

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	0507 RS-1	COOK	19	1
		ILLINOIS	CONTRACT NO. 60108	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

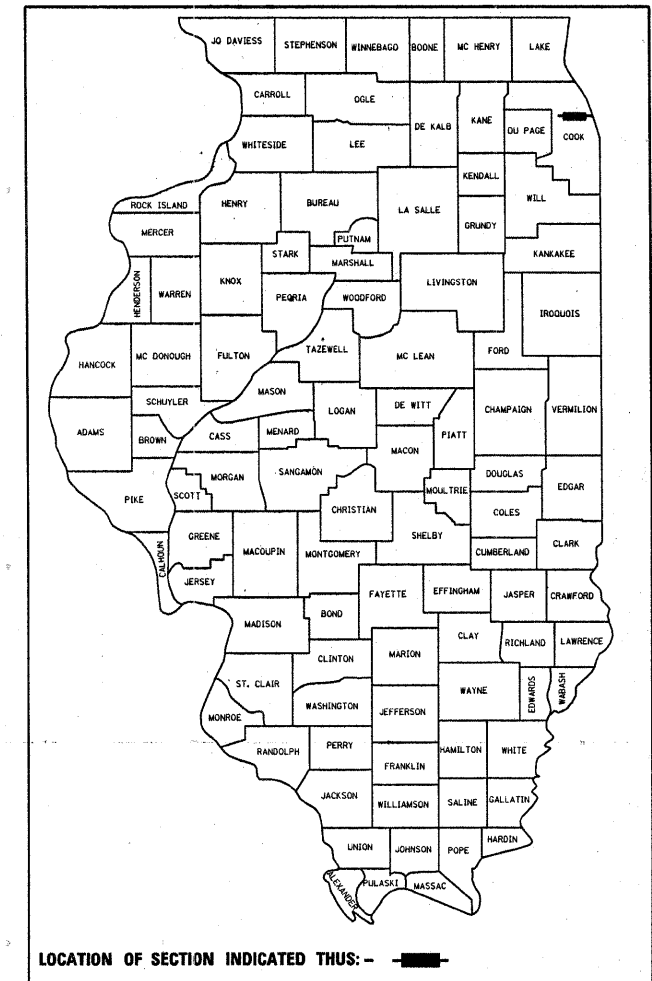
**PROPOSED
HIGHWAY PLANS**

FAU ROUTE 1285: PALATINE RD
ROSELLE RD TO QUENTIN RD
SECTION 0507 RS-1
RESURFACING
COOK COUNTY
C-91-848-09

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS IMPROVEMENT IS LOCATED
IN THE VILLAGE OF PALATINE

D-91-848-09



TRAFFIC DATA

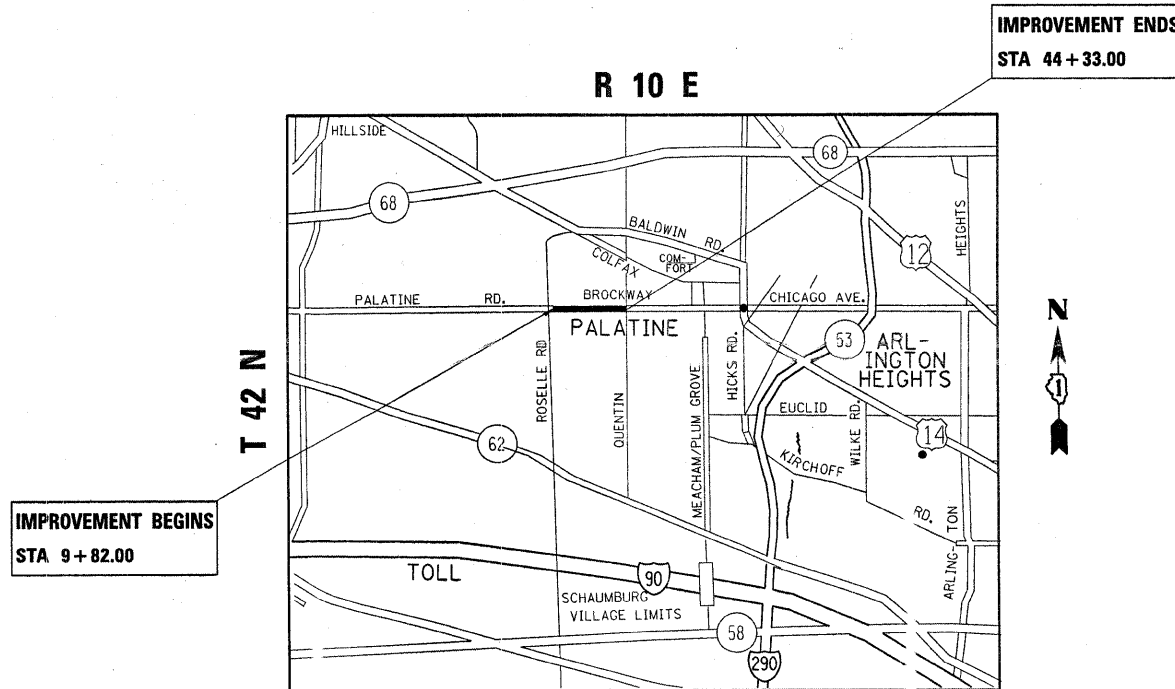
2006 ADT = 14600
POSTED SPEED LIMIT = 35 MPH

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

PROJECT ENGINEER ROBERT BORO (847) 705-4178
PROJECT MANAGER KEN ENG

CONTRACT NO. 60108



PALATINE TOWNSHIP

GROSS AND NET LENGTH OF IMPROVEMENT = 3451 FT = 0.654 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 22, 2010
Don Okin
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

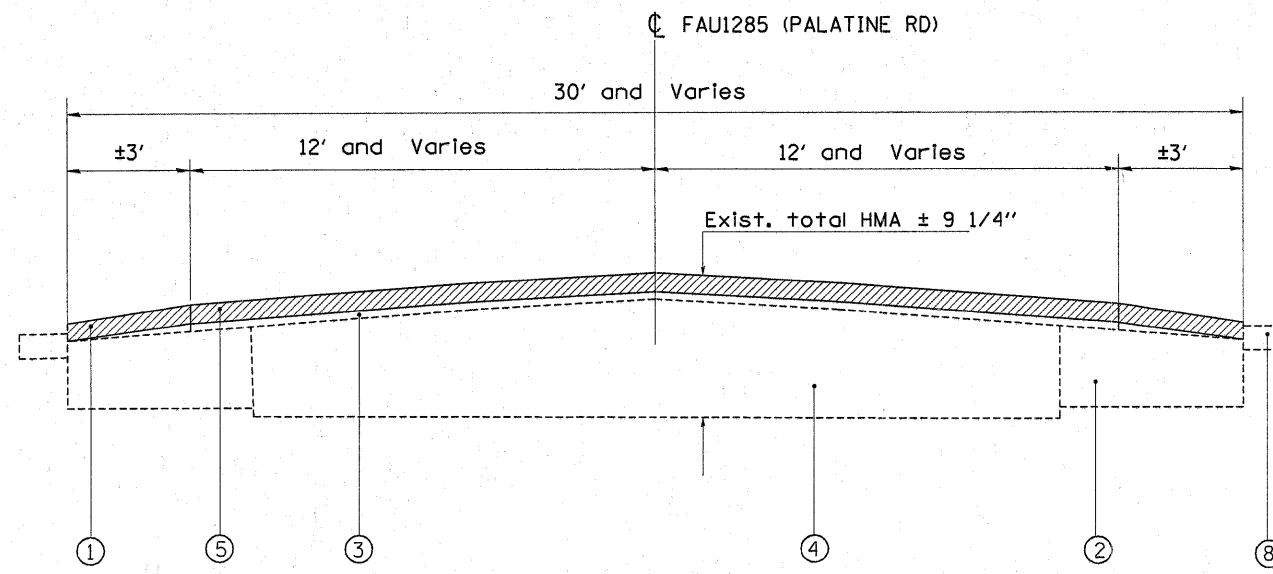
May 7, 2010
Scott E. Stitt P.E./e
ENGINEER OF DESIGN AND ENVIRONMENT

May 7, 2010
Christina M. Reed/e
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

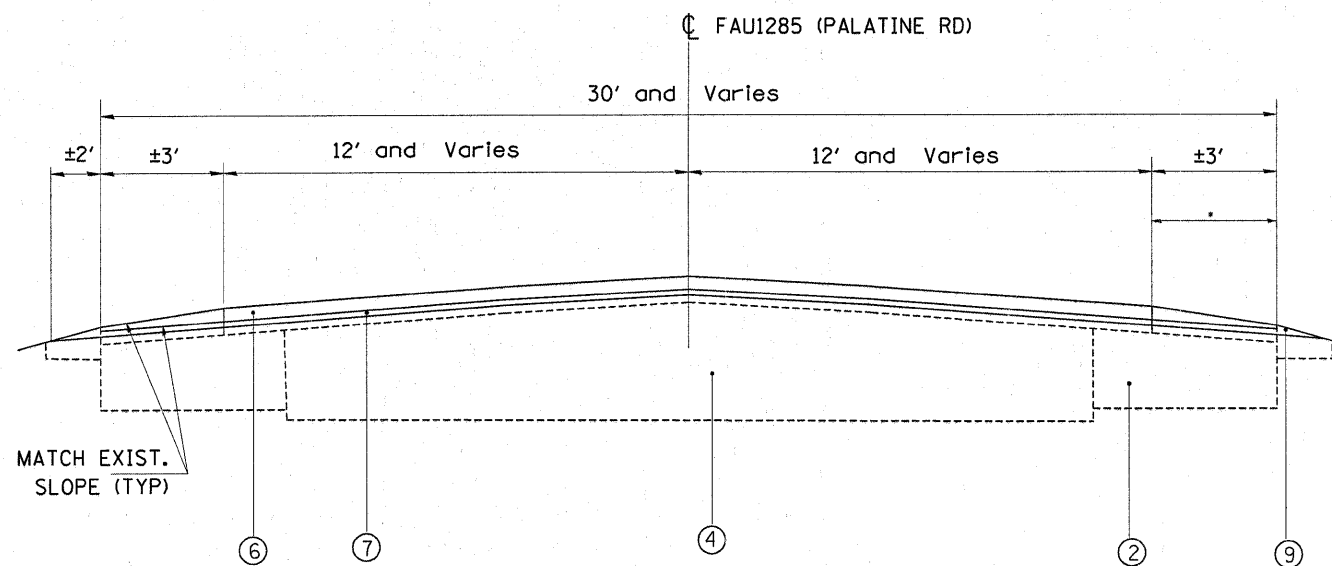
PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	I 000				CODE NO	ITEM	UNIT	TOTAL QUANTITIES	I 000				
			URBAN 100% STATE								URBAN 100% STATE					
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	20	20				70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	73	73				
20400800	FURNISHED EXCAVATION	CU YD	80	80				70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	13505	13505				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	212	212				70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	236	236				
25000210	SEEDING, CLASS 2A	ACRE	0.04	0.04				70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	101	101				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	4	4				70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	40	40				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	4	4				* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	73	73				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	4	4				* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13505	13505				
25100630	EROSION CONTROL BLANKET	SO YD	212	212				* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	236	236				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	5	5				* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	101	101				
40600300	AGGREGATE (PRIME COAT)	TON	24	24				* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	40	40				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	4	4				* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	170	170				
40600895	CONSTRUCTING TEST STRIP	EACH	1	1				* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	95	95				78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	34	34				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	985	985				* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	153	153				
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	11721	11721				X0322256	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4				
44201729	CLASS D PATCHES, TYPE II, 7 INCH	SO YD	317	317				40600826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	462	462				
44201733	CLASS D PATCHES, TYPE III, 7 INCH	SO YD	122	122												
44201735	CLASS D PATCHES, TYPE IV, 7 INCH	SO YD	374	374												
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SO YD	120	120												
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	170	170												
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	1430	1430												
51201400	FURNISHING STEEL PILES HP10X42	FOOT	64	64												
51202305	DRIVING PILES	FOOT	64	64												
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	3	3												
* 63000130	STEEL PLATE BEAM GUARD RAIL, TYPE A (SPECIAL)	FOOT	33	33												
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2												
63200310	GUARDRAIL REMOVAL	FOOT	33	33												
64200105	SHOULDER RUMBLE STRIP	FOOT	6400	6400												
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3												
67100100	MOBILIZATION	L SUM	1	1												
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1												
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	4140	4140												

* Specialty Items



EXISTING TYPICAL SECTION
STA 7+85 TO STA 10+07.00



PROPOSED TYPICAL SECTION
STA 7+85 TO STA 10+07.00

• PROP. SHOULDER RUMBLE STRIP

LEGEND

- ① EXISTING HMA RUMBLE SHOULDER, ± 3'
- ② EXISTING HMA AGGREGATE MIXTURE BASE COURSE, ± 6"
- ③ EXISTING HMA SURFACE COURSE, ± 3"
- ④ EXISTING HMA BASE COARSE
- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- ⑥ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑦ PROPOSED POLYMERIZED LEVELING BINDER (M M), IL-4.75, N50, 3/4"
- ⑧ EXISTING AGGREGATE SHOULDER
- ⑨ PROPOSED WEDGE AGGREGATE SHOULDERS, TYPE B

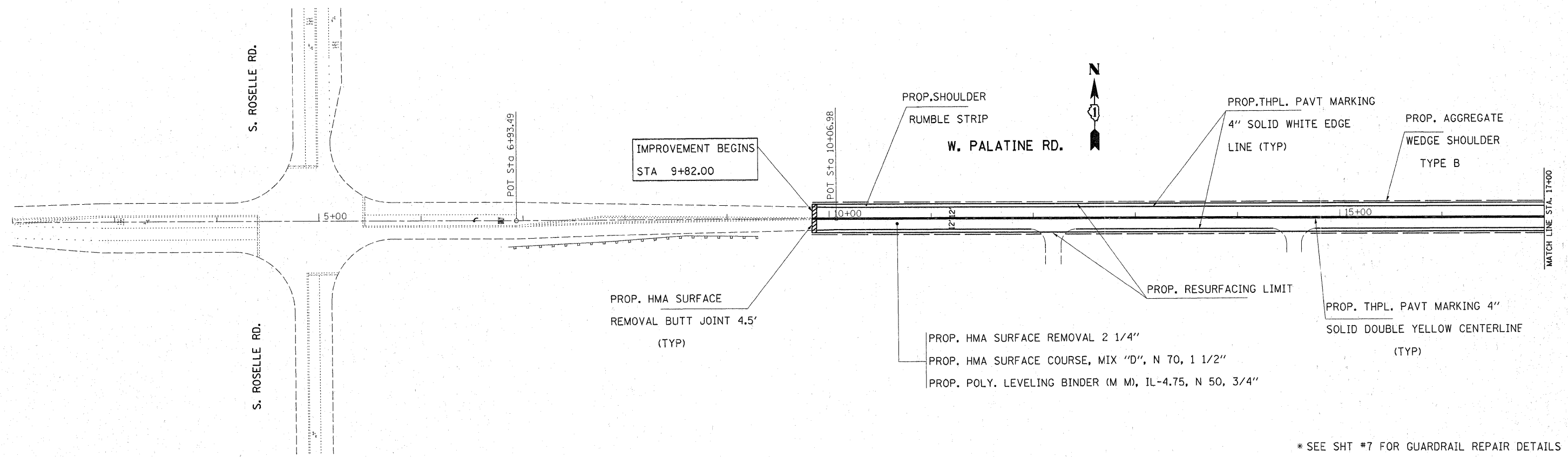
HMA MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N 70. (IL 9.5 mm)	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (M M), IL-4.75, N50	4% @ 50 GYR
CLASS D PATCHES, (HMA BINDER IL-19mm)	4% @ 70 GYR

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

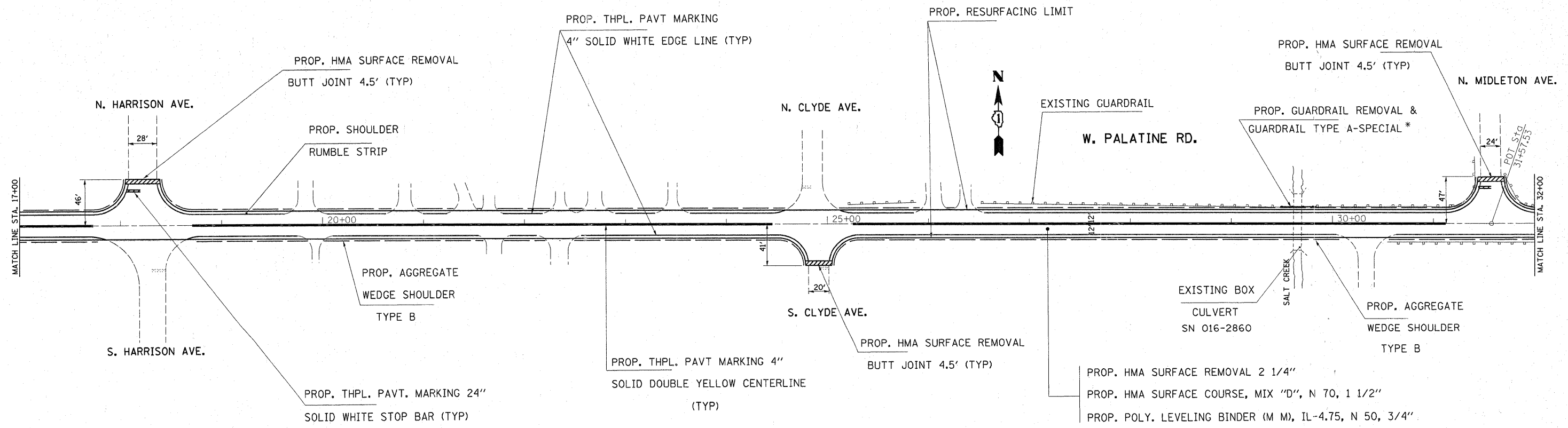
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70 -22" AND FOR NON POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING



* SEE SHT #7 FOR GUARDRAIL REPAIR DETAILS



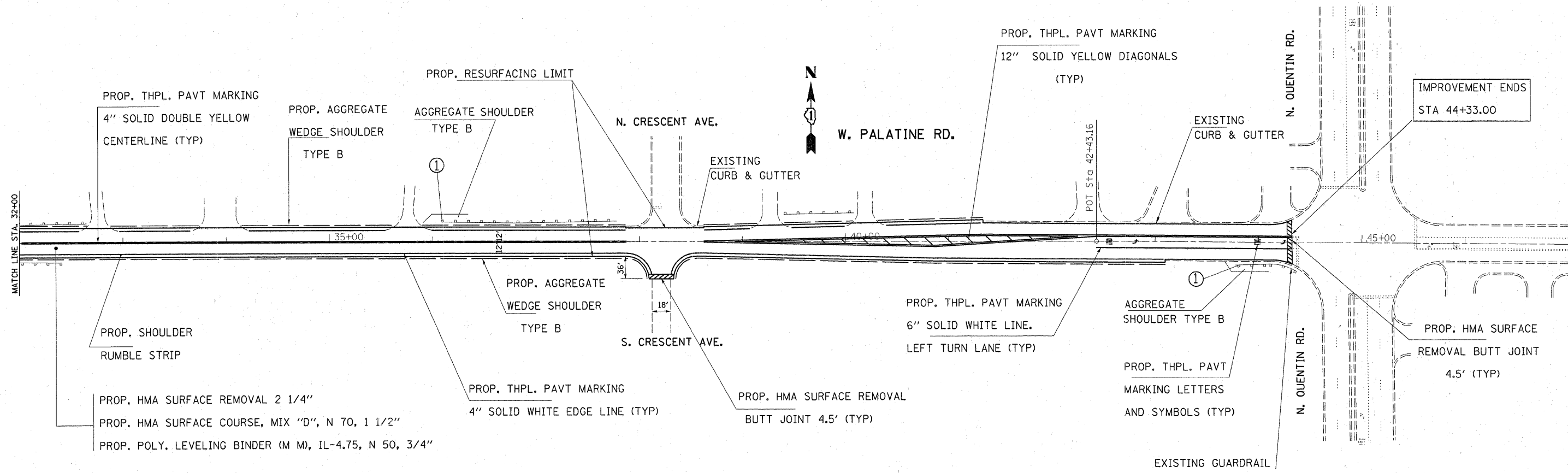
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 3/30/2010	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PALATINE RD (ROSELLE RD TO QUENTIN RD)
ROADWAY AND PAVEMENT MARKING PLANS**

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
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F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	0507 RS-1	COOK	19	5
CONTRACT NO. 60108			ILLINOIS FED. AID PROJECT	



① EXIST. TERMINAL SECTION TO BE REPLACED WITH NEW TYPE 1 (SPECIAL) - TANGENT 50 FT LONG. SEE STANDARD 630301 & DISTRICT DETAIL (BD-34).

OTHER PAY ITEMS WITH QUANTITIES ESTIMATED FOR THIS AREA INCLUDE:
 REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL
 FURNISHED EXCAVATION
 TOP SOIL FURNISH AND PLACE, 4"
 SEEDING, CLASS 2A
 NITROGEN FERTILIZER NUTRIENT
 PHOSPHORUS FERTILIZER NUTRIENT
 POTASSIUM FERTILIZER NUTRIENT
 EROSION CONTROL BLANKET
 AGGREGATE SHOULDER, TYPE B - 6"
 GUARDRAIL REMOVAL

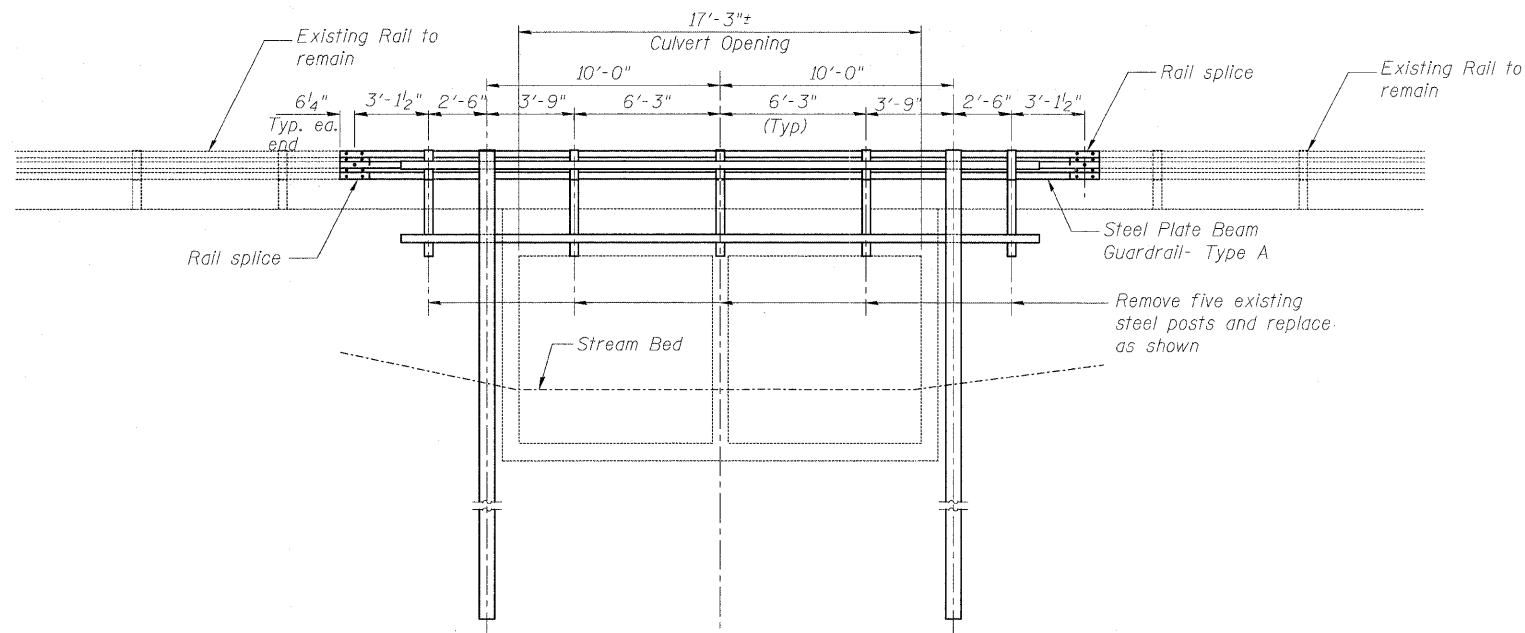
FILE NAME = c:\pw_work\PWIDOT\GORENGAUTAB\0146052	USER NAME = gorenautab 0184809-shr-plandgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PALATINE RD (ROSELLE RD TO QUENTIN RD) ROADWAY AND PAVEMENT MARKING PLANS	F.A.U. RTE. 1285	SECTION 0507 RS-1	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 6		
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 60108				
PLOT DATE = 3/30/2010		DATE -	REVISED -			ILLINOIS FED. AID PROJECT						

Existing Structure: SN 016-2860, F.A.U. Rte 1285, Section 0507RS-1 is a single span
Cast-in-Place 8"x 8" Double Box Culvert.

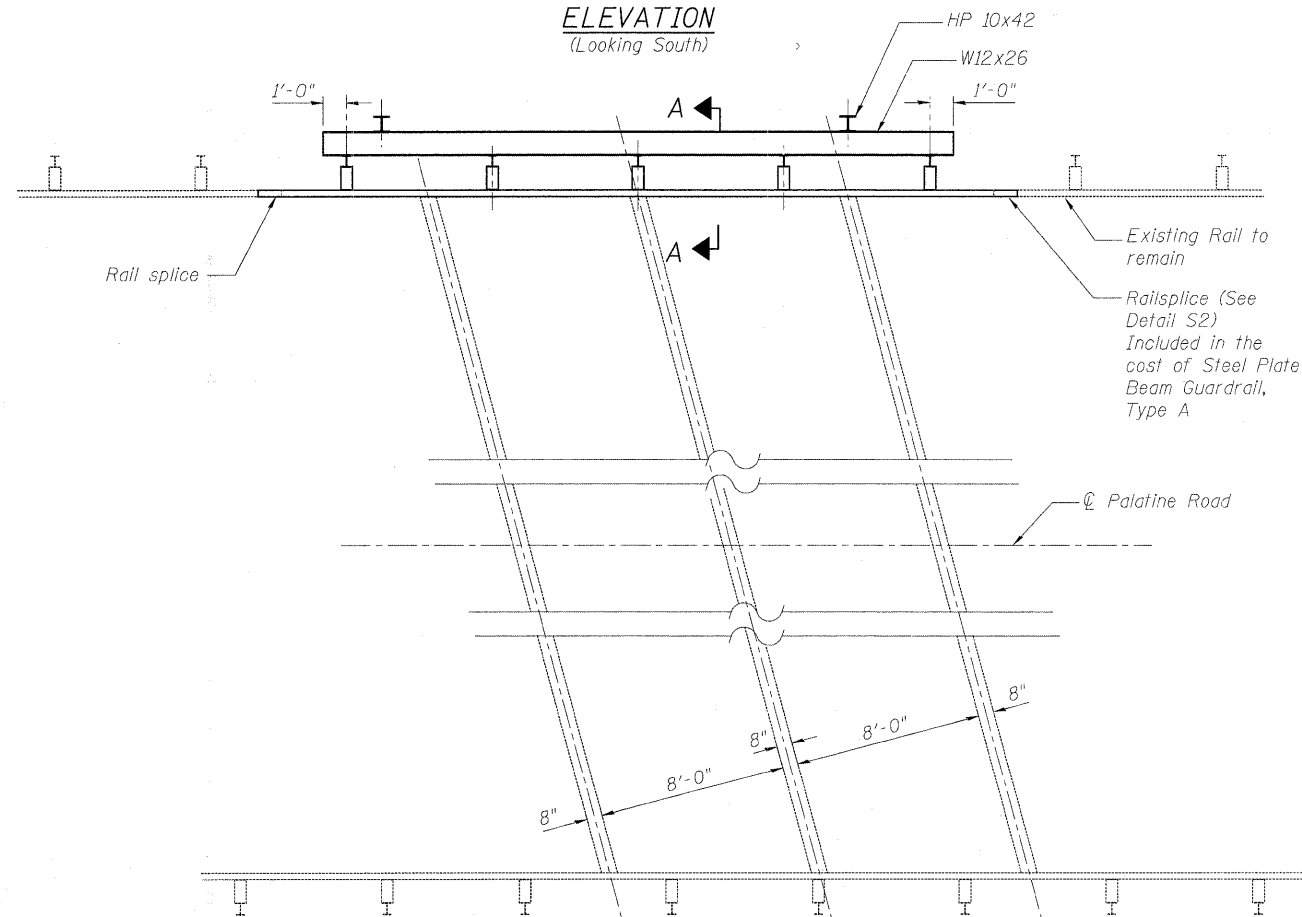
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL

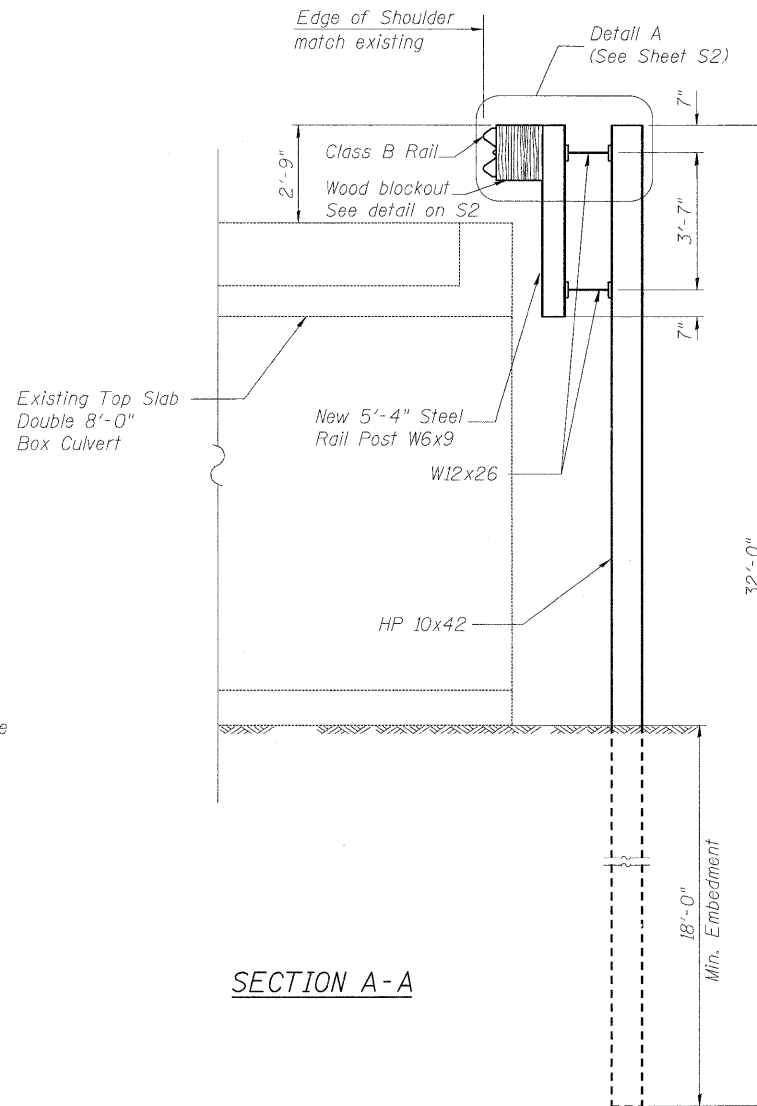
ITEM	UNIT	SUPER	SUB	TOTAL
Guardrail Removal	Foot	33	-	33
Furnishing Steel Piles HP 10x42	Foot	64	-	64
Driving Piles	Foot	64	-	64
Steel Plate Beam Guardrail Type A Special	Foot	33	-	33
Furnishing & Erecting Structural Steel	Pound	1,430	-	1,430



ELEVATION
(Looking South)



PLAN



SECTION A-A

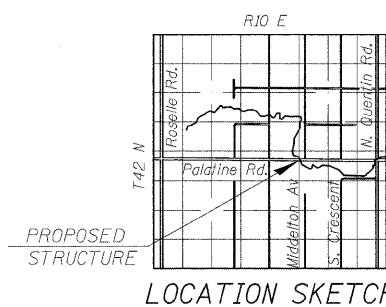
SCOPE OF WORK

1. Remove portion of existing Steel Plate Beam Guardrail.
2. Remove five existing steel posts.
3. Install H-Pile HP10x42.
4. Install new Steel Rail Post
5. Install new Steel Plate Beam Guardrail.

NOTES

1. "The furnishing and installation of the W12x26 steel cross-beams will be paid for at the contract unit price per pound for Furnishing and Erecting Structural Steel, which shall include the connections and the cost to create the holes in the W12x26 steel cross-beams that will be required to attach to the W12x26 steel cross beams to the W6x9 rail posts and the HP 10x42 steel piles."
2. "The furnishing and installation of the HP 10x42 steel piles shall be done according to the details shown in the plans, per the applicable requirements of Section 512 of the Standard Specifications, and as specified herein. The furnishing and installation of the HP 10x42 steel piles will be paid for at the contract unit price per foot for Furnishing Steel Piles HP 10x42 and per foot for Driving Piles, which shall include the connections and the cost to create the holes in the HP 10x42 steel piles that will be required to attach to the W12x26 steel cross beams to the HP 10x42 steel piles."

GUARDRAIL PLAN, ELEVATION & DETAILS
FAU 1285 (PALATINE ROAD)
OVER DITCH
COOK COUNTY
STA. 70+04.0
STRUCTURE NO. 016-2860



LOCATION SKETCH

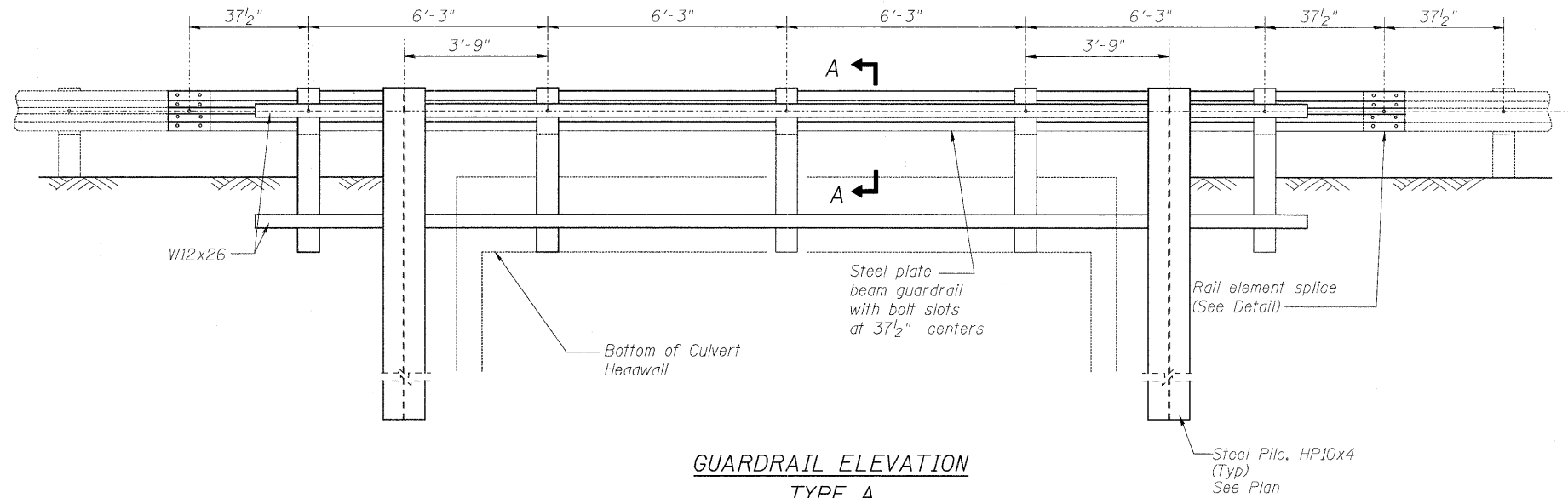
DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



180 S. WACKER DRIVE SUITE 700 CHICAGO IL 60606 P.312-686-8918 F.312-686-8415

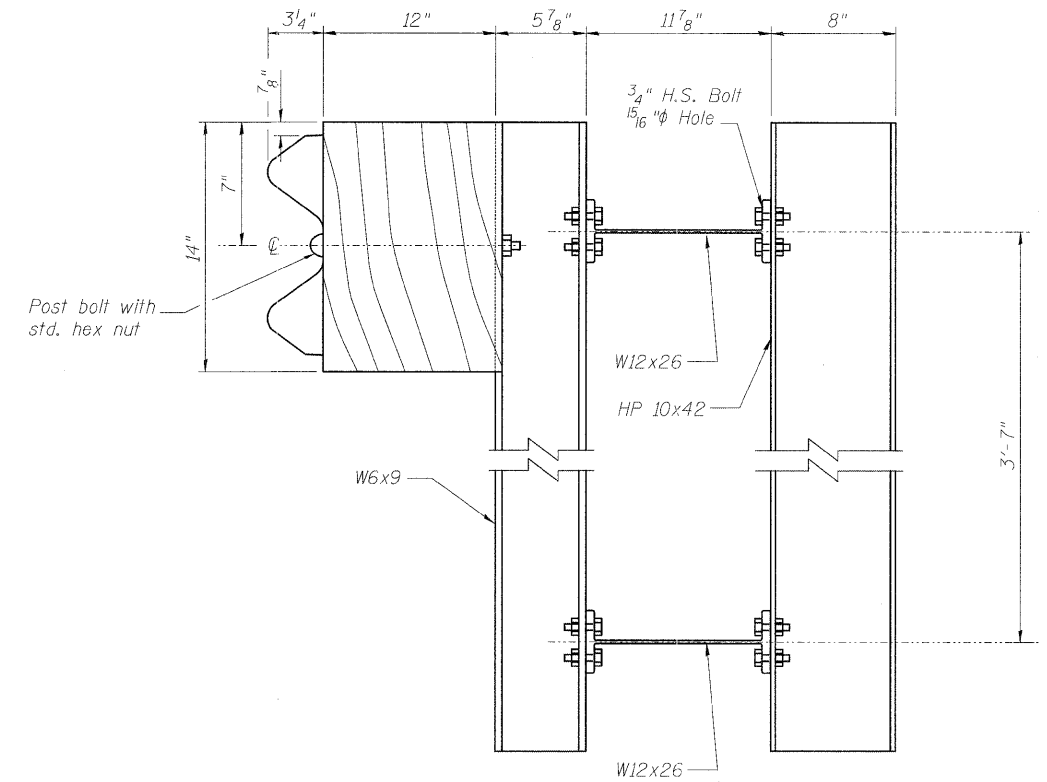
SHEET NO. S1 S2 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1285	0507RS-1	COOK	19	7
			CONTRACT NO. 60108		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

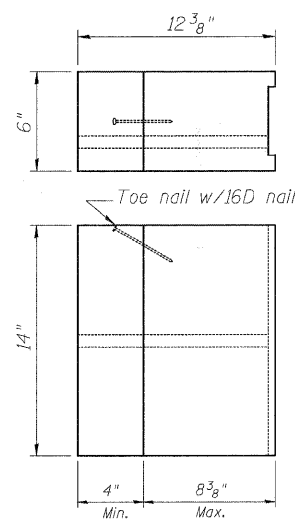


**GUARDRAIL ELEVATION
TYPE A**

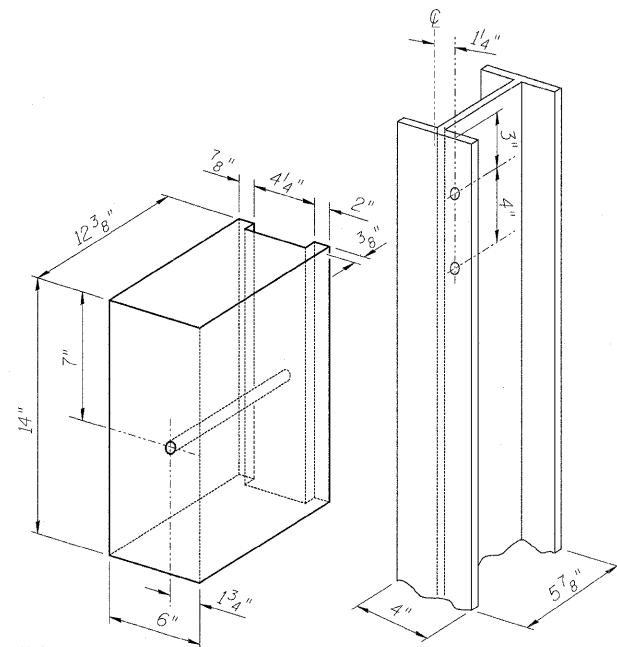
6'-3" Typical post spacing



DETAIL A

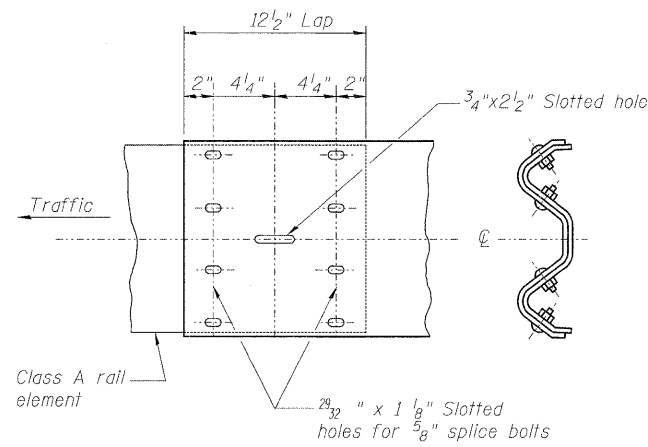


**TWO-PIECE WOOD
BLOCKOUT OPTION**

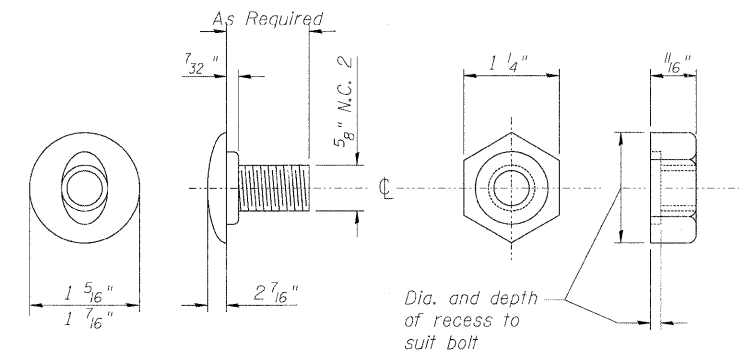


Note:
All Holes 3/4" dia.

**WOOD BLOCK-OUT AND
STEEL POST DETAILS**



RAIL ELEMENT SPLICE



POST OR SPLICE BOLT & NUT

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG

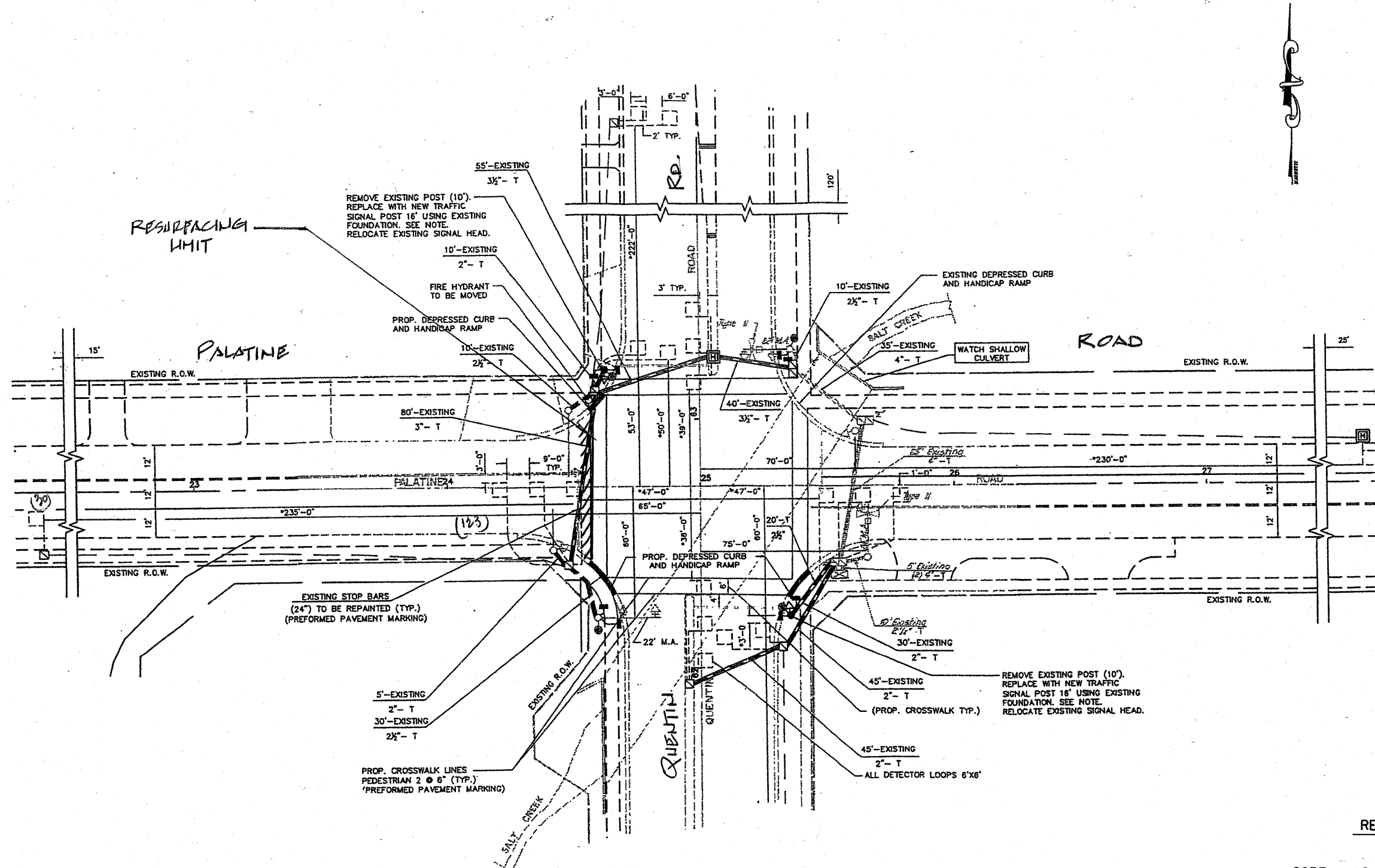


**GUARDRAIL DETAILS
STRUCTURE NO. 016-2860**

SHEET NO. S2 S2 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1285	0507RS-1	COOK	19	8
			CONTRACT NO. 60108		
ILLINOIS FED. AID PROJECT					

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

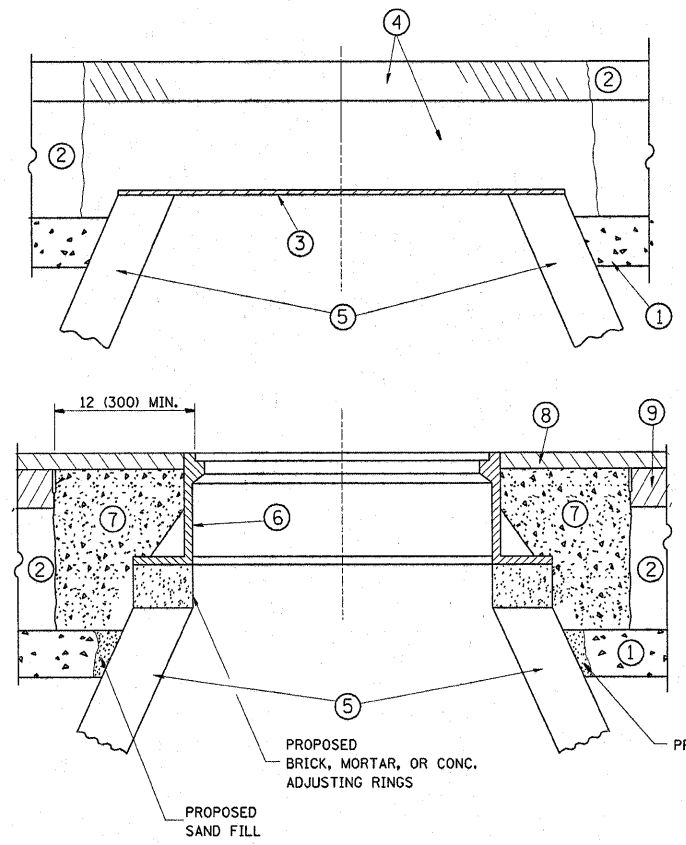
CODE	QUANTITY	UNIT	ITEM
86600600	153	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kanthaphixaybc	DESIGNED - BCK	REVISED -
c:\pwork\p\WIDOT\KANTHAPHIXAYBC\081126	4\trfflc.legend.v7.dgn	DRAWN - BCK	REVISED -
	PLOT SCALE = 39.9360' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/3/2009	DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
PALATINE RD. @ QUENTIN RD.

FALL RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	0507 RS-3	COOK	19	9
CONTRACT 00708				
SCALE: NONE		SHEET NO. OF SHEETS		STA. TO STA.
				FED. ROAD DIST. NO. 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 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

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

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

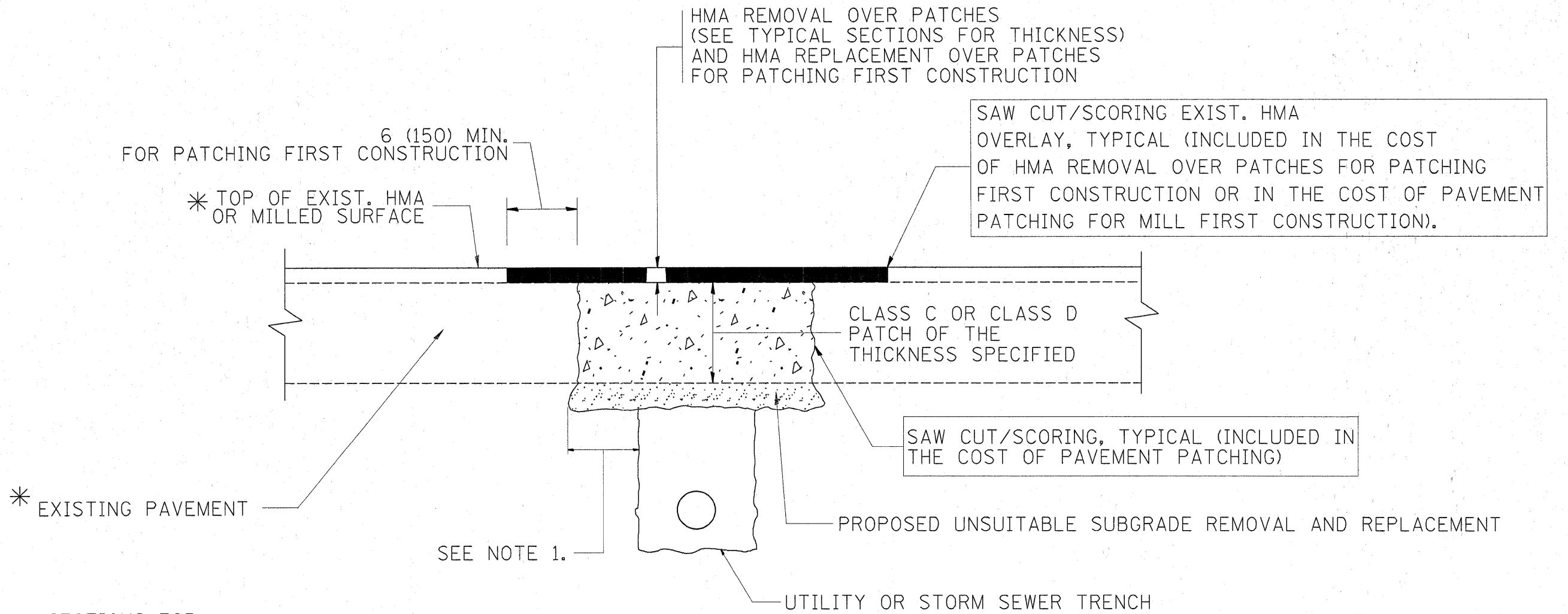
BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = gorengautab	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A.U. RTE. 1285	SECTION 0507 RS-1	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 10
ct:\pw_work\FWIDOT\GORENGAUTAB\d0146052	D1stStd.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-03 (BD-8)		CONTRACT NO. 60108		
		PLDT SCALE = 50.0000' / IN.	CHECKED -		REVISED - R. WIEDEMAN 05-14-04							
		PLDT DATE = 3/30/2010	DATE - 10-25-94		REVISED - R. BORO 01-01-07							



* 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)

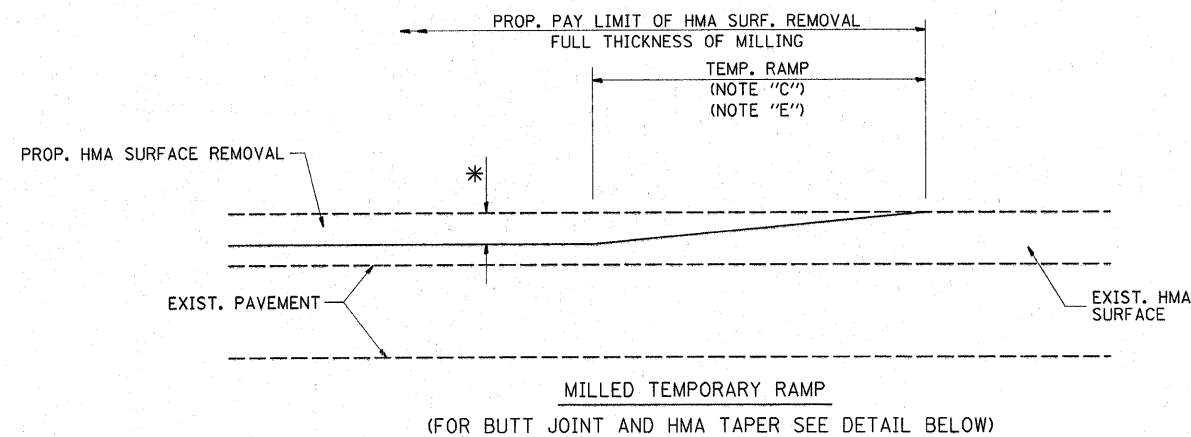
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

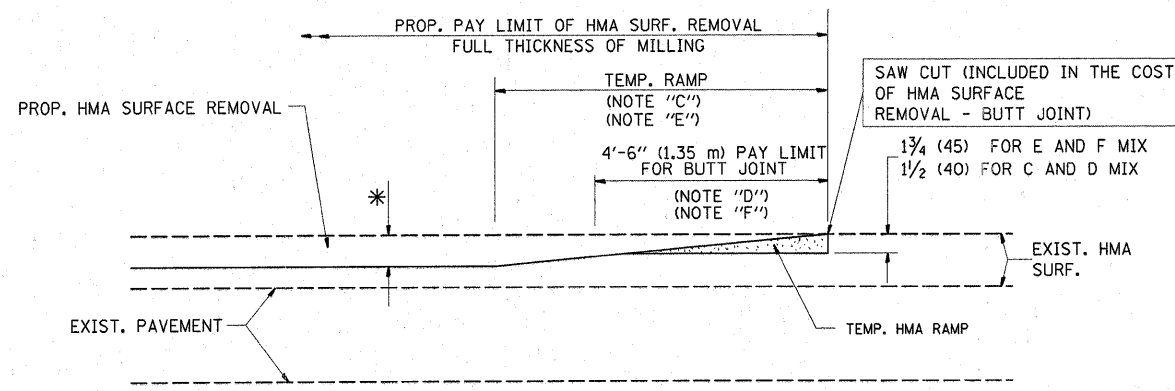
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

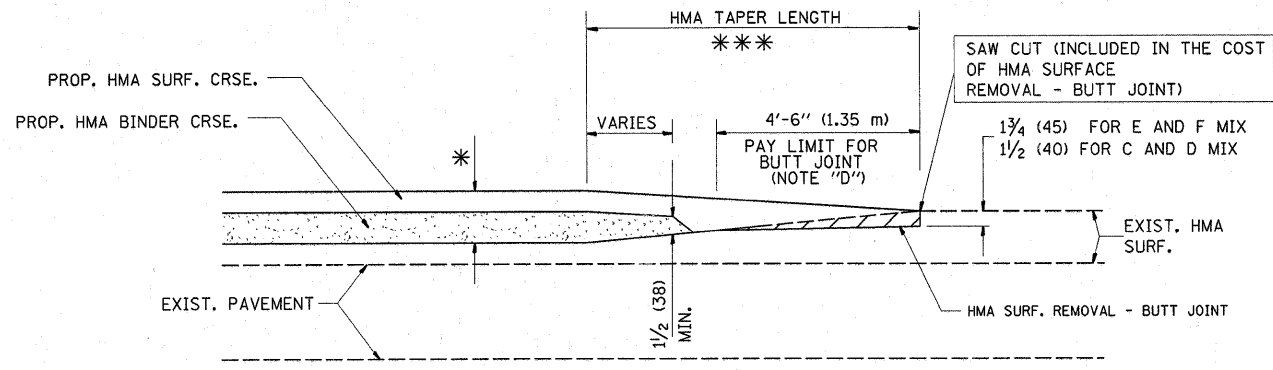
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ct:\pw_work\PWIDOT\GORENGAUTAB\d0146052	DistStd.dgn	DRAWN -	REVISED - R. BORO 01-01-07		1285	0507 RS-1	COOK	19	11			
PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED - R. BORO 09-04-07			BD400-04 (BD-22)		CONTRACT NO. 60108					
PLOT DATE = 3/30/2010	DATE - 10-25-94	REVISED - K. ENG 10-27-08			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



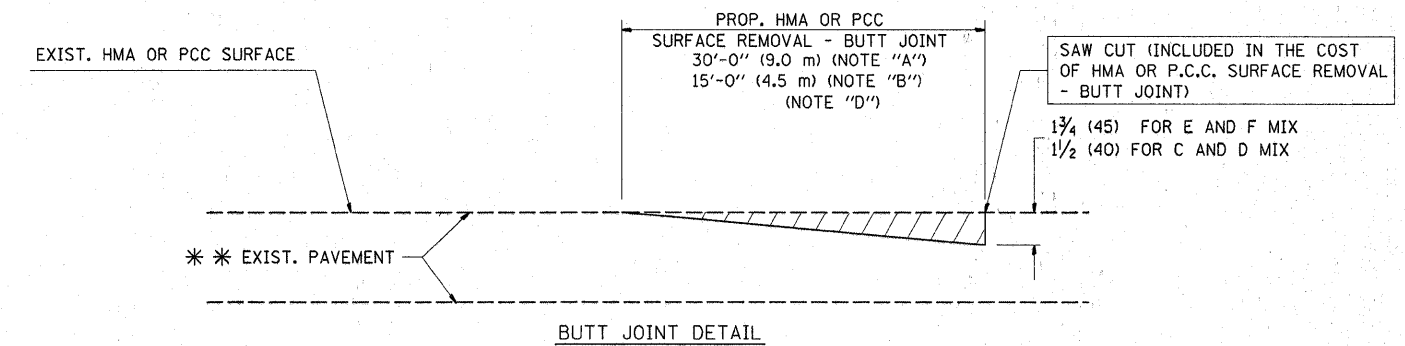
OPTION 1



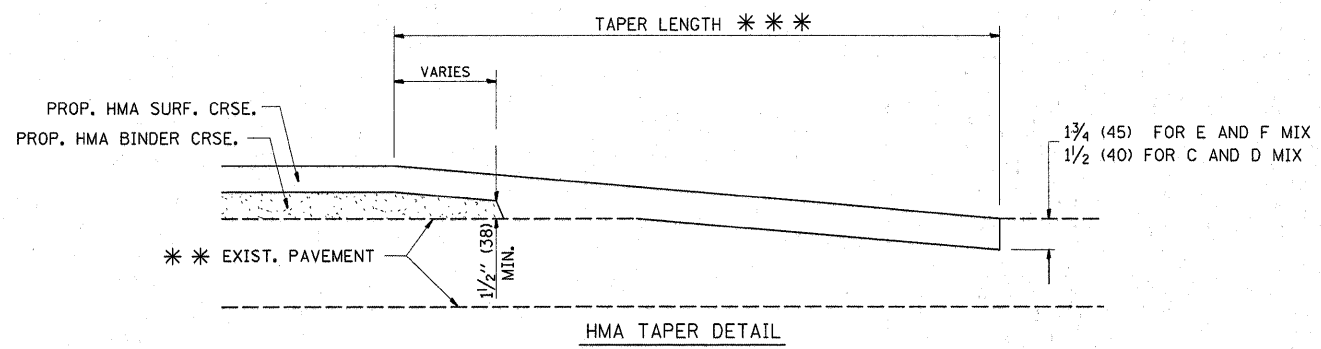
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

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

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

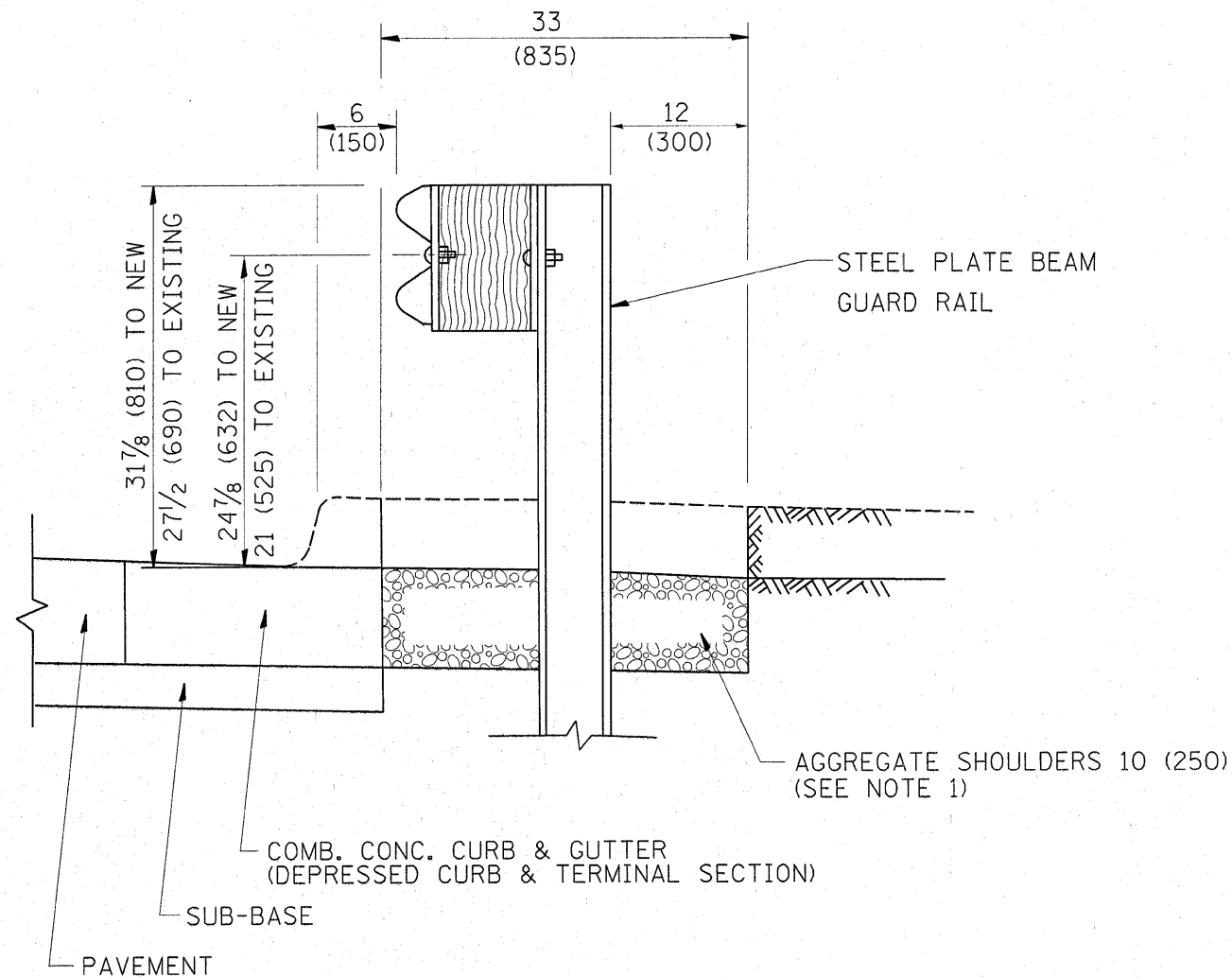
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ct:\pw\work\PW100T\GORENGAUTAB\d0146052	Dist5td.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 3/30/2010	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	0507 RS-1	COOK	19	12
BD400-05 BD32		CONTRACT NO. 60108		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

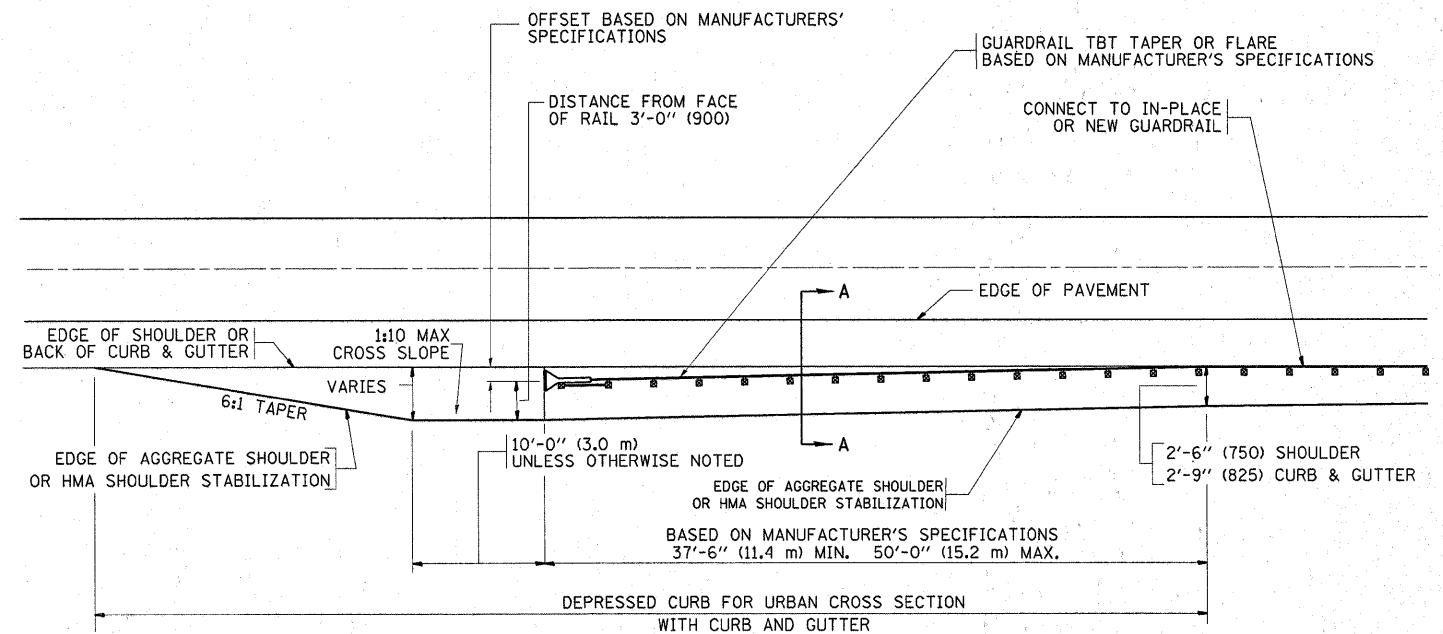
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SECTION A-A

- NOTES:
1. THE AGGREGATE SHOULDER, 10" OR HMA SHOULDER, 6" (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
 2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
 3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

**DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]**



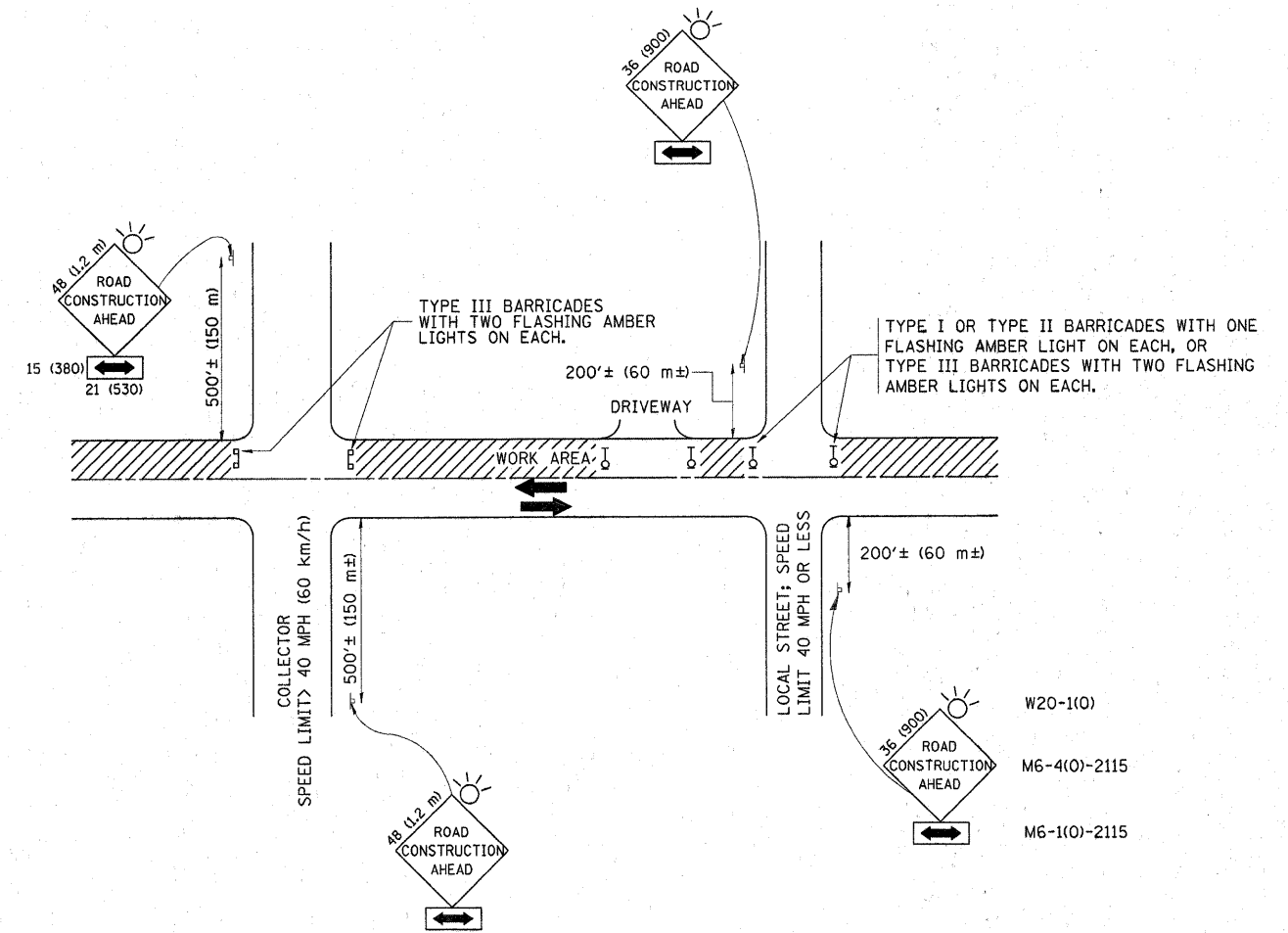
**DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDERS 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = gorengautab	DESIGNED - M. DE YONG	REVISED - E. GOMEZ 08-28-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL.		F.A.U. RTE. 1285	SECTION 0507 RS-1	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 13
c:\pw_work\PWIDOT\GORENGAUTAB\0146052	DistStd.dgn	DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD600-10 (BD 34)		CONTRACT NO. 60108
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 12-08-2008		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT						
	PLOT DATE = 3/30/2010	DATE - 09-22-90	REVISED - R. BORO 09-14-2009								



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

NOTES:

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

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

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

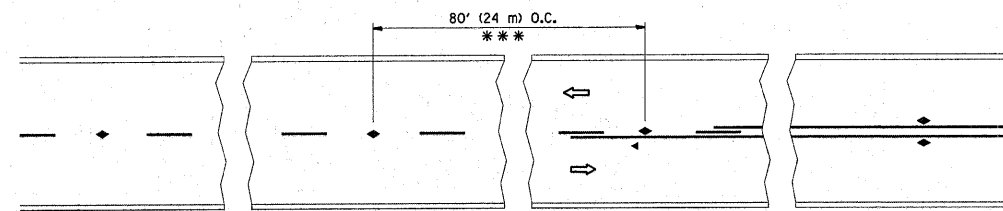
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ct\pwork\p\DOT\GORENGAUTAB\d0146052	DistStd.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 3/30/2010	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

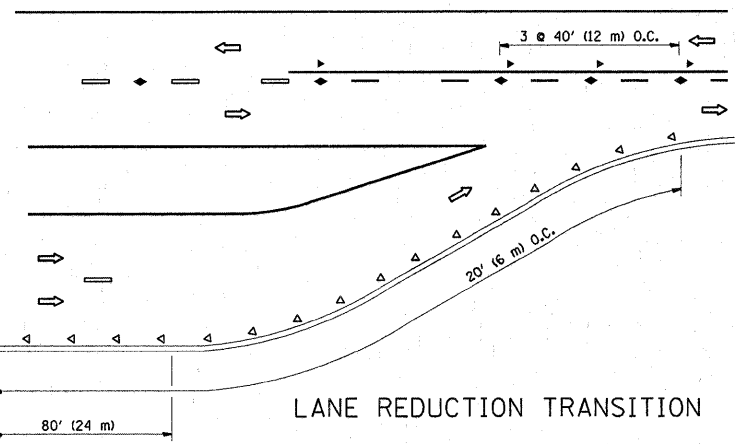
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 60108	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

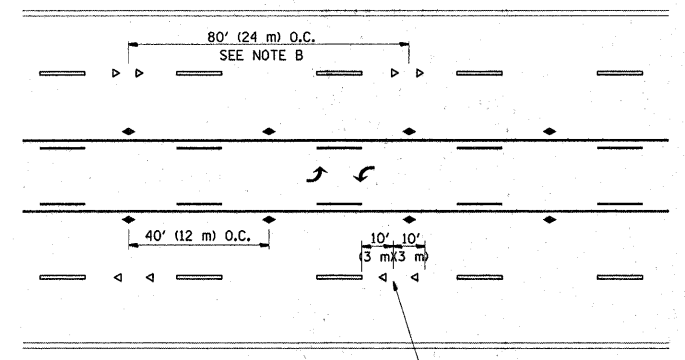


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

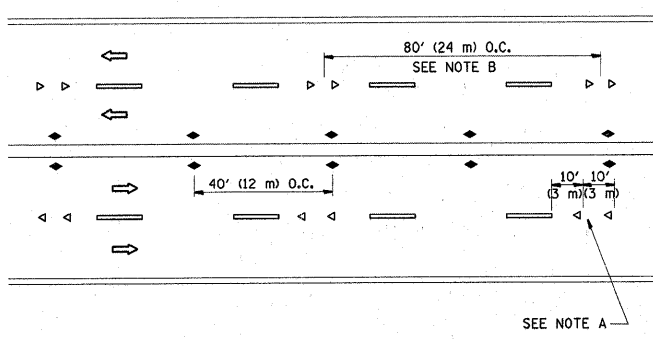
TWO-LANE/TWO-WAY



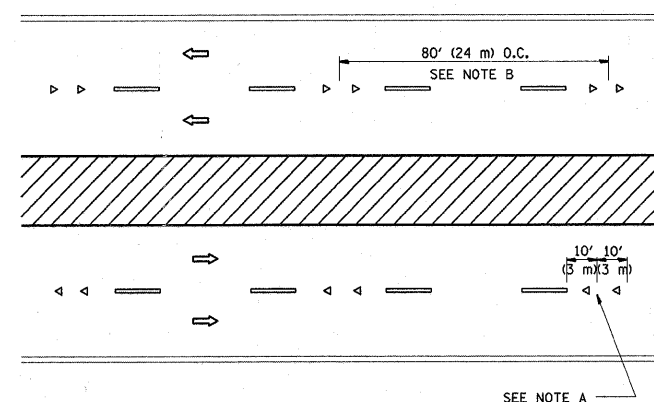
LANE REDUCTION TRANSITION



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

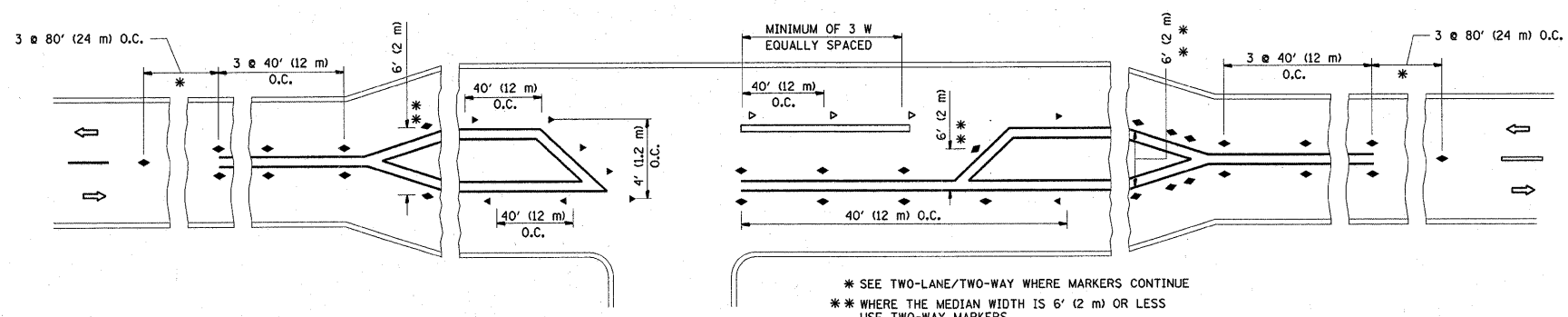
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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

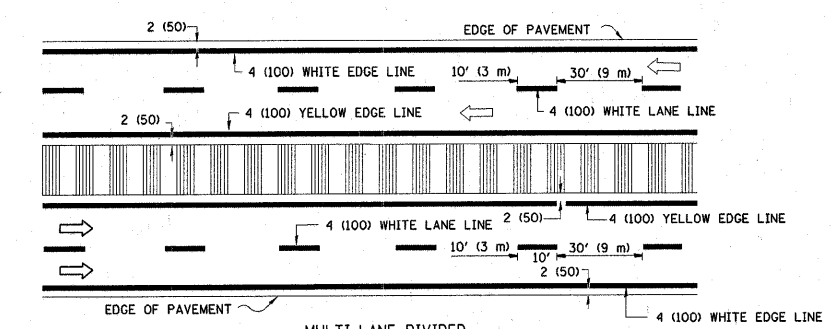
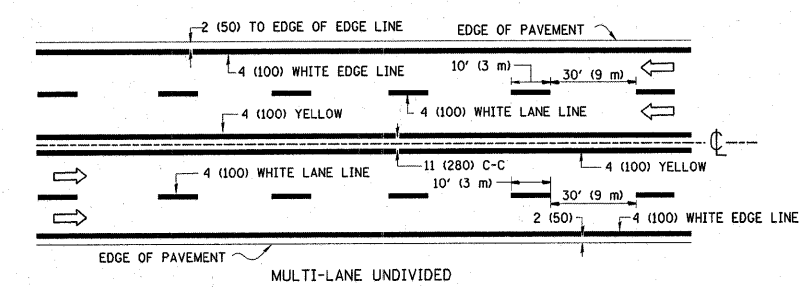
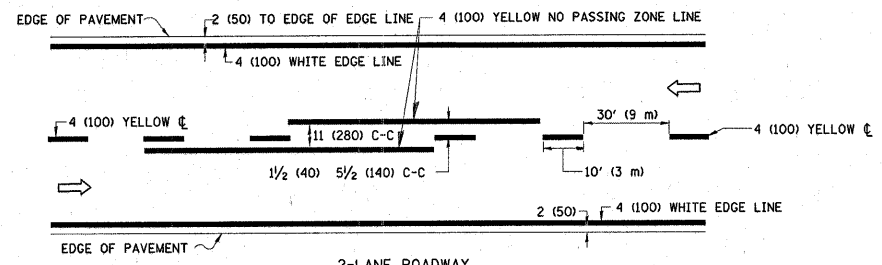


LEFT TURN

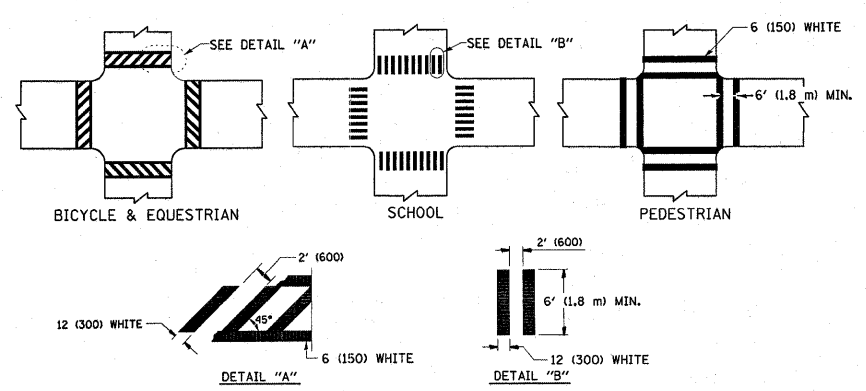
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

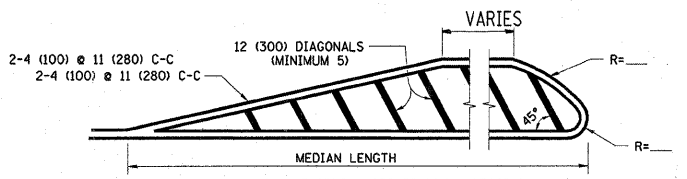
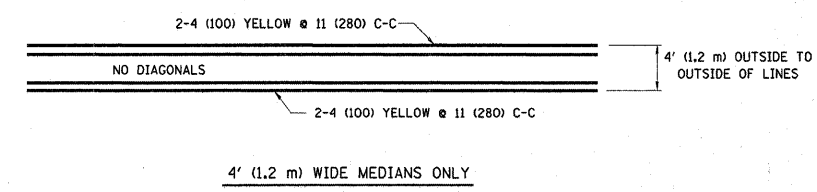
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	PLOT DATE = 3/30/2010	DATE -	REVISED - C. JUCIUS 09-09-09		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT								



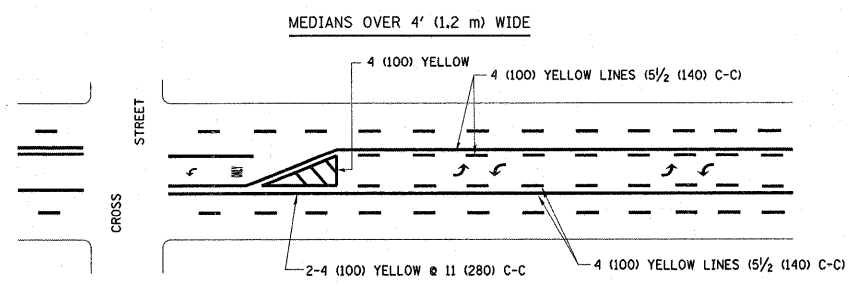
TYPICAL LANE AND EDGE LINE MARKING



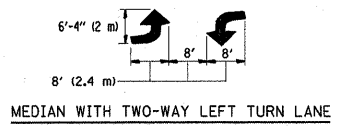
TYPICAL CROSSWALK MARKING



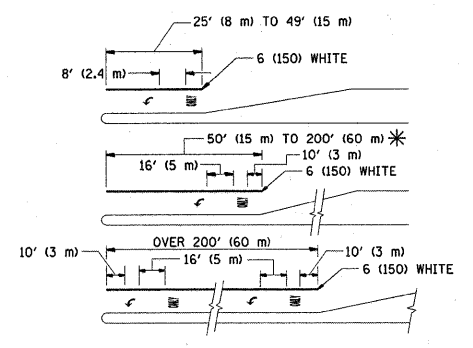
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



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.



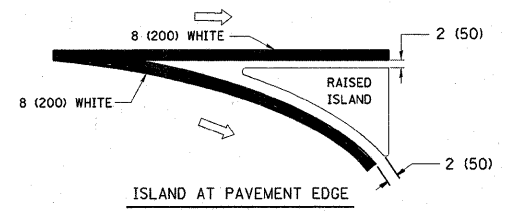
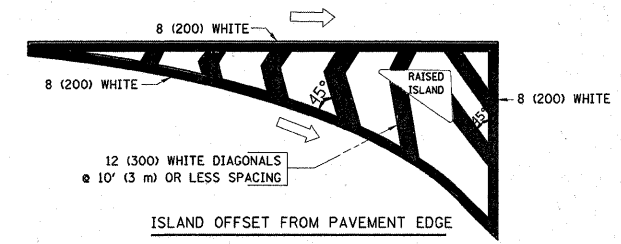
TYPICAL PAINTED MEDIAN MARKING



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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

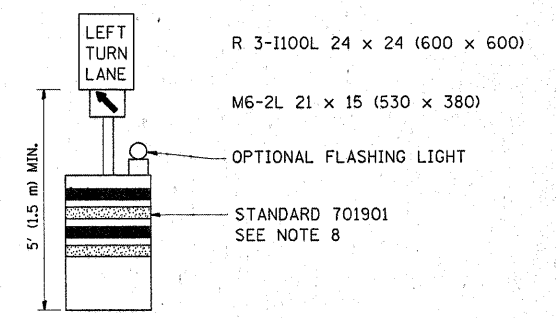
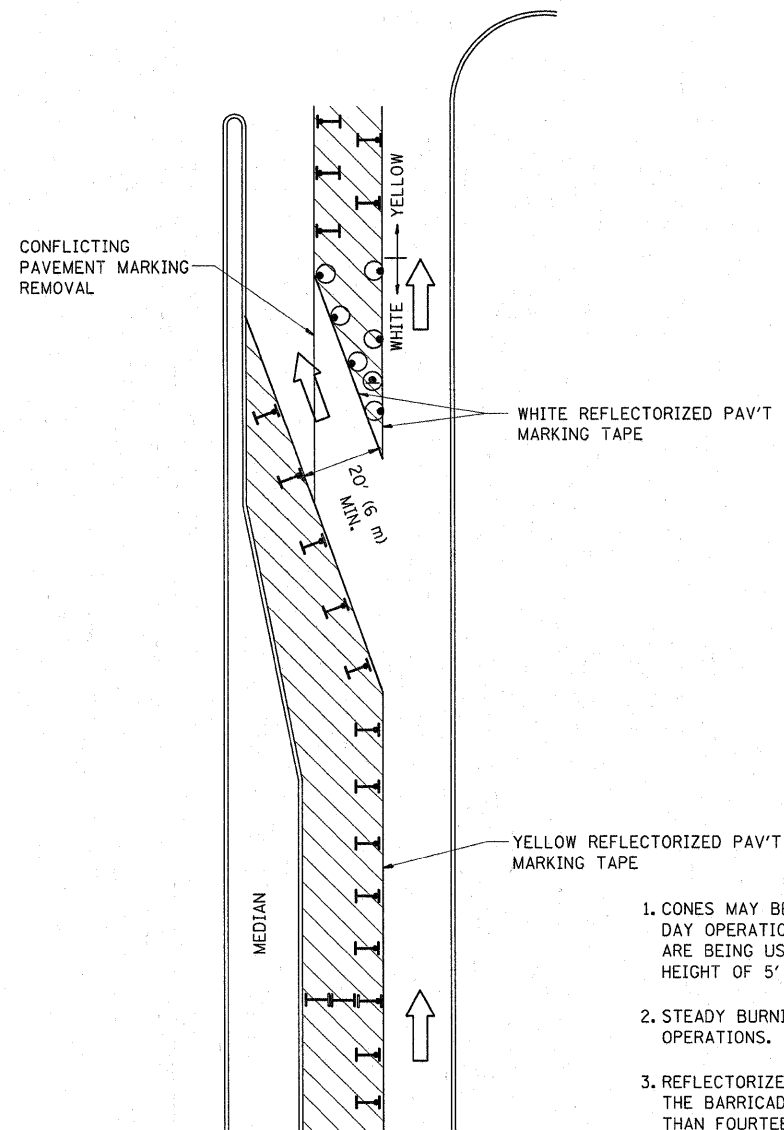


TYPICAL ISLAND MARKING

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) 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 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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

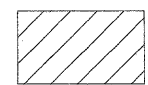







GENERAL NOTES

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 OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

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

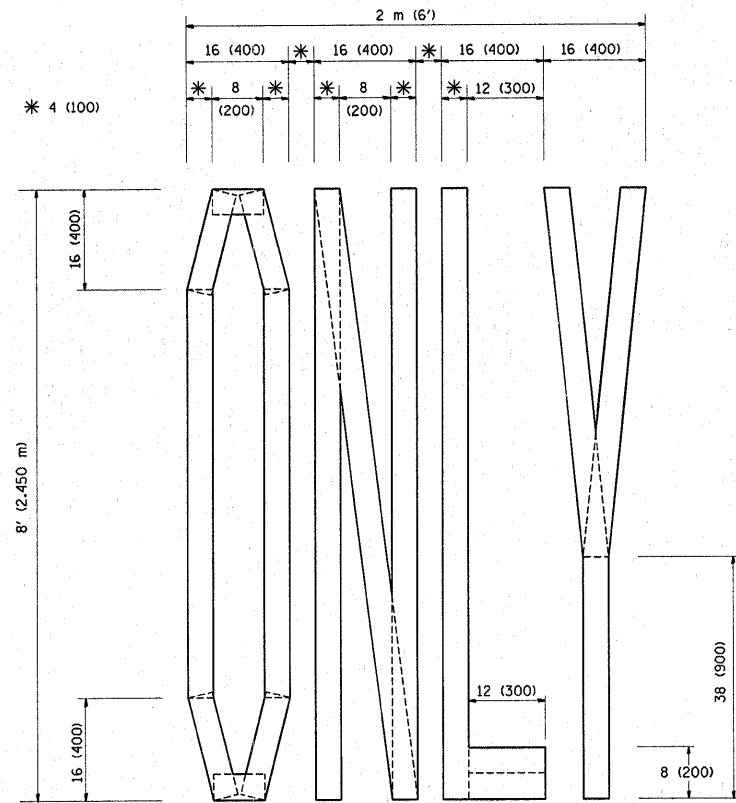
FILE NAME =	USER NAME = gorengautab	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
c:\pwork\pwidot\GORENGAUTAB\d0146052	DistStd.dgn	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 50.0000' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 3/30/2010	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

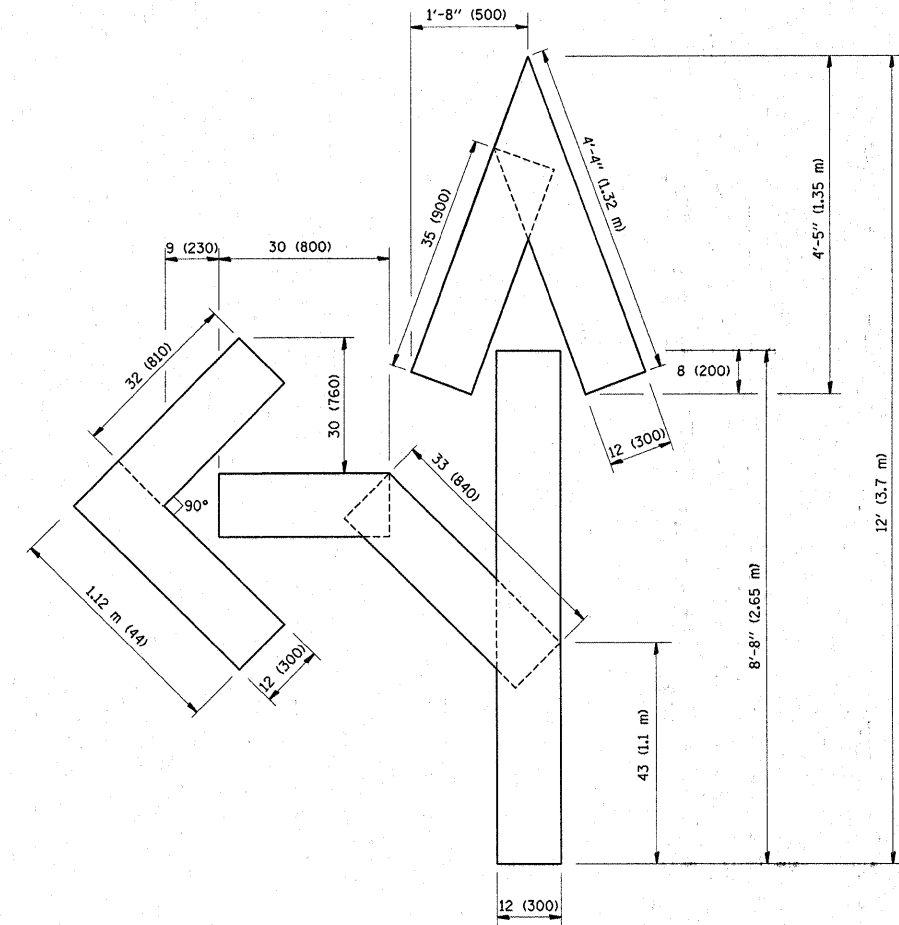
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

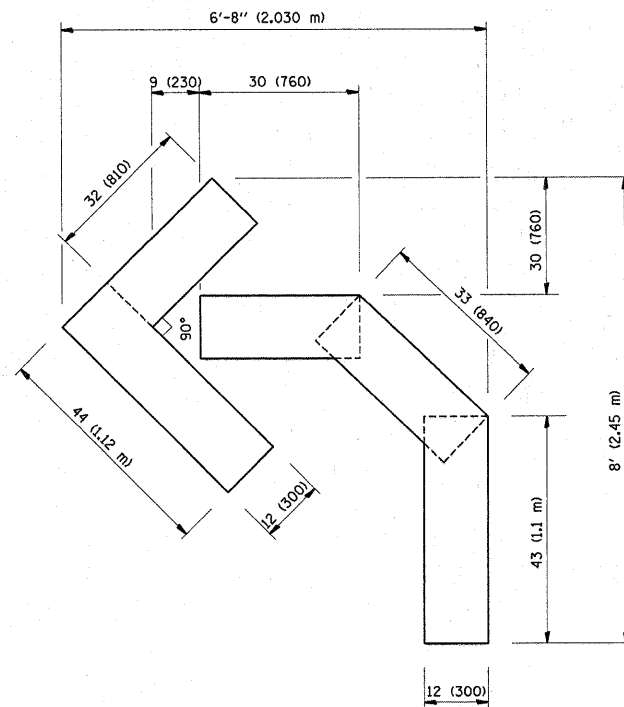
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	0507 RS-1	COOK	19	17
TC-14		CONTRACT NO. 60108		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

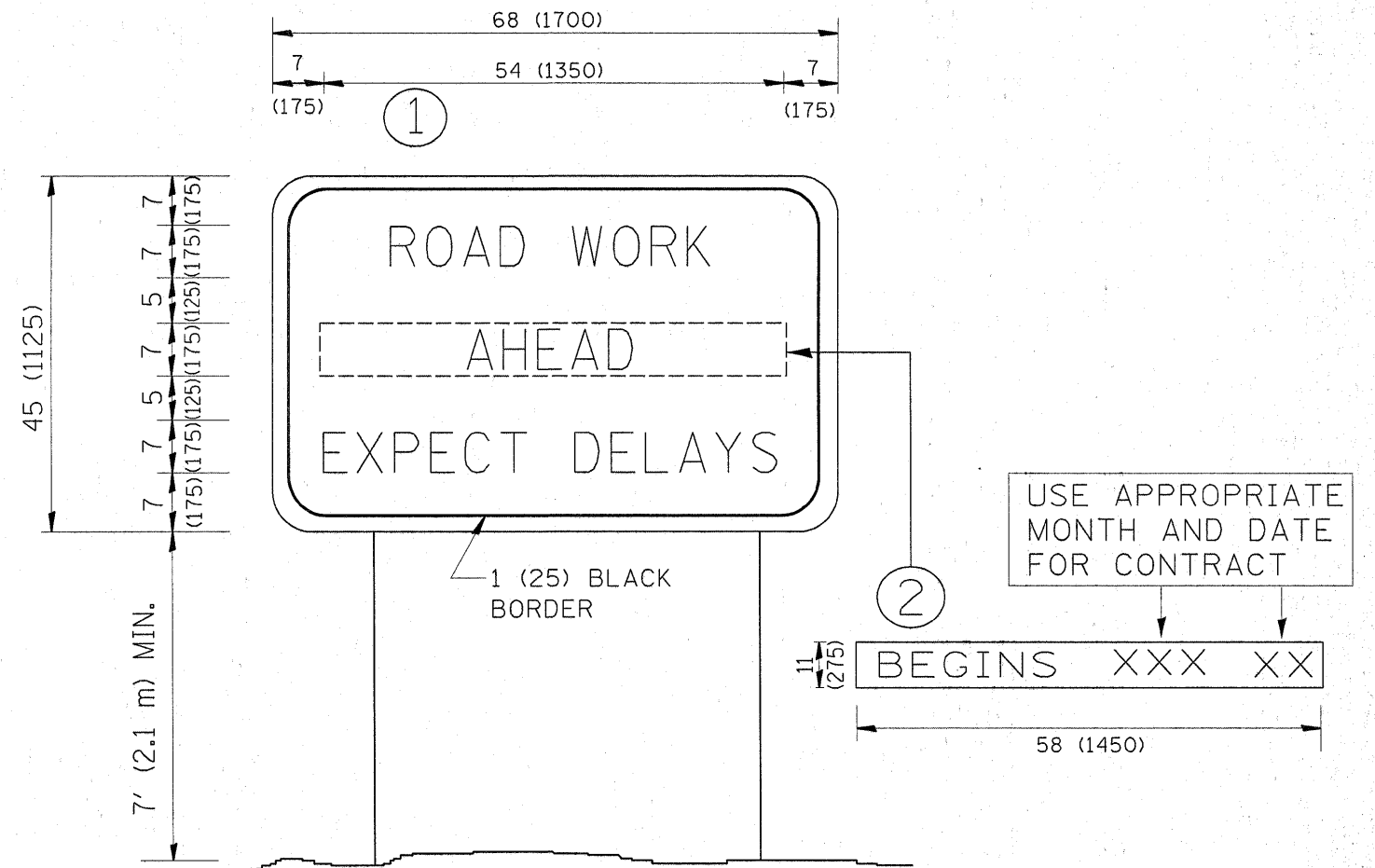
FILE NAME =	USER NAME = gorengautab	DESIGNED -	REVISED - T. RAMMACHER 06-05-96
c:\pwork\PWIDOT\GORENGAUTAB\d0146052	DistStd.dgn	DRAWN -	REVISED - T. RAMMACHER 11-04-97
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 03-02-98	
PLOT DATE = 3/30/2010	DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00	

**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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	0507 RS-1	COOK	19	18
TC-16			CONTRACT NO. 60108	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

FILE NAME =	USER NAME = gorengautab	DESIGNED -	REVISED - R. MIRS 09-15-97
c:\pwork\PWIDOT\GORENGAUTAB\d0146052	Dist5td.dgn	DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 3/30/2010	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	0507 RS-1	COOK	19	19
TC-22			CONTRACT NO. 60108	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				