

081

01-17-2020 LETTING ITEM 081

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-RS	COOK	*	1
		ILLINOIS	CONTRACT NO. 60L88	

* 51 + 2 = 53 TOTAL SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN:
THE CITY OF CHICAGO

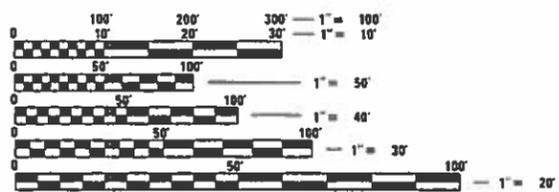
TRAFFIC DATA:

ADT = 3,300 TO 13,300 (2014)
SPEED LIMIT = 30 MPH

PROPOSED
HIGHWAY PLANS

F.A.U. ROUTE 1350 (BRYN MAWR AVE.)
IL 43 (HARLEM AVE.) TO ELSTON AVE.
SECTION: 2010-091-RS
PROJECT: STP- 2E6T(905)
DESIGNED OVERLAY AND PEDESTRIAN RAMPS
COOK COUNTY

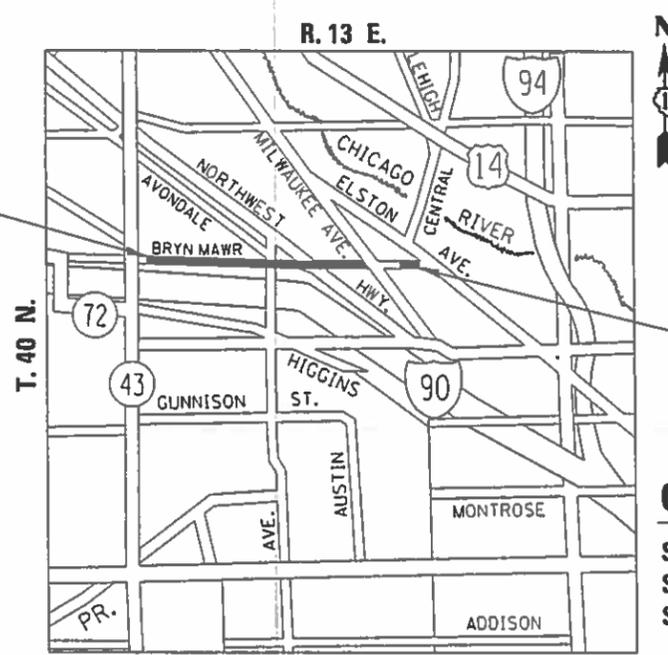
C-91-055-11



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

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

PROJECT BEGINS
STA. 101 + 60



PROJECT ENDS
STA. 214 + 57.6

OMISSION:
STA. 177 + 93 TO STA. 179 + 28
STA. 188 + 13.8 TO STA. 201 + 96.6
STA. 211 + 22.9 TO STA. 211 + 88.9

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

CONTRACT NO. 60L88

GROSS LENGTH = 11,297.6 FT. = 2.14 MILE
NET LENGTH = 9,713.8 FT. = 1.84 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED October 17, 2019

Anthony J. D'Amico / 10/18 REGIONAL ENGINEER

Dee / 10/19 ENGINEER OF DESIGN AND ENVIRONMENT

Paul P. Chif / 10/19 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		80% FEDERAL 20% STATE 0005	100% STATE 0005			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	26	26				
20200100	EARTH EXCAVATION	CU YD	93	93				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	1159	1159				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6	6				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	6	6				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6	6				
25200110	SODDING, SALT TOLERANT	SO YD	1159	1159				
25200200	SUPPLEMENTAL WATERING	UNIT	21	21				
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	26202	26202				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	61	61				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	746	746				
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	3983	3983				
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	4530	4530				
42001300	PROTECTIVE COAT	SO YD	2507	2507				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		80% FEDERAL 20% STATE 0005	100% STATE 0005			
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SO YD	42	42				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	166	166				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	8013	8013				
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SO FT	1052	1052				
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	4890	4890				
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SO YD	35556	35556				
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	208	208				
44000600	SIDEWALK REMOVAL	SO FT	9324	9324				
44201749	CLASS D PATCHES, TYPE I, 9 INCH	SO YD	57	57				
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SO YD	674	674				
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SO YD	405	405				
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SO YD	1338	1338				
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SO YD	57	57				
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SO YD	674	674				
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SO YD	405	405				* SPECIALTY ITEMS

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					TOTAL QUANTITIES	SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		80% FEDERAL 20% STATE 0005	100% STATE 0005						CODE NO	ITEM		UNIT	80% FEDERAL 20% STATE 0005	100% STATE 0005		
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SO YD	1338	1338					*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	93	93				
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SO YD	78	78					*	66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3				
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	30	30					*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1				
60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	6	6					*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1				
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	3	3					*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	5	5				
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2						67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
60262700	INLETS TO BE RECONSTRUCTED	EACH	9	9						67100100	MOBILIZATION	L SUM	1	1				
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	75	75						70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1				
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	56	56						70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1				
60404950	FRAMES AND GRATES, TYPE 24	EACH	2	2						70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	11	11						70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1				
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	23	23						70300100	SHORT TERM PAVEMENT MARKING	FOOT	6678	6678				
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1						70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	2224	2224				* SPECIALTY ITEMS
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	6	6														
63200310	GUARDRAIL REMOVAL	FOOT	250	250														

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	PLOT DATE = 10/17/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
BRYN MAWR AVE. (IL 43 TO ELSTON AVE.)**

SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-RS	COOK	51	4
CONTRACT NO. 60L88				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE							
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80% FEDERAL 20% STATE 0005	100% STATE 0005					CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80% FEDERAL 20% STATE 0005	100% STATE 0005					
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	261	261						* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	339	339						
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3703	3703						* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	105	105						
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	133	133						* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	3265	3265						
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	339	339																
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	105	105						* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1						
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	3265	3265						* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	201	201						
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	1616	1616						* 89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	2	2						
* 72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	1						X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1						
* 72400310	REMOVE SIGN PANEL - TYPE 1	SO FT	6	6						* X4240800	DETECTABLE WARNINGS (SPECIAL)	SO FT	714	714						
* 72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	1						X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	780		780					
* 72400710	RELOCATE SIGN PANEL - TYPE 1	SO FT	6	6						X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	59	59						
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	261	261						X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1						
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3703	3703						X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SO FT	8350	8350						
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	133	133																
																				* SPECIALTY ITEMS

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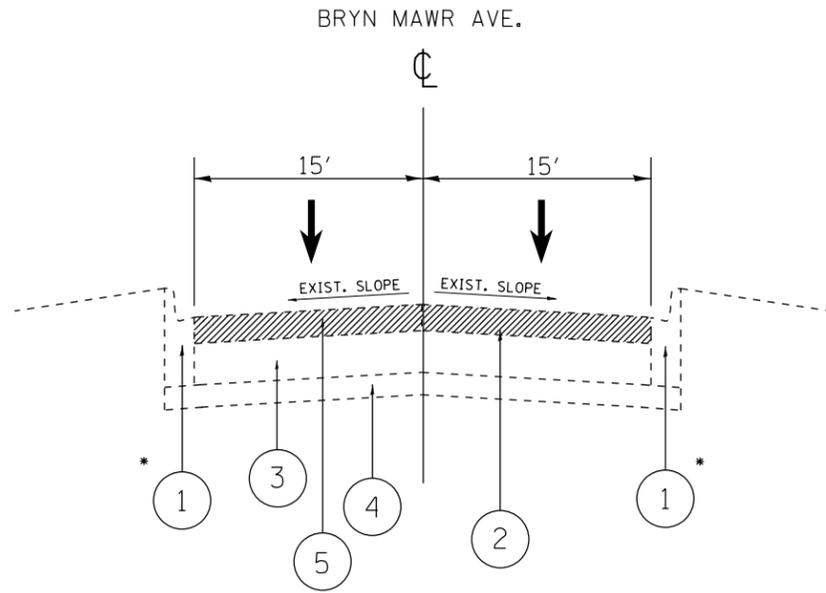
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
BRYN MAWR AVE. (IL 43 TO ELSTON AVE.)**

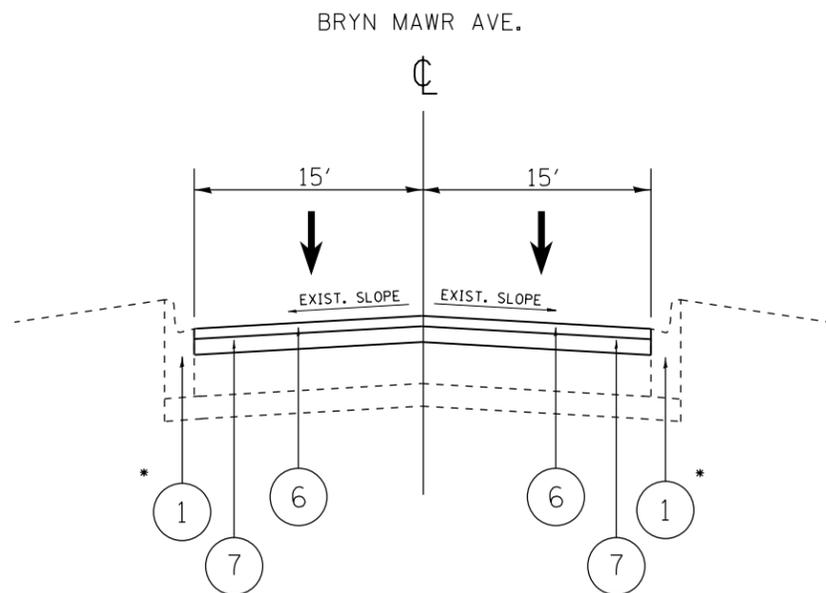
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-RS	COOK	51	5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L88	

NOTE: STA. 101+60 TO STA. 151+83
TWO-LANE; ONE-WAY TRAFFIC



EXISTING TYPICAL SECTION
STA. 101+60 TO STA. 152+91



PROPOSED TYPICAL SECTION
STA. 101+60 TO STA. 152+91

LEGEND:

- ① EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.12
- ② EXISTING HOT-MIX ASPHALT PAVEMENT, 4"
- ③ EXISTING P.C.C. PAVEMENT, ±9"
- ④ EXISTING STABILIZED SUB-BASE
- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2" **
- ⑥ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- ⑧ PROP. HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER IL-9.5, N70

* CURB AND GUTTER REMOVAL AND REPLACEMENT
(LOCATIONS AS DIRECTED BY ENGINEER)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS(%) @ N _{Des.}	
DESIGNED OVERLAY		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 2"	4% @ 70 GYR	QCP
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4% @ 70 GYR	QCP
PARKING LANES		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 2"	4% @ 70 GYR	QCP
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR	QC/QA
HMA SHOULDER, 8"		
HMA SHOULDER, 8" (HMA BINDER IL-19 mm)	4% @ 70 GYR	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE(QA/QC); QUALITY CONTROL FOR PERFORMANCE(QCP); PAY FOR PERFORMANCE(PFP)		

NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING

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.

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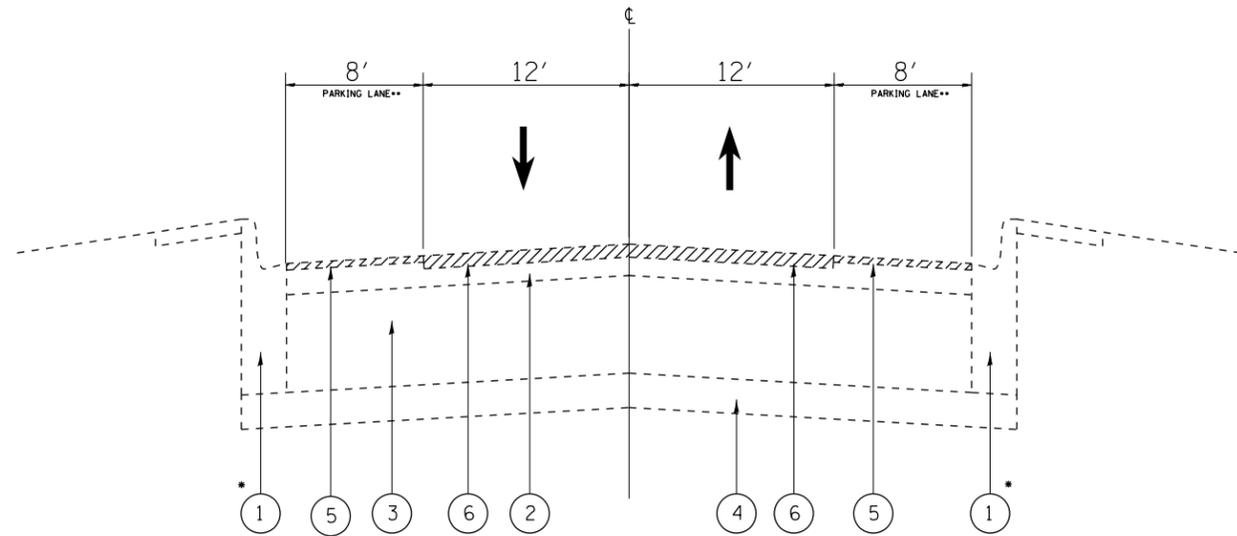
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED TYPICAL SECTIONS
BRYN MAWR AVE. (IL 43 (HARLEM AVE.) TO ELSTON AVE.)**

SCALE: SHEET OF SHEETS STA. TO STA.

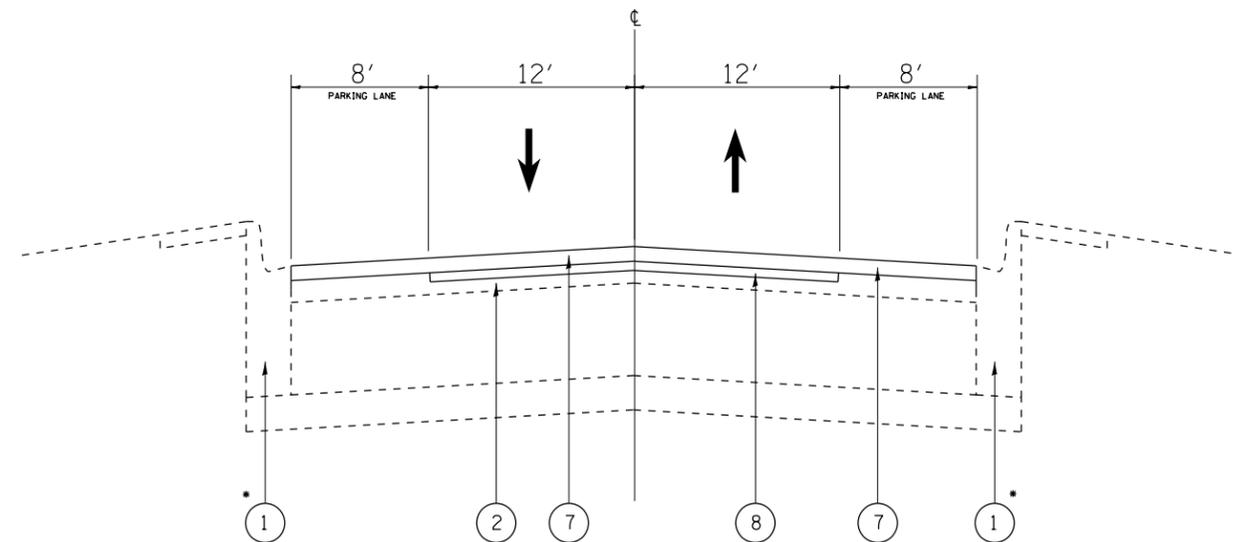
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1350	2010-091-R5	COOK	51	7
CONTRACT NO. 60L88				
ILLINOIS		FED. AID PROJECT		

BRYN MAWR AVE.



EXISTING TYPICAL SECTION
 STA. 152+91 TO STA. 177+93
 STA. 179+28 TO STA. 188+13.8
 STA. 201+96.6 TO STA. 211+22.9
 STA. 211+88.9 TO STA. 214+57.6

BRYN MAWR AVE.



PROPOSED TYPICAL SECTION
 STA. 152+91 TO STA. 177+93
 STA. 179+28 TO STA. 188+13.8
 STA. 201+96.6 TO STA. 211+22.9
 STA. 211+88.9 TO STA. 214+57.6

LEGEND:

- ① EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.12
- ② EXISTING HOT-MIX ASPHALT PAVEMENT, ±2 3/4" (AFTER MILLING)
- ③ EXISTING P.C.C. PAVEMENT, ±9"
- ④ EXISTING STABILIZED SUB-BASE
- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2" **
- ⑥ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- ⑧ PROP. HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER IL-9.5, N70

* CURB AND GUTTER REMOVAL AND REPLACEMENT
 (LOCATIONS AS DIRECTED BY ENGINEER)

** 8 FOOT PARKING LANES AS SHOWN ON PLANS

OMISSIONS:
 STA. 177+93 TO STA. 179+28
 STA. 188+13.8 TO STA. 201+96.6
 STA. 211+22.9 TO STA. 211+88.9

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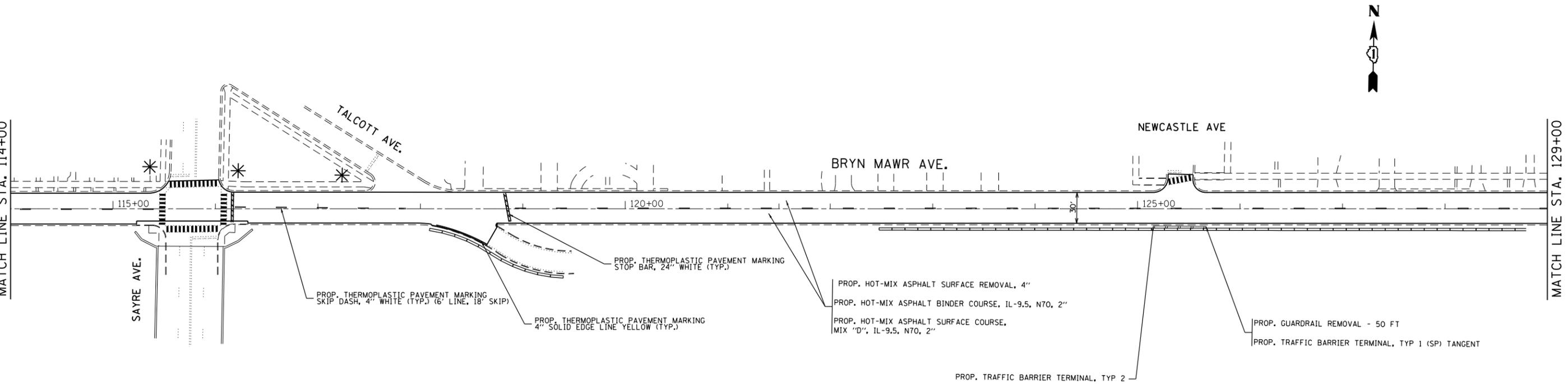
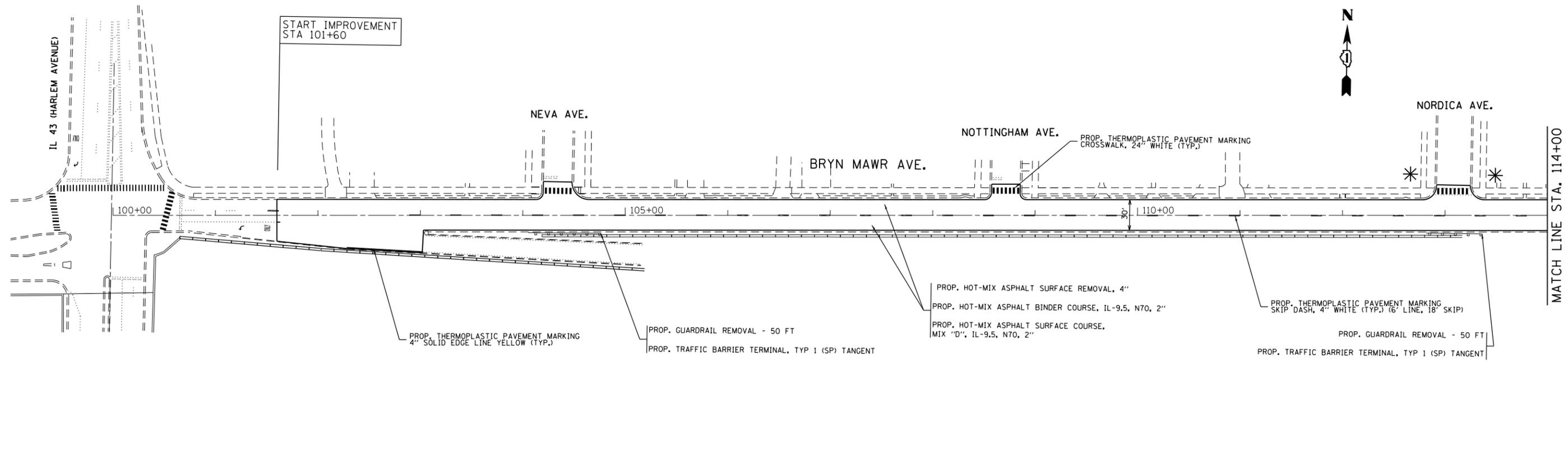
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED TYPICAL SECTIONS
 BRYN MAWR AVE. (IL 43 (HARLEM AVE.) TO ELSTON AVE.)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	8
			CONTRACT NO. 60L88	
		ILLINOIS	FED. AID PROJECT	

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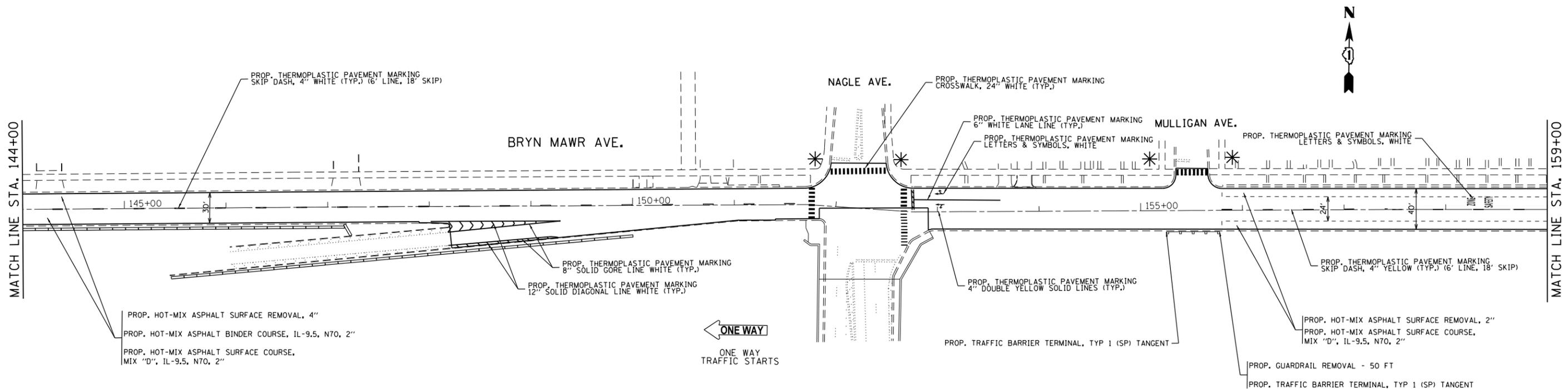
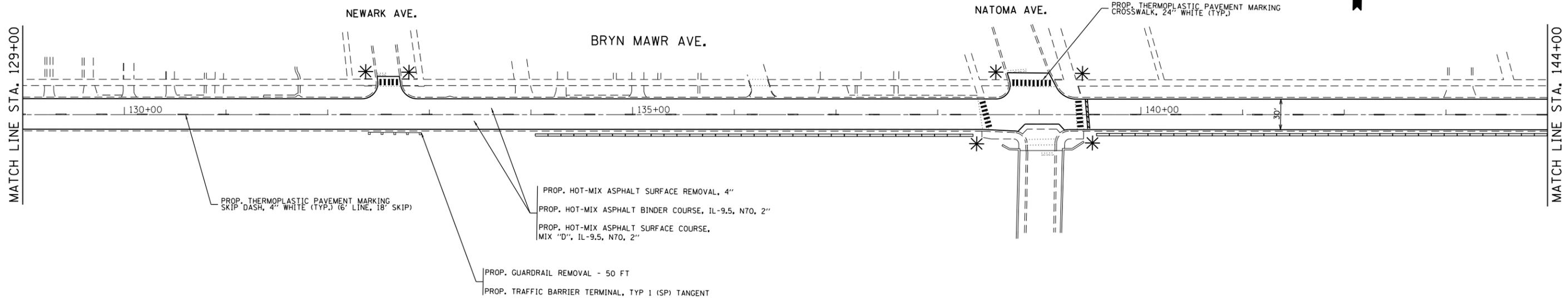
* = PROPOSED ADA SIDEWALK IMPROVEMENT
 SEE ADA RAMP DETAILS

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PLOT DATE = 10/16/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ROADWAY & PAVEMENT MARKING PLAN			
BRYN MAWR AVE. (IL 43 (HARLEM AVE.) TO ELSTON AVE.)			
SCALE: 1" = 50'	SHEET 1	OF 4 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	9
CONTRACT NO. 60L88				
ILLINOIS FED. AID PROJECT				



* = PROPOSED ADA SIDEWALK IMPROVEMENT
SEE ADA RAMP DETAILS

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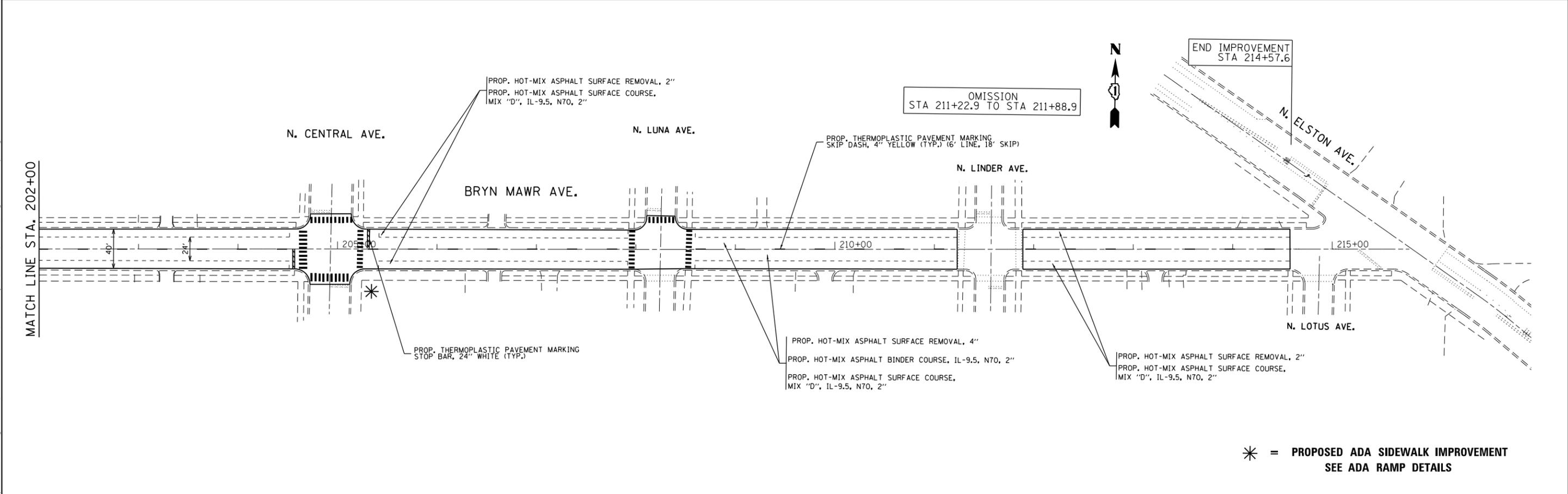
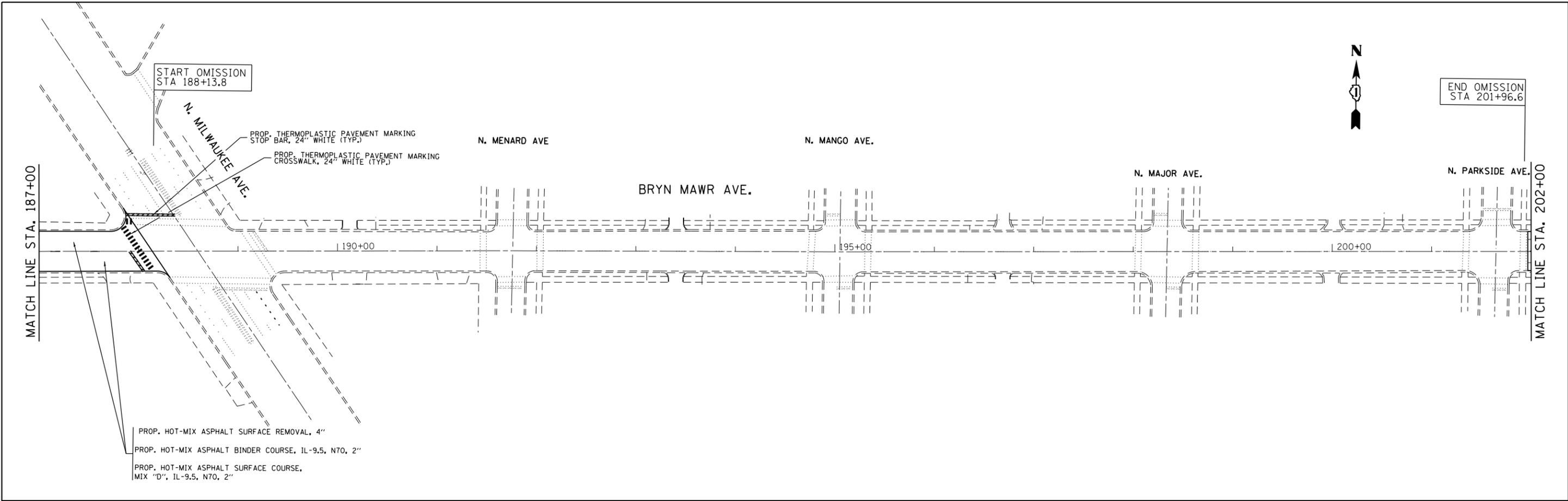
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PLOT DATE = 10/16/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY & PAVEMENT MARKING PLAN
BRYN MAWR AVE. (IL. 43 (HARLEM AVE.) TO ELSTON AVE.)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	10
CONTRACT NO. 60L88				
		ILLINOIS	FED. AID PROJECT	

SCALE: 1" = 50' SHEET 2 OF 4 SHEETS STA. TO STA.



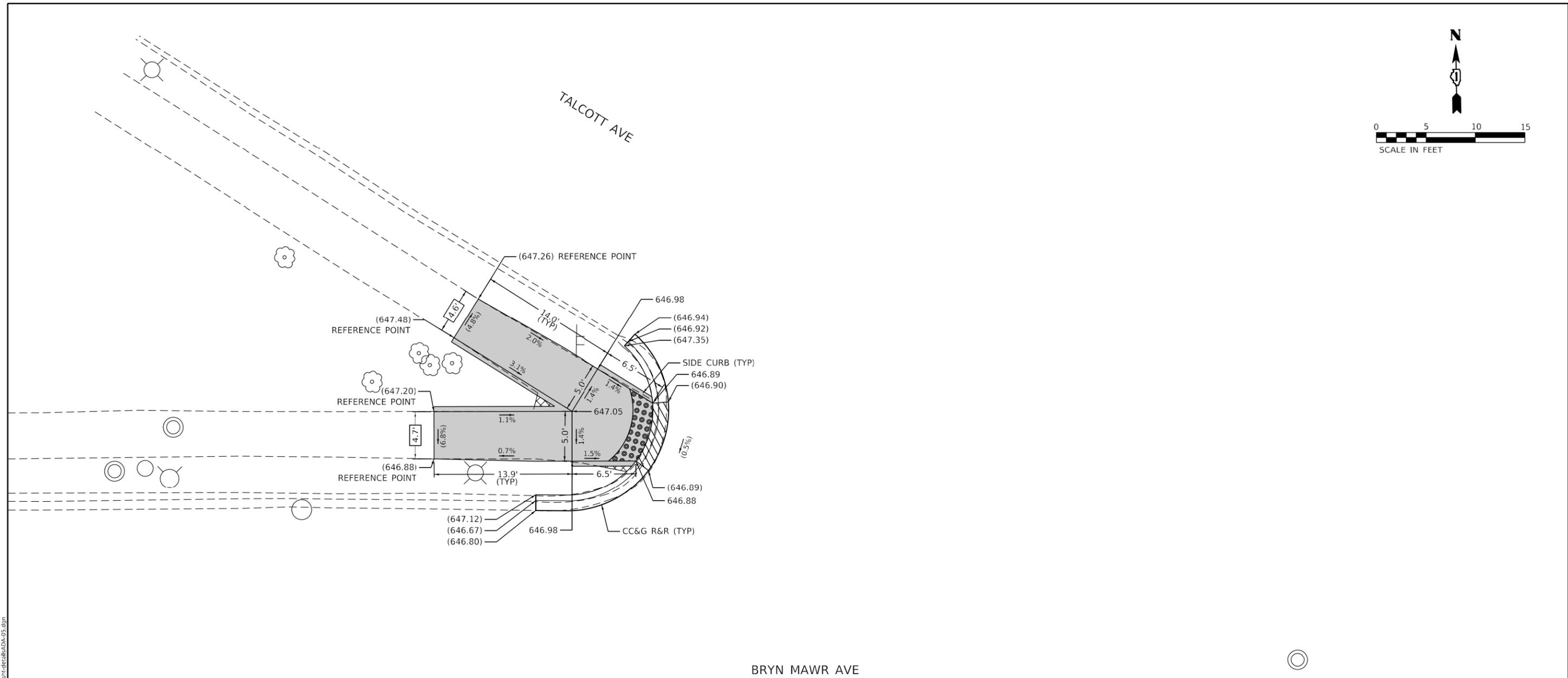
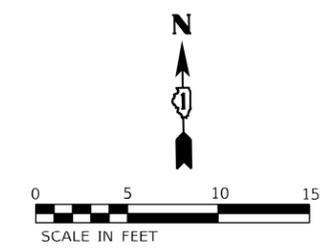
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY & PAVEMENT MARKING PLAN BRYN MAWR AVE. (IL. 43 (HARLEM AVE.) TO ELSTON AVE.)			
SCALE: 1" = 50'	SHEET 4	OF 4 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	12
CONTRACT NO. 60L88				
ILLINOIS FED. AID PROJECT				



NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

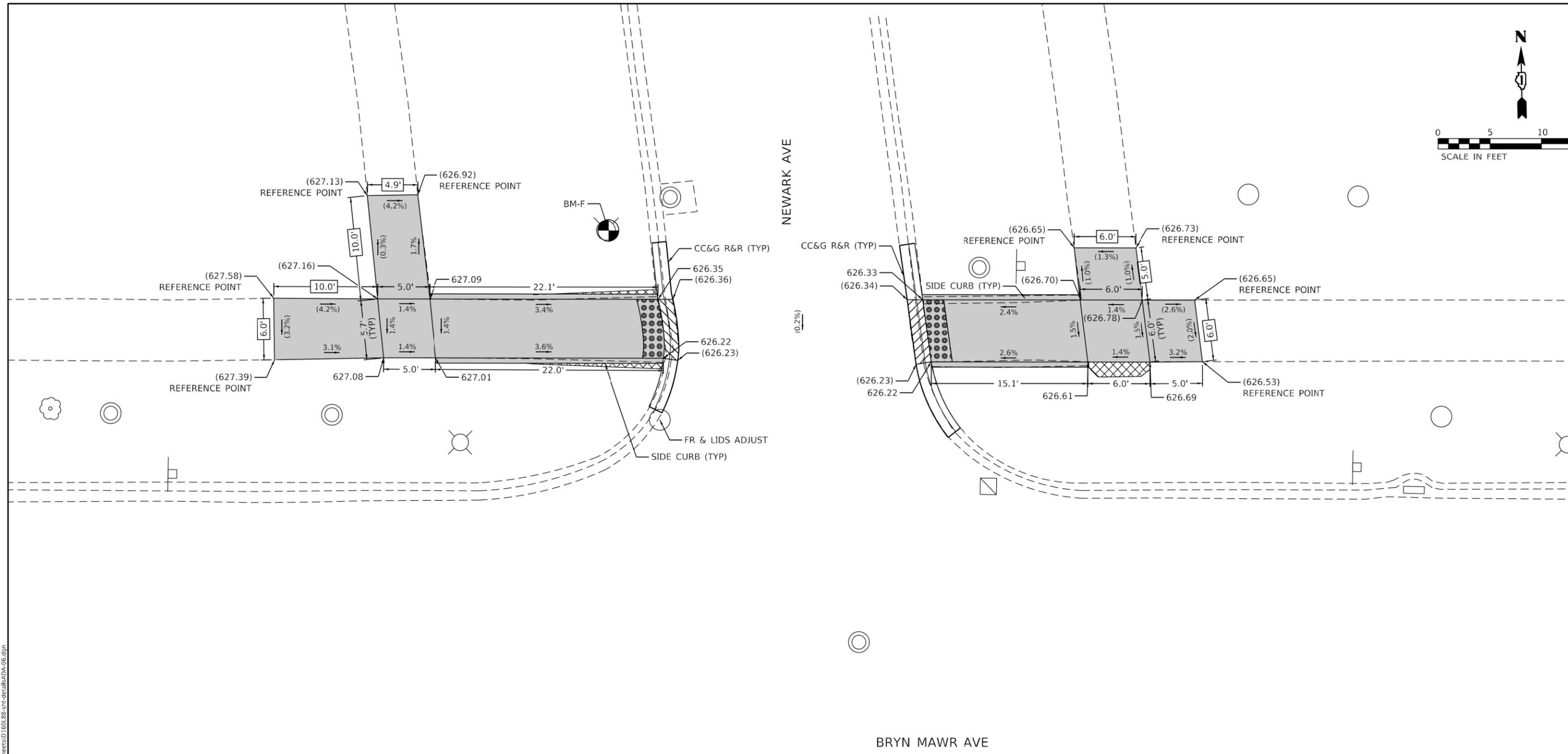
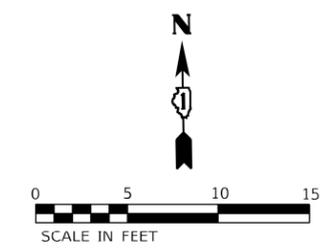
REFERENCE BENCHMARK C EL 646.43 (NOT SHOWN)
 BENCHMARK: CUT CROSS ON SE SIDE CITY ELEC, MH
 LOCATION: NW COR OF BRYN MAWR AVE AND SAYRE AVE

LEGEND

XX.X'	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVEMENT
(XXX.XX)	EXISTING ELEVATION / SLOPE		
	PROPOSED SIDEWALK		
	DETECTABLE WARNINGS		
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD		
	DEPRESSED CURB AND GUTTER		
	SIDE CURB		

MODEL: Default
FILE NAME: Z:\18039.18\DOT D1\FB_187-006_W018_Bryn_Mawr_Avenue_ADA_Ramp\DCNDesign\Prelim\Plotsheets\160188-sh-detailed-ADA-05.dgn

	USER NAME = RGall	DESIGNED - CS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ADA RAMP DETAILS BRYN MAWR AVE AT TALCOTT AVE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 10.0000' / 1"	CHECKED - RG	REVISED -			1350	2010-091-R5	COOK	51	15	
	PLOT DATE = 8/13/2019	DATE - 8/14/2019	REVISED -			CONTRACT NO. 60L88					
						ILLINOIS FED. AID PROJECT					
SCALE:		SHEET OF SHEETS		STA. TO STA.							



NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

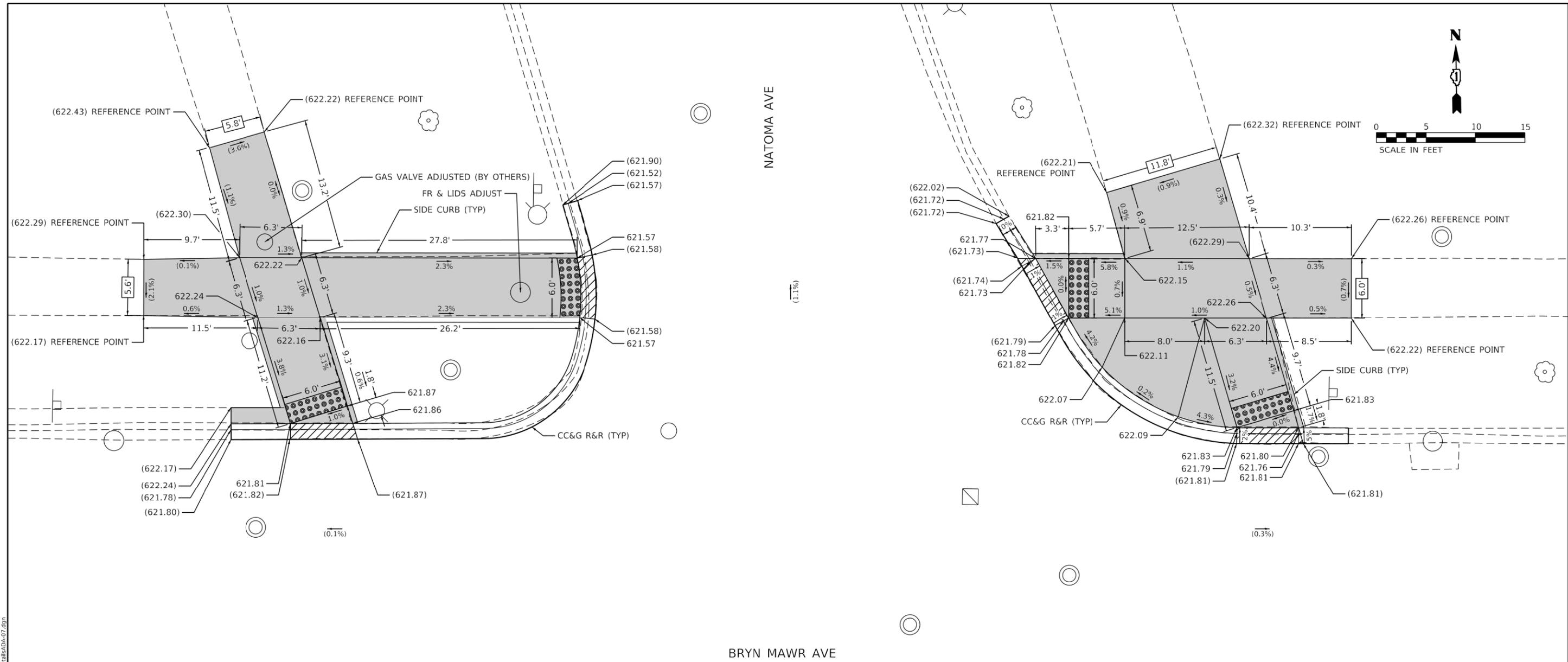
REFERENCE BENCHMARK F EL 647.02
 BENCHMARK: CHAIN BOLT OF FH
 LOCATION: NW COR OF BRYN MAWR AVE AND NEWARK AVE

LEGEND

<p>XX.X'</p> <p>(XXX.XX)</p> <p> PROPOSED SIDEWALK</p> <p> DETECTABLE WARNINGS</p> <p> SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD</p> <p> DEPRESSED CURB AND GUTTER</p> <p> SIDE CURB</p>	<p>EXISTING LENGTH</p> <p>EXISTING ELEVATION / SLOPE</p> <p>REMOVE AND REINSTALL BRICK PAVER</p>
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MODEL: Default
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	USER NAME = RGall	DESIGNED - CS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ADA RAMP DETAILS BRYN MAWR AVE AT NEWARK AVE				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	PLOT SCALE = 10.0000' / 1"	CHECKED - RG	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	1350	2010-091-R5	COOK	51	16
	PLOT DATE = 8/13/2019	DATE - 8/14/2019	REVISED -						CONTRACT NO. 60L88						
											ILLINOIS FED. AID PROJECT				



NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

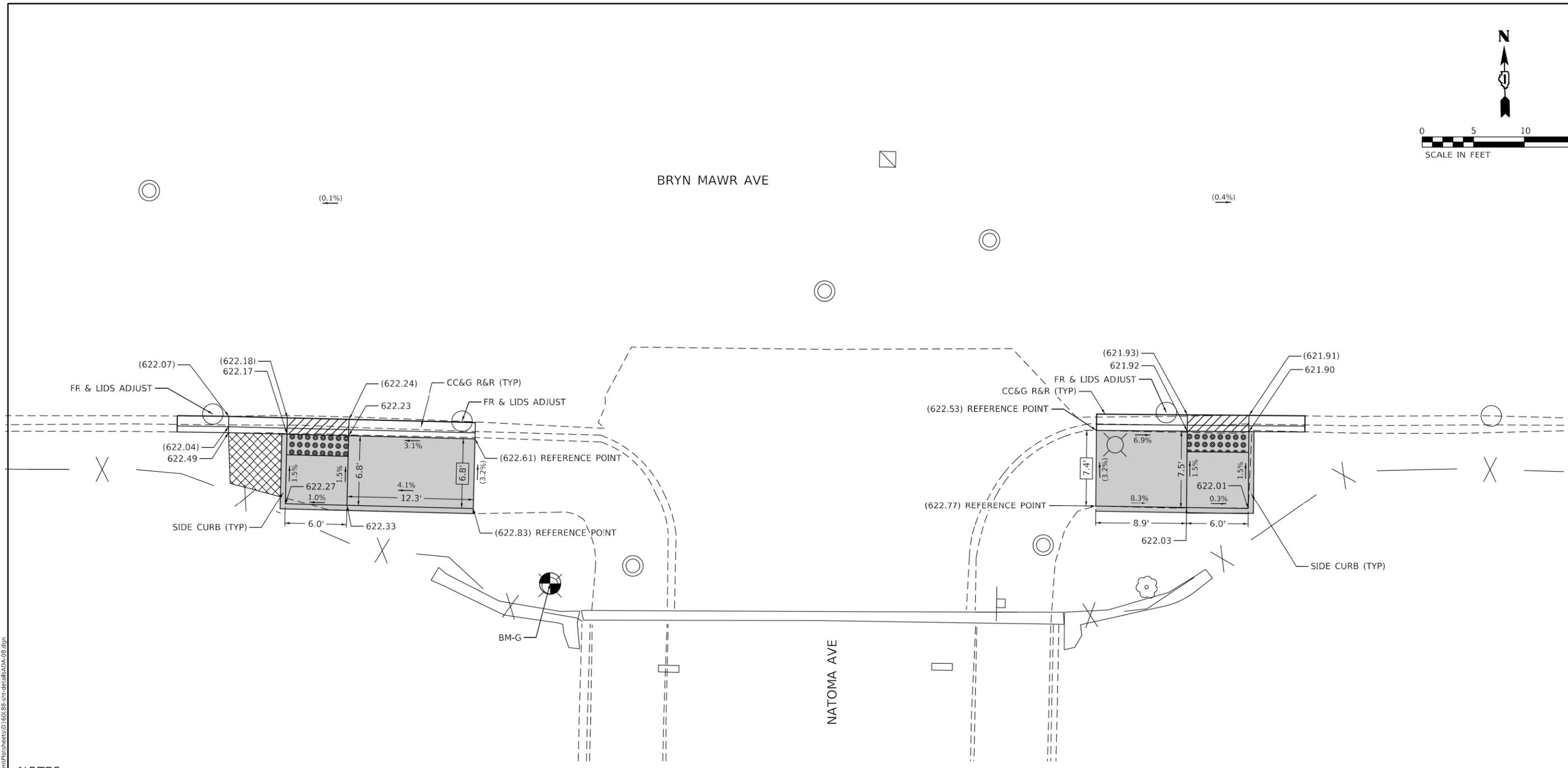
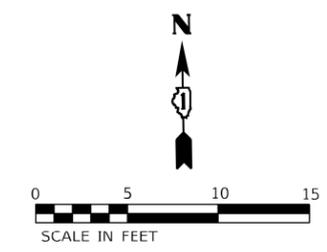
REFERENCE BENCHMARK G EL 623.06 (NOT SHOWN)
 BENCHMARK: CUT SQUARE ON N SIDE CONC BASE LP
 LOCATION: SW COR OF BRYN MAWR AVE AND NATOMA AVE

LEGEND

XX.X'	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
(XXX.XX)	EXISTING ELEVATION / SLOPE		
	PROPOSED SIDEWALK		
	DETECTABLE WARNINGS		
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD		
	DEPRESSED CURB AND GUTTER		
	SIDE CURB		

MODEL: Default
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	USER NAME = RGall	DESIGNED - CS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ADA RAMP DETAILS BRYN MAWR AVE AT NATOMA AVE				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	PLOT SCALE = 10.0000' / 1"	DRAWN - CS	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	1350	2010-091-R5	COOK	51	17
	PLOT DATE = 8/13/2019	CHECKED - RG	REVISED -		CONTRACT NO. 60L88										
		DATE - 8/14/2019	REVISED -		ILLINOIS FED. AID PROJECT										



NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

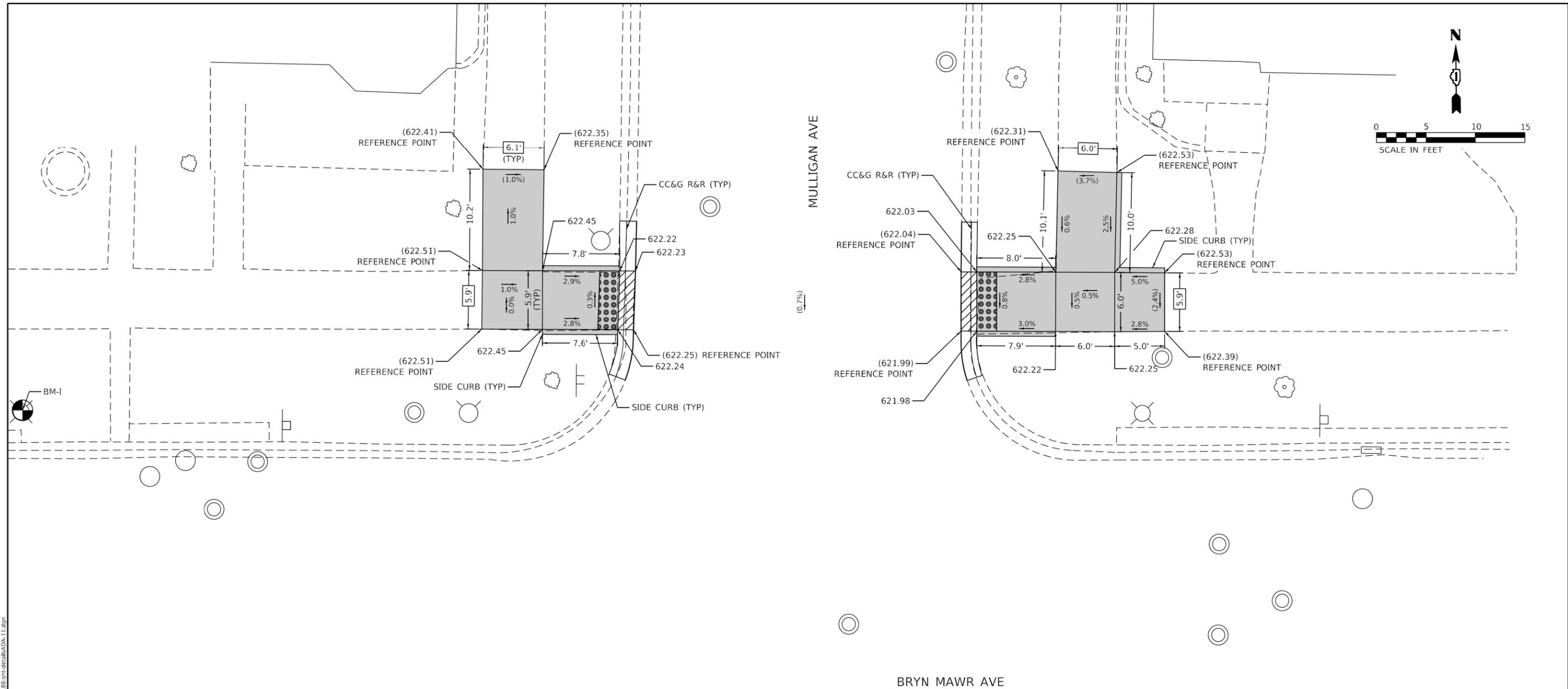
REFERENCE BENCHMARK G EL 623.06
 BENCHMARK: CUT SQUARE ON N SIDE CONC BASE LP
 LOCATION: SW COR OF BRYN MAWR AVE AND NATOMA AVE

LEGEND

	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
	EXISTING ELEVATION / SLOPE		PROPOSED SIDEWALK
	DETECTABLE WARNINGS		SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD
	DEPRESSED CURB AND GUTTER		SIDE CURB

MODEL: Default
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	USER NAME = RGall	DESIGNED - CS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ADA RAMP DETAILS BRYN MAWR AVE AT NATOMA AVE				F.A.U. RTE. 1350	SECTION 2010-091-R5	COUNTY COOK	TOTAL SHEETS 51	SHEET NO. 18
	PLOT SCALE = 10.0000' / 1"	CHECKED - RG	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 60L88				
	PLOT DATE = 8/13/2019	DATE - 8/14/2019	REVISED -		ILLINOIS FED. AID PROJECT								
ILLINOIS FED. AID PROJECT													



NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

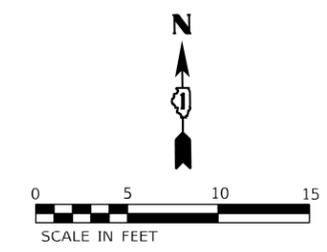
REFERENCE BENCHMARK I EL 624.37
 BENCHMARK: CUT CROSS ON NE BOLT OF LP
 LOCATION: NW COR OF BRYN MAWR AVE AND MULLIGAN AVE

LEGEND

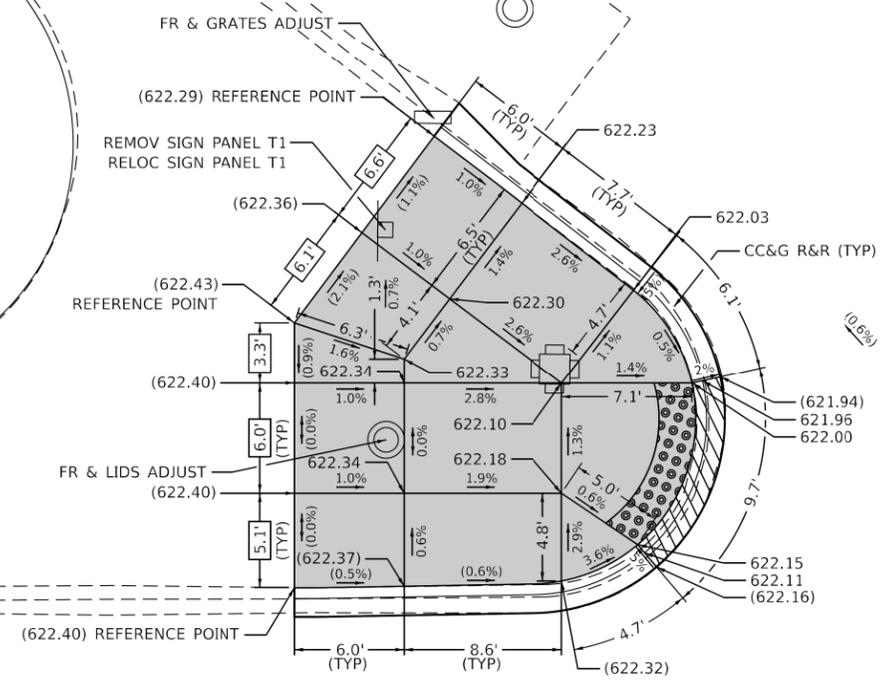
	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
	EXISTING ELEVATION / SLOPE		
	PROPOSED SIDEWALK		
	DETECTABLE WARNINGS		
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD		
	DEPRESSED CURB AND GUTTER		
	SIDE CURB		

MODEL: Default
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	USER NAME = RGall	DESIGNED - CS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ADA RAMP DETAILS BRYN MAWR AVE AT MULLIGAN AVE				F.A.U. RTE. 1350	SECTION 2010-091-R5	COUNTY COOK	TOTAL SHEETS 51	SHEET NO. 20
	PLOT SCALE = 10.0000' / 1"	CHECKED - RG	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 60L88				
	PLOT DATE = 8/13/2019	DATE - 8/14/2019	REVISED -		ILLINOIS FED. AID PROJECT								



NORTHWEST HIGHWAY



BRYN MAWR AVE

NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

LEGEND

	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
	EXISTING ELEVATION / SLOPE		PROPOSED SIDEWALK
	DETECTABLE WARNINGS		SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD
	DEPRESSED CURB AND GUTTER		SIDE CURB

REFERENCE BENCHMARK L EL 623.54 (NOT SHOWN)
 BENCHMARK: CUT SQUARE ON SE COR AT CONC BASE TCB
 LOCATION: NE COR OF BRYN MAWR AVE AND NORTHWEST HIGHWAY

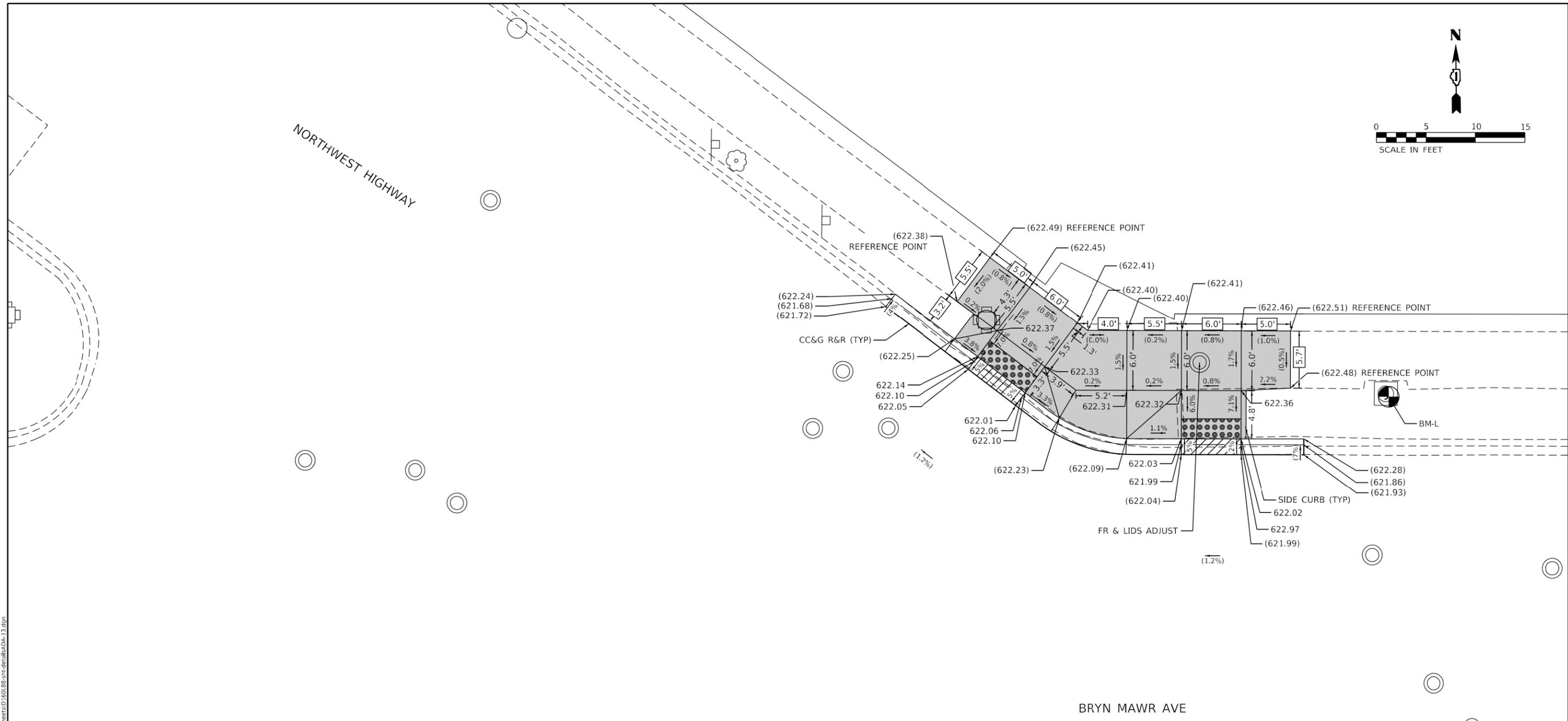
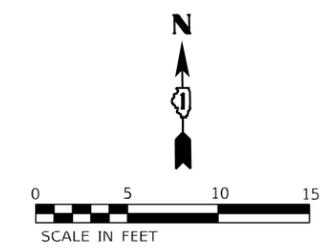
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	DRAWN - CS	REVISED -
PLOT SCALE = 10.0000' / 1"	CHECKED - RG	REVISED -
PLOT DATE = 10/11/2019	DATE - 8/14/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ADA RAMP DETAILS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		1350	2010-091-R5	COOK	51	21
		CONTRACT NO. 60L88				
SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.

ILLINOIS		FED. AID PROJECT	
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NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

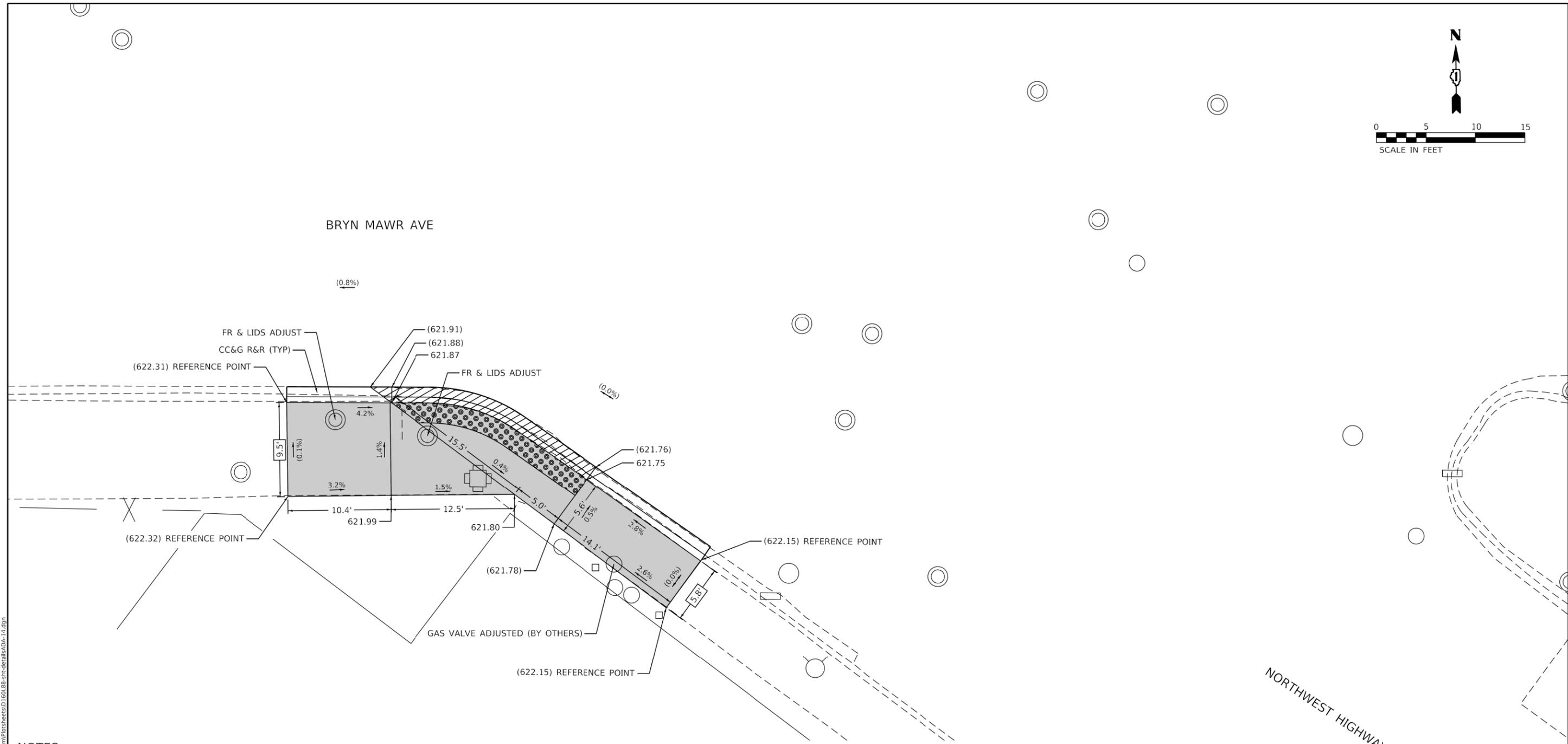
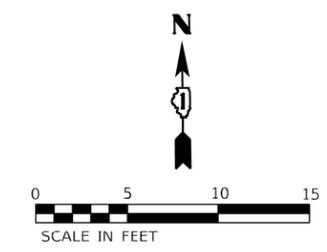
LEGEND

XX.X'	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
(XXX.XX)	EXISTING ELEVATION / SLOPE		
	PROPOSED SIDEWALK		
	DETECTABLE WARNINGS		
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD		
	DEPRESSED CURB AND GUTTER		
	SIDE CURB		

REFERENCE BENCHMARK L EL 623.54
 BENCHMARK: CUT SQUARE ON SE COR AT CONC BASE TC8
 LOCATION: NE COR OF BRYN MAWR AVE AND NORTHWEST HWY

MODEL: Default
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	USER NAME = RGall	DESIGNED - CS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ADA RAMP DETAILS BRYN MAWR AVE AT NORTHWEST HIGHWAY				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 10.0000' / 1"	DRAWN - CS	REVISED -		1350	2010-091-R5	COOK	51	22				
	PLOT DATE = 8/13/2019	CHECKED - RG	REVISED -		CONTRACT NO. 60L88								
		DATE - 8/14/2019	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				ILLINOIS FED. AID PROJECT				



NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

LEGEND

	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
	EXISTING ELEVATION / SLOPE		PROPOSED SIDEWALK
	DETECTABLE WARNINGS		SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD
	DEPRESSED CURB AND GUTTER		SIDE CURB

REFERENCE BENCHMARK L EL 623.54 (NOT SHOWN)
 BENCHMARK: CUT SQUARE ON SE COR AT CONC BASE TC8
 LOCATION: NE COR OF BRYN MAWR AVE AND NORTHWEST HWY

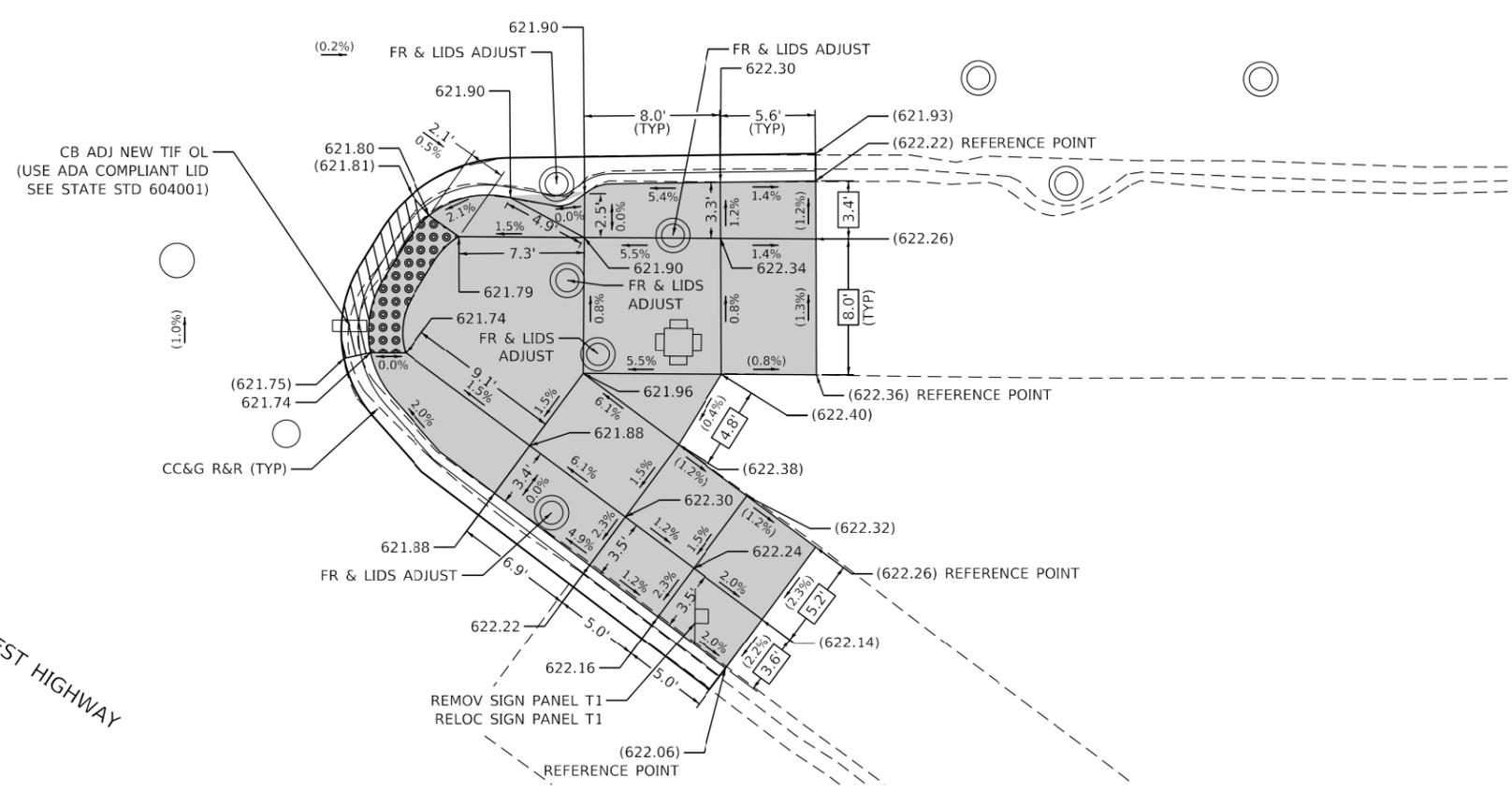
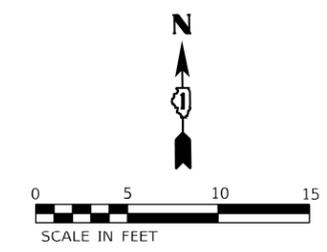
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PLOT SCALE = 10.0000' / 1"	CHECKED - RG	REVISED -
PLOT DATE = 8/13/2019	DATE - 8/14/2019	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ADA RAMP DETAILS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BRYN MAWR AVE AT NORTHWEST HIGHWAY		1350	2010-091-R5	COOK	51	23
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	

CONTRACT NO. 60L88		ILLINOIS	FED. AID PROJECT
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NOTES

1. REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
2. AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

LEGEND

	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
	EXISTING ELEVATION / SLOPE		
	PROPOSED SIDEWALK		
	DETECTABLE WARNINGS		
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD		
	DEPRESSED CURB AND GUTTER		
	SIDE CURB		

REFERENCE BENCHMARK L EL 623.54 (NOT SHOWN)
 BENCHMARK: CUT SQUARE ON SE COR AT CONC BASE TC8
 LOCATION: NE COR OF BRYN MAWR AVE AND NORTHWEST HWY

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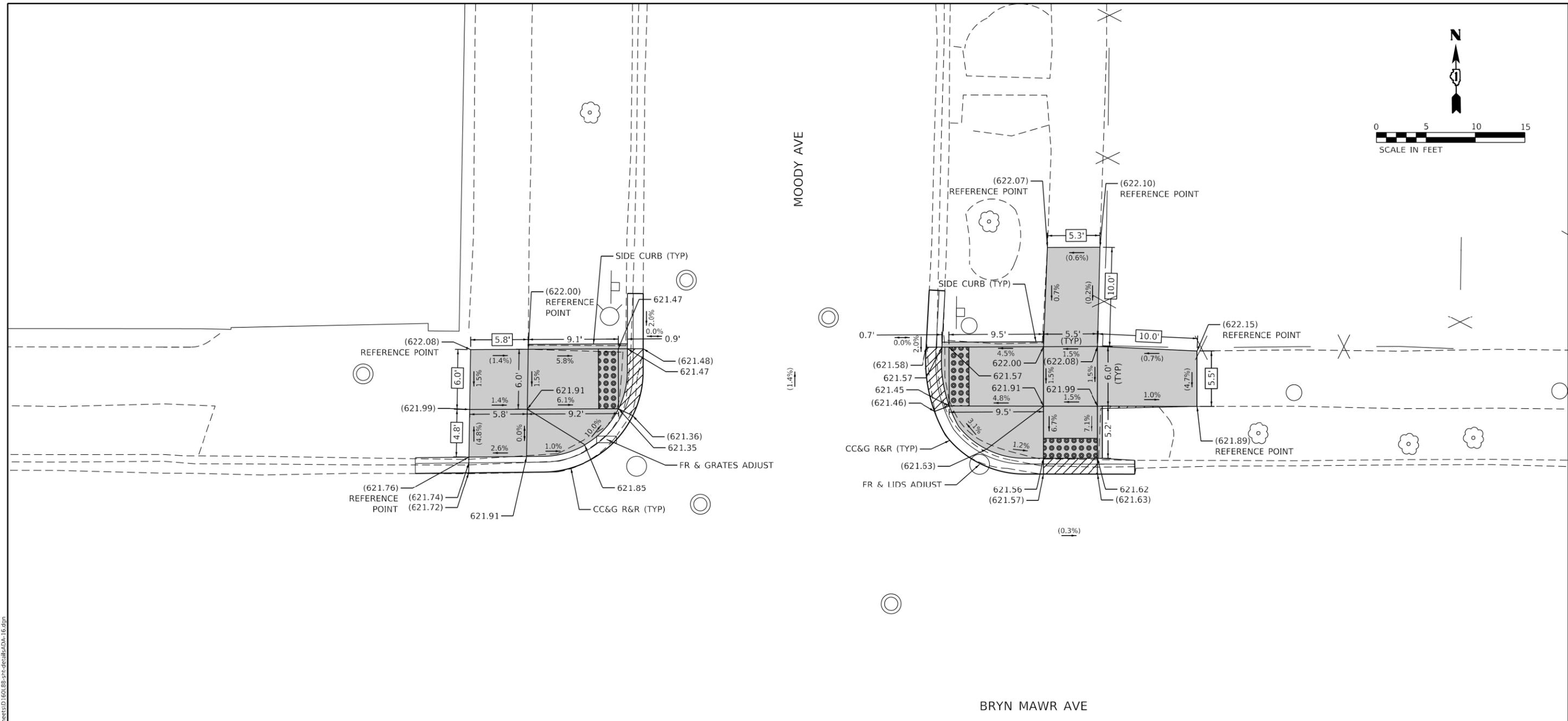
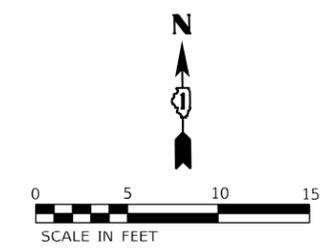
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PLOT DATE = 8/13/2019	DATE - 8/14/2019	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ADA RAMP DETAILS
 BRYN MAWR AVE AT NORTHWEST HIGHWAY**

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	24
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L88	



NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

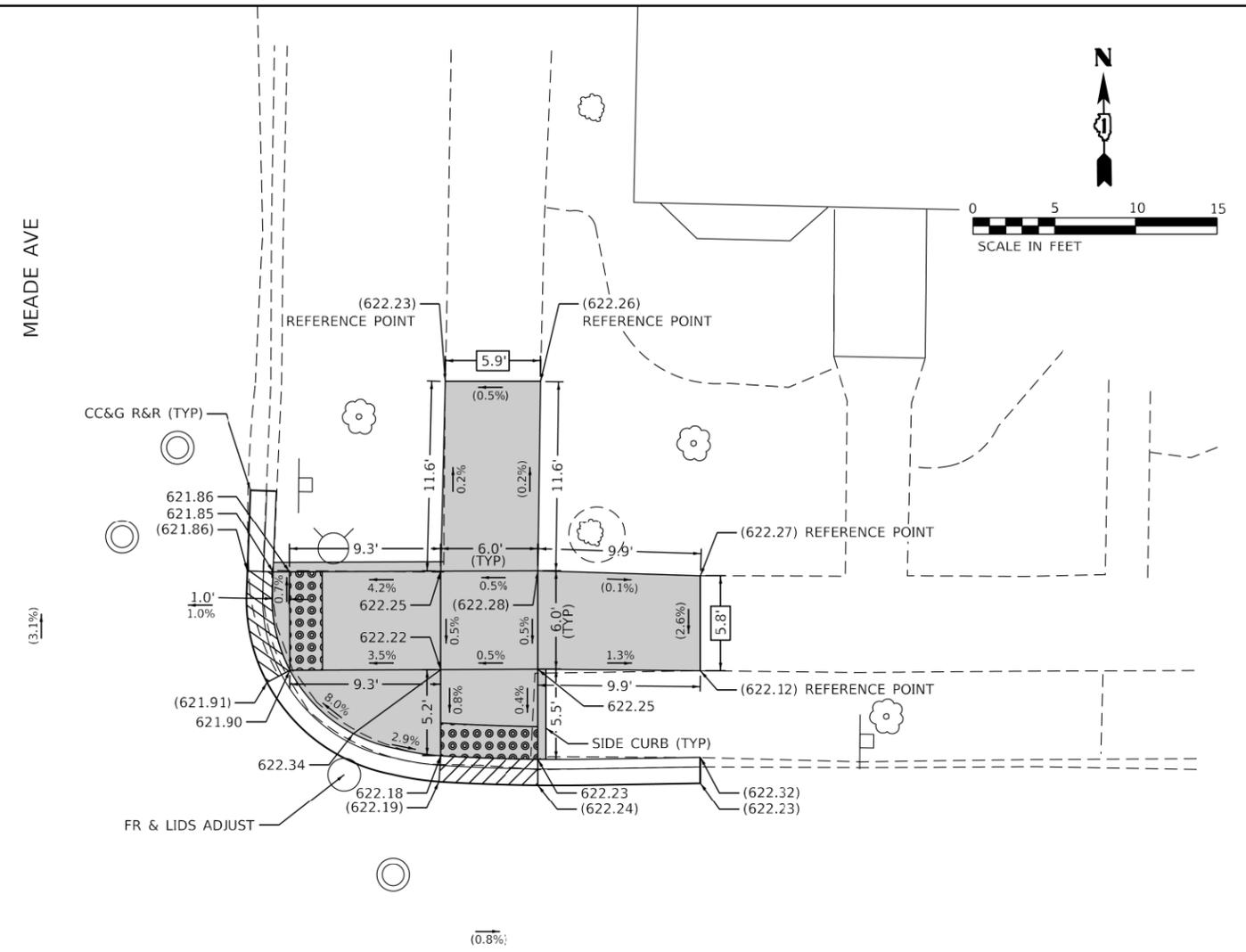
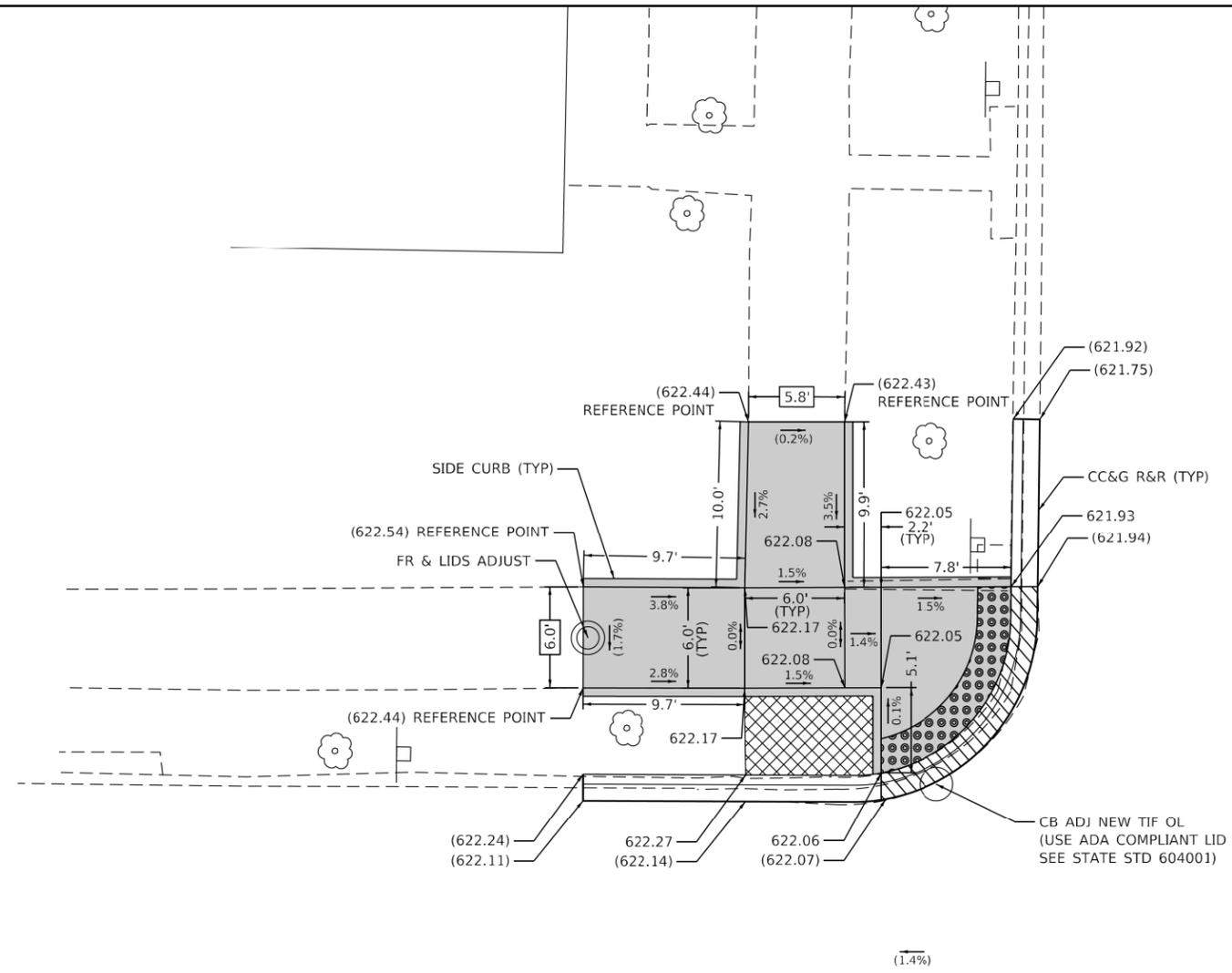
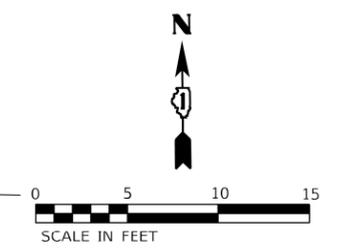
REFERENCE BENCHMARK L EL 623.54 (NOT SHOWN)
 BENCHMARK: CUT SQUARE ON SE COR AT CONC BASE TC
 LOCATION: NE COR OF BRYN MAWR AVE AND NORTHWEST HWY

LEGEND

XX.X'	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
(XXX.XX)	EXISTING ELEVATION / SLOPE		
	PROPOSED SIDEWALK		
	DETECTABLE WARNINGS		
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD		
	DEPRESSED CURB AND GUTTER		
	SIDE CURB		

MODEL: Default
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	USER NAME = RGall	DESIGNED - CS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ADA RAMP DETAILS BRYN MAWR AVE AT MOODY AVE				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 10.0000' / 1"	DRAWN - CS	REVISED -		1350	2010-091-R5	COOK	51	25				
	PLOT DATE = 8/13/2019	CHECKED - RG	REVISED -		CONTRACT NO. 60L88				ILLINOIS FED. AID PROJECT				
		DATE - 8/14/2019	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		



NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

REFERENCE BENCHMARK N EL 622.01 (NOT SHOWN)
 BENCHMARK: CUT SQUARE ON E SIDE OF CONC BASE OF LP
 LOCATION: SW COR OF BRYN MAWR AVE AND MEADE AVE

LEGEND

	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
	EXISTING ELEVATION / SLOPE		PROPOSED SIDEWALK
	DETECTABLE WARNINGS		SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD
	DEPRESSED CURB AND GUTTER		SIDE CURB

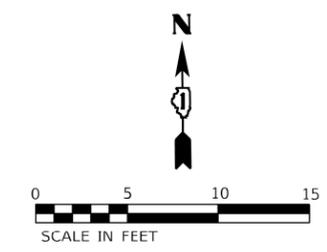
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PLOT DATE = 8/13/2019	DATE - 8/14/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ADA RAMP DETAILS
BRYN MAWR AVE AT MEADE AVE**

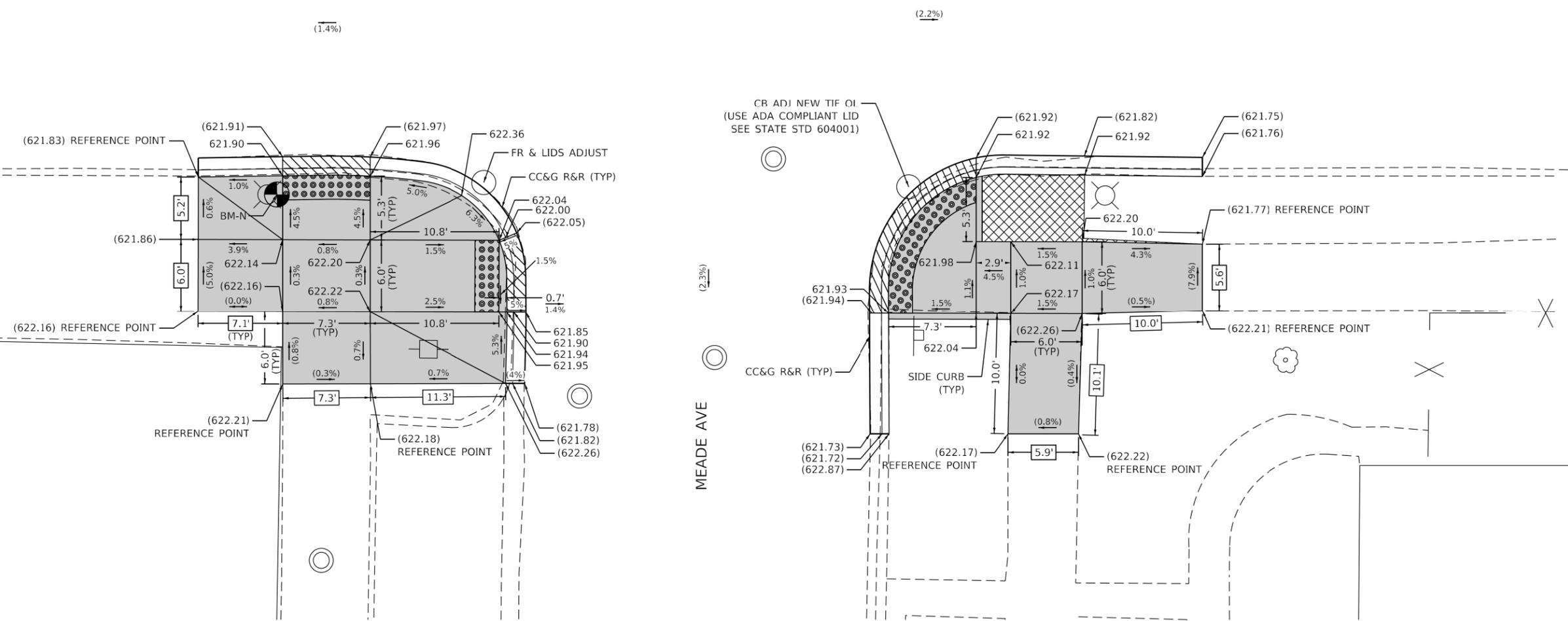
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1350	2010-091-R5	COOK	51	26
CONTRACT NO. 60L88			ILLINOIS FED. AID PROJECT	

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BRYN MAWR AVE

MEADE AVE



NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

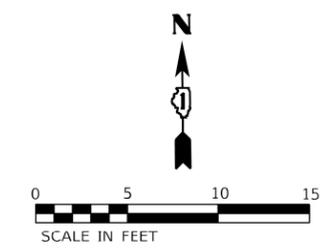
REFERENCE BENCHMARK N EL 622.01
 BENCHMARK: CUT SQUARE OF E SIDE OF CONC BASE OF LP
 LOCATION: SW COR OF BRYN MAWR AVE AND MEADE AVE

LEGEND

	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
	EXISTING ELEVATION / SLOPE		
	PROPOSED SIDEWALK		
	DETECTABLE WARNINGS		
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD		
	DEPRESSED CURB AND GUTTER		
	SIDE CURB		

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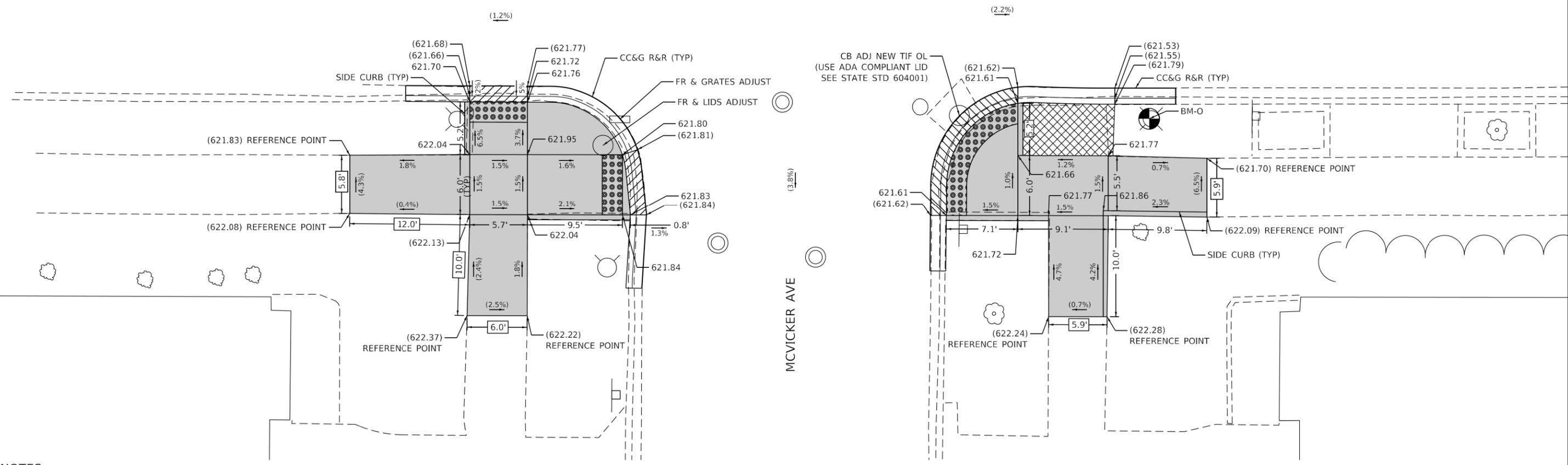
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	PLOT DATE = 8/13/2019	CHECKED - RG	REVISED -		CONTRACT NO. 60L88				ILLINOIS FED. AID PROJECT				
		DATE - 8/14/2019	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		



BRYN MAWR AVE



MCVICKER AVE



NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

LEGEND

XX.X'	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
(XXX.XX)	EXISTING ELEVATION / SLOPE		
	PROPOSED SIDEWALK		
	DETECTABLE WARNINGS		
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD		
	DEPRESSED CURB AND GUTTER		
	SIDE CURB		

REFERENCE BENCHMARK O EL 622.04
 BENCHMARK: CUT CROSS ON W SIDE OF CONC BASE OF LP
 LOCATION: SE COR OF BRYN MAWR AVE AND MCVICKER AVE

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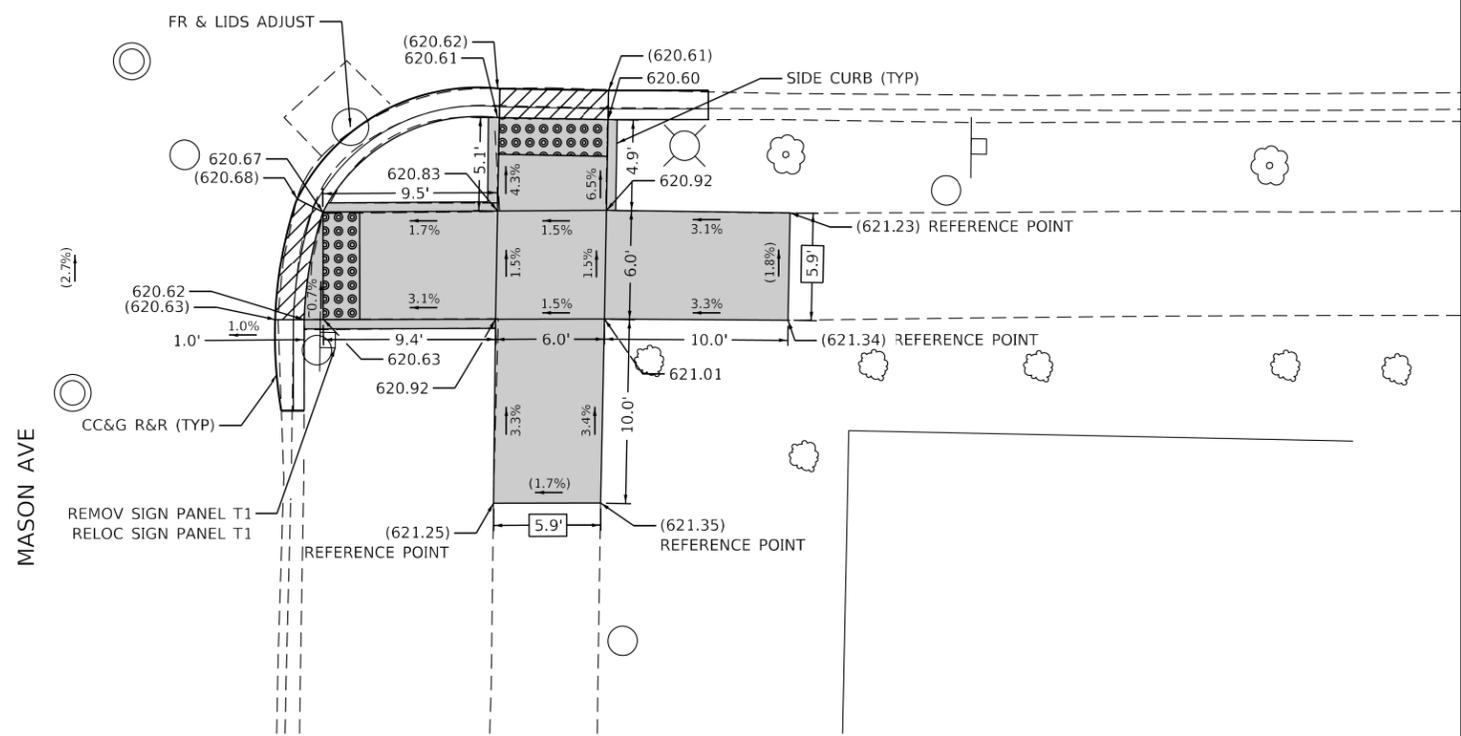
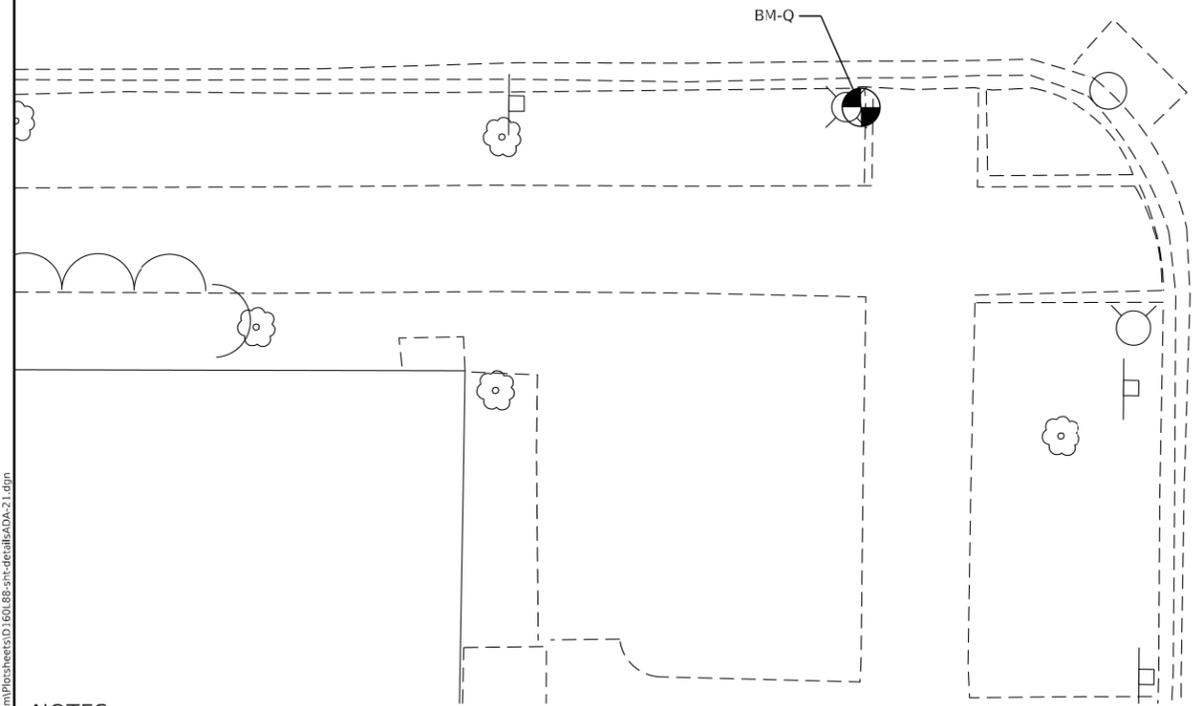
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ADA RAMP DETAILS			
BRYN MAWR AVE AT MCVICKER AVE			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	29
CONTRACT NO. 60L88				
ILLINOIS FED. AID PROJECT				



BRYN MAWR AVE



NOTES

- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
- AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

REFERENCE BENCHMARK Q EL 621.07
 BENCHMARK: CUT SQUARE ON CONC BASE ON E SIDE OF LP
 LOCATION: SW COR OF BRYN MAWR AVE AND MASON AVE

LEGEND

	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
	EXISTING ELEVATION / SLOPE		
	PROPOSED SIDEWALK		
	DETECTABLE WARNINGS		
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD		
	DEPRESSED CURB AND GUTTER		
	SIDE CURB		

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ADA RAMP DETAILS
BRYN MAWR AVE AT MASON AVE**

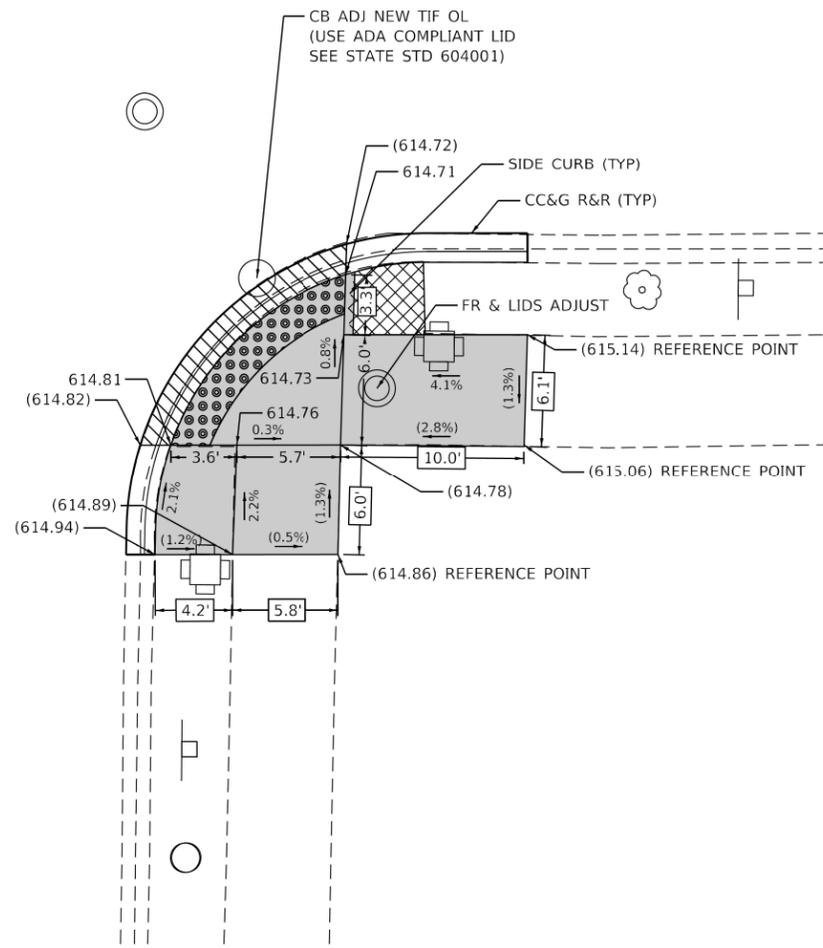
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	30
CONTRACT NO. 60L88				
ILLINOIS FED. AID PROJECT				



BRYN MAWR AVE

CENTRAL AVE



NOTES

1. REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
2. AT DEPRESSED CURBS ADJACENT TO CURB RAMPS ACCESSIBLE TO THE DISABLED, THE GUTTER FLAG SLOPE SHALL BE -5%, UNLESS NOTED OTHERWISE.

REFERENCE BENCHMARK W EL 614.81 (NOT SHOWN)
 BENCHMARK: CUT SQUARE N SIDE OF COR BASE OF LP
 LOCATION: SW OF BRYN MAWR AVE ABOUT 100' W OF CENTRAL AVE

LEGEND

	EXISTING LENGTH		REMOVE AND REINSTALL BRICK PAVER
(XXX.XX)	EXISTING ELEVATION / SLOPE		
	PROPOSED SIDEWALK		
	DETECTABLE WARNINGS		
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD		
	DEPRESSED CURB AND GUTTER		
	SIDE CURB		

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PLOT DATE = 8/13/2019	DATE - 8/14/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ADA RAMP DETAILS
BRYN MAWR AVE AT CENTRAL AVE**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	32
CONTRACT NO. 60L88				
ILLINOIS FED. AID PROJECT				

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	201	FOOT

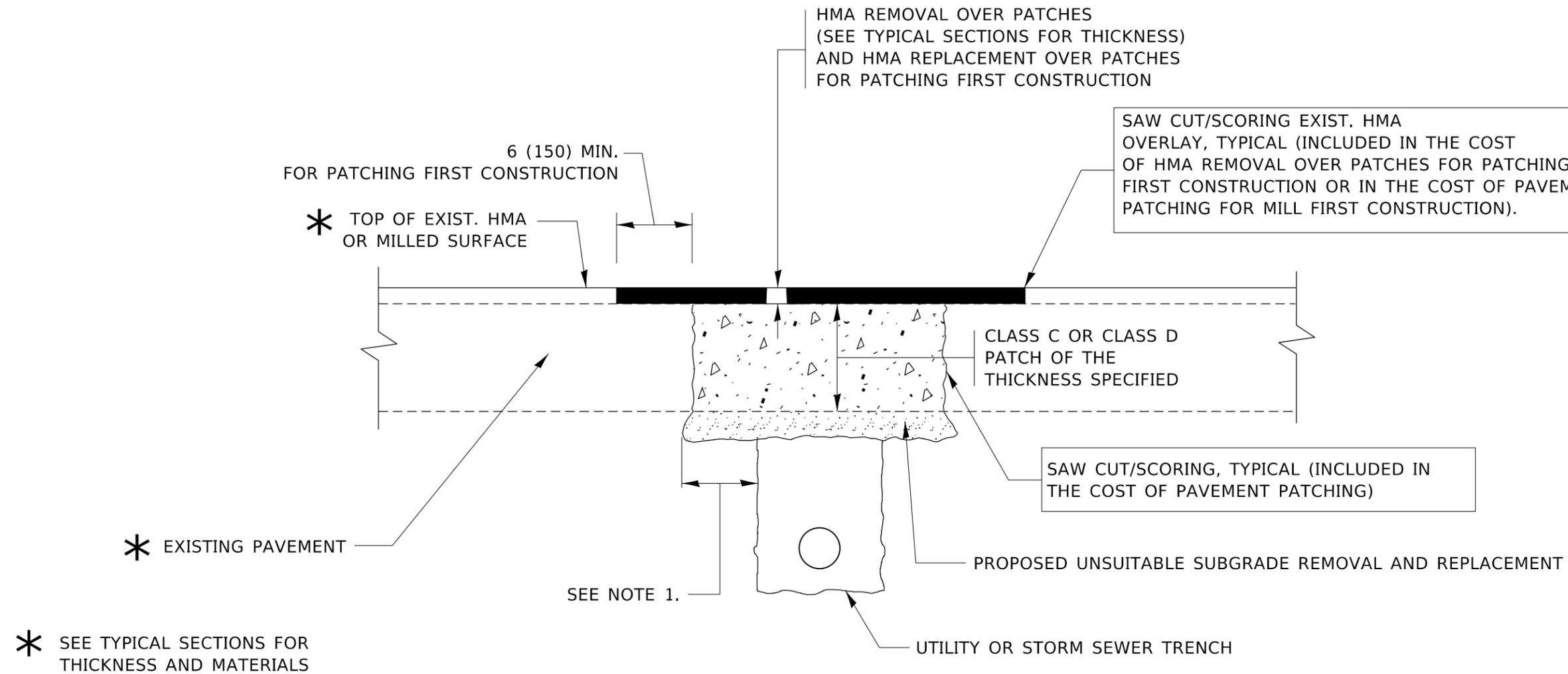
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETECTOR LOOP REPLACEMENT PLAN
BRYN MAWR AVENUE AT NAGLE AVENUE**

F.A.P. RTE. 1350	SECTION 2010-091-R5	COUNTY COOK	TOTAL SHEETS 51	SHEET NO. 33
CONTRACT NO. 60L88				ILLINOIS FED. AID PROJECT

SCALE: SHEET OF SHEETS STA. TO STA.



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.

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	DRAWN -	REVISED - R. BORO 01-01-07
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 09-04-07
PLOT DATE = 10/16/2019	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	35
BD400-04 (BD-22)			CONTRACT NO. 60L88	
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

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

¼" (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 ¾" (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.

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).

NOTE:

- 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.
- FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED.
- CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- 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.
- 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.
- 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.
- THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

BASIS OF PAYMENT

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER 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.

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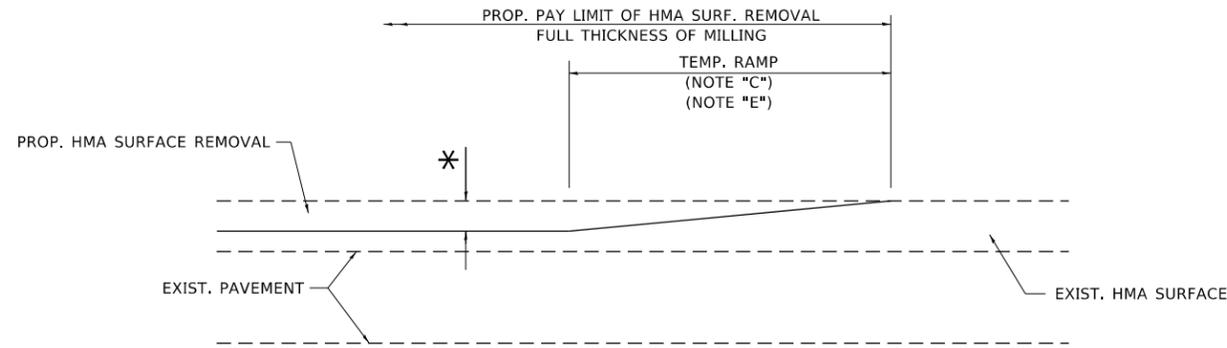
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PLOT DATE = 10/16/2019	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT

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

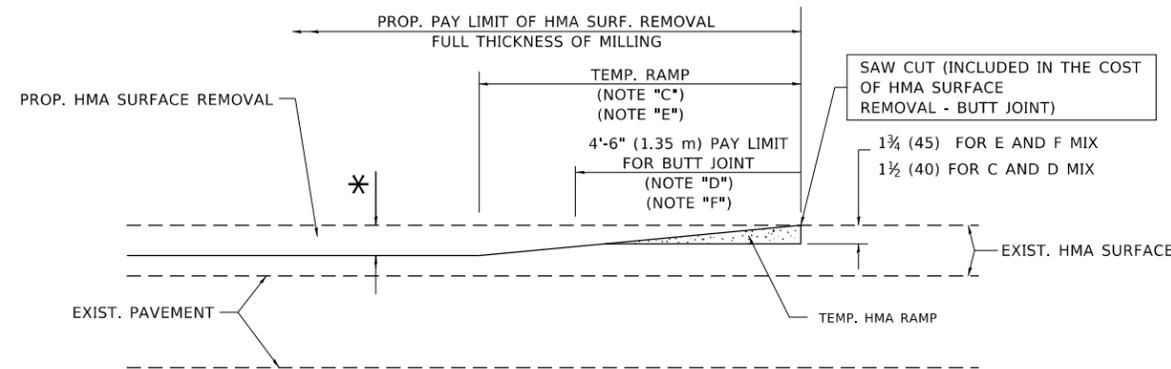
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1350	2010-091-R5	COOK	51	36
BD600-06 (BD-24)			CONTRACT NO. 60L88	
ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

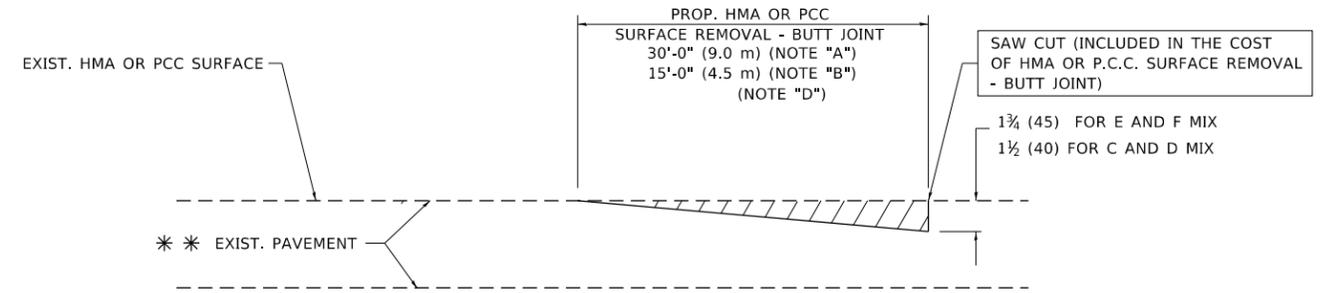


HMA CONSTRUCTED TEMPORARY RAMP

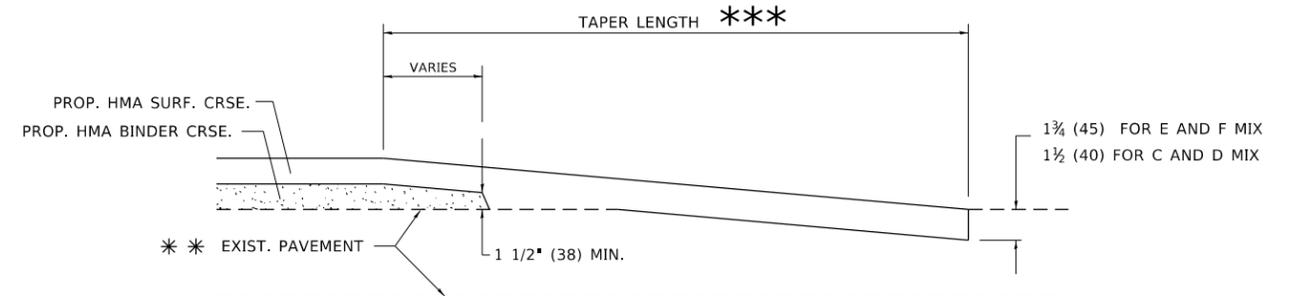
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

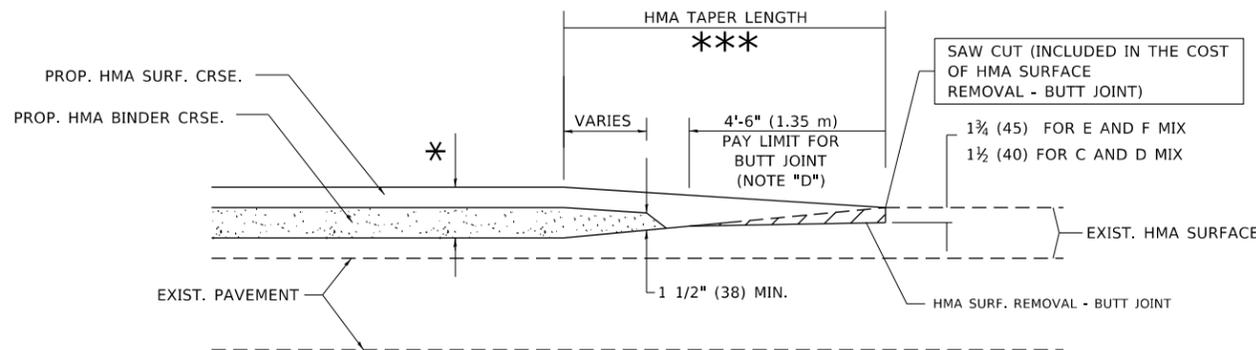
NOTES

- 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.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- G. 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.



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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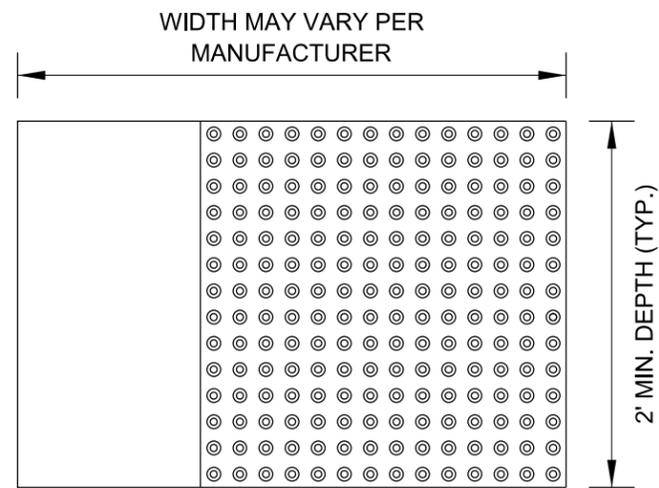
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

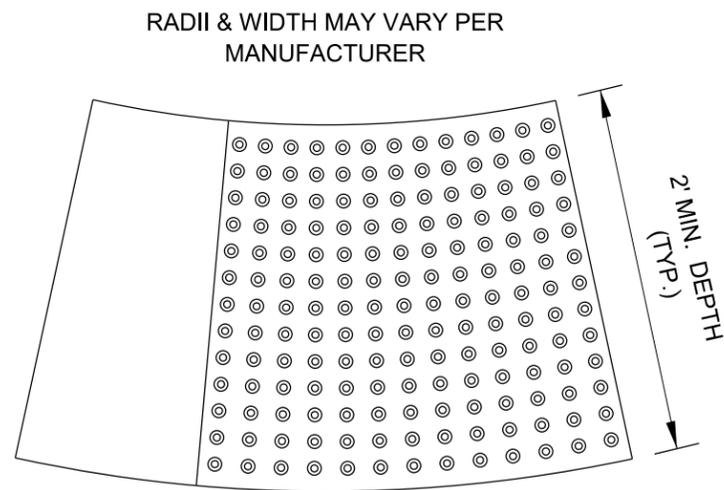
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	37
BD400-05 BD32		CONTRACT NO. 60L88		
ILLINOIS FED. AID PROJECT				

STRAIGHT DETECTABLE WARNING UNITS



RADIAL DETECTABLE WARNING UNITS

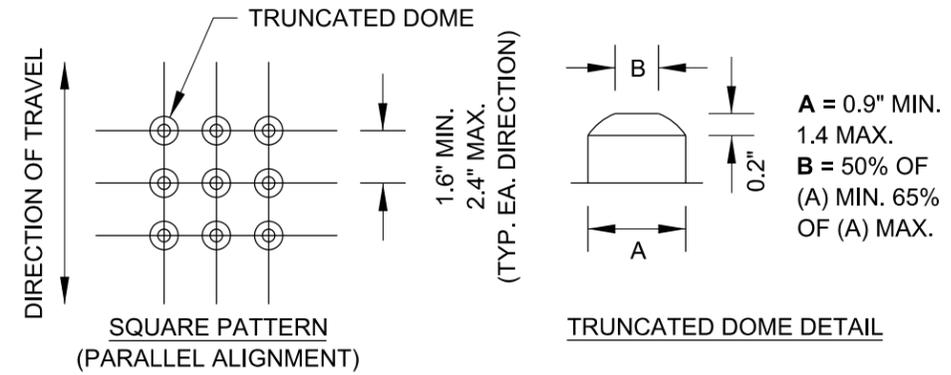


DETECTABLE WARNING UNIT SIZES

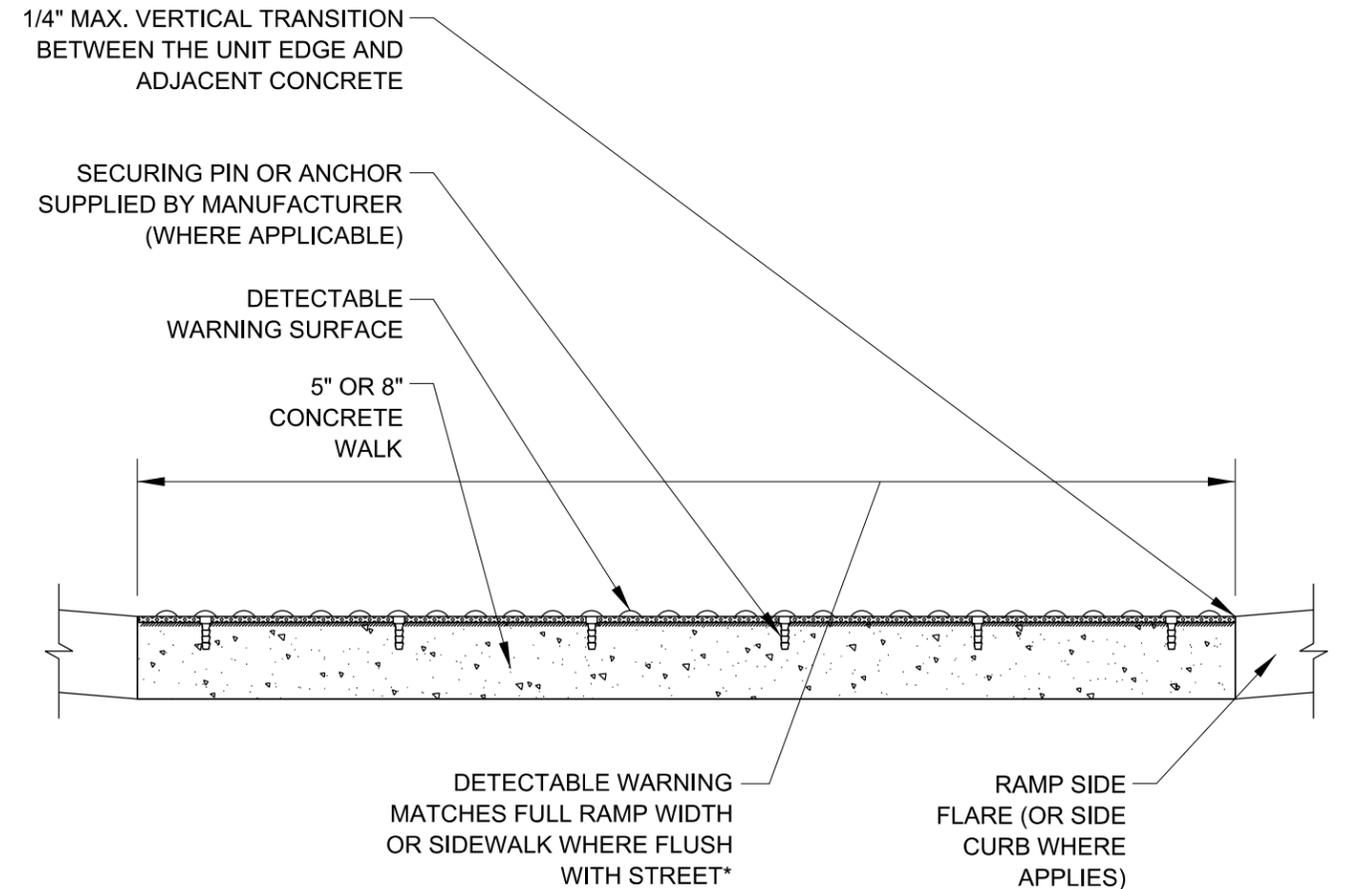
- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.

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

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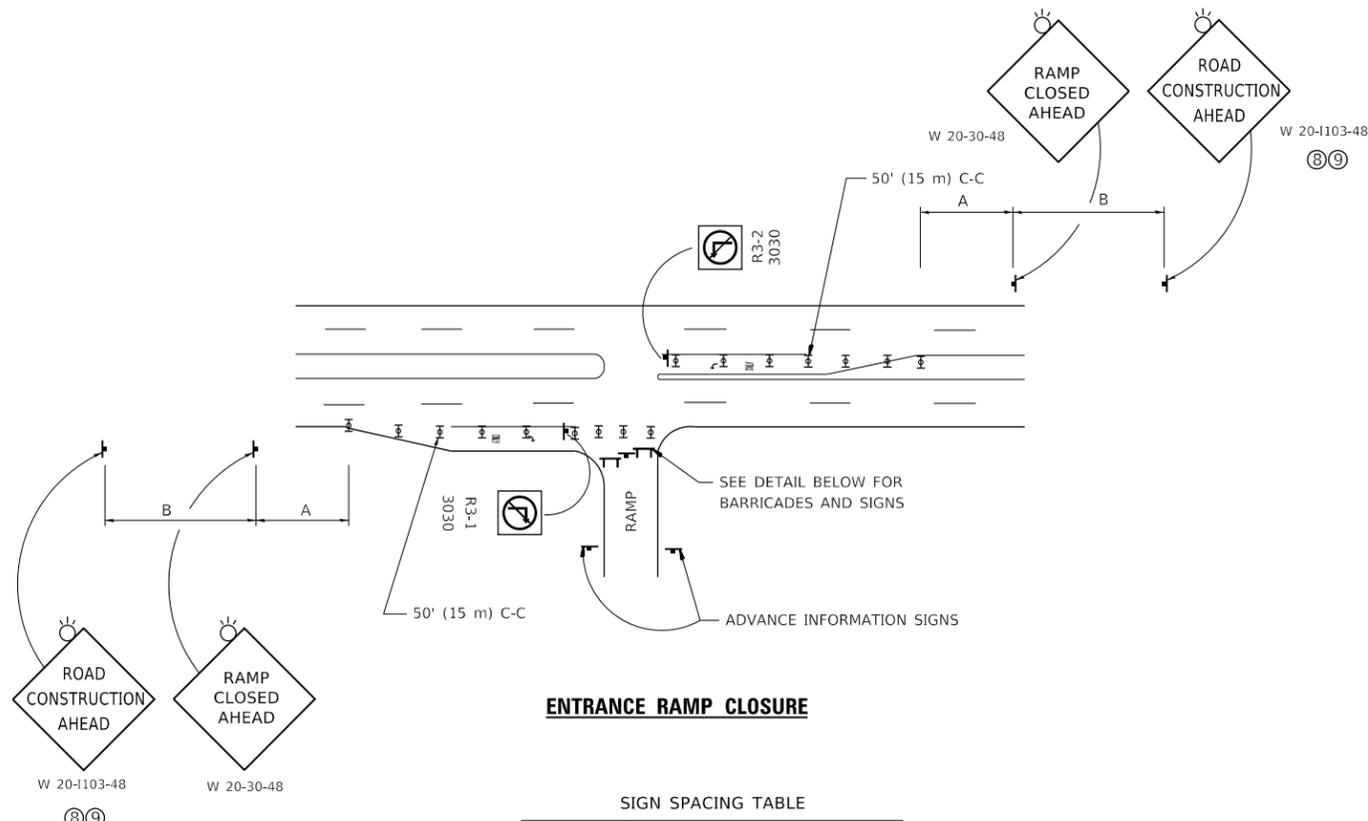
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DETECTABLE WARNINGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	39
BD 58		CONTRACT NO. 60L88		
ILLINOIS FED. AID PROJECT				

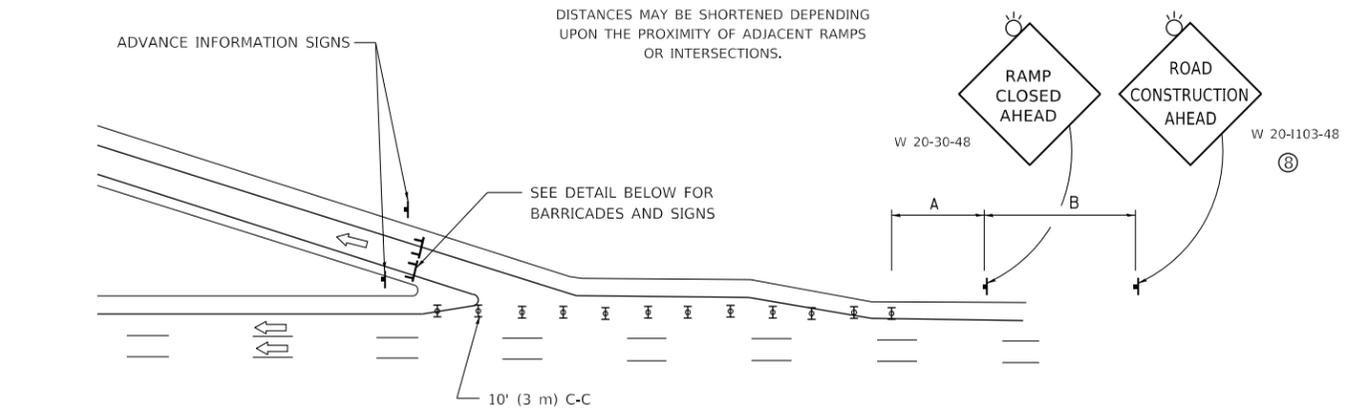


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

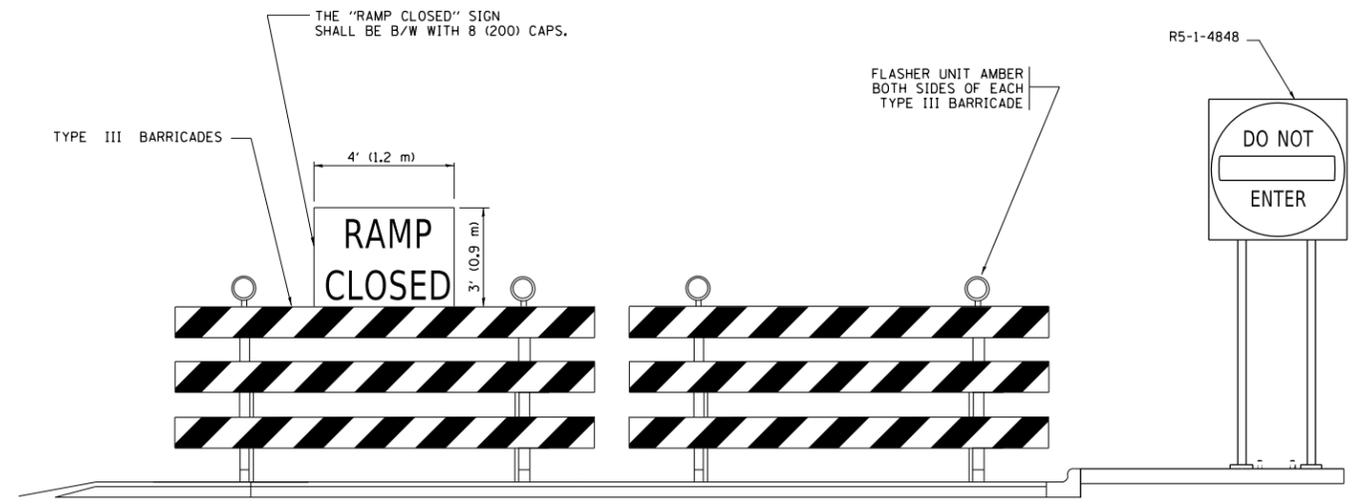
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

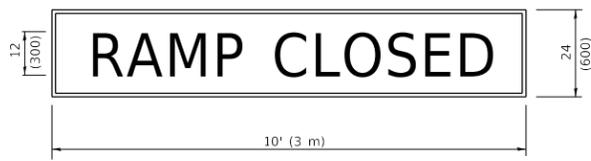
SYMBOLS

- ▬ TYPE II BARRICADE OR DRUM
- ▬ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



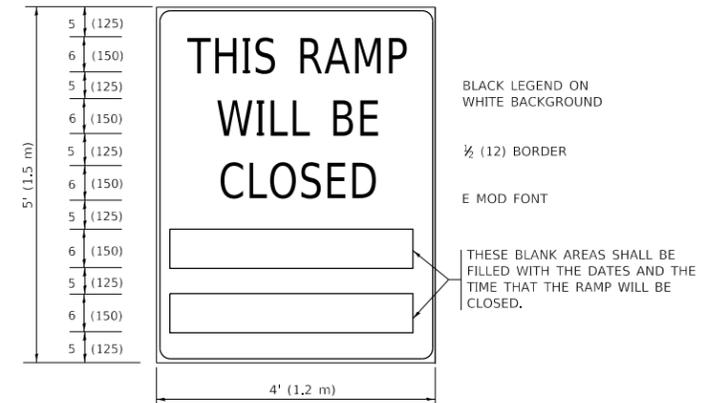
DETAIL FOR REQUIRED BARRICADES & SIGNS

RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER
THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.
THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

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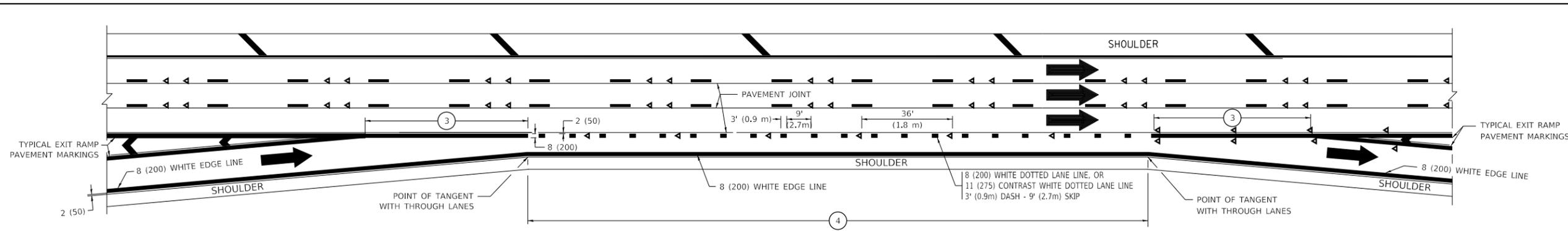
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

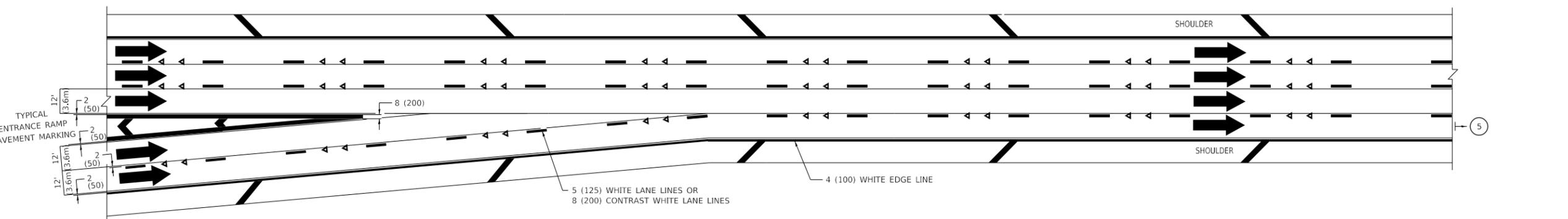
**ENTRANCE_AND_EXIT_RAMP
CLOSURE_DETAILS**

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

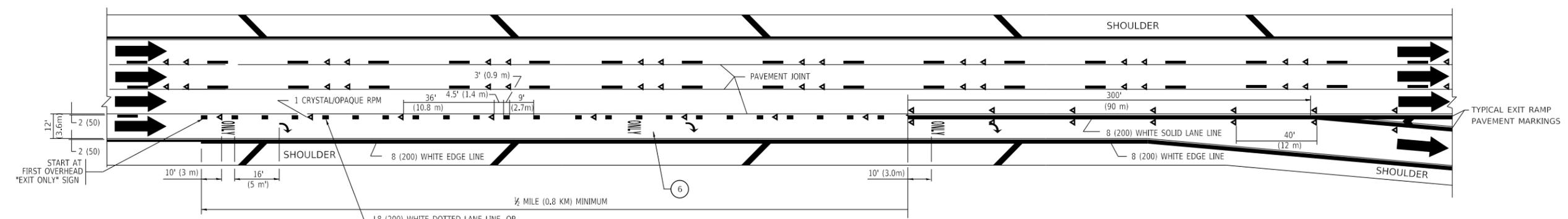
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TC-08			CONTRACT NO. 60L88	
ILLINOIS		FED. AID PROJECT		



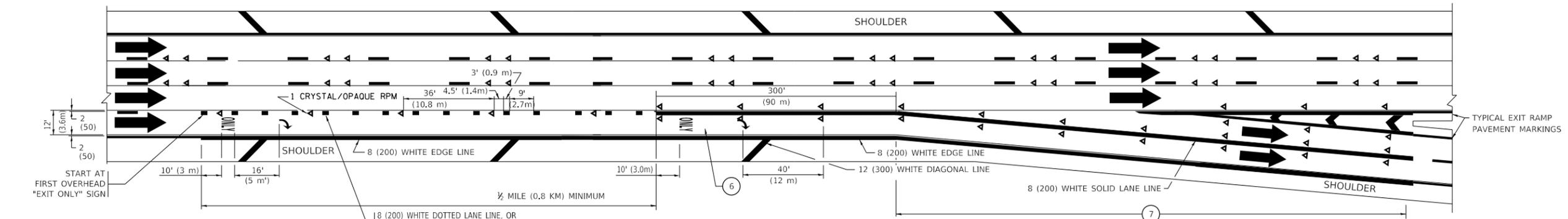
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

- NOTES:**
- 3 OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - 4 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - 5 FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - 6 ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - 7 CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

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PLOT DATE = 10/16/2019	DATE - 01-90	REVISED - S.P.B. 01-10
		REVISED - M.D. 09-17

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS**

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	43
TC-12		CONTRACT NO. 60L88		
		ILLINOIS FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

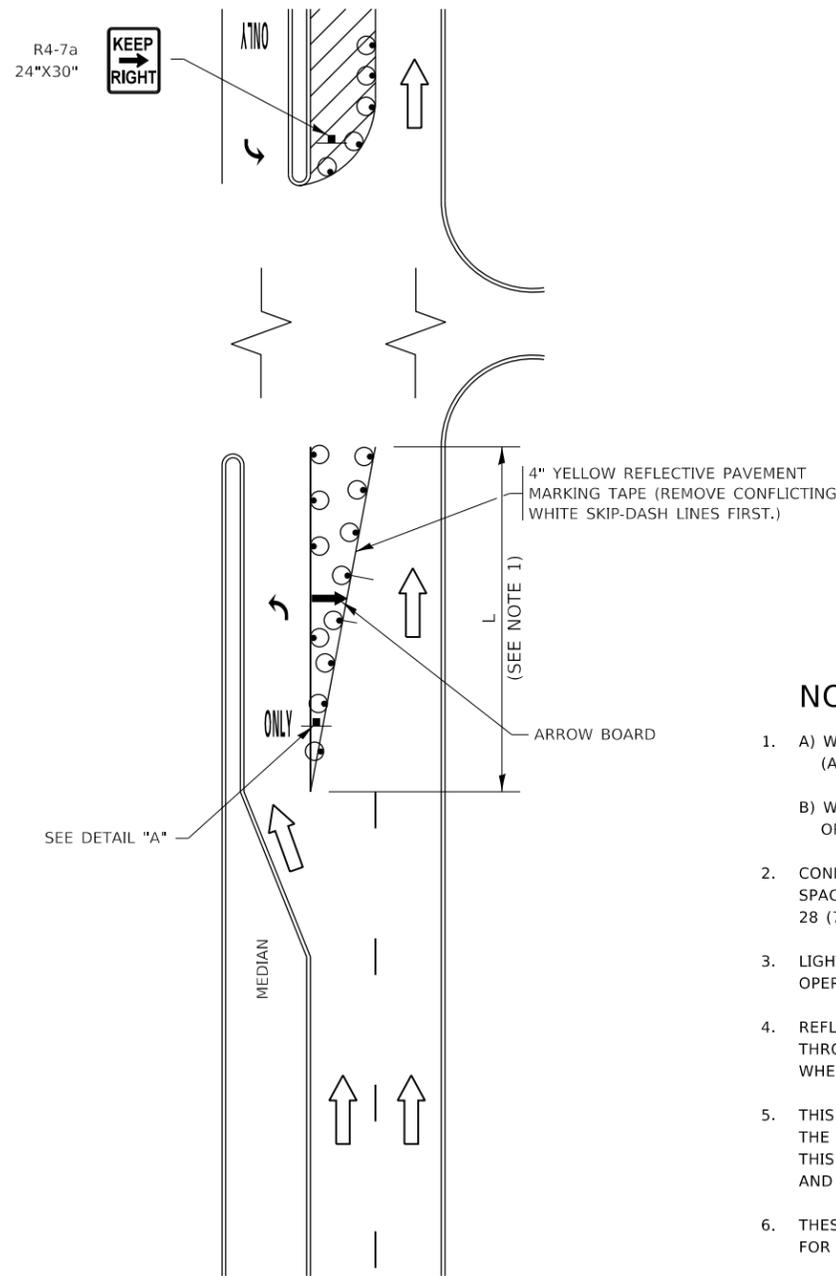


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

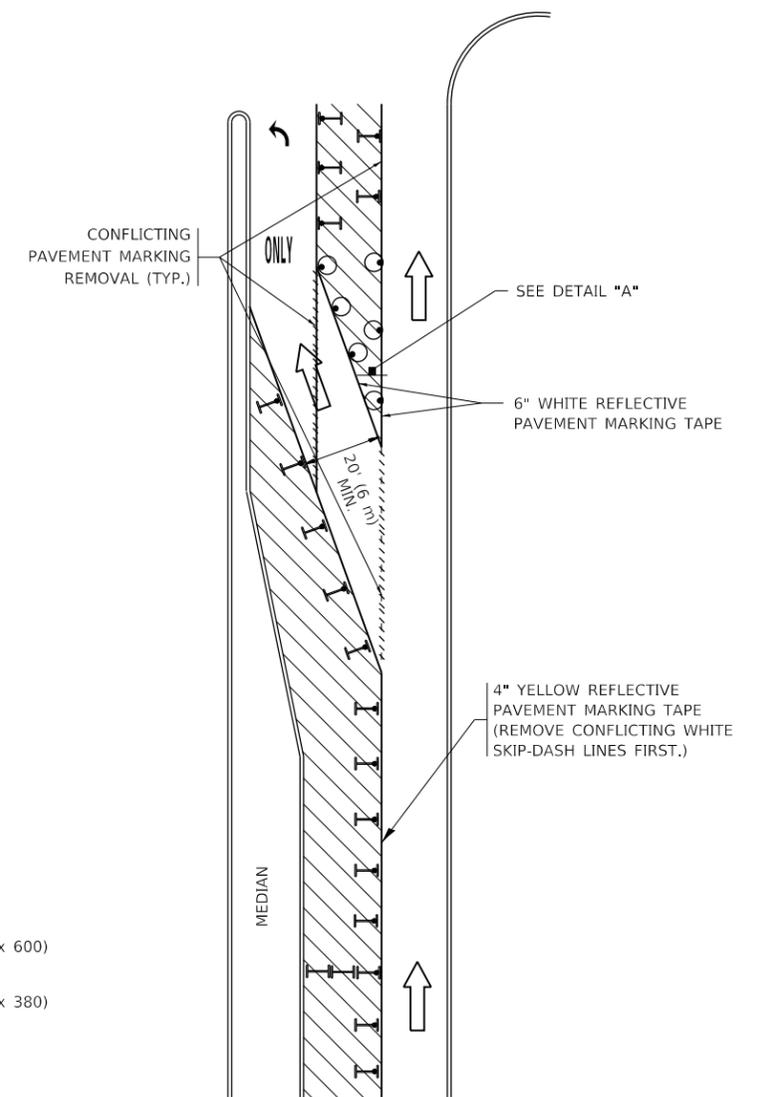
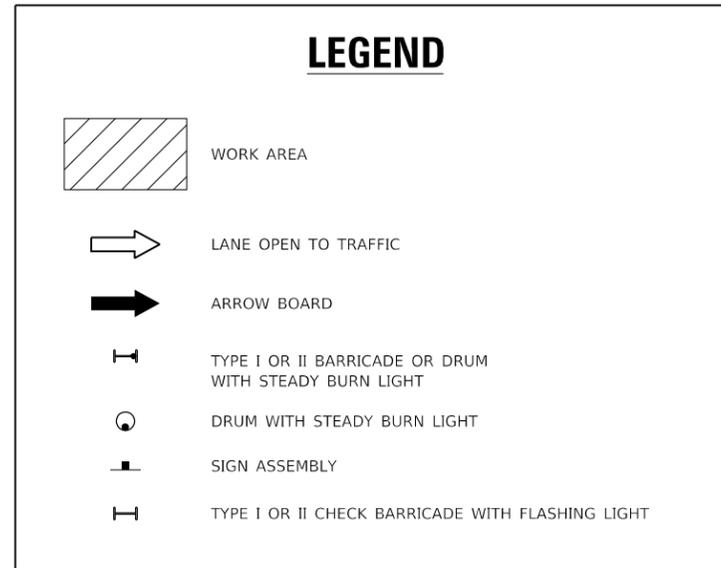
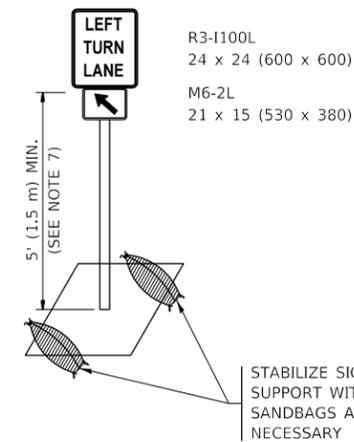


FIGURE 2



NOTES:

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



DETAIL A

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

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	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 = 10/16/2019	DATE - T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

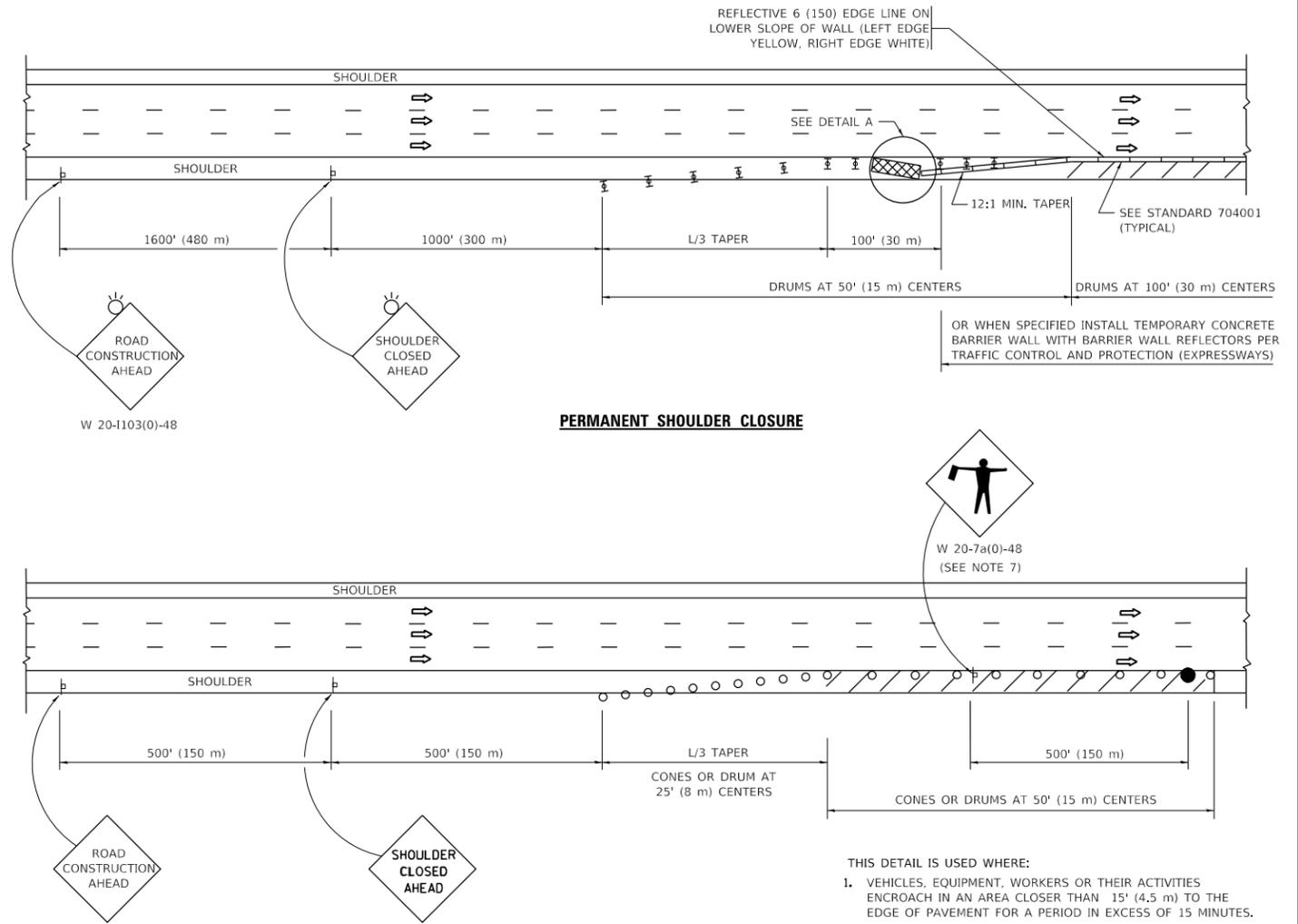
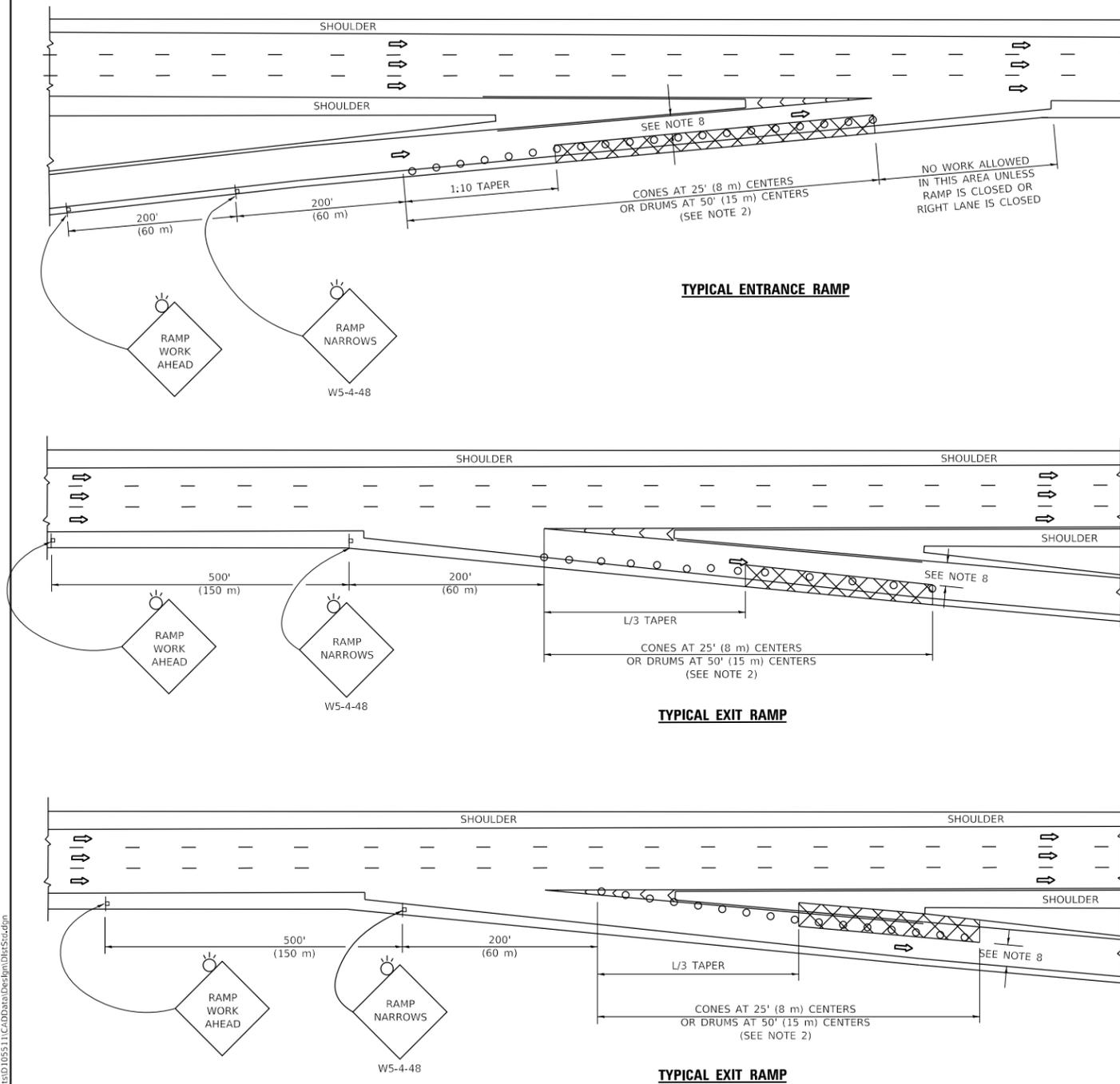
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	44
TC-14		CONTRACT NO. 60L88		
ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS

SHOULDER CLOSURE DETAILS



- SYMBOLS**
- ACTIVE WORK AREA
 - SIGN ON PORTABLE OR PERMANENT SUPPORT
 - FLAGGER WITH CONTROL SIGN
 - TYPE II BARRICADE OR DRUM
 - CONE, DRUM OR BARRICADE
 - IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

- GENERAL NOTES:**
- THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h)	METRIC ENGLISH
OR GREATER:	L=0.65(WXS) L=(W)XS
	W = WIDTH OF OFFSET IN FEET (METERS)
	S = NORMAL POSTED SPEED MPH (KM/H)
 - TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
 - ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
 - FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

- THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - THE WORK AVTTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
- 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.



DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)

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

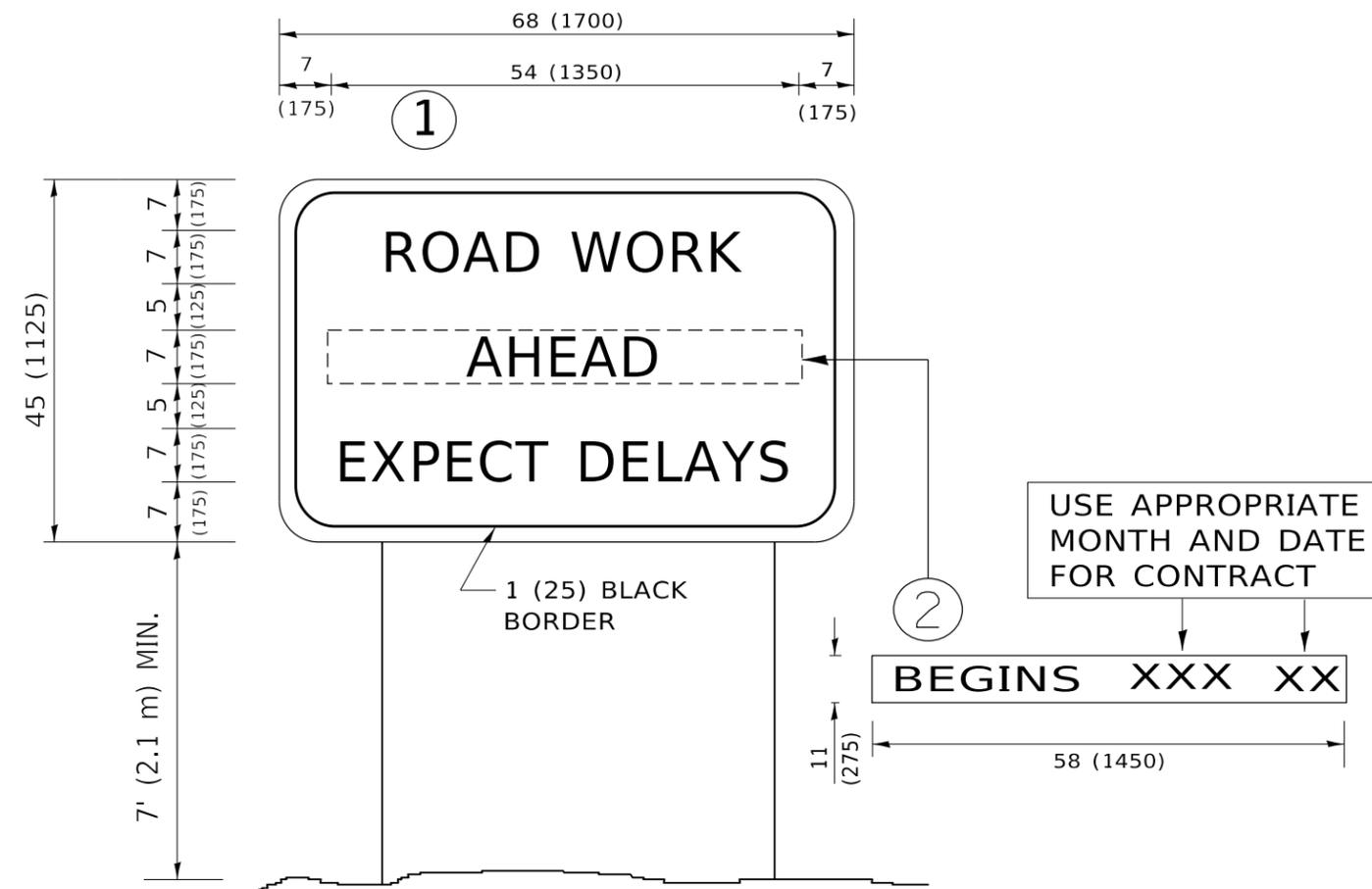
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PLOT DATE = 10/16/2019	DATE - 11-96	REVISED - M.D. 01-18

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	45
TC-17		CONTRACT NO. 60L88		
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.

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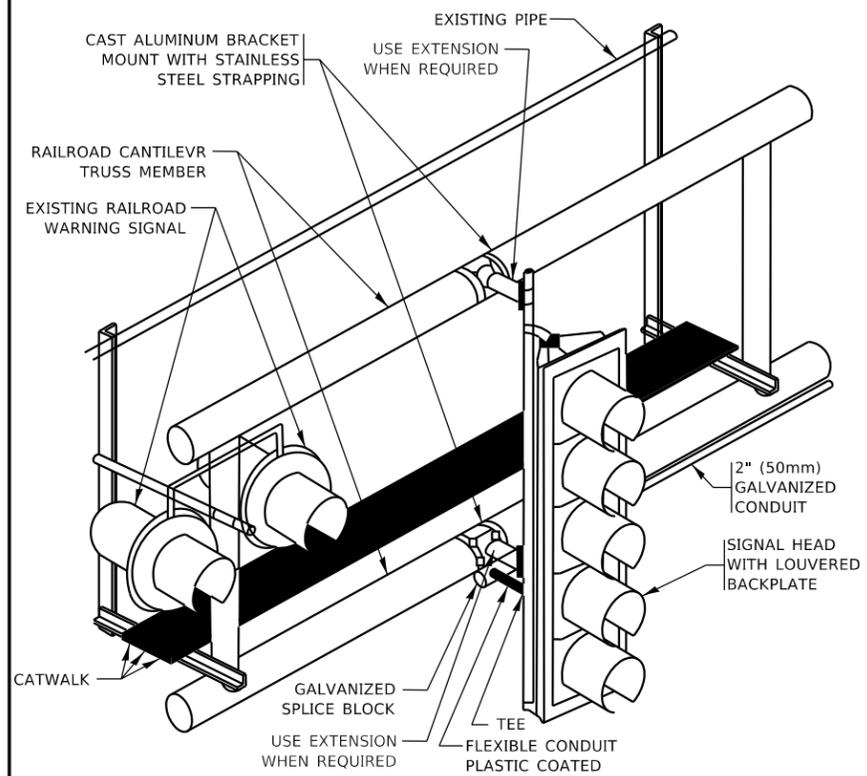
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	46
TC-22			CONTRACT NO. 60L88	
ILLINOIS FED. AID PROJECT				

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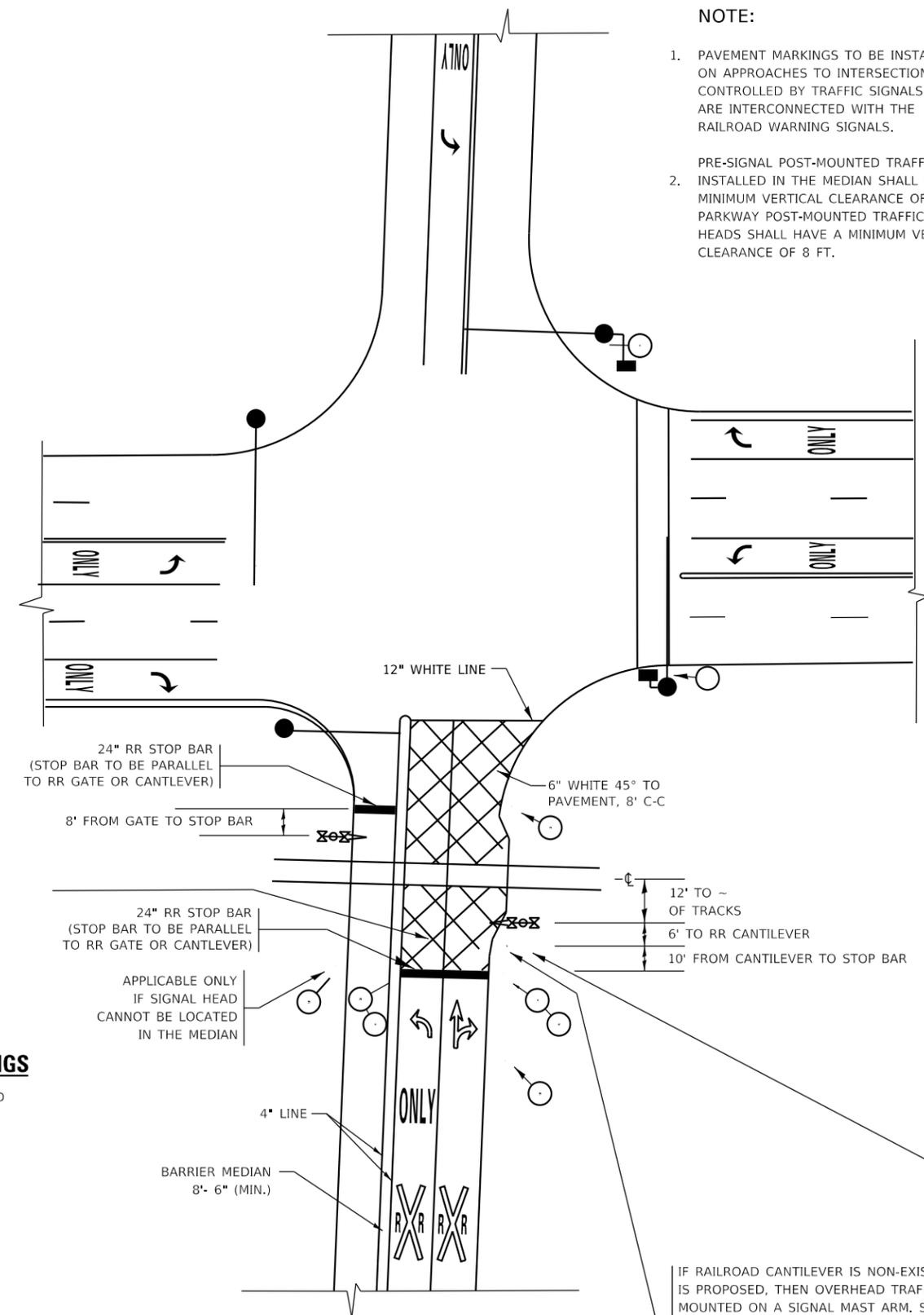
RAILROAD CANTILEVER SIGNAL HEAD MOUNTING
USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION
N.T.S.

SIGNING AND PAVEMENT MARKING AT RAILROAD CROSSINGS

SIGNING AND PAVEMENT MARKING TRAFFIC CONTROL STANDARD (TC-23) HAS BEEN DEVELOPED IN CONSULTATION WITH THE ILLINOIS COMMERCE COMMISSION AND THE U.S. DEPARTMENT OF TRANSPORTATION'S GRADE CROSSING SAFETY TASK FORCE. THIS STANDARD PROVIDES INFORMATION ON UPDATES TO THE PAVEMENT MARKING AND SIGNING DETAILS IN ORDER TO INCORPORATE CHANGES ADOPTED IN THE 2009 NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICE (MUTCD). THESE NEW DETAILS HAVE BEEN STUDIED AND TESTED BY THE DEPARTMENT AND ACCEPTED BY THE ILLINOIS COMMERCE COMMISSION.

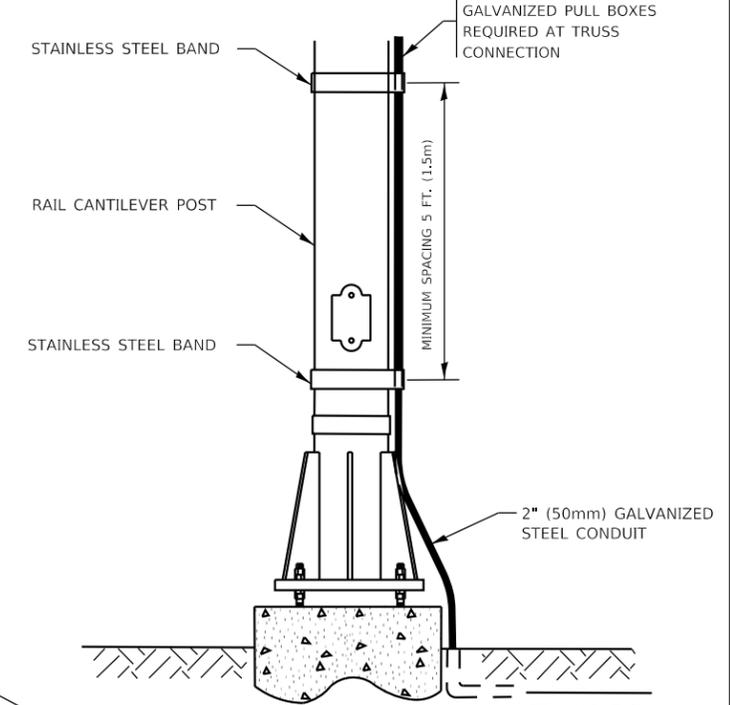
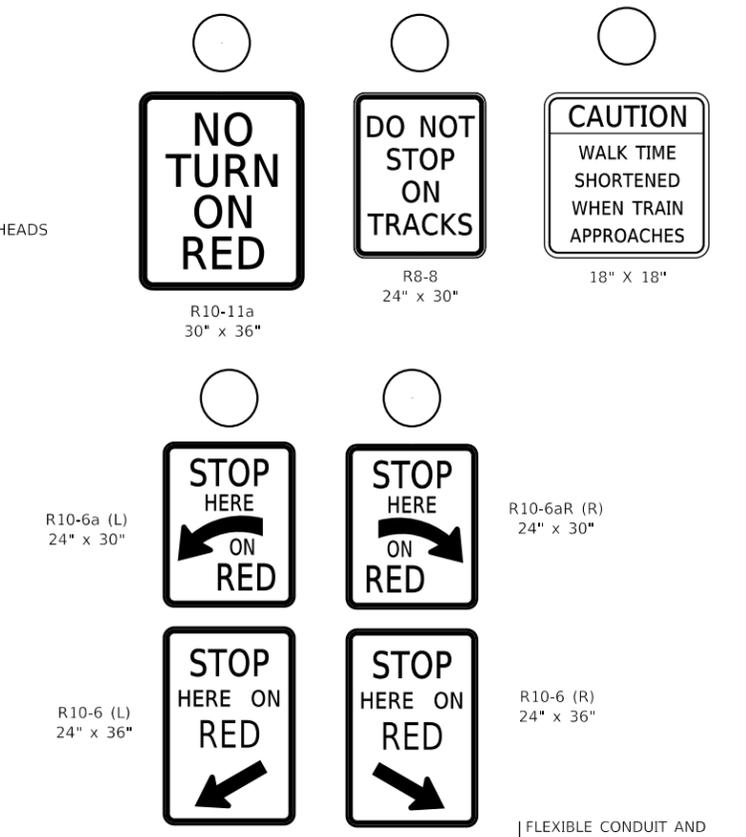
THIS APPLIES TO PROJECTS WHICH INCLUDE RAILROAD INTERCONNECTED TRAFFIC SIGNALS, WITH OR WITHOUT PRE-SIGNALS. THIS STANDARD ALSO APPLIES TO NON-SIGNALIZED INTERSECTIONS THAT ARE WITHIN 81 FEET OF A RAILROAD GRADE CROSSING. THE ILLINOIS SUPPLEMENT TO THE MUTCD SHOULD BE CONSULTED FOR ADDITIONAL INFORMATION ON SIGN REQUIREMENTS AT NON-SIGNALIZED INTERSECTIONS NEAR RAILROAD GRADE CROSSINGS.

THESE DETAILS WILL BE INCLUDED IN A FUTURE UPDATE TO THE BUREAU OF OPERATIONS TRAFFIC POLICIES AND PROCEDURES MANUAL.



SIGNALIZED INTERSECTION WITH NEAR-SIDE TRAFFIC SIGNAL

- NOTE:**
- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
 - PRE-SIGNAL POST-MOUNTED TRAFFIC SIGNAL HEADS INSTALLED IN THE MEDIAN SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 4.5 FT. PARKWAY POST-MOUNTED TRAFFIC SIGNAL HEADS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8 FT.



SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL

USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.

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

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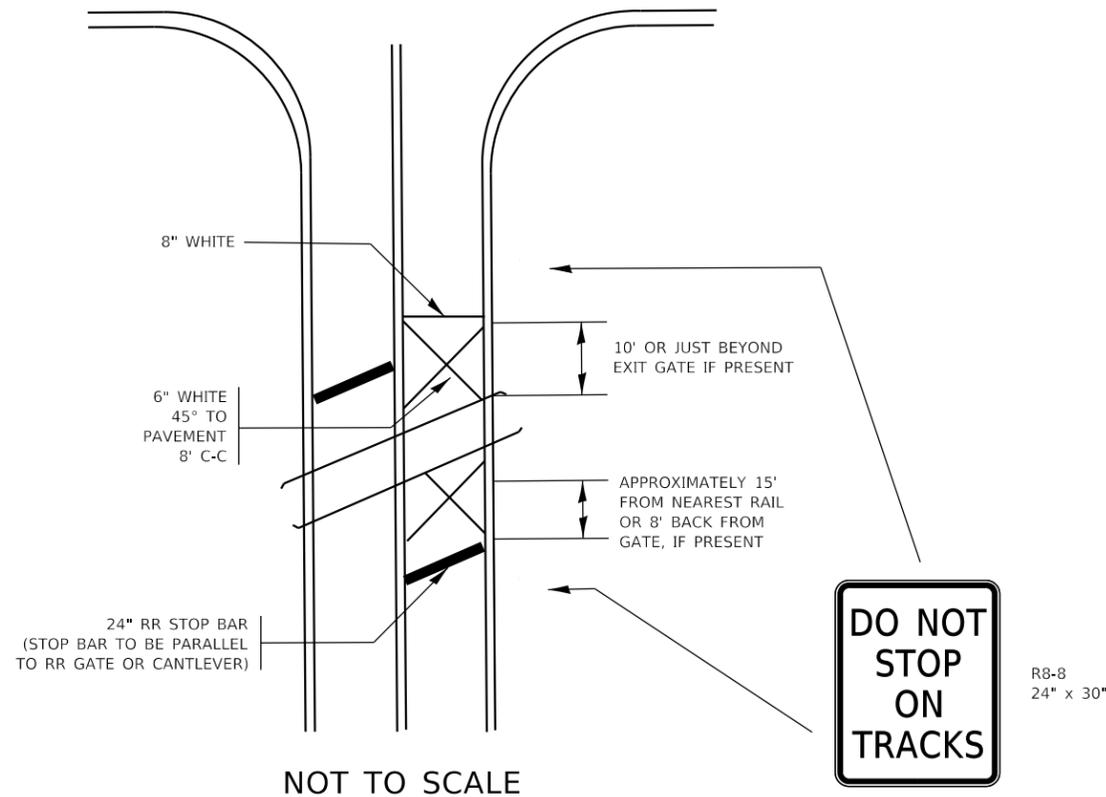
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING
TREATMENT FOR RAILROAD CROSSINGS**
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	46A
TC-23		CONTRACT NO. 60L88		
ILLINOIS		FED. AID PROJECT		

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

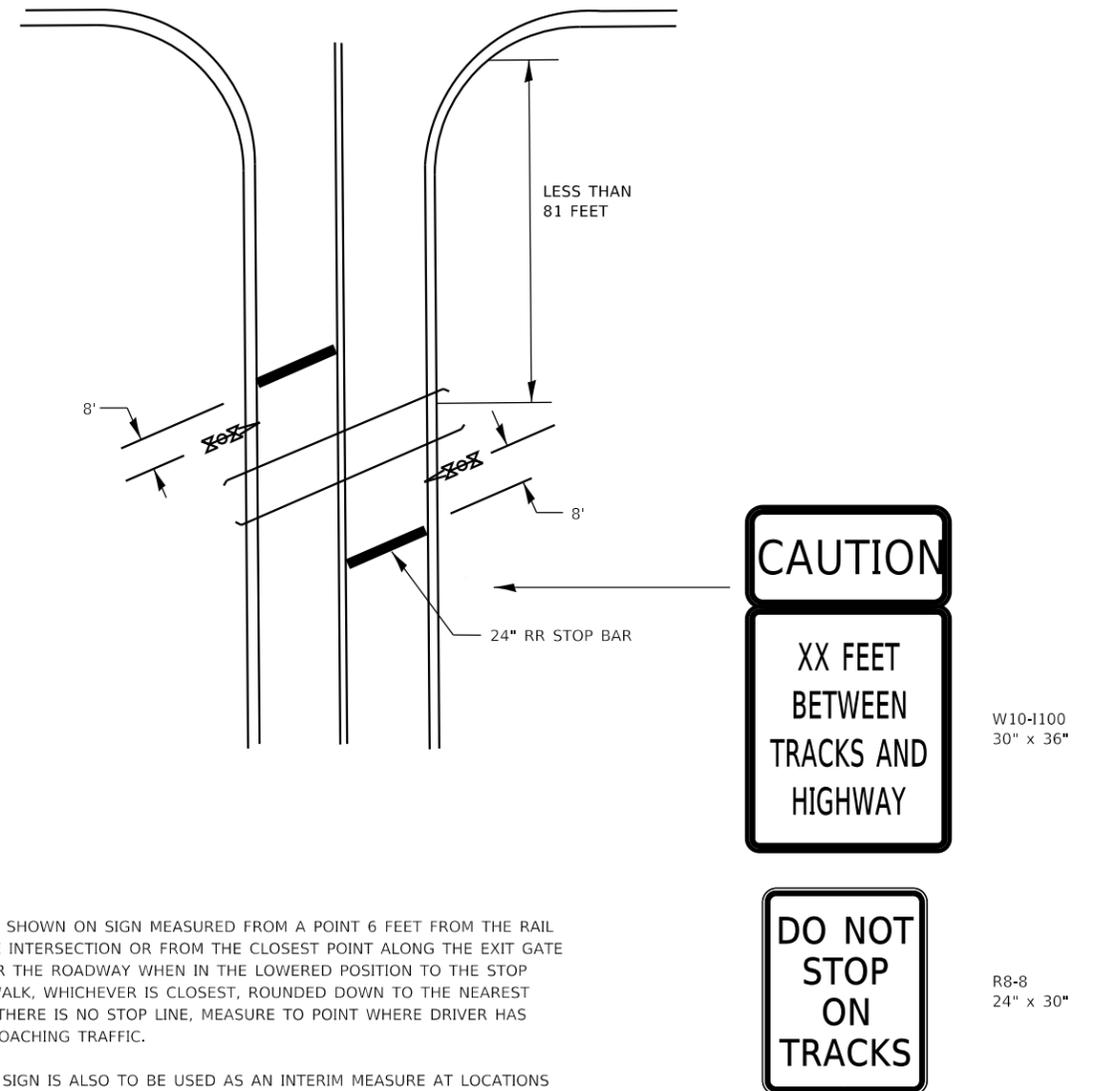
WITH SIGNALIZED INTERSECTION



NOTE:

- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION. (SEE DETAIL FOR PRE-SIGNALS).

WITH NON-SIGNALIZED INTERSECTION 81' OR LESS TO CLOSEST RAIL



NOTE:

- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKING EXTEND TO THE INTERSECTION.

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

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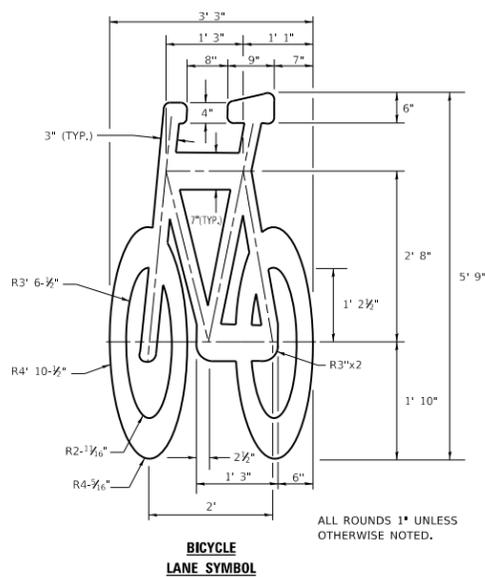
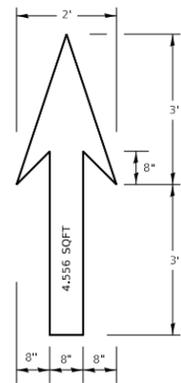
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING
TREATMENT FOR RAILROAD CROSSINGS

SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.

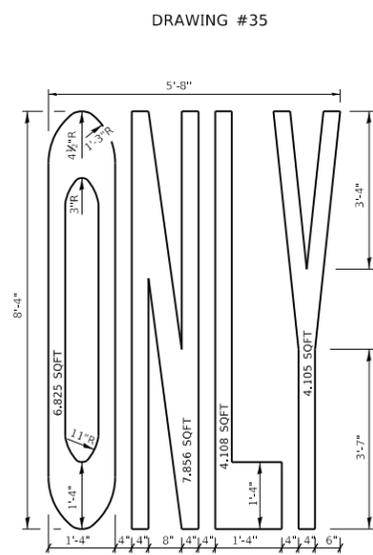
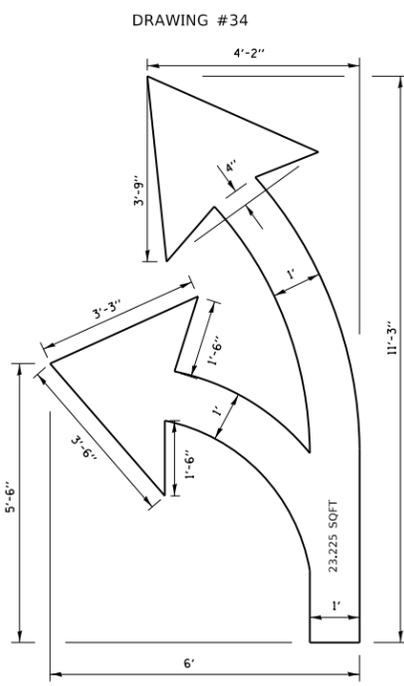
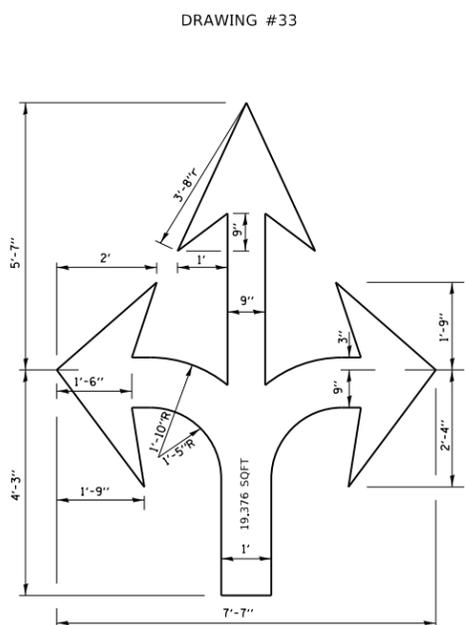
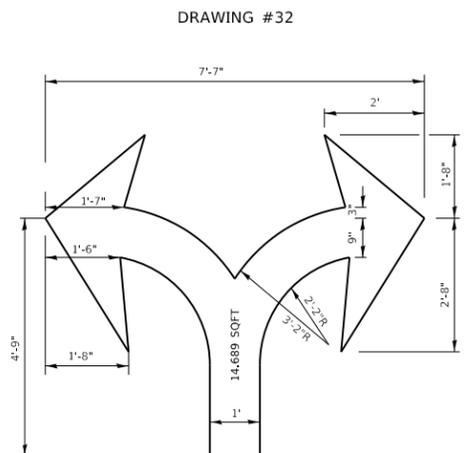
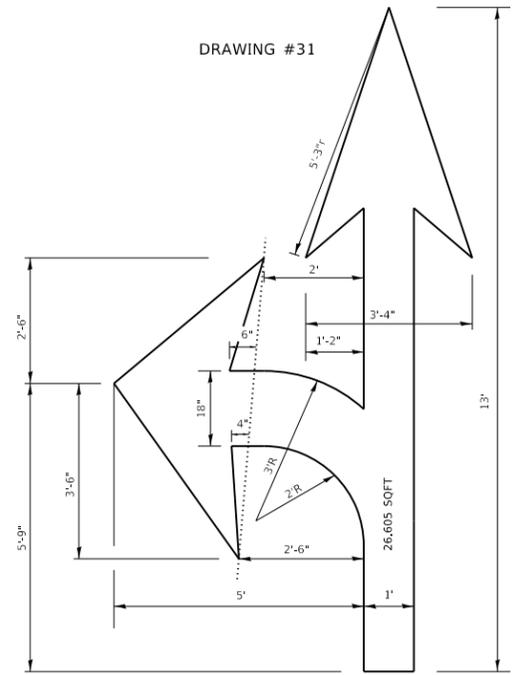
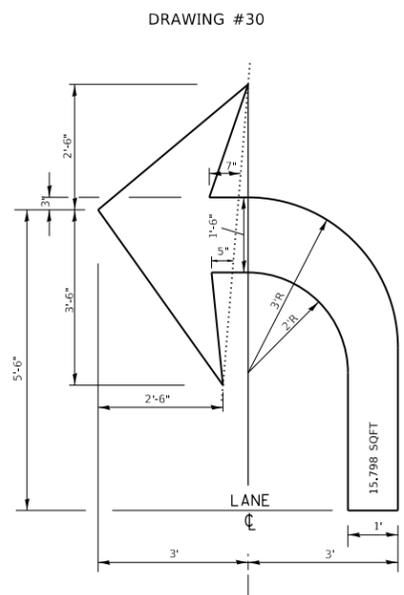
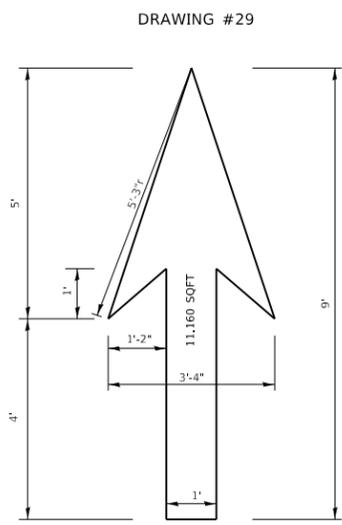
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	46B
TC-23			CONTRACT NO. 60L88	
ILLINOIS FED. AID PROJECT				



NOTE:

1. FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.
2. THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



NOTE:
ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

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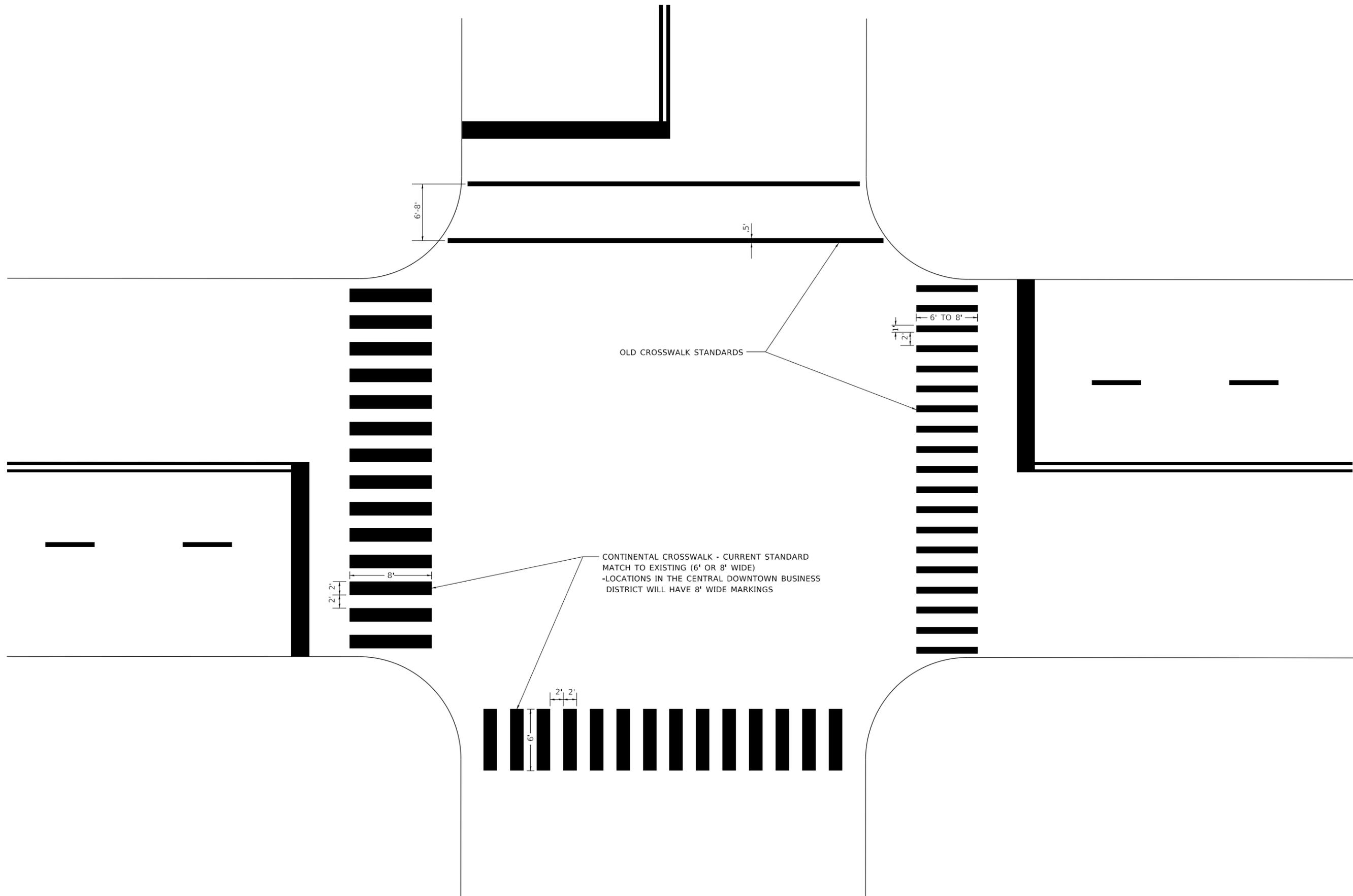
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	48
TC-24		CONTRACT NO. 60L88		
ILLINOIS		FED. AID PROJECT		

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PLOT DATE = 10/16/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO
 TYPICAL PAVEMENT MARKINGS**

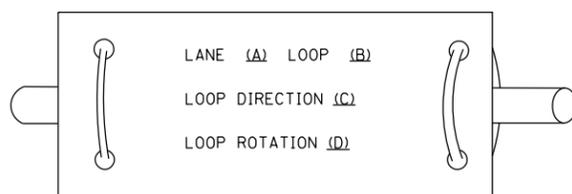
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TC-24			CONTRACT NO. 60L88	
ILLINOIS FED. AID PROJECT				

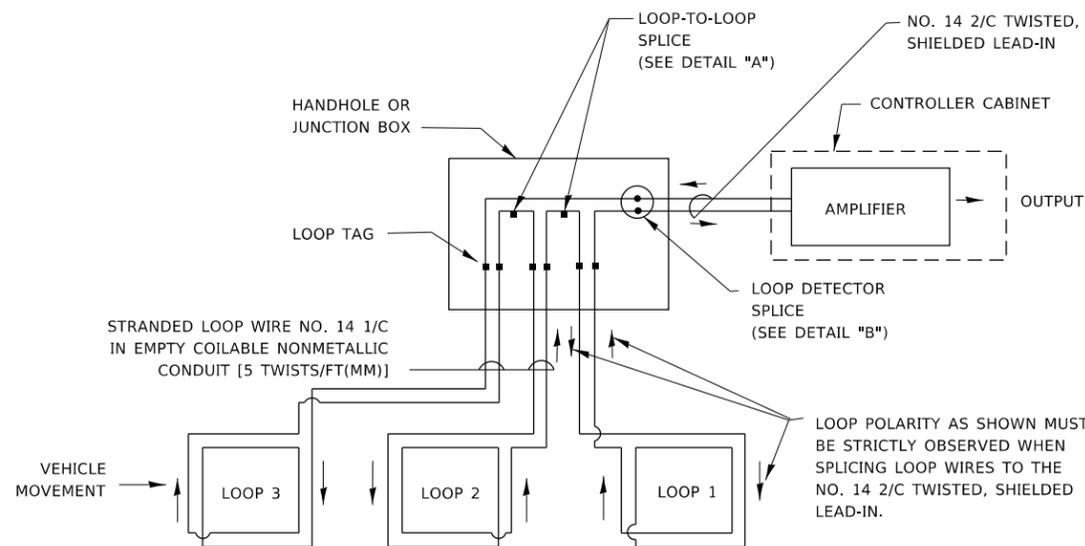
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

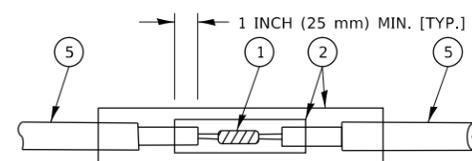


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

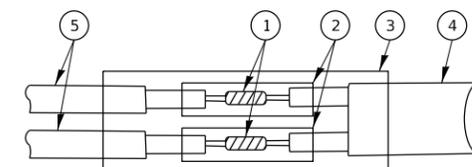


DETECTOR LOOP WIRING SCHEMATIC

- 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.

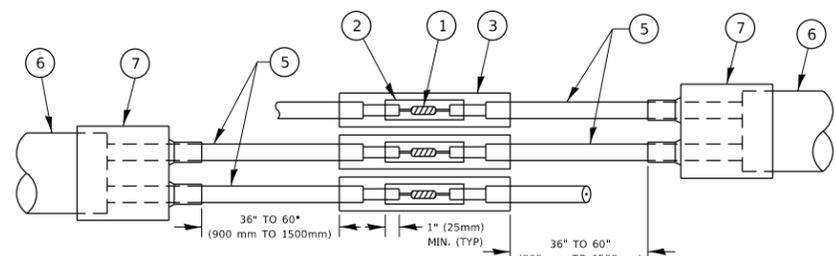


DETAIL "A"
LOOP-TO-LOOP SPLICE

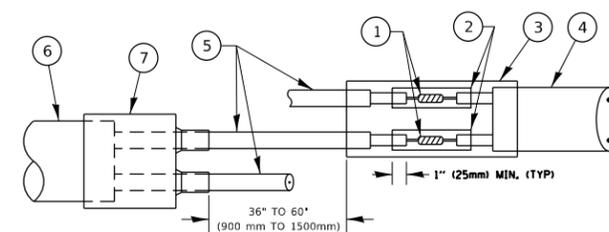


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED 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 LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PREFORMED LOOP
- 6 XL POLYOLEFIN 2 CONDUCTOR
- 7 BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

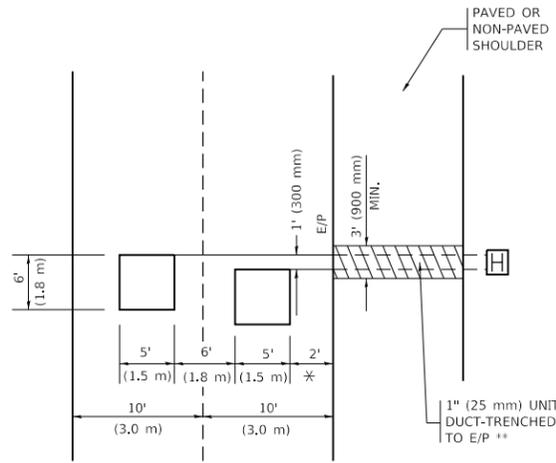
SCALE: NONE SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	50
TS-05		CONTRACT NO. 60L88		
ILLINOIS		FED. AID PROJECT		

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LOOPS NEXT TO SHOULDERS

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



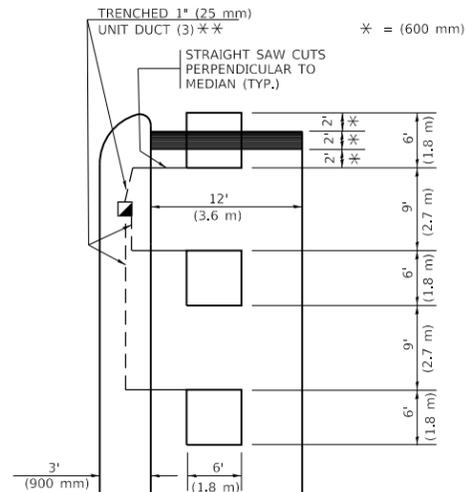
* = (600 mm)

** 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.



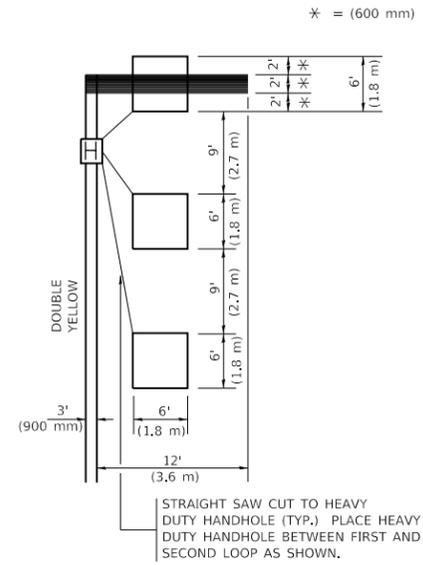
* = (600 mm)

** 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)



* = (600 mm)

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

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.

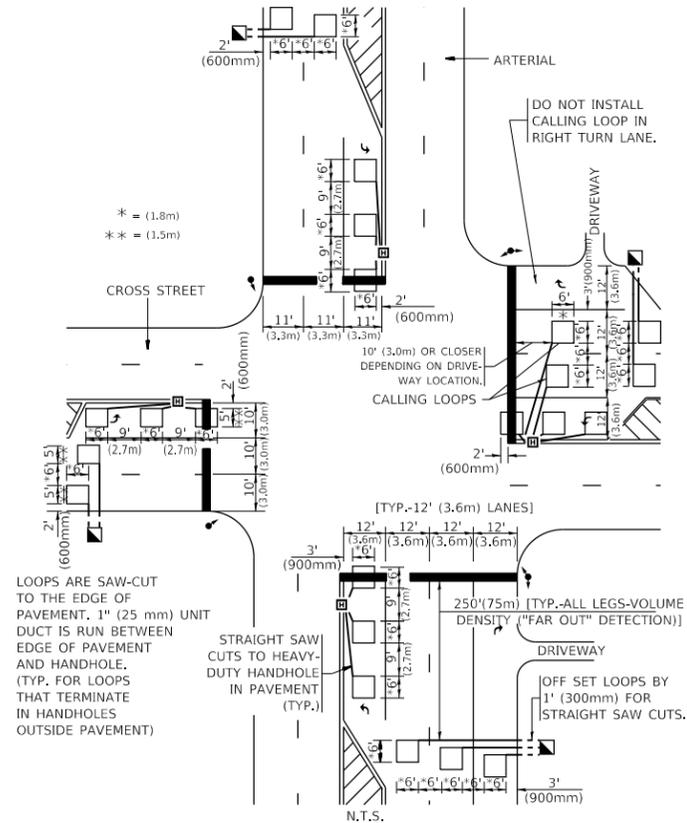
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

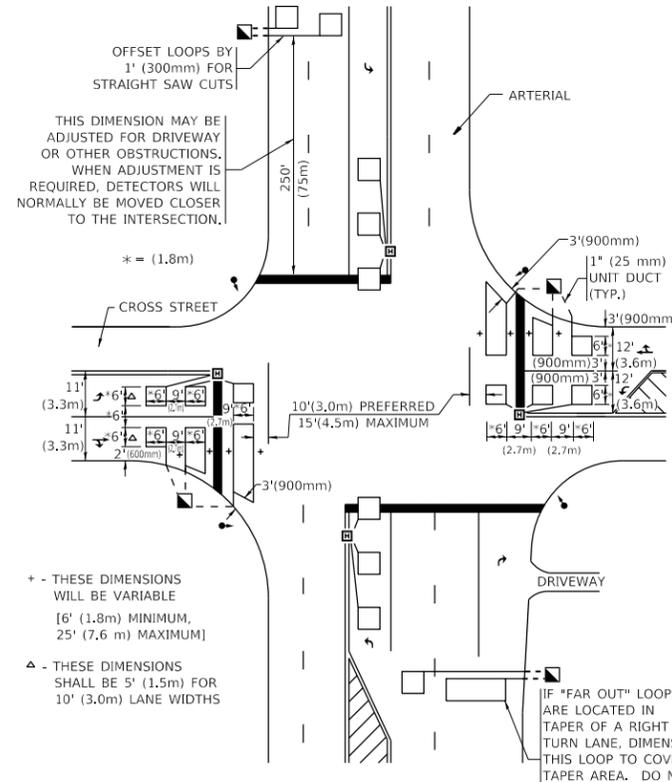
ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("FAR OUT" DETECTION)



* = (1.8m)
** = (1.5m)

DETAIL 1
N.T.S.

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



+ - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]
△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

DETAIL 2
N.T.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1350	2010-091-R5	COOK	51	51
TS-07		CONTRACT NO. 60L88		
ILLINOIS FED. AID PROJECT				