F.A.P RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718 RS-3)	COOK	26	1
		ILLINOIS	CONTRACT NO. 60105		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

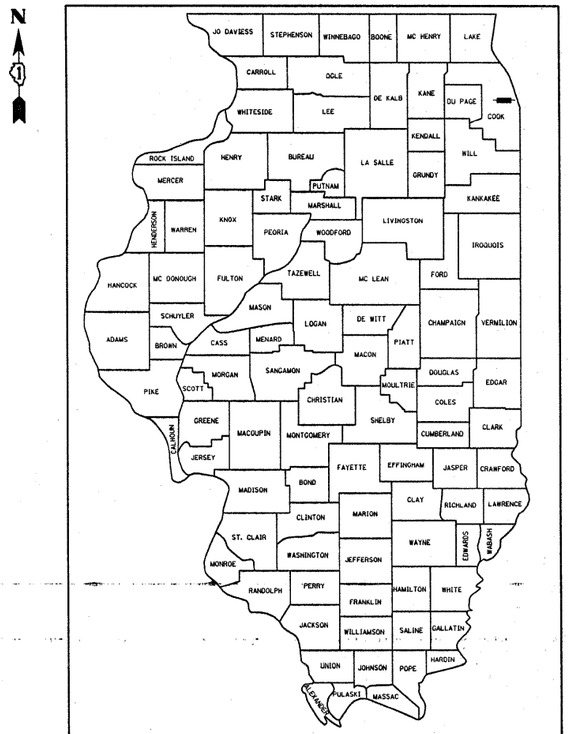
FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN THE CITY OF CHICAGO.

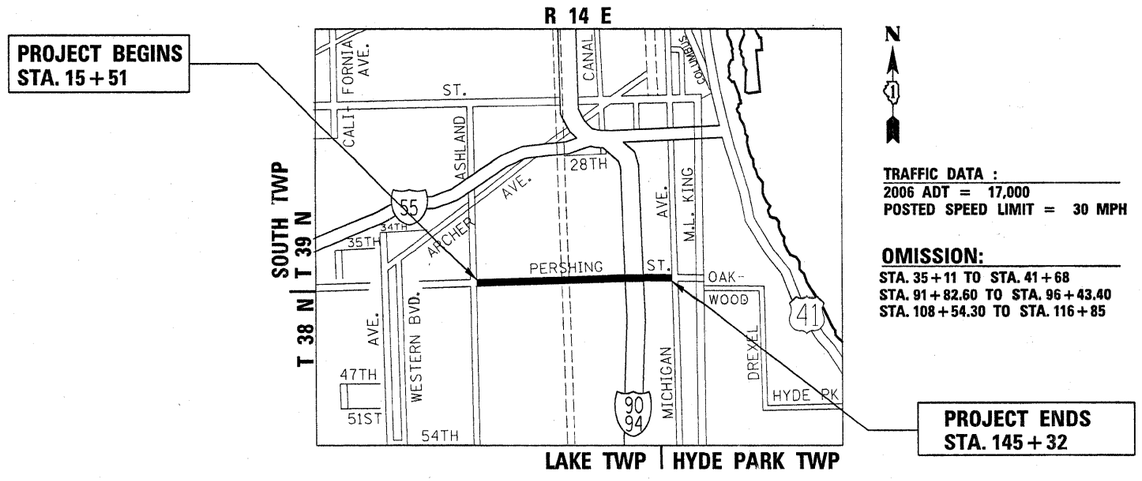
F.A.P. ROUTE 391/F.A.U 1478: PERSHING RD.
ASHLAND AVE. TO MARTIN LUTHER KING DR.
SECTION: (1616 & 1718) RS-3
RESURFACING

COOK COUNTY
C-91-845-09

D-91-845-09



LOCATION OF SECTION INDICATED THUS: - ■ -



SOUTH, LAKE & HYDE PARK TOWNSHIPS

N

TRAFFIC DATA :
2006 ADT = 17,000
POSTED SPEED LIMIT = 30 MPH

OMISSION:
STA. 35+11 TO STA. 41+68
STA. 91+82.60 TO STA. 96+43.40
STA. 108+54.30 TO STA. 116+85

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

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

PROJECT ENGINEER ROBERT BORO (847) 705-4178
PROJECT MANAGER KEN ENG

CONTRACT NO. 60105

GROSS LENGTH OF PROJECT = 12,981 FEET = 2.46 MILES
NET LENGTH OF PROJECT = 11,033 FEET = 2.09 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED December 29, 20 09
Dina M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
January 29, 20 10
Scott E. Stitt, P.E.
Acting ENGINEER OF DESIGN AND ENVIRONMENT
January 29, 20 10
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
701602-04	
701606-06	

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "C.U.A.N." (CHICAGO UTILITY ALERT NETWORK) AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED).

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

ALL CATCH BASINS IN THE CITY OF CHICAGO MUST MEET THE DEPARTMENT OF SEWERS' STANDARDS.

PERMITS FROM THE DEPARTMENT OF SEWERS ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY OR COMBINED SEWER SYSTEM CONSTRUCTION, AND FOR RESURFACING WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF SEWERS' PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION.

THE LICENSED SEWER CONTRACTOR/SUB-CONTRACTOR MUST SUBMIT TWO (2) SETS OF PLANS APPROVED BY THE DEPARTMENT OF SEWERS FOR THE ISSUE OF THE SEWER PERMIT IN SUITE 410 - 333 SOUTH STATE STREET, CHICAGO, IL 60604. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF SEWERS.

ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND LIDS ON SEWER STRUCTURES, SHALL BE REPLACED WITH NEW DEPARTMENT OF SEWERS' STANDARD FRAMES AND LIDS.

OPEN LID DRAINAGE STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION OF THIS ROADWAY WITHOUT THE WRITTEN PERMISSION FROM THE CITY OF CHICAGO.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHAL NOT EXCEED1 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 Km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 Km/h). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

GENERAL NOTES

UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.

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

THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC ENGINEER AT (708) 597-9800 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

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

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKINGS OUTSIDE OF THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.

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

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

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

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

SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

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

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

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

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

THE ENGINEER SHALL REPORT CLEARANCES UNDER BRIDGE AFTER RESURFACING.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
PERSHING RD. (ASHLAND AVE. – MARTIN LUTHER KING DR.)

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	2
			CONTRACT NO. 60105		
		ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES			URBAN 100% STATE	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	URBAN 1000-2A	SN 016-0398 SFTY-2A				
21101615	TOPSOIL FURNSH AND PLACE, 4"	SQ YD	134	134					
25200110	SODDING, SALT TOLERANT	SQ YD	134	134					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	56	56					
40600300	AGGREGATE (PRIME COAT)	TON	279	279					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	105	105					
40600826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2876	2876					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	14	14					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	5855	5855					
42001300	PROTECTIVE COAT	SQ YD	255	191	64				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2576	2576					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	69700	69700					
44000600	SIDEWALK REMOVAL	SQ FT	2576	2576					
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	4000	4000					
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	1688	1688					
~~60300105~~	~~FRAMES AND CASTS TO BE ADJUSTED~~	~~EACH~~	~~1~~	~~1~~					
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	98	98					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	4.75	0.25				
67100100	MOBILIZATION	L SUM	1	0.9	0.1				
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	0.9	0.1				
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1		1				
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	123132	123132					

SUMMARY OF QUANTITIES				URBAN 100% STATE	CONSTRUCTION TYPE CODE					
	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	URBAN 1000-2A					
	70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1545	1545					
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	270467	270467					
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	9178	9178					
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1315	1315					
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	799	799					
	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1545	1545					
•	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	270467	270467					
•	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	9178	9178					
•	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	275	275					
•	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1315	1315					
•	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	799	799					
•	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	557	557					
•	~~70300200~~	~~RAISED REFLECTIVE PAVEMENT MARKER REMOVAL~~	~~EACH~~	~~200~~	~~200~~					
•	88600600	DETECTOR LOOP REPLACEMENT	FOOT	350	350					
	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	550	550					
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1					
	44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	1254	1254					
	44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	1254	1254					
	44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	1673	1673					
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
	70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1					

• SPECIALTY ITEMS

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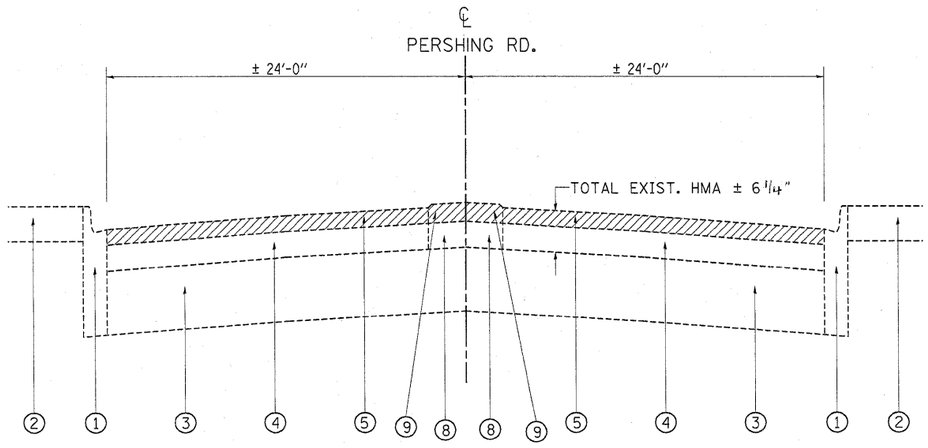
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
PERSHING RD. (ASHLAND AVE. – MARTIN LUTHER KING DR.)

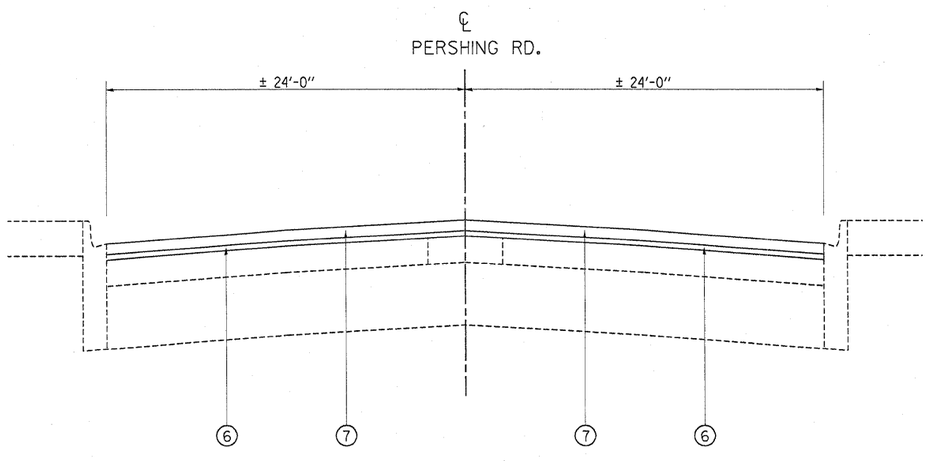
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718 RS-3)	COOK	26	3
			CONTRACT NO. 60105		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



EXIST. TYPICAL SECTION
PERSHING RD.
STA. 15+51 TO STA. 145+32



PROP. TYPICAL SECTION
PERSHING RD.
STA. 15+51 TO STA. 145+32

LEGEND

1. EXIST. COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
2. EXIST. P.C.C. SIDEWALK, 5"
3. EXIST. PCC BASE COURSE, (±)8"
4. EXIST. REMAINING HMA AFTER MILLING, (±) 4
5. PROP. HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
6. PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
7. PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
8. EXIST. CORRUGATED MEDIAN
9. PROP. MEDIAN REMOVAL PARTIAL DEPTH

HMA MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	4% @ 70 GYR
POLYMERIZED LEVELING BINDER, (MM), IL-4.75, N50	4% @ 50 GYR
CLASS D PATCHES, (HMA BINDER IL-19 mm)	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

NOTE:
CONTRACTOR SHALL MILL FIRST BEFORE PATCHING

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PERSHING RD. (ASHLAND AVE. – MARTIN LUTHER KING DR.)

SCALE: 1"=50' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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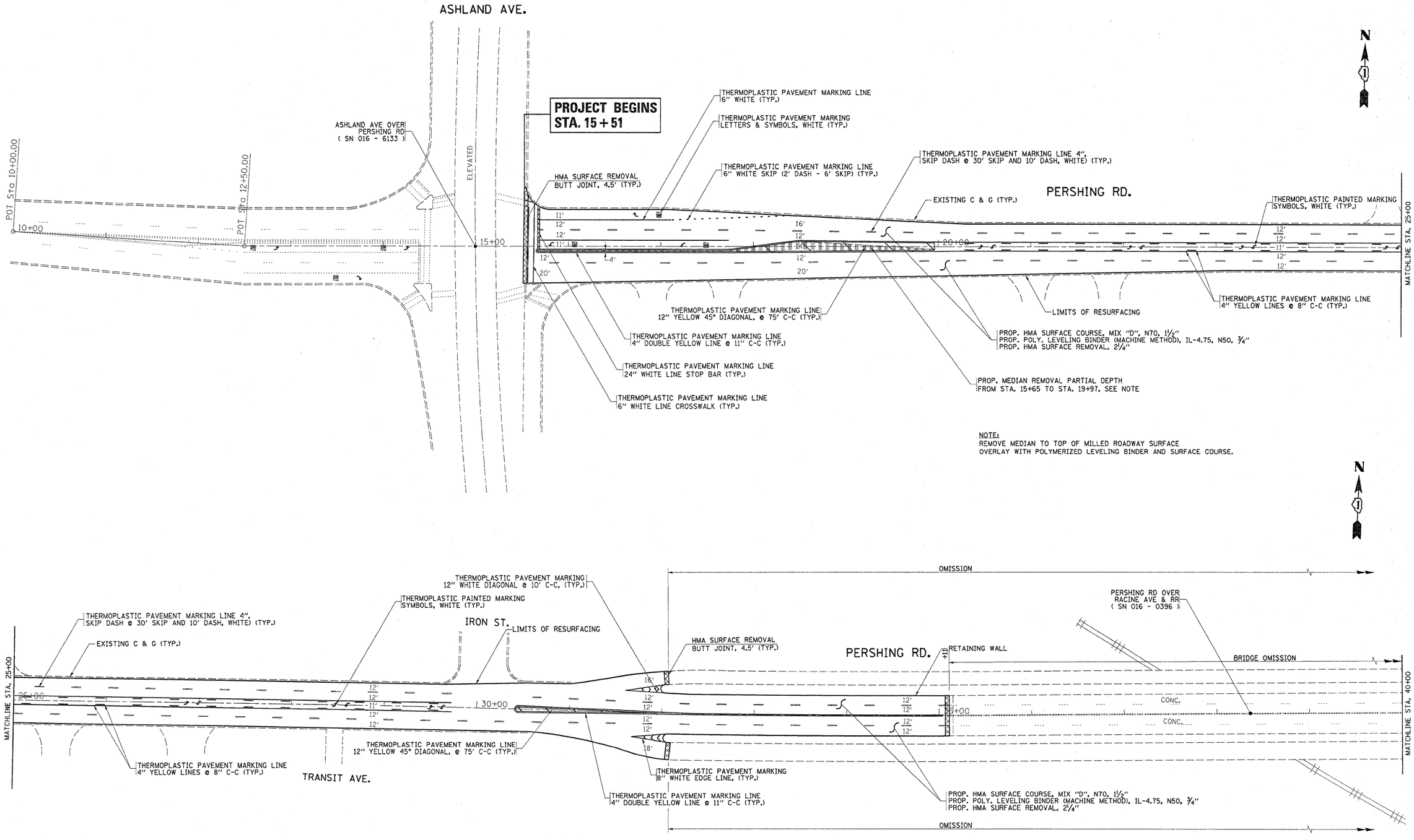
			CONTRACT NO. 60105		
		ILLINOIS FED. AID PROJECT			



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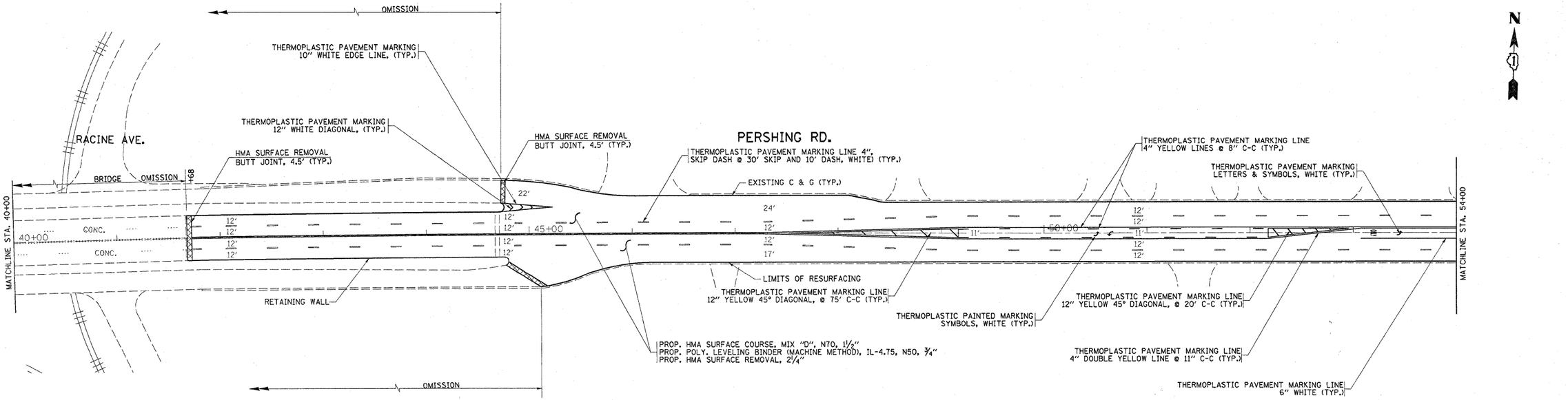
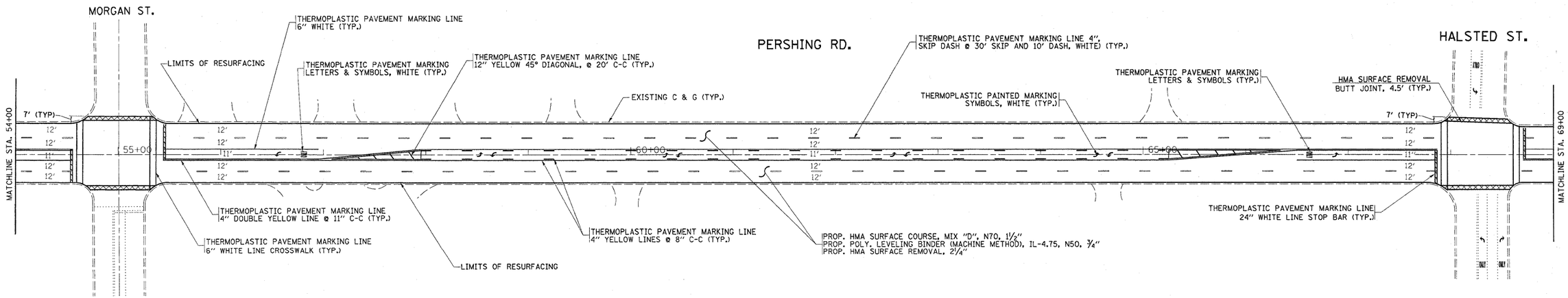
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLAN
PERSHING RD. (ASHLAND AVE. – MARTIN LUTHER KING DR.)

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	5
			CONTRACT NO. 60105		
		ILLINOIS FED. AID PROJECT			





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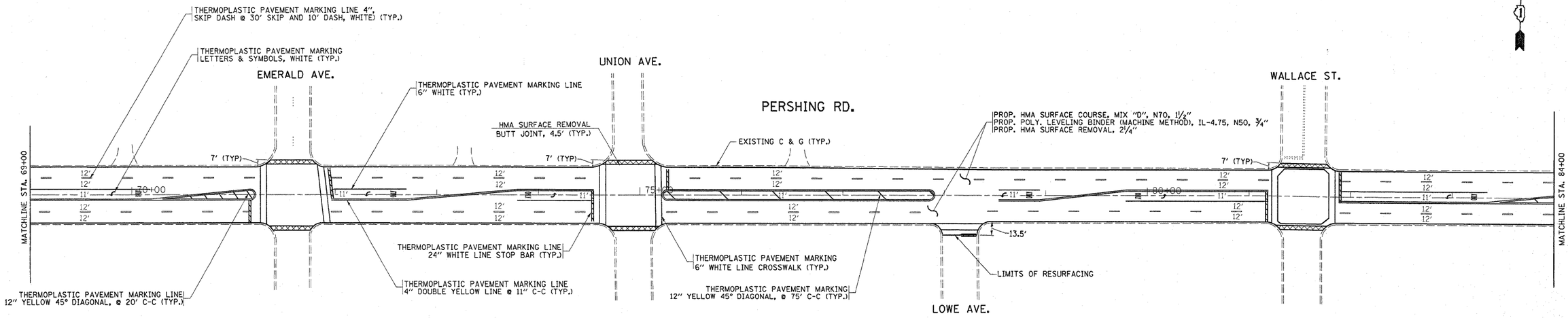
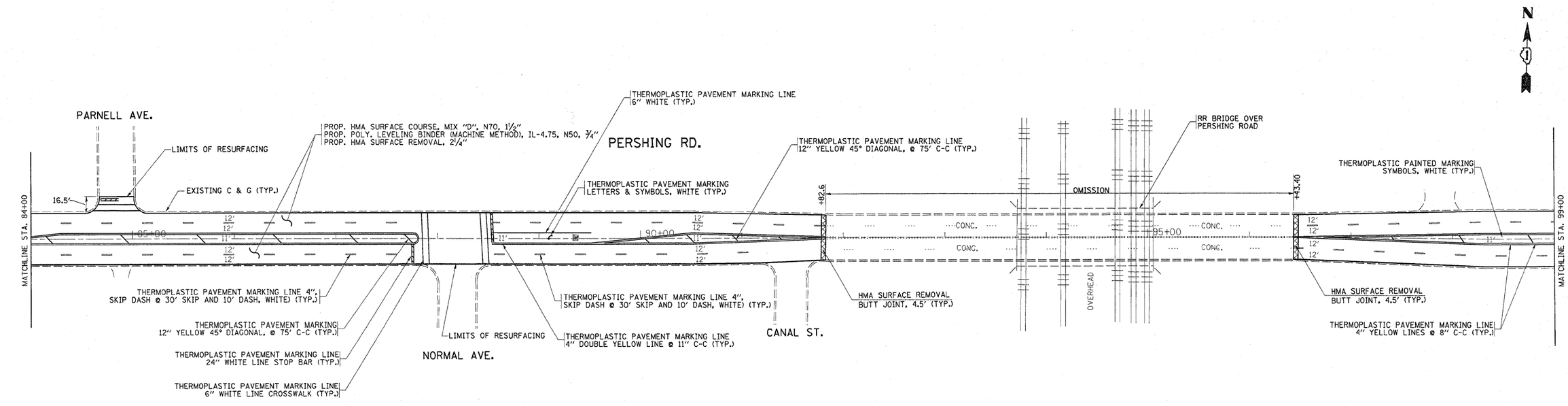
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLAN
PERSHING RD. (ASHLAND AVE. – MARTIN LUTHER KING DR.)

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	6
			CONTRACT NO. 60105		
		ILLINOIS FED. AID PROJECT			





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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLAN
PERSHING RD. (ASHLAND AVE. – MARTIN LUTHER KING DR.)

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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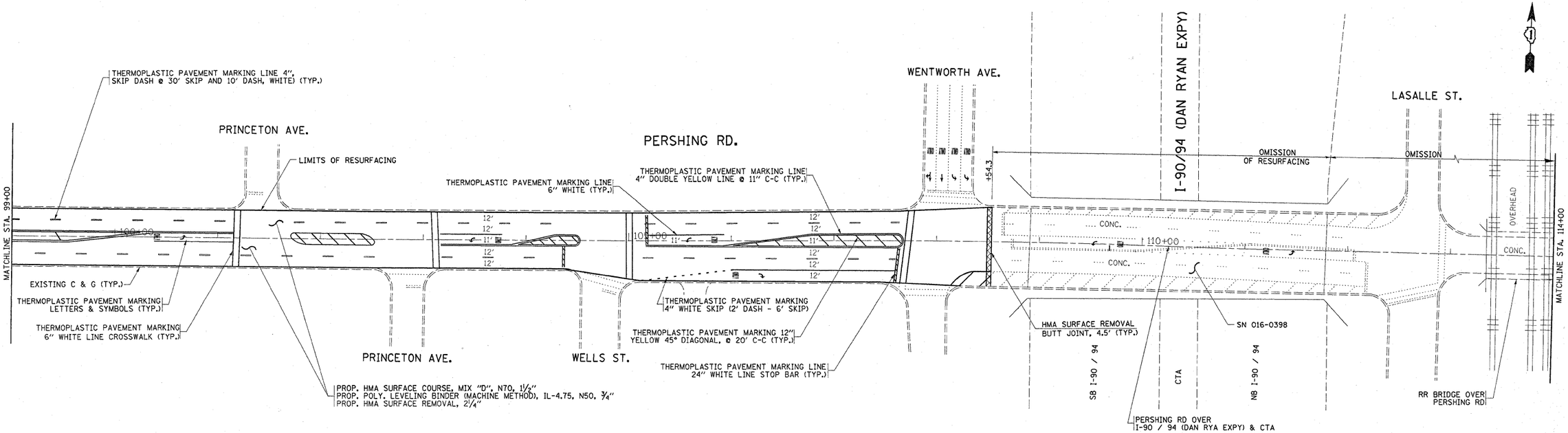
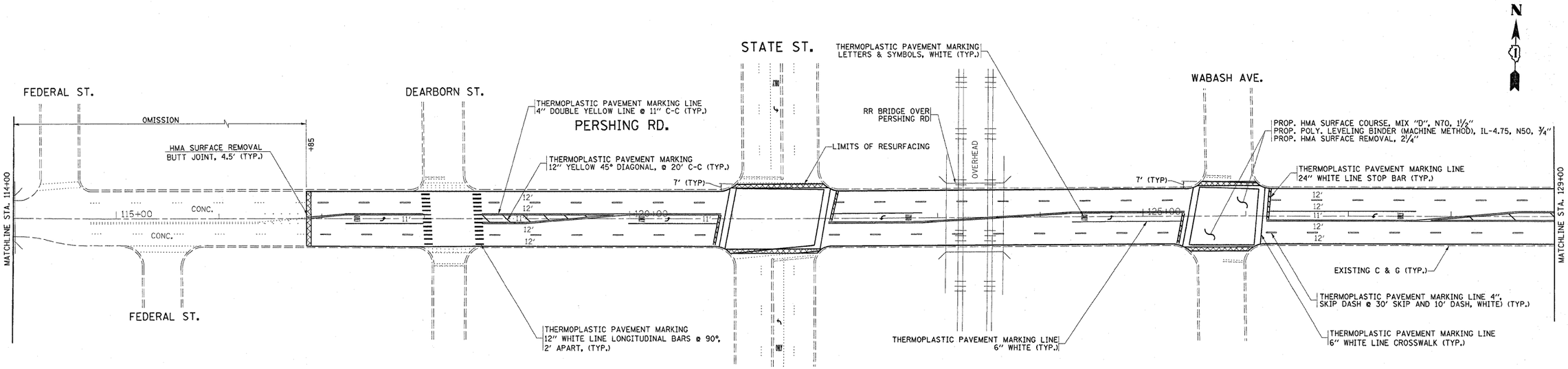
			CONTRACT NO. 60105		
		ILLINOIS FED. AID PROJECT			



NOTE:
THE CONTRACTOR SHALL SEAL THE EXISTING BRIDGE DECK SIDE WALK, AND THE TOP AND FRONT FACE OF THE PARAPET WITH PROTECTIVE COAT. THE CONTRACTOR SHALL CLEAN THE DECK AND SIDEWALK PRIOR TO APPLICATION OF THE PROTECTIVE COAT, TO THE SATISFACTION OF THE ENGINEER. COST OF CLEANING IS INCLUDED IN THE COST OF PROTECTIVE COAT. ONLY ONE SIDEWALK MAY BE CLOSED AT ONE TIME. (SEE SHEET NO. 10 FOR BRIDGE PLAN).



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLAN
PERSHING RD. (ASHLAND AVE. – MARTIN LUTHER KING DR.)

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 60105		
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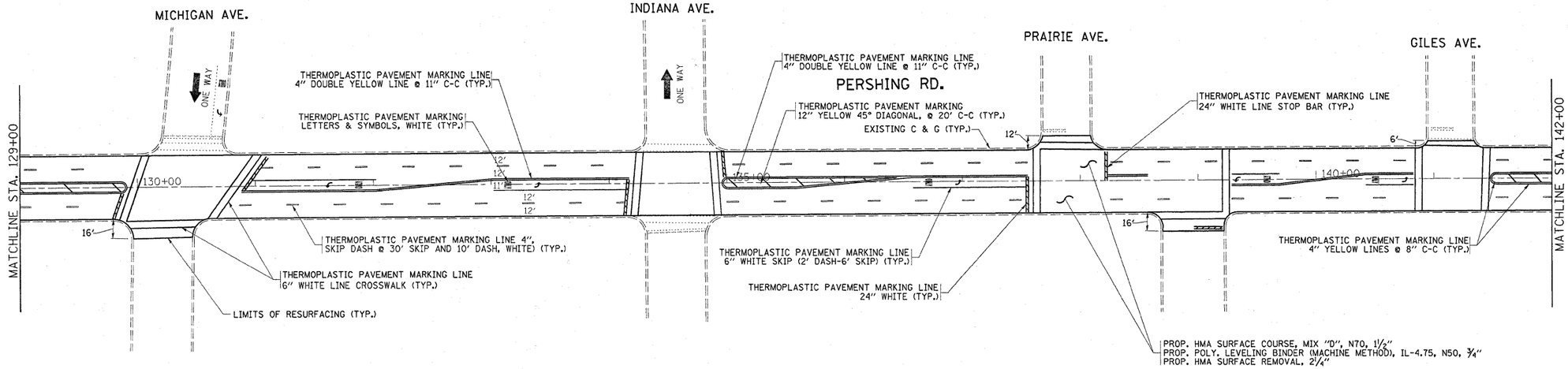

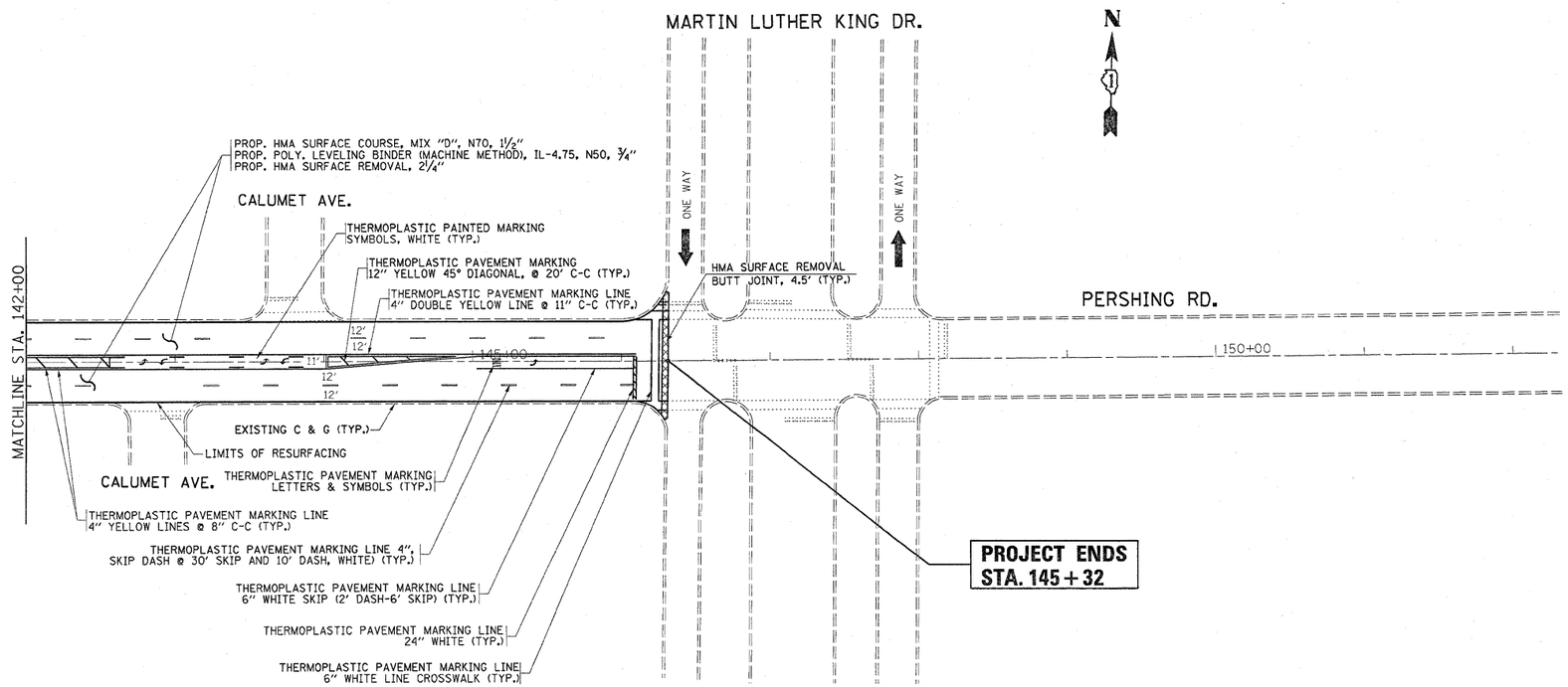

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLAN
PERSHING RD. (ASHLAND AVE. – MARTIN LUTHER KING DR.)

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	9
			CONTRACT NO. 60105		
		ILLINOIS FED. AID PROJECT			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1478	2323.2-4B-BR	COOK	26	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

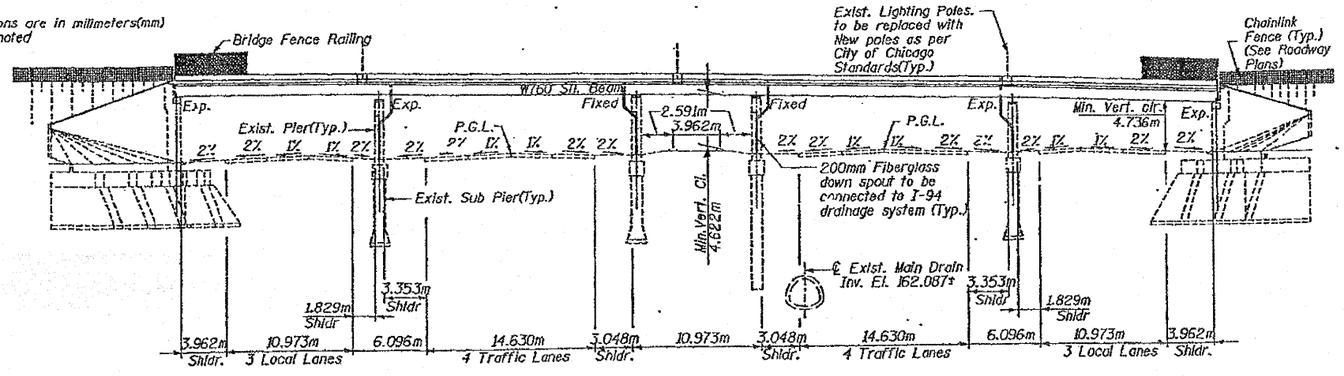
Bench Mark : B.M. #8 : "X" Cut Southern Bolt Fire Hydrant Southwest corner of Pershing Road and Wentworth Avenue Elev. 181.834

Existing Structure: S.N. 016-0398 is a five span continuous steel beam structure with 184mm reinforced concrete deck slab and 50mm of bituminous surfacing. The over all Length of structure from back to back of abutments is 90.678m and out of out deck width is 29.972m. The bridge is located on the tangent horizontal alignment with no skew. The superstructure is supported by cantilever full height abutments on spread footings with reinforced concrete pedestals. The reinforced concrete multi-column piers are supported on drilled shafts. The bridge was built in 1961-62 under Federal Aid project No. I-94-3(291)-54, Section S-2323.2-4B. The existing superstructure will be removed and replaced

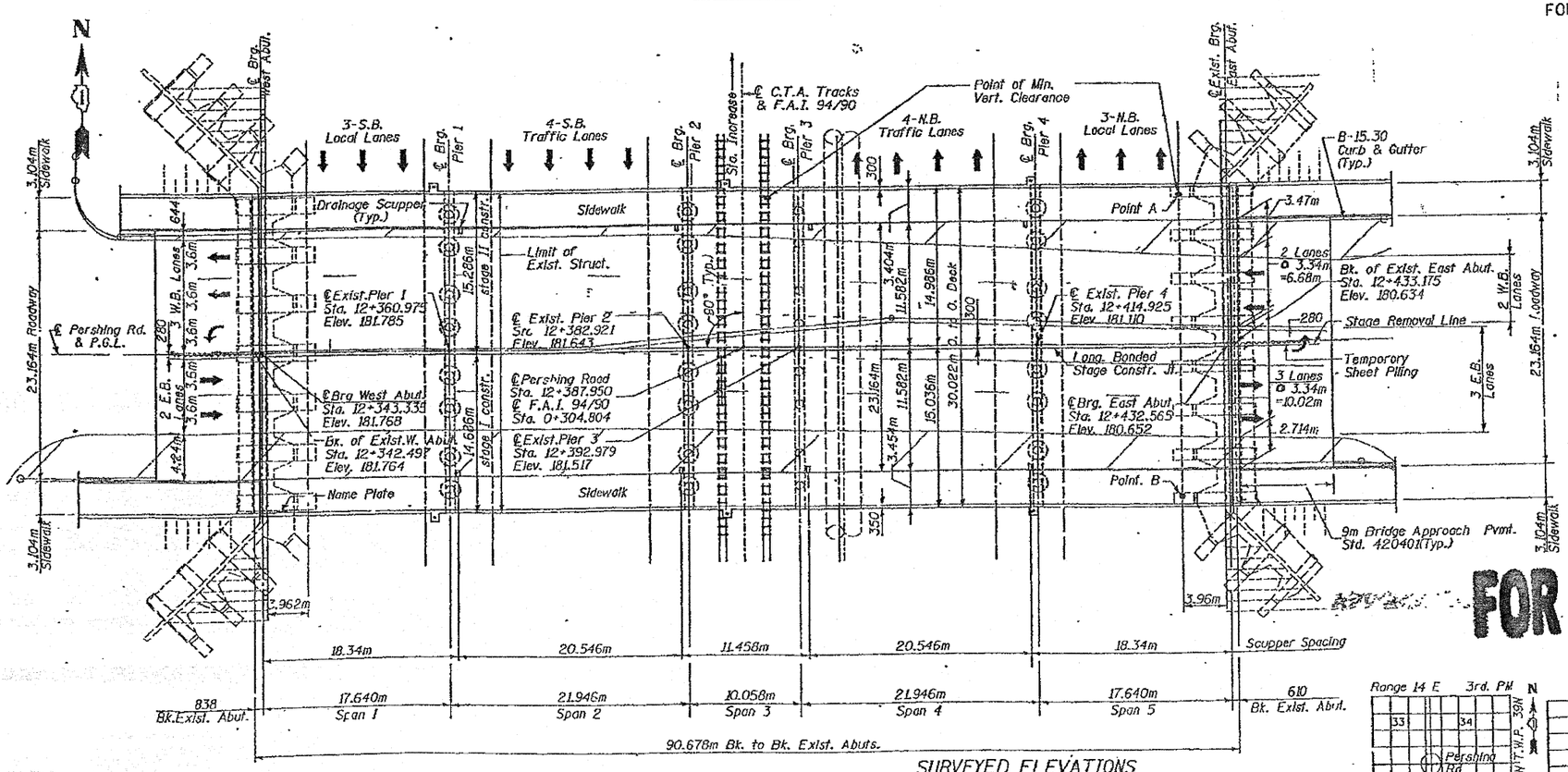
Traffic shall be maintained utilizing stage construction.

No salvage.

Note: All dimensions are in millimeters(mm) except as noted



ELEVATION



PLAN

SURVEYED ELEVATIONS
EDGE OF PAVEMENT

Point	Elevation
A	174.79
B	174.59

BILL OF MATERIALS

DESCRIPTION	UNIT	QUANTITIES
PROTECTIVE COAT	SQ YD	3445

FOR SCOPE OF WORK SEE ROADWAY PLANS SHEET NO. 8

LOCATION SKETCH

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION

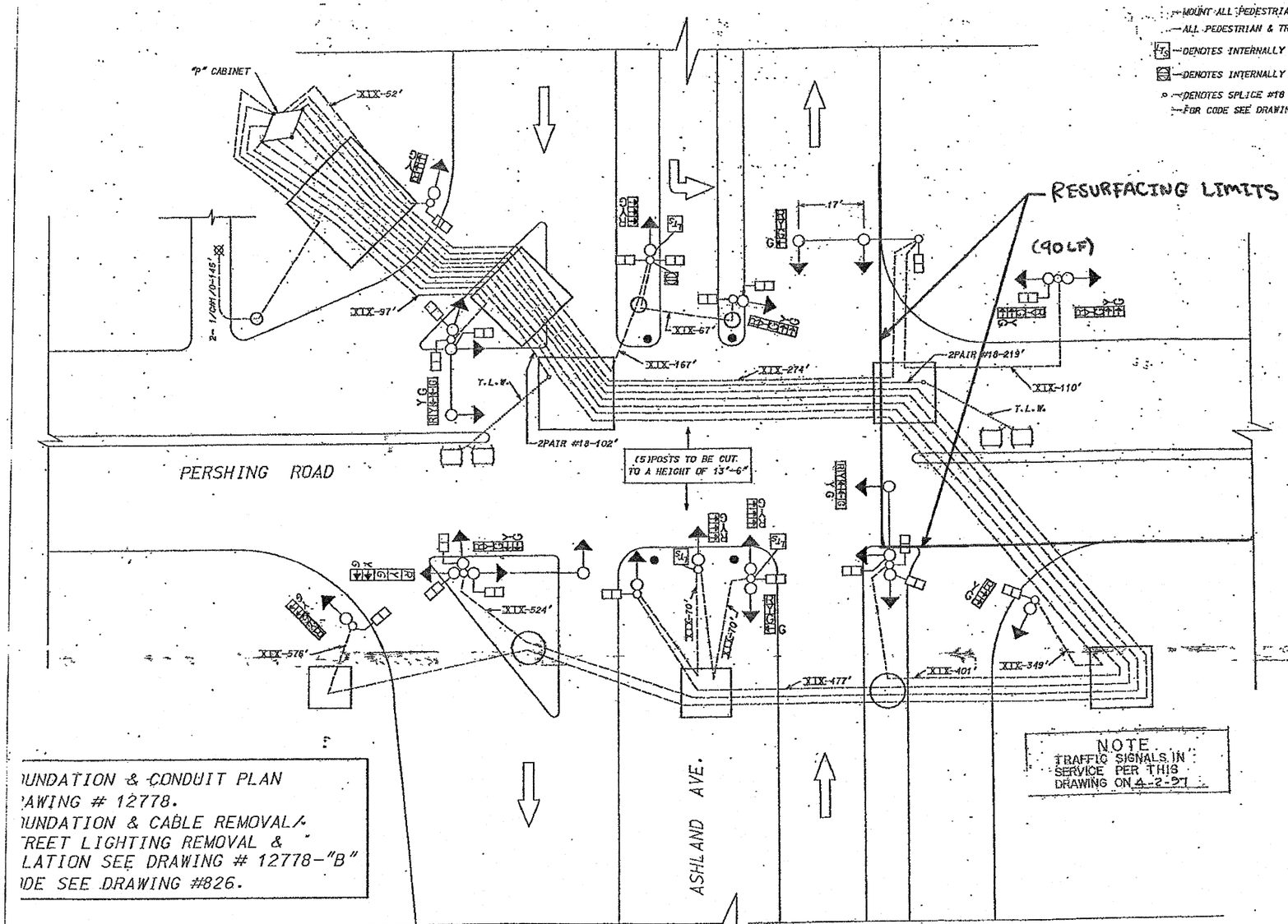
PERSHING ROAD (39TH STREET) OVER F.A.I. -94/90
COOK COUNTY

PERSHING ROAD STA. 12+387.950 SECTION: 2323.2-4B-BR STRUCTURE NO. 016-0398

SCALE: VERT.

DESIGNED BY MMR
CHECKED BY C.F.
DRAWN BY J.S.
CHECKED BY T.R.
Raymond-Noble, Inc.

ECTS\USTATION--4651\PERSHING\PREFINAL\BRIDGE\54651SHT01.DGN



—MOUNT ALL PEDESTRIAN SIGNALS BELOW TRAFFIC SIGNALS WHERE APPLICABLE.
—ALL PEDESTRIAN & TRAFFIC SIGNALS TO BE 12".
—DENOTES INTERNALLY ILLUMINATED SIGN.
—DENOTES INTERNALLY ILLUMINATED SYMBOLIC SIGN.
—DENOTES SPLICE #18 CABLE TO TWISTED LOOP WIRE.
—FOR CODE SEE DRAWING #826.

)UNDATION & CONDUIT PLAN
'AWING # 12778.
)UNDATION & CABLE REMOVAL/
'REET LIGHTING REMOVAL &
LATION SEE DRAWING # 12778-"B"
)DE SEE DRAWING #826.

NOTE
TRAFFIC SIGNALS IN SERVICE PER THIS DRAWING ON 4-2-97

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
8600600	90	Foot	Detector Loop Replacement

DATE	REVISION

WORK ORDER NO. _____ DATE _____
COST ALLOCATION ACCOUNT _____
APPROPRIATION ACCOUNT { MATERIAL _____ LABOR _____

SUPERSEDES DRAWING #12778 DATED 2-5-98

TRAFFIC CONTROL SIGNALS
CABLE & SIGNAL PLAN
ASHLAND AVE. & PERSHING RD.

CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELECTRICAL ENGINEERING

DRAFTSPERSON	CHIEF DRAFTSPERSON	ENGINEER
A. VIVANCO	R. CARTER	O. LETAMENDI

SUPERVISING ENGINEER: ELEC. DESIGN ENGR.
ENGINEER OF ELECTRICITY:
SUPT. OF CONSTRUCTION:
DEPUTY COMMISSIONER:

DWG. NO. 12778 "A"

SIZE: 22" x 36" SCALE: AS NOTED DATE: 7-29-96

FILE NAME =	USER NAME = hamdanah	DESIGNED -	REVISED -
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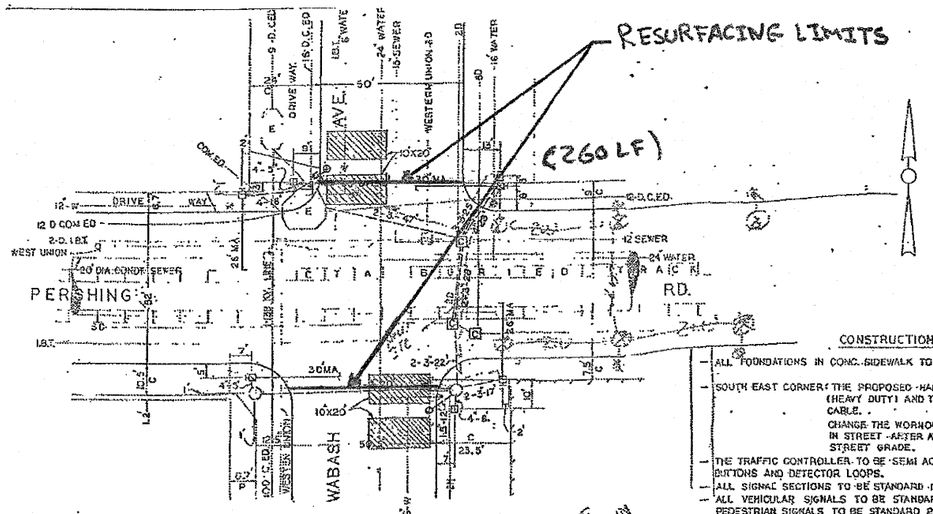
	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/24/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLANS
PERSHING RD. (ASHLAND AVE. – MARTIN LUTHER KING DR.)
SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 17181) RS-3	COOK	26	11
		ILLINOIS FED. AID PROJECT	CONTRACT NO. 60105		



FOUNDATION AND CONDUIT PLAN 1=20'

NOTE TRAFFIC SIGNALS IN SERVICE PER THIS DRAWING ON 4-25-94

CONSTRUCTION NOTES

- ALL FOUNDATIONS IN CONC. SIDEWALK TO BE PER DRAWING NO: 828.
- SOUTH EAST CORNER: THE PROPOSED HAND HOLE TO BE PER DWG. NO: 886 (HEAVY DUTY) AND THIS TO BE BUILT INTERCEPTING 2N CABLE.
  CHANGE THE WORK OUT COVERS OF THE TWO MANHOLES IN STREET - AFTER ADJUSTING THEIR FRAMES TO THE STREET GRADE.
- THE TRAFFIC CONTROLLER TO BE SEMI ACTUATED WITH PEDESTRIAN PUSH BUTTONS AND DETECTOR LOOPS.
- ALL SIGNAL SECTIONS TO BE STANDARD 12" SIZE.
- ALL VEHICULAR SIGNALS TO BE STANDARD 3-SECTION UNITS AND ALL PEDESTRIAN SIGNALS TO BE STANDARD 2-SECTION UNITS.
- PEDESTRIAN SIGNALS TO BE INSTALLED BELOW VEHICULAR SIGNALS WHERE APPLICABLE.

FOR CODE SEE DRAWING NO: 826.

CAUTIONARY NOTES

- FOREMAN TO CALL UG. UTILITIES FOR EXACT LOCATIONS OF THEIR UG. FACILITIES BEFORE STARTING ANY EXCAVATION.
- N.W. CORNER: FOREMAN TO BE EXTREMELY CAUTIOUS WHILE DIGGING FOR FOUNDATIONS AND CONDUITS BECAUSE OF COM. ED. VAULTS AND DUCT LINES (138 KV LINE).
- CONDUITS PROPOSED BETWEEN MANHOLES IN STREET: FOREMAN TO CONTACT ENGINEER BEFORE STARTING EXCAVATION FOR LAYING THESE CONDUITS.
- FOREMAN TO CHECK FOR VAULTED SIDEWALKS IF ANY (SPECIALLY IN S.E. CORNER).

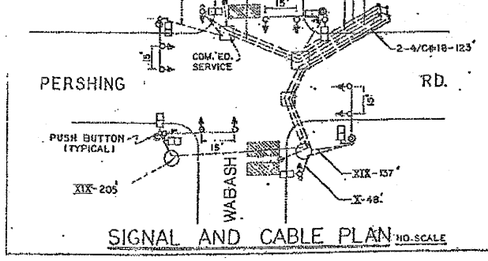
DATE	REVISION
	SUPERSEDES DRAWING NO: 14444, DATED 6-4-1986.

TRAFFIC CONTROL SIGNALS
WABASH AVE & PERSHING RD

CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELECTRICAL ENGINEERING

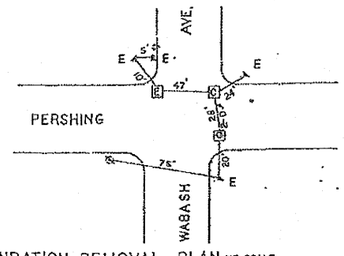
DRAFTSMAN: MOHAMMED AHMED	CHIEF DRAFTSMAN:	ENGINEER: MOHAMMED AHMED
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER OF ELECTRICITY:		14444
SUPT. OF CONSTRUCTION:		
DEPUTY COMMISSIONER:		

SIZE: 18" | 22" SCALE: AS NOTED DATE: 11-30-92



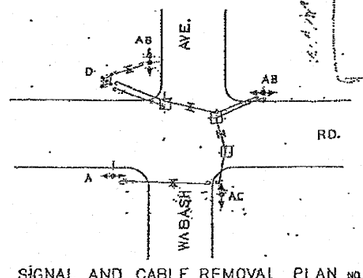
SIGNAL AND CABLE PLAN NO SCALE

REMOVAL OF EXISTING TRAFFIC CONTROL SYSTEM



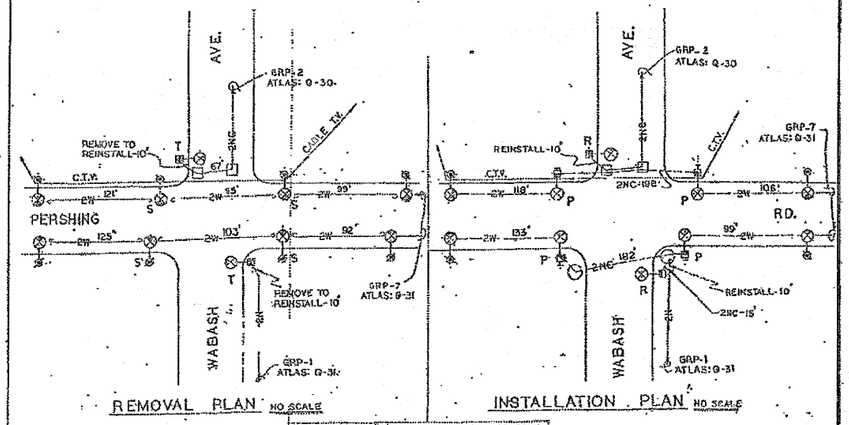
FOUNDATION REMOVAL PLAN NO SCALE

A – REMOVE SIGNAL HEAD.
B – REMOVE 7' POST.
C – REMOVE 15' POST.
D – REMOVE TRAFFIC CONTROLLER AND POST. REMOVE CABLES: 2/C-NO:10-4C. X-344'.
E – BREAKDOWN FOUNDATION.



SIGNAL AND CABLE REMOVAL PLAN NO SCALE

STREET LIGHTING EQUIPMENT ADJUSTMENT PLAN



REMOVAL PLAN NO SCALE

INSTALLATION PLAN NO SCALE

FOREMAN TO CONTACT THE CABLE T.V. COMPANY FOR ADJUSTMENT OF THEIR CABLE RUN.

S – REMOVE 6'MA., 310 W. H.P.S.V. LUMINAIRE, 2-W AERIAL SECONDARY RACK AND CITY STEEL EMBEDDED POLE.
T – REMOVE 6'MA., 310 W. H.P.S.V. LUM. S.S.R.B., ANCH. BASE CITY STEEL POLE AND BREAKDOWN FOUNDATION.
P – INSTALL 12'MA. 310W. H.P.S.V. LUM. 2-W. RACK 1 1/4" SERVICE ENTRANCE HEAD ON POLE CAP.
R – INSTALL 12'MA. 310W. H.P.S.V. LUM.

DATE	REVISION
	WORK ORDER NO. ____ DATE ____
	COST ALLOCATION ACCOUNT ____
	APPROPRIATION ACCOUNT { MATERIAL ____ LABOR ____

TRAFFIC CONTROL SIGNALS
WABASH AVE & PERSHING RD

CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELECTRICAL ENGINEERING

DRAFTSMAN: MOHAMMED AHMED	CHIEF DRAFTSMAN:	ENGINEER: MOHAMMED AHMED
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER OF ELECTRICITY:		14444
SUPT. OF CONSTRUCTION:		
DEPUTY COMMISSIONER:		

SIZE: 22" | 36" SCALE: AS NOTED DATE: 11 30 92

REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
80600600	260	Foot	Detector Loop Replacement

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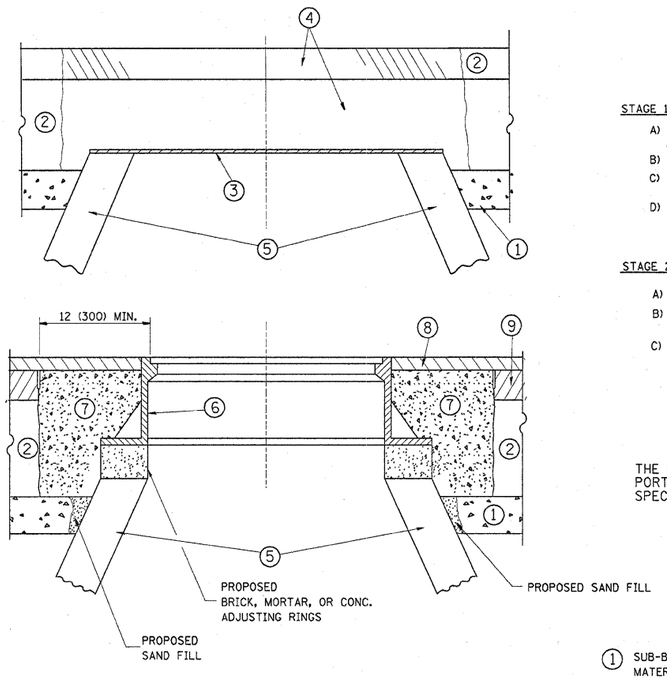
	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/24/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLANS
PERSHING RD. (ASHLAND AVE. – MARTIN LUTHER KING DR.)
SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	1478	(1616 & 1718) RS-3	COOK	26	12
			CONTRACT NO. 60105		
			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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

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 SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
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: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

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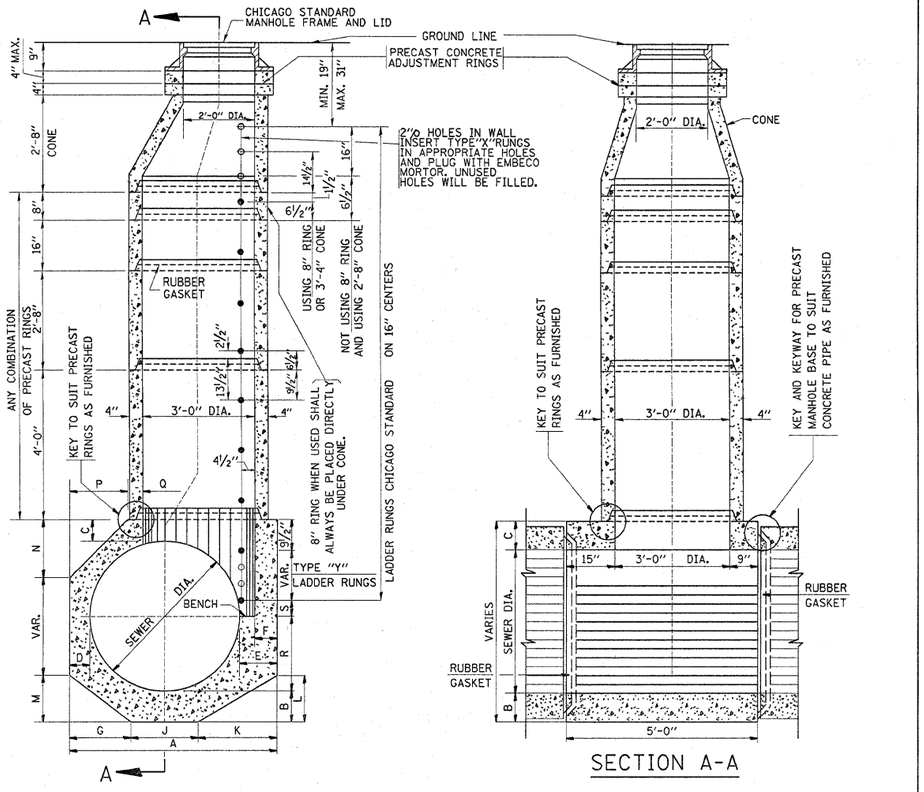
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 12/28/2009	DATE - 10-25-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

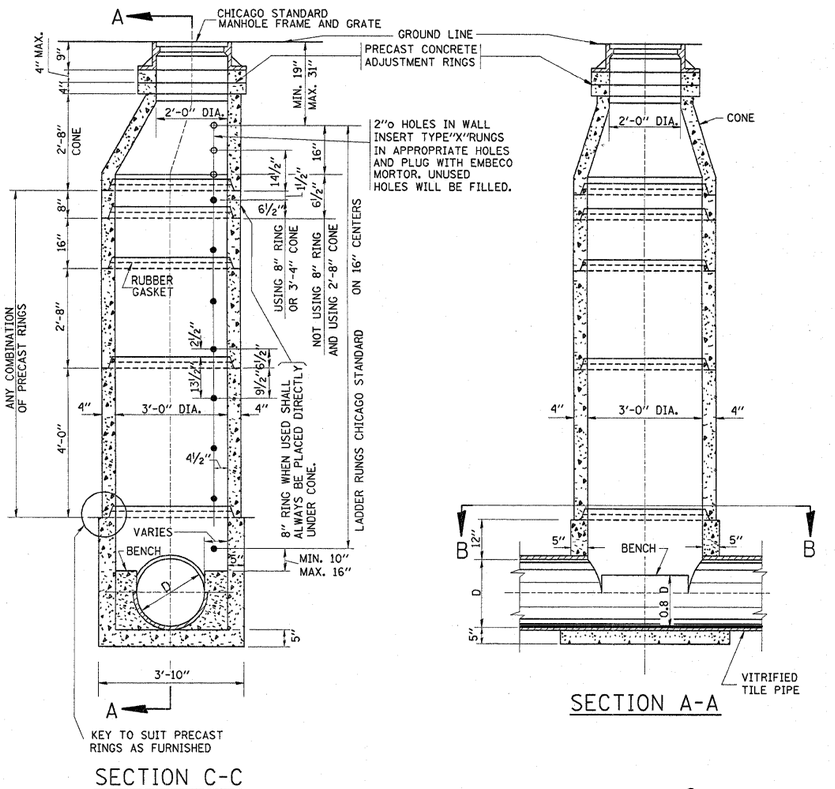
DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	13
		BD600-03 (BD-8)	CONTRACT NO. 60106		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			

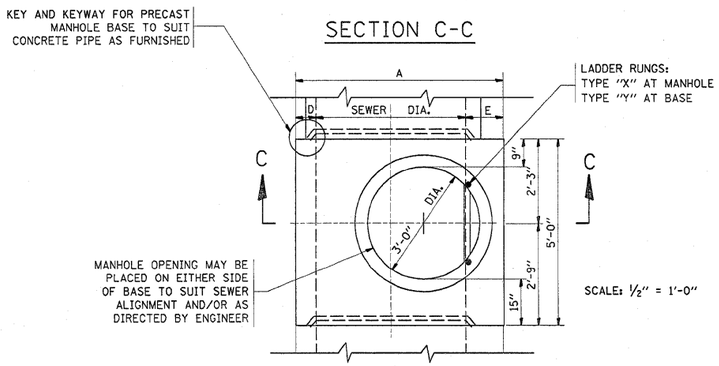


SECTION A-A



SECTION C-C

SECTION A-A



PLAN

TYPE "A" MANHOLE

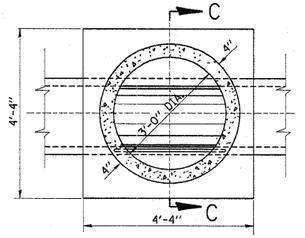
FOR SEWERS
24" TO 120" DIAMETER
PRECAST BASES AND RINGS

FOR STATE CONTRACT
ALL DIMENSIONS SHOULD
BE PREPARED IN METRIC
UNITS SOFT CONVERSION
METHOD SHOULD BE USED.

SEWER DIA.	PART OF ITEM	DIMENSIONS OF PRECAST MANHOLE BASE A	B	C	D	E	F	G	J	K	L	M	N	P	Q	R		NO. "Y" RINGS
120"	----	12'-4½"	12"	12"	12"	16½"	12"	4'-0"	4'-0"	4'-4½"	2'-7½"	2'-5"	3'-7"	3'-7"	4'-8½"	2'-0"	2½"	7
108"	----	11'-4½"	12"	12"	12"	16½"	12"	3'-8"	3'-8"	4'-0½"	2'-5"	2'-2"	3'-4"	3'-4"	4'-0½"	2'-0"	6½"	6
102"	----	10'-10½"	12"	12"	12"	16½"	12"	3'-6"	3'-6"	3'-10½"	2'-4"	2'-1"	3'-2"	3'-2"	3'-8½"	2'-0"	16½"	5
96"	10-A	10'-2½"	11"	11"	11"	15½"	11"	3'-3"	3'-3"	3'-8½"	2'-3"	23"	2'-11"	2'-11"	3'-4½"	2'-0"	9½"	5
90"	10-B	9'-8½"	11"	11"	11"	15½"	11"	3'-1"	3'-1"	3'-6½"	2'-1½"	22"	2'-10"	2'-10"	2'-11½"	2'-0"	3½"	5
84"	10-C	9'-0½"	10"	10"	10"	14½"	10"	2'-11"	2'-11"	3'-2½"	23"	21"	2'-7"	2'-7"	2'-7½"	2'-0"	12½"	4
78"	10-D	8'-6½"	10"	10"	10"	14½"	10"	2'-9"	2'-9"	3'-0½"	22"	20"	2'-6"	2'-6"	2'-2½"	2'-0"	6½"	4
72"	10	7'-10½"	9"	9"	9"	13½"	9"	2'-6"	2'-6"	2'-10½"	21"	18"	2'-3"	2'-3"	22½"	2'-0"	15½"	3
66"	11	7'-4½"	9"	9"	9"	13½"	9"	2'-4"	2'-4"	2'-8½"	19½"	17"	2'-1"	2'-1"	18½"	2'-0"	9½"	3
60"	12	6'-8½"	8"	8"	8"	12½"	8"	2'-1½"	2'-1"	2'-6"	18"	15"	23"	23"	13½"	2'-0"	2½"	3
54"	13	6'-2½"	8"	8"	8"	12½"	8"	23½"	23"	2'-4"	17"	14"	21"	21"	9½"	2'-0"	12½"	2
48"	14	5'-6½"	7"	7"	7"	11½"	7"	20½"	21"	2'-1"	15"	12½"	18½"	18½"	5"	2'-0"	5½"	2
42"	15	5'-0½"	7"	7"	7"	11½"	7"	18½"	19"	23"	14"	11"	---	---	17½"	21"	2½"	2
36"	16	4'-4½"	6"	6"	6"	10½"	6"	16"	16"	20½"	12½"	9½"	---	---	10½"	18"	14½"	1
30"	17	4'-0"	6"	6"	6"	12"	6"	14"	14"	20"	12"	8½"	---	---	6"	15"	11½"	1
24"	18	4'-0"	6"	6"	12"	12"	6"	16"	16"	16"	9½"	9½"	---	---	6"	12"	8½"	1

TYPE "A" MANHOLE

FOR SEWERS
21" DIAMETER AND SMALLER
PRECAST BASES AND RINGS



SCALE: ½" = 1'-0"

SECTION B-B

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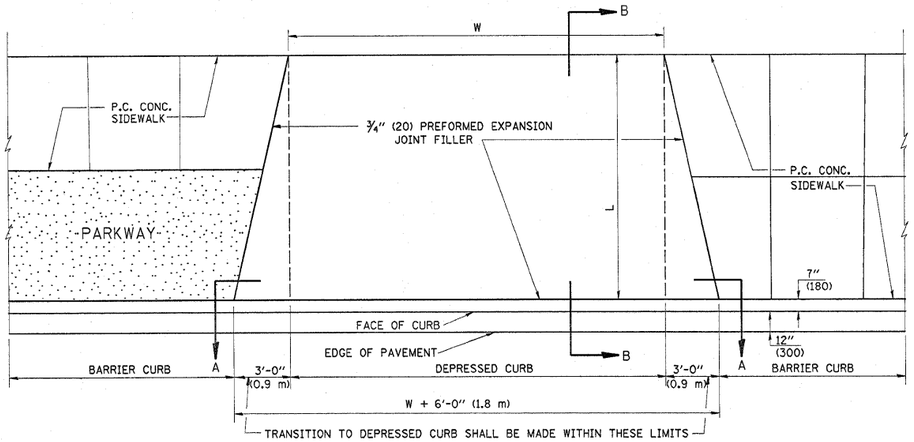
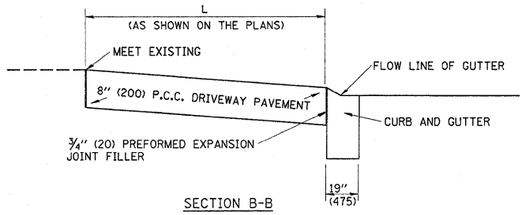
	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED -			391	1478	(1616 & 1718) RS-3	COOK	26	14
	PLOT DATE = 12/28/2009	CHECKED -	REVISED -					BD600-12 (BD-9)		CONTRACT NO. 60106	
		DATE - 06-18-82	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



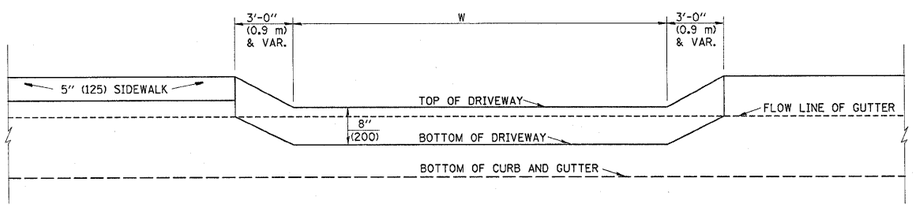
PLAN VIEW

NOTES:

1. EXPANSION JOINTS SHALL BE CONSTRUCTED AS SHOWN ON THE DETAILS FOR P.C.C. SIDEWALK.
2. THE CURB BETWEEN ADJACENT DRIVEWAYS SHALL BE FULL HEIGHT FOR A DISTANCE OF AT LEAST FOUR 4 FEET (1.2 METERS)
3. P.C. CONCRETE DRIVEWAYS SHALL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
4. 3/4" (20) PREFORMED EXPANSION JOINTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO P.C.C. DRIVEWAY PAVEMENT 8" (200).
5. COMBINATION CONC. CURB AND GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE TRANSITION CURB AND GUTTER.

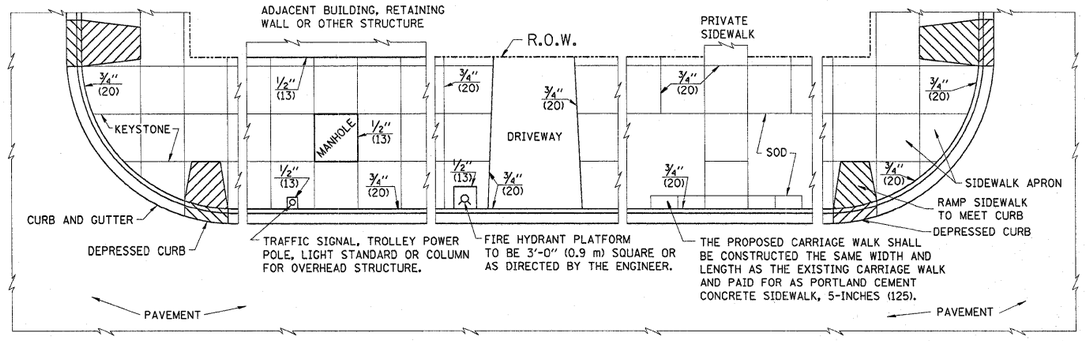


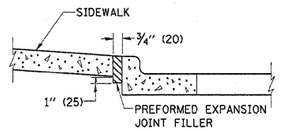
SECTION B-B



SECTION A-A

P.C.C. DRIVEWAY PAVEMENT DETAIL





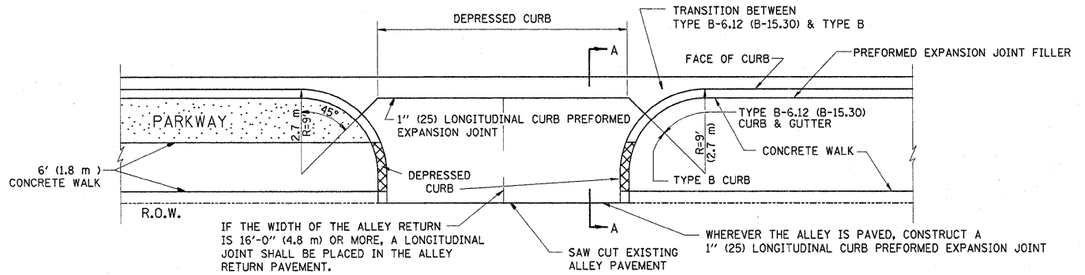
SLOPE FOR SIDEWALK
1" (25) IN 3'-0" (0.9 m) IN CHICAGO

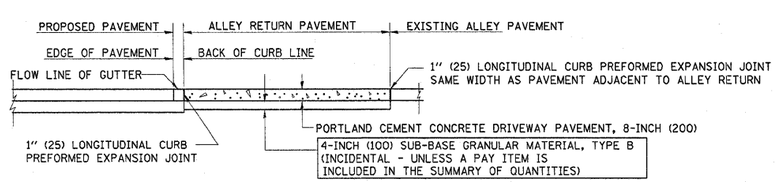
NOTES:

1. ONE-HALF INCH THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS, MANHOLES, WHICH EXTEND THROUGH THE SIDEWALK.
2. 3/4" (20) THICK EXPANSION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 100 FEET (30 METERS) IN THE SIDEWALK. WHERE THE SIDEWALK IS CONSTRUCTED ADJACENT TO PAVEMENT OR CURB HAVING EXPANSION JOINTS, THE EXPANSION JOINTS IN THE SIDEWALK SHALL BE PLACED OPPOSITE THE EXISTING EXPANSION JOINTS AS NEARLY AS PRACTICABLE. EXPANSION JOINTS SHALL ALSO BE PLACED WHERE THE SIDEWALK ABUTS EXISTING SIDEWALKS, BETWEEN DRIVEWAY PAVEMENT AND SIDEWALK, AND BETWEEN SIDEWALK AND CURBS WHERE THE SIDEWALK ABUTS A CURB.

PORTLAND CEMENT CONCRETE SIDEWALK DETAILS

NOTES: NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE GUTTER FLARE





SECTION A-A

ALLEY RETURN DETAIL

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

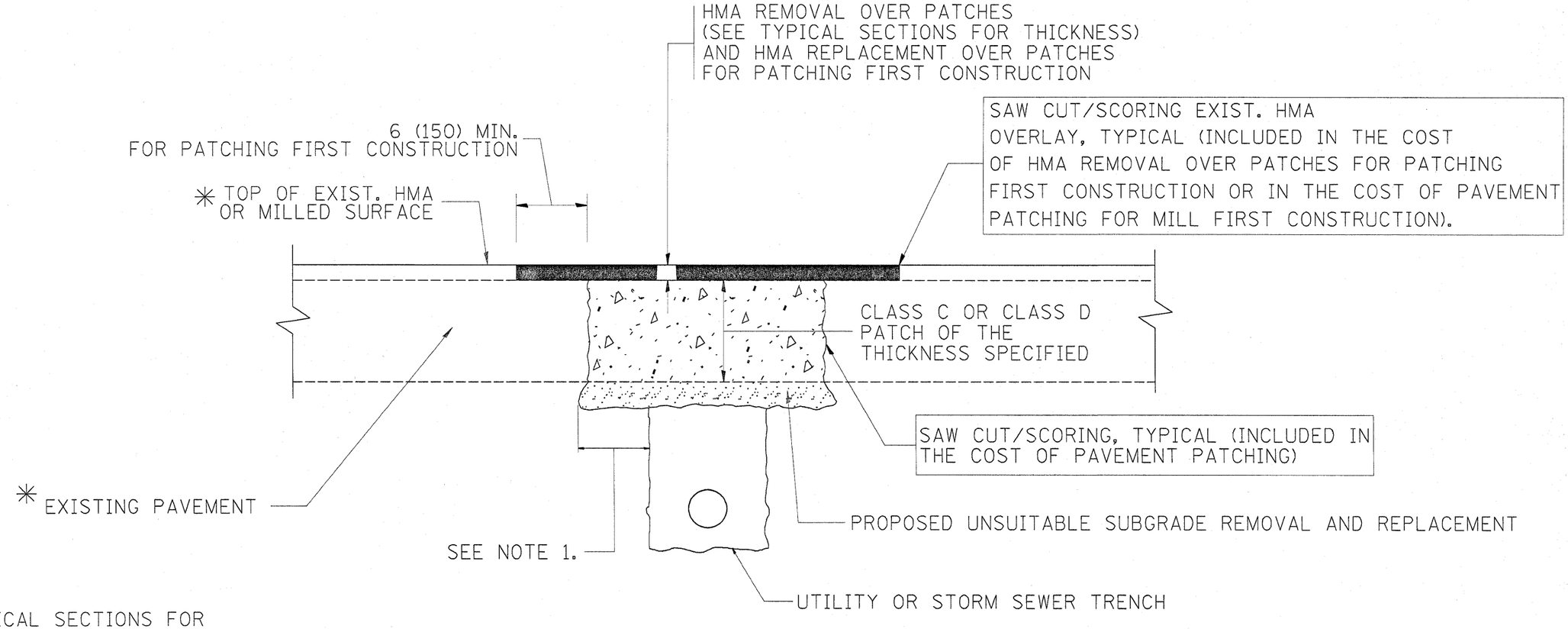
FILE NAME = c:\pw_work\pwidot\hamdanah\d2147229\Dist Std.dgn	USER NAME = hamdanah	DESIGNED - M. DE YONG	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/28/2009	DATE - 06-13-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DETAILS FOR P.C. CONCRETE DRIVEWAY, ALLEY RETURN AND SIDEWALK

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

F.A.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	15
BD400-03 (BD-17)			CONTRACT NO. 60106		
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 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:\pw_work\pwidot\hamdanah\d0147229\Dis-Std.dgn	USER NAME = hamdanah	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED - R. BORO 01-01-07		
	PLOT DATE = 12/28/2009	CHECKED -	REVISED - R. BORO 09-04-07		
		DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	16
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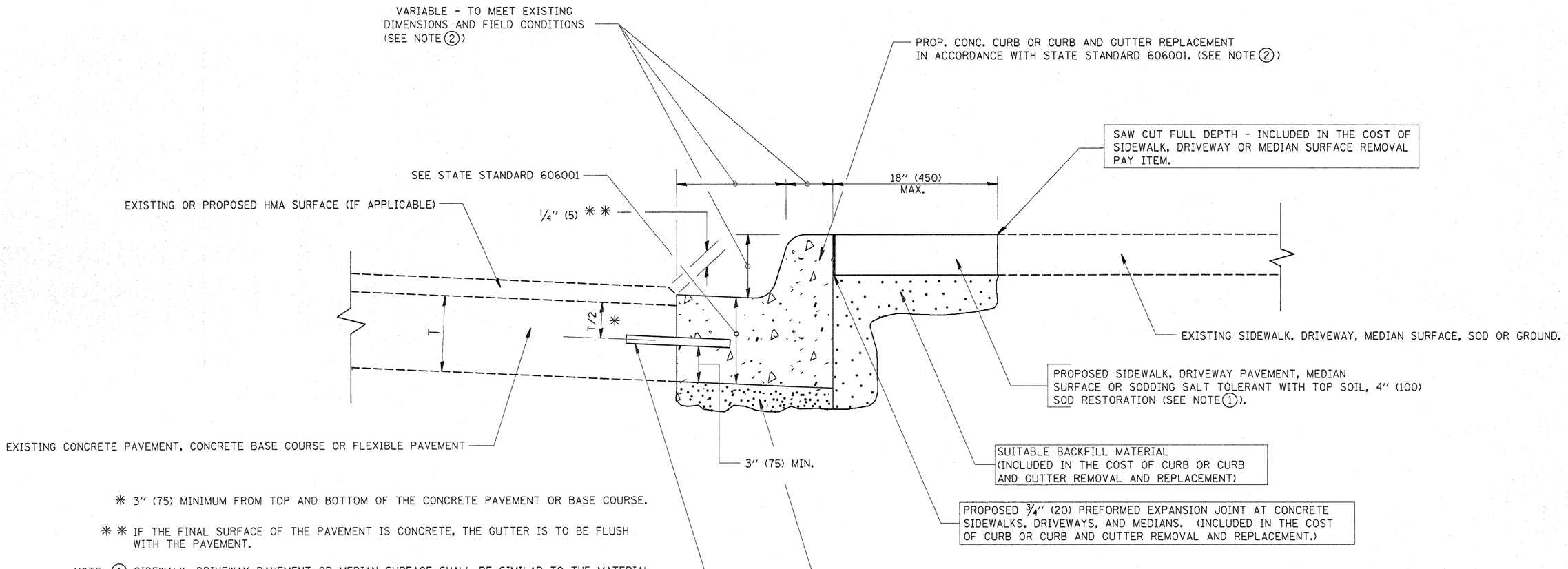
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

* * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: (1) SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

(2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

(3) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

(4) FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

(5) LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(6) THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

(7) THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

(8) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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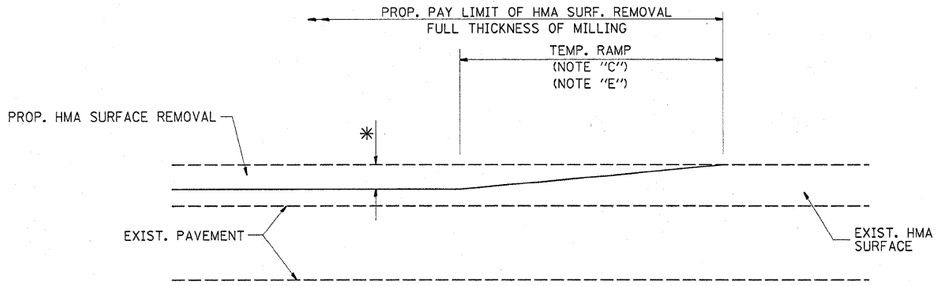
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/28/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

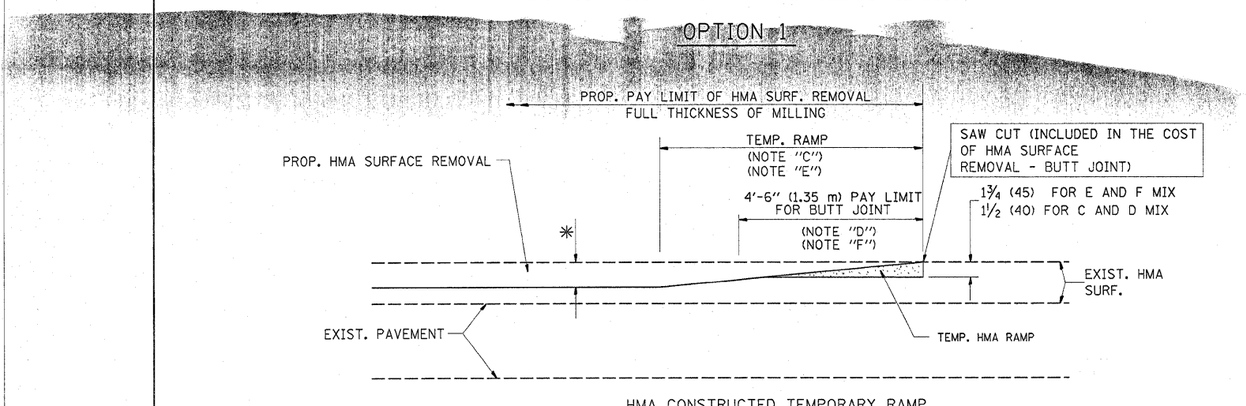
F.A.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	17
		BD600-06 (BD-24)	CONTRACT NO. 60106		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

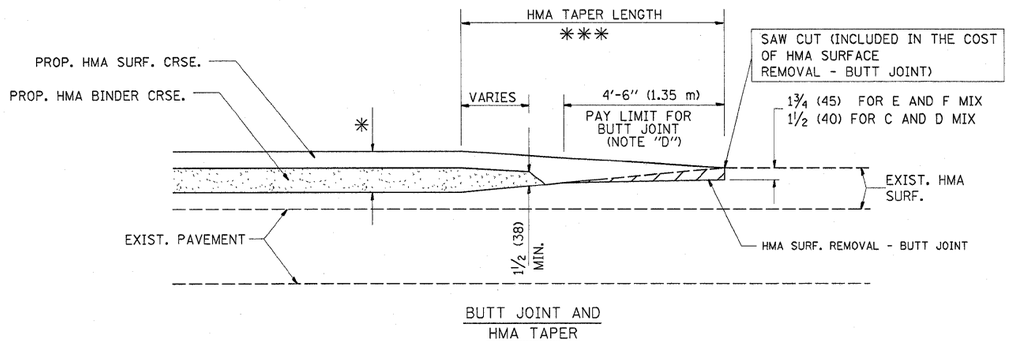


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

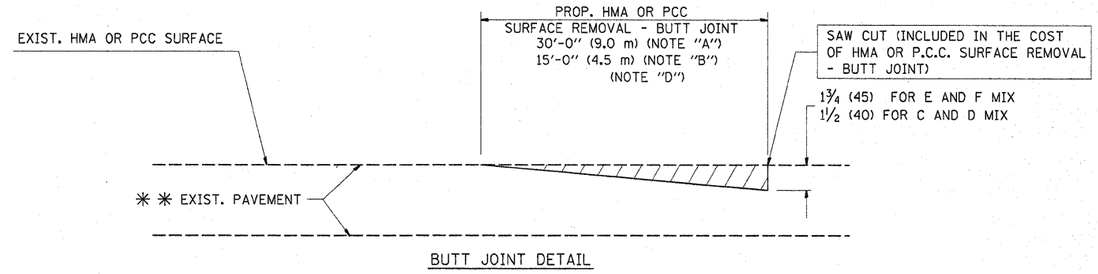
OPTION 2

TYPICAL TEMPORARY RAMP

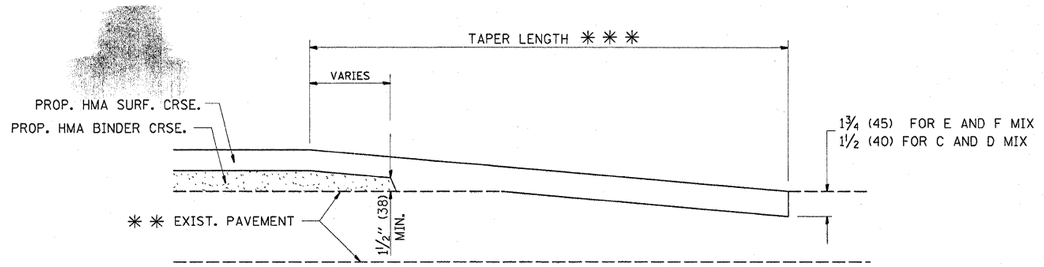


BUTT JOINT AND HMA TAPER

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.

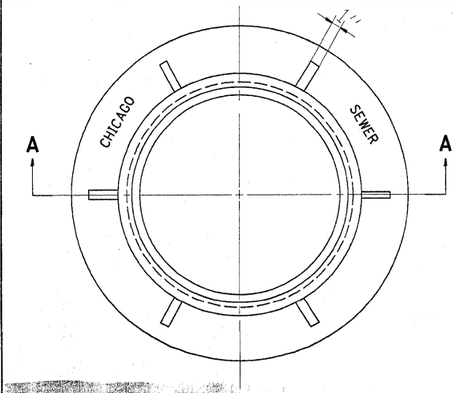
FILE NAME = c:\pw_work\pwidot\hamdanah\d0147229\Dis1Std.dgn	USER NAME = hamdanah	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 12/28/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

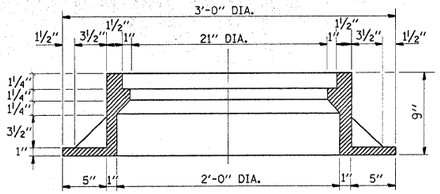
BUTT JOINT AND HMA TAPER DETAILS

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

F.A.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	18
		BD400-05 BD32	CONTRACT NO. 60106		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



PLAN

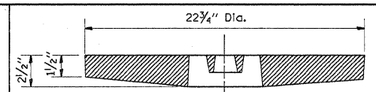


SECTION A-A

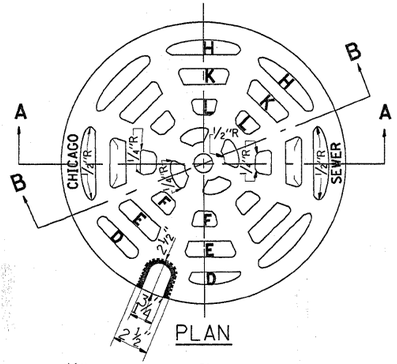
NOTE: METAL PLATES MUST BE FURNISHED FOR PERFORMED LIDS ON MANHOLES

CHICAGO STANDARD MANHOLE FRAME

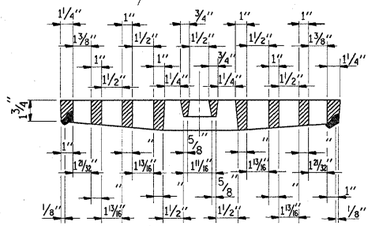
SCALE: 1½"=1'-0"
MATERIAL: CAST IRON



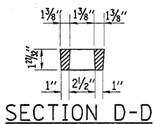
SECTION B-B



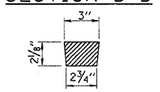
PLAN



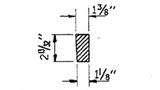
SECTION A-A



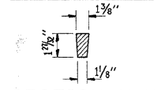
SECTION D-D



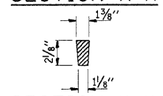
SECTION E-E



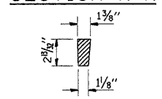
SECTION F-F



SECTION H-H



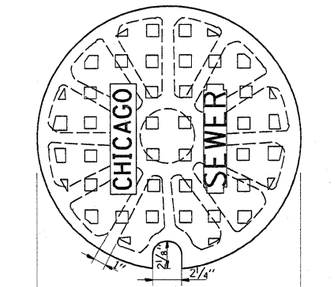
SECTION K-K



SECTION L-L

PERFORATED LID FOR CATCH BASINS & MANHOLES

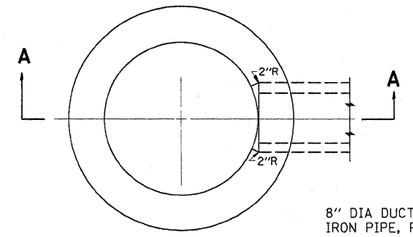
SCALE: 2"=1'-0"
MATERIAL: CAST IRON



SECTION

SOLID LID FOR MANHOLES

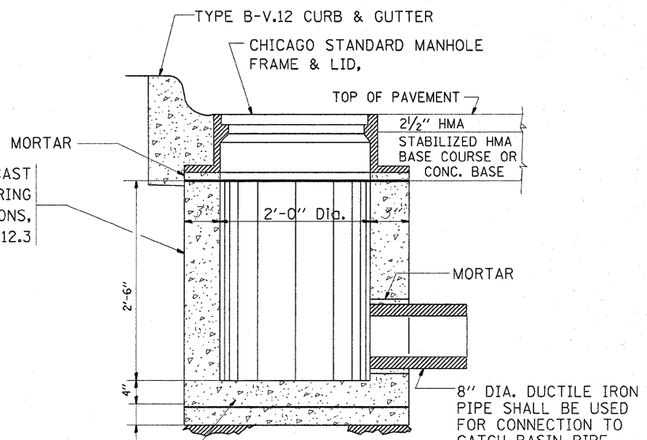
SCALE: NONE
MATERIAL: CAST IRON



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

PLAN

(FRAME & LID NOT SHOWN)



SECTION A-A

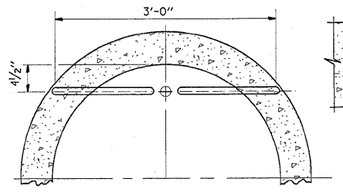
STANDARD INLETS

SCALE 1"= 1'-0"
ITEM 12

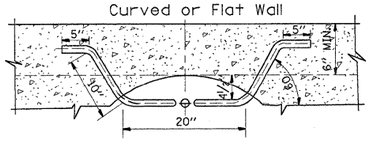
THIS INLET DETAIL IS SOMETIMES REFERRED TO AS "CHICAGO STANDARD INLET, TYPE A"

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

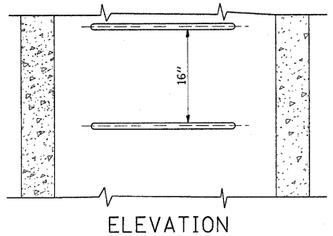
CITY OF CHICAGO
DEPARTMENT OF SEWERS
ENGINEERING DIVISION



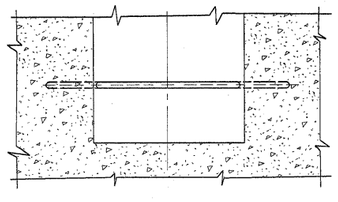
PLAN



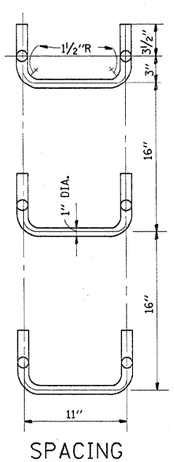
PLAN



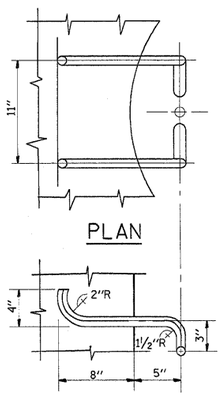
ELEVATION
TYPE X
SCALE: 1"=1'-0"



ELEVATION
TYPE Y
SCALE: 1"=1'-0"



SPACING



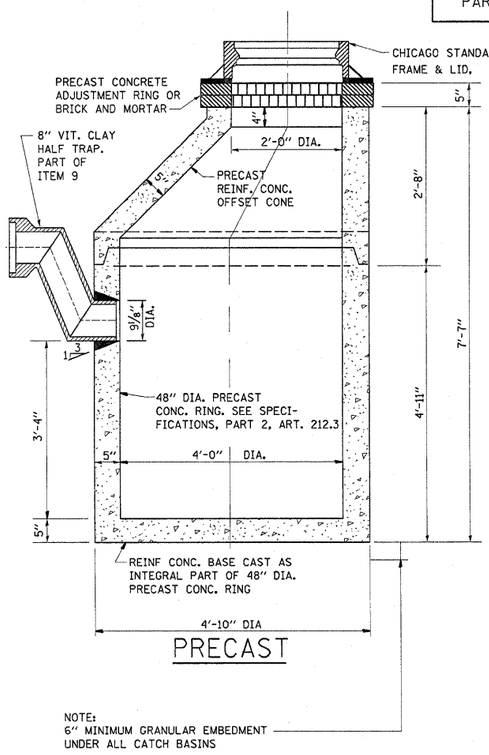
ELEVATION

HANDHOLD-TYPE Z RUNG

Scale: 1½"=1'-0"

STANDARD LADDER RUNGS

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



PRECAST

NOTE:
6" MINIMUM GRANULAR EMBEDMENT UNDER ALL CATCH BASINS

STANDARD CATCH BASINS

SCALE: ¾"= 1'-0"
ITEM 9

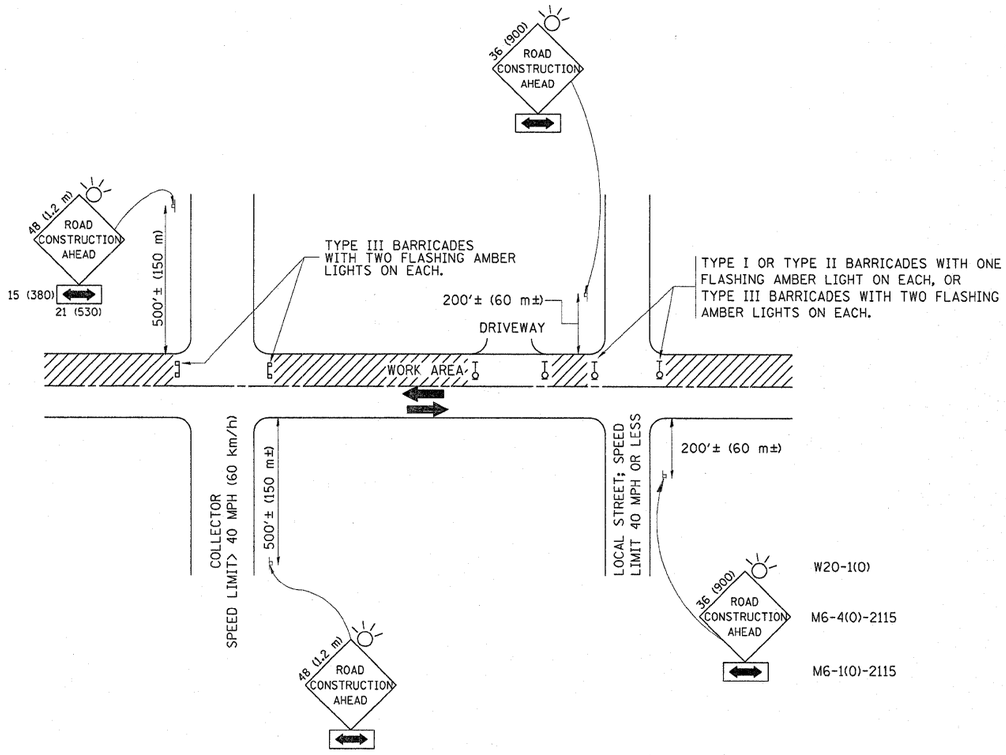
FILE NAME = c:\pw_work\pwidot\hamdanah\d0147229\Dist\Std.dgn	USER NAME = hamdanah	DESIGNED - M. GOMEZ	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/28/2009	DATE - 01-25-01	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
CATCH BASIN, INLET AND MANHOLE DETAILS

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

F.A.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	19
		BD600-13 (BD47)	CONTRACT NO. 60106		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



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

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

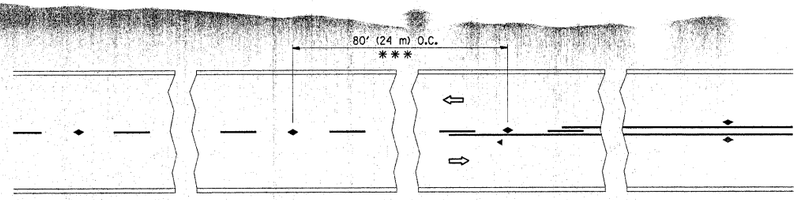
FILE NAME = c:\pw_work\pwidot\hamdanah\d0147229\Dis	USER NAME = hamdanah	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
	Std.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 12/28/2009	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

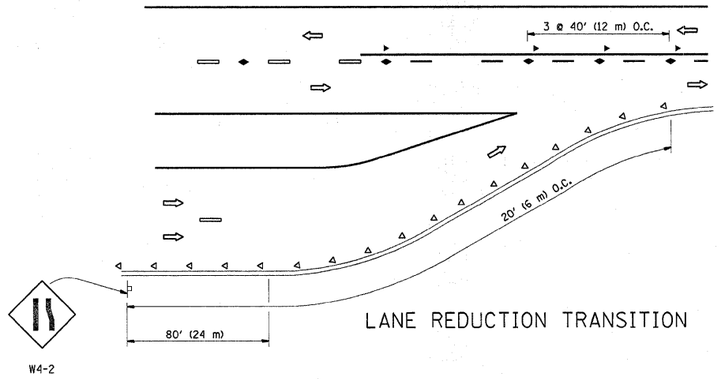
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	20
		TC-10	CONTRACT NO. 60106		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			

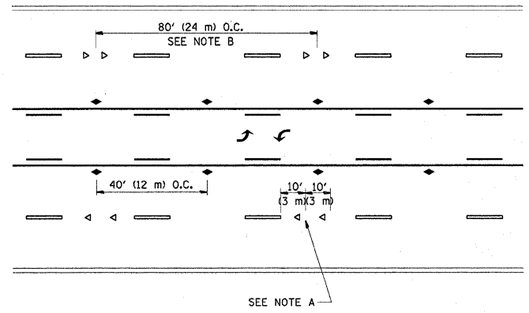


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

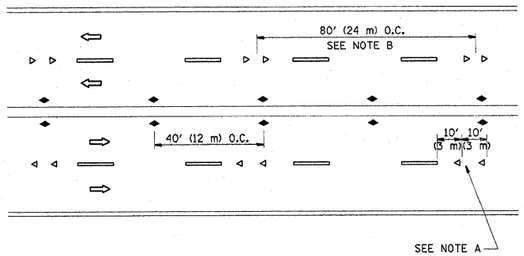
TWO-LANE/TWO-WAY



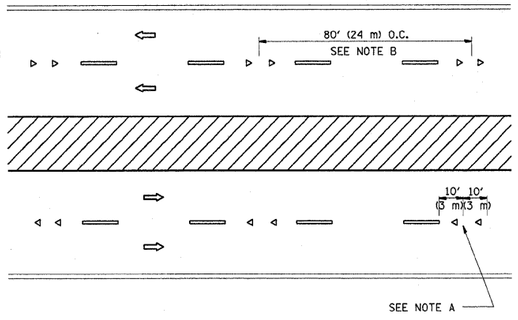
LANE REDUCTION TRANSITION



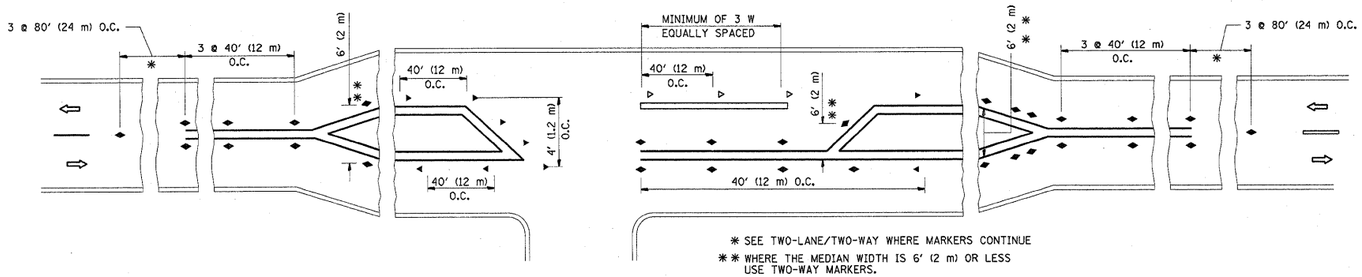
TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

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

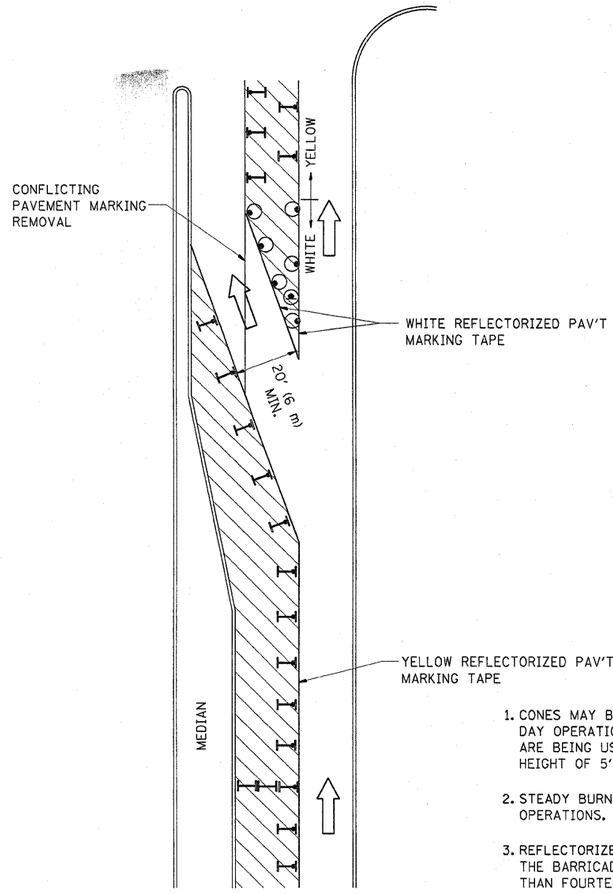
FILE NAME = c:\pw_work\pwidot\hamdanah\d0147229\Dsn_Std.dgn	USER NAME = hamdanah	DESIGNED -	REVISED -T. RAMMACHER 09-19-94
		DRAWN -	REVISED -T. RAMMACHER 03-12-99
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 01-06-00
	PLOT DATE = 12/28/2009	DATE -	REVISED - C. JUCIUS 09-09-09

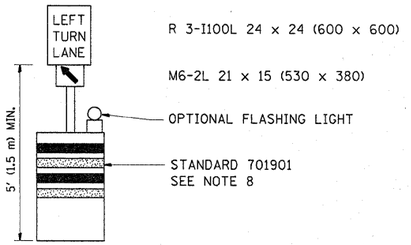
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

F.A.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	21
		TC-11	CONTRACT NO. 60106		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			





GENERAL NOTES

1. 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. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

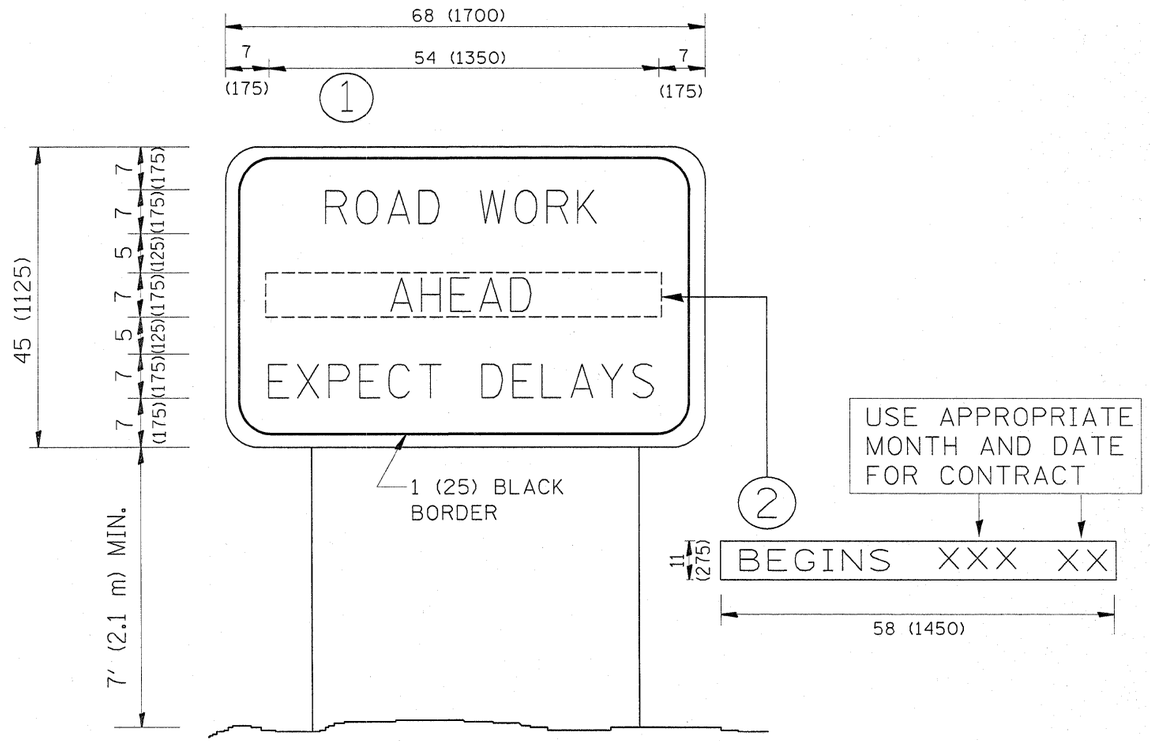
FILE NAME = c:\pw_work\pwidot\hamdanah\d2147229\Dist Std.dgn	USER NAME = hamdanah	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 12/28/2009	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	22
		TC-14	CONTRACT NO. 60106		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



NOTES:

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

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

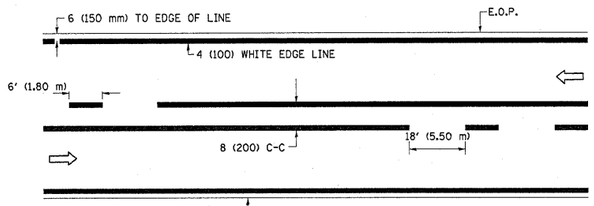
FILE NAME = c:\pw_work\pwidot\hamdanah\d0147229\Dist Std.dgn	USER NAME = hamdanah	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 12/28/2009	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

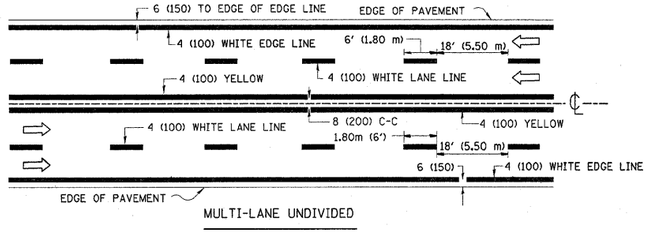
ARTERIAL ROAD INFORMATION SIGN

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

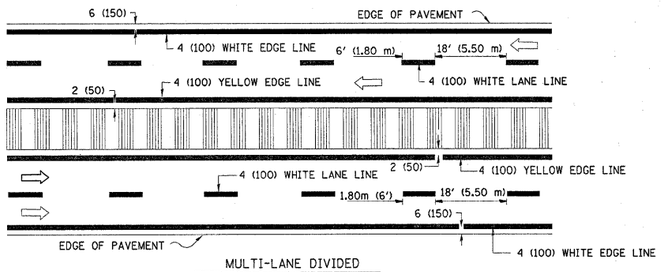
F.A.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	23
		TC-22	CONTRACT NO. 60106		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



2-LANE ROADWAY



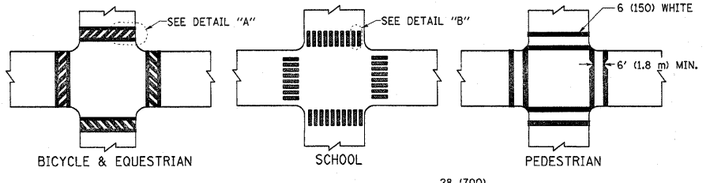
MULTI-LANE UNDIVIDED

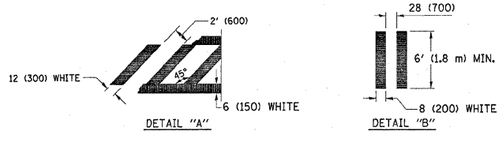


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

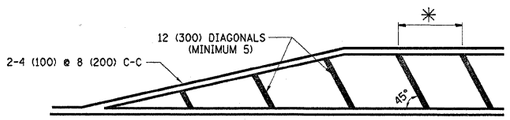
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING





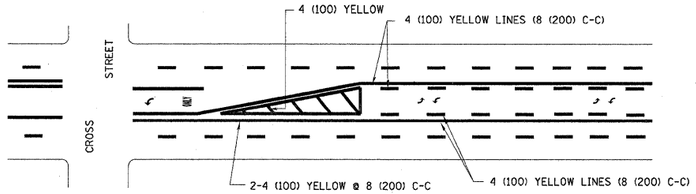
TYPICAL CROSSWALK MARKING



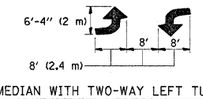
*FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

PAINTED MEDIANS

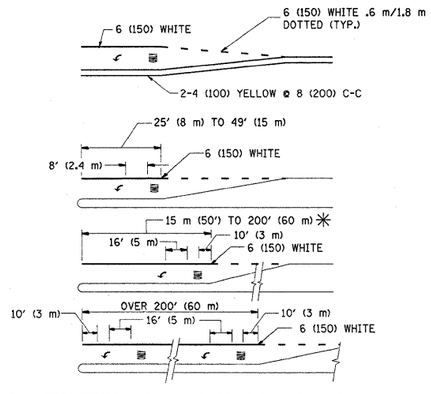


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

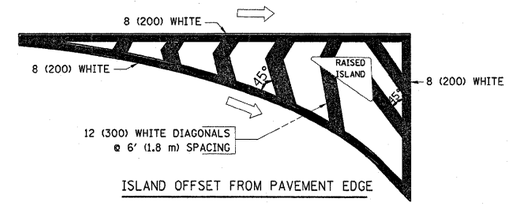


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.8 SQ. FT. (1.47 m^2) ONLY AREA = 22.9 SQ. FT. (2.13 m^2)

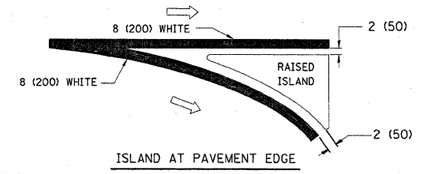
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 8 (200) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2'-4" (700) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)

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

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

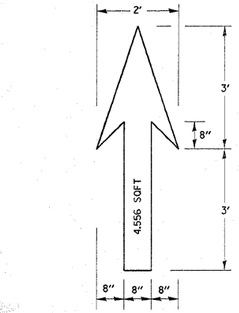
FILE NAME = c:\pw_work\pwidot\hamdanah\d0147229\Dis'Std.dgn	USER NAME = hamdanah	DESIGNED -	REVISED -T. RAMMACHER 12-07-00
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/28/2009	DATE -	REVISED -

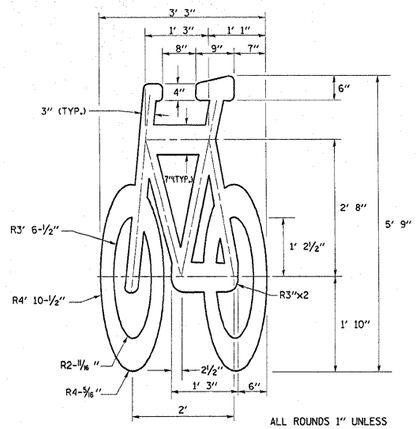
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	24
		TC-24	CONTRACT NO. 60106		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			





BICYCLE
LANE SYMBOL

ALL ROUNDS 1" UNLESS OTHERWISE NOTED.

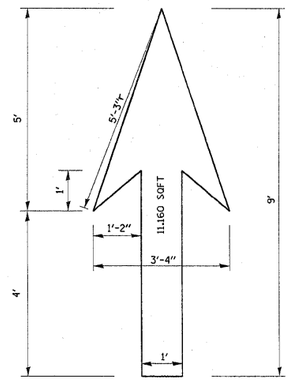
NOTE:

1.) FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.

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

TYPICAL BIKE LANE SYMBOLS
DRAWING #28

DRAWING #29



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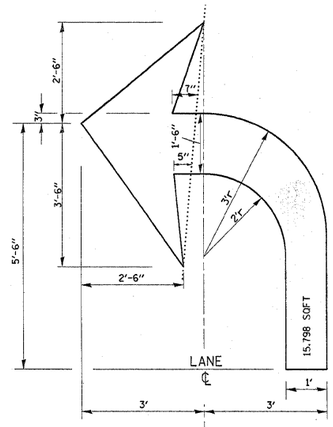

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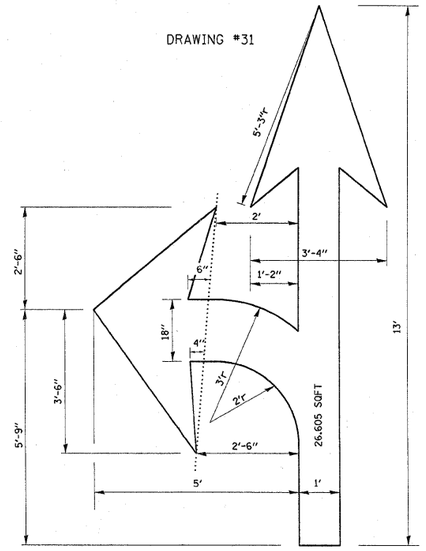

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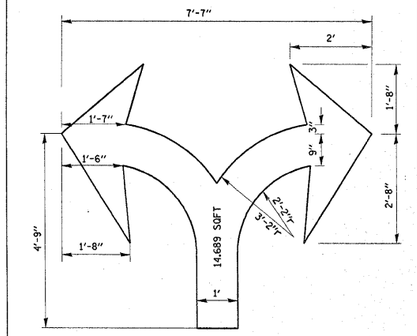

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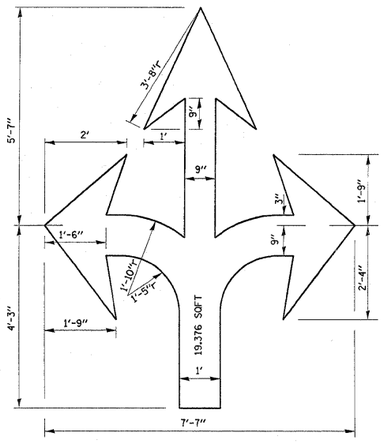

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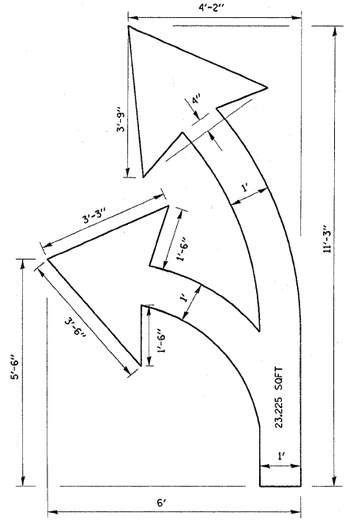
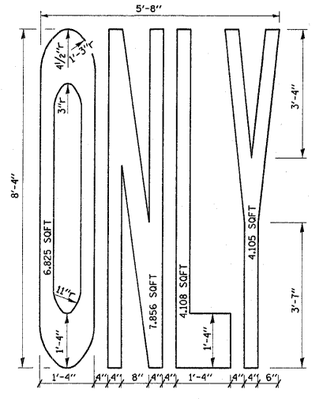


DRAWING #35



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

FILE NAME = c:\pw_work\PWIDOT\HAMDANAH\d0147229\DistStd.dgn	USER NAME = hamdanah	DESIGNED -	REVISED -T. RAMMACHER 12-07-00
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/29/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

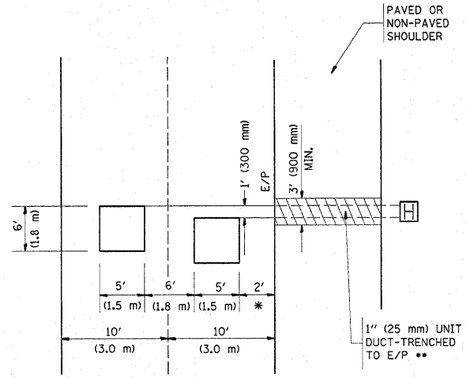
CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	25
		TC-24	CONTRACT NO. 60106		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			

LOOPS NEXT TO SHOULDERS

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

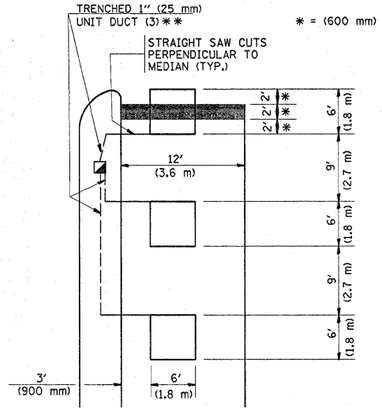


* = (600 mm)

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

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

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

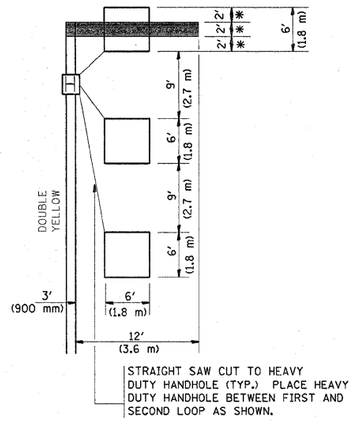


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

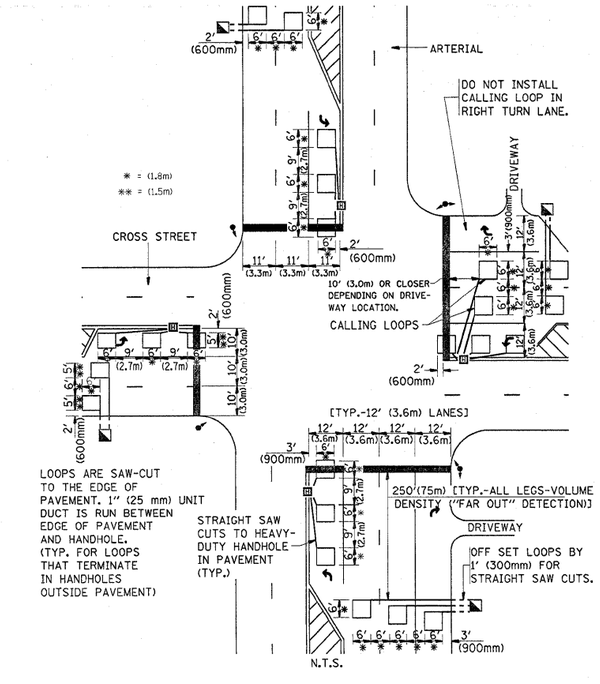
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



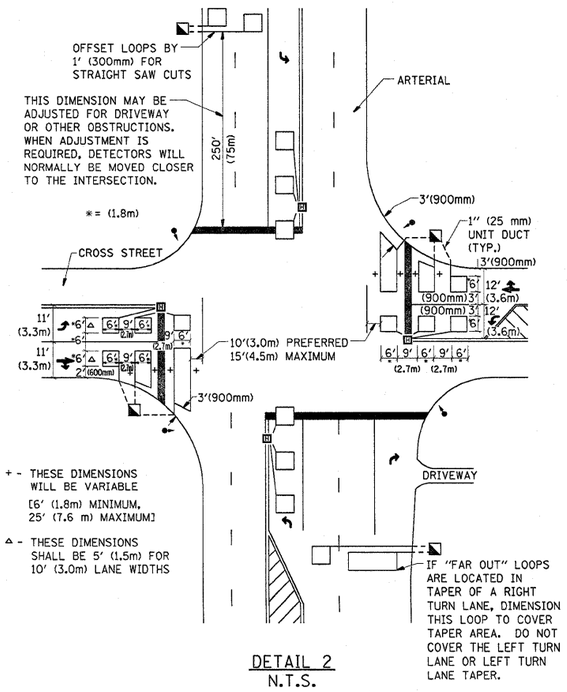
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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.

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 12/28/2009	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.P. RTE.	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	1478	(1616 & 1718) RS-3	COOK	26	26
		TS-07	CONTRACT NO. 60106		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			