

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID PROJECT
LOCAL AGENCY PAVEMENT PRESERVATION (LAPP)
FAU ROUTE 1026 (DIVISION STREET)
25th AVENUE TO 14th AVENUE
SECTION NO. 09-00113-00-RS
PROJECT ARA-9003(327)
VILLAGE OF MELROSE PARK
COOK COUNTY
JOB NO. C-91-636-09**

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1026	09-00113-00-RS	COOK	14	1
ILLINOIS PROJECT		ARA-9003(327)		
CONTRACT NO. 63290				



LOCATION OF SECTION INDICATED THUS:

TRAFFIC DATA
ADT (2009) = 4,500
POSTED SPEED LIMIT = 30 MPH
DESIGN SPEED LIMIT = 35 MPH

DESIGN DESIGNATION
COLLECTOR

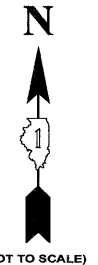
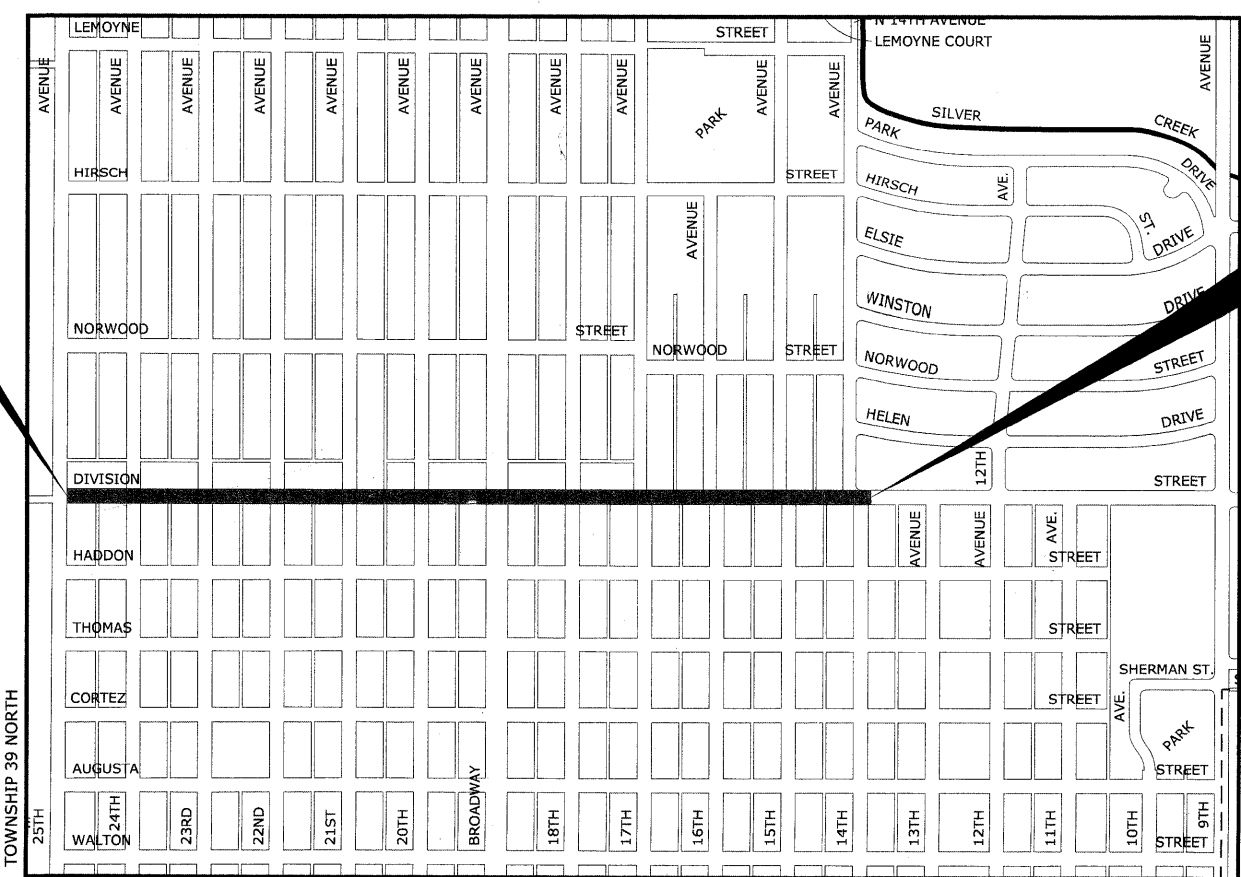
PROJECT LOCATED IN THE VILLAGE OF MELROSE PARK



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

PROJECT BEGINS STATION 0+13 DIVISION STREET

PROJECT ENDS STATION 37+05 DIVISION STREET



(NOT TO SCALE)

- 0 10' 20' SCALE: 1" = 10'
- 0 20' 40' SCALE: 1" = 20'
- 0 30' 60' SCALE: 1" = 30'
- 0 40' 80' SCALE: 1" = 40'
- 0 50' 100' SCALE: 1" = 50'

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.

CONTRACT NO. 63290

- AREA OF IMPROVEMENT
NOT TO SCALE
GROSS LENGTH OF IMPROVEMENT = 3,692 FT = 0.70 MI
NET LENGTH OF IMPROVEMENT = 3,692 FT = 0.70 MI

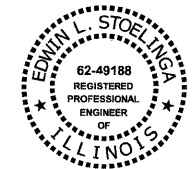
STATE OF ILLINOIS
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED *[Signature]* 2009
VILLAGE OF MELROSE PARK, PRESIDENT

PASSED *[Signature]* August 31 2009
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW *[Signature]* SEPTEMBER 1, 2009
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

(PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS)



DATE SIGNED: *[Signature]* 8.10.09
LICENSE EXPIRES: 11-30-09

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

FIELD ENGINEER: MARILIN SOLOMON, (847) 705-4407

INDEX OF SHEETS

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

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 MELROSE PARK, 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 MELROSE PARK.

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 MELROSE PARK AND BE SALVAGED. THESE ITEMS SHALL BE DELIVERED TO THE VILLAGE OF MELROSE PARK PUBLIC WORKS DEPARTMENT.

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 OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. HE 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.

GENERAL NOTES

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 AS 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 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.

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)

PAVING OPERATIONS

CONTRACTOR MUST PAVE IN A MAXIMUM OF 2 PASSES. IF THE CONTRACTOR IS NOT ABLE TO COMPLETE ALL THE PAVING IN ONE (1) DAY, THE LONGITUDINAL JOINT SHALL BE SEALED.

PAVEMENT PATCHING

LOCATIONS OF PATCHES ON PLANS ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED IN FIELD BY ENGINEER.

I.D.O.T. STANDARD DRAWINGS

STANDARD NO.	TITLE OR DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C&D PATCHES
604001-03	FRAMES AND LIDS, TYPE 1
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\6009056 - Division Street LAPF Application\Index-DivisionSt.dwg Aug 14, 2009 - 9:18am



9013 Bancroft Road
Woodstock, Illinois 60151-2700
Phone: 708-865-6300
Fax: 708-865-1312

USER NAME	DESIGNED	TG	REVISED
	DRAWN	TG/LEV	REVISED
PLOT SCALE	CHECKED	JG	REVISED
	DATE	08/12/09	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, GENERAL NOTES,
AND I.D.O.T. STANDARD DRAWINGS

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1026	09-00113-00-RS	COOK	14	2
CONTRACT NO. 63290				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(327)				

E.H.E. PROJECT NO. 600-08-15901

SUMMARY OF QUANTITIES

CODE	PAY ITEM	UNIT	1000 TOTAL QUANTITY	1000 100% FEDERAL 0% LOCAL
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	400	400
25000400	NITROGEN FERTILIZER NUTRIENT	FOUND	5	5
25000500	PHOSPHORUS FERTILIZER NUTRIENT	FOUND	5	5
25000600	POTASSIUM FERTILIZER NUTRIENT	FOUND	5	5
25200100	SODDING	SQ YD	400	400
25200200	SUPPLEMENTAL WATERING	UNIT	10	10
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	40	40
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,650	1,650
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	450	450
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,800	1,800
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	10	10
42101300	PROTECTIVE COAT	SQ YD	150	150
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	50	50
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	500	500
⊛ 42400800	DETECTABLE WARNINGS	SQ FT	40	40
⊛ 44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	16,500	16,500
⊛ 44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	50	50
⊛ 44000600	SIDEWALK REMOVAL	SQ FT	500	500
⊛ 44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	350	350
⊛ 44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	50	50
⊛ 44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	50	50
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	1	1
⊛ 60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	52	52
⊛ 60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	5	5
⊛ 60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	5	5
67100100	MOBILIZATION	L SUM	1	1
⊛ 70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1
★ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	85	85
★ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,000	1,000
★ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3,000	3,000
★ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	100	100
★ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	400	400
⊛ Z0004900	BITUMINOUS MIXTURE FOR PATCHING POTHOLES (HOT MIX)	TON	20	20
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,000	1,000

- ★ DENOTES SPECIALTY ITEM
- ⊛ DENOTES THAT A SPECIAL PROVISION HAS BEEN PROVIDED

Drawing File: W:\Projects\600090265 - Division Street LRP Application\Quantities-DivisionS.dwg Aug 13, 2009 - 4:06pm

HANCOCK ENGINEERING
 Civil Engineers
 Municipal Consultants
 Established 1911

USER NAME	DESIGNED	TG	REVISED
	DRAWN	TG/LEV	REVISED
PLOT SCALE	CHECKED	JG	REVISED
PLOT DATE	DATE	08/12/09	REVISED

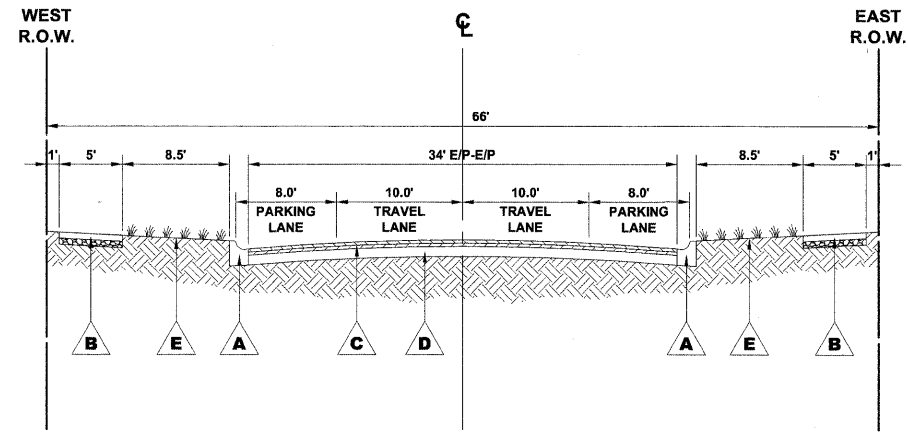
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

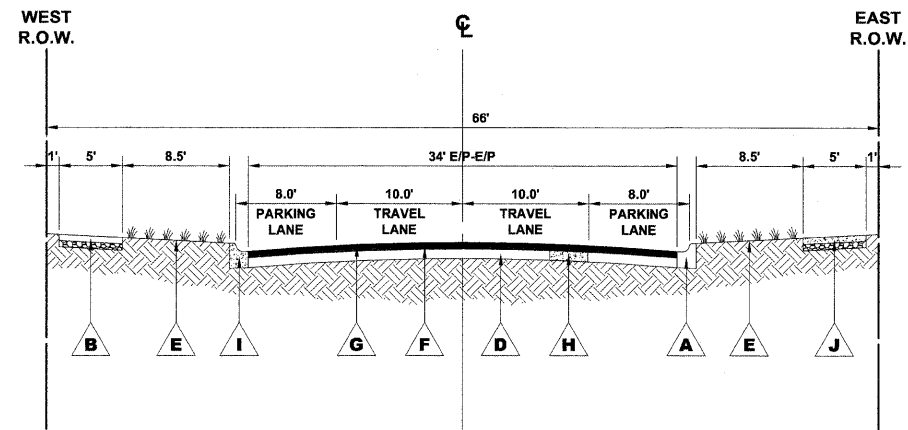
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1026	09-00113-00-RS	COOK	14	3
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(327)			CONTRACT NO. 63290	

E.H.E. PROJECT NO. 600-09-15901



**EXISTING TYPICAL SECTION
DIVISION STREET
STATION 0+13 TO STATION 37+05**



**PROPOSED TYPICAL SECTION
DIVISION STREET
STATION 0+13 TO STATION 37+05**

LEGEND OF SYMBOLS

SYMBOL	DESCRIPTION
A	EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
B	EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
C	EXISTING HOT-MIX ASPHALT BINDER & SURFACE COURSES
D	EXISTING AGGREGATE BASE COURSE
E	EXISTING LANDSCAPED PARKWAY
F	PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
G	PROPOSED HOT-MIX ASPHALT COURSE, 1 3/4"
H	PROPOSED CLASS D PATCH, 6"
I	PROPOSED INTERMITTENT COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
J	PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"

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.
BITUMINOUS MIXTURE FOR PATCHING POTHoles (HOT MIX), MIX C, N50	PG 64 - 22	4% @ 50 GYR.
INCIDENTAL HOT-MIX ASPHALT SURFACING, MIX C, N50	PG 64 - 22	4% @ 50 GYR.
CLASS D PATCHES (HMA BINDER, IL - 9.5 mm), 6"	PG 64 - 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 - 22.

Drawing File: W:\Projects\60009056 - Division Street LAMP Application\TYPSEC - DivisionSt.dwg Aug 14, 2009 - 9:18am

HANCOCK ENGINEERING
Civil Engineers
Municipal Consultants
Established 1911

9533 Banner Road
Waukegan, Illinois 60059-2700
Phone: 815-496-0200
Fax: 815-496-0202

USER NAME	DESIGNED	TG	REVISED
PLOT SCALE	DRAWN	TG/LEV	REVISED
PLOT DATE	CHECKED	JG	REVISED
	DATE	08/12/09	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

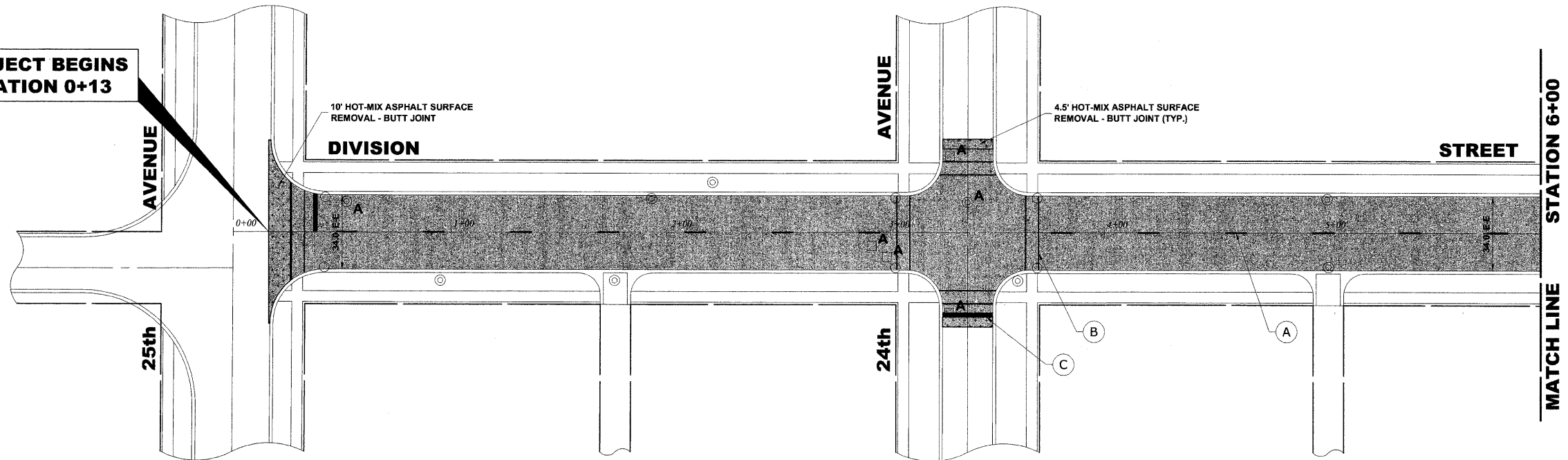
EXISTING AND PROPOSED TYPICAL CROSS SECTIONS

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1026	09-00113-00-RS	COOK	14	4
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(327)			CONTRACT NO. 63290	

E.H.E. PROJECT NO. 600-09-15901

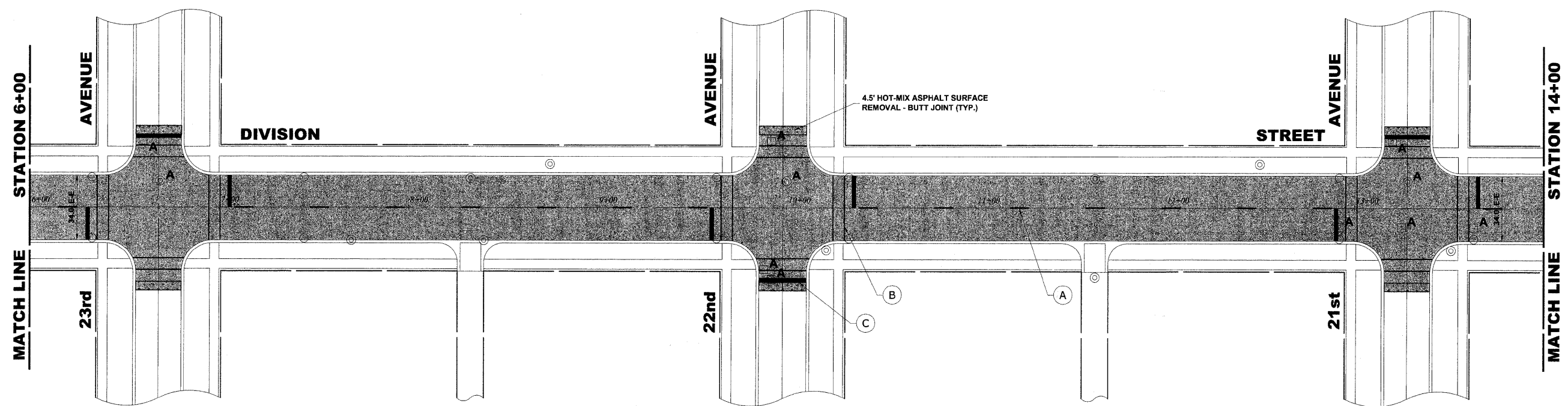
**PROJECT BEGINS
STATION 0+13**



PAVEMENT MARKING LEGEND

ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PAVEMENT MARKING LINE 4", CENTER LINE, YELLOW	(A)
THERMOPLASTIC PAVEMENT MARKING LINE 6", CROSS WALK, WHITE	(B)
THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE	(C)

PROPOSED IMPROVEMENT



PROPOSED IMPROVEMENT

Drawing file: W:\Projects\60009056 - Division Street LAPP Application\DivisionStreet.dwg Aug 14, 2009 - 8:10am



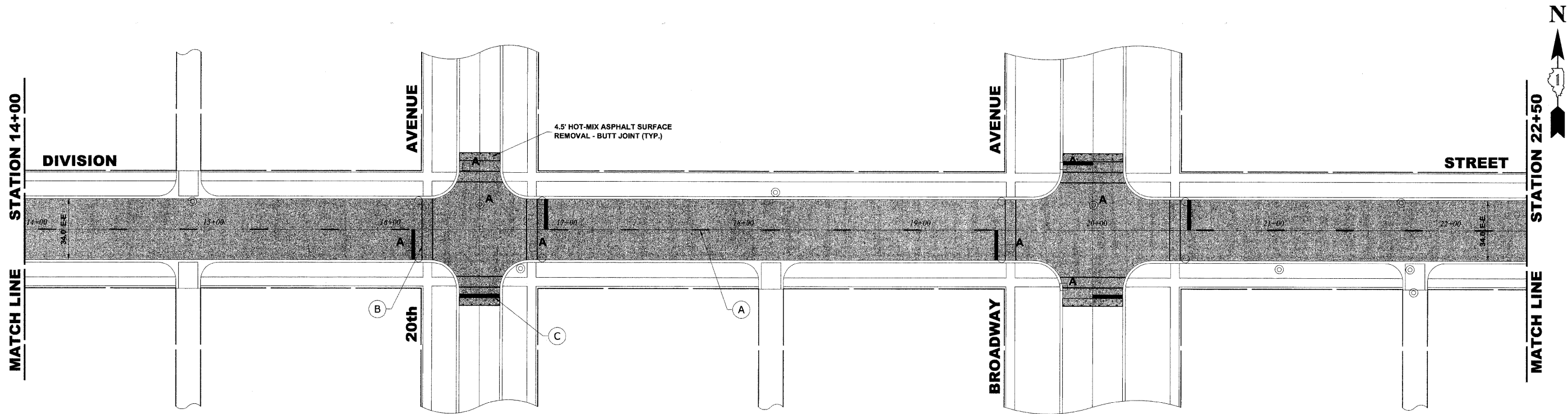
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	DRAWN TG/LEV	REVISED
PLOT SCALE	CHECKED JG	REVISED
PLOT DATE	DATE 08/12/09	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DIVISION STREET PAVING PLAN

SCALE: 1" = 30' SHEET NO. 1 OF 3 SHEETS STA. 0+13 TO STA. 14+00

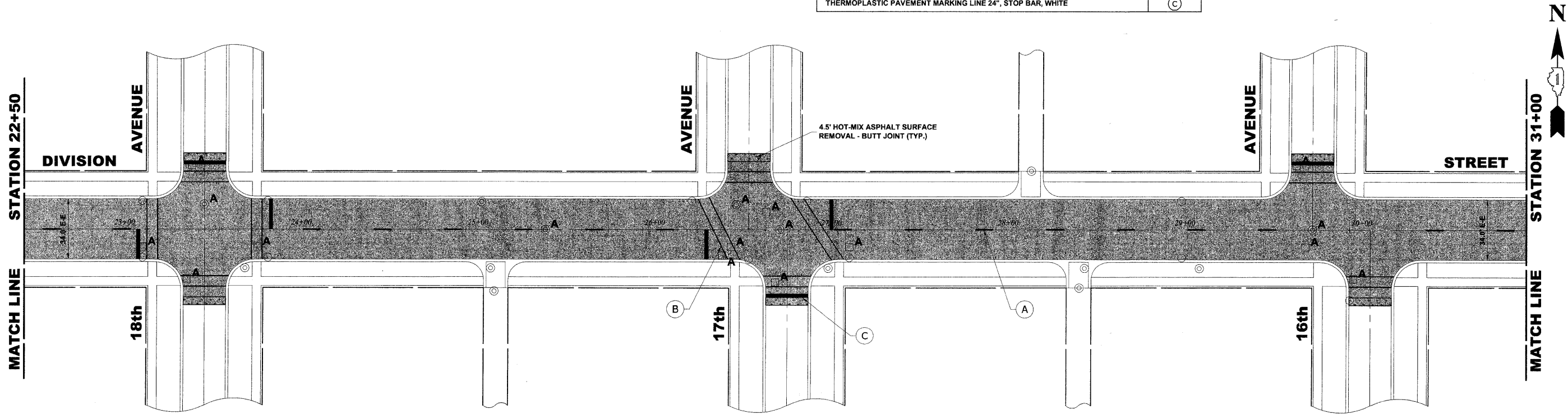
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1026	09-00113-00-RS	COOK	14	5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9063(327)			CONTRACT NO. 63290	
E.H.E. PROJECT NO. 600-09-15901				



PAVEMENT MARKING LEGEND

ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PAVEMENT MARKING LINE 4", CENTER LINE, YELLOW	(A)
THERMOPLASTIC PAVEMENT MARKING LINE 6", CROSS WALK, WHITE	(B)
THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE	(C)

PROPOSED IMPROVEMENT



PROPOSED IMPROVEMENT

Drawing file: W:\Projects\600090056 - Division Street LAPP Application\DivisionStreet.dwg Aug 14, 2009 - 9:19am

HANCOCK ENGINEERING
 Civil Engineers
 Municipal Consultants
 Established 1911

953 Riverside Road
 Woodbury, Illinois 62296-7286
 Phone: 708-664-6100
 Fax: 708-664-6122

USER NAME	DESIGNED TG	REVISED
	DRAWN TG/LEV	REVISED
PLOT SCALE	CHECKED JG	REVISED
PLOT DATE	DATE 08/12/09	REVISED

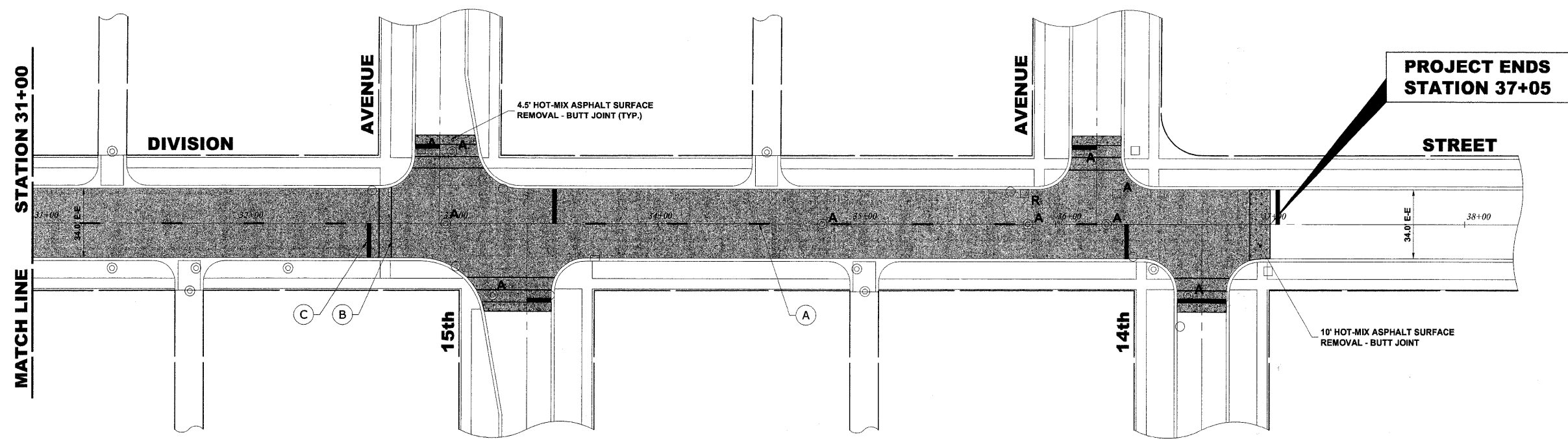
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DIVISION STREET PAVING PLAN

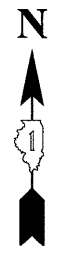
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1026	09-00113-00-RS	COOK	14	6
CONTRACT NO. 63290			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-0003(327)	

E.H.E. PROJECT NO. 600-09-15901



**PROJECT ENDS
STATION 37+05**



PAVEMENT MARKING LEGEND	
ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PAVEMENT MARKING LINE 4", CENTER LINE, YELLOW	(A)
THERMOPLASTIC PAVEMENT MARKING LINE 6", CROSS WALK, WHITE	(B)
THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE	(C)

PROPOSED IMPROVEMENT

Drawing file: W:\Projects\60009056 - Division Street LAPP Application\DivisionStreet.dwg Aug 14, 2009 - 9:18am



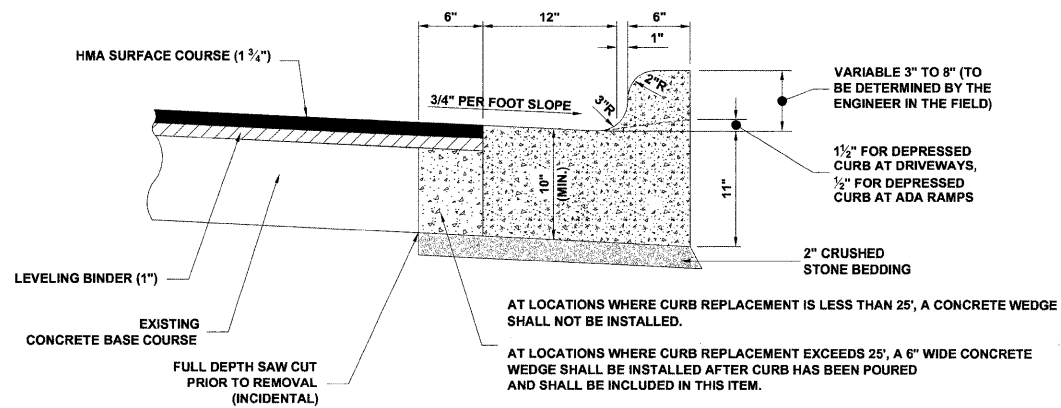
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	DRAWN	TG/LEV	REVISED
PLOT SCALE	CHECKED	JG	REVISED
PLOT DATE	DATE	08/12/09	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

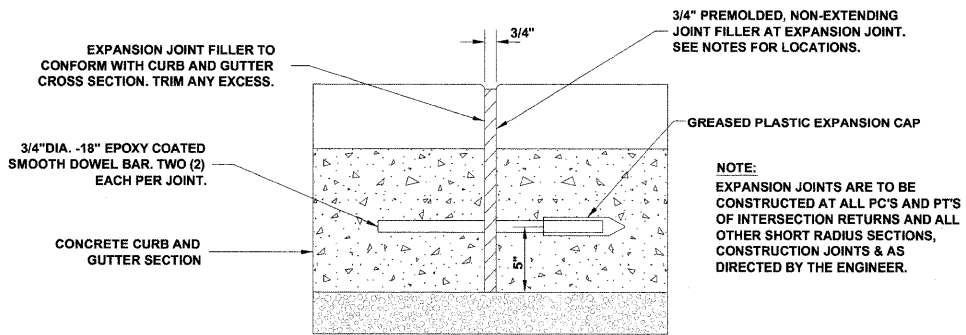
DIVISION STREET PAVING PLAN

SCALE: 1" = 30' SHEET NO. 3 OF 3 SHEETS STA. 31+00 TO STA. 37+05

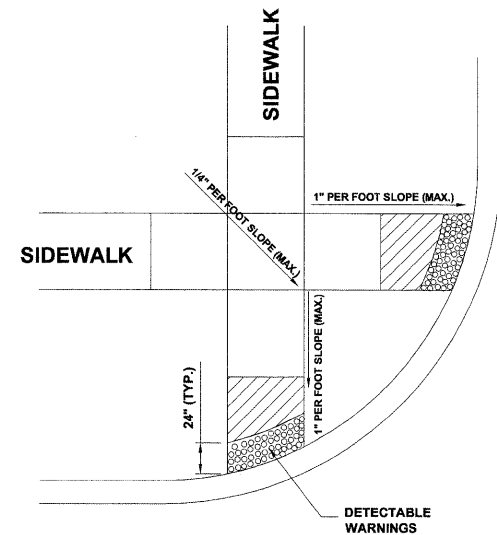
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1026	09-00113-00-RS	COOK	14	7
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(327)			CONTRACT NO. 63290	
E.H.E. PROJECT NO. 600-09-15901				



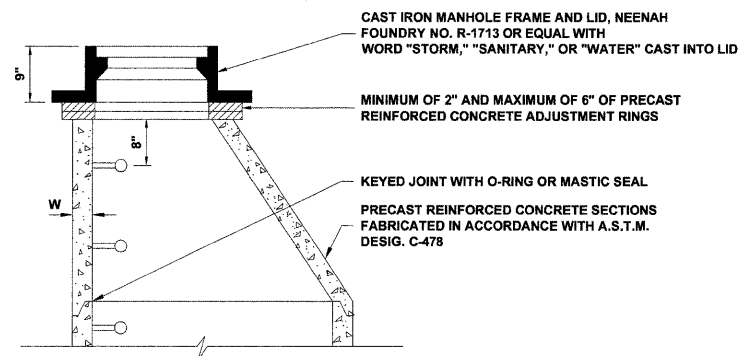
**COMBINATION CONCRETE CURB & GUTTER
TYPE B-6.12 (MODIFIED)**



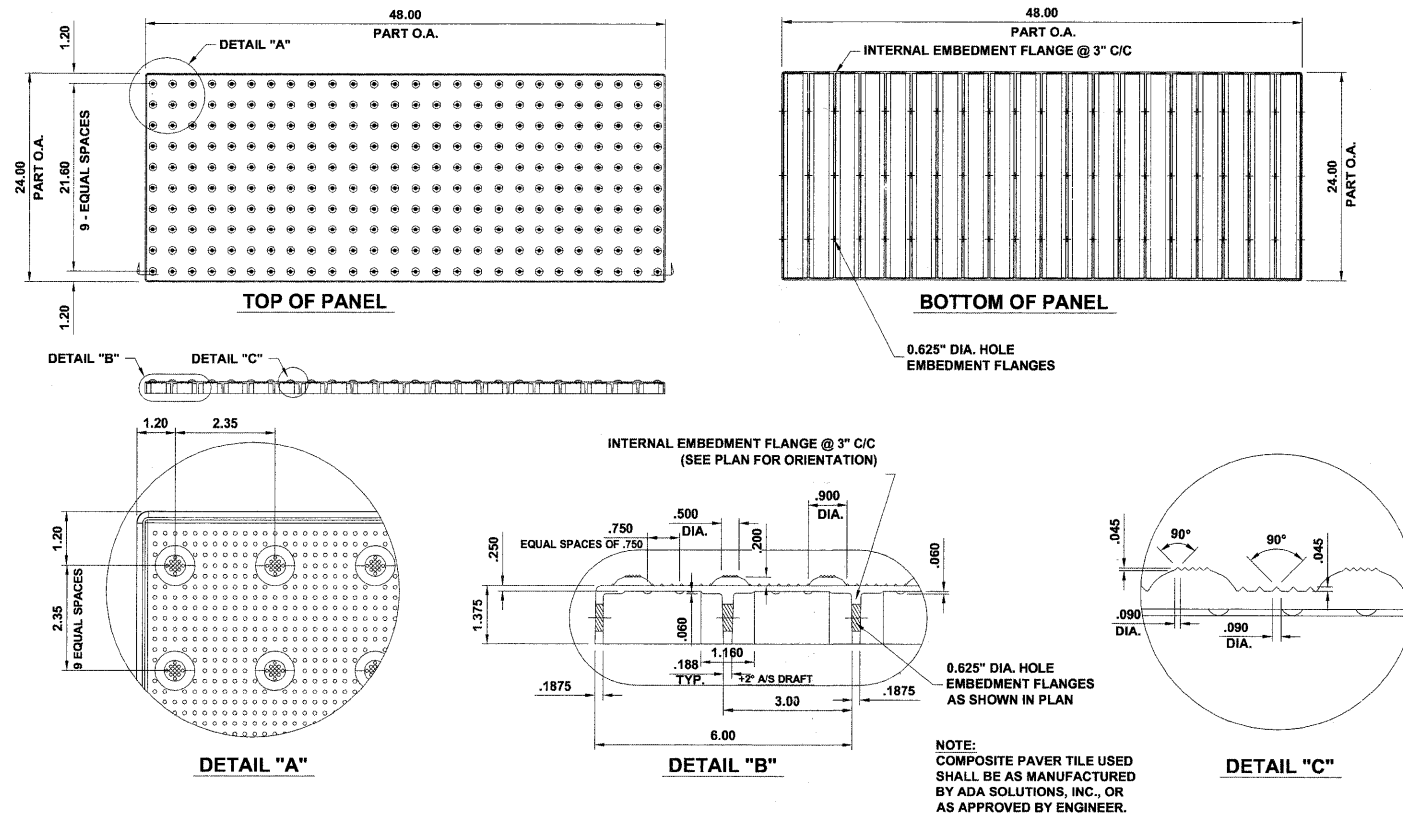
**TYPICAL CURB AND GUTTER
EXPANSION JOINT**



A.D.A. RAMP



STRUCTURE RECONSTRUCTION



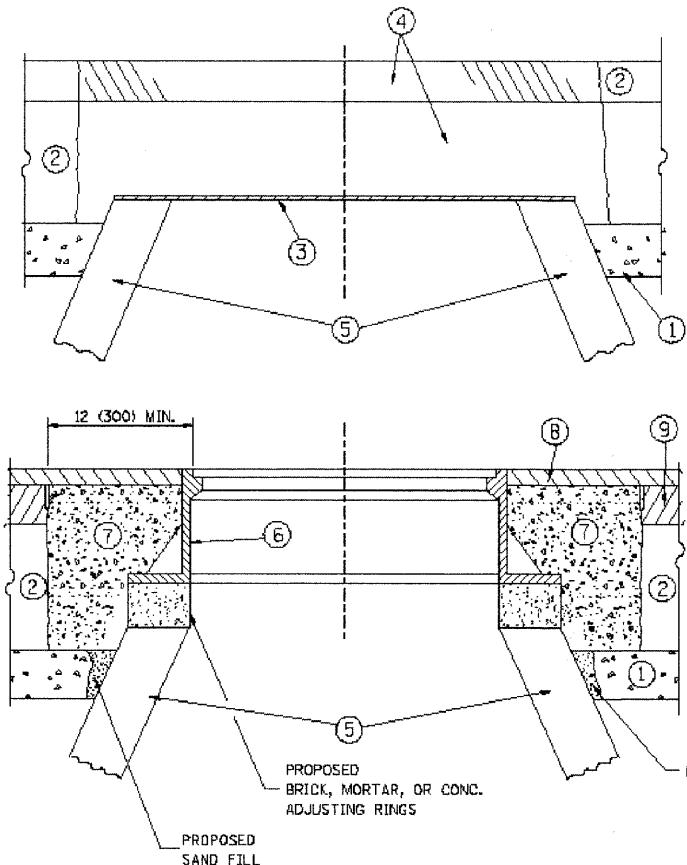
CAST-IN-PLACE DETECTABLE WARNING

Drawing file: W:\Projects\60090565 - Division Street LAP Application\Detail-DivisionSt.dwg Aug 14, 2009 - 9:19am

USER NAME	DESIGNED TG	REVISED
PLOT SCALE	DRAWN TG/LEV	REVISED
PLOT DATE	CHECKED JG	REVISED
	DATE 08/12/09	REVISED

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1026	09-00113-00-RS	COOK	14	8
CONTRACT NO. 63290				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(327)				
E.H.E. PROJECT NO. 600-09-15901				

Drawing file: W:\Projects\60009056 - Division Street LAPP Application\Markings-DivisionS.dwg Aug 14, 2009 - 9:17am



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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

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

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 =	USER NAME = geglendbt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
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		CHECKED -	REVISED - R. WIEDEMAN 05-14-04
		DATE - 10-25-94	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

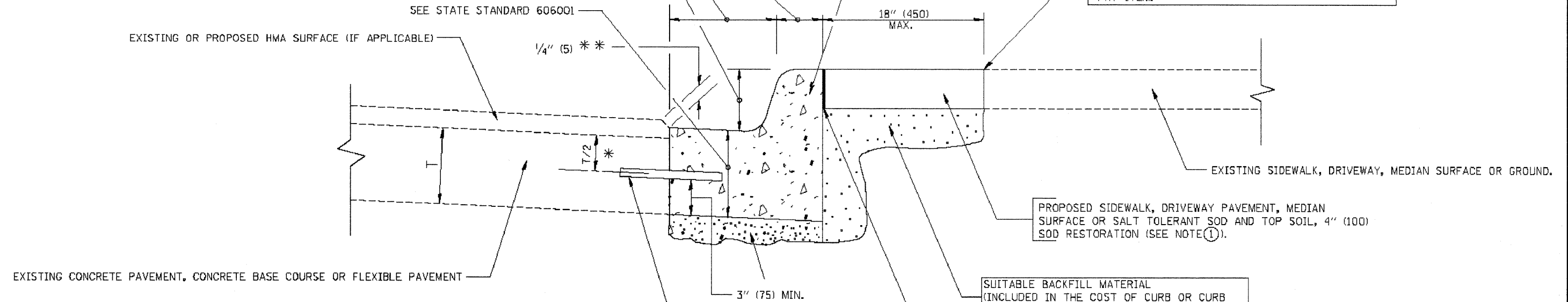
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1026	09-00113-00-RS	COOK	14	9
8000-01 (80-9)		CONTRACT NO.	63290	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(327)				
E.H.E. PROJECT NO. 600-09-15901				

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.



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

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

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

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.

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.

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.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

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

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

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:

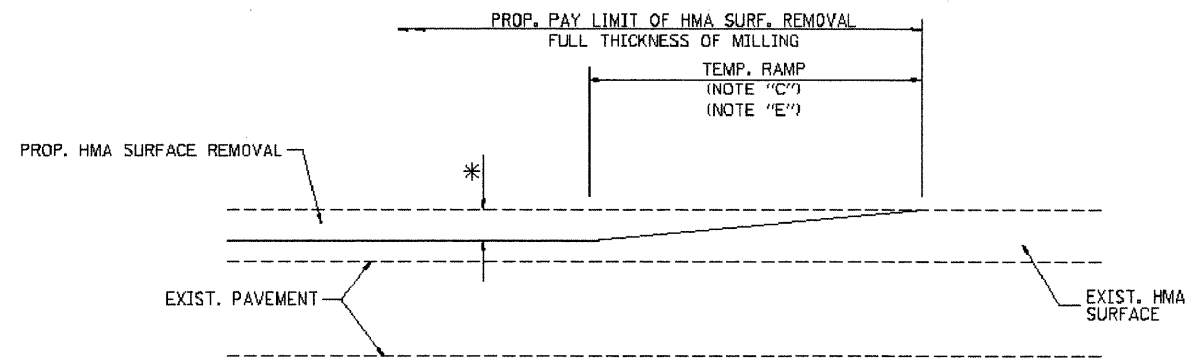
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

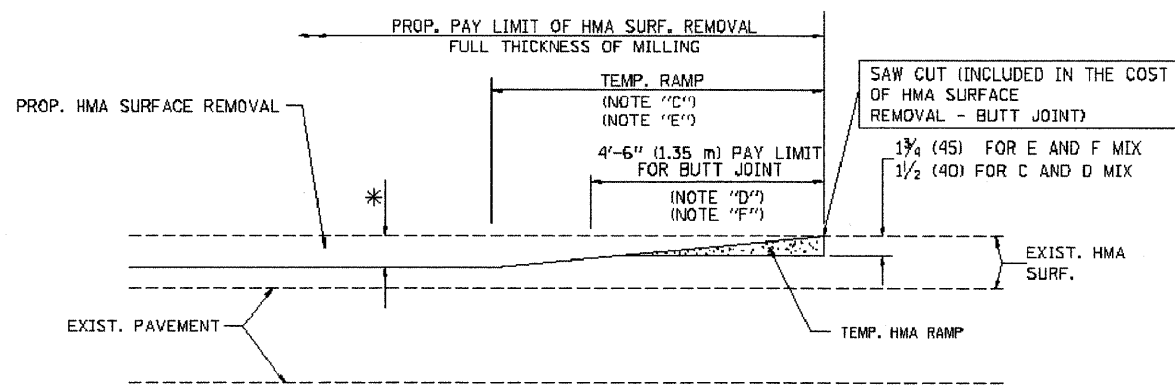
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PLOT SCALE = 08.000' / IN.	CHECKED -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01			BD600-06 (BD-24)		CONTRACT NO. 63290			
PLOT DATE = 1/4/2008	DATE - 03-11-94	REVISED - R. BORO 01-01-07	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(327)			
						E.H.E. PROJECT NO. 600-09-15901					



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

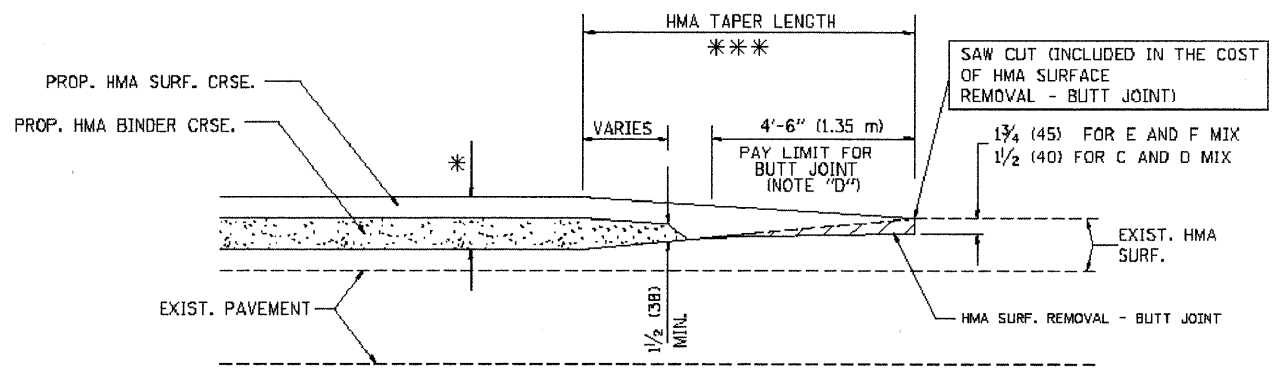
OPTION 1



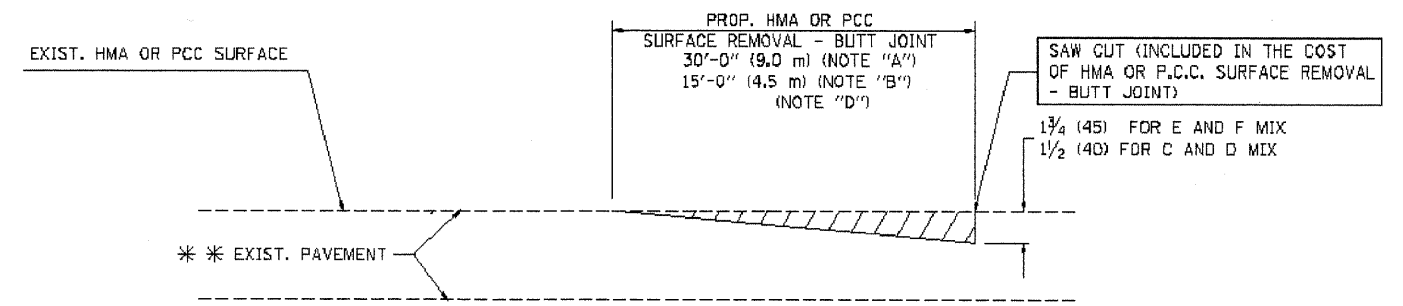
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

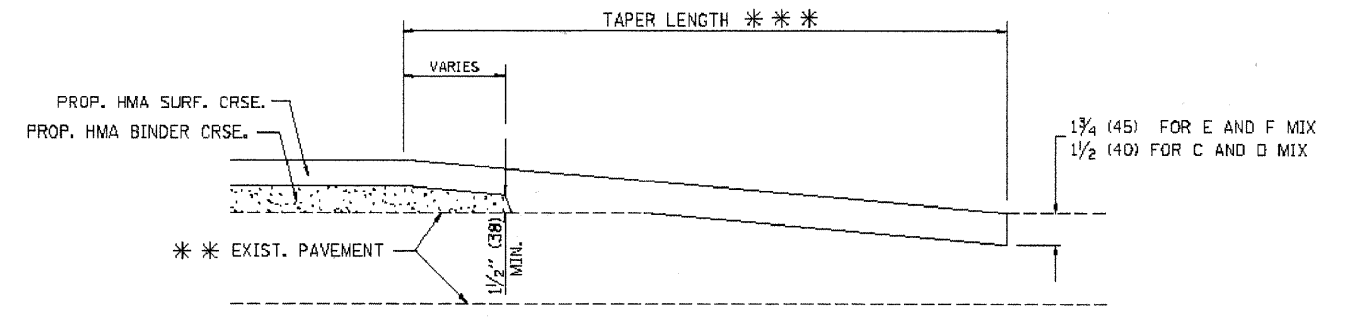
TYPICAL TEMPORARY RAMP



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.

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PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

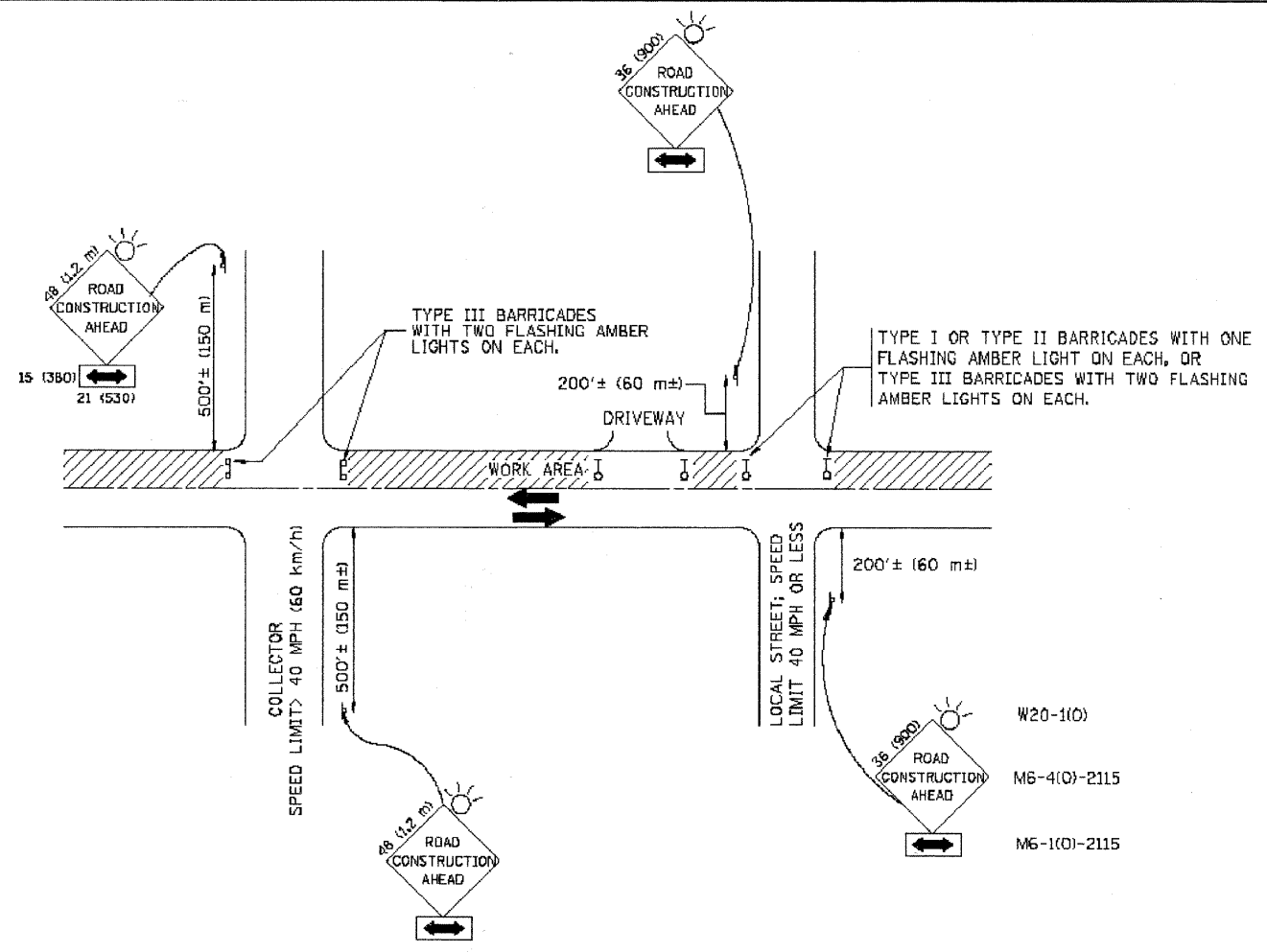
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1026	09-00113-00-RS	COOK	14	11
ID400-05 B032			CONTRACT NO. 63290	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(327)				
E.H.E. PROJECT NO. 600-09-15901				

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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. T01606 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.

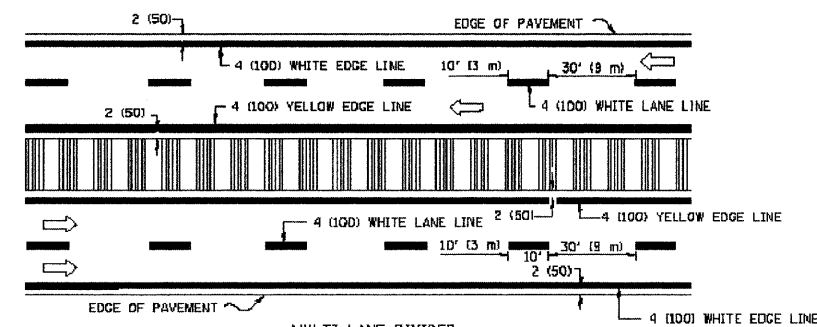
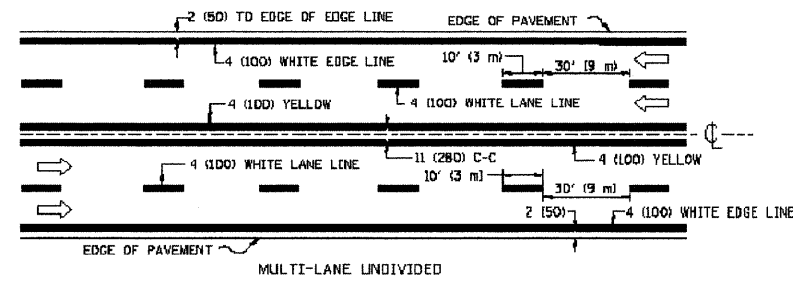
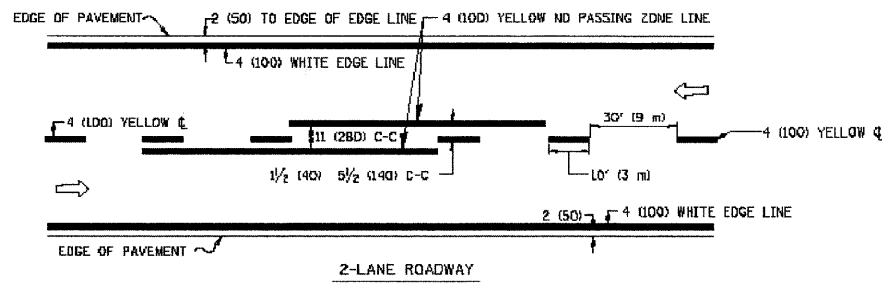
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

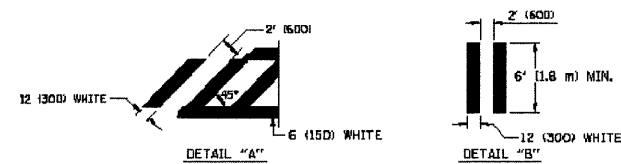
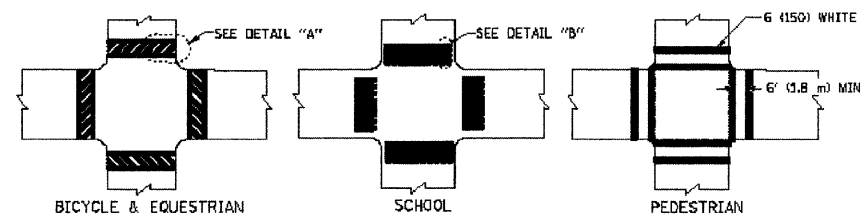
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F.A.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1026	09-00113-00-RS	COOK	14	12
TC-10			CONTRACT NO. 63290	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(327)				
E.H.E. PROJECT NO. 600-09-15901				

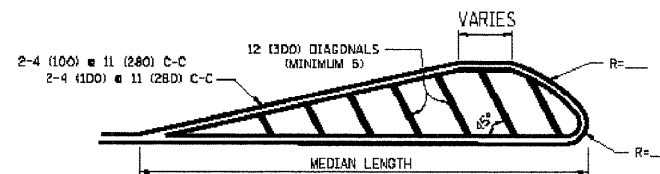
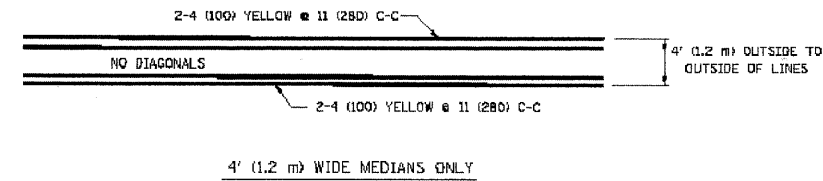


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



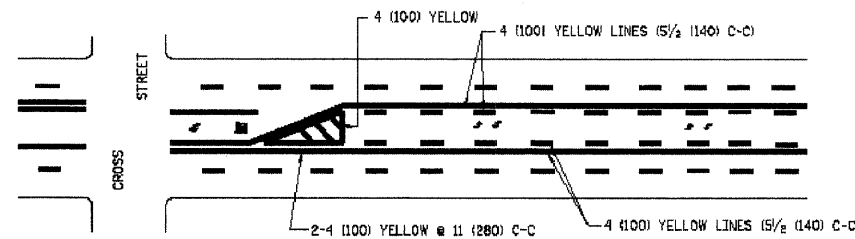
TYPICAL CROSSWALK MARKING



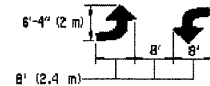
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

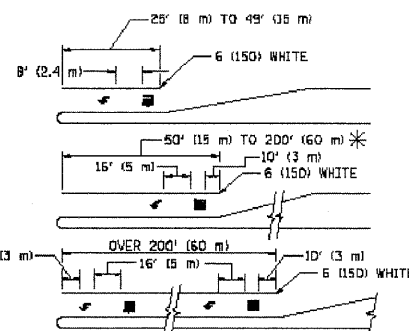
MEDIANS OVER 4' (1.2 m) WIDE



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



TYPICAL PAINTED MEDIAN MARKING

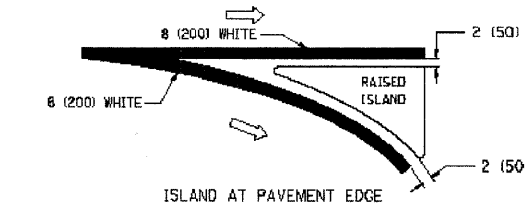
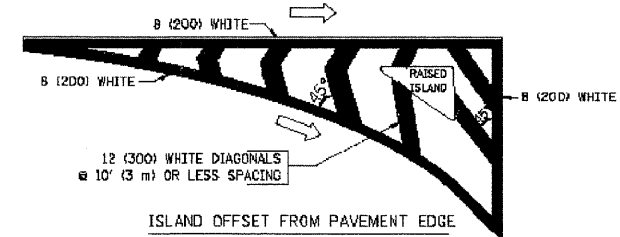


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 16.6 SQ. FT. (1.5 m²) AREA = 20.6 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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 (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.
GRADE 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 78000L AREA OF "RR"=3.6 SQ. FT. (0.33 m ²) EACH "X"=8.0 SQ. FT. (0.75 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.

FILE NAME = W:\data\td\22\34\1015.dgn	USER NAME = gegljanobt	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -A. HOUSEH 10-09-96
		CHECKED -	REVISED -A. HOUSEH 10-17-96
		DATE - 03-19-90	REVISED -T. RAMMACHER 01-06-00

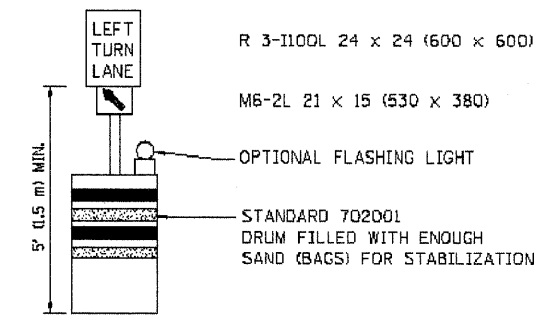
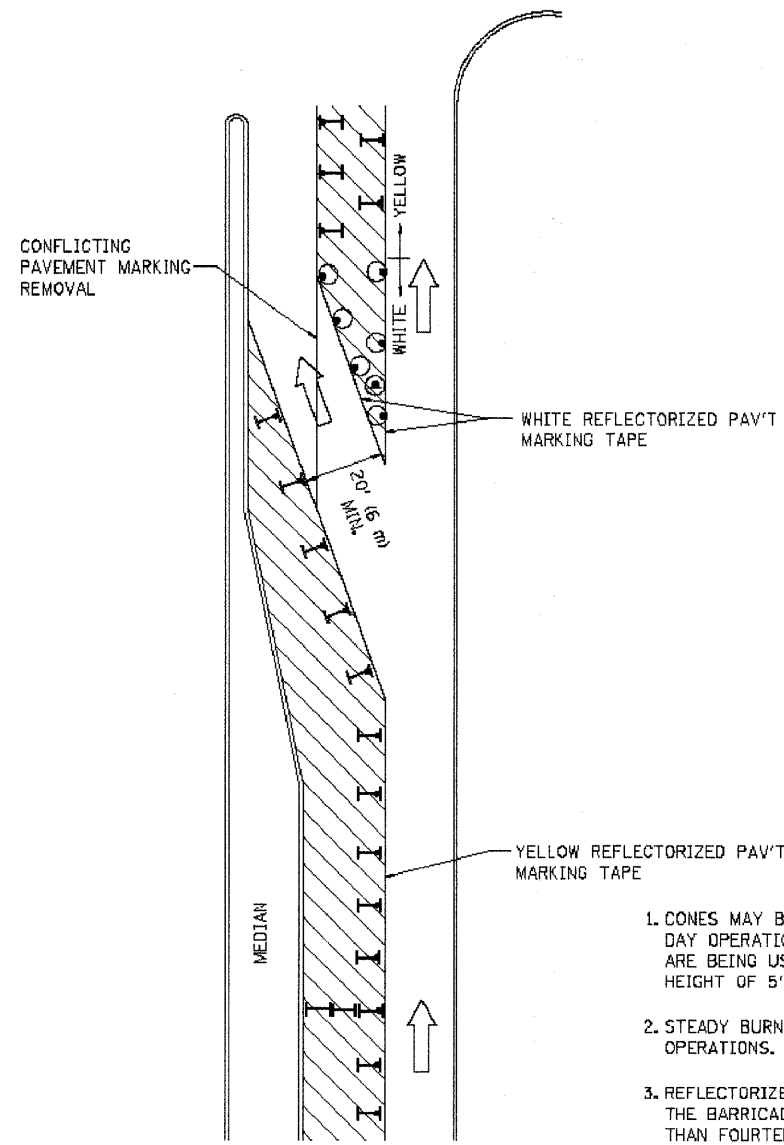
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

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

F.A. R.T.E. 1026	SECTION 09-00113-00-RS	COUNTY COOK	TOTAL SHEETS 14	SHEET NO. 13
TC-13		CONTRACT NO. 63290		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(327)				

Drawing File: W:\Projects\60009056 - Division Street LAPP Application\Drawings-Division\1.dwg Aug 12, 2009 - 4:00pm



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

FILE NAME = W:\data\22c34\1c14.dgn	USER NAME = geglencbt	DESIGNED - DRAWN -	REVISED -T. RAMMACHER 09-08-94 REVISED - A. HOUSEH 11-07-95
	PLOT SCALE = 50.0000 / 1" IN	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 1/4/2008	DATE -	REVISED -T. RAMMACHER 01-06-00

**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.
1026	09-00113-00-RS	COOK	14	14
TC-14			CONTRACT NO. 63290	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT ARA-9003(327)				