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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

A.P. SECTION COUNTY TOTAL SHEET NO. 1588 2020-040-R5 COOK 26 1

D-91-423-20

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SUBMITTED AUGUST 5 20 21 REGIONAL ENGINEE October 1 20 21

LOCATION OF SECTION INDICATED THUS: - -

October 1 21 Design and Shurrenment October 1 21 Miland

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

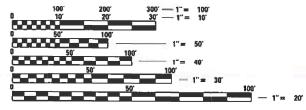
THE PROJECT IS LOCATED IN THE CITY OF CHICAGO

TRAFFIC DATA:

TORRENCE AVENUE 2018 ADT = 17,200 POSTED SPEED LIMIT = 40 MPH

DESIGN DESIGNATION:

TORRENCE AVENUE: OTHER PRINCIPAL ARTERIAL



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

PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 358: TORRENCE AVENUE FROM CALUMET RIVER TO N. OF 114TH ST.

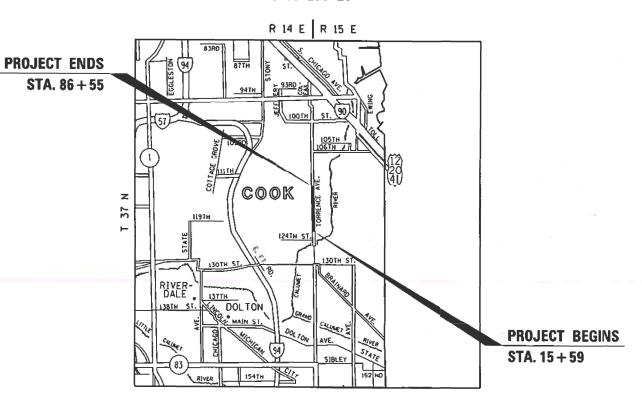
SECTION: 2020–040–RS

PROJECT: NHPP-N5B8(289)

DESIGNED OVERLAY AND ADA IMPROVEMENT

COOK COUNTY

C-91-230-20



HYDE PARK TOWNSHIP

PROJECT MANAGER: J. ALAIN MIDY (847) 221-3056

CONTRACT NO. 62L12

GROSS AND NET LENGTH = 7,096 FT. = 1.34 MILES

INDEX OF SHEETS

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6	TYPICAL SECTIONS
7 - 9	ROADWAY AND PAVEMENT MARKING PLANS
10 - 11	PROPOSED SIDEWALK RAMP DETAILS
12	EXISTING TRAFIC SIGNAL DETAILS
13	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)
14	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
15	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
16	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
17	CITY OF CHICAGO DETECTABLE WARNINGS (BD-58)
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20	ARTERIAL ROAD INFORMATION SIGN (TC-22)
21 - 23	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS (TC-24)
24	DRIVEWAY ENTRANCE SIGNING (TC-26)
25	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAIL, SHEET 2 OF 7 (TS-05)
26	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

STATE HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-06	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS TYPE 1
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS =< 40 MPH
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN.
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES

GENERAL NOTES

- 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 THE IDOT ARTERIAL DISTRICT ONE TRAFFIC CONTROL SUPERVISOR KALPANA KANNAN-HOSADURGA AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

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.
- 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.
- 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 FNGINFFR.
- 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 11/2 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 PATRICE HARRIS, ARTERIAL TRAFFIC FIELD ENGINEER AT PATRICE.HARRIS@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.
- 2. 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.

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GENERAL NOTES (CONTINUED..)

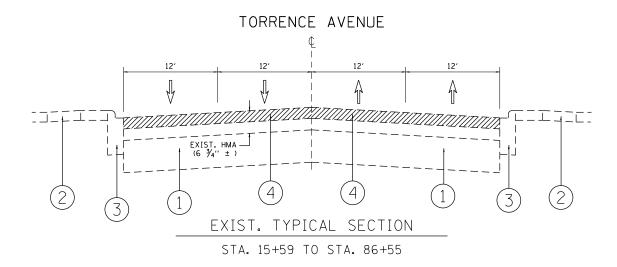
- 24. SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
- 25. CURB RAMPS AND LANDING (KEYSTONE) TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIALIZED STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE IS TO BE USED.
- 26. 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.
- 27. 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.
- 28. 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.
- 29. 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.
- 30. ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND LIDS ON SEWER STRUCTURES, SHALL BE REPLACED WITH NEW DEPARTMENT OF SEWERS' STANDARD FRAMES AND LIDS.

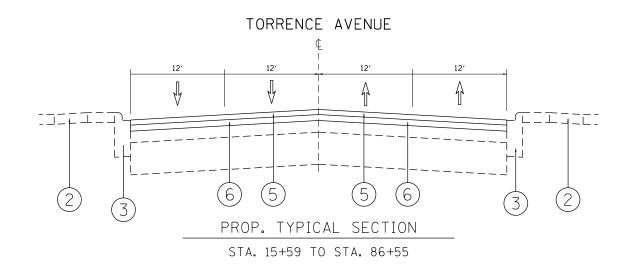
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PLOT DATE = 8/11/2021	DATE -	REVISED -	

SCALE:

	SUMMARY OF QUANTITIES				CO	NSTRUCTIO	N TYPE CODE		SLIMMA	RY OF QUANTITIES				CO	NSTRUCTIO	N TYPE CO	DDE	
	33,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		TOTAL	0005	0005				30141147	WIT OF GOMMITTES	Τ	TOTAL	0005	0005				1
CODE NO	ITEM	UNIT	OHANTITIES	80% FED 20% STATE	100% STATE			CODE NO		ITEM	UNIT	QUANTITIES URBAN	1 80% FED	100% STATE				
20200100	EARTH EXCAVATION	CII VD	5					44000600	SIDEWALK RE	MOVAI	SQ FT	355	355					
20200100	EARTH EXCAVATION	CU YD	2	5				1100000	JIBENALA NE		34	333	333					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	229	229				44201803	CLASS D PAT	CHES, TYPE II, 13 INCH	SQ YD	1120	1120					
21101013	10. SOLE LOURISH AND LEACE, 4	30 10	223	223														
25200110	SODDING, SALT TOLERANT	SQ YD	229	229				44201807	CLASS D PAT	CHES, TYPE III, 13 INCH	SO YD	680	680					
23233773	33537107 3727 1322711111	34 15																
25200200	SUPPLEMENTAL WATERING	UNIT	0. 1	0. 1				44201809	CLASS D PAT	CHES, TYPE IV, 13 INCH	SQ YD	1660	1660					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	26315	26315				60252800	CATCH BASIN	IS TO BE RECONSTRUCTED	EACH	4	4					
40600400	MIXTURE FOR CRACKS, JOINTS, AND	TON	117	117				* 66900200	NON-SPEC I AL	. WASTE DISPOSAL	CU YD	5	5					
	FLANGEWAYS																	
								* 66900530	SOIL DISPOS	GAL ANALYSIS	EACH	2	2					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SO YD	128	128														
	JOINT							* 66901001	REGULATED S	SUBSTANCES PRE-CONSTRUCTION	LSUM	1	1					
									PLAN									
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5,	TON	4367	4367														
	N70							* 66901003	REGULATED S	SUBSTANCES FINAL CONSTRUCTION	LSUM	1	1					
									REPORT									
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE	TON	3821	3821														
	COURSE, IL-9.5, MIX "E", N70							* 66901006	REGULATED S	SUBSTANCES MONITORING	CAL DA	1	1					
42001300	PROTECTIVE COAT	SQ YD	359	359				67000400	ENGINEER'S	FIELD OFFICE, TYPE A	CAL MO	12	12					<u> </u>
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	155	155				67100100	MOBILIZATIO	ON .	L SUM	1	1					
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SO FT	200	200				70102625		TROL AND PROTECTION,	L SUM	1	1					
									STANDARD 70	1606								
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	38985	38985														
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	SUMMARY OF QUANTITIES				CO	NSTRUCTIO	ON TYPE C	CODE			SUMMA	RY OF QUANTITIES				CON	ISTRUCTION TYPE	CODE	
			TOTAL	0005	0005									TOTAL	0005	0005			
CODE NO	ITEM	UNIT	URBAN	80% FED 20% STATE	100% STATE					CODE NO		ITEM	UNIT	QUANTITIES URBAN	80% FED 20% STATE	100% STATE			
70102635	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					*	88600600	DETECTOR LOC	OP REPLACEMENT	F00T	50	50				
	STANDARD 701701																		
										x0320050	CONSTRUCTION	N LAYOUT (SPECIAL)	L SUM	1	1				
70102640	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1															
	STANDARD 701801									x4060995	TEMPORARY RA	AMP, SPECIAL	SO YD	60	60				
70300100	SHORT TERM PAVEMENT MARKING	FOOT	10804	10804						X4240800	DETECTABLE V	WARNINGS (SPECIAL)	SO FT	30	30				
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	3602	3602						X4400501	COMBINATION	CURB AND GUTTER REMOVAL AND	FOOT	100	100				
											REPLACEMENT	LESS THAN OR EQUAL TO 10 FEET							
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	17077	17077															
										X5537800	STORM SEWERS	S TO BE CLEANED 12"	F00T	1000		1000			
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	182	182															
										x6030310	FRAMES AND L	IDS TO BE ADJUSTED (SPECIAL)	EACH	96	96				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	69	69															
										x7030005	TEMPORARY PA	AVEMENT MARKING REMOVAL	SO FT	6822	6822				
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	2701	2701															
										Z0004562	COMBINATION	CONCRETE CURB AND GUTTER	F00T	1399	1399				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	F00T	17077	17077							REMOVAL AND	REPLACEMENT							
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	182	182						Z0018500	DRAINAGE STE	RUCTURES TO BE CLEANED	EACH	83		83			
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	69	69						Z0030850	TEMPORARY IN	NFORMATION SIGNING	SO FT	89	89				
					1			<u> </u>							1				<u> </u>
78300200	RAISED REFLECTIVE PAVEMENT MARKER	EACH	958	958						Z0033700	LONGITUDINAL	JOINT SEALANT	F00T	21288	21288				
	REMOVAL							<u> </u>		<u> </u>					<u> </u>				
								<u> </u>	<u> </u>	Z0076600	TRAINEES		HOURS	500	500				
									Ģ	Z0076604	TRAINEES - TR	AINING PROGRAM GRADUATE	HOURS	500	500				
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												* SPECIALTY ITEMS						4	0043
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- 1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
- 2. THE PROPOSED LOGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER CRSE, IL-9.5, N70

LEGEND

- (1) EXISTING P.C.C. PAVEMENT, ±10"
- 2) EXISTING P.C.C. SIDEWALK (TYP.)
- (3) EXISTING COMB. CONCRETE CURB AND GUTTER
- (4) PROP. HMA SURFACE REMOVAL, 3 3/4"
- (5) PROP. POLY. HMA SURFACE COURSE, IL-9.5, MIX "E", N70, 1 $\frac{3}{4}$ "
- (6) PROP. HMA BINDER COURSE, IL-9.5, N70, 2"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES	QMP
ROADWAY DESIGN OVERLAY:		
POLY. HMA SURFACE COURSE, IL-9.5, MIX "E", N70, 1 3/4"	4% AT 70 GYR.	QCP
HMA BINDER COURSE, IL-9.5, N70, 2"	4% AT 70 GYR.	QCP
HOT-MIX ASPHALT PATCHING:		
CLASS D PATCHES (HMA BINDER IL-19 mm), 13"	4% AT 70 GYR.	QC / QA
TEMPORARY RAMP, SPECIAL:		
HMA BINDER COURSE, IL-9.5, N70 (VARIABLE DEPTH)	4% AT 70 GYR.	QC / QA

OMP Designation: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP)

NOTES:

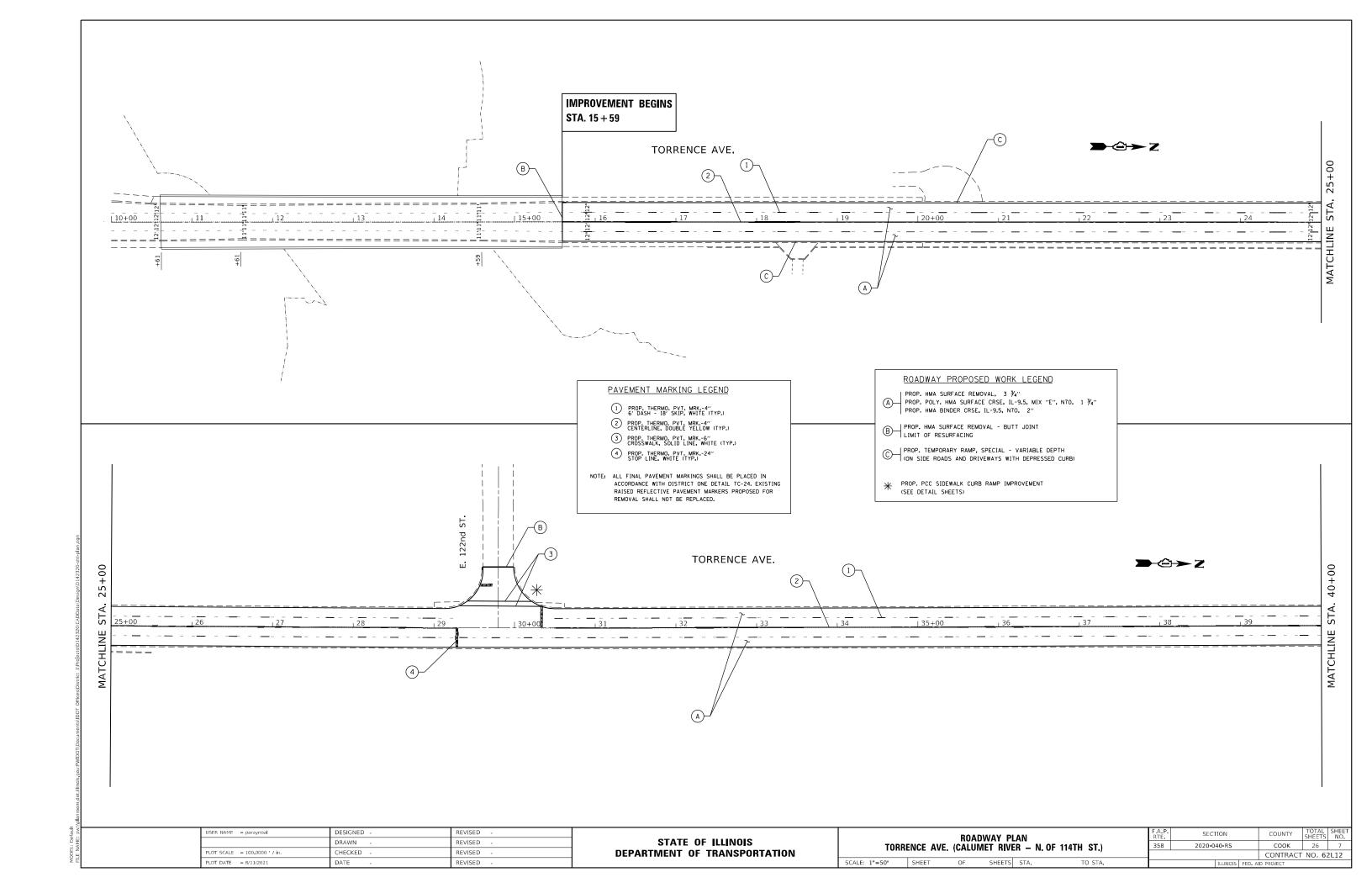
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

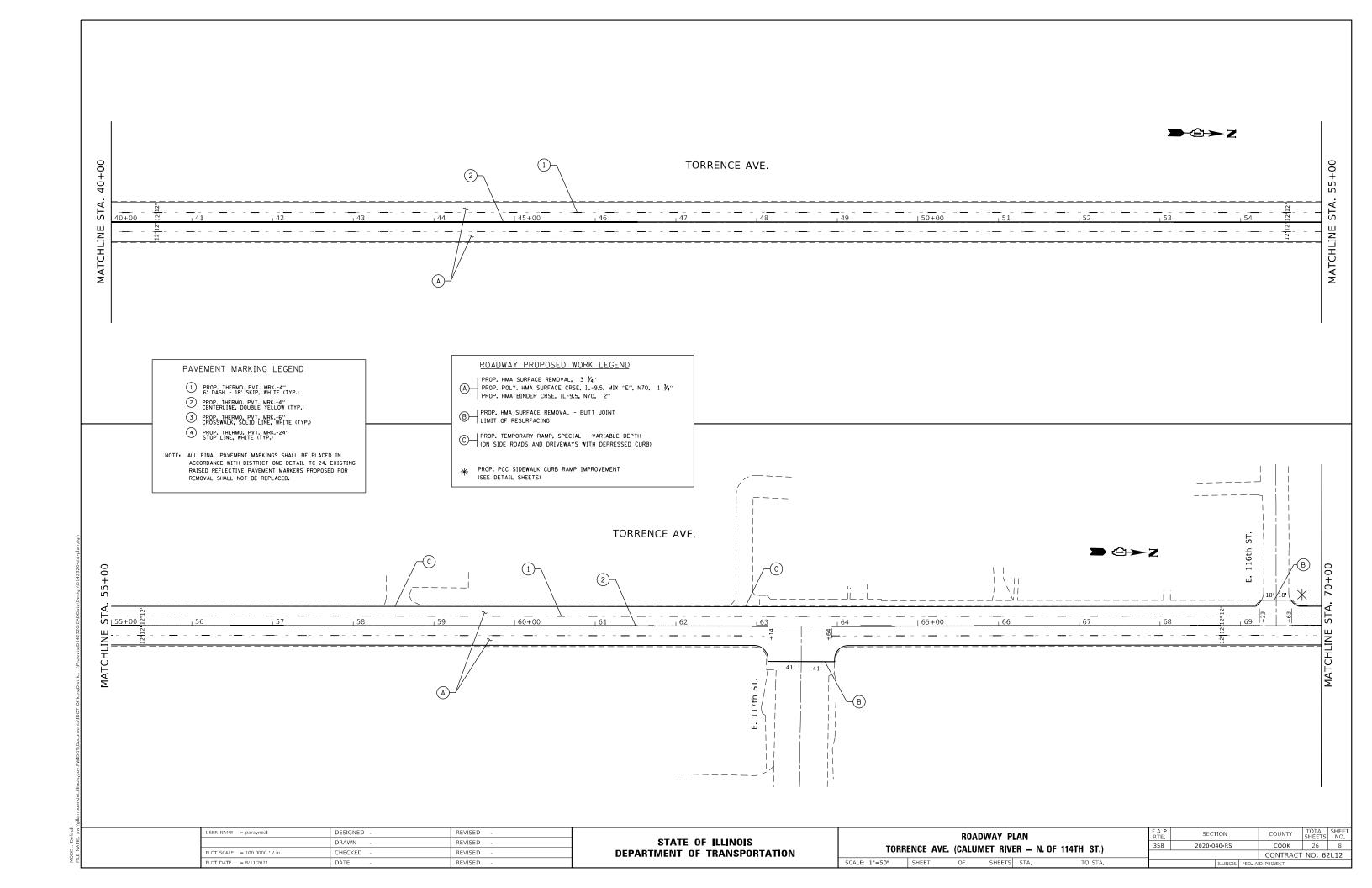
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY SPECIAL PROVISIONS.

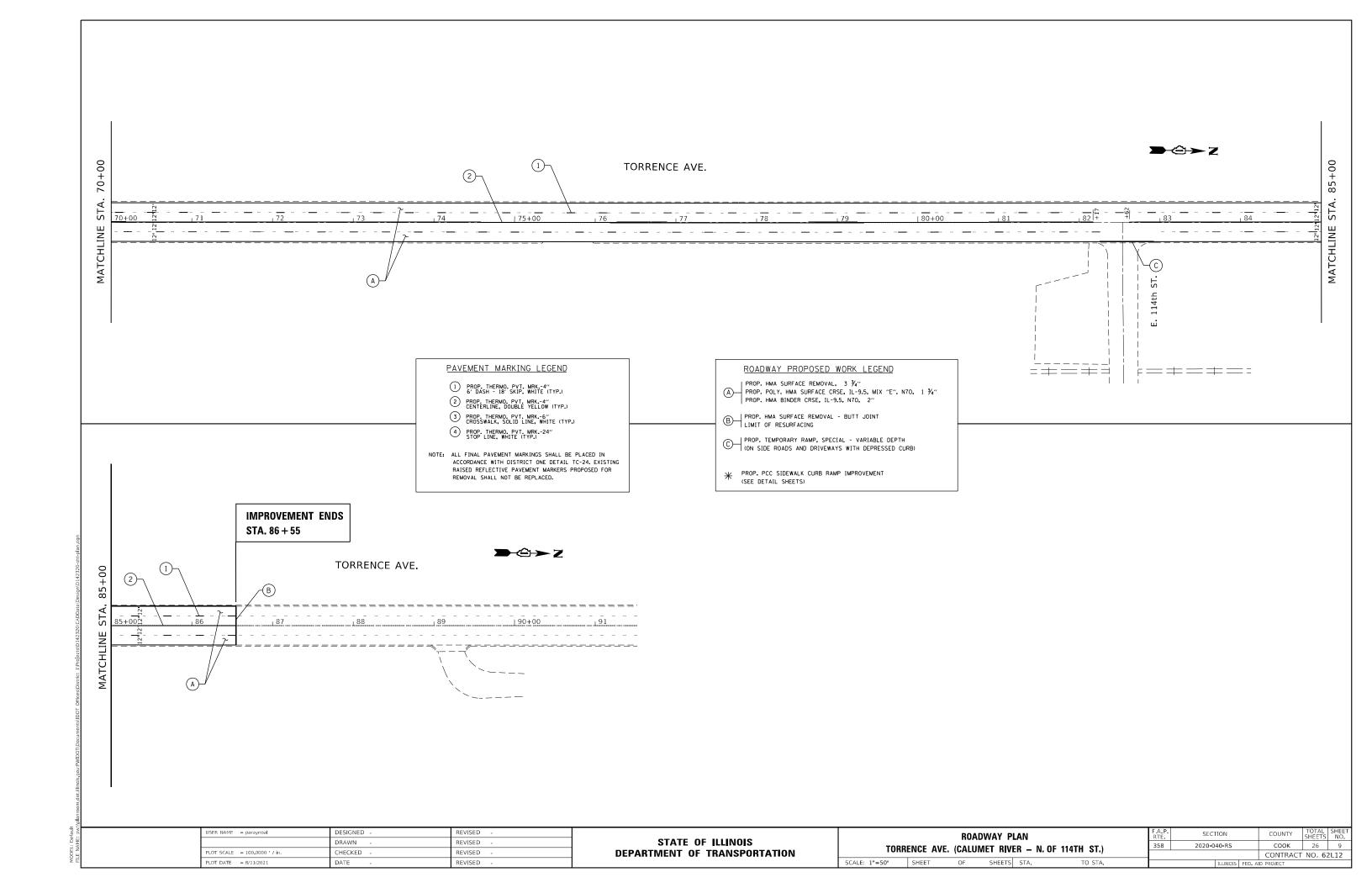
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

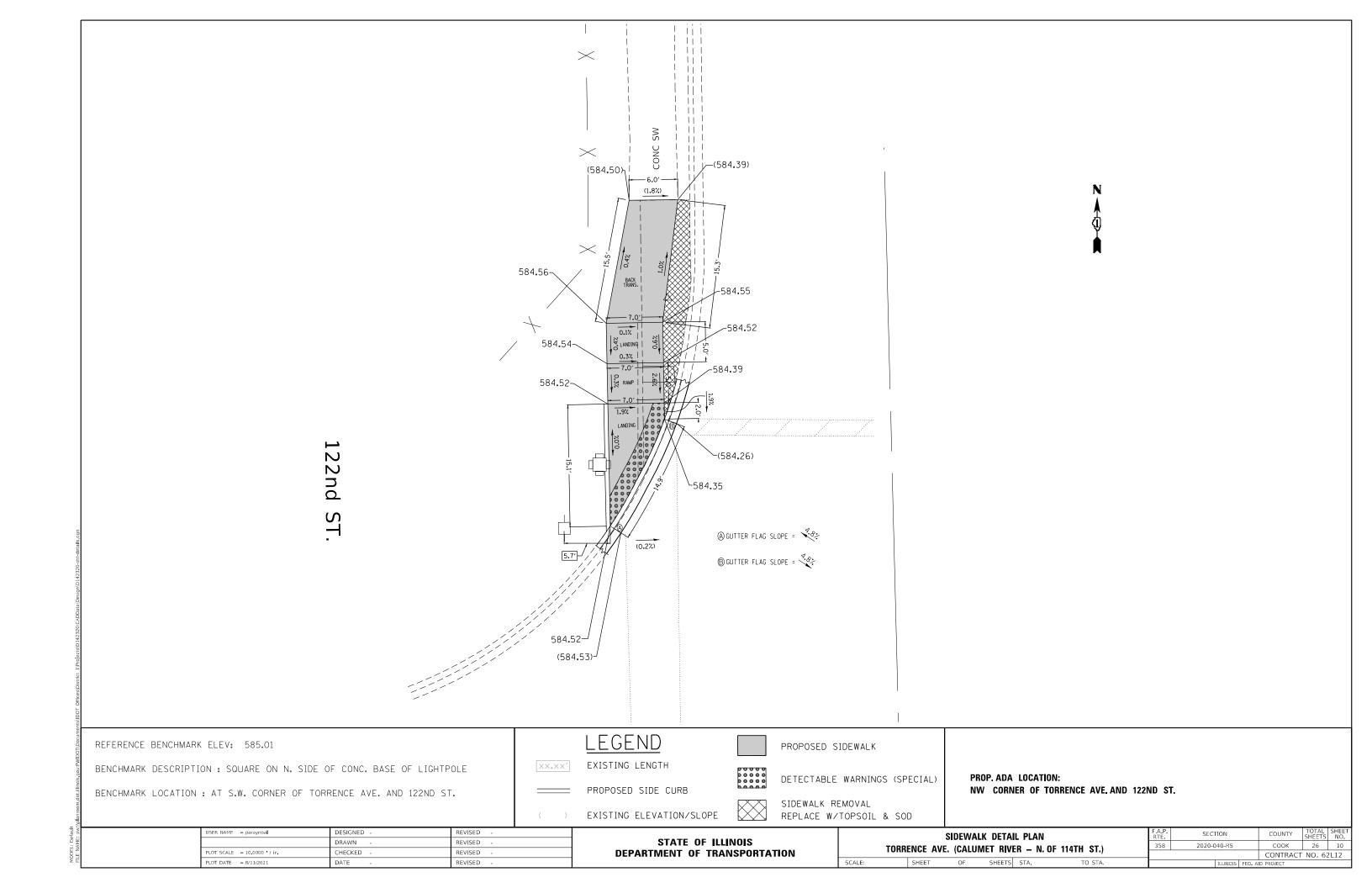
QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

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	PLOT DATE = 8/11/2021	DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FED. A		



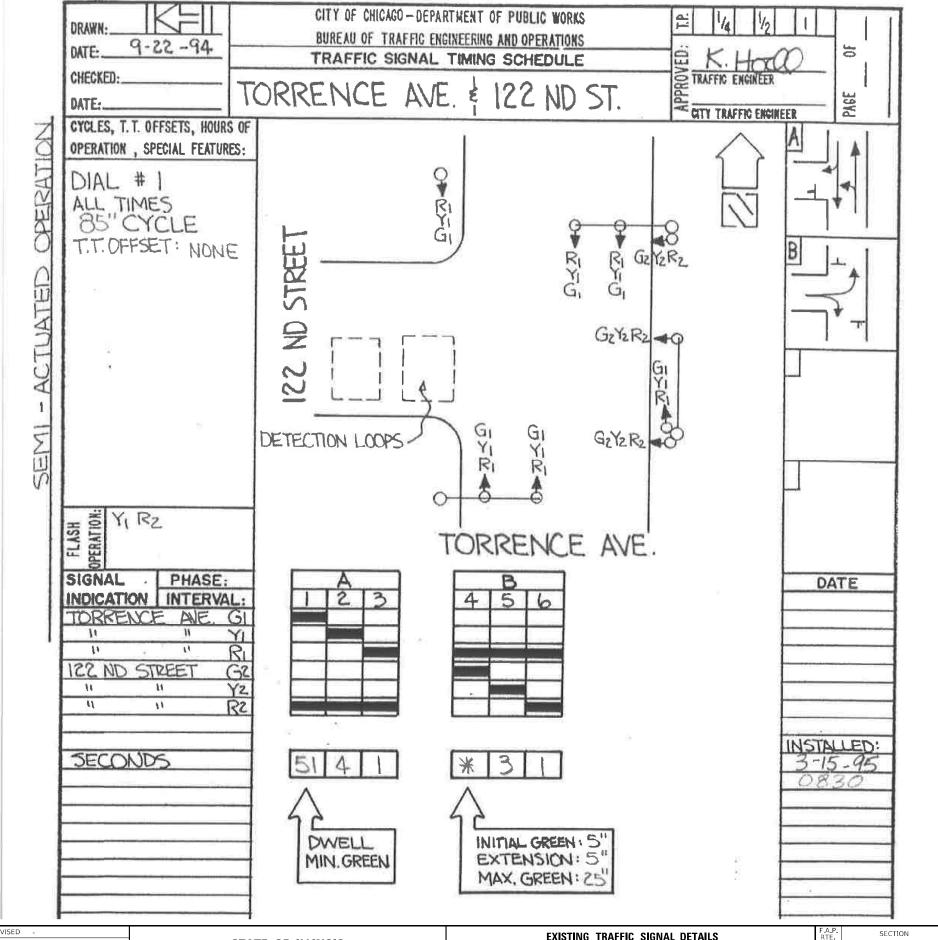






116th ST. A (586.05)-COM ED A GUTTER FLAG SLOPE = ₹5. TORRENCE B GUTTER FLAG SLOPE = **~585.**72 ~(585**.**63) (585.82)~ 111-1111LEGEND REFERENCE BENCHMARK ELEV: 587.06 PROPOSED SIDEWALK EXISTING LENGTH BENCHMARK DESCRIPTION: X-CUT ON N.W. BOLT ON FIRE HYDRANT. PROP. ADA LOCATION: DETECTABLE WARNINGS (SPECIAL) PROPOSED SIDE CURB SW CORNER OF TORRENCE AVE, AND 116TH ST. BENCHMARK LOCATION: AT W. SIDE OF TORRENCE AVE, SIDEWALK REMOVAL APPROX. 50 FEET S. OF 116TH ST. EXISTING ELEVATION/SLOPE REPLACE W/TOPSOIL & SOD DESIGNED -REVISED SECTION SIDEWALK DETAIL PLAN STATE OF ILLINOIS DRAWN REVISED 2020-040-RS COOK 26 11 TORRENCE AVE. (CALUMET RIVER - N. OF 114TH ST.) LOT SCALE = 10.0000 '/ in. CHECKED REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62L12

FOR INFORMATION ONLY



 USER NAME
 = paraynoal
 DESIGNED
 REVISED

 DRAWN
 REVISED

 PLOT SCALE
 = 10,0000 '/ in.
 CHECKED
 REVISED

 PLOT DATE
 = 8/11/2021
 DATE
 REVISED

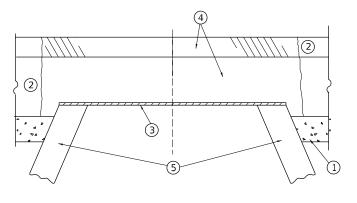
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

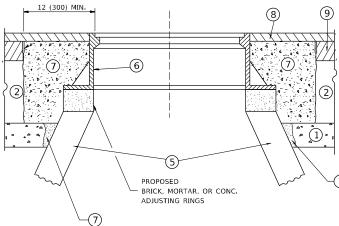
EXISTING TRAFFIC SIGNAL DETAILS

TORRENCE AVE. (CALUMET RIVER – N. OF 114TH ST.)

SHEET OF SHEETS STA TO STA

A.P. SECTION COUNTY TOTAL SHEET NO. 358 2020-040-RS COOK 26 12 | CONTRACT NO. 62L12 | ILLINOIS FED. AID PROJECT





EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

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

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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

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.
- $oldsymbol{*}$ 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

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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.

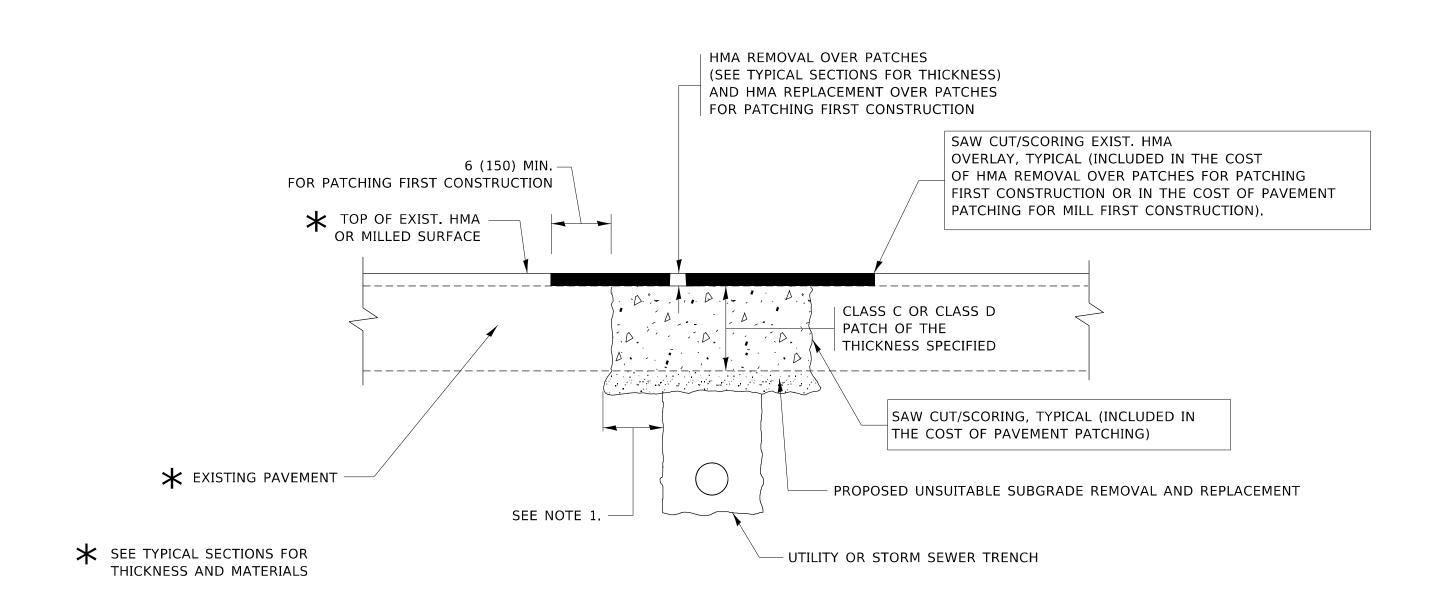
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMES AND LIDS ADJUSTMENT WITH MILLING

SHEET 1 OF 1 SHEETS STA. TO STA.



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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

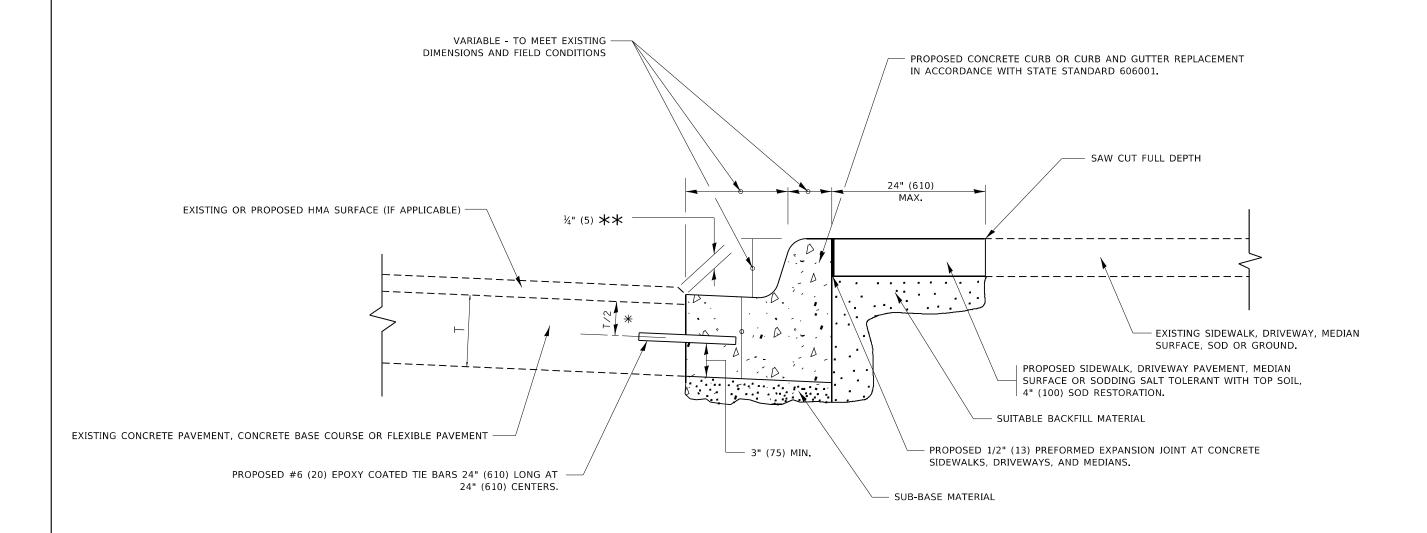
- 1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

USER NAME = paraynoal	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	CTATE OF HUNDIO		PAVEMENT PATCHING FOR	RTE	SECTION	COUNTY SHEETS	S NO.
	DRAWN -	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS		HMA SURFACED PAVEMENT	358	2020-040-RS	COOK 26	14
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - R. BORO 09-04-07	DEPARTMENT OF TRANSPORTATION		HIMA SUNFACED PAVEIMENT		BD400-04 (BD-22)	CONTRACT NO. 6	62L12
PLOT DATE = 8/11/2021	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED. A	AID PROJECT	



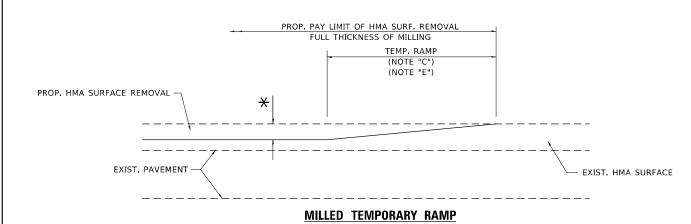
- 💥 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- $\star\star$ IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

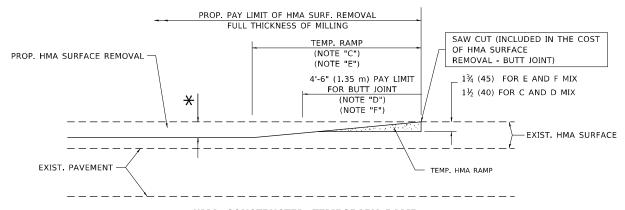
USER NAME = paraynoal	DESIGNED - A. HOUSEH	REVISED	-	A. ABBAS 03-21-97
	DRAWN -	REVISED	-	M. GOMEZ 01-22-01
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	-	R. BORO 12-15-09
PLOT DATE = 8/11/2021	DATE - 03-11-94	REVISED	-	K. SMITH 07-11-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

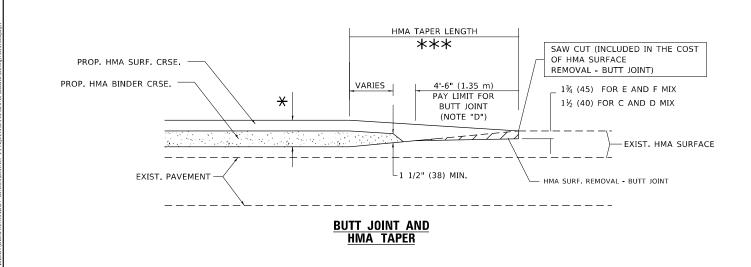


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



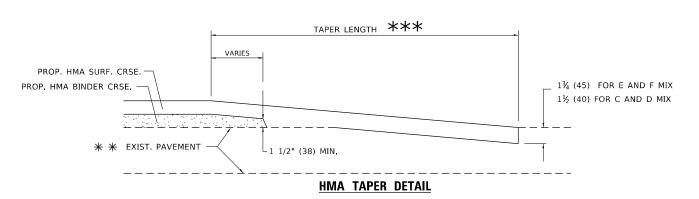
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

M. DE YONG DESIGNED DRAWN REVISED -A. ABBAS 03-21-97 HECKED M. GOMEZ 04-06-01 LOT DATE = 8/11/2021 R.BORO 01-01-07 DATE REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND 2020-040-RS COOK HMA TAPER DETAILS BD400-05 BD32 CONTRACT NO. 62L12 SHEET 1 OF 1 SHEETS STA. TO STA.

PROP. HMA OR PCC SURFACE REMOVAL - BUTT JOINT SAW CUT (INCLUDED IN THE COST 30'-0" (9.0 m) (NOTE "A") EXIST, HMA OR PCC SURFACE -OF HMA OR P.C.C. SURFACE REMOVAL 15'-0" (4.5 m) (NOTE "B") - BUTT JOINT) (NOTE "D") 1¾ (45) FOR E AND F MIX 1½ (40) FOR C AND D MIX * * EXIST. PAVEMENT **BUTT JOINT 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")

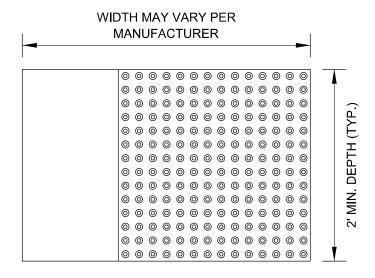
BASIS OF PAYMENT

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT" JOINT".

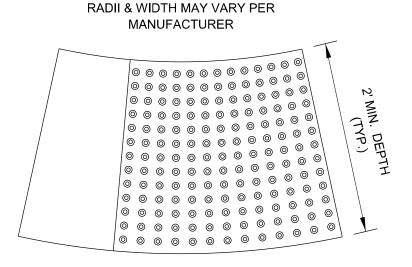
SCALE: NONE

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

STRAIGHT DETECTABLE WARNING UNITS



RADIAL DETECTABLE WARNING UNITS

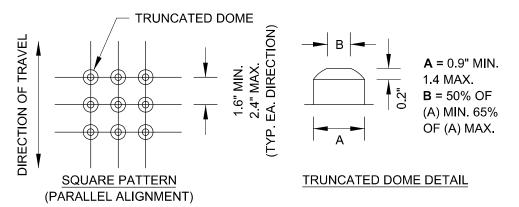


DETECTABLE WARNING UNIT SIZES

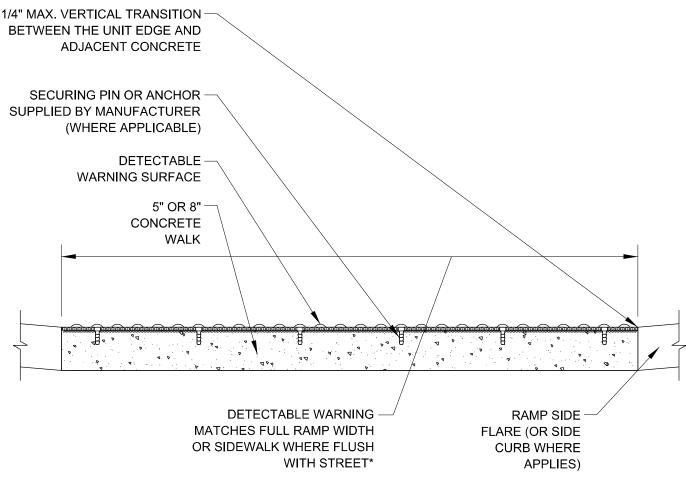
- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.

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.



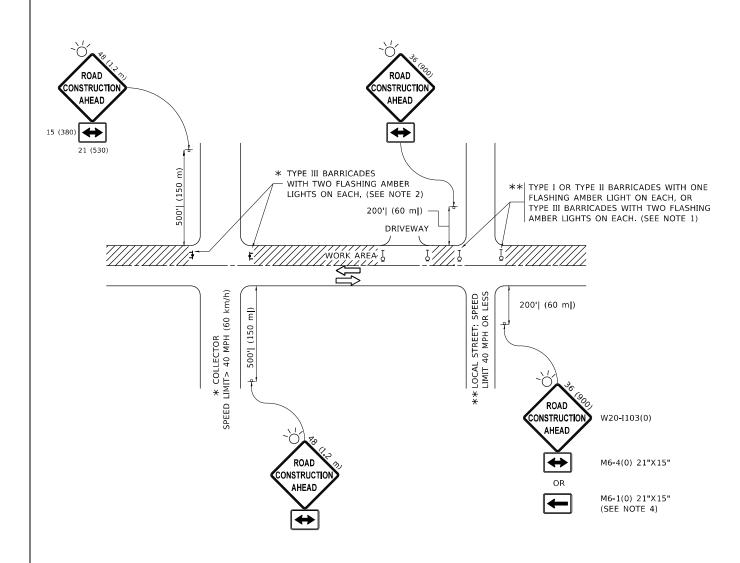
UNIT PATTERN & DOME DETAIL



*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

USER NAME = paraynoal	DESIGNED -	REVISED -			CITY OF CHICAGO			F.A.P.	SECTION	COUNTY	SHEETS	SHEET		
	DRAWN -	REVISED -	STATE OF ILLINOIS	0111 01 011107100		358	2020-040-RS	соок	26	17				
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION			DETEC	IABLE W	AKNINGS	S		BD 58	CONTRACT	T NO. 6	2L12
PLOT DATE = 8/11/2021	DATE - 06-20-2017	REVISED -		SCALE: NONE	SHEET 1	OF	1 SHEE	S STA.	TO STA.		ILLINOIS FEI	D. AID PROJECT		



- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION
 OF THE CLOSED PORTION.
- 3. 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
 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
 BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

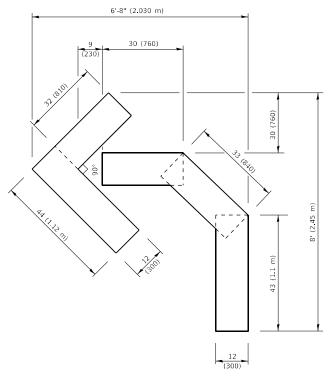
- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED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

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

USER NAME = paraynoal	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 8/11/2021	DATE - 06-89	REVISED _ A. SCHUETZE 09-15-16

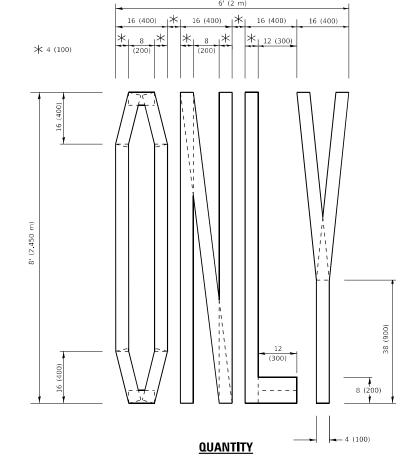
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

;					TION FOR DRIVEWAYS
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.

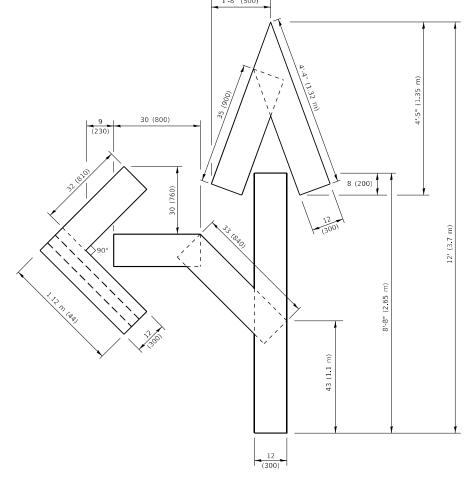


QUANTITY

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



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

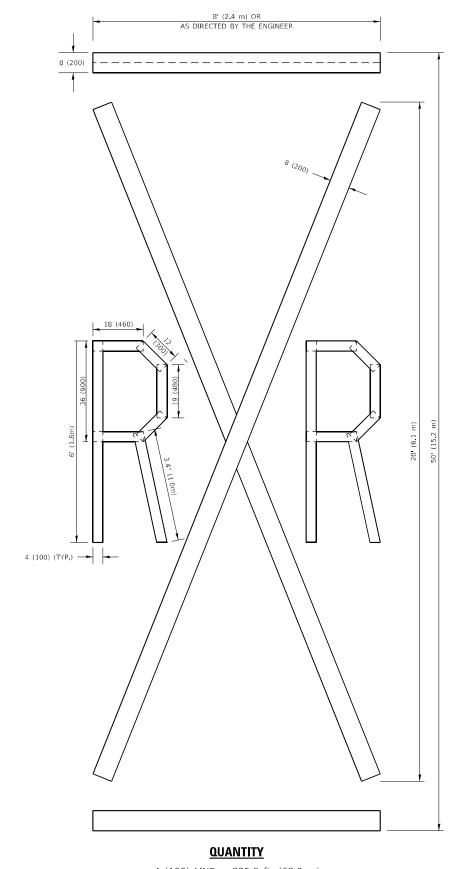


QUANTITY

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.



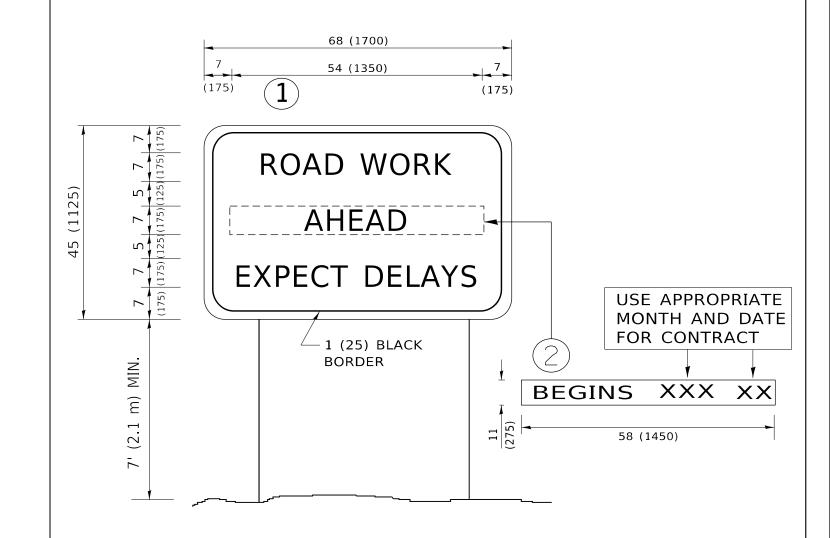
4 (100) LINE = 225.9 ft. (68.9 m) 75.3 sq. ft. (6.99 sq. m)

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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



- 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.

SHEET

6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)

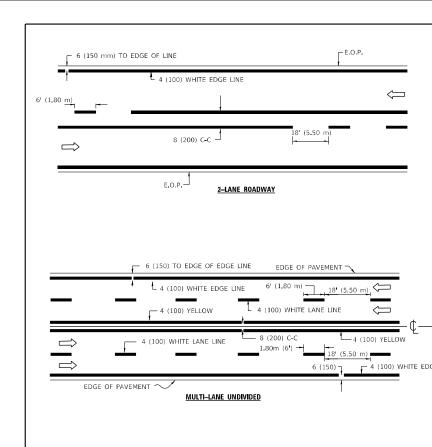
SCALE: NONE

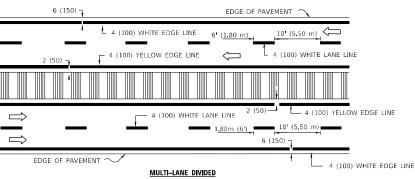
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

USER NAME = paraynoal	DESIGNED -	REVISED	- R. MIRS 09-15-97
	DRAWN -	REVISED	- R. MIRS 12-11-97
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	-T. RAMMACHER 02-02-99
PLOT DATE = 8/11/2021	DATE -	REVISED	- C. JUCIUS 01-31-07

ARTERIAL ROAD					F.A.P. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
	INFOR	MATION	SIGN		358	2020-040-RS		COOK	26	20
	INI OII	IVIATION	SIGN			TC-22	П	CONTRACT	NO. 62	2L12
1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS FE	o. AID	PROJECT		-

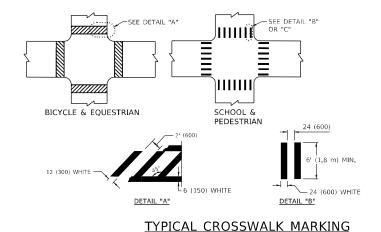


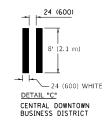


WITH MOUNTABLE MEDIAN

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

TYPICAL LANE AND EDGE LINE MARKING

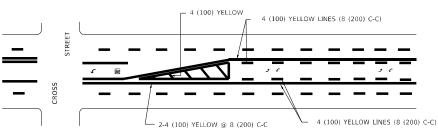




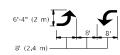
12 (300) DIAGONALS — (MINIMUM 5) 2-4 (100) @ 8 (200) C-C * FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

PAINTED MEDIANS

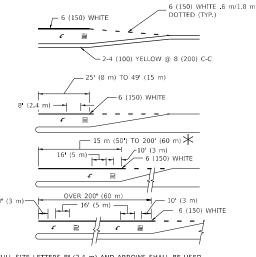


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

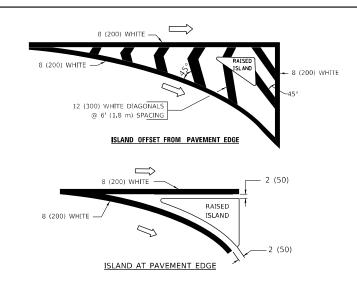


 \uparrow AREA = 15.8 SQ. FT. (1.47 m²) ()NLY AREA = 22.9 SQ. FT. (2.13 m²)

 \bigstar 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	SKIP-DASH AND SOLID	YELLOW	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
	8' (2.4 m) LEFT ARROW	IN PAIRS	WHITE	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	PIACE 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 SO. FT. (0.33m ²) EACH "X"=54.0 SO. FT. (5.0 m ²)

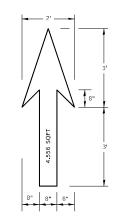
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

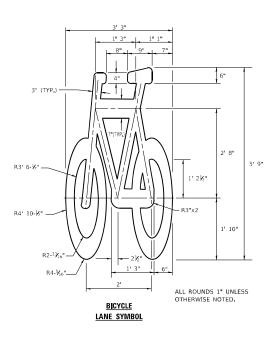
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = paraynoal	DESIGNED -	REVISED -T. RAMMACHER 12-07-0
	DRAWN -	REVISED - K. ENG 02-28-12
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -
PLOT DATE = 8/11/2021	DATE -	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

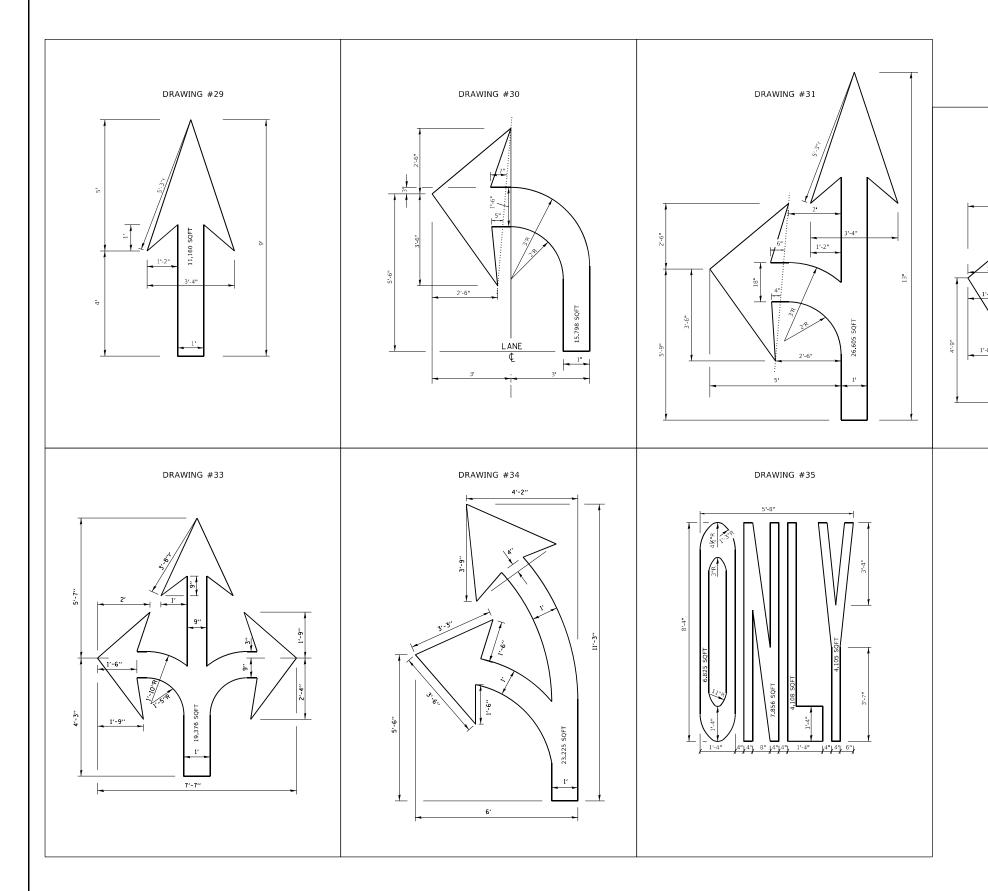
CITY OF CHICAGO								F.A.P. SECTION			COUNTY	TOTAL SHEETS	SHEET NO.	
TYPICAL PAVEMENT MARKINGS							358	8 2020-040-RS		соок	26	21		
		TER	,AL	FA	LIVILIAI	MANKIN	43	TC-24 CONTRACT NO. 62				2L12		
SCALE: NONE	SHEET	1	OF	3	SHEETS	STA.	TO STA.			ILLINOIS	FED. AI	D PROJECT		





- 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:

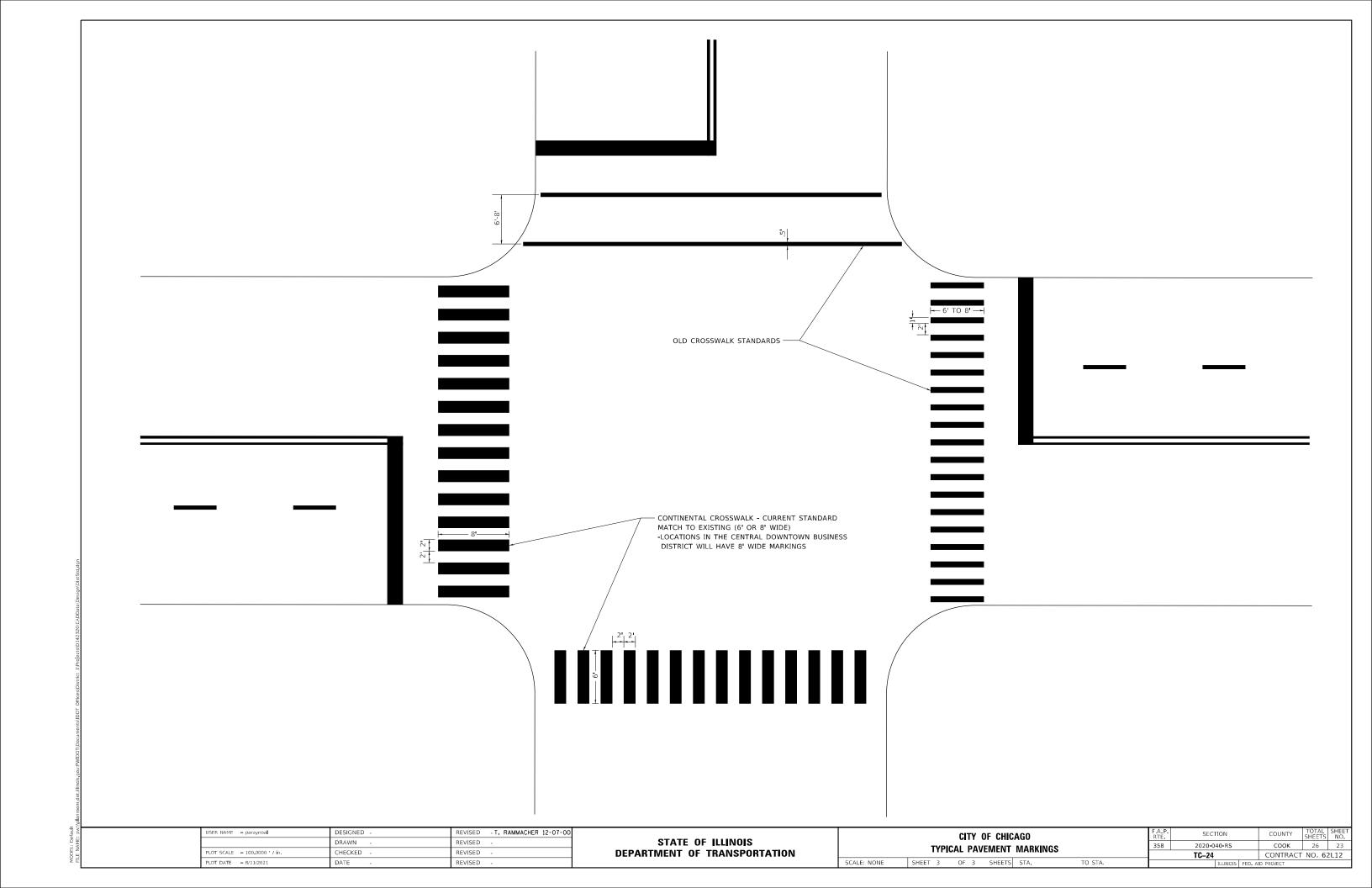
ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

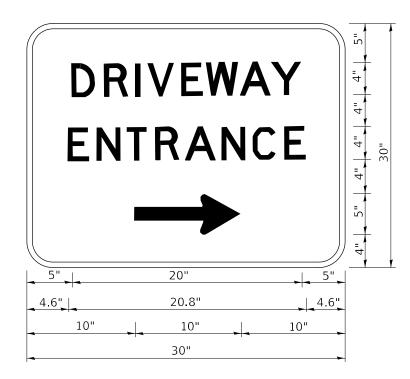
DRAWING #32

USER NAME = paraynoal	DESIGNED -	REVISED - 1. RAMMACHER 12-07-00
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -
PLOT DATE = 8/11/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

			CIT	OF CHIC	AGO		F.A.P. RTE	SECTION	ı	COUNTY	TOTAL SHEETS	SHEET NO.
	TYPICAL PAVEMENT MARKINGS						358	2020-040-F	соок	26	22	
L	III JOAL LAVLIVILIAI IMANKIIAAS							TC-24	CONTRACT NO. 62L12			
	SCALE: NONE	SHEET 2	OF :	3 SHEETS	STA.	TO STA.		ILLII	NOIS FED. A	ID PROJECT		





3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

- 1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
- 2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
- 3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

USER NAME = paraynoal	DESIGNED -	REVISED	-	C. JUCIUS 02-15-07
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PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	-	
PLOT DATE = 8/11/2021	DATE -	REVISED	-	

STATE OF	ILLINOIS
DEPARTMENT OF	TRANSPORTATION

SCALE: NONE

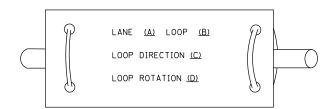
					I s . s I			TOTAL	CHEET
				•	F.A.P. RTE			TOTAL SHEETS	SHEET NO.
DRIVEWAY ENTRANCE SIGNING						2020-040-RS	соок	26	24
						TC-26	CONTRACT	NO. 62	2L12
SHEET 1 OF 1 SHEETS STA. TO STA.					ILLINOIS FED. A	ID PROJECT			

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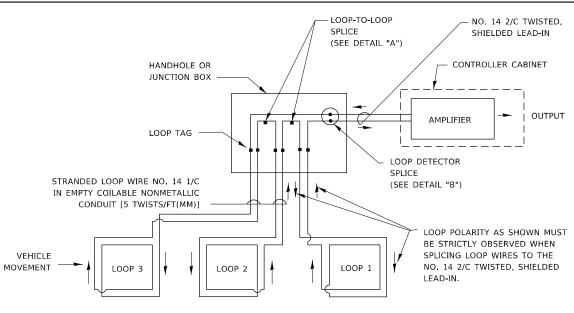
LOOP DETECTOR NOTES

- 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.
- 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

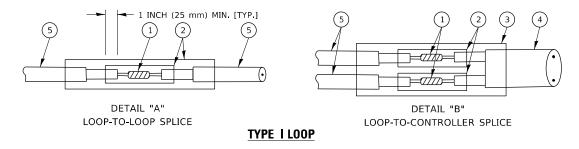


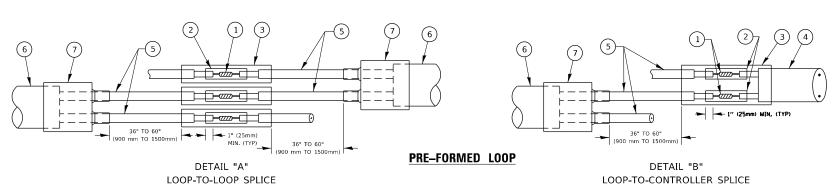
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



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.





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

USER NAME = paraynoal	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

 F.A.P. RTE.
 SECTION
 COUNTY
 TOTAL SHEET NO.

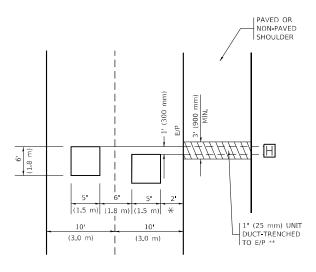
 358
 2020-040-RS
 COOK
 26
 25

 TS-05
 CONTRACT NO. 62L12

 ILLINOIS
 FED. AID PROJECT

LOOPS NEXT TO SHOULDERS

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



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

SER NAME = paraynoa

LOT DATE = 8/11/2021

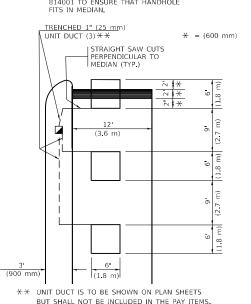
* = (600 mm)

LEFT TURN LANES WITH MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

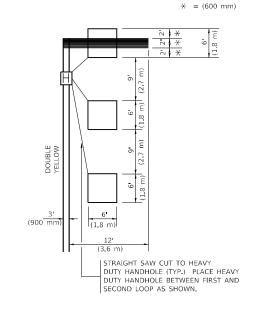
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLI



LEFT TURN LANES WITHOUT MEDIANS

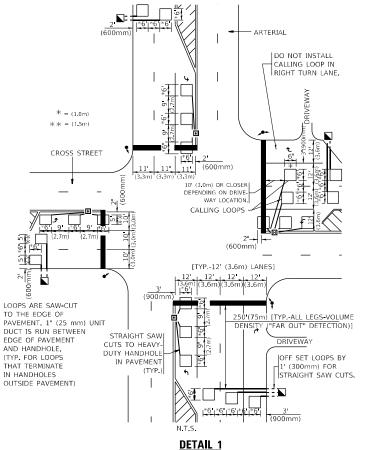
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

OFFSET LOOPS BY



N.T.S.

DATE

DESIGNED

DRAWN

HECKED

R.K.F

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

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

STRAIGHT SAW CUTS THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS WHEN ADJUSTMENT IS NORMALLY BE MOVED CLOSE TO THE INTERSECTION CROSS STREET 10'(3.0m) PREFERRED + - THESE DIMENSIONS [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM] △ - THESE DIMENSIONS 10' (3.0m) LANE WIDTHS

REVISED

REVISED

REVISED

REVISED

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT ARTERIAL UNIT DUCT *6 9 *6 9 *6 RIVEWAY F "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT

TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN

LANE OR LEFT TURN

SCALE: NONE

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

VEHICLES LOOP DETECTORS

FOR DETECTOR LOOPS.

(i.e. 1-1/2, 1-3/4, 2).

PLACEMENT OF DETECTORS

PAVEMENT EXTENDED.

SPECIFIC GEOMETRIC CONSIDERATIONS.

ON ALL SIGNAL LAYOUT PLAN SHEETS.

(1.8 m)

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

* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE

LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE

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

* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET

* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE

* WHEN NON-LOCKING, PRESENCE DETECTION IS USED. MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR

* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN

INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM

AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE

INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND

DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A

SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE

TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM)

LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

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

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR

LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED

DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT

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

TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE

ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO

INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.

* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT

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.

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DETAIL 2

N.T.S.

SECTION COUNTY DISTRICT 1 - DETECTOR LOOP INSTALLATION 358 2020-040-RS COOK 26 26 DETAILS FOR ROADWAY RESURFACING TS-07 CONTRACT NO. 62L12 SHEET 1 OF 1 SHEETS STA. TO STA.