STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS
FAI 94 / OLD GLENVIEW ROAD
OLD ORCHARD ROAD TO GLENVIEW ROAD
SECTION 2016–038RS
RESURFACING(3P), PEDESTRIAN RAMPS(ADA)
PROJECT: ACSTPI-0094(409)
COOK COUNTY
C-91-423-16

PROJECT ENGINEER: DAN WILGREEN (847) 705-4240
PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

GROSS AND NET LENGTH = 3540 FT. = 0.67 MILES

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### STATE STANDARDS

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<td>702001-05</td>
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### GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "811" AT (800) 482-2221 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. IF NO NOTICE IS PROVIDED, THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR NOTICES AND BE HELD LIABLE FOR DAMAGES TO THESE UTILITIES. IN ADDITION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO BEGINNING EXCAVATION.

2. THE CONTRACTOR SHALL CONTINUE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF GLENOVIE, EAGLES, SPEED, AND WILMINGTON.

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

4. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL SEND TO THE ENGINEER A SUBMITTAL OF ALL EXISTING PAVEMENT MARKING LINES AND ANY RAISED REFLECTIVE PAVEMENT MARKERS IN GREEN, IN ORDER TO MAKE SURE THE LOCATIONS CAN BE IDENTIFIED FOR STOPPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS WILL BE AS DIRECTED BY THE ENGINEER.

5. IT SHALL BE THE CONTRACTOR’S RESPONSIBILITY TO KEEP ALL DOCUMENTATION AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND REMODELING OF MATERIALS.

6. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LANE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR’S EXPENSE.

7. ALL PAVEMENT PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, DRAINAGE ADJUSTMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

8. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO EQUITABLE PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

9. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

10. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIAN ITEMS OF WORK. UNLESS OTHERWISE SHOWN, THE TRANSITIONS SHALL BE PAID FOR AT A CONTRACT UNIT PRICE EQUAL TO THE PROPOSED ITEMS OF WORK SPECIFIED.


12. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (309) 722-8500 OR VIA EMAIL AT CORPORT@IDOT.IL.GOV TO IDENTIFY MAXIMUM NON-STOPPING分けNome TIME PERIODS PRIOR TO THE INSTALLMENT OF PERMANENT PAVEMENT MARKINGS.

13. THE RESIDENT ENGINEER SHALL CONTACT THE DISTRICT ONE PAVEMENT ENGINEER, AT (309) 722-8500 OR VIA EMAIL AT COMMISSION@IDOT.IL.GOV TO IDENTIFY MAXIMUM NON-STOPPING分けNome TIME PERIODS PRIOR TO THE INSTALLMENT OF PERMANENT PAVEMENT MARKINGS.

14. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL, "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS SHOW-PLOW RESISTANT" SHOWN IN THE PLANS.

15. PAVEMENT MARKING TAPES, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.

16. BUILT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING WORKS. RESURFACING MEETS EXISTING PAVEMENT IN ACCORDANCE WITH THE "BUILT JOINT AND IN-PAV DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

17. UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MELTING AND RESURFACING OPERATIONS AND CLASS D PAVING.

18. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 130A OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

19. PROPOSED SIDEWALK RAMPS SHALL CONFORM TO CURRENT AAR REQUIREMENTS AND APPLICABLE STATE HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OLD GLENVIEW ROAD - GLENVIEW ROAD TO OLD ORCHARD ROAD
SUMMARY OF QUANTITIES
LEGEND:

1. Existing HMA pavement, varies 10' - 14'1/2"-E
2. Existing HMA shoulder, 6'W
3. Existing aggregate shoulder, 6'W
4. Existing topsoil and grass
5. Existing PCC sidewalks
6. Existing combination concrete curb and gutter
7. Proposed hot-mix asphalt surface removal, 2'/E
8. Proposed hot-mix asphalt surface course, mix "D", 500 IL 9.5MM, 1/2`
9. Proposed polymerized leveling binder (machine method), 550, 1/2`
10. Proposed aggregate wedge shoulder, type B

EXISTING TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

EXISTING TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

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STA 0+68 TO STA 18+00

EXISTING TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

EXISTING TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

EXISTING TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

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STA 18+00 TO STA 34+65

EXISTING TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

PROPOSED TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

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STA 0+68 TO STA 18+00

PROPOSED TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

PROPOSED TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

PROPOSED TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

PROPOSED TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

LEGEND:

1. Existing HMA pavement, varies 10' - 14'1/2"-E
2. Existing HMA shoulder, 6'W
3. Existing aggregate shoulder, 6'W
4. Existing topsoil and grass
5. Existing PCC sidewalks
6. Existing combination concrete curb and gutter
7. Proposed hot-mix asphalt surface removal, 2'/E
8. Proposed hot-mix asphalt surface course, mix "D", 500 IL 9.5MM, 1/2`
9. Proposed polymerized leveling binder (machine method), 550, 1/2`
10. Proposed aggregate wedge shoulder, type B

EXISTING TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

EXISTING TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

EXISTING TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

EXISTING TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

EXISTING TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

EXISTING TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

EXISTING TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

EXISTING TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

PROPOSED TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

PROPOSED TYPICAL ROADWAY SECTION
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PROPOSED TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

PROPOSED TYPICAL ROADWAY SECTION
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PROPOSED TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

PROPOSED TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

PROPOSED TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

PROPOSED TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

LEGEND:

1. Existing HMA pavement, varies 10' - 14'1/2"-E
2. Existing HMA shoulder, 6'W
3. Existing aggregate shoulder, 6'W
4. Existing topsoil and grass
5. Existing PCC sidewalks
6. Existing combination concrete curb and gutter
7. Proposed hot-mix asphalt surface removal, 2'/E
8. Proposed hot-mix asphalt surface course, mix "D", 500 IL 9.5MM, 1/2`
9. Proposed polymerized leveling binder (machine method), 550, 1/2`
10. Proposed aggregate wedge shoulder, type B

EXISTING TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

EXISTING TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

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STA 0+68 TO STA 18+00

EXISTING TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

EXISTING TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

EXISTING TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

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EXISTING TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65

PROPOSED TYPICAL ROADWAY SECTION
STA 0+68 TO STA 18+00

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STA 18+00 TO STA 34+65

PROPOSED TYPICAL ROADWAY SECTION
STA 18+00 TO STA 34+65
**CONSTRUCTION PROCEDURES**

**STAGE 1**
- **A**) Remove the HMA surfacing and crushed stone. 
- **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" (40) thick HMA surface mix approved by the engineer.

**STAGE 2**
- **A**) The surrounding space shall be filled with class PP-1 concrete to the elevation of the surface of the existing base course or the binder course. 
- **B**) Install the frame and lid; adjust the frame to its final grade. 
- **C**) The surrounding space shall be filled with class PP-1 concrete to the elevation of the existing base course or the binder course. 
- **D**) Remove the metal plate and a minimum of 12 (300) of the pavement from the frame and lid opening. 
- **E**) Install the metal plate and a minimum of 12 (300) of the pavement from the frame and lid opening.

**NOTES:**
- New frames and lids, when specified, will be paid for separately and considered distinct frame and lid. 
- Existing broken frames and lids shall be removed if the corresponding pay item for frames and lids is not included in the cost of the corresponding pay item. 
- New frames and lids, when specified, will be paid for separately.

**LEGEND**
- 1. HMA SURFACE COURSE
- 2. PROPOSED HMA BINDER COURSE
- 3. PROPOSED CRUSHED STONE AND MATERIAL
- 4. SUB-BASE GRANULAR
- 5. ADJUSTING RINGS
- 6. BRICK, MORTAR, OR CONCRETE
- 7. METAL PLATE
- 8. FRAME AND LID (SEE NOTES)
- 9. SURVEYOR'S STATION POINT
- 10. SURVEYOR'S STATION POINT
- 11. SURVEYOR'S STATION POINT
- 12. SURVEYOR'S STATION POINT

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

**STATE OF ILLINOIS**

**DEPARTMENT OF TRANSPORTATION**

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

**DESCRIPTION OF SITE:**
- The existing structures are to be adjusted to conform to the specifications of the Standard Specifications for Construction and Maintenance of Streets and Highways of the City of Chicago. The existing structures are to be placed in the paved pavement in accordance with the Standard Specifications for the Construction and Maintenance of Streets and Highways of the City of Chicago. The existing structures are to be placed in the paved pavement in accordance with the Standard Specifications for the Construction and Maintenance of Streets and Highways of the City of Chicago.
NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.

2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST):

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.

2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.

3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST):

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.

2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.
EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

* 3' (75) MIN. FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

* * 3' (75) MIN. FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

NOTE:
1. SIDEWALK, DRIVEWAY PAVEMENT OR MULCH SURFACE SHALL BE SUCCEEDED TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
2. FERTILIZER FOR THE PLACEMENT OF THE 500 IS NOT REQUIRED.
3. CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
4. FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT, DELET EPoxy COATED THE BARS.
5. LUGTIAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LUGTIAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
6. THE COST OF A MULCH SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
7. THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
8. THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

SOD RESTORATION (SEE NOTE 1).

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE, 500 OR GROUND.

INSULATING AS-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) OF 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 III OF THE STANDARD SPECIFICATIONS.

BASES OF PAYMENT:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER UNIT METER FOR CURB REMOVAL AND REPLACEMENT OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

FILE NAME
EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

NOTE:
** 3' (75) MIN. FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** 3' (75) MIN. FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

PROPOSED CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001.

SODDING, SALT TOLERANT WITH TOP SOIL, 4" (100) WILL BE PAID FOR SEPARATELY.

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.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

FILE NAME
EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

NOTE:
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

FILE NAME
EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

FILE NAME
EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

NOTE:
** 3' (75) MIN. FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

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CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

PROPOSED CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001.

SODDING, SALT TOLERANT WITH TOP SOIL, 4" (100) WILL BE PAID FOR SEPARATELY.

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.
**Option 1**

- **Butt Joint Detail**
  - Exit, Main or PCC surface
  - Saw cut in the cost of Main or PCC surface removal - Butt Joint
  - Exit, Main or PCC surface
  - Exit, Main or PCC surface

**Option 2**

- **Typical Temporary Ramp**
  - Exist, Main or PCC surface
  - Exit, Main or PCC surface

**Notes**

- Mainline Roadways and Major Side Roads.
- Minor Side Roads.

- The Butt Joint Shall Be Constructed Immediately Upon Removal of the Existing HMA Surface.
- The But Joint Will Be Paid For At The Contract Unit Price For "Portland Cement Concrete Surface Removal - Butt Joint".

- The Butt Joint Will Be Included In The Cost of Main or PCC Surface Removal - Butt Joint.

- The Butt Joint Will Be Paid For At The Contract Unit Price For "Hot-Mix Asphalt Surface Removal - Butt Joint"

**Typical Butt Joint and HMA Taper**

- For Milling and Resurfacing

**Taper Length**

- NOTE "D"
- NOTE "F"

**Surface Removal - Butt Joint**

- Pay Limit For C and D Mix
- Pay Limit For E and F Mix

**Surface Removal - Butt Joint**

- Pay Limit For C and D Mix
- Pay Limit For E and F Mix
NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 kph) OR LESS 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) 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 kph) 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) 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 I, TYPE II, OR TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AS SHOWN ON THE DRAWING, AS DIRECTED BY THE ENGINEER.

4. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE SIGNAGE AND CLOSE-AHEAD ARROW OR DRUM. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE INTERSECTION, A SINGLE HEAD Arrow SHALL BE USED IN LIEU OF THE APPLICABLE ARROW SIGNAGE.

5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE SIGNAGE. THE APPLICABLE ARROW OR DRUM SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.

6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.

7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE IN ACCORDANCE WITH THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

8. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE SIGNAGE. THE APPLICABLE ARROW OR DRUM Sensors MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AS SHOWN ON THE DRAWING, AS DIRECTED BY THE ENGINEER.

1. Markers used with dashed lines shall be centered in the gap between segments.

2. Markers used adjacent to solid lines shall be offset 10 MPH (20 km/h) lower than posted speeds.

3. Markers through tangents less than 500' (150 m) in length shall be installed at the lesser of the two curve spacings.

4. Markers should not be used alongside curbs except for extremely short sections of curbs where not more than two markers would be involved.

Design Notes:
- Double lane line markers shall be used unless specified otherwise.
- Markers shall be used on the long approach transition and ended with markers.
- The center marker line shall be included in the center of the lane if used.
- Markers should not be used on guardrail ends except in extremely short sections of guardrail.

Typical Applications:
- Raised reflective pavement marker (snow-plow resistant)

Symbols:
- Design shape
- White stripe
- Yellow stripe
- One-way amber marker
- Two-way amber marker
- One-way crystal marker (W/O)

State of Illinois Department of Transportation

Typical Applications:
- Raised reflective pavement marker (snow-plow resistant)
TURBAY ENTRANCE AT START OF LANE CLOSURE TAPER

**LEGEN D**

- **WORK AREA**
- **LANE OPEN TO TRAFFIC**
- **ARROW BOARD**
- **TYPE I OR II BARRICADE WITH FLASHING LIGHT**
- **DUM WITH STEADY BURN LIGHT**
- **SIGN ASSEMBLY**
- **PAVEMENT MARKING TAPE (6" WHITE REFLECTIVE)**
- **PAVEMENT MARKING TAPE (4" YELLOW REFLECTIVE)**
- **ARROW BOARD WITH STEADY BURN LIGHT**
- **TYPE I OR II BARRICADE OR DRUM**
- **SANDBAGS AS SUPPORT WITH STABILIZE SIGN ONLY**
- **6" WHITE REFLECTIVE PAINTED MARKING TAPE**
- **PAVEMENT MARKING TAPE (REMOVE CONFLICTING ONLY WHITE SKIP-DASH LINES FIRST.)**
- **Pavement Marking Tape (Remove Conflicting 4" Yellow Reflective Pavement Marking**

**NOTES:**


2. CONES MAY BE SUBSTITUTED FOR BARRIACDES OR DRUMS AT HALF THE SPACING DURING DAY OPERATING. CONES SHALL BE A MINIMUM OF 28 IN CHORME.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATING. ALL LIGHTS SHALL BE NON-DIRECTIONAL.

4. REFLECTIVE TEMPORARY PAINTED MARKINGS SHALL BE PLACED THROUGHOUT THE SHOWN AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE TURN LANE AND THE TURN LANE IS TO REMAIN OPEN UNDER THIS CONDITION "RIGHT TURN LANE" R3-I100R 24 X 24 (600 X 600) AND M6-2R 21 X 15 (530 X 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE LIGHTS SHALL BE MOUNTED ABOVE THE BARRIACDES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET MASH ORM AND M6-2R 21 X 15 (530 X 380) SHALL BE USED.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAY TO REMAIN OPEN TO TRAFFIC SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS ON HIGHWAY.

**FIGURE 2**

**DETA I A**

NOTES:

- **CONVEYING TRAFFIC AND PROTECTION (TO REMAIN OPEN TO TRAFFIC)**
- **PAVEMENT MARKING TAPE (6" WHITE REFLECTIVE)**
- **PAVEMENT MARKING TAPE (REMOVE CONFLICTING WHITE SKIP-DASH LINES FIRST.)**
- **ARROW BOARD WITH STEADY BURN LIGHT**
- **TYPE I OR II BARRICADE OR DRUM**
- **SANDBAGS AS SUPPORT WITH STABILIZE SIGN ONLY**
- **6" WHITE REFLECTIVE PAINTED MARKING TAPE**
- **PAVEMENT MARKING TAPE (REMOVE CONFLICTING 4" YELLOW REFLECTIVE PAVEMENT MARKING**

**LEGEND**

- **WORK AREA**
- **LANE OPEN TO TRAFFIC**
- **ARROW BOARD**
- **TYPE I OR II BARRICADE WITH FLASHING LIGHT**
- **DRUM WITH STEADY BURN LIGHT**
- **SIGN ASSEMBLY**
- **PAVEMENT MARKING TAPE (6" WHITE REFLECTIVE)**
- **PAVEMENT MARKING TAPE (4" YELLOW REFLECTIVE)**
- **ARROW BOARD WITH STEADY BURN LIGHT**
- **TYPE I OR II BARRICADE OR DRUM**
- **SANDBAGS AS SUPPORT WITH STABILIZE SIGN ONLY**
- **6" WHITE REFLECTIVE PAINTED MARKING TAPE**
- **PAVEMENT MARKING TAPE (REMOVE CONFLICTING ONLY WHITE SKIP-DASH LINES FIRST.)**
- **Pavement Marking Tape (Remove Conflicting 4" Yellow Reflective Pavement Marking**

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8. TRAFFIC CONTROL AND PROTECTION AT TURN BAY TO REMAIN OPEN TO TRAFFIC SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS ON HIGHWAY.
NOTE:
ALL QUANTITIES OF PLACEMENT ARE REPRESENTED
IN LINEAR FEET OF 4" LINES TO MATCH THE
4" TEMPORARY TAPE PAY ITEM AND REPRESENTS
THE TOTAL QUANTITY OF 4" TAPE REQUIRED.

QUANTITY
4 (100) LINE = 425 ft, (130 m)
15.2 sq. ft, (1.41 sq. m)

QUANTITY
4 (100) LINE = 425 ft, (130 m)
15.2 sq. ft, (1.41 sq. m)

QUANTITY
4 (100) LINE = 225.9 ft, (68.9 m)
75.3 sq. ft, (6.99 sq. m)

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

1. USE BLACK LETTERING ON ORANGE BACKGROUND.

2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.

3. ERECT SIGN 1 WITH INSTALLED PANEL 2 ONE WEEK PRIOR TO THE START OF CONSTRUCTION.

4. REMOVE PANEL 2 SOON AFTER THE START OF CONSTRUCTION.

5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.

6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)

7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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