F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	1
	ILLINOIS	CONTRACT NO. 61E62		

04-27-2018 LETTING ITEM 136

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF STATE AND LOCAL STANDARDS, SEE SHEET NO. 2

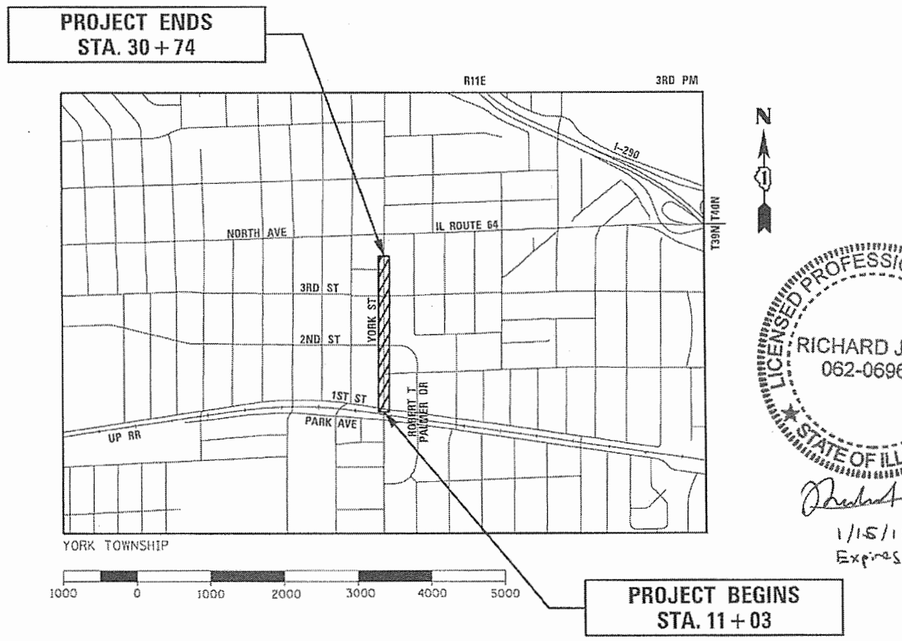
DESIGN DESIGNATION

YORK STREET: MINOR ARTERIAL
POSTED SPEED: 25 MPH
DESIGN SPEED: 35 MPH
FAU ROUTE 2648A ADT: 14,800 (2017)
OR 10 ADT: 3,400 (2017)

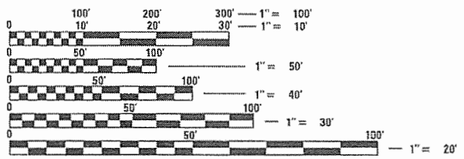
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 2678A & OR 10 (YORK STREET)
FIRST STREET TO IL ROUTE 64 (NORTH AVENUE)
RESURFACING, PAVEMENT MARKING, SIDEWALKS, CURB
SECTION 17-00191-00-RS
PROJECT Z17R(922)
CITY OF ELMHURST
DUPAGE COUNTY
C-91-100-18



LOCATION OF SECTION INDICATED THUS: –



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

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

BURNS McDONNELL

CONTRACT NO. 61E62

GROSS LENGTH = 1,970 FT. = 0.373 MILE
NET LENGTH = 1,970 FT. = 0.373 MILE

1/15/18
Expires 11/30/19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED JANUARY 15 20 18
CITY OF ELMHURST, CITY ENGINEER

PASSED FEBRUARY 21 20 18
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID
BASED ON LIMITED
REVIEW FEBRUARY 21 20 18
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E., (847) 705-4406 SCHAUMBURG, IL

INDEX OF SHEETS

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001006	DECIMAL OF AN INCH AND OF A FOOT
424001-10	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016-04	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424026-02	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
424031-01	MEDIAN PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
602301-04	INLET - TYPE A
604006-05	FRAME AND GRATE, TYPE 3
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
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701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS <= 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-08	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-09	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-07	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
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729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
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DISTRICT ONE DETAILS

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TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
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TS-07	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

GENERAL NOTES

1. ANY REFERENCE TO STANDARD SPECIFICATIONS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO MEAN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, APRIL 1, 2016 AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2018.

2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS; THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (MUTCD); THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS, AND IDOT STANDARD DRAWINGS AS LISTED IN THE CONTRACT DOCUMENTS.

4. LOCATIONS SHOWN FOR CLASS D PATCHING AND COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE VERIFIED BY THE ENGINEER PRIOR TO REMOVAL.

5. THE LOCATION OF EXISTING DETECTOR LOOPS AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION TO BE DETERMINED IN THE FIELD. LOCATIONS OF THE PROPOSED DETECTOR LOOPS SHALL BE DETERMINED IN ACCORDANCE WITH THE DISTRICT 1 "DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING" AND APPROVED IN THE FIELD BY THE ENGINEER PRIOR TO FINAL INSTALLATION.

6. PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OR PROPOSED PAVEMENT GRADES, UNLESS OTHERWISE NOTED.

7. ANY EXISTING SIDEWALK, CURB, PAVEMENT, AND/OR OTHER APPURTENANCES TO REMAIN AND IS DAMAGED DUE TO CONSTRUCTION SHALL BE REPLACED PROMPTLY AND IN COMPLIANCE WITH IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP BY THE CONTRACTOR.

8. WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.

9. THE CONTRACTOR AND THE ENGINEER SHALL BE AWARE THAT A FULL SURVEY WAS NOT PERFORMED FOR THIS PROJECT. THE STATIONING AND TOPOGRAPHY SHOWN IN THE PLANS WAS CREATED FROM LIMITED SURVEY INFORMATION AND AERIAL IMAGERY. THE AERIAL IMAGERY SHOWN IN THE PLANS IS FROM 2014 AND DOES NOT SHOW THE IMPROVEMENTS RELATED TO THE RECENTLY CONSTRUCTED HAHN STREET RESIDENTIAL DEVELOPMENT ON THE WEST SIDE OF YORK STREET BETWEEN 3RD STREET AND NORTH AVENUE. THE CONTRACTOR SHALL VERIFY DIMENSIONS, ELEVATIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION.

10. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON CITY PROPERTY OR RIGHT OF WAY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

11. SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING.

12. QUANTITES FOR MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS AND STRIP REFLECTIVE CRACK CONTROL TREATMENT HAVE BEEN PROVIDED. AFTER THE HMA SURFACE REMOVAL OPERATIONS ARE COMPLETE, THE NEED FOR THESE ITEMS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. IF CRACK SEALING IS NOT REQUIRED, THE QUANTITIES WILL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

STAKING

1. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OF CURVE, ETC., ARE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.

2. THE STATION/OFFSET/ELEVATION NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE.

3. PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OR PROPOSED PAVEMENT/SIDEWALK GRADES, UNLESS OTHERWISE NOTED.

UTILITIES

1. PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF UTILITIES AND EXERCISE CARE DURING CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.37 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED.

2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED UTILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.

4. ADJUSTMENT OF STRUCTURES MAINTAINED BY OTHER AGENCIES SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER.

STORM SEWERS, WATER MAINS, AND UTILITIES

1. EXISTING MANHOLE/CATCH BASIN/INLET RIMS SHALL BE ADJUSTED AS NOTED ON THE PLANS.

2. INLET FILTERS SHALL BE USED ON ALL EXISTING AND PROPOSED DRAINAGE STRUCTURES.

3. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS.

4. CATCH BASINS, INLETS, AND MANHOLES CONSTRUCTED IN A LOCATION WHERE AN EXISTING STRUCTURE WAS REMOVED SHALL INCLUDE UP TO FIVE FEET OF PIPE TO CONNECT EACH EXISTING PIPE. THE NECESSARY PIPE BEYOND FIVE FEET WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "STORM SEWER" AND OF THE TYPE AND SIZE REQUIRED.

5. THE CONTRACTOR SHALL VERIFY DRAINAGE STRUCTURES, STORM SEWER PIPE SIZES AND INVERTS IN THE FIELD PRIOR TO ORDERING STRUCTURES.

6. ALL STRUCTURE ADJUSTMENTS SHALL USE PCC. HMA WILL NOT BE ALLOWED. EACH JOINT SHALL BE SEALED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS AS DIRECTED PER ARTICLE 602.02.

SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0005	ROADWAY 0005
					70% FEDERAL 30% LOCAL	0% FEDERAL 100% LOCAL
	20200100	EARTH EXCAVATION	CU YD	84	67	17
	20800150	TRENCH BACKFILL	CU YD	3	3	
	28000510	INLET FILTERS	EACH	31	31	
	31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	143	114	29
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	20	20	
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	858	858	
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	137	137	
	40600990	TEMPORARY RAMP	SQ YD	137	137	
	40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	162	162	
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	808	808	
	40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	6,484	6,484	
	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	43	43	
	44000100	PAVEMENT REMOVAL	SQ YD	667	667	
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	40	40	
	44000600	SIDEWALK REMOVAL	SQ FT	5,043	4,034	1,009
	44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	9,603	9,603	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	972	972	
	44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	20	20	
	44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	30	30	
	44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	50	50	
	44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	80	80	
	44201773	CLASS D PATCHES, TYPE I, 11 INCH	SQ YD	5	5	
	44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	15	15	
	44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	1,220	1,220	

SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0005	ROADWAY 0005
					70% FEDERAL 30% LOCAL	0% FEDERAL 100% LOCAL
	550A0050	STORM SEWERS, CLASS A, TYPE 1, 12"	FOOT	32		32
	60207105	CATCH BASINS, TYPE C, TYPE 3 FRAME AND GRATE	EACH	1		1
	60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	4		4
	60240220	INLETS, TYPE B, TYPE 3 FRAME AND GRATE	EACH	1		1
	60255500	MANHOLES TO BE ADJUSTED	EACH	34	34	
	60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	4		4
	60260100	INLETS TO BE ADJUSTED	EACH	13	13	
	60260500	INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	12		12
	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	18	18	
	60265900	VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	3		3
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	3	3	
	60500060	REMOVING INLETS	EACH	5		5
	60600605	CONCRETE CURB, TYPE B	FOOT	73	73	
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	853	853	
	61139900	STORM SEWERS (SPECIAL), 6"	FOOT	32		32
	67100100	MOBILIZATION	LSUM	1	0.8	0.2
	70200100	NIGHTTIME WORK ZONE LIGHTING	LSUM	1		1
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,400	2,400	
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	800	800	
	70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	400	400	
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	8,000	8,000	
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	200	200	
X	72000100	SIGN PANEL - TYPE 1	SQ FT	30.5		30.5
X	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2	

BURNS McDONNELL

USER NAME = rjiang	DESIGNED - RGJ	REVISED -
	DRAWN - RGJ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - RMG	REVISED -
PLOT DATE = 3/9/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
SUMMARY OF QUANTITIES

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	3
		CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			

SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0005	ROADWAY 0005
					70% FEDERAL 30% LOCAL	0% FEDERAL 100% LOCAL
X	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2	
X	72900100	METAL POST - TYPE A	FOOT	88		88
X	78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	419	419	
X	78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	4,133	4,133	
X	78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	478	478	
X	78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	143	143	
X	78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	1,513	1,513	
X	78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	186	186	
X	88600600	DETECTOR LOOP REPLACEMENT	FOOT	607		607
	X0200002	PORTLAND CEMENT CONCRETE BASE COURSE, 4"	SQ YD	647	518	129
	X0322917	PROPOSED STORM SEWER CONNECTION TO EXISTING MANHOLE	EACH	1		1
	X0326144	TACTILE/DETECTABLE WARNING SURFACE	SQ FT	393		393
X	X0326859	PAVEMENT IMPRINTING	SQ YD	519		519
	X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	5,043	4,034	1,009
	X0540000	BRICK PAVERS	SQ FT	1,012		1,012
	X6061005	CONCRETE CURB, TYPE B (SPECIAL)	FOOT	91	91	
	X6064200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	225	225	
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	0.8	0.2
	X7015005	CHANGEABLE MESSAGE SIGN	CAL DAY	120	120	
X	X7830060	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	419	419	
X	X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	4,133	4,133	
X	X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	478	478	
X	X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	143	143	
X	X7830078	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	1,513	1,513	

SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0005	ROADWAY 0005
					70% FEDERAL 30% LOCAL	0% FEDERAL 100% LOCAL
X	X7830090	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	186	186	
X	X8140115	HANDHOLE TO BE ADJUSTED	EACH	4		4
	Z0013798	CONSTRUCTION LAYOUT	LSUM	1	0.8	0.2
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	112	112	

BURNS McDONNELL

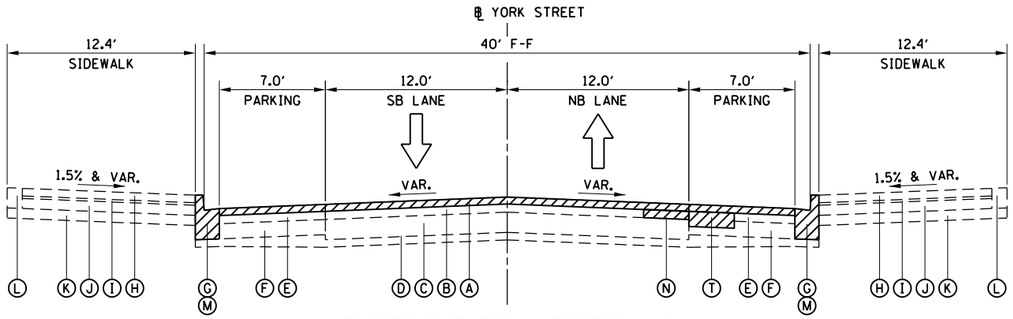
USER NAME = rjiang	DESIGNED - RGJ	REVISED -
	DRAWN - RGJ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - RMG	REVISED -
PLOT DATE = 3/23/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
SUMMARY OF QUANTITIES

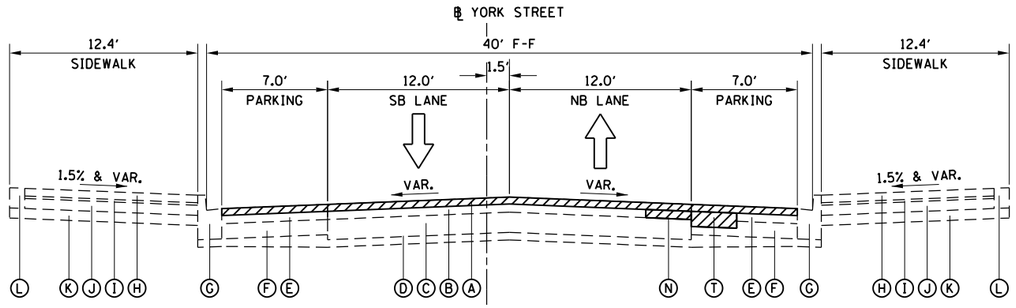
SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	4
		CONTRACT NO. 61E62		
	ILLINOIS	FED. AID PROJECT		



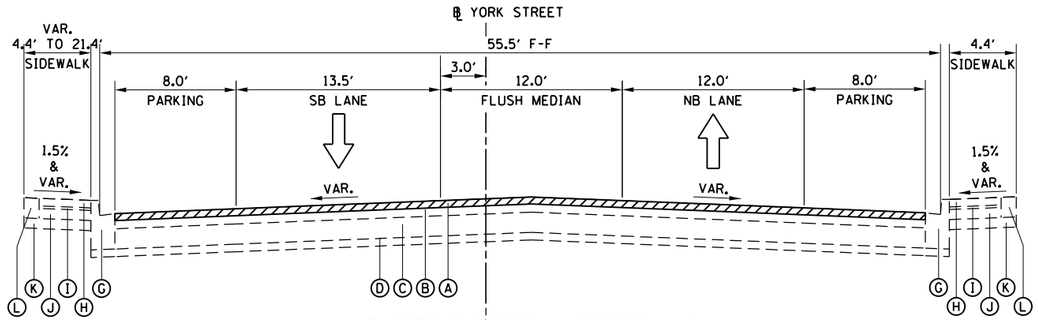
EXISTING TYPICAL SECTION #1

YORK STREET
PROJECT START TO 2ND STREET/ROBERT PALMER DRIVE
STA 11+03 TO STA 19+00



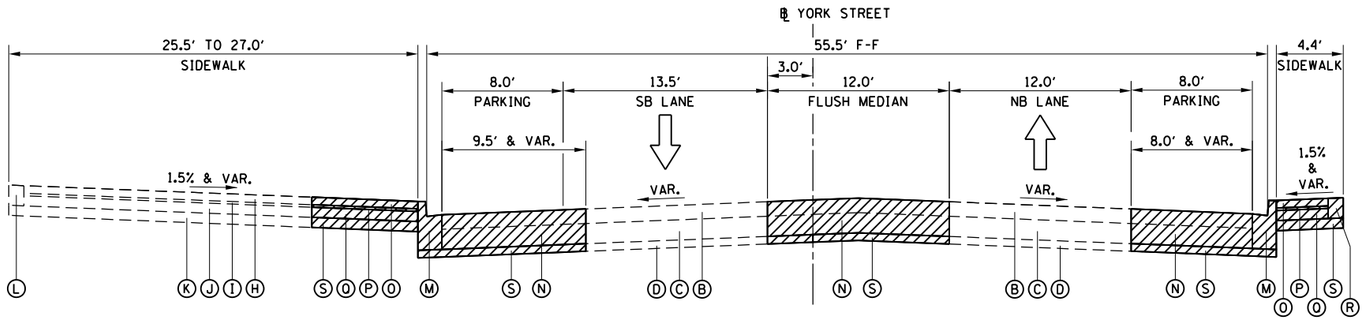
EXISTING TYPICAL SECTION #2

YORK STREET
2ND STREET TO 3RD STREET
STA 19+00 TO STA 25+65



EXISTING TYPICAL SECTION #3

YORK STREET
3RD STREET TO PROJECT END
STA 25+65 TO STA 29+19
STA 29+65 TO STA 30+74



EXISTING TYPICAL SECTION #4

YORK STREET
MID-BLOCK CROSSING
STA 29+19 TO STA 29+65

LEGEND

EXISTING

- (A) HOT-MIX ASPHALT SURFACE REMOVAL, 2¾″
- (B) EXISTING HMA PAVEMENT, 4″-6″
- (C) EXISTING CONCRETE PAVEMENT, 6″-8″
- (D) EXISTING AGGREGATE SUBGRADE, 3″
- (E) EXISTING HMA PAVEMENT, 6″
- (F) EXISTING AGGREGATE BASE COURSE, 6″
- (G) EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.12
- (H) EXISTING PAVERS
- (I) EXISTING SAND CUSHION
- (J) EXISTING CONCRETE BASE, 4″
- (K) EXISTING SUBBASE GRANULAR MATERIAL, 4″
- (L) EXISTING CONCRETE EDGING
- (M) COMBINATION CURB AND GUTTER REMOVAL (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER)
- (N) PAVEMENT REMOVAL (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER)
- (O) BRICK PAVER REMOVAL (INCLUDED IN COST OF REMOVE AND REINSTALL BRICK PAVER)
- (P) SAND CUSHION REMOVAL (INCLUDED IN COST OF REMOVE AND REINSTALL BRICK PAVERS)
- (Q) CONCRETE BASE REMOVAL (PAID FOR AS SIDEWALK REMOVAL)
- (R) CONCRETE EDGING REMOVAL (PAID FOR AS SIDEWALK REMOVAL)
- (S) EARTH EXCAVATION
- (T) CLASS D PATCHES, OF THE TYPE AND DEPTH SPECIFIED (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER)

NOTE: EXISTING PAVEMENT MATERIAL AND THICKNESSES ARE BASED ON LIMITED PAVEMENT CORE INFORMATION AND SHALL BE CONFIRMED, AS NECESSARY, DURING CONSTRUCTION.

BURNS McDONNELL

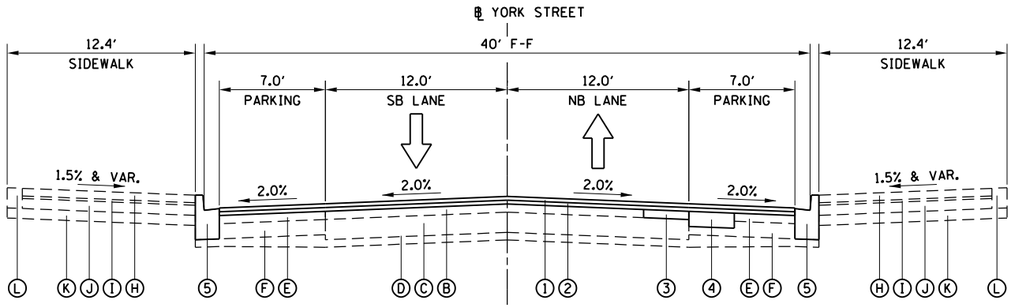
USER NAME = rjiang	DESIGNED - RGJ	REVISED -	
	DRAWN - RGJ	REVISED -	
PLOT SCALE = 10.0000 ′ / in.	CHECKED - RMG	REVISED -	
PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
EXISTING TYPICAL SECTIONS

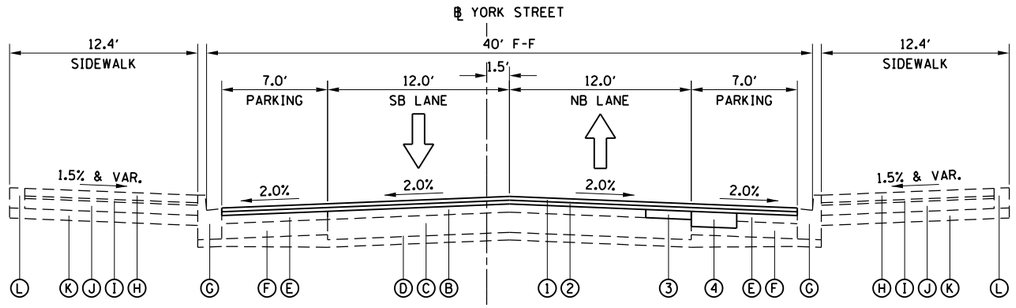
SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	5
		CONTRACT NO. 61E62		
		ILLINOIS FED. AID PROJECT		



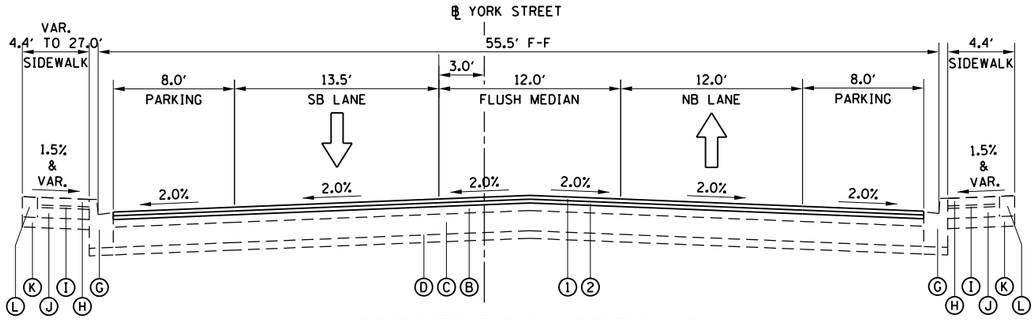
PROPOSED TYPICAL SECTION #1

YORK STREET
PROJECT START TO 2ND STREET/ROBERT PALMER DRIVE
STA 11+03 TO STA 19+00



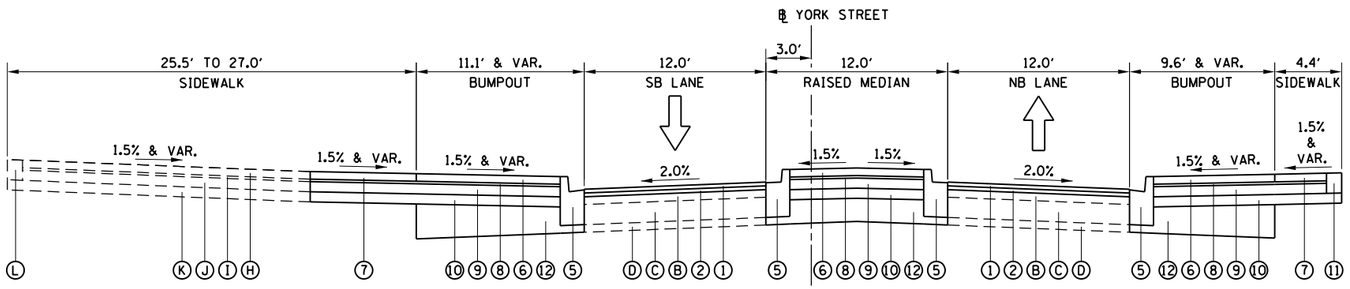
PROPOSED TYPICAL SECTION #2

YORK STREET
2ND STREET/ROBERT PALMER DRIVE TO 3RD STREET
STA 19+00 TO STA 25+65



PROPOSED TYPICAL SECTION #3

YORK STREET
3RD STREET TO PROJECT END
STA 25+65 TO STA 29+19
STA 29+65 TO STA 30+74



PROPOSED TYPICAL SECTION #4

YORK STREET
MID-BLOCK CROSSING
STA 29+19 TO STA 29+65

LEGEND

EXISTING

- (A) HOT-MIX ASPHALT SURFACE REMOVAL, 2¾"
- (B) EXISTING HMA PAVEMENT, 4"-6"
- (C) EXISTING CONCRETE PAVEMENT, 6"-8"
- (D) EXISTING AGGREGATE SUBGRADE, 3"
- (E) EXISTING HMA PAVEMENT, 6"
- (F) EXISTING AGGREGATE BASE COURSE, 6"
- (G) EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.12
- (H) EXISTING PAVERS
- (I) EXISTING SAND CUSHION
- (J) EXISTING CONCRETE BASE, 4"
- (K) EXISTING SUBBASE GRANULAR MATERIAL, 4"
- (L) EXISTING CONCRETE EDGING
- (M) COMBINATION CURB AND GUTTER REMOVAL (AS SHOWN ON PLANS AND DIRECTED BY ENGINEER)
- (N) PAVEMENT REMOVAL
- (O) BRICK PAVER REMOVAL (INCLUDED IN COST OF REMOVE AND REINSTALL BRICK PAVER)
- (P) SAND CUSHION REMOVAL (INCLUDED IN COST OF REMOVE AND REINSTALL BRICK PAVERS)
- (Q) CONCRETE BASE REMOVAL (PAID FOR AS SIDEWALK REMOVAL)
- (R) CONCRETE EDGING REMOVAL (PAID FOR AS SIDEWALK REMOVAL)
- (S) EARTH EXCAVATION

PROPOSED

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1½"
- (2) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1½"
- (3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 1¼"-3¼"
- (4) CLASS D PATCHES, 6" (AS SHOWN ON PLANS AND DIRECTED BY ENGINEER)
- (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL) (AS SHOWN ON PLANS AND DIRECTED BY ENGINEER)
- (6) BRICK PAVERS
- (7) REINSTALL BRICK PAVERS (INCLUDED IN COST OF REMOVE AND REINSTALL BRICK PAVERS)
- (8) SAND CUSHION 1½" (INCLUDED IN THE COST OF BRICK PAVERS OR REMOVE AND REINSTALL BRICK PAVERS)
- (9) PORTLAND CEMENT CONCRETE BASE COURE, 4"
- (10) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (11) CONCRETE CURB, TYPE B (SPECIAL)
- (12) SUBBASE GRANULAR MATERIAL, TYPE B (VAR DEPTH)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AIR VOIDS @ NDES
ROADWAY	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm) 1½"	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 1½"	3.5% @ 50 GYR.
PATCHES	
CLASS D PATCHES, OF TYPE AND THICKNESS SPECIFIED	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 1¼" - 3¼"	4% @ 70 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE QUANTITIES IS 112 LB/SY-IN.

BURNS McDONNELL

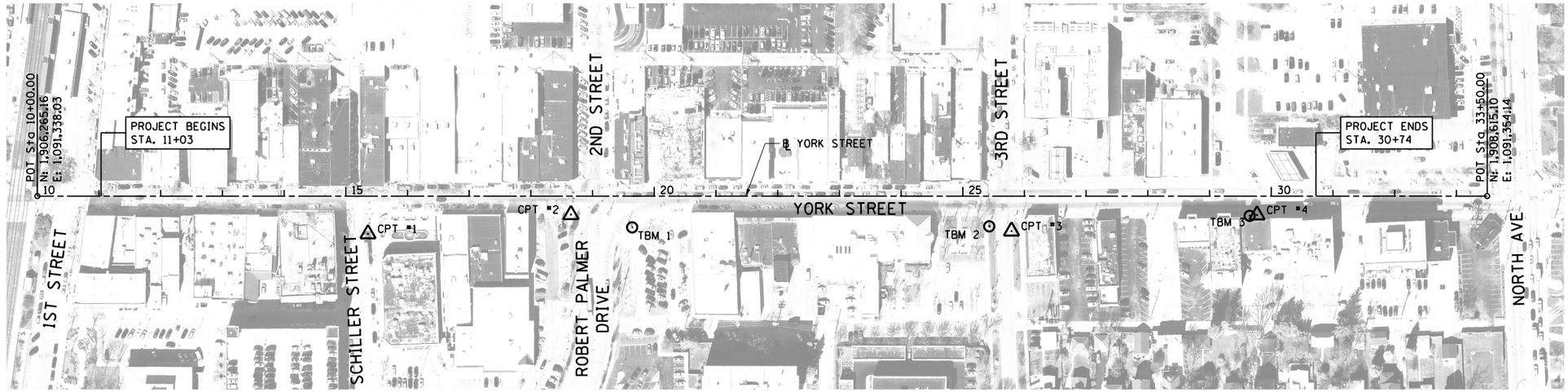
USER NAME = rjiang	DESIGNED - RGJ	REVISED -
	DRAWN - RGJ	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - RMG	REVISED -
PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
PROPOSED TYPICAL SECTIONS

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	6
		CONTRACT NO. 61E62		
		ILLINOIS FED. AID PROJECT		



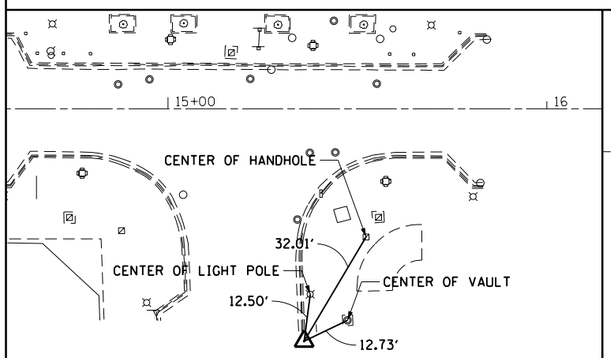
BENCHMARKS

ROBERT PALMER BENCHMARK (TBM 1), ELEVATION 687.49
CUT SQUARE ON N.W. CORNER OF TRAFFIC CONTROL SIGNAL CONTROL BOX CONCRETE BASE AT N.E. CORNER OF YORK AND ROBERT PALMER DRIVE.

3RD BENCHMARK (TBM 2), ELEVATION 691.15
CUT SQUARE ON N.W. CORNER OF TRAFFIC CONTROL SIGNAL CONTROL BOX CONCRETE BASE AT N.E. CORNER OF YORK AND 3RD STREET.

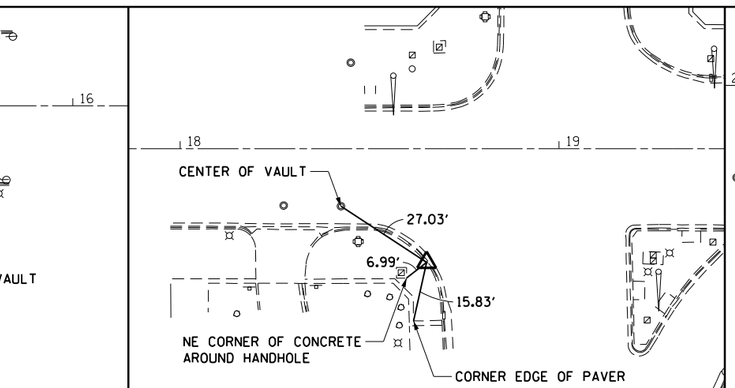
HAHN BENCHMARK (TBM 3), ELEVATION 688.65
CHISELED "X" ON LIGHT POLE FOUNDATION N.E. OF THE MID-BLOCK CROSSING LOCATED AT THE HAHN STREET DEVELOPMENT.

NOTE: VERTICAL DATUM IS NAVD88.



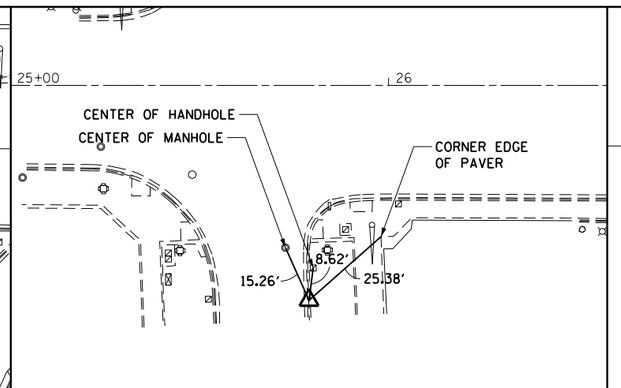
CONTROL POINT #1

"X" CUT ON CURB, NORTHEAST CORNER OF SCHILLER STREET INTERSECTION.
STA. 15+35.94, 61.34 RT
N 1,906,800.661
E 1,091,403.046
EL 685.77



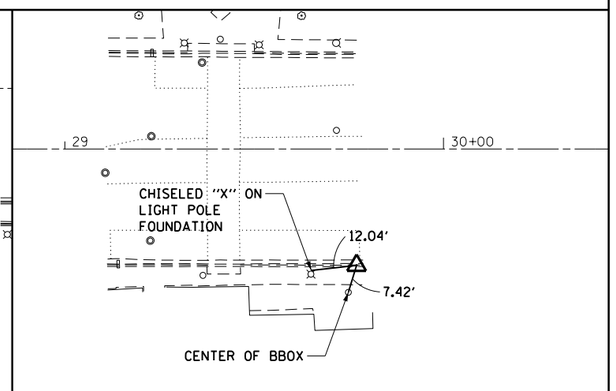
CONTROL POINT #2

"X" CUT ON CURB, SOUTHEAST CORNER OF ROBERT PALMER DRIVE INTERSECTION.
STA. 18+65.05, 30.05 RT
N 1,907,129.980
E 1,091,374.013
EL 687.28



CONTROL POINT #3

"X" CUT ON CURB, NORTHEAST CORNER OF 3RD STREET INTERSECTION.
STA. 25+79.01, 56.77 RT
N 1,907,843.738
E 1,091,405.626
EL 690.44

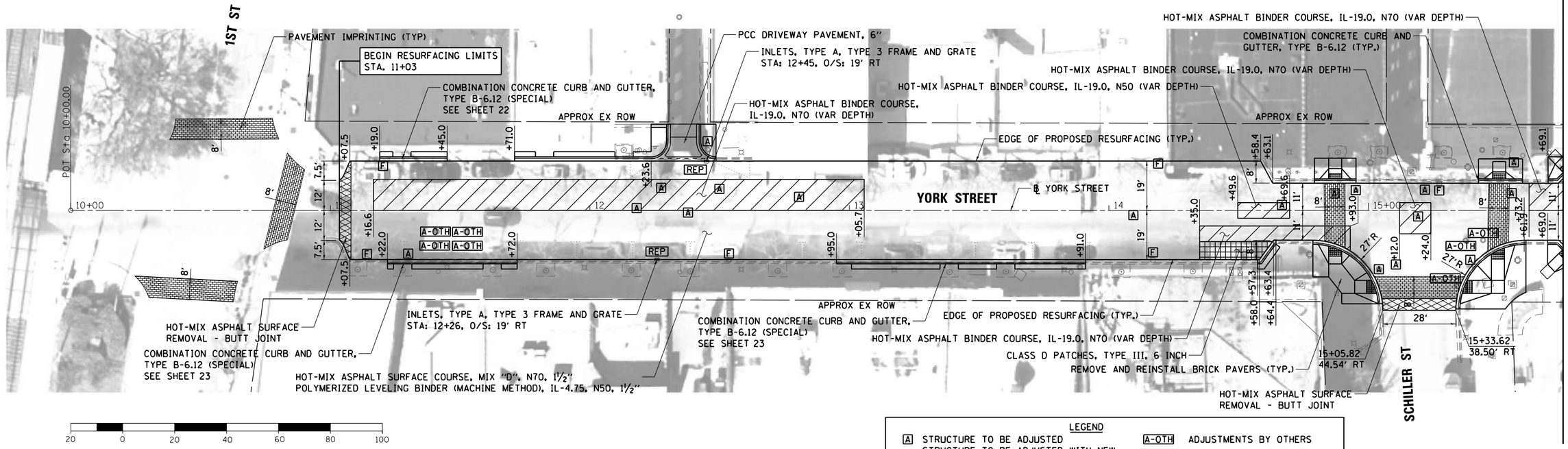


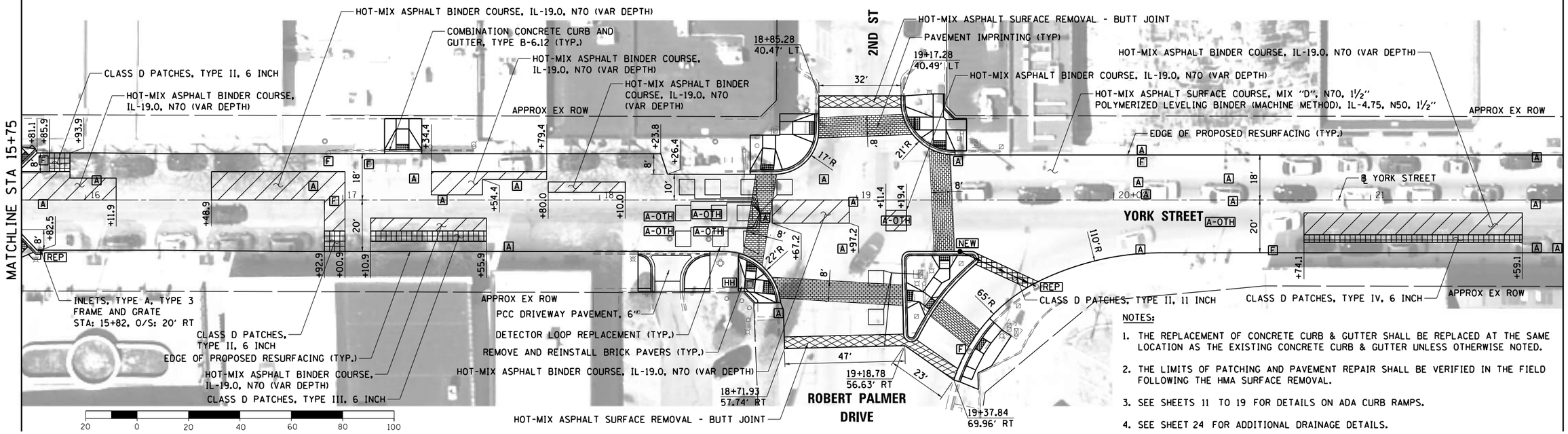
CONTROL POINT #4

"X" CUT ON CURB, NORTHEAST OF MID-BLOCK CROSSING LOCATED AT THE HAHN STREET DEVELOPMENT.
STA. 29+77.06, 30.74 RT
N 1,908,241.962
E 1,091,382.329

BURNS McDONNELL	USER NAME = rjiang	DESIGNED - RGJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	YORK STREET RESURFACING PROJECT ALIGNMENT AND TIES
		DRAWN - RGJ	REVISED -		
	PLOT SCALE = 200.0000 ' / in.	CHECKED - RMG	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
	PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	7
		CONTRACT NO. 61E62		
		ILLINOIS FED. AID PROJECT		





NOTES:

1. THE REPLACEMENT OF CONCRETE CURB & GUTTER SHALL BE REPLACED AT THE SAME LOCATION AS THE EXISTING CONCRETE CURB & GUTTER UNLESS OTHERWISE NOTED.
2. THE LIMITS OF PATCHING AND PAVEMENT REPAIR SHALL BE VERIFIED IN THE FIELD FOLLOWING THE HMA SURFACE REMOVAL.
3. SEE SHEETS 11 TO 19 FOR DETAILS ON ADA CURB RAMPS.
4. SEE SHEET 24 FOR ADDITIONAL DRAINAGE DETAILS.

BURNS McDONNELL

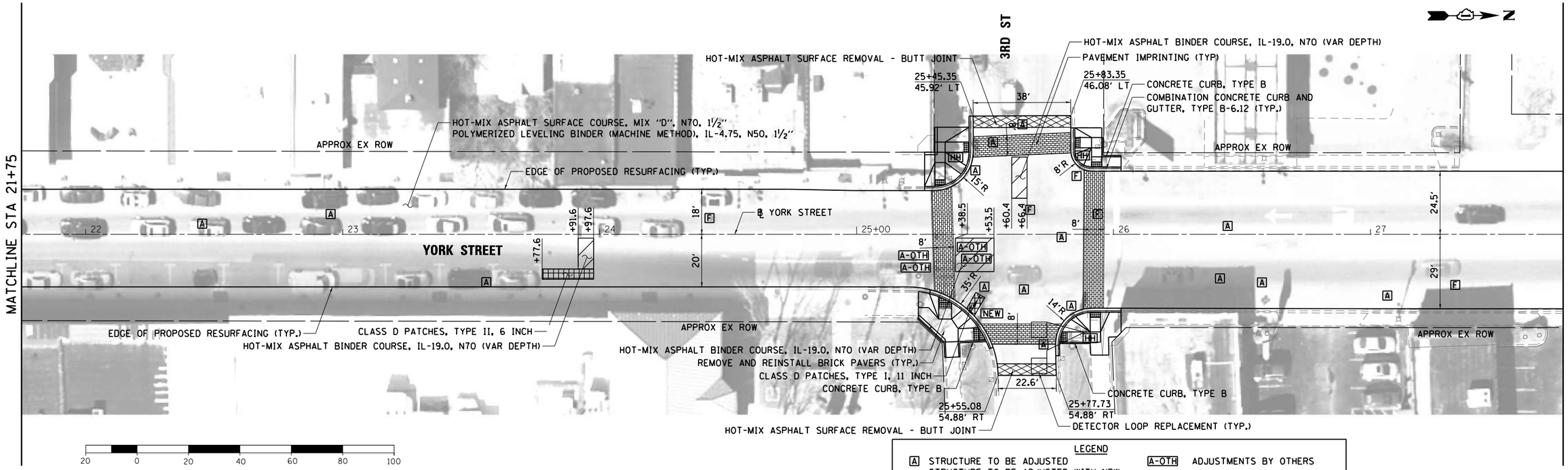
USER NAME = rjiang	DESIGNED - RGJ	REVISED -
	DRAWN - RGJ	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - RMG	REVISED -
PLOT DATE = 3/9/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
PROPOSED PLAN

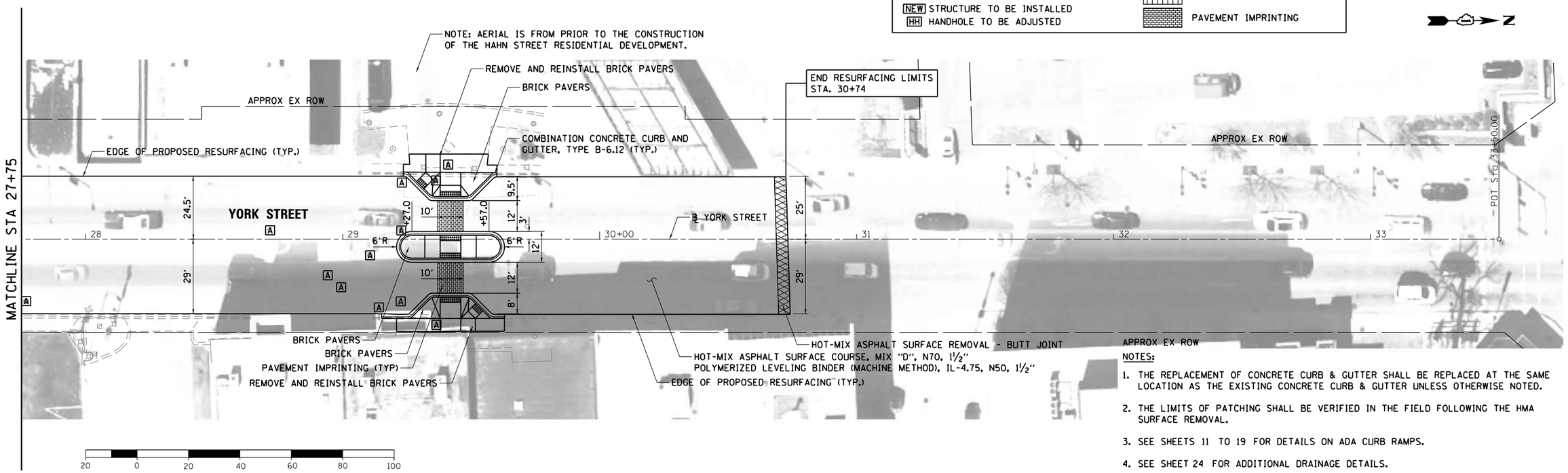
SCALE: 1" = 20' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	8
		CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			



LEGEND

A	STRUCTURE TO BE ADJUSTED	A-OTH	ADJUSTMENTS BY OTHERS
F	STRUCTURE TO BE ADJUSTED WITH NEW FRAME AND GRATE		HOT-MIX ASPHALT BINDER COURSE REPAIR LIMITS
REP	STRUCTURE TO BE REMOVED AND REPLACED WITH NEW STRUCTURE		PATCHES, CLASS D LIMITS
NEW	STRUCTURE TO BE INSTALLED		PAVEMENT IMPRINTING
HH	HANDHOLE TO BE ADJUSTED		



NOTES:

1. THE REPLACEMENT OF CONCRETE CURB & GUTTER SHALL BE REPLACED AT THE SAME LOCATION AS THE EXISTING CONCRETE CURB & GUTTER UNLESS OTHERWISE NOTED.
2. THE LIMITS OF PATCHING SHALL BE VERIFIED IN THE FIELD FOLLOWING THE HMA SURFACE REMOVAL.
3. SEE SHEETS 11 TO 19 FOR DETAILS ON ADA CURB RAMPS.
4. SEE SHEET 24 FOR ADDITIONAL DRAINAGE DETAILS.

BURNS McDONNELL

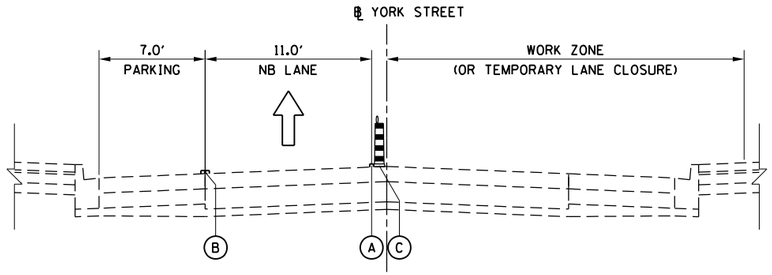
USER NAME = rjiang	DESIGNED - RGJ	REVISED -
	DRAWN - RGJ	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - RMG	REVISED -
PLOT DATE = 3/9/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
PROPOSED PLAN

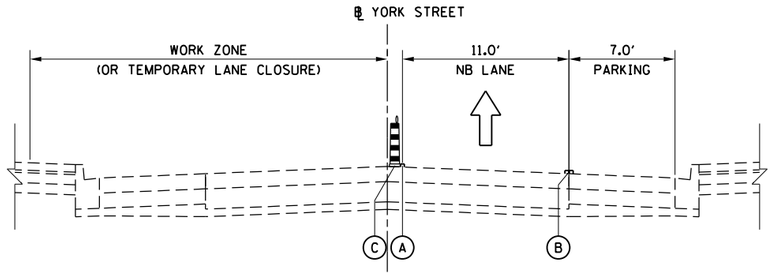
SCALE: 1" = 20' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	9
		CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			



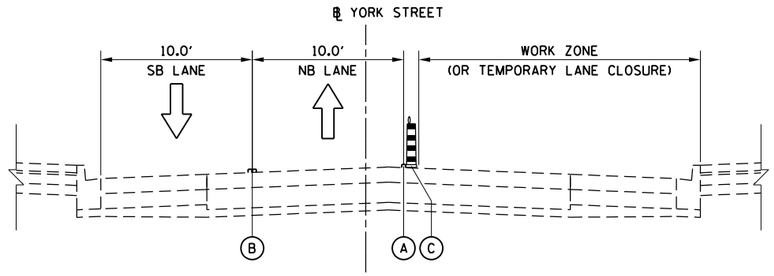
MOT TYPICAL SECTION #1 - STAGE 1

YORK STREET
PROJECT START TO 2ND STREET/ROBERT PALMER DRIVE



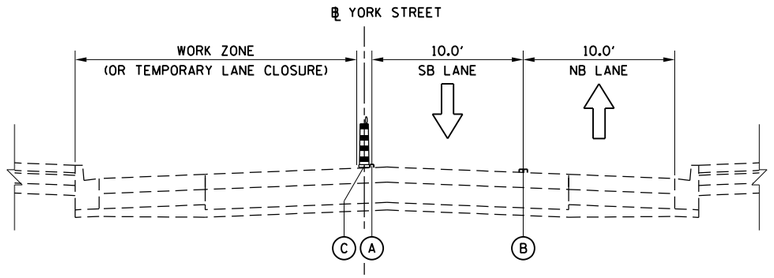
MOT TYPICAL SECTION #1 - STAGE 2

YORK STREET
PROJECT START TO 2ND STREET/ROBERT PALMER DRIVE



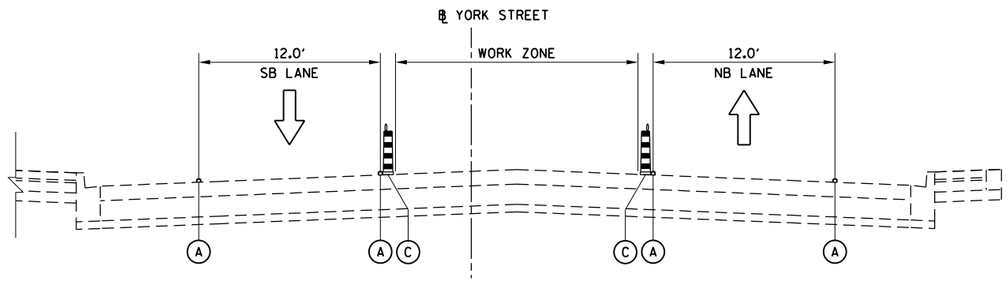
MOT TYPICAL SECTION #2 - STAGE 1

YORK STREET
2ND STREET/ROBERT PALMER DRIVE TO 3RD STREET



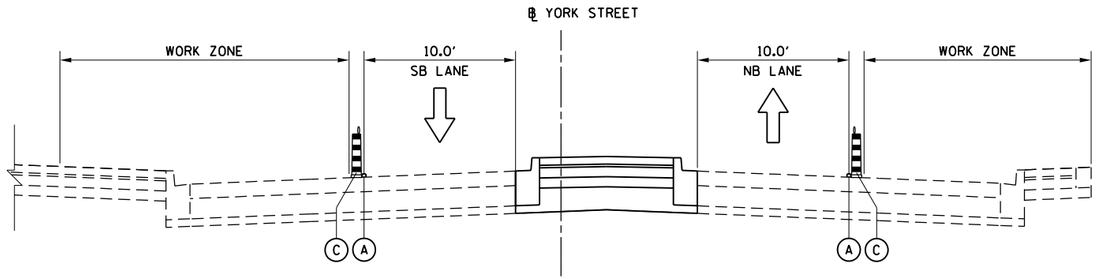
MOT TYPICAL SECTION #2 - STAGE 2

YORK STREET
2ND STREET/ROBERT PALMER DRIVE TO 3RD STREET



MOT TYPICAL SECTION #3 - STAGE 1

YORK STREET
MID-BLOCK CROSSING



MOT TYPICAL SECTION #3 - STAGE 2

YORK STREET
MID-BLOCK CROSSING

LEGEND

(A) TEMPORARY PAVEMENT MARKING, 4" SOLID LINE (WHITE)

(B) TEMPORARY PAVEMENT MARKING, 4" DOUBLE SOLID LINE (YELLOW)

(C) DRUM OR TY II BARRICADE WITH STEADY BURNING BI-DIRECTIONAL LIGHT AT 25' SPACING

STAGE 1

- TRAFFIC CONFIGURATION
  - SHIFT TRAFFIC TO THE WEST SIDE OF YORK STREET OR SHIFT TRAFFIC USING TEMPORARY LANE CLOSURES BETWEEN 1ST STREET AND 3RD STREET. THIS SHALL BE COORDINATED WITH THE ENGINEER AND THE CITY.
  - SHIFT TRAFFIC AWAY FROM MEDIAN NEAR MID-BLOCK CROSSING LOCATION
- WORK PERFORMED
  - REMOVE AND CONSTRUCT NEW CURB AND GUTTER AS SHOWN ON PLANS
  - CONSTRUCT PEDESTRIAN REFUGE MEDIAN ISLAND AT MID-BLOCK CROSSING LOCATION
  - INSTALL NEW DRAINAGE STRUCTURES AND STORM SEWER
  - REMOVE AND REPLACE DRAINAGE STRUCTURES
  - REMOVE AND REINSTALL BRICK PAVERS
  - INSTALL NEW BRICK PAVERS
- TRAFFIC RESTRICTIONS
  - NONE

STAGE 2

- TRAFFIC CONFIGURATION
  - SHIFT TRAFFIC TO THE EAST SIDE OF YORK STREET OR SHIFT TRAFFIC USING TEMPORARY LANE CLOSURES BETWEEN 1ST STREET AND 3RD STREET. THIS SHALL BE COORDINATED WITH THE ENGINEER AND THE CITY.
  - REDUCE SB AND NB THRU LANE WIDTHS NEAR MID-BLOCK CROSSING LOCATION
- WORK PERFORMED
  - REMOVE AND CONSTRUCT NEW CURB AND GUTTER AS SHOWN ON PLANS
  - CONSTRUCT BUMP-OUTS AT MID-BLOCK CROSSING LOCATION
  - REMOVE AND REPLACE DRAINAGE STRUCTURES
  - REMOVE AND REINSTALL BRICK PAVERS
  - INSTALL NEW BRICK PAVERS
- TRAFFIC RESTRICTIONS
  - NONE

STAGE 3

- TRAFFIC CONFIGURATION
  - SHIFT TRAFFIC USING TEMPORARY LANE CLOSURES
- WORK PERFORMED
  - MILL EXISTING PAVEMENT
  - PATCH AND REPAIR PAVEMENT AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER
  - ADJUST UTILITY AND DRAINAGE STRUCTURES
  - RESURFACE PAVEMENT
  - INSTALL PAVEMENT MARKINGS
  - INSTALL PAVEMENT IMPRINTING
- TRAFFIC RESTRICTIONS
  - NO TRAFFIC SHALL BE ALLOWED ONTO YORK STREET DURING NIGHT TIME OPERATIONS

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. ADVANCE SIGNING AND WORK LIMIT SIGNING SHALL CONFORM TO APPLICABLE IDOT HIGHWAY STANDARDS.
2. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING TRAFFIC CONTROL DEVICES LIGHTS, AND SIGNS SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
3. THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS.
4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AND SIDE ROADS TO REMAIN DURING CONSTRUCTION OPERATIONS.
5. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION OPERATIONS.
6. THE CONTRACTOR SHALL SCHEDULE CONSTRUCTION ACTIVITIES SO THAT THERE ARE ALWAYS TWO LANES OF TRAFFIC OPEN AT THE END OF EACH DAY. FOR THE ONE-WAY PORTION OF YORK STREET BETWEEN 1ST STREET AND 2ND STREET, THERE SHALL ALWAYS BE ATLEAST ONE LANE OF TRAFFIC OPEN AT THE END OF EACH DAY. DETOURS WILL ONLY BE ALLOWED UPON SUBMITTAL OF A DETOUR PLAN AND APPROVED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION (SPECIAL).
7. "HOT-MIX ASPHALT SURFACE REMOVAL, 2¾"", PLACEMENT OF "HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1½"", AND PLACEMENT OF "POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1½"" WILL NOT BE PERMITTED DURING RESTRICTED HOURS. RESTRICTED HOURS ARE BETWEEN 6:00 AM AND 11:00 PM. ALSO NONE OF THE AFOREMENTIONED CONSTRUCTION ACTIVITIES WILL BE ALLOWED ON FRIDAYS, SATURDAYS, AND SUNDAYS. ALL LANE CLOSURES REQUIRED TO PERFORM THE AFOREMENTIONED CONSTRUCTION ACTIVITIES MUST BE COORDINATED WITH THE CITY AND APPROVED BY THE ENGINEER. THIS SHALL BE SUBMITTED BY THE CONTRACTOR TO THE ENGINEER AT LEAST SEVENTY-TWO (72) HOURS BEFORE THE CLOSURE.

BURNS McDONNELL

USER NAME = rjiang	DESIGNED - RGJ	REVISED -
	DRAWN - RGJ	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - RMG	REVISED -
PLOT DATE = 3/12/2018	DATE - 2/16/18	REVISED -

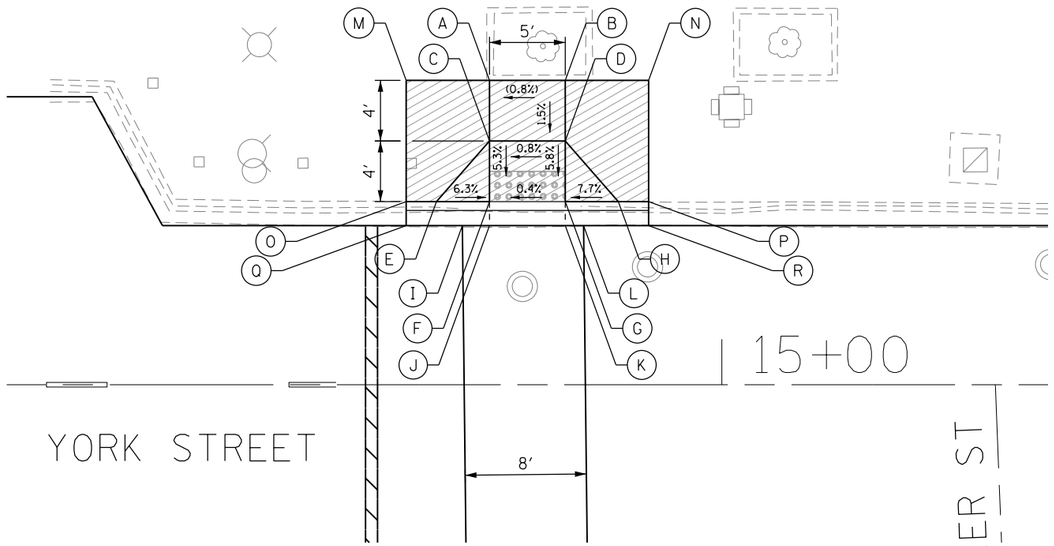
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
MAINTENANCE OF TRAFFIC

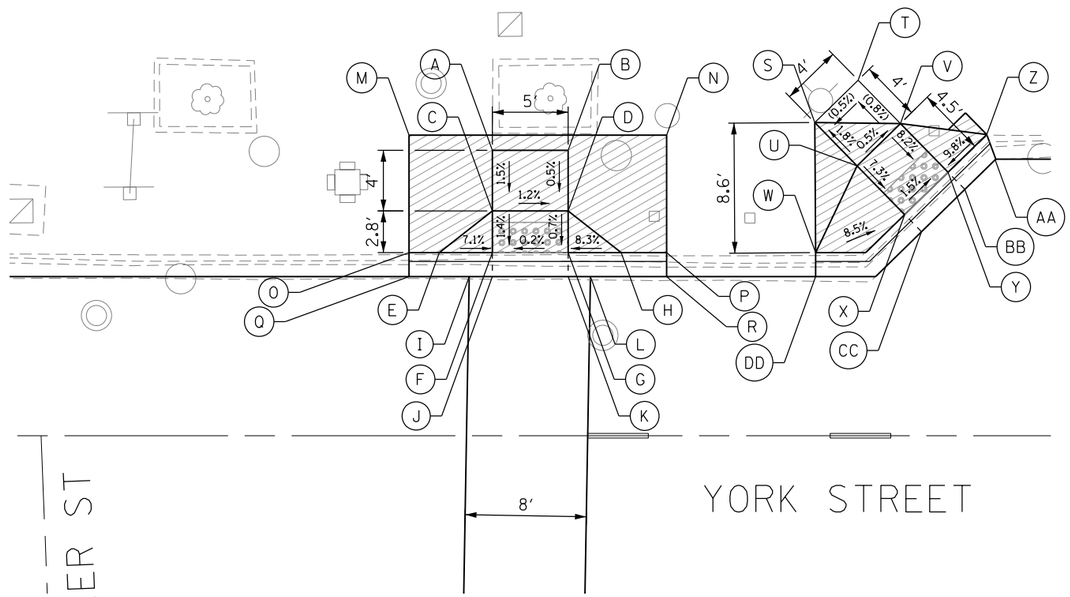
SCALE: | SHEET OF SHEETS | STA. | TO STA.

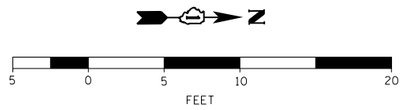
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	10
		CONTRACT NO. 61E62		
		ILLINOIS FED. AID PROJECT		

YORK STREET AND SCHILLER STREET			
SW CORNER			
POINT	STATION	OFFSET	ELEVATION
A	14+84.67	20.08 LT	(685.80)
B	14+89.67	20.08 LT	(658.84)
C	14+84.67	16.08 LT	685.74
D	14+89.67	16.08 LT	685.78
E	14+81.17	12.08 LT	685.75
F	14+84.67	12.08 LT	685.53
G	14+89.67	12.08 LT	685.55
H	14+93.17	12.08 LT	685.82
I	14+82.88	10.50 LT	685.50
J	14+84.67	10.50 LT	685.51
K	14+89.67	10.50 LT	685.53
L	14+90.88	10.50 LT	685.54
M	14+79.17	20.08 LT	(685.77)
N	14+95.17	20.08 LT	(685.87)
O	14+79.17	12.08 LT	(685.88)
P	14+95.17	12.08 LT	(685.93)
Q	14+79.17	10.50 LT	(685.48)
R	14+95.17	10.50 LT	(685.58)



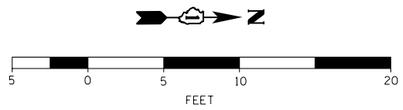
YORK STREET AND SCHILLER STREET							
NW CORNER							
POINT	STATION	OFFSET	ELEVATION		POINT	STATION	OFFSET	ELEVATION
A	15+47.85	18.83 LT	685.67		P	15+59.35	12.08 LT	(686.05)
B	15+52.85	18.83 LT	685.61		Q	15+42.35	10.50 LT	(685.54)
C	15+47.85	14.83 LT	685.61		R	15+59.35	10.50 LT	(685.61)
D	15+52.85	14.83 LT	685.59		S	15+69.13	20.67 LT	(685.81)
E	15+44.35	12.08 LT	685.80		T	15+71.99	23.47 LT	(685.83)
F	15+47.85	12.08 LT	685.55		U	15+71.93	17.81 LT	685.88
G	15+52.85	12.08 LT	685.57		V	15+74.79	20.61 LT	(685.86)
H	15+56.35	12.08 LT	685.86		W	15+69.19	12.08 LT	(686.09)
I	15+46.32	10.50 LT	685.55		X	15+75.07	14.59 LT	685.55
J	15+47.85	10.50 LT	685.56		Y	15+77.93	17.39 LT	685.49
K	15+52.85	10.50 LT	685.57		Z	15+80.50	19.90 LT	(685.84)
L	15+54.33	10.50 LT	685.58		AA	15+81.04	18.21 LT	(685.33)
M	15+42.35	19.83 LT	(685.87)		BB	15+79.04	16.25 LT	685.47
N	15+59.35	19.83 LT	(685.60)		CC	15+76.18	13.46 LT	685.53
O	15+42.35	12.08 LT	(685.91)		DD	15+69.19	10.50 LT	(685.66)





LEGEND

- PROPOSED SIDE CURB (CONC CURB, TYPE B)
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED CONCRETE EDGING (CONC CURB, TYPE B (SPECIAL))
- REMOVE AND REINSTALL BRICK PAVERS
- PROPOSED BRICK PAVERS
- DETECTABLE WARNINGS (BRICK PAVERS)



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		DRAWN - RGJ	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - RMG	REVISED -
Default	PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

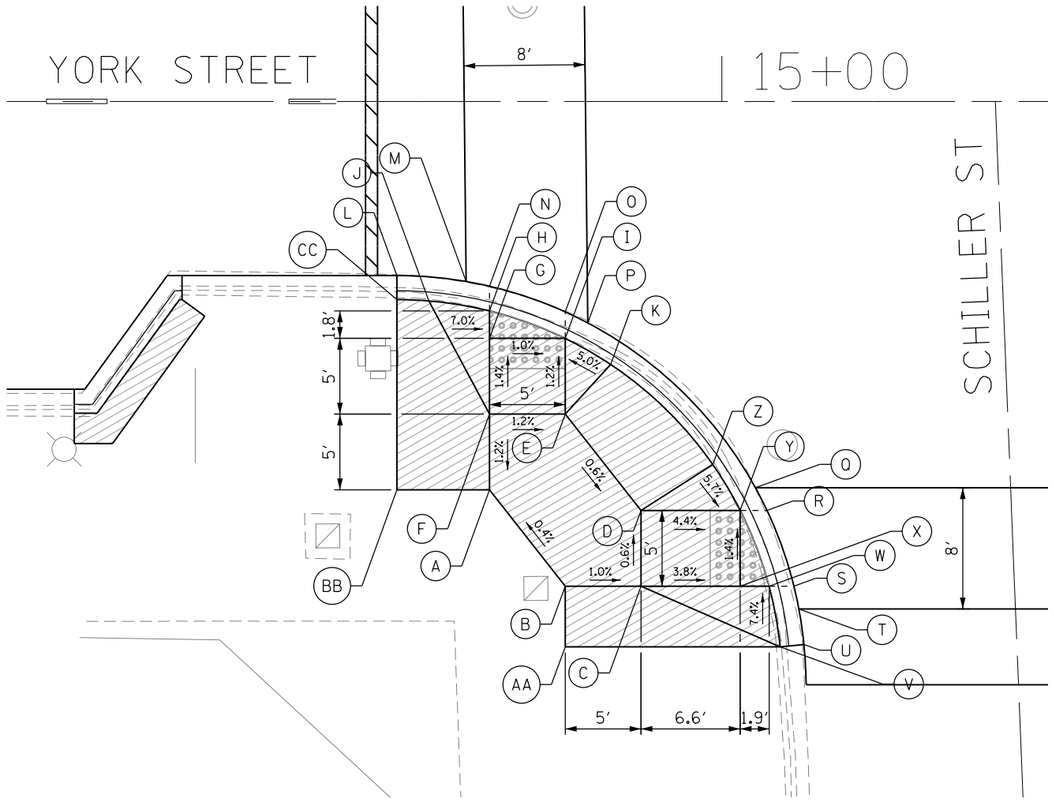
YORK STREET RESURFACING PROJECT
ADA DETAILS - YORK STREET & SCHILLER STREET

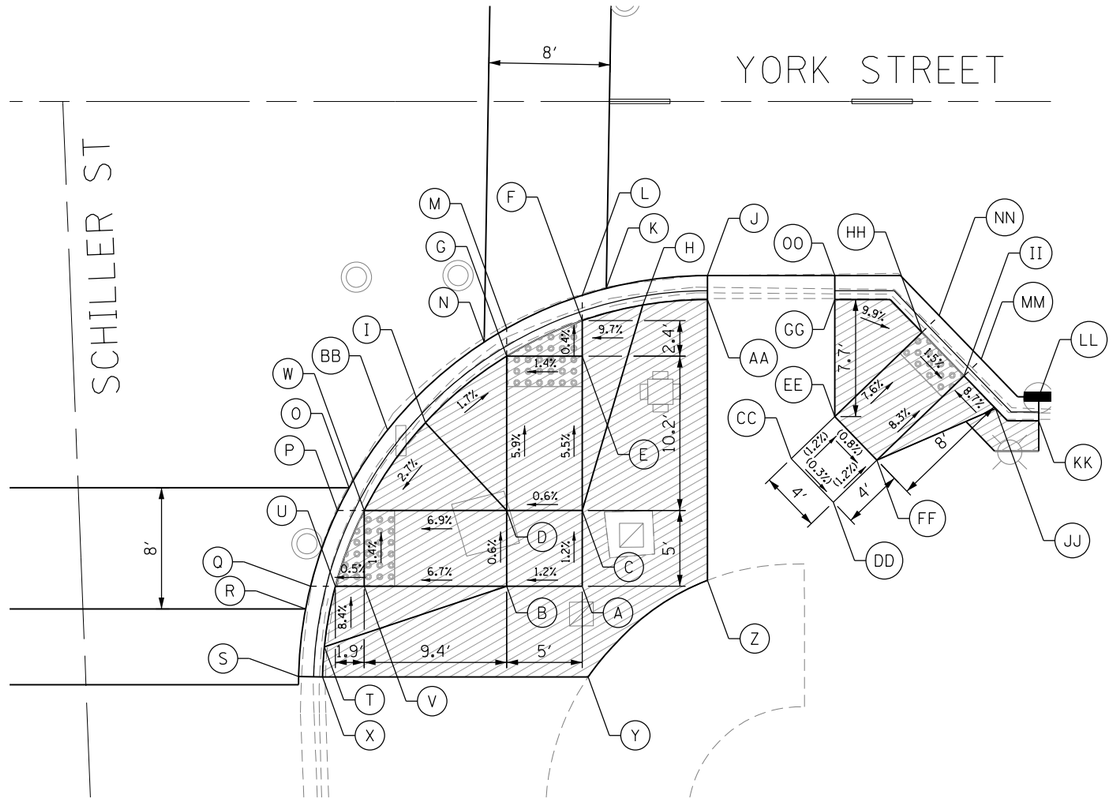
SCALE: 1" = 5' | SHEET OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	11
		CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			

YORK STREET AND SCHILLER STREET							
SE CORNER							
POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION
A	14+84.67	25.64 RT	(685.38)	P	14+91.16	14.62 RT	685.27
B	14+89.67	32.00 RT	(685.41)	Q	15+02.22	25.50 RT	684.99
C	14+94.67	32.00 RT	685.36	R	15+02.98	27.00 RT	685.02
D	14+94.67	27.00 RT	685.27	S	15+04.76	32.00 RT	685.08
E	14+89.67	20.64 RT	685.45	T	15+05.09	33.50 RT	685.10
F	14+84.67	20.64 RT	685.44	U	15+05.42	35.84 RT	(685.12)
G	14+84.67	15.64 RT	685.37	V	15+03.85	36.00 RT	(685.41)
H	14+84.67	13.83 RT	685.36	W	15+03.13	32.00 RT	685.10
I	14+89.67	15.64 RT	685.32	X	15+01.22	32.00 RT	685.11
J	14+80.67	13.17 RT	685.64	Y	15+01.22	27.00 RT	685.04
K	14+92.67	17.36 RT	685.47	Z	14+99.37	24.00 RT	685.24
L	14+78.56	11.50 RT	(685.37)	AA	14+89.67	36.00 RT	(685.44)
M	14+83.13	11.89 RT	685.36	BB	14+78.56	25.64 RT	(685.45)
N	14+84.67	12.20 RT	685.35	CC	14+78.56	13.08 RT	(685.69)
O	14+89.67	13.89 RT	685.30)				

YORK STREET AND SCHILLER STREET											
NE CORNER											
POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION
A	15+52.35	32.00 RT	(686.01)	O	15+36.96	25.50 RT	685.16	CC	15+66.14	23.58 RT	(686.02)
B	15+47.35	32.00 RT	685.95	P	15+36.19	27.00 RT	685.23	DD	15+68.92	26.46 RT	(686.01)
C	15+52.35	27.00 RT	685.95	Q	15+34.41	32.00 RT	685.29	EE	15+69.02	20.70 RT	(685.99)
D	15+47.35	27.00 RT	685.92	R	15+34.09	33.50 RT	685.31	FF	15+71.80	23.68 RT	(685.96)
E	15+52.35	16.82 RT	685.39	S	15+33.63	37.97 RT	(685.37)	GG	15+69.02	13.08 RT	(685.99)
F	15+52.35	14.47 RT	685.38	T	15+35.33	36.00 RT	685.65	HH	15+74.77	15.24 RT	685.38
G	15+47.35	16.82 RT	685.32	U	15+36.05	32.00 RT	685.31	II	15+77.55	18.12 RT	685.30
H	15+56.35	13.44 RT	685.78	V	15+37.95	32.00 RT	685.32	JJ	15+79.63	20.27 RT	(685.56)
I	15+42.00	21.20 RT	685.44	W	15+37.95	27.00 RT	685.25	KK	15+82.49	21.08 RT	(685.52)
J	15+60.62	11.50 RT	(685.51)	X	15+35.21	38.00 RT	(685.77)	LL	15+82.49	19.50 RT	(685.01)
K	15+53.93	12.34 RT	685.39	Y	15+52.73	38.00 RT	(686.10)	MM	15+78.69	17.02 RT	685.28
L	15+52.35	12.80 RT	685.36	Z	15+60.62	31.61 RT	(686.09)	NN	15+75.91	14.14 RT	685.36
M	15+47.35	14.99 RT	685.30	AA	15+60.62	13.08 RT	(685.98)	OO	15+69.02	11.50 RT	(685.56)
N	15+45.87	15.89 RT	685.24	BB	15+39.49	21.69 RT	684.98				





LEGEND

- PROPOSED SIDE CURB (CONC CURB, TYPE B)
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED CONCRETE EDGING (CONC CURB, TYPE B (SPECIAL))
- REMOVE AND REINSTALL BRICK PAVERS
- PROPOSED BRICK PAVERS
- DETECTABLE WARNINGS (BRICK PAVERS)

N

5 0 5 10 20
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FEET

FILE NAME = 101702-sht-ada02.dgn	USER NAME = rjiang	DESIGNED - RGJ	REVISED -
		DRAWN - RGJ	REVISED -
Default	PLOT SCALE = 10.0000 ' / in.	CHECKED - RMG	REVISED -
	PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

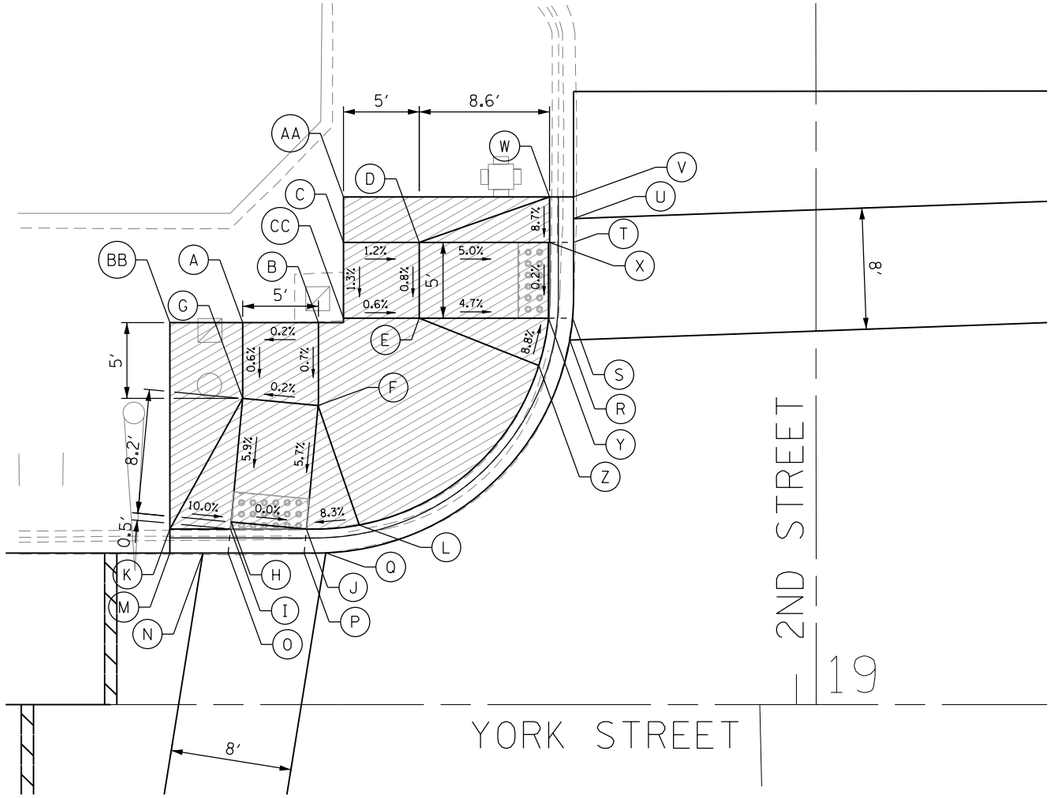
YORK STREET RESURFACING PROJECT
ADA DETAILS – YORK STREET & SCHILLER STREET

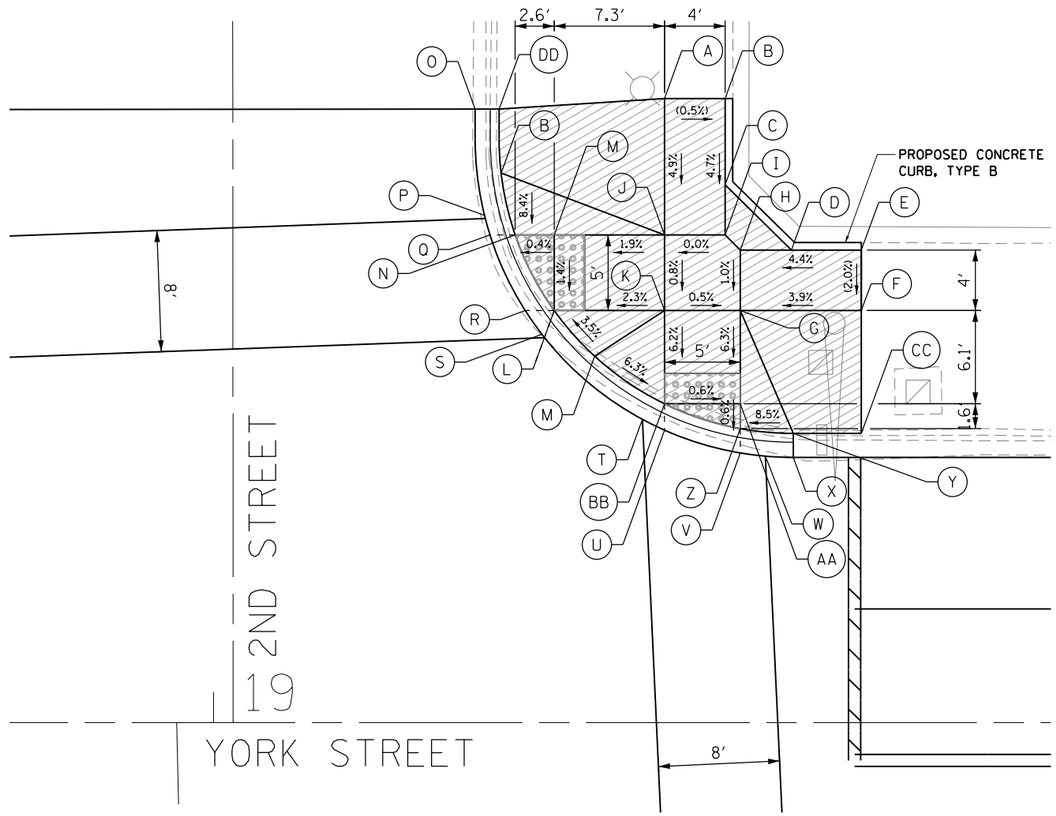
SCALE: 1" = 5' | SHEET OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	12
		CONTRACT NO. 61E62		
		ILLINOIS FED. AID PROJECT		

YORK STREET AND 2ND STREET							
SW CORNER							
POINT	STATION	OFFSET	ELEVATION		POINT	STATION	OFFSET	ELEVATION
A	18+63.44	25.21 LT	(687.44)		P	18+67.50	10.00 LT	686.91
B	18+68.44	25.21 LT	(687.45)		Q	18+68.92	10.01 LT	686.92
C	18+70.10	30.50 LT	687.49		R	18+85.03	24.06 LT	686.96
D	18+75.10	30.50 LT	687.43		S	18+85.22	25.50 LT	686.97
E	18+75.10	25.50 LT	687.39		T	18+85.29	30.50 LT	686.98
F	18+68.41	19.74 LT	687.40		U	18+85.28	32.07 LT	686.99
G	18+63.44	20.21 LT	687.41		V	18+85.28	33.0 LT	(687.00)
H	18+62.67	12.05 LT	686.93		W	18+83.70	33.50 LT	(687.30)
I	18+62.63	11.58 LT	686.92		X	18+83.70	30.50 LT	687.00
J	18+67.65	11.58 LT	686.93		Y	18+83.63	25.50 LT	686.99
K	18+58.63	11.58 LT	(687.32)		Z	18+83.00	22.38 LT	687.27
L	18+71.14	11.85 LT	687.22		AA	18+70.10	33.50 LT	(687.48)
M	18+58.63	10.00 LT	(686.88)		BB	18+58.63	25.21 LT	(687.43)
N	18+60.82	10.00 LT	686.89		CC	18+70.10	25.50 LT	(687.42)
O	18+62.48	10.00 LT	686.90					

YORK STREET AND 2ND STREET							
NW CORNER							
POINT	STATION	OFFSET	ELEVATION		POINT	STATION	OFFSET	ELEVATION
A	19+29.78	41.19 LT	(687.72)		P	19+17.89	33.47 LT	687.13
B	19+33.78	41.19 LT	(687.70)		Q	19+18.25	32.19 LT	687.11
C	19+33.78	35.49 LT	687.43		R	19+20.59	27.19 LT	687.05
D	19+38.15	31.19 LT	687.41		S	19+21.69	25.63 LT	687.03
E	19+42.78	31.19 LT	(687.61)		T	19+28.32	20.01 LT	686.86
F	19+42.78	27.19 LT	(687.53)		U	19+29.78	19.30 LT	686.84
G	19+34.78	27.19 LT	687.22		V	19+34.78	17.79 LT	686.80
H	19+34.78	31.19 LT	687.26		W	19+36.44	17.58 LT	(686.76)
I	19+33.78	32.19 LT	687.28		X	19+38.28	17.50 LT	(686.76)
J	19+29.78	32.19 LT	687.28		Y	19+38.28	19.08 LT	(687.15)
K	19+29.78	27.19 LT	687.24		Z	19+34.78	19.40 LT	686.82
L	19+22.50	27.19 LT	687.07		AA	19+34.78	21.05 LT	686.83
M	19+22.50	32.19 LT	687.14		BB	19+29.78	21.05 LT	686.86
N	19+19.92	32.19 LT	687.13		CC	19+42.80	19.36 LT	(687.18)
O	19+17.28	40.49 LT	(687.22)		DD	19+18.86	40.49 LT	(687.70)





LEGEND

- PROPOSED SIDE CURB (CONC CURB, TYPE B)
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED CONCRETE EDGING (CONC CURB, TYPE B (SPECIAL))
- REMOVE AND REINSTALL BRICK PAVERS
- PROPOSED BRICK PAVERS
- DETECTABLE WARNINGS (BRICK PAVERS)

N

5 0 5 10 20
FEET

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FEET

FILE NAME = 101702-sht-ada03.dgn	USER NAME = rjiang	DESIGNED - RGJ	REVISED -
		DRAWN - RGJ	REVISED -
Default	PLOT SCALE = 10.0000 ' / in.	CHECKED - RMG	REVISED -
	PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

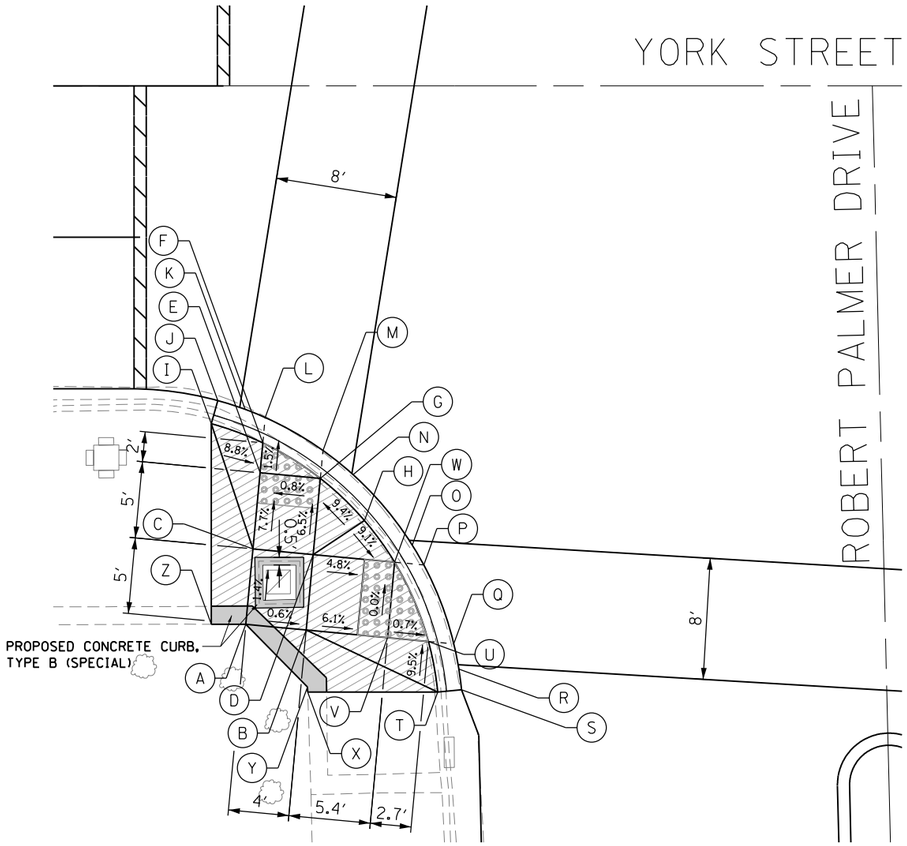
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
ADA DETAILS – YORK STREET & 2ND STREET

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

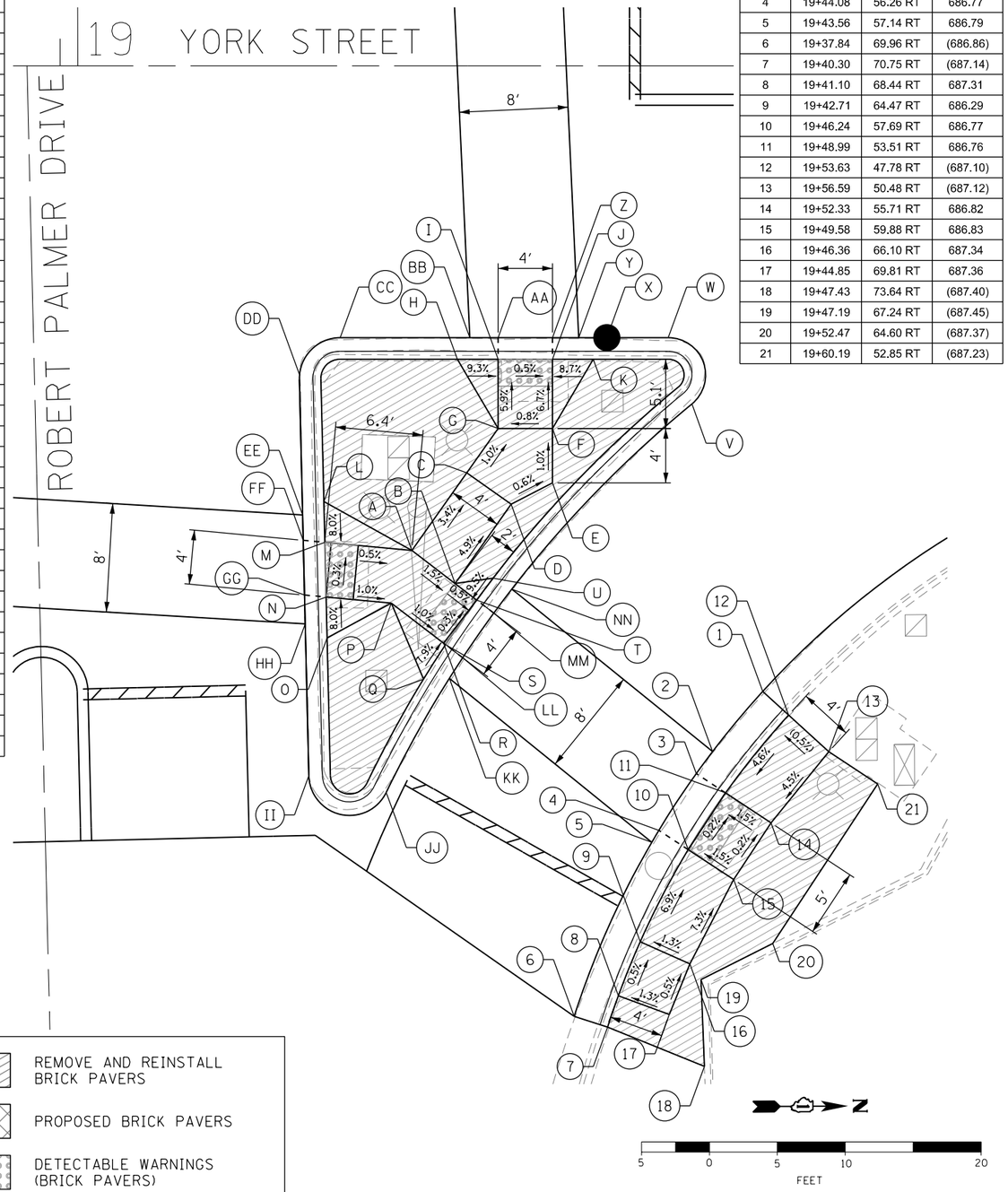
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	13
		CONTRACT NO. 61E62		
		ILLINOIS FED. AID PROJECT		

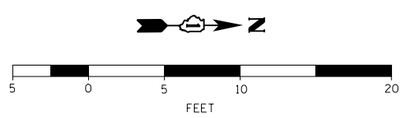
YORK STREET AND ROBERT PALMER DRIVE							
SE CORNER							
POINT	STATION	OFFSET	ELEVATION		POINT	STATION	OFFSET	ELEVATION
A	18+56.21	35.55 RT	687.28		N	18+63.29	25.67 RT	686.85
B	18+60.19	35.92 RT	687.25		O	18+67.19	30.32 RT	686.88
C	18+56.67	30.57 RT	687.21		P	18+67.95	31.63 RT	686.90
D	18+60.66	30.94 RT	687.18		Q	18+69.94	36.83 RT	686.89
E	18+57.15	25.54 RT	686.82		R	18+70.27	38.51 RT	686.87
F	18+57.33	23.56 RT	686.79		S	18+70.45	39.86 RT	(686.85)
G	18+61.13	25.92 RT	686.85		T	18+68.87	40.01 RT	(687.22)
H	18+64.04	28.70 RT	687.23		U	18+68.26	36.68 RT	686.90
I	18+53.93	22.31 RT	(687.11)		V	18+65.56	36.42 RT	686.92
J	18+54.35	20.78 RT	(686.61)		W	18+66.03	31.45 RT	686.92
K	18+56.16	21.36 RT	686.72		X	18+60.29	40.01 RT	(687.28)
L	18+57.49	21.90 RT	686.77		Y	18+60.28	39.68 RT	687.27
M	18+61.30	24.07 RT	686.83		Z	18+53.93	33.55 RT	(687.35)



YORK STREET AND ROBERT PALMER DRIVE			
NE CORNER			
POINT	STATION	OFFSET	ELEVATION
A	19+25.90	35.67 RT	687.12
B	19+29.08	38.09 RT	687.06
C	19+29.94	29.96 RT	687.36
D	19+33.20	32.27 RT	687.41
E	19+36.25	30.69 RT	687.39
F	19+36.25	26.69 RT	687.35
G	19+32.25	26.69 RT	687.32
H	19+29.25	21.58 RT	687.30
I	19+32.25	21.58 RT	687.02
J	19+36.25	21.58 RT	687.00
K	19+39.25	21.58 RT	687.26
L	19+19.42	32.07 RT	687.39
M	19+19.49	35.07 RT	687.15
N	19+19.59	39.09 RT	687.16
O	19+19.66	42.09 RT	687.40
P	19+24.38	39.54 RT	687.11
Q	19+26.76	45.13 RT	687.30
R	19+28.24	42.49 RT	687.06
S	19+28.38	42.60 RT	687.06
T	19+30.67	39.31 RT	687.05
U	19+31.87	37.71 RT	687.19
V	19+46.51	24.88 RT	687.00
W	19+44.77	20.00 RT	686.95
X	19+40.25	20.00 RT	686.92
Y	19+38.18	20.00 RT	686.94
Z	19+36.25	20.00 RT	686.98
AA	19+32.25	20.00 RT	687.00
BB	19+30.17	20.00 RT	687.02
CC	19+20.62	20.00 RT	687.06
DD	19+17.62	23.07 RT	687.08
EE	19+17.86	33.05 RT	687.12
FF	19+17.90	34.92 RT	687.13
GG	19+18.00	38.94 RT	687.14
HH	19+18.05	41.07 RT	687.15
II	19+18.31	42.24 RT	687.18
JJ	19+24.02	53.47 RT	687.14
KK	19+28.66	45.08 RT	687.05
LL	19+29.64	43.56 RT	687.04
MM	19+31.93	40.27 RT	687.03
NN	19+33.25	38.51 RT	687.02

YORK STREET AND ROBERT PALMER DRIVE			
NE CORNER			
POINT	STATION	OFFSET	ELEVATION
1	19+51.73	46.04 RT	(686.74)
2	19+48.03	50.46 RT	686.75
3	19+46.83	52.09 RT	686.76
4	19+44.08	56.26 RT	686.77
5	19+43.56	57.14 RT	686.79
6	19+37.84	69.96 RT	(686.86)
7	19+40.30	70.75 RT	(687.14)
8	19+41.10	68.44 RT	687.31
9	19+42.71	64.47 RT	686.29
10	19+46.24	57.69 RT	686.77
11	19+48.99	53.51 RT	686.76
12	19+53.63	47.78 RT	(687.10)
13	19+56.59	50.48 RT	(687.12)
14	19+52.33	55.71 RT	686.82
15	19+49.58	59.88 RT	686.83
16	19+46.36	66.10 RT	687.34
17	19+44.85	69.81 RT	687.36
18	19+47.43	73.64 RT	(687.40)
19	19+47.19	67.24 RT	(687.45)
20	19+52.47	64.60 RT	(687.37)
21	19+60.19	52.85 RT	(687.23)





LEGEND

- PROPOSED SIDE CURB (CONC CURB, TYPE B)
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED CONCRETE EDGING (CONC CURB, TYPE B (SPECIAL))
- REMOVE AND REINSTALL BRICK PAVERS
- PROPOSED BRICK PAVERS
- DETECTABLE WARNINGS (BRICK PAVERS)

FILE NAME = 101702-sht-ada04.dgn	USER NAME = rjiang	DESIGNED - RGJ	REVISED -
		DRAWN - RGJ	REVISED -
Default	PLOT SCALE = 10.0000 ' / in.	CHECKED - RMG	REVISED -
	PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

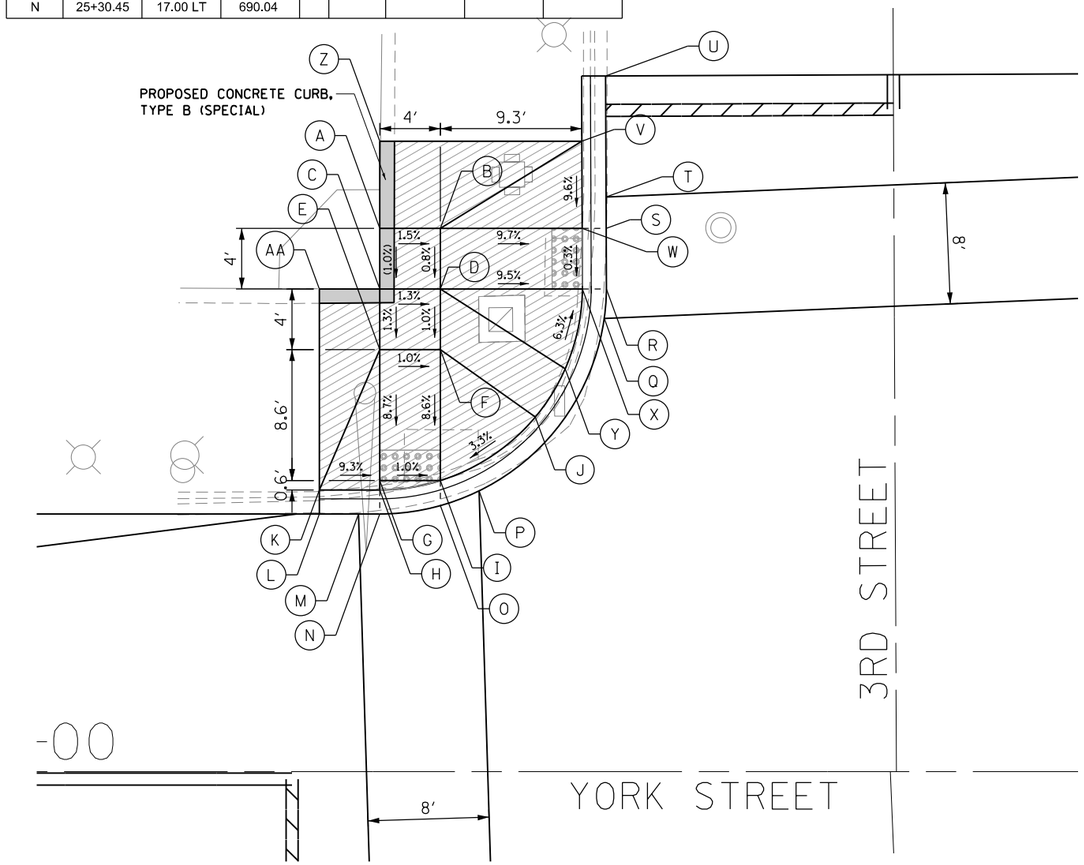
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
ADA DETAILS – YORK STREET & ROBERT PALMER DRIVE

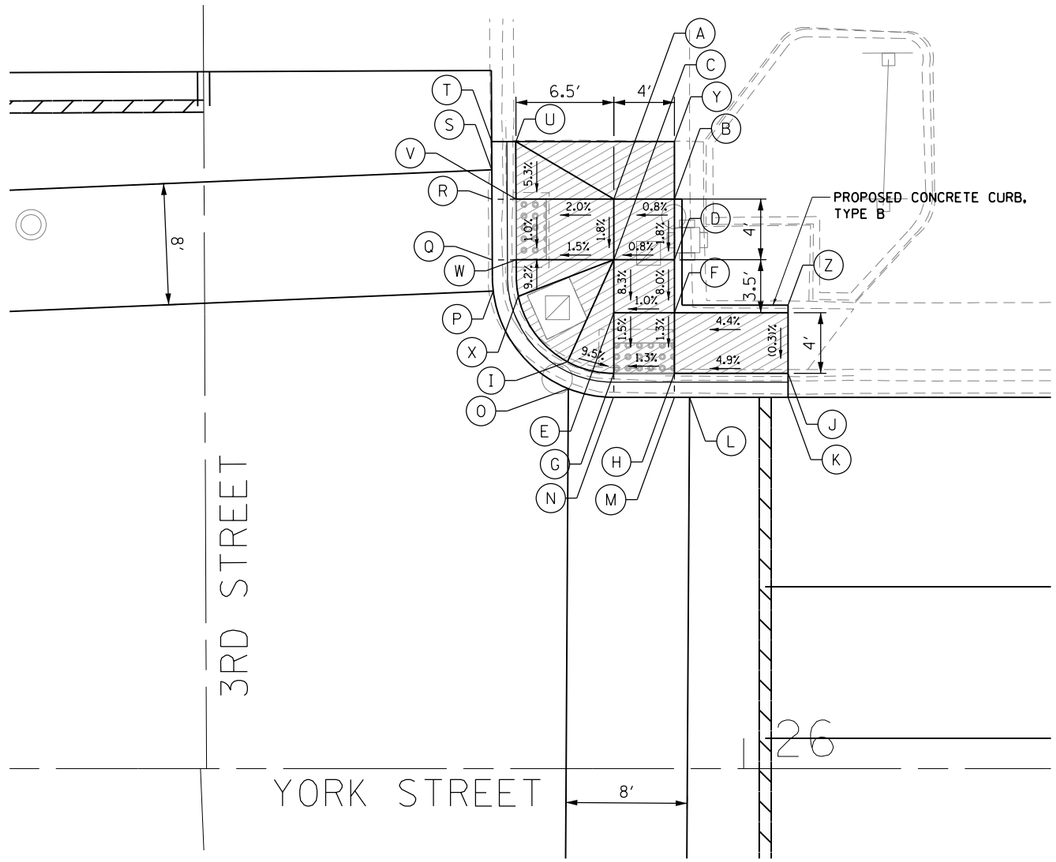
SCALE: 1" = 5' | SHEET OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	14
		CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			

YORK STREET AND 3RD STREET							
SW CORNER							
POINT	STATION	OFFSET	ELEVATION		POINT	STATION	OFFSET	ELEVATION
A	25+30.45	35.85 LT	(690.91)		O	25+34.45	17.55 LT	690.01
B	25+34.45	35.85 LT	690.85		P	25+37.00	18.52 LT	689.95
C	25+30.45	31.85 LT	(690.87)		Q	25+45.26	29.91 LT	686.91
D	25+34.45	31.85 LT	690.82		R	25+45.41	31.85 LT	689.92
E	25+30.45	27.85 LT	690.82		S	25+45.39	35.85 LT	689.93
F	25+34.45	27.85 LT	690.78		T	25+45.38	37.92 LT	689.94
G	25+30.45	19.21 LT	690.07		U	25+45.35	45.92 LT	(689.95)
H	25+30.45	18.58 LT	690.06		V	25+43.78	41.60 LT	(690.50)
I	25+34.45	19.21 LT	690.03		W	25+43.81	35.85 LT	689.95
J	25+40.71	23.41 LT	690.28		X	25+43.83	31.85 LT	689.94
K	25+26.45	18.58 LT	(690.43)		Y	25+42.69	26.59 LT	690.28
L	25+26.45	17.00 LT	(690.06)		Z	25+30.45	41.60 LT	(690.93)
M	25+29.04	17.00 LT	690.05		AA	25+26.45	31.85 LT	(690.94)
N	25+30.45	17.00 LT	690.04					



YORK STREET AND 3RD STREET							
NW CORNER							
POINT	STATION	OFFSET	ELEVATION		POINT	STATION	OFFSET	ELEVATION
A	25+91.44	37.58 LT	690.37		N	25+91.41	24.50 LT	689.93
B	25+95.44	37.58 LT	690.40		O	25+88.41	25.04 LT	689.87
C	25+91.44	33.58 LT	690.30		P	25+83.47	31.52 LT	690.13
D	25+95.44	33.58 LT	690.33		Q	25+83.41	33.58 LT	690.18
E	25+91.44	30.08 LT	690.01		R	25+83.39	37.58 LT	690.22
F	25+95.44	30.08 LT	690.05		S	25+83.37	41.38 LT	690.23
G	25+91.44	26.08 LT	689.95		T	25+83.37	41.38 LT	(690.24)
H	26+03.76	24.70 LT	690.00		U	25+84.97	41.38 LT	(690.46)
I	25+88.37	26.85 LT	690.25		V	25+84.97	37.58 LT	690.24
J	26+02.94	26.08 LT	(690.37)		W	25+84.99	33.58 LT	690.20
K	26+02.94	24.50 LT	(689.99)		X	25+85.13	31.18 LT	690.42
L	25+96.43	24.50 LT	689.98		Y	25+95.44	41.38 LT	(690.83)
M	25+95.44	24.50 LT	689.98		Z	26+02.94	30.58 LT	(690.38)



LEGEND

- PROPOSED SIDE CURB (CONC CURB, TYPE B)
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED CONCRETE EDGING (CONC CURB, TYPE B (SPECIAL))
- REMOVE AND REINSTALL BRICK PAVERS
- PROPOSED BRICK PAVERS
- DETECTABLE WARNINGS (BRICK PAVERS)

5 0 5 10 20 FEET

FILE NAME = 101702-sht-ada05.dgn	USER NAME = rjiang	DESIGNED - RGJ	REVISED -
		DRAWN - RGJ	REVISED -
Default	PLOT SCALE = 10.0000 ' / in.	CHECKED - RMG	REVISED -
	PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

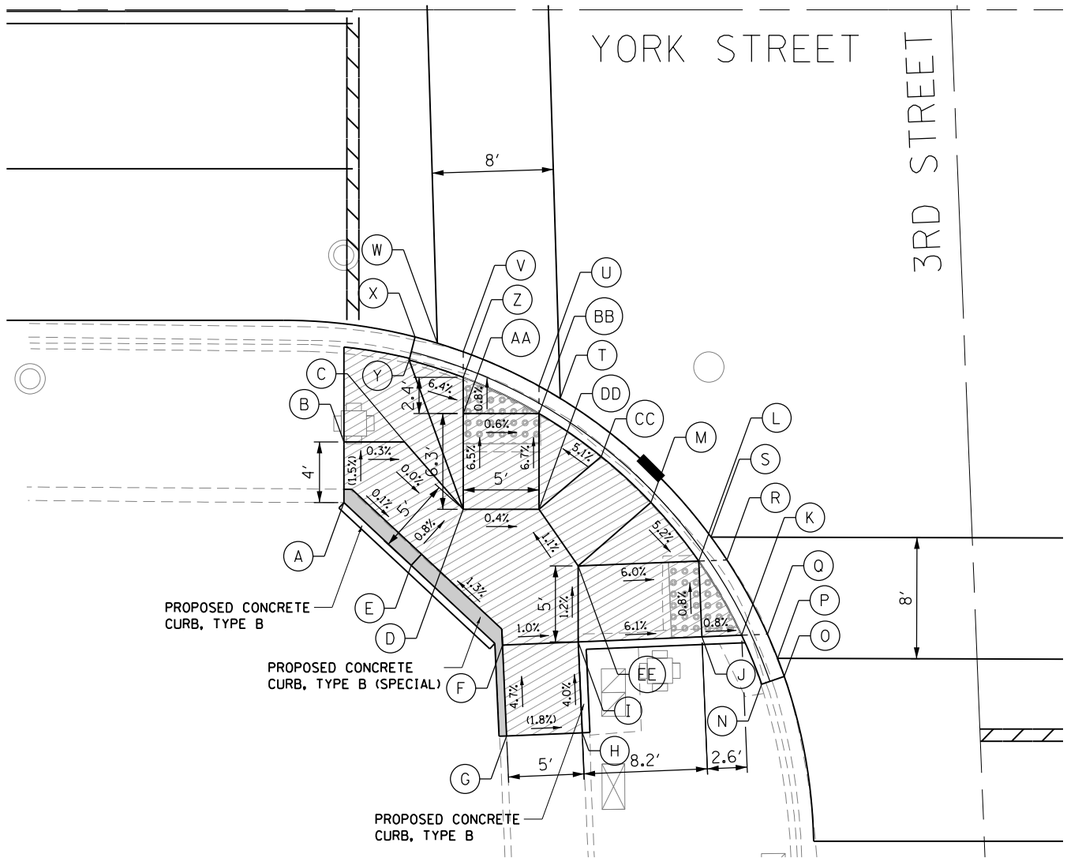
YORK STREET RESURFACING PROJECT
ADA DETAILS – YORK STREET & 3RD STREET

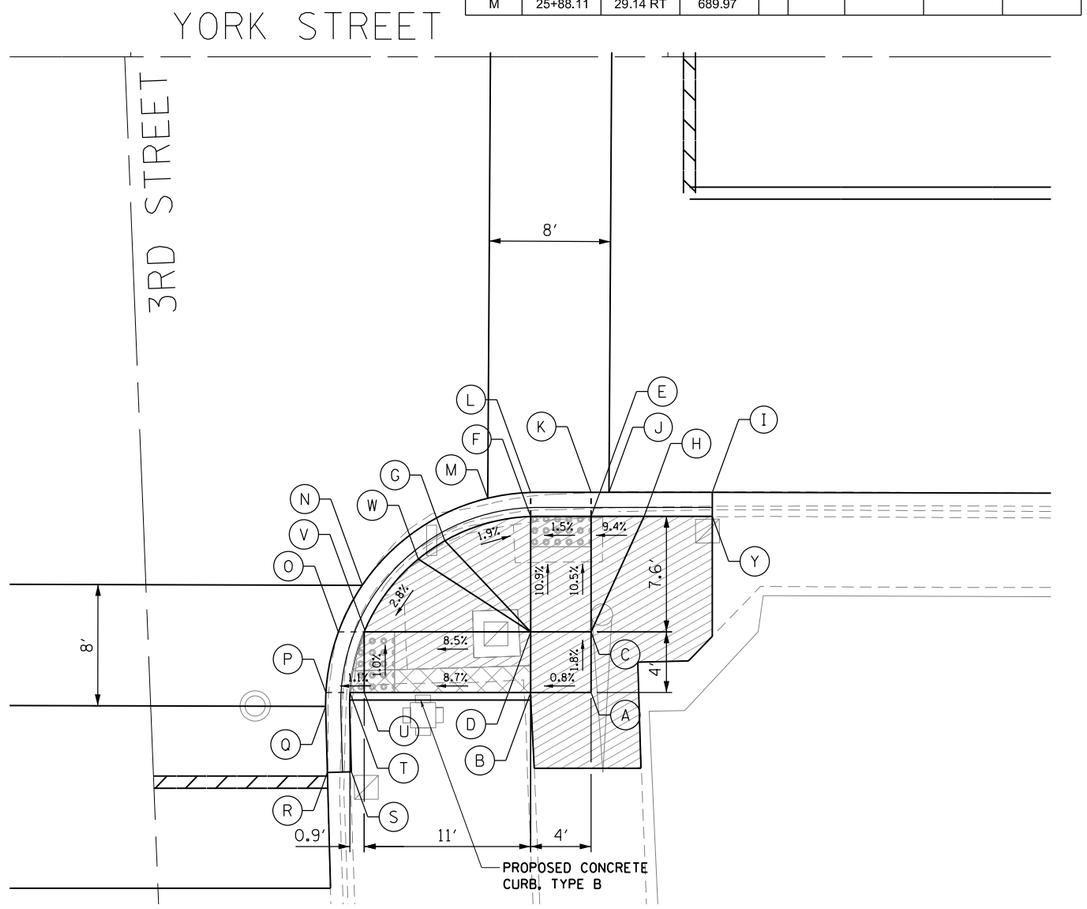
SCALE: 1" = 5' | SHEET OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	15
		CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			

YORK STREET AND 3RD STREET												
SE CORNER												
POINT	STATION	OFFSET	ELEVATION		POINT	STATION	OFFSET	ELEVATION		POINT	STATION	OFFSET	ELEVATION
A	25+24.07	32.52 RT	(650.52)		N	25+51.64	44.52 RT	(690.39)		AA	25+31.94	26.65 RT	690.03
B	25+24.07	28.52 RT	(690.46)		O	25+53.14	44.00 RT	(690.00)		BB	25+36.94	26.65 RT	690.00
C	25+28.07	28.52 RT	690.45		P	25+52.70	42.81 RT	690.00		CC	25+41.06	29.49 RT	690.25
D	25+31.94	32.98 RT	690.44		Q	25+52.03	41.21 RT	689.99		DD	25+36.94	32.98 RT	690.42
E	25+28.51	36.66 RT	690.48		R	25+49.35	36.32 RT	689.97		EE	25+39.54	36.71 RT	690.47
F	25+34.54	41.94 RT	690.58		S	25+48.30	34.80 RT	689.96					
G	25+34.81	47.93 RT	(690.86)		T	25+38.35	25.65 RT	698.97					
H	25+39.81	47.72 RT	(690.77)		U	25+36.94	24.83 RT	698.98					
I	25+39.54	41.73 RT	690.53		V	25+31.94	22.57 RT	698.99					
J	25+47.70	41.39 RT	690.03		W	25+30.24	22.01 RT	690.00					
K	25+50.32	41.28 RT	690.01		X	25+28.76	21.59 RT	(690.01)					
L	25+47.49	36.39 RT	698.99		Y	25+28.37	23.13 RT	(690.25)					
M	25+44.33	32.51 RT	690.25		Z	25+26.45	31.85 LT	690.01					

YORK STREET AND 3RD STREET								
NE CORNER								
POINT	STATION	OFFSET	ELEVATION		POINT	STATION	OFFSET	ELEVATION
A	25+94.94	41.96 RT	690.95		N	25+79.82	34.89 RT	689.88
B	25+90.94	41.96 RT	609.92		O	25+78.25	37.96 RT	689.90
C	25+94.94	37.96 RT	690.88		P	25+77.43	41,96 RT	698.93
D	25+90.94	37.96 RT	690.85		Q	25+77.41	42.88 RT	689.93
E	25+94.94	30.33 RT	690.08		R	25+77.52	47.24 RT	(689.94)
F	25+90.94	30.33 RT	690.02		S	25+79.10	47.20 RT	(690.41)
G	25+85.39	32.07 RT	690.13		T	25+79.01	41.96 RT	689.95
H	25+98.44	30.33 RT	690.41		U	25+79.93	41.96 RT	689.96
I	26+02.94	28.75 RT	(690.13)		V	25+79.95	37.96 RT	689.92
J	25+96.13	28.75 RT	690.08		W	25+83.52	33.16 RT	690.09
K	25+95.95	28.75 RT	690.06		X	25+85.13	31.18 RT	690.42
L	25+90.94	28.76 RT	690.00		Y	26+02.94	30.33 RT	(690.57)
M	25+88.11	29.14 RT	689.97					





LEGEND

- PROPOSED SIDE CURB (CONC CURB, TYPE B)
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED CONCRETE EDGING (CONC CURB, TYPE B (SPECIAL))
- REMOVE AND REINSTALL BRICK PAVERS
- PROPOSED BRICK PAVERS
- DETECTABLE WARNINGS (BRICK PAVERS)

5 0 5 10 20
FEET

5 0 5 10 20
FEET

FILE NAME = 101702-sht-ada06.dgn	USER NAME = rjiang	DESIGNED - RGJ	REVISED -
		DRAWN - RGJ	REVISED -
Default	PLOT SCALE = 10.0000 ' / in.	CHECKED - RMG	REVISED -
	PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

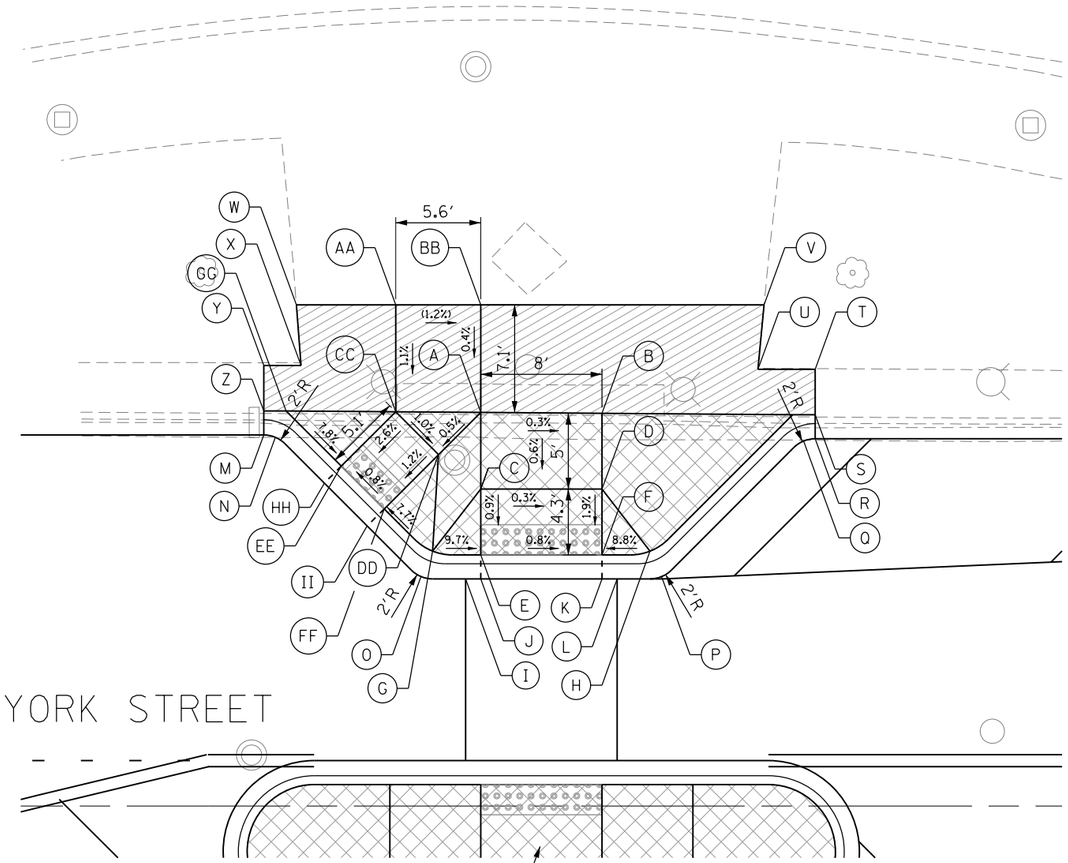
YORK STREET RESURFACING PROJECT
ADA DETAILS – YORK STREET & THIRD STREET

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

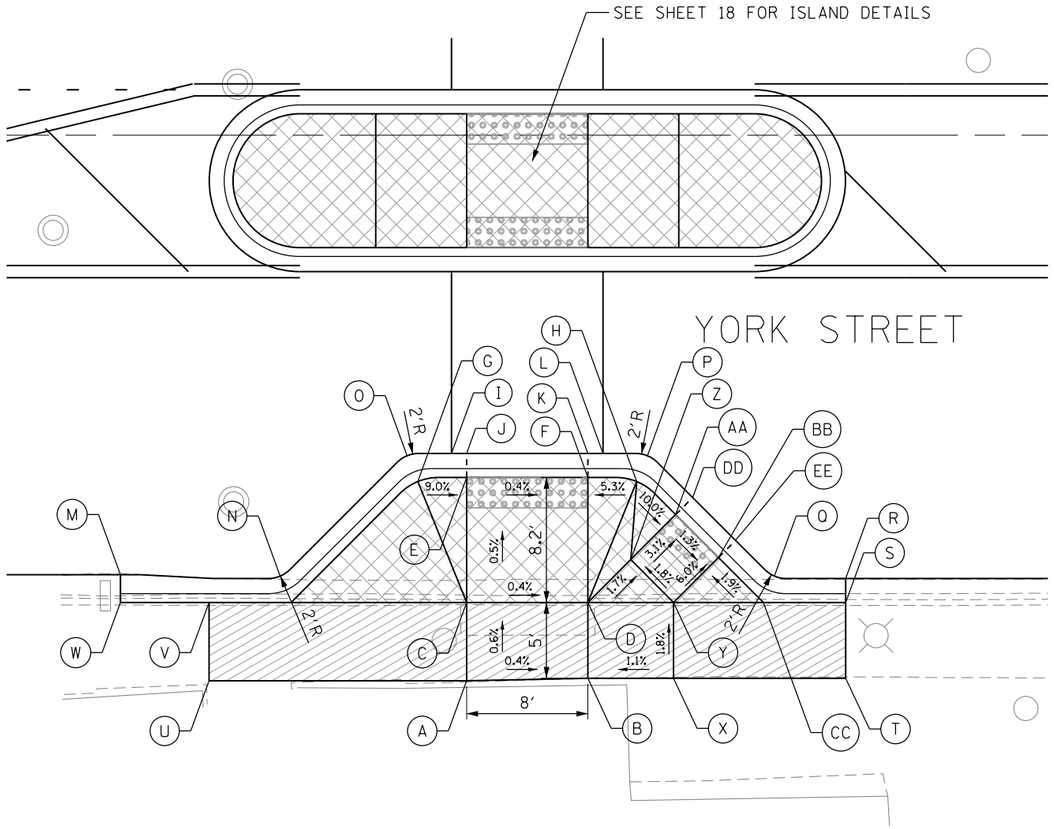
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	16
		CONTRACT NO. 61E62		
		ILLINOIS FED. AID PROJECT		

YORK STREET MID-BLOCK BUMPOUTS												
WEST BUMPOUT												
POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION	
A	29+37.97	25.99 LT	689.16	N	29+24.41	24.35 LT	(689.98)	AA	29+32.36	33.08 LT	(689.26)	
B	29+45.97	25.93 LT	689.14	O	29+34.03	15.15 LT	689.09	BB	29+37.97	33.08 LT	(689.19)	
C	29+37.97	20.93 LT	689.13	P	29+49.91	15.15 LT	688.99	CC	29+32.36	26.03 LT	689.18	
D	29+45.97	20.93 LT	689.11	Q	29+59.28	24.10 LT	(688.87)	DD	29+35.18	23.20 LT	689.14	
E	29+37.97	16.58 LT	689.09	R	29+60.05	24.25 LT	(688.86)	EE	29+28.77	22.44 LT	689.05	
F	29+45.97	16.58 LT	689.03	S	29+60.05	25.83 LT	(689.36)	FF	29+31.60	19.61 LT	689.08	
G	29+34.79	16.83 LT	689.40	T	29+60.05	28.83 LT	(689.35)	GG	29+25.13	26.08 LT	(689.45)	
H	29+49.15	16.83 LT	689.31	U	29+56.26	28.83 LT	(689.35)	HH	29+27.65	21.32 LT	689.03	
I	29+36.97	15.00 LT	689.08	V	29+56.67	33.08 LT	(689.40)	II	29+30.48	18.49 LT	689.06	
J	29+37.97	15.00 LT	689.07	W	29+25.80	33.08 LT	(689.46)					
K	29+45.97	15.00 LT	689.01	X	29+26.11	29.05 LT	(689.43)					
L	29+46.97	15.00 LT	689.00	Y	29+23.64	29.08 LT	(689.44)					
M	29+23.64	24.50 LT	(688.97)	Z	29+23.64	26.08 LT	(689.46)					

YORK STREET MID-BLOCK BUMPOUTS												
EAST BUMPOUT												
POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION	
A	29+37.97	36.00 RT	688.78	M	29+15.12	29.00 RT	(688.59)	Y	29+51.63	30.83 RT	688.72	
B	29+45.97	35.83 RT	688.75	N	29+25.66	29.10 RT	688.62	Z	29+48.80	28.00 RT	688.65	
C	29+37.97	30.83 RT	688.75	O	29+34.03	21.15 RT	688.73	AA	29+51.77	25.04 RT	688.52	
D	29+45.97	30.83 RT	688.72	P	29+49.91	21.15 RT	688.64	BB	29+54.60	27.86 RT	688.47	
E	29+37.97	22.58 RT	688.71	Q	29+58.28	29.10 RT	688.26	CC	29+57.56	30.83 RT	688.55	
F	29+45.97	22.58 RT	688.68	R	29+62.99	29.25 RT	(688.22)	DD	29+52.89	23.92 RT	688.50	
G	29+34.74	22.86 RT	689.00	S	29+62.99	30.83 RT	(688.55)	EE	29+55.72	26.75 RT	688.37	
H	29+49.20	22.86 RT	688.86	T	29+62.99	35.83 RT	(688.94)					
I	29+36.97	21.00 RT	688.72	U	29+20.96	36.00 RT	(689.15)					
J	29+37.97	21.00 RT	688.71	V	29+20.96	30.83 RT	(688.93)					
K	29+45.97	21.00 RT	688.66	W	29+15.12	30.83 RT	(688.96)					
L	29+46.97	21.00 RT	688.65	X	29+51.63	35.83 RT	(688.81)					



SEE SHEET 18 FOR ISLAND DETAILS



LEGEND

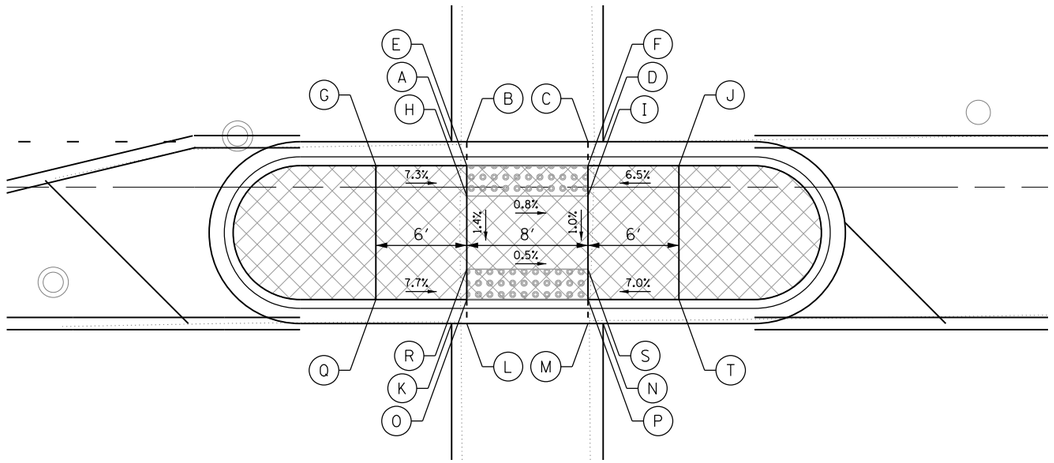
- PROPOSED SIDE CURB (CONC CURB, TYPE B)
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED CONCRETE EDGING (CONC CURB, TYPE B (SPECIAL))
- REMOVE AND REINSTALL BRICK PAVERS
- PROPOSED BRICK PAVERS
- DETECTABLE WARNINGS (BRICK PAVERS)

5 0 5 10 20 FEET

FILE NAME = 101702-sht-ada07.dgn	USER NAME = rjiang	DESIGNED - RGJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	YORK STREET RESURFACING PROJECT ADA DETAILS – YORK STREET MID-BLOCK BUMPOUTS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RGJ	REVISED -			2648A	17-00191-00-RS	DU PAGE	35	17
Default	PLOT SCALE = 10.0000 ' / in.	CHECKED - RMG	REVISED -					CONTRACT NO. 61E62		
	PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -		SCALE: 1" = 5' SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

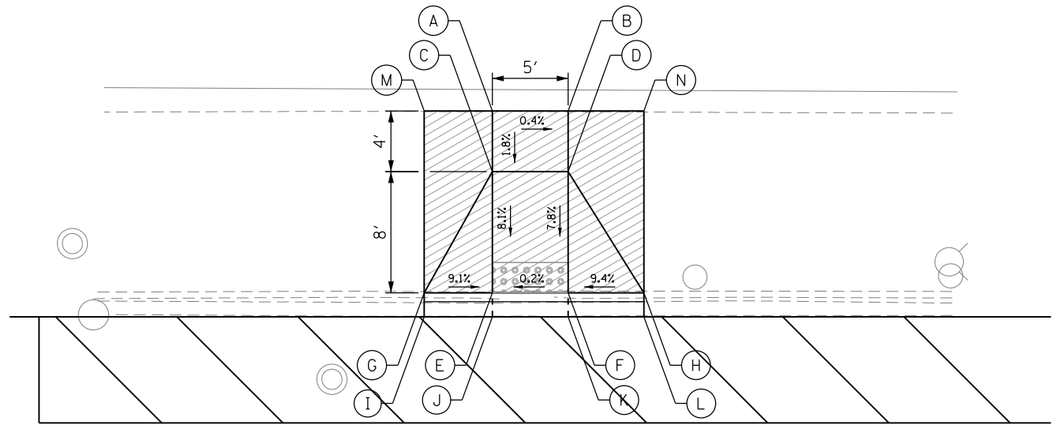
YORK STREET MID-BLOCK CROSSING							
PEDESTRIAN REFUGE ISLAND							
POINT	STATION	OFFSET	ELEVATION		POINT	STATION	OFFSET	ELEVATION
A	29+36.97	3.00 LT	689.19		K	29+36.97	9.00 RT	689.09
B	29+37.97	3.00 LT	689.19		L	29+37.97	9.00 RT	689.08
C	29+45.97	3.00 LT	689.13		M	29+45.97	9.00 RT	689.04
D	26+46.97	3.00 LT	689.13		N	26+46.97	9.00 RT	689.04
E	29+37.97	1.42 LT	689.21		O	29+37.97	7.42 RT	689.10
F	29+45.97	1.42 LT	689.15		P	29+45.97	7.42 RT	689.06
G	29+31.97	1.42 LT	689.65		Q	29+31.97	7.42 RT	689.56
H	29+37.97	0.58 RT	689.19		R	29+37.97	5.42 RT	689.12
I	29+45.97	0.58 RT	689.13		S	29+45.97	5.42 RT	689.08
J	29+51.97	1.42 LT	689.54		T	29+51.97	7.42 RT	689.48

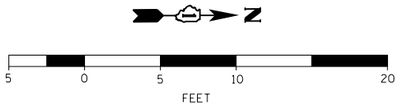
YORK STREET



YORK STREET			
YORK THEATER			
POINT	STATION	OFFSET	ELEVATION
A	17+20.79	31.58 LT	(686.80)
B	17+25.79	31.58 LT	(686.78)
C	17+20.79	27.58 LT	686.73
D	17+25.79	27.58 LT	686.71
E	17+20.79	19.58 LT	686.08
F	17+25.79	19.58 LT	686.09
G	17+16.29	19.58 LT	(686.49)
H	17+30.79	19.58 LT	(686.56)
I	17+16.29	18.00 LT	(686.00)
J	17+20.79	18.00 LT	686.06
K	17+25.79	18.00 LT	686.07
L	17+30.79	18.00 LT	(686.08)
M	17+16.29	31.58 LT	(686.78)
N	15+30.79	31.58 LT	(686.80)

YORK THEATER





LEGEND

PROPOSED SIDE CURB (CONC CURB, TYPE B)

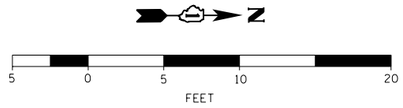
( ) EXISTING ELEVATION/SLOPE

PROPOSED CONCRETE EDGING (CONC CURB, TYPE B (SPECIAL))

REMOVE AND REINSTALL BRICK PAVERS

PROPOSED BRICK PAVERS

DETECTABLE WARNINGS (BRICK PAVERS)



FILE NAME = 101702-sht-ada08.dgn	USER NAME = rjiang	DESIGNED - RGJ	REVISED -
		DRAWN - RGJ	REVISED -
Default	PLOT SCALE = 10.0000 ' / in.	CHECKED - RMG	REVISED -
	PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

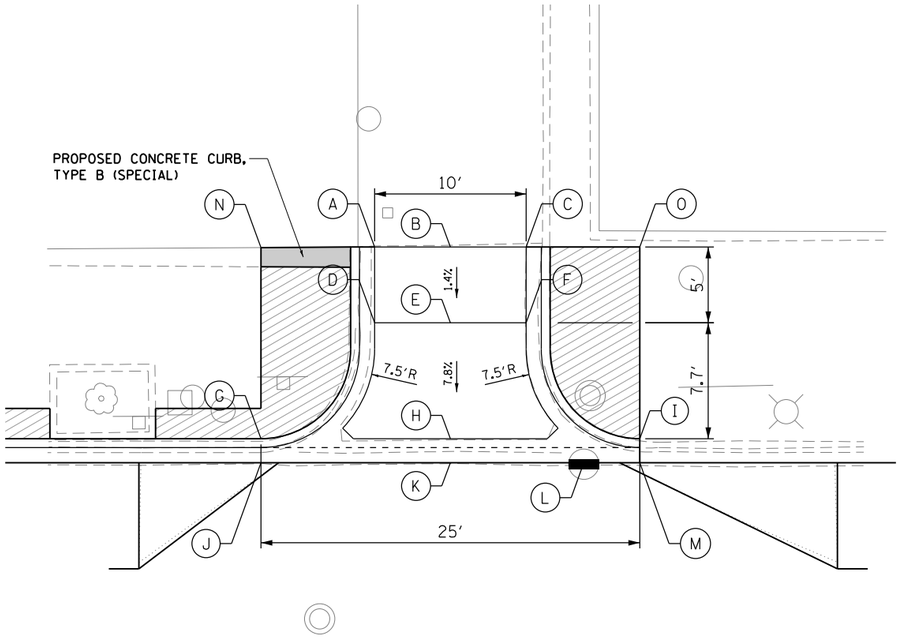
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
ADA DETAILS – YORK STREET MID-BLOCK CROSSING AND YORK THEATER

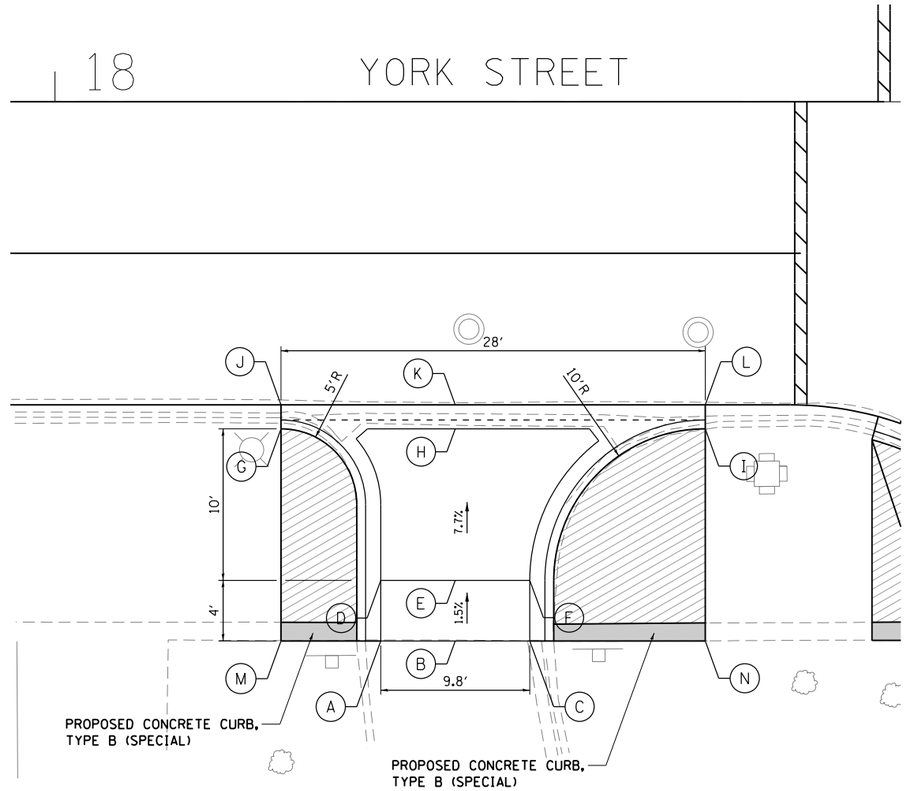
SCALE: 1" = 5' | SHEET OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	18
		CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			

YORK STREET			
ALLEY			
POINT	STATION	OFFSET	ELEVATION
A	12+31.11	33.24 LT	(685.47)
B	12+36.11	33.24 LT	(685.52)
C	12+41.11	33.24 LT	(685.54)
D	12+31.11	28.24 LT	685.40
E	12+36.11	28.24 LT	685.45
F	12+41.11	28.24 LT	685.47
G	12+23.61	20.58 LT	(685.22)
H	12+36.11	20.58 LT	684.85
I	12+48.61	20.58 LT	(685.26)
J	19+23.61	19.00 LT	(684.67)
K	12+36.11	19.00 LT	684.78
L	12+44.92	19.00 LT	(684.71)
M	12+48.61	19.00 LT	(684.77)
N	12+23.61	33.20 LT	(685.63)
O	12+48.61	33.24 LT	(685.59)



YORK STREET			
DRIVEWAY			
POINT	STATION	OFFSET	ELEVATION
A	18+21.51	35.58 RT	(687.23)
B	18+26.42	35.58 RT	(687.25)
C	18+31.34	35.58 RT	(687.24)
D	18+21.51	31.58 RT	687.17
E	18+26.42	31.58 RT	687.19
F	18+31.34	31.58 RT	687.18
G	18+14.92	21.58 RT	(686.78)
H	18+26.42	21.58 RT	686.42
I	18+42.92	21.58 RT	(687.04)
J	18+14.92	20.00 RT	(686.32)
K	18+26.42	20.00 RT	686.35
L	18+42.92	20.00 RT	(686.55)
M	18+14.92	35.58 RT	(687.19)
N	18+42.92	35.58 RT	(687.32)



LEGEND

- PROPOSED SIDE CURB (CONC CURB, TYPE B)
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED CONCRETE EDGING (CONC CURB, TYPE B (SPECIAL))
- REMOVE AND REINSTALL BRICK PAVERS
- PROPOSED BRICK PAVERS
- DETECTABLE WARNINGS (BRICK PAVERS)

N

5 0 5 10 20
FEET

N

5 0 5 10 20
FEET

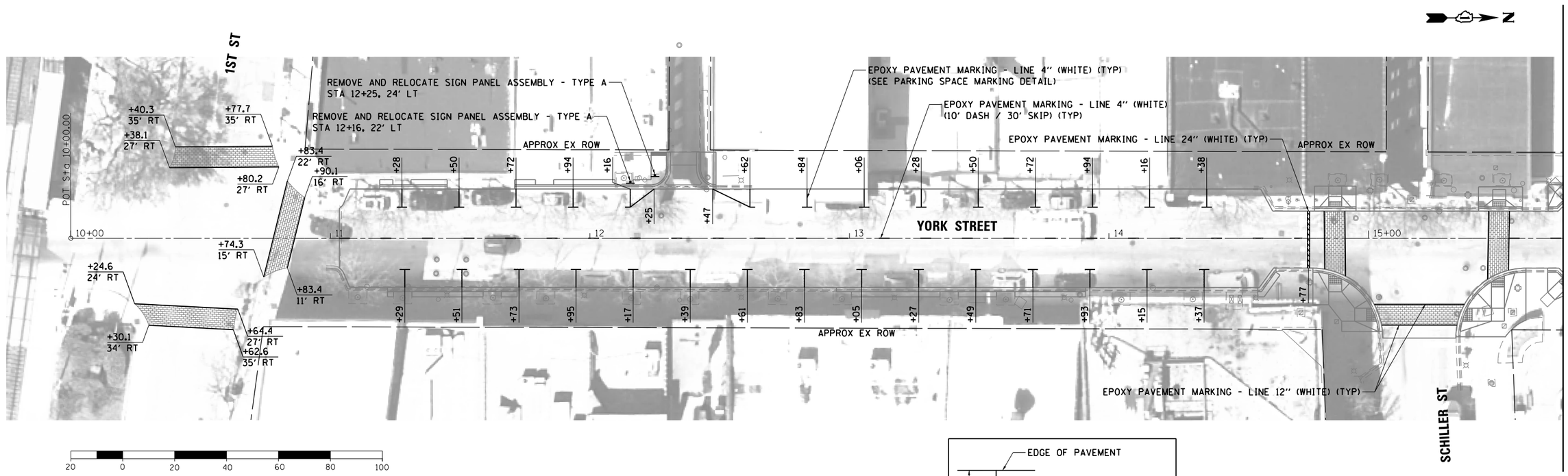
FILE NAME = 101702-sht-ado09.dgn	USER NAME = rjiang	DESIGNED - RGJ	REVISED -
		DRAWN - RGJ	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - RMG	REVISED -
Default	PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

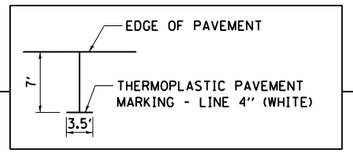
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
DRIVEWAY DETAILS – YORK STREET

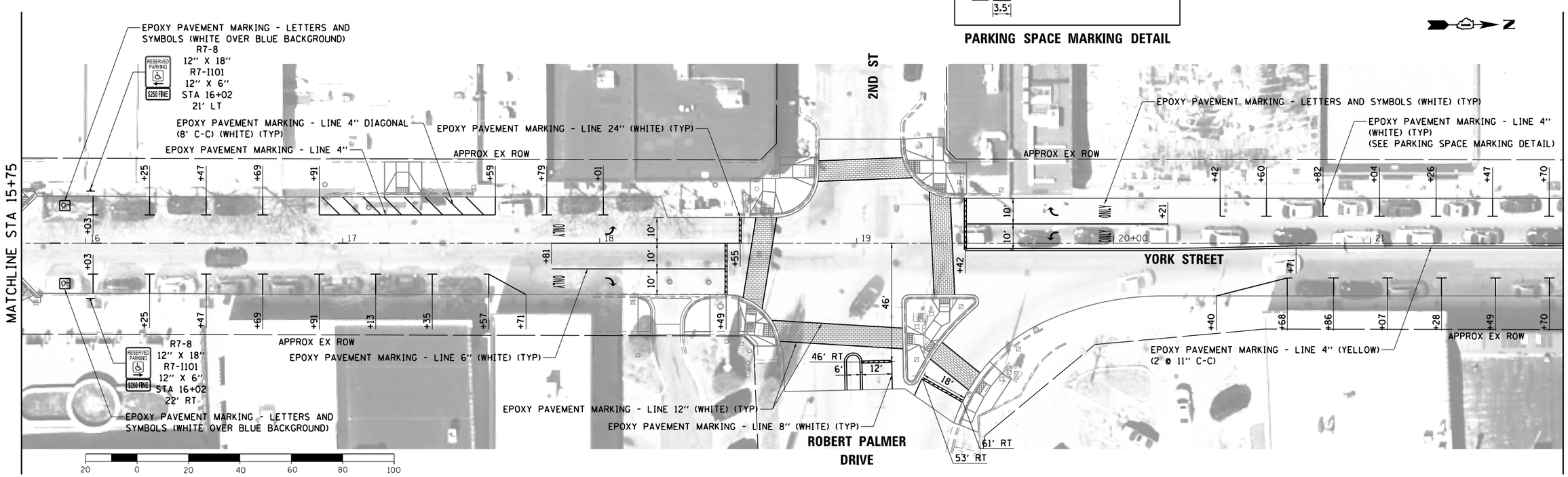
SCALE: 1" = 5' | SHEET OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	19
		CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			





PARKING SPACE MARKING DETAIL



USER NAME = rjiang	DESIGNED - RGJ	REVISED -	
	DRAWN - RGJ	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RMG	REVISED -	
PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -	

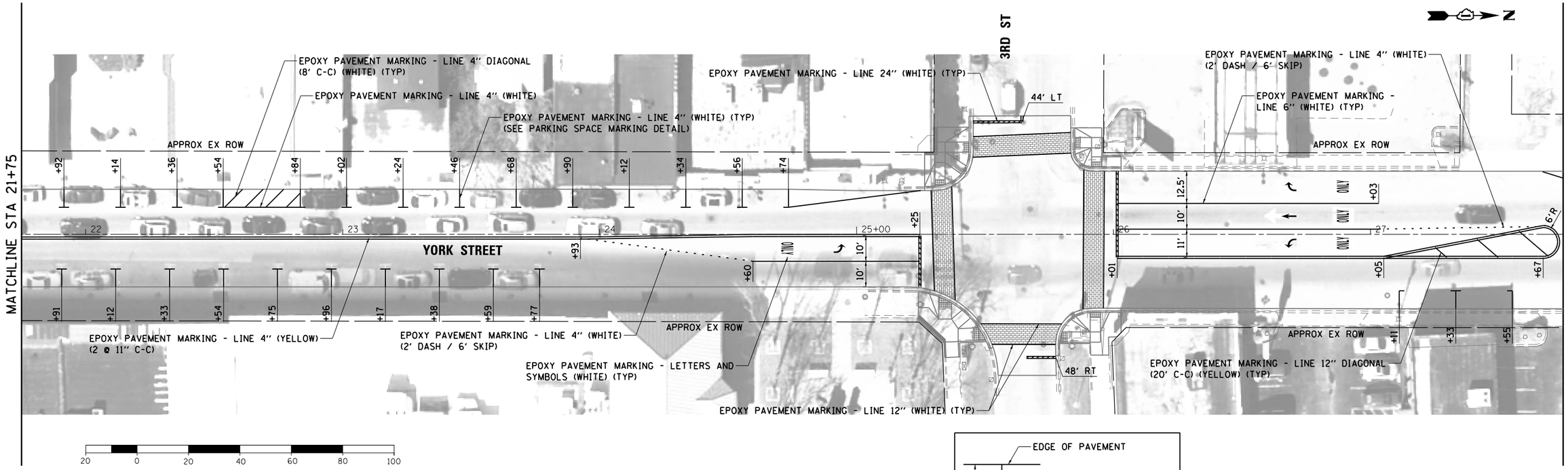
BURNS McDONNELL

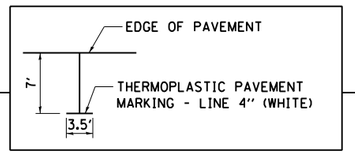
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
PAVEMENT MARKING AND SIGNING PLAN

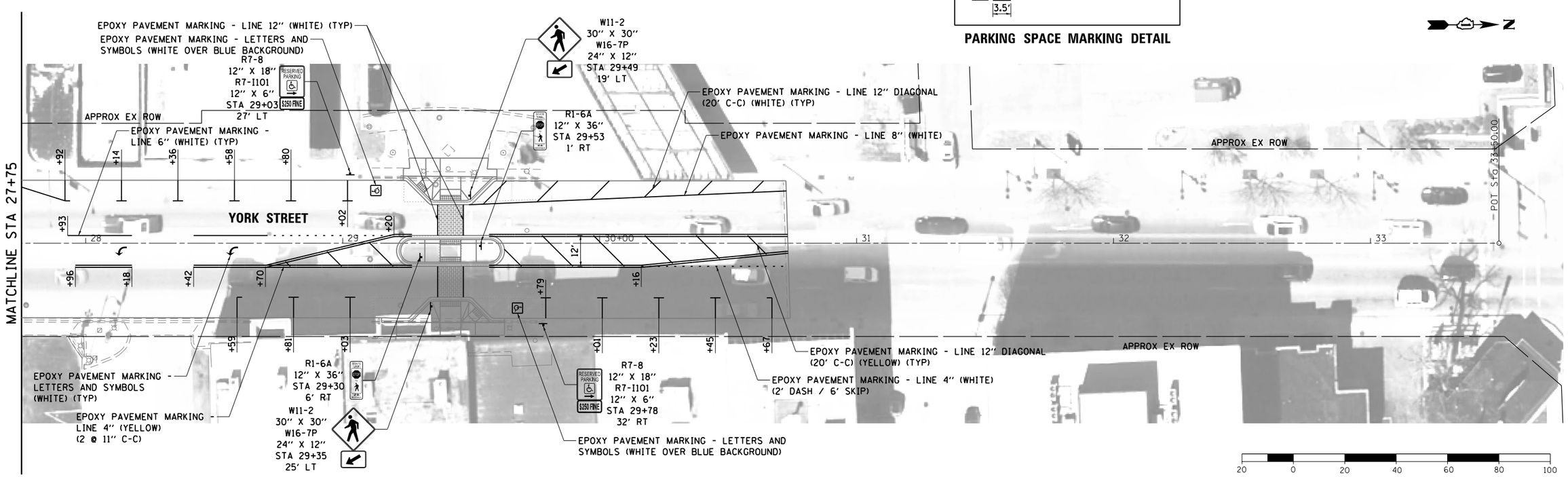
SCALE: 1" = 20' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	20
		CONTRACT NO. 61E62		
		ILLINOIS FED. AID PROJECT		





PARKING SPACE MARKING DETAIL



BURNS McDONNELL	USER NAME = rjiang	DESIGNED - RGJ	REVISED -
		DRAWN - RGJ	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - RMG	REVISED -
	PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
PAVEMENT MARKING AND SIGNING PLAN

SCALE: 1" = 20' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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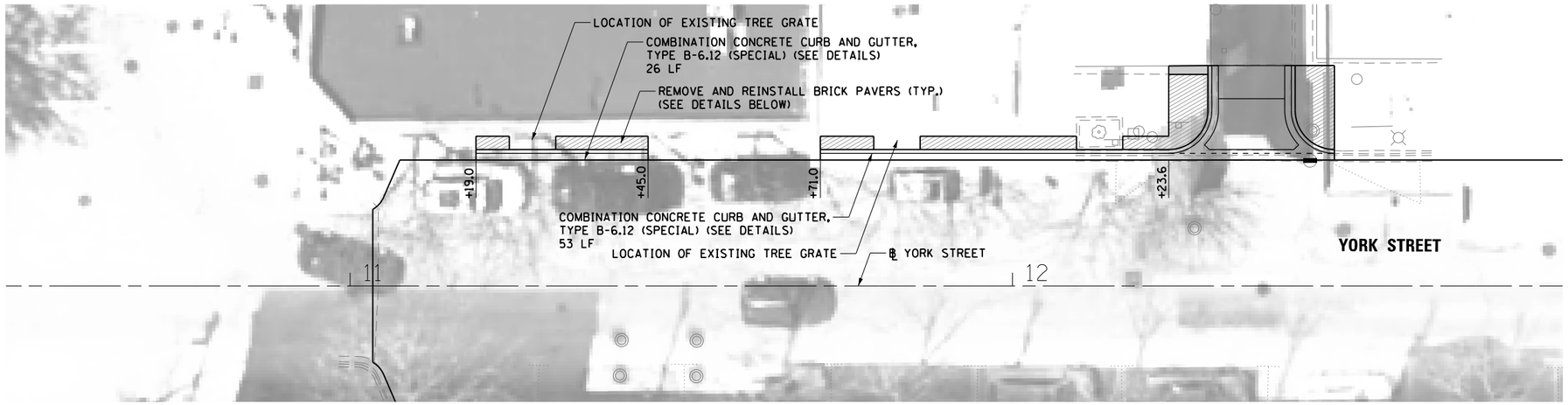
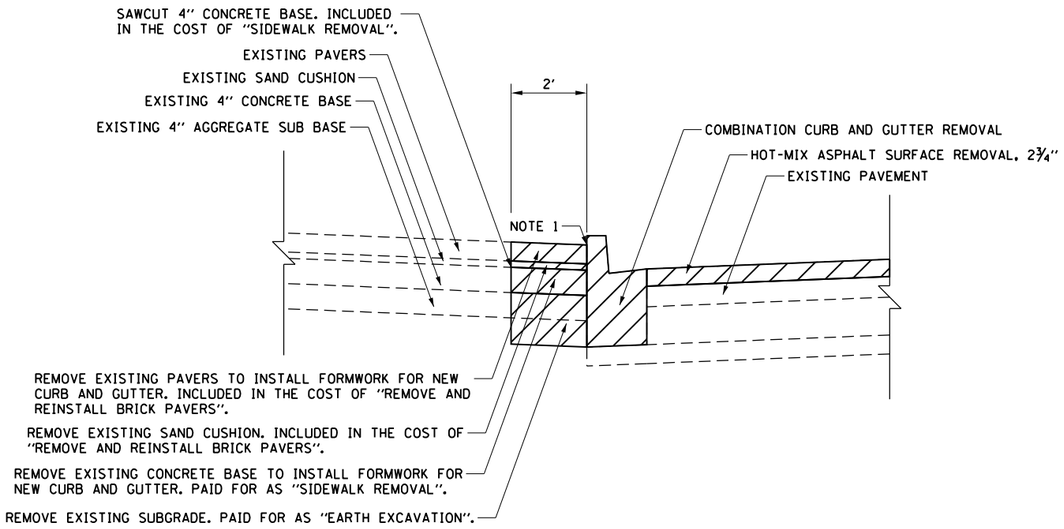
		CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			



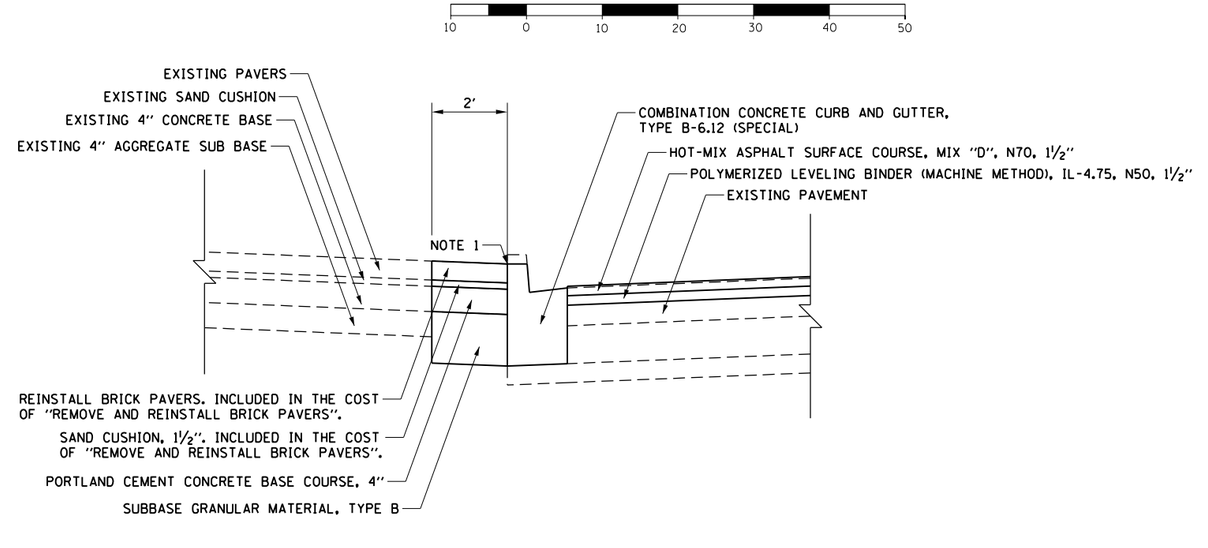
PLAN VIEW

N

10 0 10 20 30 40 50



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT DETAIL

NOTES

1. THE CONTRACTOR SHALL DETERMINE THE EXISTING EDGE OF PAVER ELEVATION WHERE THE PAVERS MEET THE EXISTING CURB AND GUTTER PRIOR TO REMOVAL. THE CONTRACTOR SHALL POUR THE NEW CURB AND GUTTER SO THAT THE TOP OF CURB ELEVATION MATCHES THE EXISTING EDGE OF PAVER ELEVATION.
2. THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
3. THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.
4. THE CONTRACTOR SHALL BE CAREFUL TO NOT DAMAGE THE TREE GRATE WHERE CONCRETE CURB AND GUTTER IS REMOVED ADJACENT TO TREE GRATE BORDER. PREFORMED JOINT FILLER ½" SHALL BE PLACED BETWEEN TREE GRATE BORDER AND PROPOSED CONCRETE CURB AND GUTTER TO PREVENT BONDING. THE PREFORMED JOINT FILLER WILL BE INCLUDED IN THE COST OF THE CONCRETE CURB AND GUTTER, TYPE B-6.12 VARIABLE.

BURNS McDONNELL

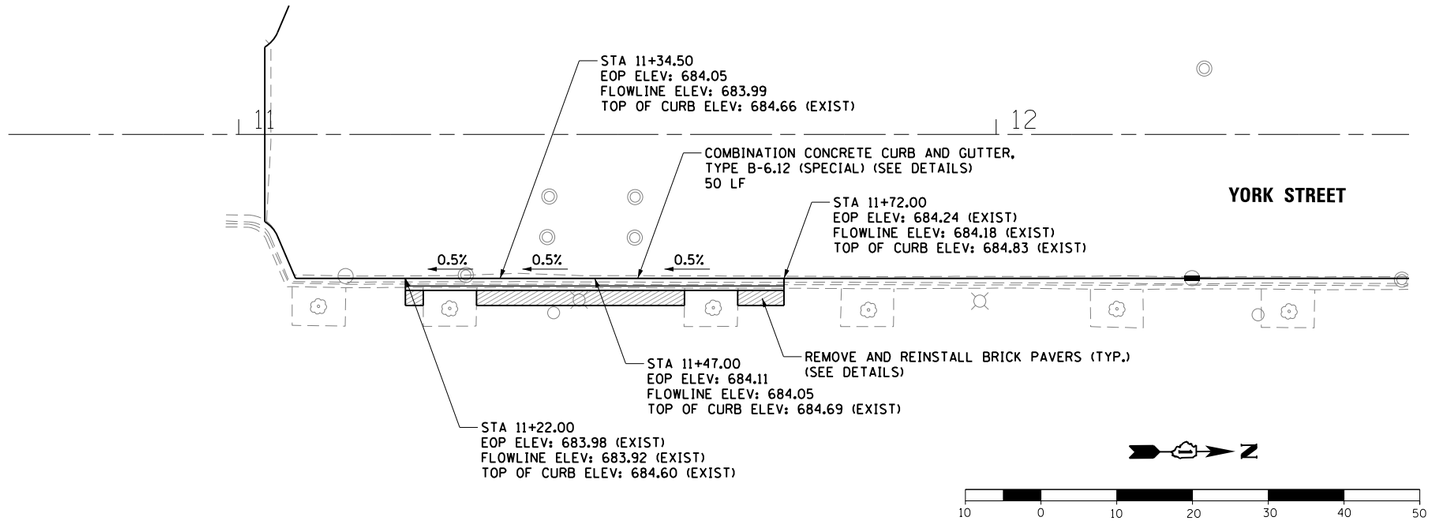
USER NAME = rjiang	DESIGNED - RGJ	REVISED -	
	DRAWN - RGJ	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - RMG	REVISED -	
PLOT DATE = 2/15/2018	DATE - 2/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
CONSTRUCTION DETAILS

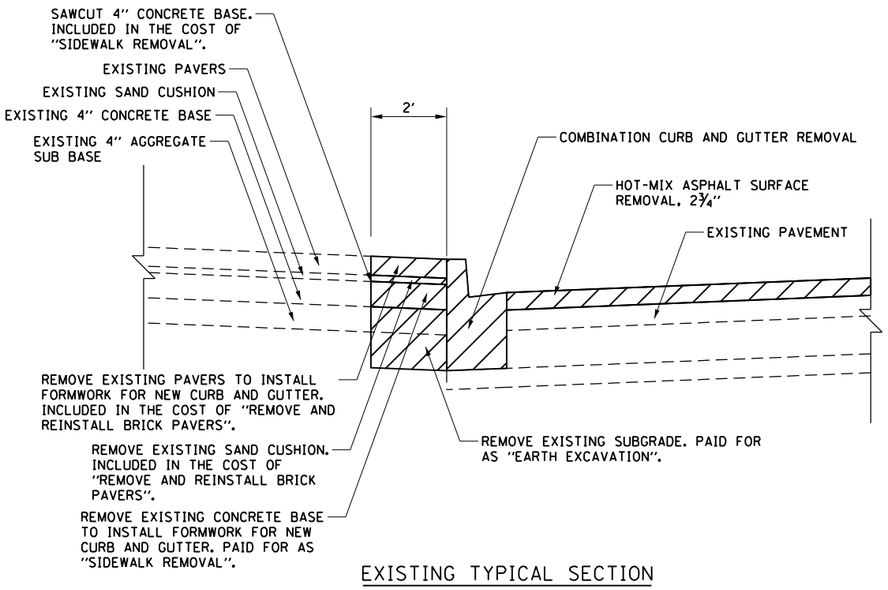
SCALE: 1" = 10' | SHEET OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	22
		CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			

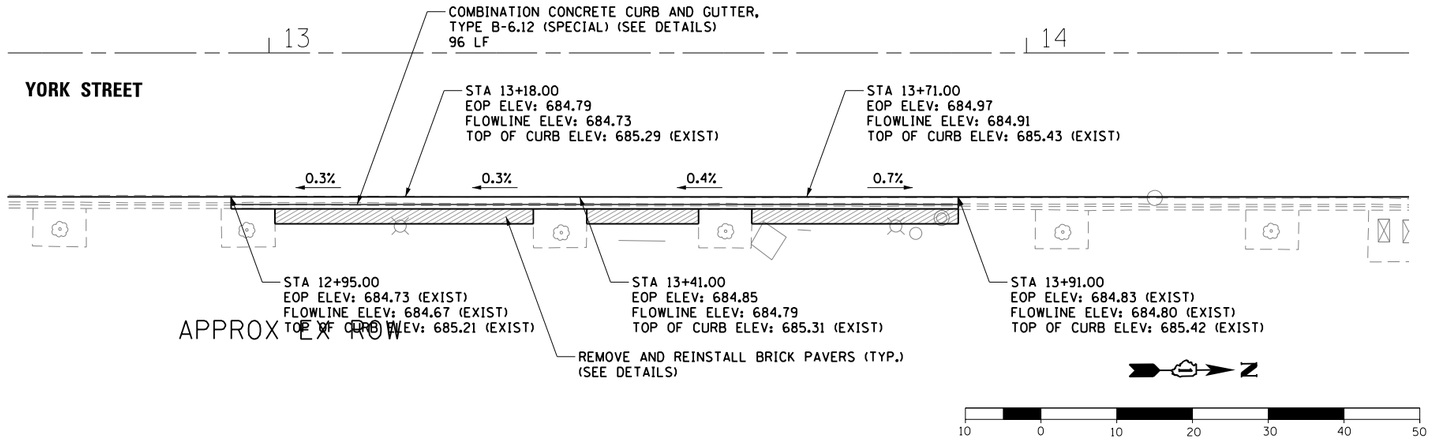


PLAN VIEW

STA 11+22.00 TO STA 11+72.00 / RT

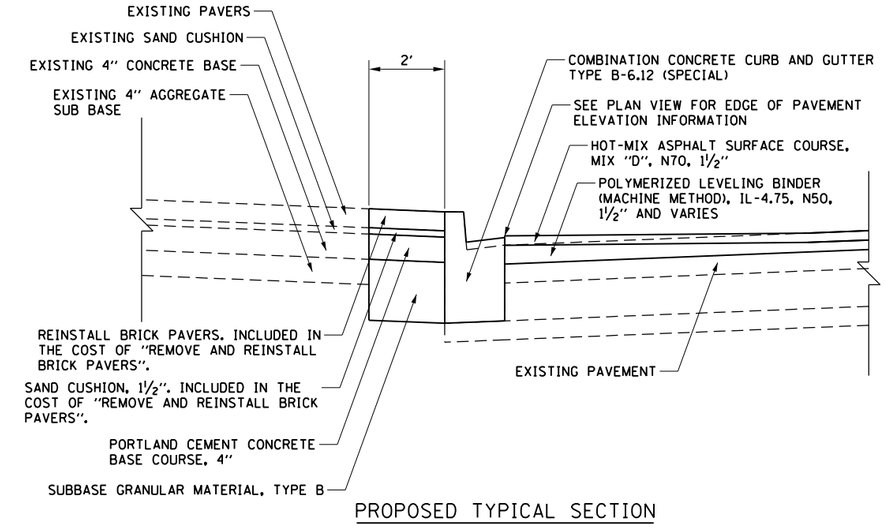


EXISTING TYPICAL SECTION



PLAN VIEW

STA 12+95.00 TO STA 13+91.00 / RT



PROPOSED TYPICAL SECTION

NOTES

1. THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
2. THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.
3. THE CONTRACTOR SHALL BE CAREFUL TO NOT DAMAGE THE TREE GRATE. WHERE CONCRETE CURB AND GUTTER IS REMOVED ADJACENT TO TREE GRATE BORDER, PREFORMED JOINT FILLER ½" SHALL BE PLACED BETWEEN TREE GRATE BORDER AND PROPOSED CONCRETE CURB AND GUTTER TO PREVENT BONDING. THE PREFORMED JOINT FILLER WILL BE INCLUDED IN THE COST OF THE CONCRETE CURB AND GUTTER, TYPE B-6.12 VARIABLE.

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT GRADING DETAIL

BURNS McDONNELL

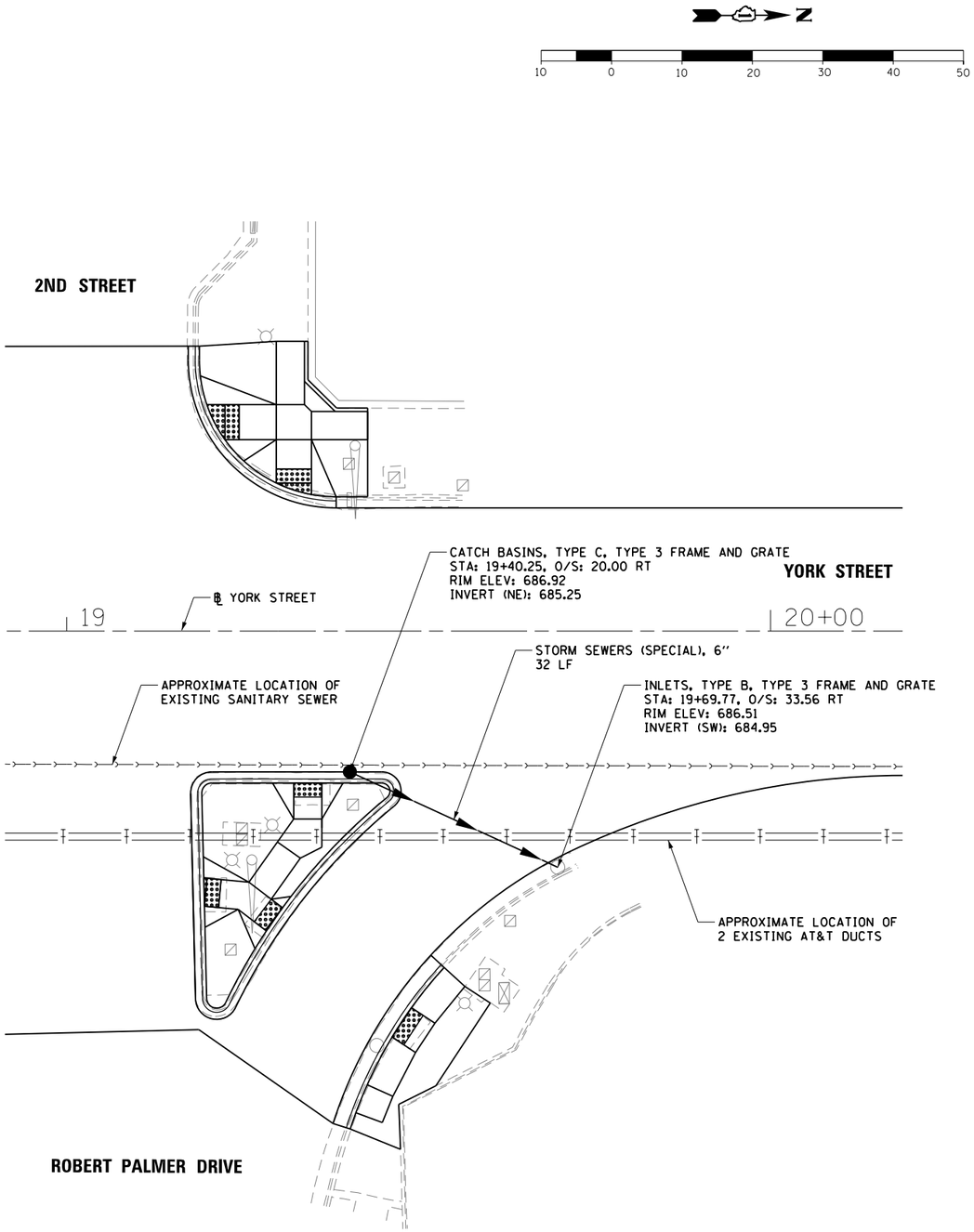
USER NAME = rjiang	DESIGNED - RGJ	REVISED -
	DRAWN - RGJ	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - RMG	REVISED -
PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
CONSTRUCTION DETAILS

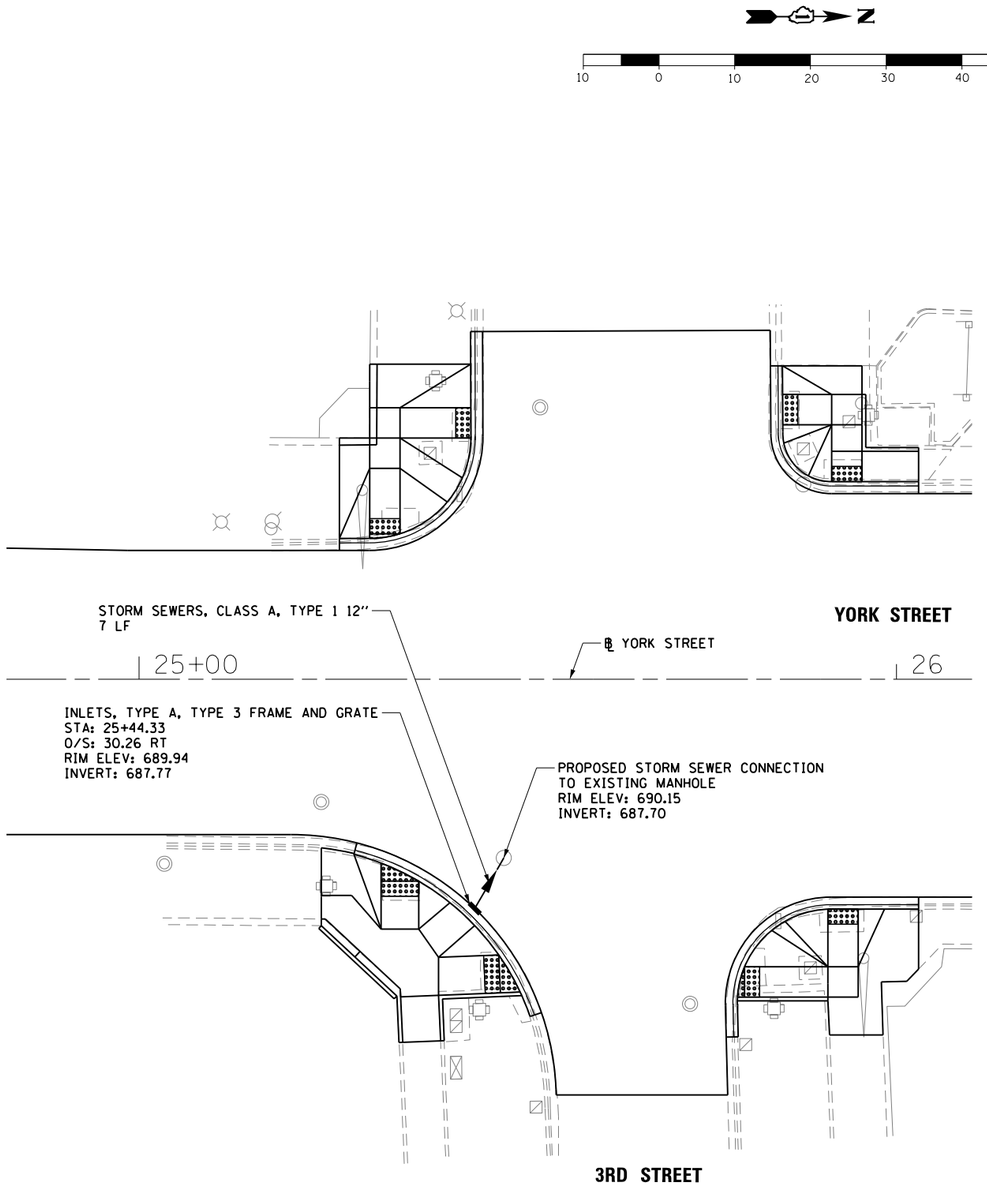
SCALE: 1" = 10' | SHEET OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	23
		CONTRACT NO. 61E62		
		ILLINOIS FED. AID PROJECT		



DRAINAGE DETAIL

ROBERT PALMER DRIVE - NE CORNER



DRAINAGE DETAIL

3RD STREET - SE CORNER

BURNS McDONNELL

USER NAME = rjiang	DESIGNED - RGJ	REVISED -	
	DRAWN - RGJ	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - RMG	REVISED -	
PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
CONSTRUCTION DETAILS – DRAINAGE DETAILS

SCALE: 1" = 10' | SHEET OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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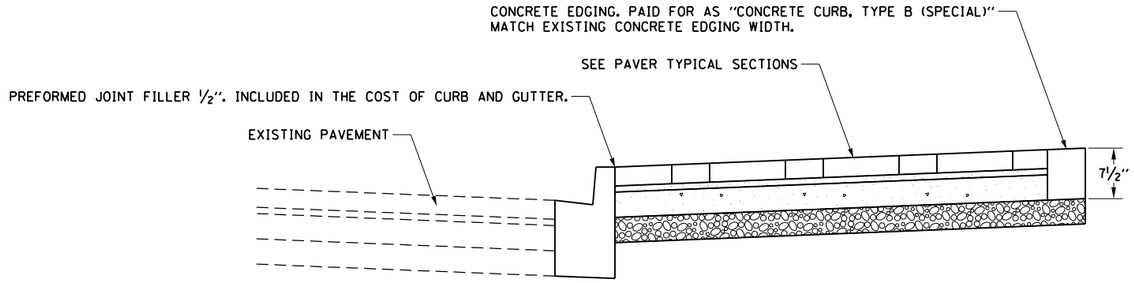
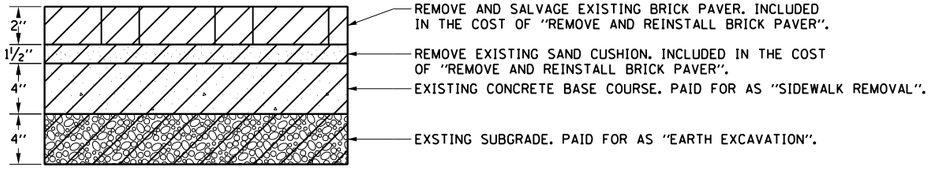
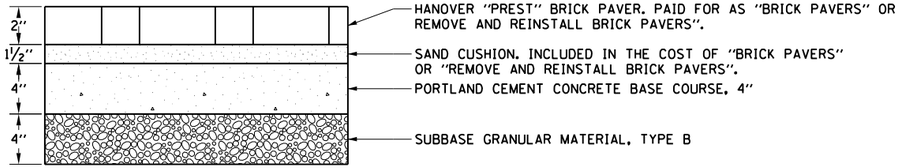
		CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			



SIDEWALK TYPICAL SECTION



PAVER REMOVAL TYPICAL SECTION



PAVER PROPOSED TYPICAL SECTION

NOTES

1. CONTRACTOR SHALL LAYOUT PAVERS IN THE PATTERN SHOWN ON SHEET 26.

BURNS McDONNELL

USER NAME = rjiang	DESIGNED - RGJ	REVISED -
	DRAWN - RGJ	REVISED -
PLOT SCALE = 4.0000 ' / in.	CHECKED - RMG	REVISED -
PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

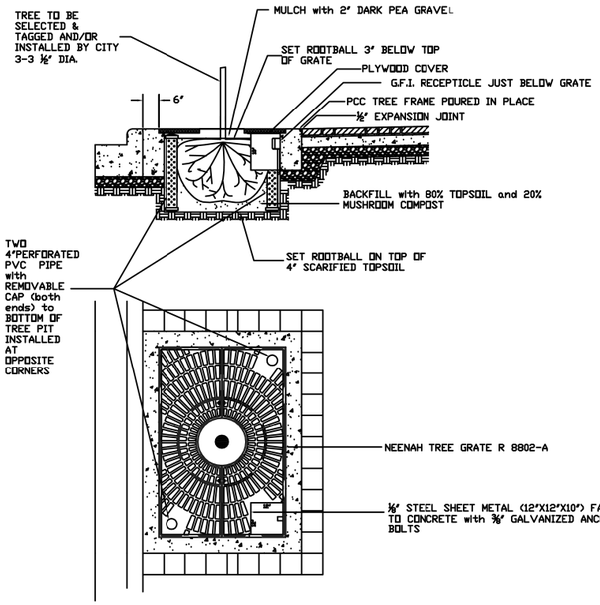
YORK STREET RESURFACING PROJECT
CONSTRUCTION DETAILS – PAVERS

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	25
		CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			9	7
PROJECT NO. 07-32				

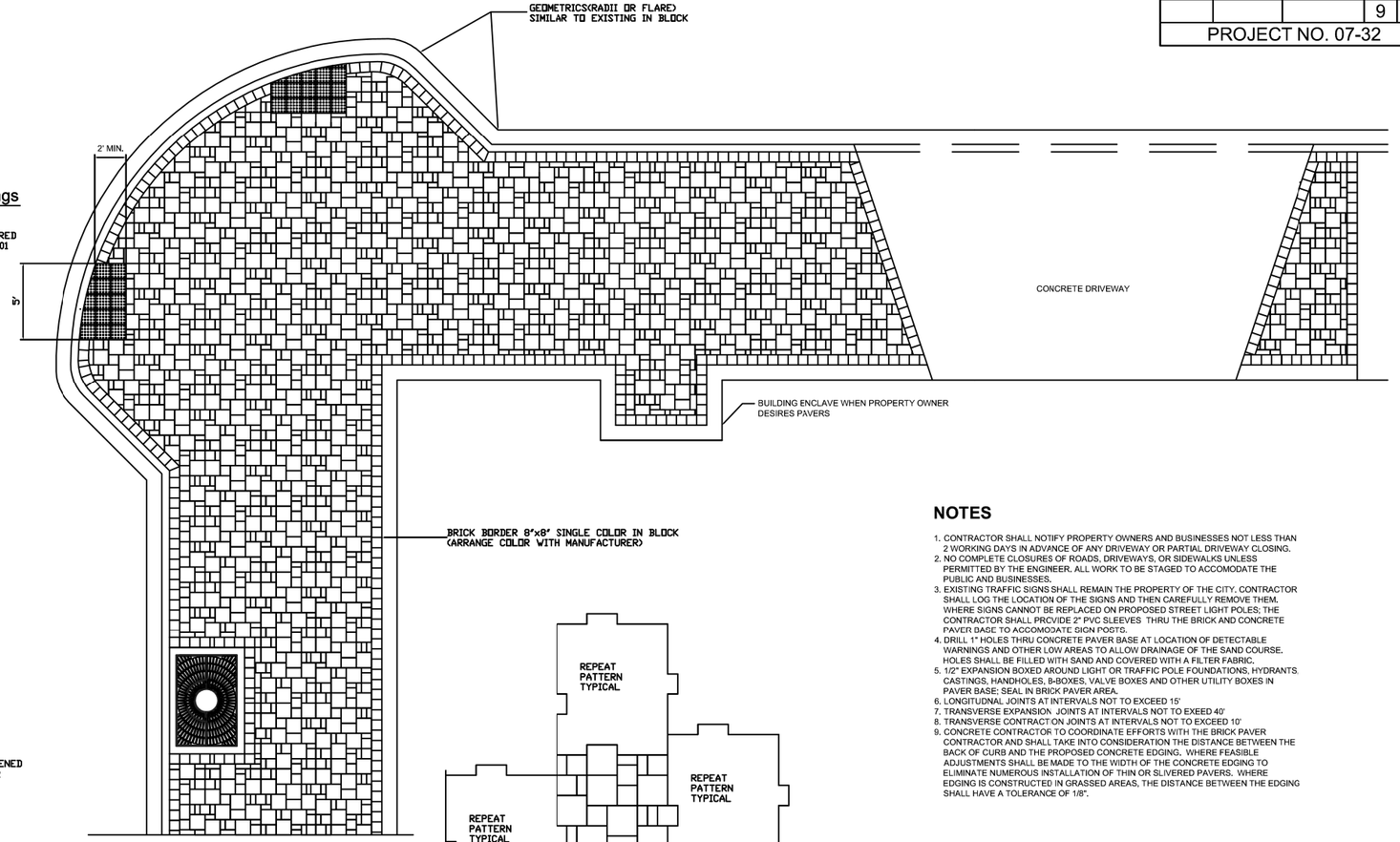
FOR REFERENCE ONLY



Tree Planting with Grate
NTS

Detectable Warnings

HANOVER "PREST" 12"x12" DECTECTABLE WARNING CONCRETE PAVERS COLOR RED MEET IDOT STANDARD 424001

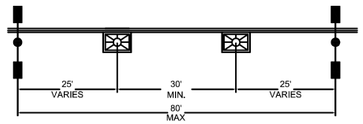


ESTIMATED PERCENTAGES

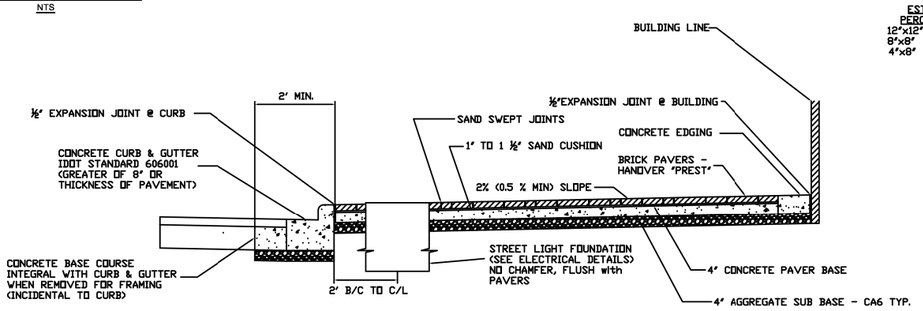
12"x12"	57%
8"x8"	27%
4"x8"	16%

TYPICAL PATTERN OF 2 3" HANOVER "PREST" CONCRETE PAVERS COMPRISED OF 12"x12", 8"x8", & 4"x8" STONES IN EQUAL AMOUNTS AND COLORS OF BROWN, CREAM AND TAN COLORS AS SPECIFIED (HANOVER ORDER NO. B92282). ALL PAVING FIELDS TO BE EDGED WITH 8"x8" PAVERS OF A SINGLE COLOR.

Decorative Paving
NTS



Light Pole / Tree Well Spacing (Typ.)
NTS



Typical Section
NTS

NOTES

1. CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AND BUSINESSES NOT LESS THAN 2 WORKING DAYS IN ADVANCE OF ANY DRIVEWAY OR PARTIAL DRIVEWAY CLOSING.
2. NO COMPLETE CLOSURES OF ROADS, DRIVEWAYS, OR SIDEWALKS UNLESS PERMITTED BY THE ENGINEER. ALL WORK TO BE STAGED TO ACCOMODATE THE PUBLIC AND BUSINESSES.
3. EXISTING TRAFFIC SIGNS SHALL REMAIN THE PROPERTY OF THE CITY. CONTRACTOR SHALL LOG THE LOCATION OF THE SIGNS AND THEN CAREFULLY REMOVE THEM. WHERE SIGNS CANNOT BE REPLACED ON PROPOSED STREET LIGHT POLES; THE CONTRACTOR SHALL PRCVIDE 2" PVC SLEEVES THRU THE BRICK AND CONCRETE PAVER BASE TO ACCOMODATE SIGN POSTS.
4. DRILL 1" HOLES THRU CONCRETE PAVER BASE AT LOCATION OF DETECTABLE WARNINGS AND OTHER LOW AREAS TO ALLOW DRAINAGE OF THE SAND COURSE. HOLES SHALL BE FILLED WITH SAND AND COVERED WITH A FILTER FABRIC.
5. 1/2" EXPANSION BOXED AROUND LIGHT OR TRAFFIC POLE FOUNDATIONS, HYDRANTS, CASTINGS, HANDHOLES, B-BOXES, VALVE BOXES AND OTHER UTILITY BOXES IN PAVER BASE; SEAL IN BRICK PAVER AREA.
6. LONGITUDNAL JOINTS AT INTERVALS NOT TO EXCEED 15'
7. TRANSVERSE EXPANSION JOINTS AT INTERVALS NOT TO EXEED 40'
8. TRANSVERSE CONTRACTION JOINTS AT INTERVALS NOT TO EXCEED 10'
9. CONCRETE CONTRACTOR TO COORDINATE EFFORTS WITH THE BRICK PAVER CONTRACTOR AND SHALL TAKE INTO CONSIDERATION THE DISTANCE BETWEEN THE BACK OF CURB AND THE PROPOSED CONCRETE EDGING. WHERE FEASIBLE ADJUSTMENTS SHALL BE MADE TO THE WIDTH OF THE CONCRETE EDGING TO ELIMINATE NUMEROUS INSTALLATION OF THIN OR SLIVERED PAVERS. WHERE EDGING IS CONSTRUCTED IN GRASSED AREAS, THE DISTANCE BETWEEN THE EDGING SHALL HAVE A TOLERANCE OF 1/8".

NO.	REVISION	BY	DATE

CITY OF ELMHURST
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

NORTH YORK STREET BEAUTIFICATION
STREETSCAPE DETAILS

DRAWN BY:	S.G.	SCALE:	NTS
CHECKED BY:	S.G.	DATE:	3/14/08

BURNS McDONNELL

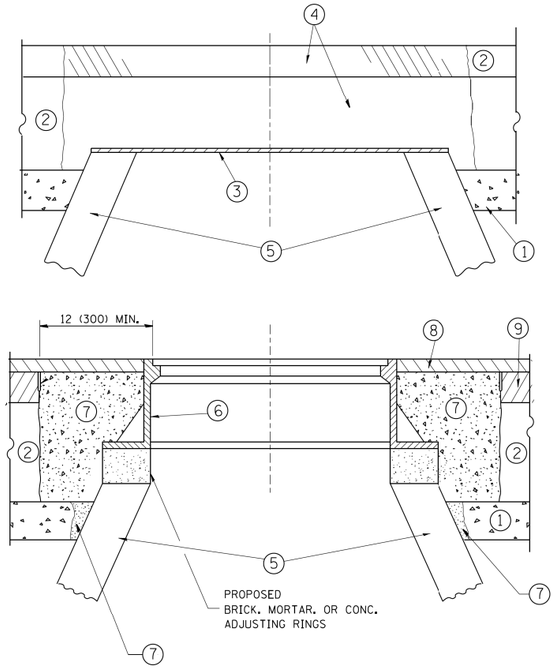
USER NAME = rjiang	DESIGNED - RGJ	REVISED -
	DRAWN - RGJ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - RMG	REVISED -
PLOT DATE = 2/14/2018	DATE - 2/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET RESURFACING PROJECT
CONSTRUCTION DETAILS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	26
		CONTRACT NO. 61E62		
		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

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.

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\pwidot\bauerdl\d0108315\bd08.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-C7
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	27
	BD600-03 (BD-8)	CONTRACT NO. 61E62		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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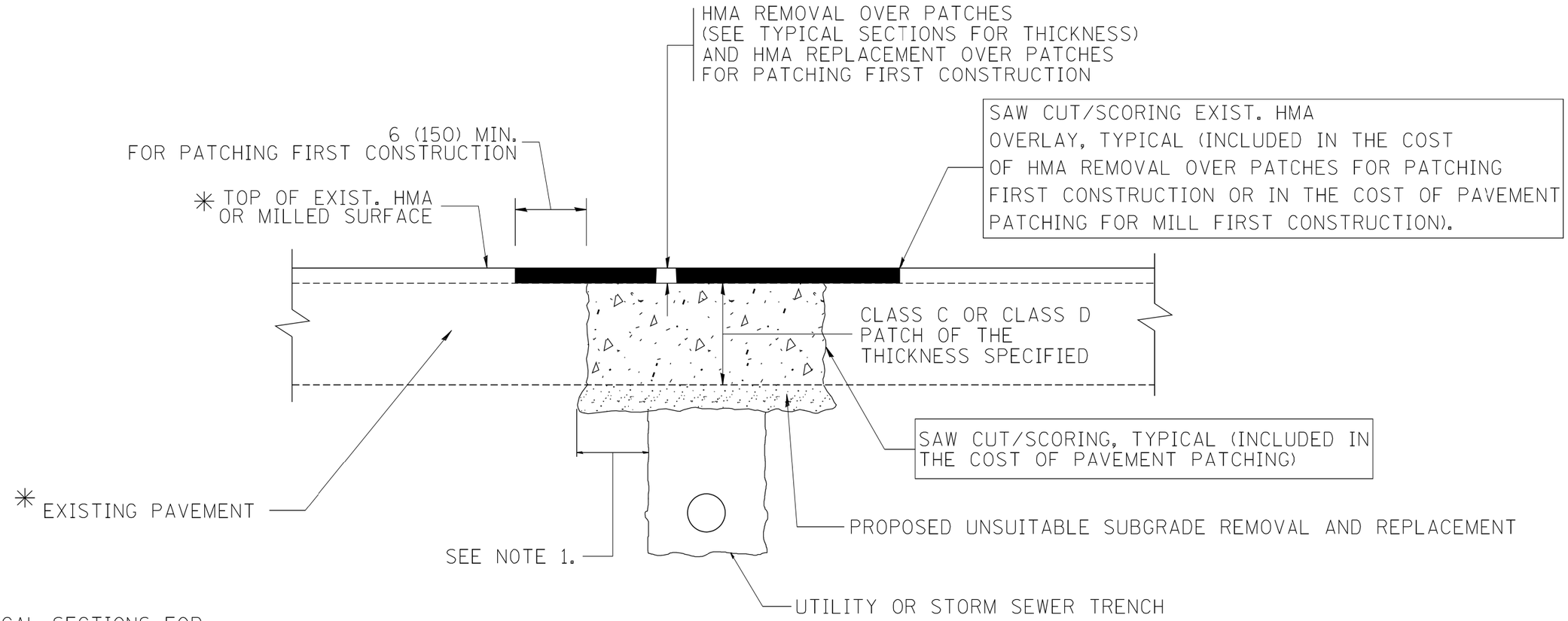

✳ SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

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 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.

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07			2648A	17-00191-00-RS	DU PAGE	35	28
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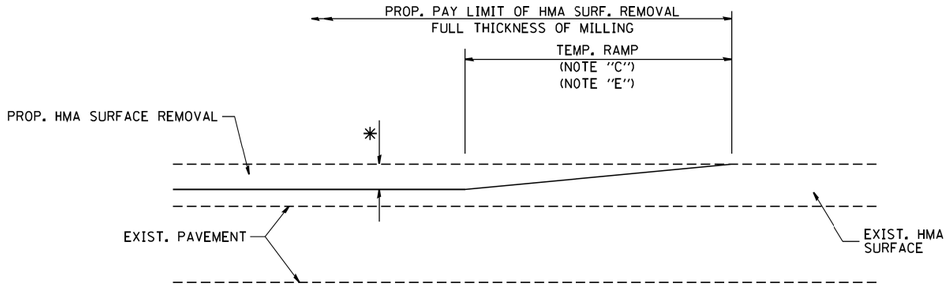
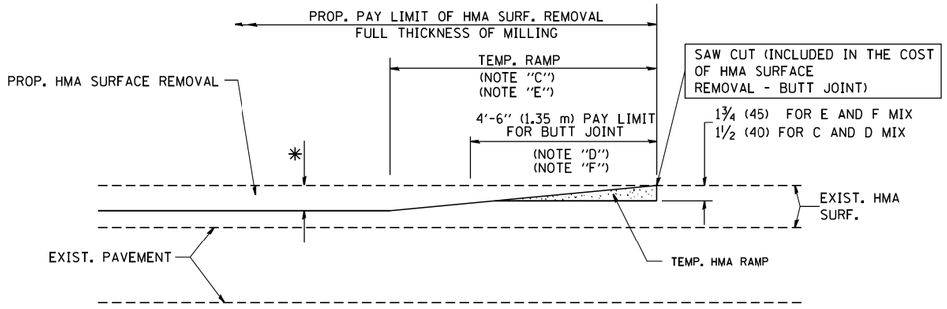
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

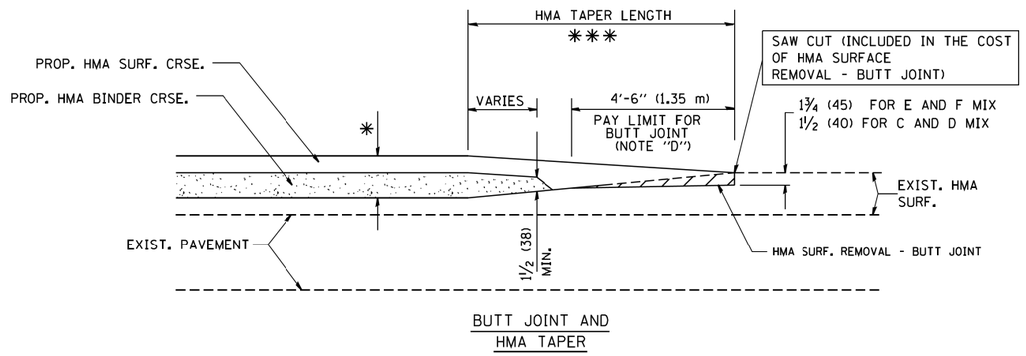


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

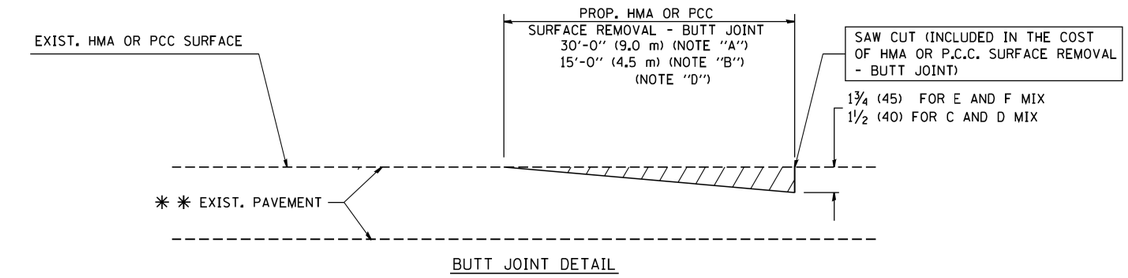
OPTION 2

TYPICAL TEMPORARY RAMP

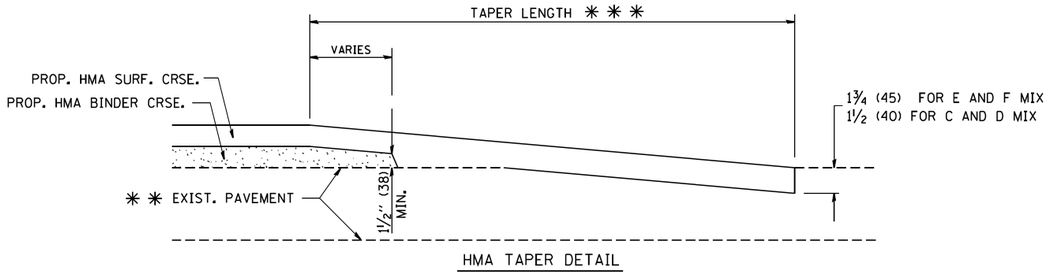


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



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.

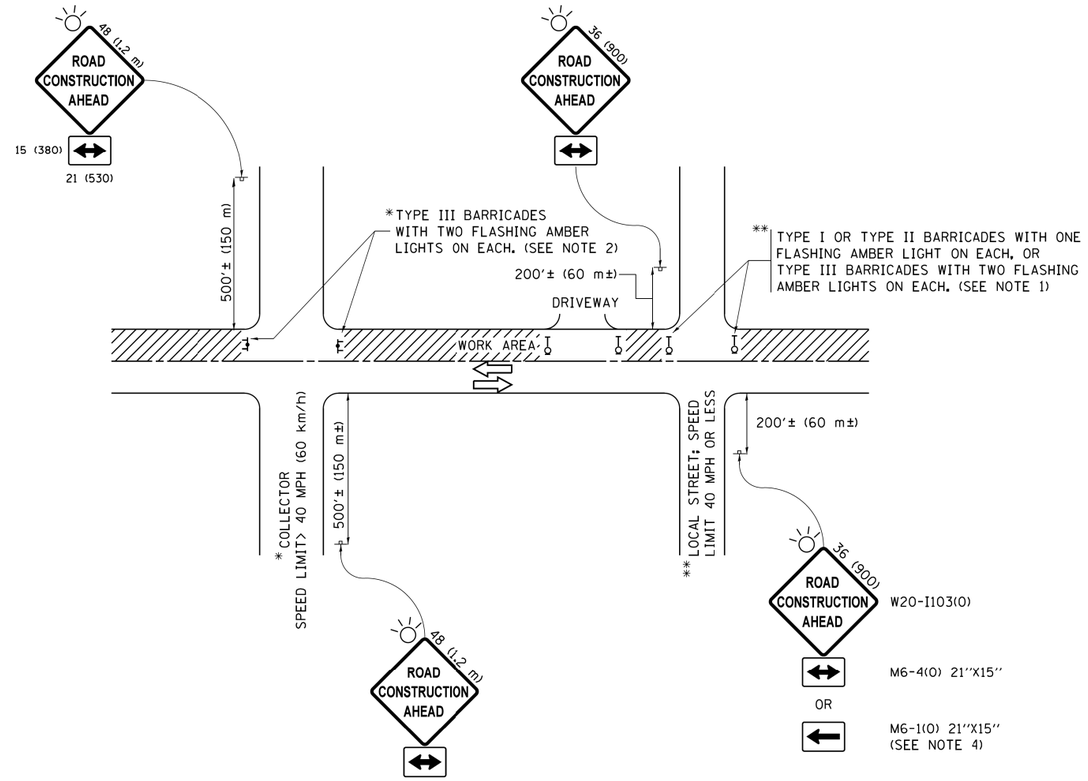
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	29
	BD400-05 BD32	CONTRACT NO. 61E62		
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.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\$\DRAWN\CADData\CADsheets\tc10.dgn	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
		DRAWN	REVISED -T. RAMMACHER 01-06-00
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
Default	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

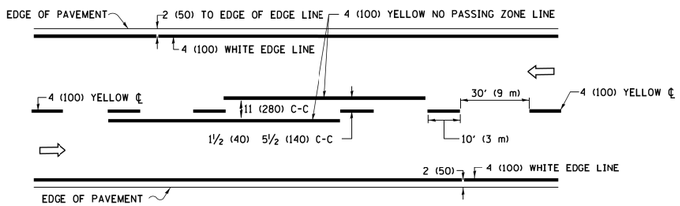
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

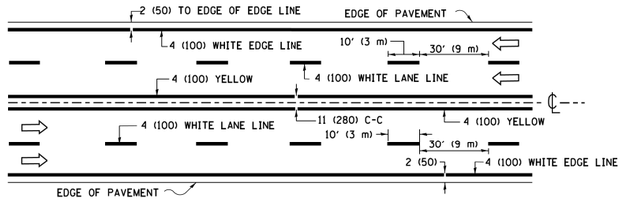
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	30
	TC-10	CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			

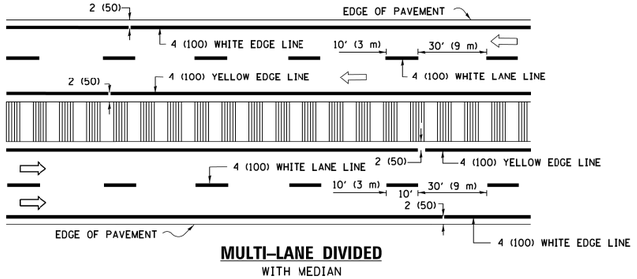
tc10.dgn 9/15/2016 12:46:49 PM User:footemj



2–LANE ROADWAY

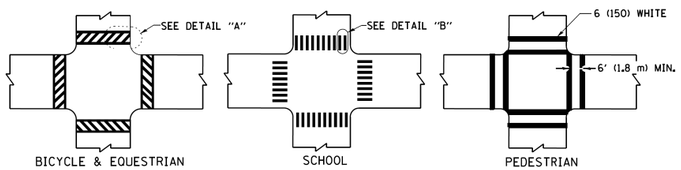


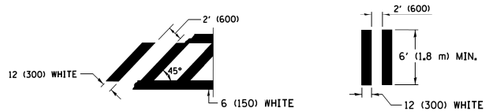
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

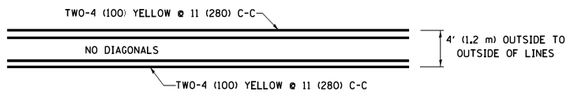




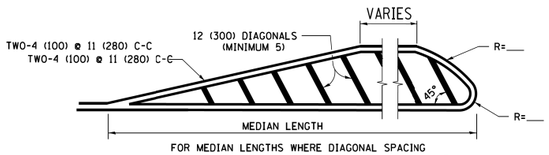
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



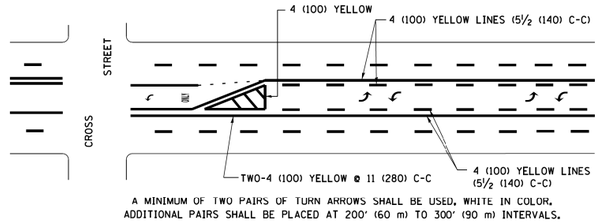
4' (1.2 m) WIDE MEDIANS ONLY



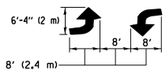
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

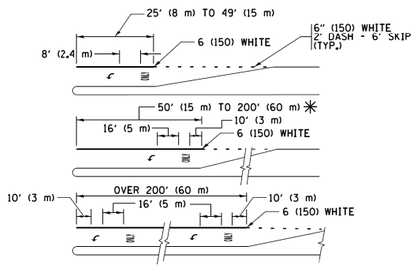


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

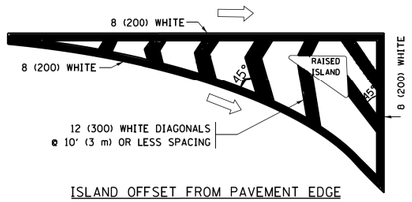


FULL SIZE LETTERS 8' (2,4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

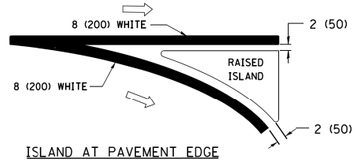
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

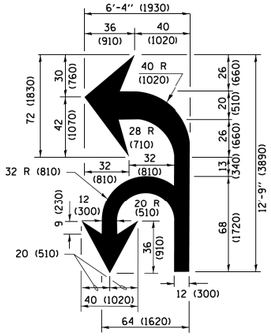


ISLAND OFFSET FROM PAVEMENT EDGE

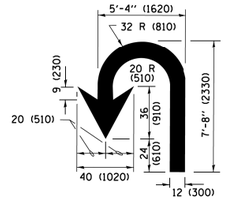


ISLAND AT PAVEMENT EDGE

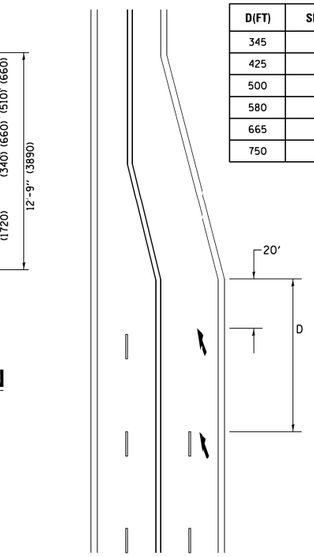
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



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

LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⊠ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⊠ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2,4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⊠ 4 (100) EACH DIRECTION 8' (2,4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⊠ 6 (150) 12 (300) ⊠ 45° 12 (300) ⊠ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⊠ 4 (100) WITH 12 (300) DIAGONALS ⊠ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⊠ 45°	SOLID	WHITE	DIAGONALS: 15' (4,5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3,6 SQ. FT. (0,33 m^2) EACH "X"=54,0 SQ. FT. (5,0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) ⊠ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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		DRAWN -	REVISED - C. JUCIUS 07-01-13
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
Default	PLOT DATE = 6/23/2017	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	31
	TC-13	CONTRACT NO. 61E62		
	ILLINOIS FED. AID PROJECT			

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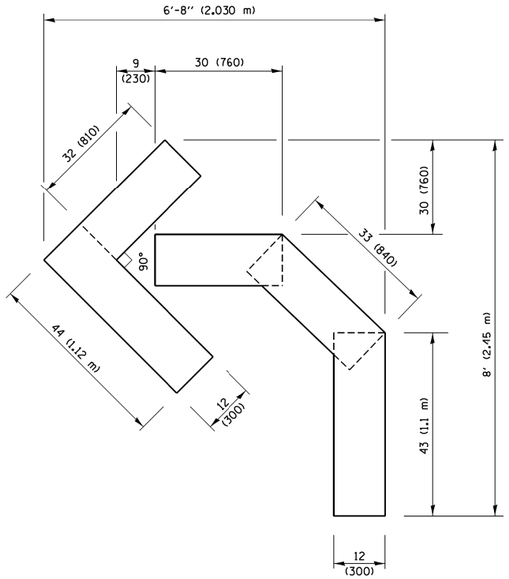
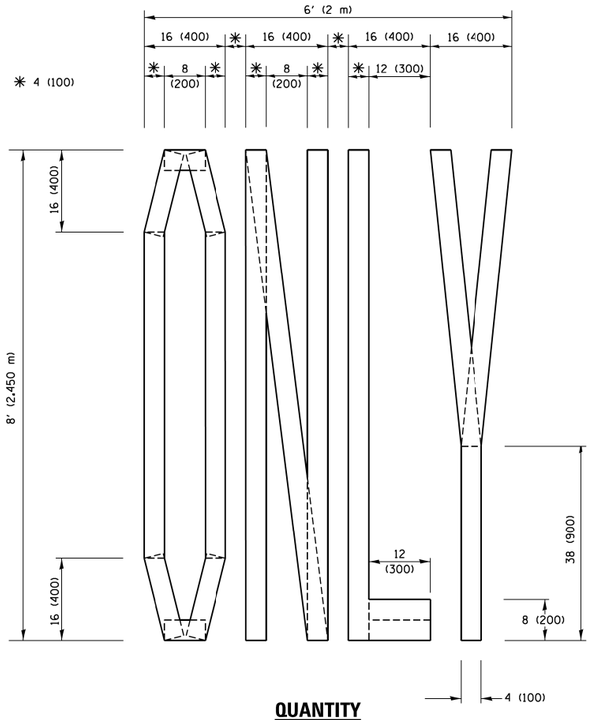


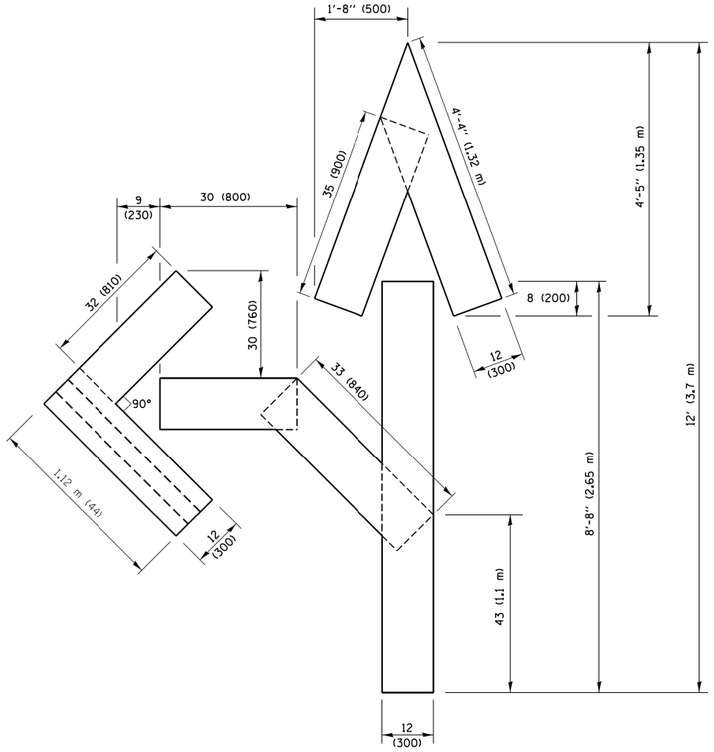
QUANTITY

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)

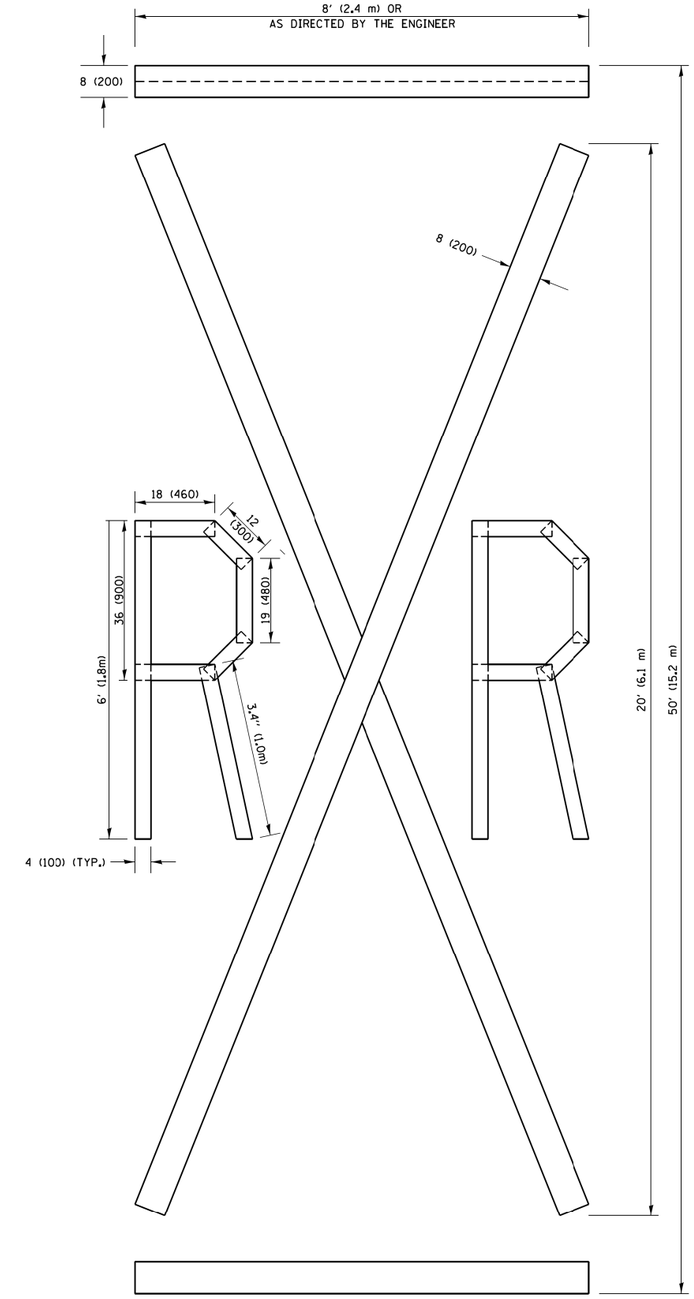


QUANTITY

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 = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\$\DRAWN\CADData\CADsheets\tc16.dgn	USER NAME = footemj	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
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	PLOT DATE = 9/15/2016	DATE - 09-18-94	REVISED -A. SCHUETZE 09-15-16

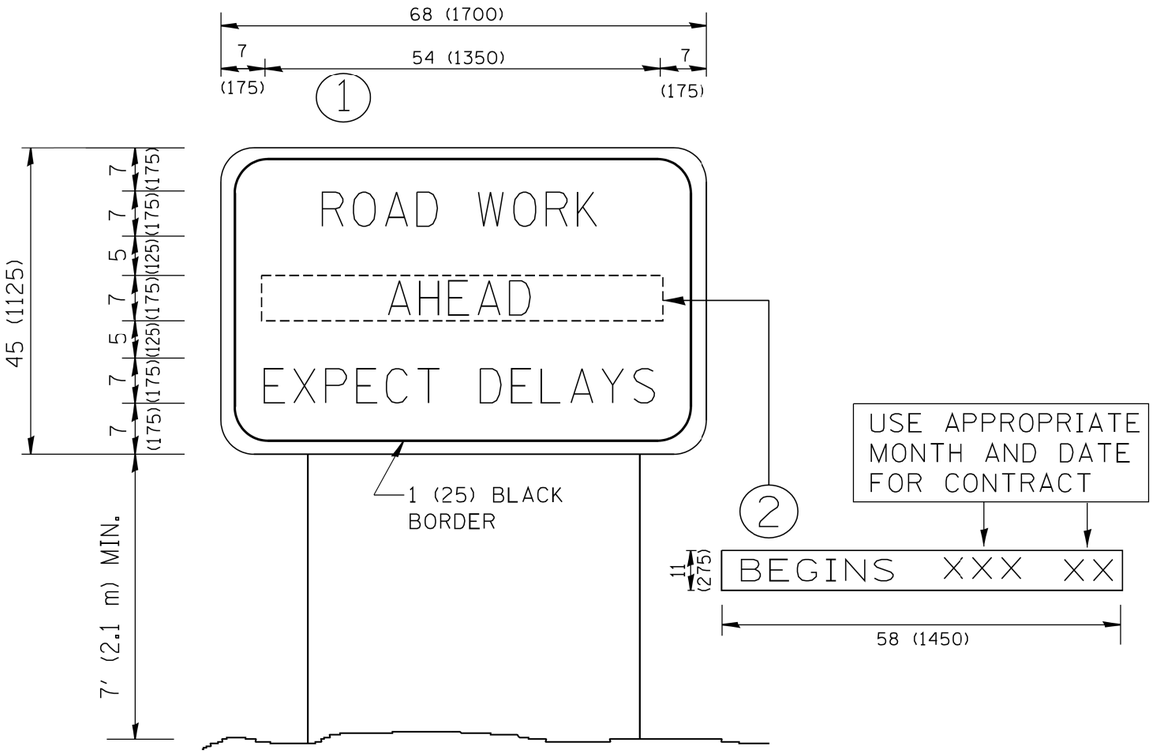
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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.
2648A	17-00191-00-RS	DU PAGE	35	32
	TC-16	CONTRACT NO. 61E62		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

tc16.dgn 9/15/2016 12:45:20 PM User:footemj



NOTES:

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

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

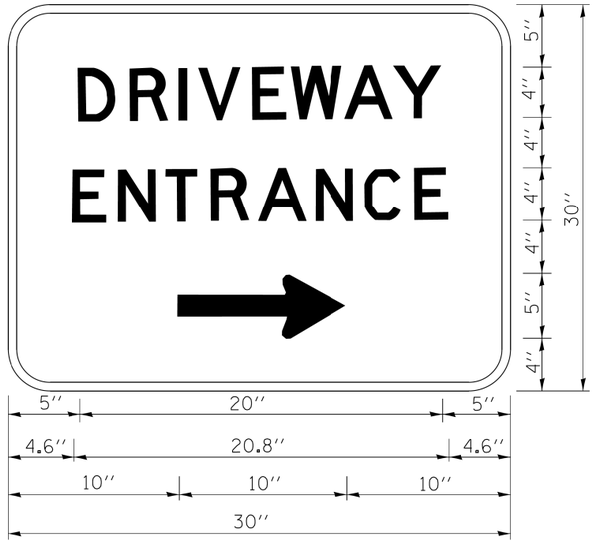
FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	33
	TC-22	CONTRACT NO. 61E62		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



3.0'' RADIUS, 0.5'' BORDER, WHITE ON GREEN; REFLECTORIZED
''DRIVEWAY'' D; ''ENTRANCE'' D; STANDARD ARROW CUSTOM 12.0'' × 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''.

FILE NAME = c:\pw_work\pwidot\gaglianobt\d0108315\tc26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/13/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

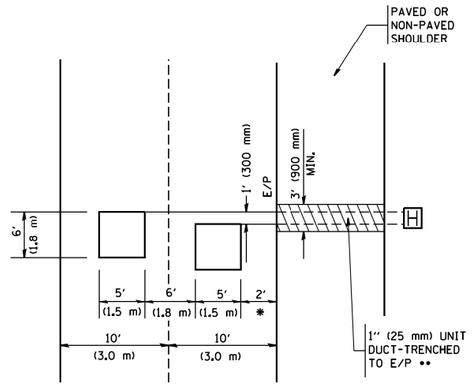
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DU PAGE	35	34
	TC-26	CONTRACT NO. 61E62		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

tc26.dgn 12/13/2012 3:26:37 PM User:gaglianobt

LOOPS NEXT TO SHOULDERS

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

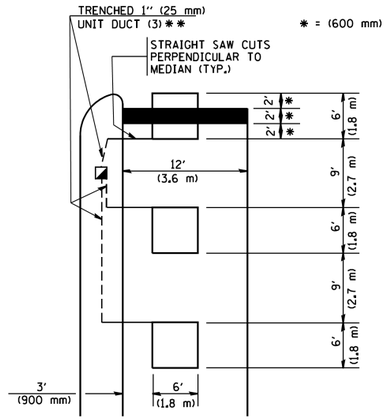


* = (600 mm)

** 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)

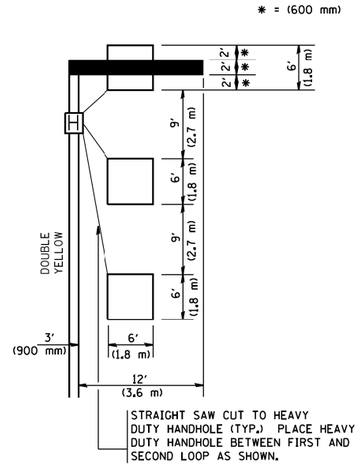
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

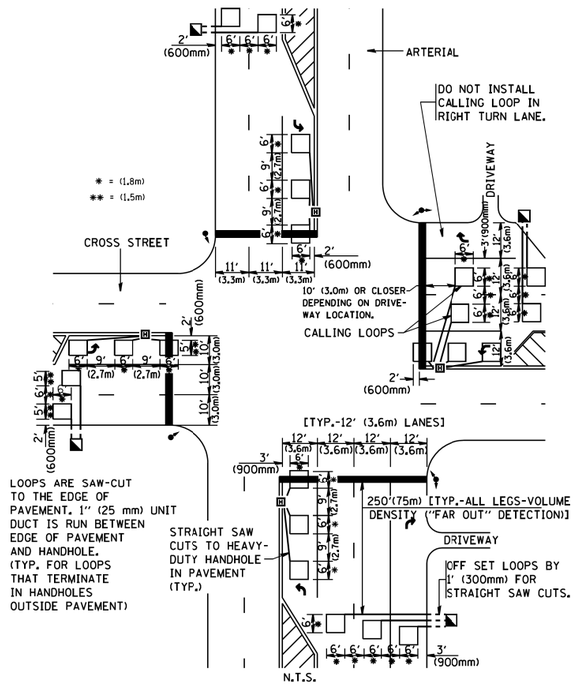
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



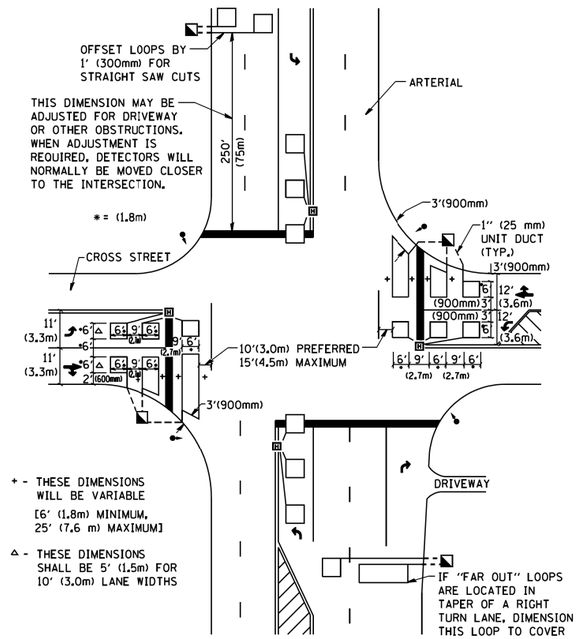
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR 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.

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2648A	17-00191-00-RS	DUPAGE	35	35
	TS-07	CONTRACT NO. 61E62		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		