

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

F.A.P. 341 / STONY ISLAND AVE  
SECTION 42-Z (2 & 3) RS-3  
ENTRANCE /EXIT RAMP OF I-94 (BISHOP FORD FREEWAY)  
TO US 12/20 (95TH STREET)  
RESURFACING (3P)

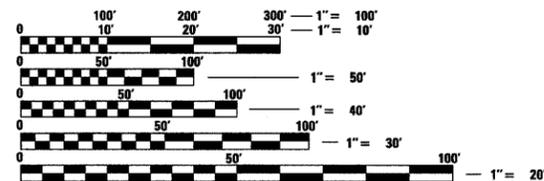
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	42-Z (2 & 3) RS-3	COOK	23	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO.	60107	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THESE IMPROVEMENTS ARE LOCATED  
WITHIN COOK COUNTY UNINCORPORATED AREA

**TRAFFIC DATA**

2006 ADT - 56,100  
POSTED SPEED LIMIT - 45 MPH

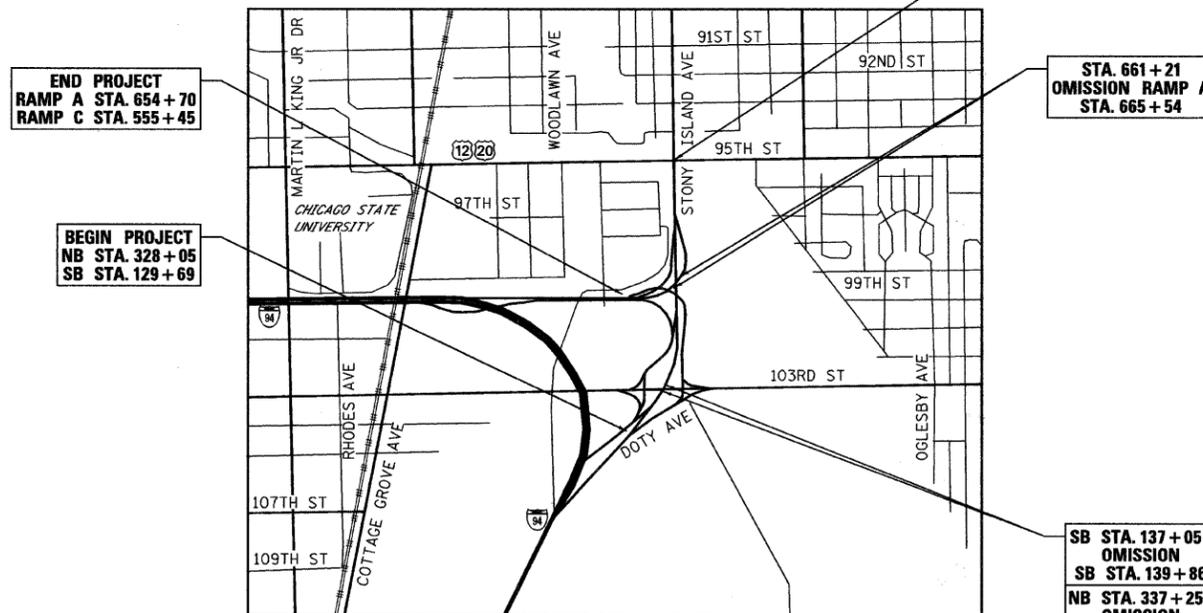


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

**Ciorba Group, Inc.**  
DESIGN FIRM  
REGISTRATION NUMBER  
184-001016  
CONSULTING ENGINEERS  
SUITE 402, 5507 NORTH CUMBERLAND AVE  
CHICAGO, ILLINOIS 60656 ☎ (773) 775-4009

**COOK COUNTY  
C-91-847-09**



END PROJECT  
RAMP A STA. 654 + 70  
RAMP C STA. 555 + 45

BEGIN PROJECT  
NB STA. 328 + 05  
SB STA. 129 + 69

END PROJECT  
STA. 191 + 91

STA. 661 + 21  
OMISSION RAMP A  
STA. 665 + 54

SB STA. 137 + 05  
OMISSION  
SB STA. 139 + 86  
NB STA. 337 + 25  
OMISSION  
NB STA. 340 + 03

T37N R14E  
HYDE PARK TOWNSHIP  
**LOCATION MAP**  
1" = 2,000'

GROSS LENGTH OF PROJECT = 6,386 FT = 1.21 MI.  
NET LENGTH OF PROJECT = 6,105 FT = 1.16 MI.  
RAMP A GROSS LENGTH = 2,188 FT = 0.41 MI.  
RAMP A NET LENGTH = 1,755 FT = 0.33 MI.  
RAMP C GROSS AND NET LENGTH = 1,682 FT = 0.32 MI.



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED December 8, 2011

Duane M. O'Keefe *DE*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

January 29, 2010  
Scott E. Still, P.E. *SE*  
Acting ENGINEER OF DESIGN AND ENVIRONMENT

January 29, 2010  
Christine M. Reed *CE*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

STEPHEN N. SUGG  
062-044117  
LICENSED PROFESSIONAL ENGINEER  
OF  
ILLINOIS  
*Stephen N. Sugg*  
DATE: 12/7/2009  
SEAL EXPIRES: 11/30/2011

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OF THE STATE OF ILLINOIS**

DISTRICT 1 DESIGN PLAN PREPARATION ENGINEER: K. ENG (847)705-4247

CONTRACT NO. 60107

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1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
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23	TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)

STATE STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
442101-07	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
604001-03	FRAME AND LIDS, TYPE 1
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
635001-01	DELINEATORS
701400-04	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-05	LANE CLOSURE, FREEWAY/EXPRESSWAY. DAY OPERATIONS ONLY
701421-02	LANE CLOSURE, MULTILANE. DAY OPERATIONS ONLY. FOR SPEED > 45 MPH TO 55 MPH
701422-02	LANE CLOSURE, MULTILANE. FOR SPEED > 45 MPH TO 55 MPH
701426-03	LANE CLOSURE, MULTILANE. INTERMITTENT OR MOVING OPER., FOR SPEED > 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
780001-02	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- 10 FEET (3 METER) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIANS IN THE FIELD UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES:  

BITUMINOUS MATERIALS (PRIME COAT)	0.0004 TONS/SQ YD
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE	112 LBS/SQ YD/INCH
POLYMERIZED LEVELING BINDER (MACHINE METHOD)	110 LBS/SQ YD/INCH
- THE ENGINEER SHALL CONTACT THE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155. A MINIMUM OF 72 HOURS PRIOR TO THE START OF WORK.
- TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS THE ENGINEER SHALL CONTACT THE EXPRESSWAY OPERATIONS SECTION @ 847-705-4151.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2" (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1" (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" (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 3:1 (H:V).
- BUTT JOINTS WILL BE INSTALLED AT THE END OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) AND AT TRANSITIONS BETWEEN CONCRETE AND ASPHALT PAVEMENT TO BE RESURFACED. BUTT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- MATCH EXISTING PAVEMENT MARKINGS AT PROJECT LIMITS AND OMISSIONS.
- ALL PATCHES OPENED ON A PARTICULAR DAY MUST BE FILLED THAT DAY TO THE TOP OF THE EXISTING PAVEMENT SURFACE.
- CONTINGENCY QUANTITIES HAVE BEEN INCLUDED FOR THE FOLLOWING ITEMS TO BE USED AT THE DIRECTION OF THE ENGINEER:

60406000 FRAMES AND LIDS, TYPE 1, OPEN LID - 3 EACH  
 60406100 FRAMES AND LIDS, TYPE 1, CLOSED LID - 3 EACH

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**Ciorba Group, Inc.**  
 CONSULTING ENGINEERS  
 5507 North Cumberland Avenue, Suite 402  
 Chicago, Illinois 60658  
 Tel. 773.775.4009 Fax 773.775.4014

USER NAME = wlenooster	DESIGNED - NT	REVISED -
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PLOT DATE = 12/10/2009	DATE - 12/11/2009	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>STONY ISLAND AVENUE</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
<b>ENTRANCE/EXIT RAMP OF I-94 TO US 1220 (95TH STREET)</b>		341	42-2 (2 & 3) RS-3	COOK	23	2
<b>INDEX OF SHEETS, STATE STANDARDS &amp; GENERAL NOTES</b>				CONTRACT NO. 60107		
SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITY	CONSTRUCTION TYPE CODE
CODE NO.	DESCRIPTION	UNIT		
20201006	GRADING AND SHAPING SHOULDERS	UNIT	170	170
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	70	70
25200110	SODDING, SALT TOLERANT	SQ YD	70	70
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	15	15
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	70	70
40600300	AGGREGATE (PRIME COAT)	TON	340	340
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	126	126
40600535	LEVELING BINDER (HAND METHOD), N70	TON	3	3
40600895	CONSTRUCTING TEST STRIP	EACH	2	2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1,030	1,030
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT	SQ YD	1,100	1,100
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	280	280
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	8,250	8,250
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	20	20
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	900	900
44000150	HOT-MIX ASPHALT SURFACE REMOVAL, 1/4"	SQ YD	13,800	13,800
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	21,900	21,900
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	6,500	6,500
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	20	20
44000600	SIDEWALK REMOVAL	SQ FT	900	900
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	400	400
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	1,620	1,620
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	240	240
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	1,140	1,140
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	960	960
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	2,160	2,160
44200990	CLASS B PATCHES, TYPE I, 12 INCH	SQ YD	10	10
44200994	CLASS B PATCHES, TYPE II, 12 INCH	SQ YD	230	230
44200998	CLASS B PATCHES, TYPE III, 12 INCH	SQ YD	150	150
44201000	CLASS B PATCHES, TYPE IV, 12 INCH	SQ YD	250	250
44213200	SAW CUTS	FOOT	3,550	3,550
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	270	270
55039700	STORM SEWERS TO BE CLEANED	FOOT	1,500	1,500
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	20	20
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	40	40
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	3	3

\* DENOTES SPECIALTY ITEM

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITY	CONSTRUCTION TYPE CODE
CODE NO.	DESCRIPTION	UNIT		
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	3	3
63500105	DELINEATORS	EACH	18	18
63500110	DELINEATORS (SPECIAL)	EACH	17	17
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6
67100100	MOBILIZATION	L SUM	1	1
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1
70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
70300510	PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	440	440
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	67,300	67,300
70300540	PAVEMENT MARKING TAPE, TYPE III 6"	FOOT	1,600	1,600
70300550	PAVEMENT MARKING TAPE, TYPE III 8"	FOOT	15,200	15,200
70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	4,400	4,400
70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	140	140
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	38,500	38,500
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	220	220
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	28,900	28,900
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	800	800
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	7,600	7,600
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2,200	2,200
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	70	70
* 78003120	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"	FOOT	4,750	4,750
* 78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	220	220
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	33,650	33,650
* 78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	800	800
* 78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	7,600	7,600
* 78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	2,200	2,200
* 78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	70	70
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	620	620
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	186	186
<del>40600826</del>	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	3,470	3,470
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	1,800	1,800
X7010105	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1
Z0017100	DOWEL BARS	EACH	800	800
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	75	75
Z0075300	TIE BARS	EACH	800	800

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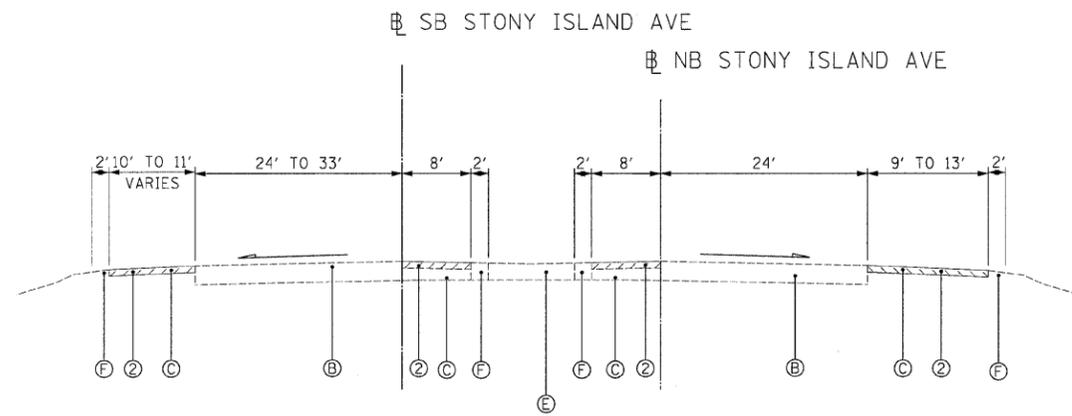
**Ciorba Group, Inc.**  
CONSULTING ENGINEERS  
5507 North Cumberland Avenue, Suite 402  
Chicago, Illinois 60656  
Tel. 773.775.4009 Fax 773.775.4014

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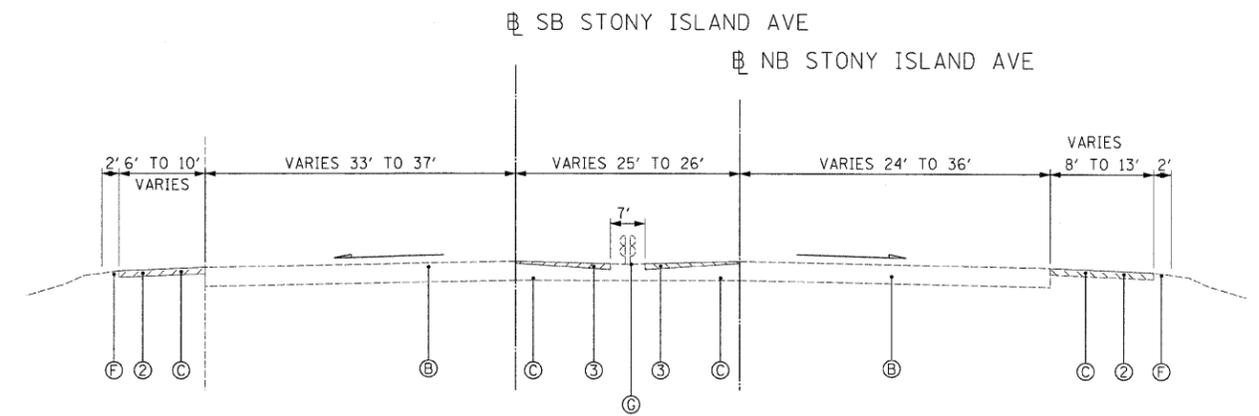
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STONY ISLAND AVENUE  
ENTRANCE/EXIT RAMP OF I-94 TO US 1220 (95TH STREET)  
SUMMARY OF QUANTITIES

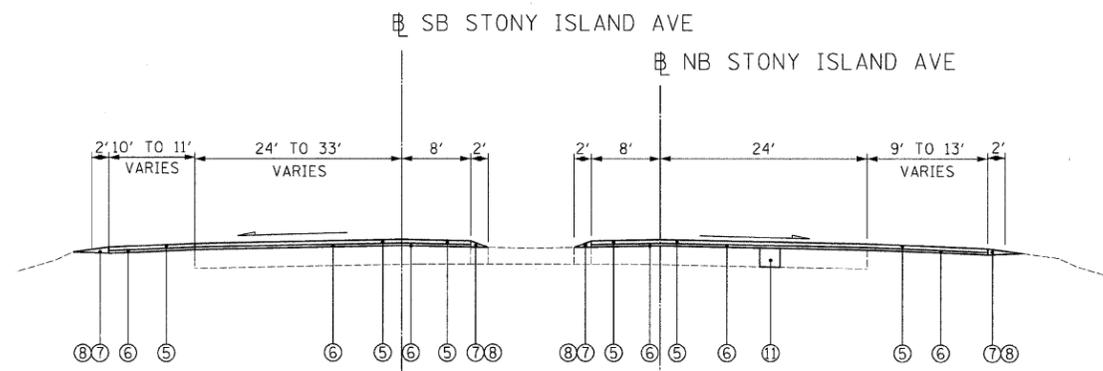
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SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 60107	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



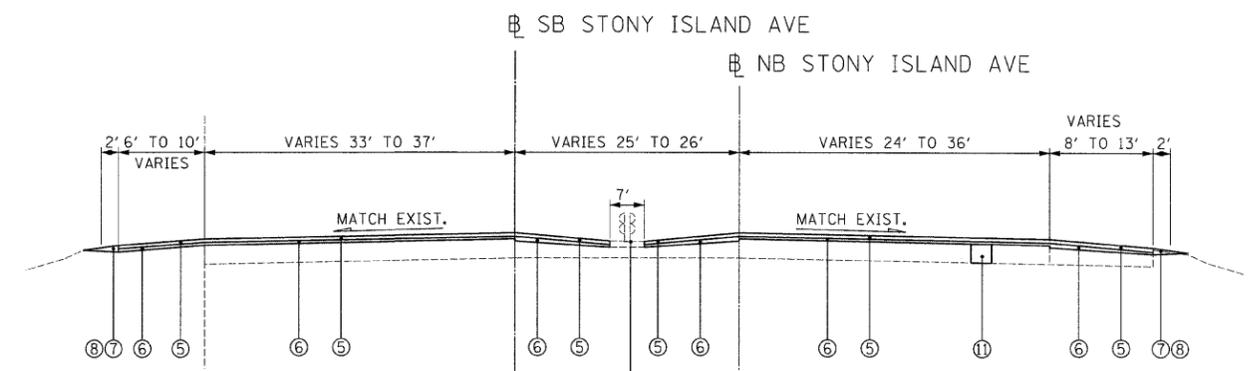
**EXISTING TYPICAL SECTION**  
 SB STA. 129+69 TO STA. 137+05  
 SB STA. 139+86 TO STA. 148+63  
 NB STA. 328+05 TO STA. 337+25  
 NB STA. 340+03 TO STA. 348+60



**EXISTING TYPICAL SECTION**  
 SB STA. 148+63 TO STA. 152+00  
 NB STA. 348+60 TO STA. 352+00  
 STA. 152+00 TO STA. 156+46  
 STA. 161+43 TO STA. 163+00  
 STA. 167+00 TO STA. 170+42



**PROPOSED TYPICAL SECTION**  
 SB STA. 129+69 TO STA. 137+05  
 SB STA. 139+86 TO STA. 148+63  
 NB STA. 328+05 TO STA. 337+25  
 NB STA. 340+04 TO STA. 348+60



**PROPOSED TYPICAL SECTION**  
 SB STA. 148+63 TO STA. 152+00  
 NB STA. 348+60 TO STA. 352+00  
 STA. 152+00 TO STA. 156+46  
 STA. 161+43 TO STA. 163+00  
 STA. 167+00 TO STA. 170+42

**EXISTING CONDITIONS:**

- (A) HOT-MIX ASPHALT SURFACE AND BINDER COURSE, 3" AND VARIES
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 12"
- (C) HOT-MIX ASPHALT SHOULDER
- (D) COMBINATION CONCRETE CURB AND GUTTER
- (E) MEDIAN-MATERIAL VARIES
- (F) AGGREGATE SHOULDER
- (G) STEEL GUARDRAIL

**PROPOSED IMPROVEMENTS:**

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (2) HOT-MIX ASPHALT SURFACE REMOVAL, 1/4"
- (3) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (4) PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)
- (5) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- (6) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- (7) AGGREGATE WEDGE SHOULDER
- (8) GRADING AND SHAPING SHOULDERS
- (9) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY ENGINEER)
- (10) CLASS B PATCHES, 12" (DETERMINED BY ENGINEER IN FIELD)
- (11) CLASS D PATCHES, 12" (DETERMINED BY ENGINEER IN FIELD)
- (12) TOPSOIL FURNISH AND PLACE, 4"
- (13) SODDING, SALT TOLERANT

\* THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

THE CONTRACTOR SHALL PATCH BEFORE MILLING

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS CHART**

OPERATIONS	MIXTURE TYPE	PERCENT AIR VOIDS
ROADWAY RESURFACING	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, (IL-9.5MM) 1 3/4"	4% @ 90 GYR
	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"	4% @ 50 GYR
INCIDENTAL USE	LEVELING BINDER (HAND METHOD), N70 (IL-9.5MM)	4% @ 70 GYR
PAVEMENT PATCHING	CLASS D PATCHES, 12" (HMA BINDER IL-19 MM)	4% @ 70 GYR
	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-19 MM)	4% @ 70 GYR

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

FOR "AC TYPE" AND "PERCENT RAP" SEE DISTRICT ONE SPECIAL PROVISIONS

FILE NAME: r:\p\33868\33868\_35\Design\Proposed\plan\33868\_35\_24-Typical Section.dwg

**Ciorba Group, Inc.**  
 CONSULTING ENGINEERS  
 5507 North Cumberland Avenue, Suite 402  
 Chicago, Illinois 60656  
 Tel: 773.775.4009 Fax 773.775.4014

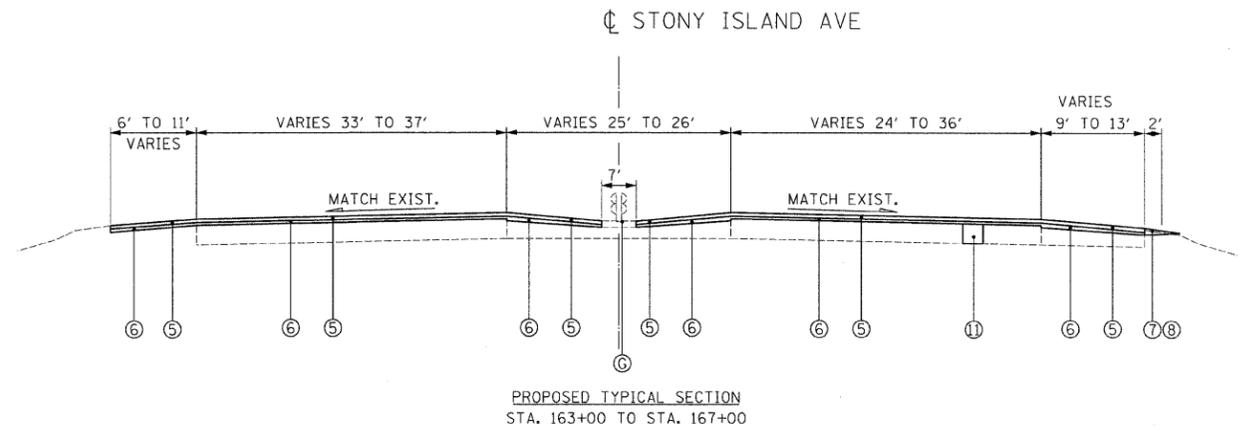
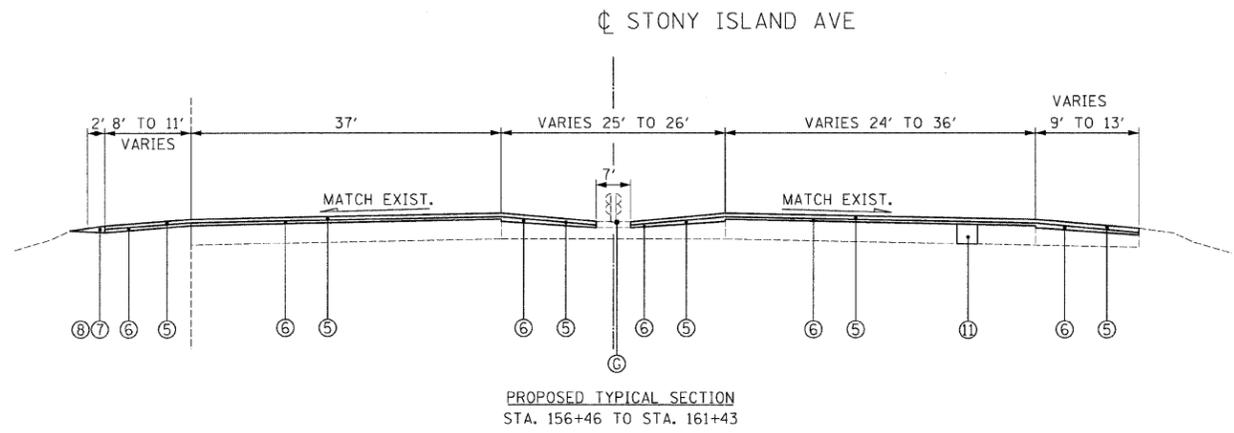
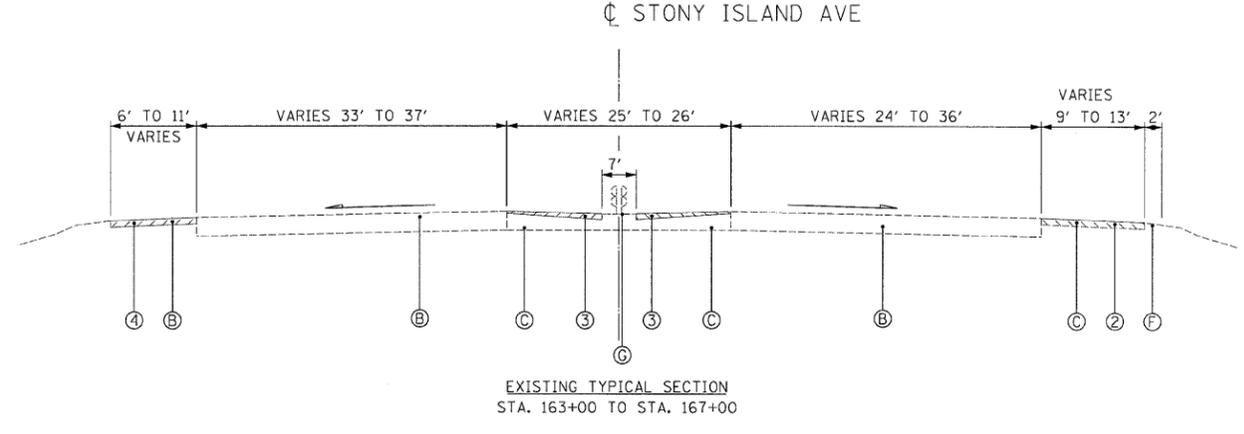
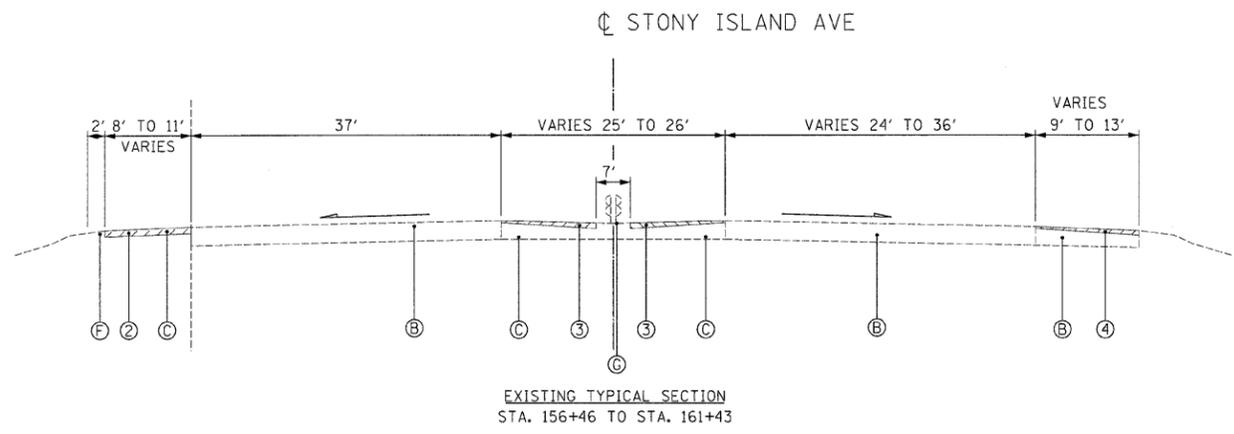
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	DATE - 12/11/2009	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**STONY ISLAND AVENUE**  
**ENTRANCE/EXIT RAMPS OF I-94 TO US 12/20 (95TH STREET)**  
**TYPICAL SECTIONS**

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	42-2 (2 & 3) RS-3	COOK	23	4
CONTRACT NO. 60107				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**EXISTING CONDITIONS:**

- (A) HOT-MIX ASPHALT SURFACE AND BINDER COURSE, 3" AND VARIES
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 12"
- (C) HOT-MIX ASPHALT SHOULDER
- (D) COMBINATION CONCRETE CURB AND GUTTER
- (E) MEDIAN-MATERIAL VARIES
- (F) AGGREGATE SHOULDER
- (G) STEEL GUARDRAIL

**PROPOSED IMPROVEMENTS:**

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (2) HOT-MIX ASPHALT SURFACE REMOVAL, 1/4"
- (3) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (4) PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)
- (5) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- (6) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- (7) AGGREGATE WEDGE SHOULDER
- (8) GRADING AND SHAPING SHOULDERS
- (9) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY ENGINEER)
- (10) CLASS B PATCHES, 12" (DETERMINED BY ENGINEER IN FIELD)
- (11) CLASS D PATCHES, 12" (DETERMINED BY ENGINEER IN FIELD)
- (12) TOPSOIL FURNISH AND PLACE, 4"
- (13) SODDING, SALT TOLERANT

\* THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

FILE NAME: c:\prowork\33868\33868\_35\Typical Sections\2.dgn



**Ciorba Group, Inc.**  
CONSULTING ENGINEERS  
5507 North Cumberland Avenue, Suite 402  
Chicago, Illinois 60656  
Tel. 773.775.4009 Fax 773.775.4014

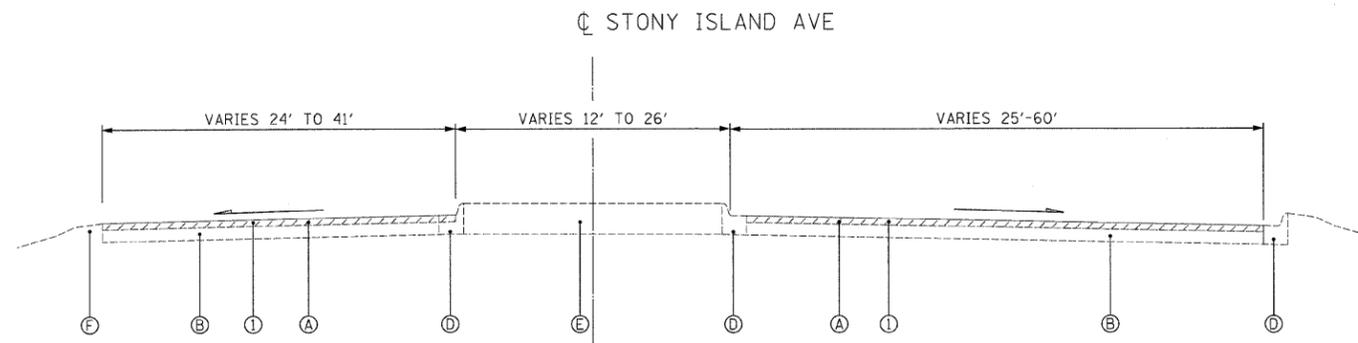
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	DATE - 12/11/2009	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

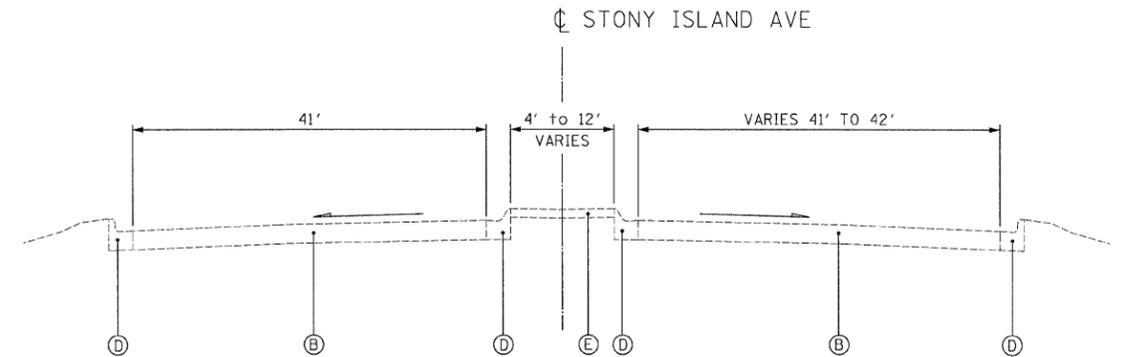
**STONY ISLAND AVENUE  
ENTRANCE/EXIT RAMPES OF I-94 TO US 12/20 (95TH STREET)  
TYPICAL SECTIONS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	42-Z (2 & 3) RS-3	COOK	23	5
CONTRACT NO. 60107				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

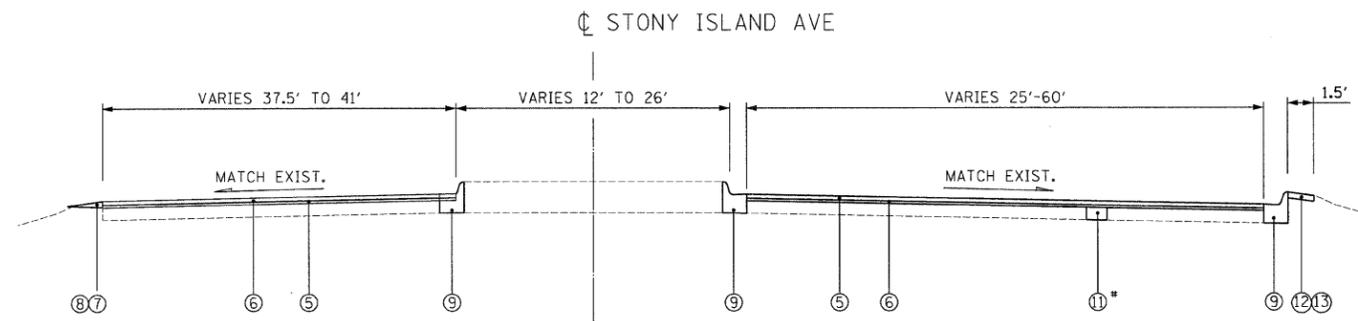
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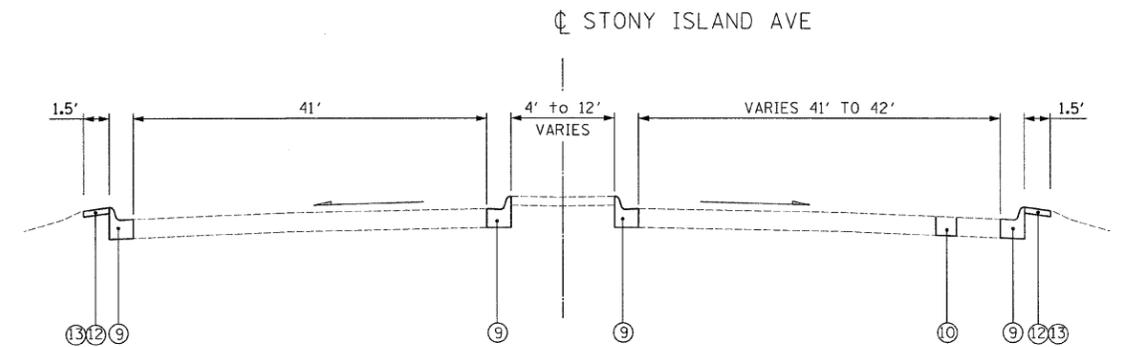
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 NB STA. 170+42 TO STA. 183+51  
 SB STA. 170+42 TO STA. 184+31  
 NB STA. 187+15 TO STA. 191+61  
 SB STA. 187+75 TO STA. 191+61



**EXISTING TYPICAL SECTION**  
 NB STA. 183+51 TO STA. 187+15  
 SB STA. 184+31 TO STA. 187+75



**PROPOSED TYPICAL SECTION**  
 NB STA. 170+42 TO STA. 183+51  
 SB STA. 170+42 TO STA. 184+31  
 NB STA. 187+15 TO STA. 191+61  
 SB STA. 187+75 TO STA. 191+61



**PROPOSED TYPICAL SECTION**  
 NB STA. 183+51 TO STA. 187+15  
 SB STA. 184+31 TO STA. 187+75

**EXISTING CONDITIONS:**

- Ⓐ HOT-MIX ASPHALT SURFACE AND BINDER COURSE, 3" AND VARIES
- Ⓑ PORTLAND CEMENT CONCRETE PAVEMENT, 12"
- Ⓒ HOT-MIX ASPHALT SHOULDER
- Ⓓ COMBINATION CONCRETE CURB AND GUTTER
- Ⓔ MEDIAN-MATERIAL VARIES
- Ⓕ AGGREGATE SHOULDER
- Ⓖ STEEL GUARDRAIL

**PROPOSED IMPROVEMENTS:**

- ① HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ② HOT-MIX ASPHALT SURFACE REMOVAL, 1/4"
- ③ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ④ PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑥ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑦ AGGREGATE WEDGE SHOULDER
- ⑧ GRADING AND SHAPING SHOULDERS
- ⑨ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY ENGINEER)
- ⑩ CLASS B PATCHES, 12" (DETERMINED BY ENGINEER IN FIELD)
- ⑪ CLASS D PATCHES, 12" (DETERMINED BY ENGINEER IN FIELD)
- ⑫ TOPSOIL FURNISH AND PLACE, 4"
- ⑬ SODDING, SALT TOLERANT

\* THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

FILE NAME = N:\PROJECTS\33668\33668\_365\Design\ProposedPlan\33668\_35-48-Typical Sections02.dgn

**Ciorba Group, Inc.**  
 CONSULTING ENGINEERS  
 5607 North Cumberland Avenue, Suite 402  
 Chicago, Illinois 60658  
 Tel. 773.775.4009 Fax 773.775.4014

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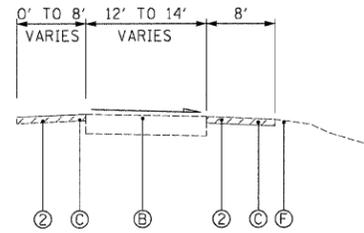
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STONY ISLAND AVENUE  
 ENTRANCE/EXIT RAMPES OF I-94 TO US 12/20 (95TH STREET)  
 TYPICAL SECTIONS**

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

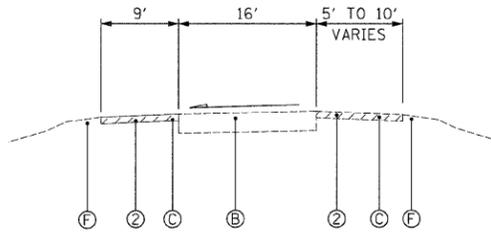
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	42-Z (2 & 3) RS-3	COOK	23	6
CONTRACT NO. 60107				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

103RD ST TO NB STONY ISLAND AVE



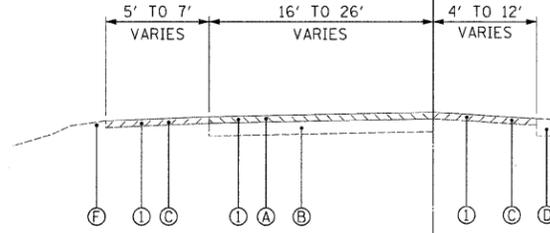
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SB STONY ISLAND AVE TO 103RD ST



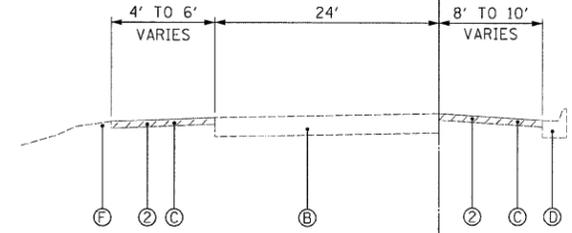
EXISTING TYPICAL SECTION

RAMP A



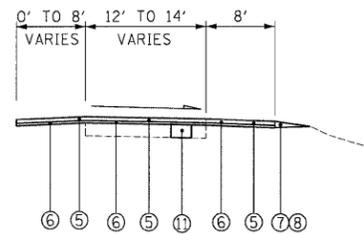
EXISTING TYPICAL SECTION  
STA. 665+54 TO STA. 679+17

RAMP A



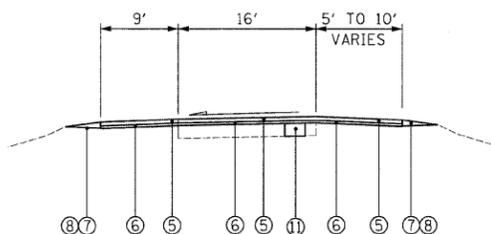
EXISTING TYPICAL SECTION  
STA. 654+64 TO STA. 661+21

103RD ST TO NB STONY ISLAND AVE



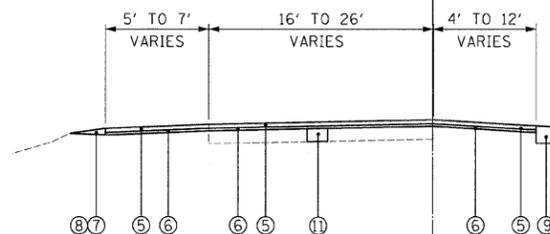
PROPOSED TYPICAL SECTION

SB STONY ISLAND AVE TO 103RD ST



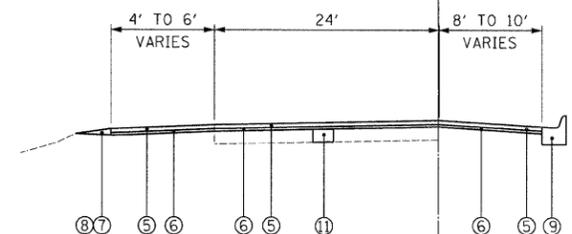
PROPOSED TYPICAL SECTION

RAMP A



PROPOSED TYPICAL SECTION  
STA. 665+54 TO STA. 679+17

RAMP A



PROPOSED TYPICAL SECTION  
STA. 654+64 TO STA. 661+21

EXISTING CONDITIONS:

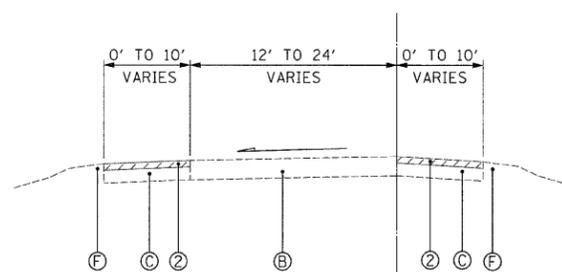
- Ⓐ HOT-MIX ASPHALT SURFACE AND BINDER COURSE, 3" AND VARIES
- Ⓑ PORTLAND CEMENT CONCRETE PAVEMENT, 12"
- Ⓒ HOT-MIX ASPHALT SHOULDER
- Ⓓ COMBINATION CONCRETE CURB AND GUTTER
- Ⓔ MEDIAN-MATERIAL VARIES
- Ⓕ AGGREGATE SHOULDER
- Ⓖ STEEL GUARDRAIL

PROPOSED IMPROVEMENTS:

- ① HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ② HOT-MIX ASPHALT SURFACE REMOVAL, 1/4"
- ③ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ④ PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
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- ⑬ SODDING, SALT TOLERANT

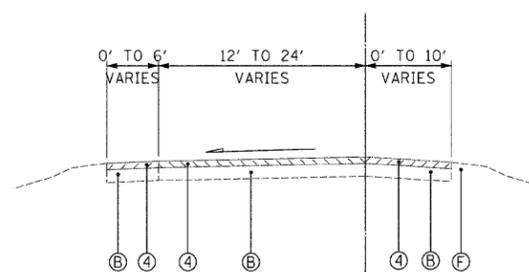
\* THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

RAMP C



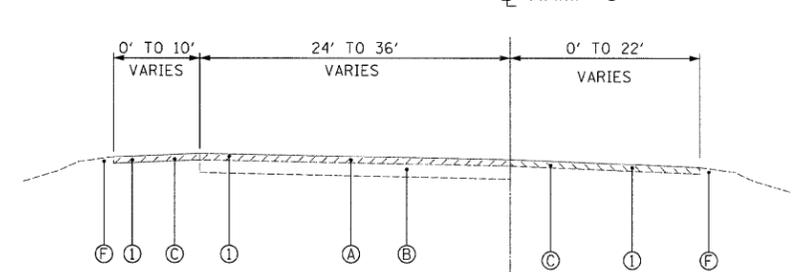
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STA. 555+45 TO STA. 569+62

RAMP C



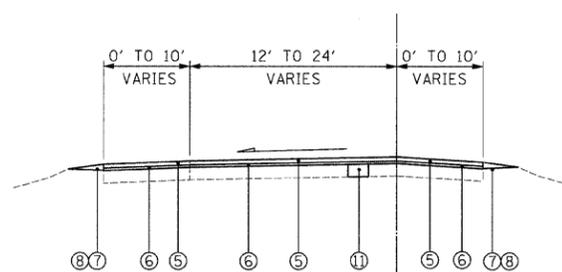
EXISTING TYPICAL SECTION  
STA. 569+62 TO STA. 572+00

RAMP C



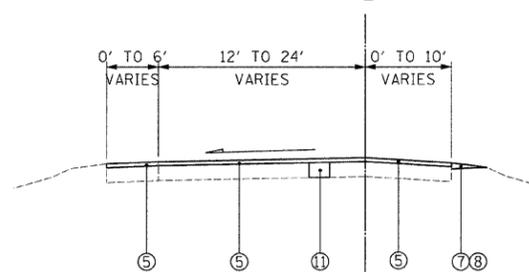
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STA. 572+00 TO STA. 574+65

RAMP C



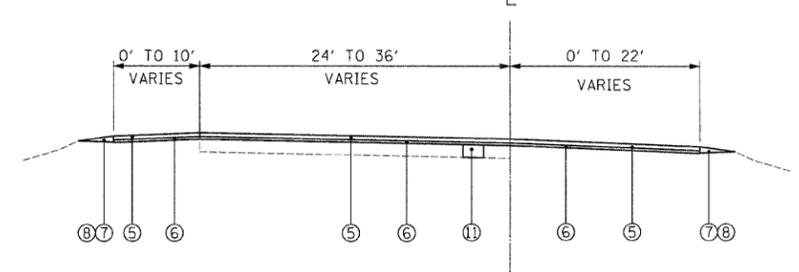
EXISTING TYPICAL SECTION  
STA. 555+45 TO STA. 569+62

RAMP C



PROPOSED TYPICAL SECTION  
STA. 569+62 TO STA. 572+00

RAMP C



PROPOSED TYPICAL SECTION  
STA. 572+00 TO STA. 574+65

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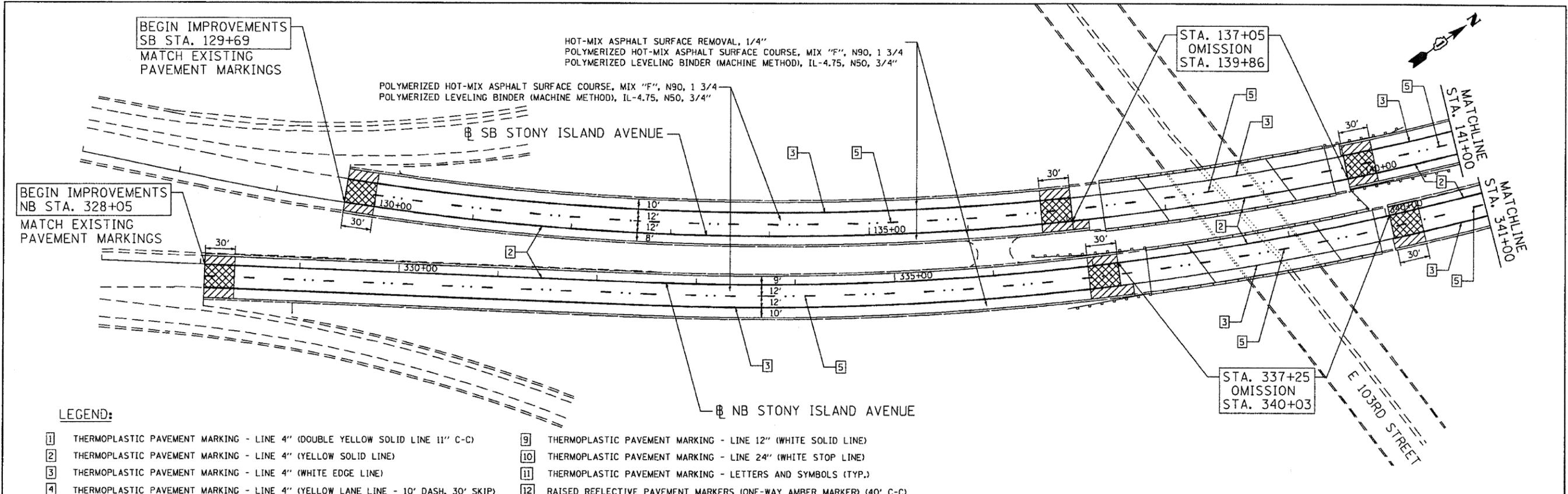
**Ciorba Group, Inc.**  
CONSULTING ENGINEERS  
5507 North Cumberland Avenue, Suite 402  
Chicago, Illinois 60656  
Tel. 773.775.4009 Fax 773.775.4014

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PLOT SCALE = 5,000' / IN.	DRAWN - NT	REVISED -
PLOT DATE = 12/15/2009	CHECKED - WBL	REVISED -
	DATE - 12/11/2009	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

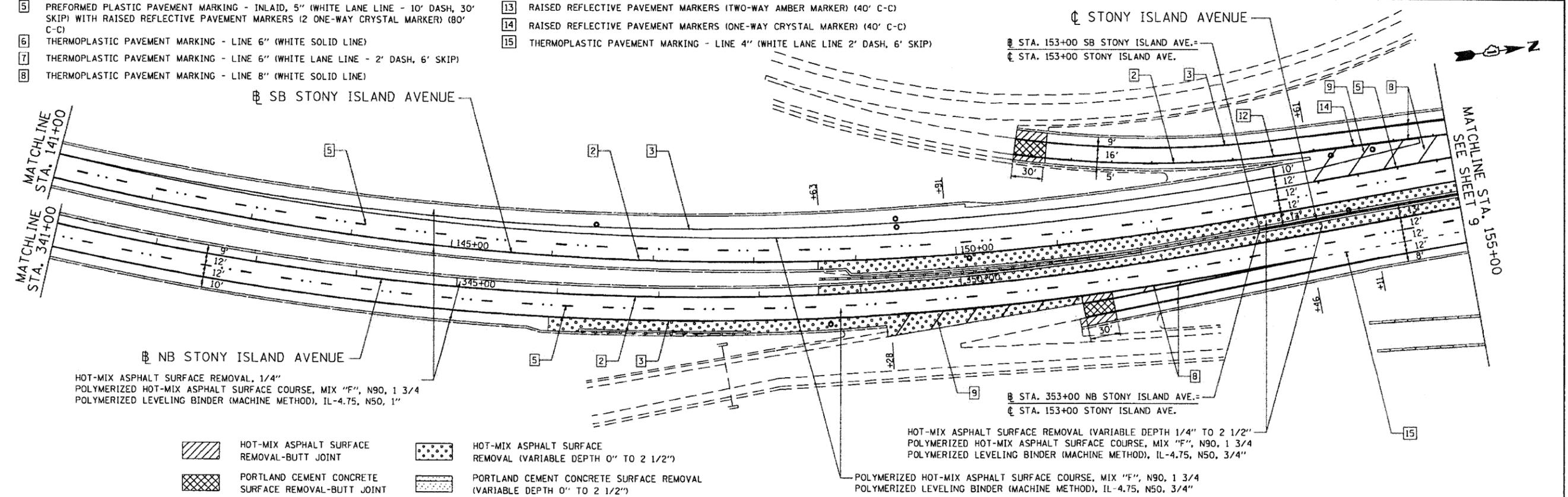
STONY ISLAND AVENUE			
ENTRANCE/EXIT RAMPS OF I-94 TO US 12/20 (95TH STREET)			
TYPICAL SECTIONS			
SCALE: N.T.S.	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	42-Z (2 & 3) RS-3	COOK	23	7
CONTRACT NO. 60107				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LEGEND:**

- |   |  |
|---|--|
| 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW SOLID LINE 11" C-C)   | 9 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE SOLID LINE)                 |
| 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID LINE)  | 10 THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE STOP LINE)                 |
| 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)  | 11 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (TYP.)                 |
| 4 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW LANE LINE - 10' DASH, 30' SKIP)  | 12 RAISED REFLECTIVE PAVEMENT MARKERS (ONE-WAY AMBER MARKER) (40' C-C)         |
| 5 PREFORMED PLASTIC PAVEMENT MARKING - INLAID, 5" (WHITE LANE LINE - 10' DASH, 30' SKIP) WITH RAISED REFLECTIVE PAVEMENT MARKERS (2 ONE-WAY CRYSTAL MARKER) (80' C-C) | 13 RAISED REFLECTIVE PAVEMENT MARKERS (TWO-WAY AMBER MARKER) (40' C-C)         |
| 6 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID LINE)   | 14 RAISED REFLECTIVE PAVEMENT MARKERS (ONE-WAY CRYSTAL MARKER) (40' C-C)       |
| 7 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE LANE LINE - 2' DASH, 6' SKIP)   | 15 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE LANE LINE 2' DASH, 6' SKIP) |
| 8 THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID LINE)   |  |



- |   |  |
|---|--|
| HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT          | HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH 0" TO 2 1/2")          |
| PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT | PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH 0" TO 2 1/2") |

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**Ciorba Group, Inc.**  
 CONSULTING ENGINEERS  
 5507 North Cumberland Avenue, Suite 402  
 Chicago, Illinois 60656  
 Tel. 773.775.4009 Fax 773.775.4014

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PLLOT DATE = 12/8/2009		

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

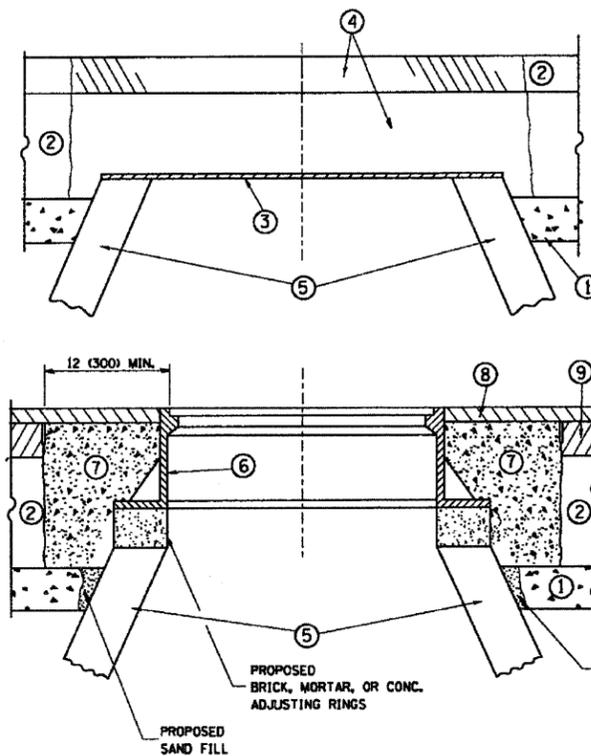
**STONY ISLAND AVENUE  
 ENTRANCE/EXIT RAMP OF I-94 TO US 12/20 (95TH STREET)  
 PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	42-2 (2 & 3) RS-3	COOK	23	8
CONTRACT NO. 60107			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	







**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

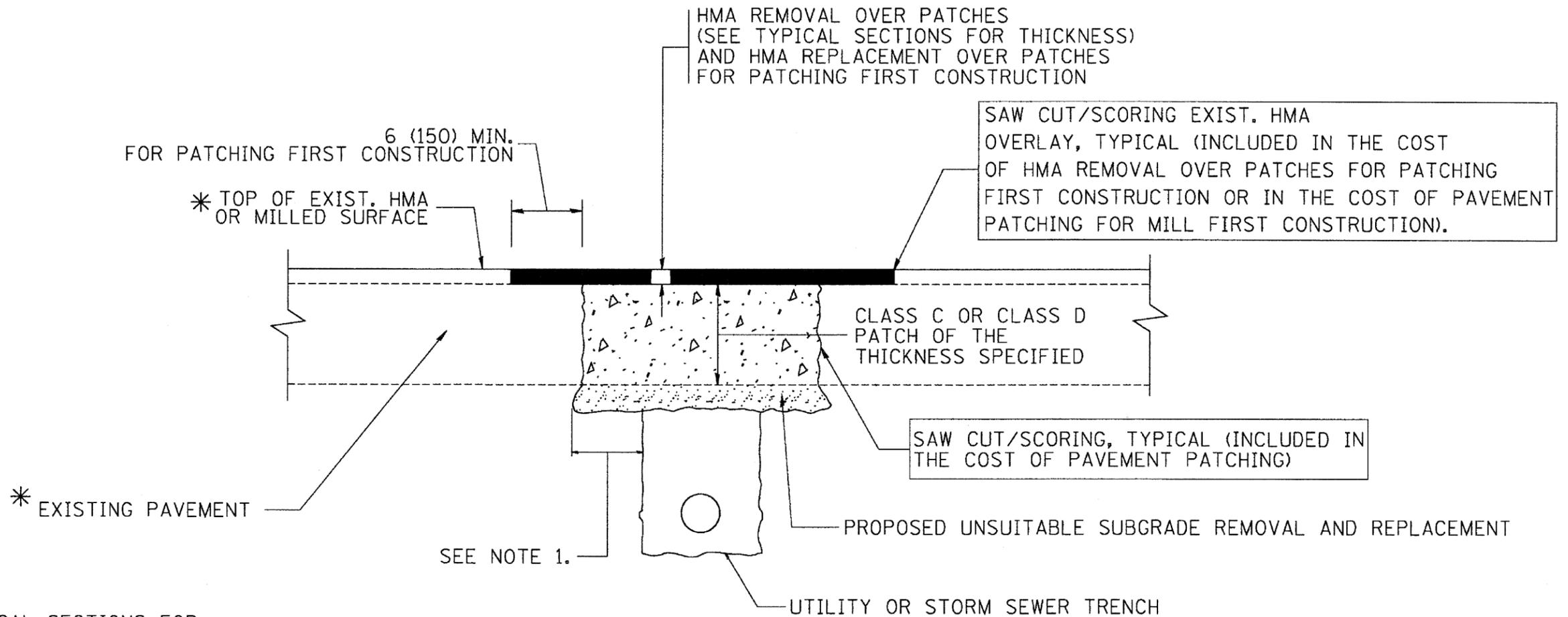
**BASIS OF PAYMENT:** THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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 = W:\distatd\22\34\bd88.dgn	USER NAME = gogliobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	42-2 (2 & 3) RS-3	COOK	23	11	
		PLOT SCALE = 5/8"=1'-0"	REVISED - R. WIEDEMAN 05-14-04					BD600-03 (BD-8)				
		PLOT DATE = 1/4/2000	REVISED - R. BORO 01-01-07					CONTRACT NO. 60107		FED. ROAD DIST. NO. 1 ILLINOIS/FED. AID PROJECT		



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

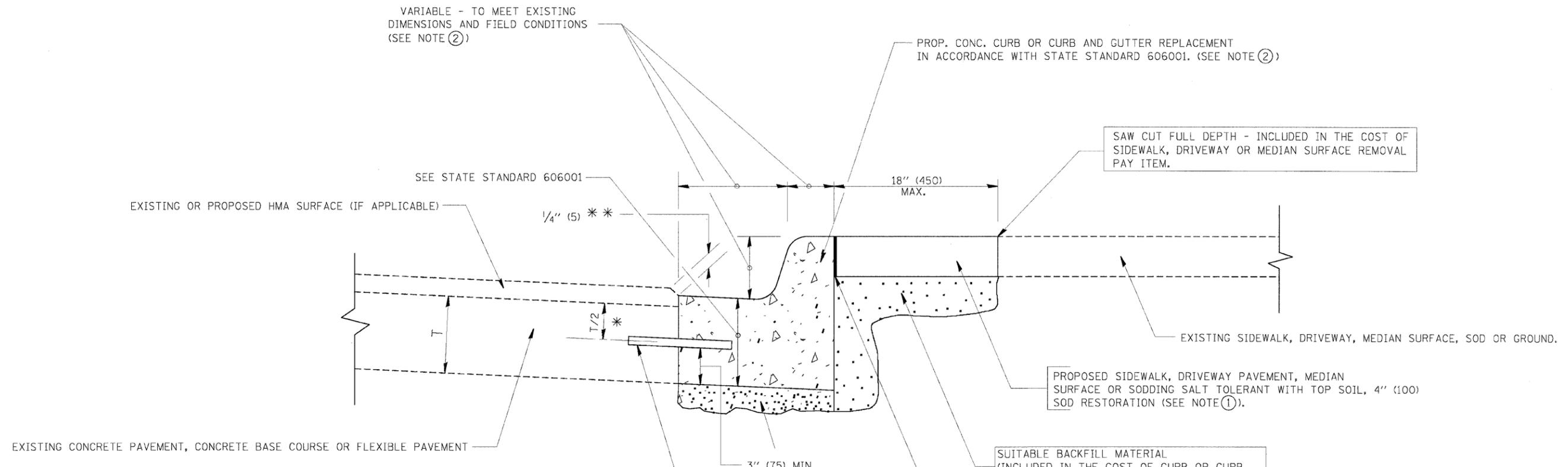
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\dstatd22x34\bd22.dgn	USER NAME = bevardl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.P. RTE. 341	SECTION 42-2 (2 & 3) RS-3	COUNTY CODK	TOTAL SHEETS 23	SHEET NO. 12
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD400-04 (BD-22)</b>		CONTRACT NO.	60107
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
			REVISED - K. ENG 10-27-08									



- \* 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.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- 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.

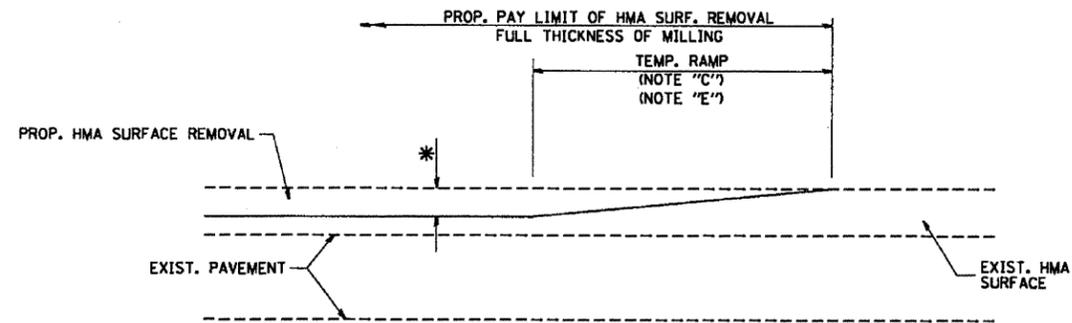
- SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL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

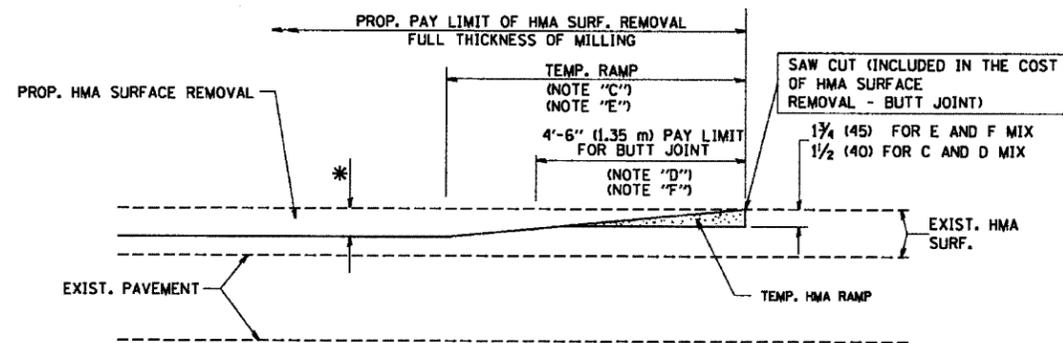
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = drvvehosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwwork\pwwork\drvvehosgn\0218315\bd24.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		341	42-Z (2 & 3) RS-3	COOK	23	13			
PLOT SCALE = 50.000' / IN.		CHECKED -	REVISED - M. GOMEZ 01-22-01		<b>BD600-06 (BD-24)</b>			CONTRACT NO. 60107				
PLOT DATE = 12/15/2009		DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE			SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



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

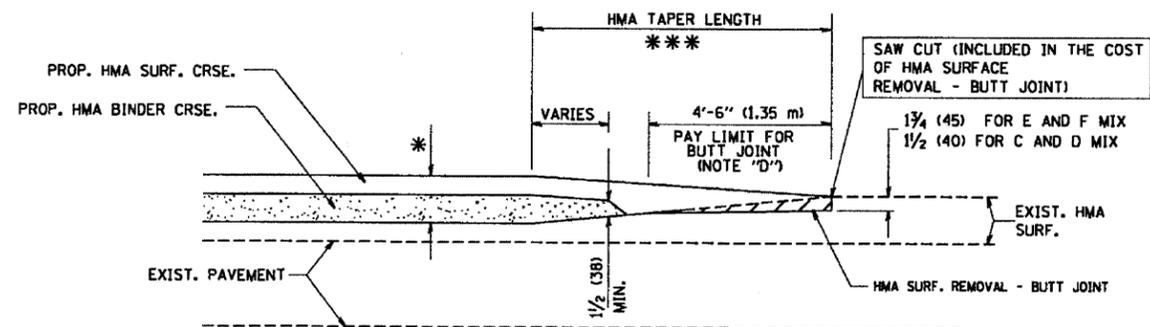
**OPTION 1**



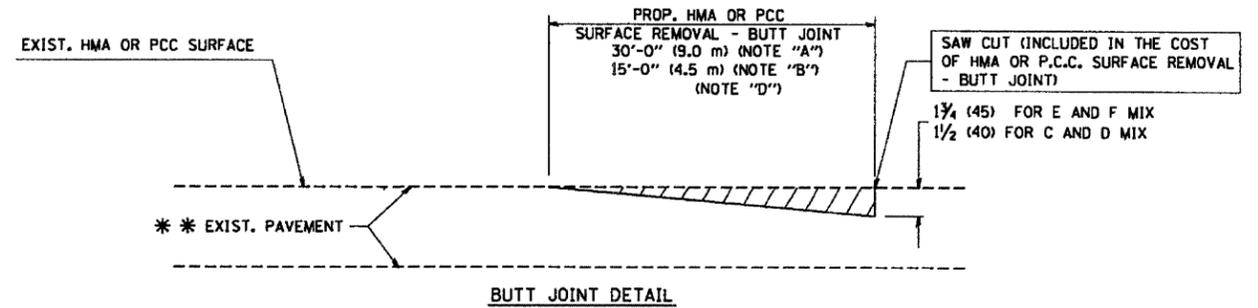
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

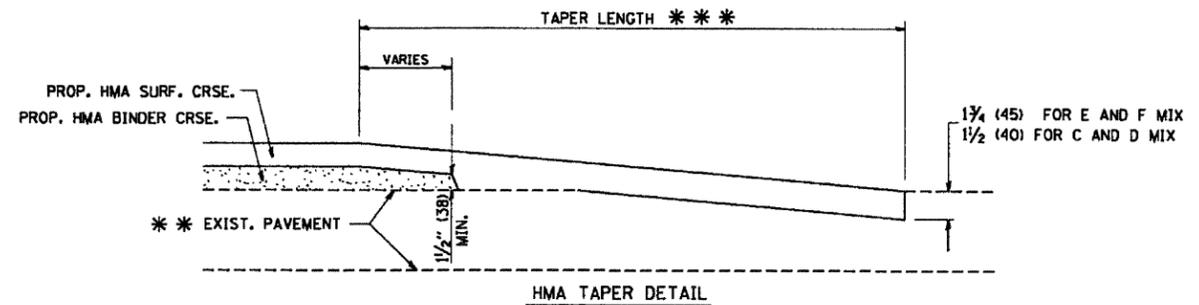
**TYPICAL TEMPORARY RAMP**



**TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING**



**BUTT JOINT DETAIL**



**TYPICAL BUTT JOINT AND HMA TAPER  
FOR RESURFACING ONLY**

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

**NOTES**

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
  - B: MINOR SIDE ROADS.
  - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
  - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
  - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

**BASIS OF PAYMENT:**

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

FILE NAME = W:\distrtd\22x34\bd32.dgn	USER NAME = gaglianob	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
		CHECKED -	REVISED - M. GOMEZ 04-06-01
		DATE - 06-13-90	REVISED - R. BORO 01-01-07

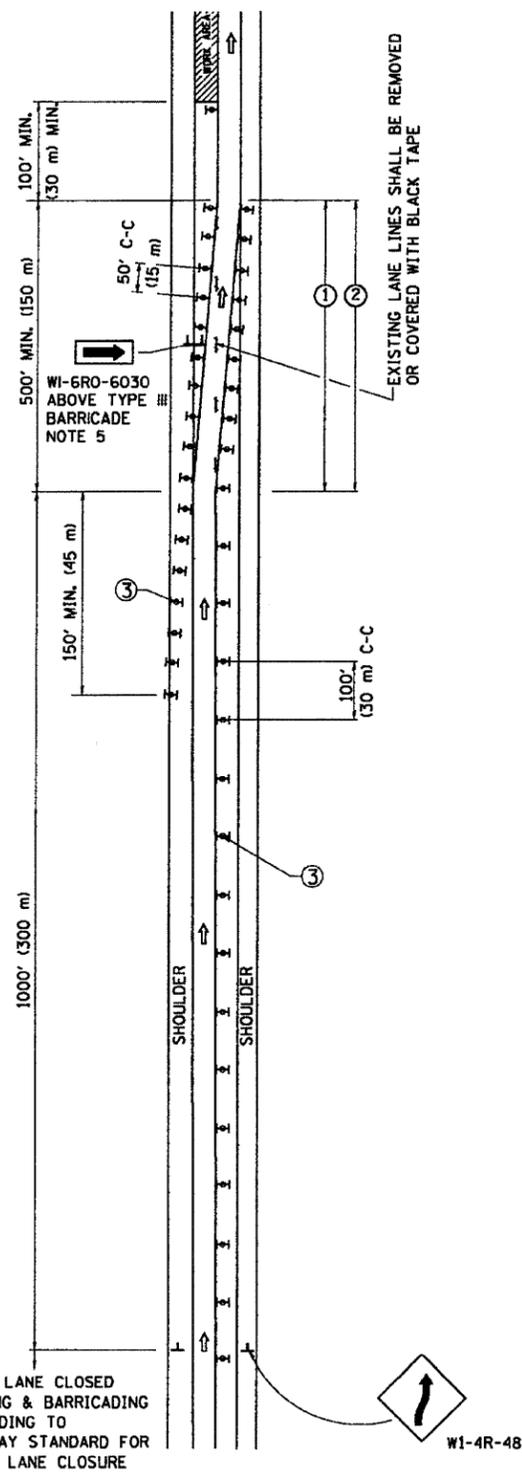
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND  
HMA TAPER DETAILS**

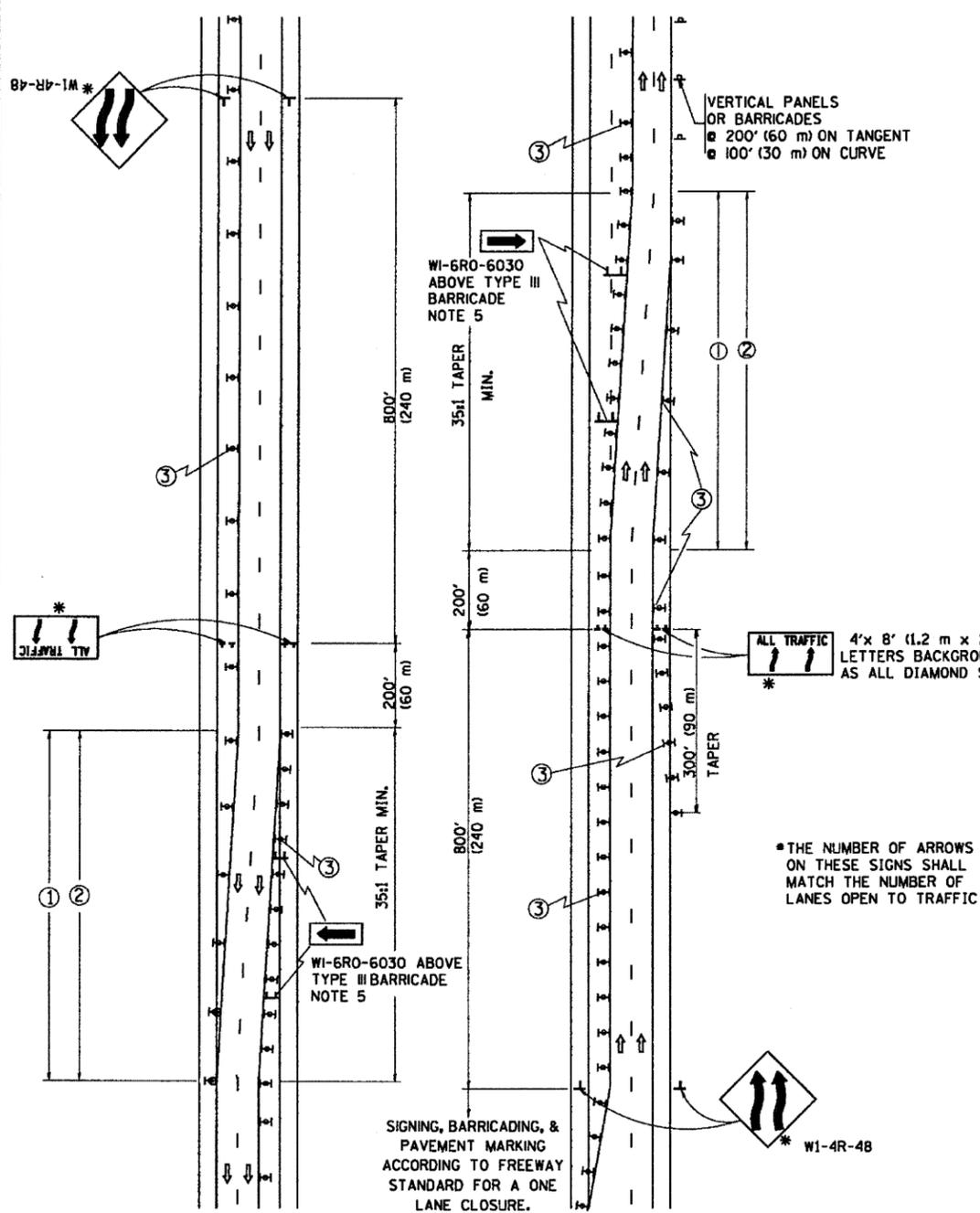
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	42-2 (2 & 3) RS-3	COOK	23	14
BD400-05 BD32			CONTRACT NO. 60107	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

# SINGLE LANE WEAVE



# MULTI-LANE WEAVE



### GENERAL NOTES

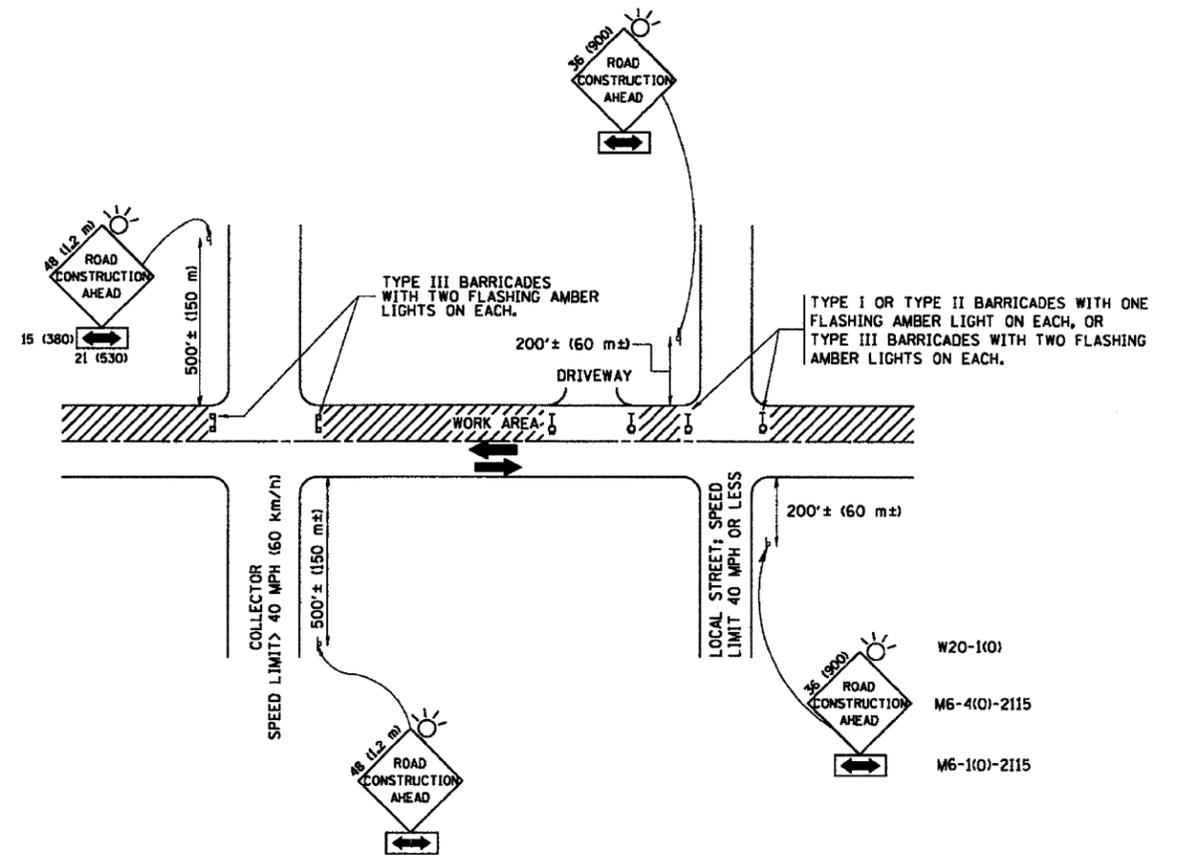
- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED OR COVERED WITH BLACK TAPE. PAVEMENT MARKING REMOVAL OR BLACK TAPE SHALL NOT BE REQUIRED FOR LANE CLOSURES UNDER 24 HOURS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVE LANE LINES SHALL BE 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS DIRECTLY IN FRONT OF THE BARRICADE.
- IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.

### SYMBOLS

- ↑ DIRECTION OF TRAFFIC
- ▨ WORK AREA
- ┌ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ⊥ TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\distatd\22x34\c089.dgn	USER NAME = geglennob	DESIGNED - DWS	REVISED - DWS 11-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE &amp; MULTI-LANE WEAVE</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - JAF 01-03		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	341	42-2 (2 & 3) RS-3	COOK	23	15
		PLOT SCALE = 50,000' / IN.	REVISED - JAF 02-06						TC-09				
		PLOT DATE = 1/4/2008	REVISED - SPB 01-07						CONTRACT NO. 60107				
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



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

**NOTES:**

**A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**

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.

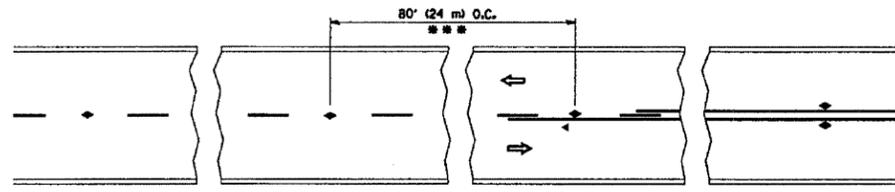
FILE NAME = M:\distatd\22x34\vc18.dgn	USER NAME = gegl10n0bt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50,000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

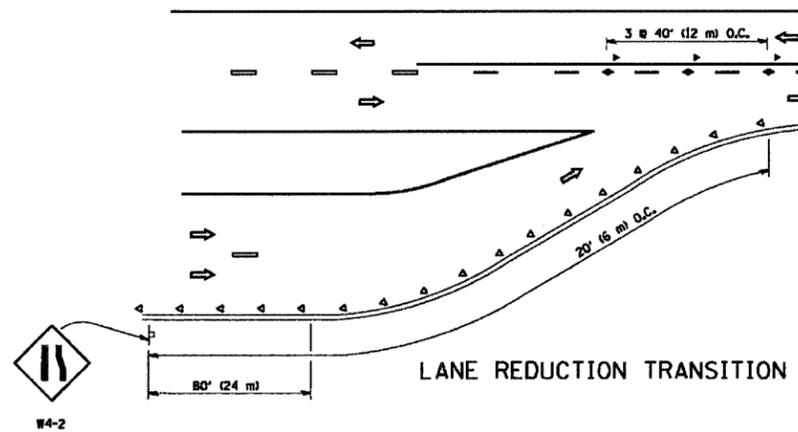
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	42-2 (2 & 3) RS-3	COOK	23	16
TC-10			CONTRACT NO. 60107	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

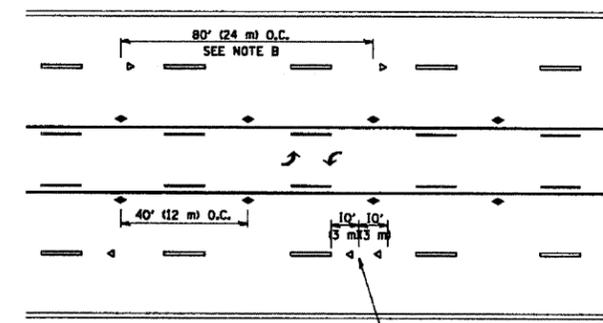


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

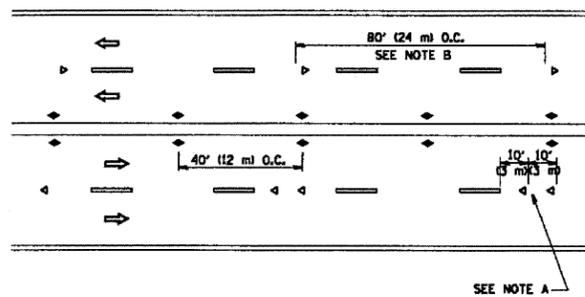
TWO-LANE/TWO-WAY



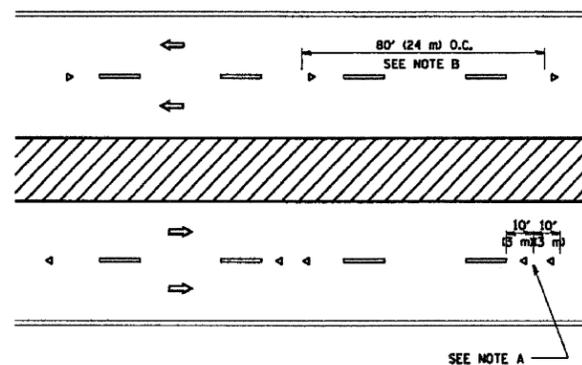
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

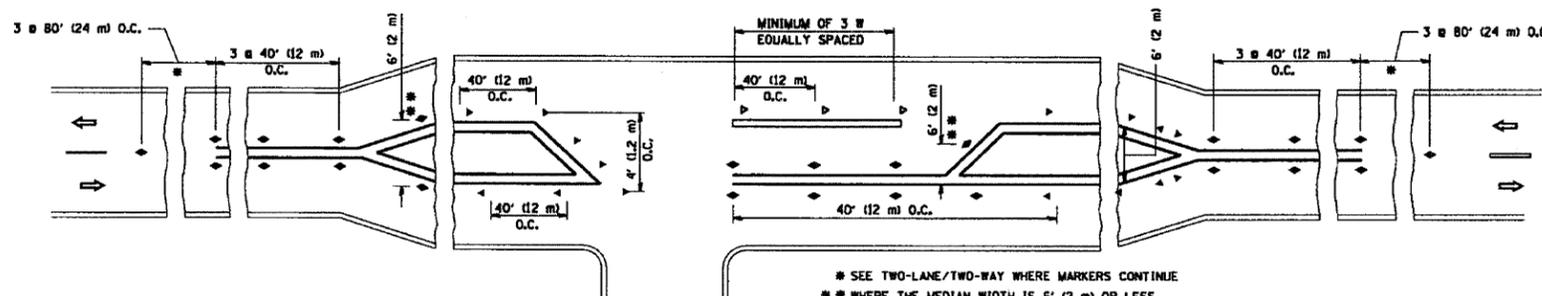
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



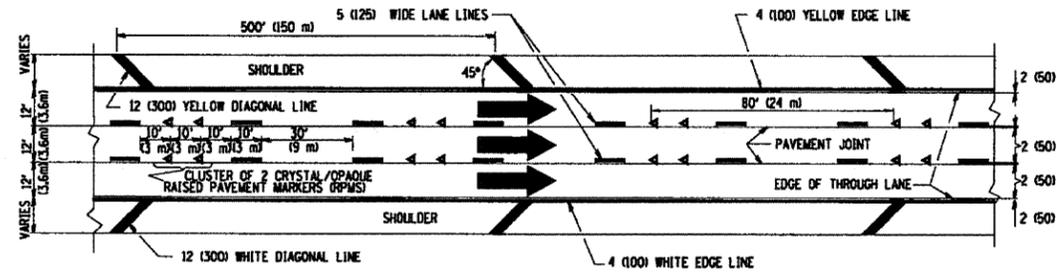
LEFT TURN

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

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

FILE NAME = W:\data\22x34\td1.dgn	USER NAME = geglrenobt	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 5/8" = 1' IN.	CHECKED -	REVISED - T. RAMMACHER 03-12-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	341	42-2 (2 & 3) RS-3	COOK	23
PLOT DATE = 1/4/2008	DATE -	REVISED - T. RAMMACHER 01-06-00	REVISED -				TC-11		CONTRACT NO. 60107			
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

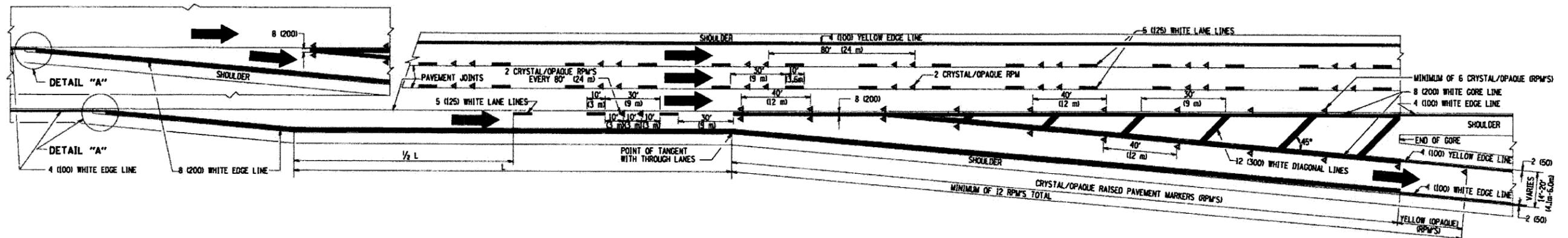
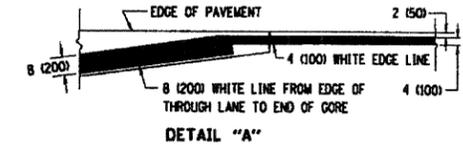
THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH  
THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH



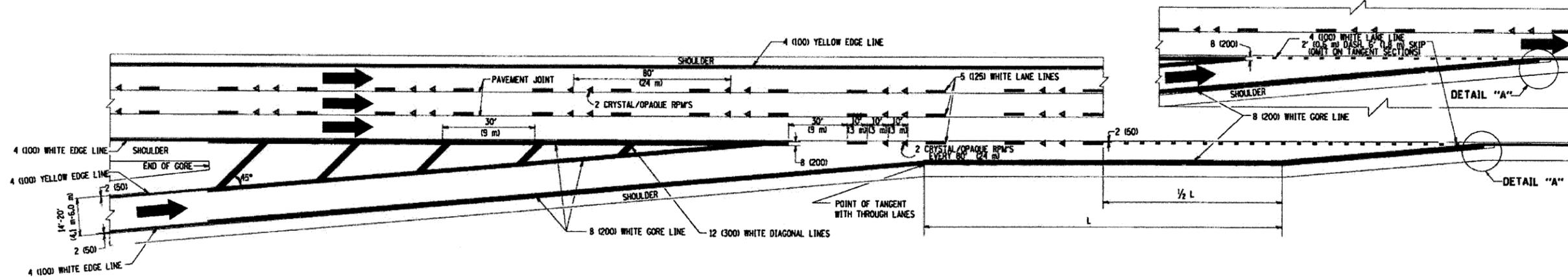
TYPICAL EDGE LINES & LANE LINES

NOTES:

1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC

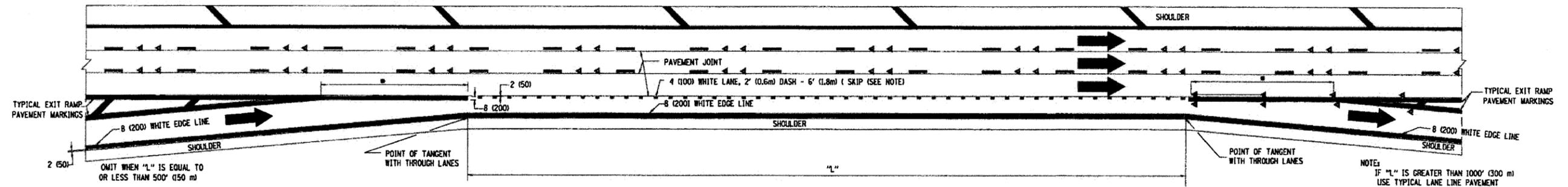


TYPICAL EXIT RAMP PAVEMENT MARKINGS

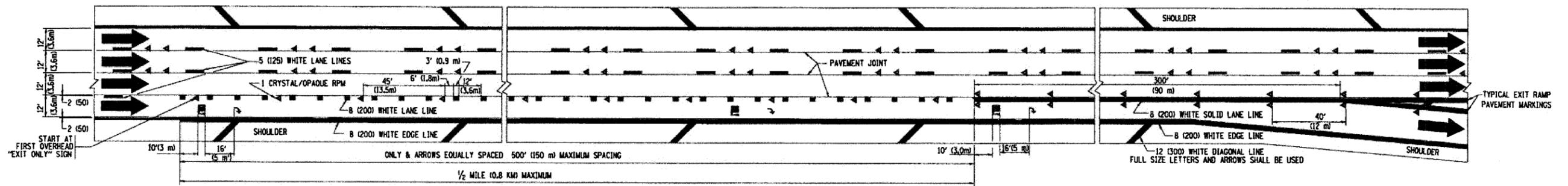


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

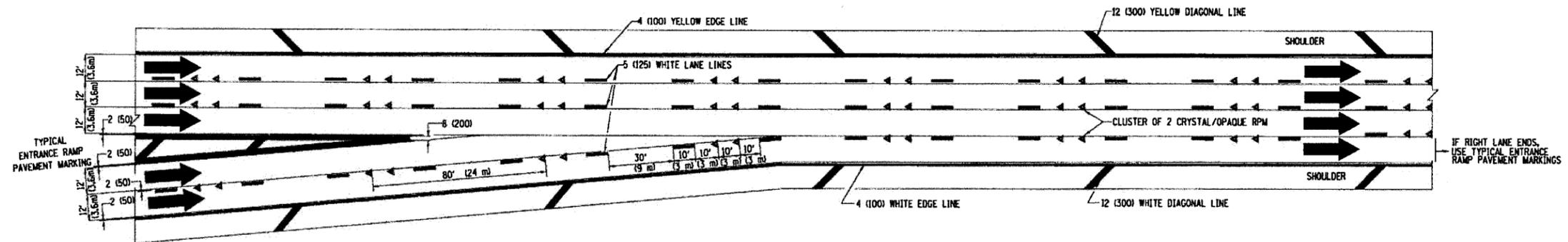
FILE NAME = W:\distate\22-34\1212.dgn	USER NAME = gaglianobt	DESIGNED - D.W.S.	REVISED - A.H. 03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS</b>		F.A.P. RTE. 341	SECTION 42-2 (2 & 3) RS-3	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 18
	PLOT SCALE = 58.888' / IN.	DRAWN -	REVISED - D.W.S. 07-96		SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	TC-12		CONTRACT NO. 60107
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - J.A.F. 02-06						ILLINOIS		FED. AID PROJECT
		DATE - 01-90	REVISED - S.P.B. 01-07						FED. ROAD DIST. NO. 1		



**TYPICAL ENTRANCE/EXIT RAMP COMBINATION PAVEMENT MARKINGS**

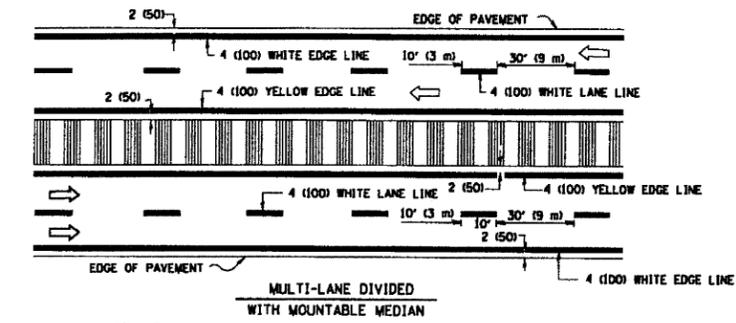
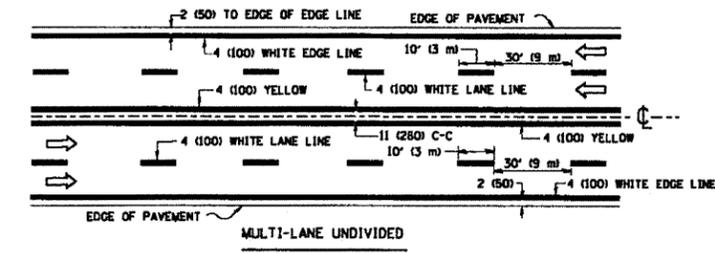
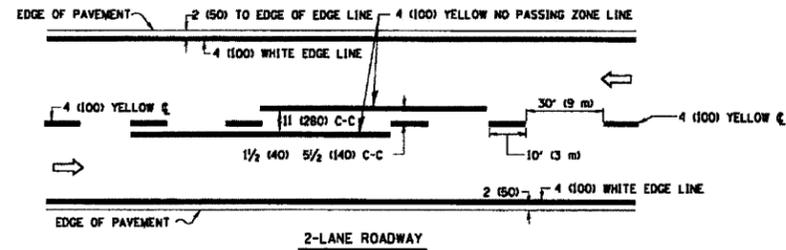


**TYPICAL EXIT ONLY LANE PAVEMENT MARKINGS**



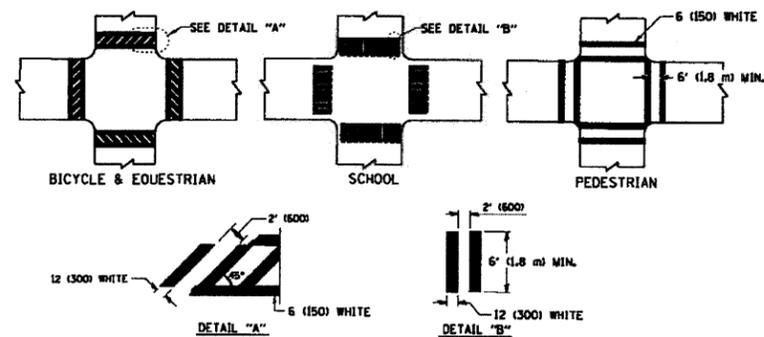
**TYPICAL TWO LANE ENTRANCE RAMP PAVEMENT MARKINGS**

FILE NAME = c:\projects\td\td22x34\td12.dgn	USER NAME = beurd1	DESIGNED - D.W.S.	REVISED - A.H. 03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS</b>		F.A.P. RTE. 341	SECTION 42-2 (2 & 3) RS-3	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 19
PLOT SCALE = 58.000' / IN.	CHECKED -	REVISOR - D.W.S. 07-96	REVISOR - J.A.F. 02-06		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 60107		
PLOT DATE = 10/3/2008	DATE - 01-90	REVISOR - S.P.B. 01-07							TC-12		
									FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT		

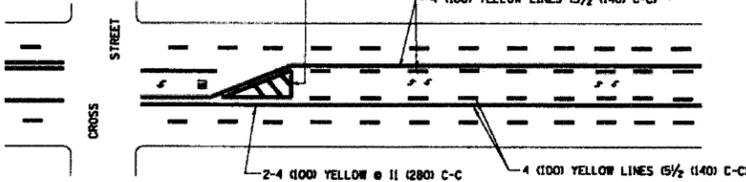
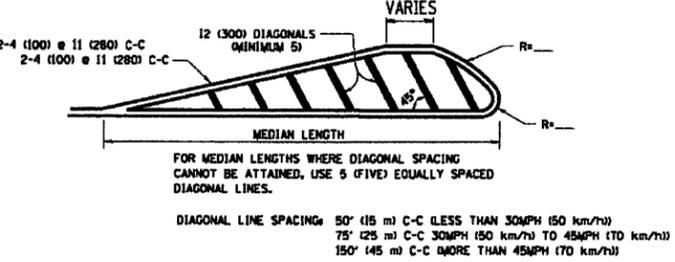
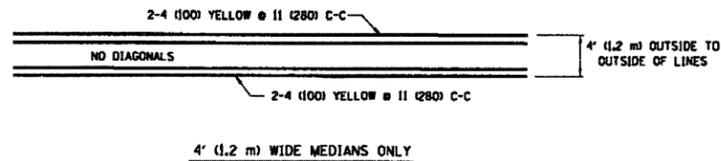


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

**TYPICAL LANE AND EDGE LINE MARKING**



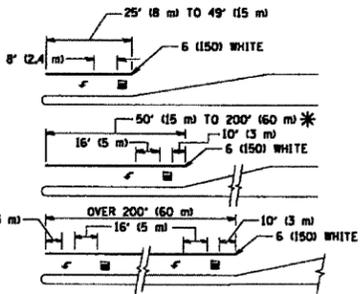
**TYPICAL CROSSWALK MARKING**



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**

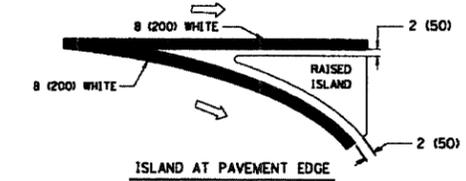
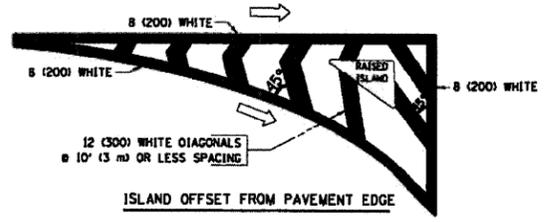


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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

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

**TYPICAL TURN LANE MARKING**

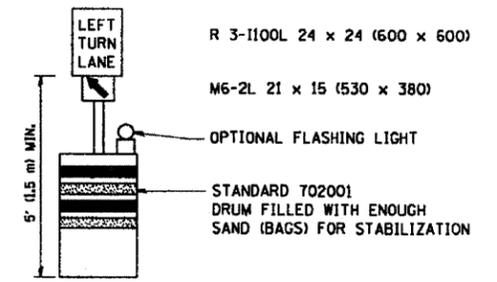
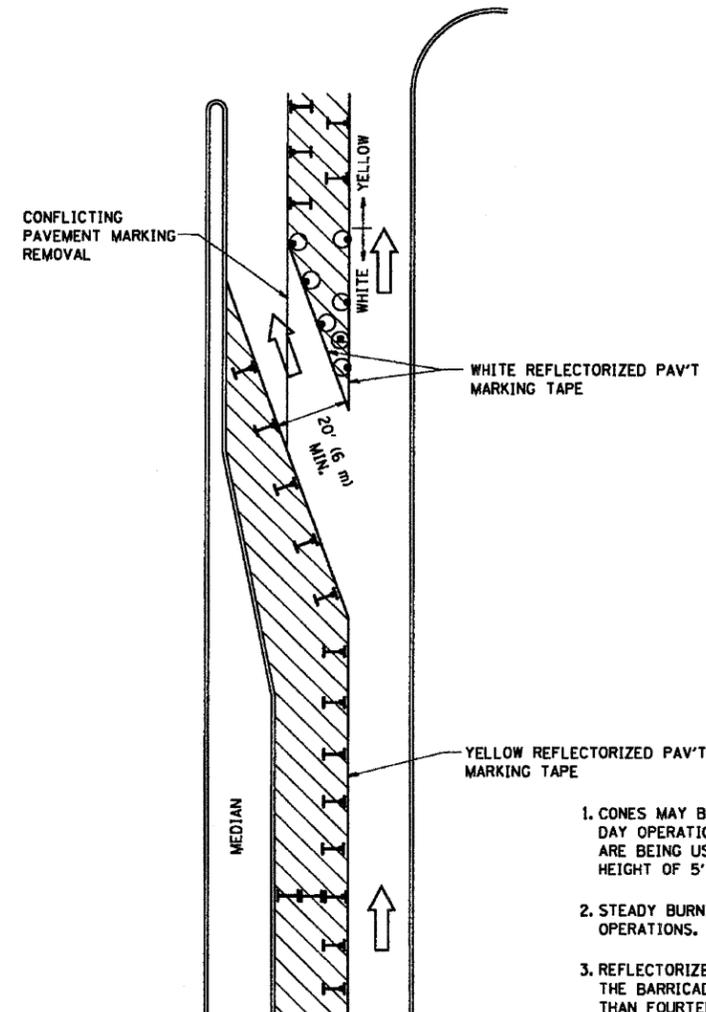


**TYPICAL ISLAND MARKING**

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (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 & BICYCLE & EQUESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES "RR" 15 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD T80001 AREA OF "RR" = 3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X" = 54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD T80001.

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



**GENERAL NOTES**

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

**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

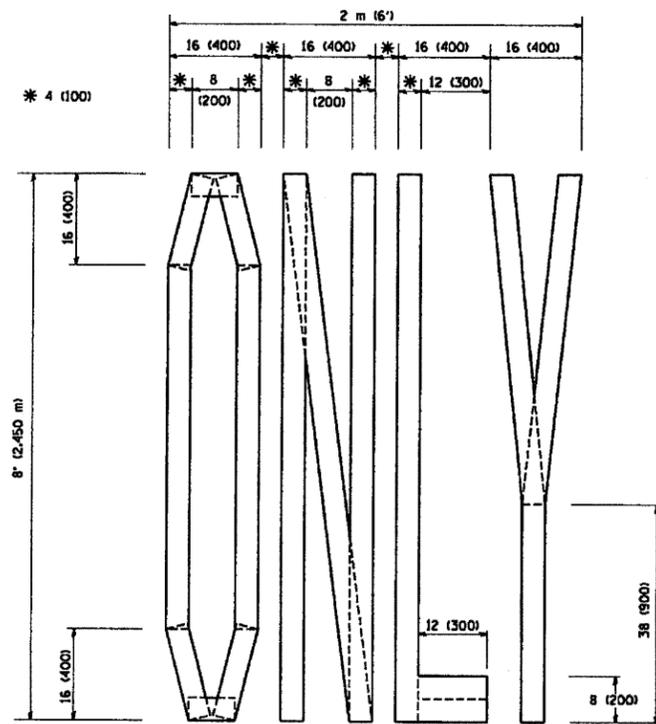
All dimensions are in inches (millimeters) unless otherwise shown.

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		DRAWN -	REVISED - A. HOUSEH 11-07-95
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 1/4/2008	DATE -	REVISED -T. RAMMACHER 01-06-00

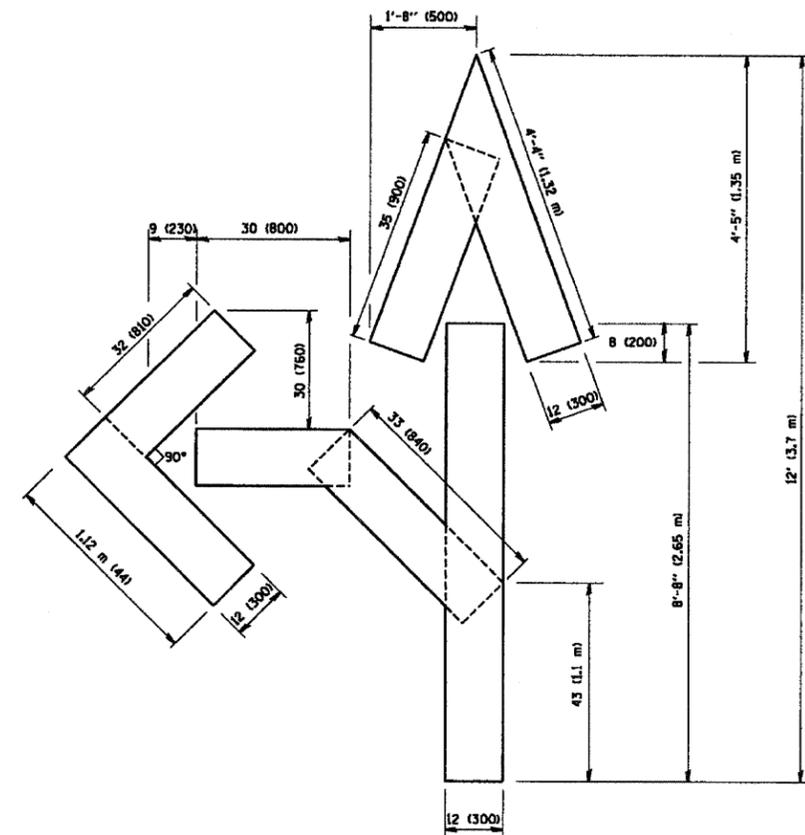
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

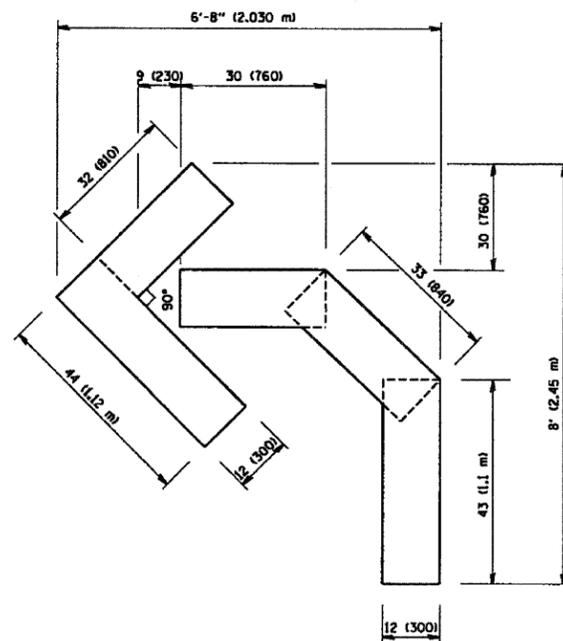
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	42-2 (2 & 3) RS-3	COOK	23	21
TC-14			CONTRACT NO. 60107	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

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		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 58.8888" / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2000	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

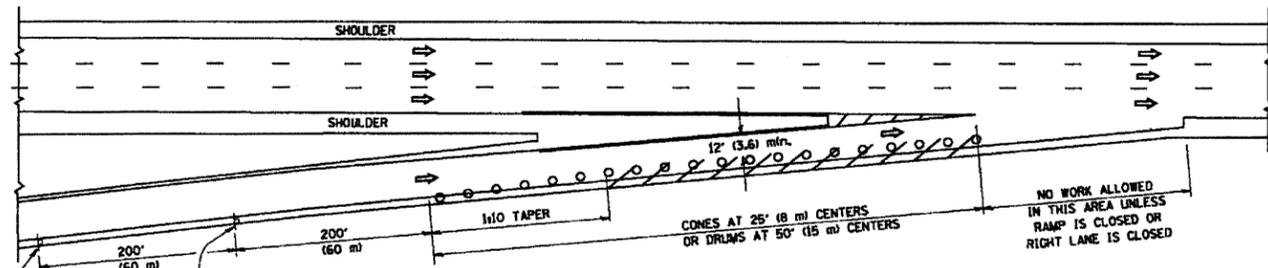
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

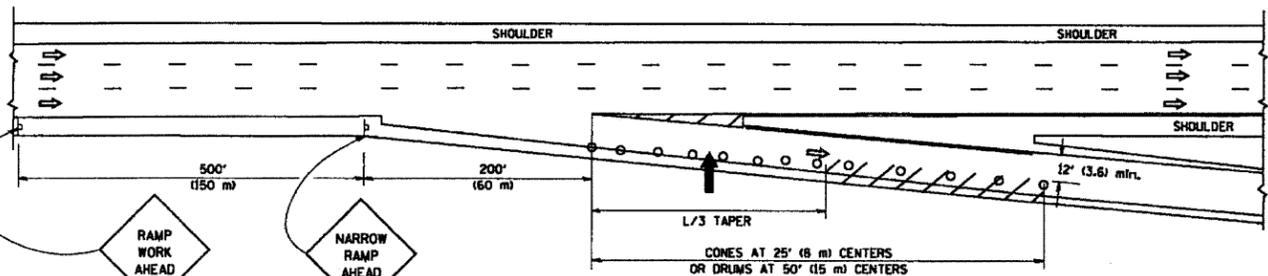
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	42-2 (2 & 3) RS-3	COOK	23	22
TC-16			CONTRACT NO. 60107	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

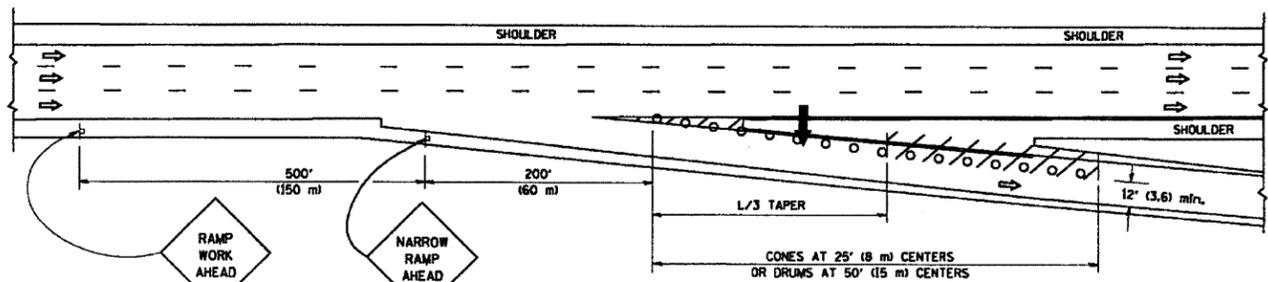
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

- ➔ ARROWBOARD
- ▨ WORK AREA
- ┆ SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- ⊥ TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

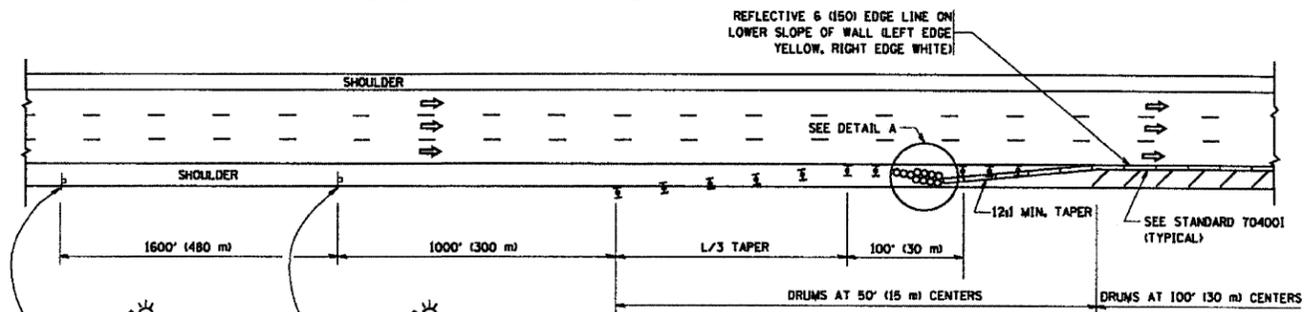
GENERAL NOTES

1. THE "L" DISTANCE EQUALS:
 

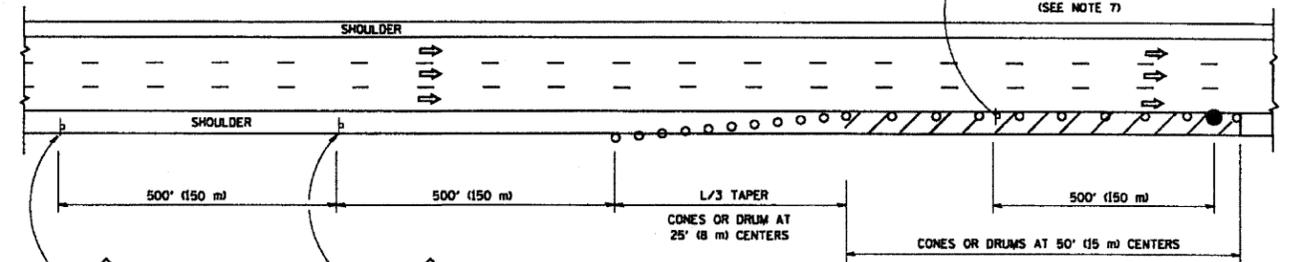
SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER	METRIC: $L = 0.65(W/S)$ ENGLISH: $L = (W \times S)$

 W = WIDTH OF OFFSET IN FEET (METERS)  
 S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350 COMPLIANT FOR POSTED SPEED.

DETAIL "A" IMPACT ATTENUATOR, TEMPORARY (SEE NOTE 5)

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

FILE NAME = W:\distatd\22x34\17.dgn	USER NAME = geglionbt	DESIGNED -	REVISED - J.A.F. 12-02
		DRAWN - D.W.S.	REVISED - 04-03
		CHECKED -	REVISED - J.A.F. 12-06
		DATE - 11-96	REVISED - S.P.B. 01-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES		F.A.P. RTE. 341	SECTION 42-Z (2 & 3) RS-3	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 23
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 60107		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT						