

INDEX OF SHEETS

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STANDARDS

STD. NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-02	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-03	CORNER CURB RAMPS FOR SIDEWALKS
424026-01	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
442201-03	CLASS C & D PATCHES
606001-06	COMBINATION 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 OPERATION, FOR SPEEDS LESS THAN OR EQUAL TO 40 MPH
701602-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN LANE CLOSURE, MULTILANE, 2W, WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES
728001-01	TELESCOPING STEEL SIGN SUPPORT
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
814001-03	HANDHOLES

PLAN NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "DIGGER" AT (312) 744-7000 FOR FIELD LOCATIONS IN CHICAGO OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

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.

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

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

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

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

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

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

THE ENGINEER SHALL CONTACT CORY JUCIUS, ARTERIAL TRAFFIC FIELD ENGINEER AT (847)-705-4411 A MINIMUM OF TWO WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF CONSTRUCTION.

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

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

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.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

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

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.

WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

THE DEPARTMENT WILL NOT REINSTALL OR REIMBURSE ANY DAMAGE CAUSED BY THIS CONTRACT WHICH INVOLVES WITH THE EQUIPMENT OR/AND APPARATUS OF THE RED LIGHT CAMERA OWNED BY THE CITY OF CHICAGO.

THE CONTRACTOR SHALL ADHERE TO LIMITS OF RESTORATION SHOWN/STATED. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTRIBUTED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

FILE NAME *	USER NAME *	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX STANDARDS & GENERAL NOTES MILWAUKEE AVE. (ALBION AVE TO ELSTON AVE.)	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
per\11084EBIDINTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\01834\01834\01834\Design\0183415-eh-gennote.dgn		CHECKED -	REVISED -			3513	2014-05B-RS	COOK	30	2
PLOT SCALE * 100.0000 "/ in		DATE -	REVISED -			CONTRACT NO. 60Y90				
PLOT DATE * 11/3/2016						ILLINOIS FED. AID PROJECT				

URBAN

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED/ 20% STATE				
20200100	EARTH EXCAVATION	CU YD	43	43				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	271	271				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	3	3				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	3	3				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	3	3				
25200110	SODDING, SALT TOLERANT	SO YD	271	271				
25200200	SUPPLEMENTAL WATERING	UNIT	2	2				
40600295	BITUMINOUS MATERIALS (TACK COAT)	POUND	13500	13500				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	43	43				
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	980	980				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	350	350				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	440	440				
40603565	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	TON	2350	2350				
42001300	PROTECTIVE COAT	SO YD	1400	1400				

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED/ 20% STATE				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	125	125				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	5061	5061				
42400800	DETECTABLE WARNINGS	SO FT	336	336				
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SO YD	2460	2460				
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	23530	23530				
44000300	CURB REMOVAL	FOOT	61	61				
44000600	SIDEWALK REMOVAL	SO FT	5051	5051				
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SO YD	393	393				
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SO YD	125	125				
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SO YD	125	125				
56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	2	2				
60250200	CATCH BASINS TO BE ADJUSTED	EACH	34	34				
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	10	10				
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2				
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2				

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PLOT DATE = 11/3/2016			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513	2014-058-RS	COOK	30	3
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60Y90	

URBAN

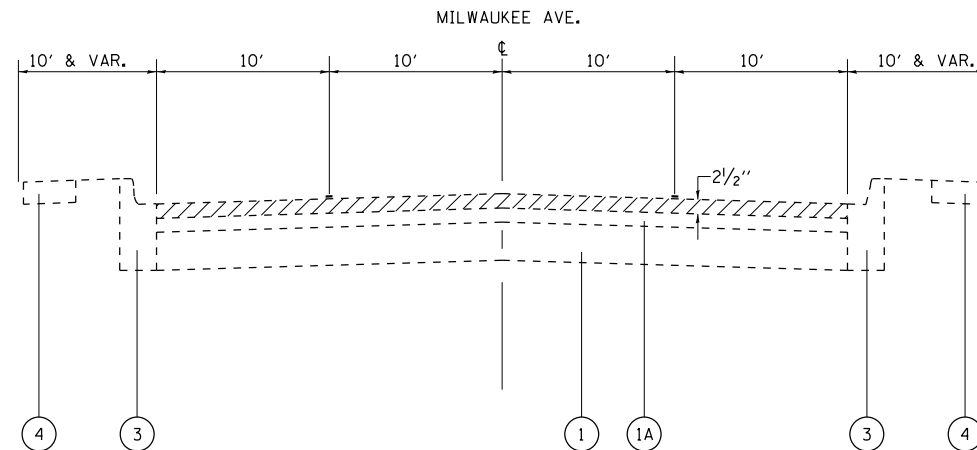
URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED/ 20% STATE				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2450	2450				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	272	272				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	248	248				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	216	216				
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3	3				
* 89502376	REBUILD EXISTING HANDHOLE	EACH	3	3				
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1				
X4401198	HOT MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH	SO. YD.	2680	2680				
# X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	80	80				
# X5538000	STORM SEWERS TO BE CLEANED 18"	FOOT	60	60				
# X5538200	STORM SEWERS TO BE CLEANED 24"	FOOT	20	20				
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	67	67				
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3187	3187				

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED/ 20% STATE				
# Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	54	54				
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	129	129				
	* DENOTES SPECIALTY ITEMS							
	# NON PARTICIPATING ITEMS (100% STATE)							

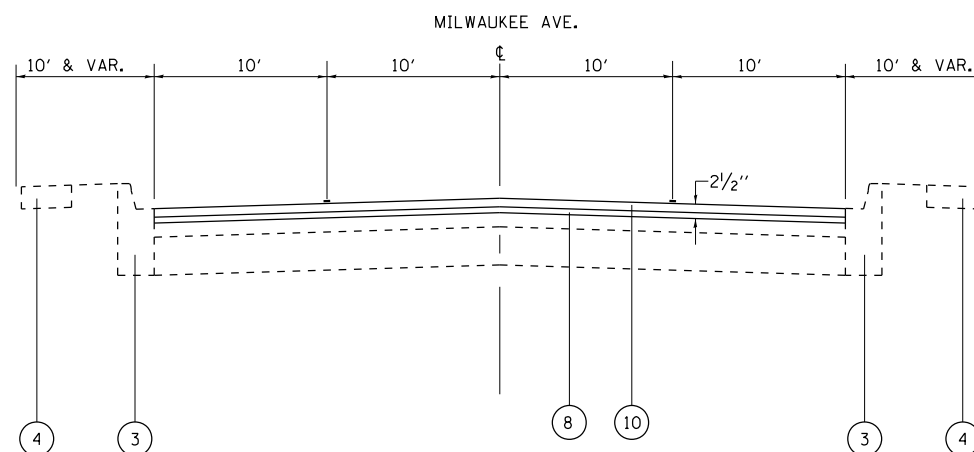
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2



**EXISTING TYPICAL CROSS SECTION
MILWAUKEE AVENUE (ALBION AVENUE TO TO IMLAY AVENUE)**

STA. 10+00 TO STA. 17+38



**PROPOSED TYPICAL CROSS SECTION
MILWAUKEE AVENUE (ALBION AVENUE TO TO IMLAY AVENUE)**

STA. 10+00 TO STA. 17+38

NOTE: THE CONTRACTOR SHALL MILL FIRST

HOT MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE USES	DESIGN AIR VOIDS	OMP
RESURFACING: POLYMERIZED HMA SURFACE COURSE, MIX "E", N 70, (IL-9.5mm), 1 3/4 "	4% @ 70 GYR	OCP
POLYMERIZED LEVELING BINDER (MM), IL-4.75mm, N50, 3/4"	3.5% @ 50 GYR.	OCP
PARKING AND BIKE LANES: HMA SURFACE COURSE MIX "D", N70, (IL-9.5mm), 1 1/2"	4% @ 70 GYR.	OC/OA
PATCHING: CLASS "D" PATCHES, 12" (HMA BINDER IL-19mm)	4% @ 70 GYR	OC/OA

OMP DESIGNATION: QUALITY CONTROL / QUALITY ASSURANCE (OC/OA)
QUALITY CONTROL FOR PERFORMANCE (OCP)

NOTES:

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

AC TYPE NOTE:

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 PROVISION.

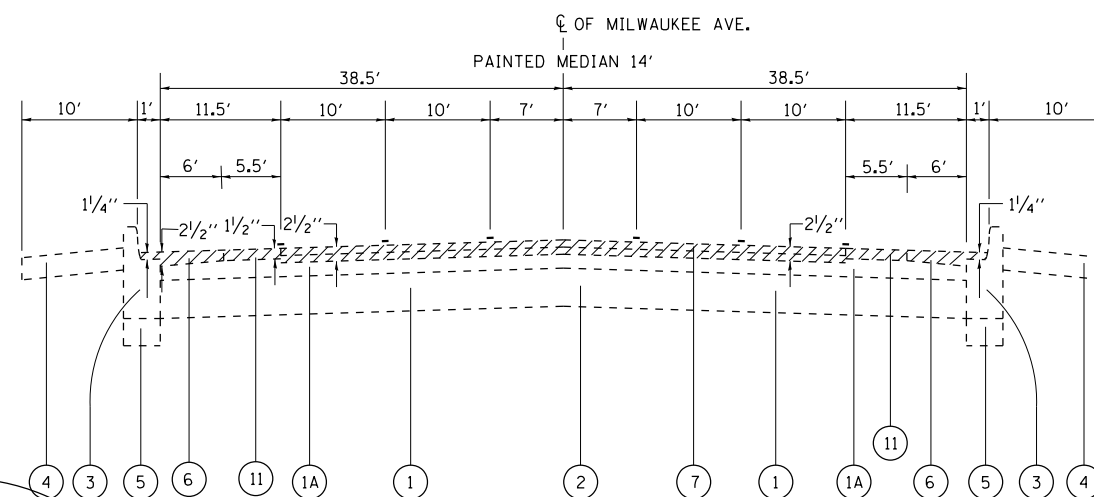
OMP NOTE:

"QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE"

LEGEND

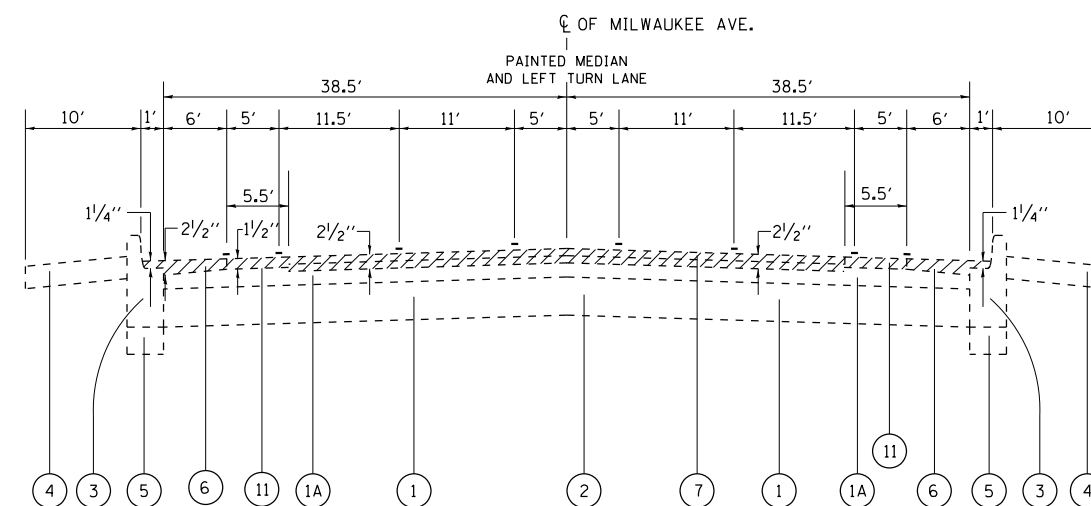
- ① EXISTING P.C.C. PAVEMENT, 8"±
- ①A EXISTING HMA SURFACE REMAIN AFTER MILLING, 4" TO 6"±
- ② EXISTING BRICK PAVEMENT, 8"±
- ③ EXISTING COMBINATION CONC. CURB AND GUTTER B-6.12
- ④ EXISTING P.C.C. SIDEWALK, 5"
- ⑤ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE "B", 4"
- ⑥ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH (1 1/2" TO 2 1/2")*
- ⑦ PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "D", N 70, (1 1/2")
- ⑩ PROPOSED POLYMERIZED HMA SURFACE, MIX "E", N 70, 1 3/4 "
- ⑪ PROPOSED HMA SURFACE REMOVAL, 1 1/2"

* REMOVAL OF HMA OVER GUTTER FLAG INCLUDED IN HMA SURFACE REMOVAL, VARIABLE DEPTH



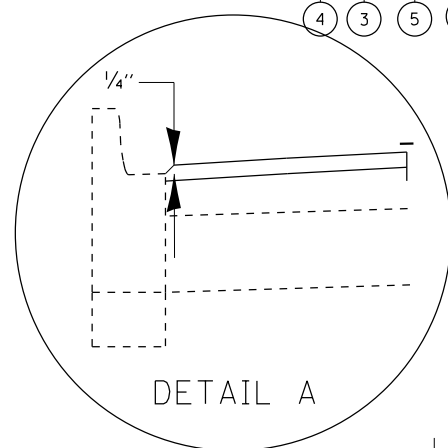
**EXISTING TYPICAL CROSS SECTION
MILWAUKEE AVENUE (IMLAY STREET TO NAGLE AVENUE)**

STA. 17+38 TO STA. 28+00

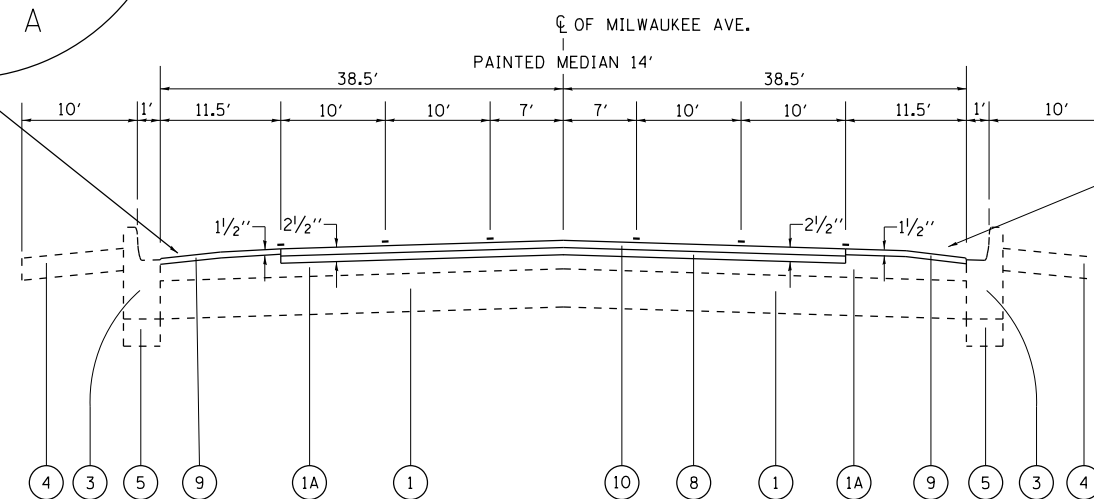


**EXISTING TYPICAL CROSS SECTION
MILWAUKEE AVENUE (NAGLE AVENUE TO STA. 45+00)**

STA. 28+00 TO STA. 45+00

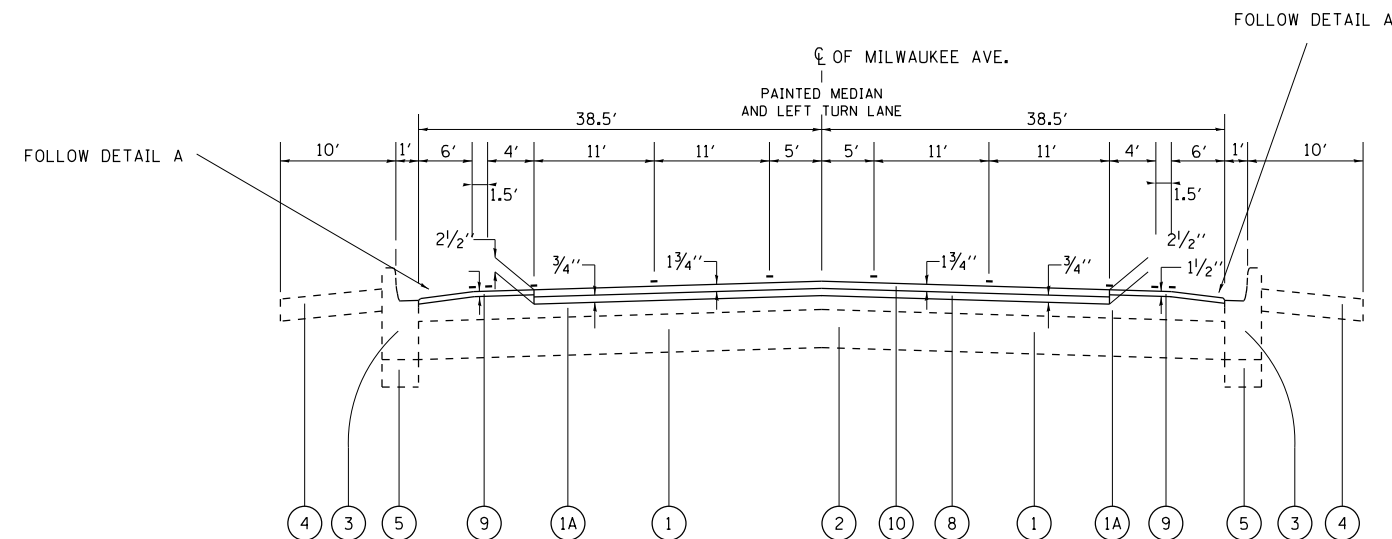


DETAIL A



**PROPOSED TYPICAL CROSS SECTION
MILWAUKEE AVENUE (IMLAY STREET TO NAGLE AVENUE)**

STA. 17+38 TO STA. 28+00



**PROPOSED TYPICAL CROSS SECTION
MILWAUKEE AVENUE (NAGLE AVENUE TO STA. 45+00)**

STA. 28+00 TO STA. 45+00

* SEE PLANS FOR SHOULDER RESURFACING
STATION 18+00 TO STATION 25+50

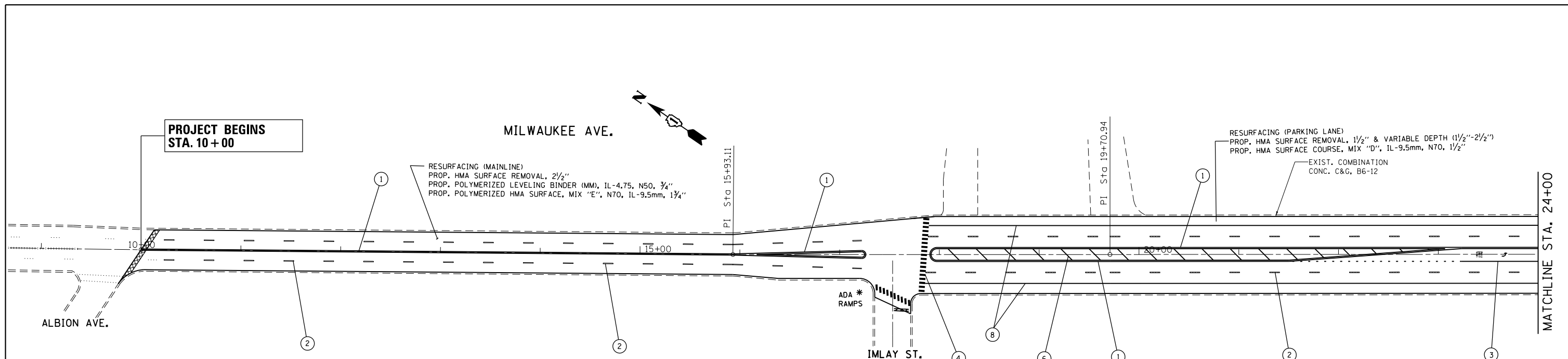
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MILWAUKEE AVENUE (ALBION AVENUE TO ELSTON AVENUE)
TYPICAL SECTIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513	2014-058-RS	COOK	30	6
CONTRACT NO. 60Y90			ILLINOIS FED. AID PROJECT	

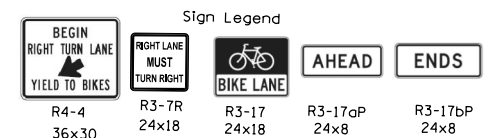
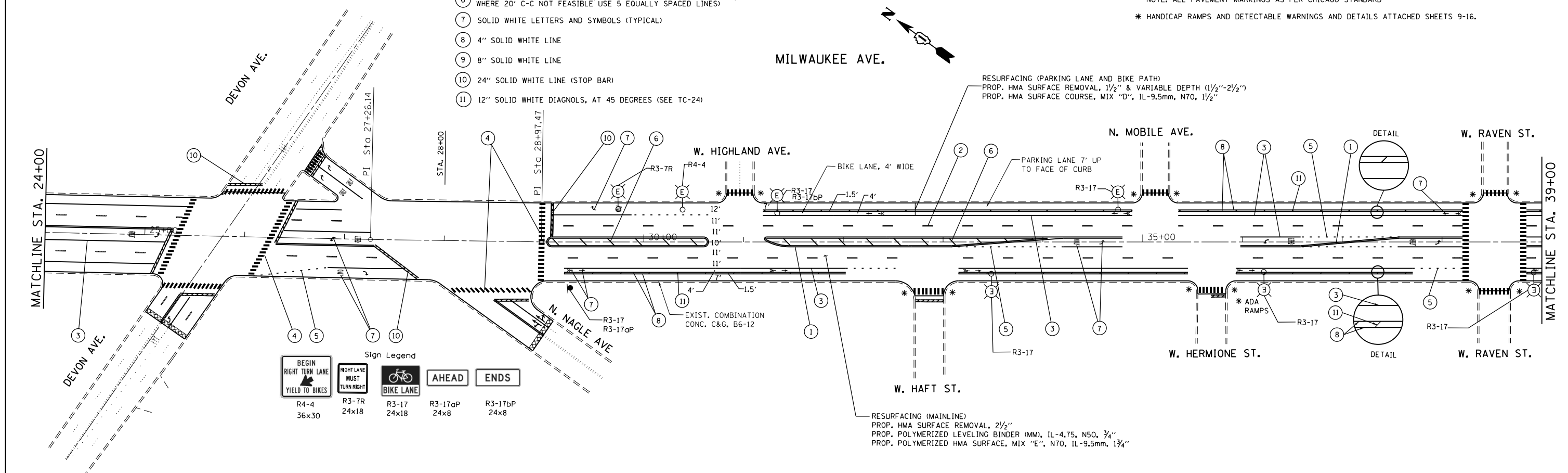


THERMOPLASTIC PAVEMENT MARKING LEGEND

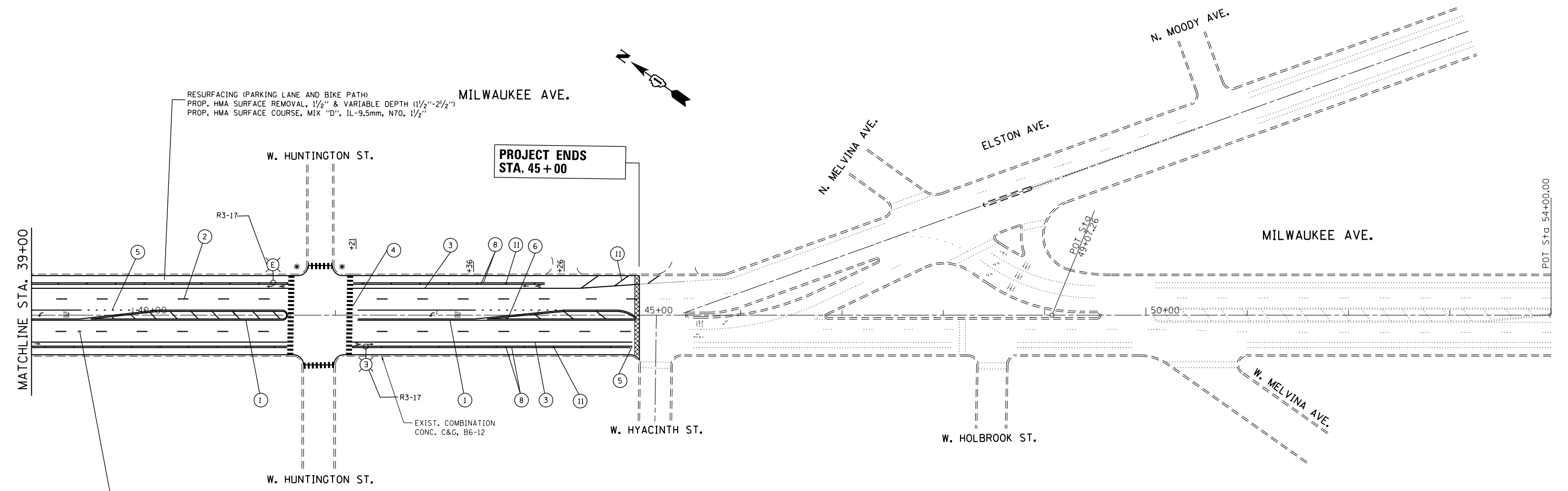
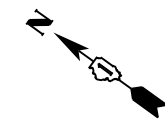
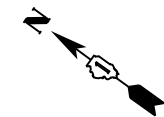
- ① 4" DOUBLE SOLID YELLOW LINE, 8' C-C
- ② 4" SKIP-DASH WHITE LINE, 6' LINE WITH 18' SPACE
- ③ 6" SOLID WHITE LINE
- ④ CONTINENTAL CROSSWALK, BAR 6' LONG, 2' WIDE, 2' GAP
- ⑤ 6" SKIP-DASH WHITE LINE, 2' LINE WITH 6' SPACE
- ⑥ 12" SOLID YELLOW DIAGONALS, AT 45 DEGREES (20' C-C SPACING, WHERE 20' C-C NOT FEASIBLE USE 5 EQUALLY SPACED LINES)
- ⑦ SOLID WHITE LETTERS AND SYMBOLS (TYPICAL)
- ⑧ 4" SOLID WHITE LINE
- ⑨ 8" SOLID WHITE LINE
- ⑩ 24" SOLID WHITE LINE (STOP BAR)
- ⑪ 12" SOLID WHITE DIAGONLS, AT 45 DEGREES (SEE TC-24)

PROPOSED HMA SURFACE REMOVAL JOINT.
(SEE BUTT-JOINT AND TAPER DETAIL)
TYPICAL ATTACHED.

NOTE: ALL PAVEMENT MARKINGS AS PER CHICAGO STANDARD
* HANDICAP RAMPS AND DETECTABLE WARNINGS AND DETAILS ATTACHED SHEETS 9-16.



FILE NAME =	USER NAME = aqeueiff	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN MILWAUKEE AVENUE (ALBION AVENUE TO ELSTON AVENUE)	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLLOT DATE = 11/19/2016	DATE -	REVISED -			CONTRACT NO. 60Y90					
						ILLINOIS FED. AID PROJECT					



RESURFACING (PARKING LANE AND BIKE PATH)
 PROP. HMA SURFACE REMOVAL, 1 1/2" & VARIABLE DEPTH (1 1/2"-2 1/2")
 PROP. HMA SURFACE COURSE, MIX "D", IL-9.5mm, N70, 1 1/2"

**PROJECT ENDS
 STA. 45 + 00**

RESURFACING (MAINLINE)
 PROP. HMA SURFACE REMOVAL, 2 1/2"
 PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
 PROP. POLYMERIZED HMA SURFACE, MIX "E", N70, IL-9.5mm, 1 3/4"

THERMOPLASTIC PAVEMENT MARKING LEGEND

- ① 4" DOUBLE SOLID YELLOW LINE, 8' C-C
- ② 4" SKIP-DASH WHITE LINE, 6' LINE WITH 18' SPACE
- ③ 6" SOLID WHITE LINE
- ④ CONTINENTAL CROSSWALK, BAR 6' LONG, 2' WIDE, 2' GAP
- ⑤ 6" SKIP-DASH WHITE LINE, 2' LINE WITH 6' SPACE
- ⑥ 12" SOLID YELLOW DIAGONALS, AT 45 DEGREES (20' C-C SPACING, WHERE 20' C-C NOT FEASIBLE USE 5 EQUALLY SPACED LINES)
- ⑦ SOLID WHITE LETTERS AND SYMBOLS (TYPICAL)
- ⑧ 4" SOLID WHITE LINE
- ⑨ 8" SOLID WHITE LINE
- ⑩ 24" SOLID WHITE LINE (STOP BAR)
- ⑪ 12" SOLID WHITE DIAGONLS, AT 45 DEGREES (SEE TC-24)

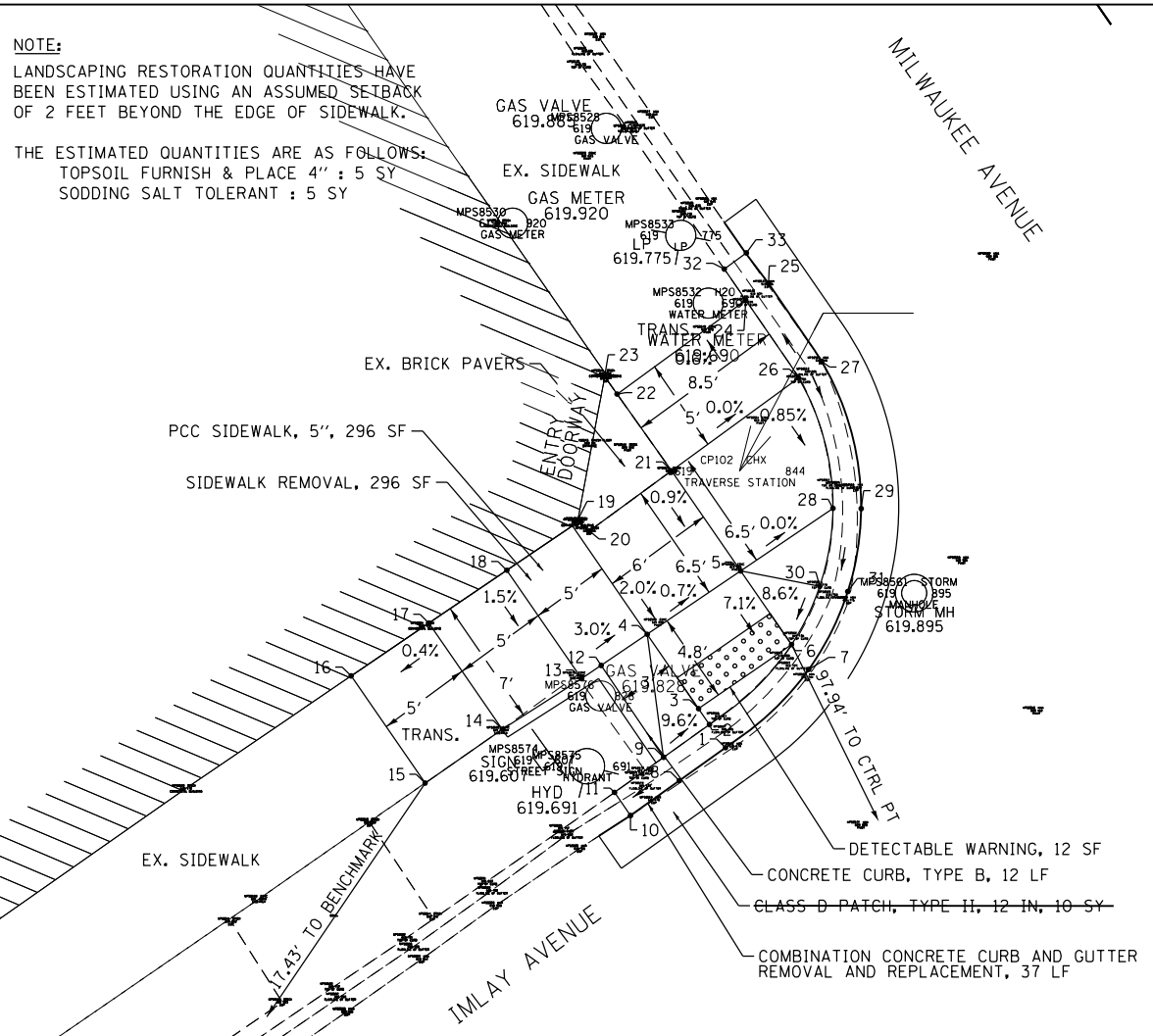
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN
 MILWAUKEE AVENUE (ALBION AVENUE TO ELSTON AVENUE)**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513	2014-058-13	COOK	30	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60Y90	

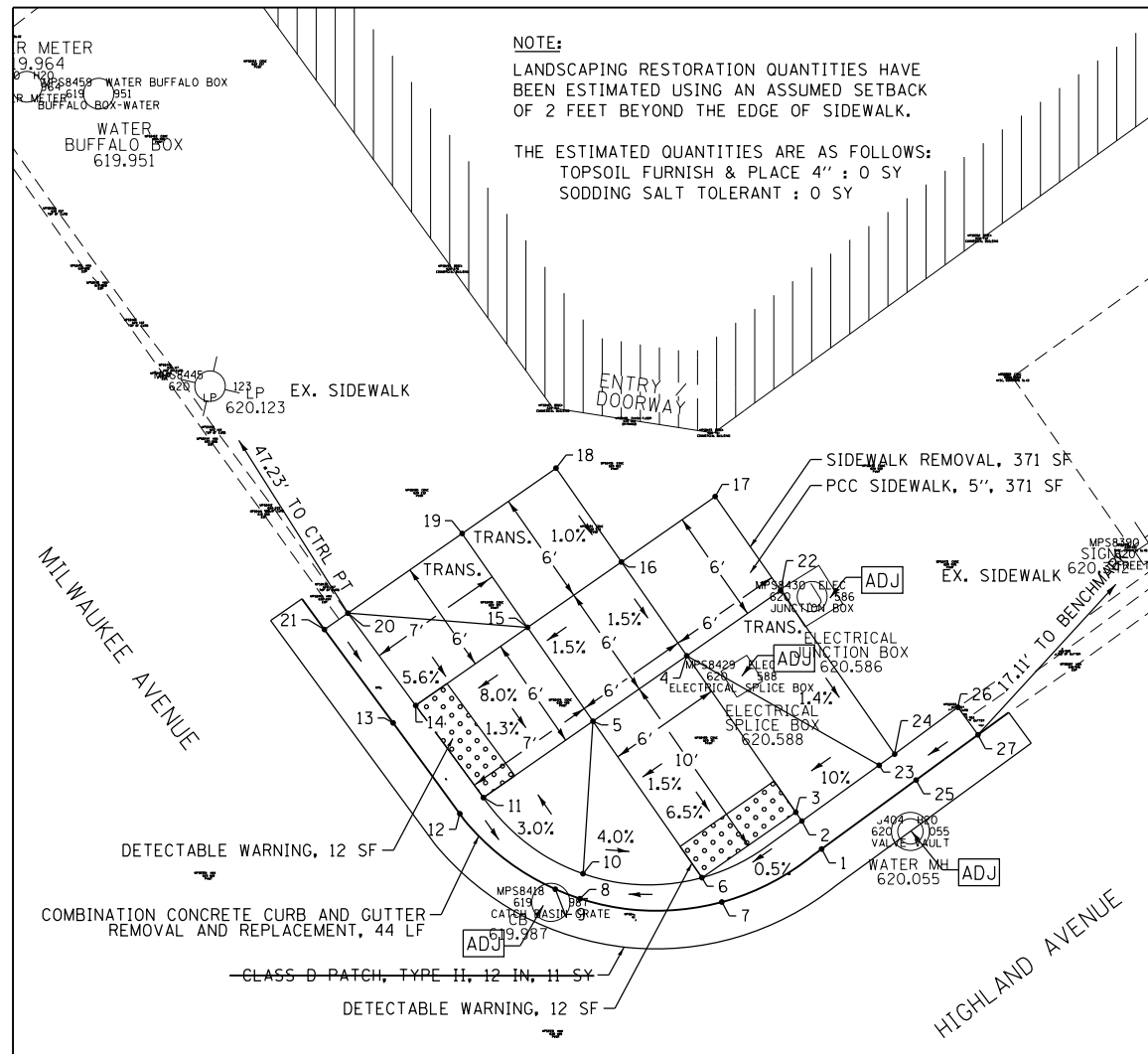


WEST CORNER
 MILWAUKEE AVENUE AND IMLAY AVENUE

ADA RAMP ELEVATION TABLE

POINT No.:	STATION	OFFSET	ELEV.
1	17+35.73	38.69' RT	619.54
2	17+34.23	38.69' RT	619.53
3	17+33.21	38.69' RT	619.54
4	17+28.40	38.69' RT	619.92
5	17+28.45	32.69' RT	619.91
6	17+33.21	32.69' RT	619.57
7	17+34.81	32.69' RT	619.58
8	17+35.78	41.70' RT	619.56
9	17+34.28	41.69' RT	619.83
10	17+35.83	44.89' RT	MATCH EX.
11	17+34.33	44.89' RT	MATCH EX.
12	17+28.38	41.64' RT	620.01
13	17+28.37	42.89' RT	620.05
14	17+28.19	47.89' RT	620.04
15	17+28.21	52.89' RT	MATCH EX.
16	17+21.29	52.89' RT	MATCH EX.
17	17+21.33	47.89' RT	620.14
18	17+21.37	42.89' RT	620.16
19	17+21.40	38.30' RT	620.18
20	17+22.13	38.09' RT	620.05
21	17+21.98	32.69' RT	619.97
22	17+16.98	32.75' RT	619.94
23	17+15.96	32.77' RT	MATCH EX.
24	17+16.75	24.29' RT	619.94
25	17+16.71	22.79' RT	619.67
26	17+21.75	24.33' RT	619.92
27	17+21.71	22.82' RT	619.70
28	17+28.49	26.76' RT	619.91
29	17+29.36	25.54' RT	619.64
30	17+31.51	29.69' RT	619.88
31	17+32.59	28.63' RT	619.61
32	17+14.75	24.29' RT	MATCH EX.
33	17+14.71	22.87' RT	MATCH EX.

CONTROL POINTS:
 BENCHMARK CUT CROSS
 TOP OF CURB ELEV: 619.65
 STA: 619.72 STA: 18+30.12
 OS: 17+34.54 OS: 46.88' RT
 OS: 69.13' RT N: 1942685.881
 N: 1942751.925 E: 1132054.576
 E: 1131981.988



NOTE:
LANDSCAPING RESTORATION QUANTITIES HAVE BEEN ESTIMATED USING AN ASSUMED SETBACK OF 2 FEET BEYOND THE EDGE OF SIDEWALK.
THE ESTIMATED QUANTITIES ARE AS FOLLOWS:
TOPSOIL FURNISH & PLACE 4" : 0 SY
SODDING SALT TOLERANT : 0 SY

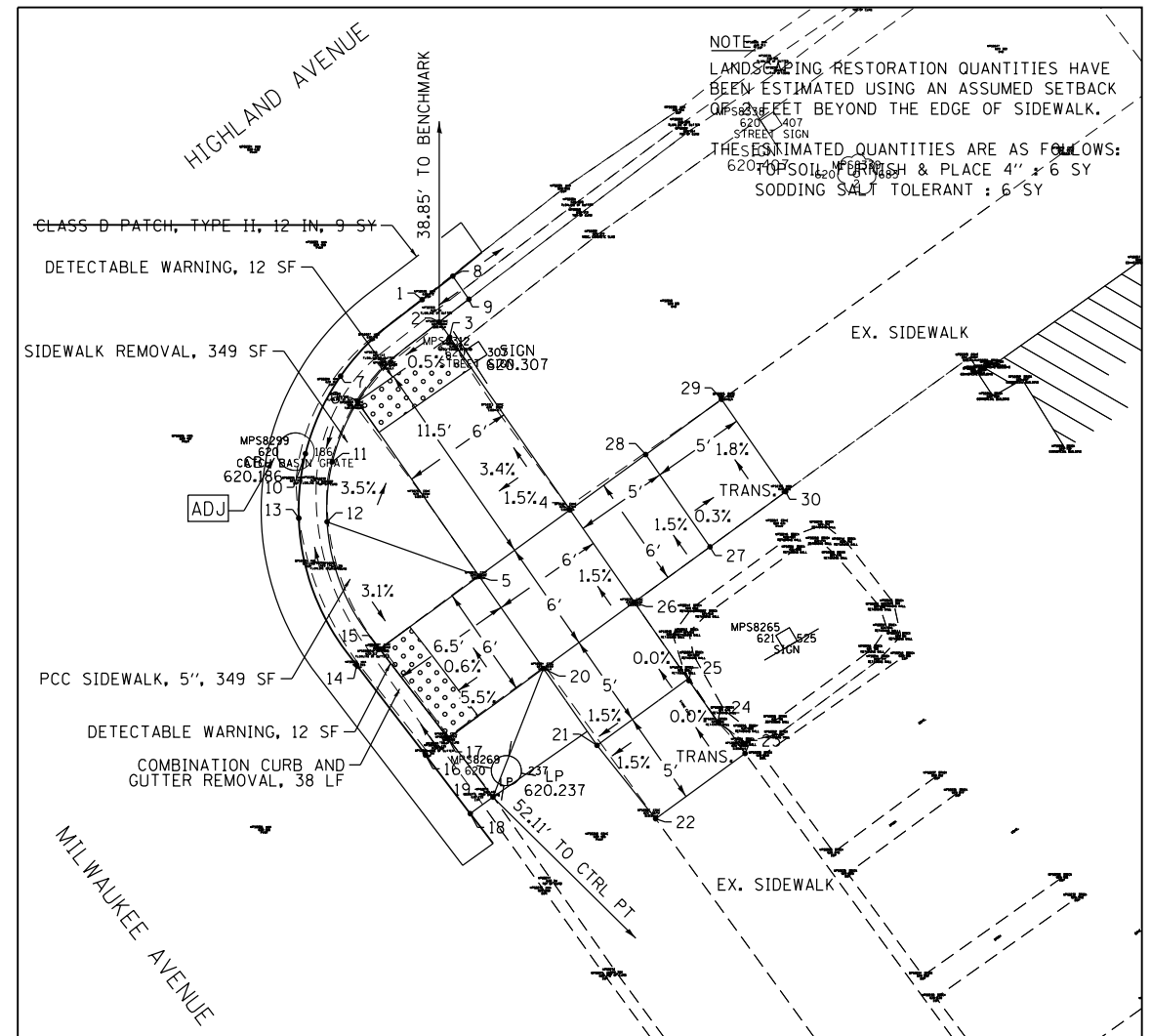
CONTROL POINTS:
CUT CROSS ELEV: 619.88
STA: 30+14.79
OS: 43.85' LT
N: 1941765.551
E: 1132804.975
BENCHMARK TOP OF CURB ELEV: 620.42
STA: 30+84.98
OS: 81.67' LT
N: 1941730.835
E: 1132876.745

NORTH CORNER
MILWAUKEE AVENUE AND HIGHLAND AVENUE

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	30+86.56	54.45' LT	619.85
2	30+84.77	54.48' LT	619.84
3	30+84.21	54.49' LT	619.84
4	30+74.21	54.67' LT	620.49
5	30+74.10	48.67' LT	620.40
6	30+84.10	48.50' LT	619.81
7	30+85.70	48.47' LT	619.82
8	30+81.31	42.71' LT	619.78
9	30+80.14	41.94' LT	619.76
10	30+80.28	43.56' LT	620.05
11	30+73.98	41.67' LT	620.13
12	30+73.95	40.17' LT	619.86
13	30+67.95	40.12' LT	619.94
14	30+67.98	41.62' LT	620.21

NORTH CORNER
MILWAUKEE AVENUE AND HIGHLAND AVENUE

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
15	30+68.10	48.77' LT	620.49
16	30+68.21	54.77' LT	620.58
17	30+68.31	60.77' LT	MATCH EX.
18	30+62.21	54.88' LT	MATCH EX.
19	30+62.10	48.88' LT	MATCH EX.
20	30+61.98	413.57' LT	MATCH EX.
21	30+61.95	40.07' LT	MATCH EX.
22	30+74.31	60.67' LT	MATCH EX.
23	30+84.77	59.49' LT	620.44
24	30+84.78	60.49' LT	MATCH EX.
25	30+86.54	60.45' LT	619.88
26	30+84.73	64.61' LT	MATCH EX.
27	30+86.52	64.62' LT	MATCH EX.



CONTROL POINTS:
CUT CROSS ELEV: 620.77
STA: 31+86.13
OS: 48.39' LT
N: 1941629.373
E: 1132909.051
BENCHMARK TOP OF CURB ELEV: 620.42
STA: 30+84.98
OS: 81.67' LT
N: 1941730.8350
E: 1132876.7450

SOUTH CORNER
MILWAUKEE AVENUE AND HIGHLAND AVENUE

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	31+10.76	54.03' LT	620.17
2	31+12.26	51.01' LT	620.16
3	31+13.25	53.99' LT	620.17
4	31+24.48	53.79' LT	620.56
5	31+24.50	47.79' LT	620.47
6	31+13.15	47.99' LT	620.14
7	31+11.53	48.02' LT	620.15
8	31+10.71	56.03' LT	MATCH EX.
9	31+12.21	56.01' LT	MATCH EX.
10	31+13.84	44.03' LT	620.10
11	31+15.00	44.98' LT	620.37
12	31+17.40	42.91' LT	620.39
13	31+16.71	41.57' LT	620.12
14	31+24.54	39.71' LT	620.18
15	31+24.54	41.21' LT	620.45

SOUTH CORNER
MILWAUKEE AVENUE AND HIGHLAND AVENUE

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
16	31+30.54	39.88' LT	620.22
17	31+30.53	41.38' LT	620.49
18	31+34.49	39.98' LT	MATCH EX.
19	31+34.48	41.48' LT	MATCH EX.
20	31+30.51	47.69' LT	620.56
21	31+35.51	47.60' LT	620.56
22	31+40.50	47.84' LT	MATCH EX.
23	31+40.48	53.75' LT	MATCH EX.
24	31+38.26	53.55' LT	620.65
25	31+35.48	53.60' LT	620.65
26	31+30.48	53.69' LT	620.65
27	31+30.45	58.69' LT	620.64
28	31+24.45	58.79' LT	620.54
29	31+24.43	63.79' LT	MATCH EX.
30	31+30.43	63.69' LT	MATCH EX.



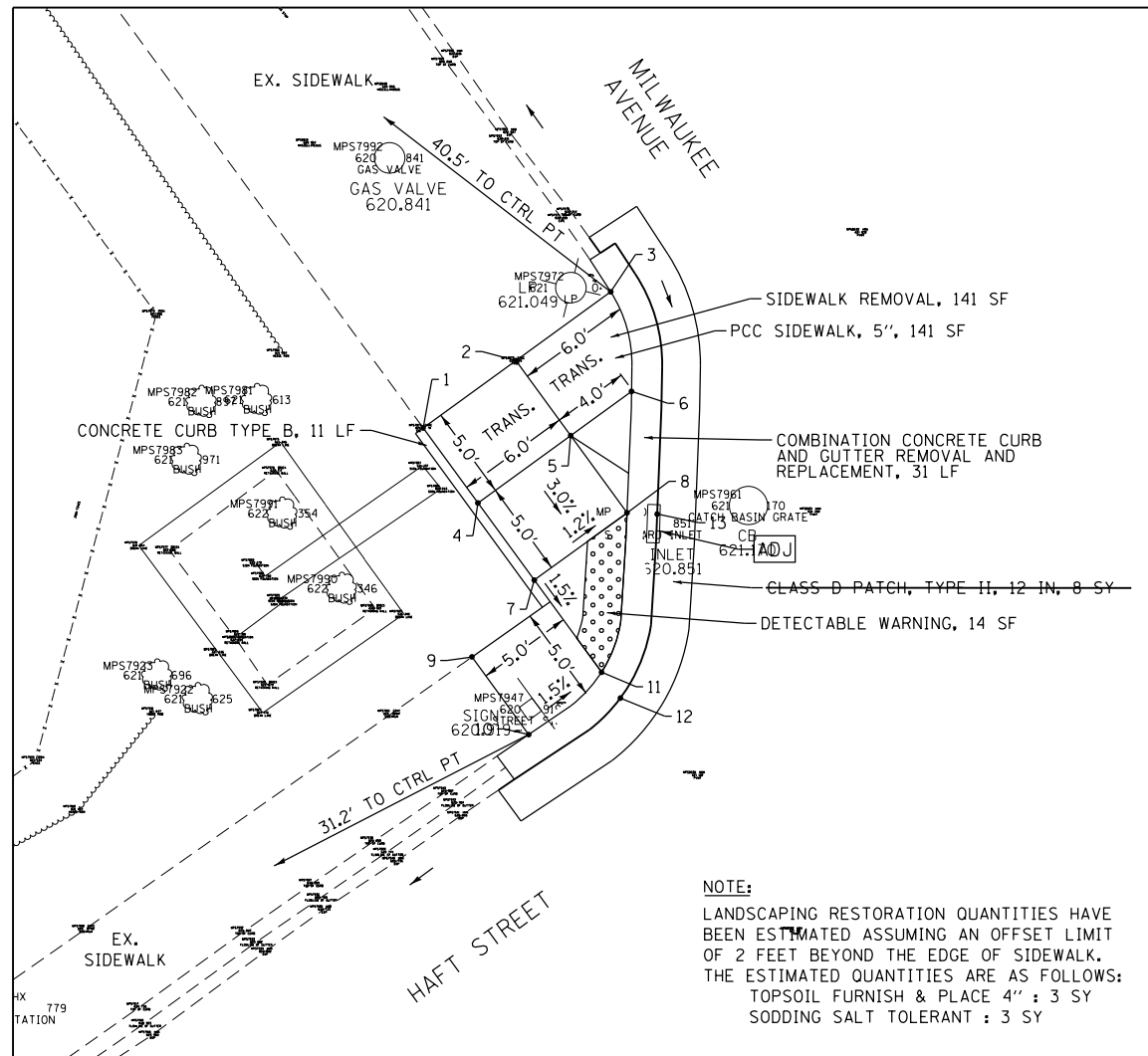
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PLOT DATE = 11/1/2016

REVISED -
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REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MILWAUKEE AVENUE (IMLAY ST. TO ELSTON AVENUE)
ADA RAMP DETAILS
SCALE: 1" = 5'
SHEET 2 OF 8 SHEETS
STA. TO STA.

F.A.U. R.T.E. 3513
SECTION 2014-058-RS
COUNTY COOK
TOTAL SHEETS 30
SHEET NO. 10
CONTRACT NO. 60Y90
ILLINOIS FED. AID PROJECT

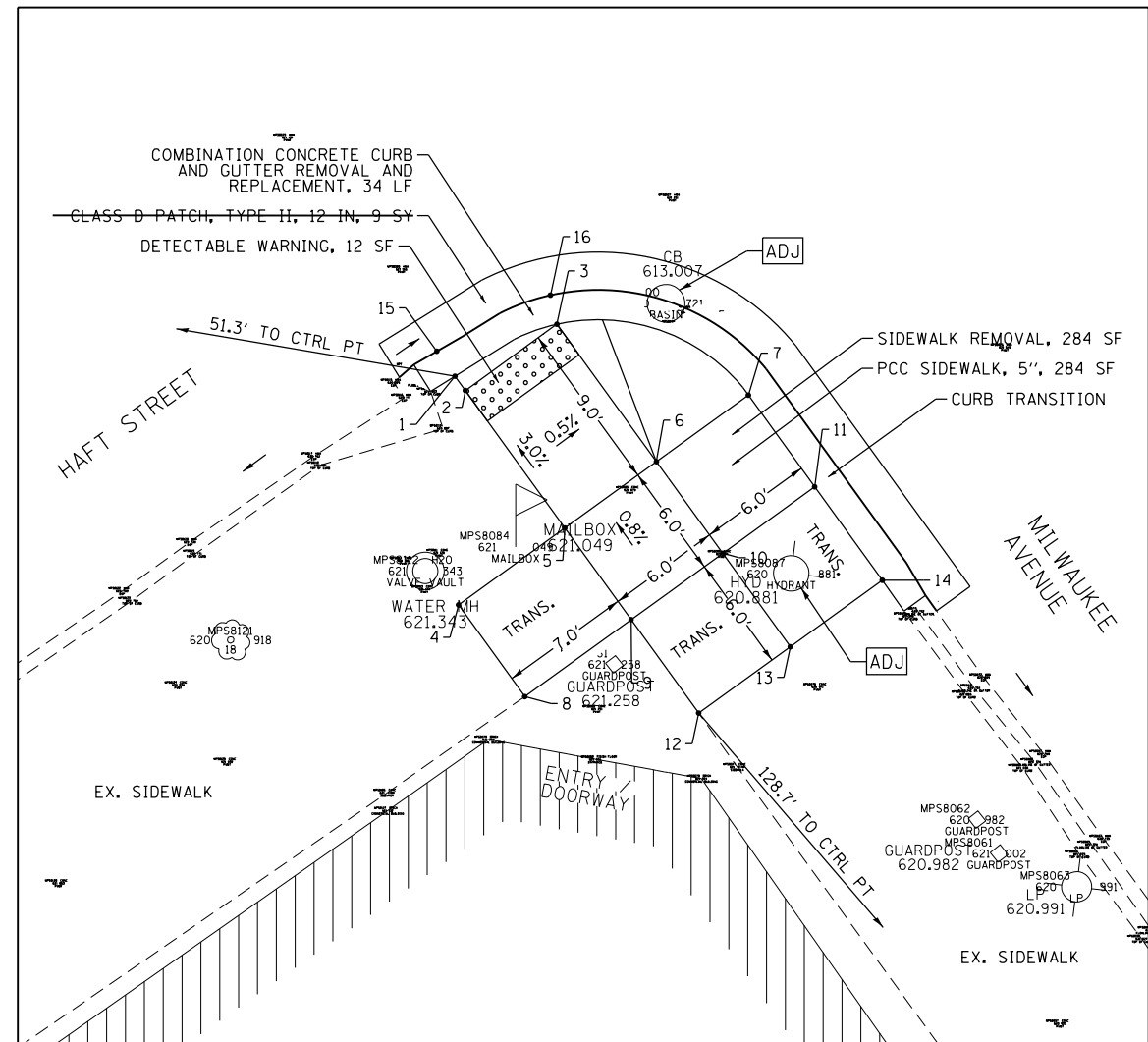


NOTE:
 LANDSCAPING RESTORATION QUANTITIES HAVE BEEN ESTIMATED ASSUMING AN OFFSET LIMIT OF 2 FEET BEYOND THE EDGE OF SIDEWALK. THE ESTIMATED QUANTITIES ARE AS FOLLOWS:
 TOPSOIL FURNISH & PLACE 4\" : 3 SY
 SODDING SALT TOLERANT : 3 SY

CONTROL POINTS:
 CUT CROSS ELEV: 620.78 STA: 32+68.93 OS: 86.28' RT N: 1941483.366 E: 1132848.450
 CUT CROSS ELEV: 620.97 STA: 32+18.53 OS: 49.86' RT N: 1941545.544 E: 1132848.425

WEST CORNER
 MILWAUKEE AVENUE AND HAFT STREET

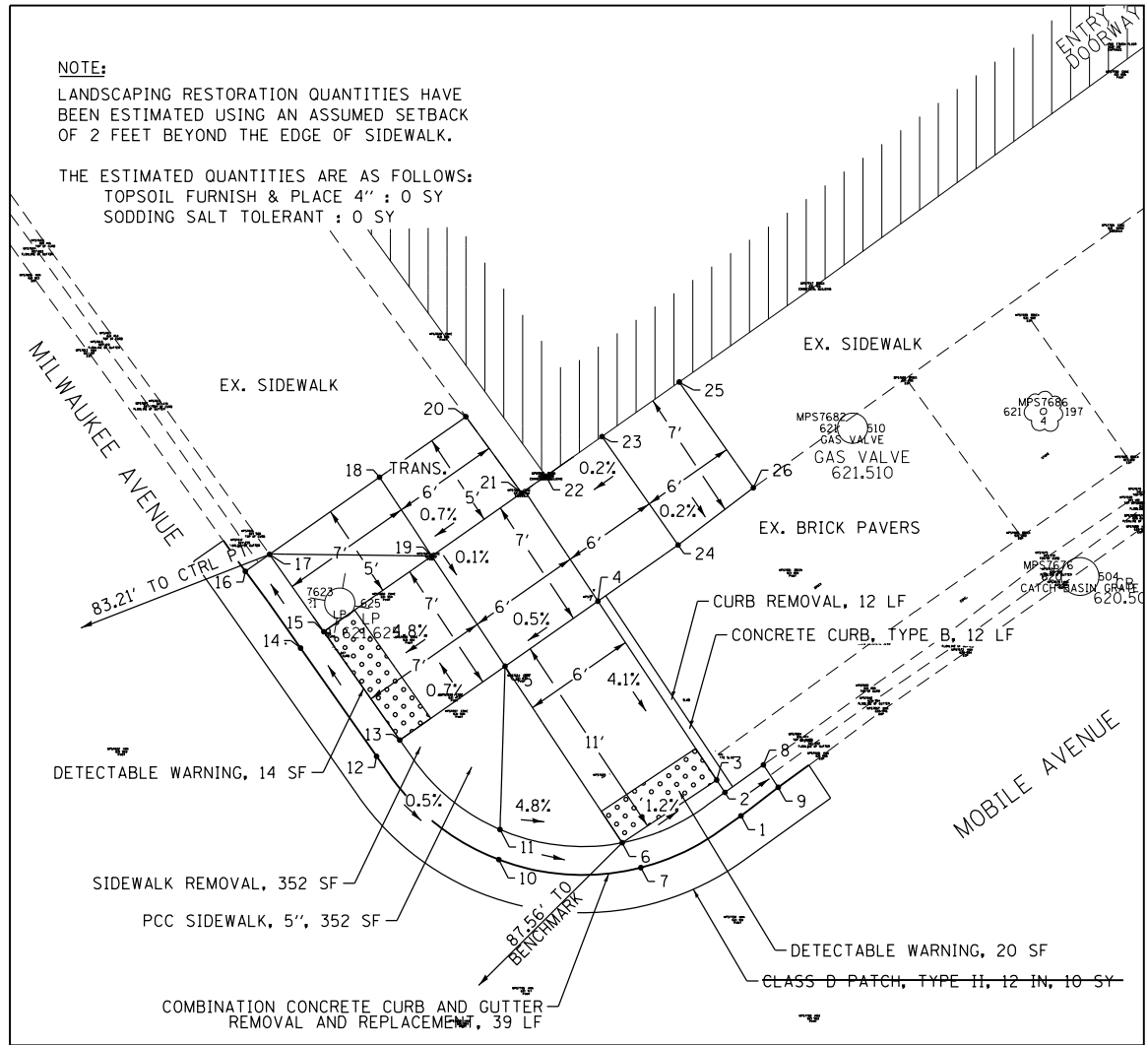
ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	32+57.34	50.48' RT	MATCH EX.
2	32+57.32	44.48' RT	MATCH EX.
3	32+57.31	38.34' RT	MATCH EX.
4	32+62.20	50.46' RT	621.12
5	32+62.19	44.46' RT	621.05
6	32+62.18	40.52' RT	621.04
7	32+67.20	50.43' RT	620.97
8	32+67.19	44.43' RT	620.90
9	32+68.55	55.43' RT	MATCH EX.
10	32+73.58	55.40' RT	MATCH EX.
11	32+73.17	50.41' RT	620.88
12	32+74.84	50.40' RT	620.89
13	32+68.16	43.19' RT	620.91



CONTROL POINTS:
 CUT CROSS ELEV: 620.78 STA: 32+68.93 OS: 86.28' RT N: 1941483.366 E: 1132848.450
 CUT CROSS ELEV: 621.27 STA: 34+55.87 OS: 39.48' RT N: 1941359.305 E: 1132995.922

SOUTH CORNER
 MILWAUKEE AVENUE AND HAFT STREET

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	33+05.55	50.35' RT	620.85
2	33+06.49	50.35' RT	620.86
3	33+06.48	44.35' RT	620.83
4	33+15.49	57.31' RT	MATCH EX.
5	33+15.49	50.35' RT	621.16
6	33+15.49	44.35' RT	621.13
7	33+15.49	38.33' RT	621.17
8	33+21.49	57.31' RT	MATCH EX.
9	33+21.49	50.35' RT	MATCH EX.
10	33+21.49	44.35' RT	621.18
11	33+21.49	38.32' RT	621.22
12	33+27.61	50.34' RT	MATCH EX.
13	33+27.61	44.34' RT	MATCH EX.
14	33+27.60	38.32' RT	MATCH EX.
15	33+03.91	50.35' RT	620.86
16	33+05.03	43.73' RT	620.84



NOTE:
LANDSCAPING RESTORATION QUANTITIES HAVE BEEN ESTIMATED USING AN ASSUMED SETBACK OF 2 FEET BEYOND THE EDGE OF SIDEWALK.

THE ESTIMATED QUANTITIES ARE AS FOLLOWS:
TOPSOIL FURNISH & PLACE 4" : 0 SY
SODDING SALT TOLERANT : 0 SY

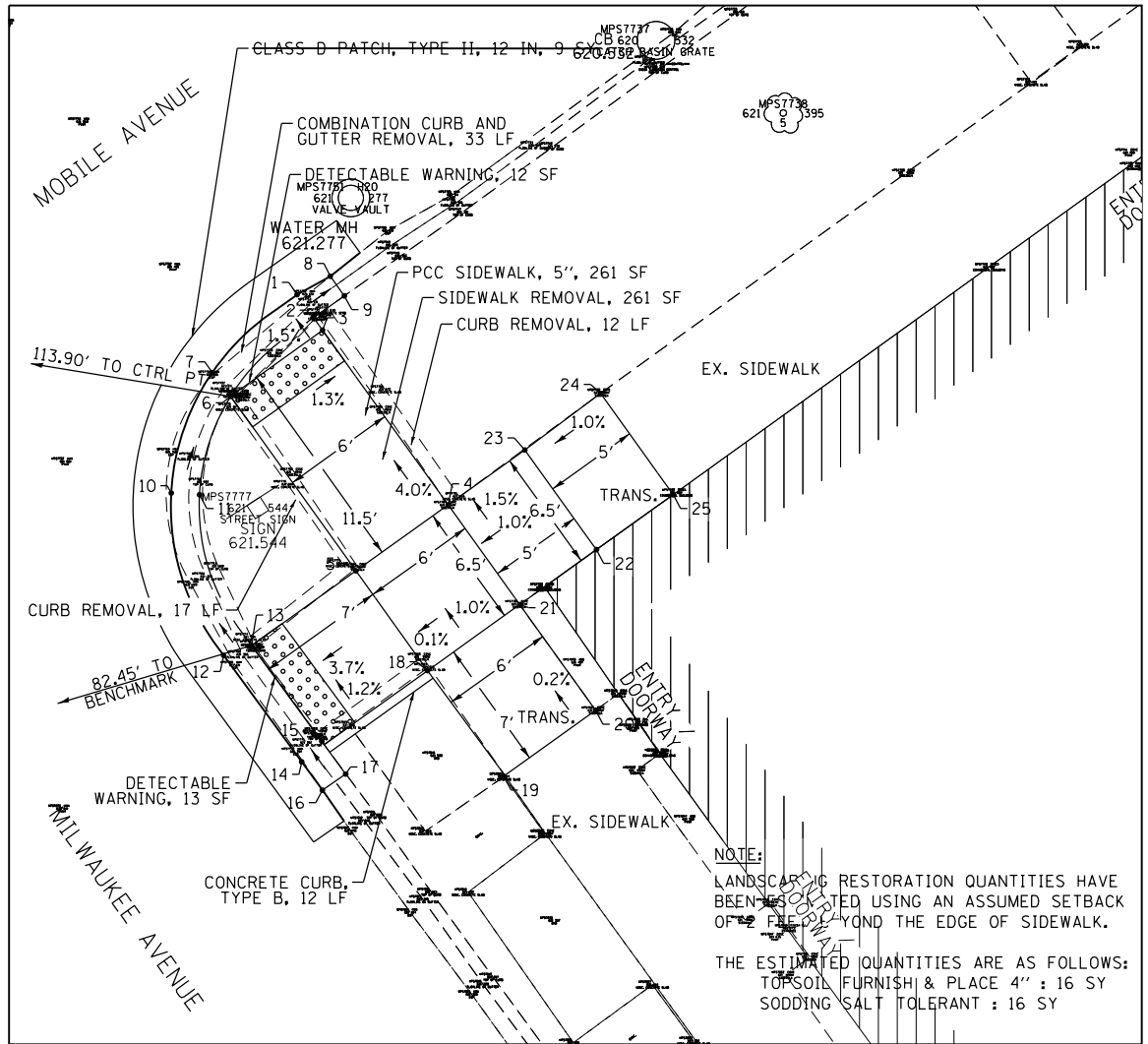
CONTROL POINTS:
CUT CROSS BENCHMARK
ELEV: 621.26 TOP OF CURB
STA: 34+55.88 ELEV: 621.32
OS: 39.56' RT STA: 35+17.48
N: 1941359.305 OS: 38.04' RT
E: 1132995.922 N: 1941310.227
E: 1133033.182

NORTH CORNER
MILWAUKEE AVENUE AND MOBILE AVENUE

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	35+01.38	53.43' LT	621.20
2	34+99.89	53.49' LT	621.19
3	34+99.10	53.52' LT	621.20
4	34+87.75	53.97' LT	621.67
5	34+87.66	47.97' LT	621.63
6	34+98.86	47.52' LT	621.27
7	35+00.46	47.46' LT	621.28
8	34+99.90	55.99' LT	MATCH EX.
9	35+01.32	55.93' LT	MATCH EX.
10	34+95.76	41.72' LT	621.32
11	34+94.50	42.69' LT	621.59
12	34+87.54	39.67' LT	621.36
13	34+87.56	41.17' LT	621.35

NORTH CORNER
MILWAUKEE AVENUE AND MOBILE AVENUE

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
14	34+80.54	39.7' LT	621.31
15	34+80.56	41.27' LT	621.30
16	34+75.54	39.78' LT	MATCH EX.
17	34+75.56	41.38' LT	MATCH EX.
18	34+75.67	48.45' LT	MATCH EX.
19	34+80.66	48.25' LT	621.64
20	34+75.75	54.03' LT	MATCH EX.
21	34+80.75	54.05' LT	621.67
22	34+80.80	57.40' LT	621.68
23	34+80.82	59.25' LT	621.69
24	34+87.83	59.15' LT	621.68
25	34+80.90	64.25' LT	MATCH EX.
26	34+87.71	64.15' LT	MATCH EX.



NOTE:
LANDSCAPING RESTORATION QUANTITIES HAVE BEEN ESTIMATED USING AN ASSUMED SETBACK OF 2 FEET BEYOND THE EDGE OF SIDEWALK.

THE ESTIMATED QUANTITIES ARE AS FOLLOWS:
TOPSOIL FURNISH & PLACE 4" : 16 SY
SODDING SALT TOLERANT : 16 SY

CONTROL POINTS:
CUT CROSS BENCHMARK
ELEV: 621.26 TOP OF CURB
STA: 34+55.88 ELEV: 621.32
OS: 39.56' RT STA: 35+17.48
N: 1941359.305 OS: 38.04' RT
E: 1132995.922 N: 1941310.227
E: 1133033.182

EAST CORNER
MILWAUKEE AVENUE AND MOBILE AVENUE

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	35+26.40	54.11' LT	621.12
2	35+27.90	54.10' LT	621.11
3	35+28.72	51.10' LT	621.12
4	35+40.11	54.07' LT	621.56
5	35+40.08	48.07' LT	621.56
6	35+28.70	48.10' LT	621.20
7	35+27.09	48.11' LT	621.21
8	35+26.64	56.11' LT	MATCH EX.
9	35+27.92	56.10' LT	MATCH EX.
10	35+29.54	43.95' LT	621.24
11	35+30.62	45.00' LT	621.62
12	35+40.04	39.77' LT	621.32
13	35+40.04	41.27' LT	621.31

EAST CORNER
MILWAUKEE AVENUE AND MOBILE AVENUE

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
14	35+46.54	39.81' LT	621.40
15	35+46.54	41.31' LT	621.39
16	35+48.45	39.82' LT	MATCH EX.
17	35+48.48	41.33' LT	MATCH EX.
18	35+46.58	48.05' LT	621.62
19	35+53.47	48.11' LT	MATCH EX.
20	35+53.50	54.03' LT	MATCH EX.
21	35+46.61	54.05' LT	621.63
22	35+46.63	59.05' LT	621.65
23	35+40.13	59.07' LT	621.60
24	35+40.06	64.07' LT	MATCH EX.
25	35+46.66	64.05' LT	MATCH EX.



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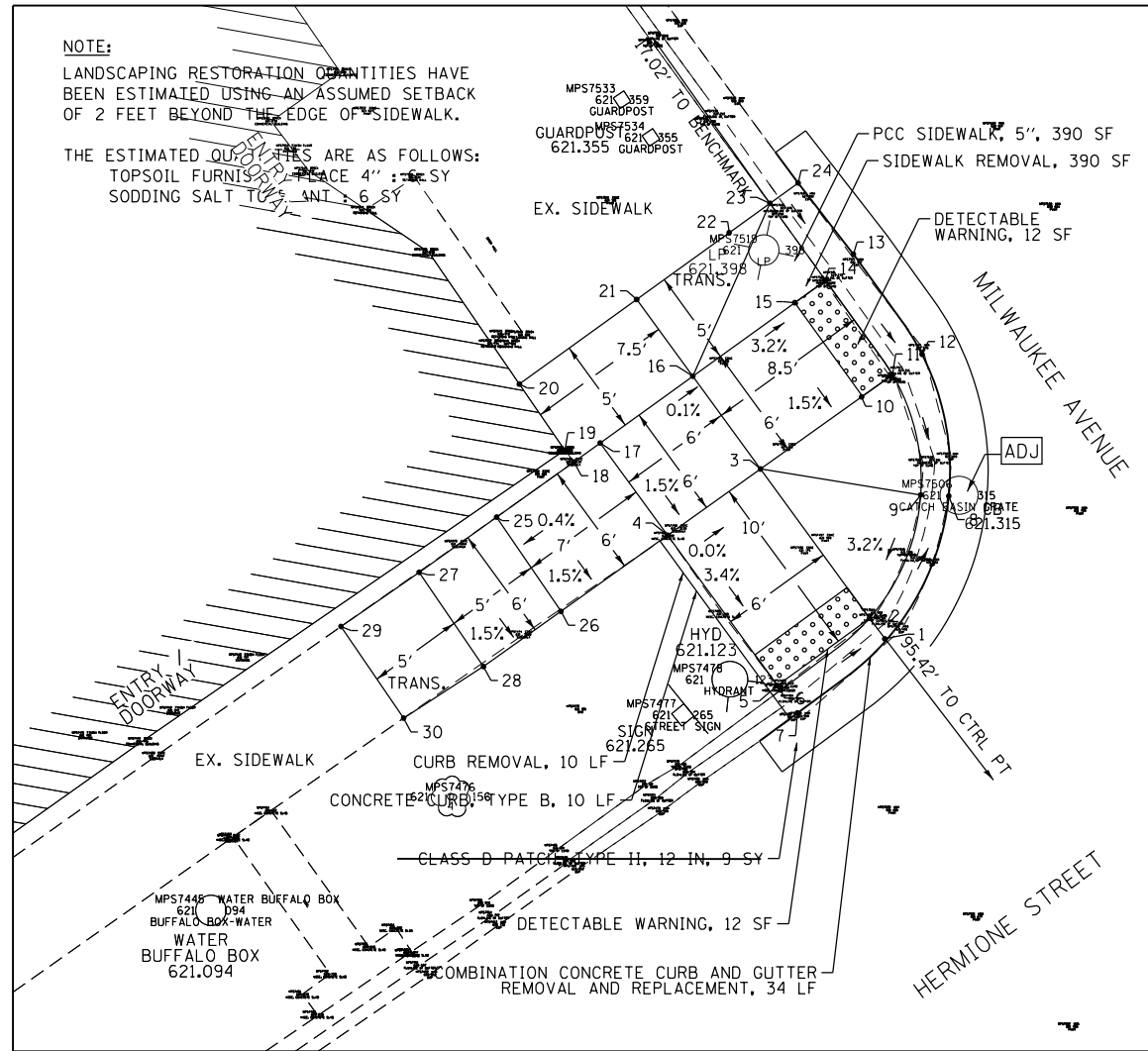
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DATE: - 09/05/2016

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MILWAUKEE AVENUE (IMLAY ST. TO ELSTON AVENUE)
ADA RAMP DETAILS

SCALE: 1" = 5' SHEET 4 OF 8 SHEETS STA. TO STA.

F.A.U. RT.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513	2014-058-RS	COOK	30	12
CONTRACT NO. 60Y90				
ILLINOIS FED. AID PROJECT				



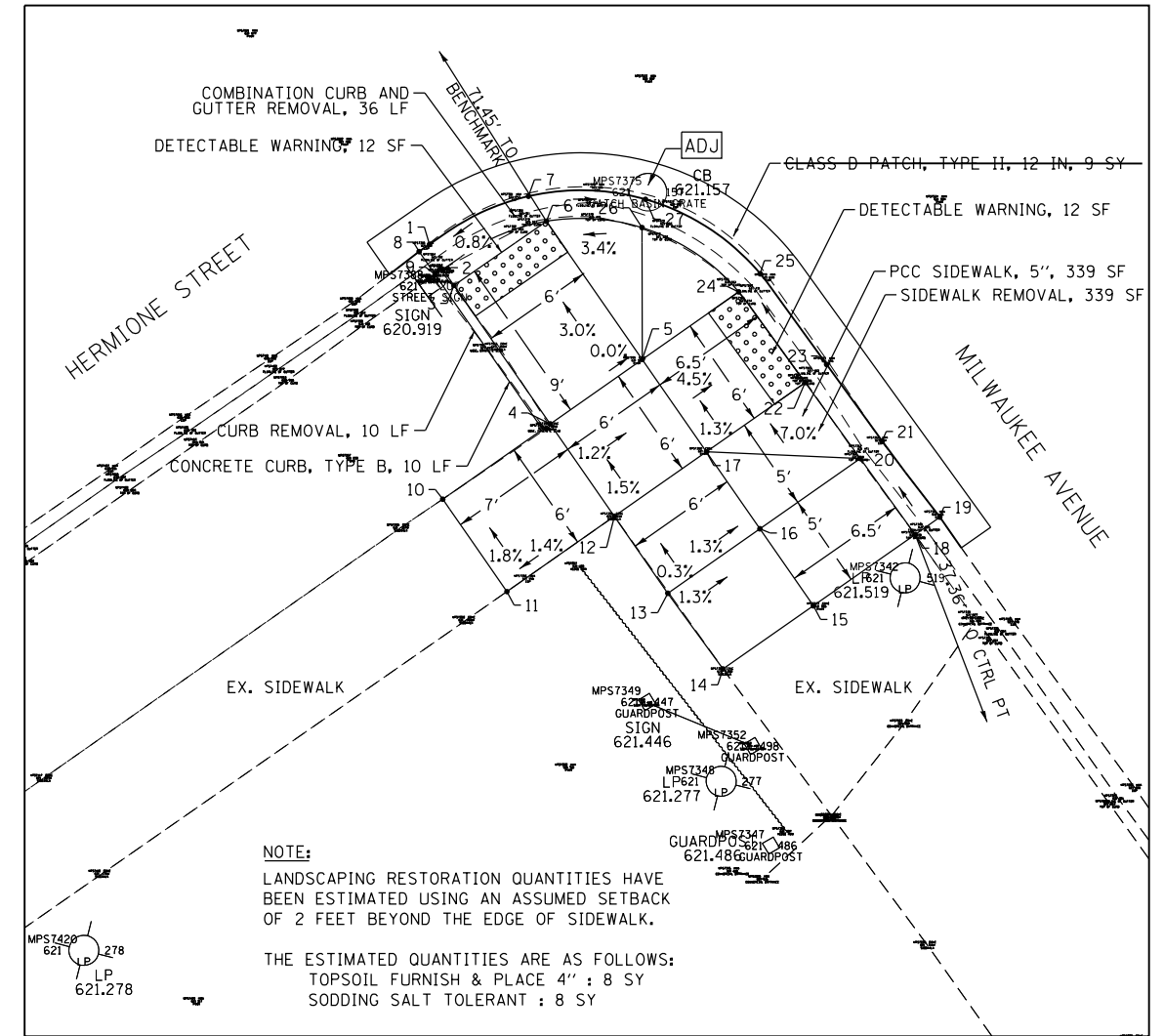
NOTE:
 LANDSCAPING RESTORATION QUANTITIES HAVE BEEN ESTIMATED USING AN ASSUMED SETBACK OF 2 FEET BEYOND THE EDGE OF SIDEWALK.
 THE ESTIMATED QUANTITIES ARE AS FOLLOWS:
 TOPSOIL FURNISH & PLACE 4" : 6 SY
 SODDING SALT TOLERANT : 6 SY

CONTROL POINTS:
 CUT CROSS BENCHMARK
 ELEV: 621.51 TOP OF CURB
 STA: 36+50.64 ELEV: 621.32
 OS: 44.03' RT STA: 35+17.48
 N: 1941198.814 OS: 38.04' RT
 E: 1133106.360 N: 1941310.227
 E: 1133033.182

WEST CORNER
 MILWAUKEE AVENUE AND HERMIONE STREET

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	35+56.70	46.74' RT	621.09
2	35+55.25	46.75' RT	621.08
3	35+45.53	46.80' RT	621.43
4	35+45.49	52.80' RT	621.43
5	35+55.28	52.75' RT	621.09
6	35+55.57	52.75' RT	621.09
7	35+57.07	52.74' RT	621.10
8	35+52.62	39.73' RT	621.04
9	35+51.57	40.77' RT	621.31
10	35+45.57	40.22' RT	621.21
11	35+45.58	38.27' RT	621.15
12	35+45.60	36.37' RT	621.16
13	35+39.50	36.21' RT	621.25
14	35+39.50	38.21' RT	621.24
15	35+39.49	40.21' RT	621.30

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
16	35+39.49	46.82' RT	621.51
17	35+39.48	52.82' RT	621.52
18	35+39.47	54.53' RT	621.53
19	35+38.69	54.55' RT	621.55
20	35+34.47	54.46' RT	MATCH EX.
21	35+34.49	46.85' RT	MATCH EX.
22	35+34.49	40.85' RT	MATCH EX.
23	35+34.50	38.20' RT	MATCH EX.
24	35+34.50	36.38' RT	MATCH EX.
25	35+39.44	59.53' RT	621.51
26	35+45.44	59.39' RT	621.42
27	35+39.41	64.53' RT	621.50
28	35+45.41	65.49' RT	621.41
29	35+39.31	69.53' RT	MATCH EX.
30	35+45.14	69.69' RT	MATCH EX.



NOTE:
 LANDSCAPING RESTORATION QUANTITIES HAVE BEEN ESTIMATED USING AN ASSUMED SETBACK OF 2 FEET BEYOND THE EDGE OF SIDEWALK.
 THE ESTIMATED QUANTITIES ARE AS FOLLOWS:
 TOPSOIL FURNISH & PLACE 4" : 8 SY
 SODDING SALT TOLERANT : 8 SY

CONTROL POINTS:
 CUT CROSS BENCHMARK
 ELEV: 621.51 TOP OF CURB
 STA: 36+50.64 ELEV: 621.32
 OS: 44.03' RT STA: 35+17.48
 N: 1941198.814 OS: 38.04' RT
 E: 1133106.360 N: 1941310.227
 E: 1133033.182

SOUTH CORNER
 MILWAUKEE AVENUE AND HERMIONE STREET

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	35+85.99	50.43' RT	621.20
2	35+87.48	50.46' RT	621.19
3	35+88.53	50.48' RT	621.21
4	35+97.52	50.65' RT	621.51
5	35+97.61	44.65' RT	621.51
6	35+88.64	44.48' RT	621.24
7	35+87.01	44.45' RT	621.25
8	35+85.98	50.93' RT	MATCH EX.
9	35+87.48	50.96' RT	MATCH EX.
10	35+97.42	57.65' RT	MATCH EX.
11	36+03.42	57.76' RT	MATCH EX.
12	36+03.52	50.76' RT	621.60
13	36+08.52	50.86' RT	621.62
14	36+13.52	50.84' RT	MATCH EX.

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
15	36+13.61	44.96' RT	MATCH EX.
16	36+08.61	44.86' RT	621.54
17	36+03.61	44.76' RT	621.53
18	36+13.71	38.33' RT	MATCH EX.
19	36+13.73	36.72' RT	MATCH EX.
20	36+08.71	38.33' RT	621.66
21	36+08.73	36.83' RT	621.39
22	36+03.71	38.33' RT	621.31
23	36+03.73	36.83' RT	621.32
24	35+97.71	38.37' RT	621.23
25	35+97.73	36.86' RT	621.24
26	35+91.91	40.54' RT	621.42
27	35+90.64	39.63' RT	621.15



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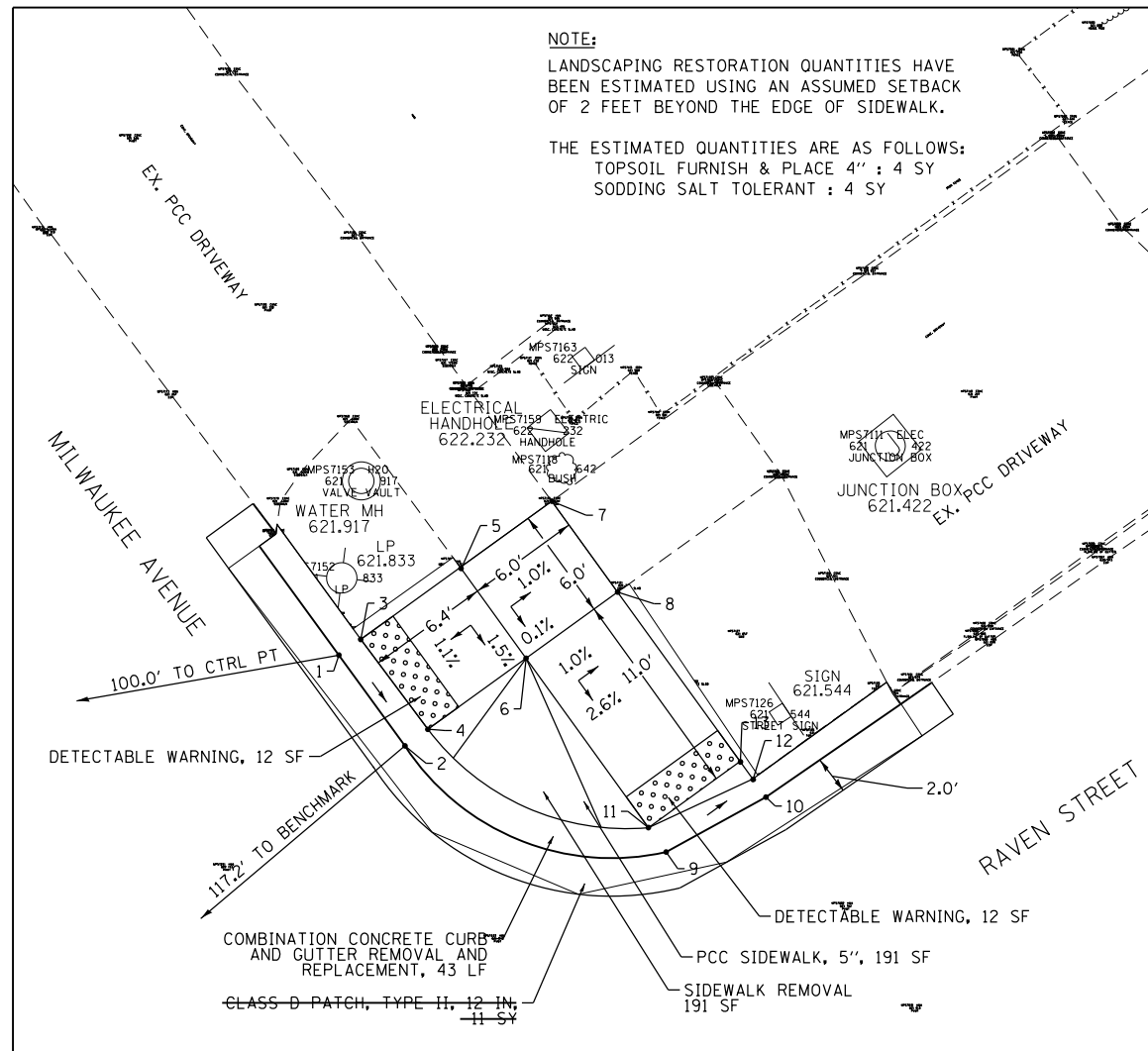
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MILWAUKEE AVENUE (IMLAY ST. TO ELSTON AVENUE)
 ADA RAMP DETAILS

SCALE: 1" = 5' SHEET 5 OF 8 SHEETS STA. TO STA.

F.A.U. R.E. SECTION COUNTY TOTAL SHEETS SHEET NO.
 3513 2014-058-RS COOK 30 13
 CONTRACT NO. 60Y90
 ILLINOIS FED. AID PROJECT

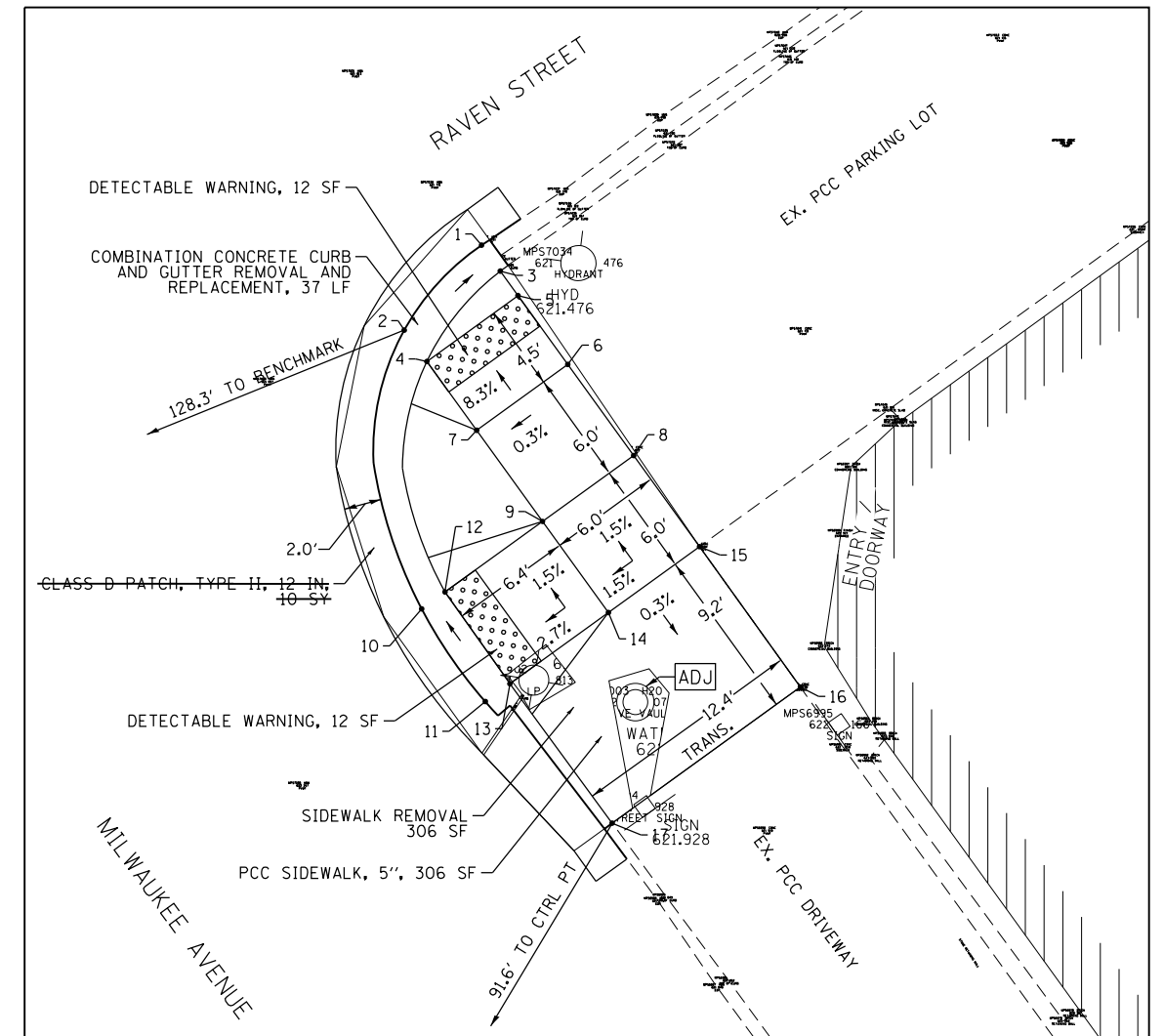


NOTE:
 LANDSCAPING RESTORATION QUANTITIES HAVE BEEN ESTIMATED USING AN ASSUMED SETBACK OF 2 FEET BEYOND THE EDGE OF SIDEWALK.
 THE ESTIMATED QUANTITIES ARE AS FOLLOWS:
 TOPSOIL FURNISH & PLACE 4" : 4 SY
 SODDING SALT TOLERANT : 4 SY

CONTROL POINTS:
 BENCHMARK CUT CROSS
 BACK OF CURB ELEV: 621.75
 ELEV: 621.36 STA: 37+78.92
 STA: 38+37.49 OS: 49.89' RT
 OS: 76.80' RT N: 1941091.430
 N: 1941028.204 E: 1133176.789
 E: 1133189.301

NORTH CORNER
 MILWAUKEE AVENUE AND RAVEN STREET

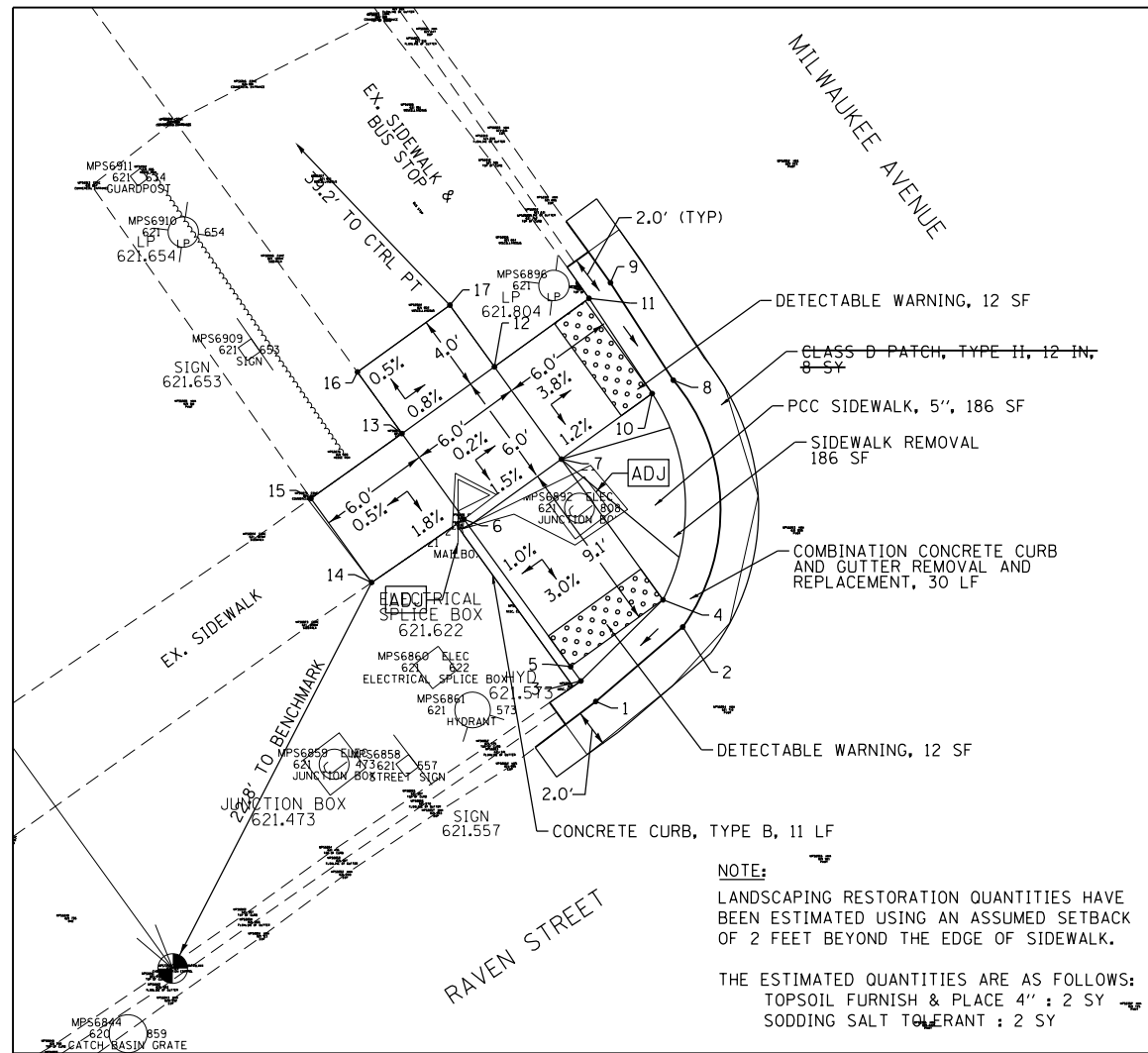
ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	38+22.70	40.09' LT	621.77
2	38+28.60	40.11' LT	621.68
3	38+22.70	41.51' LT	621.76
4	38+28.60	41.60' LT	621.67
5	38+22.70	47.97' LT	MATCH EX.
6	38+28.60	47.97' LT	621.74
7	38+22.70	53.91' LT	MATCH EX.
8	38+28.62	53.91' LT	MATCH EX.
9	38+41.18	47.97' LT	621.46
10	38+41.92	53.91' LT	621.38
11	38+39.59	47.97' LT	621.45
12	38+40.73	53.91' LT	621.37
13	38+39.59	53.91' LT	621.39



CONTROL POINTS:
 BENCHMARK CUT CROSS
 BACK OF CURB ELEV: 621.871
 ELEV: 621.36 STA: 39+31.95
 STA: 38+37.49 OS: 42.78' RT
 OS: 76.80' RT N: 1940971.601
 N: 1941028.204 E: 1133272.220
 E: 1133189.301

EAST CORNER
 MILWAUKEE AVENUE AND RAVEN STREET

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	38+66.83	53.84' LT	621.51
2	38+68.09	47.84' LT	621.61
3	38+68.54	53.84' LT	621.50
4	38+70.16	47.84' LT	621.60
5	38+70.16	53.84' LT	621.53
6	38+74.69	53.84' LT	621.90
7	38+74.69	47.84' LT	621.88
8	38+80.69	53.84' LT	622.02
9	38+80.69	47.84' LT	621.97
10	38+80.69	39.88' LT	621.87
11	38+86.69	39.73' LT	621.90
12	38+80.69	41.42' LT	621.86
13	38+86.69	41.35' LT	621.89
14	38+86.69	47.84' LT	622.06
15	38+86.69	53.84' LT	MATCH EX.
16	38+95.91	53.81' LT	MATCH EX.
17	38+95.91	41.41' LT	MATCH EX.

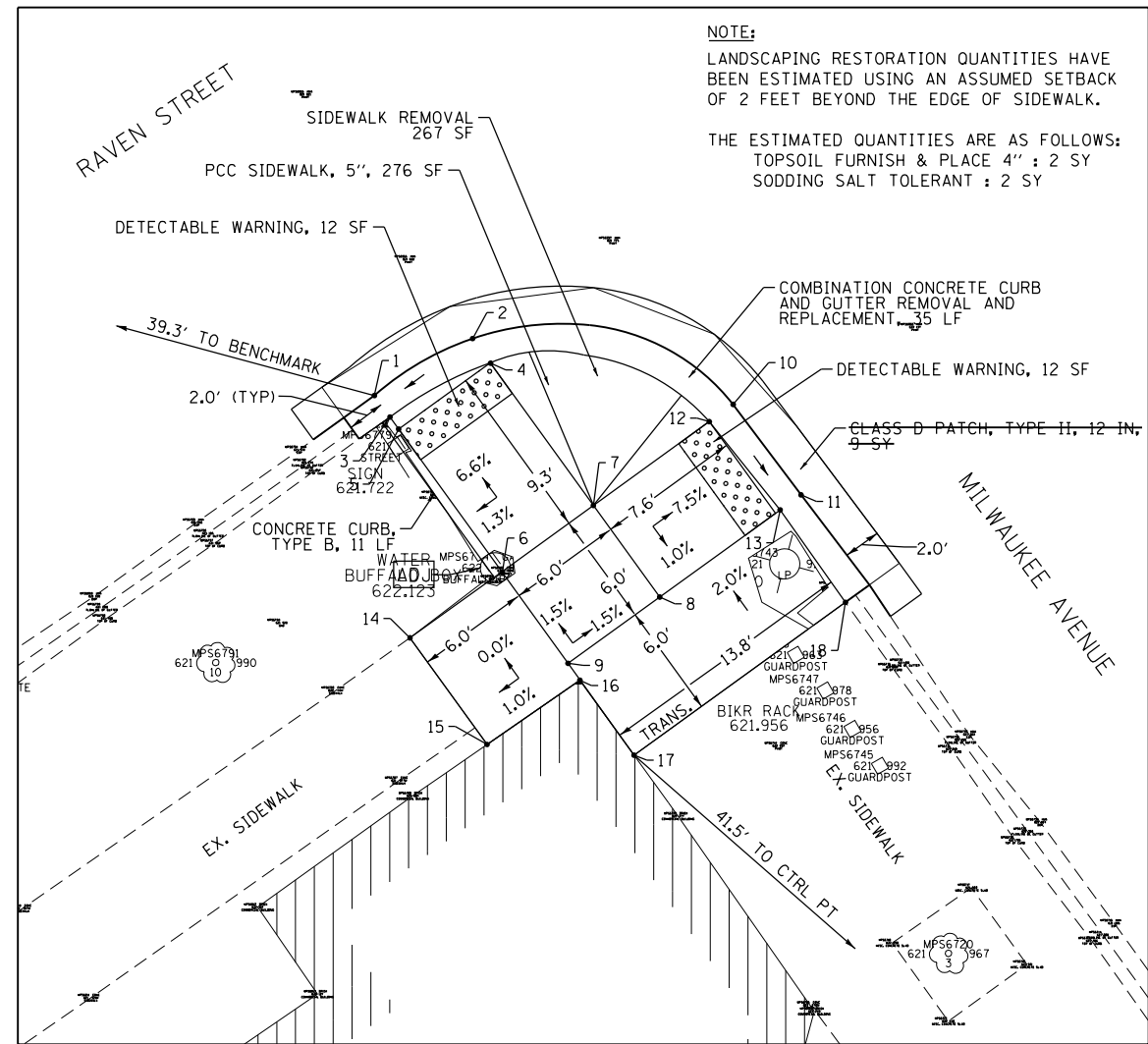


NOTE:
 LANDSCAPING RESTORATION QUANTITIES HAVE BEEN ESTIMATED USING AN ASSUMED SETBACK OF 2 FEET BEYOND THE EDGE OF SIDEWALK.
 THE ESTIMATED QUANTITIES ARE AS FOLLOWS:
 TOPSOIL FURNISH & PLACE 4" : 2 SY
 SODDING SALT TOLERANT : 2 SY

CONTROL POINTS:
 BENCHMARK CUT CROSS
 BACK OF CURB ELEV: 621.75
 ELEV: 621.36 STA: 37+78.92
 STA: 38+37.49 OS: 49.89' RT
 OS: 76.80' RT N: 1941091.430
 N: 1941028.204 E: 1133176.789
 E: 1133189.301

WEST CORNER
 MILWAUKEE AVENUE AND RAVEN STREET

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	38+39.15	50.54' RT	621.43
2	38+38.66	44.54' RT	621.50
3	38+37.82	50.54' RT	621.42
4	38+36.89	44.54' RT	621.49
5	38+36.89	50.54' RT	621.43
6	38+27.32	50.54' RT	621.75
7	38+27.76	44.54' RT	621.76
8	38+27.76	37.33' RT	621.59
9	38+21.76	37.01' RT	621.61
10	38+27.76	38.64' RT	621.58
11	38+21.76	38.41' RT	621.60
12	38+21.76	44.54' RT	621.83
13	38+21.76	50.54' RT	MATCH EX.
14	38+27.17	56.42' RT	MATCH EX.
15	38+21.72	56.42' RT	MATCH EX.
16	38+17.76	50.54' RT	MATCH EX.
17	38+17.76	44.54' RT	MATCH EX.

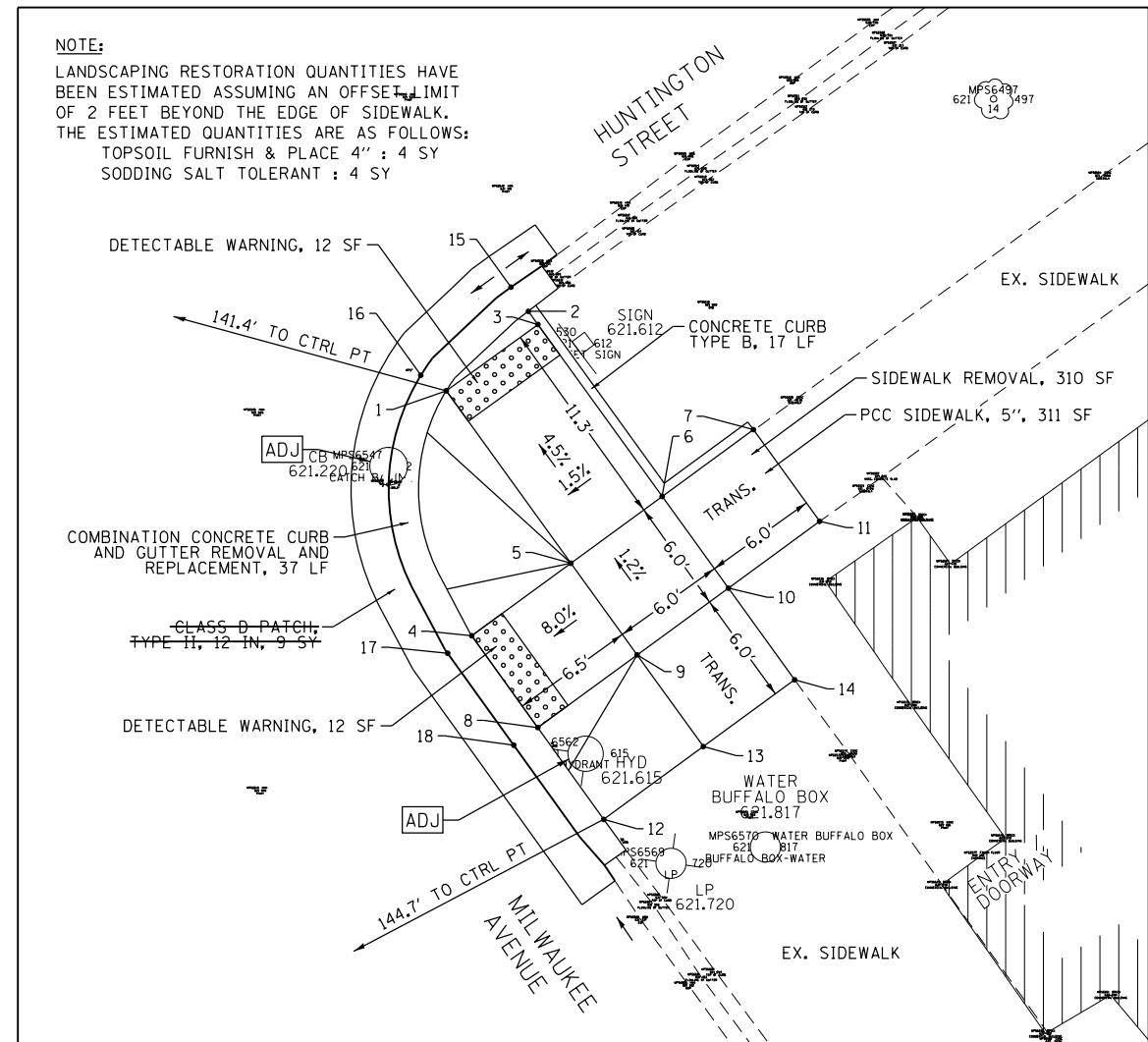
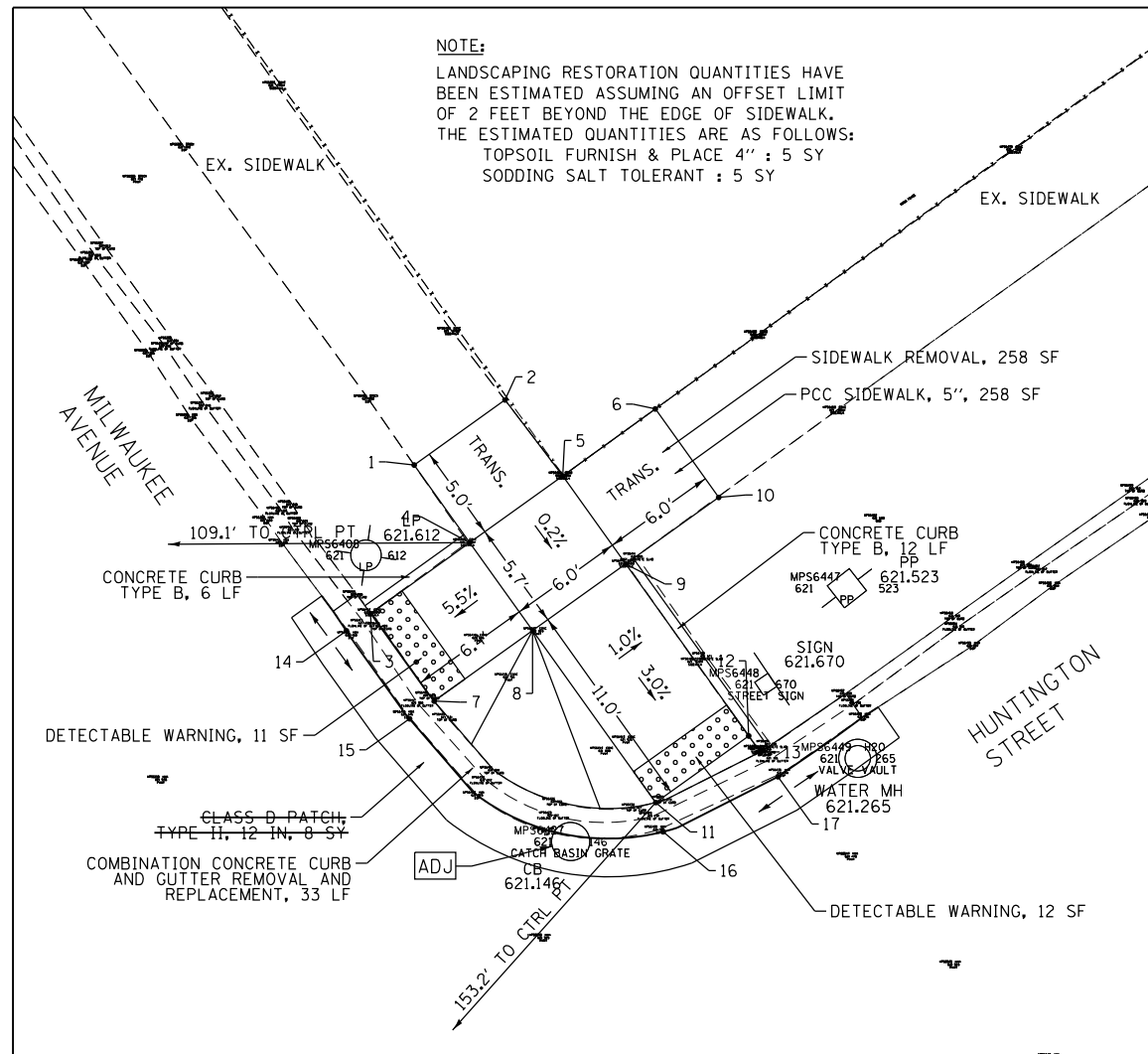


NOTE:
 LANDSCAPING RESTORATION QUANTITIES HAVE BEEN ESTIMATED USING AN ASSUMED SETBACK OF 2 FEET BEYOND THE EDGE OF SIDEWALK.
 THE ESTIMATED QUANTITIES ARE AS FOLLOWS:
 TOPSOIL FURNISH & PLACE 4" : 2 SY
 SODDING SALT TOLERANT : 2 SY

CONTROL POINTS:
 BENCHMARK CUT CROSS
 BACK OF CURB ELEV: 621.871
 ELEV: 621.36 STA: 39+31.95
 STA: 38+37.49 OS: 42.78' RT
 OS: 76.80' RT N: 1940971.601
 N: 1941028.204 E: 1133272.220
 E: 1133189.301

SOUTH CORNER
 MILWAUKEE AVENUE AND RAVEN STREET

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	38+67.99	52.06' RT	621.36
2	38+68.59	46.06' RT	621.45
3	38+69.41	52.06' RT	621.35
4	38+70.19	46.06' RT	621.44
5	38+70.19	52.06' RT	621.36
6	38+79.52	52.06' RT	622.03
7	38+79.52	46.06' RT	622.05
8	38+85.52	46.06' RT	622.03
9	38+85.52	52.06' RT	622.12
10	38+79.52	36.91' RT	621.51
11	38+85.52	36.80' RT	621.45
12	38+79.52	38.47' RT	621.50
13	38+85.52	38.17' RT	621.40
14	38+79.51	58.06' RT	MATCH EX.
15	38+86.49	58.06' RT	MATCH EX.
16	38+86.62	52.07' RT	MATCH EX.
17	38+91.52	52.08' RT	MATCH EX.
18	38+91.52	38.24' RT	MATCH EX.



CONTROL POINTS:
 CUT CROSS ELEV: 621.46 STA: 40+91.69 OS: 41.20' RT N: 1940843.081 E: 1133367.113
 CUT CROSS ELEV: 621.22 STA: 42+04.74 OS: 102.18' RT N: 1940715.742 E: 1133383.934

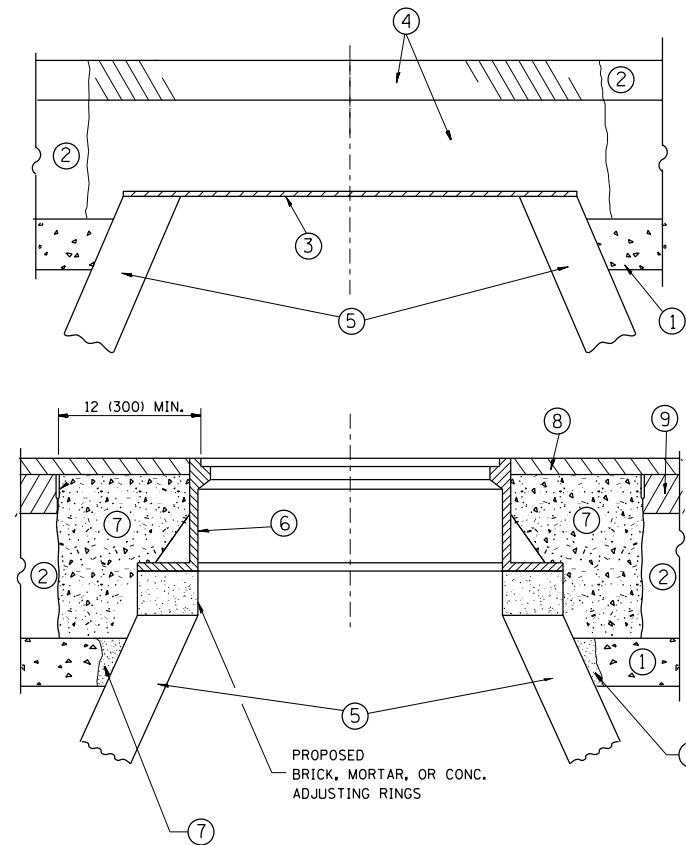
NORTH CORNER
 MILWAUKEE AVENUE AND HUNTINGTON STREET

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	41+50.11	47.55' LT	MATCH EX.
2	41+50.14	53.41' LT	MATCH EX.
3	41+55.07	41.13' LT	621.45
4	41+55.11	47.52' LT	621.80
5	41+55.14	53.52' LT	MATCH EX.
6	41+55.14	59.52' LT	MATCH EX.
7	41+60.76	41.14' LT	621.44
8	41+60.79	47.50' LT	621.79
9	41+60.82	53.50' LT	621.89
10	41+60.85	59.50' LT	MATCH EX.
11	41+71.88	47.45' LT	621.12
12	41+71.91	53.44' LT	621.18
13	41+72.95	53.44' LT	621.17
14	41+55.07	39.57' LT	621.46
15	41+60.75	39.55' LT	621.45
16	41+73.35	46.87' LT	621.13
17	41+74.54	53.43' LT	621.18

CONTROL POINTS:
 CUT CROSS ELEV: 621.46 STA: 40+91.69 OS: 41.20' RT N: 1940843.081 E: 1133367.113
 CUT CROSS ELEV: 621.22 STA: 42+04.74 OS: 102.18' RT N: 1940715.742 E: 1133383.934

EAST CORNER
 MILWAUKEE AVENUE AND HUNTINGTON STREET

ADA RAMP ELEVATION TABLE			
POINT No.:	STATION	OFFSET	ELEV.
1	42+01.72	47.62' LT	621.22
2	42+00.86	53.62' LT	621.26
3	42+01.72	53.62' LT	621.27
4	42+13.04	41.10' LT	621.21
5	42+13.01	47.62' LT	621.73
6	42+12.97	53.62' LT	621.82
7	42+12.94	59.62' LT	MATCH EX.
8	42+19.04	41.09' LT	621.28
9	42+19.01	47.62' LT	621.80
10	42+18.97	53.62' LT	MATCH EX.
11	42+18.94	59.62' LT	MATCH EX.
12	42+25.04	41.07' LT	MATCH EX.
13	42+25.01	47.61' LT	MATCH EX.
14	42+24.97	53.61' LT	MATCH EX.
15	41+99.28	53.62' LT	621.27
16	42+00.26	47.01' LT	621.23
17	42+13.05	39.52' LT	621.22
18	42+19.05	39.51' LT	621.29



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

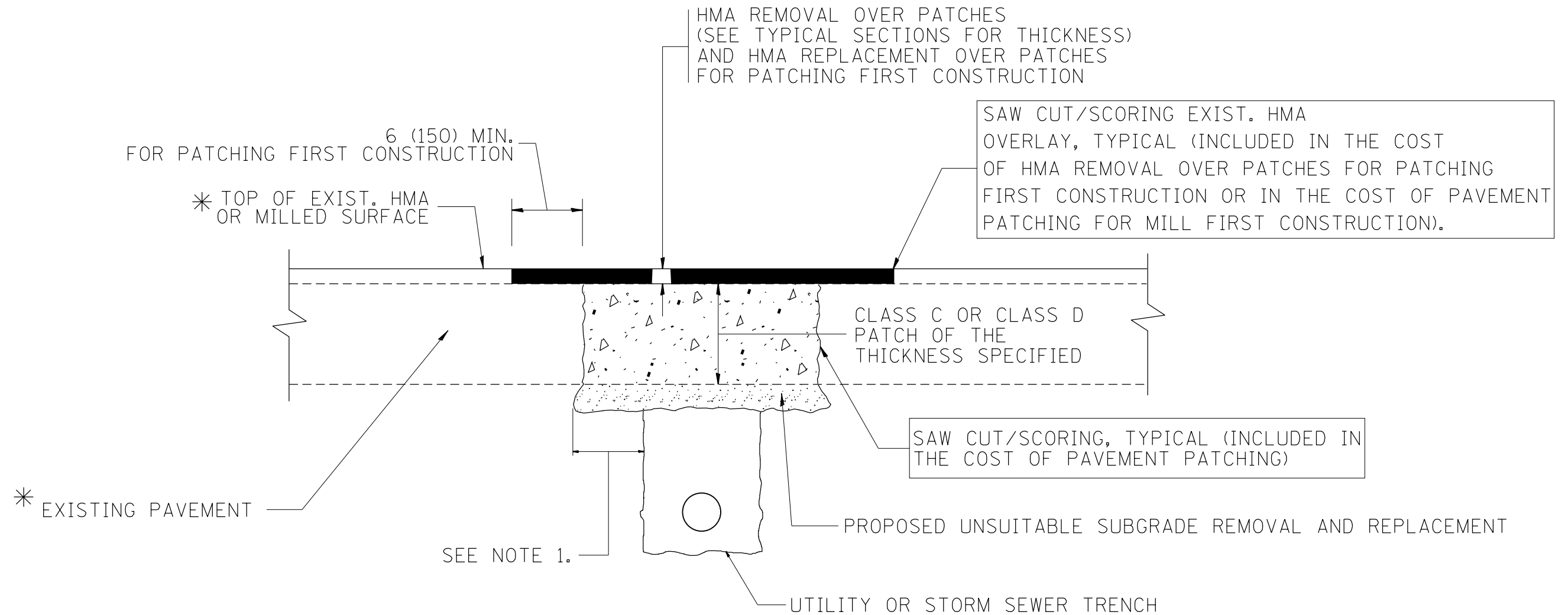
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = aqeelff	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
p:\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI034\Drawings\Design\DistStd.dgn			REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 11/1/2016	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.
3513	2014-058-RS	COOK	30	17
BD600-03 (BD-8)		CONTRACT NO. 60Y90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

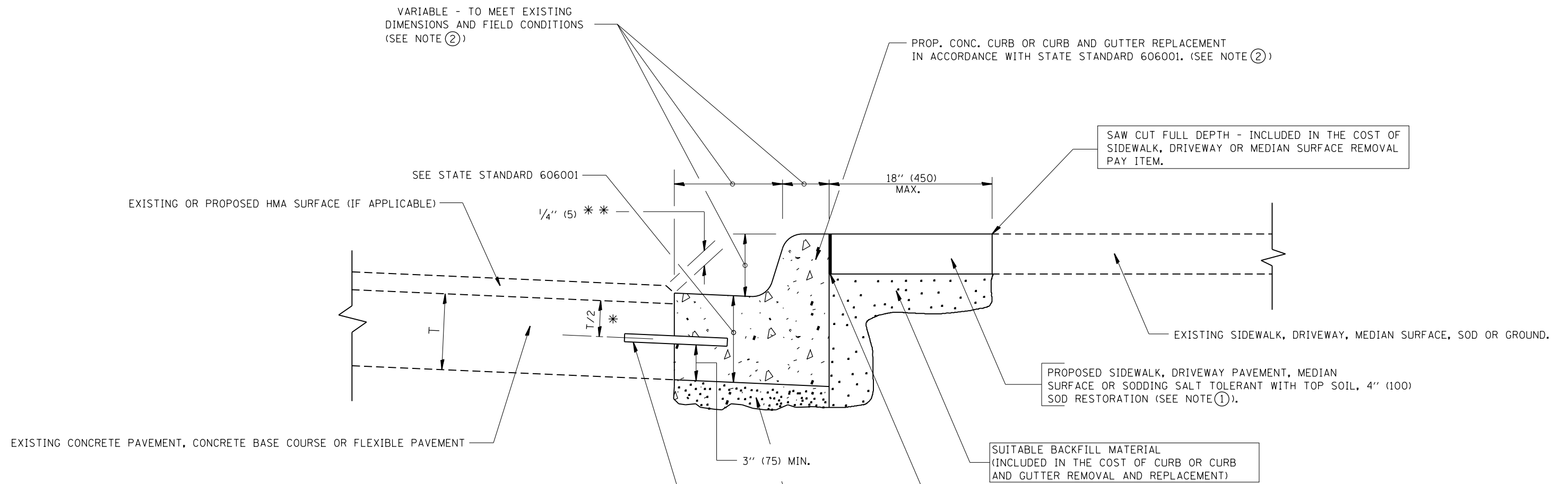
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME =	USER NAME = aqeeiff	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.U. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI034\Drawings\Design\DistStd.dgn	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 01-01-07					3513	2014-058-RS	COOK	30	18
PLOT DATE = 11/1/2016	DATE - 10-25-94	REVISED - R. BORO 09-04-07	REVISED - K. ENG 10-27-08		BD400-04 (BD-22)			CONTRACT NO. 60Y90				
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 - ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
 - ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
 - ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
 - ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
 - ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
 - ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
 - ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

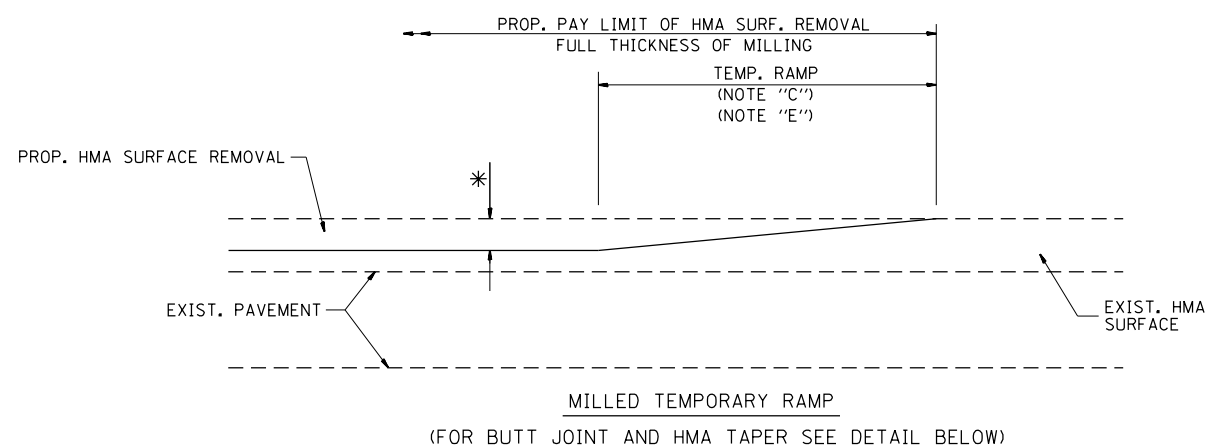
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

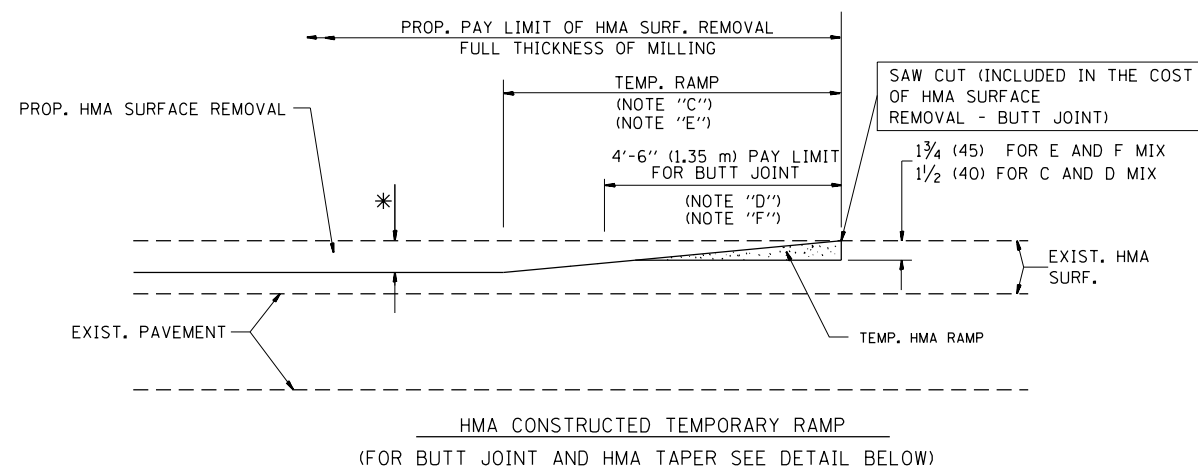
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = aqeelff	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.U. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
			REVISED - A. ABBAS 03-21-97			3513	2014-058-RS	COOK	30	19	
			REVISED - M. GOMEZ 01-22-01			BD600-06 (BD-24)		CONTRACT NO. 60Y90			
			REVISED - R. BORO 12-15-09			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

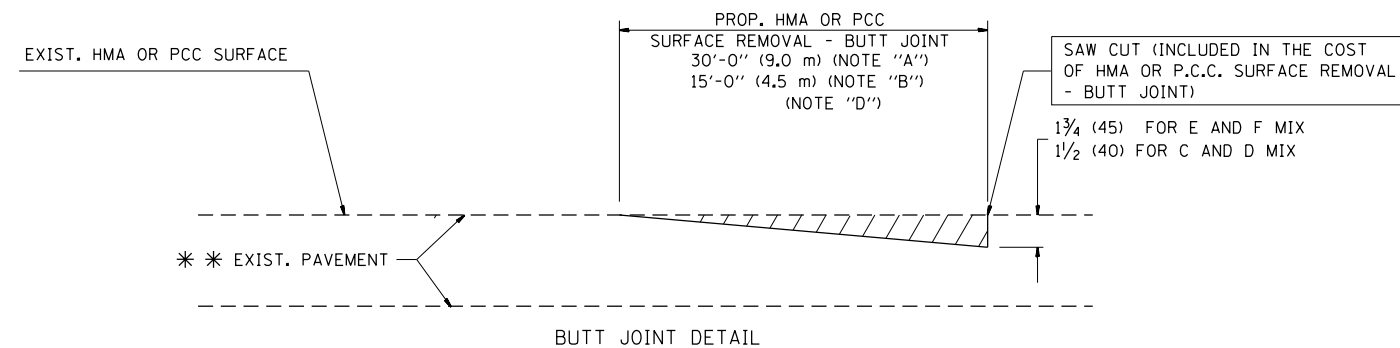


OPTION 1

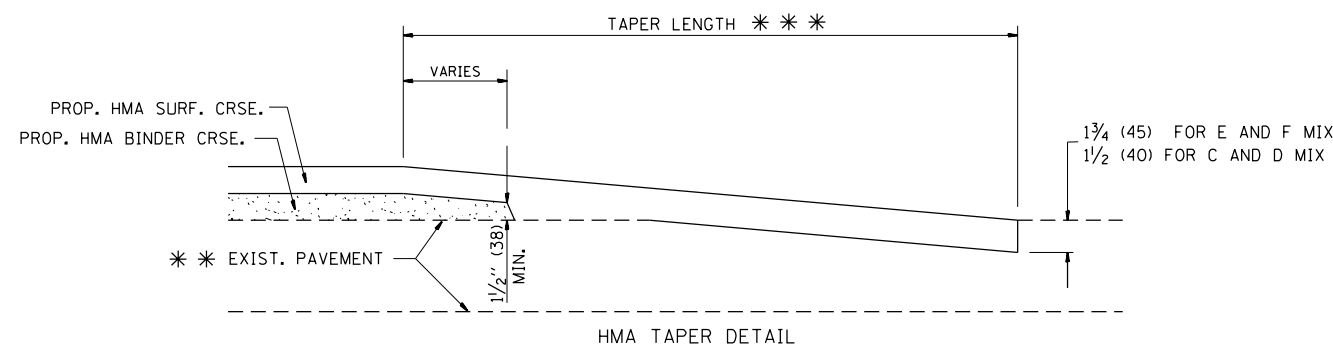


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

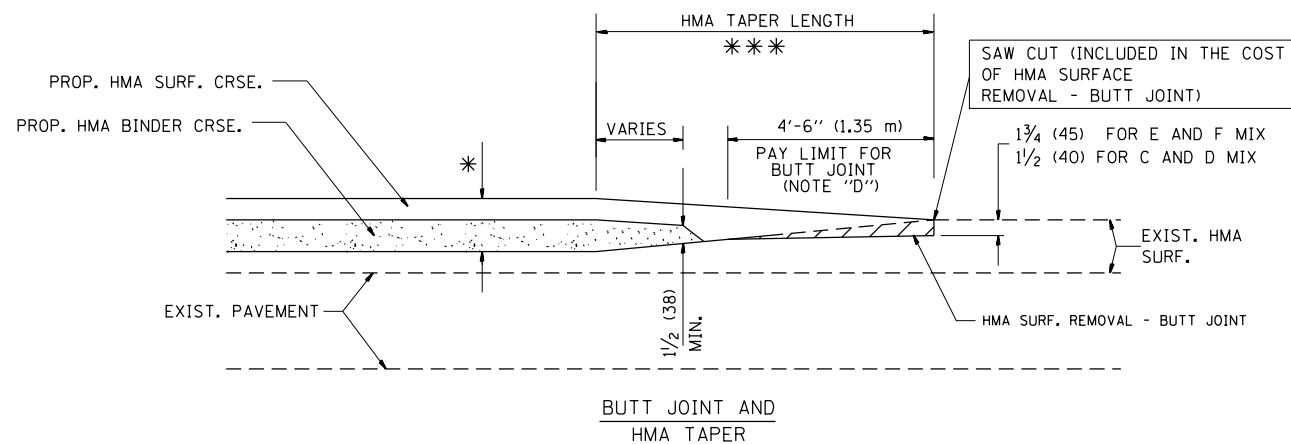
NOTES

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

BASIS OF PAYMENT:

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

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



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

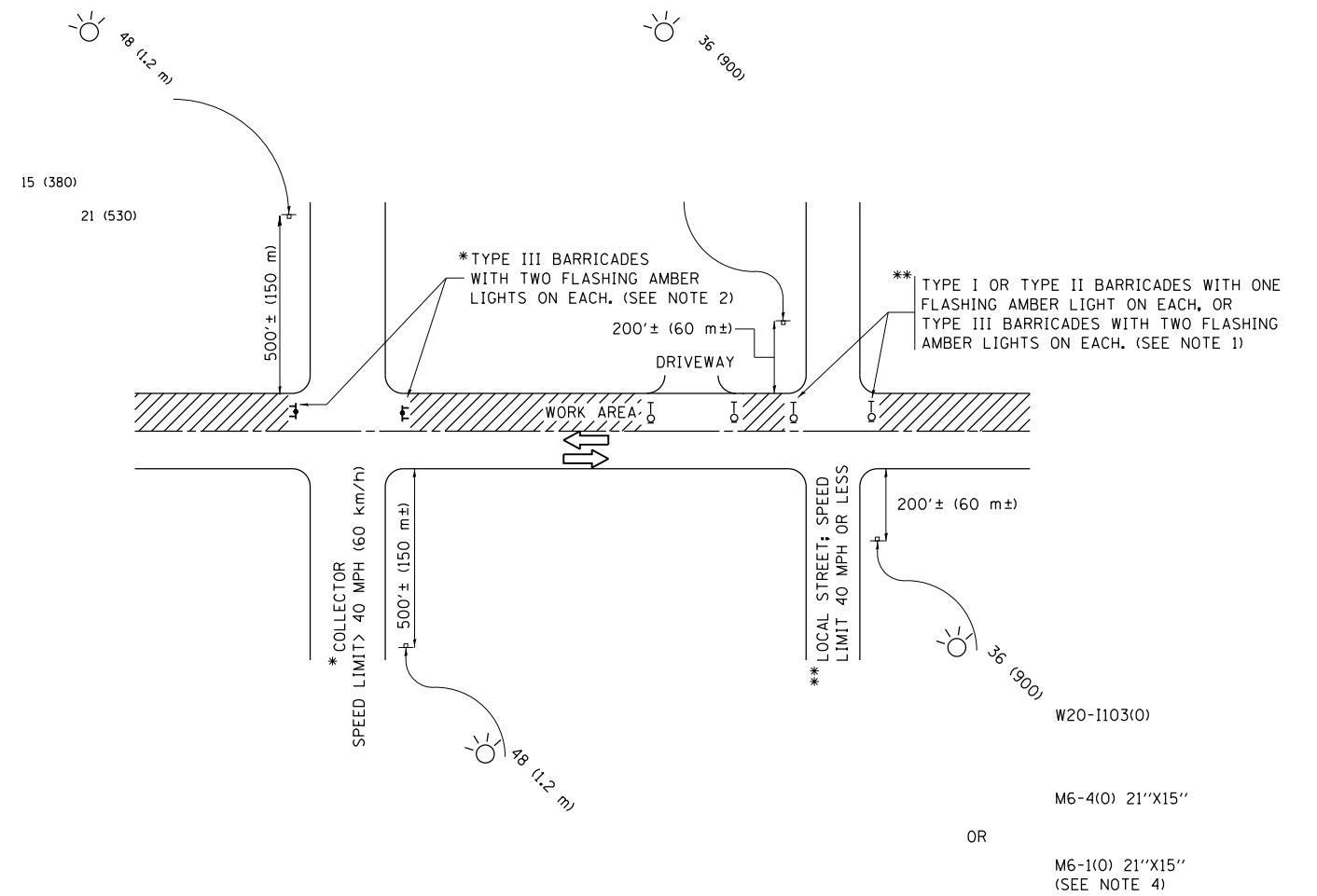
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p:\11\084EBIDINTEG.illinois.gov\PIWDDT\Documents\DOT Offices\District 1\Projects\1034\Drawings\Design\DistStd.dgn			REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 11/1/2016	DATE - 06-13-90	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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513	2014-058-RS	COOK	30	20
BD400-05 BD32		CONTRACT NO. 60Y90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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.
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. 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.
4. 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).
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.

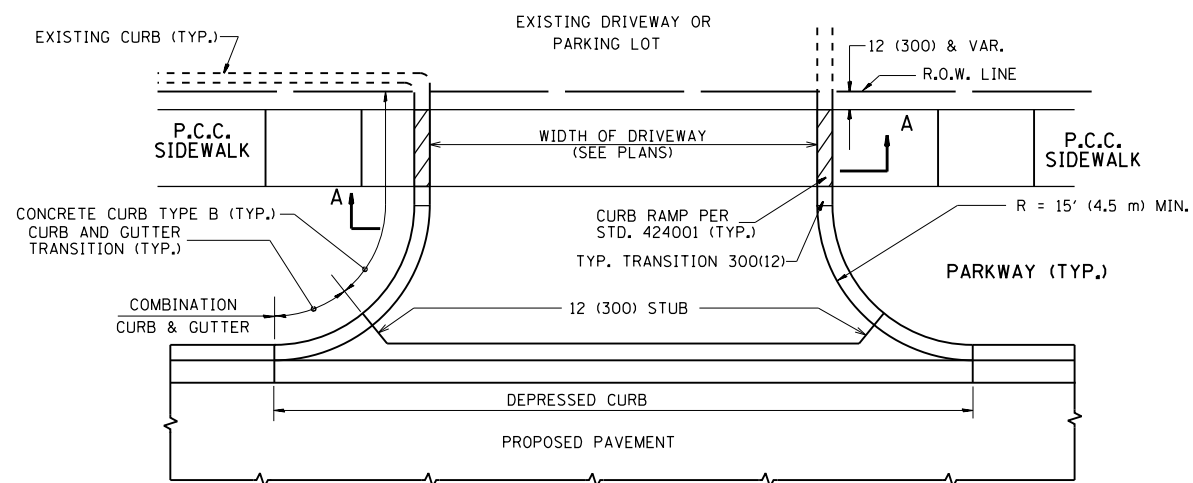
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

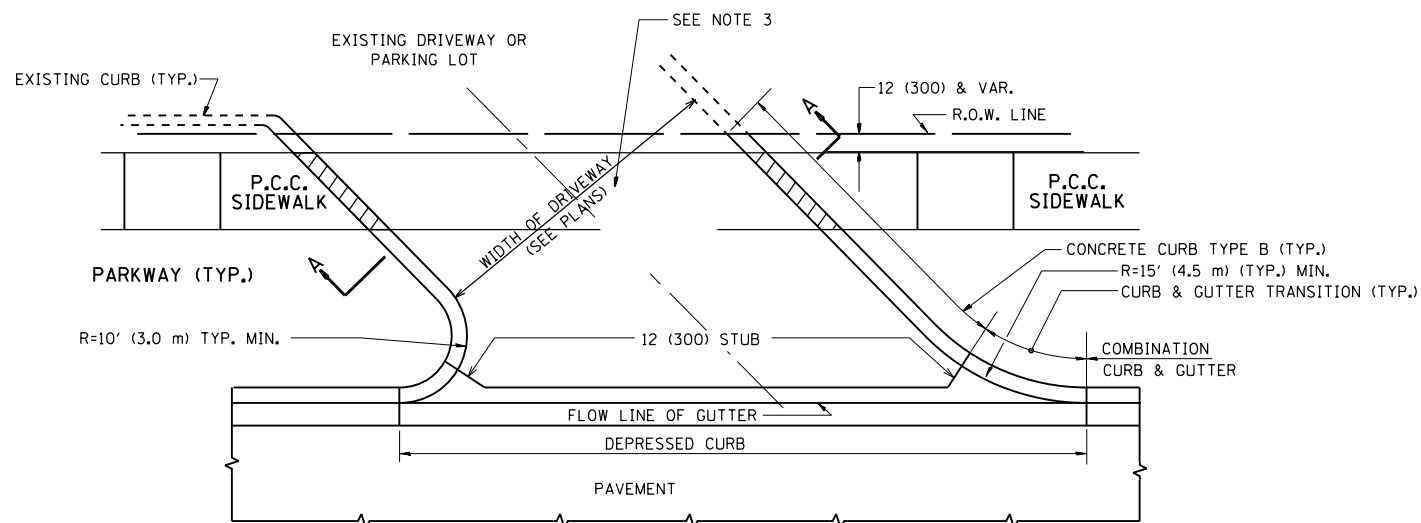
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

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

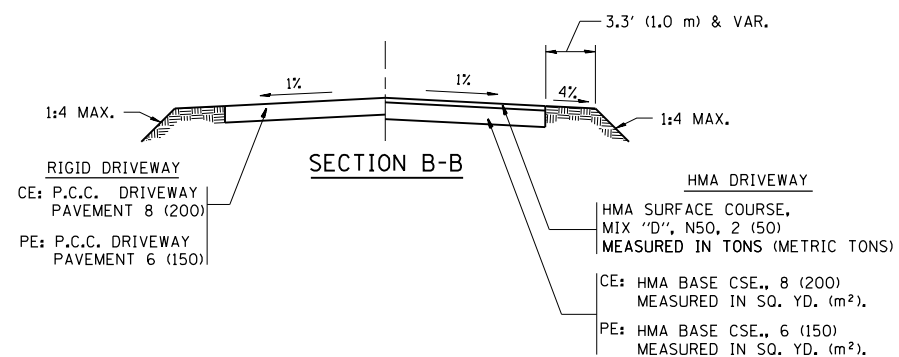
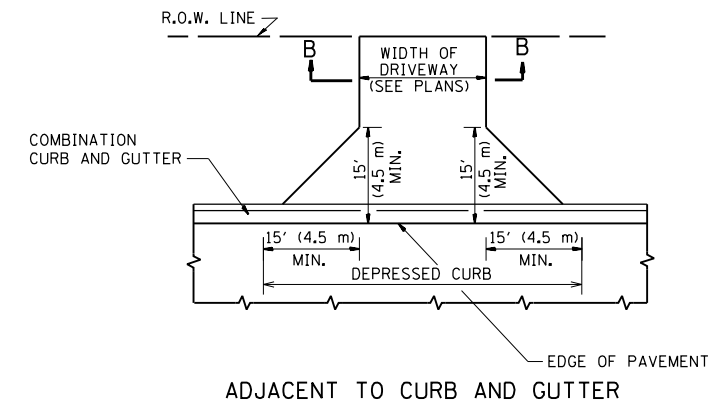
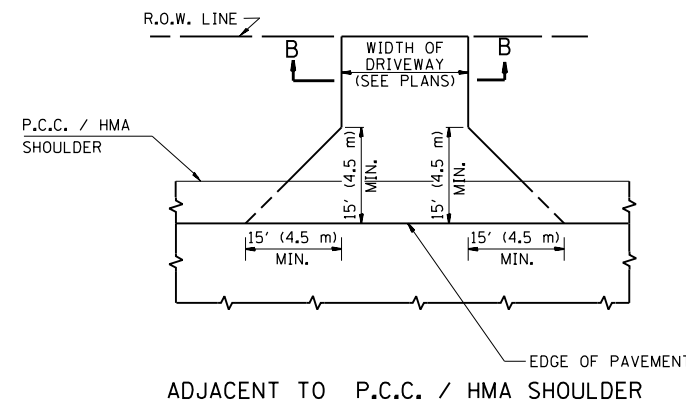
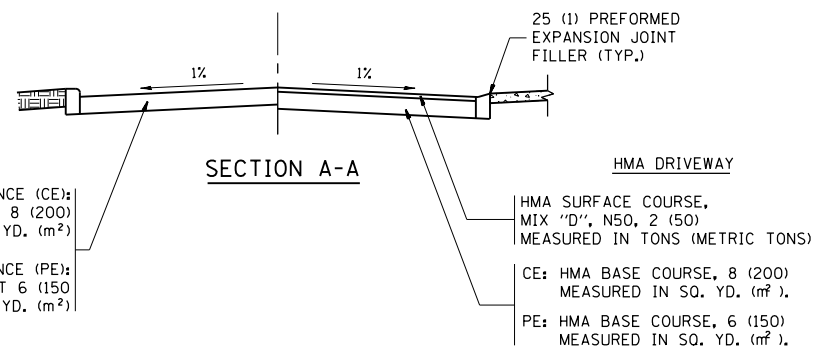
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513	2014-058-RS	COOK	30	21
TC-10			CONTRACT NO. 60Y90	
ILLINOIS FED. AID PROJECT				



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

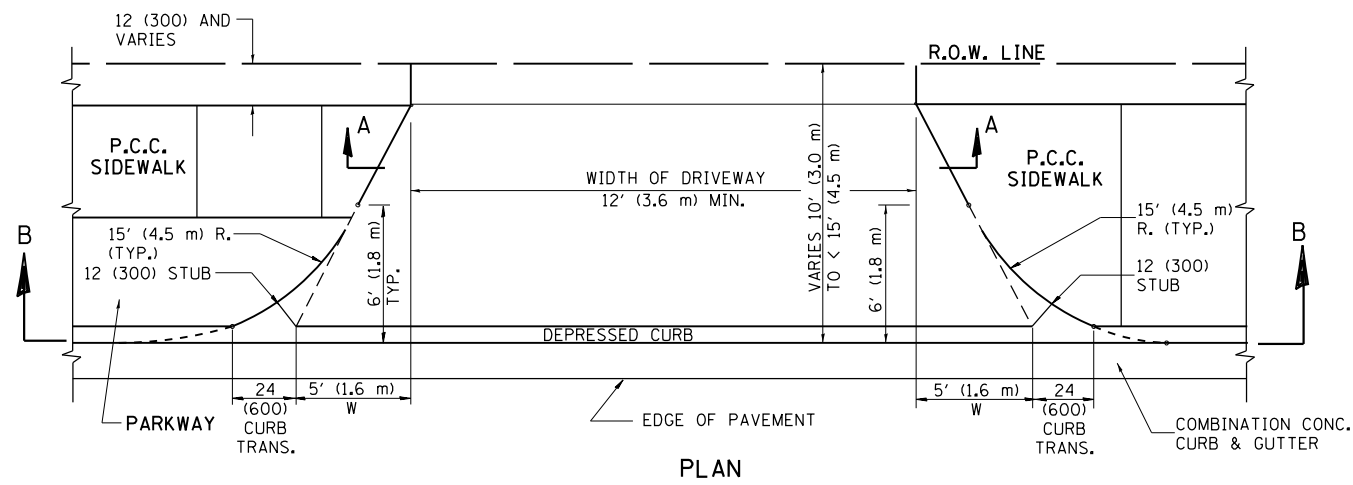
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME =	USER NAME = aqeelff	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03
p:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\10834\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - R. BORO 01-01-07
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PLOT DATE = 11/1/2016			REVISED - R. BORO 09-06-11

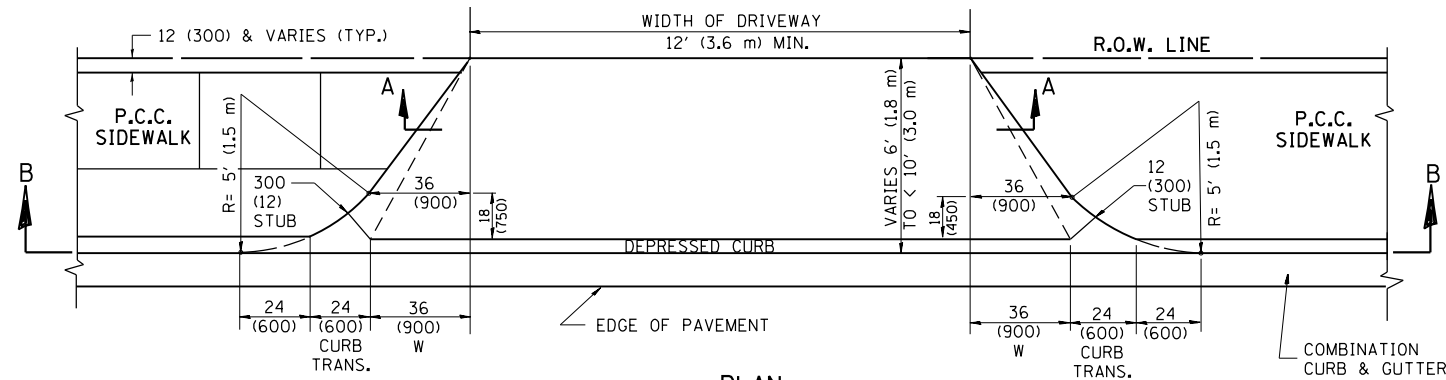
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

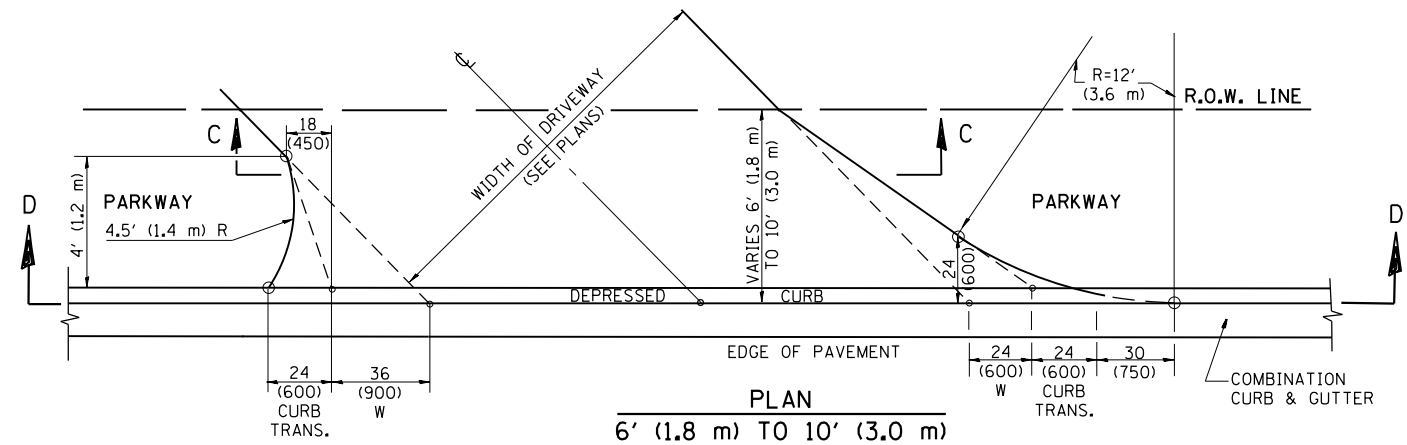
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD0156-07 (BD-01)		CONTRACT NO. 60Y90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



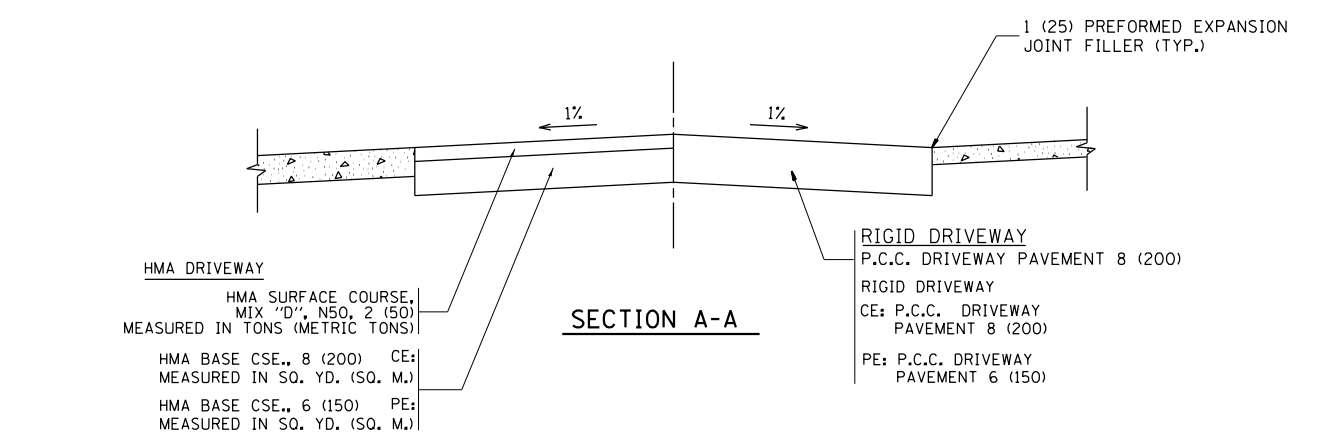
PLAN
10' (3.0 m) TO < 15' (4.5 m)



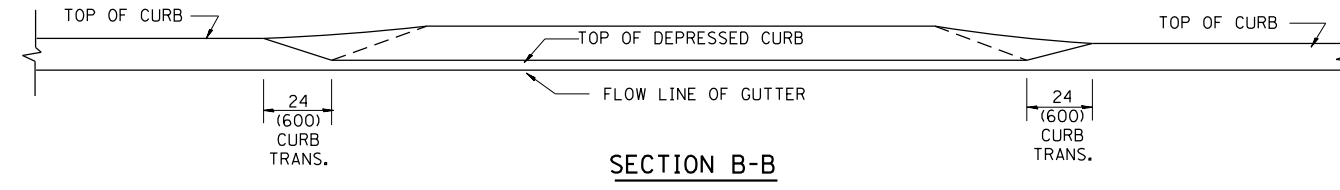
PLAN
6' (1.8 m) TO < 10' (3.0 m)



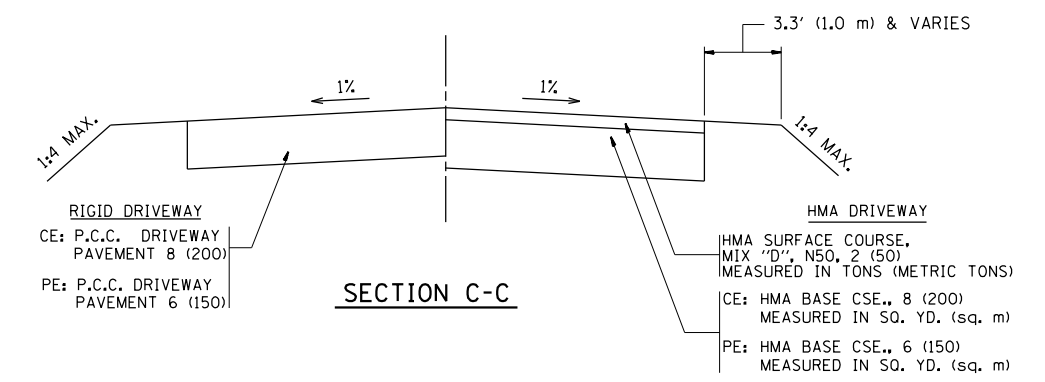
PLAN
6' (1.8 m) TO 10' (3.0 m)



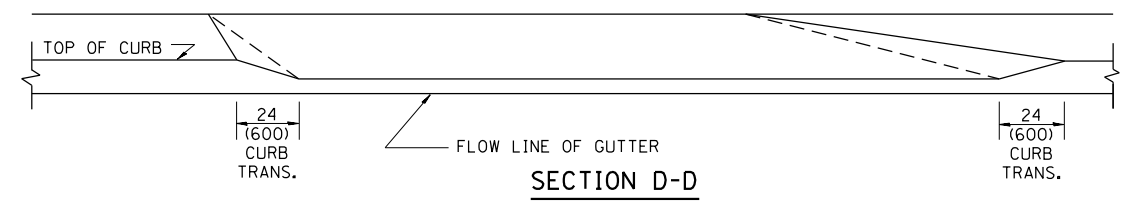
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

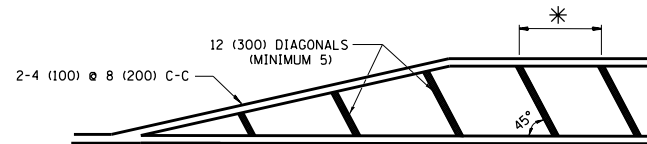
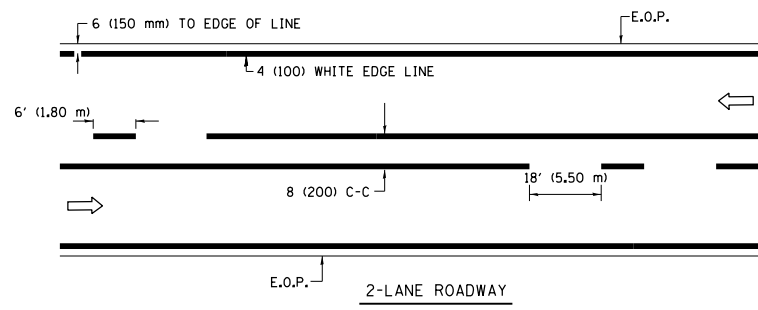
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

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PLOT DATE = 11/1/2016			REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS			
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

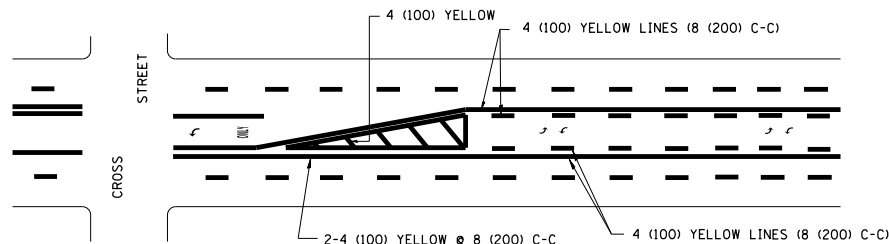
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BD400-02 (BD-02)			CONTRACT NO. 60Y90	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



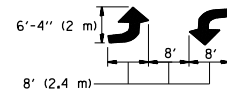
* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

PAINTED MEDIANS

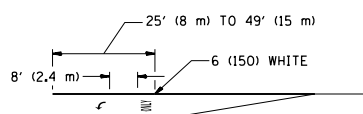
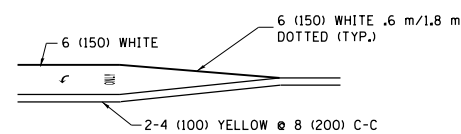


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

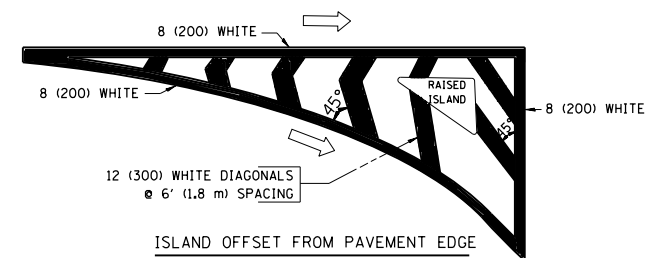
TYPICAL PAINTED MEDIAN MARKING



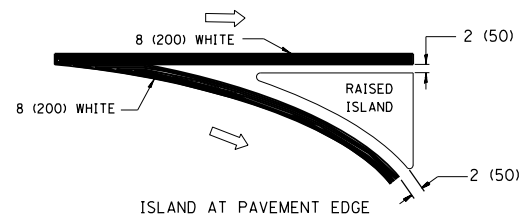
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE

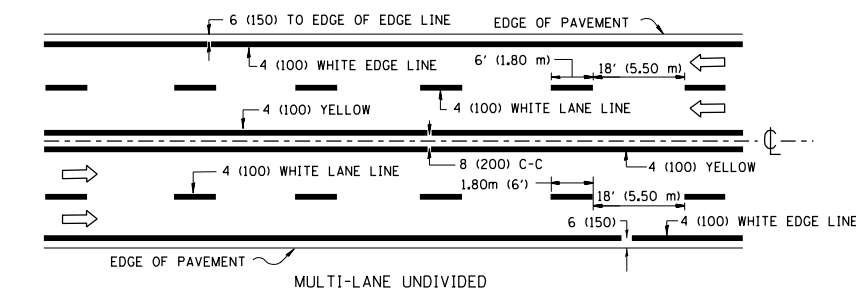


TYPICAL ISLAND MARKING

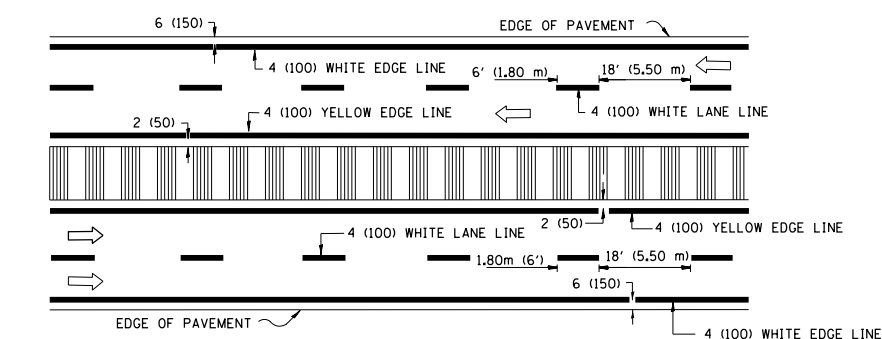
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN)	12 (300) @ 45° 24 (600) @ 90°	SOLID SOLID	WHITE WHITE	2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)

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

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



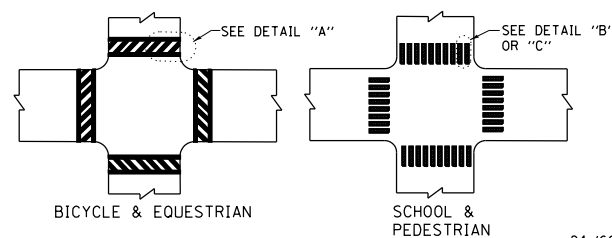
MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

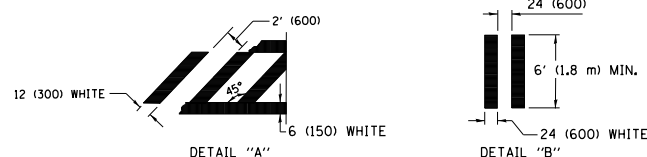
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

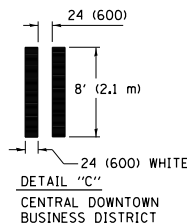


BICYCLE & EQUESTRIAN

SCHOOL & PEDESTRIAN



TYPICAL CROSSWALK MARKING



**DETAIL "C"
CENTRAL DOWNTOWN BUSINESS DISTRICT**

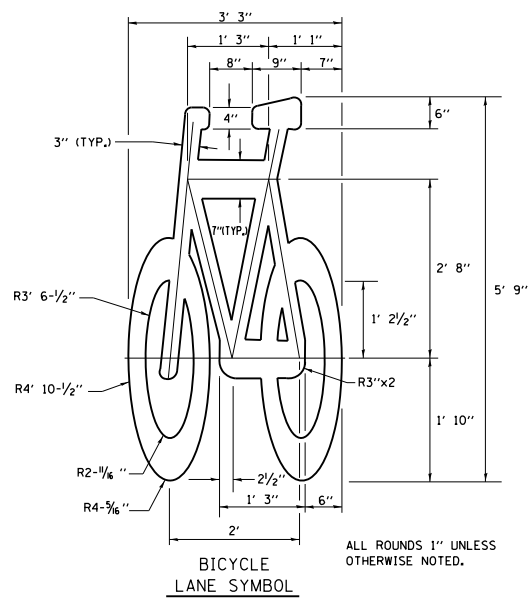
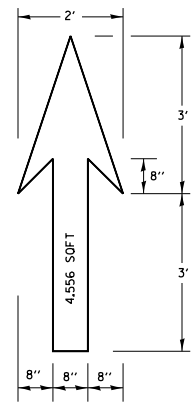
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		DATE -	REVISED -
			REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS**

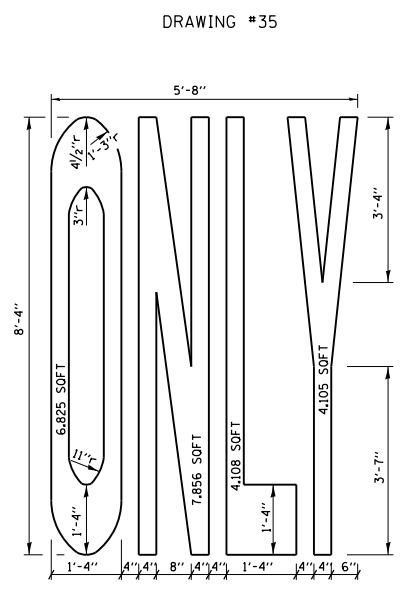
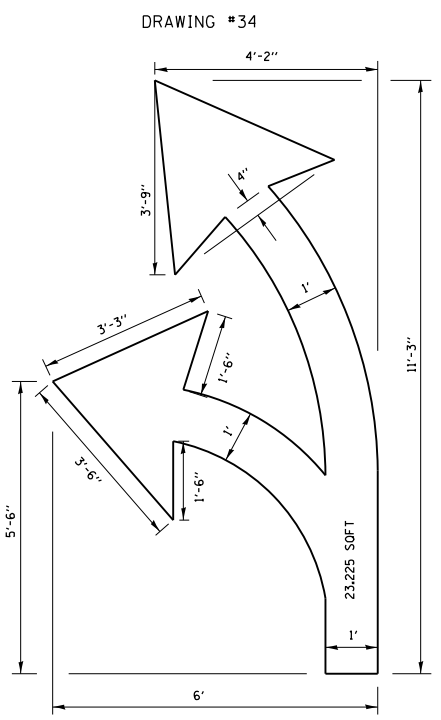
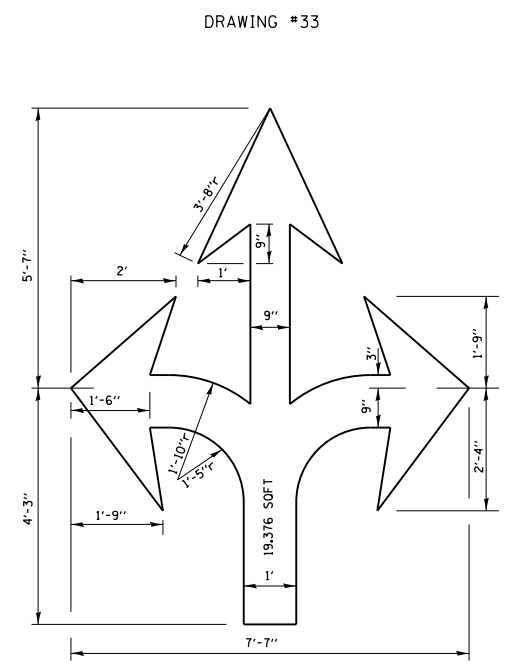
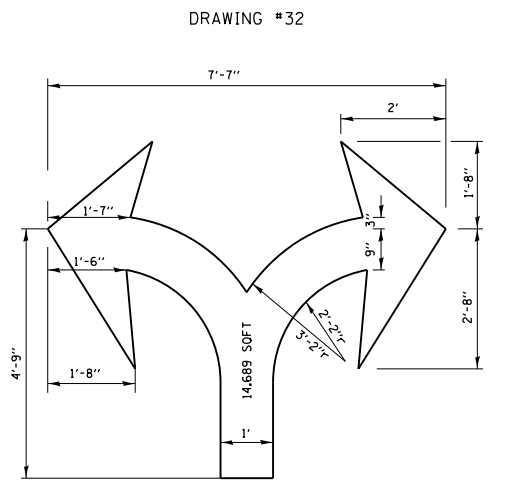
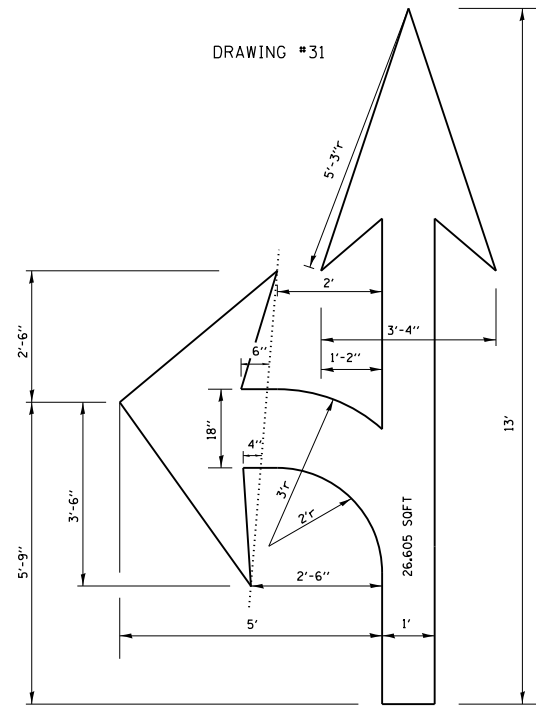
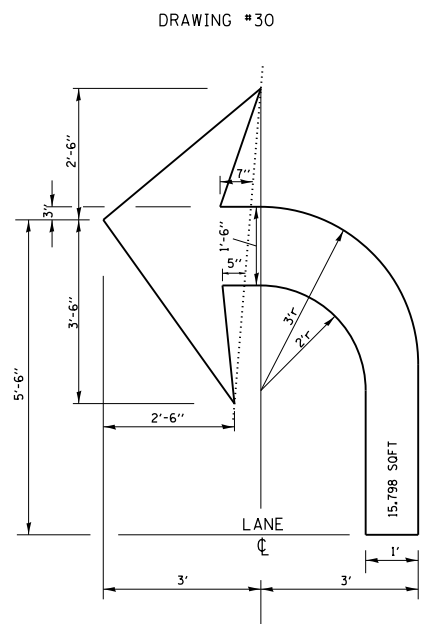
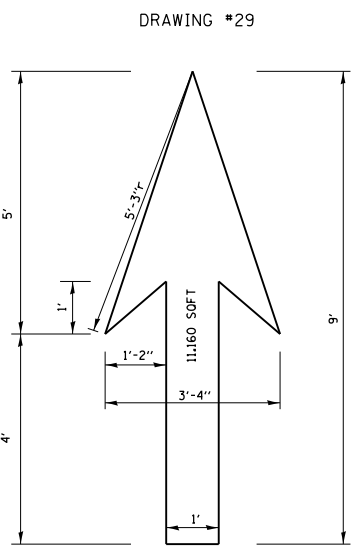
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F.A.U. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513	2014-058-RS	COOK	30	24
TC-24		CONTRACT NO. 60Y90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



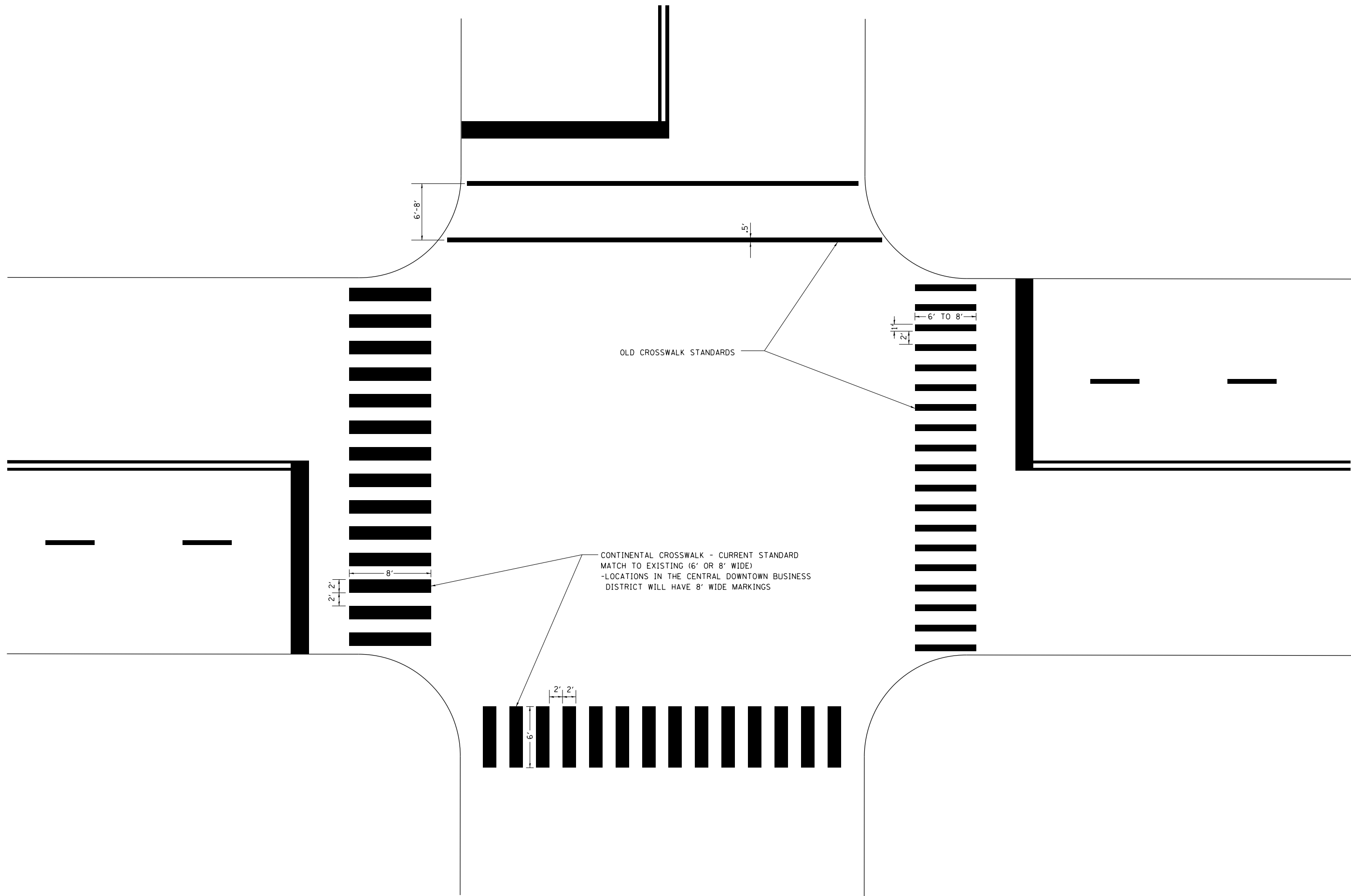
NOTE: ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

FILE NAME =	USER NAME = aqeelff	DESIGNED -	REVISED - T. RAMMACHER 12-07-00
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI034\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - K. ENG 01-12-12
		PLOT SCALE = 100.0000' / in.	REVISED -
		DATE = 11/1/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 2 OF 3 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513	2014-058-RS	COOK	30	25
TC-24		CONTRACT NO. 60Y90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



OLD CROSSWALK STANDARDS

CONTINENTAL CROSSWALK - CURRENT STANDARD
 MATCH TO EXISTING (6' OR 8' WIDE)
 -LOCATIONS IN THE CENTRAL DOWNTOWN BUSINESS
 DISTRICT WILL HAVE 8' WIDE MARKINGS

FILE NAME =	USER NAME = aqeelff	DESIGNED -	REVISED - T. RAMMACHER 12-07-00
p:\1\1084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI034\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - K. ENG 01-12-12
	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -
	PLOT DATE = 11/1/2016		REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CITY OF CHICAGO			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513	2014-058-RS	COOK	30	26
TC-24		CONTRACT NO. 60Y90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

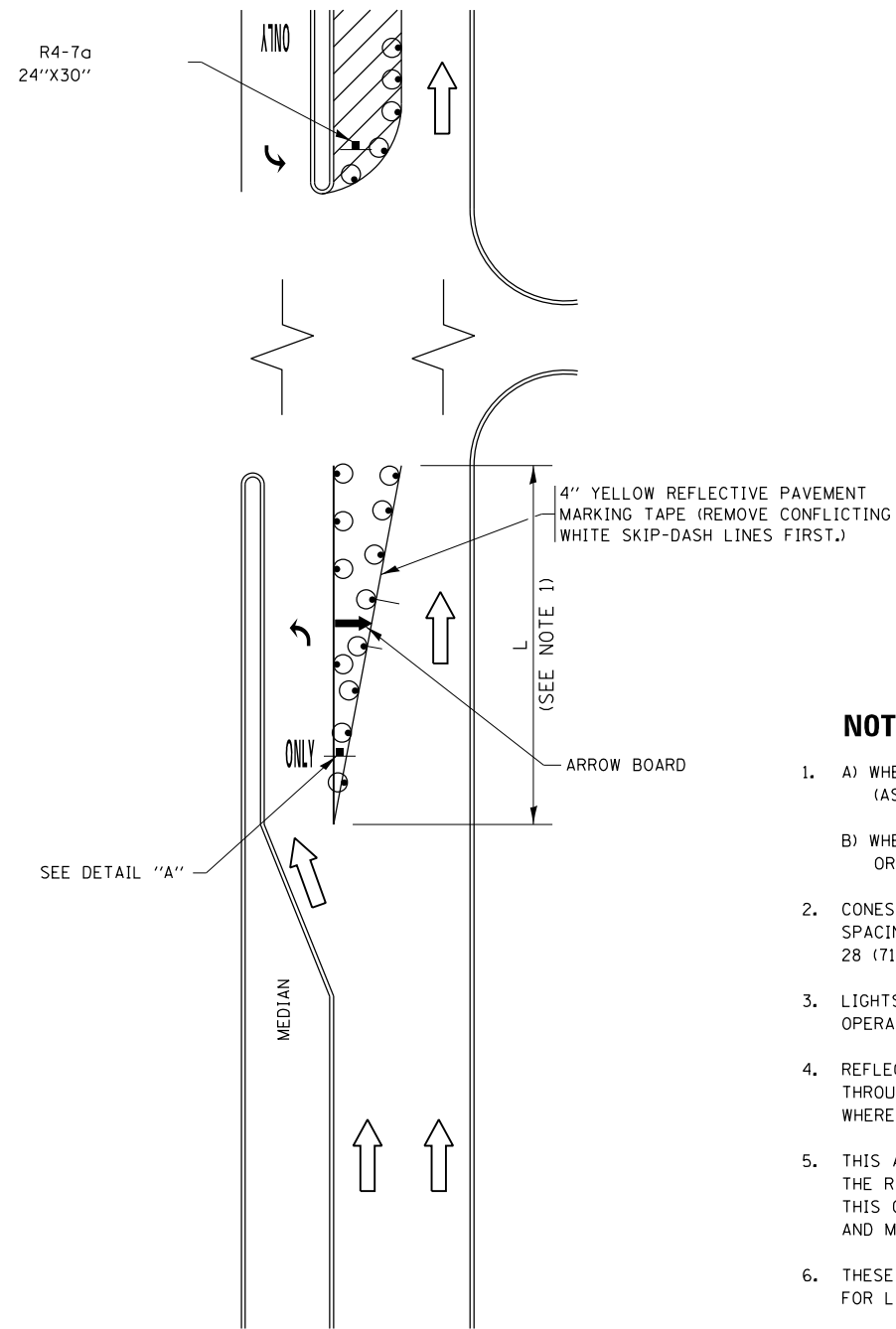
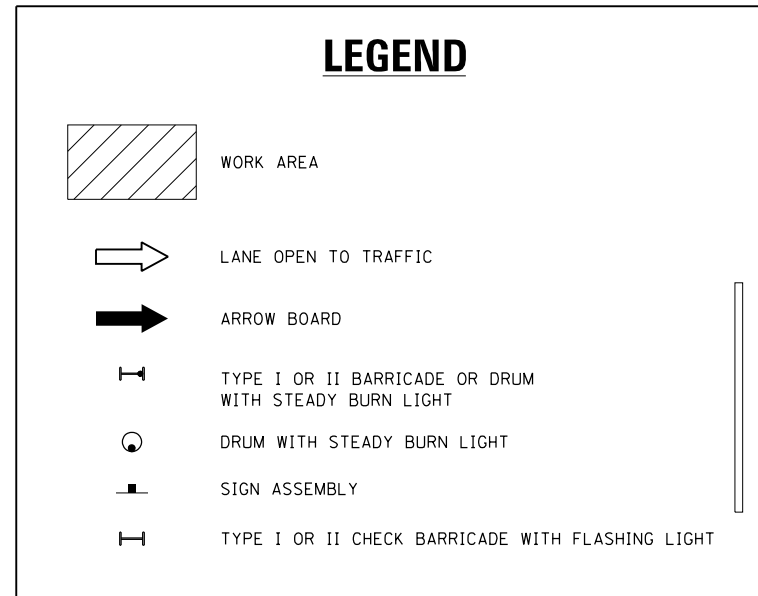


FIGURE 1



NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

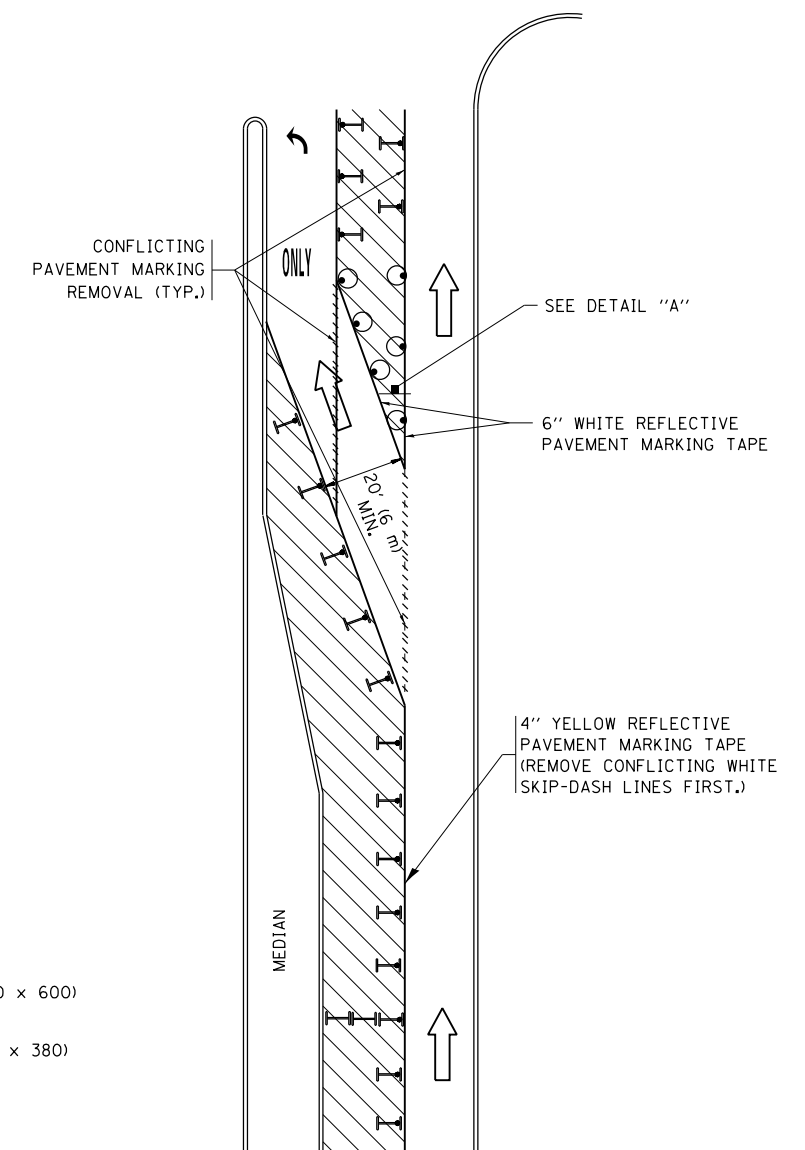
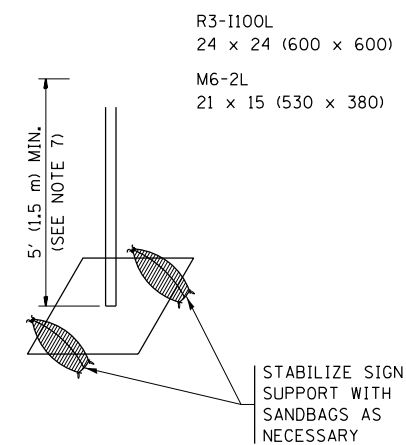


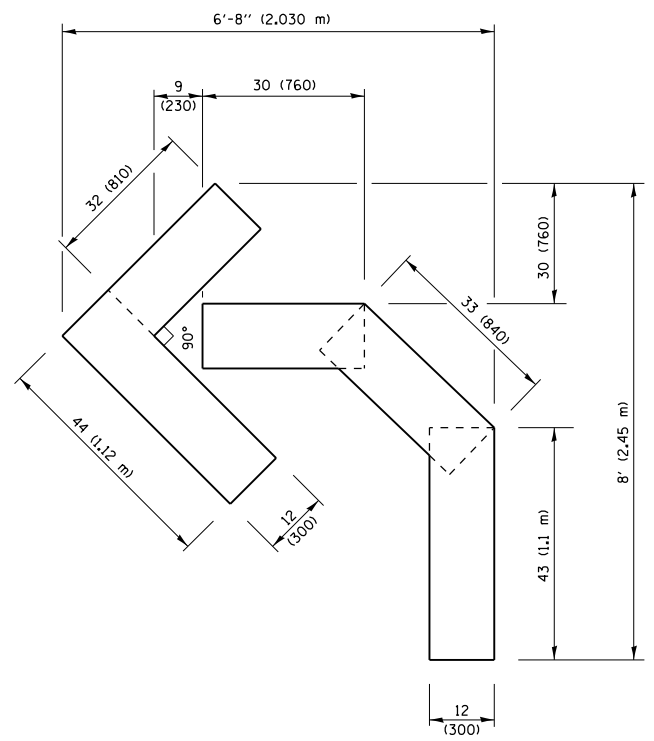
FIGURE 2



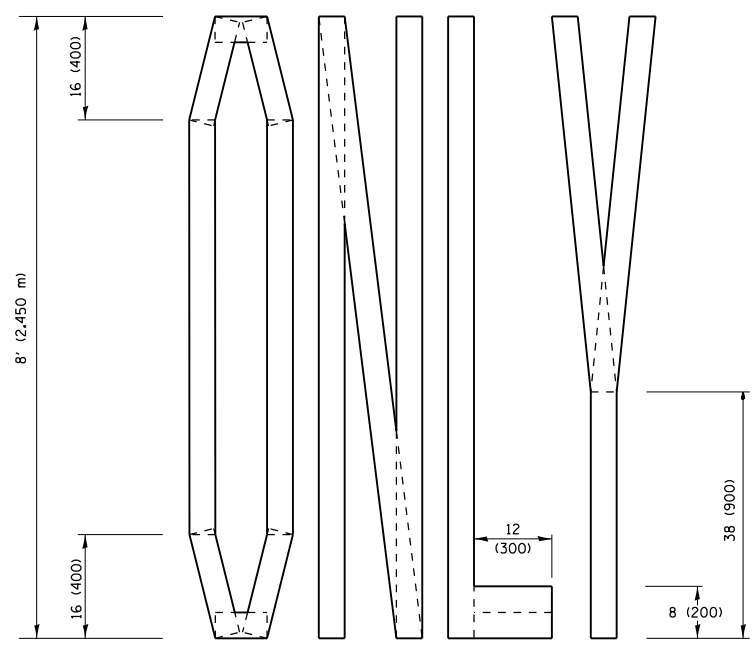
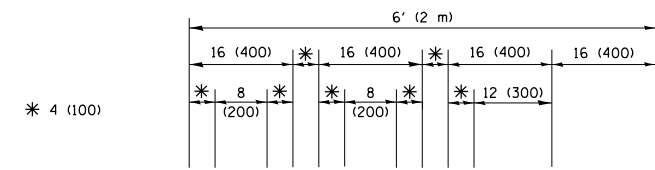
DETAIL A

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

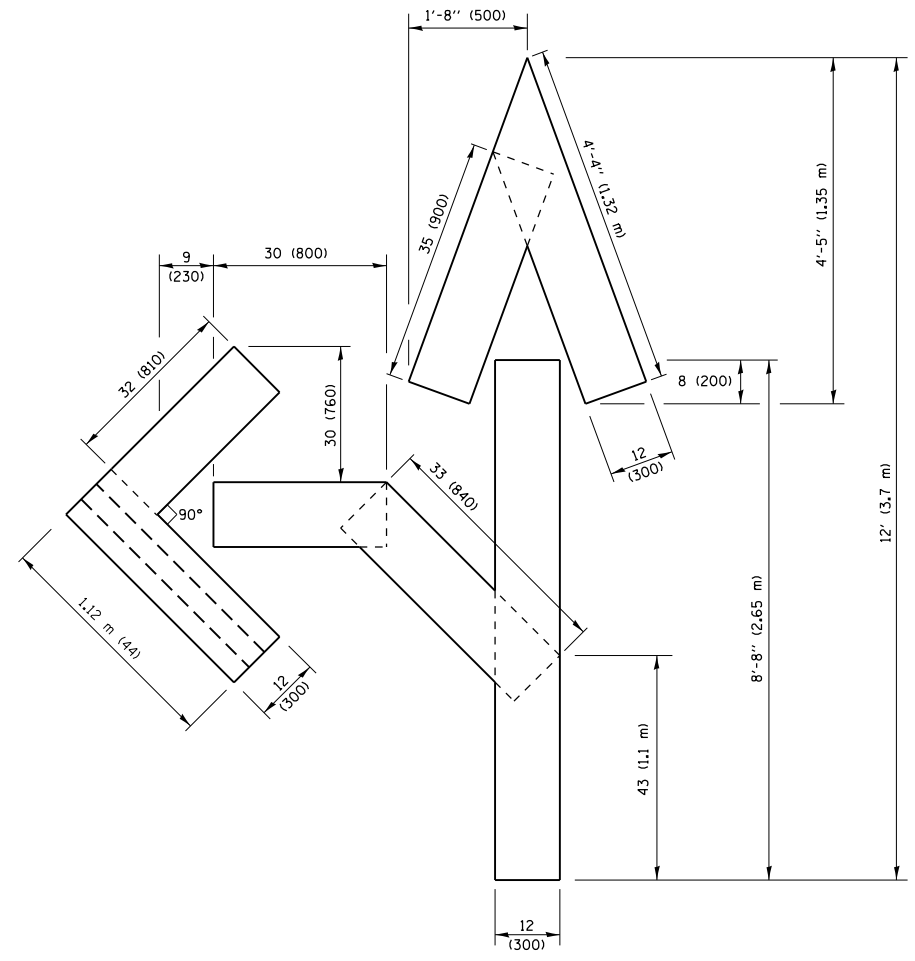
FILE NAME =	USER NAME = aqeelff	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)	F.A.U. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\DI034\REVISED Design\HOUSEH 11-07-95	REVISED - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	REVISED - A. SCHUETZE 07-01-13			3513	2014-058-RS	COOK	30	27
Default	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16			TC-14		CONTRACT NO. 60Y90		
	PLOT DATE = 11/1/2016	REVISED - T. RAMMACHER 01-06-00	REVISED -			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)

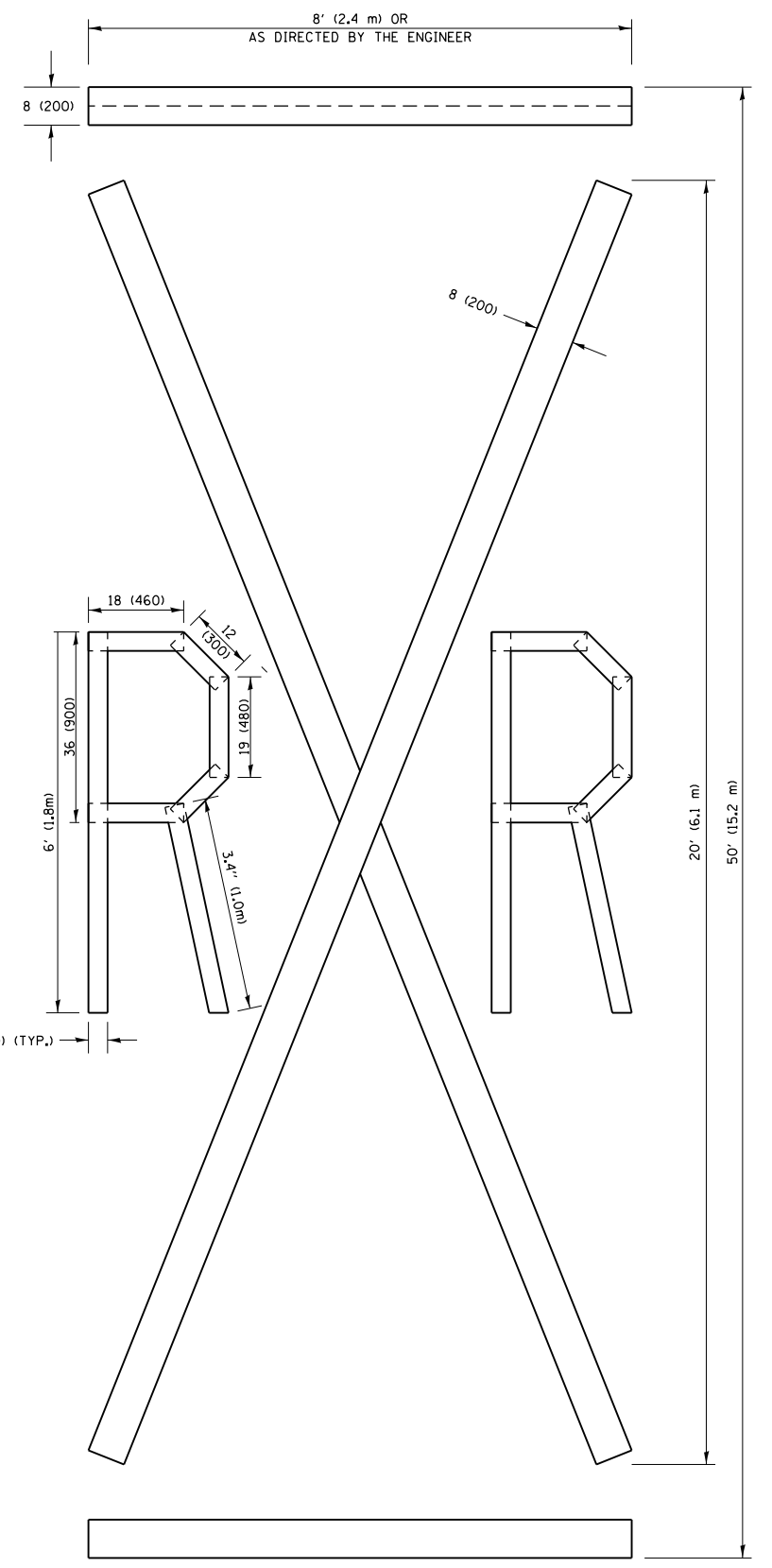


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



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

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



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

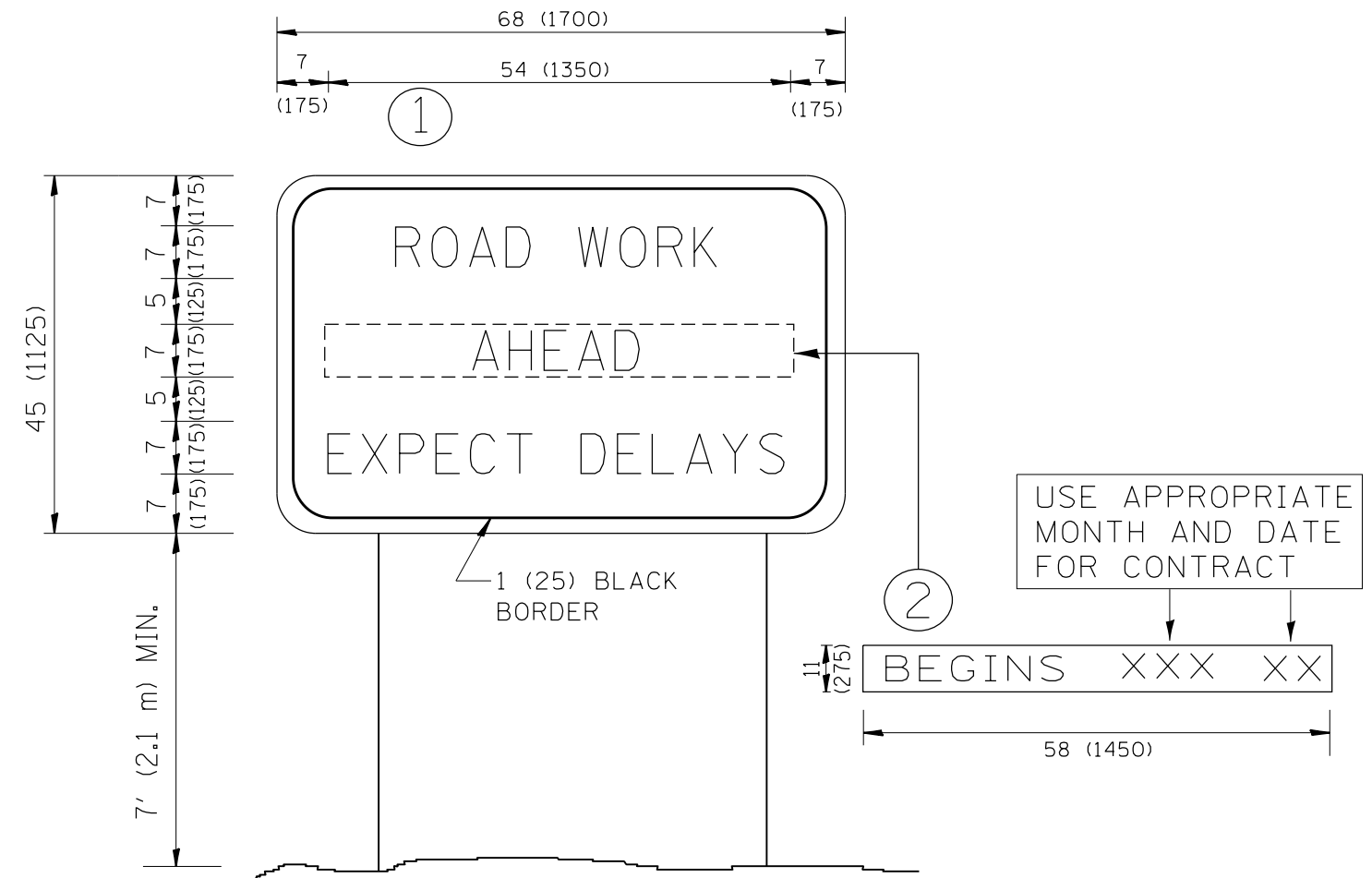
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = aqeelff	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
p:\1\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\01834\Browns\Design\DistStd.dgn		CHECKED -	REVISED - E. GOMEZ 08-28-00
		DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00
			REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513	2014-058-RS	COOK	30	28
TC-16		CONTRACT NO. 60Y90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME =	USER NAME = aqeelff	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
p:\11\084EBIDINTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\DI034\Drawings\Design\DistStd.dgn		REVISED - R. MIRS 12-11-97				3513	2014-058-RS	COOK	30	29	
PLOT SCALE = 100.0010' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99				TC-22		CONTRACT NO. 60Y90			
PLOT DATE = 11/1/2016	DATE -	REVISED - C. JUCIUS 01-31-07				<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>					
				SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.		TO STA.	

SHEET LEFT INTENTIONALLY BLANK

FILE NAME =	USER NAME = aqeelff	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLANK SHEET			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBIDINTEG.illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\DI03415\Drawings\Design\DI03415-sht-plan.dgn		CHECKED -	REVISED -					3513	2014-058-13	COOK	30	30
Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -		SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 60Y90				
	PLOT DATE = 11/3/2016	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							