

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F. A. C. S. S. E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2796	12-00095-00-RS	COOK	14	01
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-4003(132)	

CONTRACT #63835

INDEX OF SHEETS

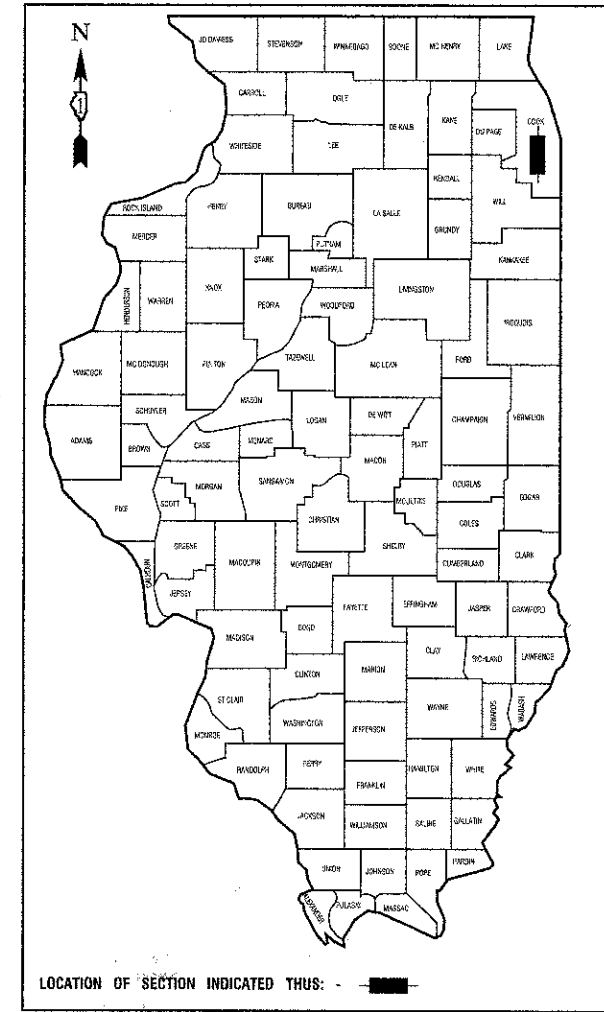
- COVER SHEET, INDEX OF SHEETS & STATE STANDARDS
- SUMMARY OF QUANTITIES & GENERAL NOTES
- TYPICAL CROSS SECTIONS
- 5. PAVEMENT PLAN
- 7. PAVEMENT MARKINGS
- 14. IDOT DISTRICT 1 STANDARD DETAILS

HIGHWAY STANDARDS

- | | |
|-----------|---|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 442201-03 | CLASS C AND D PATCHES |
| 602301-03 | INLET, TYPE A |
| 606001-05 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 701501-06 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701502-05 | URBAN LANE CLOSURE, 2L, 2W WITH BIDIRECTIONAL LEFT TURN LANE |
| 701901-02 | TRAFFIC CONTROL DEVICES |
| 781001-03 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |

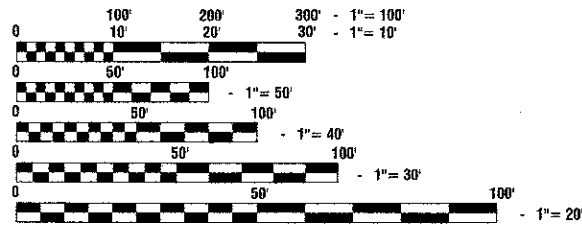
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

FAU 2796 (CENTRAL AVENUE)
FAU 2796 (122ND STREET) TO
FAU 1583(115TH STREET)
ROADWAY RESURFACING
SECTION NO.: 12-00095-00-RS
PROJECT NO. : M-4003(132)
VILLAGE of ALSIP
COOK COUNTY
JOB NO. C-91-143-13



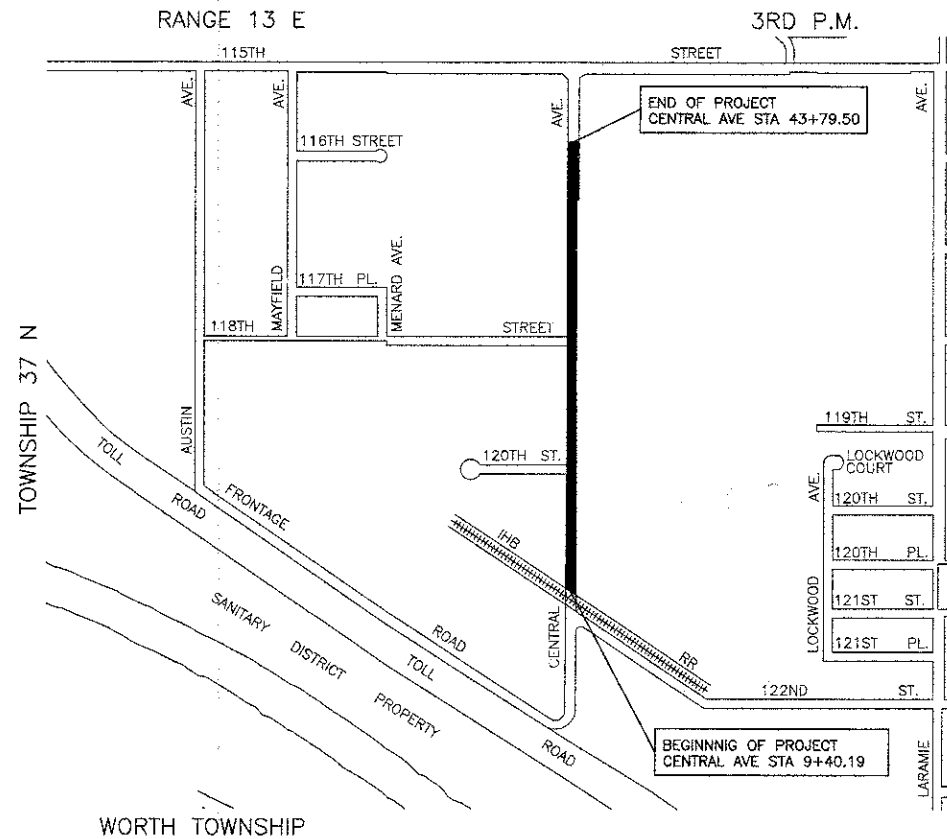
	<u>CENTRAL AVENUE</u>
2010 ADT -	1500
2040 ADT -	1500
POSTED SPEED LIMIT -	30 mph
DESIGN PERIOD -	30 YEARS
DESIGN SPEED LIMIT -	30 mph
DESIGN DESIGNATION -	URBAN, COLLECTOR

- SCALES
- PLAN - 1"=50'
 - PROFILE HORIZ. - 1"=50'
 - PROFILE VERT. - 1"=5'
 - CROSS SECTIONS - 1"=10'



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



LOCATION MAP

GROSS LENGTH=3,439.31 FEET=0.65 MILES
NET LENGTH=3,439.31 FEET=0.65 MILES

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved: *[Signature]*
President, Village of Alsip

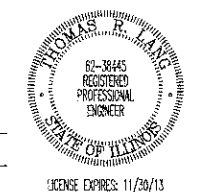
Passed: APRIL 4, 2013
[Signature]
District 1, Engineer of Local Roads & Streets

Released for Bid Based on Limited Review: April 10, 2013
[Signature]
Deputy Director of Highways, Region 1 Engineer

PRINTED BY THE AUTHORITY OF
THE STATE OF ILLINOIS

PREPARED BY OR UNDER THE
DIRECT SUPERVISION OF:

[Signature]



PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, PE (847)705-4406 SCHAMBOURG, IL
CONSULTANTS: ROBINSON ENGINEERING, LTD. 708-331-6700

SUMMARY OF QUANTITIES					CONSTRUCTION TYPE CODE
S.I.	CODE NO.	PAY ITEM	UNIT	QUAN	0005
	20101700	SUPPLEMENTAL WATERING	UNIT	4	4
	21101615	TOPSOIL, FURNISH AND PLACE, 4"	SQ YD	232	232
	25000400	NITROGEN FERTILIZER NUTRIENTS	POUND	3	3
	25000500	PHOSPHORUS FERTILIZER NUTRIENTS	POUND	3	3
	25000600	POTASSIUM FERTILIZER NUTRIENTS	POUND	3	3
	25200110	SODDING, SALT TOLERANT	SQ YD	232	232
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2778	2778
	40600300	AGGREGATE (PRIME COAT)	TON	20	20
	40600400	MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	20	20
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	612	612
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	129	129
	40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	1402	1402
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	38	38
	44201725	CLASS D PATCHES, TYPE I, 7 INCHES	SQ YD	103	103
	44201729	CLASS D PATCHES, TYPE II, 7 INCH	SQ YD	53	53
	44201733	CLASS D PATCHES, TYPE III, 7 INCH	SQ YD	15	15
	44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	5	5
	44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	22	22
	44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	39	39
	44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	74	74
	60250200	CATCH BASINS TO BE ADJUSTED	EACH	17	17
	60260100	INLETS TO BE ADJUSTED	EACH	8	8
	60255500	MANHOLES TO BE ADJUSTED	EACH	3	3
	60500060	REMOVING INLETS	EACH	1	1
	67100100	MOBILIZATION	L SUM	1	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1

* - INDICATES SPECIALTY ITEMS
~ - INDICATES SPECIAL PROVISIONS

SUMMARY OF QUANTITIES					CONSTRUCTION TYPE CODE
S.I.	CODE NO.	PAY ITEM	UNIT	QUAN	0005
	70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	824	824
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	275	275
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	405	405
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8495	8495
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	89	89
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	76	76
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	168	168
~	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	13890	13890
~	X6023500	INLETS, TYPE A, WITH SALVAGED FRAME AND GRATE	EACH	1	1
~	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	8	8
~	Z0004562	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	810	810
~	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1
~	XX008200	STABILIZED DRIVEWAY PAVEMENT	SQ YD	38	38

* - INDICATES SPECIALTY ITEMS
~ - INDICATES SPECIAL PROVISIONS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 AND (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION REQUIRED)
- UTILITIES INDICATED ON THE PLANS ARE PROVIDED FOR THE CONTRACTORS USE AND ARE BASED UPON INFORMATION AVAILABLE AT THE TIME OF THE ADVERTISEMENT FOR BIDS. THE OWNER AND ENGINEER DO NOT GUARANTEE THE ACCURACY OF UTILITY INFORMATION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- THE THICKNESS OF HMA MIXTURE STATED IN THE SPECIFICATIONS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA SURFACE IS PLACED.
- ACCESS TO DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES BY LIMITING CURB AND GUTTER REPAIR TO ONE-HALF THE DRIVEWAY WIDTH AT ONE TIME AS WELL AS TEMPORARY AGGREGATE, CONSIDERED INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACED.
- THE REMOVAL AND/OR REPLACEMENT OF ANY DRIVEWAYS, PAVEMENT, CURB, SIDEWALK, ETC. SHALL BE ACCOMPLISHED BY MEANS OF A SAW CUT JOINT, AT THE DIRECTION OF THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE FOR THE VARIOUS ITEMS.
- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR OTHER DRAINAGE STRUCTURES SHALL BE REMOVED BY THE END OF EACH DAY BY THE CONTRACTOR AT THEIR EXPENSE.
- A STREET LIGHTING CONTRACT MAY BE UNDERWAY DURING THIS PROJECT. COOPERATION BETWEEN THE CONTRACTORS MAY BE NECESSARY DEPENDING ON THE STAGING OF THE TWO PROJECTS.
- THE CONTRACTOR WILL BE REQUIRED TO CONTACT MARK GRABIS OF THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO, AT (708) 588-4055 PRIOR TO ADJUSTMENT OF ANY MWRD MANHOLES WITHIN THE PROJECT LIMITS.
- IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE INDIANA HARBOR BELT RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE INDIANA HARBOR BELT RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.

FILE NAME = 12597_02-QUAN-01 - IDOT QUAN

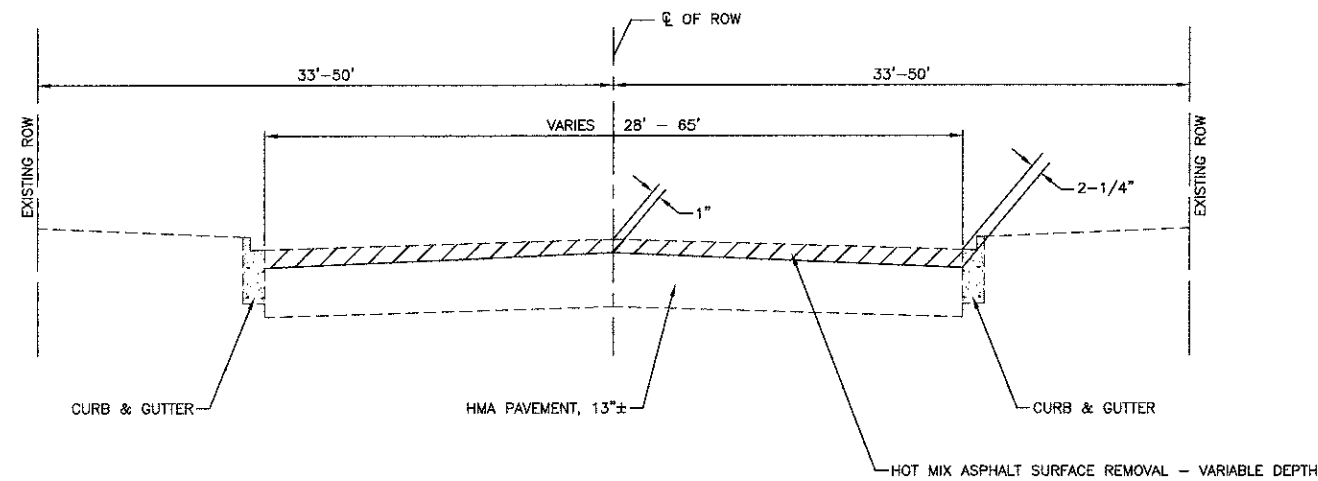
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	CHECKED -- TRL	REVISED --
PLOT SCALE =	DRAWN -- KWM	REVISION --
	CHECKED -- AG	REVISED --
PLOT DATE = 03/14/13		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CENTRAL AVENUE
IMPROVEMENTS
SUMMARY OF QUANTITIES & GENERAL NOTES

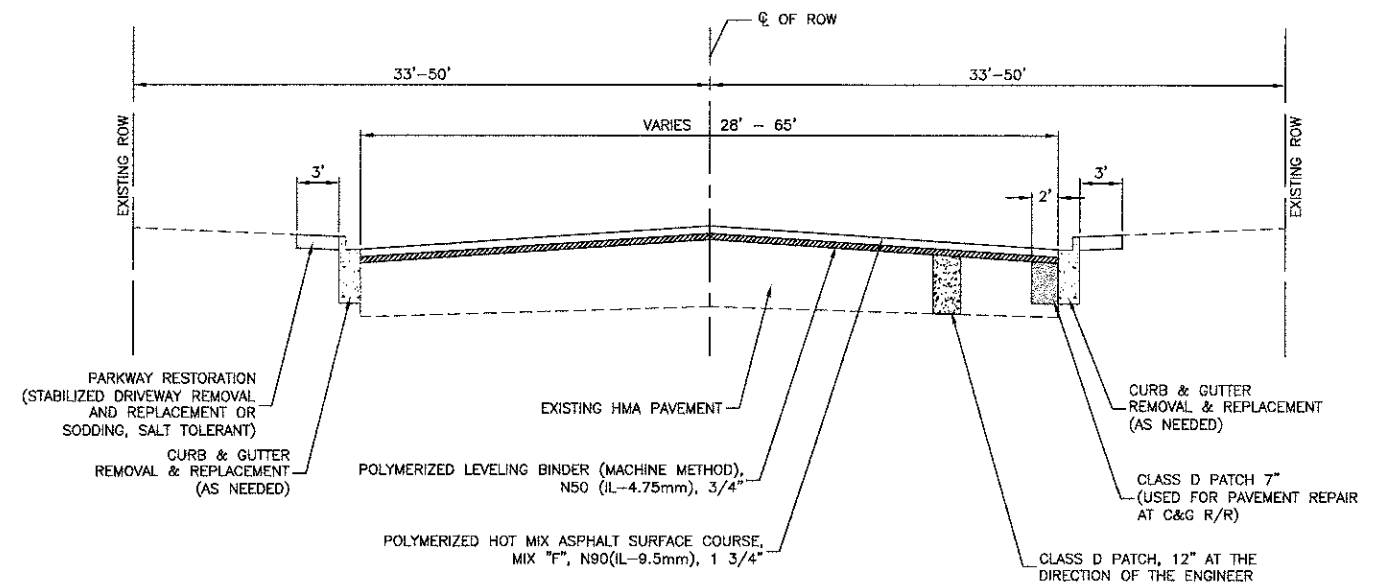
SCALE: NONE SHEET NO. 02 OF 14 SHEETS STA. TO STA.

F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2796	12-00095-00-RS	COOK	14	02
CONTRACT NO. 63835				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-4003(132)				



EXISTING TYPICAL SECTION

STA. 9+40.19 TO STA. 43+79.50, CENTRAL AVENUE



PROPOSED TYPICAL SECTION

STA. 9+40.19 TO STA. 43+79.50, CENTRAL AVENUE

NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

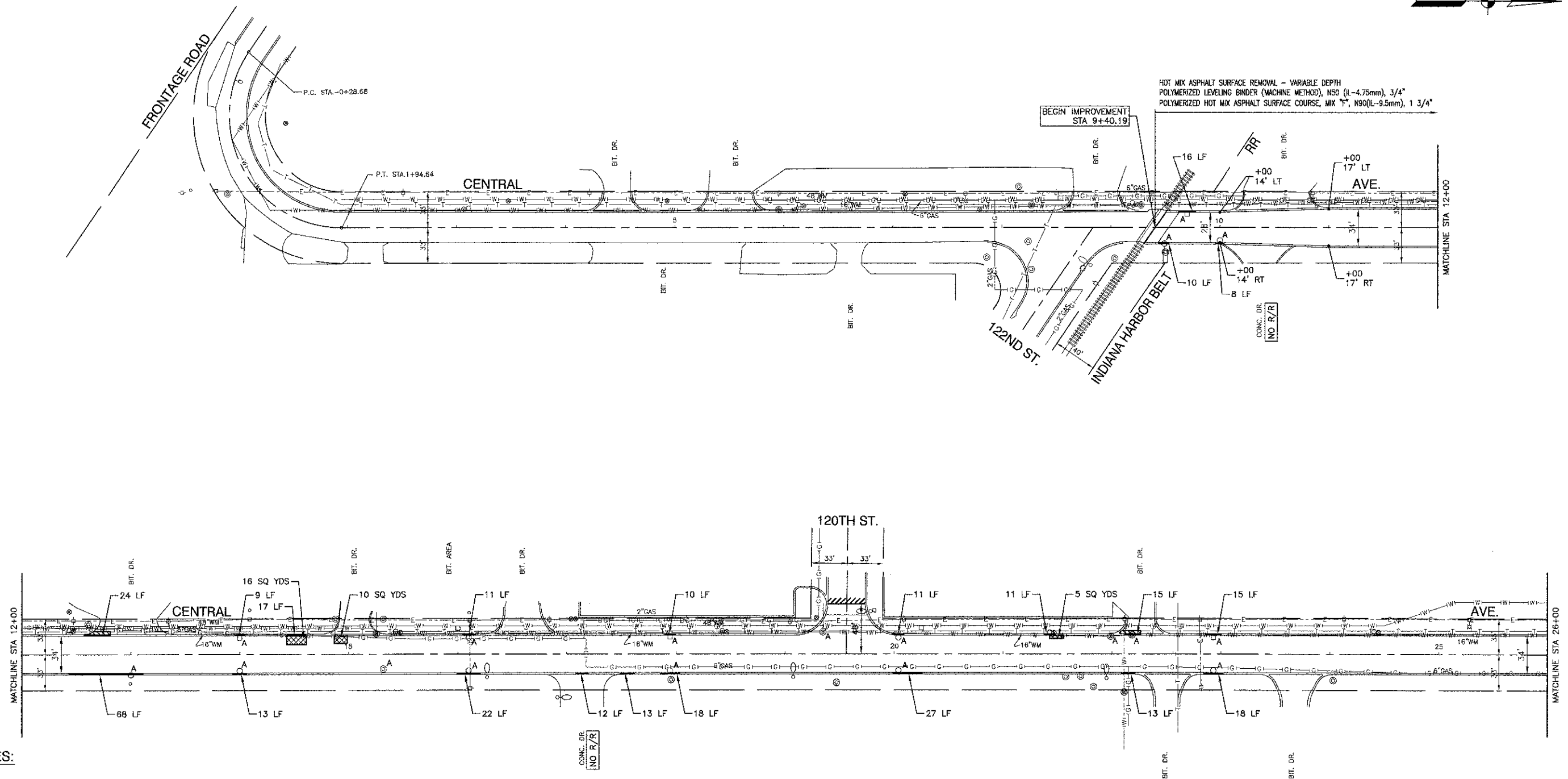
MIXTURE TYPE	AIR VOIDS
POLYMERIZED HOT MIX ASPHALT SURFACE COURSE, MIX "F", N90(IL-9.5mm), 1 3/4"	4% @ 40 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50 (IL-4.75mm), 3/4"	3.5% @ 50 Gyr.
DRIVEWAYS	
HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50(IL-9.5mm); 2"	4% @ 50 Gyr.
HOT MIX ASPHALT BASE COURSE, (HMA BINDER IL-19.0mm); 6", 2 LIFTS	4% @ 50 Gyr.
PATCHING	
CLASS D PATCHES, TYPE I, II, III, IV (HMA BINDER IL-19.0mm), 7" (2 LIFTS) OR 12" (3 LIFTS)	4% @ 70 Gyr.

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC" TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

FILE NAME = 12597_02-TYPX-01 - IDOT P01	USER NAME =	DESIGNED -- TRL	REVISED --	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CENTRAL AVENUE IMPROVEMENTS TYPICAL CROSS SECTIONS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN -- KWM	REVISED --					2796	12-00095-00-RS	COOK	14	03
	PLOT DATE = 03/14/13	CHECKED -- AG	REVISED --					CONTRACT NO. 63835				
								SCALE: NONE SHEET NO. 03 OF 14 SHEETS STA. 10+28.80 TO STA. 39+58.39				
				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT N-4003(132)								

SECTION 20, TOWNSHIP 37, RANGE 13
 SECTION 21, TOWNSHIP 37, RANGE 13
 SECTION 28, TOWNSHIP 37, RANGE 13
 SECTION 29, TOWNSHIP 37, RANGE 13



NOTES:

1. LIMIT OF CONSTRUCTION ON ALL SIDE STREETS IS THE RADIUS RETURN PLUS 10' BUTT JOINT OR ROW AS NOTED.
2. ACCESS TO ALL DRIVEWAYS SHALL BE MAINTAINED UPON COMPLETION OF EACH WORKDAY. BUSINESSES SHALL BE NOTIFIED 24 HOURS IN ADVANCE OF WHEN DRIVEWAY REPLACEMENT WILL TAKE PLACE.
3. PATCHING TO BE PERFORMED AT THE DIRECTION OF THE ENGINEER.
4. CONTRACTOR TO VERIFY EXISTING RIM TO INVERT DEPTHS PRIOR TO ORDERING NEW STRUCTURES.
5. RECONNECTION OF THE EXISTING 12" STORM SEWER TO PROPOSED INLET AT STA. 28+00 IS INCLUDED IN THE COST OF INLET, TYPE A, SALVAGE FRAME AND GRATE.
6. NON-CONSTRUCTION DEBRIS DISTURBED AS A RESULT OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT SHALL BE SPREAD AND RE-USED ON SITE.

LEGEND

- CLASS D PATCH
- HMA DRIVEWAY REMOVAL AND REPLACEMENT, (3' TYP.)
- BUTT JOINTS
- CURB REMOVAL AND REPLACEMENT
- "A" CATCH BASIN, INLET, MANHOLE OR VALVE VAULT TO BE ADJUSTED, FRAME & LID TO BE ADJUSTED (SPECIAL)

FILE NAME = 12507_02-PLAN-01 - IDOT P01

USER NAME =
 PLOT SCALE =
 PLOT DATE = 03/14/13

DESIGNED — TRL
 CHECKED — TRL
 DRAWN — KWM
 CHECKED — AG

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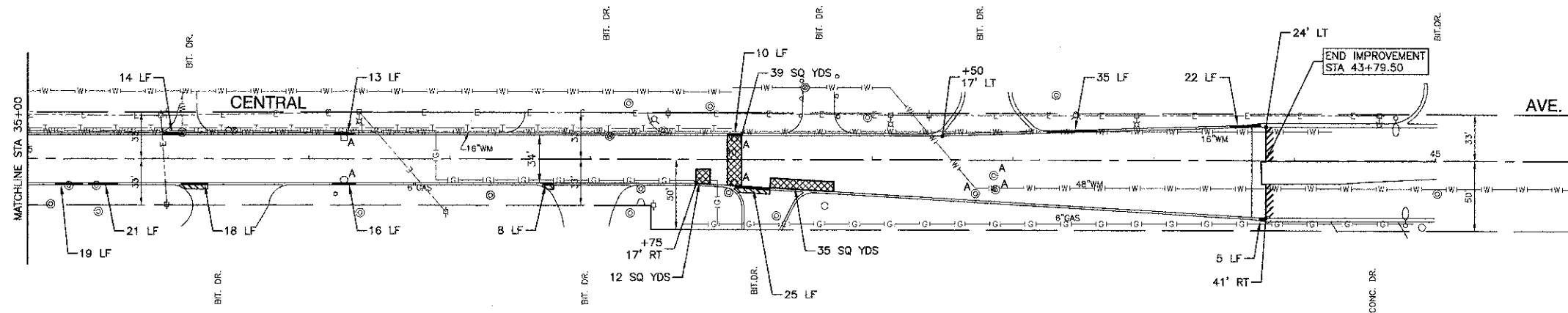
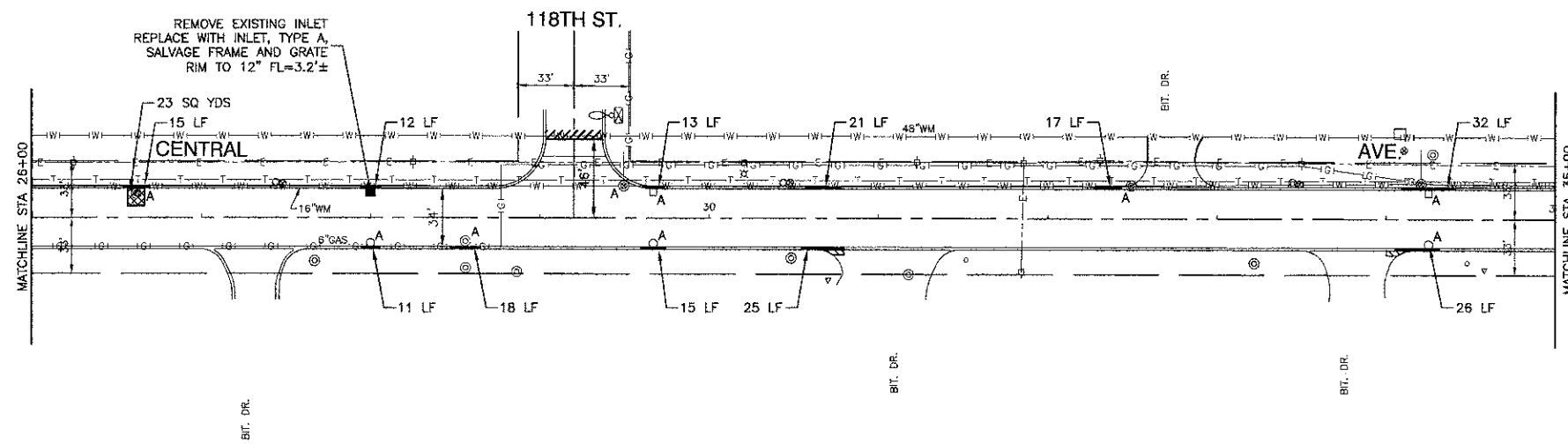
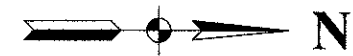
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CENTRAL AVENUE
 IMPROVEMENTS
 PAVEMENT PLAN

SCALE: 1"=50' SHEET NO. 04 OF 14 SHEETS STA. 10+26.60 TO STA. 39+58.39

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2796	12-00095-00-RS	COOK	14	04
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 63835	
FED. AID PROJECT M-4003(132)				






SECTION 20, TOWNSHIP 37, RANGE 13
 SECTION 21, TOWNSHIP 37, RANGE 13
 SECTION 28, TOWNSHIP 37, RANGE 13
 SECTION 29, TOWNSHIP 37, RANGE 13



NOTES:

1. LIMIT OF CONSTRUCTION ON ALL SIDE STREETS IS THE RADIUS RETURN PLUS 10' BUTT JOINT OR ROW AS NOTED.
2. ACCESS TO ALL DRIVEWAYS SHALL BE MAINTAINED UPON COMPLETION OF EACH WORKDAY. BUSINESSES SHALL BE NOTIFIED 24 HOURS IN ADVANCE OF WHEN DRIVEWAY REPLACEMENT WILL TAKE PLACE.
3. PATCHING TO BE PERFORMED AT THE DIRECTION OF THE ENGINEER.
4. CONTRACTOR TO VERIFY EXISTING RIM TO INVERT DEPTHS PRIOR TO ORDERING NEW STRUCTURES.
5. RECONNECTION OF THE EXISTING 12" STORM SEWER TO PROPOSED INLET AT STA. 28+00 IS INCLUDED IN THE COST OF INLET, TYPE A, SALVAGE FRAME AND GRATE.
6. NON-CONSTRUCTION DEBRIS DISTURBED AS A RESULT OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT SHALL BE SPREAD AND RE-USED ON SITE.

LEGEND

-  CLASS D PATCH
-  HMA DRIVEWAY REMOVAL AND REPLACEMENT, (3' TYP.)
-  BUTT JOINTS
-  CURB REMOVAL AND REPLACEMENT
-  "A" CATCH BASIN, INLET, MANHOLE OR VAULT TO BE ADJUSTED, FRAME & LID TO BE ADJUSTED (SPECIAL)

FILE NAME = 12567_02-PLAN-01 - IDOT P02

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

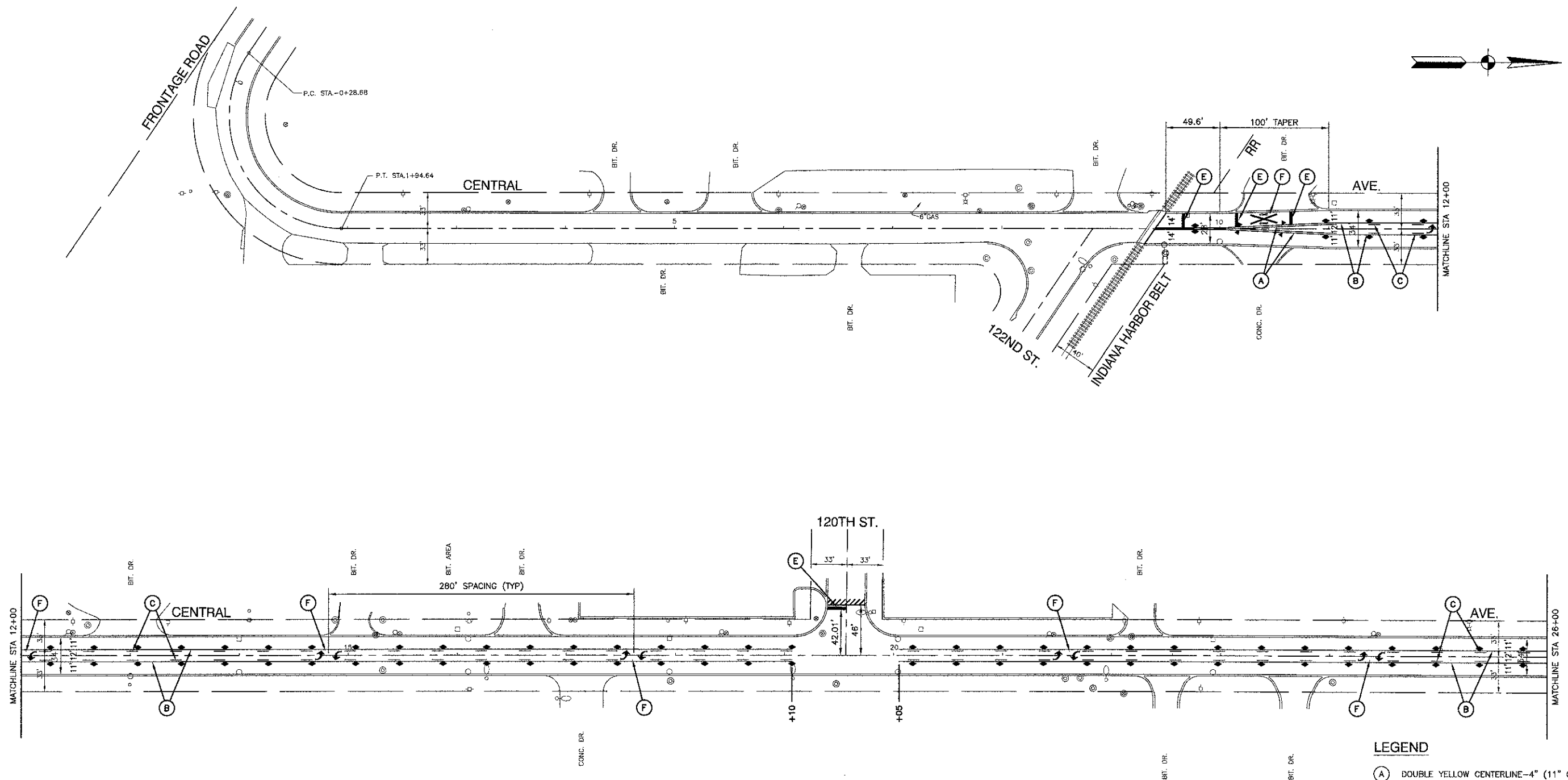
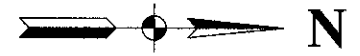
CENTRAL AVENUE
 IMPROVEMENTS
 PAVEMENT PLAN

SCALE: 1"=50'

SHEET NO. 05 OF 14 SHEETS

STA. 10+28.60 TO STA. 39+58.39

F.A.U. RTE. 2796	SECTION 12-00095-00-RS	COUNTY COOK	TOTAL SHEETS 14	SHEET NO. 05
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 638835	
FED. AID PROJECT M-4003(132)				



LEGEND

- (A) DOUBLE YELLOW CENTERLINE-4" (11" C-C)
- (B) SOLID YELLOW CENTERLINE / EDGE LINE - 4"
- (C) YELLOW SKIP DASH - 4" (10' LINE, 30' SPACE)
- (D) YELLOW DIAGONALS - 12" (5 EA. EQUALLY SPACED)
- (E) WHITE STOP BAR - 24"
- (F) WHITE LETTERS AND SYMBOLS - LARGE
- (G) WHITE SKIP DASH - 4" (10' LINE, 30' SPACE)
- ◄ ONE-WAY CRYSTAL MARKER
80' C/C UNLESS OTHERWISE NOTED.
- ◄ ONE-WAY AMBER MARKERS
40' C/C UNLESS OTHERWISE NOTED.
- ◄ TWO-WAY AMBER MARKERS
40' C/C UNLESS OTHERWISE NOTED.

NOTES:

1. FINAL LOCATIONS OF STOP BARS SHALL BE DETERMINED BY THE ENGINEER.

FILE NAME = 12597_02-PLAN-01 - PVMK 01

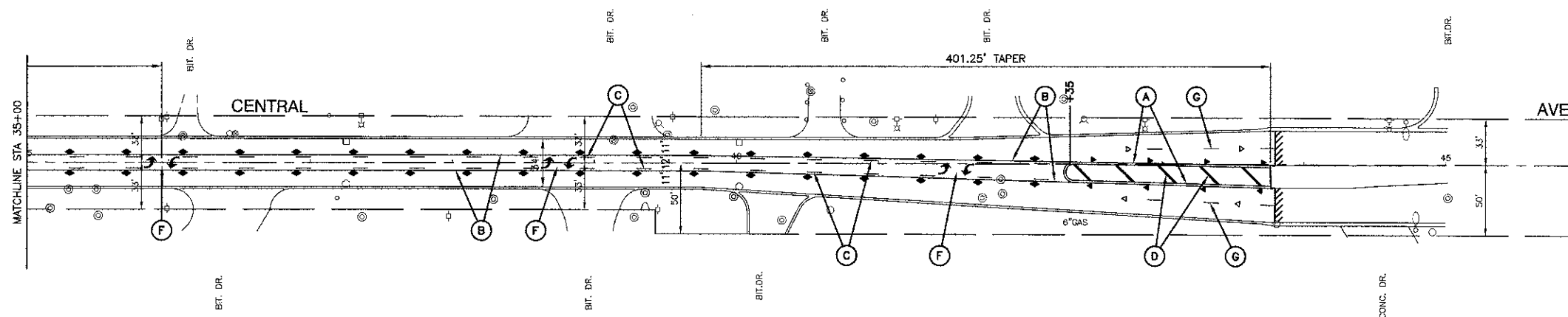
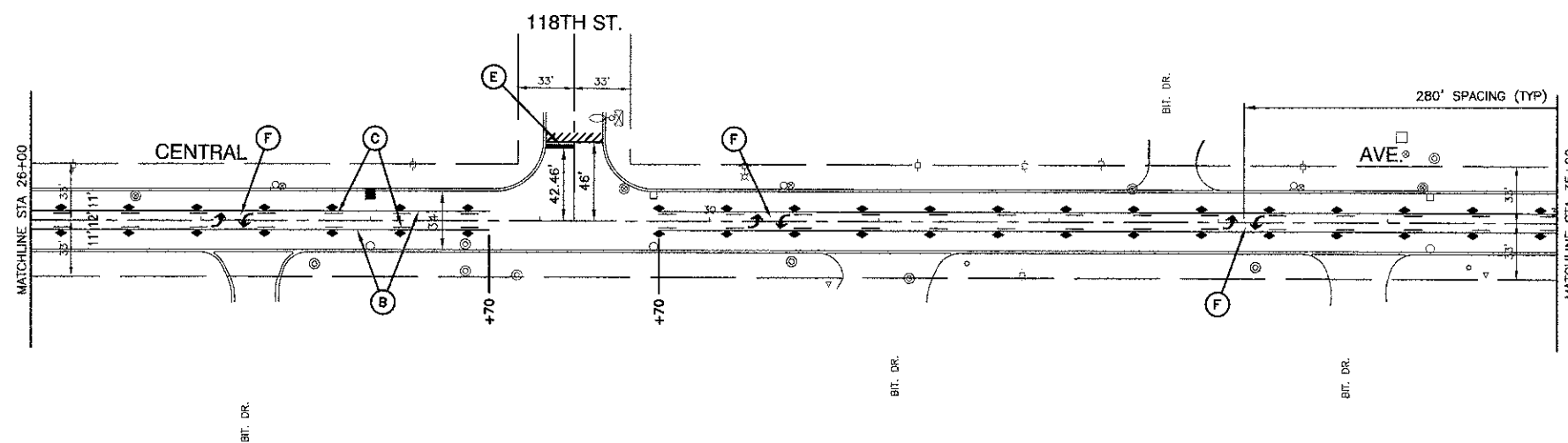
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PLOT DATE =	CHECKED --	AG	REVISED --	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CENTRAL AVENUE
IMPROVEMENTS
PAVEMENT MARKING**

SCALE: 1"=50' SHEET NO. 06 OF 14 SHEETS STA. 10+28.60 TO STA. 39+58.39

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2796	12-00095-00-RS	COOK	14	06
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 63835	
FED. AID PROJECT M-4003(132)				



LEGEND

- (A) DOUBLE YELLOW CENTERLINE-4" (11" C-C)
- (B) SOLID YELLOW CENTERLINE / EDGE LINE - 4"
- (C) YELLOW SKIP DASH - 4" (10' LINE, 30' SPACE)
- (D) YELLOW DIAGONALS - 12" (5 EA. EQUALLY SPACED)
- (E) WHITE STOP BAR - 24"
- (F) WHITE LETTERS AND SYMBOLS - LARGE
- (G) WHITE SKIP DASH - 4" (10' LINE, 30' SPACE)
- ◄ ONE-WAY CRYSTAL MARKER
80' C/C UNLESS OTHERWISE NOTED.
- ◄ ONE-WAY AMBER MARKERS
40' C/C UNLESS OTHERWISE NOTED.
- ◄ TWO-WAY AMBER MARKERS
40' C/C UNLESS OTHERWISE NOTED.

NOTES:

1. FINAL LOCATIONS OF STOP BARS SHALL BE DETERMINED BY THE ENGINEER.

FILE NAME = 12597_02-PLAN-01 - PVMK 02

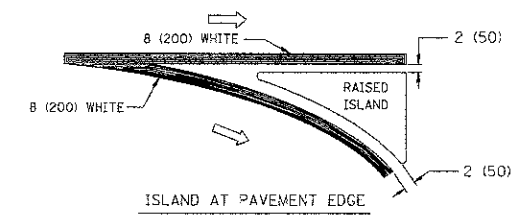
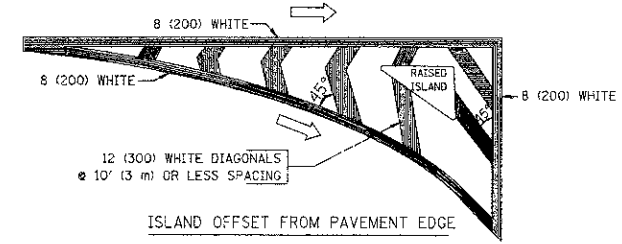
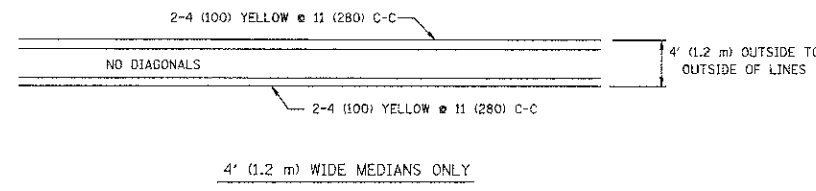
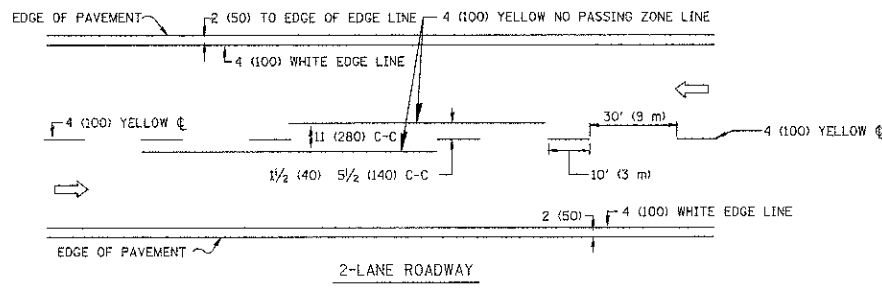
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PLOT DATE = 03/14/13	CHECKED -- AG	REVISIONS --

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

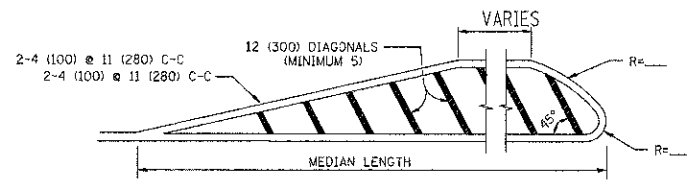
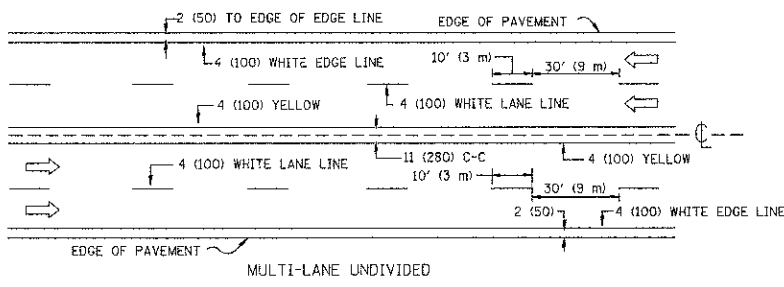
**CENTRAL AVENUE
IMPROVEMENTS
PAVEMENT MARKING**

SCALE: 1"=50' SHEET NO. 07 OF 14 SHEETS STA. 10+28.60 TO STA. 39+56.38

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2796	12-00095-00-RS	COOK	14	07
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 63835	
FED. AID PROJECT M-4003(132)				



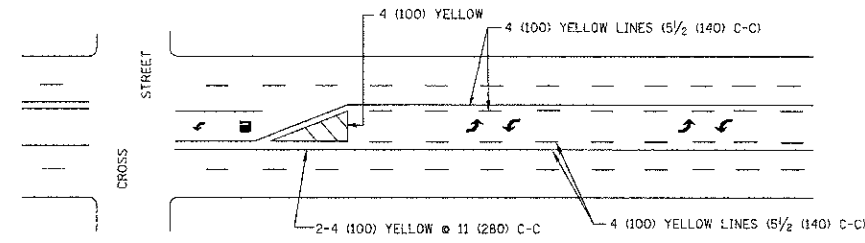
TYPICAL ISLAND MARKING



FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

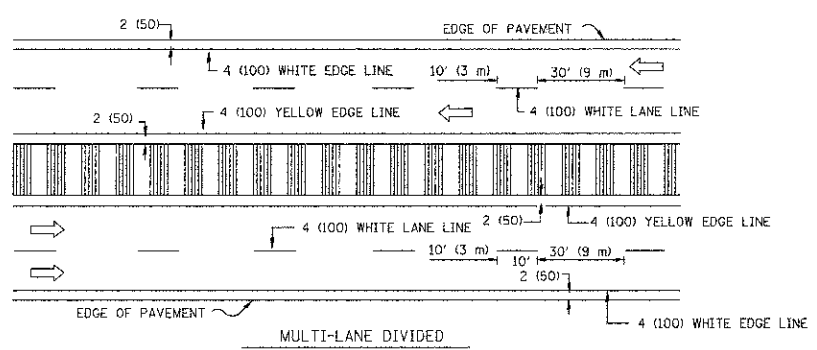
MEDIANS OVER 4' (1.2 m) WIDE



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

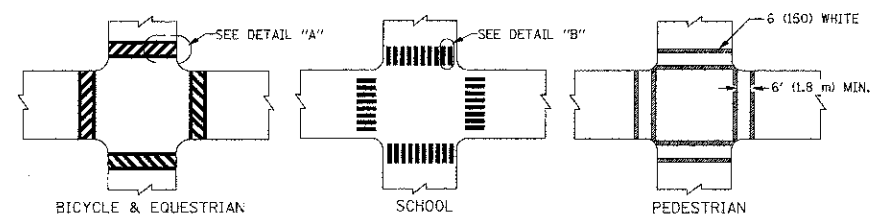


TYPICAL PAINTED MEDIAN MARKING

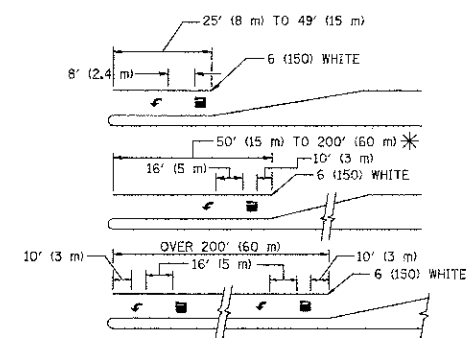


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

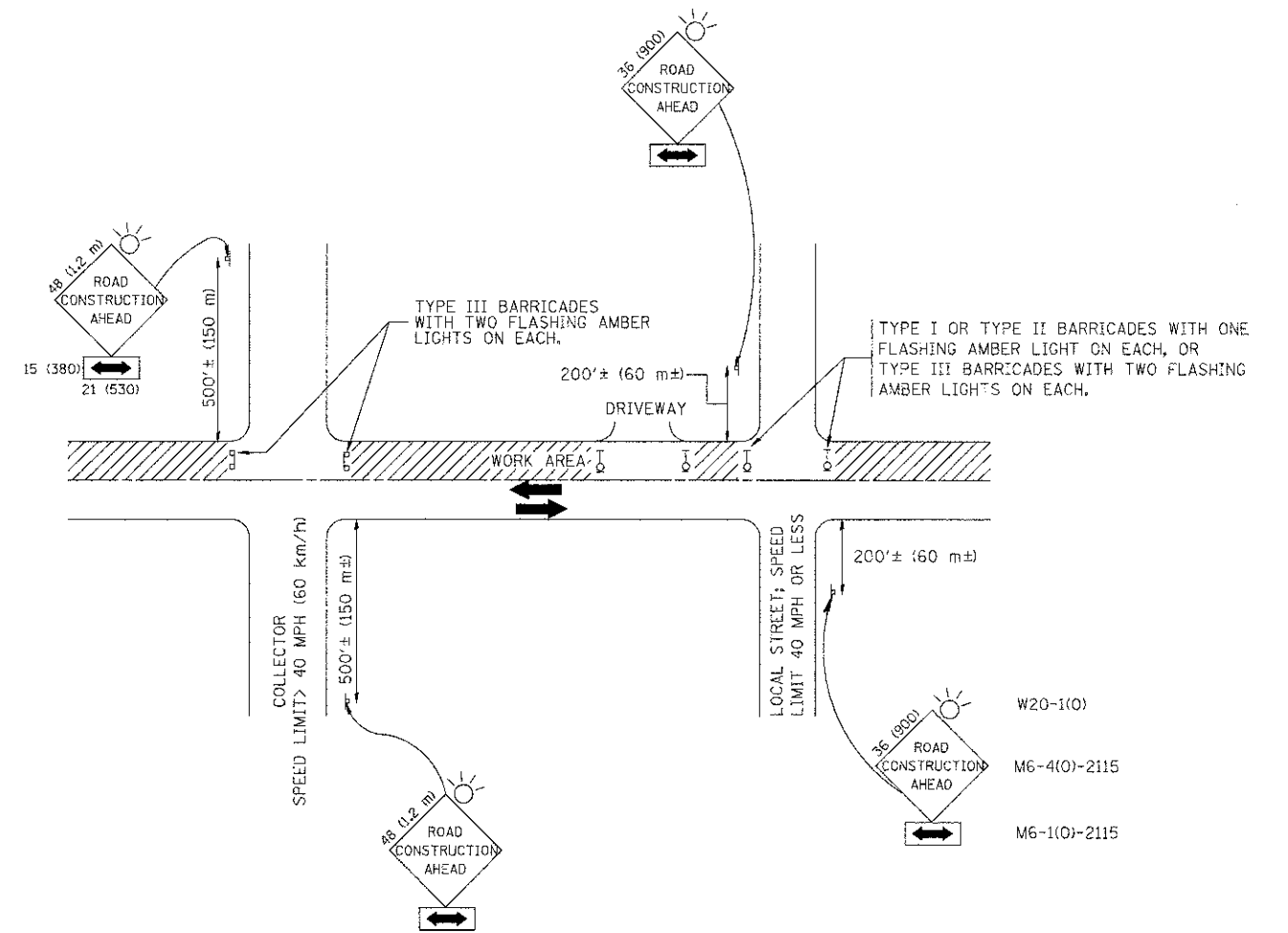
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	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 ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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



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.

FILE NAME = 12597_02-DTL3-05-TC10 - TC-10

USER NAME = gaglianobt

DESIGNED -- LFA

REVISED -- J. OBERLE 10-18-95

CHECKED --

DRAWN --

REVISED -- A. HOUSEH 03-06-96

PLOT SCALE = 58.000' / IN.

CHECKED -- 06-89

REVISED -- A. HOUSEH 10-15-96

PLOT DATE = 1/4/2008

CHECKED --

REVISED -- T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE:

SHEET NO. 09 OF 14 SHEETS

STA.

TO STA.

F.A.U.
RTE.

2796

SECTION

12-00095-00-RS

COUNTY

COOK

TOTAL
SHEETS

14

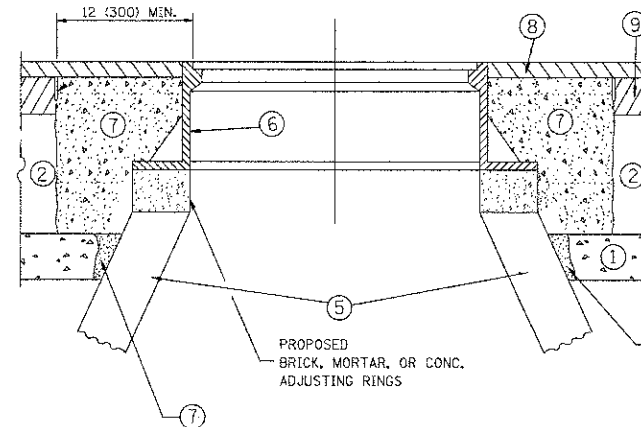
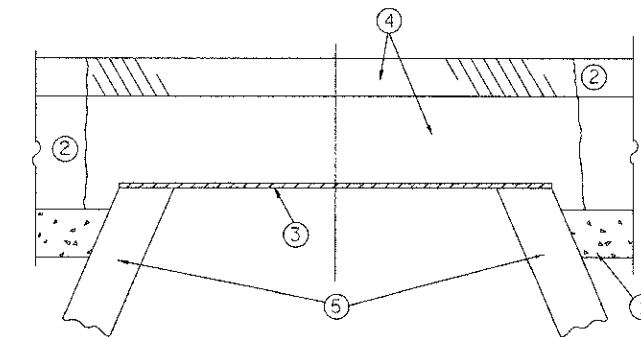
SHEET
NO.

09

TC-10

CONTRACT NO. 63835

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-4003(132)



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.

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 PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- * UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- 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 PP-1* CONCRETE
- 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:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07
R. BORO	03/09/11
R. BORO	02/06/11

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DETAILS FOR
 FRAMES AND LIDS ADJUSTMENT
 WITH MILLING**

SCALE: VERT. NONE
 HORIZ.

DRAWN BY
 CHECKED BY

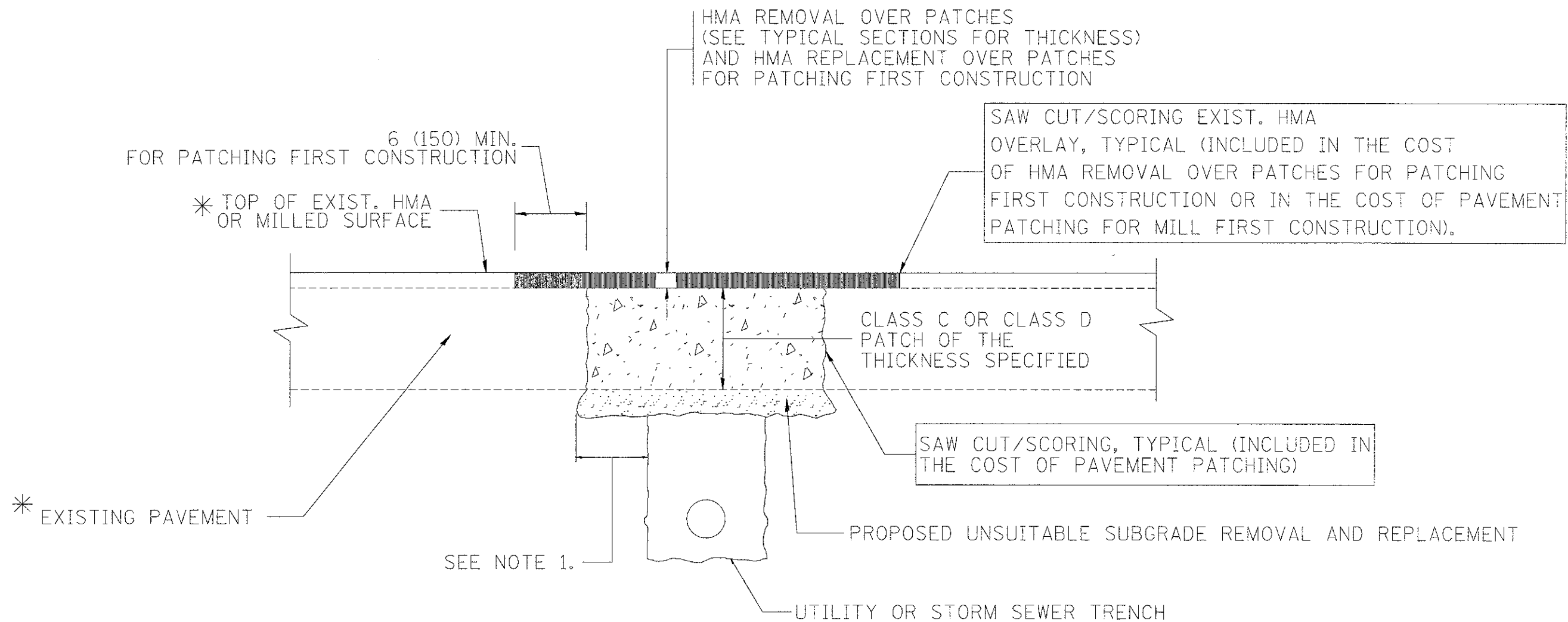
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2796	12-00095-00-RS	COOK	14	10
BD600-03 (BD-9)			CONTRACT NO. 63835	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(132)				

FILE NAME	USER NAME	DESIGNED	REVISIONS
12597_02-DTIS-03-BD08 - BD-08	geg1tanobt	R. SHAH	-R. SHAH 03-10-95
		CHECKED	-A. ABBAS 03-21-97
		DRAWN	-R. WIEDEMAN 05-14-04
		CHECKED	-R. BORO 01-01-07
			-R. BORO 01-01-07

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
 FRAMES AND LIDS ADJUSTMENT WITH MILLING**

SCALE: SHEET NO. 10 OF 14 SHEETS STA. N/A TO STA. N/A



* 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)

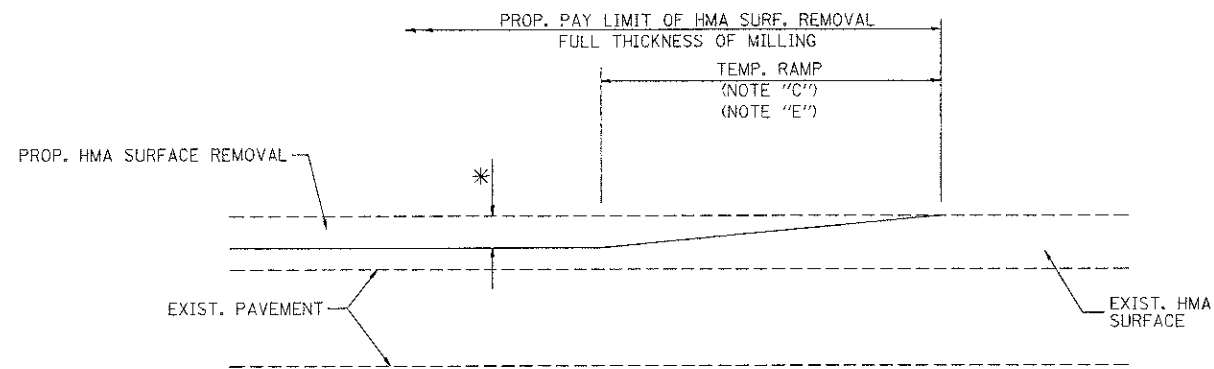
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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.

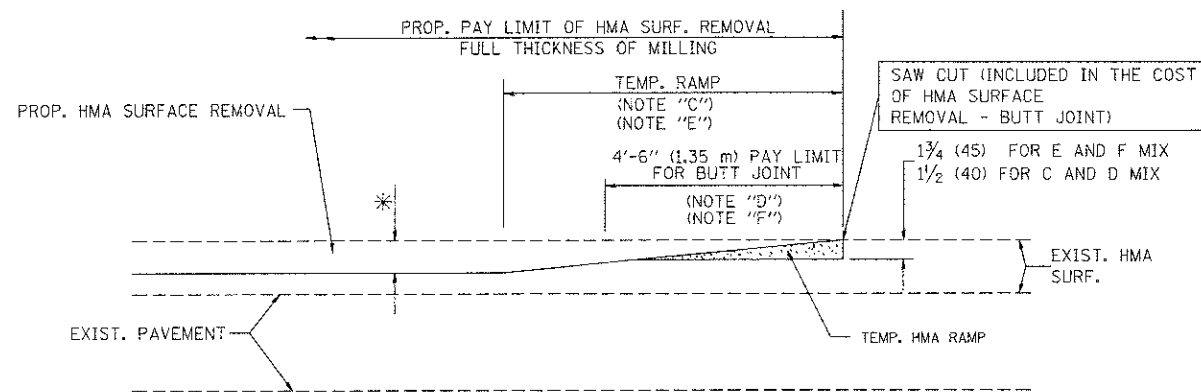
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = 12597_02-DTL5-05-BD22 - BD 22	USER NAME = bouerd	DESIGNED -- R. SHAH	REVISED -- A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED --	REVISED -- R. BORO 01-01-07			2796	12-00095-00-RS	COOK	14	11
		PLOT SCALE = 50,000' / IN.	REVISED -- R. BORO 09-04-07			BD400-04 (BD-22)		CONTRACT NO. 63835		
		PLOT DATE = 10/27/2008	REVISED -- K. ENG 10-27-08			SCALE:	SHEET NO. 11 OF 14 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1



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

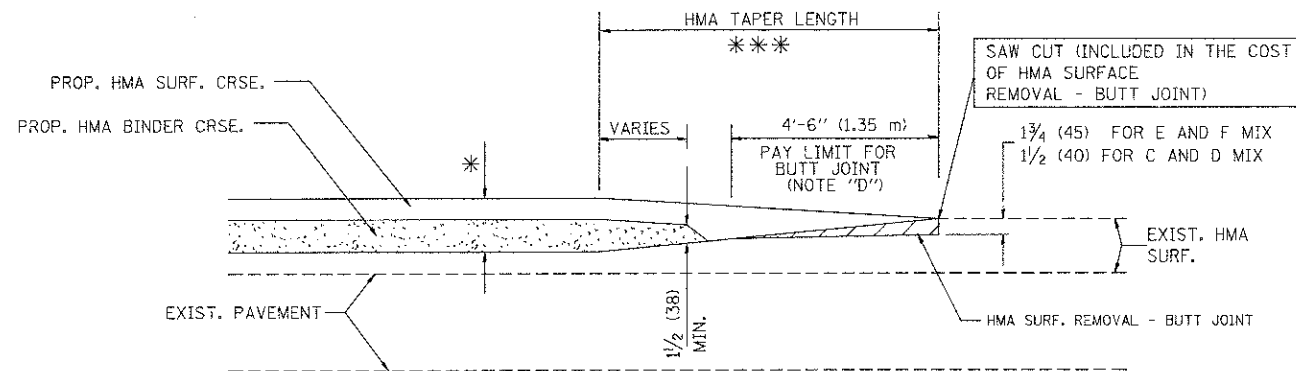
OPTION 1



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

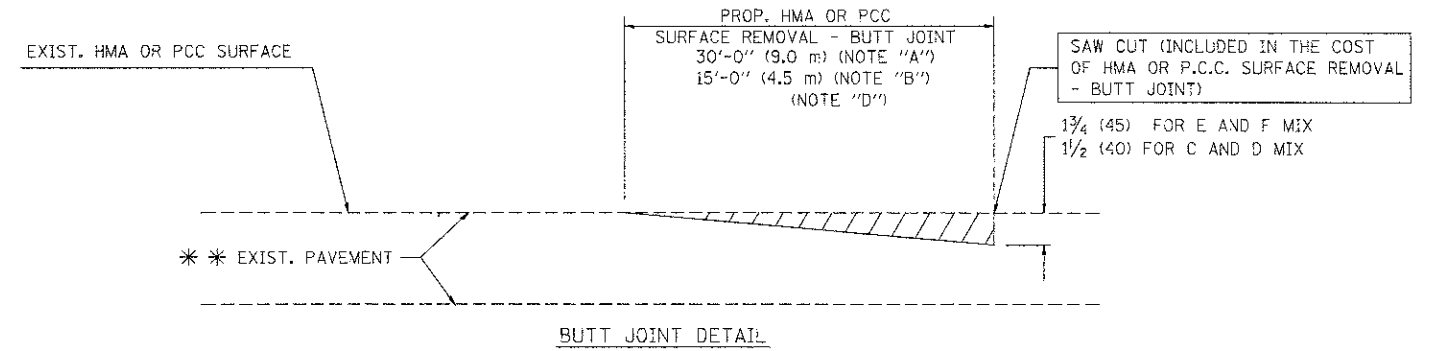
OPTION 2

TYPICAL TEMPORARY RAMP

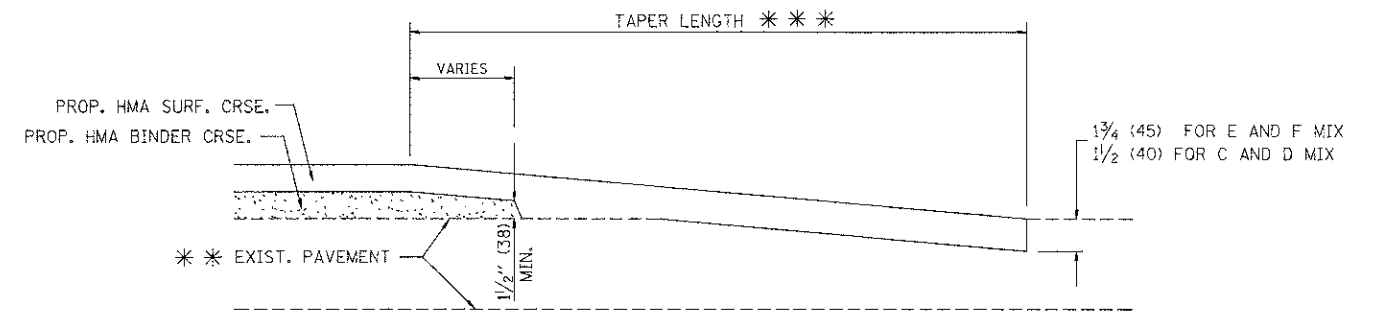


BUTT JOINT AND
HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

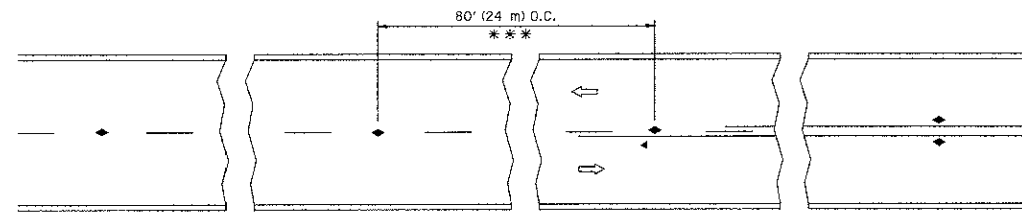
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

FILE NAME = 12597_02-DTIS-01-BD02 - BD-32	USER NAME = gsg1tenobt	DESIGNED -- M. DE YONG	REVISED -- R. SHAH 10-25-94
		CHECKED --	REVISED -- A. ABBAS 03-21-97
	PLOT SCALE = 5/8" = 1' / IN.	DRAWN --	REVISED -- M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	CHECKED -- 06-13-90	REVISED -- R. BORO 01-01-07

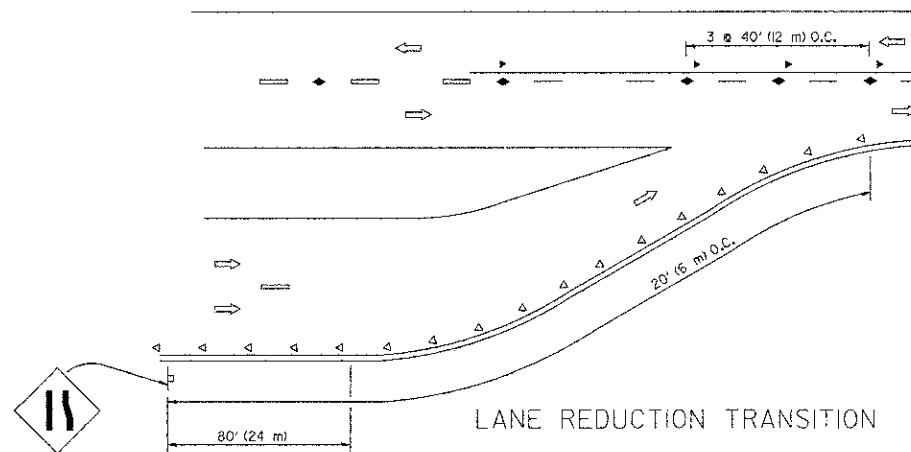
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS		F.A.U. RLE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		2796	12-00095-00-RS	COOK	14	12
		BD400-05 BD32		CONTRACT NO. 63835		
SCALE:		SHEET NO. 12 OF 14 SHEETS	STA.	TO STA.		
		FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT M-4003(132)		

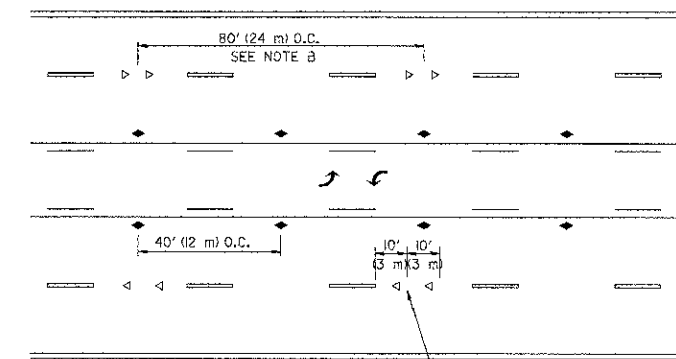


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

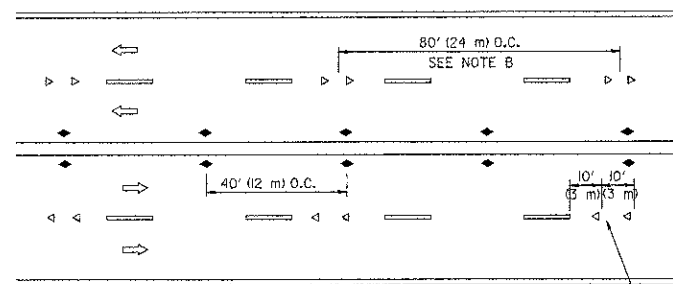
TWO-LANE/TWO-WAY



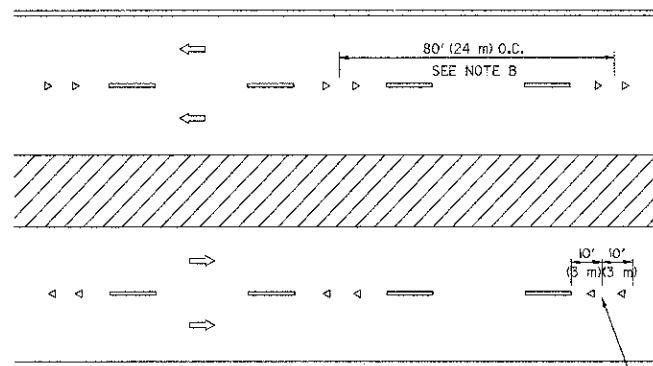
LANE REDUCTION TRANSITION



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

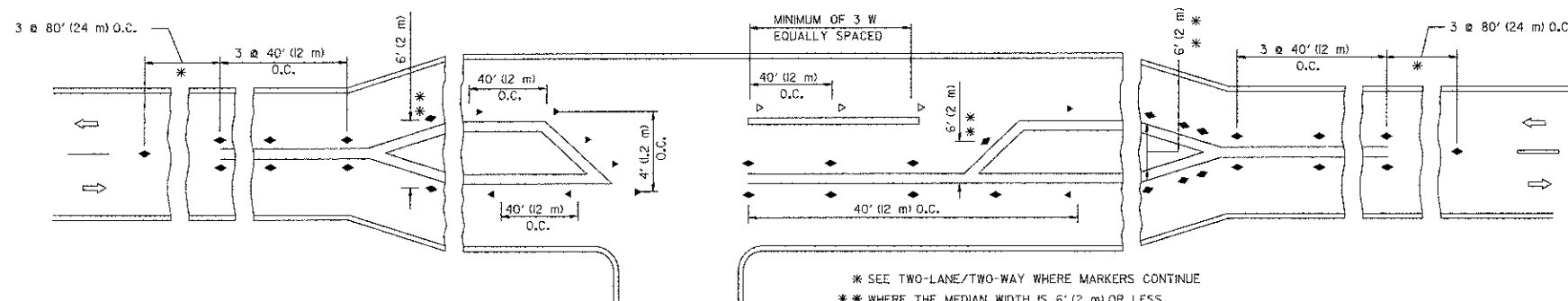
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

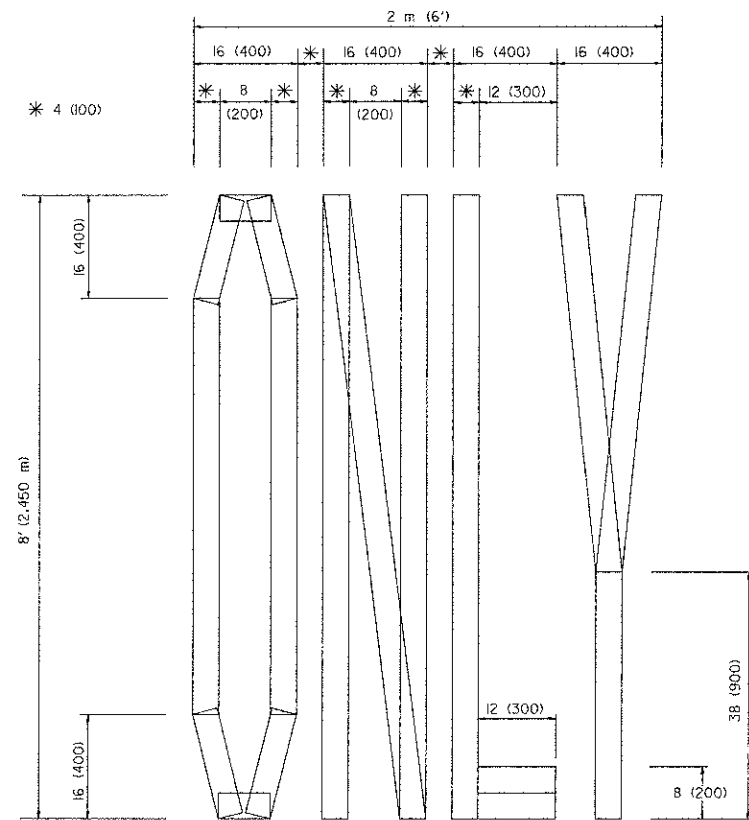


LEFT TURN

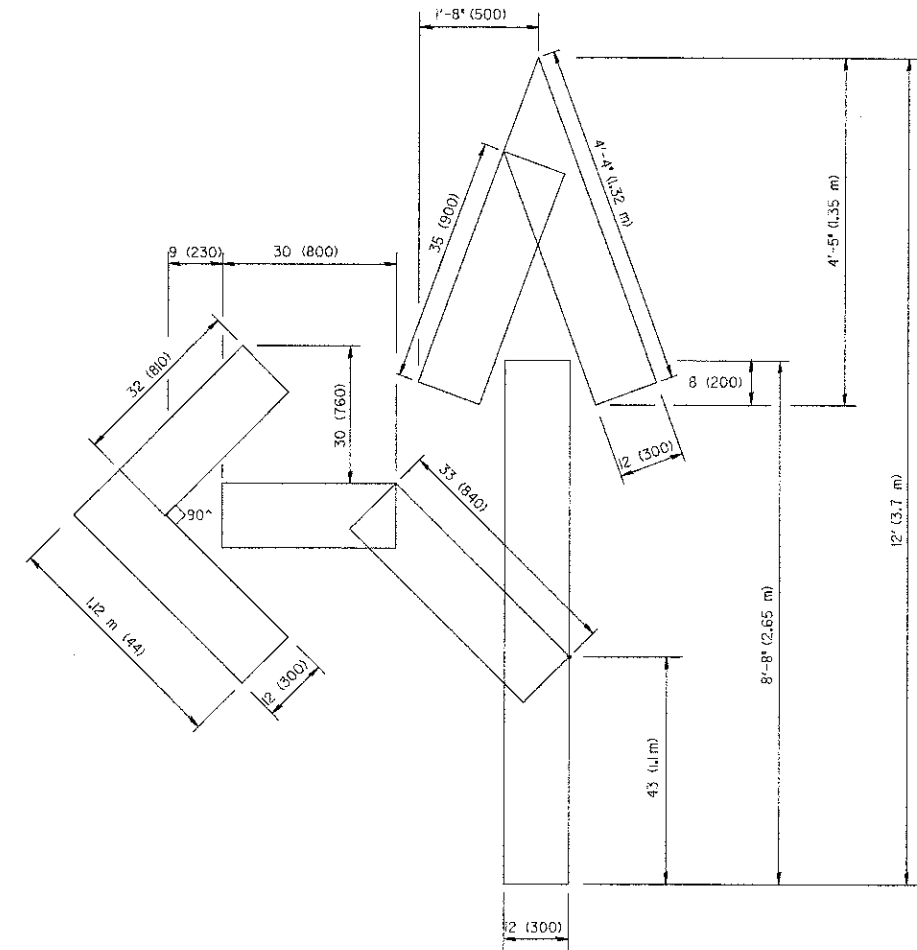
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

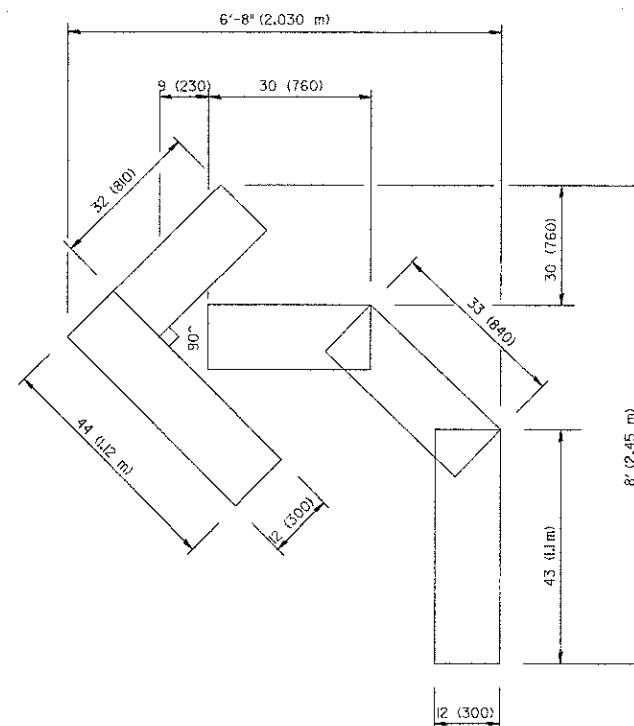
FILE NAME = 12597_02-0715-07-TC11 - TC-11	USER NAME = #USER#	DESIGNED --	REVISED -- T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS			FAU	SECTION	COUNTY	TOTAL	SHEET
	PLOT SCALE = #SCALE#	CHECKED --	REVISED -- T. RAMMACHER 03-12-99		RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			RTE.	12-00095-00-RS	COOK	14	13
	PLOT DATE = #DATE#	DRAWN --	REVISED -- T. RAMMACHER 01-06-00		SCALE: SHEET NO. 13 OF 14 SHEETS STA. TO STA.			TC-11		CONTRACT NO. 63835		
		CHECKED --	REVISED -- C. JUCIUS 09-09-05					FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT M-4003(132)		



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 = 12597_02-DTIS-08-TC16 - TC-16	USER NAME = #USER#	DESIGNED --	REVISED --T. RAMMACHER 06-05-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = #SCALE#	CHECKED --	REVISED --T. RAMMACHER 11-04-97			2798	12-00095-00-RS	COOK	14	14	
	PLOT DATE = #DATE#	DRAWN --	REVISED --T. RAMMACHER 03-02-98			TC-16		CONTRACT NO. 63835			
		CHECKED -- 09-18-94	REVISED --E. GOMEZ 08-28-00			SCALE:	SHEET NO. 14 OF 14 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS