

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY  
LOCAL AGENCY PAVEMENT PRESERVATION (LAPP)  
FAU ROUTE 1419 (MADISON STREET)  
MANNHEIM ROAD TO EASTERN AVENUE  
SECTION NO. 09-00140-00-RS  
PROJECT ARA-9003(344)  
VILLAGE OF BELLWOOD  
COOK COUNTY  
JOB NO. C-91-660-09**

**TRAFFIC DATA**  
ADT (2009) = 8,500  
POSTED SPEED LIMIT = 30 MPH  
DESIGN SPEED LIMIT = 35 MPH

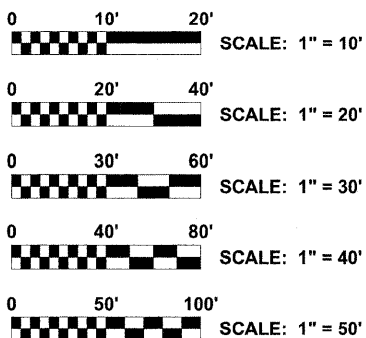
**DESIGN DESIGNATION**  
COLLECTOR

PROJECT LOCATED IN THE  
VILLAGE OF BELLWOOD



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

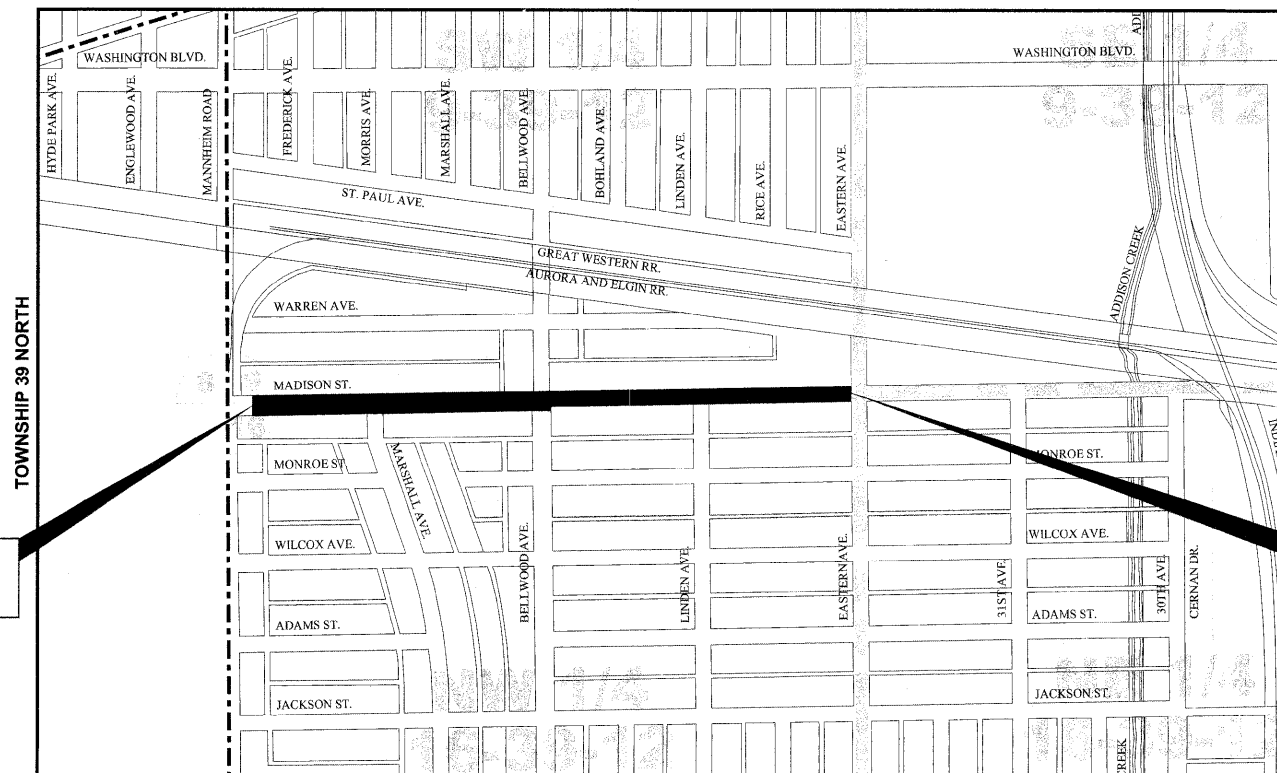
FIELD ENGINEER: MARILIN SOLOMON, (847) 705-4407



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. 63366

**LOCATION MAP**  
PROVISO TOWNSHIP  
RANGE 12 EAST, SECTION 9, 16  
3RD PRINCIPAL MERIDIAN



PROJECT BEGINS  
STATION 1+50  
MADISON STREET

PROJECT ENDS  
STATION 27+20  
MADISON STREET

**■ - AREA OF IMPROVEMENT**  
NOT TO SCALE

GROSS LENGTH OF IMPROVEMENT = 2,570 FT = 0.49 MI  
NET LENGTH OF IMPROVEMENT = 2,570 FT = 0.49 MI

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1419	09-00140-00-RS	COOK	14	1
ILLINOIS PROJECT M-				
CONTRACT NO. 63366				



LOCATION OF SECTION  
INDICATED THUS: ■

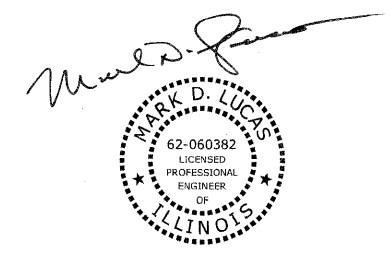
**STATE OF ILLINOIS  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS**

APPROVED *Frank A. Pagnola* 2009  
VILLAGE OF BELLWOOD, PRESIDENT

PASSED *October 26, 2009*  
*CHC*  
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID  
BASED ON LIMITED  
REVIEW *October 26, 2009*  
*Diane M. O'Keefe*  
DEPUTY DIRECTOR OF HIGHWAYS,  
REGION 1 ENGINEER

(PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS)



DATE SIGNED: 10-21-09  
LICENSE EXPIRES: 11-30-09

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

# INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET, LOCATION MAP
2	INDEX OF SHEETS, I.D.O.T. STANDARD DRAWINGS, AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS
5-6	MADISON STREET PAVING PLAN
7	DETAILS
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	TYPICAL APPLICATIONS 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)

# GENERAL NOTES

## STANDARDS

REFERENCES 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, THE "DETAILS" IN THE PLANS, AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

## UNDERGROUND UTILITIES

BEFORE STARTING 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 BELLWOOD, 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 BELLWOOD.

## 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 BELLWOOD AND BE SALVAGED. THESE ITEMS SHALL BE DELIVERED TO THE VILLAGE OF BELLWOOD 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/HER OPERATIONS 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 - ACCUMULATION OF MATERIAL IN THE STRUCTURE DUE TO CONSTRUCTION OPERATIONS SHALL BE REMOVED BY THE CONTRACTOR AT HIS/HER EXPENSE.

## MAINTENANCE OF EXISTING DRAINAGE STRUCTURES

WHEN DURING THE CONSTRUCTION OPERATIONS, LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF 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 INCLUDED IN THE COST OF 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. 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 COST OF ITEM BEING REMOVED.

## 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 ROW 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 JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER" DETAIL 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 WILL BE DETERMINED IN FIELD BY ENGINEER AFTER MILLING OPERATIONS.

# 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
701801-04	LANE CLOSURE, MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

Drawing file: W:\Projects\090009163 - Madison Street L&P\INDEX.dwg Oct 21, 2009 - 4:11pm

**HANCOCK ENGINEERING**  
 Civil Engineers  
 Municipal Consultants  
 Established 1911

USER NAME --	DESIGNED -- CH	REVISED --
PLOT SCALE --	DRAWN -- LEV	REVISED --
PLOT DATE --	CHECKED -- MDL	REVISED --
	DATE -- 08/21/09	REVISED --

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1419	09-00140-00-RS	COOK	14	2
CONTRACT NO. 63366			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-903(344)	

## SUMMARY OF QUANTITIES

CODE	PAY ITEM	UNIT	1000-2A TOTAL QUANTITY	1000-2A 100% FEDERAL 0% LOCAL
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	170	170
25200100	SODDING	SQ YD	170	170
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,400	1,400
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	120	120
40600300	AGGREGATE (PRIME COAT)	TON	28	28
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,170	1,170
42101300	PROTECTIVE COAT	SQ YD	300	300
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	50	50
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	750	750
⊛ 42400800	DETECTABLE WARNINGS	SQ FT	12	12
⊛ 44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	13,000	13,000
⊛ 44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	50	50
⊛ 44000600	SIDEWALK REMOVAL	SQ FT	750	750
⊛ 44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	500	500
⊛ 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	3	3
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	1	1
⊛ 60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	28	28
⊛ 60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	1
67100100	MOBILIZATION	L SUM	1	1
⊛ 70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
⊛ 70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
★ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	40	40
★ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4,700	4,700
★ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	400	400
★ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	500	500
★ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	150	150
★ 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	130	130
★ 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	122	122
⊛ X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	585	585

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

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**HANCOCK ENGINEERING**  
 Civil Engineers  
 Municipal Consultants  
 Established 1911

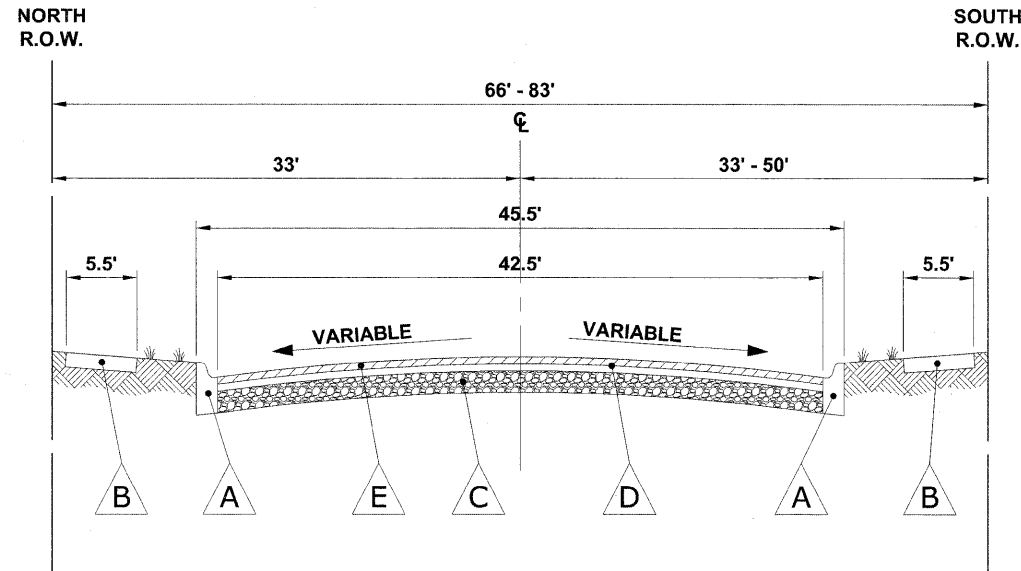
9935 Riverwood Road  
 Winchester, MA 01890-2780  
 Phone: 781-665-0300  
 Fax: 781-665-0332

USER NAME -	DESIGNED - CH	REVISED -	
	DRAWN - LEV	REVISED -	
PLOT SCALE -	CHECKED - MDL	REVISED -	
PLOT DATE -	DATE - 08/21/09	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SUMMARY OF QUANTITIES</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA. _____	TO STA. _____

F.A.U. RTE. 1419	SECTION 09-00140-00-RS	COUNTY COOK	TOTAL SHEETS 14	SHEET NO. 3
CONTRACT NO. 63366				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-903(344)				



**EXISTING TYPICAL CROSS SECTION**  
MADISON STREET STA. 1+50 TO STA. 27+20

**SYMBOL**

- A
- B
- C
- D
- E

**LEGEND OF SYMBOLS**

**DESCRIPTION**

- A EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- B EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- C EXISTING AGGREGATE BASE COURSE, 6"
- D EXISTING HOT-MIX ASPHALT SURFACE COURSES, 1 1/2" - 4"
- E HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE

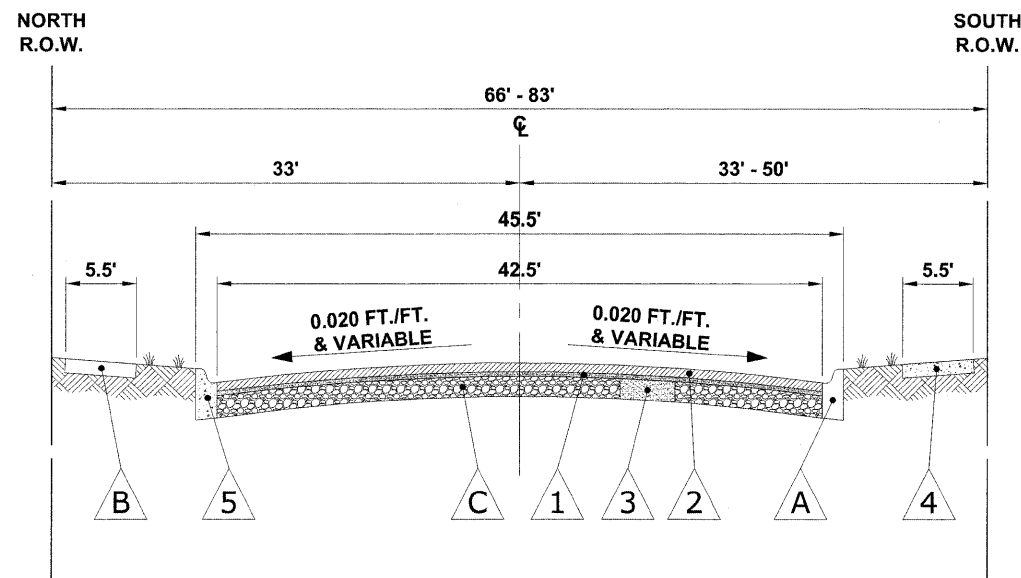
THE CONTRACTOR SHALL CONDUCT PATCHING AFTER MILLING OPERATIONS.

**HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS @ Ndes
<b>RESURFACING</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL - 9.5 mm)	4% @ 50 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL - 4.75, N50	4% @ 50 GYR.
<b>PATCHING</b>	
CLASS D PATCHES (HMA BINDER IL - 19mm)	4% @ 70 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.



**PROPOSED TYPICAL CROSS SECTION**  
MADISON STREET STA. 1+50 TO STA. 27+20

**SYMBOL**

- A
- B
- C
- 1
- 2
- 3
- 4
- 5

**LEGEND OF SYMBOLS**

**DESCRIPTION**

- A EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- B EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- C EXISTING AGGREGATE BASE COURSE, 6"
- 1 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, MINIMUM 3/4"
- 2 PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2"
- 3 PROPOSED CLASS D PATCH, 6"
- 4 PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- 5 PROPOSED INTERMITTENT COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

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**HANCOCK ENGINEERING**  
Civil Engineers  
Municipal Consultants  
Established 1911

9103 Riverdale Road  
Westchester, IL 60591-2786  
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Fax: 708-965-1212

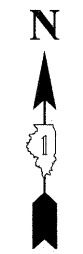
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	DATE - 08/21/09	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

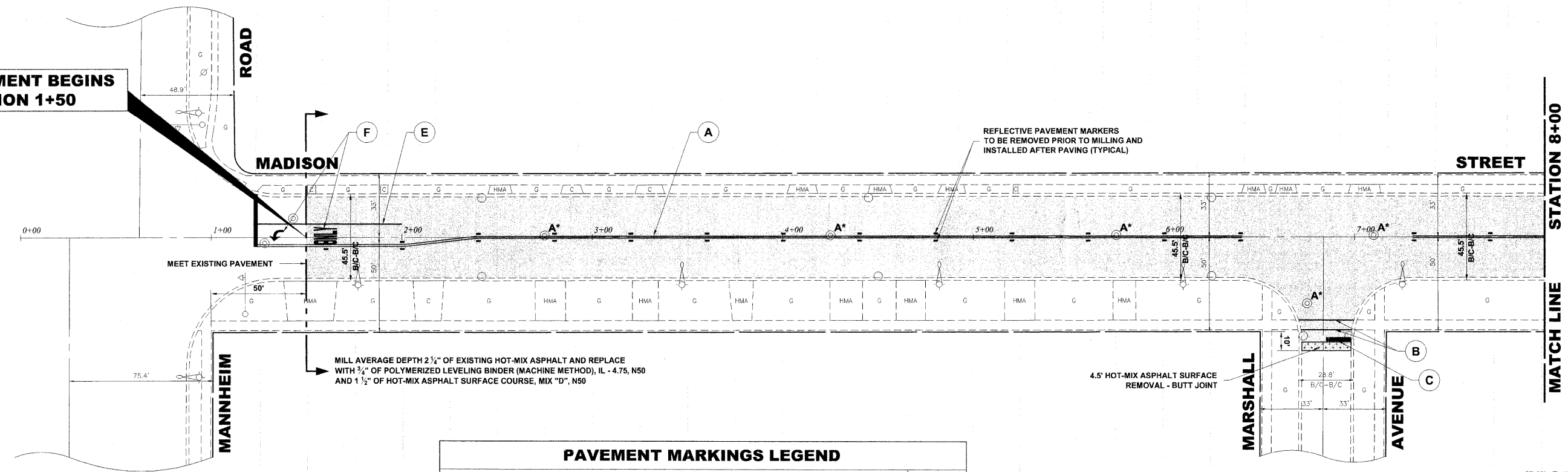
**EXISTING & PROPOSED TYPICAL CROSS SECTIONS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1419	09-00140-00-RS	COOK	14	4
CONTRACT NO. 63366			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-903(344)	

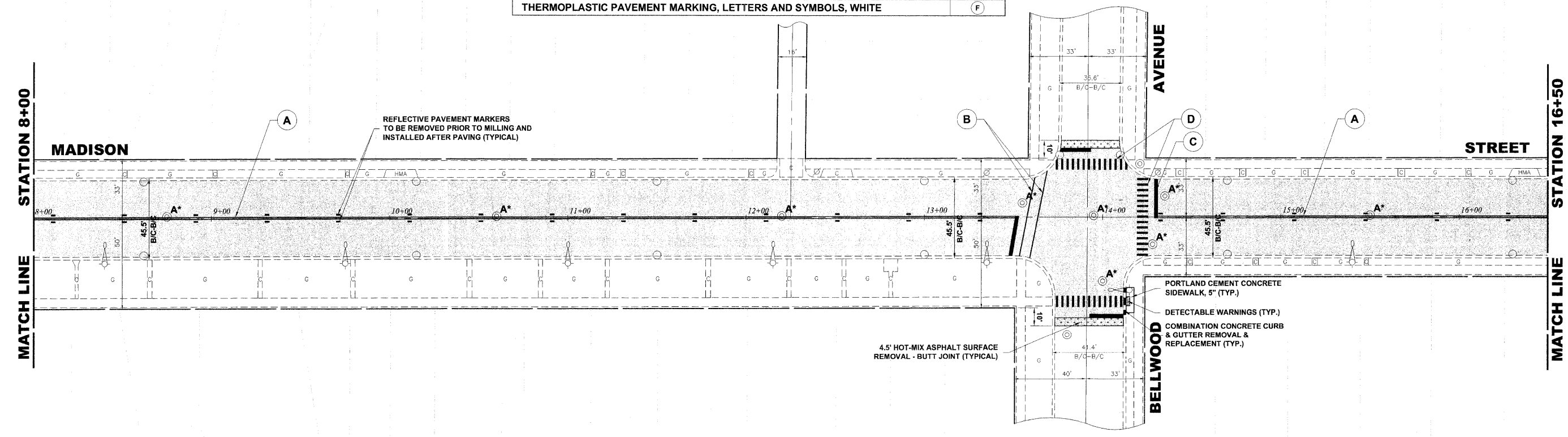


**IMPROVEMENT BEGINS  
STATION 1+50**



PAVEMENT MARKINGS LEGEND	
ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PAVEMENT MARKING, LINE 4", DOUBLE @ 11" C-C, YELLOW	(A)
THERMOPLASTIC PAVEMENT MARKING LINE 6", CROSS WALK, WHITE	(B)
THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE	(C)
THERMOPLASTIC PVMT. MARKING LINE 12", SCHOOL CROSSWALK @ 36" C-C, WHITE	(D)
THERMOPLASTIC PAVEMENT MARKING, LINE 6", TURN LANE, WHITE	(E)
THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, WHITE	(F)

**PROPOSED  
IMPROVEMENT**



Drawing file: W:\Projects\0809163 - Madison Street LAPP\MADISON STREET\MADISON STREET.dwg Oct 21, 2009 - 4:12pm

**HANCOCK ENGINEERING**  
 Civil Engineers  
 Municipal Consultants  
 Established 1911  
 993 Research Road  
 Wheeling, Illinois 60090-2700  
 Phone: 708-807-6000  
 Fax: 708-807-2212

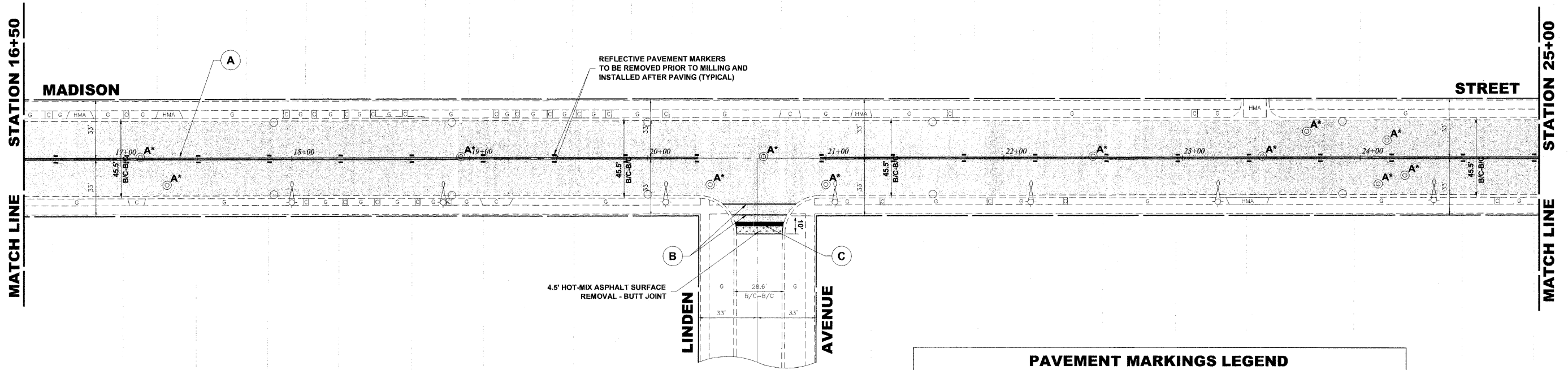
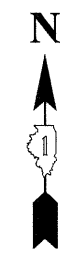
USER NAME --	DESIGNED -- CH	REVISED --
PLOT SCALE --	DRAWN -- LEV	REVISED --
PLOT DATE --	CHECKED -- MDL	REVISED --
	DATE -- 08/21/09	REVISED --

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MADISON STREET  
PAVING PLAN**

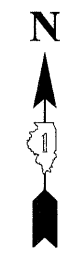
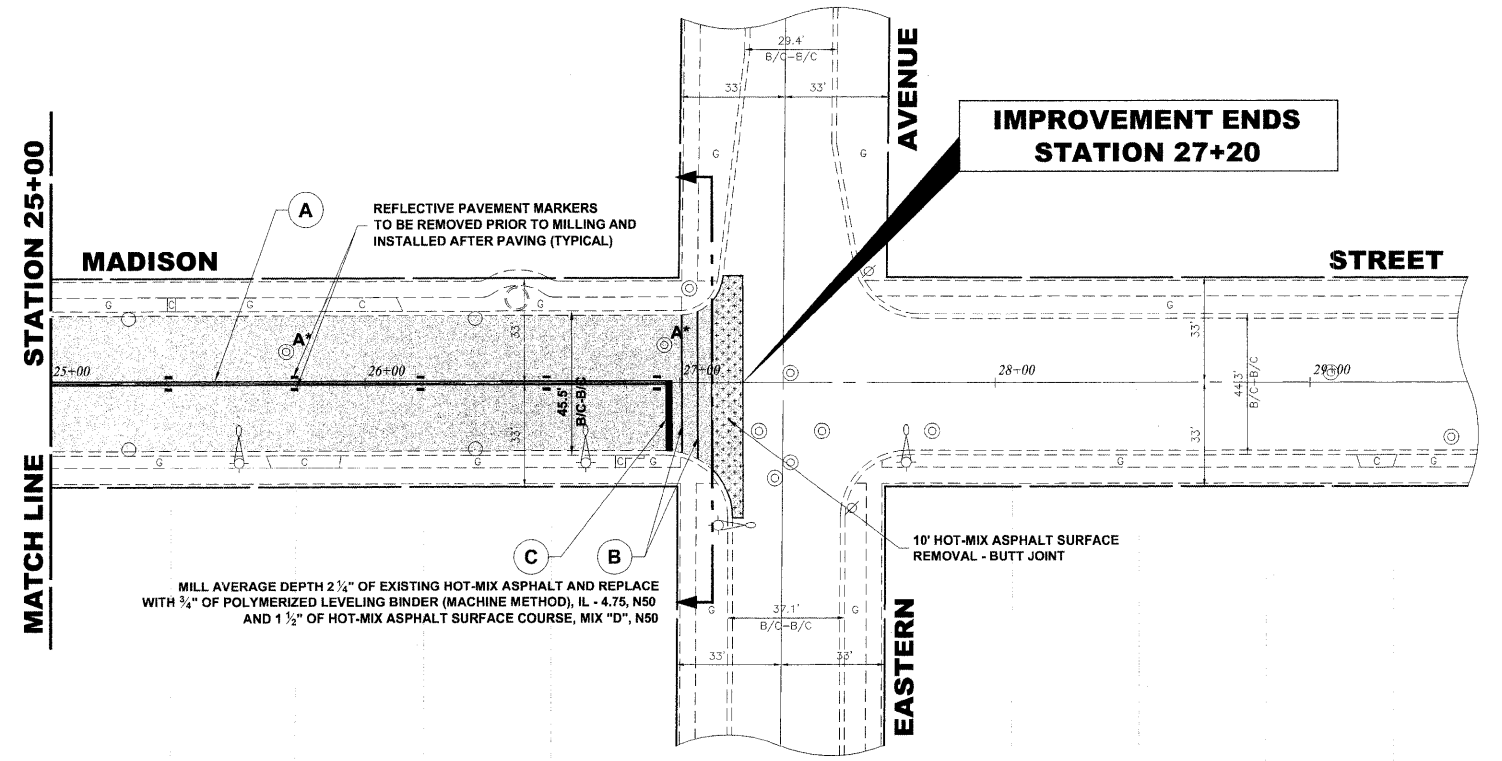
SCALE: 1" = 30' SHEET NO. 1 OF 2 SHEETS STA. 1+50 TO STA. 16+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1419	09-00140-00-RS	COOK	14	5
CONTRACT NO. 63366				
FED. ROAD DIST. NO. 1 ILLINOIS   FED. AID PROJECT ARA-903(344)				



PAVEMENT MARKINGS LEGEND	
ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PAVEMENT MARKING, LINE 4", DOUBLE @ 11" C-C, YELLOW	(A)
THERMOPLASTIC PAVEMENT MARKING LINE 6", CROSS WALK, WHITE	(B)
THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE	(C)
THERMOPLASTIC PVMT. MARKING LINE 12", SCHOOL CROSSWALK @ 36" C-C, WHITE	(D)
THERMOPLASTIC PAVEMENT MARKING, LINE 6", TURN LANE, WHITE	(E)
THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, WHITE	(F)

**PROPOSED IMPROVEMENT**



Drawing file: \\Projects\09009163 - Madison Street LAPP\MADISON STREET\MADISON STREET.dwg Oct 21, 2009 - 4:12pm

**HANCOCK ENGINEERING**  
 Civil Engineers  
 Municipal Consultants  
 Established 1911

9311 Riverside Road  
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 Phone: 708-965-5100  
 Fax: 708-965-1212

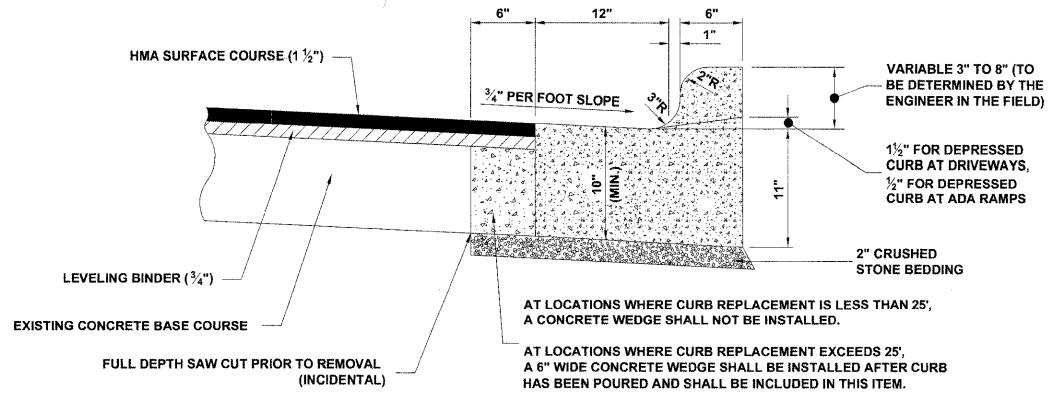
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	DATE - 08/21/09	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

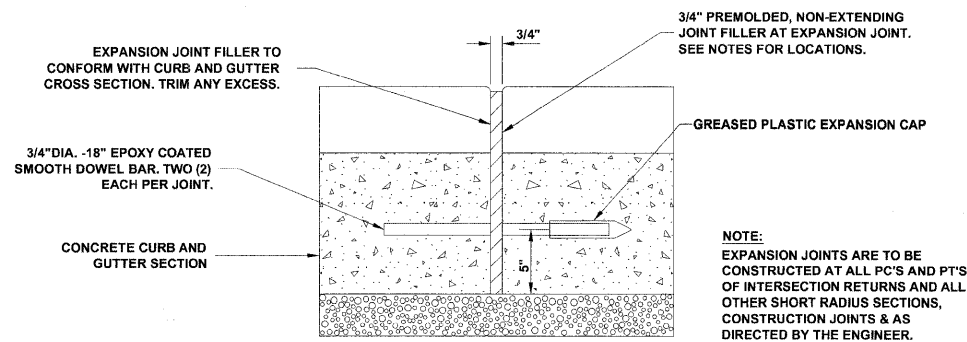
**MADISON STREET  
 PAVING PLAN**

SCALE: 1" = 30'    SHEET NO. 2 OF 2 SHEETS    STA. 16+50 TO STA. 27+20

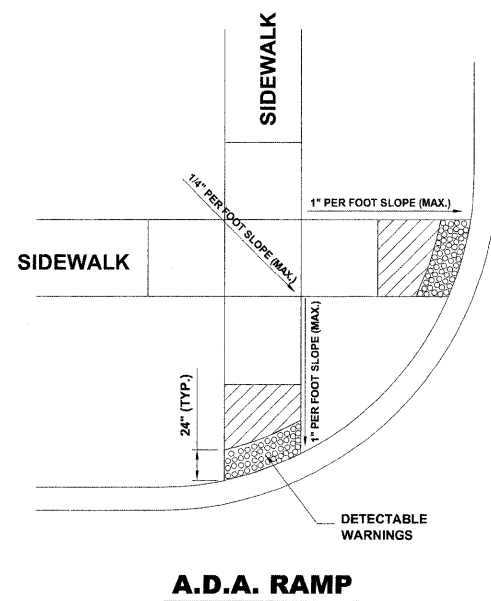
F.A.U. RTE. 1419	SECTION 09-00140-00-RS	COUNTY COOK	TOTAL SHEETS 14	SHEET NO. 6
CONTRACT NO. 63366				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT ARA-903(344)				



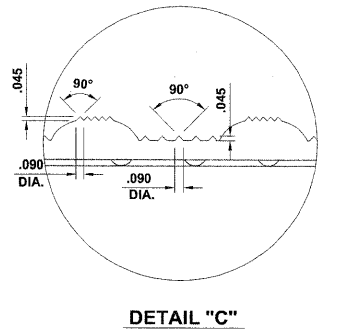
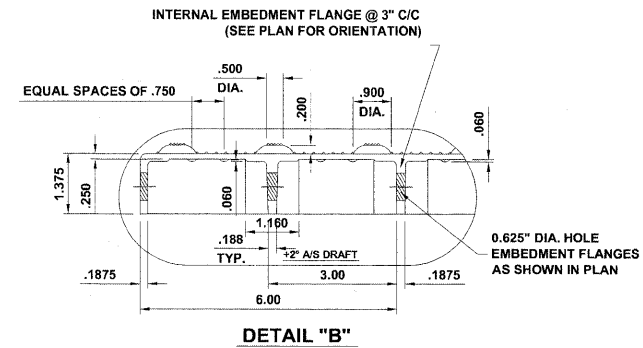
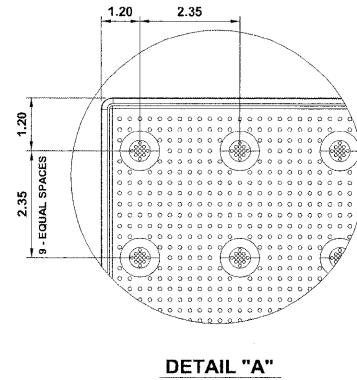
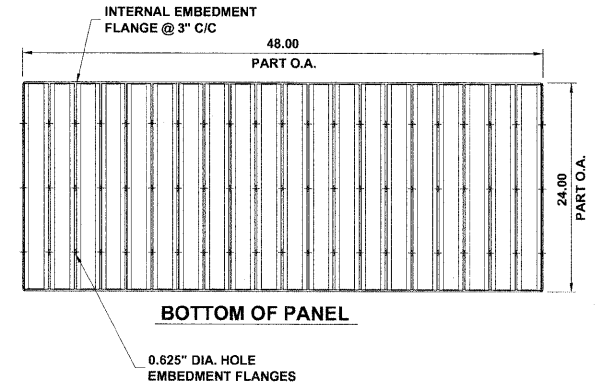
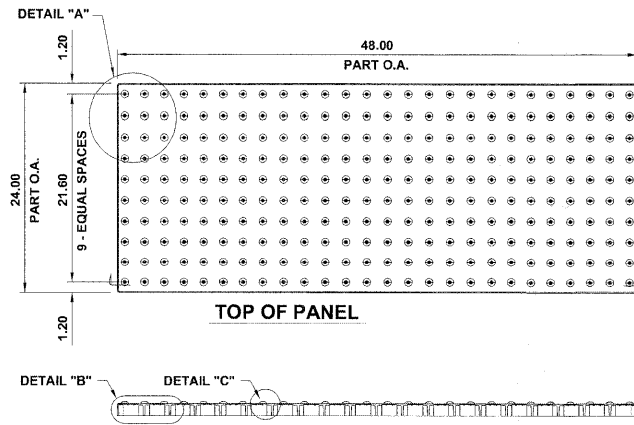
**COMBINATION CONCRETE CURB & GUTTER  
TYPE B-6.12 (MODIFIED)**



**TYPICAL CURB AND GUTTER  
EXPANSION JOINT**

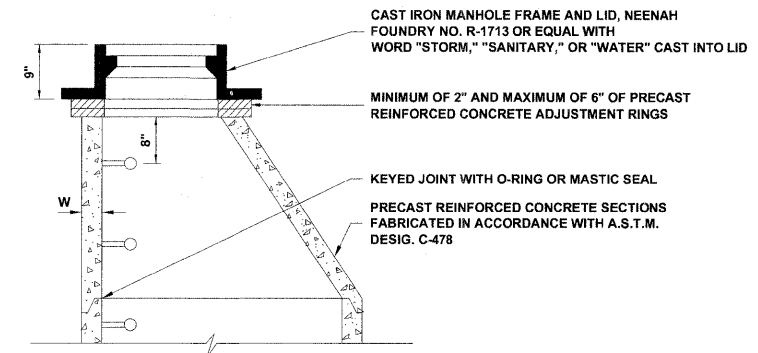


**A.D.A. RAMP**

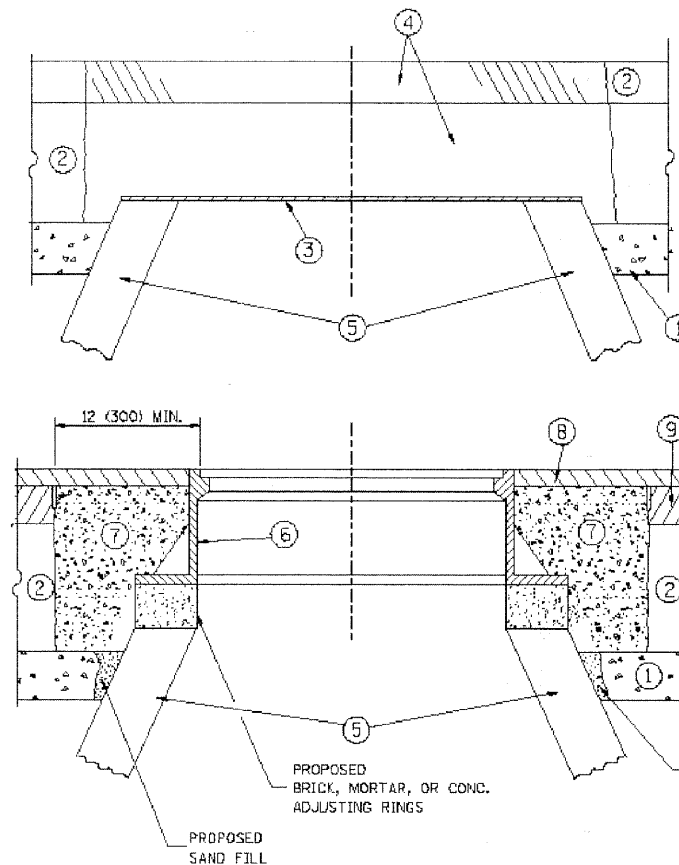


NOTE:  
COMPOSITE PAVER TILE USED  
SHALL BE AS MANUFACTURED  
BY ADA SOLUTIONS, INC., OR  
AS APPROVED BY ENGINEER.

**CAST-IN-PLACE COMPOSITE PAVER TILE  
FOR DETECTABLE WARNING**



**STRUCTURE RECONSTRUCTION**



**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

Drawing file: \\Projects\08009163 - Madison Street LAPP\_MIR\KINS.dwg Aug 21, 2009 - 9:40am

FILE NAME =	USER NAME = geglennob	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
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PLOT SCALE = 50.0000 / 1 IN		CHECKED -	REVISED - R. WIEDEMAN 05-14-04
PLOT DATE = 1/4/2008		DATE - 10-25-94	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1419	09-00140-00-RS	COOK	14	8
<b>BD000-03 (BD-8)</b>		CONTRACT NO. <b>63366</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(344)				

E.H.E. PROJECT NO. 080-09-16301



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)

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.)

\* 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.

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:**

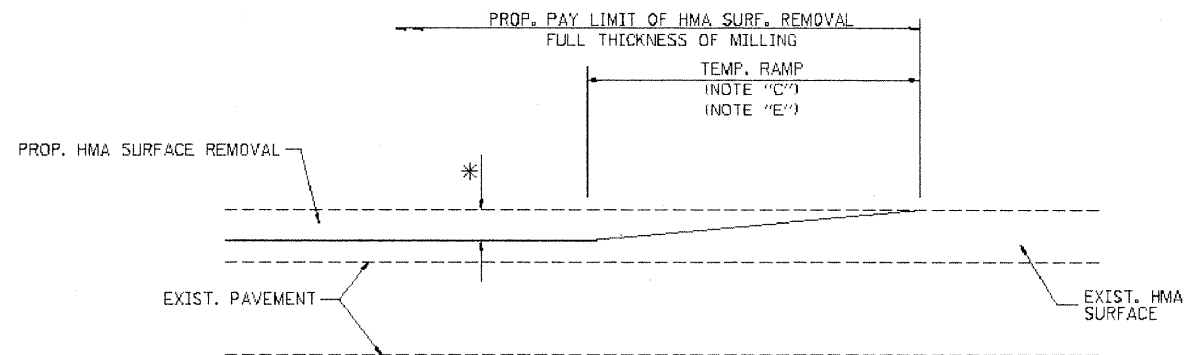
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

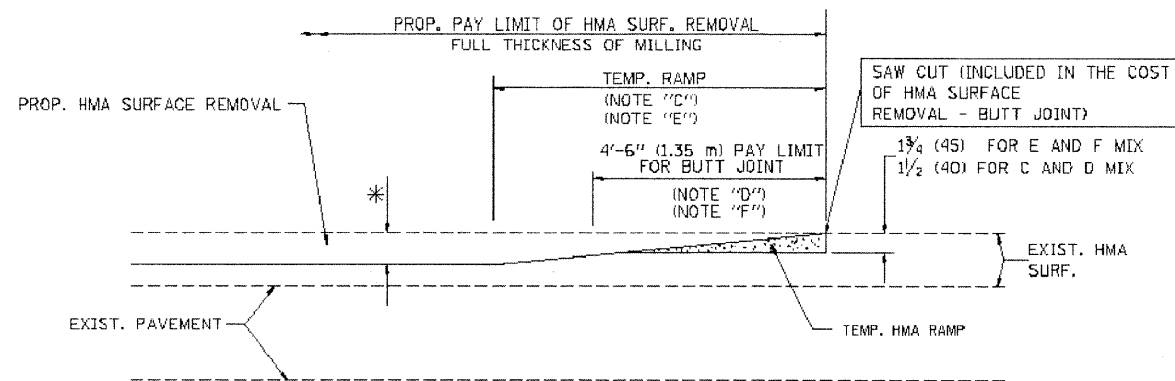
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PLOT SCALE = 88.000' / 1"	CHECKED -	REVISOR - M. GOMEZ 01-22-01	REVISOR - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD800-06 (BD-24)		CONTRACT NO. 63366	
PLOT DATE = 1/4/2008	DATE - 03-11-94				FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT ARA-9003(344)							
E.H.E. PROJECT NO. 080-09-16301												



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

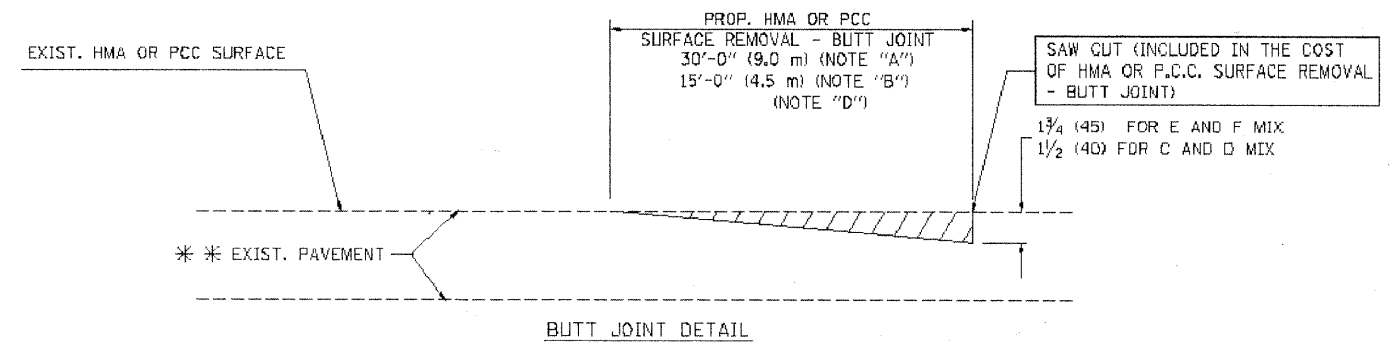
OPTION 1



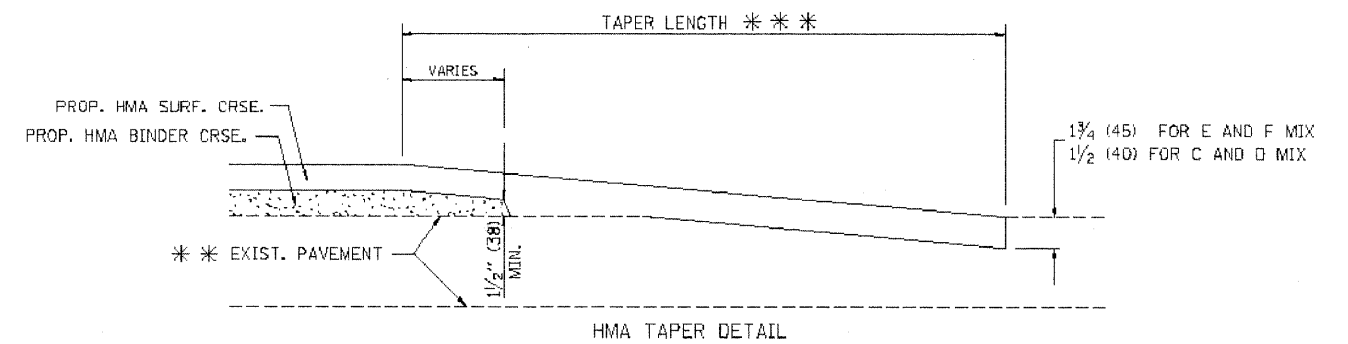
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

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.

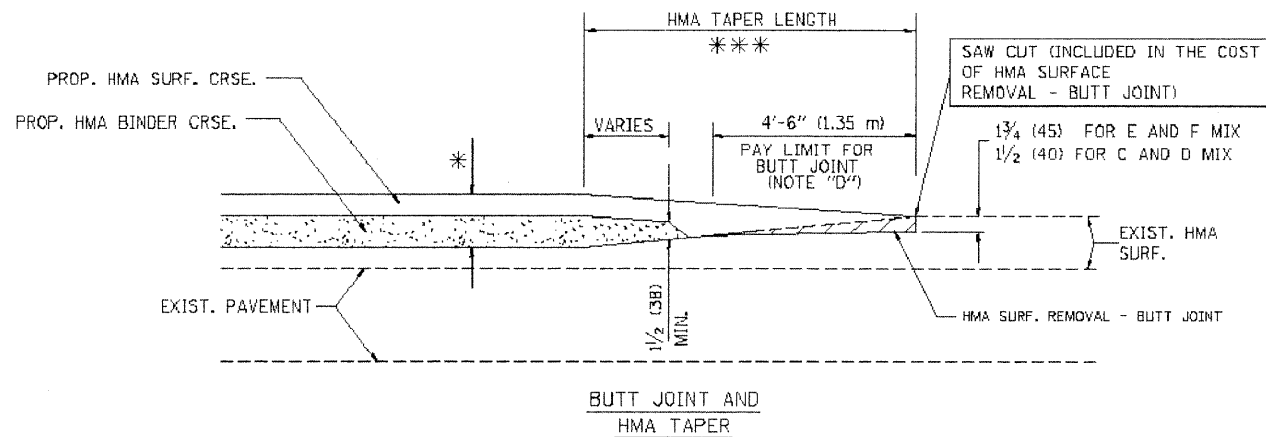
NOTES

- 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.



TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING

FILE NAME =  
W:\drtatd\22c34\bd32.dgn

USER NAME = gajlanob

DESIGNED - M. DE YONG

REVISED - R. SHAH 10-25-94

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND  
HMA TAPER DETAILS

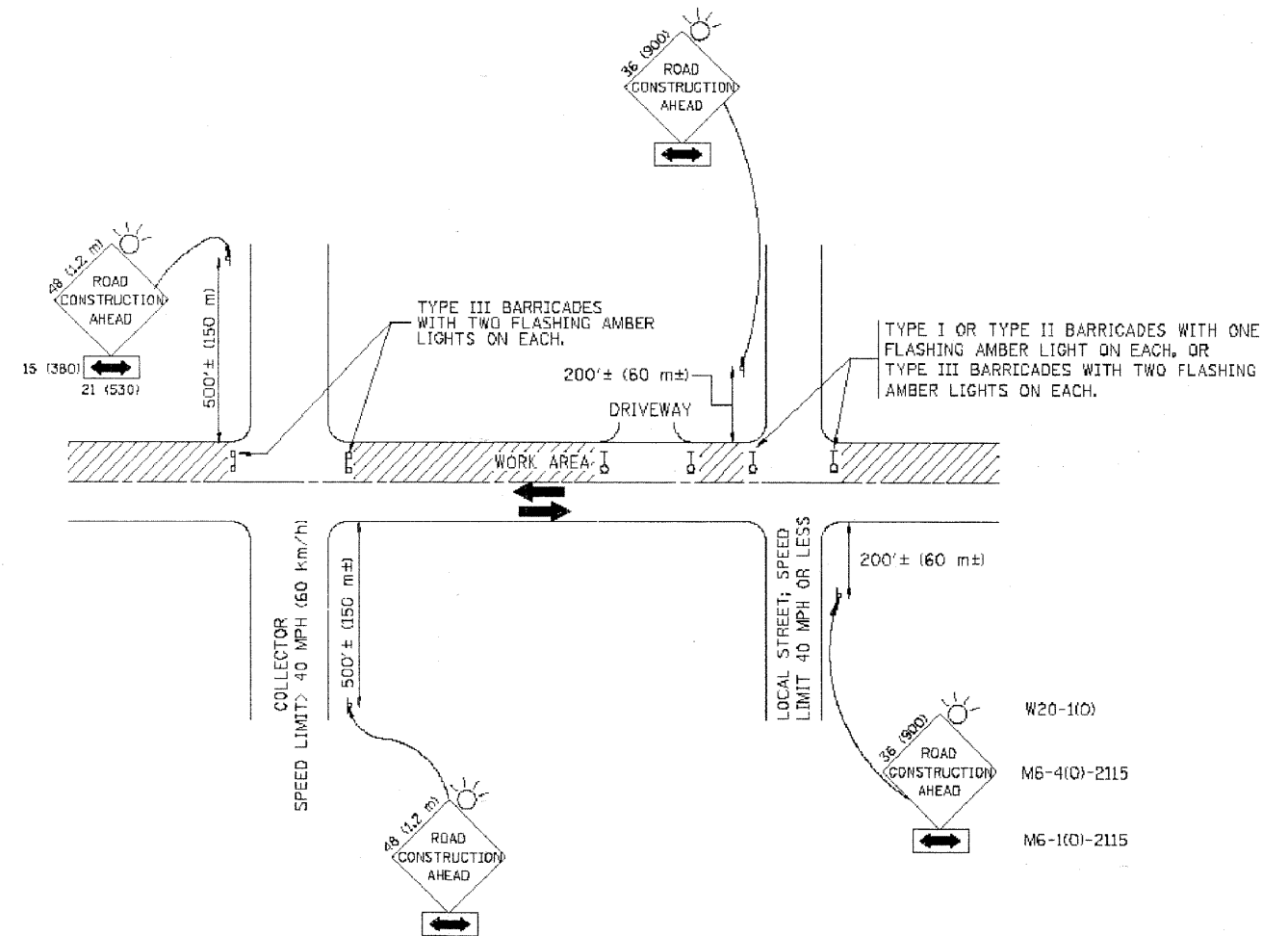
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BD400-05		BD32	CONTRACT NO. 63366	

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

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(344)

E.H.E. PROJECT NO. 080-09-16301

Drawing file: W:\Projects\0809163 - Madison Street LDP\MARKINGS.dwg Aug 21, 2009 - 9:55am



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
 

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

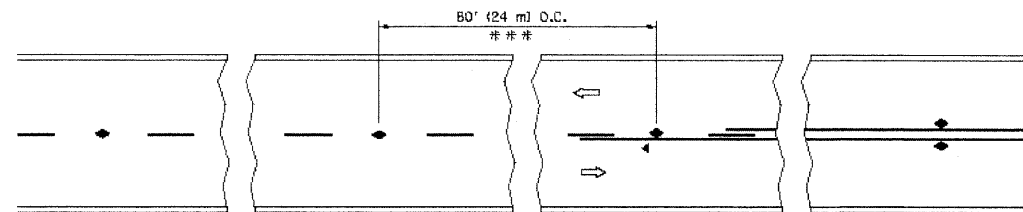
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

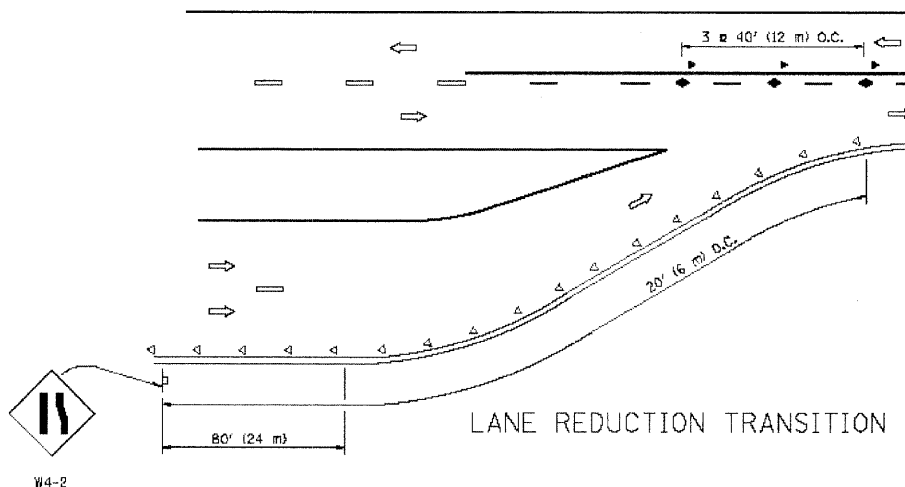
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TC-10			CONTRACT NO. 63266	
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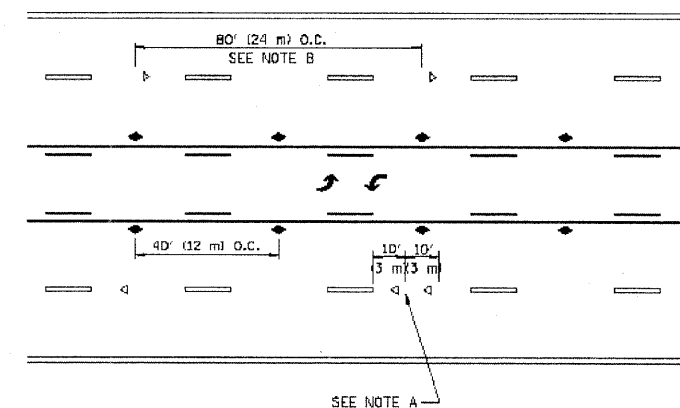


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

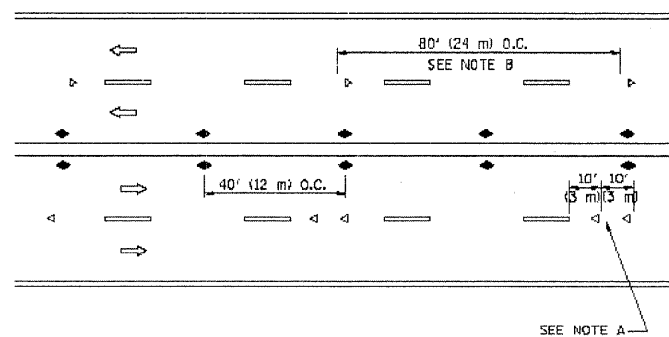
TWO-LANE/TWO-WAY



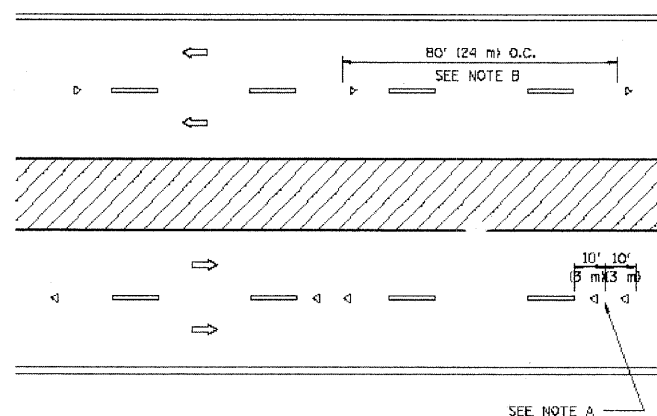
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

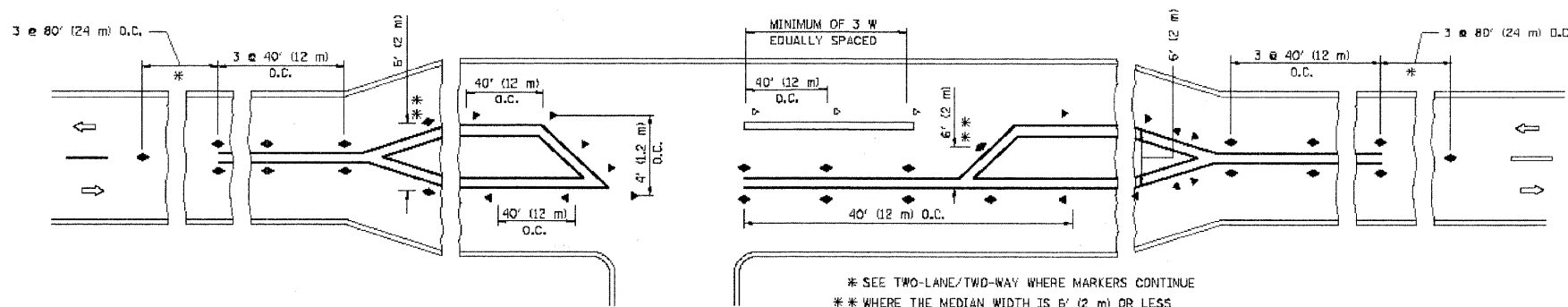
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

Drawing file: \\Projects\08009163 - Madison Street LAPP\MARKINGS.dwg Aug 21, 2009 - 9:54am

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PLOT DATE = 1/4/2008			

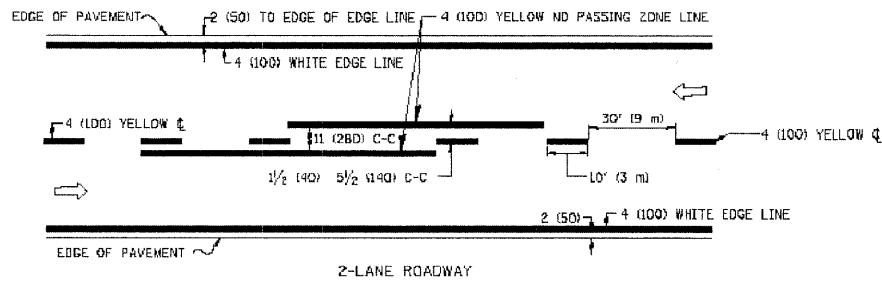
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

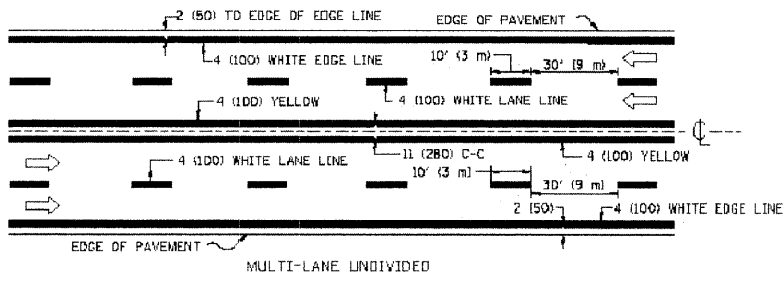
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F.A. RTE. 1419	SECTION 09-00140-00-RS	COUNTY COOK	TOTAL SHEETS 14	SHEET NO. 12
TC-11			CONTRACT NO. 63366	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(344)				

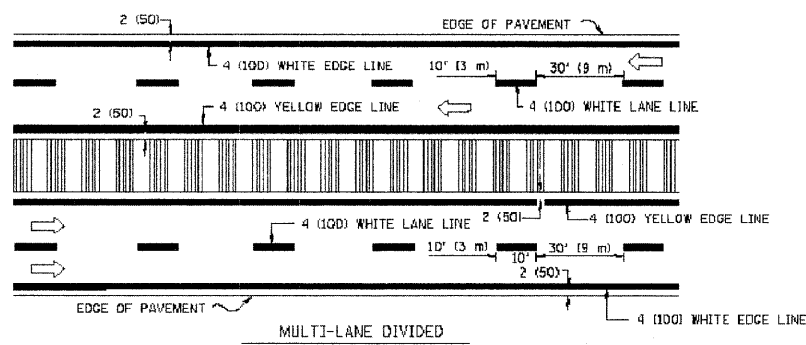
E.H.E. PROJECT NO. 080-09-16301



2-LANE ROADWAY



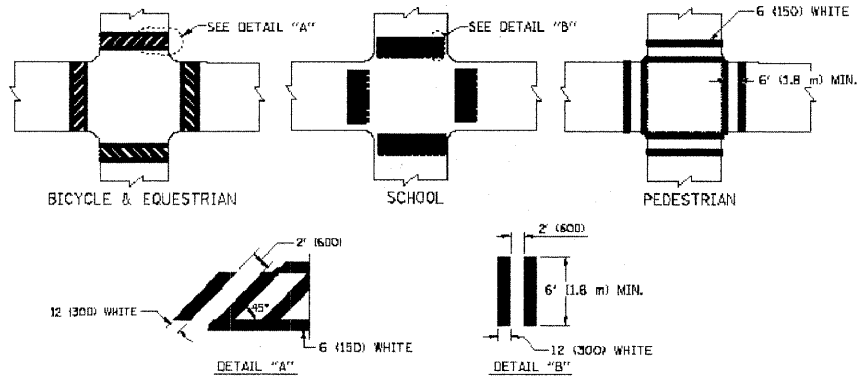
MULTI-LANE UNDIVIDED



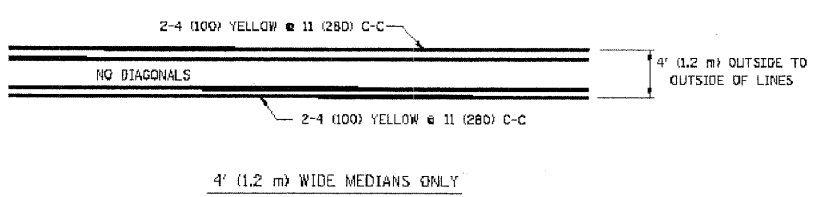
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

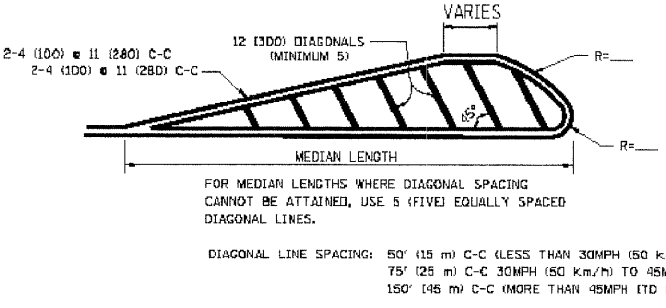
TYPICAL LANE AND EDGE LINE MARKING



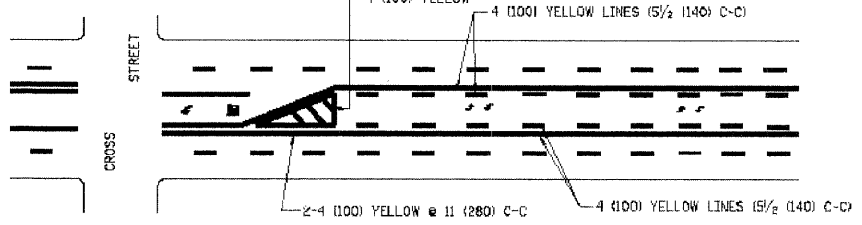
TYPICAL CROSSWALK MARKING



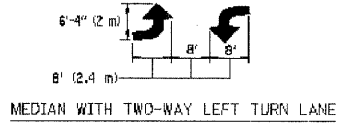
4' (1.2 m) WIDE MEDIANS ONLY



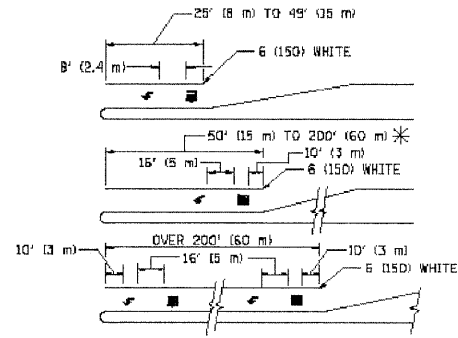
MEDIANS OVER 4' (1.2 m) WIDE



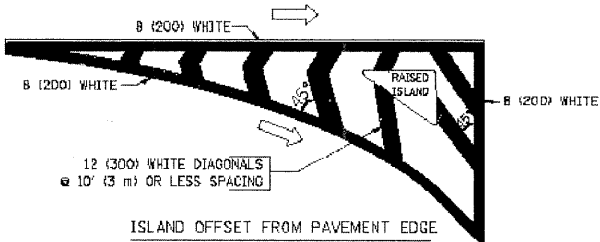
TYPICAL PAINTED MEDIAN MARKING



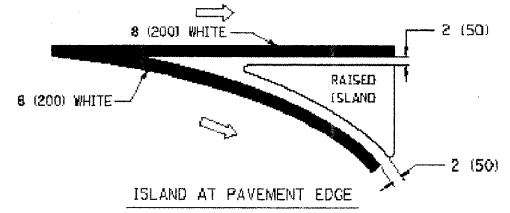
MEDIAN WITH TWO-WAY LEFT TURN LANE



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	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) LINES; 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.
CDRE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=84.0 SQ. FT. (8.0 m²)
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.

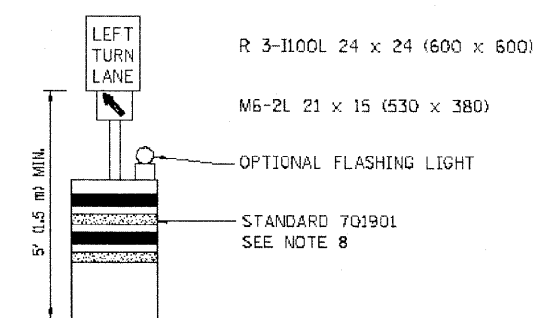
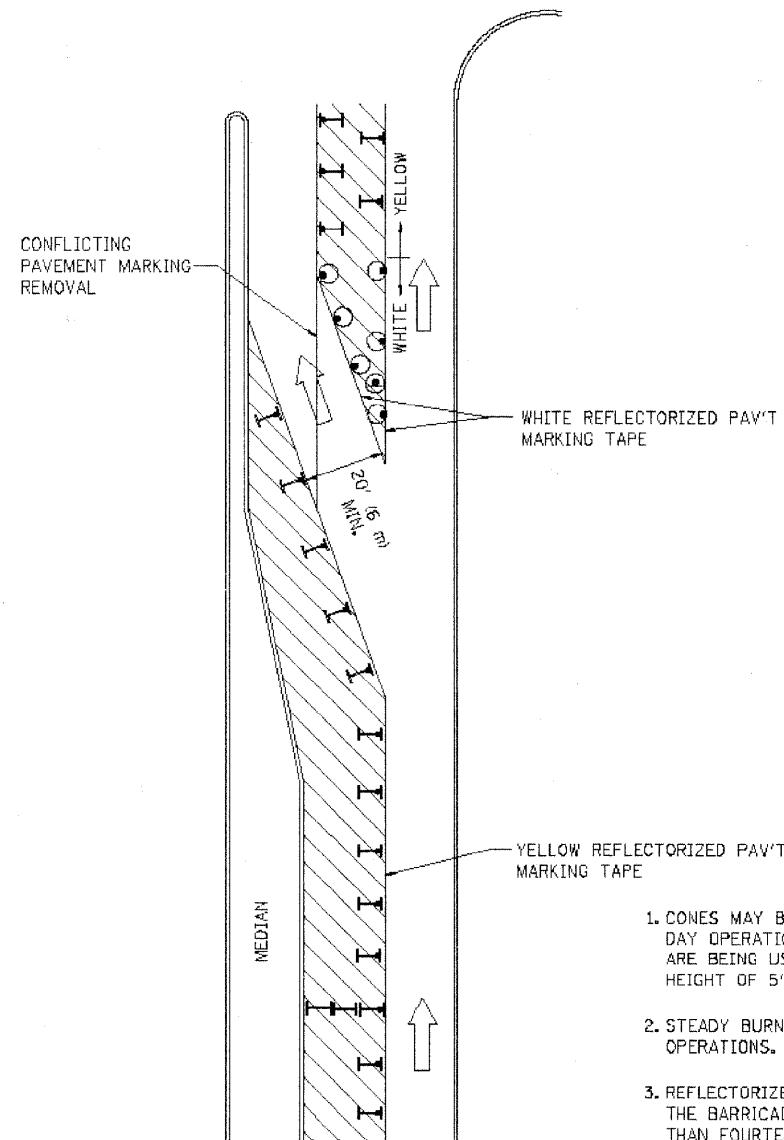
Drawing file: \\s:\projects\080909163 - Madison Street LUPP\MARKINGS.dwg Aug 21, 2009 - 9:54am

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		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		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		1419	09-00140-00-RS	COOK	14	13
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	CONTRACT NO. 63366	
		FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT ARA-9003(344)		E.H.E. PROJECT NO. 080-09-16301

Drawing file: W:\Projects\08009163 - Madison Street LAPP MARKINGS.dwg Oct. 26, 2009 - 9:56am



**GENERAL NOTES**

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

**LEGEND**

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

FILE NAME =	USER NAME = dhravak.dgn	REVISED - T. RAMMACHER 08-08-94	REVISED - R. BORO 08-14-09
or:\pwork\pwork\001\01\04\05\01\08316\14.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
PLOT SCALE = 4% (1:25) / 1" = 10'		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT DATE = 9/14/2009		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.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1419	09-00140-00-RS	COOK	14	14
<b>TC-14</b>		CONTRACT NO.	63366	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(344)				