USER NAME = paraynoal	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE. 41 (KEDZIE AVE. – FOSTER AVE.) GENERAL NOTES AND INDEX SHEET		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -				3729	2019-119-R5&SW	COOK	55	2
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -				CONTRACT NO. 62J67				
	PLOT DATE = 1/31/2020	DATE -	REVISED -				SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS	FED. AID PROJECT

GENERAL NOTES (CONTINUED..)

24. SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5” LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
25. WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED THEIR LOCATION.
26. 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.
27. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
28. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.

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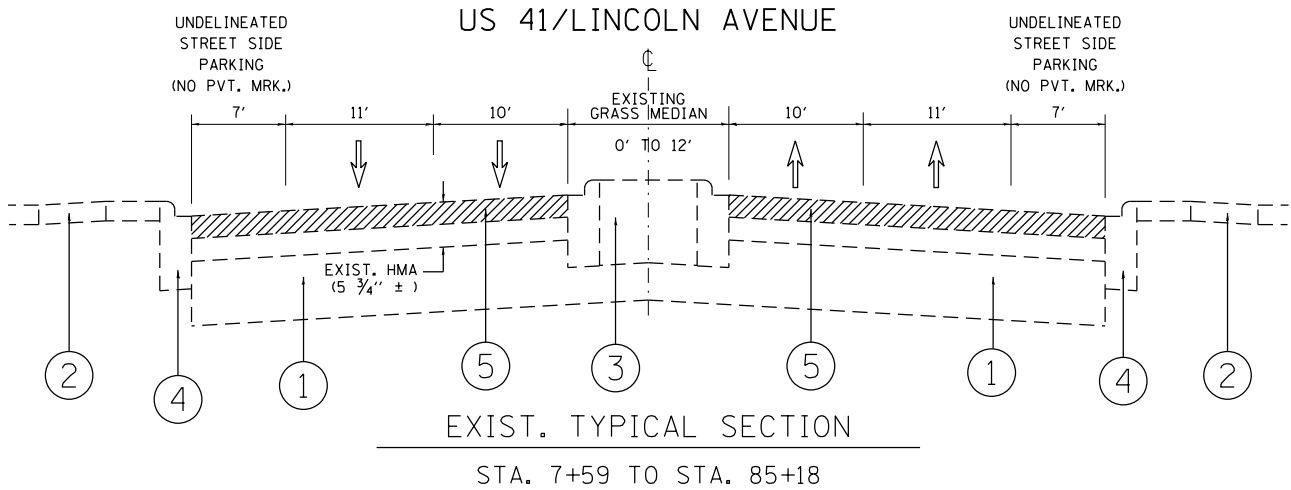
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		DRAWN -	REVISED -			3729	2019-119-R5&SW	COOK	55	3
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	PLOT DATE = 1/31/2020	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
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SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		0005 80% FED 20% STATE	0005 100% STATE				
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12376	12376					
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3787	3787					
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	205	205					
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	593	593					
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	5112	5112					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	36	36					
88600600	DETECTOR LOOP REPLACEMENT	FOOT	300	300					
89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	5	5					
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1					
X4240800	DETECTABLE WARNINGS (SPECIAL)	SO FT	1190	1190					
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	250		250				
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	119	119					
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SO FT	21116	21116					
Z0004562	COMBINATION CONCRETE CURB AND GUTTER	FOOT	1800	1800					
	REMOVAL AND REPLACEMENT								
	Ø 0042 * SPECIALTY ITEMS								

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		0005 80% FED 20% STATE	0005 100% STATE				
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	25	25					
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	102.8	102.8					
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	26736	26736					
Ø Z0076600	TRAINEES	HOURL	500	500					
Ø Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOURL	500	500					



- LEGEND**
- ① EXISTING P.C.C. PAVEMENT, ±10"
 - ② EXISTING P.C.C. SIDEWALK (TYP.)
 - ③ EXISTING MEDIAN
 - ④ EXISTING COMB. CONCRETE CURB AND GUTTER
 - ⑤ PROPOSED HMA SURFACE REMOVAL, 3-3/4"
 - ⑥ PROP. POLY. HMA SURFACE CRSE, SMA, 9.5, MIX "F", N80, 1-3/4"
 - ⑦ PROPOSED HMA BINDER CRSE, IL-9.5, N70, 2"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Nos	QMP
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ROADWAY DESIGN OVERLAY:

PROP. POLY. HMA SURFACE CRSE, SMA, 9.5, MIX "F", N80, 1 3/4"	3.5% AT 80 GYR.	QCP
PROP. HMA BINDER CRSE, IL-9.5, N70, 2"	4% AT 70 GYR.	QCP

HOT-MIX ASPHALT PATCHING:

CLASS D PATCHES (HMA BINDER IL-19 mm), 12"	4% AT 70 GYR.	QC / QA
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HMA FOR COMMERCIAL DRIVEWAY RESTORATION (DUE TO CURB AND GUTTER REPAIR):

PROP. HMA SURFACE COURSE, MIX "D", IL-9.5, N50, 2 "	4% AT 50 GYR.	QC / QA
PROP. HMA BASE COURSE (HMA BINDER IL-19 mm), 8"	4% AT 50 GYR.	QC / QA

QMP Designation: Quality Control/Quality Assurance (QC/QA);
Quality Control for Performance (QCP); Pay for Performance (PFP)

NOTES:

- EXIST. PCC MEDIAN SEGMENTS ARE AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT LIMITS. FOR EXACT LOCATIONS, REFER TO THE ROADWAY PLAN.
- THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
- THE PROPOSED LOGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER CRSE, IL-9.5, N70.

NOTES:

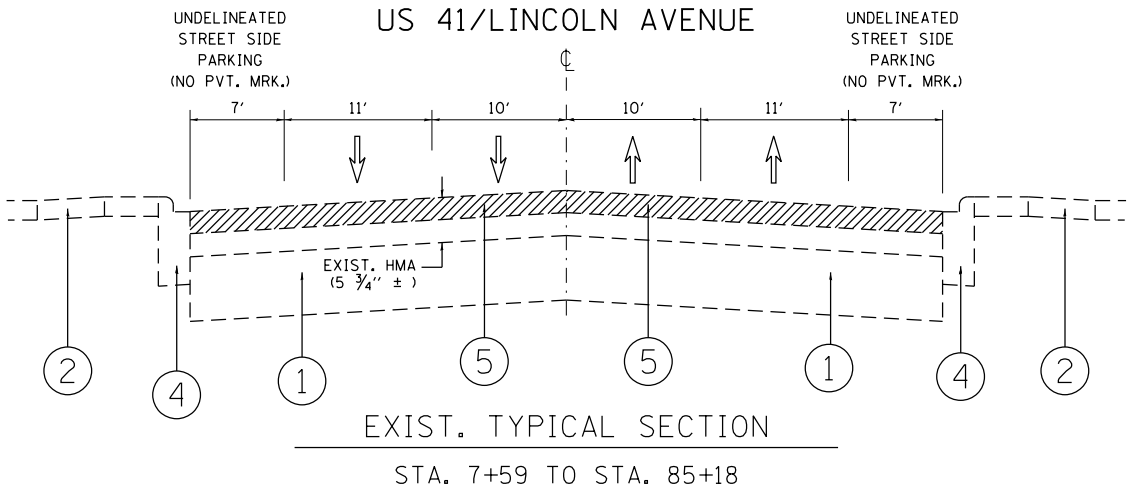
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

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.

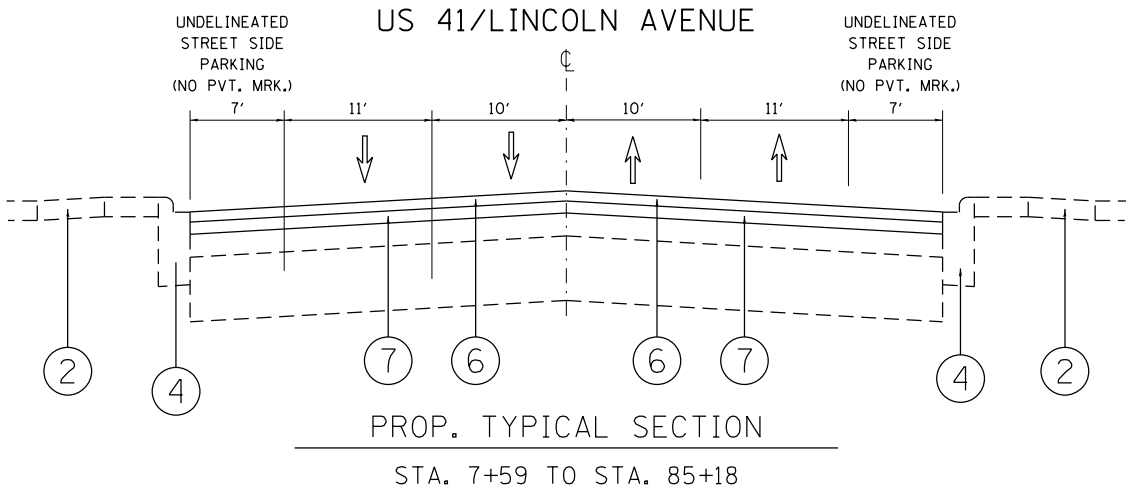
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

FILE NAME =	USER NAME = paraynoal	DESIGNED -	REVISED -	<div>STATE OF ILLINOIS</div> <div>DEPARTMENT OF TRANSPORTATION</div>	U.S. RTE. 41 (KEDZIE AVE. – FOSTER AVE.) EXISTING AND PROPOSED TYPICAL SECTIONS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 1/31/2020	DATE -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								
					SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.				



- LEGEND**
- ① EXISTING P.C.C. PAVEMENT, ±10"
 - ② EXISTING P.C.C. SIDEWALK (TYP.)
 - ③ EXISTING MEDIAN
 - ④ EXISTING COMB. CONCRETE CURB AND GUTTER
 - ⑤ PROPOSED HMA SURFACE REMOVAL, 3-3/4"
 - ⑥ PROP. POLY. HMA SURFACE CRSE, SMA, 9.5, MIX "F", N80, 1-3/4"
 - ⑦ PROPOSED HMA BINDER CRSE, IL-9.5, N70, 2"

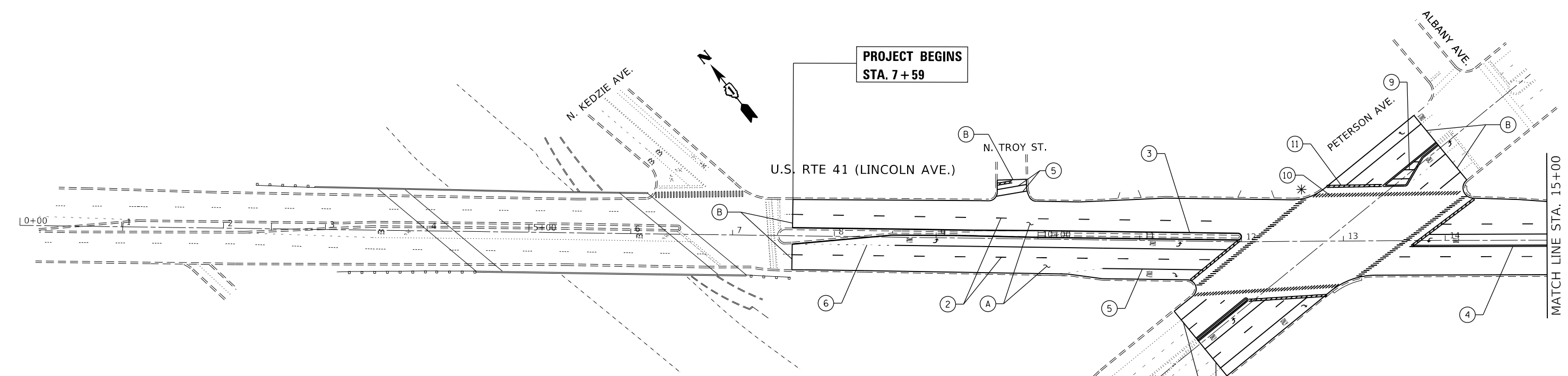


NOTES:

- EXIST. PCC MEDIAN SEGMENTS ARE AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT LIMITS. FOR EXACT LOCATIONS, REFER TO THE ROADWAY PLAN.
- THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
- THE PROPOSED LOGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER CRSE, IL-9.5, N70.

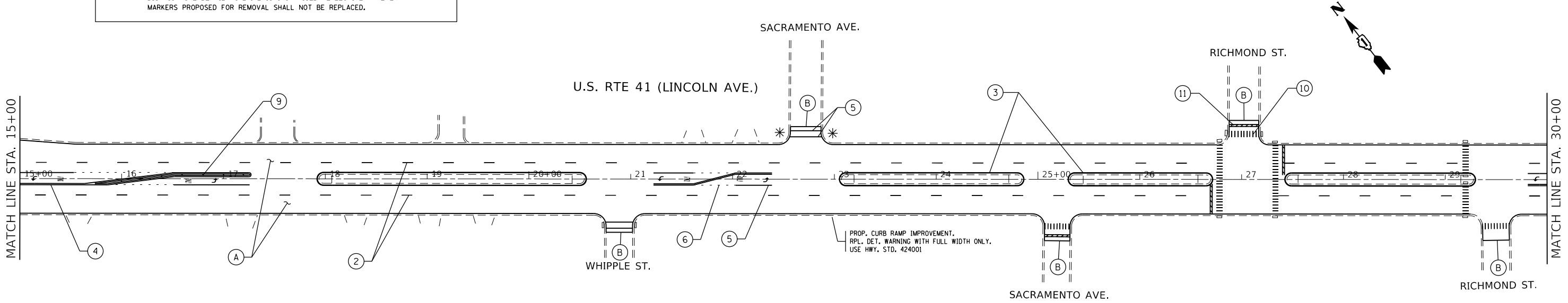
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	PLOT DATE = 1/31/2020	DATE -	REVISED -						CONTRACT NO. 62J67				
									FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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PAVEMENT MARKING LEGEND			
①	PROP. 8" WHITE THERMO. PVT. MRK. LETTERS AND SYMBOLS (TYP.)	⑦	PROP. THERMO. PVT. MRK.-8" GORE MRK. SOLID WHITE (TYP.)
②	PROP. THERMO. PVT. MRK.-4" 6" DASH - 18" SKIP, WHITE (TYP.)	⑧	PROP. THERMO. PVT. MRK.-12" DIAGONAL, WHITE (TYP.)
③	PROP. THERMO. PVT. MRK.-4" SOLID, SINGLE YELLOW (TYP.)	⑨	PROP. THERMO. PVT. MRK.-12" DIAGONAL, YELLOW (TYP.)
④	PROP. THERMO. PVT. MRK.-4" CENTERLINE, DOUBLE YELLOW (TYP.)	⑩	PROP. THERMO. PVT. MRK.-24" 6-FT BARS, WHITE (TYP.)
⑤	PROP. THERMO. PVT. MRK.-6" SOLID LINE, WHITE (TYP.)	⑪	PROP. THERMO. PVT. MRK.-24" STOP LINE, WHITE (TYP.)
⑥	PROP. THERMO. PVT. MRK.-6" DOTTED LINE, WHITE (2" DASH, 6" SKIP) (TYP.)		
NOTE: ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE DETAIL TC-24. EXISTING RAISED REFLECTIVE PAVEMENT MARKERS PROPOSED FOR REMOVAL SHALL NOT BE REPLACED.			

ROADWAY PROPOSED WORK LEGEND	
Ⓐ	PROP. HMA SURFACE REMOVAL, 3 ¾" PROP. POLY. HMA SURFACE CRSE, SMA, 9.5, MIX "F", N80, 1 ¾" PROP. HMA BINDER CRSE, IL-9.5, N70, 2"
Ⓑ	PROP. HMA SURFACE REMOVAL - BUTT JOINT LIMIT OF RESURFACING
*	PROP. PCC SIDEWALK CURB RAMP IMPROVEMENT (SEE DETAIL SHEETS)



USER NAME	= paraynoal	DESIGNED	-	REVISED	-
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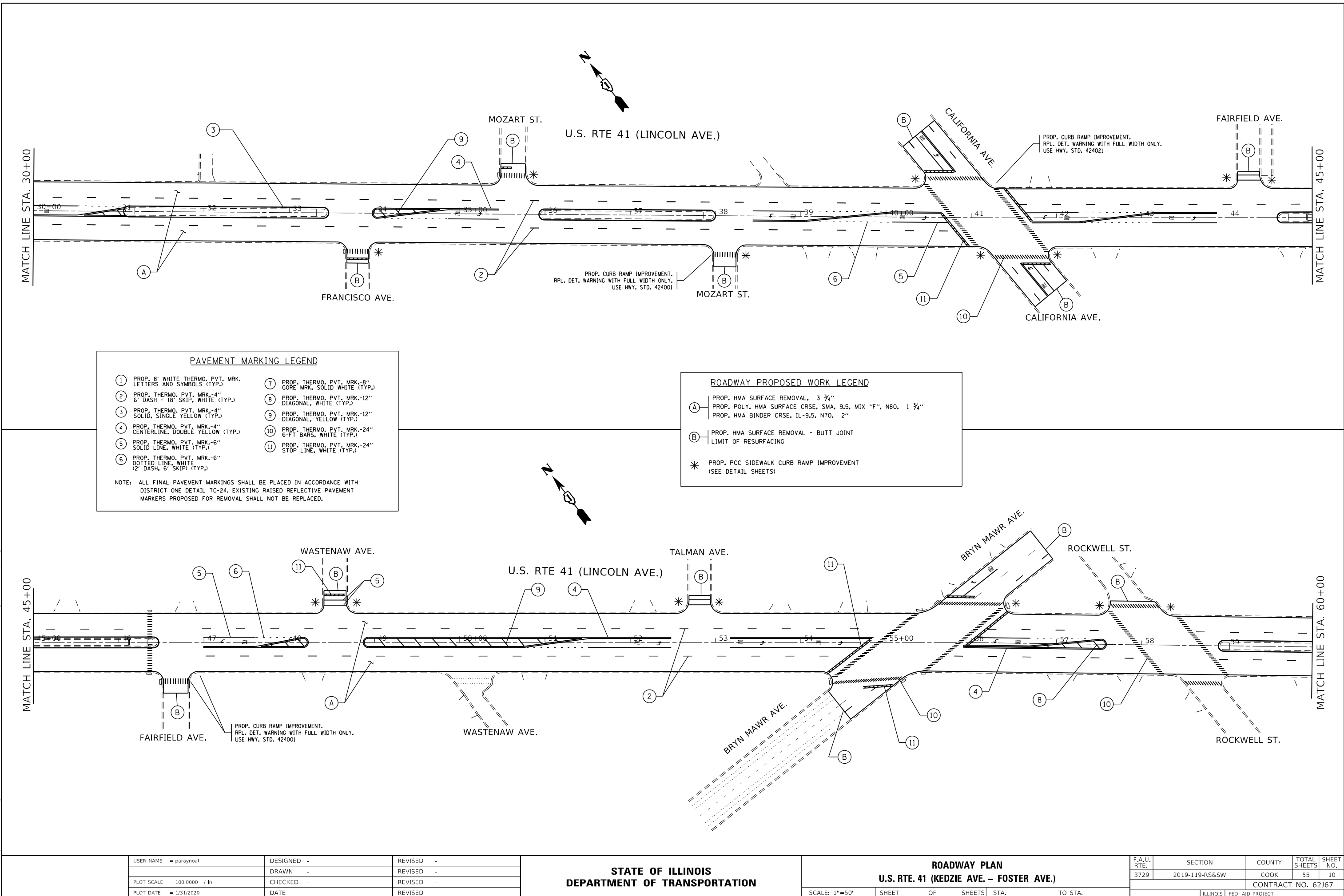
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

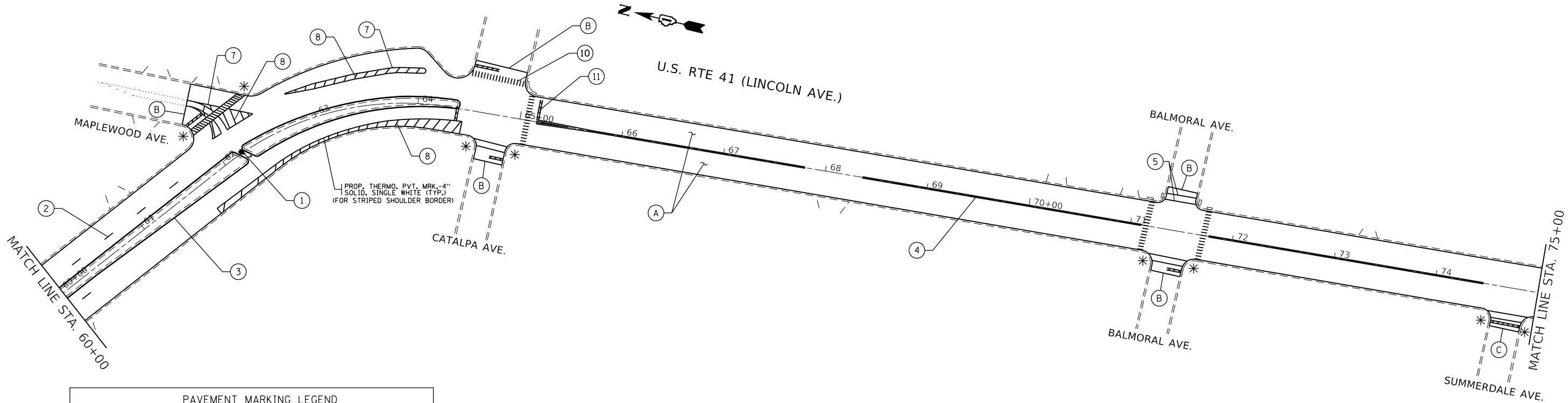
ROADWAY PLAN
U.S. RTE. 41 (KEDZIE AVE. - FOSTER AVE.)

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	9
CONTRACT NO. 62J67				
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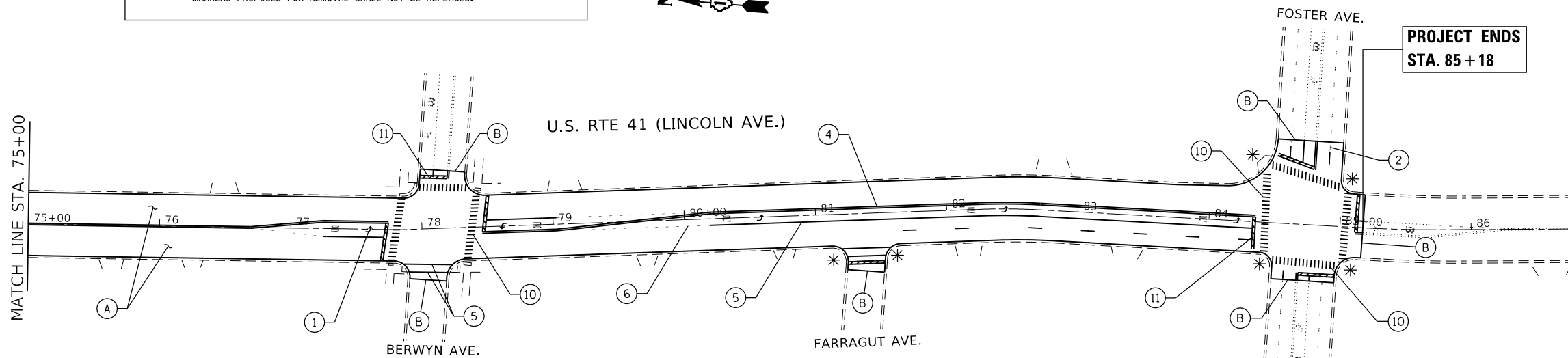
PAVEMENT MARKING LEGEND

- | | |
|---|---|
| ① PROP. 8" WHITE THERMO. PVT. MRK. LETTERS AND SYMBOLS (TYP.) | ⑦ PROP. THERMO. PVT. MRK.-8" GORE MRK. SOLID WHITE (TYP.) |
| ② PROP. THERMO. PVT. MRK.-4" 6" DASH - 18" SKIP, WHITE (TYP.) | ⑧ PROP. THERMO. PVT. MRK.-12" DIAGONAL, WHITE (TYP.) |
| ③ PROP. THERMO. PVT. MRK.-4" SOLID, SINGLE YELLOW (TYP.) | ⑨ PROP. THERMO. PVT. MRK.-12" DIAGONAL, YELLOW (TYP.) |
| ④ PROP. THERMO. PVT. MRK.-4" CENTERLINE, DOUBLE YELLOW (TYP.) | ⑩ PROP. THERMO. PVT. MRK.-24" 6-FT BARS, WHITE (TYP.) |
| ⑤ PROP. THERMO. PVT. MRK.-6" SOLID LINE, WHITE (TYP.) | ⑪ PROP. THERMO. PVT. MRK.-24" STOP LINE, WHITE (TYP.) |
| ⑥ PROP. THERMO. PVT. MRK.-6" DOTTED LINE, WHITE (2" DASH, 6" SKIP) (TYP.) | |

NOTE: ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE DETAIL TC-24. EXISTING RAISED REFLECTIVE PAVEMENT MARKERS PROPOSED FOR REMOVAL SHALL NOT BE REPLACED.

ROADWAY PROPOSED WORK LEGEND

- | | |
|---|--|
| Ⓐ | PROP. HMA SURFACE REMOVAL, 3 ¾" |
| | PROP. POLY. HMA SURFACE CRSE, SMA, 9.5, MIX "F", N80, 1 ¾" |
| | PROP. HMA BINDER CRSE, 1L-9.5, N70, 2" |
| Ⓑ | PROP. HMA SURFACE REMOVAL - BUTT JOINT |
| | LIMIT OF RESURFACING |
| * | PROP. PCC SIDEWALK CURB RAMP IMPROVEMENT (SEE DETAIL SHEETS) |



PROP. HEIGHT ADJ. OF PED. BUTTONS ON THE CORNERS OF LINCOLN AVENUE AND BERWYN AVENUE INTERSECTION, PER ACCESSIBLE PUBLIC RIGHT-OF-WAY FIELD GUIDE (2016), TO BE PAID FOR AS: RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON. QTY = 4

PROJECT ENDS
STA. 85 + 18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

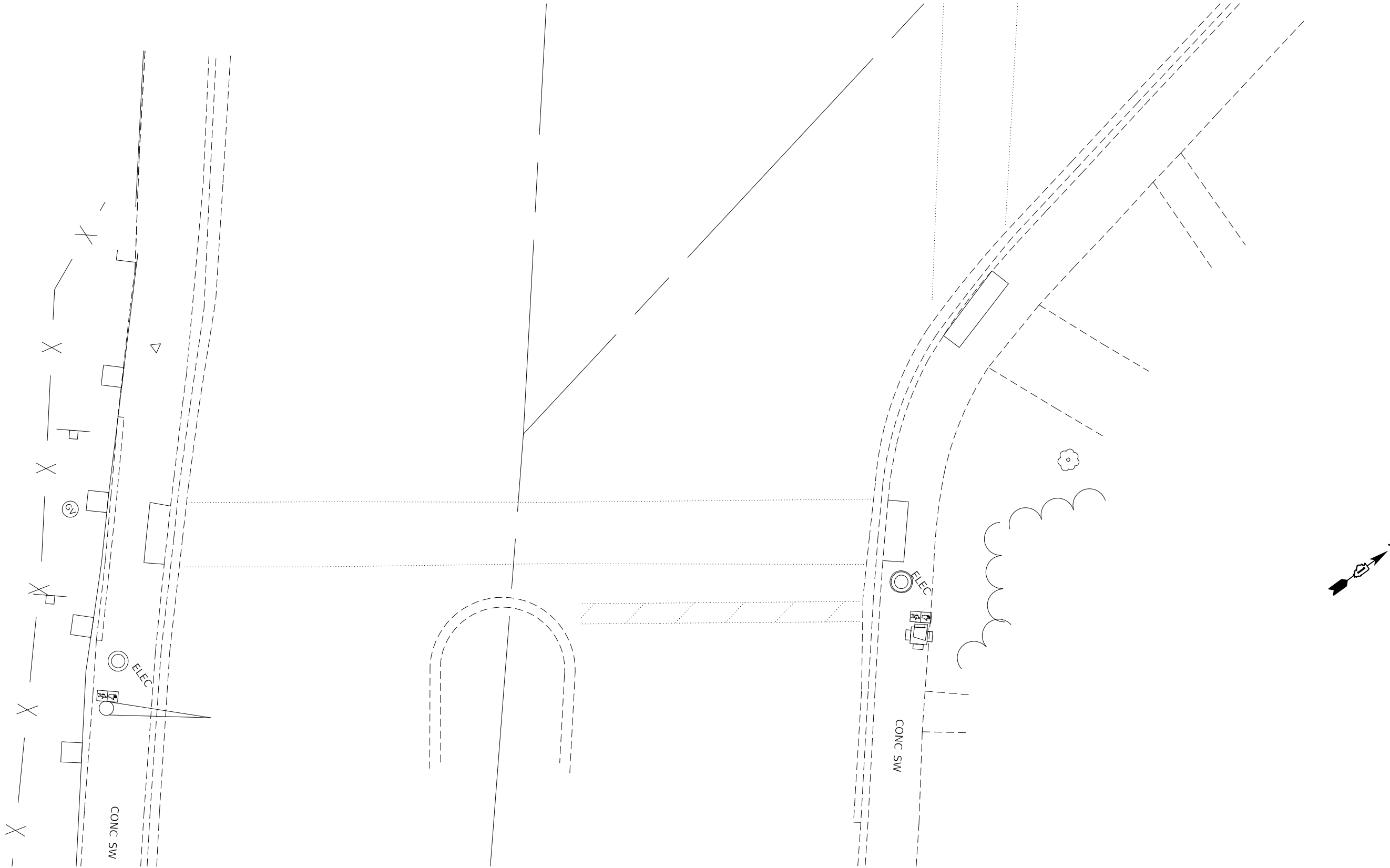
ROADWAY PLAN
U.S. RTE. 41 (KEDZIE AVE. - FOSTER AVE.)

SCALE: 1"=50'

SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	11
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

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REFERENCE BENCHMARK ELEV: XXXX

BENCHMARK DESCRIPTION : XXXXX.

BENCHMARK LOCATION : AT XX. CORNER OF LINCOLN AVE. AND KEDZIE AVE.

LEGEND

- xx.xx'

EXISTING LENGTH
- =====

PROPOSED SIDE CURB
- ()

EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
SE AND SW CORNER OF US 41 /LINCOLN AVE. AND KEDZIE AVE.

USER NAME	= paraynoal	DESIGNED	-	REVISED	-
DRAWN	-	REVISION	-	REVISION	-
PLOT SCALE	= 10.0000 ' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 1/31/2020	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

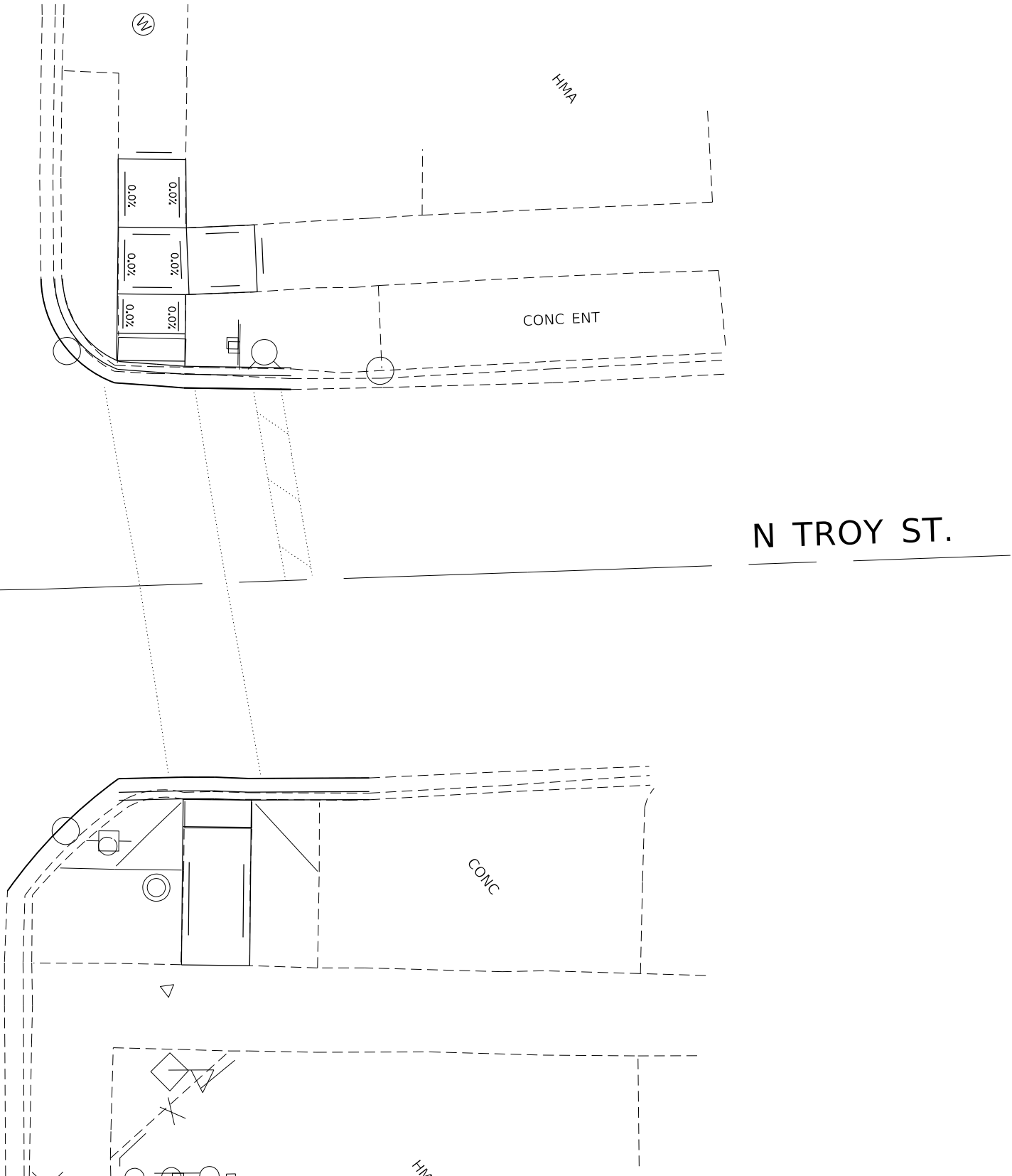
SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. – FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	12
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

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U.S. ROUTE 41 (LI



REFERENCE BENCHMARK ELEV: XXXX

BENCHMARK DESCRIPTION : XXXXX.

BENCHMARK LOCATION : AT XX. CORNER OF LINCOLN AVE. AND TROY ST.

LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
NE, SE CORNERS OF US 41 /LINCOLN AVE. AND TROY ST.

USER NAME	= paraynoal	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
PLOT SCALE	= 10.0000 ' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 1/31/2020	DATE	-	REVISED	-

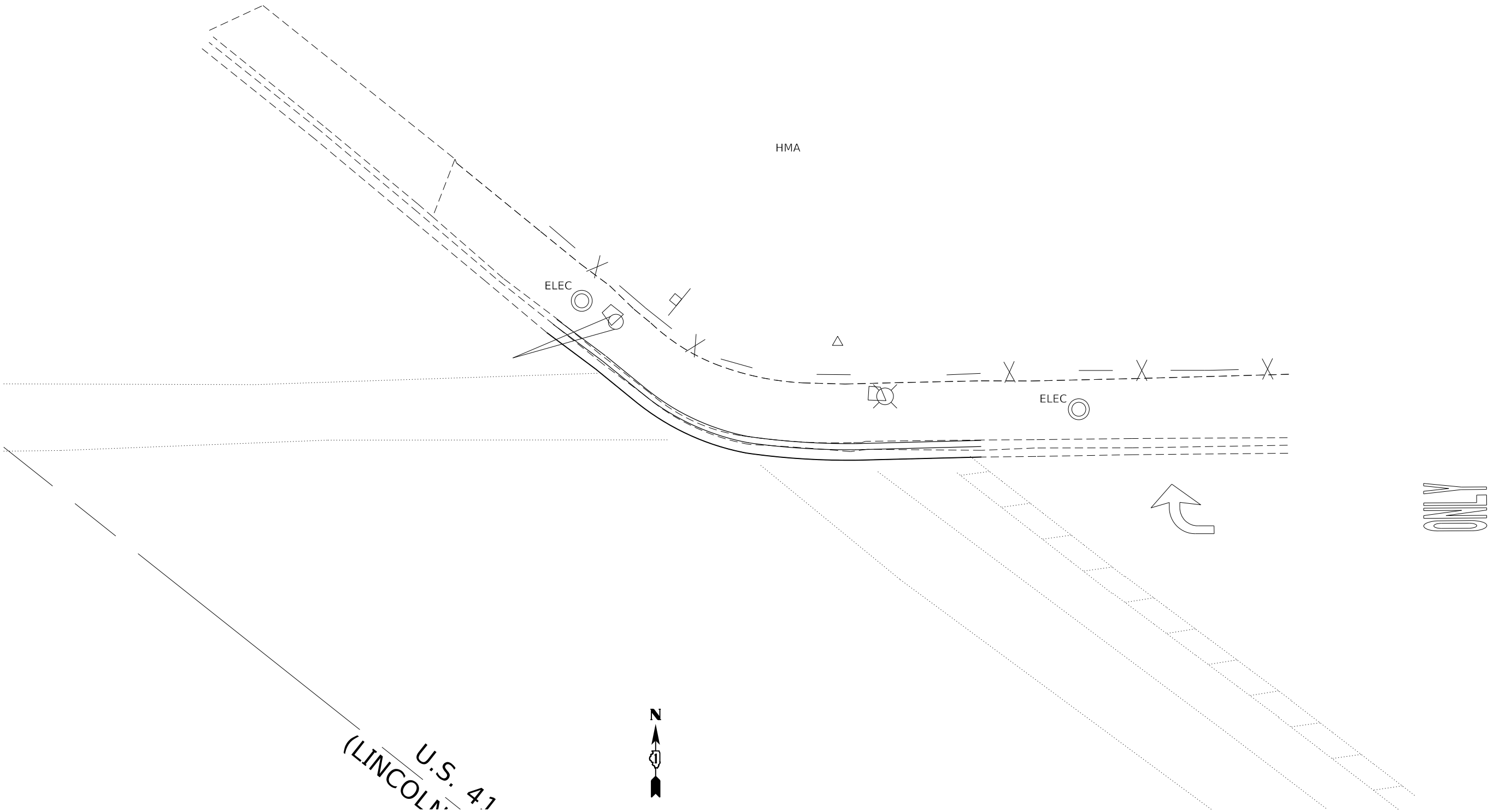
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. – FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	13
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

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REFERENCE BENCHMARK ELEV: 596.308
BENCHMARK DESCRIPTION : SQUARE ON T.C.B.
BENCHMARK LOCATION : AT S.W. CORNER OF PETERSON AVE. AND ALBANY AVE.

LEGEND

- xx.xx'

EXISTING LENGTH
- =====

PROPOSED SIDE CURB
- ()

EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
NE CORNER OF US 41 /LINCOLN AVE. AND PETERSON AVE.

USER NAME	= paraynoal	DESIGNED	-	REVISED	-
DRAWN	-	CHECKED	-	REVISED	-
PLOT SCALE	= 10.0000 ' / in.	DATE	-	REVISED	-
PLOT DATE	= 1/31/2020				

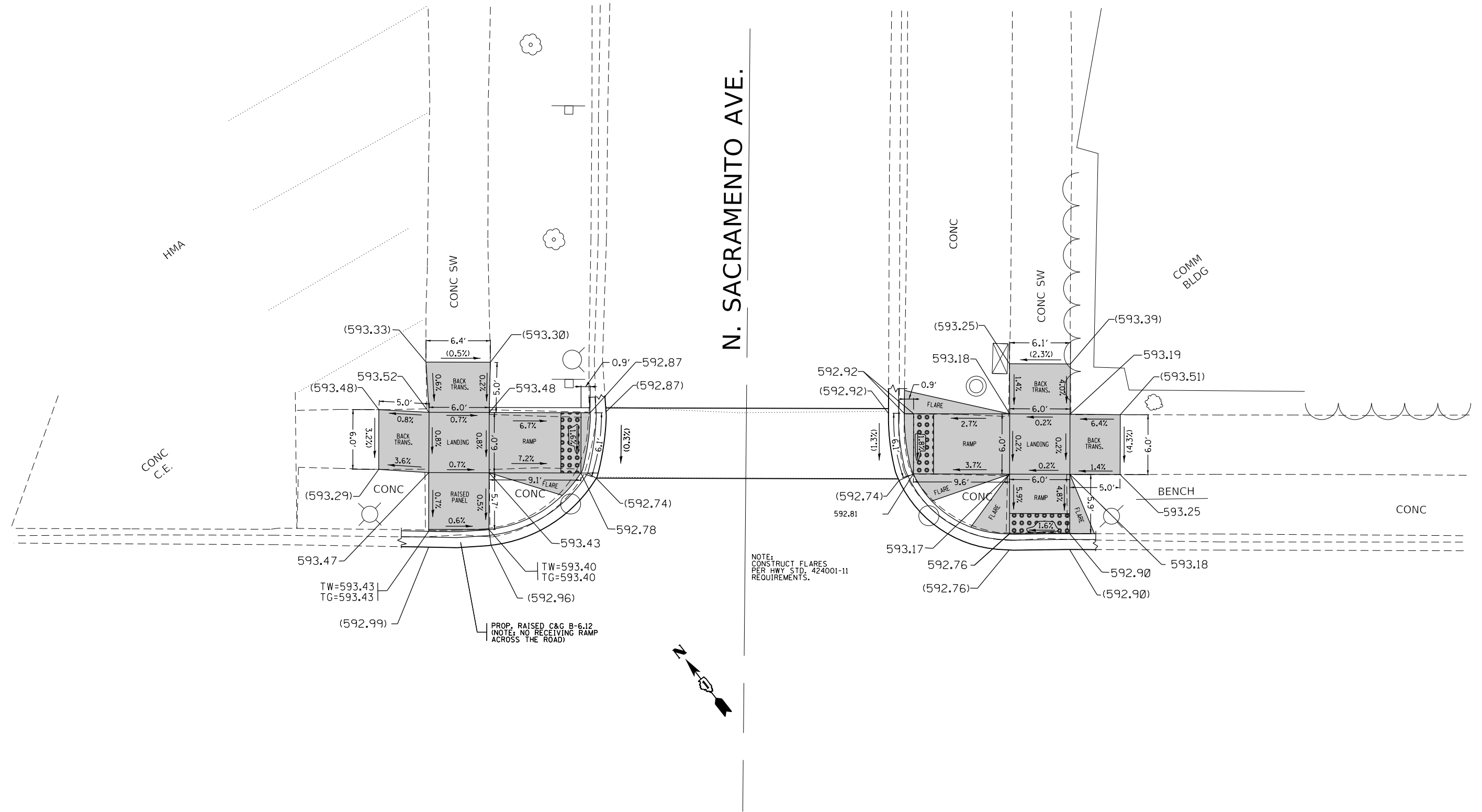
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. - FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	14
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

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REFERENCE BENCHMARK ELEV: 593.897

BENCHMARK DESCRIPTION : X-CUT ON N.W. BOLT ON FIRE HYDRANT.

BENCHMARK LOCATION : AT N.E. CORNER OF LINCOLN AVE. AND SACRAMENTO AVE.

LEGEND

xx.xx'

EXISTING LENGTH

==

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
NE, SE CORNERS OF US 41 /LINCOLN AVE. AND SACRAMENTO AVE.

USER NAME	= paraynoal	DESIGNED -	REVISED -
DRAWN -		REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/31/2020	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

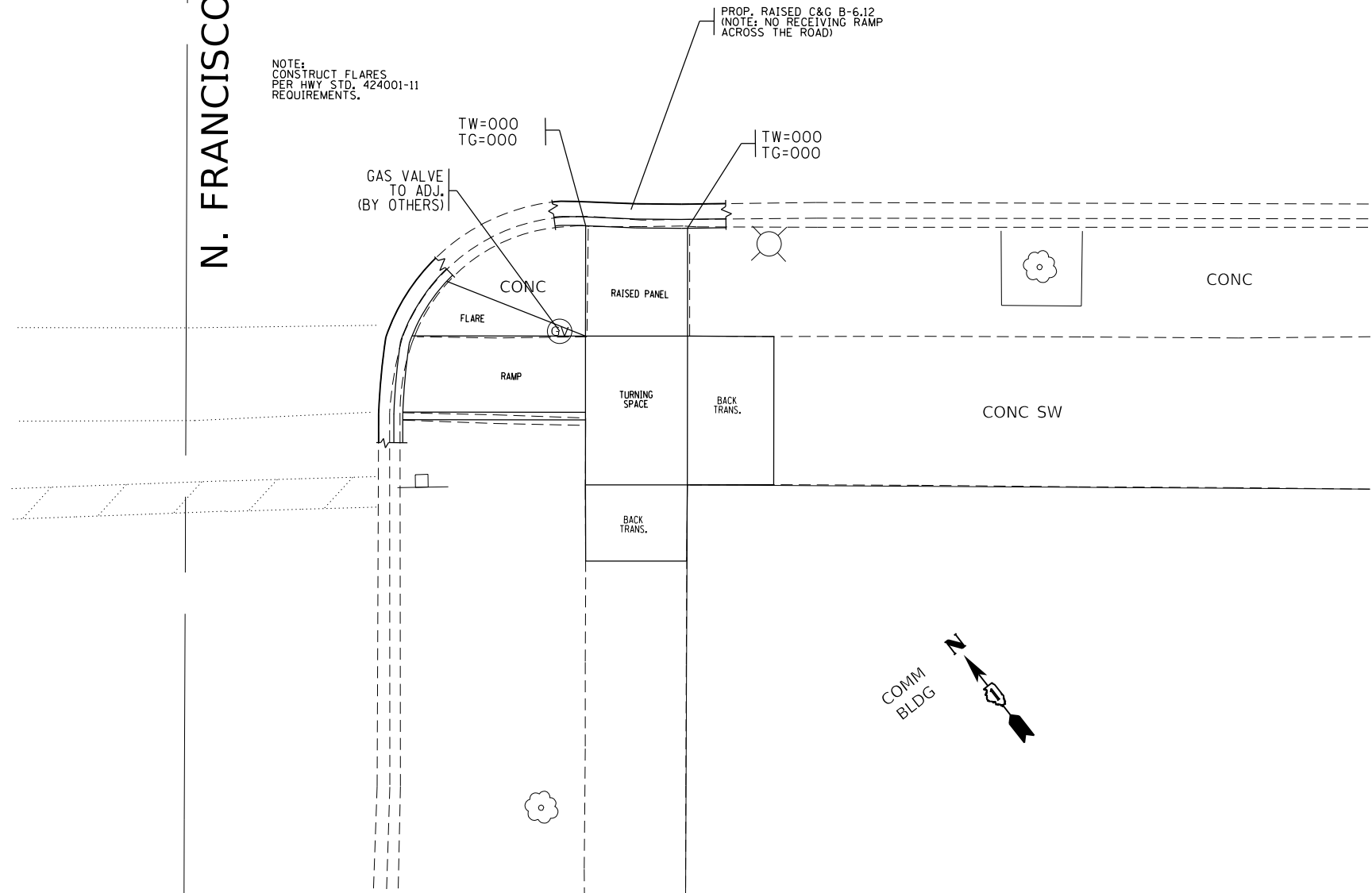
SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. - FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	15
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

U.S. 41
(LINCOLN AVE.)

N. FRANCISCO AVE.



REFERENCE BENCHMARK ELEV: 595.571

BENCHMARK DESCRIPTION : X-CUT ON N.W. BOLT ON FIRE HYDRANT.

BENCHMARK LOCATION : AT N.W. CORNER OF LINCOLN AVE. AND FRANCISCO AVE.

LEGEND

- xx.xx'

EXISTING LENGTH
- =====

PROPOSED SIDE CURB
- ()

EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
SW CORNER OF US 41 /LINCOLN AVE. AND FRANCISCO AVE.


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. – FROM KEDZIE AVE. TO FOSTER AVE.

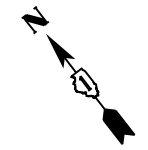
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	16
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.

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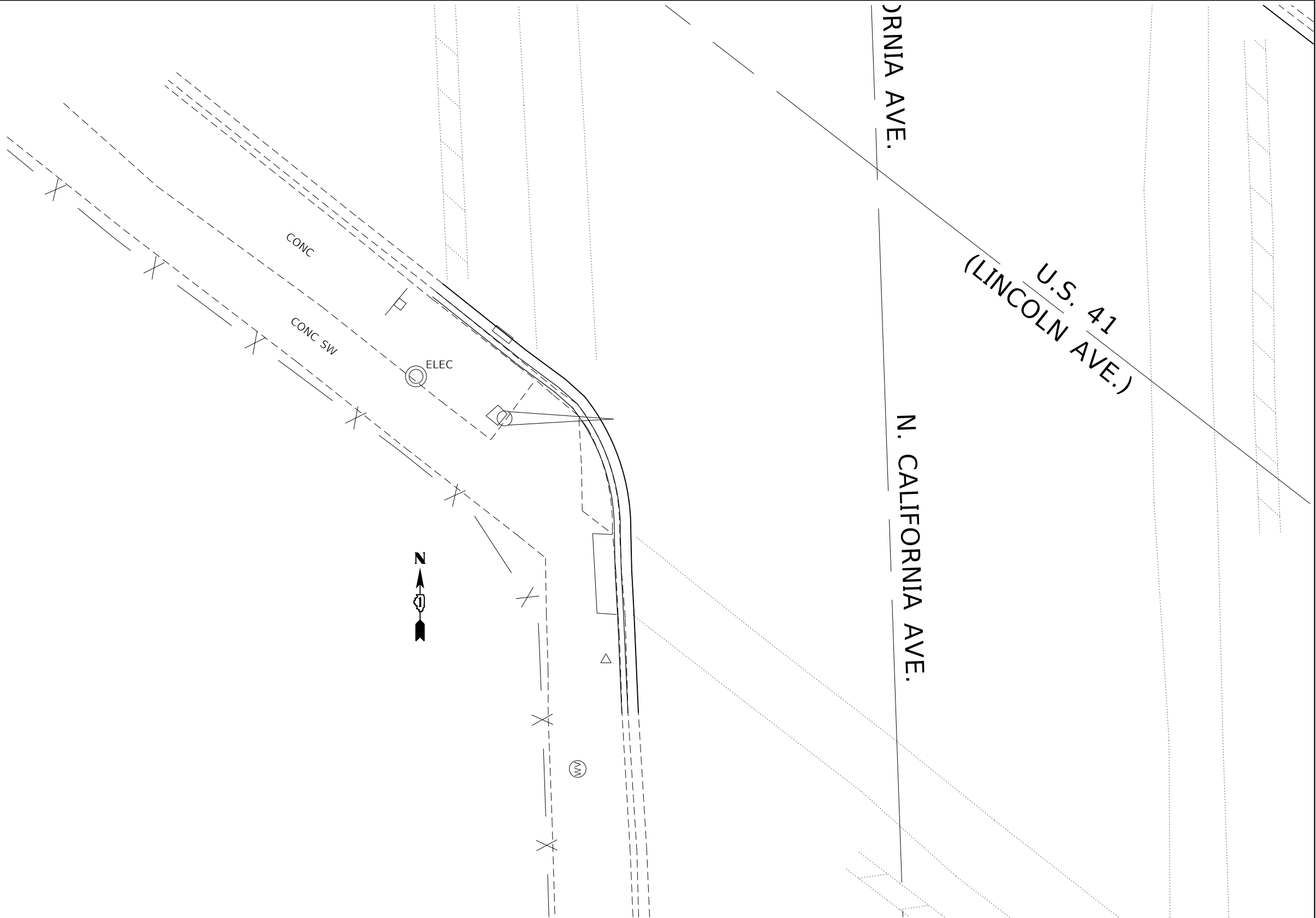


N. MOZART AVE.

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REFERENCE BENCHMARK ELEV: 597.093 / 597.094

BENCHMARK DESCRIPTION : X-CUT ON S.E. BOLT ON FIRE HYDRANT.

BENCHMARK LOCATION : AT S.E. CORNER OF LINCOLN AVE. AND CALIFORNIA AVE.

LEGEND

- xx.xx'

EXISTING LENGTH
- =====

PROPOSED SIDE CURB
- ()

EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
NW CORNER OF US 41 /LINCOLN AVE. AND CALIFORNIA AVE.

USER NAME	= paraynoal	DESIGNED	-	REVISED	-
DRAWN	-	CHECKED	-	REVISED	-
PLOT SCALE	= 10.0000 ' / in.	DATE	-	REVISED	-
PLOT DATE	= 1/31/2020				

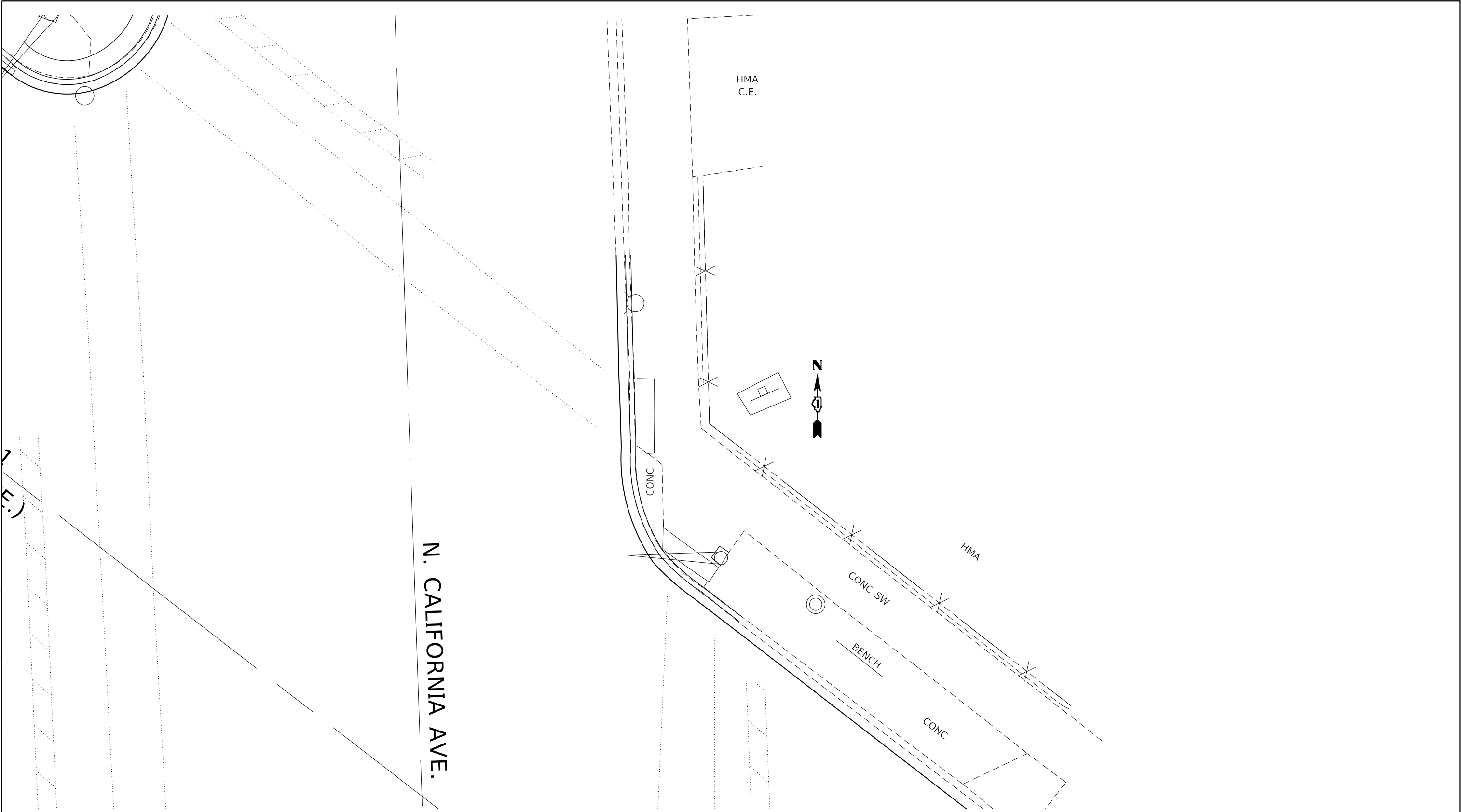
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. – FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	19
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

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REFERENCE BENCHMARK ELEV: 597.093 / 597.094

BENCHMARK DESCRIPTION : X-CUT ON S.E. BOLT ON FIRE HYDRANT.

BENCHMARK LOCATION : AT S.E. CORNER OF LINCOLN AVE. AND CALIFORNIA AVE.

LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
SE CORNER OF US 41 /LINCOLN AVE. AND CALIFORNIA AVE.

USER NAME	= paraynoal	DESIGNED	-	REVISED	-
DRAWN	-	REVISION	-	REVISION	-
PLOT SCALE	= 10.0000 ' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 1/31/2020	DATE	-	REVISED	-

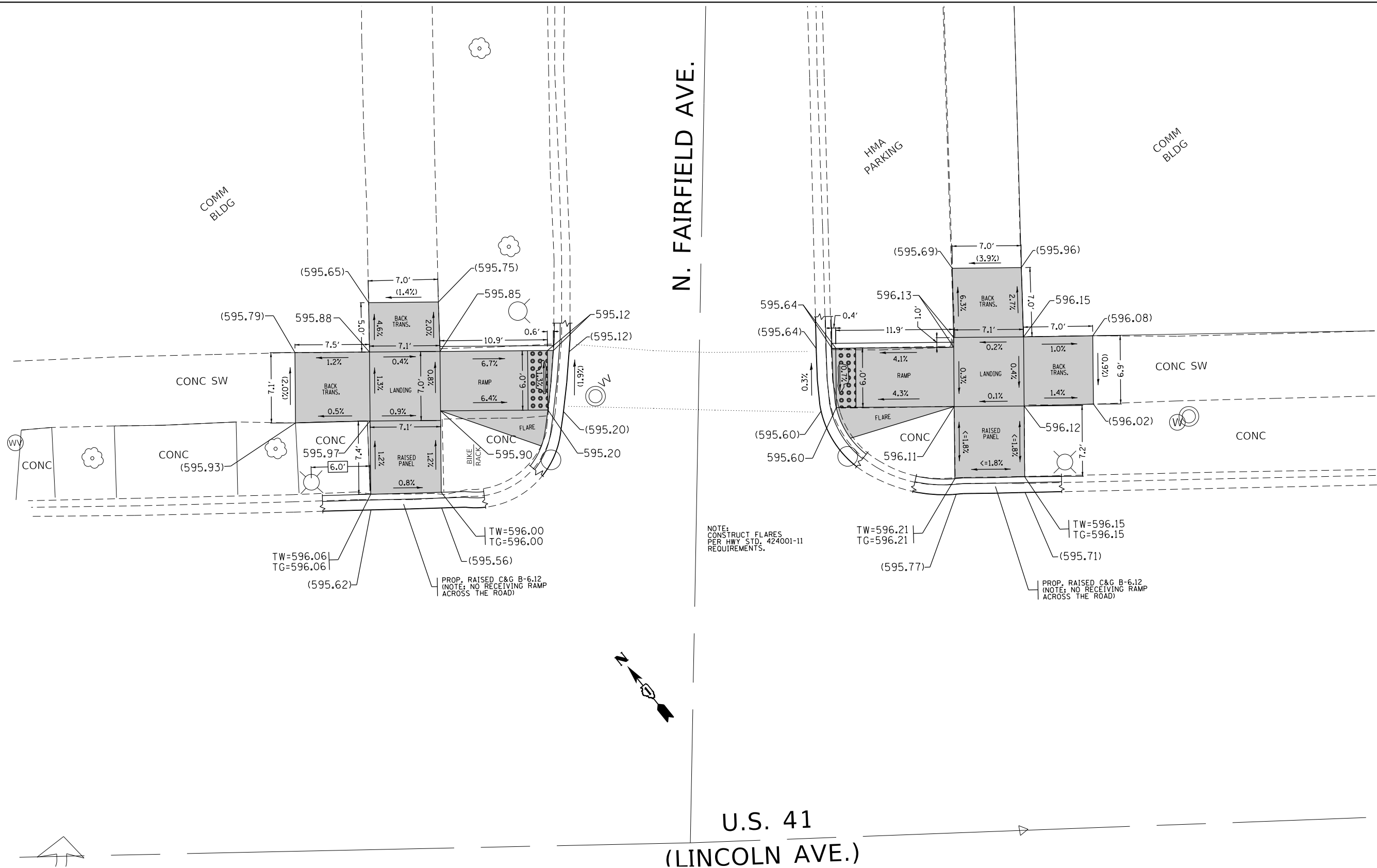
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. - FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	21
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

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REFERENCE BENCHMARK ELEV: 596.588
BENCHMARK DESCRIPTION : X-CUT ON N.W. BOLT ON FIRE HYDRANT.
BENCHMARK LOCATION : AT N.E. CORNER OF LINCOLN AVE. AND FAIRFIELD AVE.

LEGEND

xx.xx'

EXISTING LENGTH

==

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
NE, SE CORNERS OF US 41 /LINCOLN AVE. AND FAIRFIELD AVE.

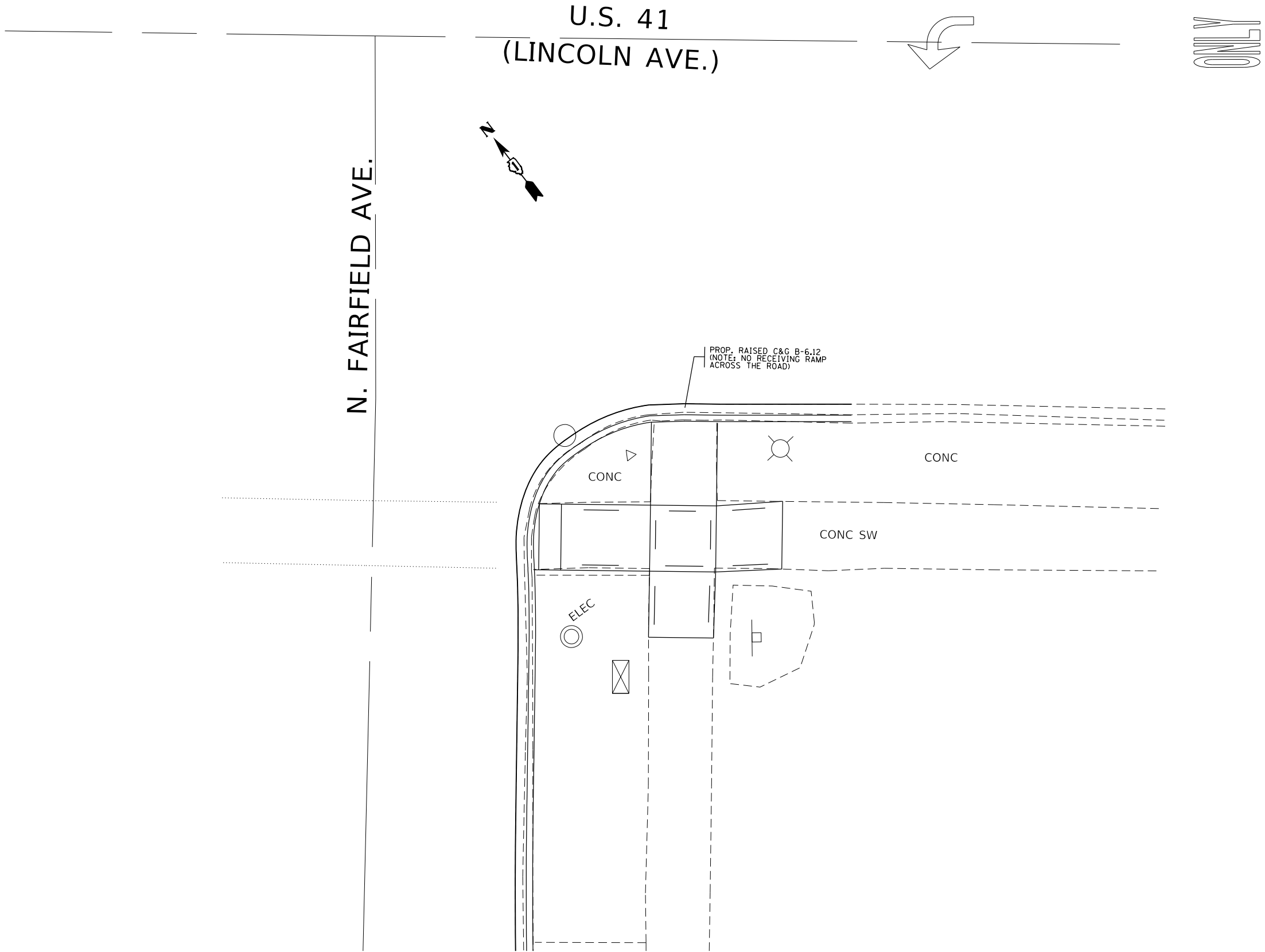
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. - FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	23
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

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REFERENCE BENCHMARK ELEV: 597.934

BENCHMARK DESCRIPTION : X-CUT ON N. BOLT ON FIRE HYDRANT.

BENCHMARK LOCATION : AT N.E. CORNER OF LINCOLN AVE. AND WASHTENAW AVE.

LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
SW CORNER OF US 41 /LINCOLN AVE. AND FAIRFIELD AVE.

USER NAME	= paraynoal	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
PLOT SCALE	= 10.0000 ' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 1/31/2020	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

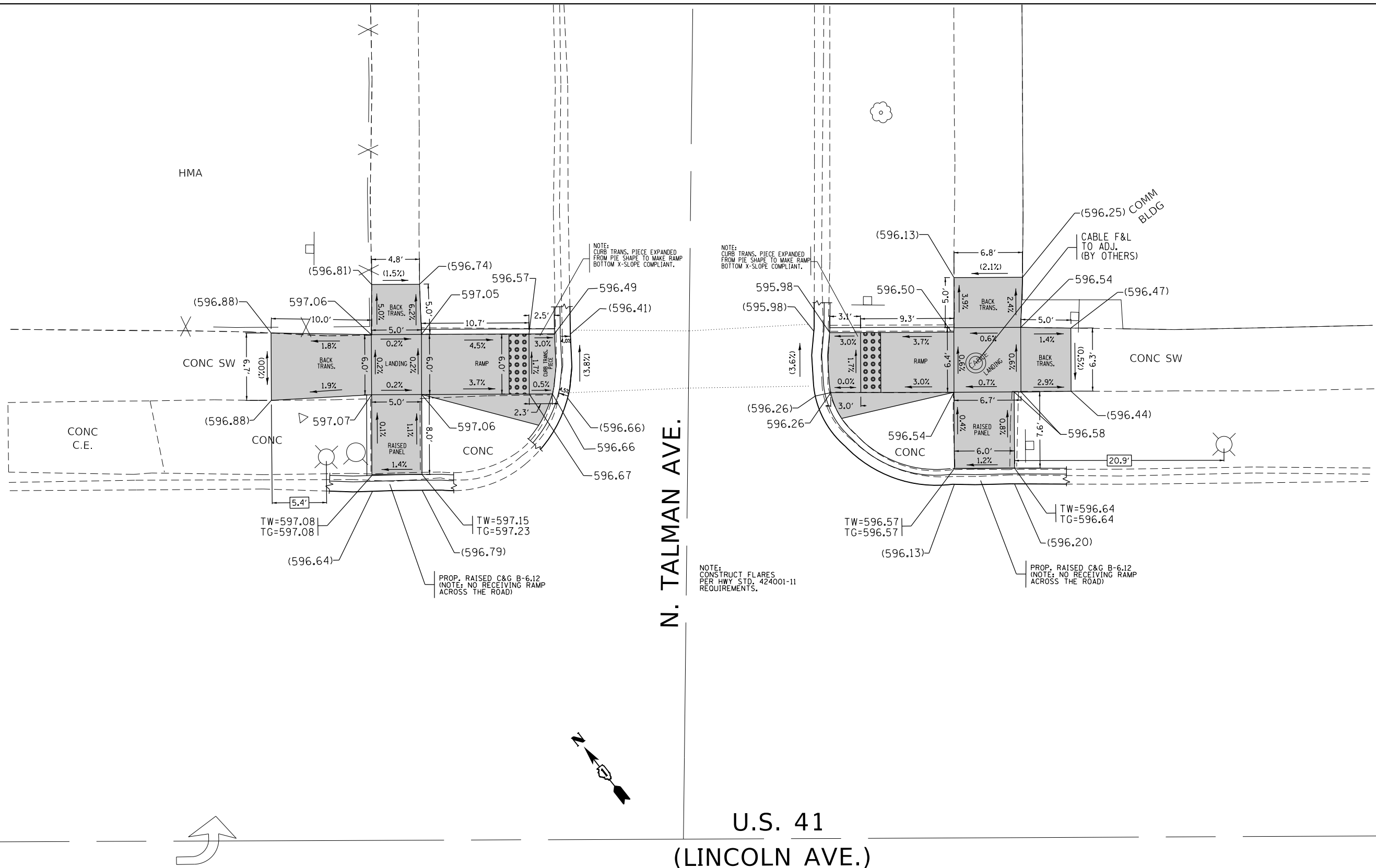
SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. – FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	24
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

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ONLY



REFERENCE BENCHMARK ELEV: 598.194
BENCHMARK DESCRIPTION : X-CUT ON N.W. BOLT ON FIRE HYDRANT.
BENCHMARK LOCATION : AT N.E. OF LINCOLN AVE. AND TALMAN AVE.

LEGEND

xx.xx'

EXISTING LENGTH

==

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
NE, SE CORNERS OF US 41 /LINCOLN AVE. AND TALMAN AVE.

USER NAME	= paraynoal	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
PLOT SCALE	= 10.0000 ' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 1/31/2020	DATE	-	REVISED	-

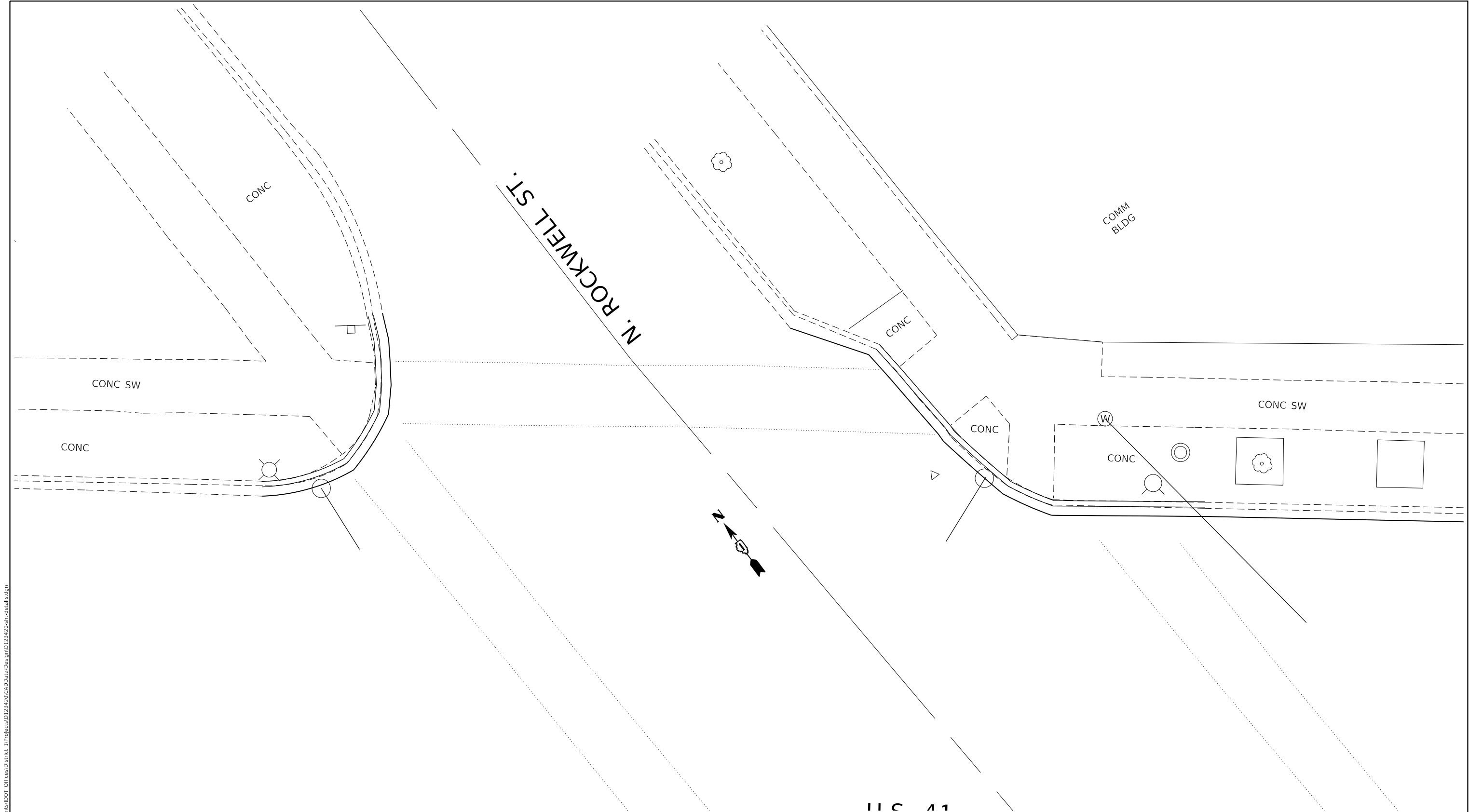
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. - FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	26
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

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REFERENCE BENCHMARK ELEV: 599.351

BENCHMARK DESCRIPTION : X-CUT ON N.E. BOLT ON FIRE HYDRANT.

BENCHMARK LOCATION : AT S.E. CORNER OF LINCOLN AVE. AND ROCKWELL ST.

LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

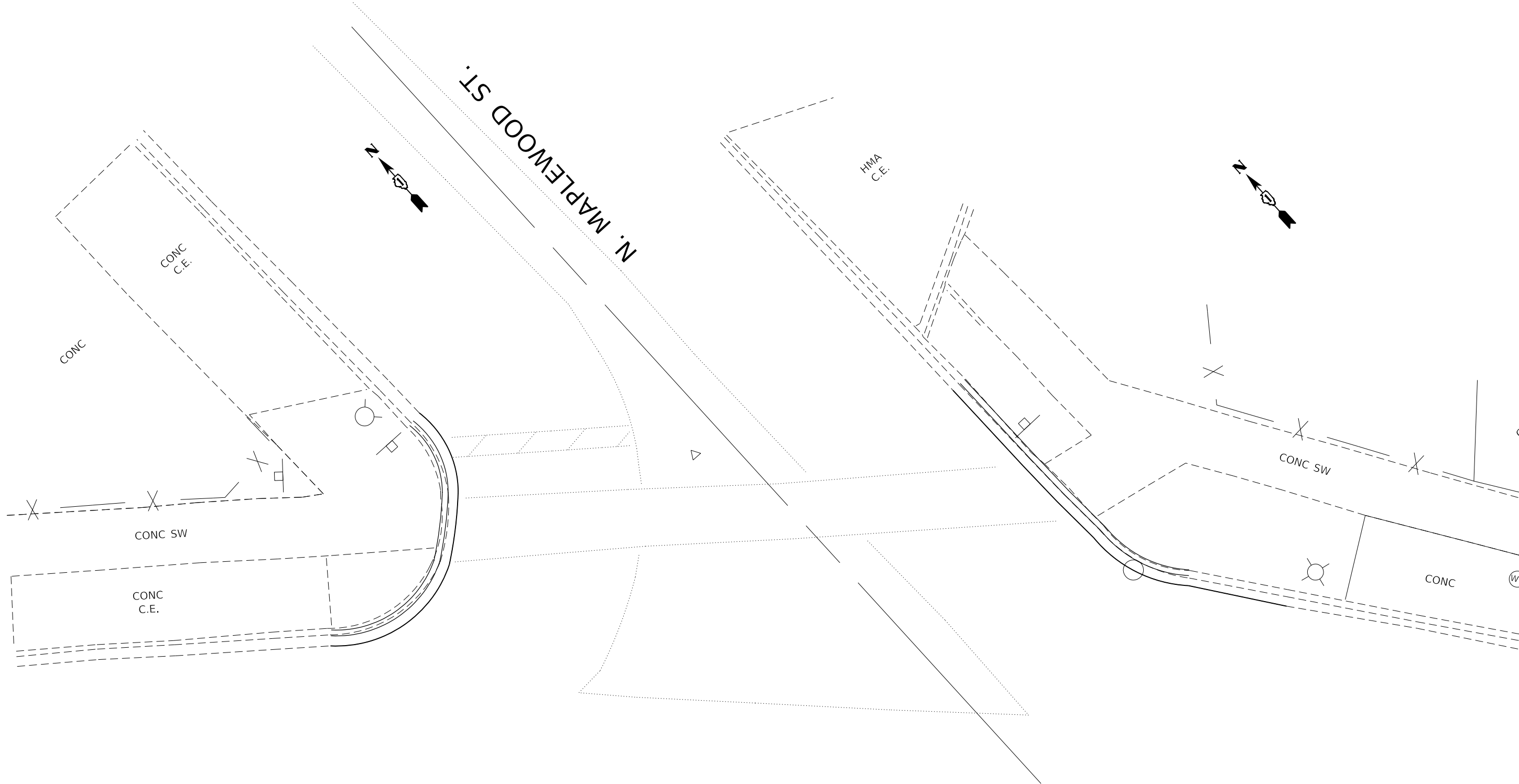
DETECTABLE WARNINGS

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
NE, SE CORNERS OF US 41 /LINCOLN AVE. AND ROCKWELL ST.

	USER NAME = paraynoal	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIDEWALK DETAIL PLAN				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		US 41 LINCOLN AVE. – FROM KEDZIE AVE. TO FOSTER AVE.				3729	2019-119-R5&SW	COOK	55	27
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -						CONTRACT NO. 62J67				
	PLOT DATE = 1/31/2020	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

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REFERENCE BENCHMARK ELEV: 601.582

BENCHMARK DESCRIPTION : N.W. BOLT ON FIRE HYDRANT.

BENCHMARK LOCATION : AT N.E. CORNER OF LINCOLN AVE. AND MAPLEWOOD AVE.

LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
NE, SE CORNERS OF US 41 /LINCOLN AVE. AND MAPLEWOOD AVE.

USER NAME	= paraynoal	DESIGNED	-	REVISED	-
DRAWN	-	CHECKED	-	REVISED	-
PLOT SCALE	= 10.0000 ' / in.	DATE	-	REVISED	-
PLOT DATE	= 1/31/2020				

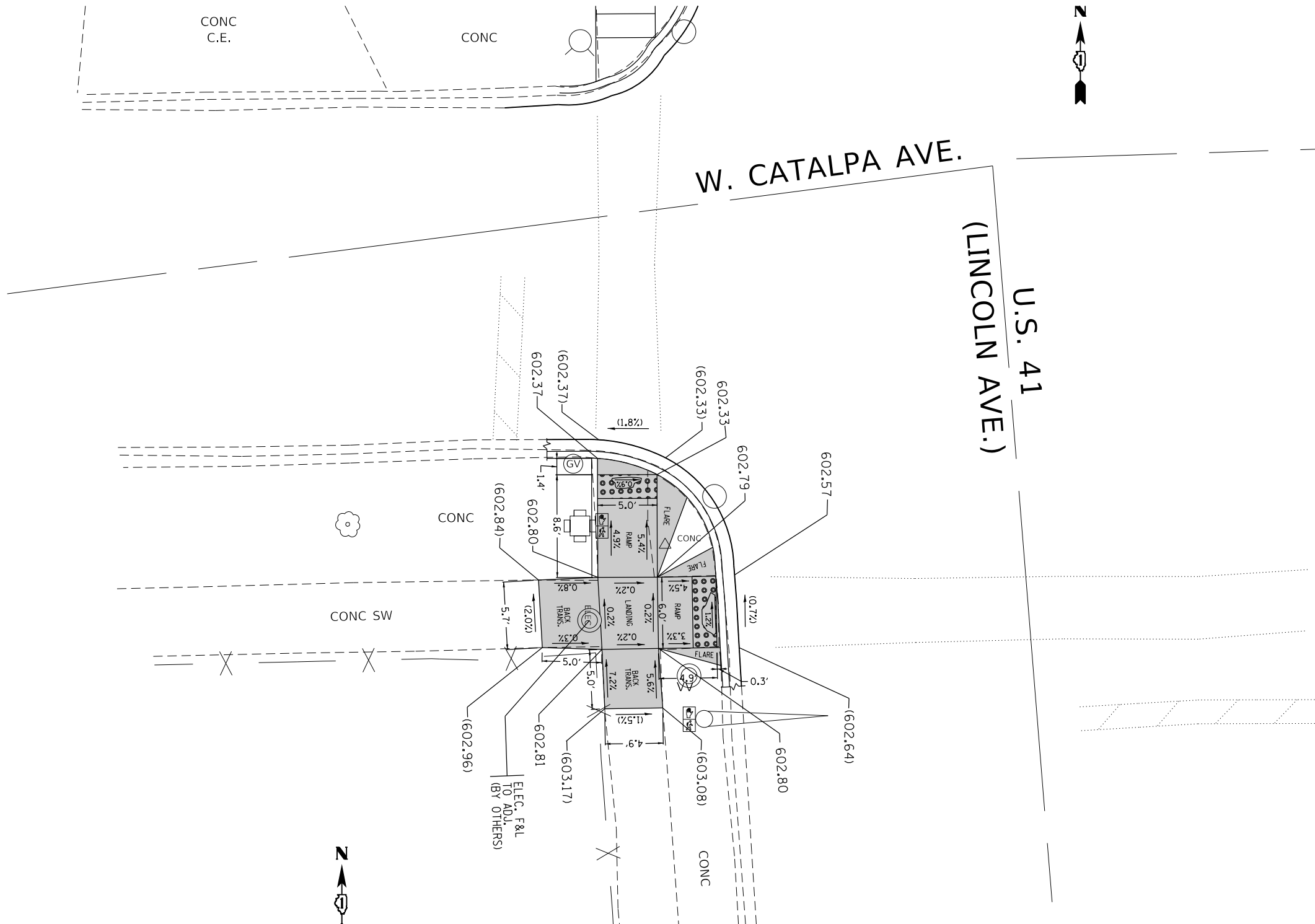
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. – FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	28
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

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REFERENCE BENCHMARK ELEV: 603.394

BENCHMARK DESCRIPTION : N.W. BOLT ON FIRE HYDRANT.

BENCHMARK LOCATION : AT N.W. CORNER OF LINCOLN AVE. AND CATALPA AVE.

LEGEND

xx.xx'

EXISTING LENGTH

==

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
SW CORNER OF US 41 /LINCOLN AVE. AND CATALPA AVE.

	USER NAME = paraynoal	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/31/2020	DATE -	REVISED -

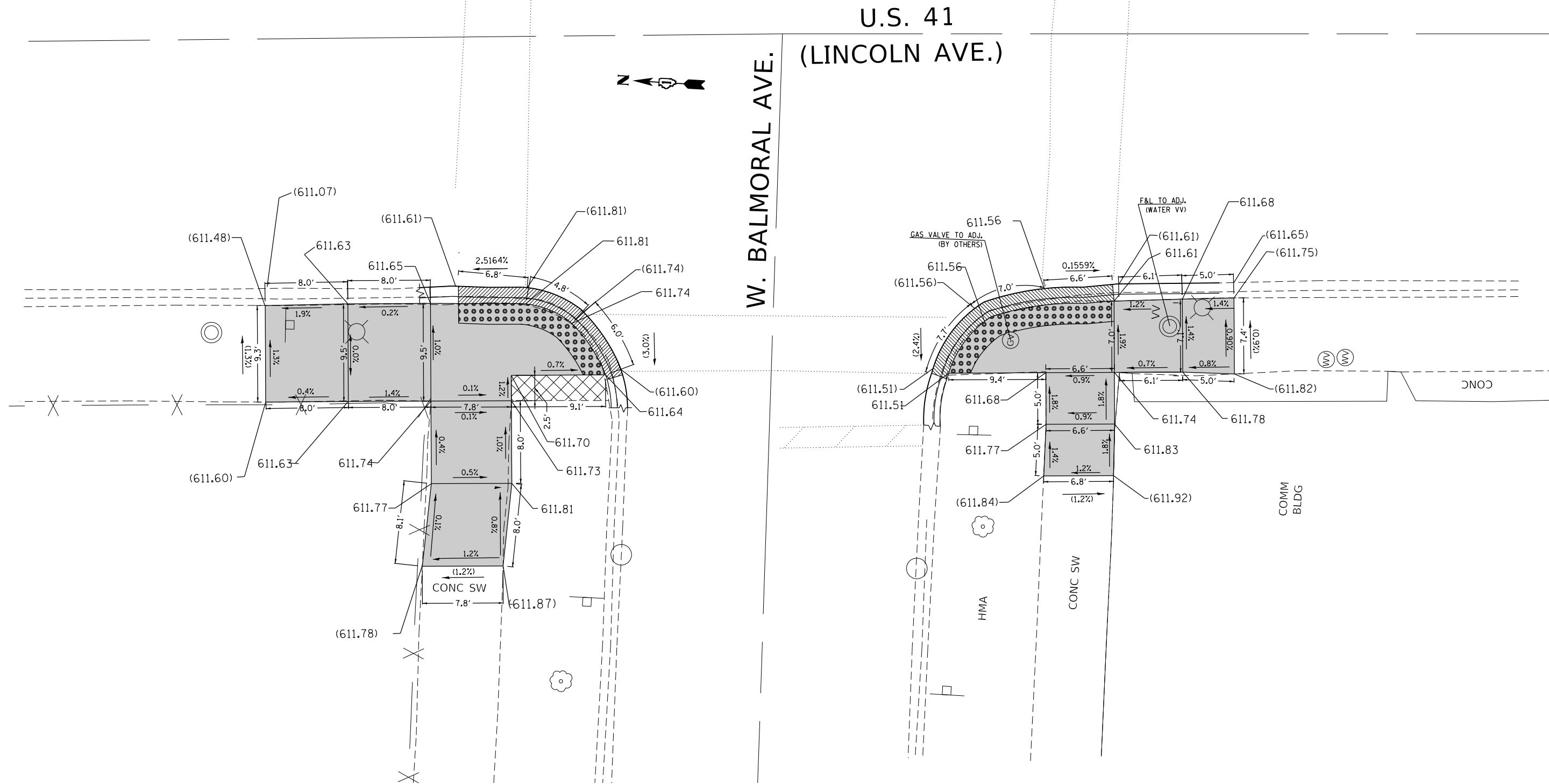
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. – FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	30
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

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USER NAME	= paraynoal	DESIGNED	-	REVISED	-
DRAWN	-	CHECKED	-	REVISED	-
PLOT SCALE	= 10.0000 ' / in.	DATE	-	REVISED	-
PLOT DATE	= 1/31/2020				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. - FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	31
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

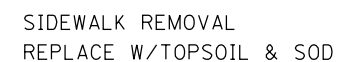
W. SUMMERDALE AVE.



BENCHMARK LOCATION : AT N.W. CORNER OF LINCOLN AVE. AND SUMMERDALE AVE.

XX.XX'

() EXISTING ELEVATION/SLOPE



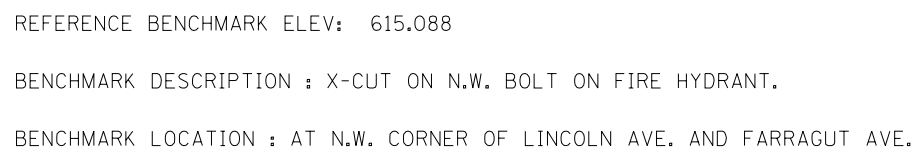
SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. – FROM KEDZIE AVE. TO FOSTER AVE.

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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ILLINOIS	FED. AID PROJECT
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W. FARRAGUT AVE.



XX.XX'

PROPOSED SIDE CURB

() EXISTING ELEVATION/SLOPE



PROP. ADA LOCATION:
NW, SW CORNERS OF US 41 /LINCOLN AVE. AND FARRAGUT AVE.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

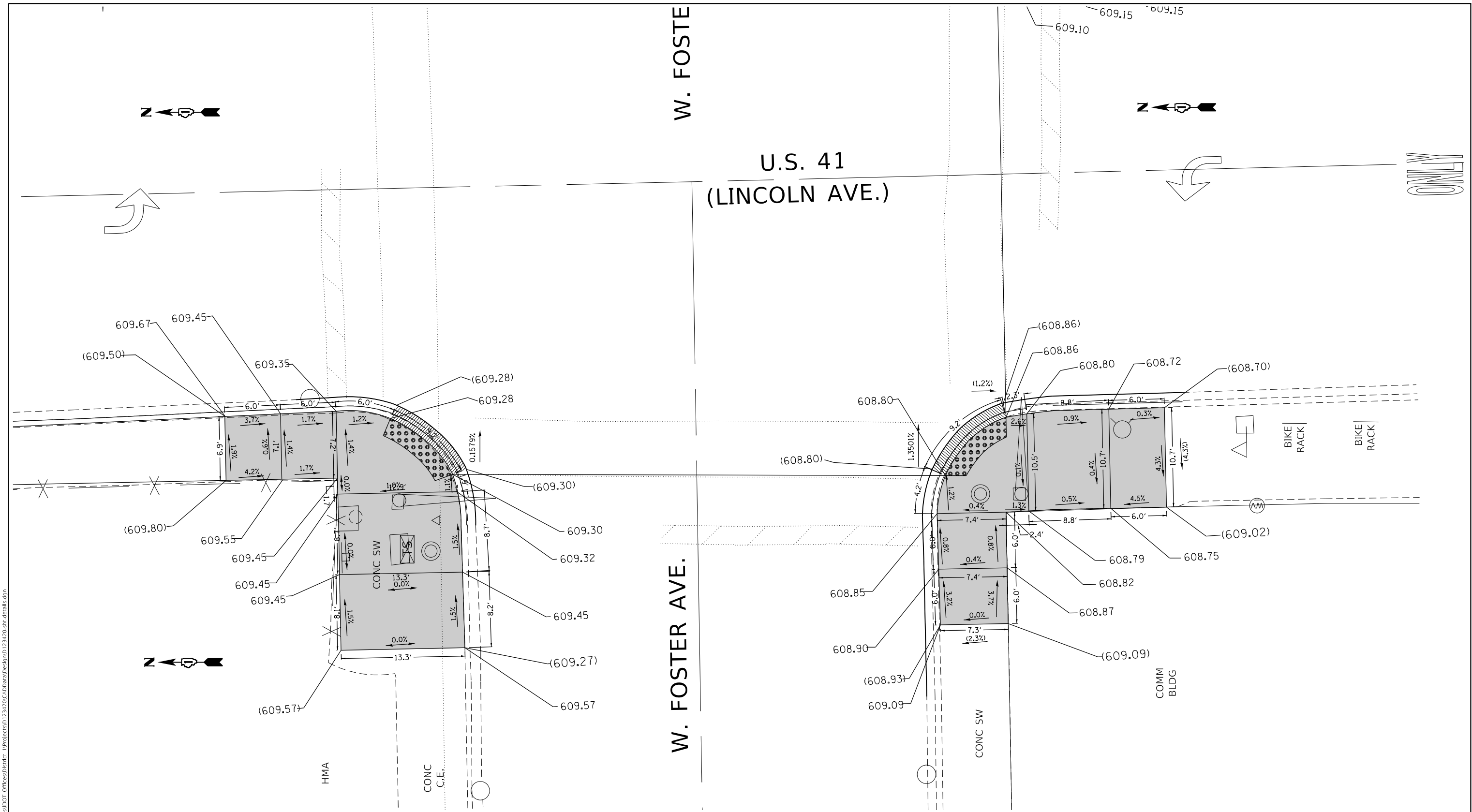
SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. – FROM KEDZIE AVE. TO FOSTER AVE.

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	33
		CONTRACT NO. 62J67		
		ILLINOIS	FED. AID PROJECT	

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REFERENCE BENCHMARK ELEV: 611.157
BENCHMARK DESCRIPTION : SQUARE ON S.E. CORNER OF T.C.B.
BENCHMARK LOCATION : AT N.W. CORNER OF LINCOLN AVE. AND FOSTER AVE.

LEGEND

- xx.xx'

EXISTING LENGTH
- =====

PROPOSED SIDE CURB
- ()

EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

PROP. ADA LOCATION:
NW, SW CORNERS OF US 41 /LINCOLN AVE. AND FOSTER AVE.

USER NAME	= paraynoal	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
PLOT SCALE	= 10.0000 ' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 1/31/2020	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
US 41 LINCOLN AVE. - FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

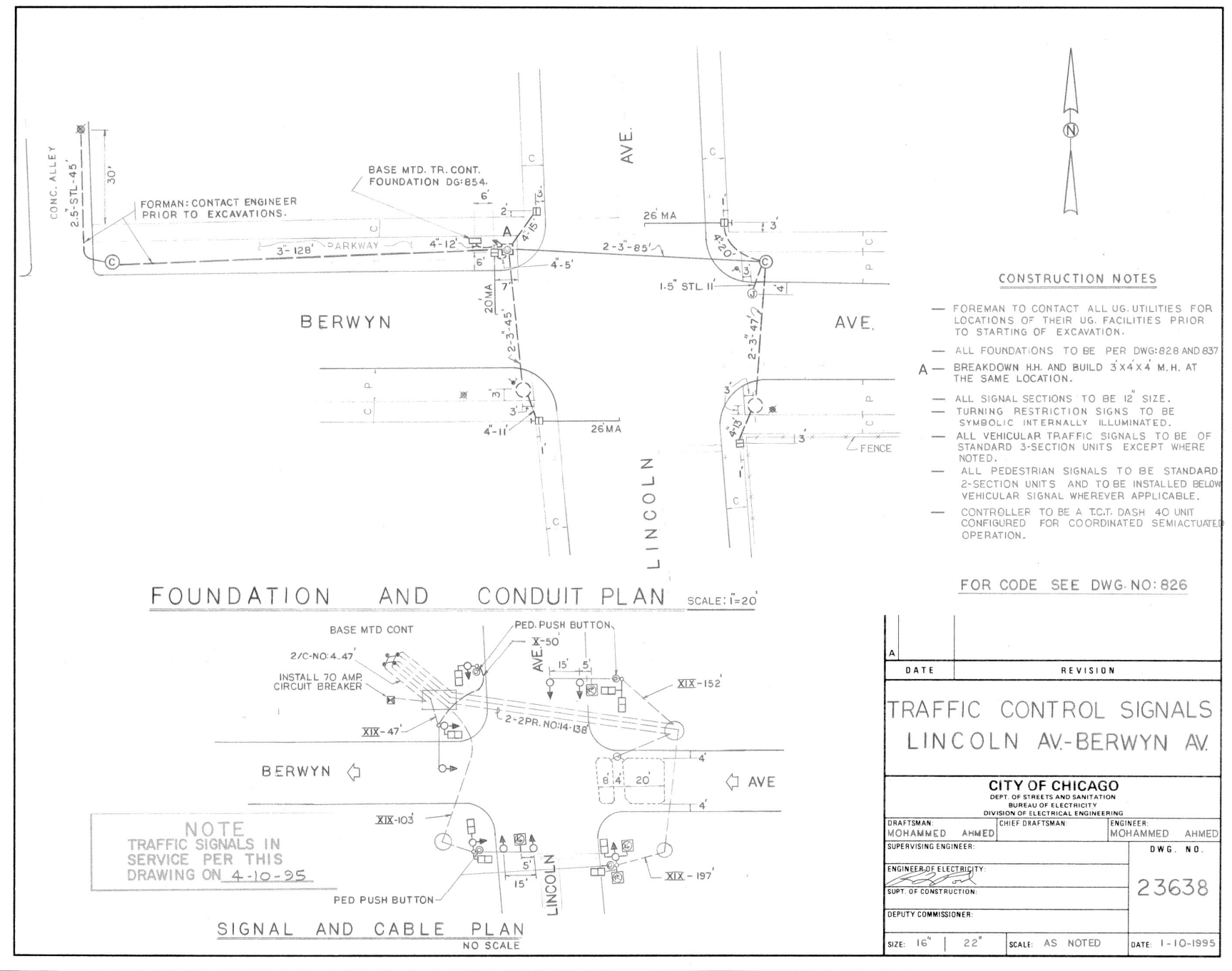
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3729	2019-119-R5&SW	COOK	55	35
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

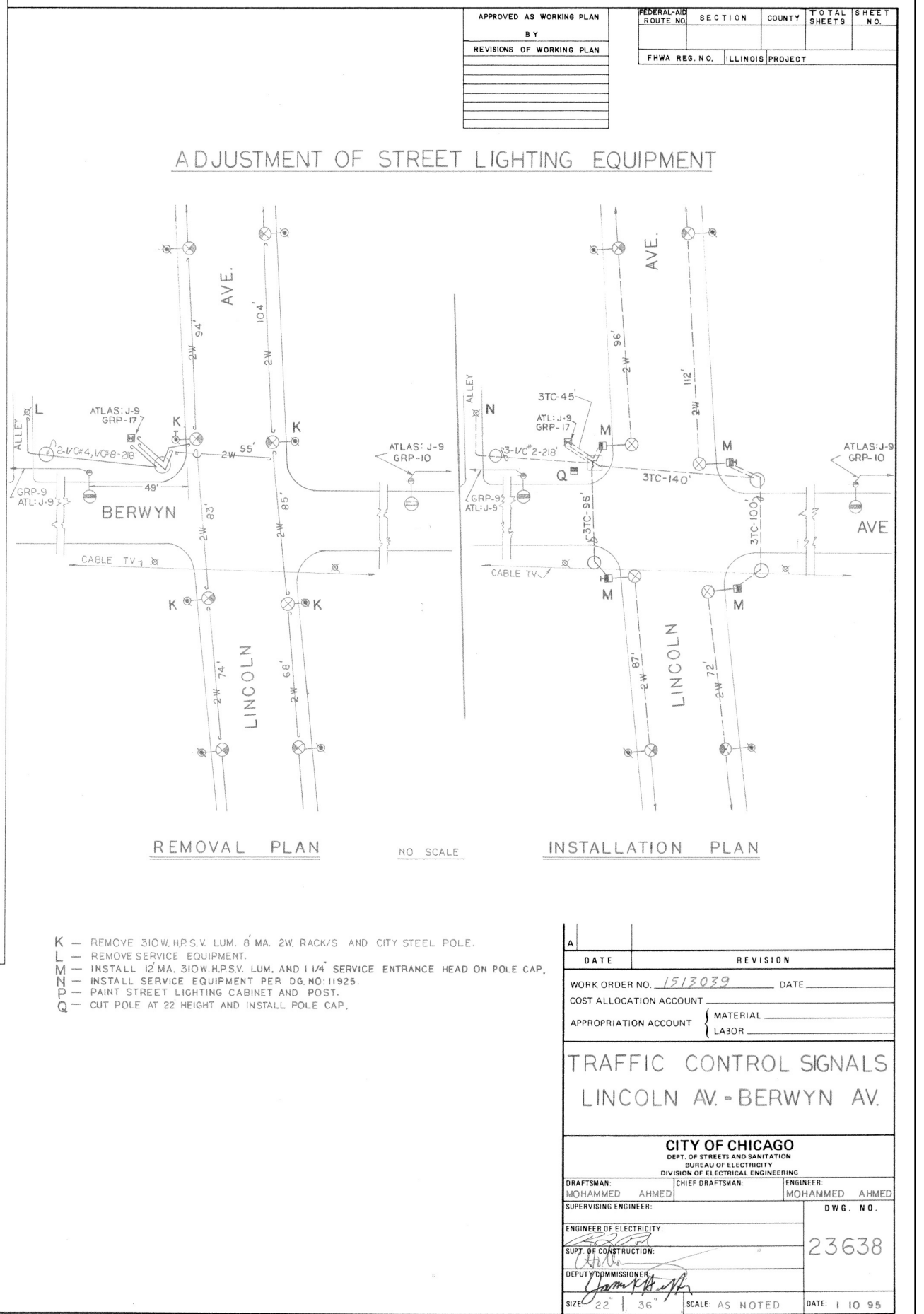
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	38
		CONTRACT NO. 62167		
		ILLINOIS	FED. AID PROJECT	

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98092



FOR INFORMATION ONLY



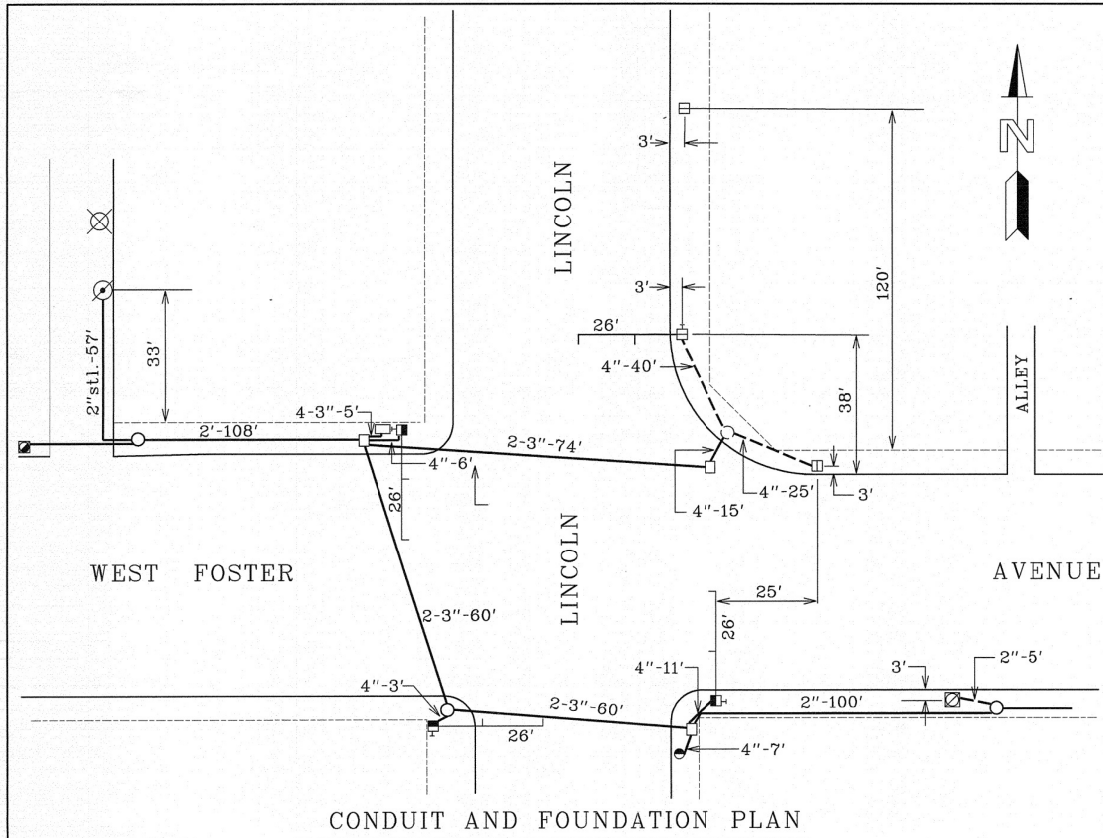
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DRAWN	-	CHECKED	-	REVISED	-
PLOT SCALE	= 10.0000 ' / in.	DATE	-	REVISED	-
PLOT DATE	= 1/31/2020				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TRAFFIC SIGNAL DETAILS
US 41 - FROM KEDZIE AVE. TO FOSTER AVE.

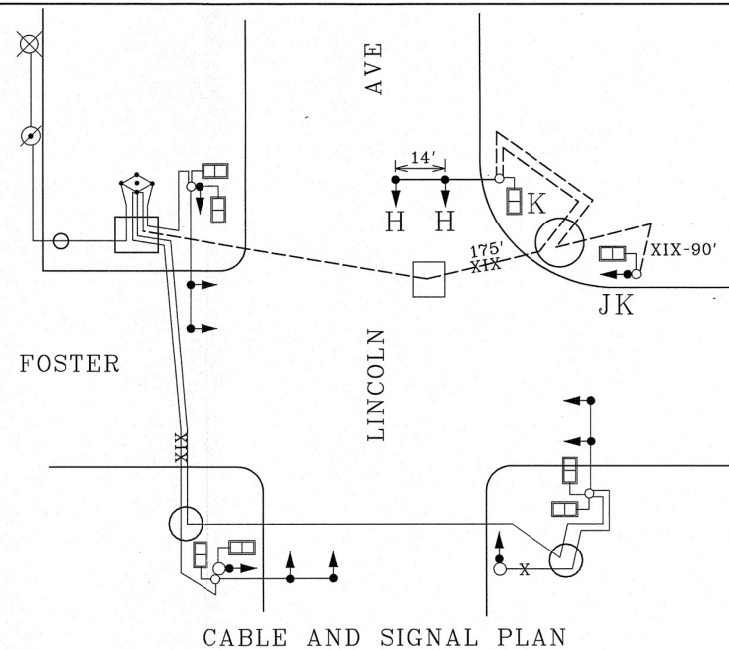
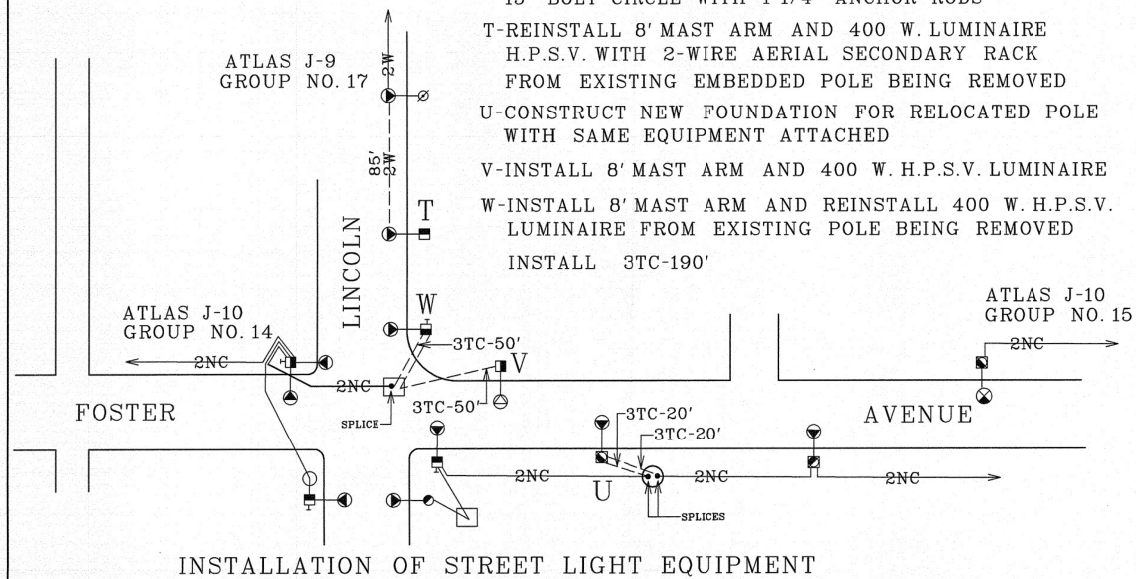
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R56SW	COOK	55	40
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				



STREET LIGHT EQUIPMENT
CONSTRUCTION NOTES

- R-CONSTRUCT 24" x 9' FOUNDATION, 10" DIA. AND 15" BOLT CIRCLE WITH 1 1/4" ANCHOR RODS
 - S-CONSTRUCT 24" x 7' FOUNDATION, 10" DIA. AND 15" BOLT CIRCLE WITH 1 1/4" ANCHOR RODS
 - T-REINSTALL 8' MAST ARM AND 400 W. LUMINAIRE H.P.S.V. WITH 2-WIRE AERIAL SECONDARY RACK FROM EXISTING EMBEDDED POLE BEING REMOVED
 - U-CONSTRUCT NEW FOUNDATION FOR RELOCATED POLE WITH SAME EQUIPMENT ATTACHED
 - V-INSTALL 8' MAST ARM AND 400 W. H.P.S.V. LUMINAIRE
 - W-INSTALL 8' MAST ARM AND REINSTALL 400 W. H.P.S.V. LUMINAIRE FROM EXISTING POLE BEING REMOVED
- INSTALL 3TC-190'

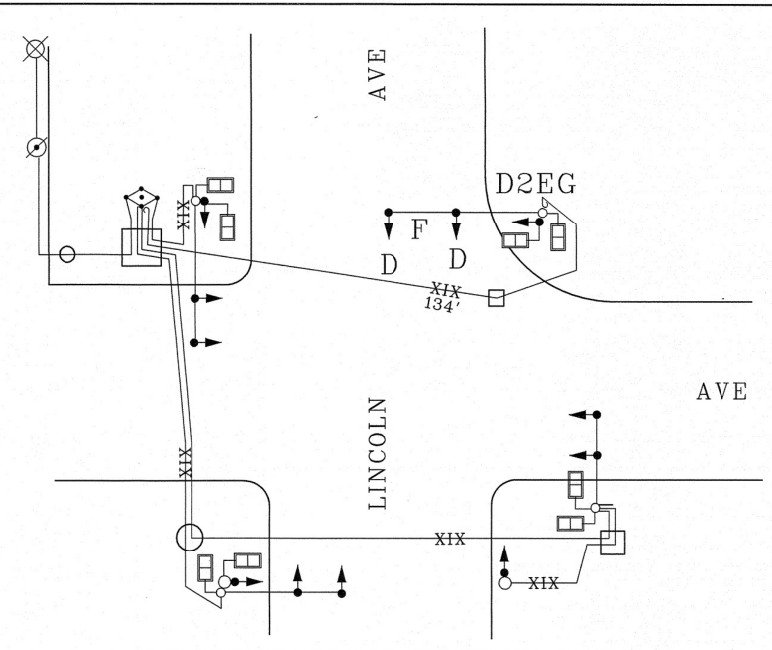


TRAFFIC SIGNAL CONSTRUCTION NOTES

- H- REINSTALL TRAFFIC SIGNALS FROM EXISTING MONOTUBE MAST ARM FROM TRAFFIC POLE BEING REMOVED TO NEW MONOTUBE MAST ARM
- J- REINSTALL TRAFFIC SIGNAL FROM EXISTING TRAFFIC POLE BEING REMOVED TO NEW TRAFFIC POLE
- K- REINSTALL PEDESTRIAN SIGNALS FROM EXISTING TRAFFIC POLE BEING REMOVED TO NEW TRAFFIC POLE
- L- INSTALL XIX- 275'

WHEN LAYING OUT THIS PROJECT CALL ENGINEER
RICK BYRNE FOR ANY QUESTIONS AT 312-746-4646

FOR INFORMATION ONLY



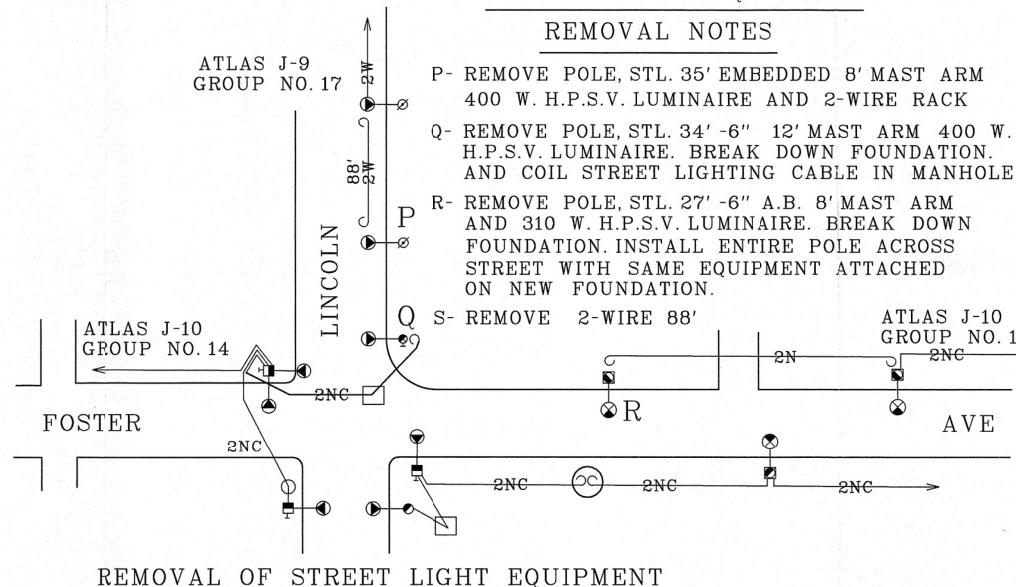
TRAFFIC SIGNAL REMOVAL PLAN

TRAFFIC SIGNAL REMOVAL NOTES

- D- REMOVE TRAFFIC SIGNALS.....3
- E- REMOVE DON'T WALK / WALK SIGNAL.....2
- F- REMOVE 35' MONOTUBE MAST ARM.....1
- G- REMOVE JUNCTION BOX.....1

STREET LIGHT EQUIPMENT
REMOVAL NOTES

- P- REMOVE POLE, STL. 35' EMBEDDED 8' MAST ARM 400 W. H.P.S.V. LUMINAIRE AND 2-WIRE RACK
- Q- REMOVE POLE, STL. 34' -6" 12' MAST ARM 400 W. H.P.S.V. LUMINAIRE. BREAK DOWN FOUNDATION. AND COIL STREET LIGHTING CABLE IN MANHOLE
- R- REMOVE POLE, STL. 27' -6" A.B. 8' MAST ARM AND 310 W. H.P.S.V. LUMINAIRE. BREAK DOWN FOUNDATION. INSTALL ENTIRE POLE ACROSS STREET WITH SAME EQUIPMENT ATTACHED ON NEW FOUNDATION.
- S- REMOVE 2-WIRE 88'



REVISED J-10
AS BUILT
ACCORDING TO SPECIFICATIONS

DATE		REVISION	
SUPERSEDES DWG. # 12769 DATED 4/27/93			
WORK ORDER NO. 10511263		DATE	
COST ALLOCATION ACCOUNT			
APPROPRIATION ACCOUNT		MATERIAL LABOR	
REMOVAL AND INSTALLATION OF TRAFFIC SIGNAL AND STREET LIGHT EQUIPMENT FOSTER AND LINCOLN AVE			
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING			
DRAFTSMAN: RICK BYRNE	CHIEF DRAFTSMAN: B.C.	ENGINEER: RICK BYRNE	DWG. NO. 12769
SUPERVISING ENGINEER:		ELEC. DESIGN ENGR.	
ENGINEER OF ELECTRICITY:			
GEN'L. SUPT. OF ELECTRICITY:			
DEPUTY COMMISSIONER:			
SIZE: 22" 36"	SCALE: 1" = 20'	DATE: 8/8/05	

##DGN#SPEC##
##PRF#SPEC##
##DATE#TIME##

##PEN#SPEC##

USER NAME = paraynoal	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/31/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXSITING TRAFIC SIGNAL DETAILS
US 41 - FROM KEDZIE AVE. TO FOSTER AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	41
CONTRACT NO. 62J67				
ILLINOIS FED. AID PROJECT				



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.

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 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

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

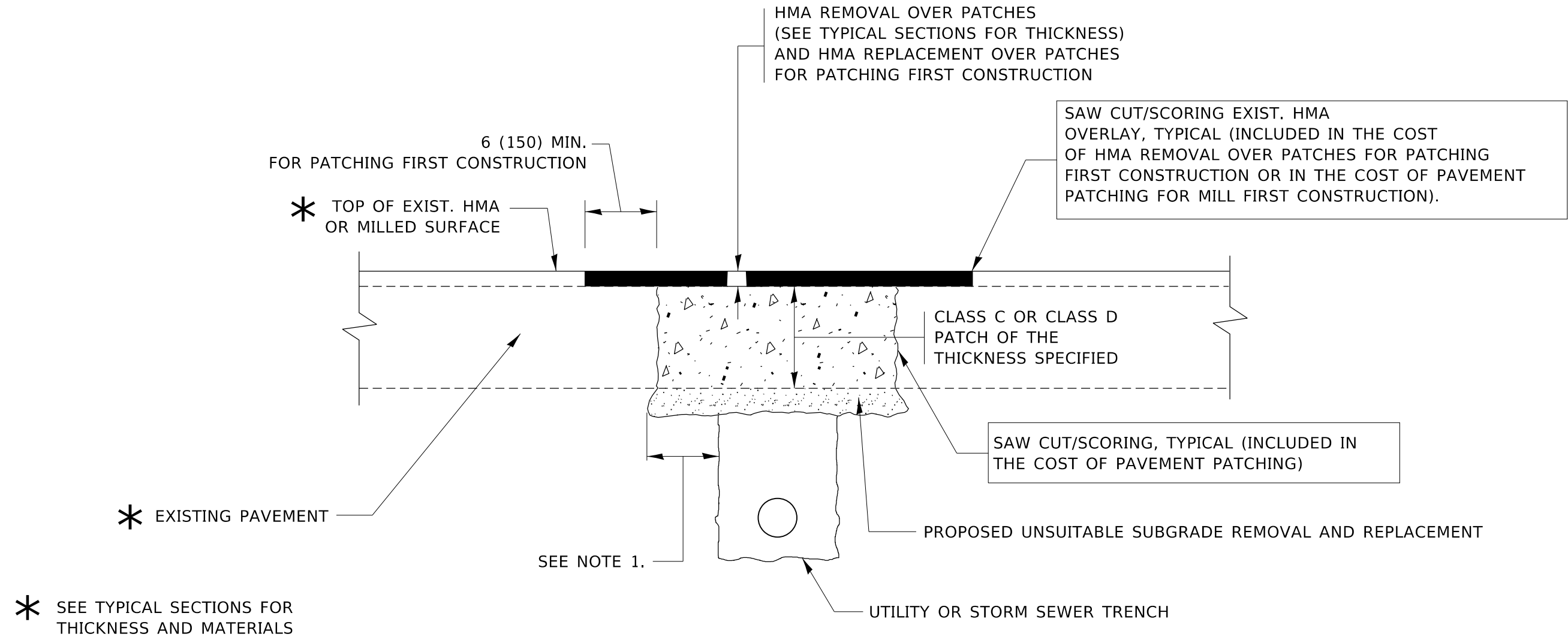
REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

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

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

	USER NAME = paraynol	DESIGNED - R. SHAH	REVISED - R. WEDEMAN 05-14-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07							3729	2019-119-RS&SW	COOK	55	42
	PLOT SCALE = 100,000' / in.	CHECKED -	REVISED - R. BORO 03-09-11		BD600-03 (BD-8)					CONTRACT NO. 62167				
	PLOT DATE = 1/31/2020	DATE - 10-25-94	REVISED - R. BORO 12-06-11		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS	FED. AID PROJECT	



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.

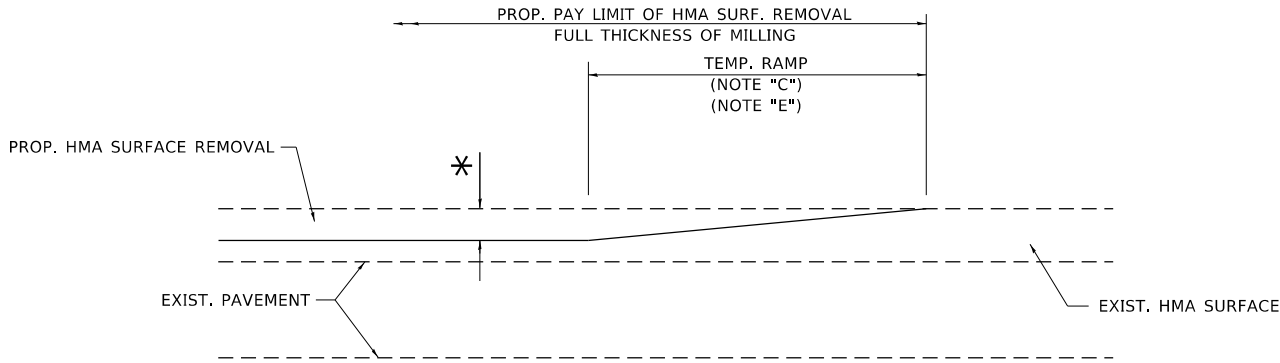
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ 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.

MODEL: Default
FILE: \\net12.pw.state.il.us\pub\lanroom\dot\all\links\gov\p\w\dot\Documents\DOT_Offices\District 1\Projects\123420\CO\DData\Design\Dis54.dgn

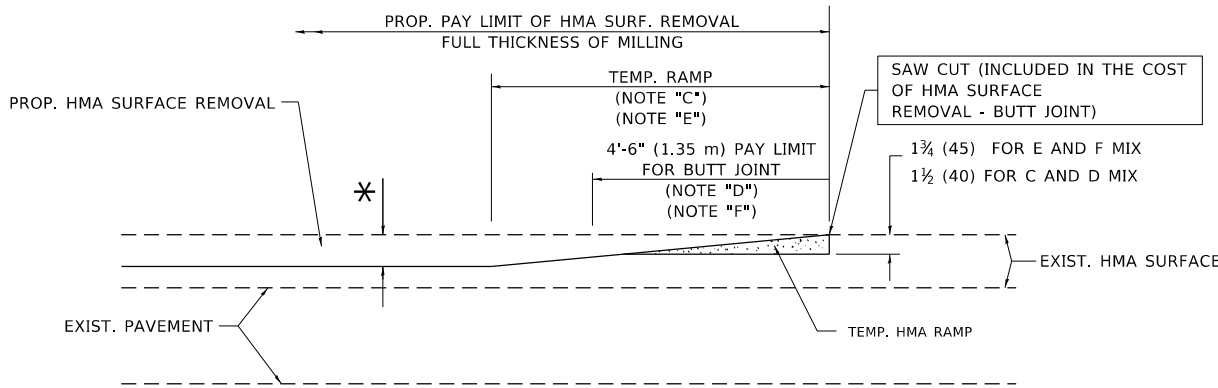
	USER NAME = paraynoal	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07						3729	2019-119-R5&SW	COOK	55	43
	PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)		CONTRACT NO. 62J67						
	PLOT DATE = 1/31/2020	DATE - 10-25-94	REVISED - K. ENG 10-27-08		ILLINOIS FED. AID PROJECT								
SCALE: NONE		SHEET 1	OF 1	SHEETS	STA.	TO STA.							



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

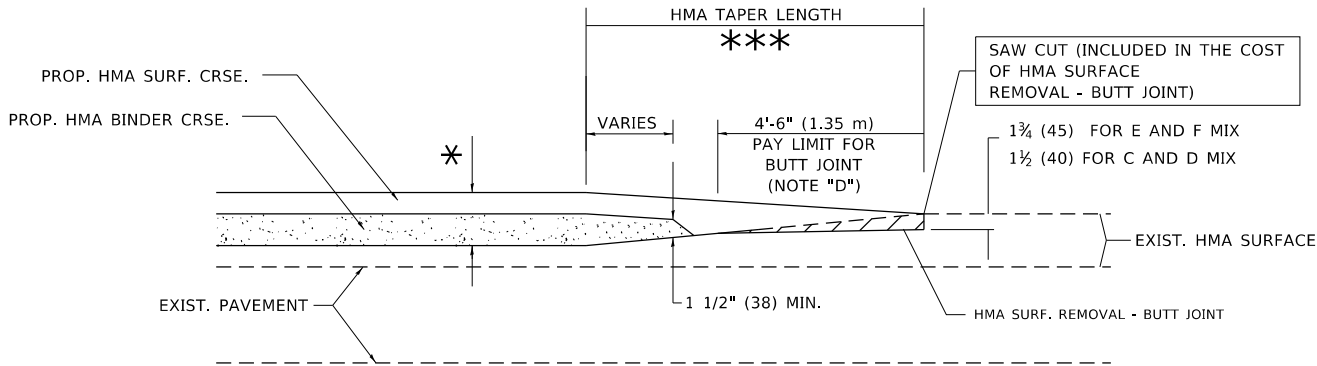


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

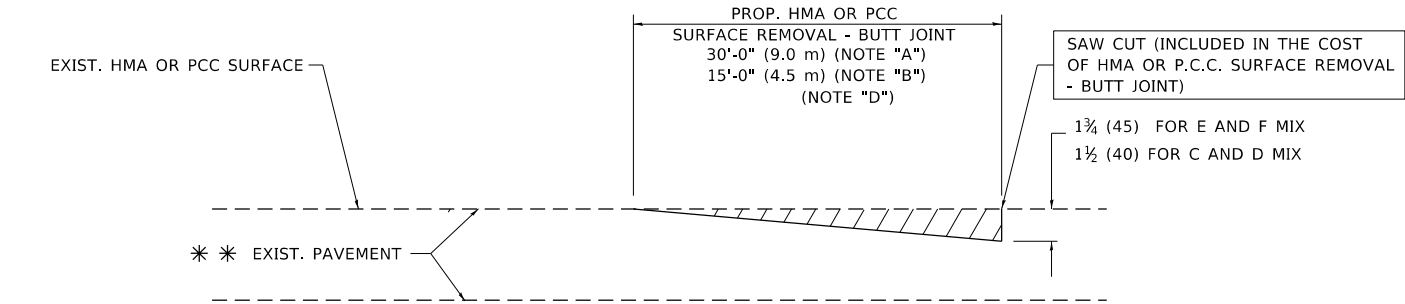
OPTION 2

TYPICAL TEMPORARY RAMP

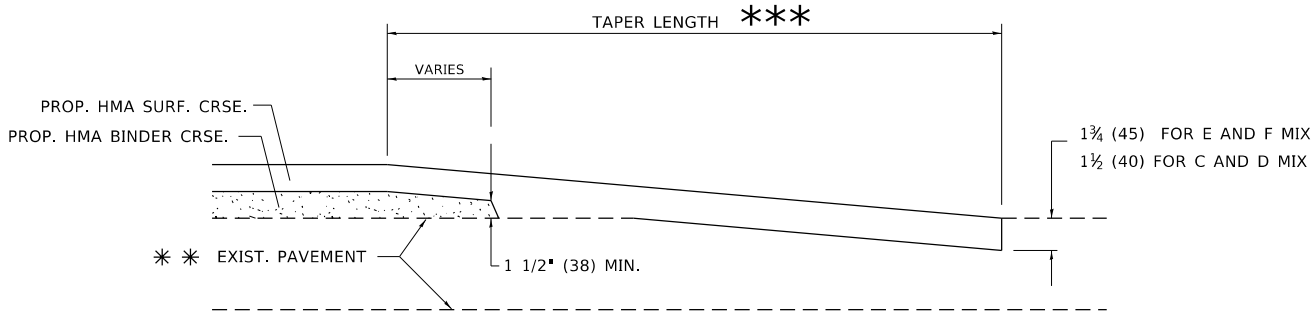


BUTT JOINT AND HMA TAPER

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

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

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USER NAME = paraynoal	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 1/31/2020	DATE - 06-13-90	REVISED - R.BORO 01-01-07

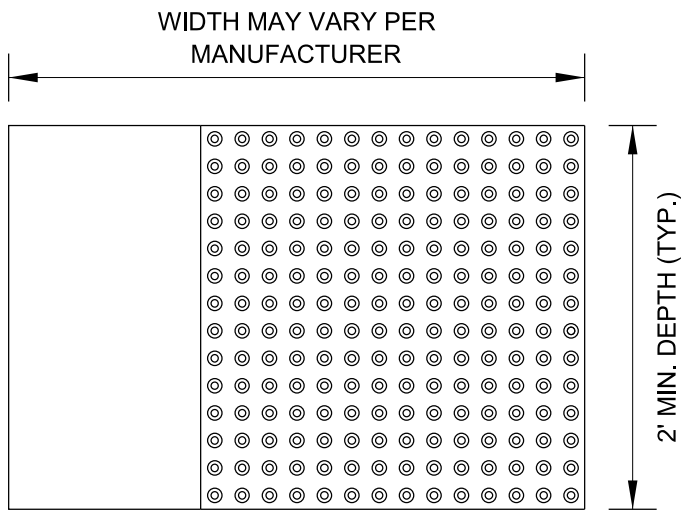
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

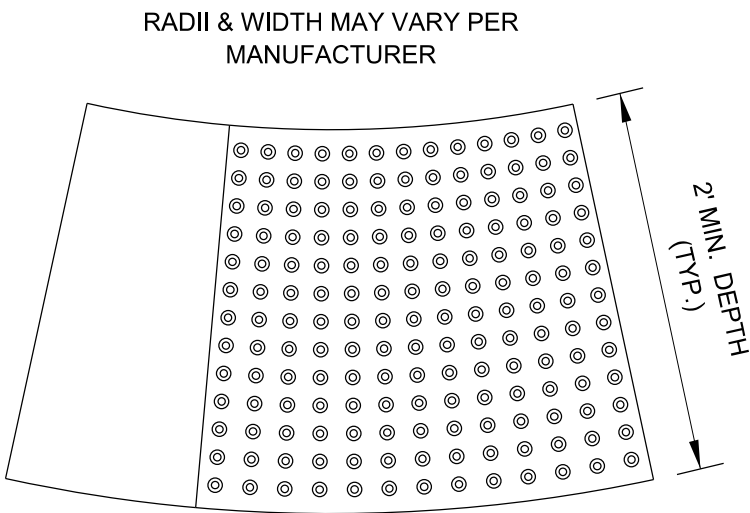
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	45
BD400-05 BD32		CONTRACT NO. 62J67		
		ILLINOIS	FED. AID PROJECT	

STRAIGHT DETECTABLE WARNING UNITS



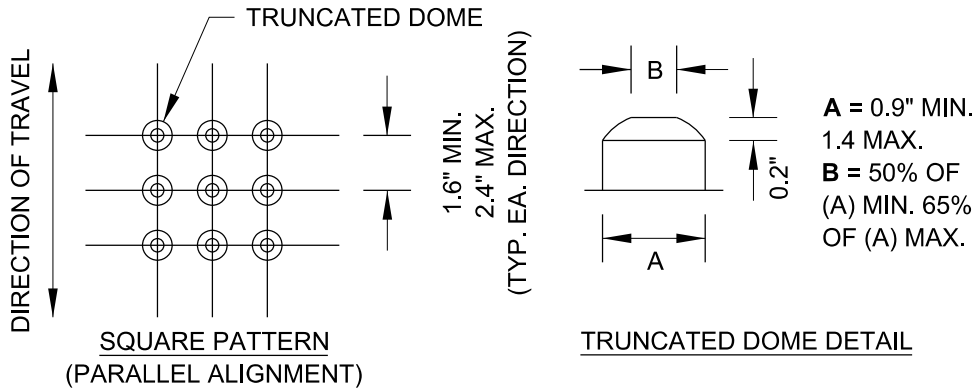
RADIAL DETECTABLE WARNING UNITS



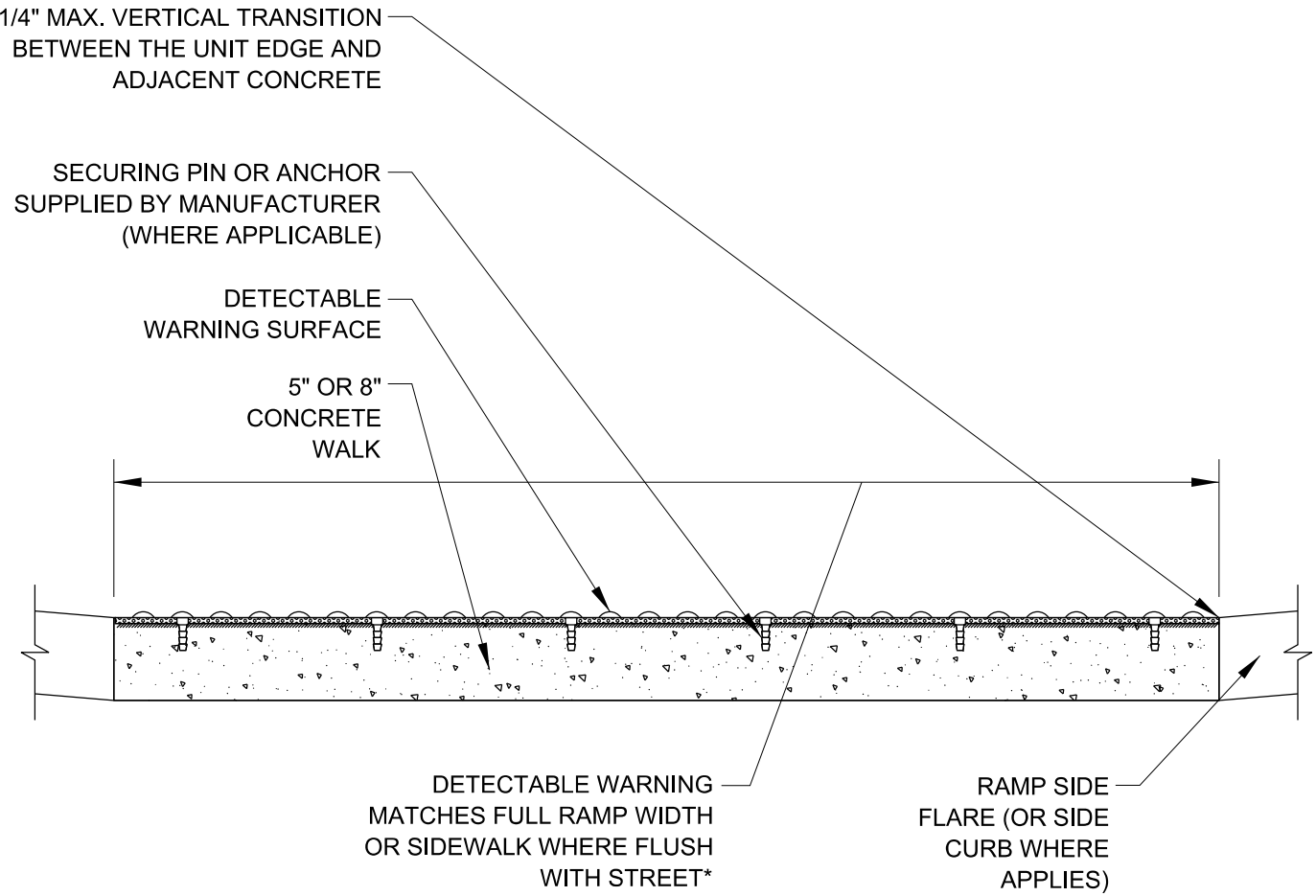
DETECTABLE WARNING UNIT SIZES

- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.

GENERAL NOTE:
THE ROWS OF DOMES IN THE DETECTABLE WARNING MATERIAL MUST BE ALIGNED WITH THE PATH OF WHEELCHAIR TRAVEL WHICH IS REQUIRED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO PERMIT TRACKING BETWEEN DOME ROWS. ON BLENDED TRANSITIONS OR FLUSH TRANSITIONS, WHERE RADIAL UNITS ARE SITUATED ABOUT THE CURB RADIUS, DOME ORIENTATION IS NOT SIGNIFICANT.



UNIT PATTERN & DOME DETAIL



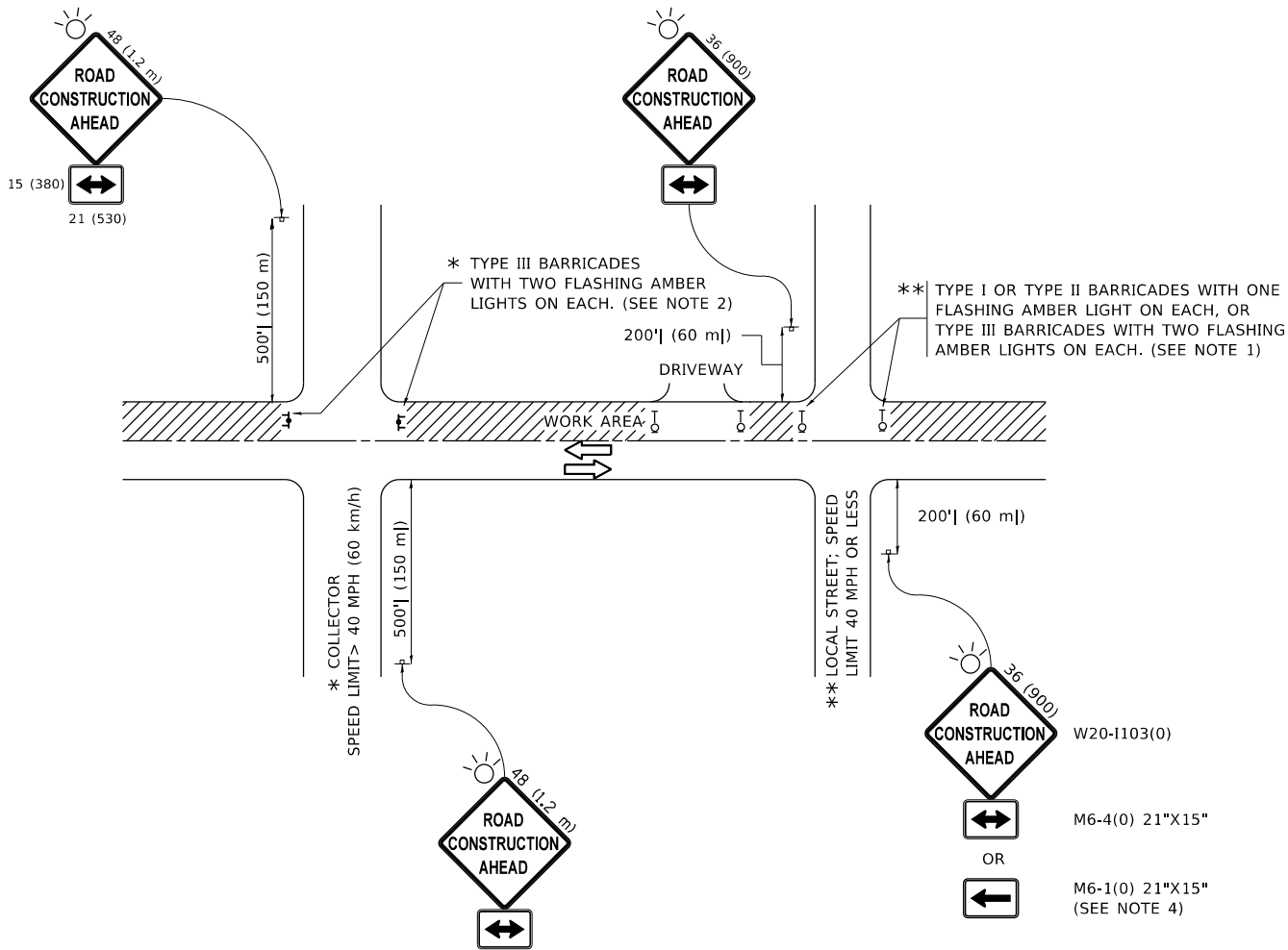
*A BORDER OF 2 INCHES OR LESS AROUND THE DETECTABLE WARNING SURFACE IS ACCEPTABLE IF REQUIRED FOR PROPER INSTALLATION OF THE DETECTABLE WARNING SURFACE PRODUCT

DETECTABLE WARNING UNIT SECTION

MODEL: Default
FILE: \\ntwrp-prod\pub\ancom\ad\all\hds\gov\p\WIDOT\Documents\DOT_Offices\District 1\Projects\ID 23420\CADD\Drawings\Design\DIS54.dgn

	USER NAME = paraynoal	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CITY OF CHICAGO DETECTABLE WARNINGS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
		DRAWN -	REVISED -						3729	2019-119-R5&SW	COOK	55	46			
	PLOT SCALE = 100,000.000 ' / in.	CHECKED -	REVISED -						BD 58					CONTRACT NO. 62J67		
	PLOT DATE = 1/31/2020	DATE - 06-20-2017	REVISED -						ILLINOIS FED. AID PROJECT							
				SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.							

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NOTES:

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - 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.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- 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).
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

	USER NAME = paraynoal	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - T. RAMMACHER 01-06-00						3729	2019-119-R5&SW	COOK	55	47
	PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13						TC-10		CONTRACT NO. 62J67		
	PLOT DATE = 1/31/2020	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16								ILLINOIS	FED. AID PROJECT	

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

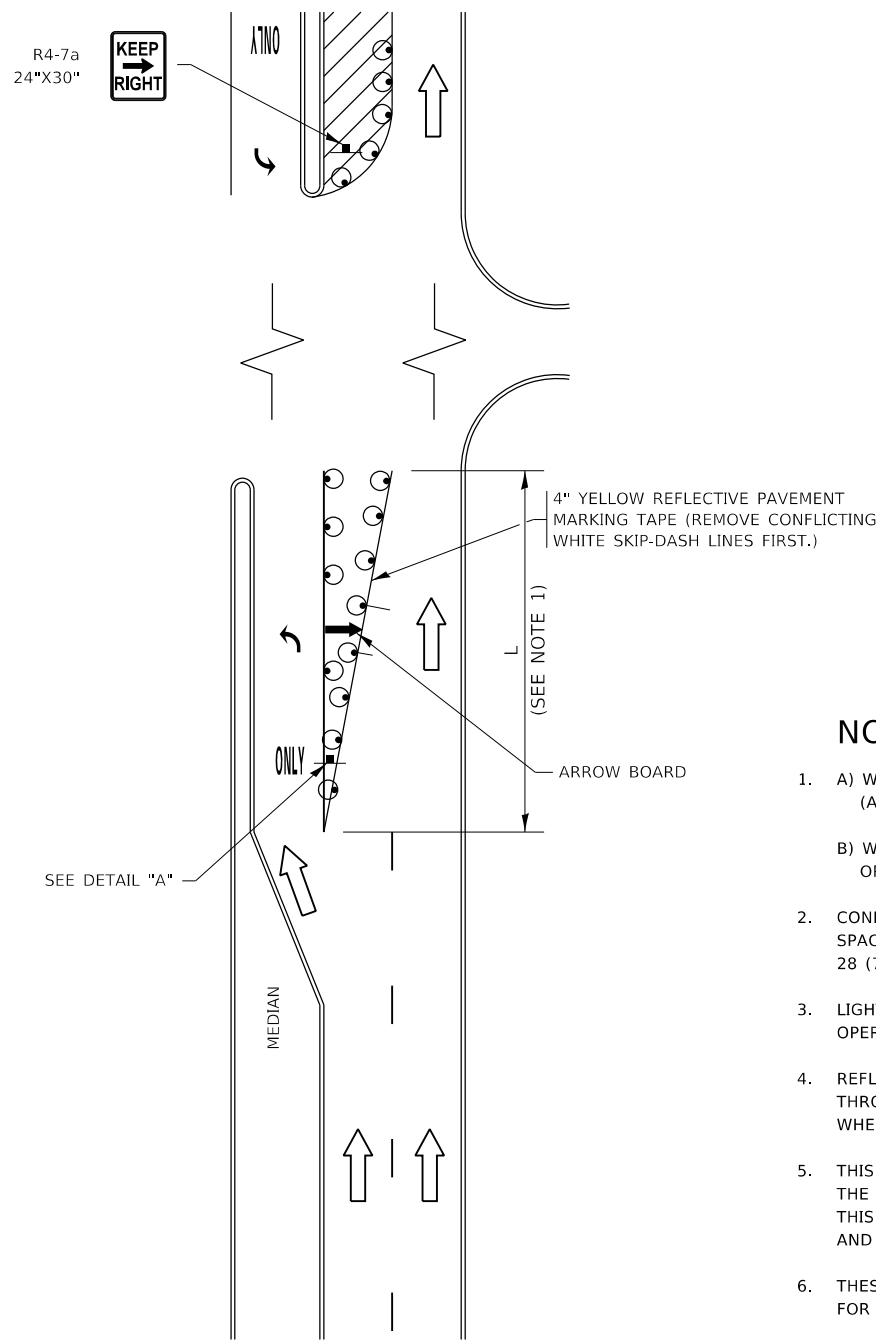
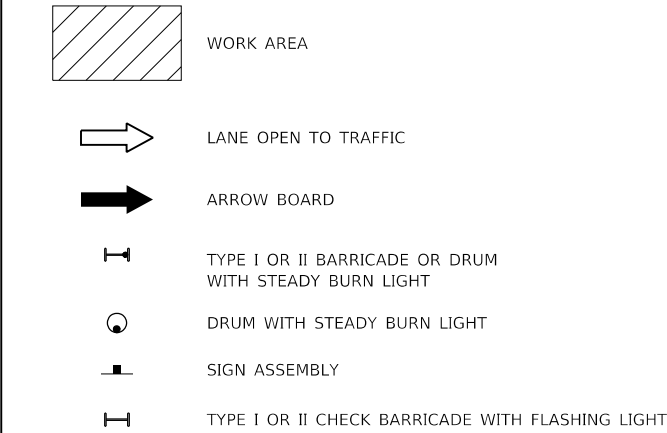


FIGURE 1

LEGEND



NOTES:

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

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

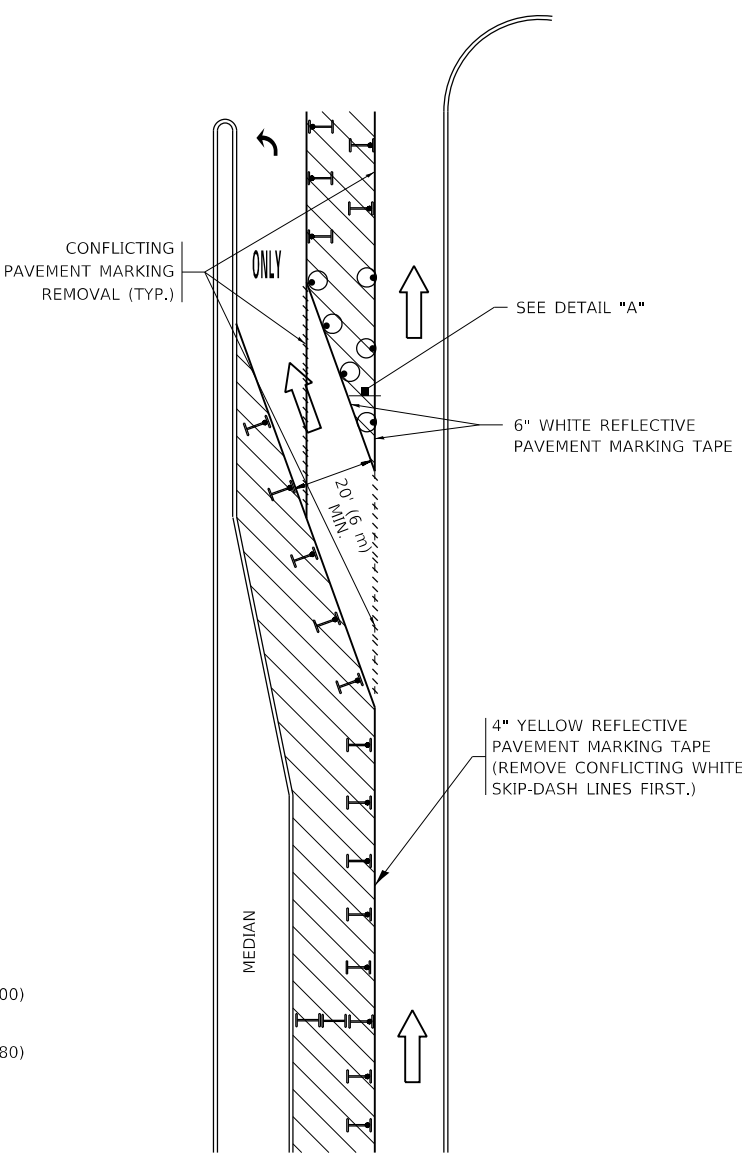
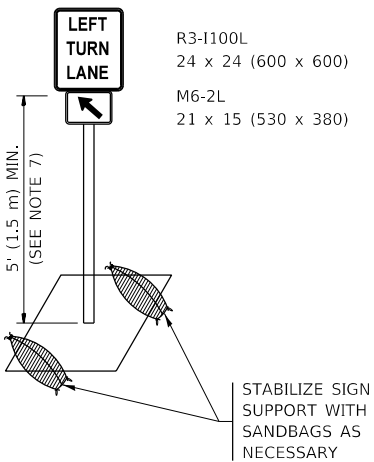


FIGURE 2



DETAIL A

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

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USER NAME	= paraynoal	DESIGNED	- T. RAMMACHER 09-08-94	REVISED	- R. BORO 09-14-09
		DRAWN	- A. HOUSEH 11-07-95	REVISED	- A. SCHUETZE 07-01-13
PLOT SCALE	= 100,0000 ' / in.	CHECKED	- A. HOUSEH 10-12-96	REVISED	- A. SCHUETZE 09-15-16
PLOT DATE	= 1/31/2020	DATE	- T. RAMMACHER 01-06-00	REVISED	-

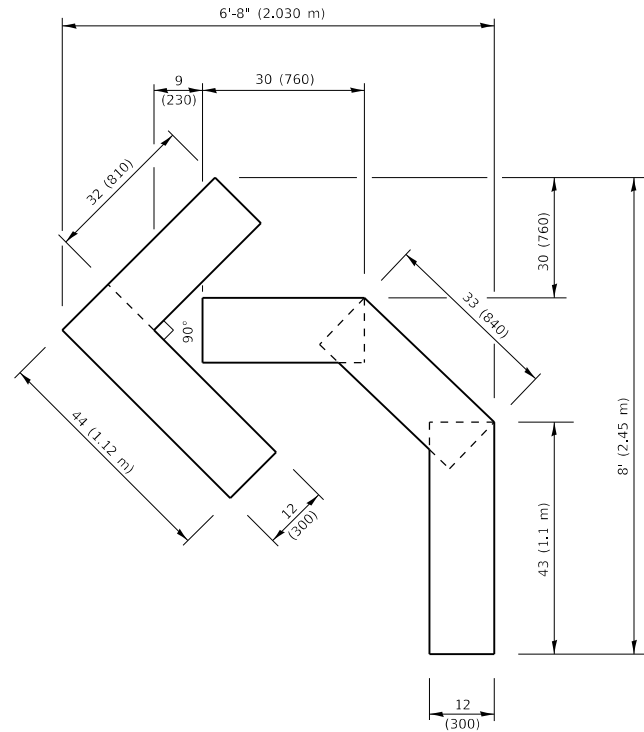
DESIGNED	- T. RAMMACHER 09-08-94	REVISED	- R. BORO 09-14-09
DRAWN	- A. HOUSEH 11-07-95	REVISED	- A. SCHUETZE 07-01-13
CHECKED	- A. HOUSEH 10-12-96	REVISED	- A. SCHUETZE 09-15-16
DATE	- T. RAMMACHER 01-06-00	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

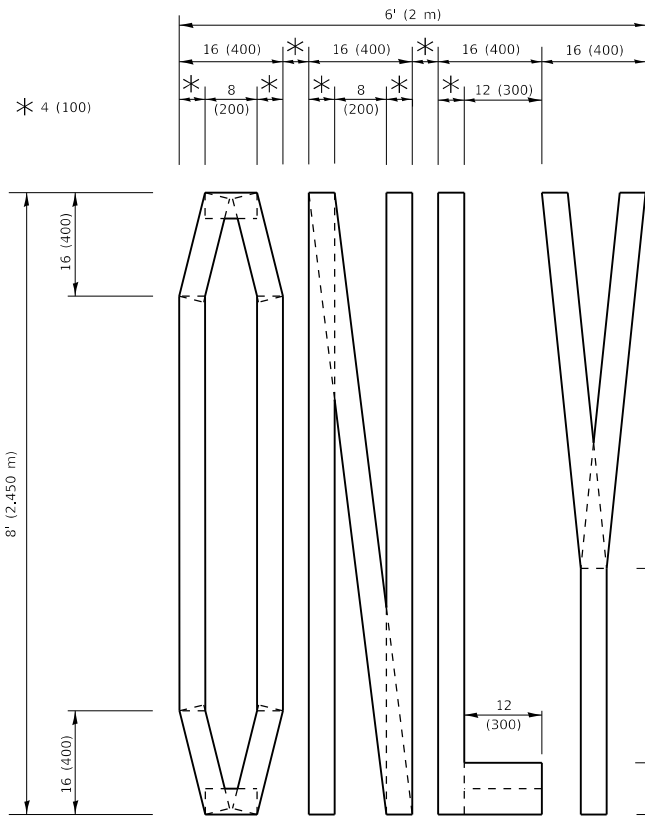
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-14		CONTRACT NO. 62J67		
		ILLINOIS	FED. AID PROJECT	



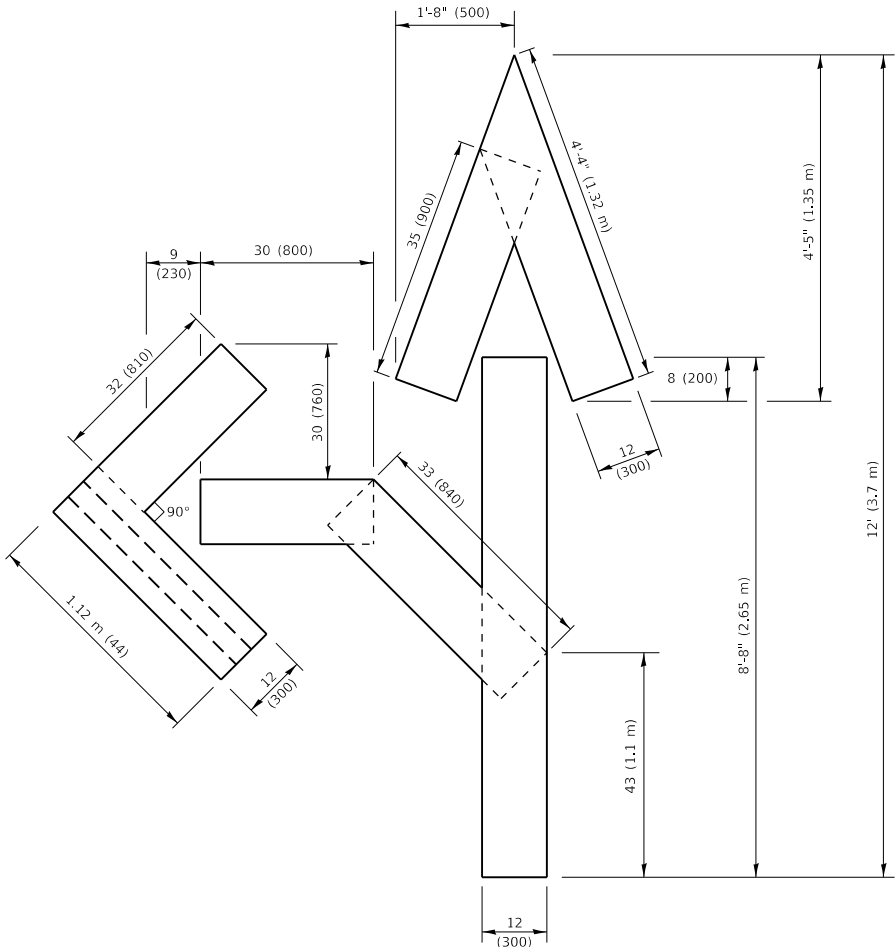
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

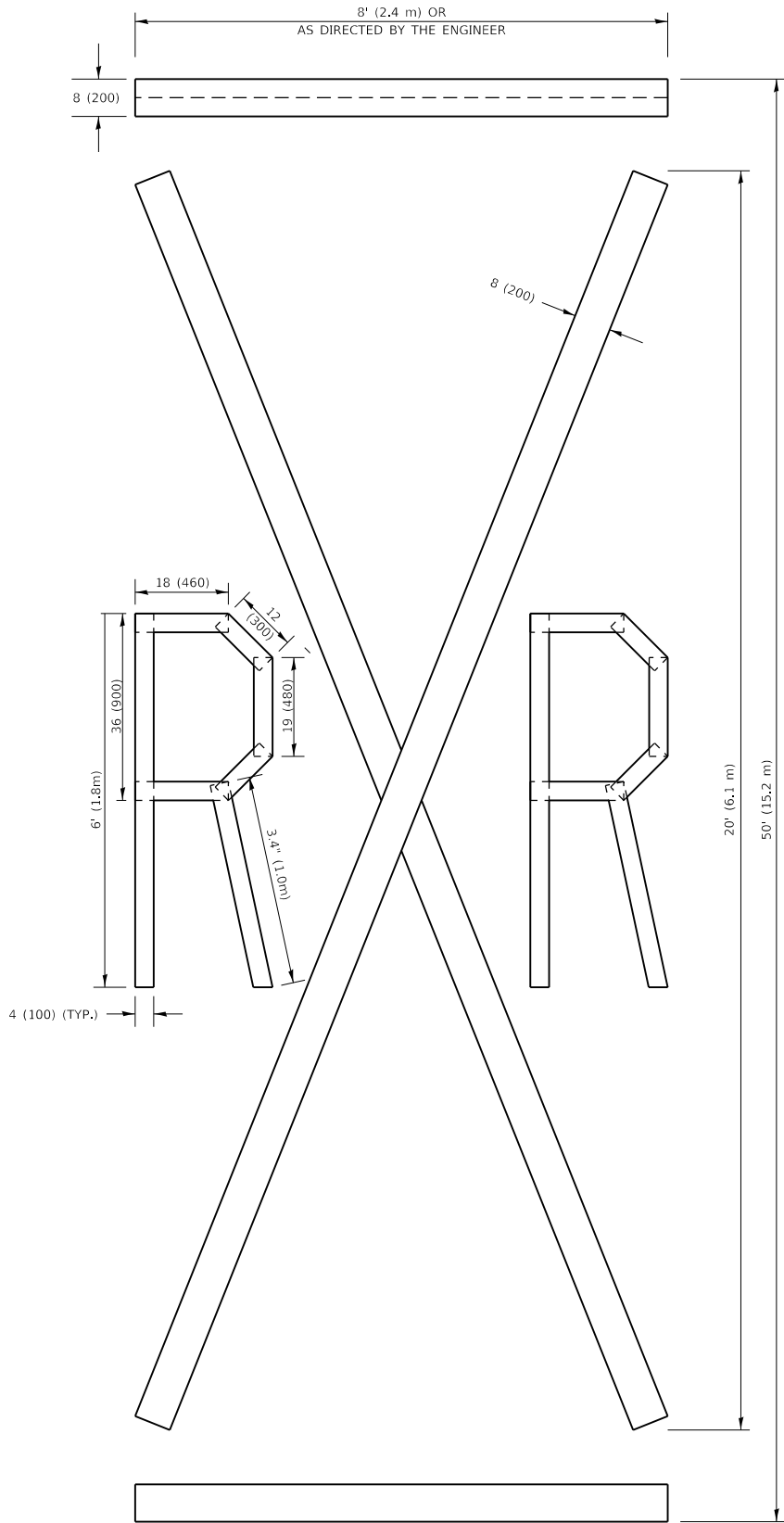


QUANTITY

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

NOTE:

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



QUANTITY

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

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

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FILE: \\net\p\pub\planroom\dotall\links\gov\p\w\DOT\Documents\DOT_Offices\District_1\Projects\ID123420\CADD\Drawings\Design\Dis54.dgn

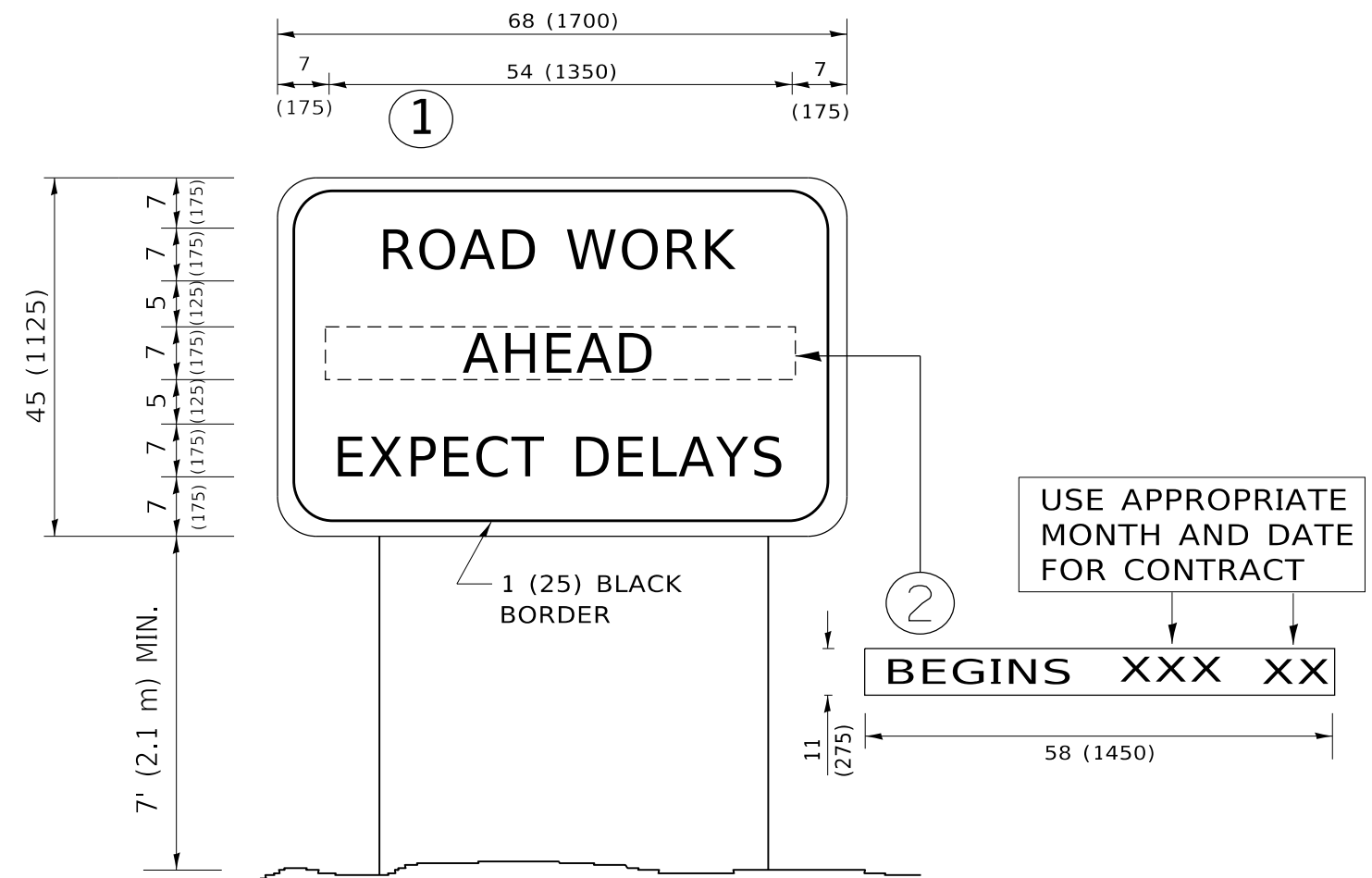
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PLOT DATE = 1/31/2020	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-16		CONTRACT NO. 62J67		
		ILLINOIS	FED. AID PROJECT	

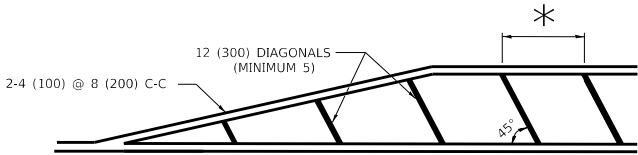
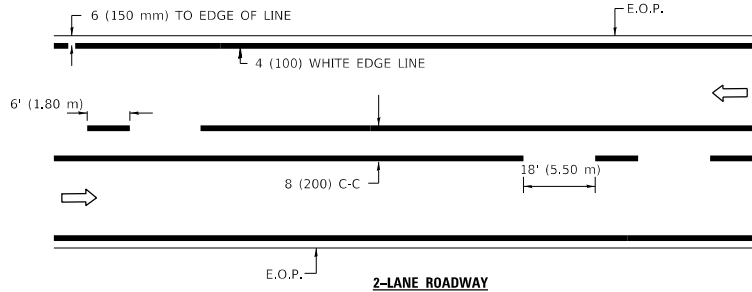


NOTES:

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 SIGN①WITH INSTALLED PANEL②ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL②SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

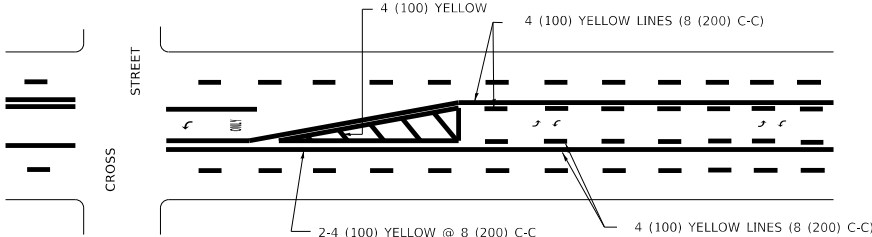
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		DRAWN -	REVISED - R. MIRS 12-11-97						3729	2019-119-R5&SW	COOK	55	50
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	PLOT DATE = 1/31/2020	DATE	REVISED - C. JUCIUS 01-31-07		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



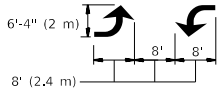
* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

* DIAGONAL LINE SPACING: 20' (6.1 m) C-C

PAINTED MEDIANS

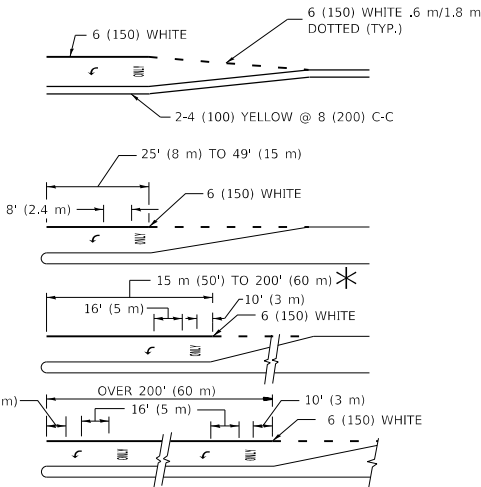


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

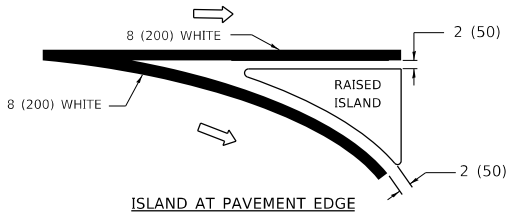
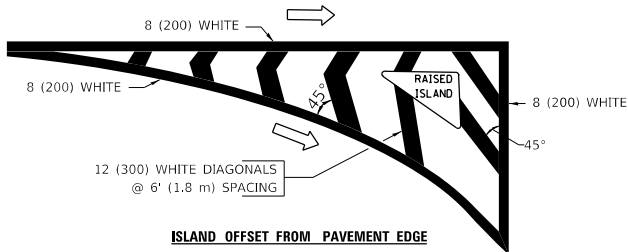


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



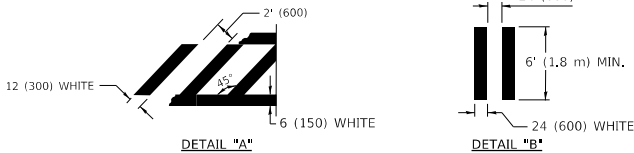
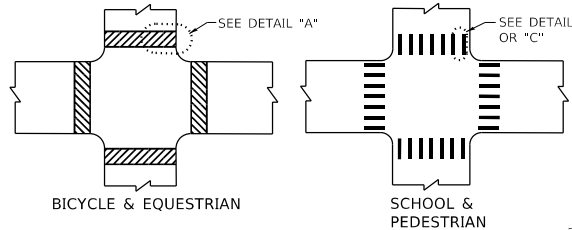
TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 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) 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' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN)	12 (300) @ 45° 24 (600) @ 90°	SOLID SOLID	WHITE WHITE	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°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) 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: 20' (6.1 m) (LESS THAN 30 MPH (50 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. (0.33m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

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PLOT DATE = 1/31/2020

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	DRAWN -	REVISED - K. ENG 02-28-12
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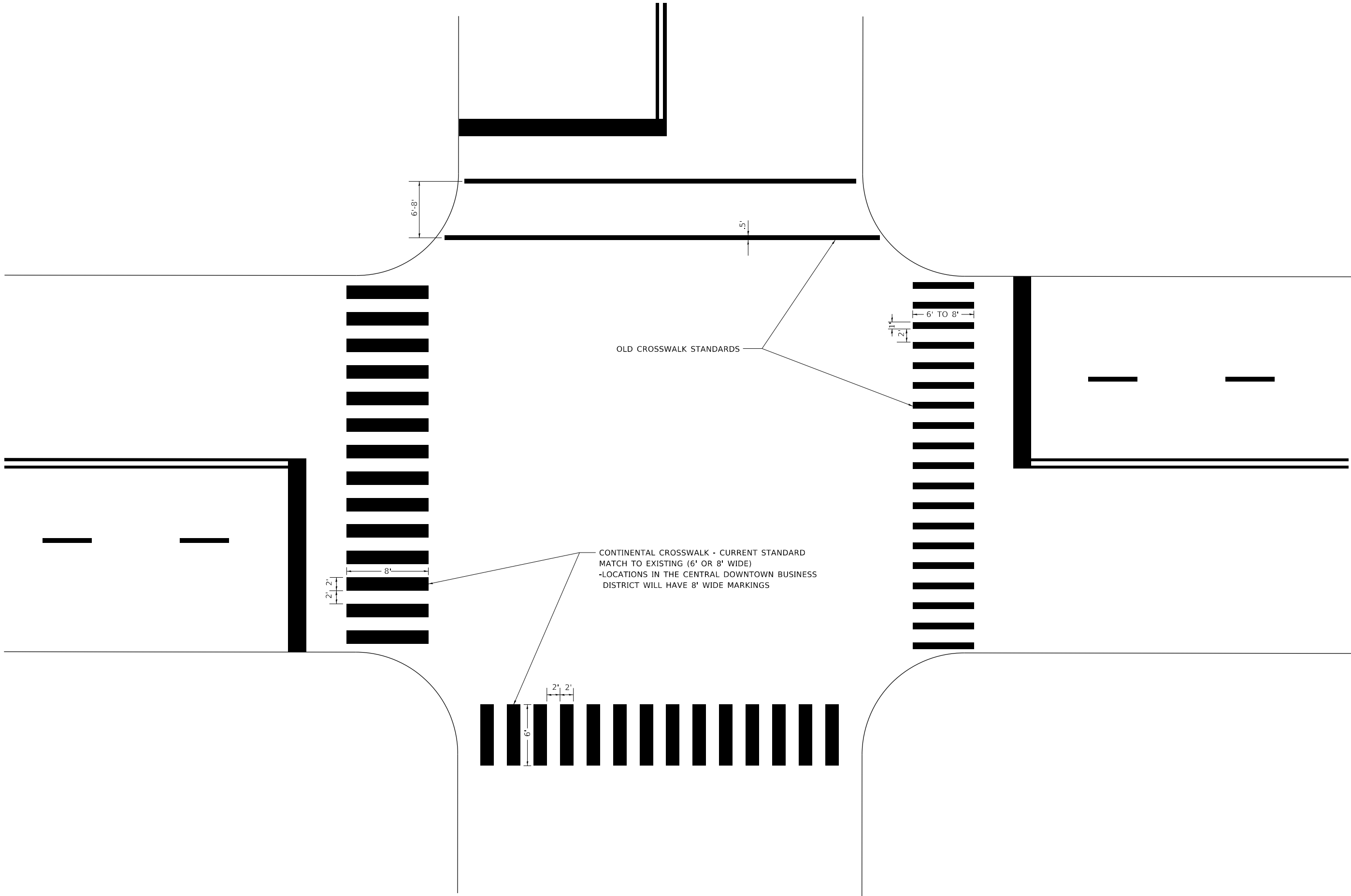
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3729	2019-119-R5&SW	COOK	55	51
TC-24		CONTRACT NO. 62J67		
		ILLINOIS	FED. AID PROJECT	

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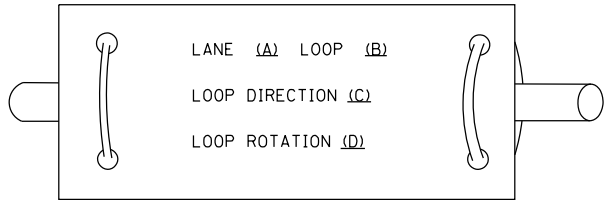


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		DRAWN -	REVISED -						3729	2019-119-R5&SW	COOK	55	53
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						SCALE: NONE	SHEET 3	OF 3 SHEETS	STA.	TO STA.			

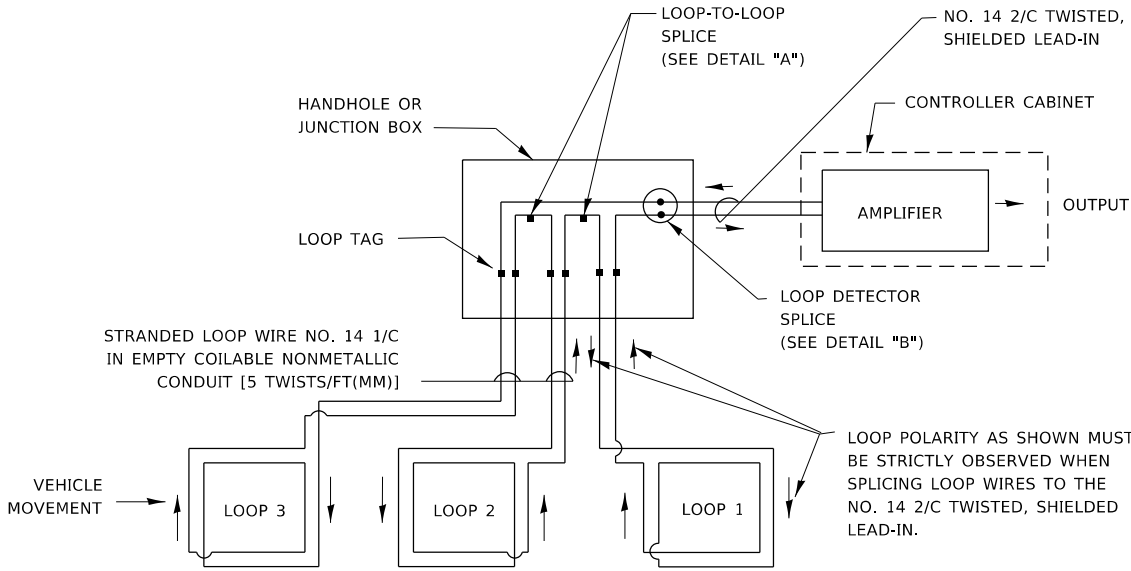
LOOP DETECTOR NOTES

- 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 DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- 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

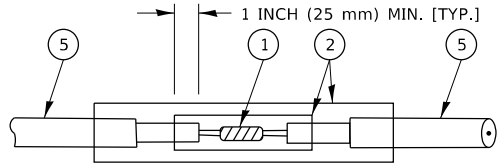


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

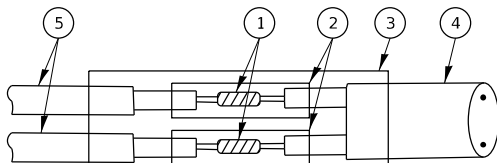


DETECTOR LOOP WIRING SCHEMATIC

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

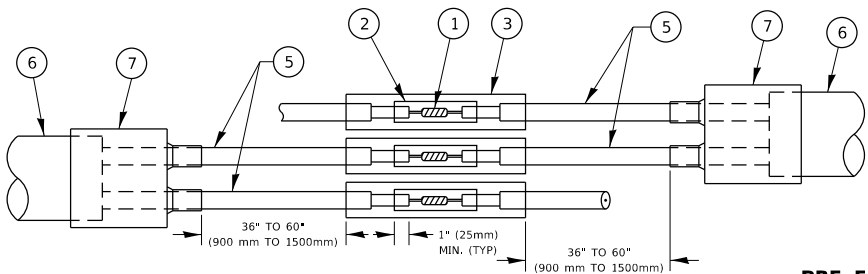


DETAIL "A"
LOOP-TO-LOOP SPLICE

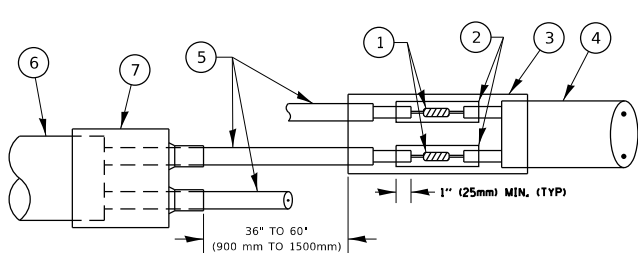


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

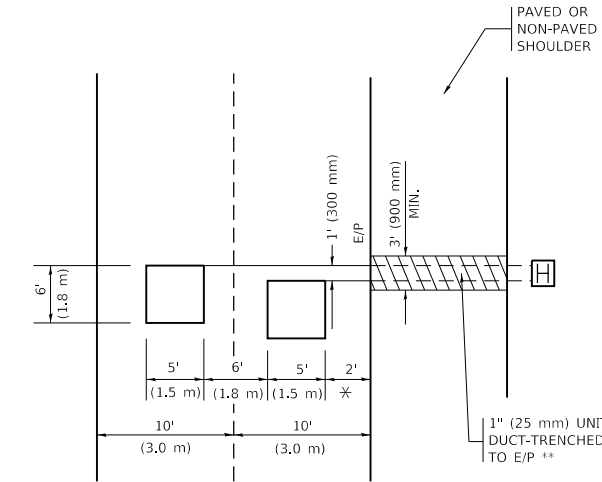
- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- ⑥ XL POLYOLEFIN 2 CONDUCTOR
- ⑦ BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

MODEL: Default
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	USER NAME = paraynoal		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -		CHECKED -	REVISED -					3729	2019-119-R5&SW	COOK	55	54
	PLOT SCALE = 100,0000 ' / in.		DATE -	REVISED -		SCALE: NONE			SHEET 2 OF 7 SHEETS		CONTRACT NO. 62J67		
	PLOT DATE = 1/31/2020					STA. TO STA.			ILLINOIS		FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

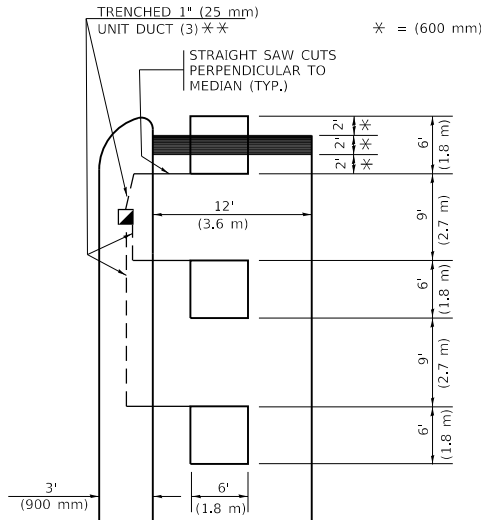


* = (600 mm)

** 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)

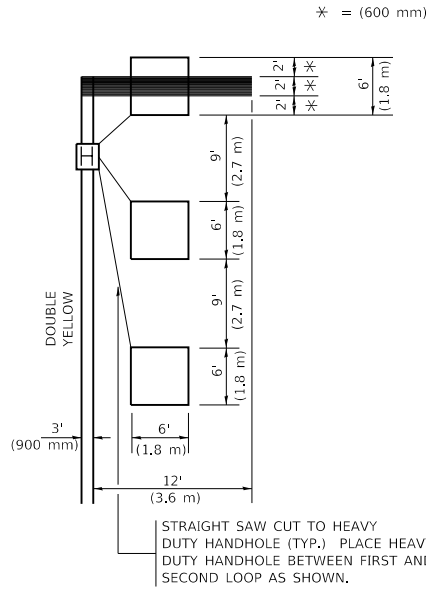
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



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

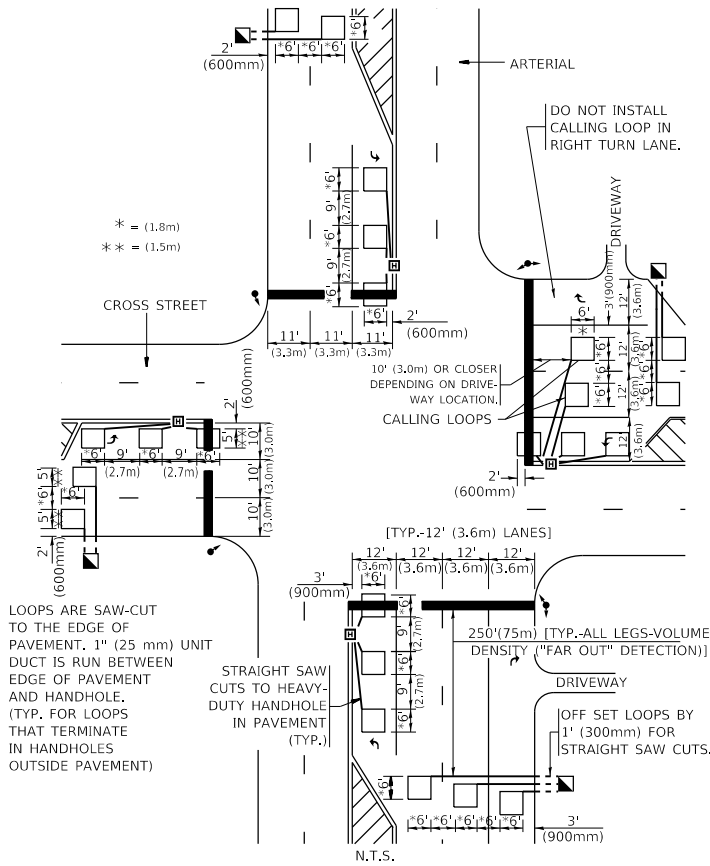
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



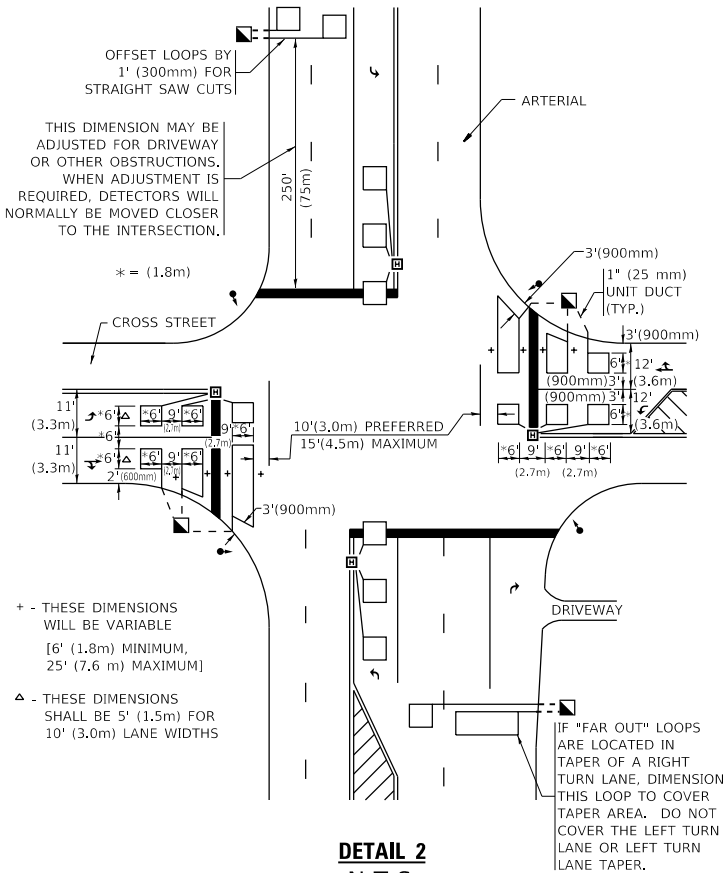
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED,
SHIELDED.

* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE
LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE
PAVEMENT.

* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT
DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST
HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE
SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID
FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM
FOR DETECTOR LOOPS.

* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET
(1.8 m)

* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH
LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE
INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.

* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE
THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR
(i.e. 1-1/2, 1-3/4, 2).

* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN
INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND
INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM
DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A
SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE
AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW
CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE
TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM)
DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN
AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS
UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE
LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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PLOT DATE = 1/31/2020	CHECKED - R.K.F.	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE				3729	2019-119-R5&SW	COOK	55	55
SHEET 1 OF 1 SHEETS				TS-07		CONTRACT NO. 62J67		
STA. TO STA.				ILLINOIS		FED. AID PROJECT		