

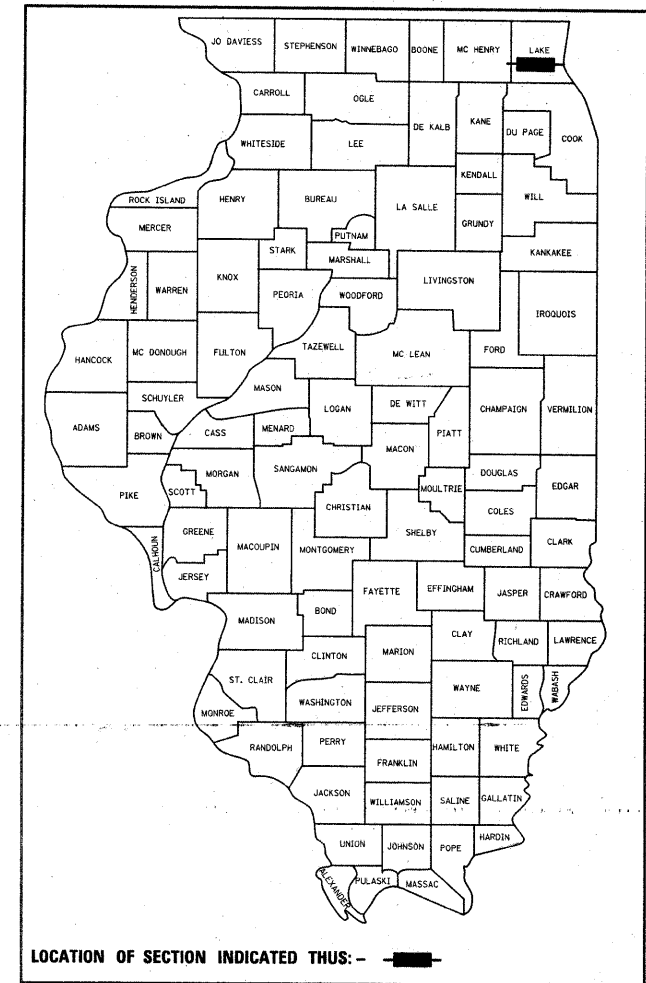
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

**PROPOSED  
 HIGHWAY PLANS**  
 FAP ROUTE 352: ILL 137  
 US 45 TO BUTTERFIELD ROAD  
 SECTION: 2R-RS-2  
 RESURFACING

**LAKE COUNTY  
 C-91-254-10**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352	2R-RS-2	LAKE	20	1
		ILLINOIS	CONTRACT NO. 60J64	

D-91-254-10

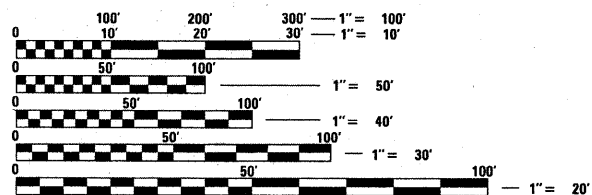


FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN  
 THE VILLAGE OF LIBERTYVILLE

**TRAFFIC DATA**

ADT (2007) = 15,000  
 SPEED LIMIT = 35 MPH



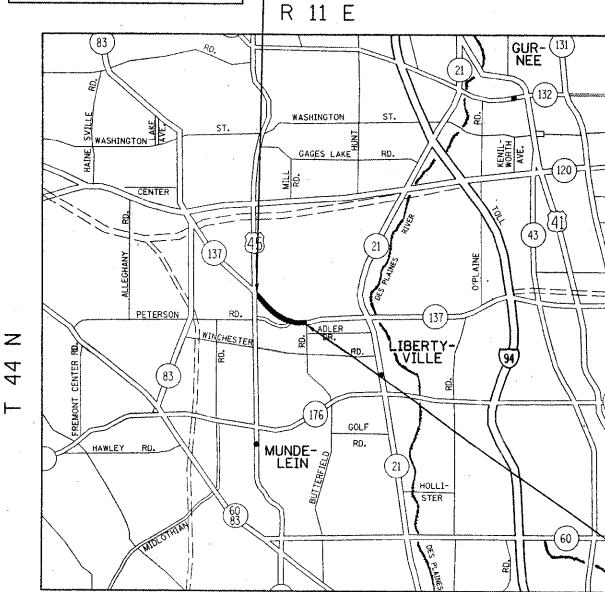
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: DAN WILGREEN / (847) 705-4240  
 PROJECT MANAGER KEN ENG / (847) 705-4247

CONTRACT NO. 60J64

PROJECT BEGINS  
 STATION 21+40



LIBERTYVILLE TOWNSHIP

RESURFACING OMISSION:  
 STATION 68+80 TO STATION 71+46

PROJECT ENDS  
 STATION 86+25

GROSS LENGTH OF PROJECT = 6,485 FT. = 1.23 MILE  
 NET LENGTH OF PROJECT = 6,219 FT. = 1.18 MILE

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED FEBRUARY 3, 2010  
Diane M. O'Keefe  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 19, 2010  
Scott E. Stitt P.E. JR.  
 ACTING ENGINEER OF DESIGN AND ENVIRONMENT

March 19, 2010  
Christine M. Reed/ee  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS**

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

<u>SHEET NO.</u>	<u>DESCRIPTION</u>	<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET	000001-05	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES	442201-03	CLASS C AND D PATCHES
3	SUMMARY OF QUANTITIES	606301-04	PC CONCRETE ISLANDS AND MEDIANS
4-7	EXISTING AND PROPOSED TYPICAL SECTIONS	701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
8-10	ROADWAY AND PAVEMENT MARKING PLANS	701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
11	DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING	701311-03	LANE CLOSURE, 2L, WL, MOVING OPERATIONS - DAY ONLY
12	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
13	CURB AND GUTTER REMOVAL AND REPLACEMENT DETAILS	701601-00	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
14	BUTT JOINT AND HMA TAPER DETAILS	701901-01	TRAFFIC CONTROL DEVICES
15	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS		
16	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)		
17	DISTRICT ONE TYPICAL PAVEMENT MARKINGS		
18	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC)		
19	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING		
20	ARTERIAL INFORMATION SIGNING		

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 REQUIRED)

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF LIBERTYVILLE.

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

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

WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

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

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

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

THE RESIDENT ENGINEER SHALL CONTACT DEBBIE HANLON, AREA TRAFFIC FIELD ENGINEER, AT (847) 438-2300 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS.

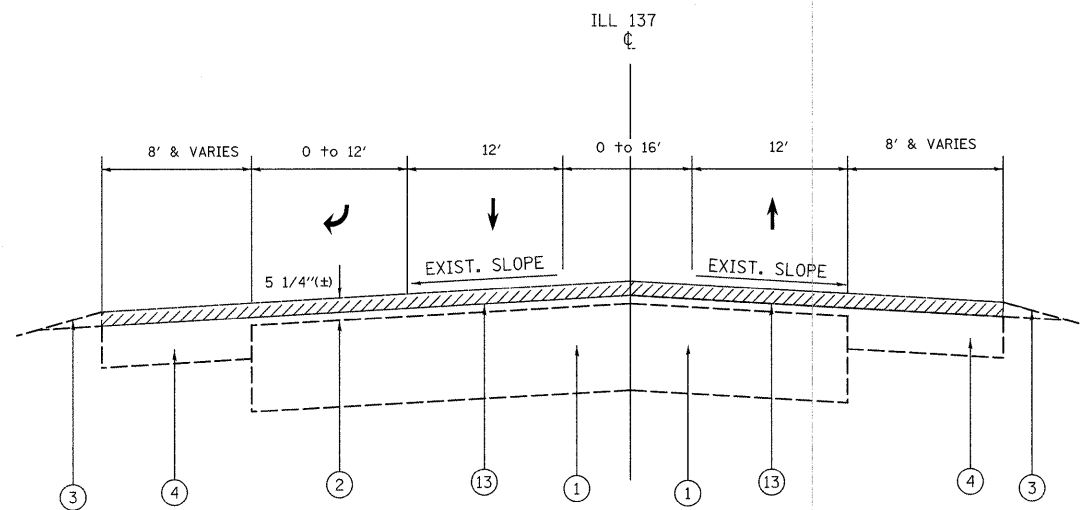
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE INSTALLATION OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

FILE NAME =	USER NAME = whitetar	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ILL 137 (US 45 TO BUTTERFIELD ROAD) INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw_work\p\pidot\whitetar\d0175544\0125	10-shs-plan.dgn	DRAWN -	REVISED -			352	2R-RS-2	LAKE	20	2	
	PLOT SCALE = 58,0000 "/ IN.	CHECKED -	REVISED -			CONTRACT NO. 60J64					
	PLOT DATE = 2/4/2010	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

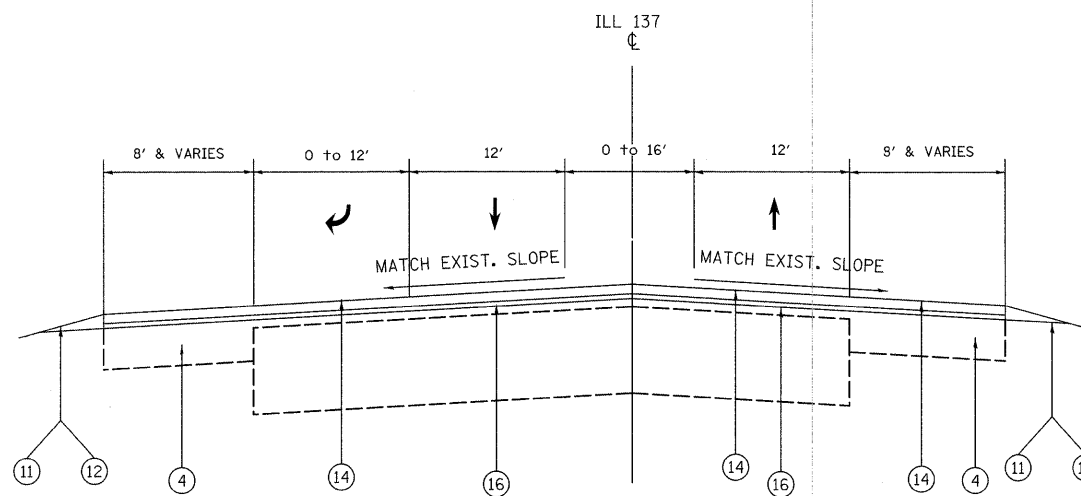
URBAN

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE							
CODE NO	ITEM	UNIT	TOTAL QUANTITIES 100% STATE	I000						CODE NO	ITEM	UNIT	TOTAL QUANTITIES 100% STATE	I000					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	31	31						70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	571	571					
40600300	AGGREGATE (PRIME COAT)	TON	156	156						70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1689	1689					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	59	59						70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	800	800					
40600826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1838	1838						70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	49	49					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2						70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2382	2382					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	185	185						*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	146	146					
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	160	160						*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	32028	32028					
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	593	593						*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	571	571					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3856	3856						*78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1689	1689					
42001300	PROTECTIVE COAT	SQ YD	45	45						*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	800	800					
44000153	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	3527	3527						*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	49	49					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	35450	35450						*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	323	323					
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	75	75						78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	280	280					
44003100	MEDIAN REMOVAL	SQ FT	250	250						X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4					
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	90	90						Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	5	5					
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	50	50															
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	158	158															
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	480	480															
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	496	496															
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	400	400															
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	5	5															
60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	250	250															
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6															
67100100	MOBILIZATION	L SUM	1	1															
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1															
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1															
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1															
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	7147	7147															
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	146	146															
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	32028	32028															



EXISTING TYPICAL SECTION  
ILL 137.  
STATION:  
21+40 TO 33+22  
STATION  
49+09 TO 52+53



PROPOSED TYPICAL SECTION  
ILL 137  
STATION:  
21+40 TO 33+22  
STATION  
49+09 TO 52+53

**LEGEND**

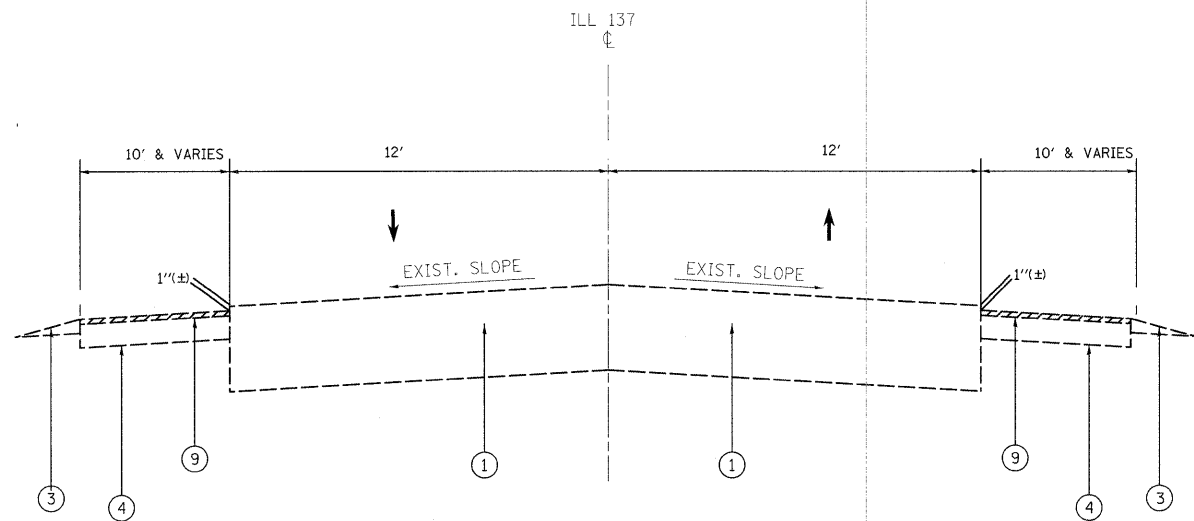
- ① EXIST. P.C. CONCRETE PAVEMENT , ± 9"
- ② EXIST. HOT-MIX ASPHALT SURFACE COURSE (BEFORE MILLING), ± 5 1/4"
- ③ EXIST. AGGREGATE SHOULDER
- ④ EXIST. HOT-MIX ASPHALT SHOULDER, 8"
- ⑤ EXISTING DITCH
- ⑥ EXIST. CONCRETE CURB AND GUTTER TYP B-6. 12
- ⑦ EXISTING PC CONCRETE MEDIAN
- ⑧ EXIST. STABILIZED SHOULDERS
- ⑨ PROP. HMA SURFACE REMOVAL 1"
- ⑩ PROP. HMA BINDER COURSE, IL 19-0, N70, 3"
- ⑪ PROP. AGGREGATE WEDGE SHOULDER, TYPE B
- ⑫ PROP. GRADING AND SHAPING SHOULDERS
- ⑬ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"  
(3" OF HOT-MIX ASPHALT TO REMAIN)
- ⑭ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑮ PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N70, 1"
- ⑯ PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N70, 3/4"
- ⑰ PROP. CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT  
(LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)

**NOTES:**

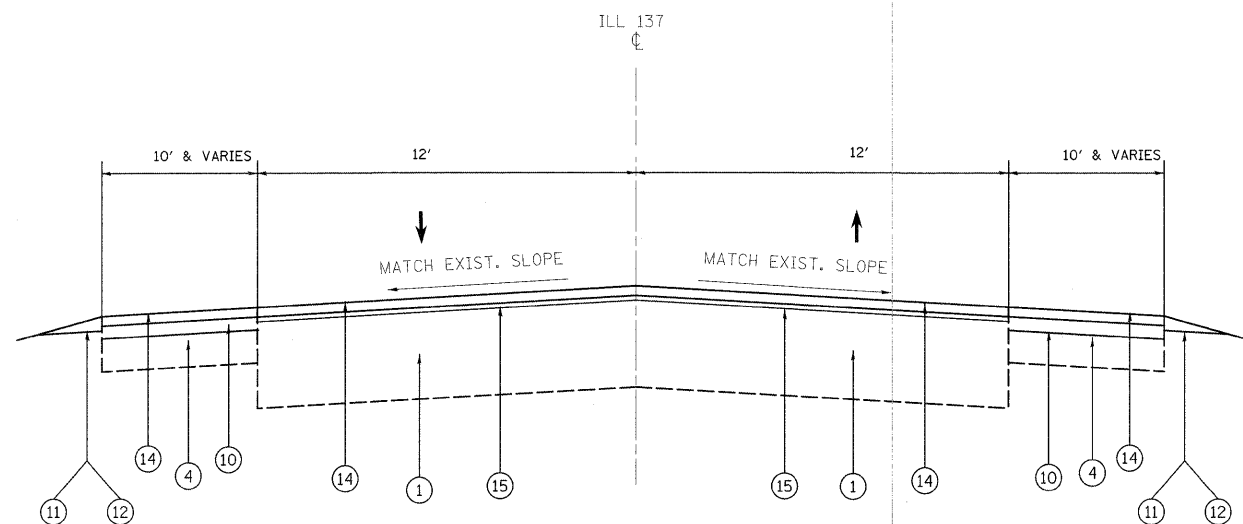
1. MILLING OF ROADWAY SHALL BE DONE PRIOR TO PAVEMENT PATCHING.
2. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES IS 112 IBS/SQ/YD/IN.
3. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70 -22 AND NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

	MIXTURE TYPE	AIR VOIDS (%)
ROADWAY	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5MM), 1 1/2"	4% @ 70 GYR
	POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4" +1"	4% @ 50 GYR
PATCHES	CLASS D PATCHES, (BINDER IL-19.0 MM), 12" AND 9"	4% @ 70 GYR
SHOULDERS	HOT-MIX ASPHALT BINDER COURSE, IL-190, N70	4% @ 70 GYR



EXISTING TYPICAL SECTION  
ILL 137.  
STATION:  
33+22 TO 49+09

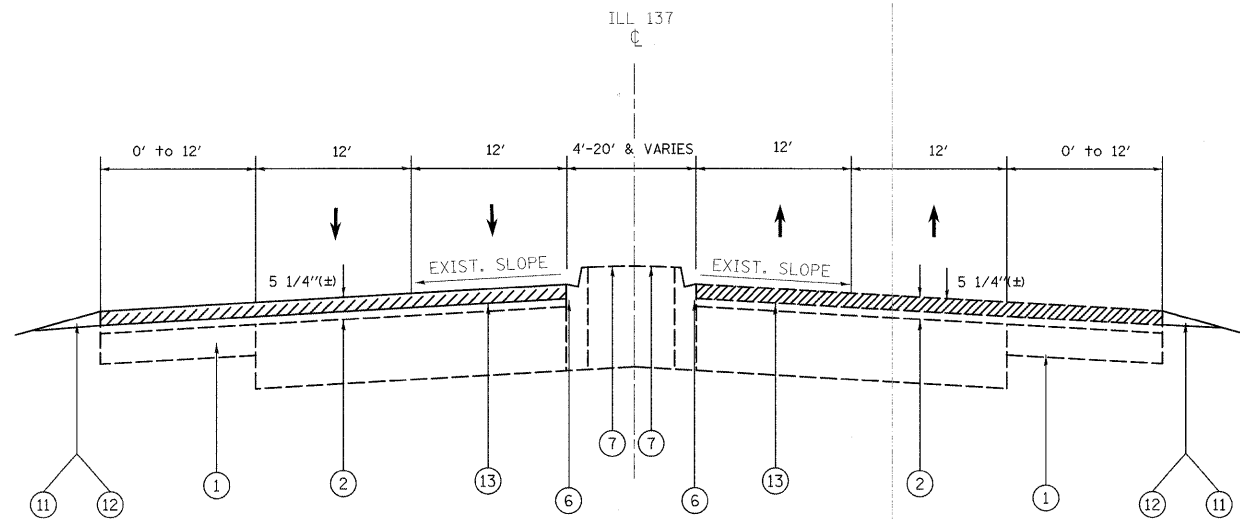


PROPOSED TYPICAL SECTION  
ILL 137  
STATION:  
33+22 TO 49+09

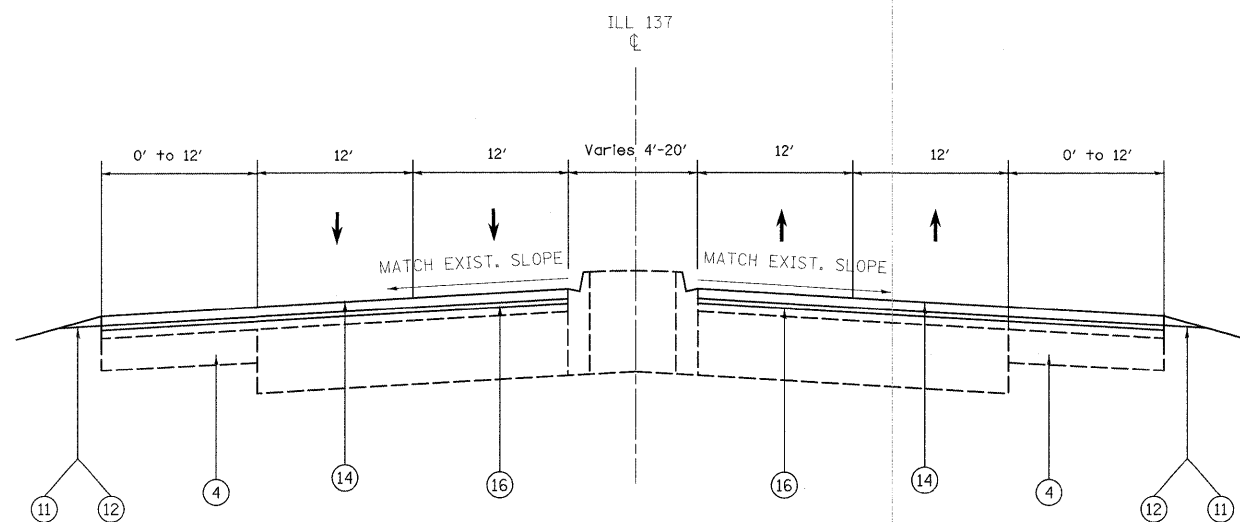
**LEGEND**

- ① EXIST. P.C. CONCRETE PAVEMENT , ± 9"
- ② EXIST. HOT-MIX ASPHALT SURFACE COURSE (BEFORE MILLING), ± 5 1/4"
- ③ EXIST. AGGREGATE SHOULDER
- ④ EXIST. HOT-MIX ASPHALT SHOULDER, 8"
- ⑤ EXISTING DITCH
- ⑥ EXIST. CONCRETE CURB AND GUTTER TYP B-6. 12
- ⑦ EXISTING PC CONCRETE MEDIAN
- ⑧ EXIST. STABILIZED SHOULDERS
- ⑨ PROP. HMA SURFACE REMOVAL 1"
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(LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)

FILE NAME =	USER NAME = whitetar	DESIGNED - TARHONDA WHITE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ILL 137 (US 45 TO BUTTERFIELD ROAD) EXISTING AND PROPOSED TYPICAL SECTIONS</b>	F.A.P. RTE. 352	SECTION 2R-RS-2	COUNTY LAKE	TOTAL SHEETS 20	SHEET NO. 5		
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	PLOT DATE = 2/4/2010	CHECKED -	REVISED -									
		DATE -	REVISED -									
CONTRACT NO. 60J64												



EXISTING TYPICAL SECTION  
ILL 137.  
STATION:  
52+53 TO 78+19

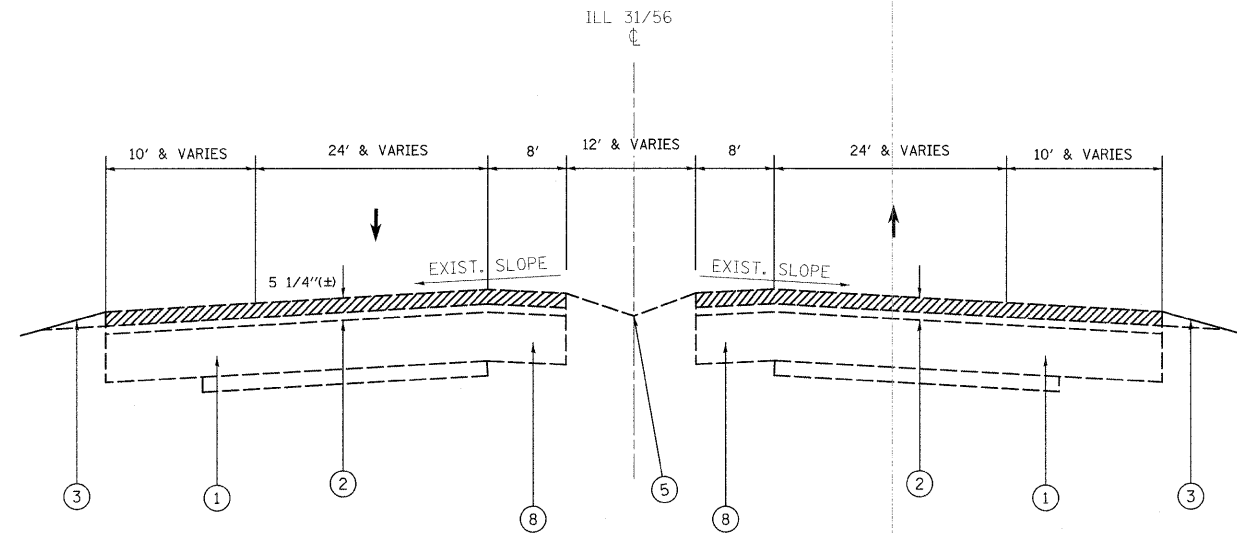


PROPOSED TYPICAL SECTION  
ILL 137  
STATION:  
52+53 TO 78+19

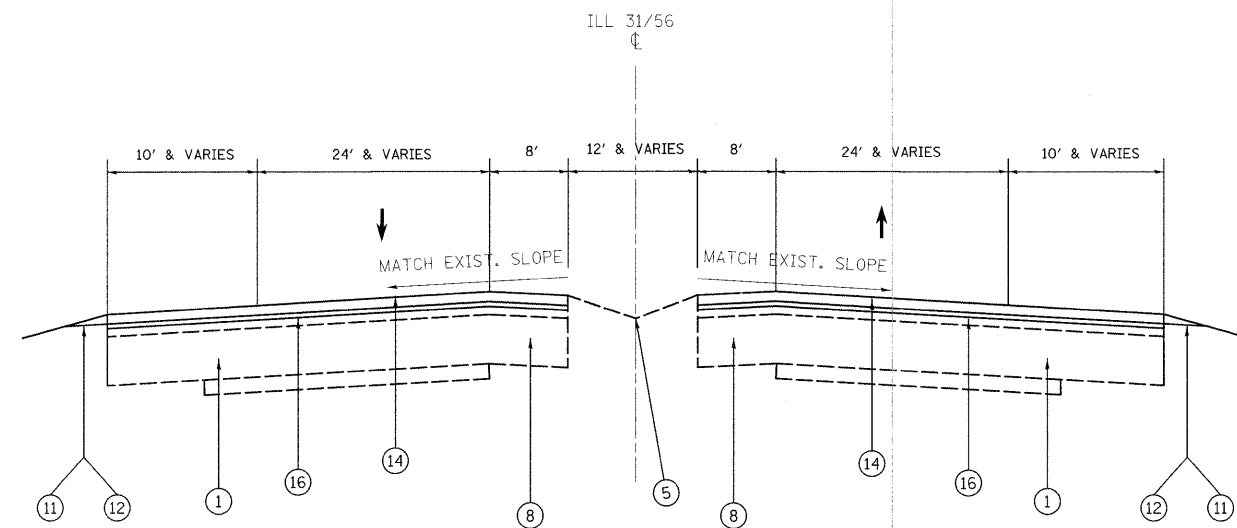
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ci:\pw_work\puidot\whitetor\d0175544\0125	10-sht-plan.dgn	DRAWN -	REVISED -			SCALE: NONE	SHEET NO. OF SHEETS	STA. 17+94 TO STA. 1+82	ILLINOIS FED. AID PROJECT			
	PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED -									
	PLOT DATE = 2/4/2010	DATE -	REVISED -			CONTRACT NO. 60J64						



EXISTING TYPICAL SECTION  
ILL 137.  
STATION:  
78+19 TO 86+25

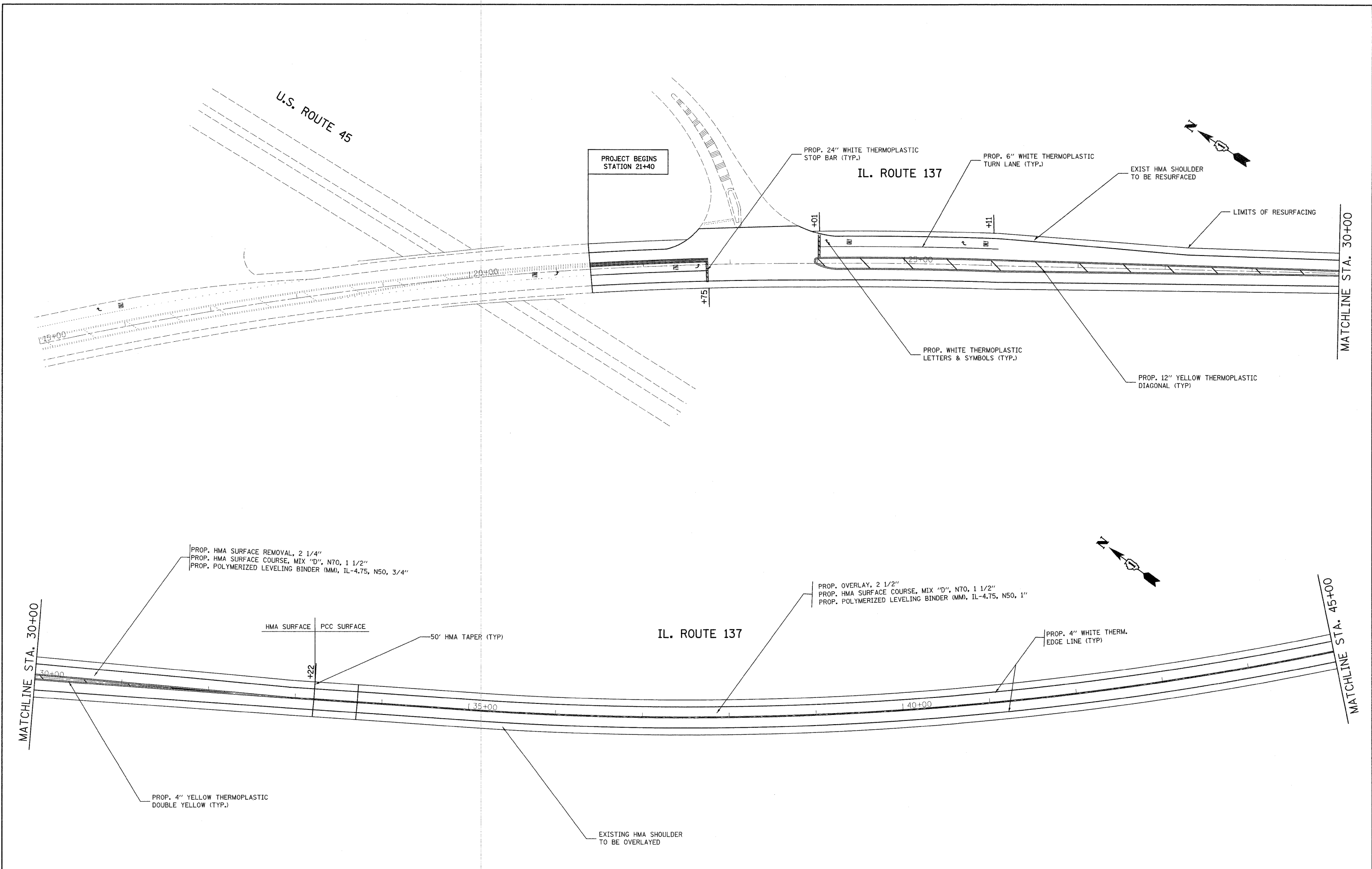


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ca:\pw_work\puidot\whitetar\d0175544\012510-sht-plan.dgn	PLOT SCALE = 50,0000 ' / IN.	DRAWN -	REVISED -			352	2R-RS-2	LAKE	20	7	
	PLOT DATE = 2/4/2010	CHECKED -	REVISED -			CONTRACT NO. 60J64					
		DATE -	REVISED -			SCALE: NONE	SHEET NO. OF SHEETS	STA. 17+94 TO STA. 1+82	ILLINOIS FED. AID PROJECT		



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	PLOT DATE = 2/4/2018

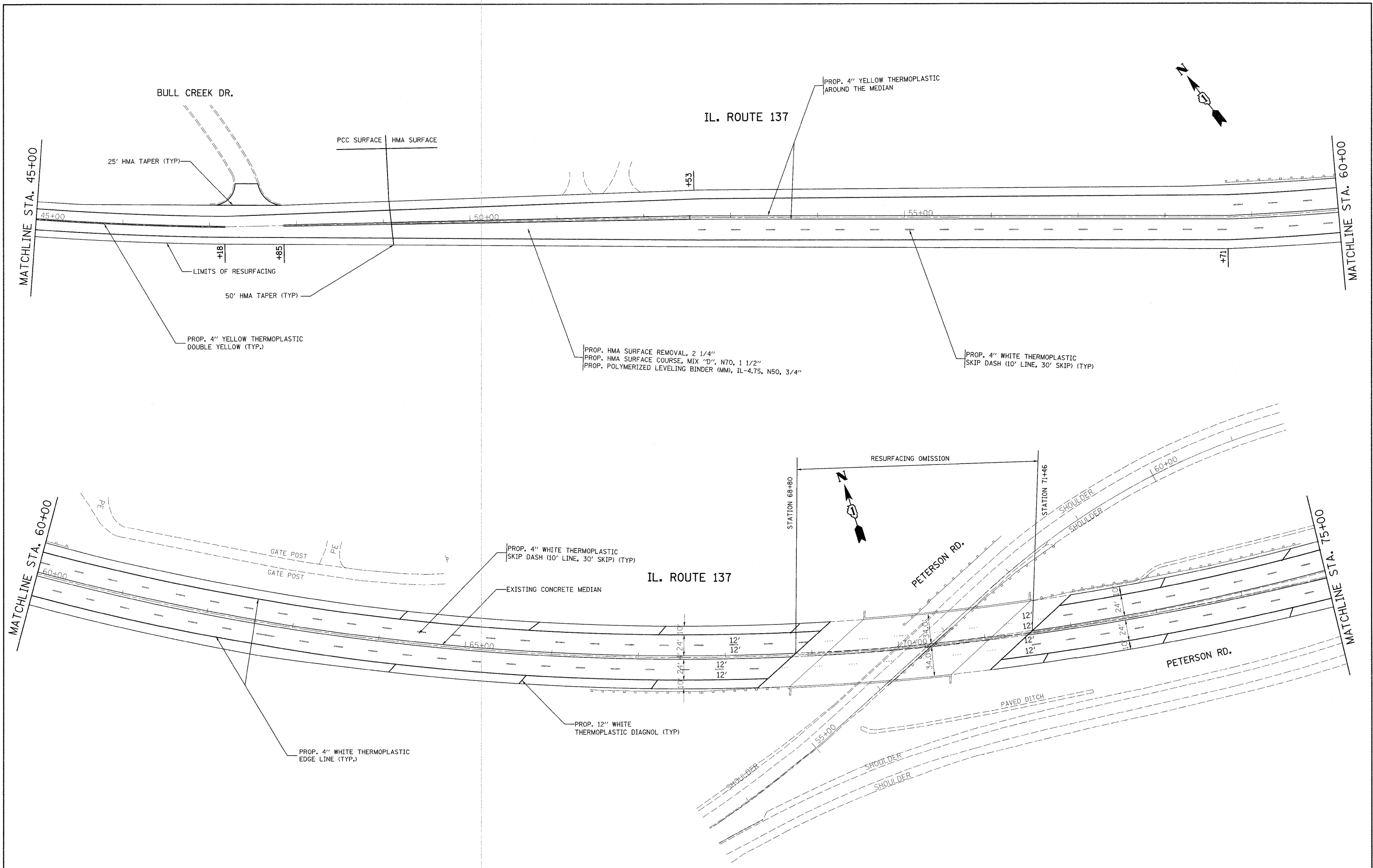
DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

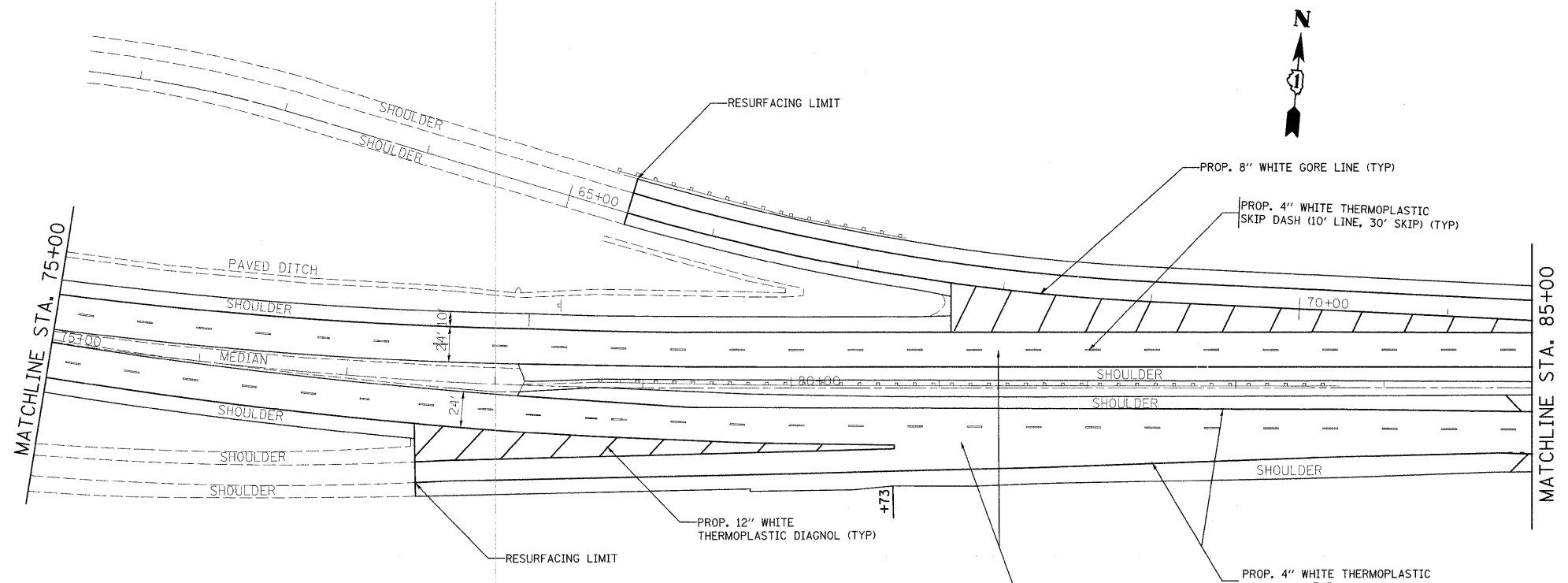
<b>ROADWAY &amp; PAVEMENT MARKING PLAN</b>			
<b>IL. ROUTE 137 (US 45 TO BUTTERFIELD ROAD)</b>			
SCALE: 1"=50'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
352	2R-RS-2	LAKE	20	8
CONTRACT NO. 60J64			ILLINOIS FED. AID PROJECT	





FILE NAME =	USER NAME = whitetar	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY &amp; PAVEMENT MARKING PLAN IL. ROUTE 137 (US 45 TO BUTTERFIELD ROAD)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\whitetar\0175544\0125110-sht-plan.dgn		DRAWN -	REVISED -		352	2R-RS-2	LAKE	20	9			
PLOT SCALE = 50.1059' / IN.		CHECKED -	REVISED -		CONTRACT NO. 60J64							
PLOT DATE = 2/4/2010		DATE -	REVISED -		(ILLINOIS) FED. AID PROJECT							
					SCALE: 1"=50'	SHEET NO.	OF SHEETS	STA.	TO STA.			



PROJECT ENDS  
STATION 86+25

IL. ROUTE 137

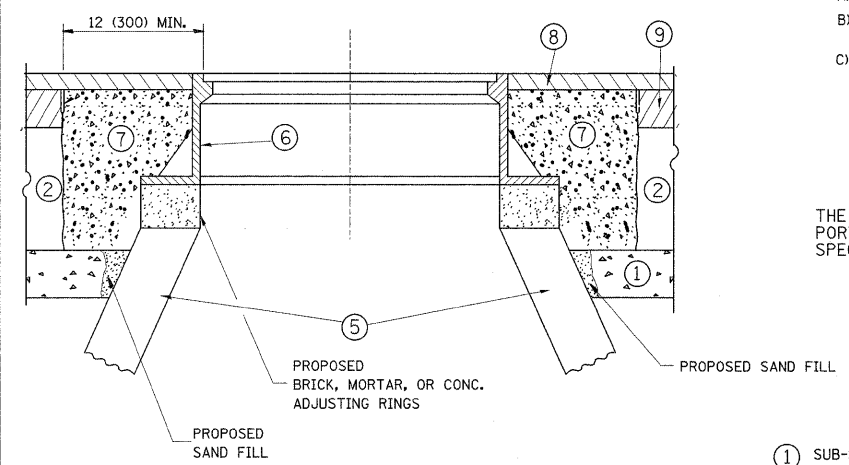
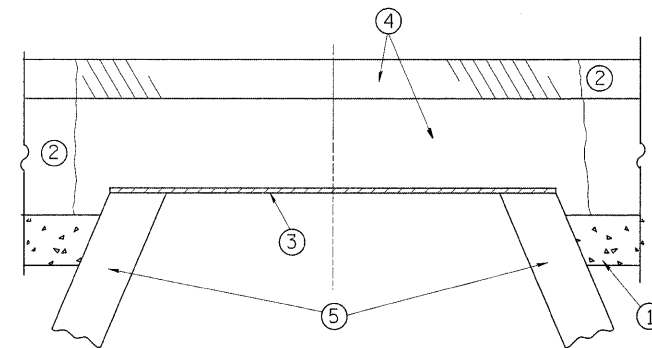
BUTTERFIELD RD.

MATCHLINE STA. 85+00

MATCHLINE STA. 75+00

MATCHLINE STA. 85+00

FILE NAME = o:\p\work\p\dot\whiteta\d8175544\0125	USER NAME = whiteta	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY & PAVEMENT MARKING PLAN IL. ROUTE 137 (US 45 TO BUTTERFIELD RD.)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	110-ahtr-plan.dgn	DRAWN -	REVISED -		SCALE: 1"=50'	SHEET NO.	OF SHEETS	STA.	TO STA.	LAKE	20	10	
	PLOT SCALE = 50.1059' / IN.	CHECKED -	REVISED -					CONTRACT NO.		ILLINOIS FED. AID PROJECT			
	PLOT DATE = 2/4/2010	DATE -	REVISED -										



**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.

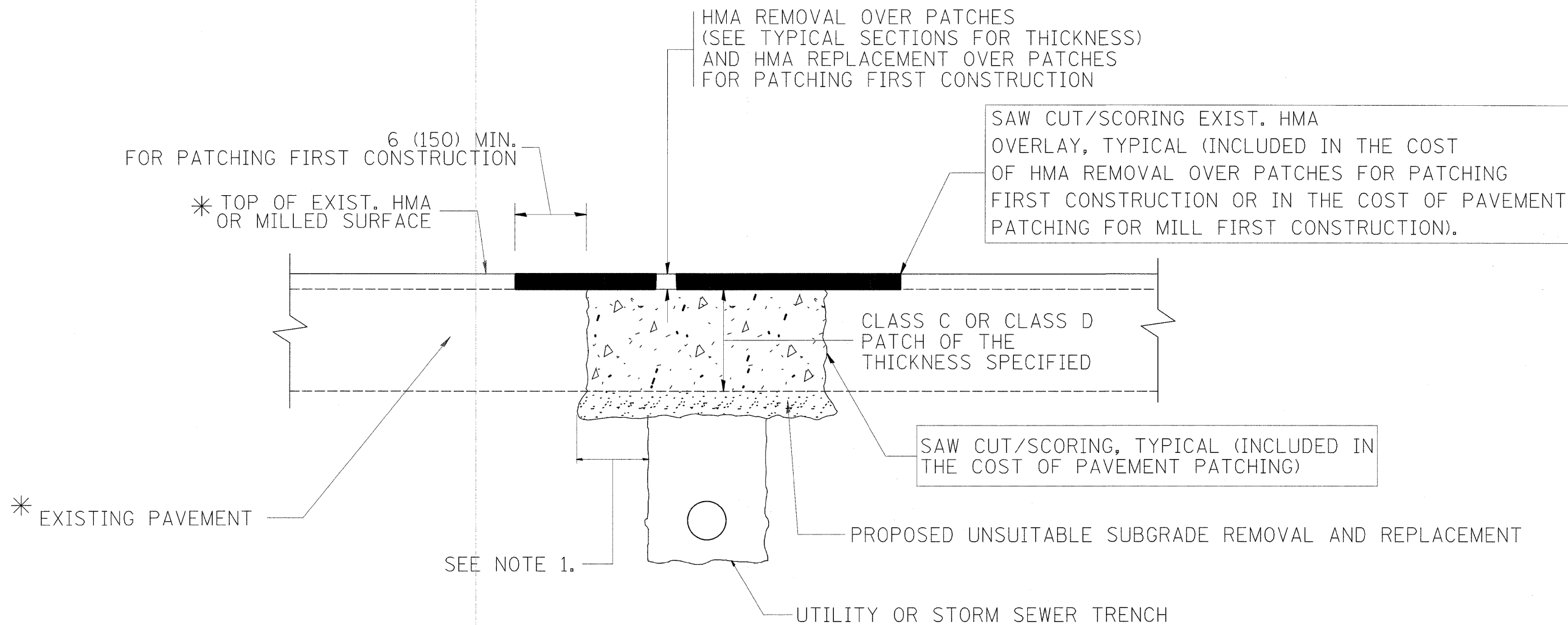
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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 =	USER NAME = whitetar	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			F.A.P. RTE. 352	SECTION 2 R-RS-2	COUNTY LAKE	TOTAL SHEETS 20	SHEET NO. 11
es:\pw_work\p\dot\whitetar\d0175544\Dist	sd.dgn	DRAWN -	REVISED - A. ABBA\$ 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>BD600-03 (BD-8)</b>		CONTRACT NO. 60J64		
	PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04									
	PLOT DATE = 2/4/2010	DATE - 10-25-94	REVISED - R. BORO 01-01-07									



\* 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 = whitetar	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>	F.A.P. RTE. 352	SECTION 2 R-RS-2	COUNTY LAKE	TOTAL SHEETS 20	SHEET NO. 12		
ca:\pw\work\psidot\whitetar\d0175544\Dist\td.dgn	PLOT SCALE = 50,0000' / IN.	DRAWN -	REVISED - R. BORO 01-01-07			<b>BD400-04 (BD-22)</b>		CONTRACT NO. 60J64				
	PLOT DATE = 2/4/2010	CHECKED -	REVISED - R. BORO 09-04-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
		DATE - 10-25-94	REVISED - K. ENG 10-27-08									

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  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

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).

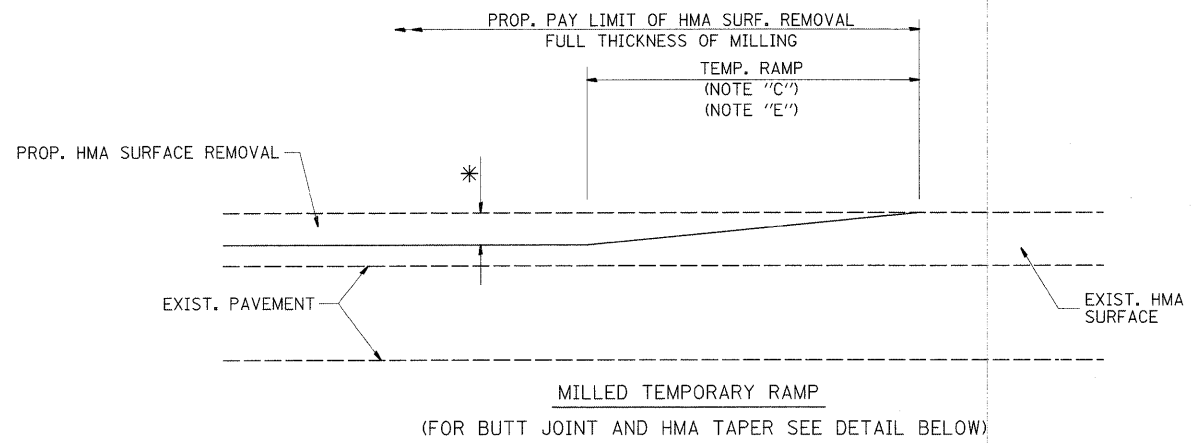
**BASIS OF PAYMENT:**

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".

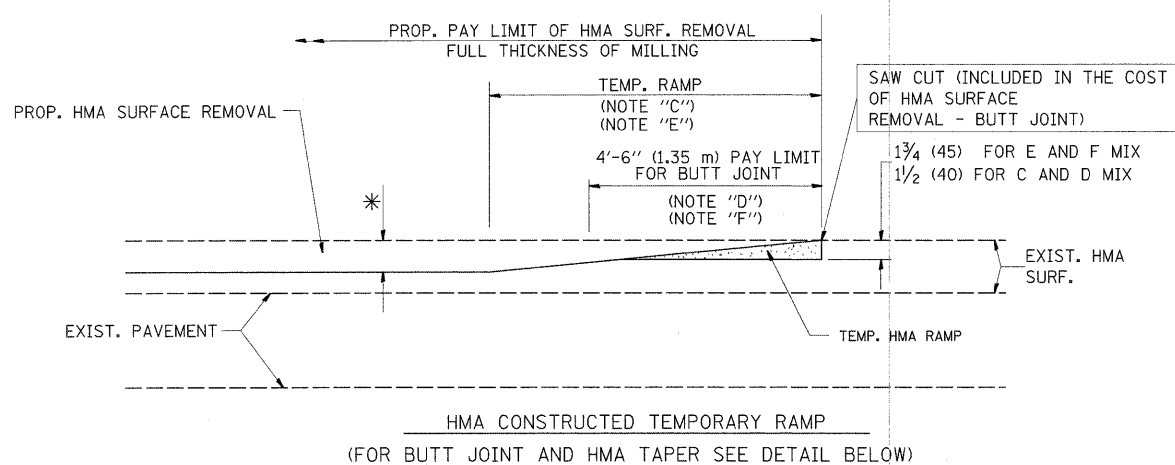
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

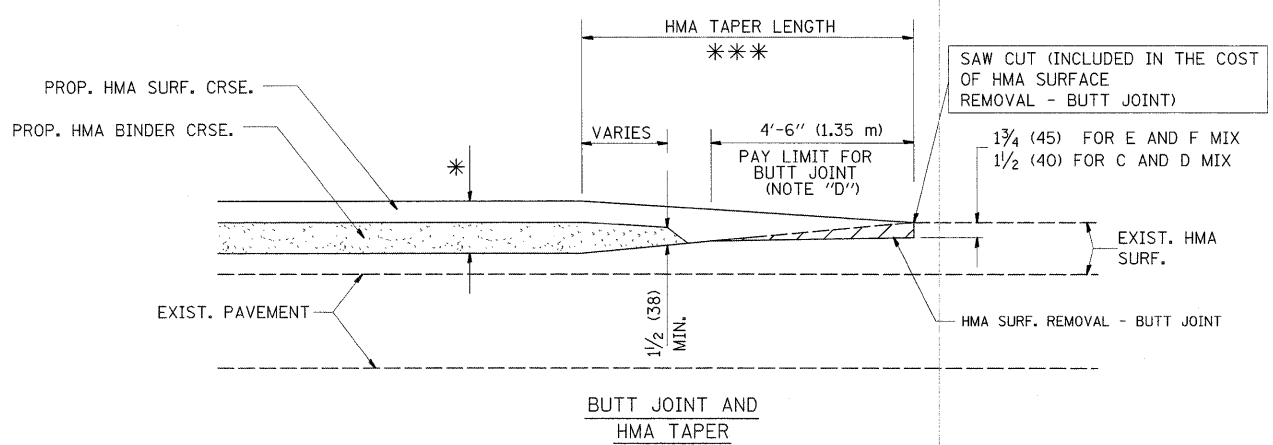
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ea:\pw\work\paidot\whiteter\d0175544\Dist	td.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>BD600-06 (BD-24)</b>		CONTRACT NO. 60J64		
		PLOT SCALE = 50,0000 ' / IN.	CHECKED -		REVISED - M. GOMEZ 01-22-01							
		PLOT DATE = 2/4/2010	DATE - 03-11-94		REVISED - R. BORO 12-15-09							



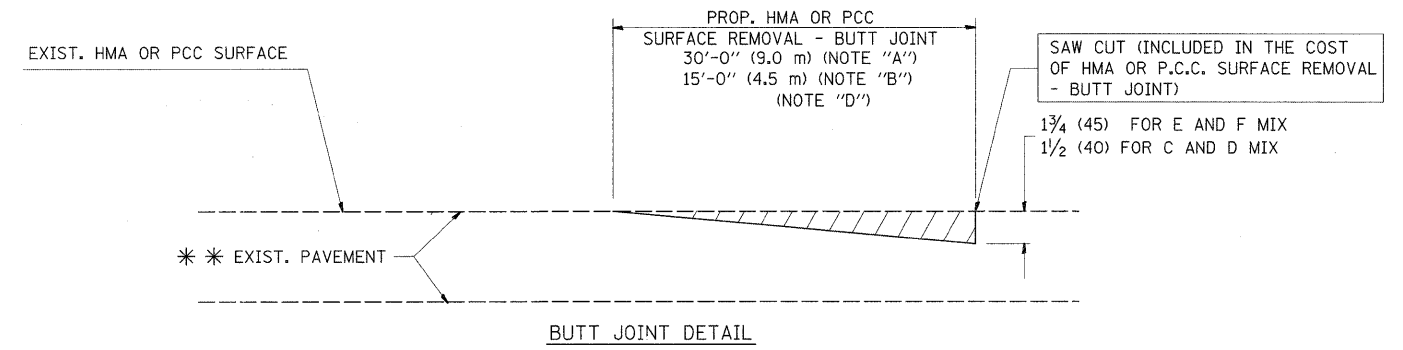
**OPTION 1**



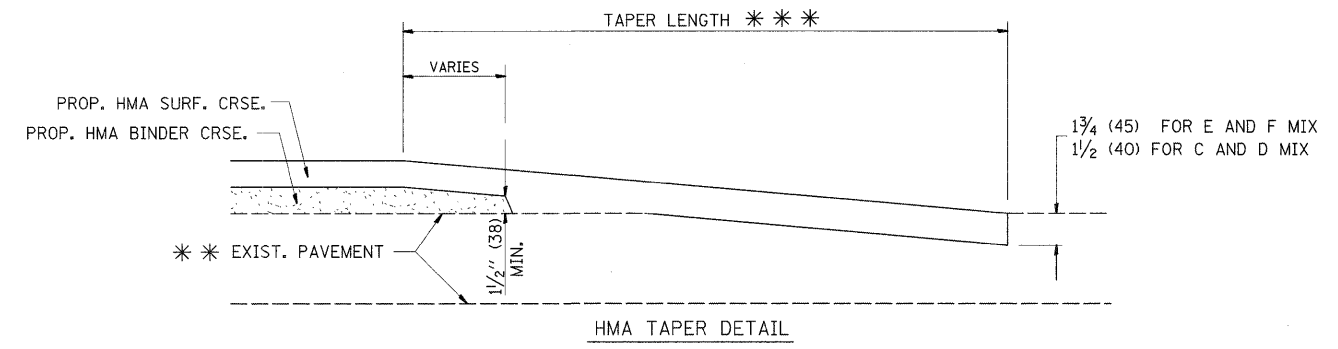
**OPTION 2  
TYPICAL TEMPORARY RAMP**



**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**

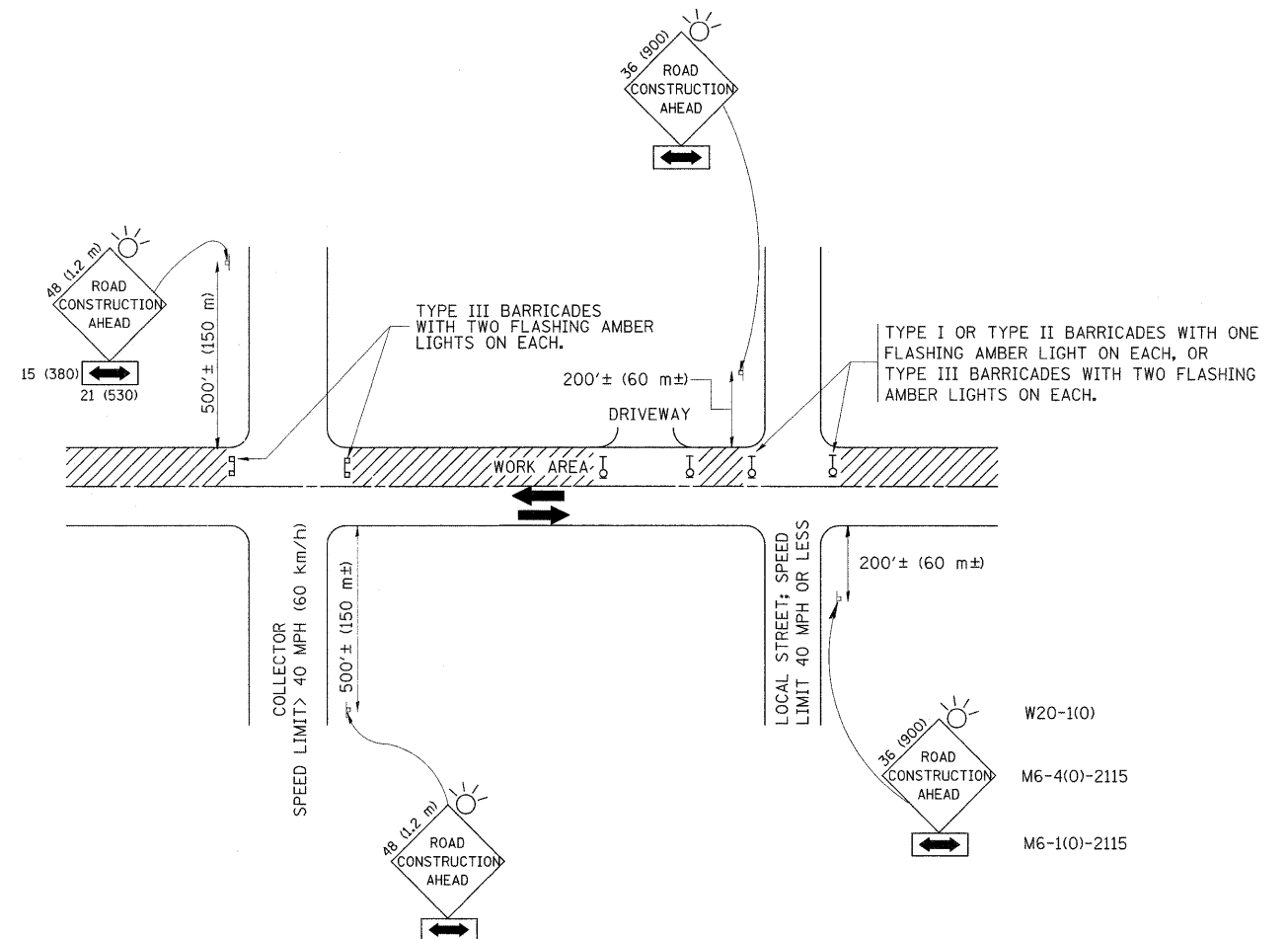
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
  - B: MINOR SIDE ROADS.
  - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E: TAPER THE TEMP. RAMP AT A RATE 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 = whitetar	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BUTT JOINT AND HMA TAPER DETAILS</b>			F.A.R. RTE. 352	SECTION 2 R-RS-2	COUNTY LAKE	TOTAL SHEETS 20	SHEET NO. 14
ca:\pw\work\psidot\whitetar\08175544\01st\dtd.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>BD400-05 BD32</b>		CONTRACT NO. 60J64		
	PLOT DATE = 2/4/2010	CHECKED -	REVISED - M. GOMEZ 04-06-01									
		DATE - 06-13-90	REVISED - R. BORO 01-01-07		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.

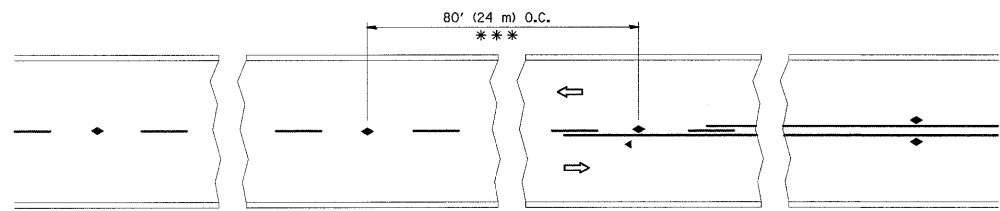
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ca:\pwork\pwork\whitetar\d0175544\Dist\td.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 2/4/2010	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

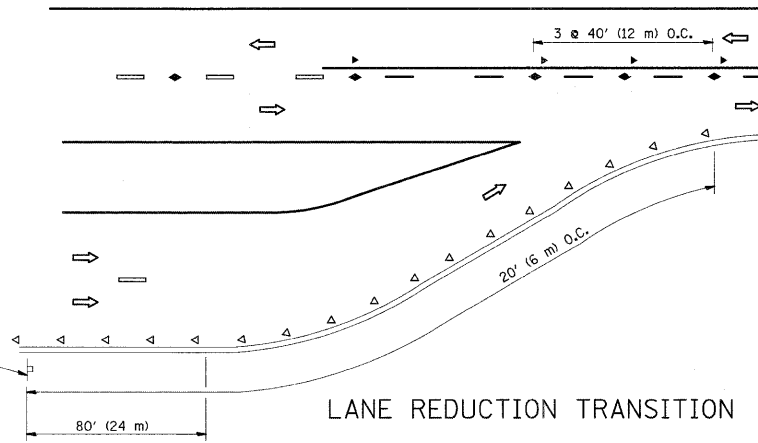
F.A.P. RTE. 352	SECTION 2 R-RS-2	COUNTY LAKE	TOTAL SHEETS 20	SHEET NO. 15
TC-10			CONTRACT NO. 60J64	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

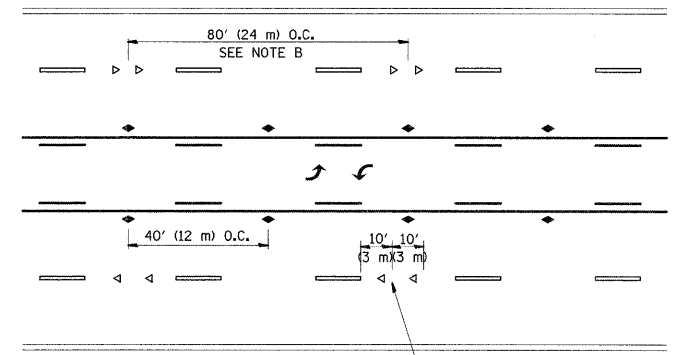


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

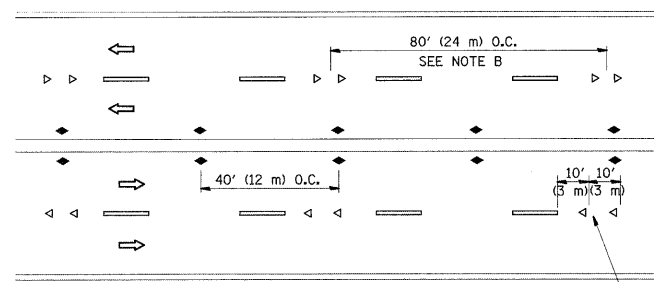
TWO-LANE/TWO-WAY



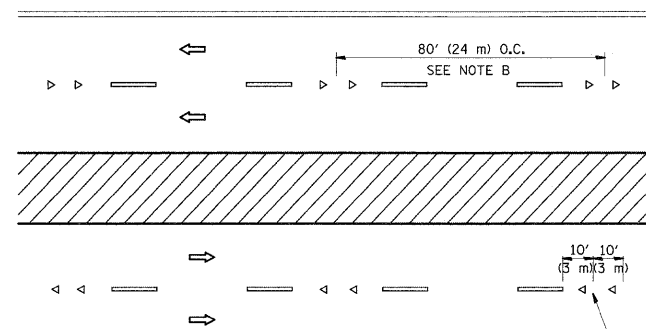
LANE REDUCTION TRANSITION



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

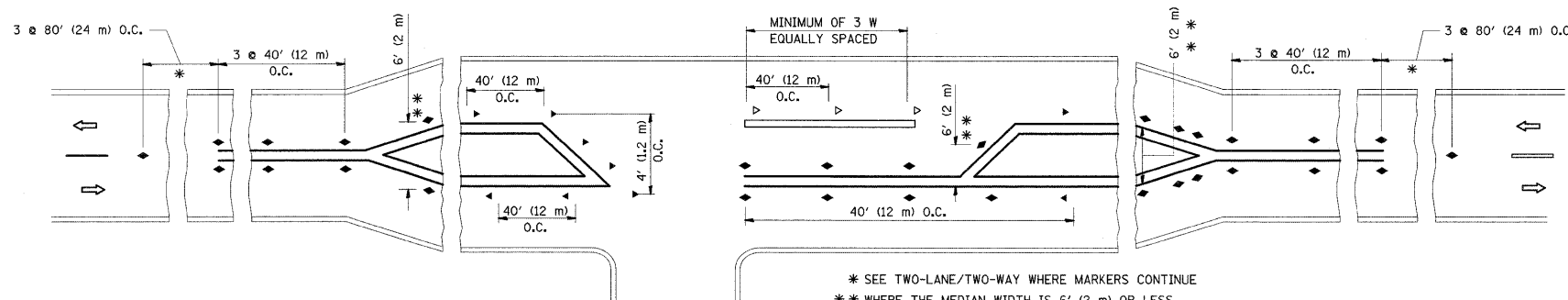
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.



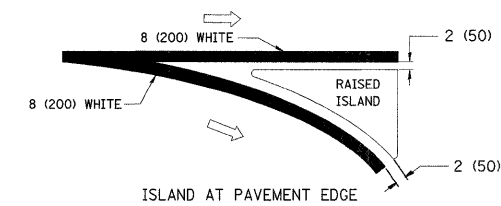
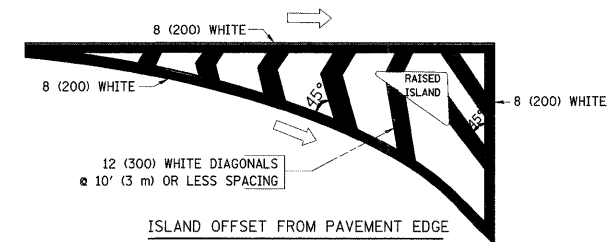
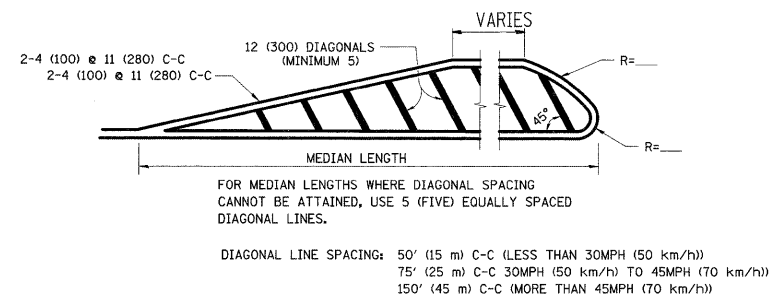
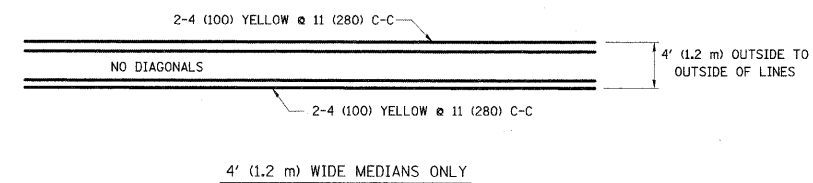
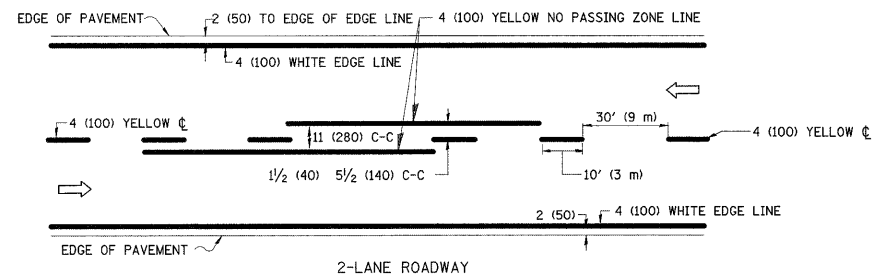
LEFT TURN

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

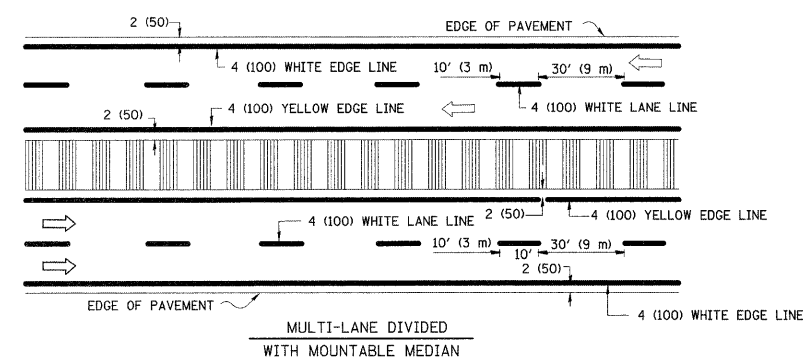
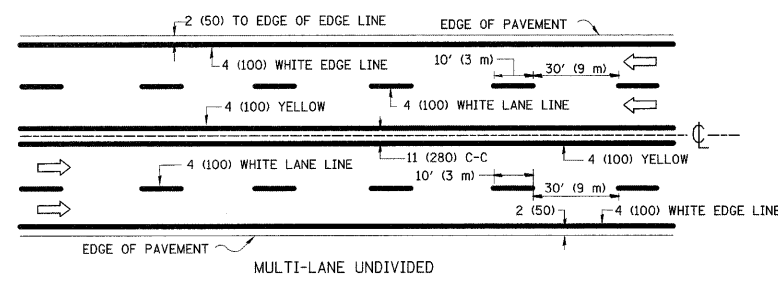
All dimensions are in Inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = whiteter	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			F.A.P. RTE. 352	SECTION 2 R-RS-2	COUNTY LAKE	TOTAL SHEETS 20	SHEET NO. 16
ea:\pwork\pedit\whiteter\d2175544\dist\d.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - T. RAMMACHER 03-12-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>TC-11</b>		CONTRACT NO. 60J64		
	PLOT DATE = 2/4/2010	CHECKED -	REVISED - T. RAMMACHER 01-06-00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED - C. JUCIUS 09-09-09									



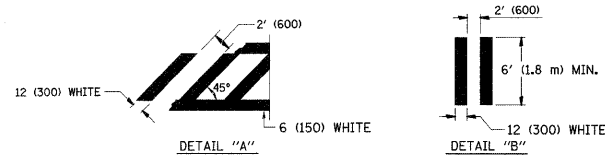
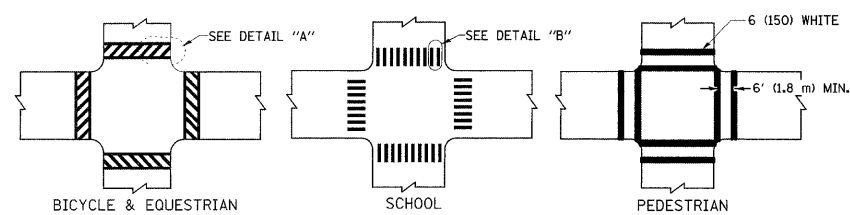


TYPICAL ISLAND MARKING

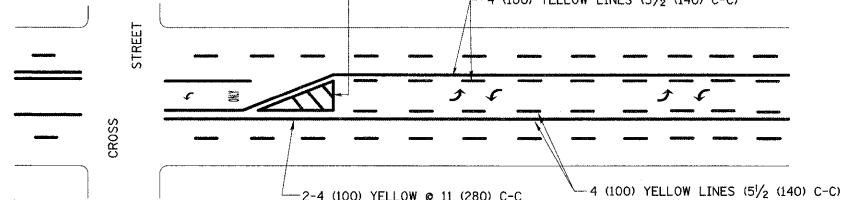


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

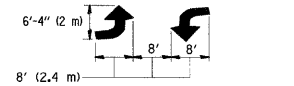
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

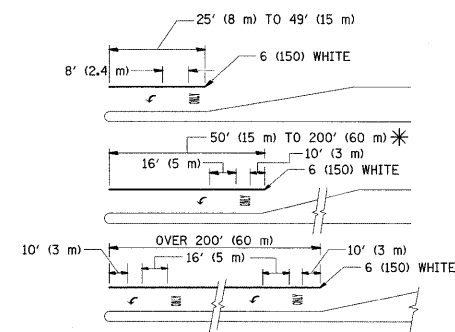


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



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 m<sup>2</sup>) AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* 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' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) 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) 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 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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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.

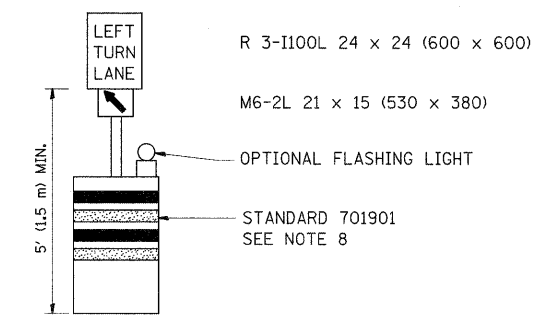
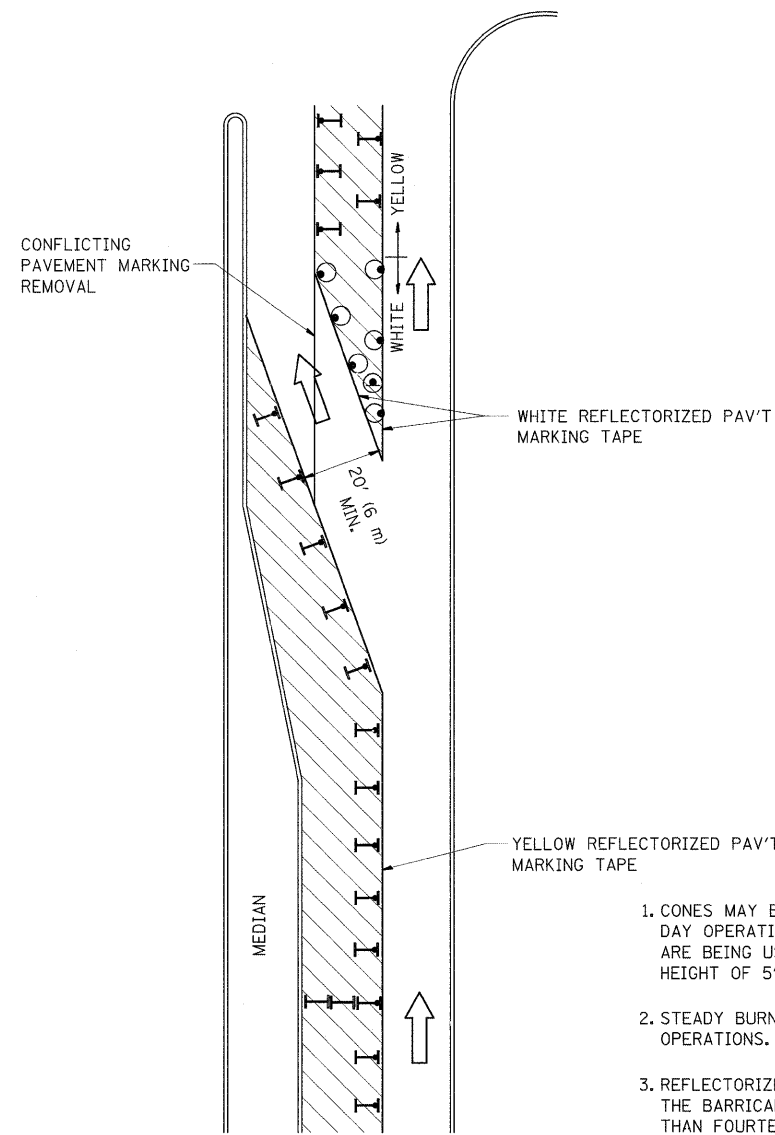
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PLOT SCALE = 50,0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 2/4/2018		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

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

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-13			CONTRACT NO. 60J64	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

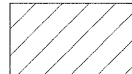







**GENERAL NOTES**

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

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

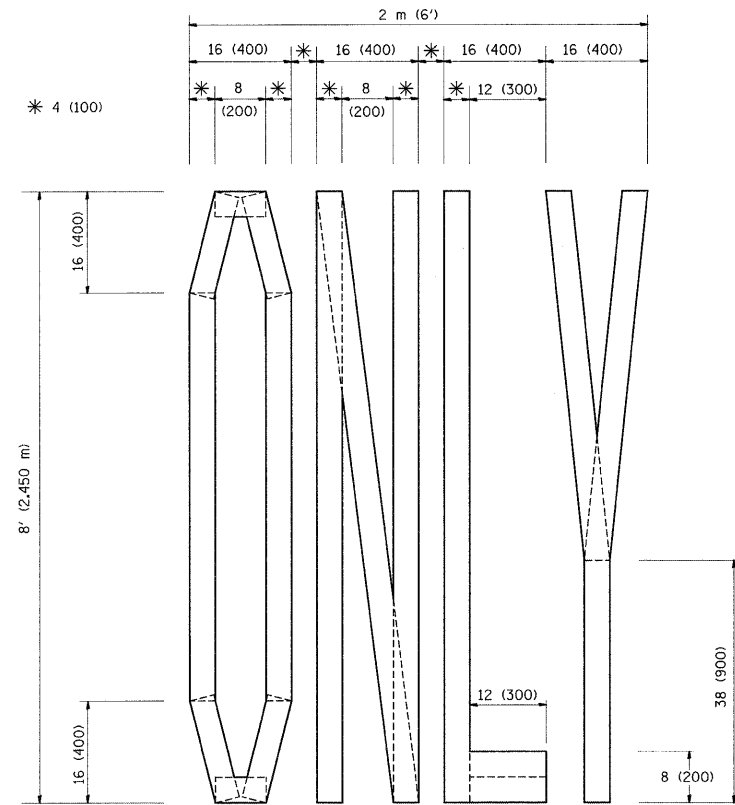
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PLOT DATE = 2/4/2010		REVISED -T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

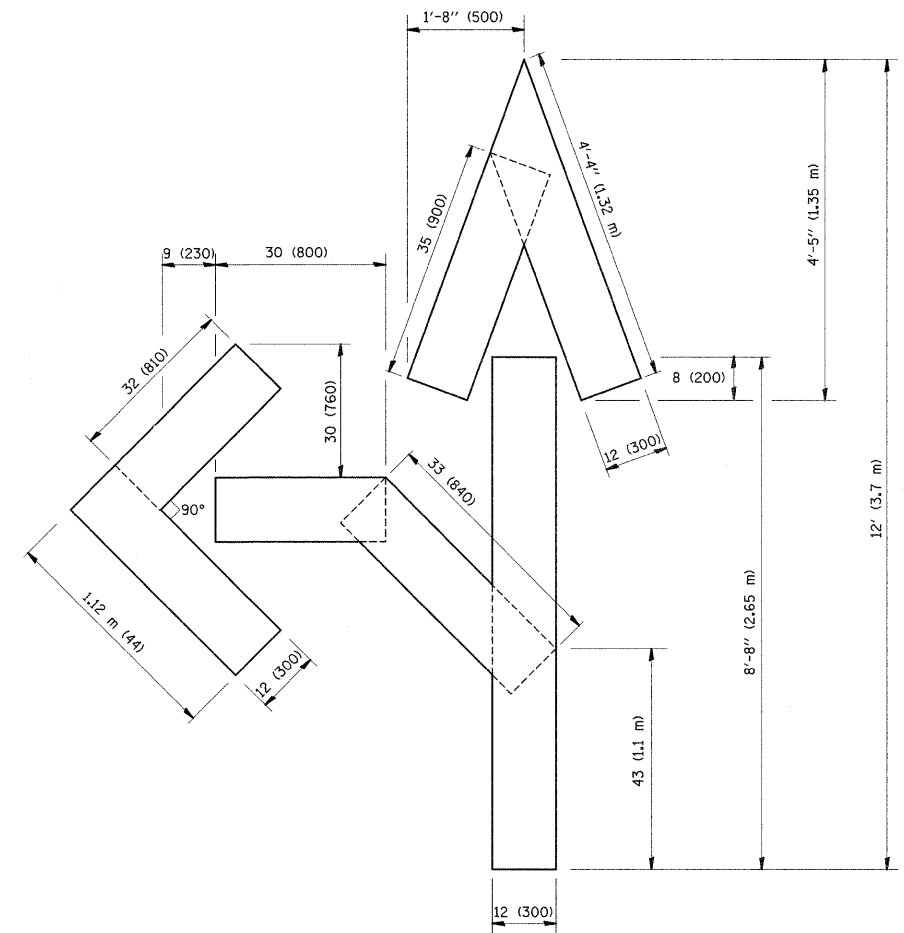
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-14			CONTRACT NO. 60J64	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

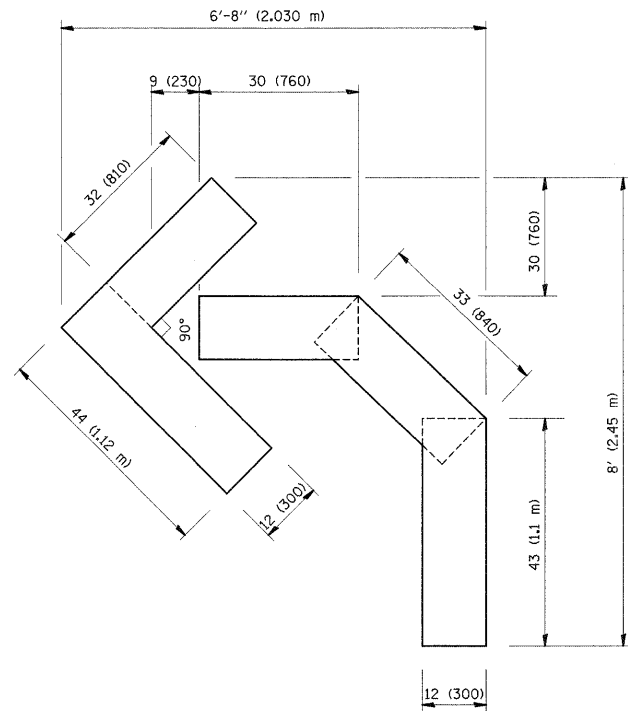
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.



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



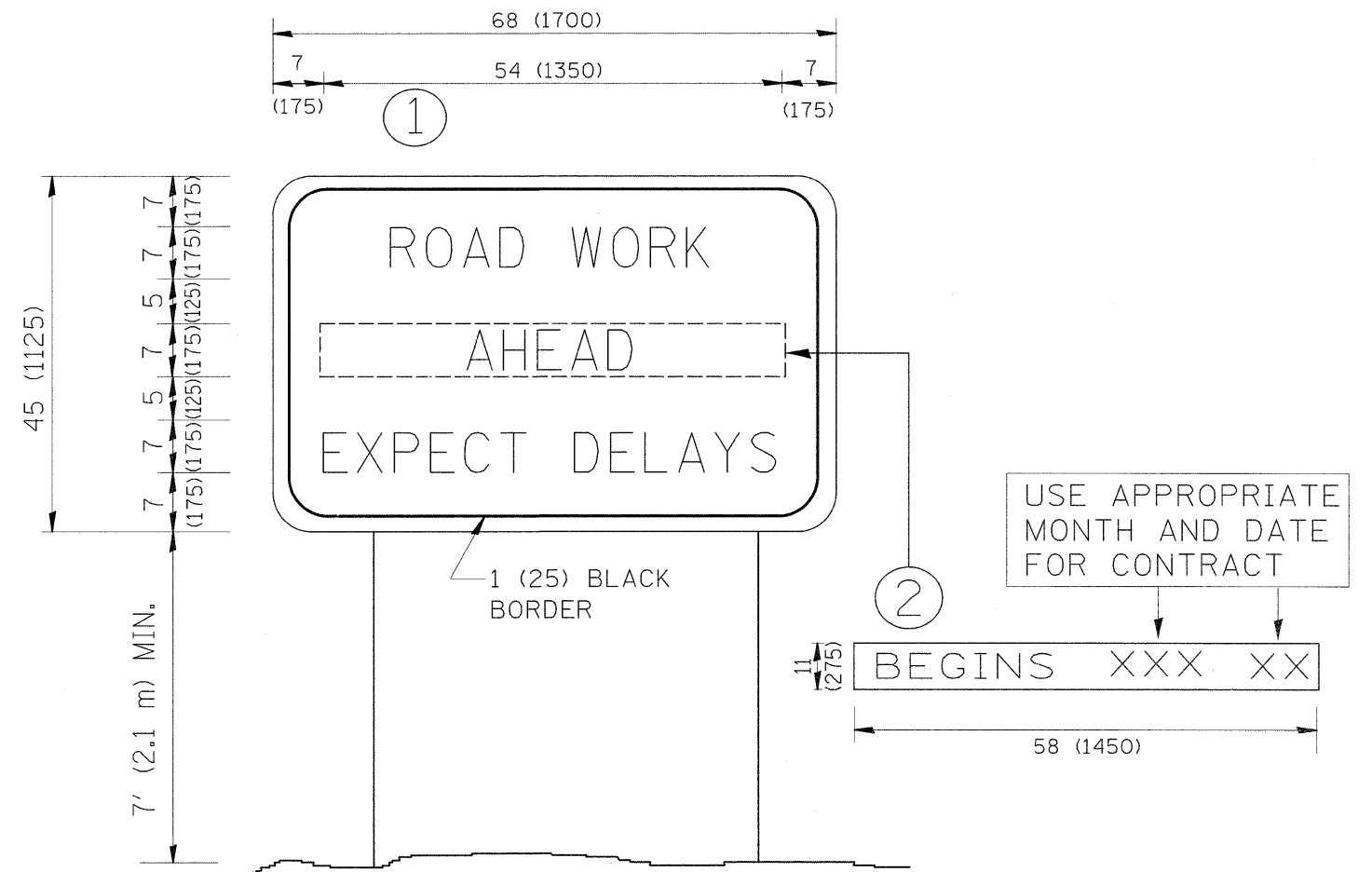
QUANTITY  
 4 (100) LINE = 82.5 ft. (25.3 m)  
 27.5 sq. ft. (2.53 sq. m)



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 = whitetar	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pwork\pwork\whitetar\08175544\Dist\td.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97		352	2 R-RS-2	LAKE	20	19			
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -T. RAMMACHER 03-02-98		<b>TC-16</b>			CONTRACT NO. 60J64				
PLOT DATE = 2/4/2010		DATE = 09-18-94	REVISED -E. GOMEZ 08-28-00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE: NONE			SHEET NO. 1 OF 1 SHEETS		STA. TO STA.			



**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 = whistetar	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>			F.A.P. RTE. 352	SECTION 2 R-RS-2	COUNTY LAKE	TOTAL SHEETS 20	SHEET NO. 20
es:\pw_work\puidot\whistetar\d0175544\Dist	td.dgn	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>TC-22</b>			
PLOT SCALE = 58,0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	REVISED - C. JUCIUS 01-31-07		CONTRACT NO. 60J64							
PLOT DATE = 2/4/2010	DATE -				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							