

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID PROJECT
LOCAL AGENCY PAVEMENT PRESERVATION (LAPP)
FAU 2729 (MONTROSE AVENUE)
CUMBERLAND AVENUE TO CANFIELD AVENUE
SECTION NO. 09-00056-00-RS
PROJECT NO. ARA-9003(322)
VILLAGE OF NORRIDGE
COOK COUNTY
JOB NO. 91-629-09**

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2729	09-00056-00-RS	COOK	14	1
ILLINOIS PROJECT ARA-9003(322)				
VILLAGE SECTION 09-00056-00-RS				
CONTRACT NO. 63256				



LOCATION OF SECTION INDICATED THUS: [Symbol]

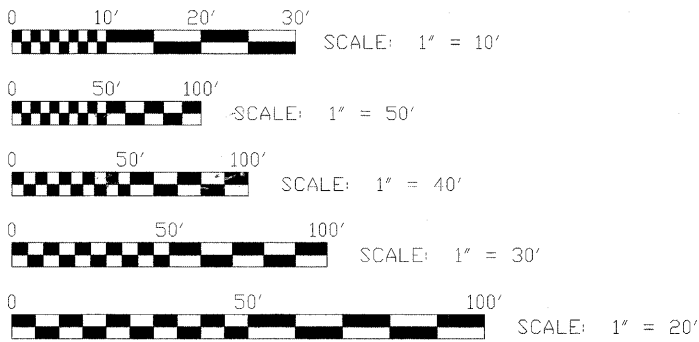
TRAFFIC DATA

2030 ADT = 8,400 VPD
POSTED SPEED LIMIT = 30 M.P.H.
DESIGN SPEED = 35 M.P.H.

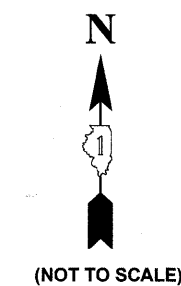
DESIGN DESIGNATION

COLLECTOR

PROJECT LOCATED IN THE VILLAGE OF NORRIDGE

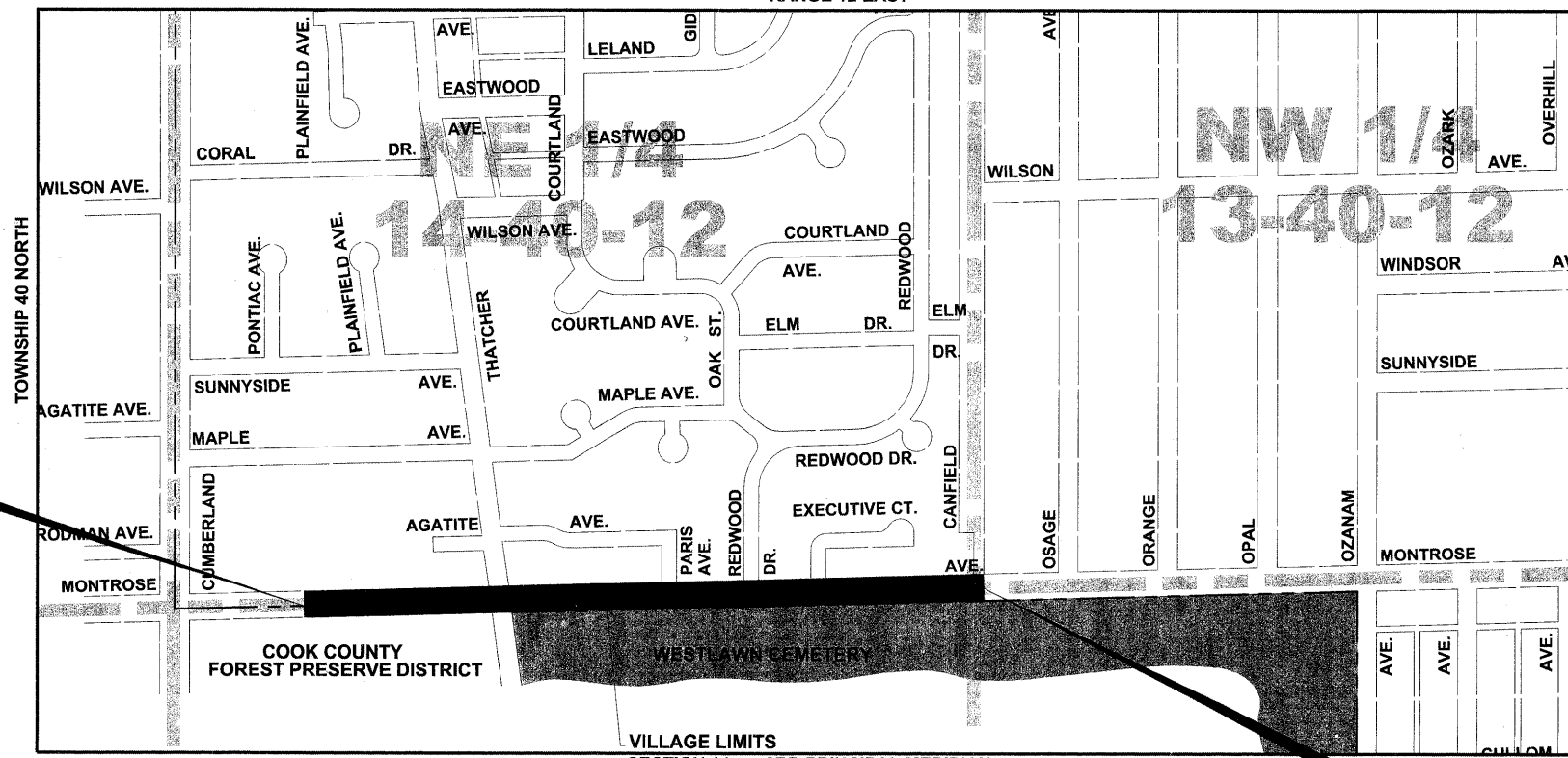


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.



(NOT TO SCALE)

LOCATION MAP
RANGE 12 EAST



VILLAGE LIMITS
SECTION 14 3RD PRINCIPAL MERIDIAN
- AREA OF IMPROVEMENT

NOT TO SCALE
GROSS LENGTH OF IMPROVEMENT = 2,155 FT. = 0.408 MI.
NET LENGTH OF IMPROVEMENT = 2,155 FT. = 0.408 MI.

PROJECT BEGINS STATION 1+00 MONTROSE AVENUE

PROJECT ENDS STATION 22+55 MONTROSE AVENUE

STATE OF ILLINOIS
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED July 13, 2009
Paul A. D'Amico
VILLAGE OF NORRIDGE, PRESIDENT

PASSED July 16, 2009
Chet Chesnut
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW July 16, 2009
Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

(PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS)

Derek S. Tretchel



DATE SIGNED: 07-13-09
LICENSE EXPIRES: 11-30-09

EDWIN HANCOCK ENGINEERING COMPANY
9933 ROOSEVELT ROAD PHONE : (708) 865-0300
WESTCHESTER, ILLINOIS 60154



**Know what's below.
Call before you dig.**

CONTRACT NO. 63256

FIELD ENGINEER: MARILYN SOLOMON, (847)705-4407
Drawing file: W:\Projects\61209\01 - Montrose LAPP (Cumb to Canfield)\COOPER.dwg Jul 13, 2009 - 8:26am

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET, LOCATION MAP
2	INDEX OF SHEETS AND I.D.O.T. STANDARD DRAWINGS
3	GENERAL NOTES
4	SUMMARY OF QUANTITIES
5	SCHEDULE OF QUANTITIES
6	EXISTING TYPICAL CROSS SECTIONS AND PROPOSED TYPICAL CROSS SECTIONS
7	DETAILS & NOTES
8	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD 08)
9	CURB AND GUTTER REMOVAL AND REPLACEMENT (BD 24)
10	BUTT JOINT AND HMA TAPER DETAILS (BD 32)
11	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC 10)
12	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC 11)
13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC 13)
14	TRAFFIC CONTROL AND PROTECTIONS AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC 14)

I.D.O.T. STANDARD DRAWINGS

STANDARD NO.	TITLE OR DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-05	CURB RAMPS FOR SIDEWALKS
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701501-05	URBAN LANE CLOSURE, 2-LANE, 2-WAY, UNDIVIDED
701606-06	URBAN LANE CLOSURE, MULTILANE, 2-WAY, WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS

Drawing file: W:\Projects\61209\01 - Morris LAPP (Comb to Confield)\INDEX.dwg Jul 13, 2009 - 8:29am



910 Belmont Road
Westborough, MA 01581-2700
Phone: 781-865-6300
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USER NAME	DESIGNED	CH	REVISED
	DRAWN	MK/LEV	REVISED
PLOT SCALE	CHECKED	CH	REVISED
PLOT DATE	DATE	5-15-09	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS AND I.D.O.T.
STANDARD DRAWINGS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2729	09-00056-00-RS	COOK	14	2
CONTRACT NO. 63256				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(322)				

E.H.E. PROJECT NO. 612-09-10101

GENERAL NOTES

STANDARDS

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION AS SHOWN ON THE INDEX OF SHEETS IN THE PLANS. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2007, THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2009, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY 1996 FIFTH EDITION, AND THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

UNDERGROUND UTILITIES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

THE LOCATIONS OF THE UNDERGROUND UTILITIES IF SHOWN ON THE PLANS HAVE BEEN OBTAINED BY FIELD SURVEYS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT DATA IS ESSENTIALLY CORRECT, BUT THE VILLAGE OF MAYWOOD, THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND/OR OTHER OFFICES AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY, AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

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

FRAMES AND LIDS

THE TYPE OF FRAMES AND LIDS REQUIRED FOR ALL MANHOLES AND VALVE VAULTS LISTED IN THE SUMMARY OF QUANTITIES MAY BE FOUND ON THE PLANS AT THEIR RESPECTIVE LOCATIONS. WHERE LIDS ARE CALLED FOR ON THE PLANS, THEY SHALL BE IN ACCORDANCE WITH ARTICLE 604.04 OF THE STANDARD SPECIFICATIONS AND THE TERM LID IS USED IN LIEU OF GRATE. ALL LIDS ON SANITARY MANHOLES, COMBINED SEWER MANHOLES, AND VALVE VAULTS SHALL BE OF THE SELF SEALING TYPE.

ON ALL IMPROVEMENTS, THE FRAMES AND LIDS OF EXISTING CATCH BASINS, INLETS, MANHOLES, AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE VILLAGE OF NORRIDGE AND BE SALVAGED. THESE ITEMS SHALL BE DELIVERED TO THE VILLAGE OF NORRIDGE PUBLIC WORKS DEPARTMENT LOCATED AT 8415 FOSTER AVENUE.

MANHOLE OR VALVE COVERS

THE WORD "WATER", "SANITARY", OR "STORM" SHALL BE CAST INTO THE LID OF EACH RESPECTIVE MANHOLE OR VALVE VAULT.

MAINTENANCE OF SEWER FLOWS

THE CONTRACTOR SHALL CONDUCT HIS/HER OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. HE/SHE SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROJECT ARE TO BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. EXISTING STRUCTURES ARE TO BE INSPECTED BEFORE CONSTRUCTION STARTS - ANY ACCUMULATION OF MATERIAL IN THE STRUCTURE DUE TO CONSTRUCTION OPERATIONS SHALL BE REMOVED BY THE CONTRACTOR AT HIS EXPENSE.

MAINTENANCE OF EXISTING DRAINAGE STRUCTURES

WHEN DURING THE CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF ANY GUTTERS AND DRAINAGE STRUCTURE SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE FACILITIES SHALL BE CLEAN AND FREE OF ALL OBSTRUCTIONS DUE TO CONSTRUCTION OPERATIONS. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

SAW CUTTING

THE CONTRACTOR SHALL SAW CUT ASPHALT PAVEMENT AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING PAVEMENT TO BE REMOVED BY APPROVED MEANS OR AN APPROVED CONCRETE SAW TO A DEPTH AS DIRECTED BY THE ENGINEER. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS. CARE SHALL BE TAKEN BY THE CONTRACTOR NOT TO DAMAGE THE REMAINING PAVEMENT DIRECTLY ADJACENT TO THE PAVEMENT TO BE REMOVED. ANY DAMAGE TO THE EXISTING PAVEMENT RESULTING FROM PAVEMENT REMOVAL OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THE COST OF SAW CUTTING DESCRIBED ABOVE SHALL BE INCLUDED IN THE ITEM BEING REMOVED. SAW CUTS FOR PAVEMENT PATCHING WILL BE PAID INCLUDED IN THE COST OF PATCHING.

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

THIS ITEM ONLY PERTAINS TO STRUCTURES LOCATED IN THE CONCRETE OR HOT-MIX ASPHALT ROADWAY PAVEMENT AREAS THAT WILL REQUIRE CONCRETE OR HOT-MIX SURFACE REMOVAL. THE ENGINEER WILL MARK IN THE FIELD ALL STRUCTURES TO BE DONE UNDER THIS ITEM. SEE DETAIL SHEET FOR "FRAMES AND LIDS ADJUSTMENT WITH MILLING."

PRIME COAT

PRIME COAT MUST BE INSTALLED NO EARLIER THAN TWENTY-FOUR (24) HOURS PRIOR TO PLACEMENT OF HOT-MIX ASPHALT. NOTIFICATION SHALL BE GIVEN TO THE ENGINEER 48 HOURS PRIOR TO PLACEMENT.

FIELD OFFICE

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

BARRICADES

THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED, ONE (1) WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL

BUTT JOINTS

BUTT JOINT 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.

MILLED PAVEMENT OPEN TO TRAFFIC

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)

Drawing file: W:\Projects\61209101 - Montross LRP (Curb to Carfield)\INDEX.dwg Jul 13, 2009 - 8:29am



901 Riverside Road
Woodstock, Illinois 60091-2706
Phone: 708-965-0300
Fax: 708-965-5122

USER NAME	DESIGNED	CH	REVISED
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PLOT SCALE	CHECKED	CH	REVISED
PLOT DATE	DATE	5-15-09	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2729	09-00056-00-RS	COOK	14	3
CONTRACT NO. 63256			E.H.E. PROJECT NO. 612-09-10101	

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(322)

SUMMARY OF QUANTITIES

CODE	PAY ITEM DESCRIPTION	UNIT	1000 TOTAL QUANTITY	1000 100% FEDERAL 0% LOCAL
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	150	150
25200110	SODDING, SALT TOLERANT	SQ YD	150	150
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	900	900
40600300	AGGREGATE (PRIME COAT)	TON	20	20
40600895	CONSTRUCTING TEST STRIP	EACH	2	3
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	110	110
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,440	1,440
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	210	210
⊛ 42400800	DETECTABLE WARNINGS	SQ FT	140	140
⊛ 44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	12,000	12,000
⊛ 44000600	SIDEWALK REMOVAL	SQ FT	350	350
⊛ 44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	250	250
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	15	15
⊛ 60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	10	10
67100100	MOBILIZATION	L SUM	1	1
⊛ 70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	500	500
★ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	40	40
★ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8,000	8,000
★ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	400	400
★ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	55	55
★ 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	80	80
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	40	40
⊛ X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50	TON	720	720

★ DENOTES SPECIALTY ITEM

⊛ DENOTES SPECIAL PROVISION HAS BEEN PROVIDED

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USER NAME	DESIGNED	CH	REVISED
	DRAWN	MK/LEV	REVISED
PLOT SCALE	CHECKED	CH	REVISED
PLOT DATE	DATE	5-15-09	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

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

F.A.U. R.F.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2729	09-00056-00-RS	COOK	14	4
CONTRACT NO. 63256			E.H.E. PROJECT NO. 612-09-10101	

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(322)

PAVEMENT QUANTITIES SCHEDULE										
STA	LOCATION	PAVEMENT WIDTH (FT)	PAVEMENT LENGTH (FT)	PAVEMENT AREA (SQ FT)	PAVEMENT AREA (SQ YD)	POL LEVEL BIND (MM) IL4.75, N50 (TONS)	HMA SURF. CSE. MIX D, N50 (TONS)	BIT. MATL. PRIME COAT (GALLON)	AGGREGATE PR. COAT (TONS)	HMA SURF. REM (SQ YD)
1+00 to 6+50	Mainline	54.5	550	29,975	3,330	199.8	399.6	249.75	5.5	3,330
6+50 to 22 + 55	Mainline	44	1,605	70,620	7,847	470.82	941.64	588.23	13.2	7,847
6+00	Thatcher Int (N)	28	41	1,148	127.6	7.656	15.312	9.57	0.2	127.6
6+00	Thatcher Int (S)	28	48	1,344	149.3	8.958	17.916	11.2	0.2	149.3
11+50	Paris Int	28	37	1,036	115.1	6.906	13.812	8.63	0.2	115.1
14+56	Redwood Int.	24	28	672	74.7	4.482	8.964	5.6	0.1	74.7
16+65	Executive Ct Int	24	28	672	74.7	4.482	8.964	5.6	0.1	74.7
22+15	Canfield Int	24	32	768	85.3	5.118	10.236	6.4	0.1	85.3
						708	1,416	885.3	19.6	11,804
						TONS	TONS	GALLON	TONS	SQ YD

PAVEMENT MARKINGS SCHEDULE						
STA	TYPE	THERMOPLASTIC PAVEMENT MARKING				
		4"		6"	24"	LETTERS & SYMBOLS
		YELLOW LF	WHITE LF	WHITE	WHITE	WHITE
1+00 to 22+55	Double Yellow	4700				
1+00 to 22+55	Parking Lane		3,117			
1+00 to 6+50	Single Yellow -Island Gore	135				
3+00 to 7+35	Turn Lane			400		
5+95	Stop Bar				11	
6+05	Stop Bar				11	
21+90	Stop Bar				12	
22+45	Stop Bar				21	
7+10	RIGHT ARROW					15.6
7+35	ONLY					20.8
		4835	3,117	400	55	36
		7,952		FT	FT	SQ FT
		FT				

STRUCTURE ADJUSTMENT SCHEDULE				
STA	OFFSET	STRUCTURE TYPE	ADJUST	ADJUST (SPEC)
4+80	26' R	Inlet	X	
5+60	22' L	Valve Vault		X
6+10	5' L	Manhole		X
6+60	20' L	Valve Vault		X
7+00	20' R	Inlet	X	
8+48	20' R	Inlet	X	
8+52	20' R	Inlet	X	
10+10	20' R	Inlet	x	
10+10	20' L	Inlet	X	
11+50	20' R	Inlet	X	
13+00	20' R	Inlet	X	
14+10	17' L	Valve Vault		X
14+56	20' R	Inlet	X	
14+56	25' L	Manhole		X
14+79	28' L	Valve Vault		X
15+90	20' L	Valve Vault	X	
16+25	20' R	Inlet	X	
16+40	17' L	Valve Vault		X
16+80	17' L	Valve Vault		X
17+15	17' L	Valve Vault		X
17+35	20' R	Inlet	X	
17+65	20' L	Inlet	X	
21+65	20' L	Valve Vault	X	
22+30	20' R	Inlet	X	
22+30	22' L	Manhole		X
			15	10

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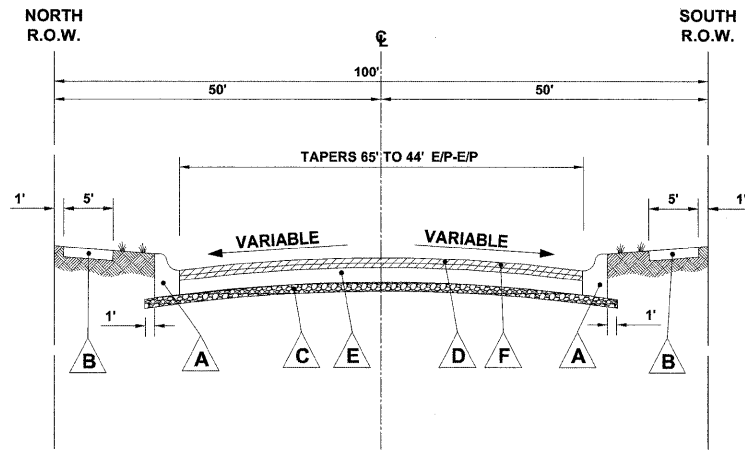
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PLOT SCALE	DATE 5-15-09	REVISED
PLOT DATE		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

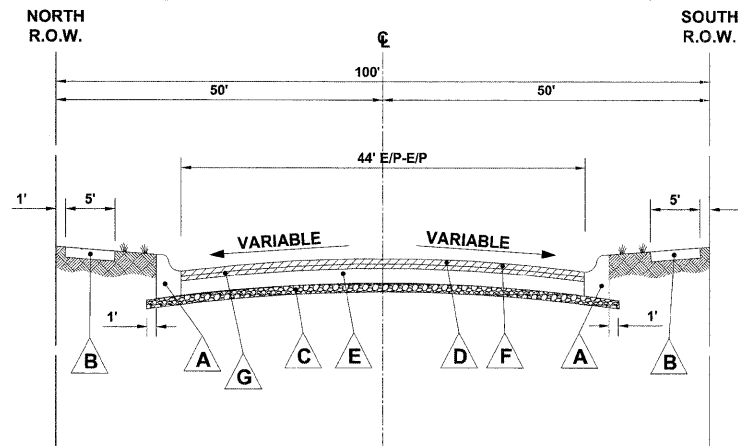
SCHEDULE OF QUANTITIES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2729	09-00056-00-RS	COOK	14	5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(322)			CONTRACT NO. 63256	
			E.H.E. PROJECT NO. 612-09-10101	



**EXISTING TYPICAL CROSS SECTION
MONTROSE AVENUE**
(STATION 1+00 TO STATION 6+50)



**EXISTING TYPICAL CROSS SECTION
MONTROSE AVENUE**
(STATION 6+50 TO STATION 22+55)

LEGEND OF SYMBOLS

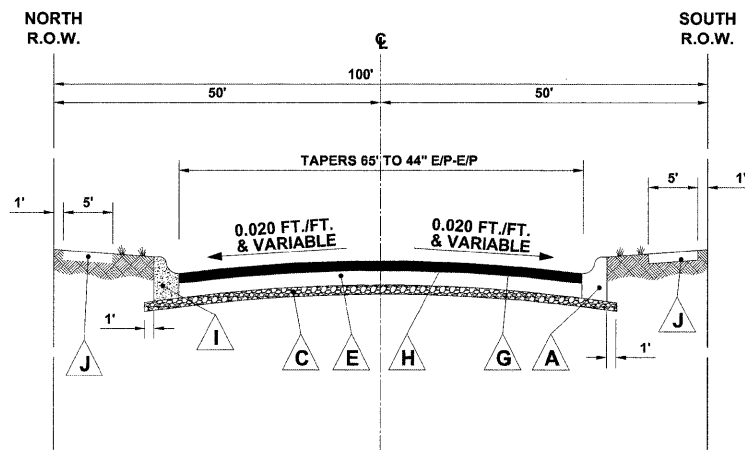
SYMBOL	DESCRIPTION
A	EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
B	EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
C	EXISTING SUB-BASE GRANULAR MATERIAL, 4" AND VARIABLE
D	EXISTING HOT-MIX ASPHALT SURFACE COURSE, 2"
E	EXISTING HOT-MIX ASPHALT BASE COURSE
F	PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"
G	PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
H	PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 2"
I	PROPOSED INTERMITTENT COMBINATION CONCRETE CURB & GUTTER REMOVAL & REPLACEMENT
J	PROPOSED INTERMITTENT NEW PORTLAND CEMENT CONCRETE SIDEWALK

HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS

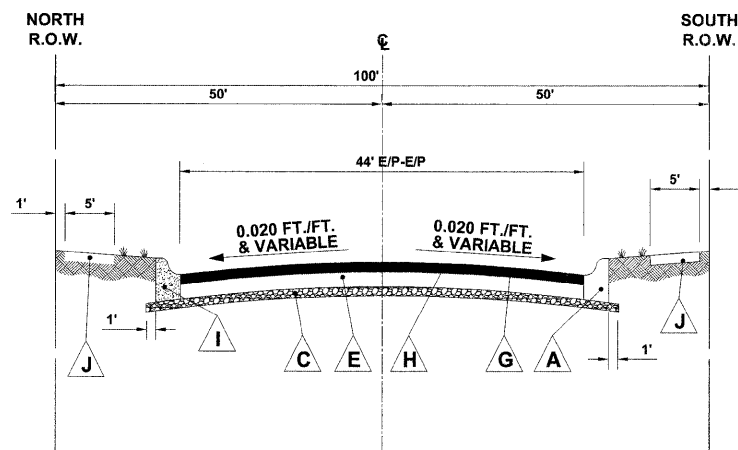
ITEM	A C TYPE	VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, (IL - 9.5 mm)	PG 64 -22	4% @ 50 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50	SBS/SBR PG 76 -28/ -22	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE IS 112 LBS/SQYD/IN.

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58.



**PROPOSED TYPICAL CROSS SECTION
MONTROSE AVENUE**
(STATION 1+00 TO STATION 6+50)



**PROPOSED TYPICAL CROSS SECTION
MONTROSE AVENUE**
(STATION 6+50 TO STATION 22+55)

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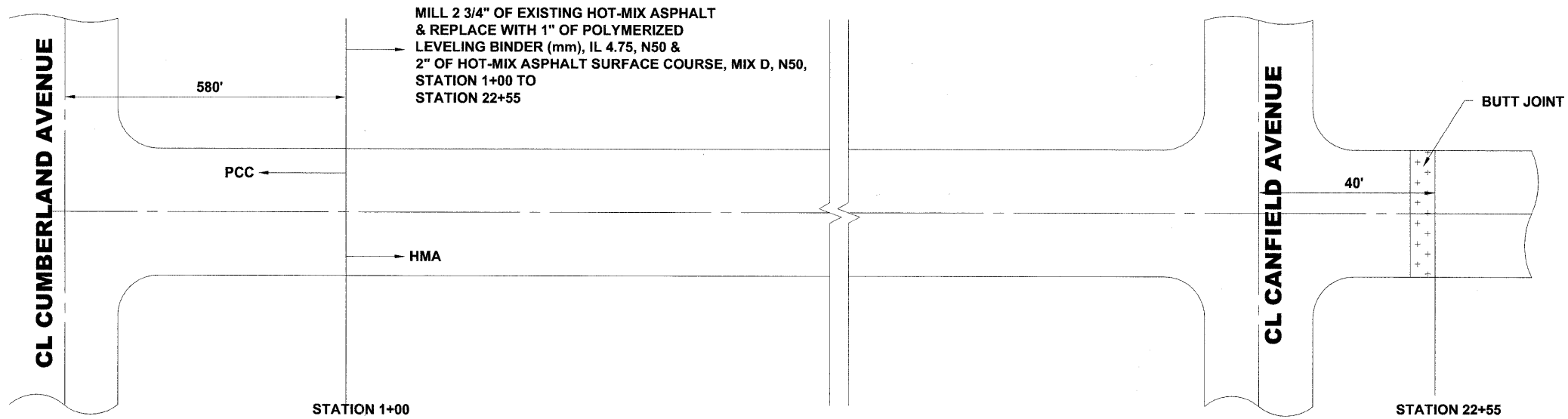
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	DRAWN MK/LEV	REVISED
PLOT SCALE NONE	CHECKED CH	REVISED
PLOT DATE	DATE 5-15-09	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED
TYPICAL CROSS SECTIONS**

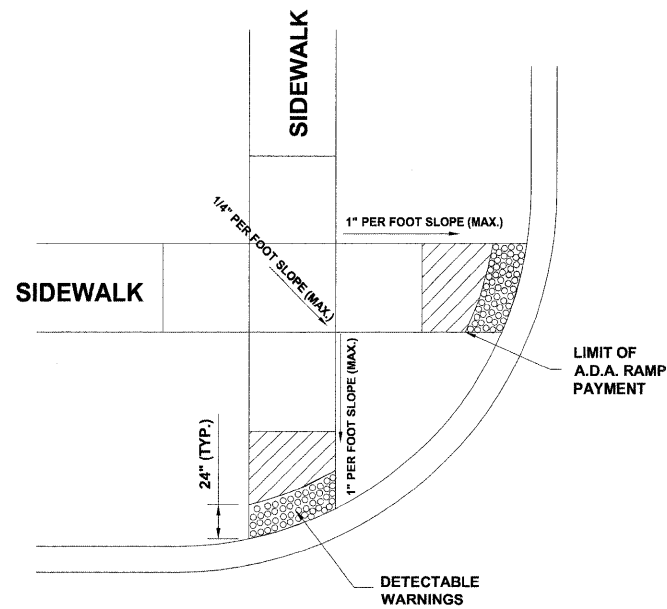
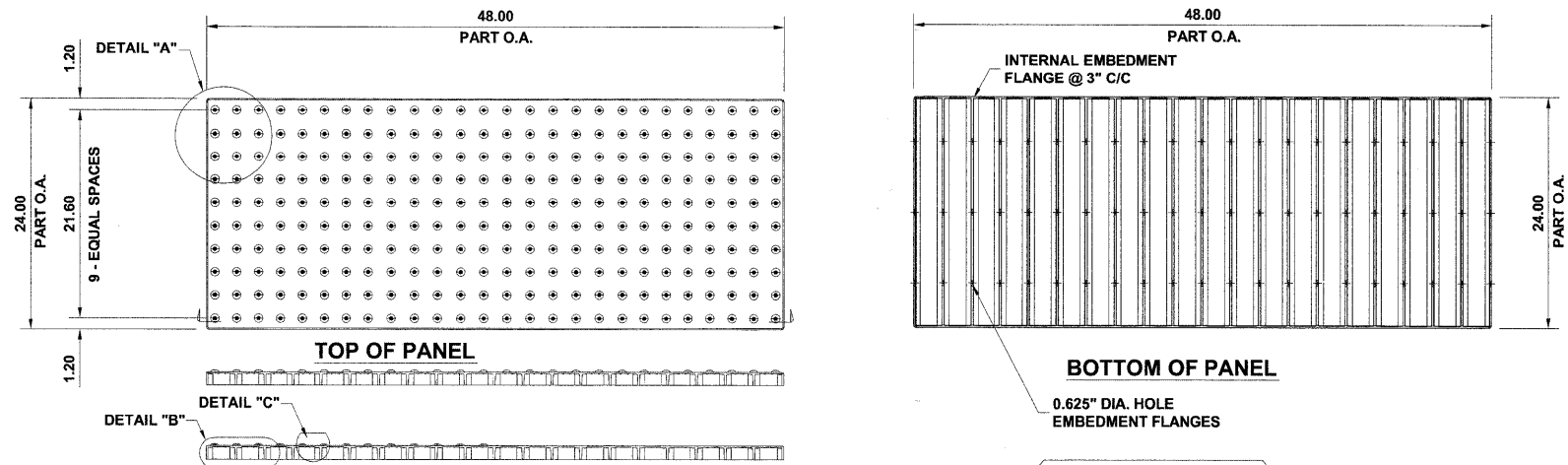
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 63256			E.H.E. PROJECT NO. 612-09-10101	

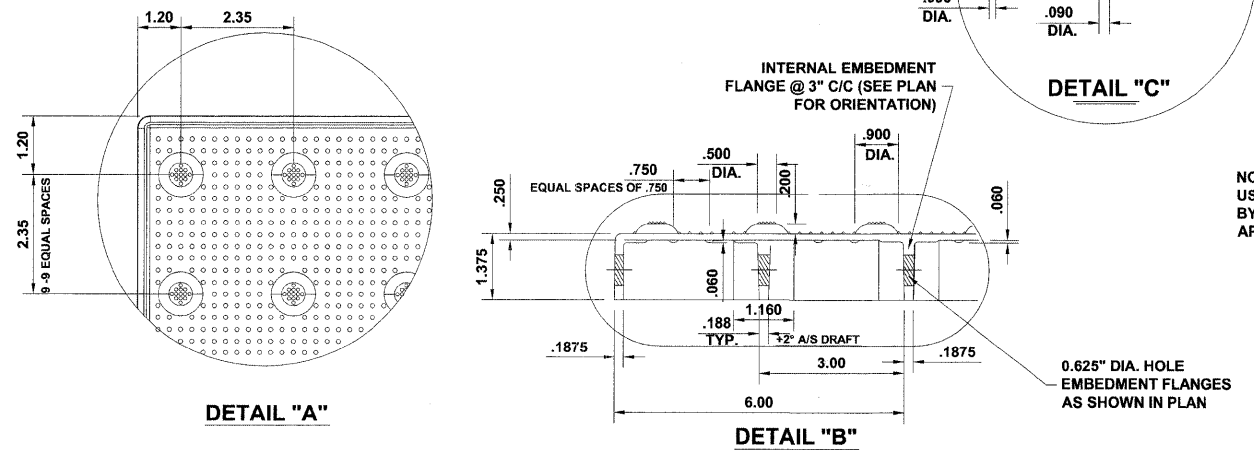


MILL 2 3/4" OF EXISTING HOT-MIX ASPHALT & REPLACE WITH 1" OF POLYMERIZED LEVELING BINDER (mm), IL 4.75, N50 & 2" OF HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, STATION 1+00 TO STATION 22+55

TERMINI DETAIL



A.D.A. RAMP DETAIL



NOTE: COMPOSITE PAVER TILE USED SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC., OR AS APPROVED BY ENGINEER.

CAST-IN-PLACE COMPOSITE PAVER TILE FOR DETECTABLE WARNING

Drawing file: W:\Projects\61209101 - Montrose LAPP (Cumb to Canfield)\Detail.dwg Jul 13, 2009 - 1:11pm

HANCOCK ENGINEERING
 Civil Engineers
 Municipal Consultants
 Established 1911

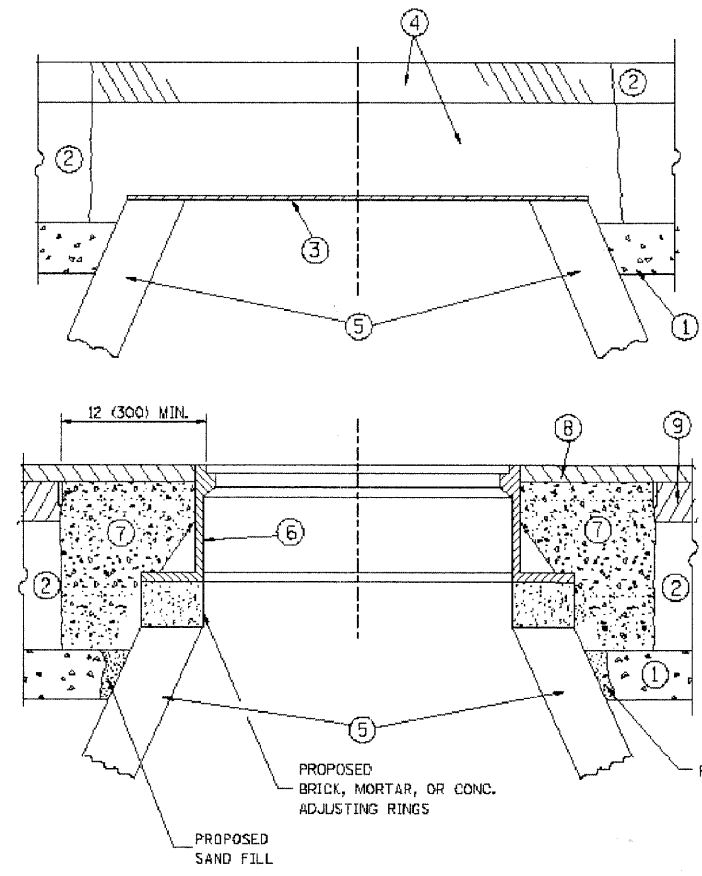
USER NAME	DESIGNED	CH	REVISED
	DRAWN	MK/LEV	REVISED
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PLOT DATE	DATE	5-15-09	REVISED

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS AND NOTES	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2729	09-00056-00-RS	COOK	14	7
CONTRACT NO. 63256			E.H.E. PROJECT NO. 612-09-10101	

Drawing file: W:\Projects\61209101 - Monroe LDP (Comb to Confined)\WORKINGS.dwg Jul 13, 2009 - 2:02pm



CONSTRUCTION PROCEDURES

- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.
- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS S1 CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS S1 CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

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.

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\distr\22x34\bd08.dgn	USER NAME = geglennbt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING		F.A. RTE. = 2729	SECTION = 09-00056-00-RS	COUNTY = COOK	TOTAL SHEETS = 14	SHEET NO. = 8	
	PLOT SCALE = 58.0800 // IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD008-03 (BD-8)		CONTRACT NO. 63256		
	PLOT DATE = 1/4/2008	DATE = 10-25-94	REVISED - R. BDRO 01-01-07						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (349)		E.H.E. PROJECT NO. 612-09-10101	

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

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SALT TOLERANT SOD AND 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.

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE 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.

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

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

④ 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.

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).

⑤ 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".

⑥ 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.

⑦ 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.

Drawing file: W:\Projects\61209101 - Montrose LAPP (Cumb to Carfield)\MARKINGS.dwg Jul 13, 2009 - 2:04pm

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		DRAWN -	REVISED - A. ABBAS 03-21-97
		CHECKED -	REVISED - M. GOMEZ 01-22-01
		DATE - 03-11-94	REVISED - R. BORO 01-01-07

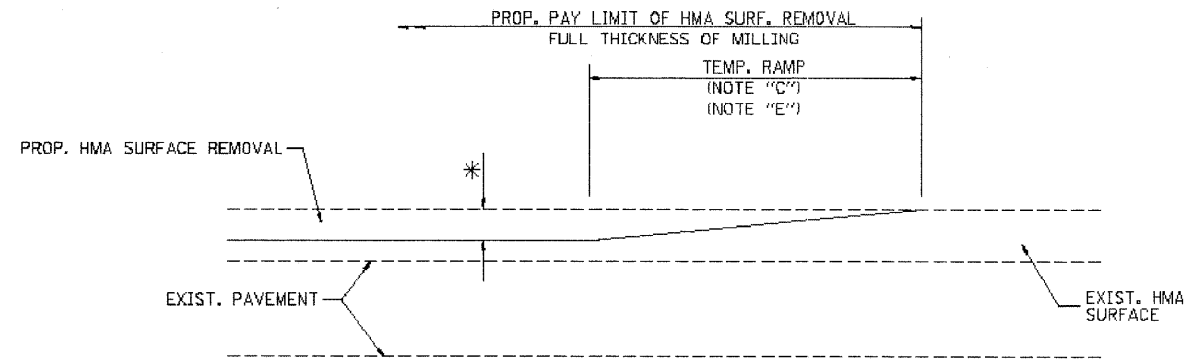
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT**

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

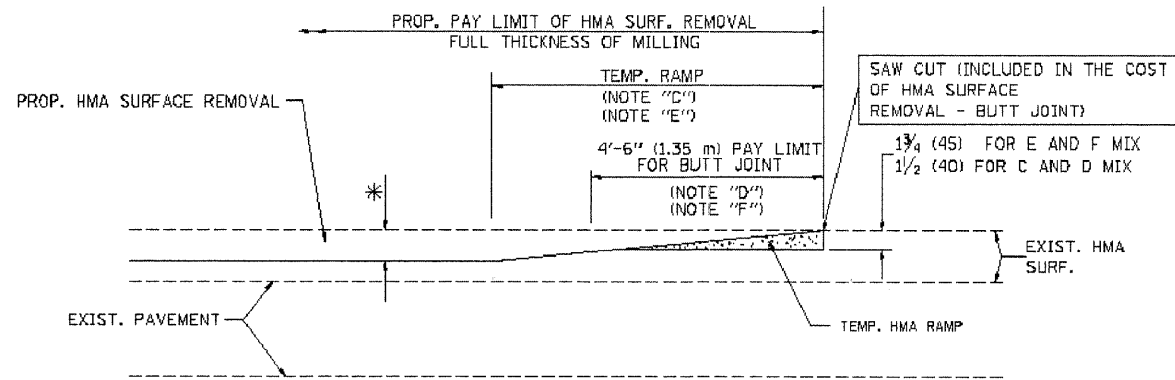
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BD000-06 (RD-24)			CONTRACT NO. 63256	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (349)				

E.H.E. PROJECT NO. 612-09-10101



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

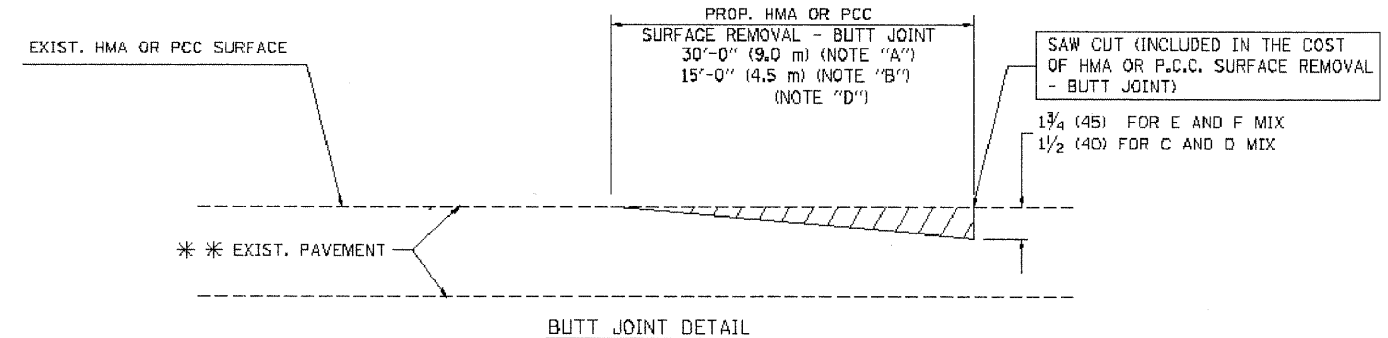
OPTION 1



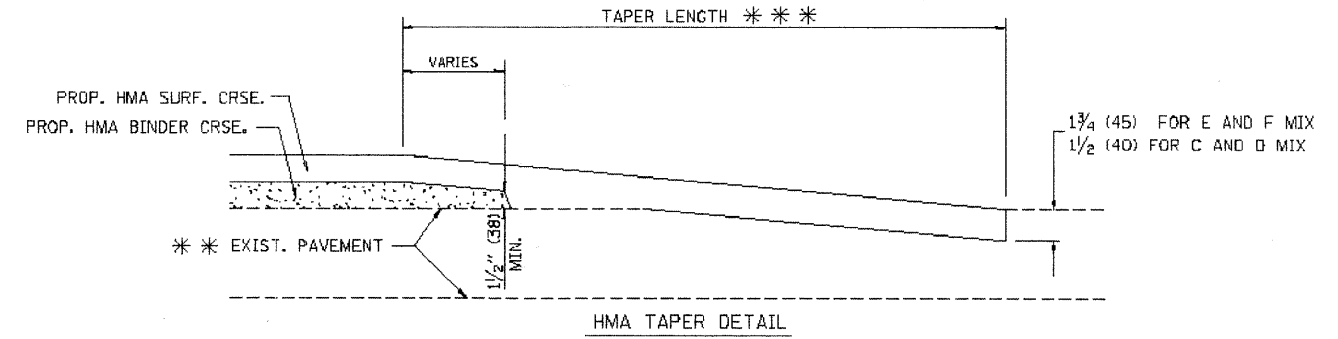
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

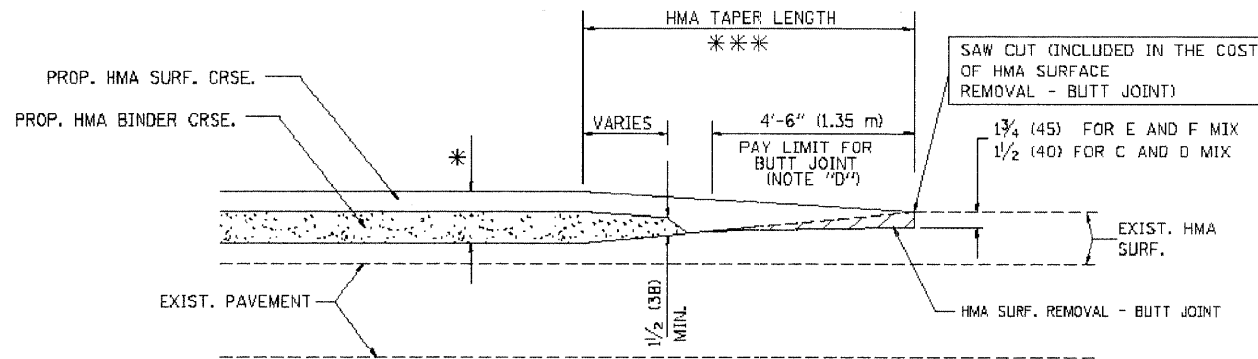
NOTES

- 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.



BUTT JOINT AND
HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING

Drawing file: W:\Projects\61209101 - Montrose LAPP (Cumb to Carfield)\MONTROS.dwg Jul 13, 2009 - 2:04pm

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PLOT DATE = 1/4/2008	DATE -	REVISED - M. GOMEZ 04-06-01	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

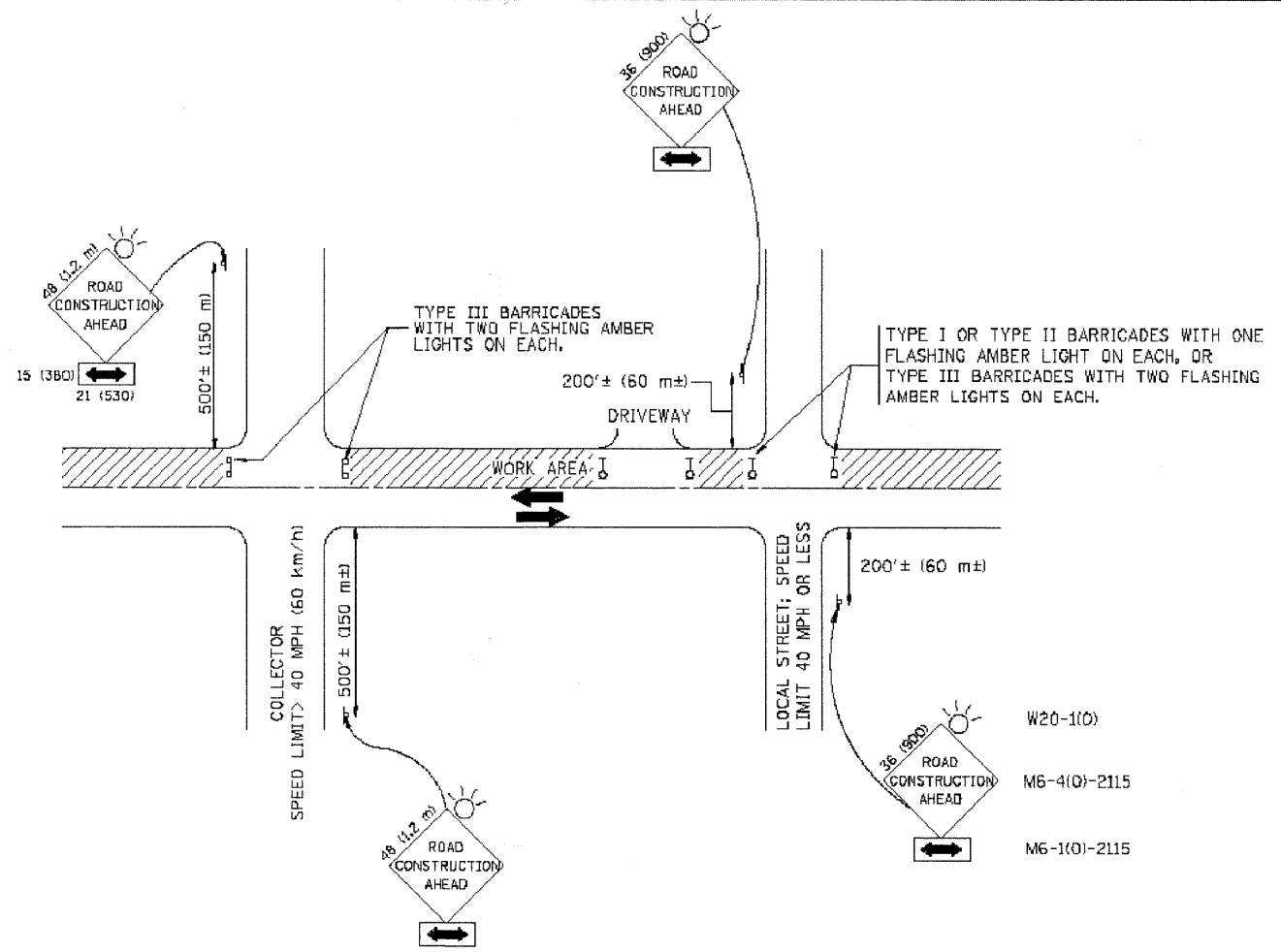
BUTT JOINT AND
HMA TAPER DETAILS

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

F.A. RTE. 2729	SECTION 09-00056-00-RS	COUNTY COOK	TOTAL SHEETS 14	SHEET NO. 10
RD400-05 RD32		CONTRACT NO. 63256		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (349)				

E.H.E. PROJECT NO. 612-09-10101

Drawing file: W:\Projects\61209101 - Morriss LAPP (Cont. to Confined)\MORRIS.dwg Jul 13, 2009 - 2:05pm



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. T01605 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.

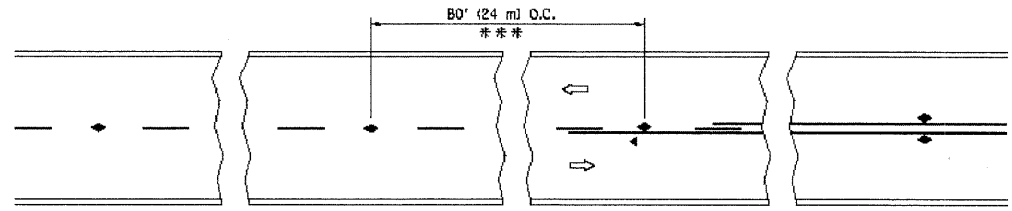
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PLOT SCALE = 68,000 1/4 IN.	CHECKED -		REVISED - A. HOUSEH 10-15-96
PLOT DATE = 1/4/2008	DATE - 06-89		REVISED - T. RANMÄCHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

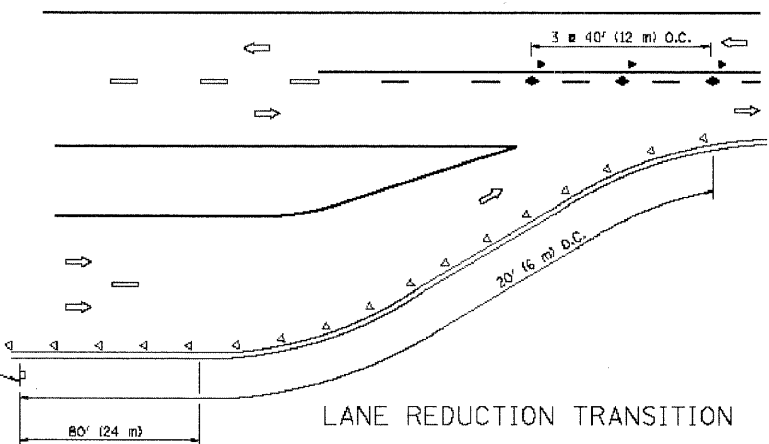
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 63256	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (349)				

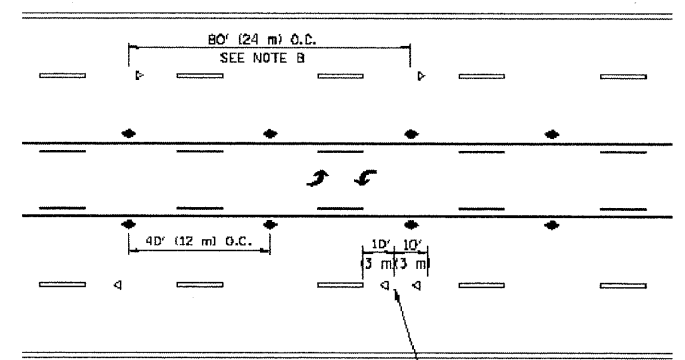


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

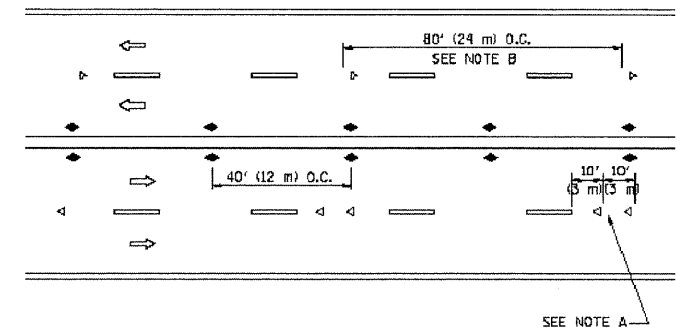
TWO-LANE/TWO-WAY



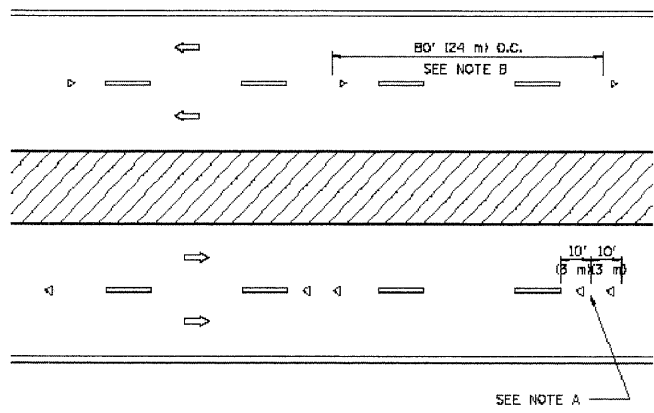
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

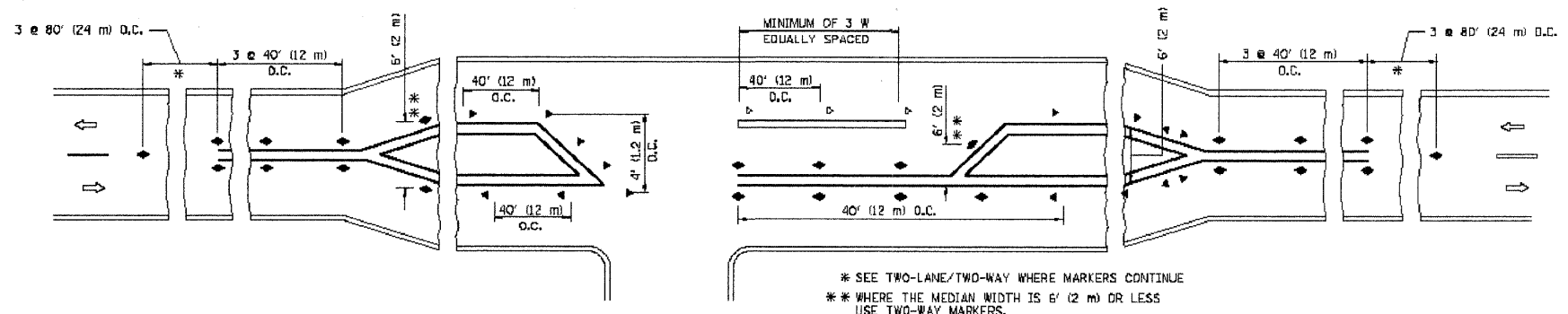
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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.

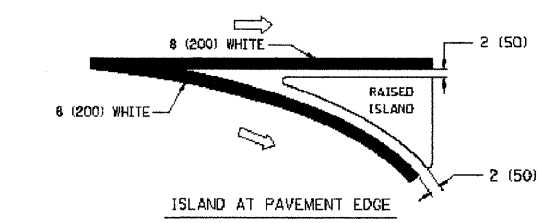
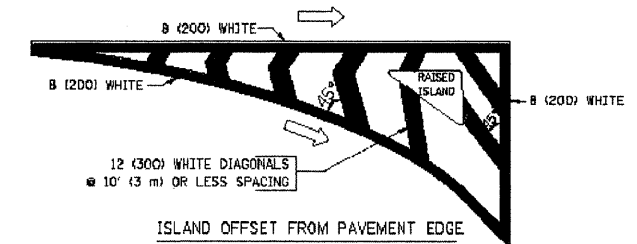
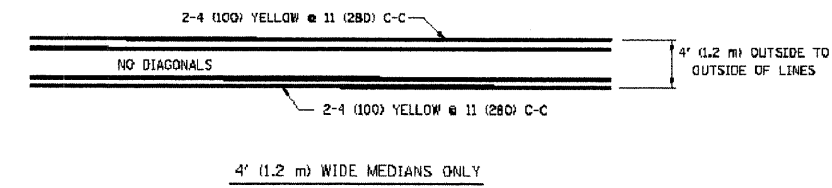
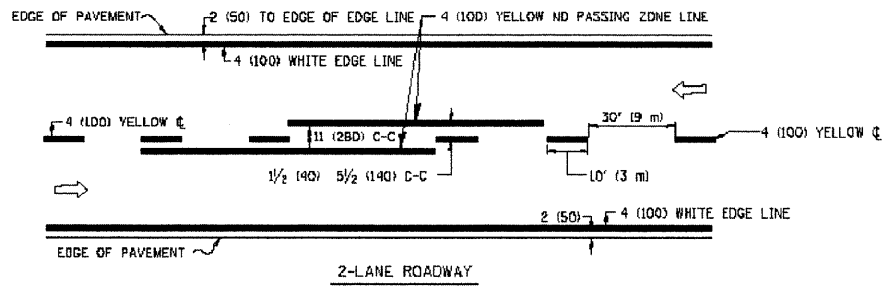
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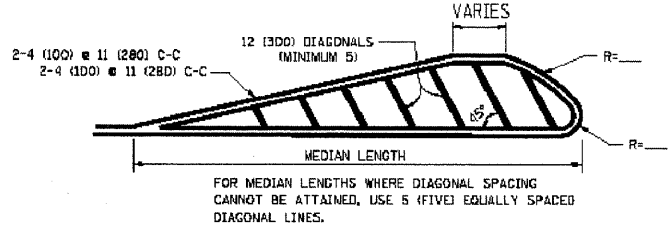
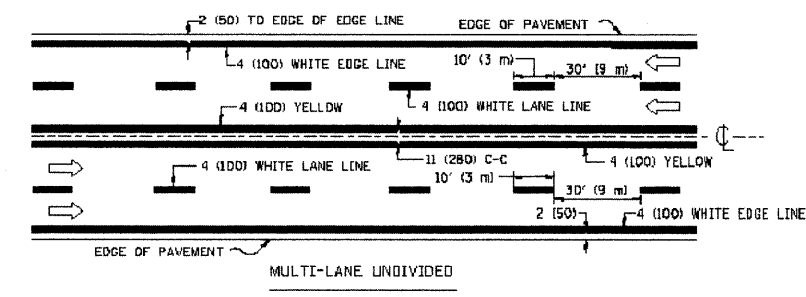
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

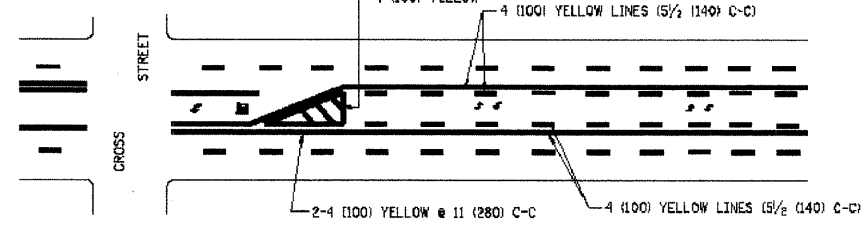
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TC-11			CONTRACT NO. 63256	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (349)				
E.H.E. PROJECT NO. 612-09-10101				



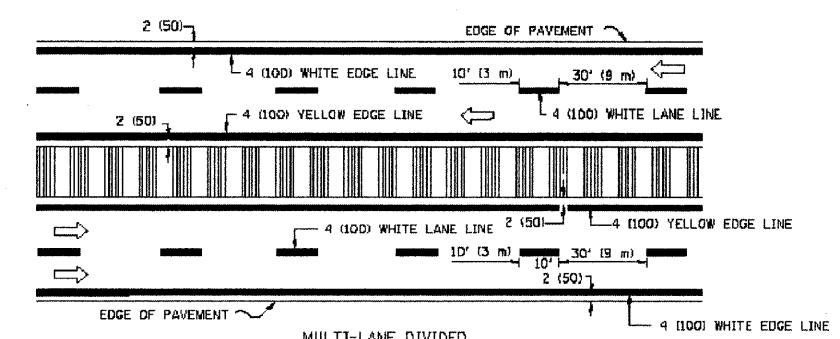
TYPICAL ISLAND MARKING



MEDIANS OVER 4' (1.2 m) WIDE

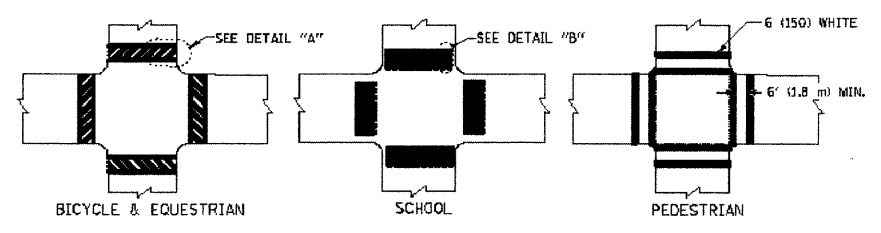


TYPICAL PAINTED MEDIAN MARKING

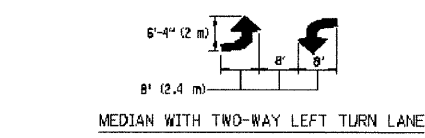


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

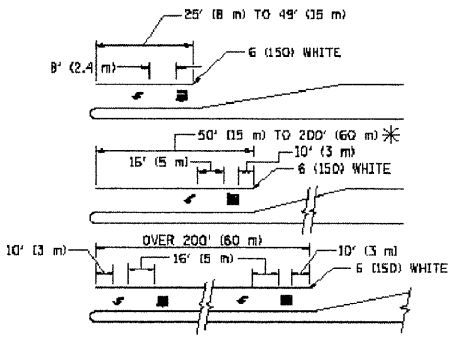
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



TYPICAL TURN LANE MARKING



FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	30' (9 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE, FULL SIZE LETTERS & SYMBOLS (8" (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOGL)	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.
DDRE 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 8" (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 78000L AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 78000L.

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

Drawing file: W:\Projects\61209101 - Montrose L&P (Cumb to Corfield)\MARKINGS.dwg Jul 13, 2009 - 10:57am

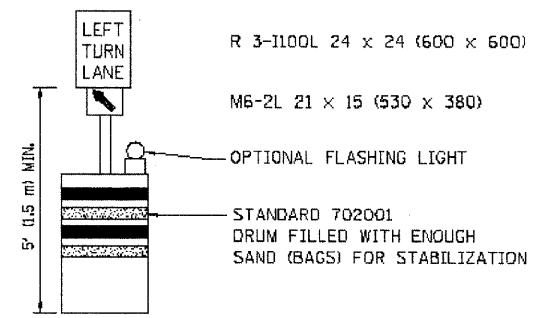
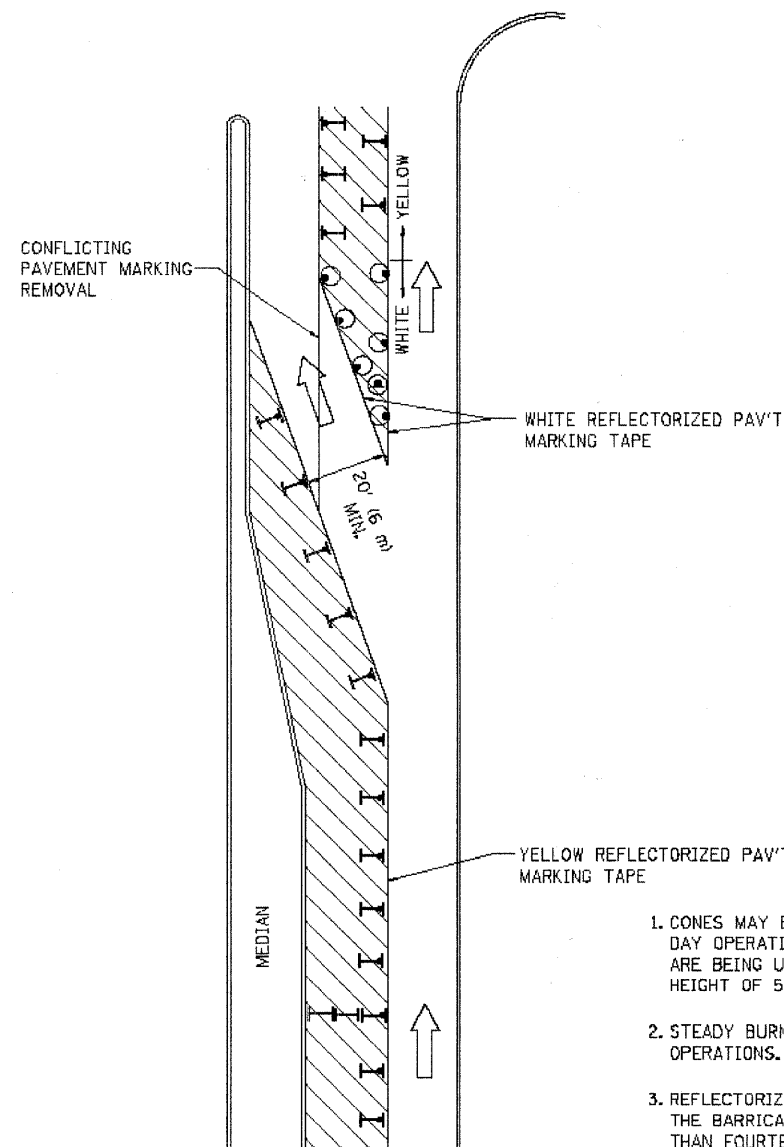
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		2729	09-00056-00-RS	COOK	14	13
SCALE: NONE		TC-13		CONTRACT NO. 63296		
SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (349)		

E.H.E. PROJECT NO. 612-09-10101

Drawing file: W:\Projects\61209101 - Montrose LPP (Cumb to Cornelia)\MTR61005.dgn Jul 13, 2009 - 8:41 am



GENERAL NOTES

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

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	F.A. RTE. 2729	SECTION 09-00056-00-RS	COUNTY COOK	TOTAL SHEETS 14	SHEET NO. 14
				TC-14		CONTRACT NO. 63296		
				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (349)				