

FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, P.E., PTOE (847) 705-4021 SCHAUMBURG, IL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**FAU ROUTE 1394 (DIVISION STREET)
 THATCHER AVENUE TO HARLEM AVENUE
 RESURFACING
 SECTION 15-00098-00-RS
 PROJECT M-4003(623)
 VILLAGE OF RIVER FOREST
 COOK COUNTY**

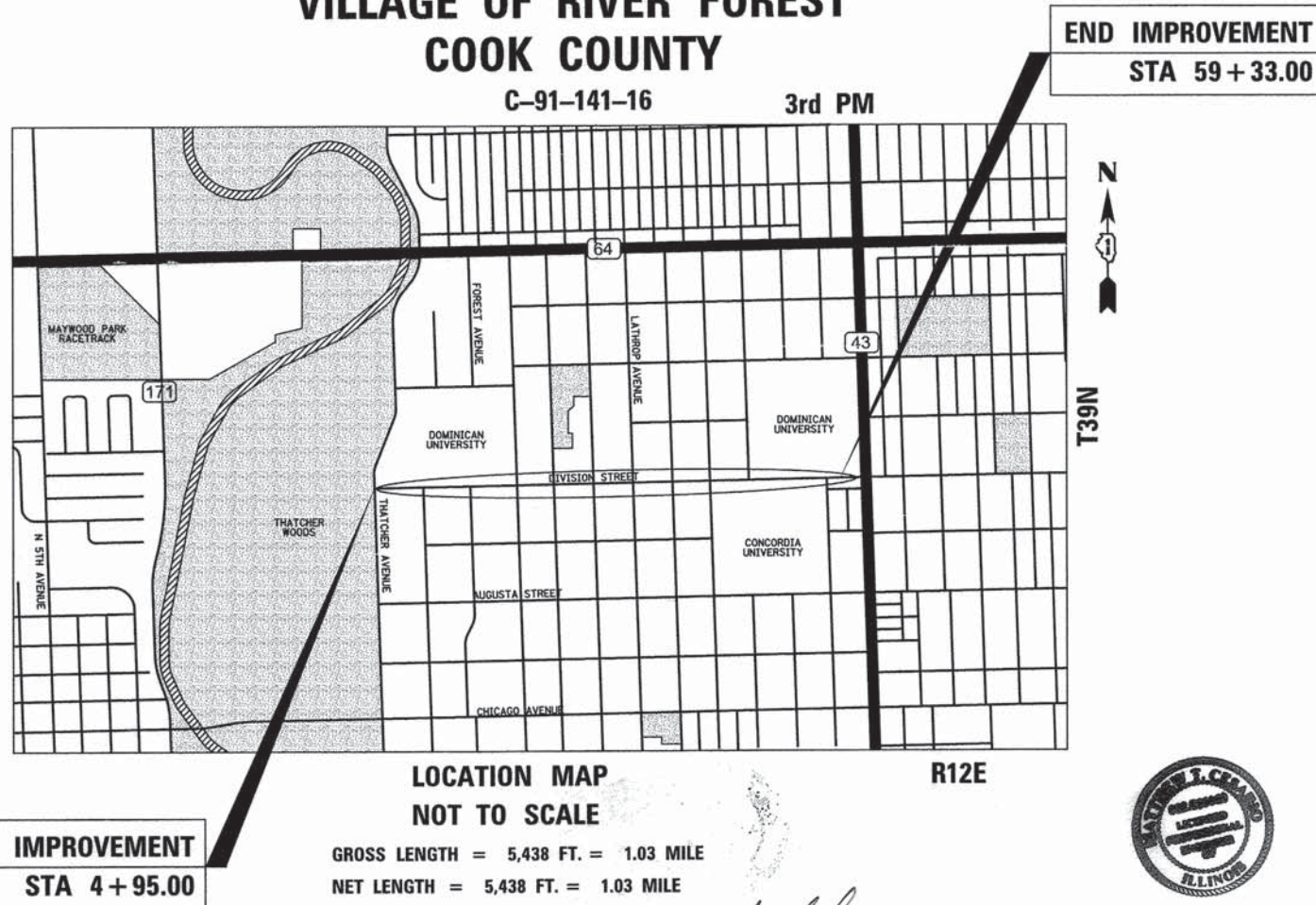
FAU RTE. 1394	SECTION 15-00098-00-RS	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 1
		ILLINOIS	CONTRACT NO. 61C47	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA
 EXISTING ADT = 5,350 (2014)

SPEED LIMIT:
 25 MPH (POSTED)

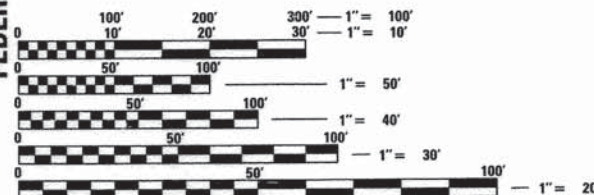
DESIGN DESIGNATION
 MAJOR COLLECTOR



**LOCATION MAP
NOT TO SCALE**

**BEGIN IMPROVEMENT
STA 4 + 95.00**

GROSS LENGTH = 5,438 FT. = 1.03 MILE
 NET LENGTH = 5,438 FT. = 1.03 MILE



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 EXCAVATION
 1-800-892-0123
 OR 811

CONSULTING ENGINEERS **B** Bollinger, Lach & Associates, Inc.
 333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
 P:(630) 438 6400 F:(630) 438 6444 www.bollingerlach.com
 ILLINOIS • INDIANA • WISCONSIN

Matthew Cesario
 MATTHEW CESARIO
 ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062.066160
 MY LICENSE EXPIRES ON 11-30-17.

DATE 1-21-2016



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
Approved	<u>1/21/16</u> <i>[Signature]</i> VILLAGE OF RIVER FOREST
Passed	<u>FEBRUARY 9, 2016</u> <i>[Signature]</i> District One Engineer of Local Roads & Streets
Releasing for Bid Based on Limited Review	<u>February 16 2016</u> <i>[Signature]</i> Deputy Director of Highways, Region One Engineer

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GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED APRIL 1, 2016; THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
2. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
3. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH LOCAL EMERGENCY SERVICES AND THE VILLAGE OF RIVER FOREST USING THE FOLLOWING TELEPHONE NUMBERS:

POLICE DEPARTMENT: (708) 366-7125

FIRE DEPARTMENT: (708) 366-7629
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS, IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
6. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
7. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS AND REFERENCE MARKERS UNTIL THE OWNER, OWNER'S REPRESENTATIVE, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
8. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF IMPROVEMENT. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF INLET FILTERS.
9. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR THE VILLAGE.
10. THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT UNLESS OTHERWISE NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
11. NITROGEN FERTILIZER, POTASSIUM FERTILIZER, AND PHOSPHORUS FERTILIZER NUTRIENTS SHALL BE PLACED OVER SODDING AT THE RATE OF 60 POUNDS PER ACRE.
12. SAW CUTTING OF CURB AND GUTTER SHALL BE FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
13. THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS IS NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT-MIX ASPHALT MIXTURES ARE TO BE PLACED.
14. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, SIDEWALKS, AND AS DIRECTED BY THE ENGINEER.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
16. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MATCHING SHALL NOT EXCEED 1-1/2" WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1" WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH, WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3" MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
17. BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE DISTRICT DETAIL "BUTT JOINT AND BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
18. FOR CLASS D PATCHING, CONTRACTOR SHALL MILL BEFORE PATCHING AS DIRECTED BY THE ENGINEER.
19. ALL ELEVATIONS ARE ON THE U.S.G.S. DATUM NAVD 88.
20. ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR ADA RAMPS, PAVEMENT MARKINGS, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.
21. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
22. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.
23. SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BY THE ENGINEER AT A RATE OF 10 GAL PER SQ YD FOR SODDED AREAS.
24. TEMPORARY INFORMATION SIGNING AND CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT PROJECT LIMITS AND INTERSECTIONS, OR AS DIRECTED BY THE ENGINEER, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
25. ACTUAL LOCATION AND SIZE OF BASE PATCHES WILL BE DETERMINED IN THE FIELD. NO COMPENSATION WILL BE ALLOWED FOR UNUSED PATCHING QUANTITIES.
26. TREE ROOT PRUNING SHALL BE USED WHERE NECESSARY IN AREAS OF PROPOSED SIDEWALK AS DIRECTED BY THE ENGINEER.
27. CONTRACTOR SHALL USE CAUTION WHEN WORKING NEAR AND UNDER OVERHEAD UTILITY FACILITIES.



USER NAME = #USER#	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = #SCALE#	CHECKED - KEK	REVISED -
PLOT DATE = #DATE#	DATE - 1/25/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DIVISION STREET - VILLAGE OF RIVER FOREST			
INDEX OF SHEETS, HIGHWAY STANDARDS, GEN. NOTES & COMMITMENTS			
SCALE: N.T.S.	SHEET 1	OF 1	SHEETS
STA. N/A	TO STA. N/A		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1394	15-00098-00-RS	COOK	31	2
CONTRACT NO. 61C47				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				ROADWAY 0005 S.N.
20101200	TREE ROOT PRUNING	EACH	10	10
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	246	246
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	3	3
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	3	3
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	3	3
25100630	EROSION CONTROL BLANKET	SQ YD	246	246
25200110	SODDING, SALT TOLERANT	SQ YD	246	246
25200200	SUPPLEMENTAL WATERING	UNIT	2	2
28000510	INLET FILTERS	EACH	45	45
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	980	980
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	23027	23027
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	8	8
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	1075	1075
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	282	282

* SPECIALTY ITEM



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIVISION STREET - VILLAGE OF RIVER FOREST
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1394	15-00098-00-RS	COOK	31	3
CONTRACT NO. 61C47				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				ROADWAY
				0005 S.N.
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2149	2149
42001300	PROTECTIVE COAT	SQ YD	1218	1218
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	8815	8815
42400800	DETECTABLE WARNINGS	SQ FT	803	803
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	25304	25304
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1074	1074
44000600	SIDEWALK REMOVAL	SQ FT	8659	8659
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	512	512
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	768	768
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	768	768
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	512	512
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	16647	16647
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1074	1074
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3

* SPECIALTY ITEM



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PLOT DATE = #DATE#	DATE - 1/25/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIVISION STREET - VILLAGE OF RIVER FOREST
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1394	15-00098-00-RS	COOK	31	4
CONTRACT NO. 61C47				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				ROADWAY	
				0005	S.N.
67100100	MOBILIZATION	LSUM	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	9	9	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	4400	4400	
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	678.8	678.8	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	15514	15514	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3978	3978	
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	190	190	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	2826	2826	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	339.4	339.4	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7848	7848	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2622	2622	



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

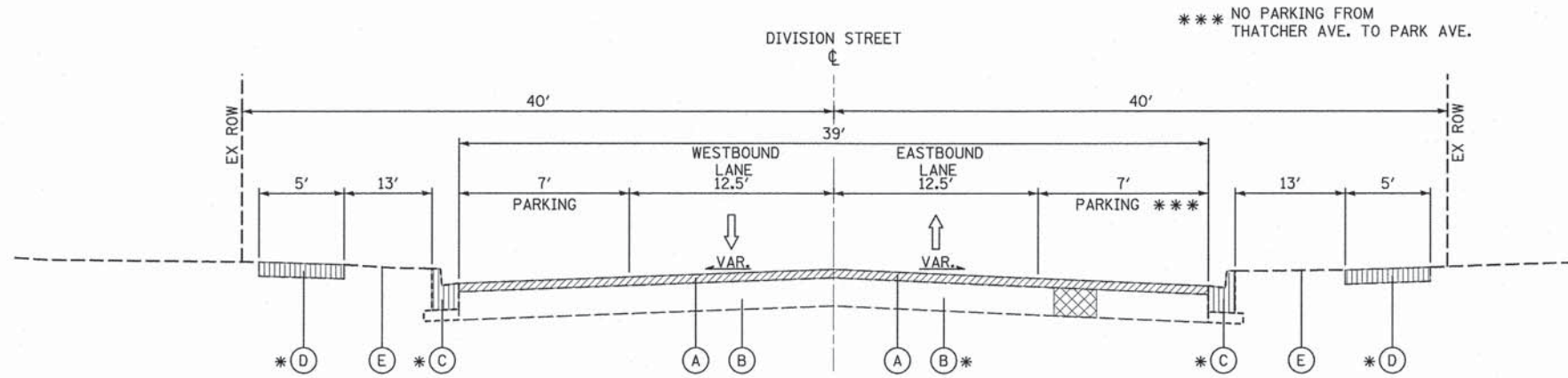
**DIVISION STREET - VILLAGE OF RIVER FOREST
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.U. RTE. 1394	SECTION 15-00098-00-RS	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 5
CONTRACT NO. 61C47				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				ROADWAY	S.N.
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	95	0005	95
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1257		1257
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	192		192
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	33		33
Z0013798	CONSTRUCTION LAYOUT	LSUM	1		1
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	565		565

* SPECIALTY ITEM



EXISTING TYPICAL SECTION - DIVISION STREET

THATCHER AVENUE TO BONNIE BRAE
STA. 4+95 TO STA. 55+40

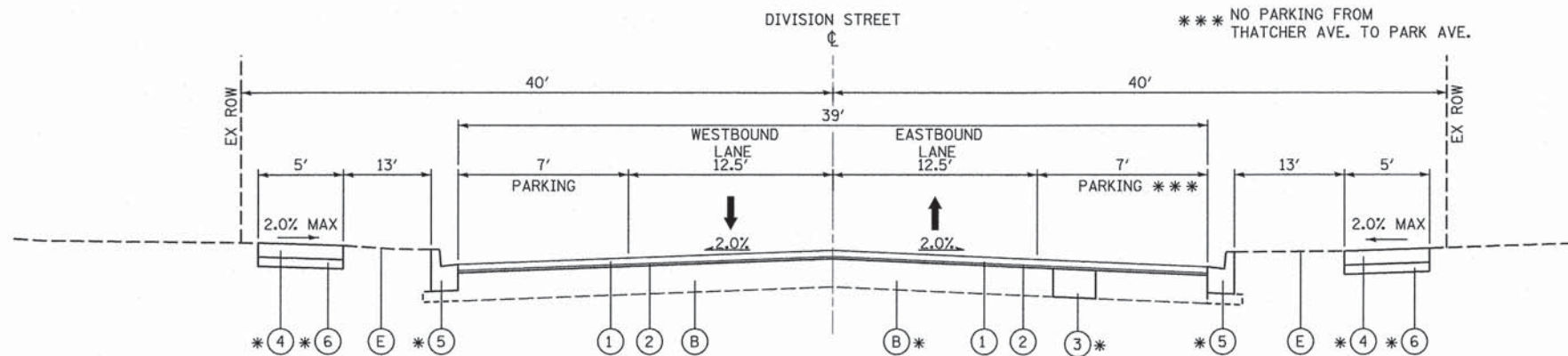
- HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- CLASS D PATCHES (AS DIRECTED BY THE ENGINEER)
- COMBINATION CURB AND GUTTER REMOVAL
SIDEWALK REMOVAL
(AS DIRECTED BY THE ENGINEER)

EXISTING LEGEND

- (A) EX. HOT-MIX ASPHALT SURFACE COURSE, 2" (R)
- * (B) EX. AGGREGATE BASE COURSE, 8"
- * (C) EX. COMB. CONCRETE CURB & GUTTER, TY B-6.12
- * (D) EX. P.C.C. SIDEWALK
- (E) EX. TOPSOIL

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

* ITEM TO BE REMOVED AND REPLACED IN KIND AT LOCATIONS IN THE FIELD DIRECTED BY THE ENGINEER.



PROPOSED TYPICAL SECTION - DIVISION STREET

THATCHER AVENUE TO BONNIE BRAE
STA. 4+95 TO STA. 55+40

PROPOSED LEGEND

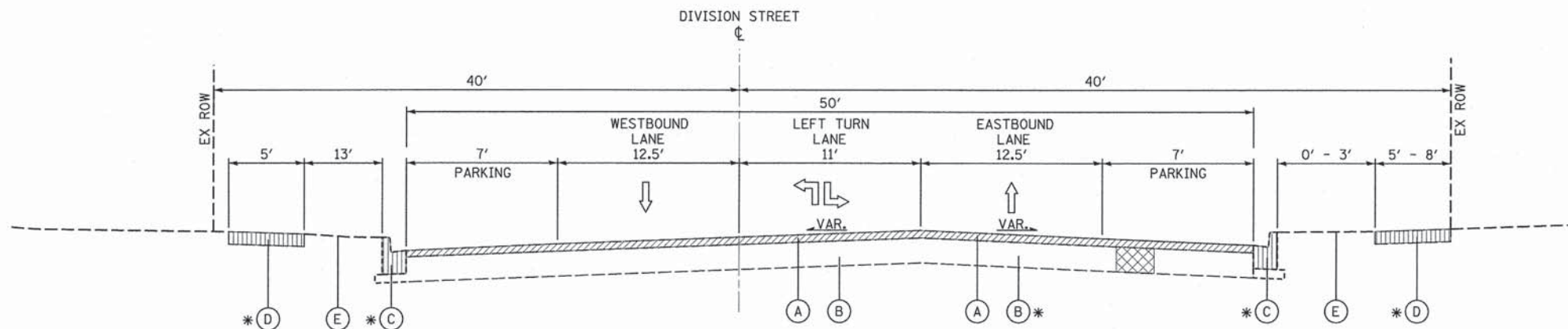
- (1) PR. HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- (2) PR. LEVELING BINDER (MACHINE METHOD), N50, 3/4"
- * (3) CLASS D PATCHES
- * (4) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- * (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- * (6) AGGREGATE BASE COURSE, TY B 4"

* ITEM TO BE REMOVED AND REPLACED IN KIND AT LOCATIONS IN THE FIELD DIRECTED BY THE ENGINEER.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS % Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 1 1/2"	4% @ 50 GYR
LEVELING BINDER (MACHINE METHOD), N50 (IL 9.5 mm), 3/4"	4% @ 50 GYR
PAVEMENT PATCHING	
CLASS D PATCHES, HOT-MIX ASPHALT BINDER (IL 19 mm), N50; 7"	4% @ 70 GYR

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES 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 DISTRICT ONE SPECIAL PROVISIONS.
THE CONTRACTOR SHALL MILL ROADWAY PAVEMENT PRIOR TO PAVEMENT PATCHING.



EXISTING TYPICAL SECTION - DIVISION STREET

BONNIE BRAE TO HARLEM AVENUE
STA. 55+40 TO STA. 59+33

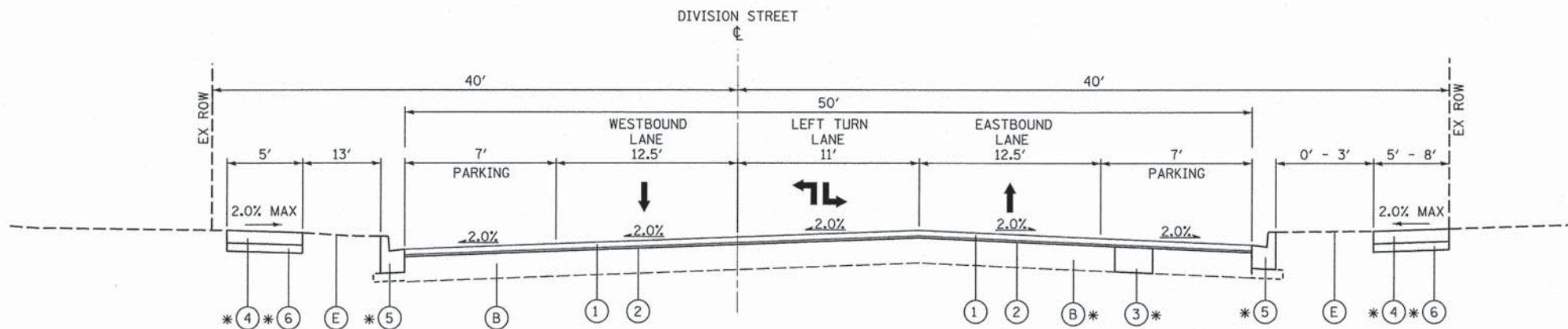
- HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- CLASS D PATCHES (AS DIRECTED BY THE ENGINEER)
- COMBINATION CURB AND GUTTER REMOVAL
SIDEWALK REMOVAL
(AS DIRECTED BY THE ENGINEER)

EXISTING LEGEND

- (A) EX. HOT-MIX ASPHALT SURFACE COURSE, 2" (R)
- * (B) EX. AGGREGATE BASE COURSE, 8"
- * (C) EX. COMB. CONCRETE CURB & GUTTER, TY B-6.12
- * (D) EX. P.C.C. SIDEWALK
- (E) EX. TOPSOIL

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

* ITEM TO BE REMOVED AND REPLACED IN KIND AT LOCATIONS IN THE FIELD DIRECTED BY THE ENGINEER.



PROPOSED TYPICAL SECTION - DIVISION STREET

BONNIE BRAE TO HARLEM AVENUE
STA. 55+40 TO STA. 59+33

PROPOSED LEGEND

- (1) PR. HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- (2) PR. LEVELING BINDER (MACHINE METHOD), N50, 3/4"
- * (3) CLASS D PATCHES
- * (4) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- * (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- * (6) AGGREGATE BASE COURSE, TY B 4"

* ITEM TO BE REMOVED AND REPLACED IN KIND AT LOCATIONS IN THE FIELD DIRECTED BY THE ENGINEER.

USER NAME = #USER#	DESIGNED - MTC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
PLOT DATE = #DATE#	CHECKED - KEK	REVISED -
	DATE - 1/25/2016	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1394	15-00098-00-RS	COOK	31	8
				CONTRACT NO. 61C47
[ILLINOIS] FED. AID PROJECT				

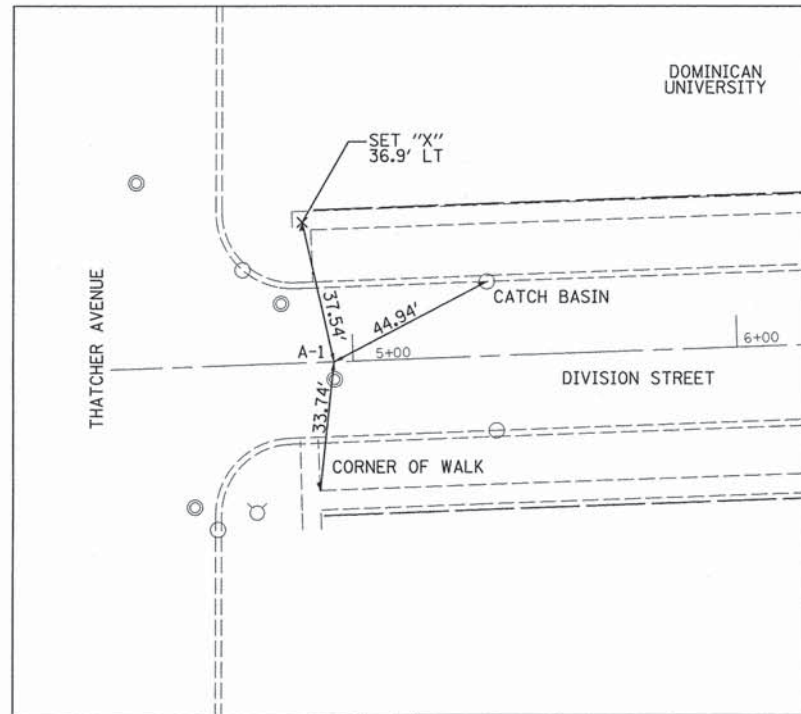
INLET FILETERS			
NO.	STATION	OFFSET	QUANTITY (EACH)
1	5+36.09	19.50 LT	1
2	5+36.67	19.50 RT	1
3	9+78.43	23.81 RT	1
4	10+08.63	19.50 LT	1
5	10+23.4	22.56 RT	1
6	15+06.08	23.15 RT	1
7	15+48.98	23.32 RT	1
8	20+23.72	23.85 RT	1
9	20+26.87	25.32 LT	1
10	20+64.46	23.33 LT	1
11	20+64.47	23.31 RT	1
12	24+65.61	26.85 LT	1
13	24+66.04	25.06 RT	1
14	25+07.05	23.36 RT	1
15	25+09.69	22.94 LT	1
16	29+06.74	24.44 RT	1
17	29+06.87	27.30 LT	1
18	29+46.77	24.89 RT	1
19	29+47.87	25.07 LT	1
20	33+22.64	19.50 RT	1
21	33+23.07	19.50 LT	1
22	33+47.05	24.29 RT	1
23	33+90.04	25.86 RT	1
24	34+17.01	19.50 RT	1
25	34+18.02	19.50 LT	1
26	37+71.38	19.50 RT	1
27	37+91.41	26.12 LT	1
28	37+92.87	26.08 RT	1
29	38+29.15	25.33 RT	1
30	38+30.6	27.31 LT	1
31	38+54.85	19.50 RT	1
32	42+02.83	19.50 LT	1
33	42+30.55	22.65 RT	1
34	42+71.49	24.98 RT	1
35	42+71.91	28.52 LT	1
36	46+39.81	19.50 RT	1
37	46+41.82	19.50 RT	1
38	48+11.88	19.50 RT	1
39	48+12.49	19.50 LT	1
40	55+37.01	19.50 LT	1
41	55+60.92	26.48 RT	1
42	56+00.39	32.53 RT	1
43	56+23.47	19.50 LT	1
44	59+73.69	29.11 RT	1
45	59+73.01	19.50 LT	1
TOTAL			45

FRAMES AND LIDS TO BE ADJUSTED		
STATION	OFFSET	QUANTITY
6+98.87	15.85 RT	1
10+02.02	37.6 RT	1
11+51.54	2.29 LT	1
14+96.75	7.86 RT	1
15+30.42	25.22 RT	1
15+95.71	2.10 RT	1
20+08.06	2.29 RT	1
20+44.79	31.16 RT	1
20+46.89	26.51 LT	1
20+88.73	2.70 RT	1
24+83.29	31.51 RT	1
24+89.58	39.42 RT	1
24+81.20	42.29 LT	1
29+23.47	38.96 LT	1
29+27.05	34.57 RT	1
33+71.80	27.35 LT	1
33+72.67	38.71 RT	1
33+96.29	11.77 RT	1
34+02.88	7.02 RT	1
38+05.31	34.98 RT	1
38+14.58	41.70 RT	1
38+14.75	26.40 LT	1
42+20.36	3.99 RT	1
42+46.69	34.80 RT	1
42+54.01	38.72 RT	1
42+56.40	27.55 LT	1
42+95.24	4.22 RT	1
46+98.81	29.73 LT	1
55+74.84	34.72 RT	1
55+83.78	37.763 RT	1
55+83.03	24.27 RT	1
56+15.30	3.26 RT	1
56+54.19	2.02 RT	1
TOTAL		33

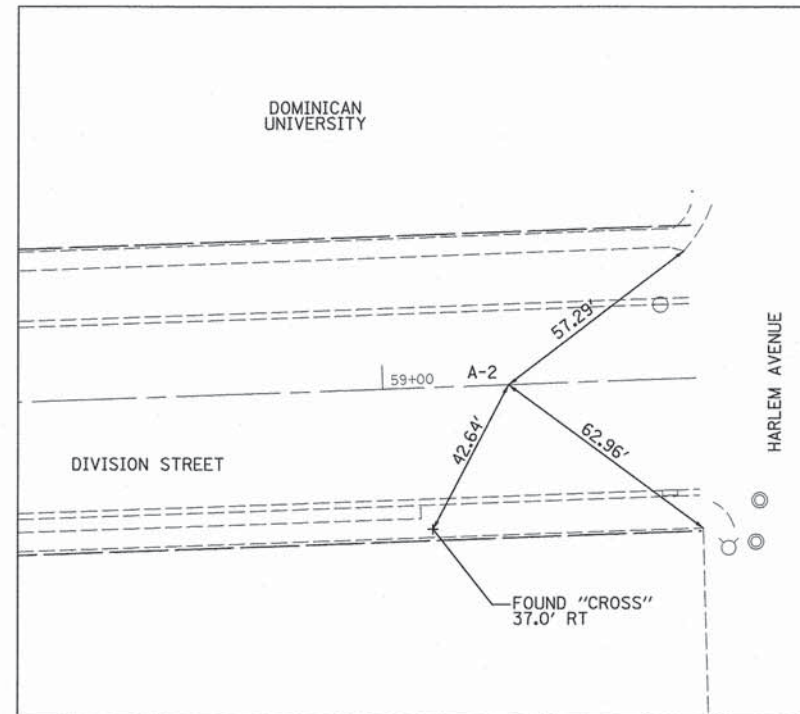
LOCATION STATION-STATION	OFFSET	HMA SURFACE REMOVAL BUTT JOINT (SQ YD)	HMA SURFACE REMOVAL 2" (SQ YD)
4+95 - 10+00	LT / RT	27	2262
10+00 - 15+00	LT / RT	7	2208
15+00 - 20+00	LT / RT	12	2243
20+00 - 25+00	LT / RT	53	2461
25+00 - 30+00	LT / RT	28	2352
30+00 - 35+00	LT / RT	30	2343
35+00 - 40+00	LT / RT	28	2330
40+00 - 45+00	LT / RT	29	2330
45+00 - 50+00	LT / RT	15	2253
50+00 - 55+00	LT / RT	0	2167
55+00 - 60+00	LT / RT	53	2355
TOTAL		282	25304

LOCATION STATION-STATION	OFFSET	HMA SURFACE COURSE MIX "D" N50 (TON)	LEVELING BINDER (MACHINE METHOD) N50 (TON)	BITUMINOUS MATERIALS (TACK COAT) (POUND)
4+95 - 10+00	LT / RT	192	96	2060
10+00 - 15+00	LT / RT	186	93	1994
15+00 - 20+00	LT / RT	189	95	2030
20+00 - 25+00	LT / RT	211	106	2263
25+00 - 30+00	LT / RT	200	100	2142
30+00 - 35+00	LT / RT	199	100	2136
35+00 - 40+00	LT / RT	198	99	2122
40+00 - 45+00	LT / RT	198	99	2124
45+00 - 50+00	LT / RT	191	95	2041
50+00 - 55+00	LT / RT	182	92	1950
55+00 - 60+00	LT / RT	203	100	2165
TOTAL		2149	1075	23027

RATE=0.05 LB/SF
(2) APPLICATIONS



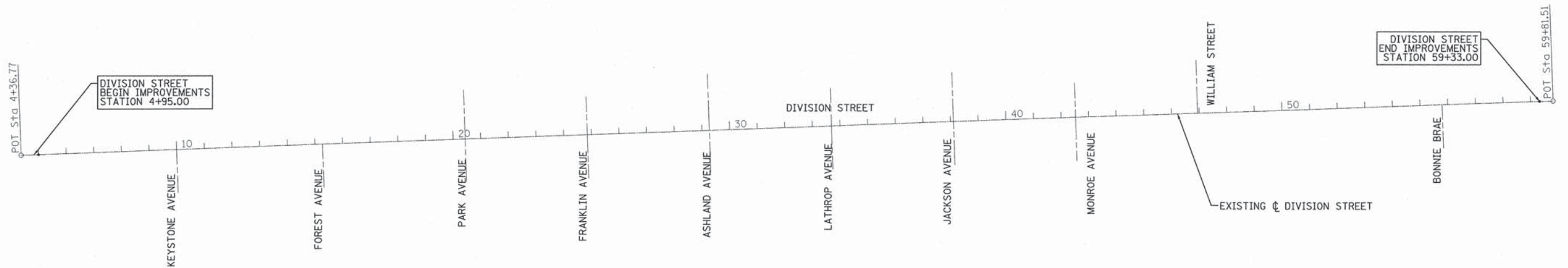
ALIGNMENT TIE (A-1)
 BEGIN PROJECT STA. 4+95.00
 DIVISION STREET
 N: 1906958.6140
 E: 1122417.9724



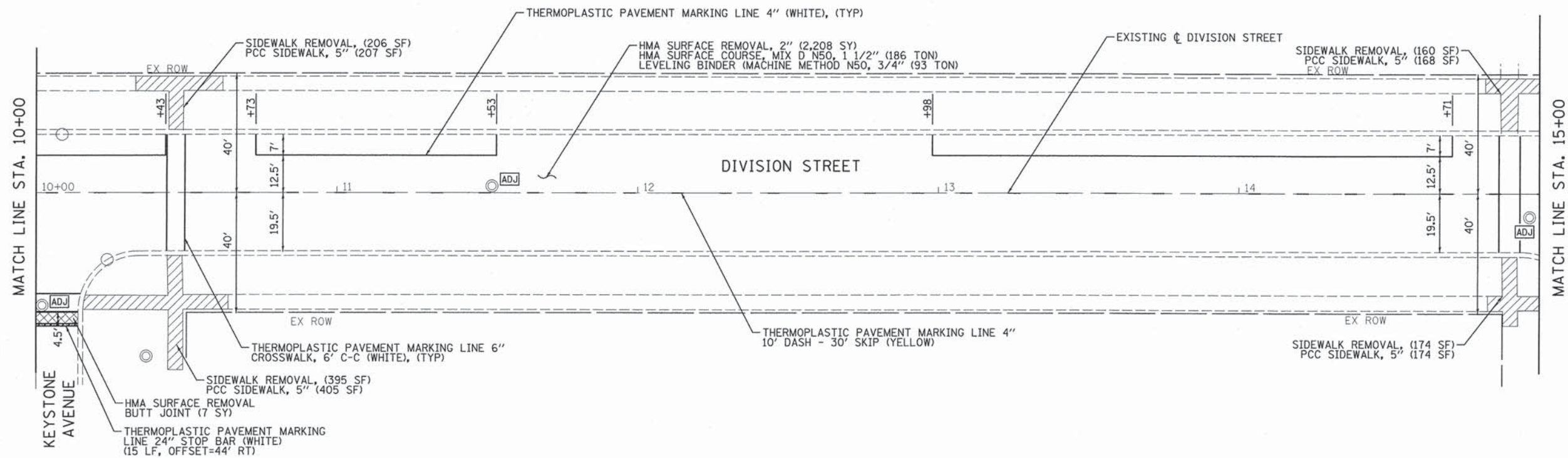
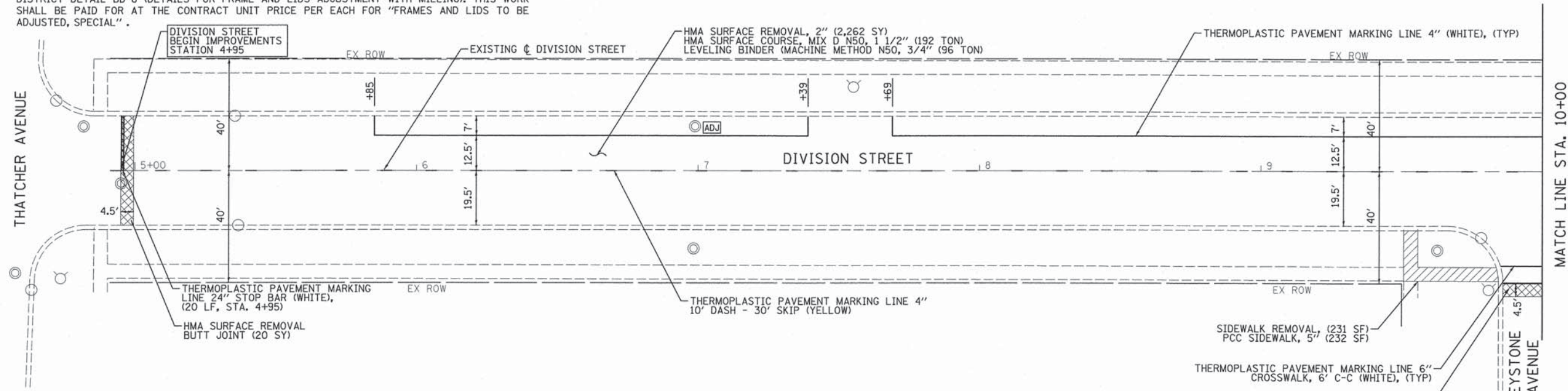
ALIGNMENT TIE (A-2)
 END PROJECT STA. 59+33.00
 DIVISION STREET
 N: 1907156.5439
 E: 1127852.3692

BENCHMARKS:

- #22 CROSS 3 FOOT NORTH OF SOUTHERY DIVISION ROW,
JUST WEST OF HARLEM (ELEVATION = 627.36)
- #81 CROSS 3 FOOT NORTH OF SOUTHERY DIVISION ROW,
SOUTH WEST CORNER OF PARK (ELEVATION = 627.98)



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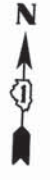
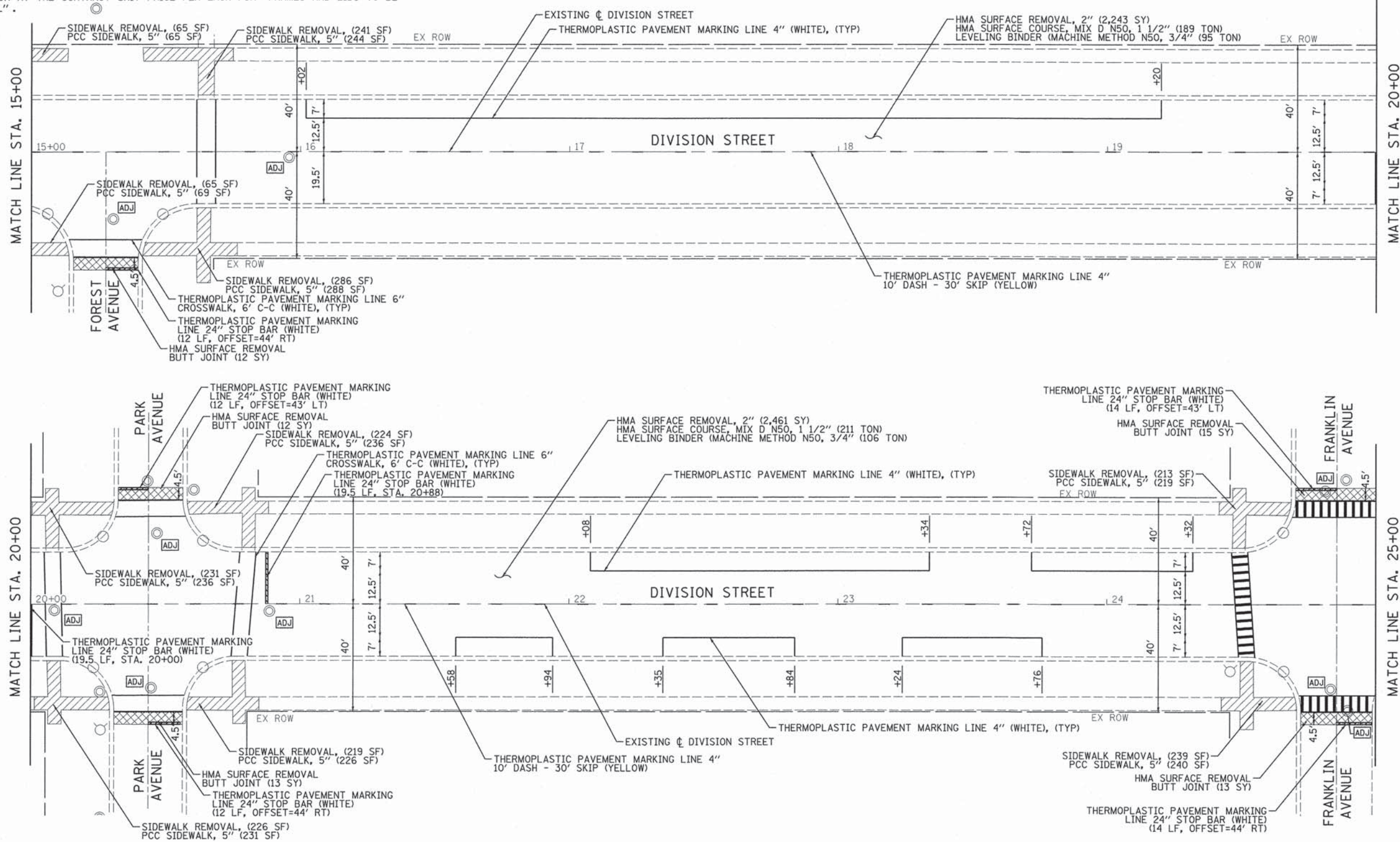
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	DATE - 1/25/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIVISION STREET - VILLAGE OF RIVER FOREST
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN
SCALE: 1"=20' SHEET 1 OF 6 SHEETS STA. 5+00 TO STA. 15+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1394	15-00098-00-RS	COOK	31	11
CONTRACT NO. 61C47				
ILLINOIS FED. AID PROJECT				

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	DATE - 1/25/2016	REVISED -

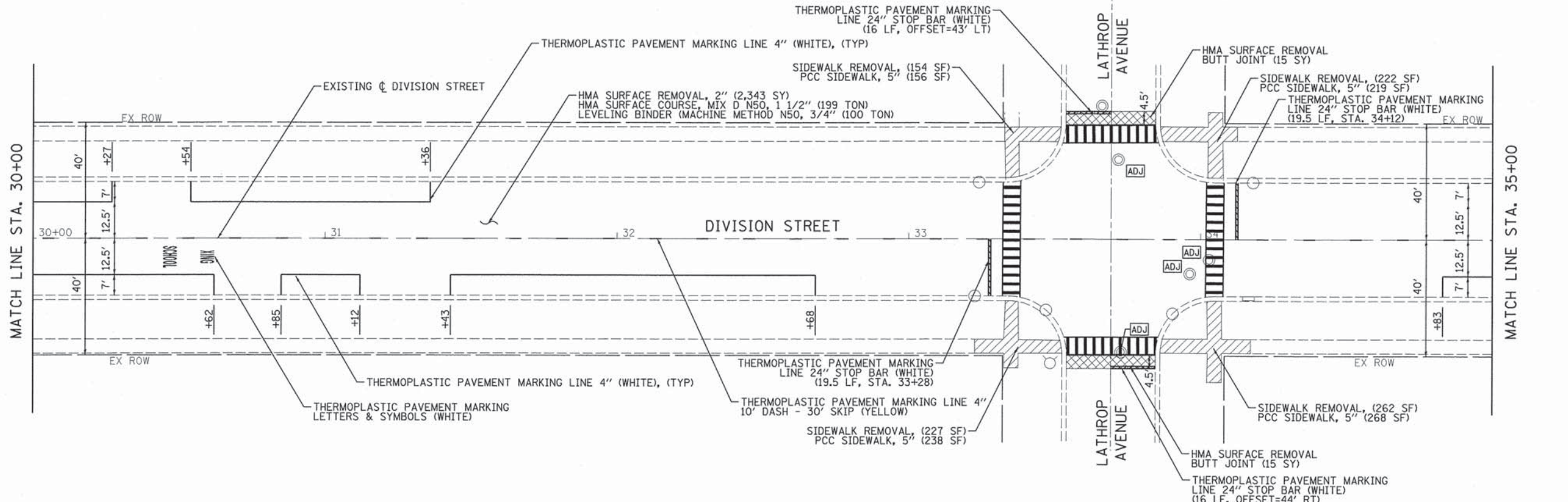
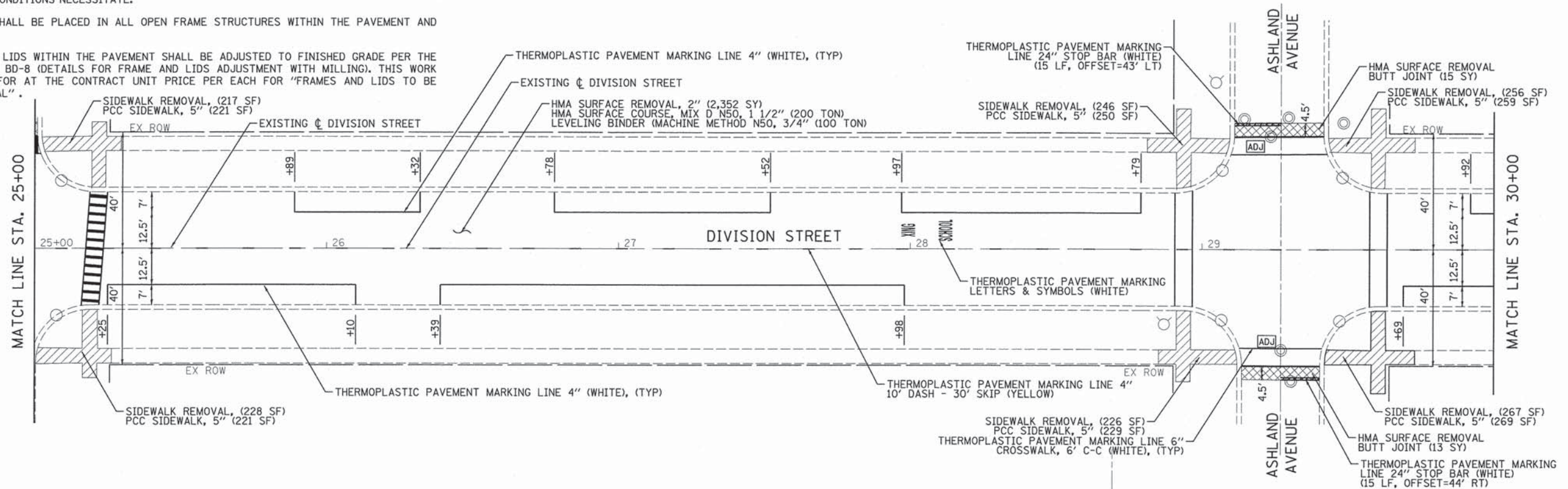
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIVISION STREET - VILLAGE OF RIVER FOREST
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' SHEET 2 OF 6 SHEETS STA. 15+00 TO STA. 25+00

F.A.U. RTE. 1394	SECTION 15-00098-00-RS	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 12
				CONTRACT NO. 61C47
ILLINOIS FED. AID PROJECT				

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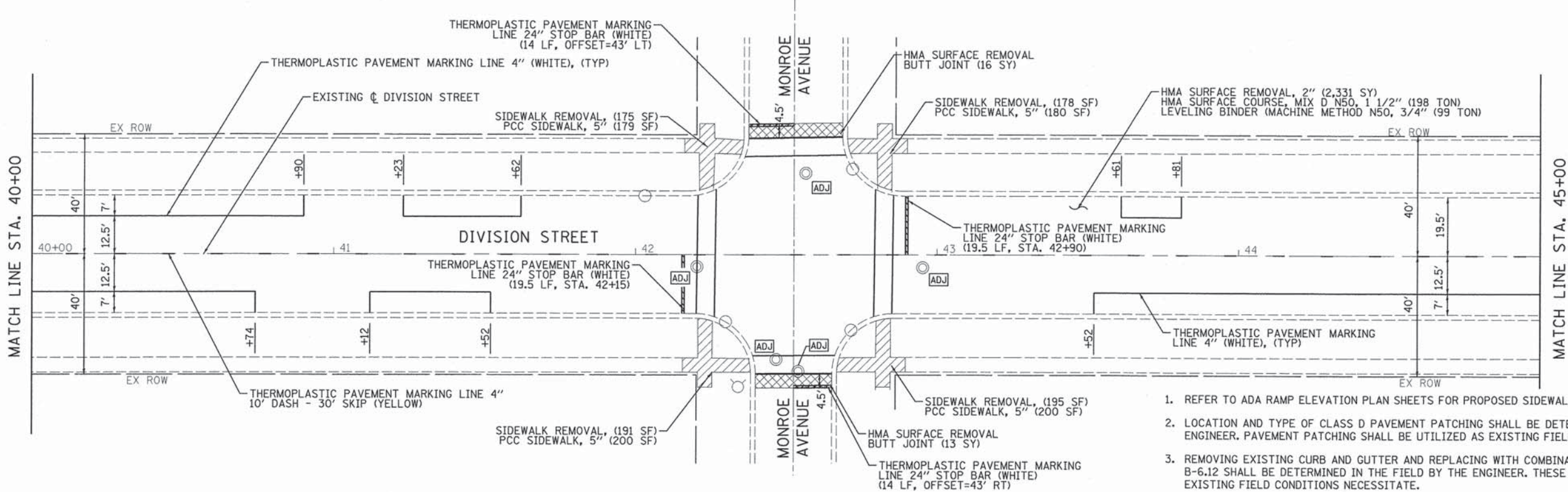
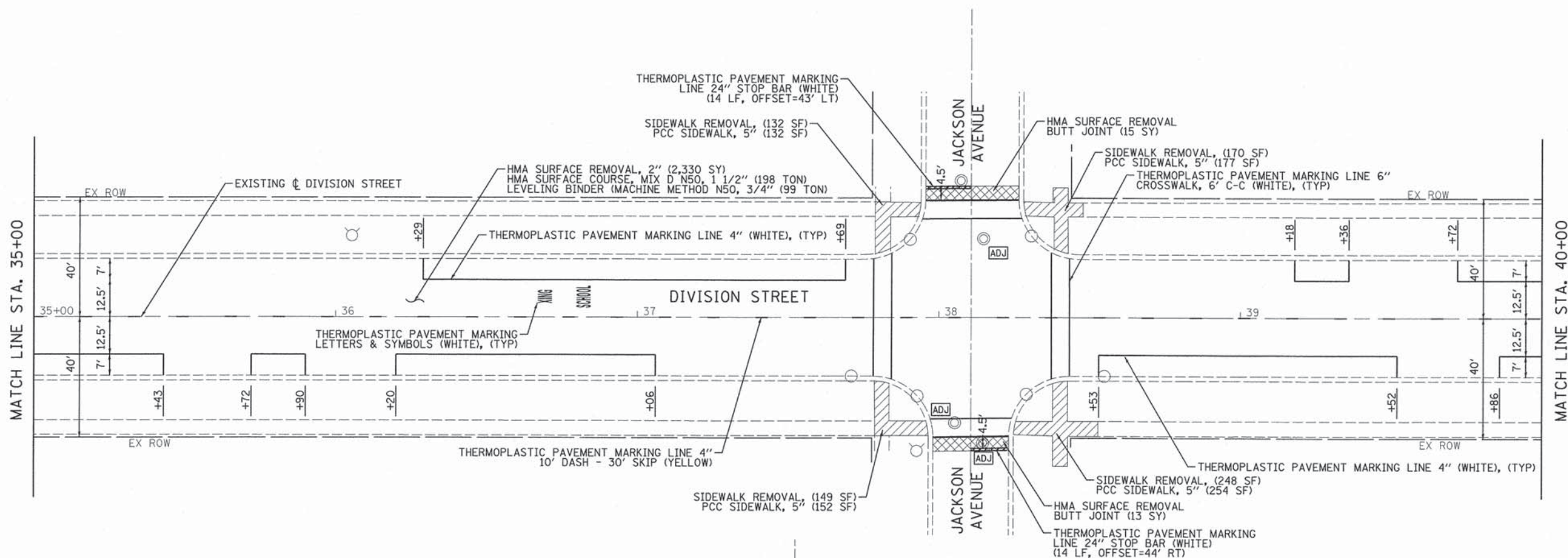
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ITASCA, ILLINOIS

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	DATE - 1/25/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIVISION STREET - VILLAGE OF RIVER FOREST
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**
SCALE: 1"=20' SHEET 3 OF 6 SHEETS STA. 25+00 TO STA. 35+00

F.A.U. RTE. 1394	SECTION 15-00098-00-RS	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 13
				CONTRACT NO. 61C47
ILLINOIS FED. AID PROJECT				



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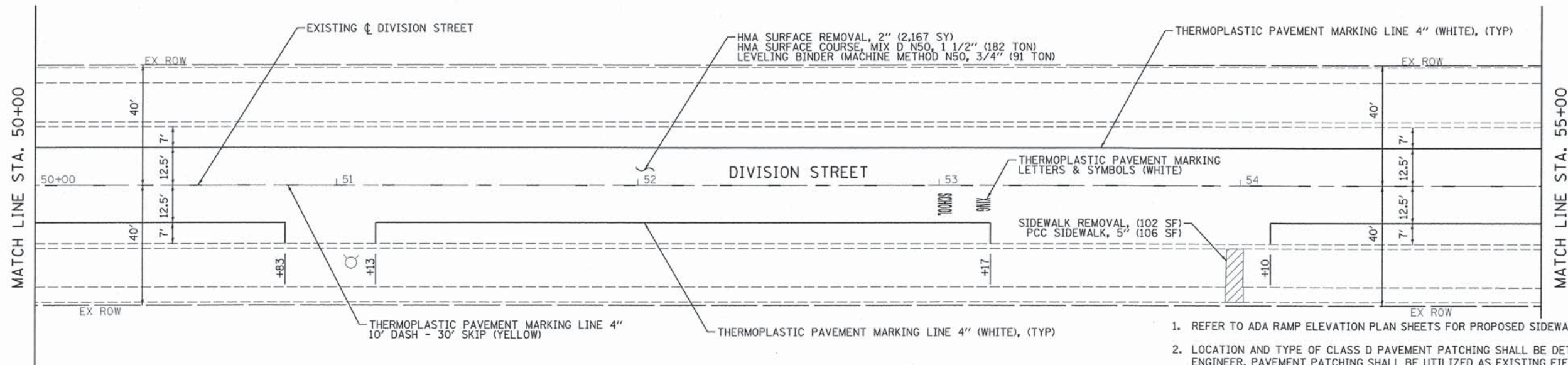
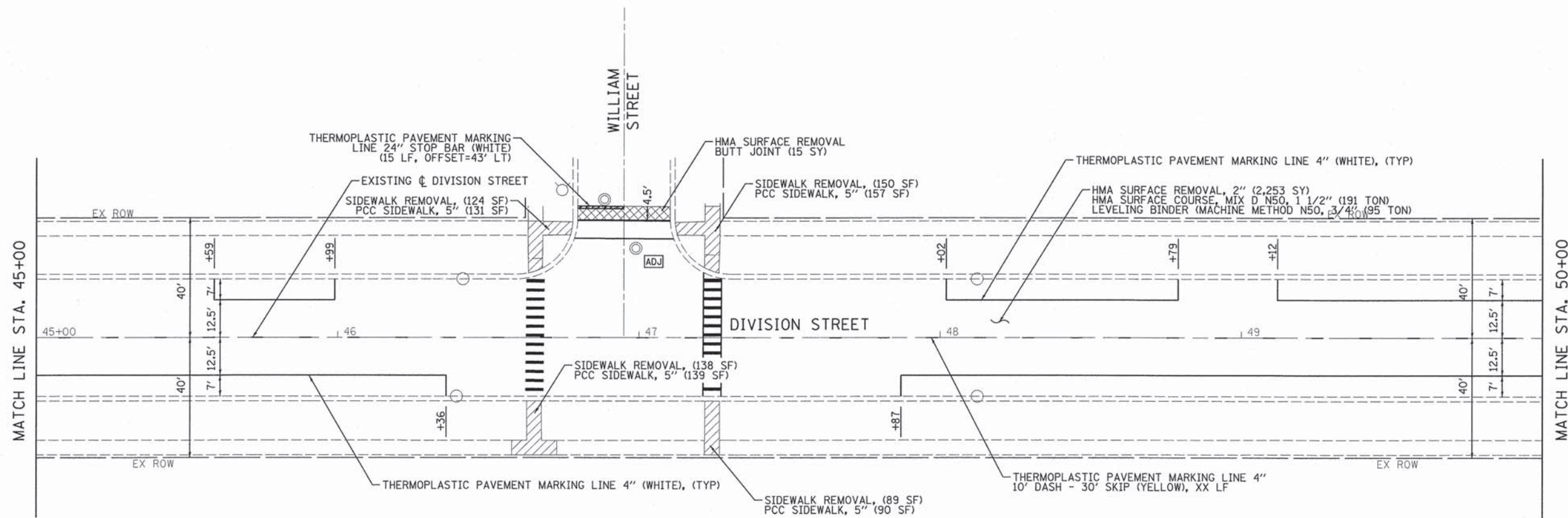
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIVISION STREET - VILLAGE OF RIVER FOREST
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' SHEET 4 OF 6 SHEETS STA. 35+00 TO STA. 45+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1394	15-00098-00-RS	COOK	31	14
CONTRACT NO. 61C47				
ILLINOIS FED. AID PROJECT				



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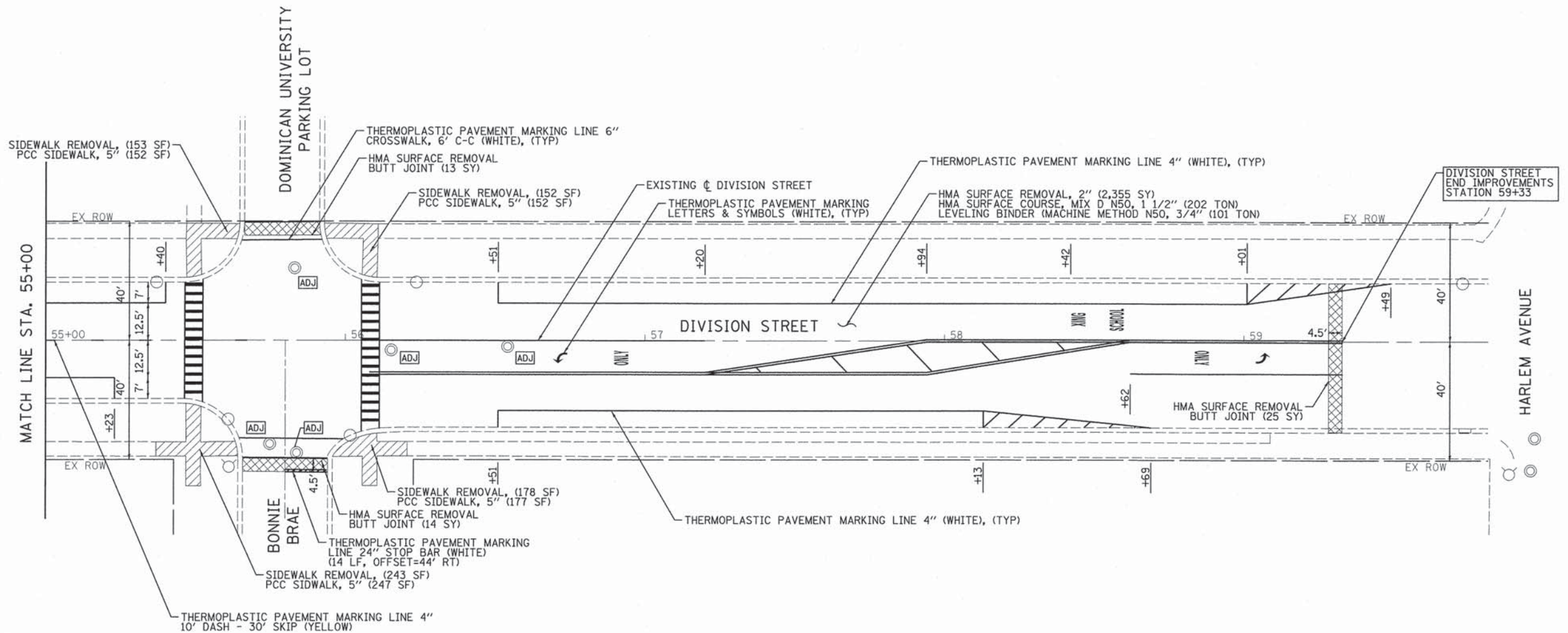


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	DATE - 1/25/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DIVISION STREET - VILLAGE OF RIVER FOREST PROPOSED ROADWAY AND PAVEMENT MARKING PLAN	
SCALE: 1"=20'	SHEET 5 OF 6 SHEETS STA. 45+00 TO STA. 55+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1394	15-00098-00-RS	COOK	31	15
CONTRACT NO. 61C47				
ILLINOIS FED. AID PROJECT				



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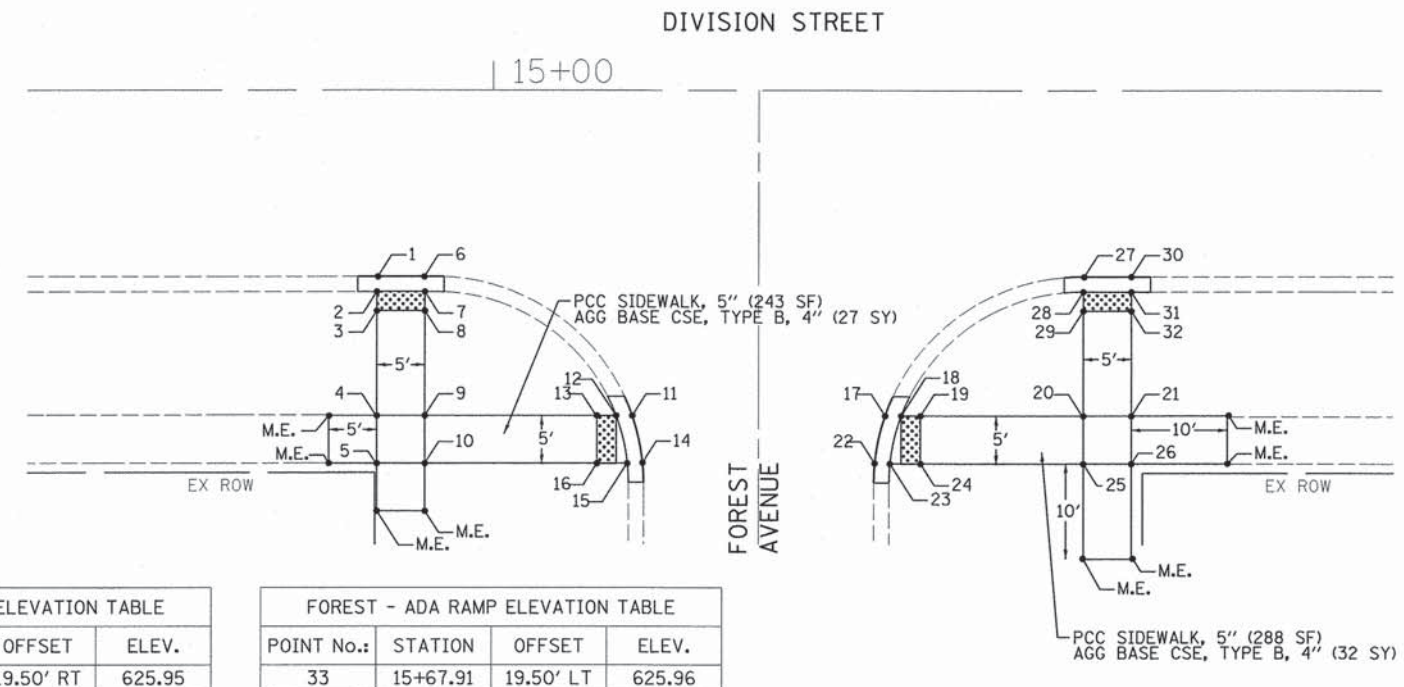
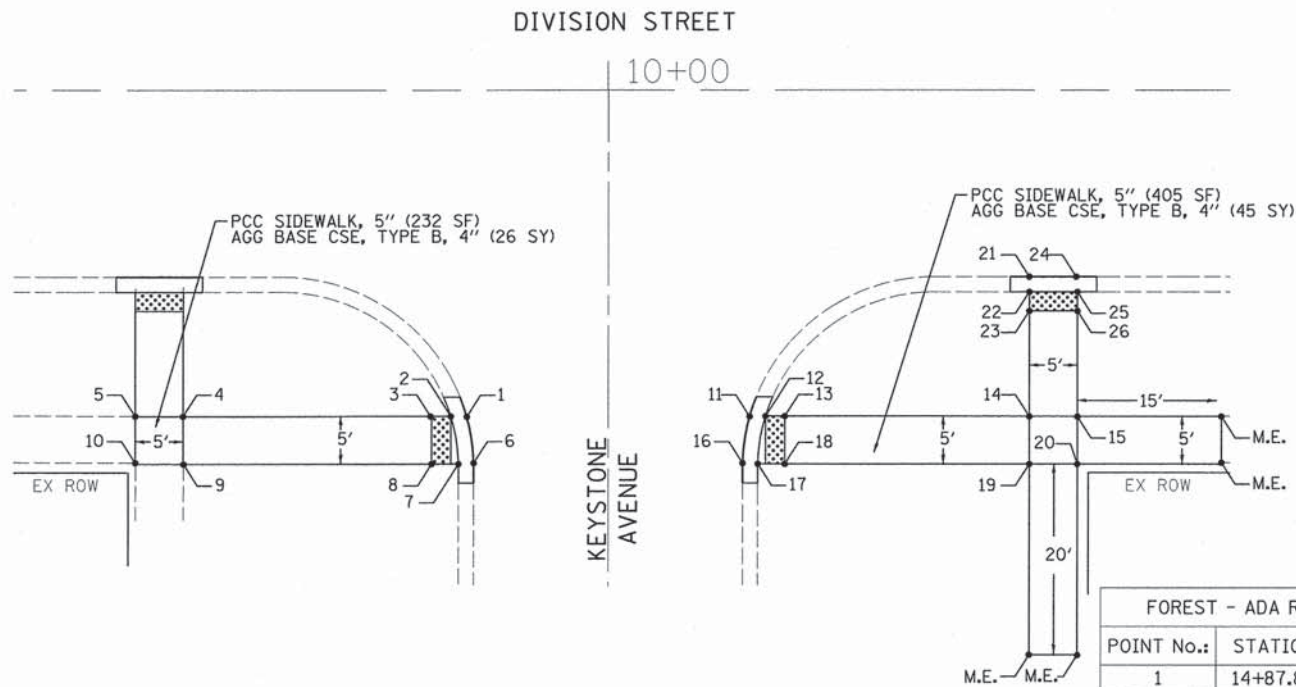
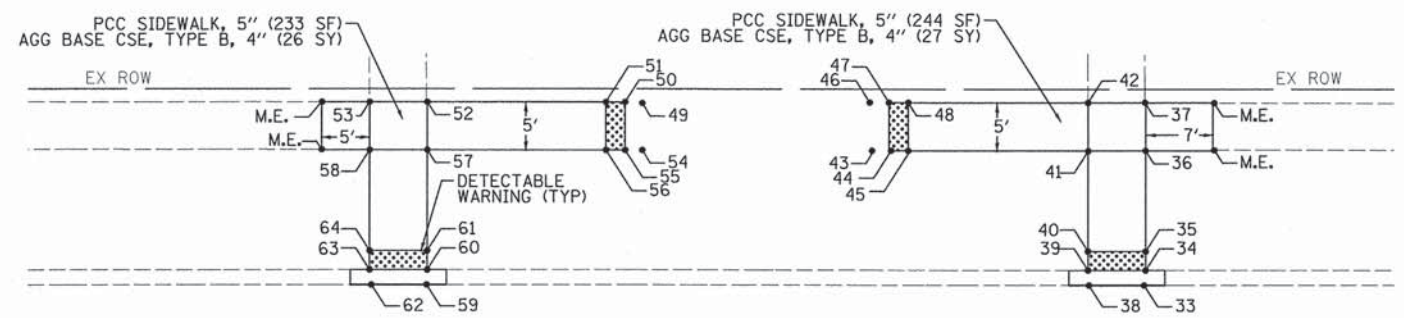
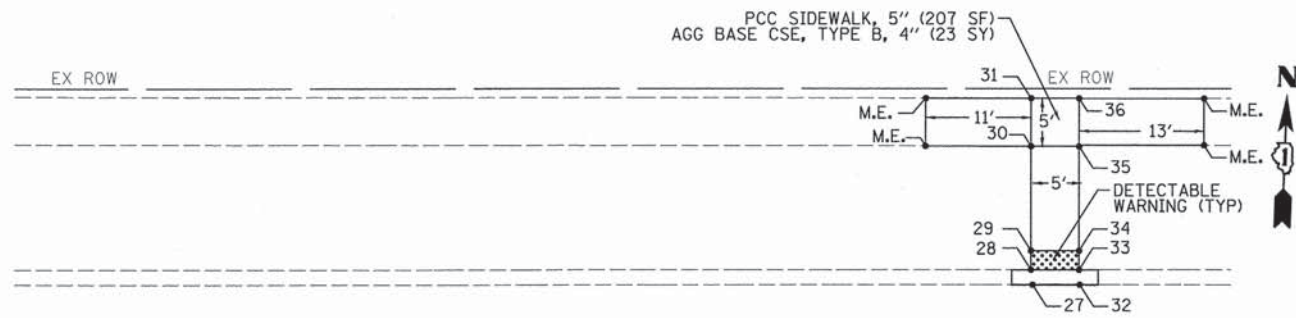
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIVISION STREET - VILLAGE OF RIVER FOREST
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' SHEET 6 OF 6 SHEETS STA. 55+00 TO STA. 60+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1394	15-00098-00-RS	COOK	31	16
			CONTRACT NO. 61C47	
ILLINOIS FED. AID PROJECT				



KEYSTONE - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
1	9+85.3	34.11' RT	625.09
2	9+83.65	34.11' RT	625.10
3	9+81.65	34.11' RT	625.10
4	9+55.78	34.11' RT	625.95
5	9+50.78	34.11' RT	625.95
6	9+86.03	39.11' RT	625.14
7	9+84.45	39.11' RT	625.13
8	9+81.65	39.11' RT	625.13
9	9+55.78	39.11' RT	625.97
10	9+50.78	39.11' RT	626.12
11	10+14.78	34.11' RT	625.20
12	10+16.42	34.11' RT	625.20
13	10+18.42	34.11' RT	625.24
14	10+43.89	34.11' RT	625.90
15	10+48.89	34.11' RT	625.90
16	10+14.04	39.11' RT	625.33
17	10+15.62	39.11' RT	625.30
18	10+18.42	39.11' RT	625.34

KEYSTONE - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
19	10+43.89	39.11' RT	626.00
20	10+48.89	39.11' RT	626.00
21	10+43.89	19.50' RT	625.29
22	10+43.89	21.08' RT	625.29
23	10+43.89	23.08' RT	625.29
24	10+48.89	19.50' RT	625.29
25	9+84.45	21.08' RT	625.28
26	10+48.89	23.08' RT	625.29
27	10+43.89	19.50' LT	625.23
28	10+43.89	21.08' LT	625.22
29	10+43.89	23.08' LT	625.32
30	10+43.89	33.98' LT	625.98
31	10+43.89	38.98' LT	626.08
32	10+48.89	19.50' LT	625.23
33	10+48.89	21.08' LT	625.22
34	10+48.89	23.08' LT	625.32
35	10+48.89	33.98' LT	625.98
36	10+48.89	39.98' LT	626.08

FOREST - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
1	14+87.87	19.50' RT	625.95
2	14+87.87	21.08' RT	625.94
3	14+87.87	23.08' RT	625.98
4	14+87.87	34.03' RT	626.69
5	14+87.87	39.03' RT	626.79
6	14+92.87	19.50' RT	625.94
7	14+92.87	21.08' RT	625.93
8	14+92.87	23.08' RT	625.97
9	14+92.87	34.03' RT	626.69
10	14+92.87	39.03' RT	626.79
11	15+14.47	34.03' RT	625.82
12	15+12.79	34.03' RT	625.83
13	15+10.79	34.03' RT	625.87
14	15+15.56	39.03' RT	625.85
15	15+13.97	39.03' RT	625.84
16	15+10.79	39.03' RT	625.85
17	15+40.84	34.03' RT	625.88
18	15+42.52	34.03' RT	625.87
19	15+44.52	34.03' RT	625.88
20	15+61.49	34.03' RT	626.51
21	15+66.49	34.03' RT	626.51
22	15+39.76	39.03' RT	625.91
23	15+41.34	39.03' RT	625.90
24	15+44.52	39.03' RT	625.94
25	15+61.49	39.03' RT	626.61
26	15+66.49	39.03' RT	626.61
27	15+61.49	19.50' RT	625.76
28	15+61.49	21.08' RT	625.75
29	15+61.49	23.08' RT	625.79
30	15+66.46	19.50' RT	625.80
31	15+66.46	21.08' RT	625.79
32	15+66.46	23.08' RT	625.84

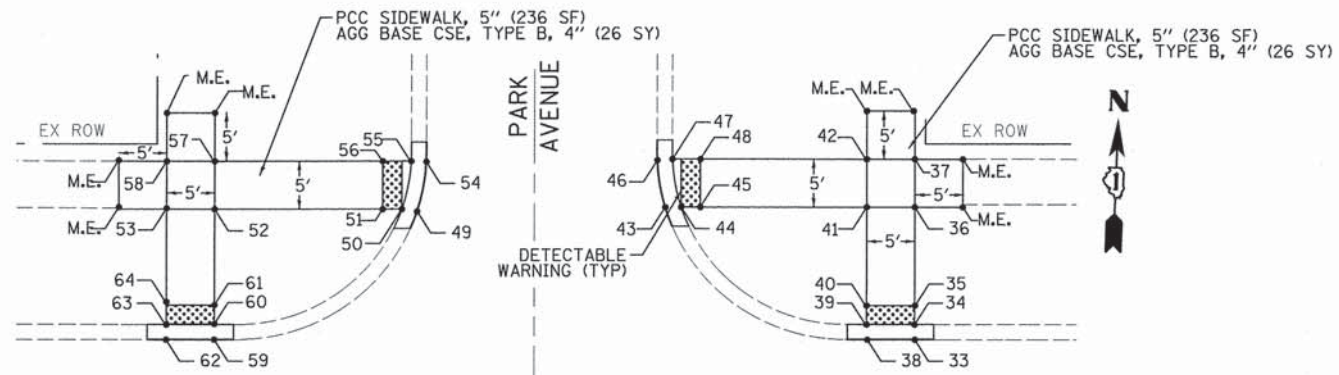
FOREST - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
33	15+67.91	19.50' LT	625.96
34	15+67.91	21.08' LT	625.95
35	15+67.91	23.08' LT	625.99
36	15+67.91	33.62' LT	626.71
37	15+67.91	38.62' LT	626.81
38	15+67.91	19.50' LT	626.05
39	15+67.91	21.08' LT	626.04
40	15+67.91	23.08' LT	626.14
41	15+67.91	33.62' LT	626.71
42	15+67.91	38.62' LT	626.81
43	15+39.57	33.62' LT	626.87
44	15+41.16	33.62' LT	626.86
45	15+43.15	33.62' LT	626.87
46	15+39.57	38.62' LT	626.97
47	15+47.15	38.62' LT	626.96
48	15+43.15	38.62' LT	626.97
49	15+15.21	38.62' LT	626.78
50	15+13.63	38.62' LT	626.77
51	15+11.63	38.62' LT	626.81
52	14+93.03	38.62' LT	626.79
53	14+87.03	38.62' LT	626.79
54	15+15.21	33.62' LT	626.68
55	15+13.63	33.62' LT	626.67
56	15+11.63	33.62' LT	626.71
57	14+93.03	33.62' LT	626.69
58	14+87.03	33.62' LT	626.79
59	14+93.03	19.50' LT	625.94
60	14+93.03	21.08' LT	625.93
61	14+93.03	23.08' LT	626.03
62	14+87.03	19.50' LT	625.94
63	14+87.03	21.08' LT	625.93
64	14+87.03	23.08' LT	626.03

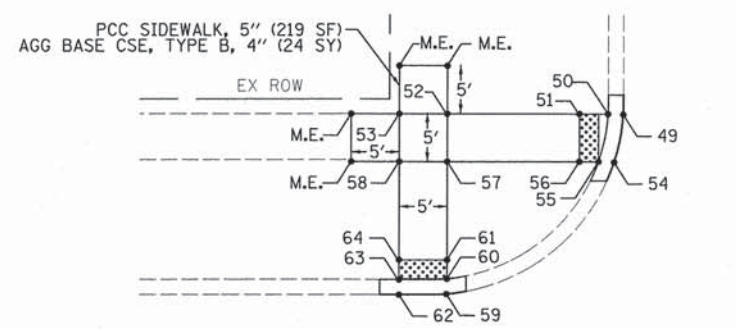
THE CONTRACTOR SHALL UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF THE IDOT HIGHWAY STANDARD 606-001 FOR ESTABLISHING THE EDGE OF PAVEMENT / TOP OF DEPRESSED CURB RELATIONSHIP ON ALL CURB RAMPS.

RELATIONSHIP IS AS FOLLOWS:
 EOP - TOC (B-6.12): EOP+0.44'=TOC
 EOP - TODC (B-6.12): EOP-0.01'=TODC

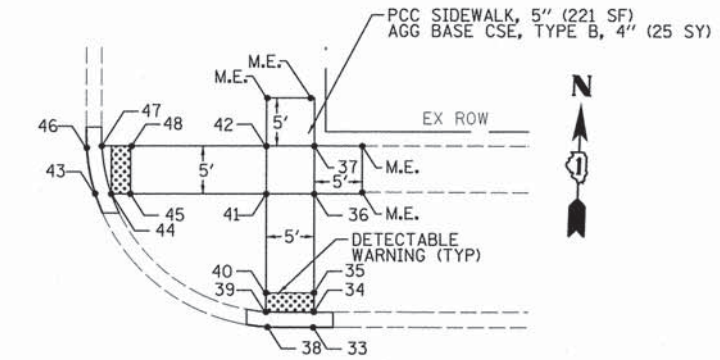
EOP= EDGE OF PAVEMENT
 TOC= TOP OF CURB
 TODC= TOP OF DEPRESSED CURB



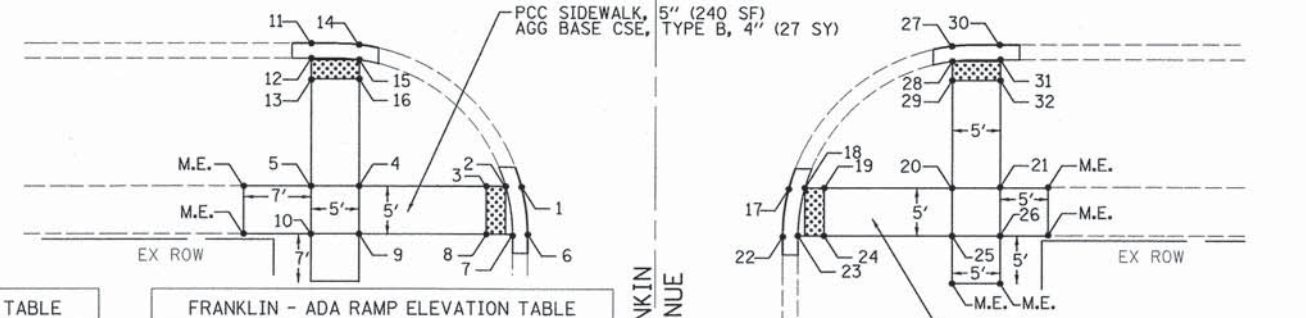
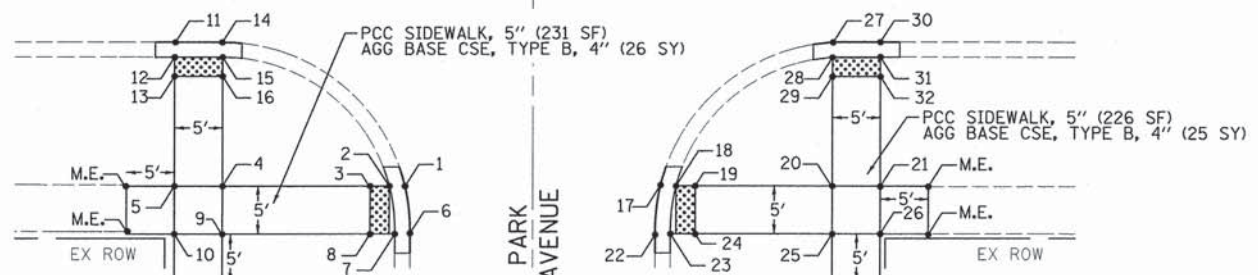
DIVISION STREET



DIVISION STREET



25+00



FRANKLIN AVENUE

PARK - ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	20+30.45	34.54' RT	627.10
2	20+28.83	34.54' RT	627.09
3	20+26.83	34.54' RT	627.10
4	20+11.44	34.54' RT	627.82
5	20+06.44	34.54' RT	627.82
6	20+30.99	39.54' RT	627.20
7	20+26.83	39.54' RT	627.19
8	20+26.83	39.54' RT	627.20
9	20+11.44	39.54' RT	627.92
10	20+06.44	39.54' RT	627.92
11	20+06.44	19.50' RT	627.15
12	20+06.44	21.08' RT	627.14
13	20+06.44	23.08' RT	627.19
14	20+11.49	19.50' RT	627.12
15	20+11.49	21.08' RT	627.11
16	20+11.49	23.08' RT	627.16
17	20+57.03	34.54' RT	627.06
18	20+58.66	34.54' RT	627.05
19	20+60.66	34.54' RT	627.15
20	20+74.92	34.54' RT	627.89
21	20+79.92	34.54' RT	627.89
22	20+56.5	39.54' RT	627.16
23	20+58.08	39.54' RT	627.15
24	20+60.66	39.54' RT	627.25
25	20+74.92	39.54' RT	627.99
26	20+79.92	39.54' RT	627.99
27	20+74.92	19.53' RT	627.18
28	20+74.92	21.12' RT	627.17
29	20+74.92	23.12' RT	627.23
30	20+79.92	19.50' RT	627.22
31	20+79.92	21.08' RT	627.21
32	20+79.92	23.08' RT	627.23

PARK - ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
33	20+83.38	19.50' LT	627.18
34	20+83.38	21.08' LT	627.17
35	20+83.38	23.08' LT	627.19
36	20+83.38	33.40' LT	627.85
37	20+83.38	38.40' LT	627.95
38	20+78.35	19.50' LT	627.15
39	20+78.35	21.08' LT	627.14
40	20+78.35	23.08' LT	627.19
41	20+78.35	33.40' LT	627.85
42	20+78.35	38.40' LT	627.95
43	20+57.36	33.40' LT	626.97
44	20+59.02	33.40' LT	626.96
45	20+61.02	33.40' LT	627.03
46	20+56.53	38.40' LT	626.99
47	20+58.11	38.40' LT	626.98
48	20+61.02	38.40' LT	627.03
49	20+31.64	33.20' LT	626.98
50	20+29.95	33.20' LT	626.97
51	20+27.5	33.20' LT	626.97
52	20+10.46	33.20' LT	627.83
53	20+05.46	33.20' LT	627.83
54	20+32.5	38.20' LT	626.95
55	20+30.92	38.20' LT	626.94
56	20+27.95	38.20' LT	626.95
57	20+10.46	38.20' LT	627.93
58	20+05.56	38.20' LT	627.93
59	20+10.46	19.50' LT	627.08
60	20+10.46	21.08' LT	627.07
61	20+10.46	23.08' LT	627.17
62	20+05.46	19.50' LT	627.15
63	20+05.46	21.08' LT	627.14
64	20+05.46	23.08' LT	627.17

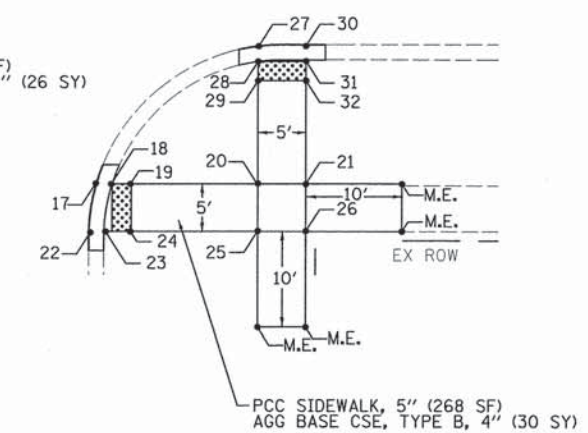
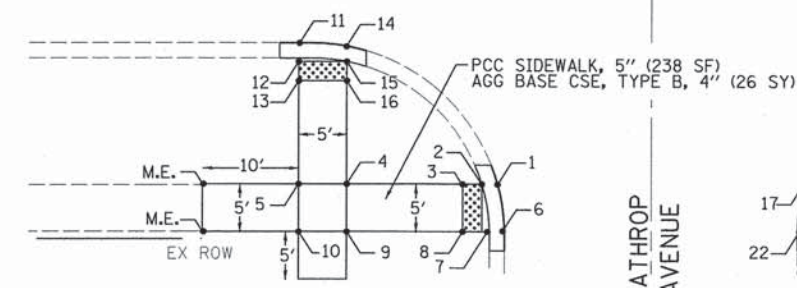
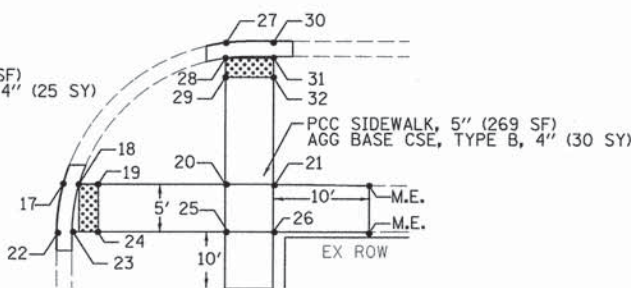
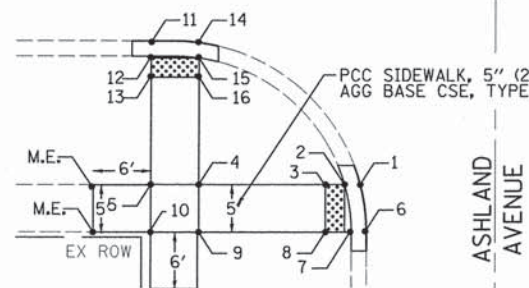
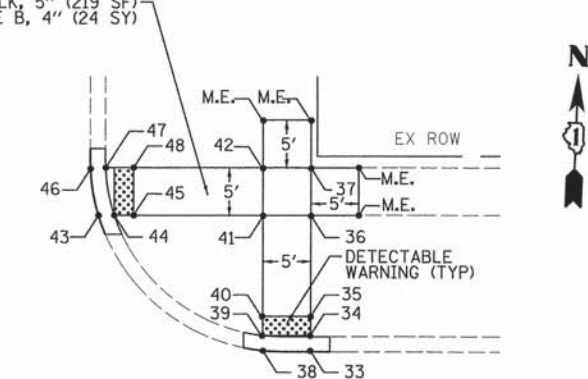
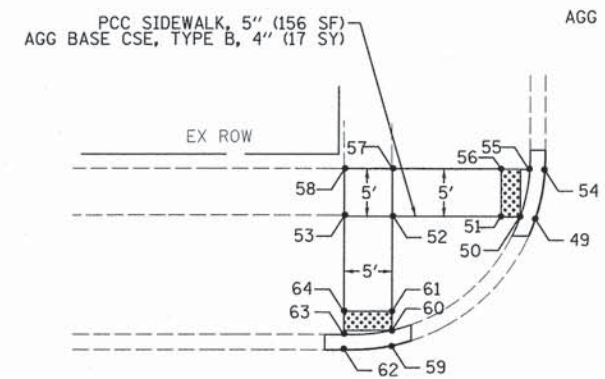
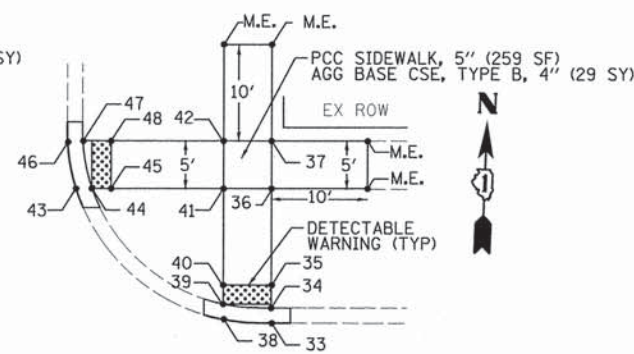
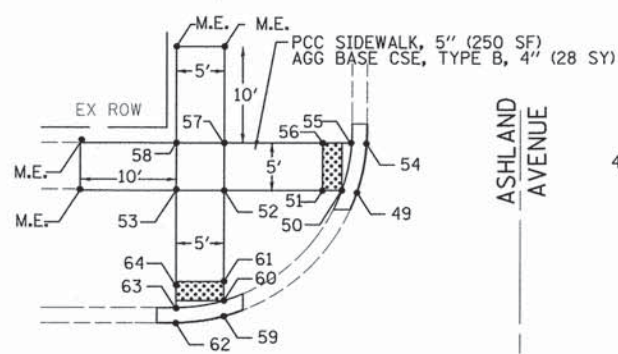
FRANKLIN - ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	24+71.58	34.43' RT	626.89
2	24+69.94	34.43' RT	626.88
3	24+67.92	34.43' RT	626.89
4	24+54.65	34.43' RT	627.53
5	24+49.65	34.43' RT	627.53
6	24+72.25	39.43' RT	626.99
7	24+70.67	39.43' RT	626.98
8	24+67.92	39.43' RT	626.99
9	24+54.65	39.43' RT	627.63
10	24+49.65	39.43' RT	627.63
11	24+49.65	19.50' RT	626.85
12	24+49.65	21.08' RT	626.84
13	24+49.65	23.08' RT	626.87
14	24+54.65	19.65' RT	626.83
15	24+54.65	21.25' RT	626.82
16	24+54.65	23.25' RT	626.87
17	24+99.46	34.48' RT	626.79
18	25+01.1	34.48' RT	626.78
19	25+03.1	34.48' RT	626.83
20	25+16.42	34.48' RT	627.65
21	25+21.42	34.48' RT	627.65
22	24+98.8	39.48' RT	626.89
23	25+00.38	39.48' RT	626.88
24	25+03.1	39.48' RT	626.93
25	25+16.42	39.48' RT	627.75
26	25+21.42	39.48' RT	627.75
27	25+16.42	19.65' RT	626.94
28	25+16.42	21.24' RT	626.93
29	25+16.42	23.24' RT	626.99
30	25+21.42	19.50' RT	626.94
31	25+21.42	31.08' RT	626.93
32	25+24.59	23.08' RT	626.99

FRANKLIN - ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
33	25+24.59	19.50' LT	626.88
34	25+24.59	21.08' LT	626.87
35	25+24.59	23.08' LT	626.92
36	25+24.59	33.49' LT	627.58
37	25+24.59	38.49' LT	627.68
38	25+19.59	19.54' LT	626.88
39	25+19.59	21.13' LT	626.87
40	25+19.59	23.13' LT	626.92
41	25+19.59	33.49' LT	627.58
42	25+19.59	38.49' LT	627.68
43	25+01.8	33.49' LT	626.88
44	25+03.46	33.49' LT	626.87
45	25+05.46	33.49' LT	626.92
46	25+00.88	38.49' LT	626.84
47	25+02.46	38.49' LT	626.83
48	25+05.46	38.49' LT	626.92
49	24+70.12	38.45' LT	626.71
50	24+68.54	38.45' LT	626.70
51	24+65.53	38.45' LT	626.75
52	24+51.78	38.45' LT	627.61
53	24+46.78	38.45' LT	627.61
54	24+69.2	33.45' LT	626.67
55	24+68.53	33.45' LT	626.66
56	24+65.53	33.45' LT	626.71
57	24+51.78	33.45' LT	627.51
58	24+46.78	33.45' LT	627.51
59	24+51.78	19.57' LT	626.79
60	24+51.78	21.16' LT	626.78
61	24+51.78	23.16' LT	626.85
62	24+46.78	19.50' LT	626.85
63	24+46.78	21.08' LT	626.84
64	24+46.78	23.08' LT	626.85

THE CONTRACTOR SHALL UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF THE IDOT HIGHWAY STANDARD 606-001 FOR ESTABLISHING THE EDGE OF PAVEMENT / TOP OF DEPRESSED CURB RELATIONSHIP ON ALL CURB RAMP.

RELATIONSHIP IS AS FOLLOWS:
 EOP - TOC (B-6.12): $EOP + 0.44' = TOC$
 EOP - TODC (B-6.12): $EOP - 0.01' = TODC$

EOP= EDGE OF PAVEMENT
 TOC= TOP OF CURB
 TODC= TOP OF DEPRESSED CURB



ASHLAND - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
1	29+12.96	34.46' RT	626.22
2	29+11.32	34.46' RT	626.21
3	29+09.32	34.46' RT	626.25
4	28+96.15	34.46' RT	627.00
5	28+91.15	34.46' RT	627.00
6	29+13.62	39.46' RT	626.31
7	29+12.04	39.46' RT	626.30
8	29+09.32	39.46' RT	626.34
9	28+96.15	39.46' RT	627.10
10	28+91.15	39.46' RT	627.10
11	28+91.15	19.50' RT	626.34
12	28+91.15	21.08' RT	626.34
13	28+91.15	23.08' RT	626.38
14	28+96.15	19.67' RT	626.28
15	28+96.15	21.26' RT	626.27
16	28+96.15	23.26' RT	626.31
17	29+41.06	34.43' RT	626.31
18	29+42.7	34.43' RT	623.30
19	29+44.7	34.43' RT	626.31
20	29+57.91	34.43' RT	627.17
21	29+62.91	34.43' RT	627.17
22	29+40.39	39.43' RT	626.41
23	29+41.97	39.43' RT	626.40
24	29+44.7	39.43' RT	626.41
25	29+57.91	39.43' RT	627.27
26	29+62.91	39.43' RT	627.27
27	29+57.91	19.66' RT	626.45
28	29+57.91	21.26' RT	626.44
29	29+57.91	23.26' RT	626.50
30	29+62.9	19.50' RT	626.47
31	29+62.9	21.08' RT	626.46
32	29+62.9	23.08' RT	626.50

ASHLAND - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
33	29+62.93	19.50' LT	626.38
34	29+62.93	21.08' LT	626.37
35	29+62.93	23.08' LT	626.38
36	29+62.93	33.60' LT	627.21
37	29+62.93	38.60' LT	626.92
38	29+57.93	19.87' LT	626.36
39	29+57.93	21.48' LT	626.35
40	29+57.93	23.48' LT	626.36
41	29+57.93	33.60' LT	626.82
42	29+57.93	38.60' LT	626.92
43	29+42.58	33.60' LT	626.26
44	29+44.25	33.60' LT	626.25
45	29+46.23	33.60' LT	626.29
46	29+41.7	38.60' LT	626.17
47	29+43.28	38.60' LT	626.16
48	29+46.23	38.60' LT	626.20
49	29+10.08	33.39' LT	626.29
50	29+08.41	33.39' LT	626.28
51	29+06.41	33.39' LT	626.32
52	28+96.17	33.39' LT	626.87
53	28+91.17	33.39' LT	626.87
54	29+11.02	38.39' LT	626.26
55	29+09.44	38.39' LT	626.25
56	29+06.41	38.39' LT	626.29
57	28+96.17	38.39' LT	626.97
58	28+91.17	38.39' LT	626.97
59	28+96.17	20.18' LT	626.17
60	28+96.17	21.82' LT	626.16
61	28+96.17	23.82' LT	626.20
62	28+91.17	19.50' LT	626.22
63	28+91.17	21.08' LT	626.21
64	28+91.17	23.08' LT	626.21

LATHROP - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
1	33+53.34	34.22' RT	626.87
2	33+51.69	34.22' RT	626.86
3	33+49.69	34.22' RT	626.87
4	33+37.58	34.22' RT	627.26
5	33+32.58	34.22' RT	627.26
6	33+54.06	39.22' RT	626.94
7	33+52.48	39.22' RT	626.93
8	33+49.69	39.22' RT	626.94
9	33+37.58	39.22' RT	627.36
10	33+32.58	39.22' RT	627.36
11	33+32.58	19.50' RT	626.60
12	33+32.58	21.08' RT	626.59
13	33+32.58	23.08' RT	626.60
14	33+37.58	19.82' RT	626.56
15	33+37.58	21.43' RT	626.55
16	33+37.58	23.43' RT	626.56
17	33+85.37	34.04' RT	626.86
18	33+87.02	34.04' RT	626.85
19	33+89.02	34.04' RT	626.86
20	34+02.19	34.04' RT	627.27
21	34+07.19	34.04' RT	627.27
22	33+84.6	39.04' RT	626.88
23	33+86.18	39.04' RT	626.87
24	33+89.02	39.04' RT	626.88
25	34+02.19	39.04' RT	627.37
26	34+07.19	39.04' RT	627.37
27	34+02.19	19.65' RT	626.57
28	34+02.19	21.25' RT	626.56
29	34+02.19	23.25' RT	626.61
30	34+07.19	19.50' RT	626.54
31	34+07.19	21.08' RT	626.53
32	34+07.19	23.08' RT	626.61

LATHROP - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
33	34+07.52	19.50' LT	626.61
34	34+07.52	21.08' LT	626.60
35	34+07.52	23.08' LT	626.67
36	34+07.52	33.78' LT	627.33
37	34+07.52	38.78' LT	627.43
38	34+02.52	19.61' LT	626.67
39	34+02.52	21.20' LT	626.66
40	34+02.52	23.20' LT	626.67
41	34+02.52	33.8' LT	627.33
42	34+02.52	38.78' LT	627.43
43	33+85.4	33.78' LT	626.87
44	33+87.05	33.78' LT	626.86
45	33+89.05	33.78' LT	626.87
46	33+84.56	38.78' LT	626.92
47	33+86.14	38.78' LT	626.91
48	33+89.05	38.78' LT	626.92
49	33+52.77	33.48' LT	626.92
50	33+51.11	33.48' LT	626.91
51	33+49.11	33.48' LT	626.92
52	33+37.75	33.48' LT	627.30
53	33+32.75	33.48' LT	627.38
54	33+53.69	38.48' LT	626.99
55	33+52.11	38.48' LT	626.98
56	33+49.11	38.48' LT	626.99
57	33+37.75	38.48' LT	627.38
58	33+32.75	38.48' LT	627.48
59	33+37.75	19.93' LT	626.66
60	33+37.75	21.54' LT	626.65
61	33+37.75	23.54' LT	626.66
62	33+32.75	19.50' LT	626.56
63	33+32.75	21.08' LT	626.55
64	33+32.75	23.08' LT	626.56

THE CONTRACTOR SHALL UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF THE IDOT HIGHWAY STANDARD 606-001 FOR ESTABLISHING THE EDGE OF PAVEMENT / TOP OF DEPRESSED CURB RELATIONSHIP ON ALL CURB RAMP.

RELATIONSHIP IS AS FOLLOWS:

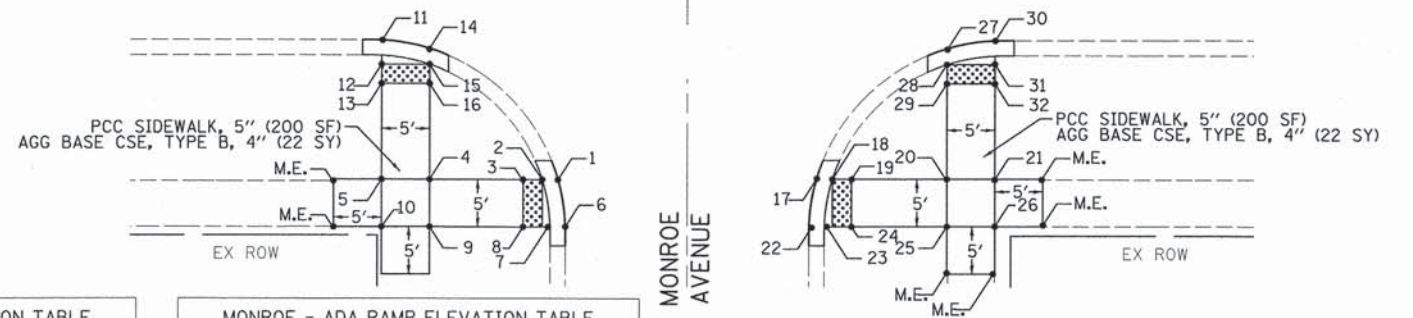
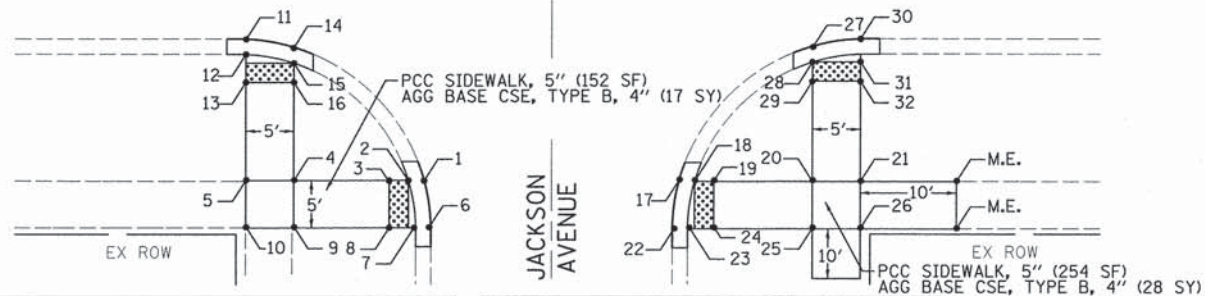
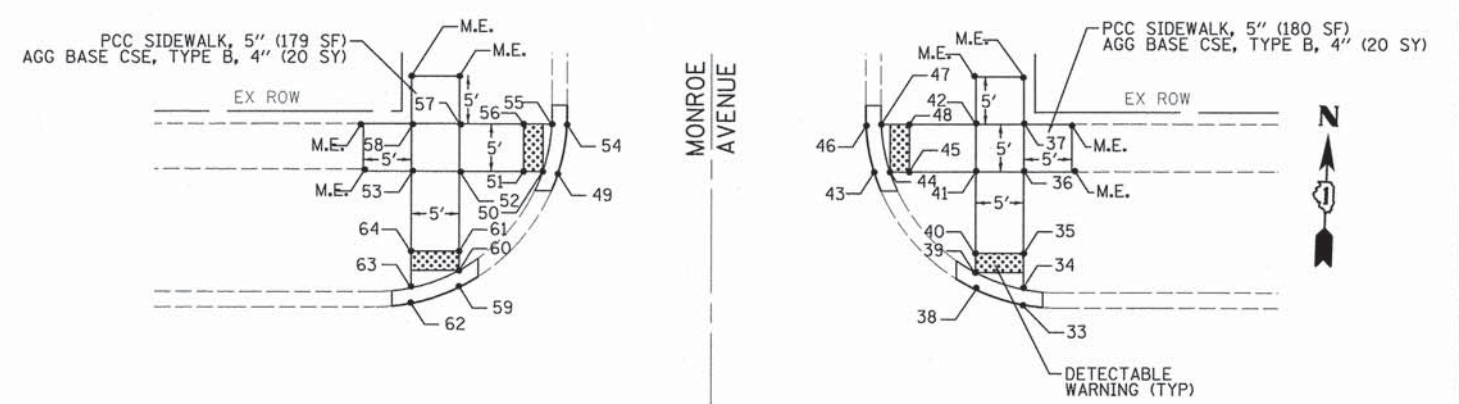
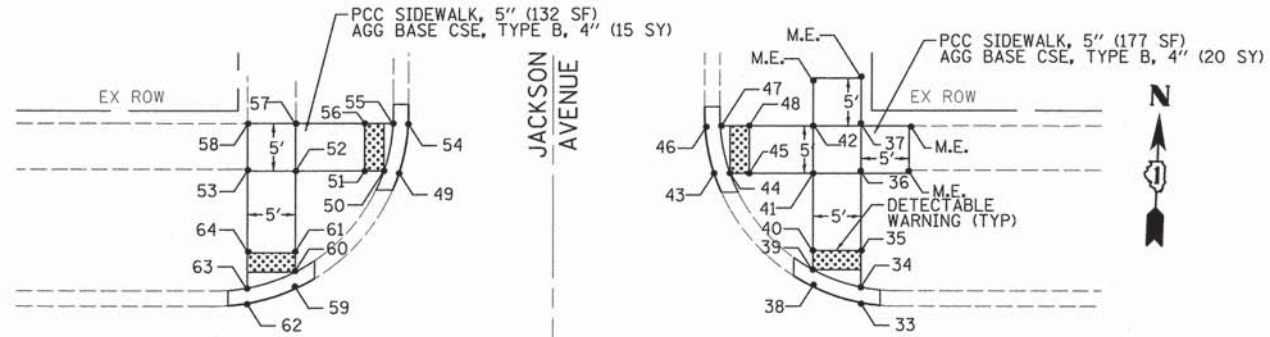
EOP - TOC (B-6.12): EOP+0.44'=TOC

EOP - TODC (B-6.12): EOP-0.01'=TODC

EOP= EDGE OF PAVEMENT

TOC= TOP OF CURB

TODC= TOP OF DEPRESSED CURB



POINT No.:	STATION	OFFSET	ELEV.
1	37+97.39	34.31' RT	627.14
2	37+95.74	34.31' RT	627.13
3	37+93.74	34.31' RT	627.14
4	37+83.8	34.31' RT	627.82
5	37+78.8	34.31' RT	627.90
6	37+98.09	39.31' RT	627.19
7	37+96.51	39.31' RT	627.18
8	37+93.74	39.31' RT	627.19
9	37+83.8	39.31' RT	627.92
10	37+78.8	39.31' RT	628.00
11	37+78.8	19.52' RT	627.21
12	37+78.8	21.10' RT	627.20
13	37+78.8	24.01' RT	627.21
14	37+83.8	20.35' RT	627.14
15	37+83.8	22.01' RT	627.13
16	37+83.8	24.01' RT	627.14
17	38+23.88	34.45' RT	627.01
18	38+25.52	34.45' RT	627.00
19	38+27.52	34.45' RT	627.01
20	38+37.78	34.45' RT	627.77
21	38+42.78	34.45' RT	627.77
22	38+23.22	39.45' RT	627.08
23	38+24.8	39.45' RT	627.07
24	38+27.52	39.45' RT	627.08
25	38+37.78	39.45' RT	627.84
26	38+42.78	39.45' RT	627.87
27	38+37.78	20.27' RT	628.06
28	38+37.78	21.92' RT	627.05
29	38+37.78	23.92' RT	627.11
30	38+42.78	19.51' RT	627.11
31	38+42.78	21.09' RT	627.10
32	38+42.78	23.92' RT	627.11

POINT No.:	STATION	OFFSET	ELEV.
33	38+42.72	19.86' LT	627.08
34	38+42.72	21.47' LT	627.03
35	38+42.72	25.29' LT	627.05
36	38+42.72	33.38' LT	627.69
37	38+42.72	38.38' LT	627.79
38	38+37.72	21.52' LT	627.05
39	38+37.72	23.29' LT	627.04
40	38+37.72	25.29' LT	627.05
41	38+37.72	33.38' LT	627.69
42	38+37.72	38.38' LT	627.79
43	38+27.4	33.38' LT	627.33
44	38+29.07	33.38' LT	627.32
45	38+31.07	33.38' LT	627.33
46	38+26.45	38.38' LT	627.44
47	38+28.03	38.38' LT	627.43
48	38+31.07	38.38' LT	627.44
49	37+94.69	33.65' LT	627.56
50	37+93.03	33.65' LT	627.55
51	37+91.03	33.65' LT	627.56
52	37+83.83	33.65' LT	627.89
53	37+78.83	33.65' LT	627.95
54	37+95.57	38.65' LT	627.52
55	37+93.99	38.65' LT	627.51
56	37+91.03	38.65' LT	627.52
57	37+83.83	38.65' LT	627.99
58	37+78.83	38.65' LT	628.05
59	37+83.87	21.30' LT	627.32
60	37+83.87	23.06' LT	627.31
61	37+83.87	25.06' LT	627.32
62	37+78.83	19.78' LT	627.22
63	37+78.83	21.38' LT	627.21
64	37+78.83	25.06' LT	627.29

POINT No.:	STATION	OFFSET	ELEV.
1	42+39.08	34.12' RT	626.90
2	42+37.43	34.12' RT	626.89
3	42+35.44	34.12' RT	626.90
4	42+25.65	34.12' RT	627.70
5	42+20.65	34.12' RT	627.80
6	42+39.83	39.12' RT	626.91
7	42+38.25	39.12' RT	626.90
8	42+34.44	39.12' RT	627.00
9	42+25.65	39.12' RT	627.80
10	42+20.65	39.12' RT	627.90
11	42+20.65	19.52' RT	627.01
12	42+20.65	21.10' RT	627.00
13	42+20.65	24.05' RT	627.01
14	42+25.68	20.39' RT	626.98
15	42+25.68	22.05' RT	626.98
16	42+25.68	24.05' RT	626.98
17	42+65.99	34.01' RT	626.89
18	42+67.64	34.01' RT	626.88
19	42+69.64	34.01' RT	626.89
20	42+79.55	34.01' RT	627.71
21	42+84.55	34.01' RT	627.79
22	42+65.21	39.01' RT	626.95
23	42+66.78	39.01' RT	626.94
24	42+69.64	39.01' RT	626.95
25	42+79.55	39.01' RT	627.75
26	42+84.55	39.01' RT	627.80
27	42+79.55	20.33' RT	627.06
28	42+79.55	23.99' RT	627.05
29	42+79.55	23.99' RT	627.06
30	42+84.55	19.51' RT	627.09
31	42+84.55	21.09' RT	627.08
32	42+84.55	23.09' RT	627.09

POINT No.:	STATION	OFFSET	ELEV.
33	42+85.05	19.83' LT	627.13
34	42+85.05	21.44' LT	627.12
35	42+85.05	25.21' LT	627.12
36	42+85.05	33.73' LT	627.76
37	42+85.05	38.73' LT	627.86
38	42+80.05	21.45' LT	627.09
39	42+80.05	23.21' LT	627.08
40	42+80.05	25.21' LT	627.12
41	42+80.05	33.73' LT	627.76
42	42+80.05	38.73' LT	627.86
43	42+69.46	33.73' LT	627.32
44	42+71.12	33.73' LT	627.31
45	42+73.12	33.73' LT	627.32
46	42+68.61	38.73' LT	627.31
47	42+70.19	38.73' LT	627.32
48	42+73.12	38.73' LT	627.38
49	42+36.59	33.70' LT	627.62
50	42+34.94	33.70' LT	627.61
51	42+32.94	33.70' LT	627.62
52	42+26.22	33.70' LT	627.80
53	42+21.22	33.70' LT	627.80
54	42+37.46	38.70' LT	627.64
55	42+35.87	38.70' LT	627.63
56	42+32.94	38.70' LT	627.64
57	42+26.22	38.70' LT	627.90
58	42+21.22	38.70' LT	627.90
59	42+26.22	21.54' LT	627.17
60	42+26.22	23.32' LT	627.16
61	42+26.22	25.32' LT	627.17
62	42+21.22	19.87' LT	627.14
63	42+21.22	21.48' LT	627.13
64	42+21.22	25.32' LT	627.14

THE CONTRACTOR SHALL UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF THE IDOT HIGHWAY STANDARD 606-001 FOR ESTABLISHING THE EDGE OF PAVEMENT / TOP OF DEPRESSED CURB RELATIONSHIP ON ALL CURB RAMPS.

RELATIONSHIP IS AS FOLLOWS:

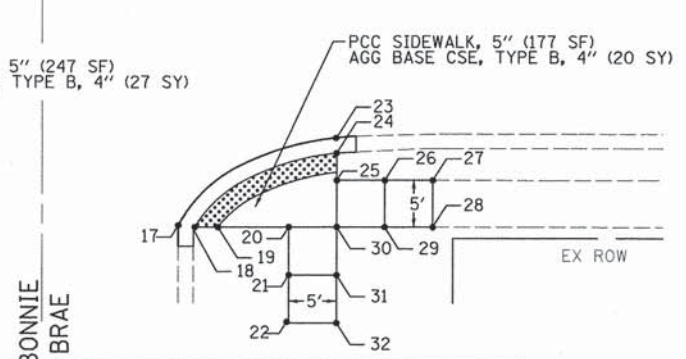
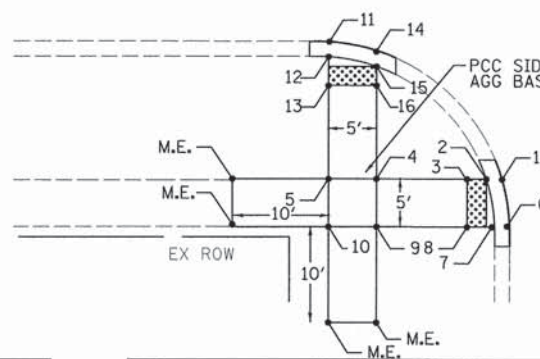
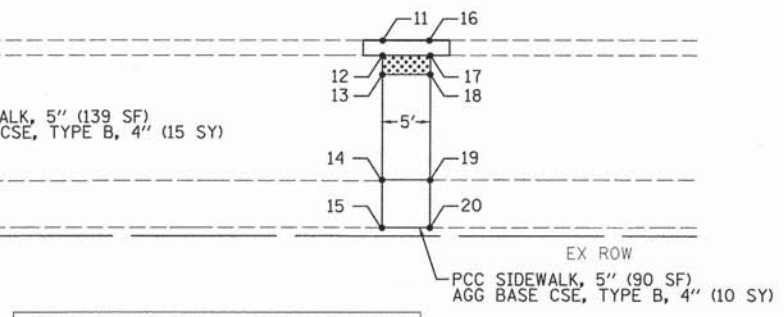
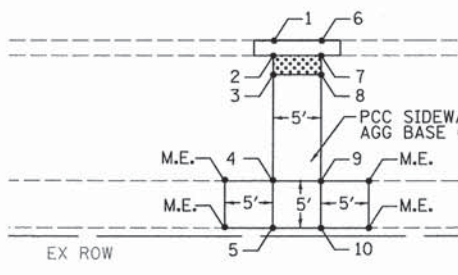
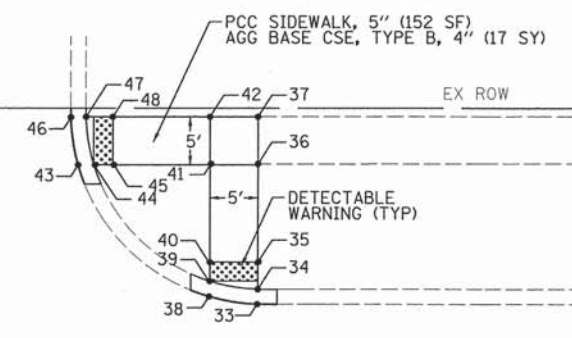
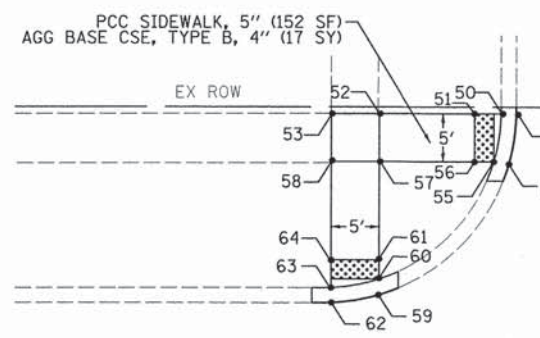
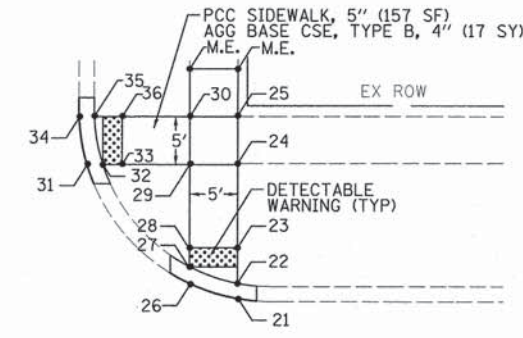
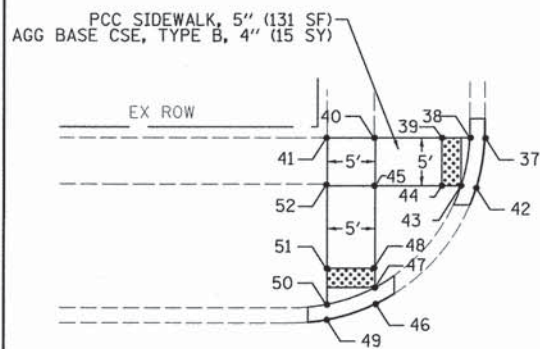
EOP - TOC (B-6.12): EOP+0.44'=TOC

EOP - TODC (B-6.12): EOP-0.01'=TODC

EOP= EDGE OF PAVEMENT

TOC= TOP OF CURB

TODC= TOP OF DEPRESSED CURB



WILLIAM - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
1	46+62.8	19.50' RT	626.94
2	46+62.8	21.08' RT	626.93
3	46+62.8	23.08' RT	626.97
4	46+62.8	34.14' RT	627.85
5	46+62.8	39.14' RT	627.93
6	46+67.8	19.50' RT	626.98
7	46+67.8	21.08' RT	626.97
8	46+67.8	23.08' RT	627.01
9	46+67.8	34.14' RT	627.89
10	46+67.8	39.14' RT	627.97
11	47+21.76	19.50' RT	627.36
12	47+21.76	21.08' RT	627.35
13	47+21.76	23.08' RT	627.39
14	47+21.76	34.14' RT	627.90
15	47+21.76	39.14' RT	627.98
16	47+26.76	19.50' RT	627.41
17	47+26.76	21.08' RT	627.40
18	47+26.76	23.08' RT	627.44
19	47+26.76	34.14' RT	627.84
20	47+26.76	39.14' RT	627.92
21	47+26.87	19.81' LT	627.08
22	47+26.87	21.42' LT	627.07
23	47+26.87	25.14' LT	627.15
24	47+26.87	33.85' LT	627.85
25	47+26.87	38.85' LT	627.93
26	47+21.87	21.41' LT	627.26
27	47+21.87	23.17' LT	627.25
28	47+21.87	25.17' LT	627.25
29	47+21.87	33.85' LT	627.77

WILLIAM - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
30	47+21.87	38.85' LT	627.85
31	47+11.16	33.85' LT	627.33
32	47+12.82	33.85' LT	627.32
33	47+14.82	33.85' LT	627.36
34	47+10.33	38.85' LT	627.41
35	47+11.92	38.85' LT	627.40
36	47+14.82	38.85' LT	627.43
37	46+79.59	38.85' LT	627.43
38	46+78.02	38.85' LT	627.42
39	46+75.11	38.85' LT	627.48
40	46+68.17	38.85' LT	627.71
41	46+63.17	38.85' LT	627.78
42	46+78.77	38.85' LT	627.38
43	46+77.11	38.85' LT	627.37
44	46+75.11	38.85' LT	627.41
45	46+68.17	38.85' LT	627.66
46	46+68.17	21.46' LT	627.18
47	46+68.17	23.23' LT	627.17
48	46+68.17	25.23' LT	627.21
49	46+63.17	19.83' LT	627.14
50	46+63.17	21.44' LT	627.13
51	46+63.17	25.23' LT	627.21
52	46+63.17	33.85' LT	627.71

BONNIE BRAE - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
1	55+64.97	33.93' RT	626.58
2	55+63.33	33.93' RT	626.57
3	55+61.33	33.93' RT	626.58
4	55+51.86	33.93' RT	627.30
5	55+46.86	33.93' RT	627.30
6	55+64.78	39.93' RT	627.68
7	55+64.19	39.93' RT	626.67
8	55+61.33	39.93' RT	626.68
9	55+51.86	39.93' RT	627.40
10	55+46.86	39.93' RT	627.40
11	55+46.86	19.53' RT	626.51
12	55+46.86	21.12' RT	626.50
13	55+46.86	24.15' RT	626.50
14	55+51.86	20.48' RT	626.49
15	55+51.86	22.13' RT	626.48
16	55+51.86	24.15' RT	626.50
17	55+94.17	38.82' RT	626.59
18	55+95.89	38.82' RT	626.59
19	55+98.3	38.82' RT	626.59
20	56+05.69	38.82' RT	626.73
21	56+05.69	43.82' RT	626.95
22	56+05.69	48.82' RT	627.18
23	56+10.69	29.51' RT	626.66
24	56+10.69	31.10' RT	626.65
25	56+10.69	33.95' RT	626.71
26	56+15.69	33.95' RT	626.96
27	56+20.69	33.95' RT	627.21
28	56+20.69	38.82' RT	627.31

BONNIE BRAE - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
29	56+15.69	38.82' RT	627.06
30	56+10.69	38.82' RT	626.81
31	56+10.67	43.82' RT	627.05
32	56+10.66	48.82' RT	627.28
33	56+10.86	19.50' LT	626.74
34	56+10.86	21.08' LT	626.73
35	56+10.86	23.08' LT	626.74
36	56+10.86	23.94' LT	627.48
37	56+10.86	39.10' LT	627.58
38	56+05.86	20.29' LT	626.81
39	56+05.86	21.94' LT	626.80
40	56+05.86	23.94' LT	626.81
41	56+05.86	34.10' LT	627.38
42	56+05.86	39.10' LT	627.48
43	55+92.12	34.10' LT	627.02
44	55+93.76	34.10' LT	627.01
45	55+95.73	34.10' LT	627.02
46	55+91.36	39.10' LT	627.12
47	55+92.94	39.10' LT	627.11
48	55+95.73	39.10' LT	627.12
49	55+66.3	39.29' LT	627.12
50	55+64.72	39.29' LT	627.11
51	55+61.95	39.29' LT	627.12
52	55+51.99	39.29' LT	627.51
53	55+46.99	39.29' LT	627.58
54	55+65.59	34.29' LT	627.08
55	55+63.95	34.29' LT	627.07
56	55+61.95	34.29' LT	627.08

BONNIE BRAE - ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
57	55+51.99	34.29' LT	627.41
58	55+46.99	34.29' LT	627.46
59	55+51.99	20.35' LT	626.75
60	55+51.99	22.00' LT	626.75
61	55+51.99	24.00' LT	626.75
62	55+46.99	19.51' LT	626.66
63	55+46.99	21.10' LT	626.65
64	55+46.99	24.00' LT	626.65

THE CONTRACTOR SHALL UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF THE IDOT HIGHWAY STANDARD 606-001 FOR ESTABLISHING THE EDGE OF PAVEMENT / TOP OF DEPRESSED CURB RELATIONSHIP ON ALL CURB RAMPS.

RELATIONSHIP IS AS FOLLOWS:
 EOP - TOC (B-6.12): EOP+0.44'=TOC
 EOP - TODC (B-6.12): EOP-0.01'=TODC

 EOP= EDGE OF PAVEMENT
 TOC= TOP OF CURB
 TODC= TOP OF DEPRESSED CURB

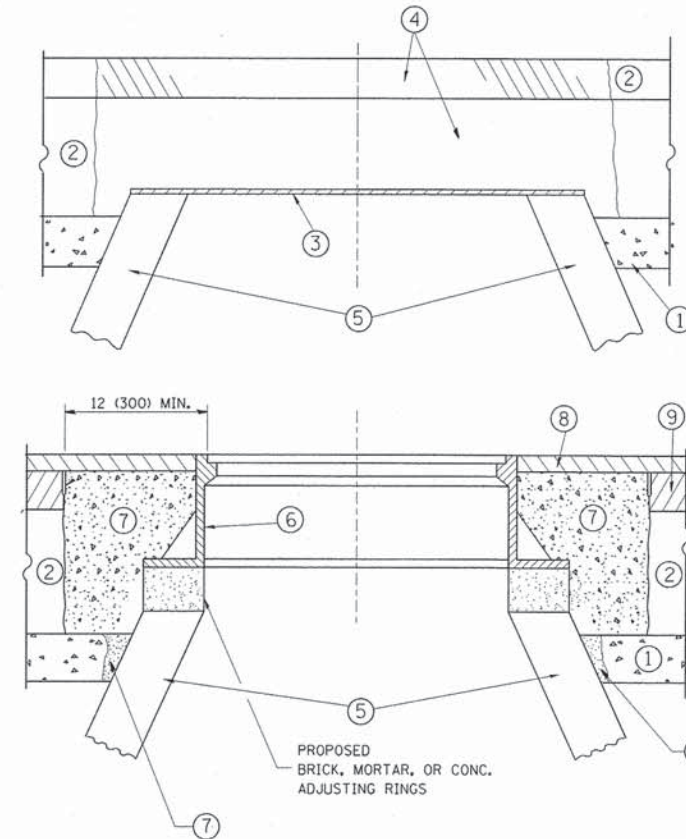
Bollinger, Lach & Associates, Inc.
 ILLINOIS

USER NAME = #USER#	DESIGNED - MTC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
PLOT DATE = #DATE#	CHECKED - KEK	REVISED -
	DATE - 1/25/2016	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DIVISION STREET - VILLAGE OF RIVER FOREST
 ADA RAMP ELEVATION PLAN DETAILS
 SCALE: 1"=10'
 SHEET 5 OF 5 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 1394	SECTION 15-00098-00-RS	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 21
CONTRACT NO. 61C47				
ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- * UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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.

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

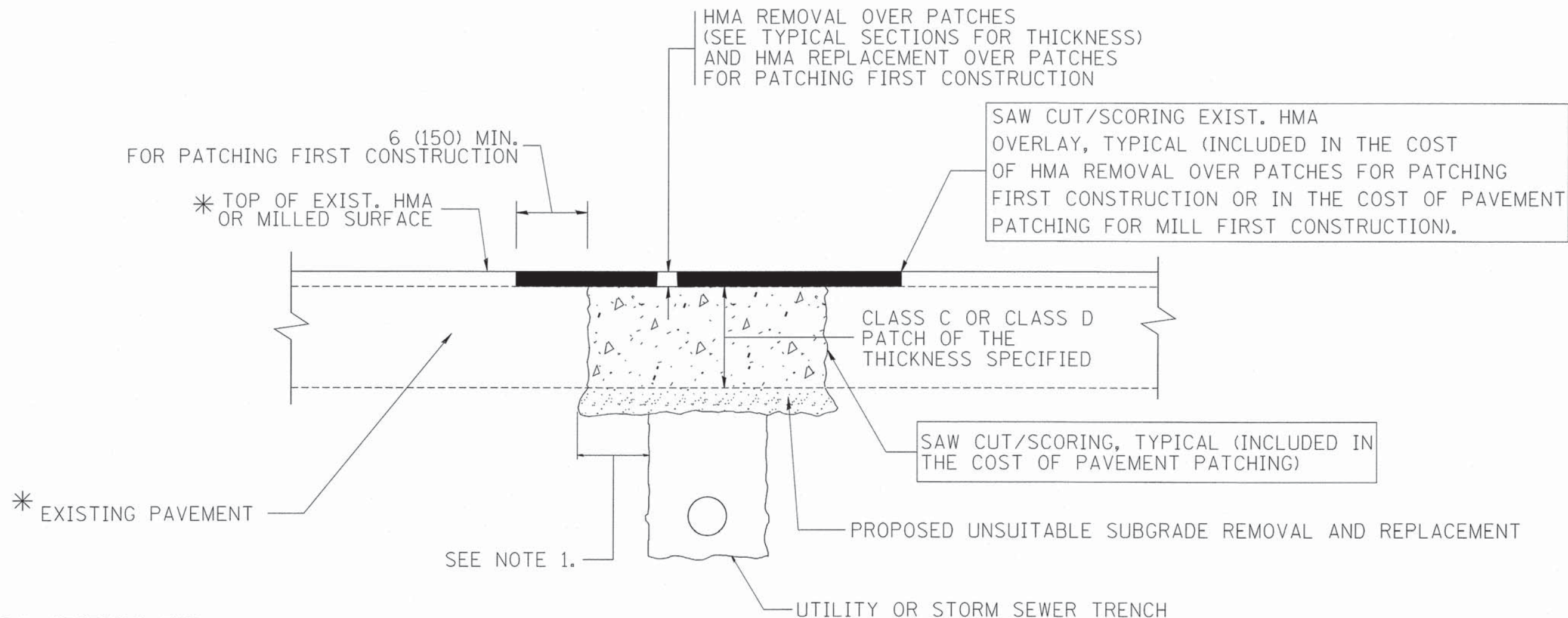
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
ca\pw\work\puidot\bauerdl\d0108315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1/648,5000 1/ m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1394	15-00098-00-RS	COOK	31	22
BD600-03 (BD-8)		CONTRACT NO. 61C47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

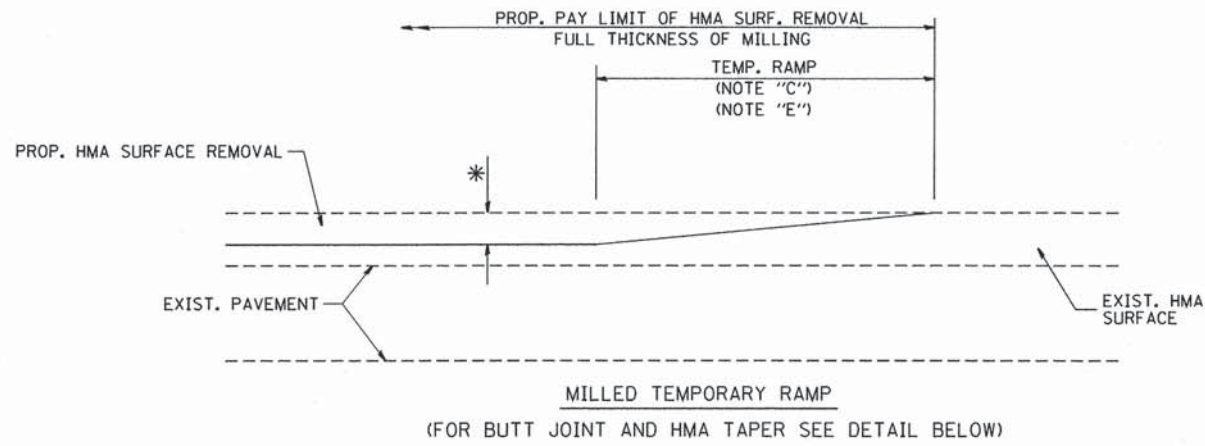
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

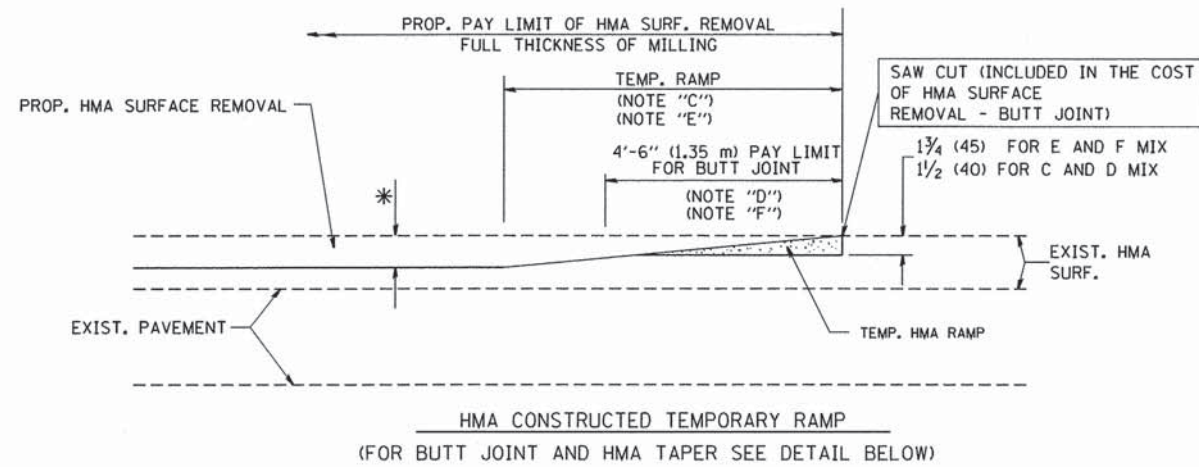
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

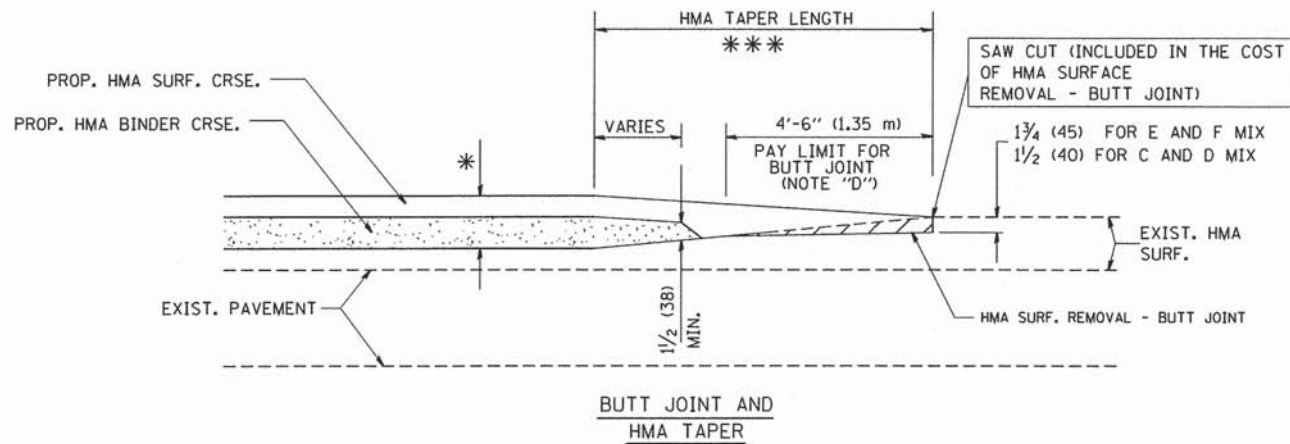
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	PLOT SCALE = 50,000 ' / IN.	DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)		CONTRACT NO. 61C47
	PLOT DATE = 10/27/2000	CHECKED -	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
		DATE - 10-25-94	REVISED - K. ENG 10-27-08								



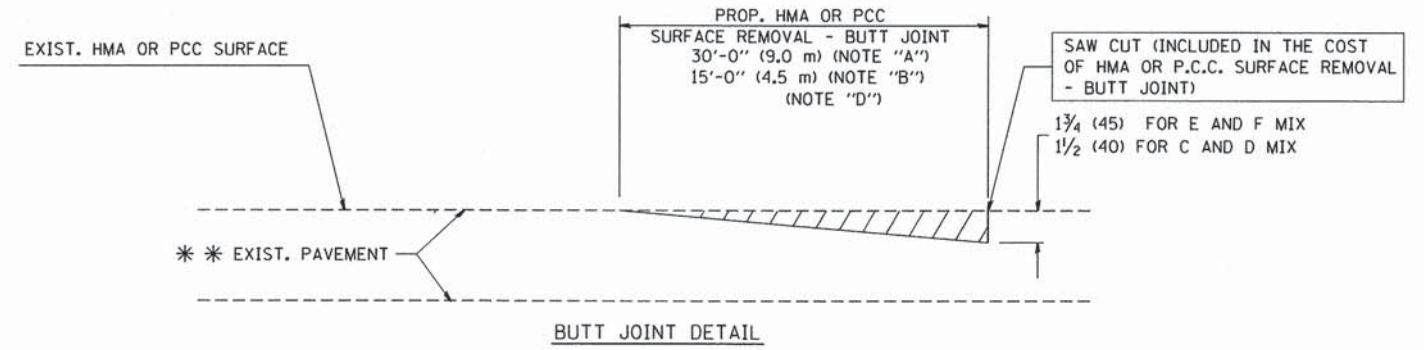
OPTION 1



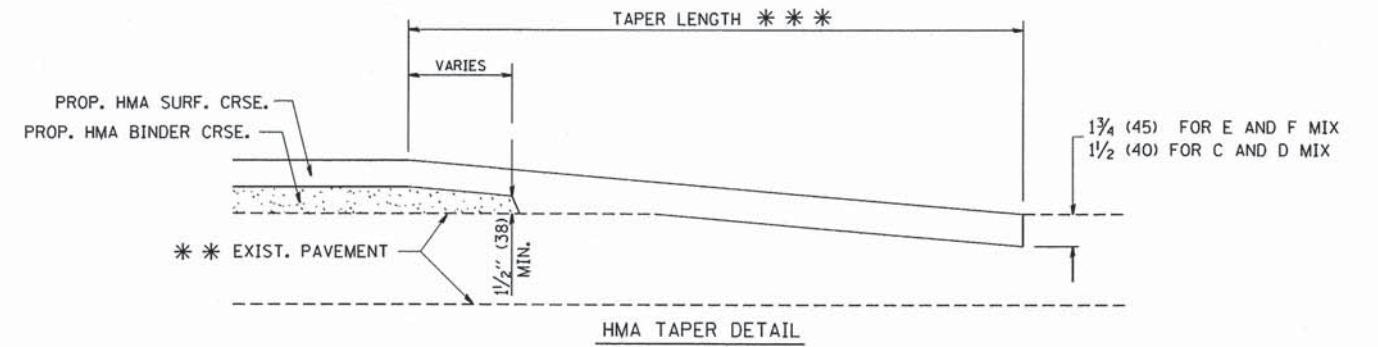
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



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
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

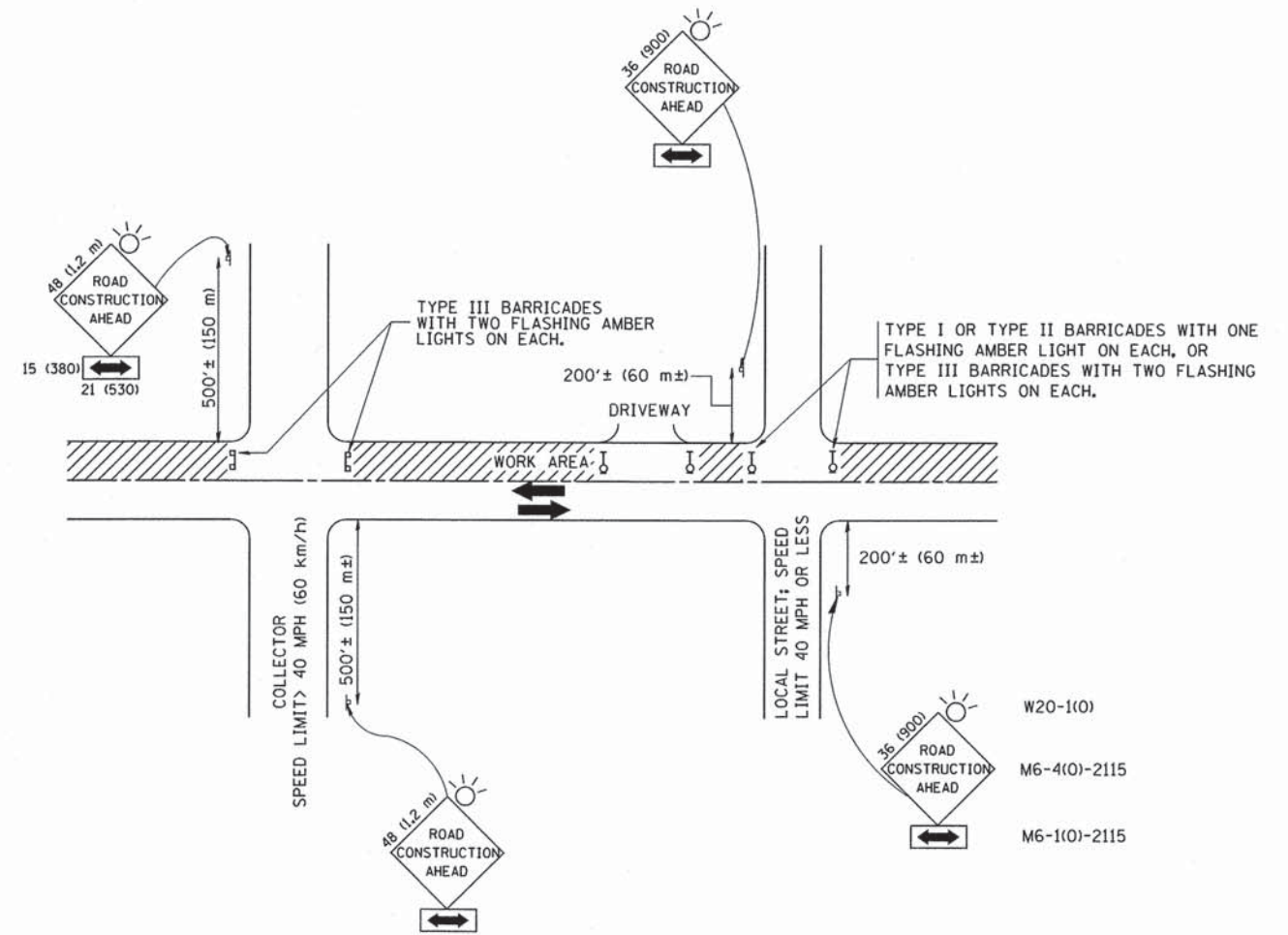
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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A.J.J. RTE. 1394	SECTION 15-00098-00-RS	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 24
BD400-05 BD32			CONTRACT NO. 61C47	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

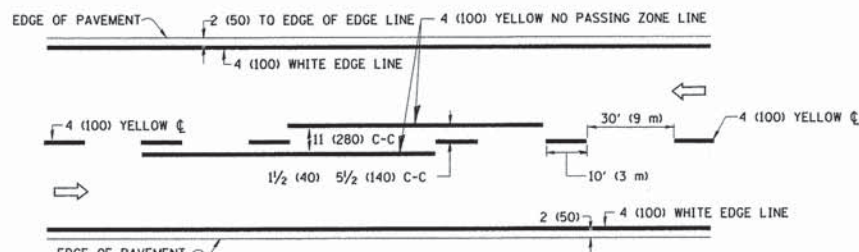
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

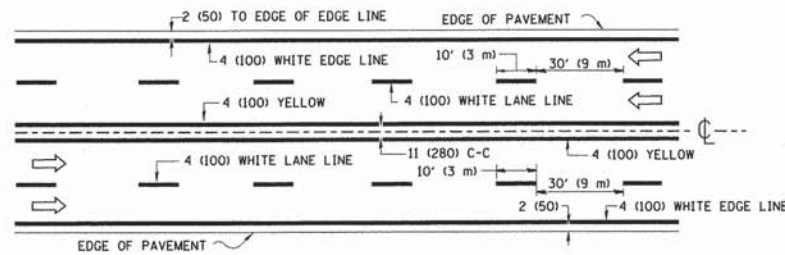
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

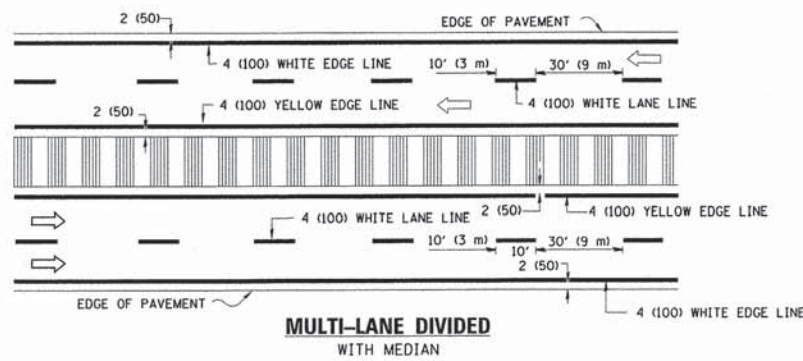
F.A.U. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1394	15-00098-00-RS	COOK	31	25
TC-10			CONTRACT NO. 61C47	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

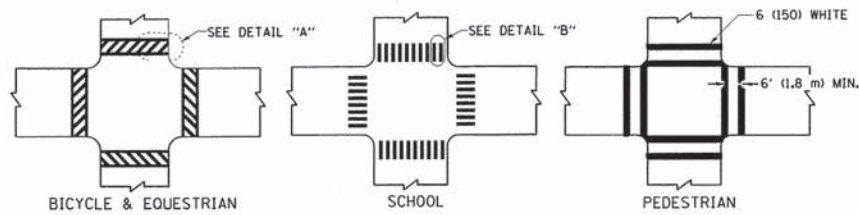


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

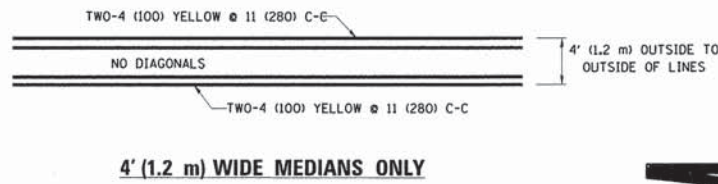


DETAIL "A"

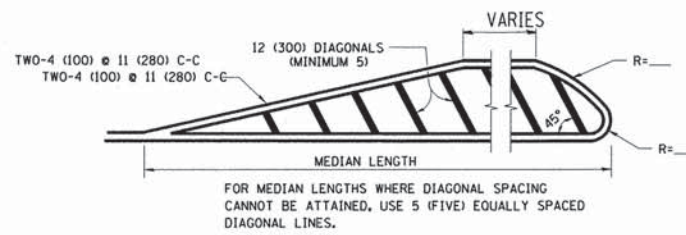
DETAIL "B"

TYPICAL CROSSWALK MARKING

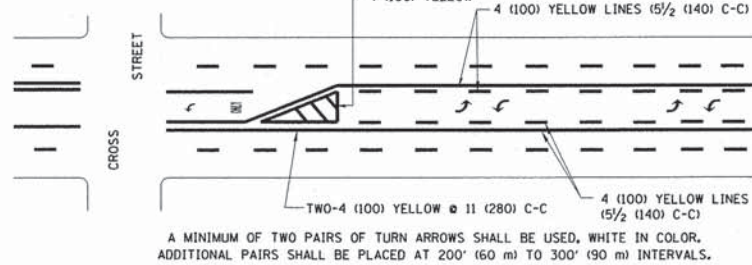
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



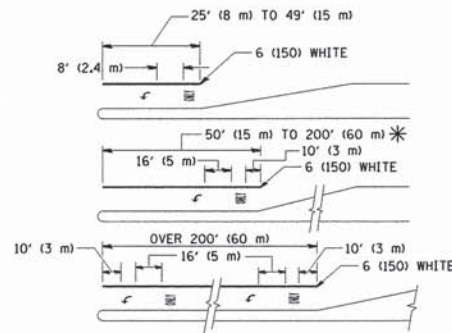
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE



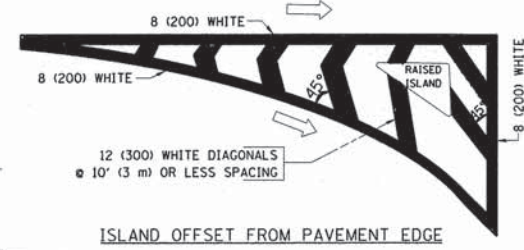
**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**



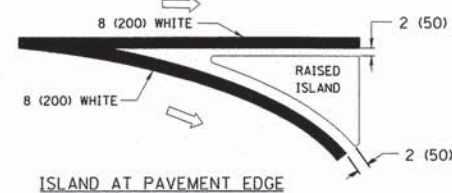
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

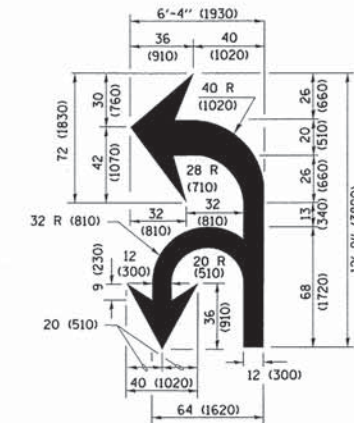


ISLAND OFFSET FROM PAVEMENT EDGE

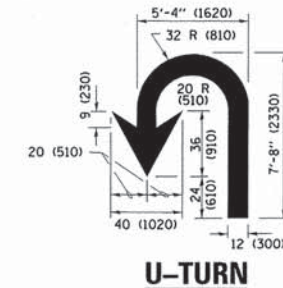


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

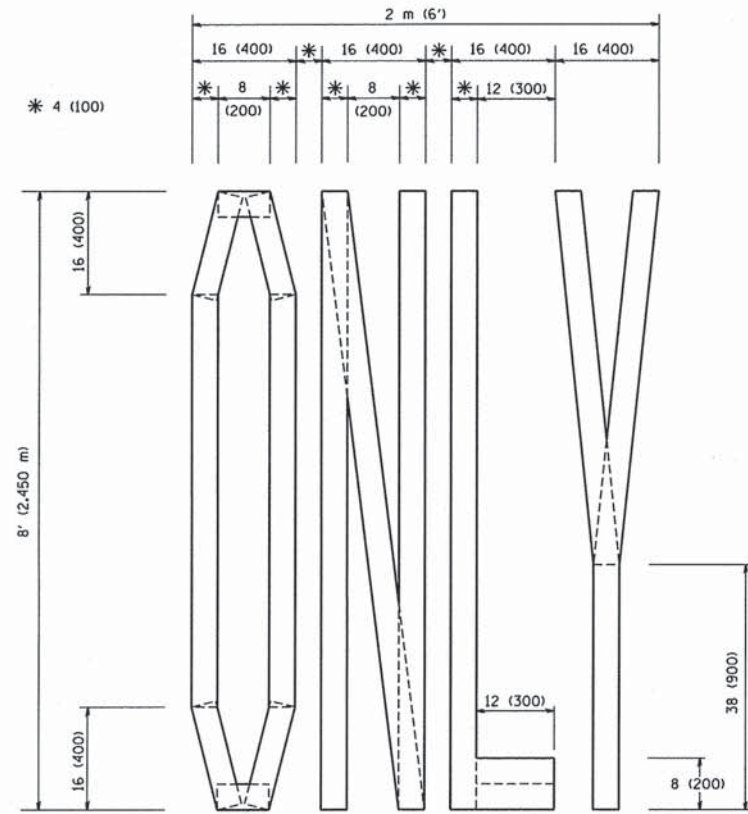
* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

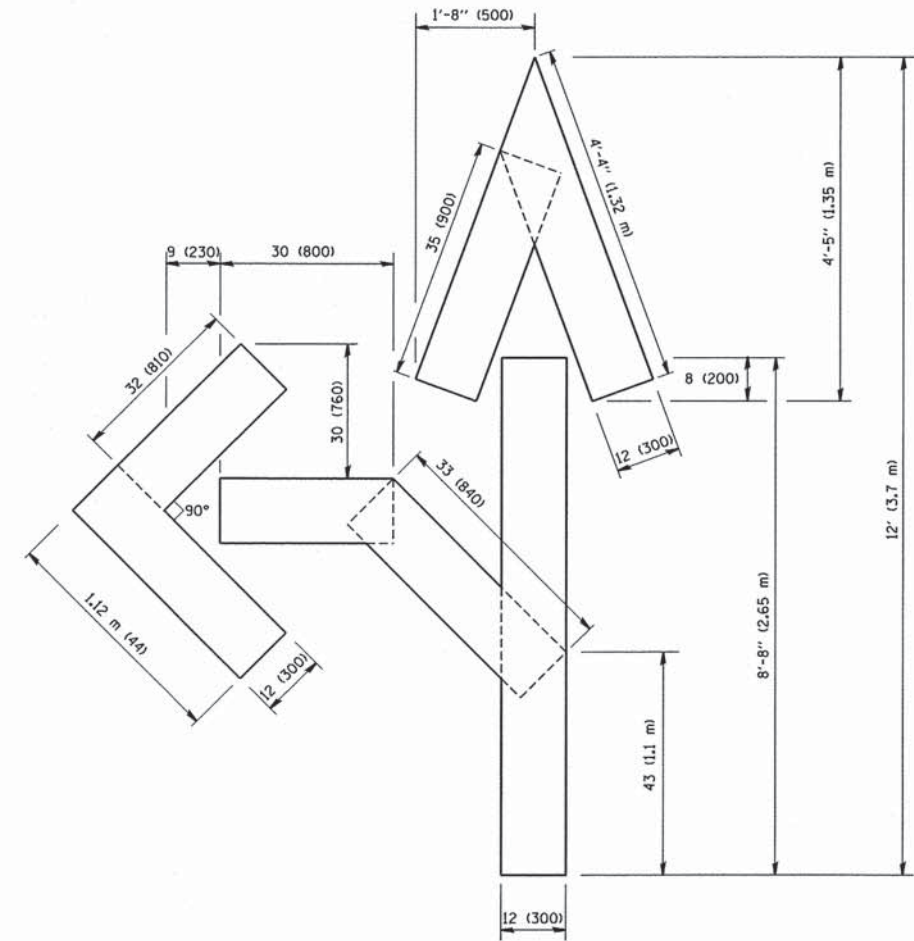
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

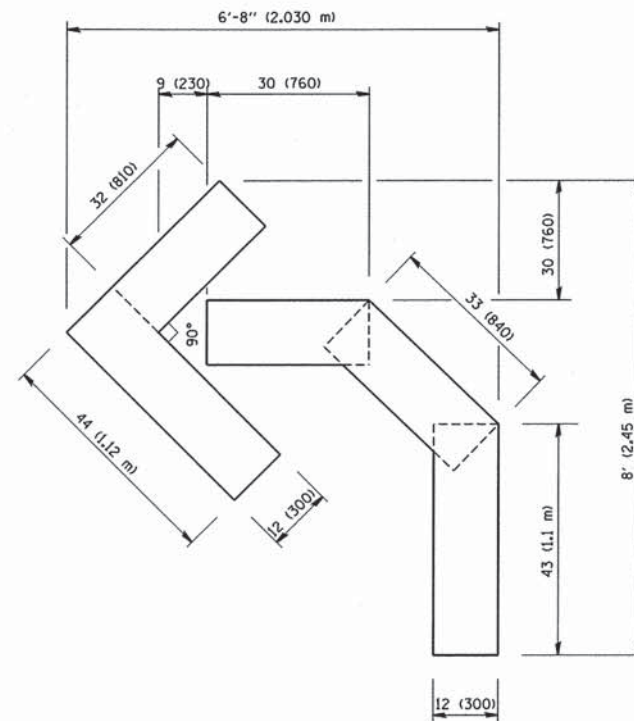
All dimensions are in inches (millimeters) unless otherwise shown.



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



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



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

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

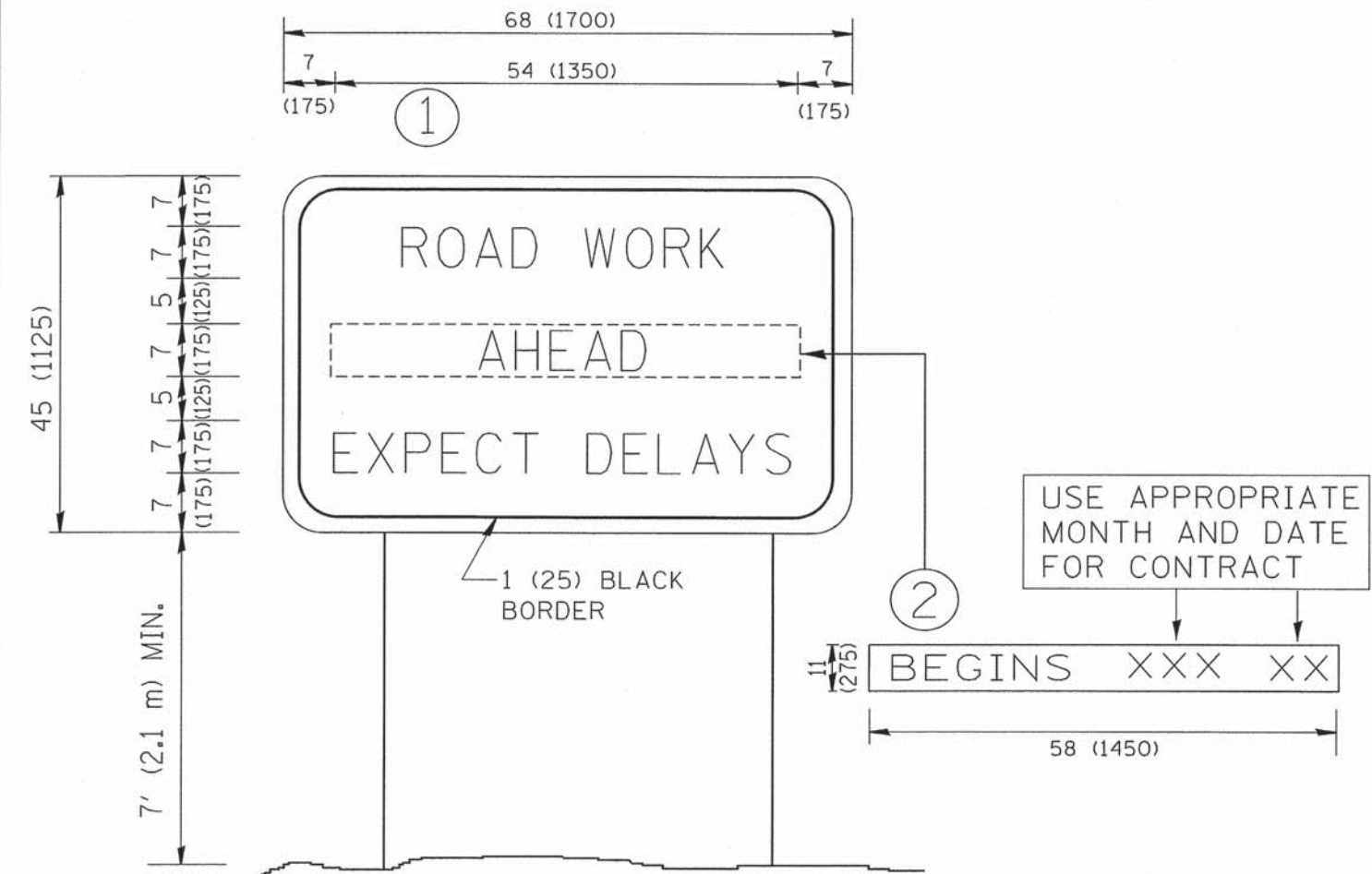
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		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1394	15-00098-00-RS	COOK	31	27
TC-16		CONTRACT NO. 61C47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = goglienobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

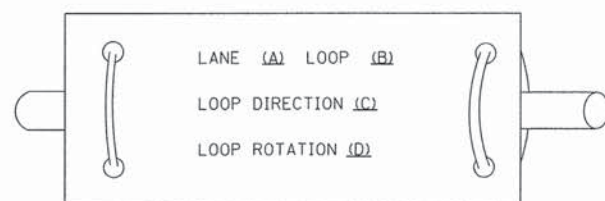
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.J. RTE. 1394	SECTION 15-00098-00-RS	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 28
TC-22		CONTRACT NO. 61C47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

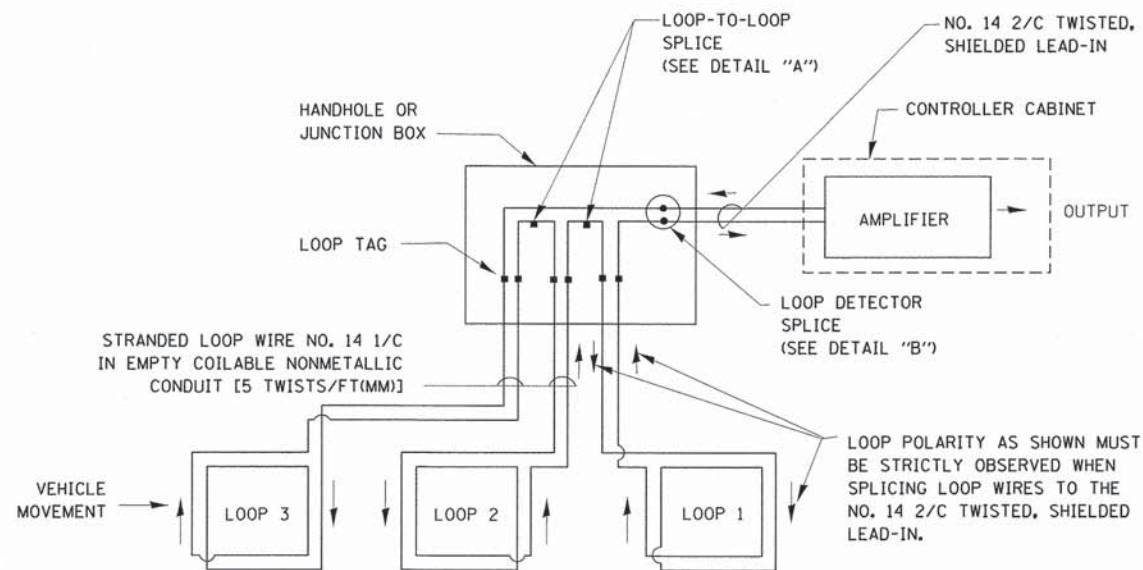
LOOP DETECTOR NOTES

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

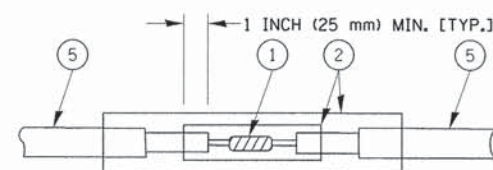


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

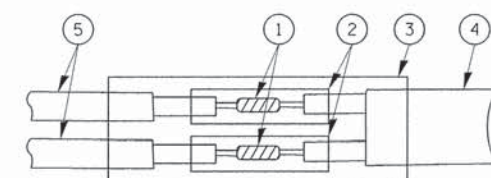


DETECTOR LOOP WIRING SCHEMATIC

- 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.

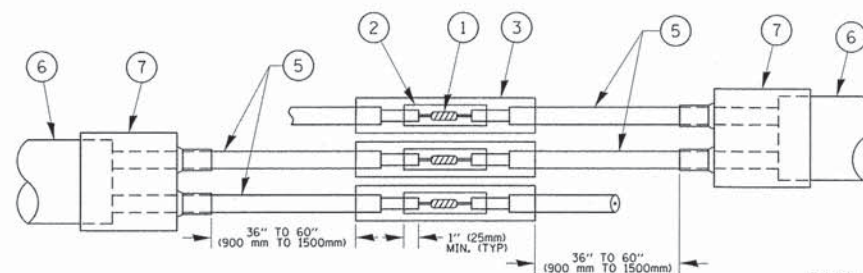


DETAIL "A"
LOOP-TO-LOOP SPLICE

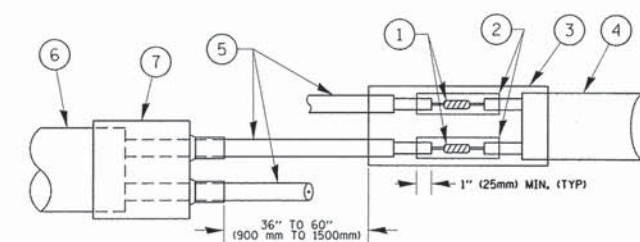


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

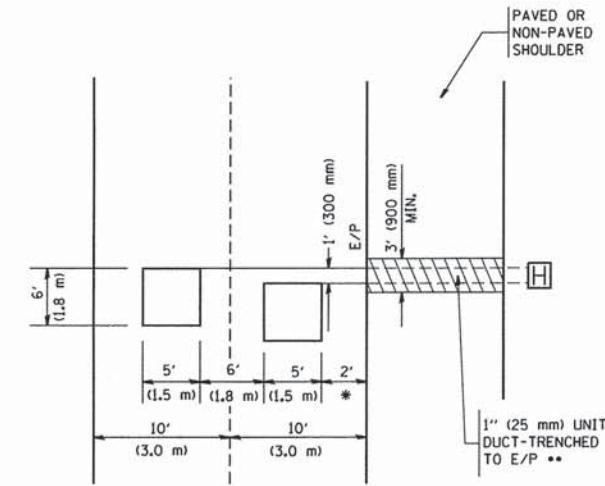
LOOP DETECTOR SPLICE

- 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.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = Footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U. RTE. 1394	SECTION 15-00098-00-RS	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 29
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	PLOT DATE = 1/13/2014	CHECKED - DAD	REVISED -		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT							
		DATE - 10-28-09	REVISED -									

LOOPS NEXT TO SHOULDERS

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



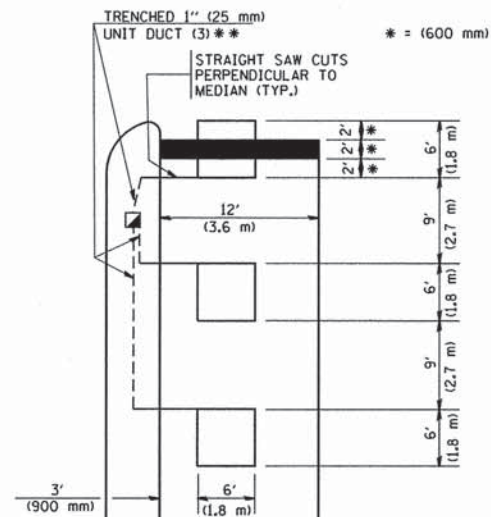
* = (600 mm)

** 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.



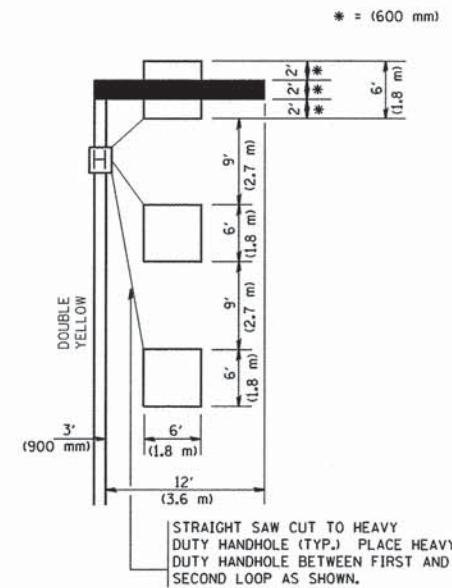
* = (600 mm)

** 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**

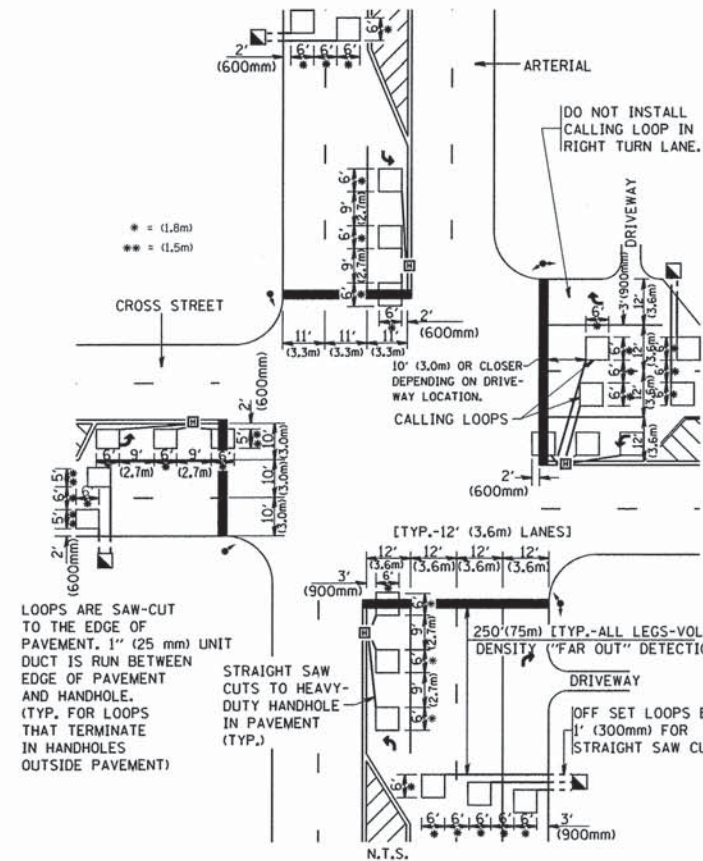
(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (600 mm)

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

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

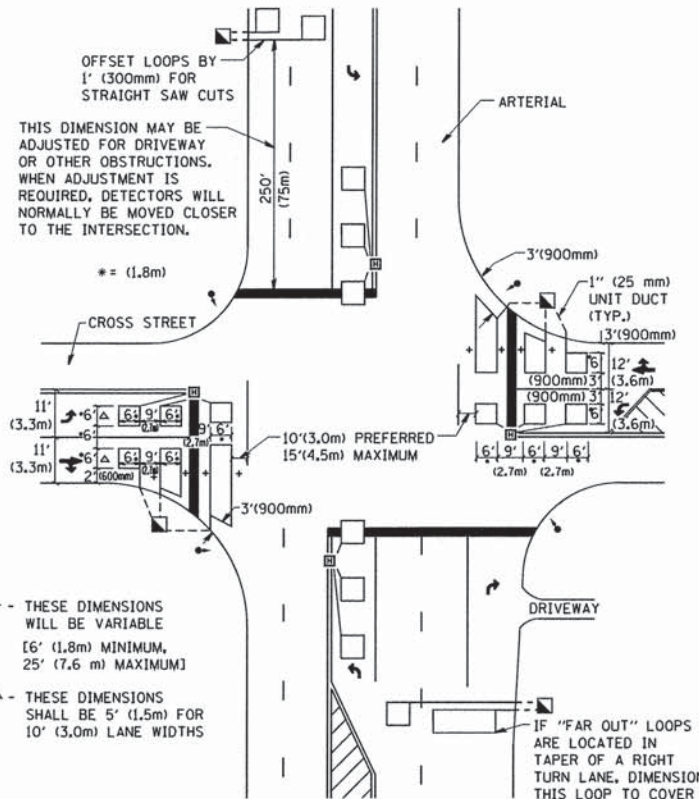


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

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.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

LOCATIONS AND 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

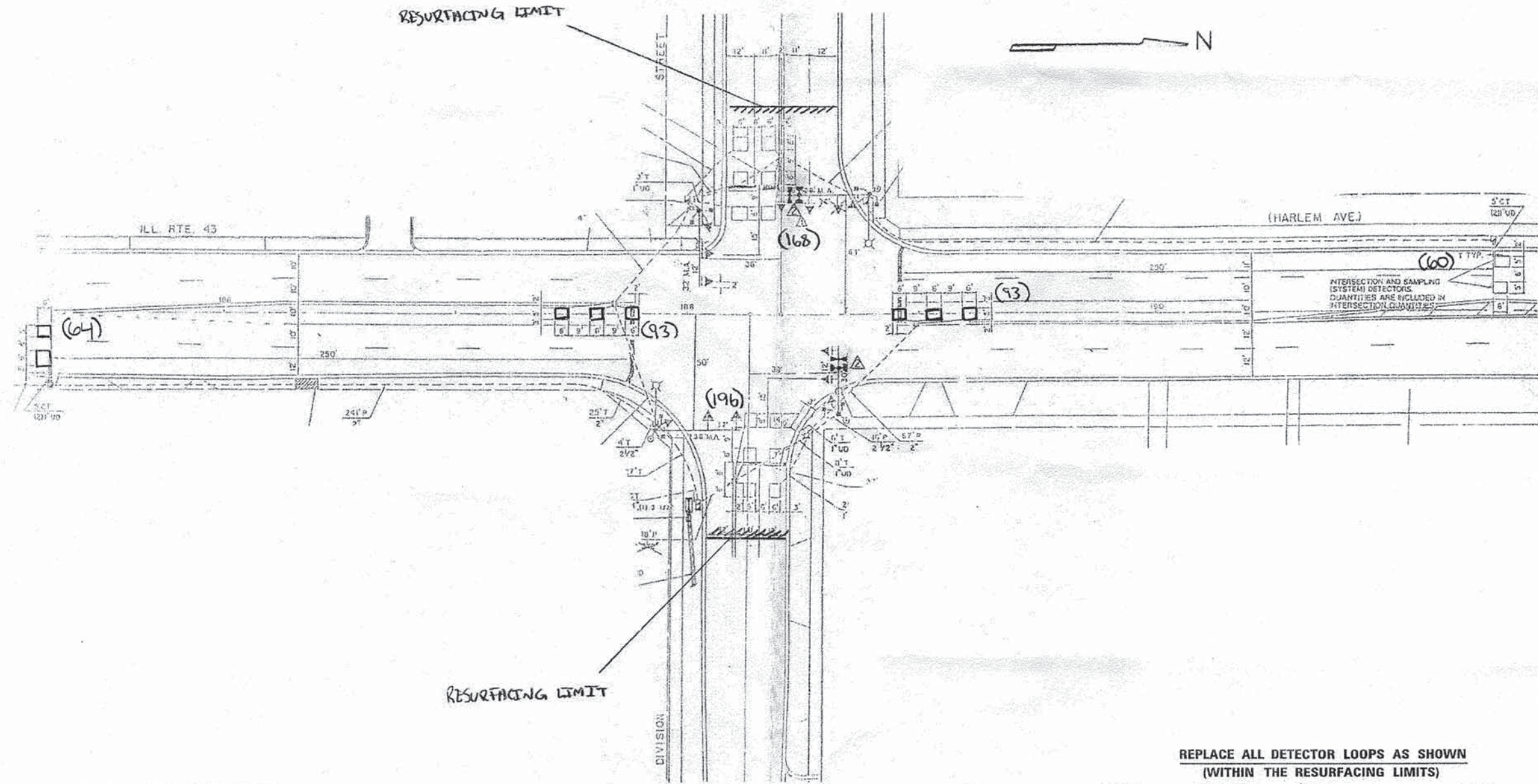
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME = W:\dststd\22x34\ts07.dgn	USER NAME = gogliobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING		F.A.U. RTE. 1394	SECTION 15-00098-00-RS	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 30
PLOT SCALE = 50.0000' / IN.	CHECKED - R.K.F.	REVISED -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TS-07		CONTRACT NO. 61C47
PLOT DATE = 1/4/2008	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT						

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

TRAFFIC SIGNAL LEGEND

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



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

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

CODE	QUANTITY	UNIT	ITEM
88600600	674	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME	USER NAME	DESIGNED	REVISED
ct:\p\work\pavedot\nguyen\12122010\11122010.dgn	nguyen	-	-
		DRAWN	REVISED
		CHECKED	REVISED
		DATE	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
ILL 43 HARLEM AVE @ DIVISION ST

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2070-040-RS	COOK	55	39
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 62L86

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