08-03-2018 LETTING ITEM 010

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569 1472	17-00085-00-RS	COOK	17	1
	ILLINOIS	CONTRACT NO. 61E90		

INDEX OF SHEETS (SEE SHEET 2)

HIGHWAY STANDARDS (SEE SHEET 2)

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 3569 (BARRYPOINT ROAD), BLOOMINGBANK ROAD TO FAIRBANK ROAD
FAU 1472 (FOREST AVENUE), DES PLAINES RIVER BRIDGE TO LONGCOMMON ROAD
HERRICK ROAD, LONGCOMMON ROAD TO N COWLEY ROAD
RESURFACING
SECTION No. 17-00085-00-RS
PROJECT No. I12F(143)
VILLAGE OF RIVERSIDE
COOK COUNTY
JOB No: C-91-150-18

LOCATION OF SECTION INDICATED THUS: _ ▬

PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED Ed Bailey May 14 2018
PUBLIC WORKS DIRECTOR, VILLAGE OF RIVERSIDE

PASSED JUNE 19 2018
Christopher Hoot
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW JUNE 20 2018
Anthony J. Quigley /AB
REGIONAL ENGINEER

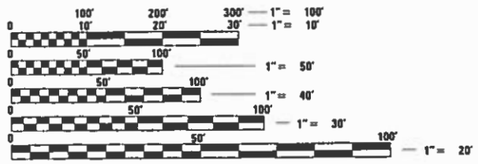
TRAFFIC DATA

BARRYPOINT ROAD
ADT (YEAR) = 2100 (2014)
SPEED LIMIT = 25 MPH

DESIGN DESIGNATION: MINOR COLLECTOR (URBAN)

FOREST AVENUE
ADT (YEAR) = 5650 (2014)
SPEED LIMIT = 25 MPH

DESIGN DESIGNATION: MAJOR COLLECTOR (URBAN)

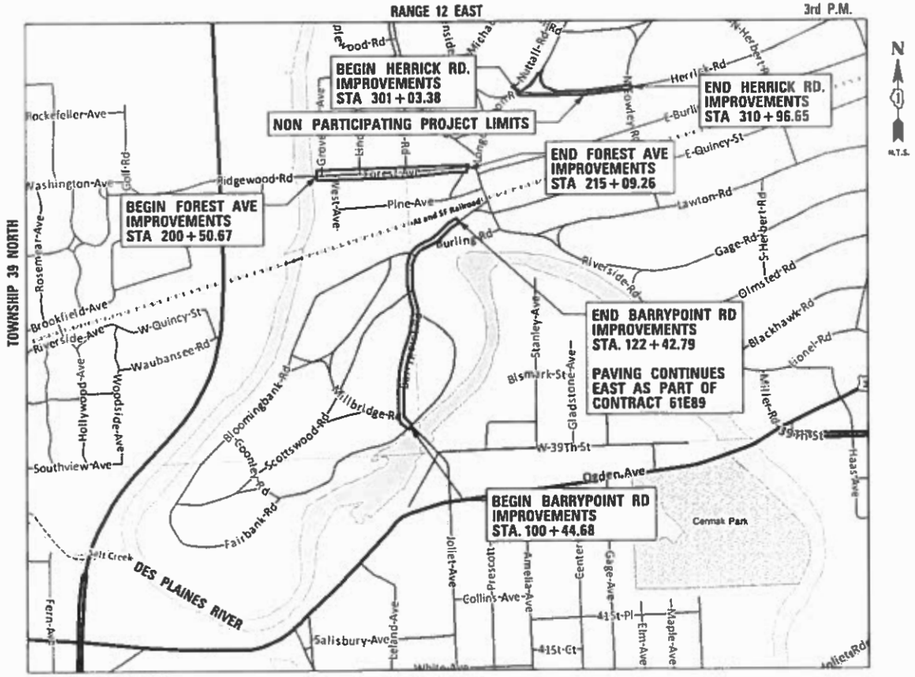


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PROFESSIONAL DESIGN FIRM NO. 184-001175
EXPIRATION DATE: 04/30/19



LOCATION MAP
N.T.S

BARRYPOINT ROAD		
GROSS LENGTH OF PROJECT	=	2198 FEET (0.42 MILES)
NET LENGTH OF PROJECT	=	2198 FEET (0.42 MILES)
FOREST AVENUE		
GROSS LENGTH OF PROJECT	=	1459 FEET (0.28 MILES)
NET LENGTH OF PROJECT	=	1459 FEET (0.28 MILES)
HERRICK ROAD		
GROSS LENGTH OF PROJECT	=	994 FEET (0.19 MILES)
NET LENGTH OF PROJECT	=	994 FEET (0.19 MILES)
TOTAL LENGTH		
GROSS LENGTH OF PROJECT	=	4651 FEET (0.89 MILES)
NET LENGTH OF PROJECT	=	4651 FEET (0.89 MILES)

ORION C. GALEY
062-060829
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

May 10 2018
ORION C. GALEY
ILLINOIS REGISTRATION NO. 062 060829
EXPIRATION DATE: 11/30/2019

CONTRACT NO. 61E90

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. SCHAUMBURG, IL.

5/8/2018 dschroeder

N:\RIVERSIDE\I20544.00083\Civil\CVR_I20544.00083.sht

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE CURRENT EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTIONS IN ILLINOIS."
2. ANY EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR.
3. ALL DOMESTIC WATER SERVICE BOXES SHALL BE ADJUSTED TO THE PROPOSED GRADE AS DIRECTED BY THE ENGINNER. THIS WORK SHALL BE PAID FOR AS DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED.
4. EXPOSED SUBGRADE MUST BE COVERED WITHIN 24 HOURS OF EXCAVATION. UNSTABLE SUBGRADE AREAS, AS DETERMINED BY THE ENGINEER, RESULTING FROM THE CONTRACTOR'S FAILURE TO COVER THE SUBGRADE SHALL BE EXCAVATED AND BACKFILLED WITH POROUS GRANULAR EMBANKMENT, SUBGRADE AT NO COST TO THE OWNER.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND/OR ADJUSTED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS.
6. THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR OWNER, OR REPLACED. SUCH WORK WILL BE AT THE CONTRACTOR'S EXPENSE.
8. WHEN IT IS NECESSARY TO SHUT OFF A WATER MAIN, THE CONTRACTOR SHALL PROVIDE THE VILLAGE A MINIMUM 48 HOUR ADVANCE NOTICE, AND THE CONTRACTOR WILL BE RESPONSIBLE FOR NOTIFYING ALL AFFECTED RESIDENTS. THE VILLAGE WILL PROVIDE THE NECESSARY FORMS AND DETERMINE THE LIMITS OF AFFECTED AREAS.
9. THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS. IF WATER IS NEEDED DURING CONSTRUCTION ACTIVITIES THE CONTRACTOR MUST CONTACT THE RIVERSIDE WATER DEPARTMENT AT (708) 442-3590.
10. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, CABLE AND GAS FACILITIES AND THE VILLAGE OF RIVERSIDE PUBLIC WORKS DEPT. AT (708) 442-3590 FOR FIELD LOCATIONS OF BURIED WATER, SANITARY AND STORM FACILITIES (48-HOUR ADVANCE NOTIFICATION IS REQUIRED).
11. DURING CONSTRUCTION OPERATIONS, WHENEVER ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINES OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION, ALL DRAINAGE AND UTILITY STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS.
12. ALL SEWER AND WATER SERVICES CROSSED BY NEW STORM SEWERS SHALL BE PROPERLY LOCATED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE DONE TO SAID SERVICES NOT CONSIDERED TO BE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
13. THE CONTRACTOR SHALL CONFIRM ALL EXISTING STORM SEWER PIPE SIZES AND INVERTS PRIOR TO ORDERING STRUCTURES. ANY MODIFICATION OF STRUCTURES DUE TO THE FAILURE OF THE CONTRACTOR TO PERFORM THIS TASK SHALL BE AT THE CONTRACTOR'S EXPENSE AND MAY LEAD TO THE REJECTION OF THE STRUCTURE IN THE FIELD. PIPE TYPES INDICATED ON THESE PLANS AT THE STRUCTURE CALL-OUTS ARE THE EXISTING TYPES IDENTIFIED IN THE FIELD. PROPOSED PIPE IS PVC.
14. THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTIES AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT EXCEPT FOR PERIODS OF SHORT DURATION AS APPROVED BY THE ENGINEER.
15. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RE-ERECTING ANY SIGNS AND POSTS REMOVED DURING CONSTRUCTION. RELOCATION OF EXISTING SIGNS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT. IF DURING CONSTRUCTION THE CONTRACTOR DAMAGES ANY EXISTING SIGNS, HE WILL REPLACE THE SIGN AT NO COST TO THE VILLAGE.
17. THE CONTRACTOR SHALL SAWCUT AND REMOVE ONLY THE NECESSARY AREA OF EXISTING PAVEMENT NEEDED TO INSTALL PROPOSED STORM SEWER.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL RESIDENTS AND THE VILLAGE OF RIVERSIDE 48 HOURS PRIOR TO ANY ROAD CLOSURE.
19. ANY DEFECTS OF THE CONCRETE CURB & GUTTER AS IDENTIFIED BY THE RESIDENT ENGINEER SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE PRIOR TO PLACEMENT OF BITUMINOUS MATERIALS.
20. AT THE END OF EACH DAY, IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ASSURE THAT ALL STREETS ADJACENT TO THE PROJECT ARE FREE OF ALL CONSTRUCTION RELATED DEBRIS INCLUDING DIRT, STONE, NAILS ETC. THIS WORK SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER AS COORDINATED WITH THE VILLAGE OF RIVERSIDE.
21. THE CONTRACTOR SHALL COMPLETE ALL UTILITY WORK PRIOR TO PAVEMENT REMOVAL. THE CONTRACTOR SHALL ONLY REMOVE THE PORTION OF PAVEMENT NECESSARY TO INSTALL PROPOSED UTILITIES. PAVEMENT REMOVED FOR UTILITY WORK SHALL BE RESTORED AS INDICATED ON THE PLANS. ALL PAVEMENT REMOVED FOR UTILITY WORK MUST BE SAWCUT.
22. THE CONTRACTOR SHALL BE CAUTIOUS OF HEAVY STUDENT FOOT TRAFFIC DURING THE HOURS OF 8:00 AM - 8:30 AM AND 2:30 PM - 3:15 PM. SEVERAL AREA SCHOOLS ARE LOCATED NEAR THE CONSTRUCTION LIMITS
23. THE CONTRACTOR AND ENGINEER SHALL FIELD VERIFY ALL DRAINAGE STRUCTURES TO DETERMINE WHETHER EACH STRUCTURE REQUIRES REMOVAL AND REPLACEMENT, RECONSTRUCTION, OR ADJUSTMENT.
24. THE CONTRACTOR AND ENGINEER SHALL FIELD VERIFY ALL THE EXISTING PAVEMENT AFTER THE EXISTING BITUMINOUS SURFACE IS REMOVED TO DETERMINE THE AREAS THAT PATCHING IS REQUIRED.
25. REMOVAL OF ASPHALT ON CURB AND GUTTER SHALL BE INCLUDED IN CURB AND GUTTER REMOVAL AND REPLACEMENT.
26. CURB HEIGHTS SHOWN ON THE PLANS ARE ESTIMATED. CONTRACTOR SHALL LOWER THE CURB HEIGHT AS NECESSARY TO ACHIEVE POSITIVE DRAINAGE FROM THE FRONT OF WALK TO THE BACK OF CURB. NO CURB HEAD HEIGHT SHALL BE POURED LESS THAN 3 INCHES.
27. ALL REMOVED FRAMES AND LIDS SHALL BE DELIVERED TO THE PUBLIC WORKS FACILITY AT 3860 COLUMBUS BLVD, RIVERSIDE, ILLINOIS

MWRD TYPICAL GENERAL NOTES

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).
2. ELEVATION DATUM IS CCD.
3. NO FLOOR DRAINS
4. NO FOOTING DRAINS AND DOWNSPOUTS
5. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO:

PIPE MATERIAL SPEC.	JOINT SPEC.
VITRIFIED CLAY PIPE	
VCP C-700	C-425
VCP (NO-BEL) C-700	
JOINT	C-425
COLLAR	D-1784
CONCRETE PIPE C-14	C-443
RCP C-76	C-443
ACP C-428	D-1869
ABS SEWER PIPE	
SOLID WALL 6" DIA.	SDR 23.5
ABS D-2751	D-2751
ABS COMPOSITE/TRUSS PIPE	
8"-15" DIA.	
ABS D-2680	D-2680
PVC GRAVITY SEWER PIPE	
6"-15" DIA. SDR 26	
D-3034	D-3212 OR
D-2855	
18"-27" DIA. F/DY=46	
F-679	D-3212 OR
D-2855	
CISP A-74	C-564
DIP A-21.51	A-21.11

(NOTE: THE DISTRICT HAS APPROVED LESS COMMON PIPE MATERIALS ON A QUALIFIED BASIS IN ADDITION TO THOSE ABOVE. PLEASE CONTACT THE DISTRICT IF CONSIDERING USING PIPE NOT LISTED ABOVE.)

6. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1•4" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO1•4THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
7. COUPLINGS THAT CREATE A WATERTIGHT SEAL SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.
8. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
   1. CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS AND PROPER INSTALLATION OF A SADDLE.
   2. REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
   3. WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING WATER TIGHT SEAL COUPLINGS TO HOLD IT FIRMLY IN PLACE.
9. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CAN NOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS.
10. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
11. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
12. ALL INLET AND OUTLET PIPES OF SANITARY SEWER MANHOLES AND OTHER UNDERGROUND STRUCTURES (AND IN COMBINED SEWER AREAS, ALSO ALL COMBINED/STORM SEWER MANHOLES, CATCH BASINS, INLETS, AND UNDERGROUND DETENTION STORAGE STRUCTURES) SHALL BE JOINED WITH WATERTIGHT FLEXIBLE RUBBER CONNECTORS CONFORMING TO A.S.T.M. C-4443 AND C-923 WITH STAINLESS STEEL BAND.

INDEX OF SHEETS

DISTRICT ONE DETAILS

HIGHWAY STANDARDS

FILE NAME = N:\RIVERSIDE\120544.00083\Civil\NOT_120544.00083.SHT	USER NAME = dschroeder	DESIGNED - DJS	REVISED -
		DRAWN - DJS	REVISED -
	PLOT SCALE = 4●	CHECKED - OCG	REVISED -
Default	PLOT DATE = 5/9/2018	DATE - 5/9/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
BARRYPOINT ROAD, FOREST AVENUE, AND HERRICK ROAD

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569 1472	17-00085-00-RS	COOK	17	2
		CONTRACT NO. 61E90		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

		CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005 BARRYPOINT ROAD 60% STATE 40% LOCAL	0005 FOREST AVENUE 60% STATE 40% LOCAL	0005 HERRICK ROAD 0% STATE 100% LOCAL
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	80	29	25	26
		25200200	SUPPLETMENTAL WATERING	UNIT	13	5	5	3
		28000510	INLET FILTERS	EACH	51	24	14	13
		30300112	AGGREGATE SUBGRADE IMPROVEMENT, 12"	SQ YD	237	87	74	76
		40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	200	90	66	44
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	10456	4473	3956	2027
		40600400	MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	31	17	9	5
		40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	930	408	345	177
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	262	114	93	55
		40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	12	12	0	0
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1394	612	517	265
	*	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	179	50	40	89
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	150	0	150	0
		42400800	DETECTABLE WARNINGS	SQ FT	584	210	238	136
		44000158	HOT MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	15488	6626	5860	3002
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	296	88	60	148
	*	44000600	SIDEWALK REMOVAL	SQ FT	10075	3489	3359	3227
		44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	95	34	30	31
		44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	140	50	44	46
		44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	233	83	74	76
		44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	1014	716	147	151
	*	56500600	DOMESTIC WATER SERVICE BOX TO BE ADJUSTED	EACH	7	3	3	1
		60200105	CATCH BASIN, TYPE A, 4' DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	0	1	1
		60206905	CATCH BASIN, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	1	0	0	1
		60300410	VALVE BOX FRAMES TO BE ADJUSTED WITH NEW FRAMES	EACH	2	0	1	1
		60403700	LIDS, TYPE 1, OPEN LID	EACH	3	1	2	0
		60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	8	4	2	2
		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	17	6	6	5
		60600605	CONCRETE CURB, TYPE B	FOOT	324	109	95	120
	*	INDICATES A SPECIAL PROVISION						
X		SPECIALTY ITEM						

		CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005 BARRYPOINT ROAD 60% STATE 40% LOCAL	0005 FOREST AVENUE 60% STATE 40% LOCAL	0005 HERRICK ROAD 0% STATE 100% LOCAL
		67100100	MOBILIZATION	L SUM	1	0.4	0.4	0.2
		70102620	TRAFFIC CONTROL AND PROTECTION STANDARD 701501	L SUM	1	0.4	0.4	0.2
		70102635	TRAFFIC CONTROL AND PROTECTION STANDARD 701701	L SUM	1	0.4	0.4	0.2
		70102640	TRAFFIC CONTROL AND PROTECTION STANDARD 701801	L SUM	1	0.4	0.4	0.2
X		70300100	SHORT TERM PAVEMENT MARKING	FOOT	753	326	383	44
		70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	252	109	128	15
		72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	1	1	0
X		78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	41	0	41	0
X		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1461	430	1031	0
X		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1616	653	728	235
X		78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	847	0	557	290
X		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	295	163	88	44
	*	X0326862	STRUCTURES TO BE ADJUSTED	EACH	21	6	11	4
	*	X2520700	SODDING, SPECIAL	SQ YD	687	144	330	213
	*	X6022810	MANHOLES, SANITARY, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	1	2	1
	*	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	55	21	19	15
	*	Z0017800	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED (SPECIAL)	EACH	7	2	3	2
	*	Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	9	1	3	5
	*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	130	52	78	0
	*	Z0038122	PORTLAND CEMENT CONCRETE SURFACE REMOVAL 2 1/4"	SQ YD	311	311	0	0
	*	Z0004518	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 5"	SQ YD	51	20	20	11
	*	XX000406	BRICK PAVER REMOVAL AND REPLACEMENT	SQ FT	40	20	20	0
	*	XX001109	PORTLAND CEMENT CONCRETE ALLEY PAVEMENT, 8"	SQ YD	61	0	18	43
	*	XX005701	ALLEY APRON APPROACH PAVEMENT REMOVAL	SQ YD	77	0	34	43
X	*	XX008910	PAVEMENT MARKING (SPECIAL)	SQ FT	316	0	316	0
	*	XX009049	REMOVE AND REPLACE CURB AND GUTTER (SPECIAL)	FOOT	2246	591	634	1021
	*	XX009155	SPECIAL EXCAVATION FOR ADA RAMPS	CU YD	67	28	24	15
	*	XX024100	EXPOSED AGGREGATE SURFACE	SQ FT	10768	3951	3545	3272
	*	INDICATES A SPECIAL PROVISION						
X		SPECIALTY ITEM						

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		DRAWN - DJS	REVISED -
	PLOT SCALE = 40'	CHECKED - OCG	REVISED -
Default	PLOT DATE = 5/9/2018	DATE - 5/9/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
BARRYPOINT ROAD, FOREST AVENUE, AND HERRICK ROAD

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569 1472	17-00085-00-RS	COOK	17	3
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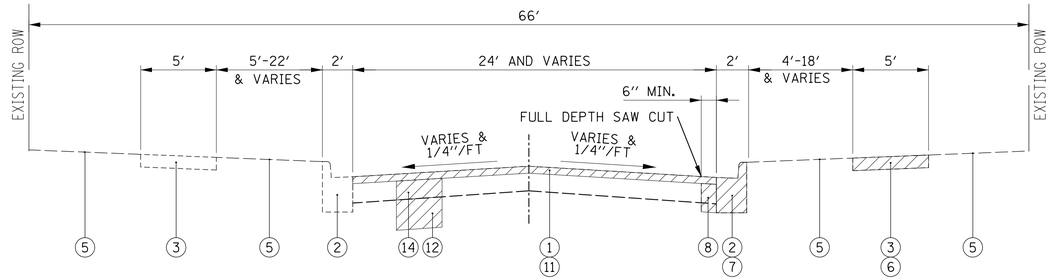
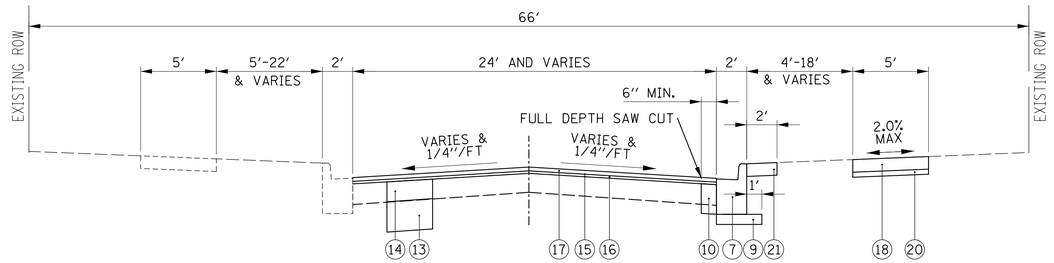
	ILLINOIS FED. AID PROJECT			



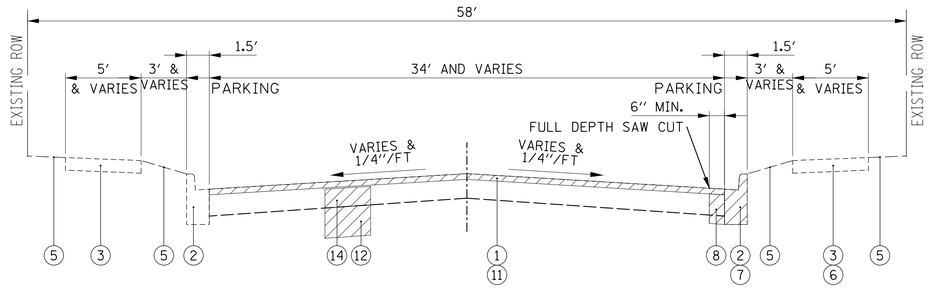
EXISTING TYPICAL SECTION

STA 100+44.68 TO STA 122+42.79 (CURB: B-6.18), BARRYPOINT ROAD
STA 301+03.38 TO STA 310+96.65 (CURB: M-6.18), HERRICK ROAD



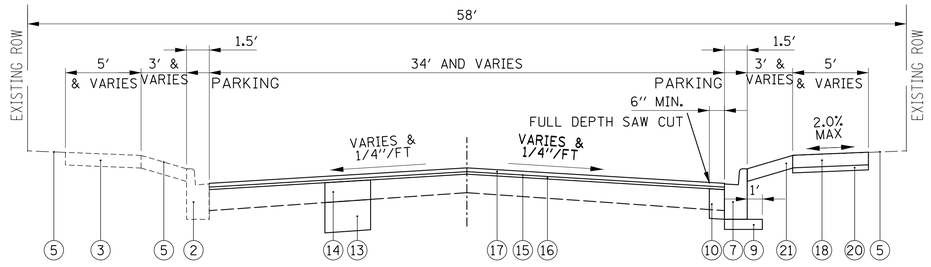
PROPOSED TYPICAL SECTION

STA 100+44.68 TO STA 122+42.79 (CURB: B-6.18), BARRYPOINT ROAD
STA 301+03.38 TO STA 310+96.65 (CURB: M-6.18), HERRICK ROAD



EXISTING TYPICAL SECTION

STA 200+50.67 TO STA 215+09.26 (CURB: B-6.12), FOREST AVENUE



PROPOSED TYPICAL SECTION

STA 200+50.67 TO STA 215+09.26 (CURB: B-6.12), FOREST AVENUE

LEGEND

ITEMS TO BE REMOVED

1. EXISTING HMA BINDER AND SURFACE COURSE
2. EXISTING COMBINATION CONCRETE CURB AND GUTTER
3. EXISTING EXPOSED AGGREGATE SIDEWALK
4. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
5. EXISTING SOIL AND GROUND COVER
6. SIDEWALK REMOVAL (AS DIRECTED BY THE ENGINEER IN THE FIELD)
7. REMOVE AND REPLACE CURB AND GUTTER (SPECIAL) (AS DIRECTED BY THE ENGINEER IN THE FIELD)
8. EXISTING PAVEMENT REMOVAL (INCLUDED IN THE COST OF REMOVE AND REPLACE CURB AND GUTTER (SPECIAL))
9. SUBBASE GRANULAR MATERIAL, TYPE B, 4″ (INCLUDED IN THE COST OF REMOVE AND REPLACE CURB AND GUTTER (SPECIAL))
10. P.C.C. BASE COURSE (INCLUDED IN THE COST OF REMOVE AND REPLACE CURB AND GUTTER (SPECIAL))
11. HOT MIX ASPHALT SURFACE REMOVAL, (2 1/4″)
12. REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS (AS DIRECTED BY THE ENGINEER IN THE FIELD)
13. AGGREGATE SUBGRADE IMPROVEMENT, 12″ (AS DIRECTED BY THE ENGINEER IN THE FIELD)
14. CLASS D PATCHES, VARIOUS TYPES, 6 INCH (AS DIRECTED BY THE ENGINEER IN THE FIELD)
15. BITUMINOUS MATERIALS (TACK COAT)
16. LEVELING BINDER (MACHINE METHOD), N50 (1″ MIN.)
17. HMA SURFACE COURSE, MIX ″D″, N50 - 1.5″
18. EXPOSED AGGREGATE SURFACE (AS DIRECTED BY THE ENGINEER IN THE FIELD)
19. PORTLAND CEMENT CONCRETE SIDEWALK, 5″ (AS DIRECTED BY THE ENGINEER IN THE FIELD)
20. 2″ AGGREGATE BASE COURSE (INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SIDEWALK, 5″ AND EXPOSED AGGREGATE SURFACE)
21. SODDING, (SPECIAL)

NOTE: DRIVEWAY PAVEMENT REMOVAL AND ALLEY APRON APPROACH PAVEMENT REMOVAL SHALL OCCUR IF THE ADJACENT CURB AND GUTTER IS TO BE REMOVED. ALL LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE ITEM	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX ″D″, N50 (IL 9.5mm); 1.5″	4% @ 50 GYR
LEVELING BINDER (MACHINE METHOD), N50; 1″ (IL 9.5mm)	4% @ 50 GYR
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19mm); 6″ (IN 2 LIFTS)	4% @ 70 GYR
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 5″	
HOT-MIX ASPHALT SURFACE COURSE, MIX ″D″, N50 (IL 9.5mm); 2″	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm); 3″	4% @ 50 GYR

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

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

FOR HMA FULL DEPTH ″AC TYPE″ SEE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS

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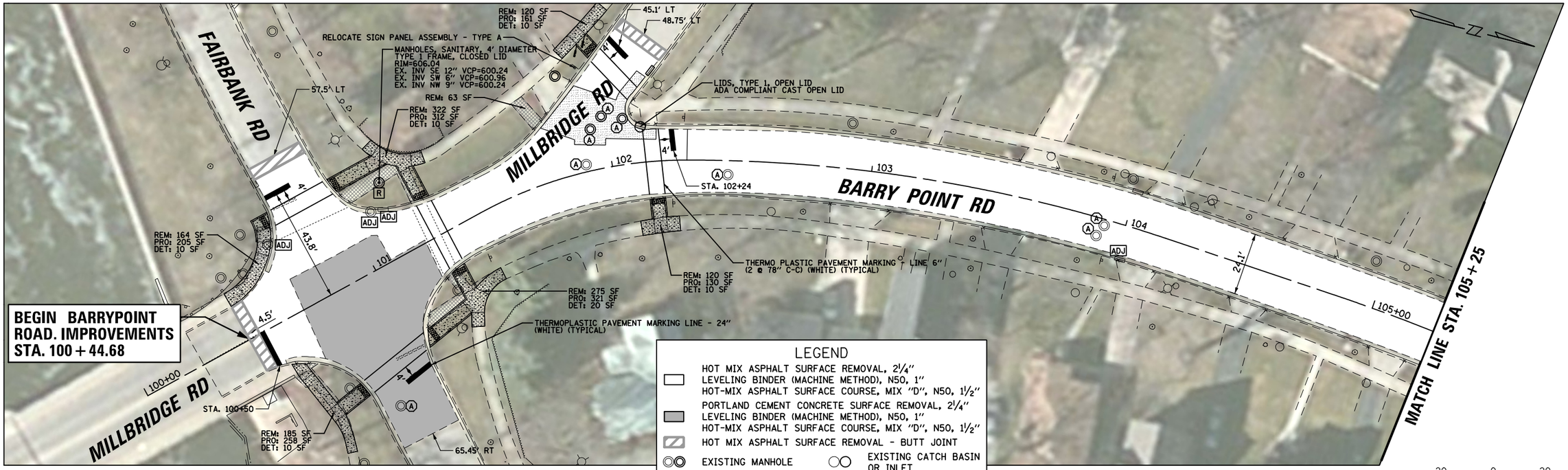
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
BARRYPOINT ROAD, FOREST AVENUE, AND HERRICK ROAD

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569 1472	17-00085-00-RS	COOK	17	4
		CONTRACT NO. 61E90		
		ILLINOIS FED. AID PROJECT		



LEGEND

- HOT MIX ASPHALT SURFACE REMOVAL, 2¼"
  LEVELING BINDER (MACHINE METHOD), N50, 1"
  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
- PORTLAND CEMENT CONCRETE SURFACE REMOVAL, 2¼"
  LEVELING BINDER (MACHINE METHOD), N50, 1"
  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
- HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- DETECTABLE WARNING
- SIDEWALK REMOVAL
- CLASS D PATCHES, TYPE IV, 6 INCH
- EXPOSED AGGREGATE SURFACE
- PORTLAND CEMENT CONCRETE ALLEY PAVEMENT, 8"
- PAVEMENT MARKING (SPECIAL)
- ADJ — STRUCTURES TO BE ADJUSTED
- A — FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- V — VALVE BOX FRAMES TO BE ADJUSTED WITH NEW FRAMES
- REC — DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED (SPECIAL)
- R — DRAINAGE STRUCTURE TO BE REMOVED

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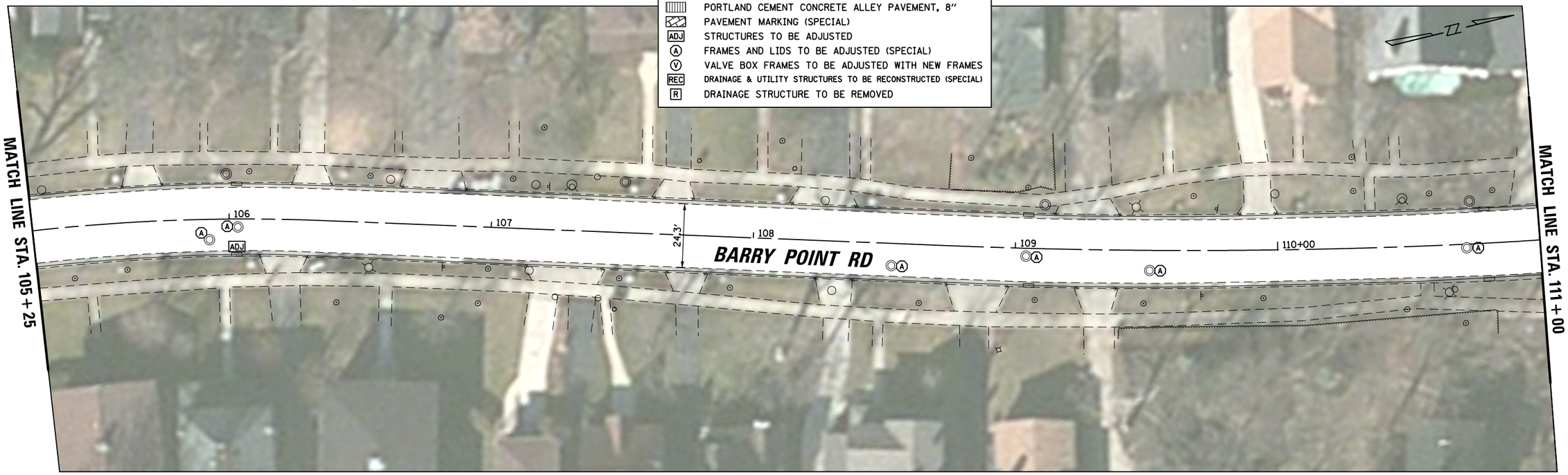
SCALE IN FEET



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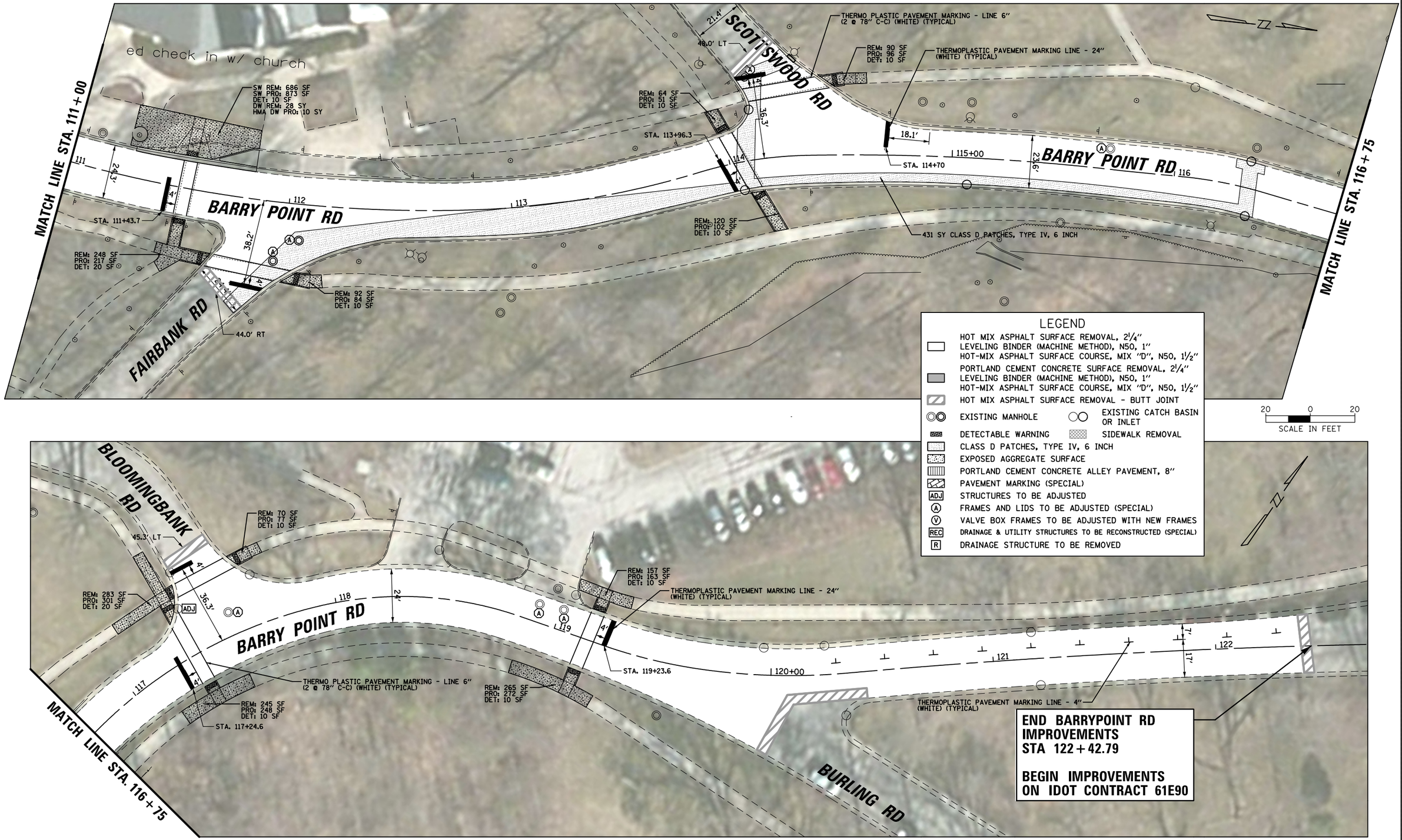
Default	PLOT DATE = 5/9/2018	DATE - 5/9/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
BARRYPOINT ROAD, FOREST AVENUE, AND HERRICK ROAD

SCALE: $SCALE$ | SHEET 1 OF 2 SHEETS | STA. 100+00 TO STA. 111+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569 1472	17-00085-00-RS	COOK	17	5
		CONTRACT NO. 61E90		
	ILLINOIS FED. AID PROJECT			



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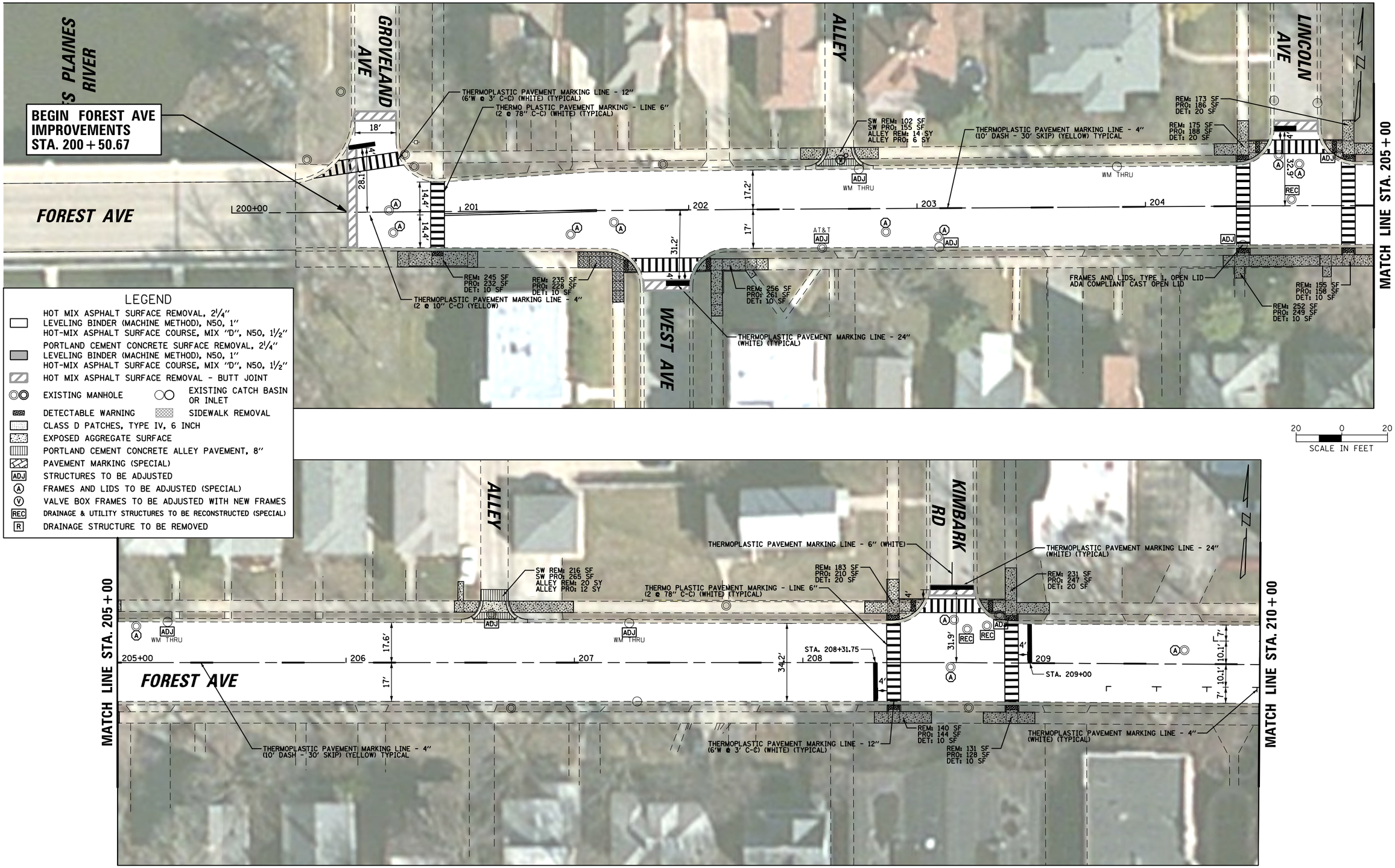
Default	PLOT DATE = 5/9/2018	DATE - 5/9/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
BARRYPOINT ROAD, FOREST AVENUE, AND HERRICK ROAD

SCALE: $SCALE$ | SHEET 2 OF 2 SHEETS | STA. 111+00 TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569 1472	17-00085-00-RS	COOK	17	6
		CONTRACT NO. 61E90		
		ILLINOIS FED. AID PROJECT		



LEGEND

- HOT MIX ASPHALT SURFACE REMOVAL, 2¼"
  LEVELING BINDER (MACHINE METHOD), N50, 1"
  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
- PORTLAND CEMENT CONCRETE SURFACE REMOVAL, 2¼"
  LEVELING BINDER (MACHINE METHOD), N50, 1"
  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
- HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- DETECTABLE WARNING
- SIDEWALK REMOVAL
- CLASS D PATCHES, TYPE IV, 6 INCH
- EXPOSED AGGREGATE SURFACE
- PORTLAND CEMENT CONCRETE ALLEY PAVEMENT, 8"
- PAVEMENT MARKING (SPECIAL)
- ADJ — STRUCTURES TO BE ADJUSTED
- (A) — FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- (V) — VALVE BOX FRAMES TO BE ADJUSTED WITH NEW FRAMES
- REC — DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED (SPECIAL)
- R — DRAINAGE STRUCTURE TO BE REMOVED

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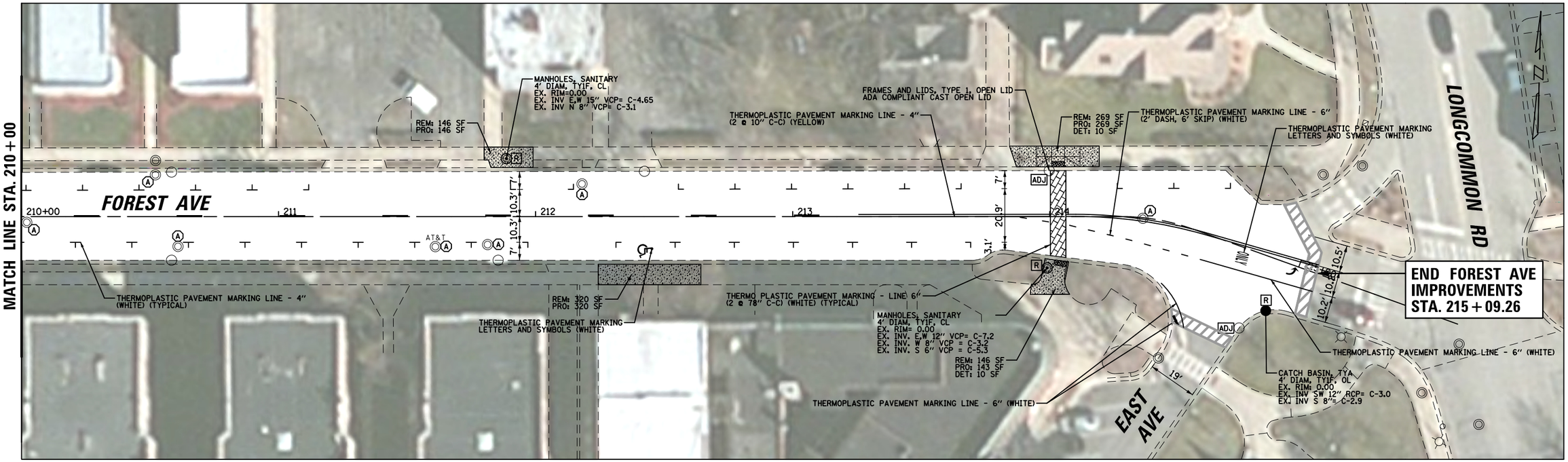
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
BARRYPOINT ROAD, FOREST AVENUE, AND HERRICK ROAD

SCALE: $SCALE$ | SHEET 1 OF 2 SHEETS | STA. 200+50.67 TO STA. 210+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569 1472	17-00085-00-RS	COOK	17	7
		CONTRACT NO. 61E90		
	ILLINOIS FED. AID PROJECT			



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SCALE IN FEET

LEGEND

- HOT MIX ASPHALT SURFACE REMOVAL, 2¼"
  LEVELING BINDER (MACHINE METHOD), N50, 1"
  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
- PORTLAND CEMENT CONCRETE SURFACE REMOVAL, 2¼"
  LEVELING BINDER (MACHINE METHOD), N50, 1"
  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
- HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- DETECTABLE WARNING
- SIDEWALK REMOVAL
- CLASS D PATCHES, TYPE IV, 6 INCH
- EXPOSED AGGREGATE SURFACE
- PORTLAND CEMENT CONCRETE ALLEY PAVEMENT, 8"
- PAVEMENT MARKING (SPECIAL)
- ADJ — STRUCTURES TO BE ADJUSTED
- A — FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- V — VALVE BOX FRAMES TO BE ADJUSTED WITH NEW FRAMES
- REC — DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED (SPECIAL)
- R — DRAINAGE STRUCTURE TO BE REMOVED

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
BARRYPOINT ROAD, FOREST AVENUE, AND HERRICK ROAD

SCALE: $SCALE$ | SHEET 2 OF 2 SHEETS | STA. 210+00 | TO STA. 215+07.35

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569 1472	17-00085-00-RS	COOK	17	8
		CONTRACT NO. 61E90		
	ILLINOIS	FED. AID PROJECT		

LEGEND

- HOT MIX ASPHALT SURFACE REMOVAL, 2¼"
  LEVELING BINDER (MACHINE METHOD), N50, 1"
  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
- PORTLAND CEMENT CONCRETE SURFACE REMOVAL, 2¼"
  LEVELING BINDER (MACHINE METHOD), N50, 1"
  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
- HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- DETECTABLE WARNING
- SIDEWALK REMOVAL
- CLASS D PATCHES, TYPE IV, 6 INCH
- EXPOSED AGGREGATE SURFACE
- PORTLAND CEMENT CONCRETE ALLEY PAVEMENT, 8"
- PAVEMENT MARKING (SPECIAL)
- ADJ — STRUCTURES TO BE ADJUSTED
- A — FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- V — VALVE BOX FRAMES TO BE ADJUSTED WITH NEW FRAMES
- REC — DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED (SPECIAL)
- R — DRAINAGE STRUCTURE TO BE REMOVED

20 0 20
SCALE IN FEET

N

LONGCOMMON RD

HERRICK RD

300+00 301 302 303 304 305+00

MATCH LINE STA. 305 + 75

BEGIN HERRICK AVE IMPROVEMENTS STA. 301 + 03.38

CATCH BASIN, TYA
4' DIAM, TY1F, OL
EX. RIM=0.00
EX. INV S 8" PVC= C-4.2
EX. INV SE 6" VCP= C-2.65
EX. INV N N/A= C-3.8

REM: 392 SF
PRO: 427 SF
DET: 28 SF

THERMO PLASTIC PAVEMENT MARKING - LINE 6"
(2 @ 15.5' C-C) (WHITE)

REM: 119 SF

THERMOPLASTIC PAVEMENT MARKING LINE - 12"
(15'W @ 3' C-C) (WHITE)

REM: 627 SF
PRO: 627 SF
DET: 28 SF

SW REM: 225 SF
SW PRO: 225 SF
ALLEY REM: 43 SY
ALLEY PRO: 43 SY
DW REM: 10 SY
HMA DW: 10 SY

DW REM: 48 SY

MATCH LINE STA. 305 + 75

HERRICK RD

306 307 308 309 310+00 311

MANHOLES, SANITARY
4' DIAM, TY1F, CL
EX. RIM= 0.00
EX. INV E,W 6" VCP= C-6.1
EX. INV SE 12" VCP= C-6.1

THERMOPLASTIC PAVEMENT MARKING LINE - 24"
(WHITE) (TYPICAL)

REM: 330 SF
PRO: 351 SF
DET: 20 SF

COWLEY RD

REM: 344 SF
PRO: 357 SF
DET: 20 SF

STA. 310+24.1

29'

29.5'

THERMOPLASTIC PAVEMENT MARKING LINE - 12"
(6'W @ 3' C-C) (WHITE) (TYPICAL)

REM: 355 SF
PRO: 367 SF
DET: 20 SF

THERMO PLASTIC PAVEMENT MARKING - LINE 6"
(2 @ 78" C-C) (WHITE) (TYPICAL)

CATCH BASIN, TYA
4' DIAM, TY1F, OL
EX. RIM= 0.00
EX. INV S N/A= C-3.15
EX. INV TO DEBRIS= C-4.5

REM: 391 SF
PRO: 412 SF
DET: 20 SF

END HERRICK AVE IMPROVEMENTS STA. 310 + 96.65

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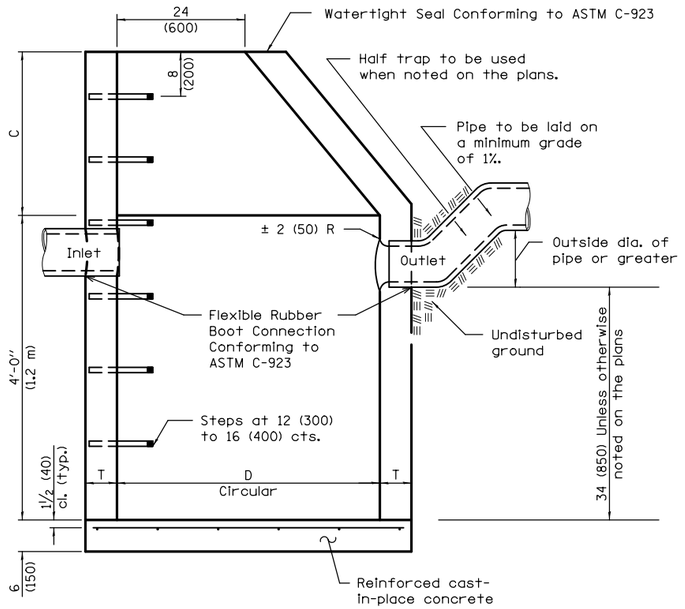
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

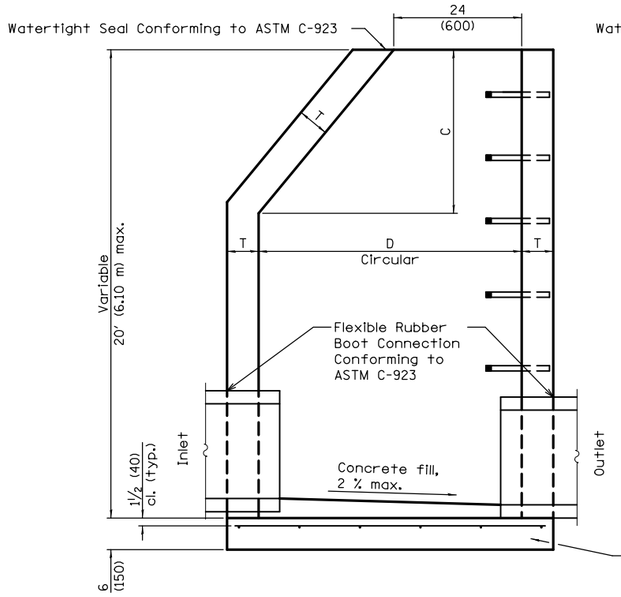
ROADWAY PLAN
BARRYPOINT ROAD, FOREST AVENUE, AND HERRICK ROAD

SCALE: $SCALE$ | SHEET 1 OF 1 SHEETS | STA. 300+00 TO STA. 311+00

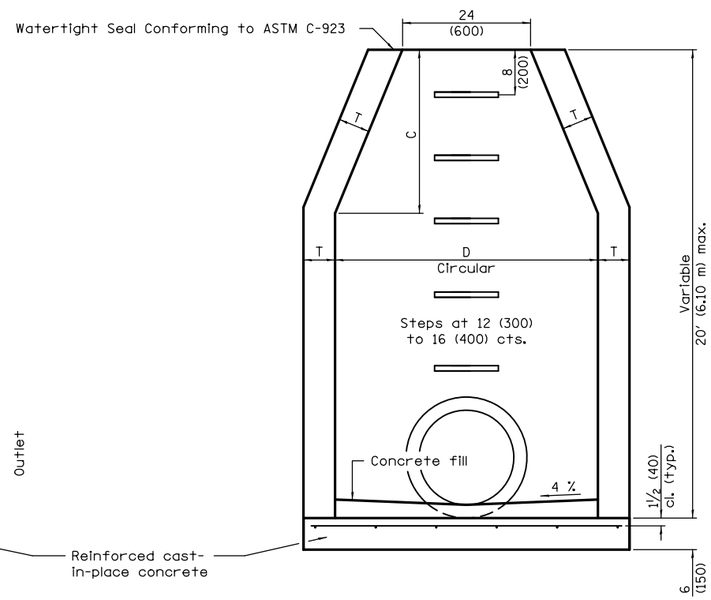
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569 1472	17-00085-00-RS	COOK	17	9
		CONTRACT NO. 61E90		
	ILLINOIS FED. AID PROJECT			



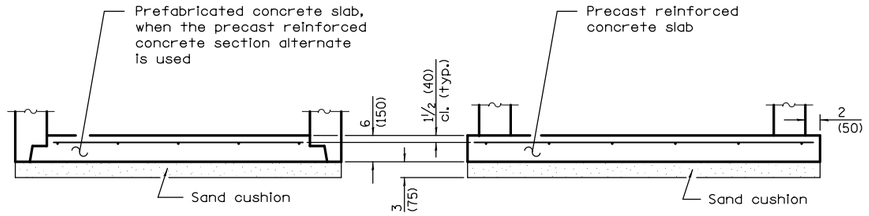
ELEVATION
(Standard Outlet)



ELEVATION – ECCENTRIC



ELEVATION – CONCENTRIC



ALTERNATE BOTTOM SLAB

ALTERNATE MATERIALS FOR WALLS	D	C•	T (min.)
Precast Reinforced Concrete Section	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	4 (100) 5 (125)
Cast-in-place Concrete	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	6 (150) 6 (150)

- For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.20 sq. in./ft (420 sq. mm/m) in both directions with a maximum spacing of 12 (300).

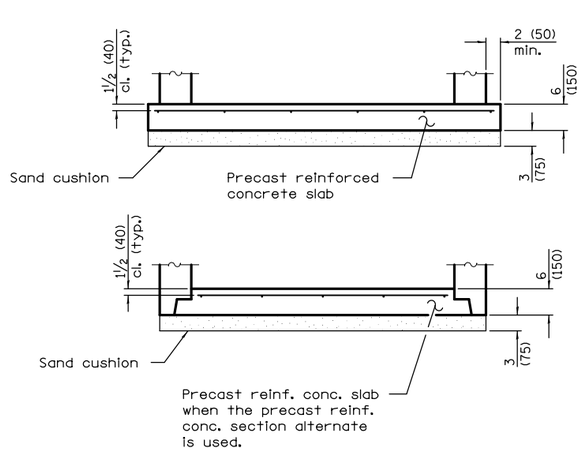
Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

See Standard 602601 for optional precast reinforced concrete flat slab top.

See Standard 602701 for details of steps.

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

CATCH BASIN, TYPE A



ALTERNATE BOTTOM SLAB

ALTERNATE MATERIALS FOR WALLS	D	C•	T (min.)
Precast Reinforced Concrete Section	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	4 (100) 5 (125)
Cast-in-place Concrete	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	6 (150) 6 (150)

- For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.31 sq. in./ft. (660 sq. mm/m) in both directions with a maximum spacing of 12 (300).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

See Standard 602701 for details of steps.

See Standard 602601 for optional Precast Reinforced Concrete Flat Slab Top.

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

MANHOLES, TYPE A

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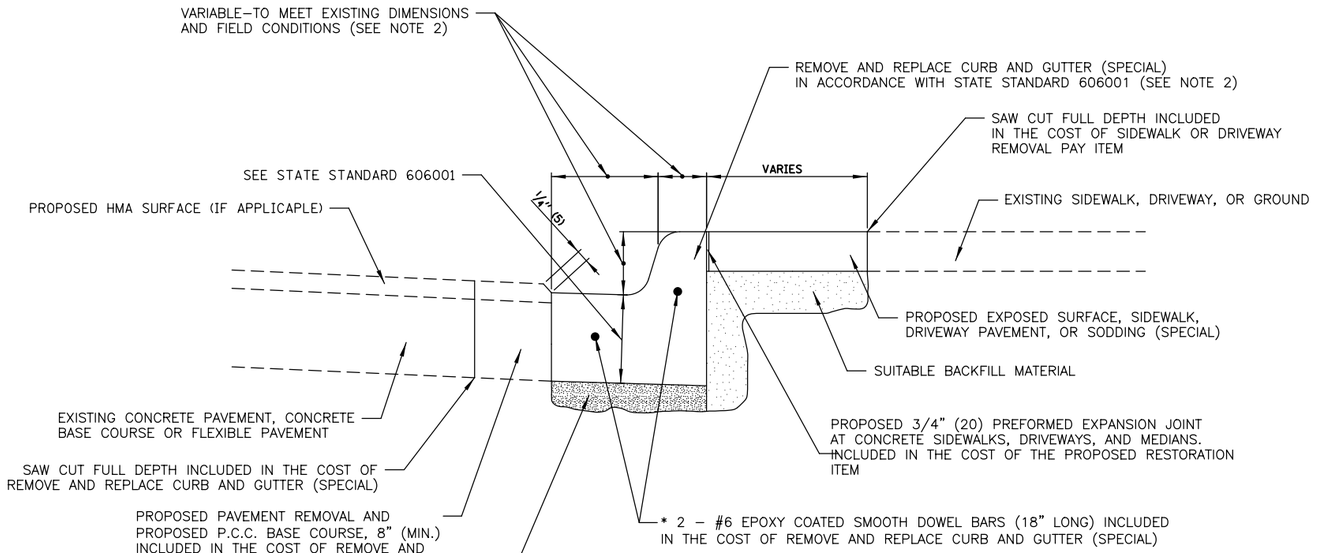
Default	PLOT DATE = 5/9/2018	DATE - 5/9/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
BARRYPOINT ROAD, FOREST AVENUE, AND HERRICK ROAD

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569 1472	17-00085-00-RS	COOK	17	10
		CONTRACT NO. 61E90		
		ILLINOIS FED. AID PROJECT		



BASIS OF PAYMENT:

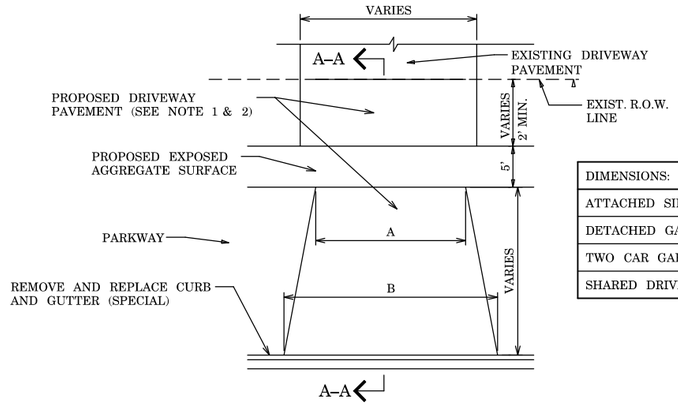
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "REMOVE AND REPLACE CURB AND GUTTER (SPECIAL)"

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

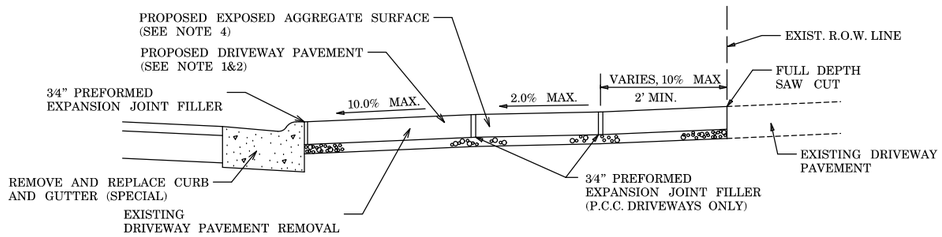
NOTE:

1. SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
2. CURB OR CURB AND GUTTER REMOVAL SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN THE FIELD
4. LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
5. THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
6. THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
7. THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

REMOVE AND REPLACE CURB AND GUTTER (SPECIAL)



DIMENSIONS:	A	B
ATTACHED SINGLE CAR GARAGE	10' MAX	16' MAX
DETACHED GARAGE	10' MAX	16' MAX
TWO CAR GARAGE	16' MAX	24' MAX
SHARED DRIVEWAY	20' MAX	26' MAX



SECTION A–A

TYPICAL DRIVEWAY DETAILS

NOTES:

1. THE PROPOSED DRIVEWAY PAVEMENT SHALL CONSIST OF:
   - A) PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH
     - 6" PORTLAND CEMENT CONCRETE AND
     - 6" OF AGGREGATE BASE COURSE TYPE B
   - B) HOT MIX ASPHALT DRIVEWAY PAVEMENT, 5"
     - 2" HOT MIX ASPHALT SURFACE COURSE, N50
     - 3" HOT MIX ASPHALT BINDER COURSE, N50
     - 6" AGGREGATE BASE COURSE, TYPE B
   - C) BRICK PAVER REMOVAL AND REPLACEMENT
2. ALL DRIVEWAYS BETWEEN THE SIDEWALK AND BACK OF CURB SHALL BE PORTLAND CEMENT CONCRETE UNLESS THE EXISTING DRIVEWAY IS BRICK PAVERS. DRIVEWAYS BEYOND THE SIDEWALK SHALL BE REPLACED IN KIND.
3. REMOVAL OF EXISTING HMA OR PCC PAVEMENT DRIVEWAY SHALL BE PAYED FOR AS DRIVEWAY PAVEMENT REMOVAL
4. PREFORMED EXPANSION JOINT FILLER SHALL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6"
5. ALL REQUIRED EARTH EXCAVATION AND BASE PREPARATION SHALL BE INCLUDED IN THE COST OF THE DRIVEWAY INSTALLATION
6. SIDEWALK THROUGH DRIVEWAY SHALL BE 6" THICK AND SHALL BE PAID FOR AS EXPOSED AGGREGATE SURFACE
7. DRIVEWAY PAVEMENT REMOVAL SHALL OCCUR IF THE ADJACENT CURB AND GUTTER IS TO BE REMOVED. ALL LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD

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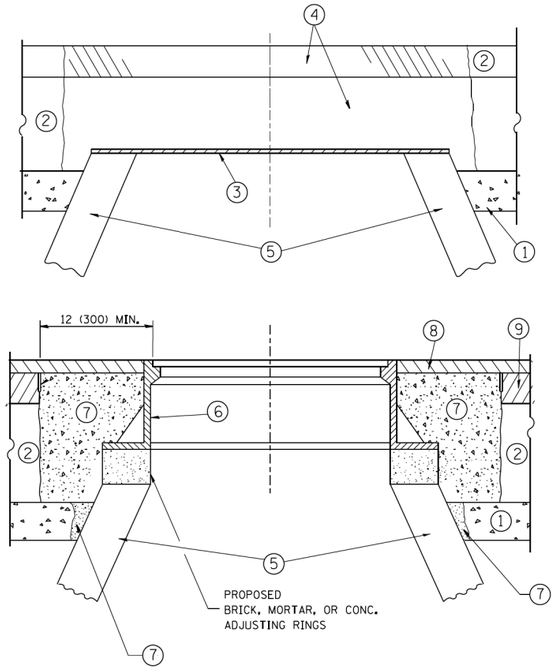
Default	PLOT DATE = 5/9/2018	DATE - 5/9/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
BARRYPOINT ROAD, FOREST AVENUE, AND HERRICK ROAD

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569 1472	17-00085-00-RS	COOK	17	11
		CONTRACT NO. 61E90		
	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

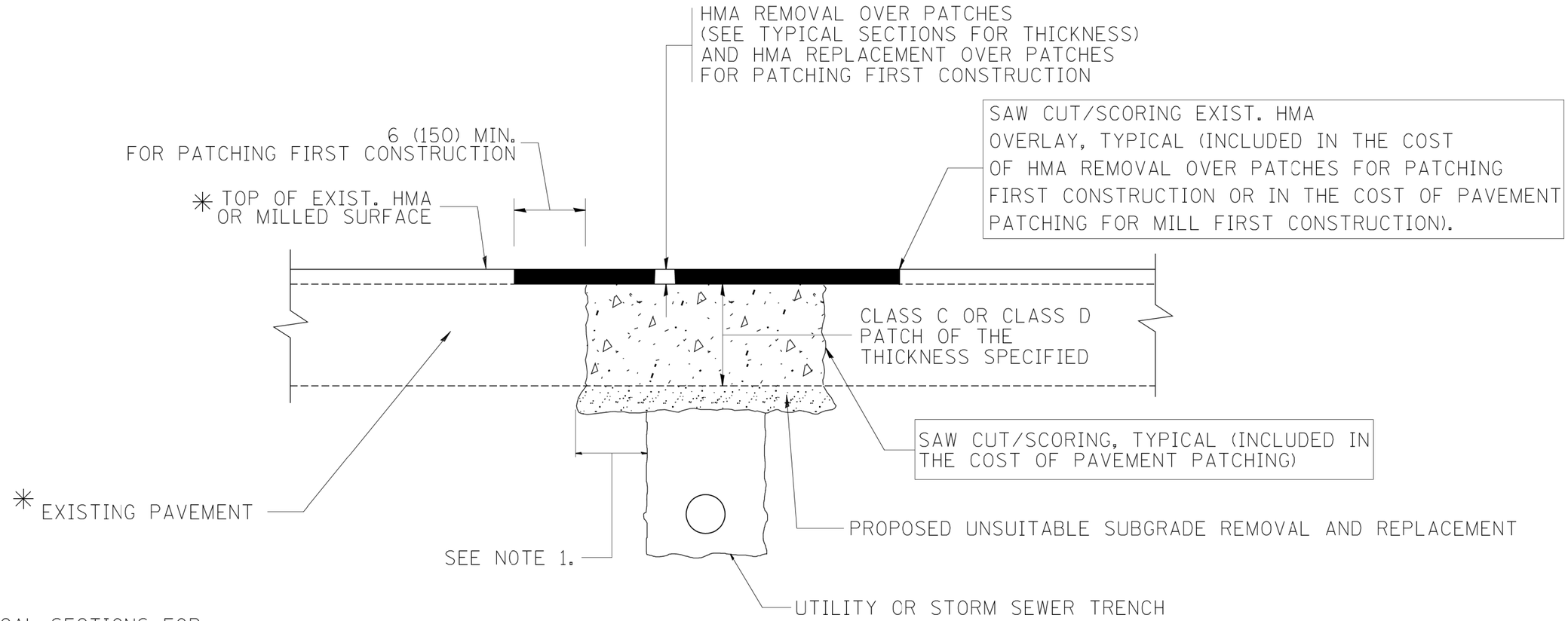
FILE NAME = c:\pw_work\pwidot\bauerdl\d0108315\bd08.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

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.
3569 1472	16-00083-00-RS	COOK	17	12
	BD600-03 (BD-8)	CONTRACT NO. 61E90		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



✳ SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

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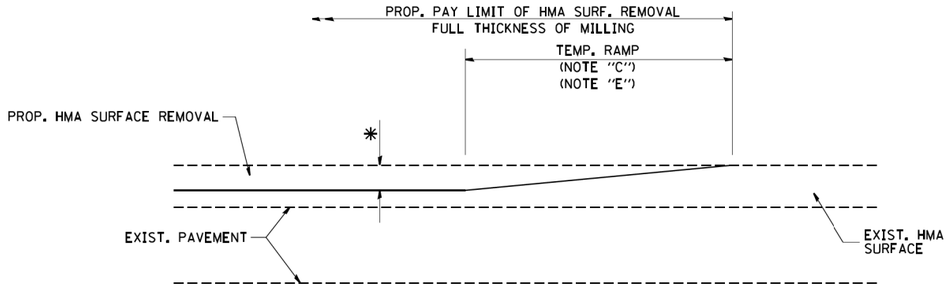
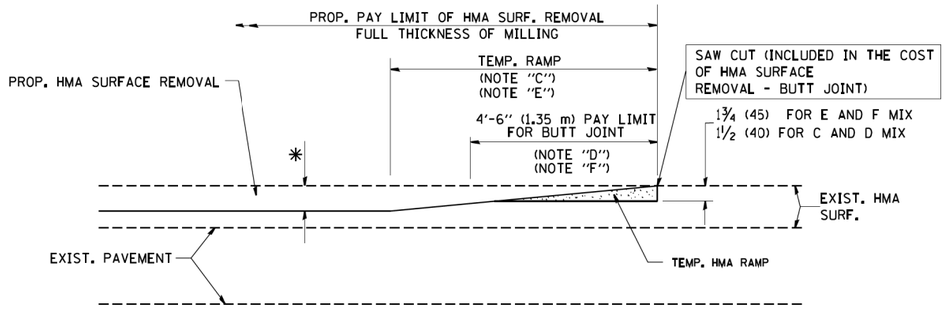
		DRAWN -	REVISED - R. BORO 01-01-07				BD400-04 (BD-22); CONTRACT NO. 61E90
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07		SCALE: NONE; SHEET NO. 1 OF 1 SHEETS; STA.; TO STA.		FED. ROAD DIST. NO. 1; ILLINOIS; FED. AID PROJECT
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08				



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

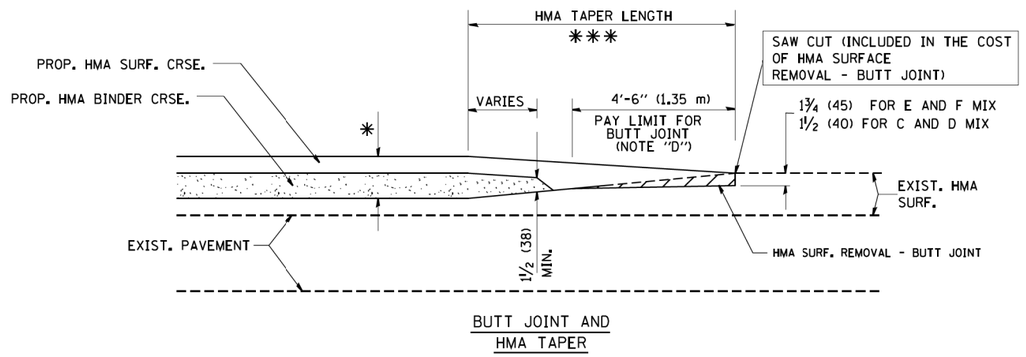


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

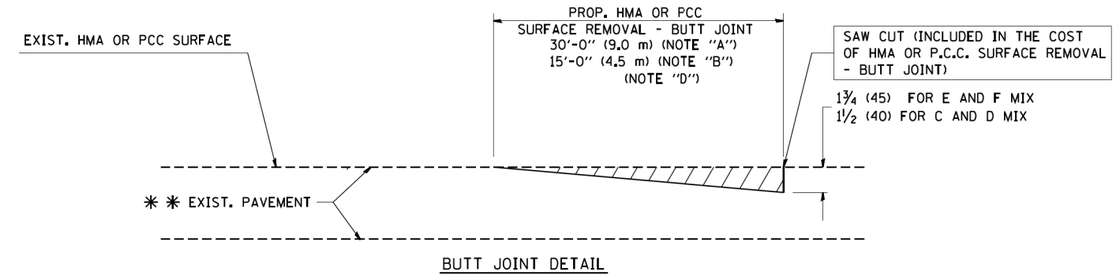
OPTION 2

TYPICAL TEMPORARY RAMP

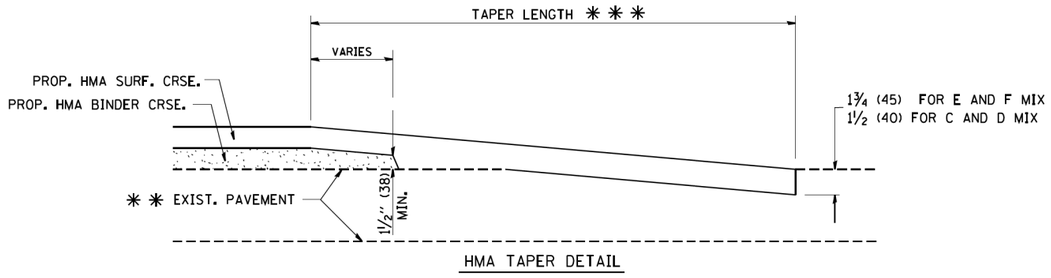


BUTT JOINT AND HMA TAPER

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.

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		DRAWN -	REVISED - A. ABBAS 03-21-97		
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01		
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569 1472	16-00083-00-RS	COOK	17	14
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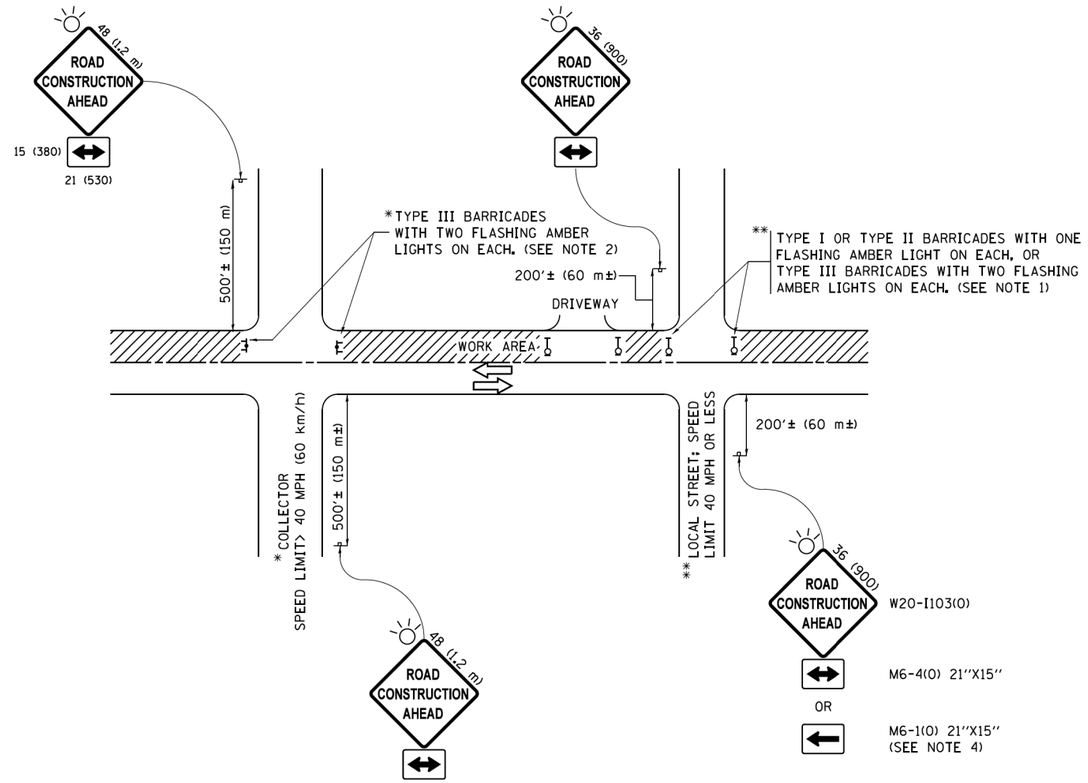
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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	PLOT DATE = 9/15/2016	CHECKED -	REVISED - A. SCHUETZE 09-15-16
		DATE - 06-89	

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.
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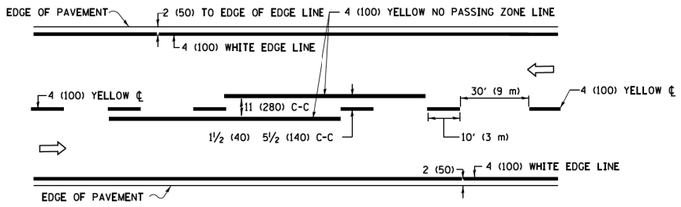
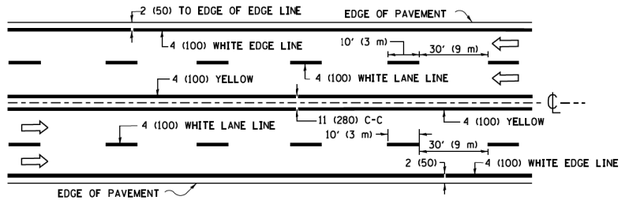
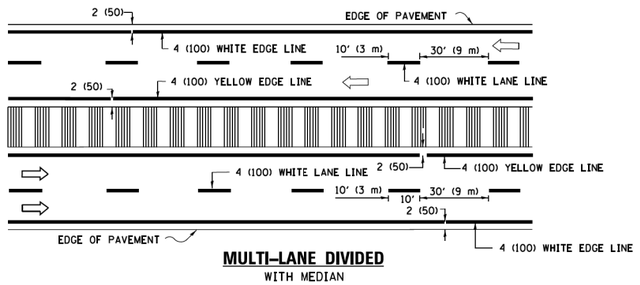


2–LANE ROADWAY

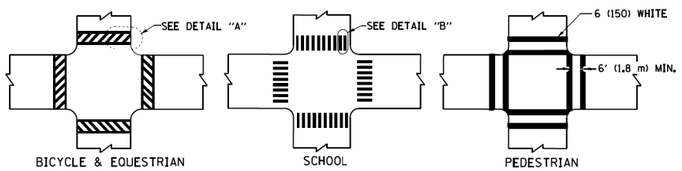


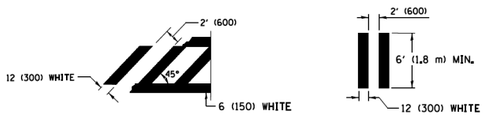
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

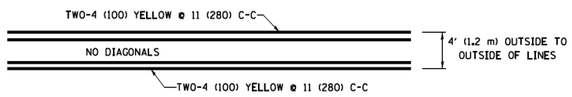




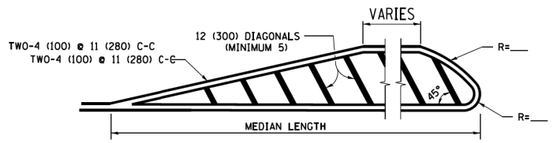
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



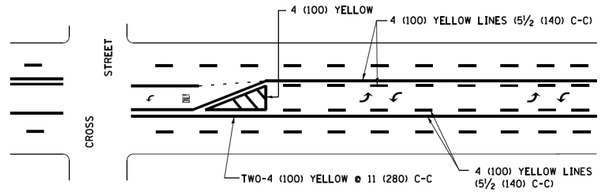
4' (1.2 m) WIDE MEDIANS ONLY



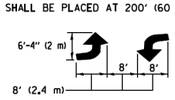
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

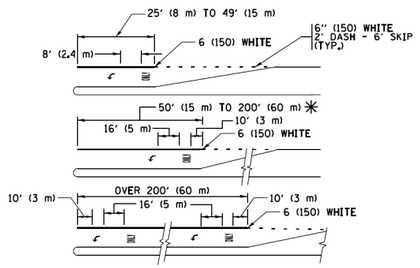


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

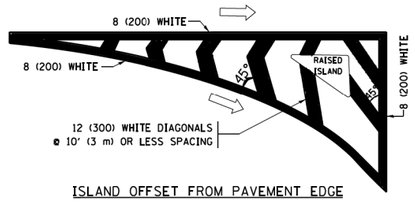


FULL SIZE LETTERS 8' (2,4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15,6 SQ. FT. (1,5 m²) ONLY AREA = 20,8 SQ. FT. (1,9 m²)

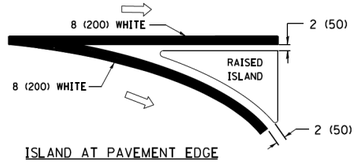
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

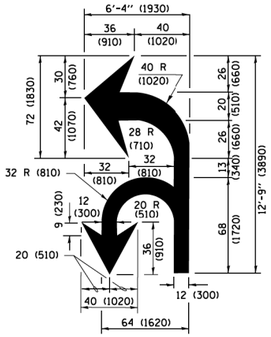


ISLAND OFFSET FROM PAVEMENT EDGE

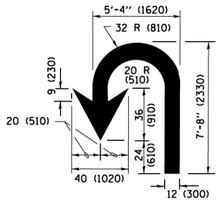


ISLAND AT PAVEMENT EDGE

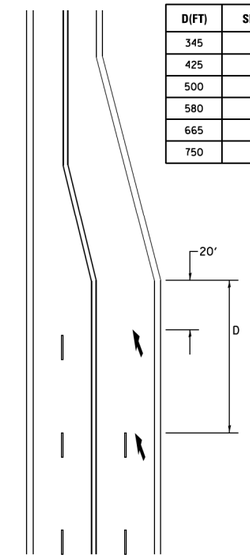
TYPICAL ISLAND MARKING



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 m²) EACH "X"=54,0 SQ. FT. (5,0 m²)
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.

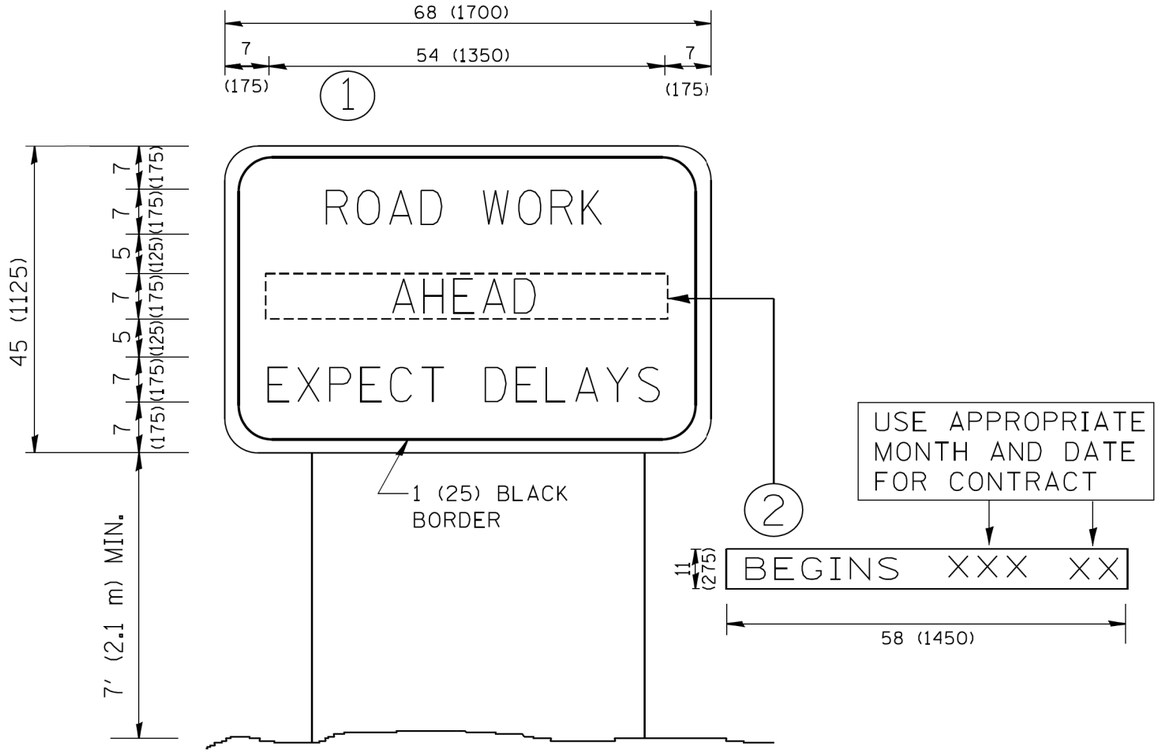
FILE NAME = W:\diststd\22x34\tcl3.dgn Default	USER NAME = leysa	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
		DRAWN -	REVISED - C. JUCIUS 07-01-13
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 6/23/2017	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

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.
3569 1472	16-00083-00-RS	COOK	17	16
	TC-13	CONTRACT NO. 61E90		
	ILLINOIS FED. AID PROJECT			



NOTES:

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = 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.
3569 1472	16-00083-00-RS	COOK	17	17
	TC-22	CONTRACT NO. 61E90		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		