

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

**FAU 1284/FAU 2743 (WEST LAKE AVE /GREENWOOD RD)  
SECTION 2011-017-RS  
WEST LAKE AVE: PFINGSTEN RD TO GREENWOOD RD  
GREENWOOD RD: WEST LAKE AVE TO BELLWOOD LN  
RESURFACING (3P)**

**PROJECT: M-0005(853)  
COOK COUNTY  
C-91-464-11**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	2011-017-RS	COOK	16	1
•	1284 & 2743	ILLINOIS	CONTRACT NO. 60P10	

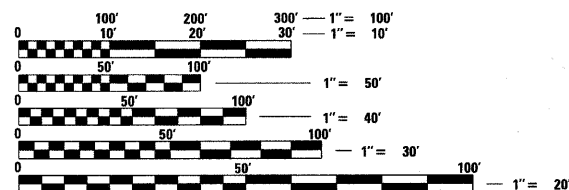
FOR INDEX OF SHEETS, SEE SHEET NO. 2

**TRAFFIC DATA**

EXISTING ADT  
GREENWOOD RD. = 14,700  
WEST LAKE AVE. = 8,800

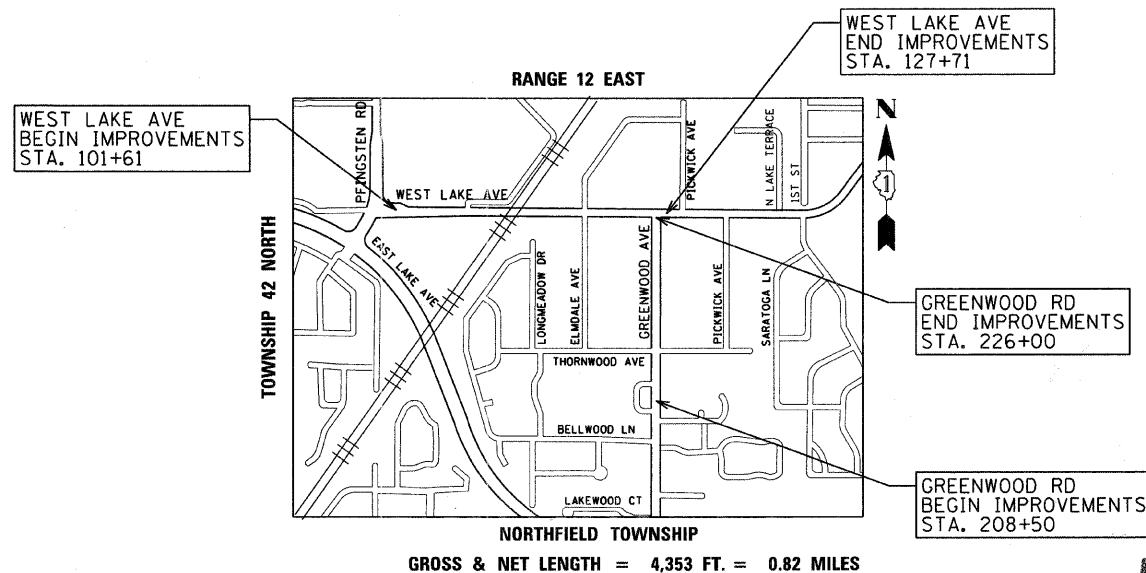
SPEED LIMIT = 35 MPH

THE IMPROVEMENT IS LOCATED  
WITHIN THE VILLAGE OF GLENVIEW



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: PETER JOHNSTON (GRAEF) 773-399-0112  
PROJECT MANAGER: KEN ENG (IDOT) 847-705-4247

CONTRACT NO. 60P10

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED APRIL 5, 2011

Diana M. O'Keefe DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 13, 2011  
Scott E. Stitt RE. Acting ENGINEER OF DESIGN AND ENVIRONMENT

May 13, 2011  
Christine M. Reed DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

**GRAEF** 8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631  
(773) 399-0112

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX, GENERAL NOTES AND HIGHWAY STANDARDS
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS
5-6	ROADWAY AND PAVEMENT MARKING PLANS
7	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD22)
8	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD24)
9	BUTT JOINTS AND HMA TAPER (BD32)
10	TRAFFIC CONTROL AND PROTECTION FOR SIDEROADS, INTERSECTIONS AND DRIVEWAYS (TC10)
11	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC11)
12	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC13)
13	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC14)
14	PAVEMENT MARKINGS LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC16)
15	ARTERIAL ROAD INFORMATION SIGN (TC22)
16	SIGNING AND PAVEMENT MARKINGS TREATMENT FOR RAILROAD CROSSINGS (TC23)

HIGHWAY STANDARDS

STD. NO.	TITLE
442201-03	CLASS C AND D PATCHES
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701701-07	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
- 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.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (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 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER, AT 847-715-8419 AT LEAST (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
- 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 REESTABLISHED FOR STRIPING, EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- IT SHALL BE THE CONTACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>WEST LAKE AVENUE AND GREENWOOD ROAD INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*		DRAWN - EF	REVISED -		SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	2011-017-RS	COOK	16	2
		CHECKED - RS	REVISED -						1284 & 2743			
		DATE - 04-04-2011	REVISED -									CONTRACT NO. 60P10
ILLINOIS FED. AID PROJECT												

SUMMARY OF QUANTITIES

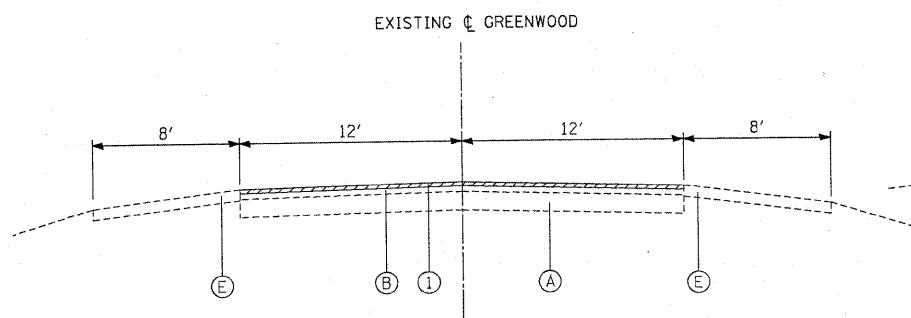
MRB

80% FED.  
20% STATE

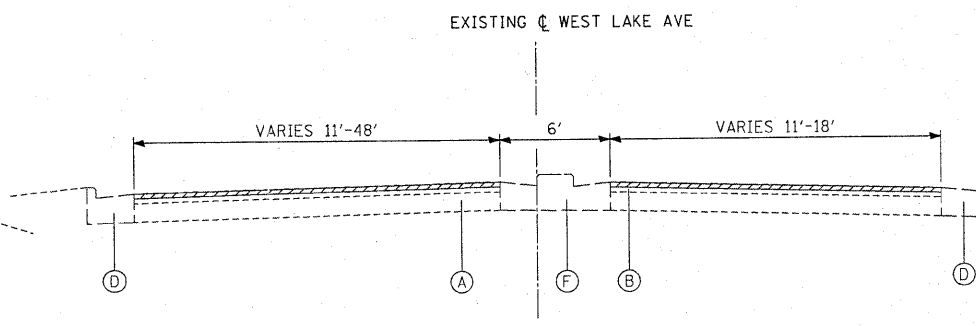
PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	0005 RESURFACING
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	11	11
40600300	AGGREGATE (PRIME COAT)	TON	57	57
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	21	21
40600895	CONSTRUCTING TEST STRIP	EACH	2	2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	144	144
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	19	19
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1,199	1,199
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	14,280	14,280
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	114	114
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	100	100
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	426	426
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
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,191	2,191
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	528	528
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	21,910	21,910
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1,064	1,064
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	320	320
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	730	730
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	264	264
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10,955	10,955
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	532	532
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	134	134
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	160	160
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	90	90
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	90	90
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	62	62
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	5	5
X4060826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	800	800
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	100	100
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	206	206

\* DENOTES SPECIALTY ITEM

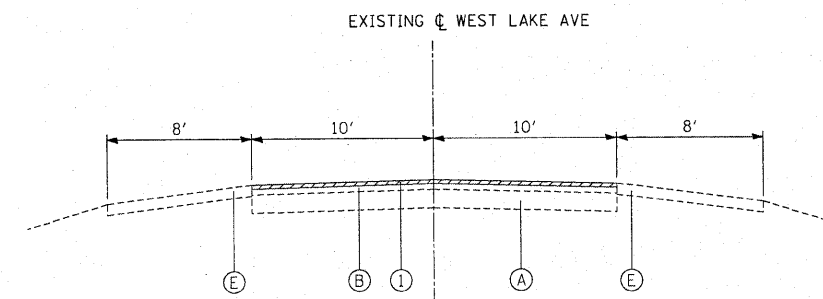
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	PLOT DATE = 4/4/2011	DATE - 04-04-2011	REVISED -			SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT



EXISTING TYPICAL SECTION  
STA. 208+50 TO STA. 226+02



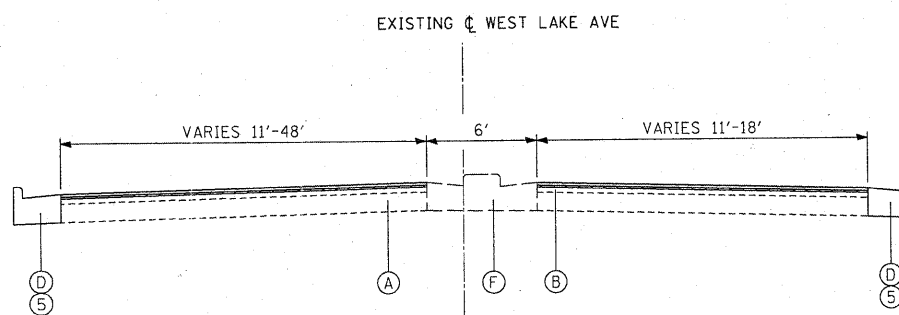
EXISTING TYPICAL SECTION  
STA. 101+61 TO STA. 113+38



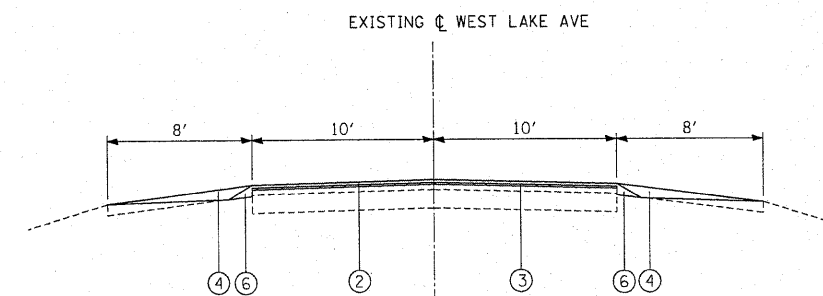
EXISTING TYPICAL SECTION  
STA. 113+76 TO STA. 120+00

EXISTING CONDITIONS:

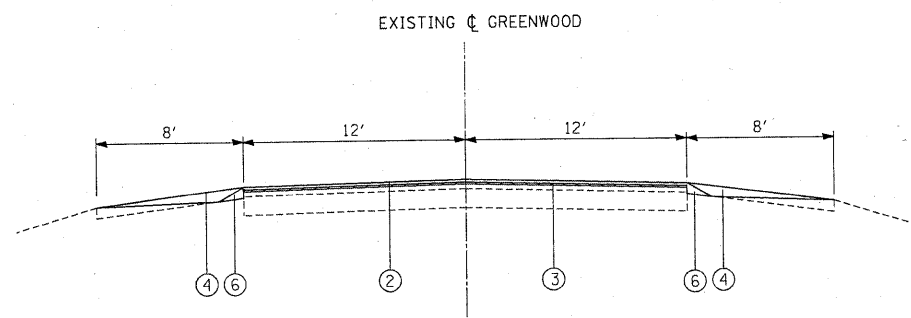
- (A) PCC BASE COURSE, 9"±
- (B) HOT-MIX ASPHALT SURFACE COURSE, 3"±
- (C) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (D) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (E) AGGREGATE SHOULDER
- (F) CONCRETE MEDIAN, TYPE SB-6.24 (SPECIAL)



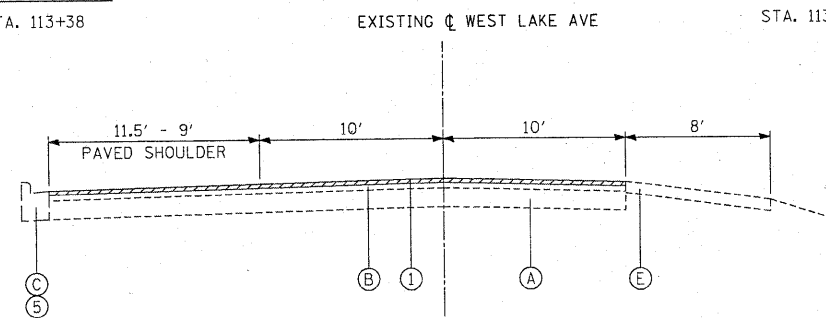
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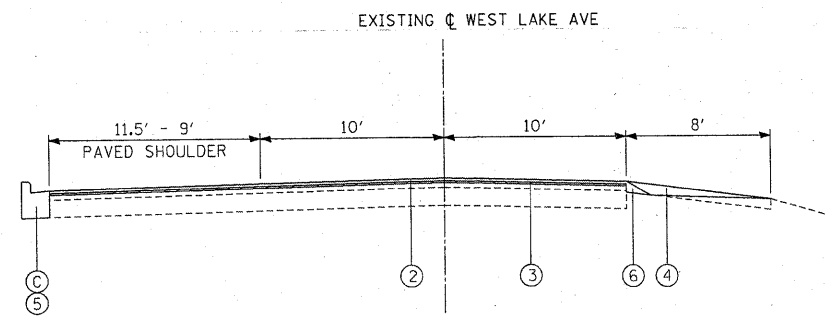
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STA. 113+76 TO STA. 120+00



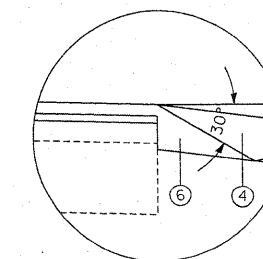
PROPOSED TYPICAL SECTION  
STA. 208+50 TO STA. 226+02



EXISTING TYPICAL SECTION  
STA. 120+00 TO STA. 127+71



PROPOSED TYPICAL SECTION  
STA. 120+00 TO STA. 127+71



SAFETY EDGE DETAIL  
NTS

PROPOSED IMPROVEMENTS:

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (2) HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N70, 1 1/2"
- (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, 1"
- (4) AGGREGATE WEDGE SHOULDER, TYPE B GRADING AND SHAPING SHOULDERS
- (5) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)
- (6) SAFTEY EDGE

\*CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
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
CLASS D PATCHES (HMA BINDER IL 19mm) (9 INCHES) (IN THREE LIFTS)	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE A IS 112 LBS/SQ YD/IN.  
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.  
FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

FILE NAME =  
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PLOT SCALE = 1/8" = 1' / IN.  
PLOT DATE = 5/4/2011

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DATE - 04-04-2011

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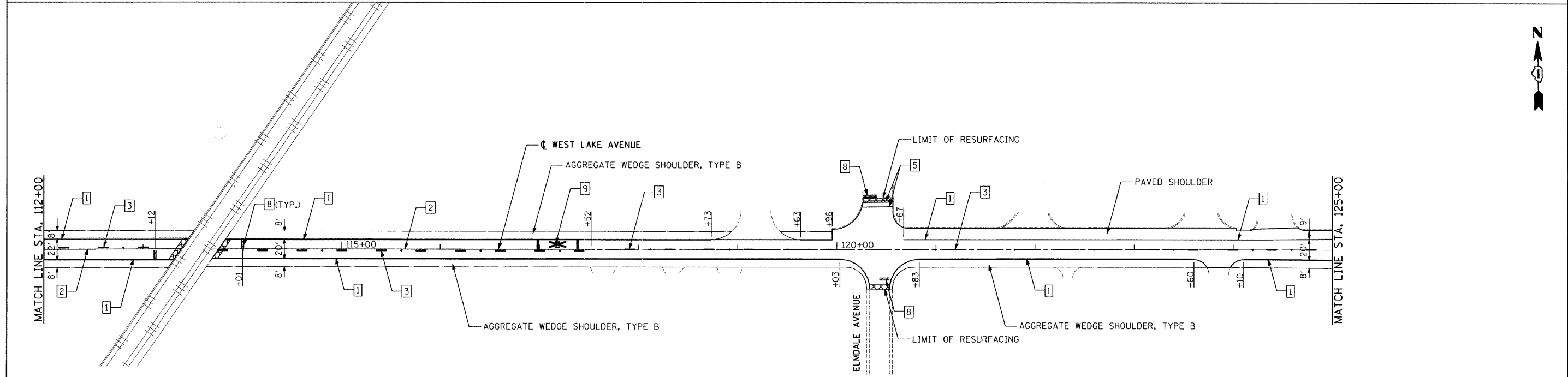
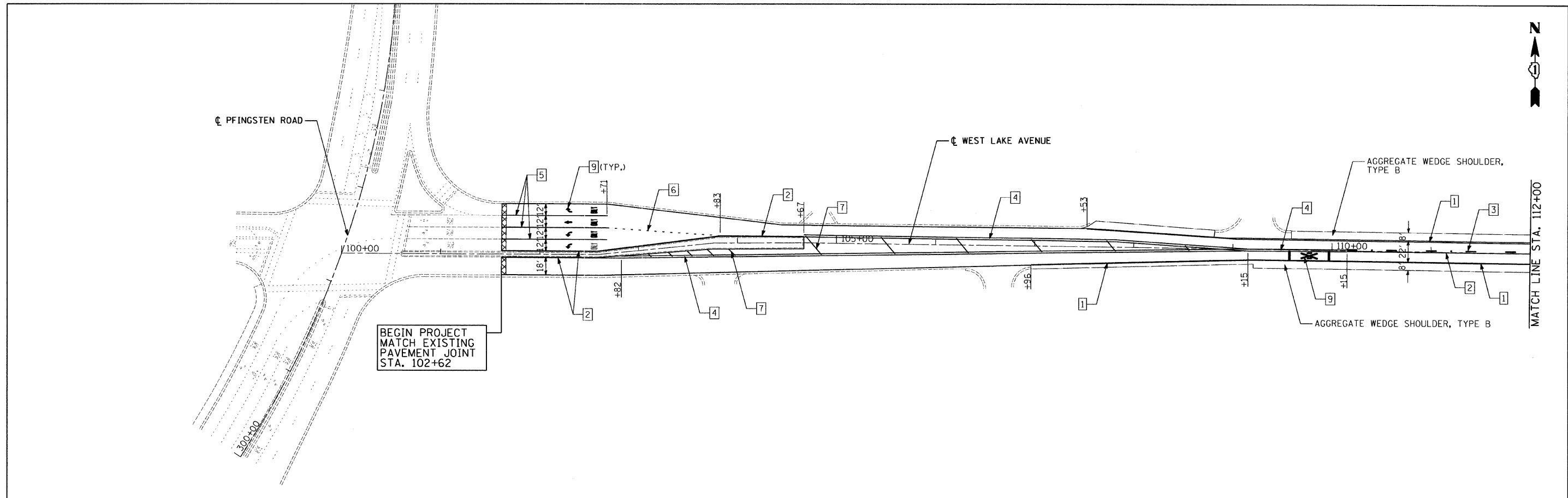
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WEST LAKE AVENUE AND GREENWOOD ROAD  
TYPICAL SECTIONS

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2011-017-RS	COOK	16	4
• 1284 & 2743		CONTRACT NO. 60P10		
ILLINOIS FED. AID PROJECT				

5/4/2011

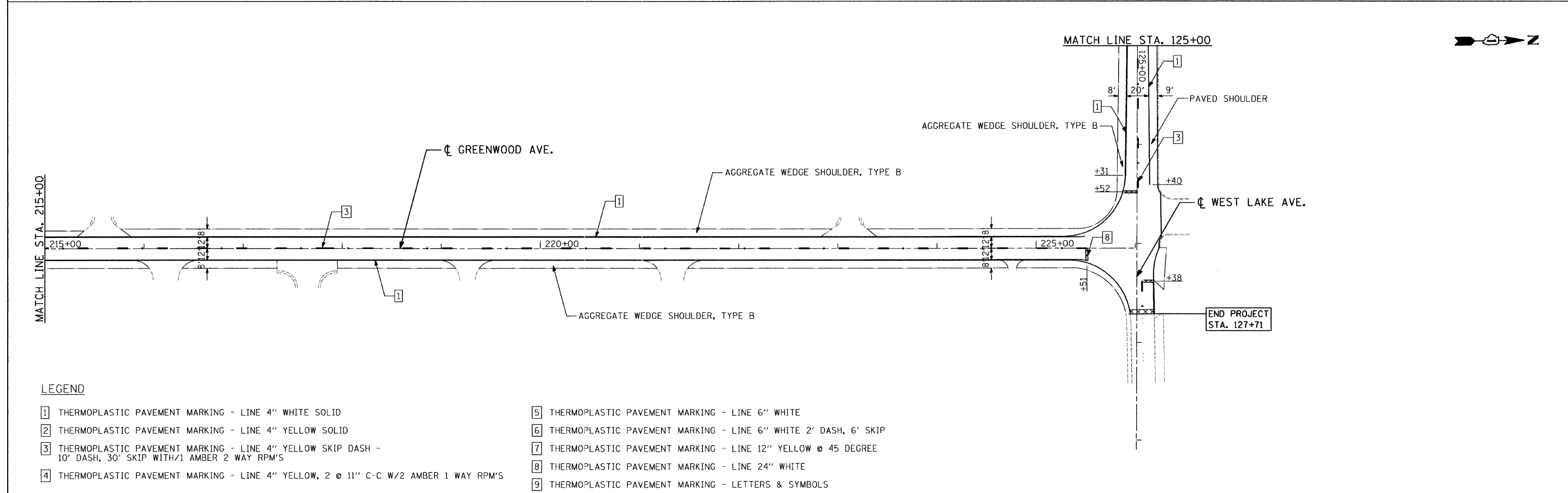
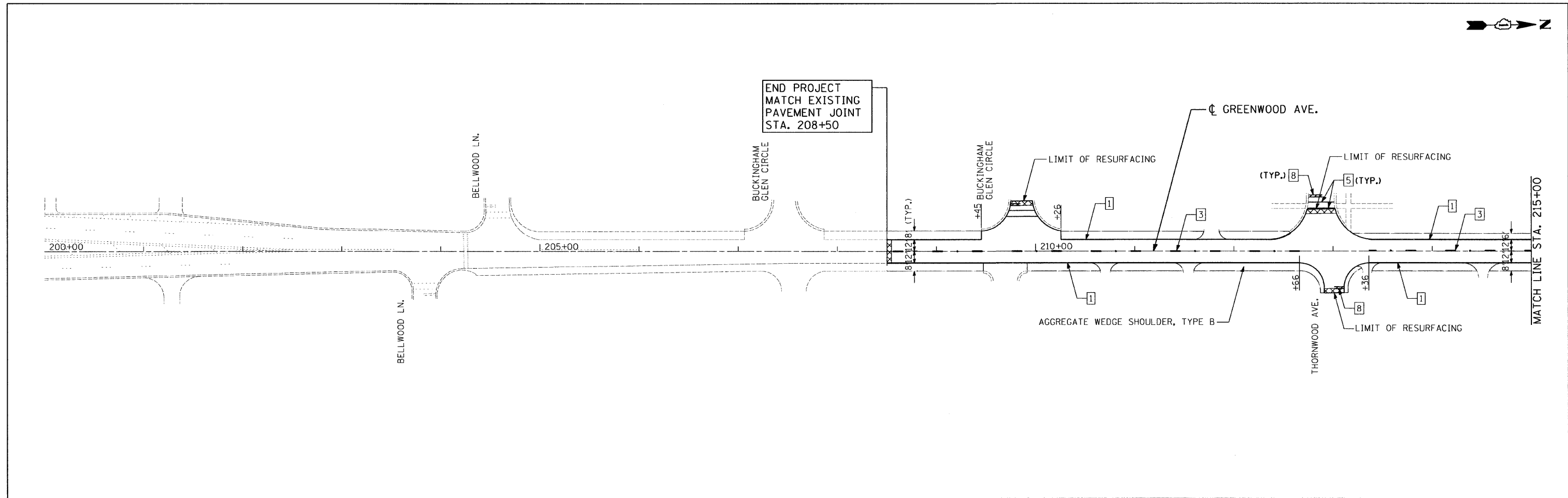


**LEGEND**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID</li> <li>2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID</li> <li>3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH - 10' DASH, 30' SKIP WITH 1/2 AMBER 2 WAY RPM'S</li> <li>4 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW, 2 @ 11" C-C W/2 AMBER 1 WAY RPM'S</li> </ul> | <ul style="list-style-type: none"> <li>5 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE</li> <li>6 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP</li> <li>7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE</li> <li>8 THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE</li> <li>9 THERMOPLASTIC PAVEMENT MARKING - LETTERS &amp; SYMBOLS</li> </ul> |
|--|--|

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>WEST LAKE AVENUE AND GREENWOOD ROAD ROADWAY PLANS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 4/4/2011	DATE - 04-04-2011	REVISED -			ILLINOIS FED. AID PROJECT					

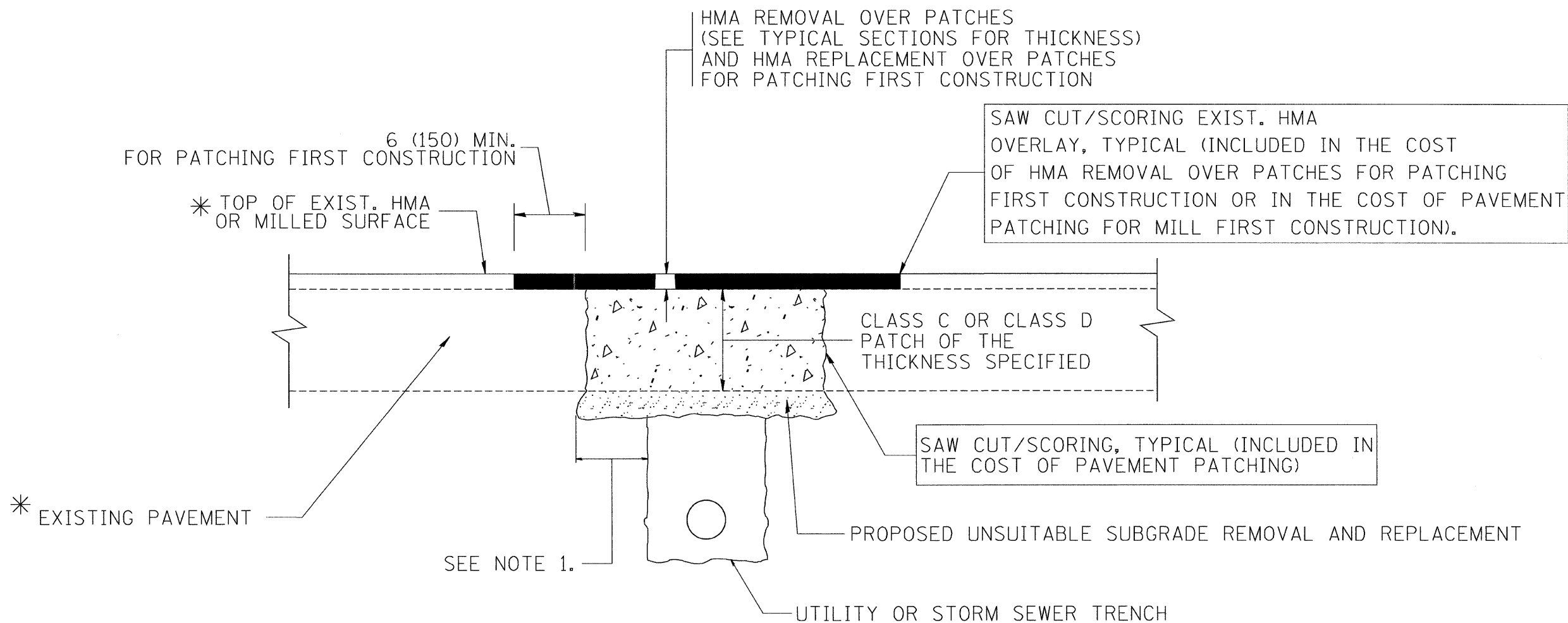
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**LEGEND**

- [1] THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID
- [2] THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID
- [3] THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH - 10' DASH, 30' SKIP WITH 1/2 AMBER 2 WAY RPM'S
- [4] THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW, 2 @ 11" C-C W/2 AMBER 1 WAY RPM'S
- [5] THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE
- [6] THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP
- [7] THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE
- [8] THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE
- [9] THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

FILE NAME -	USER NAME - .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>WEST LAKE AVENUE AND GREENWOOD ROAD ROADWAY PLANS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT SCALE = 50.0001' / IN.	CHECKED - RS	REVISED -		STA. 208+50	TO STA. 226+02	• 1284 & 2743	CONTRACT NO. 60P10		
	PLOT DATE = 4/4/2011	DATE - 04-04-2011	REVISED -		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.

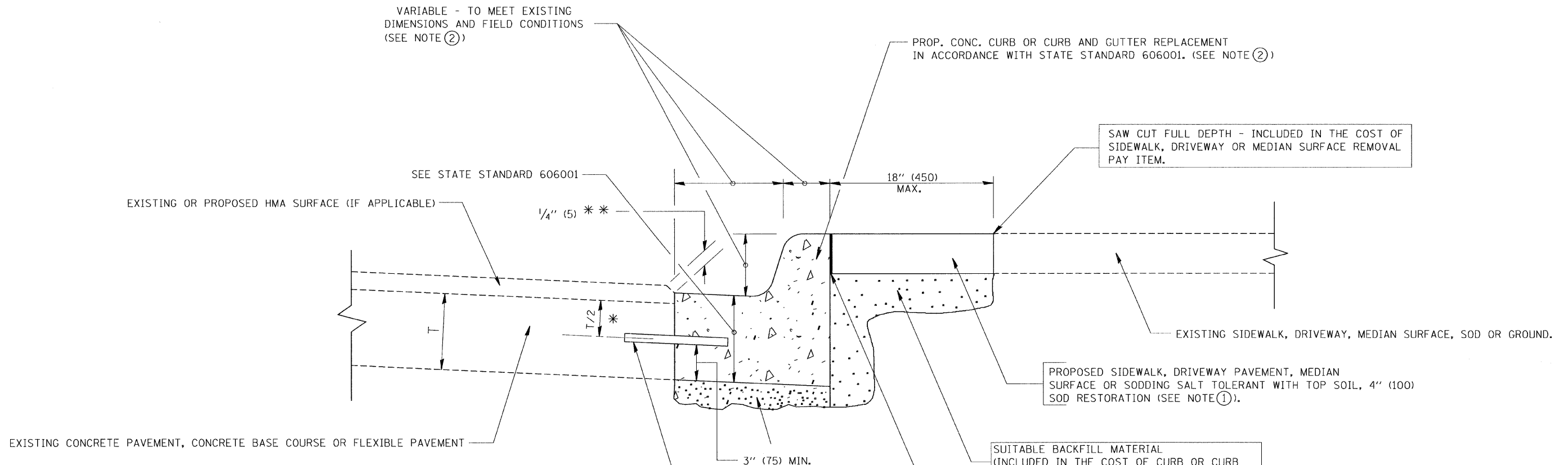
**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

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.

\* 1284 & 2743

FILE NAME = c:\projects\vdistsd22x34\bd22.dgn	USER NAME = bauerdl	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.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000 ' / IN.	DRAWN -	REVISED - R. BORO 01-01-07		* 2011-017-RS	COOK	16	7				
	PLOT DATE = 10/27/2008	CHECKED -	REVISED - R. BORO 09-04-07		<b>BD400-04 (BD-22)</b>		CONTRACT NO. 60P10					
		DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT			



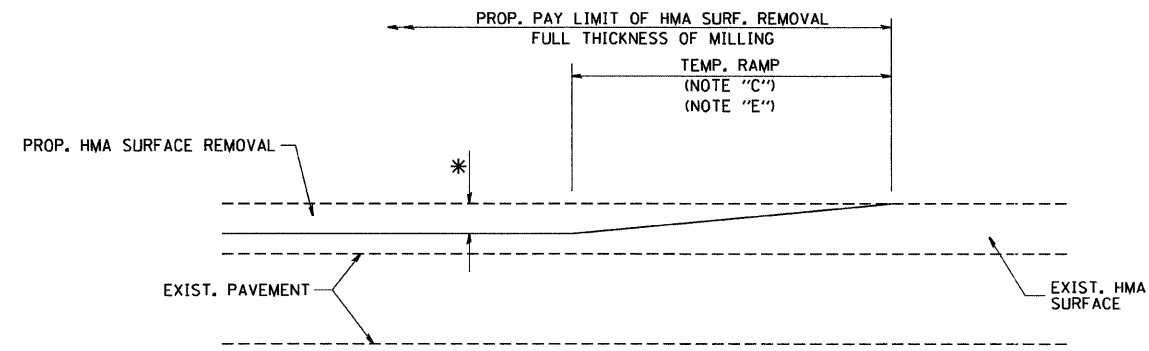
- VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)
- SEE STATE STANDARD 606001
- EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)
- 1/4" (5) \*\*
- 18" (450) MAX.
- EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.
- PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE 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.)
- 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".
- \* 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.

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN. \* 1284 & 2743

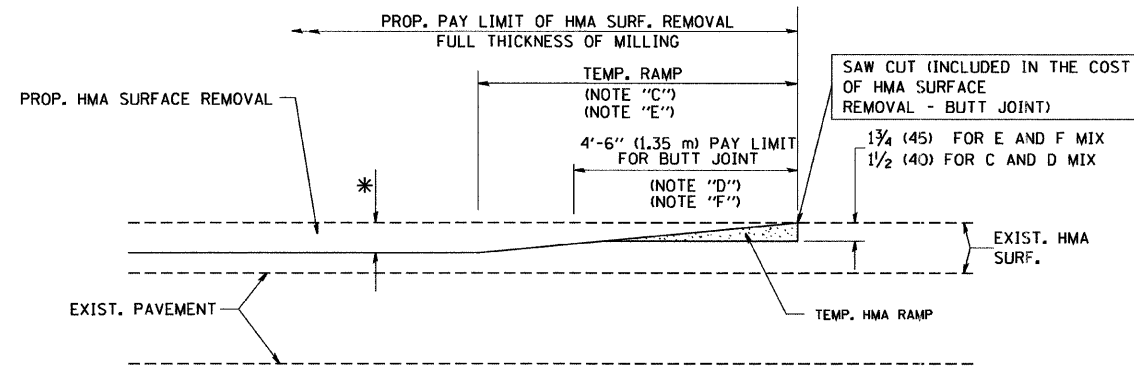
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PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 12-15-09			<b>BD600-06 (BD-24)</b>		CONTRACT NO. 60P10					
PLOT DATE = 12/15/2009	DATE - 03-11-94				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			





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

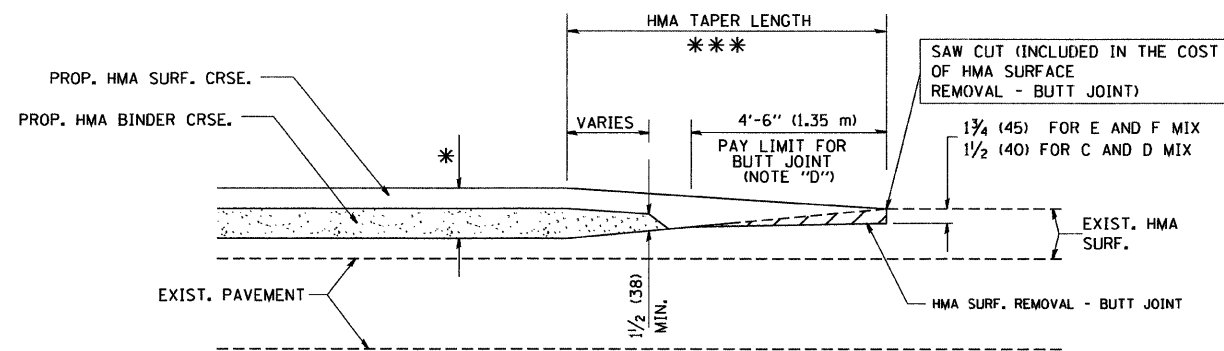
OPTION 1



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

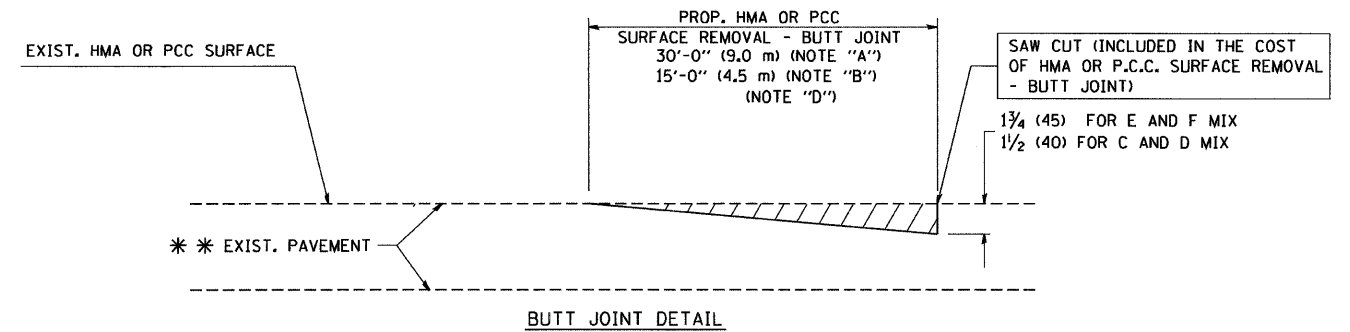
OPTION 2

TYPICAL TEMPORARY RAMP

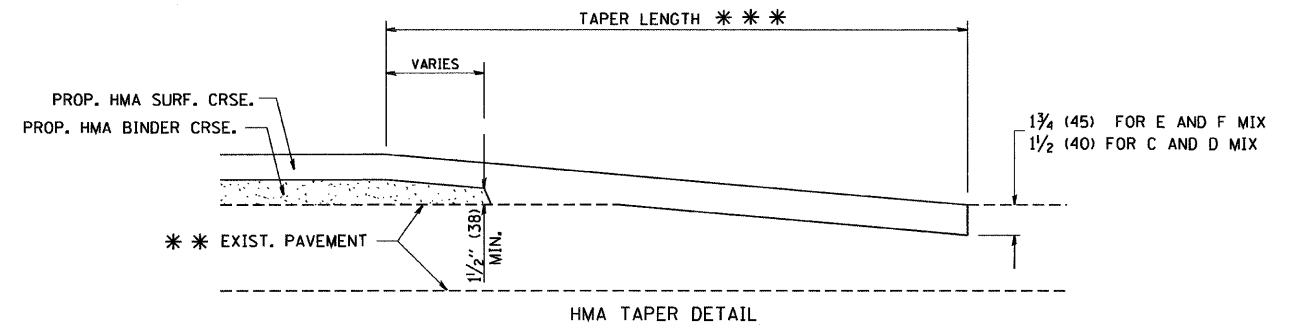


BUTT JOINT AND  
HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER  
FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

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

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

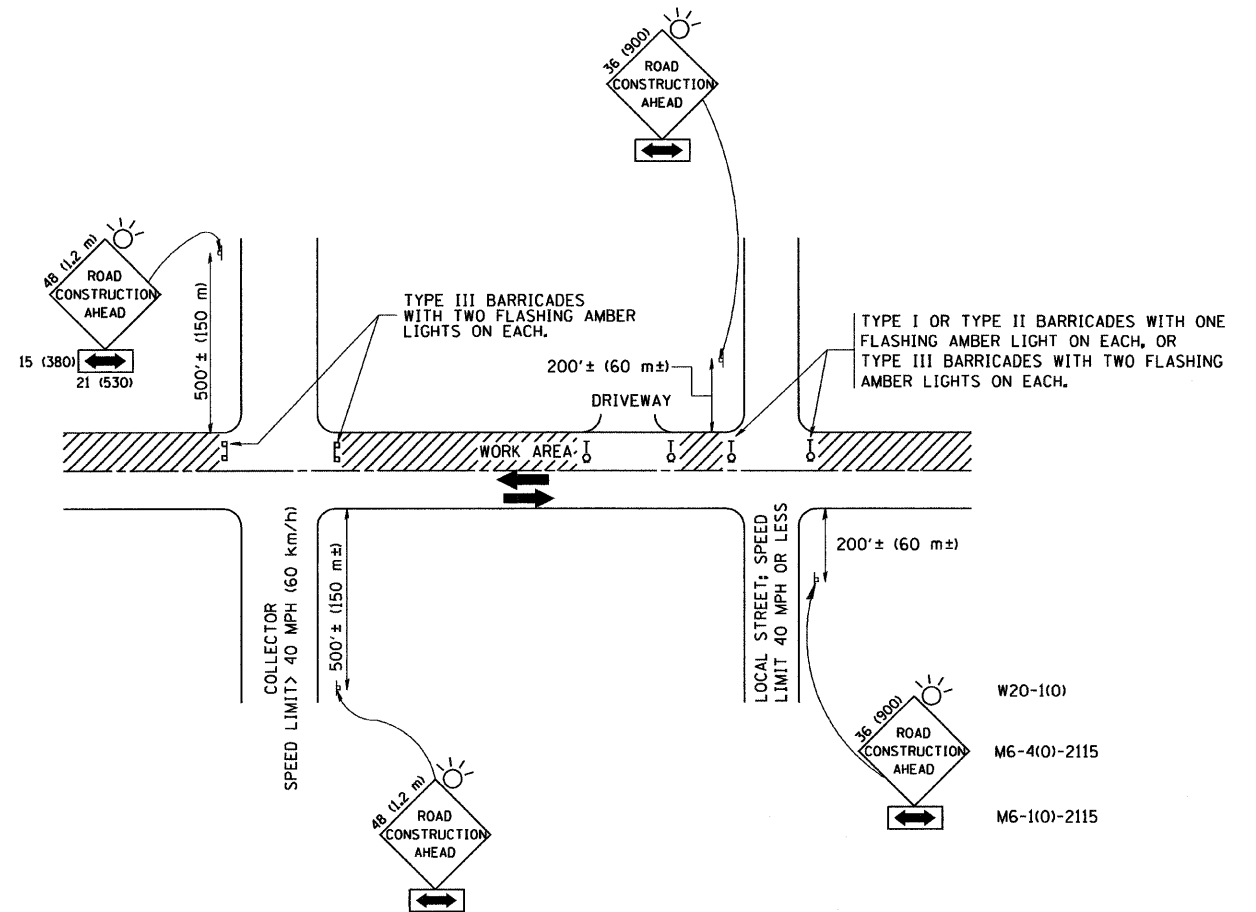
\* 1284 & 2743

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	PLOT DATE = 1/4/2008	CHECKED -	REVISED - M. GOMEZ 04-06-01
		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.	
		BUTT JOINT AND HMA TAPER DETAILS			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2011-017-RS	COOK	16	9
BD400-05 BD32			CONTRACT NO. 60P10	
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.

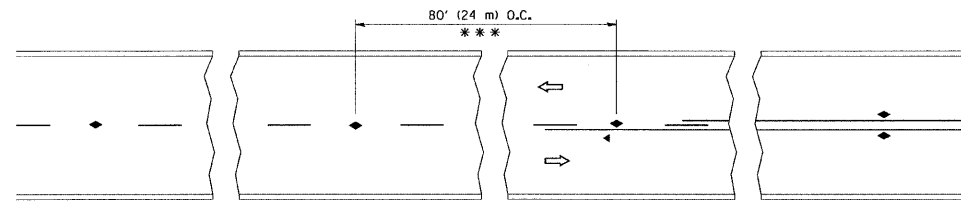
All dimensions are in millimeters (inches) unless otherwise shown. \* 1284 & 2743

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

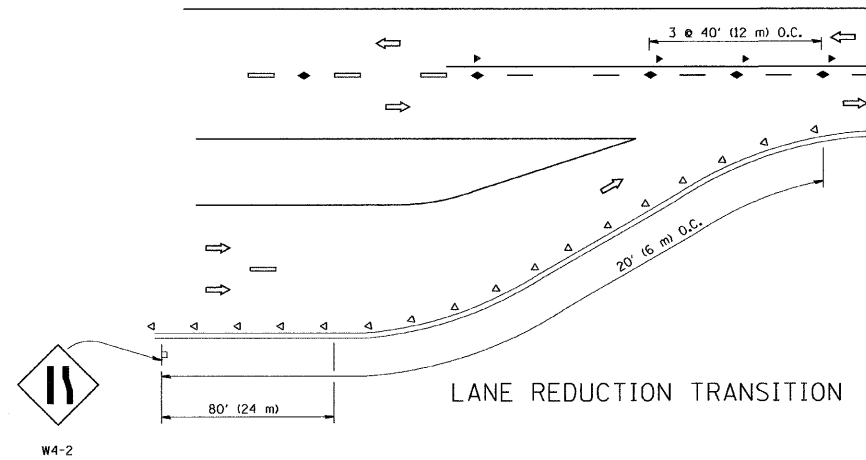
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SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10		CONTRACT NO. 60P10		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

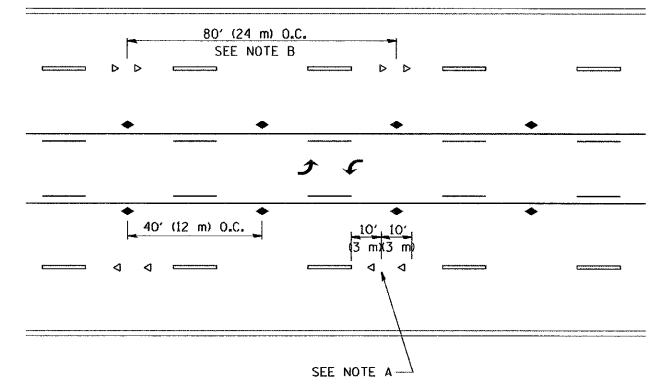


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

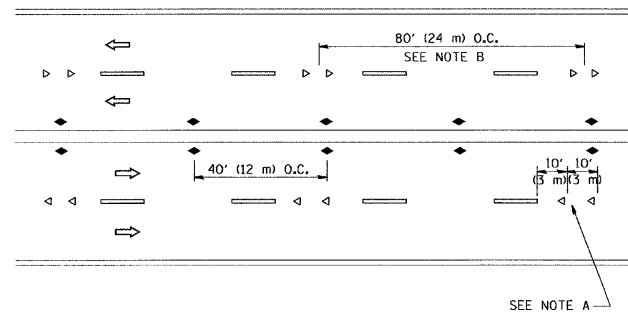
TWO-LANE/TWO-WAY



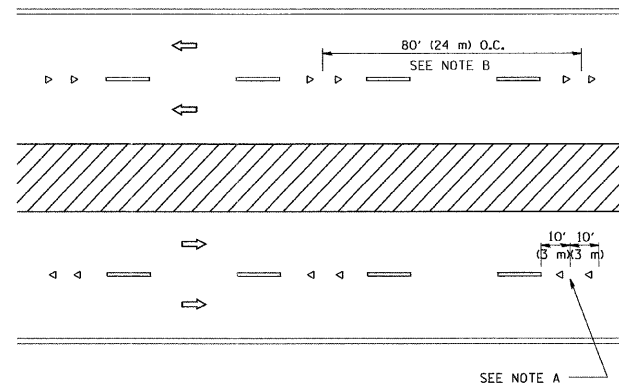
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

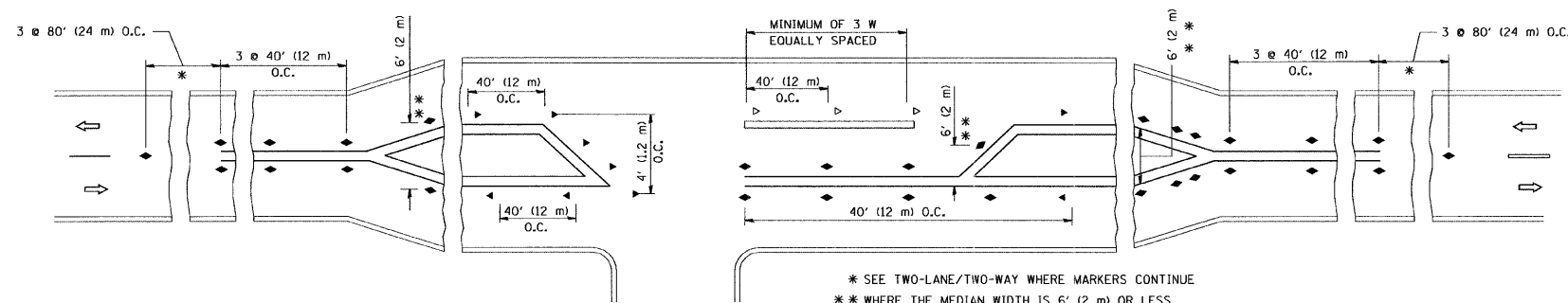
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

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

\* 1284 & 2743

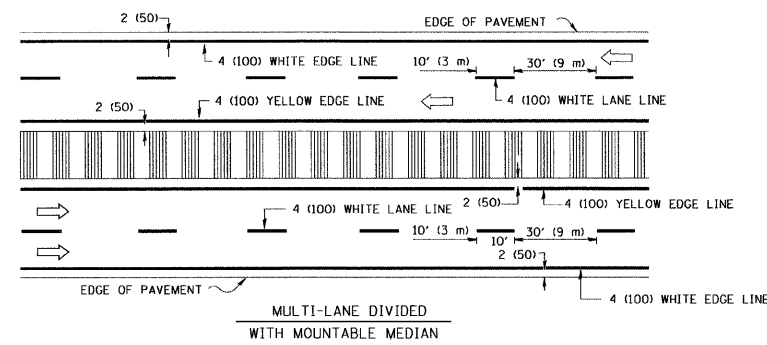
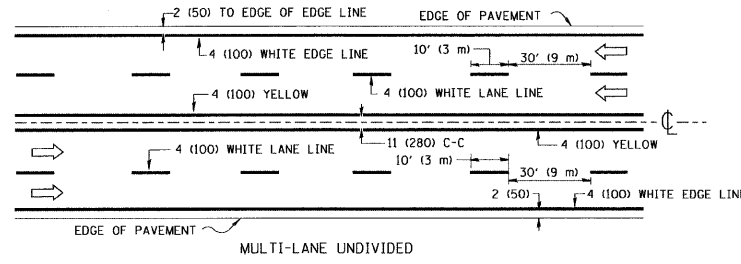
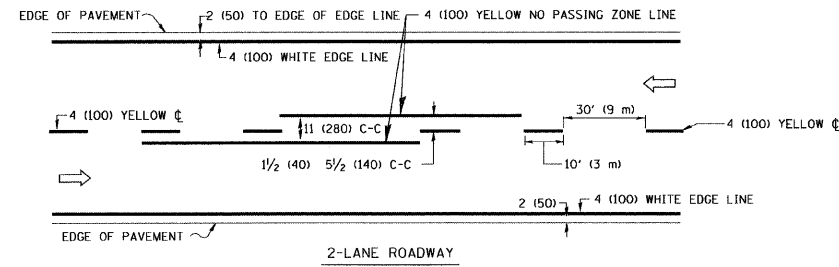
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		DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

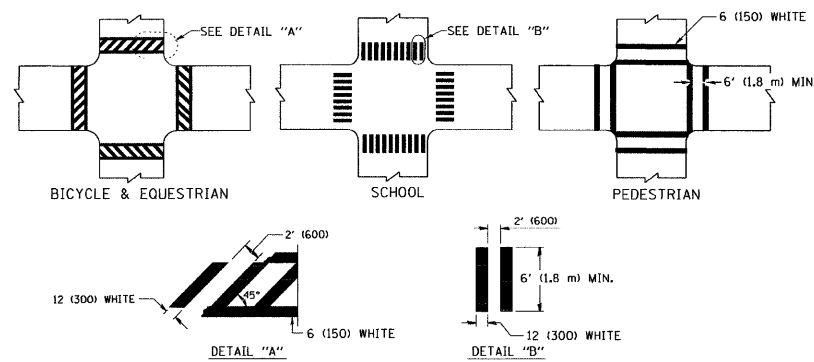
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-11			CONTRACT NO. 60P10	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

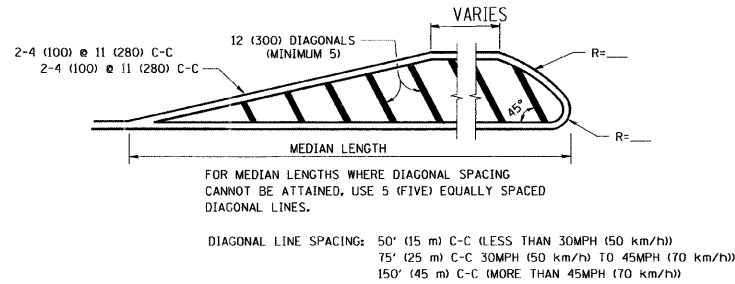
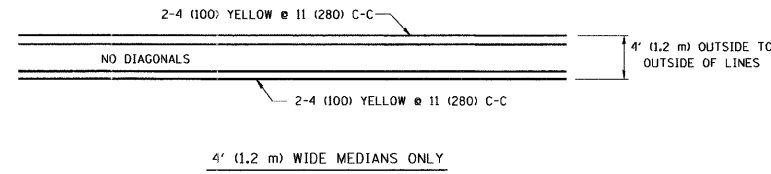


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

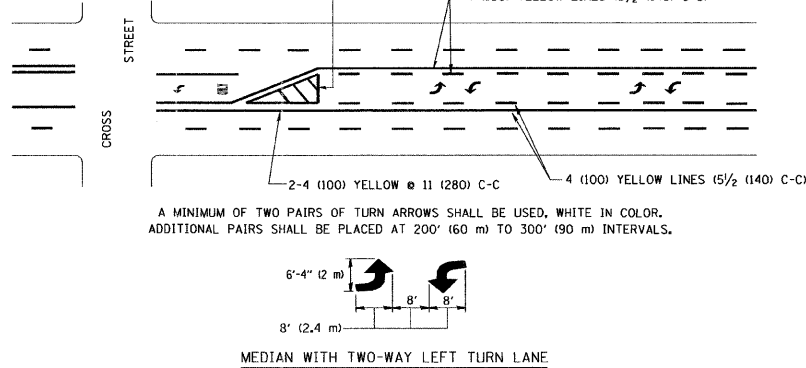


TYPICAL CROSSWALK MARKING

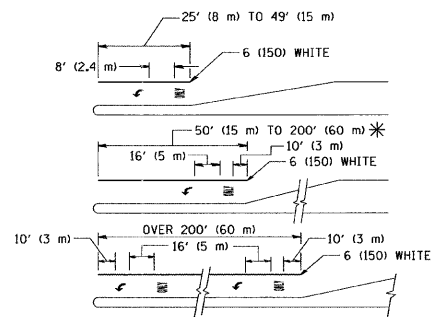


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



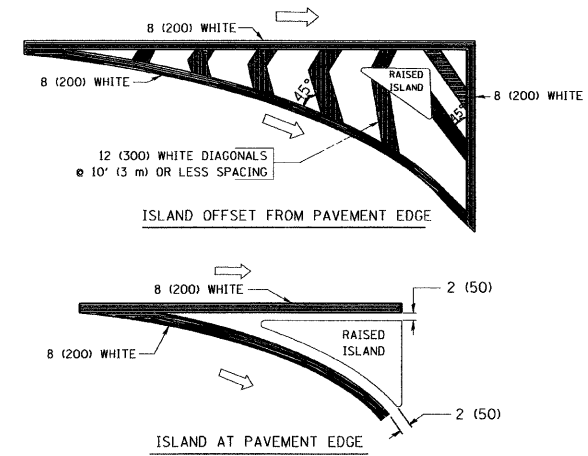
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY 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



TYPICAL ISLAND 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	4 (100)	SOLID	YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	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	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 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.

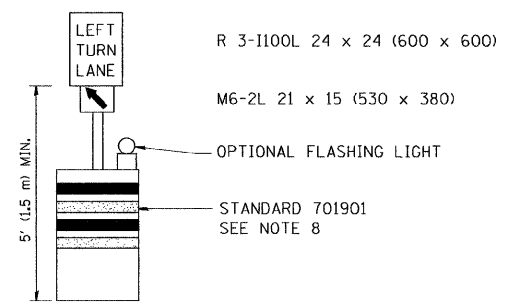
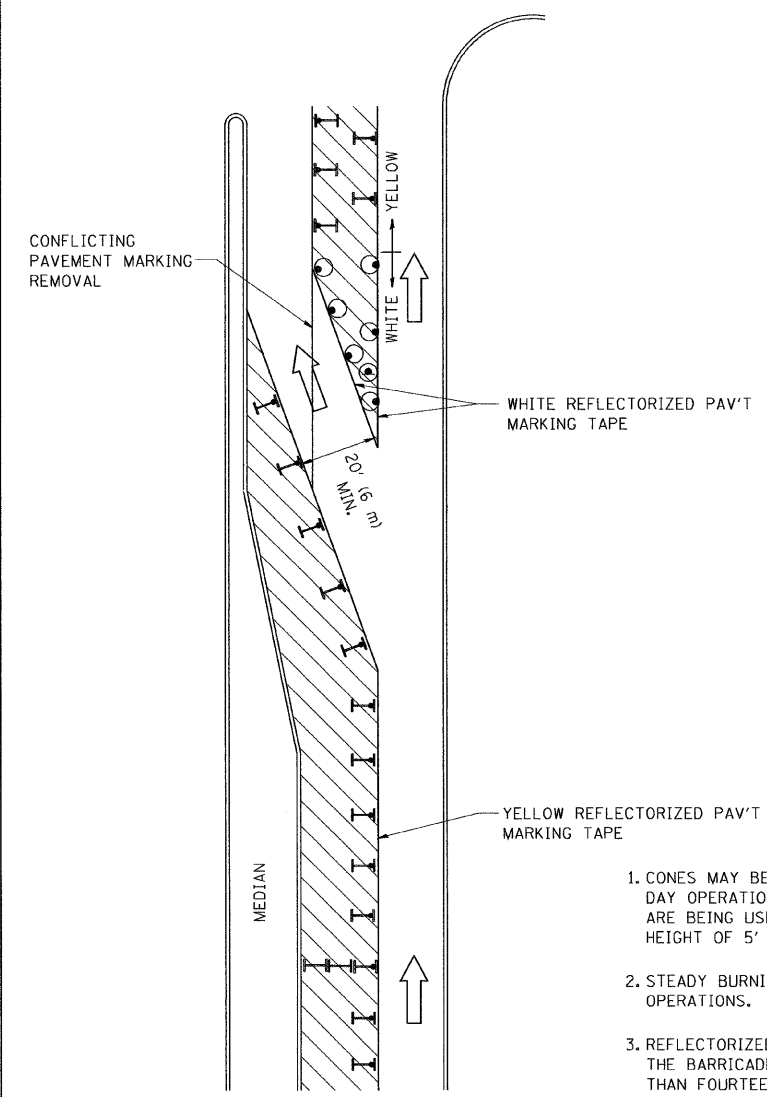
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

FULL RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2011-017-RS	COOK	16	12
TC-13		CONTRACT NO. 60P10		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

\* 1284 & 2743

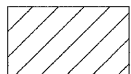







**GENERAL NOTES**

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 NCHRP 350 REQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

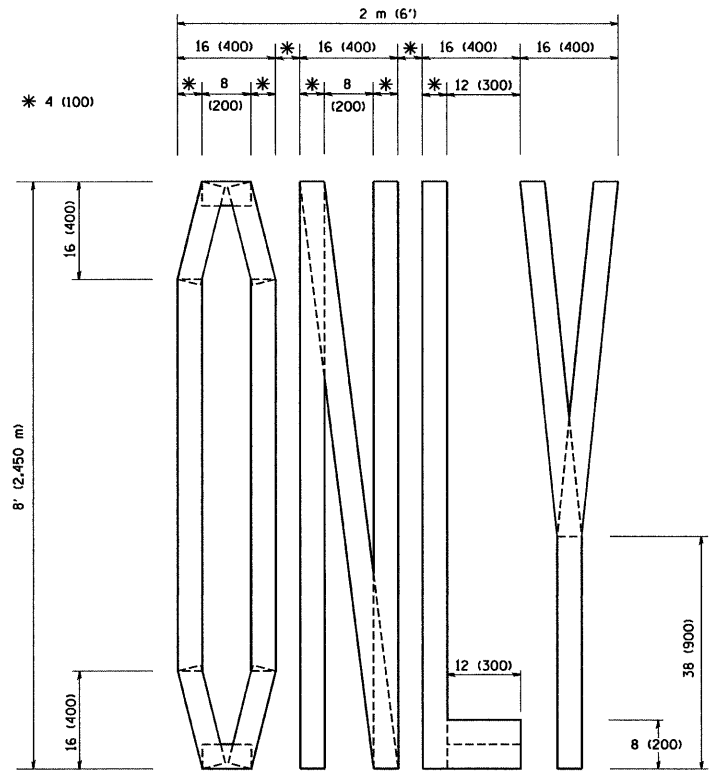
All dimensions are in inches (millimeters) unless otherwise shown.

**LEGEND**

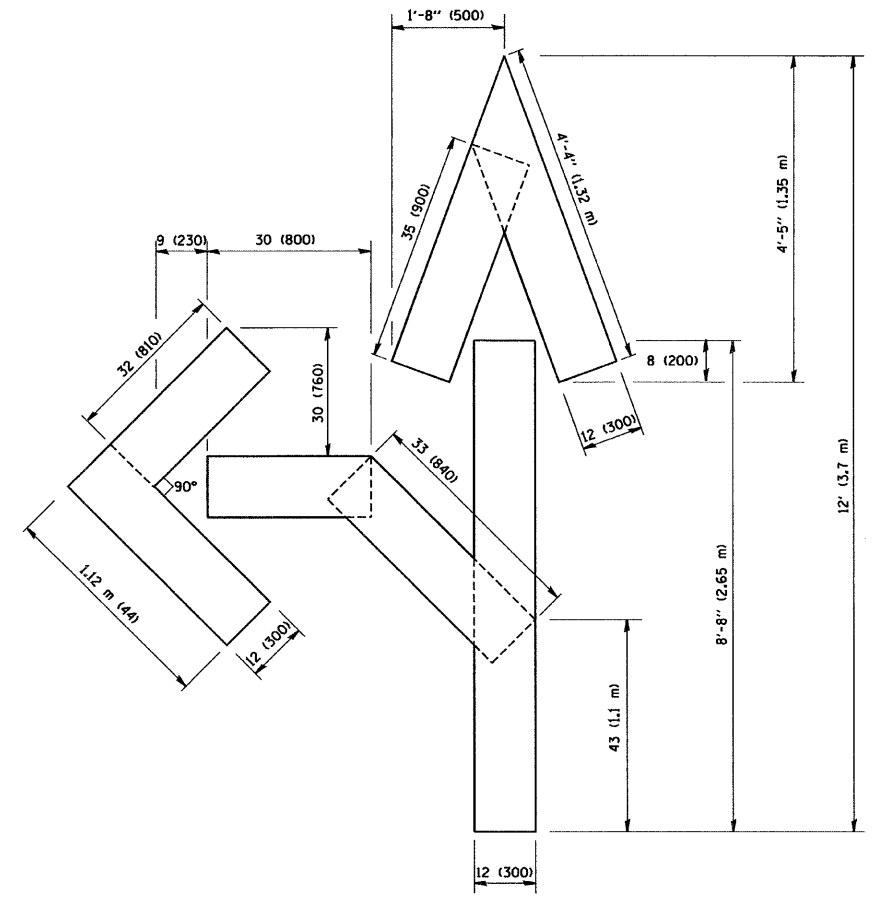
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

\* 1284 & 2743

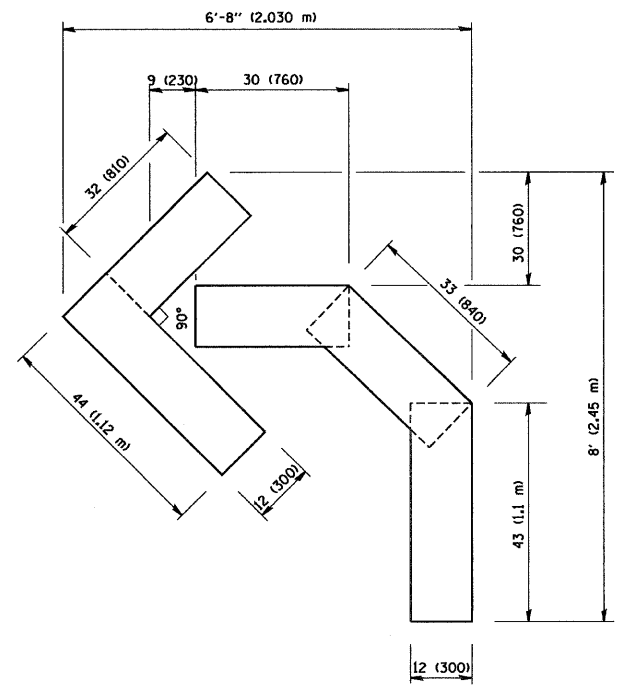
FILE NAME =	USER NAME = drivakosgn	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\p\work\PIWIDOT\DRIVAKOSGN\d0108315\14.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	2011-017-RS	COOK	16	13
	PLOT SCALE = 49,9999' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -					<b>TC-14</b>		CONTRACT NO. 60P10		
	PLOT DATE = 9/14/2009	REVISED - T. RAMMACHER 01-06-00	REVISED -					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)

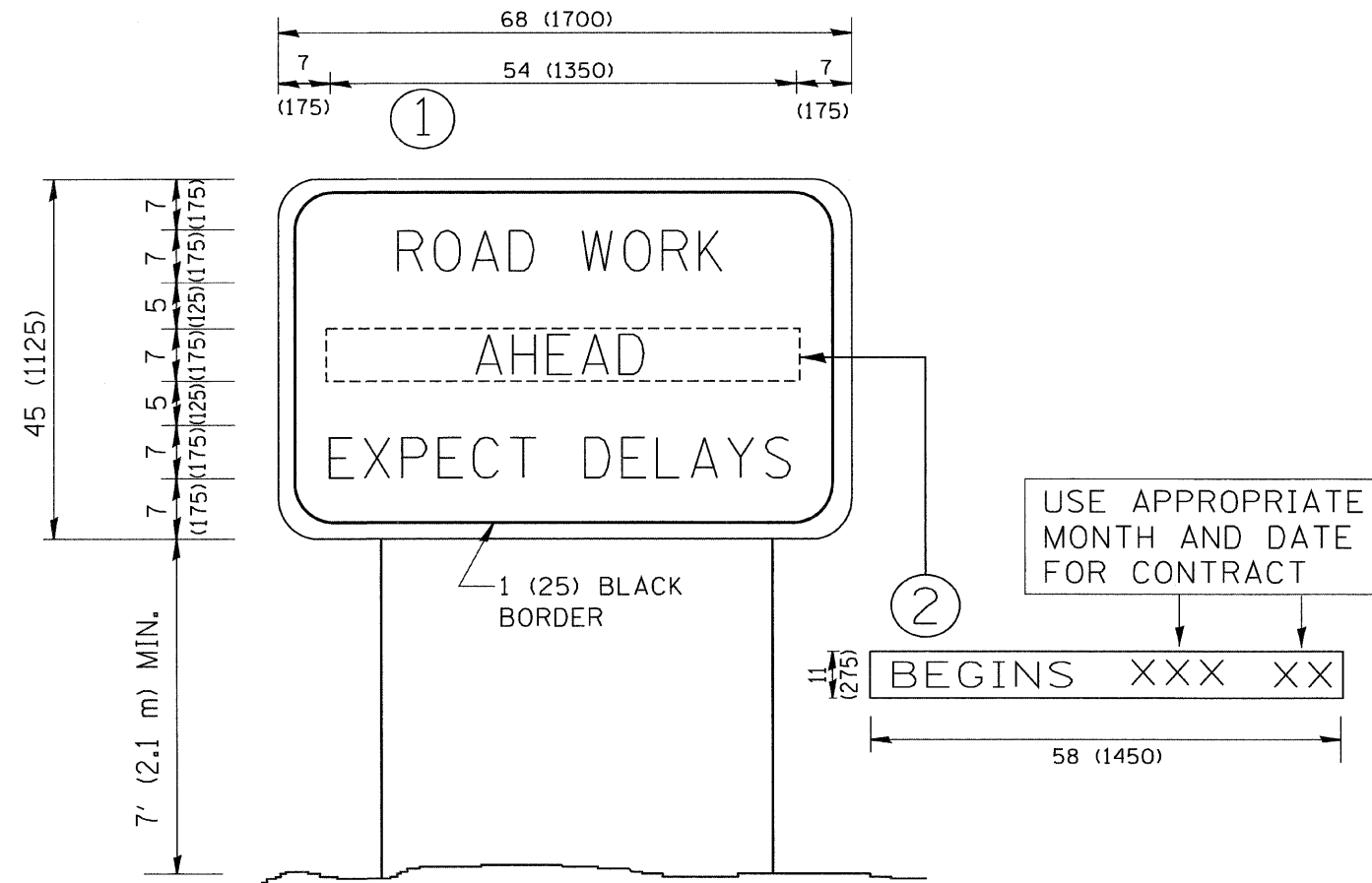


QUANTITY  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.39 sq. m)

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

\* 1284 & 2743

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = geglionob	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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -T. RAMMACHER 11-04-97					*	2011-017-RS	COOK	16	14
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -T. RAMMACHER 03-02-98		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			TC-16		CONTRACT NO. 60P10		
		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



**NOTES:**

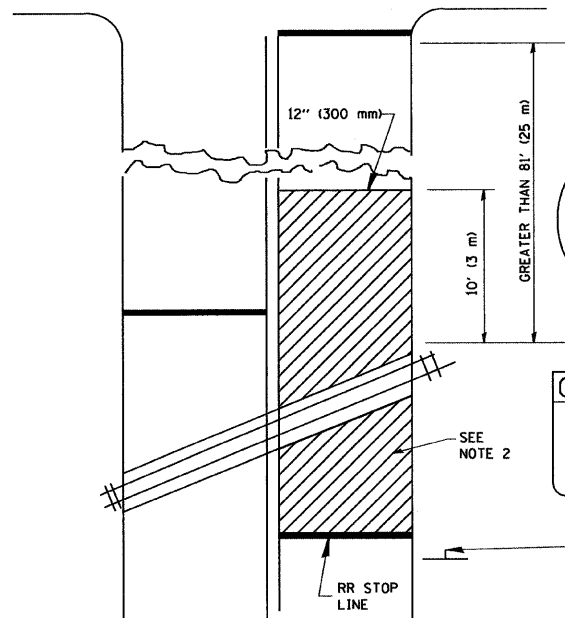
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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.

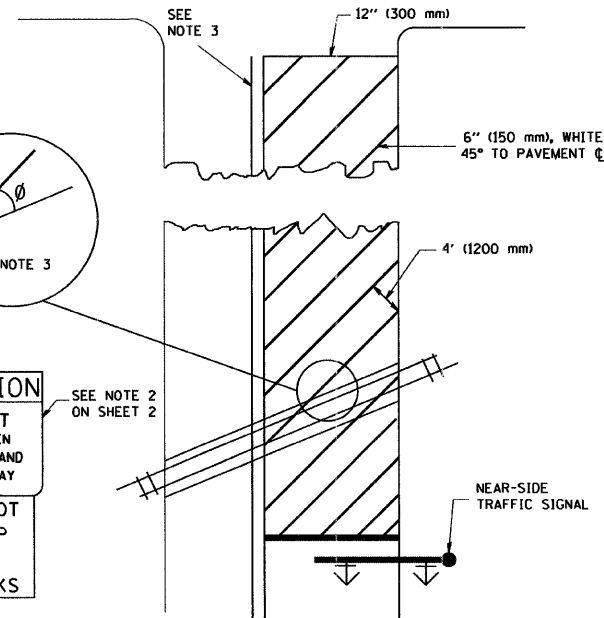
\* 1284 & 2743

FILE NAME = M:\diststd\22x34\to22.dgn	USER NAME = goglionobt	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97					*	2011-017-RS	COOK	16	15
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99					TC-22		CONTRACT NO. 60P10		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
				SCALE: NONE			SHEET NO. 1 OF 1 SHEETS		STA. TO STA.			

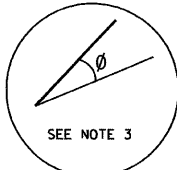
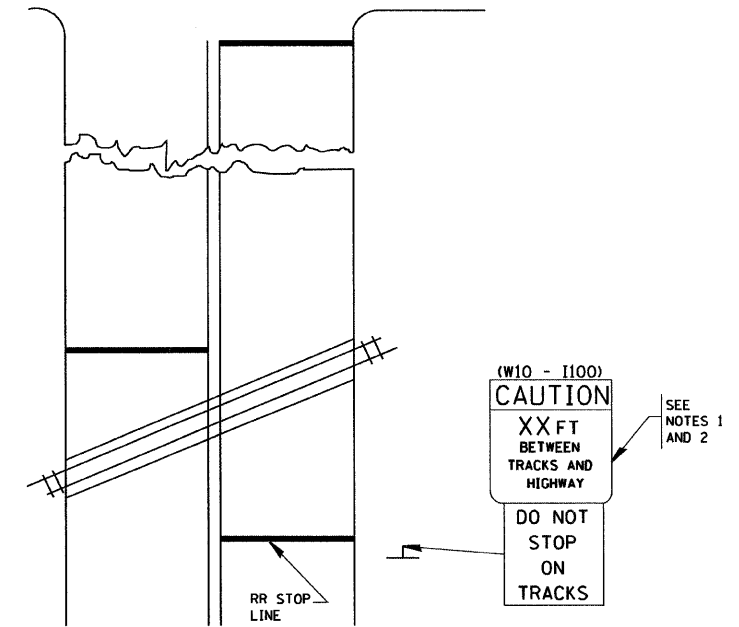
WITH INTERSECTION TRAFFIC SIGNALS



WITH NEAR-SIDE TRAFFIC SIGNALS



WITH NONSIGNALIZED INTERSECTION  
81' (25 m) OR LESS TO CLOSEST RAIL



SEE NOTE 2  
**CAUTION**  
 XX FT  
 BETWEEN  
 TRACKS AND  
 HIGHWAY  
**DO NOT  
 STOP  
 ON  
 TRACKS**

- NOTES:
1. PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
  2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
  3. WHERE THE ANGLE BETWEEN THE DIAGONAL STRIPES AND THE TRACK (θ) WOULD BE LESS THAN APPROXIMATELY 20°, THE STRIPES SHOULD BE SLOPED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

- NOTE :
1. DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
  2. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN. \*1284 & 2743

FILE NAME = M:\diststd\22x34\to23.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED - REVISED -	01-01-07	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	*	2011-017-RS	COOK	16	16
	PLOT DATE = 1/4/2008	DATE -	REVISED -								TC-23			
											FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT		CONTRACT NO. 60P10