

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-RS	COOK	31	1
		ILLINOIS	CONTRACT NO. 62L94	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN THE CITY OF CHICAGO

TRAFFIC DATA:

ADT (2018) = 19,400

POSTED SPEED LIMIT = 30 MPH

**PROPOSED
HIGHWAY PLANS**

F.A.U. ROUTE 1366 (MONTROSE AVE.)
CENTRAL AVE. TO PULASKI RD.
SECTION: 2020-116-RS
PROJECT: STP-PYM1(396)
SMART OVERLAY & ADA IMPROVEMENTS

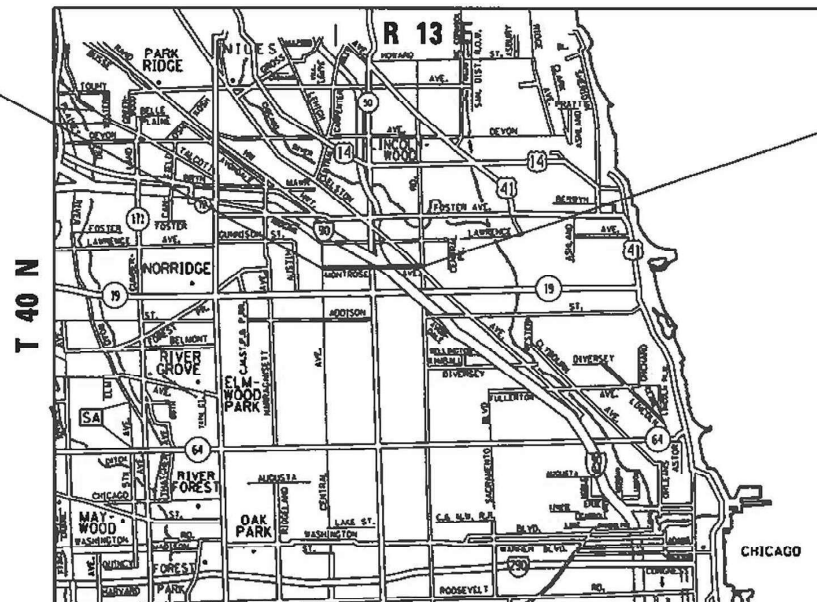
COOK COUNTY

C-91-313-20



PROJECT BEGINS
STA 86+97

PROJECT ENDS
STA 193+50



OMISSIONS:
STA. 142+01 TO 143+94
STA. 146+86 TO 149+68
STA. 150+27 TO 155+43
STA. 187+89 TO 189+46



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

C.U.A.N
CHICAGO UTILITY ALERT NETWORK
1-312-744-7000

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

GROSS LENGTH = 10,653 FT. = 2.02 MILE
NET LENGTH = 9,505 FT. = 1.80 MILE

CONTRACT NO. 62L94

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED January 24, 2021
Jose Benitez
REGIONAL ENGINEER

January 29, 2021
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

January 29, 2021
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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15	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-8)
16	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
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STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS, TYPE 1
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEED => 45MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITENT OR MOVING OPER., FOR SPEEDS <= 40 MPH
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
814001-03	HANDHOLES

GENERAL NOTES

1. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF CHICAGO
2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION OF THE DEPARTMENT.
3. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
4. 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.
5. ALL PAVEMENT PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL, P.C.C. SIDEWALK 5", AND DRAINAGE ADJUSTMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
7. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
8. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING OF WORK
9. THE RESIDENT ENGINEER SHALL CONTACT EMAD ALHUSSEINI, ARTERIAL TRAFFIC FIELD ENGINEER, AT EMAD.ALHUSSEINI@ILLINOIS.GOV MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
10. 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.
11. 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.
12. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
13. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
14. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF CURB OR DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY, PRIOR TO ACCEPTANCE OF THE IMPROVEMENT. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
15. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
16. 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.
17. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
18. PROPOSED SIDEWALK RAMPS SHALL CONFORM TO CURRENT ADA REQUIREMENTS AND APPLICABLE STATE HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
19. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.

CITY OF CHICAGO NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "C.U.A.N." (CHICAGO UTILITY ALERT NETWORK) AT (312)744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF CHICAGO
3. ALL CATCH BASINS IN THE CITY OF CHICAGO MUST MEET THE DEPARTMENT OF SEWER'S STANDARDS. SEE (BD-47)
4. PREFORMATED LIDS SHALL BE PLACED ON ALL MANHOLES AND CATCH BASINS.
5. BENCH MONUMENT LOCATIONS WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE OBTAINED IN SUITE 410 - 333 SOUTH STATE STREET, CHICAGO, IL 60604. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF REPLACEMENT OF ANY BENCH MONUMENT IF DAMAGED OR DESTROYED DURING CONSTRUCTION
6. ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND LIDS ON SEWER STRUCTURES, SHALL BE REPLACED WITH NEW DEPARTMENT OF SEWERS' STANDARD FRAMES AND LIDS.
7. OPEN LID DRAINAGE STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION OF THIS ROADWAY WITHOUT THE WRITTEN PERMISSION FROM THE CITY OF CHICAGO.
8. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY OF CHICAGO AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSAL OF THE CASTINGS.
9. PERMITS FROM THE DEPARTMENT OF SEWERS ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY OR COMBINED SEWER SYSTEM CONSTRUCTION, AND FOR RESURFACING WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF SEWERS' PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION.
10. THE CONTRACTOR SHALL TAKE EXTRA CARE AND PRECAUTION WHEN REPAIRING THE CONCRETE CURB AND GUTTER AT LOCATIONS WHERE EXISTING TREES ARE PRESENT.
11. CURB RAMPS AND LANDING (KEystone) TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCALITONS, 5" THICK CONCRETE TO BE USED.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MONTROSE AVE – CENTRAL AVE TO PULASKI RD.
INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	2
CONTRACT NO. 62L94				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		80% FED 20% STATE 0005	100% STATE 0005			
20200100	EARTH EXCAVATION	CU YD	33	33				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	200	200				
25200110	SODDING, SALT TOLERANT	SO YD	200	200				
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	23675	23675				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	1002	1002				
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	5156	5156				
42001300	PROTECTIVE COAT	SO YD	691	691				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	67	67				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	2475	2475				
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SO FT	825	825				
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SO YD	52611	52611				
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	67	67				
44000600	SIDEWALK REMOVAL	SO FT	3300	3300				
44201773	CLASS D PATCHES, TYPE I, 11 INCH	SO YD	25	25				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		80% FED 20% STATE 0005	100% STATE 0005			
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SO YD	898	898				
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SO YD	250	250				
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SO YD	403	403				
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2				
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	5	5				
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	5	5				
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	15	15				
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	6	6				
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	48	48				
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	33	33				
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1				
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1				
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1				
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	5	5				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12				

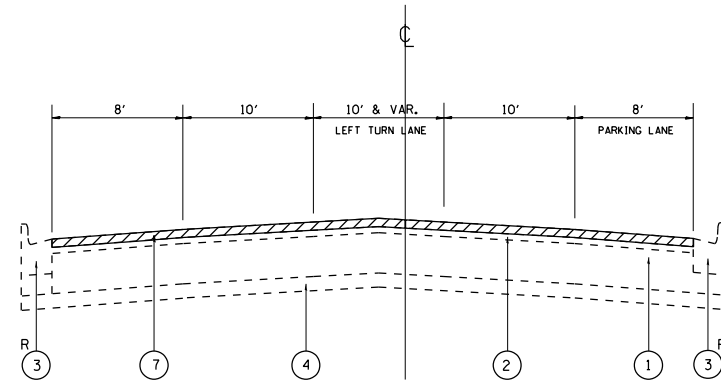
REV-SEP

* = SPECIALTY ITEMS

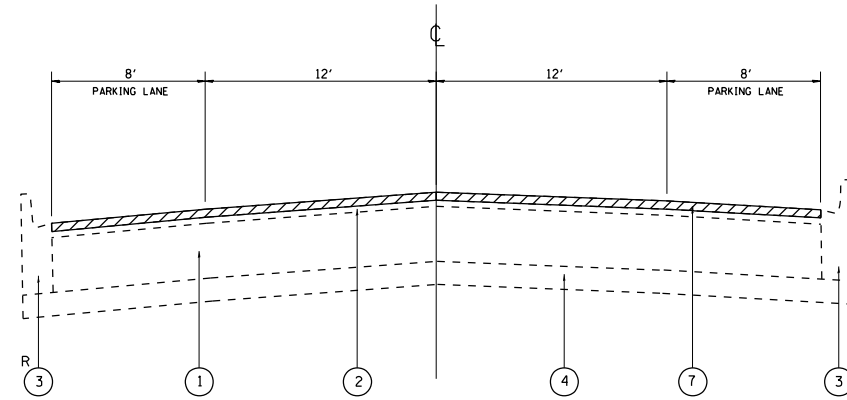
SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES URBAN	80% FED 20% STATE 0005	100% STATE 0005					CODE NO	ITEM	UNIT	TOTAL QUANTITIES URBAN	80% FED 20% STATE 0005	100% STATE 0005				
67100100	MOBILIZATION	L SUM	1	1						78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5868	5868					
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1						78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2074	2074					
70102634	TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	L SUM	1	1						78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	5510	5510					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1						78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	115	115					
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1						85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	5	5					
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1						88600600	DETECTOR LOOP REPLACEMENT	FOOT	180	180					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2057	2057						X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1					
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	685	685						X0327611	REMOVE AND REINSTALL BRICK PAVER	SO FT	120	120					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5868	5868						X4240800	DETECTABLE WARNINGS (SPECIAL)	SO FT	250	250					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2074	2074						X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	728	728					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	5510	5510						X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	200		200				
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	1738	1738						X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	77	77					
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	271	271						X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1					

REV-SEP

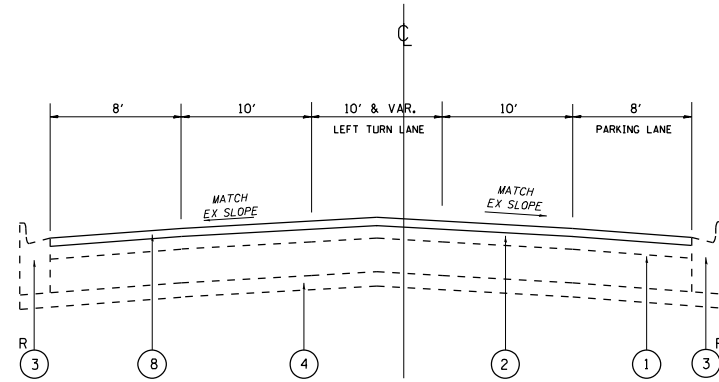
* = SPECIALTY ITEMS



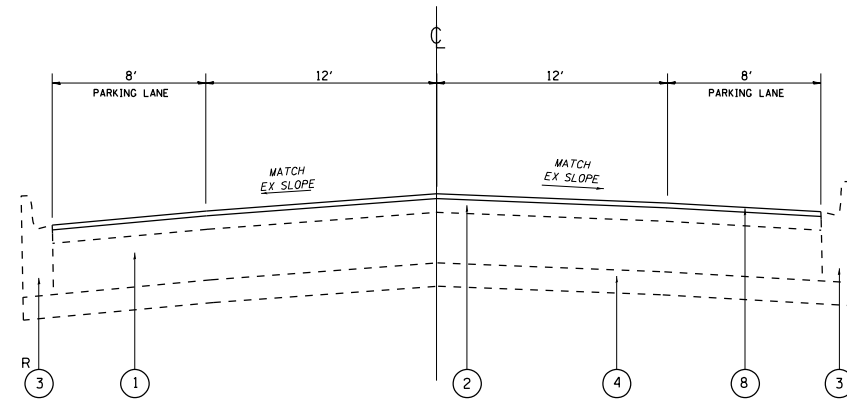
EXISTING TYPICAL CROSS SECTION
STA. 86+96 TO 87+32



EXISTING TYPICAL CROSS SECTION
STA. 87+32 TO 137+22
STA. 164+35 TO 187+89
STA. 189+46 TO 191+68



PROPOSED TYPICAL CROSS SECTION
STA. 86+96 TO 87+32



PROPOSED TYPICAL CROSS SECTION
STA. 87+32 TO 137+22
STA. 164+35 TO 187+89
STA. 189+46 TO 191+68

OMMISIONS:
STA. 142+01 TO 143+94
STA. 146+86 TO 149+68
STA. 150+27 TO 155+43
STA. 187+89 TO 189+46

LEGEND:

- ① EXIST. P.C.C. PAVEMENT, ±9"
 - ② EXIST. HOT-MIX ASPHALT SURFACE, ±4"
 - ③ EXIST. COMB. CONC. CURB AND GUTTER, TYPE B-6.12
 - ④ EXIST. STABILIZED SUB-BASE
 - ⑤ EXIST. CORRUGATED MEDIAN
 - ⑥ EXIST. BARRIER MEDIAN
 - ⑦ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1¾"
 - ⑧ PROP. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1¾"
- R CURB AND GUTTER AND SIDEWALK REMOVAL AND REPLACEMENT
(LOCATION AS DIRECTED BY THE ENGINEER)

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SO YD/IN.

NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY SPECIAL PROVISIONS.
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

NOTE 3: QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

NOTE 4: THE CONTRACTOR SHALL MILL BEFORE PATCHING

NOTE 5: THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS • Ndes	
PAVEMENT RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70, 1 3/4"	4.0% AT 70 GYR	OCP
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm), 11"	4% AT 70 GYR.	QC/OA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/OA); QUALITY CONTROL FOR PERFORMANCE (OCP)		

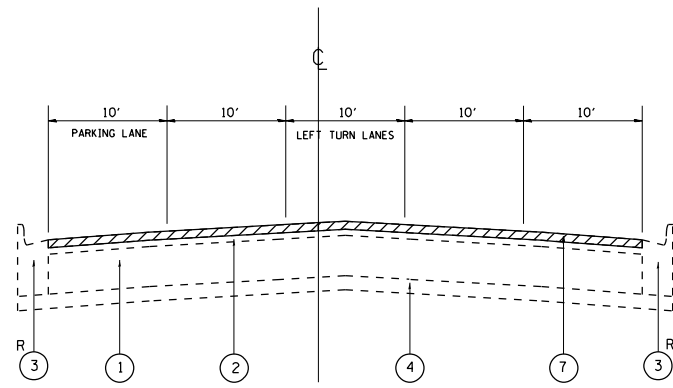
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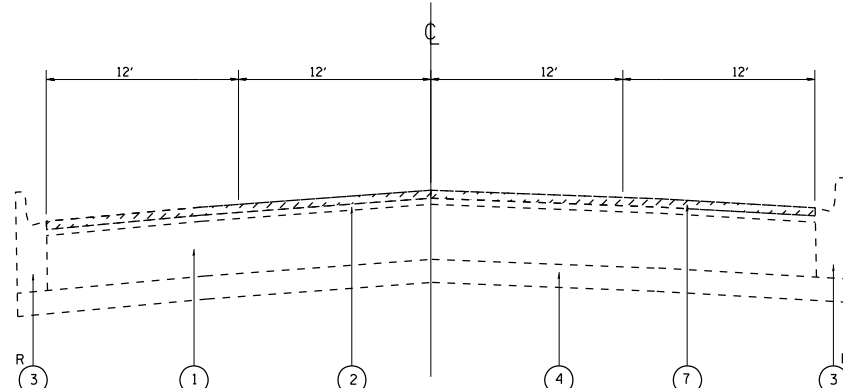
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTION	
MONTROSE_AVE._(CENTRAL_AVE._-_PULASKI_RD.)	
SCALE:	SHEET OF SHEETS STA. TO STA.

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		ILLINOIS	FED. AID PROJECT	



EXISTING TYPICAL CROSS SECTION
 STA. 137+22 TO 142+01
 STA. 191+68 TO 193+50

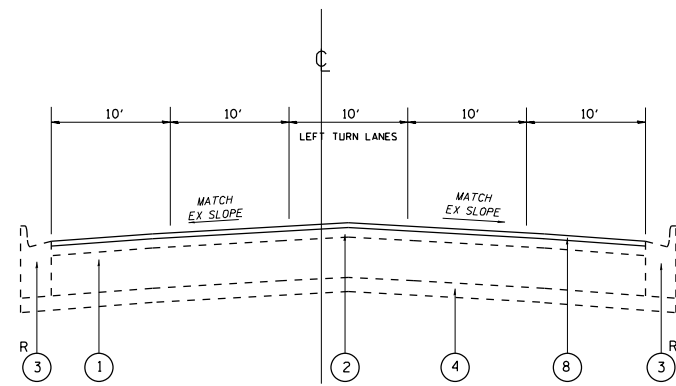


EXISTING TYPICAL CROSS SECTION
 STA. 143+94 TO 146+86
 STA. 156+71 TO 158+44

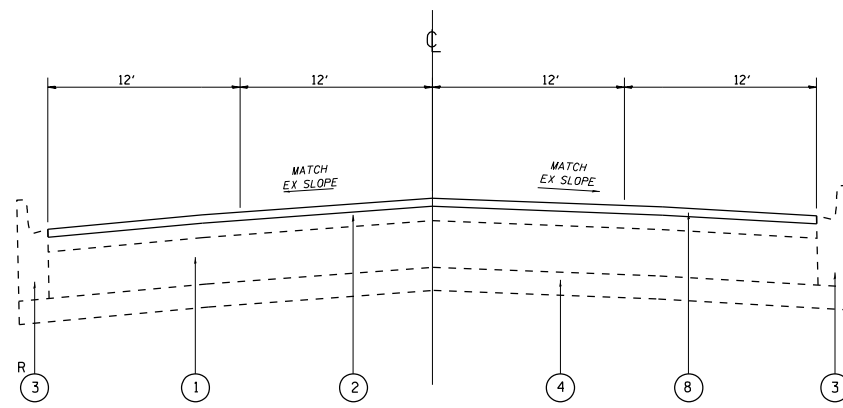
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 STA. 146+86 TO 149+68
 STA. 150+27 TO 155+43
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LEGEND:

- ① EXIST. P.C.C. PAVEMENT, ±9"
 - ② EXIST. HOT-MIX ASPHALT SURFACE, ±4"
 - ③ EXIST. COMB. CONC. CURB AND GUTTER, TYPE B-6.12
 - ④ EXIST. STABILIZED SUB-BASE
 - ⑤ EXIST. CORRUGATED MEDIAN
 - ⑥ EXIST. BARRIER MEDIAN
 - ⑦ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1¾"
 - ⑧ PROP. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1¾"
- R CURB AND GUTTER AND SIDEWALK REMOVAL AND REPLACEMENT
 (LOCATION AS DIRECTED BY THE ENGINEER)



PROPOSED TYPICAL CROSS SECTION
 STA. 137+22 TO 142+01
 STA. 191+68 TO 193+50



PROPOSED TYPICAL CROSS SECTION
 STA. 143+94 TO 146+86
 STA. 156+71 TO 158+44

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	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

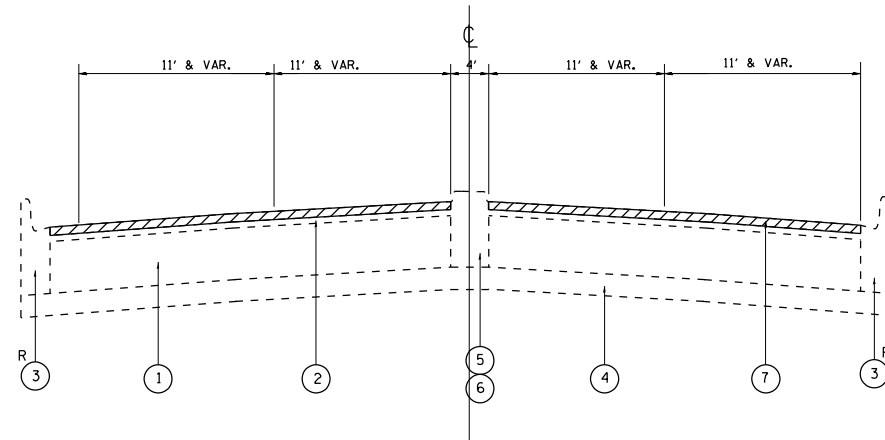
TYPICAL SECTION MONTROSE_AVE._(CENTRAL_AVE._-_PULASKI_RD.)		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				CONTRACT NO. 62L94
ILLINOIS FED. AID PROJECT				

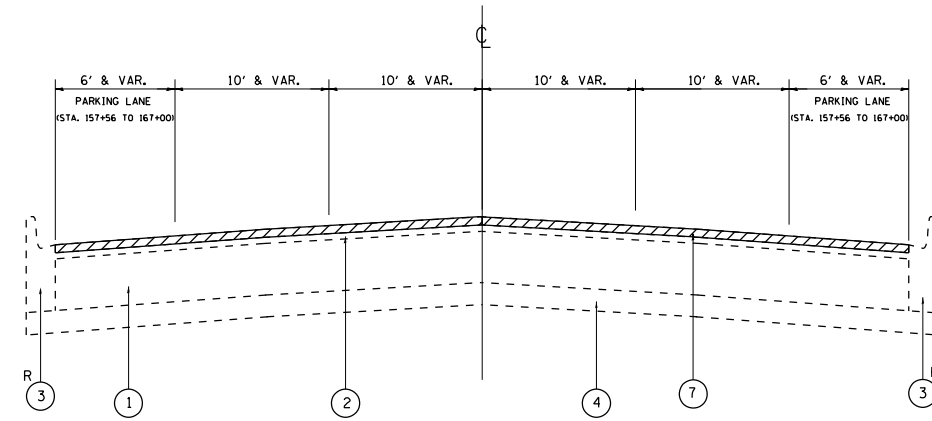
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 STA. 187+89 TO 189+46

LEGEND:

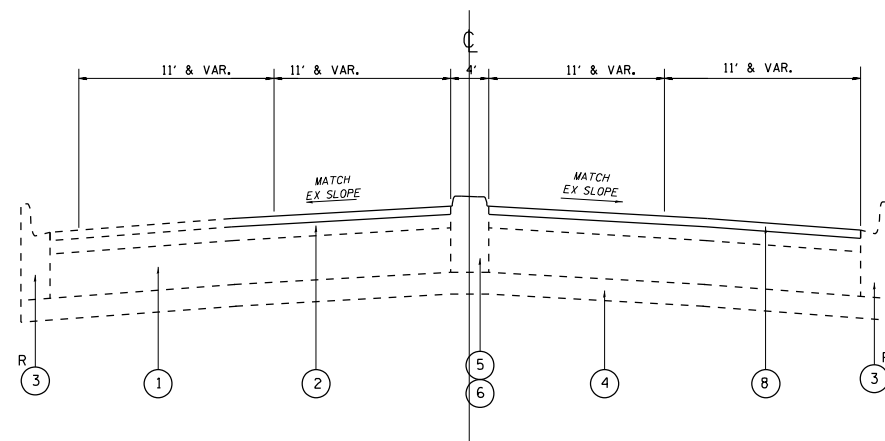
- ① EXIST. P.C.C. PAVEMENT, ±9"
 - ② EXIST. HOT-MIX ASPHALT SURFACE, ±4"
 - ③ EXIST. COMB. CONC. CURB AND GUTTER, TYPE B-6.12
 - ④ EXIST. STABILIZED SUB-BASE
 - ⑤ EXIST. CORRUGATED MEDIAN
 - ⑥ EXIST. BARRIER MEDIAN
 - ⑦ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1¾"
 - ⑧ PROP. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1¾"
- R CURB AND GUTTER AND SIDEWALK REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)



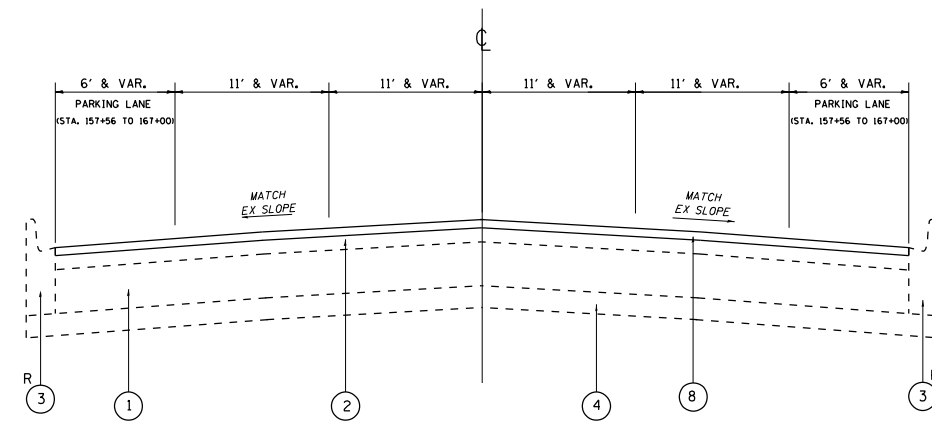
EXISTING TYPICAL CROSS SECTION
 STA. 149+68 TO 150+27
 STA. 155+43 TO 156+71



EXISTING TYPICAL CROSS SECTION
 STA. 158+44 TO 164+35



PROPOSED TYPICAL CROSS SECTION
 STA. 149+68 TO 150+27
 STA. 155+43 TO 156+71



PROPOSED TYPICAL CROSS SECTION
 STA. 158+44 TO 164+35

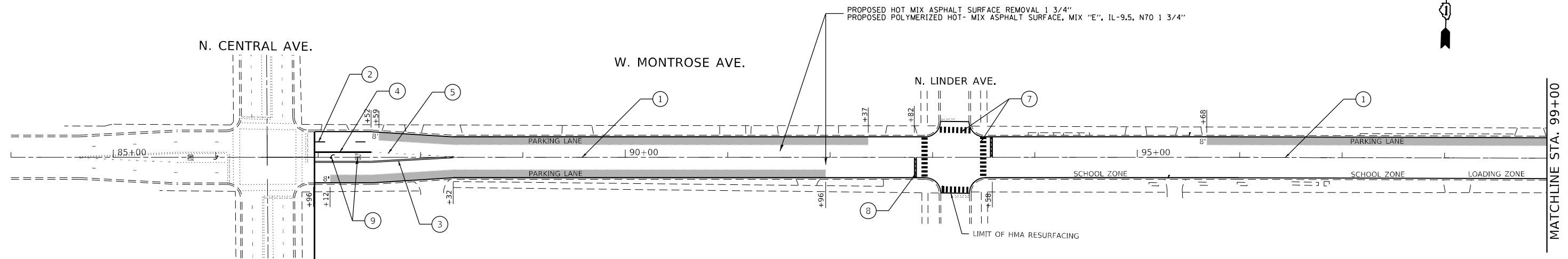
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

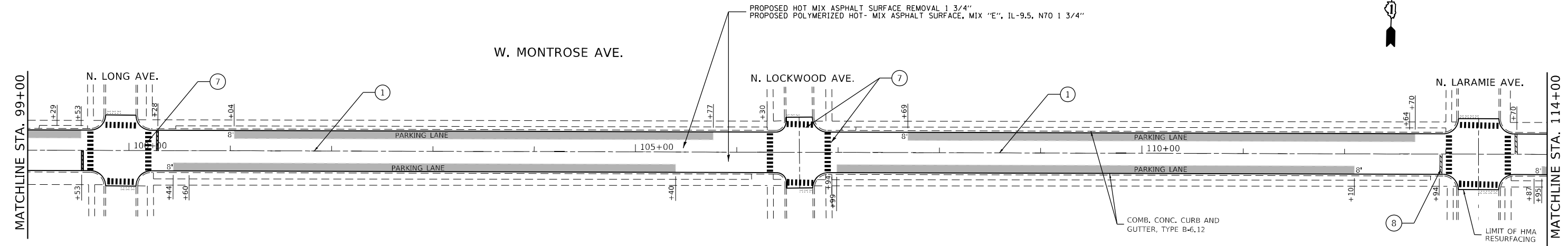
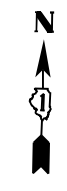
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	8
CONTRACT NO. 62L94				
ILLINOIS FED. AID PROJECT				



PROJECT BEGINS
STA. 86+97

PROPOSED PAVEMENT MARKINGS LEGEND	
① THERMOPLASTIC PVMT. MARKING LINE 4", SKIP-DASH, YELLOW, - 6' LINE WITH 18" SPACE - LANE LINES (TYP.)	⑦ THERMOPLASTIC PVMT. MARKING LINE 24", SOLID, WHITE - CONTINENTAL CROSSWALK, (TYP.) - SEE DISTRICT DETAIL TC-24 FOR SPACING
② THERMOPLASTIC PVMT. MARKING LINE 4", SKIP-DASH, WHITE, - 6' LINE WITH 18" SPACE - LANE LINES (TYP.)	⑧ THERMOPLASTIC PVMT. MARKING LINE 24", SOLID, WHITE - STOP LINES (TYP.)
③ THERMOPLASTIC PVMT. MARKING LINE 4", SOLID, YELLOW, 2 @ 4", 8" C-C - CENTERLINE (TYP.)	⑨ THERMOPLASTIC PVMT. MARKING LETTERS & SYMBOLS, SOLID, WHITE - TURN LANE MARKINGS (TYP.) SEE DISTRICT DETAIL TC-24
④ THERMOPLASTIC PVMT. MARKING LINE 6", SOLID, WHITE - TURN LANE MARKINGS (TYP.)	
⑤ THERMOPLASTIC PVMT. MARKING LINE 6", SKIP-DASH, WHITE, - 2' LINE WITH 6' SPACE - DOTTED LINES (TYP.)	
⑥ THERMOPLASTIC PVMT. MARKING LINE 6", SOLID, WHITE, 2 @ 6" - CROSSWALK LINES (PEDESTRIAN) (TYP.)	



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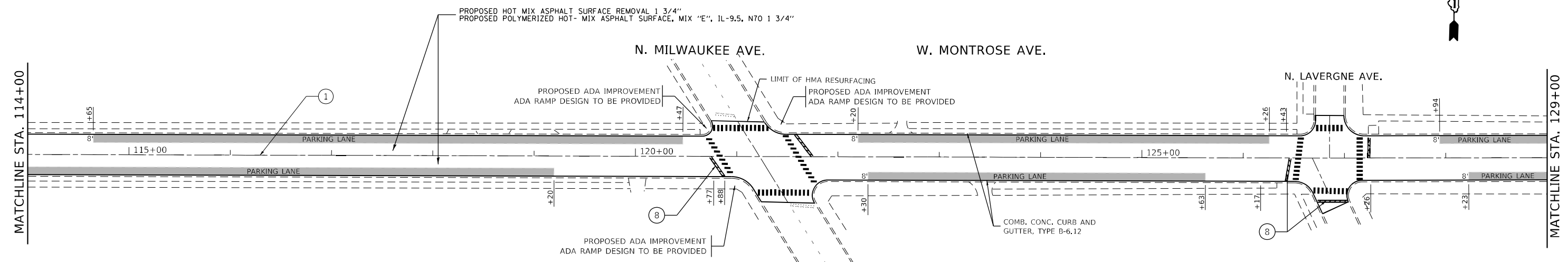
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY & PAVEMENT MARKING PLAN
MONTROSE AVE. (CENTRAL AVE. - PULASKI RD.)

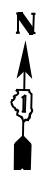
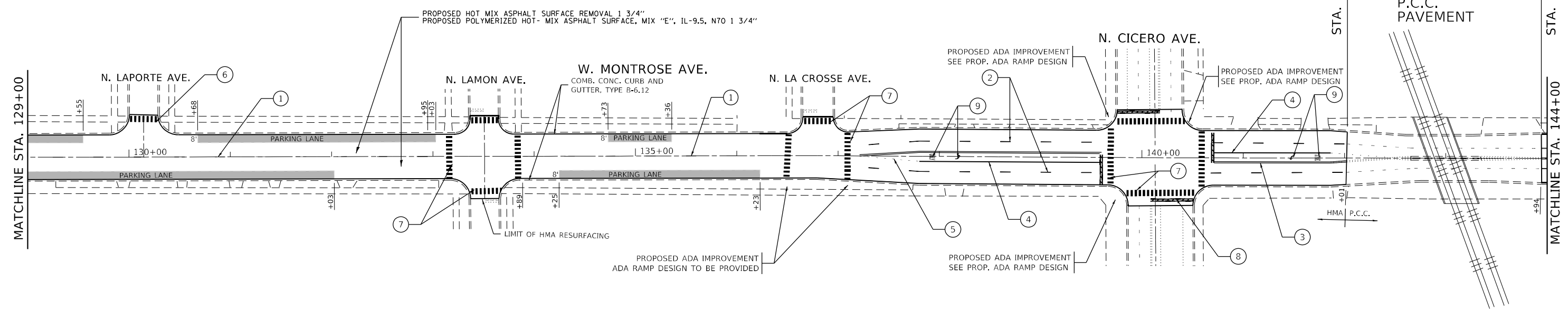
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F.A.J. RTE. 1366	SECTION 2020-116-R5	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 9
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62194	



PROPOSED PAVEMENT MARKINGS LEGEND

<p>① THERMOPLASTIC PVMT. MARKING LINE 4", SKIP-DASH, YELLOW, - 6' LINE WITH 18" SPACE - LANE LINES (TYP.)</p> <p>② THERMOPLASTIC PVMT. MARKING LINE 4", SKIP-DASH, WHITE, - 6' LINE WITH 18" SPACE - LANE LINES (TYP.)</p> <p>③ THERMOPLASTIC PVMT. MARKING LINE 4", SOLID, YELLOW, 2 @ 4", 8" C-C - CENTERLINE (TYP.)</p> <p>④ THERMOPLASTIC PVMT. MARKING LINE 6", SOLID, WHITE - TURN LANE MARKINGS (TYP.)</p> <p>⑤ THERMOPLASTIC PVMT. MARKING LINE 6", SKIP-DASH, WHITE, - 2' LINE WITH 6' SPACE - DOTTED LINES (TYP.)</p> <p>⑥ THERMOPLASTIC PVMT. MARKING LINE 6", SOLID, WHITE, 2 @ 6" - CROSSWALK LINES (PEDESTRIAN) (TYP.)</p>	<p>⑦ THERMOPLASTIC PVMT. MARKING LINE 24", SOLID, WHITE - CONTINENTAL CROSSWALK, (TYP.) - SEE DISTRICT DETAIL TC-24 FOR SPACING</p> <p>⑧ THERMOPLASTIC PVMT. MARKING LINE 24", SOLID, WHITE - STOP LINES (TYP.)</p> <p>⑨ THERMOPLASTIC PVMT. MARKING LETTERS & SYMBOLS, SOLID, WHITE - TURN LANE MARKINGS (TYP.) SEE DISTRICT DETAIL TC-24</p>
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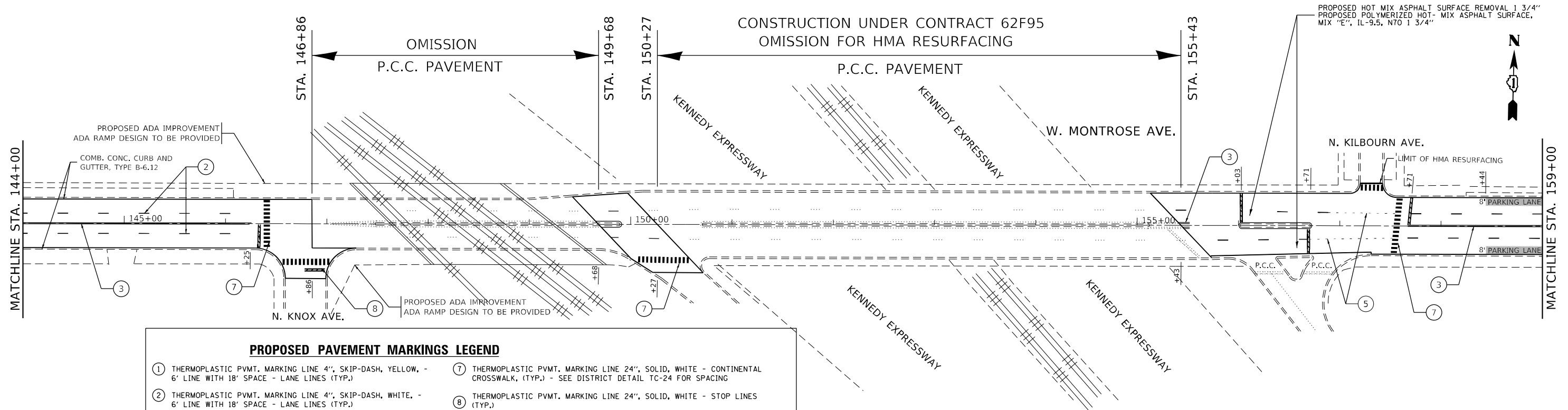
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

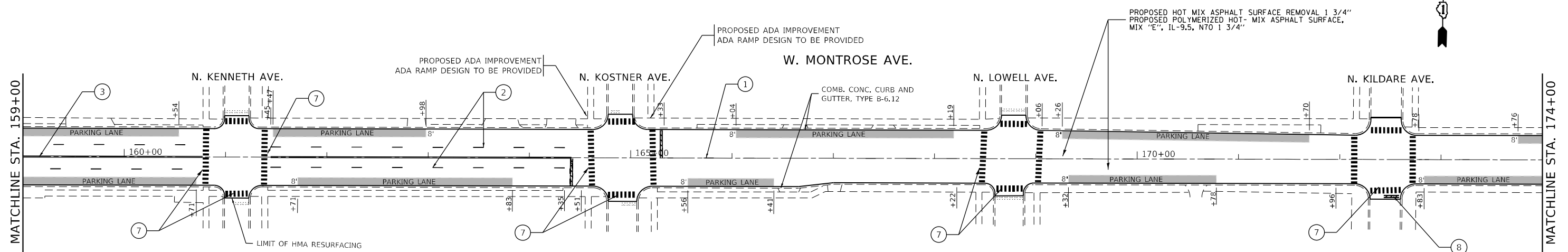
ROADWAY & PAVEMENT MARKING PLAN	
MONTRORSE AVE. (CENTRAL AVE. - PULASKI RD.)	
SCALE: 1"=50'	SHEET OF SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	10
CONTRACT NO. 62L94				
ILLINOIS FED. AID PROJECT				



PROPOSED PAVEMENT MARKINGS LEGEND

① THERMOPLASTIC PVMT. MARKING LINE 4", SKIP-DASH, YELLOW, - 6" LINE WITH 18' SPACE - LANE LINES (TYP.)	⑦ THERMOPLASTIC PVMT. MARKING LINE 24", SOLID, WHITE - CONTINENTAL CROSSWALK, (TYP.) - SEE DISTRICT DETAIL TC-24 FOR SPACING
② THERMOPLASTIC PVMT. MARKING LINE 4", SKIP-DASH, WHITE, - 6" LINE WITH 18' SPACE - LANE LINES (TYP.)	⑧ THERMOPLASTIC PVMT. MARKING LINE 24", SOLID, WHITE - STOP LINES (TYP.)
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④ THERMOPLASTIC PVMT. MARKING LINE 6", SOLID, WHITE - TURN LANE MARKINGS (TYP.)	
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⑥ THERMOPLASTIC PVMT. MARKING LINE 6", SOLID, WHITE, 2 @ 6" - CROSSWALK LINES (PEDESTRIAN) (TYP.)	



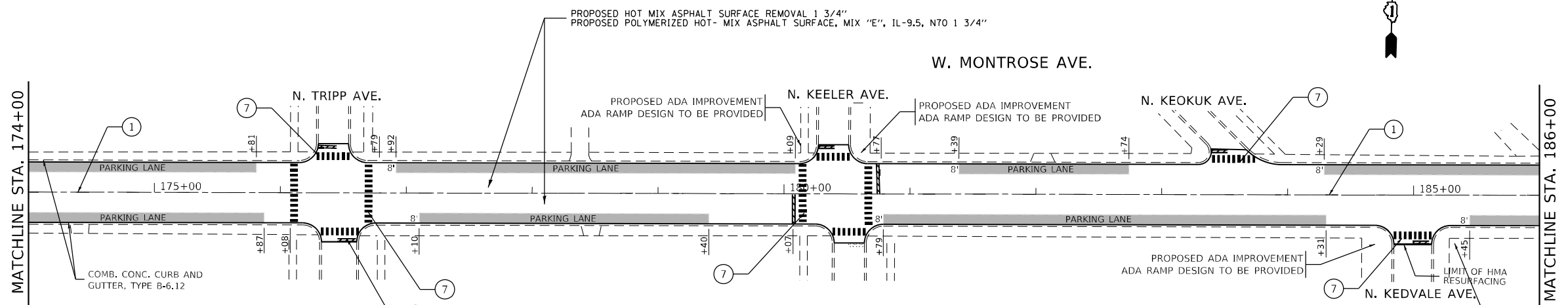
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

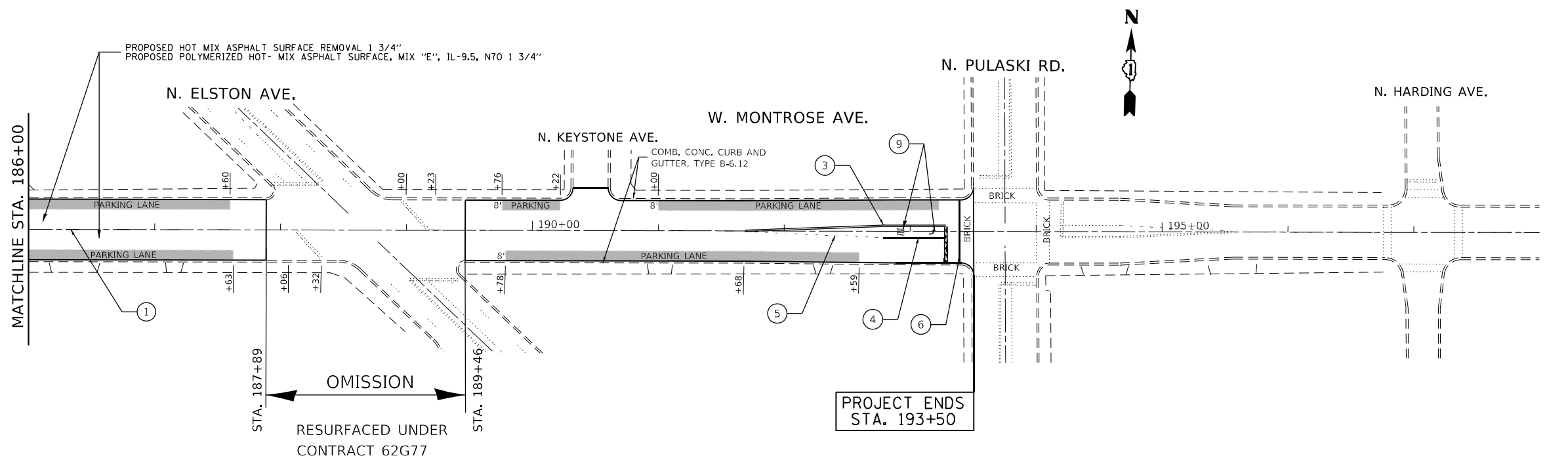
ROADWAY & PAVEMENT MARKING PLAN MONTROSE AVE. (CENTRAL AVE. - PULASKI RD.)			
SCALE: 1"=50'	SHEET	OF SHEETS	STA. TO STA.

F.A.J. RTE. 1366	SECTION 2020-116-R5	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 11
CONTRACT NO. 62L94				
ILLINOIS FED. AID PROJECT				



PROPOSED PAVEMENT MARKINGS LEGEND

① THERMOPLASTIC PVMT. MARKING LINE 4", SKIP-DASH, YELLOW, - 6' LINE WITH 18" SPACE - LANE LINES (TYP.)	⑦ THERMOPLASTIC PVMT. MARKING LINE 24", SOLID, WHITE - CONTINENTAL CROSSWALK, (TYP.) - SEE DISTRICT DETAIL TC-24 FOR SPACING
② THERMOPLASTIC PVMT. MARKING LINE 4", SKIP-DASH, WHITE, - 6' LINE WITH 18" SPACE - LANE LINES (TYP.)	⑧ THERMOPLASTIC PVMT. MARKING LINE 24", SOLID, WHITE - STOP LINES (TYP.)
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④ THERMOPLASTIC PVMT. MARKING LINE 6", SOLID, WHITE - TURN LANE MARKINGS (TYP.)	
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⑥ THERMOPLASTIC PVMT. MARKING LINE 6", SOLID, WHITE, 2 @ 6" - CROSSWALK LINES (PEDESTRIAN) (TYP.)	



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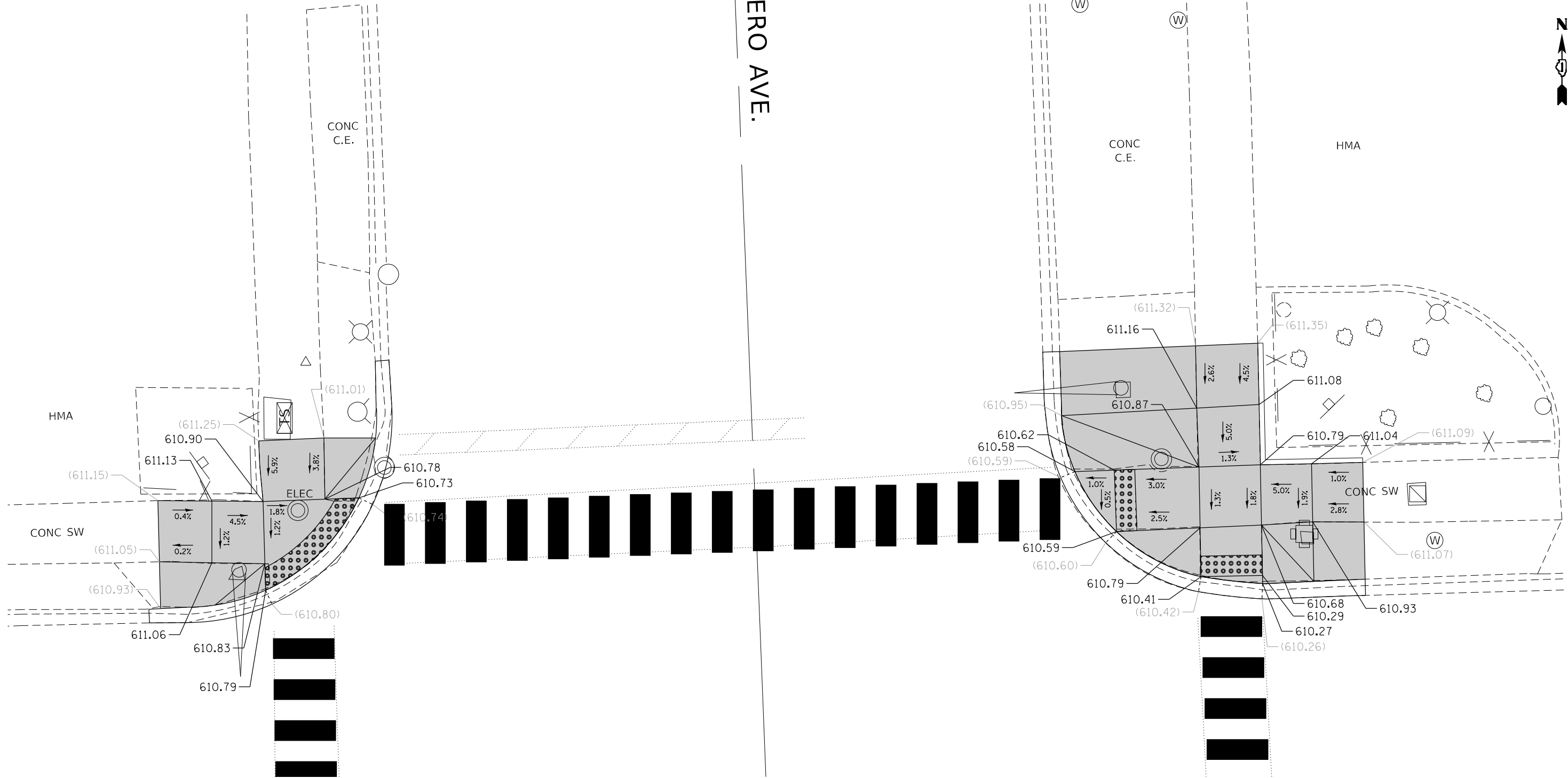
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY & PAVEMENT MARKING PLAN	
MONTROSE AVE. (CENTRAL AVE. - PULASKI RD.)	
SCALE: 1"=50'	SHEET OF SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	12
CONTRACT NO. 62L94				
ILLINOIS FED. AID PROJECT				

CICERO AVE.



REFERENCE BENCHMARK ELEV 612.546
 BENCHMARK : SE CORNER OF TRAFFIC CABINET BASE
 LOCATION : NORTHWEST CORNER OF MONTROSE AVE AND CICERO AVE

LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

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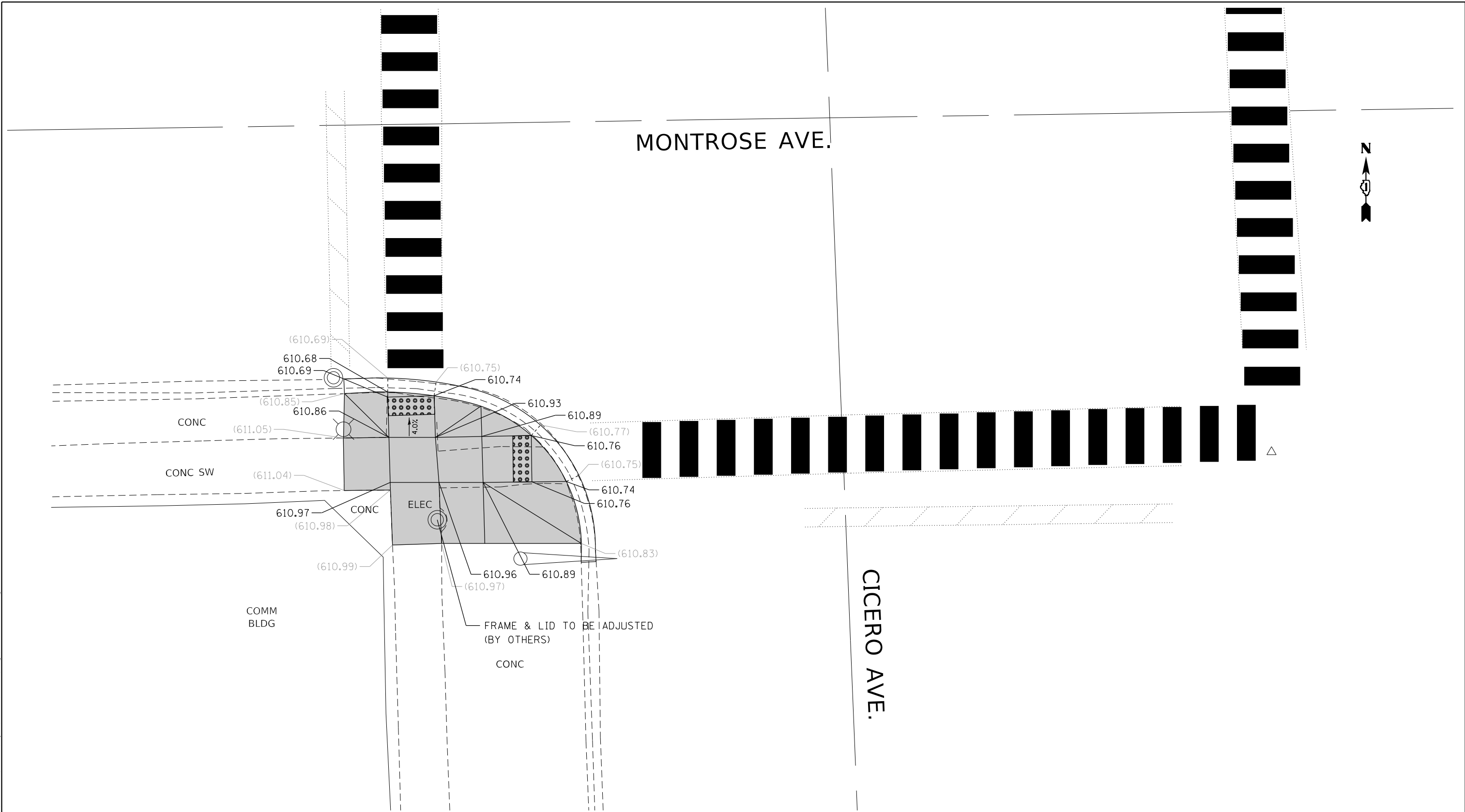
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ADA SIDEWALK DETAIL PLAN
 MONTROSE AVE AT CICERO AVE**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	13
CONTRACT NO. 62L94				
ILLINOIS FED. AID PROJECT				



REFERENCE BENCHMARK ELEV 612.546

BENCHMARK : SE CORNER OF TRAFFIC CABINET BASE

LOCATION : NORTHWEST CORNER OF MONTROSE AVE AND CICERO AVE

LEGEND



EXISTING LENGTH



PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

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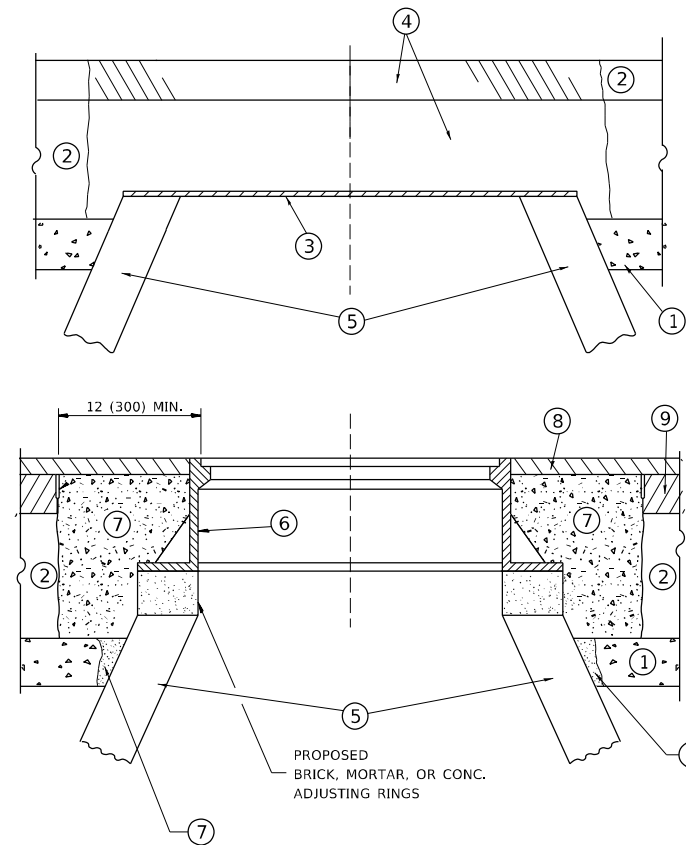
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PLOT DATE = 1/29/2021	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ADA SIDEWALK DETAIL PLAN
MONTROSE AVE AT CICERO AVE**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	14
CONTRACT NO. 62L94				
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 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- 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

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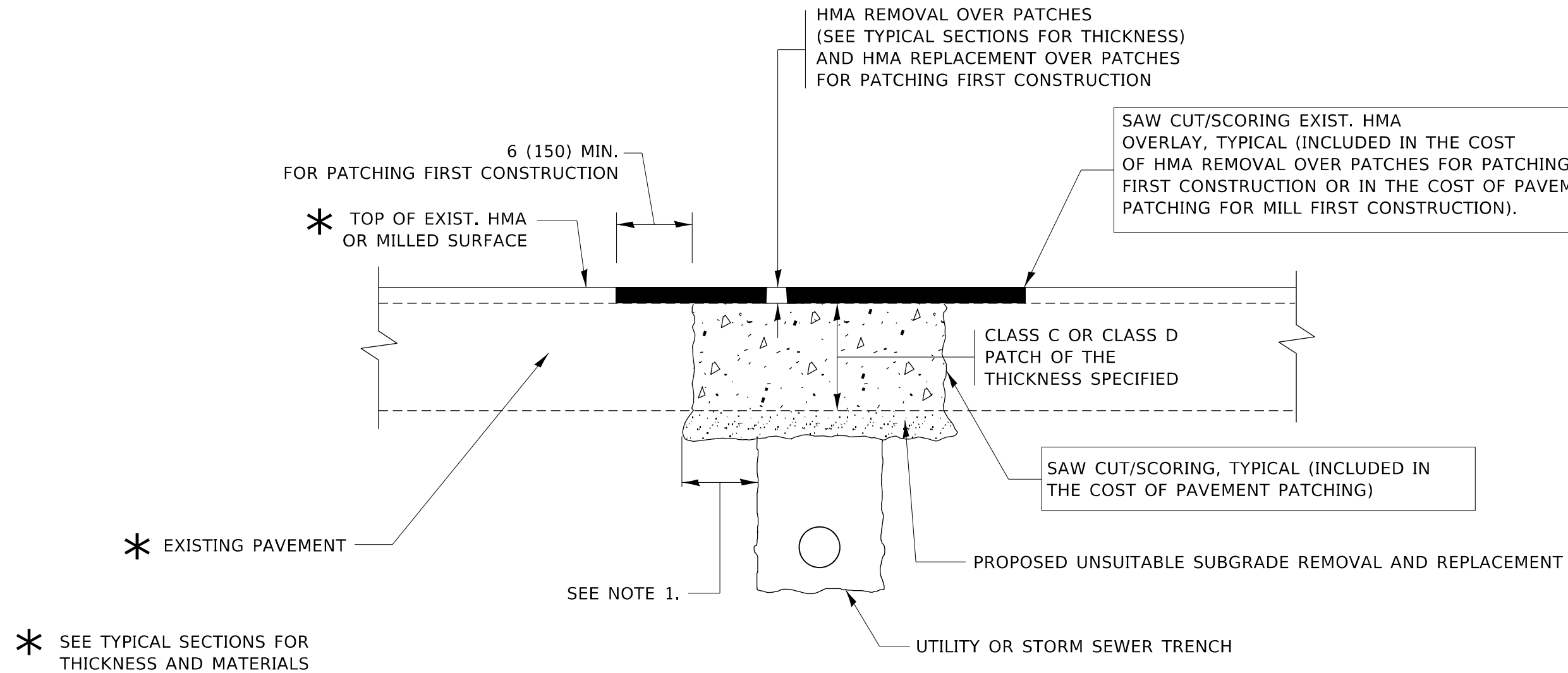
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PLOT DATE = 1/29/2021	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	15
BD600-03 (BD-8)		CONTRACT NO. 62L94		
ILLINOIS		FED. AID PROJECT		



NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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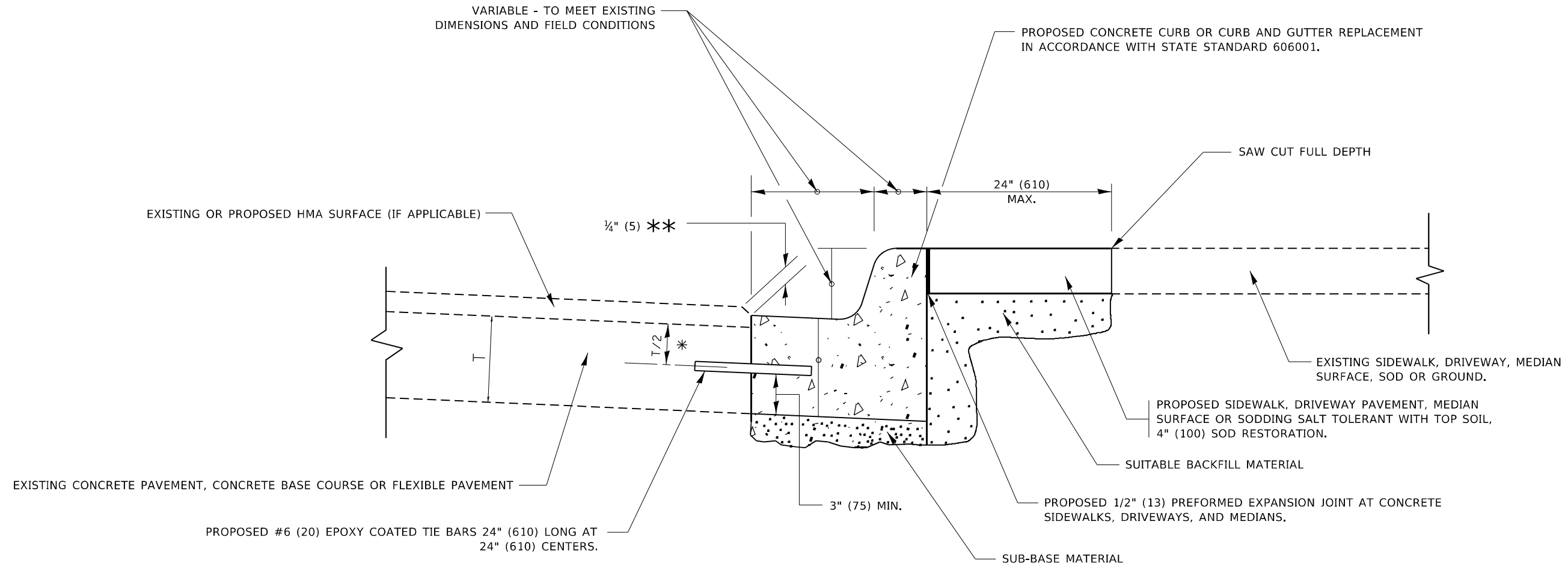
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PLOT DATE = 1/29/2021	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	16
BD400-04 (BD-22)		CONTRACT NO. 62L94		
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.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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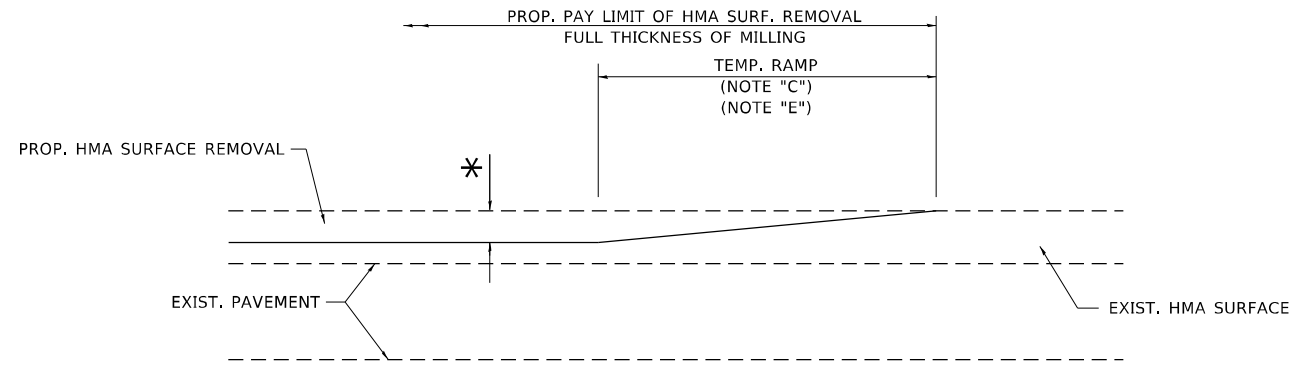
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PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09
PLOT DATE = 1/29/2021	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT**

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

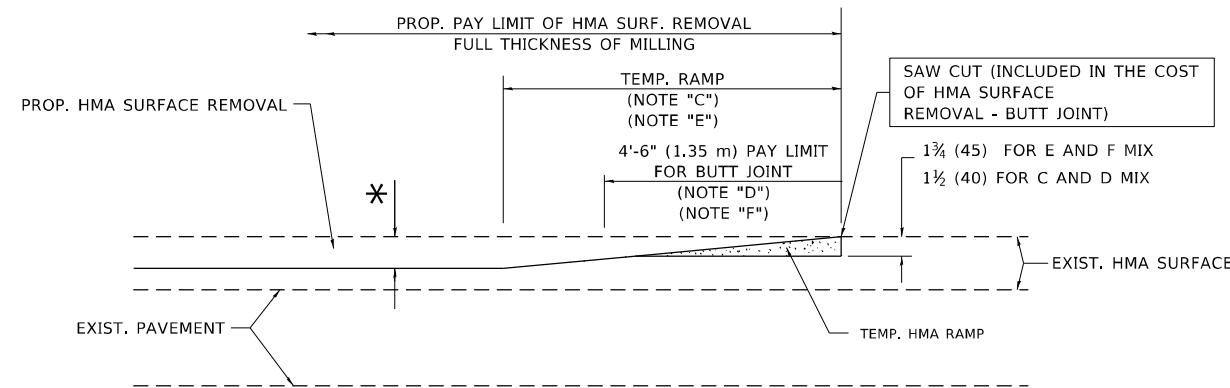
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	17
BD600-06 (BD-24)		CONTRACT NO. 62L94		
ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

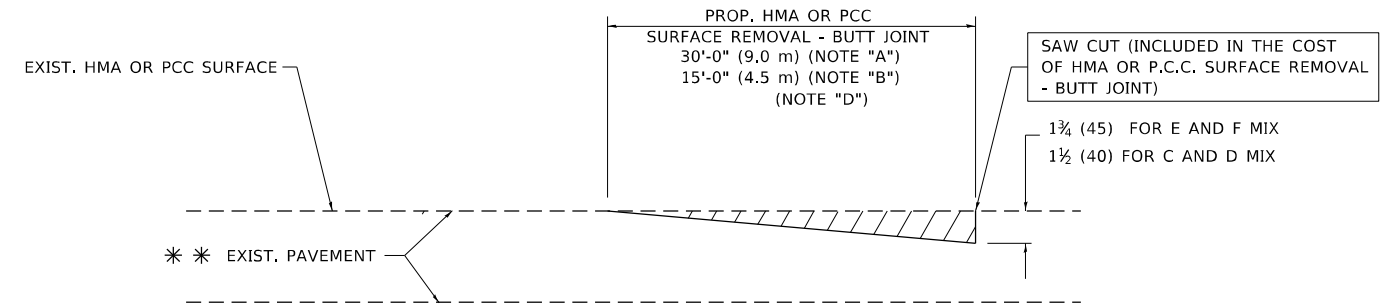


HMA CONSTRUCTED TEMPORARY RAMP

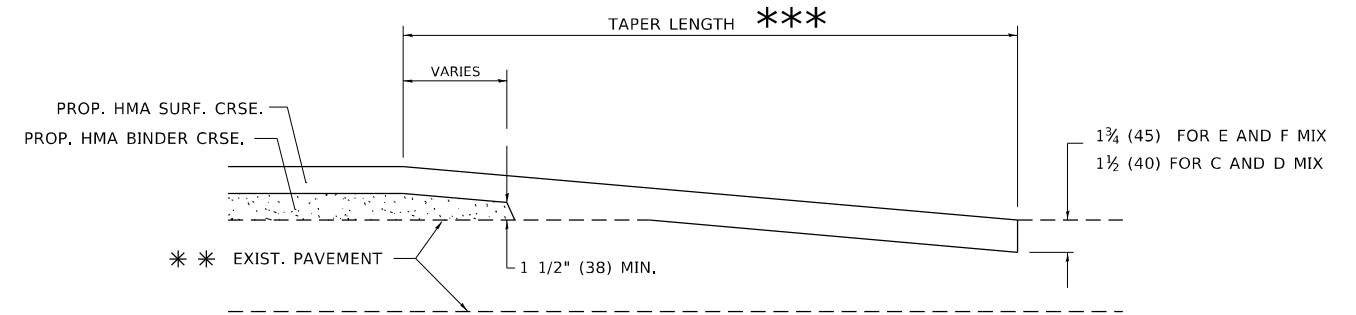
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

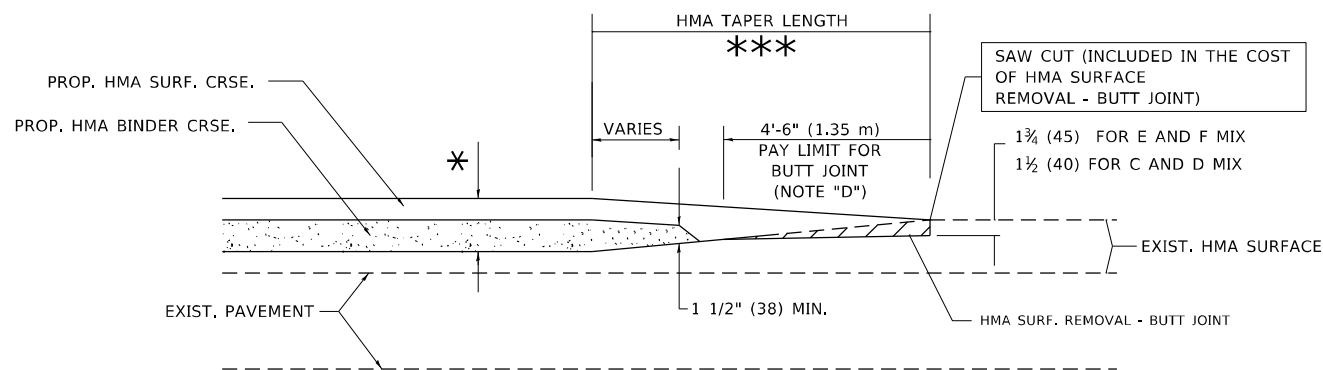
NOTES

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

BASIS OF PAYMENT

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

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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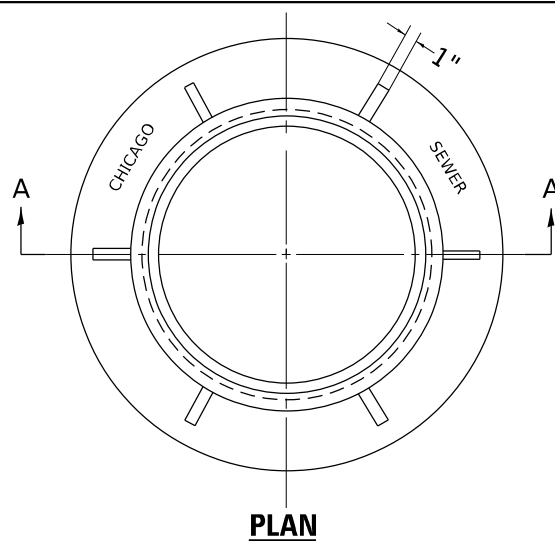
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	DRAWN -	REVISED - A. ABBAS 03-21-97
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PLOT DATE = 1/29/2021	DATE - 06-13-90	REVISED - R.BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

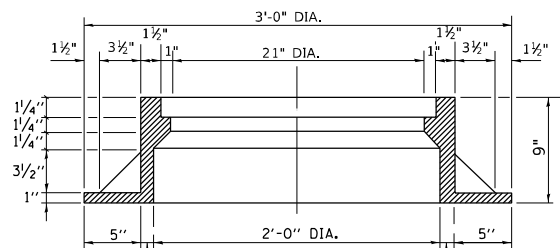
**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	18
BD400-05 BD32		CONTRACT NO. 62L94		
ILLINOIS FED. AID PROJECT				



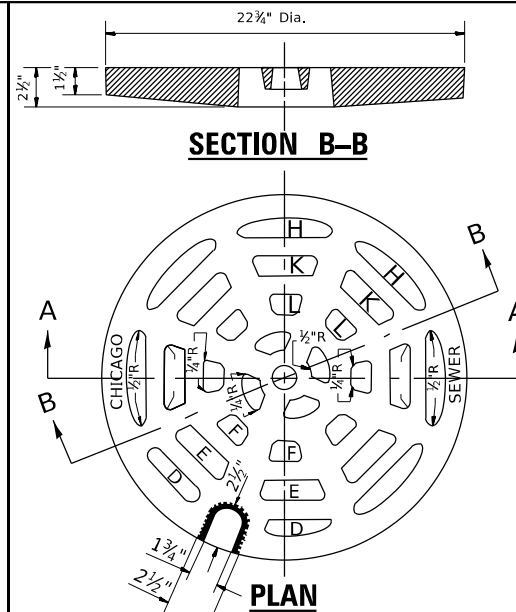
PLAN



SECTION A-A

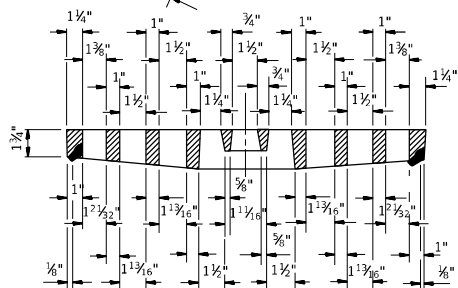
NOTE:
METAL PLATES MUST BE FURNISHED FOR PERFORATED LIDS ON MANHOLES

CHICAGO STANDARD MANHOLE FRAME
SCALE: 1 1/2"=1'-0"
MATERIAL: CAST IRON



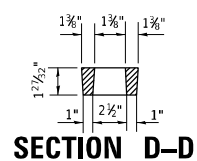
SECTION B-B

PLAN



SECTION A-A

PERFORATED LID FOR CATCH BASINS & MANHOLES
SCALE: 2"=1'-0"
MATERIAL: CAST IRON



SECTION D-D



SECTION E-E



SECTION F-F



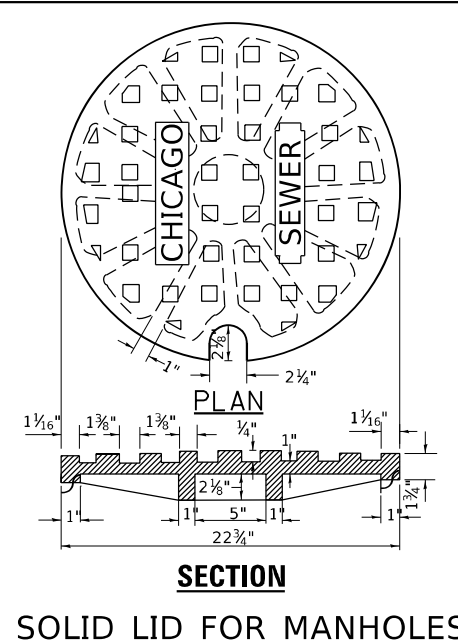
SECTION H-H



SECTION K-K



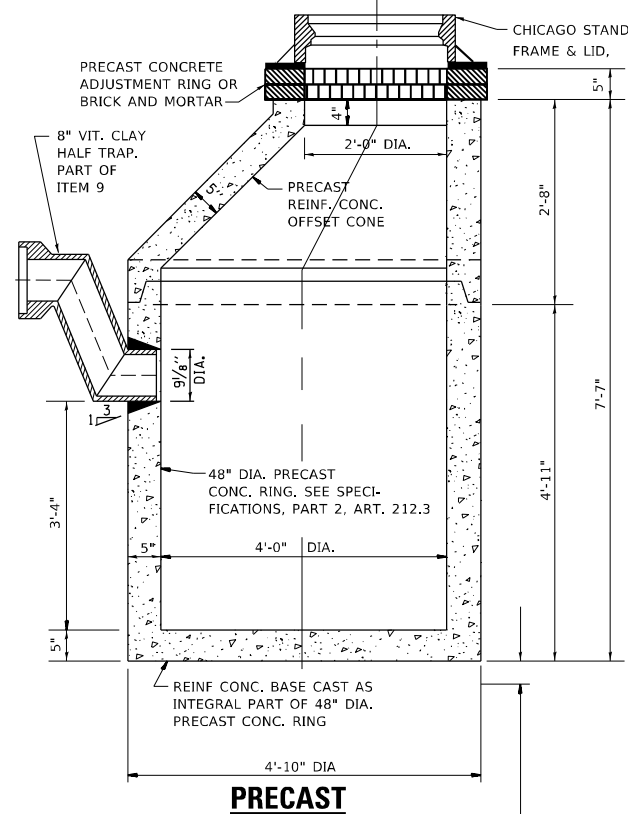
SECTION L-L



SECTION

SOLID LID FOR MANHOLES

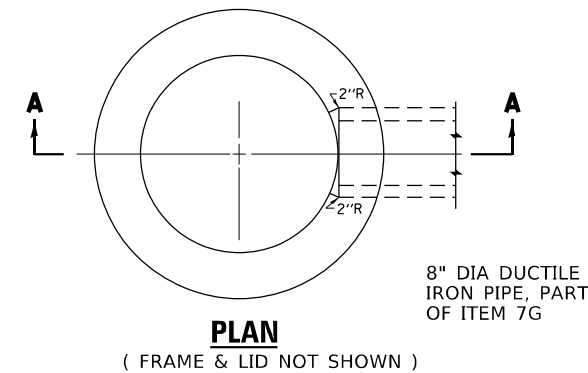
SCALE: NONE
MATERIAL: CAST IRON



PRECAST

NOTE:
6" MINIMUM GRANULAR EMBEDMENT UNDER ALL CATCH BASINS

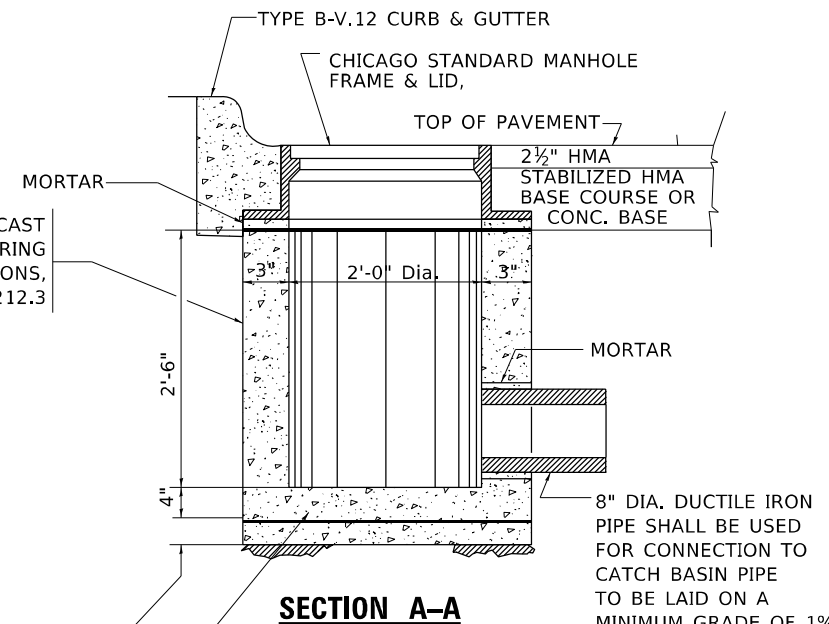
STANDARD CATCH BASINS
SCALE: 3/4"= 1'-0"
ITEM 9



PLAN

(FRAME & LID NOT SHOWN)

8" DIA DUCTILE IRON PIPE, PART OF ITEM 7G



SECTION A-A

REINF. CONC. BASE CAST AS INTEGRAL PART OF 24" DIA. PRECAST CONC. RING

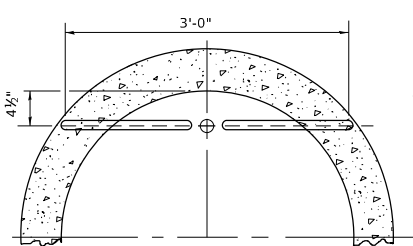
6" MINIMUM GRANULAR EMBEDMENT UNDER ALL INLETS. FURNISHING AND INSTALLING GRANULAR EMBEDMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 12

STANDARD INLETS
SCALE 1"= 1'-0"
ITEM 12

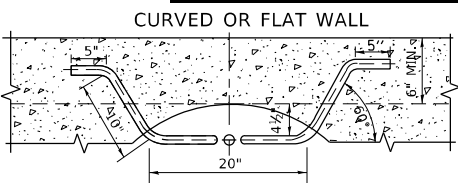
THIS INLET DETAIL IS SOMETIMES REFERRED TO AS "CHICAGO STANDARD INLET, TYPE A"

NOTE:
INLETS SHALL NOT BE CONSTRUCTED UNLESS IT IS IMPOSSIBLE TO CONSTRUCT A CATCH BASIN. THE CONTRACTOR SHALL HAVE THE DEPARTMENT OF SEWERS APPROVAL BEFORE CONSTRUCTING INLETS.

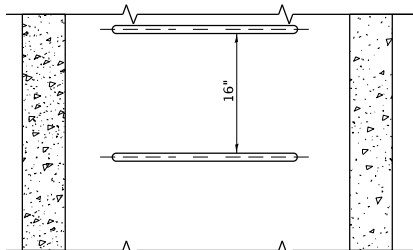
CITY OF CHICAGO
DEPARTMENT OF SEWERS
ENGINEERING DIVISION



PLAN

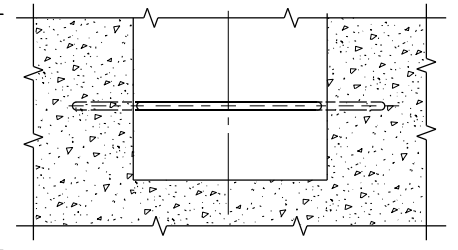


PLAN



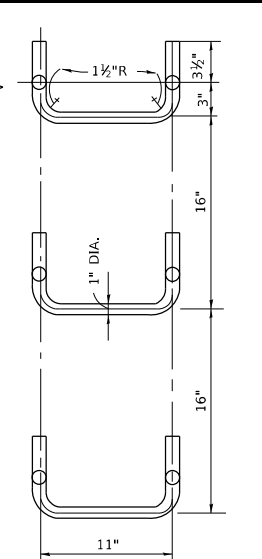
ELEVATION TYPE X

SCALE: 1"=1'-0"



ELEVATION TYPE Y

SCALE: 1"=1'-0"



SPACING

ELEVATION

HANDHOLD-TYPE Z RUNG
Scale: 1 1/2"=1'-0"

STANDARD LADDER RUNGS
ALL LADDER RUNGS SHALL BE ALUMINUM OR GALVANIZED WROUGHT IRON AS SPECIFIED IN THE SPECIFICATIONS, PART 2, ARTICLE 214.2. RUNGS SHALL BE 1" DIAMETER OR OF A SHAPE HAVING AN EQUIVALENT CROSS-SECTIONAL AREA.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
CATCH BASIN, INLET AND MANHOLE DETAILS

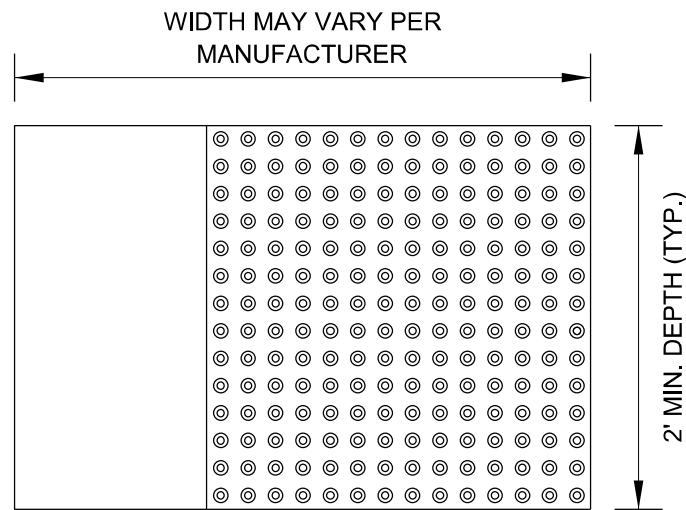
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	19
BD600-13 (BD47)		CONTRACT NO. 62L94		
ILLINOIS FED. AID PROJECT				

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

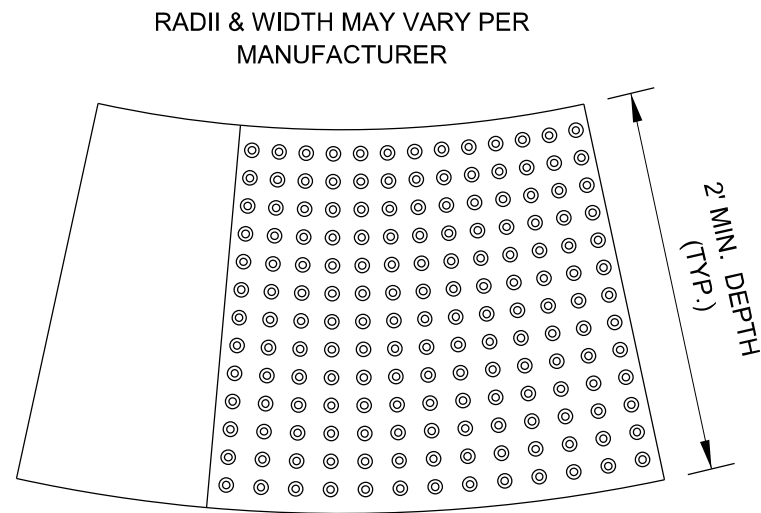
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USER NAME = bilgramisa	DESIGNED - M. GOMEZ	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 1/29/2021	CHECKED -	REVISED -
	DATE - 01-25-01	REVISED -

STRAIGHT DETECTABLE WARNING UNITS



RADIAL DETECTABLE WARNING UNITS

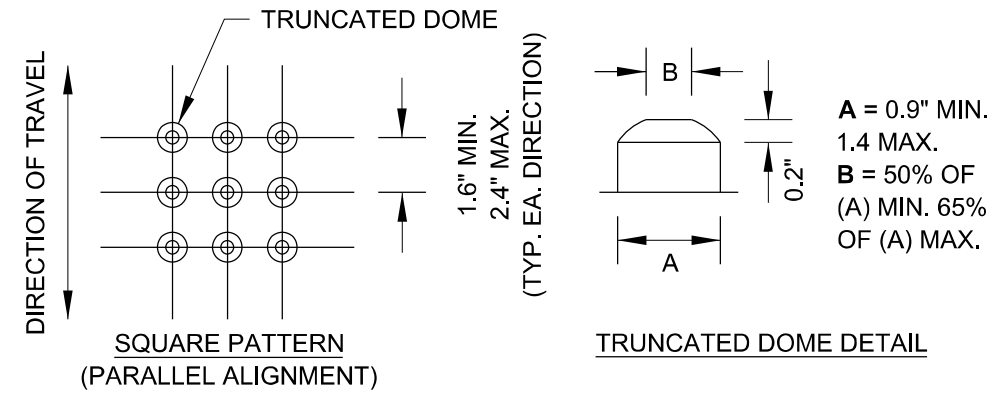


DETECTABLE WARNING UNIT SIZES

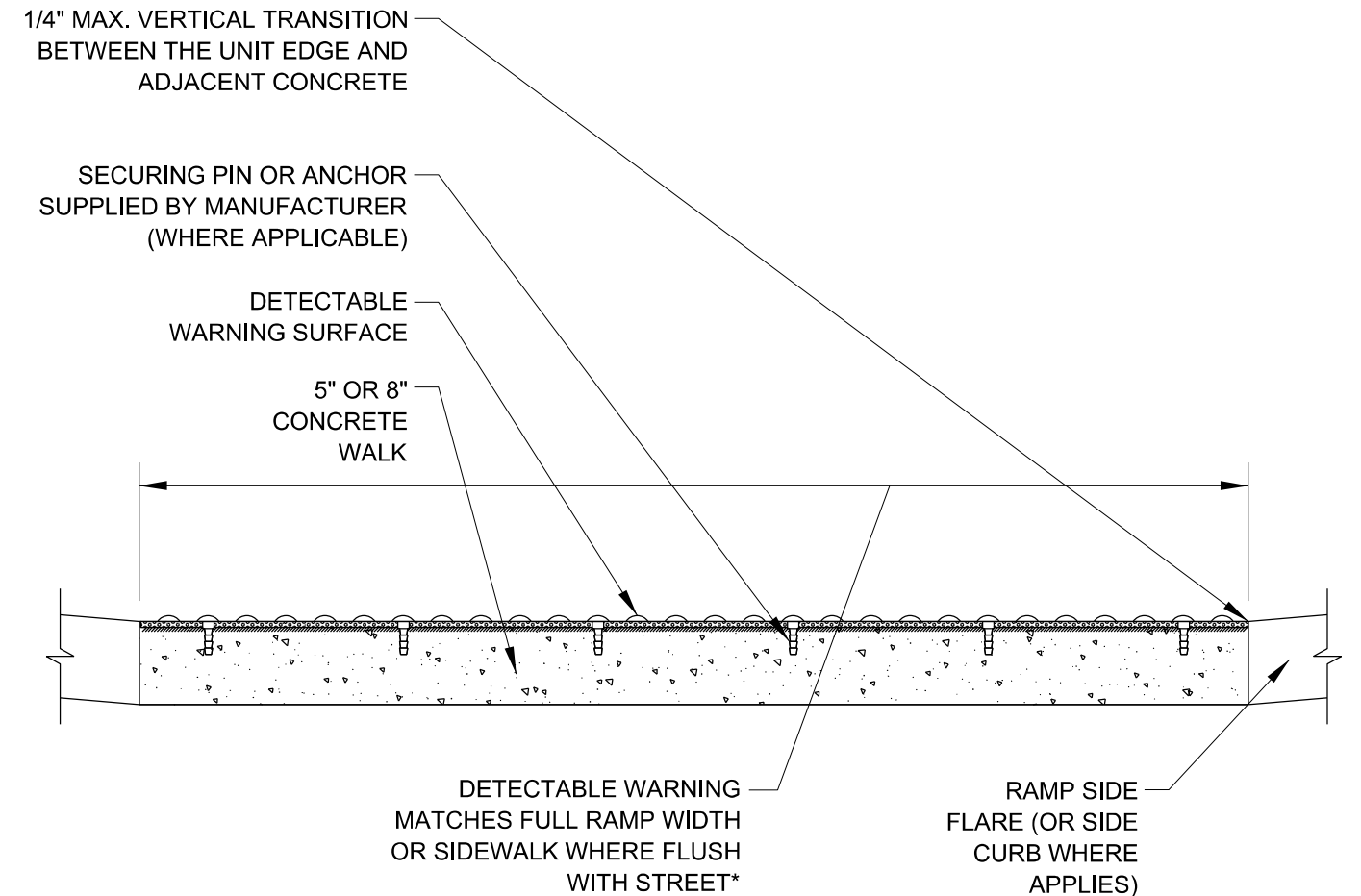
- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.

GENERAL NOTE:

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



UNIT PATTERN & DOME DETAIL



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

DETECTABLE WARNING UNIT SECTION

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PLOT DATE: 1/29/2021
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	DRAWN -	REVISED -
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2021	DATE - 06-20-2017	REVISED -

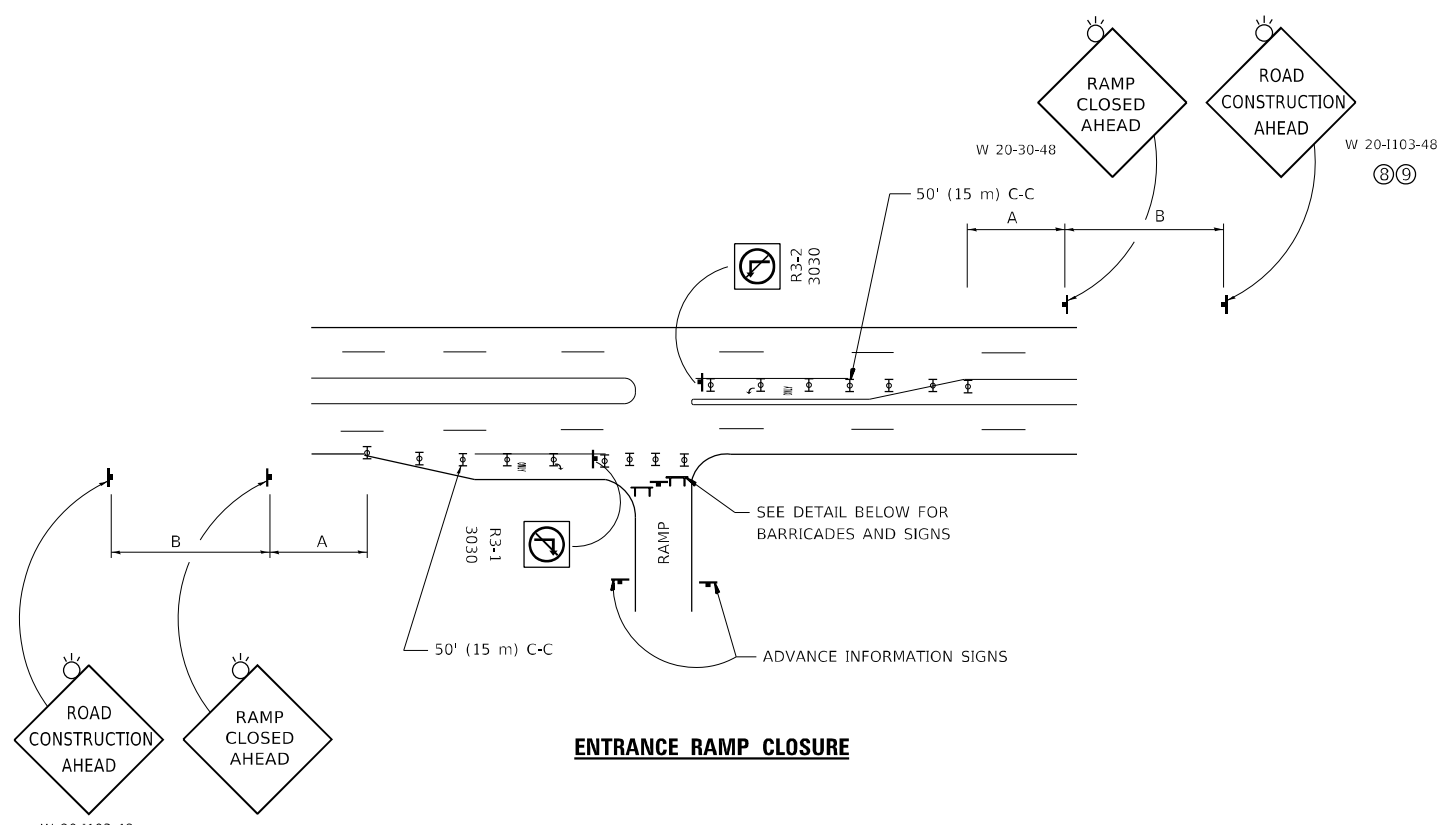
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO
DETECTABLE WARNINGS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	20
BD 58		CONTRACT NO. 62L94		
ILLINOIS FED. AID PROJECT				

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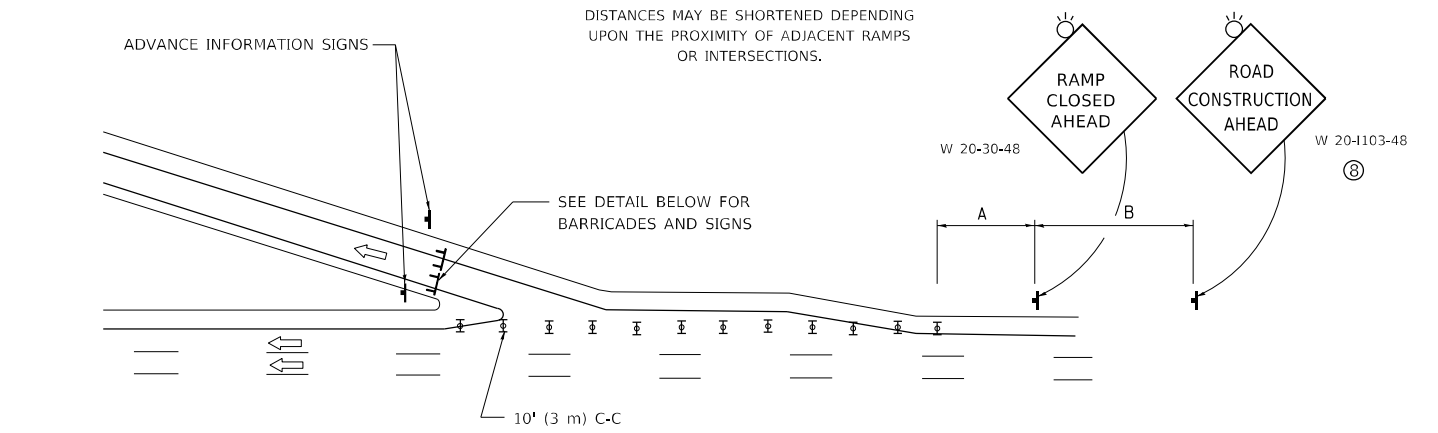


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

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

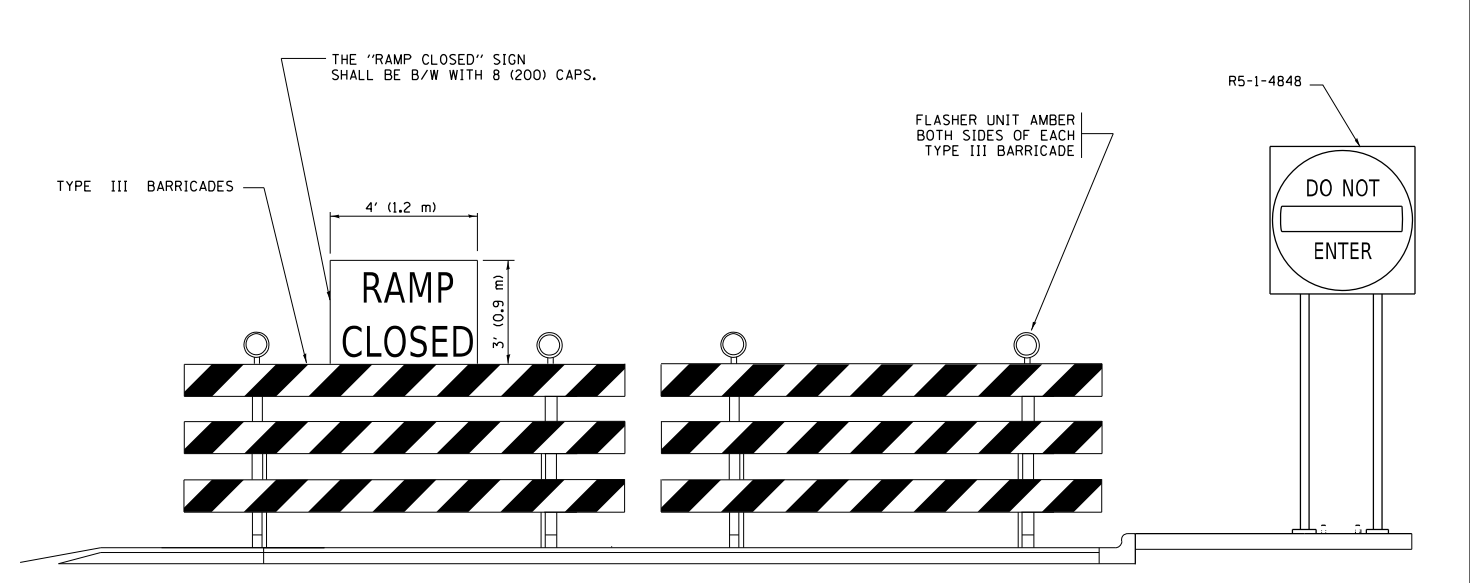
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



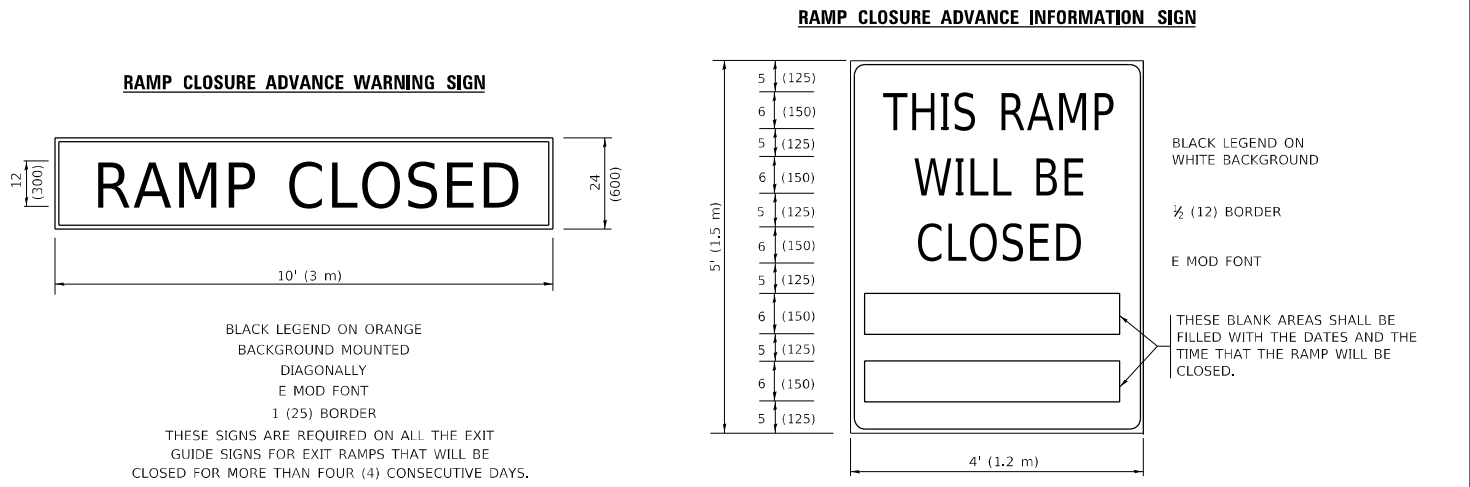
EXIT RAMP CLOSURE

SYMBOLS

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



DETAIL FOR REQUIRED BARRICADES & SIGNS



RAMP CLOSURE ADVANCE WARNING SIGN

RAMP CLOSURE ADVANCE INFORMATION SIGN

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

BLACK LEGEND ON WHITE BACKGROUND
 1/2 (12) BORDER
 E MOD FONT
 THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

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

GENERAL NOTES:

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

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

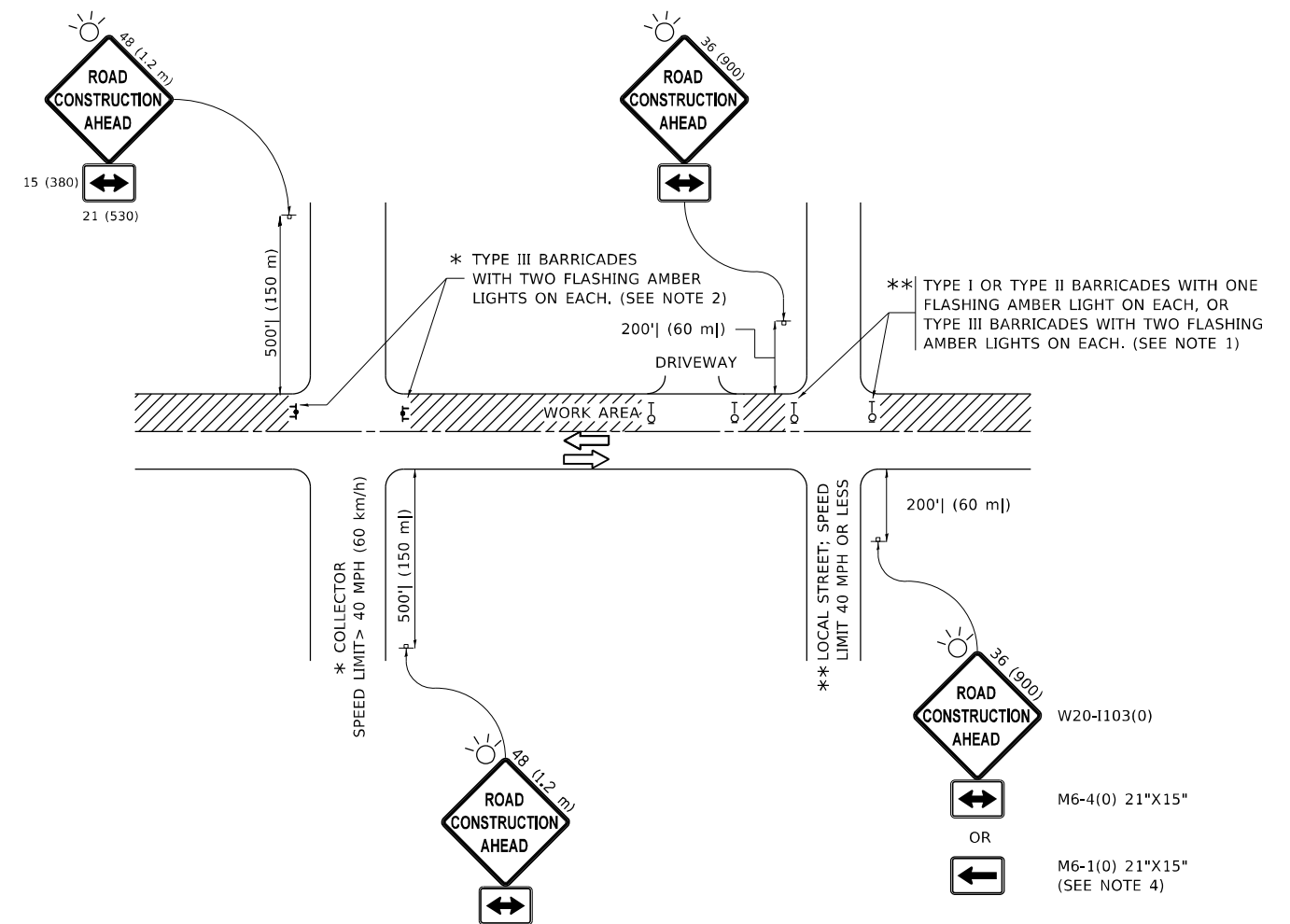
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PLOT DATE = 1/29/2021	DATE - 02-83	REVISED - M.D._06-13
		REVISED - M.D._01-18

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE_AND_EXIT_RAMP
CLOSURE_DETAILS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	21
TC-08		CONTRACT NO. 62L94		
		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) 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. 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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USER NAME = Bilgramisa	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 1/29/2021	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

**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.
1366	2020-116-R5	COOK	31	22
TC-10			CONTRACT NO. 62L94	
ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

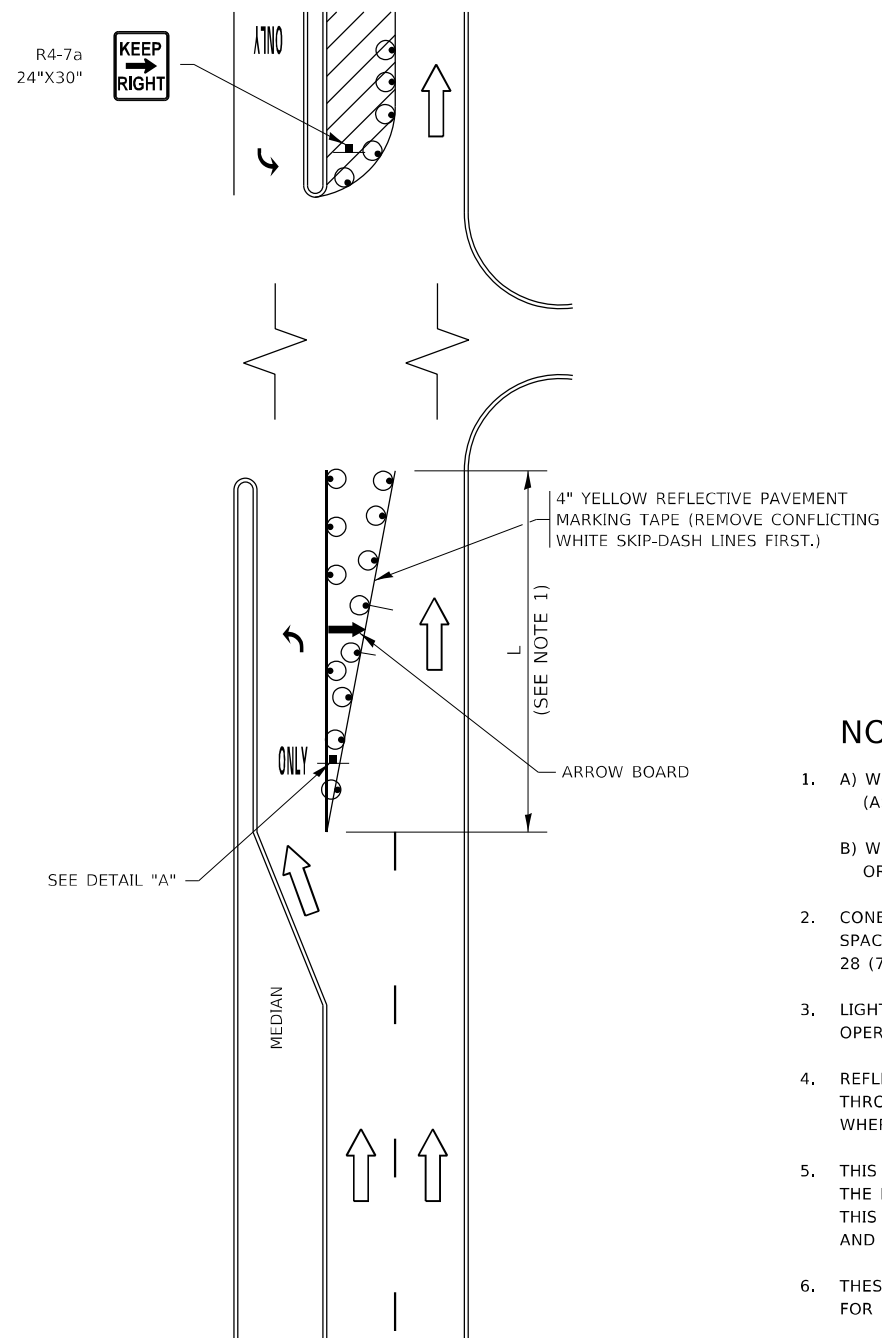


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

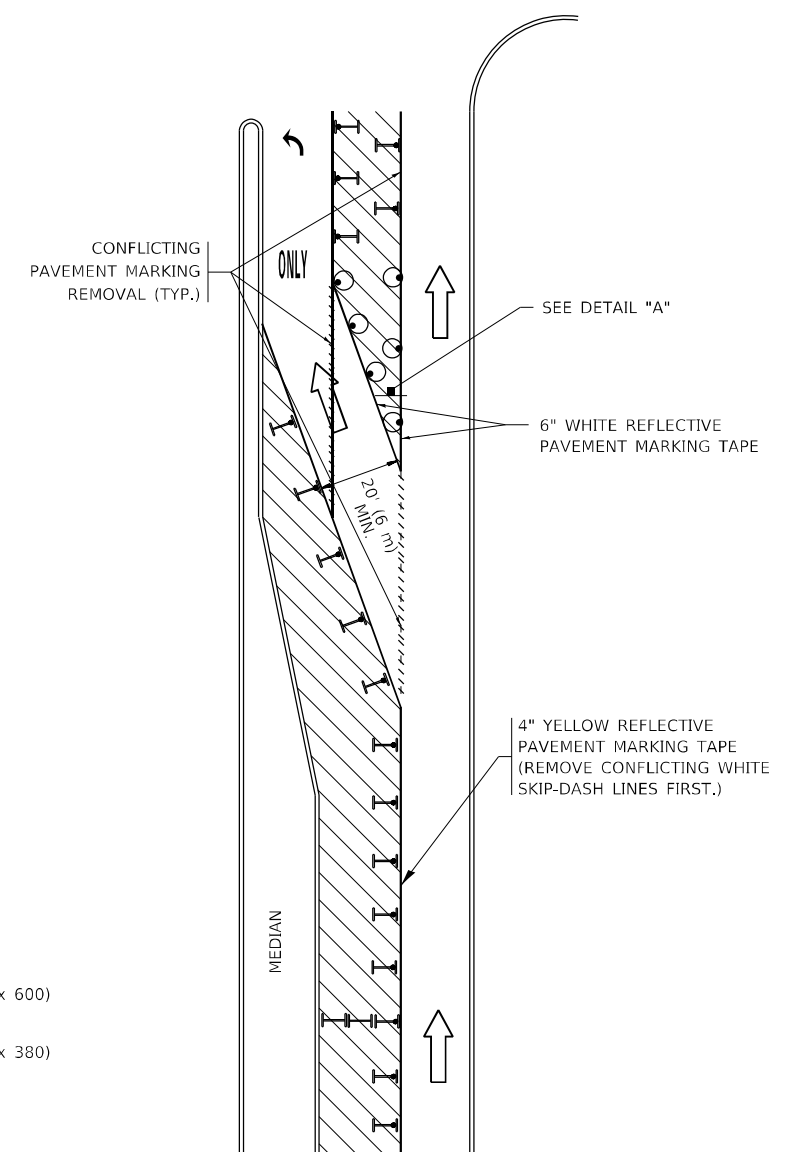


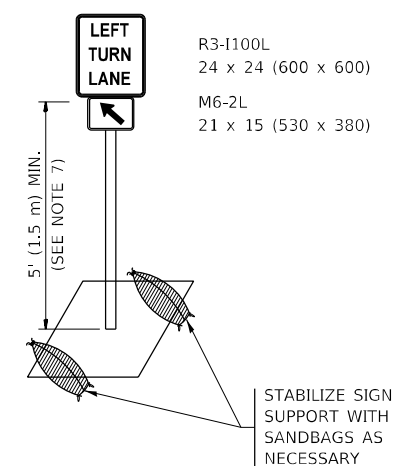
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

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



DETAIL A

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

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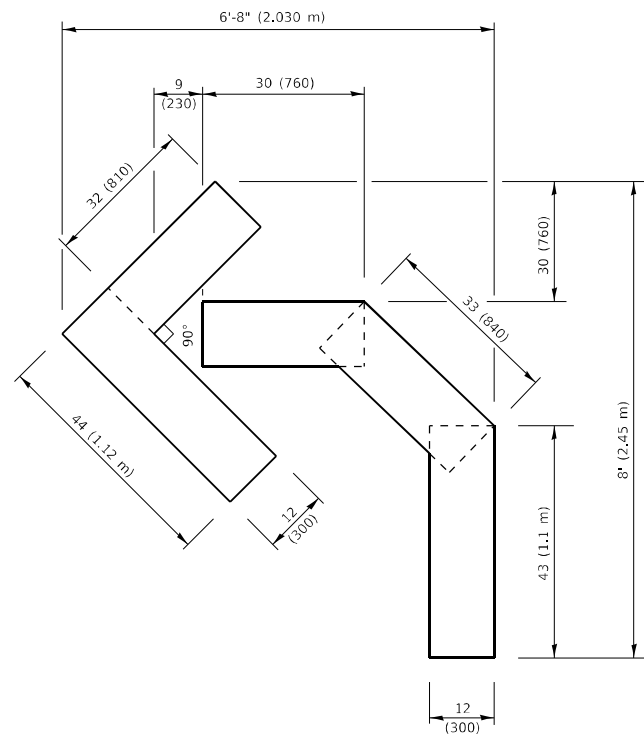
USER NAME = bilgramisa	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100,0000' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 1/29/2021	DATE - T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

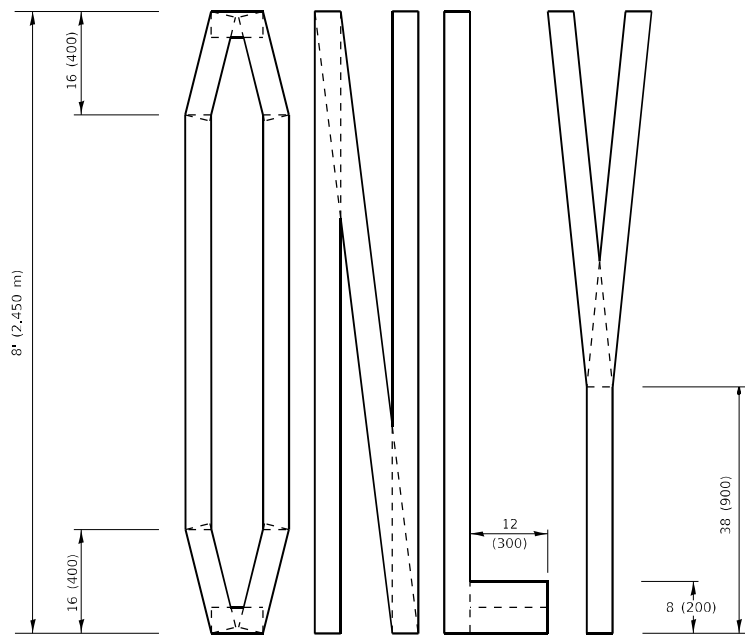
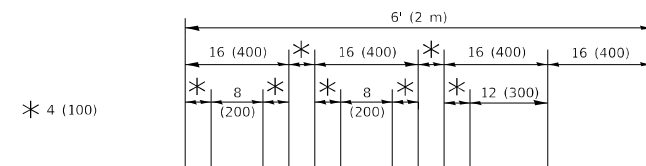
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	23
TC-14		CONTRACT NO. 62L94		
ILLINOIS FED. AID PROJECT				



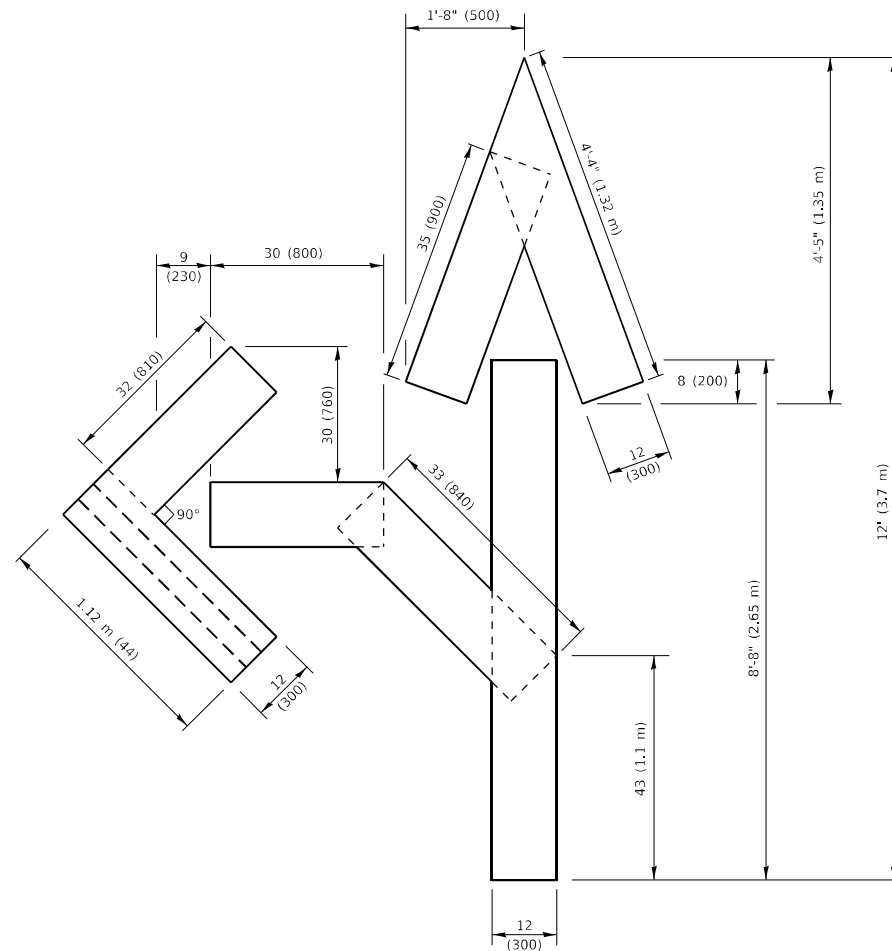
QUANTITY

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



QUANTITY

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

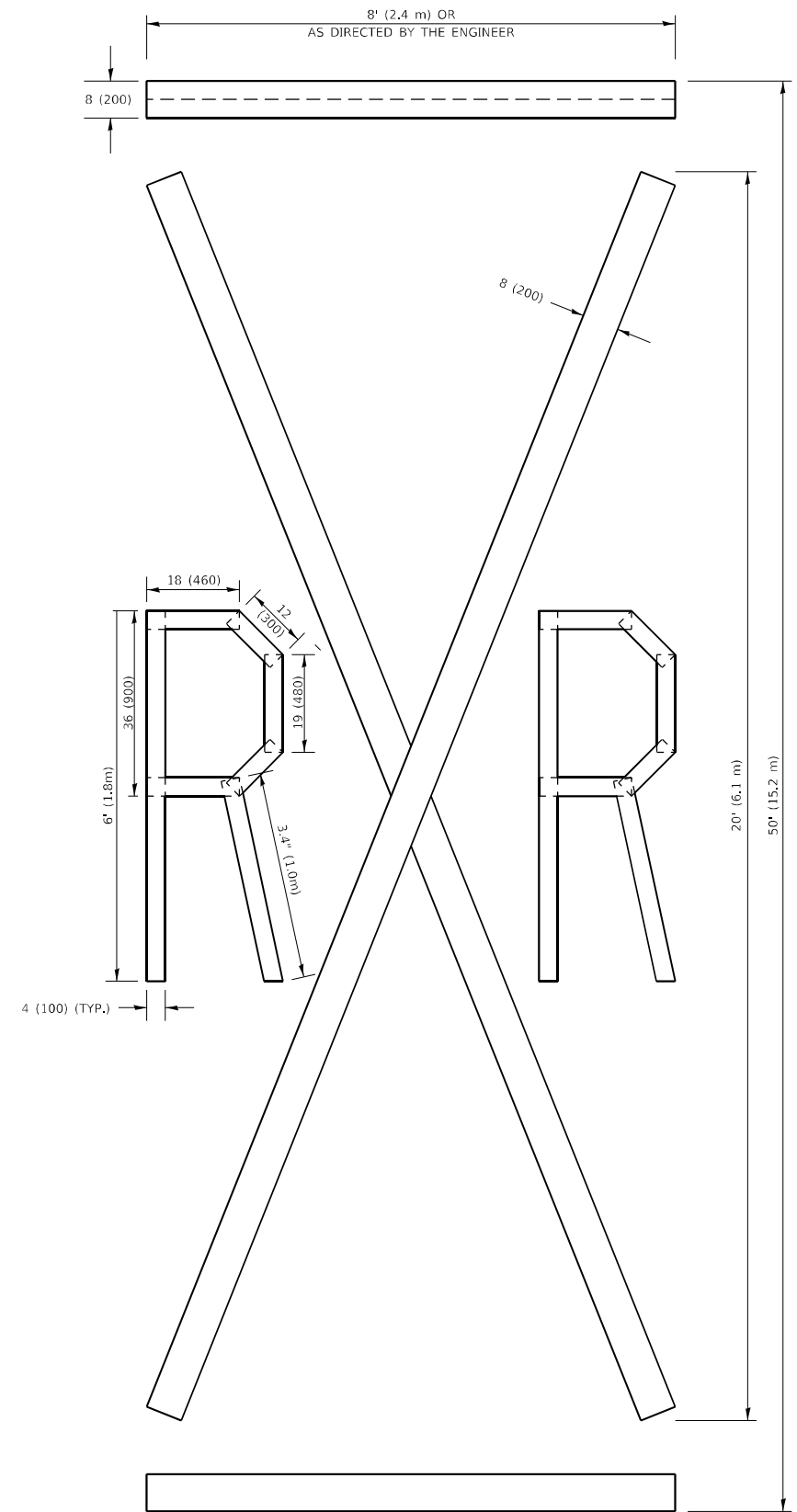


QUANTITY

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

NOTE:

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



QUANTITY

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

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

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	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 100,0010' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
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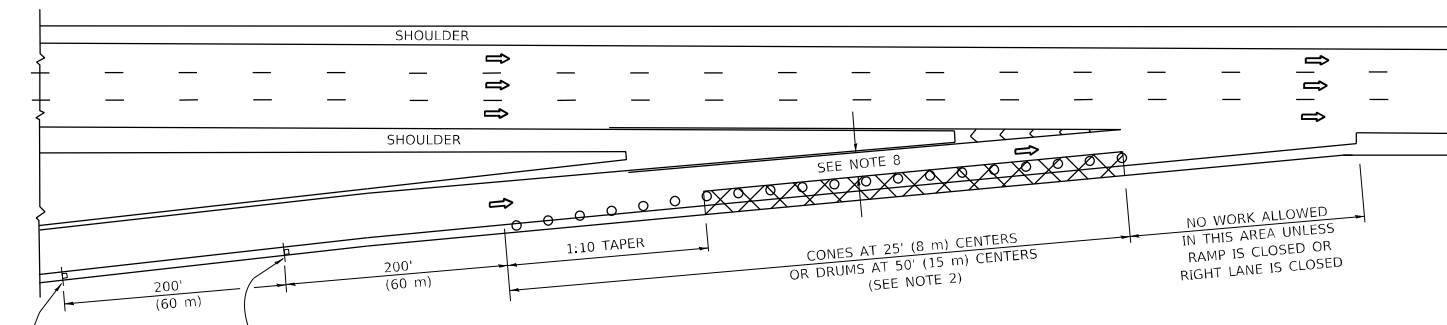
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

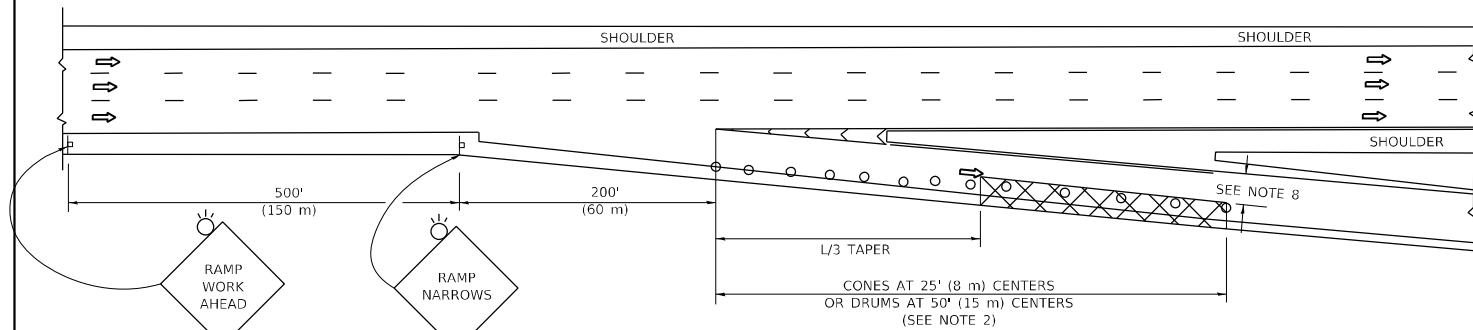
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-16		CONTRACT NO. 62L94		
ILLINOIS FED. AID PROJECT				

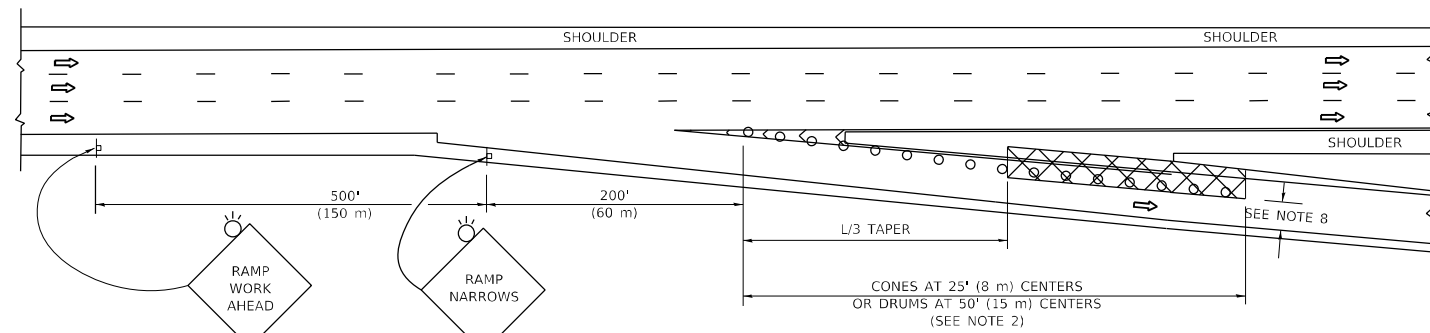
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

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

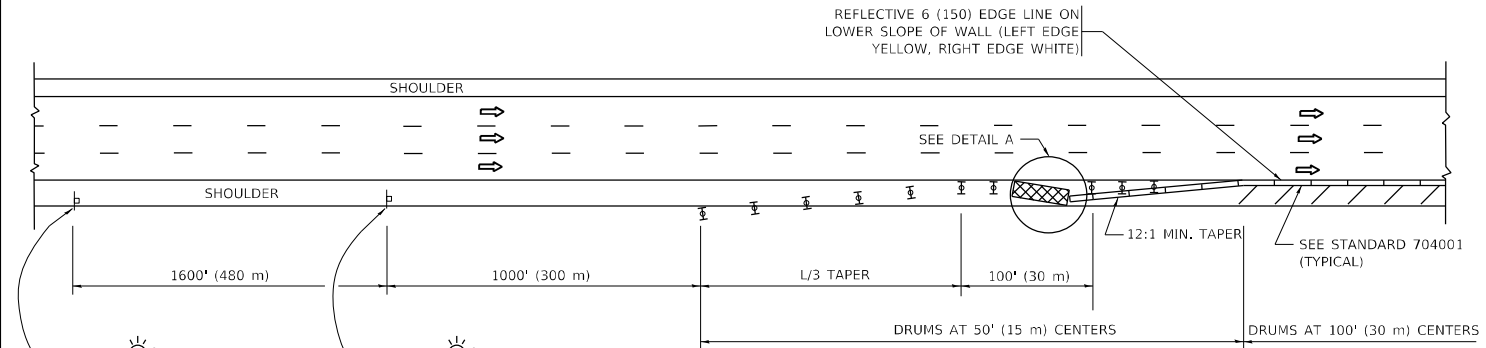
GENERAL NOTES:

- THE "L" DISTANCE EQUALS:

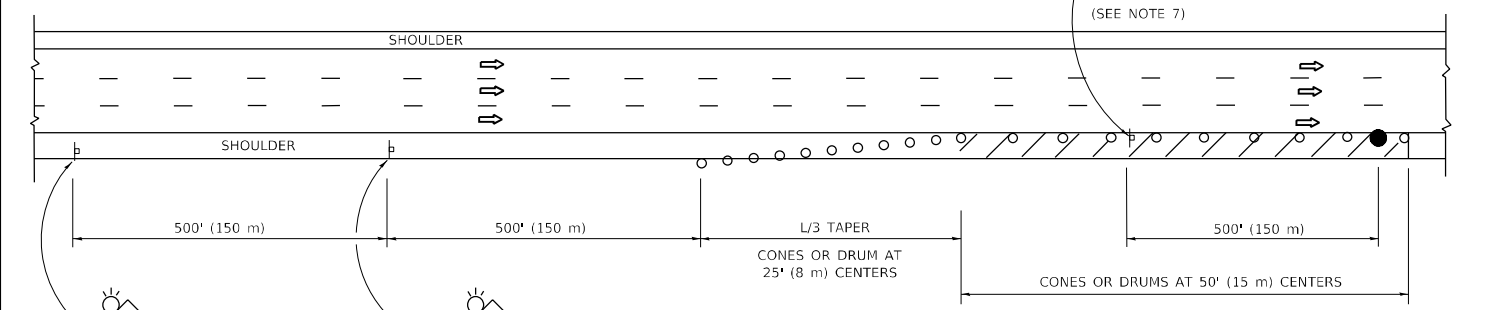
$L = \frac{W \cdot S}{S - V}$	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH
$L = 0.65(W/S)$	$L = (W/S)$

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

SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE



TEMPORARY SHOULDER CLOSURE



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

- THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
- 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.
- TEMPORARY SHOULDER AND NON-SYSTEM INTERCHANGE PARTIAL RAMP CLOSURES ARE ALLOWED WEEKDAYS BETWEEN 9:00 A.M. AND 3:00 P.M. AND BETWEEN 7:00 P.M. AND 5:00 A.M. OR AS APPROVED BY THE EXPRESSWAY TRAFFIC OPERATIONS ENGINEER. PERMANENT SHOULDER AND PARTIAL RAMP CLOSURES WILL ONLY BE PERMITTED IF CALLED FOR IN THE PLANS OR AS APPROVED BY THE EXPRESSWAY OPERATIONS ENGINEER.

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

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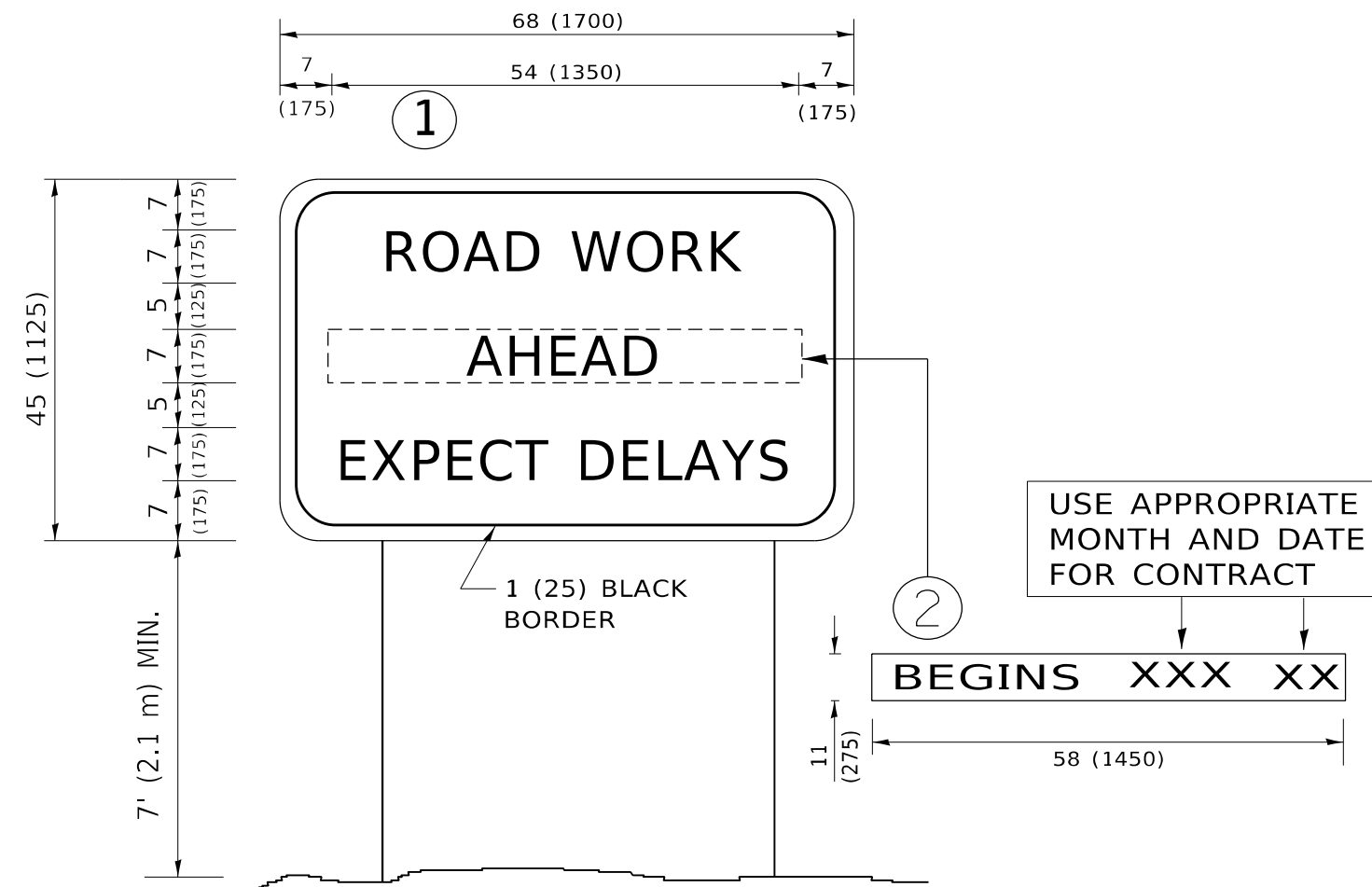
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PLOT DATE = 1/29/2021	DATE - 11-96	REVISED - M.D. 10-20

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	25
TC-17			CONTRACT NO. 62L94	
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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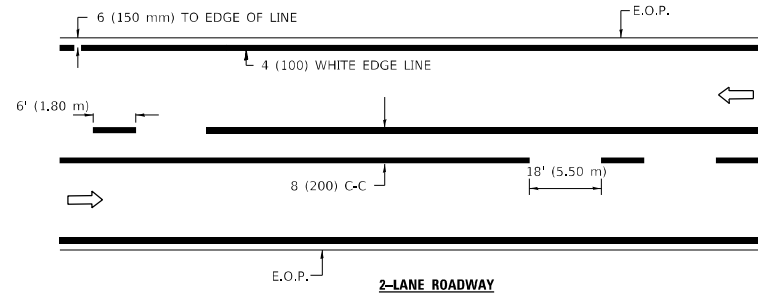
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	DRAWN -	REVISED - R. MIRS 12-11-97
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PLOT DATE = 1/29/2021	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

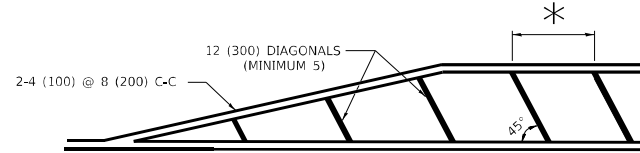
**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	26
TC-22		CONTRACT NO. 62L94		
ILLINOIS FED. AID PROJECT				



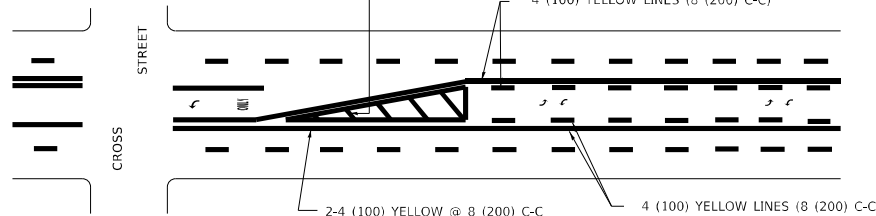
2-LANE ROADWAY



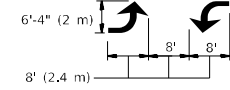
* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

PAINTED MEDIANS

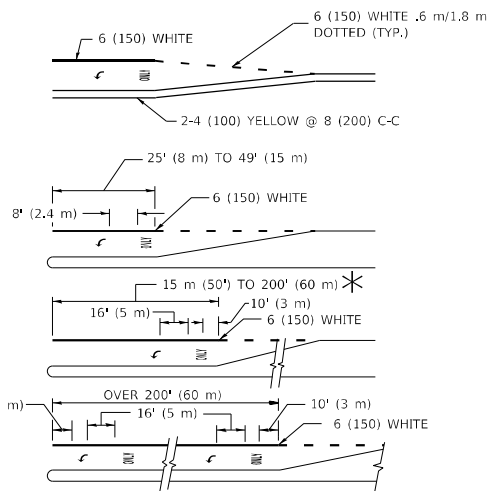


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

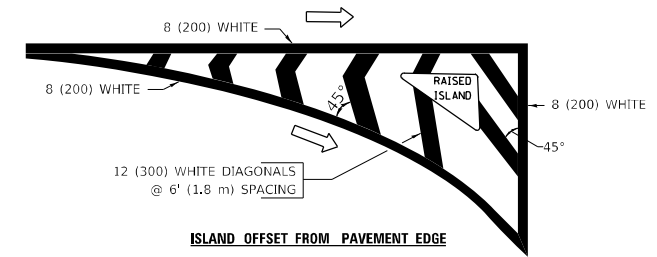


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)

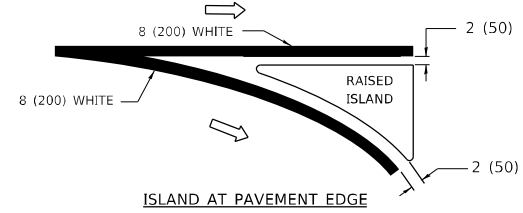
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



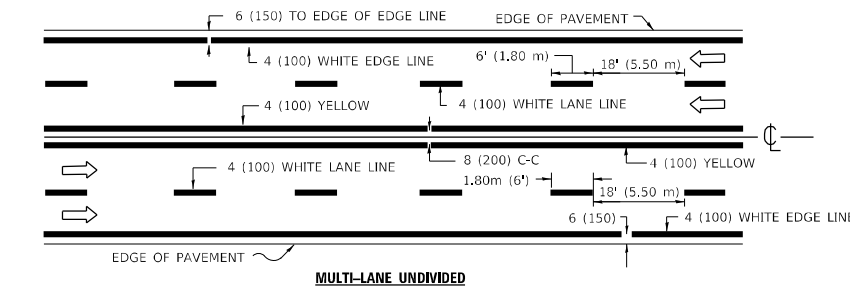
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

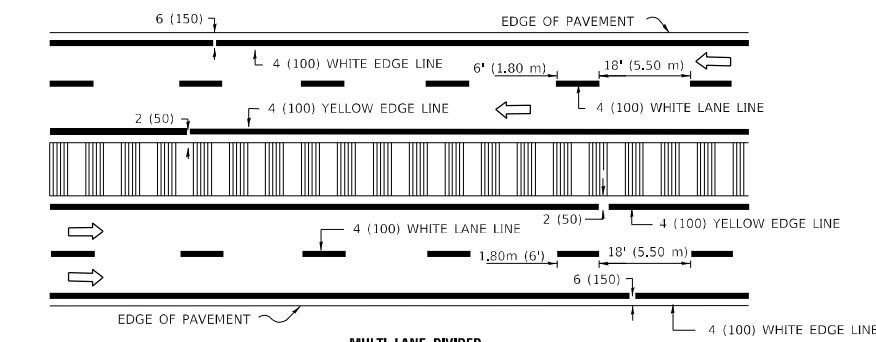
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (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.



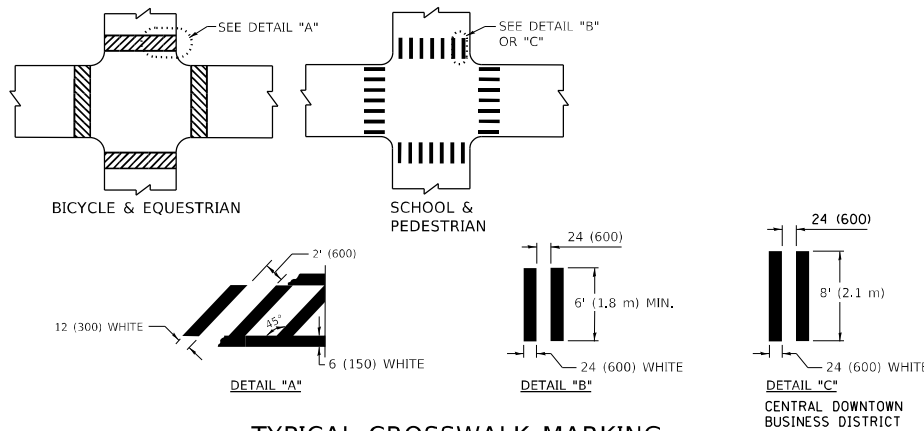
MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

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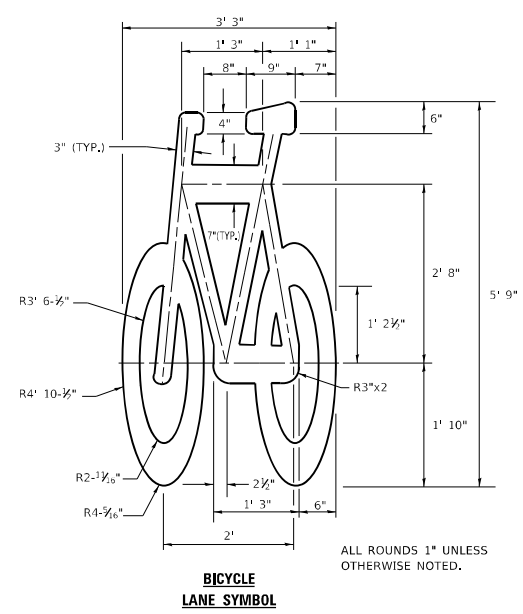
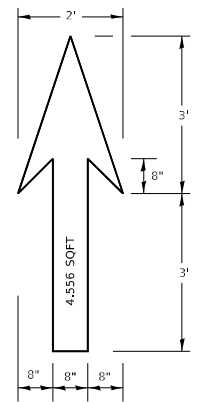
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PLOT DATE = 1/29/2021	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

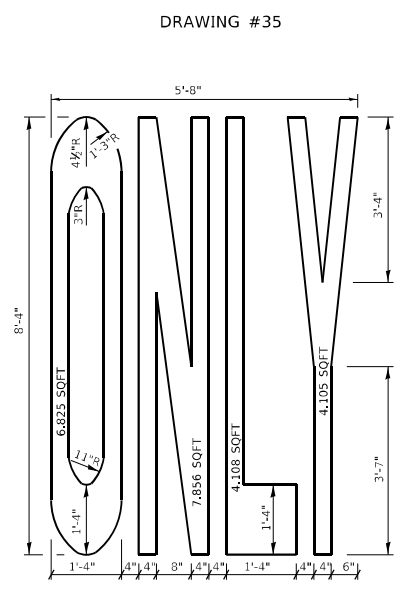
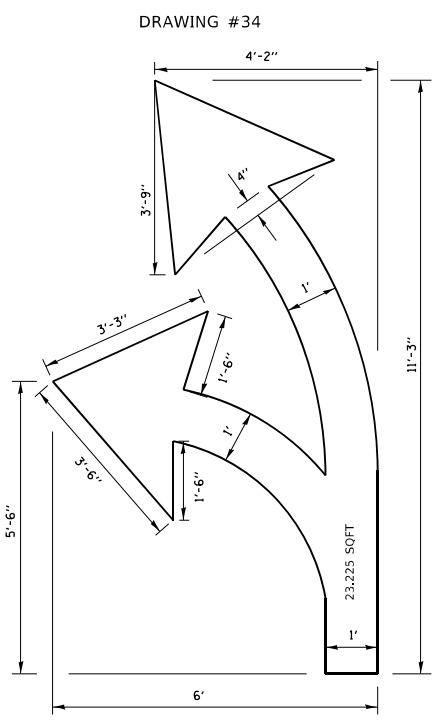
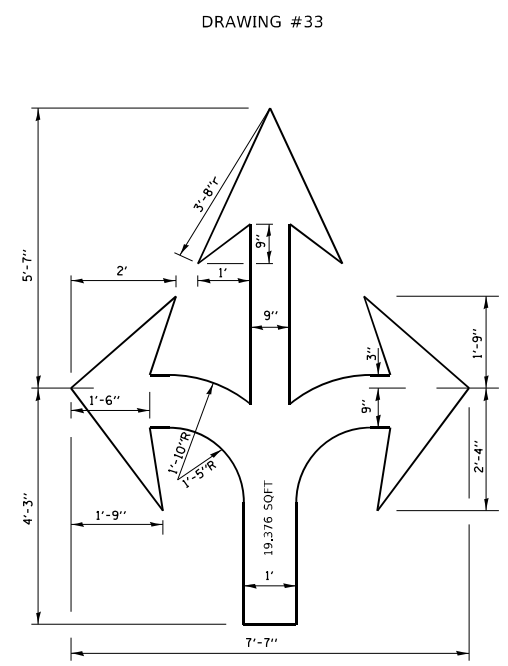
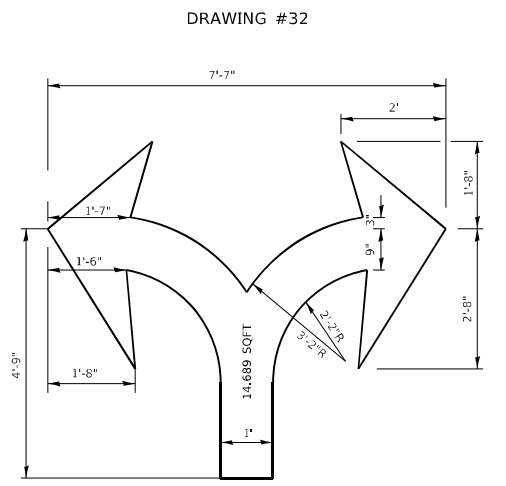
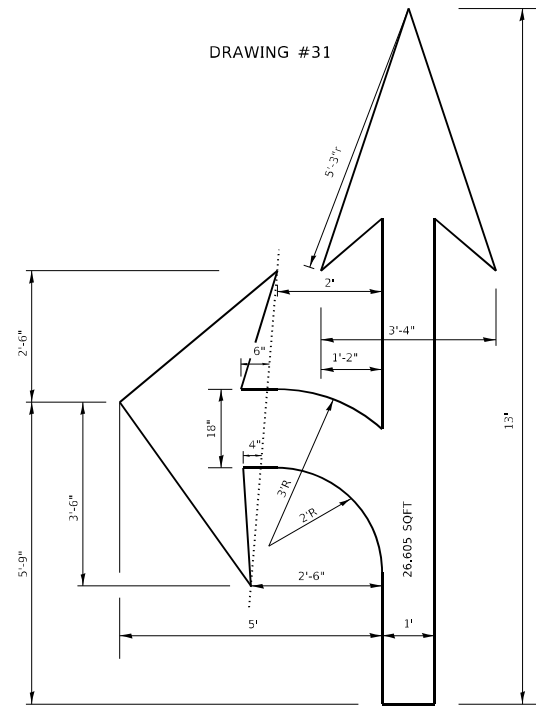
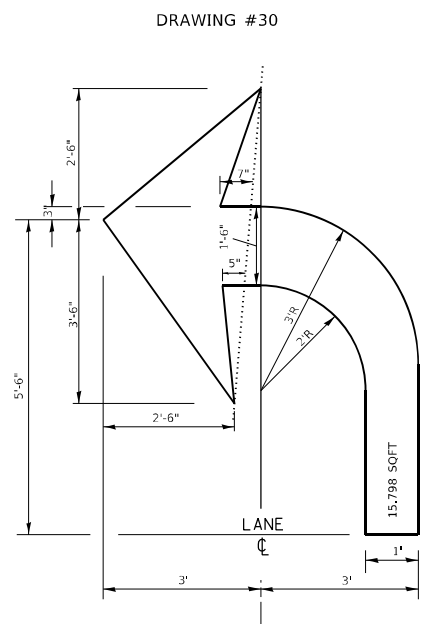
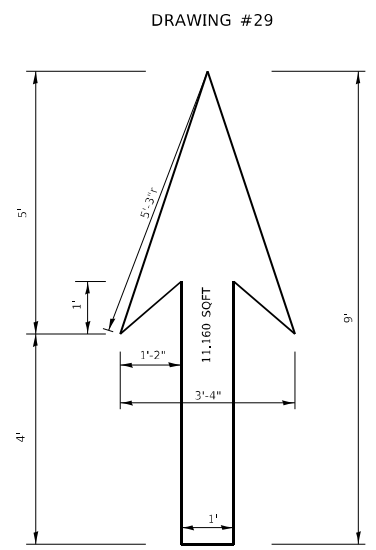
SCALE: NONE SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	27
TC-24		CONTRACT NO. 62L94		
ILLINOIS FED. AID PROJECT				



- NOTE:
- 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.
 - THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



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

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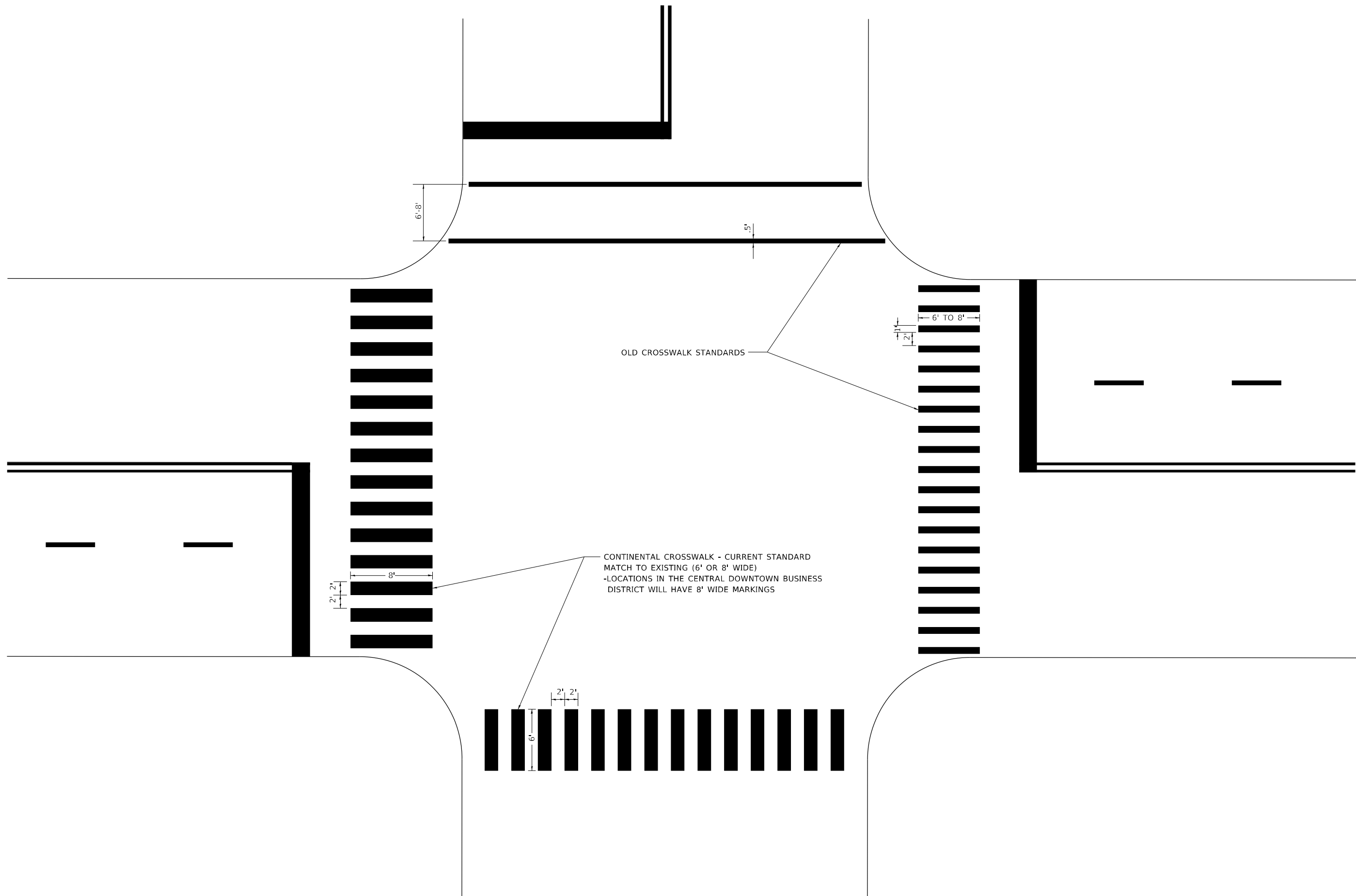
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PLOT DATE = 1/29/2021	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 2	OF 3 SHEETS	STA. TO STA.

F.A.U. RTE. 1366	SECTION 2020-116-R5	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 28
TC-24		CONTRACT NO. 62L94		
ILLINOIS		FED. AID PROJECT		

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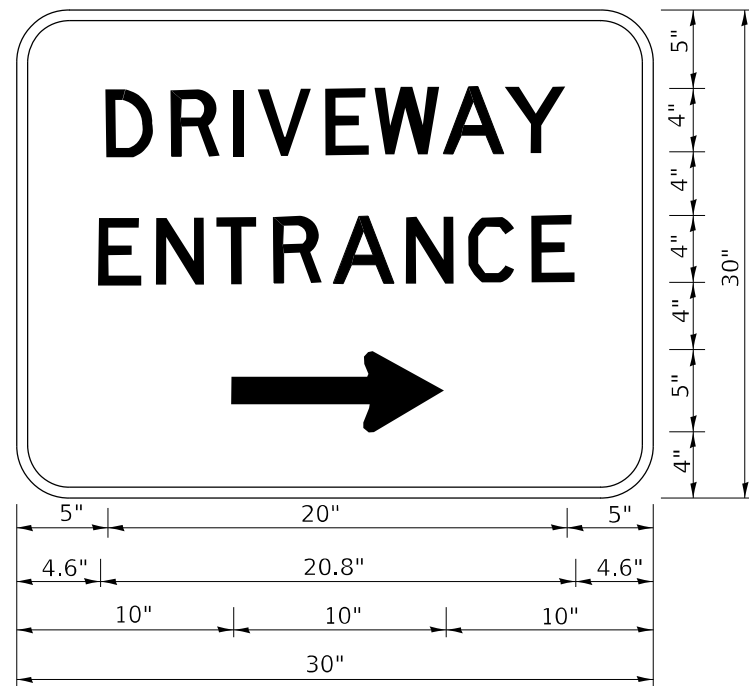
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	DRAWN -	REVISED -
PLOT SCALE = 100,0001' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2021	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO
 TYPICAL PAVEMENT MARKINGS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	29
TC-24		CONTRACT NO. 62L94		
ILLINOIS FED. AID PROJECT				



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

NOTES:

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

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	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2021	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

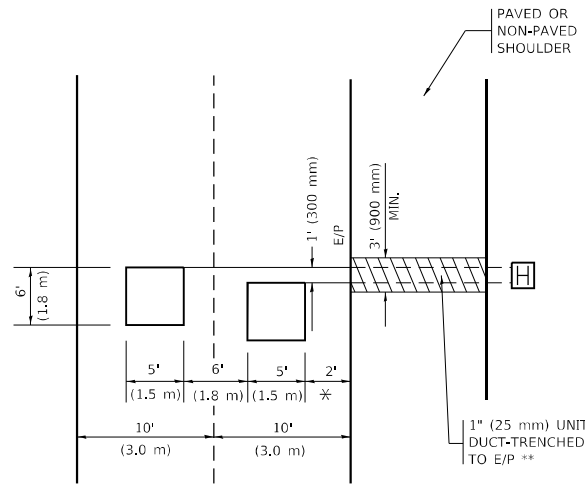
DRIVEWAY ENTRANCE SIGNING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	30
TC-26		CONTRACT NO. 62L94		
		ILLINOIS	FED. AID PROJECT	

LOOPS NEXT TO SHOULDERS

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

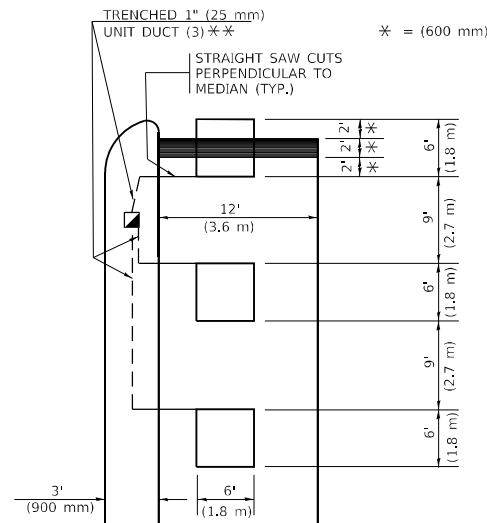


* = (600 mm)

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

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

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

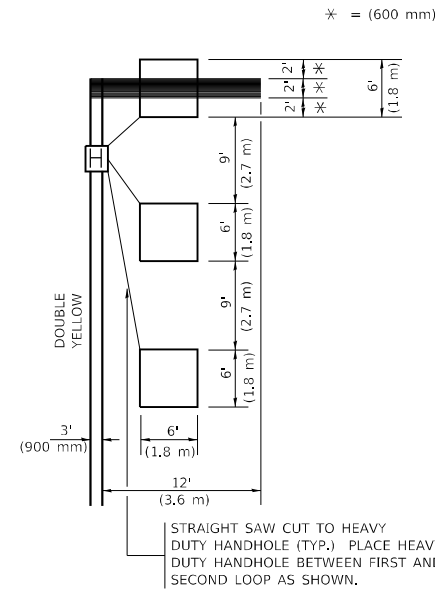


* = (600 mm)

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

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

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



* = (600 mm)

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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

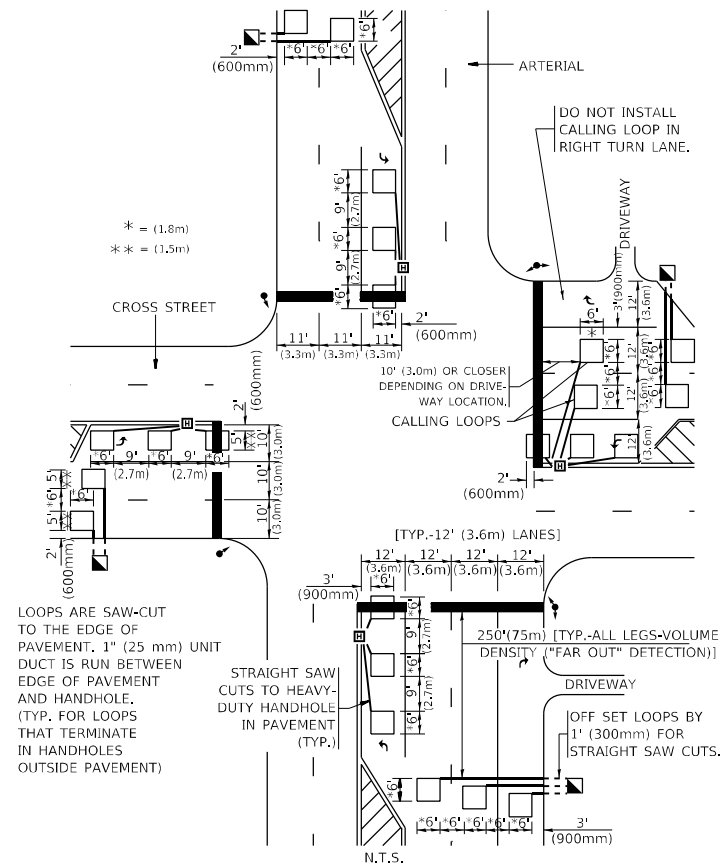
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

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



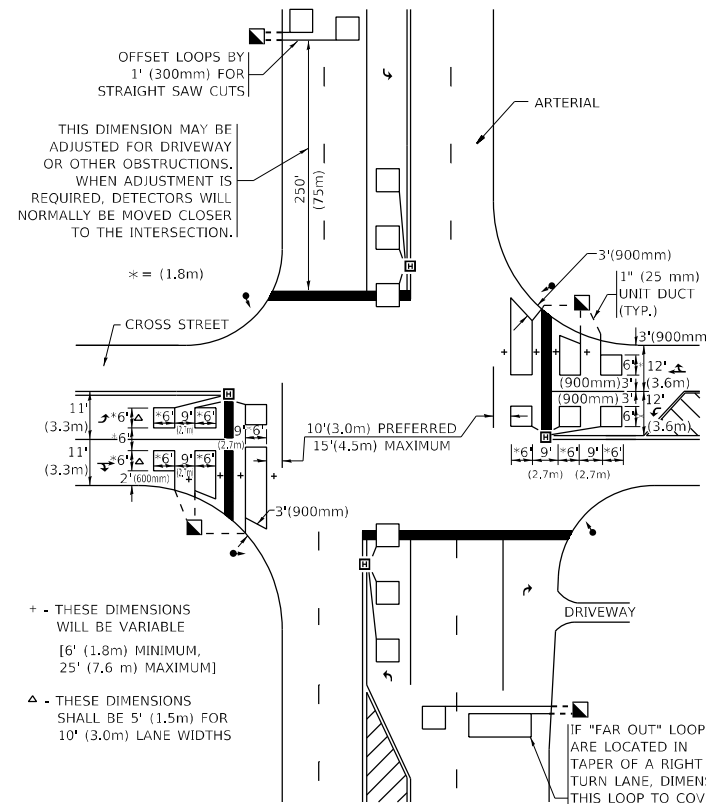
* = (1.8m)
 ** = (1.5m)

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)



OFFSET LOOPS BY 1' (300mm) FOR STRAIGHT SAW CUTS

THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.

+ THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]

Δ THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

DETAIL 2
 N.T.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1366	2020-116-R5	COOK	31	31
TS-07		CONTRACT NO. 62L94		
ILLINOIS		FED. AID PROJECT		