03-05-2021 LETTING ITEM 175

FINAL PLANS

JANUARY 20, 2021

FOR INDEX OF SHEETS AND HIGHWAY STANDARDS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE CITY OF CHICAGO

TRAFFIC DATA

2018 ADT = 23.000 VPDPOSTED SPEED LIMIT = 30 MPH



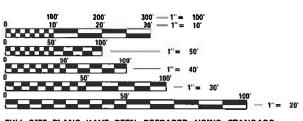
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THIS SEAL AND SIGNATURE PERTAINS TO SHEETS 5.9 TO 12, 21 TO 39



ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

CHICAGO UTILITY ALERT NETWORK 1-312-744-7000

PROJECT ENGINEER: DANIEL WILGREEN (847) 275-2681 PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 62L86

STATE OF ILLINOIS

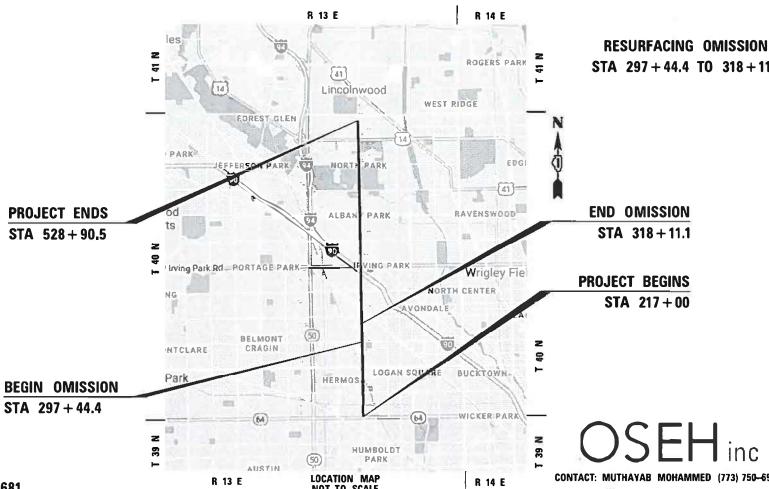
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

SBI ROUTE 2812 (PULASKI RD) IL 64 (NORTH AVE) TO DEVON AVE SECTION: 2020–108–RS&SW PROJECT: STP-Q8YC(997) **SMART OVERLAY, ADA IMPROVEMENTS COOK COUNTY**

C-91-305-20



GROSS LENGTH

= 31,191 FT. = 5.91 MILES

NET LENGTH

= 28,310 FT. = 5.36 MILES

STA 297 + 44.4 TO 318 + 11.1

CONTACT: MUTHAYAB MOHAMMED (773) 750-6910

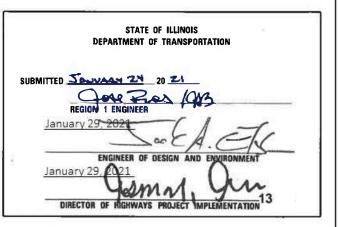


CONTACT: ALEXANDER LANE (312) 477-0620

0-91-507-20

2020-108-RS&SW





PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

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STATE STANDARDS

| STANDARD NO. | DRAWING NAME |
|--------------|---|
| 000001-08 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 424001-11 | PERPENDICULAR CURB RAMPS FOR SIDEWALKS |
| 424006-05 | DIAGONAL CURB RAMPS FOR SIDEWALKS |
| 424011-04 | CORNER PARALLEL CURB RAMPS FOR SIDEWALKS |
| 424016-05 | MID-BLOCK CURB RAMPS FOR SIDEWALKS |
| 424021-06 | DEPRESSED CORNER FOR SIDEWALKS |
| 424026-03 | ENTRANCE / ALLEY PEDESTRIAN CROSSINGS |
| 424031-02 | MEDIAN PEDESTRIAN CROSSINGS |
| 442201-03 | CLASS C AND D PATCHES |
| 701011-04 | OFF-RD OPERATIONS, 2L, 2W, DAY ONE |
| 701101-05 | OFF-RD OPERATION, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE |
| 701301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701311-03 | LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY |
| 701427-05 | LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≤ 40 MPH |
| 701501-06 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701502-09 | URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE |
| 701601-09 | URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN |
| 701606-10 | URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN |
| 701611-01 | URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN |
| 701701-10 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701801-06 | SIDEWALK, CORNER OR CROSSWALK CLOSURE |
| 701901-08 | TRAFFIC CONTROL DEVICES |
| 886001-01 | DETECTOR LOOP INSTALLATIONS |
| 886006-01 | TYPICAL LAYOUTS FOR DETECTION LOOPS |

GENERAL NOTES

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

- 1. BEFORE STATING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
- 2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.
- 3. FRAME AND GRATE ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 1. THE CONTRACTOR SHALL CONTACT DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
- . UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE RESIDENT ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURE SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.
- 7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 8. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 9. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 10. PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER / TECHNICIANS.
- 11. LOCATIONS OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER / TECHNICIAN.
- 12. CATCH BASINS, MANHOLES, INLETS, DRAINAGE STRUCTURES AND VALVE VAULTS ADJUSTMENT AND/OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER / TECHNICIAN.
- 13. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS, UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 14. WHEN MILLED PAVEMENT OPENS TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES WHERE THE SPEED LIMIT IF 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. WITH WRITTEN APPROVAL FROM THE RESIDENT
 - ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1V:3H.
- 15. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 16. THE RESIDENT ENGINEER SHALL CONTACT ERIC CAMPOS, AREA TRAFFIC FIELD ENGINEER, VIA E-MAIL AT ERIC.CAMPOS@ILLINOIS.GOV, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 17. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE RESIDENT ENGINEER.
- 18. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE
- 19. ANY PAVEMENT MARKINGS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STRESS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- 20. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 21. WHEN EXISTING SIDEWALK IS TO BE REMOVED WITHOUT PROPOSED SIDEWALK REPLACEMENT, IT SHALL BE REPLACED WITH TOPSOIL AND SOD.
- 22. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED INCLUDING PREVIOUSLY SEEDED AREAS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.
- 23. LANDSCAPED AREAS AFFECTED BY SIDEWALK CONSTRUCTION SHALL BE RESTORED WITH 18-INCH WIDE STRIP OF "SODDING, SALT TOLERANT" AND "TOPSOIL FURNISH AND PLACE. 4-INCH" INSTALLED FROM THE BACK OF THE SIDEWALK, OR AS DETERMINED BY THE RESIDENT ENGINEER / TECHNICIAN.
- 24. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT THE TIMES DURING CONSTRUCTION.
- 25. ALL CAST OPEN LIDS FOR FRAMES, TYPE 1, WITHIN CURB RAMPS FOR SIDEWALK, SHALL BE "ADA COMPLIANT" CAST OPEN LIDS PER HIGHWAY STANDARD 604001.
- 26. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF THE CURB OR DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
- 27. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM TO CONTINUOUSLY MONITOR FOR WORKER SAFETY AND SOIL CONTAMINATION AT SEVERAL LOCATIONS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.
- 28. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY DETECTOR LOOPS DAMAGED DURING CONSTRUCTION
- 29. THE CONTRACTOR SHALL USE EXTA CARE AND PRECAUTION WHEN WORKING UNDER THE RAILROAD TRACKS

SCALE: NTS

| | | | CONSTRUC | TION CODE |
|---|--|---|--|-------------|
| | | URBAN | 0005 | |
| DESIGNATION | UNIT | TOTAL QUANTITY | 80% FEDERAL 20% STATE | 100% STATE |
| EARTH EVCAVATION | CILVD | 100 | 100 | |
| EARTH EXCAVATION | COTD | 100 | 100 | |
| TOPSOIL FURNISH AND PLACE, 4" | SQ YD | 13 | 13 | |
| SODDING, SALT TOLERANT | SQ YD | 13 | 13 | |
| SUPPLEMENTAL WATERING | UNIT | 0.2 | 0.2 | |
| TEMPORARY EROSION CONTROL SEEDING | POUND | 4 | 4 | |
| INLET FILTERS | EACH | 17 | 17 | |
| AGGREGATE BASE COURSE, TYPE B | TON | 53 | 53 | |
| BITUMINOUS MATERIALS (TACK COAT) | POUND | 70,690 | 70,690 | |
| MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 235.7 | 235.7 | |
| HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 1,588 | 1,588 | |
| POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N&O | TON | 15,395 | 15,395 | |
| PROTECTIVE COAT | SQ YD | 6,284 | 6,284 | |
| PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ FT | 9,957.0 | 9,957.0 | |
| PAVEMENT REMOVAL | SQ YD | 4 | 4 | |
| HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4" | SQ YD | 157,088 | 157,088 | |
| COMBINATION CURB AND GUTTER REMOVAL | FOOT | 1,339 | 1,339 | |
| SIDEWALK REMOVAL | SQ FT | 9,929 | 9,929 | |
| CLASS D PATCHES, TYPE I, 14 INCH | SQ YD | 559 | 559 | |
| CLASS D PATCHES, TYPE II, 14 INCH | SQ YD | 3,180 | 3,180 | |
| CLASS D PATCHES, TYPE III, 14 INCH | SQ YD | 1,654 | 1,654 | |
| CLASS D PATCHES, TYPE IV, 14 INCH | SQ YD | 2,482 | 2,482 | |
| MANHOLES TO BE ADJUSTED | EACH | 35 | 35 | |
| | | | 14 | |
| | EARTH EXCAVATION TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT SUPPLEMENTAL WATERING TEMPORARY EROSION CONTROL SEEDING INLET FILTERS AGGREGATE BASE COURSE, TYPE 8 BITUMINOUS MATERIALS (TACK COAT) MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N&O PROTECTIVE COAT PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH PAVEMENT REMOVAL HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4" COMBINATION CURB AND GUTTER REMOVAL SIDEWALK REMOVAL CLASS D PATCHES, TYPE II, 14 INCH CLASS D PATCHES, TYPE III, 14 INCH CLASS D PATCHES, TYPE III, 14 INCH CLASS D PATCHES, TYPE III, 14 INCH | EARTH EXCAVATION CU YD TOPSOIL FURNISH AND PLACE, 4" SQ YD SODDING, SALT TOLERANT SQ YD SUPPLEMENTAL WATERING UNIT TEMPORARY EROSION CONTROL SEEDING POUND INLET FILTERS EACH AGGREGATE BASE COURSE, TYPE B TON BITUMINOUS MATERIALS (TACK COAT) POUND MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS TON HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SQ YD POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, TON MIX *F*, NÃO PROTECTIVE COAT SQ YD PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SQ FT PAVEMENT REMOVAL SQ YD COMBINATION CURB AND GUTTER REMOVAL SQ YD COMBINATION CURB AND GUTTER REMOVAL SQ YD CLASS D PATCHES, TYPE II, 14 INCH SQ YD CLASS D PATCHES, TYPE III, 14 INCH SQ YD CLASS D PATCHES, TYPE III, 14 INCH SQ YD CLASS D PATCHES, TYPE III, 14 INCH SQ YD CLASS D PATCHES, TYPE III, 14 INCH SQ YD CLASS D PATCHES, TYPE III, 14 INCH SQ YD CLASS D PATCHES, TYPE III, 14 INCH SQ YD CLASS D PATCHES, TYPE III, 14 INCH SQ YD CLASS D PATCHES, TYPE III, 14 INCH SQ YD | DESIGNATION UNIT TOTAL QUANTITY EARTH EXCAVATION CU YD 100 TOPSOIL FURNISH AND PLACE, 4" SO YD 13 SODDING, SALT TOLERANT SO YD 13 SUPPLEMENTAL WATERING UNIT 0,2 TEMPORARY EROSION CONTROL SEEDING POUND 4 INLET FILTERS EACH 17 AGGREGATE BASE COURSE, TYPE B TON 53 BITUMINOUS MATERIALS (TACK COAT) POUND 70,690 MIXTURE FOR CRACKS, IONITS, AND FLANGEWAYS TON 235.7 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SO YD 1,588 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5. TON 15,395 MIX YE, NGO TON 15,395 TON 15,395 PROTECTIVE COAT SO YD 4 4 HOT-MIX ASPHALT SURFACE REMOVAL SO YD 4 HOT-MIX ASPHALT SURFACE REMOVAL SO YD 157,088 PAVEMENT REMOVAL SO YD 157,088 COMBINATION CURB AND GUTTER REMOVAL SO YD 1,339 | DESIGNATION |

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| PAY ITEM NUMBER | DESIGNATION | UNIT | TOTAL QUANTITY | 80% FEDERAL 20% STATE | 100% STATE |
| | | | | | |
| 60266600 | VALVE BOXES TO BE ADJUSTED | EACH | 12 | 12 | |
| 60603800 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 | FOOT | 1,583.0 | 1,583.0 | |
| | | | | | |
| 60605900 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 | FOOT | 95.0 | 95.0 | |
| | | | | | |
| 60618300 | CONCRETE MEDIAN SURFACE, 4 INCH | SQ FT | 203 | 203 | |
| 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 100 | 100 | |
| | | | | | |
| 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 15 | 15 | |
| | | | _ | | |
| 66901001 | REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN | L SUM | 1 | 1 | |
| 66901003 | REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT | L SUM | 1 | 1 | |
| | | 1 | | | |
| 66901006 | REGULATED SUBSTANCES MONITORING | CAL DA | 15 | 15 | |
| | | | | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 12 | 12 | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | |
| | | | | | |
| 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 | 1 | |
| | | | | | |
| 70102622 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701502 | L SUM | 1 | 1 | |
| 70102625 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701606 | L SUM | 1 | 1 | |
| | | | - | | |
| 70102630 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 | L SUM | 1 | 1 | |
| | | | | | |
| 70102634 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701611 | L SUM | 1 | 1 | |
| 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 1 | 1 | |
| , , , , , , | | | <u>-</u> | - | |
| 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | L SUM | 1 | 1 | |
| | | | | | |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 6,798 | 6,798 | |
| 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SQ FT | 2,266 | 2,266 | |
| ,0300130 | STORE FOR PARENCE PRINCIPO REPOYAL | 30 11 | 2,200 | 2,200 | |
| 70300210 | TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS | SQ FT | 1,418 | 1,418 | |
| | | | | | |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 23,931 | 23,931 | |
| 70200240 | TEMPODADY DAVEMENT MADRING LINE CH | 5007 | 10.056 | 10.056 | |
| 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 19,056 | 19,056 | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NTS

CONSTRUCTION CODE

CONSTRUCTION CODE

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| | PAY ITEM NUMBER | DESIGNATION | UNIT | TOTAL QUANTITY | 80% FEDERAL 20% STATE | 100% STATE |
| | 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 307 | 307 | |
| | 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 9,143 | 9,143 | |
| | 70300520 | PAVEMENT MARKING TAPE, TYPE III 4" | FOOT | 14,155 | 14,155 | |
| * | 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 1,345 | 1,345 | |
| * | 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 23,422 | 23,422 | |
| * | 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 18,876 | 18,876 | |
| * | 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 307 | 307 | |
| * | 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 9,114 | 9,114 | |
| * | 78009000 | MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 73 | 73 | |
| * | 78009004 | MODIFIED URETHANE PAVEMENT MARKING - LINE 4" | FOOT | 509 | 509 | |
| * | 78009006 | MODIFIED URETHANE PAVEMENT MARKING - LINE 6" | FOOT | 180 | 180 | |
| * | 78009024 | MODIFIED URETHANE PAVEMENT MARKING - LINE 24" | FOOT | 29 | 29 | |
| | 78300202 | PAVEMENT MARKING REMOVAL - WATER BLASTING | SQ FT | 609 | 609 | |
| * | 88600600 | DETECTOR LOOP REPLACEMENT | FOOT | 10,400 | 10,400 | |
| | 89502376 | REBUILD EXISTING HANDHOLE | EACH | 16 | 16 | |
| | X0320050 | CONSTRUCTION LAYOUT (SPECIAL) | L SUM | 1 | 1 | |
| * | X2600012 | REMOVE AND RELOCATE SIGN PANEL AND POLE ASSEMBLY | EACH | 2 | 2 | |
| | X2800001 | IMPRINTED THERMOPLASTIC CROSSWALK | SQ YD | 594 | 594 | |
| | X4200805 | INTERSECTION INLAY | SQ FT | 5,958 | 5,958 | |
| | X4240800 | DETECTABLE WARNINGS (SPECIAL) | SQ FT | 939 | 939 | |
| | X4400501 | COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR LEOUAL TO 10 FEET | FOOT | 7,927 | 7,927 | |
| | X5537800 | STORM SEWERS TO BE CLEANED 12" | FOOT | 2,831 | | 2,831 |
| | Z0004562 | COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT | FOOT | 3,397.5 | 3,397.5 | |
| | * 6550111 | | | | | |
| | * = SPECIALT | I II EIVI | | | | |

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| | PAY ITEM NUMBER | DESIGNATION | UNIT | TOTAL QUANTITY | 80% FEDERAL 20% STATE | 100% STATE |
| | Z0018500 | DRAINAGE STRUCTURES TO BE CLEANED | EACH | 262 | | 262 |
| | Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 284 | 284 | |
| | Z0033700 | LONGITUDINAL JOINT SEALANT | FOOT | 91,201 | 91,201 | |
|) | Z0076600 | TRAINEES | HOURS | 500 | 500 | |
| 6 | Z0076604 | TRAINEE - TRAINING PROGRAM GRADUATE | HOURS | 500 | 500 | |
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REV-SEP COUNTY TOTAL SHEET NO.

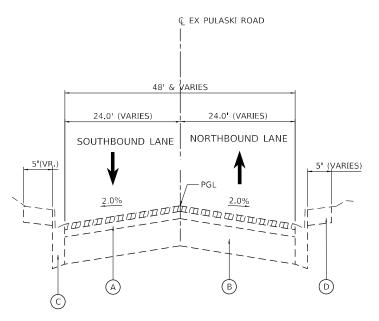
SW COOK 77 4

| INFRASTRUCTURE ENGINEERING IN CORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312-025-9560 F 312-025-9564 www.lafraeructure-eng.com | USER NAME = ALane | DESIGNED - | MPK | REVISED - |
|---|-------------------|------------|--------|------------|
| | | DRAWN - | MPK | REVISED - |
| | | CHECKED - | ACL | REVISED - |
| | | | DATE - | 01/20/2021 |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

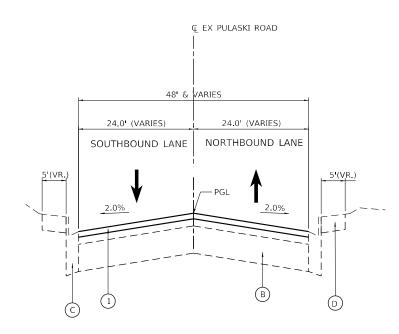
SCALE: NTS

| SUMMARY OF QUANTITIES | | | RTE. | SECTION | COUNTY | SHEETS | NO. |
|-----------------------|------|---------|---------------------------|----------------|----------|--------|------|
| | | | | 2020-108-RS&SW | COOK | 77 | 4 |
| | | | | | CONTRACT | NO. 62 | 2L86 |
| | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | | | |



EXISTING PULASKI ROAD

STA. 218+23.11 TO STA 297+44.4



PROPOSED PULASKI ROAD

STA. 218+23.11 TO STA 297+44.4

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

| OPERATIONS | MIXTURE TYPE | AIR VOIDS @ Ndes | QUALITY MANAGEMET PROGRAM (QMP) | |
|---|--|---------------------|------------------------------------|--|
| PAVEMENT RESURFACING | POLY HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, 13/4" | 3.5% @ 80 GYR. | PFP | |
| PATCHING | CLASS D PATCHES (HMA BINDER IL-19.0) | 4% @ 70 GYR. | QC/QA | |
| QMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR (QCP); PAY FOR PERFORMANCE (PFP) | | | | |

NOTES

- 1. THE UNIT WEIGHT TO BE USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY SPECIAL PROVISIONS.
- 3. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER MILLED SURFACE.
- 4. CONTRACTOR SHALL MILL BEFORE PATCH.

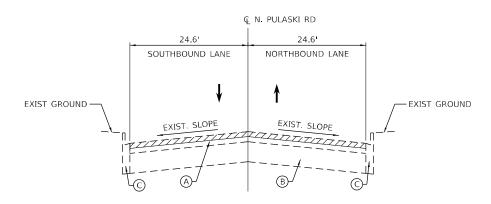
LEGEND

- A EXISTING HMA PAVEMENT, 5"
- (B) EXISTING PCC PAVEMENT, 10"
- © EXISTING CURB AND GUTTER
- D EXISTING SIDEWALK
- 1) PROPOSED POLYMERIZED HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, 1 \(\frac{3}{4} \)"
- 1 -3/4" HMA SURFACE REMOVAL

| | USER NAME = \$USER\$ | DESIGNED - TM | REVISED - |
|--------------------|----------------------------|------------------|-----------|
| $C \subseteq \Box$ | | DRAWN - TM | REVISED - |
| | PLOT SCALE = 20.0000 / in. | CHECKED - MM | REVISED - |
| O CLI TIMO | PLOT DATE = 1/29/2021 | DATE - 1/29/2021 | REVISED - |

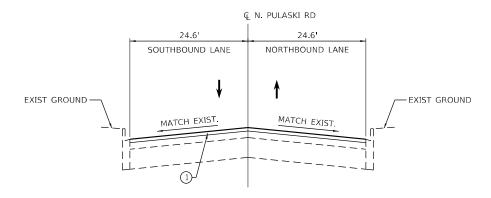
| TYPICAL SECTIONS | | | | | | | | |
|------------------|-------|--------|-----------|----------------|------------------|--|--|--|
| PULASK | ROAD | FROM I | L 64 (NOR | TH AVE) TO D | DEVON AVE | | | |
| SCALE:1:20 | SHEET | OF | SHEETS | STA. 218+23.11 | TO STA. 297+44.4 | | | |

| A TE | SECT | | | COUNTY | TOTAL SHEETS | SHE |
|---------|-------------|----------|----------|------------|-----------------|-----|
| 812 | 2020-137-RS | | соок | 77 | 5 | |
| · | | | CONTRACT | NO. 62 | 2L86 | |
| | | ILLINOIS | FED. A | ID PROJECT | | |



EXISTING TYPICAL CROSS SECTION

STA. 318+11 TO STA. 368+84 STA. 373+33 TO STA. 483+89



PROPOSED TYPICAL CROSS SECTION

STA. 318+11 TO STA. 368+84 STA. 373+33 TO STA. 483+89

<u>LEGEND</u>

- A EXISTING HOT-MIX ASPHALT PAVEMENT 5"
- B EXISTING P.C.C. BASE COURSE 10"
- © EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- 1 POLY HMA SURFACE COURSE, SMA, 9.5, MIX F, N80; 1 3/4"

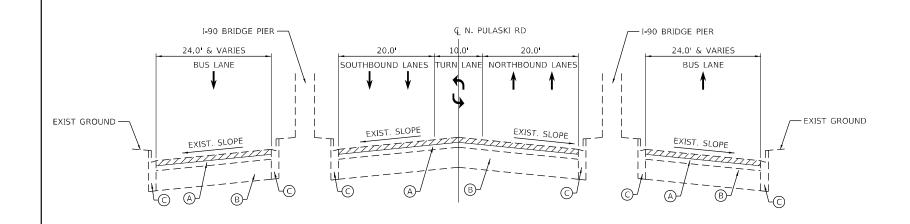
LEGEND:

1-3/4" HMA SURFACE REMOVAL

NOTES:

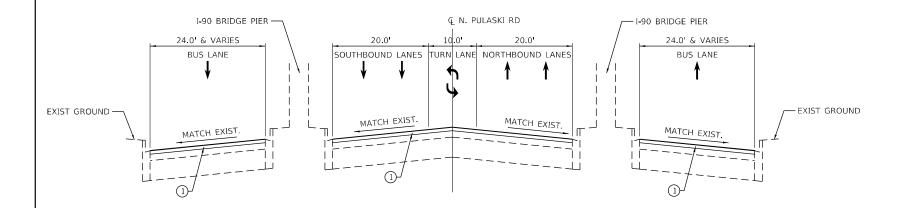
1. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER MILLED SURFACE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



EXISTING TYPICAL CROSS SECTION

STA. 368+84 TO STA. 373+33



PROPOSED TYPICAL CROSS SECTION

STA. 368+84 TO STA. 373+33

LEGEND

- A EXISTING HOT-MIX ASPHALT PAVEMENT 5"
- B EXISTING P.C.C. BASE COURSE 10"
- © EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- 1 POLY HMA SURFACE COURSE, SMA, 9.5, MIX F, N80; 1 3/4"

LEGEND:

1-3/4" HMA SURFACE REMOVAL

NOTES:

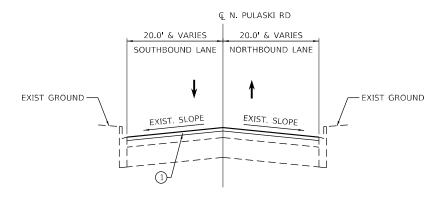
1. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER MILLED SURFACE.

INI EN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL CROSS SECTION

STA. 483+89 TO STA. 533+03



PROPOSED TYPICAL CROSS SECTION

STA. 483+89 TO STA. 533+03

LEGEND

- A EXISTING HOT-MIX ASPHALT PAVEMENT 5"
- B EXISTING P.C.C. BASE COURSE 10"
- © EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- 1 POLY HMA SURFACE COURSE, SMA, 9.5, MIX F, N80; 1 3/4"

LEGEND:

1-3/4" HMA SURFACE REMOVAL

NOTES:

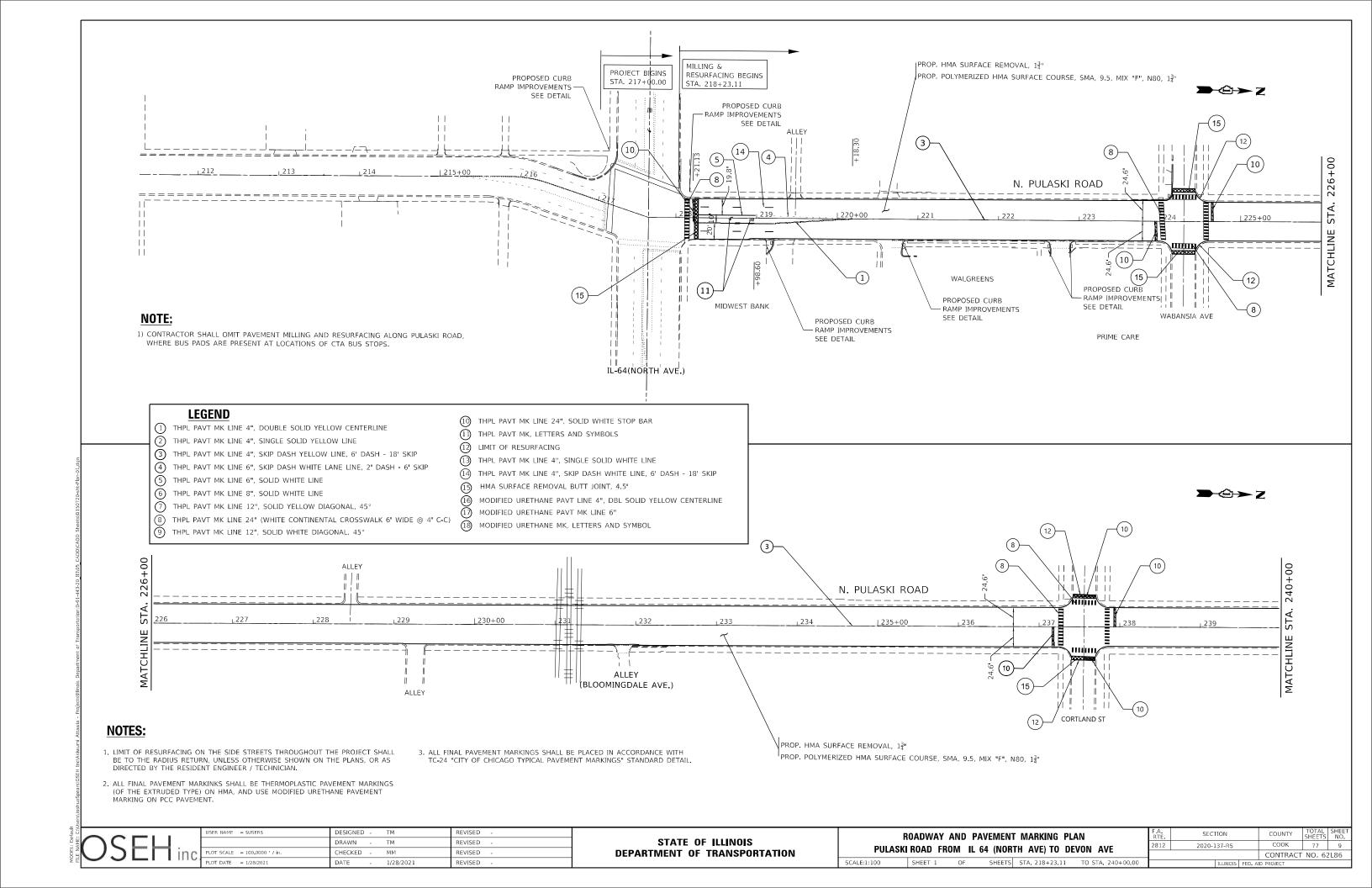
1. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER MILLED SURFACE.

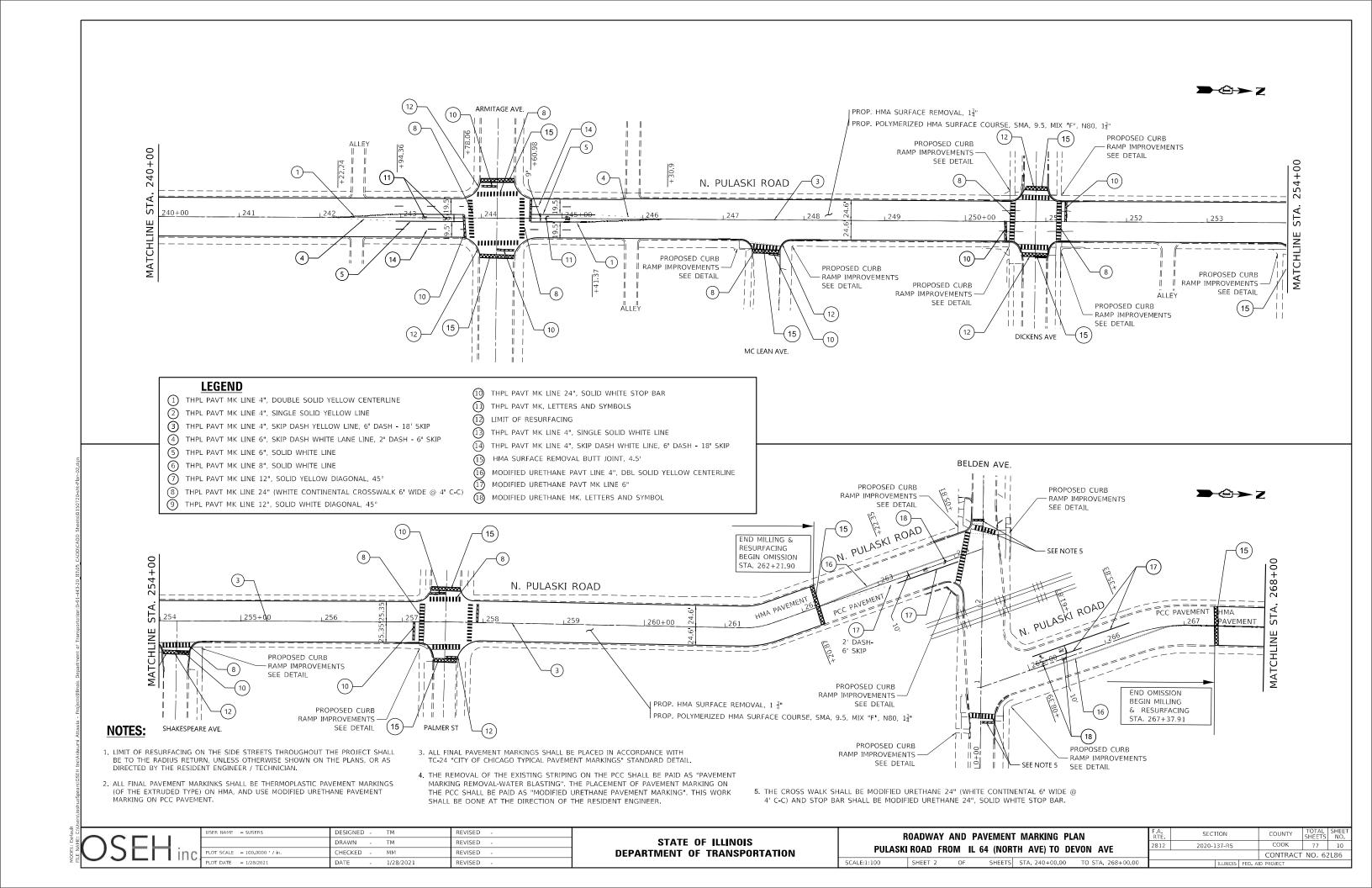
INFRASTRUCTURE 1 South Wacker | Suite 2650 | Chicago, IL 60606 PLOT DATE = 1/28/2021

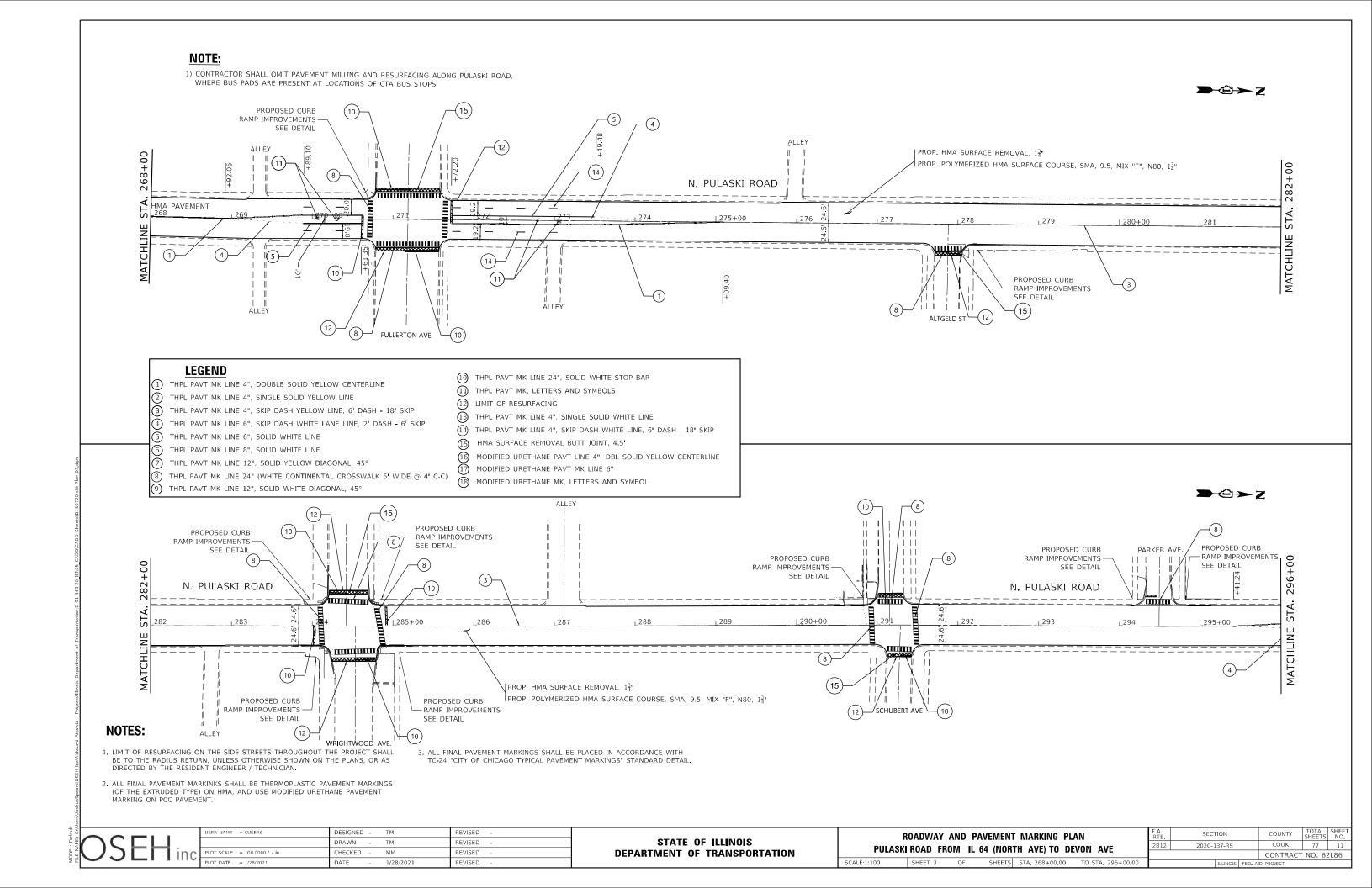
DESIGNED -REVISED DRAWN -MAS REVISED CHECKED -ACL REVISED 01/20/2021 REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

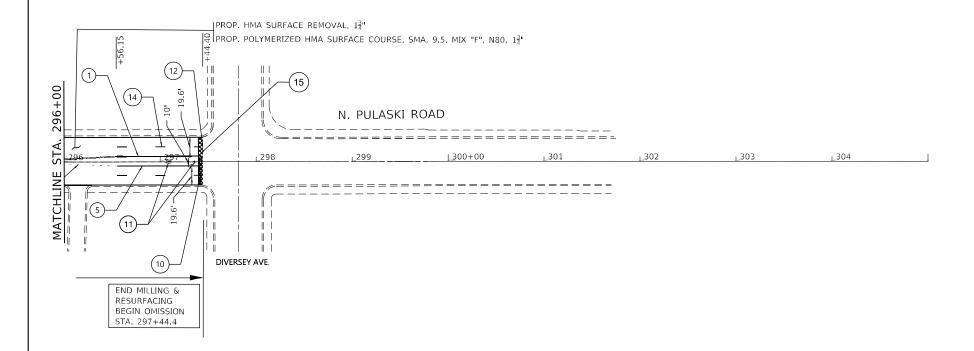
SECTION COUNTY TYPICAL SECTIONS 2020-108-RS&SW COOK 77 8 2812 CONTRACT NO. 62L86 SCALE: NTS STA. TO STA.











LEGEND

- (1) THPL PAVT MK LINE 4", DOUBLE SOLID YELLOW CENTERLINE
- (2) THPL PAVT MK LINE 4", SINGLE SOLID YELLOW LINE
- 3 THPL PAVT MK LINE 4", SKIP DASH YELLOW LINE, 6' DASH 18' SKIP
- (4) THPL PAVT MK LINE 6", SKIP DASH WHITE LANE LINE, 2' DASH 6' SKIP
- (5) THPL PAVT MK LINE 6", SOLID WHITE LINE
- (6) THPL PAVT MK LINE 8", SOLID WHITE LINE
- 7) THPL PAVT MK LINE 12", SOLID YELLOW DIAGONAL, 45°
- (8) THPL PAVT MK LINE 24" (WHITE CONTINENTAL CROSSWALK 6' WIDE @ 4' C-C)
- (9) THPL PAVT MK LINE 12", SOLID WHITE DIAGONAL, 45°

- (10) THPL PAVT MK LINE 24", SOLID WHITE STOP BAR
- (1) THPL PAVT MK, LETTERS AND SYMBOLS
- 12 LIMIT OF RESURFACING
- 13 THPL PAVT MK LINE 4", SINGLE SOLID WHITE LINE
- (14) THPL PAVT MK LINE 4", SKIP DASH WHITE LINE, 6' DASH 18' SKIP
- 15) HMA SURFACE REMOVAL BUTT JOINT, 4.5'
- MODIFIED URETHANE PAVT LINE 4", DBL SOLID YELLOW CENTERLINE
 MODIFIED URETHANE PAVT MK LINE 6"
- 18 MODIFIED URETHANE MK, LETTERS AND SYMBOL

NOTES:

- 1. LIMIT OF RESURFACING ON THE SIDE STREETS THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER / TECHNICIAN.
- 2. ALL FINAL PAVEMENT MARKINKS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE) ON HMA, AND USE MODIFIED URETHANE PAVEMENT MARKING ON PCC PAVEMENT.

| 3. | ALL | FINAL | PAVE | MENT | MAR | KINGS | SHALL | BE P | LACED | IN AC | CORDANCE | WITH |
|----|------|---------|------|-------|-----|---------|-------|------|-------|-------|----------|---------|
| | TC-2 | 24 "CIT | Y OF | CHICA | GO: | TYPICAL | PAVE | MENT | MARK | INGS" | STANDARD | DETAIL. |

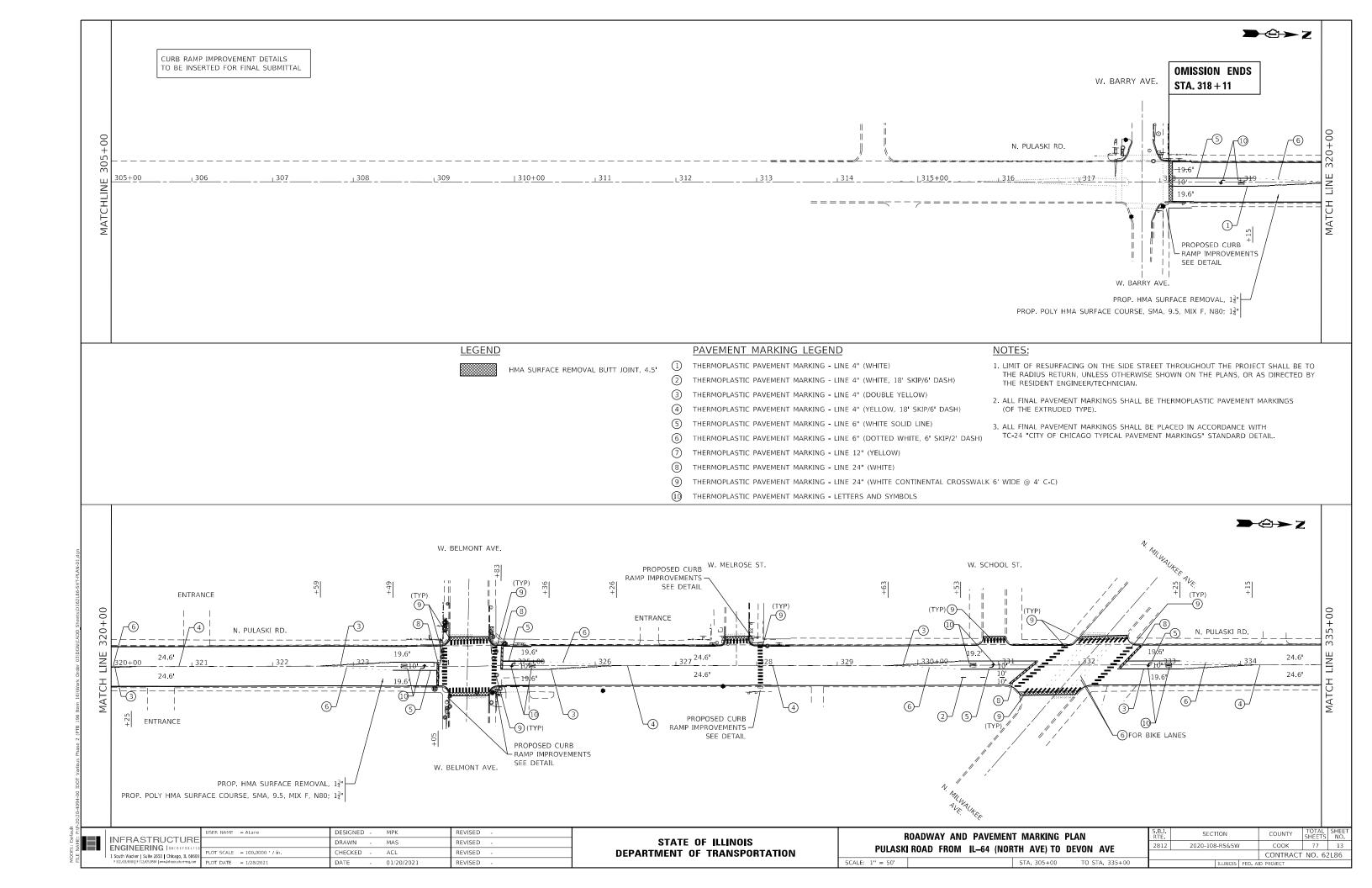
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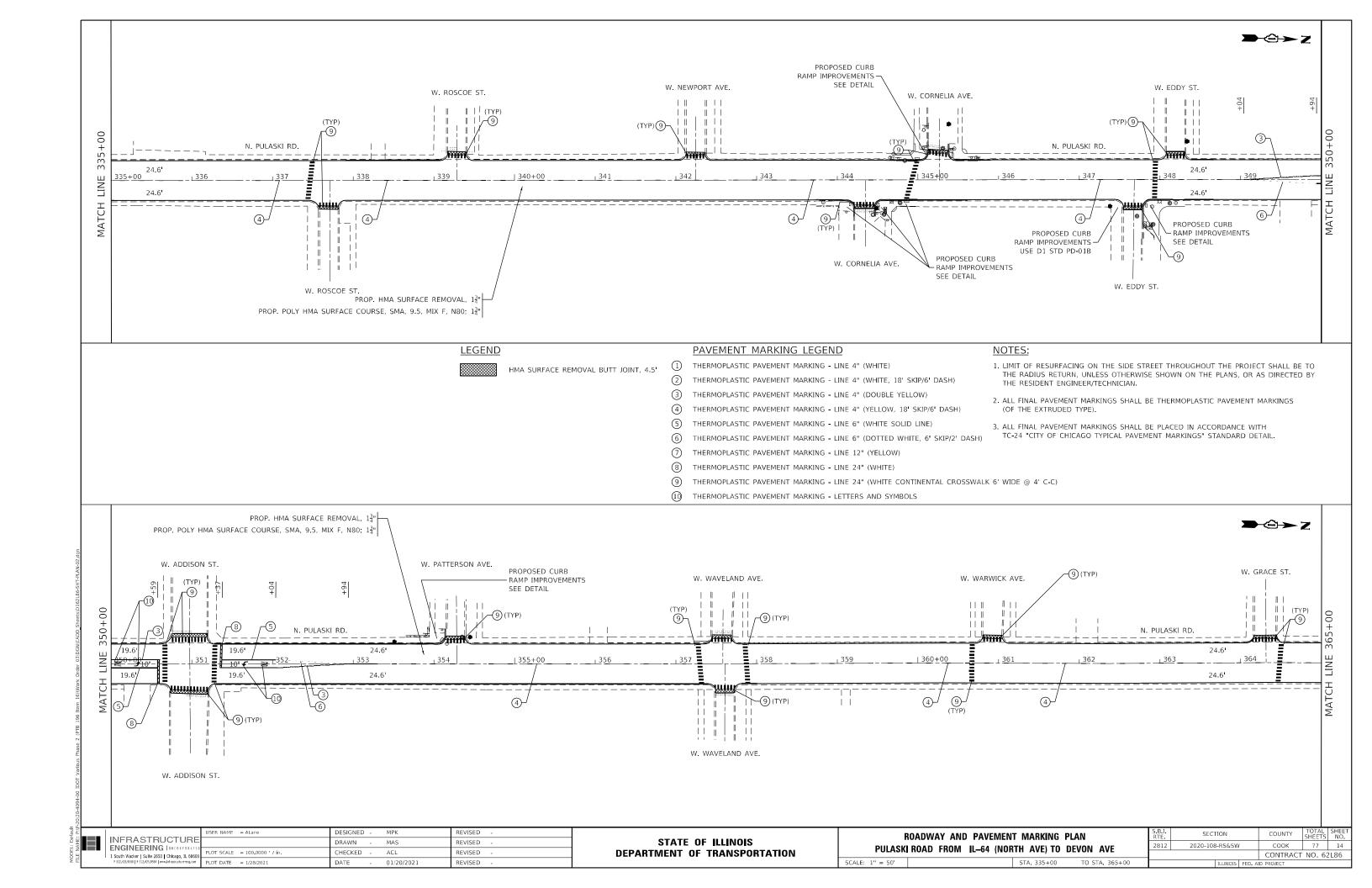
| USER NAME = \$USER\$ | DESIGNED | - | TM | REVISED | - |
|-----------------------------|----------|---|-----------|---------|---|
| | DRAWN | - | TM | REVISED | - |
| PLOT SCALE = 100.0000 / in. | CHECKED | - | MM | REVISED | - |
| PLOT DATE = 1/28/2021 | DATE | - | 1/28/2021 | REVISED | - |
| | | | | | |

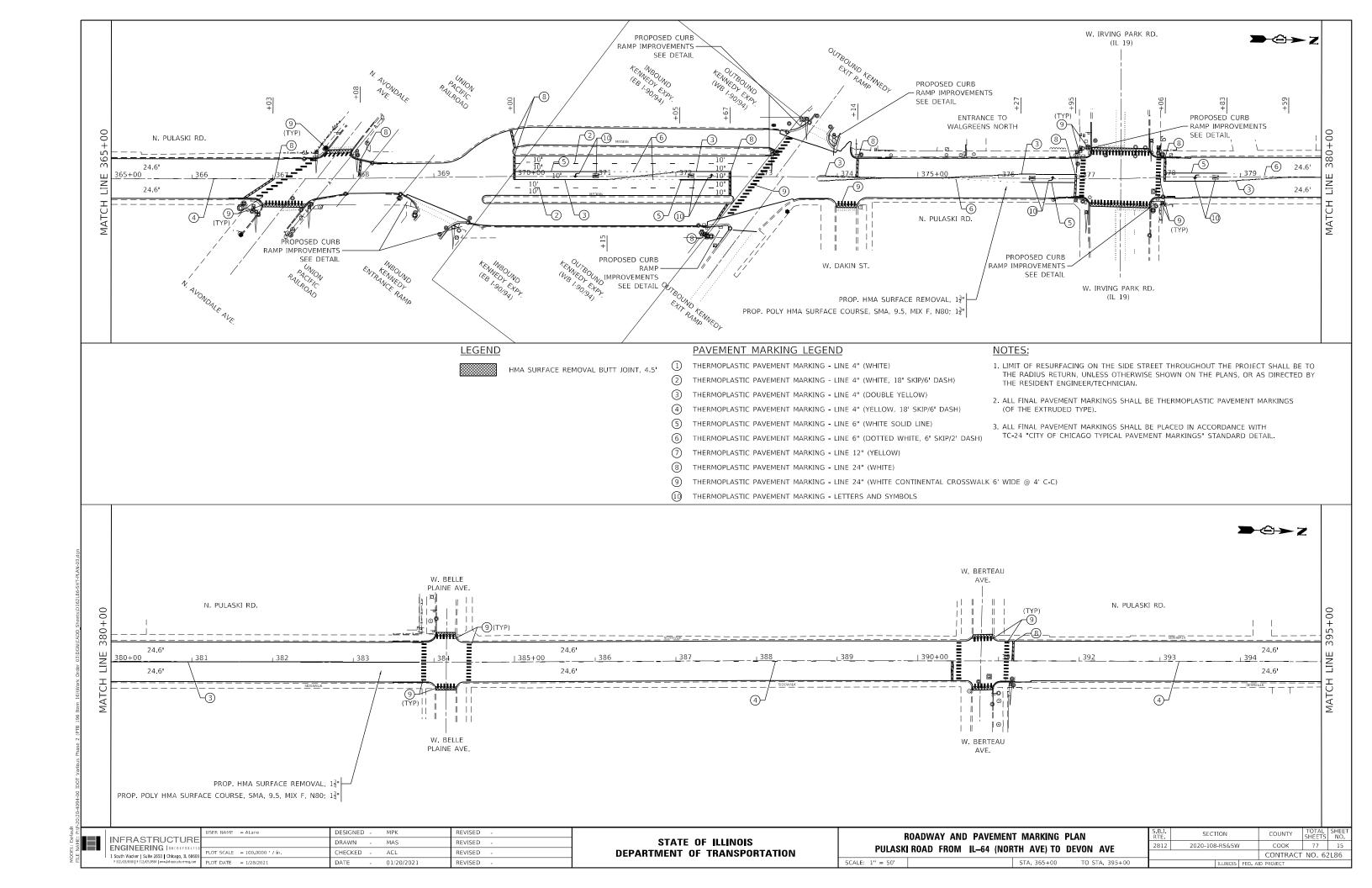
| STATE OF ILLINOIS | |
|-------------------------------------|--|
| DEPARTMENT OF TRANSPORTATION | |

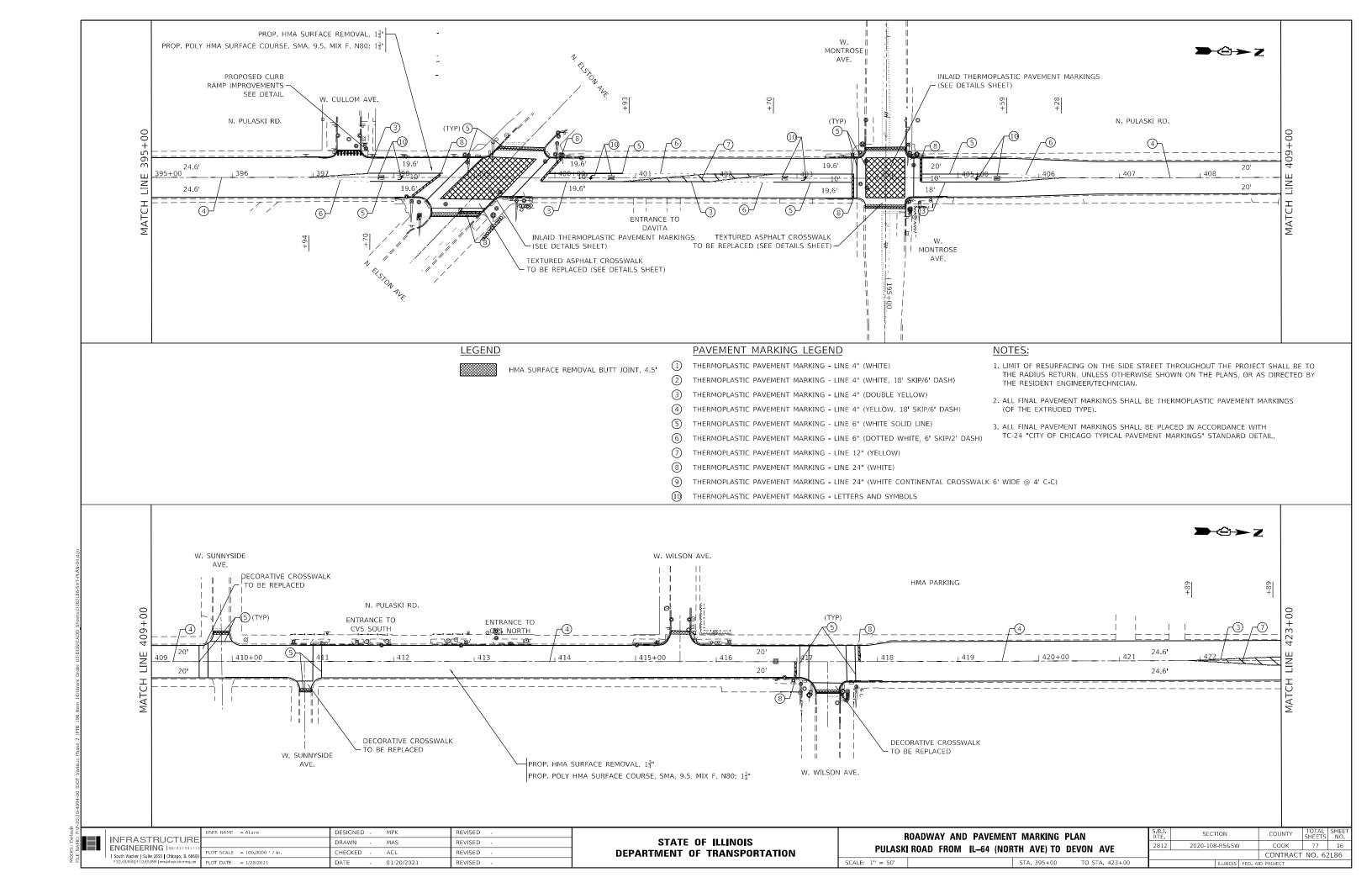
| | | | | MARKING PL | |
|-------------|---------|----|--------|----------------|----------------|
| SCALE:1:100 | SHEET 4 | OF | SHEETS | STA. 296+00.00 | TO STA. 305+00 |

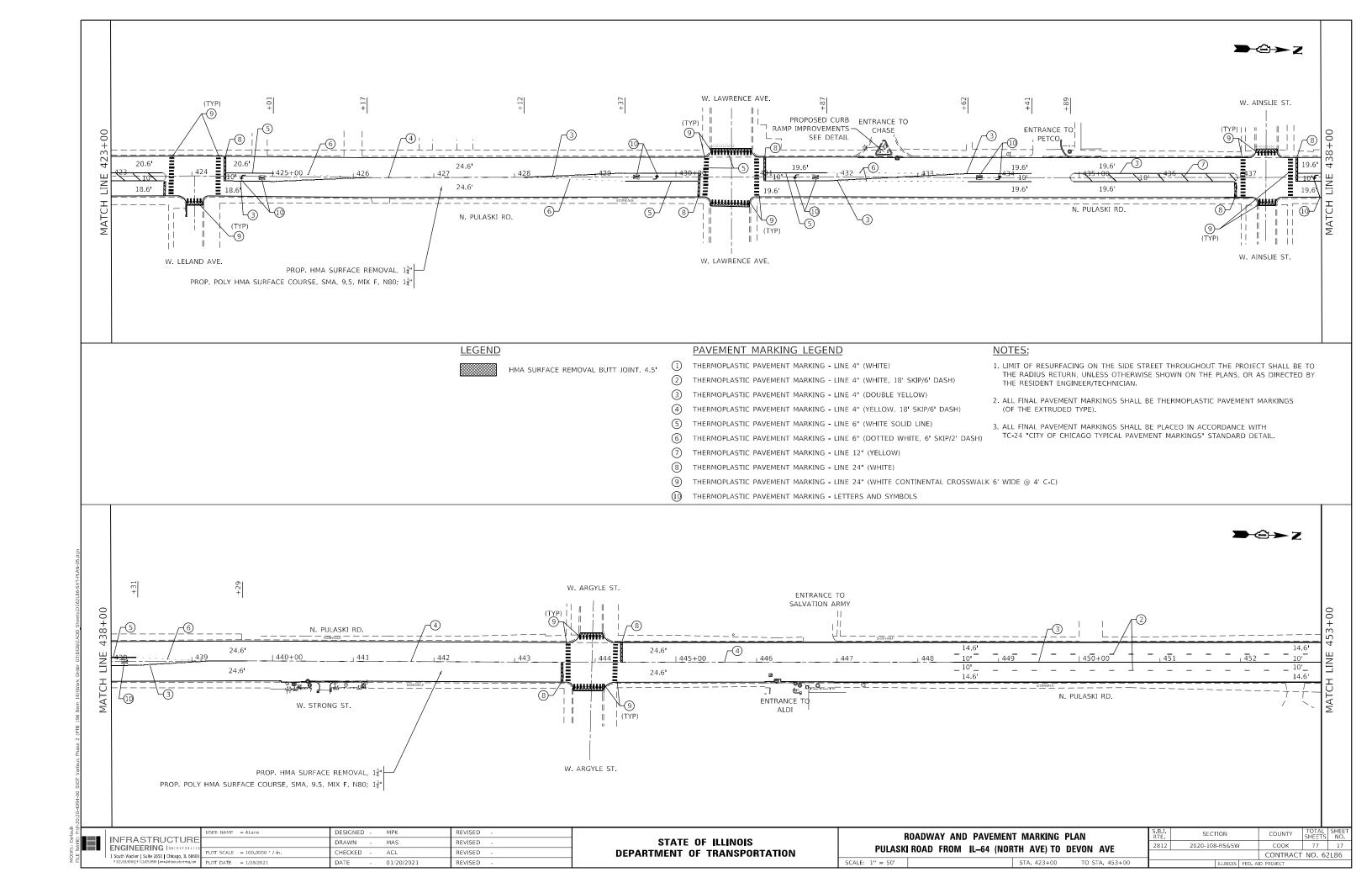
| F.A. RTE | SECTION | | COUNTY | TOTAL SHEETS | SHEE NO. |
|------------------|-------------|----------|------------|-----------------|----------|
| 2812 | 2020-137-RS | COOK | 77 | 12 | |
| | | CONTRACT | NO. 62 | 2L86 | |
| ILLINOIS FED. AI | | | ID PROJECT | | |

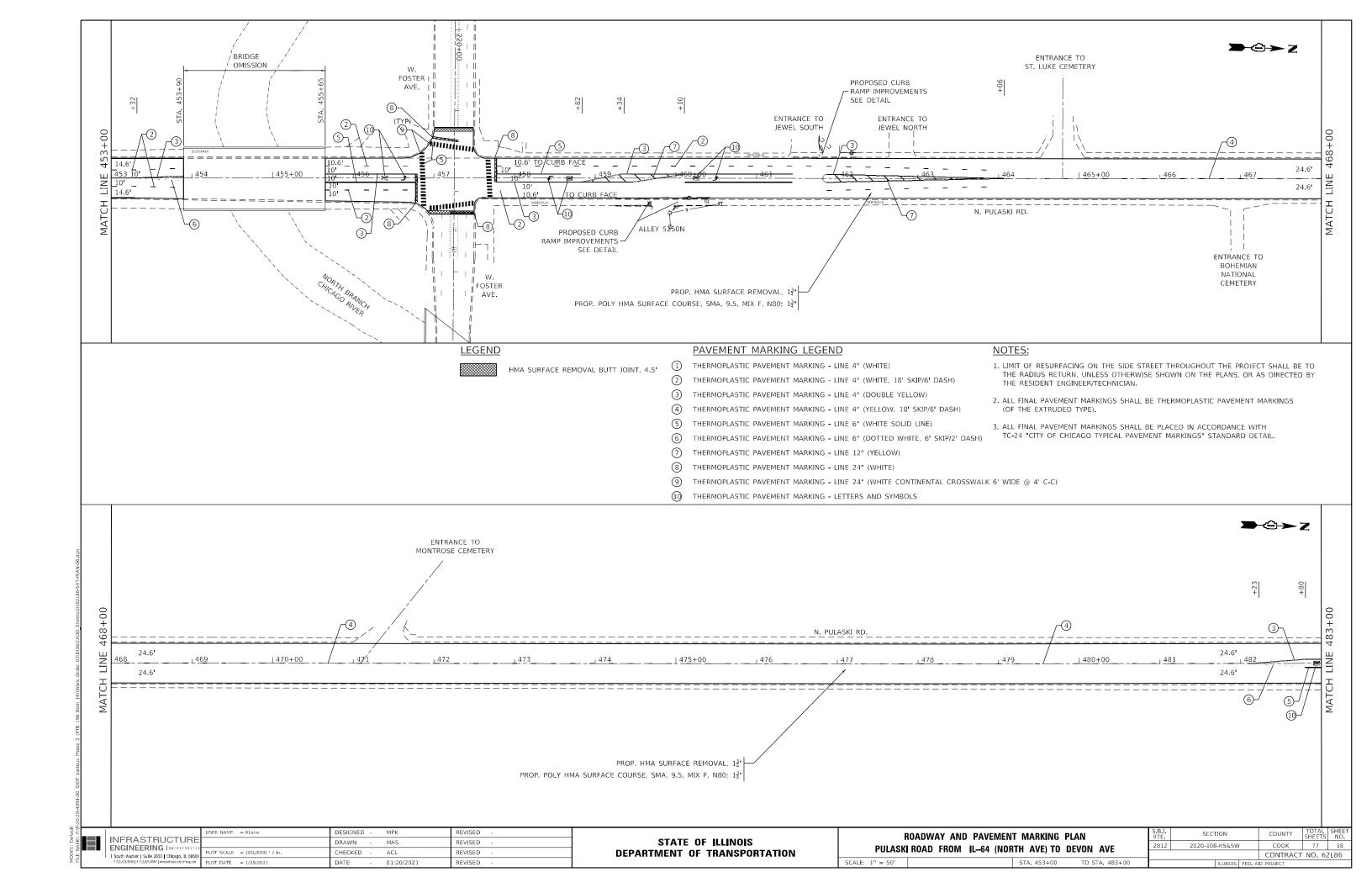


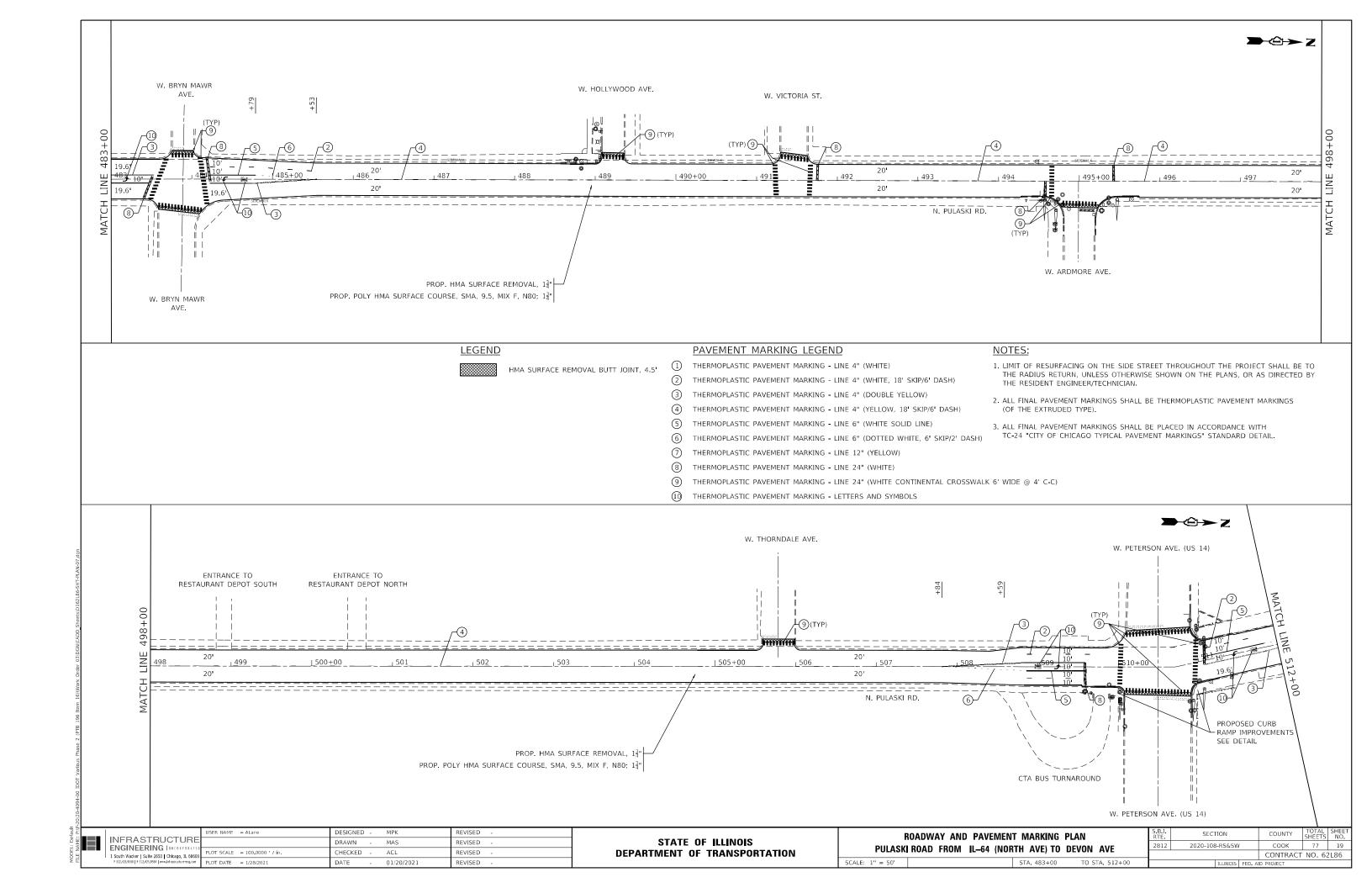


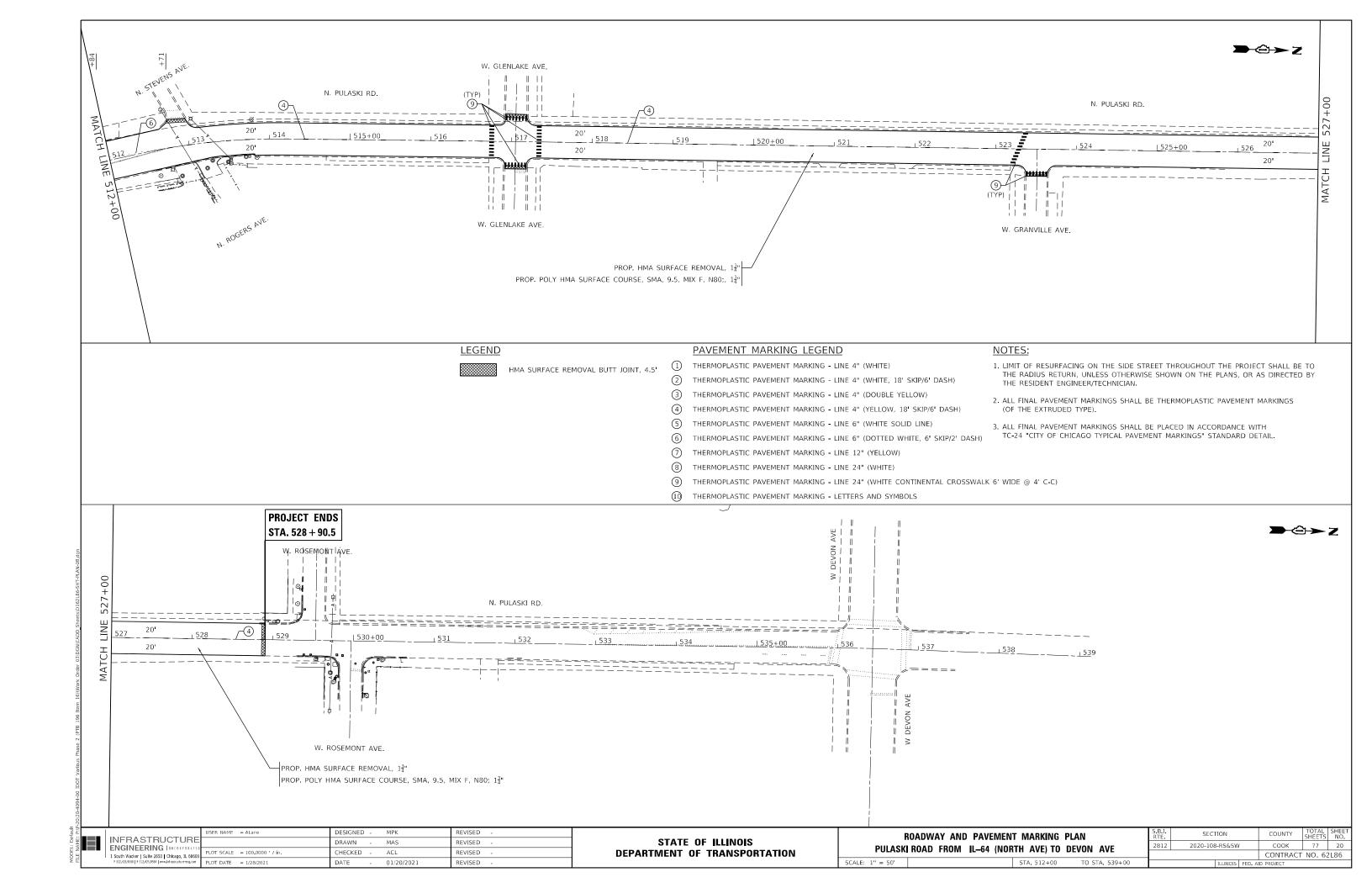


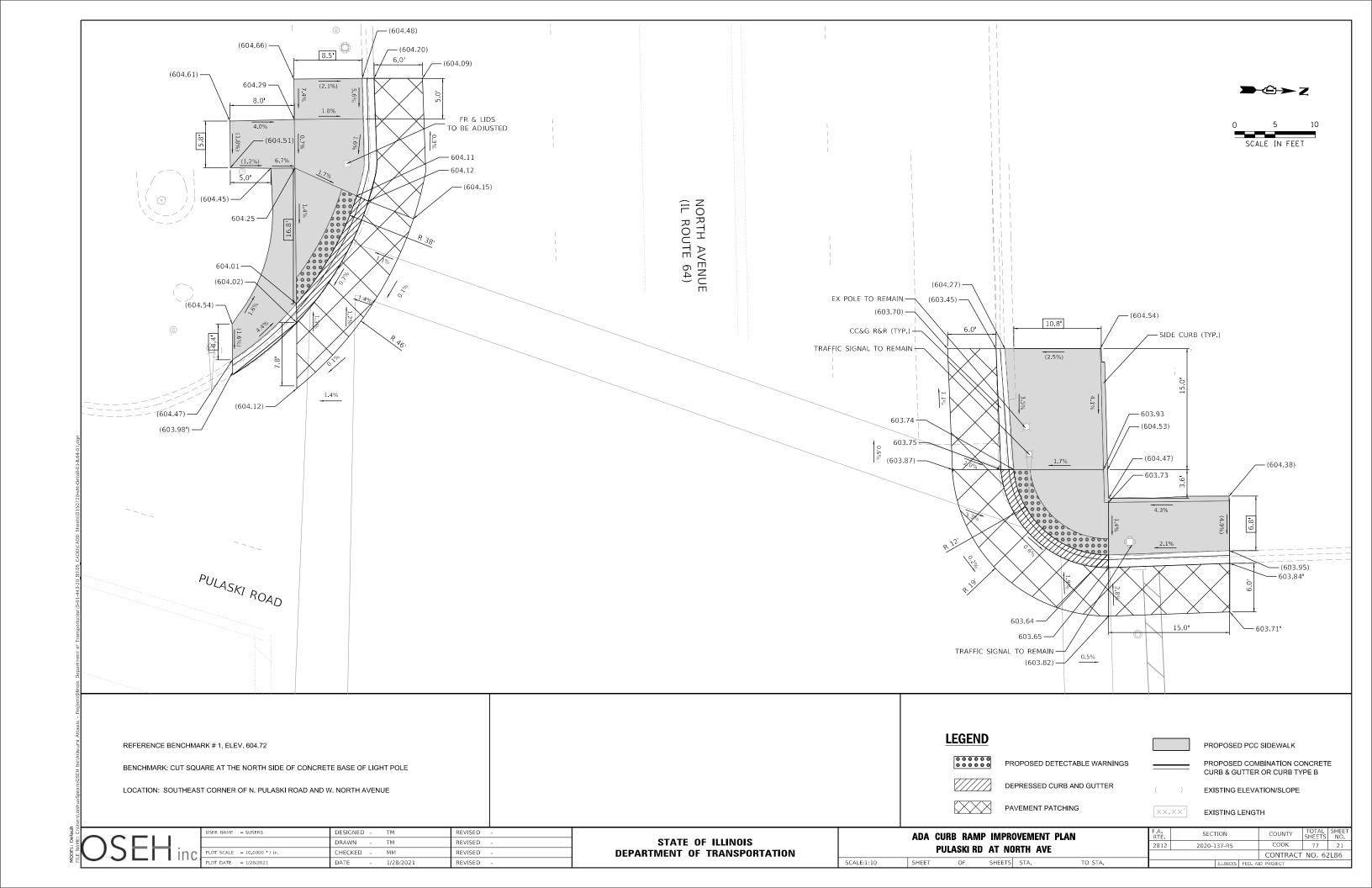






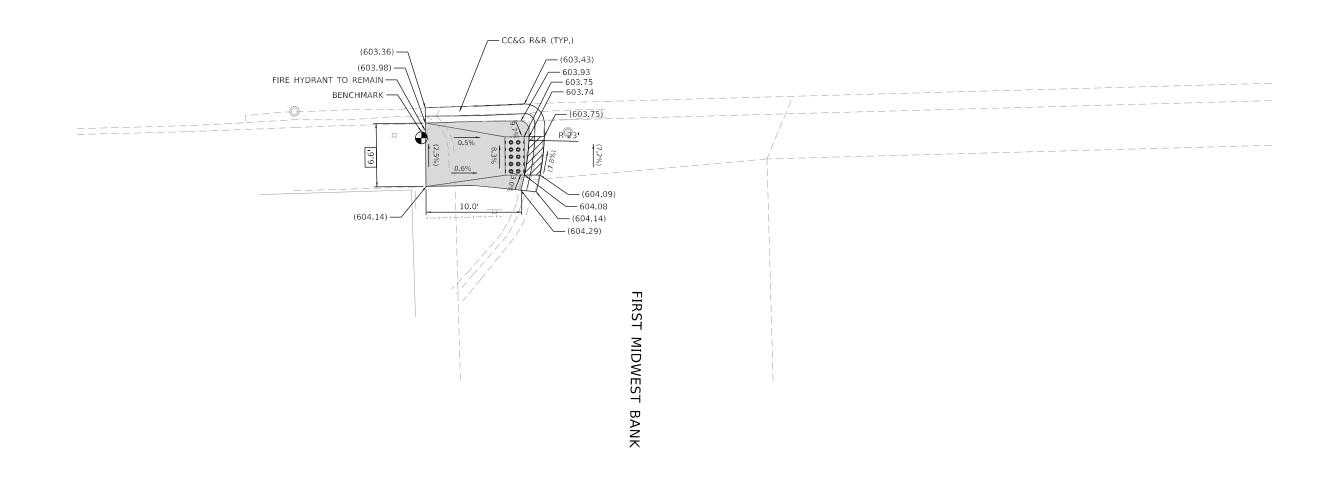












REFERENCE BENCHMARK # 2, ELEV. 605.46

BENCHMARK: EASTERLY FLANGE BOLT OF FIRE HYDRANT EAST SIDE OF N. PULASKI ROAD

LOCATION: APPROXIMATELY 19 FEET SOUTH OF ENTRANCE TO FIRST MIDWEST BANK

LEGEND

PRO

DEF

PROPOSED DETECTABLE WARNINGS

PROPOSED COMBINATION CONCRETE
CURB & GUTTER OR CURB TYPE B

PROPOSED PCC SIDEWALK

DEPRESSED CURB AND GUTTER

PAVEMENT PATCHING

EXISTING ELEVATION/SLOPE

EXISTING LENGTH

 $\times \times_{\circ} \times \times'$

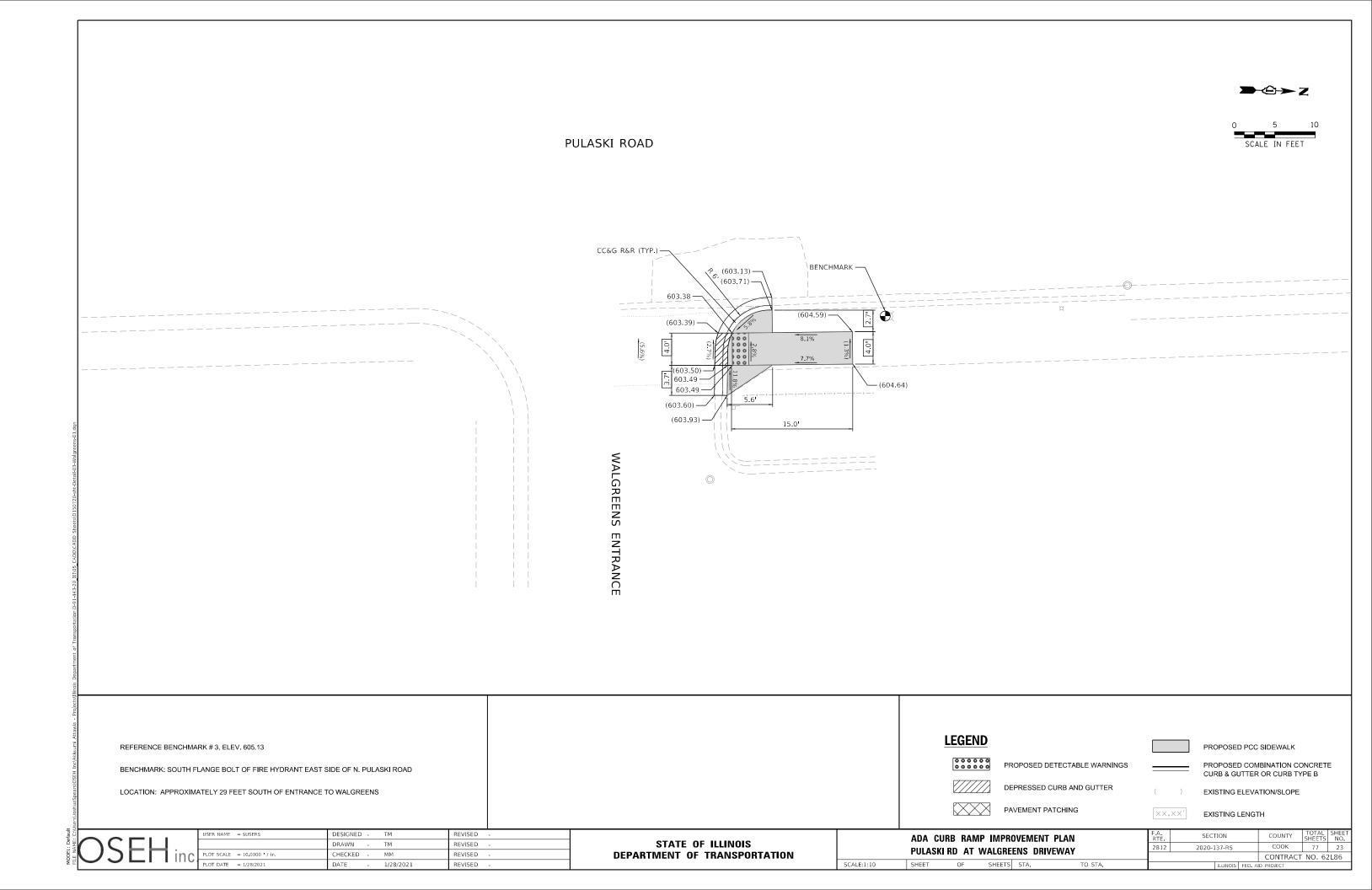
OSEH inc

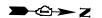
| | USER NAME = \$USER\$ | DESIGNED | - | TM | REVISED | - |
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| | | DRAWN | - | TM | REVISED | - |
| $^{\circ}$ | PLOT SCALE = 10.0000 / in. | CHECKED | - | MM | REVISED | - |
| U. | PLOT DATE = 1/28/2021 | DATE | - | 1/28/2021 | REVISED | - |
| | | | | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

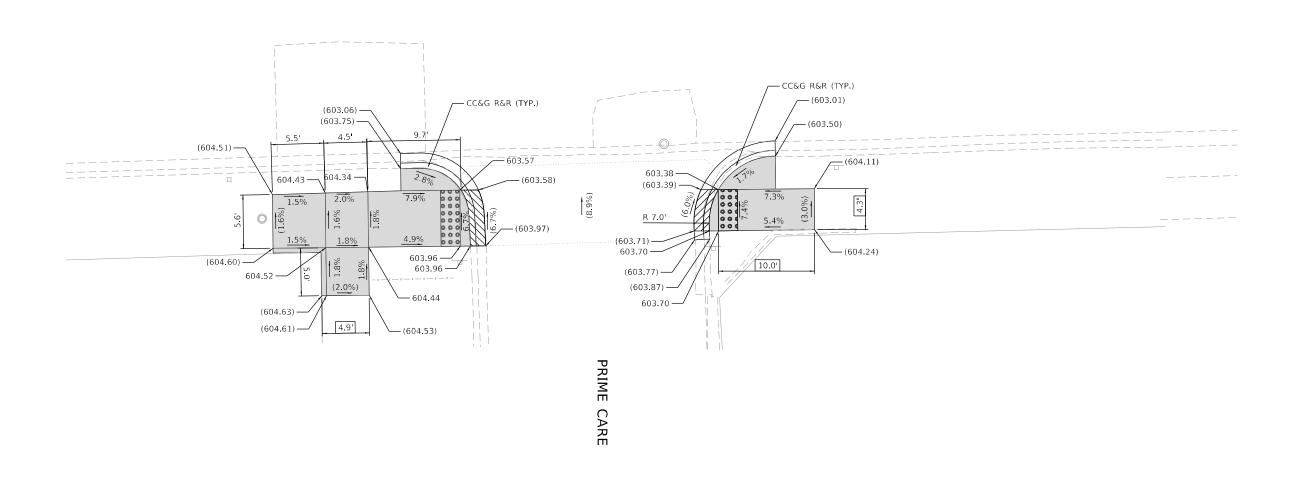
ADA CURB RAMP IMPROVEMENT PLAN
PULASKI RD AT FIRST MIDWEST BANK DRIVEWAY

| SHEET | OF | SHEETS | STA. TO STA.









REFERENCE BENCHMARK # 4, ELEV. 604.63

BENCHMARK: CUT SQUARE AT ENTRANCE TO PRIME CARE EAST SIDE OF N. PULASKI ROAD

LOCATION: APPROXIMATELY 33 FEET NORTH OF CENTER LINE OF ENTRANCE TO PRIME CARE

| <u>LEGEND</u> | | | PROPOSED PCC SIDEWALK |
|---------------|------------------------------|--|---|
| 0 0 0 0 0 | PROPOSED DETECTABLE WARNINGS | | PROPOSED COMBINATION CONCRETE CURB & GUTTER OR CURB TYPE B |
| | DEPRESSED CURB AND GUTTER | () | EXISTING ELEVATION/SLOPE |
| | PAVEMENT PATCHING | $\times \times_{\circ} \times \times'$ | EXISTING LENGTH |

OSEH in

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA CURB RAMP IMPROVEMENT PLAN PULASKI RD AT PRIME CARE

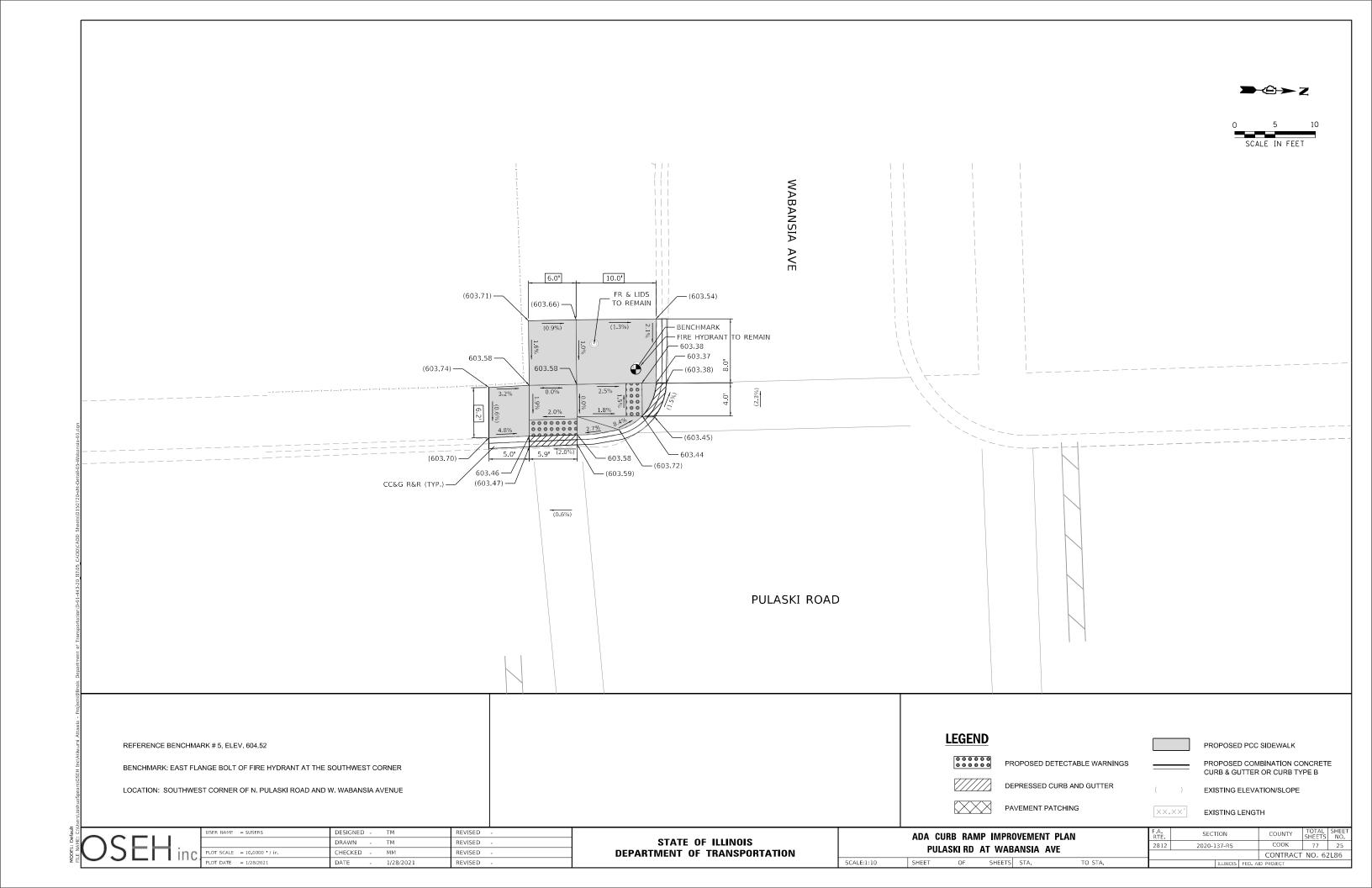
SHEET OF SHEETS STA. TO STA.

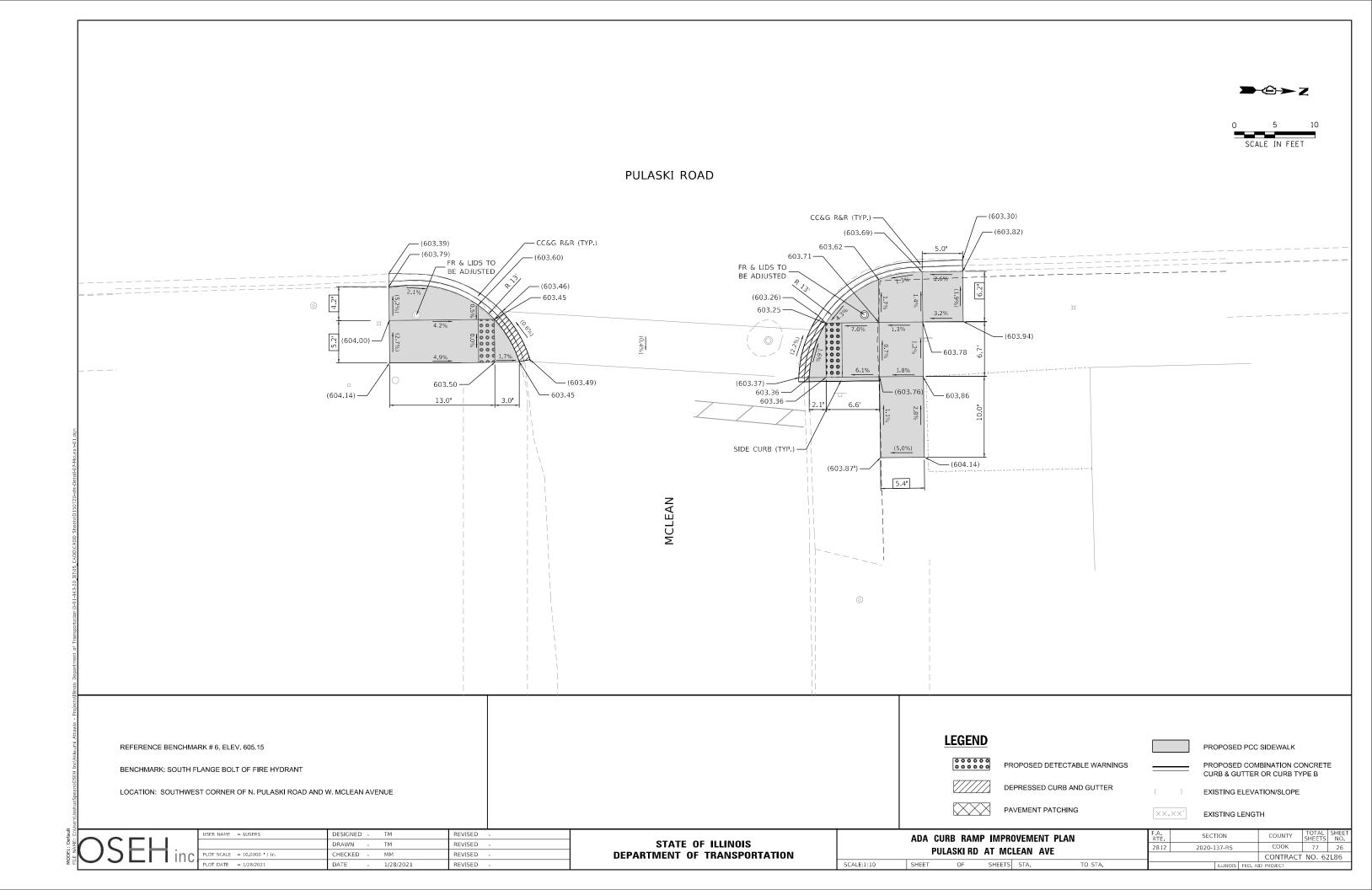
SCALE:1:10

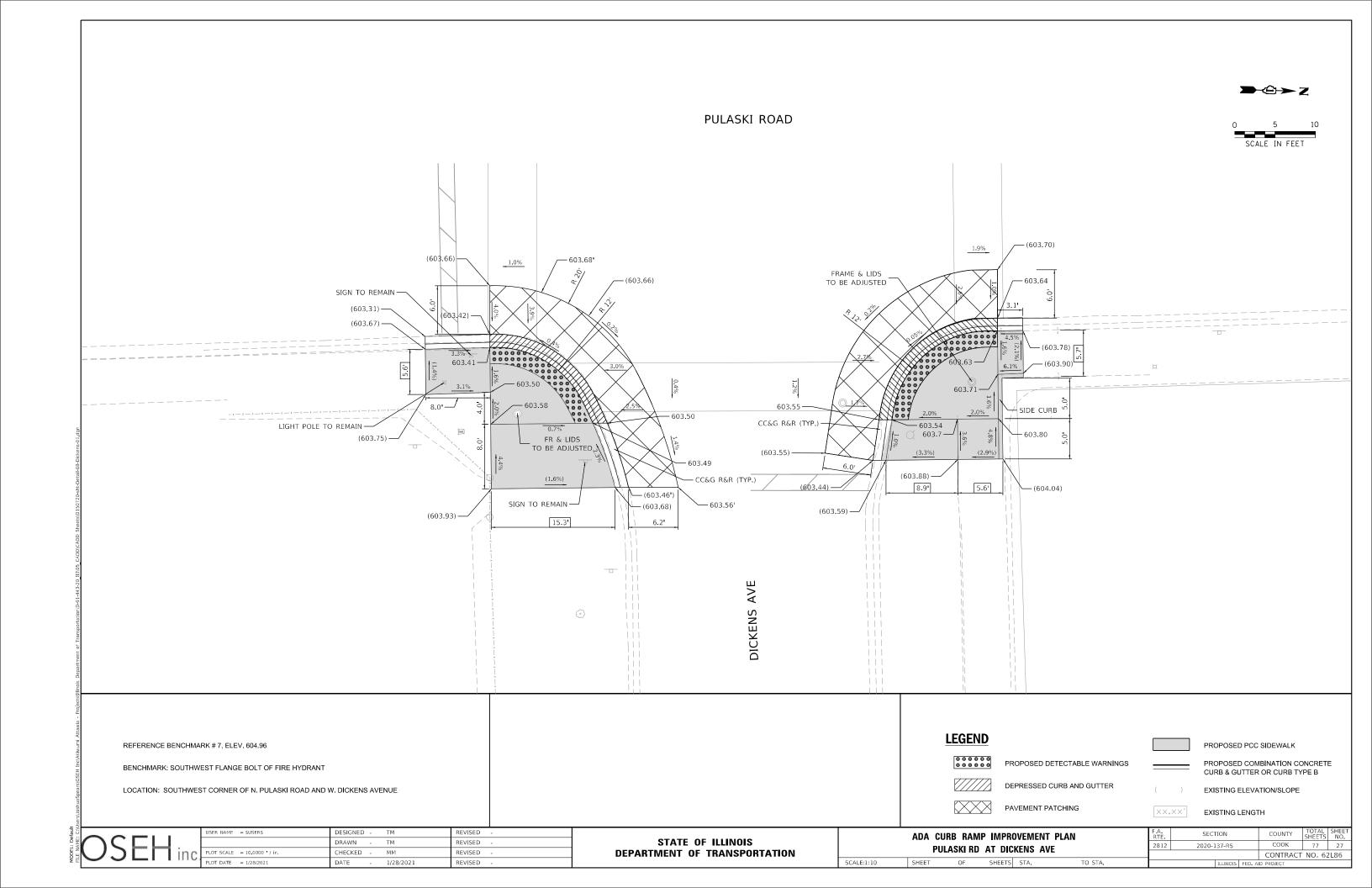
 F.A. RTE.
 SECTION
 COUNTY SHEETS
 TOTAL NO.
 SHEETS NO.

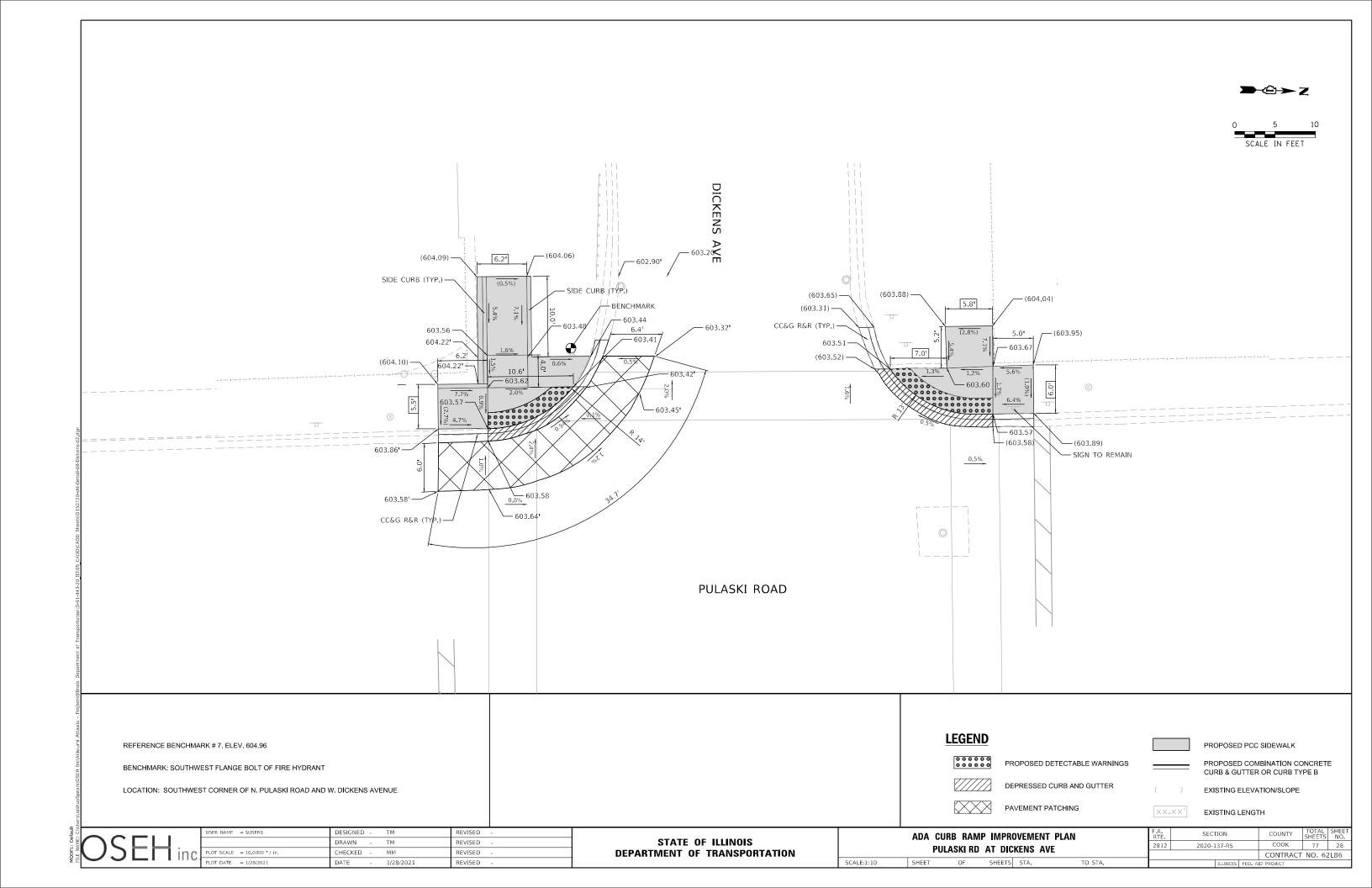
 2812
 2020-137-RS
 COOK
 77
 24

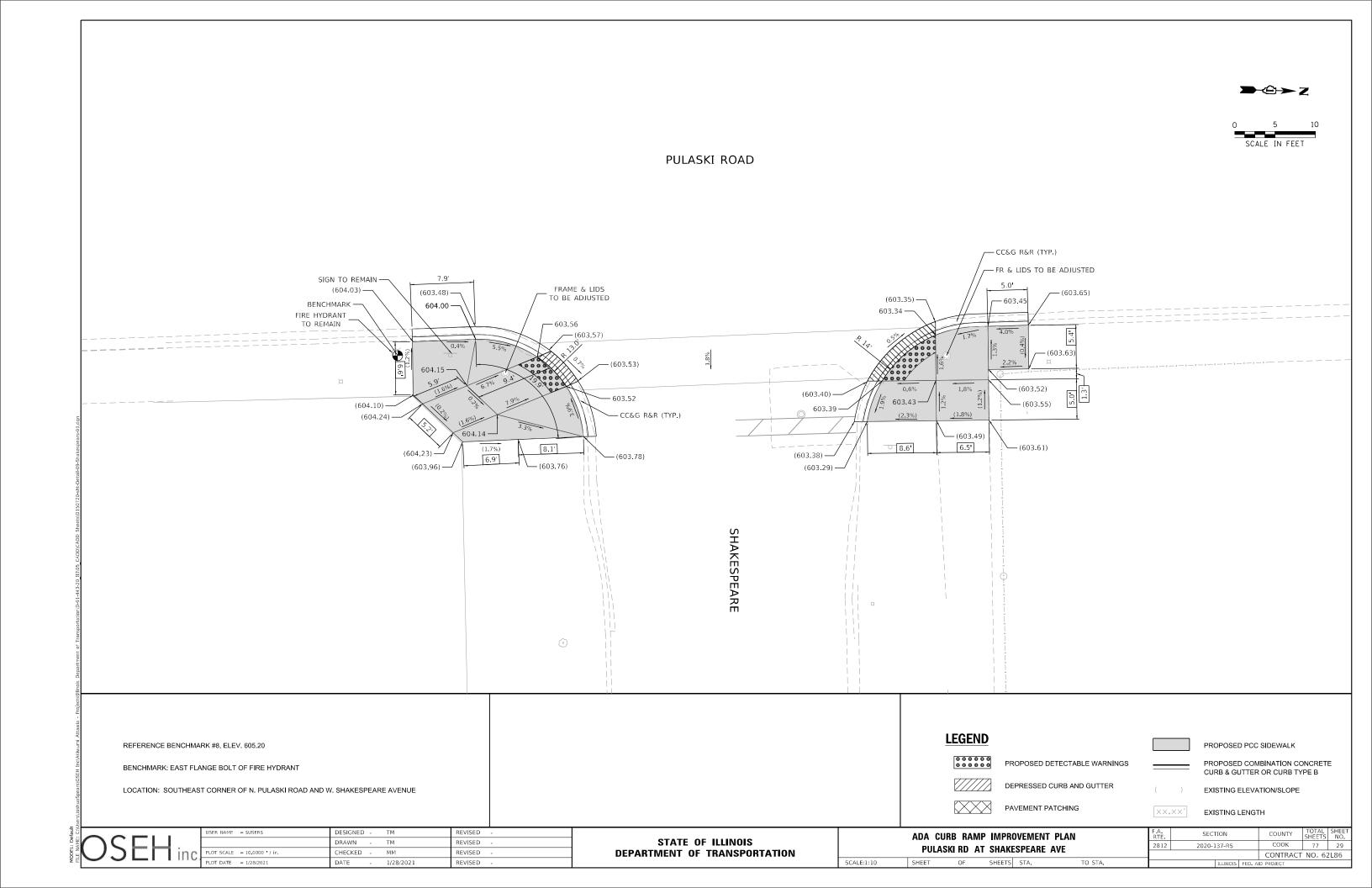
 CONTRACT NO. 62L86

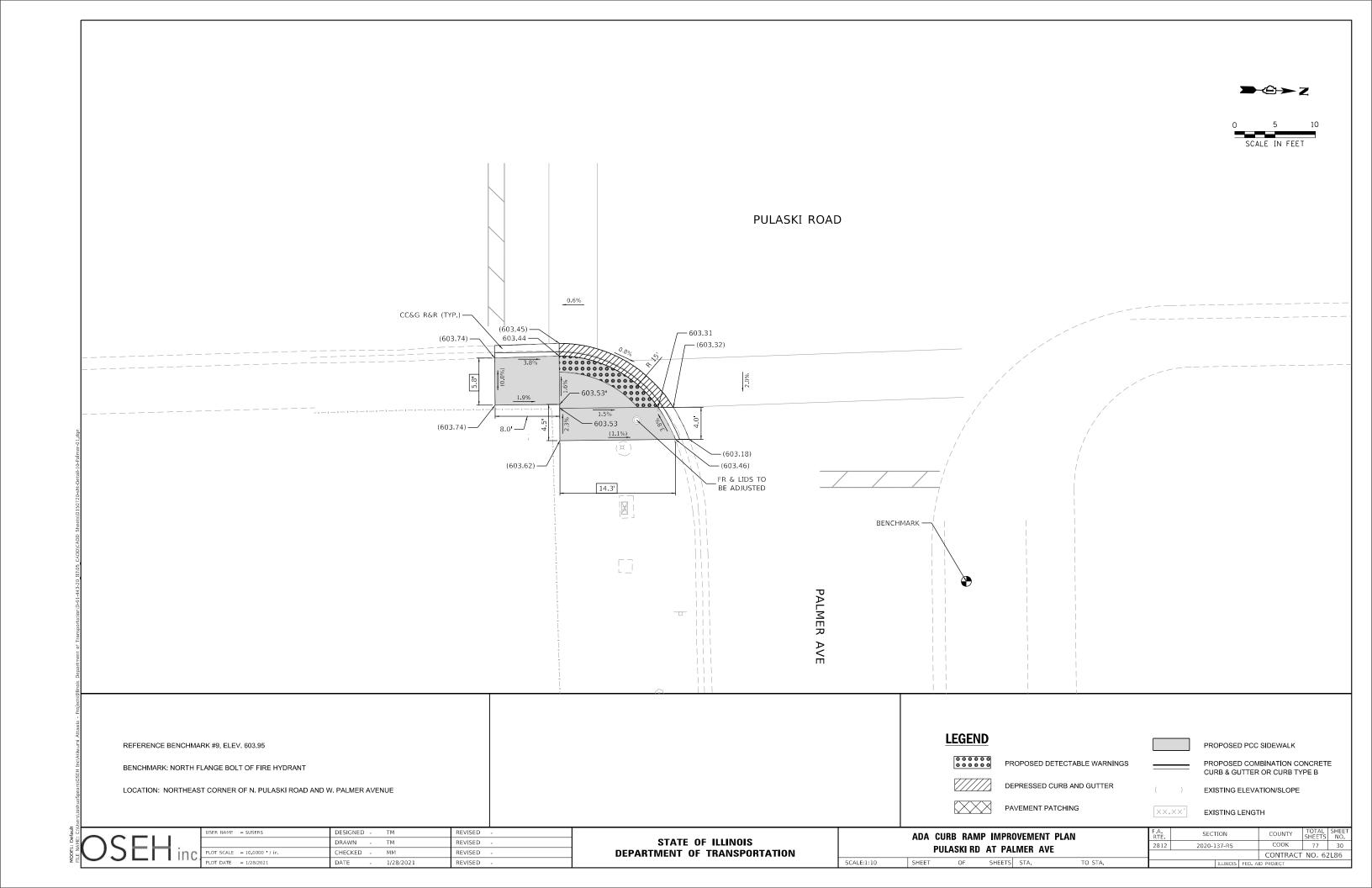


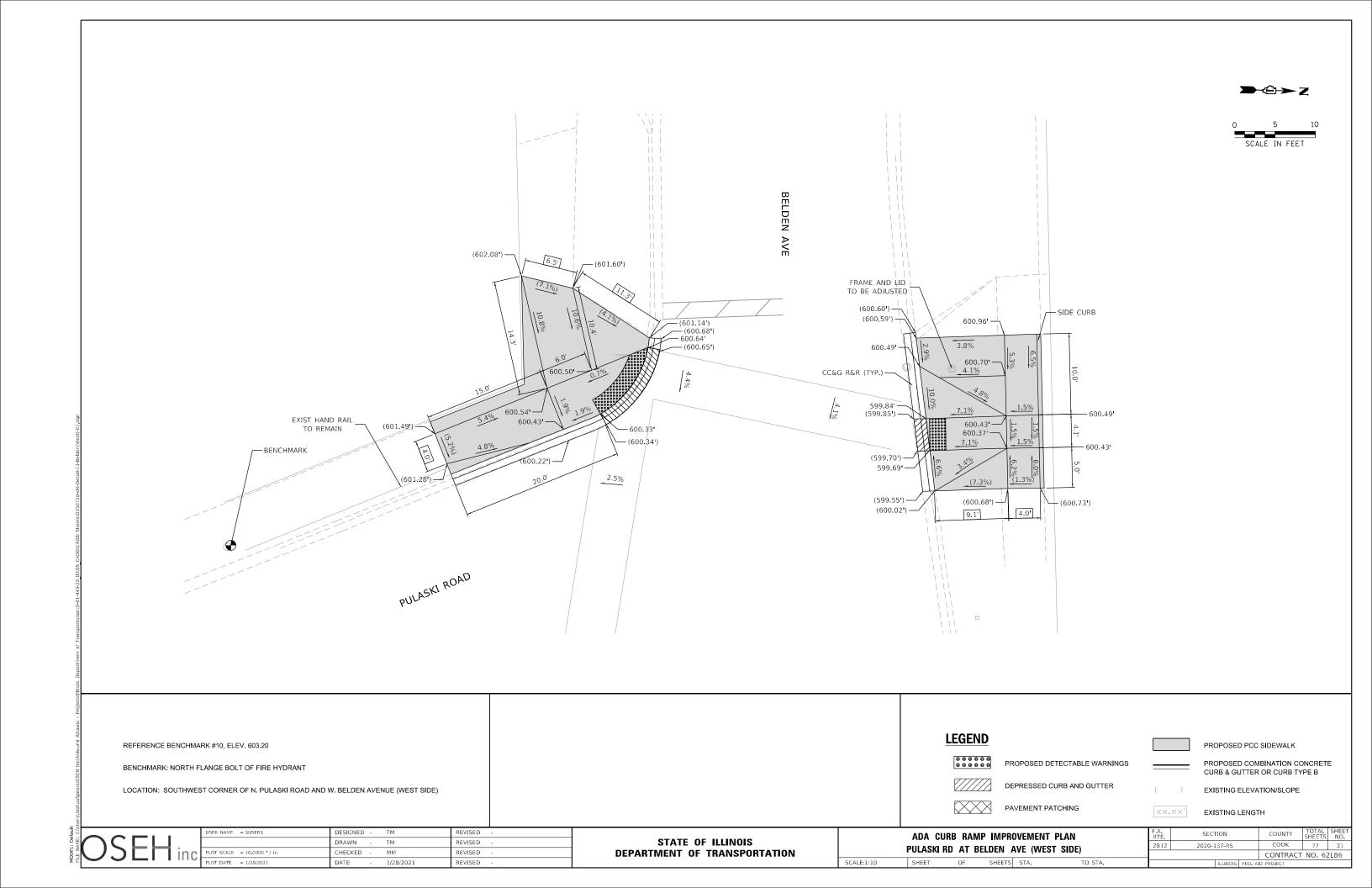


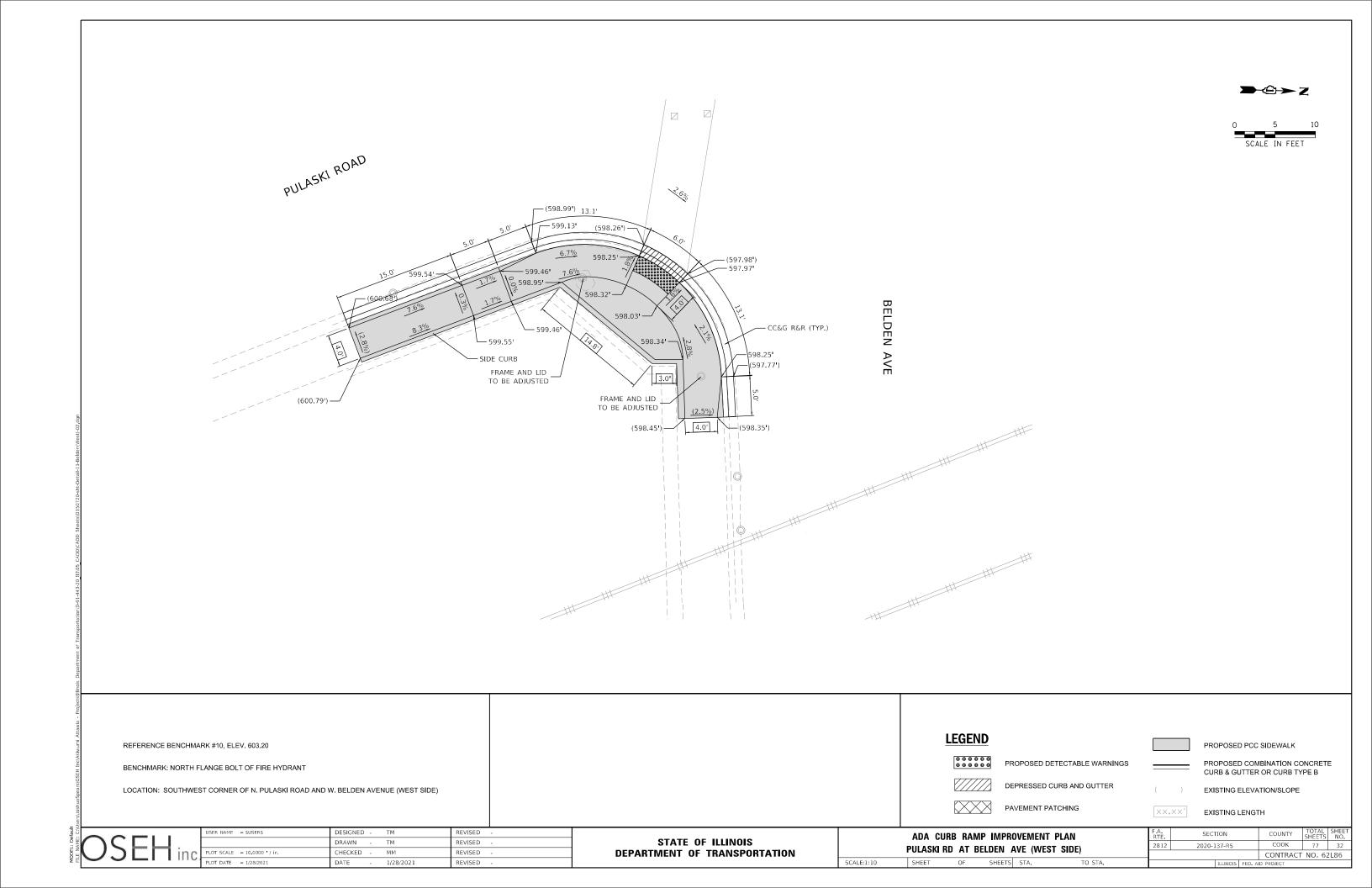






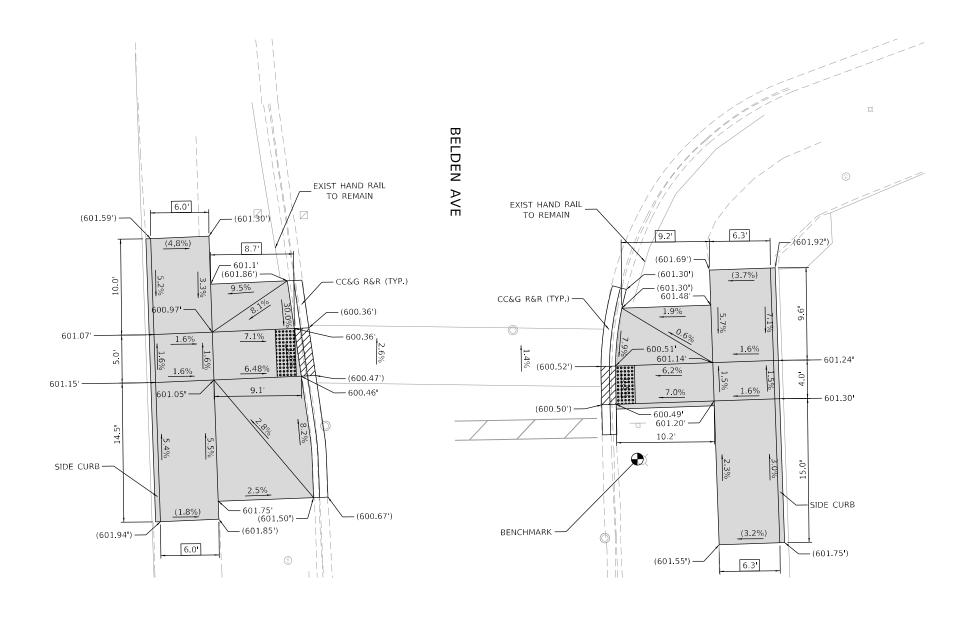














BENCHMARK: SOUTH FLANGE BOLT OF FIRE HYDRANT

LOCATION: NORTHEAST CORNER OF N. PULASKI ROAD AND W. BELDEN AVENUE (EAST SIDE)

PROPOSED DETECTABLE WARNINGS

DEPRESSED CURB AND GUTTER

PAVEMENT PATCHING

PROPOSED PCC SIDEWALK

PROPOSED COMBINATION CONCRETE
CURB & GUTTER OR CURB TYPE B

EXISTING ELEVATION/SLOPE

XX.XX EXISTING LENGTH

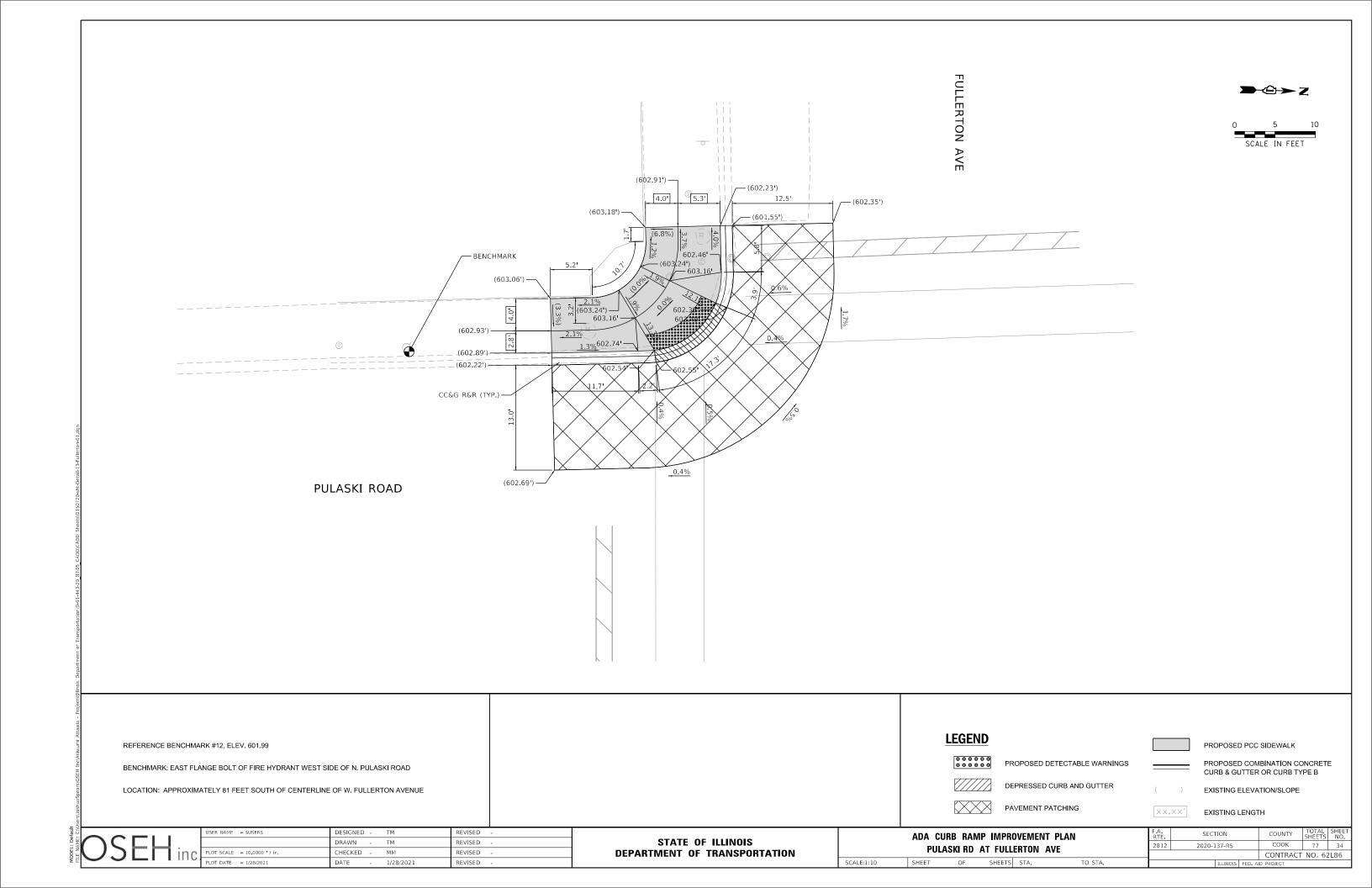


| | USER NAME = \$USER\$ | DESIGNED | - | TM | REVISED | - |
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| | | DRAWN | - | TM | REVISED | - |
| ne | PLOT SCALE = 10.0000 / in. | CHECKED | - | MM | REVISED | - |
| 10. | PLOT DATE = 1/28/2021 | DATE | - | 1/28/2021 | REVISED | - |
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

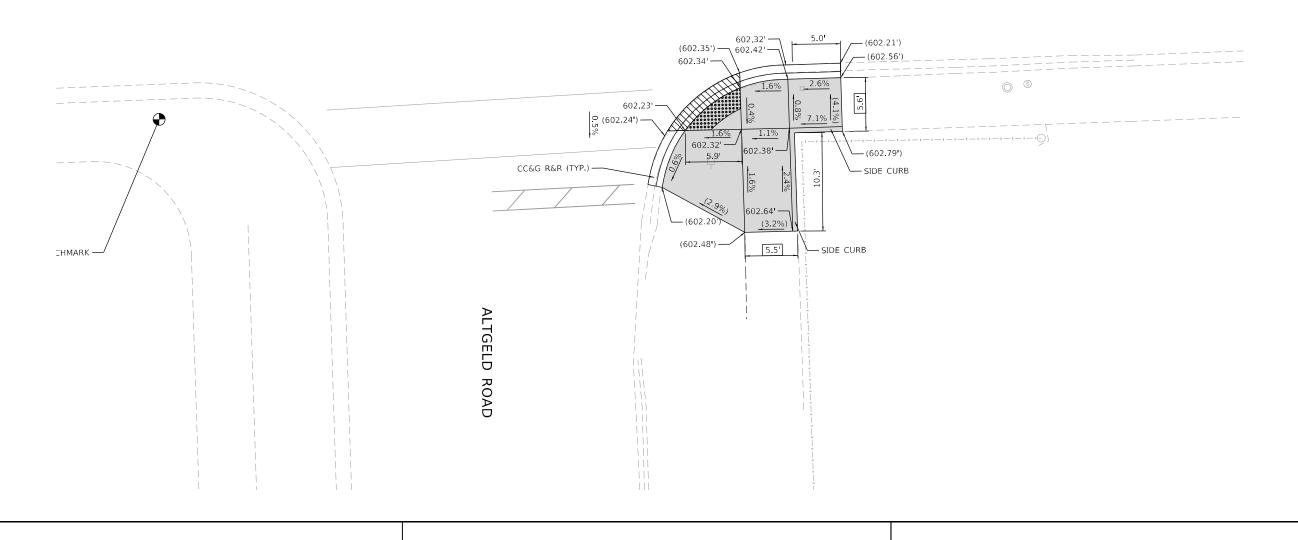
ADA CURB RAMP IMPROVEMENT PLAN PULASKI RD AT BELDEN AVE (EAST SIDE)

| F.A. RTE | SECTION | | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|-------------|-------|-----------|-----------------|--------------|
| 2812 | 2020-137-RS | | COOK | 77 | 33 |
| · | | | CONTRACT | NO. 62 | 2L86 |
| | ILLINOIS FE | D. Al | D PROJECT | | |









REFERENCE BENCHMARK #13, ELEV. 601.79

BENCHMARK: EAST FLANGE BOLT OF FIRE HYDRANT

LOCATION: SOUTHEAST CORNER OF N. PULASKI ROAD AND W. ALTGELD AVENUE

LEGEND

PROPOSED DETECTABLE WARNINGS

DEPRESSED CURB AND GUTTER

PAVEMENT PATCHING

F

PROPOSED PCC SIDEWALK

PROPOSED COMBINATION CONCRETE
CURB & GUTTER OR CURB TYPE B

EXISTING ELEVATION/SLOPE

 $\boxed{\times \times_{\circ} \times \times'} \qquad \text{EXISTING LENGTH}$

OSEH in

| | USER NAME = \$USER\$ | DESIGNED | - | TM | REVISED | - |
|-----|----------------------------|----------|---|-----------|---------|---|
| | | DRAWN | - | TM | REVISED | - |
| 10 | PLOT SCALE = 10.0000 / in. | CHECKED | - | MM | REVISED | - |
| IC. | PLOT DATE = 1/28/2021 | DATE | - | 1/28/2021 | REVISED | - |
| | | | | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

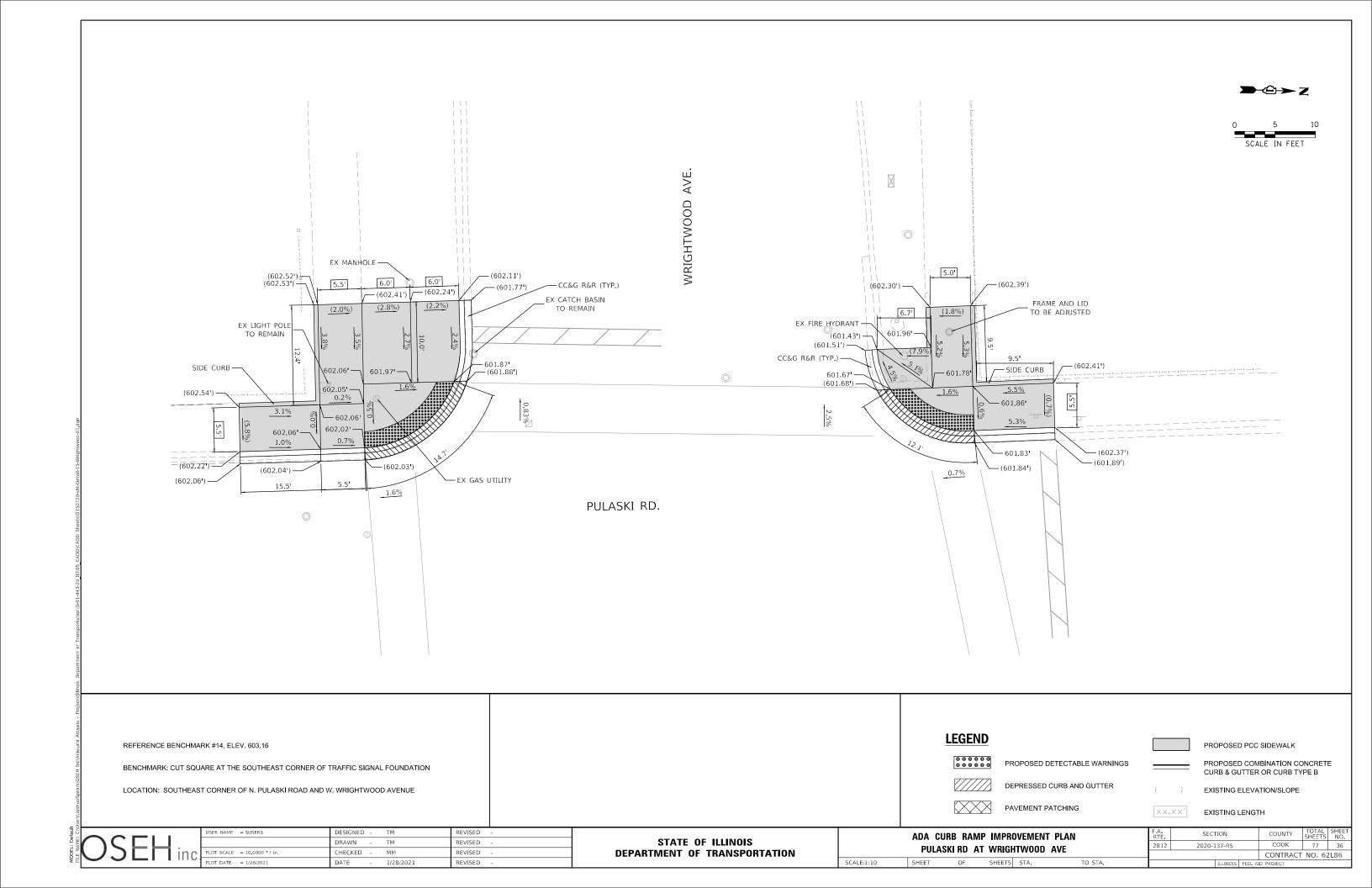
ADA CURB RAMP IMPROVEMENT PLAN
PULASKI RD AT ALTGELD AVE

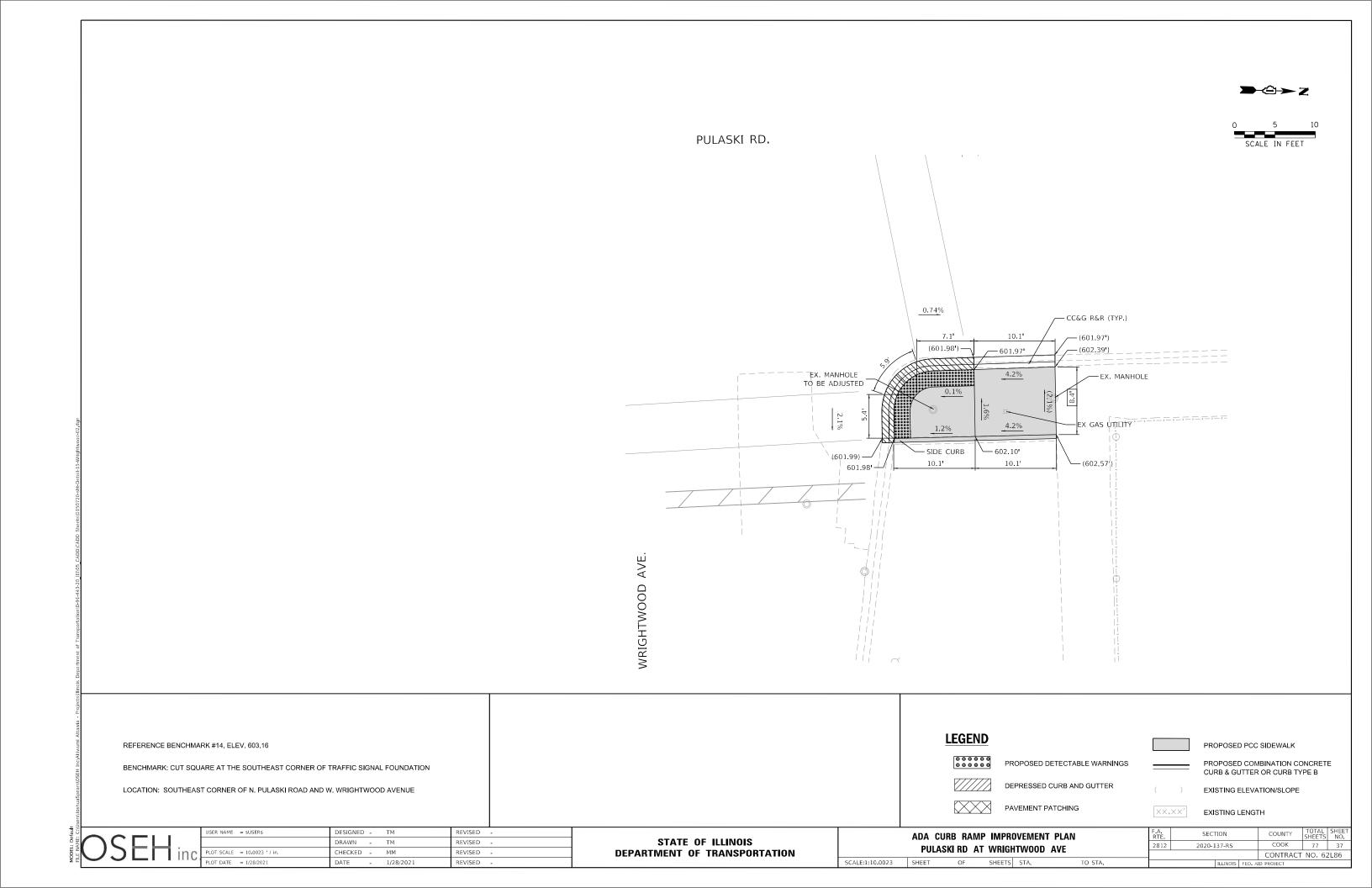
SHEET OF SHEETS STA. TO

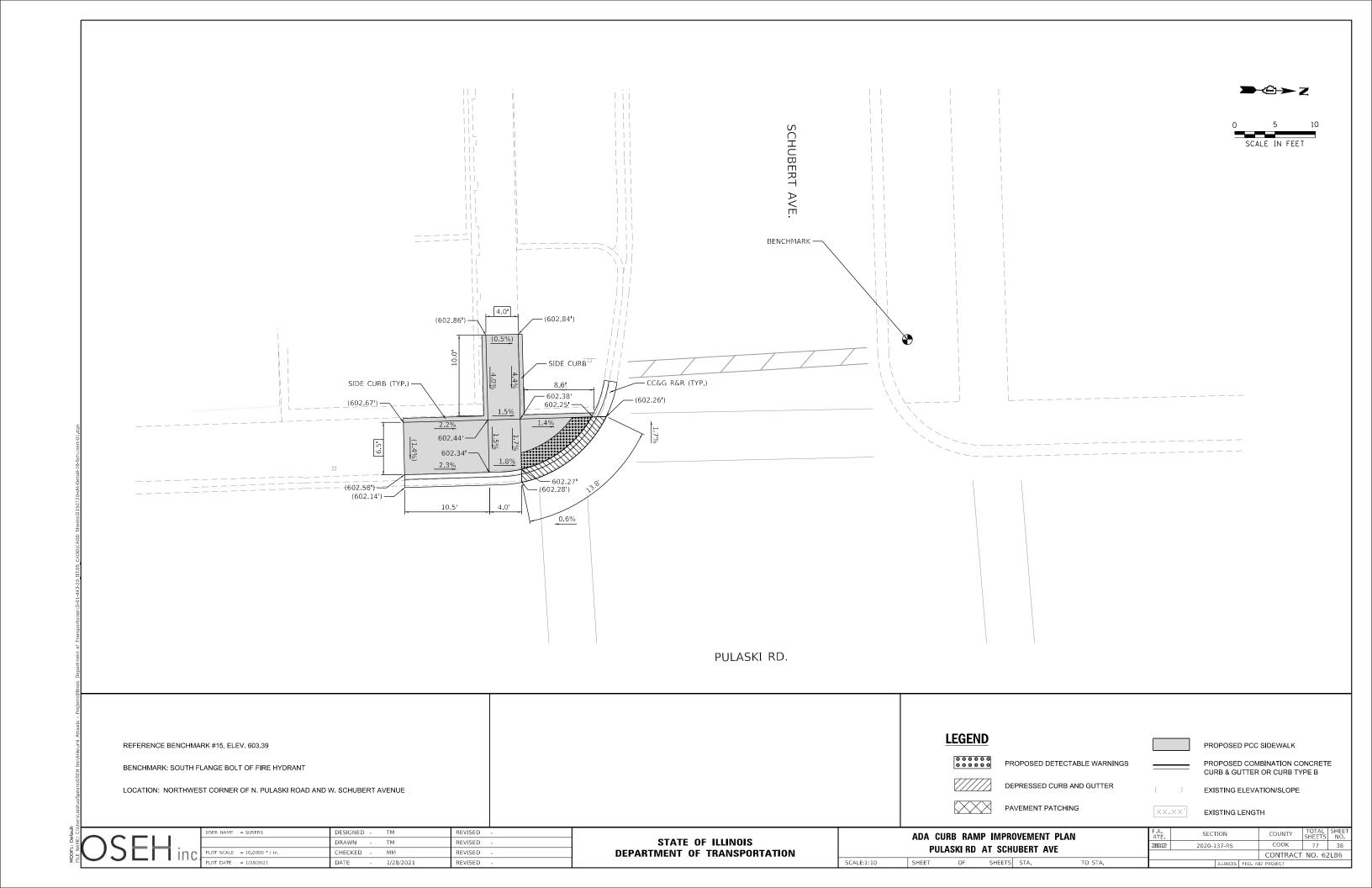
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 SECTION
 COUNTY SHEETS
 TOTAL NO.
 SHEETS NO.

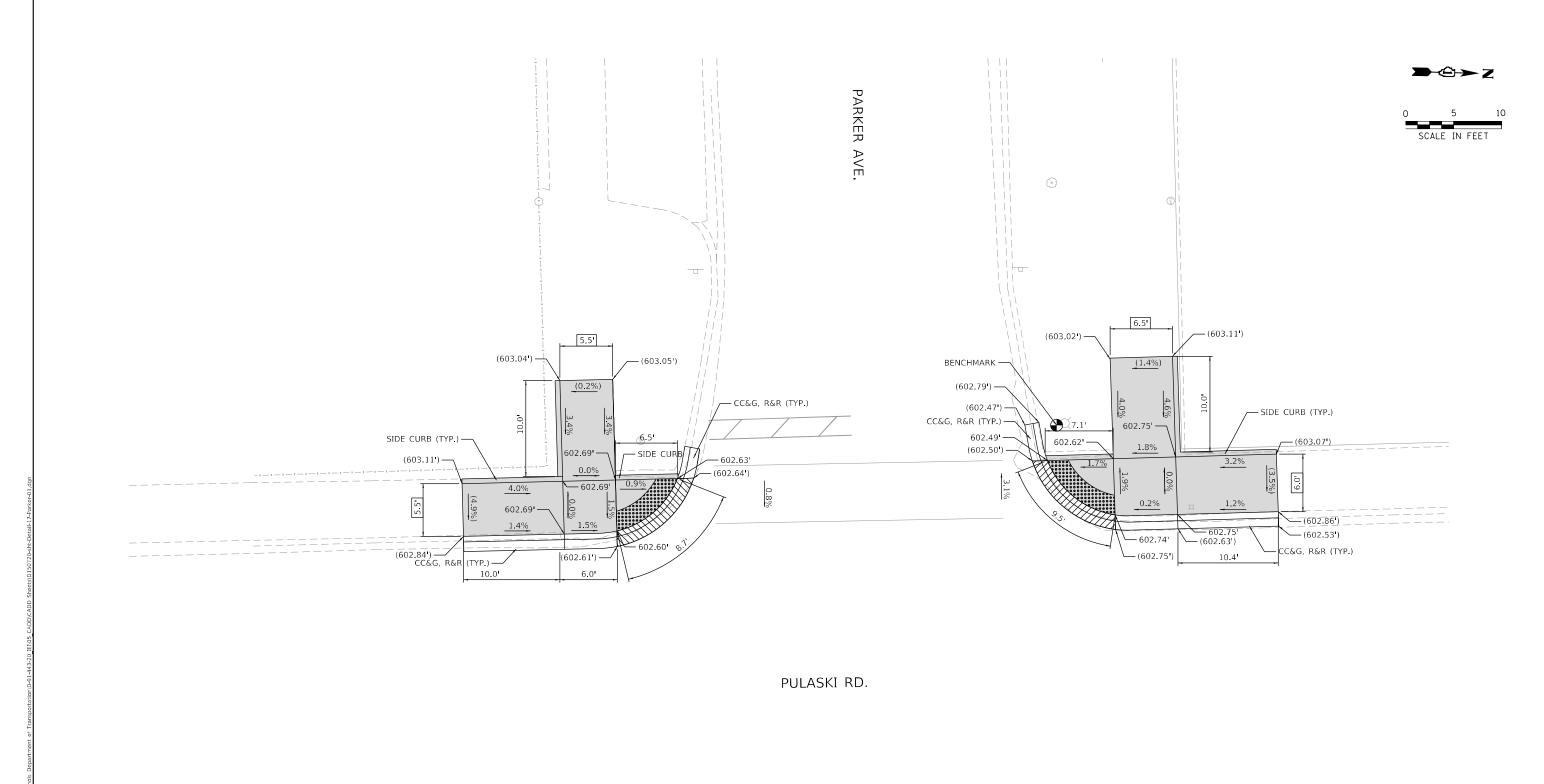
 2812
 2020-137-RS
 COOK
 77
 35

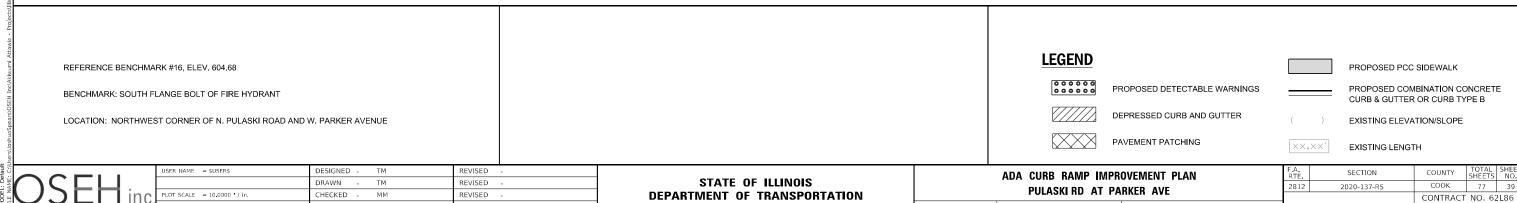
 CONTRACT NO. 62L86





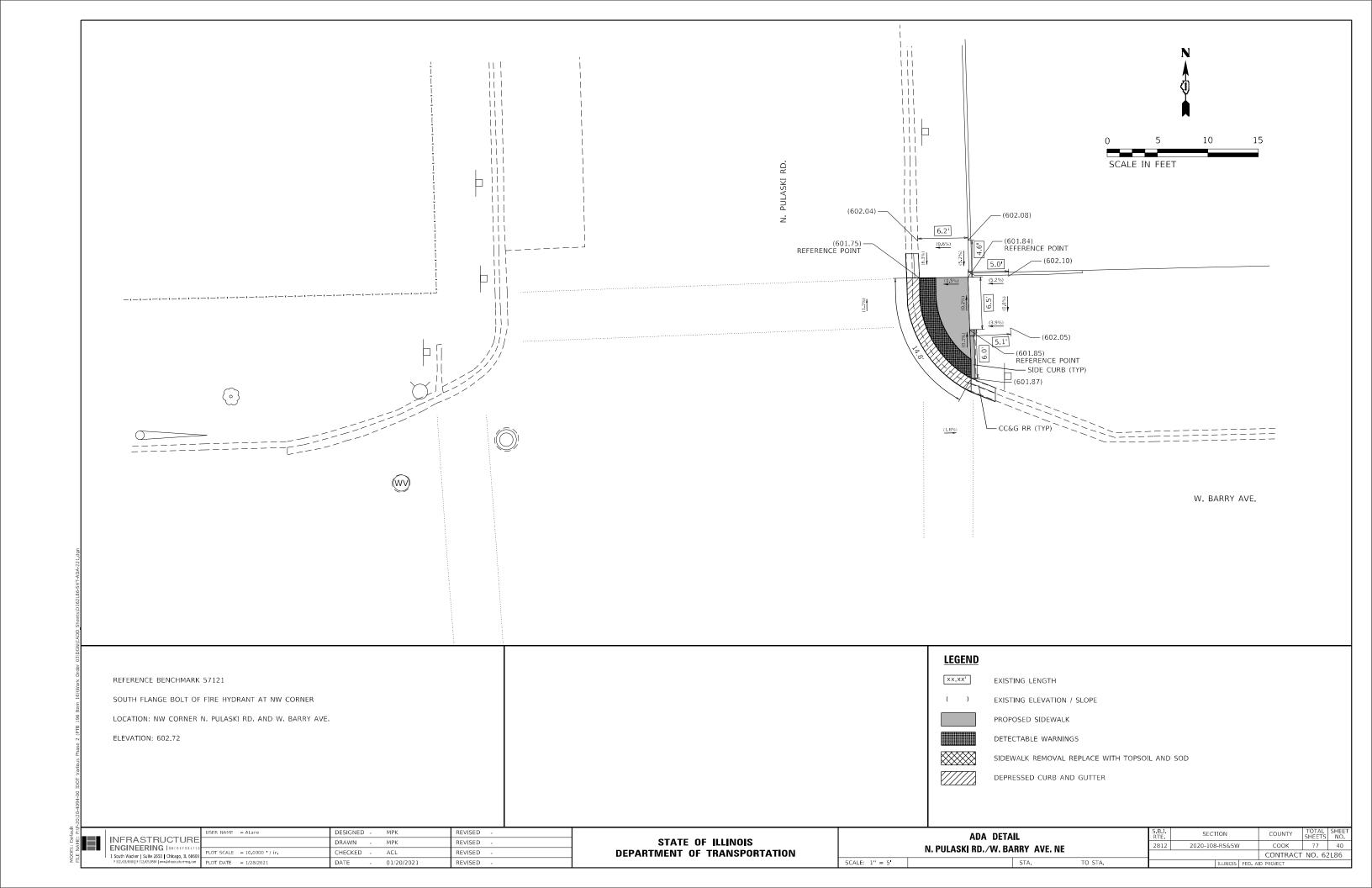


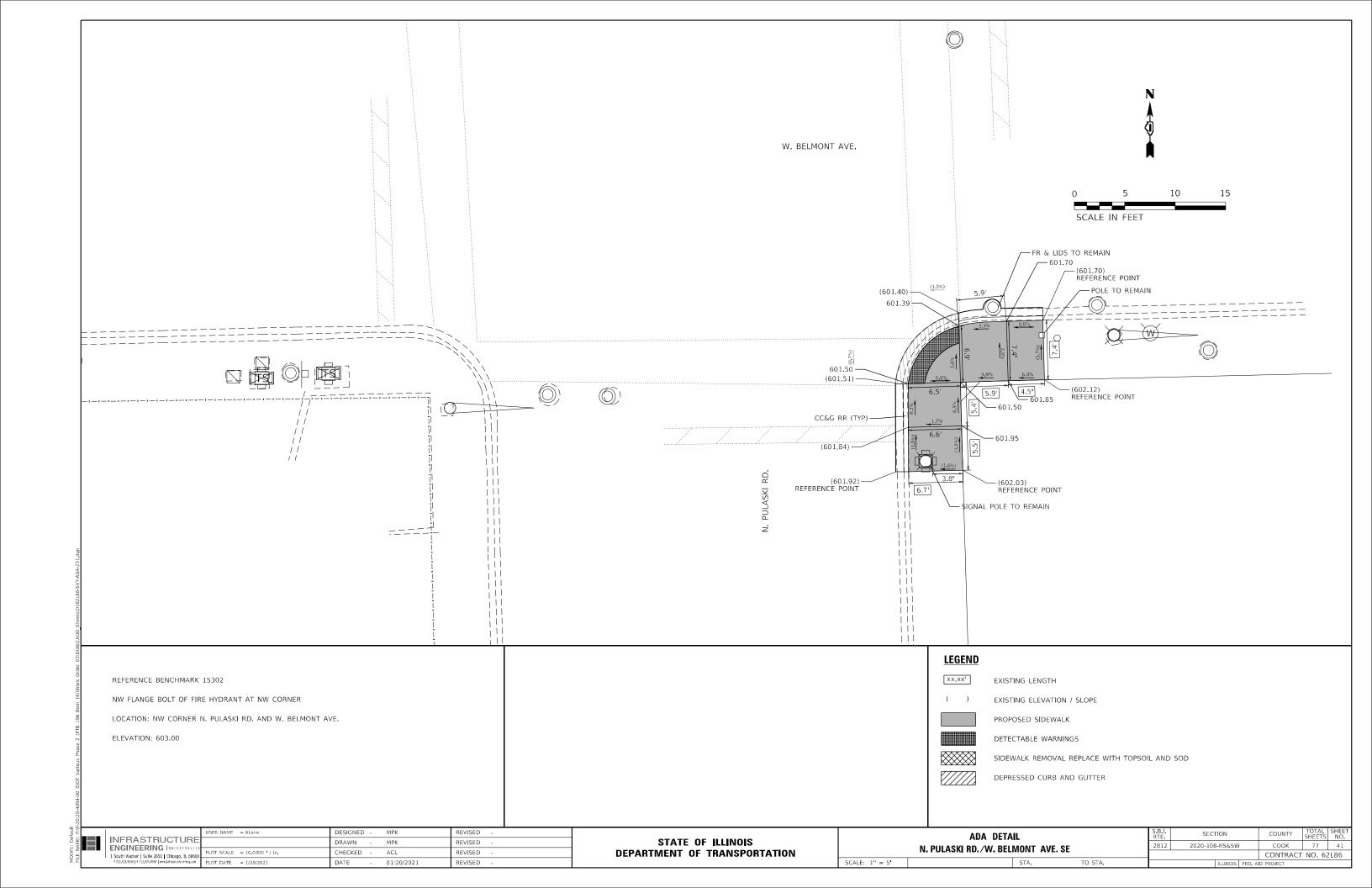


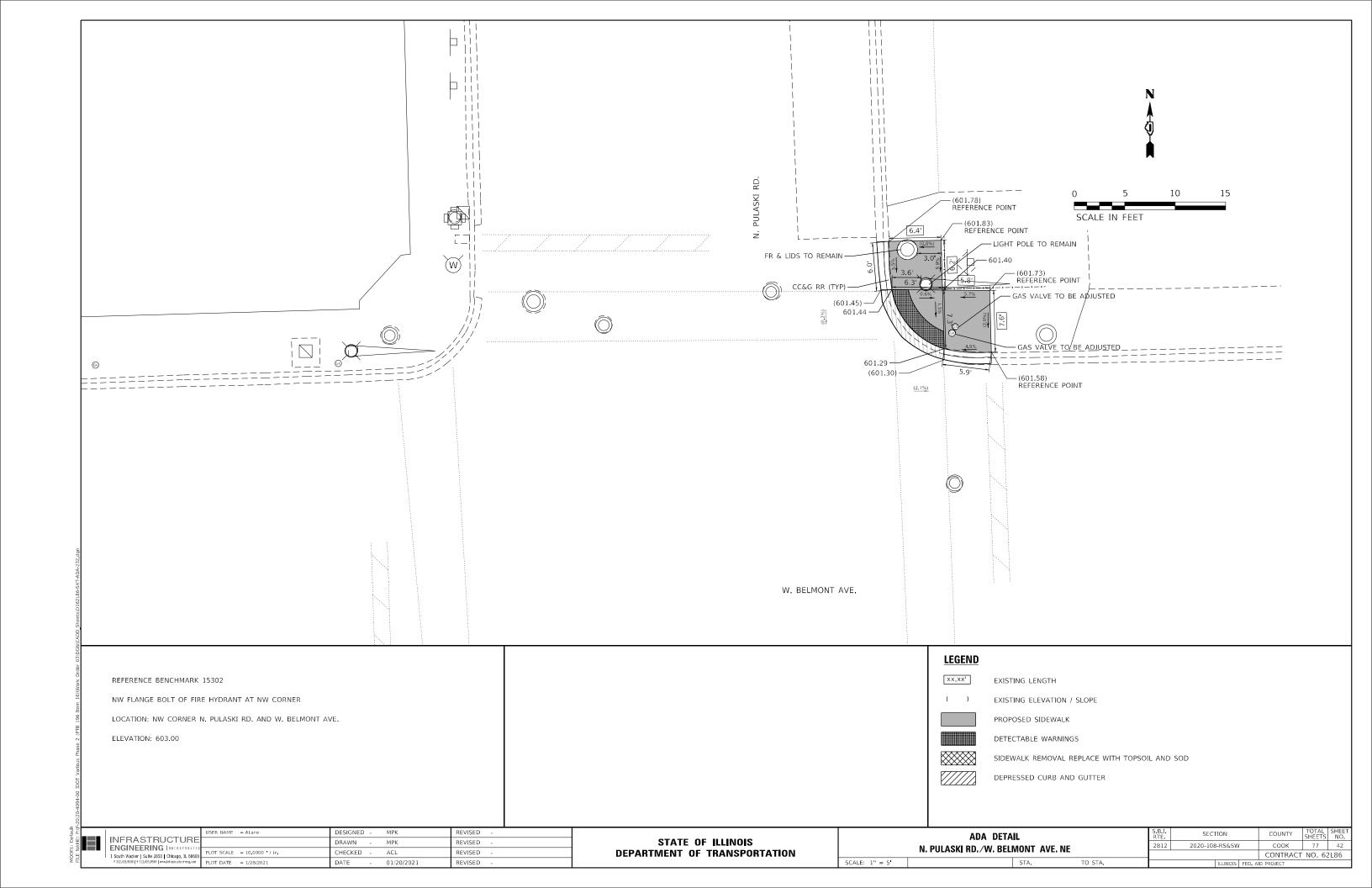


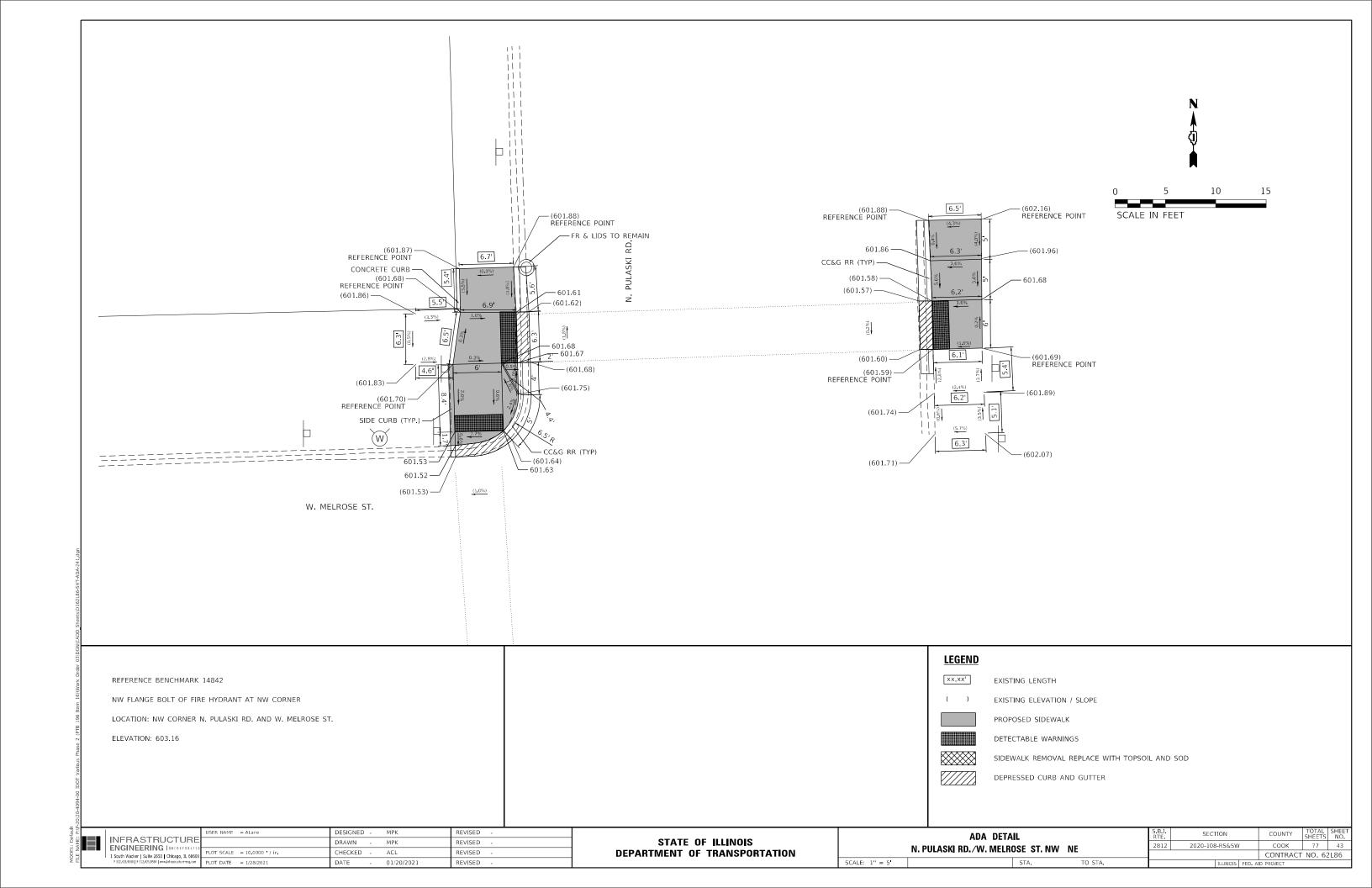
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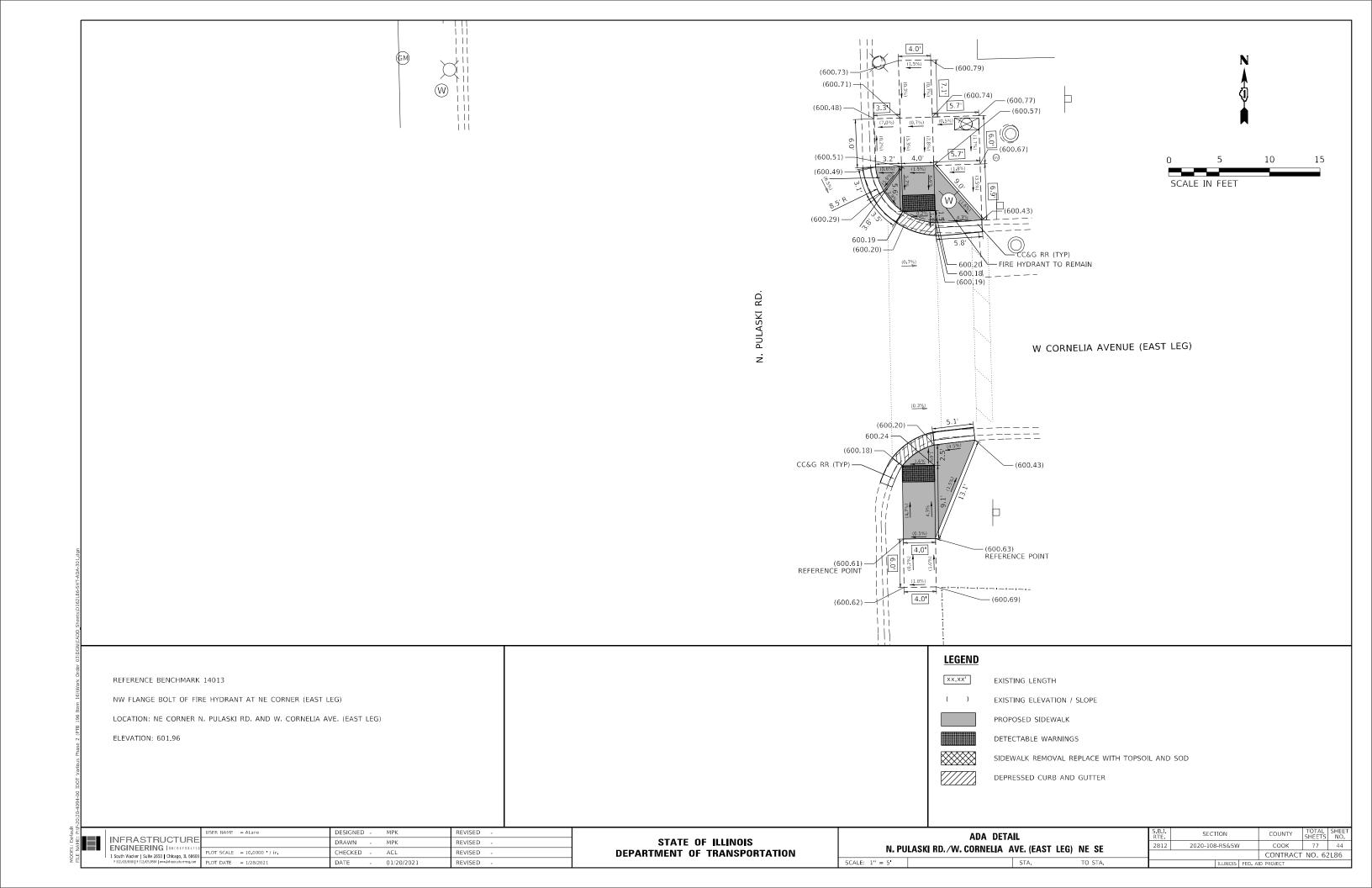
OF SHEETS STA.

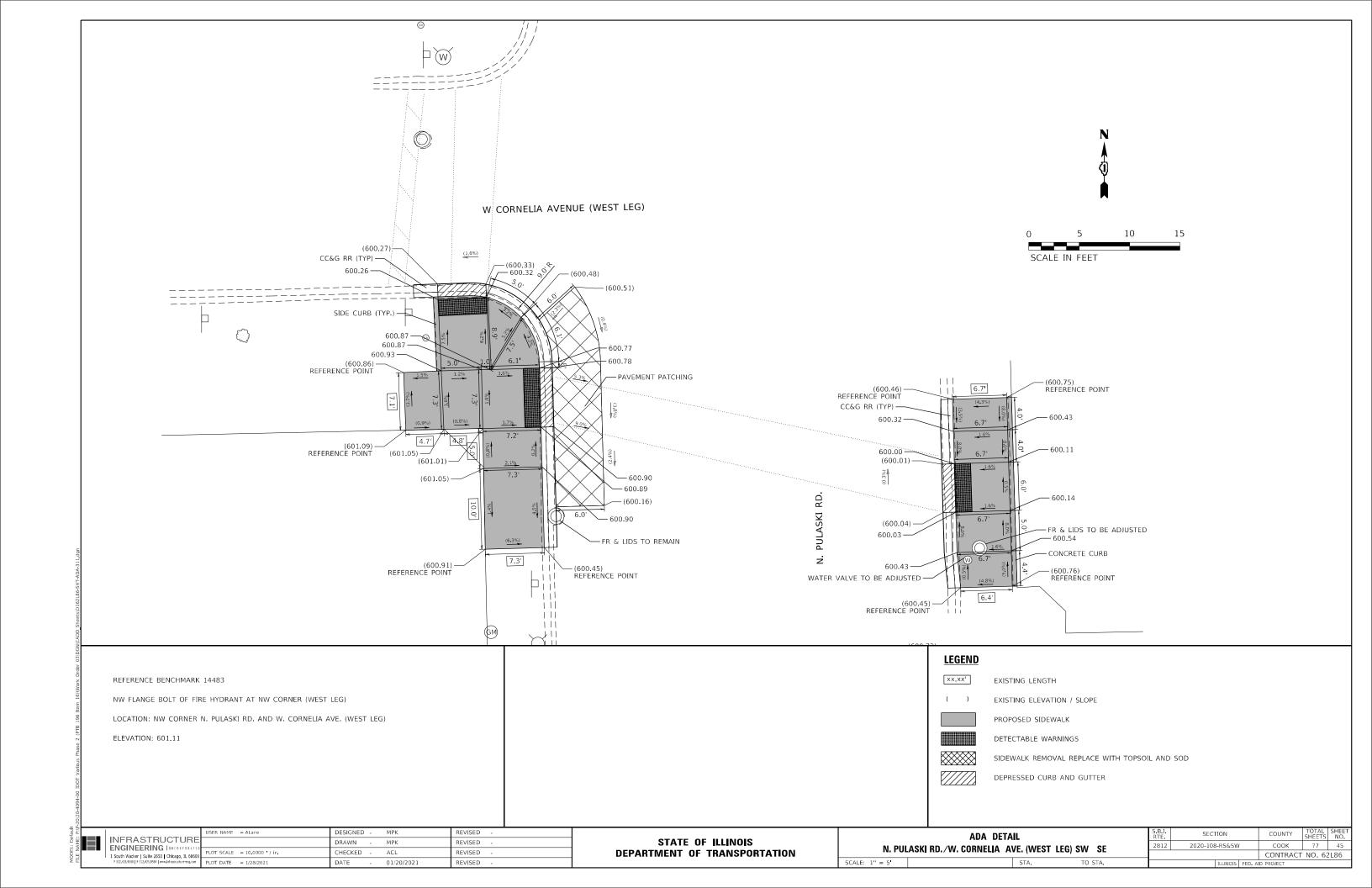


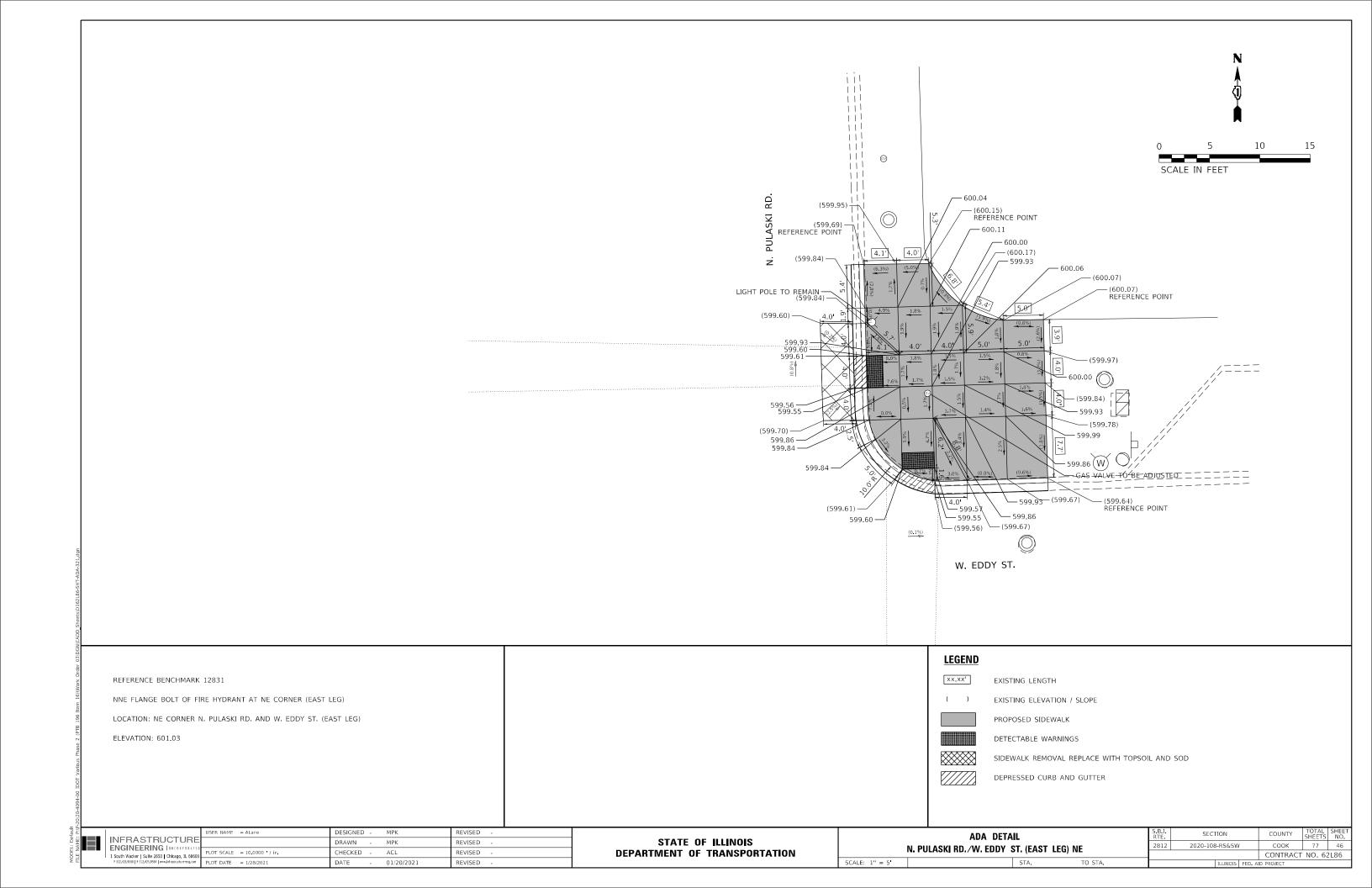


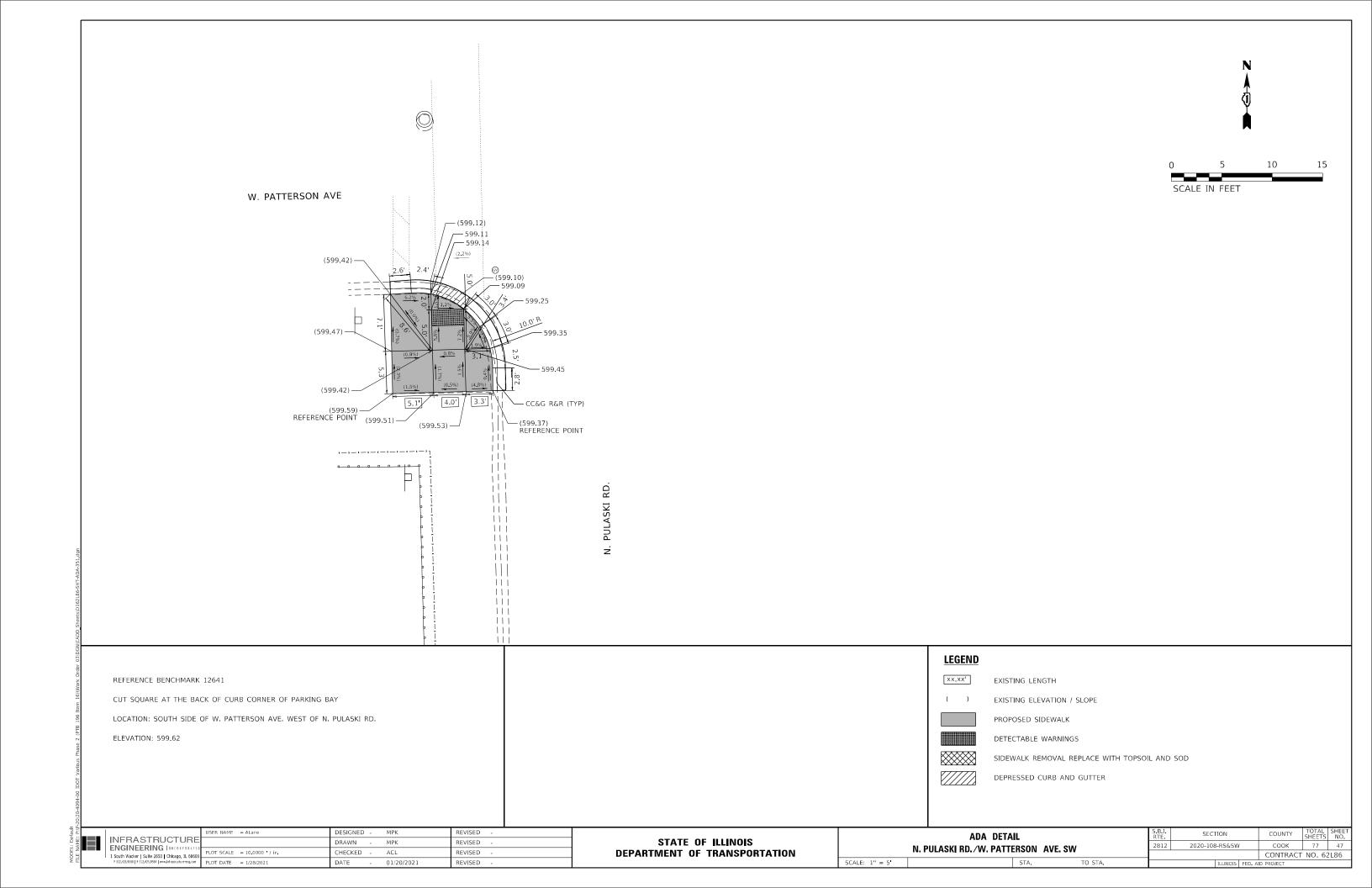


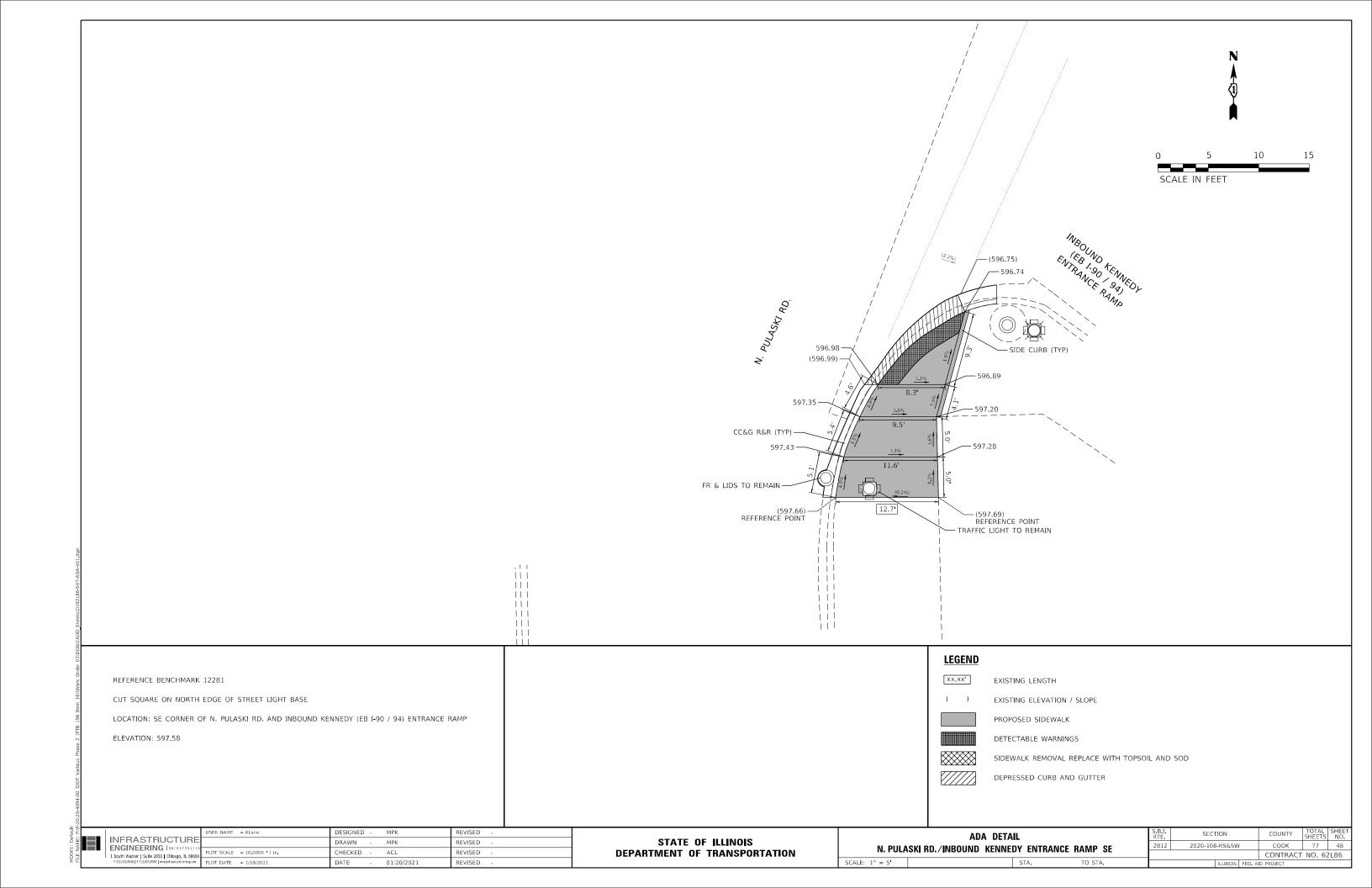


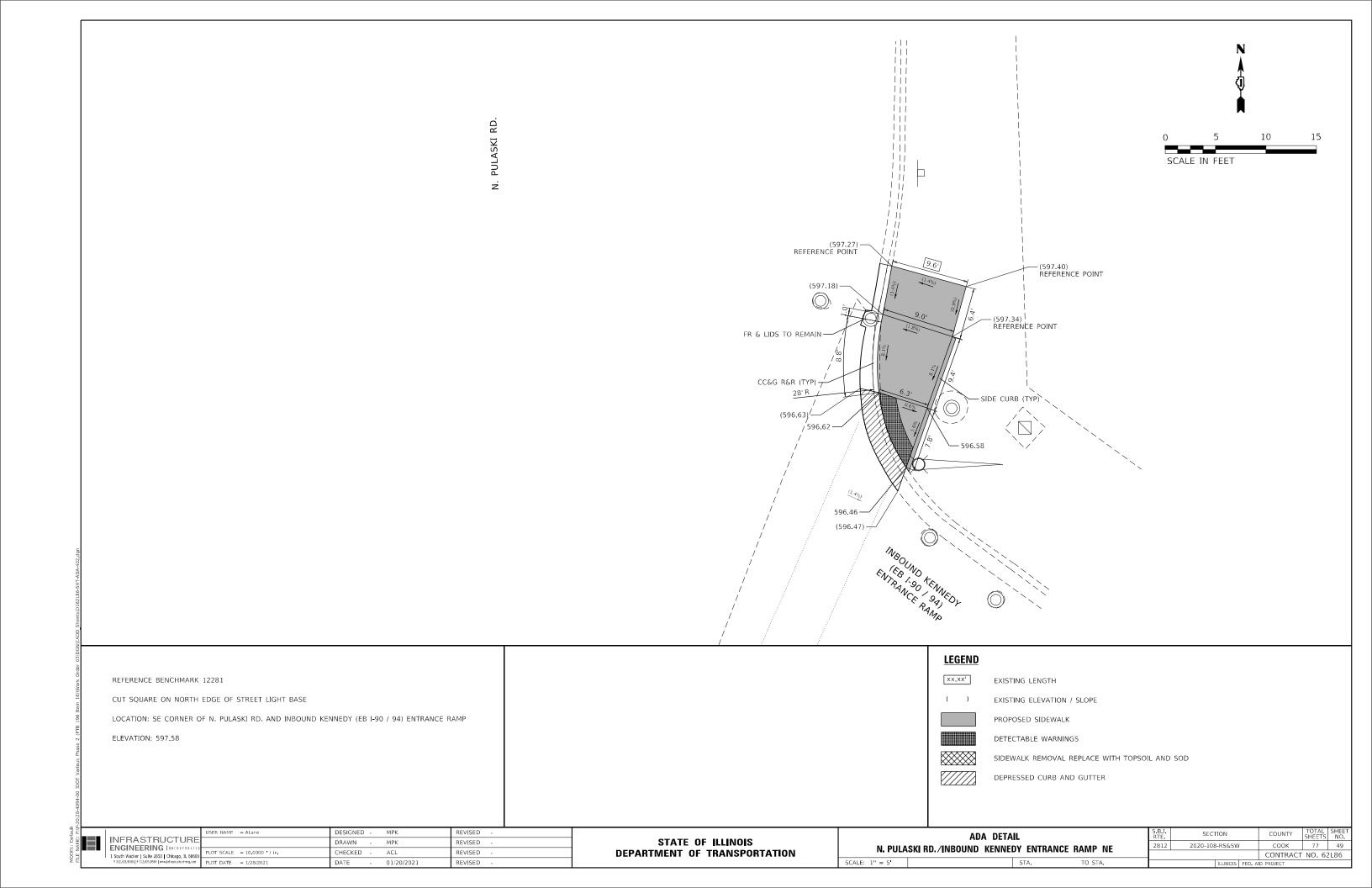


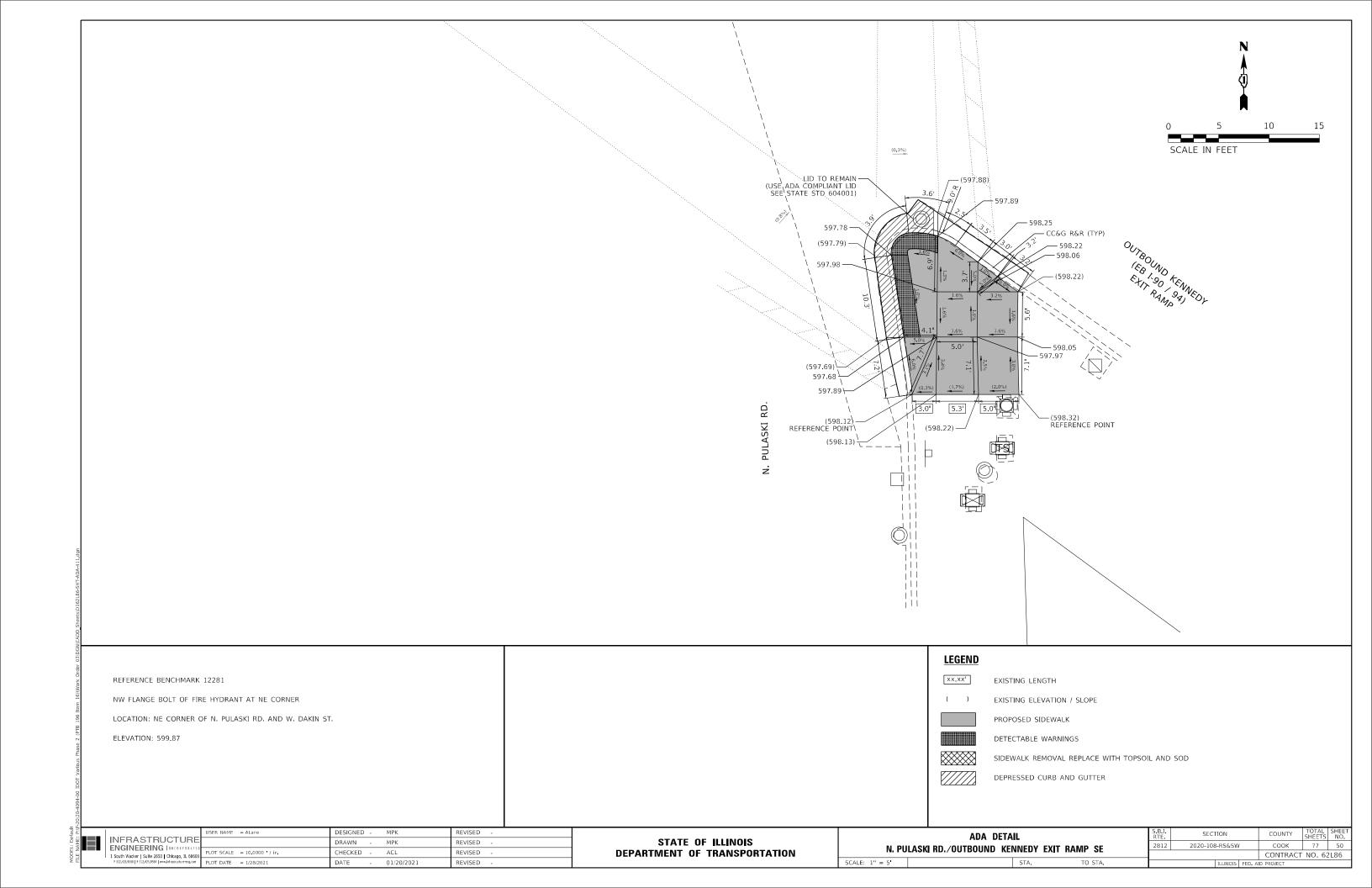


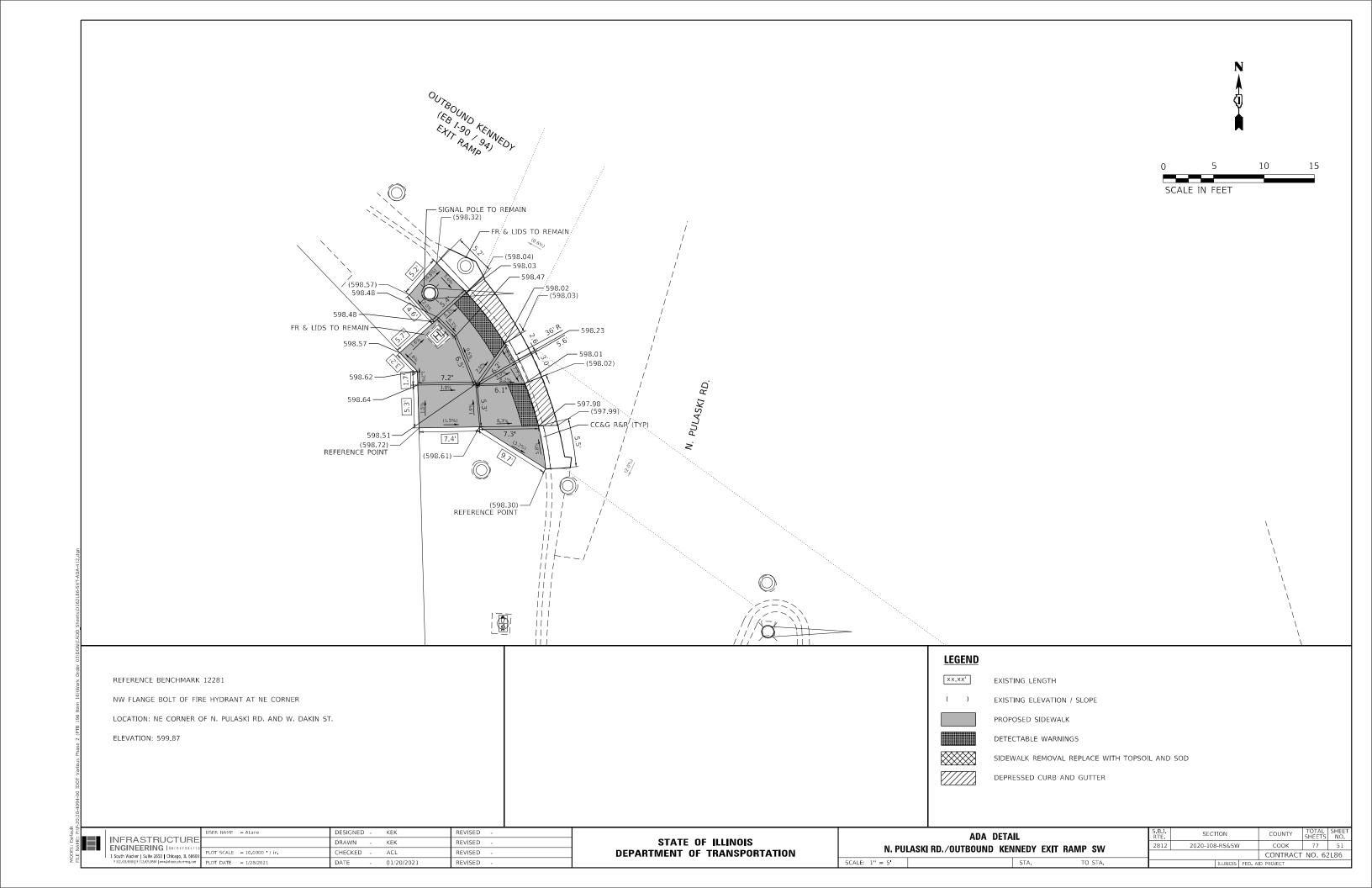


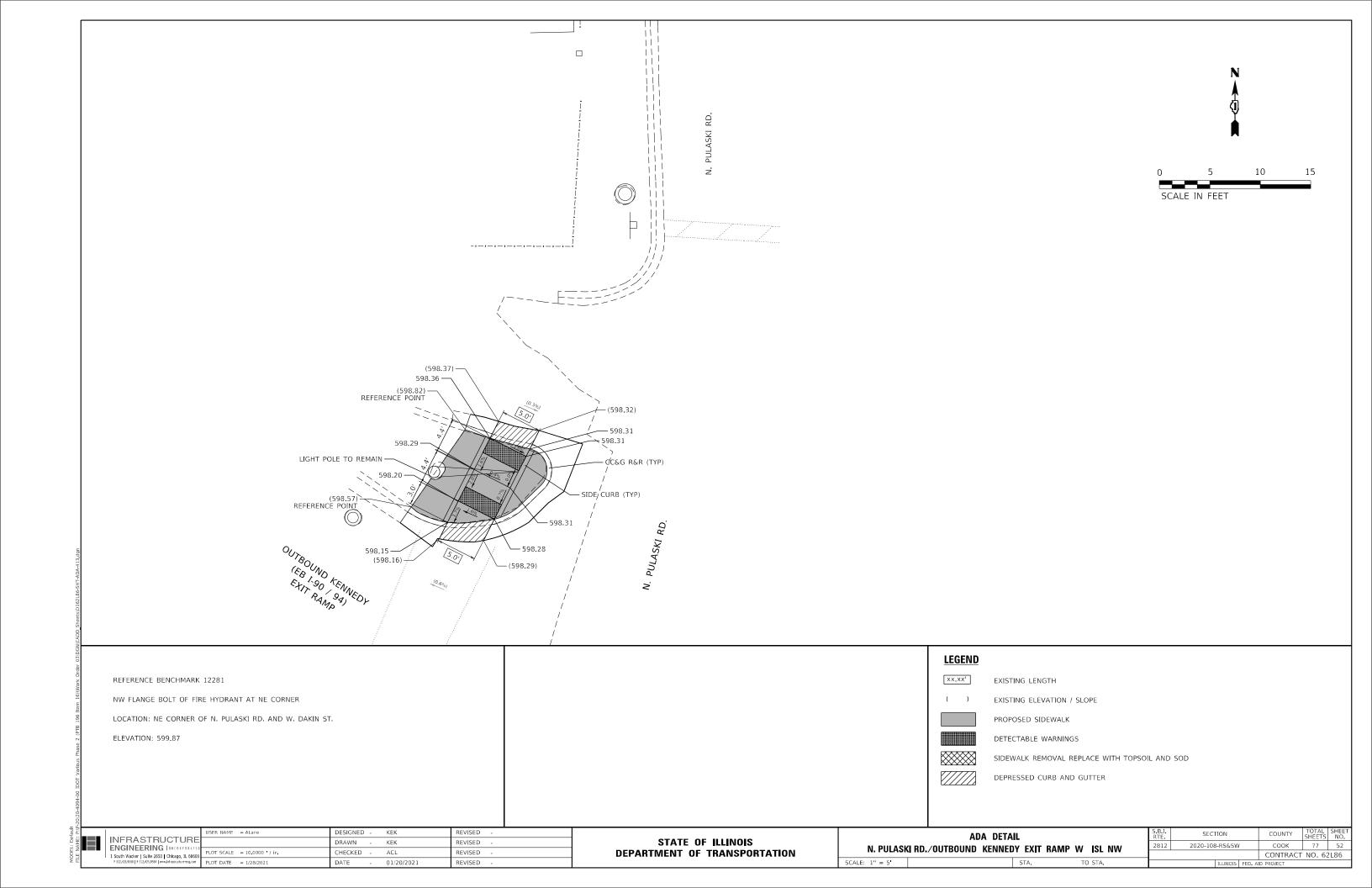


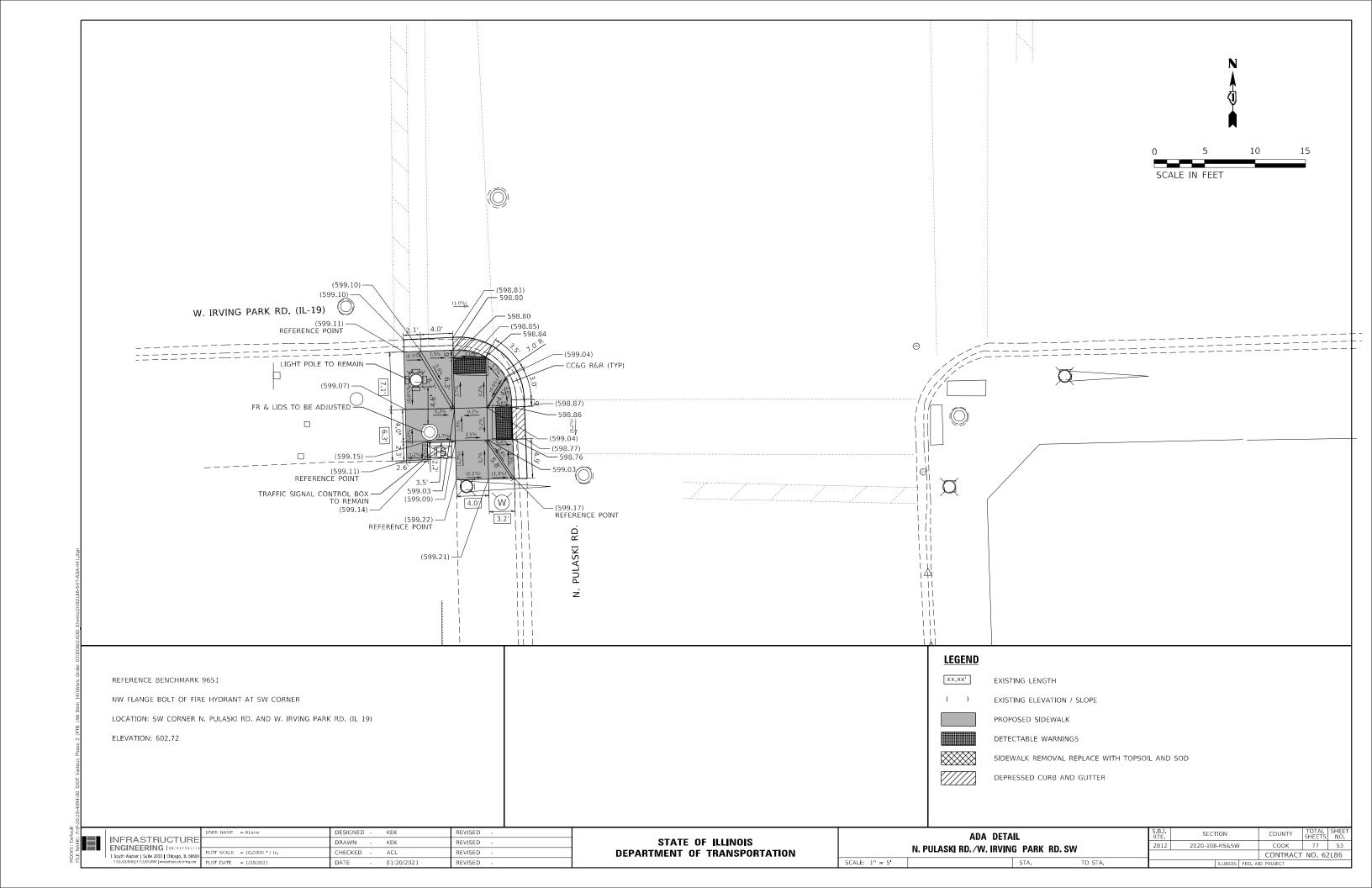


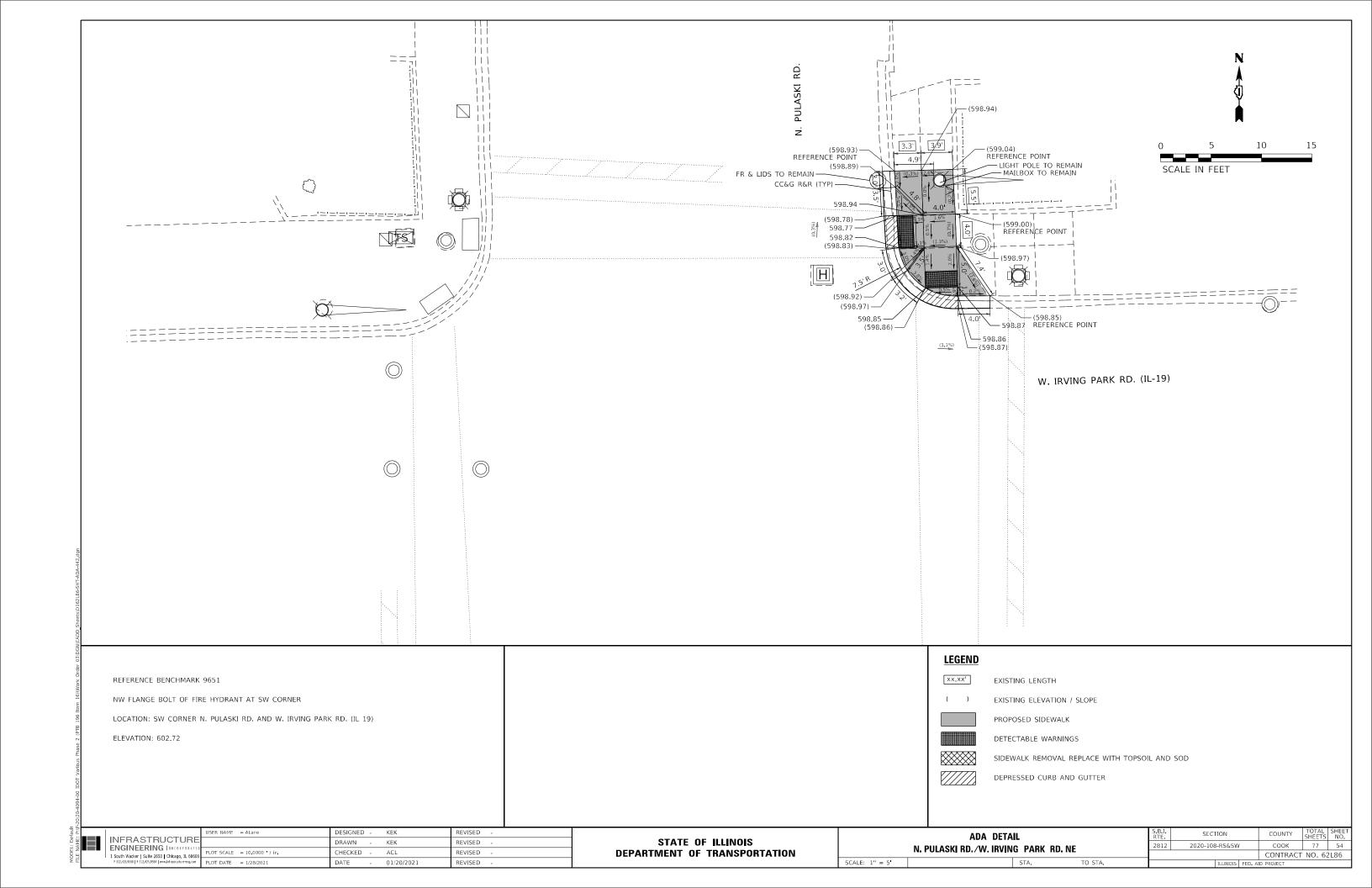


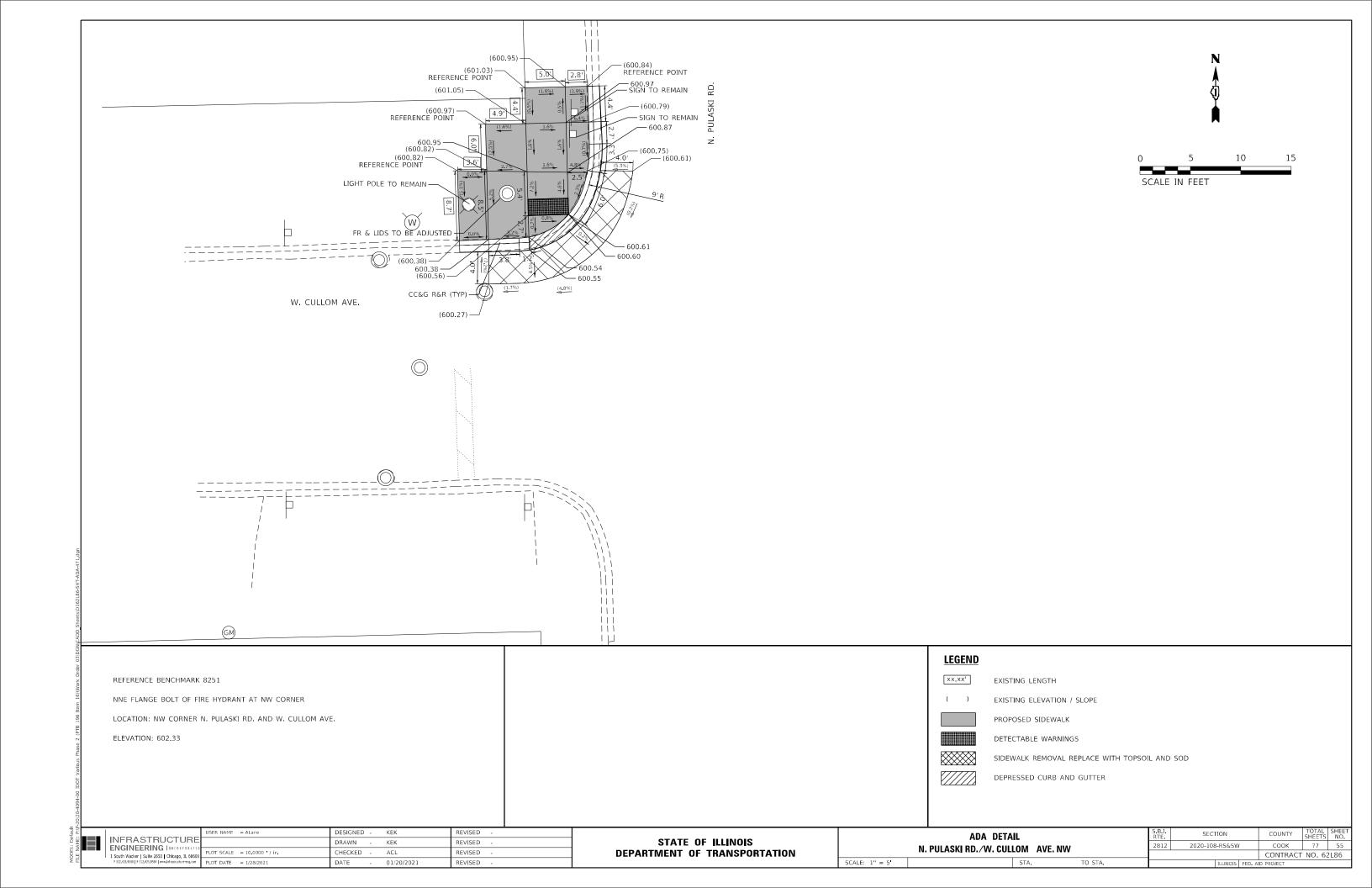


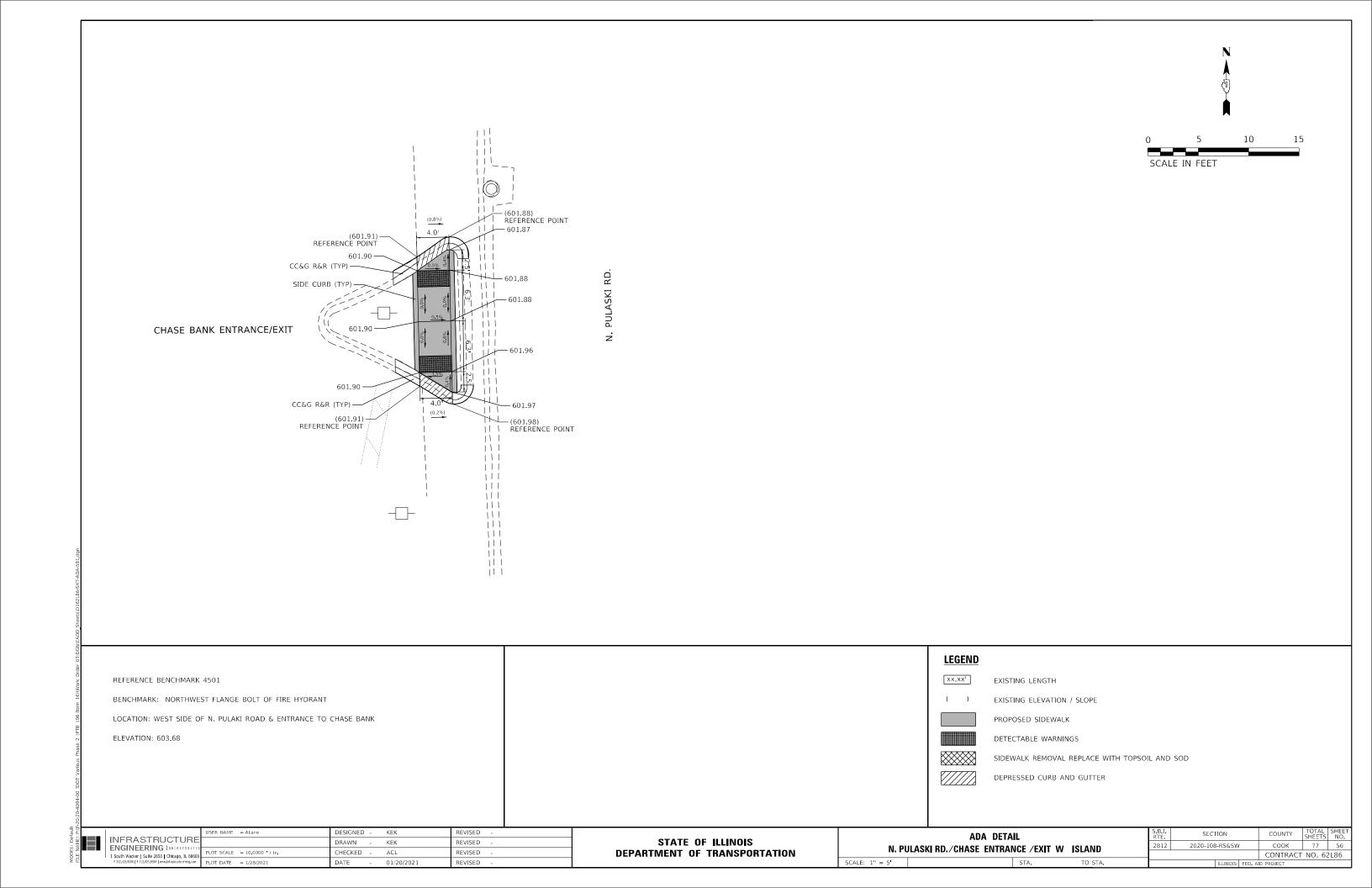


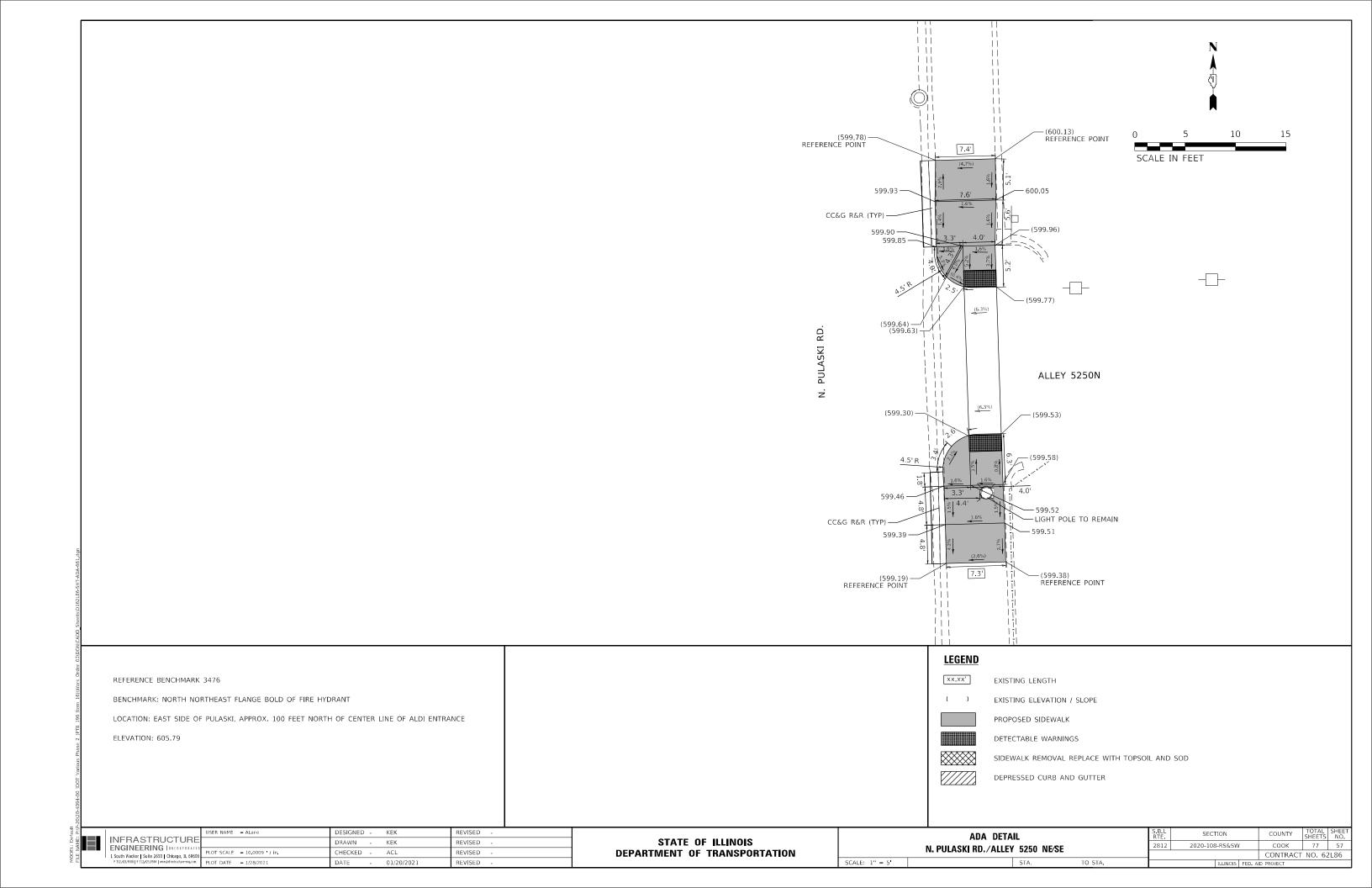


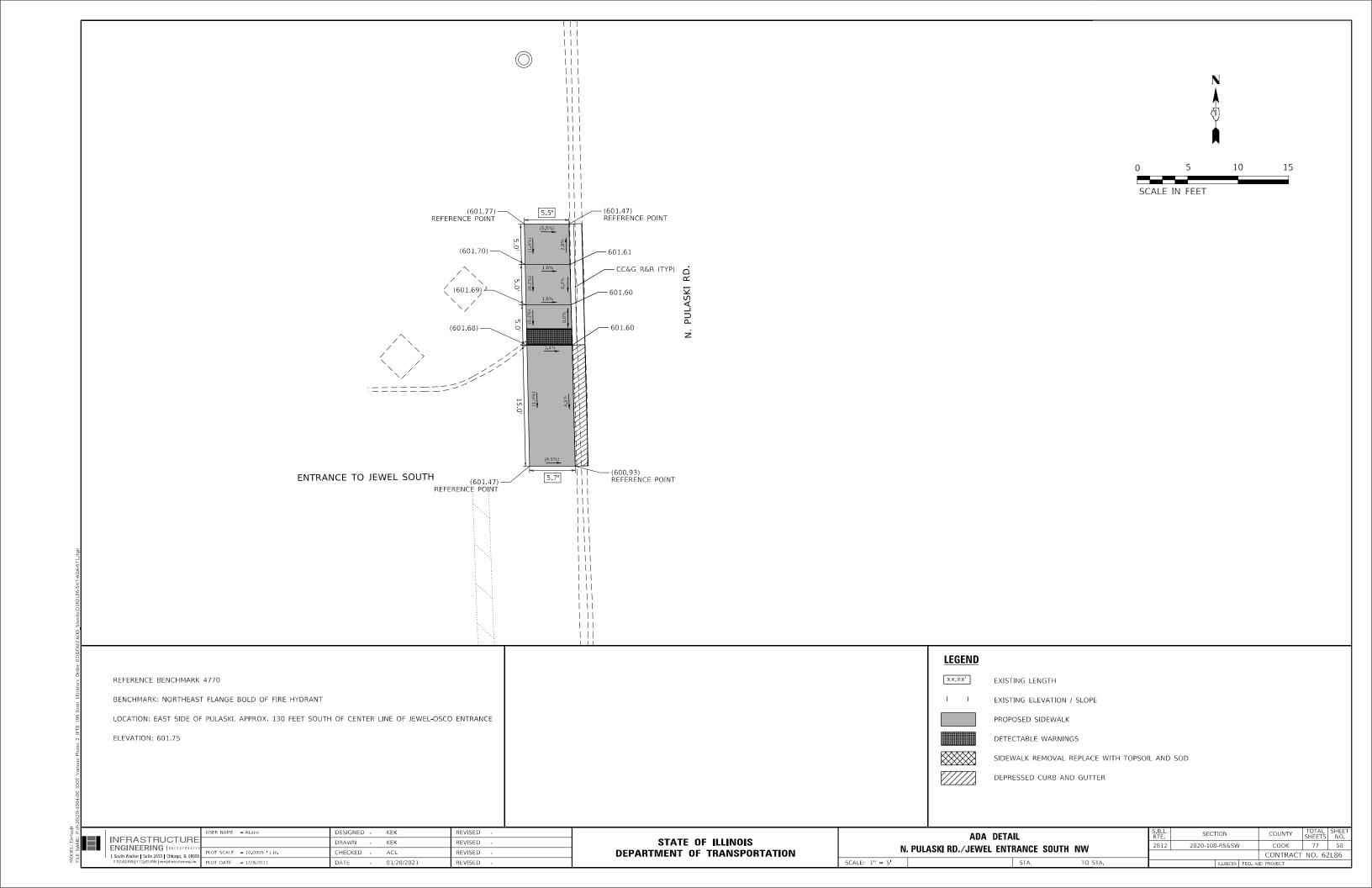


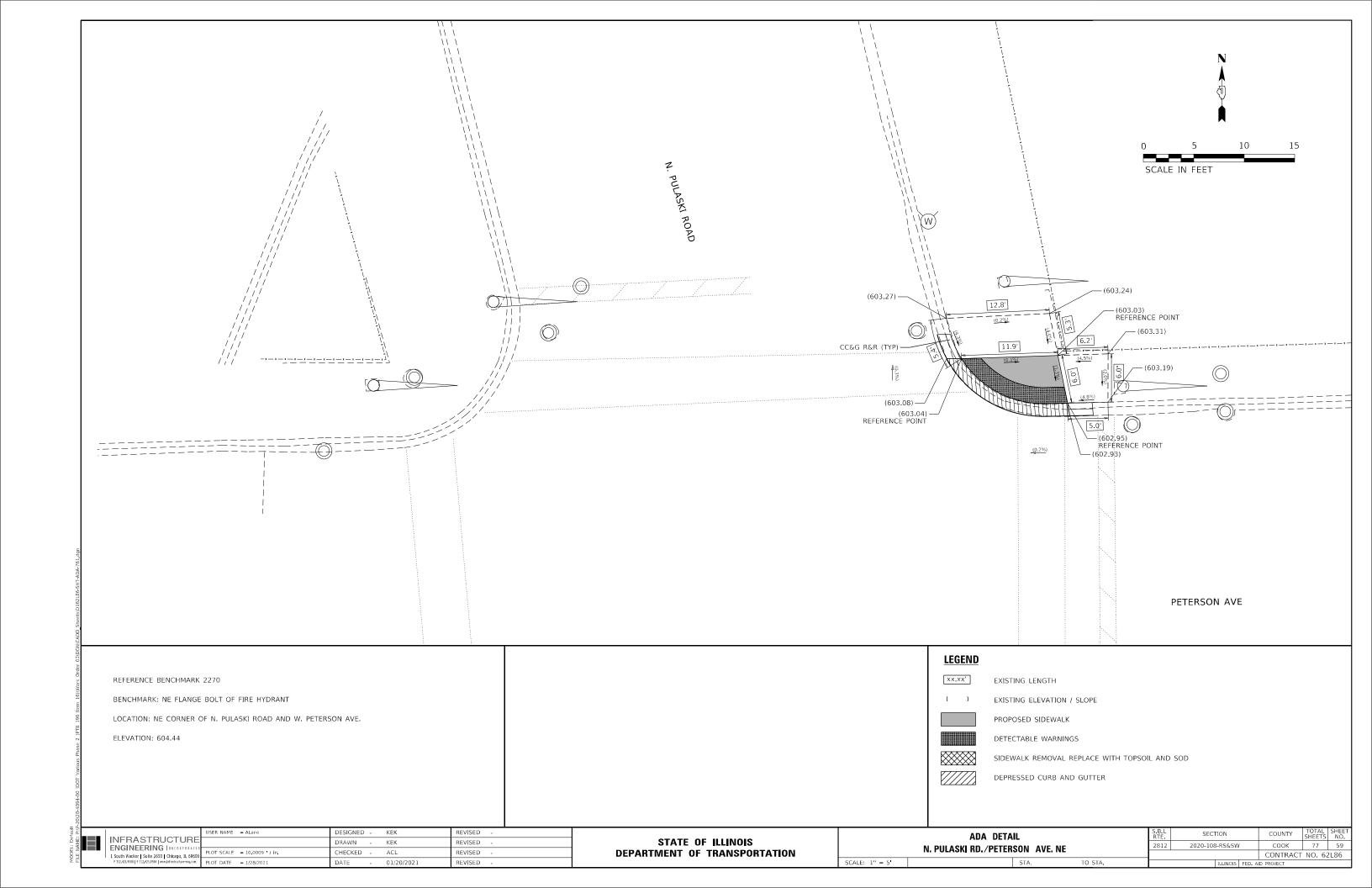


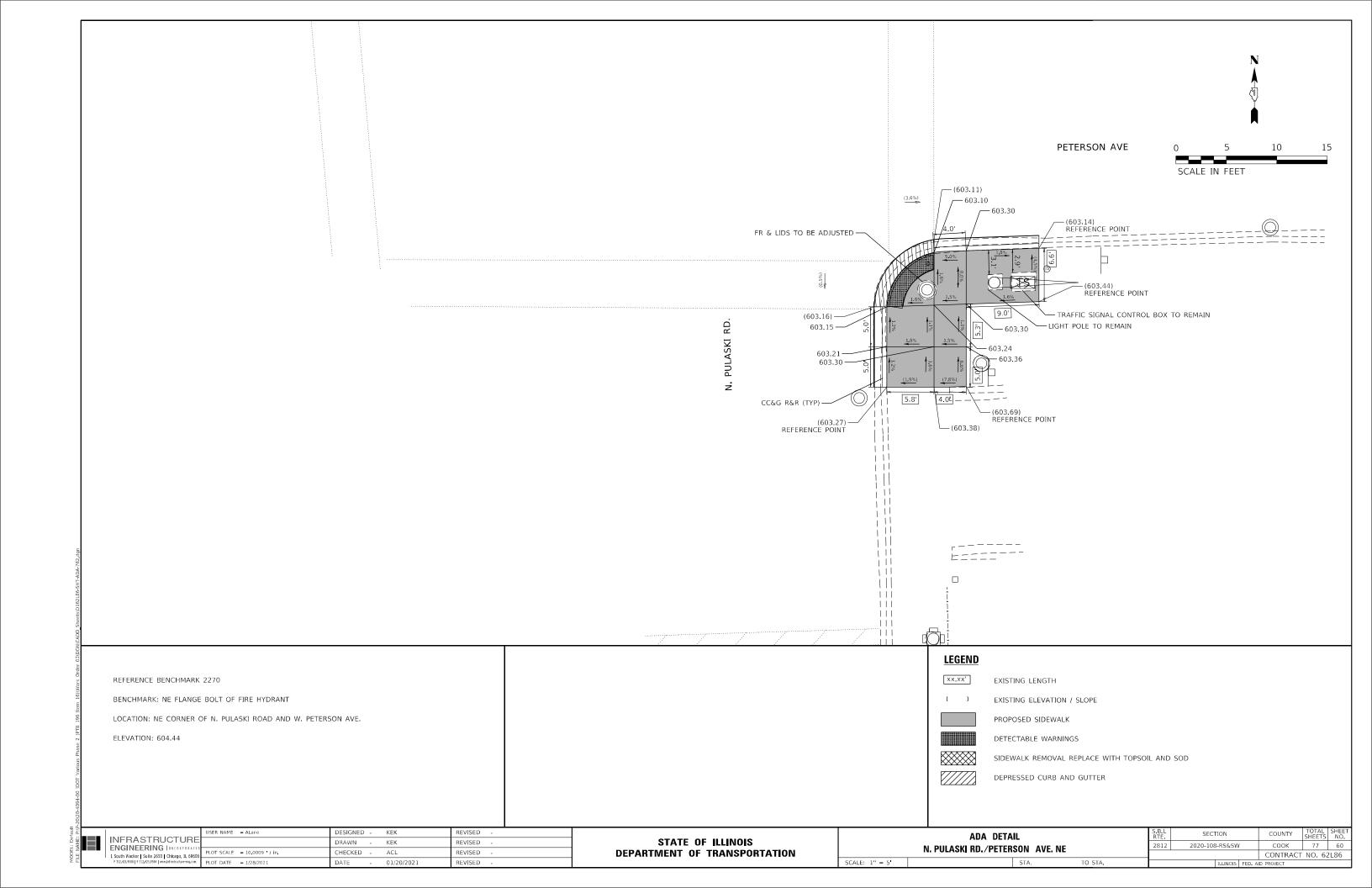


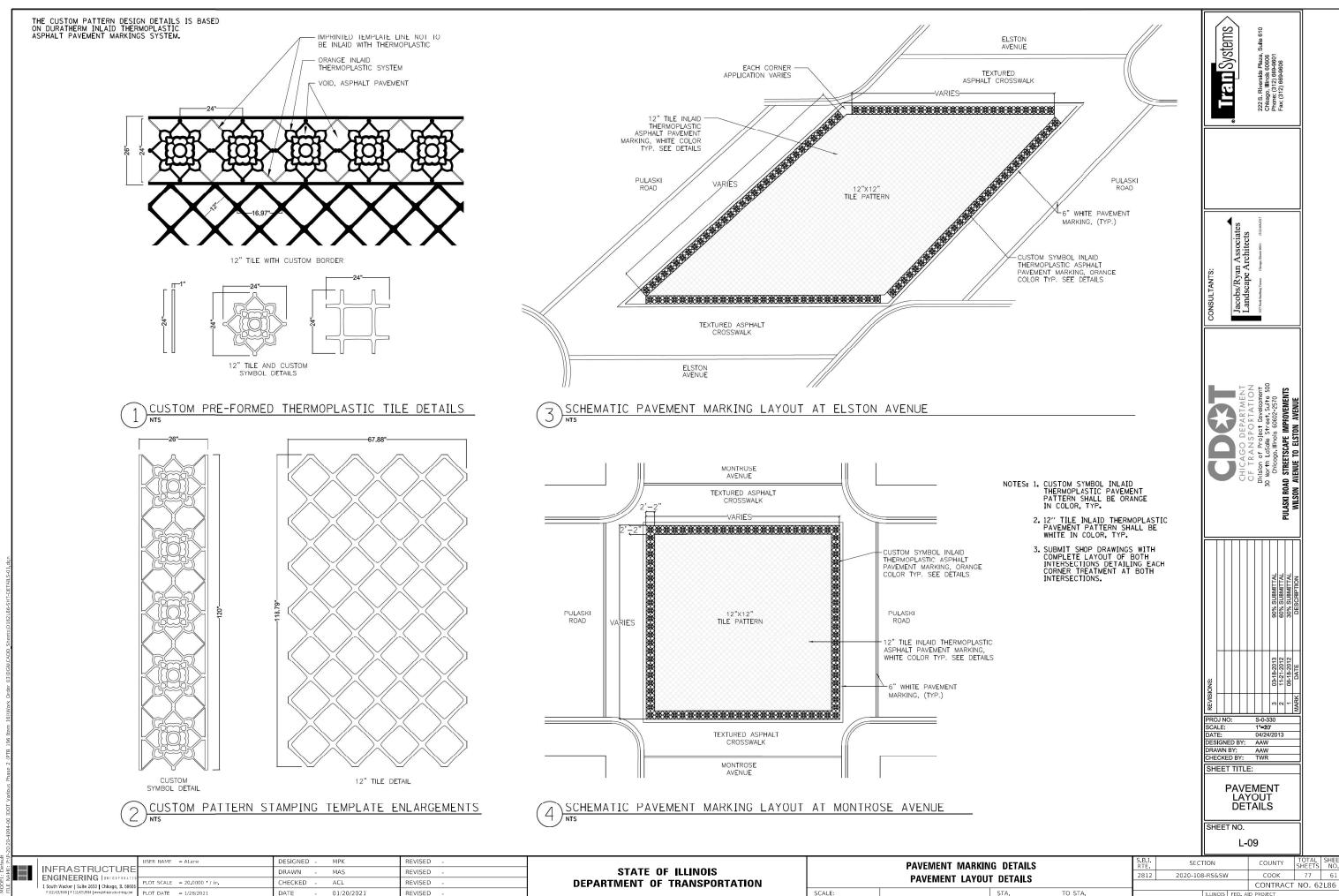


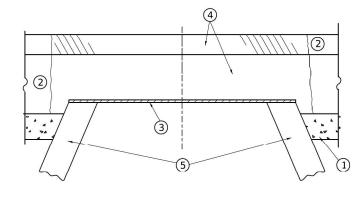


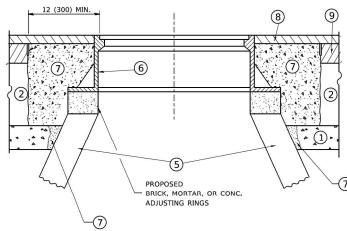












NOTES

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.

WIIEN 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.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM $1\frac{1}{2}$ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- 6 FRAME AND LID (SEE NOTES)
- 2 EXISTING PAVEMENT

(5) EXISTING STRUCTURE

- 7 CLASS PP-1 *CONCRETE
- 36 (900) DIAMETER METAL PLATE
- 8) PROPOSED HMA SURFACE COURSE
- PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- 9) PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

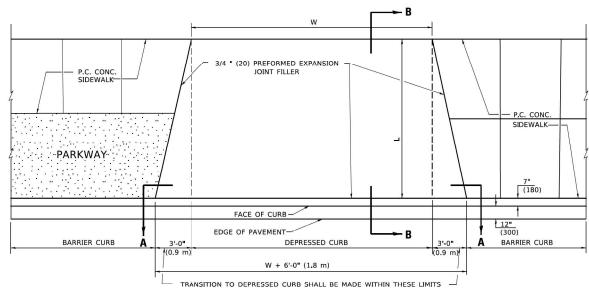
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)

 5.B.I. RTE.
 SECTION
 COUNTY
 TOTAL SHEET NO.

 2812
 2020-108-RS&SW
 COOK
 77
 62

 CONTRACT NO. 62L86



PLAN VIEW

(AS SHOWN ON THE PLANS)

8" (200) P.C.C. -DRIVEWAY PAVEMENT

SECTION B-B

FLOW LINE OF GUTTER

- CURB AND GUTTER

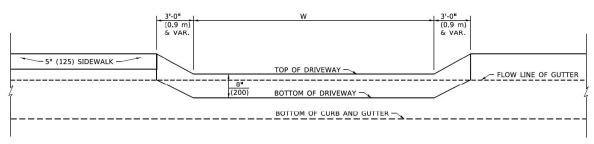
-MEET EXISTING

3/4 " (20) PREFORMED EXPANSION JOINT FILLER

NOTES:

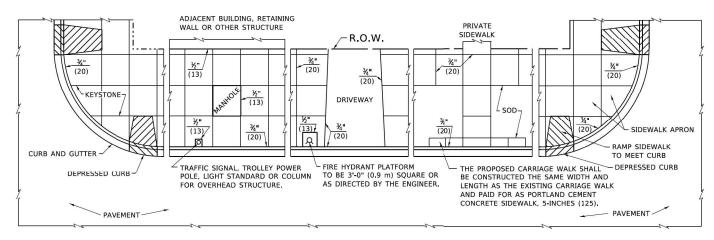
- EXPANSION JOINTS SHALL BE CONSTRUCTED AS SHOWN ON THE DETAILS FOR P.C.C. SIDEWALK.
- THE CURB BETWEEN ADJACENT DRIVEWAYS SHALL BE FULL HEIGHT FOR A DISTANCE OF AT LEAST FOUR 4 FEET (1.2 METERS).
- P.C. CONCRETE DRIVEWAYS SHALL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- .

 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 A-A

P.C.C. DRIVEWAY PAVEMENT DETAIL



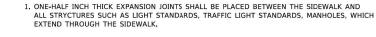
NOTES:

- PREFORMED EXPANSION

JOINT FILLER

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

SLOPE FOR SIDEWALK

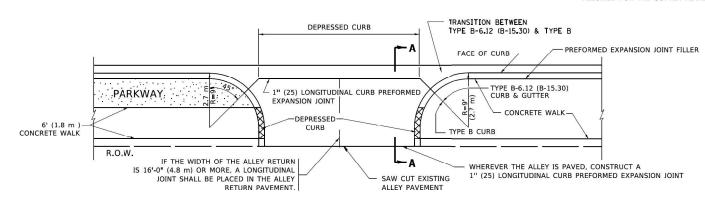


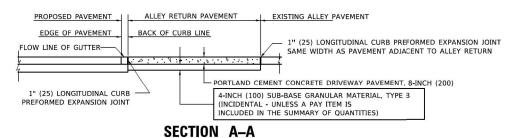
2. 3/4" (20) THICK EXPANSION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 100 FEET (30 METERS) IN THE SIDEWALK. WHERE THE SIDEWALK IS CONSTRUCTED ADJACENT TO PAVEMENT OR CURB HAVING EXPANSION JOINTS, THE EXPANSION JOINTS IN THE SIDEWALK SHALL BE PLACED OPPOSITE THE EXISTING EXPANSION JOINTS AS 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 THE CURB.

PORTLAND CEMENT CONCRETE SIDEWALK DETAILS

NOTES:

NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE GUTTER FLARE





ALLEY RETURN DETAIL

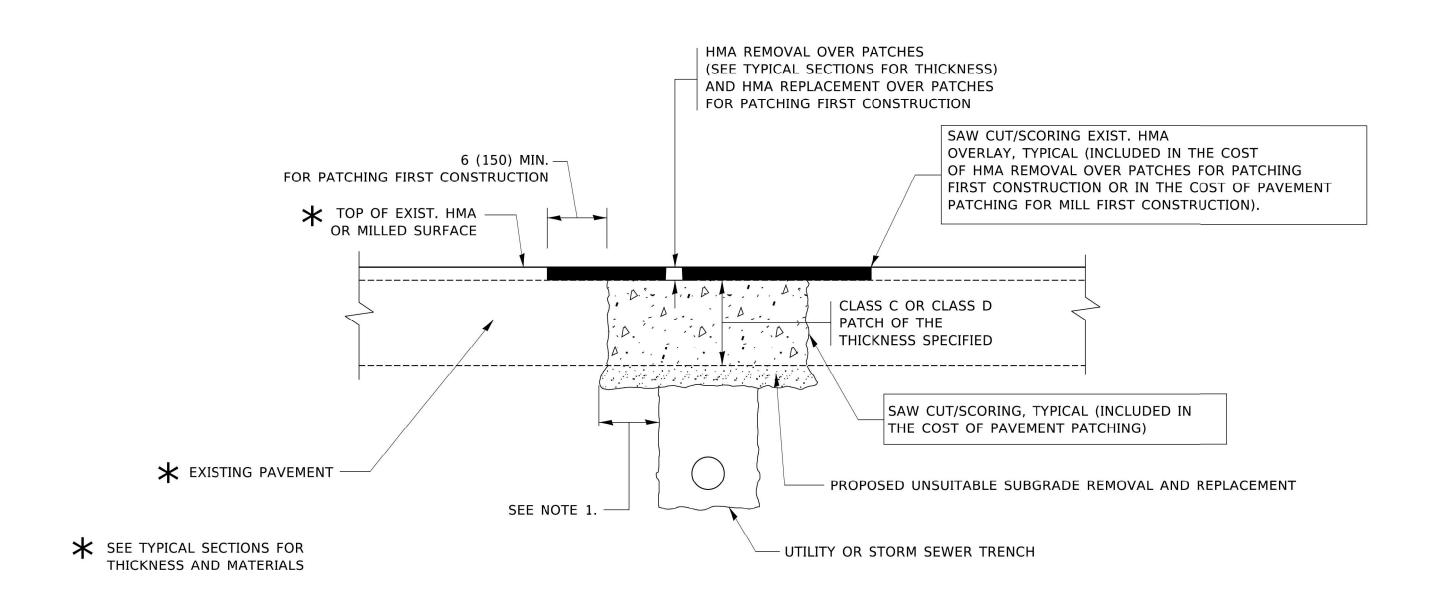
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

DISTRICT ONE – CITY OF CHICAGO DETAILS FOR P.C. CONCRETE DRIVEWAY, ALLEY RETURN AND SIDEWALK (BD–17)

| S.B.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEE NO. | |
|----------------|----------------|--------|-----------------|-------------|------|
| 2812 | 2020-108-RS&SV | COOK | 77 | 63 | |
| | | | CONTRACT | NO. 62 | 2L86 |
| | ILLINOIS | FED. A | ID PROJECT | | |

AME: P:/P-20\20-4094-00 IDOT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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.

| IN Eľ |
|----------|
| 1.5 |

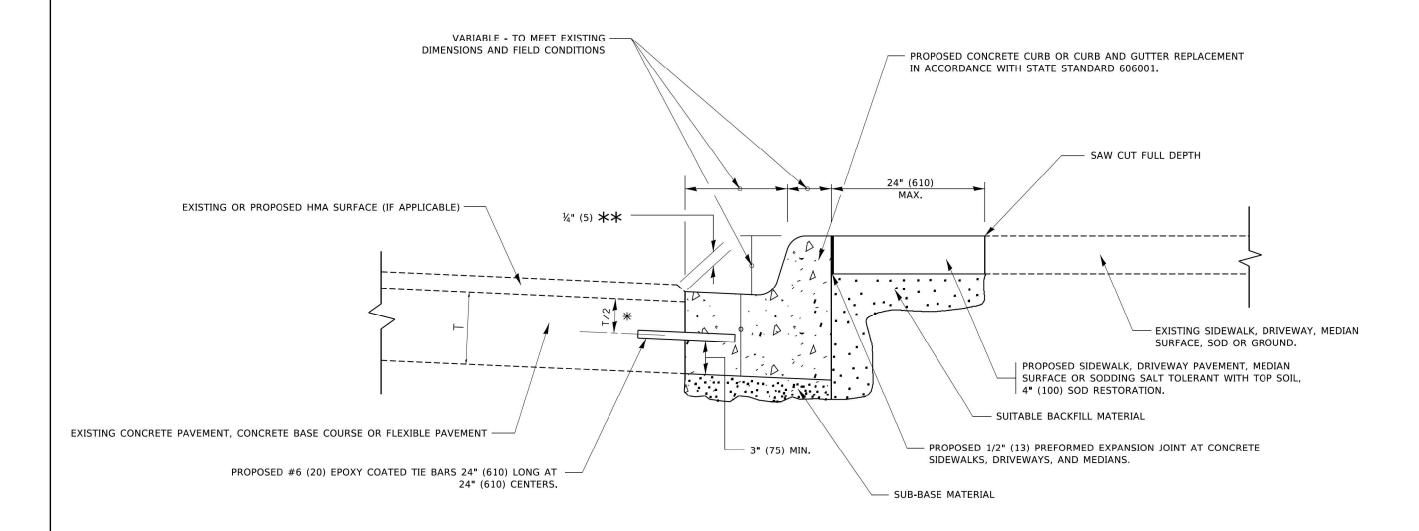
| | OSEK NAME | = ALane |
|--|------------|------------------|
| INFRASTRUCTURE | | |
| ENGINEERING INCORPORATED | | |
| | | = 20.0018 / in |
| 1 South Wacker Suite 2650 Chicago, IL 60606 | TEOT SCHEE | = 20.0010 / III. |
| P 312.425.9560 F 312.425.9564 www.infrastructure.eng.com | PLOT DATE | = 1/28/2021 |
| | | |

| _ | USER NAME = ALane | DESIGNED | - | MAS | REVISED - |
|--------------|-----------------------------|----------|---|------------|-----------|
| E | | DRAWN | - | MAS | REVISED - |
| T E D 606 | PLOT SCALE = 20.0018 1 / In | CHECKED | - | ACL | REVISED - |
| m | | DATE | - | 01/20/2021 | REVISED - |

| STATE OF ILLINOIS | | | | | |
|-------------------|----|----------------|--|--|--|
| DEPARTMENT | 0F | TRANSPORTATION | | | |

| DISTRICT ONE - PAY | /EMENT PATCHIN | G FOR | | | | | |
|-------------------------------|----------------|--------|--|--|--|--|--|
| HMA SURFACED PAVEMENT (BD-22) | | | | | | | |
| | CTA | TO STA | | | | | |

| S.B.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
|----------------|----------------|--------|-----------------|--------------|------|
| 2812 | 2020-108-RS&SW | COOK | 77 | 64 | |
| | | | CONTRACT | NO. 62 | 2L86 |
| | ILLINOIS | FED. A | ID PROJECT | | |



- \divideontimes 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- $\star\star$ IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

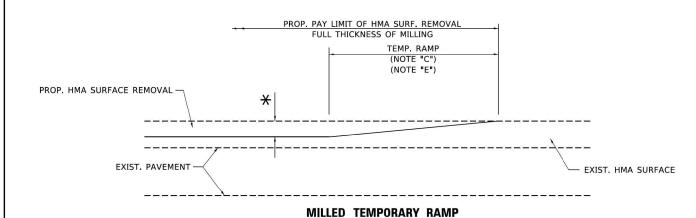
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

| IN EN |
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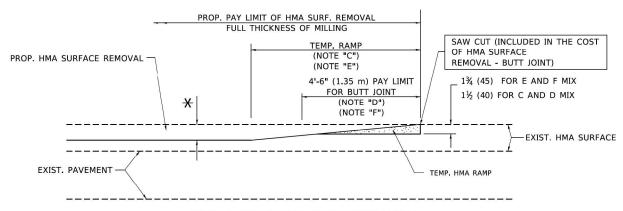
| | USER NAME = ALane | DESIGNED - MAS | REVISED - |
|--|-------------------|-------------------|-----------|
| INFRASTRUCTURE | | DRAWN - MAS | REVISED - |
| 1 South Wacker Suite 2650 Chicago, IL 606 | | CHECKED - ACL | REVISED - |
| P 312.425.9560 F 312.425.9564 www.infrastructure.eng.com | | DATE - 01/20/2021 | REVISED - |

| ols. | TRICT | ONE | _ 1 | CURB | OR | CURB | AND | GUTTER | |
|------|-------|-----|-----|-------|-----|-------|-----|--------------|--|
| | REMO | VAL | ANI |) REP | LAC | EMENT | (BD | –24) | |



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

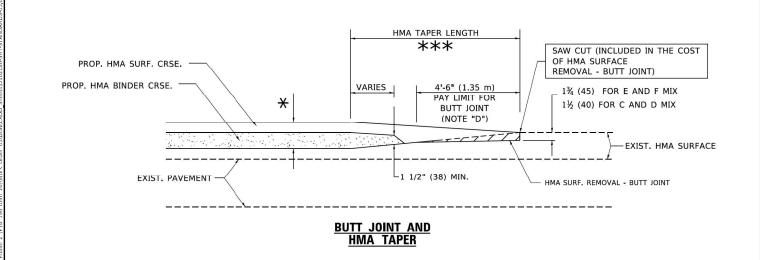


HMA CONSTRUCTED TEMPORARY RAMP

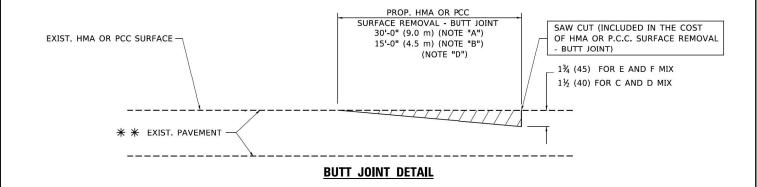
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

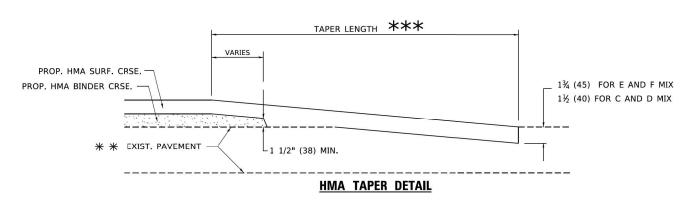
OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL BUTT JOINT.

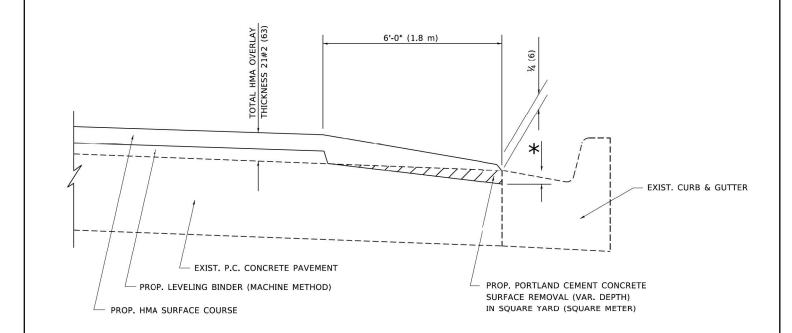
 ** SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

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

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

INFRASTRUCTURE
FINAL STRUCTURE
SINGINEERING INCORPORATE
I South Wacker | Suite 2501 | Chicago, It Goods
1 South Wacker | Suite 2501 | Chicago, It Goods
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2 South Wacker | Suite



HMA TAPER AT EDGE OF P.C.C PAVEMENT

| HMA SURFACE | | LEVELING BINDER | |
|----------------|-----------|--------------------|--------------------------|
| MIX | THICKNESS | THICKNESS | * MILLING AT GUTTER FLAG |
| C OR D | 1½ (38) | 1 (25) | 1¼ (33) |
| E | 1¾ (44) | ¾ (19) | 1½ (38) |

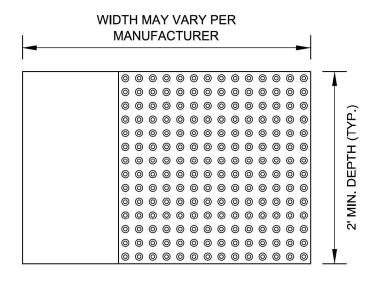
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| | USER NAME | = ALane | DESIGNED | - | MAS | REVISED | - |
|---|-----------|-----------------|----------|---|------------|---------|---|
| NFRASTRUCTURE | | | DRAWN | - | MAS | REVISED | - |
| ENGINEERING INCORPORATED South Wacker Suite 2650 Chicago, IL 60606 | | = 20.0018 / in. | CHECKED | - | ACL | REVISED | - |
| P 312,425,9560 F 312,425,9564 www.infrastructure-eng.com | | = 1/28/2021 | DATE | - | 01/20/2021 | REVISED | - |

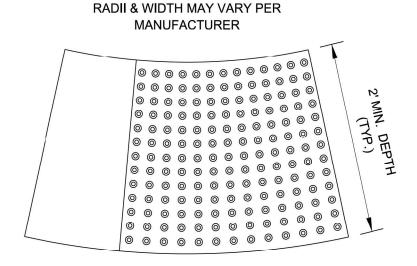
TO STA.

SCALE: NTS

STRAIGHT DETECTABLE WARNING UNITS



RADIAL DETECTABLE WARNING UNITS

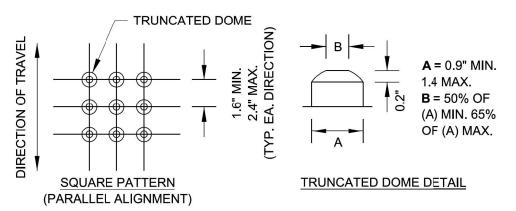


DETECTABLE WARNING UNIT SIZES

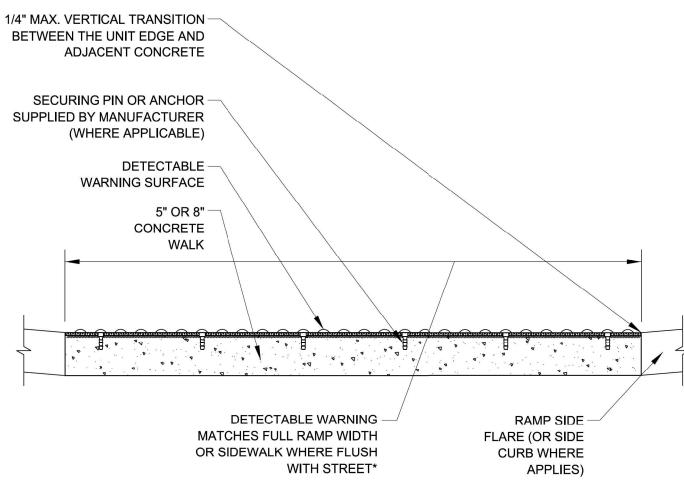
- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.

GENERAL NOTE:

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



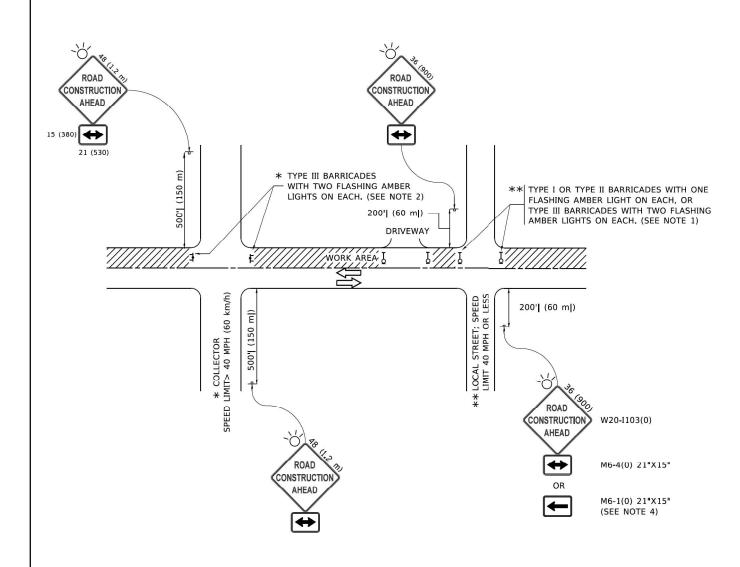
UNIT PATTERN & DOME DETAIL



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

DETECTABLE WARNING UNIT SECTION

| | INTER A CERTIFICATION | USER NAME = ALane | DESIGNED - | MAS | REVISED - | | DISTRICT ONE – CI | Y OF CHICAGO | | S.B.I. RTF | SECTION | COUNTY | TOTAL SHEET |
|------------------|--|---------------------------|-------------------|-----------------------------|-----------|------------------------------|-------------------------------|--------------|---------|---------------|-------------------|----------|-------------|
| ENG 1 South V | ENGINEERING LINGERSTATES | DRAWN - MAS REVISED - | STATE OF ILLINOIS | DETECTABLE WARNINGS (BD-58) | | 2812 | 2020-108-RS&SW | COOK | 77 68 | | | | |
| | 1 South Wacker Suite 2650 Chicago, IL 60606 | PLOT SCALE = 20.0018 / in | CHECKED - | ACL | REVISED - | DEPARTMENT OF TRANSPORTATION | DETECTABLE VVANIVINGS (DD=30) | | | | | CONTRACT | T NO. 62L86 |
| | P 312.425.9560 F 312.425.9564 www.infrastructure-eng.com | PLOT DATE = 1/28/2021 | DATE - | 01/20/2021 | REVISED - | | SCALE: NTS | STA. | TO STA. | | ILLINOIS FED. AIE | 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.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710)
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE
- 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.

INFRA ENGINE

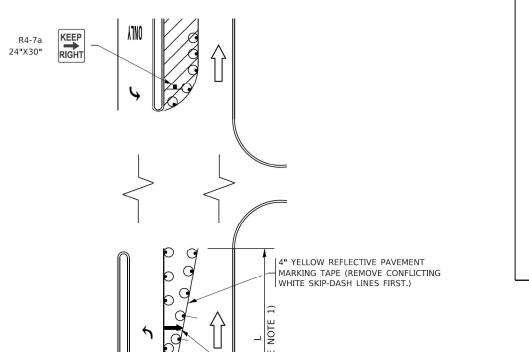
1 South Wacker

| | USER NAME = ALane | DESIGNED - MAS | REVISED - |
|--|-------------------|-------------------|-----------|
| ASTRUCTURE | | DRAWN - MAS | REVISED - |
| EERING INCORPORATED er Suite 2650 Chicago, IL 60606 | | CHECKED - ACL | REVISED - |
| F 312-425-9564 www.infrastructure.eng.com | | DATE - 01/20/2021 | REVISED - |

| | ONE – TRAFFIC CONTRO ROADS, INTERSECTIONS, AN | | |
|------------|--|------|---------|
| SCALE: NTS | | STA. | TO STA. |

| S.B.I. RTE. | SECT | ΓΙΟΝ | COUNTY | TOTAL SHEETS | SHEE NO. | |
|----------------|----------------|----------|-----------|-----------------|-------------|----|
| 2812 | 2020-108-RS&SW | | | COOK | 77 | 69 |
| | | | CONTRACT | NO. 62 | 2L86 | |
| | | ILLINOIS | D PROJECT | | | |

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



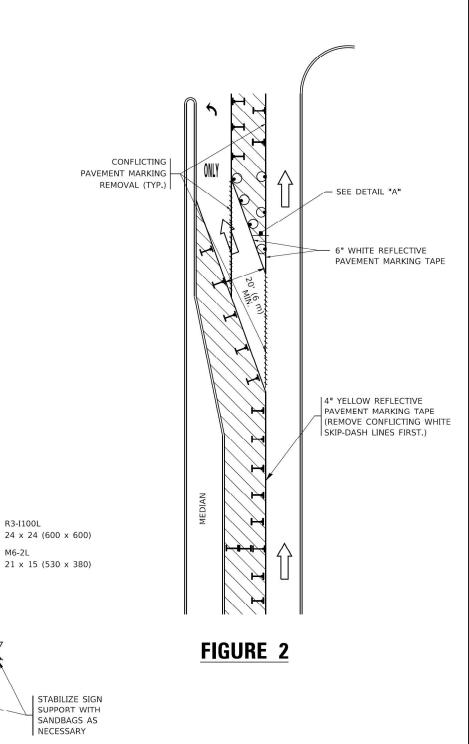
- ARROW BOARD

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

NOTES:

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

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

M6-2L

TURN

LANE

All dimensions are in inches (millimeters) unless otherwise shown

SEE DETAIL "A" -

DESIGNED -REVISED INFRASTRUCTURE DRAWN MAS REVISED ENGINEERING LIKE HECKED ACL REVISED 1 South Wacker | Suite 2650 | Chicago, IL 60606 PLOT DATE = 1/28/2021 REVISED

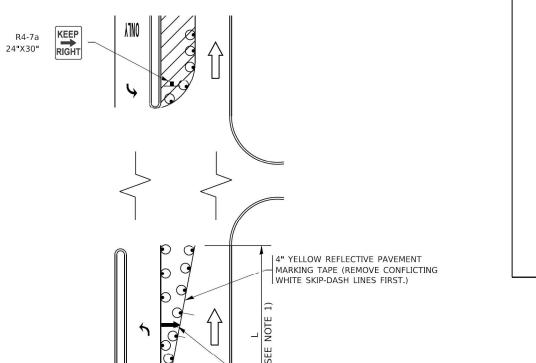
FIGURE 1

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE - TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)

SECTION 2812 2020-108-RS&SW соок 77 70 CONTRACT NO. 62L86

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



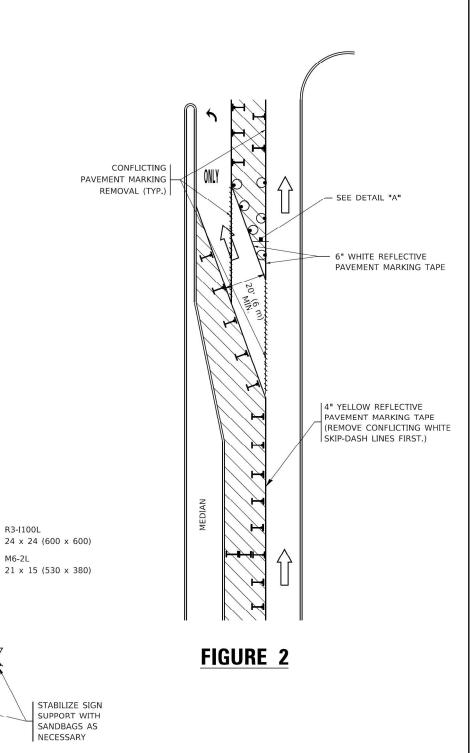
- ARROW BOARD

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

NOTES:

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

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

SCALE: NTS

TURN

LANE

All dimensions are in inches (millimeters) unless otherwise shown

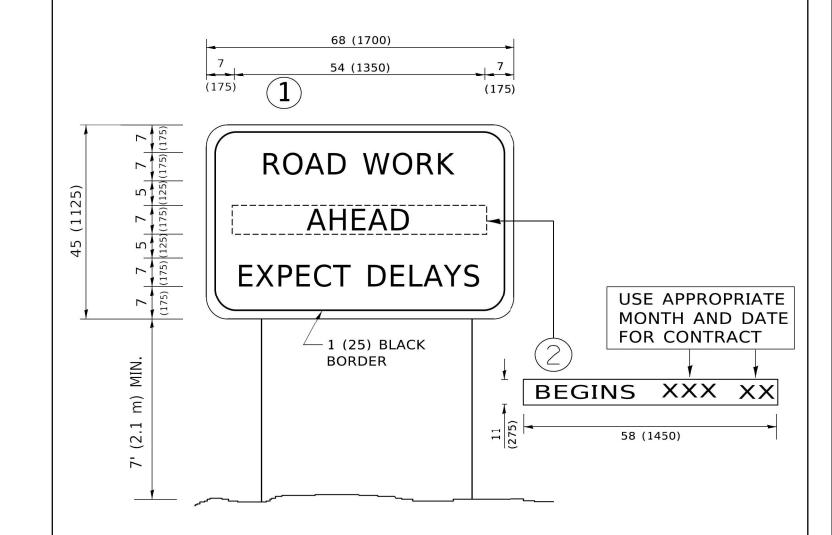
| INFRASTRUCTURE ENGINEERING INCORPORATE PLOT SCALE = 20.0018 / In CHECKED - ACL REVISED - | | USER NAME = ALane | DESIGNED - MAS | REVISED - |
|--|---|-------------------|-------------------|-----------|
| | | | DRAWN - MAS | REVISED - |
| | 1 South Wacker Suite 2650 Chicago, IL 60606 | | CHECKED - ACL | REVISED - |
| >10.245.959 F12.45.9594 emailerance region PLOT DATE = 1/28/2021 DATE - 01/20/2021 REVISED - | | | DATE - 01/20/2021 | REVISED - |

FIGURE 1

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

| DISTRICT ONE - SHORT TERM | PAVEMENT MARKING | S.B.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------------|----------------|----------|-----------------|--------------|
| LETTERS AND SYM | 201.2 /TC 16) | 2812 | 2020-108-RS&SW | соок | 77 | 71 |
| LETTENS AND STIVIL | 30L3 (10-10) | | | CONTRACT | NO. 62 | 2L86 |
| | 574 | | | | | |

SEE DETAIL "A" —



NOTES:

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

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

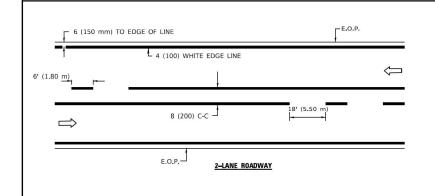
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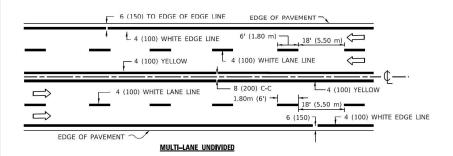
| | USER NAME | = ALane | DESIGNED | - | MAS | REVISED | - |
|--|------------|-----------------|----------|---|------------|---------|---|
| NFRASTRUCTURE | | | DRAWN | - | MAS | REVISED | - |
| L South Wacker Suite 2650 Chicago, IL 60606 | PLOT SCALE | = 20.0018 / in. | CHECKED | - | ACL | REVISED | - |
| P 312 425 9560 F 312 425 9564 www.infrastructure-eng.com | PLOT DATE | = 1/28/2021 | DATE | - | 01/20/2021 | REVISED | - |

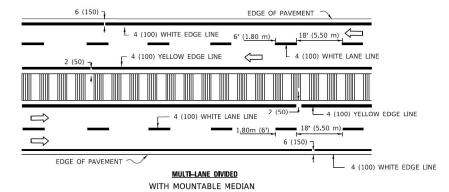
| DISTRICT ONE - | ART | ERIAL ROAD |
|----------------|-----|------------|
| INFORMATION | SIG | N (TC-22) |
| | | CTA |

TO STA.

| S.B.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHE |
|----------------|-----------------|------------|-----------------|------|
| 2812 | 2020-108-RS&SW | соок | 77 | 72 |
| | | CONTRACT | NO. 62 | 2L86 |
| | ILLINOIS FED. A | ID PROJECT | | |

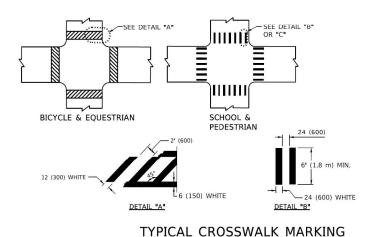


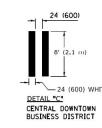


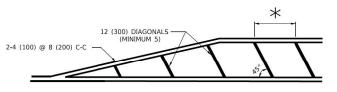


TYPICAL LANE AND EDGE LINE MARKING

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

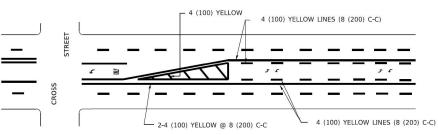




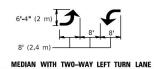


- * FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
- * DIAGONAL LINE SPACING: 20' (6.1 m) C-C

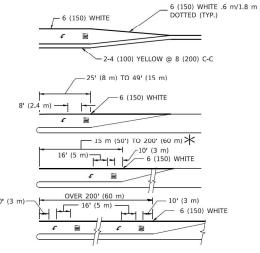
PAINTED MEDIANS



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.



TYPICAL PAINTED MEDIAN MARKING

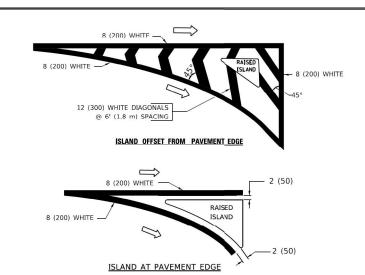


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. \P AREA = 15.8 SQ. FT. (1.47 m²) N_{L}^{V} AREA = 22.9 SQ. FT. (2.13 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



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 | G (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 | SKIP-DASH AND SOLID | YELLOW | 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 |
| | 8' (2.4 m) LEFT ARROW | IN PAIRS | WHITE | SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN) | 12 (300) @ 45* 24 (600) @ 90° | SOLID SOLID | WHITE WHITE | 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° | SOLID | YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC | 8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SO, FT. (0.33m ²) EACH "X"=54.0 SO. 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.

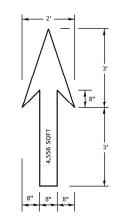
SCALE: NTS

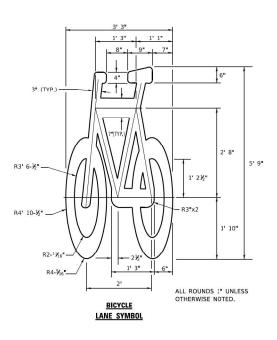
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| [| | USER NAME = ALa | ane | DESIGNED | - | MAS | REVISED | - |
|---|---|-----------------|-----------|----------|---|------------|---------|---|
| | INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312-425,5550 F 312-425,5554 www.infrastructure-ing.com | | | DRAWN | - | MAS | REVISED | - |
| | | | 0018 / in | CHECKED | - | ACL | REVISED | - |
| | | | 8/2021 | DATE | - | 01/20/2021 | REVISED | - |
| | | | | | | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| DISTRICT ONE – CITY OF CHICAGO | | S.B.I. RTE. | | | COUNTY | TOTAL SHEETS | SHEET NO. | |
|---|-----------|----------------|----------|--------------|---------------|--------------------|--------------|--|
| TYPICAL PAVEMENT MARKINGS (1 OF 3 | \ /TC_2/\ | 2812 | 2020-108 | 3-RS&SW | соок | 77 | 73 | |
| 111 JOAL 1 AVENUENT INFAMINING (1 OF 3) (10-24) | | | | | | CONTRACT NO. 62L86 | | |
| STA. | TO STA. | | | ILLINOIS FED | . AID PROJECT | | | |

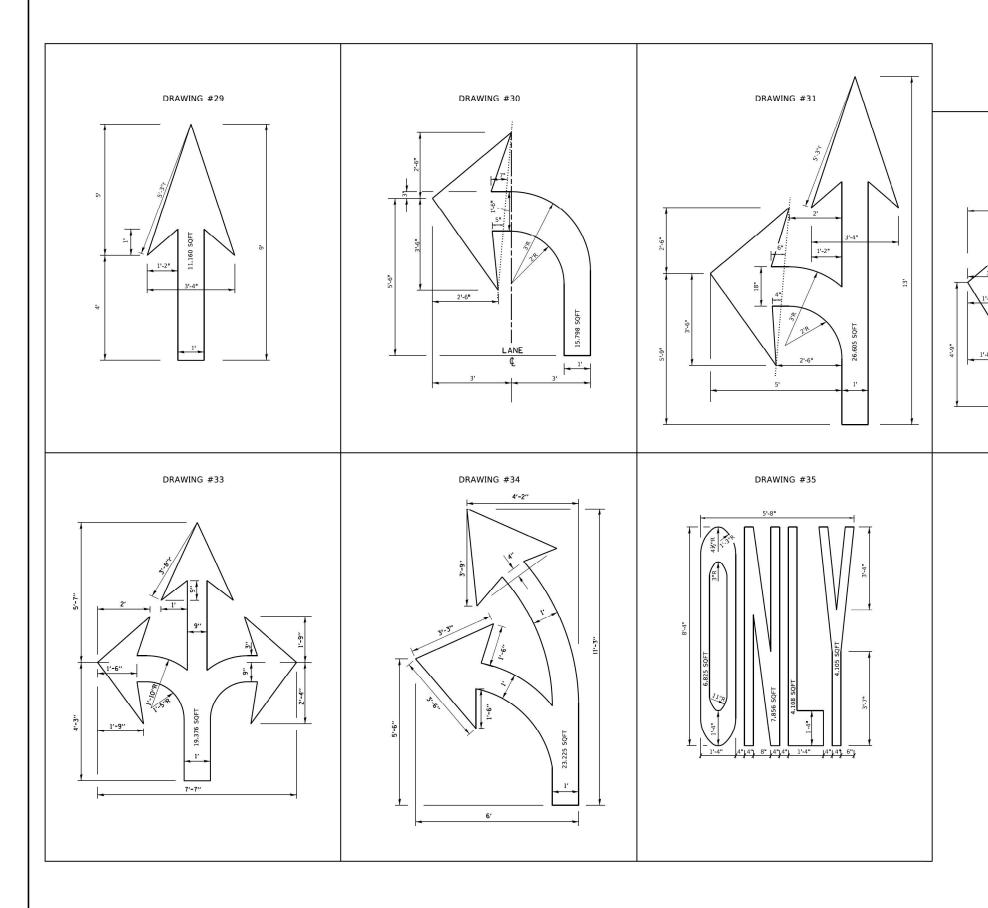




NOTE:

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

TYPICAL BIKE LANE SYMBOLS DRAWING #28



NOTE:

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

DRAWING #32

SECTION COUNTY 2020-108-RS&SW COOK 77 74 2812 CONTRACT NO. 62L86

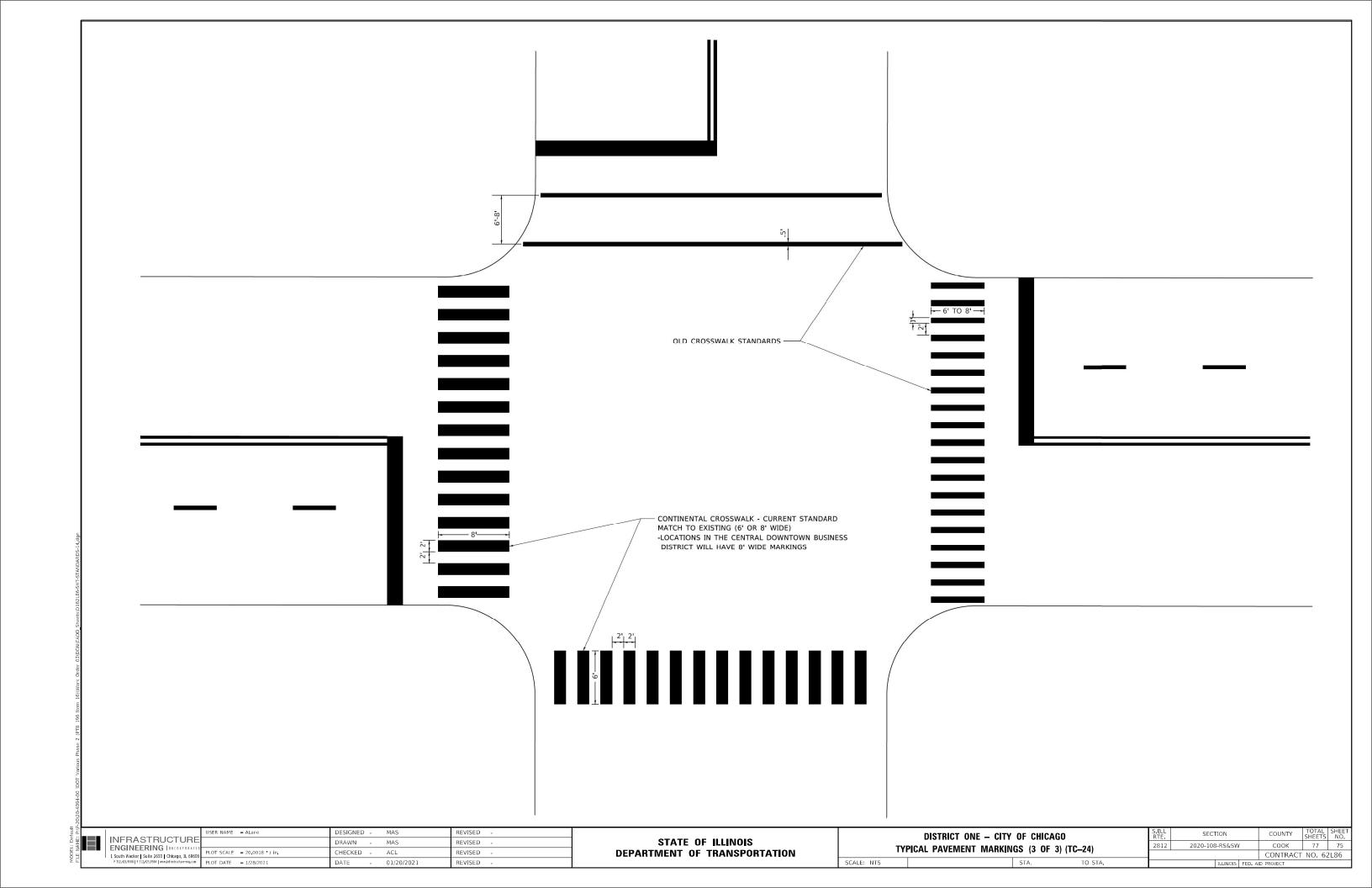
INFRASTRUCTURE ENGINEERING INCORPORA 1 South Wacker | Suite 2650 | Chicago, IL 60606

MAS DESIGNED -REVISED DRAWN -MAS REVISED CHECKED -ACL REVISED PLOT DATE = 1/28/2021 DATE REVISED 01/20/2021

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

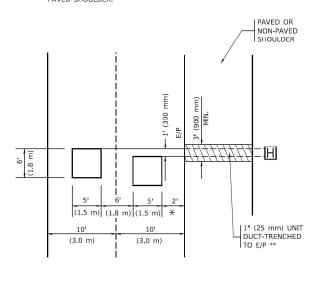
DISTRICT ONE - CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS (2 OF 3) (TC-24)

SCALE: NTS



LOOPS NEXT TO SHOULDERS

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



* = (600 mm) \star \star unit duct is to be shown on plan sheets

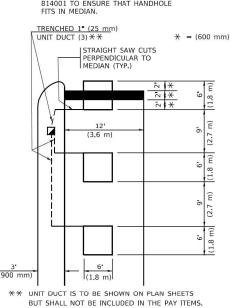
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS

LEFT TURN LANES WITH MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLF 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



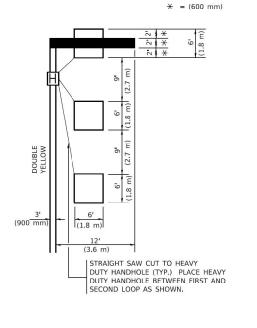
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

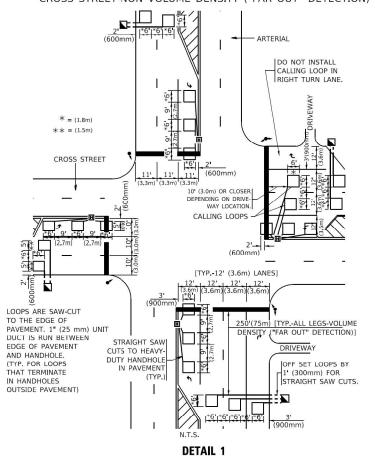


NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

SCALE: NTS

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

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



OFFSET LOOPS BY 1' (300mm) FOR - ARTERIAL THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION 11" (25 mm) UNIT DUCT (TYP.) - CROSS STREET 6** 10'(3.0m) PREFERRED 15'(4.5m) MAXIMUM *6 9 *6 9 *6 ¥6 <u>△ *5 9 *6</u> (2.7m) (2.7m) + - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM. A - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR "FAR OUT" LOOPS 10' (3.0m) LANE WIDTHS ARE LOCATED IN TAPER OF A RIGHT THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER. **DETAIL 2** N.T.S.

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED,
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE
- * 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
- * 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.

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.

REVISED REVISED REVISED

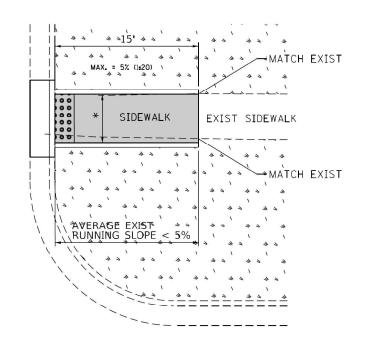
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** DISTRICT ONE - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

SECTION COUNTY 2812 2020-108-RS&SW COOK 77 76 CONTRACT NO. 62L86

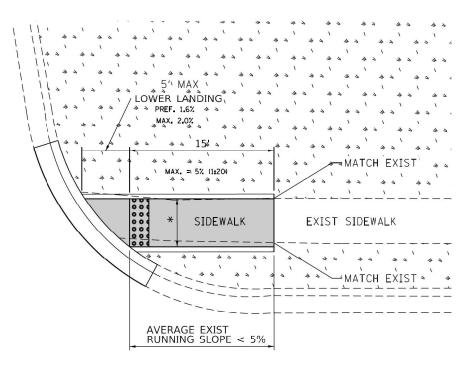
DESIGNED -MAS **INFRASTRUCTURE** DRAWN MAS ENGINEERING Line HECKED ACL 1 South Wacker | Suite 2650 | Chicago, IL 6060 PLOT DATE = 1/28/2021 DATE 01/20/2021 REVISED

N.T.S.

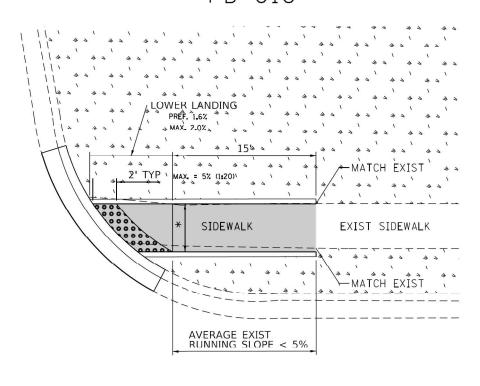
PD-01A



PD-01B



PD-01C



DESIGNER NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50).
- 2) SIDEWALK REALIGNMENT WILL REQUIRE DETAILED DESIGN.
- AREAS SURROUNDED BY PCC/ASPHALT, BUILDINGS, OR ARE NEAR TO DRIVEWAYS, REALIGNED SIDEWALK, UTILITY AND SIGNAL POLES, OR WHEN PRIVATE SIDEWALK TIES IN, WILL REQUIRE DETAILED SURVEY AND DESIGN.
- 4) ALL BRICK CORNERS WILL REQUIRE SUPERVISOR APPROVAL BEFORE USING PROJECT DETAILS

LEGEND

PROPOSED SIDE CURB



EXIST. GRASS



PROPOSED SIDEWALK



DETECTABLE WARNINGS

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

| INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, II. 60606 P 312-225-950 F 312-25-956 www.infartricture-ting.com | USER NAME = ALane | | DESIGNED | - | MAS | REVISED | - |
|--|-------------------|---|----------|---|------------|---------|---|
| | | | DRAWN | - | MAS | REVISED | - |
| | | (| CHECKED | - | ACL | REVISED | - |
| | | [| DATE | - | 01/20/2021 | REVISED | - |
| | | | | | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS (PD-01)

| S.B.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | |
|---------------|----------------|--------------------|-----------------|--------------|--|--|
| 2812 | 2020-108-RS&SW | COOK | 77 | 77 | | |
| | | CONTRACT NO. 62L86 | | | | |
| | TILIMOIS | EED A | ID PROJECT | | | |