

OR RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	2010-104-RS	COOK	18	1
		ILLINOIS	CONTRACT NO. 60M28	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

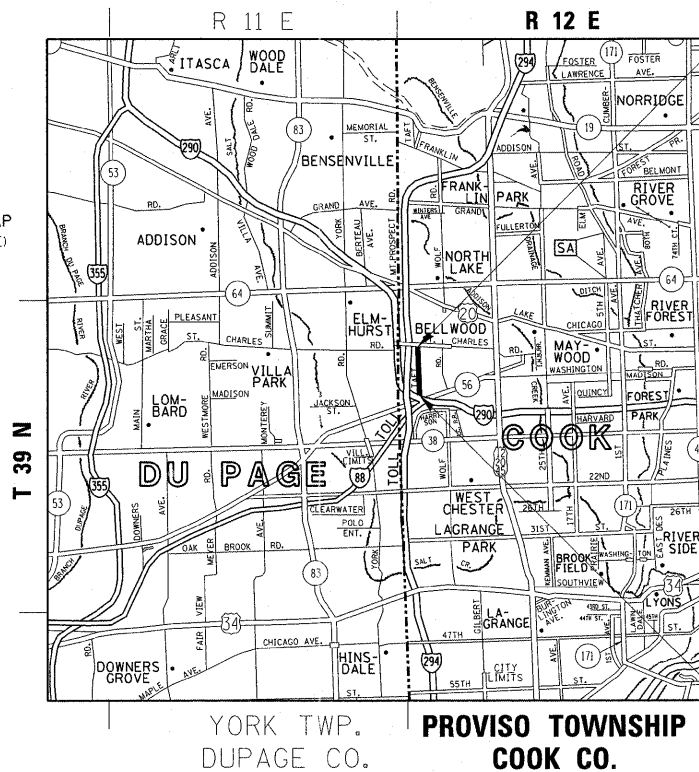
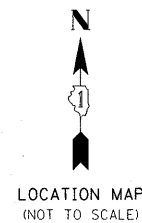
OR 15: TAFT AVE.  
ST. CHARLES RD. TO ILL 56 (BUTTERFIELD RD.)  
SECTION: 2010-104-RS  
RESURFACING (3P)

**COOK COUNTY**

C-91-095-11

FOR INDEX OF SHEETS, SEE SHEET NO. 2

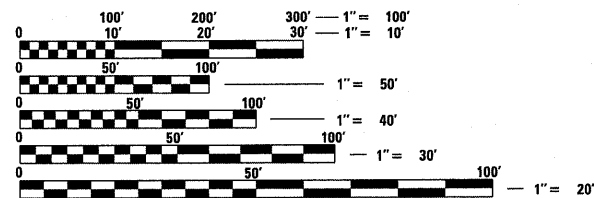
THIS PROJECT IS LOCATED IN  
VILLAGE OF BERKELEY AND VILLAGE OF HILLSIDE



PROJECT ENDS  
STA 62 + 40.2

TRAFFIC DATA:  
1982 ADT = 9200  
SPEED LIMIT = 30 MPH

PROJECT BEGINS  
STA 10 + 82.7



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

GROSS AND NET LENGTH = 5,158 FT. = 0.98 MILES

CONTRACT NO. 60M28

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED MAY 10, 20 11

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

July 1 20 11  
Scott E. Stiff P.E.  
Acting ENGINEER OF DESIGN AND ENVIRONMENT

July 1 20 11  
Christina M. Rood  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

**INDEX OF SHEETS**

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-5	EXISTING AND PROPOSED TYPICAL SECTIONS
6-7	ROADWAY AND PAVEMENT MARKING PLANS
8	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)
9	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
10	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
11	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
12	HMA TAPER AT EDGE OF P.C.C. PAVEMENT (BD-33)
13	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)
14	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)
15	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
16	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
17	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)
18	ARTERIAL ROAD INFORMATION SIGN (TC-22)

**STATE STANDARDS**

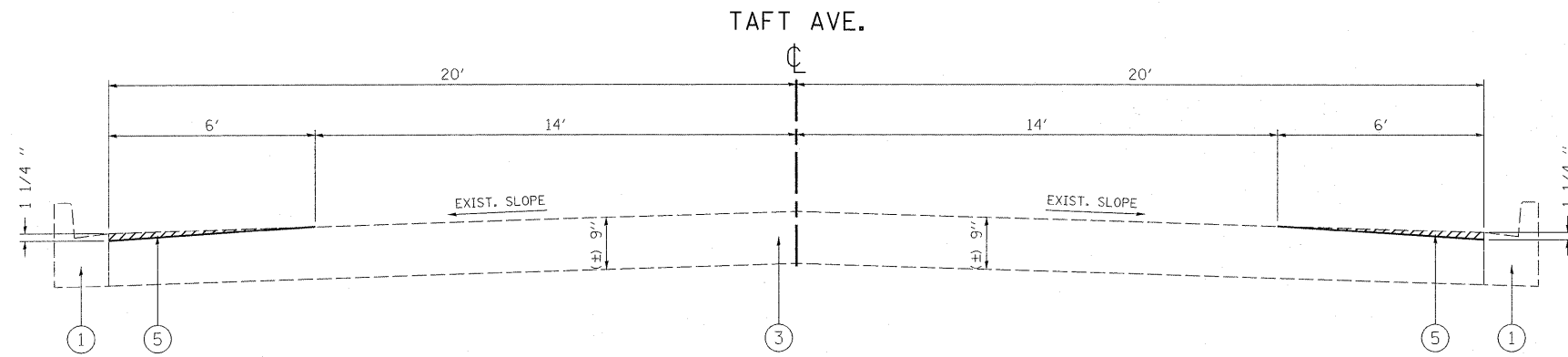
STANDARD NO.	DESCRIPTION
000001-00	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS DAY ONLY
701501-00	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-01	TRAFFIC CONTROL DEVICES

**GENERAL NOTES**

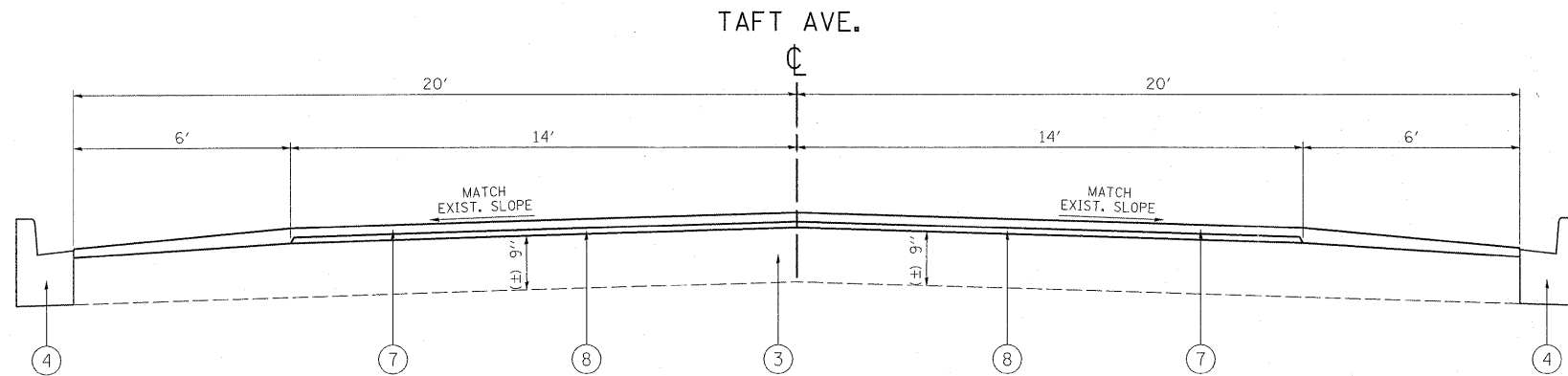
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, VILLAGE OF BERKELEY AND VILLAGE OF HILLSIDE.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
- ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 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.
- ALL PAVEMENT PATCHING AND CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 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 CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN, AT (708) 597-9800 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 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 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 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.
- PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING
- 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).
- 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.
- UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.

FILE NAME =	USER NAME = velichkovVV	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TAFT AVE. (ST. CHARLES RD. TO ILL 56 (BUTTERFIELD RD.)) INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES</b>			OR	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwwork\velichkovv\d0248765\109511-sh1-plon.dgn		DRAWN -	REVISED -		15	2010-104-RS	COOK	18	2			
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 60M28							
PLOT DATE = 5/11/2011		DATE -	REVISED -		[ILLINOIS] FED. AID PROJECT							
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.	

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	URBAN 100% STATE TOTAL QUANTITIES	0005					CODE NO	ITEM	UNIT	URBAN 100% STATE TOTAL QUANTITIES	0005					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	84	84					70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	826	826					
25200110	SODDING, SALT TOLERANT	SO YD	84	84					* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	94	94					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	20	20					* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8565	8565					
40600300	AGGREGATE (PRIME COAT)	TON	98	98					* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1840	1840					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	37	37					* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	335	335					
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	30	30					* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	242	242					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	200	200					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	282	282					X4060826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1001	1001					
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SO YD	267	267					X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SO YD	482	482					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2060	2060					X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	60	60					
42001300	PROTECTIVE COAT	SO YD	112	112					Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	500	500					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	22756	22756					Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	52	52					
44022029	PARTIAL DEPTH REMOVAL 3"	SO YD	200	200														
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SO YD	600	600														
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SO YD	540	540														
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SO YD	480	480														
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	5	5														
60266600	VALVE BOXES TO BE ADJUSTED	EACH	2	2														
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	12	12														
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6														
67100100	MOBILIZATION	L SUM	1	1														
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1														
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2478	2478														
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	94	94														
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	8565	8565														
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1840	1840														
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	335	335														
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	242	242														



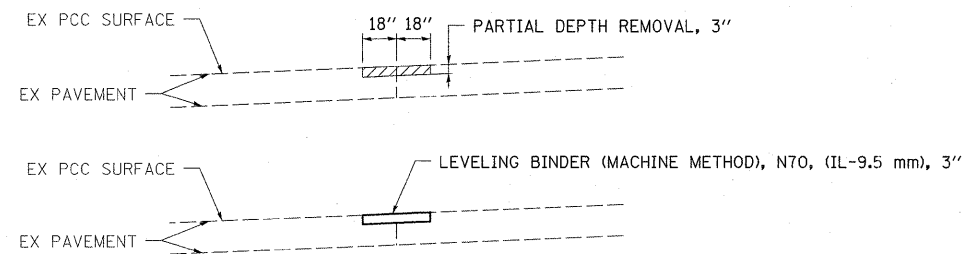
EXISTING TYPICAL SECTION  
STA. 10+82.7 TO 14+44.1



PROPOSED TYPICAL SECTION  
STA. 10+82.7 TO 14+44.1

LEGEND

- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER
- ② EXISTING HMA SURFACE COURSE - VARIES (±) 3" TO (±) 6"
- ③ EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - (±) 9"
- ④ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)
- ⑤ PROPOSED PORTLAND CEMENT CONCRETE SURFACE REMOVAL - VAR. DEPTH (SEE "HMA TAPER AT EDGE OF PCC PAVEMENT" DETAIL)
- ⑥ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2-1/4"
- ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1-1/2"
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 1"
- ⑨ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"



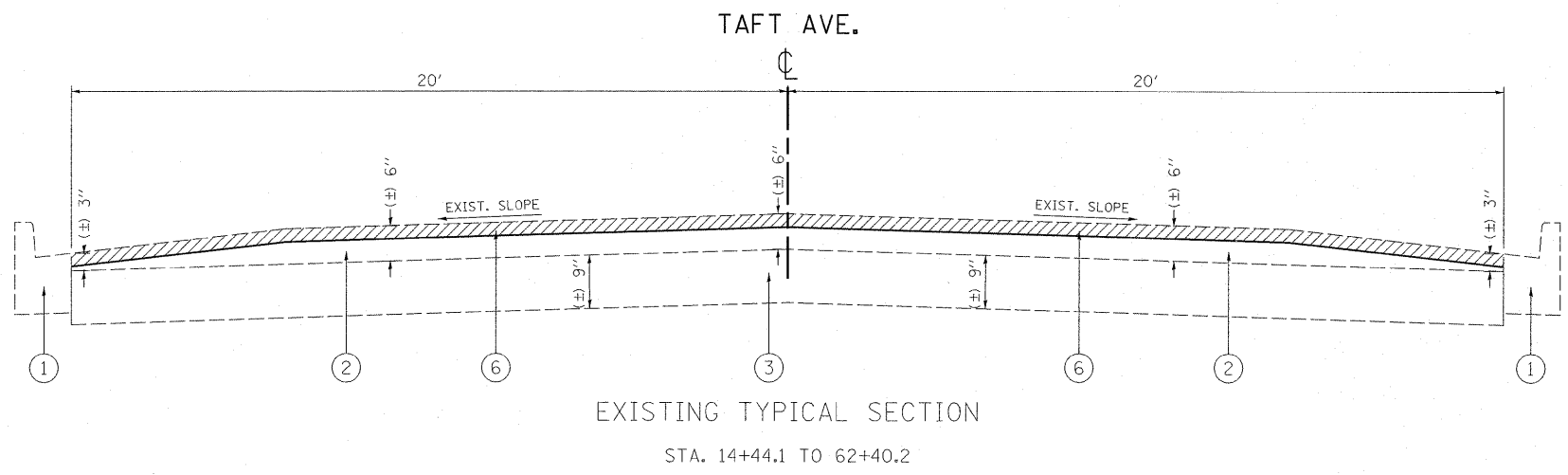
DETAIL  
LONGITUDINAL JOINT REPAIR (TYP)  
(LOCATIONS TO BE DETERMINED BY RESIDENT ENGINEER)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

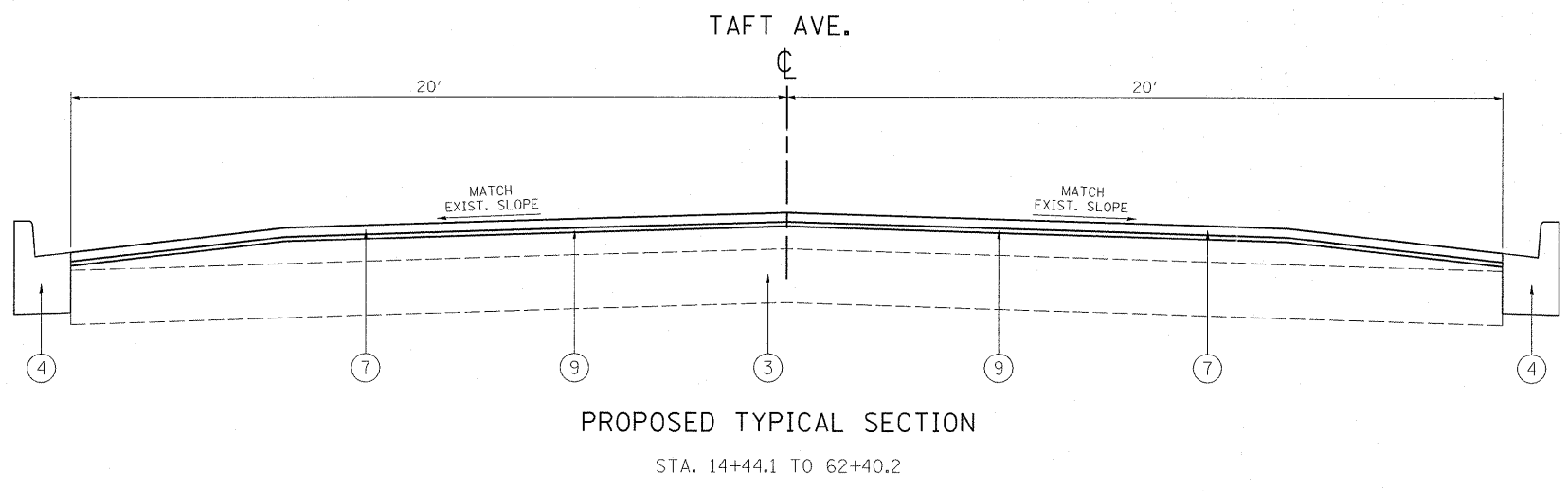
MIXTURE USES	MIXTURE TYPE	AIR VOIDS (%)
ROADWAY	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5 mm)	4% @ 70 GYR
	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR
PATCHES	CLASS D PATCHES, (HMA BINDER IL-19 mm)	4% @ 70 GYR
LONGITUDINAL JOINT REPAIR	LEVELING BINDER (MACHINE METHOD), N70, (IL-9.5 mm)	4% @ 70 GYR

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES IS 112 LBS/SOYD/IN.

NOTE 2: 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.



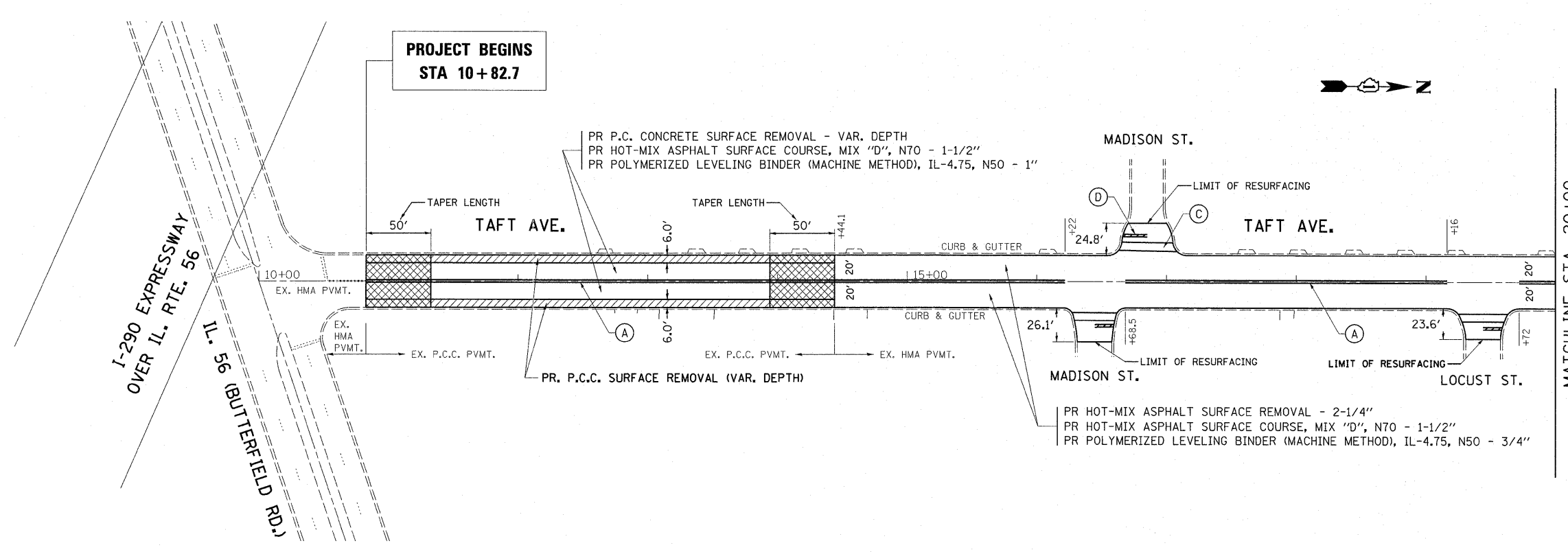
- LEGEND**
- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER
  - ② EXISTING HMA SURFACE COURSE - VARIES (±) 3" TO (±) 6"
  - ③ EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - (±) 9"
  - ④ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)
  - ⑤ PROPOSED PORTLAND CEMENT CONCRETE SURFACE REMOVAL - VAR. DEPTH (SEE "HMA TAPER AT EDGE OF PCC PAVEMENT" DETAIL)
  - ⑥ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2-1/4"
  - ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1-1/2"
  - ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 1"
  - ⑨ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"



**NOTES:**

A) THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.

FILE NAME =	USER NAME = VelichkovV	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TAFT AVE. (ST. CHARLES RD. TO ILL 56 (BUTTERFIELD RD.)) EXISTING AND PROPOSED TYPICAL SECTIONS</b>	OR	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cf:\pwork\pwork\velichkovv\d8248765\109511-sht-plan.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -			15	2010-104-RS	COOK	18	5	
PLOT DATE = 5/11/2011	DATE -	CHECKED -	REVISED -			CONTRACT NO. 60M28					
						ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. OF SHEETS STA. TO STA.					



**PROJECT BEGINS  
STA 10+82.7**

I-290 EXPRESSWAY  
OVER IL. RTE. 56  
IL. 56 (BUTTERFIELD RD.)

**TAFT AVE.**

**MADISON ST.**

**TAFT AVE.**

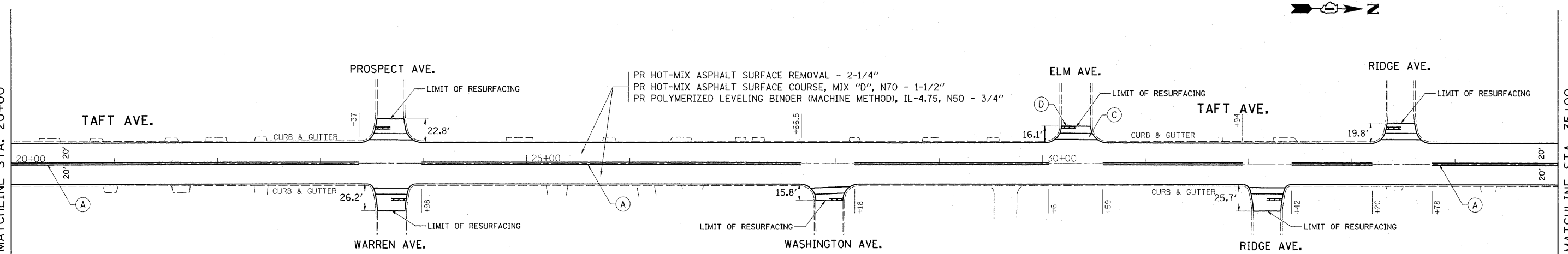
**MADISON ST.**

**LOCUST ST.**

PR P.C. CONCRETE SURFACE REMOVAL - VAR. DEPTH  
PR HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1-1/2"  
PR POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 1"

PR HOT-MIX ASPHALT SURFACE REMOVAL - 2-1/4"  
PR HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1-1/2"  
PR POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"

MATCHLINE STA. 20+00



**PROSPECT AVE.**

**TAFT AVE.**

PR HOT-MIX ASPHALT SURFACE REMOVAL - 2-1/4"  
PR HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1-1/2"  
PR POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"

**ELM AVE.**

**TAFT AVE.**

**RIDGE AVE.**

**WARREN AVE.**

**WASHINGTON AVE.**

**RIDGE AVE.**

**THERMOPLASTIC PAVEMENT MARKING LEGEND**

- |  |   |
|--|---|
| (A) THERMOPLASTIC PAVEMENT MARKING<br>4" DOUBLE YELLOW, 2 @ 11" C-C (TYPICAL)  | (D) THERMOPLASTIC PAVEMENT MARKING<br>24" SOLID WHITE, STOP BAR (TYPICAL)   |
| (B) THERMOPLASTIC PAVEMENT MARKING<br>6" SOLID WHITE, TURN LANE LINE (TYPICAL)   | (E) THERMOPLASTIC PAVEMENT MARKING<br>LETTERS & SYMBOLS, WHITE (TYPICAL)  |
| (C) THERMOPLASTIC PAVEMENT MARKING<br>CROSSWALK LINES (PEDESTRIAN) 2 @ 6" SOLID WHITE<br>A: DIAGONALS (BIKE & EQUESTRIAN) 12" @ 45° SOLID WHITE<br>B: LONGITUDINAL BARS (SCHOOL) 12" @ 90° SOLID WHITE (TYPICAL) | (F) THERMOPLASTIC PAVEMENT MARKING<br>DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE), WIDTH= SAME AS LINE BEING EXTENDED, SKIP-DASH, COLOR= SAME AS LINE BEING EXTENDED (TYPICAL) |

- GENERAL NOTES:**
- 1) LIMIT OF RESURFACING ON SIDE-STREETS THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER.
  - 2) ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)" STANDARD DETAIL.
  - 3) ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)" STANDARD DETAIL.

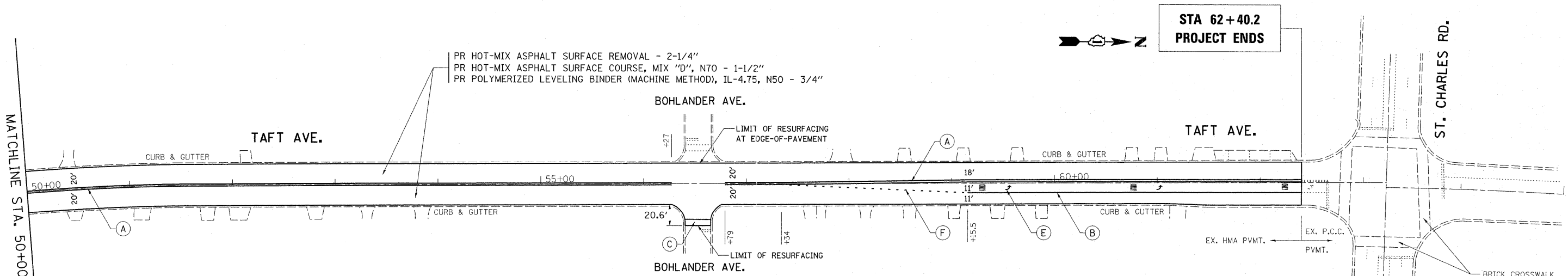
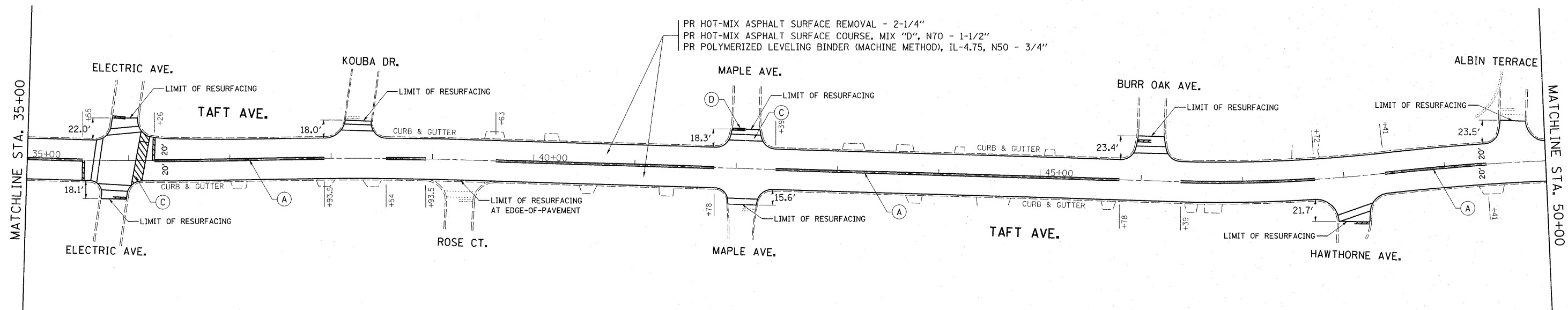
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PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 5/11/2011		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TAFT AVE. (ST. CHARLES RD. TO ILL 56 (BUTTERFIELD RD.))  
ROADWAY AND PAVEMENT MARKING PLAN**

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.
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OR	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	2010-104-RS	COOK	18	6
CONTRACT NO. 60M28			ILLINOIS FED. AID PROJECT	

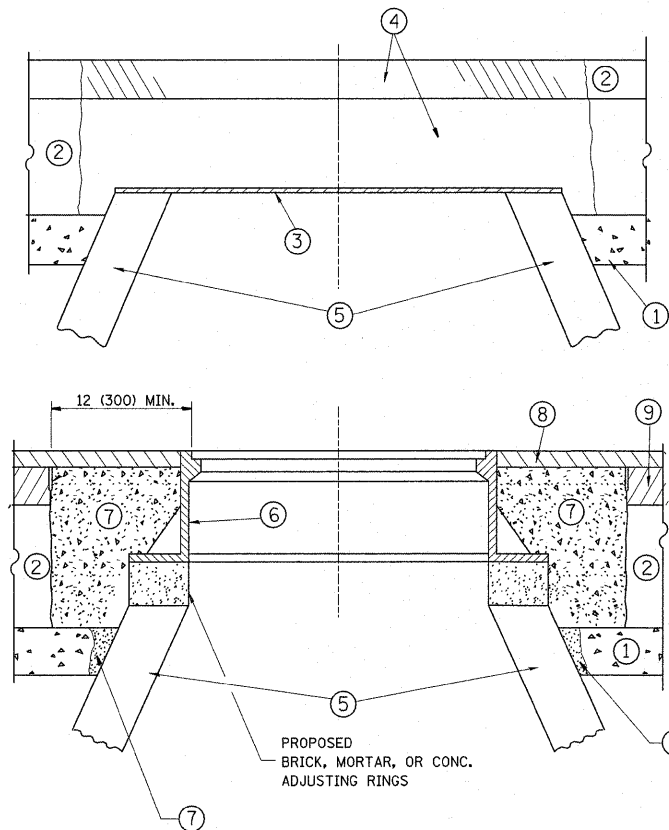


**THERMOPLASTIC PAVEMENT MARKING LEGEND**

- |   |  |
|---|--|
| <p>(A) THERMOPLASTIC PAVEMENT MARKING<br/>4" DOUBLE YELLOW, 2 @ 11" C-C (TYPICAL)</p> <p>(B) THERMOPLASTIC PAVEMENT MARKING<br/>6" SOLID WHITE, TURN LANE LINE (TYPICAL)</p> <p>(C) THERMOPLASTIC PAVEMENT MARKING<br/>CROSSWALK LINES (PEDESTRIAN) 2 @ 6" SOLID WHITE<br/>A: DIAGONALS (BIKE &amp; EQUESTRIAN) 12" @ 45° SOLID WHITE<br/>B: LONGITUDINAL BARS (SCHOOL) 12" @ 90° SOLID WHITE (TYPICAL)</p> | <p>(D) THERMOPLASTIC PAVEMENT MARKING<br/>24" SOLID WHITE, STOP BAR (TYPICAL)</p> <p>(E) THERMOPLASTIC PAVEMENT MARKING<br/>LETTERS &amp; SYMBOLS, WHITE (TYPICAL)</p> <p>(F) THERMOPLASTIC PAVEMENT MARKING<br/>DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE), WIDTH= SAME AS LINE BEING EXTENDED, SKIP-DASH, COLOR= SAME AS LINE BEING EXTENDED (TYPICAL)</p> |
|---|--|

- GENERAL NOTES:**
- 1) LIMIT OF RESURFACING ON SIDE-STREETS THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER.
  - 2) ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)" STANDARD DETAIL.
  - 3) ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH "DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)" STANDARD DETAIL.

FILE NAME =	USER NAME = velichkovVV	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TAFT AVE. (ST. CHARLES RD. TO ILL 56 (BUTTERFIELD RD.)) ROADWAY AND PAVEMENT MARKING PLAN</b>	OR	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\p_wor_k\p_wor_k\velichkovVV\08249765\109511-sht-pln.dgn	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED -			15	2010-104-RS	COOK	18	7	
PLOT DATE = 5/11/2011	DATE -	CHECKED -	REVISED -			CONTRACT NO. 60M28					
						ILLINOIS FED. AID PROJECT					



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (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.

**LEGEND**

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

**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.

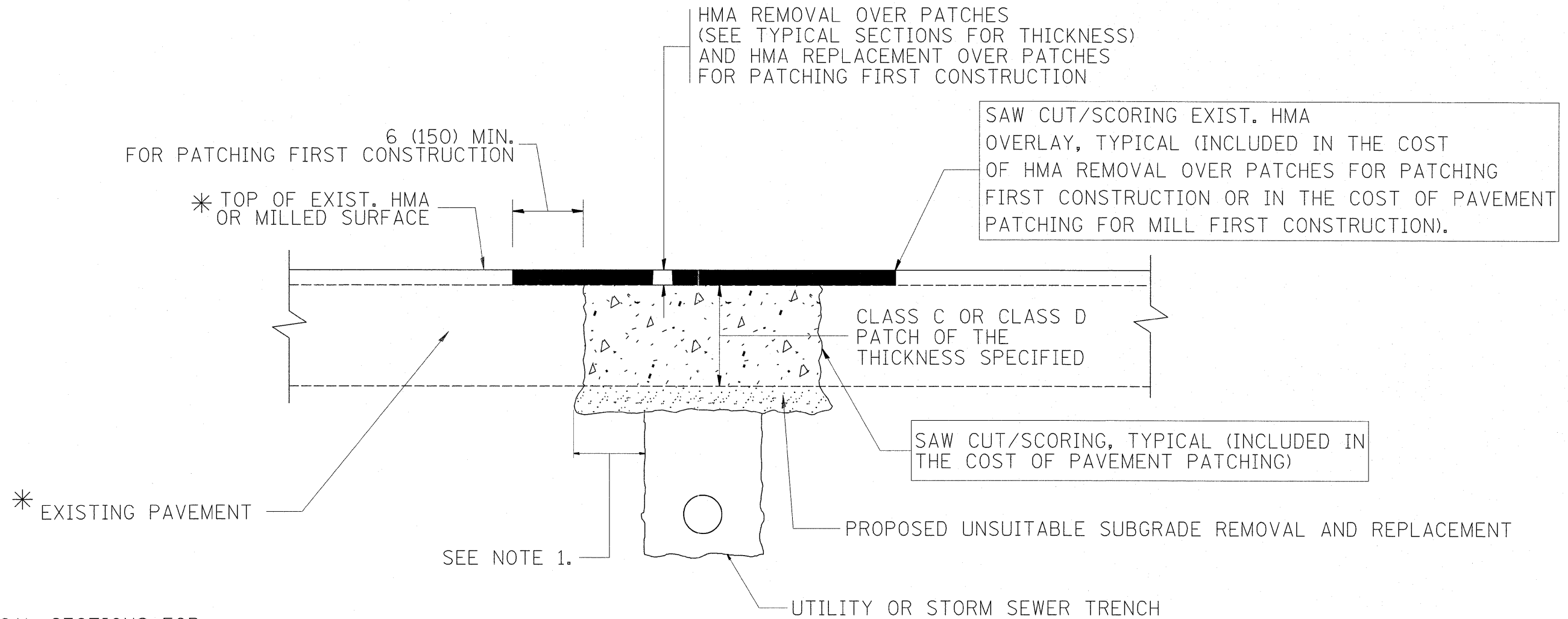
WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = VelichkovVV	DESIGNED - R. SHAH	REVISED - A. ABBAS 03-21-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			F.A. RTE. OR 15	SECTION 2010-104-RS	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 8
c:\pw\work\pwsdot\velichkovvv\d0248765\1st5td.dgn		DRAWN -	REVISED - R. WIEDEMAN 05-14-04		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD600-03 (BD-8)</b>		CONTRACT NO. 60M28	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
	PLOT DATE = 5/11/2011	DATE - 10-25-94	REVISED - R. BORO 03-09-11									





\* 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 = velchikovv	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr:\pw\work\p\dot\velchikovv\0248765\stStd.dgn		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	OR 15	2010-104-RS	COOK	18	9
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07					<b>BD400-04 (BD-22)</b>		CONTRACT NO. 60M28			
	PLOT DATE = 5/11/2011	DATE - 10-25-94	REVISED - K. ENG 10-27-08					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

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)

\* 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.

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.)

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,

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.

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.

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

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

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).

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.

**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".

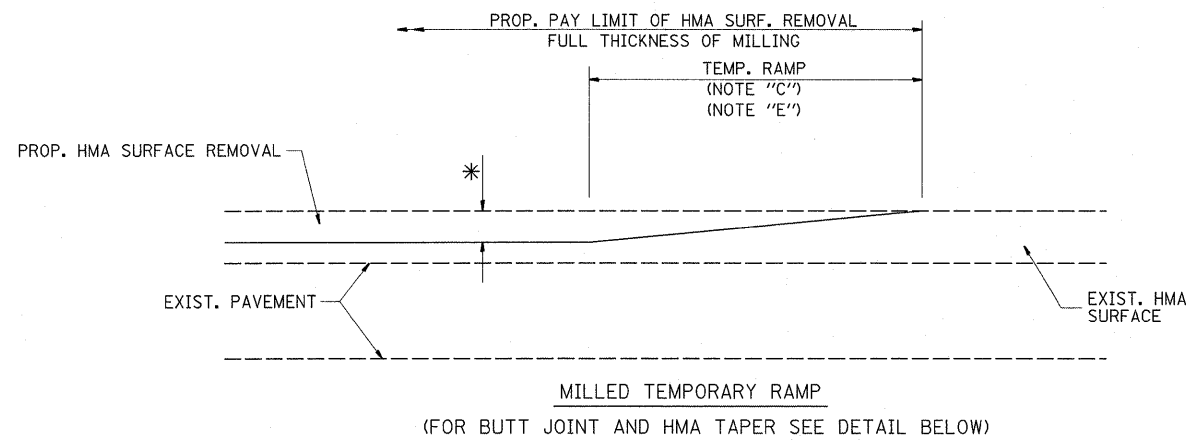
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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.

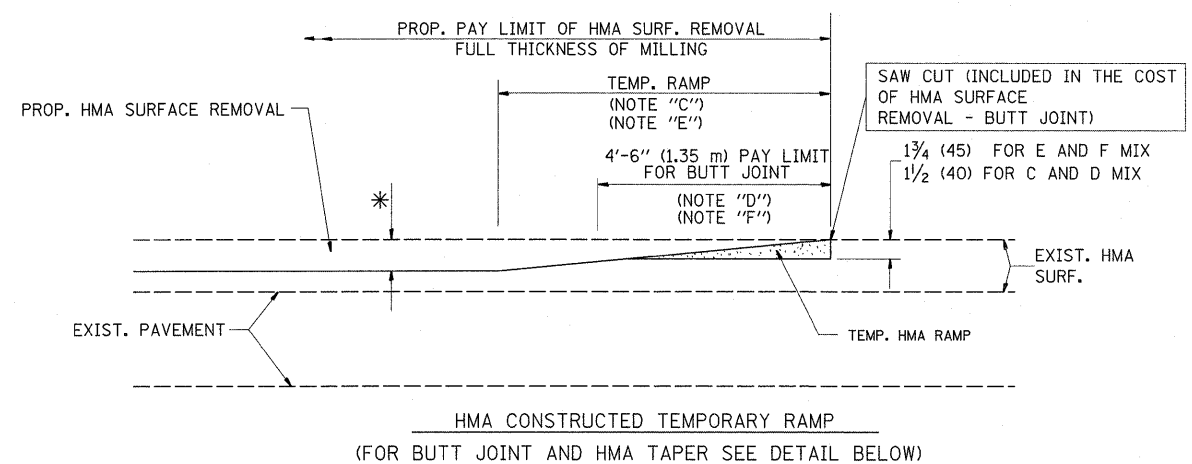
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

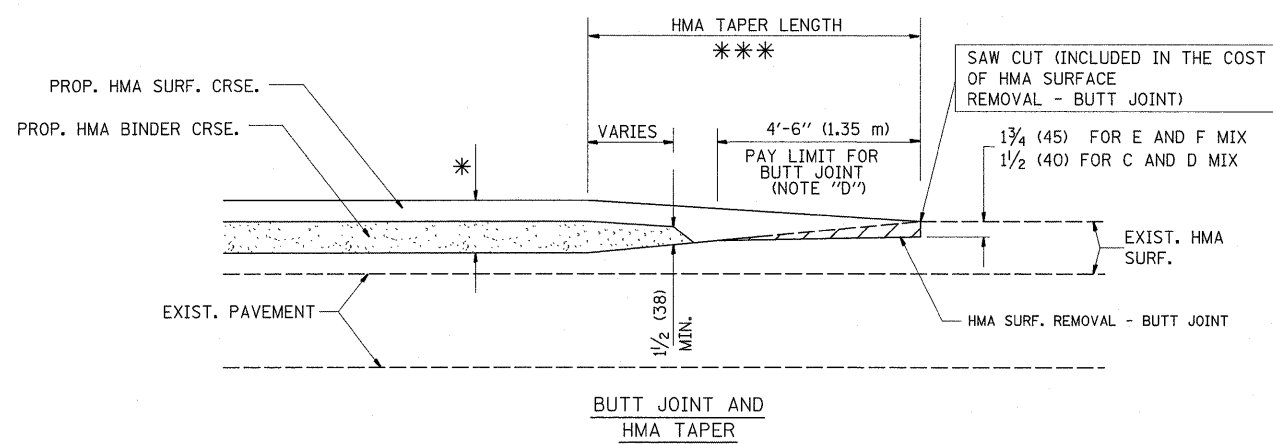
FILE NAME =	USER NAME = velichkovVV	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs:\pw_work\p\dot\velichkovvv\d0248765\d0248765.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		OR 15	2010-104-RS	COOK	18	10			
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - M. GOMEZ 01-22-01		<b>BD600-06 (BD-24)</b>			CONTRACT NO. 60M28				
PLOT DATE = 5/11/2011		DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



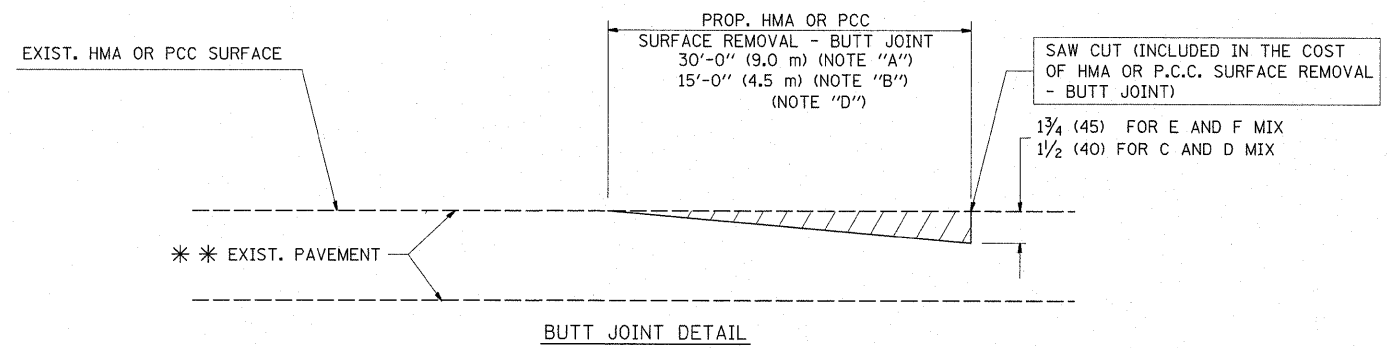
**OPTION 1**



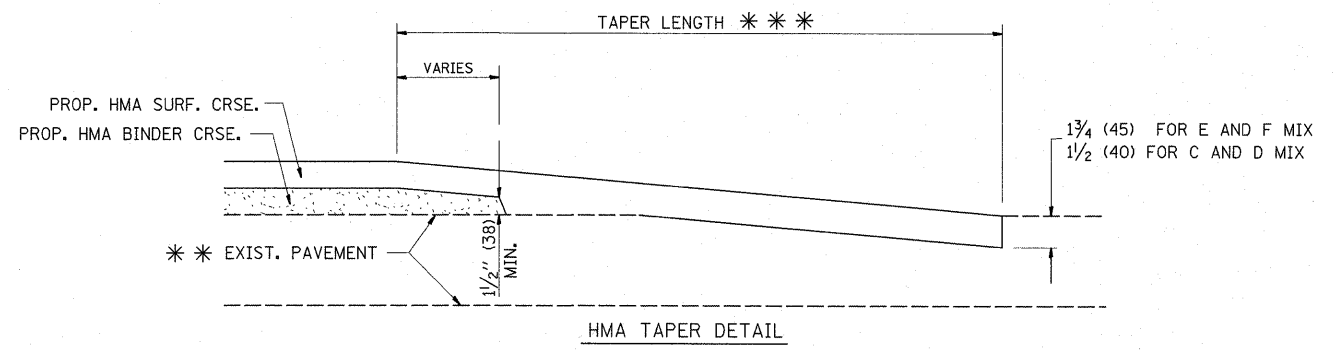
**OPTION 2**  
**TYPICAL TEMPORARY RAMP**



**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.

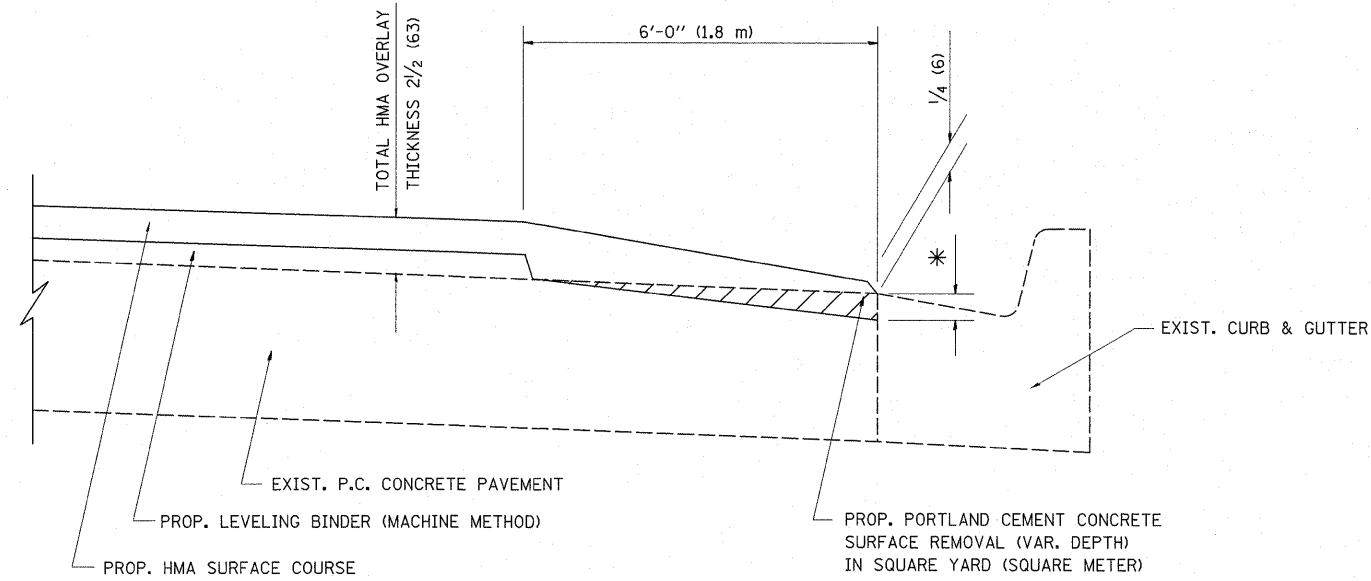
FILE NAME =	USER NAME = VelichkovVV	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
ca\pw_work\pavdot\velichkovvv\d0248765\1stStd.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 5/11/2011	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND HMA TAPER DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OR 15	2010-104-RS	COOK	18	11
BD400-05 BD32			CONTRACT NO. 60M28	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



HMA TAPER AT  
EDGE OF P.C.C. PAVEMENT

HMA SURFACE	LEVELING BINDER		
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1 1/2 (38)	1 (25)	1/4 (33)
F	1 3/4 (44)	3/4 (19)	1/2 (38)

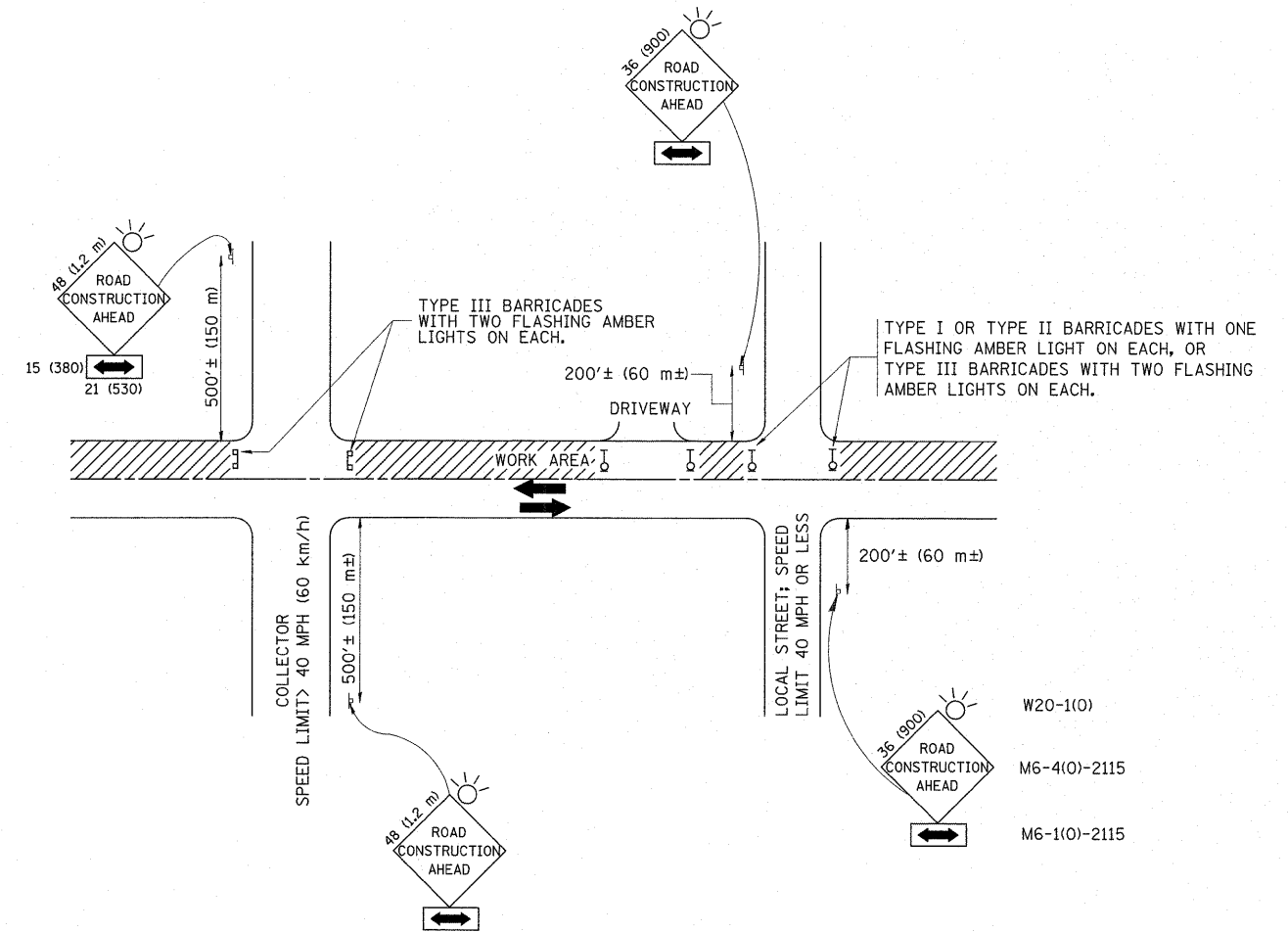
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = VelichkovVV	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94
ci:\pw\work\p1dot\velichkovvv\d0248765\1stStd.dgn		DRAWN - JIS	REVISED - A. ABBAS 05-05-99
PLOT SCALE = 50.0000' / IN.		CHECKED - A. ABBAS	REVISED - E. GOMEZ 12-21-00
PLOT DATE = 5/11/2011		DATE - 09-10-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HMA TAPER AT EDGE OF P.C.C. PAVEMENT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OR 15	2010-104-RS	COOK	18	12
BD400-06 (BD33)		CONTRACT NO. 60M28		
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

- 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:
  - 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.
  - 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.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - 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.
  - 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.
- 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.

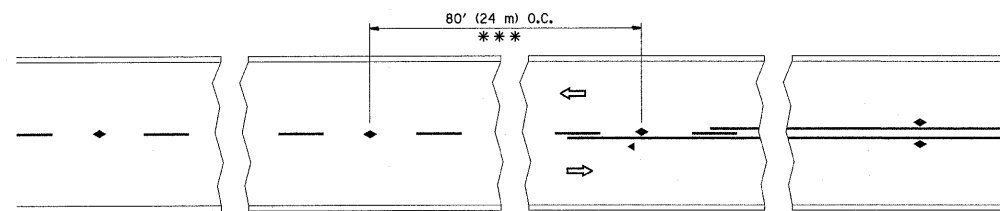
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c:\pw\work\pwwdot\velichkovv\d0248765\1stStd.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50,0000 "/ IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 5/11/2011	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

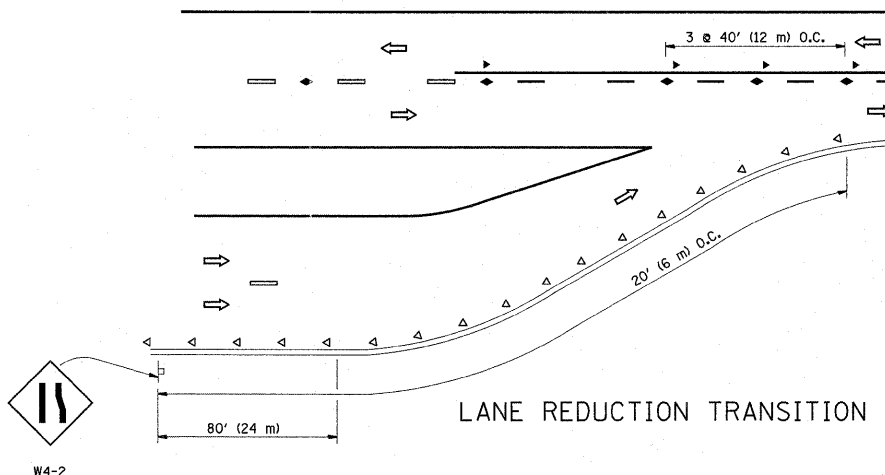
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OR 15	2010-104-RS	COOK	18	13
TC-10		CONTRACT NO. 60M28		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

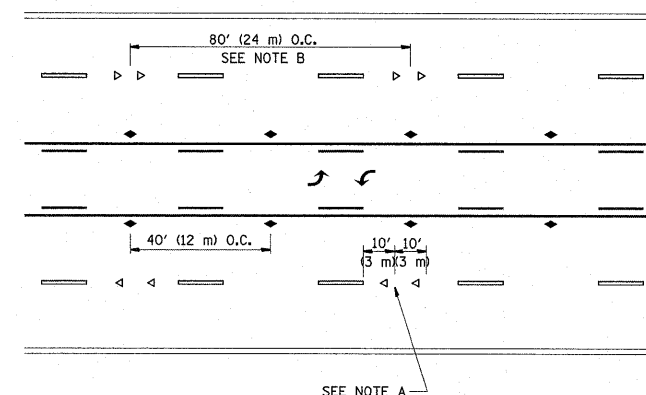


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

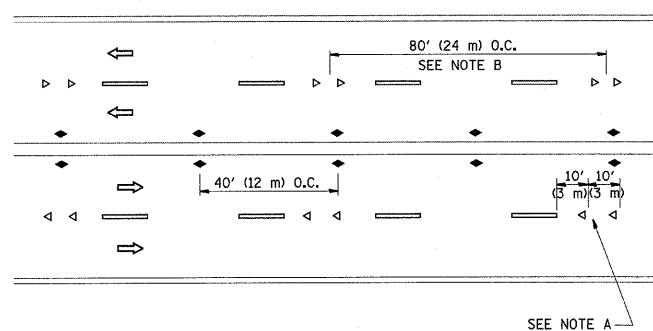
TWO-LANE/TWO-WAY



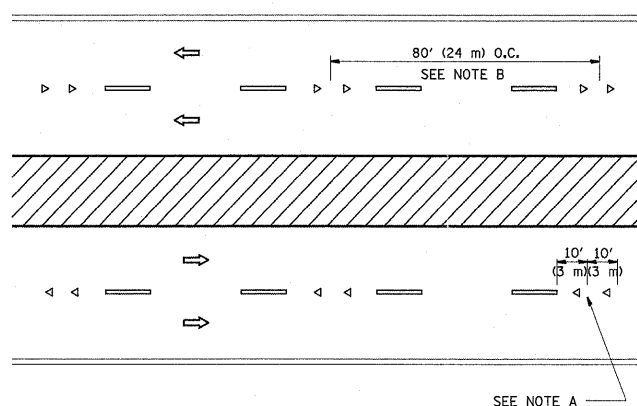
LANE REDUCTION TRANSITION



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

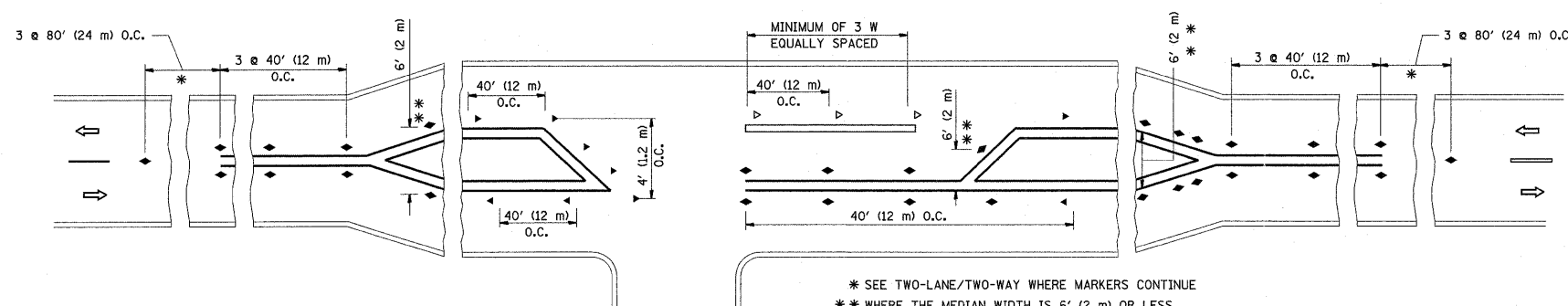
- YELLOW STRIPE
- ▬ WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 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

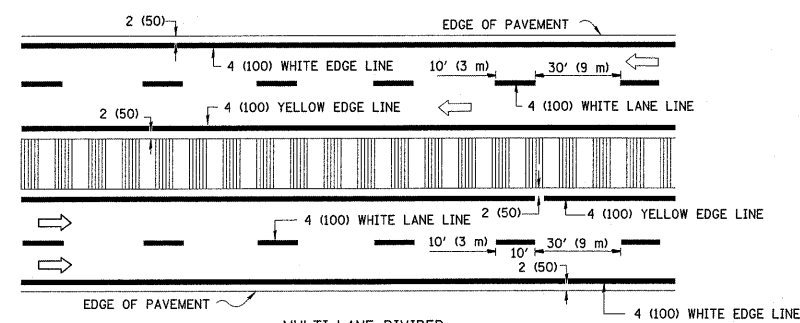
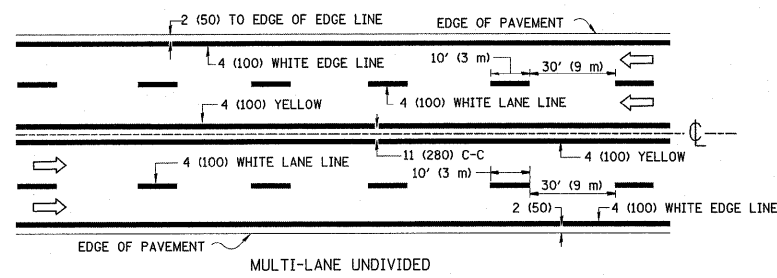
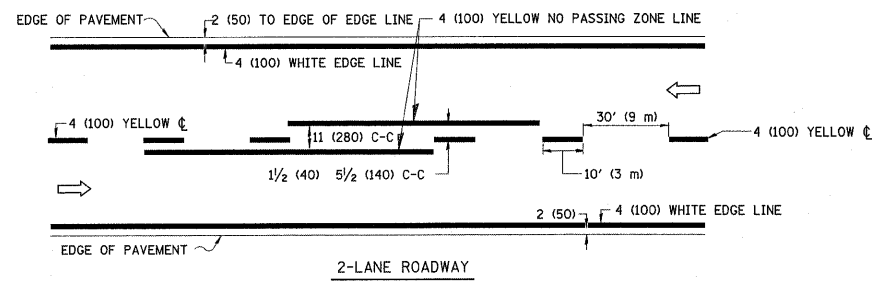
\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
ci:\pw\work\p\dot\velichkovvv\d0248765\d\st1std.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 5/8" @ 1" = 10' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 5/11/2011	DATE -	REVISED - C. JUCIUS 09-09-09

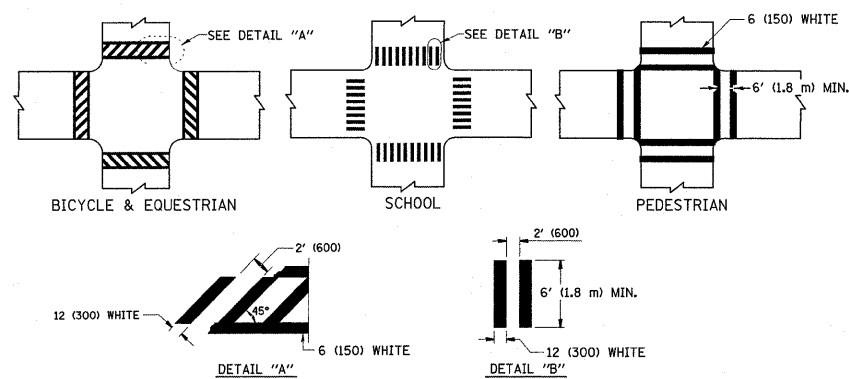
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)		OR 15	2010-104-RS	COOK	18	14
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	
		TC-11		CONTRACT NO. 60M28		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

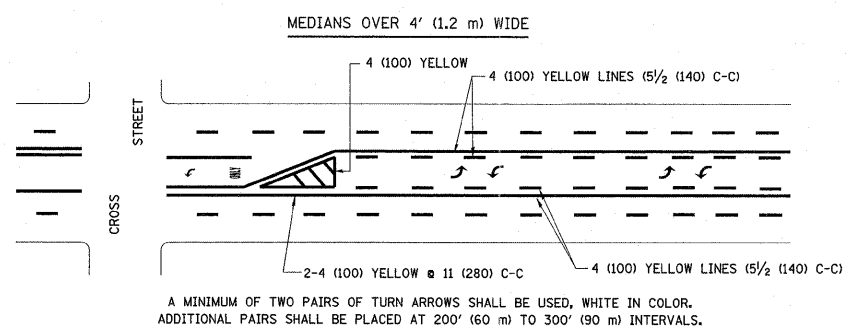
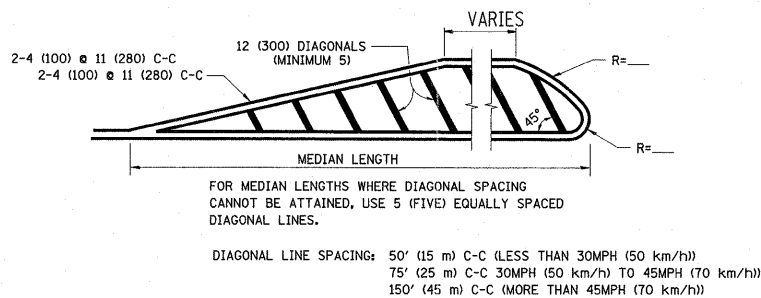
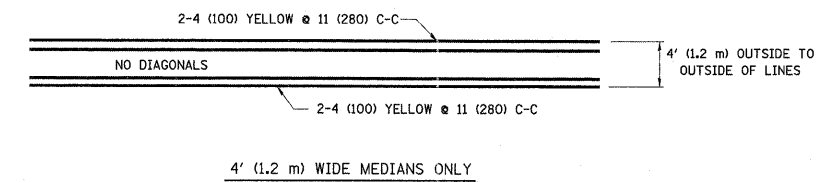


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

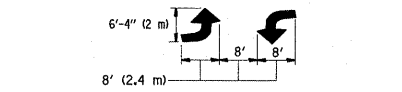
**TYPICAL LANE AND EDGE LINE MARKING**



**TYPICAL CROSSWALK MARKING**

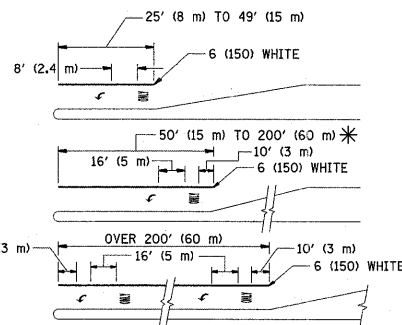


**TYPICAL PAINTED MEDIAN MARKING**



**MEDIAN WITH TWO-WAY LEFT TURN LANE**

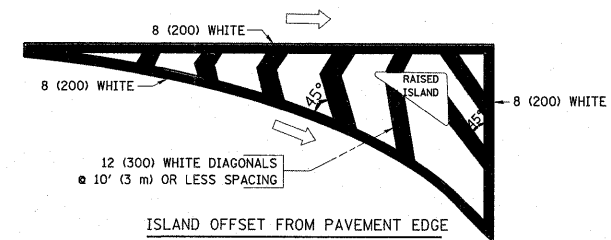
**TYPICAL PAINTED MEDIAN MARKING**



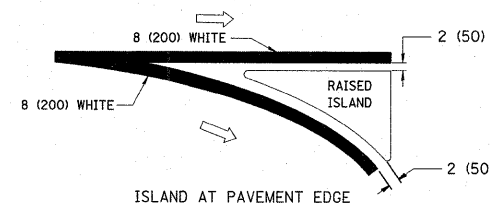
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
 \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

**TYPICAL LEFT (OR RIGHT) TURN LANE**

**TYPICAL TURN LANE MARKING**



**ISLAND OFFSET FROM PAVEMENT EDGE**



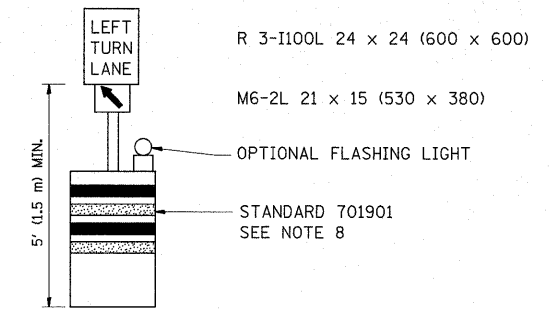
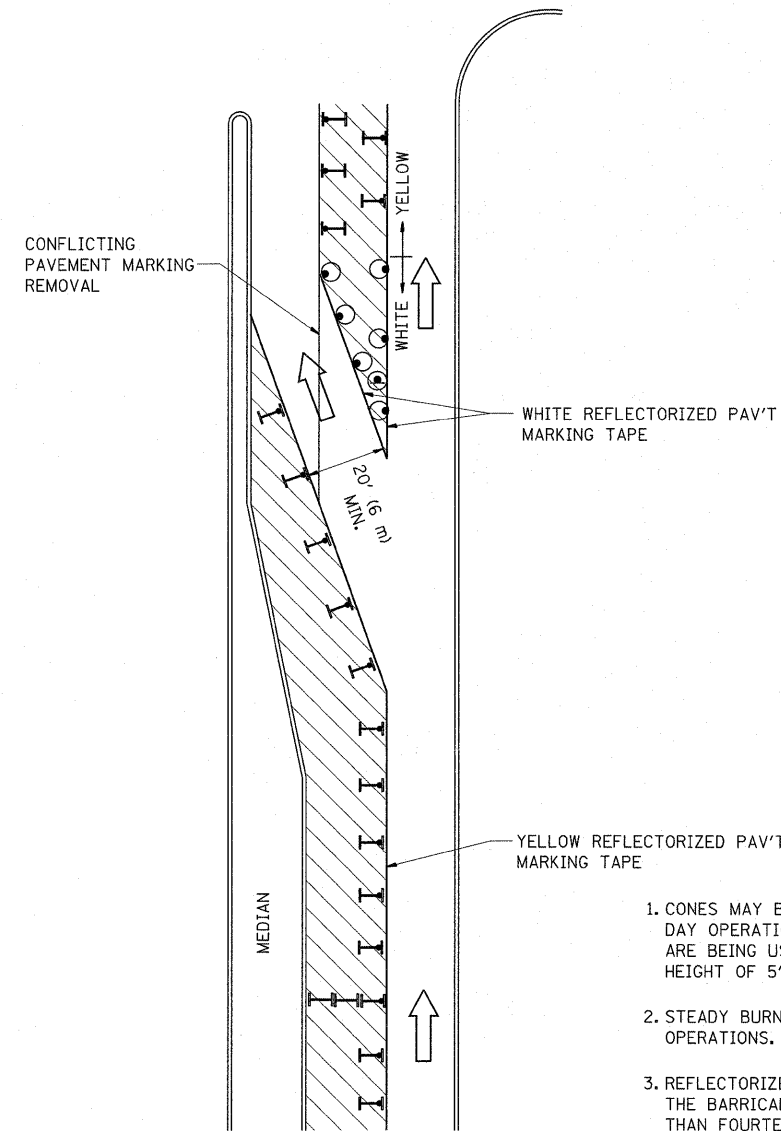
**ISLAND AT PAVEMENT EDGE**

**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 FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (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 1/2 (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" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <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.

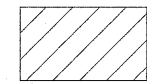







**GENERAL NOTES**

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

FILE NAME =	USER NAME = VelichkovVV	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
c:\pw_work\pwsdot\velichkovvv\d0248765\Std.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
PLOT SCALE = 50.0000' / IN.		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT DATE = 5/11/2011		REVISED -T. RAMMACHER 01-06-00	REVISED -

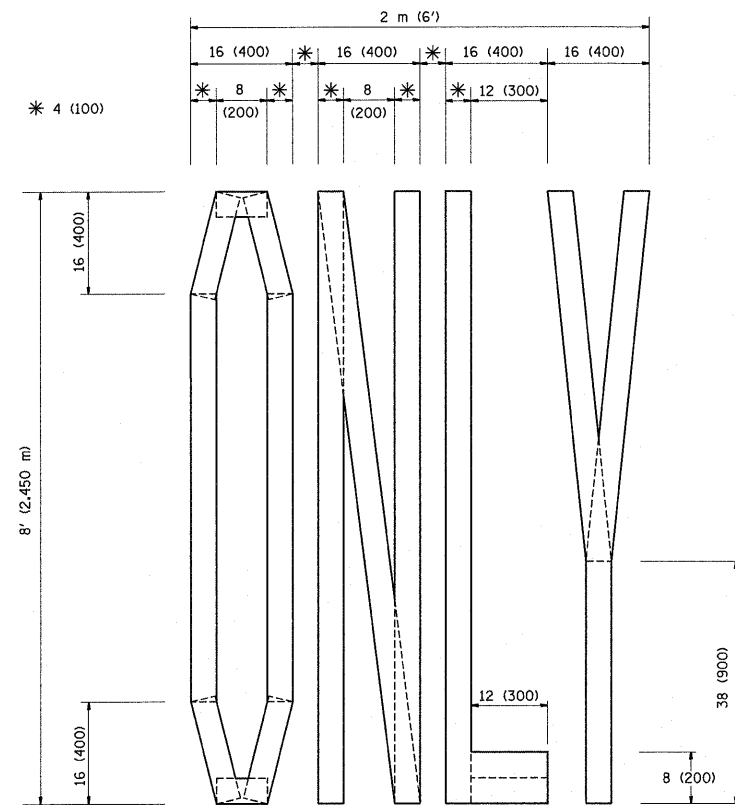
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

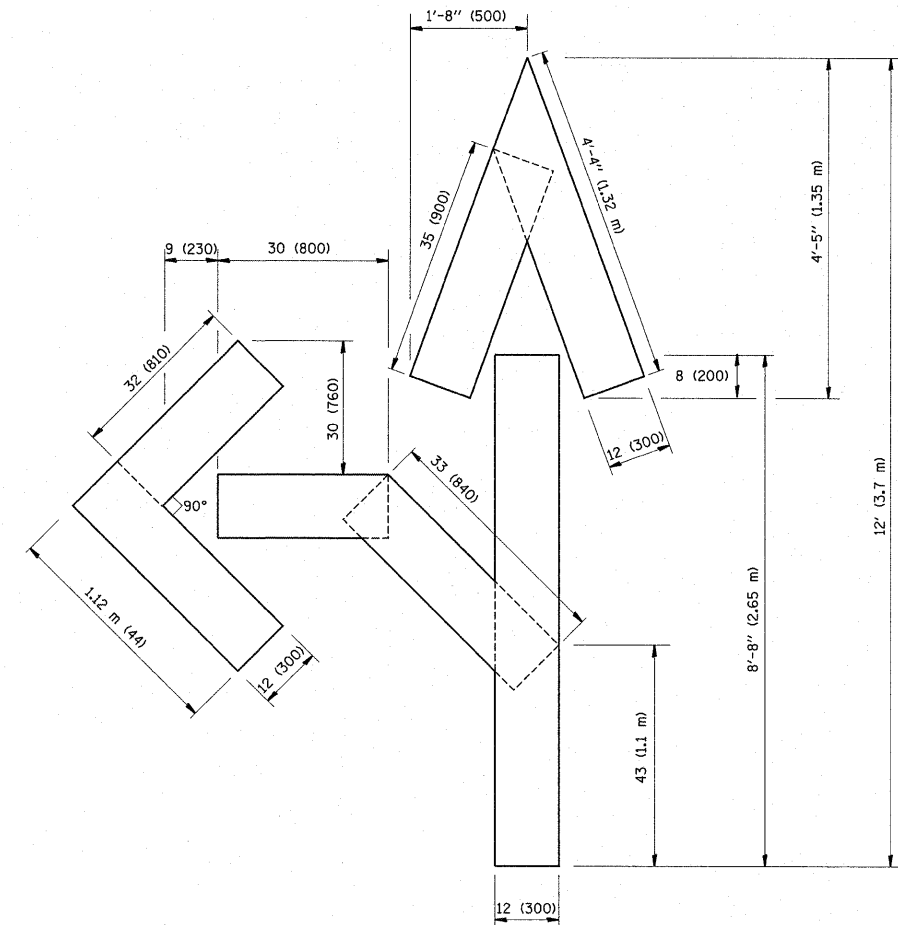
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OR 15	2010-104-RS	COOK	18	16
<b>TC-14</b>		CONTRACT NO. 60M28		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

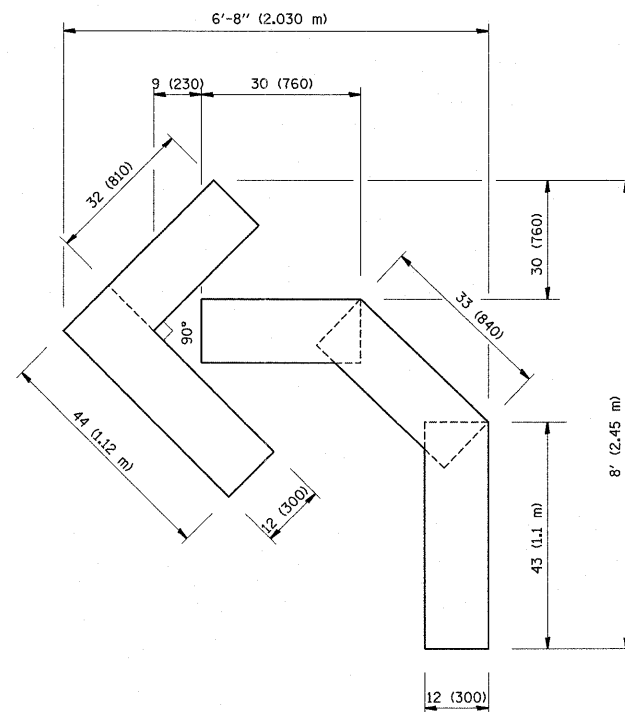




QUANTITY  
 4 (100) LINE = 64.1 ft. (19.7 m)  
 21.1 sq. ft. (1.97 sq. m)



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



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

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

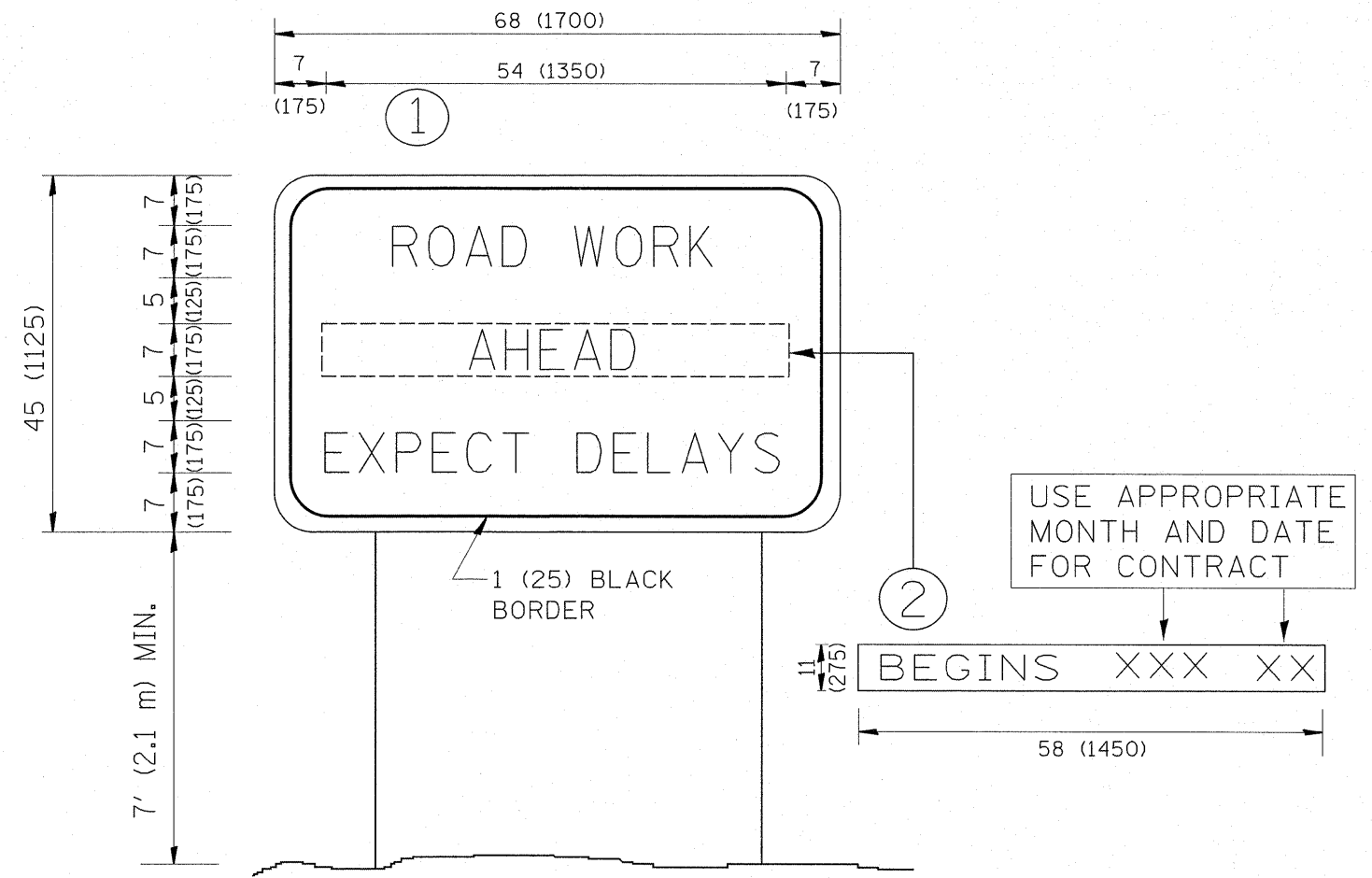
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ca:\pw\work\p\dot\velschkovv\d2248765\1stStd.dgn	1stStd.dgn	DRAWN -	REVISED -T. RAMMACHER 11-04-97
PLOT SCALE = 58.0000 "/ IN.		CHECKED -	REVISED -T. RAMMACHER 03-02-98
PLOT DATE = 5/11/2011		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

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

F.A. RTE. *	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OR 15	2010-104-RS	COOK	18	17
TC-16		CONTRACT NO. 60M28		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**NOTES:**

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

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

FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED - R. MIRS 09-15-97
cr\pwork\pwork\velichkovvv\d0248765\1stStd.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.0000 // IN.		CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 5/11/2011		DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OR 15	2010-104-RS	COOK	18	18
<b>TC-22</b>		CONTRACT NO. 60M28		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				