

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0323	121 RS-1	WILL	19	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 60H98		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PROPOSED
HIGHWAY PLANS**

F.A.U. 0323 (IL 126)
SECTION 121 RS-1
US 30 (LOCKPORT STREET) TO I-55
RESURFACING (3P)

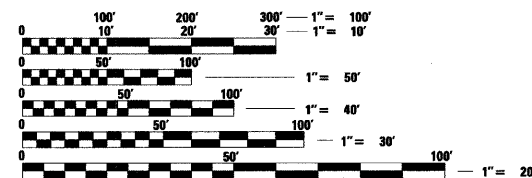
WILL COUNTY
C-91-838-09

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THESE IMPROVEMENTS ARE LOCATED
WITHIN THE VILLAGE OF PLAINFIELD AND
WILL COUNTY UNINCORPORATED AREA

TRAFFIC DATA

2007 ADT - 15,800
POSTED SPEED LIMIT - 55 MPH FROM 143RD STREET TO I-55
- 40 MPH FROM US 30 TO 143RD STREET



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

Giorba Group, Inc.

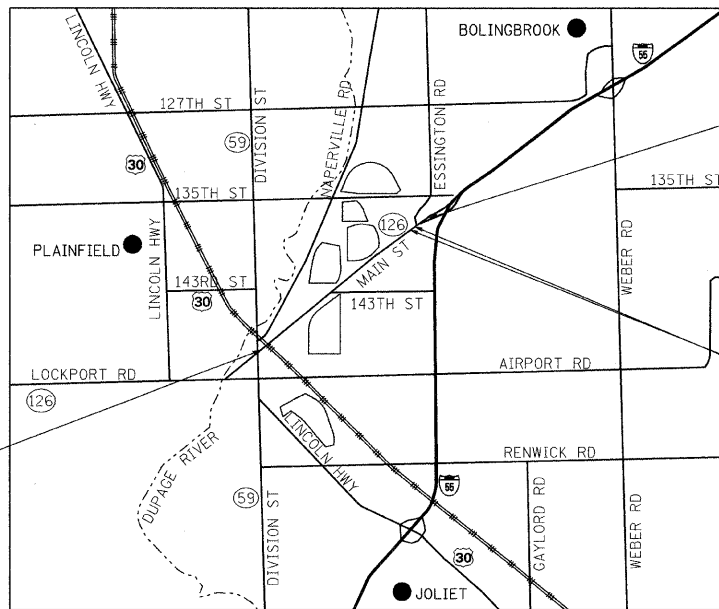
DESIGN FIRM
REGISTRATION NUMBER
184-001016

CONSULTING ENGINEERS
SUITE 402, 5507 NORTH CUMBERLAND AVE
CHICAGO, ILLINOIS 60656 ☎ (773) 775-4009

PLAINFIELD TOWNSHIP

LOCATION MAP
1" = 5,000'

GROSS LENGTH OF PROJECT = 12,996 FT = 2.46 MI.
NET LENGTH OF PROJECT = 11,983 FT = 2.27 MI.



BEGIN PROJECT
STA. 16+64

END PROJECT
STA. 145+95 /
STA. 246+60

STA. 130+05
OMISSION
STA. 143+38/
STA. 240+18

D-91-838-09



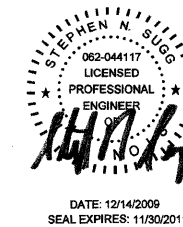
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED December 8, 2009
Dion M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

January 29, 2010
Scott E. Shelt, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

January 29, 2010
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

DATE: 12/14/2009
SEAL EXPIRES: 11/30/2011

DISTRICT 1 DESIGN PLAN PREPARATION ENGINEER: K. ENG (847)705-4247

CONTRACT NO. 60H98

INDEX OF SHEETS

SHEET NO	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS
5-9	PROPOSED ROADWAY AND PAVEMENT MARKING PLAN
10	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-8)
11	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
12	CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
13	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
14	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
15	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11)
16	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
17	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
18	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)
19	ARTERIAL ROAD INFORMATION SIGN (TC-22)

STATE STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
604001-03	FRAME AND LIDS, TYPE 1
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45MPH
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W, MOVING DAY OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45MPH
701311-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS-DAY ONLY
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- 10 FEET (3 METER) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIANS IN THE FIELD UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES:

BITUMINOUS MATERIALS (PRIME COAT)	0.0004 TONS/SQ YD
HOT-MIX ASPHALT SURFACE COURSE	112 LBS/SQ YD/INCH
POLYMERIZED LEVELING BINDER (MACHINE METHOD)	105 LBS/SQ YD/INCH
- THE ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISORS AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE START OF WORK.
- TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS THE ENGINEER SHALL CONTACT MS. CORA MATHIS, AREA TRAFFIC FIELD ENGINEER, AT (815) 485-6475.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2" (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1" (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3" (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 3:1 (H:V).
- BUTT JOINTS WILL BE INSTALLED AT THE END 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.
- FOR PAVEMENT MARKING, REFER TO DISTRICT ONE TYPICAL MARKINGS FOR DETAILS SHOWN.
- MATCH EXISTING PAVEMENT MARKINGS AT PROJECT LIMITS AND OMISSIONS.
- ALL PATCHES OPENED ON A PARTICULAR DAY MUST BE FILLED THAT DAY TO THE TOP OF THE EXISTING PAVEMENT SURFACE.

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Ciorba Group, Inc.
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 5507 North Cumberland Avenue, Suite 402
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 Tel. 773.775.4009 Fax 773.775.4014

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 126 US 30 (LOCKPORT STREET) TO I-55 INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0323	121 RS-1	WILL	19	2
CONTRACT NO. 60H98				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

SUMMARY OF QUANTITIES			URBAN 100% STATE TOTAL QUANTITY	CONSTRUCTION TYPE CODE
CODE NO.	DESCRIPTION	UNIT		ROADWAY 1000-2A
20201006	GRADING AND SHAPING SHOULDERS	UNIT	208	208
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	50	50
25200110	SODDING, SALT TOLERANT	SQ YD	50	50
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	5	5
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	10	10
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	38	38
40600300	AGGREGATE (PRIME COAT)	TON	1,812	1,812
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	6	6
40600535	LEVELING BINDER (HAND METHOD), N70	TON	5	5
40600895	CONSTRUCTING TEST STRIP	EACH	2	2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	460	460
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	80	80
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	1	1
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3,810	3,810
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	10	10
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	45,300	45,300
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	15	15
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	300	300
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	440	440
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	290	290
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	60	60
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	30	30
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	510	510
55039700	STORM SEWERS TO BE CLEANED	FOOT	700	700
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	1	1
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	5	5

• DENOTES SPECIALTY ITEM

SUMMARY OF QUANTITIES			URBAN 100% STATE TOTAL QUANTITY	CONSTRUCTION TYPE CODE
CODE NO.	DESCRIPTION	UNIT		ROADWAY 1000-2A
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	2
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	1
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6
67100100	MOBILIZATION	L SUM	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	7,190	7,190
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1,100	1,100
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	30,792	30,792
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	4,500	4,500
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1,350	1,350
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1,050	1,050
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5,700	5,700
• 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	350	350
• 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	31,700	31,700
• 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,500	1,500
• 78000600	THERMOPLASTIC PAVEMENT-MARKING - LINE 12"	FOOT	450	450
• 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	350	350
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	310	310
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	295	295
• 88600600	DETECTOR LOOP REPLACEMENT	FOOT	240	240
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51	51
40600826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,800	1,800
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	20	20
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1

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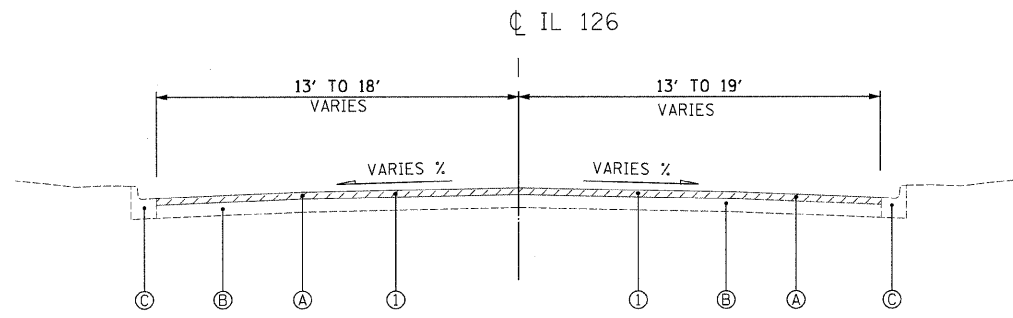
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

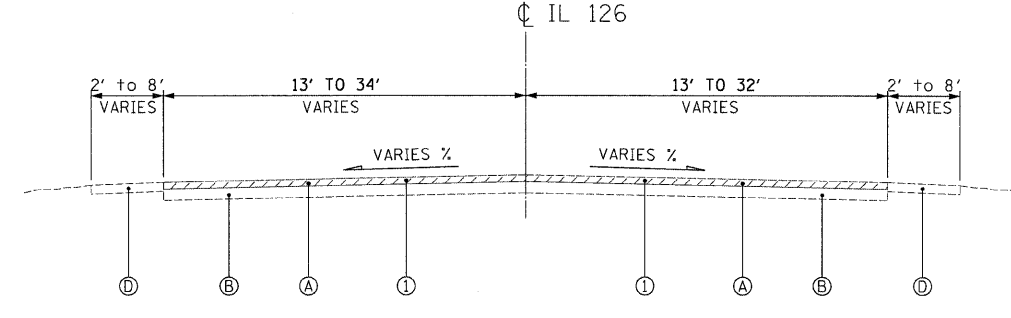
**IL 126
US 30 (LOCKPORT STREET) TO I-55
SUMMARY OF QUANTITIES**

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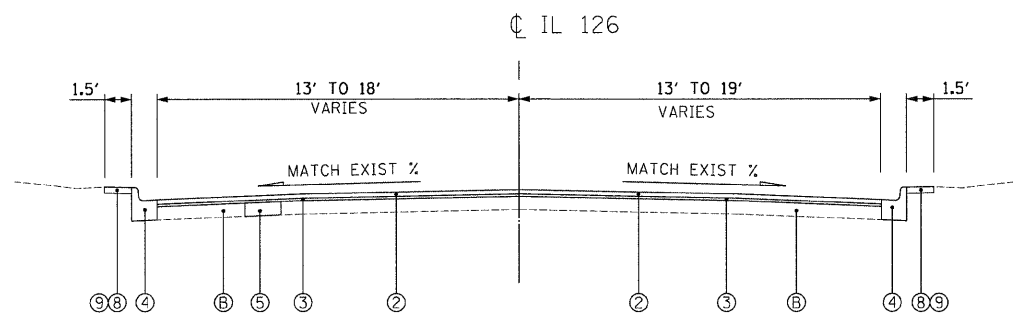
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60H98	



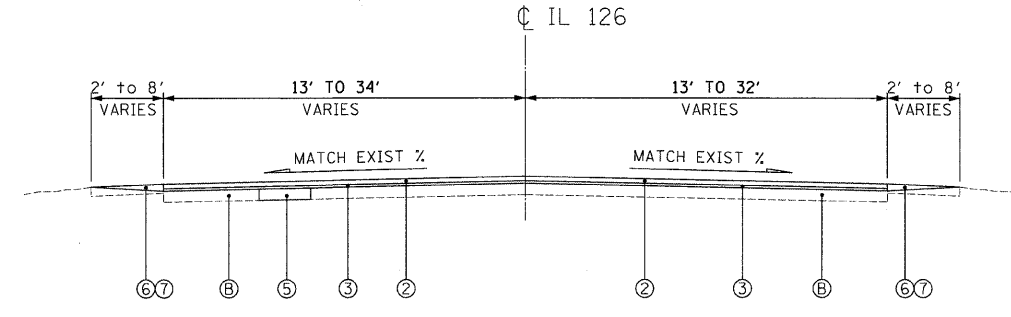
EXISTING TYPICAL SECTION
STA. 16+64 TO STA. 22+78
STA. 22+88 TO STA. 28+00



EXISTING TYPICAL SECTION
STA. 28+00 TO STA. 130+05
STA. 143+38 / 240+18 TO STA. 145+95 / 246+60



PROPOSED TYPICAL SECTION
STA. 16+64 TO STA. 22+78
STA. 22+88 TO STA. 28+00



PROPOSED TYPICAL SECTION
STA. 28+00 TO STA. 130+05
STA. 143+38 / 240+18 TO STA. 145+95 / 246+60

EXISTING CONDITIONS:

- Ⓐ HOT-MIX ASPHALT SURFACE AND BINDER COURSE, 3" AND VARIES
- Ⓑ PCC BASE COURSE, 9" +/-
- Ⓒ COMBINATION CONCRETE CURB AND GUTTER
- Ⓓ AGGREGATE SHOULDER 6" AND VARIES

PROPOSED IMPROVEMENTS:

- ① HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- ② HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ④ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY ENGINEER)
- ⑤ CLASS D PATCHES, 9" (DETERMINED BY ENGINEER IN FIELD)
- ⑥ AGGREGATE WEDGE SHOULDER, TYPE B
- ⑦ GRADING AND SHAPING SHOULDERS
- ⑧ TOPSOIL FURNISH AND PLACE, 4"
- ⑨ SODDING, SALT TOLERANT

CONTRACTOR SHALL PATCH BEFORE MILLING

A QUANTITY FOR LEVELING BINDER (HAND METHOD) HAS BEEN PROVIDED FOR USE AT PRIVATE ENTRANCES, AROUND HAND HOLES, PRIVATE UTILITY STRUCTURE FRAMES, AND ANY OTHER STRUCTURE FRAMES THAT ARE NOT ABLE TO BE LOWERED UNDER THE ITEM "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)" AFTER GRINDING OF EXISTING PAVEMENT.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS CHART

OPERATIONS	MIXTURE TYPE	AIR VOIDS @ Ndes
ROADWAY RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5MM)	4% @ 70 GYR
	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR
INCIDENTAL USE	LEVELING BINDER (HAND METHOD), N70 (IL-9.5MM)	4% @ 70 GYR
PAVEMENT PATCHING	CLASS D PATCHES, 9" (HMA BINDER IL-19 MM)	4% @ 70 GYR
	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-19 MM)	4% @ 70 GYR
DRIVES BEHIND CURB	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5MM) 2" THICKNESS	4% @ 50 GYR
	HOT-MIX ASPHALT BASE COURSE, 8" (HMA BINDER IL-19 MM)	4% @ 50 GYR

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

FOR "AC" TYPE AND "PERCENT RAP" SEE DISTRICT ONE SPECIAL PROVISIONS

FILE NAME: N:\PROJ\3366\3366_30\Design\Proposed\Plan\3066_30_04_Typical.dwg

Ciorba Group, Inc.
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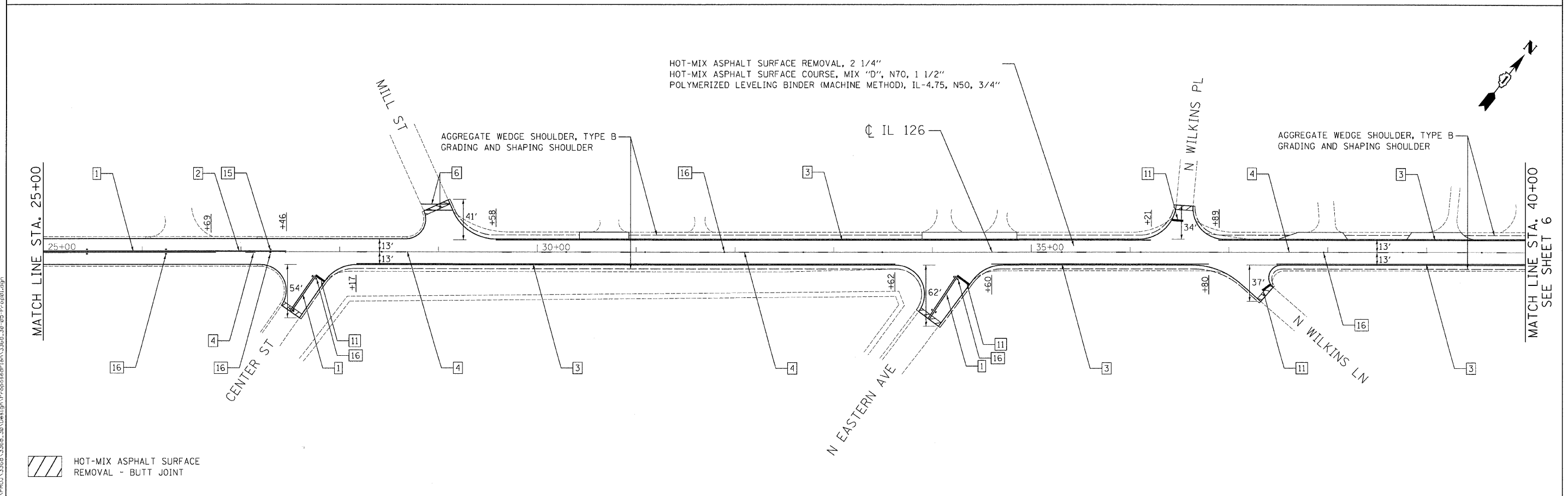
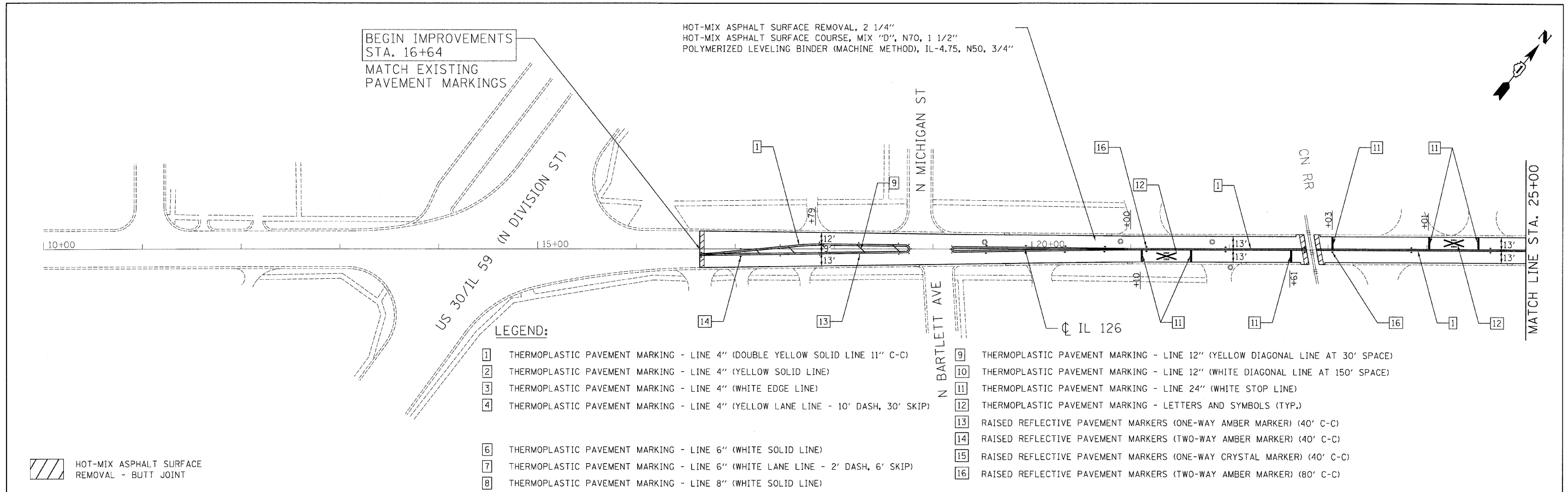
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

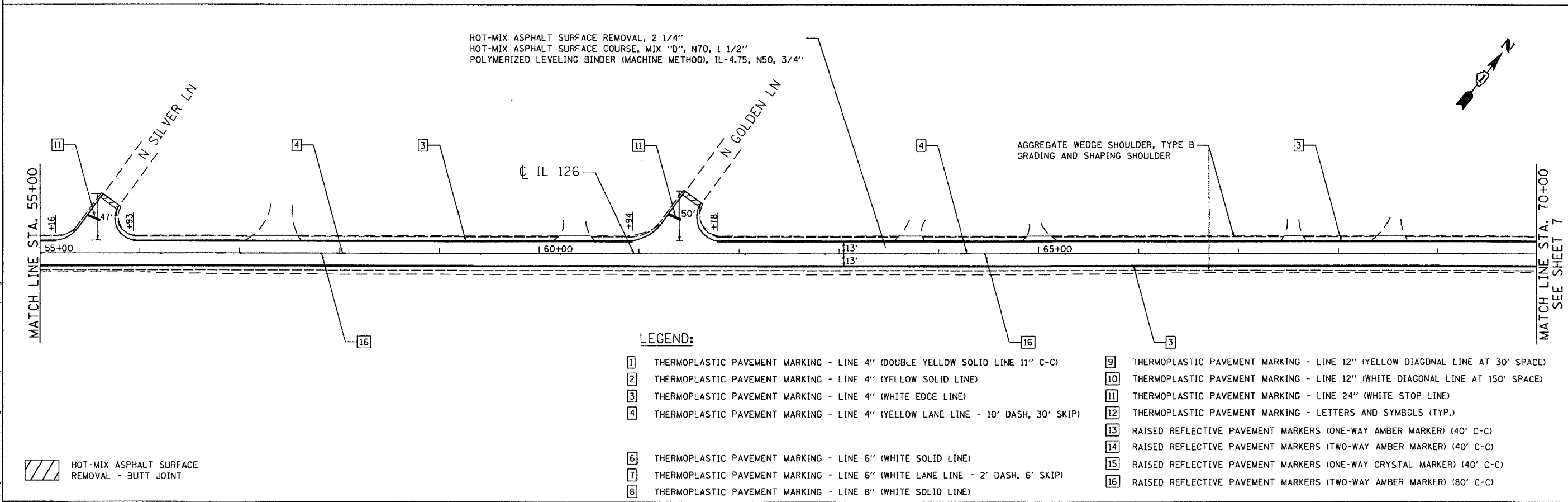
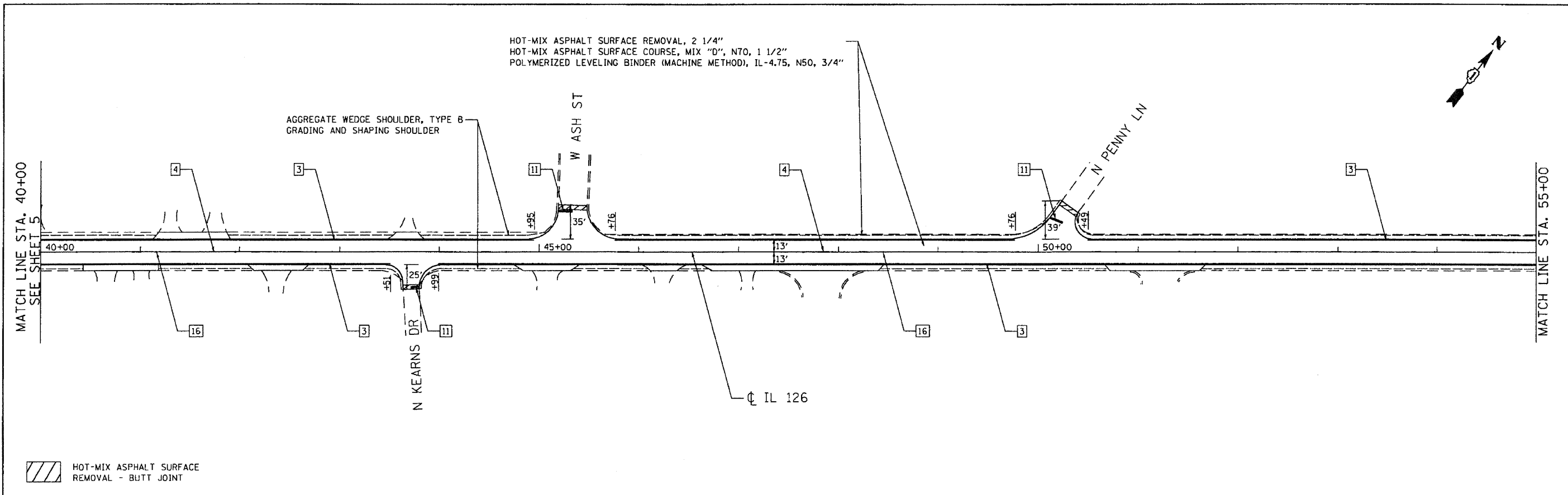
**IL 126
US 30 (LOCKPORT STREET) TO I-55
TYPICAL SECTIONS**

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0323	121 RS-1	WILL	19	4
CONTRACT NO. 60H98				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



Ciorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014	USER NAME = alau PLOT SCALE = 50,000.00' / IN. PLOT DATE = 12/14/2009	DESIGNED - AL DRAWN - AL CHECKED - WBL DATE - 12/11/2009	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 126 US 30 (LOCKPORT STREET) TO I-55 PROPOSED ROADWAY AND PAVEMENT MARKING PLAN SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	F.A.U. RTE. 0323 SECTION 121 RS-1 COUNTY WILL TOTAL SHEETS 19 SHEET NO. 5 CONTRACT NO. 60H98 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
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- LEGEND:**
- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW SOLID LINE 11" C-C)
 - 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID LINE)
 - 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
 - 4 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW LANE LINE - 10' DASH, 30' SKIP)
 - 5 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID LINE)
 - 6 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE LANE LINE - 2' DASH, 6' SKIP)
 - 7 THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID LINE)
 - 8 THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID LINE)
 - 9 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONAL LINE AT 30' SPACE)
 - 10 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONAL LINE AT 150' SPACE)
 - 11 THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE STOP LINE)
 - 12 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (TYP.)
 - 13 RAISED REFLECTIVE PAVEMENT MARKERS (ONE-WAY AMBER MARKER) (40' C-C)
 - 14 RAISED REFLECTIVE PAVEMENT MARKERS (TWO-WAY AMBER MARKER) (40' C-C)
 - 15 RAISED REFLECTIVE PAVEMENT MARKERS (ONE-WAY CRYSTAL MARKER) (40' C-C)
 - 16 RAISED REFLECTIVE PAVEMENT MARKERS (TWO-WAY AMBER MARKER) (80' C-C)

FILE NAME: I:\Projects\3286\3286_3B\Drawings\Proposed\3286_3B-05-Proposed.dwg

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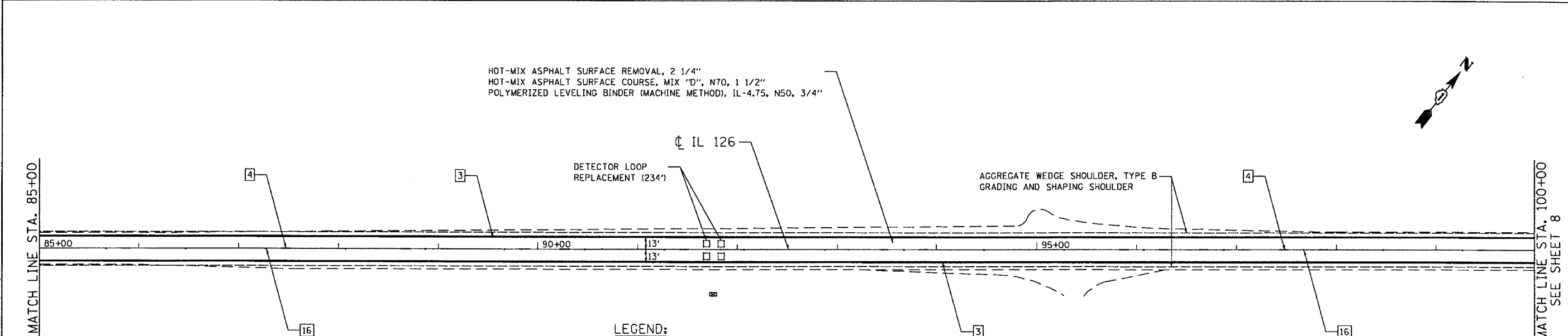
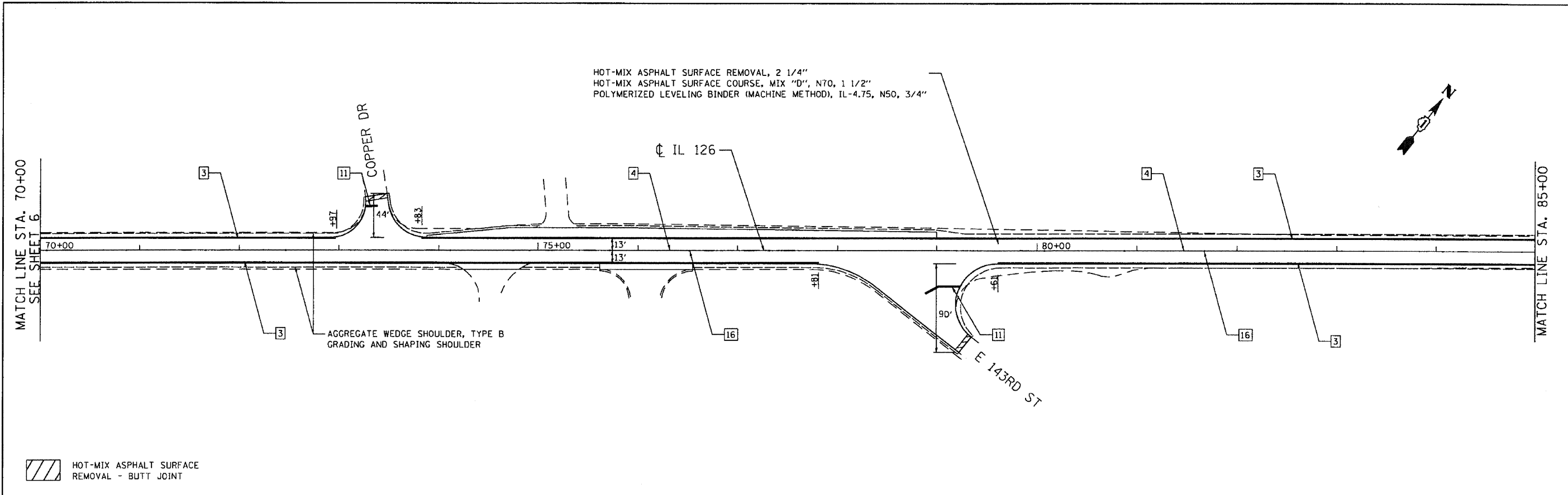
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 126
 US 30 (LOCKPORT STREET) TO I-55
 PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0323	121 RS-1	WILL	19	6
CONTRACT NO. 60H98			FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT	



LEGEND:

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW SOLID LINE 11" C-C)
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID LINE)
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW LANE LINE - 10' DASH, 30' SKIP)
- 5 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID LINE)
- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE LANE LINE - 2' DASH, 6' SKIP)
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID LINE)
- 8
- 9 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONAL LINE AT 30' SPACE)
- 10 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONAL LINE AT 150' SPACE)
- 11 THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE STOP LINE)
- 12 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (TYP.)
- 13 RAISED REFLECTIVE PAVEMENT MARKERS (ONE-WAY AMBER MARKER) (40' C-C)
- 14 RAISED REFLECTIVE PAVEMENT MARKERS (TWO-WAY AMBER MARKER) (40' C-C)
- 15 RAISED REFLECTIVE PAVEMENT MARKERS (ONE-WAY CRYSTAL MARKER) (40' C-C)
- 16 RAISED REFLECTIVE PAVEMENT MARKERS (TWO-WAY AMBER MARKER) (80' C-C)

FILE NAME: c:\prow\33186\33186_38\user\gn\prow\maddigan\33186_38-47-Prop83.dwg

CG Ciorba Group, Inc.
 CONSULTING ENGINEERS
 5507 North Cumberland Avenue, Suite 402
 Chicago, Illinois 60658
 Tel. 773.775.4009 Fax 773.775.4014

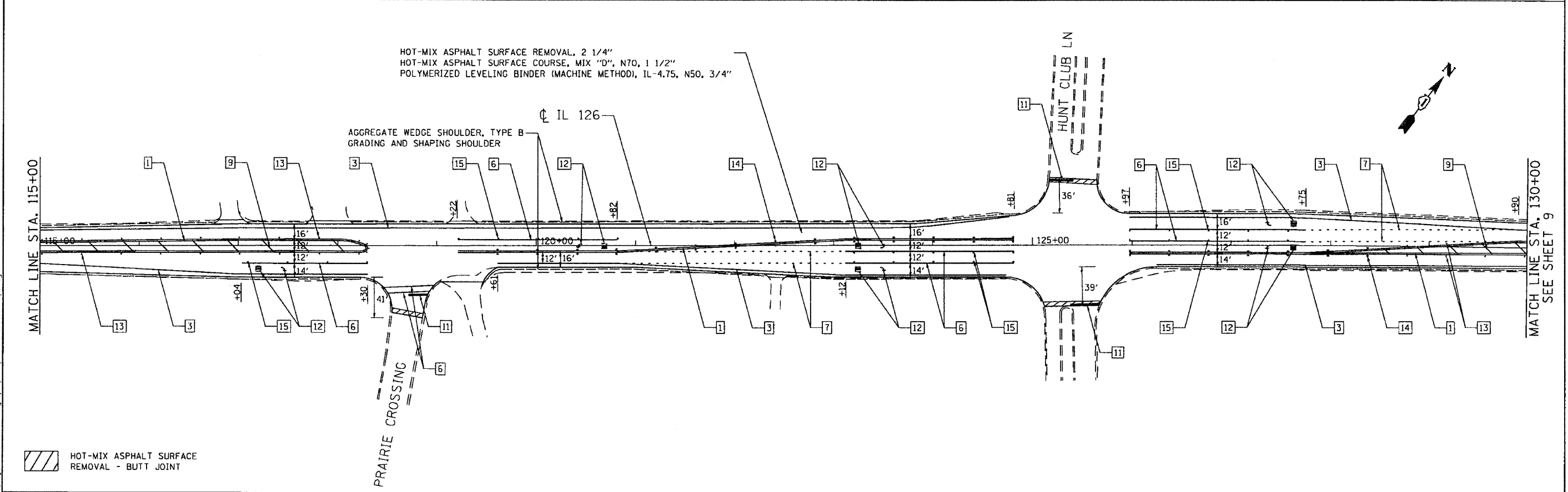
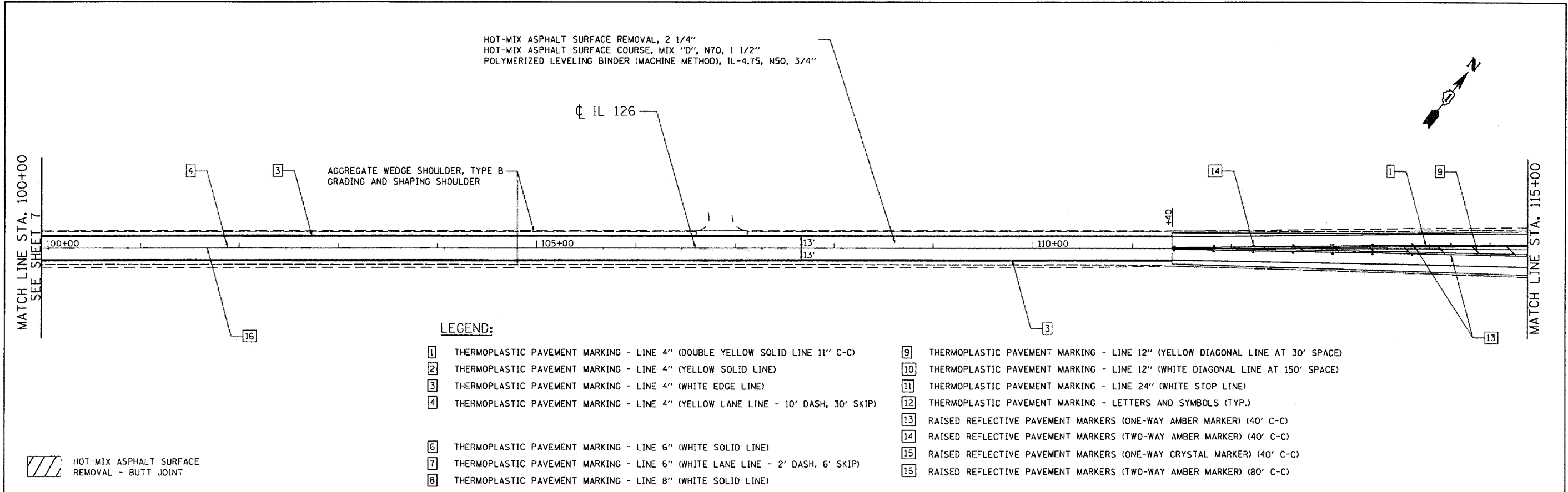
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PLDT DATE = 11/30/2009	DATE = 11/30/2009	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 126
 US 30 (LOCKPORT STREET) TO I-55
 PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

F.A.U. RTE. 0323	SECTION 121 RS-1	COUNTY WILL	TOTAL SHEETS 19	SHEET NO. 7
CONTRACT NO. 60H98			FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT	

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



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Ciorba Group, Inc.
 CONSULTING ENGINEERS
 5507 North Cumberland Avenue, Suite 402
 Chicago, Illinois 60658
 Tel. 773.775.4009 Fax 773.775.4014

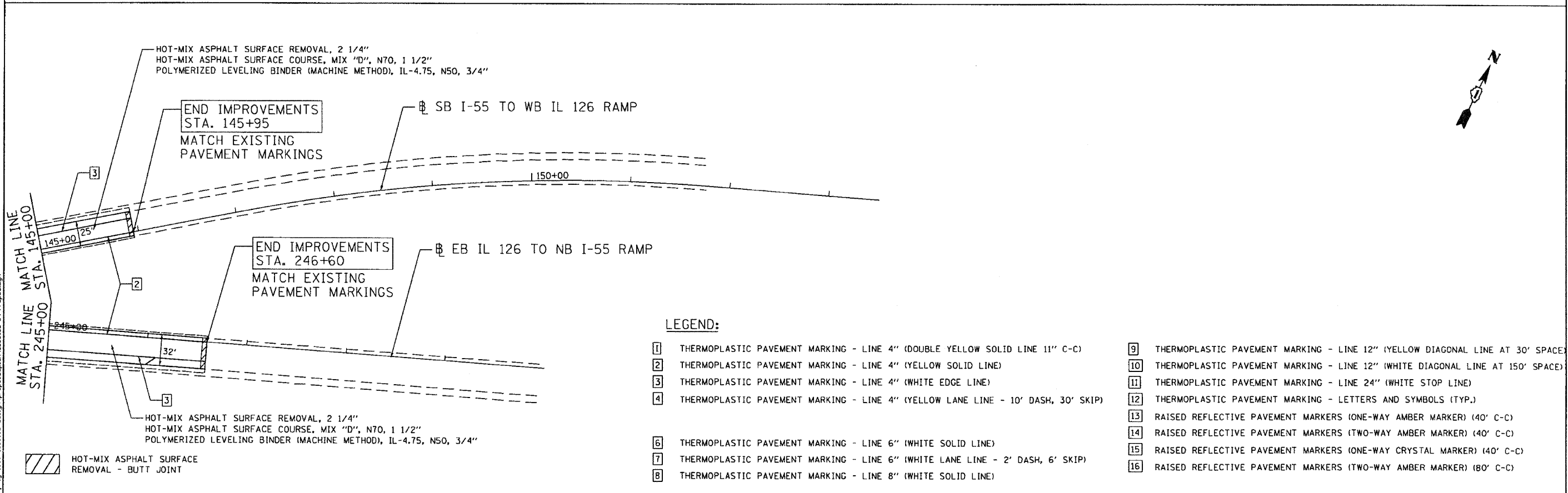
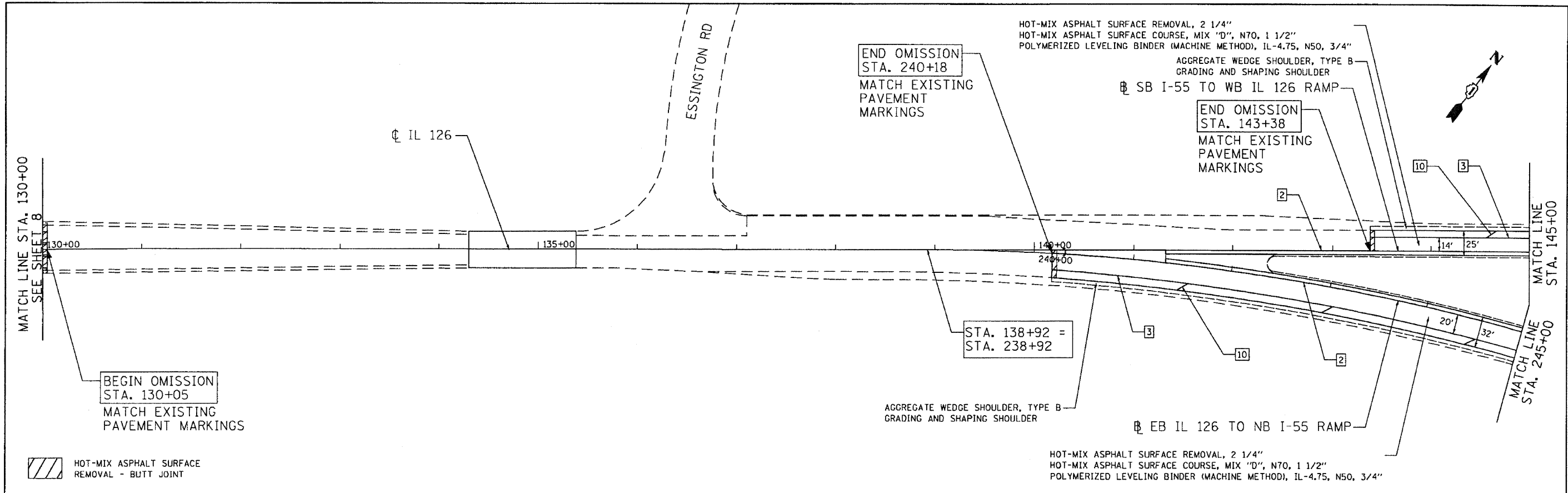
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PLOT DATE = 11/30/2009	DATE = 11/30/2009	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 126
 US 30 (LOCKPORT STREET) TO I-55
 PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D323	121 RS-1	WILL	19	8
CONTRACT NO. 60H9B			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



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 Chicago, Illinois 60658
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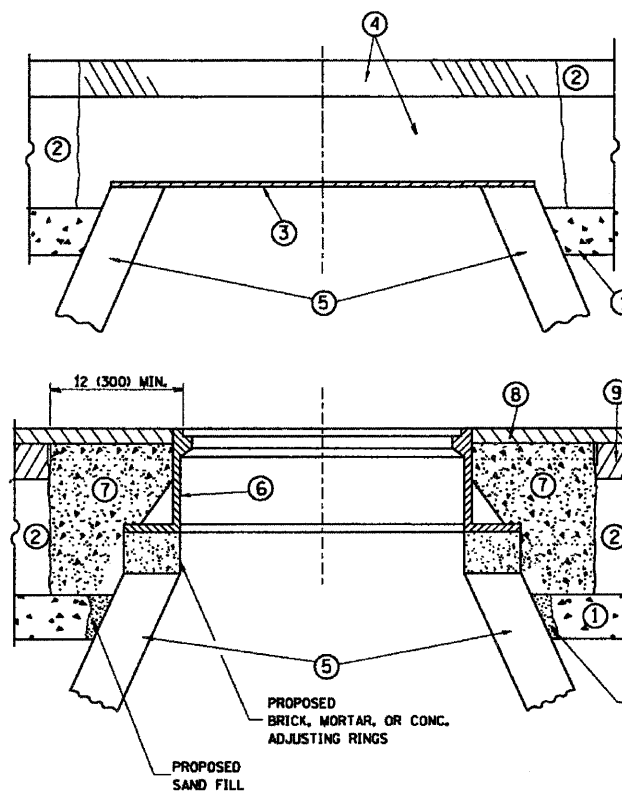
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PLOT SCALE = 100.0000' / IN.	DATE = 11/30/2009	REVISED -
PLOT DATE = 11/30/2009		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL 126
 US 30 (LOCKPORT STREET) TO I-55
 PROPOSED ROADWAY AND PAVEMENT MARKING PLAN
 SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 0323	SECTION 121 R5-1	COUNTY WILL	TOTAL SHEETS 19	SHEET NO. 9
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60H98	

FILE NAME: c:\projects\3268\3268_30\design\pavement\3268_30_01_P-ep05.dgn



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 1/2 (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.

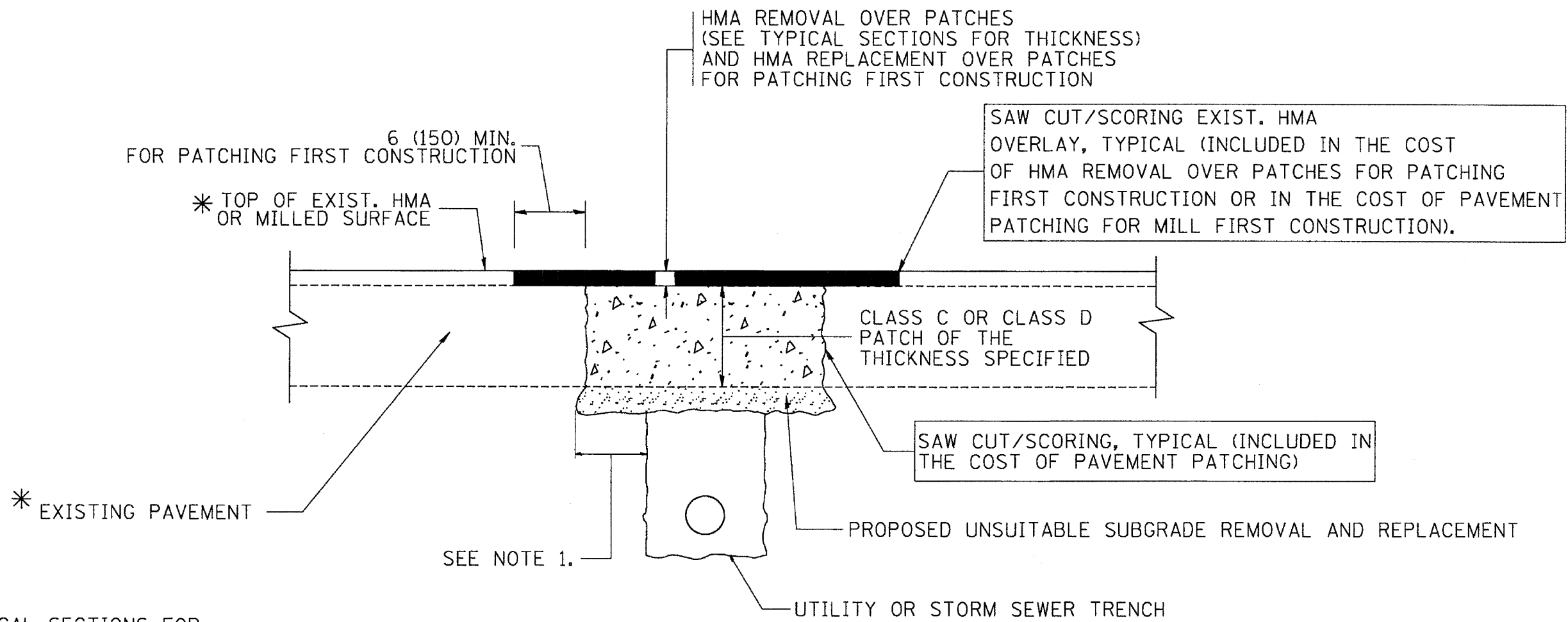
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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 = W:\diststd\22x34\bd88.dgn	USER NAME = goglienob	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.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	0323	121 RS-1	WILL	19	10
		PLOT SCALE = 50.0000 "/ IN.	REVISOR - R. WIEDEMAN 05-14-04					BD600-03 (BD-8)		CONTRACT NO.	60H9B	
		PLOT DATE = 1/4/2008	REVISOR - R. BORO 01-01-07					FED. ROAD DIST. NO. 1 ILLINOIS/FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

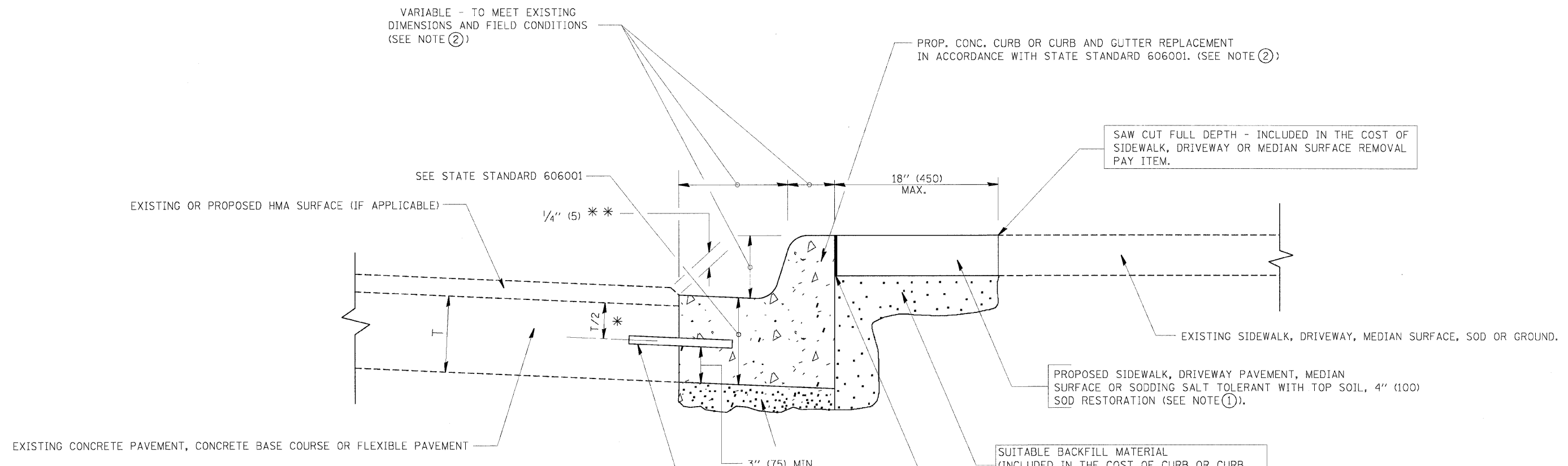
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 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 = c:\projects\dist\d22x34\bd22.dgn	USER NAME = bevardl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	0323	121 RS-1	WILL	19 11
	PLOT DATE = 10/27/2008	CHECKED -	REVISED - R. BORO 09-04-07								BD400-04 (BD-22)	CONTRACT NO.	60H98
		DATE - 10-25-94	REVISED - K. ENG 10-27-08								FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT	



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 - ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

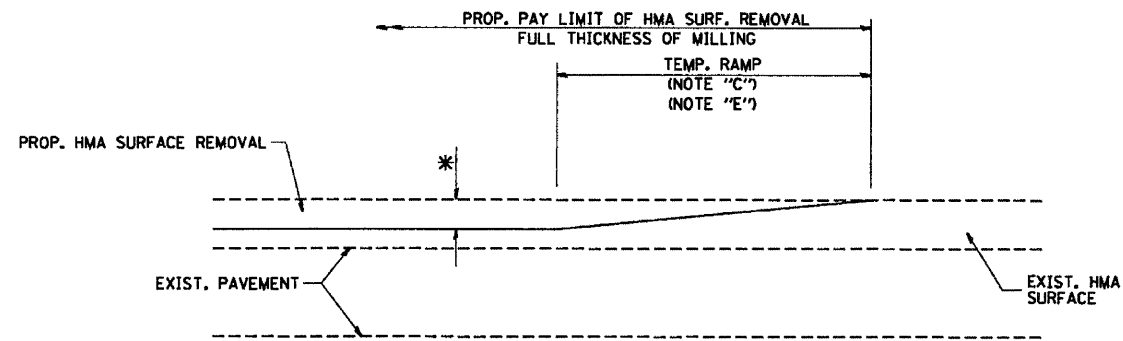
- SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL 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 USUABLE 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

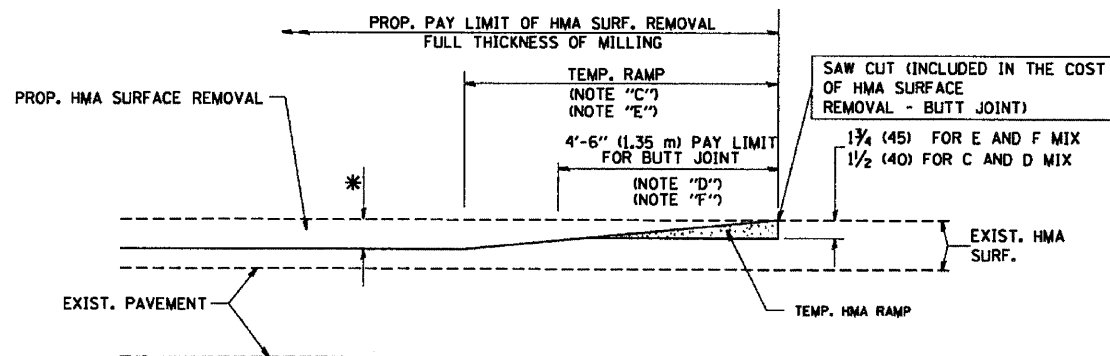
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = dnrvakosgn	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.U. RTE. 0323	SECTION 121 RS-1	COUNTY WILL	TOTAL SHEETS 19	SHEET NO. 12
et\p\work\p\dot\dnrvakosgn\d0188315\bd24.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	BD600-06 (BD-24)		CONTRACT NO. 60H98	
PLDT SCALE = 50.000 1/4" IN.	PLDT DATE = 12/15/2009	CHECKED -	REVISED - M. GOMEZ 01-22-01		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
		DATE - 03-11-94	REVISED - R. BORO 12-15-09							



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

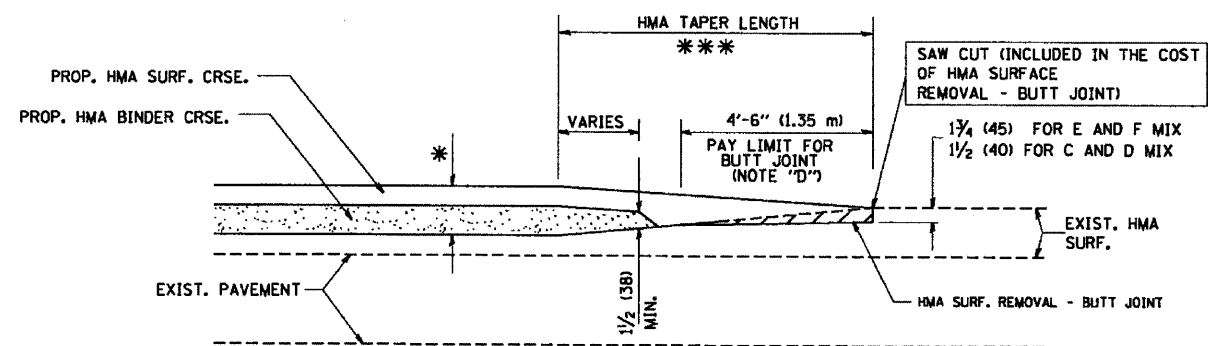
OPTION 1



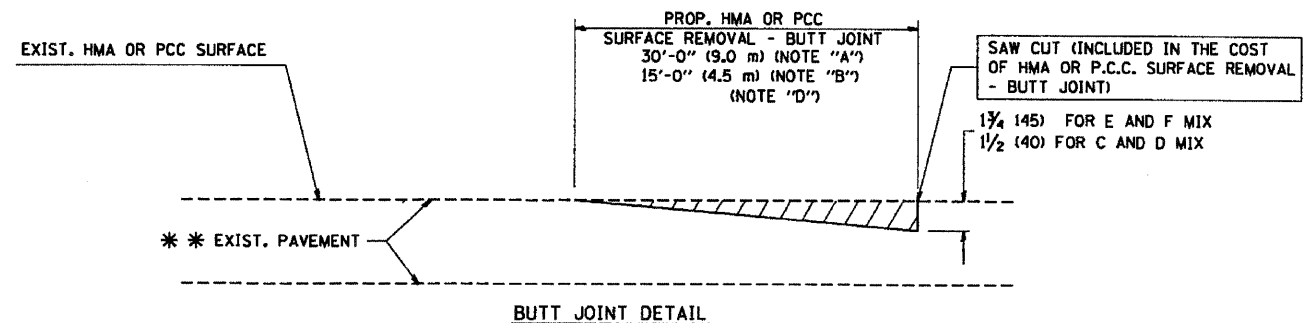
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

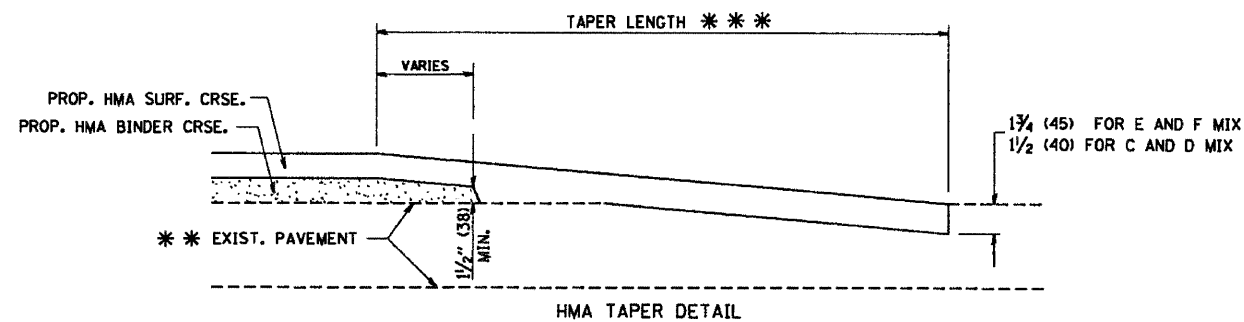
TYPICAL TEMPORARY RAMP



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".

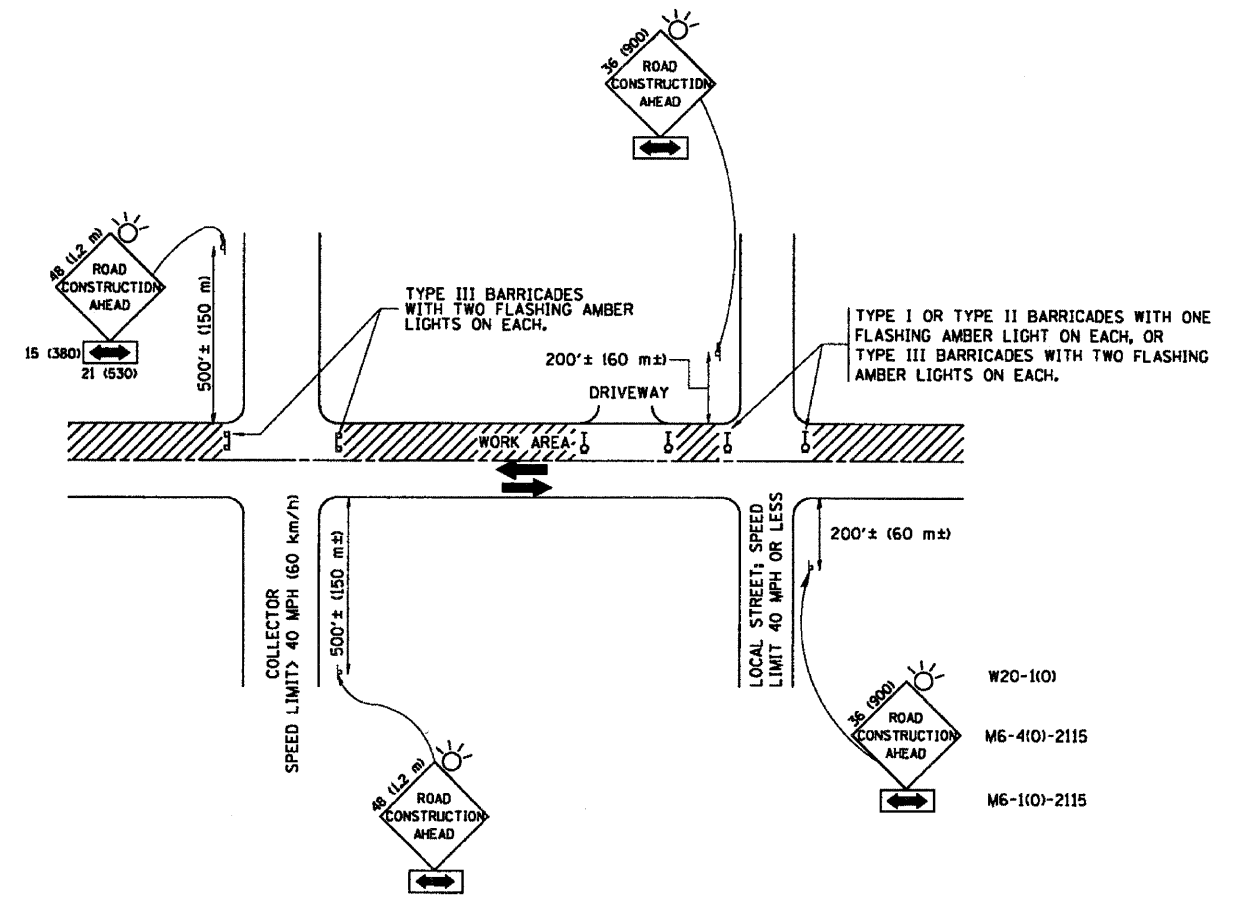
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	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.
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F.A.J. RTE. 0323	SECTION 121 RS-1	COUNTY WILL	TOTAL SHEETS 19	SHEET NO. 13
BD400-05 BD32		CONTRACT NO. 60H98		
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.

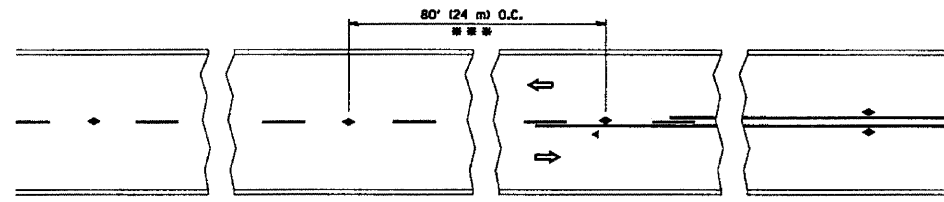
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
		PLOT SCALE = 56.000 ' / IN.	REVISED - A. HOUSEH 10-15-96
		PLOT DATE = 1/4/2000	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

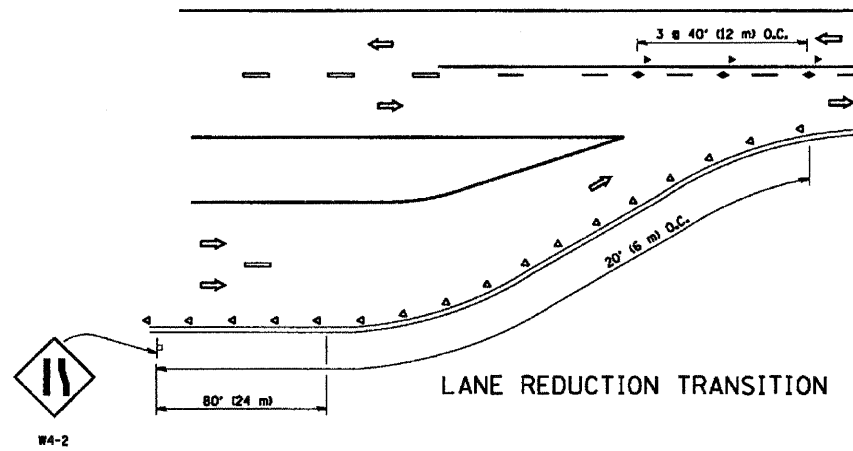
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F.A.U. RTE. 0323	SECTION 121 RS-1	COUNTY WILL	TOTAL SHEETS 19	SHEET NO. 14
TC-10			CONTRACT NO. 60H98	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

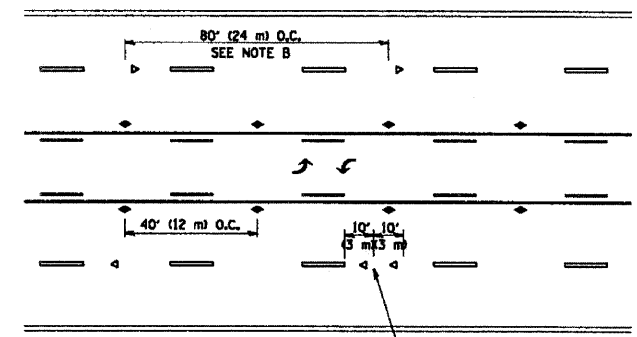


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

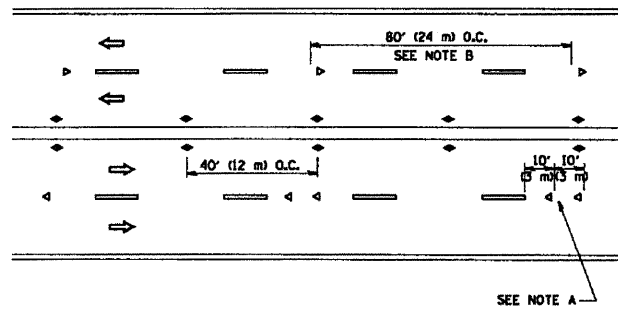
TWO-LANE/TWO-WAY



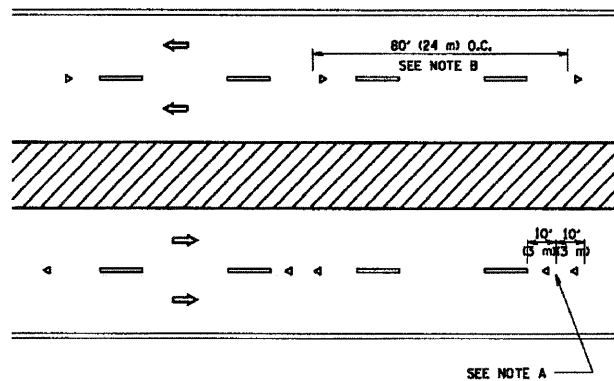
LANE REDUCTION TRANSITION



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

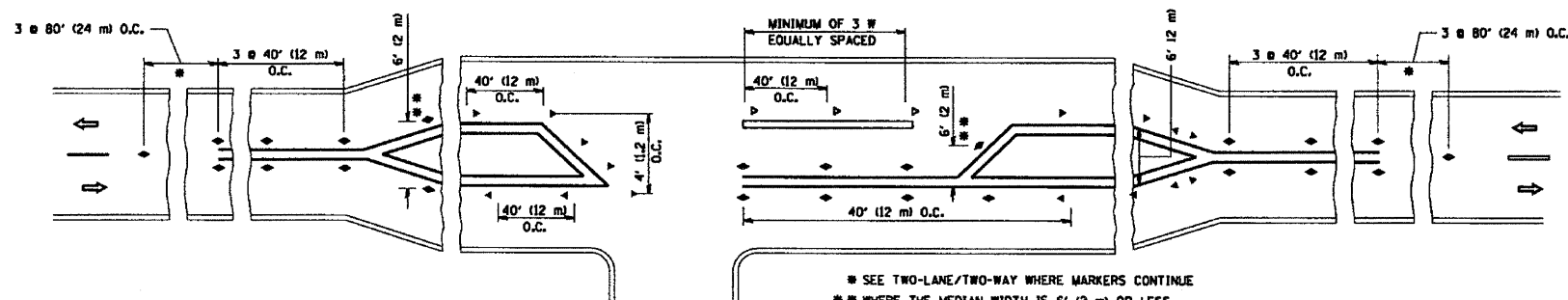
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- 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.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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.

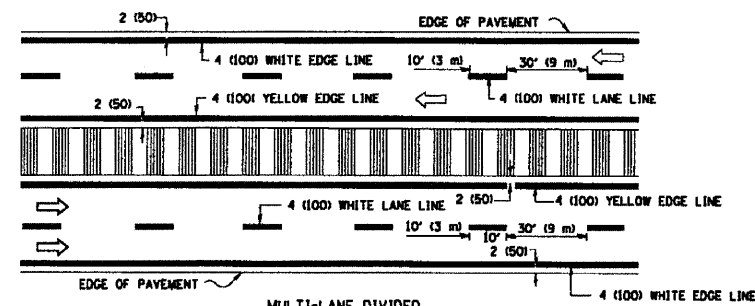
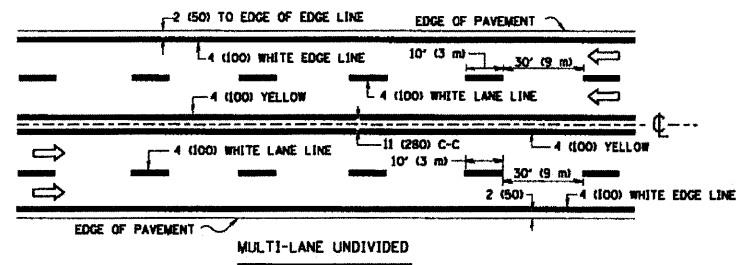
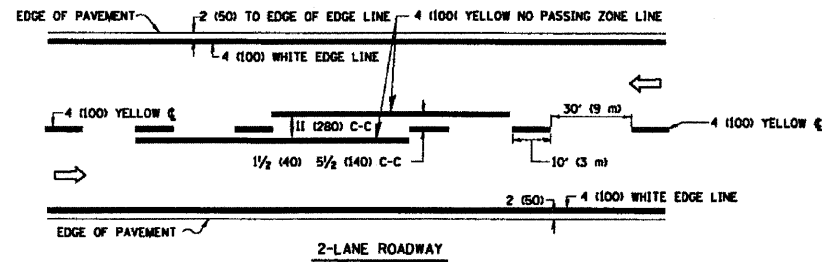


SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

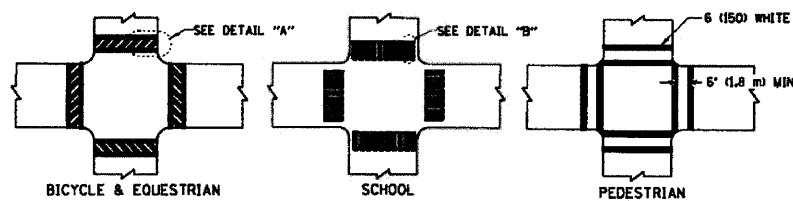
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - T. RAMMACHER 03-12-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-11		CONTRACT NO. 60H98	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 01-06-00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

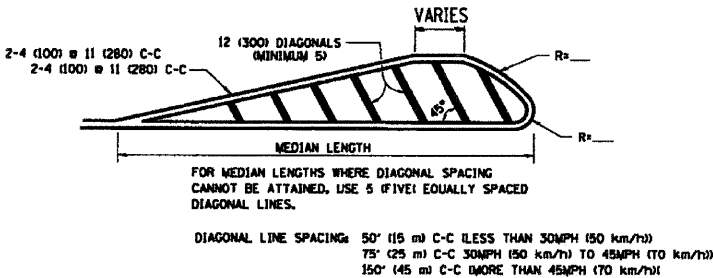
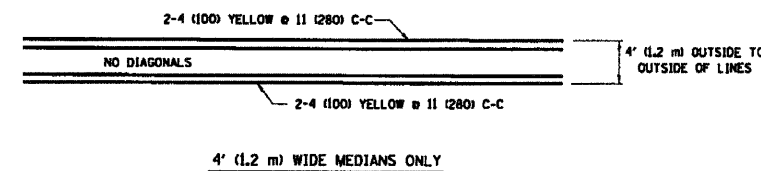


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

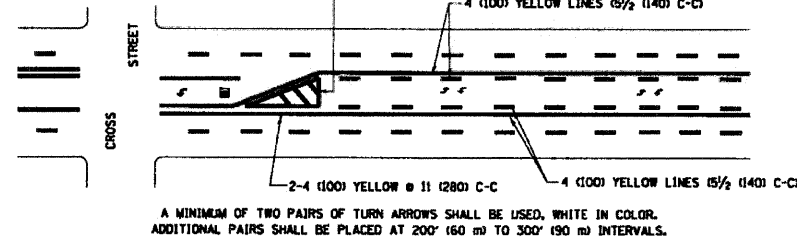
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

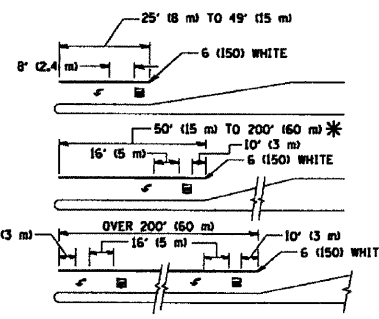


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

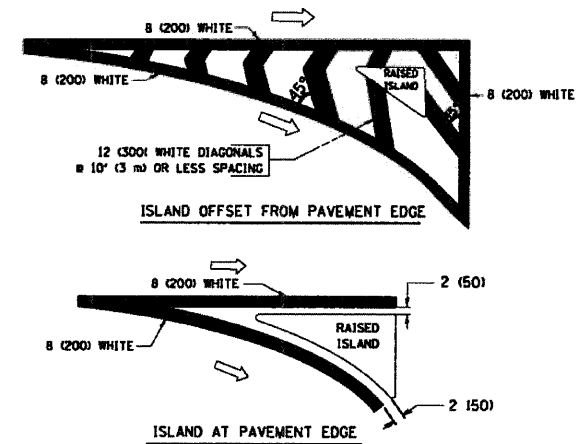
TYPICAL PAINTED MEDIAN MARKING



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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

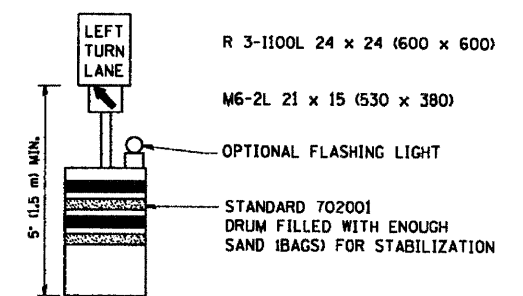
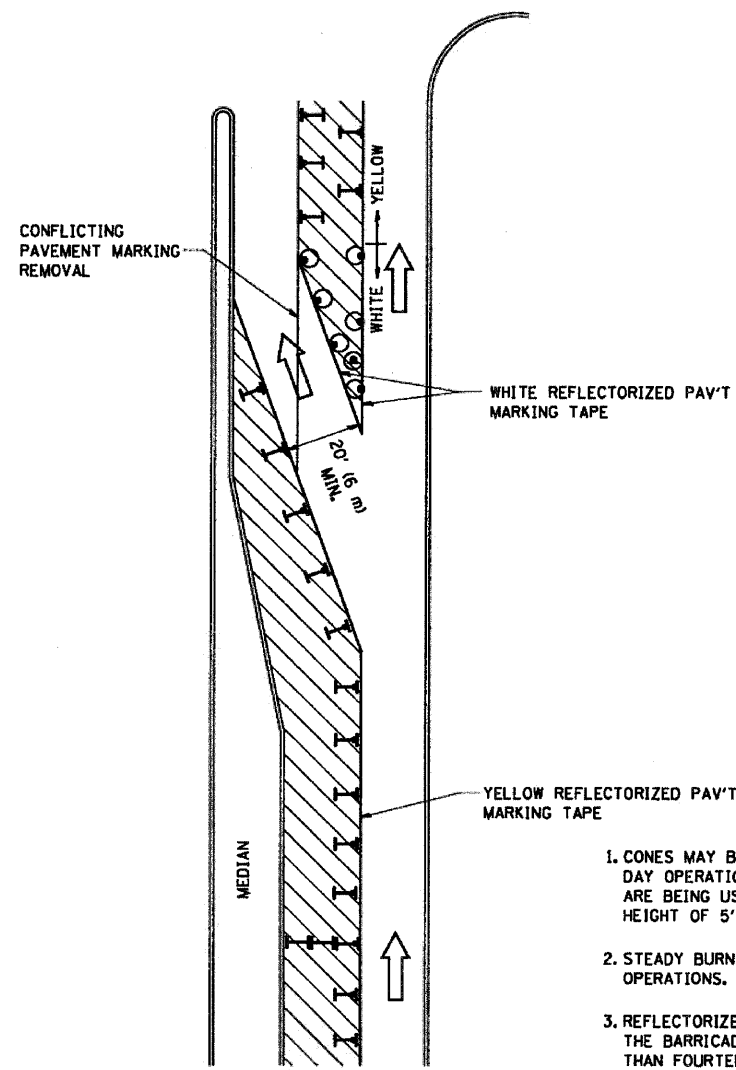


TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (1000)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (1000)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR BOTH DIRECTIONS	4 (1000) 2 @ 4 (1000)	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 (1000) 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 (1000)	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" (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (1000) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN & BICYCLE & EQUESTRIAN) & 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 (1000) 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 (3.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD T8000! AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (23 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 T8000.


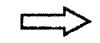




All dimensions are in inches (millimeters) unless otherwise shown.



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 BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

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

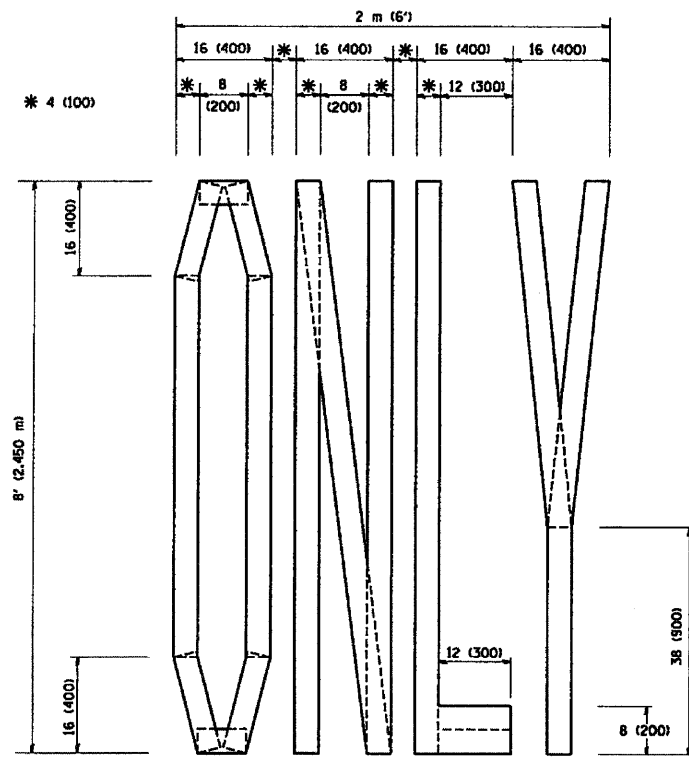
All dimensions are in inches (millimeters) unless otherwise shown.

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		DRAWN -	REVISED - A. HOUSEH 11-07-95
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 1/4/2008	DATE -	REVISED -T. RAMMACHER 01-06-00

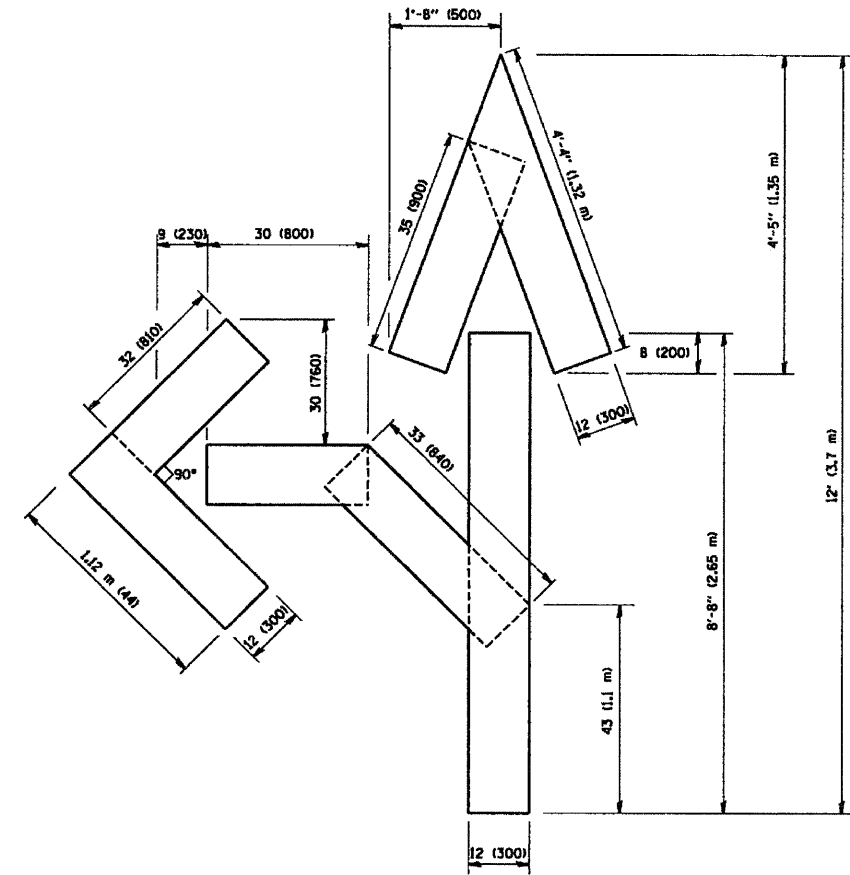
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

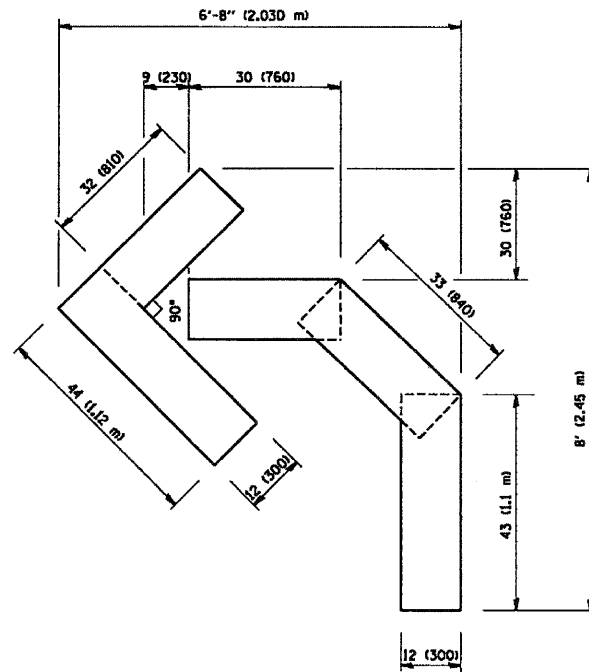
F.A.J. RTE. 0323	SECTION 121 RS-1	COUNTY WILL	TOTAL SHEETS 19	SHEET NO. 17
TC-14			CONTRACT NO. 60H98	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



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.

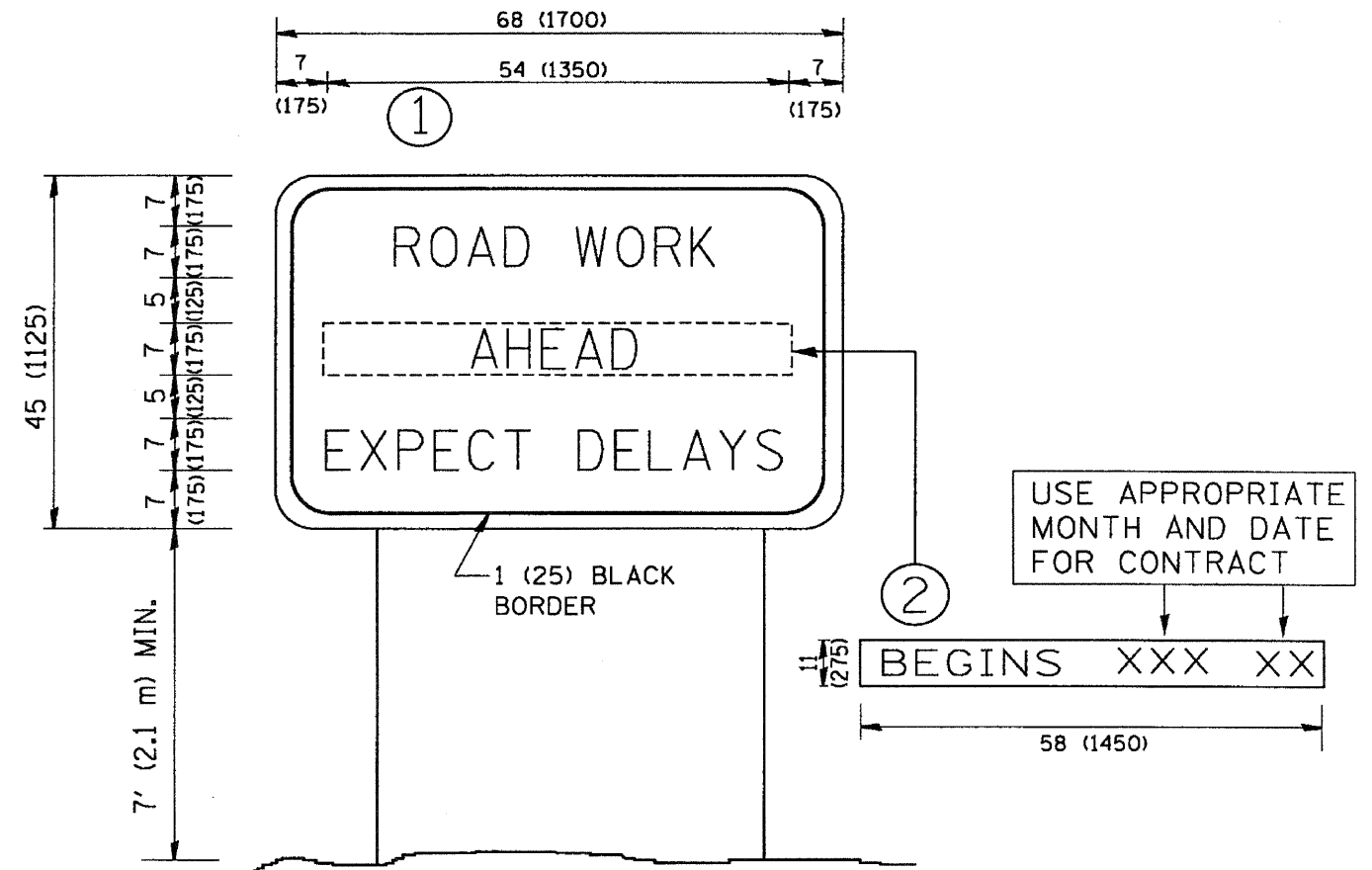
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		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.J. RTE. 0323	SECTION 121 RS-1	COUNTY WILL	TOTAL SHEETS 19	SHEET NO. 18
TC-16			CONTRACT NO. 6CH98	
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.

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	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT						
		DATE -	REVISED - C. JUCIUS 01-31-07								