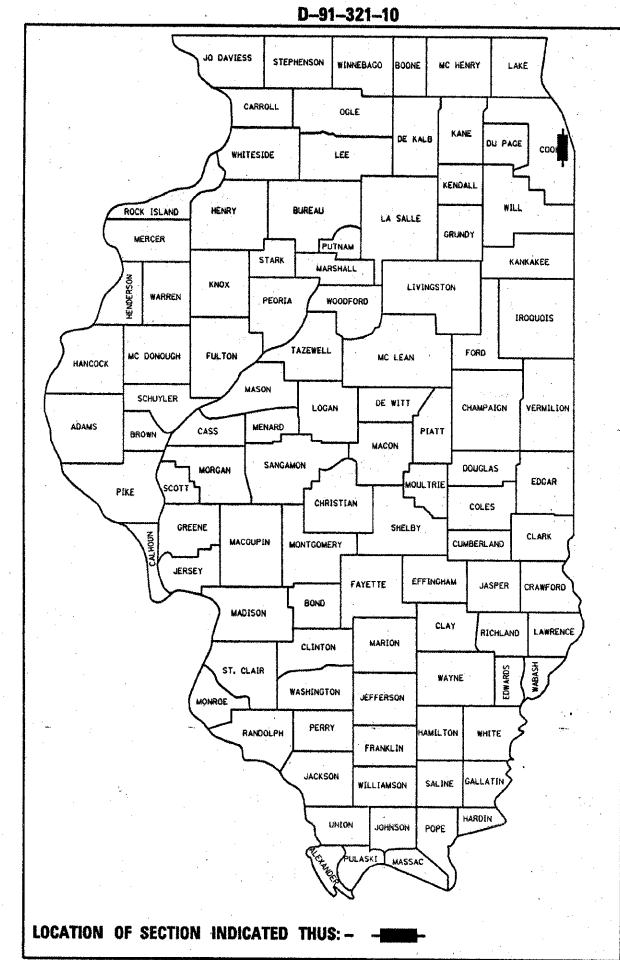


STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PROPOSED
 HIGHWAY PLANS**
 FAP ROUTE 366 / CENTRAL AVENUE
 SECTION 0203 RS-2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	0203 RS-2	COOK	23	1
		ILLINOIS	CONTRACT NO. 60J99	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

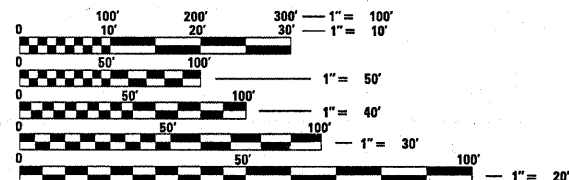
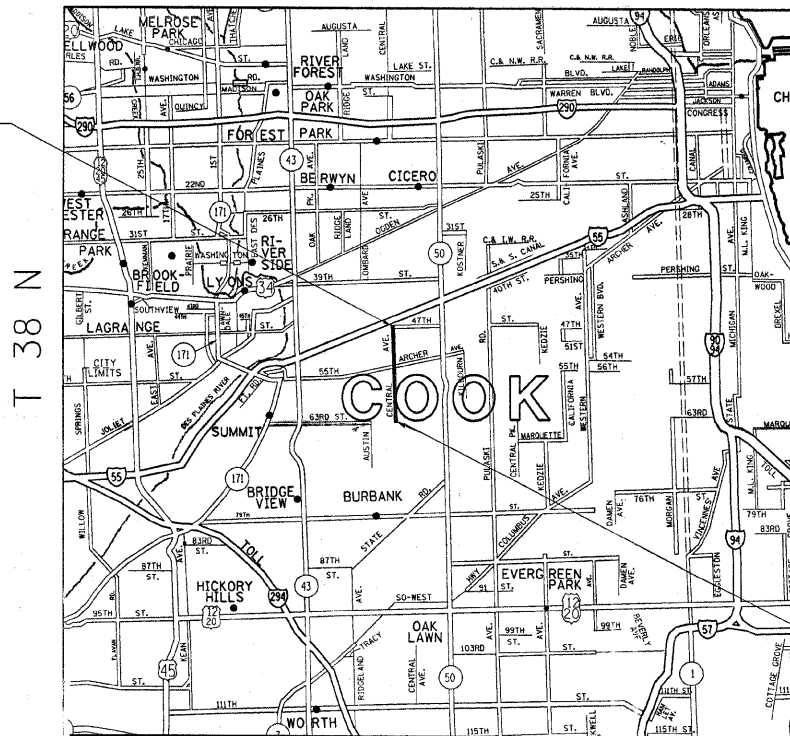
PROJECT IS LOCATED
 IN THE CITY OF CHICAGO
 AND VILLAGE OF FOREST VIEW



47TH STREET TO 63RD STREET
 RESURFACING
 COOK COUNTY
 C-91-321-10
 R 13 E

PROJECT ENDS
 STA 112+34

RAIL ROAD OMISSION
 FROM STA. 66+35
 TO STA. 66+47



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

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

TRAFFIC DATA
 2006 ADT: 34,300
 POSTED SPEED LIMIT: 30 MPH

PROJECT BEGINS
 STA 4+78

PROJECT ENGINEER: KARI SMITH (847)705-4437
 PROJECT MANAGER: KEN ENG

CONTRACT NO. 60J99

STICKNEY TOWNSHIP

GROSS & NET LENGTH OF PROJECT = 10,756 FT. = 2.037 MILES

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED FEBRUARY 5, 2010

Dina M. O'Keefe DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
 March 19, 2010

Scott E. Still, P.E. ENGINEER OF DESIGN AND ENVIRONMENT
 March 19, 2010

Christine M. Reed DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

STATE STANDARDS:

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 442201-03 CLASS C AND D PATCHES
- 701301-03 LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
- 701606-00 LANE CLOSURE, MULTILANE, 2-W, WITH MOUNTABLE MEDIAN
- 701701-00 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701901-01 TRAFFIC CONTROL DEVICES

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR "CUAN" (CHICAGO UTILITY ALERT NETWORK) AT 312-744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED).

10 FEET (3 METERS) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES AND THE CITY OF CHICAGO AND THE VILLAGE OF FOREST VIEW.

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

THE CONTRACTOR SHALL CONTRACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR CORY JUCIUS AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO START OF WORK.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H)

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH THE "CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS" DETAIL. (TC-24)

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS" DETAIL.

THE RESIDENT ENGINEER SHOULD CONTACT MS. PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, AT (708) 597-9800 AT LEAST 2 WEEKS PRIOR TO PLACING ANY PERMANENT PAVEMENT MARKINGS.

INDEX OF SHEETS:

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	COVER SHEET
2	INDEX OF SHEETS, STANDARDS, AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-5	TYPICAL SECTIONS
6-9	PROPOSED ROADWAY/PAVEMENT MARKING PLANS
10	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W AND FACE OF CURB * EDGE OF SHOULDER >= 15' (4.5 m)
11	DRIVEWAY DETAILS -DISTANCE BETWEEN R.O.W AND FACE OF CURB & EDGE OF SHOULDER < 15' (4.5 m)
12	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
13	CITY OF CHICAGO DRAINAGE DETAILS
14	PAVEMENT PATCHING FOR BITUMINOUS SURFACE PAVEMENT
15	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
16	BUTT JOINT AND BITUMINOUS TAPER DETAILS
17	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
18	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
19	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS
20	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
21	PAVEMENT MARKINGS, LETTERS AND SYMBOLS FOR TRAFFIC STAGING
22	ARTERIAL ROAD INFORMATION SIGN
23	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVT MARKERS (SNOW- PLOW RESISTANT)

GENERAL NOTES - CITY OF CHICAGO

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

IN CASE OF DAMAGE TO THE CITY OF CHICAGO SEWER, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/ OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF SEWERS AT 312-747-7892 OR 312-747-7893.

BENCH MONUMENT LOCATIONS WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE OBTAINED FROM THE DEPARTMENT OF SEWERS AT 333 SOUTH STATE STREET, SUITE 410, CHICAGO, IL 60604-3971. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF REPLACING ANY BENCH MONUMENT DAMAGED OR DESTROYED DURING CONSTRUCTION.

ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND GRATES OR LIDS ON SEWER STRUCTURES SHALL BE REPLACED WITH NEW DEPARTMENT OF SEWERS' STANDARD FRAMES AND GRATES OR LIDS. OLD FRAMES AND GRATES OR LIDS SHALL BE DELIVERED TO THE DEPARTMENT OF SEWERS AT 39TH STREET AND ASHLAND AVE.

CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER AND/OR DEPARTMENT OF SEWERS.

CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM CURB HEIGHT OF 75MM (3").

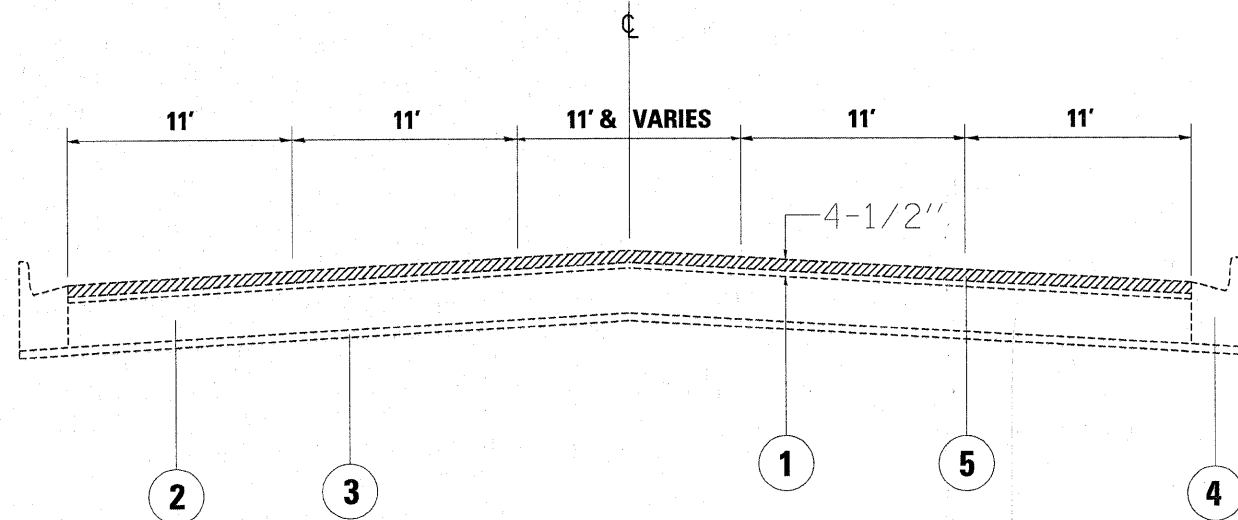
PAVEMENT REPLACEMENT AROUND FRAMES AND GRATES OR LIDS WHERE DRAINAGE, WATER MAIN OR ELECTRICAL STRUCTURES ARE ADJUSTED OR RECONSTRUCTED SHALL BE WITH CLASS SI CONCRETE.

FILE NAME =	USER NAME = bjunsh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CENTRAL AVENUE INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwidot\bjunsh\d0180187\0132110	sht-plan.dgn	DRAWN -	REVISED -			366	0203 RS-2	COOK	23	2	
	PLOT SCALE = 50.0000' / 1" IN.	CHECKED -	REVISED -			CONTRACT NO. 60J99					
	PLOT DATE = 2/9/2010	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. OF SHEETS		STA. TO STA.			

SUMMARY OF QUANTITIES				URBAN				CONSTRUCTION TYPE CODE				SUMMARY OF QUANTITIES				URBAN				CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE	1000-2A					CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE	1000-2A								
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SO YD	840	840						70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1									
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SO YD	600	600						70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1									
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	54	54						70300100	SHORT-TERM PAVEMENT MARKING	FOOT	10000	10000									
40600300	AGGREGATE (PRIME COAT)	TON	272	272						70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	865	865									
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	102	102						70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	29294	29294									
40600826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2806	2806						70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	4694	4694									
40600895	CONSTRUCTING TEST STRIP	EACH	1	1						70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	900	900									
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	607	607						70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	700	700									
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	170	170						70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	2500	2500									
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	6664	6664					* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	865	865										
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	4000	4000					* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	29294	29294										
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	68003	68003					* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	46940	46940										
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	800	800					* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	900	900										
44000600	SIDEWALK REMOVAL	SO FT	4000	4000					* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	700	700										
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SO YD	340	340					* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	500	500										
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SO YD	680	680					78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	500	500										
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SO YD	340	340					X0322256	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4										
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SO YD	340	340					Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	25	25										
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SO YD	680	680					Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1										
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SO YD	340	340					21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	350	350										
50300300	PROTECTIVE COAT	SO YD	50	50					25000400	NITROGEN FERTILIZER NUTRIENT	POUND	7	7										
55039700	STORM SEWERS TO BE CLEANED	FOOT	1000	1000					25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	7	7										
60250200	CATCH BASINS TO BE ADJUSTED	EACH	24	24					25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	7	7										
60250300	CATCH BASINS TO BE ADJUSTED (SPECIAL)	EACH	12	12					25200200	SUPPLEMENTAL WATERING	UNIT	18	18										
60300205	FRAMES AND GRATES TO BE ADJUSTED (SPECIAL)	EACH	15	15					44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	800	800										
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	10	10					42300200	PORTLAND CEMENT CONCRETE DRIVEWAY 6"	SO YD	600	600										
60406520	FRAMES AND LIDS, OPEN LID (CITY OF CHICAGO)	EACH	2	2					42300400	PORTLAND CEMENT CONCRETE DRIVEWAY 8"	SO YD	420	420										
60406530	FRAMES AND LIDS, CLOSED LID (CITY OF CHICAGO)	EACH	2	2					44000200	DRIVEWAY REMOVAL	SO YD	2420	2420										
60603000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-G, 12	FOOT	800	800																			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6																			
67100100	MOBILIZATION	L SUM	1	1																			

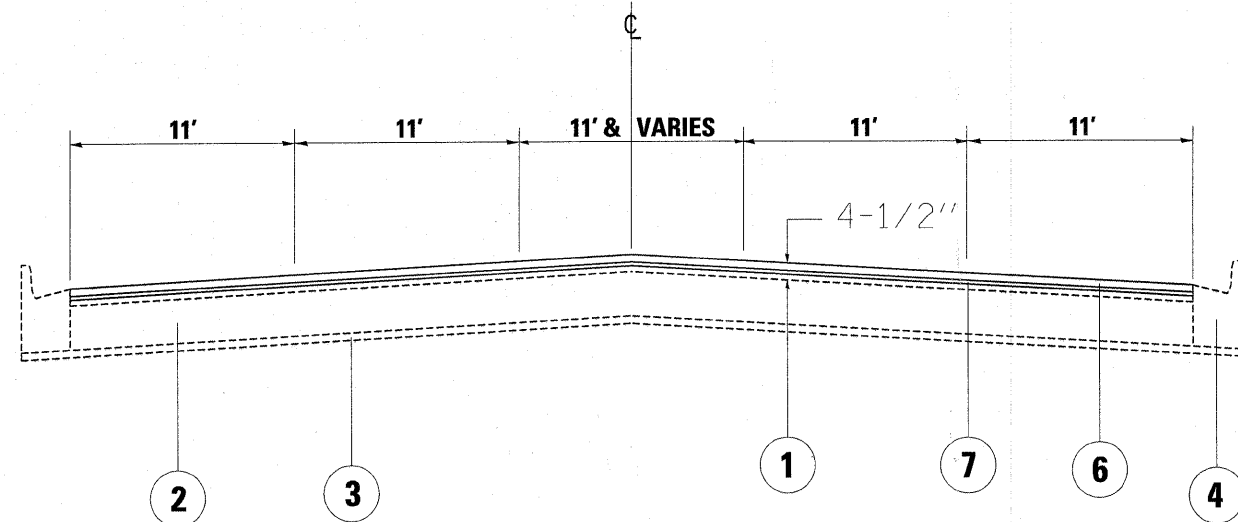
FILE NAME =	USER NAME = gysnst	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CENTRAL AVENUE SUMMARY OF QUANTITIES	F.A.P. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
9:\work\work\gysnst\0101017\013210-st-plandp		DRAWN -	REVISED -			366	0203 RS-2	COOK	23	3
PLOT SCALE = 50,000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 60J99				
PLOT DATE = 2/9/2010		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CENTRAL AVENUE



EXISTING TYPICAL CROSS SECTION
 STA. 5+00 TO STA. 10+00
 STA. 54+00 TO STA. 74+00
 STA. 83+00 TO STA. 110+00

CENTRAL AVENUE



PROPOSED TYPICAL CROSS SECTION
 STA. 5+00 TO STA. 10+00
 STA. 54+00 TO STA. 74+00
 STA. 83+00 TO STA. 110+00

LEGEND

- ① EXISTING HOT-MIX ASPHALT OVERLAY, 4-1/2"
- ② EXISTING PORTLAND CEMENT CONCRETE, 9"
- ③ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- ④ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.12
- ⑤ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/2"
- ⑥ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1-3/4"
- ⑦ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

NOTE: CONTRACTOR IS TO MILL ROADWAY BEFORE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIREMENT

MIXTURE TYPE	AIR VOIDS (%)
POLY. LEVELING BINDER (MACHINE METHOD), IL 4.75, N50	4% @ 50 GYR
POLY. HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5 mm)	4% @ 90 GYR
CLASS D PATCHES (HMA BINDER IL-19)	4% @ 70 GYR
HMA BASE COURSE (HMA BINDER IL-19)	4% @ 70 GYR
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm)	4% @ 50 GYR

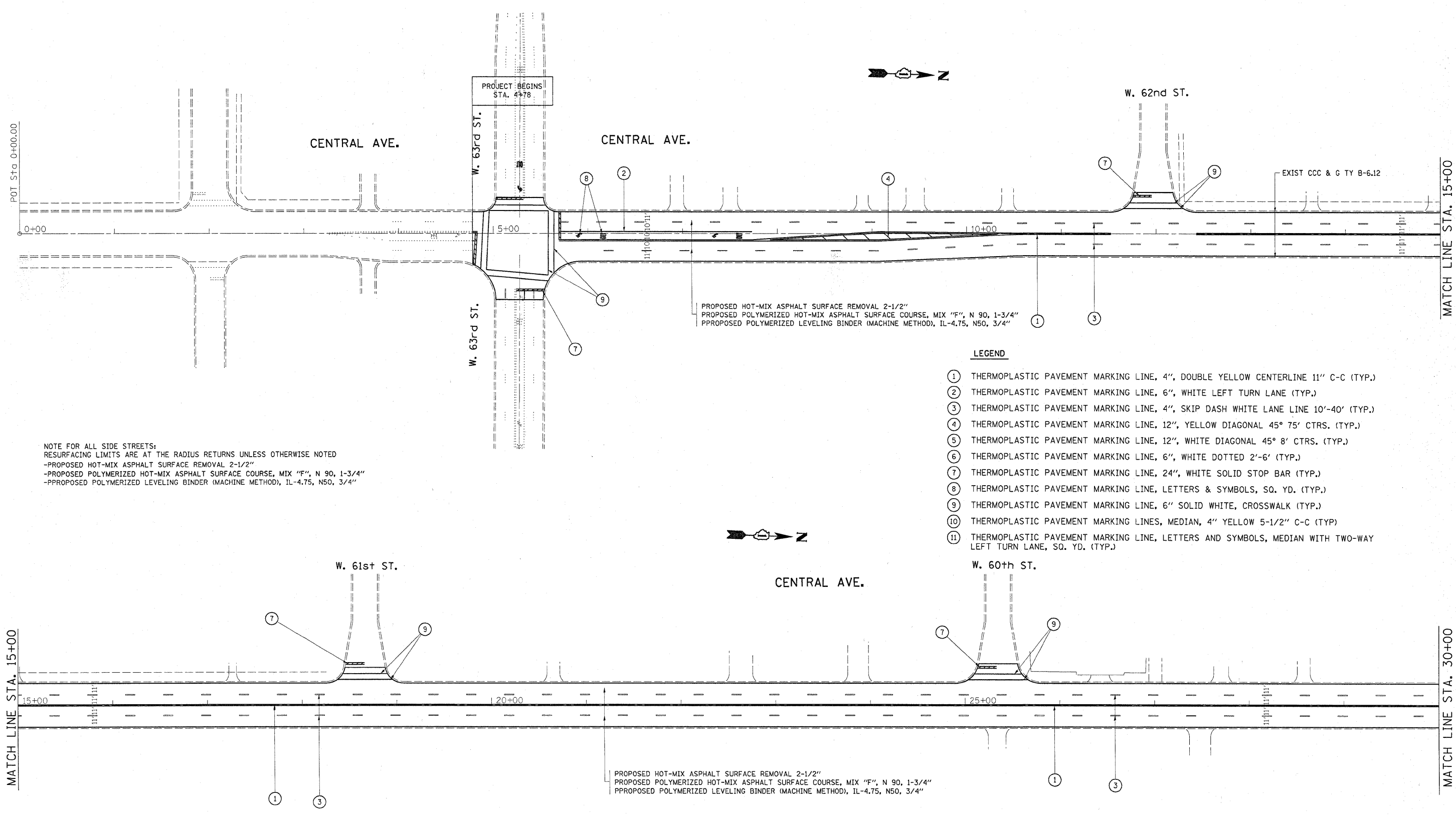
NOTE:

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

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

FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS

FILE NAME =	USER NAME = byunsh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CENTRAL AVENUE 47TH STREET TO 63RD STREET EXISTING AND PROPOSED TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr\pw_work\pwsdot\byunsh\d0180187\0132110	sh-t-plan.dgn	DRAWN -	REVISED -		366	0203 RS-2	COOK	23	4			
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 60J99							
	PLOT DATE = 3/18/2010	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



NOTE FOR ALL SIDE STREETS:
 RESURFACING LIMITS ARE AT THE RADIUS RETURNS UNLESS OTHERWISE NOTED
 -PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2-1/2"
 -PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N 90, 1-3/4"
 -PPROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2-1/2"
 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N 90, 1-3/4"
 PPROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

- LEGEND**
- ① THERMOPLASTIC PAVEMENT MARKING LINE, 4", DOUBLE YELLOW CENTERLINE 11" C-C (TYP.)
 - ② THERMOPLASTIC PAVEMENT MARKING LINE, 6", WHITE LEFT TURN LANE (TYP.)
 - ③ THERMOPLASTIC PAVEMENT MARKING LINE, 4", SKIP DASH WHITE LANE LINE 10'-40' (TYP.)
 - ④ THERMOPLASTIC PAVEMENT MARKING LINE, 12", YELLOW DIAGONAL 45° 75' CTRS. (TYP.)
 - ⑤ THERMOPLASTIC PAVEMENT MARKING LINE, 12", WHITE DIAGONAL 45° 8' CTRS. (TYP.)
 - ⑥ THERMOPLASTIC PAVEMENT MARKING LINE, 6", WHITE DOTTED 2'-6' (TYP.)
 - ⑦ THERMOPLASTIC PAVEMENT MARKING LINE, 24", WHITE SOLID STOP BAR (TYP.)
 - ⑧ THERMOPLASTIC PAVEMENT MARKING LINE, LETTERS & SYMBOLS, SQ. YD. (TYP.)
 - ⑨ THERMOPLASTIC PAVEMENT MARKING LINE, 6" SOLID WHITE, CROSSWALK (TYP.)
 - ⑩ THERMOPLASTIC PAVEMENT MARKING LINES, MEDIAN, 4" YELLOW 5-1/2" C-C (TYP.)
 - ⑪ THERMOPLASTIC PAVEMENT MARKING LINE, LETTERS AND SYMBOLS, MEDIAN WITH TWO-WAY LEFT TURN LANE, SQ. YD. (TYP.)

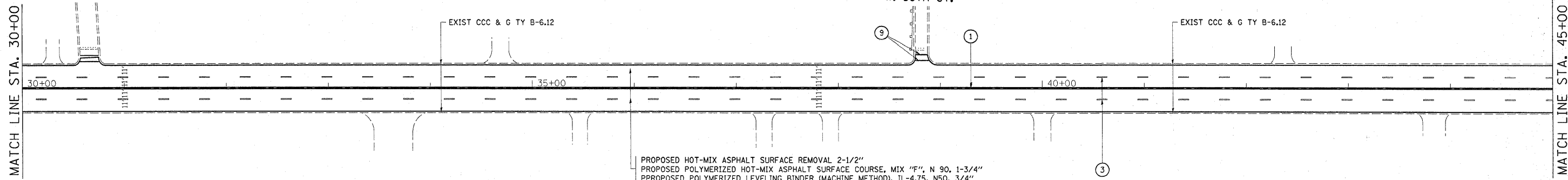
FILE NAME =	USER NAME = byunsh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CENTRAL AVENUE 47TH STREET TO 63RD STREET ROADWAY AND PAVEMENT MARKING PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca\pwwork\pwws\dot\byunsh\d0180187\0132110	shht-plan.dgn	DRAWN -	REVISED -		366	0203 RS-2	COOK	23	6			
	PLOT SCALE = 500.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 60J99			ILLINOIS FED. AID PROJECT				
	PLOT DATE = 2/9/2010	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.			



CENTRAL AVE.

W. 59th ST.

W. 58th ST.



NOTE FOR ALL SIDE STREETS:
 RESURFACING LIMITS ARE AT THE RADIUS RETURNS UNLESS OTHERWISE NOTED
 -PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2-1/2"
 -PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N 90, 1-3/4"
 -PPROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

LEGEND

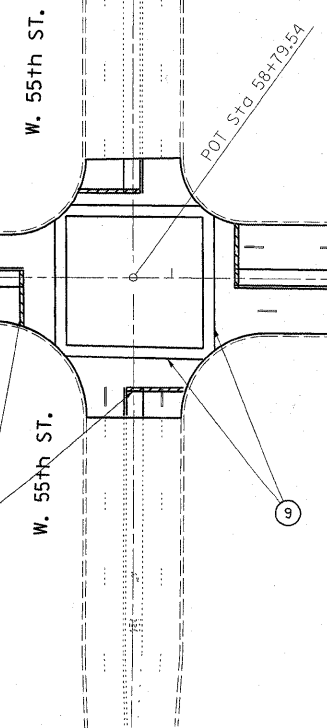
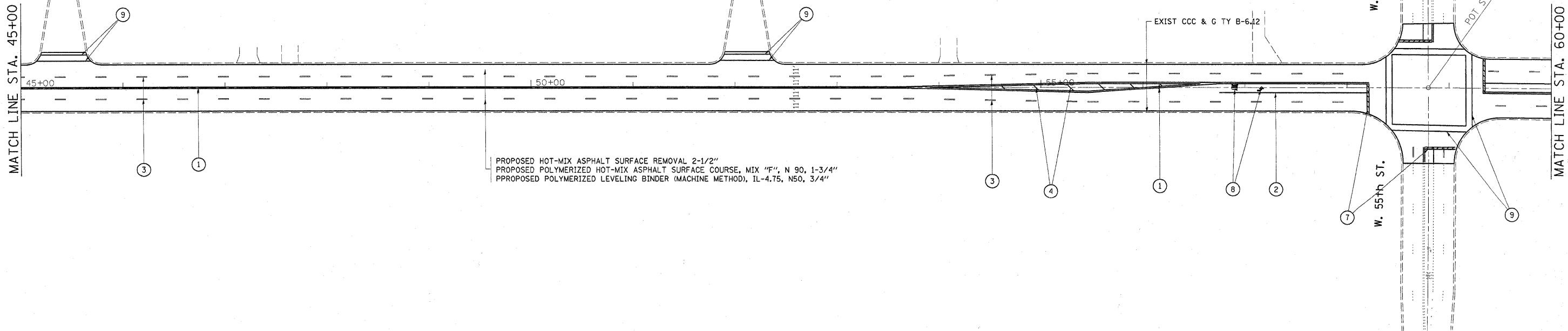
- ① THERMOPLASTIC PAVEMENT MARKING LINE, 4", DOUBLE YELLOW CENTERLINE 11" C-C (TYP.)
- ② THERMOPLASTIC PAVEMENT MARKING LINE, 6", WHITE LEFT TURN LANE (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKING LINE, 4", SKIP DASH WHITE LANE LINE 10'-40' (TYP.)
- ④ THERMOPLASTIC PAVEMENT MARKING LINE, 12", YELLOW DIAGONAL 45° 75' CTRS. (TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKING LINE, 12", WHITE DIAGONAL 45° 8' CTRS. (TYP.)
- ⑥ THERMOPLASTIC PAVEMENT MARKING LINE, 6", WHITE DOTTED 2'-6' (TYP.)
- ⑦ THERMOPLASTIC PAVEMENT MARKING LINE, 24", WHITE SOLID STOP BAR (TYP.)
- ⑧ THERMOPLASTIC PAVEMENT MARKING LINE, LETTERS & SYMBOLS, SQ. YD. (TYP.)
- ⑨ THERMOPLASTIC PAVEMENT MARKING LINE, 6" SOLID WHITE, CROSSWALK (TYP.)
- ⑩ THERMOPLASTIC PAVEMENT MARKING LINES, MEDIAN, 4" YELLOW 5-1/2" C-C (TYP)
- ⑪ THERMOPLASTIC PAVEMENT MARKING LINE, LETTERS AND SYMBOLS, MEDIAN WITH TWO-WAY LEFT TURN LANE, SQ. YD. (TYP.)



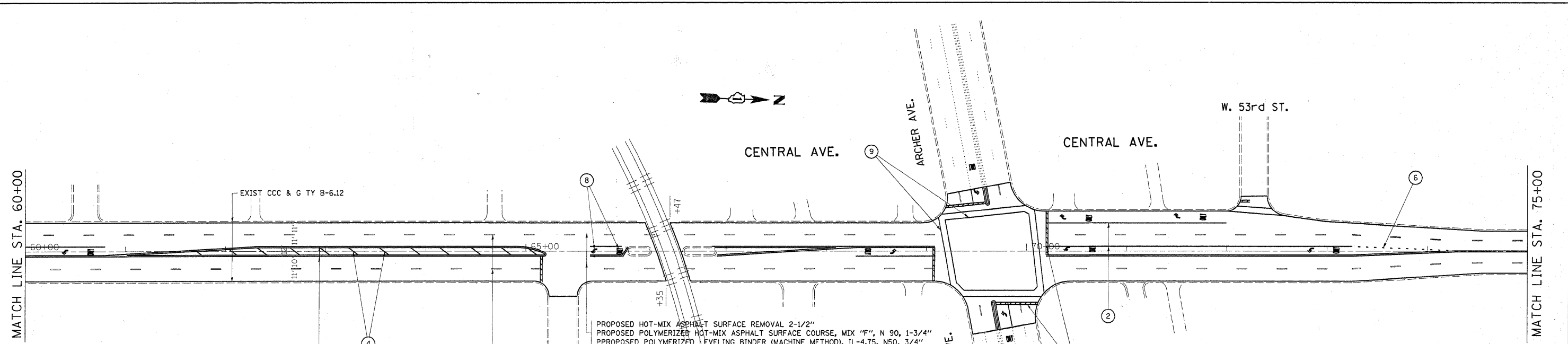
CENTRAL AVE.

W. 57th ST.

W. 56th ST.



FILE NAME =	USER NAME = byunsh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CENTRAL AVENUE 47TH STREET TO 63RD STREET ROADWAY AND PAVEMENT MARKING PLAN			F.A.P. RTE. 366	SECTION 0203 RS-2	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 7
c:\pwork\pwork\byunsh\d8180187\0132116	shp-plan.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60J99	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -								ILLINOIS FED. AID PROJECT	
	PLOT DATE = 2/9/2010	DATE -	REVISED -									



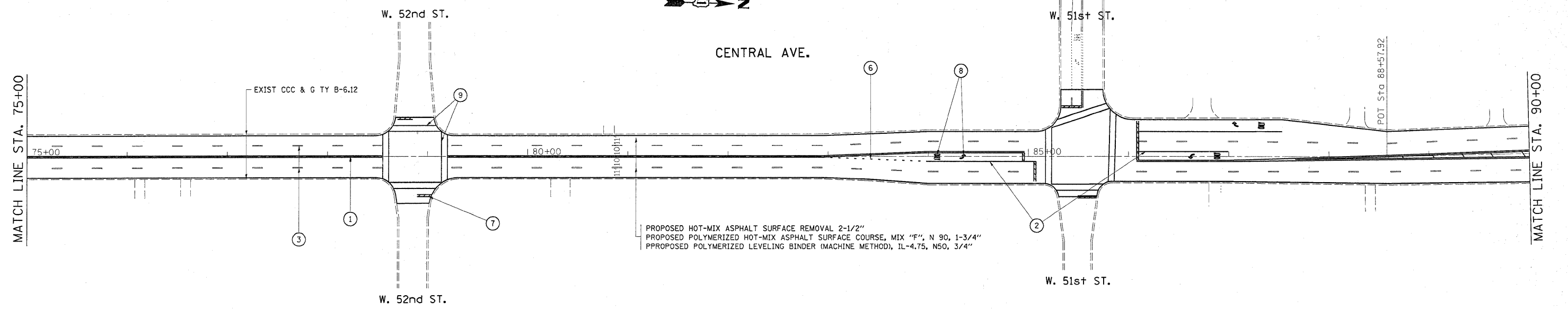
EXIST CCC & G TY B-6.12

PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2-1/2"
 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N 90, 1-3/4"
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING LINE, 4", DOUBLE YELLOW CENTERLINE 11" C-C (TYP.)
- ② THERMOPLASTIC PAVEMENT MARKING LINE, 6", WHITE LEFT TURN LANE (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKING LINE, 4", SKIP DASH WHITE LANE LINE 10'-40' (TYP.)
- ④ THERMOPLASTIC PAVEMENT MARKING LINE, 12", YELLOW DIAGONAL 45° 75' CTRS. (TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKING LINE, 12", WHITE DIAGONAL 45° 8' CTRS. (TYP.)
- ⑥ THERMOPLASTIC PAVEMENT MARKING LINE, 6", WHITE DOTTED 2'-6' (TYP.)
- ⑦ THERMOPLASTIC PAVEMENT MARKING LINE, 24", WHITE SOLID STOP BAR (TYP.)
- ⑧ THERMOPLASTIC PAVEMENT MARKING LINE, LETTERS & SYMBOLS, SQ. YD. (TYP.)
- ⑨ THERMOPLASTIC PAVEMENT MARKING LINE, 6" SOLID WHITE, CROSSWALK (TYP.)
- ⑩ THERMOPLASTIC PAVEMENT MARKING LINES, MEDIAN, 4" YELLOW 5-1/2" C-C (TYP.)
- ⑪ THERMOPLASTIC PAVEMENT MARKING LINE, LETTERS AND SYMBOLS, MEDIAN WITH TWO-WAY LEFT TURN LANE, SQ. YD. (TYP.)

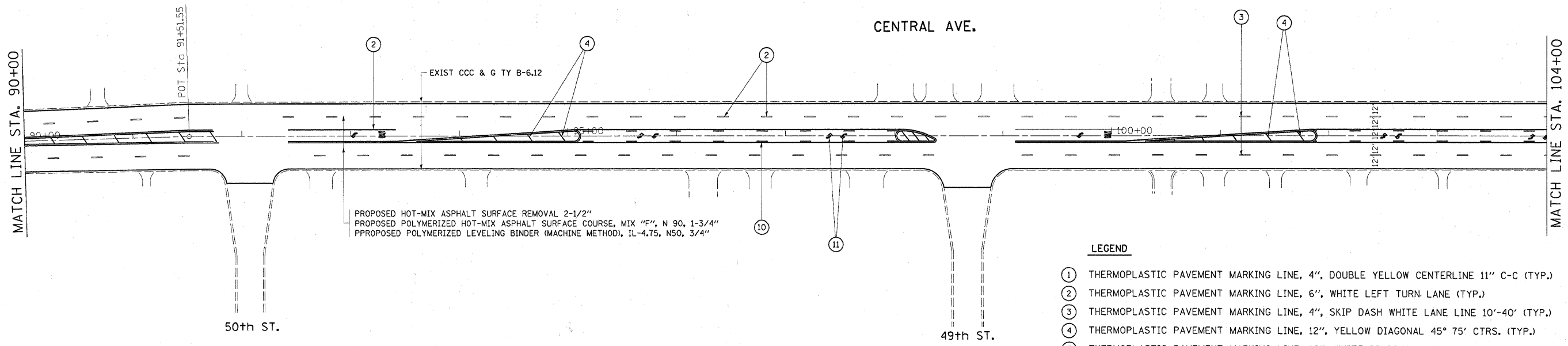
NOTE FOR ALL SIDE STREETS:
 RESURFACING LIMITS ARE AT THE RADIUS RETURNS UNLESS OTHERWISE NOTED
 -PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2-1/2"
 -PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N 90, 1-3/4"
 -PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"



EXIST CCC & G TY B-6.12

PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2-1/2"
 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N 90, 1-3/4"
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

FILE NAME =	USER NAME = byunsh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CENTRAL AVENUE 47TH STREET TO 63RD STREET ROADWAY AND PAVEMENT MARKING PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\byunsh\d8180187\0132110	ah-t-plan.dgn	DRAWN -	REVISED -		366	0203 RS-2	COOK	23	8			
PLOT SCALE = 50.0000' / 1"		CHECKED -	REVISED -		CONTRACT NO. 60J99			ILLINOIS FED. AID PROJECT				
PLOT DATE = 2/9/2010		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.			

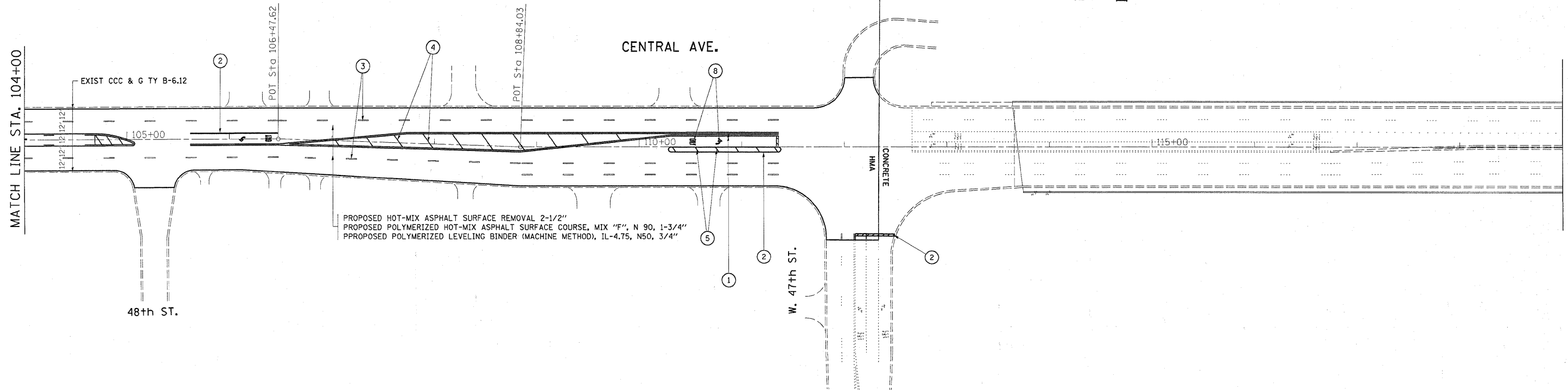


PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2-1/2"
 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N 90, 1-3/4"
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

NOTE FOR ALL SIDE STREETS:
 RESURFACING LIMITS ARE AT THE RADIUS RETURNS UNLESS OTHERWISE NOTED
 -PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2-1/2"
 -PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N 90, 1-3/4"
 -PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

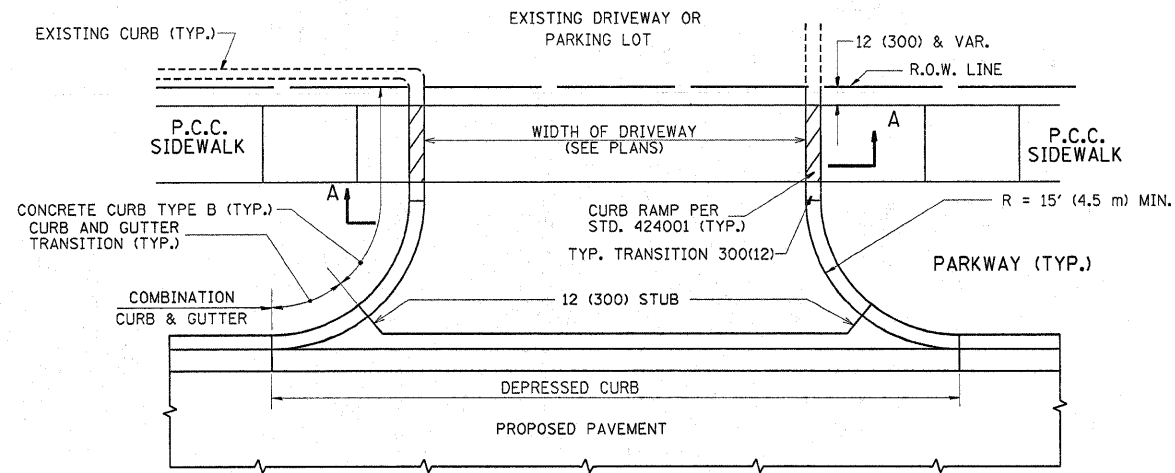
- LEGEND**
- ① THERMOPLASTIC PAVEMENT MARKING LINE, 4", DOUBLE YELLOW CENTERLINE 11" C-C (TYP.)
 - ② THERMOPLASTIC PAVEMENT MARKING LINE, 6", WHITE LEFT TURN LANE (TYP.)
 - ③ THERMOPLASTIC PAVEMENT MARKING LINE, 4", SKIP DASH WHITE LANE LINE 10'-40' (TYP.)
 - ④ THERMOPLASTIC PAVEMENT MARKING LINE, 12", YELLOW DIAGONAL 45° 75' CTRS. (TYP.)
 - ⑤ THERMOPLASTIC PAVEMENT MARKING LINE, 12", WHITE DIAGONAL 45° 8' CTRS. (TYP.)
 - ⑥ THERMOPLASTIC PAVEMENT MARKING LINE, 6", WHITE DOTTED 2'-6' (TYP.)
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 - ⑩ THERMOPLASTIC PAVEMENT MARKING LINES, MEDIAN, 4" YELLOW 5-1/2" C-C (TYP.)
 - ⑪ THERMOPLASTIC PAVEMENT MARKING LINE, LETTERS AND SYMBOLS, MEDIAN WITH TWO-WAY LEFT TURN LANE, SQ. YD. (TYP.)

PROJECT ENDS
 STA. 112+34

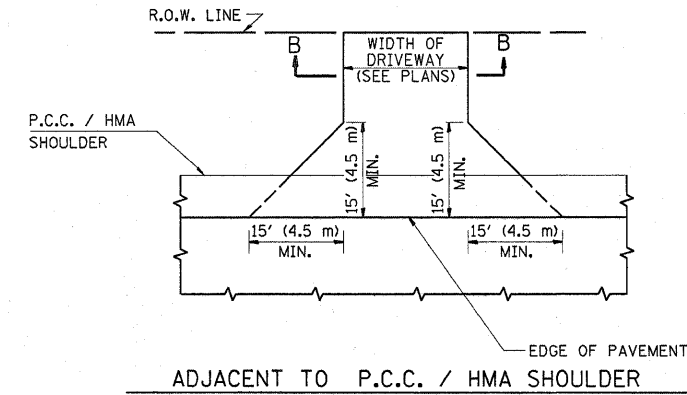


PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2-1/2"
 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N 90, 1-3/4"
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

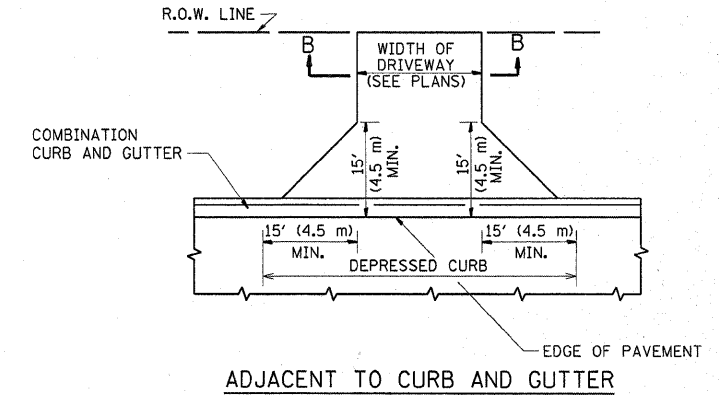
FILE NAME =	USER NAME = byunsh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CENTRAL AVENUE 47TH STREET TO 63RD STREET ROADWAY AND PAVEMENT MARKING PLAN	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pw_work\pw\dot\byunsh\d0180187\0132118\sh:plan.dgn	PLDT SCALE = 50.0000' / IN.	DRAWN -	REVISED -			366	0203 RS-2	COOK	23	9	
PLDT DATE = 2/9/2010	DATE -	CHECKED -	REVISED -			CONTRACT NO. 60J99					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



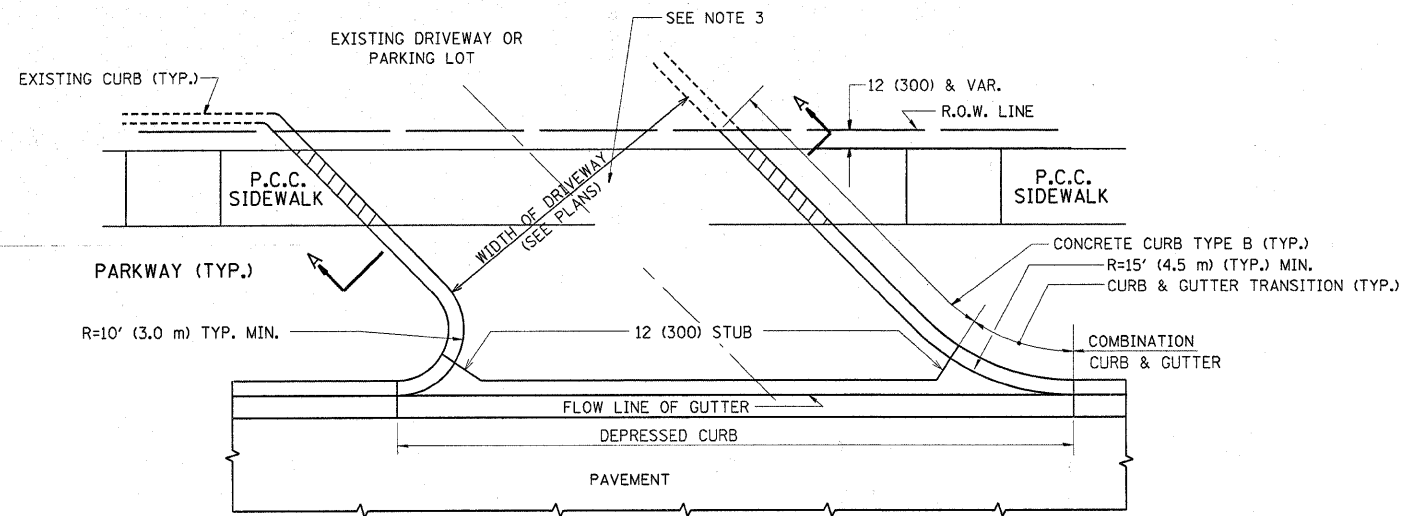
WITH CONCRETE CURB, TYPE B



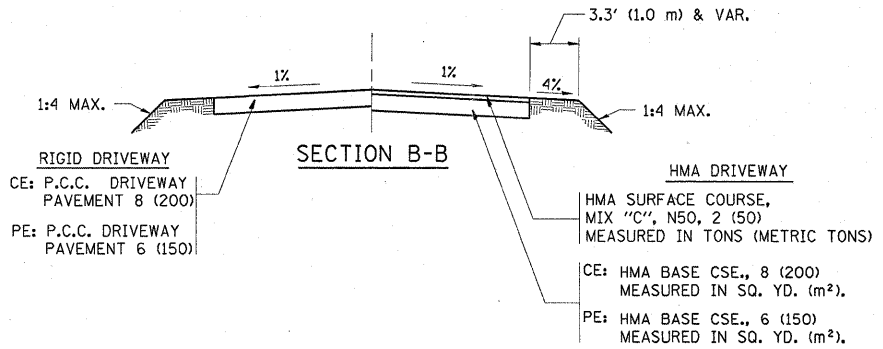
ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B



SECTION B-B

RIGID DRIVEWAY
 CE: P.C.C. DRIVEWAY PAVEMENT 8 (200)
 PE: P.C.C. DRIVEWAY PAVEMENT 6 (150)

HMA DRIVEWAY
 HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)
 CE: HMA BASE CSE., 8 (200) MEASURED IN SQ. YD. (m²).
 PE: HMA BASE CSE., 6 (150) MEASURED IN SQ. YD. (m²).

RURAL FIELD ENTRANCE (FE)
 HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)
 AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

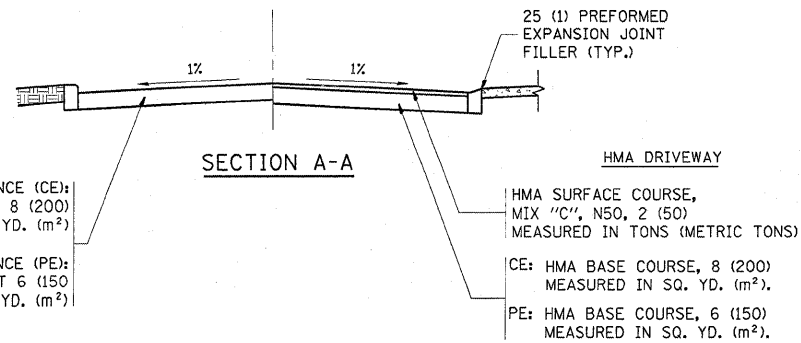
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

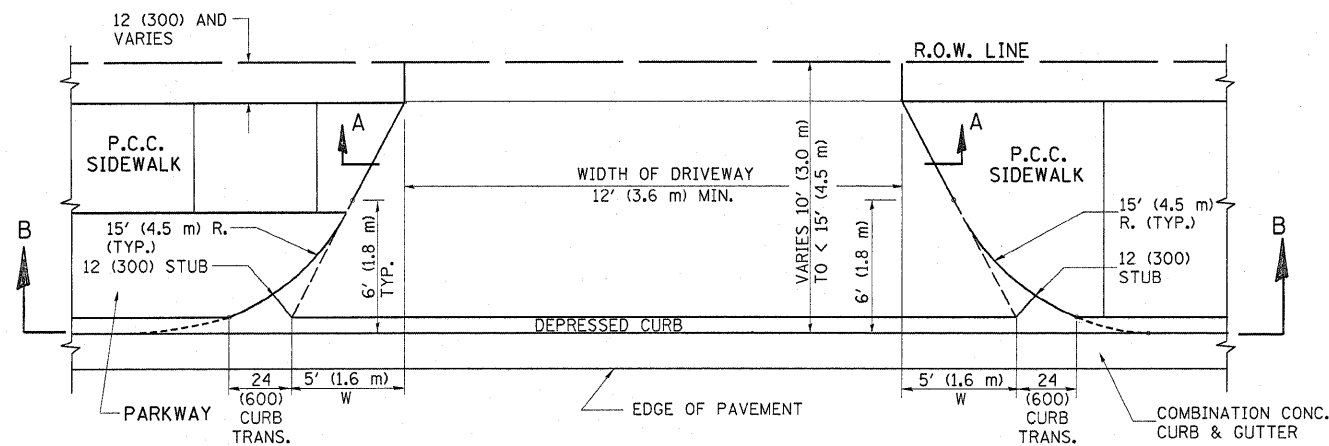


SECTION A-A

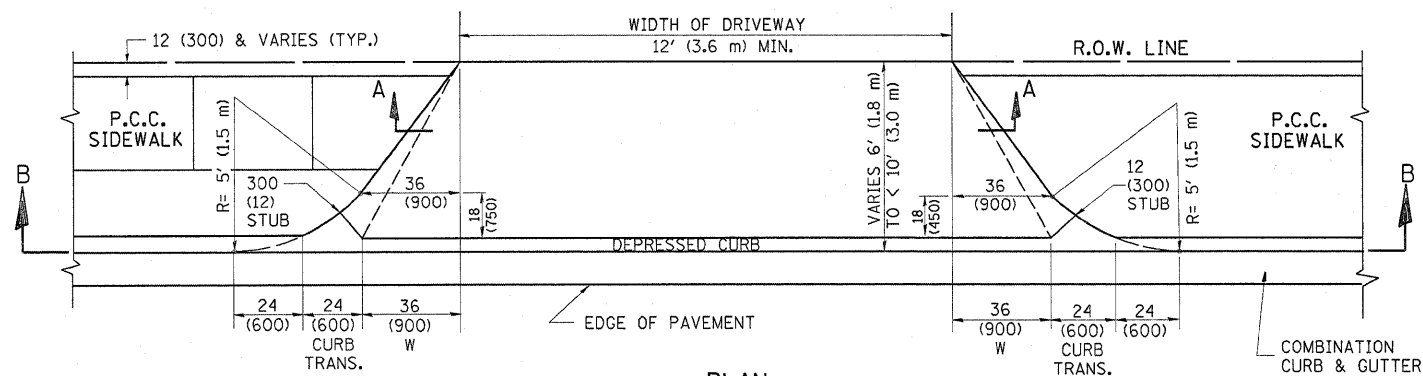
RIGID DRIVEWAY
 COMMERCIAL ENTRANCE (CE): P.C.C. DRIVEWAY PAVEMENT 8 (200) MEASURED IN SQ. YD. (m²)
 NON-COMMERCIAL ENTRANCE (PE): P.C.C. DRIVEWAY PAVEMENT 6 (150) MEASURED IN SQ. YD. (m²)

HMA DRIVEWAY
 HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)
 CE: HMA BASE COURSE, 8 (200) MEASURED IN SQ. YD. (m²).
 PE: HMA BASE COURSE, 6 (150) MEASURED IN SQ. YD. (m²).

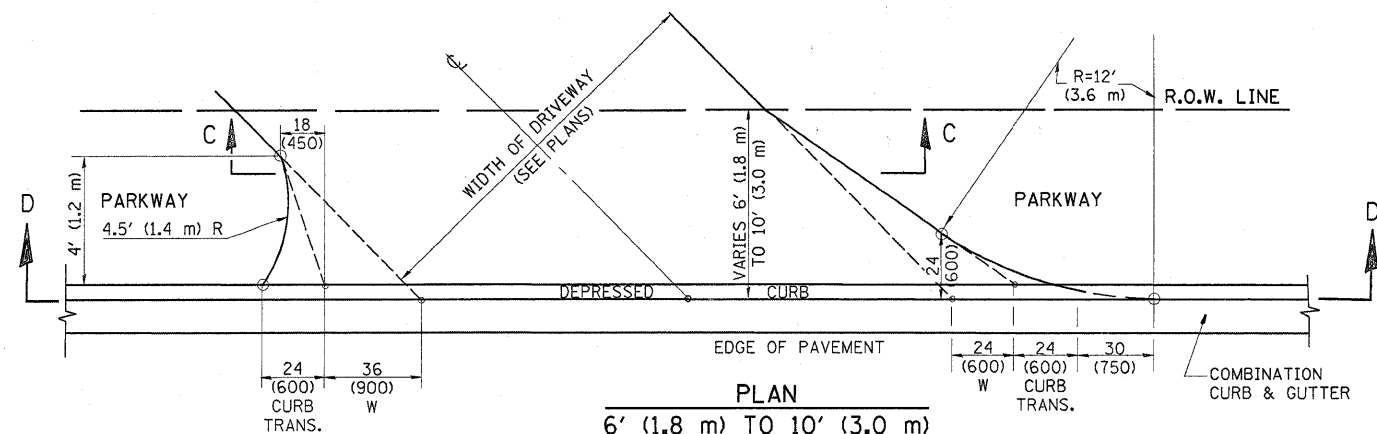
FILE NAME =	USER NAME = byunsh	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\dot\byunsh\d0180187\Dist5\tdgn	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - P. LGFLUER 04-15-03			366	0203 RS-2	COOK	23	10
PLOT DATE = 2/9/2010	DATE - 11-04-95	REVISOR - R. BORO 01-01-07	REVISED - R. BORO 06-11-08			BDD156-07 (BD-01)		CONTRACT NO. 60J99		
						SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.



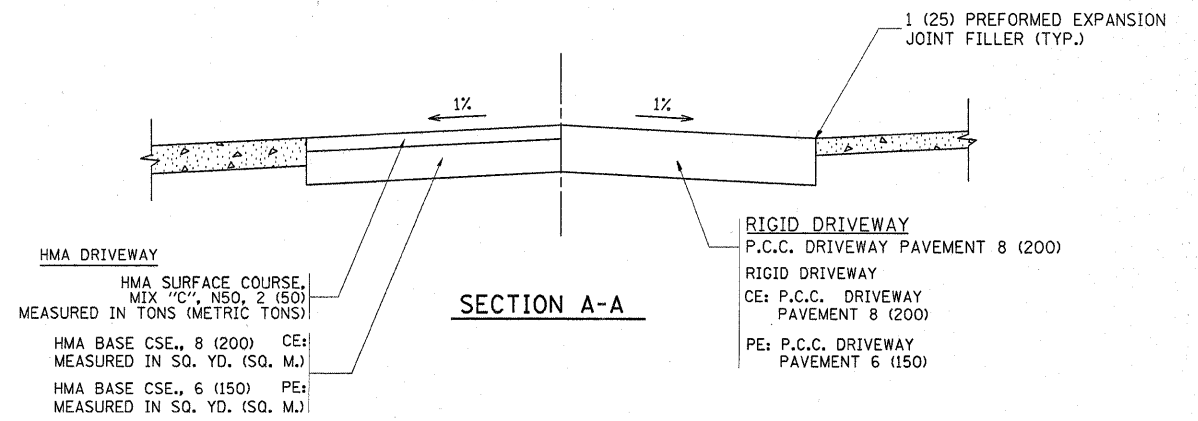
PLAN
10' (3.0 m) TO < 15' (4.5 m)



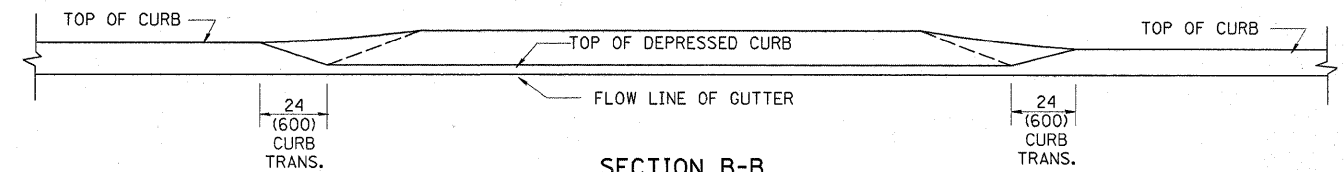
PLAN
6' (1.8 m) TO < 10' (3.0 m)



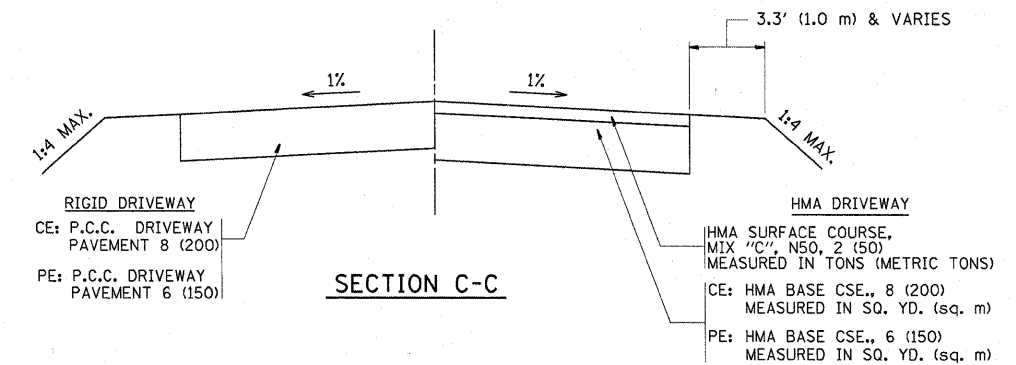
PLAN
6' (1.8 m) TO 10' (3.0 m)



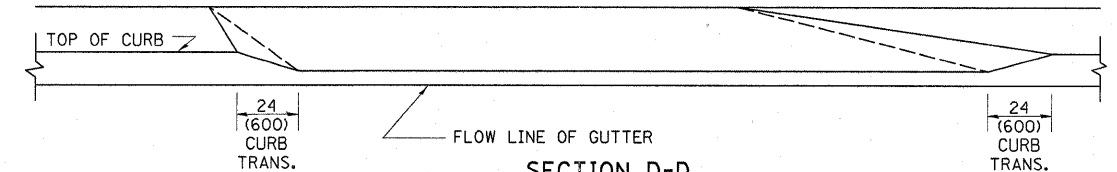
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

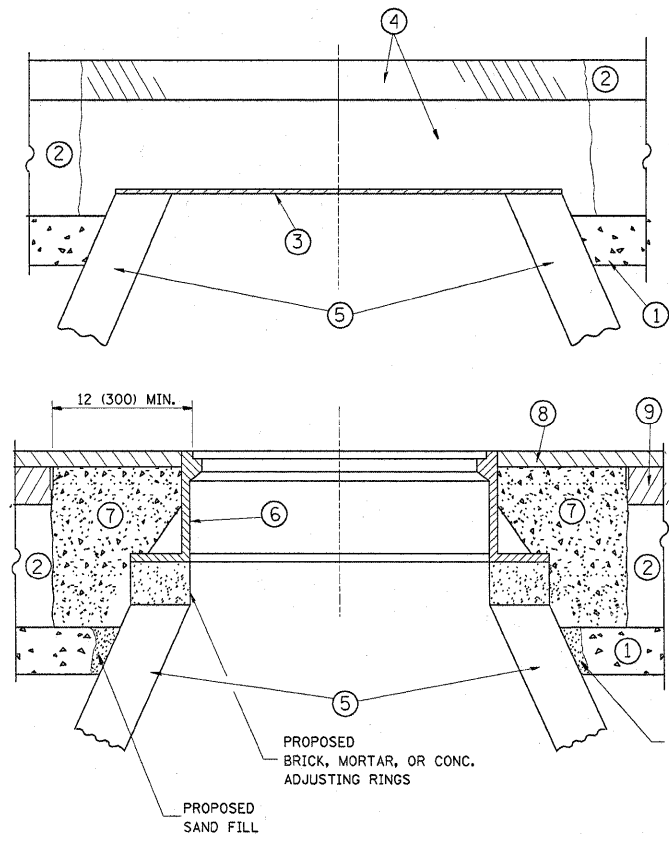
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = byunsh	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97
c:\pwork\pwork\byunsh\d0180187\Dist5\dgn		DRAWN -	REVISED - M. GOMEZ 04-06-01
		CHECKED -	REVISED - P. LaFLEUR 04-15-03
		DATE - 11-06-95	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY DETAILS	
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	0203 RS-2	COOK	23	11
BD400-02 (BD-02)			CONTRACT NO. 60J99	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

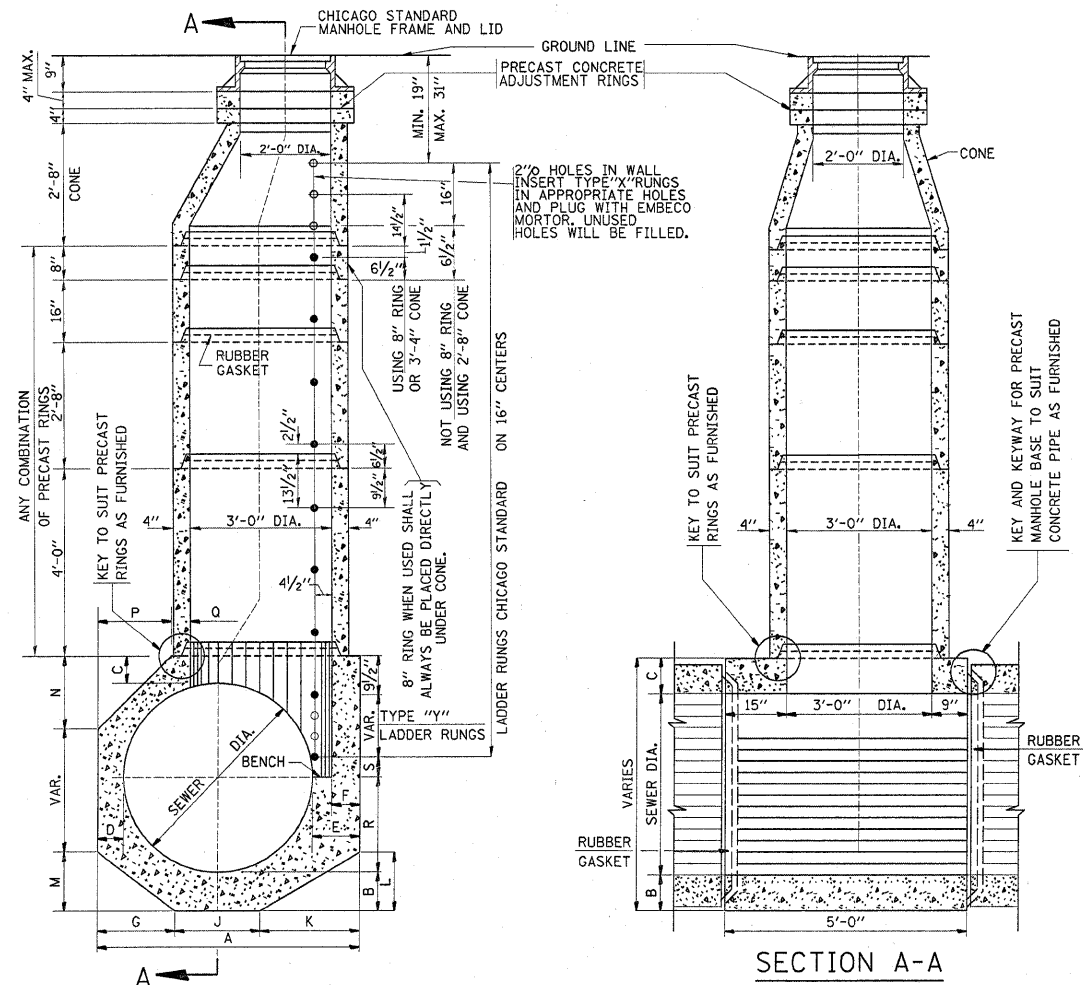
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

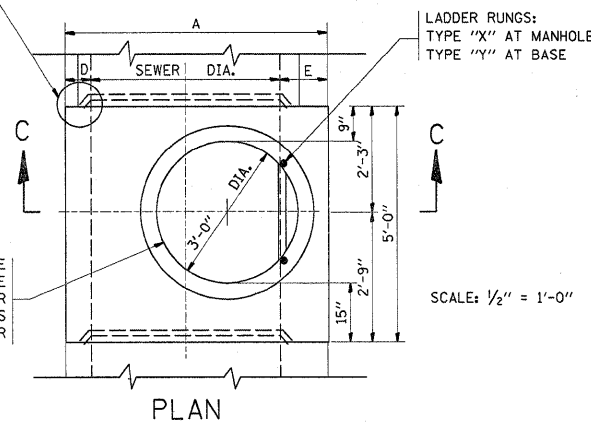
FILE NAME =	USER NAME = byunsh	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
al\p\work\pw\dot\byunsh\d0180187\DistSt.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		366	0203 RS-2	COOK	23	12			
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - R. WIEDEMAN 05-14-04		BD600-03 (BD-8)			CONTRACT NO. 60J99				
PLOT DATE = 2/9/2010		DATE - 10-25-94	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SECTION A-A

SECTION C-C

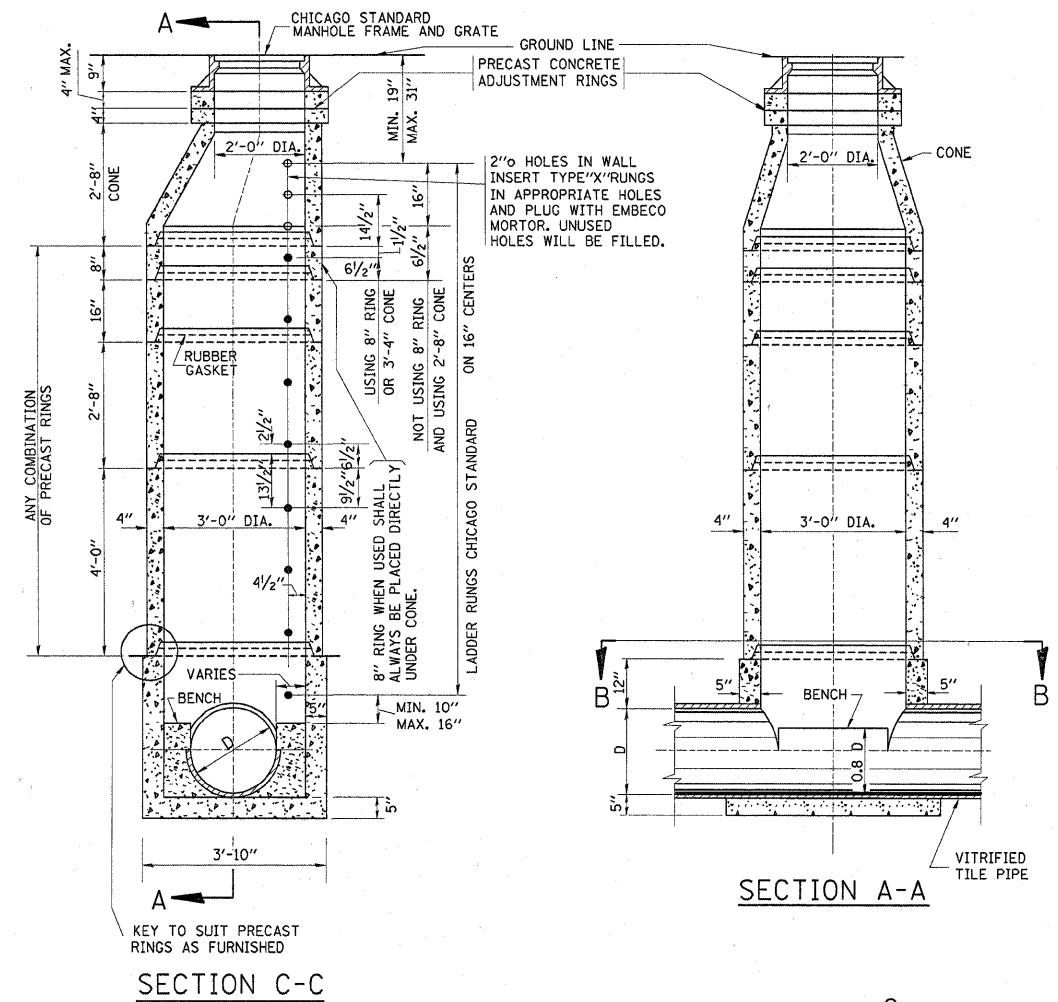
KEY AND KEYWAY FOR PRECAST MANHOLE BASE TO SUIT CONCRETE PIPE AS FURNISHED



PLAN

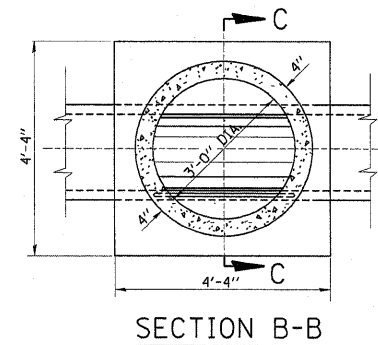
TYPE "A" MANHOLE
FOR SEWERS
24" TO 120" DIAMETER
PRECAST BASES AND RINGS

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



SECTION C-C

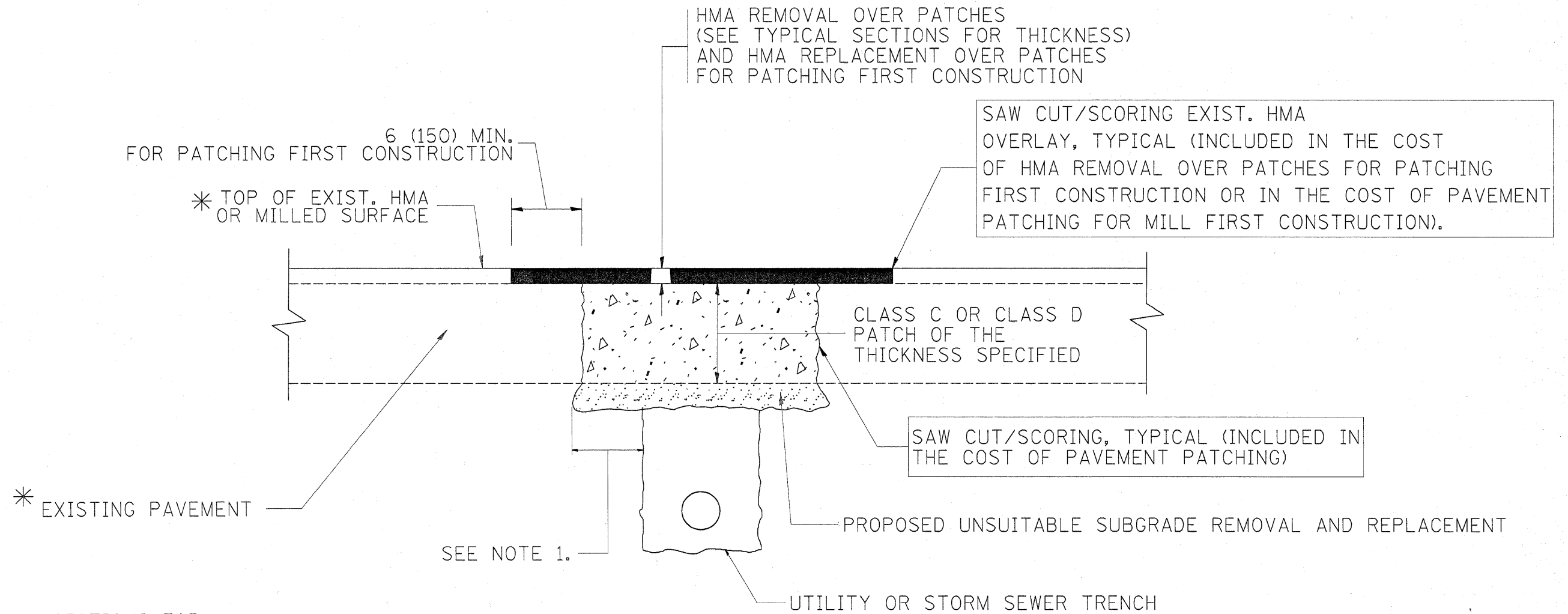
TYPE "A" MANHOLE
FOR SEWERS
21" DIAMETER AND SMALLER
PRECAST BASES AND RINGS



SECTION B-B

SCALE: 1/2" = 1'-0"

SEWER DIA.	PART ITEM	DIMENSIONS OF PRECAST MANHOLE BASE																NO. "Y" RINGS
		A	B	C	D	E	F	G	J	K	L	M	N	P	Q	R		
120"	----	12"-4 1/2"	12"	12"	12"	16 1/2"	12"	4'-0"	4'-0"	4'-4 1/2"	2'-7 1/2"	2'-5"	3'-7"	3'-7"	4'-8 1/2"	2'-0"	2 1/2"	7
108"	----	11"-4 1/2"	12"	12"	12"	16 1/2"	12"	3'-8"	3'-8"	4"-0 1/2"	2'-5"	2'-2"	3'-4"	3'-4"	4'-0 1/2"	2'-0"	6 1/2"	6
102"	----	10"-10 1/2"	12"	12"	12"	16 1/2"	12"	3'-6"	3'-6"	3'-10 1/2"	2'-4"	2'-1"	3'-2"	3'-2"	3'-8 1/2"	2'-0"	16 1/2"	5
96"	10-A	10"-2 1/2"	11"	11"	11"	15 1/2"	11"	3'-3"	3'-3"	3'-8 1/2"	2'-3"	23"	2'-11"	2'-11"	3'-4 1/2"	2'-0"	9 1/2"	5
90"	10-B	9'-8 1/2"	11"	11"	11"	15 1/2"	11"	3'-1"	3'-1"	3'-6 1/2"	2'-1 1/2"	22"	2'-10"	2'-10"	2'-11 1/2"	2'-0"	3 1/2"	5
84"	10-C	9'-0 1/2"	10"	10"	10"	14 1/2"	10"	2'-11"	2'-11"	3'-2 1/2"	23"	21"	2'-7"	2'-7"	2'-7 1/2"	2'-0"	12 1/2"	4
78"	10-D	8'-6 1/2"	10"	10"	10"	14 1/2"	10"	2'-9"	2'-9"	3'-0 1/2"	22"	20"	2'-6"	2'-6"	2'-2 1/2"	2'-0"	6 1/2"	4
72"	10	7"-10 1/2"	9"	9"	9"	13 1/2"	9"	2'-6"	2'-6"	2'-10 1/2"	21"	18"	2'-3"	2'-3"	22 1/2"	2'-0"	15 1/2"	3
66"	11	7'-4 1/2"	9"	9"	9"	13 1/2"	9"	2'-4"	2'-4"	2'-8 1/2"	19 1/2"	17"	2'-1"	2'-1"	18 1/2"	2'-0"	9 1/2"	3
60"	12	6'-8 1/2"	8"	8"	8"	12 1/2"	8"	2'-1 1/2"	2'-1"	2'-6"	18"	15"	23"	23"	13 1/2"	2'-0"	2 1/2"	3
54"	13	6'-2 1/2"	8"	8"	8"	12 1/2"	8"	23 1/2"	23"	2'-4"	17"	14"	21"	21"	9 1/2"	2'-0"	12 1/2"	2
48"	14	5'-6 1/2"	7"	7"	7"	11 1/2"	7"	20 1/2"	21"	2'-1"	15"	12 1/2"	18 1/2"	18 1/2"	5"	2'-0"	5 1/2"	2
42"	15	5'-0 1/2"	7"	7"	7"	11 1/2"	7"	18 1/2"	19"	23"	14"	11"	---	---	17 1/2"	21"	2 1/2"	2
36"	16	4'-4 1/2"	6"	6"	6"	10 1/2"	6"	16"	16"	20 1/2"	12 1/2"	9 1/2"	---	---	10 1/2"	18"	14 1/2"	1
30"	17	4'-0"	6"	6"	6"	12"	6"	14"	14"	20"	12"	8 1/2"	---	---	6"	15"	11 1/2"	1
24"	18	4'-0"	6"	6"	12"	12"	6"	16"	16"	16"	9 1/2"	9 1/2"	---	---	6"	12"	8 1/2"	1



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME =	USER NAME = byunsh	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs:\pwork\pwork\byunsh\0180187\DistSt.dgn	DRAWN -	REVISED - R. BORO 01-01-07	366			0203 RS-2	COOK	23	14	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07	BD400-04 (BD-22)			CONTRACT NO. 60J99				
PLOT DATE = 2/9/2010	DATE - 10-25-94	REVISED - K. ENG 10-27-08	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

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

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

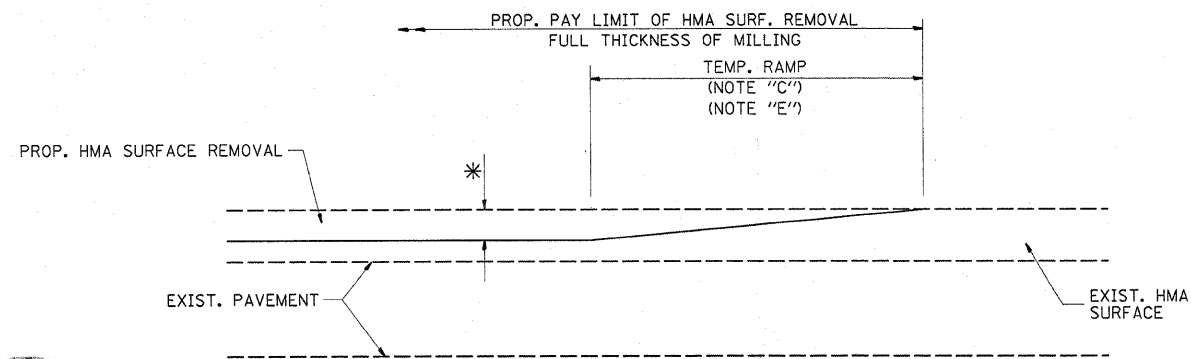
BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

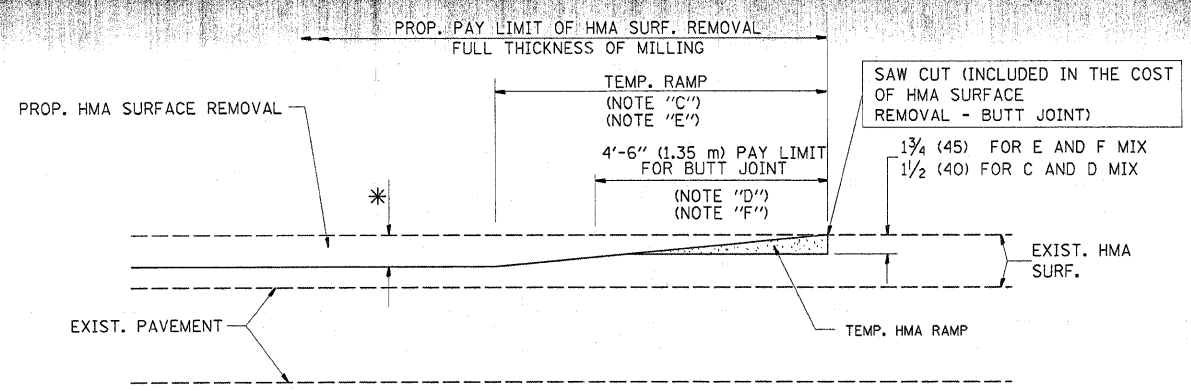
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = byunsh	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\pwork\dot\byunsh\d0180197\01stStd.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	366			0203 RS-2	COOK	23	15	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	BD600-06 (BD-24)			CONTRACT NO. 60J99				
PLOT DATE = 2/9/2010	DATE - 03-11-94	REVISED - R. BORO 12-15-09	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS STA. TO STA.				
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

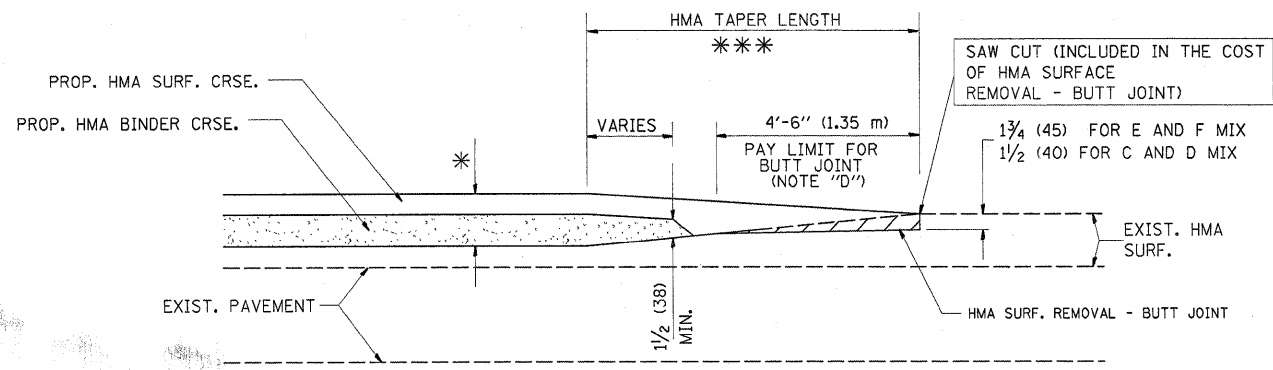
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

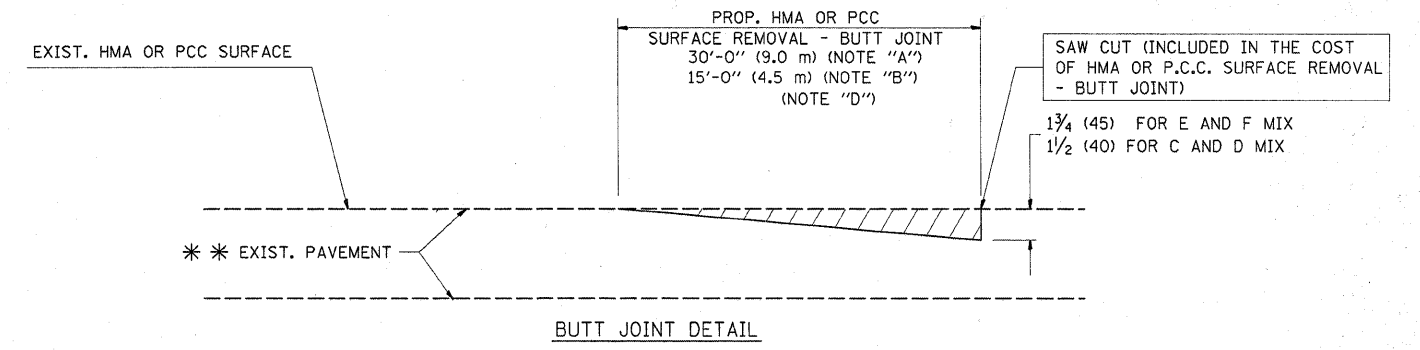
OPTION 2

TYPICAL TEMPORARY RAMP

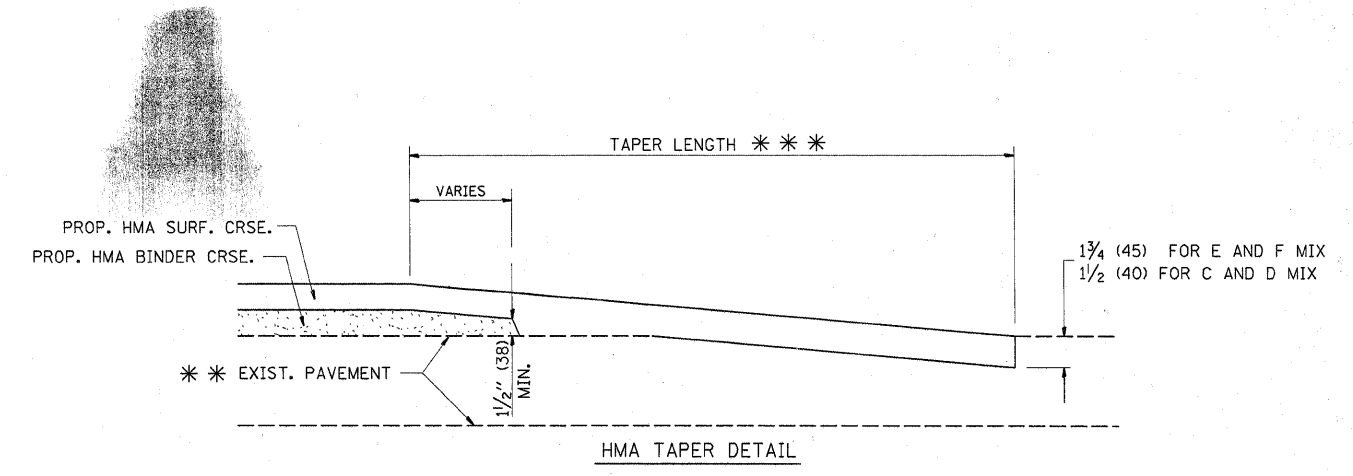


BUTT JOINT AND
HMA TAPER

**TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

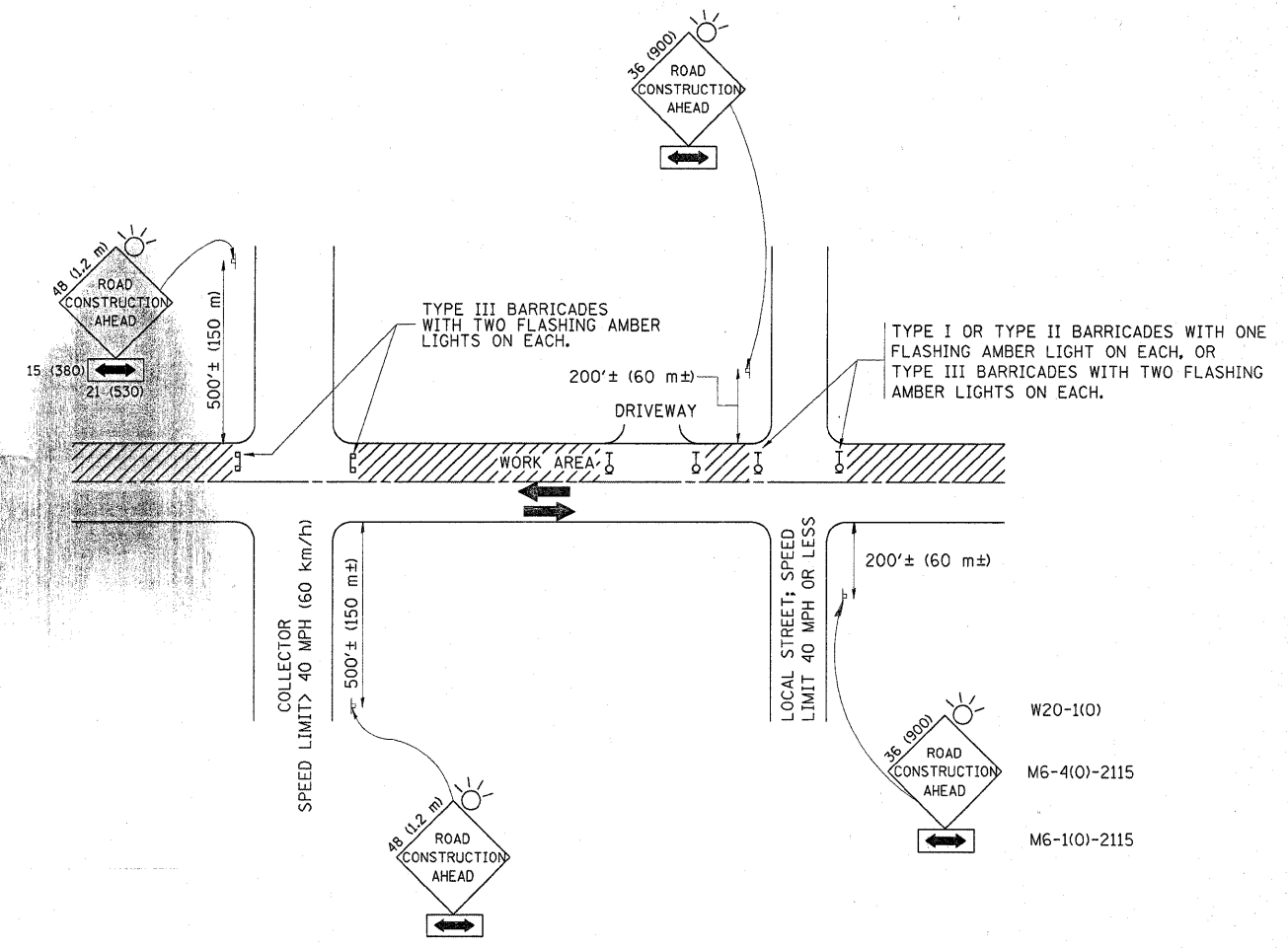
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = byunsh	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 2/9/2010	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	F.A.P. RTE. 366	SECTION 0203 RS-2	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 16
				BD400-05 BD32		CONTRACT NO.		60J99
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

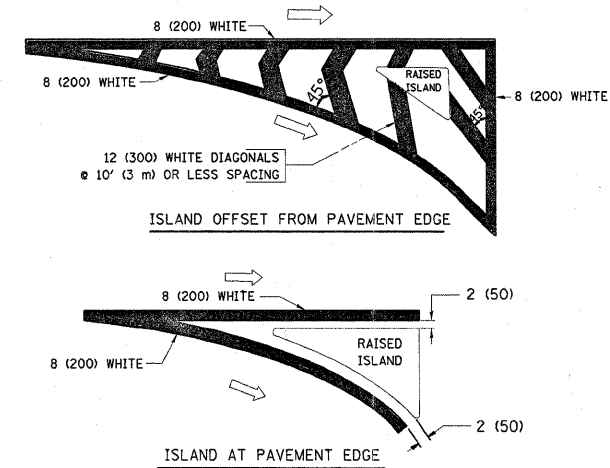
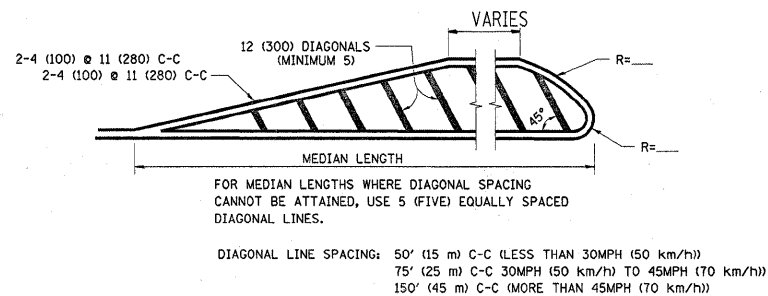
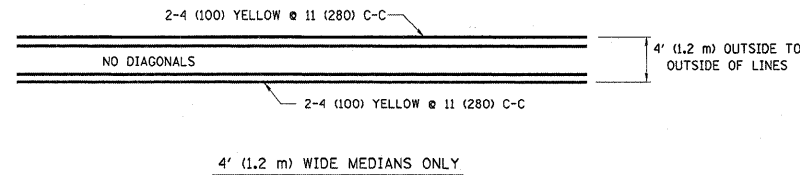
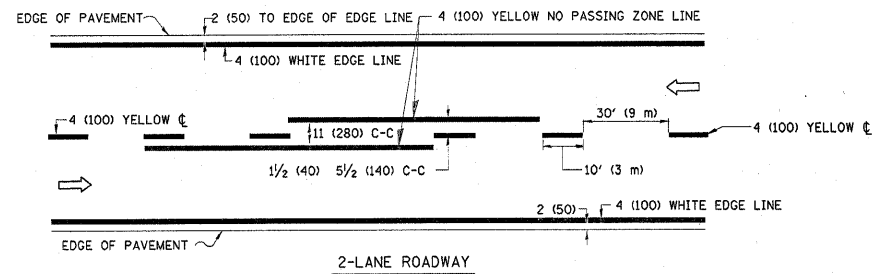
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	PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 2/9/2010	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

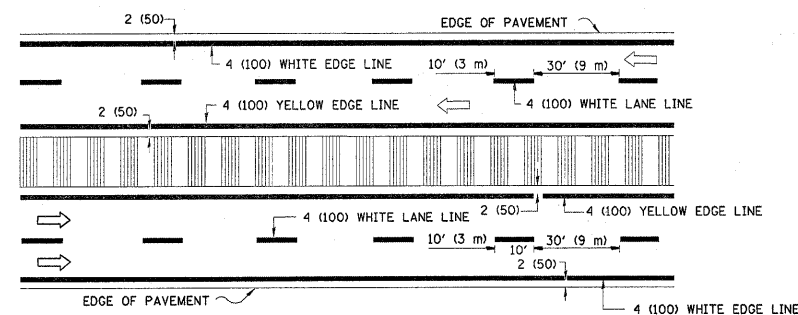
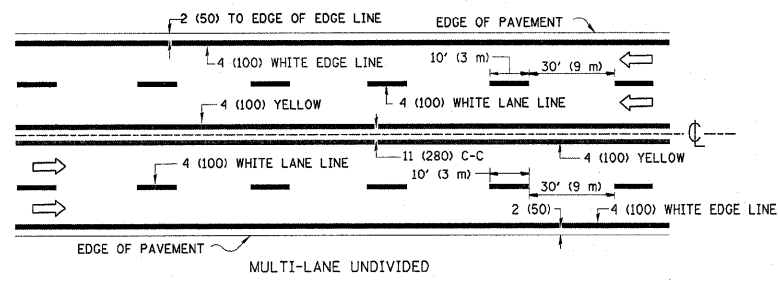
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	0203 RS-2	COOK	23	17
TC-10		CONTRACT NO. 60J99		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

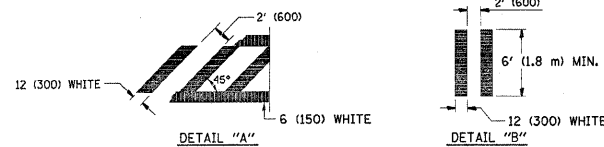
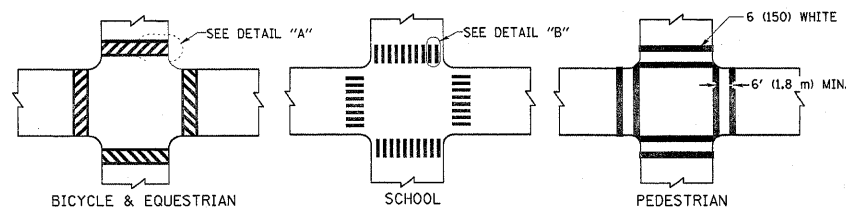


TYPICAL ISLAND MARKING

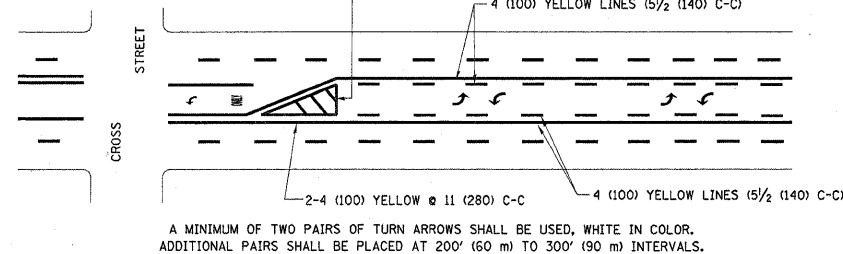


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

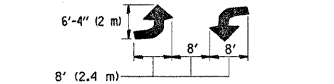
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

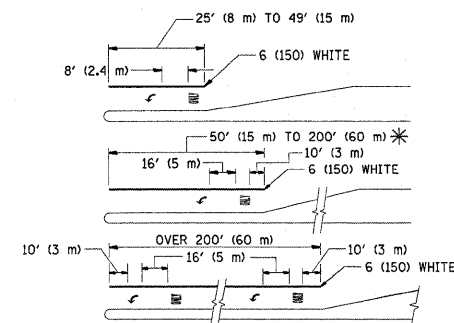


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

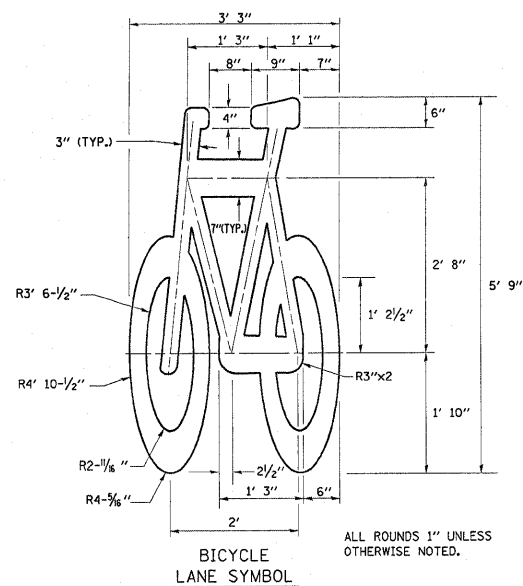
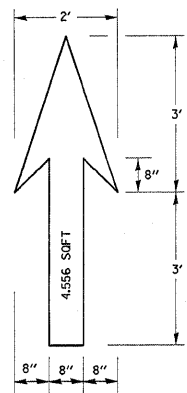
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

FILE NAME =	USER NAME = byunsh	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
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		CHECKED -	REVISED -
		DATE - 03-19-90	REVISED -

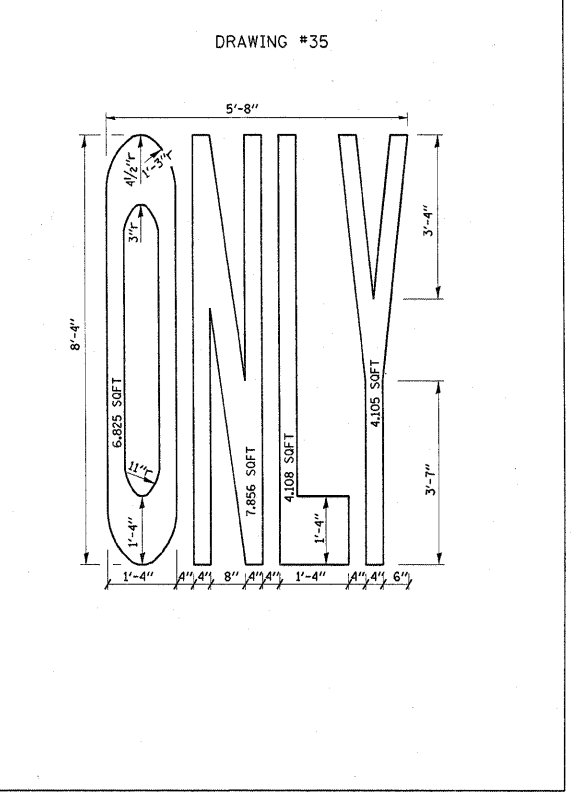
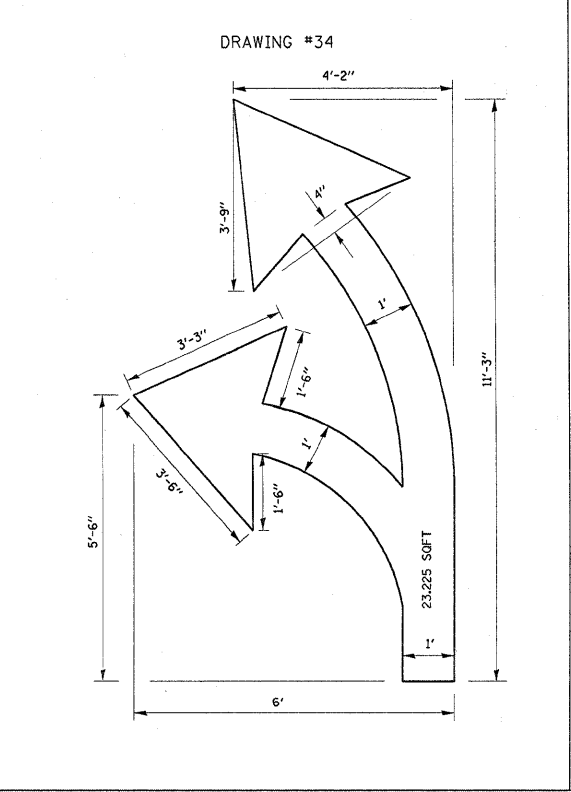
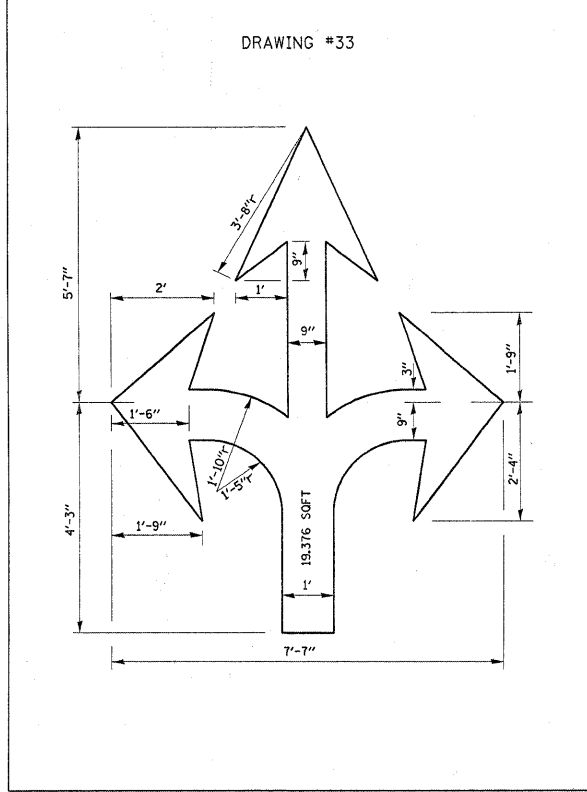
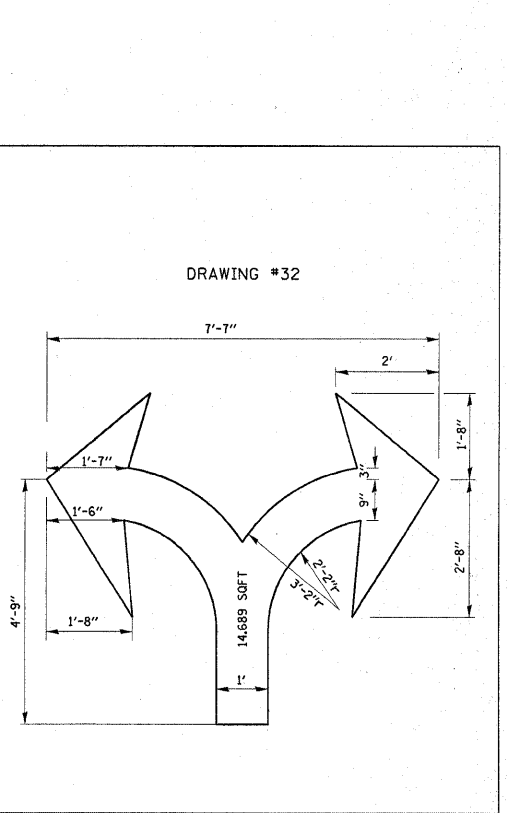
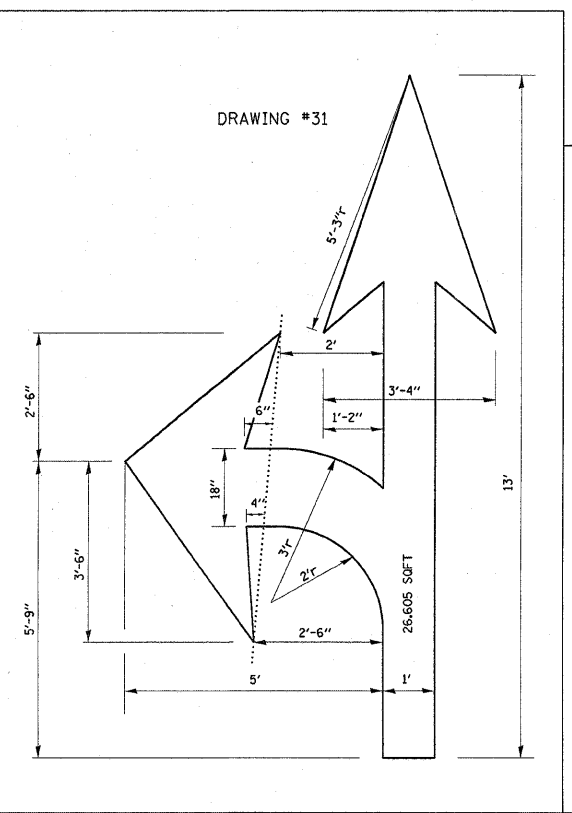
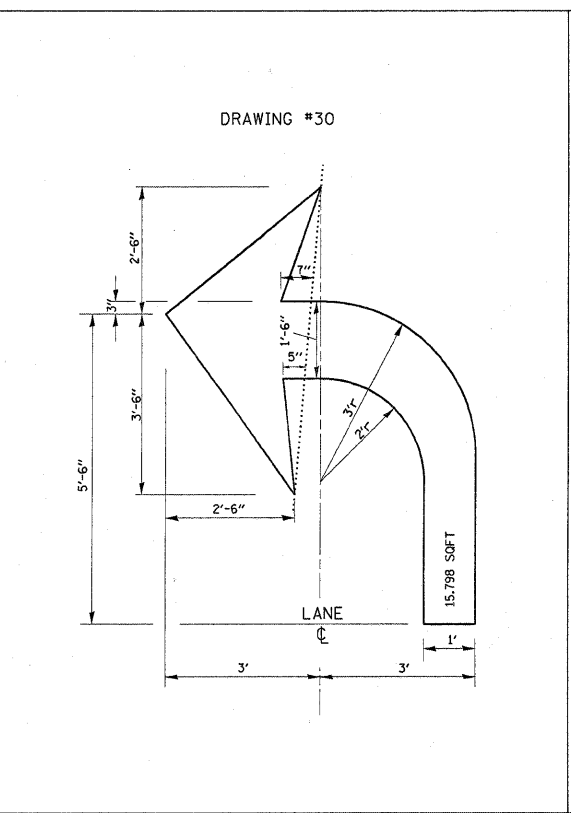
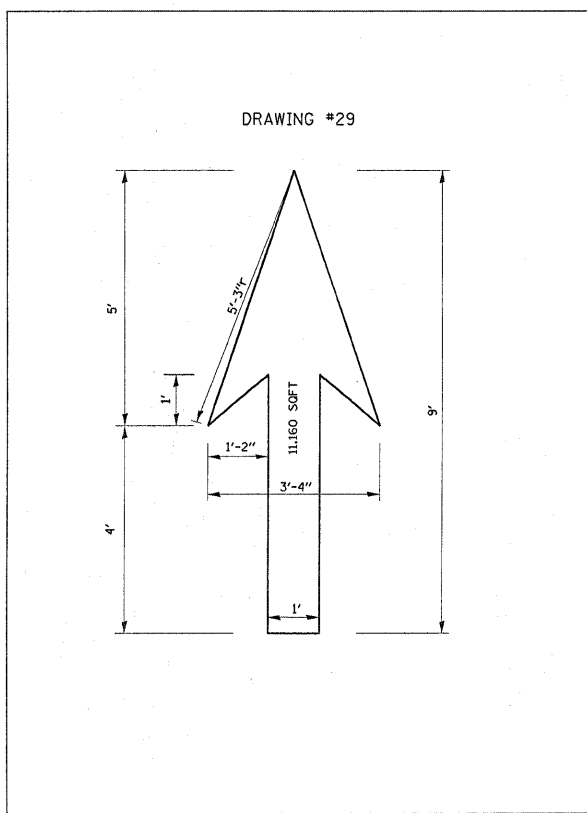
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		366	0203 RS-2	COOK	23	18
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	CONTRACT NO. 60J99	
		FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



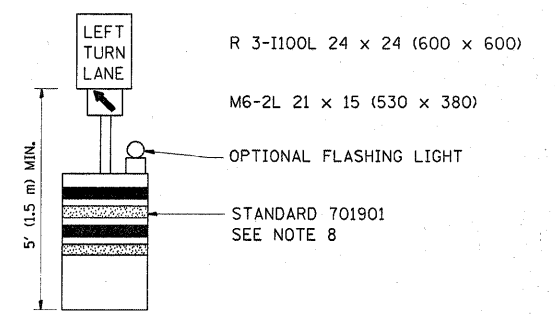
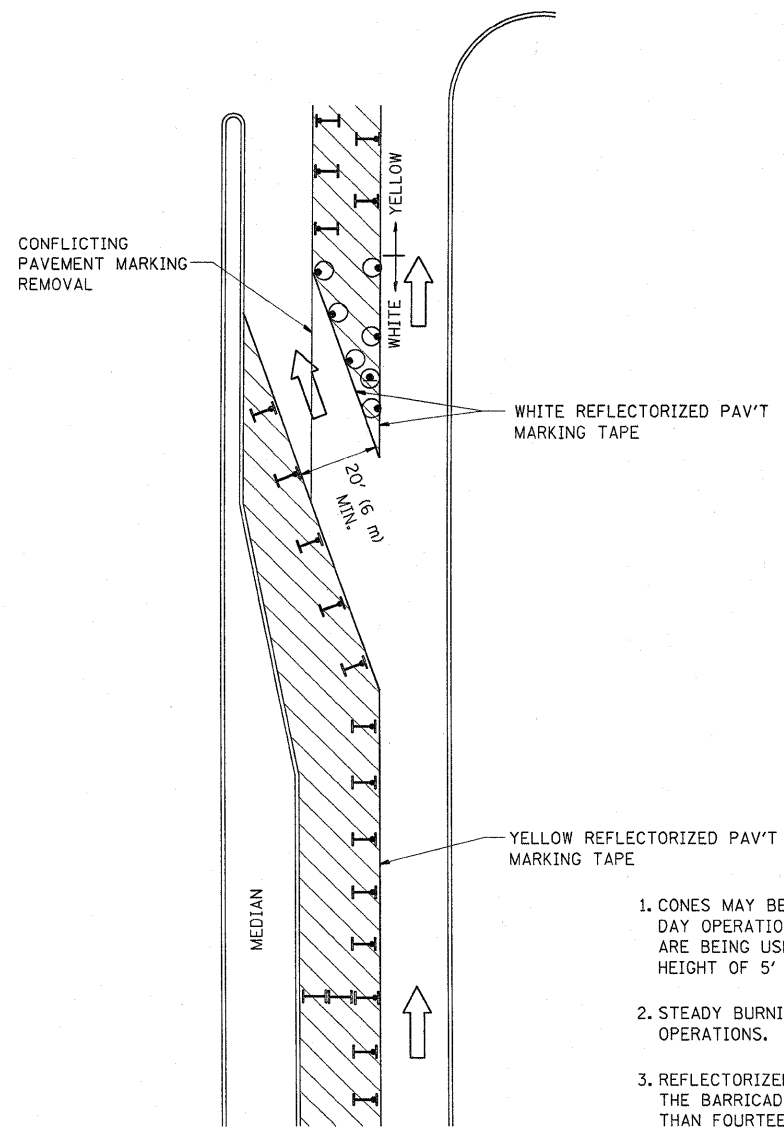
NOTE:
 1.) FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.
 2.) THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING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

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



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

FILE NAME = c:\pwork\pwork\byunsh\20100187\Dist5.dgn	USER NAME = byunsh	DESIGNED -	REVISED - T. RAMMACHER 12-07-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS			F.A.R. RTE. 366	SECTION 0203 RS-2	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 19
		DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	TC-24		CONTRACT NO. 60J99		
		CHECKED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

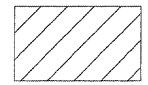
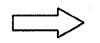






GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

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

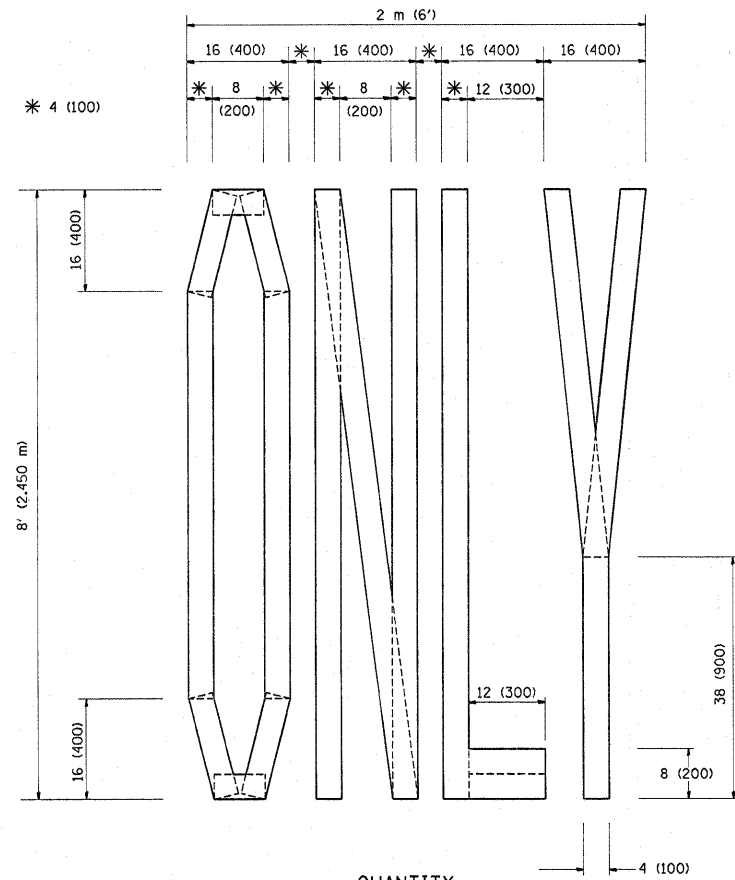
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c:\pwork\pwt\dot\byunsh\d8180187\Dist5.txdgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 50.0000' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 2/9/2010	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

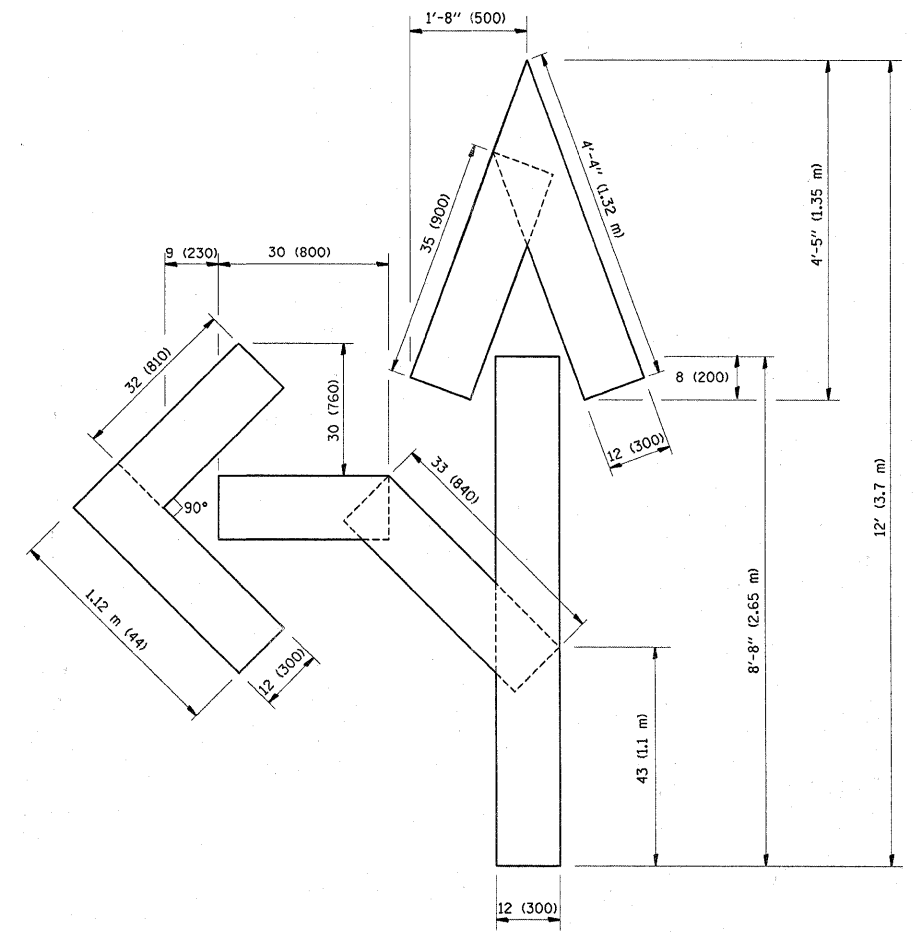
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

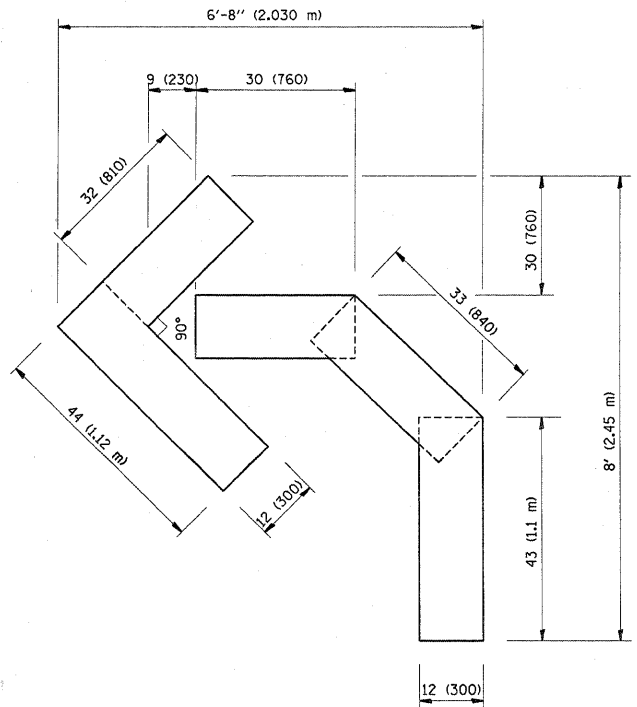
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	0203 RS-2	COOK	23	20
TC-14			CONTRACT NO. 60J99	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

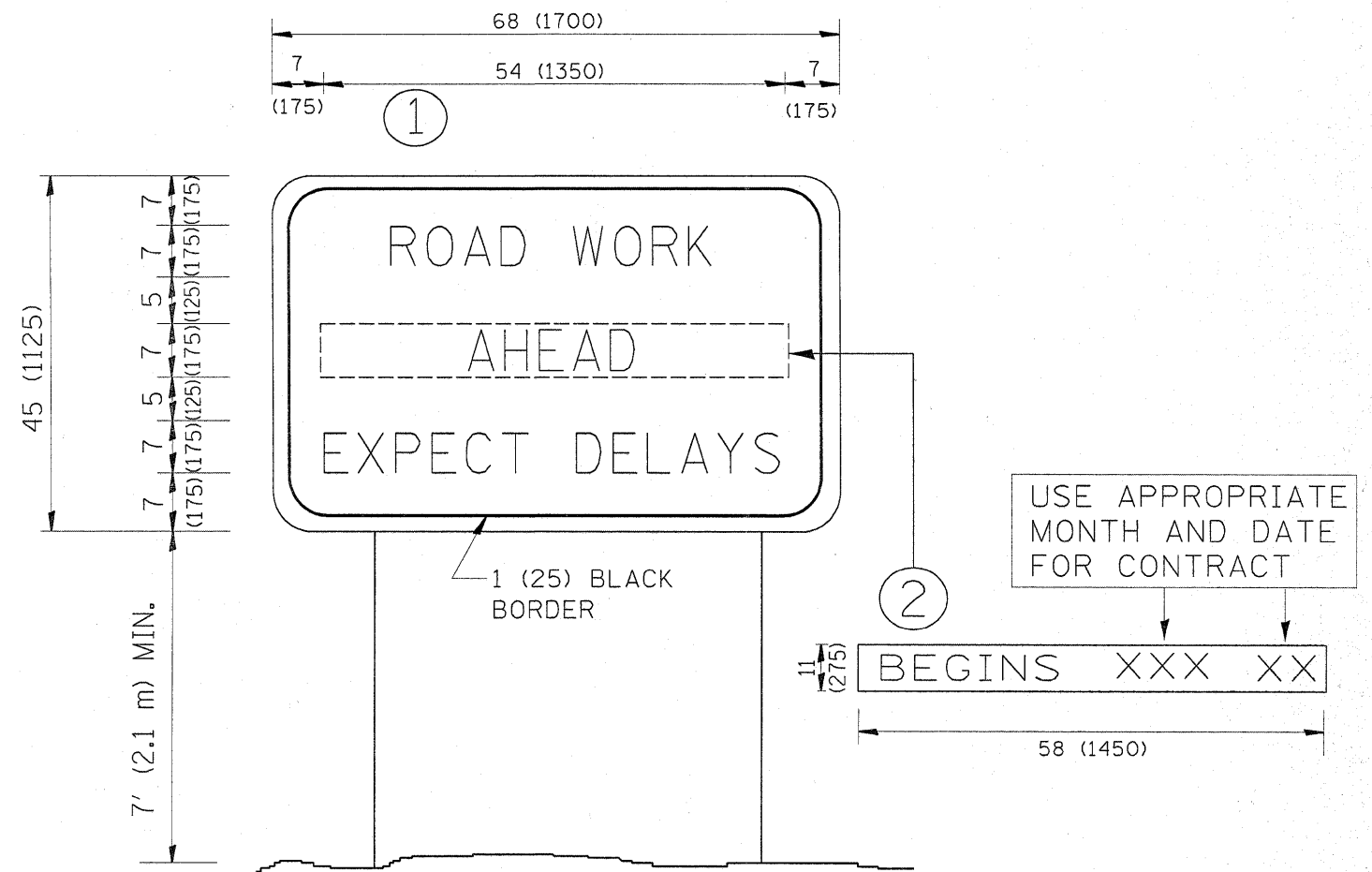
All dimensions are in Inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = lbyunsh	DESIGNED -	REVISED - T. RAMMACHER 06-05-96
c:\pwork\pwork\lbyunsh\d0180187\DistStd.dgn		DRAWN -	REVISED - T. RAMMACHER 11-04-97
		CHECKED -	REVISED - T. RAMMACHER 03-02-98
		DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	0203 RS-2	COOK	23	21
TC-16			CONTRACT NO. 60J99	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

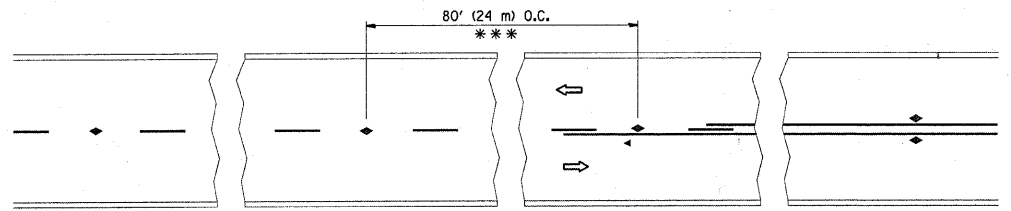


NOTES:

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

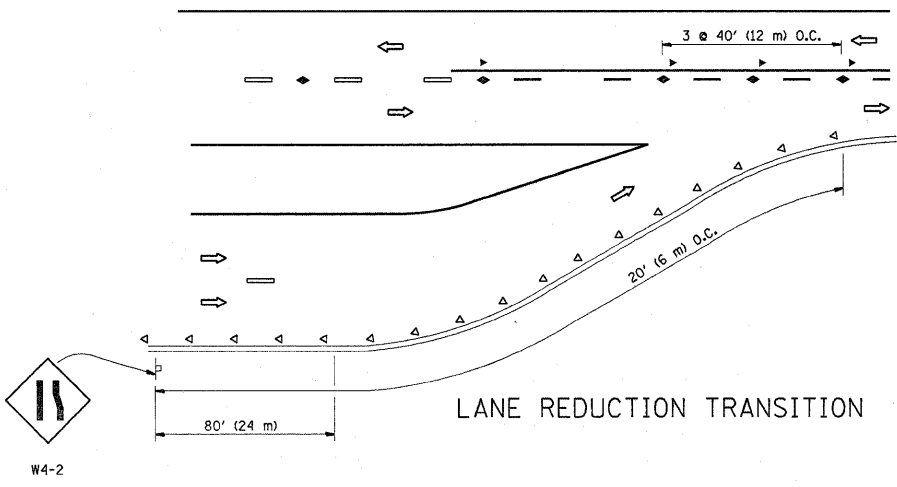
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = byunsh	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\dot\byunsh\d0180187\DistSt.dgn	DRAWN -	REVISED - R. MIRS 12-11-97	366			0203 RS-2	COOK	23	22	
PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	TC-22			CONTRACT NO.		60J99		
PLOT DATE = 2/9/2010	DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

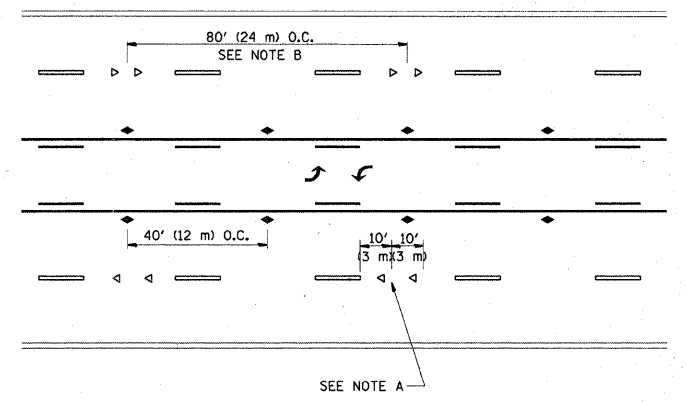


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

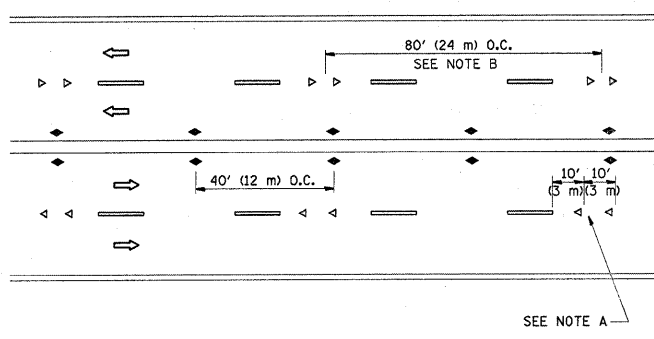
TWO-LANE/TWO-WAY



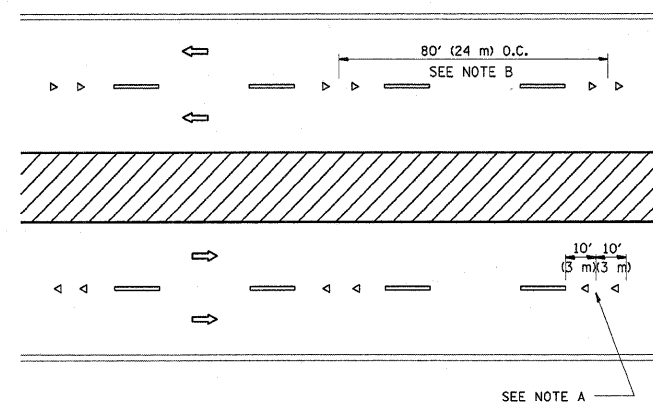
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

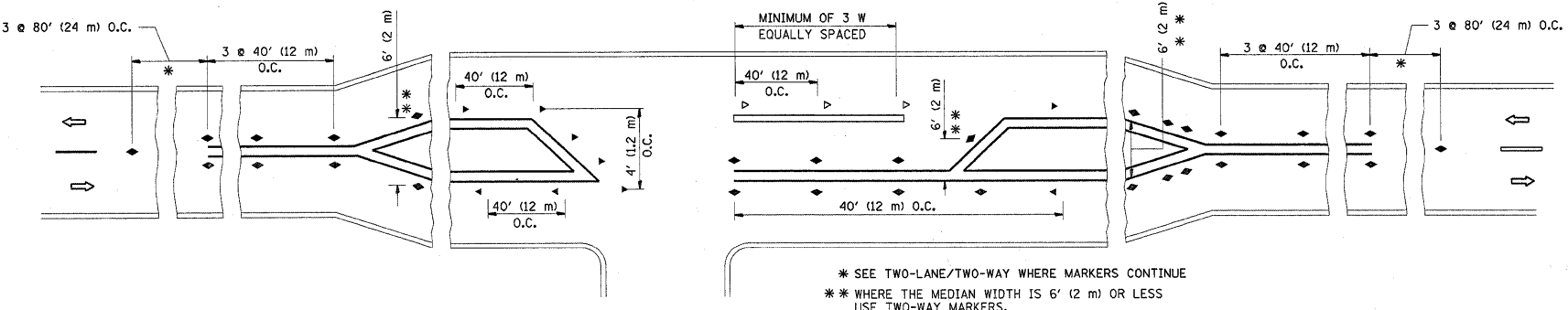
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



LEFT TURN

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

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

FILE NAME =	USER NAME = byunsh	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLDT SCALE = 50.0000' / IN.		CHECKED -	REVISED - T. RAMMACHER 01-06-00		TC-11			CONTRACT NO.				
PLDT DATE = 2/9/2010		DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				