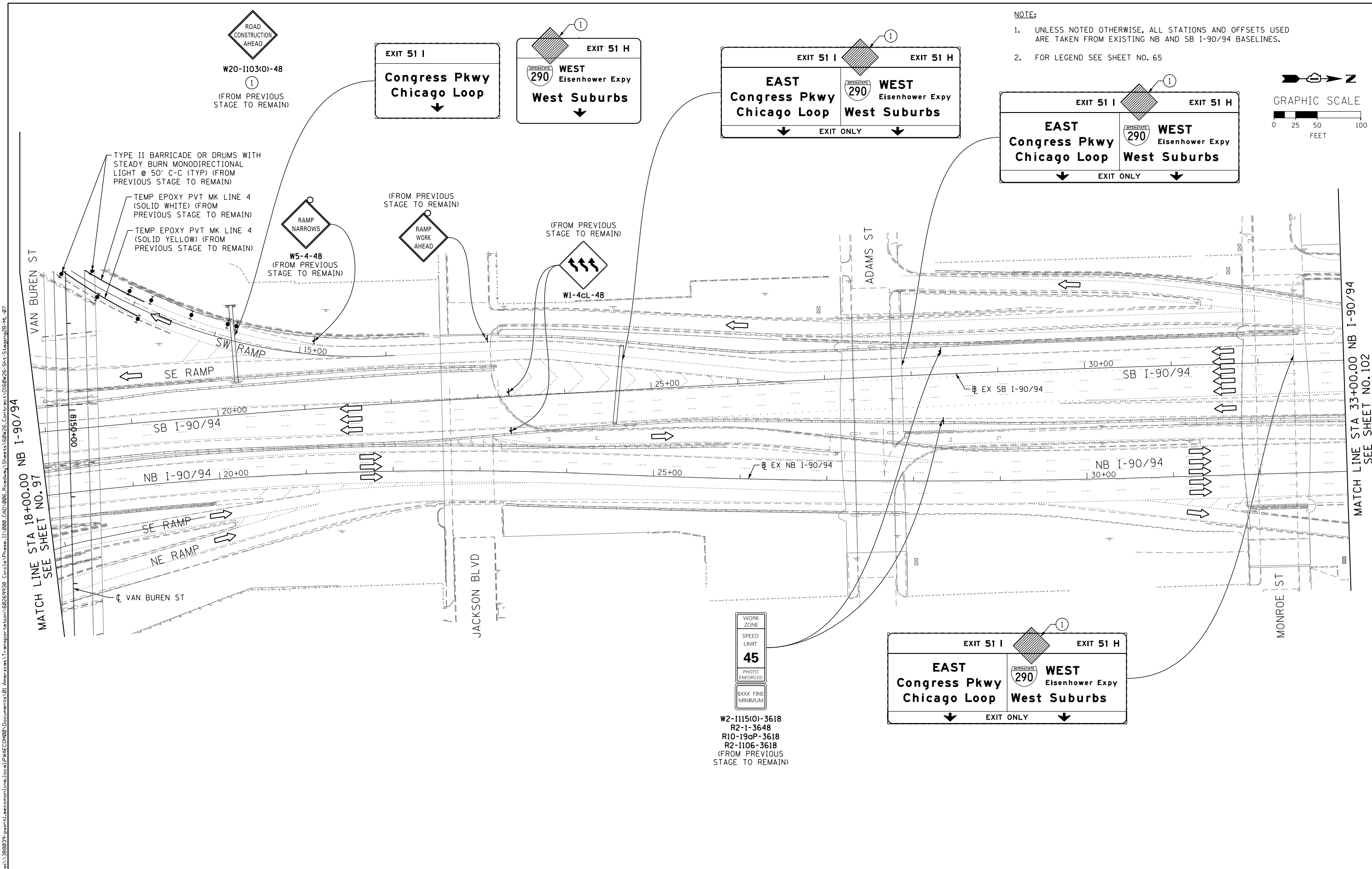
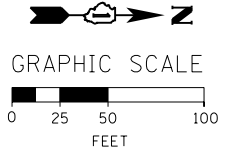


- NOTE:
- UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS USED ARE TAKEN FROM EXISTING NB AND SB I-90/94 BASELINES.
  - FOR LEGEND SEE SHEET NO. 65



FILE PATH = p:\388035\pmt\escomon\line\local\p\wec\000\Documents\01\_Americas\Transportation\60269938\_Circle\Phase\I\000\_CAD\005\_Roadway\Sheets\60W26\_Contract\0160W26-Sht-Staging2B-ML-07

<b>AECOM</b> <i>Tran</i> Systems	DI60W26-Sht-Staging2B-ML-07	DESIGNED - OPS	REVISED -
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	PLOT DATE = 9/15/2013	DATE - 9/15/13	REVISED -

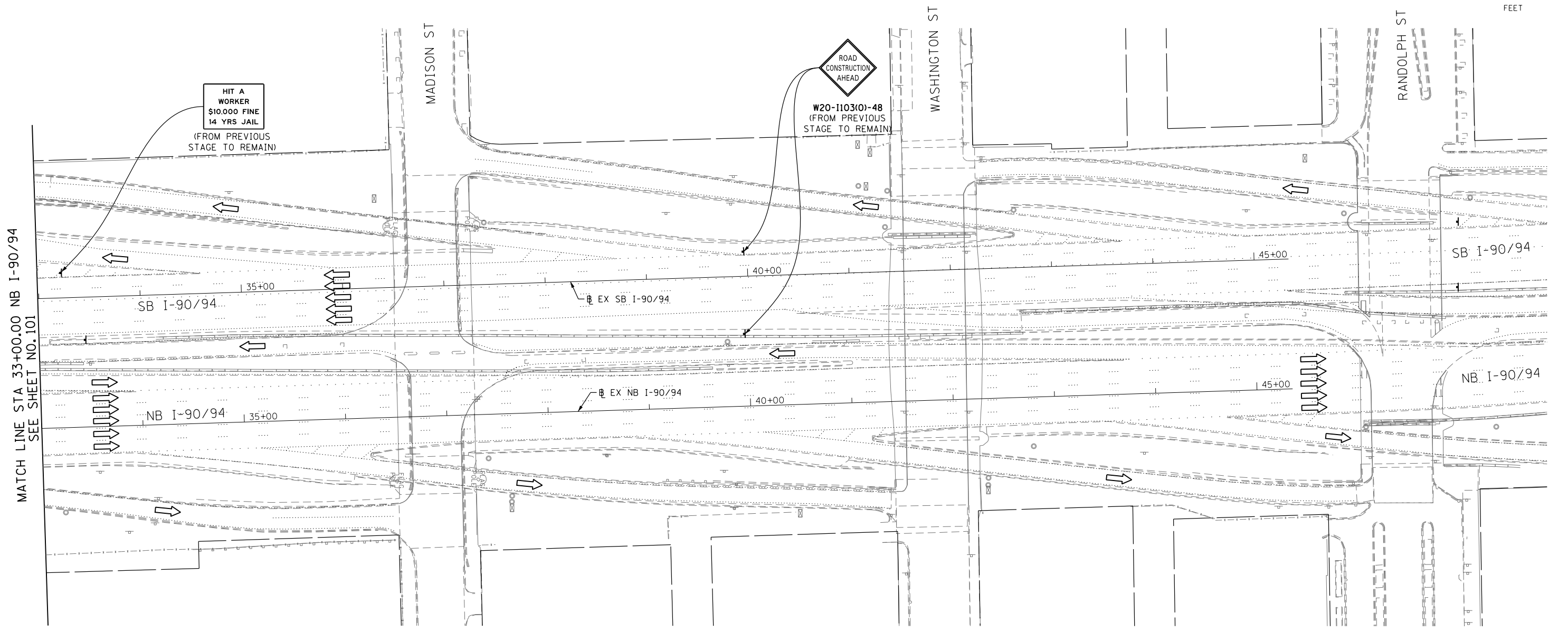
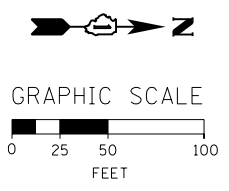
DESIGNED - OPS	REVISED -
DRAWN - PHP	REVISED -
CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN**  
**MAINLINE STAGING 2B**

SCALE: 1" = 50'    SHEET 7 OF 8 SHEETS    STA.                      TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 101
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	



MATCH LINE STA 33+00.00 NB I-90/94  
SEE SHEET NO. 101

HIT A WORKER  
\$10,000 FINE  
14 YRS JAIL  
(FROM PREVIOUS STAGE TO REMAIN)

ROAD CONSTRUCTION AHEAD  
W20-1103(O)-48  
(FROM PREVIOUS STAGE TO REMAIN)

FILE PATH = p:\388035\pmt\escomon\local\p\AECD\00\Documents\01\_Americas\Transportation\60269938\_Circle\Phase\_1\000\_CAD\005\_Roadway\_Sheets\60W26\_Contract\0160W26-Sht-Staging2B-ML-08



DI60W26-Sht-Staging2B-ML-08  
USER NAME = pimsarno  
PLOT SCALE = 50.0000' / in.  
PLOT DATE = 9/15/2013

DESIGNED - OPS	REVISED -
DRAWN - PHP	REVISED -
CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

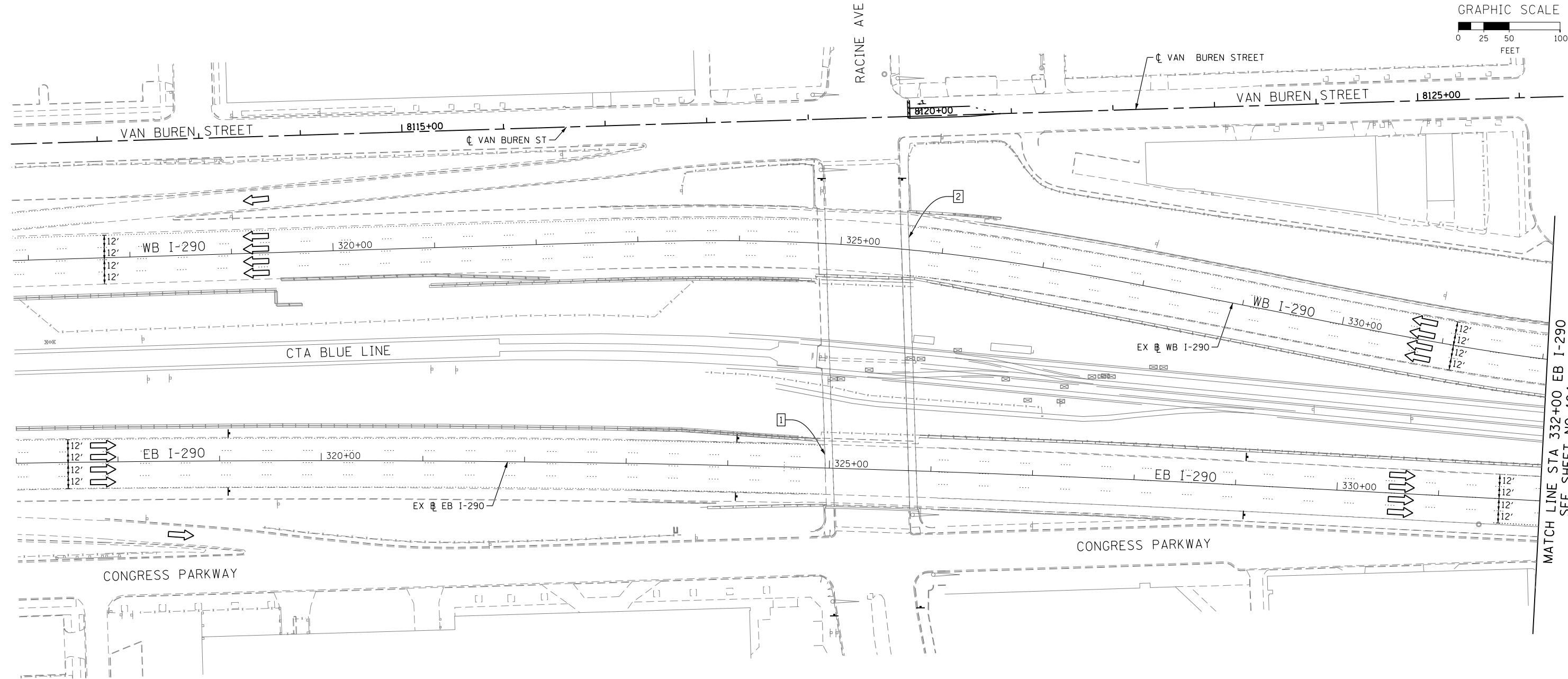
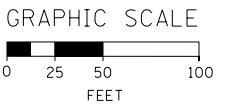
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
MAINLINE STAGING 2B  
SCALE: 1" = 50' SHEET 8 OF 8 SHEETS STA. TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 102
CONTRACT NO. 60W26				ILLINOIS FED. AID PROJECT

**NOTE:**

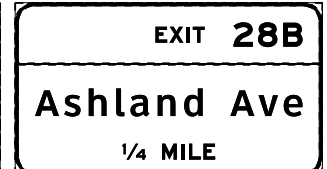
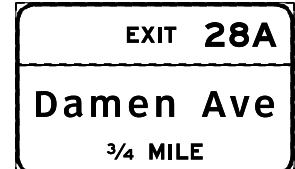
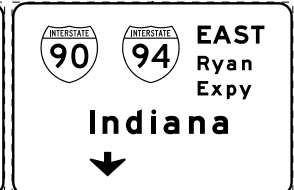
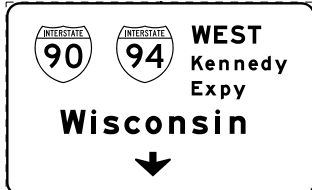
1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS USED ARE TAKEN FROM EXISTING EB AND WB I-290 BASELINES.
2. FOR LEGEND SEE SHEET NO. 65



MATCH LINE STA 332+00 EB I-290  
SEE SHEET NO. 104

1 EXISTING OVERHEAD SIGNS TO REMAIN

2 EXISTING OVERHEAD SIGNS TO REMAIN



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
MAINLINE STAGING 3A-3C**

SCALE: 1" = 50' SHEET 1 OF 8 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	103
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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D160W26-Sht-Staging3AC-ML-01  
USER NAME = pimsarno  
PLOT SCALE = 50.0000' / in.  
PLOT DATE = 9/15/2013

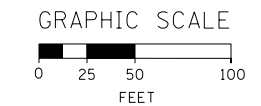
DESIGNED - OPS	REVISED -
DRAWN - PHP	REVISED -
CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

1 EXISTING OVERHEAD SIGN TO REMAIN

EXIT **28B**  
**Ashland Ave**  
 1/2 MILE

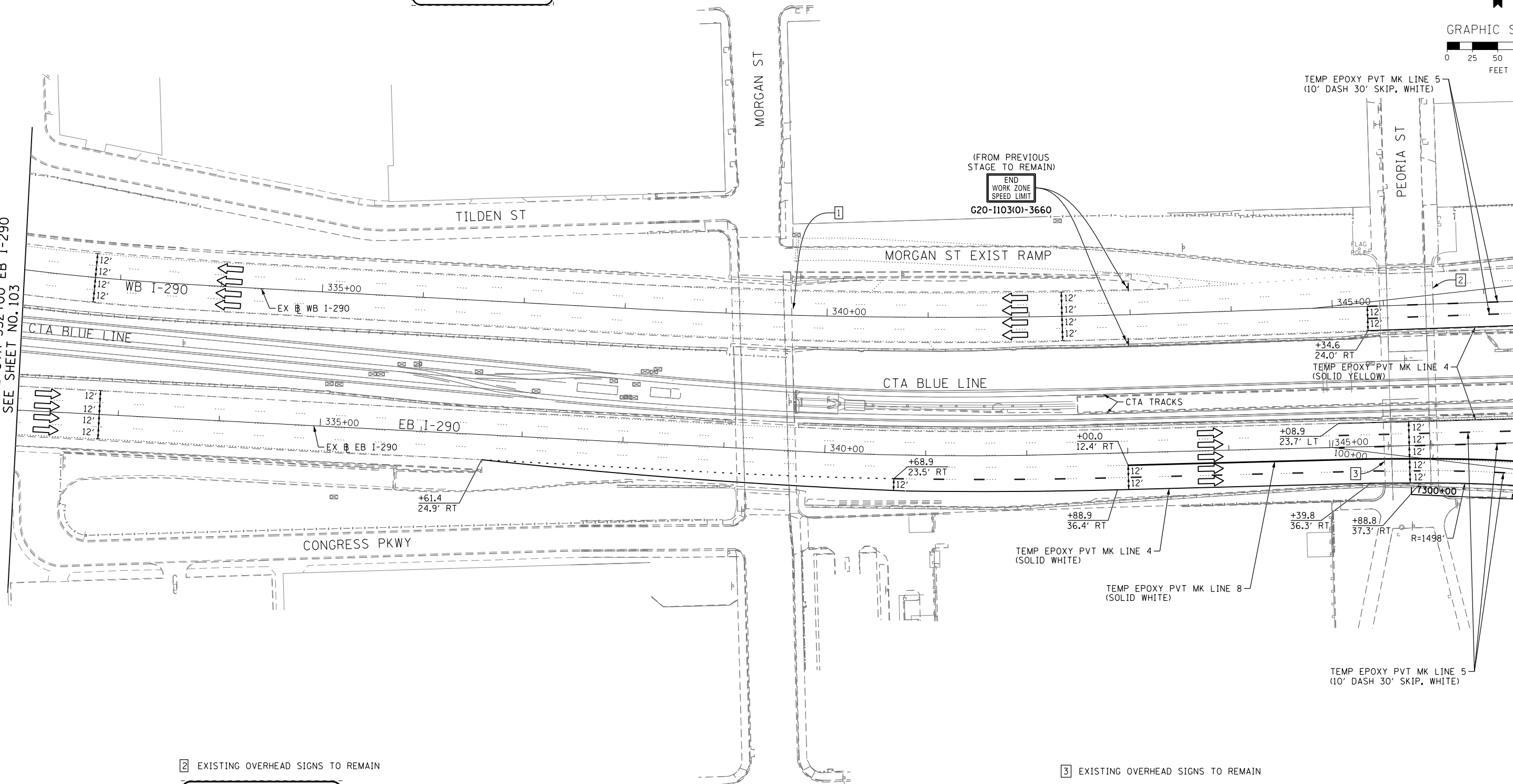
NOTE:

- UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS USED ARE TAKEN FROM EXISTING EB AND WB I-290 BASELINES.
- FOR LEGEND SEE SHEET NO. 65



MATCH LINE STA 332+00 EB I-290  
 SEE SHEET NO. 103

MATCH LINE STA 347+00 EB I-290  
 SEE SHEET NO. 105



2 EXISTING OVERHEAD SIGNS TO REMAIN

Exit **28B**  
**Ashland Ave**  
**Paulina St**  
 3/4 MILE

Exit **29B**  
**Morgan St** ↗  
 1000 W

3 EXISTING OVERHEAD SIGNS TO REMAIN

INTERSTATE **90** INTERSTATE **94** **WEST Kennedy Expy**  
**Wisconsin**

INTERSTATE **90** INTERSTATE **94** **EAST Ryan Expy**  
**Indiana**



D160W26-Sht-Staging3AC-ML-02  
 USER NAME = pimsarno  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/15/2013

DESIGNED - OPS	REVISED -
DRAWN - PHP	REVISED -
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DATE - 9/15/13	REVISED -

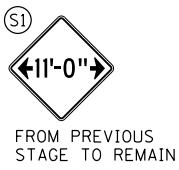
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
 MAINLINE STAGING 3A-3C  
 SCALE: 1" = 50' SHEET 2 OF 8 SHEETS STA. TO STA.

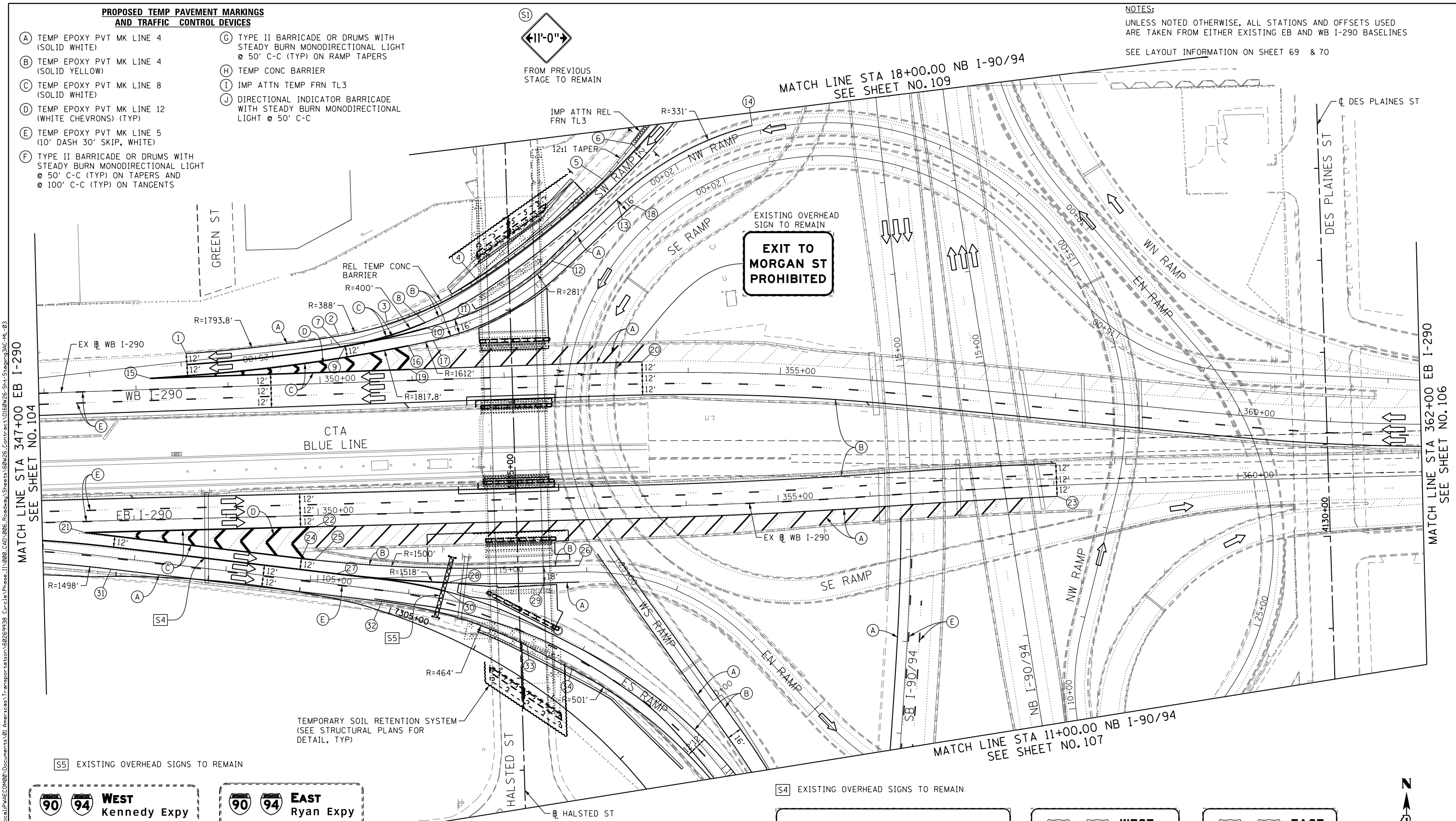
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	104
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

**PROPOSED TEMP PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES**

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (D) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS) (TYP)
- (E) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (F) TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND @ 100' C-C (TYP) ON TANGENTS
- (G) TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON RAMP TAPERS
- (H) TEMP CONC BARRIER
- (I) IMP ATTN TEMP FRN TL3
- (J) DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C



NOTES:  
UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS USED ARE TAKEN FROM EITHER EXISTING EB AND WB I-290 BASELINES  
SEE LAYOUT INFORMATION ON SHEET 69 & 70



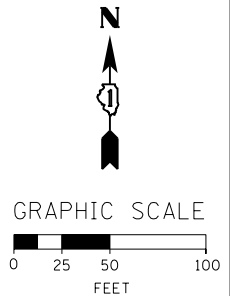
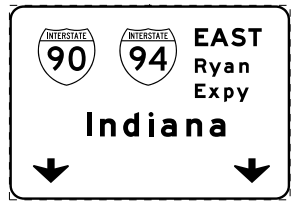
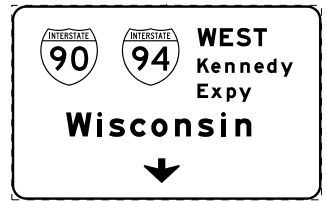
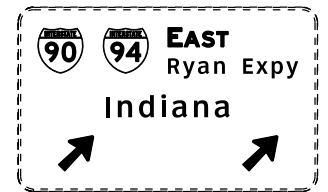
MATCH LINE STA 347+00 EB I-290 SEE SHEET NO. 104

MATCH LINE STA 362+00 EB I-290 SEE SHEET NO. 106

MATCH LINE STA 11+00.00 NB I-90/94 SEE SHEET NO. 107

(S4) EXISTING OVERHEAD SIGNS TO REMAIN

(S5) EXISTING OVERHEAD SIGNS TO REMAIN



D160W26-Sht-Staging3AC-ML-03  
USER NAME = pimsarno  
PLOT SCALE = 50.0000' / in.  
PLOT DATE = 9/15/2013

DESIGNED - OPS  
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CHECKED - DBM  
DATE - 9/15/13

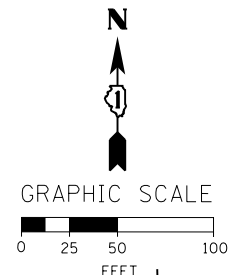
REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

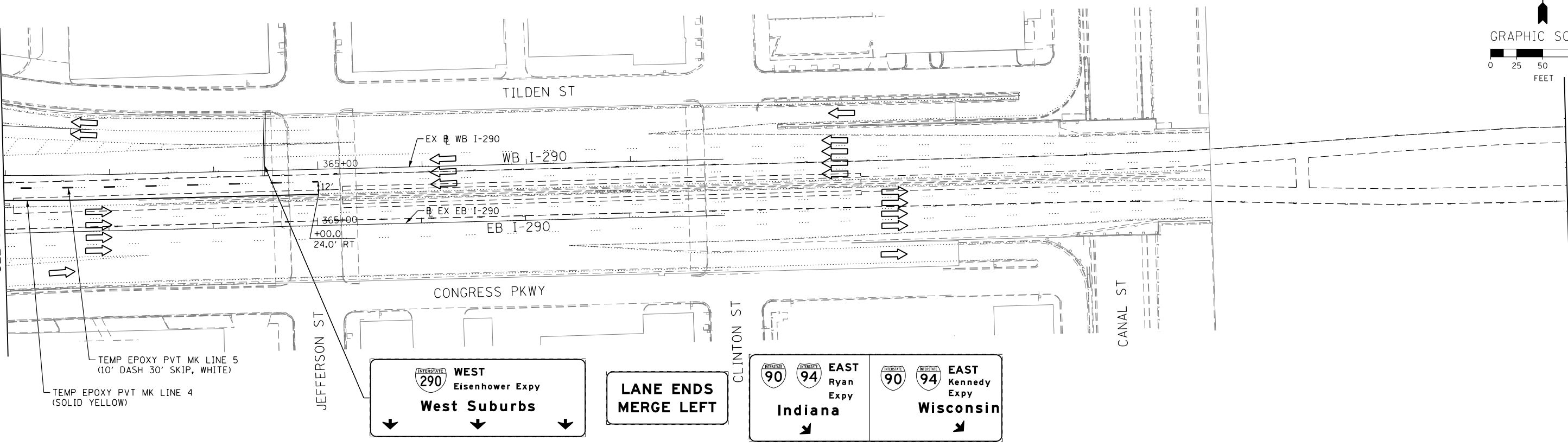
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
MAINLINE STAGING 3A-3C  
SCALE: 1" = 50' SHEET 3 OF 8 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	105
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

- NOTE:
- UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS USED ARE TAKEN FROM EXISTING EB AND WB I-290 BASELINES.
  - FOR LEGEND SEE SHEET NO. 65



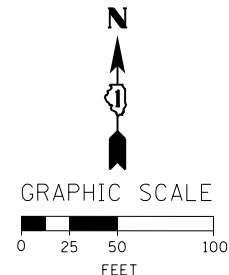
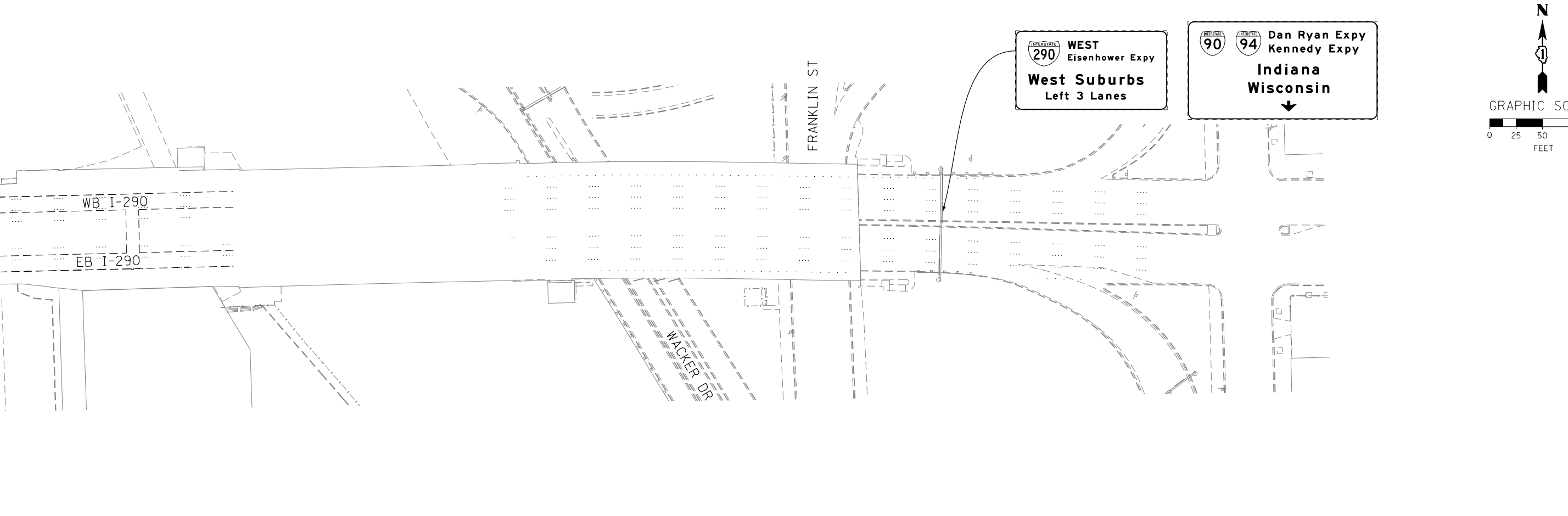
MATCH LINE STA 362+00 EB I-290 SEE SHEET NO. 105



MATCH LINE BELOW

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MATCH LINE ABOVE



DI60W26-Sht-Staging3AC-ML-04  
 USER NAME = pimsarno  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/15/2013

DESIGNED - OPS	REVISED -
DRAWN - PHP	REVISED -
CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
 MAINLINE STAGING 3A-3C**

SCALE: 1" = 50'    SHEET 4 OF 8 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	106
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

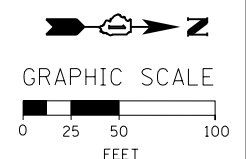
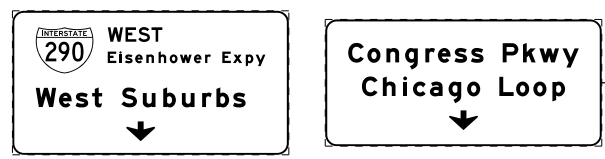
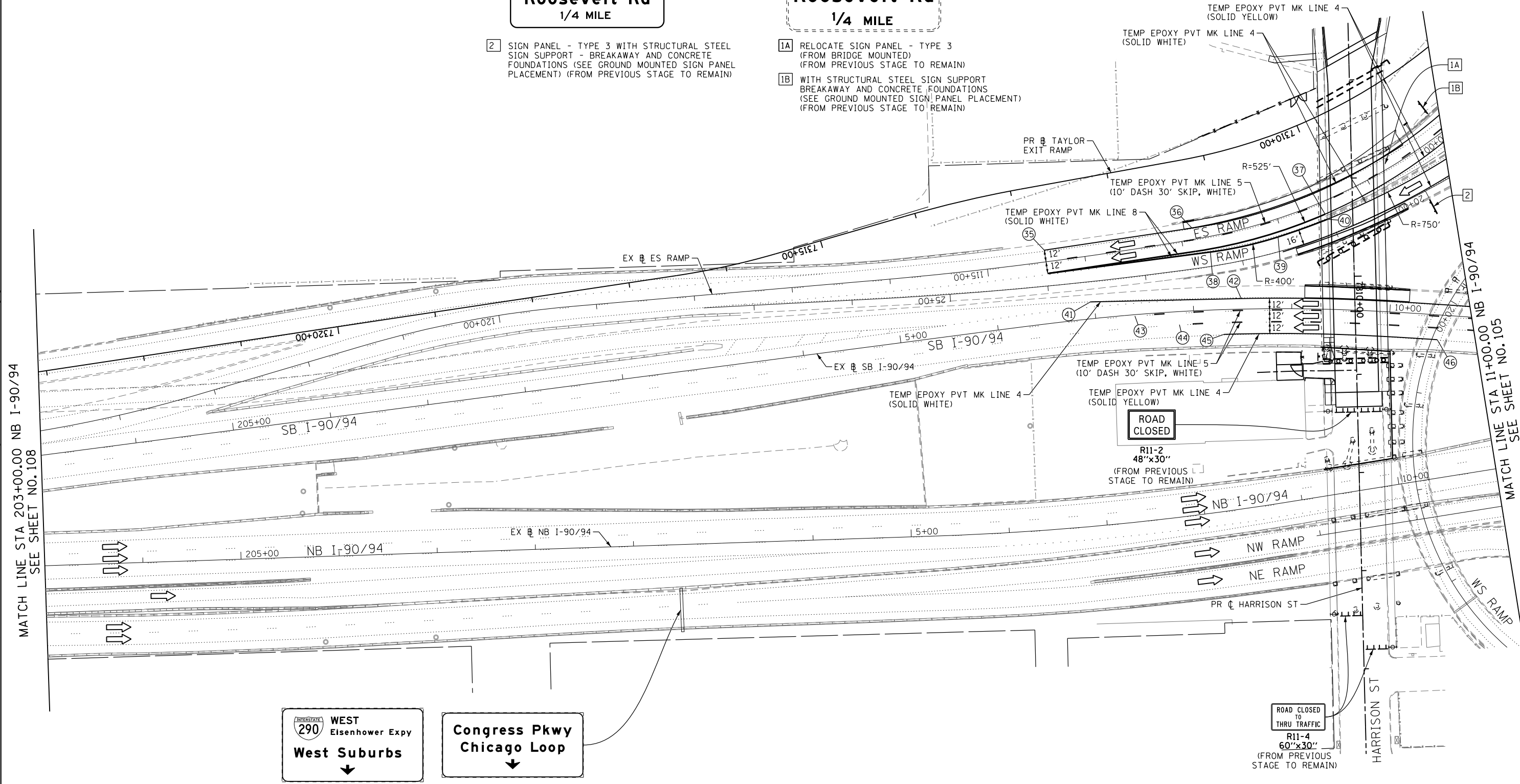
**EXIT 52A**  
**Taylor St**  
**Roosevelt Rd**  
 1/4 MILE

**EXIT 52A**  
**Taylor St**  
**Roosevelt Rd**  
 1/4 MILE

- NOTE:
1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS USED ARE TAKEN FROM SB I-90/94 BASELINE.
  2. FOR LEGEND SEE SHEET NO. 65
  3. SEE LAYOUT INFORMATION ON SHEETS 69 & 70

2 SIGN PANEL - TYPE 3 WITH STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY AND CONCRETE FOUNDATIONS (SEE GROUND MOUNTED SIGN PANEL PLACEMENT) (FROM PREVIOUS STAGE TO REMAIN)

1A RELOCATE SIGN PANEL - TYPE 3 (FROM BRIDGE MOUNTED) (FROM PREVIOUS STAGE TO REMAIN)  
 1B WITH STRUCTURAL STEEL SIGN SUPPORT BREAKAWAY AND CONCRETE FOUNDATIONS (SEE GROUND MOUNTED SIGN PANEL PLACEMENT) (FROM PREVIOUS STAGE TO REMAIN)



MATCH LINE STA 203+00.00 NB I-90/94  
 SEE SHEET NO. 108

MATCH LINE STA 11+00.00 NB I-90/94  
 SEE SHEET NO. 105

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DI60W26-Sht-Staging3AC-ML-05  
 USER NAME = pimsarno  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/15/2013

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DRAWN - PHP	REVISED -
CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

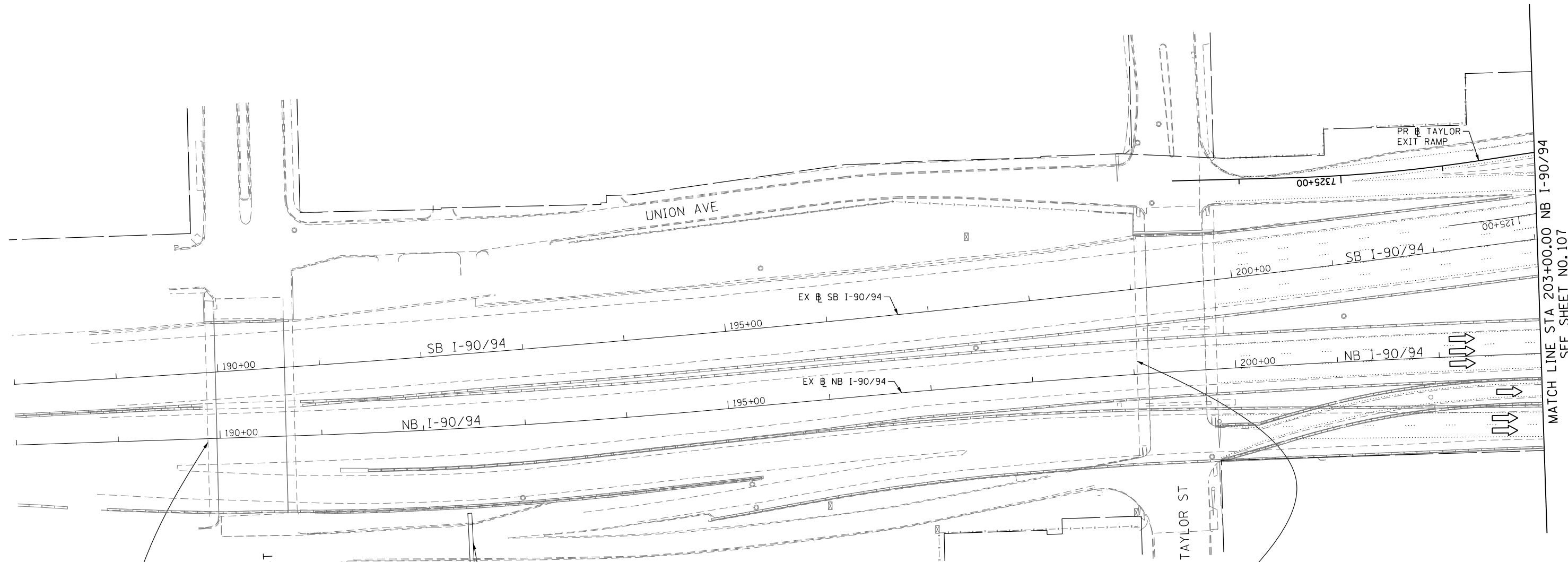
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
 MAINLINE STAGING 3A-3C  
 SCALE: 1" = 50' SHEET 5 OF 8 SHEETS STA. TO STA.


F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 107
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

**NOTE:**


1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS USED ARE TAKEN FROM EXISTING NB AND SB I-90/94 BASELINES.
2. FOR LEGEND SEE SHEET NO. 65





MATCH LINE STA 203+00.00 NB I-90/94  
SEE SHEET NO. 107

 WEST  
Eisenhower Expy  
**West Suburbs  
Left Lane**

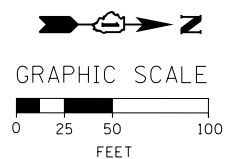
**Congress Pkwy  
Chicago Loop  
RIGHT LANE**

 WEST  
Eisenhower Expy  
**West Suburbs**  
↓

 WEST  
Kennedy Expy  
**Wisconsin**  
↓

 WEST  
Eisenhower Expy  
**West Suburbs**  
↓

**Congress Pkwy  
Chicago Loop**  
↓




 D160W26-Sht-Staging3AC-ML-06  
 USER NAME = pimsarno  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/15/2013

DESIGNED - OPS	REVISED -
DRAWN - PHP	REVISED -
CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
MAINLINE STAGING 3A-3C**

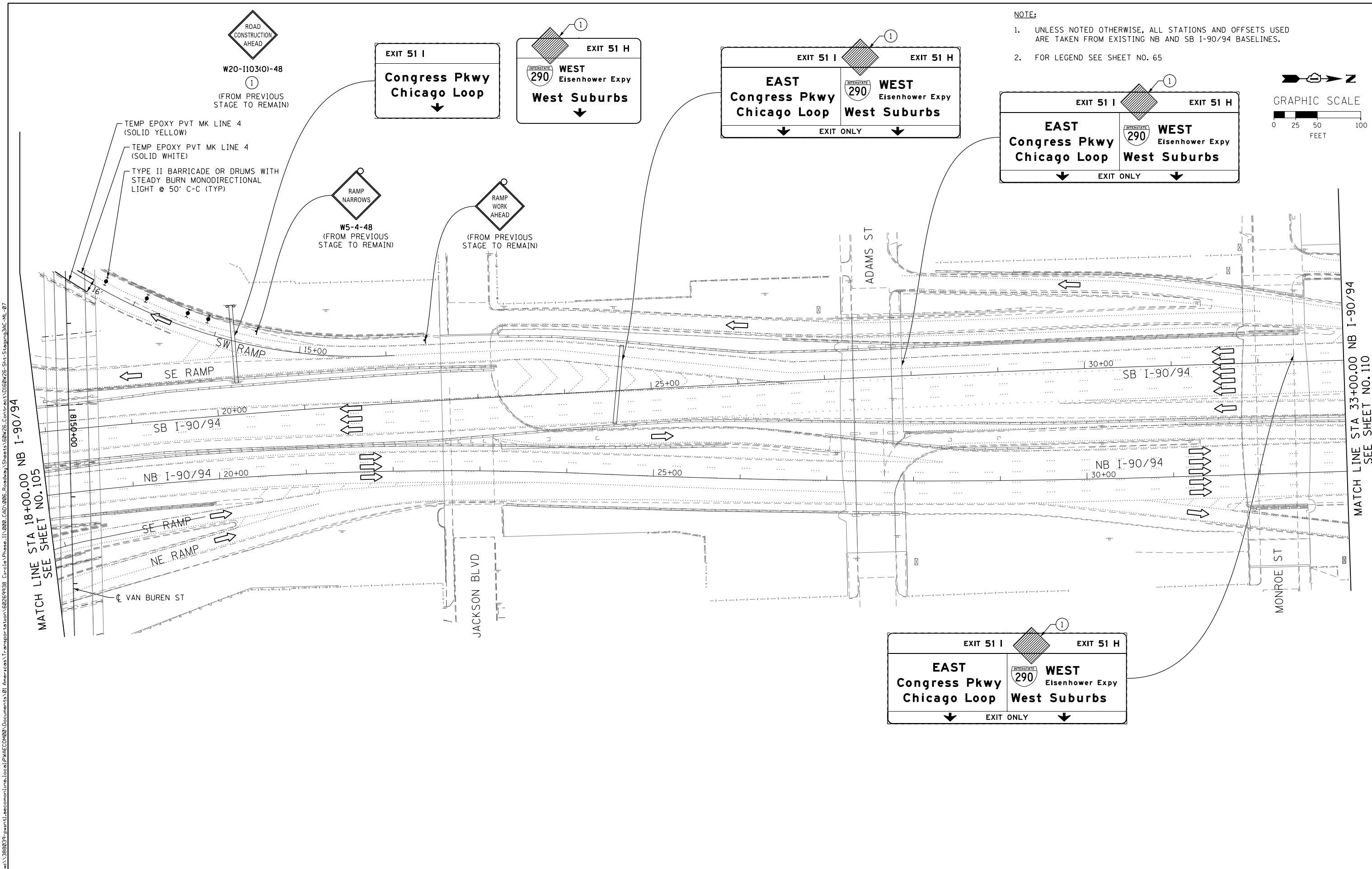
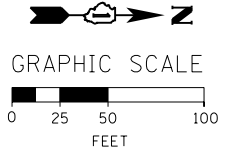
SCALE: 1" = 50'    SHEET 6 OF 8 SHEETS    STA.                      TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	108
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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- NOTE:
- UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS USED ARE TAKEN FROM EXISTING NB AND SB I-90/94 BASELINES.
  - FOR LEGEND SEE SHEET NO. 65



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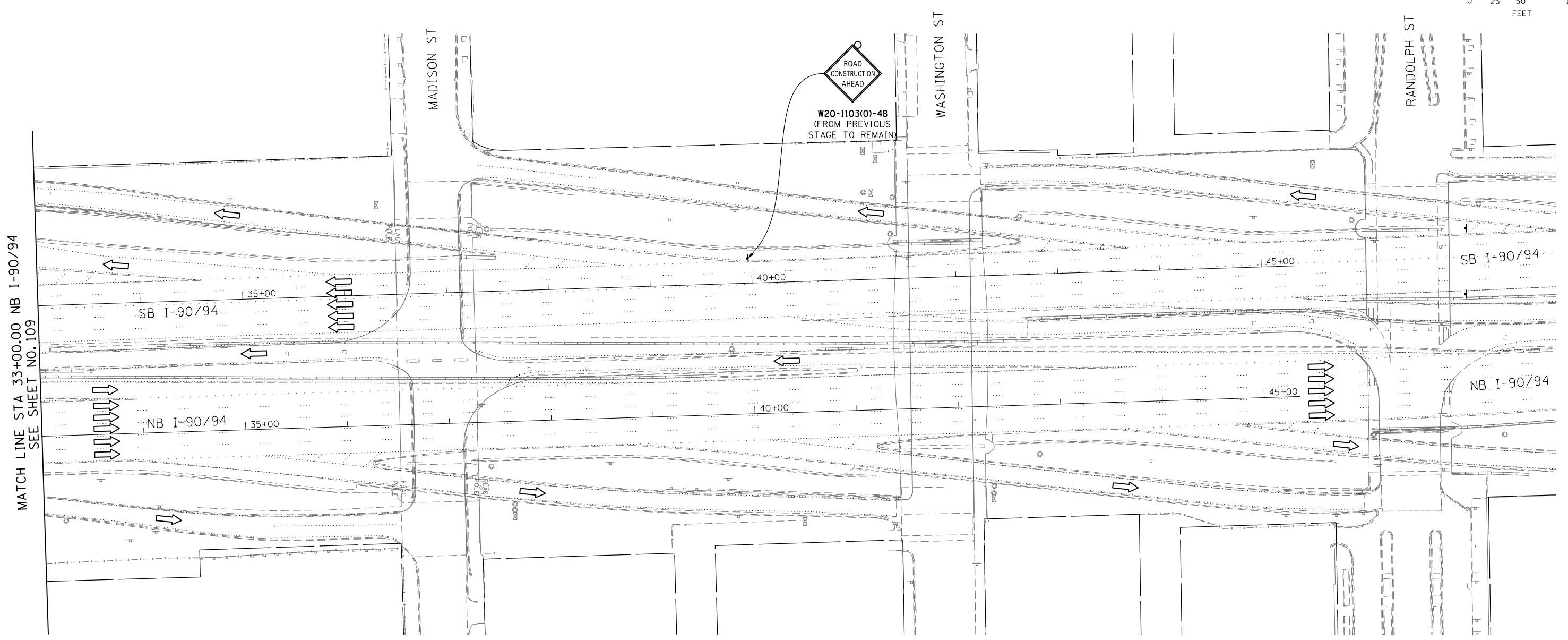
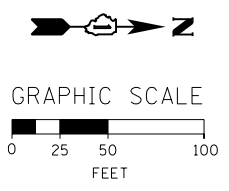
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	PLOT DATE = 9/15/2013	DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN**  
**MAINLINE STAGING 3A-3C**

SCALE: 1" = 50'    SHEET 7 OF 8 SHEETS    STA.                      TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	109
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA 33+00.00 NB I-90/94  
SEE SHEET NO. 109

FILE PATH = p:\388035\p\m\escomon\line\local\p\AECD\00\Documents\01\_Americas\Transportation\60269938\_Circle\Phase\_1\000\_CAD\005\_Roadway\Sheets\60W26\_Contract\0160W26-Sht-Staging3AC-ML-08

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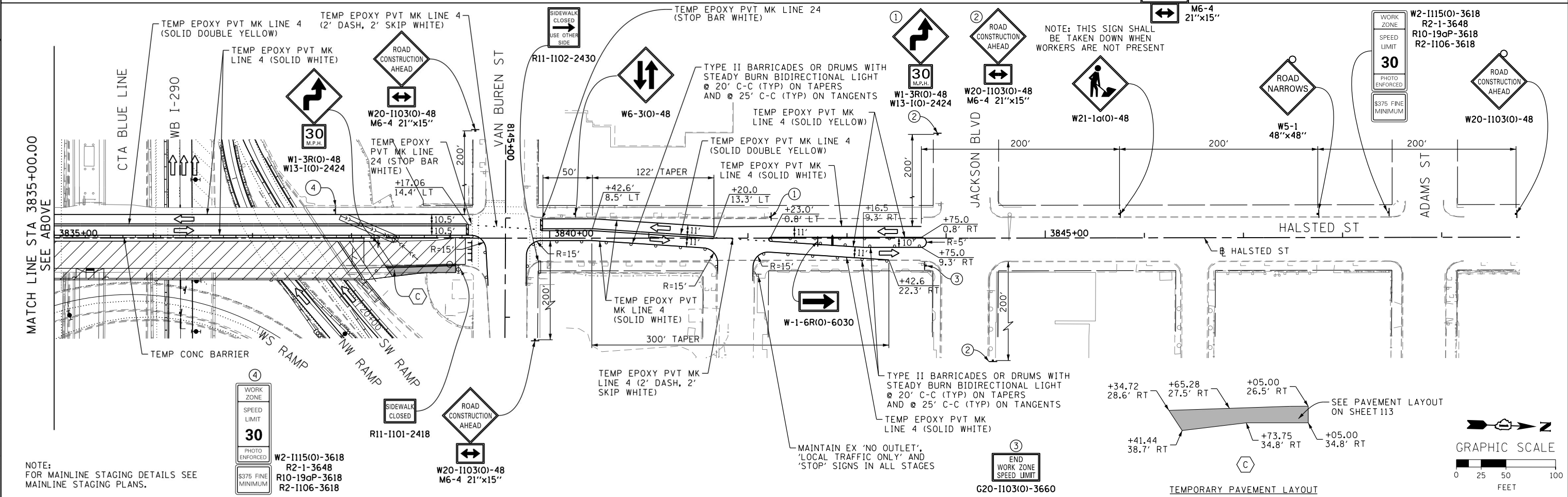
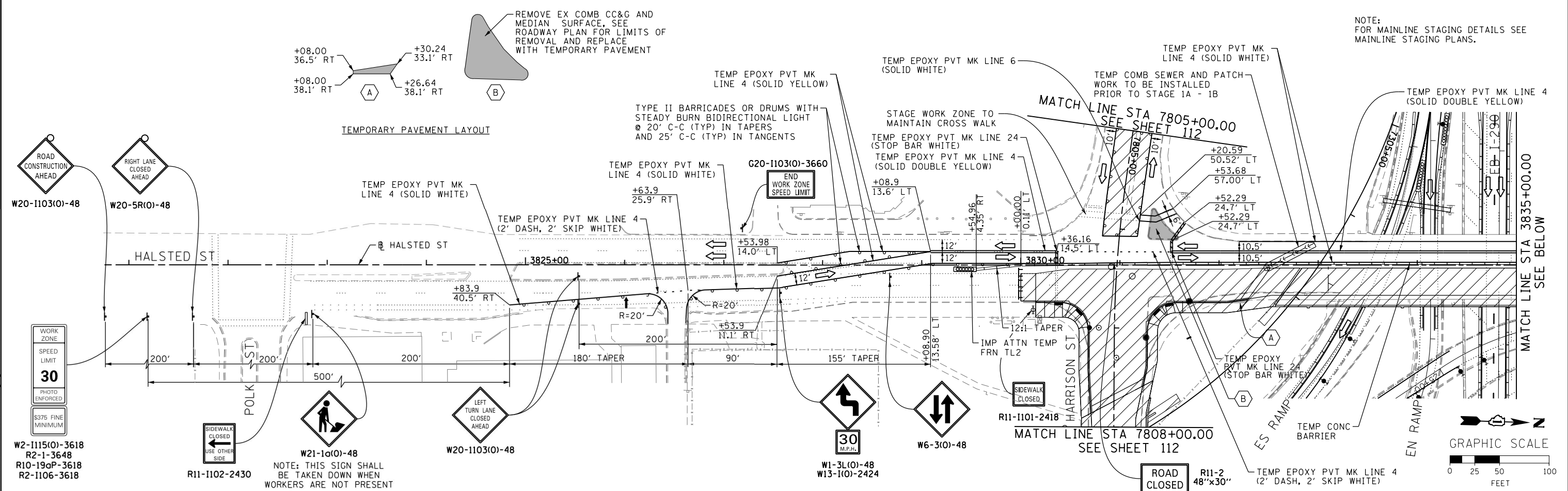
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CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN</b>			
<b>MAINLINE STAGING 3A-3C</b>			
SCALE: 1" = 50'	SHEET 8	OF 8 SHEETS	STA. TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 110
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

NOTE:  
FOR MAINLINE STAGING DETAILS SEE  
MAINLINE STAGING PLANS.



NOTE:  
FOR MAINLINE STAGING DETAILS SEE  
MAINLINE STAGING PLANS.

DESIGNED - OPS	REVISED -
DRAWN - PHP	REVISED -
CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
LOCAL ROADS - STAGE 1A-1B**

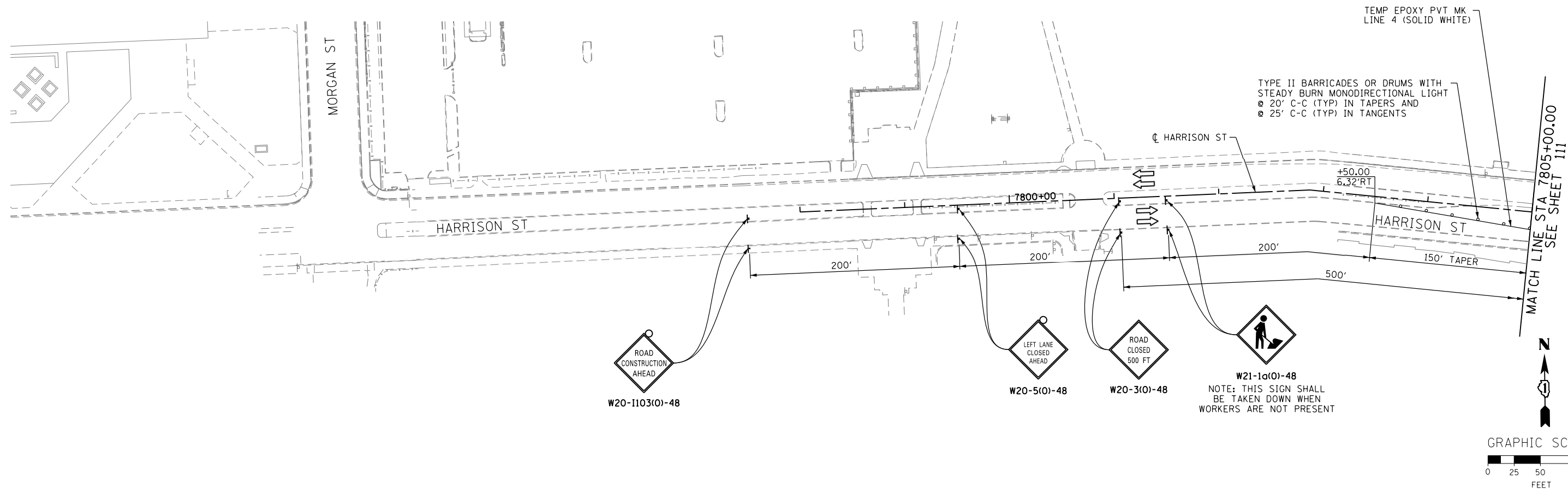
F.A.I. R.E. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 111
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				



D160W26-Sht-Staging1A1B-LR-01  
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PLOT DATE = 9/15/2013

SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. TO STA.

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D160W26-Sht-StagingA1B-LR-02  
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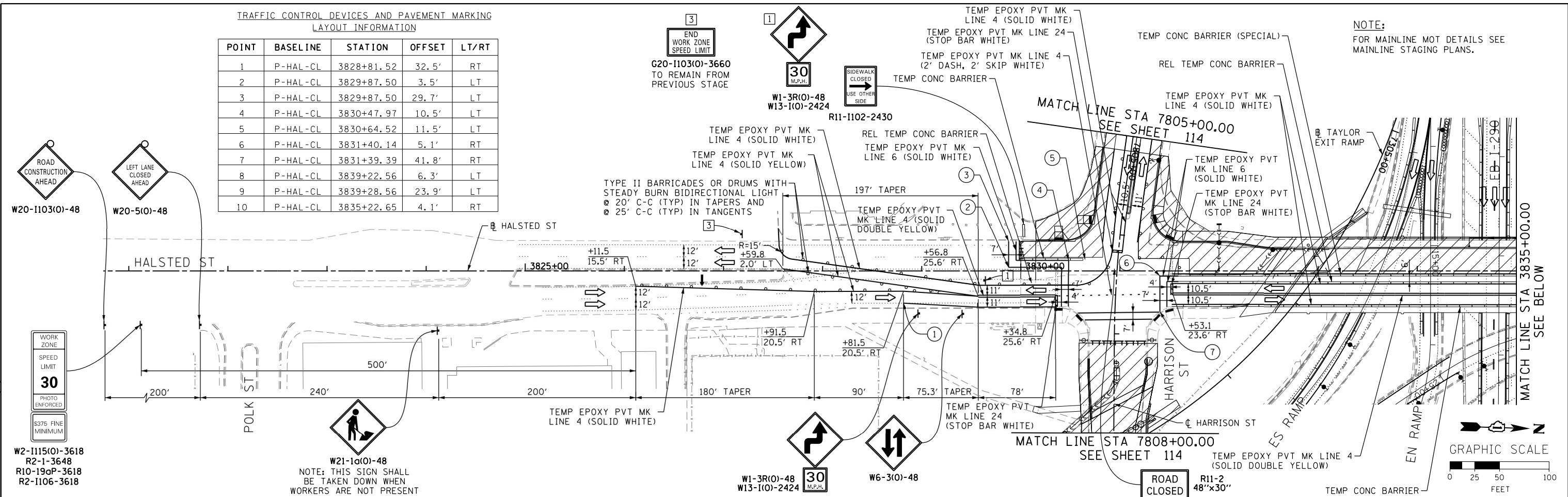
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN**  
**LOCAL ROADS - STAGE 1A-1B**  
 SCALE: 1" = 50'    SHEET 2 OF 2 SHEETS    STA.    TO STA.

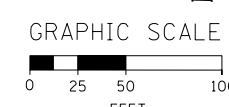
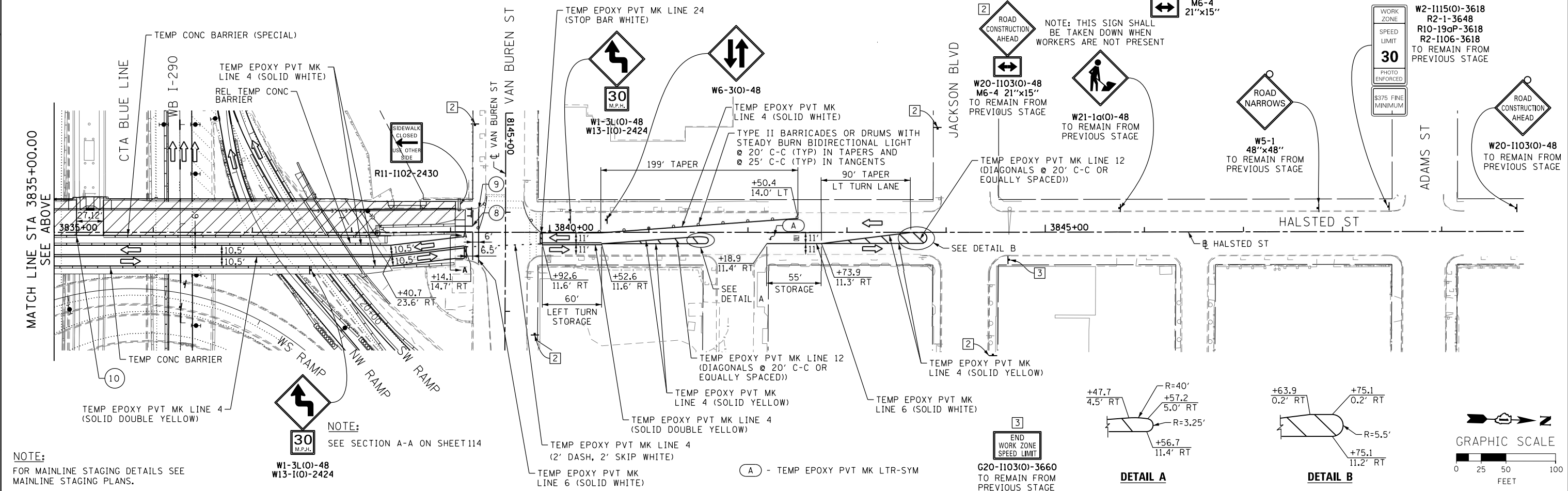
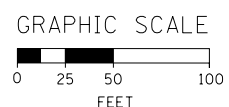
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	112
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

TRAFFIC CONTROL DEVICES AND PAVEMENT MARKING LAYOUT INFORMATION

POINT	BASELINE	STATION	OFFSET	LT/RT
1	P-HAL-CL	3828+81.52	32.5'	RT
2	P-HAL-CL	3829+87.50	3.5'	LT
3	P-HAL-CL	3829+87.50	29.7'	LT
4	P-HAL-CL	3830+47.97	10.5'	LT
5	P-HAL-CL	3830+64.52	11.5'	LT
6	P-HAL-CL	3831+40.14	5.1'	RT
7	P-HAL-CL	3831+39.39	41.8'	RT
8	P-HAL-CL	3839+22.56	6.3'	LT
9	P-HAL-CL	3839+28.56	23.9'	LT
10	P-HAL-CL	3835+22.65	4.1'	RT



NOTE:  
FOR MAINLINE MOT DETAILS SEE  
MAINLINE STAGING PLANS.



NOTE:  
FOR MAINLINE STAGING DETAILS SEE  
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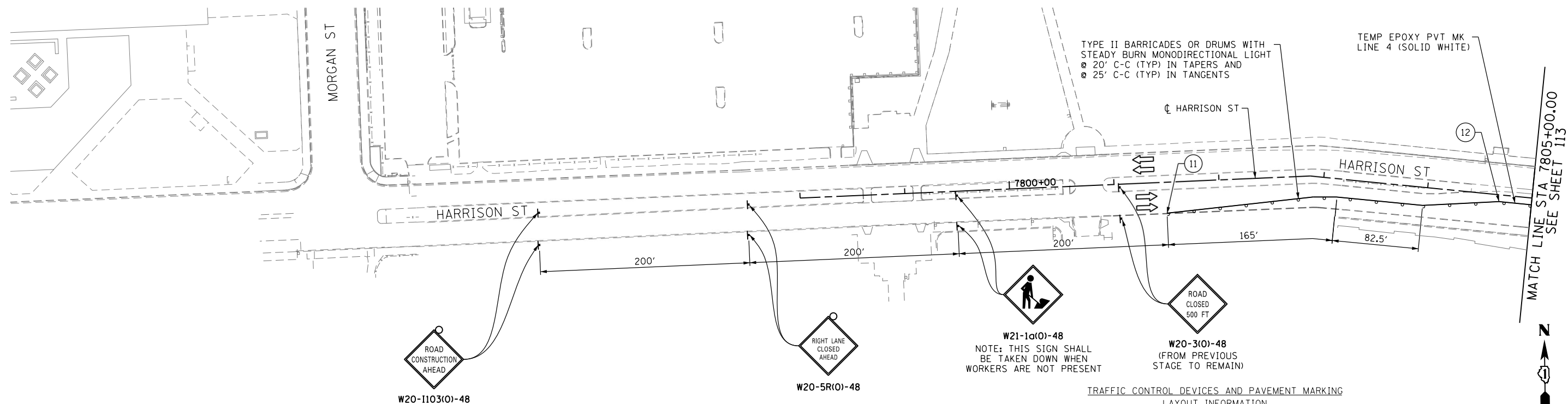
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
LOCAL ROADS - STAGE 2A-2B

SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. TO STA.

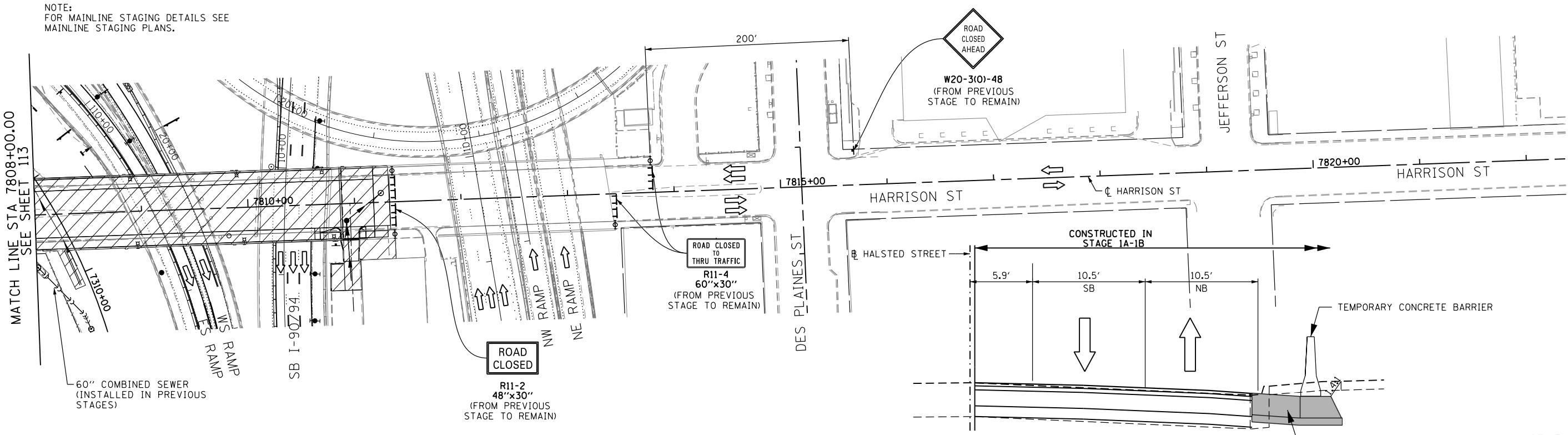
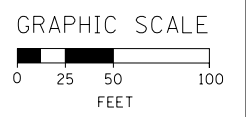
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90/94/290	2013-008R	COOK	559	113
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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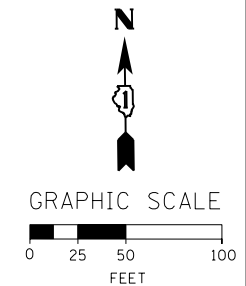
TRAFFIC CONTROL DEVICES AND PAVEMENT MARKING LAYOUT INFORMATION

POINT	BASELINE	STATION	OFFSET	LT/RT
11	P-HAR-CL	7801+49.32	29.5'	RT
12	P-HAR-CL	7804+69.07	6.5'	RT



SECTION A-A

SCALE: NONE  
SEE ADDITIONAL INFORMATION ON SHEET 113



D160W26-Sht-Staging2A2B-LR-02  
 USER NAME = pimsarno  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/15/2013

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DEPARTMENT OF TRANSPORTATION

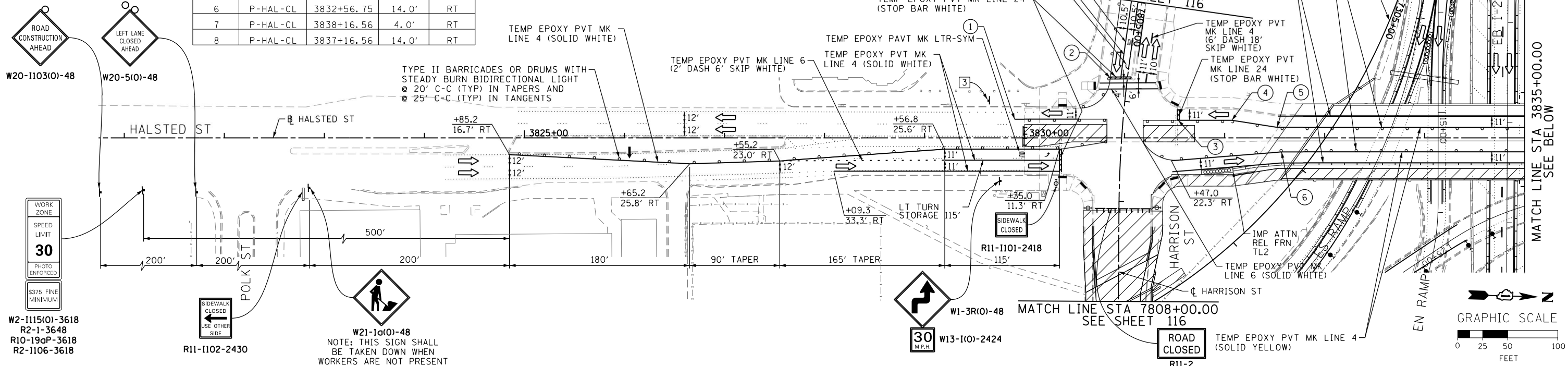
**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN**  
**LOCAL ROADS - STAGE 2A-2B**  
 SCALE: 1" = 50' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 114
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

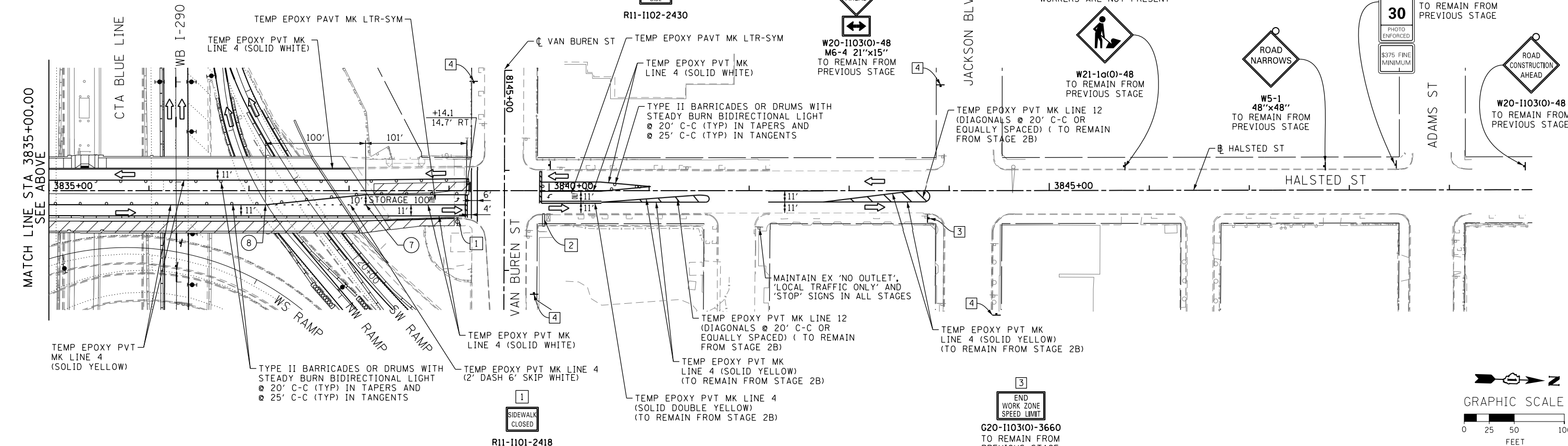
TRAFFIC CONTROL DEVICES AND PAVEMENT MARKING  
LAYOUT INFORMATION

POINT	BASELINE	STATION	OFFSET	LT/RT
1	P-HAL-CL	3829+90.00	18.6'	LT
2	P-HAL-CL	3830+85.67	59.8'	LT
3	P-HAL-CL	3831+53.70	17.5'	LT
4	P-HAL-CL	3832+07.15	17.5'	LT
5	P-HAL-CL	3832+52.38	10.5'	LT
6	P-HAL-CL	3832+56.75	14.0'	RT
7	P-HAL-CL	3838+16.56	4.0'	RT
8	P-HAL-CL	3837+16.56	14.0'	RT

3  
END  
WORK ZONE  
SPEED LIMIT  
G20-1103(O)-3660



NOTE:  
FOR MAINLINE STAGING DETAILS SEE  
MAINLINE STAGING PLANS.



D160W26-Sht-Staging3A-LR-01  
USER NAME = pimsarno  
PLOT SCALE = 50.0000' / in.  
PLOT DATE = 9/15/2013

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DATE - 9/15/13

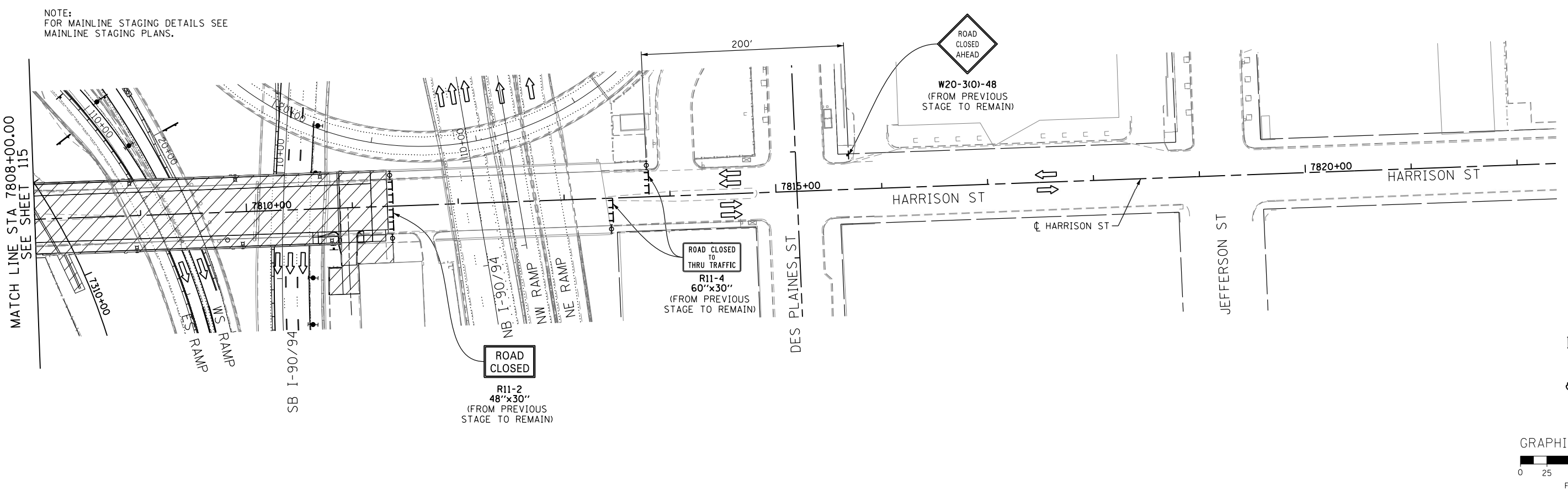
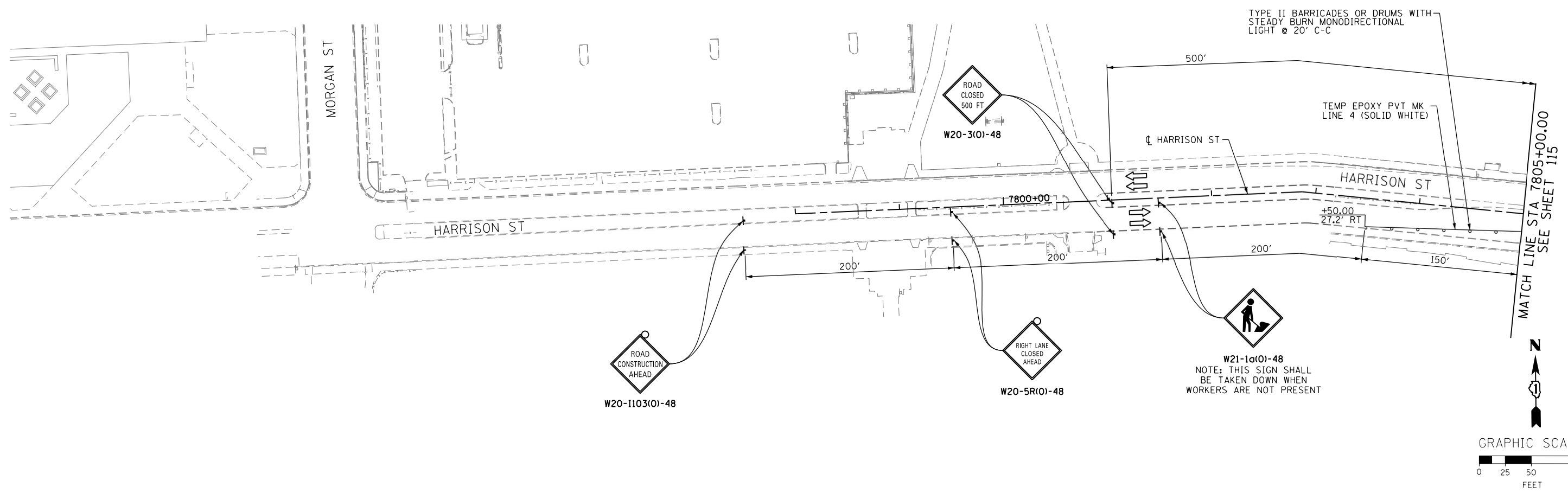
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
LOCAL ROADS - STAGE 3A  
SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	115
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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D160W26-Sht-Staging3A-LR-02  
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PLOT DATE = 9/15/2013

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DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

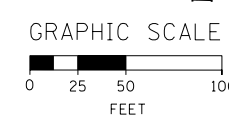
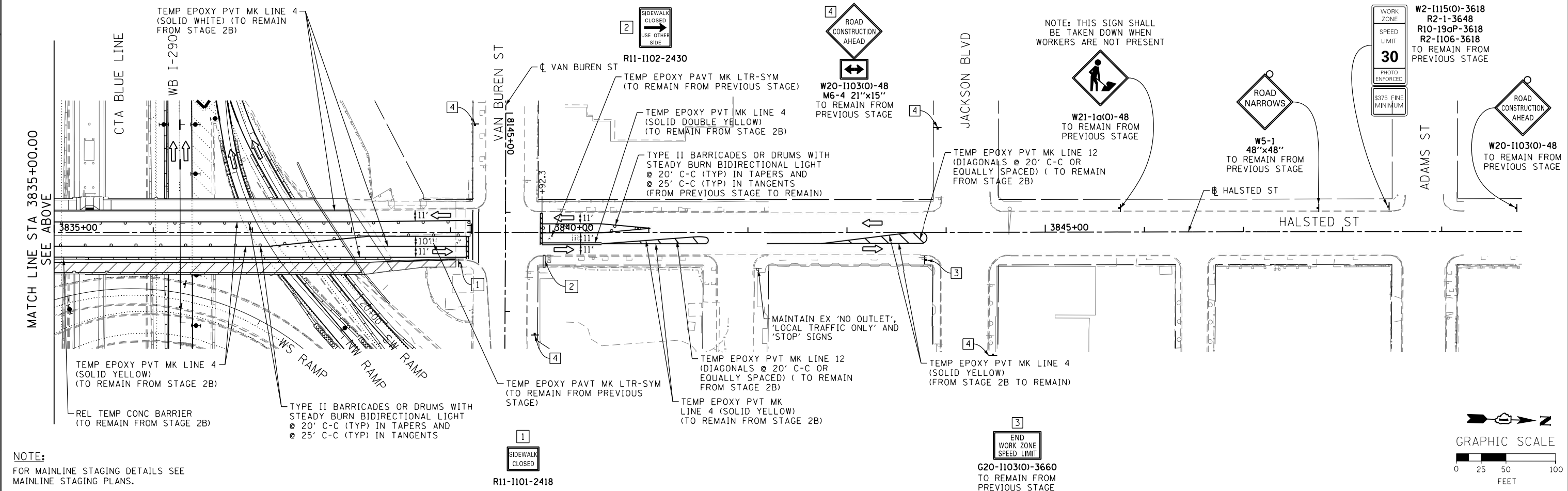
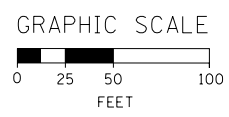
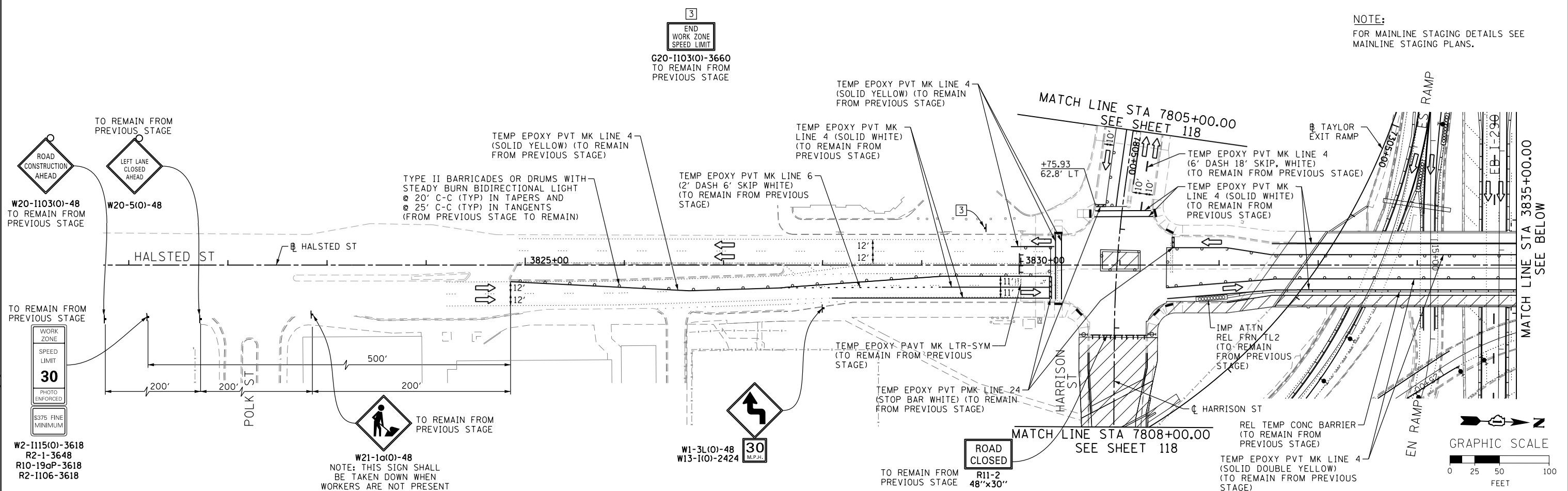
**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
LOCAL ROADS - STAGE 3A**

SCALE: 1" = 50'    SHEET 2 OF 2 SHEETS    STA.    TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 116
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	



NOTE:  
FOR MAINLINE STAGING DETAILS SEE  
MAINLINE STAGING PLANS.



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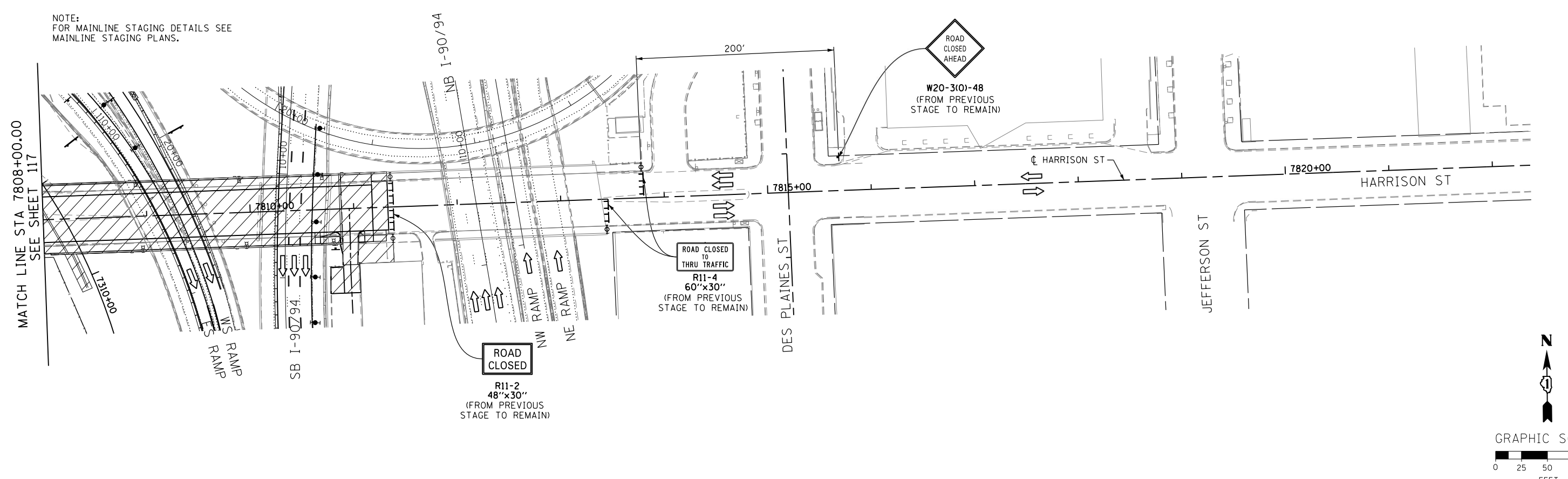
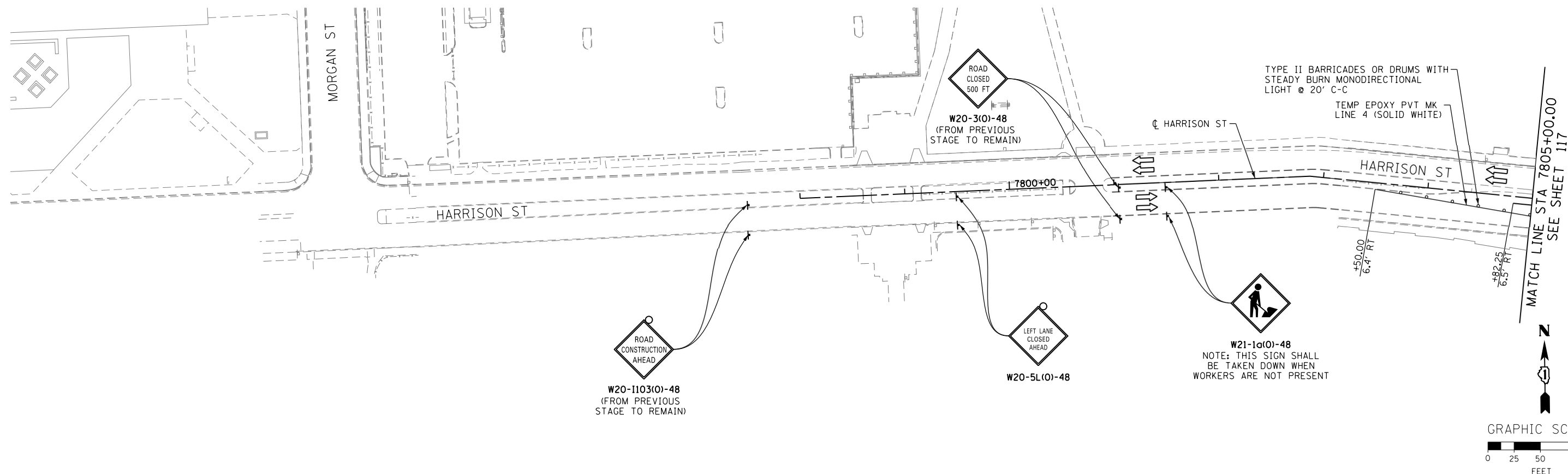
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN	
LOCAL ROADS - STAGE 3B	
SCALE: 1" = 50'	SHEET 1 OF 2 SHEETS
STA.	TO STA.

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	117
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/15/2013

DESIGNED - OPS  
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 CHECKED - DBM  
 DATE - 9/15/13

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
 LOCAL ROADS - STAGE 3B**

SCALE: 1" = 50' SHEET 2 OF 2 SHEETS STA. TO STA.

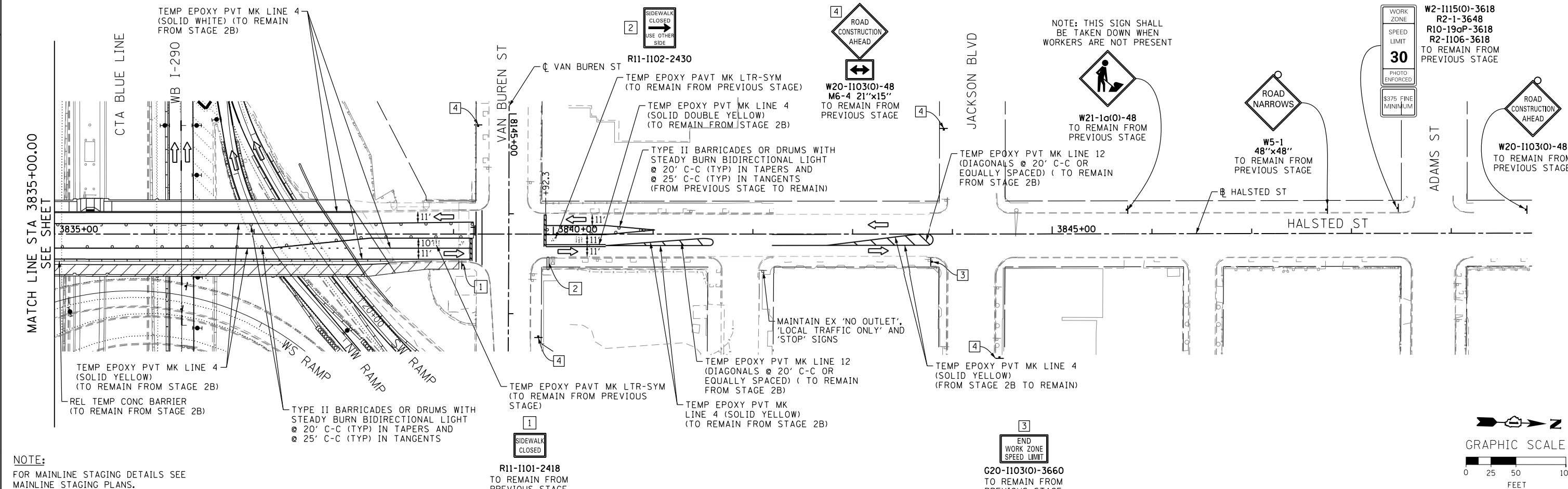
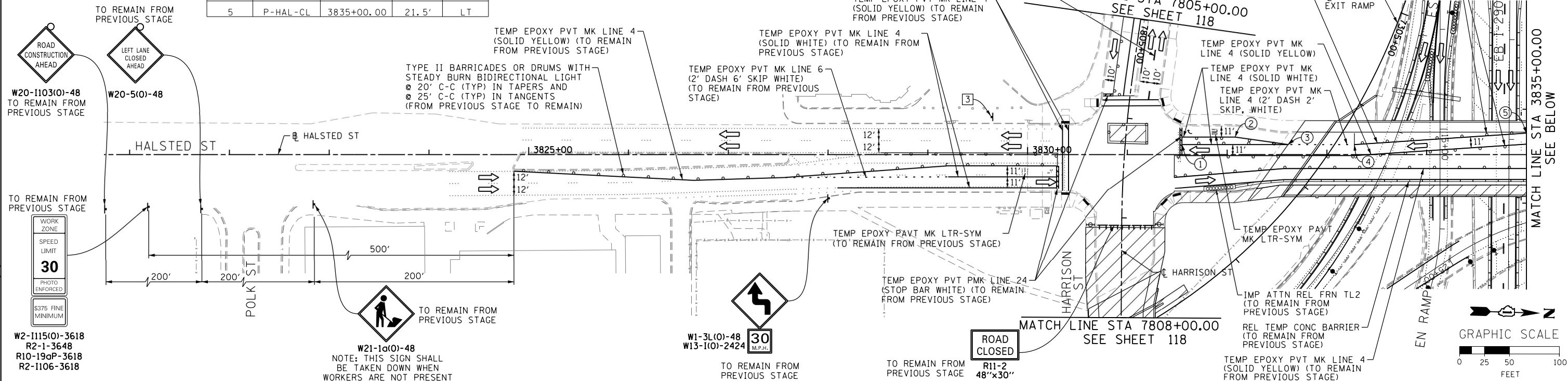
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90/94/290	2013-008R	COOK	559	118
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

TRAFFIC CONTROL DEVICES AND PAVEMENT MARKING

LAYOUT INFORMATION

POINT	BASELINE	STATION	OFFSET	LT/RT
1	P-HAL-CL	3831+54.70	10.0'	LT
2	P-HAL-CL	3832+08.00	17.5'	LT
3	P-HAL-CL	3832+61.30	10.5'	LT
4	P-HAL-CL	3833+27.50	10.0'	LT
5	P-HAL-CL	3835+00.00	21.5'	LT

NOTE:  
FOR MAINLINE MOT DETAILS SEE  
MAINLINE STAGING PLANS.



NOTE:  
FOR MAINLINE STAGING DETAILS SEE  
MAINLINE STAGING PLANS.



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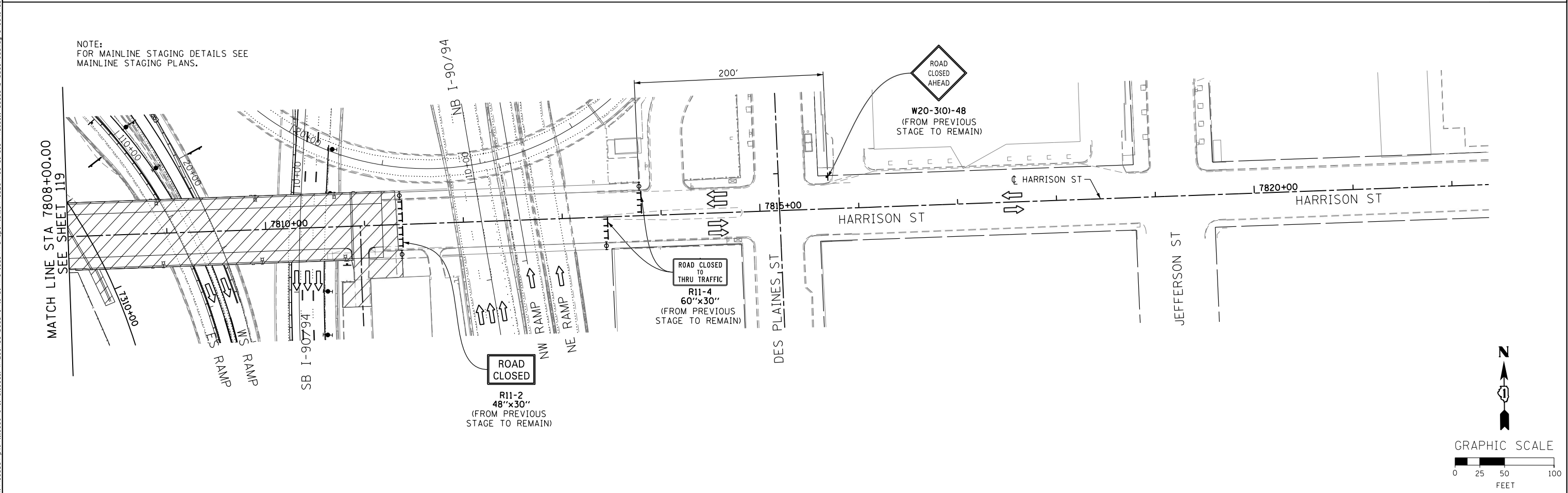
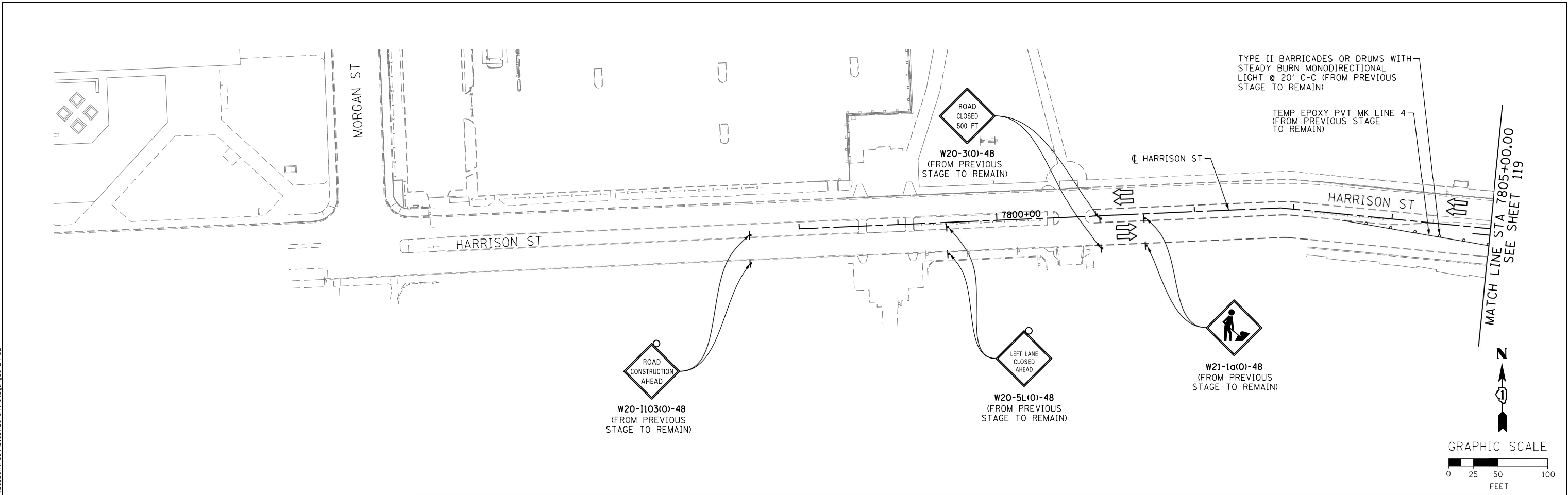
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
LOCAL ROADS - STAGE 3C

SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. R.E. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 119
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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NOTE:  
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DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
LOCAL ROADS - STAGE 3C**

SCALE: 1" = 50' SHEET 2 OF 2 SHEETS STA. TO STA.








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CONTRACT NO. 60W26				ILLINOIS FED. AID PROJECT

**EROSION CONTROL GENERAL NOTES**






1. THE CONSTRUCTION LIMITS WILL BE STAKED AND APPROVED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGES IN CONSTRUCTION LIMITS.
2. EROSION CONTROL ITEMS ARE CONSIDERED HIGH PRIORITY ITEMS IN THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF SPECIFICATION TO NECESSARY ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. THE CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROL MEASURES PRIOR TO THE START OF CONSTRUCTION OPERATIONS WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS. PLACEMENT AND MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS WILL BE UTILIZED THROUGHOUT THE CONSTRUCTION LIMITS.
3. TEMPORARY EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE WORK SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS, CONTRACT SPECIAL PROVISIONS AND THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP).
4. THE CONTRACTOR SHALL UTILIZE THE GENERAL MAINTENANCE GUIDELINES AS OUTLINED IN THE SWPPP TO ENSURE GOOD AND EFFECTIVE OPERATING CONDITION OF THE VEGETATION AND EROSION AND SEDIMENT CONTROL MEASURES.
5. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON SITE. ALL CHANGES TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE NOTED ON THE SITE.
6. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN HIGHWAY STANDARD 280001-07.
7. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
8. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.
9. THE CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED AFTER EACH SIGNIFICANT SNOWMELT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY.
10. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPROVED PER SUB-STAGE AS SOON AS ROUGH GRADING IS COMPLETED IN A SECTION. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF TEMPORARY OR PERMANENT CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NO LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION OF WORK IN AN AREA.
11. MULCH, METHOD 4 AND SURFACE ROUGHENING SHALL BE USED FOR TEMPORARY STABILIZATION DURING WINTER INSTEAD OF TEMPORARY EROSION CONTROL SEEDING WHEN GRADING WILL OCCUR AFTER SEPTEMBER 30<sup>TH</sup> WHEN TEMPORARY SEED WILL NOT GERMINATE AND PROVIDE EROSION CONTROL PROTECTION UNTIL THE FOLLOWING SPRING.
12. ANY AREA WHERE THERE IS NO PROPOSED GRADING THE EXISTING GROUND COVER SHALL REMAIN.

13. TEMPORARY STOCKPILE LOCATIONS SHALL BE APPROVED BY THE ENGINEER AND WILL REQUIRE SILT FENCE AND TEMPORARY SEEDING.
14. THE CONTRACTOR SHALL INSTALL AND MAINTAIN INLET FILTERS AT ALL EXISTING INLETS ADJACENT TO THE EDGE OF PAVEMENT PRIOR TO THE START OF PRE-STAGE WORK. THE INLET FILTERS SHALL BE MAINTAINED AT EACH SUBSEQUENT STAGE UNTIL NO LONGER REQUIRED OR AS DIRECTED BY THE ENGINEER.
15. DURING CONSTRUCTION OPERATIONS, WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
16. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROJECT.
17. PLATING OF PROPOSED DRAINAGE STRUCTURES MAY BE REQUIRED DUE TO THE PROXIMITY OF THE CONSTRUCTION STAGE LINE, SPECIFICALLY THOSE STRUCTURES ALONG THE PROPOSED MEDIAN. THE COST TO PLATE PROPOSED DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE STRUCTURE.
18. THE CONTRACTOR SHALL IMMEDIATELY INSTALL AND MAINTAIN INLET FILTERS AT ALL NEW INLETS AND DRAINAGE STRUCTURES. THE INLET FILTERS SHALL BE MAINTAINED AT EACH SUBSEQUENT STAGE UNTIL COMPLETION OF STAGING OR UNTIL NO LONGER REQUIRED.
19. THE CONSTRUCTION OF THE STABILIZED ENTRANCES/EXITS SHALL BE INCLUDED IN THE COST OF THE CONTRACT. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. LOCATIONS OF THE ENTRANCES/EXITS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE INSTALLATION OF THE ENTRANCE/EXITS SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL OR AS DIRECTED BY THE ENGINEER.
20. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INSTALLED ON ALL AREAS DISTURBED DURING EACH STAGE OF CONSTRUCTION PRIOR TO SWITCHING TRAFFIC TO BEGIN THE SUBSEQUENT STAGE. ALSO, ALL EROSION CONTROL MEASURES PLACED DURING CONSTRUCTION SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL COMPLETION OF STAGE 3 OR NO LONGER REQUIRED.
21. A QUANTITY OF 100 FEET OF EXPLORATION TRENCH 52" DEPTH HAS BEEN INCLUDED IN THE PLANS FOR THE PURPOSE OF IDENTIFYING ANY BURIED OBSTACLE. THE ENGINEER SHALL APPROVE THE LOCATIONS OF THE EXPLORATION TRENCH 52" DEPTH BEFORE ANY EXCAVATION MAY BEGIN.

**TEMPORARY EROSION CONTROL LEGEND**

-  INLET FILTER
-  INLET FILTER (TO REMAIN FROM PREVIOUS STAGE)
-  PERIMETER EROSION BARRIER
-  MULCH, METHOD 2
-  TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 4
-  LIMITS OF CONSTRUCTION

**PERMANENT EROSION CONTROL LEGEND**

-  EROSION CONTROL BLANKET SEEDING, CLASS 2A
-  NITROGEN FERTILIZER NUTRIENT
-  POTASSIUM FERTILIZER NUTRIENT
-  SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4"
-  LIMITS OF CONSTRUCTION

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	D160W26-sht-Eros-Notes-01 USER NAME = chiuo PLOT SCALE = 50.0000' / in. PLOT DATE = 9/16/2013	DESIGNED - AFC DRAWN - AFC CHECKED - DBM DATE - 9/15/13	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION CONTROL GENERAL NOTES</b>			F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 121
	SCALE: NTS      SHEET 1 OF 1 SHEETS      STA.      TO STA.					ILLINOIS FED. AID PROJECT			CONTRACT NO. 60W26			

**TEMPORARY EROSION CONTROL SCHEDULE**

STAGES	MULCH, METHOD 2	MULCH, METHOD 4	TEMPORARY EROSION CONTROL SEEDING	PERIMETER EROSION BARRIER	INLET FILTERS
	ACRE	ACRE	POUND	FOOT	EACH
STAGE 1A	1.44	-	288	1506	80
STAGE 1B	1.61	-	322	1947	4
STAGE 2A	-	1.57	-	2504	12
STAGE 2B	-	1.58	-	2529	-
STAGE 3	-	1.24	-	1552	-
ROUNDED TOTAL	3.25	4.50	610	10,038	96

**TEMPORARY DRAINAGE SCHEDULE**

STAGE	STATION	TO	STATION	UPSTREAM INVERT	DOWNSTREAM INVERT	TRENCH BACK FILL	COMBINED SEWER (EXTRA STRENGTH VITRIFIED CLAY PIPE) 8 INCH (CDOT)	COMBINED SEWER REMOVAL 8"
						CU YD	FOOT	FOOT
PRE-STAGE 1	3832+96	TO	3832+48	590.11	589.84	3.9	53	53
	3837+89	TO	3838+44	588.80	588.50	25.1	60	60
ROUNDED TOTAL						29.0	113	113

**PERMANENT EROSION CONTROL SCHEDULE**

PERMANENT CONDITION	NITROGEN FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MOWING	TOPSOIL FURNISH AND PLACE, 4"	SEEDING, CLASS 2A	EROSION CONTROL BLANKET	SODDING, SALT TOLERANT	SUPPLEMENTAL WATERING
	POUND	POUND	ACRE	SQ YD	ACRE	SQ YD	SQ YD	UNIT
PERMANENT CONDITION	272	272	1.25	9078	1.25	6030	2048	20.5
ROUNDED TOTAL	272	272	1.25	9078	1.25	6030	2048	20.5

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DI60W26-sht-Eros-Schedule-01  
 USER NAME = chitua  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/14/2013

DESIGNED - AFC  
 DRAWN - AFC  
 CHECKED - DBM  
 DATE - 9/15/13

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL SCHEDULES**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	122
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

**INLET FILTER SCHEDULE**

**STAGE 1A**

LOCATION		ALIGNMENT	AMOUNT
STATION	OFFSET		( EACH)
3828+95	36.10' RT	P-HAL-CL	1
3831+70	73.50' RT	P-HAL-CL	1
3831+70	36.50' RT	P-HAL-CL	1
3831+90	32.65' RT	P-HAL-CL	1
3831+54	36.94' LT	P-HAL-CL	1
3831+63	43.92' LT	P-HAL-CL	1
3831+94	34.76' RT	P-HAL-CL	1
3832+48	2.72' RT	P-HAL-CL	1
3832+96	22.13' LT	P-HAL-CL	1
3833+10	26.55' RT	P-HAL-CL	1
3838+01	26.60' RT	P-HAL-CL	1
3838+27	0.80' RT	P-HAL-CL	1
3838+44	1.04' RT	P-HAL-CL	1
3838+99	26.42' RT	P-HAL-CL	1
7804+76	26.94' RT	P-HAR-CL	1
7806+39	5.62' RT	P-HAR-CL	1
7806+47	16.08' LT	P-HAR-CL	1
7807+00	25.20' RT	P-HAR-CL	1
7807+09	32.00' LT	P-HAR-CL	1
7807+28	34.62' LT	P-HAR-CL	1
7807+29	20.71' RT	P-HAR-CL	1
7807+28	24.52' RT	P-HAR-CL	1
7807+66	67.85' RT	P-HAR-CL	1
7810+86	23.09' RT	P-HAR-CL	1
7810+96	33.17' RT	P-HAR-CL	1
7811+33	24.61' RT	P-HAR-CL	1
7811+36	24.37' RT	P-HAR-CL	1
19+21	21.74' RT	E-CIR-SW	1
19+28	18.77' RT	E-CIR-SW	1
19+94	19.35' RT	E-CIR-SW	1
20+05	21.59' RT	E-CIR-SW	1
20+05	16.76' RT	E-CIR-SW	1
20+02	13.02' RT	E-CIR-SW	1
20+19	19.44' RT	E-CIR-SW	1
21+88	4.43' RT	E-CIR-SW	1
21+98	4.61' RT	E-CIR-SW	1
21+98	9.07' RT	E-CIR-SW	1
22+04	8.60' RT	E-CIR-SW	1
20+99	14.45' LT	E-CIR-NW	1
22+75	7.14' RT	E-CIR-NW	1
22+85	6.95' RT	E-CIR-NW	1
350+07	25.35' LT	E-IKE-EB	1
350+64	30.52' RT	E-IKE-EB	1
350+84	27.68' LT	E-IKE-EB	1
350+70	29.09' RT	E-IKE-WB	1
350+70	25.91' RT	E-IKE-WB	1
350+56	24.29' LT	E-IKE-WB	1
350+76	32.24' LT	E-IKE-WB	1
352+55	30.21' LT	E-IKE-WB	1
352+66	26.59' RT	E-IKE-WB	1
352+55	34.20' RT	E-IKE-EB	1
352+67	24.99' RT	E-IKE-EB	1
352+86	37.62' RT	E-IKE-EB	1

LOCATION		ALIGNMENT	AMOUNT
STATION	OFFSET		( EACH)
353+20	34.09' RT	E-IKE-EB	1
13+27	25.28' LT	E-CIR-EN	1
15+14	12.93' RT	E-CIR-EN	1
15+25	12.47' RT	E-CIR-EN	1
15+59	17.35' RT	E-CIR-EN	1
107+35	29.00' RT	E-CIR-ES	1
107+46	29.86' RT	E-CIR-ES	1
107+57	30.50' RT	E-CIR-ES	1
107+42	10.16' RT	E-CIR-ES	1
107+53	10.65' RT	E-CIR-ES	1
108+19	29.85' RT	E-CIR-ES	1
108+17	20.30' RT	E-CIR-ES	1
108+45	26.51' RT	E-CIR-ES	1
108+56	26.60' RT	E-CIR-ES	1
109+15	21.32' RT	E-CIR-ES	1
109+16	23.70' RT	E-CIR-ES	1
109+72	37.39' RT	E-CIR-ES	1
110+36	17.44' RT	E-CIR-ES	1
110+36	27.73' RT	E-CIR-ES	1
111+47	17.61' RT	E-CIR-ES	1
111+68	32.25' RT	E-CIR-ES	1
111+75	15.91' RT	E-CIR-ES	1
112+49	17.47' RT	E-CIR-ES	1
21+37	6.60' LT	E-CIR-WS	1
9+00	25.00' RT	E-KDR-SB	1
9+11	36.75' RT	E-KDR-SB	1
9+99	37.15' RT	E-KDR-SB	1
TOTAL			80

**STAGE 1B**

LOCATION		ALIGNMENT	AMOUNT
STATION	OFFSET		( EACH)
105+71	13.02' RT	E-CIR-ES	1
106+72	23.29' RT	E-CIR-ES	1
106+73	12.86' RT	E-CIR-ES	1
107+95	23.58' LT	E-CIR-ES	1
TOTAL			4

**STAGE 2A**

LOCATION		ALIGNMENT	AMOUNT
STATION	OFFSET		( EACH)
3831+54	36.94' LT	P-HAL-CL	1
3831+63	43.92' LT	P-HAL-CL	1
3832+00	47.01' LT	P-HAL-CL	1
3832+00	28.50' LT	P-HAL-CL	1
3832+54	21.50' LT	P-HAL-CL	1
3832+96	22.13' LT	P-HAL-CL	1
3837+89	22.33' LT	P-HAL-CL	1
3838+17	21.63' LT	P-HAL-CL	1
3838+95	22.89' LT	P-HAL-CL	1
7803+88	29.06' LT	P-HAR-CL	1
22+51	56.45' RT	E-CIR-NW	1
351+81	26.32' RT	E-IKE-EB	1
TOTAL			12

**STAGE 2B**

LOCATION		ALIGNMENT	AMOUNT
STATION	OFFSET		( EACH)
REMAIN THE SAME AS PREVIOUS STAGE			
TOTAL			0

**STAGE 3**

LOCATION		ALIGNMENT	AMOUNT
STATION	OFFSET		( EACH)
REMAIN THE SAME AS PREVIOUS STAGE			
TOTAL			0

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DI60W26-sht-Eros-Schedule-02  
 USER NAME = ChiuA  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/11/2013

DESIGNED - AFC  
 DRAWN - AFC  
 CHECKED - DBM  
 DATE - 9/15/13

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL SCHEDULES**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	123
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

INSTALL PROPOSED STORM SEWER FROM EXISTING STRUCTURE TO FACE OF BARRIER WALL DURING TEMPORARY LANE CLOSURE IN STAGE 1. PATCHING IS TO BE PAID FOR AS TEMPORARY PAVEMENT.

COMB SEW ESVCP 8 CDOT (INSTALL PRE-STAGE 1, REMOVE IN STAGE 2)

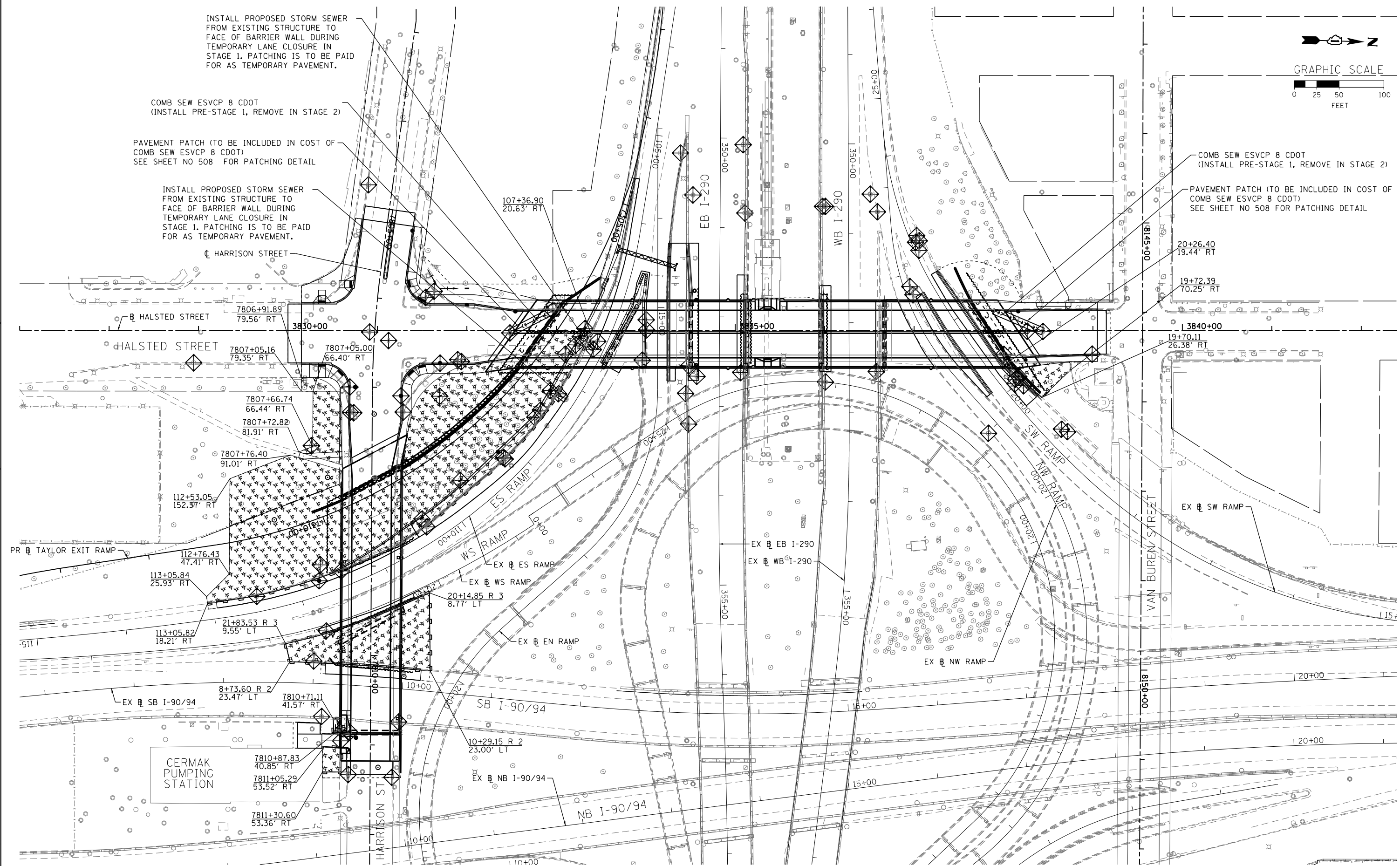
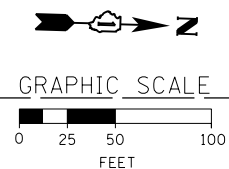
PAVEMENT PATCH (TO BE INCLUDED IN COST OF COMB SEW ESVCP 8 CDOT) SEE SHEET NO 508 FOR PATCHING DETAIL

INSTALL PROPOSED STORM SEWER FROM EXISTING STRUCTURE TO FACE OF BARRIER WALL DURING TEMPORARY LANE CLOSURE IN STAGE 1. PATCHING IS TO BE PAID FOR AS TEMPORARY PAVEMENT.

HARRISON STREET

COMB SEW ESVCP 8 CDOT (INSTALL PRE-STAGE 1, REMOVE IN STAGE 2)

PAVEMENT PATCH (TO BE INCLUDED IN COST OF COMB SEW ESVCP 8 CDOT) SEE SHEET NO 508 FOR PATCHING DETAIL



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D160W26-sht-Eros-Stage-01A  
 USER NAME = chiuA  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/11/2013

DESIGNED - AFC	REVISED -
DRAWN - AFC	REVISED -
CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

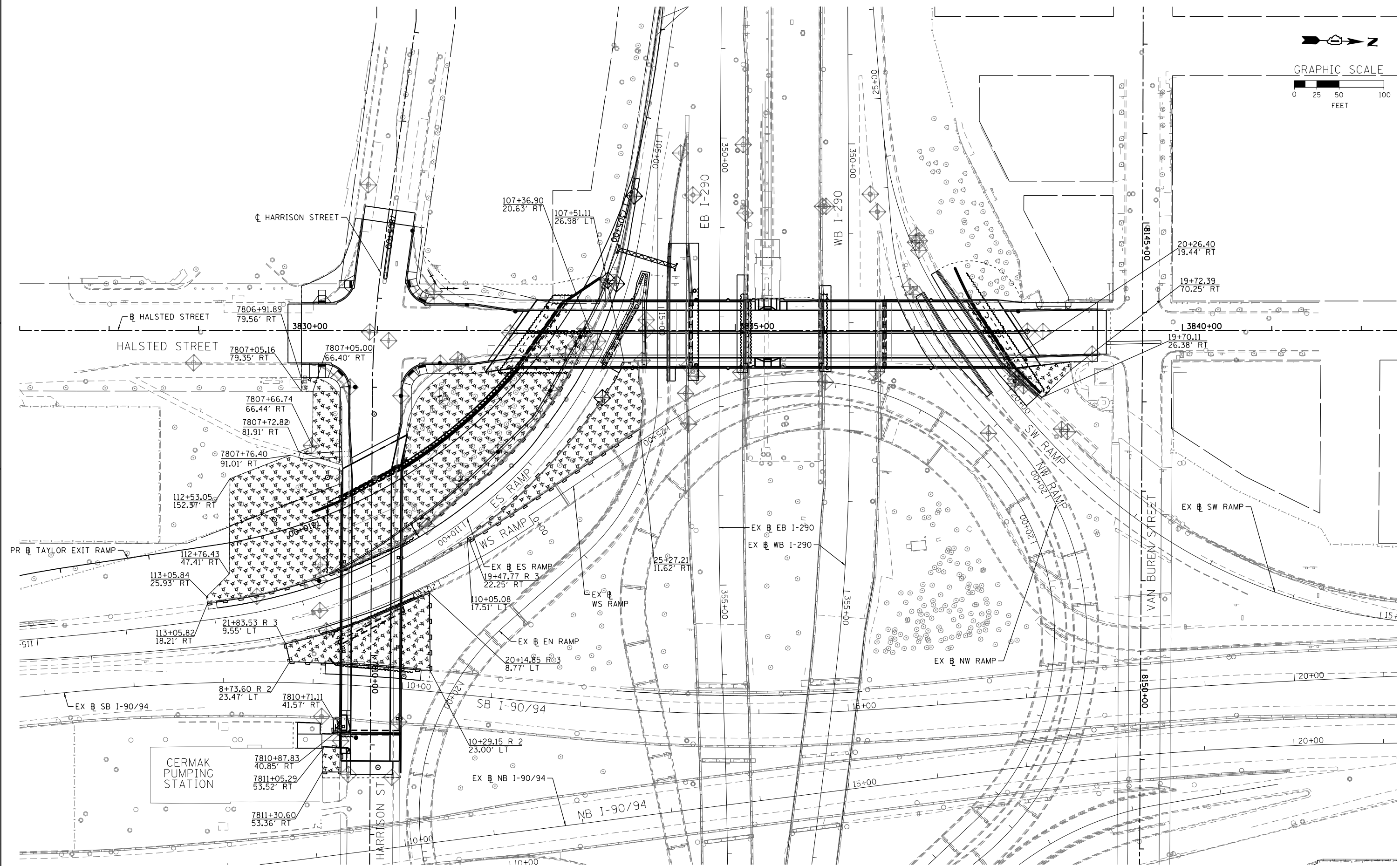
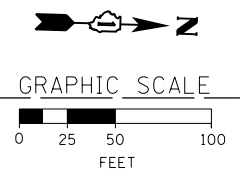
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENTATION CONTROL PLAN  
 STAGE 1A**

SCALE: 1"=50'    SHEET 1 OF 5 SHEETS    STA.    TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 124
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				





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 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/11/2013

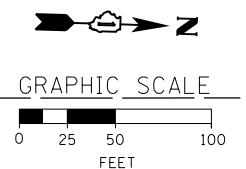
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DRAWN - AFC	REVISED -
CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

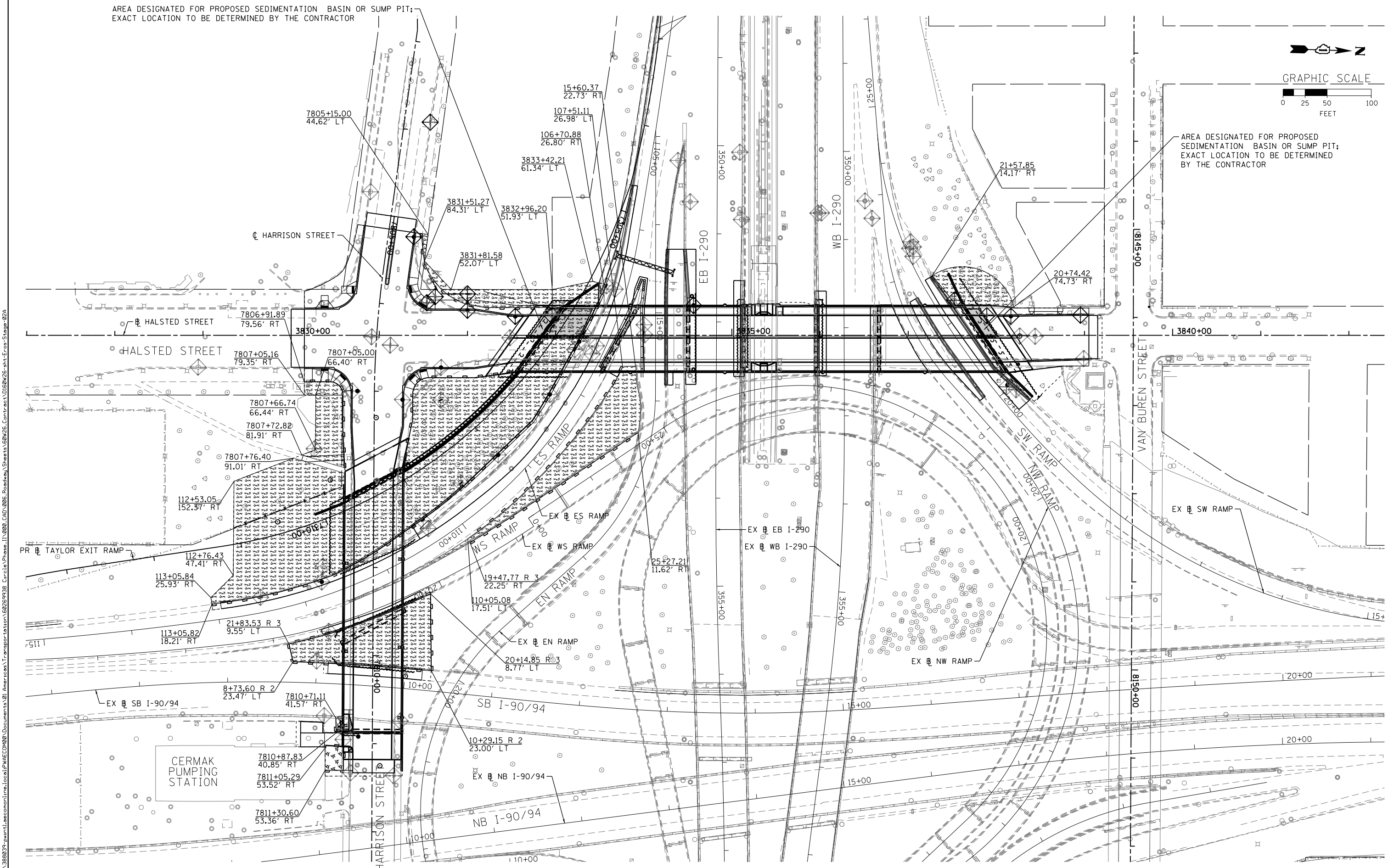
**EROSION AND SEDIMENTATION CONTROL PLAN**  
**STAGE 1B**  
 SCALE: 1"=50'    SHEET 2 OF 5 SHEETS    STA.    TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 125
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

AREA DESIGNATED FOR PROPOSED SEDIMENTATION BASIN OR SUMP PIT;  
EXACT LOCATION TO BE DETERMINED BY THE CONTRACTOR



AREA DESIGNATED FOR PROPOSED  
SEDIMENTATION BASIN OR SUMP PIT;  
EXACT LOCATION TO BE DETERMINED  
BY THE CONTRACTOR



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D160W26-sht-Eros-Stage-02A  
USER NAME = chiuA  
PLOT SCALE = 50.0000' / in.  
PLOT DATE = 9/11/2013

DESIGNED - AFC	REVISED -
DRAWN - AFC	REVISED -
CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

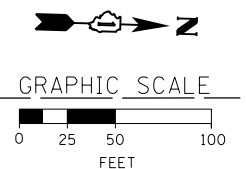
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENTATION CONTROL PLAN  
STAGE 2A**

SCALE: 1"=50' SHEET 3 OF 5 SHEETS STA. TO STA.

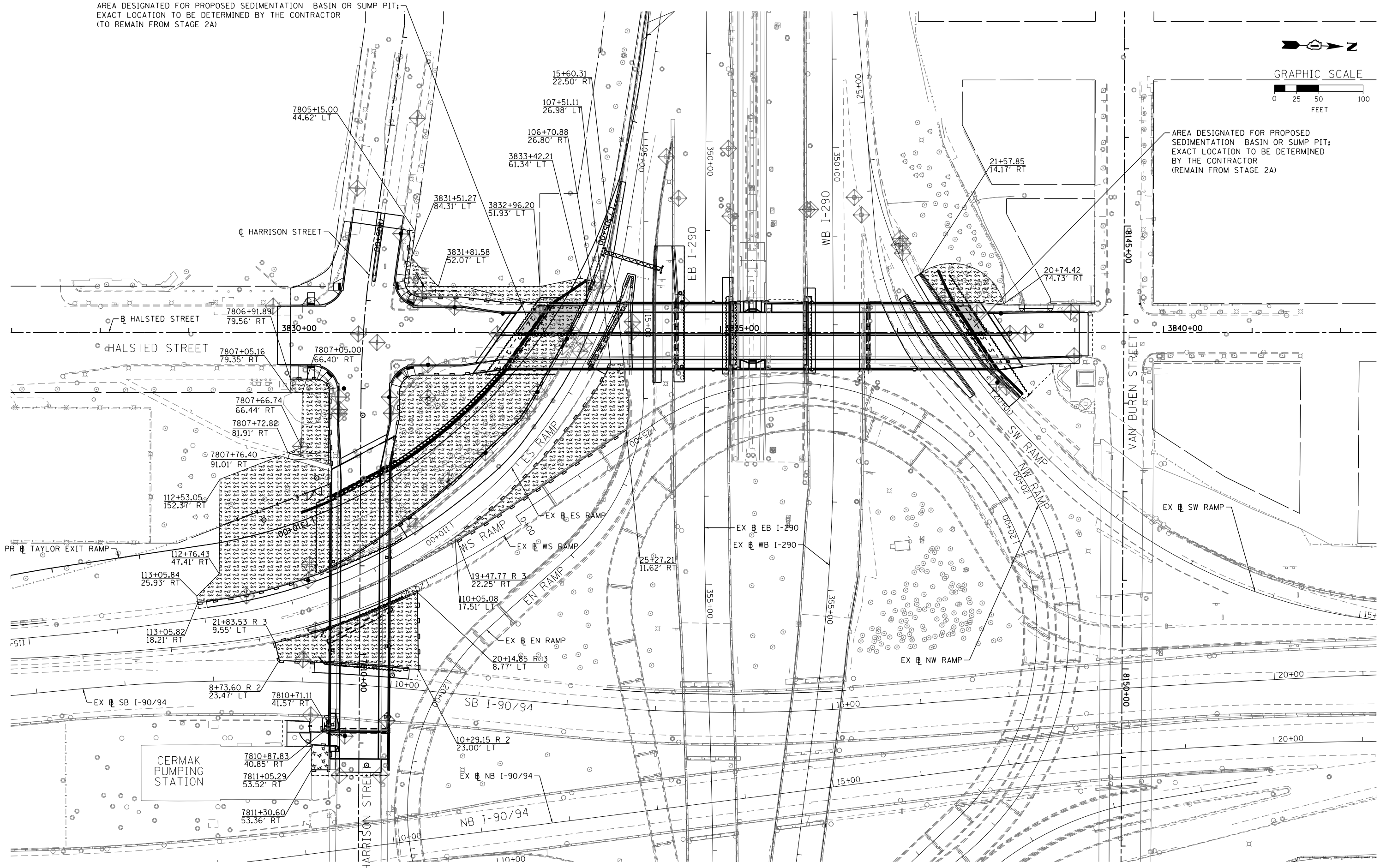
F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 126
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

AREA DESIGNATED FOR PROPOSED SEDIMENTATION BASIN OR SUMP PIT;  
EXACT LOCATION TO BE DETERMINED BY THE CONTRACTOR  
(TO REMAIN FROM STAGE 2A)



AREA DESIGNATED FOR PROPOSED  
SEDIMENTATION BASIN OR SUMP PIT;  
EXACT LOCATION TO BE DETERMINED  
BY THE CONTRACTOR  
(REMAIN FROM STAGE 2A)

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D160W26-sht-Eros-Stage-02B  
USER NAME = chiu  
PLOT SCALE = 50.0000' / in.  
PLOT DATE = 9/15/2013

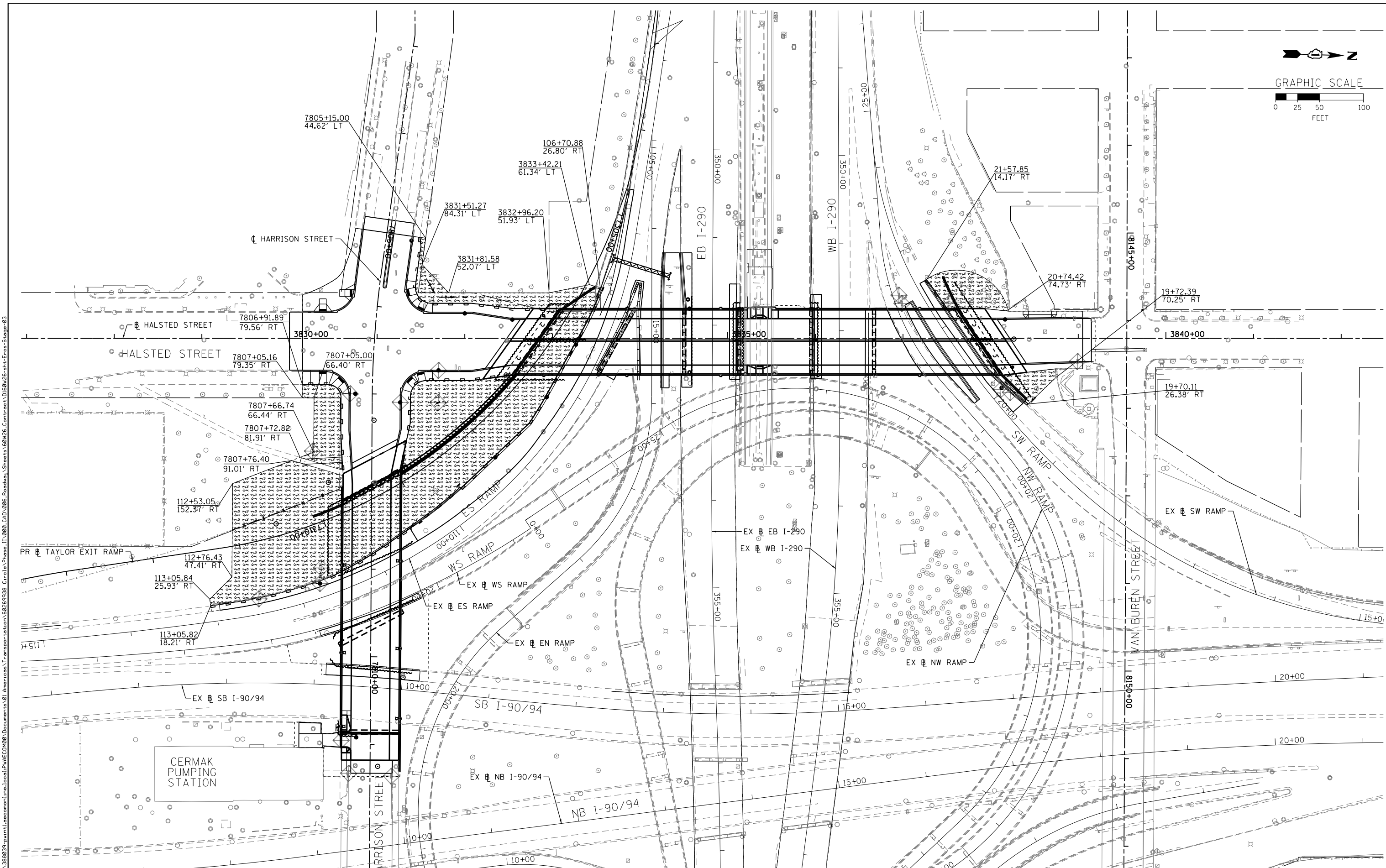
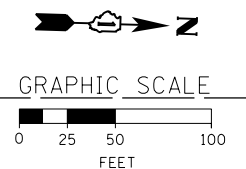
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DRAWN - AFC	REVISED -
CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENTATION CONTROL PLAN  
STAGE 2B**

SCALE: 1"=50' SHEET 4 OF 5 SHEETS STA. TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 127
CONTRACT NO. 60W26				ILLINOIS FED. AID PROJECT



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 USER NAME = chiuA  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/11/2013

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DRAWN	- AFC	REVISED	-
CHECKED	- DBM	REVISED	-
DATE	- 9/15/13	REVISED	-

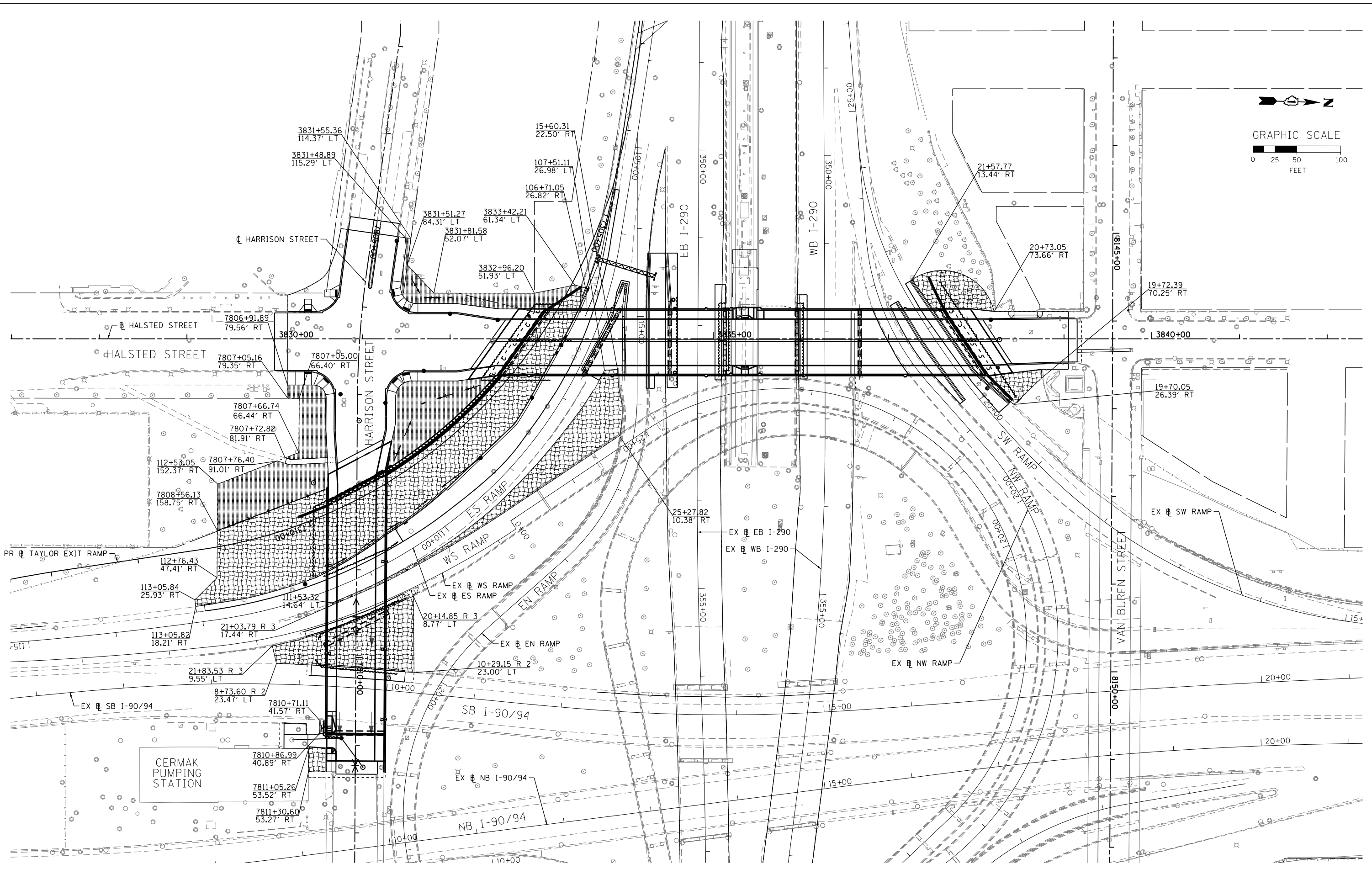
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENTATION CONTROL PLAN**  
**STAGE 3**

SCALE: 1"=50'    SHEET 5 OF 5 SHEETS    STA.    TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 128
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

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D160W26-sht-Eros-Perm-01  
 USER NAME = chhua  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/10/2013

DESIGNED - AFC  
 DRAWN - AFC  
 CHECKED - DBM  
 DATE - 9/15/13

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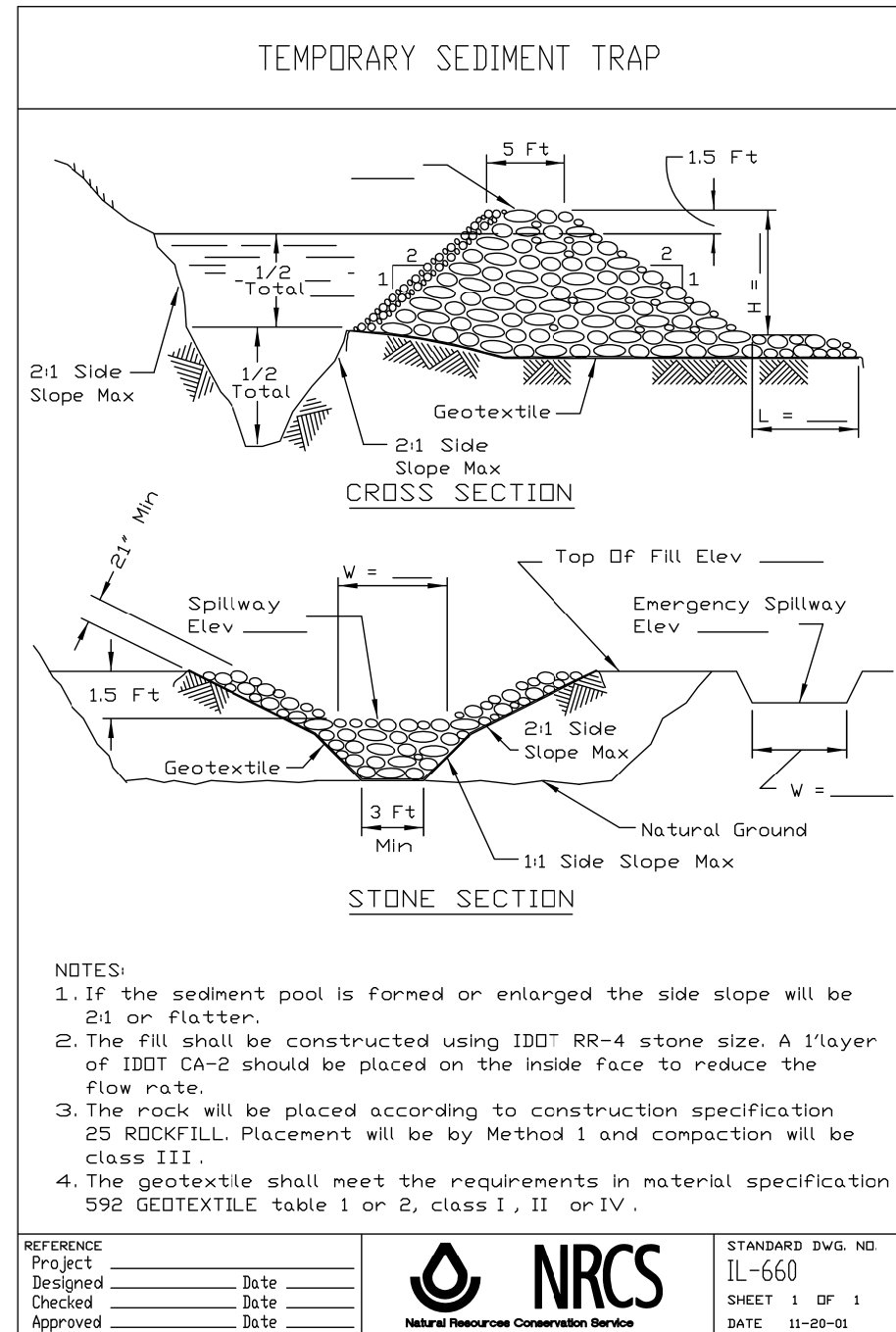
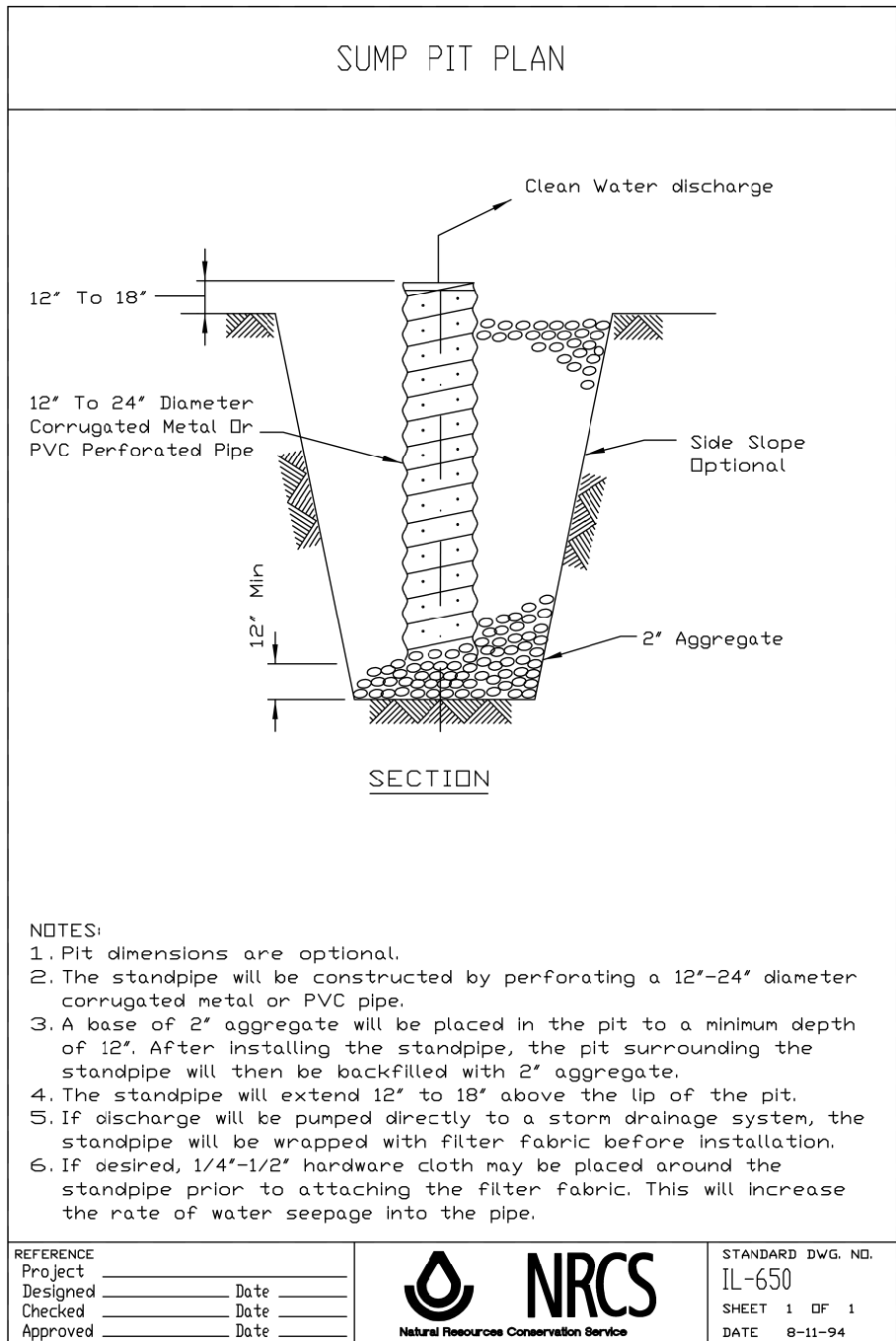
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PERMANENT EROSION AND SEDIMENTATION CONTROL PLAN**

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 129
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

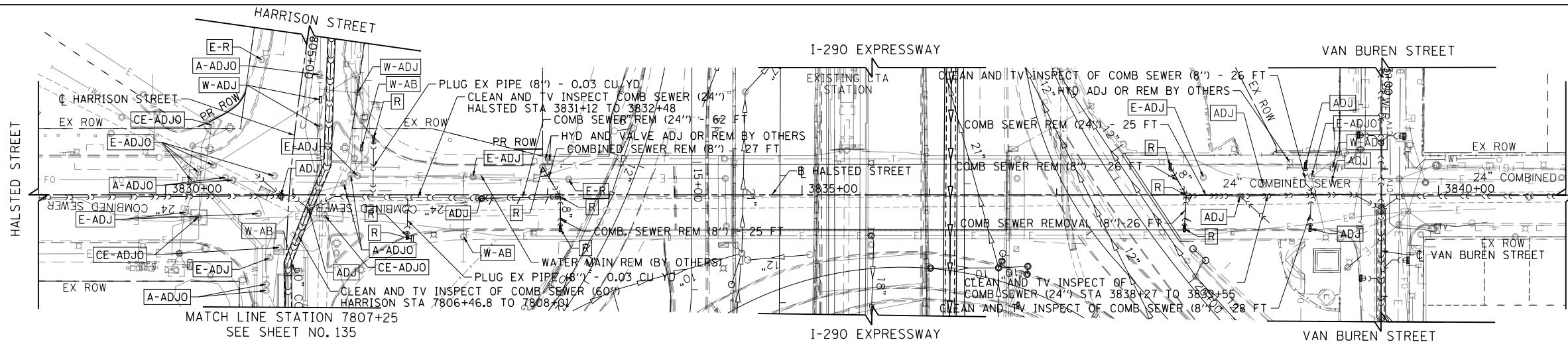
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DATE	
BY	
FILE	
PLANNING	
DESIGN	
CONSTRUCTION	
AS-BUILT	

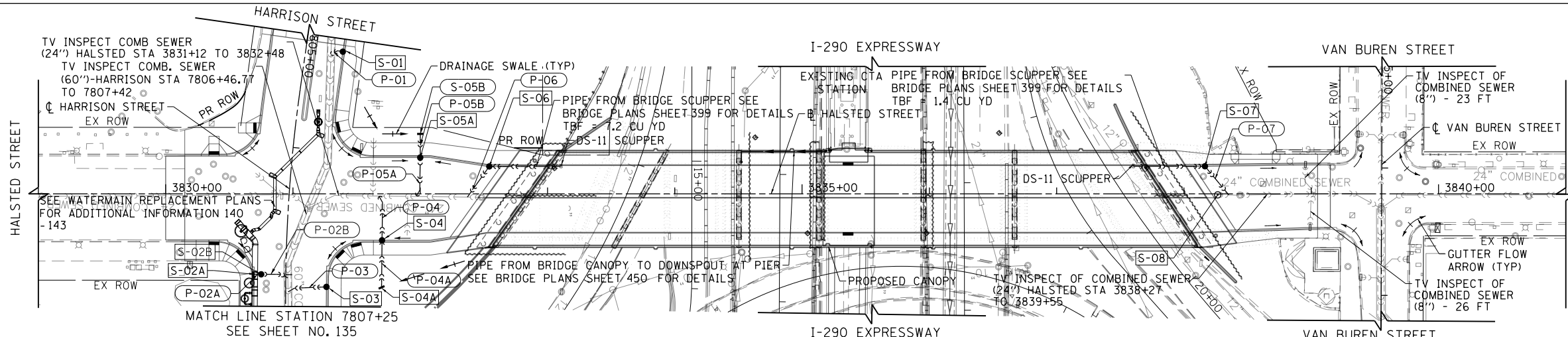
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BY	
PROFILE	
GRADES	
STRUCTURE	
NOTATIONS	
CHKD	

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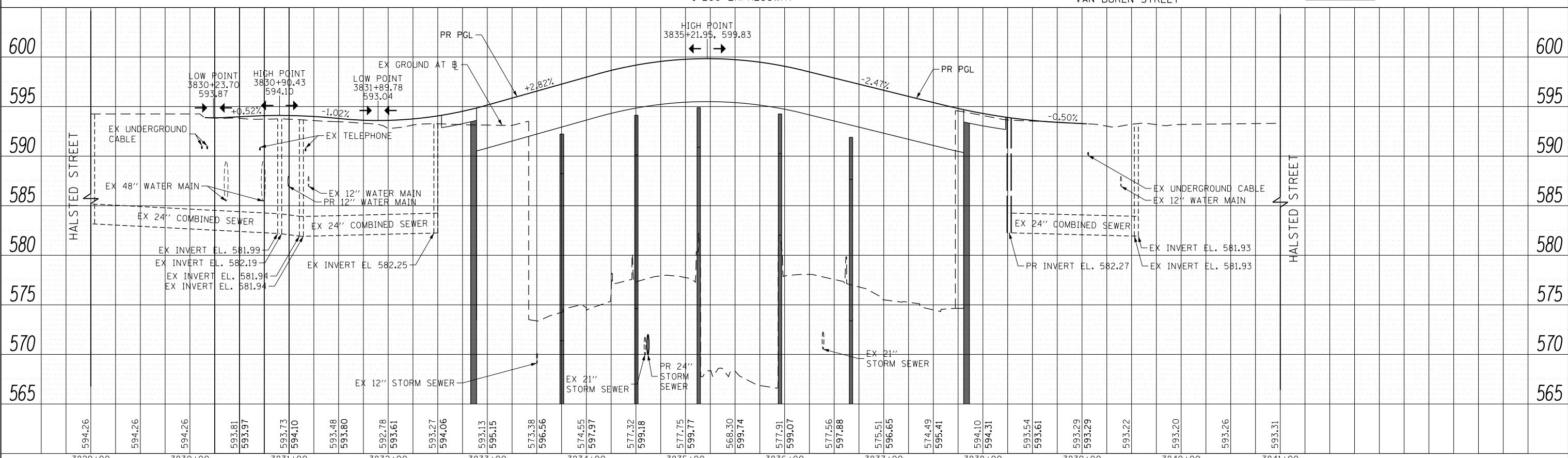
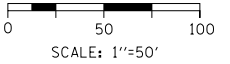
- ### ADJUSTMENT AND REMOVAL LEGEND
- A-ADJO ATT ADJUST BY OTHERS
  - CE-ADJO COMED ADJUST BY OTHERS
  - E-ADJ CITY ELECTRIC ADJUST
  - E-R CITY ELECTRIC REMOVE
  - W-ADJ CITY WATER ADJUST
  - W-AB CITY WATER ABANDON
  - ADJ ADJUST BY CONTRACTOR
  - R REMOVAL BY CONTRACTOR

### EXISTING



- ### NOTES:
- REFER TO DRAWINGS 38 TO 43 FOR DRAINAGE STRUCTURE AND PIPE SCHEDULES.
  - SEE SHEET 131 TO 134 FOR I-290 DRAINAGE AND REMOVALS.
  - SEE STRUCTURAL SHEETS FOR DS-11 SCUPPER DETAILS.

### PROPOSED



3829+00	3830+00	3831+00	3832+00	3833+00	3834+00	3835+00	3836+00	3837+00	3838+00	3839+00	3840+00	3841+00																														
594.26	594.26	594.26	593.81	593.97	593.73	594.10	593.48	593.80	592.78	593.61	593.27	594.06	593.13	595.15	573.38	596.56	574.55	597.97	577.32	599.18	577.75	599.77	568.30	599.74	577.91	599.07	577.56	597.88	575.51	596.65	574.49	595.41	594.10	594.31	593.54	593.61	593.29	593.29	593.22	593.20	593.26	593.31



D160W26-Sht-D-01.dgn	DESIGNED - JSL	REVISED -
USER NAME = jslavanne	DRAWN - BAW	REVISED -
PLOT SCALE = 50.0000' / in.	CHECKED - JWC	REVISED -
PLOT DATE = 9/13/2013	DATE - 9/15/13	REVISED -

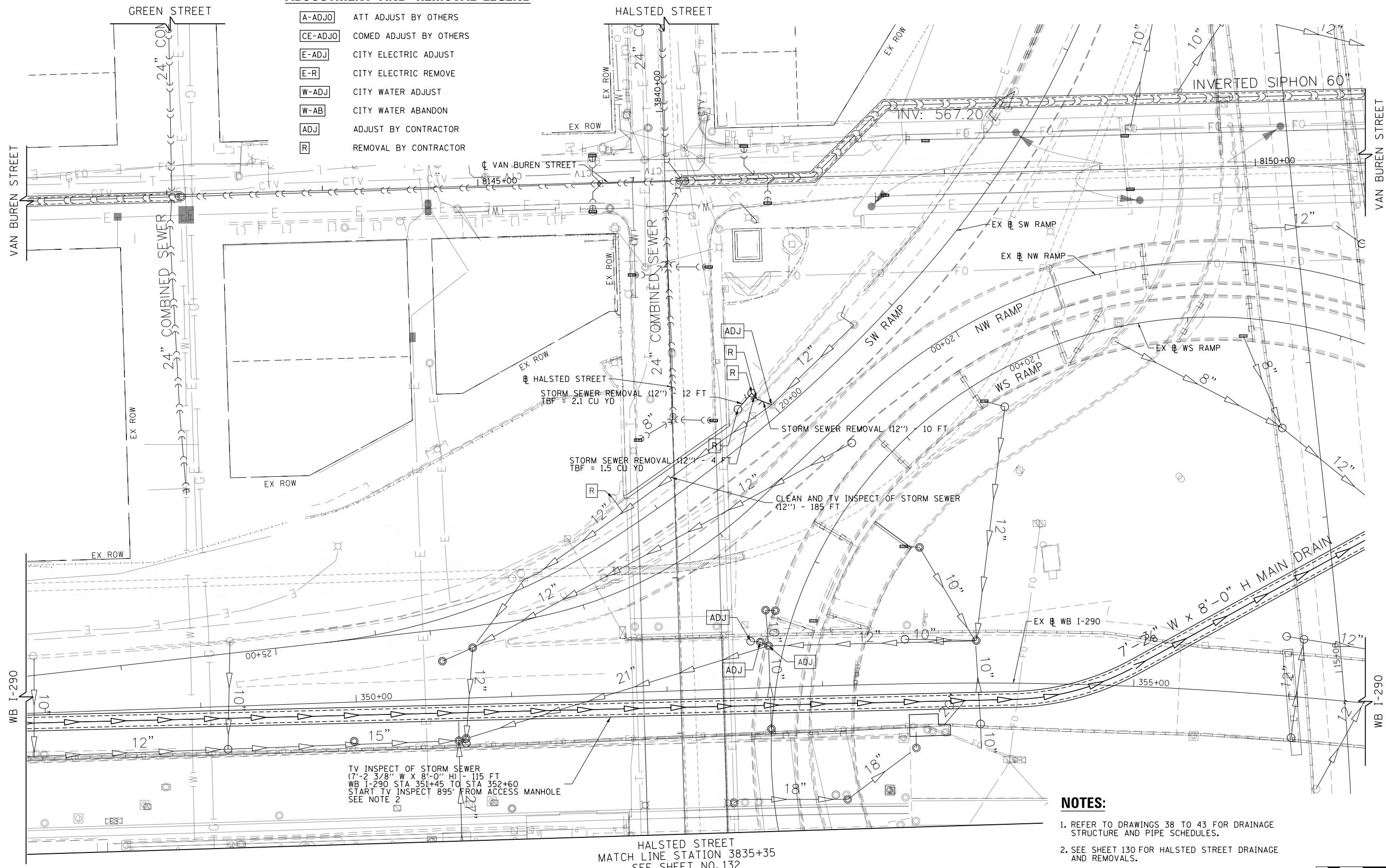
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DRAINAGE AND UTILITY PLAN AND PROFILE</b>			
<b>HALSTED STREET</b>			
SCALE: 1"=50'	SHEET 1	OF 10 SHEETS	STA. 3829+00 TO STA. 3841+00

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 130
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

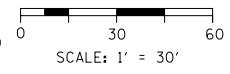
**ADJUSTMENT AND REMOVAL LEGEND**

- A-ADJO ATT ADJUST BY OTHERS
- CE-ADJO COMED ADJUST BY OTHERS
- E-ADJ CITY ELECTRIC ADJUST
- E-R CITY ELECTRIC REMOVE
- W-ADJ CITY WATER ADJUST
- W-AB CITY WATER ABANDON
- ADJ ADJUST BY CONTRACTOR
- R REMOVAL BY CONTRACTOR



**NOTES:**

1. REFER TO DRAWINGS 38 TO 43 FOR DRAINAGE STRUCTURE AND PIPE SCHEDULES.
2. SEE SHEET 130 FOR HALSTED STREET DRAINAGE AND REMOVALS.
3. ACCESS MANHOLE FOR TELEVISIONING IS WB I-290 STA 342+52, 3' RT (N 1898033.2350, E 1170163.0950)



FILE PATH = p:\388035\p\m\l\escomon\me\local\p\w\ec\0\0\Documents\01\_Americas\Transportation\60269938\_Circle\Phase\_1\1\000\_CAD\006\_Roadway\Sheets\60W26\_Sht-Drain-02.dgn



D160W26-Sht-Drain-02.dgn	DESIGNED - JSL	REVISED -
USER NAME = jslavanne	DRAWN - BAW	REVISED -
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PLOT DATE = 9/13/2013	DATE - 9/15/13	REVISED -

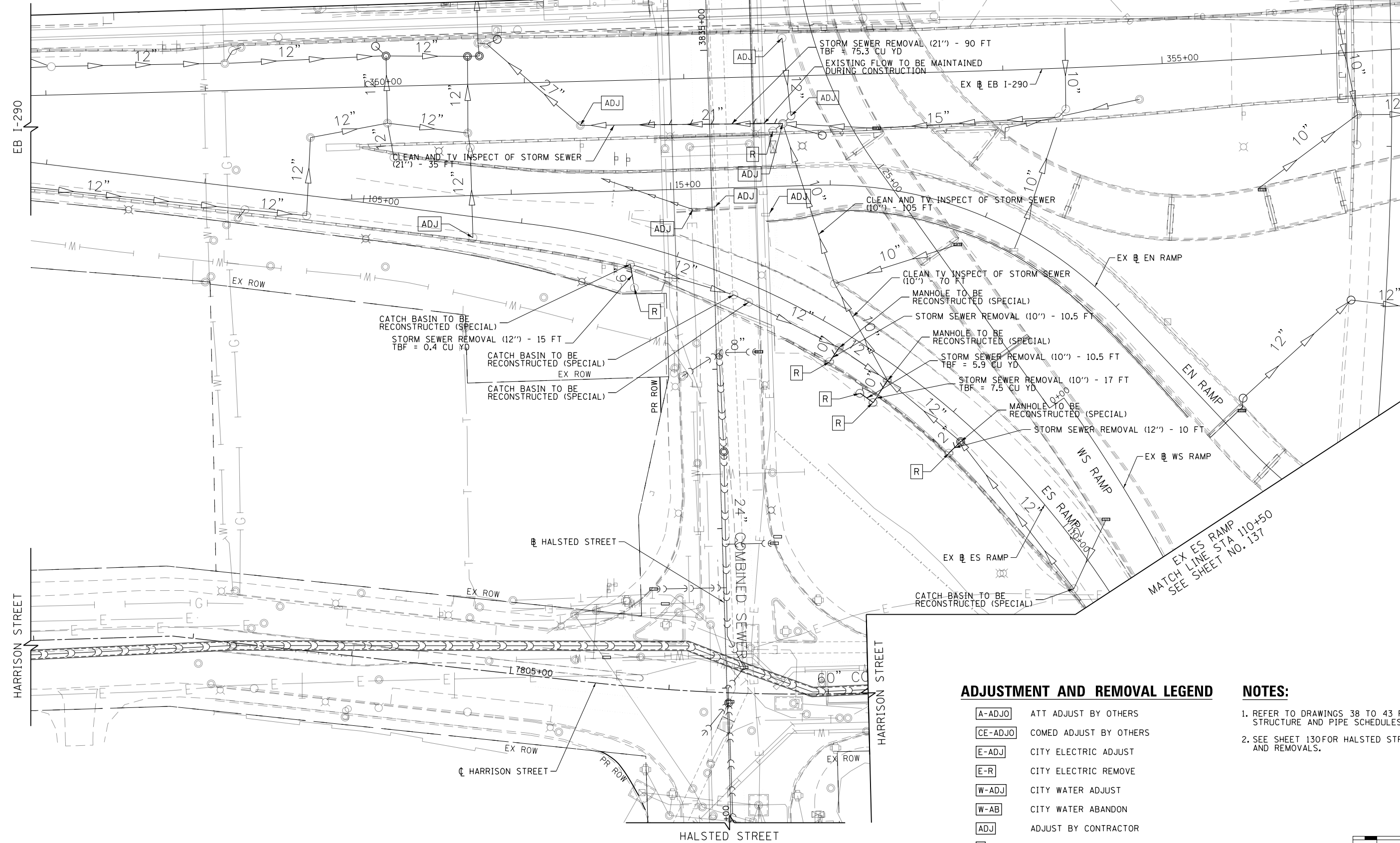
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DRAINAGE REMOVAL PLAN I-290</b>	
SCALE: 1"=30'	SHEET 2 OF 10 SHEETS
STA.	TO STA.

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	131
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				



HALSTED STREET  
MATCH LINE STA 3835+35  
SEE SHEET NO. 131

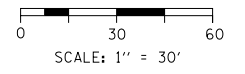


**ADJUSTMENT AND REMOVAL LEGEND**

- [A-ADJO] ATT ADJUST BY OTHERS
- [CE-ADJO] COMED ADJUST BY OTHERS
- [E-ADJ] CITY ELECTRIC ADJUST
- [E-R] CITY ELECTRIC REMOVE
- [W-ADJ] CITY WATER ADJUST
- [W-AB] CITY WATER ABANDON
- [ADJ] ADJUST BY CONTRACTOR
- [R] REMOVAL BY CONTRACTOR

**NOTES:**

1. REFER TO DRAWINGS 38 TO 43 FOR DRAINAGE STRUCTURE AND PIPE SCHEDULES.
2. SEE SHEET 130 FOR HALSTED STREET DRAINAGE AND REMOVALS.



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D160W26-Sht-Drain-03.dgn  
USER NAME = jslavanne  
PLOT SCALE = 30.0000' / in.  
PLOT DATE = 9/13/2013

DESIGNED - JSL	REVISED -
DRAWN - BAW	REVISED -
CHECKED - JWC	REVISED -
DATE - 9/15/13	REVISED -

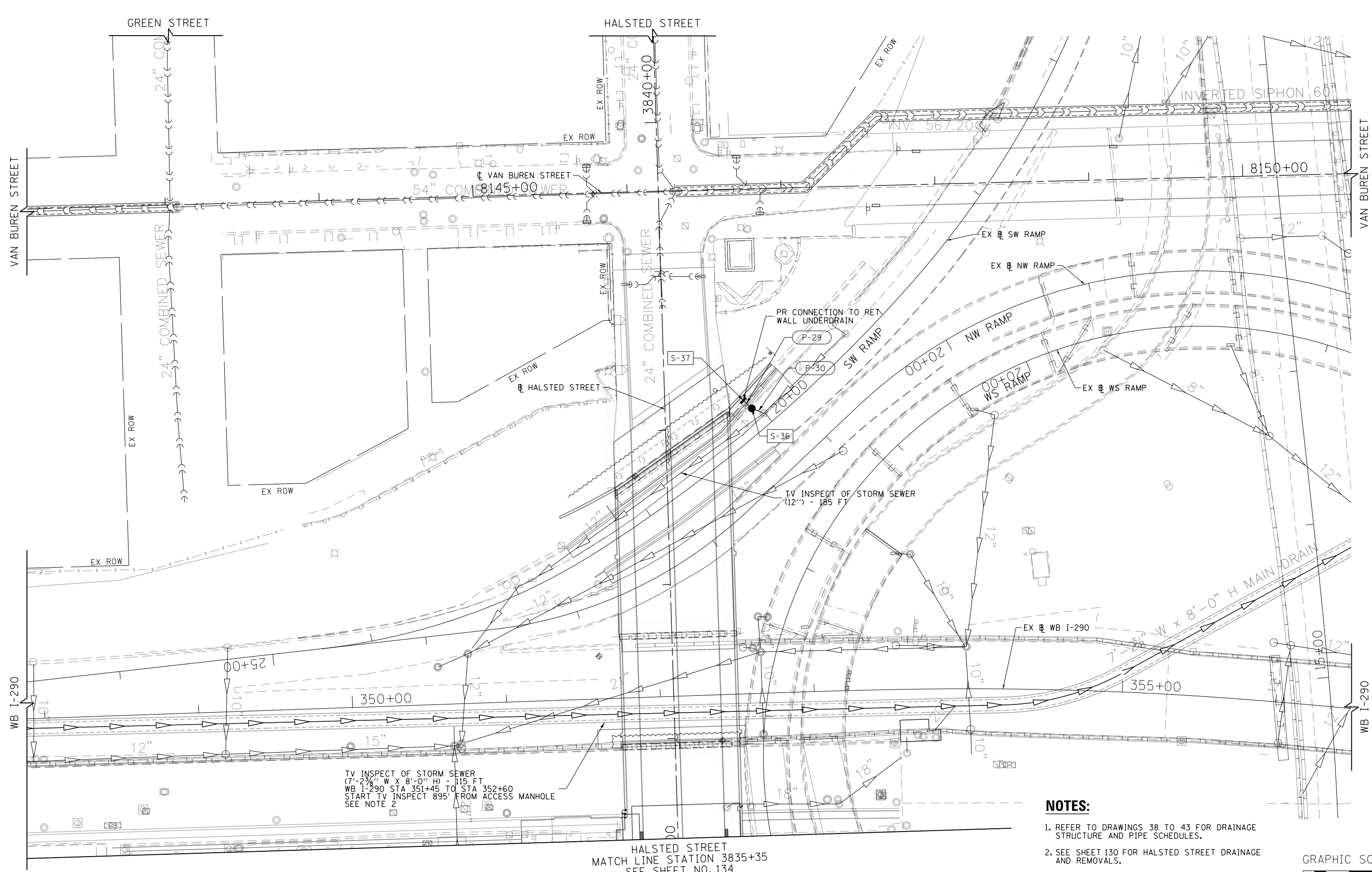
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE REMOVAL PLAN  
I-290**

SCALE: 1"=30' SHEET 3 OF 10 SHEETS STA. TO STA.

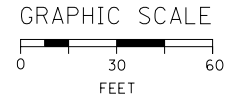
F.A.I. R.E. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 132
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

FILE PATH = p:\388035-p\m\ae\comon\me\local\p\ae\comon\Documents\01\_Americas\Transportation\60269938\_Circle\Phase\_1\1000\_CAD\006\_Roadway\_Sheets\60W26-Sht-Drain-04



**NOTES:**

1. REFER TO DRAWINGS 38 TO 43 FOR DRAINAGE STRUCTURE AND PIPE SCHEDULES.
2. SEE SHEET 130 FOR HALSTED STREET DRAINAGE AND REMOVALS.
3. ACCESS MANHOLE FOR TELEVISIONING IS WB I-290 STA 3704+53, 3' RT (1170163.0950, 1898033.2350)



TV INSPECT OF STORM SEWER  
(7'-2 3/8" W X 8'-0" H) - 115 FT  
WB I-290 STA 351+45 TO STA 352+60  
START TV INSPECT 895' FROM ACCESS MANHOLE  
SEE NOTE 2

HALSTED STREET  
MATCH LINE STATION 3835+35  
SEE SHEET NO. 134



D160W26-Sht-Drain-04
USER NAME = jslavanne
PLOT SCALE = 30.0000' / in.
PLOT DATE = 9/13/2013

DESIGNED - JSL	REVISED -
DRAWN - BAW	REVISED -
CHECKED - JWC	REVISED -
DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

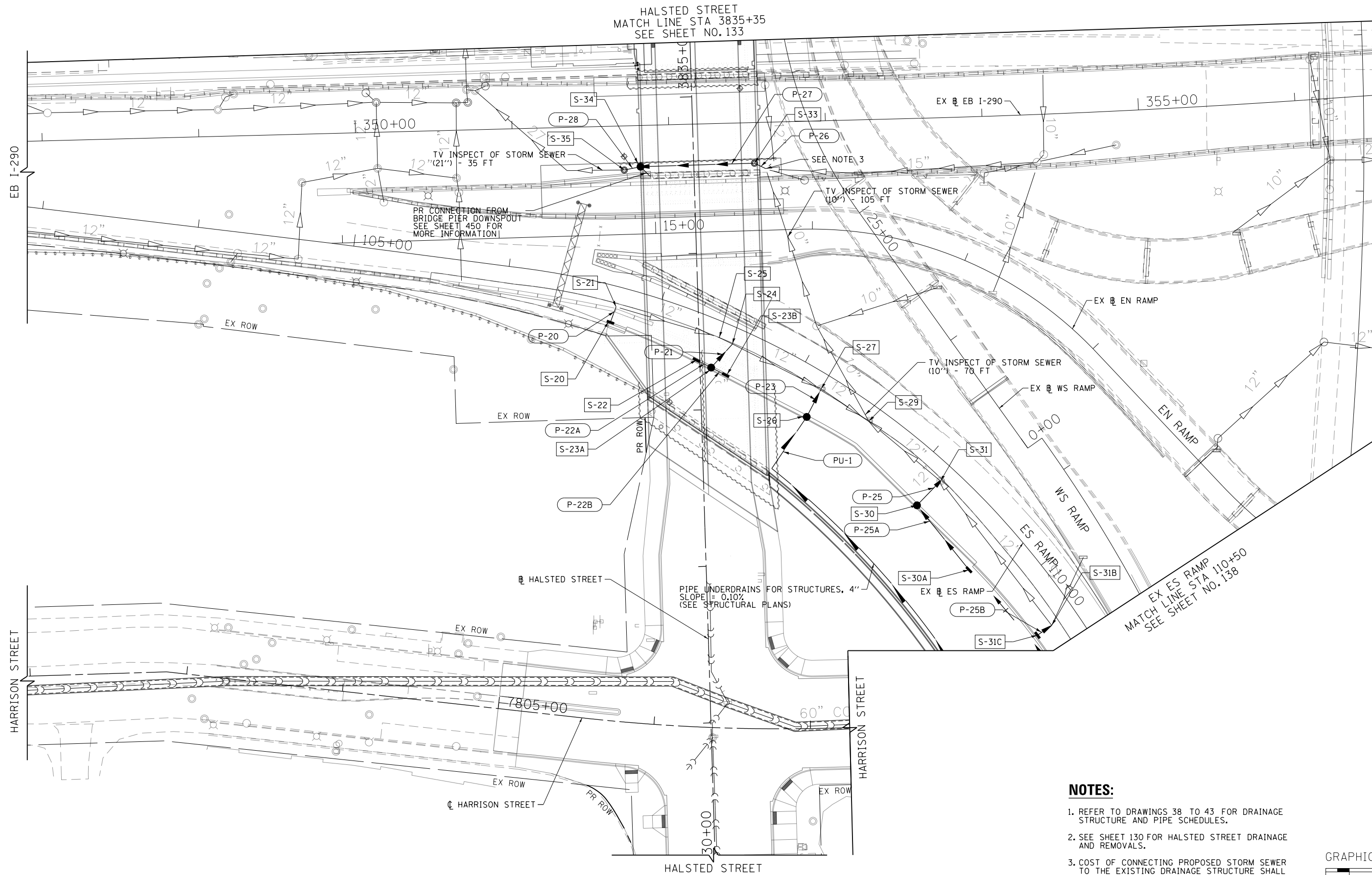
**DRAINAGE PLAN  
I-290**

SCALE: 1"=30' SHEET 4 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	133
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

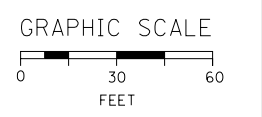


HALSTED STREET  
MATCH LINE STA 3835+35  
SEE SHEET NO. 133



**NOTES:**

- REFER TO DRAWINGS 38 TO 43 FOR DRAINAGE STRUCTURE AND PIPE SCHEDULES.
- SEE SHEET 130 FOR HALSTED STREET DRAINAGE AND REMOVALS.
- COST OF CONNECTING PROPOSED STORM SEWER TO THE EXISTING DRAINAGE STRUCTURE SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.



FILE PATH = p:\388035\p\m\l\escomon\me\local\p\AECD\00\Documents\01\_Americas\Transportation\60269938\_Circle\Phase\_1\1000\_CAD\006\_Roadway\Sheets\60W26-Sht-Drain-05.DGN



D160W26-Sht-Drain-05.DGN  
USER NAME = jslavanne  
PLOT SCALE = 30.0000' / in.  
PLOT DATE = 9/13/2013

DESIGNED - JSL	REVISED -
DRAWN - BAW	REVISED -
CHECKED - JWC	REVISED -
DATE - 9/15/13	REVISED -

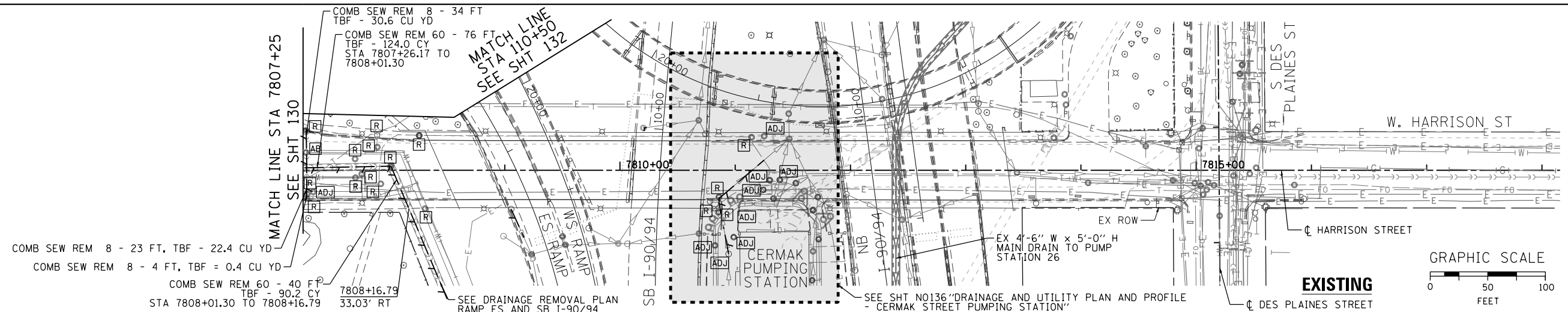
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE PLAN  
I-290**

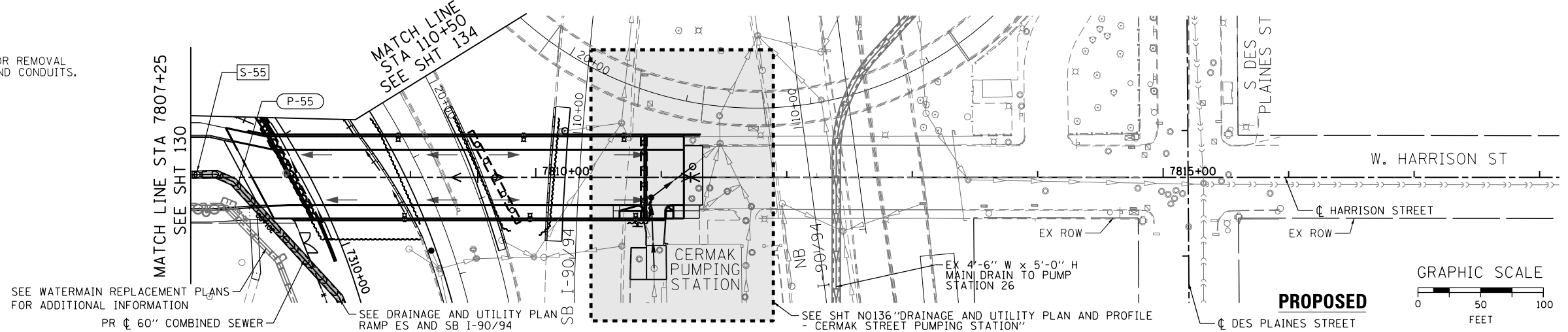
SCALE: 1"=30' SHEET 5 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	134
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

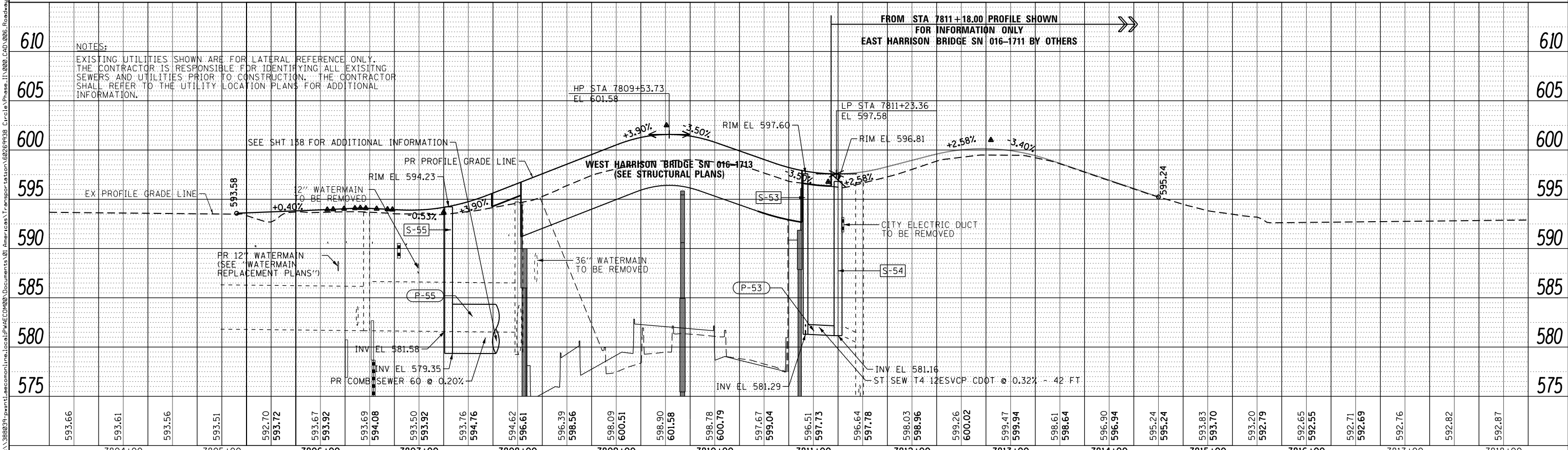
PLAN	SURVEYED	DATE
	PLOTTED	BY
	NOTED	
	CHECKED	
	FILED	
	NO.	



NOTES:  
 1. SEE LIGHTING, TRAFFIC SIGNAL, AND ITS PLANS FOR REMOVAL AND CONSTRUCTION OF STRUCTURES, DUCTBANKS AND CONDUITS.



PROFILE	SURVEYED	DATE
	GRADES CHECKED	BY
	STRUCTURE NOTATIONS CHECKED	
	NO.	



D160W26-sht-Drain-06.dgn  
 USER NAME = chitua  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/12/2013

DESIGNED - AFC/MSC  
 DRAWN - AFC/DMS  
 CHECKED - DBM  
 DATE - 09/15/13

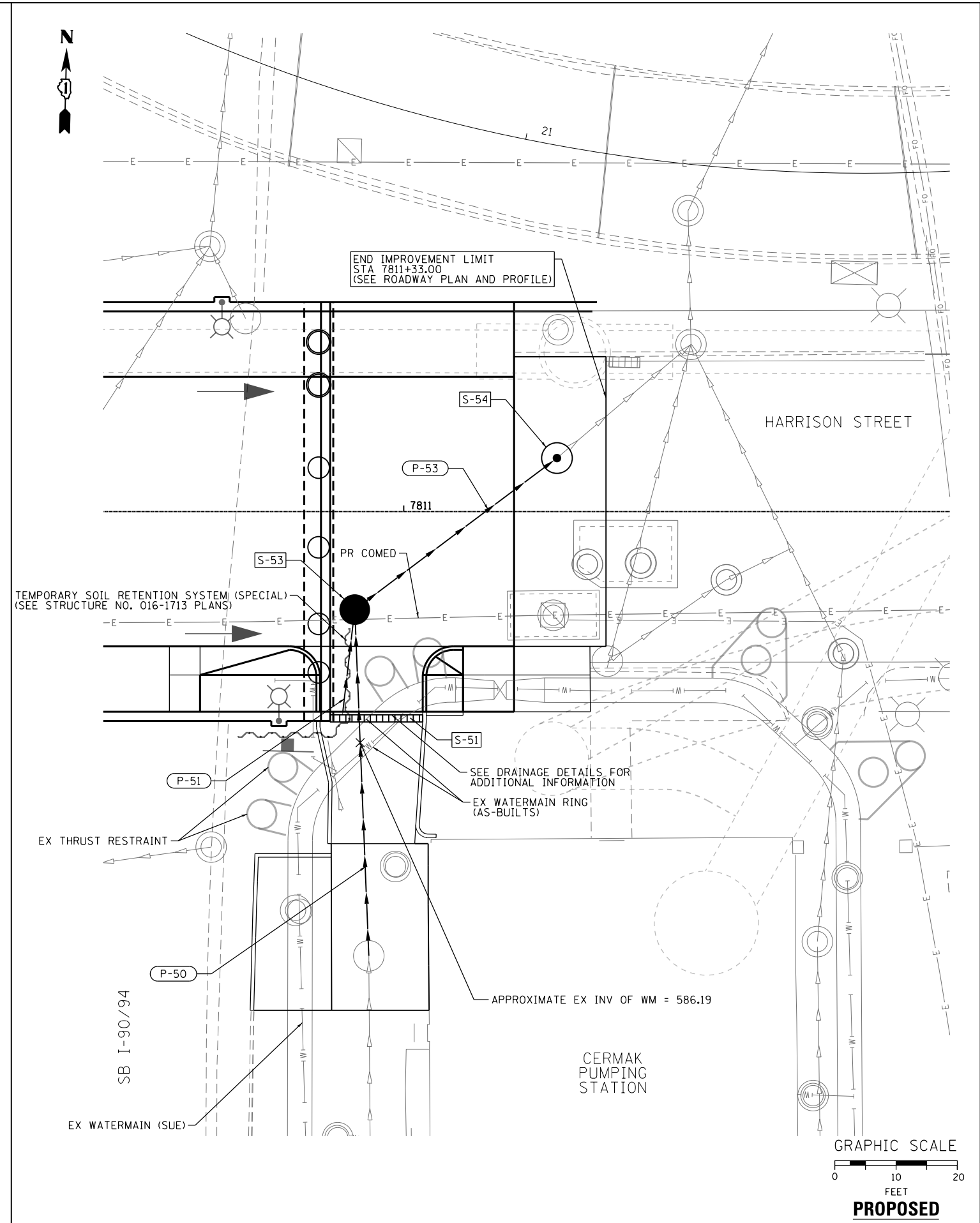
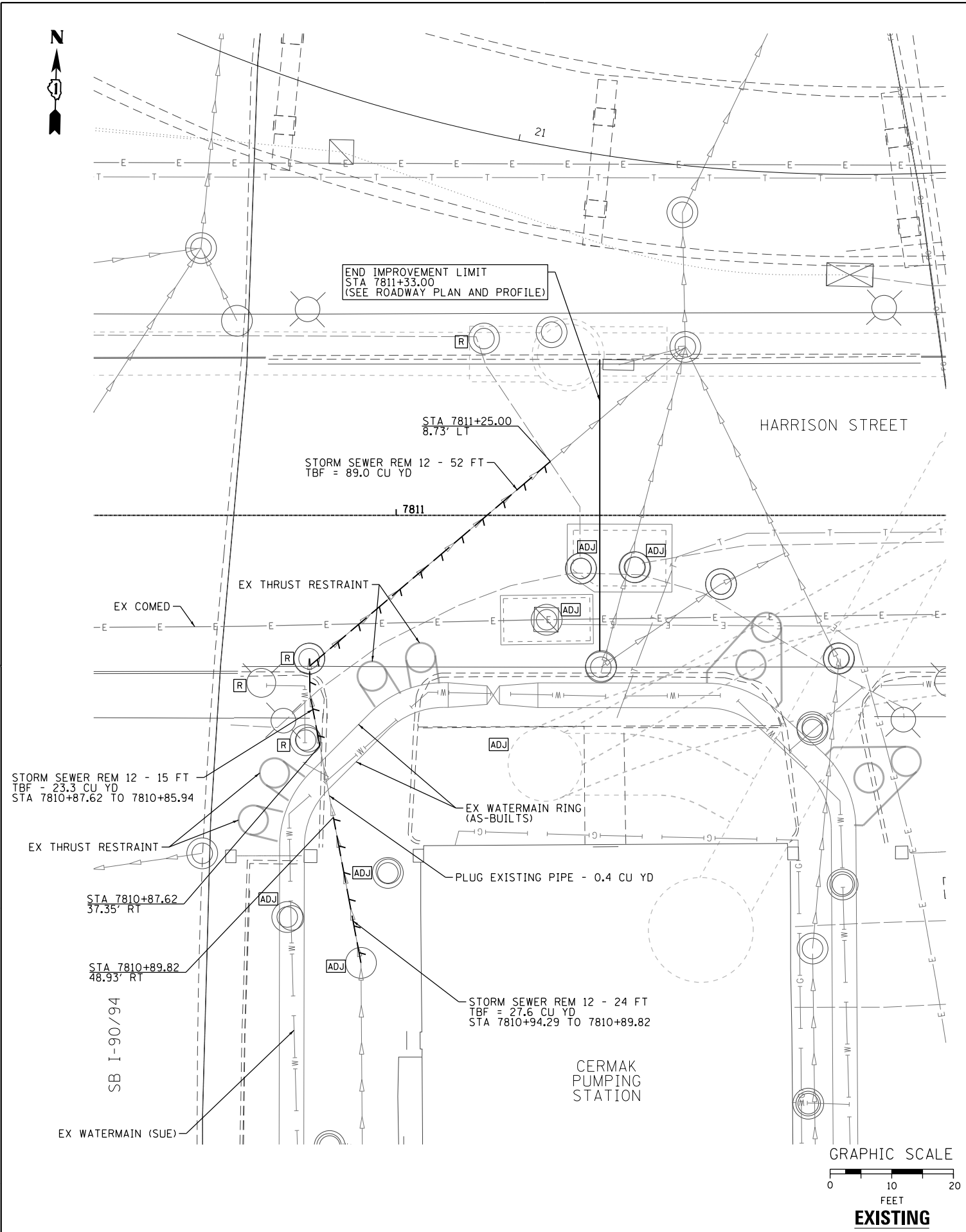
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN AND PROFILE  
 HARRISON STREET  
 SCALE: 1"=50'  
 SHEET 6 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	135
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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D160W26-sht-Drain-07  
 USER NAME = chitua  
 PLOT SCALE = 10.0000' / 1"  
 PLOT DATE = 9/12/2013

DESIGNED - AFC	REVISED -
DRAWN - AFC	REVISED -
CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

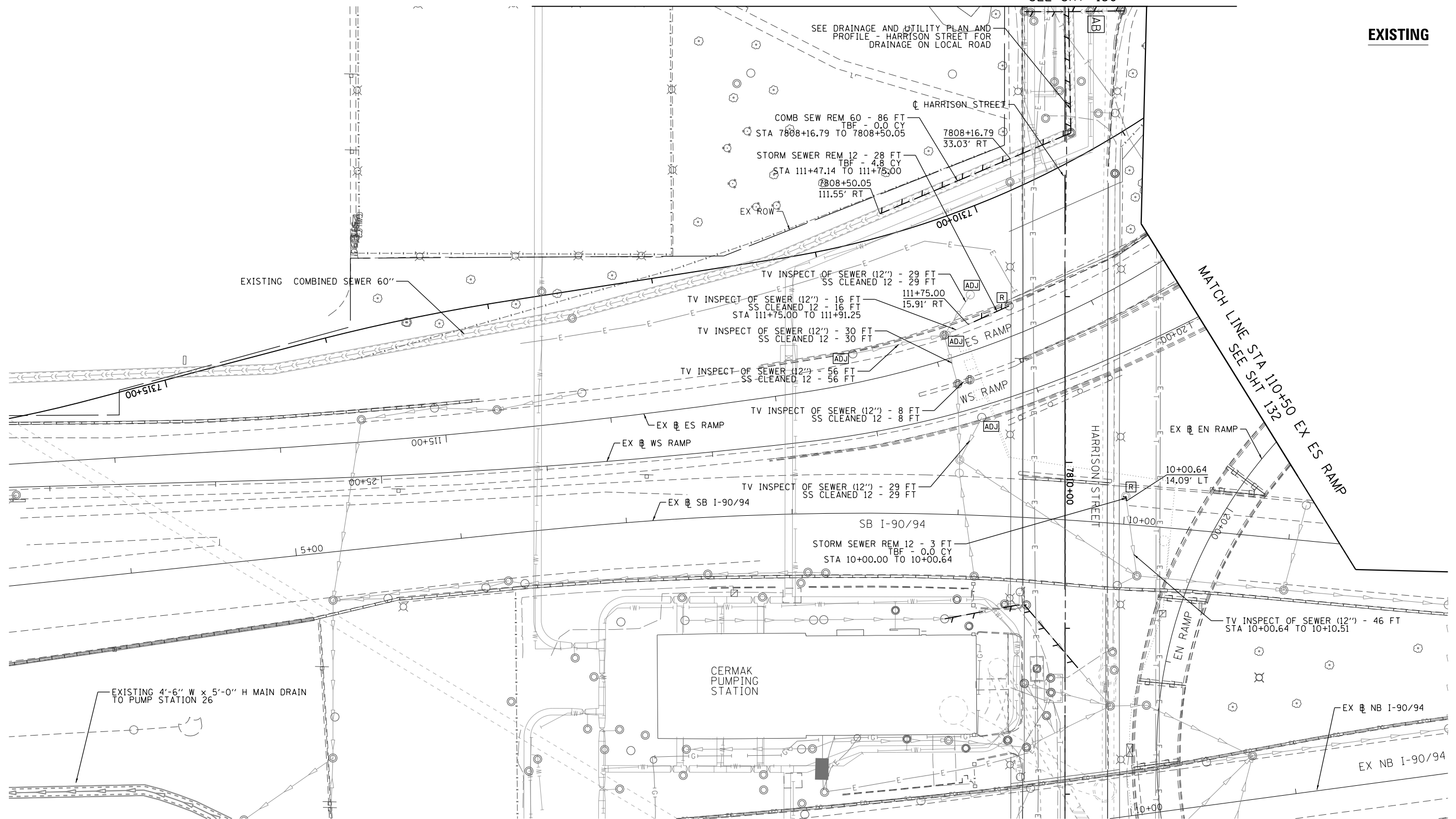
DRAINAGE AND UTILITY PLAN AND PROFILE  
 CERMAK STREET PUMPING STATION  
 SCALE: 1" = 10'  
 SHEET 7 OF 10 SHEETS STA. TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 136
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

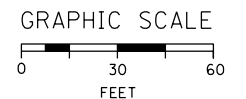


MATCH LINE STA 7807+25 HARRISON STREET  
SEE SHT 130

**EXISTING**



EXISTING 4'-6" W x 5'-0" H MAIN DRAIN  
TO PUMP STATION 26



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D160W26-sht-Drain-08.dgn  
USER NAME = chitua  
PLOT SCALE = 30.0000' / in.  
PLOT DATE = 9/12/2013

DESIGNED - AFC  
DRAWN - AFC  
CHECKED - DBM  
DATE - 9/15/13

REVISED -  
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REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DRAINAGE REMOVAL PLAN  
RAMP ES AND SB I-90/94

SCALE: 1"=30' SHEET 8 OF 10 SHEETS STA. TO STA.

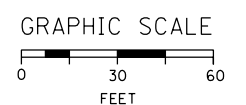
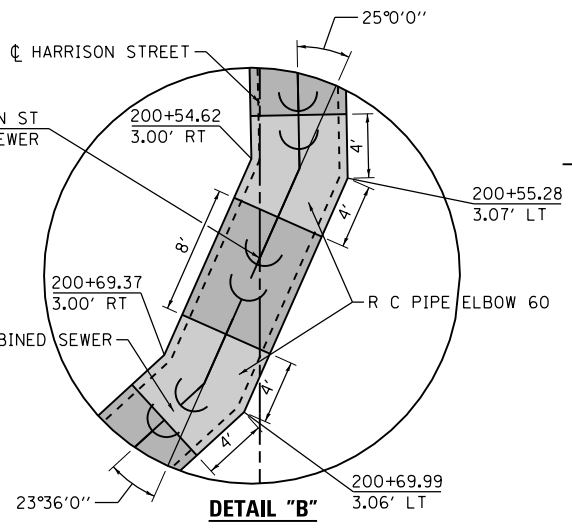
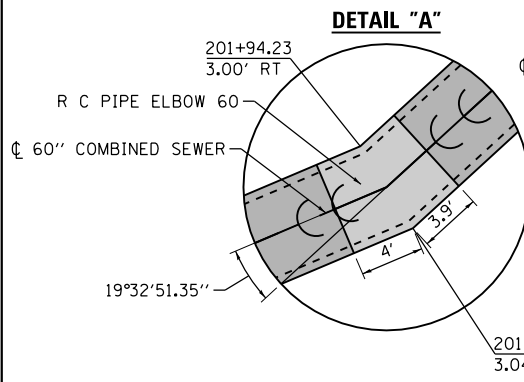
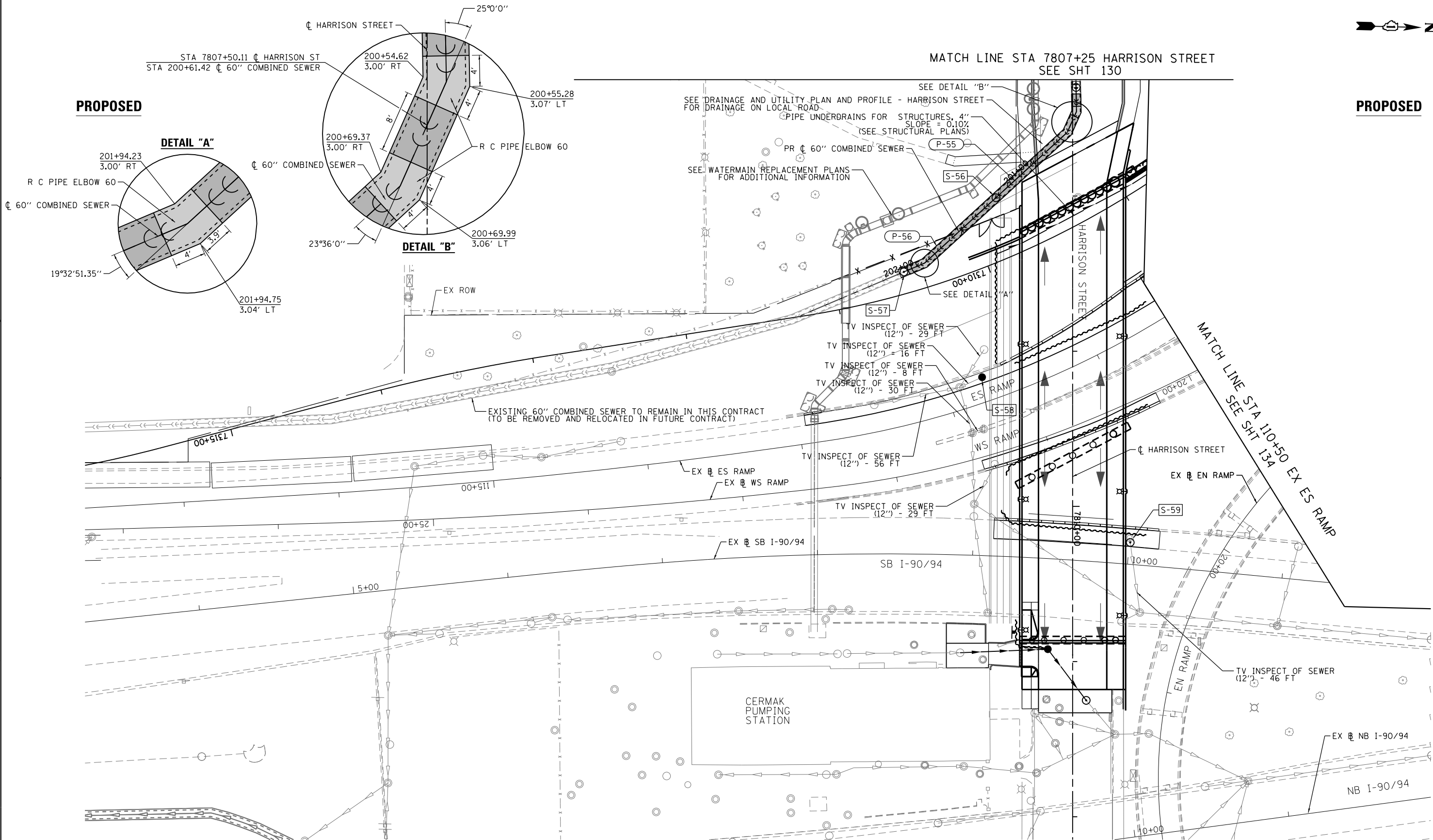
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	137
CONTRACT NO. 60W26				

ILLINOIS FED. AID PROJECT



**PROPOSED**

**PROPOSED**



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 PLOT SCALE = 30.0000' / in.  
 PLOT DATE = 9/12/2013

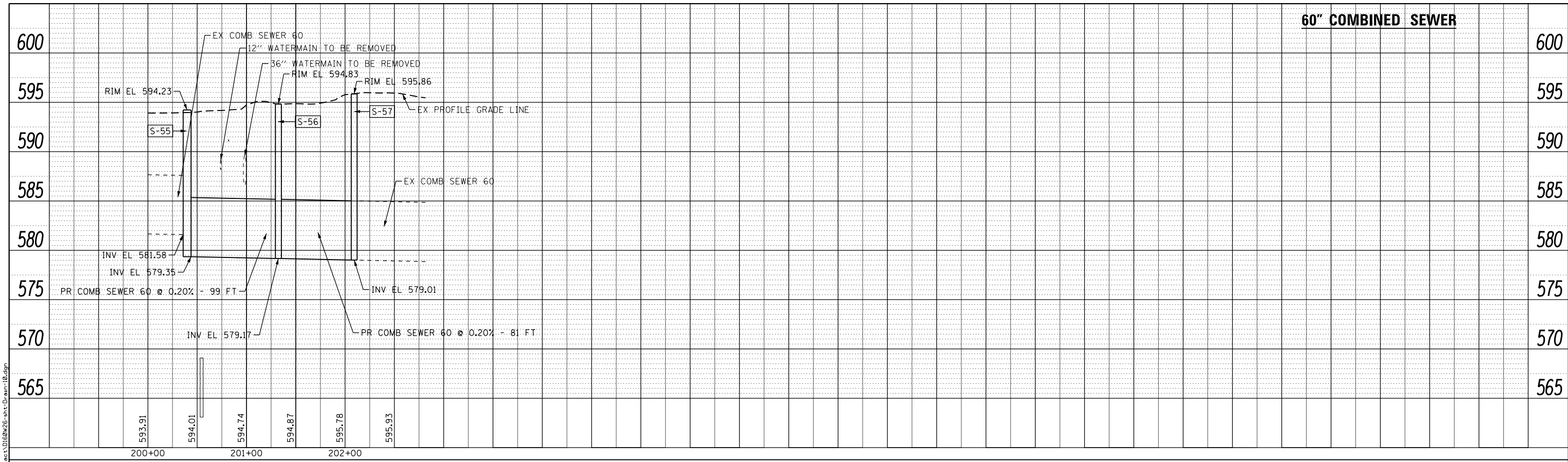
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DRAWN - DMS	REVISED -
CHECKED - EY	REVISED -
DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DRAINAGE AND UTILITY PLAN**  
**RAMP ES AND SB I-90/94**

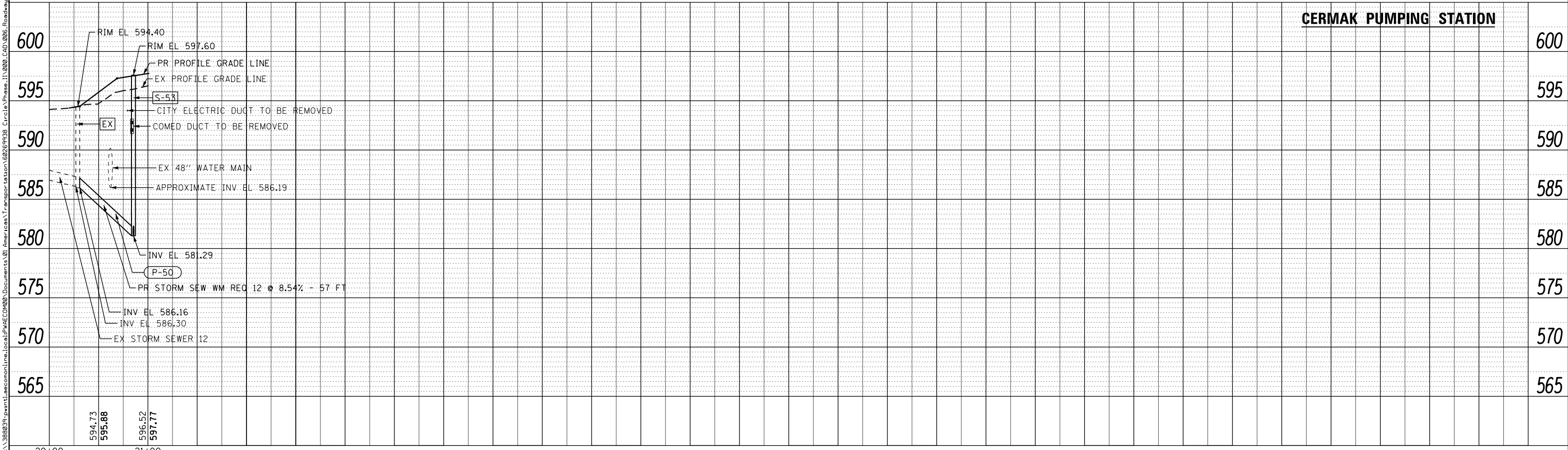
SCALE: 1"=30'    SHEET 9 OF 10 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	138
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				



60" COMBINED SEWER

NOTES:  
 EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY.  
 THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL EXISTING  
 SEWERS AND UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR  
 SHALL REFER TO THE UTILITY LOCATION PLANS FOR ADDITIONAL  
 INFORMATION.



CERMAK PUMPING STATION



D160W26-sht-Drain-10.dgn  
 USER NAME = chitua  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/12/2013

DESIGNED - AFC  
 DRAWN - AFC  
 CHECKED - E E Y  
 DATE - 09/15/13

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PROFILE  
 60" COMBINED SEWER / CERMAK PUMPING STATION

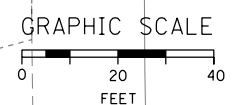
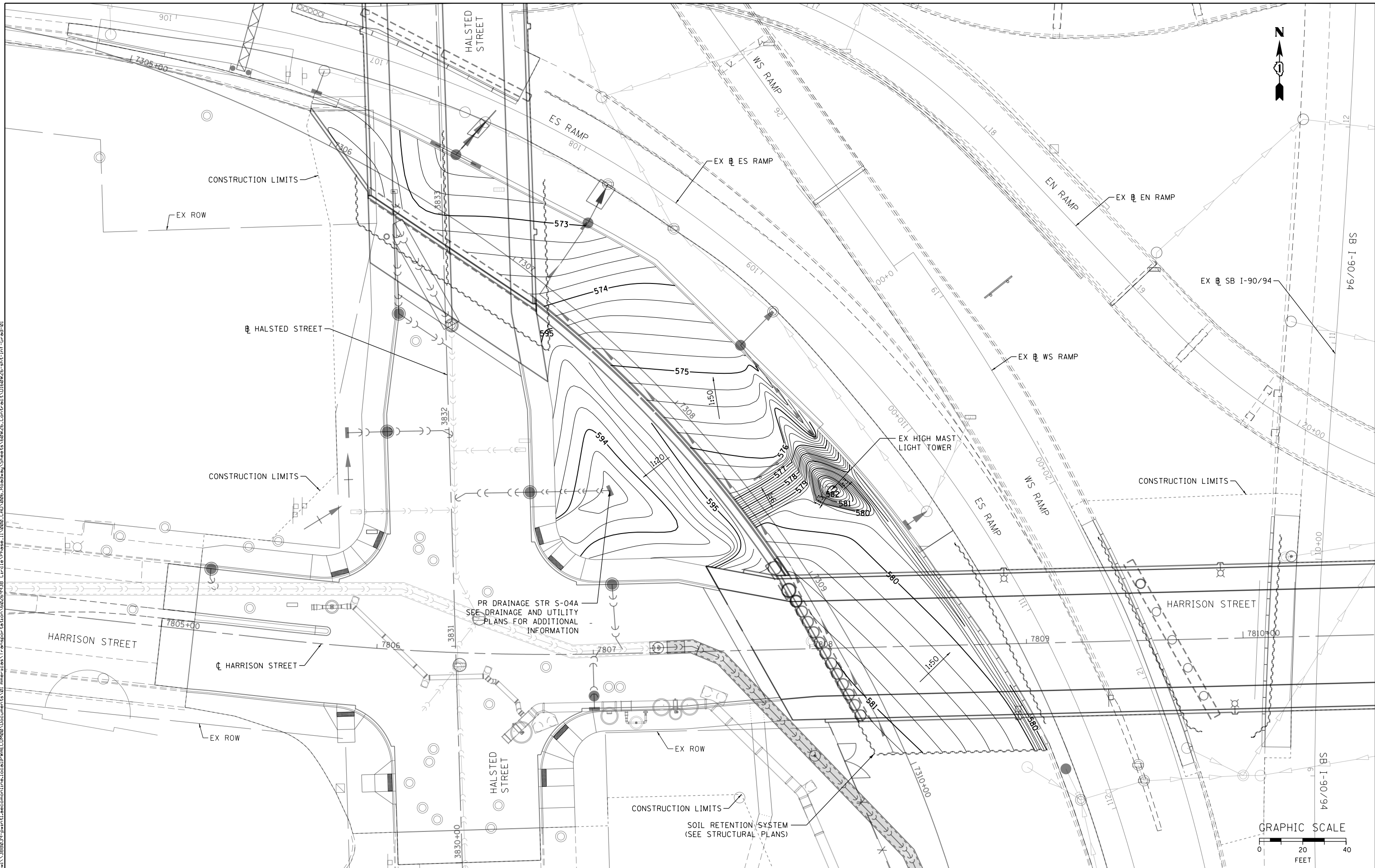
SCALE: SHEET 10 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	139
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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D160W26-sht-Inf-Grad-01  
 USER NAME = chitua  
 PLOT SCALE = 20.0000' / 1" IN.  
 PLOT DATE = 9/12/2013

DESIGNED - KAM  
 DRAWN - KAM  
 CHECKED - OPS  
 DATE - 9/15/13

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INFIELD GRADING PLAN**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	139A
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

**WATER MAIN GENERAL NOTES:**

- LOCATION OF UTILITIES AND PROPERTY LINES ARE FROM THE BEST INFORMATION AVAILABLE. EXACT LOCATION AND COMPLETENESS ARE NOT GUARANTEED.
- THE CONTRACTOR MUST VERIFY THE LOCATION OF UNDERGROUND UTILITIES WITH THE UTILITY OWNERS PRIOR TO DOING ANY WORK IN THE VICINITY. THE CONTRACTOR MUST COMPLY WITH REQUIREMENTS OF UTILITY OWNERS REGARDING NOTICE OF WORK AND PROTECTION OF UTILITIES. THE CONTRACTOR MUST COMPLY WITH THE CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION DAMAGE PREVENTION PROTOCOL CITY INFRASTRUCTURE DEPARTMENTS. ALL UTILITIES MUST BE NOTIFIED AT LEAST 48 HOURS BEFORE CONSTRUCTION. (CALL DIGGER 312-744-7000)
- IF ANY PUBLIC OR PRIVATE UTILITIES CROSS THE WATER MAIN TRENCH AND MUST REMAIN IN PLACE, THE CONTRACTOR MUST PROTECT SAID UTILITY IN CONFORMANCE WITH THE SPECIFICATIONS OR AS DIRECTED BY THE CHICAGO DEPARTMENT OF WATER MANAGEMENT BUREAU OF ENGINEERING SERVICES.
- TEST PITS MUST BE EXCAVATED IN ADVANCE OF PIPELINE CONSTRUCTION IN ORDER TO CONFIRM DEPTH AND LOCATION OF EXISTING UTILITIES AND WHEN DIRECTED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR TEST PIT EXCAVATION.
- WORK INDICATED ON THE PLANS AND NOT REFERENCED TO A BID ITEM IS CONSIDERED INCIDENTAL TO THE WORK TO WHICH IT APPLIES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- WATER MAIN AND FITTINGS LOCATIONS SHOWN ON THE DRAWINGS FOR THE NEW WATER MAINS AND APPURTENANCES MAY BE CHANGED BY THE ENGINEER DUE TO FIELD CONDITIONS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR SUCH CHANGES, UNLESS PREVIOUSLY APPROVED BY THE ENGINEER.
- THE OPERATION OF ALL VALVES REQUIRED FOR SHUTDOWN MUST BE PERFORMED BY CDWM FORCES PURSUANT TO A 72 HOUR ADVANCE NOTIFICATION TO THE DEPARTMENT. ANY VALVE FOUND NOT OPERABLE WILL BE REPAIRED OR REPLACED BY CDWM.
- REMOVE AND PROPERLY DISPOSE OF ALL WATER ENTERING ANY EXCAVATION INCLUDING LEAKAGE FROM EXISTING WATER MAINS. ALL EXCAVATIONS ASSOCIATED WITH THE WATER MAIN WORK MUST BE KEPT DRY.
- ALL OPENINGS IN EXISTING WATER MAINS MUST BE PLUGGED OR CAPPED WITH DUCTILE IRON FITTINGS UNTIL THE MAIN IS ABANDONED.
- ALL VALVE BASINS MUST BE CONSTRUCTED OF PRE-CAST REINFORCED CONCRETE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- NOTES INDICATING S.N.L., E.W.L., ETC. MEAN SOUTH OF THE NORTH PROPERTY LINE, EAST OF THE WEST PROPERTY LINE, ETC. AND ARE MEASURED FROM THE NEAREST STREET.
- IF A STANDARD MECHANICAL JOINT SLEEVE DOES NOT FIT TO MAKE CONNECTION OF THE NEW PIPE TO THE EXISTING PIPE, A TRANSITION SLEEVE MUST BE USED. NO GRINDING OF THE EXISTING PIPE IS PERMITTED.
- THE CONTRACTOR SHALL CONSULT AND FOLLOW RESTRAINED JOINT PIPE MANUFACTURER'S GUIDANCE AS TO EXTERIOR OF THE JOINT AFTER ASSEMBLY IN ORDER TO LIMIT THE JOINT TAKE-UP UNDER PRESSURE TEST OR SERVICE CONDITIONS.

- USE FILLER PIECES OF PIPE TO FILL THE AREA BETWEEN PIPE ENDS WHEN INSTALLING SLEEVE FITTINGS.
- ON CONNECTIONS TO EXISTING CAST IRON PIPES, USE CAUTION WHEN INSTALLING MJ SLEEVES. SET SCREW TYPE RESTRAINT GLANDS (E.G. RETAINER GLANDS) ARE NOT ACCEPTABLE. CONSULT THE SPECIFICATIONS FOR JOINT RESTRAINT REQUIREMENTS.
- ABANDON EXISTING WATER MAINS IN ACCORDANCE WITH THE SPECIFICATIONS.
- SWAB ALL PIPE AND FITTINGS WITH CHLORINE SOLUTION DURING INSTALLATION AND USE EXTRA PRECAUTION TO PREVENT SOIL AND DEBRIS FROM ENTERING THE PIPE. COMPLY WITH ALL STANDARDS AND REQUIREMENTS OF THE CDWM BUREAU OF WATER QUALITY. (312) 744-8190
- DE-CHLORINATION OF HEAVILY CHLORINATED WATER IS REQUIRED. THE CONTRACTOR OR SUBCONTRACTED CHLORINATOR SHALL DE-CHLORINATE AS LISTED FOR "INFORMATIONAL PURPOSES ONLY" IN APPENDIX C OF THE ANSI/AWWA STANDARD C-651-05, JUNE 1, 2005. THE CHLORINE LEVEL MUST BE BROUGHT TO POTABLE WATER LEVELS.
- ELEVATIONS ARE SHOWN IN THE CITY OF CHICAGO DATUM AND NAVD 88. THE CONVERSION FACTOR FROM CCD TO NAVD88 IS: NAVD 88 ELEVATION = CCD + 579.19.
- CONTRACTOR SHALL CONSTRUCT THE IMPROVEMENTS ONLY WITHIN THE RIGHT-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGE TO PRIVATE PROPERTY AND SHALL REPAIR SAID DAMAGE AT OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.
- ALL CASING PIPES MUST BE SMOOTH WELDED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A139, GRADE B. THE EXTERIOR OF THE CASING PIPE MUST HAVE COAL-TAR ENAMEL IN ACCORDANCE WITH AWWA C203 AND HAVE A THICKNESS OF 1.000 INCHES AND AN OUTSIDE DIAMETER OF 72 INCHES.
- SPACERS FOR CARRIER PIPES MUST BE EITHER THE TWO-PIECE METAL BAND TYPE WITH 2-INCH WIDE NON-METALLIC RUNNERS OR UNITS MANUFACTURED ENTIRELY OUT OF HIGH-DENSITY POLYETHYLENE. ON TWO-PIECE METAL BAND TYPE SPACERS, BANDS AND FASTENERS MUST BE OF CORROSION RESISTANT MATERIAL. ALL SPACERS MUST BE RATED FOR HEAVY DUTY SERVICE, MANUFACTURED BY (PSI) PIPELINE SEAL AND INSULATOR, INCORPORATED; CASCADE WATERWORKS MANUFACTURING COMPANY OR RACI SPACERS NORHT AMERICA.
- PRIOR TO INSERTION IN THE CASING, EACH LENGTH OF PIPE MUST BE SUPPORTED ON CASING SPACERS IN SUCH A MANNER THAT AT NO TIME WILL THE WEIGHT OF THE PIPE BEAR ON THE BELL OR ANY PART OF THE PIPE TOUCH THE CASING.
- ALL PIPES MUST BE JOINTED PRIOR TO BEING PUSHED OR PULLED THROUGH THE CASING PIPE. AFTER PLACEMENT OF THE CARRIER PIPE THROUGH THE CASING, THE ENDS OF THE CASING ARE TO BE SEALED WITH BRICK AND MORTAR OR RUBBER END SEAL OR OTHER APPROVED METHOD AND MUST BE COMPLETELY LEAK-TIGHT.

**BILL OF MATERIALS:**

NOTE: ALL PIPE AND FITTINGS INCLUDED BELOW WILL BE SUPPLIED TO THE CONTRACTOR AND WILL BE AVAILABLE AS IDENTIFIED IN THE SPECIAL PROVISIONS. ALL OTHER ITEMS REQUIRED TO PERFORM WORK AS SHOWN ARE THE RESPONSIBILITY OF THE CONTRACTOR.

- 420' OF 48" DI RESTRAINED JOINT PIPE
- 140' OF 24" DI RESTRAINED JOINT PIPE
- 50' OF 72" STEEL CASING PIPE
- 3-48"x24" 3BRJ TEE
- 1-48"x12" 3BRJ TEE
- 2-48" 2BRJ 1/4 BENDS
- 1-48" MJ SLEEVE
- 1-48" MJ TRANSITION SLEEVE
- 1-24" MJ TRANSITION SLEEVE
- 5-48" 2BRJ 1/8TH BEND
- 2-48" 2BRJ 1/16TH BEND
- 1-54" R&S SPIGOT X MJ SPIGOT TRANSITION COUPLING
- 1-54"x48" 2BRJ REDUCER
- 2-24"x16" 2BRJ REDUCER
- 7-24" 2BRJ 1/8TH BEND
- 48" RESTRAINED JOINT PLUG
- 48" RESTRAINED JOINT CAP
- 2-48" BUTTERFLY VALVE
- 1-16" GATE VALVE

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USER NAME = CooperM2	DRAWN - HHC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - RBB	REVISED -
PLOT DATE = 9/15/2013	DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

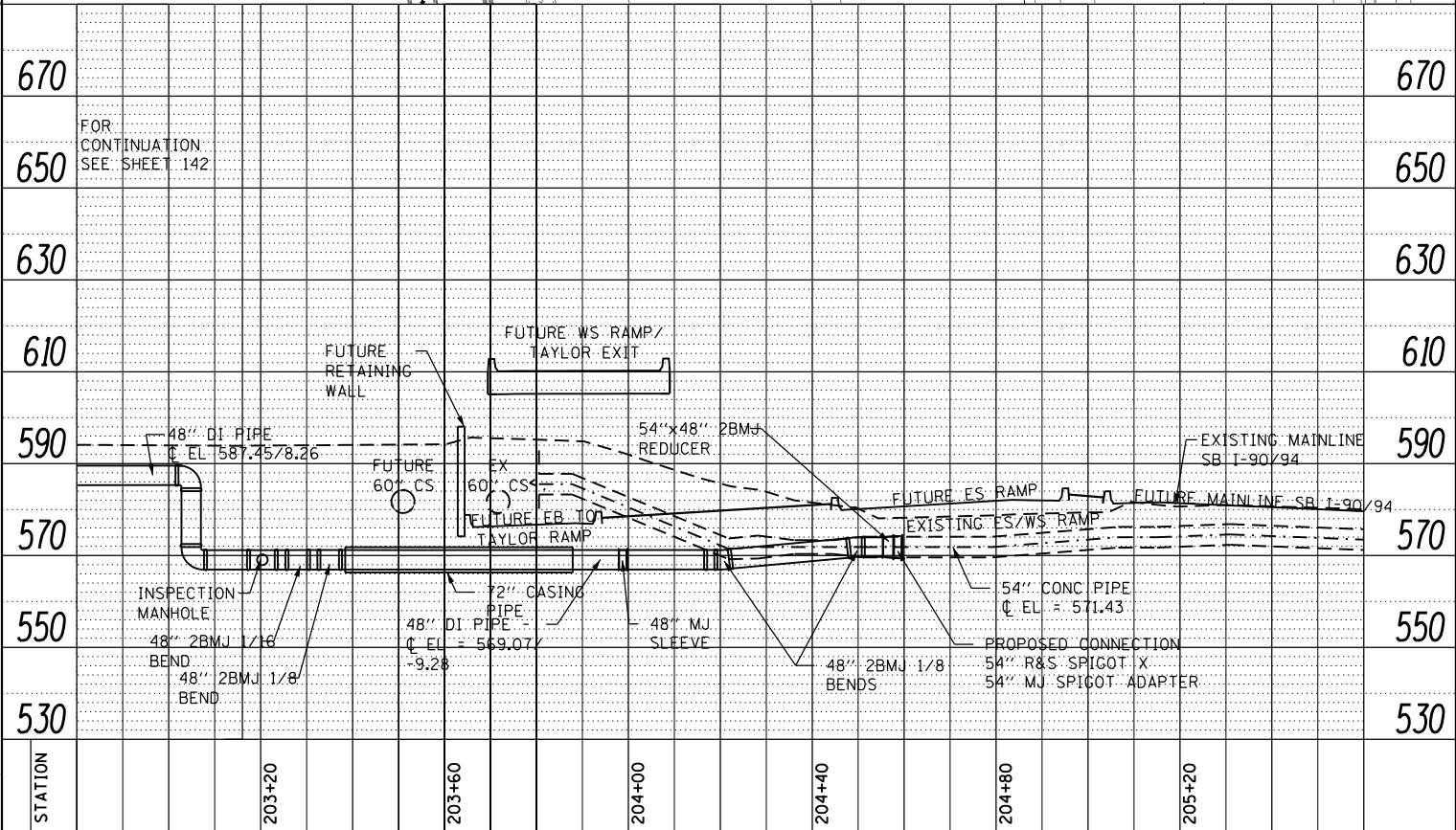
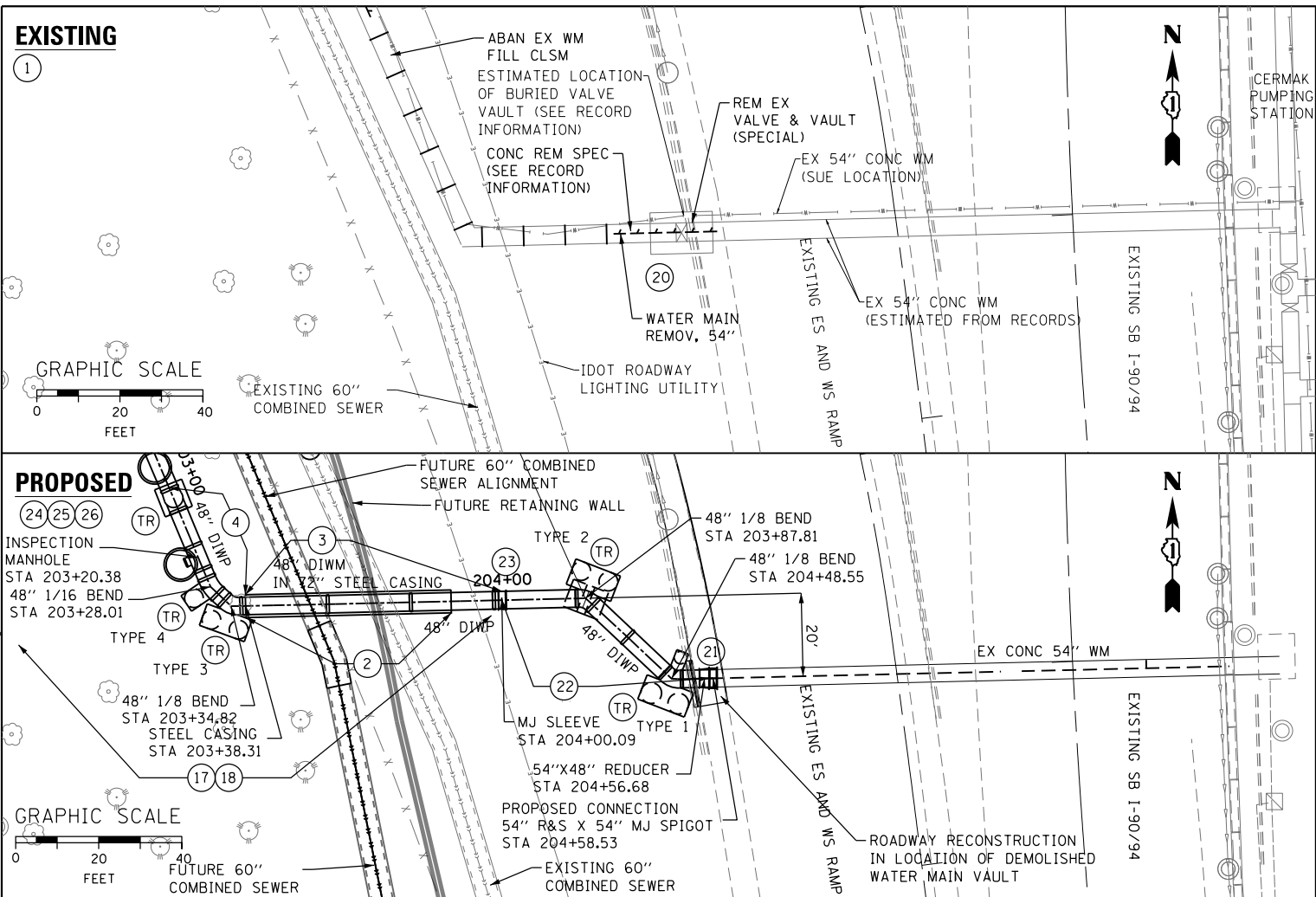
**WATER MAIN  
GENERAL NOTES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	140
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

DATE	
BY	
PLAN	SURVEYED
	PLOTTED
	NOTED
	CHECKED
	ALIGNED
	FILED
	NO.

DATE	
BY	
PROFILE	SURVEYED
	GRADES
	CHECKED
	STRUCTURE
	NOTED
	AT THIS
	STATION
	NO.



**CONSTRUCTION/SEQUENCING NOTES:**

- THE LIMITS FOR REMOVAL AND ABANDONMENT OF EXISTING WATER MAIN PIPES MUST BE DETERMINED AS PART OF STAGING REQUIREMENTS AND CONSTRUCTION LIMITS FOR SEWER AND WATER MAIN CONSTRUCTION.
- EXISTING THRUST RESTRAINTS NOT SHOWN FOR CLARITY. SEE RECORD INFORMATION FOR ANTICIPATED THRUST RESTRAINT LOCATIONS AND DIMENSIONS.
- EXISTING THRUST RESTRAINTS NOT SHOWN FOR CLARITY. SEE RECORD INFORMATION FOR ANTICIPATED THRUST RESTRAINT LOCATIONS AND DIMENSIONS.
1. CONTACT CDWM FOR SHUTDOWN OF WATER MAIN (312-744-5070). DEWATER EXISTING PIPELINE.
2. INSTALL 72" STEEL CASING PIPE UNDER LOCATION OF EXISTING 60" COMBINED SEWER, FUTURE RETAINING WALL, AND FUTURE 60" COMBINED SEWER.
3. INSTALL 48" CARRIER PIPE IN CASING PIPE. TEMPORARILY PLUG OR CAP, AND BRACE EAST END AND INSTALL A 2" TAP FOR PRESSURE TESTING.
4. INSTALL 1-48" X 1/8 HORIZONTAL BEND, 1-48" X 1/16 HORIZONTAL BEND, 1-48" X 24" TEE FOR INSPECTION MANHOLE AND 2-48" X 1/4 VERTICAL BENDS AS SHOWN TO ADJUST GRADE AND ALIGNMENT OF PIPELINE.
- SEE SHEETS 142-143 FOR ADDITIONAL NOTES
17. CLOSE 48" BUTTERFLY VALVE AND PRESSURE TEST NEW 48" AND 24" WATER MAIN SEGMENTS TO 100 PSI IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
18. AFTER APPROVAL OF PRESSURE TEST, DEWATER THE NEW WATER MAIN IN PREPARATION FOR MAKING THE FINAL CONNECTIONS.
- SEE SHEETS 142-143 FOR ADDITIONAL NOTES
20. DEMOLISH THE EXISTING 36" VALVE AND VAULT. REMOVE 54" X 36" CONCRETE REDUCER EAST OF THE VAULT.
21. CONNECT TO EXISTING 54" WATER MAIN WITH 54" R&S SPIGOT X 54" MJ SPIGOT ADAPTER AND 54" X 48" 2BMJ REDUCER.
22. INSTALL 48" PIPE AND 2-48" X 1/8 BENDS TO THE WEST AS SHOWN TO ADJUST GRADE AND ALIGNMENT OF PIPELINE.
23. CONNECT TO 48" PIPE WITH 1-48" MJ SLEEVE.
24. CONTACT CDWM TO OPERATE VALVES FOR FILLING AND FLUSHING WATER MAIN.
25. THOROUGHLY FLUSH WATER MAIN USING FIRE HYDRANT AND 2" TAPS. DISINFECT PER THE CONTRACT DOCUMENTS. AFTER APPROVAL OF DISINFECTION, WATER MAIN MAY BE PUT INTO SERVICE.
26. RESTORE ALL WATER MAIN TRENCHES PER THE DETAILED DRAWING.

(TR) = THRUST RESTRAINT PER THRUST RESTRAINT DETAIL SHEETS FOR THRUST RESTRAINT TYPES AND DETAILS. SEE SHEETS 147 THROUGH 149.



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 PLOT DATE = 9/15/2013

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 CHECKED - RBB  
 DATE - 8/20/13

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

WATER MAIN  
 PLAN AND PROFILE

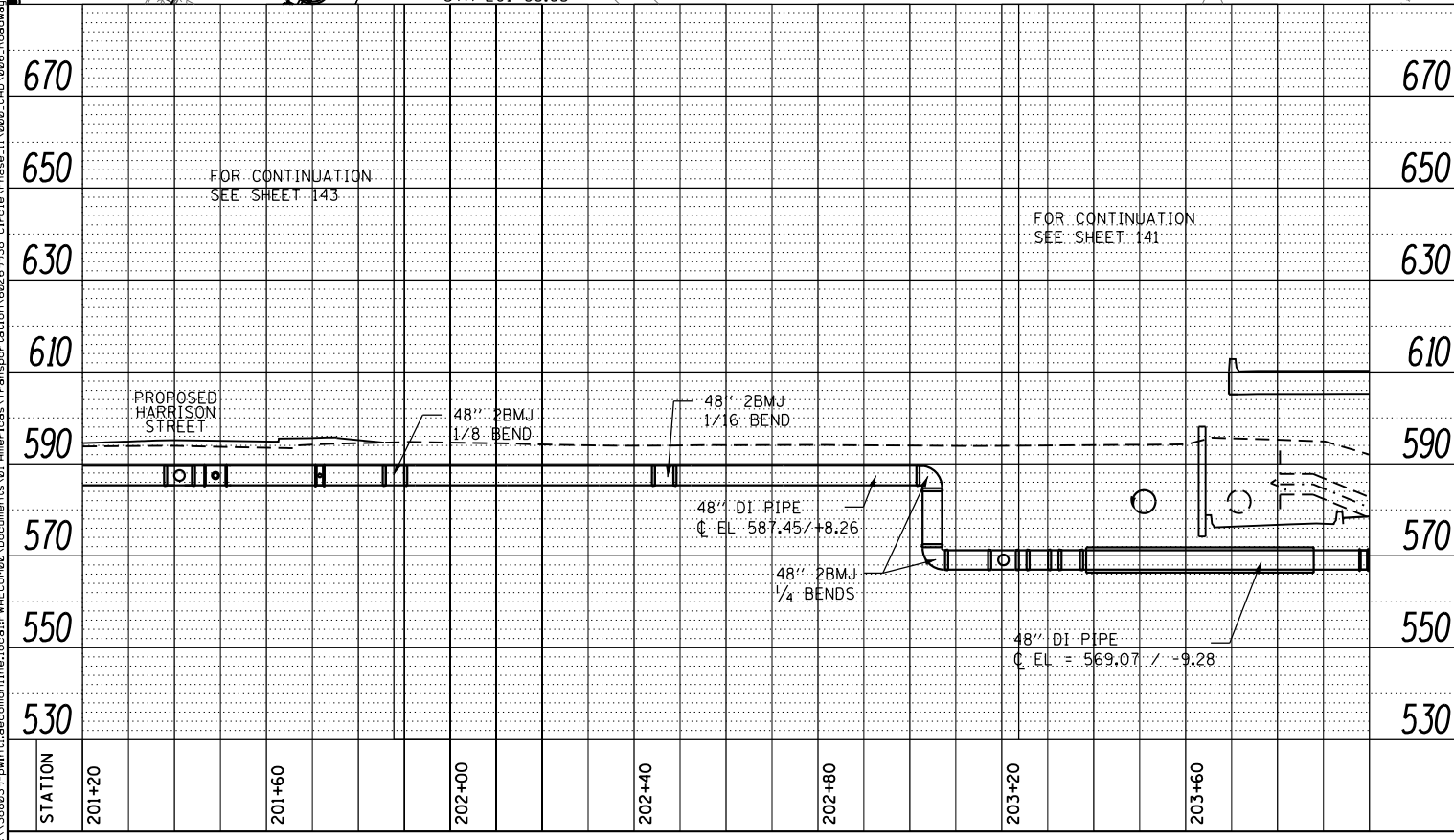
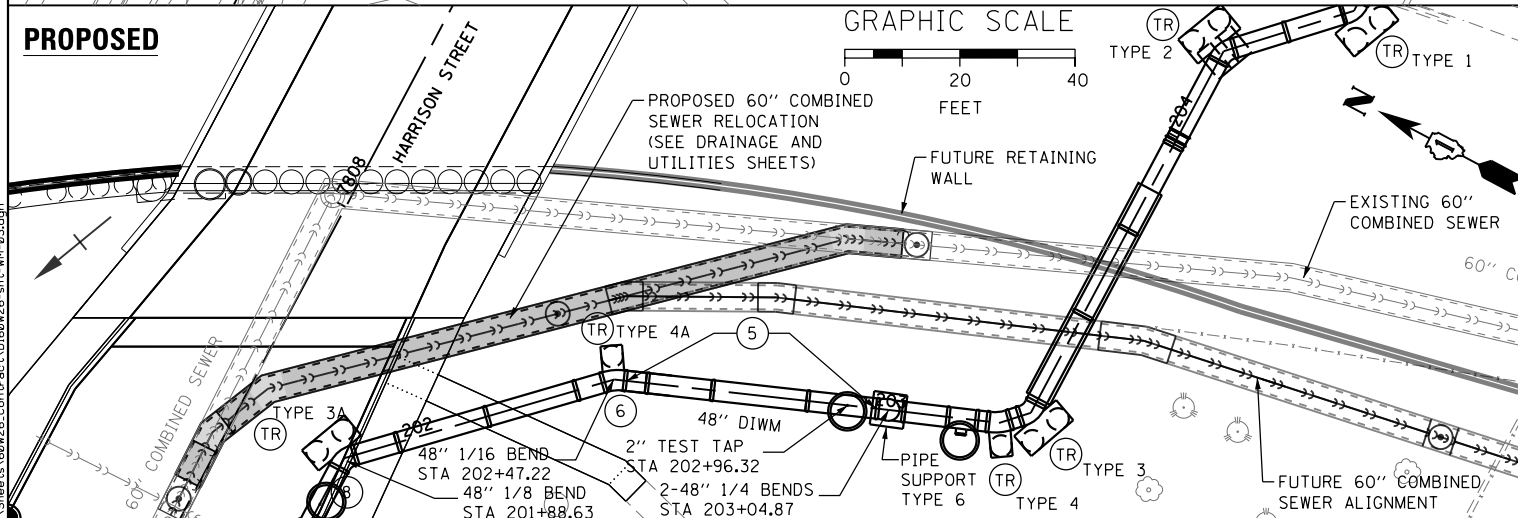
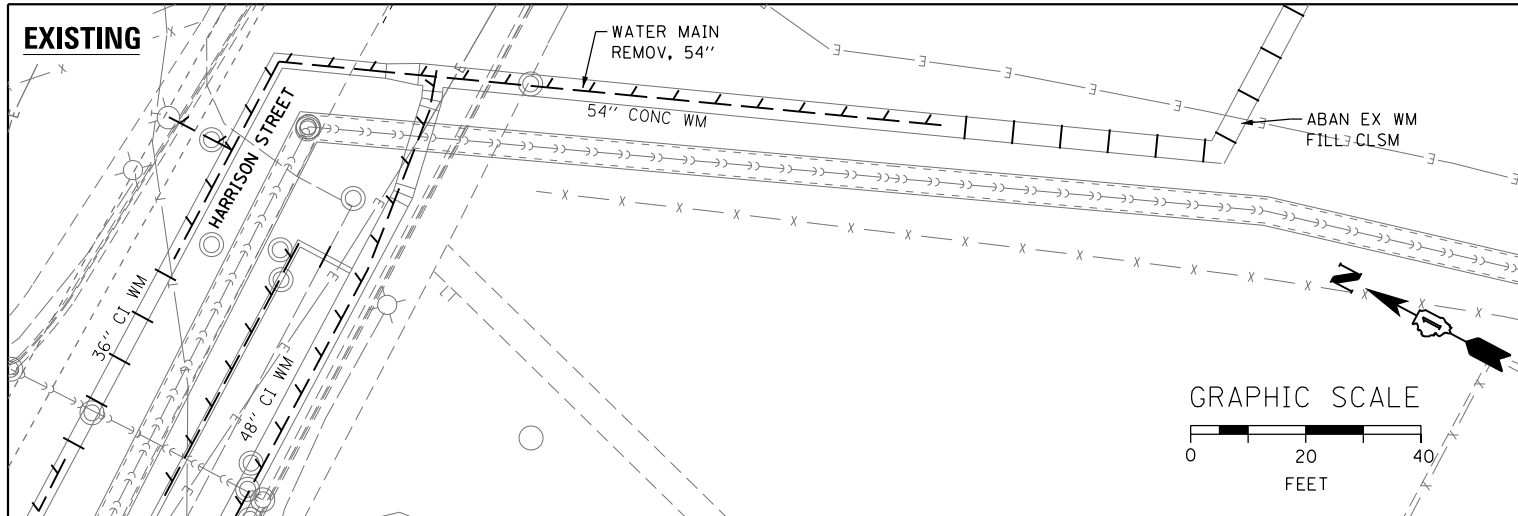
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-007R	COOK	559	141
CONTRACT NO. 60W26				

ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	NO. 1	
	NO. 2	
	NO. 3	
	NO. 4	
	NO. 5	
	NO. 6	
	NO. 7	
	NO. 8	
	NO. 9	
	NO. 10	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO. 1	
	NO. 2	
	NO. 3	
	NO. 4	
	NO. 5	
	NO. 6	
	NO. 7	
	NO. 8	
	NO. 9	
	NO. 10	



**CONSTRUCTION/SEQUENCING NOTES:**

THE LIMITS FOR REMOVAL AND ABANDONMENT OF EXISTING WATER MAIN PIPES MUST BE DETERMINED AS PART OF STAGING REQUIREMENTS AND CONSTRUCTION LIMITS FOR SEWER AND WATER MAIN CONSTRUCTION.

EXISTING THRUST RESTRAINTS NOT SHOWN FOR CLARITY. SEE RECORD INFORMATION FOR ANTICIPATED THRUST RESTRAINT LOCATIONS AND DIMENSIONS.

SEE SHEETS 141 & 143 FOR ADDITIONAL NOTES

5. INSTALL 2" TEST TAP IN BASIN AND 48" PIPE AS SHOWN

6. INSTALL 1-48" X 1/16 BEND TO ADJUST ALIGNMENT OF PIPE.

SEE SHEETS 99 & 101 FOR ADDITIONAL NOTES

8. INSTALL 1-48" X 1/8 BEND TO ADJUST ALIGNMENT OF PIPE.

SEE SHEETS 141 & 143 FOR ADDITIONAL NOTES

(TR) = THRUST RESTRAINT PER THRUST RESTRAINT DETAIL SHEETS FOR THRUST RESTRAINT TYPES AND DETAILS, SEE SHEETS 147 THROUGH 149.



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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

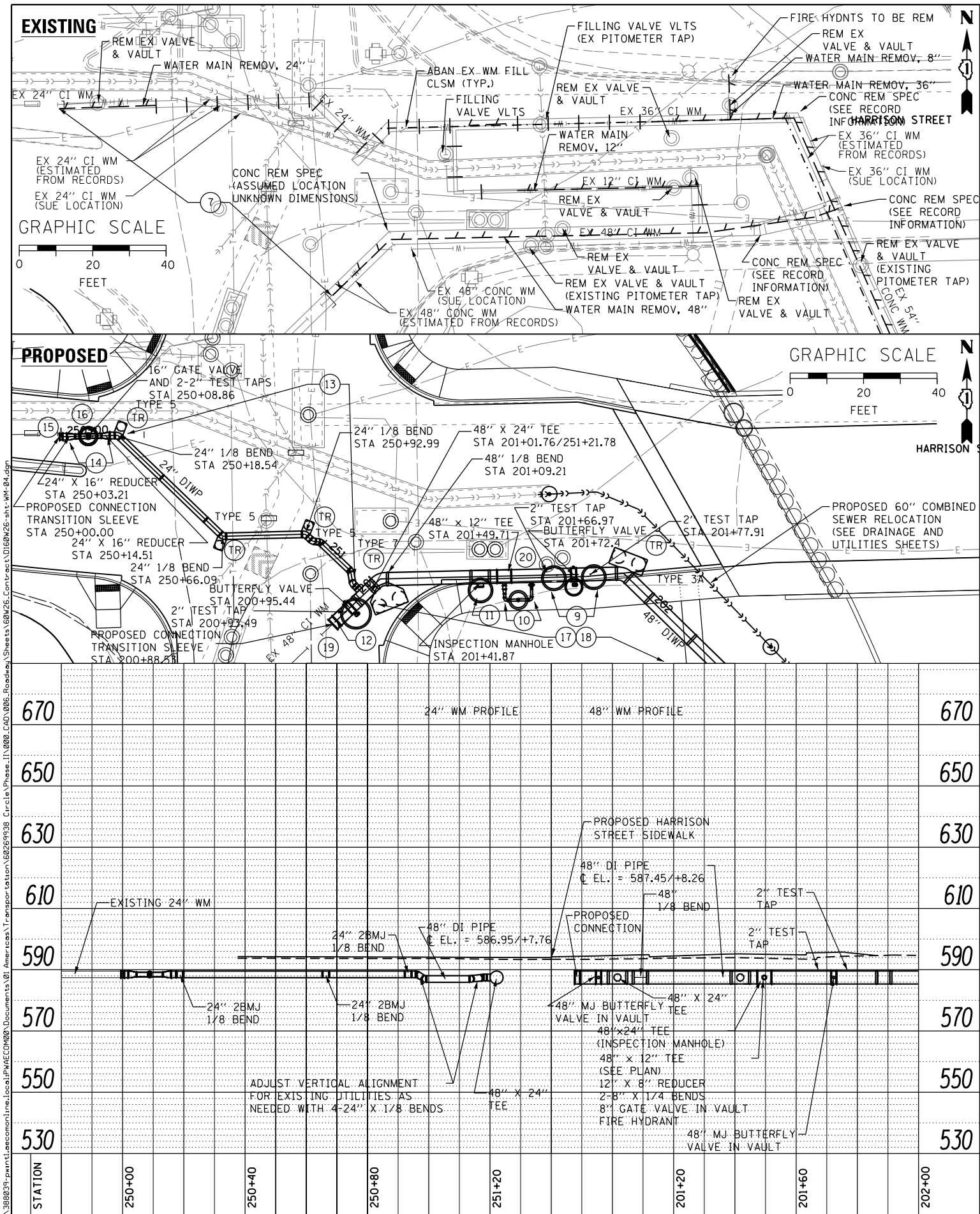
WATER MAIN  
 PLAN AND PROFILE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-007R	COOK	559	142
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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PLAN	SURVEYED
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	STRUCTURE NOTATIONS CHECKED
	NOTE BOOK
	NO.
	FILE NAME



**CONSTRUCTION/SEQUENCING NOTES:**

- THE LIMITS FOR REMOVAL AND ABANDONMENT OF EXISTING WATER MAIN PIPES MUST BE DETERMINED AS PART OF STAGING REQUIREMENTS AND CONSTRUCTION LIMITS FOR SEWER, WATER MAIN, BRIDGE AND UTILITY CONSTRUCTION.
- EXISTING THRUST RESTRAINTS NOT SHOWN FOR CLARITY. SEE RECORD INFORMATION FOR ANTICIPATED THRUST RESTRAINT LOCATIONS AND DIMENSIONS.
- SEE SHEETS 141 & 142 FOR ADDITIONAL NOTES
7. CUT AND TEMPORARILY CAP EXISTING 48" AND 24" CAST IRON WATER MAINS TO THE WEST. REMOVE PORTIONS OF EXISTING WATER MAINS AS NECESSARY TO FACILITATE THE WORK.
  - SEE SHEETS 141 & 142 FOR ADDITIONAL NOTES
  9. INSTALL 1-48" BUTTERFLY VALVE, 2-2" TEST TAPS IN BASINS.
  10. INSTALL 1-48" X 12" TEE, 1-12" X 8" REDUCER, 2-8" X 1/4 BENDS, 1-8" GATE VALVE AND 1 FIRE HYDRANT.
  11. INSTALL 1-48" X 24" TEE FOR INSPECTION MANHOLE.
  12. INSTALL 48" PIPE, 1-48" X 1/8 BEND, 1-48" X 24" TEE, 1-48" BUTTERFLY VALVE AND 1-2" TEST TAP IN BASIN. TEMPORARILY PLUG OR CAP THE 48" PIPE WEST OF BUTTERFLY VALVE.
  13. INSTALL 24" PIPE AND 7-24" X 1/8 BENDS.
  14. INSTALL 1-16" GATE VALVE, 2-24" X 16" REDUCERS, 2-2" TEST TAPS IN BASIN.
  15. CONNECT TO EXISTING 24" CAST IRON WATER MAIN WITH 24" TRANSITION SLEEVE.
  16. FILL NEW WATER MAIN THROUGH 24" CONNECTION. FLUSH ALL AIR FROM THE SYSTEM.
  17. CLOSE 48" BUTTERFLY VALVE AND PRESSURE TEST NEW 48" AND 24" WATER MAIN SEGMENTS TO 100 PSI IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
  18. AFTER APPROVAL OF PRESSURE TEST, DEWATER THE NEW WATER MAIN IN PREPARATION FOR MAKING THE FINAL CONNECTIONS.
  19. REMOVE TEMPORARY PLUG OR CAP FROM 48" PIPE AND CONNECT TO EXISTING 48" CAST IRON WATER MAIN WITH 48" PIPE AND 48" TRANSITION SLEEVE.
  - SEE SHEETS 141 & 142 FOR ADDITIONAL NOTES
  20. PITOMETER TAP BASIN AND VALVE BASIN TOP SLAB AND FRAME MUST BE LOCATED SO THAT FRAME DOES NOT CONFLICT WITH PROPOSED CURB AND GUTTER.

(TR) = THRUST RESTRAINT PER THRUST RESTRAINT DETAIL SHEETS FOR THRUST RESTRAINT TYPES AND DETAILS, SEE SHEETS 147 THROUGH 149.



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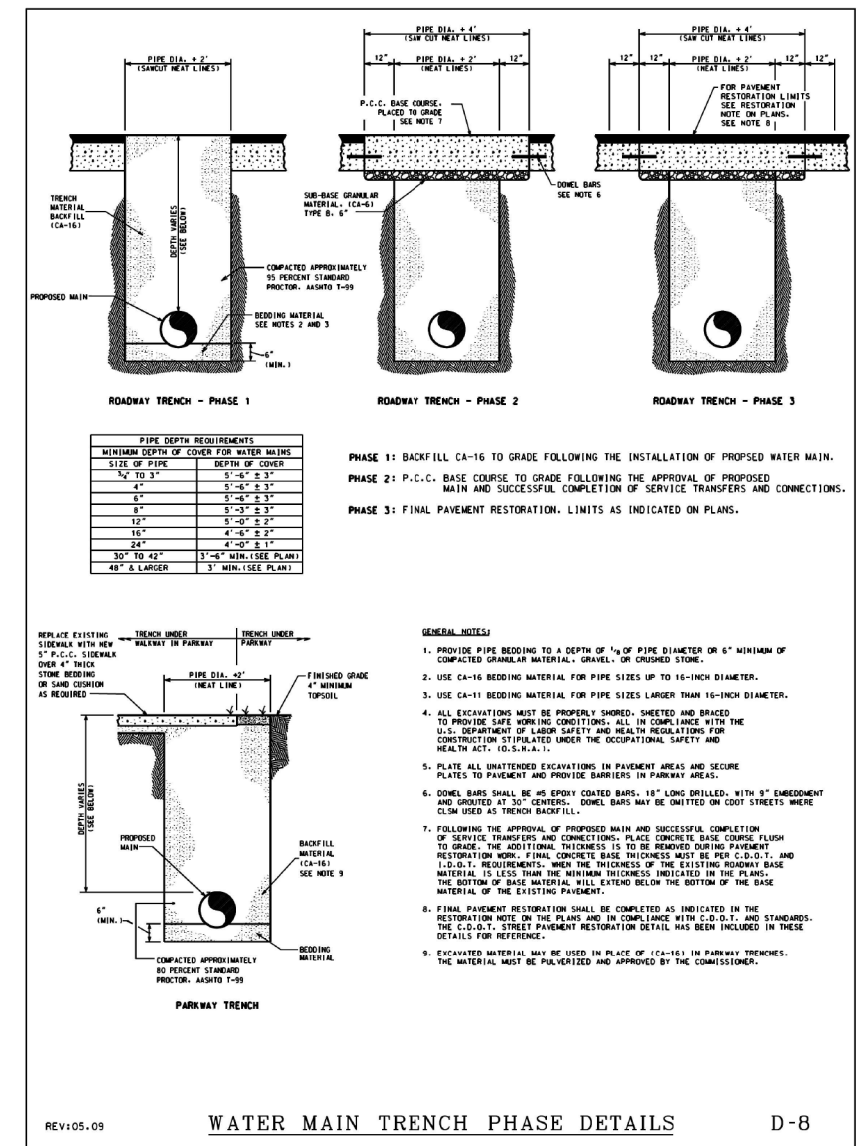
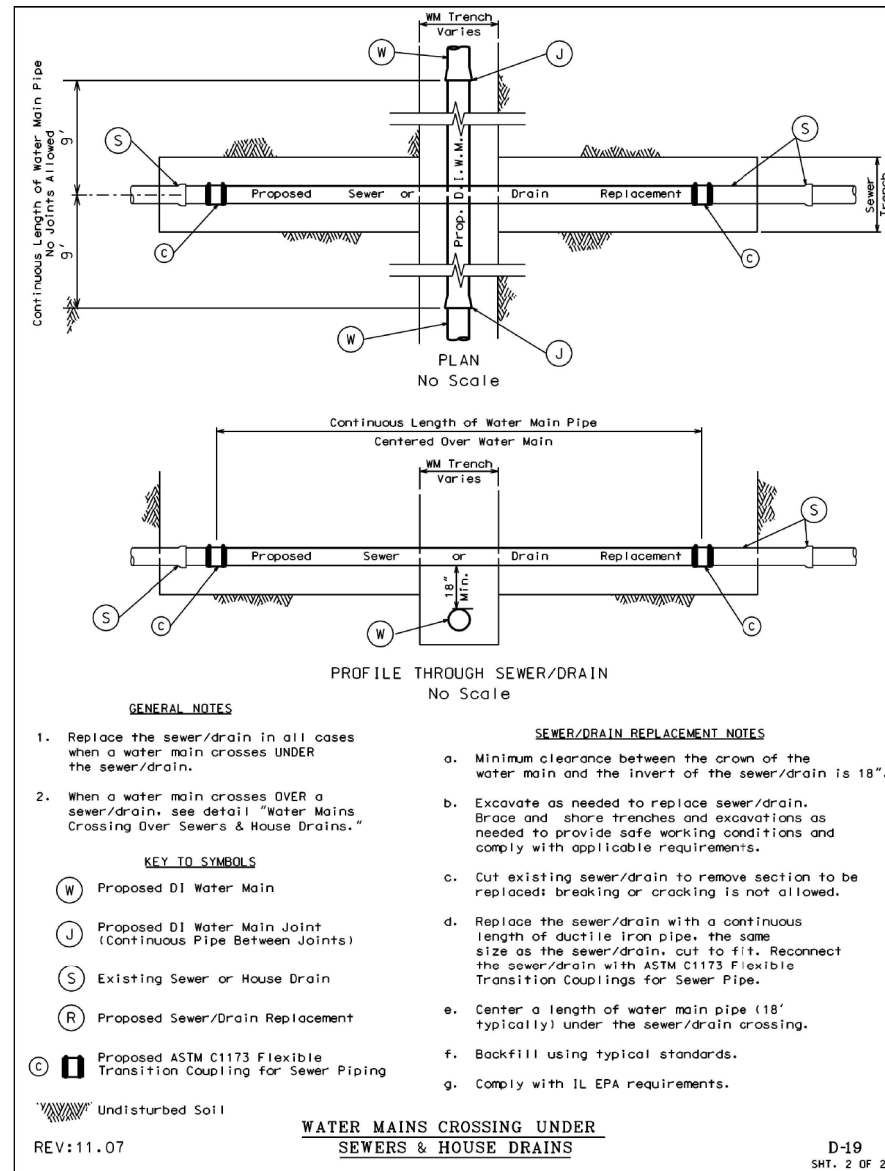
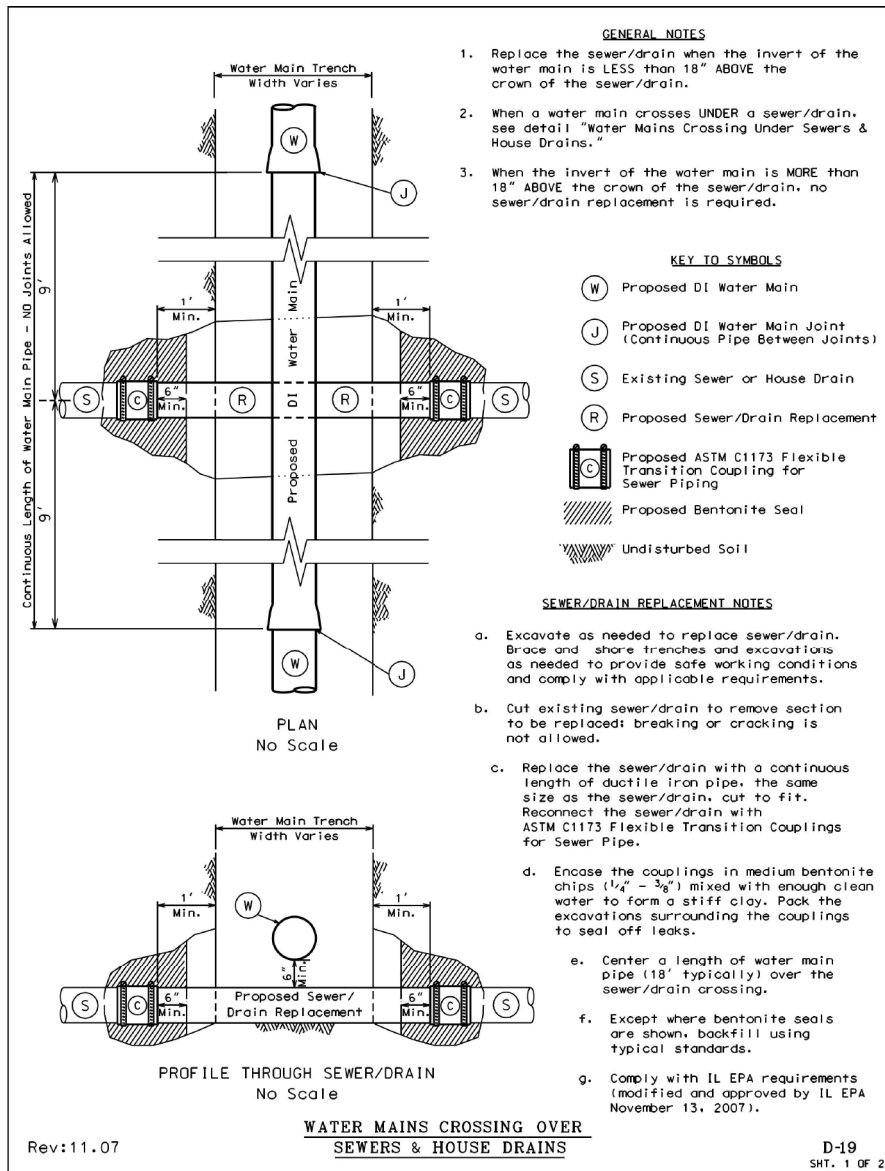
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 DEPARTMENT OF TRANSPORTATION**

**WATER MAIN  
 PLAN AND PROFILE**  
 SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-007R	COOK	559	143
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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WATER MAIN DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	144
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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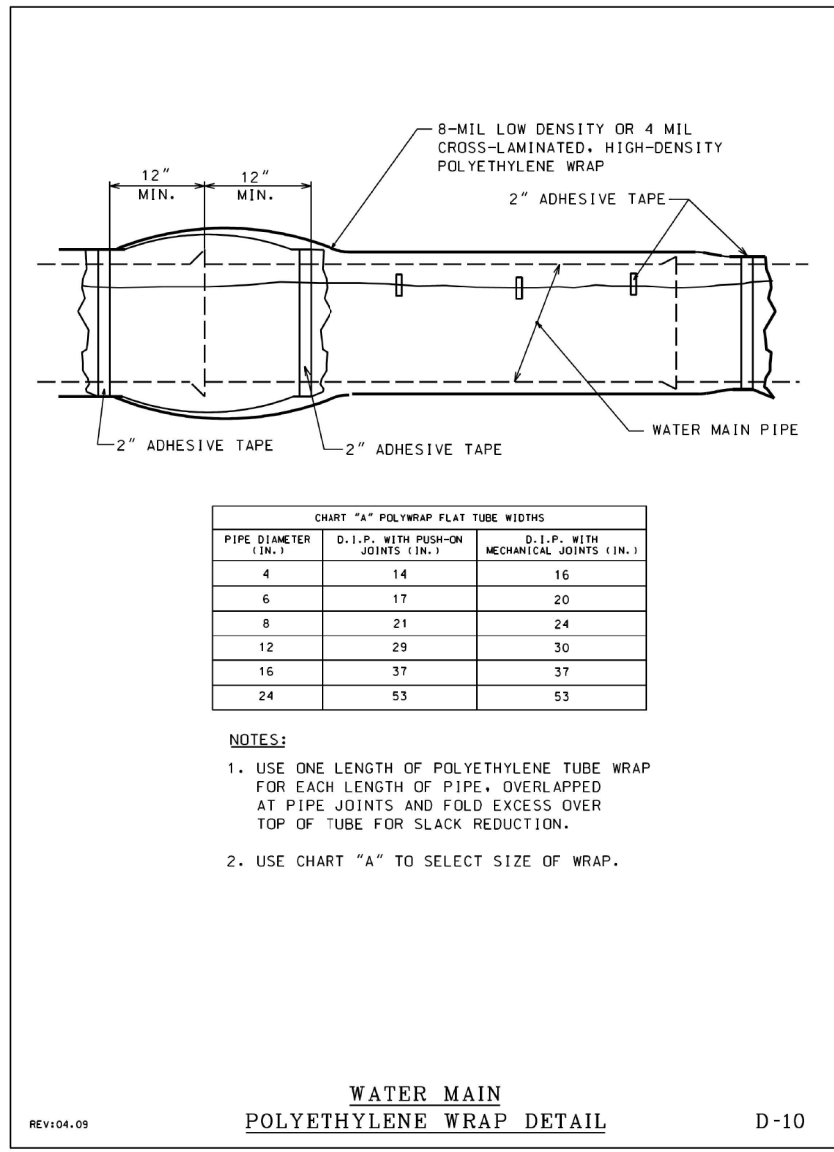
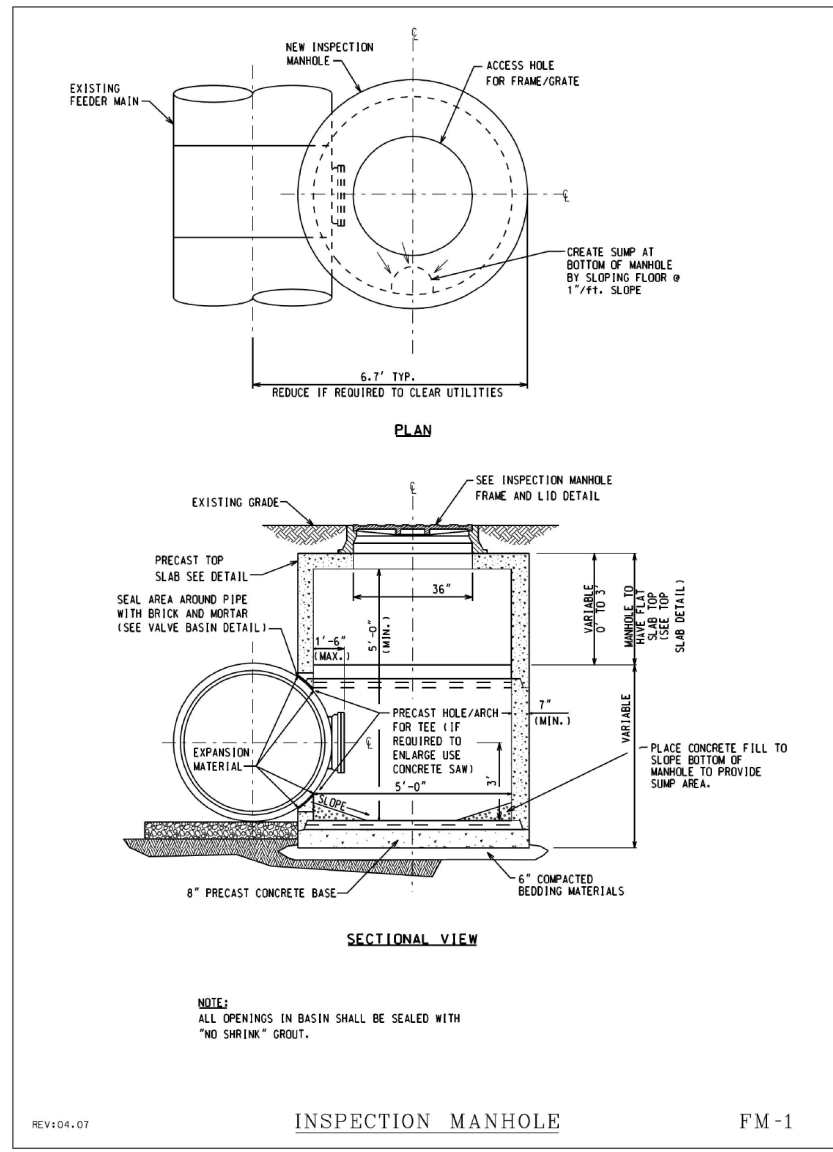


CHART "A" POLYWRAP FLAT TUBE WIDTHS

PIPE DIAMETER (IN.)	D.I.P. WITH PUSH-ON JOINTS (IN.)	D.I.P. WITH MECHANICAL JOINTS (IN.)
4	14	16
6	17	20
8	21	24
12	29	30
16	37	37
24	53	53

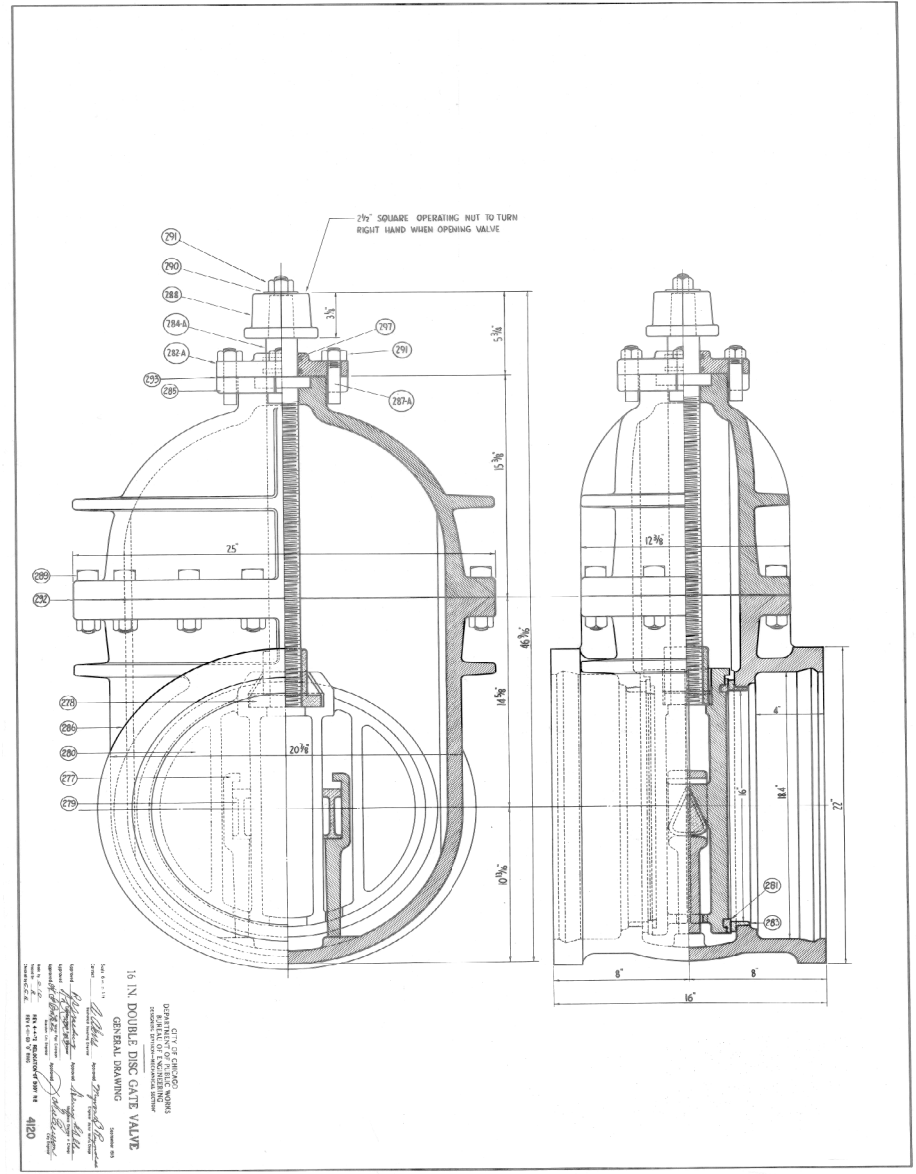
- NOTES:
1. USE ONE LENGTH OF POLYETHYLENE TUBE WRAP FOR EACH LENGTH OF PIPE, OVERLAPPED AT PIPE JOINTS AND FOLD EXCESS OVER TOP OF TUBE FOR SLACK REDUCTION.
  2. USE CHART "A" TO SELECT SIZE OF WRAP.

WATER MAIN  
POLYETHYLENE WRAP DETAIL  
REV:04.09 D-10



NOTE:  
ALL OPENINGS IN BASIN SHALL BE SEALED WITH "NO SHRINK" GROUT.

INSPECTION MANHOLE  
REV:04.07 FM-1



16 IN DOUBLE DISC GATE VALVE  
GENERAL DRAWING



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WATER MAIN DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

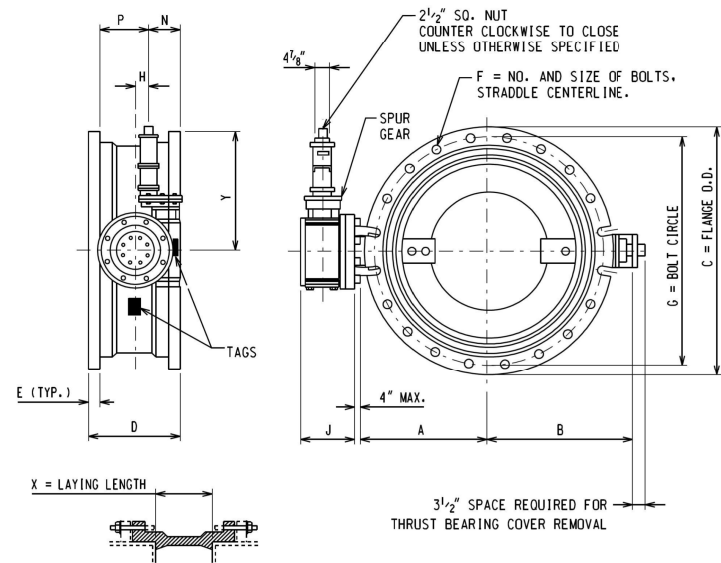
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90/94/290	2013-008R	COOK	559	145
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ILLINOIS FED. AID PROJECT				

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VALVE SIZE	A	B	C	D	E	F	G	X
24-INCH	18 <sup>5</sup> / <sub>8</sub> "	18 <sup>5</sup> / <sub>8</sub> "	31 <sup>5</sup> / <sub>16</sub> "	13 <sup>1</sup> / <sub>4</sub> "	1 <sup>5</sup> / <sub>8</sub> "	16	3 <sup>3</sup> / <sub>4</sub> "	6 <sup>3</sup> / <sub>8</sub> "
30-INCH	21 <sup>1</sup> / <sub>2</sub> "	24 <sup>3</sup> / <sub>8</sub> "	39"	18"	1 <sup>13</sup> / <sub>16</sub> "	20	1"	10"
36-INCH	25 <sup>1</sup> / <sub>8</sub> "	28 <sup>3</sup> / <sub>4</sub> "	45 <sup>1</sup> / <sub>8</sub> "	22"	2"	24	1 <sup>1</sup> / <sub>2</sub> "	14"
42-INCH	29 <sup>1</sup> / <sub>8</sub> "	32 <sup>1</sup> / <sub>8</sub> "	53"	22"	2"	28	1 <sup>1</sup> / <sub>2</sub> "	14"
48-INCH	34 <sup>1</sup> / <sub>8</sub> "	37 <sup>1</sup> / <sub>8</sub> "	59 <sup>1</sup> / <sub>8</sub> "	24"	2"	32	1 <sup>1</sup> / <sub>2</sub> "	16"

OPERATOR SIZE	J	L	M	N	P	O	Y	VALVE	NO. OF TURNS
T-425	7 <sup>3</sup> / <sub>8</sub> "	6"	7 <sup>1</sup> / <sub>8</sub> "	6 <sup>1</sup> / <sub>8</sub> "	9 <sup>1</sup> / <sub>2</sub> "	6 <sup>3</sup> / <sub>8</sub> "	24"	36"	75
T-425	8"	6 <sup>5</sup> / <sub>8</sub> "	7 <sup>1</sup> / <sub>8</sub> "	6 <sup>1</sup> / <sub>8</sub> "	9 <sup>1</sup> / <sub>2</sub> "	6 <sup>3</sup> / <sub>8</sub> "	24"	48"	127



INSTALLATION DIAGRAM

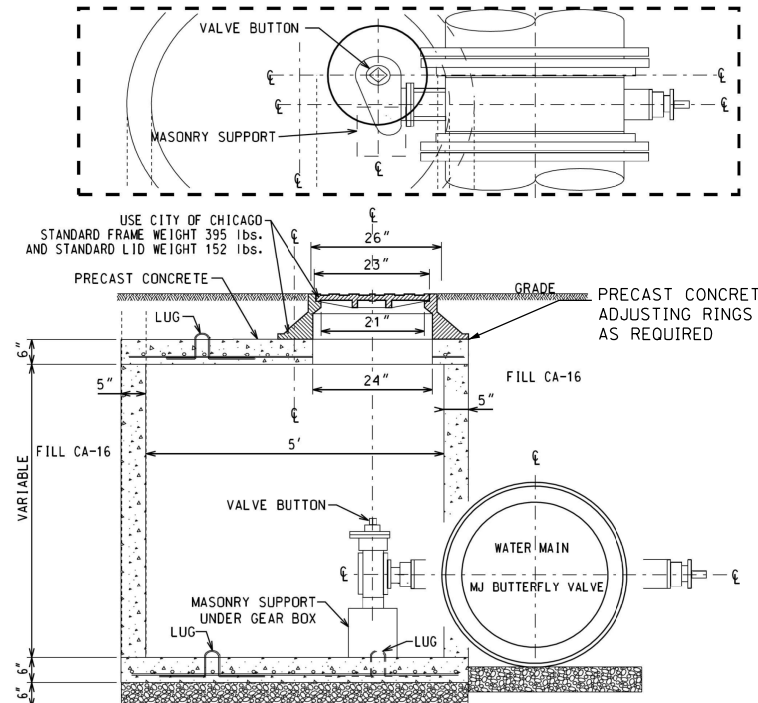
NOTE:

- BUTTERFLY VALVES SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA SPECIFICATION C-504-87, CLASS 150B, SHORT BODY VALVE WITH MECHANICAL JOINT ACCESSORIES.
- OPERATORS ARE EQUIPPED WITH OPEN/CLOSE INDICATING ARROW. ASSEMBLY OPEN CLOCKWISE.

REV:07.07

BUTTERFLY VALVE

FM-13



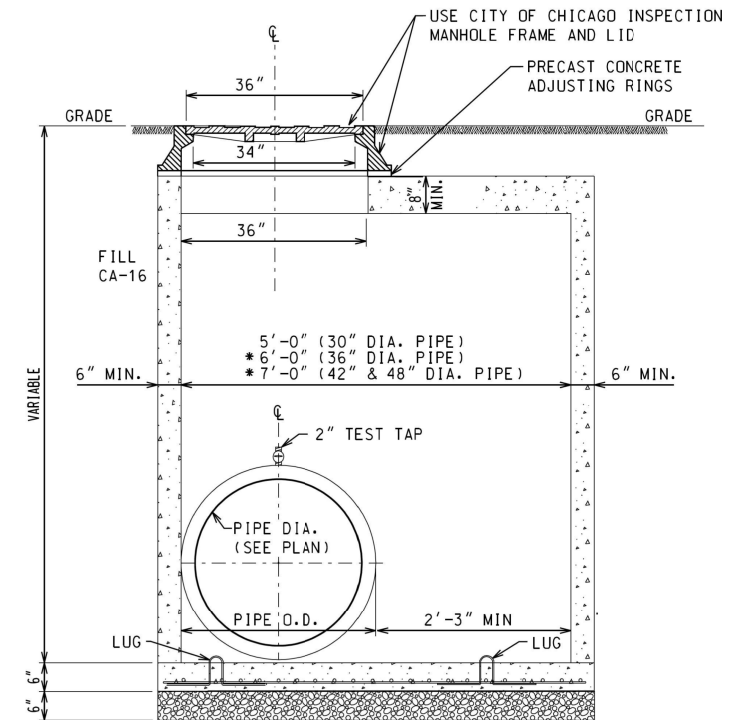
NOTES:

- PRECAST CONCRETE TOP SLAB TO BE USED WHERE HEAD ROOM IS REQUIRED.
- PRECAST 6" THICK CONCRETE SLAB WITH #4 EPOXY COATED REBARS 4" C/C BOTHWAYS.
- PROVIDE FOUR #4 REBAR LUGS FOR HANDLING. CUT THE LUGS AFTER PLACING THE SLAB IN POSITION.
- PROVIDE 24-INCH DIAMETER OPENING IN THE CENTER OR AS REQUIRED.
- THE LOCATION OF MANHOLE TO BE DETERMINED ON INDIVIDUAL BASIS.
- PROVIDE 6" THICK COMPACTED CA-16 BEDDING.

REV:07.07

BUTTERFLY VALVE BASIN  
PRECAST CONCRETE

FM-15



SECTIONAL VIEW  
SCALE: N.T.S.

NOTE:

- PROVIDE 6" THICK COMPACTED CA-16 BEDDING.
- USE PRECAST CONCRETE BASE OR PROVIDE 6" THICK 100T CLASS 'S1' CONCRETE BASE POURED IN PLACE WITH #4 EPOXY COATED REBARS 4" C/C BOTH WAYS.
- PROVIDE FOUR #4 REBAR LUGS FOR HANDLING. CUT THE LUGS AFTER PLACING THE SLAB IN POSITION.
- PRECAST CONCRETE TOP SLAB TO BE USED WHERE HEAD ROOM IS REQUIRED.
- THE LOCATION OF MANHOLE TO BE DETERMINED ON INDIVIDUAL BASIS.
- OPENING ON TOP SLAB TO BE CENTERED OVER TEST TAP.

REV:07.07

PITOMETER TAP BASIN  
PRECAST CONCRETE

FM-4



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USER NAME = pimsarno  
PLOT SCALE = 40.0000' / 1"  
PLOT DATE = 9/15/2013

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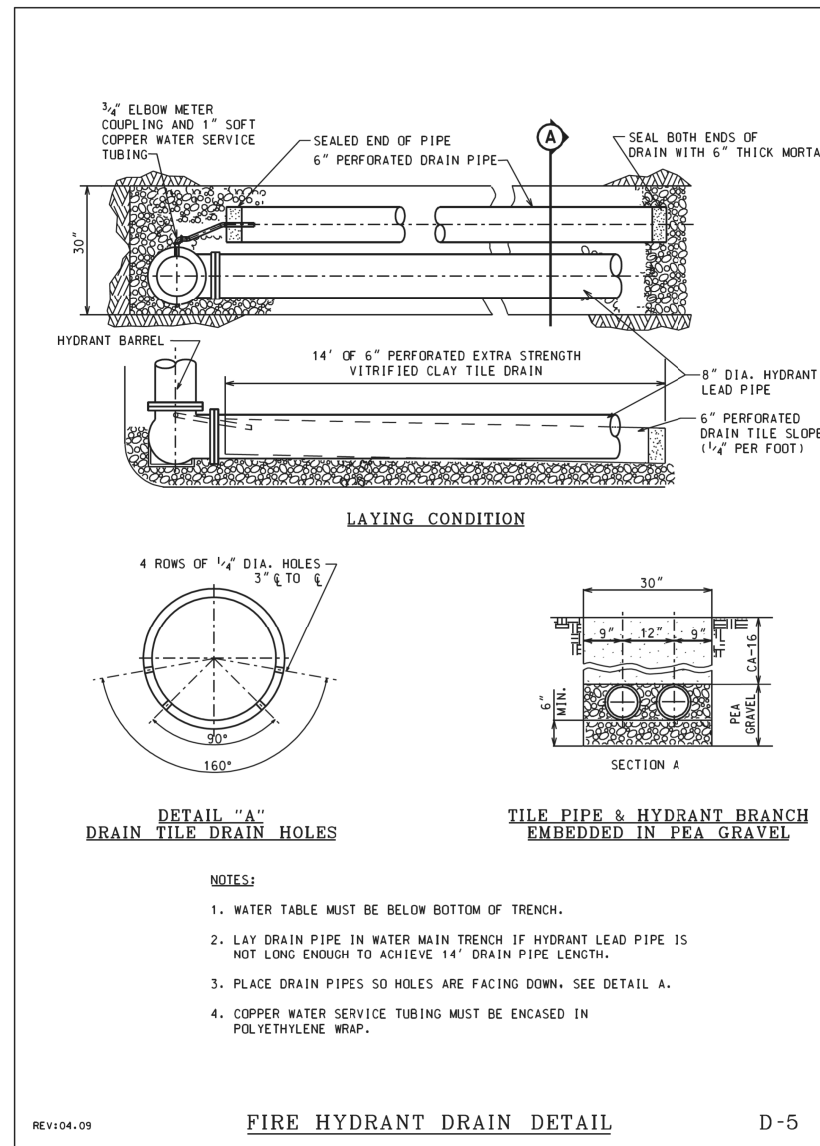
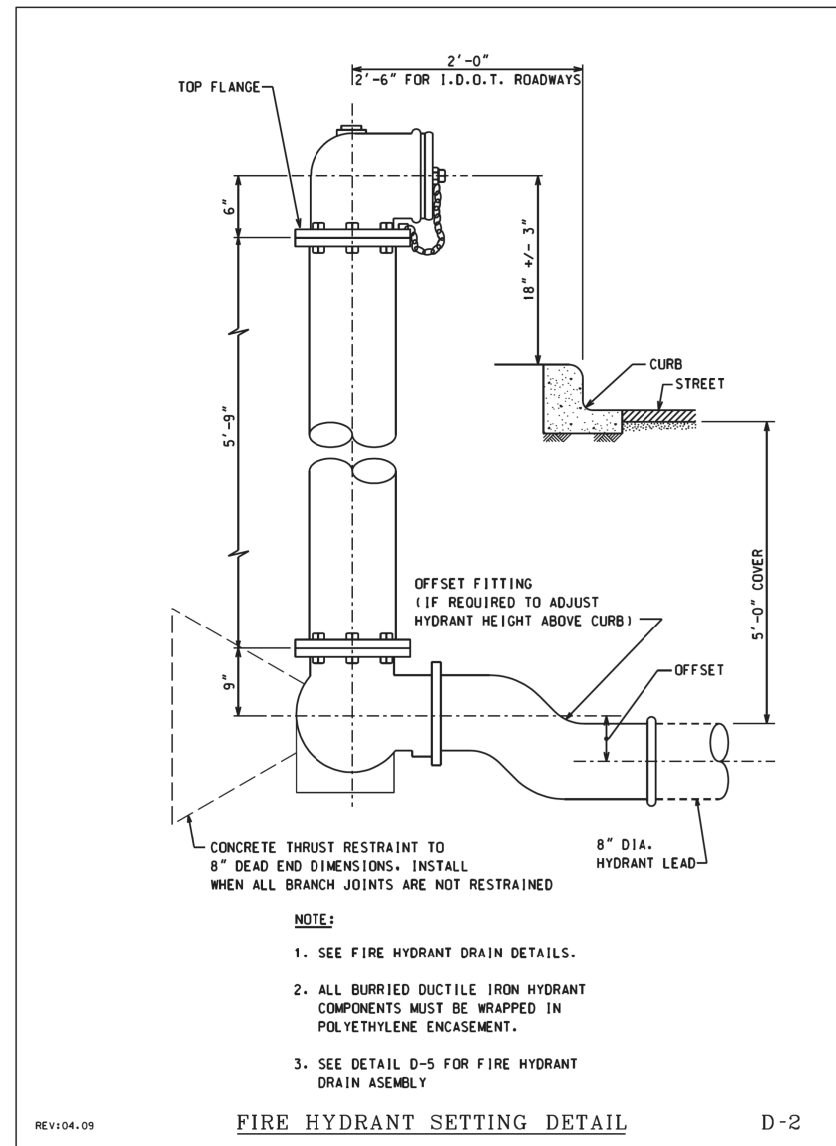
WATER MAIN DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	146
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				



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DATE - 9/15/13

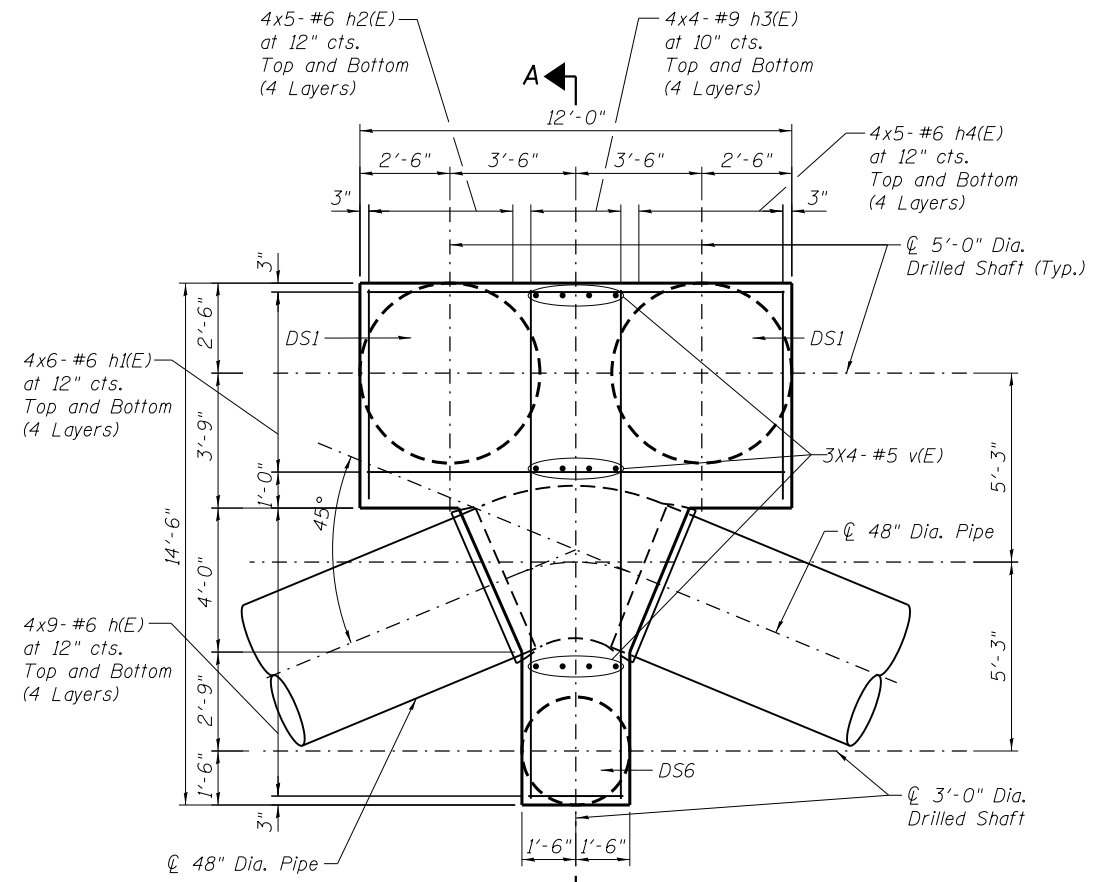
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

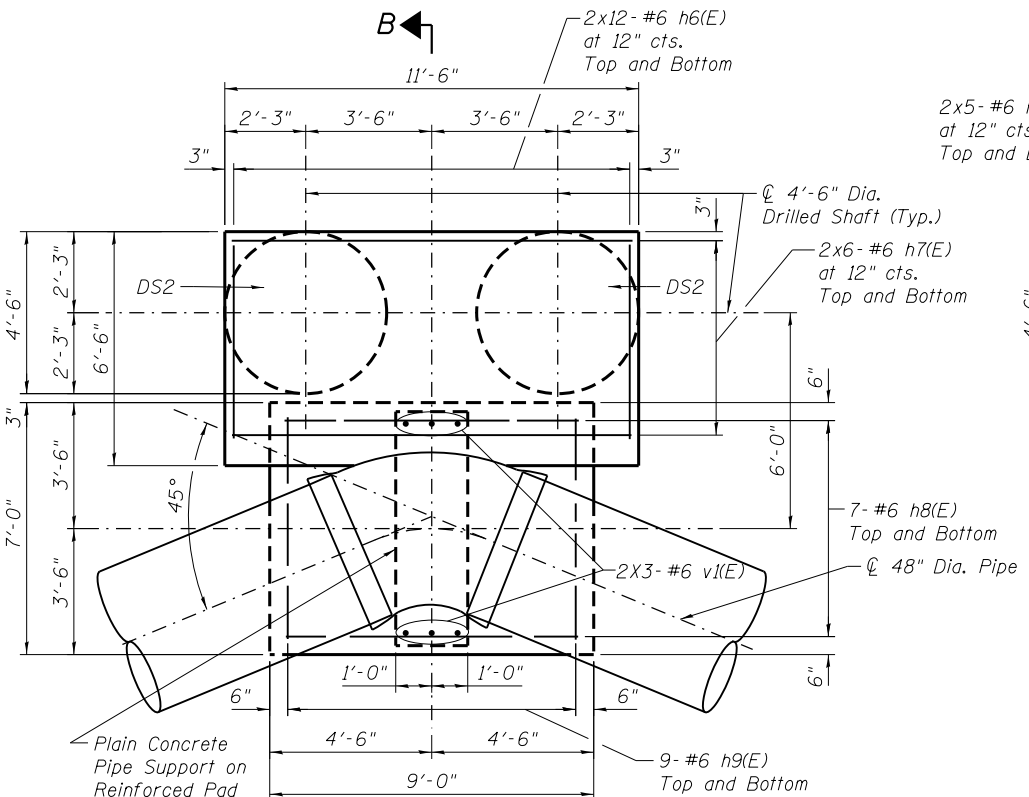
WATER MAIN DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

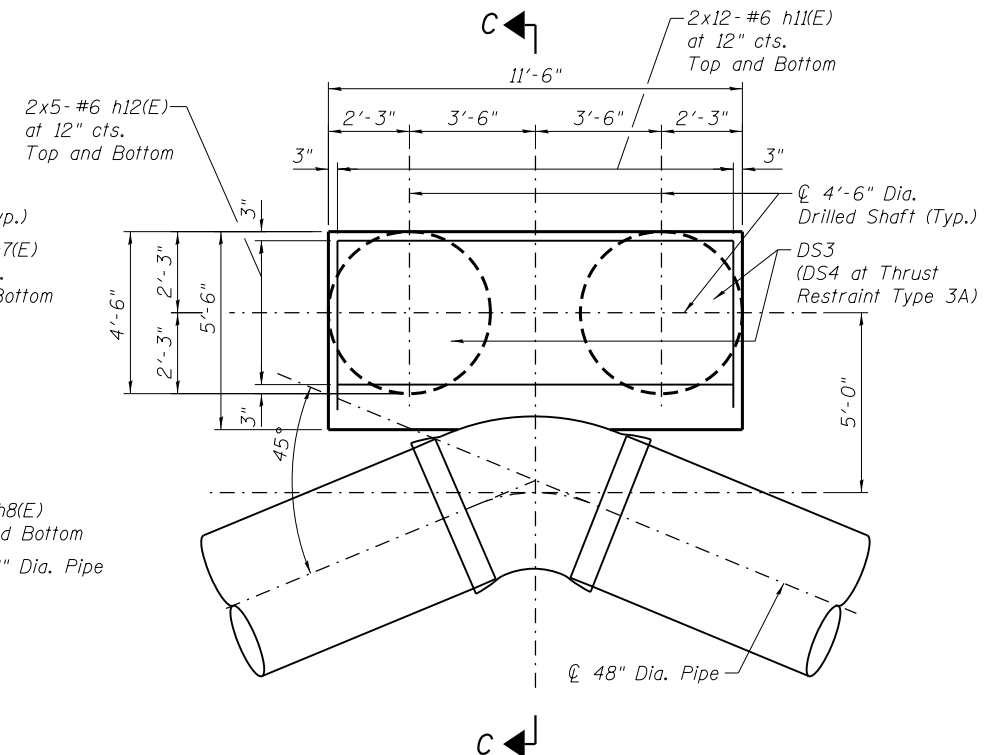
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90/94/290	2013-008R	COOK	559	146A
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				



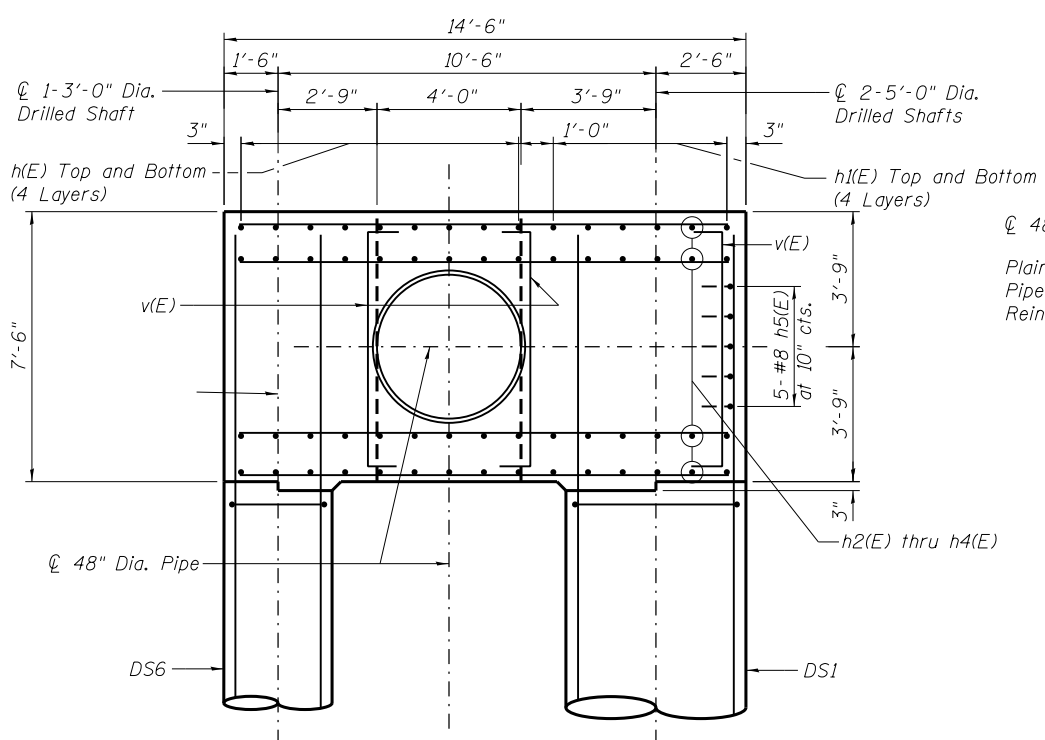
**PLAN DETAIL  
THRUST RESTRAINT - TYPE 1**



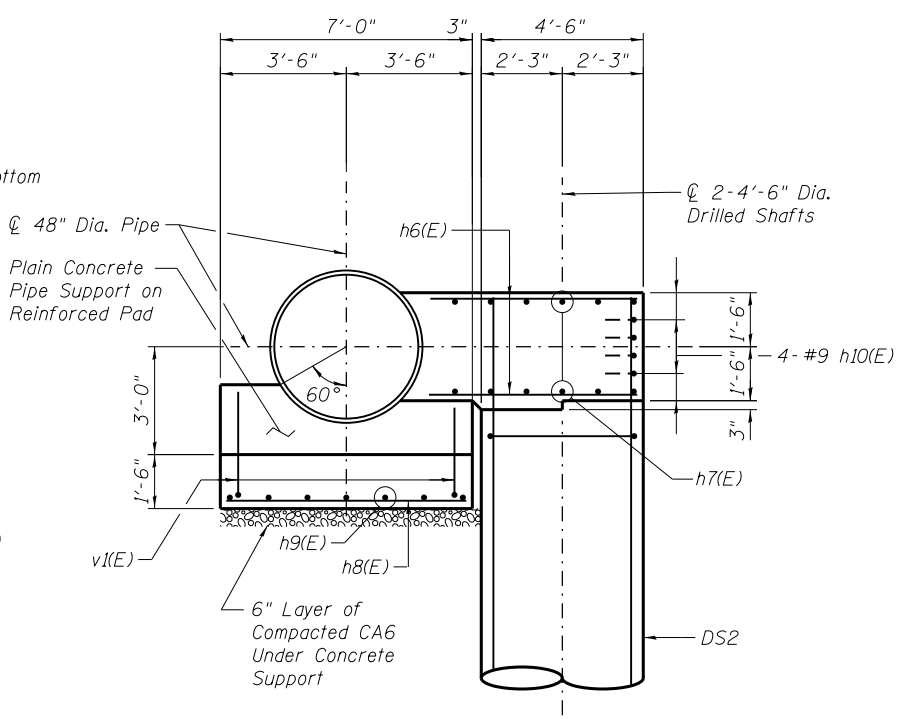
**PLAN DETAIL  
THRUST RESTRAINT - TYPE 2**



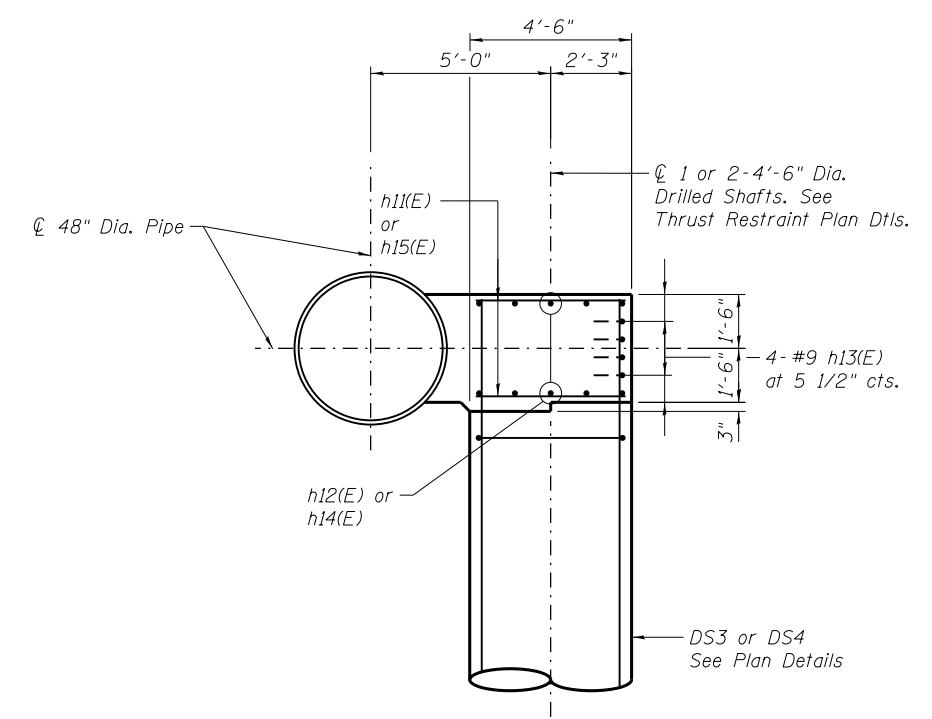
**PLAN DETAIL  
THRUST RESTRAINT - TYPE 3  
THRUST RESTRAINT - TYPE 3A**



**SECTION A-A**



**SECTION B-B**



**SECTION C-C**

**NOTES**  
1. Work this Sheet with Sheets 148 and 149

D160W26-sht1-WM-08.dgn



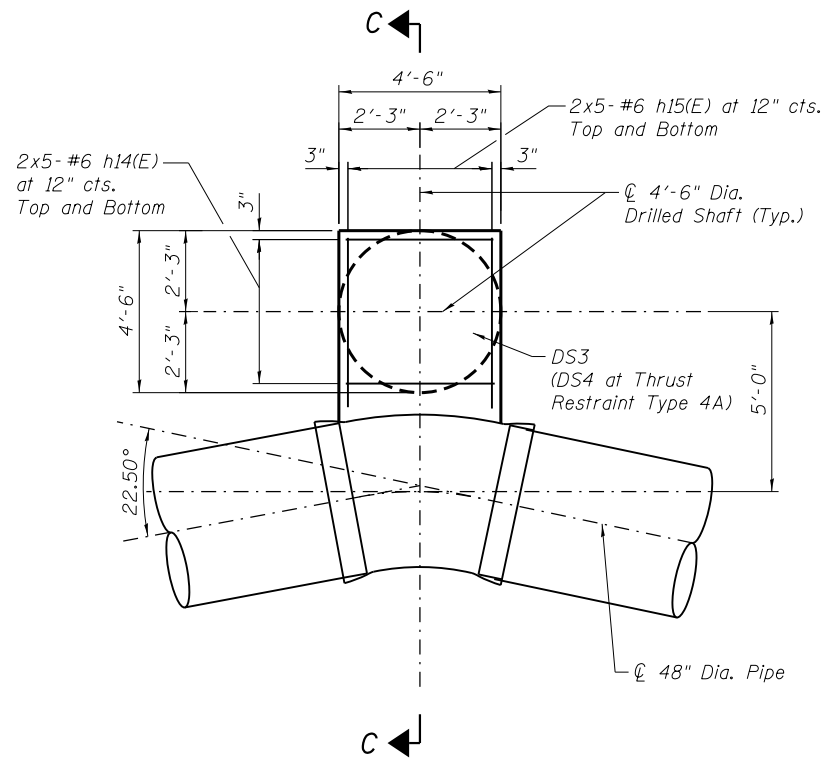
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PLOT DATE = 9/15/2013	DRAWN - DLC	REVISED
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

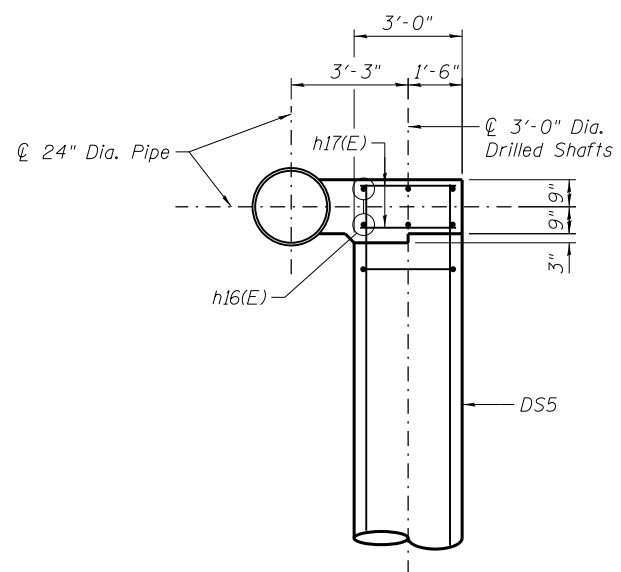
**WATER MAIN THRUST RESTRAINTS  
PLAN DETAILS AND SECTIONS**

SHEET NO. 1 OF 4 SHEETS

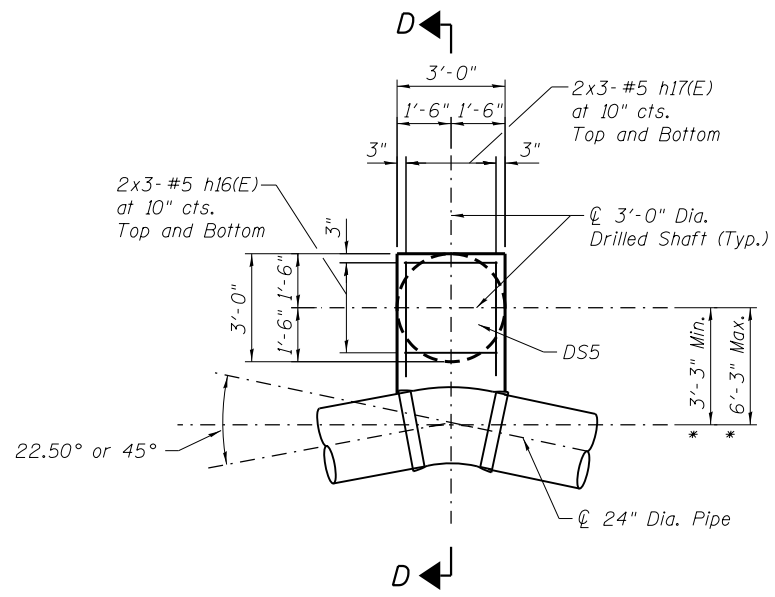
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CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	



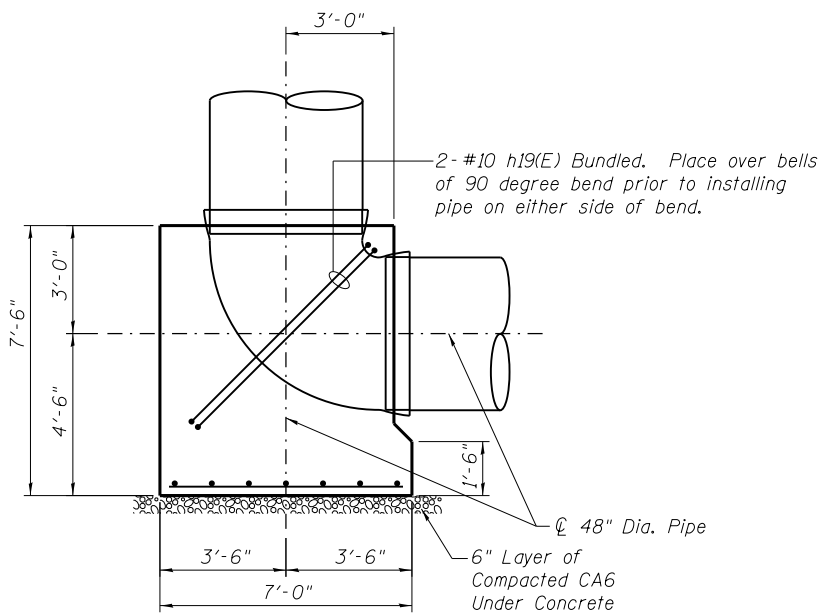
**PLAN DETAIL  
THRUST RESTRAINT - TYPE 4  
THRUST RESTRAINT - TYPE 4A**



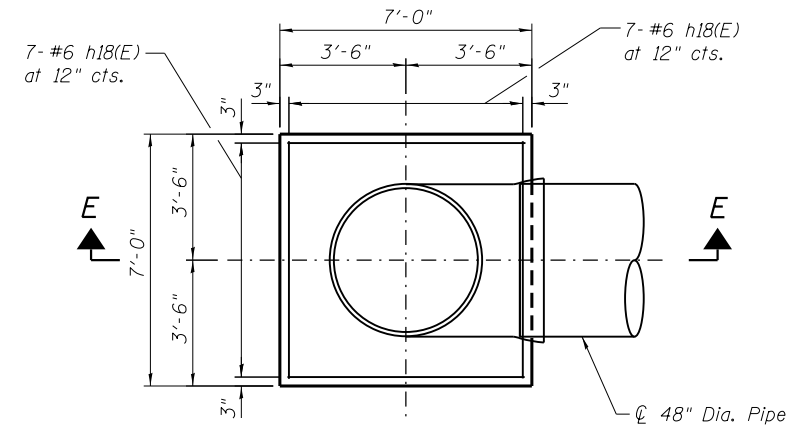
**SECTION D-D**



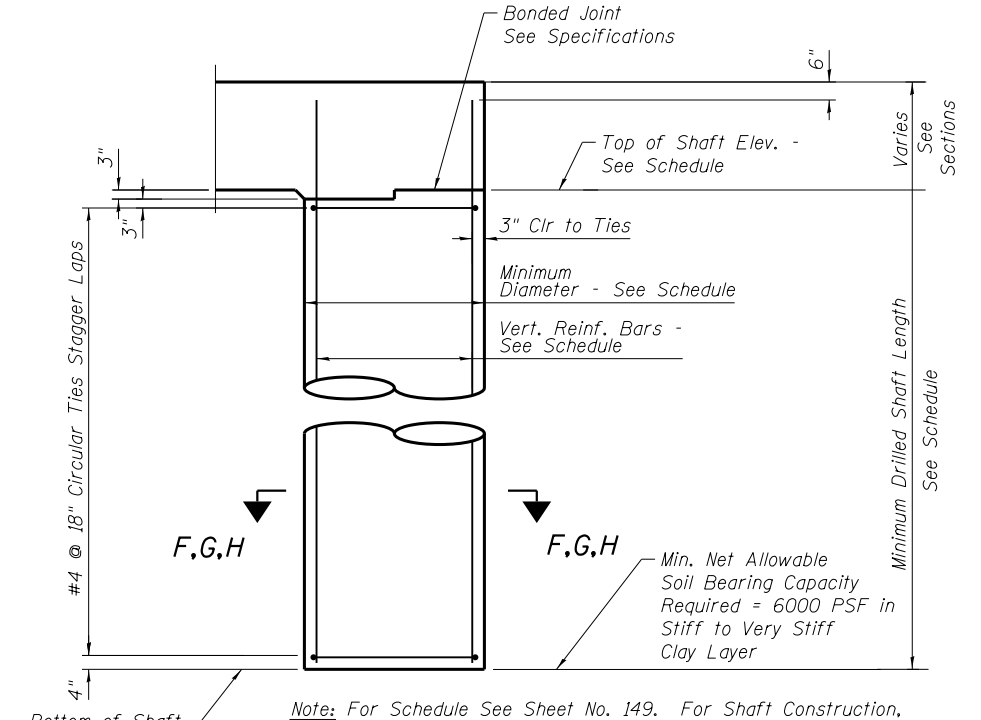
**PLAN DETAIL  
THRUST RESTRAINT - TYPE 5**



**SECTION E-E**



**PLAN DETAIL  
PIPE SUPPORT - TYPE 6**



**TYPICAL DRILLED SHAFT DETAIL  
No Scale**

\* - Centerline of drilled shaft location in the field may vary from 3'-3" to 6'-3" from centerline of 24" dia. pipe depending on field verified existing conditions. Where location of shaft centerline exceeds 3'-6" from centerline of pipe provide additional #5 at 10" centers top and bottom epoxy coated reinforcing bars each way to lap 3'-0" with #5 at 10" in drilled shaft cap. Cost shall be incidental to concrete structures and reinforcement bars, epoxy coated.

Note: For Schedule See Sheet No. 149. For Shaft Construction, See Notes 9 and 10 on Sheet No. 149.

NOTES:  
I. Work this Sheet with Sheet 149

D160W26-sht1-WM-09.dgn

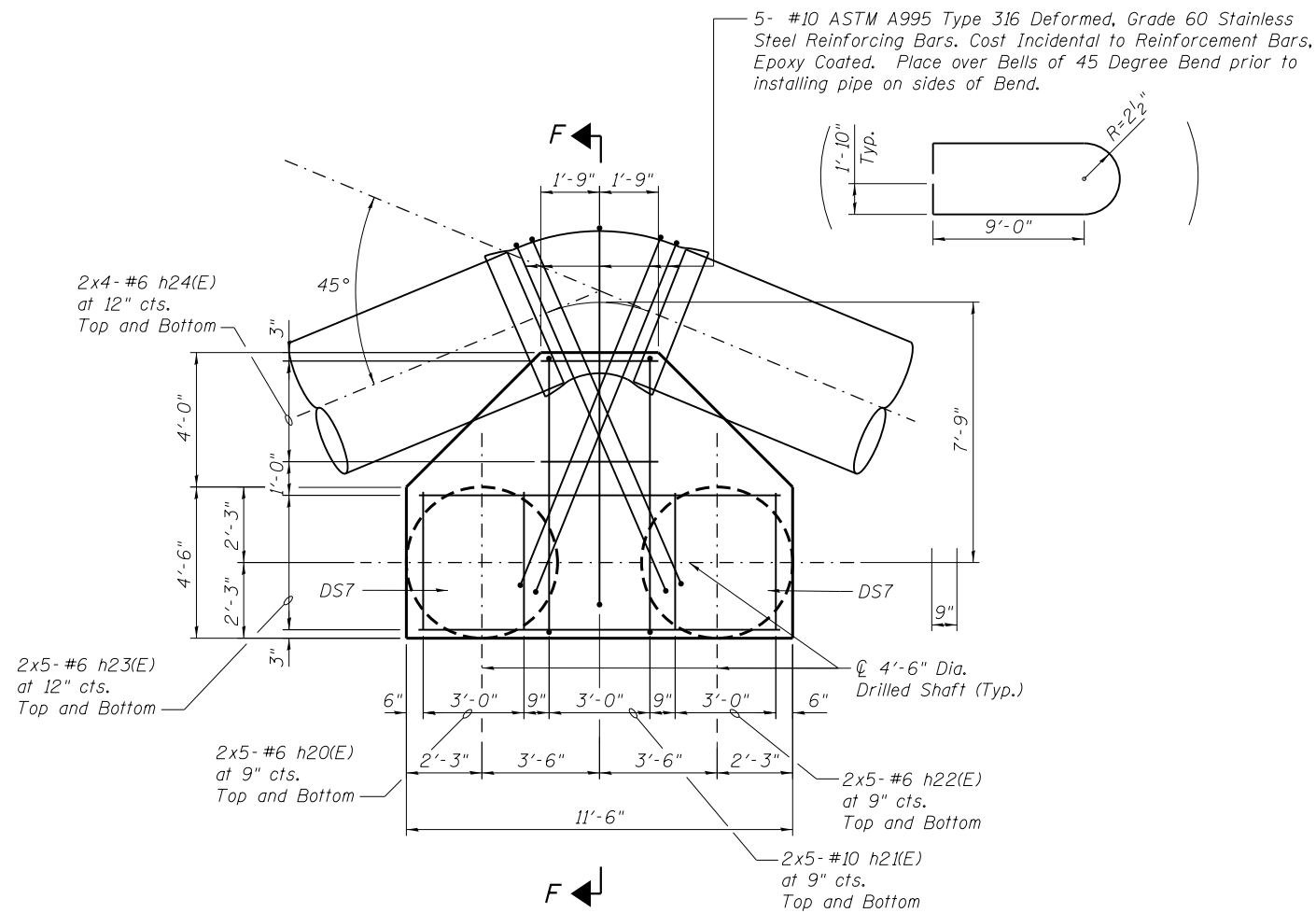


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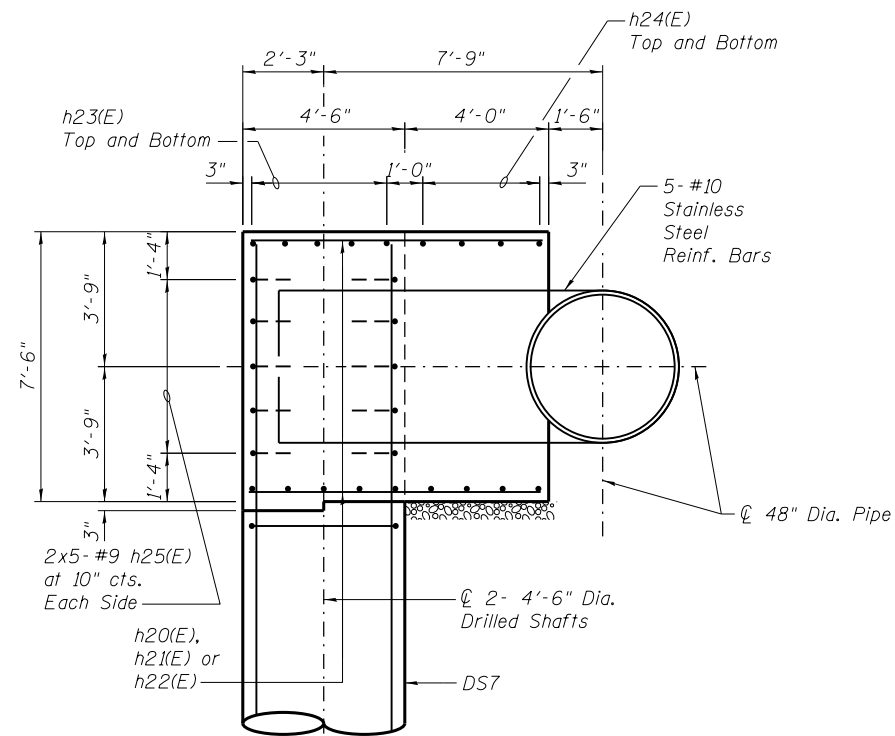
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**WATER MAIN THRUST RESTRAINTS  
PLAN DETAILS, SECTIONS AND DETAILS**  
SHEET NO. 2 OF 4 SHEETS

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 148
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	



**PLAN DETAIL  
THRUST RESTRAINT - TYPE 7**



**SECTION F-F**

NOTES:  
I. Work this Sheet with Sheets 148 and 149

D160W26-sht1-WM-09A.dgn



USER NAME = cleerd  
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PLOT DATE = 9/15/2013

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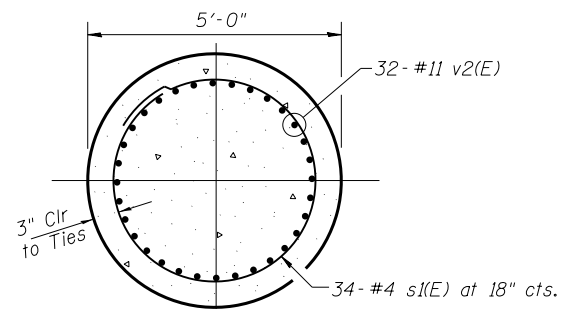
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

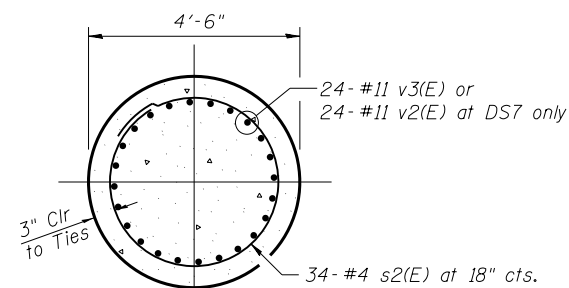
WATER MAIN THRUST RESTRAINTS  
PLAN DETAILS AND SECTIONS

SHEET NO. 3 OF 4 SHEETS

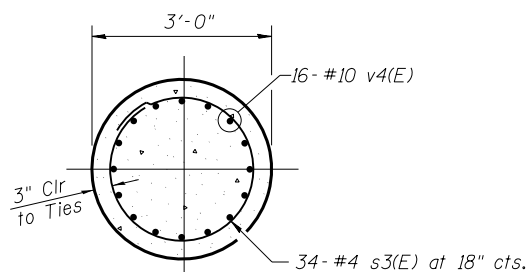
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	148A
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				



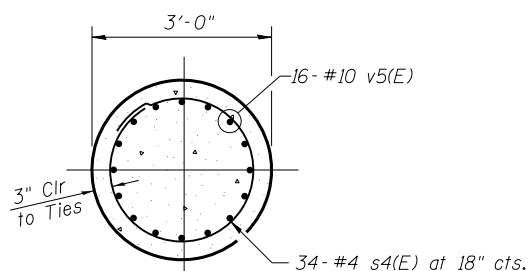
SECTION F



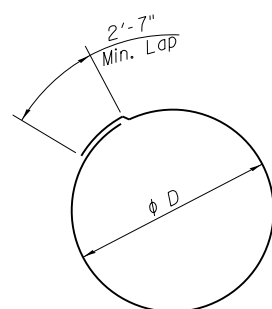
SECTION G



SECTION H

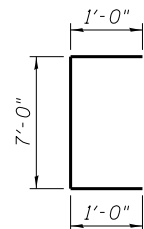


SECTION I

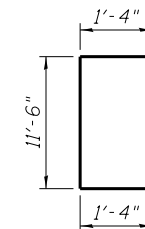


BAR	phi D
s1(E)	4'-6"
s2(E)	4'-0"
s3(E)	2'-6"
s4(E)	2'-6"

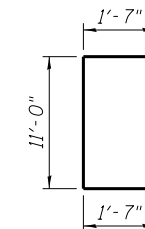
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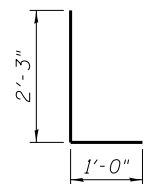
BAR v(E)



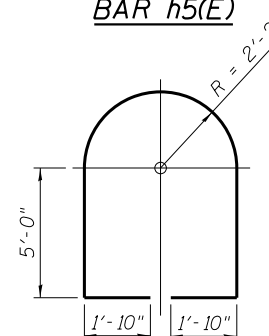
BAR h5(E)



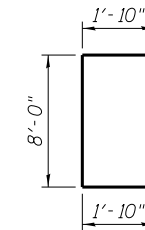
BAR h10(E), h13(E), h25(E)



BAR v1(E)



BAR h19(E)



BAR h21(E)

NOTES:

- For water main general notes, location plans, profiles, details and thrust restraint locations and types see Sheet Nos. 140 through 146. For existing water main reference drawings, see Sheet Nos. 150 through 153.
- Exact locations of existing water mains, existing concrete thrust blocks and existing below grade structures and utilities shall be determined in the field prior to excavation for water mains and drilling shafts for new reinforced concrete thrust restraints and pipe supports. Any conflicts with existing structures and utilities due to field conditions encountered that will impact construction shall be brought to the attention of the Engineer, so as not to delay construction, along with detailed locations of conflicting structures and utilities and suggested solutions to resolve the conflict for Engineer review and approval. Any changes required as a result of field conditions encountered shall be considered incidental to the cost of the respective pay item.
- Contractor shall protect existing buried and above ground structures and utilities that are to remain during construction of the water main and thrust restraints. The cost of such protection shall be incidental to the cost of the 54-inch water main relocation pay item.
- New permanent concrete thrust restraints shall have been in place for a minimum of 28 days and shall have achieved a minimum 28 day compressive strength of 4000 psi prior to pressure testing pipe with water.
- Maximum test pressure for water mains = 100 psi.
- Fitting bends shall not be encased in concrete unless otherwise noted on the drawings. Minor adjustments to concrete dimensions and reinforcing bars shown may be required in the field and shall be considered incidental to the cost of the respective pay item.
- Trench excavation and backfill for thrust restraint is incidental to the cost of the 54-inch water main relocation pay item.
- Mechanical reinforcing bar splices, where shown or required, and stainless steel reinforcing bars shall be considered incidental to Reinforcement Bars, Epoxy Coated pay item.
- Soft clays occur in the soil profile for the borings in this area. Contractor shall review Geotechnical Report and boring logs in his selection of methods to support the excavation in the various stages of shaft drilling, cleaning and concrete placement dependent on the boring logs and site conditions encountered. Surface water shall not be permitted to enter the hole. The Contractor shall comply with the requirements of the Illinois Department of Transportation (IDOT) and the various infrastructure departments of the City of Chicago, including, but not limited to, the Chicago Department of Transportation (CDOT), the Office of Underground Coordination (OUC) and the Department of Water Management (DWM).
- Shafts must be drilled into stiff to very stiff clay layer with a minimum net allowable soil bearing capacity of 6000 PSF, however, the drilled shaft shall not be less than 50 feet in length.
- Concrete Cover:
  - Concrete placed against earth - 3"
  - Concrete in contact with earth - 2"
- All work to conform to IDOT Standard Specifications for Road and Bridge Construction, latest edition.
- Work this sheet with Sheet Nos. 147, 148 and 148A.

THRUST RESTRAINTS  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	36	#6	2'-6"	—
h1(E)	24	#6	11'-6"	—
h2(E)	20	#6	5'-6"	—
h3(E)	16	#9	14'-6"	—
h4(E)	20	#6	5'-6"	—
h5(E)	5	#8	14'-2"	—
h6(E)	24	#6	5'-6"	—
h7(E)	12	#6	11'-0"	—
h8(E)	7	#6	8'-6"	—
h9(E)	9	#6	6'-6"	—
h10(E)	4	#9	14'-2"	—
h11(E)	24	#6	4'-6"	—
h12(E)	10	#6	11'-0"	—
h13(E)	4	#9	14'-2"	—
h14(E)	10	#6	4'-0"	—
h15(E)	10	#6	4'-6"	—
h16(E)	6	#5	2'-6"	—
h17(E)	6	#5	3'-0"	—
h18(E)	14	#6	6'-6"	—
h19(E)	2	#10	20'-6"	—
h20(E)	10	#6	4'-0"	—
h21(E)	10	#10	13'-8"	—
h22(E)	10	#6	4'-0"	—
h23(E)	10	#6	11'-0"	—
h24(E)	8	#6	3'-0"	—
h25(E)	10	#9	14'-2"	—
v(E)	12	#6	9'-0"	—
v1(E)	6	#6	3'-3"	—
v2(E)	112	#11	57'-0"	—
v3(E)	192	#11	52'-6"	—
v4(E)	48	#10	51'-0"	—
v5(E)	16	#10	57'-0"	—
s1(E)	68	#4	16'-9"	○
s2(E)	340	#4	15'-2"	○
s3(E)	102	#4	10'-6"	○
s4(E)	34	#4	10'-6"	○
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	97		
Reinforcement Bars, Epoxy Coated	Pound	112,300		
Drilled Shaft In Soil	Cu. Yd.	421		

MARK	TOTAL QUANTITY	ELEV. @ WATERMAIN (FEET)	ELEV. TOP OF DRILLED SHAFT (FEET)	ELEV. BOTTOM OF DRILLED SHAFT (FEET)	MINIMUM DRILLED SHAFT LENGTH (FEET)	MINIMUM DRILLED SHAFT DIAMETER (FEET)	VERTICAL REINFORCEMENT BARS	CIRCULAR TIES	SECTION
DS1	2	571.43	567.68	517.68	50	5'-0"	32- #11	34- #4 at 18"	F
DS2	2	569.07	567.57	517.57	50	4'-6"	24- #11	34- #4 at 18"	G
DS3	3	569.07	567.57	517.57	50	4'-6"	24- #11	34- #4 at 18"	G
DS4	3	587.45	585.95	535.95	50	4'-6"	24- #11	34- #4 at 18"	G
DS5	3	588.45	587.70	537.70	50	3'-0"	16- #10	34- #4 at 18"	H
DS6	1	571.43	567.68	517.68	50	3'-0"	16- #10	34- #4 at 18"	I
DS7	2	587.45	583.70	533.70	50	4'-6"	24- #11	34- #4 at 18"	G

LEGEND  
DS - Drilled Shaft

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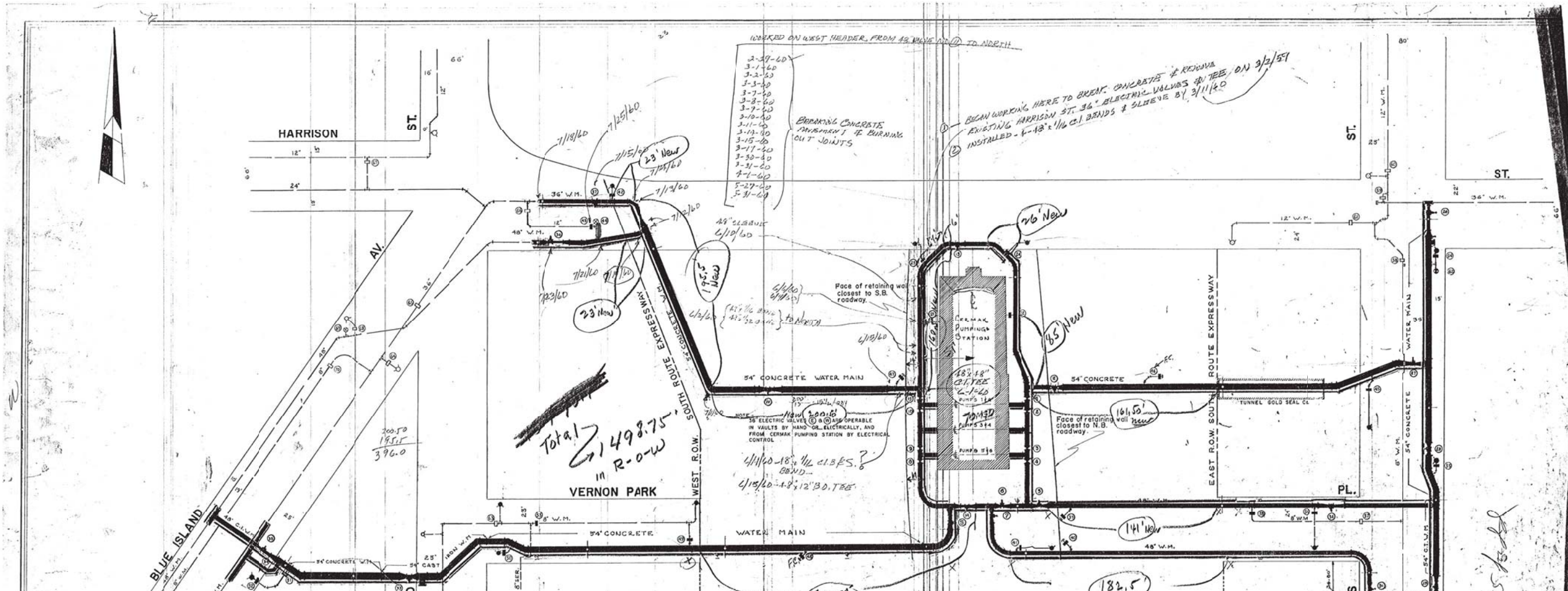
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PLOT DATE = 9/15/2013	CHECKED - AAG	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WATER MAIN THRUST RESTRAINTS  
SECTIONS, SCHEDULES AND NOTES

SHEET NO. 4 OF 4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	149
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				



VALVE INFORMATION			
No.	SIZE	LOCATION	OPERATION
E	36"	IN VALVE VAULT	ELECTRICALLY OPERATED
1	48"	IN E.HEADER VAULT	"
2	48"	IN E.HEADER VAULT	"
3	48"	IN E.HEADER VAULT	"
4	48"	IN E.HEADER VAULT	"
5	36"	IN VALVE VAULT	"
6	36"	IN VALVE VAULT	"
7	36"	IN VALVE VAULT	"
H	36"	IN VALVE BASIN	HAND OPERATED
9	36"	IN VALVE BASIN	"
8	48"	IN W.HEADER VAULT	ELECTRICALLY OPERATED
9	48"	IN W.HEADER VAULT	"
10	48"	IN W.HEADER VAULT	"
11	48"	IN W.HEADER VAULT	"
15	36"	IN VALVE VAULT	"
21	0"	IN VALVE BASIN	"
22	0"	IN VALVE BASIN	HAND OPERATED
24	0"	IN VALVE BASIN	"
25	0"	IN VALVE BASIN	"
26	36"	IN VALVE BASIN	"
27	36"	IN VALVE BASIN	"
28	36"	IN VALVE BASIN	"
29	36"	IN VALVE BASIN	"
30	36"	IN VALVE BASIN	"
31	36"	IN VALVE BASIN	"
32	36"	IN VALVE BASIN	"
33	36"	IN VALVE BASIN	"
34	36"	IN VALVE BASIN	"
35	36"	IN VALVE BASIN	"
36	36"	IN VALVE BASIN	"
37	36"	IN VALVE BASIN	"
38	36"	IN VALVE VAULT	ELECTRICALLY OPERATED
38	0"	IN VALVE BASIN	HAND OPERATED
39	0"	IN VALVE BASIN (FC)	"

VALVE INFORMATION			
No.	SIZE	LOCATION	OPERATION
40	0"	IN VALVE BASIN (FC)	HAND OPERATED
41	0"	IN VALVE BASIN	"
42	0"	IN VALVE BASIN	"
43	12"	IN VALVE BASIN	"
44	12"	IN VALVE BASIN (FC)	"
45	0"	IN VALVE BASIN	"
46	0"	IN VALVE BASIN	"
47	0"	IN VALVE BASIN (FC)	"
48	0"	IN VALVE BASIN (FC)	"
49	0"	IN VALVE BASIN	"
50	0"	IN VALVE BASIN	"
51	0"	IN VALVE BASIN	"
52	0"	IN VALVE BASIN	"
53	0"	IN VALVE BASIN	"
54	0"	IN VALVE BASIN	"
55	0"	IN VALVE BASIN	"
56	0"	IN VALVE BASIN	"
57	0"	IN VALVE BASIN	"
58	0"	IN VALVE BASIN	"
59	12"	IN VALVE BASIN	"
60	12"	IN VALVE BASIN	"
61	12"	IN VALVE BASIN	"
62	0"	IN VALVE BASIN (FC)	"
63	0"	IN VALVE BASIN	"
64	0"	IN VALVE BASIN	"
65	24"	IN VALVE BASIN	"
66	12"	IN VALVE BASIN	"
67	12"	IN VALVE BASIN	"
68	0"	IN VALVE BASIN	"
69	0"	IN VALVE BASIN (FC)	"
70	0"	IN VALVE BASIN	"

RECORD DWG 7-31-62  
R.J.T. - C.E.III

CITY OF CHICAGO  
DEPARTMENT OF WATER AND SEWERS  
BUREAU OF WATER  
WATER DISTRIBUTION DIVISION

**CERMAK PUMPING STATION  
DISCHARGE SYSTEM**

GENERAL PLAN  
OF  
EXISTING FACILITIES

APPROVED: [Signature] DATE: JULY 31, 1962  
DRAWN BY: D.M.E. J. ORDER NO. 8999 9000  
SCALE: 1" = 40'-0"

SHEET 1 of 13



D160W26-sht-WM-11.dgn  
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PLOT DATE = 8/17/2013

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DATE - 8/20/13

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

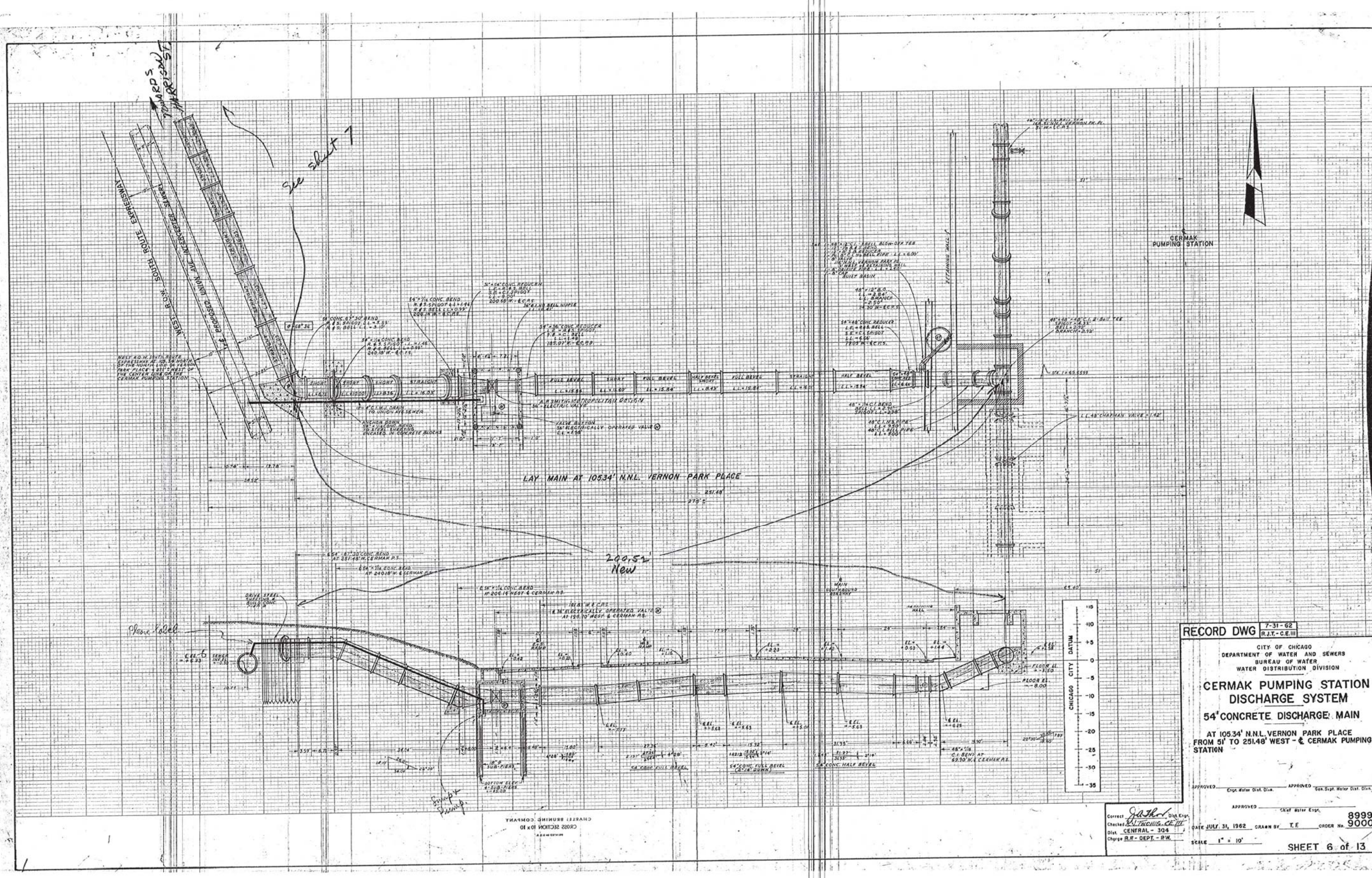
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F.A.I. R.E. 90/94/290  
SECTION 2013-008R  
COUNTY COOK  
TOTAL SHEETS 559  
SHEET NO. 150  
CONTRACT NO. 60W26  
ILLINOIS FED. AID PROJECT

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**RECORD DWG** 7-31-62  
R.T.-C.E.III

CITY OF CHICAGO  
DEPARTMENT OF WATER AND SEWERS  
BUREAU OF WATER  
WATER DISTRIBUTION DIVISION

**CERMAK PUMPING STATION  
DISCHARGE SYSTEM**  
**54" CONCRETE DISCHARGE MAIN**  
AT 10534' N.N.L. VERNON PARK PLACE  
FROM 51' TO 251.48' WEST - C CERMAK PUMPING STATION

APPROVED: [Signature] Chief Water Dist. Div.      APPROVED: [Signature] Gen. Supt. Water Dist. Div.

APPROVED: [Signature] Chief Water Insp.      ORDER NO. **8999**  
DATE **JULY 31, 1962** DRAWN BY: T.E.      SHEET NO. **9000**

Checked: [Signature]      District **CENTRAL - 304**  
Charge: R.E. - DEPT - RW      SCALE: 1" = 10'

**SHEET 6 of 13**



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PLOT DATE = 8/17/2013

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DATE - 8/20/13

REVISED -  
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REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

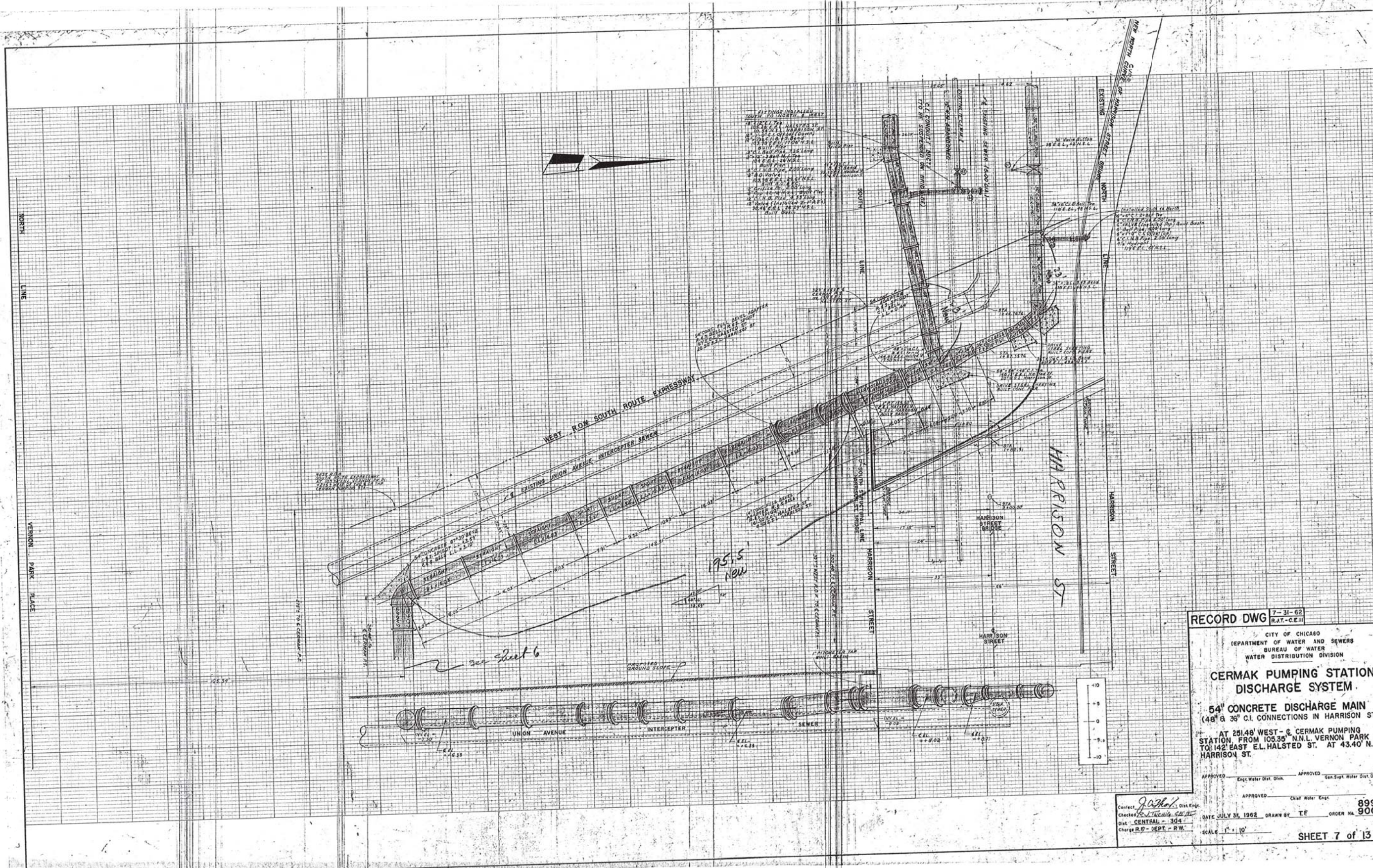
WATER MAIN RECORD INFORMATION

SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.I. R.T.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	151
				CONTRACT NO. 60W26
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY  
NOT TO SCALE

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**RECORD DWG** 7-31-62  
R.A.T.-C.E.III

CITY OF CHICAGO  
DEPARTMENT OF WATER AND SEWERS  
BUREAU OF WATER  
WATER DISTRIBUTION DIVISION

**CERMAK PUMPING STATION  
DISCHARGE SYSTEM**

**54" CONCRETE DISCHARGE MAIN**  
(48" & 36" C.I. CONNECTIONS IN HARRISON ST.)

AT 251.48' WEST - @ CERMAK PUMPING STATION FROM 105.35' N.N.L. VERNON PARK PL. TO 142' EAST E.L. HALSTED ST. AT 43.40' N.S.L. HARRISON ST.

APPROVED: [Signature] Dist. Engr.  
Checked: [Signature] Dist. Engr.  
Dist. CENTRAL - 304  
Charge R.P. - SEPT - R.W.

APPROVED: [Signature] Exp. Water Dist. Div.  
APPROVED: [Signature] Gas Light Water Dist. Div.  
APPROVED: [Signature] Dist. Engr.

DATE JULY 31, 1962 DRAWN BY TE ORDER NO. 8999  
SCALE 1" = 10' CONTRACT NO. 60W26 SHEET 7 of 13



D160W26-sht-WM-13.dgn  
USER NAME = chitua  
PLOT SCALE = 20.0000' / in.  
PLOT DATE = 8/17/2013

DESIGNED - HHC  
DRAWN - HHC  
CHECKED - RBB  
DATE - 8/20/13

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WATER MAIN RECORD INFORMATION

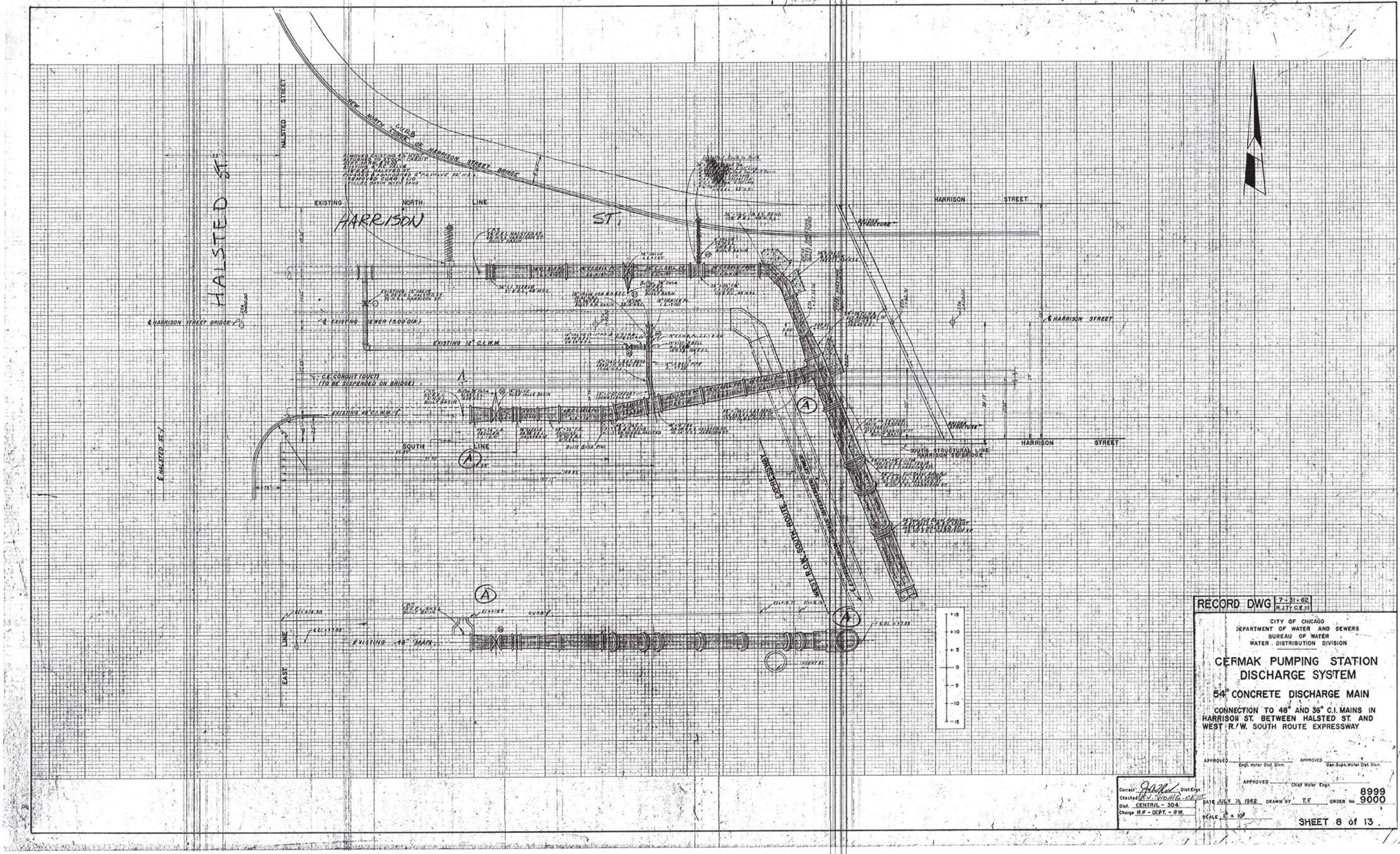
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	152
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY  
NOT TO SCALE



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**RECORD DWG** 7-31-62  
R.I.T. C.E.II

CITY OF CHICAGO  
DEPARTMENT OF WATER AND SEWERS  
BUREAU OF WATER  
WATER DISTRIBUTION DIVISION

**CERMAK PUMPING STATION  
DISCHARGE SYSTEM**

**54" CONCRETE DISCHARGE MAIN**

CONNECTION TO 48" AND 36" C.I. MAINS IN  
HARRISON ST. BETWEEN HALSTED ST. AND  
WEST R/W. SOUTH ROUTE EXPRESSWAY

APPROVED: [Signature] Engr. Water Dist. Div.      APPROVED: [Signature] Gen. Supv. Water Dist. Div.

Checked: [Signature] Dist. Engr.      Checked: [Signature] Dist. Engr.

Dist. CENTRAL - 304      DATE JULY 31, 1962      DRAWN BY: T.F.      ORDER NO. 8999

Charge R.F. - DEPT. - RW      SHEET 8 of 13



DI60W26-sht-WM-14.dgn  
USER NAME = chitua  
PLOT SCALE = 20.0000' / in.  
PLOT DATE = 8/17/2013

DESIGNED - HHC      REVISED -  
DRAWN - HHC      REVISED -  
CHECKED - RBB      REVISED -  
DATE - 8/20/13      REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WATER MAIN RECORD INFORMATION

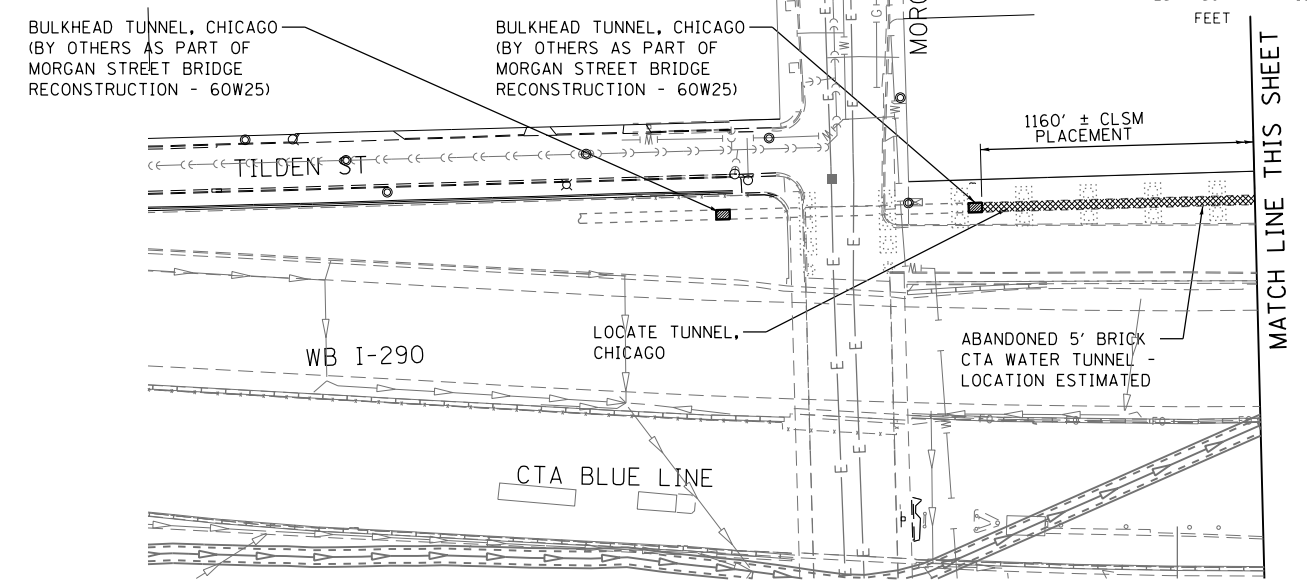
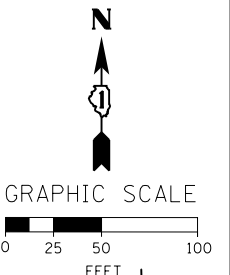
SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	153
				CONTRACT NO. 60W26
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY  
NOT TO SCALE

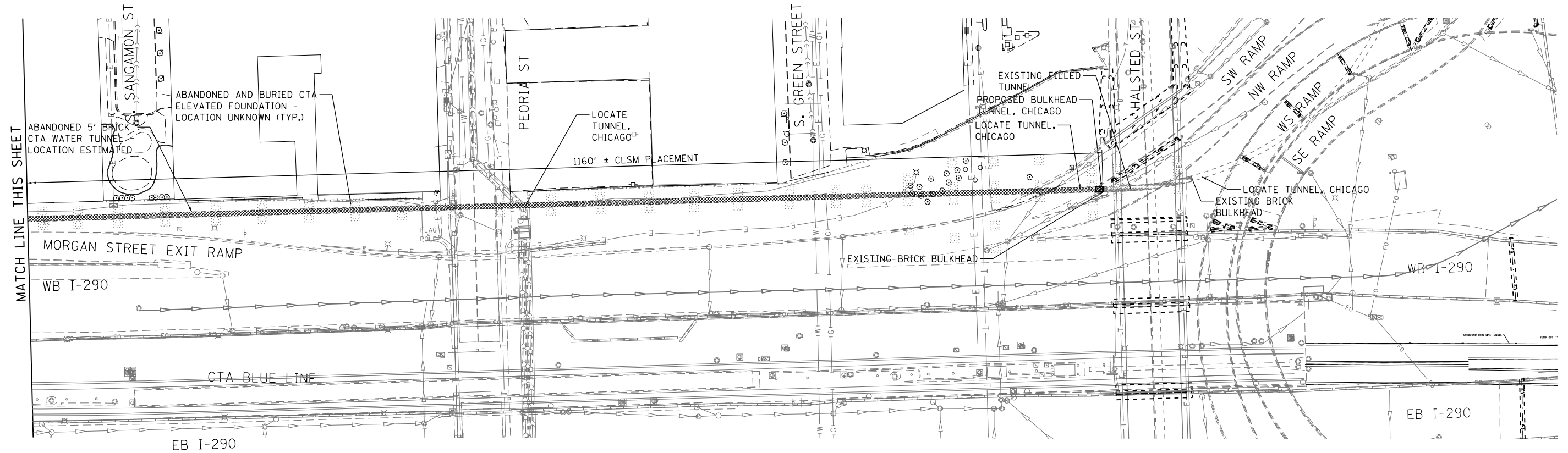
**NOTES:**

- BOTH THE TUNNEL AND THE ABANDONED CTA ELEVATED FOUNDATIONS ARE LOCATED BASED UPON RECORD DRAWINGS FROM BRIDGE AND EXPRESSWAY CONSTRUCTION.
- THE ABANDONED 5' BRICK WATER TUNNEL IS ESTIMATED TO BE BETWEEN 110 AND 120 YEARS OLD AND THE CONDITION IS UNKNOWN. THE TUNNEL HAS NOT BEEN UTILIZED FOR MANY YEARS.
- THE EXISTING BULKHEADS AND FILLED TUNNEL AT HALSTED STREET WERE INSTALLED OVER 50 YEARS AGO.
- BULKHEAD TUNNEL, CHICAGO (BY OTHERS) AT THE WESTERN LIMITS OF CLSM PLACEMENT WILL LIMIT THE INSTALLATION OF CONTROLLED LOW STRENGTH MATERIAL WITHIN THE AREAS OF PROPOSED RETAINING WALLS FOR FUTURE PROJECTS.
- WHERE GROUT HOLES ARE REQUIRED WITHIN THE TRAVEL LANES OF THE EISENHOWER EXPRESSWAY OR RAMPS, THE CLOSURE OF SUCH LANES SHALL BE MADE IN ACCORDANCE WITH THE REQUIREMENTS OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS), KEEPING THE EXPRESSWAYS OPEN TO TRAFFIC, AND FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC. APPROPRIATE HIGHWAY STANDARDS MUST BE USED AS REQUIRED BASED UPON THE CHOSEN CONTRACTOR OPERATIONS AND SCHEDULE.
- WHERE GROUT HOLES ARE REQUIRED WITHIN THE TRAVEL LANES, SIDEWALKS OR PARKWAY OF PEORIA STREET, THE CONTRACTOR SHALL PROVIDE A PEDESTRIAN PROTECTION PLAN AND PARKING RESTRICTION PLAN FOR APPROVAL BY THE ENGINEER.
- RESTORATION OF GROUT HOLES SHOULD CONFORM TO PAVEMENT DESIGNS IDENTIFIED WITHIN THE TYPICAL SECTIONS.



**LEGEND**

- EXISTING FILLED TUNNEL
- PROPOSED BULKHEAD TUNNEL, CHICAGO
- FILL WITH CONTROLLED LOW STRENGTH MATERIAL



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DI60W26-sht-Tunnel\_Filling  
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 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 8/17/2013

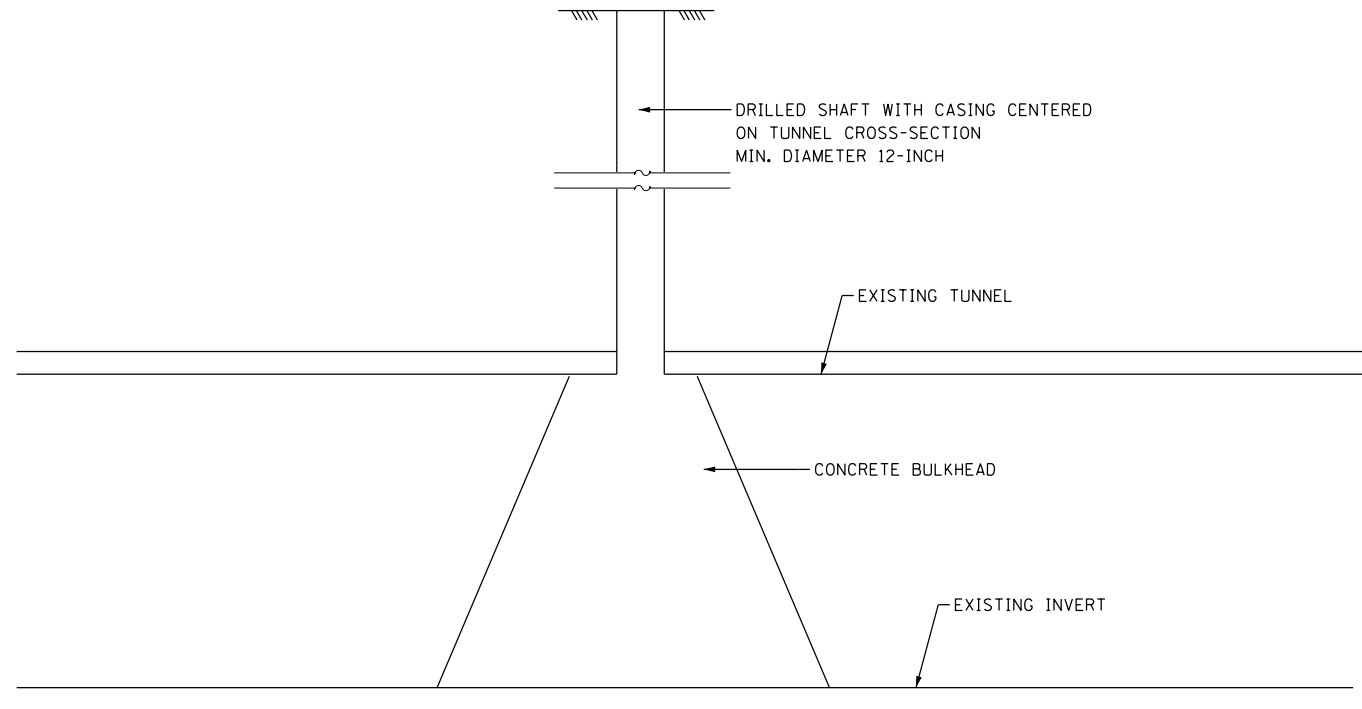
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DATE - 8/20/13	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

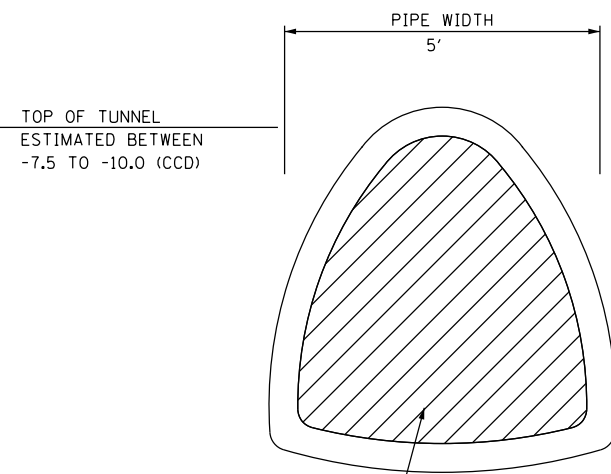
**ABANDONED CTA WATER TUNNEL  
 BULKHEADING AND FILLING PLAN**

SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 154
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	



TYPICAL SECTION  
PROPOSED TUNNEL BULKHEAD, CHICAGO



INSTALL TUNNEL BULKHEAD, CHICAGO AND FILL WITH CONTROLLED LOW STRENGTH MATERIAL, SPECIAL

TYPICAL SECTION  
EXISTING CTA WATER TUNNEL (SHAPE ESTIMATED)

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
LOCATE TUNNEL, CHICAGO	EACH	4
BULKHEAD TUNNEL, CHICAGO	EACH	1
CONTROLLED LOW STRENGTH MATERIAL	CU YD	845

**TUNNEL NOTES:**

- THE WATER TUNNEL SHOWN IS FROM IDOT RECORD DRAWINGS FOR ROADWAY AND BRIDGE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY LOCATE THE CROWN OF THE WATER TUNNELS USING PROBE BORINGS AS DESCRIBED IN THE SPECIFICATIONS. THIS WORK IS INCLUDED IN THE ITEM LOCATE TUNNEL. THE METHOD OF LOCATING THE TUNNEL IS BASED UPON CDWM REQUIREMENTS FOR LOCATING TUNNELS.
- THE EXISTING WATER TUNNEL IS ABANDONED WITH PREVIOUS BULKHEADS CONSTRUCTED NEAR HALSTED STREET AND TO THE EAST, ALONG WITH PORTIONS OF THE TUNNEL PREVIOUSLY FILLED. THE TUNNEL IS EXPECTED TO HAVE NOMINAL AMOUNTS OF WATER DUE TO INFILTRATION, WHICH MAY CONTRIBUTE TO SIGNIFICANT FLOWS DEPENDING ON GROUNDWATER CONDITIONS.
- A BULKHEAD IS INTENDED TO BE CONSTRUCTED AS PART OF THE MORGAN STREET BRIDGE RECONSTRUCTION (IDOT D1 CONTRACT 60W25). THIS BULKHEAD IS INTENDED TO BE THE WESTERN LIMIT OF PROPOSED TUNNEL FILLING WITH CONTROLLED LOW STRENGTH MATERIAL.
- THE CONTRACTOR SHALL PROVIDE DEWATERING AS NEEDED IN THE EXISTING WATER TUNNEL. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF TUNNEL BULKHEAD, CHICAGO OR CONTROLLED LOW STRENGTH MATERIAL.
- OBTAIN TWO CORE SAMPLES PER BULKHEAD, ONE (1) AT THE 10 AND ONE (1) AT THE 4 O'CLOCK POSITIONS OR ONE (1) AT THE 2 AND ONE (1) AT THE 8 O'CLOCK POSITIONS FOR COMPRESSION STRENGTH TESTING.
- AFTER THE INSPECTION OF ALL BULKHEADS, THE TUNNEL MUST BE FILLED. THE FILLED TUNNEL WILL ALLOW WALL CONSTRUCTION TO PROCEED IN THIS AND LATER CONSTRUCTION CONTRACTS. THE TUNNEL WILL BE FILLED WITH CONCRETE MEETING THE REQUIREMENTS OF CONTROLLED LOW STRENGTH MATERIAL WITH THE FOLLOWING ADDITIONAL INSTALLATION REQUIREMENTS:
  - INSTALLATION OF GROUT OR CLSM SHALL NOT TAKE PLACE UNTIL THE CONCRETE STRENGTH OF THE BULKHEAD ACHIEVES 2,000 PSI IN 2-3 DAYS AFTER PLACEMENT. CONCRETE CYLINDERS SHALL BE CAST AND BROKEN TO VERIFY THE BULKHEAD CONCRETE COMPRESSIVE STRENGTH. SUBMIT THE TEST RESULTS TO THE ENGINEER FOR APPROVAL.
  - CONTROLLED LOW STRENGTH MATERIAL SHALL BE PLACED BY PUMPING METHODS CONFORMING TO THE REQUIREMENTS OF SECTION 503.07 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE PLACEMENT TUBE SHALL BE NO LESS THAN SIX INCHES IN DIAMETER. THE PUMPING METHODS MUST BE APPROVED BY THE ENGINEER PRIOR TO THE START OF MATERIAL PLACEMENT.
  - THE GROUT/VENT HOLES REQUIRED TO FACILITATE THE PLACEMENT OF CONCRETE WITHIN THE TUNNELS SHALL BE DRILLED THROUGH THE TOP OF THE ABANDONED WATER TUNNEL AND SHALL BE NO MORE TWELVE INCHES IN DIAMETER. THE CONTRACTOR SHALL DRILL THE GROUT HOLES IN ADVANCE OF THE START OF THE GROUTING OPERATION. AT LOCATIONS WHERE GROUT/VENT HOLES ARE INSTALLED WITHIN PAVEMENT AREAS, THE CONTRACTOR SHALL PROVIDE TEMPORARY PLUGS CAPABLE OF SUPPORTING TRUCK LOADS OVER THE OPENINGS UNTIL THE GROUTING WORK COMMENCES. THE METHOD OF TEMPORARY PLUGGING THE GROUT HOLES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL, PRIOR TO DRILLING. DRILLING OF VENT/GROUT HOLES TO FACILITATE THE PLACEMENT OF CONCRETE WILL BE INCLUDED IN THE COST OF CONTROLLED LOW STRENGTH MATERIAL.
  - ANY WATER REMAINING IN THE TUNNEL AFTER ALL BULKHEADS ARE IN PLACE MUST BE REMOVED PRIOR TO THE PLACEMENT OF CLSM.
  - THE WATER TUNNEL FILLING SHALL BE PERFORMED IN FOUR (4) LIFTS. THE FOURTH LIFT INTO THE DRILLED ACCESS HOLE SHALL EXTEND A MINIMUM OF 10 FEET ABOVE THE TOP OF THE EXISTING CROWN OF THE WATER TUNNEL. THE CONTRACTOR SHALL LET THE CLSM SET A MINIMUM 24-HOUR PERIOD BETWEEN LIFTS. THE MINIMUM STRENGTH OF THE CLSM SHALL NOT BE LESS THAN 125 PSI.
  - THE CLSM SHALL HAVE A MINIMUM SPREAD DIAMETER OF 20-INCHES USING AN INVERTED SLUMP CONE, APPROVED BY THE ENGINEER.
  - THE CONTRACTOR MAY INSTALL AND UTILIZE FILL/VENT PIPE(S) TO FILL THE WATER TUNNEL. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE EXISTING TUNNEL INVERTS. THE CONTRACTOR SHALL ENSURE THE FILL/VENT PIPE(S) ARE SPACED SUCH THAT THE CLSM OR GROUT IS EQUALLY DISTRIBUTED BY GRAVITY FLOW WITHIN THE WATER TUNNEL.
  - BACKFILL THE BALANCE OF THE DRILLED SHAFTS WITH SAND, A MINIMUM OF 72-HOURS AFTER THE PLACEMENT OF THE GROUT OR CLSM.
  - AT THE COMPLETION OF THE TUNNEL FILLING, CORES ARE REQUIRED TO BE TAKEN AT THE 1/4 POINTS ALONG THE TUNNEL TO INSURE THE TUNNEL IS COMPLETELY FILLED WITH CONCRETE. THE CORES MUST EXTEND TO THE INVERT OF THE TUNNEL. THE AMOUNT OF CONCRETE PLACED BETWEEN THE BULKHEADS AND THE CALCULATED AMOUNT OF CONCRETE NEEDED TO FILL THE TUNNEL, AND THE CORING DATA, MUST BE SUBMITTED IN A LETTER TO THE ENGINEER WITHIN ONE WEEK OF COMPLETING FILLING THE TUNNEL.
- AFTER COMPLETION OF THE GROUTING OPERATIONS, THE CONTRACTOR SHALL RESTORE ANY DAMAGED PARKWAY, PAVEMENT OR SIDEWALK TO ITS CONDITION PRIOR TO THE START OF OPERATIONS. ALL EXCESS GROUT SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

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DI60W26-sht-Tunnel Details  
USER NAME = chitua  
PLOT SCALE = 50.0000' / in.  
PLOT DATE = 8/17/2013

DESIGNED - MSC  
DRAWN - MSC  
CHECKED - DBM  
DATE - 8/20/13

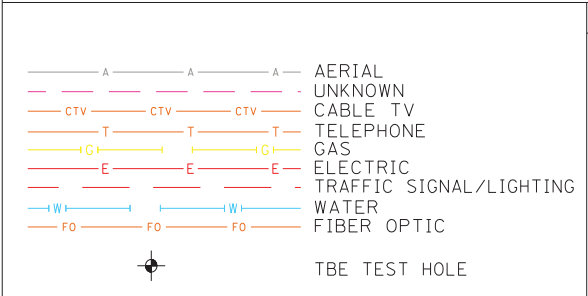
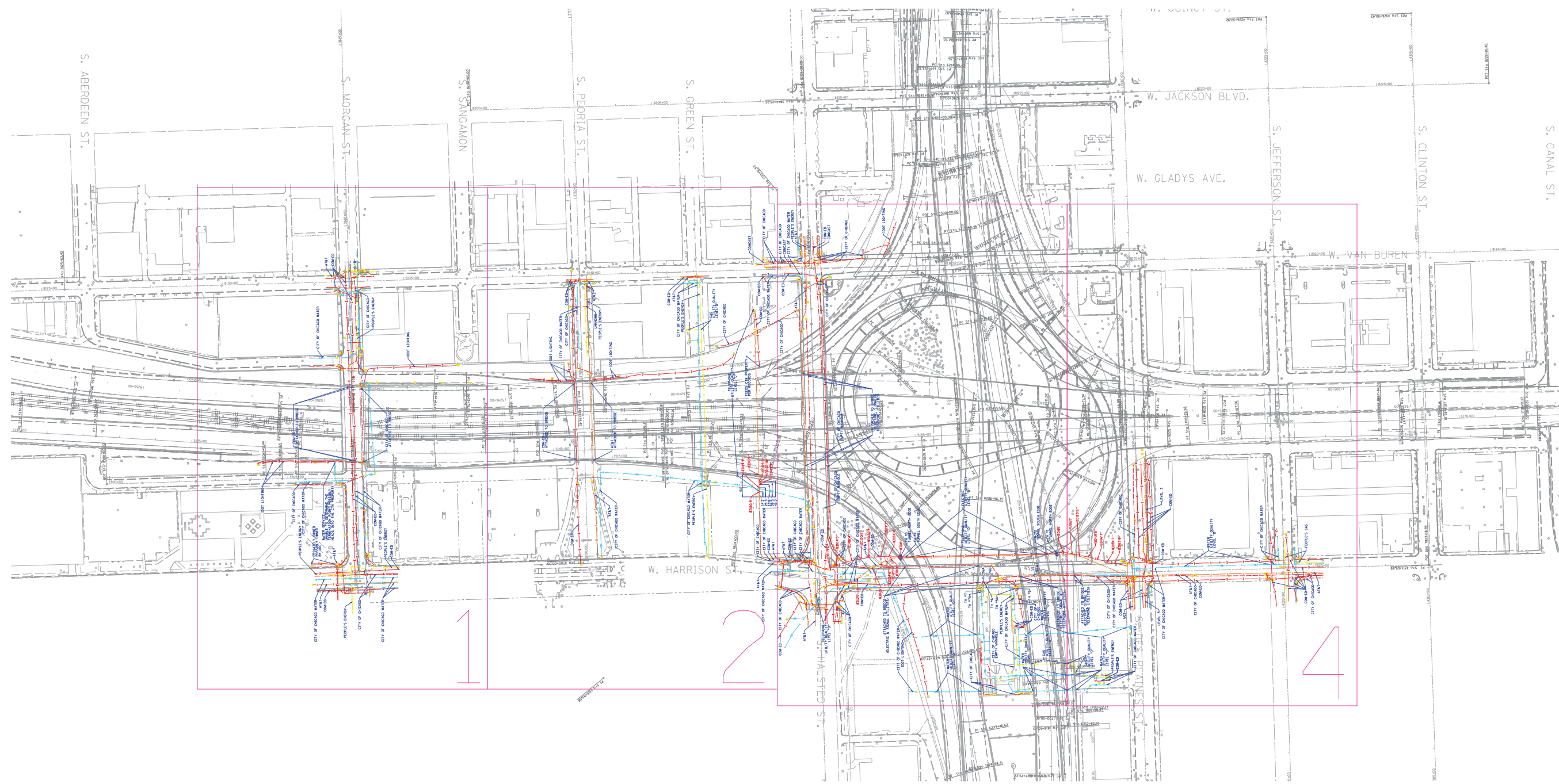
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ABANDONED CTA WATER TUNNEL  
BULKHEADING AND FILLING DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	155
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				



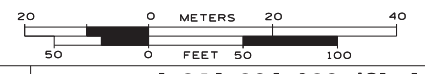
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AT&T	=	TELEPHONE
COM-ED	=	ELECTRIC
CITY OF CHICAGO	=	ELECTRIC
CITY OF CHICAGO WATER	=	WATER
IDOT LIGHTING	=	ELECTRIC
LEVEL 3	=	FIBER OPTIC
MCI	=	FIBER OPTIC
PEOPLE'S ENERGY	=	GAS

NOTE: ALL ELECTRONIC DEPTHS MARKED AS (ED) WERE OBTAINED UTILIZING A SONDE DEVICE. DEPTHS ON THE AT&T DUCT WERE RECORDED FROM AN AT&T CONTRACTOR. DEPTHS ON THE COMED DUCT WERE RECORDED BY A CARDNO CREW. CARDNO CAN NOT VERIFY THE ACCURACY OF THESE DEPTHS AND SHOULD BE USED AS APPROXIMATE AND AS INFORMATION ONLY.

UTILITIES SHOWN ON THESE PLANS AS DEPICTED IN THE LEGEND HAVE BEEN INVESTIGATED BY CARDNO IN ACCORDANCE WITH SUE INDUSTRY STANDARDS. ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED TO CARDNO BY OTHERS. CARDNO SUE FIELD INVESTIGATION WAS PERFORMED 3/14/13 THROUGH 7/30/13. CHANGES TO UTILITIES MAY HAVE BEEN MADE AND THEREFORE MAY RESULT IN VARIANCES FROM THIS PLAN. CONSIDERATION SHOULD BE GIVEN TO UPDATING THIS PLAN IF DEEMED ADVISABLE PRIOR TO FINAL DESIGN AND CONSTRUCTION.

PRELIMINARY DATA FOR DELIVERY 8/14/2013

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



TBE Job No. IL09510531  
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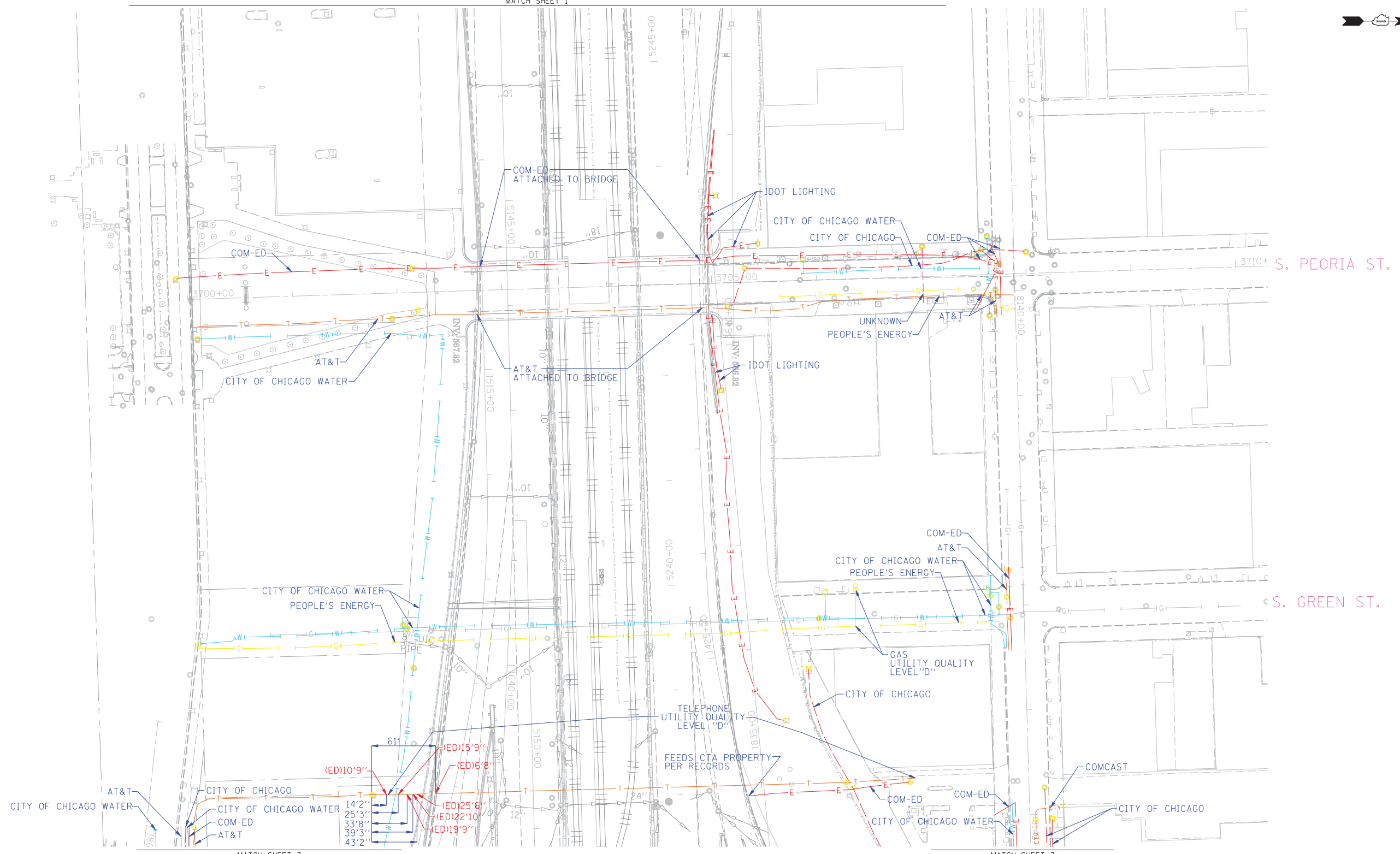
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Utility Quality Level "D" : Records Research

DESIGNED	EG	REVISED	
DRAWN	SRK	REVISED	
CHECKED	KFS	REVISED	
DATE	8/14/13	REVISED	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

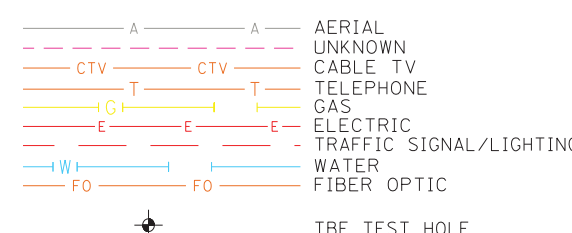
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Chicago, Illinois**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	N/A	Cook	559	156
Contract No. N/A				
FED. ROAD DIST. NO. ILLINOIS IDOT Project No. P-91-259-12				



MATCH SHEET 3

MATCH SHEET 3



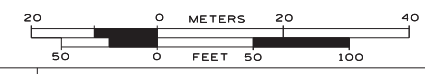
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 AT&T = TELEPHONE  
 COM-ED = ELECTRIC  
 CITY OF CHICAGO = ELECTRIC  
 CITY OF CHICAGO WATER = WATER  
 IDOT LIGHTING = ELECTRIC  
 PEOPLE'S ENERGY = GAS

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PRELIMINARY DATA FOR DELIVERY 8/14/2013

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



TBE Job No. IL09510531  
 SUE Plan Page: 2 of 4

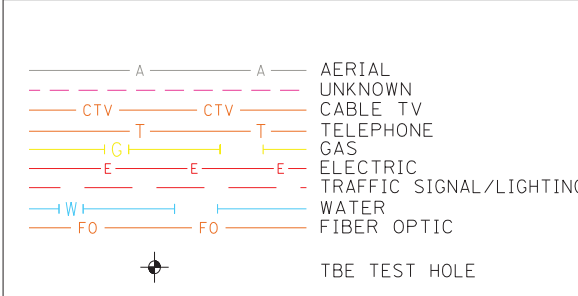
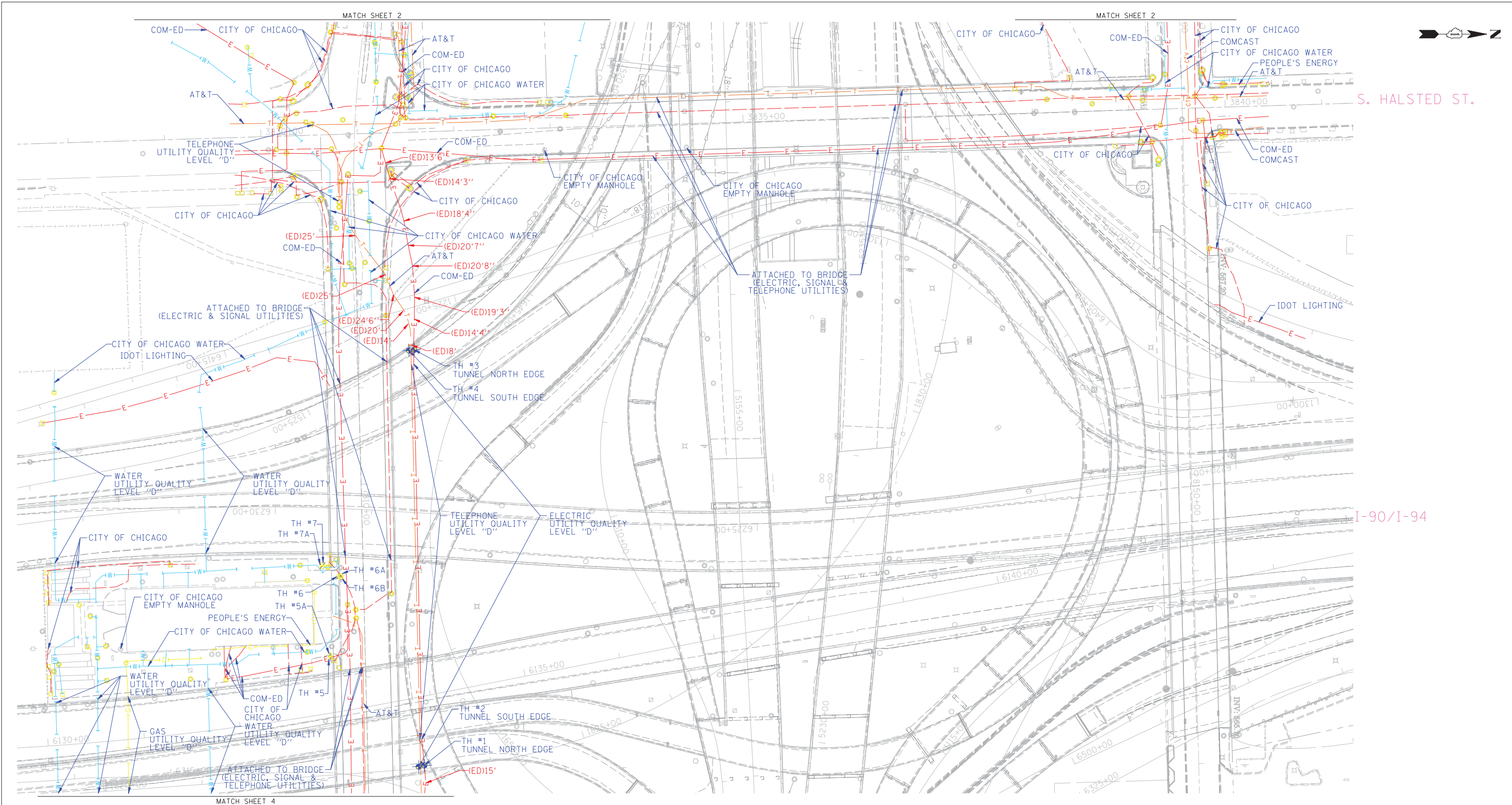
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DESIGNED	EG	REVISED	
DRAWN	SRK	REVISED	
CHECKED	KFS	REVISED	
DATE	8/14/13	REVISED	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**I-941-901-290 (Circle Interchange)  
 Chicago, Illinois**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	N/A	Cook	559	157
Contract No. N/A				
FED. ROAD DIST. NO. _ ILLINOIS IDOT Project No. P-91-259-12				



**UTILITY OWNERS**

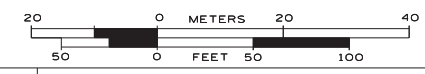
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 COM-ED = ELECTRIC  
 CITY OF CHICAGO = ELECTRIC  
 CITY OF CHICAGO WATER = WATER  
 IDOT LIGHTING = ELECTRIC  
 PEOPLE'S ENERGY = GAS

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PRELIMINARY DATA FOR DELIVERY 8/14/2013

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



TBE Job No. IL09510531  
 SUE Plan Page: 3 of 4

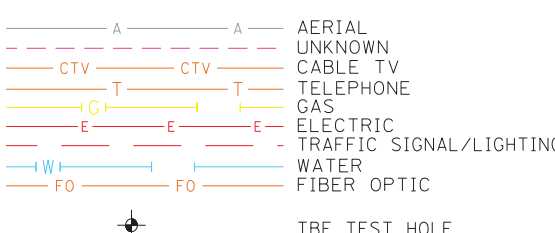
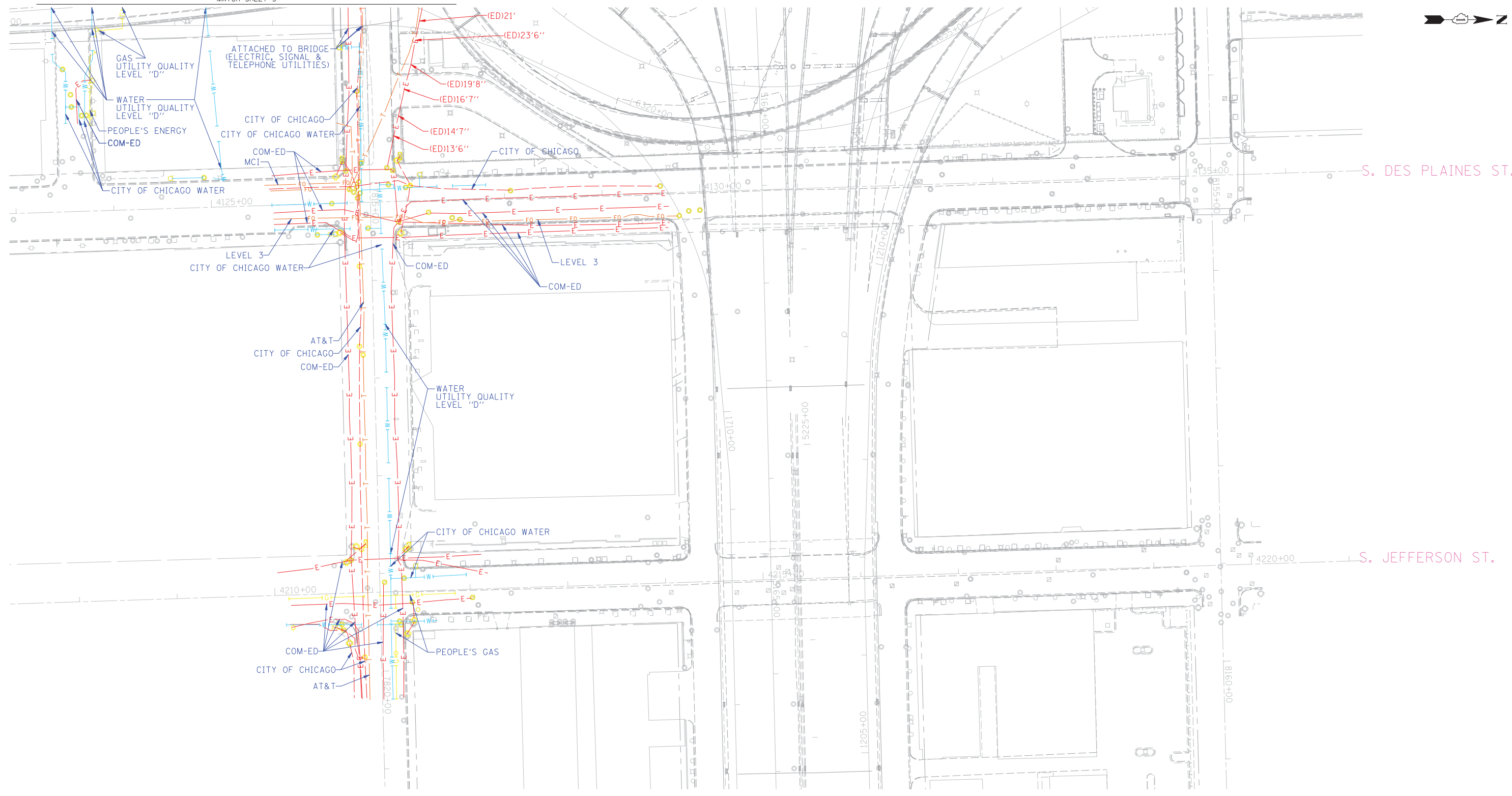
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DESIGNED	EG	REVISED
DRAWN	SRK	REVISED
CHECKED	KFS	REVISED
DATE	8/14/13	REVISED

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**I-941-901-290 (Circle Interchange)  
 Chicago, Illinois**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	N/A	Cook	559	158
Contract No. N/A				
FED. ROAD DIST. NO. ILLINOIS IDOT Project No. P-91-259-12				



**UTILITY OWNERS**

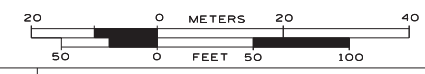
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 COM-ED = ELECTRIC  
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 PEOPLE'S ENERGY = GAS

NOTE: ALL ELECTRONIC DEPTHS MARKED AS (ED) WERE OBTAINED UTILIZING A SONDE DEVICE. DEPTHS ON THE AT&T DUCT WERE RECORDED FROM AN AT&T CONTRACTOR. DEPTHS ON THE COMED DUCT WERE RECORDED BY A CARDNO CREW. CARDNO CAN NOT VERIFY THE ACCURACY OF THESE DEPTHS AND SHOULD BE USED AS APPROXIMATE AND AS INFORMATION ONLY.

UTILITIES SHOWN ON THESE PLANS AS DEPICTED IN THE LEGEND HAVE BEEN INVESTIGATED BY CARDNO IN ACCORDANCE WITH SUE INDUSTRY STANDARDS. ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED TO CARDNO BY OTHERS. CARDNO SUE FIELD INVESTIGATION WAS PERFORMED 3/14/13 THROUGH 7/30/13. CHANGES TO UTILITIES MAY HAVE BEEN MADE AND THEREFORE MAY RESULT IN VARIANCES FROM THIS PLAN. CONSIDERATION SHOULD BE GIVEN TO UPDATING THIS PLAN IF DEEMED ADVISABLE PRIOR TO FINAL DESIGN AND CONSTRUCTION.

PRELIMINARY DATA FOR DELIVERY 8/14/2013

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



TBE Job No. IL09510531  
 SUE Plan Page: 4 of 4

Utility Quality Level "A" : Visually Verified Test Hole  
 Utility Quality Level "B" : Designating/non Visually Verified Test Hole  
 Utility Quality Level "C" : Research with Survey  
 Utility Quality Level "D" : Records Research

DESIGNED	EG	REVISED	
DRAWN	SRK	REVISED	
CHECKED	KFS	REVISED	
DATE	8/14/13	REVISED	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**I-941-901-290 (Circle Interchange)  
 Chicago, Illinois**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	N/A	Cook	559	159
Contract No. N/A				
FED. ROAD DIST. NO. - ILLINOIS IDOT Project No. P-91-259-12				

VERIFIED UTILITY INFORMATION


TEST HOLE #	SIZE & TYPE	NORTHING	EASTING	EXISTING TOP ELEVATION	EXISTING CUT	REFERENCE ELEVATION	COMMENTS
1	N/A TUNNEL	1897611.31	1171790.60	573.30'	7.17'	580.47'	NORTH EDGE
2	N/A TUNNEL	1897605.50	1171792.00	573.36'	6.92'	580.28'	SOUTH EDGE
3	N/A TUNNEL	1897600.91	1171359.65	573.15'	3.86'	577.01'	NORTH EDGE
4	N/A TUNNEL	1897595.46	1171360.49	573.09'	3.90'	576.99'	SOUTH EDGE
5	N/A THRUST BLOCK	1897513.66	1171678.90	589.72'	6.56'	596.28'	
5A	N/A THRUST BLOCK	1897513.63	1171676.05	589.64'	7.20'	596.84'	
6	N/A THRUST BLOCK	1897522.75	1171594.74	589.37'	6.68'	596.05'	
6A	N/A THRUST BLOCK	1897524.90	1171593.77	589.37'	6.76'	596.13'	
6B	N/A THRUST BLOCK	1897525.17	1171595.71	589.38'	6.73'	596.11'	
7	N/A THRUST BLOCK	1897506.19	1171582.40	589.21'	6.36'	595.57'	
7A	N/A THRUST BLOCK	1897505.10	1171584.54	589.20'	6.42'	595.62'	

NOTES

TH #1 - Found North edge of what appears to be a 6' wide wooden frame around utility tunnel. Frame has appearance of wooden rail road ties.  
 TH #2 - Found South edge of what appears to be a 6" wide wooden frame around utility tunnel. Frame has appearance of wooden rail road ties.  
 TH #3 - Found North edge of what appears to be a 6' wide wooden frame around utility tunnel. Frame has appearance of wooden rail road ties. Wooden frame is 5" thick.  
 TH #4 - Found South edge of what appears to be a 6' wide wooden frame around utility tunnel. Frame has appearance of wooden rail road ties.  
 TH #5 - Found North edge of Thrust Block.  
 TH #5A - Found North edge of Thrust Block. Reference point placed on east curb of driveway.  
 TH #6 - Found West edge of Thrust Block.  
 TH #6A - Found a 90 degree bend on Thrust Block. Reference point placed in line with bend.  
 TH #6B - Found North edge of Thrust Block.  
 TH #7 - Found North edge of Thrust Block.  
 TH #7A - Found North edge of Thrust Block.

ABBREVIATIONS

ALL INFORMATION SHOWN WAS OBTAINED FROM A LOCATION SURVEY.

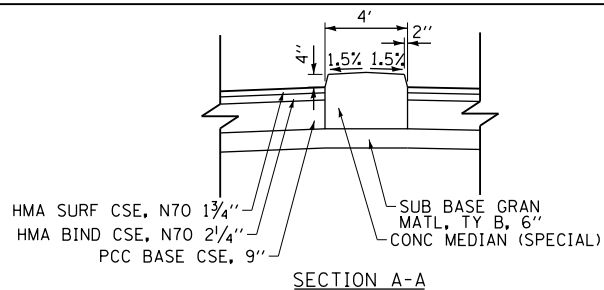


**Cardno  
TBE**  
CIVIL ENGINEERING \* TRANSPORTATION \* ENVIRONMENTAL  
\* PLANNING \* UTILITY ENGINEERING/LOCATING

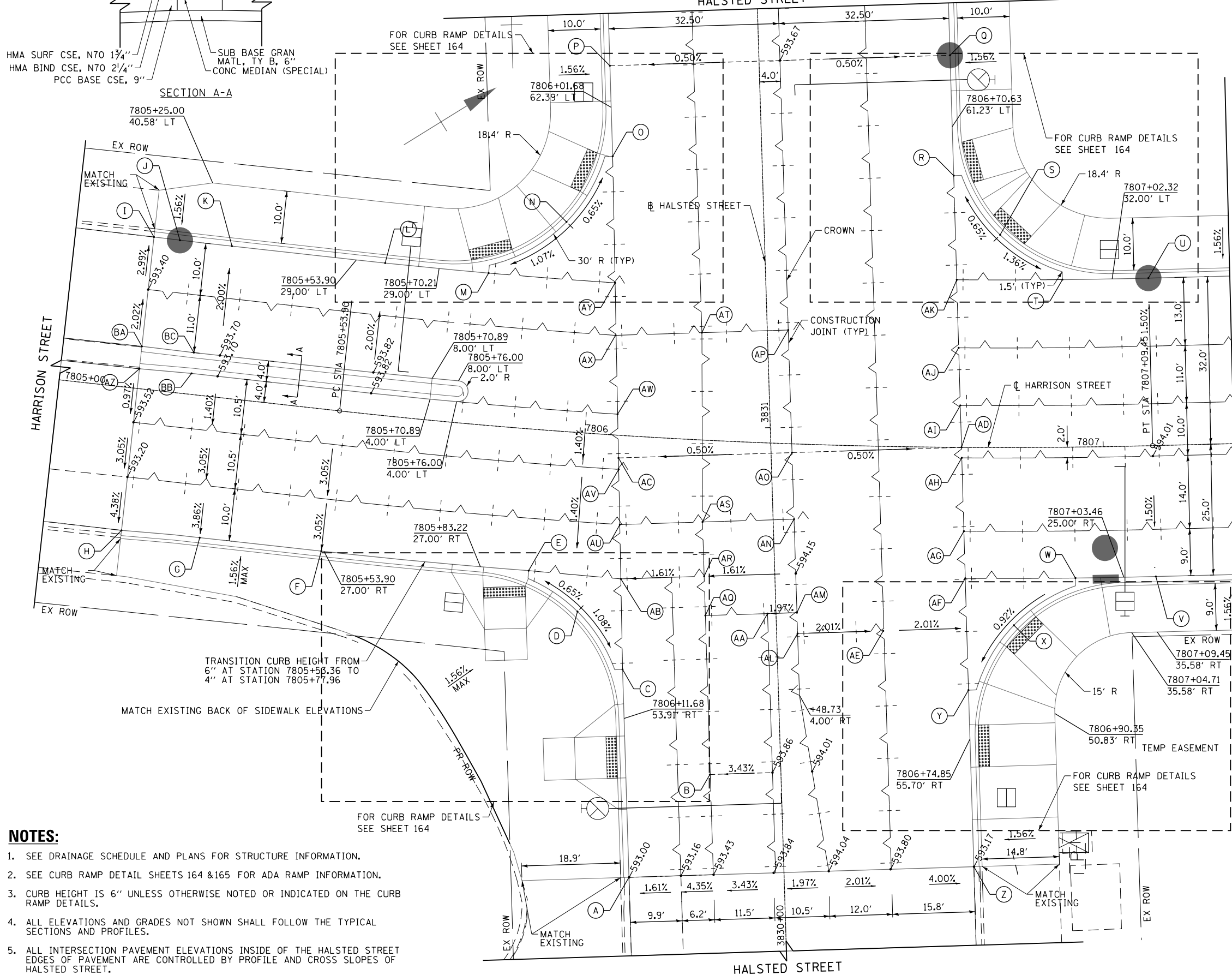
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Date: \_\_\_\_\_

TBE Job No. IL09510531





SEE SHEET NO. 162  
MATCH LINE STATION 3831+80  
HALSTED STREET

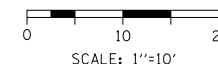


HARRISON STREET  
MATCH LINE STATION 7807+25  
SEE SHEET NO. 163

TRANSITION CURB HEIGHT FROM  
6" AT STATION 7805+53.36 TO  
4" AT STATION 7805+77.96

**NOTES:**

1. SEE DRAINAGE SCHEDULE AND PLANS FOR STRUCTURE INFORMATION.
2. SEE CURB RAMP DETAIL SHEETS 164 & 165 FOR ADA RAMP INFORMATION.
3. CURB HEIGHT IS 6" UNLESS OTHERWISE NOTED OR INDICATED ON THE CURB RAMP DETAILS.
4. ALL ELEVATIONS AND GRADES NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.
5. ALL INTERSECTION PAVEMENT ELEVATIONS INSIDE OF THE HALSTED STREET EDGES OF PAVEMENT ARE CONTROLLED BY PROFILE AND CROSS SLOPES OF HALSTED STREET.



	STATION	OFFSET	ELEVATION
A	3830+20.00	29.6' LT	593.00
B	3830+34.14	13.6' LT	593.45
C	3830+54.71	29.6' LT	593.37
D	3830+66.03	37.9' RT	593.53
E	7805+92.25	27.0' RT	593.45
F	7805+53.36	27.0' RT	593.02
G	7805+30.00	27.0' RT	592.84
H	7805+15.00	27.3' RT	592.75
I	7805+15.00	29.1' LT	593.10
J	7805+20.00	29.0' LT	593.16
K	7805+30.00	29.0' LT	593.28
L	7805+59.53	29.0' LT	593.40
M	7805+79.95	29.0' LT	593.54
N	3831+40.44	37.7' LT	593.74
O	3831+52.70	28.5' LT	593.63
P	3831+70.00	28.5' LT	593.51
Q	3831+70.00	36.5' RT	593.51
R	3831+47.00	36.5' RT	593.69
S	3831+35.43	45.0' RT	593.79
T	7806+92.55	32.0' LT	593.58
U	7807+09.45	32.0' LT	593.50
V	7807+09.45	25.0' RT	593.67
W	7806+94.42	25.0' RT	593.61
X	3830+60.84	45.4' RT	593.47
Y	3830+48.73	36.3' RT	593.32
Z	3830+15.00	36.3' RT	593.17
AA	3830+64.52	1.6' LT	594.10
AB	3830+72.01	29.4' LT	593.61
AC	3830+95.10	29.2' LT	593.95
AD	3830+95.10	36.4' RT	593.96
AE	3830+60.54	20.4' RT	593.78
AF	3830+70.08	36.3' RT	593.62
AG	3830+79.09	36.4' RT	593.76
AH	3830+93.10	36.4' RT	593.93
AI	3831+03.11	36.4' RT	593.95
AJ	3831+14.11	36.4' RT	593.92
AK	3831+27.12	36.5' RT	593.85
AL	3830+60.54	4.0' RT	594.11
AM	3830+64.52	4.0' RT	594.13
AN	3830+82.38	4.0' RT	594.11
AO	3830+95.10	4.0' RT	594.12
AP	3831+18.51	4.0' RT	594.06
AQ	3830+64.52	13.5' LT	593.78
AR	3832+72.01	13.5' LT	593.86
AS	3830+82.38	13.5' LT	593.95
AT	3831+18.51	12.5' LT	593.98
AU	3830+82.38	29.3' LT	593.78
AV	3830+92.92	29.2' LT	593.92
AW	3831+03.45	29.1' LT	593.95
AX	3831+18.51	29.0' LT	593.90
AY	3831+28.54	28.8' LT	593.84
AZ	7805+15.00	3.78' RT	593.62
BA	7805+15.00	8.08' LT	593.62
BB	7805+25.00	4.00' RT	593.67
BC	7805+25.00	8.00' LT	593.67

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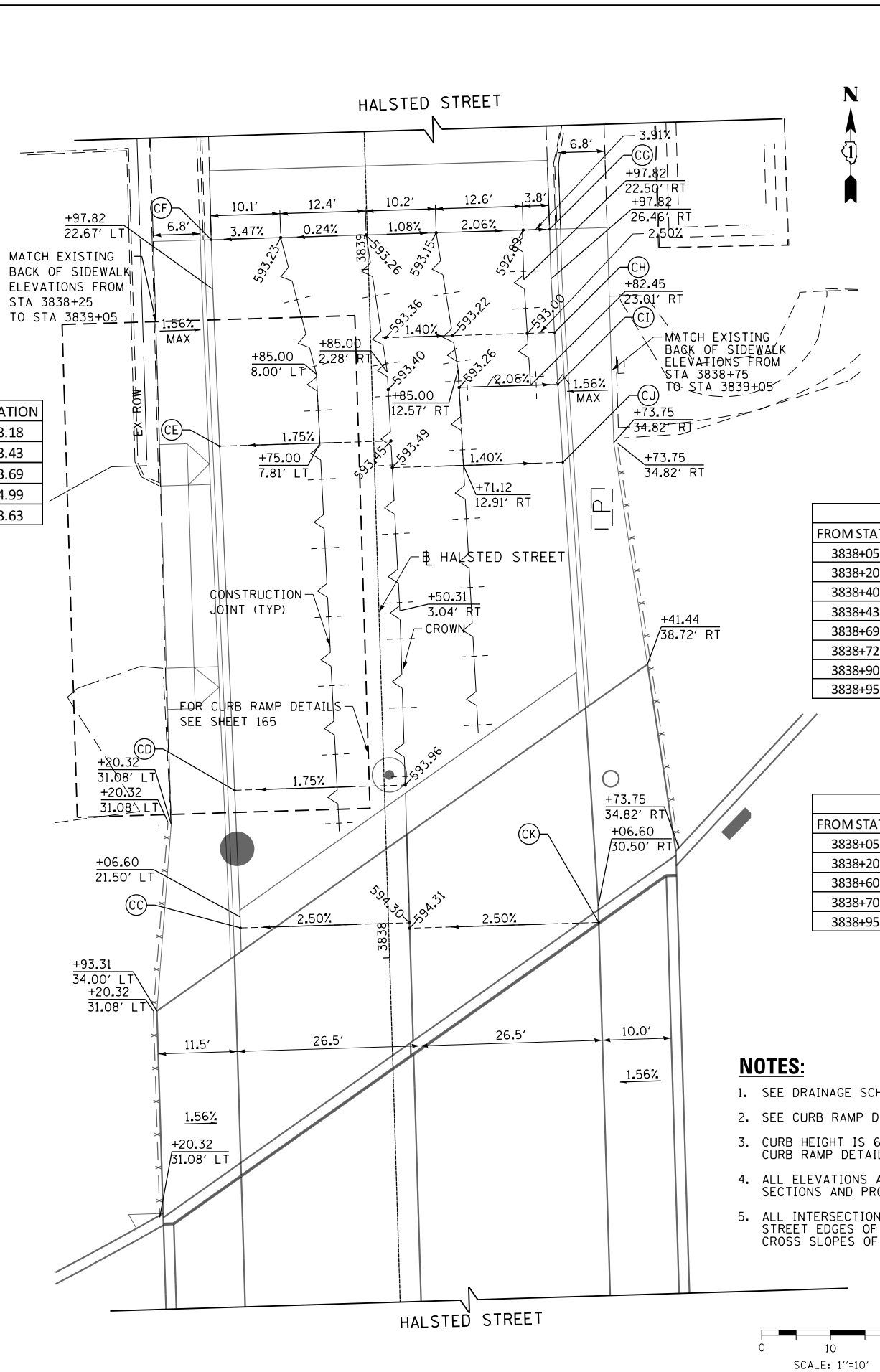
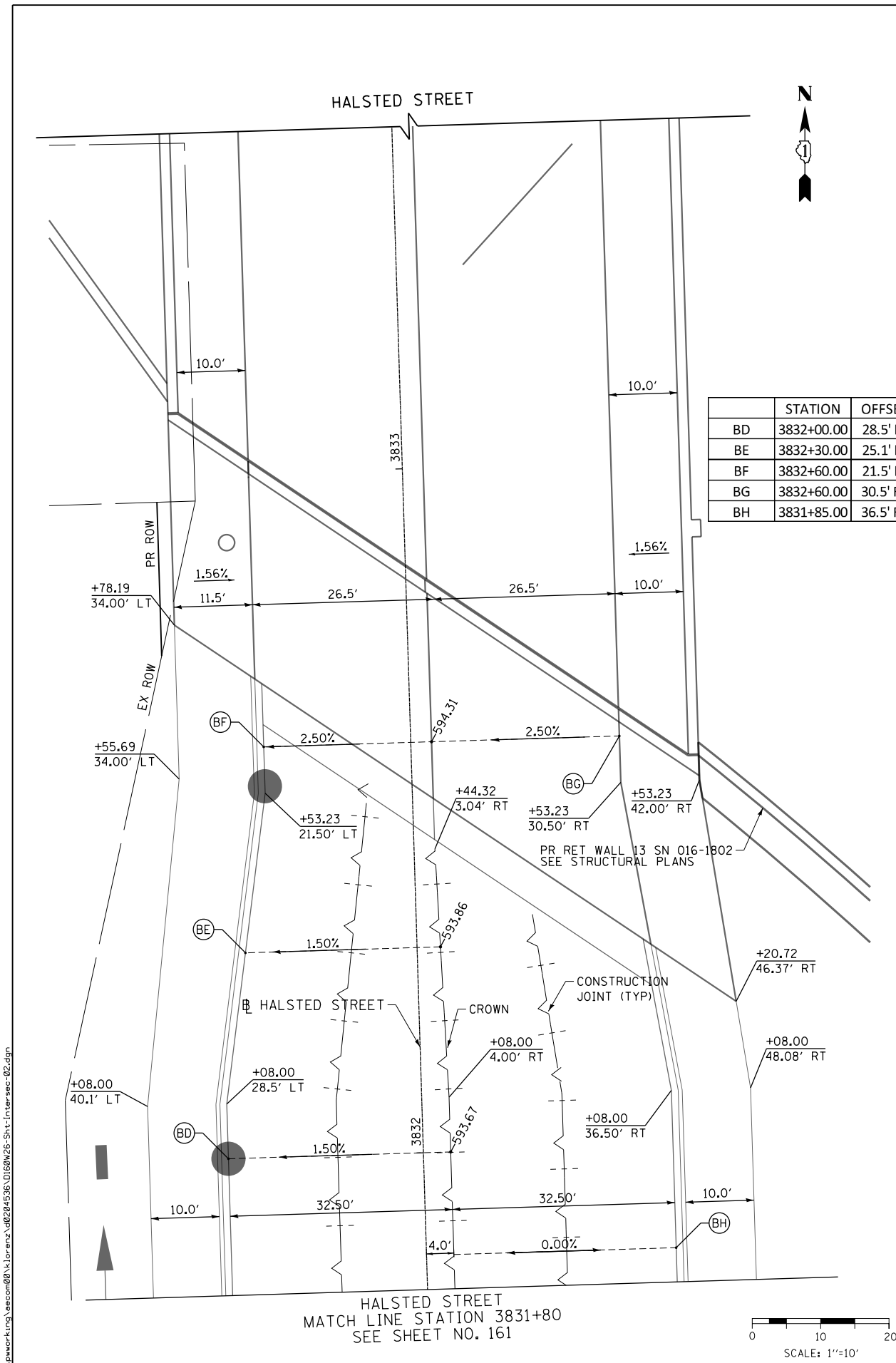
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND GRADING PLAN DETAILS  
HALSTED STREET**

SCALE: 1"=10' SHEET 1 OF 3 SHEETS STA. 3830+00 TO STA. 3831+80

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	161
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				



	STATION	OFFSET	ELEVATION
CC	3838+05.00	21.5' LT	593.68
CD	3838+25.00	21.7' LT	593.53
CE	3838+75.00	22.4' LT	593.02
CF	3838+05.00	22.7' LT	592.88
CG	3839+05.00	26.5' RT	592.74
CH	3838+90.00	26.7' RT	592.90
CI	3838+82.45	27.0' RT	592.97
CJ	3838+70.69	26.4' RT	593.14
CK	3838+04.20	30.5' RT	594.99

CURB HEIGHT LEFT OF CENTERLINE			
FROM STATION	CURB HEIGHT (IN)	TO STATION	CURB HEIGHT (IN)
3838+05.00	8	3838+20.00	8
3838+20.00	8	3838+40.02	4
3838+40.02	4	3838+43.02	DEPRESSED CURB
3838+43.02	DEPRESSED CURB	3838+69.49	DEPRESSED CURB
3838+69.49	DEPRESSED CURB	3838+72.49	4
3838+72.49	4	3838+90.00	7
3838+90.00	7	3838+95.00	7
3838+95.00	7	3839+05.00	MATCH EXISTING

CURB HEIGHT RIGHT OF CENTERLINE			
FROM STATION	CURB HEIGHT (IN)	TO STATION	CURB HEIGHT (IN)
3838+05.00	8	3838+20.00	8
3838+20.00	8	3838+60.00	4
3838+60.00	4	3838+70.00	4
3838+70.00	4	3838+95.00	8
3838+95.00	8	3838+05.00	MATCH EXISTING

- NOTES:**
- SEE DRAINAGE SCHEDULE AND PLANS FOR STRUCTURE INFORMATION.
  - SEE CURB RAMP DETAIL SHEETS 164 & 165 FOR ADA RAMP INFORMATION.
  - CURB HEIGHT IS 6" UNLESS OTHERWISE NOTED OR INDICATED ON THE CURB RAMP DETAILS.
  - ALL ELEVATIONS AND GRADES NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.
  - ALL INTERSECTION PAVEMENT ELEVATIONS INSIDE OF THE HALSTED STREET EDGES OF PAVEMENT ARE CONTROLLED BY PROFILE AND CROSS SLOPES OF HALSTED STREET.

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ROADWAY AND GRADING PLAN DETAILS  
 HALSTED STREET

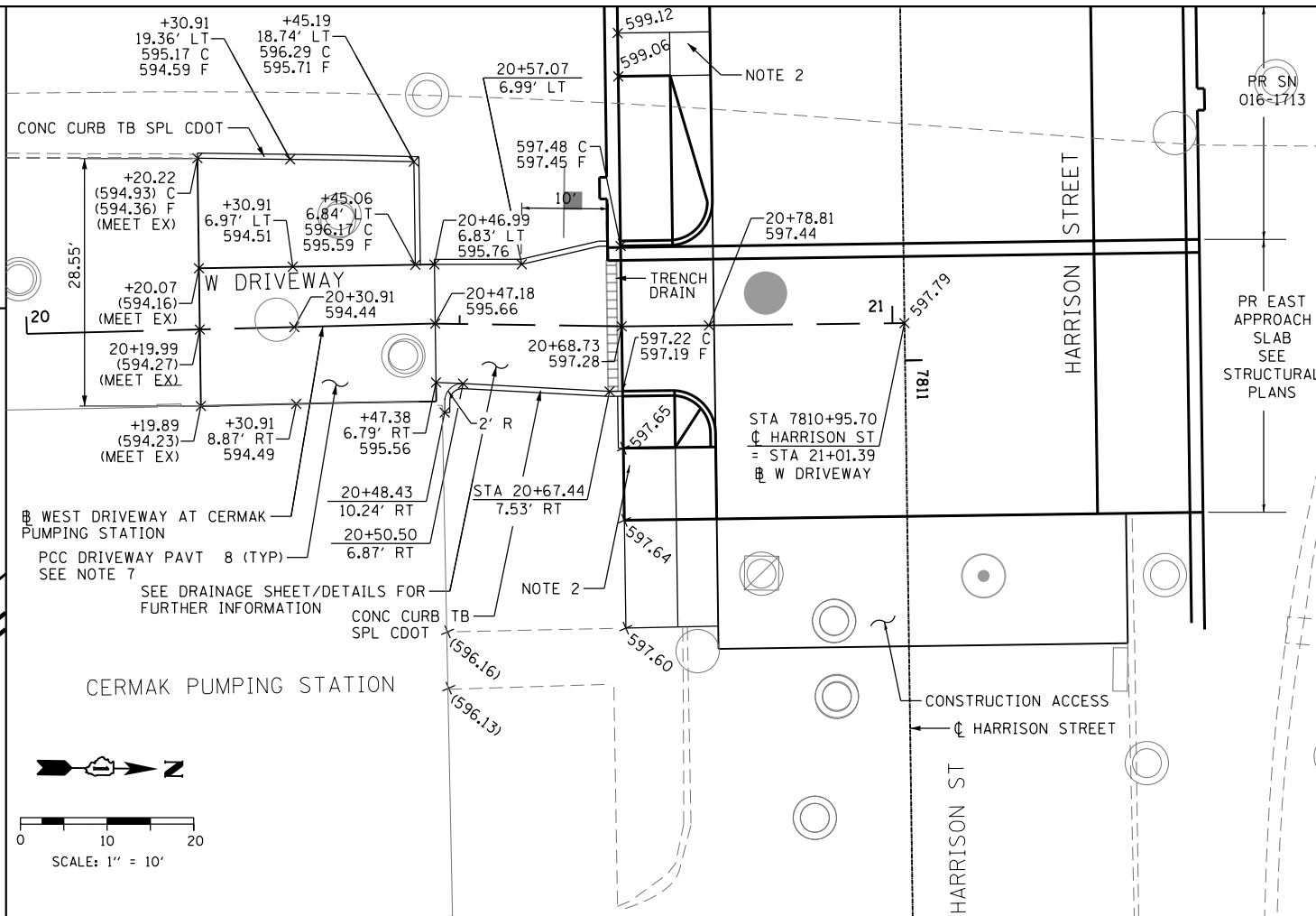
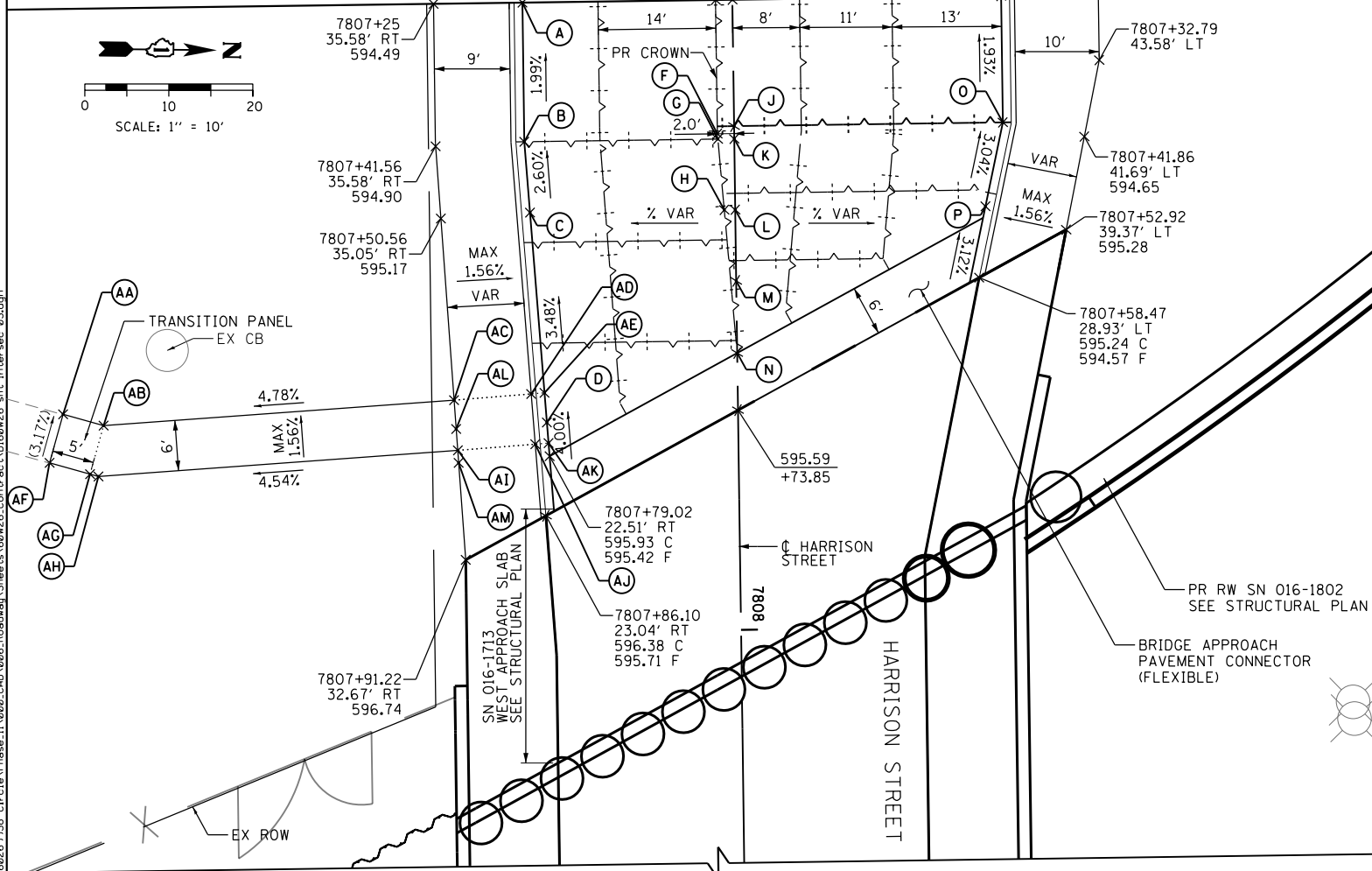
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 SHEET 2 OF 3 SHEETS  
 STA. 3831+80 TO STA. 3839+20

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 162
CONTRACT NO. 60W26				ILLINOIS FED. AID PROJECT

**NOTES:**

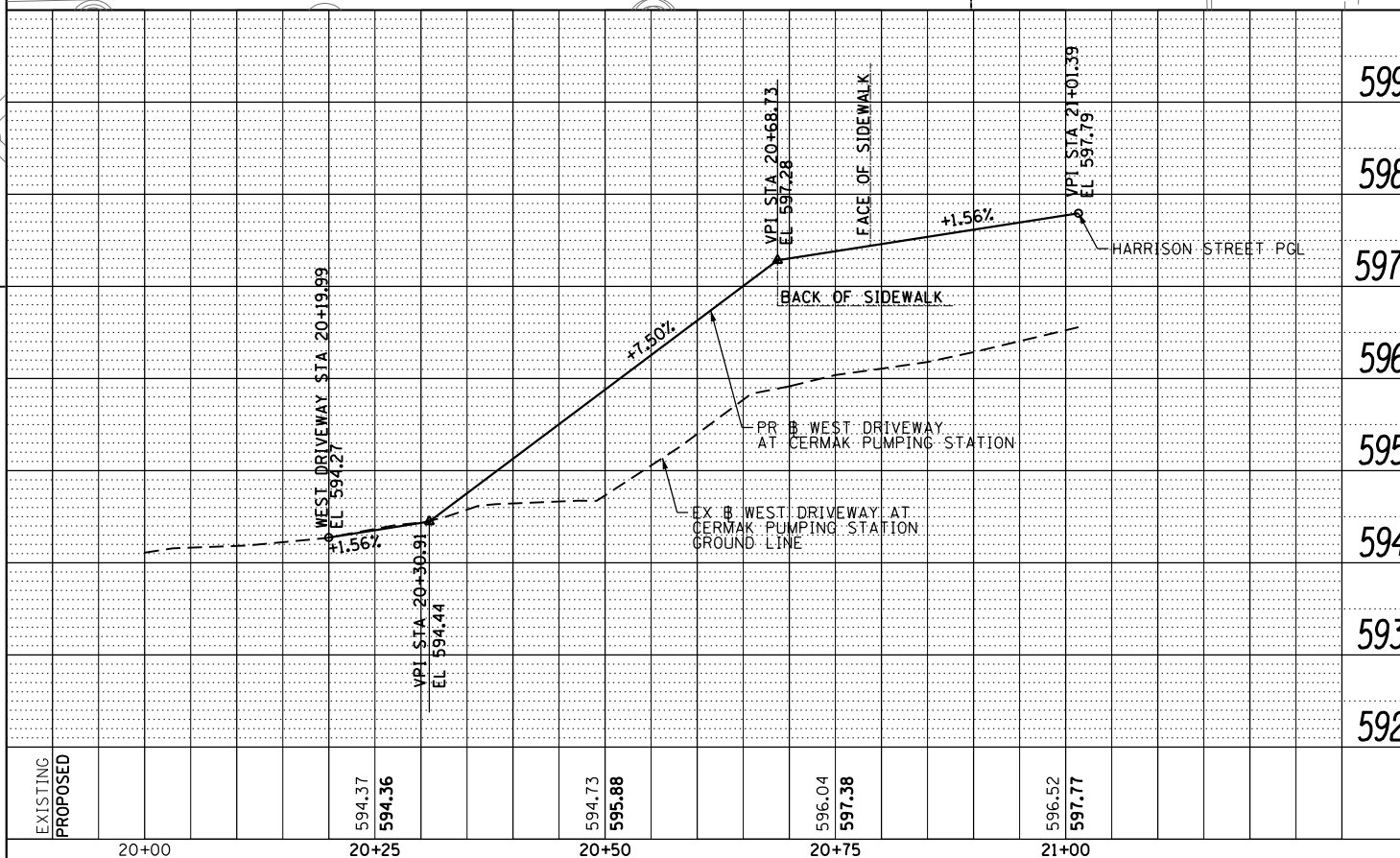
- SEE DRAINAGE SCHEDULE AND PLANS FOR STRUCTURE INFORMATION.
- SEE CURB RAMP DETAILS FOR ADA RAMP INFORMATION.
- CURB HEIGHT IS 6" UNLESS OTHERWISE NOTED OR INDICATED ON THE CURB RAMP DETAILS.
- ALL ELEVATIONS AND GRADES NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.
- ALL INTERSECTION PAVEMENT ELEVATIONS INSIDE OF THE HARRISON STREET EDGES OF PAVEMENT ARE CONTROLLED BY PROFILE AND CROSS SLOPES OF HARRISON STREET.
- ELEVATIONS ARE PROVIDED AT THE BACK OF CURB (C) AND FLOW LINE (F).

7. DRIVEWAY LATERAL GROOVING SHALL BE APPLIED AT THE DRIVEWAY TO IMPROVE TRACTION. THIS WORK SHALL BE INCLUDED IN THE COST OF THE PCC PAVEMENT PAVT 8 PAY ITEM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



STATION	OFFSET	ELEVATION	NOTES
A	7807+25.00	25.00' RT	594.35 (C) 593.85 (F)
B	7807+41.56	25.00' RT	594.76 (C) 594.18 (F)
C	7807+50.00	24.44' RT	595.03 (C) 594.40 (F)
D	7807+75.00	22.78' RT	595.83 (C) 595.27 (F)
E	7807+25.00	2.00' RT	594.21
F	7807+40.93	2.00' RT	594.54
G	7807+41.56	1.95' RT	594.56
H	7807+50.00	1.31' RT	594.78
I	7807+25.00	0.00' RT	594.18
J	7807+40.05	0.00' RT	594.49
K	7807+41.56	0.00' RT	594.53
L	7807+50.00	0.00' RT	594.76
M	7807+58.47	0.00' RT	595.02
N	7807+67.06	0.00' RT	595.33
O	7807+40.05	32.00' LT	594.52 (C) 593.97 (F)
P	7807+50.00	29.79' LT	594.95 (C) 594.28 (F)

STATION	OFFSET	ELEVATION	NOTES
AA	7807+73.23	80.35' RT	593.68 MEET EX EL
AB	7807+74.64	75.55' RT	593.92
AC	7807+72.19	33.78' RT	595.92
AD	7807+71.58	24.59' RT	595.78 (C)
AE	7807+71.47	23.01' RT	595.13 (F)
AF	7807+78.99	82.04' RT	593.87 MEET EX EL
AG	7807+80.40	77.25' RT	594.01
AH	7807+80.69	76.25' RT	594.06
AI	7807+78.18	33.41' RT	596.01
AJ	7807+77.57	24.19' RT	595.87 (C)
AK	7807+77.46	22.61' RT	595.37 (F)
AL	7807+75.54	33.59' RT	595.97
AM	7807+79.56	33.35' RT	596.04



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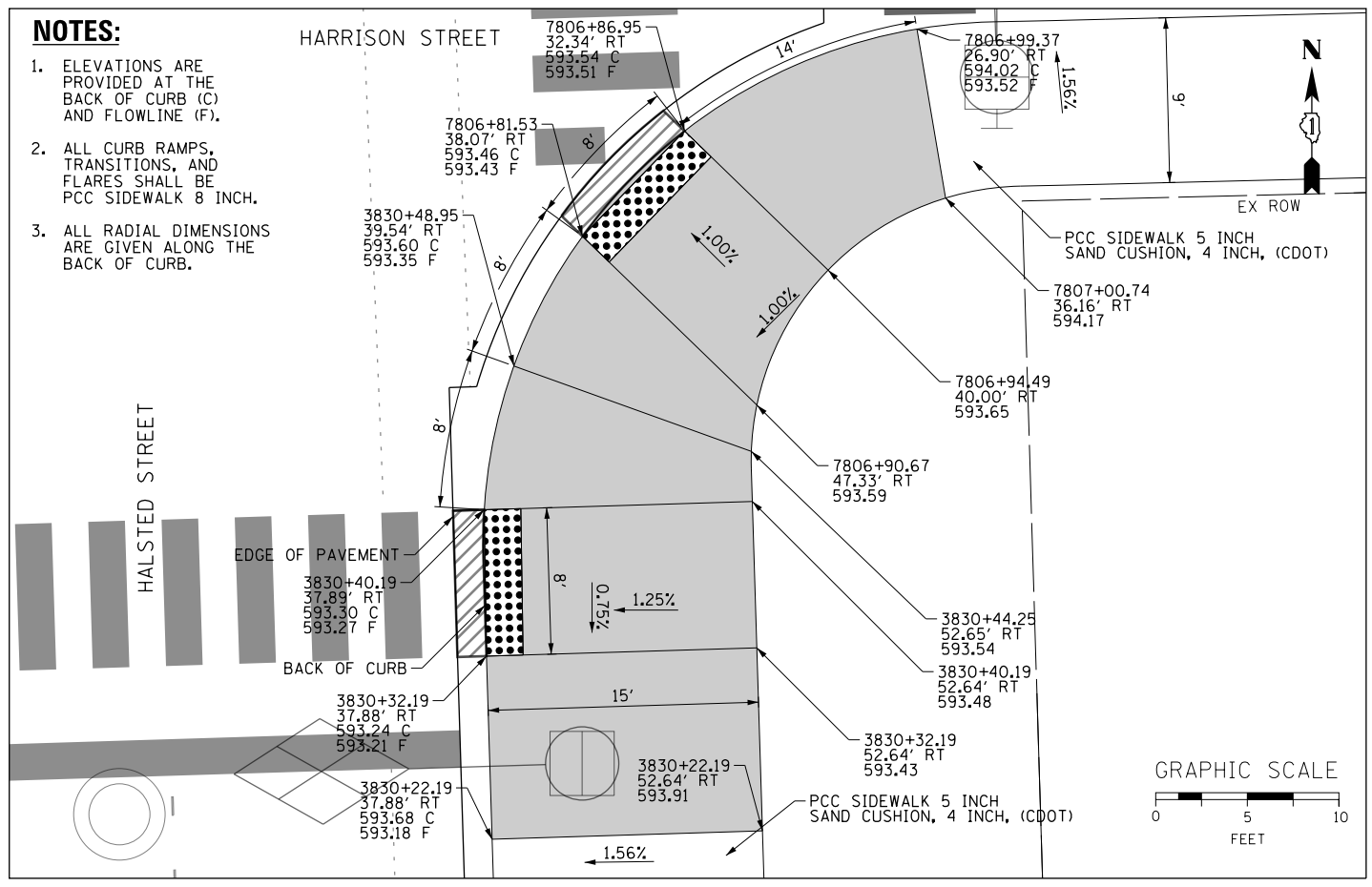
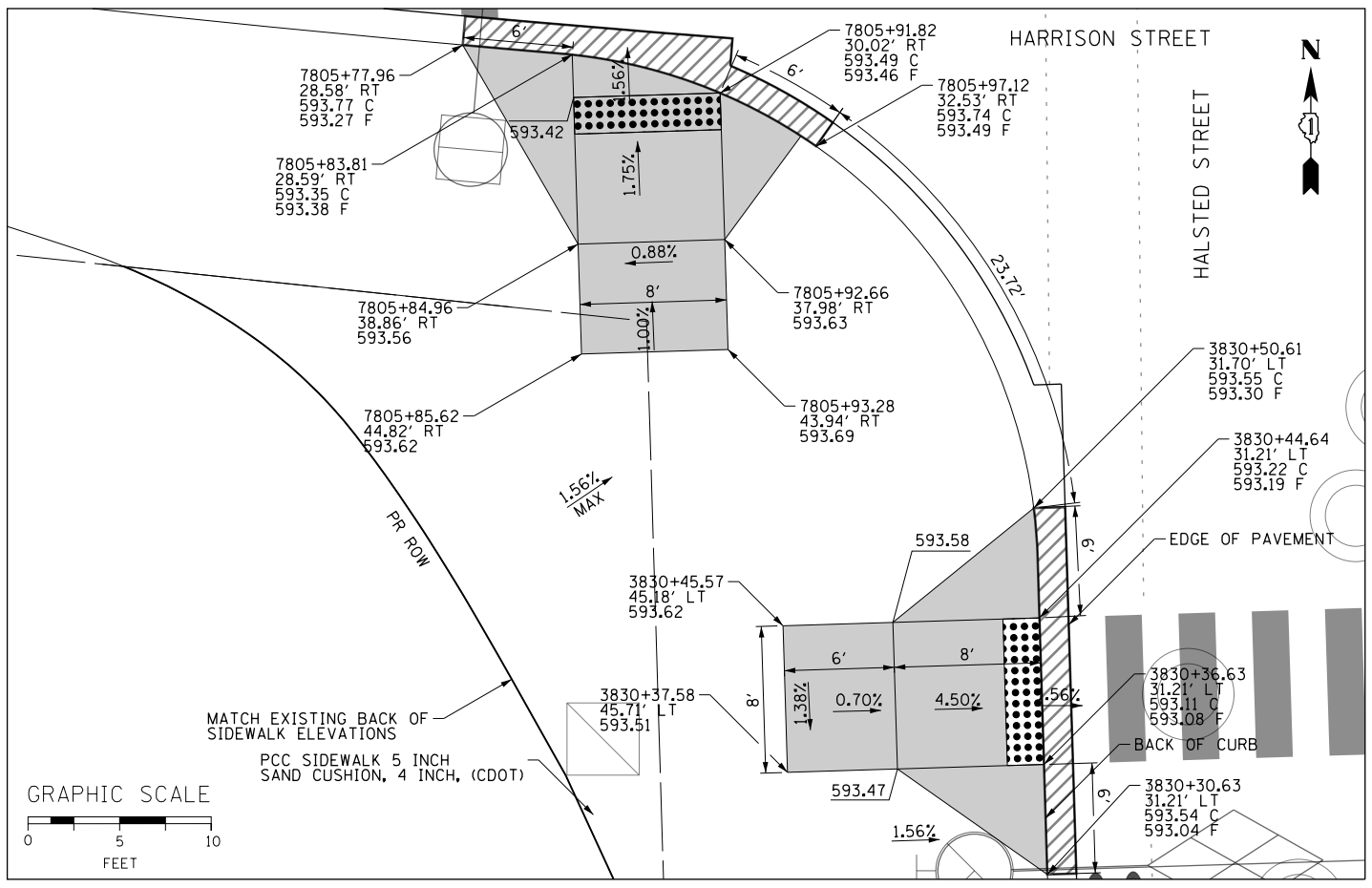
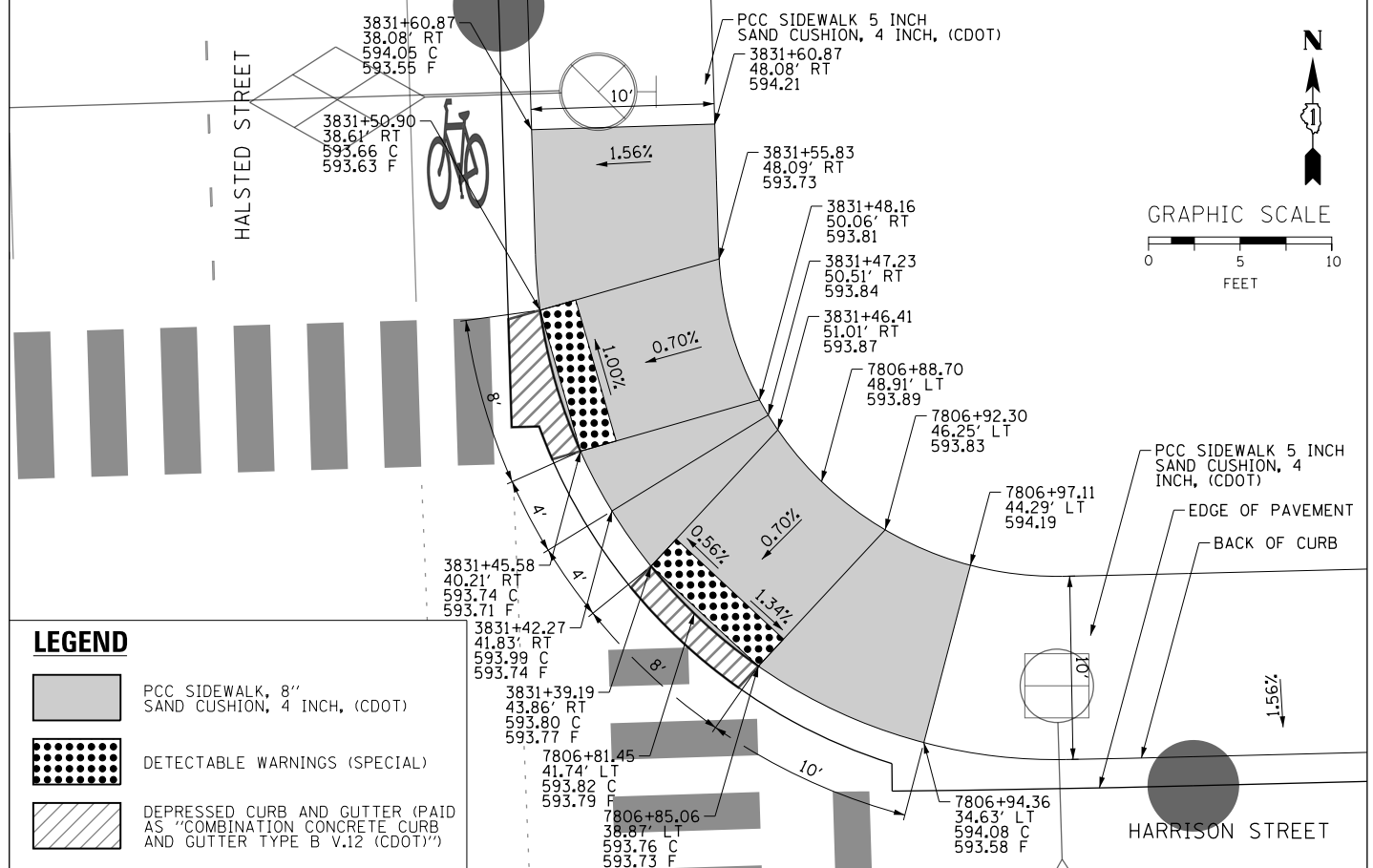
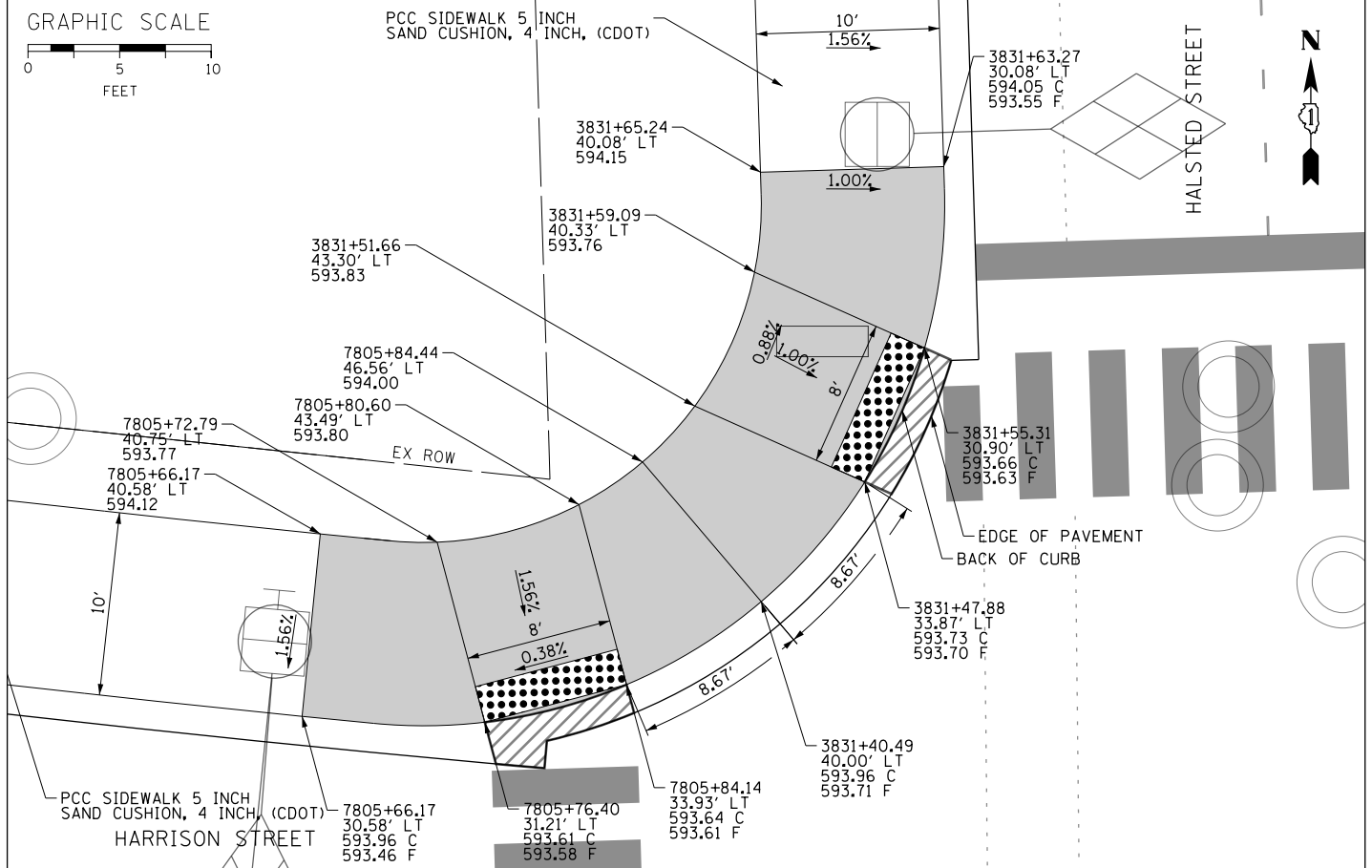
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ROADWAY AND GRADING PLAN DETAILS  
 HARRISON STREET

SCALE: 1"=10' SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	163

CONTRACT NO. 60W26  
 ILLINOIS FED. AID PROJECT



- LEGEND**
- PCC SIDEWALK, 8" SAND CUSHION, 4 INCH, (CDOT)
  - DETECTABLE WARNINGS (SPECIAL)
  - DEPRESSED CURB AND GUTTER (PAID AS "COMBINATION CONCRETE CURB AND GUTTER TYPE B V.12 (CDOT)")

- NOTES:**
1. ELEVATIONS ARE PROVIDED AT THE BACK OF CURB (C) AND FLOWLINE (F).
  2. ALL CURB RAMPS, TRANSITIONS, AND FLARES SHALL BE PCC SIDEWALK 8 INCH.
  3. ALL RADIAL DIMENSIONS ARE GIVEN ALONG THE BACK OF CURB.

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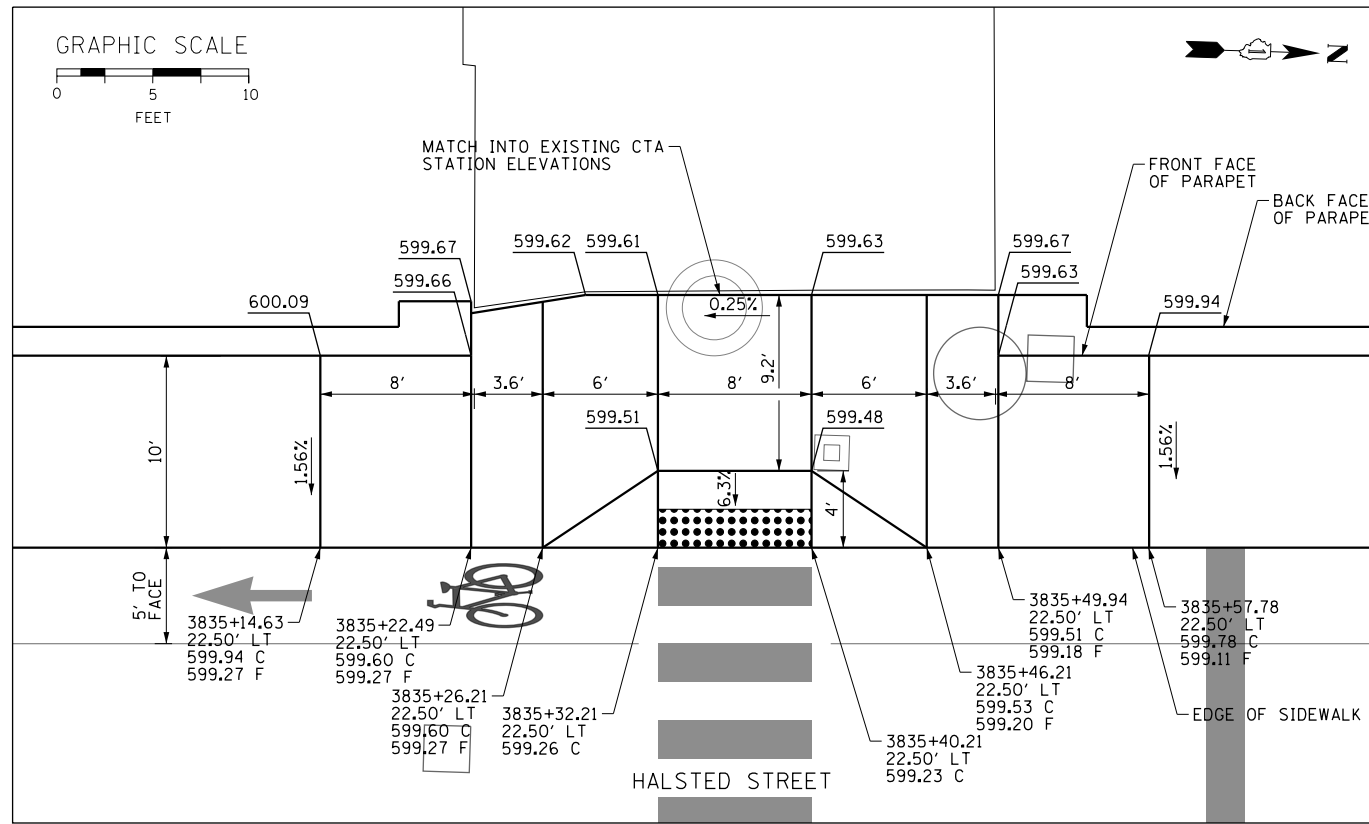
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

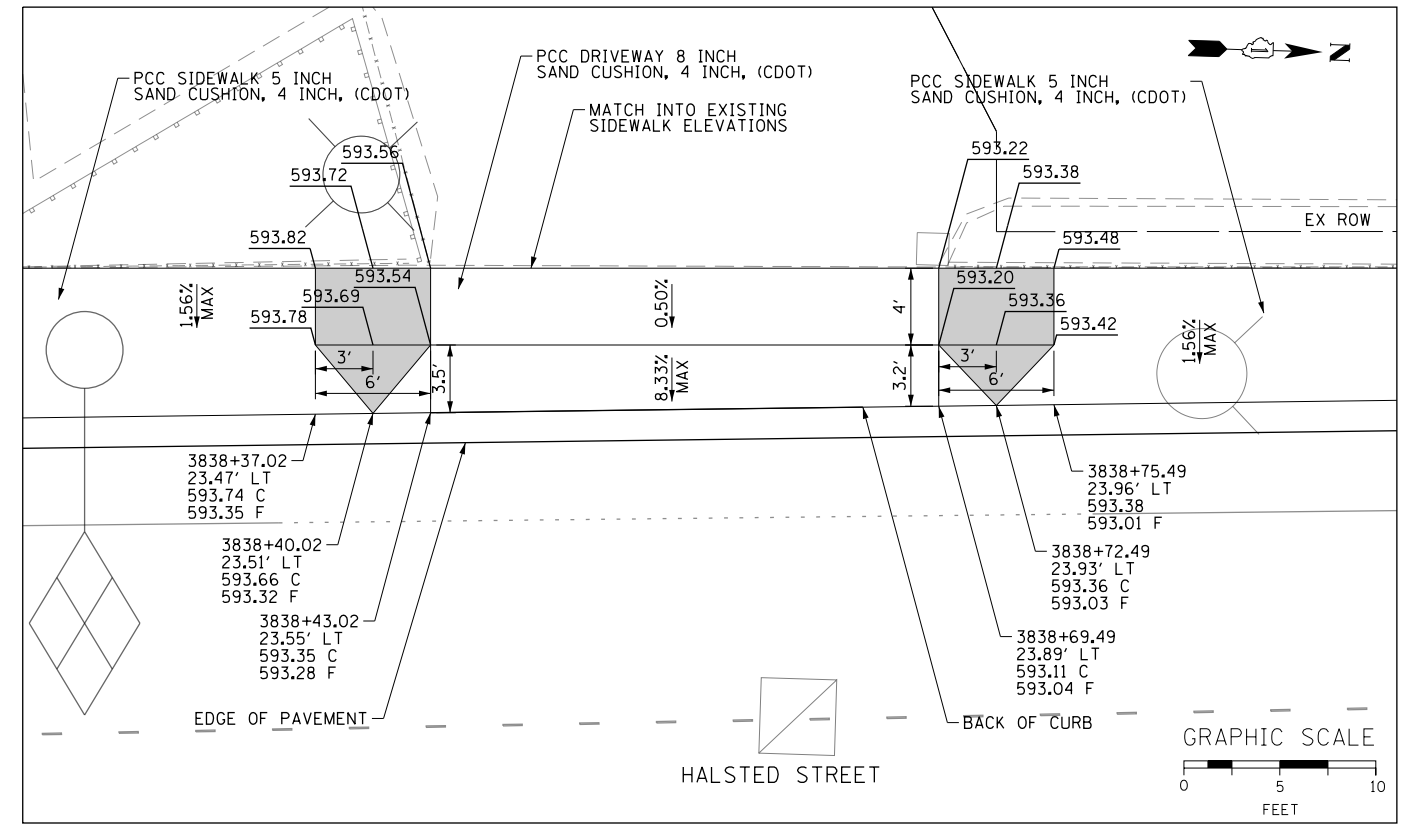
CURB RAMP DETAILS  
HALSTED STREET

SCALE: 1"=5' SHEET 1 OF 3 SHEETS STA. TO STA.

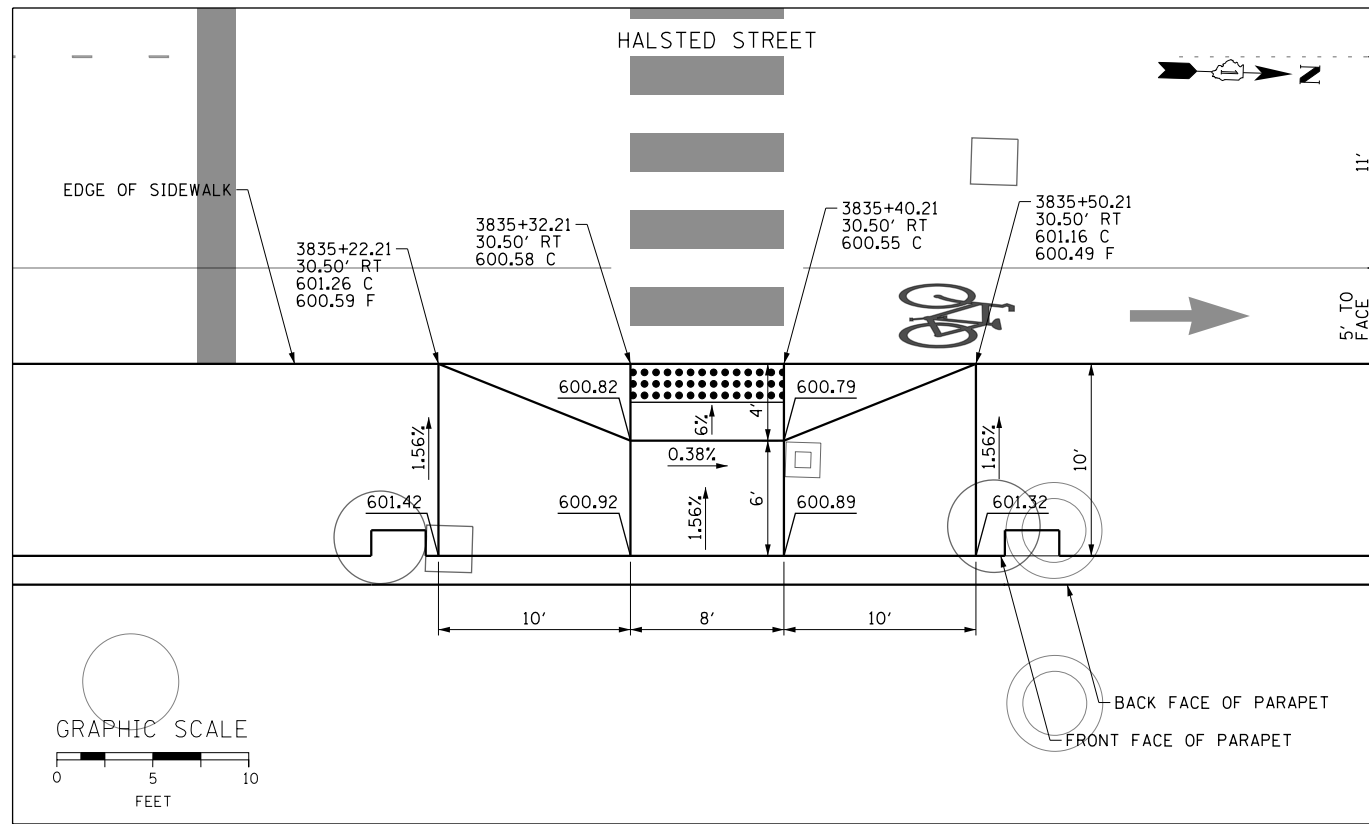
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	164
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				



HALSTED STREET CTA ENTRANCE  
STA 3835+36.21 LT



HALSTED STREET ENTRANCE  
STA 3838+54.28 LT



HALSTED STREET CTA ENTRANCE  
STA 3835+36.21 RT

**NOTES:**

1. ELEVATIONS ARE PROVIDED AT THE BACK OF CURB (C) AND FLOWLINE (F).
2. ALL CURB RAMPS, TRANSITIONS, AND FLARES SHALL BE PCC SIDEWALK 8 INCH SAND CUSHION, 4 INCH, (CDOT).
3. ALL RADIAL DIMENSIONS ARE GIVEN ALONG THE BACK OF CURB.

**LEGEND**

- PCC SIDEWALK, 8" SAND CUSHION, 4 INCH, (CDOT)
- DETECTABLE WARNINGS (SPECIAL)
- DEPRESSED CURB AND GUTTER (PAID AS "COMBINATION CONCRETE CURB AND GUTTER, TYPE B V.12 (CDOT)")

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS  
HALSTED STREET

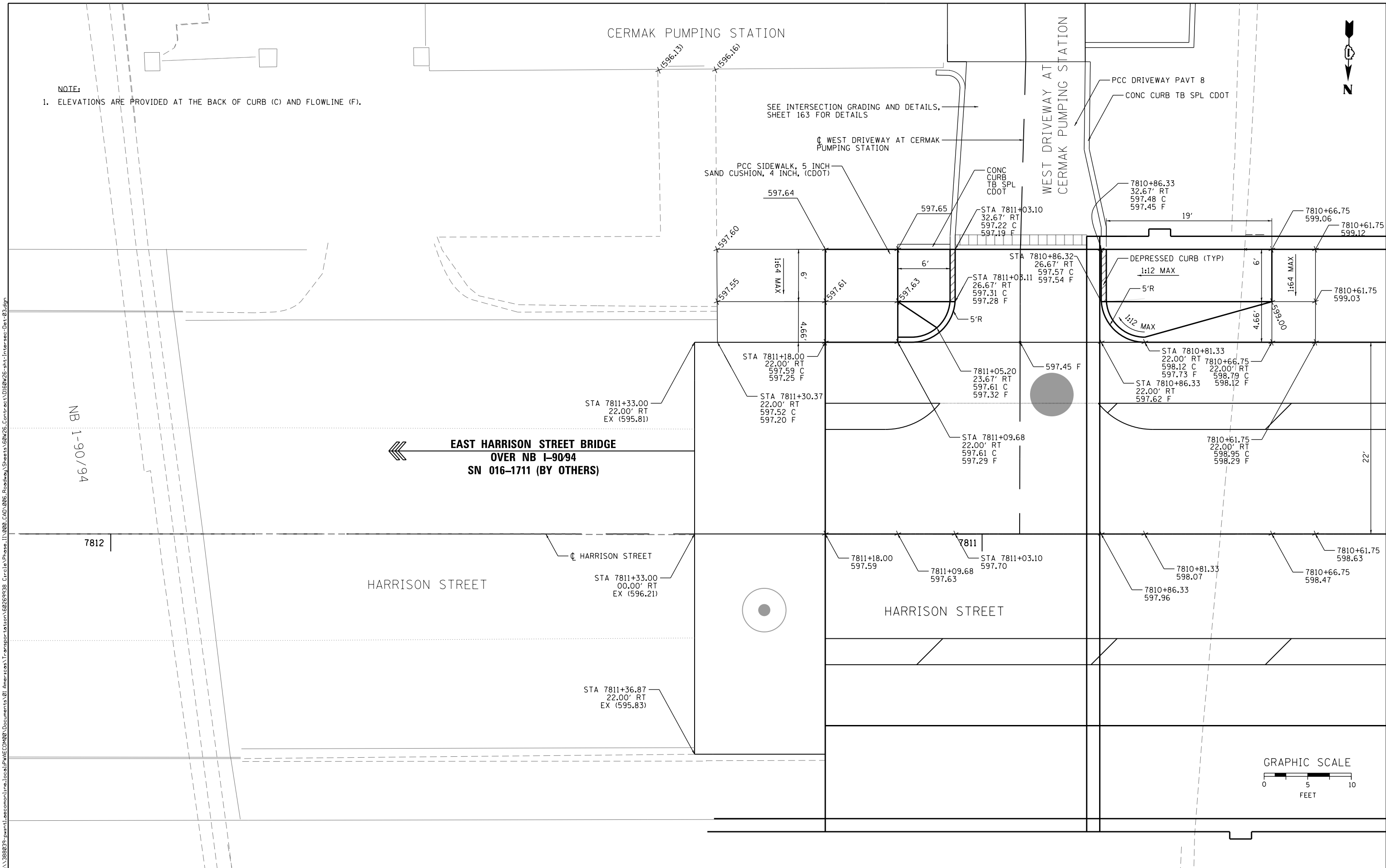
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F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	165
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

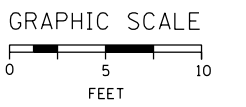


**NOTE:**

1. ELEVATIONS ARE PROVIDED AT THE BACK OF CURB (C) AND FLOWLINE (F).



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DRAWN - JWM	REVISED -
CHECKED - DBM	REVISED -
DATE - 8/20/13	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CURB RAMP DETAILS  
 WEST DRIVEWAY AT CERMAK PUMPING STATION**

SCALE: 1" = 5'    SHEET 3 OF 3 SHEETS    STA.                    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	166
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

**NOTES:**

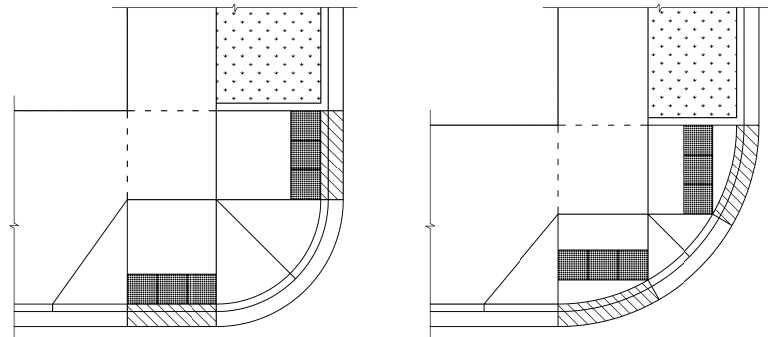
**CURB RAMP LAYOUT B-1-2 IS PREFERRED WHEREVER POSSIBLE. WHERE RAMPS ARE LOCATED IN THE CORNER RADIUS, LAYOUT B-1-3 SHALL BE USED.**

CURB RAMP PLACEMENT SHALL BE COORDINATED AS REQUIRED TO ALLOW FOR A 4' MINIMUM WIDTH SIDEWALK AROUND EACH CORNER OF INTERSECTION. SIDEWALK NOT TO BE OBSTRUCTED BY CURB RAMPS OR OTHER BARRIERS AND SHALL HAVE A CROSS SLOPE OF 1:64 MAXIMUM.

THE BLENDED TRANSITION LAYOUT B-1-7 (AND SIMILAR) MAY BE USED WHERE TWO RAMPS ARE NOT POSSIBLE DUE TO GEOMETRIC CONSTRAINTS, SUCH AS LIMITED SIDEWALK WIDTH OR GRADE ELEVATIONS. THE BLENDED TRANSITION SHALL NOT BE USED IF ACCESS TO AN EXISTING FACILITY WOULD BE REDUCED.

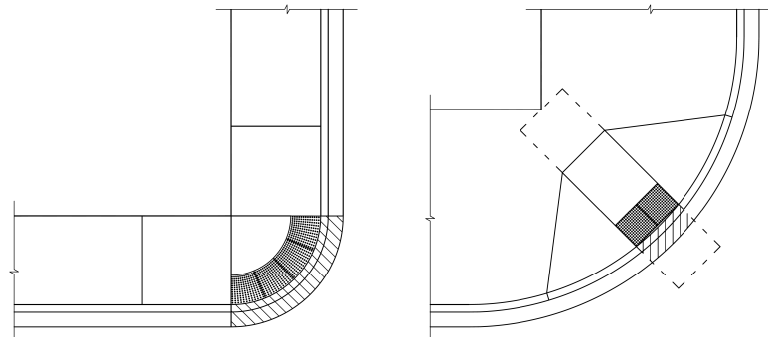
**THE SHARED PERPENDICULAR RAMP AT CORNER LAYOUT B-1-10 IS NOT PREFERRED AND MAY ONLY BE USED WITH PERMISSION FROM THE COMMISSIONER.**

SEE SHEET B-3-3 FOR TRANSITION PANEL GUIDELINES.



**SHEET B-1-2: 2 PERPENDICULAR RAMPS**

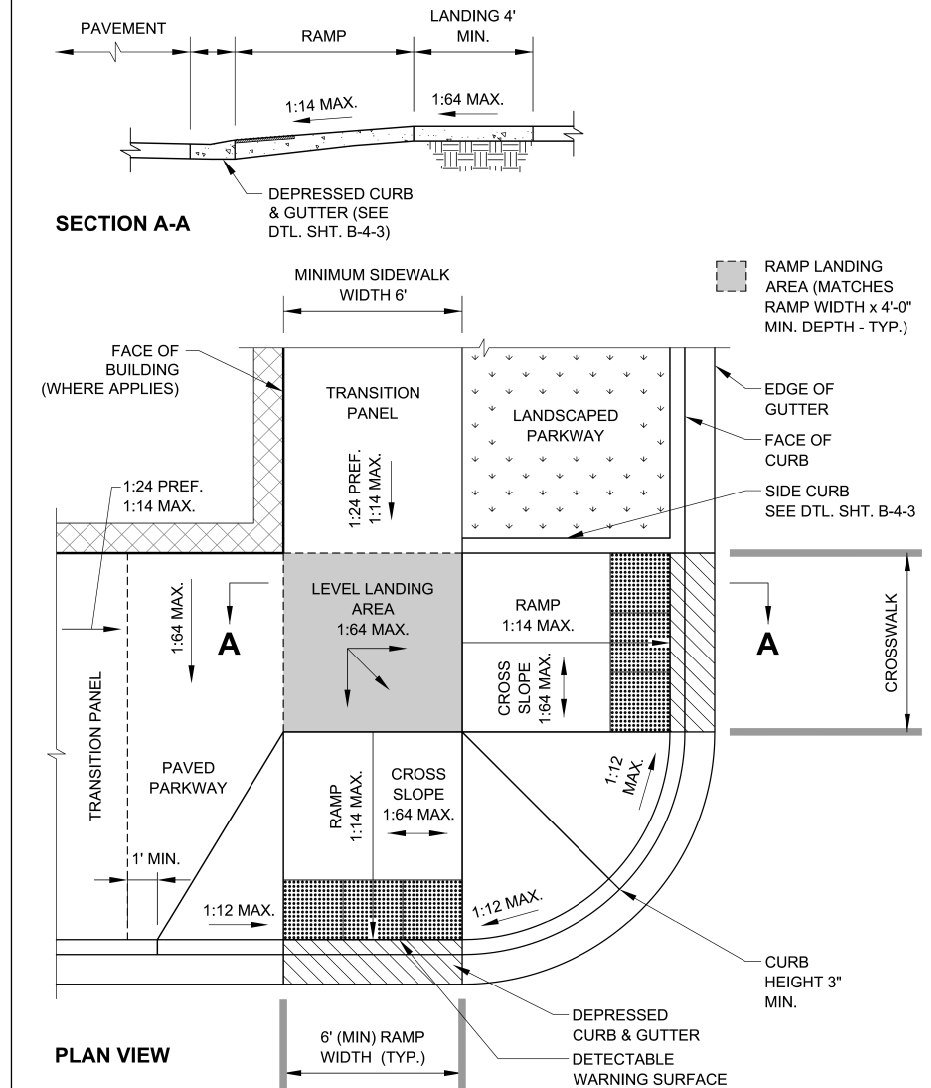
**SHEET B-1-3: 2 RAMPS IN RADIUS**



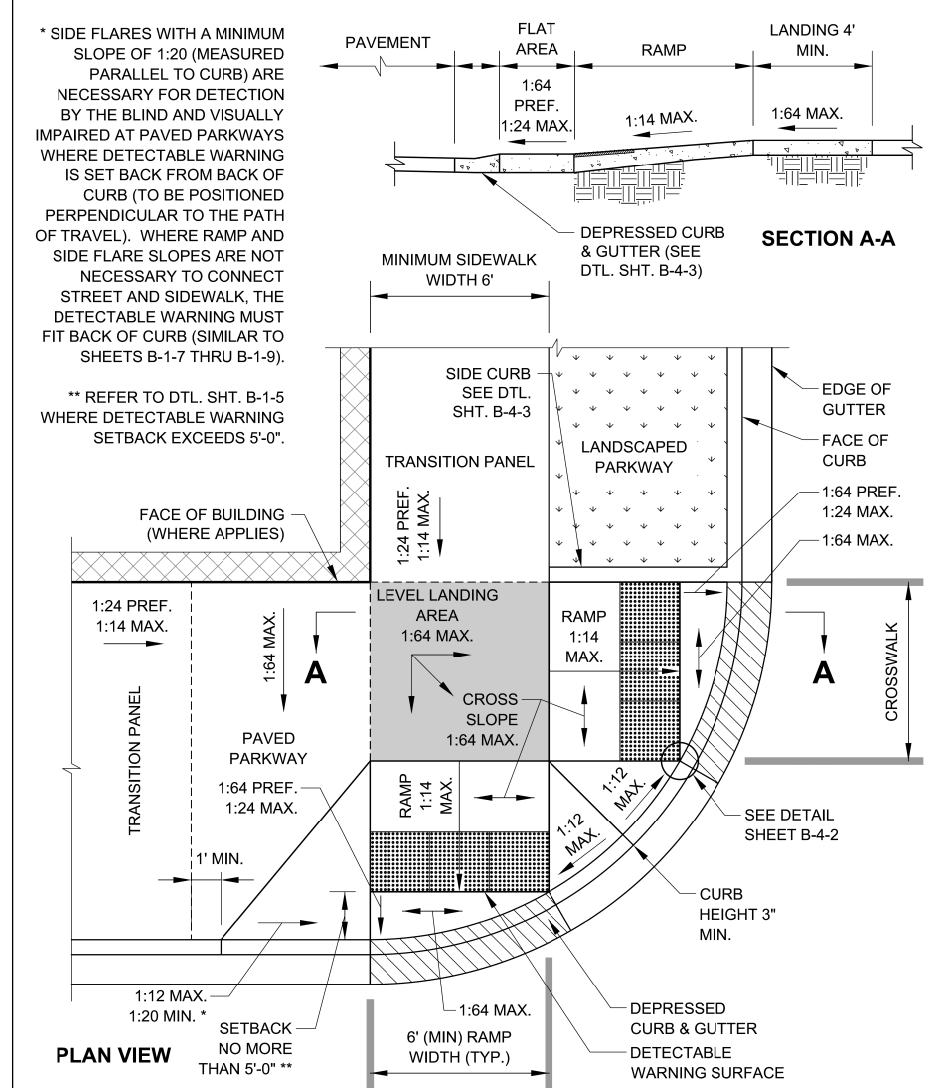
**SHEET B-1-7: BLENDED TRANSITION**

**SHEET B-1-10: SHARED PERPENDICULAR RAMP AT CORNER**

<p>City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org</p>	DATE	REVISION	<p>CITY OF CHICAGO TYPICAL CORNER RAMP LAYOUTS <b>SHEET B-1-1</b></p> <p>SCALE: NOT TO SCALE DATE: 10/23/2006</p> <p>DRAWN BY: CDOT CHECKED BY: LCM</p>
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	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	



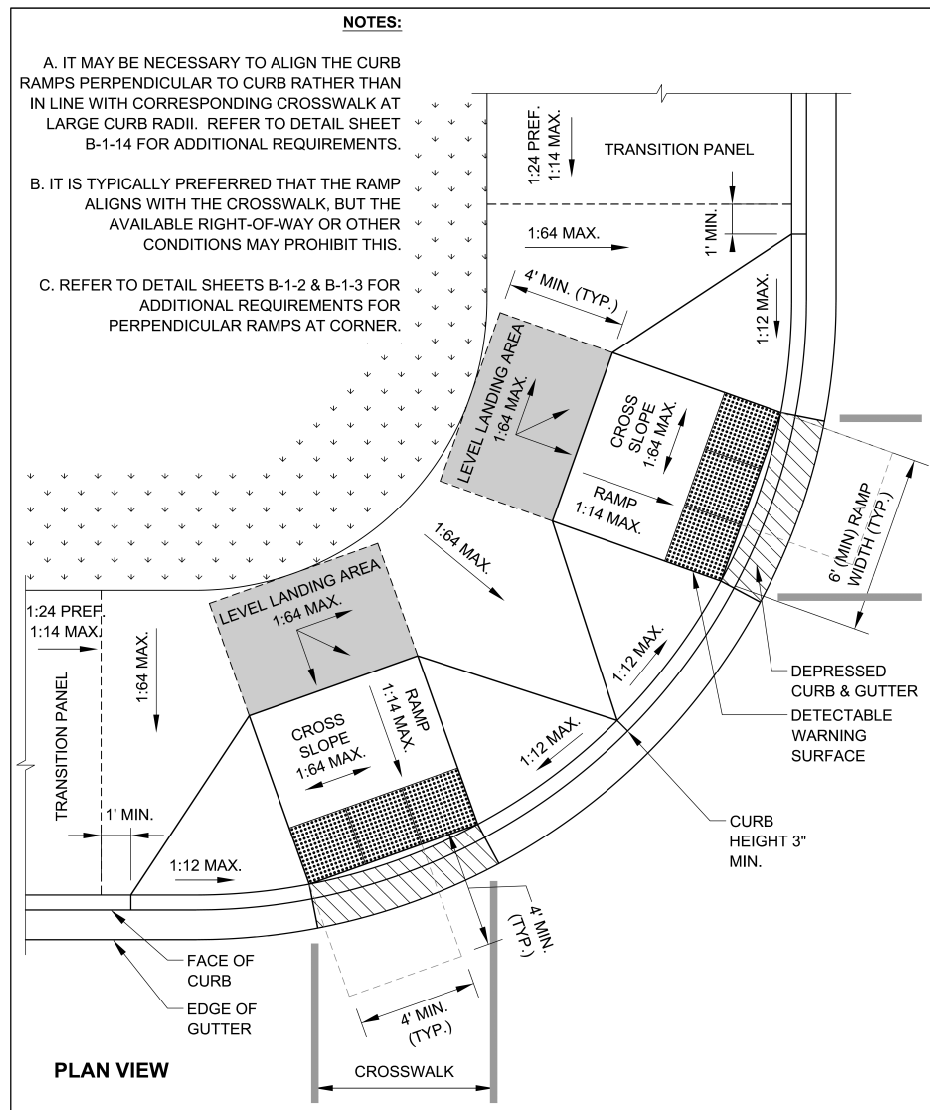
<p>City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org</p>	DATE	REVISION	<p>CITY OF CHICAGO 2 PERPENDICULAR RAMPS AT CORNER <b>SHEET B-1-2</b></p> <p>SCALE: NOT TO SCALE DATE: 10/23/2006</p> <p>DRAWN BY: CDOT CHECKED BY: LCM</p>
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	



<p>City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org</p>	DATE	REVISION	<p>CITY OF CHICAGO 2 PERPENDICULAR RAMPS AT CORNER WITH RAMPS IN CURB RADIUS <b>SHEET B-1-3</b></p> <p>SCALE: NOT TO SCALE DATE: 10/23/2006</p> <p>DRAWN BY: CDOT CHECKED BY: LCM</p>
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	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
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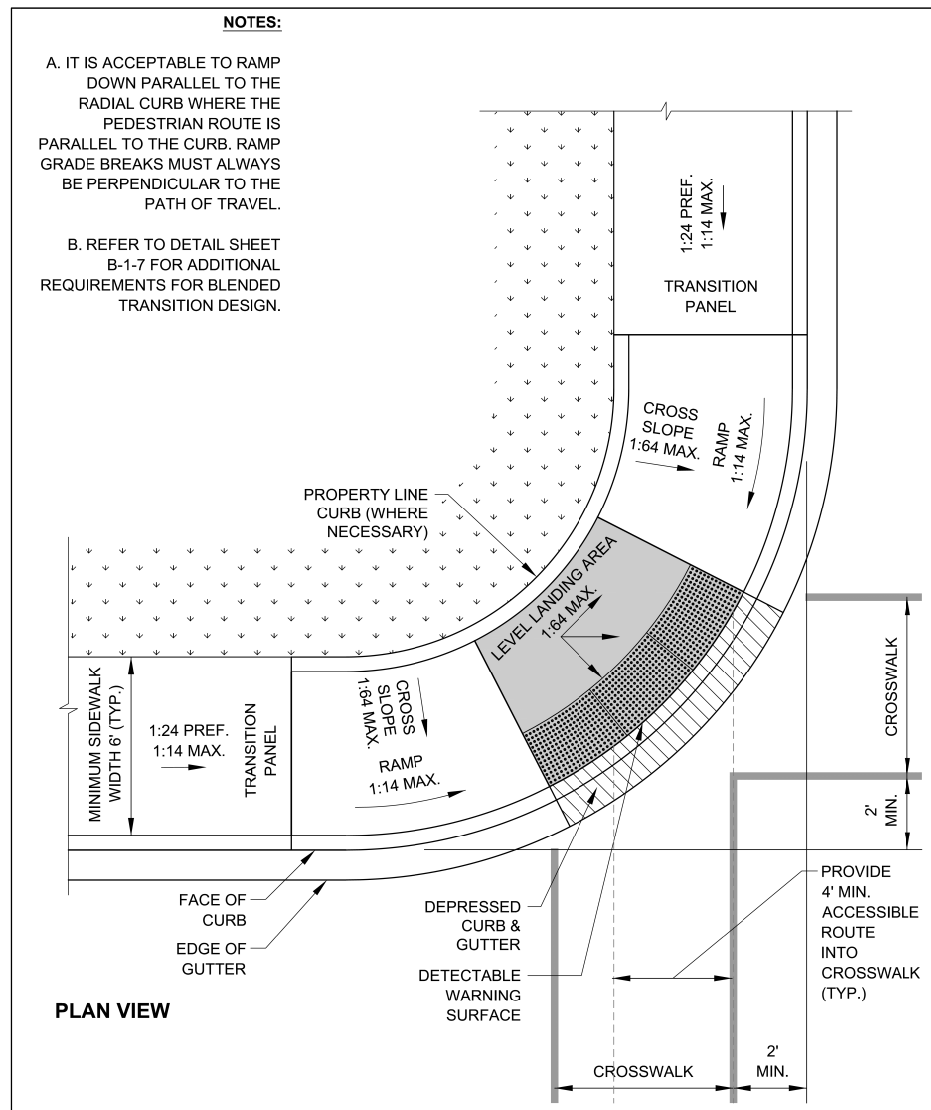
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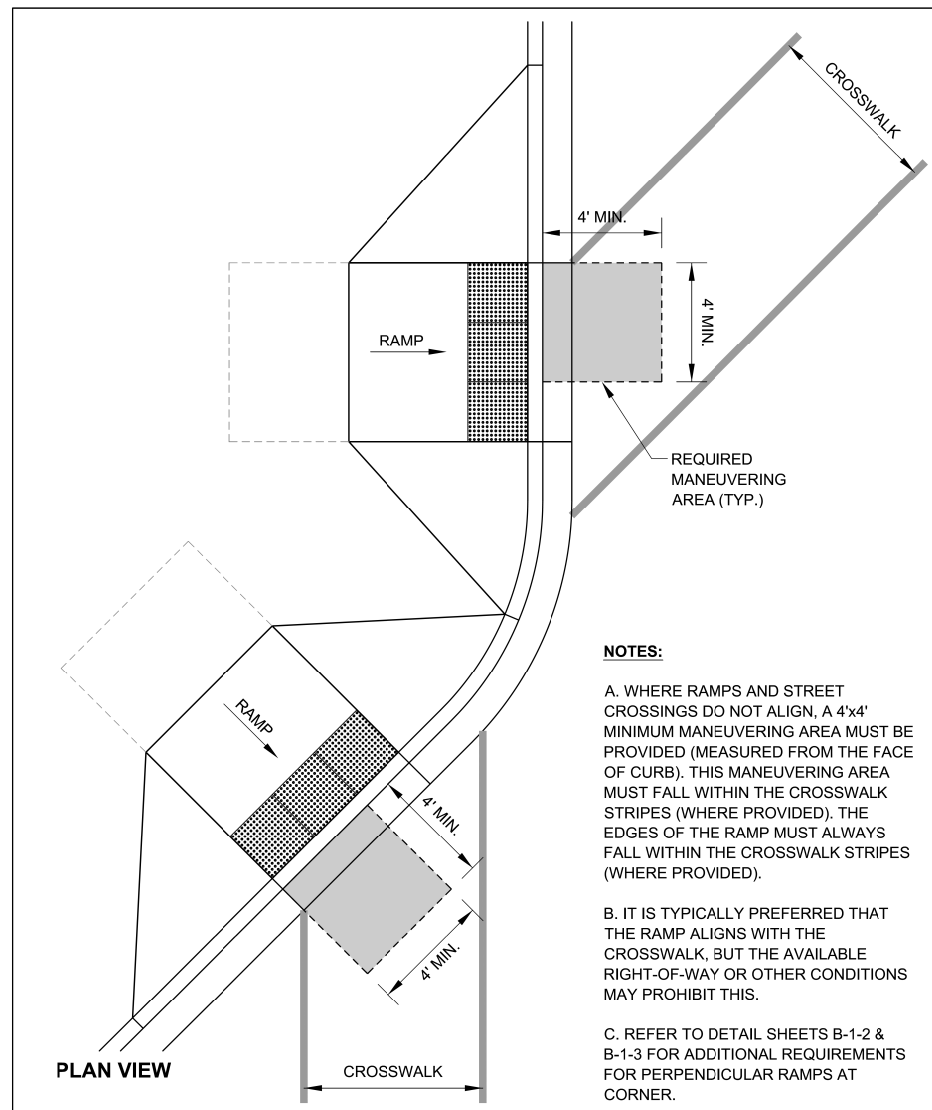
DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
 PERPENDICULAR RAMPS AT CORNER WITH  
 LARGE CURB RADIUS  
**SHEET B-1-12**  
 SCALE: NOT TO SCALE  
 DATE: 10/23/2006  
 DRAWN BY: CDOT  
 CHECKED BY: LCM



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
 BLENDED TRANSITION AT CORNER WITH  
 LARGE CURB RADIUS  
**SHEET B-1-13**  
 SCALE: NOT TO SCALE  
 DATE: 10/23/2006  
 DRAWN BY: CDOT  
 CHECKED BY: LCM



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
 RAMPS THAT DO NOT ALIGN WITH CROSSWALK  
**SHEET B-1-14**  
 SCALE: NOT TO SCALE  
 DATE: 10/23/2006  
 DRAWN BY: CDOT  
 CHECKED BY: LCM



D160W26-sh-t-CDOT-ADA-02  
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DESIGNED - OPS  
 DRAWN - OPS  
 CHECKED - DBM  
 DATE - 9/15/13

REVISED -  
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

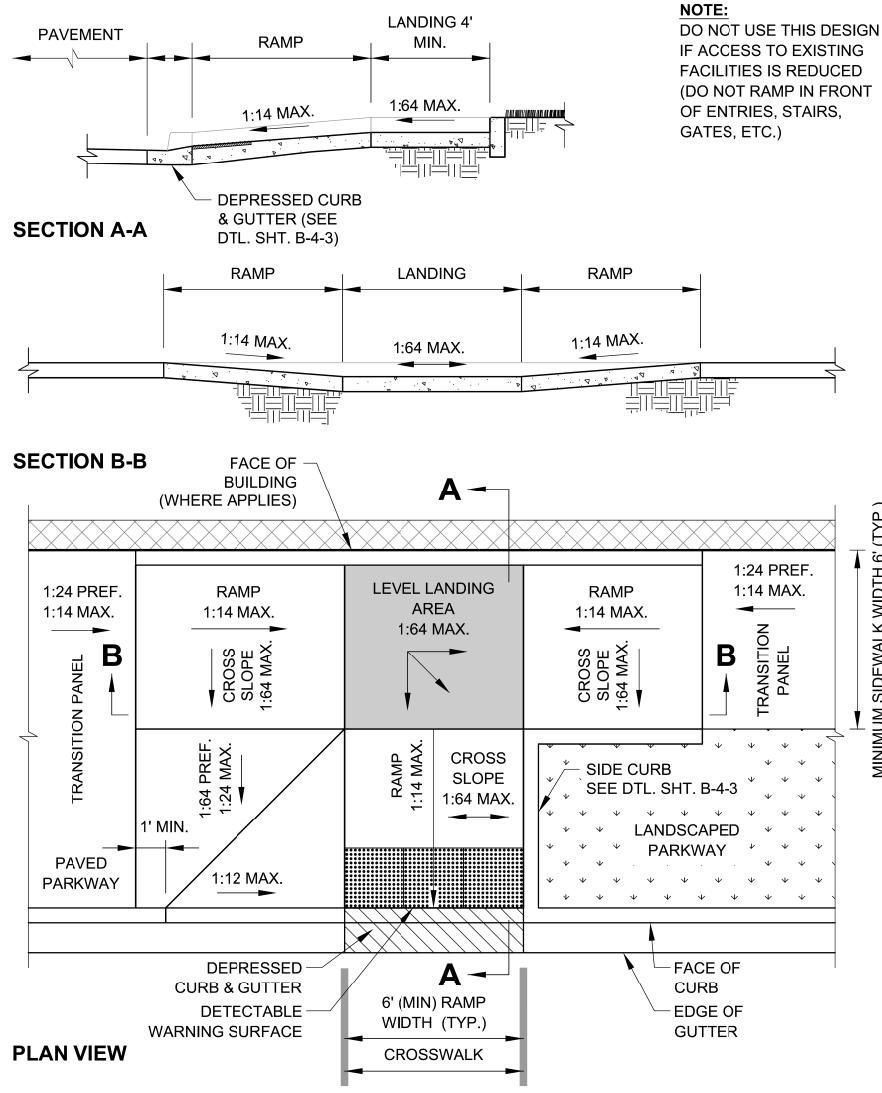
CITY OF CHICAGO  
 ADA STANDARDS

SCALE: N.T.S. SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	168
				CONTRACT NO. 60W26
ILLINOIS FED. AID PROJECT				



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**NOTE:**  
DO NOT USE THIS DESIGN IF ACCESS TO EXISTING FACILITIES IS REDUCED (DO NOT RAMP IN FRONT OF ENTRIES, STAIRS, GATES, ETC.)



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
COMBINATION RAMP (PARALLEL AND PERPENDICULAR RAMPS) AT MID-BLOCK LOCATION  
SCALE: NOT TO SCALE  
DATE: 10/23/2006  
**SHEET B-1-18**  
DRAWN BY: CDOT  
CHECKED BY: LCM



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DATE - 9/15/13

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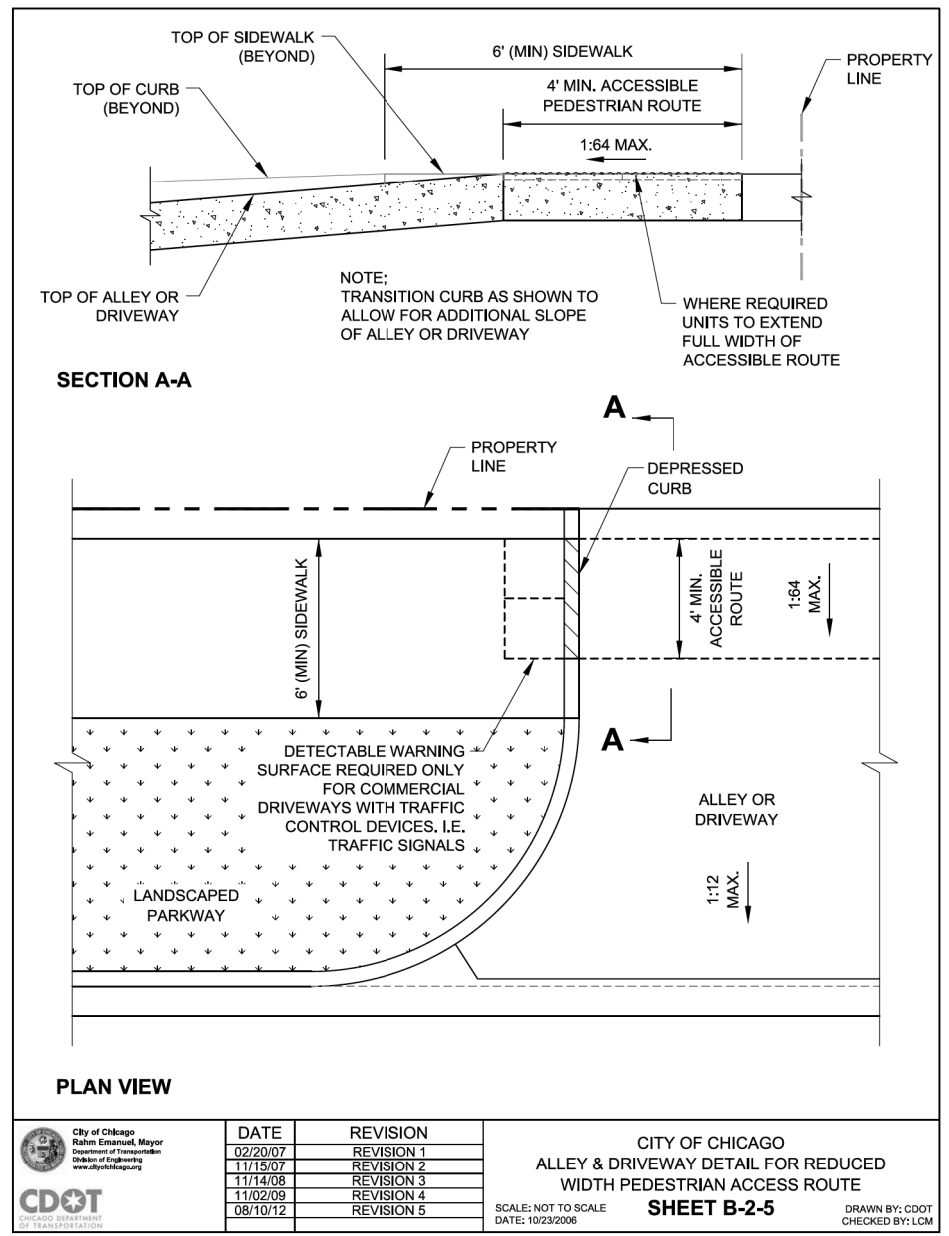
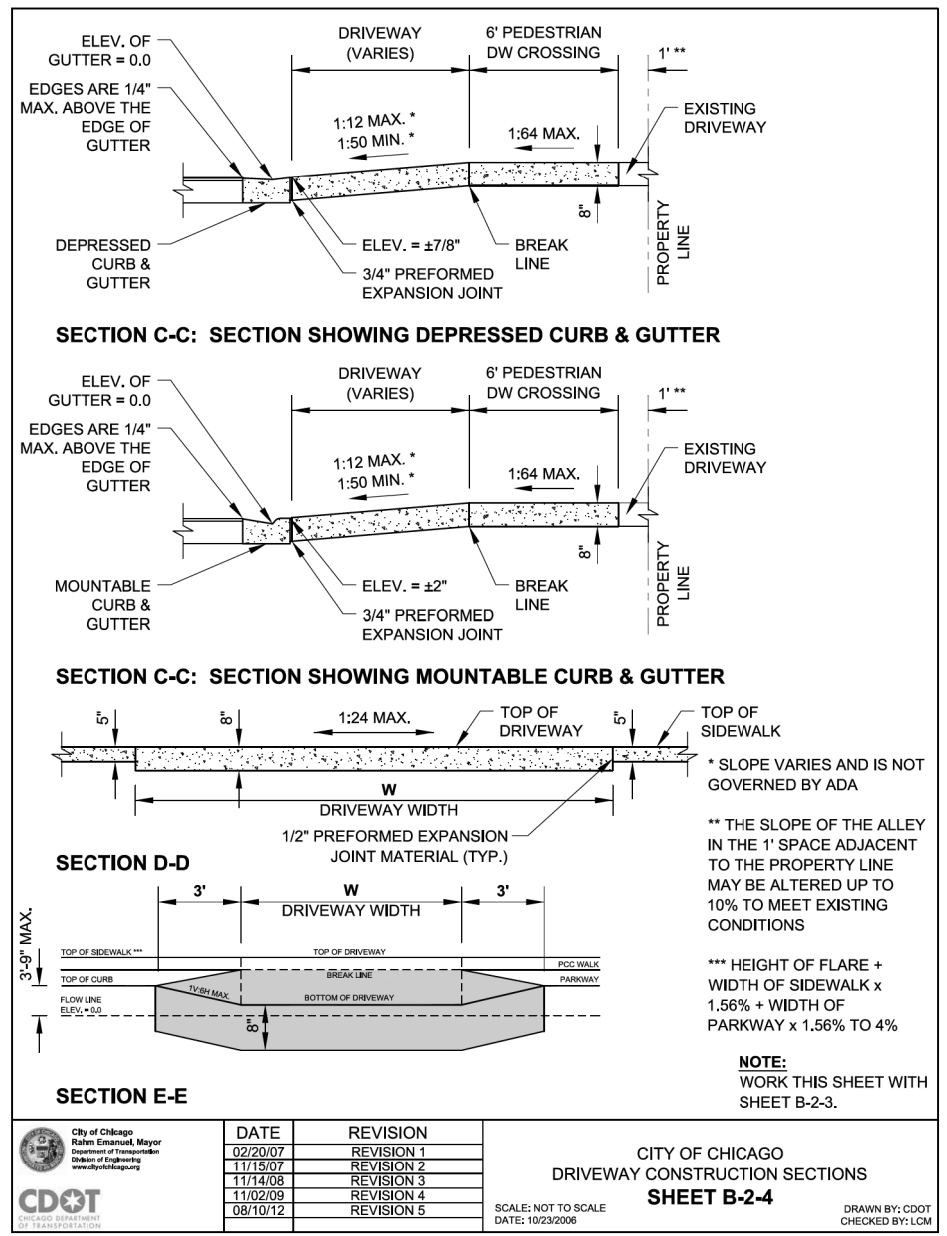
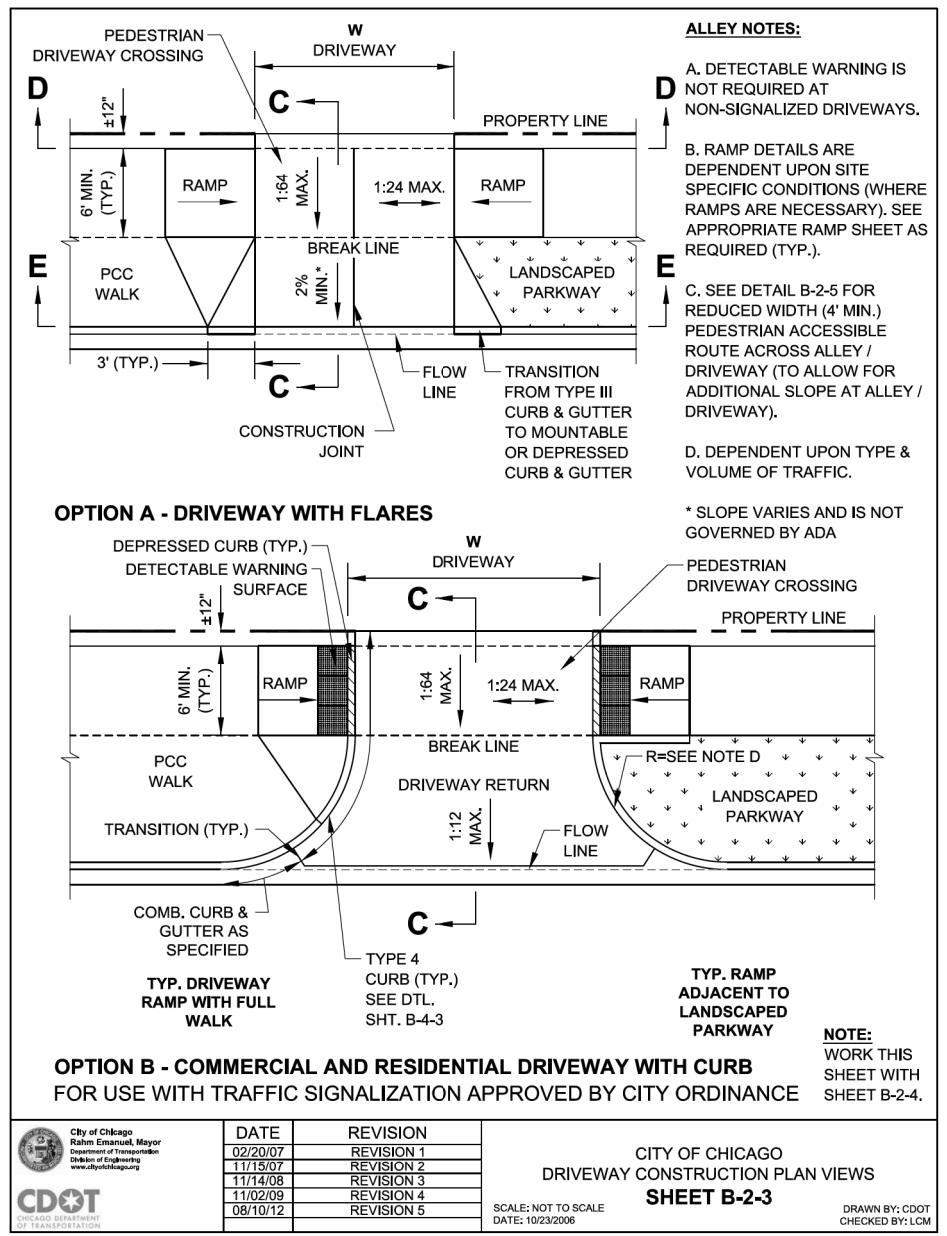
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO  
ADA STANDARDS

SCALE: N.T.S. SHEET 2A OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	168A
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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DATE - 8/20/13

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO  
ADA STANDARDS

SCALE: N.T.S. SHEET 3 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	169
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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**GENERAL NOTES:**

1. THE DETECTABLE WARNING USED SHALL BE CHOSEN FROM THE CHICAGO DEPARTMENT OF TRANSPORTATION LIST OF APPROVED DETECTABLE WARNING PRODUCTS (AVAILABLE ON THE CITY OF CHICAGO WEBSITE). IT IS NOT ACCEPTABLE TO INSTALL TWO DIFFERENT DETECTABLE WARNING PRODUCTS ADJACENT TO ONE ANOTHER AT ANY LOCATION. IN THE CENTRAL BUSINESS DISTRICT, GRANITE OR OTHER SPECIALTY PAVING MATERIALS MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.
2. THE DETECTABLE WARNING MUST BE INSTALLED A MAXIMUM OF 8" OR LESS FROM FACE OF CURB (SEE DETAIL SHEET B-4-2).
3. THE DETECTABLE WARNING MUST COVER FULL WIDTH OF RAMP EXCLUDING SIDE FLARES FOR A MINIMUM UNOBSTRUCTED DEPTH OF 24". THE DETECTABLE WARNING LOCATED ON THE SURFACES OF RAMPS IS TYPICALLY ORIENTED PERPENDICULAR TO THE RUN OF THE RAMP UNLESS SPECIAL CIRCUMSTANCES OCCUR (SEE DETAIL SHEET B-1-5). THE DETECTABLE WARNING MUST BE PROVIDED FOR A MINIMUM DEPTH OF 24" FOR THE ENTIRE LENGTH OF THE SIDEWALK WHERE THE SIDEWALK IS FLUSH WITH THE STREET (DEPRESSED CURB OR FLUSH TRANSITION). IF IT IS NECESSARY TO CUT A UNIT(S) IN THE PROVISION OF A COMPLIANT RAMP OR SIDEWALK WITH 24" MINIMUM DEPTH OF DETECTABLE WARNING, THE UNITS SHALL BE CUT IN A NEAT AND WORKMAN LIKE MANNER PER MANUFACTURER'S REQUIREMENTS WITH A MINIMUM OF THREE PINS OR ANCHOR POINTS (WHERE APPLICABLE). THE UNITS SHALL BE ARRANGED SO THAT THE CUT UNITS ARE LARGE ENOUGH TO BE PROPERLY AND ADEQUATELY SECURED. CUT UNITS SHALL NOT BE USED UNLESS ALL OTHER DESIGN OPTIONS HAVE BEEN EXHAUSTED. THE USE OF SALVAGE PIECES FROM UNITS THAT ARE CUT WILL NOT BE PERMITTED WITHOUT WRITTEN APPROVAL OF THE COMMISSIONER. CUT UNIT SALVAGE PIECES NOT APPROVED FOR USE MUST BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.
4. WHERE APPLICABLE, A COMBINATION OF STRAIGHT AND RADIAL DETECTABLE WARNING UNITS MAY BE USED ON COMPOUND AND LARGE RADII. CONTRACTOR MUST MAKE THIS DETERMINATION AND VERIFY IN FIELD.
5. THE DETECTABLE WARNING MUST CONTRAST WITH ADJACENT PAVEMENT. IF LIGHT COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE RED. IF A DARK COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE YELLOW. CONTRACTOR TO VERIFY THAT PROPER CONTRAST IS OBTAINED.
6. PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS, RAMPS, OR SIDEWALKS THE CONTRACTOR SHALL VERIFY THAT LAYOUT OR DESIGN COMPLIES WITH THE REQUIREMENTS OF THE CDOT ADA STANDARDS.
7. RAMP WIDTH MUST BE A MINIMUM OF 6'-0" AND IN INCREMENTS OF 1'-0", EXCEPT WHEN USING THE PERPENDICULAR RAMP AT CORNER (OR OTHER SPECIAL CDOT APPROVED CONDITIONS), WHICH HAS A MINIMUM WIDTH OF 4'-0".
8. THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED. GRADE BREAKS AT THE TOP AND BOTTOM OF RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN.
9. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.
10. THE MAXIMUM ALLOWABLE RAMP LANDING SLOPE IS 1:64, MEASURED AT ANY LOCATION AND IN ANY DIRECTION ON THE LANDING. THE RAMP LANDING WIDTH SHALL MATCH THE FULL WIDTH OF THE RAMP FOR A MINIMUM UNOBSTRUCTED DEPTH OF 4'-0". RAMP LANDINGS SHALL BE PROVIDED AT THE TOP AND/OR BOTTOM OF RAMPS WHERE TURNING IS REQUIRED.
11. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK. RAMP SIDE FLARES ARE NOT REQUIRED WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS LANDSCAPED OR IS OCCUPIED BY A BARRIER THAT BLOCKS PEDESTRIAN ACCESS. EXCEPTIONS TO THIS RULE MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
GENERAL NOTES  
SHEET B-3-2

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM

**GENERAL NOTES (CONTINUED):**

12. UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS. EXISTING UTILITY STRUCTURE LIDS MAY REMAIN WITHIN THE FLARE OR ON THE SURFACE OF THE RAMP IF THE REQUIREMENTS OF GENERAL NOTE #19 ARE MET.
13. ALL LOCATIONS WITH TYPE 4 OR TYPE B CURB (EXCEPT ALLEY APRONS) SHALL BE CONSTRUCTED AS CURB AND GUTTER TYPE BV.12 THROUGH THE LIMITS OF THE CORNER AND THE CURB RAMPS.
14. ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY TO EXISTING FACILITIES, SIDEWALKS LEADING TO EXISTING FACILITIES, OR DOOR OR GATE ACCESS POINTS TO FACILITIES. THE ELEVATION AT THE EXISTING PROPERTY LINE OR FACILITY ACCESS POINT SHALL BE MAINTAINED AT A MINIMUM. ANY ALTERATIONS ADJACENT TO OR AFFECTING A FACILITY ACCESS POINT SHALL RESULT IN IMPROVED ACCESS OR AT A MINIMUM A REPLICATION OF EXISTING CONDITIONS, INCLUDING SIDEWALK SLOPES AND SURFACE CONDITIONS. FACILITIES INCLUDE, BUT ARE NOT LIMITED TO PRIVATE BUSINESSES, PUBLIC BUILDINGS, RESIDENCES, BUS STOPS, PUBLIC BENCHES, PAY PHONES, AND PARKING METERS.
15. THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE STRIPES OF THE CROSSWALK (WHERE PROVIDED).
16. IF SIDEWALK AND ALLEY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED. IF SIDEWALK AND DRIVEWAY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED BUT DETECTABLE WARNING UNITS ARE STILL REQUIRED IF THE DRIVEWAY HAS TRAFFIC CONTROL DEVICES (I.E. TRAFFIC SIGNALS).
17. MAIN LINE SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE NOT TO EXCEED 1:64 FOR THE FULL WIDTH OF WALK UNLESS OTHERWISE APPROVED BY THE COMMISSIONER. WHERE TURNING IS REQUIRED AND WHERE SIDEWALKS INTERSECT, THE SLOPE OF THE SIDEWALK SHALL NOT EXCEED 1:64 IN ANY DIRECTION.
18. MAIN LINE SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 1:24 OR THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET, WHICH EVER IS HIGHER.
19. THERE SHALL BE NO VERTICAL LEVEL DIFFERENCES BETWEEN SURFACES GREATER THAN 1/4" ON THE MAIN LINE SIDEWALK. THERE SHALL BE NO HORIZONTAL GAPS OR OPENINGS GREATER THAN 1/2" ON THE MAIN LINE SIDEWALK.
20. WHERE OBSTRUCTIONS EXIST ON THE MAINLINE SIDEWALK, THE CLEAR WIDTH OF USEABLE SIDEWALK SHALL NOT BE LESS THAN 4'-0". OBSTRUCTIONS INCLUDE, BUT ARE NOT LIMITED TO SIDEWALK BENCHES, FIRE HYDRANTS, SIGNAL OR LIGHT POLES, NEWSPAPER DISPENSERS, TRASH RECEPTACLES, AND UTILITY PEDESTALS.
21. CURB RAMPS AND LANDING (KEYSTONE) TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE TO BE USED.
22. NO DEVIATIONS FROM THESE STANDARDS ARE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.
23. DEPRESSED CURB, RAMP, OR SIDEWALK DESIGNS OR LAYOUTS SHALL MAINTAIN OR IMPROVE EXISTING DRAINAGE AND THE EXISTING INTERSECTION GEOMETRY SHALL NOT BE MODIFIED WITHOUT CDOT APPROVAL.
24. ALL CONSTRUCTION DOCUMENTS MUST BE STAMPED BY A LICENSED ARCHITECT/LANDSCAPE ARCHITECT/ENGINEER TO CERTIFY THAT THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO AND STATE OF ILLINOIS.



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
GENERAL NOTES (CONTINUED)  
SHEET B-3-3

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM

**ADA COMPLIANCE AND TRANSITION GUIDELINES**

POLICY STATEMENT: ANY ALTERATION OF THE PUBLIC WAY MUST BE RESTORED IN AN ADA COMPLIANT MANNER

**I. STREET RESURFACING / RECONSTRUCTION \***

FOR ANY RESURFACING/RECONSTRUCTION PROJECT WHERE, WITHIN THE PROJECT LIMITS, A CROSSWALK IS ENCOUNTERED OR WHERE THE PROJECT LIMITS TERMINATE WITHIN 4' OR LESS OF A CROSSWALK, THOSE CROSSWALKS AND THE ASSOCIATED CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS. WHERE RESURFACING/RECONSTRUCTION ENCOUNTERS LESS THAN 1/4 POINT OF THE STREET SURFACE (LONGITUDINAL CUT), IT IS ACCEPTABLE PRACTICE TO EXCLUDE IMPROVEMENTS TO THE ASSOCIATED CROSSWALKS AND CURB RAMPS.

WHEN A PROJECT SCOPE OF WORK CALLS FOR ONLY AN INTERSECTION TO BE REPAVED, THE INTERSECTION LIMITS AS DEFINED BY THE AREA OUTLINED BY OUTERMOST CROSSWALK LINES AND ADJACENT CURB FACES AND ALL ADJOINING CROSSWALKS AND CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS.

WHEN A PROJECT SCOPE OF WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE CURB RAMP MUST BE IMPROVED TO CURRENT ADA STANDARDS AND THE ADJACENT PAVEMENT MUST BE RESURFACED, AS NECESSARY TO PROVIDE FOR A FLUSH TRANSITION.

FOR ANY RESURFACING / RECONSTRUCTION PROJECT WHERE, WITHIN THE PROJECT LIMITS, AN ALLEY APRON IS ENCOUNTERED, THE ASSOCIATED CURB RAMPS, ALLEY APRON, AND SIDEWALKS MUST BE IMPROVED TO CURRENT ADA STANDARDS.

**II. SIDEWALK INSTALLATION / REPAIRS / RECONSTRUCTION**

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, THAT ABUT AN EXISTING RAMP LOCATION (INCLUDING THE FOUR FOOT (4') LANDING AREA AND/OR THE "KEYSTONE"), SHALL BE EXTENDED TO INCLUDE THE AFFECTED RAMPS AND THESE RAMPS SHALL BE RECONSTRUCTED TO CURRENT ADA STANDARDS. IN ADDITION, ALL NEWLY PLACED SIDEWALK TEN FEET (10') OR MORE IN LENGTH SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT APPLICABLE STANDARDS WHICH INCLUDE PROVIDING A MINIMUM FOUR FEET (4') WIDTH ACCESSIBLE PATHWAY WITH A CROSS SLOPE NOT TO EXCEED 1:64.

**III. GUIDELINES FOR TRANSITIONING TO EXISTING NON-COMPLIANT CONDITION**

NEW SIDEWALK PLACEMENTS GREATER THAN TEN FEET IN CONTIGUOUS LENGTH:  
THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, MUST BE EXTENDED FOR A MINIMUM FIVE ADDITIONAL FEET (5') EITHER SIDE IN ORDER TO PROVIDE A REASONABLE TRANSITION TO MATCH THE EXISTING SIDEWALK. THE LENGTH OF TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NEW SIDEWALK REPLACEMENTS TEN FEET OR LESS IN CONTIGUOUS LENGTH (REPAIRS):  
IT IS ACCEPTABLE PRACTICE TO MATCH ADJACENT SIDEWALKS AT THE EXISTING SLOPE.

CURB RAMP REPLACEMENTS:  
SIDEWALK REPLACEMENT BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" MUST BE EXTENDED A MINIMUM OF AN AN ADDITIONAL FIVE FEET (5') EITHER SIDE IN ORDER TO PROVIDE A REASONABLE TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NO EXCEPTIONS TO THE ABOVE WILL BE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

\* THE REQUIREMENTS OF SECTION I. SHALL APPLY ONLY TO CITY AGENCIES



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
ADA COMPLIANCE AND TRANSITION GUIDELINES  
SHEET B-3-4

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM



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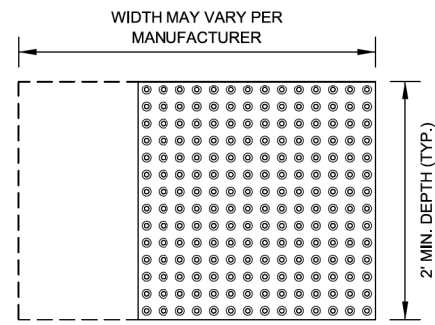
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO  
ADA STANDARDS**

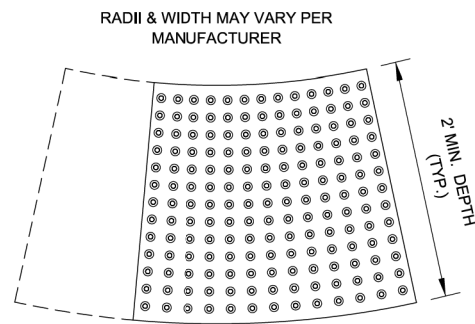
SCALE: N.T.S. SHEET 4 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	170
<b>CONTRACT NO. 60W26</b>				
ILLINOIS FED. AID PROJECT				

**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.
- APPROVED LIST OF DETECTABLE WARNING PRODUCTS CAN BE FOUND ON CDOT'S WEBSITE ([www.cityofchicago.org](http://www.cityofchicago.org)).



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

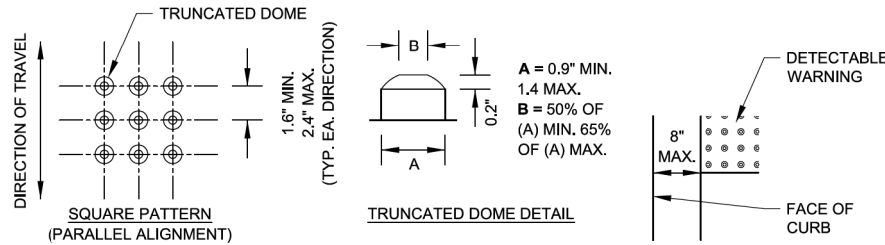
CITY OF CHICAGO  
DETECTABLE WARNING UNIT SIZES  
**SHEET B-4-1**

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DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM

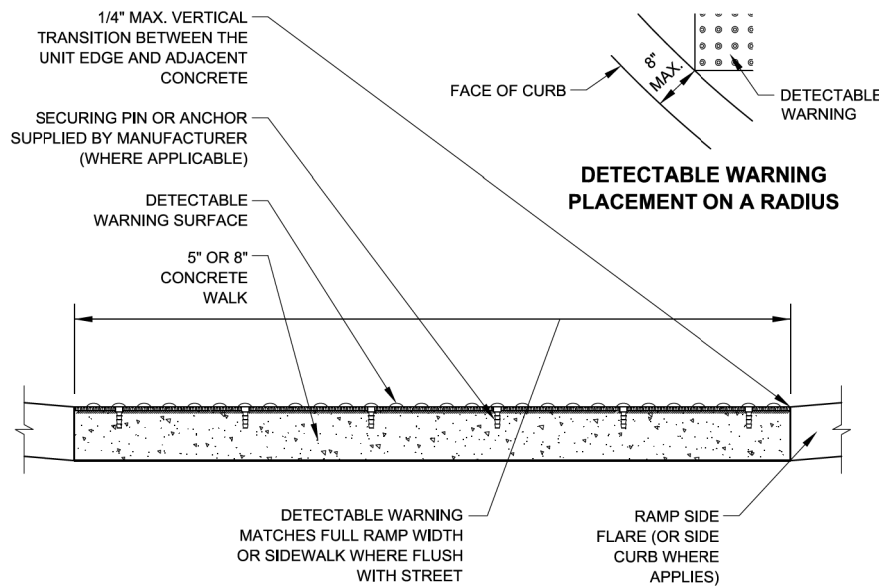
**GENERAL NOTE:**

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**

**TYPICAL DETECTABLE WARNING PLACEMENT**



**DETECTABLE WARNING UNIT SECTION**



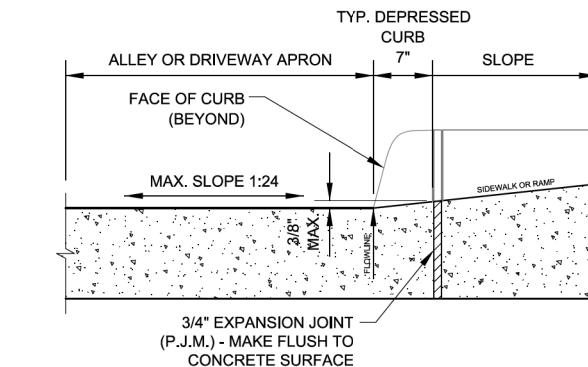
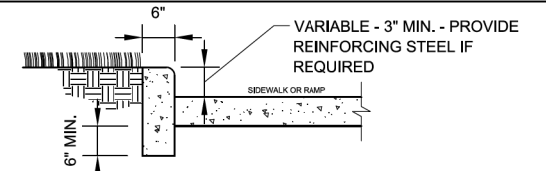
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11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
DETECTABLE WARNING UNIT DETAILS  
**SHEET B-4-2**

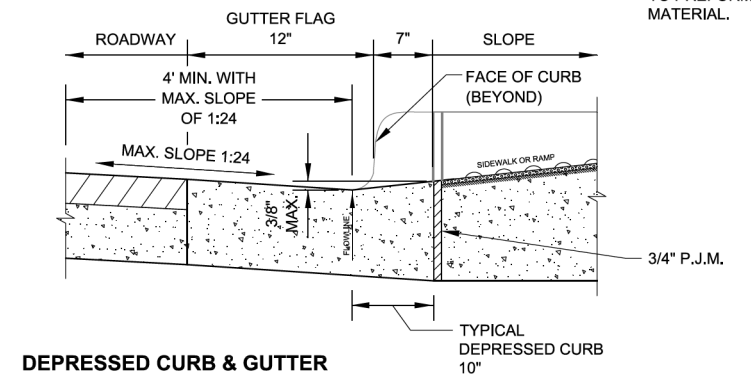
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DATE: 10/23/2006

DRAWN BY: CDOT  
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**SIDE CURB - SECTION**



**DEPRESSED CURB & GUTTER AT ALLEY/DRIVEWAY APRON (TYPE 4 OR B CURB)**



**DEPRESSED CURB & GUTTER AT BOTTOM OF TYPICAL CURB RAMP**



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
CURB & GUTTER DETAILS  
**SHEET B-4-3**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM

**NOTES FOR CURB & GUTTER DETAILS THIS SHEET:**

- A. CROSS SLOPE AT DEPRESSED CURB & GUTTER NOT TO EXCEED 1:64.
- B. DETECTABLE WARNING SURFACE AT DRIVEWAYS REQUIRED ONLY FOR COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES, I.E. SIGNALS.
- C. REFER TO REGULATIONS FOR OPENINGS, CONSTRUCTION AND REPAIR IN THE PUBLIC WAY (CDOT) FOR ADDITIONAL REQUIREMENTS FOR CURB AND GUTTER INSTALLATION.
- D. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR SIDE CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK.
- E. 'P.J.M.' THIS SHEET REFERS TO PREFORMED JOINT MATERIAL.

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D160W26-sht-CDOT-ADA-05  
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PLOT DATE = 8/18/2013

DESIGNED - OPS  
DRAWN - OPS  
CHECKED - DBM  
DATE - 8/20/13

REVISED -  
REVISED -  
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REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO  
ADA STANDARDS

SCALE: N.T.S. SHEET 5 OF 5 SHEETS STA. TO STA.

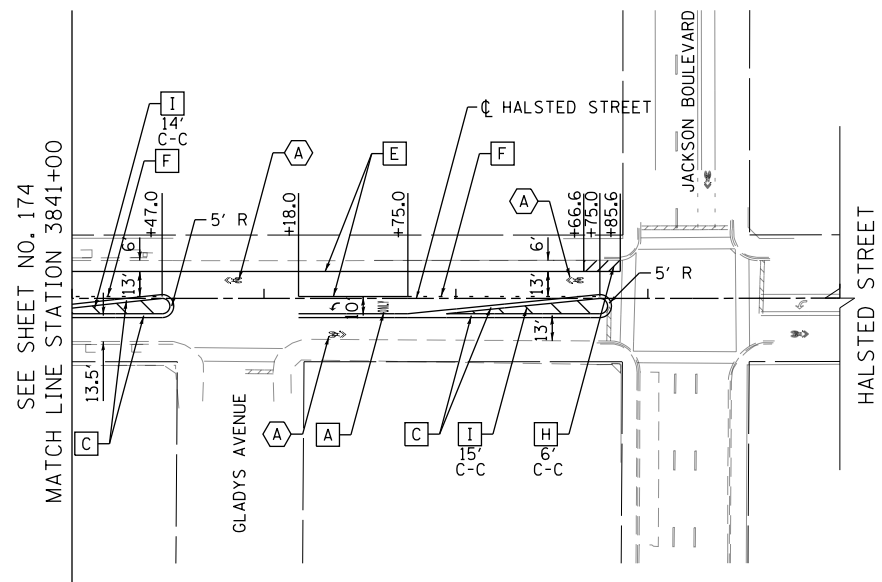
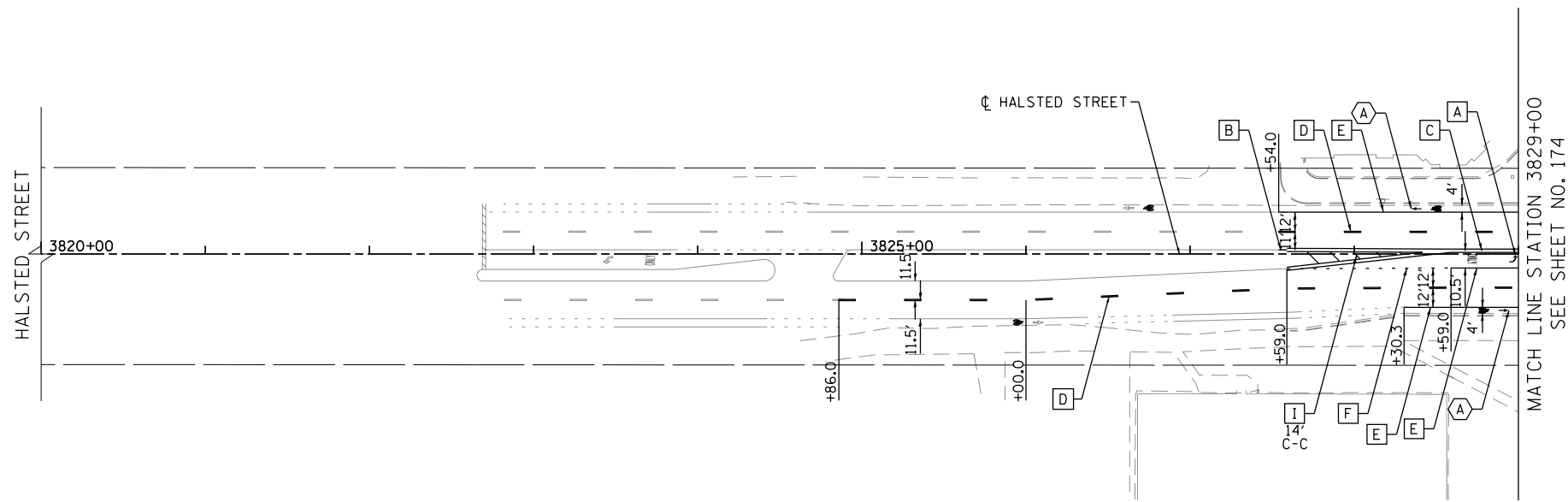
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	171
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

**PAVEMENT MARKING SCHEDULE**

LOCATION	STATION	TO	STATION	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	EPOXY PAVEMENT MARKING - LINE 4"	EPOXY PAVEMENT MARKING - LINE 5"	EPOXY PAVEMENT MARKING - LINE 8"	EPOXY PAVEMENT MARKING - LINE 12"	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)	RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL/ OPAQUE)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	PREFORMED THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	PAVEMENT MARKING REMOVAL
				SO FT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SO FT	FOOT	FOOT	FOOT	FOOT	EACH	EACH
HALSTED STREET	3820+00	TO	3829+00	38.7	593.5	282	30.9	-	-	-	-	-	-	-	-	-	-	-	-	-	25.8	420.9
HALSTED STREET	3829+00	TO	3841+00	186.4	1589.2	1476	5.8	704	-	-	-	-	62	1229	1208	-	155	-	-	-	189.4	1702.1
HALSTED STREET	3841+00	TO	3845+00	38.7	506.4	417	52	-	-	-	-	-	-	-	-	-	-	-	-	-	45.1	421.1
HARRISON STREET	7798+00	TO	7804+50	77.4	21.3	113	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37.6
HARRISON STREET	7807+25	TO	7811+33	12	144	164	12	-	-	-	-	-	-	596	1394	34	-	-	-	-	42	92.2
I-290 WESTBOUND				-	-	-	-	-	2469	764	564	185	-	-	-	-	-	9	79	115	-	-
I-290 EASTBOUND				-	-	-	-	-	4112	973	870	491	-	-	-	-	-	-	98	115	-	-
I-90/94 SOUTHBOUND				-	-	-	-	-	2809	310	-	-	-	-	-	-	-	-	32	-	-	-
RAMP ES				-	-	-	-	-	785	197	-	-	-	-	-	-	-	-	20	-	-	-
TOTALS				354	2855	2452	101	704	10175	2244	1434	676	62	1825	2602	34	155	9	229	230	303	2674

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**PAVEMENT MARKING NOTES**

1. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE POLYUREA TYPE I EXCEPT WHERE NOTED IN THE PLANS.
2. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON BITUMINOUS PAVEMENT SHALL BE THERMOPLASTIC EXCEPT WHERE NOTED IN THE PLANS.
3. ALL FINAL PAVEMENT MARKING SYMBOLS SHALL BE OF SMALL SIZE.
4. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE IMPROVEMENT LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RECORD AND RETAIN ALL EXISTING PAVEMENT MARKINGS AND MARKERS FOR FUTURE REFERENCE. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE DIRECTED BY THE ENGINEER.
6. THE RESIDENT ENGINEER SHALL CONTACT JERNARD PERKINS, THE AREA TRAFFIC FIELD ENGINEER AT 708-524-2145 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
7. SEE PAVEMENT MARKING DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED FOR AN INTERIM PERIOD FOLLOWING COMPLETION OF THE ROADWAY'S CONCRETE BASE, PRIOR TO THE PLACEMENT OF FINAL ASPHALT SURFACE PER THE DIRECTION OF THE ENGINEER. TEMPORARY CROSSWALK MARKINGS MAY BE PLACED WITH TWO 6-INCH LINES IN PLACE OF THE CONTINENTAL STYLE DURING THE INTERIM PERIOD.
9. ALL FINAL BIKE LANE SYMBOLS SHALL BE PREFORMED THERMOPLASTIC UNLESS OTHERWISE NOTED IN THE PLANS.
10. FOR ADDITIONAL DETAILS, SEE CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS TC-24.
11. ALL MEDIAN NOSES SHALL HAVE YELLOW PAVEMENT MARKINGS.
12. THE STATION OR OFFSET FOR STOP BAR LOCATIONS IS GIVEN AT THE MIDDLE OF THE STOP BAR.
13. A MINIMUM DISTANCE OF 4 FEET SHALL BE MAINTAINED BETWEEN THE EDGE OF THE CROSSWALK AND THE EDGE OF THE STOP BAR CLOSEST TO IT UNLESS OTHERWISE NOTED IN THE PLANS.

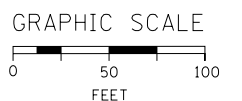
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**PAVEMENT MARKING MATERIAL**

- EPOXY PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING
- THERMOPLASTIC PAVEMENT MARKING
- POLYUREA PAVEMENT MARKING TYPE I
- PREFORMED THERMOPLASTIC PAVEMENT MARKING

**PAVEMENT MARKING TYPE**

- A - LETTERS AND SYMBOLS (WHITE)
- B - 4" YELLOW LINE
- C - 4" DOUBLE YELLOW LINE (8" C-C)
- D - 4" WHITE LINE (6' DASH, 18' SKIP)
- E - 6" WHITE LINE
- F - 6" WHITE LINE (2' DASH, 6' SKIP)
- G - 6" WHITE LINE (3' DASH, 9' SKIP)
- H - 6" WHITE LINE (45 DEGREE DIAGONAL)
- I - 12" YELLOW LINE (45 DEGREE DIAGONAL)
- L - 12" WHITE LINE (2' DASH, 2' SKIP)
- J - 24" WHITE LINE
- K - 24" WHITE LINE (8' WIDTH 4' C-C)



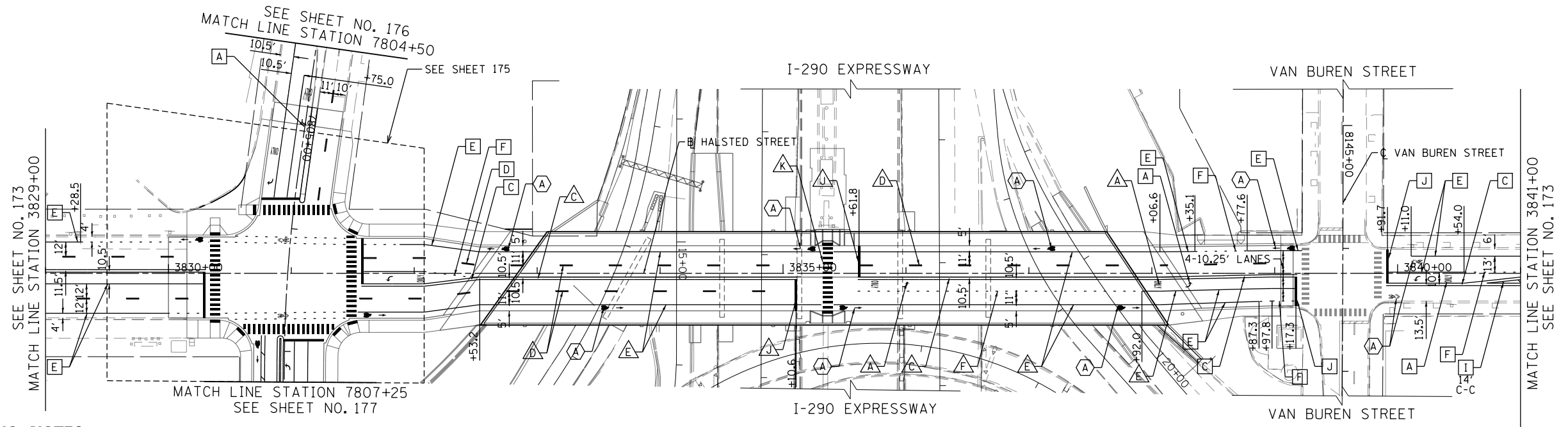
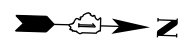
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PLOT DATE = 9/12/2013	DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN  
HALSTED STREET**

SCALE: 1"=50' SHEET 2 OF 11 SHEETS STA. 3820+00 TO STA. 3845+00

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	173
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

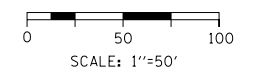


**PAVEMENT MARKING NOTES**

- ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE POLYUREA TYPE I EXCEPT WHERE NOTED IN THE PLANS.
- ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON BITUMINOUS PAVEMENT SHALL BE THERMOPLASTIC EXCEPT WHERE NOTED IN THE PLANS.
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- THE RESIDENT ENGINEER SHALL CONTACT JERNARD PERKINS, THE AREA TRAFFIC FIELD ENGINEER AT 708-524-2145 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- SEE PAVEMENT MARKING DETAIL SHEETS FOR ADDITIONAL INFORMATION.
- TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED FOR AN INTERIM PERIOD FOLLOWING COMPLETION OF THE ROADWAY'S CONCRETE BASE, PRIOR TO THE PLACEMENT OF FINAL ASPHALT SURFACE PER THE DIRECTION OF THE ENGINEER. TEMPORARY CROSSWALK MARKINGS MAY BE PLACED WITH TWO 6-INCH LINES IN PLACE OF THE CONTINENTAL STYLE DURING THE INTERIM PERIOD.
- ALL FINAL BIKE LANE SYMBOLS SHALL BE PREFORMED THERMOPLASTIC UNLESS OTHERWISE NOTED IN THE PLANS.
- FOR ADDITIONAL DETAILS, SEE CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS TC-24.
- ALL MEDIAN NOSES SHALL HAVE YELLOW PAVEMENT MARKINGS.
- THE STATION OR OFFSET FOR STOP BAR LOCATIONS IS GIVEN AT THE MIDDLE OF THE STOP BAR.
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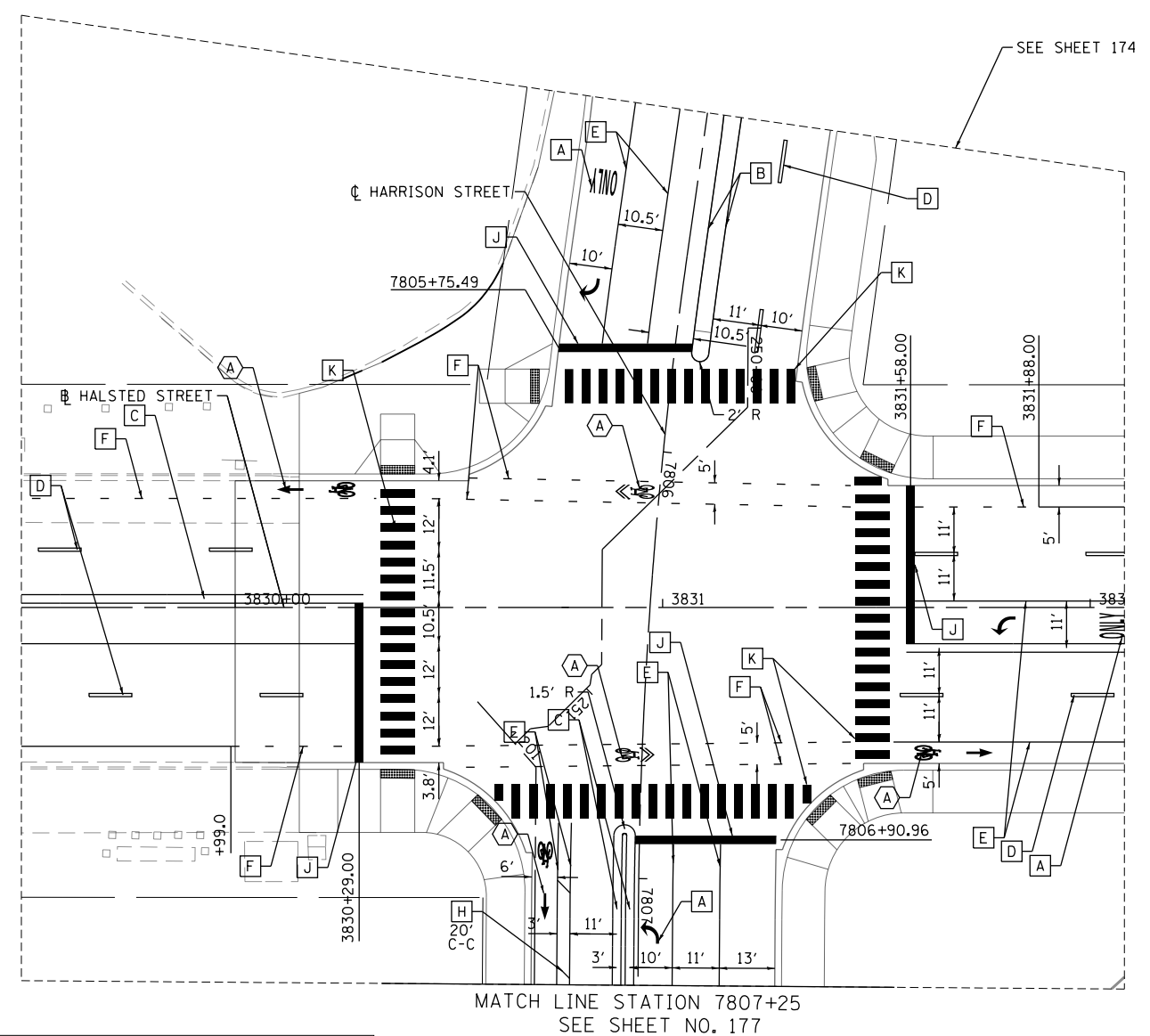
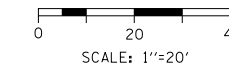
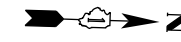
**LEGEND**

PAVEMENT MARKING MATERIAL		PAVEMENT MARKING TYPE	
○	EPOXY PAVEMENT MARKING	A	LETTERS AND SYMBOLS (WHITE)
◇	TEMPORARY PAVEMENT MARKING	B	4" YELLOW LINE
□	THERMOPLASTIC PAVEMENT MARKING	C	4" DOUBLE YELLOW LINE (8" C-C)
△	POLYUREA PAVEMENT MARKING TYPE I	D	4" WHITE LINE (6' DASH, 18' SKIP)
⬢	PREFORMED THERMOPLASTIC PAVEMENT MARKING	E	6" WHITE LINE
		F	6" WHITE LINE (2' DASH, 6' SKIP)
		G	6" WHITE LINE (3' DASH, 9' SKIP)
		H	6" WHITE LINE (45 DEGREE DIAGONAL)
		I	12" YELLOW LINE (45 DEGREE DIAGONAL)
		L	12" WHITE LINE (2' DASH, 2' SKIP)
		J	24" WHITE LINE
		K	24" WHITE LINE (8' WIDTH 4' C-C)



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	SCALE: 1"=50'    SHEET 3 OF 11 SHEETS    STA. 3829+00 TO STA. 3841+00						



**PAVEMENT MARKING NOTES**

1. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE POLYUREA TYPE I EXCEPT WHERE NOTED IN THE PLANS.
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**LEGEND**

PAVEMENT MARKING MATERIAL		PAVEMENT MARKING TYPE	
○	EPOXY PAVEMENT MARKING	A	LETTERS AND SYMBOLS (WHITE)
◇	TEMPORARY PAVEMENT MARKING	B	4" YELLOW LINE
□	THERMOPLASTIC PAVEMENT MARKING	C	4" DOUBLE YELLOW LINE (8" C-C)
△	POLYUREA PAVEMENT MARKING TYPE I	D	4" WHITE LINE (6' DASH, 18' SKIP)
⬡	PREFORMED THERMOPLASTIC PAVEMENT MARKING	E	6" WHITE LINE
		F	6" WHITE LINE (2' DASH, 6' SKIP)
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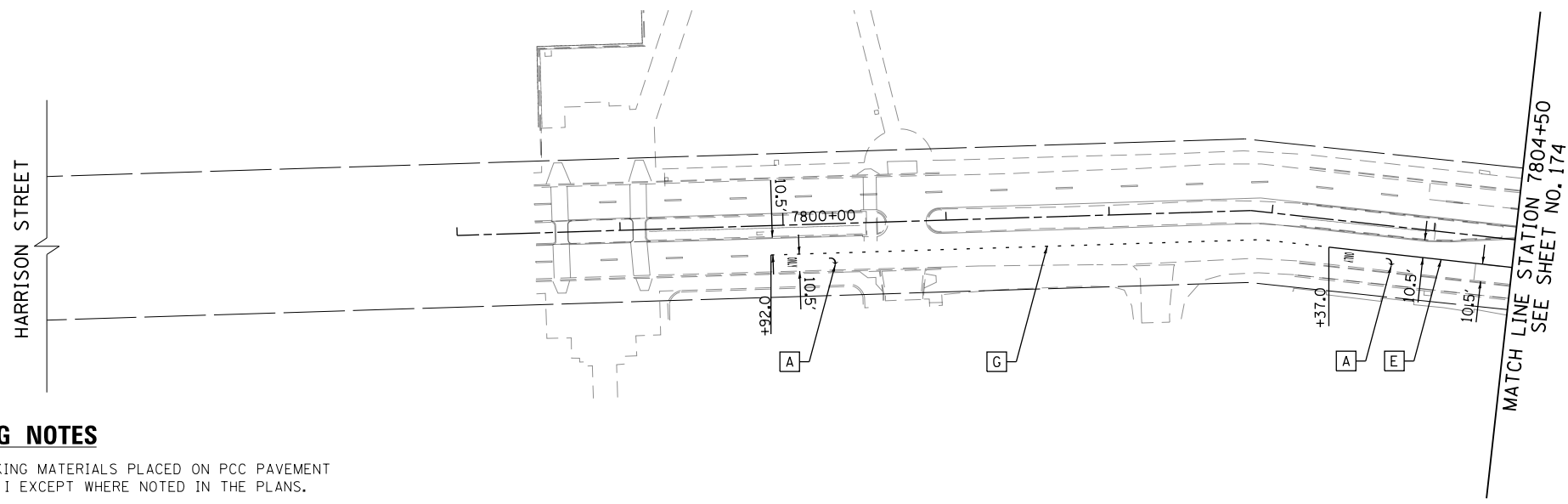
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN  
HALSTED STREET DETAIL**

SCALE: 1"=20'    SHEET 4 OF 11 SHEETS    STA. 3829+50 TO STA. 3832+08

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 175
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	





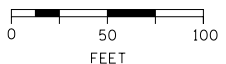
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**LEGEND**

PAVEMENT MARKING MATERIAL		PAVEMENT MARKING TYPE	
○	EPOXY PAVEMENT MARKING	A	LETTERS AND SYMBOLS (WHITE)
◇	TEMPORARY PAVEMENT MARKING	B	4" YELLOW LINE
□	THERMOPLASTIC PAVEMENT MARKING	C	4" DOUBLE YELLOW LINE (8" C-C)
△	POLYUREA PAVEMENT MARKING TYPE I	D	4" WHITE LINE (6' DASH, 18' SKIP)
⬡	PREFORMED THERMOPLASTIC PAVEMENT MARKING	E	6" WHITE LINE
		F	6" WHITE LINE (2' DASH, 6' SKIP)
		G	6" WHITE LINE (3' DASH, 9' SKIP)
		H	6" WHITE LINE (45 DEGREE DIAGONAL)
		I	12" YELLOW LINE (45 DEGREE DIAGONAL)
		L	12" WHITE LINE (2' DASH, 2' SKIP)
		J	24" WHITE LINE
		K	24" WHITE LINE (8' WIDTH 4' C-C)

GRAPHIC SCALE



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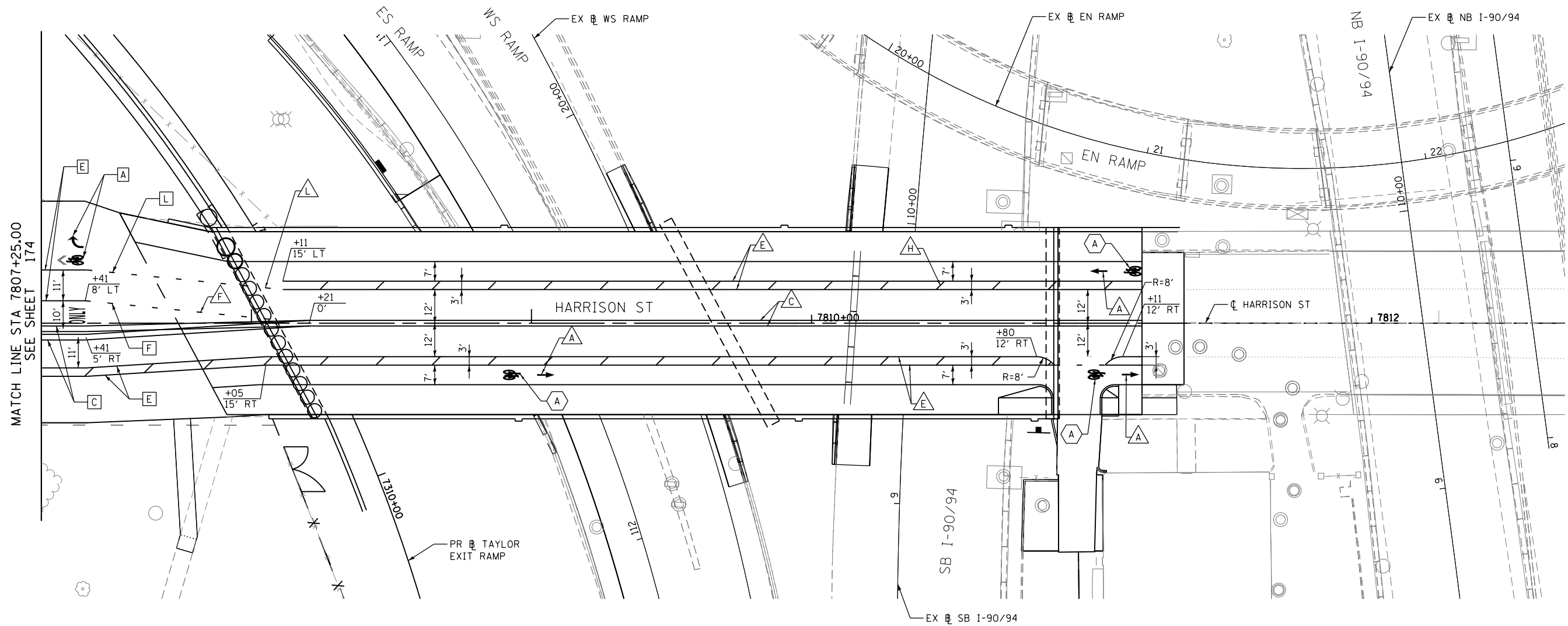
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PLOT DATE = 9/12/2013	DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN  
HARRISON STREET**

SCALE: 1"=50' SHEET 5 OF 11 SHEETS STA. 7799+00 TO STA. 7804+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	176
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60W26	



**PAVEMENT MARKING NOTES**

1. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE POLYUREA TYPE I EXCEPT WHERE NOTED IN THE PLANS.
2. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON BITUMINOUS PAVEMENT SHALL BE THERMOPLASTIC EXCEPT WHERE NOTED IN THE PLANS.
3. ALL FINAL PAVEMENT MARKING SYMBOLS SHALL BE OF SMALL SIZE.
4. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE IMPROVEMENT LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RECORD AND RETAIN ALL EXISTING PAVEMENT MARKINGS AND MARKERS FOR FUTURE REFERENCE. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE DIRECTED BY THE ENGINEER.
6. THE RESIDENT ENGINEER SHALL CONTACT JERNARD PERKINS, THE AREA TRAFFIC FIELD ENGINEER AT 708-524-2145 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
7. SEE PAVEMENT MARKING DETAIL SHEETS FOR ADDITIONAL INFORMATION.

8. TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED FOR AN INTERIM PERIOD FOLLOWING COMPLETION OF THE ROADWAY'S CONCRETE BASE, PRIOR TO THE PLACEMENT OF FINAL ASPHALT SURFACE PER THE DIRECTION OF THE ENGINEER. TEMPORARY CROSSWALK MARKINGS MAY BE PLACED WITH TWO 6-INCH LINES IN PLACE OF THE CONTINENTAL STYLE DURING THE INTERIM PERIOD.
9. ALL FINAL BIKE LANE SYMBOLS SHALL BE PREFORMED THERMOPLASTIC UNLESS OTHERWISE NOTED IN THE PLANS.
10. FOR ADDITIONAL DETAILS, SEE CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS TC-24.
11. ALL MEDIAN NOSES SHALL HAVE YELLOW PAVEMENT MARKINGS.
12. THE STATION OR OFFSET FOR STOP BAR LOCATIONS IS GIVEN AT THE MIDDLE OF THE STOP BAR.
13. A MINIMUM DISTANCE OF 4 FEET SHALL BE MAINTAINED BETWEEN THE EDGE OF THE CROSSWALK AND THE EDGE OF THE STOP BAR CLOSEST TO IT UNLESS OTHERWISE NOTED IN THE PLANS.

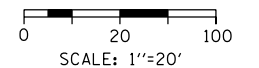
**LEGEND**

**PAVEMENT MARKING MATERIAL**

- EPOXY PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING
- THERMOPLASTIC PAVEMENT MARKING
- POLYUREA PAVEMENT MARKING TYPE I
- PREFORMED THERMOPLASTIC PAVEMENT MARKING

**PAVEMENT MARKING TYPE**

- A - LETTERS AND SYMBOLS (WHITE)
- B - 4" YELLOW LONE
- C - 4" DOUBLE YELLOW LINE (8' C-C)
- D - 4" WHITE LINE (6' DASH, 18' SKIP)
- E - 6" WHITE LINE
- F - 6" WHITE LINE (2' DASH, 6' SKIP)
- G - 6" WHITE LINE (3' DASH, 9' SKIP)
- H - 6" WHITE LINE (45 DEGREE DIAGONAL)
- I - 12" YELLOW LINE (45 DEGREE DIAGONAL)
- L - 12" WHITE LINE (2' DASH, 2' SKIP)
- J - 24" WHITE LINE
- K - 24" WHITE LINE (8' WIDTH 4' C-C)



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PLOT DATE = 9/12/2013	DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN  
HARRISON STREET**

SCALE: 1" = 20' SHEET 6 OF 11 SHEETS STA. TO STA.

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	177
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

**PAVEMENT MARKING NOTES**

1. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE POLYUREA TYPE I EXCEPT WHERE NOTED IN THE PLANS.
2. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON BITUMINOUS PAVEMENT SHALL BE THERMOPLASTIC EXCEPT WHERE NOTED IN THE PLANS.
3. ALL FINAL PAVEMENT MARKING SYMBOLS SHALL BE OF SMALL SIZE.
4. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE IMPROVEMENT LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RECORD AND RETAIN ALL EXISTING PAVEMENT MARKINGS AND MARKERS FOR FUTURE REFERENCE. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE DIRECTED BY THE ENGINEER.
6. THE RESIDENT ENGINEER SHALL CONTACT JERNARD PERKINS, THE AREA TRAFFIC FIELD ENGINEER AT 708-524-2145 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
7. MAINLINE AND RAMP LANE WIDTHS ARE 12' AND 11', RESPECTIVELY, UNLESS OTHERWISE NOTED.
8. SEE PAVEMENT MARKING DETAIL SHEETS FOR ADDITIONAL INFORMATION.

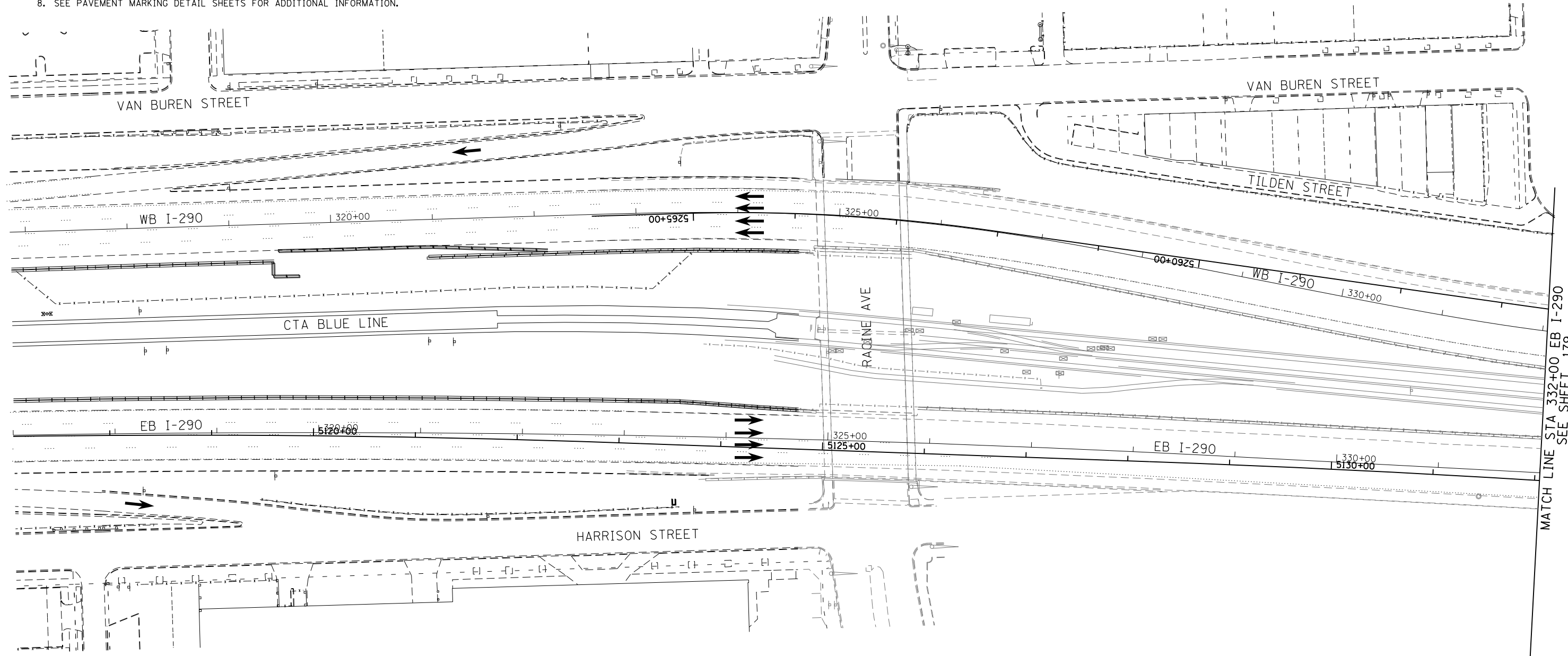
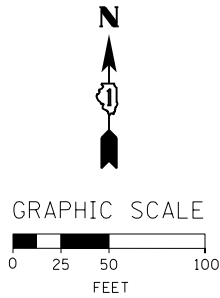
**LEGEND**

**PAVEMENT MARKING MATERIAL**

- EPOXY PAVEMENT MARKING
- ◇ TEMPORARY PAVEMENT MARKING
- THERMOPLASTIC PAVEMENT MARKING
- △ POLYUREA PAVEMENT MARKING TYPE I

**PAVEMENT MARKING TYPE**

- A - LETTERS AND SYMBOLS (WHITE)
- B - 4" WHITE EDGE LINE
- C - 4" YELLOW LINE
- D - 4" DOUBLE YELLOW CENTERLINE
- E - 4" WHITE (6' DASH, 18" SKIP)
- F - 4" YELLOW (6' DASH, 18" SKIP)
- G - 4" WHITE (2' DASH, 6' SKIP)
- H - 5" WHITE (10' DASH, 30' SKIP)
- I - 6" WHITE SOLID LINE
- J - 6" WHITE (2' DASH, 6' SKIP)
- K - 6" WHITE 45° DIAGONALS SPACED @ 20' CENTERS
- L - 8" WHITE EDGE LINE
- M - 12" WHITE (2' DASH, 2' SKIP)
- N - 12" WHITE 45° DIAGONALS SPACED @ 30' CENTERS
- O - 12" WHITE 45° DIAGONALS SPACED @ 30' CENTERS
- P - 12" WHITE 45° DIAGONALS SPACED @ 500' CENTERS
- Q - 12" YELLOW 45° DIAGONALS SPACED @ 50' CENTERS
- R - 12" YELLOW 45° DIAGONALS SPACED @ 500' CENTERS
- S - 12" WHITE CHEVRONS SPACED @ 30' CENTERS
- T - 24" WHITE STOP BAR
- U - 24" WHITE CROSSWALK, 6' WIDTH, SPACED @ 4' CENTERS
- Y - RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
- Z - RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)



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DI60W26-shr-PMK-ML-01  
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 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/12/2013

DESIGNED - OPS  
 DRAWN - OPS  
 CHECKED - DBM  
 DATE - 9/15/13

REVISED -  
 REVISED -  
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 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLANS  
 INTERSTATE AND RAMPS**

SCALE: 1" = 50' SHEET 7 OF 11 SHEETS STA. 323+00 TO STA. 332+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	178
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

**PAVEMENT MARKING NOTES**

- ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE POLYUREA TYPE I EXCEPT WHERE NOTED IN THE PLANS.
- ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON BITUMINOUS PAVEMENT SHALL BE THERMOPLASTIC EXCEPT WHERE NOTED IN THE PLANS.
- ALL FINAL PAVEMENT MARKING SYMBOLS SHALL BE OF SMALL SIZE.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE IMPROVEMENT LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RECORD AND RETAIN ALL EXISTING PAVEMENT MARKINGS AND MARKERS FOR FUTURE REFERENCE. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE DIRECTED BY THE ENGINEER.
- THE RESIDENT ENGINEER SHALL CONTACT JERNARD PERKINS, THE AREA TRAFFIC FIELD ENGINEER AT 708-524-2145 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS..
- PARTIAL STATIONS PROVIDED REFER TO MAINLINE I-290 UNLESS OTHERWISE NOTED.
- MAINLINE AND RAMP LANE WIDTHS ARE 12' AND 11', RESPECTIVELY, UNLESS OTHERWISE NOTED.
- SEE PAVEMENT MARKING DETAIL SHEETS FOR ADDITIONAL INFORMATION.

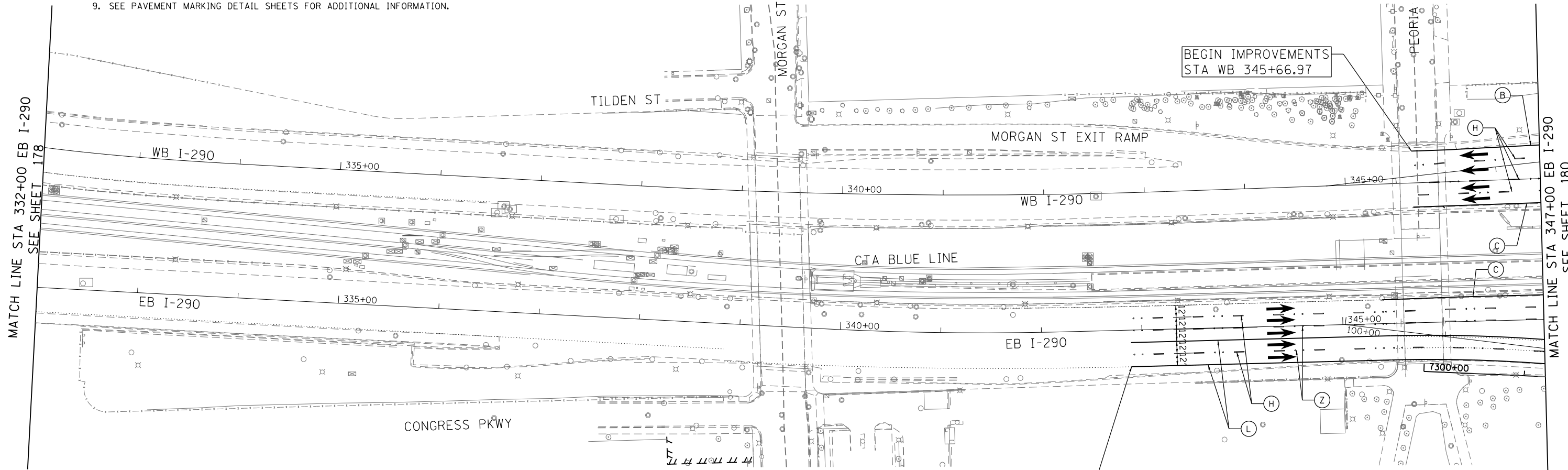
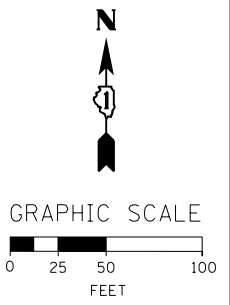
**LEGEND**

**PAVEMENT MARKING MATERIAL**

- EPOXY PAVEMENT MARKING
- ◇ TEMPORARY PAVEMENT MARKING
- THERMOPLASTIC PAVEMENT MARKING
- △ POLYUREA PAVEMENT MARKING TYPE I

- PAVEMENT MARKING TYPE**
- A - LETTERS AND SYMBOLS (WHITE)
  - B - 4" WHITE EDGE LINE
  - C - 4" YELLOW LINE
  - D - 4" DOUBLE YELLOW CENTERLINE
  - E - 4" WHITE (6' DASH, 18' SKIP)
  - F - 4" YELLOW (6' DASH, 18' SKIP)
  - G - 4" WHITE (2' DASH, 6' SKIP)
  - H - 5" WHITE (10' DASH, 30' SKIP)
  - I - 6" WHITE SOLID LINE
  - J - 6" WHITE (2' DASH, 6' SKIP)
  - K - 6" WHITE 45° DIAGONALS SPACED @ 20' CENTERS

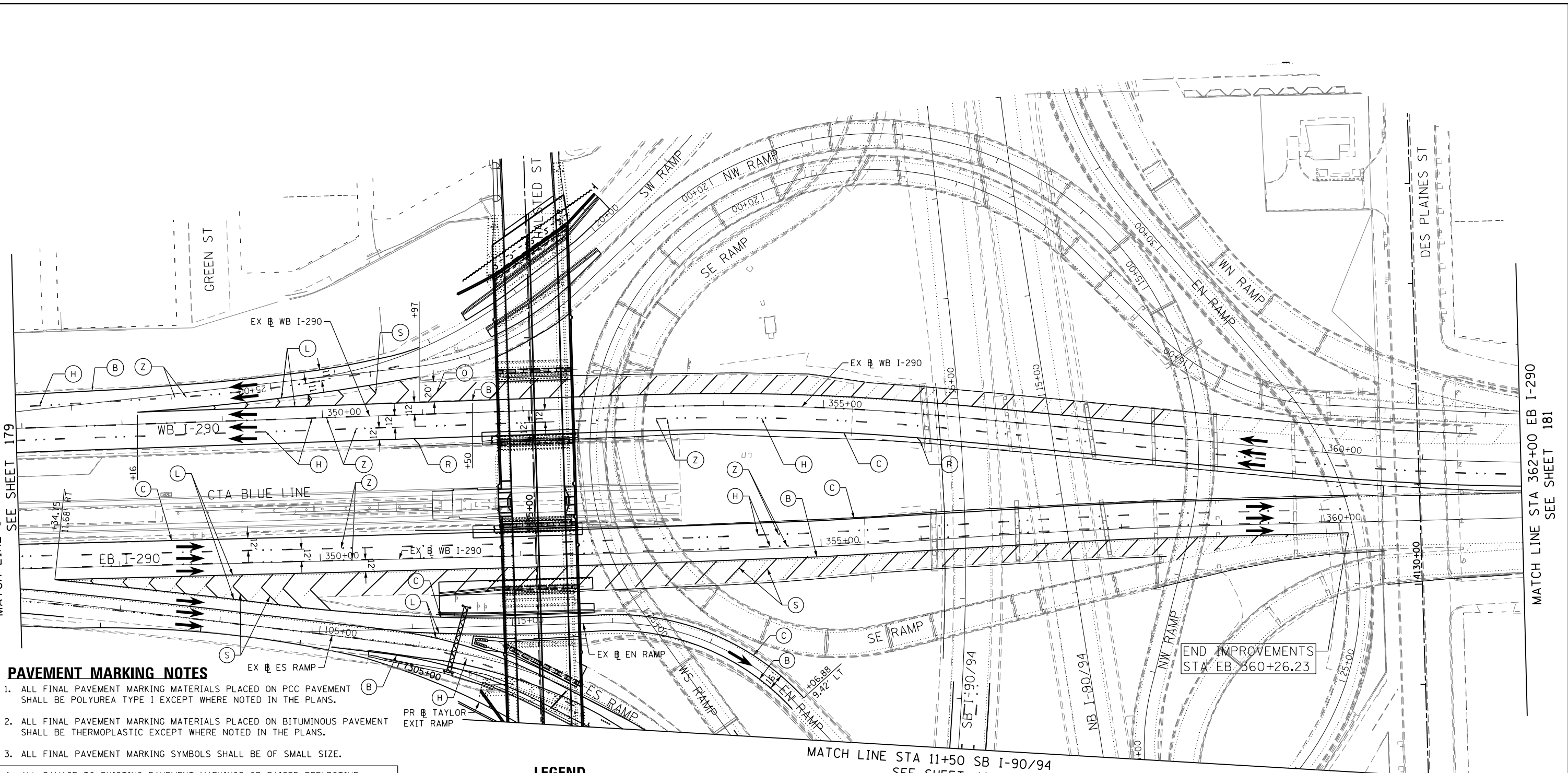
- L - 8" WHITE EDGE LINE
- M - 12" WHITE (2' DASH, 2' SKIP)
- N - 12" WHITE 45° DIAGONALS SPACED @ 20' CENTERS
- O - 12" WHITE 45° DIAGONALS SPACED @ 30' CENTERS
- P - 12" WHITE 45° DIAGONALS SPACED @ 500' CENTERS
- Q - 12" YELLOW 45° DIAGONALS SPACED @ 50' CENTERS
- R - 12" YELLOW 45° DIAGONALS SPACED @ 500' CENTERS
- S - 12" WHITE CHEVRONS SPACED @ 30' CENTERS
- T - 24" WHITE STOP BAR
- U - 24" WHITE CROSSWALK, 6' WIDTH, SPACED @ 4' CENTERS
- Y - RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
- Z - RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)



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	SCALE: 1" = 50'    SHEET 8 OF 11 SHEETS    STA. 332+00 TO STA. 347+00					CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT			

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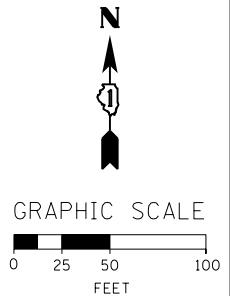


**PAVEMENT MARKING NOTES**

1. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE POLYUREA TYPE I EXCEPT WHERE NOTED IN THE PLANS.
2. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON BITUMINOUS PAVEMENT SHALL BE THERMOPLASTIC EXCEPT WHERE NOTED IN THE PLANS.
3. ALL FINAL PAVEMENT MARKING SYMBOLS SHALL BE OF SMALL SIZE.
4. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE IMPROVEMENT LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RECORD AND RETAIN ALL EXISTING PAVEMENT MARKINGS AND MARKERS FOR FUTURE REFERENCE. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE DIRECTED BY THE ENGINEER.
6. THE RESIDENT ENGINEER SHALL CONTACT JERNARD PERKINS, THE AREA TRAFFIC FIELD ENGINEER AT 708-524-2145 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
7. PARTIAL STATIONS PROVIDED REFER TO MAINLINE I-290 UNLESS OTHERWISE NOTED.
8. MAINLINE AND RAMP LANE WIDTHS ARE 12' AND 11', RESPECTIVELY, UNLESS OTHERWISE NOTED.
9. SEE PAVEMENT MARKING DETAIL SHEETS FOR ADDITIONAL INFORMATION.

**LEGEND**

PAVEMENT MARKING MATERIAL		PAVEMENT MARKING TYPE	
○	EPOXY PAVEMENT MARKING	A - LETTERS AND SYMBOLS (WHITE)	L - 8" WHITE EDGE LINE
◇	TEMPORARY PAVEMENT MARKING	B - 4" WHITE EDGE LINE	M - 12" WHITE (2' DASH, 2' SKIP)
□	THERMOPLASTIC PAVEMENT MARKING	C - 4" YELLOW LINE	N - 12" WHITE 45° DIAGONALS SPACED @ 20' CENTERS
△	POLYUREA PAVEMENT MARKING TYPE I	D - 4" DOUBLE YELLOW CENTERLINE	O - 12" WHITE 45° DIAGONALS SPACED @ 30' CENTERS
		E - 4" WHITE (6' DASH, 18' SKIP)	P - 12" WHITE 45° DIAGONALS SPACED @ 500' CENTERS
		F - 4" YELLOW (6' DASH, 18' SKIP)	Q - 12" YELLOW 45° DIAGONALS SPACED @ 50' CENTERS
		G - 4" WHITE (2' DASH, 6' SKIP)	R - 12" YELLOW 45° DIAGONALS SPACED @ 500' CENTERS
		H - 5" WHITE (10' DASH, 30' SKIP)	S - 12" WHITE CHEVRONS SPACED @ 30' CENTERS
		I - 6" WHITE SOLID LINE	T - 24" WHITE STOP BAR
		J - 6" WHITE (2' DASH, 6' SKIP)	U - 24" WHITE CROSSWALK, 6' WIDTH, SPACED @ 4' CENTERS
		K - 6" WHITE 45° DIAGONALS SPACED @ 20' CENTERS	Y - RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
			Z - RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)



DI60W26-sh-t-PMK-ML-03	DESIGNED - OPS	REVISED -
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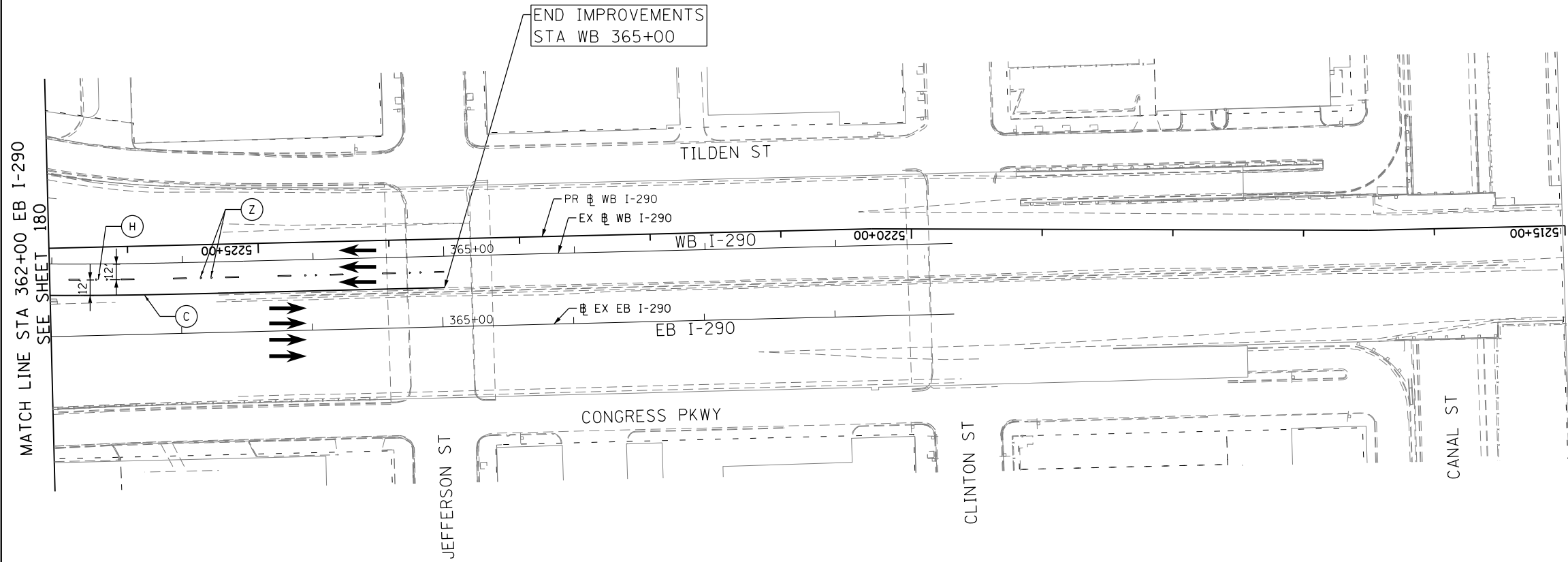
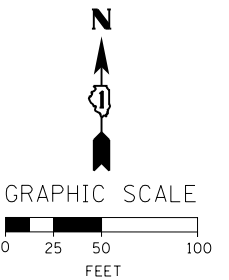
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CHECKED - DBM	REVISED -
DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLANS  
INTERSTATE AND RAMPS**

SCALE: 1" = 50' SHEET 9 OF 11 SHEETS STA. 347+00 TO STA. 362+00

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 180
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				



**PAVEMENT MARKING NOTES**

1. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE POLYUREA TYPE I EXCEPT WHERE NOTED IN THE PLANS.
2. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON BITUMINOUS PAVEMENT SHALL BE THERMOPLASTIC EXCEPT WHERE NOTED IN THE PLANS.
3. ALL FINAL PAVEMENT MARKING SYMBOLS SHALL BE OF SMALL SIZE.
4. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE IMPROVEMENT LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
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7. MAINLINE AND RAMP LANE WIDTHS ARE 12' AND 11', RESPECTIVELY, UNLESS OTHERWISE NOTED.
8. SEE PAVEMENT MARKING DETAIL SHEETS FOR ADDITIONAL INFORMATION.

**LEGEND**

PAVEMENT MARKING MATERIAL		PAVEMENT MARKING TYPE	
○	EPOXY PAVEMENT MARKING	A - LETTERS AND SYMBOLS (WHITE)	L - 8" WHITE EDGE LINE
◇	TEMPORARY PAVEMENT MARKING	B - 4" WHITE EDGE LINE	M - 12" WHITE (2' DASH, 2' SKIP)
□	THERMOPLASTIC PAVEMENT MARKING	C - 4" YELLOW LINE	N - 12" WHITE 45° DIAGONALS SPACED @ 20' CENTERS
△	POLYUREA PAVEMENT MARKING TYPE I	D - 4" DOUBLE YELLOW CENTERLINE	O - 12" WHITE 45° DIAGONALS SPACED @ 30' CENTERS
		E - 4" WHITE (6' DASH, 18' SKIP)	P - 12" WHITE 45° DIAGONALS SPACED @ 500' CENTERS
		F - 4" YELLOW (6' DASH, 18' SKIP)	Q - 12" YELLOW 45° DIAGONALS SPACED @ 50' CENTERS
		G - 4" WHITE (2' DASH, 6' SKIP)	R - 12" YELLOW 45° DIAGONALS SPACED @ 500' CENTERS
		H - 5" WHITE (10' DASH, 30' SKIP)	S - 12" WHITE CHEVRONS SPACED @ 30' CENTERS
		I - 6" WHITE SOLID LINE	T - 24" WHITE STOP BAR
		J - 6" WHITE (2' DASH, 6' SKIP)	U - 24" WHITE CROSSWALK, 6' WIDTH, SPACED @ 4' CENTERS
		K - 6" WHITE 45° DIAGONALS SPACED @ 20' CENTERS	Y - RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
			Z - RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

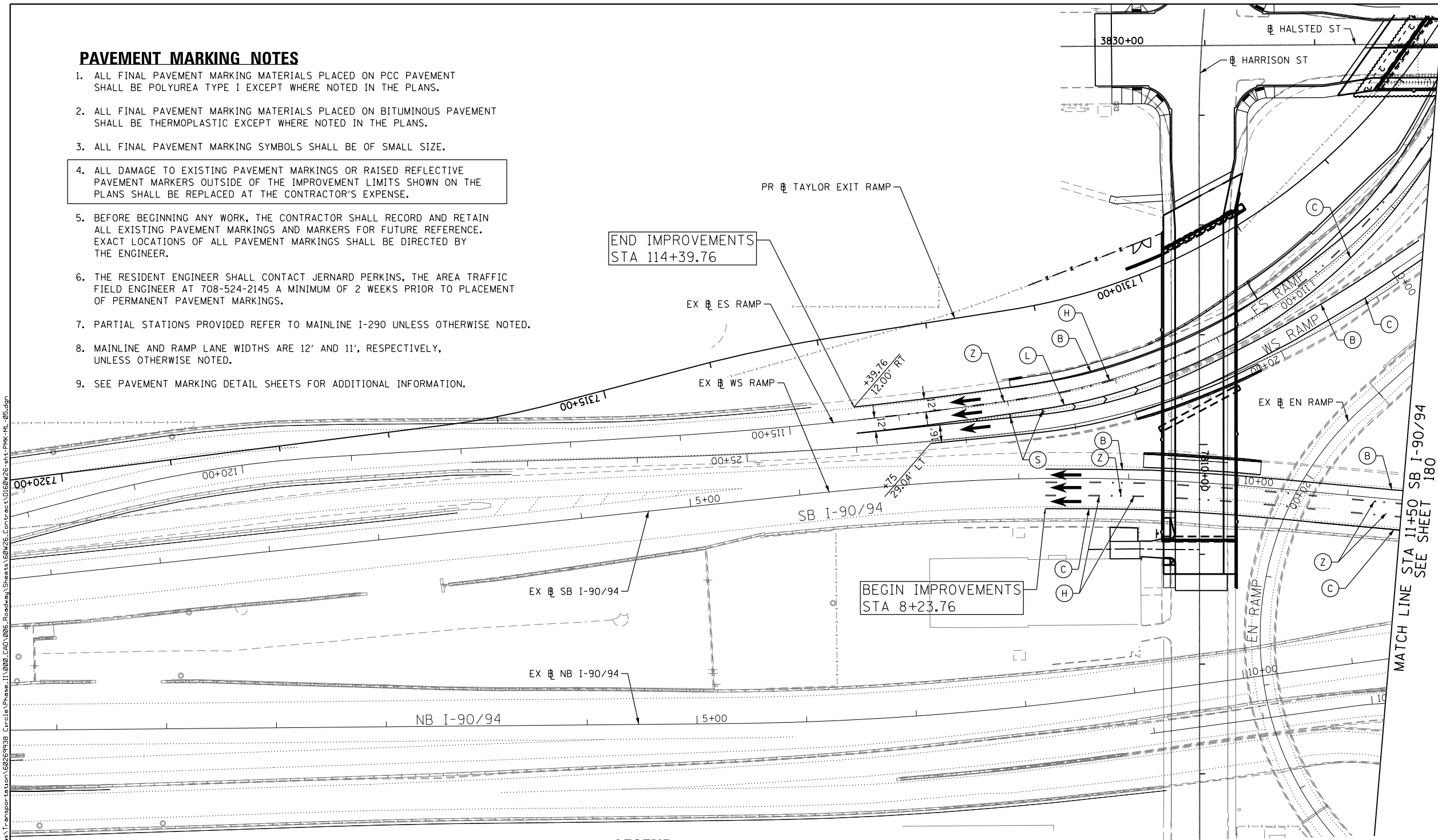
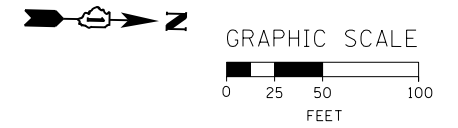
**PAVEMENT MARKING PLANS  
INTERSTATE AND RAMPS**

SCALE: 1" = 50' SHEET 10 OF 11 SHEETS STA. 362+00 TO STA. 365+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	181
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

**PAVEMENT MARKING NOTES**

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7. PARTIAL STATIONS PROVIDED REFER TO MAINLINE I-290 UNLESS OTHERWISE NOTED.
8. MAINLINE AND RAMP LANE WIDTHS ARE 12' AND 11', RESPECTIVELY, UNLESS OTHERWISE NOTED.
9. SEE PAVEMENT MARKING DETAIL SHEETS FOR ADDITIONAL INFORMATION.



**LEGEND**

PAVEMENT MARKING MATERIAL		PAVEMENT MARKING TYPE	
○	EPOXY PAVEMENT MARKING	A - LETTERS AND SYMBOLS (WHITE)	L - 8" WHITE EDGE LINE
◇	TEMPORARY PAVEMENT MARKING	B - 4" WHITE EDGE LINE	M - 12" WHITE (2' DASH, 2' SKIP)
□	THERMOPLASTIC PAVEMENT MARKING	C - 4" YELLOW LINE	N - 12" WHITE 45° DIAGONALS SPACED @ 20' CENTERS
△	POLYUREA PAVEMENT MARKING TYPE I	D - 4" DOUBLE YELLOW CENTERLINE	O - 12" WHITE 45° DIAGONALS SPACED @ 30' CENTERS
		E - 4" WHITE (6' DASH, 18' SKIP)	P - 12" WHITE 45° DIAGONALS SPACED @ 500' CENTERS
		F - 4" YELLOW (6' DASH, 18' SKIP)	Q - 12" YELLOW 45° DIAGONALS SPACED @ 50' CENTERS
		G - 4" WHITE (2' DASH, 6' SKIP)	R - 12" YELLOW 45° DIAGONALS SPACED @ 500' CENTERS
		H - 5" WHITE (10' DASH, 30' SKIP)	S - 12" WHITE CHEVRONS SPACED @ 30' CENTERS
		I - 6" WHITE SOLID LINE	T - 24" WHITE STOP BAR
		J - 6" WHITE (2' DASH, 6' SKIP)	U - 24" WHITE CROSSWALK, 6' WIDTH, SPACED @ 4' CENTERS
		K - 6" WHITE 45° DIAGONALS SPACED @ 20' CENTERS	Y - RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
			Z - RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)

FILE PATH = p:\388035\pml\escomon\line\local\PMK\ML-05.dgn  
 America's Transportation\62629938 Circle\Phase 1\000\_CAD\006\_Roadway\Sheets\62629938-sht-PMK-ML-05.dgn  
 CHICAGO, IL 60601-5276  
 PHONE: (312) 373-7700 FAX: (312) 373-6800



DI60W26-sht-PMK-ML-05.dgn	DESIGNED - OPS	REVISED -
USER NAME = chitua	DRAWN - OPS	REVISED -
PLOT SCALE = 50.0000' / in.	CHECKED - DBM	REVISED -
PLOT DATE = 9/12/2013	DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLANS  
INTERSTATE AND RAMPS**

SCALE: 1" = 50'    SHEET 11 OF 11 SHEETS    STA. 347+00 TO STA. 362+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	182
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

# SIGNING SCHEDULE

LOCATION	SIGN NO.	LEGEND / DESCRIPTION	CODE	ACTION	LOCATION (STATION / OFFSET)		EXISTING PANEL DIMENSIONS		PROPOSED PANEL DIMENSIONS		NUMBER OF POSTS	REMOVE SIGN PANEL - TYPE 1	REMOVE SIGN PANEL - TYPE 2	REMOVE SIGN PANEL ASSEMBLY - TYPE A	REMOVE SIGN PANEL - TYPE 3	RELOCATE SIGN PANEL - TYPE 3	SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 2	SIGN PANEL - TYPE 3	SIGN PANEL - TYPE 1 (SPECIAL)	
					EXISTING	PROPOSED	WIDTH (FT)	HEIGHT (FT)	WIDTH (FT)	HEIGHT (FT)											
HALSTED STREET	NB-01-SP	PEDESTRIAN CROSSING	W11-2	REMOVE	3830+31.19	42.3' RT	-	-	2.50	2.50		6.25									
	NB-02-SA	STREET NAME OVERHEAD - HARRISON	D3-2D/F	REMOVE AND REPLACE SIGN	3831+34.32	37.9' RT	3831+63.42	14.2' RT	5.50	1.50	5.50	1.50									8.25
	NB-03-ST	CTA BUS STOP		REMOVE AND REPLACE SIGN (SEE NOTE 1)	3832+87.41	29.7' RT	(BY OTHERS)		1.50	2.00	1.50	2.00									
	NB-04A-LP	BIKE ROUTE - NORTH TO DEPAUL	D11-1	REMOVE AND REPLACE SIGN	3833+58.11	29.7' RT	-	-	2.00	1.50	-	-	3.00								
	NB-04B-LP	BIKE LANE	R3-17	PROPOSED SIGN	-	-	3833+85.00	41.3' RT	-	-	2.00	1.50					3.00				
	NB-05-LP	NO PARKING / BUS STOP / TOW ZONE / LEFT ARROW OR RIGHT ARROW	R7-207-1/3	REMOVE AND REPLACE SIGN	3833+58.11	29.7' RT	3833+85.00	41.3' RT	1.50	1.50	1.50	1.50	2.25								2.25
	NB-06-LP	NO PARKING / BUS STOP / TOW ZONE / LEFT ARROW OR RIGHT ARROW	R7-207-1/3	REMOVE AND REPLACE SIGN	3837+82.96	29.5' RT	3837+85.00	41.3' RT	1.50	1.50	1.50	1.50	2.25								2.25
	NB-07-ST	ONLY LEFT / THROUGH RIGHT	R3-8R	REMOVE AND REPLACE SIGN	3838+38.34	29.9' RT	3838+38.46	32.7' RT	2.50	2.50	2.50	3.00	1		1			7.50			
	NB-08-SP	BIKE LANE	R3-17	PROPOSED SIGN	-	-	3839+11.50	33.6' RT	-	-	2.00	1.50					3.00				
	NB-09-SP	ENDS	R3-17bP	PROPOSED SIGN	-	-	-	-	-	-	2.00	0.67					1.34				
	SB-01-SA	STREET NAME OVERHEAD - HARRISON	D3-2D/F	REMOVE AND REPLACE SIGN	3830+34.58	36.1' LT	3830+28.24	7.6' LT	5.50	1.50	5.50	1.50	8.25								8.25
	SB-02-ST	UIC CAMPUS	CUSTOM	EXISTING SIGN TO REMAIN	3831+66.81	71.7' LT	-	-	3.58	8.75											
	SB-03-LP	NO PARKING	R7-201-4	REMOVE AND REPLACE SIGN	3833+57.81	26.9' LT	3832+90.00	33.3' LT	1.50	1.50	1.50	1.50	2.25								2.25
	SB-04-ST	CTA BUS STOP		REMOVE AND REPLACE SIGN (SEE NOTE 1)	3835+29.12	25.5' LT	(BY OTHERS)		1.50	2.00	1.50	2.00									
	SB-05-ST	CTA BLUE LINE	CUSTOM	EXISTING SIGN TO REMAIN	3835+41.01	38.6' LT	-	-	0.42	1.42											
SB-06-LP	NO PARKING / BUS STOP	R7-207-4	REMOVE AND REPLACE SIGN	3835+54.31	25.1' LT	3836+03.00	33.3' LT	1.50	1.50	1.50	1.50	2.25								2.25	
SB-07-LP	SHARED LANE YIELD TO BIKES		REMOVE			-	-	2.00	2.00			4.00									
SB-08-LP	NO PARKING	R7-201-4	REMOVE AND REPLACE SIGN	3837+82.52	25.6' LT	3838+25.00	26.8' LT	1.50	1.50	1.50	1.50	2.25								2.25	
SB-09-WP	MANAGEMENT IS NOT RESPONSIBLE FOR THEFT OR DAMAGE TO VEHICLES OR CONTENTS	CUSTOM	EXISTING SIGN TO REMAIN	3838+39.42	35.9' LT	-	-	1.00	1.50												
SB-10-ST	GIORDANOS PRIVATE PROPERTY	CUSTOM	EXISTING SIGN TO REMAIN	3838+69.18	32.1' LT	-	-	1.00	1.50												
SB-11-SP	BIKE LANE	R3-17	PROPOSED SIGN	-	-	3839+98.48	23.2' LT	-	-	2.00	1.50					3.00					
SB-12-SP	AHEAD	R3-17aP	PROPOSED SIGN	-	-	-	-	-	-	2.00	0.67					1.34					
HARRISON STREET	EB-01-ST	RIGHT LANE MUST TURN RIGHT	R3-7	PROPOSED SIGN	-	-	7800+02.11	32.8' RT	-	-	2.50	2.50	1				6.25				
	EB-02-LP	CTA BUS STOP		REMOVE AND REPLACE SIGN (SEE NOTE 1)					1.50	2.00	1.50	2.00									
	EB-03-LP	TO	M4-5	REMOVE AND REPLACE SIGN					2.00	1.00	2.00	1.00	2.00				2.00				
	EB-04-LP	90 (M1-1)	M1-1	REMOVE AND REPLACE SIGN	7805+28.68	30.9' RT	7805+28.68	30.9' RT	2.00	2.00	2.00	2.00	4.00				4.00				
	EB-05-LP	94 (M1-1)	M1-1	REMOVE AND REPLACE SIGN					2.00	2.00	2.00	2.00	4.00				4.00				
	EB-06-LP	ARROW (M6-1)	M6-1	REMOVE AND REPLACE SIGN					1.75	1.25	1.75	1.25	2.19				2.19				
	EB-07-SP	RIGHT TURN ONLY	R3-5R	PROPOSED SIGN	-	-	7805+78.88	34.2' RT	-	-	2.50	3.00					7.50				
	EB-08-SP	HONORARY - JANE ADDAMS HULL-HOUSE ST	D3-3	REMOVE AND REPLACE SIGN					3.00	0.50	3.00	0.50	1.50							1.50	
	EB-09-SP	HONORARY - FRANK REED HORTON WAY	D3-3	REMOVE AND REPLACE SIGN	7806+06.48	65.2' LT	7806+07.93	71.4' RT	3.00	0.50	3.00	0.50	1.50							1.50	
	EB-10-SA	STREET NAME OVERHEAD - HALSTED	D3-2D/F	REMOVE AND REPLACE SIGN	7807+03.86	34.0' RT	7807+03.94	11.9' RT	5.00	1.50	5.00	1.50	7.50							7.50	
	EB-100-LP	NO PARKING	R7-201-4	REMOVE AND REPLACE SIGN	7809+83.12	33.1' RT	7809+95.42	34.2' RT	1.50	1.50	1.50	1.50	2.25				2.25				
	EB-101-TS	STOP SIGN	R1-1	REMOVE AND REPLACE SIGN	7810+81.00	26.0' RT	7810+81.00	38.1' RT	2.50	2.50	2.50	2.50	6.25				6.25				
WB-01-LP	NO PARKING / BUS STOP / TOW ZONE / LEFT ARROW	R7-207-3	REMOVE AND REPLACE SIGN	7805+28.45	33.3' LT	7805+28.45	33.3' LT	1.50	1.50	1.50	1.50	2.25				2.25					
WB-02-SA	STREET NAME OVERHEAD - HALSTED	D3-2D/F	REMOVE AND REPLACE SIGN	7805+95.15	40.4' LT	7805+64.11	16.8' LT	5.00	1.50	5.00	1.50	7.50							7.50		
WB-100-LP	NO PARKING	R7-201-4	REMOVE AND REPLACE SIGN	7809+84.45	33.5' LT	7809+90.33	34.2' LT	1.50	1.50	1.50	1.50	2.25				2.25					
ROUNDED SUBTOTAL												85	0	1	0	0	59	0	0	46	

- NOTES:
- SIGN PANEL TO BE REMOVED AND REPLACED BY THE CTA. CONTRACTOR SHALL COORDINATE WITH THE CTA PRIOR TO REMOVING AND INSTALLING THE GROUND MOUNTED SIGN SUPPORT OR LIGHT POLE.
  - FOR MOUNTING TYPE AND REFLECTIVITY SEE SHEET 185.
  - FOR TOTAL QUANTITIES SEE SHEET 184A.

	D160W26-sht-Sign-Schedule	DESIGNED - OPS	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SIGNING SCHEDULE</b>	F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 183
	USER NAME = chluo	DRAWN - OPS	REVISED -			SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.	CONTRACT NO. 60W26		ILLINOIS FED. AID PROJECT	
PLOT SCALE = 50.0000' / in.		CHECKED - DBM	REVISED -							
PLOT DATE = 9/12/2013		DATE - 9/15/13	REVISED -							

FILE PATH = p:\388935-projects\111000-CAD-005-Roadway\Drawings\01-Americas\Transportation\60W26\9999-Circle\Phase 1\000-CAD-005-Roadway\Sheets\60W26-sht-Sign-Schedule



**SIGNING SCHEDULE**

LOCATION	SIGN NO.	LEGEND / DESCRIPTION	CODE	ACTION	LOCATION (STATION / OFFSET)		EXISTING PANEL DIMENSIONS		PROPOSED PANEL DIMENSIONS		NUMBER OF POSTS	TELESCOPING STEEL SIGN SUPPORT (FT)	STRUCTURAL STEEL SIGN SUPPORT - BREAKWAY (LBS)	STEEL POST, SPECIAL (EACH)	REMOVE GROUND MOUNTED SIGN SUPPORT (EACH)	REMOVE CONCRETE FOUNDATION - GROUND MOUNT (EACH)	CONCRETE FOUNDATIONS (CU)	WOOD SIGN SUPPORT (FT)
					EXISTING	PROPOSED	WIDTH (FT)	HEIGHT (FT)	WIDTH (FT)	HEIGHT (FT)								
HALSTED STREET	NB-01-SP	PEDESTRIAN CROSSING	W11-2	REMOVE	3830+31.19	42.3' RT	-	-	2.50	2.50								
	NB-02-SA	STREET NAME OVERHEAD - HARRISON	D3-2D/F	REMOVE AND REPLACE SIGN	3831+34.32	37.9' RT	3831+63.42	14.2' RT	5.50	1.50	5.50	1.50						
	NB-03-ST	CTA BUS STOP		REMOVE AND REPLACE SIGN (SEE NOTE 1)	3832+87.41	29.7' RT	(BY OTHERS)		1.50	2.00	1.50	2.00			1	1		
	NB-04A-LP	BIKE ROUTE - NORTH TO DEPAUL	D11-1	REMOVE AND REPLACE SIGN	3833+58.11	29.7' RT	-	-	2.00	1.50	-	-						
	NB-04B-LP	BIKE LANE	R3-17	PROPOSED SIGN	-	-	3833+85.00	41.3' RT	-	-	2.00	1.50						
	NB-05-LP	NO PARKING / BUS STOP / TOW ZONE / LEFT ARROW OR RIGHT ARROW	R7-207-1/3	REMOVE AND REPLACE SIGN	3833+58.11	29.7' RT	3833+85.00	41.3' RT	1.50	1.50	1.50	1.50						
	NB-06-LP	NO PARKING / BUS STOP / TOW ZONE / LEFT ARROW OR RIGHT ARROW	R7-207-1/3	REMOVE AND REPLACE SIGN	3837+82.96	29.5' RT	3837+85.00	41.3' RT	1.50	1.50	1.50	1.50						
	NB-07-ST	ONLY LEFT / THROUGH RIGHT	R3-8R	REMOVE AND REPLACE SIGN	3838+38.34	29.9' RT	3838+38.46	32.7' RT	2.50	2.50	2.50	3.00	1		1			
	NB-08-SP	BIKE LANE	R3-17	PROPOSED SIGN	-	-	3839+11.50	33.6' RT	-	-	2.00	1.50						
	NB-09-SP	ENDS	R3-17bP	PROPOSED SIGN	-	-	-	-	-	-	2.00	0.67						
	SB-01-SA	STREET NAME OVERHEAD - HARRISON	D3-2D/F	REMOVE AND REPLACE SIGN	3830+34.58	36.1' LT	3830+28.24	7.6' LT	5.50	1.50	5.50	1.50						
	SB-02-ST	UIC CAMPUS	CUSTOM	EXISTING SIGN TO REMAIN	3831+66.81	71.7' LT	-	-	3.58	8.75								
	SB-03-LP	NO PARKING	R7-201-4	REMOVE AND REPLACE SIGN	3833+57.81	26.9' LT	3832+90.00	33.3' LT	1.50	1.50	1.50	1.50						
	SB-04-ST	CTA BUS STOP		REMOVE AND REPLACE SIGN (SEE NOTE 1)	3835+29.12	25.5' LT	(BY OTHERS)		1.50	2.00	1.50	2.00			1	1		
	SB-05-ST	CTA BLUE LINE	CUSTOM	EXISTING SIGN TO REMAIN	3835+41.01	38.6' LT	-	-	0.42	1.42								
	SB-06-LP	NO PARKING / BUS STOP	R7-207-4	REMOVE AND REPLACE SIGN	3835+54.31	25.1' LT	3836+03.00	33.3' LT	1.50	1.50	1.50	1.50						
	SB-07-LP	SHARED LANE YIELD TO BIKES		REMOVE	-	-	-	-	2.00	2.00								
	SB-08-LP	NO PARKING	R7-201-4	REMOVE AND REPLACE SIGN	3837+82.52	25.6' LT	3838+25.00	26.8' LT	1.50	1.50	1.50	1.50						
	SB-09-WP	MANAGEMENT IS NOT RESPONSIBLE FOR THEFT OR DAMAGE TO VEHICLES OR CONTENTS	CUSTOM	EXISTING SIGN TO REMAIN	3838+39.42	35.9' LT	-	-	1.00	1.50								
	SB-10-ST	GIORDANOS PRIVATE PROPERTY	CUSTOM	EXISTING SIGN TO REMAIN	3838+69.18	32.1' LT	-	-	1.00	1.50								
SB-11-SP	BIKE LANE	R3-17	PROPOSED SIGN	-	-	3839+98.48	23.2' LT	-	-	2.00	1.50							
SB-12-SP	AHEAD	R3-17aP	PROPOSED SIGN	-	-	-	-	-	-	2.00	0.67							
HARRISON STREET	EB-01-ST	RIGHT LANE MUST TURN RIGHT	R3-7	PROPOSED SIGN	-	-	7800+02.11	32.8' RT	-	-	2.50	2.50	1		1			
	EB-02-LP	CTA BUS STOP		REMOVE AND REPLACE SIGN (SEE NOTE 1)					1.50	2.00	1.50	2.00						
	EB-03-LP	TO	M4-5	REMOVE AND REPLACE SIGN					2.00	1.00	2.00	1.00						
	EB-04-LP	90 (M1-1)	M1-1	REMOVE AND REPLACE SIGN	7805+28.68	30.9' RT	7805+28.68	30.9' RT	2.00	2.00	2.00	2.00						
	EB-05-LP	94 (M1-1)	M1-1	REMOVE AND REPLACE SIGN					2.00	2.00	2.00	2.00						
	EB-06-LP	ARROW (M6-1)	M6-1	REMOVE AND REPLACE SIGN					1.75	1.25	1.75	1.25						
	EB-07-SP	RIGHT TURN ONLY	R3-5R	PROPOSED SIGN	-	-	7805+78.88	34.2' RT	-	-	2.50	3.00						
	EB-08-SP	HONORARY - JANE ADDAMS HULL-HOUSE ST	D3-3	REMOVE AND REPLACE SIGN					3.00	0.50	3.00	0.50						
	EB-09-SP	HONORARY - FRANK REED HORTON WAY	D3-3	REMOVE AND REPLACE SIGN	7806+06.48	65.2' LT	7806+07.93	71.4' RT	3.00	0.50	3.00	0.50						
	EB-10-SA	STREET NAME OVERHEAD - HALSTED	D3-2D/F	REMOVE AND REPLACE SIGN	7807+03.86	34.0' RT	7807+03.94	11.9' RT	5.00	1.50	5.00	1.50						
	EB-100-LP	NO PARKING	R7-201-4	REMOVE AND REPLACE SIGN	7809+83.12	33.1' RT	7809+95.42	34.2' RT	1.50	1.50	1.50	1.50						
	EB-101-TS	STOP SIGN	R1-1	REMOVE AND REPLACE SIGN	7810+81.00	26.0' RT	7810+81.00	38.1' RT	2.50	2.50	2.50	2.50	14.50					
	WB-01-LP	NO PARKING / BUS STOP / TOW ZONE / LEFT ARROW	R7-207-3	REMOVE AND REPLACE SIGN	7805+28.45	33.3' LT	7805+28.45	33.3' LT	1.50	1.50	1.50	1.50						
WB-02-SA	STREET NAME OVERHEAD - HALSTED	D3-2D/F	REMOVE AND REPLACE SIGN	7805+95.15	40.4' LT	7805+64.11	16.8' LT	5.00	1.50	5.00	1.50							
WB-100-LP	NO PARKING	R7-201-4	REMOVE AND REPLACE SIGN	7809+84.45	33.5' LT	7809+90.33	34.2' LT	1.50	1.50	1.50	1.50							
ROUNDED SUBTOTAL												15	0	4	2	0	0	0

- NOTES:
- SIGN PANEL TO BE REMOVED AND REPLACED BY THE CTA. CONTRACTOR SHALL COORDINATE WITH THE CTA PRIOR TO REMOVING AND INSTALLING THE GROUND MOUNTED SIGN SUPPORT OR LIGHT POLE.
  - FOR MOUNTING TYPE AND REFLECTIVITY SEE SHEET 185.
  - FOR TOTAL QUANTITIES SEE SHEET 184A.

FILE PATH = p:\388935-p\m\secomon\me\local\p\MECD\000\Documents\01\_Americas\Transportation\60269938\_Circle\Phase\_1\1600\_CAD\_005\_Roadway\_Sheets\60W26-sht-Sign-Schedule-02

**SIGNING SCHEDULE**

LOCATION	SIGN NO.	LEGEND / DESCRIPTION	CODE	ACTION	LOCATION (STATION / OFFSET)				EXISTING PANEL DIMENSIONS		PROPOSED PANEL DIMENSIONS		NUMBER OF POSTS	REMOVE SIGN PANEL - TYPE 1	REMOVE SIGN PANEL - TYPE 2	REMOVE SIGN PANEL ASSEMBLY - TYPE A	REMOVE SIGN PANEL - TYPE 3	RELOCATE SIGN PANEL - TYPE 3	SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 2	SIGN PANEL - TYPE 3	SIGN PANEL - TYPE 1 (SPECIAL)	
					EXISTING	PROPOSED	WIDTH (FT)	HEIGHT (FT)	WIDTH (FT)	HEIGHT (FT)													
EB I-290	IKE-01-BM	HALSTED STREET 800 W	CUSTOM	REMOVE AND REPLACE SIGN	351+81.16	40.1' RT	351+81.45	45.4' RT	6.50	2.00	7.00	2.00	2		13.00								
	IKE-02-TS	SPEED LIMIT	R2-1	REMOVE AND REPLACE SIGN	351+35.03	40.3' RT	351+35.03	40.3' RT	3.00	4.00	3.00	4.00	1		12.00								14.00
WB I-290	IKE-03-BM	HALSTED STREET 800 W	CUSTOM	REMOVE AND REPLACE SIGN	352+46.58	39.5' LT	352+50.83	36.2' LT	6.50	2.00	7.00	2.00	2		13.00								14.00
SOUTHWEST RAMP	SW-01-BS	UNIVERSITY OF ILLINOIS AT CHICAGO NEXT 2 EXITS	CUSTOM	RELOCATED ON NEW POSTS	19+70.95	33.9' RT	19+75.92	33.0' RT	12.00	9.00	12.00	9.00	2				108.00	108.00					
EASTSOUTH RAMP	ES-03-TM	RAMP SPEED LIMIT 30	W13-3	REMOVE AND REPLACE SIGN	106+51.75	49.9' LT	106+37.41	46.8' LT	3.00	4.00	3.00	4.00			12.00								12.00
	ES-04-BM	DOUBLE ARROWS	W12-1	REMOVE AND REPLACE SIGN	106+85.82	18.9' LT	106+80.99	16.0' LT	4.00	4.00	4.00	4.00	2		16.00								16.00
TAYLOR EXIT RAMP	ES-01-GM	EXIT 52A - TAYLOR STREET/ROOSEVELT ROAD 1/4 MILE	CUSTOM	PROPOSED SIGN	-	-	7308+50.00	148.3' LT	-	-	16.00	11.00	2										176.00
	-	EXIT 52A - TAYLOR STREET/ROOSEVELT ROAD 1/4 MILE	CUSTOM	RELOCATE SIGN	7809+00.00	33.0' LT	7308+50.00	12.7' LT	16.50	11.00	-	-	2					181.50					
NORTHWEST RAMP	NW-01-BM	ADDED LANE	W4-3R	REMOVE AND REPLACE SIGN	21+78.14	16.1' RT	21+79.19	15.9' RT	4.00	4.00	4.00	4.00	2		16.00								16.00
ROUNDED SUBTOTAL													0	82	0	108	290	0	84	176	0		
TOTAL													85	82	1	108	290	59	84	176	46		

LOCATION	SIGN NO.	LEGEND / DESCRIPTION	CODE	ACTION	LOCATION (STATION / OFFSET)				EXISTING PANEL DIMENSIONS		PROPOSED PANEL DIMENSIONS		NUMBER OF POSTS	TELESCOPING STEEL SIGN SUPPORT	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	STEEL POST, SPECIAL	REMOVE GROUND MOUNTED SIGN SUPPORT	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	CONCRETE FOUNDATIONS	WOOD SIGN SUPPORT
					EXISTING	PROPOSED	WIDTH (FT)	HEIGHT (FT)	WIDTH (FT)	HEIGHT (FT)										
EB I-290	IKE-01-BM	HALSTED STREET 800 W	CUSTOM	REMOVE AND REPLACE SIGN	351+81.16	40.1' RT	351+81.45	45.4' RT	6.50	2.00	7.00	2.00	2	28.00						
	IKE-02-TS	SPEED LIMIT	R2-1	REMOVE AND REPLACE SIGN	351+35.03	40.3' RT	351+35.03	40.3' RT	3.00	4.00	3.00	4.00	1	16.00			1			
WB I-290	IKE-03-BM	HALSTED STREET 800 W	CUSTOM	REMOVE AND REPLACE SIGN	352+46.58	39.5' LT	352+50.83	36.2' LT	6.50	2.00	7.00	2.00	2	28.00						
SOUTHWEST RAMP	SW-01-BS	UNIVERSITY OF ILLINOIS AT CHICAGO NEXT 2 EXITS	CUSTOM	RELOCATED ON NEW POSTS	19+70.95	33.9' RT	19+75.92	33.0' RT	12.00	9.00	12.00	9.00	2				2	2	0.3	35.60
EASTSOUTH RAMP	ES-03-TM	RAMP SPEED LIMIT 30	W13-3	REMOVE AND REPLACE SIGN	106+51.75	49.9' LT	106+37.41	46.8' LT	3.00	4.00	3.00	4.00								
	ES-04-BM	DOUBLE ARROWS	W12-1	REMOVE AND REPLACE SIGN	106+85.82	18.9' LT	106+80.99	16.0' LT	4.00	4.00	4.00	4.00	2	32.00						
TAYLOR EXIT RAMP	ES-01-GM	EXIT 52A - TAYLOR STREET/ROOSEVELT ROAD 1/4 MILE	CUSTOM	PROPOSED SIGN	-	-	7308+50.00	148.3' LT	-	-	16.00	11.00	2		968.00					2.36
	-	EXIT 52A - TAYLOR STREET/ROOSEVELT ROAD 1/4 MILE	CUSTOM	RELOCATE SIGN	7809+00.00	33.0' LT	7308+50.00	12.7' LT	16.50	11.00	-	-	2		924.00					2.36
NORTHWEST RAMP	NW-01-BM	ADDED LANE	W4-3R	REMOVE AND REPLACE SIGN	21+78.14	16.1' RT	21+79.19	15.9' RT	4.00	4.00	4.00	4.00	2	32.00						
ROUNDED SUBTOTAL													136	1892	0	3	2	5.1	36	
TOTAL													151	1892	4	5	2	5.1	36	

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 USER NAME = chhua  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 9/13/2013

DESIGNED - OPS  
 DRAWN - OPS  
 CHECKED - DBM  
 DATE - 9/15/13

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SIGNING SCHEDULE**

SCALE: SHEET 2A OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	184A
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

**SIGNING SCHEDULE**

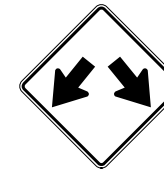
LOCATION	SIGN NO.	LEGEND / DESCRIPTION	CODE	ACTION	LOCATION (STATION / OFFSET)				EXISTING PANEL DIMENSIONS		PROPOSED PANEL DIMENSIONS		REMOVE OVERHEAD SIGN STRUCTURE - SPAN (EACH)	REMOVE OVERHEAD SIGN STRUCTURE - WALKWAY (FOOT)	REMOVE CONCRETE FOUNDATION - OVERHEAD (EACH)	SIGN PANEL - TYPE 3 (SQ FT)
					EXISTING		PROPOSED		WIDTH (FT)	HEIGHT (FT)	WIDTH (FT)	HEIGHT (FT)				
EAST-SOUTH RAMP	ES-01-OH	I-90/94 WEST KENNEDY EXPY - WISCONSIN	CUSTOM	REMOVE AND REPLACE SIGN	106+53.69	29.6' LT	106+34.00	25.00' LT	16.50	10.50	23.00	11.50	1	69	2	264.5
	ES-02-OH	I-90/94 EAST RYAN EXPY - INDIANA	CUSTOM	REMOVE AND REPLACE SIGN	106+56.78	0.0' LT	106+34.00	3.00' RT	17.00	10.50	19.50	12.00				234
ROUNDED TOTAL													1	69	2	498.5

NOTES:  
 1. SEE OVERHEAD SIGN STRUCTURES GENERAL PLAN AND ELEVATION SHEET FOR OVER HEAD SIGN STRUCTURE QUANTITIES.

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	DI60W26-sht-Sign-Schedule-02B	DESIGNED - OPS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNING SCHEDULE	F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 184B
	USER NAME = chitua	DRAWN - OPS	REVISED -			PLOT SCALE = 50.0000' / in.	CHECKED - DBM	REVISED -	CONTRACT NO. 60W26	
PLOT DATE = 9/12/2013	DATE - 9/15/13	REVISED -	SCALE: SHEET 2B OF 3 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT				

**W Harrison ST  
600 S**



**SPEED  
LIMIT  
45**

D3-2D/F  
SEE NOTE 1  
DOUBLE SIDED  
REFLECTIVE: YES  
MOUNT: FLAG  
(66"x18")  
NB-02-SA  
SB-01-SA

R3-17  
REFLECTIVE: YES  
MOUNT: CENTER  
(24"x18")  
NB-04B-LP  
NB-08-SP  
SB-11-SP

R7-207-1/3  
SEE NOTE 1  
DOUBLE SIDED  
REFLECTIVE: NO  
MOUNT: FLAG  
(18"x18")  
NB-05-LP  
NB-06-LP

R3-8R  
REFLECTIVE: YES  
MOUNT: CENTER  
(30"x36")  
NB-07-ST

R7-201-4  
SEE NOTE 1  
DOUBLE SIDED  
REFLECTIVE: NO  
MOUNT: FLAG  
(18"x18")  
SB-03-LP  
SB-08-LP  
WB-100-LP  
EB-100-LP

R7-207-4  
SEE NOTE 1  
DOUBLE SIDED  
REFLECTIVE: NO  
MOUNT: FLAG  
(18"x18")  
SB-06-LP

W12-1  
REFLECTIVE: YES  
MOUNT: CENTER  
(36"x36")  
ES-04-BM

R2-1  
REFLECTIVE: YES  
MOUNT: CENTER  
(36"x48")  
IKE-02-TS

**RIGHT LANE  
MUST  
TURN RIGHT**

**TO**



**AHEAD**

**ENDS**

R3-7  
REFLECTIVE: YES  
MOUNT: CENTER  
(36"x36")  
EB-01-ST

M4-5  
REFLECTIVE: YES  
MOUNT: CENTER  
(24"x12")  
EB-03-LP

M1-1  
REFLECTIVE: YES  
MOUNT: CENTER  
(24"x24")  
EB-04-LP

M1-1  
REFLECTIVE: YES  
MOUNT: CENTER  
(24"x24")  
EB-05-LP

M6-1  
REFLECTIVE: YES  
MOUNT: CENTER  
(21"x15")  
EB-06-LP

R3-5R  
REFLECTIVE: YES  
MOUNT: CENTER  
(30"x36")  
EB-07-LP

W4-3R  
REFLECTIVE: YES  
MOUNT: CENTER  
(48"x48")  
NW-01-BM

R3-17aP  
REFLECTIVE: YES  
MOUNT: CENTER  
(24"x8")  
SB-12-SP

R3-17bP  
REFLECTIVE: YES  
MOUNT: CENTER  
(24"x8")  
NB-09-SP

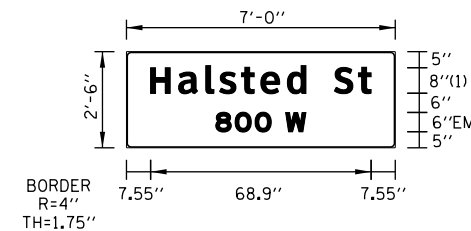
**HONORARY  
JANE ADDAMS HULL HOUSE ST**

**HONORARY  
FRANK REED HORTON WAY**

**S Halsted St  
800 W**



**RAMP  
30  
MPH**



**Halsted St  
800 W**

CUSTOM  
REFLECTIVE: YES  
MOUNT: CENTER  
(84"x30")  
IKE-01-BM  
IKE-03-BM

D3-3  
(SEE NOTE 1)  
DOUBLE SIDED  
REFLECTIVE: NO  
MOUNT: FLAG  
(36"x6")  
EB-08-SP

D3-3  
(SEE NOTE 1)  
DOUBLE SIDED  
REFLECTIVE: NO  
MOUNT: FLAG  
(36"x6")  
EB-09-SP

D3-2D/F  
SEE NOTE 1  
DOUBLE SIDED  
REFLECTIVE: YES  
MOUNT: FLAG  
(60"x18")  
EB-10-SA  
WB-02-SA

R7-203-3  
SEE NOTE 1  
DOUBLE SIDED  
REFLECTIVE: YES  
MOUNT: FLAG  
(18"x18")  
WB-01-LP

W13-3  
REFLECTIVE: YES  
MOUNT: CENTER  
(36"x48")  
ES-03-TM

R1-1  
REFLECTIVE: YES  
MOUNT: CENTER  
(30"x30")  
EB-101-TS

NOTE:

1. FOR CDOT SIGN PANEL DETAILS SEE THE MOST CURRENT EDITION OF "THE FIELD MANUAL FOR SIGN INSTALLATION GUIDE" AND "SIGN FABRICATION AND INSTALLATIONS" MANUALS.



DI60W26-sht-Sign-Det-01.dgn  
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PLOT SCALE = 10.0000 / in.  
PLOT DATE = 9/12/2013

DESIGNED - KAL  
DRAWN - BAW  
CHECKED - JLV  
DATE - 9/15/13  
REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIGNING PLAN  
SIGN PANEL DETAILS**

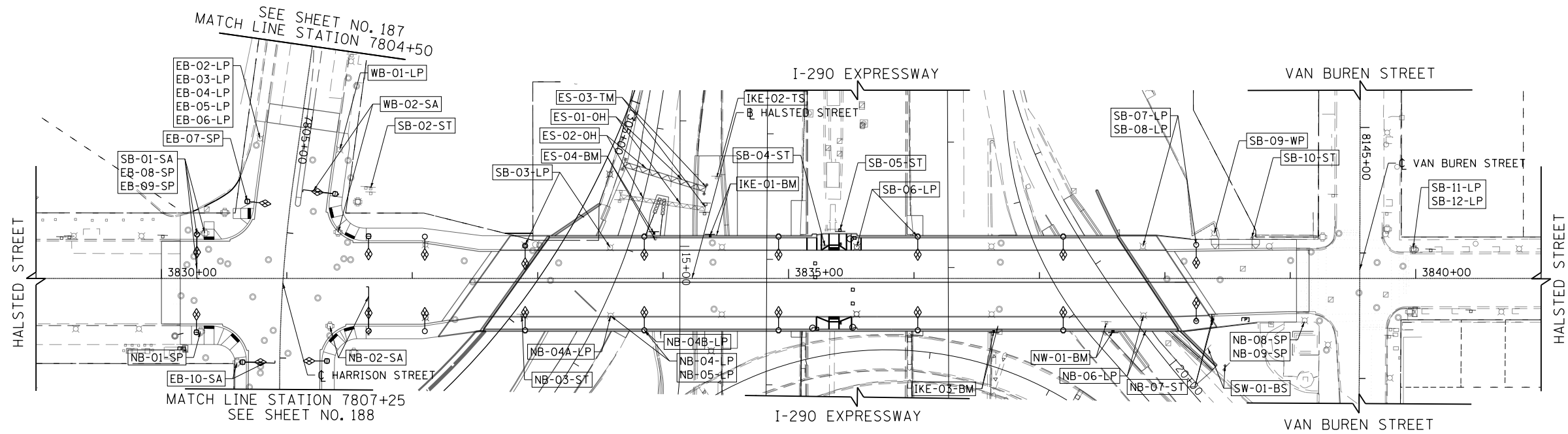
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	185
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

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### SIGNING NOTES

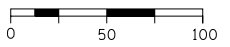
- SEE SIGN SCHEDULE FOR SIGN PANEL AND MOUNTING INFORMATION.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RECORD AND RETAIN ALL EXISTING SIGN INFORMATION FOR FUTURE REFERENCE. EXACT LOCATIONS OF ALL SIGNS SHALL BE DIRECTED BY THE ENGINEER.



### SIGN NUMBERING CODE

#### EXAMPLE

<p>DIRECTION OF TRAFFIC</p> <p>NB - NORTHBOUND HALSTED STREET</p> <p>SB - SOUTHBOUND HALSTED STREET</p> <p>WB - WESTBOUND HARRISON STREET</p> <p>EB - EASTBOUND HARRISON STREET</p> <p>SW - SOUTHWEST RAMP</p> <p>ES - EASTSOUTH RAMP</p> <p>NW - NORTHWEST RAMP</p> <p>IKE - EISENHOWER EXPY</p> <p>SIGN PANEL NUMBER</p>	<p>NB-03-LP</p>	<p>MOUNTING TYPE</p> <p>ST - STEEL POST</p> <p>TS - TELESCOPING STEEL</p> <p>LP - LIGHT POLE BANDING</p> <p>SP - SIGNAL POLE BANDING</p> <p>SA - SIGNAL POLE MAST ARM</p> <p>BM - BRIDGE MOUNTED</p> <p>PP - PEDESTRIAN PUSH BUTTON</p> <p>BS - BREAKAWAY STEEL</p> <p>WP - WOOD POST</p> <p>OH - OVERHEAD</p> <p>TM - TRUSS SUPPORT MOUNTED</p>
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SCALE: 1"=50'

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

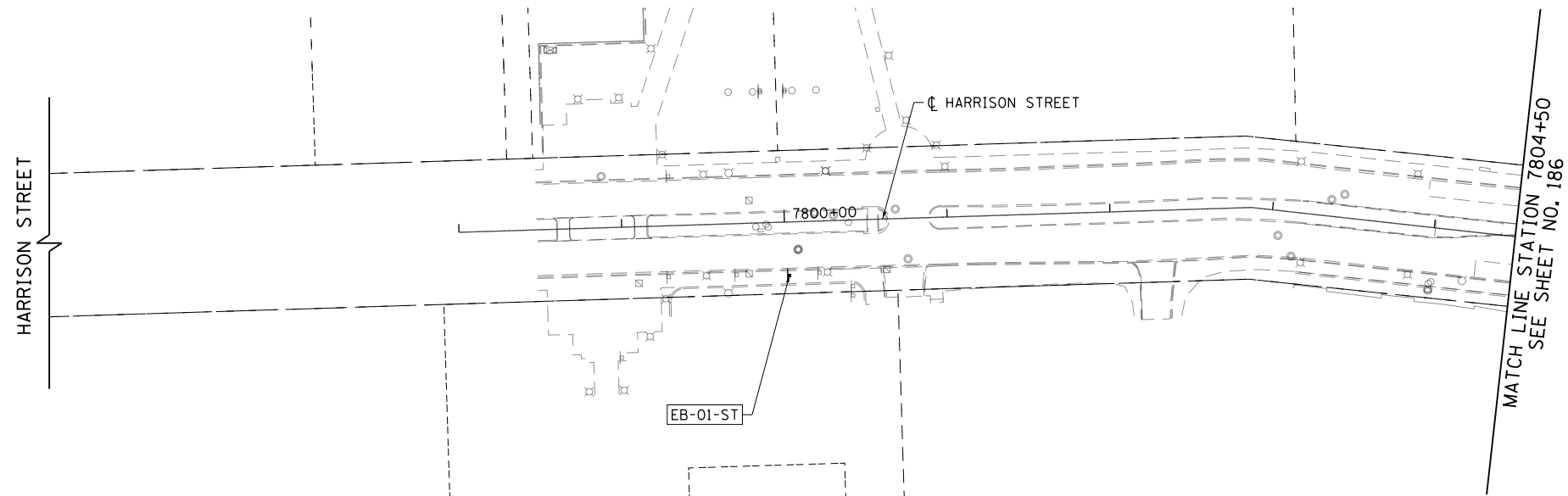
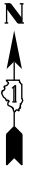
**SIGNING PLAN**  
**HALSTED STREET**

SCALE: 1"=50'	SHEET 4 OF 6 SHEETS	STA. 3829+00 TO STA. 3841+00
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	186
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

**SIGNING NOTES**

1. SEE SIGN SCHEDULE FOR SIGN PANEL AND MOUNTING INFORMATION.
2. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RECORD AND RETAIN ALL EXISTING SIGN INFORMATION FOR FUTURE REFERENCE. EXACT LOCATIONS OF ALL SIGNS SHALL BE DIRECTED BY THE ENGINEER.



**SIGN NUMBERING CODE  
EXAMPLE**

DIRECTION OF TRAFFIC	EXAMPLE	MOUNTING TYPE
NB - NORTHBOUND HALSTED STREET	NB-03-LP	ST - STEEL POST
SB - SOUTHBOUND HALSTED STREET		TS - TELESCOPING STEEL
WB - WESTBOUND HARRISON STREET		LP - LIGHT POLE BANDING
EB - EASTBOUND HARRISON STREET		SP - SIGNAL POLE BANDING
SW - SOUTHWEST RAMP		SA - SIGNAL POLE MAST ARM
ES - EASTSOUTH RAMP		BM - BRIDGE MOUNTED
		PP - PEDESTRIAN PUSH BUTTON
		BS - BREAKAWAY STEEL
		WP - WOOD POST
		OH - OVERHEAD

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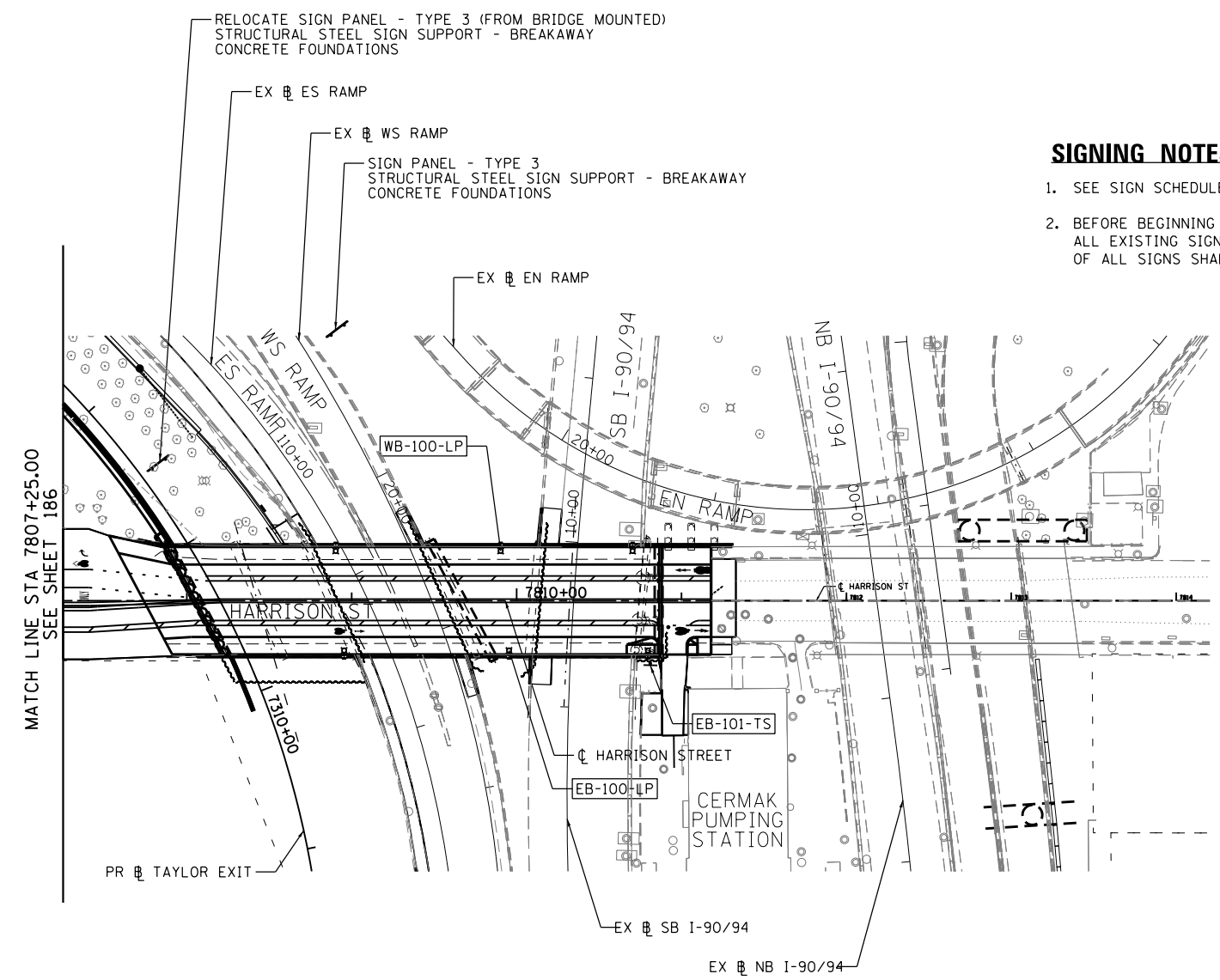
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PLOT DATE = 9/12/2013	DATE - 9/15/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIGNING PLAN  
HARRISON STREET**

SCALE: 1"=50' SHEET 5 OF 6 SHEETS STA. 7799+00 TO STA. 7804+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	187
				CONTRACT NO. 60W26
ILLINOIS FED. AID PROJECT				

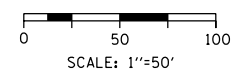


**SIGNING NOTES**

1. SEE SIGN SCHEDULE FOR SIGN PANEL AND MOUNTING INFORMATION.
2. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RECORD AND RETAIN ALL EXISTING SIGN INFORMATION FOR FUTURE REFERENCE. EXACT LOCATIONS OF ALL SIGNS SHALL BE DIRECTED BY THE ENGINEER.

**SIGN NUMBERING CODE EXAMPLE**

DIRECTION OF TRAFFIC	EXAMPLE	MOUNTING TYPE
NB - NORTHBOUND HALSTED STREET	NB-03-LP	MP - METAL POST
SB - SOUTHBOUND HALSTED STREET		TS - TELESCOPING STEEL
WB - WESTBOUND HARRISON STREET		RR - REMOVE AND REPLACE
EB - EASTBOUND HARRISON STREET		LP - LIGHT POLE BANDING
SW - SOUTHWEST RAMP		SP - SIGNAL POLE BANDING
ES - EASTSOUTH RAMP		SA - SIGNAL POLE MAST ARM
NW - NORTHWEST RAMP		BM - BRIDGE MOUNTED
IKE - EISENHOWER EXPY		PP - PEDESTRIAN PUSH BUTTON
SIGN PANEL NUMBER		BS - BREAKAWAY STEEL
		WP - WOOD POST
		OH - OVERHEAD
		TM - TRUSS SUPPORT MOUNTED



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PLOT DATE = 8/18/2013	DATE - 8/20/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIGNING PLAN  
HARRISON STREET**

SCALE: 1" = 50' SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	188
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

**GENERAL NOTES**

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

DESIGN STRESSES:  
Field Units  
 $f_c = 3,500$  p.s.i.  
 $f_y = 60,000$  p.s.i. (reinforcement)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 and D1.2 Structural Welding Codes (Steel and Aluminum) and the Standard Specifications.

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W\*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer.  
The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40\* F. (Zone 2) before galvanizing.

FASTENERS FOR ALUMINUM TRUSSES: All bolts noted as "high strength" must satisfy the requirements of AASHTO M164 (ASTM A325), or approved alternate, and must have matching lock nuts. Threaded studs for splices (if Members interfere) must satisfy the requirements of ASTM A449, ASTM A193, Grade B7, or approved alternate, and must have matching lock nuts. Bolts and lock nuts not required to be high strength must satisfy the requirements of ASTM A307. All bolts and lock nuts must be hot dip galvanized per AASHTO M232. The lock nuts must have nylon or steel inserts. A stainless steel flat washer conforming to ASTM A240 Type 302 or 304, is required under both head and nut or under both nuts where threaded studs are used. High strength bolt installation shall conform to Article 505.04 (f) (2)d of the IDOT Standard Specifications for Road and Bridge Construction. Rotational capacity ("ROCAP") testing of bolts will not be required.

U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts and hot dip galvanized per AASHTO M232. A stainless steel flat washer conforming to ASTM A240, Type 302 or 304, is required under each U-Bolt and Eyebolt lock nut.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: Shall conform to ASTM F1554 Gr. 105.

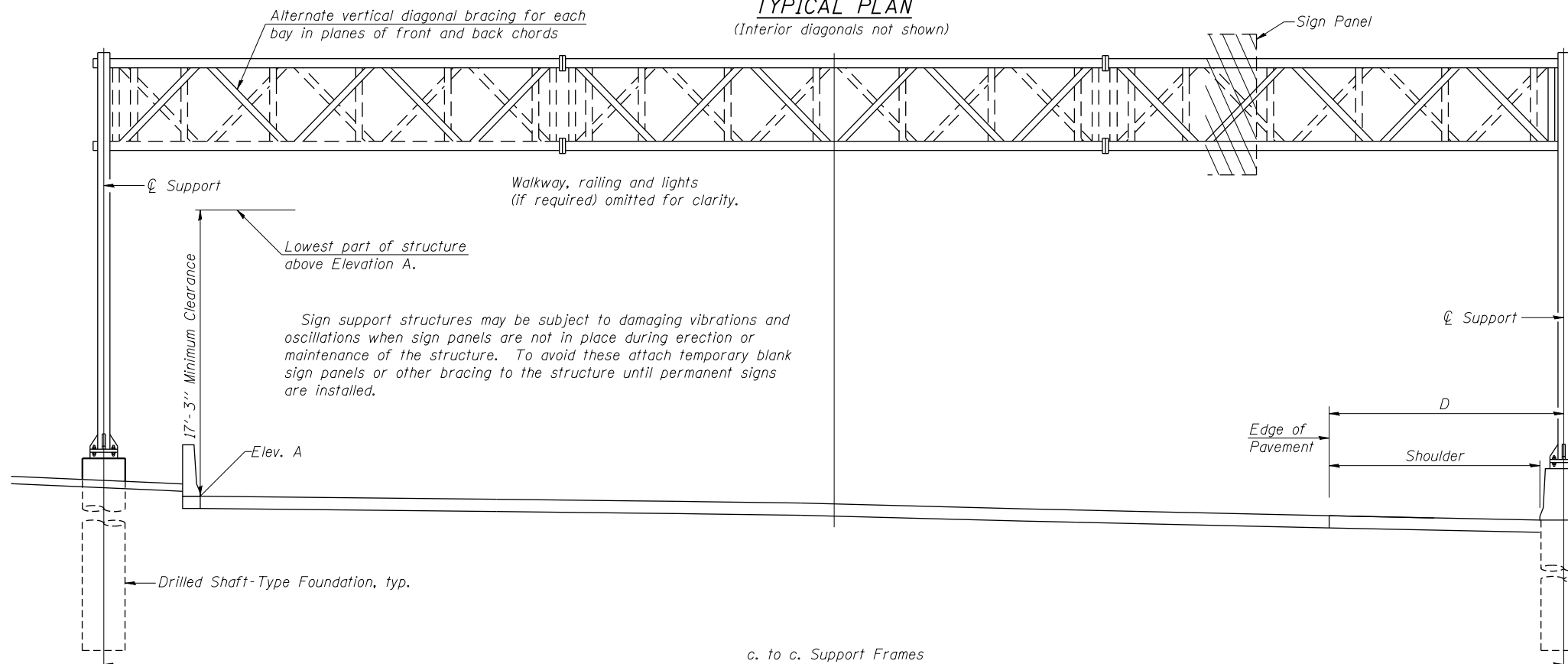
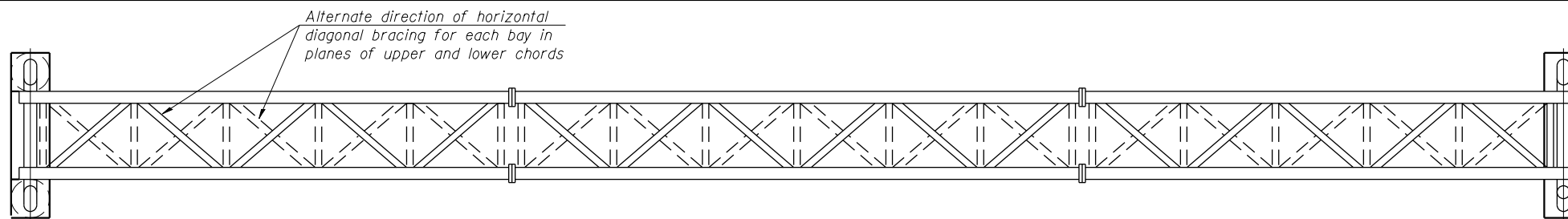
CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Bridge Seat Sealer in accordance with the Standard Specifications.

REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

FOUNDATIONS: The contract unit price for Drilled Shaft Concrete Foundations shall include reinforcement bars complete in place.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE SPAN TYPE I-A	Foot	68
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds.	22.7



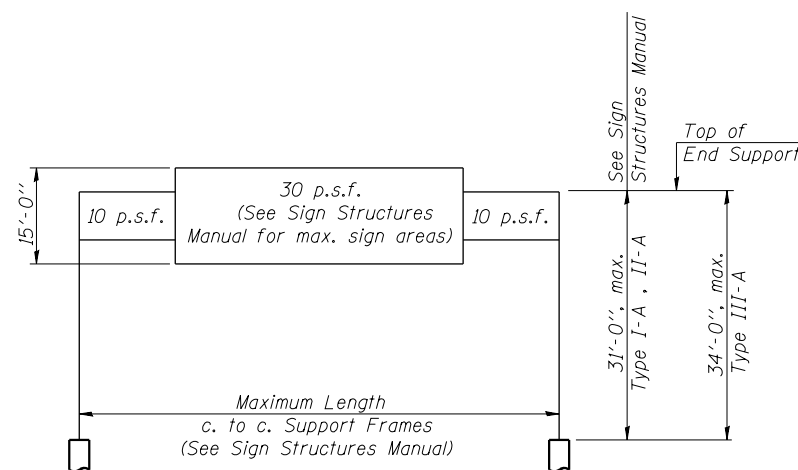
Elev. A = Elevation at point of minimum clearance to sign, walkway support or truss.

**TYPICAL ELEVATION**  
(Looking at Face of Signs\*\*)

Structure Number	Station	Design Truss Type	c. to c. Supports	Elev. A	Dim. D	Height of Tallest Sign	Total Sign Area
ISO161290R029.8	106+34	I-A	68'-0"	575.20	6'-1 1/2"	12'-0"	499 Sq Ft

\*\*Looking upstation for structures with signs both sides.

\* If M270 Gr. 50W (M222) steel is proposed, chemistry for plate to be used shall first be approved by the Engineer as suitable for galvanizing and welding.



**DESIGN WIND LOADING DIAGRAM**

Parameters shown are basis for I.D.O.T. Standards and Sign Manual Tables. Installations not within dimensional limits shown require special analysis for all components.

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PLOT DATE = 9/12/2013	DATE - 9/15/13	REVISED -

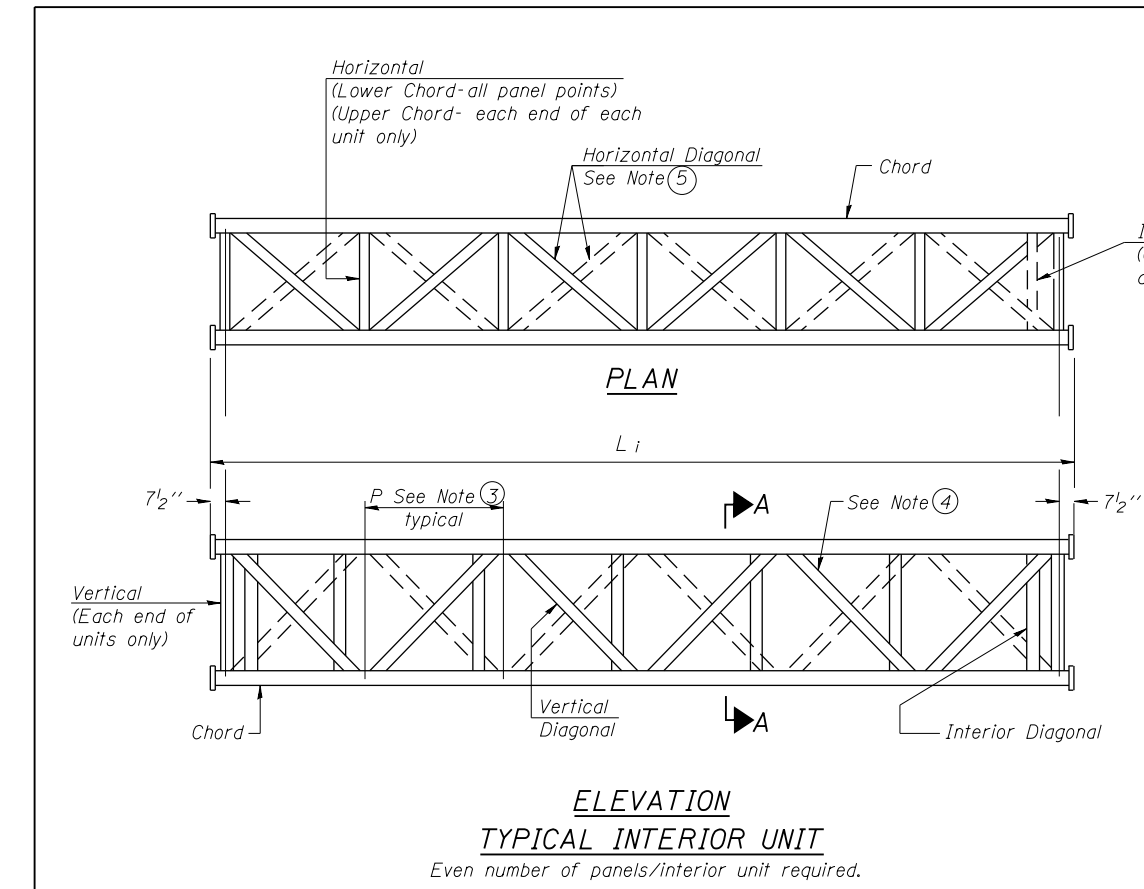
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**OVERHEAD SIGN STRUCTURES**  
**GENERAL PLAN & ELEVATION**

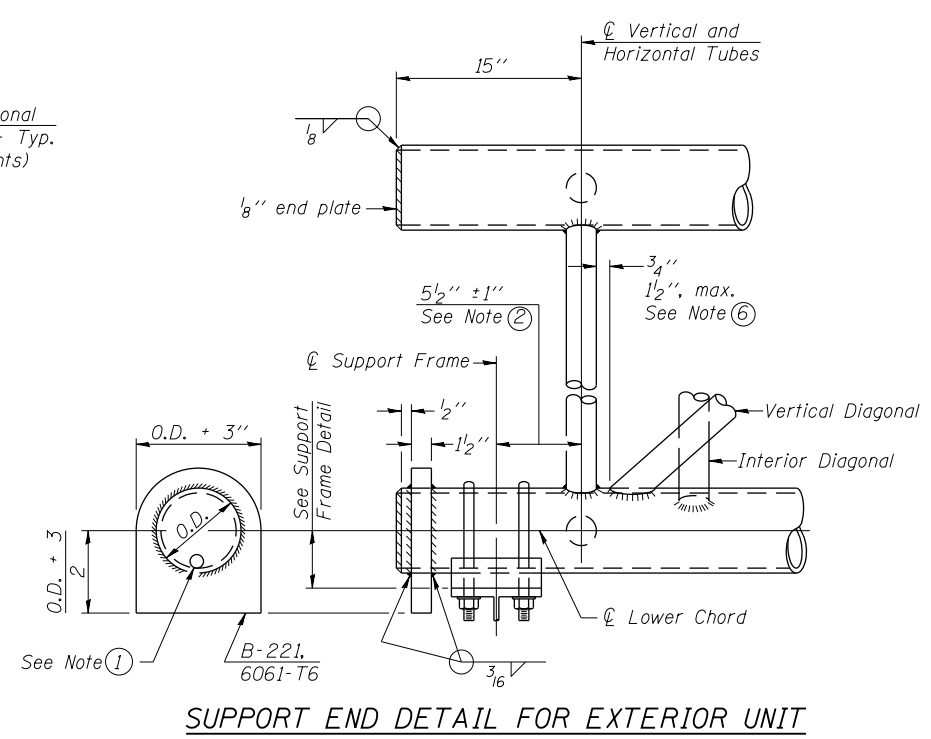
SCALE: N.T.S. SHEET 1 OF 11 SHEETS STA. TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 189
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

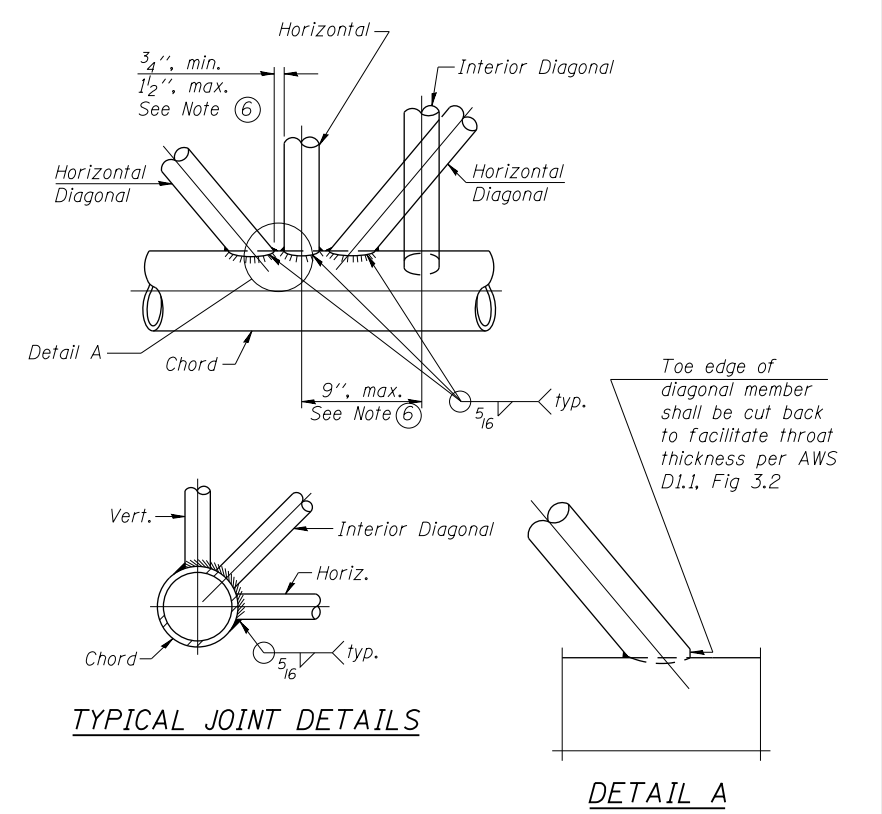




**ELEVATION  
TYPICAL INTERIOR UNIT**  
Even number of panels/interior unit required.

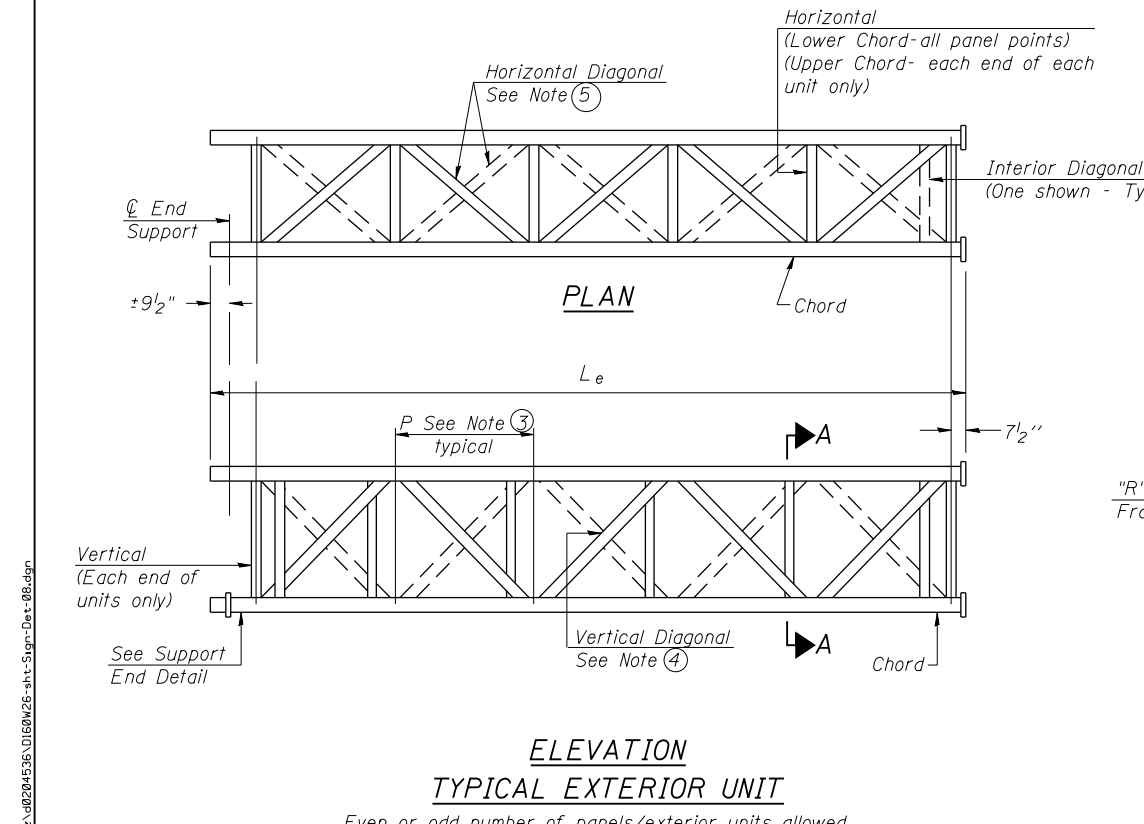


**SUPPORT END DETAIL FOR EXTERIOR UNIT**

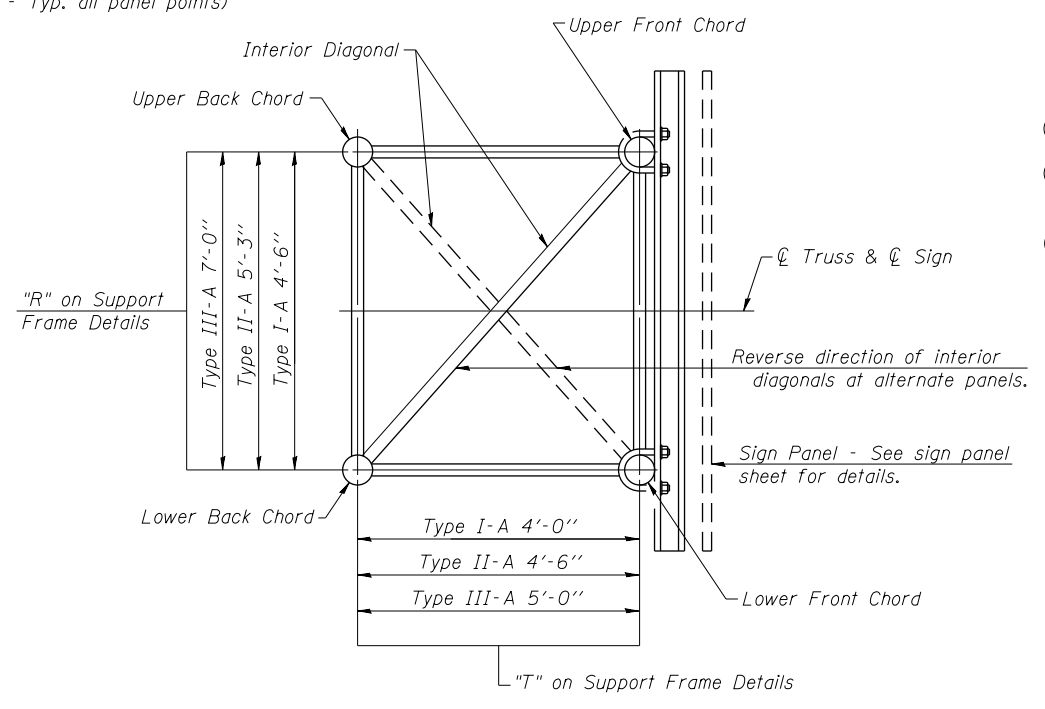


**TYPICAL JOINT DETAILS**

**DETAIL A**



**ELEVATION  
TYPICAL EXTERIOR UNIT**  
Even or odd number of panels/interior units allowed.



**SECTION A-A**

- ① Contractor may alternatively use standard aluminum drive-fit cap to close end. 1/2"  $\phi$  drain hole in end plate/drive-fit cap. (Typ. at ends of all chords)
- ② 5 1/2" end dimension may vary by  $\pm 1"$  to provide uniform panel spacing (P).
- ③ Panel spacing (P) shall be uniform for entire truss and between 4'-0" and 5'-0" for Type I-A or 4'-0" and 5'-6" for Types II-A and III-A.
- ④ Vertical Diagonals in front and back face shall alternate.
- ⑤ Hidden lines show wind bracing alternates direction between planes of top and bottom chords.
- ⑥ All diagonals shall be detailed for minimum offset from the panel point based on the following: Offset shall be such as to provide a 3/4" minimum to 1 1/2" maximum clearance between any diagonal and any horizontal or vertical member, and to provide clearance for U-bolt connections of signs or walkway brackets.

FILE PATH = c:\pwworking\lrg\lrgconcom\001\lrgcon\26-sh-t-5ign-Det-08.dgn



DI60W26-sht-Sign-Det-08.dgn	DESIGNED - KAH	REVISED -
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

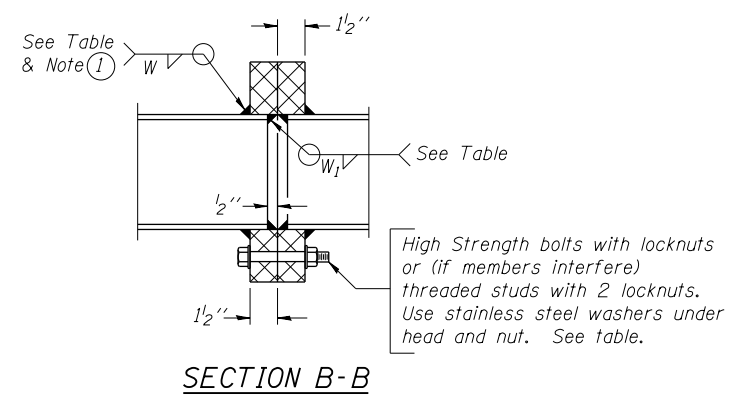
**OVERHEAD SIGN STRUCTURES  
TRUSS DETAILS I**

SCALE: N.T.S. SHEET 2 OF 11 SHEETS STA. TO STA.

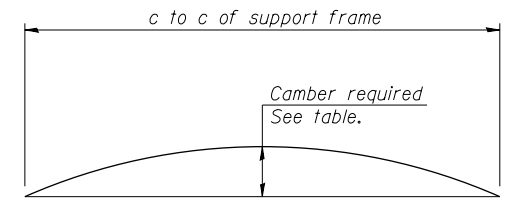
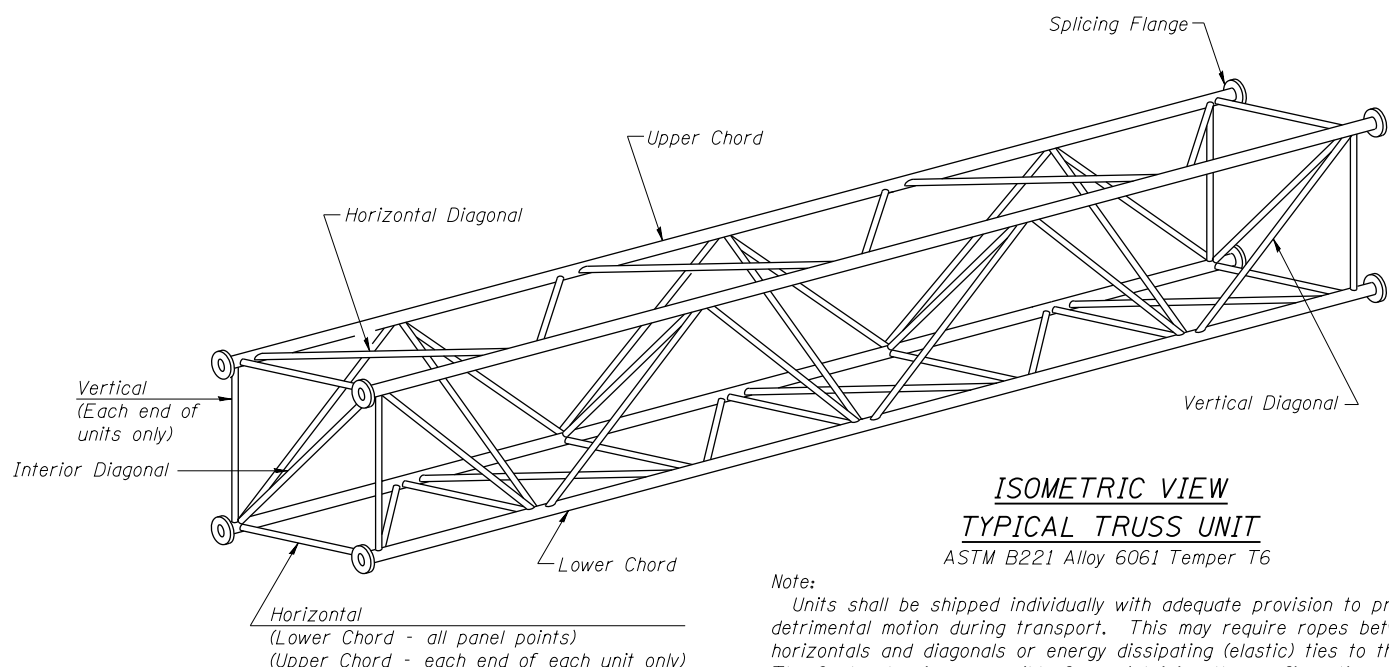
F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 190
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

**TRUSS UNIT TABLE**

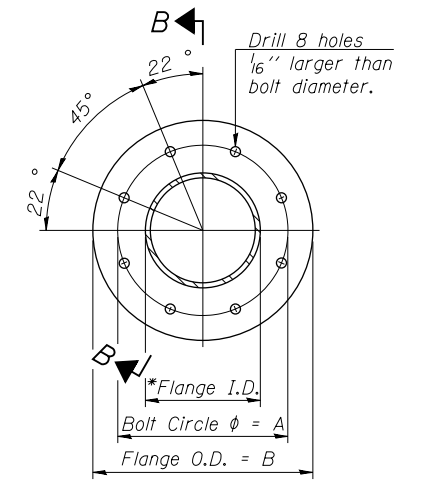
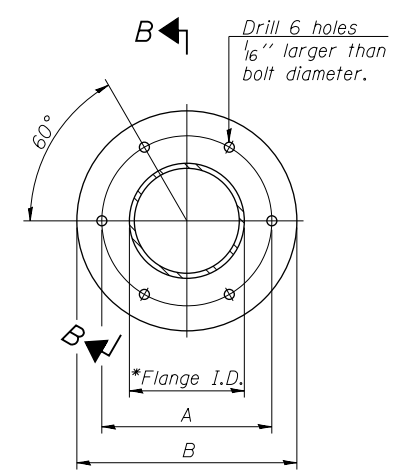
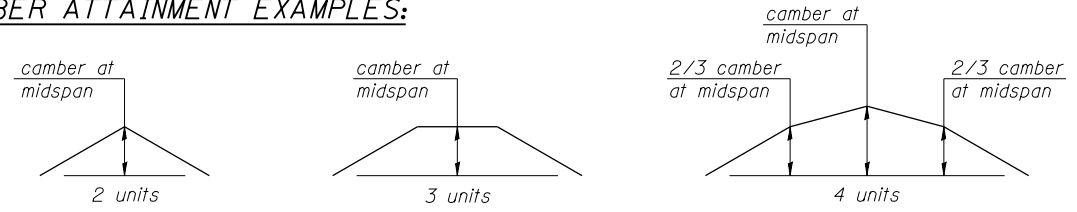
Structure Number	Station	Design Truss Type	Exterior Units (2)			Interior Unit				Upper & Lower Chord		Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals		Camber at Midspan	Splicing Flange					
			No. Panels per Unit	Unit Lgth.(L <sub>e</sub> )	Panel Lgth.(P)	No. Req'd.	No. Panels per Unit	Unit Lgth.(L <sub>i</sub> )	Panel Lgth.(P)	O.D.	Wall	O.D.	Wall		Bolts		Weld Sizes		A	B
															No./Splice	Dia.	W	W <sub>1</sub>		
ISO161290R029.8	106+34	I-A	7	34'-10"	4'-8 1/2"	0	-	-	-	5"	1/4"	2 1/2"	1/4"	1 1/16"	6	7/8"	5/16"	1/4"	8 3/4"	11 3/4"



(1) Splicing Flanges shall be attached to each truss unit with the truss shop assembled to camber shown. Truss units shall be in proper alignment and flange surfaces shall be shop bolted into full contact before welding. Sufficient external welds or tacks shall be made to secure flanges until remaining welds are made after disassembly. Adjacent flanges shall be "match marked" to insure proper field assembly.



**CAMBER ATTAINMENT EXAMPLES:**



**SPLICING FLANGES**  
ASTM B221, Alloy 6061-T6  
or ASTM B209, Alloy 6061-T651  
\*To fit O.D. of Chord with maximum gap of 1/16".

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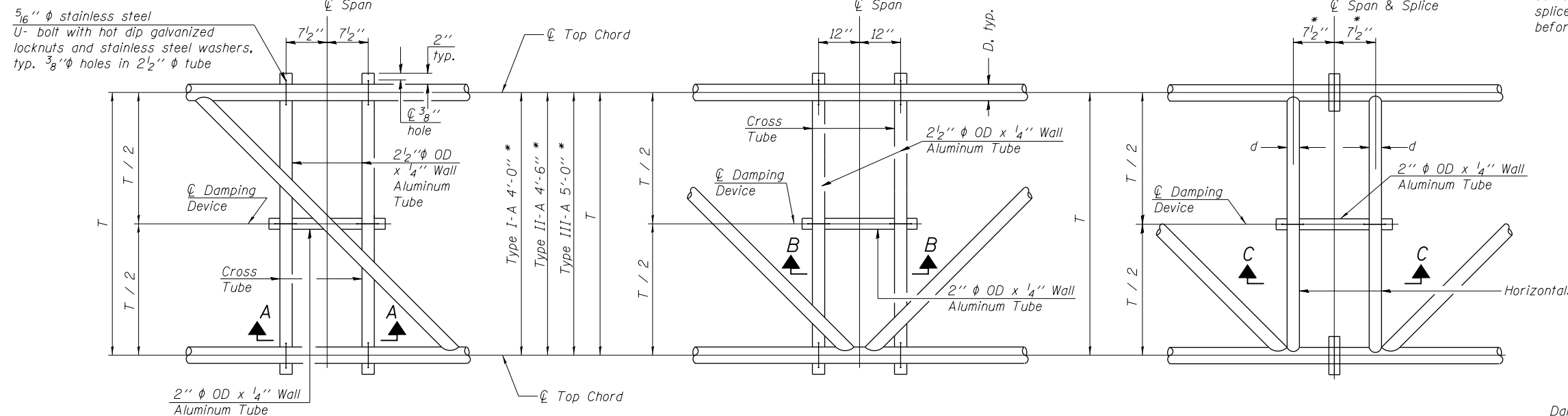


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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>OVERHEAD SIGN STRUCTURES TRUSS DETAILS II</b>			
SCALE: N.T.S.	SHEET 3 OF 11 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	191
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	



\* Center of horizontal to center of splice dimension may vary. Verify before drilling holes in mounting tube.

**PLAN DETAIL "A"**  
 ☐ Span between Panel Points

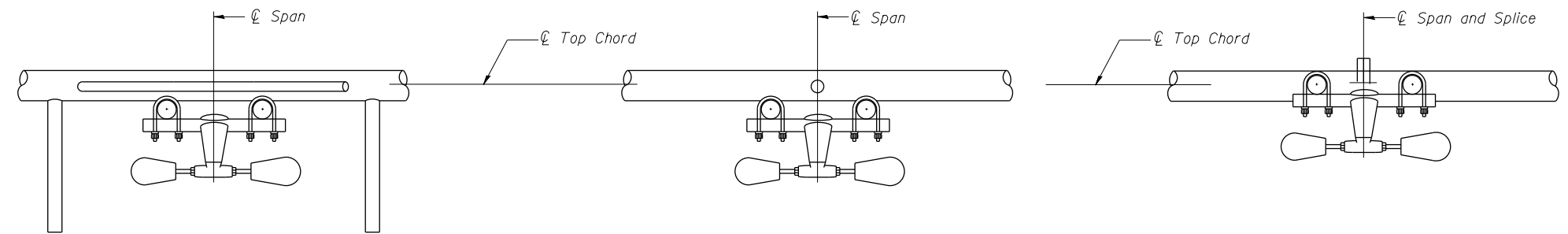
**PLAN DETAIL "B"**  
 ☐ Span at Panel Point

**PLAN DETAIL "C"**  
 ☐ Span at ☐ Chord Splice

**NOTES**

**Damper:** One damper per truss. (31 lbs. minimum Stockbridge-Type Aluminum - 29" minimum between ends of weights) Cost included in Overhead Sign Structure...

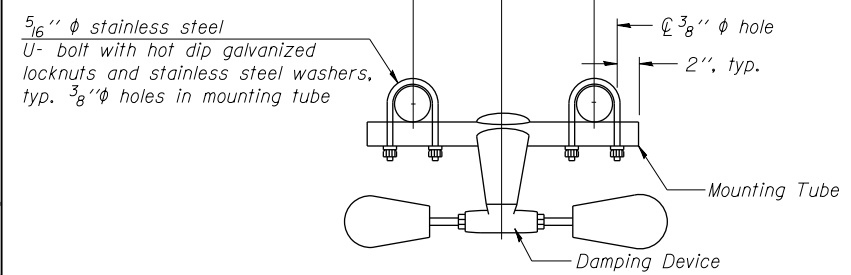
**Materials:** Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6. Cost included in Overhead Sign Structure...



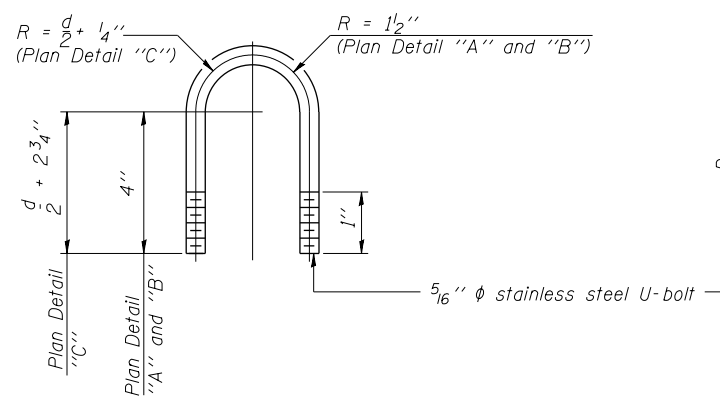
**SECTION A-A**

**SECTION B-B**

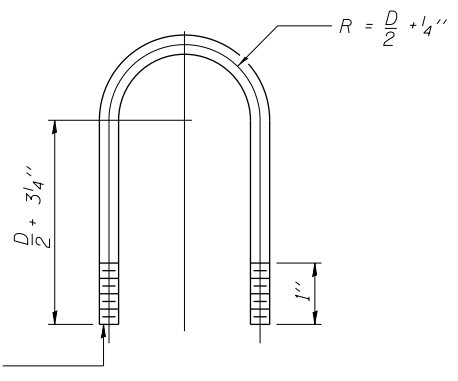
**SECTION C-C**



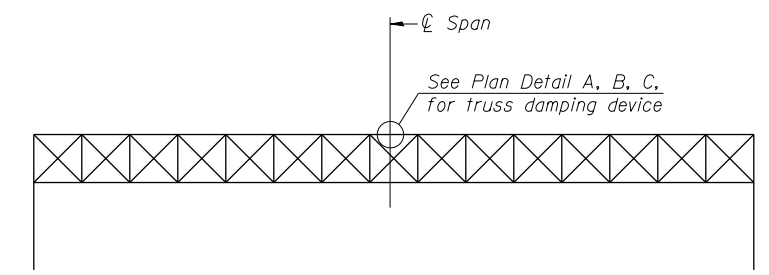
**TRUSS DAMPING  
 DEVICE CONNECTION DETAIL**  
 (Typical)



**DAMPING DEVICE MOUNTING  
 TUBE U-BOLT DETAIL**  
 (Typical)



**TOP CHORD TO CROSS TUBE  
 U-BOLT DETAIL**  
 (Typical - Detail "A" and "B")



**ELEVATION**  
 Aluminum Overhead  
 Sign Truss

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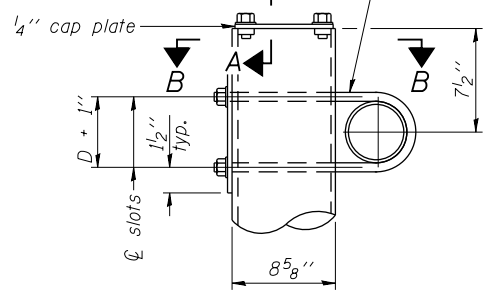
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PLOT DATE = 8/18/2013	DATE - 8/20/13	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

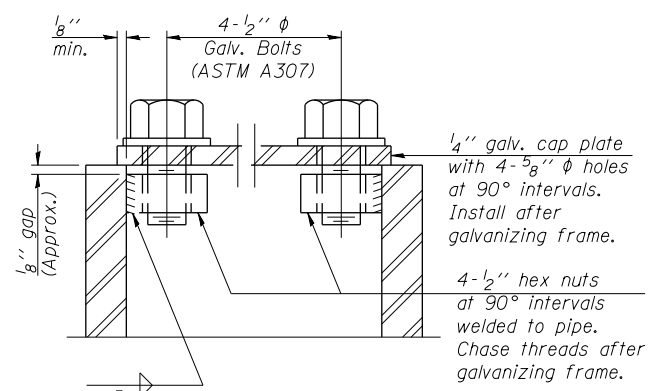
<b>OVERHEAD SIGN STRUCTURES    DAMPING DEVICE</b>	
SCALE: N.T.S.	SHEET 4 OF 11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	192
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

3/4" φ stainless steel U-bolt.  
Provide two washers and two hexagon locknuts. (4)  
1 3/16" x 2" slots on 8" φ pipe.  
(4 slots required per pipe)

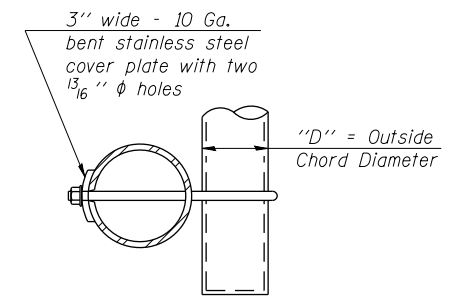


DETAIL A

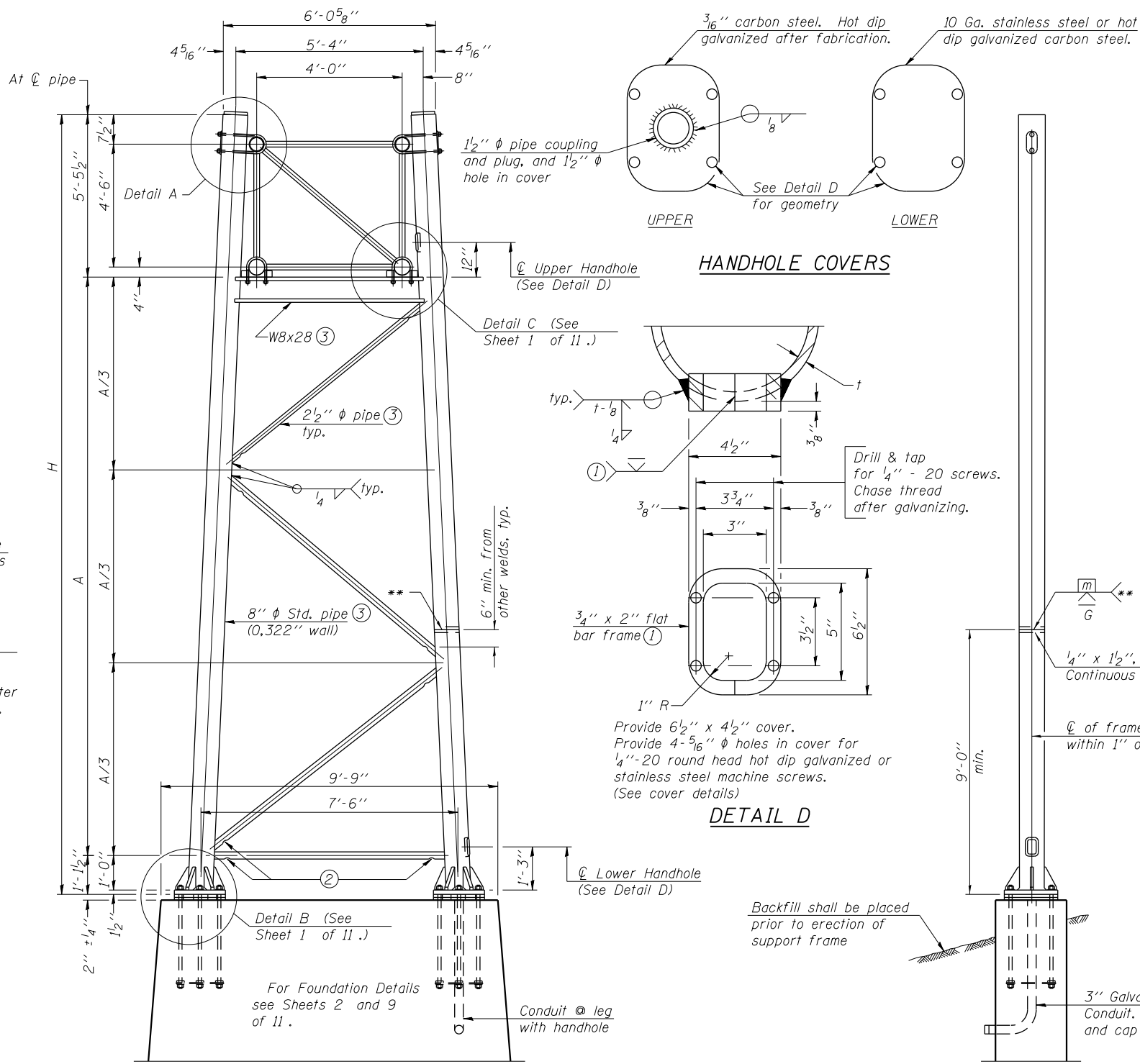


SECTION A-A

As an alternate to bolts, may use galvanized drive-fit caps installed after galvanizing frame.

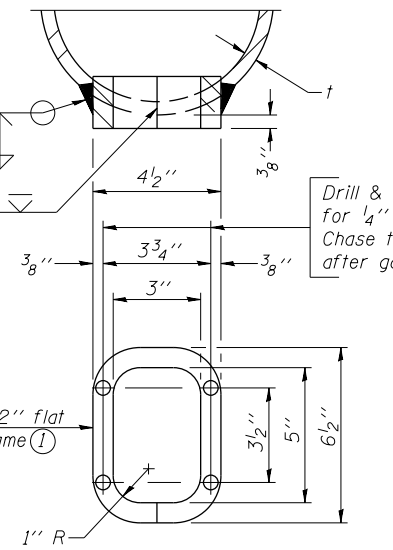


SECTION B-B



SIDE ELEVATION

HANDHOLE COVERS



DETAIL D

END ELEVATION

Support Design Loads: See Base Sheet 4 of 11 for design and loading criteria.  
Load combinations checked include deadload plus:  
a) 100% wind normal to sign, 20% parallel to sign  
b) 60% wind normal to sign, 30% parallel to sign

- ① In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 μin or less.
- ② Galvanizing vent holes of adequate size shall be provided on underside at each end of bracing pipes. Alternately, holes may be provided in wall of pipe column. All vent holes shall be drilled and de-burred, typ.
- ③ Steel pipe, plate, carbon steel handhole covers and rolled sections shall be hot dip galvanized after fabrication. Painting is not permitted. See Sheet 4 of 11.
- ④ See General Notes for fasteners.
- ⑤ Dimensions shown are based on selection criteria in the Sign Structures Manual. Nonstandard applications must have dimensions verified or amended as appropriate.
- ⑥ "H" based on 15'-0" or actual sign height, whichever is greater.

**8" φ PIPE TRUSS SUPPORT FRAME**

\*\* One butt welded joint is allowed only on one post per support frame. If used, weld procedure must be pre-approved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.

Structure Number	Station	Support		H ⑥	A
		Left	Right		
ISO16I290R029.8	106+34		X	25'-6 3/4"	18'-11 3/4"
ISO16I290R029.8	106+34	X		24'-2"	17'-7"

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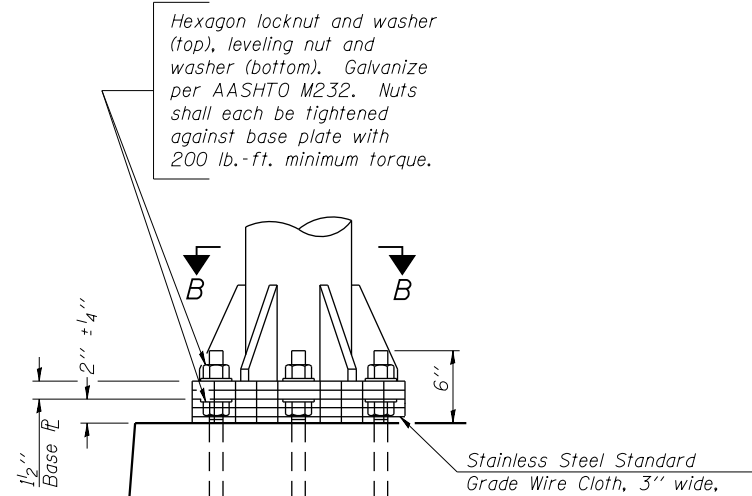
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PLOT DATE = 8/18/2013	DATE - 8/20/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**OVERHEAD SIGN STRUCTURES  
SUPPORT FRAME I**

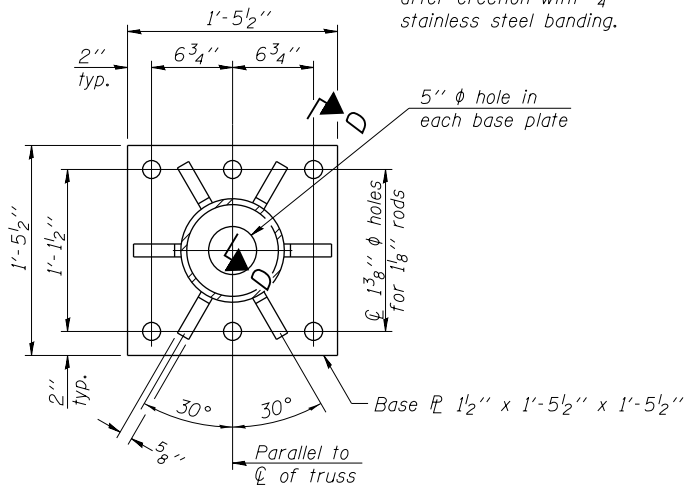
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F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 193
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	

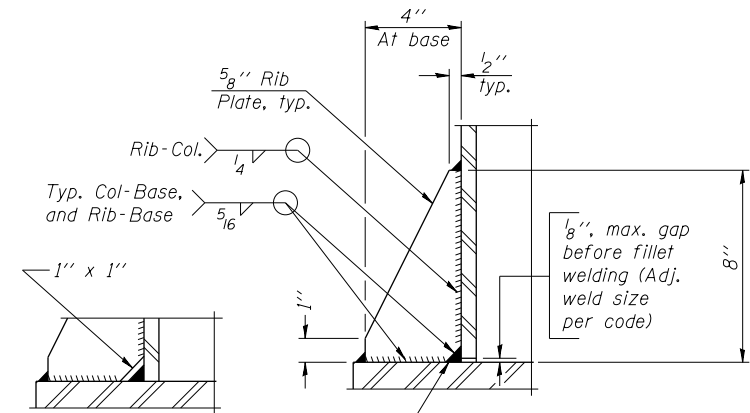


**DETAIL B**

Ribs shall be cut to fit slope of pipe. Stainless Steel Standard Grade Wire Cloth, 3" wide, 1/4" maximum opening with a minimum wire diameter of AWG. No. 16 with a minimum 2" lap. Secure to base plate after erection with 3/4" stainless steel banding.

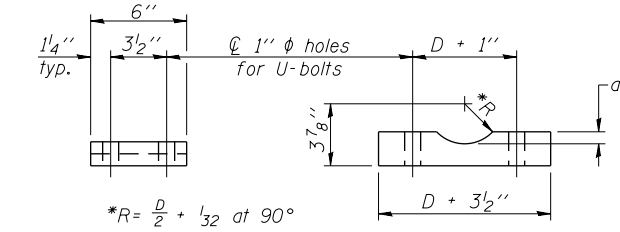


**SECTION B-B**



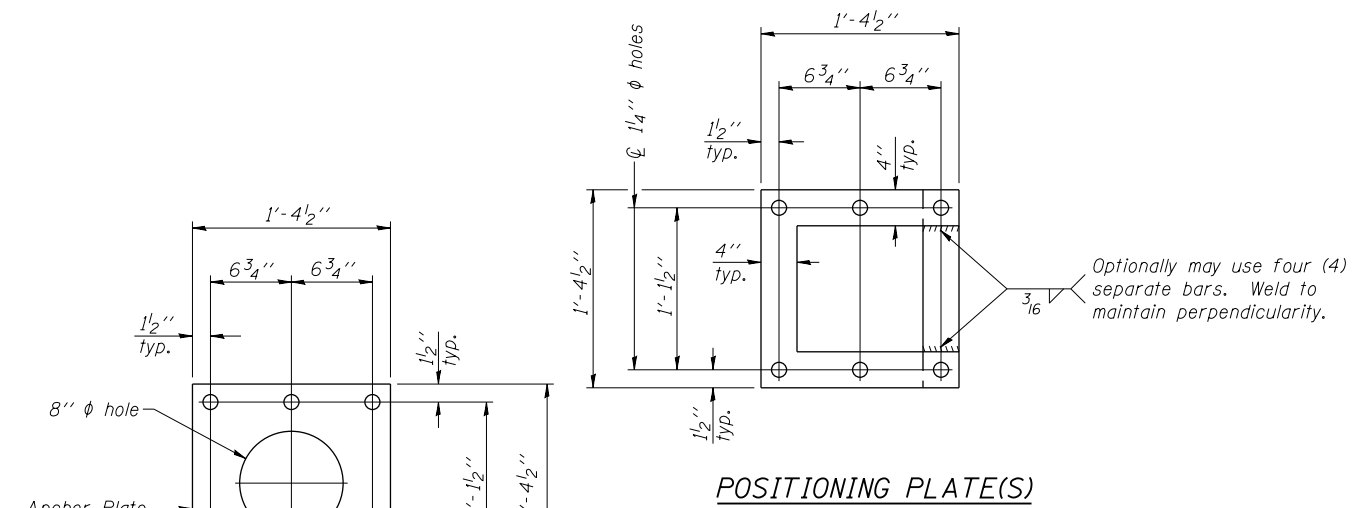
**SECTION D-D**

\*\* Alternate detail if welding col. to base plate first, then snip inside corner of ribs. Terminate weld on rib 1/4" from snip.  
No snip req'd. at rib inside corner if placed before col. to base plate welding.\*\*

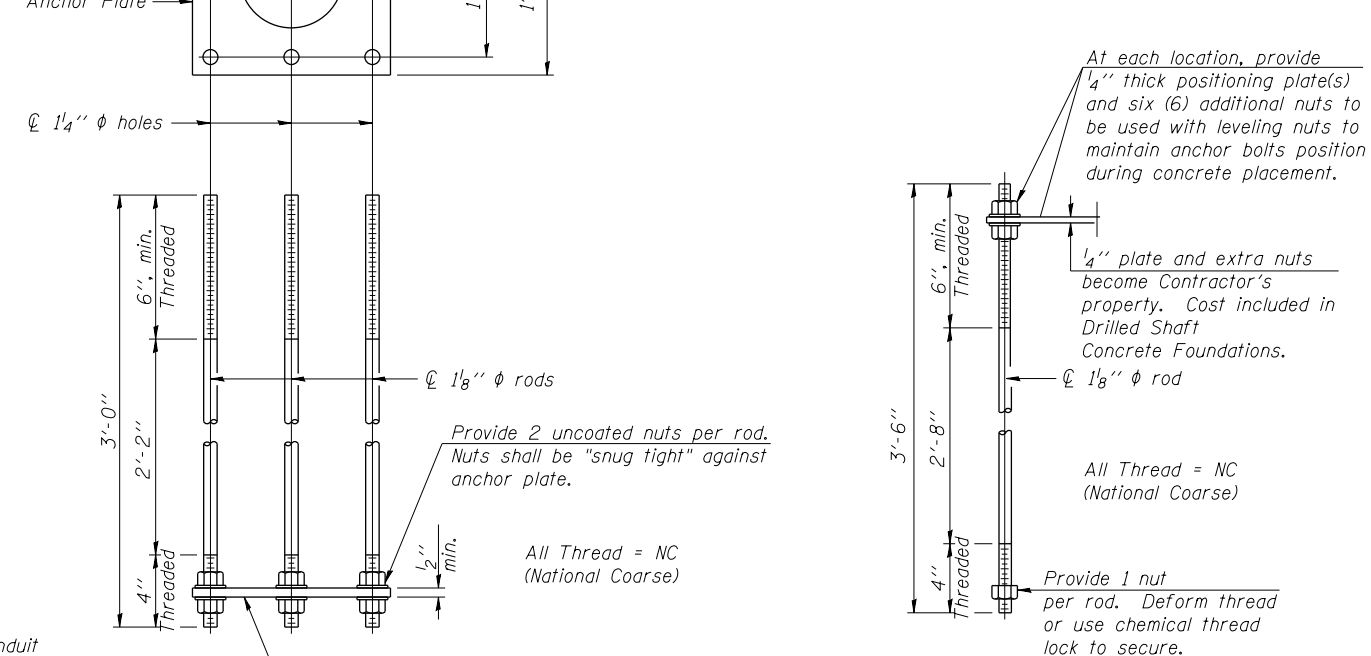


**SADDLE SHIM DETAIL**

ASTM B26 Alloy 356-F  
or  
ASTM B209 Alloy 6061-T651 (4 required per sign truss)



**POSITIONING PLATE(S)**

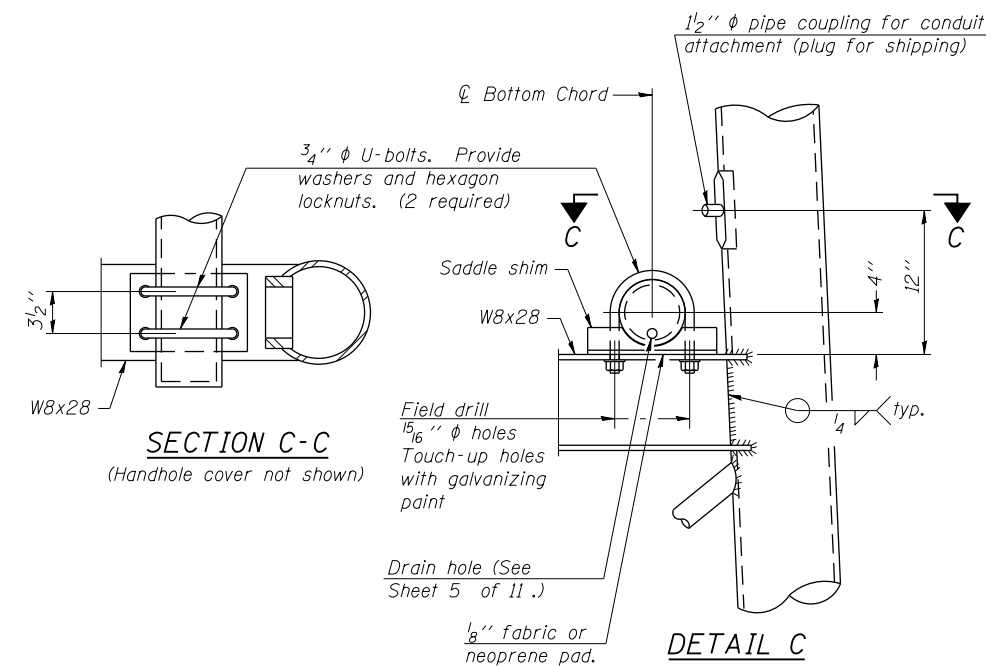


**ANCHOR ROD DETAIL**  
Spread Footing Foundation

**ANCHOR ROD DETAIL**  
Drilled Shaft Foundation

Anchor rods shall conform to ASTM F1554 Grade 105. Galvanize upper 12" minimum per AASHTO M232. No welding shall be permitted on rods.

**TYPE I-A TRUSS**  
**8"  $\phi$  PIPE SUPPORT FRAME DETAILS**



**SECTION C-C**  
(Handhole cover not shown)

**DETAIL C**

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES SUPPORT FRAME II			
SCALE: N.T.S.	SHEET 6 OF 11 SHEETS	STA.	TO STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	194
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

**BAR LIST - EACH FOUNDATION**

Bar	Number	Size	Length	Shape
v4(E)	16	#9	F less 5"	—
#4 bar spiral (E) - see Side Elevation				

**NOTES:**

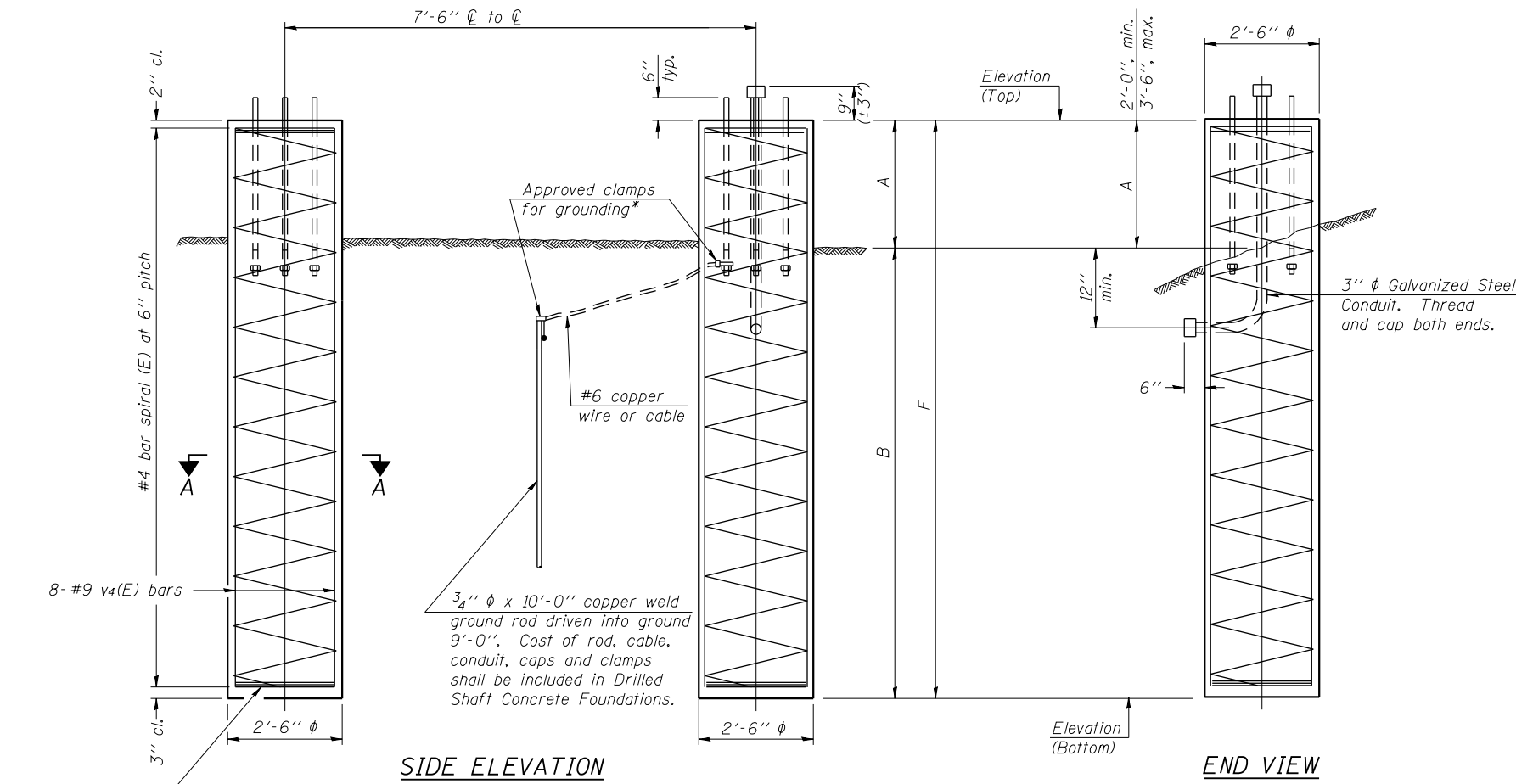
The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength ( $Q_u$ ) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.

If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

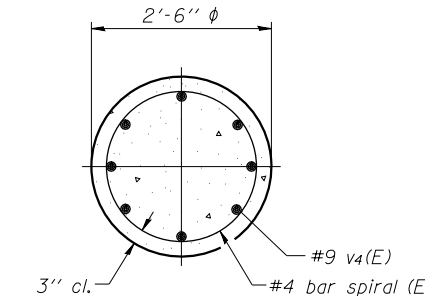
Concrete shall be placed monolithically, without construction joints. Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.



**SIDE ELEVATION**

**END VIEW**



**SECTION A-A**

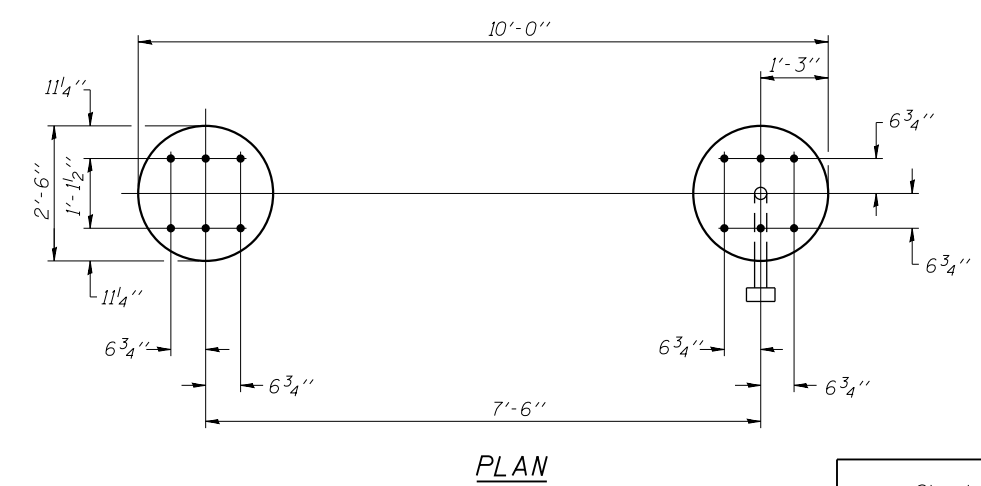
3 hoops minimum top and bottom

3/4" φ x 10'-0" copper weld ground rod driven into ground 9'-0". Cost of rod, cable, conduit, caps and clamps shall be included in Drilled Shaft Concrete Foundations.

For anchor rod size and placement, see Support Frame Detail Sheet.

\* Anchor rod shall be ground or filed to bright metal at clamp and cable connection location.

**DETAILS FOR 8" φ SUPPORT FRAME TYPE I-A TRUSS**



**PLAN**

Structure Number	Station	Left Foundation					Right Foundation					Class DS Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	A	B	F	Elevation Top	Elevation Bottom	A	B	F	
1S0161290R029.8	106+34	578.50	554.50	3'-0"	21'-0"	24'-0"	-	-	-	-	-	8.8

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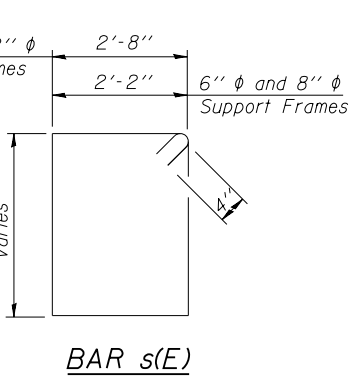
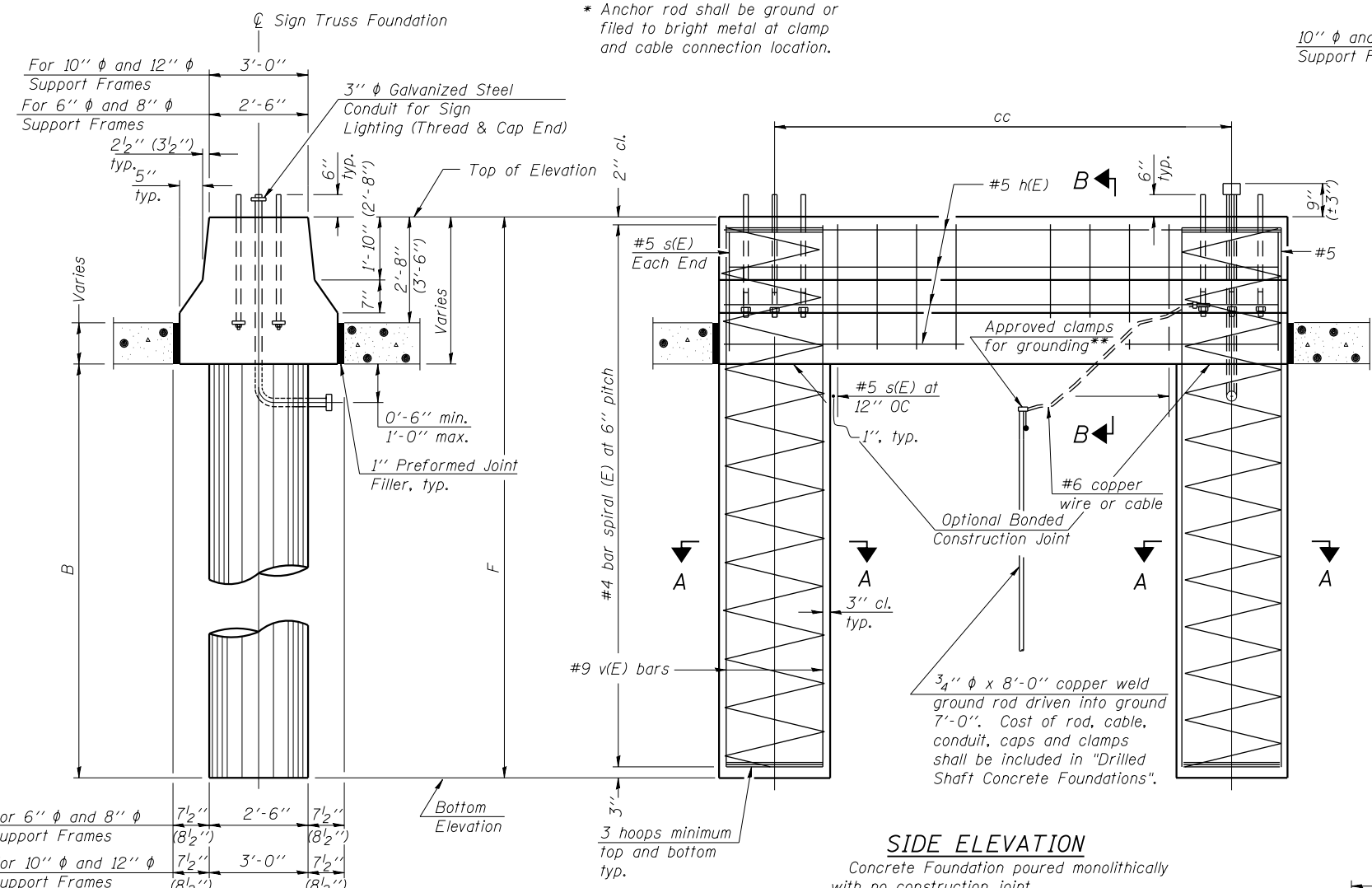
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**OVERHEAD SIGN STRUCTURES  
FOUNDATION DETAILS I**

SCALE: N.T.S. SHEET 7 OF 11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	195
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	



**NOTES:**  
 The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength ( $Q_u$ ) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.  
 If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.  
 No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.  
 Concrete shall be placed monolithically, without construction joints.  
 Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.  
 A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.

Pipe Support Frames	cc	M	a	a/2
6"φ	7'-0"	9'-6"	0'-11"	5 1/2"
8"φ	7'-6"	10'-0"	1'-1 1/2"	6 3/4"
10"φ	8'-3"	11'-3"	1'-3"	7 1/2"
12"φ	9'-0"	12'-0"	1'-6"	9"

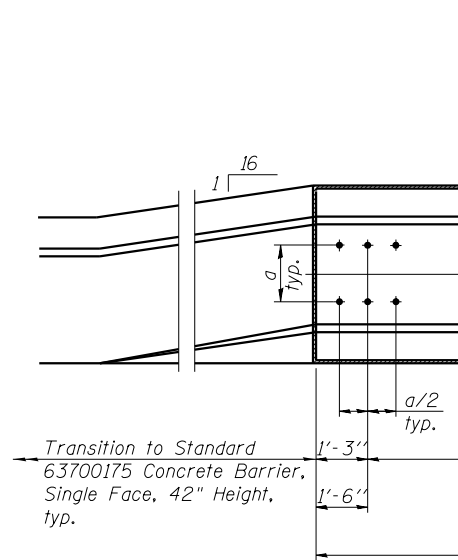
**BAR LIST - EACH FOUNDATION**

Bar	Number	Size	Length	Shape
h(E)	10	#5	M less 4"	—
s(E)	Varies	#5	Varies	□
v(E)	16	#9	F less 0'-5"	—
v(E)	24	#9	F less 0'-5"	—

#4(E) bar spiral - see Side Elevation

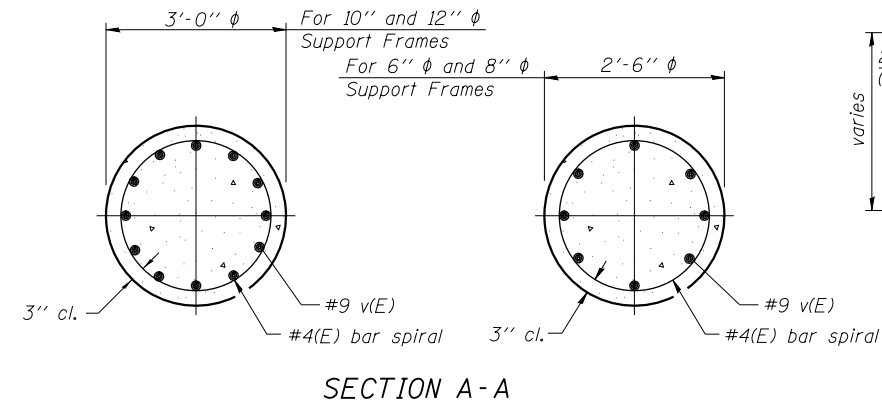
6" φ and 8" φ Support Frame  
 10" φ and 12" φ Support Frame

**END VIEW**

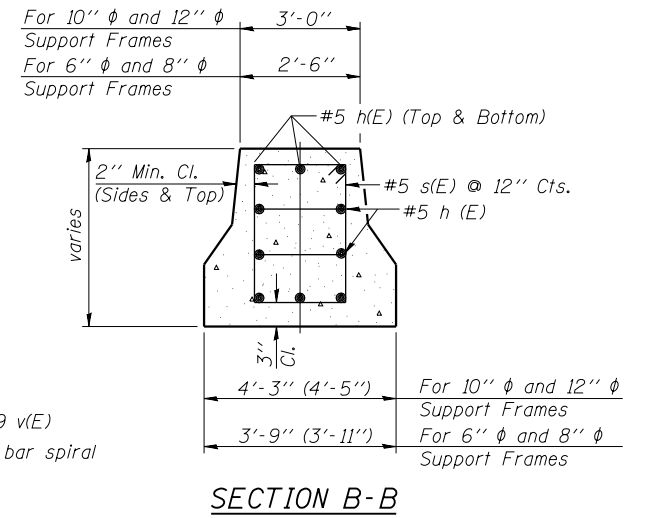


**SIDE ELEVATION**  
 Concrete Foundation poured monolithically with no construction joint.

All dimensions in parenthesis are for 42" high barrier.

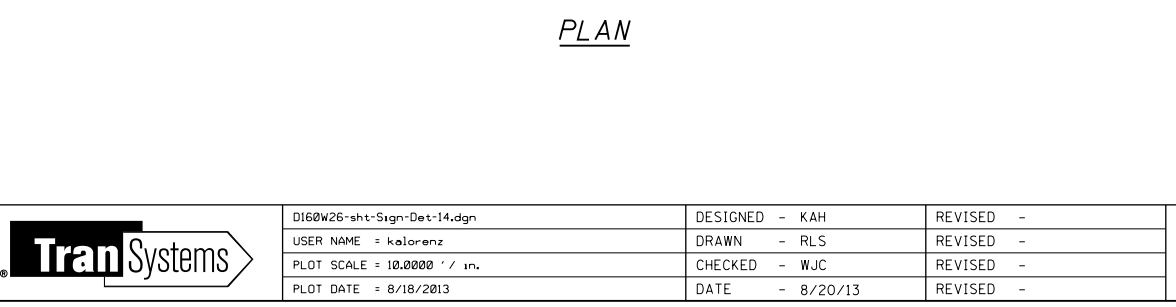


**SECTION B-B**



Structure Number	Station	Left Foundation				Right Foundation				Class DS Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	B	F	Elevation Top	Elevation Bottom	B	F	
ISO161290R029.8	106+34	-	-	-	-	577.10	547.10	24'-0"	30'-0"	13.9

**PLAN**



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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**OVERHEAD SIGN STRUCTURES  
 FOUNDATION DETAILS II**

SCALE: N.T.S. SHEET 8 OF 11 SHEETS STA. TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 196
CONTRACT NO. 60W26			ILLINOIS FED. AID PROJECT	



# BORING LOG 2081-B-05

wangeng@wangeng.com  
1145 N Main Street  
Lombard, IL 60148  
Telephone: 630 953-9928  
Fax: 630 953-9938

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Sections 16 and 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 576.47 ft  
North: 1897894.07 ft  
East: 1171080.41 ft  
Station: 3834+53.70  
Offset: 44.26 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
576.06	576.06-inch thick, ASPHALT --PAVEMENT--												
575.3	575.3-10-inch thick, CONCRETE --PAVEMENT--												
573.2	573.2-5-inch thick, CRUSHED STONE --BASE COURSE--												
	Hard, brown SILTY CLAY LOAM, trace gravel --FILL--	1	1	9 5 5	4.00 P	19	548.5	Medium dense, gray SANDY LOAM, some gravel	11	0 2 3	0.49 B	26	
	Medium stiff to very stiff, gray SILTY CLAY LOAM, trace gravel --L <sub>c</sub> (%)=30, P <sub>L</sub> (%)=15-- --%Gravel=5.9-- --%Sand=17.2-- --%Silt=51.1-- --%Clay=25.8-- --A-6 (9)--	2	2	3 4 4	2.30 B	18			12	4 5 5	NP	14	
		3	3	2 2 4	0.90 B	20	544.7	Soft, gray SILTY CLAY LOAM, trace gravel and silt layers --L <sub>c</sub> (%)=28, P <sub>L</sub> (%)=14-- --%Gravel=4.9-- --%Sand=18.9-- --%Silt=54.4-- --%Clay=21.9-- --A-6(8)--	13	3 3 4	0.25 B	20	
		4	4	2 3 4	0.90 B	19			14	4 5 12	2.95 B	21	
		5	5	3 3 5	1.89 B	18	539.7	Very stiff to hard, gray SILTY CLAY, trace gravel --L <sub>c</sub> (%)=36, P <sub>L</sub> (%)=16-- --%Gravel=2.7-- --%Sand=8.6-- --%Silt=49.7-- --%Clay=39.0-- --A-6 (17)--	15	5 8 11	3.94 B	14	
	Soft to medium stiff, gray CLAY, trace gravel --L <sub>c</sub> (%)=33, P <sub>L</sub> (%)=16-- --%Gravel=3.8-- --%Sand=13.4-- --%Silt=43.5-- --%Clay=39.3-- --A-6 (13)--	6	6	2 3 3	0.74 B	20			16	6 8 14	4.54 B	19	
		7	7	2 2 2	0.66 B	23							
		8	8	1 1 2	0.25 B	26							
		9	9	0 1 1	0.25 B	26							
		10	10	0 0 2	0.25 B	25							

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	03-26-2013	Complete Drilling	03-26-2013	While Drilling	DRY		
Drilling Contractor	Wang Testing Services	Drill Rig	D-50 TMR	At Completion of Drilling	DRY		
Driller	R&T	Logger	D. Kolpacki	Time After Drilling	NA		
Drilling Method	2.25" SSA to 10', Mud Rotary 10' thereafter, boring backfilled upon completion			Depth to Water	NA		
<small>The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.</small>							



# BORING LOG 2081-B-05

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Project: **Circle Interchange Reconstruction**  
Location: **Sections 16 and 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 576.47 ft  
North: 1897894.07 ft  
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Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
							499.7	Very dense, gray SILTY LOAM, trace gravel	22	38 50/4*	NP	20	
	Very stiff, gray CLAY, some SILT layers	17	17	3 4 5	2.05 B	28			23	50/5*	NP	13	
		18	18	6 9 18	3.44 B	17							
	Very stiff to hard, gray SILTY CLAY LOAM to SILTY LOAM, trace gravel	19	19	11 18 30	9.85 B	15							
		20	20	19 24 24	3.44 S	20							
		21	21	14 25 37	9.84 S	21							
							490.5	Strong, good rock quality, light gray, fresh, slightly fractured, vertical and horizontal breaks, joint breaks with little to no infill, slightly vuggy DOLOSTONE Run 1 = 86' to 91' --RECOVERY=100% --RQD=77% <sup>90</sup>	1				
								Run 2 = 91' to 96' --RECOVERY=100% --RQD=84%	2				
								ROCK MASS RATING: Strength of rock material = 12 Drill core quality RQD = 17 Spacing of joints = 10 Condition of joints = 20 Groundwater condition = 10 Boring terminated at 96.00 ft					

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	03-26-2013	Complete Drilling	03-26-2013	While Drilling	DRY		
Drilling Contractor	Wang Testing Services	Drill Rig	D-50 TMR	At Completion of Drilling	DRY		
Driller	R&T	Logger	D. Kolpacki	Time After Drilling	NA		
Drilling Method	2.25" SSA to 10', Mud Rotary 10' thereafter, boring backfilled upon completion			Depth to Water	NA		
<small>The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.</small>							



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PLOT DATE = 8/18/2013	DATE - 8/20/13	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

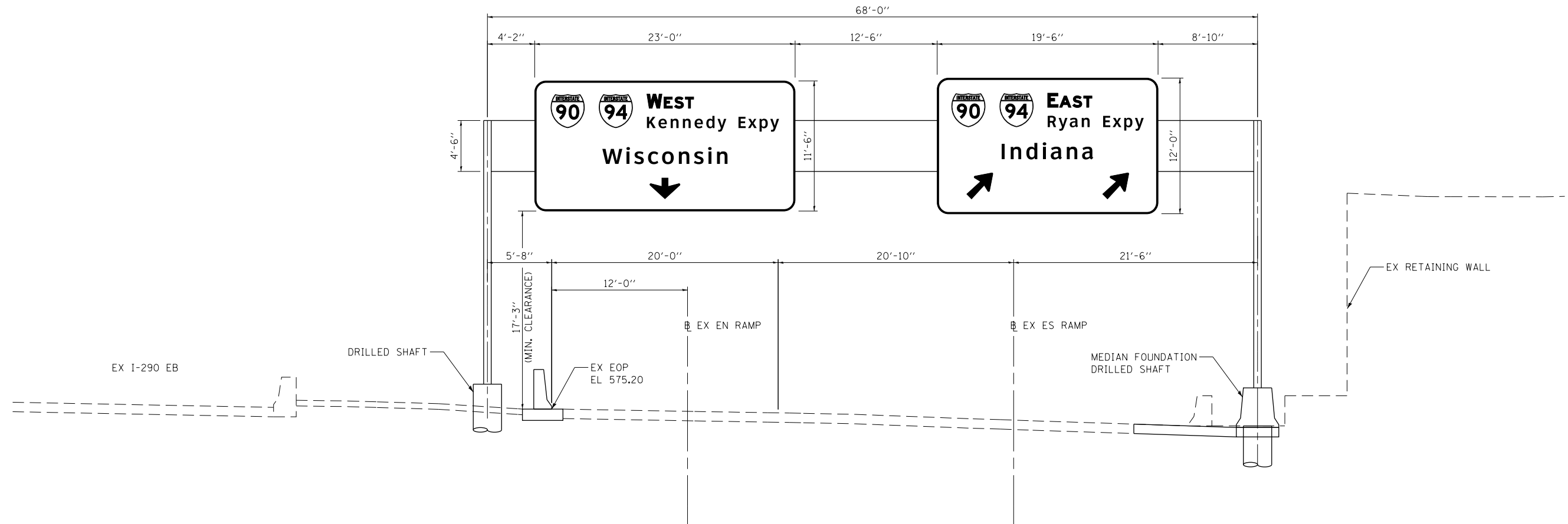
### OVERHEAD SIGN STRUCTURES BORING LOGS

SCALE: N.T.S. SHEET 9 OF 11 SHEETS STA. TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 197
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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OVERHEAD STRUCTURE NO. 1S016I290R029.8  
 ES RAMP STATION 106+34  
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 (LOOKING EAST)

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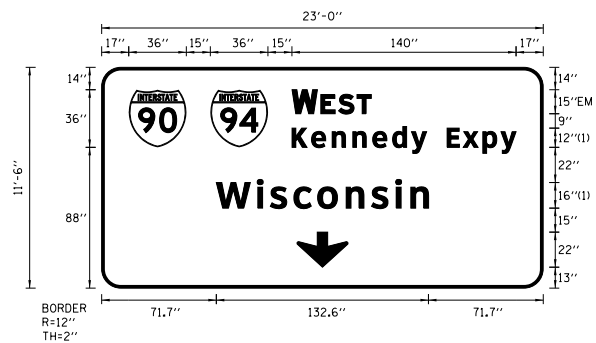
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES		
OVERHEAD SIGN PANEL LAYOUT DETAIL		
SCALE: N.T.S.	SHEET 10 OF 11 SHEETS STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	198
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

SIGN DETAIL  
1:100



SIGN NUMBER	ES-01-OH
WIDTH x HGHT.	23'-0" x 11'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
BACKGROUND	TYPE: ZZ-SHEETING COLOR: Green
LEGEND/BORDER	TYPE: ZZ-SHEETING COLOR: White/White

SYMBOL	ROT	X	Y	WID	HT
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M1_1	0	68	88	36	36
ARDOWN	0	122	13	32	22

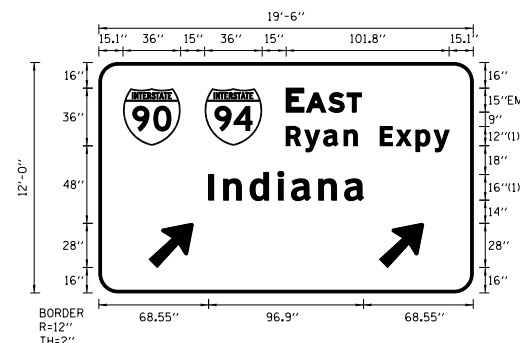
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Panel Style: guide\_exp\_overhead.ssi  
M.U.T.C.D.: 2009 Edition

LETTER POSITIONS (X)

LETTER POSITIONS (X)											LENGTH	SERIESIZE	
W	E	S	T									EM 2000	
119	137.1	148.1	159.6								49.5	15,12	
K	e	n	n	e	d	y	E	x	p	y		ClearviewHwy-5-W	
119	131.2	144.2	157	169.5	181.9	193.7	203.1	216	226	238.3	249.7	140.1	129.8
W	i	s	c	o	n	s	i	n				ClearviewHwy-5-W	
71.7	97.3	105.5	120.2	135	152.9	168.8	183.8	193.3				132.6	1613

SIGN DETAIL  
1:100



SIGN NUMBER	ES-02-OH
WIDTH x HGHT.	19'-6" x 12'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
BACKGROUND	TYPE: ZZ-SHEETING COLOR: Green
LEGEND/BORDER	TYPE: ZZ-SHEETING COLOR: White/White

SYMBOL	ROT	X	Y	WID	HT
M1_1	0	15.1	92	36	36
M1_1	0	66.1	92	36	36
AR_Type A	315	31.4	16	22.3	35.6
AR_Type A	315	175.4	16	22.3	35.6

Panel Style: guide\_exp\_overhead.ssi  
Dimensions are in inches.tenths  
Letter locations are panel edge to lower left corner

FONT:  
(1) ClearviewHwy-5-W  
Panel Style: guide\_exp\_overhead.ssi  
M.U.T.C.D.: 2009 Edition

LETTER POSITIONS (X)

LETTER POSITIONS (X)											LENGTH	SERIESIZE
E	A	S	T									EM 2000
117.1	129.7	143.7	155.2								47	15,12
R	y	a	n	E	x	p	y					ClearviewHwy-5-W
117.1	128.7	140.5	153.2	161.6	175.9	185.9	198.2	209.6			101.8	129.8
I	n	d	i	a	n	a						ClearviewHwy-5-W
68.6	78	94.5	111.9	120.4	137.4	153.6					96.9	1613

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PLOT DATE = 9/12/2013

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DRAWN - BAW  
CHECKED - JLV  
DATE - 9/15/13

REVISED -  
REVISED -  
REVISED -  
REVISED -

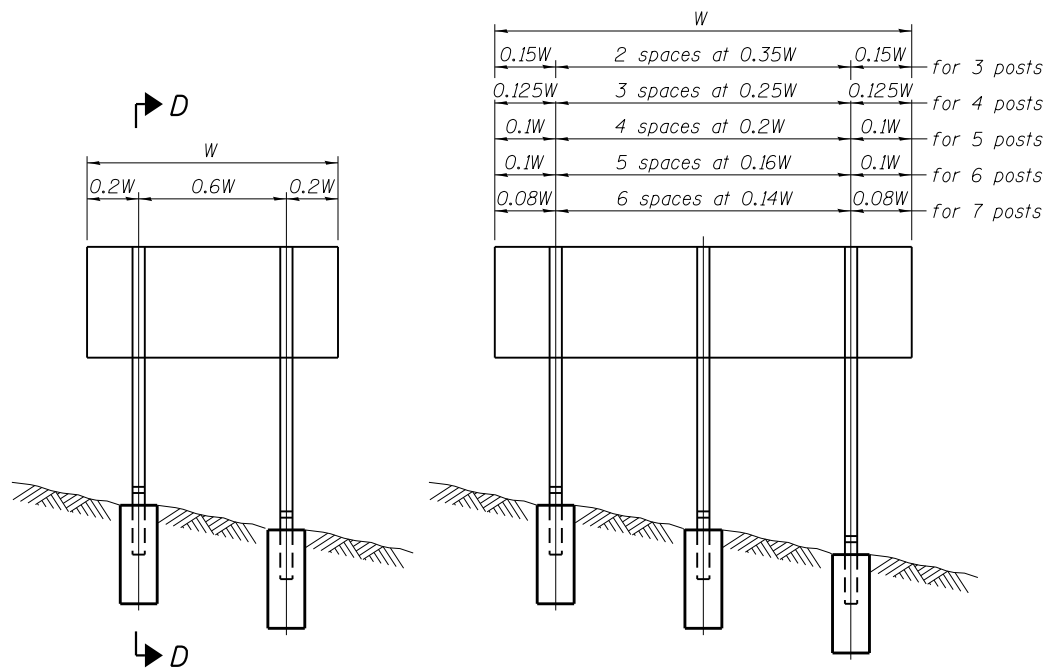
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES  
OVERHEAD SIGN PANEL DESIGN DETAIL

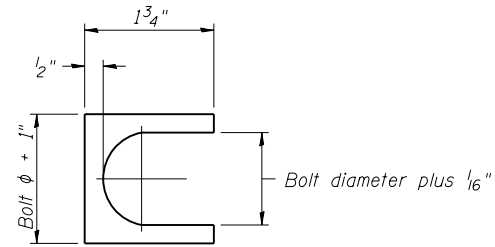
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	199
CONTRACT NO. 60W26				
ILLINOIS FED. AID PROJECT				

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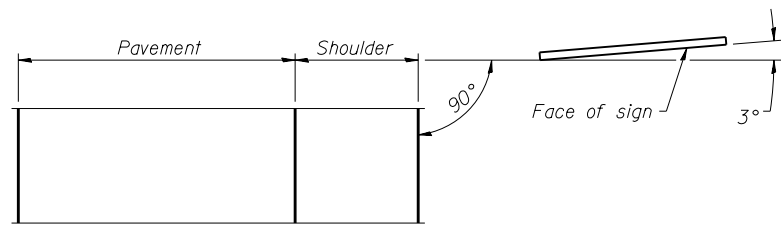


**ELEVATION**

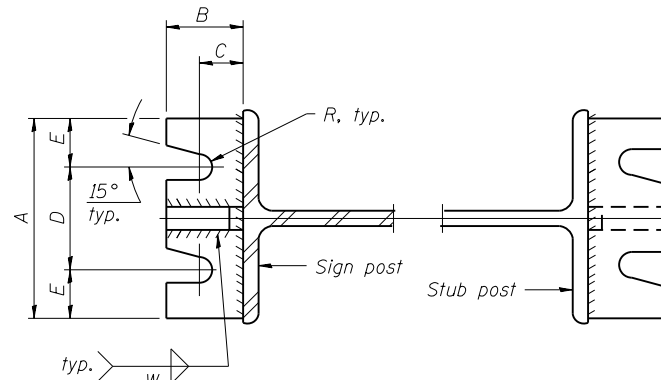


**SHIM DETAIL**

Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.

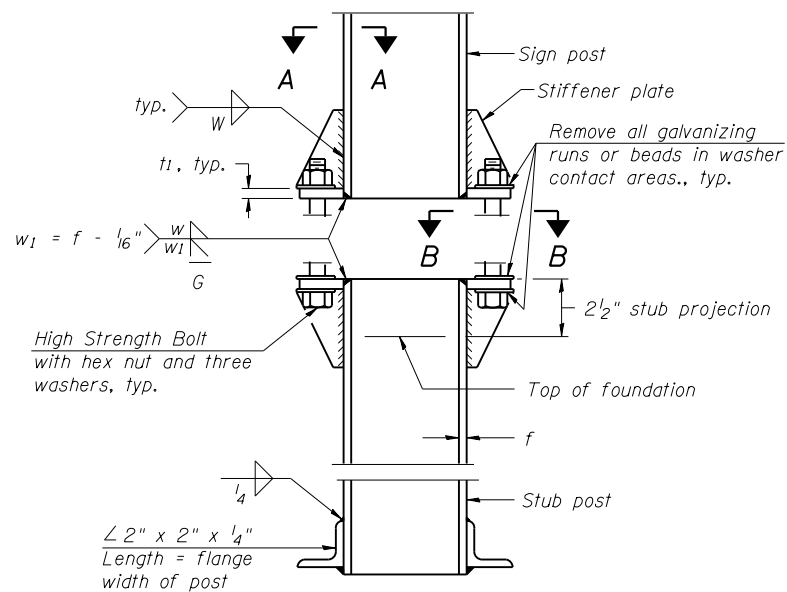


**LOCATION SKETCH**

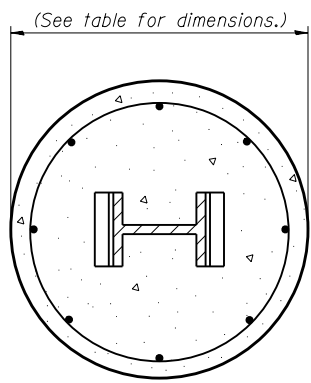


**SECTION A-A**

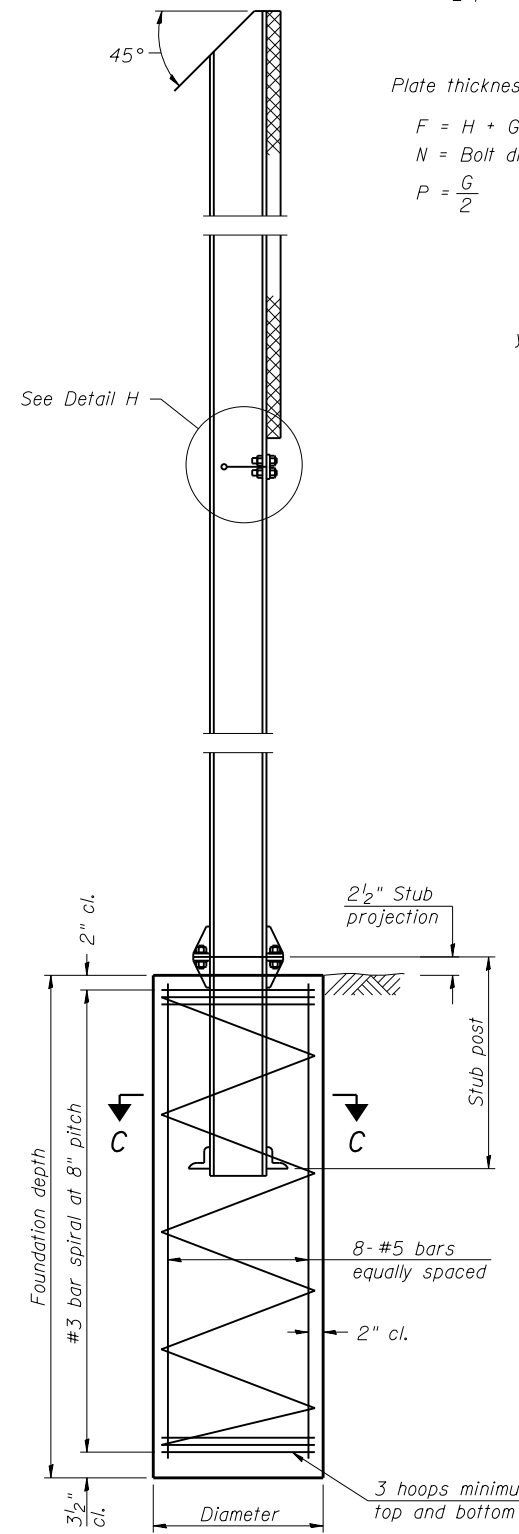
**SECTION B-B**



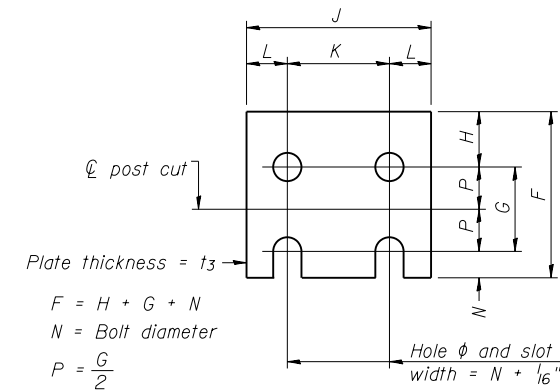
**ELEVATION  
SIGN POST & STUB POST**



**SECTION C-C**

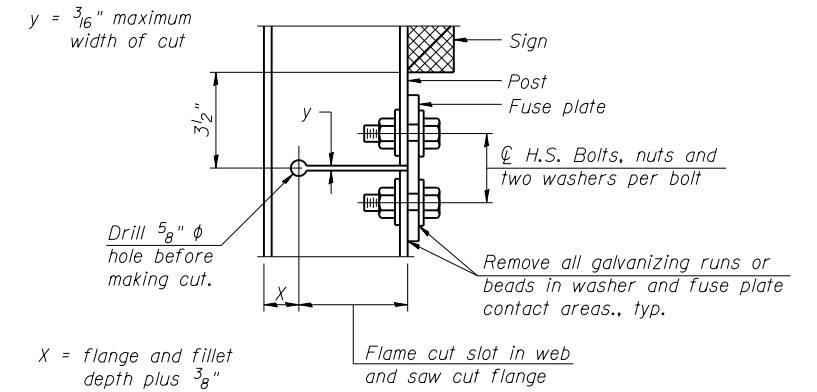


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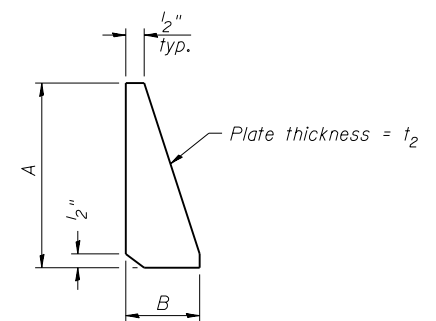


**FUSE PLATE DETAIL**  
(Install with notches down.)

FUSE PLATE DATA		
N = Bolt Diameter	G	H
1/2"	2"	1 1/8"
5/8"	2 1/4"	1 1/4"
3/4"	2 1/2"	1 3/8"
7/8"	2 3/4"	1 1/2"
1"	3"	1 5/8"
1 1/8"	3 1/4"	1 3/4"
1 1/4"	3 1/2"	1 7/8"



**DETAIL H**



**STIFFENER PLATE DETAIL**

**GENERAL NOTES**

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:  
 Structural steel - 20,000 p.s.i.  
 Reinforcing steel - 20,000 p.s.i.  
 Concrete - 1,400 p.s.i.  
 Footing soil pressure - 2,000 p.s.f.

After fabrication, the post, fuse plate and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

Work this sheet with Base Sheet BAW-A-2.

BAW-A-1

6-1-12

(Sheet 1 of 2)



D160W26-sht-Sign-Det-15	DESIGNED -	REVISED -
USER NAME = auyeuungh	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/18/2013	DATE - 8/20/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BREAK-AWAY WIDE FLANGE  
STEEL SIGN POST DETAILS**

SCALE: 1"=10' SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE. 90/94/290	SECTION 2013-008R	COUNTY COOK	TOTAL SHEETS 559	SHEET NO. 200
CONTRACT NO. 60W26				ILLINOIS FED. AID PROJECT