

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847)705-4406 SCHAUMBURG, IL.

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**HIGHWAY STANDARDS**

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 442201-03 CLASS C AND D PATCHES
- 606001-04 CONCRETE CURB AND COMBINATION CONCRETE CURB & GUTTER
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701501-06 URBAN LANE CLOSURE, 2 L, 2 W UNDIVIDED
- 701901-01 TRAFFIC CONTROL DEVICES
- 780001-02 TYPICAL PAVEMENT MARKINGS

**TRAFFIC DATA**

ADT: RIVER ROAD 600 (2009) URBAN COLLECTOR

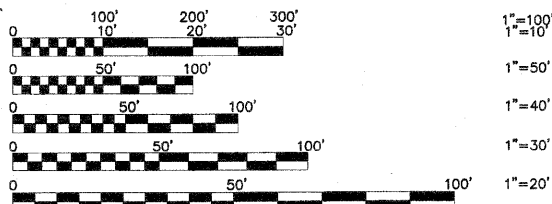
**DESIGN DESIGNATION**

**POSTED SPEED**

30 MPH (EXISTING)  
30 MPH (PROPOSED)

**DESIGN SPEED**

35 MPH (EXISTING)  
35 MPH (PROPOSED)



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  
CALL 811



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REVISIONS			
NO.	BY	DATE	DESCRIPTION
1	JLC	9-16-10	PER I.D.O.T. REVIEW
2	JLC	10-27-10	PER I.D.O.T. REVIEW

CONTRACT NO. 63534

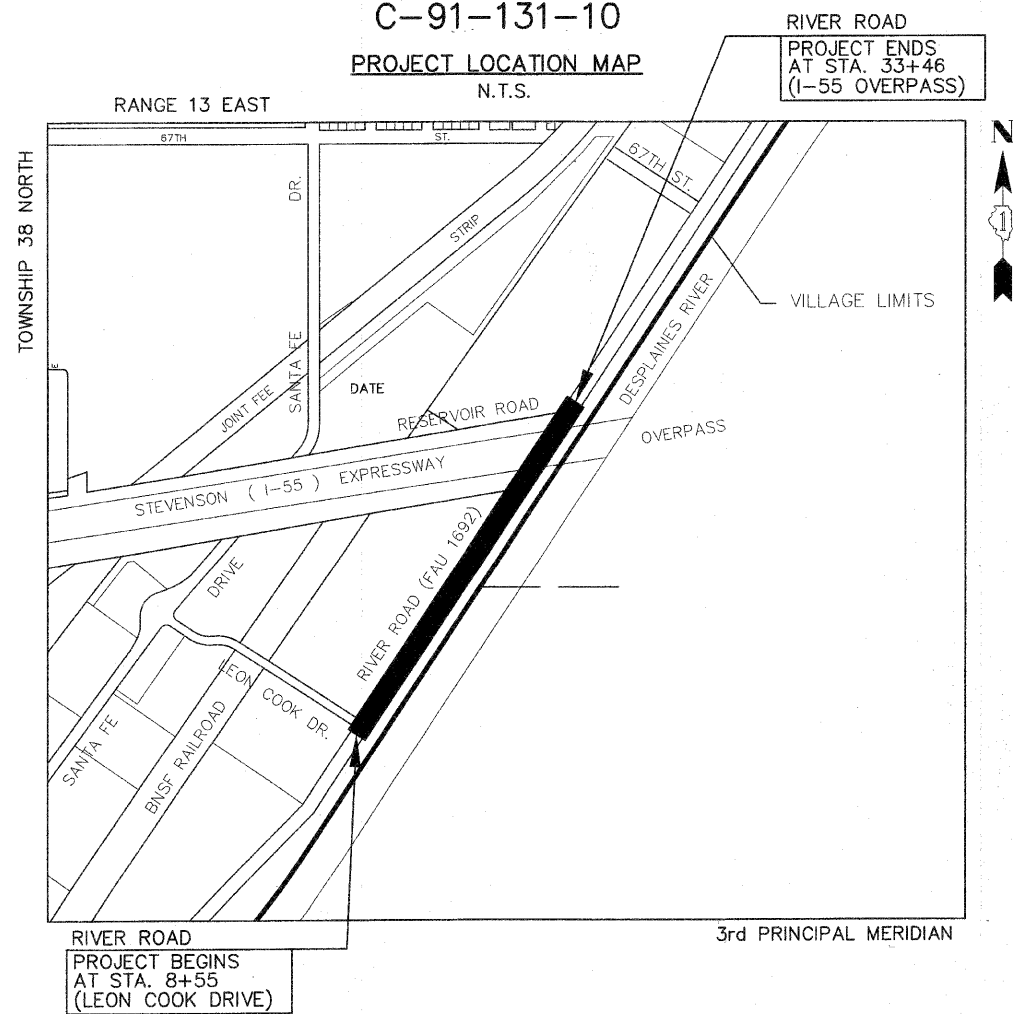
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY**

FAU RTE. 1692 (RIVER ROAD)  
FROM LEON COOK DRIVE TO I-55 OVERPASS  
SECTION 09-00017-00-RS  
PROJECT M-9003(511)  
RESURFACING  
VILLAGE OF HODGKINS  
COOK COUNTY  
C-91-131-10

**PROJECT LOCATION MAP**

N.T.S.



RIVER ROAD  
PROJECT BEGINS  
AT STA. 8+55  
(LEON COOK DRIVE)

RIVER ROAD  
PROJECT ENDS  
AT STA. 33+46  
(I-55 OVERPASS)

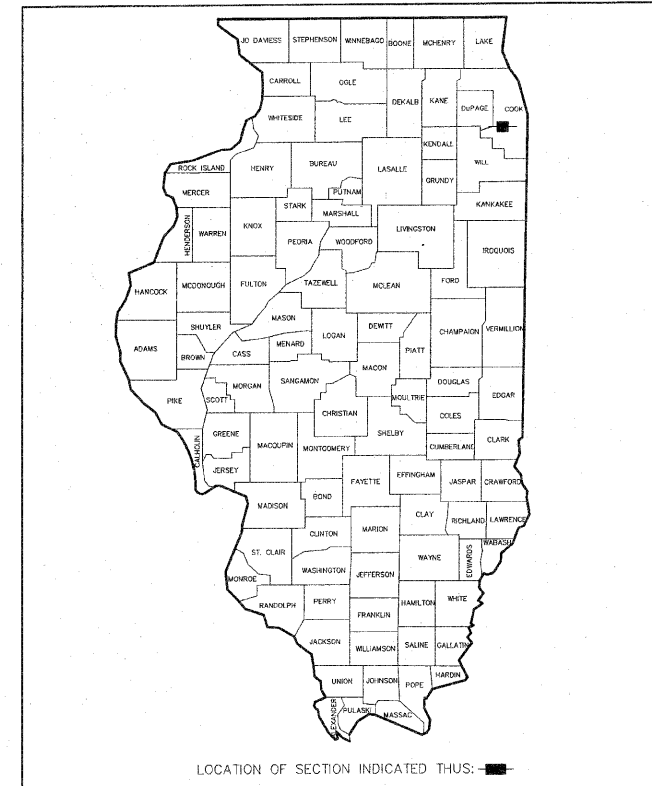
DENOTES LOCATION OF IMPROVEMENT  
IN LYONS TOWNSHIP

**LENGTH OF PROJECT**

GROSS LENGTH OF PROJECT 2,491 FEET (0.47 MILES)  
NET LENGTH OF PROJECT 2,491 FEET (0.47 MILES)

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1692	09-00017-00-RS	COOK	14	1
F.H.W.A. REG.	ILLINOIS PROJECT	M-9003(511)		

CONTRACT NO. 63534



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED OCTOBER 27 2010

VILLAGE OF HODGKINS Noel B. Cummins  
NOEL B. CUMMINGS, VILLAGE PRESIDENT

PASSED NOVEMBER 5 2010  
Charles H. Hest  
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW NOVEMBER 9 2010  
Diana M. O'Keefe  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

James L. Cainkar  
JAMES L. CAINKAR, P.E.  
IL. P.E. NO. 062-036190  
EXPIRES 11-30-2011  
Oct 28 2010  
DATE

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

## GENERAL CONSTRUCTION NOTES PAVING AND STORM SEWERS

### SPECIFICATIONS

THE LATEST EDITIONS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" SHALL GOVERN ALL WORK ASSOCIATED WITH THIS PROJECT. THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY GOVERN OTHER WORK ON THIS PROJECT AS INDICATED BY REFERENCE.

### TRAFFIC CONTROL DEVICES

BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 107.14 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

### SAWING EXISTING IMPROVEMENTS

ALL PERMANENT TYPE PAVEMENTS OR OTHER PERMANENT IMPROVEMENTS WHICH ABUT THE PROPOSED IMPROVEMENT AND MUST BE REMOVED, SHALL BE SAWED AS DIRECTED PRIOR TO REMOVAL. ALL ITEMS SO REMOVED SHALL BE REPLACED WITH SIMILAR CONSTRUCTION MATERIALS TO THEIR ORIGINAL CONDITION OR BETTER. PAYMENT FOR SAWING SHALL BE INCLUDED IN THE COST FOR THE REMOVAL OF EACH ITEM, AND REPLACEMENT WILL BE PAID FOR UNDER THE RESPECTIVE ITEMS IN THE CONTRACT UNLESS OTHERWISE INDICATED.

### PROJECT SAFETY

BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

THE CONTRACTOR SHALL COMPLY WITH AND OBSERVE THE RULES AND REGULATIONS OF O.S.H.A. AND APPROPRIATE AUTHORITIES REGARDING SAFETY PROVISIONS. THE CONTRACTOR, ENGINEER, AND OWNER SHALL EACH BE RESPONSIBLE FOR THEIR OWN RESPECTIVE AGENTS AND EMPLOYEES.

THE ENGINEER AND DEPARTMENT ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS, OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE DOCUMENTS AND SPECIFICATIONS.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1-1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

EXISTING VERTICAL CLEARANCE UNDER INTERSTATE 55 OVERPASS IS IN EXCESS OF 30 FEET.

## SPECIAL PROJECT NOTES

ALL PATCHING WILL BE MARKED OUT AND CONSTRUCTED AFTER MILLING.

## SUMMARY OF QUANTITIES


Specialty Item	Special Provision	Item No	Description	Unit	0005 Quantity
		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	20
		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	2
		25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2
		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2
		25200110	SODDING, SALT TOLERANT	SQ YD	20
		40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	854
		40600300	AGGREGATE (PRIME COAT)	TON	9
		40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	481
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	39
		40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	842
		44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	8548
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	100
		44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	200
	SP	44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	8587
		60250200	CATCH BASINS TO BE ADJUSTED	EACH	1
	SP	X16030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	5
		60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	50
		60605900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12	FOOT	50
		67100100	MOBILIZATION	L SUM	1
		70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
		70300220	TEMPORARY PAVEMENT MARKING- LINE 4"	FOOT	498
*		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	610
*		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	60
*		78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	12
*		78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	100
*		78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	23
*		78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	32
	SP	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51

FILE NAME VILLAGE OF HODGKINS, ILLINOIS RIVER ROAD LAPP RESURFACING LEON COOK DRIVE TO RESERVOIR ROAD	USER NAME =	DESIGNED -- JLC	REVISED -- JLC 9-16-10
#09057	PLOT SCALE =	DRAWN -- JFP-JEP	REVISED -- JLC 10-27-10
	PLOT DATE =	CHECKED -- THK	REVISED --
		DATE -- 7-1-10	REVISED --

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

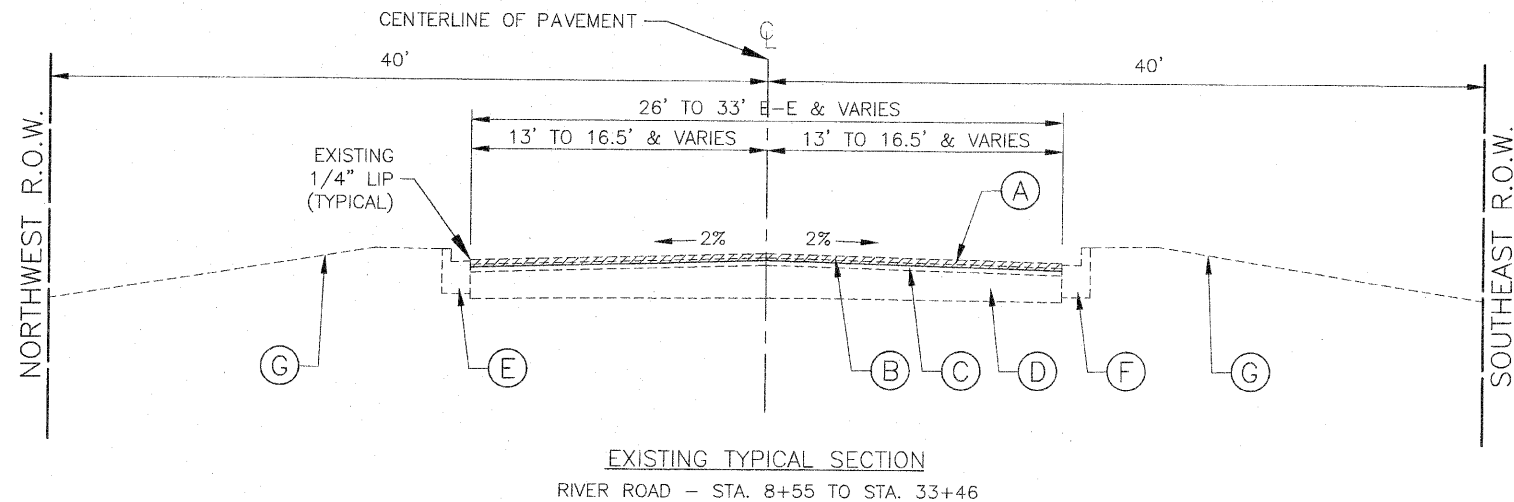
**GENERAL NOTES  
SUMMARY OF QUANTITIES**

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



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F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1692	09-00017-00-RS	COOK	14	2
<b>CONTRACT NO. 63534</b>				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-9003(511)				



EXISTING TYPICAL SECTION  
RIVER ROAD - STA. 8+55 TO STA. 33+46

EXISTING LEGEND

- (A) PROPOSED "HOT-MIX ASPHALT SURFACE REMOVAL, 2-3/4 INCH" (FULL WIDTH)
  - (B) EXISTING HOT-MIX ASPHALT SURFACE, 2"
  - (C) EXISTING HOT-MIX ASPHALT BINDER COURSE, 4"
  - (D) EXISTING AGGREGATE BASE COURSE, 13"
  - (E) EXIST. COMB. CONC. CURB & GUTTER, TYPE B-6:12 (TYP.)
  - (F) EXIST. COMB. CONC. CURB & GUTTER, TYPE B-9:12 (TYP.)
  - (G) EXISTING GRASS PARKWAY
- ▨ INDICATES REMOVAL ITEM

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES
<b>ROADWAY</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, (IL-9.5mm), 1 3/4"	4% @ 50 GYR
LEVELING BINDER (MACHINE METHOD), N50, (IL-9.5mm), 1"	4% @ 50 GYR
<b>PATCHING</b>	
CLASS D PATCHES, TYPE IV, (HMA BINDER IL-19.0mm), 6"	4% @ 70 GYR

THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD./IN.

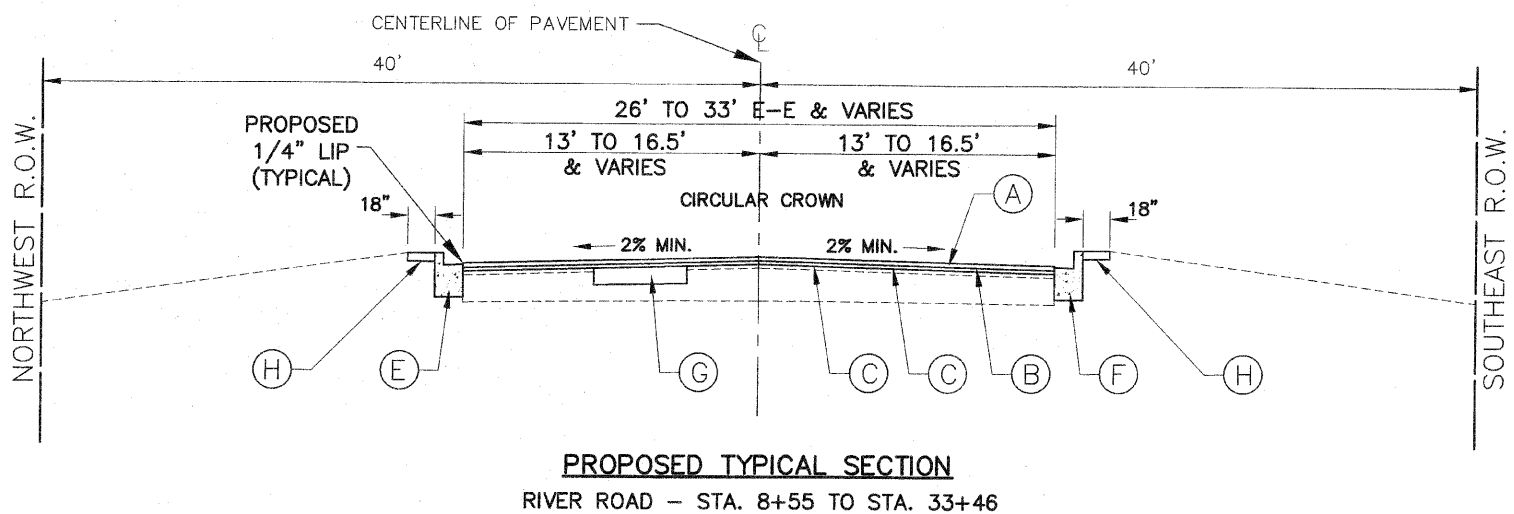
"THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS"

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

NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING.

PROPOSED LEGEND

- (A) PROPOSED "HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50", 1 3/4 INCH
- (B) PROPOSED "AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A" (6 OZ.) BETWEEN LEVELING BINDER AND SURFACE COURSE
- (C) PROPOSED "LEVELING BINDER (MACHINE METHOD), N50", 1 INCH
- (D) "AGGREGATE (PRIME COAT)" AT A RATE OF 2 LBS/SY OVER "BITUMINOUS MATERIALS (PRIME COAT)" AT 0.10 GAL/S.Y.
- (E) PROPOSED "COMBINATION CURB AND GUTTER REMOVAL" AND "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12", AS DIRECTED
- (F) PROPOSED "COMBINATION CURB AND GUTTER REMOVAL" AND "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12", AS DIRECTED
- (G) PROPOSED "CLASS D PATCHES, TYPE IV, 6 INCH"- AT LOCATIONS DIRECTED BY THE ENGINEER AFTER PROOF ROLLING
- (H) PROPOSED "TOPSOIL FURNISH & PLACE, 4 INCH" AND "SODDING, SALT TOLERANT"



PROPOSED TYPICAL SECTION  
RIVER ROAD - STA. 8+55 TO STA. 33+46

TYPICAL CROSS SECTIONS

SCALE: 1"=5' VERT.  
1"=5' HORZ.

NOTE:  
ALL "AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A" SHALL HAVE A WEIGHT OF 6 OZ. PER SQUARE YARD.

IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES.  
REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

FILE NAME	USER NAME =	DESIGNED -- JLC	REVISED -- JLC 9-16-10
VILLAGE OF HODGKINS, ILLINOIS		DRAWN -- JFP-JEP	REVISED --
RIVER ROAD LAPP RESURFACING	PLOT SCALE =	CHECKED -- THK	REVISED --
LEON COOK DRIVE TO RESERVOIR ROAD	PLOT DATE =	DATE -- 7-1-10	REVISED --

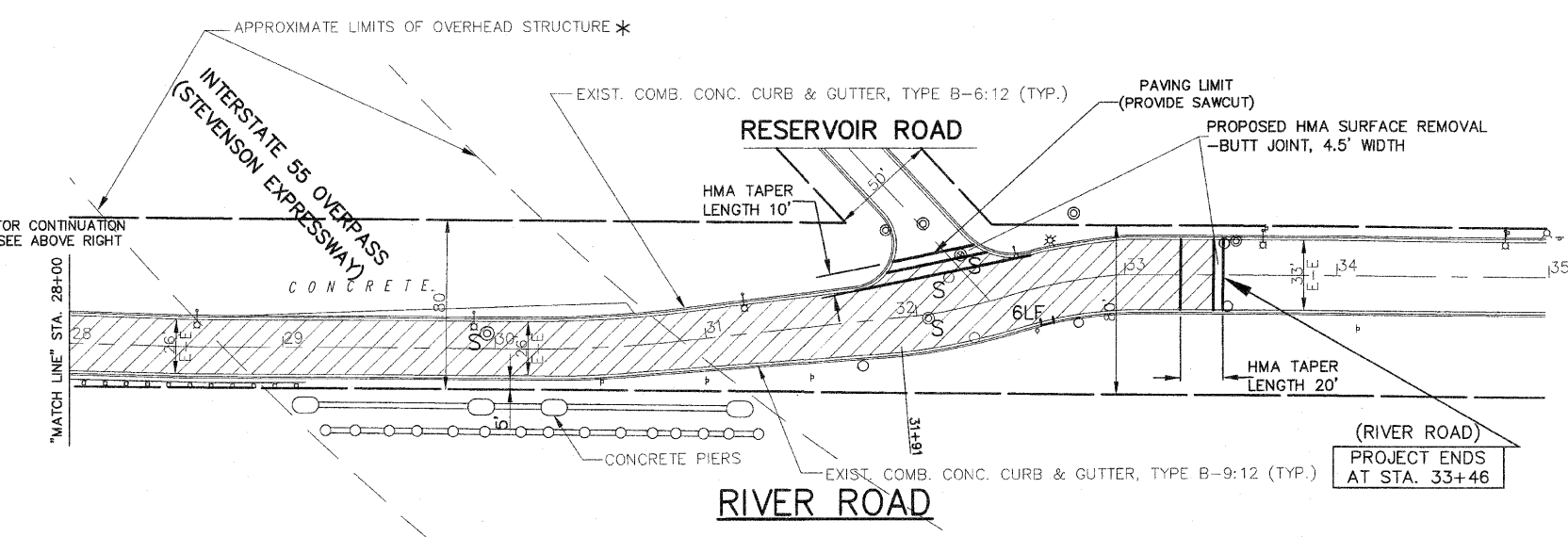
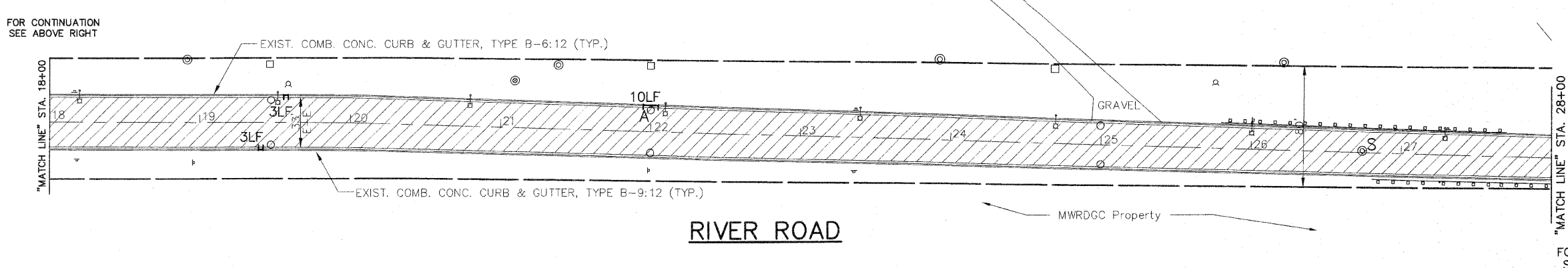
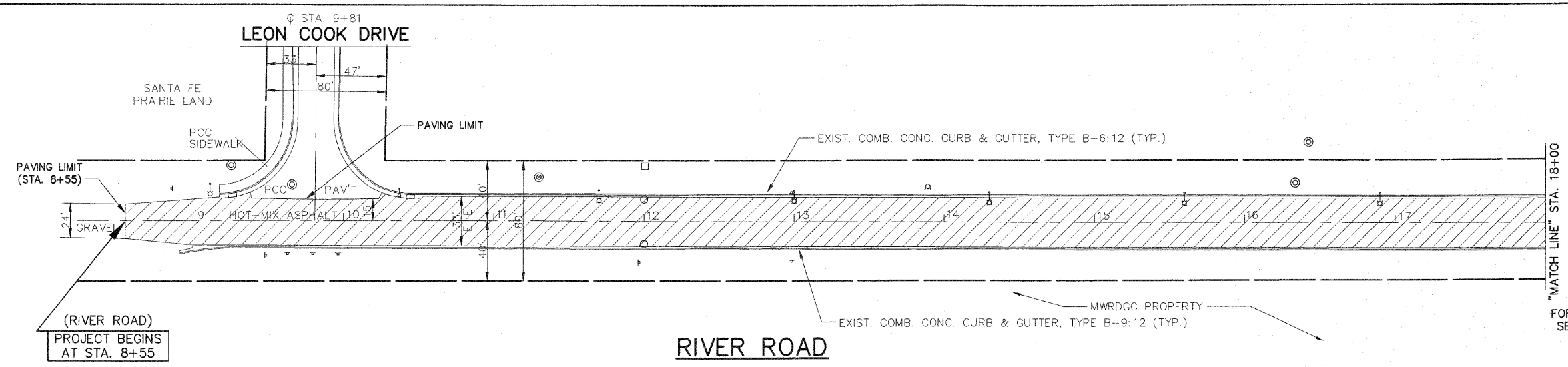
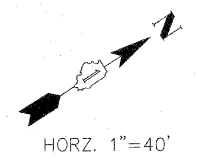
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS &  
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

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

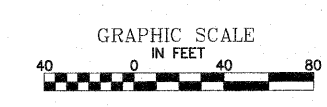
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1692	09-00017-00-RS	COOK	14	3
CONTRACT NO. 63534				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-9003(511)				



- LEGEND**
- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, 2-3/4 INCH, LEVELING BINDER (MACHINE METHOD), N50, 1 INCH AND HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 1-3/4 INCH
  - "A" DENOTES EXISTING CATCH BASINS TO BE ADJUSTED TO GRADE WITH NEW ADJUSTING RINGS. (ALL TOP BANDS OF FALLEN, COMMON OR CONCRETE BRICK TO BE REPLACED WITH PRECAST CONCRETE ADJUSTING RINGS)
  - "S" DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) (SEE SHEET 6 FOR DETAIL)
  - DENOTES COMBINATION CURB AND GUTTER REMOVAL AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6:12 OR B-9:12

\* NOTE:  
EXISTING VERTICAL CLEARANCE UNDER  
I-55 OVERPASS IS IN EXCESS OF 30 FEET



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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
1692	09-00017-00-RS	COOK	14
CONTRACT NO. 63534			4
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	M-9003(511)

**IMPORTANT!**  
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REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

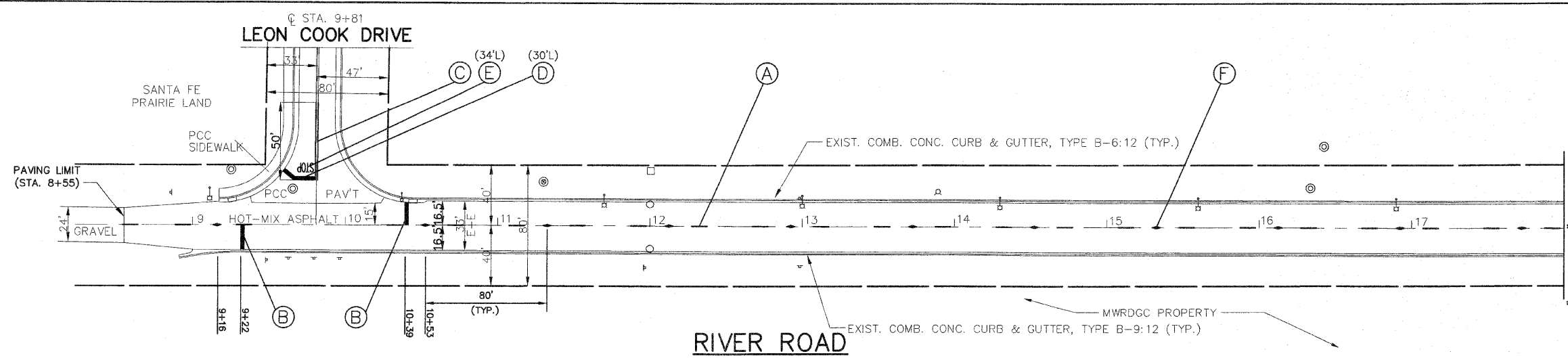
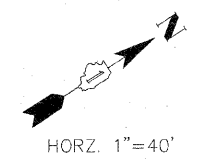
FOR TYPICAL CROSS SECTION OF NEW PAVEMENT WORK SEE SHEET 3

FILE NAME = VILLAGE OF HODGKINS, ILLINOIS RIVER ROAD LAPP RESURFACING LEON COOK DRIVE TO RESERVOIR ROAD	USER NAME =	DESIGNED -- JLC DRAWN -- JFP-JEP CHECKED -- THK DATE -- 7-1-10	REVISED -- JLC 9-16-10 REVISED -- JLC 10-27-10 REVISED -- REVISED --
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DEPARTMENT OF TRANSPORTATION**

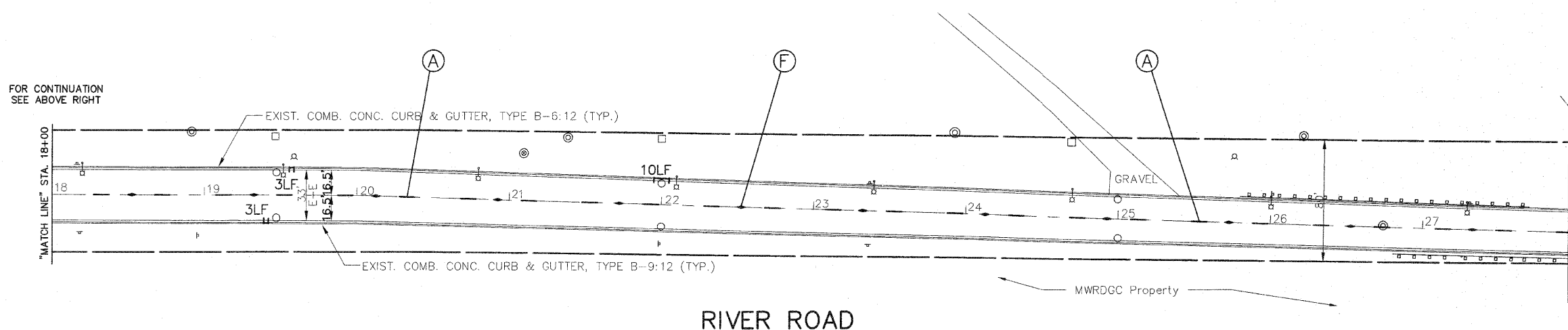
**PLAN:  
RIVER ROAD- LEON COOK DRIVE TO RESERVOIR ROAD**  
SCALE: AS NOTED | SHEET NO. OF SHEETS | STA. 8+55 TO STA. 33+46

**(RESURFACING)**



"MATCH LINE" STA. 18+00

FOR CONTINUATION SEE BELOW LEFT

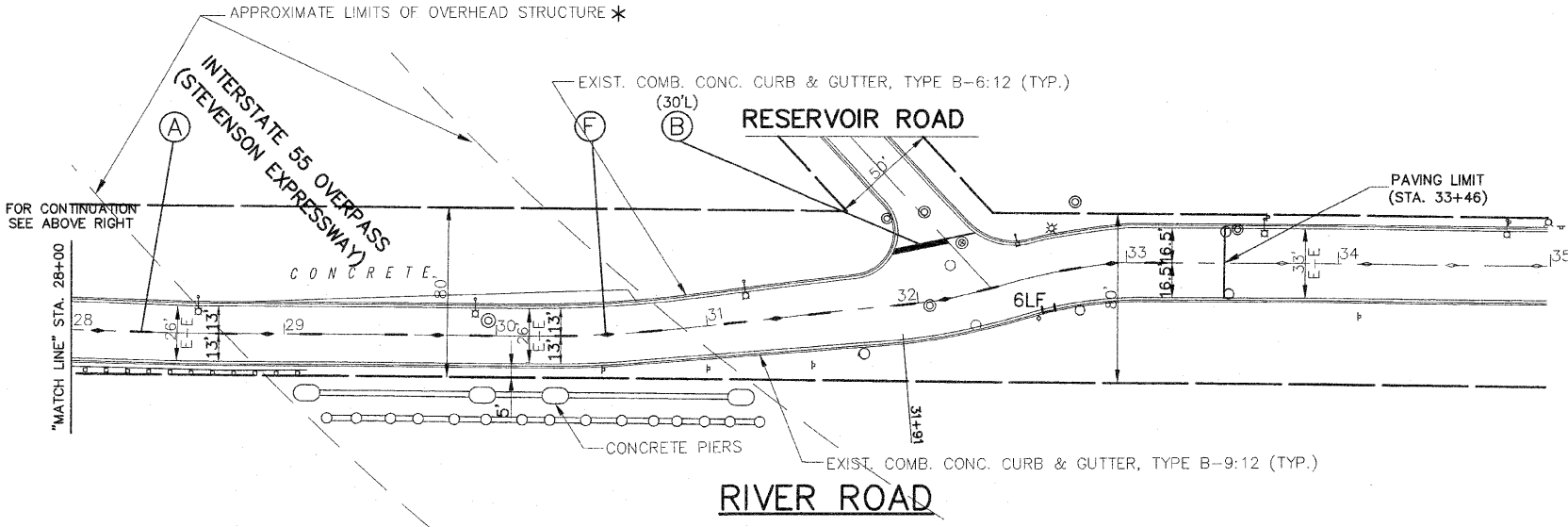


FOR CONTINUATION SEE ABOVE RIGHT

"MATCH LINE" STA. 18+00

"MATCH LINE" STA. 28+00

FOR CONTINUATION SEE BELOW LEFT



FOR CONTINUATION SEE ABOVE RIGHT

"MATCH LINE" STA. 28+00

**THERMOPLASTIC STRIPING CODE**

- (A) PROPOSED SKIP-DASH YELLOW THERMOPLASTIC PAVEMENT MARKING - LINE 4" - 10' DASH, 30' SKIP (LANE LINE)
- (B) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 24" (STOP BAR)

**PAINT STRIPING CODE**

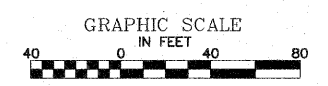
- (C) PROPOSED DOUBLE SOLID YELLOW PAINT PAVEMENT MARKING - CENTER LINE 4", 11" O/C
- (D) PROPOSED SOLID WHITE PAINT PAVEMENT MARKING - LINE 24" (STOP BAR)
- (E) PROPOSED SOLID WHITE PAINT PAVEMENT MARKING - LETTERS & SYMBOLS

**PROPOSED RAISED REFLECTIVE PAVEMENT MARKER CODE**

- (F) PROPOSED RAISED REFLECTIVE PAVEMENT MARKER, 80' O.C.  
 TWO-WAY AMBER MARKER

NOTE:  
SHORT-TERM PAVEMENT MARKING IS PROPOSED ON THE MILLED PAVEMENT.  
SEE ARTICLE 703.04 OF THE LATEST EDITION OF THE  
"STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

\*NOTE:  
EXISTING VERTICAL CLEARANCE UNDER  
I-55 OVERPASS IS IN EXCESS OF 30 FEET



**IMPORTANT!**

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES.  
REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

FOR TYPICAL CROSS SECTION  
OF NEW PAVEMENT WORK  
SEE SHEET 3

FILE NAME = VILLAGE OF HODGKINS, ILLINOIS RIVER ROAD LAPP RESURFACING LEON COOK DRIVE TO RESERVOIR ROAD	USER NAME =	DESIGNED -- JLC	REVISED -- JLC 9-16-10
#09057	PLOT SCALE =	DRAWN -- JFP-JEP	REVISED -- JLC 10-27-10
	PLOT DATE =	CHECKED -- THK	REVISED --
		DATE -- 7-1-10	REVISED --

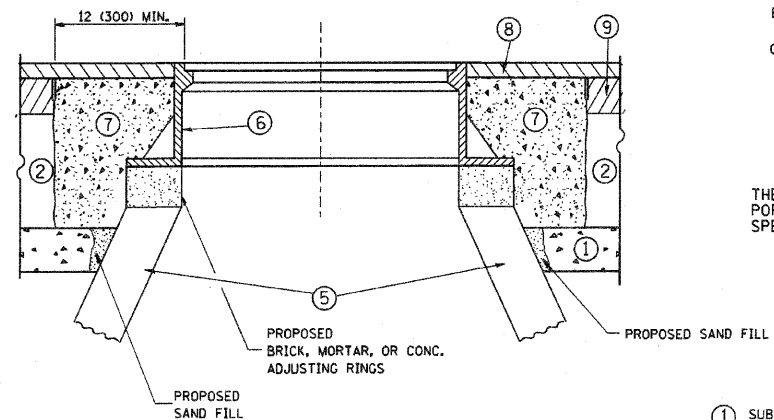
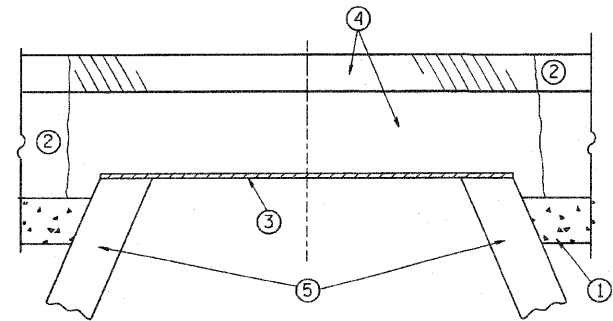
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PLAN:  
RIVER ROAD- LEON COOK DRIVE TO RESERVOIR ROAD**

SCALE: AS NOTED SHEET NO. OF SHEETS STA. TO STA.

**(PAVEMENT MARKING)**

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
1692	09-00017-00-R5	COOK	14 5
CONTRACT NO. 63534			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	M-9003(511)	



**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 S1 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 S1 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:**

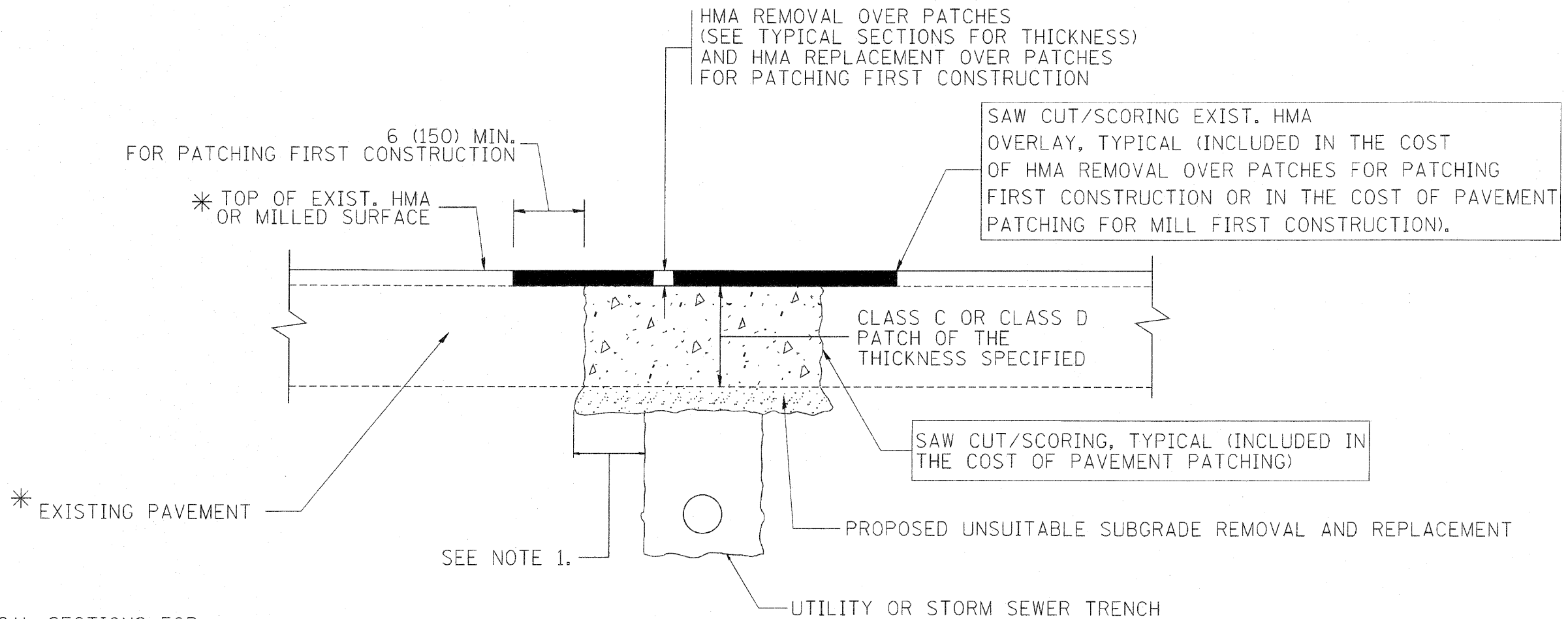
THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

**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:\dststd\22x34\bd88.dgn	USER NAME = gqjlonobt	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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	1692	09-00017-00-RS	COOK	14 6
		PLOT SCALE = 50.0000' / IN.	CHECKED -		REVISED - R. WIEDEMAN 05-14-04				<b>BD600-03 (BD-8)</b>		<b>CONTRACT NO. 63534</b>	
		PLOT DATE = 1/4/2008	DATE - 10-25-94		REVISED - R. BORO 01-01-07				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(511)			



\* 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)

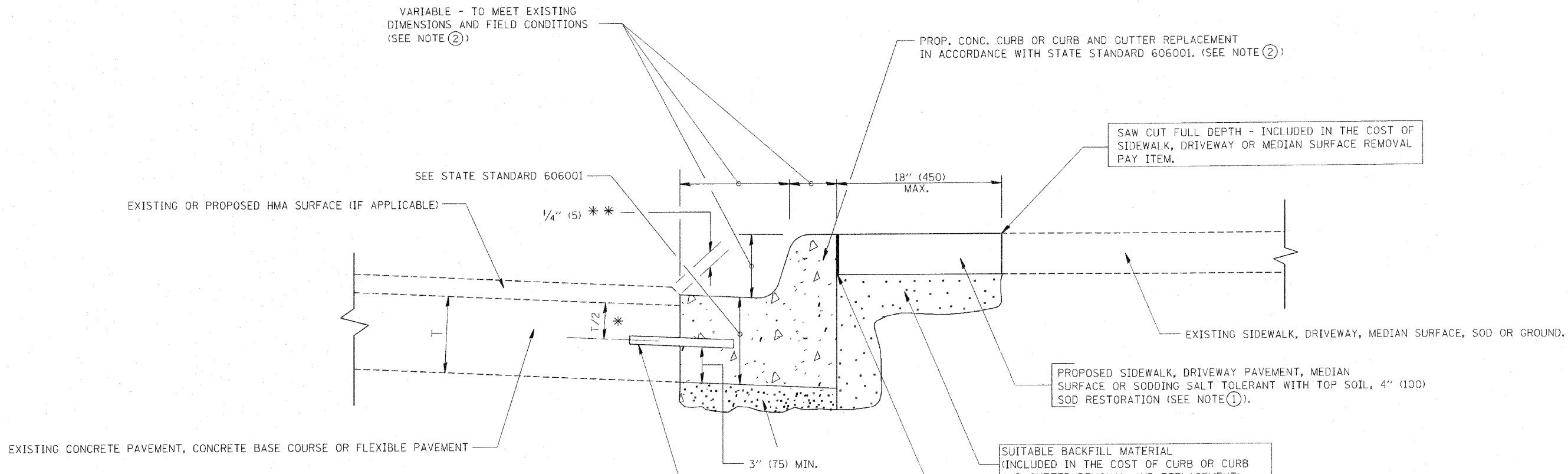
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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\diststa22x34\bd22.dgn	USER NAME = bouerd1	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.I. RTE. 1692	SECTION 09-00017-00-RS	COUNTY COOK	TOTAL SHEETS 14	SHEET NO. 07
	PLOT SCALE = 50,000' / IN.	DRAWN -	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. 63534
	PLOT DATE = 10/27/2008	CHECKED -	REVISED - R. BORO 09-04-07								
	DATE - 10-25-94	REVISOR -	REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(511)						



- \* 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).

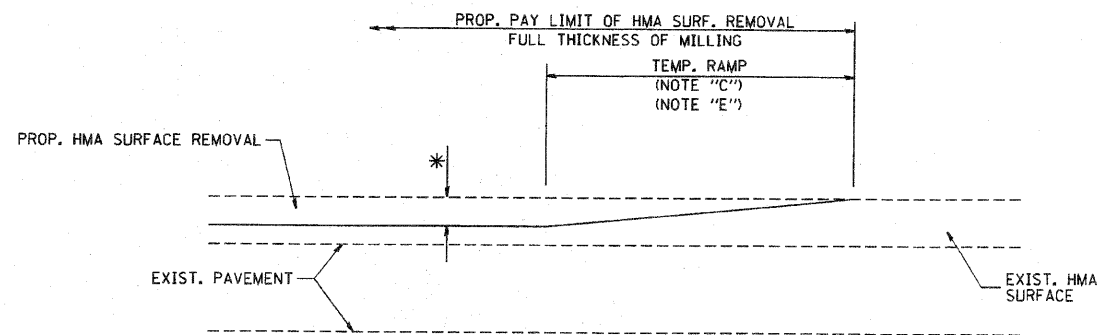
**BASIS OF PAYMENT:**  
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "COMBINATION CURB AND GUTTER REMOVAL" AND "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12" OR "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12"

## CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

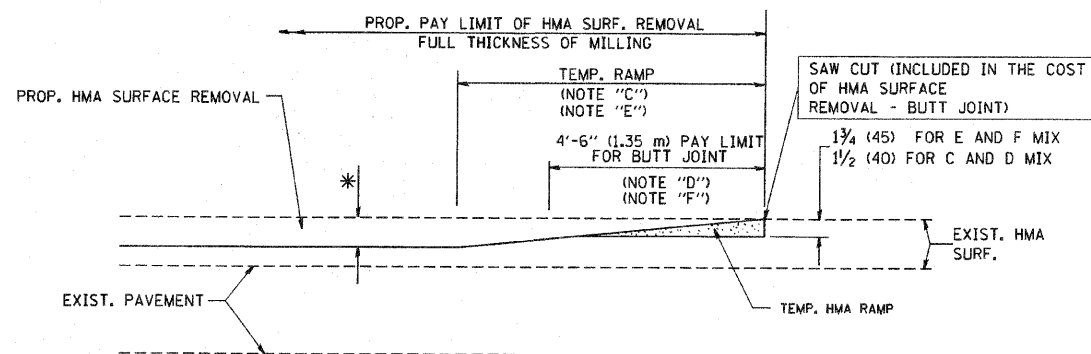
FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\drivakosgn\d0108315\bd24.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97			1692		COOK	14	8
PLOT SCALE = 50,000 / IN.		CHECKED -	REVISED - M. GOMEZ 01-22-01			BD600-06 (BD-24)		CONTRACT NO. 63534		
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 M-9003(511)		





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

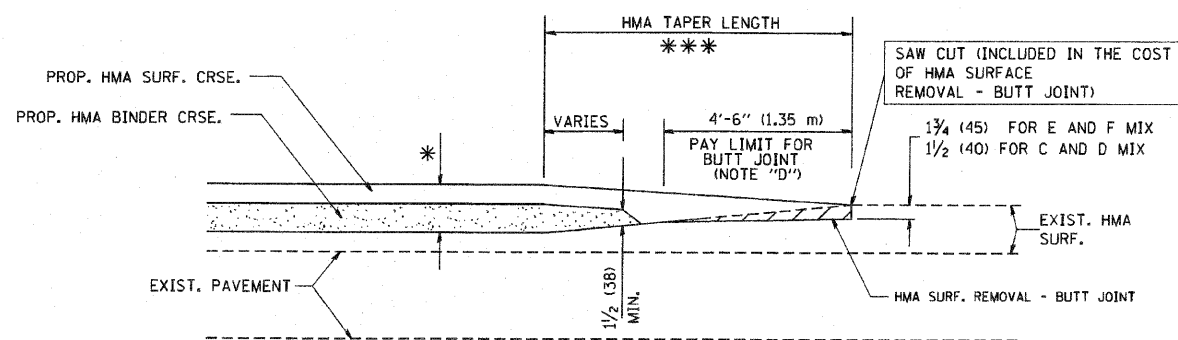
**OPTION 1**



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

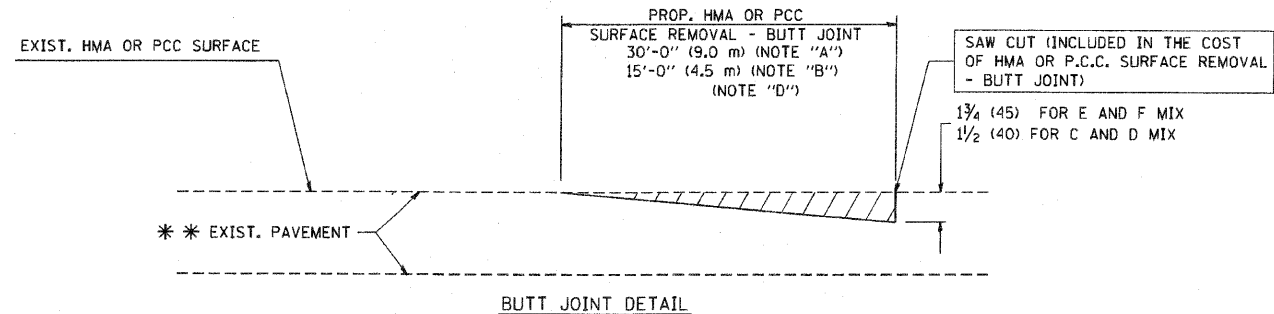
**OPTION 2**

**TYPICAL TEMPORARY RAMP**

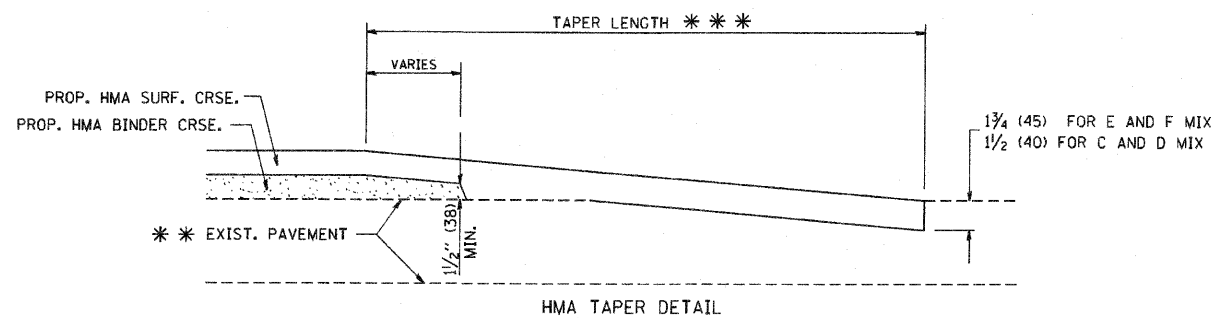


BUTT JOINT AND  
HMA TAPER

**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.

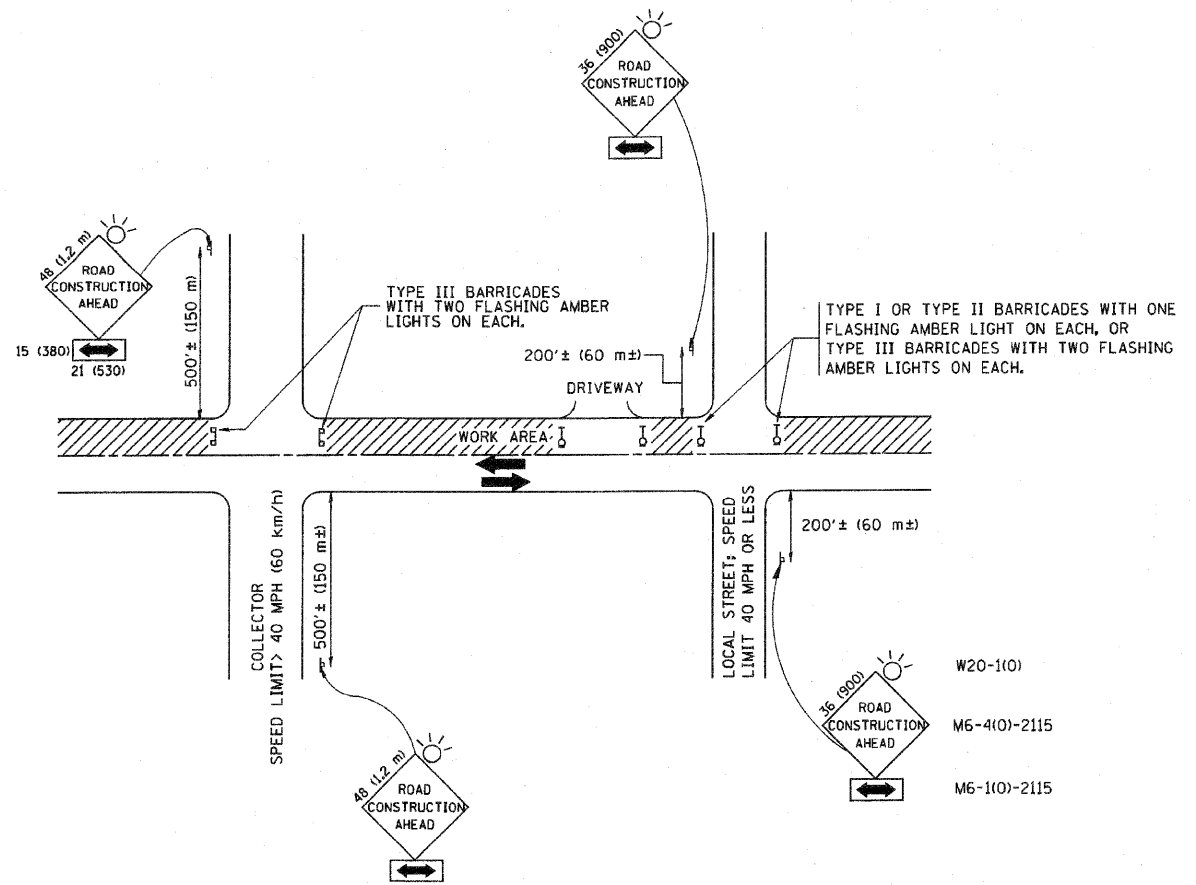
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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2000	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1692	09-00017-00-RS	COOK	14	9
BD400-05 BD32			CONTRACT NO. 63534	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(511)				



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

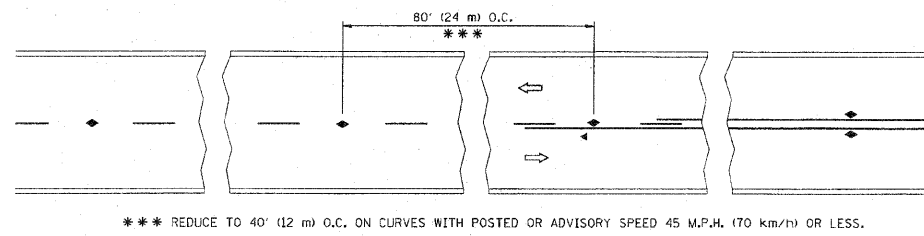
D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

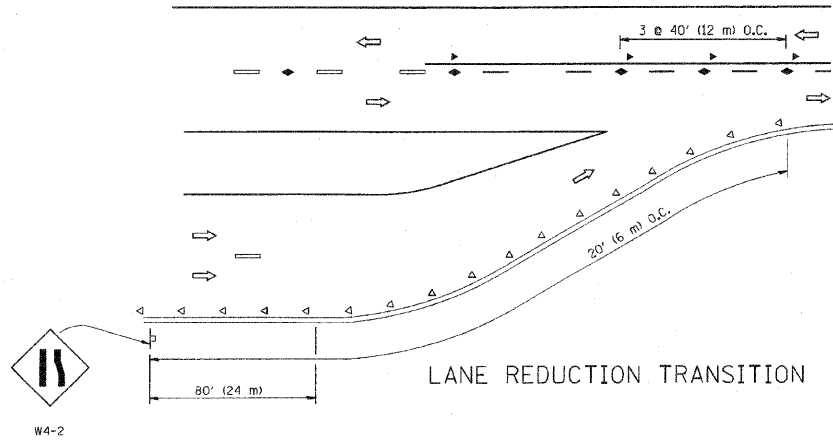
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2009	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

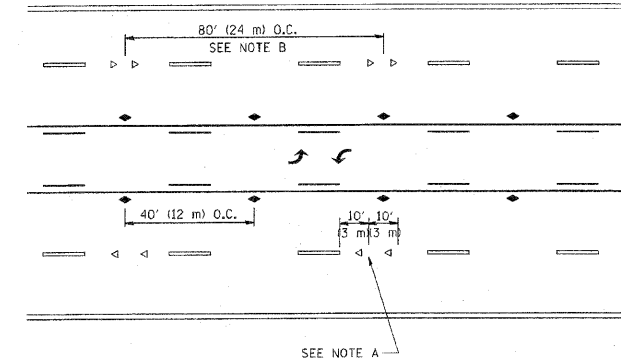
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE		1692	09-00017-00-RS	COOK	14	10
SHEET NO. 1 OF 1 SHEETS		TC-10		CONTRACT NO. 63534		
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(511)				



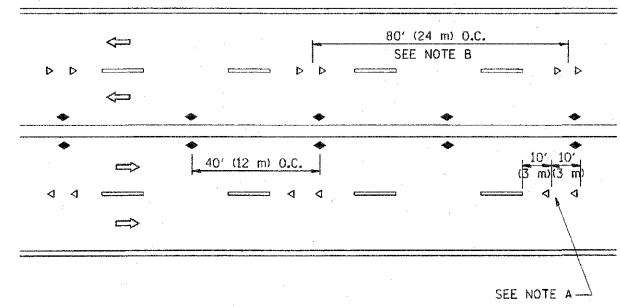
TWO-LANE/TWO-WAY



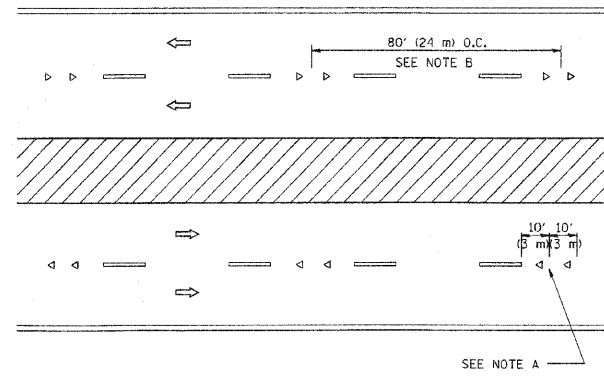
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

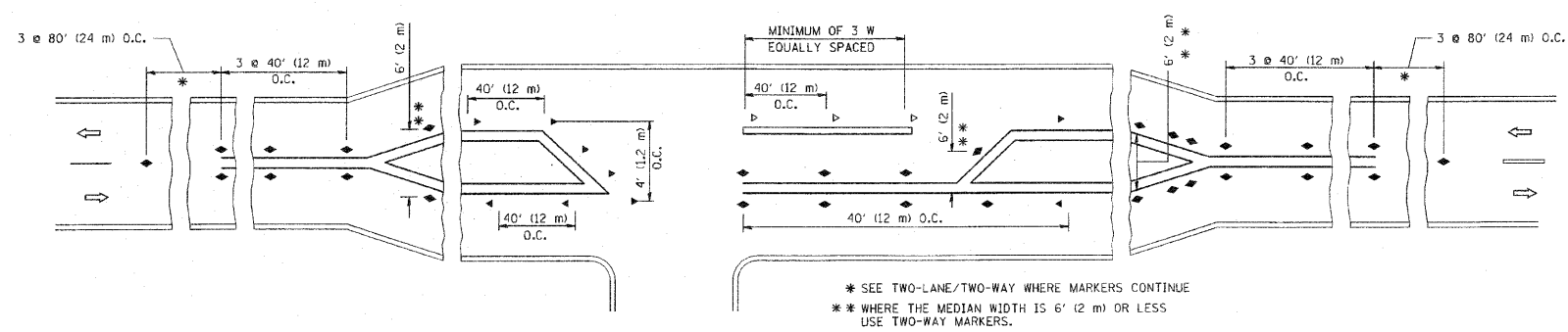
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

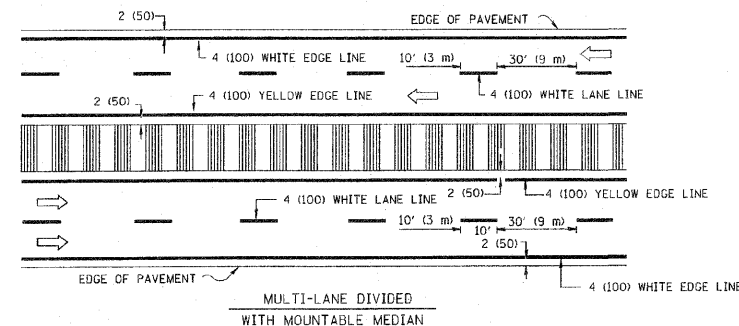
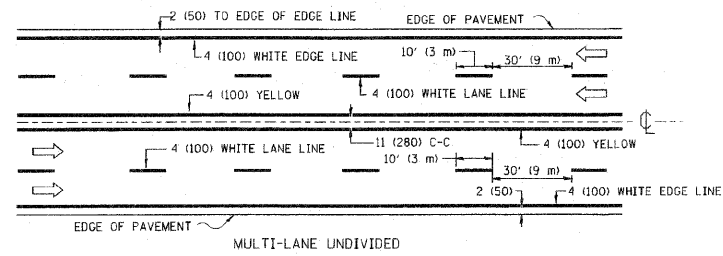
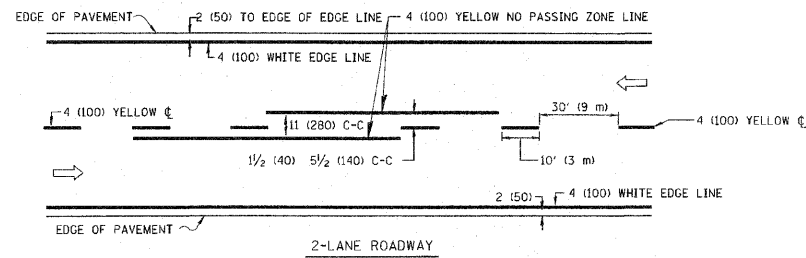
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD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



LEFT TURN

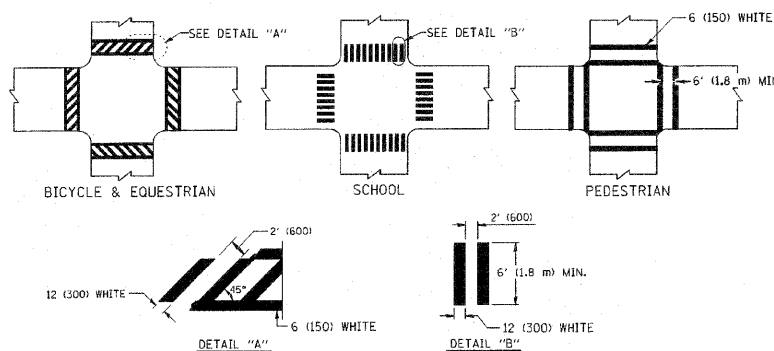
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drvakosgn	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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\drvakosgn\0108315\td	LDgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	1692	09-00017-00-RS	COOK	14	11
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00					<b>TC-11</b>		CONTRACT NO. 63534			
	PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUCIUS 09-09-09					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(511)					

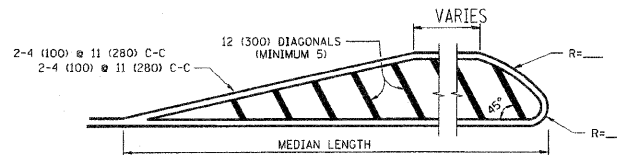
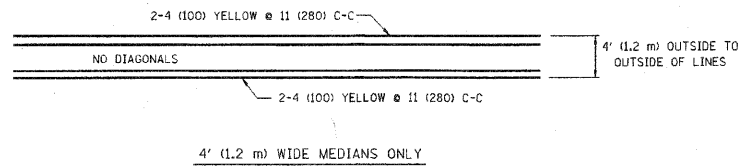


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

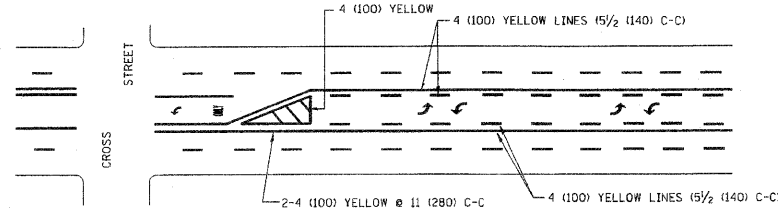


TYPICAL CROSSWALK MARKING

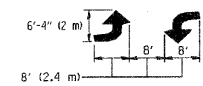


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.  
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
 75' (23 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

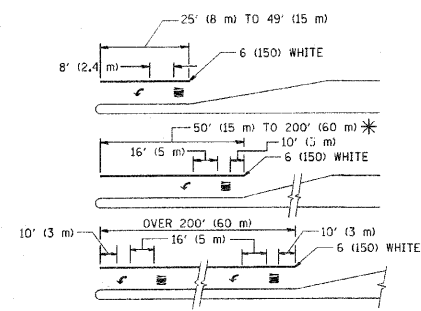


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

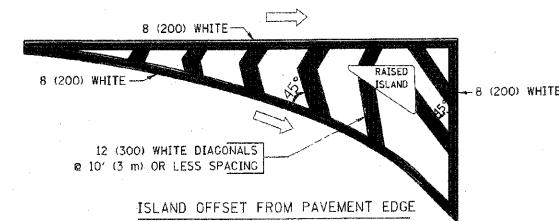


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

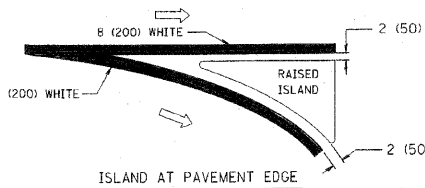
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	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 1/2 (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)		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	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	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' (4.5 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=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' (23 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

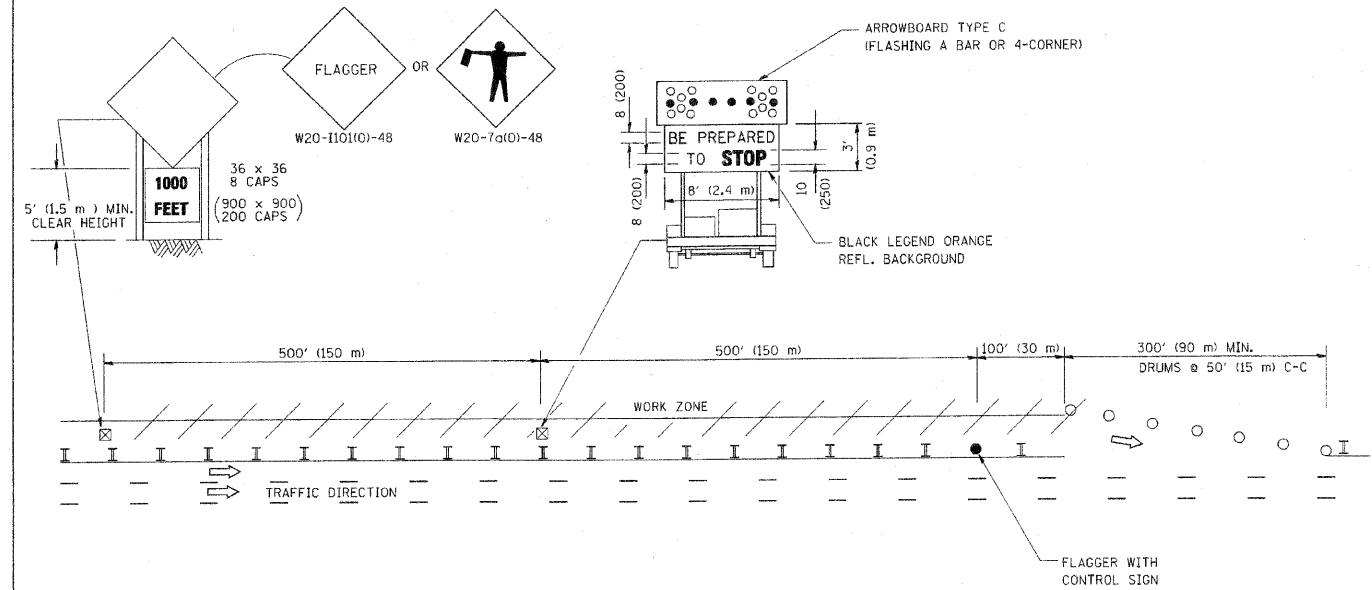
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

	LARGE SIZE	SMALL SIZE
THROUGH ARROW	1.07 (11.5)	0.60 (6.5)
LEFT OR RIGHT ARROW	1.47 (15.6)	0.60 (6.5)
COMBINATION LEFT (RIGHT) AND THROUGH ARROW	2.42 (26.0)	1.37 (14.7)
RAILROAD "R"	0.33 (3.6)	—
1.8m (6ft.)		
RAILROAD "X"	5.02(54.0)	—
6.1m (20ft.)		
HANDICAPPED SYMBOL	0.56 (6.0)	—

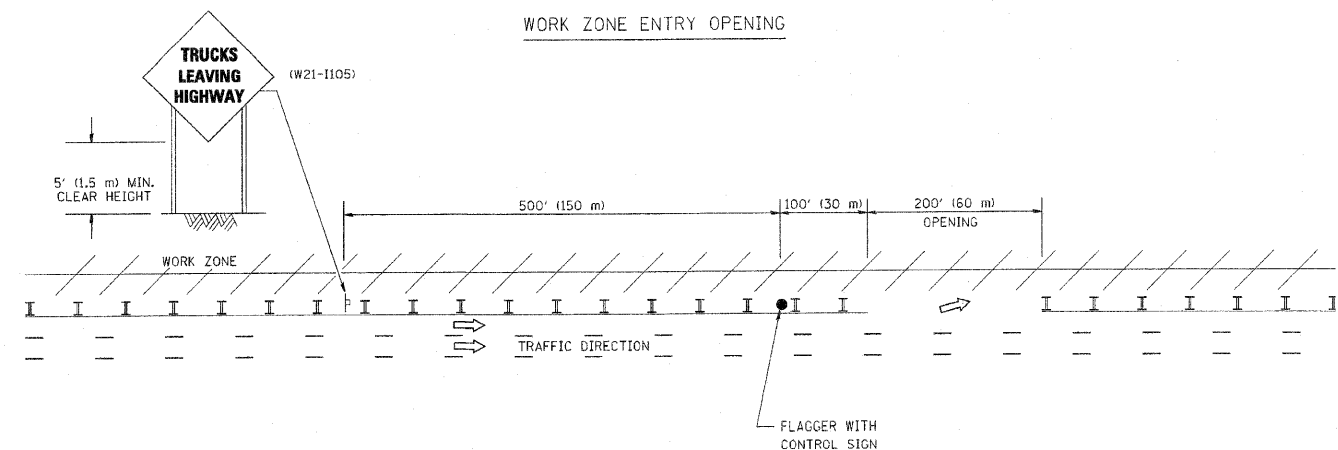
All dimensions are in inches (millimeters) unless otherwise shown.

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

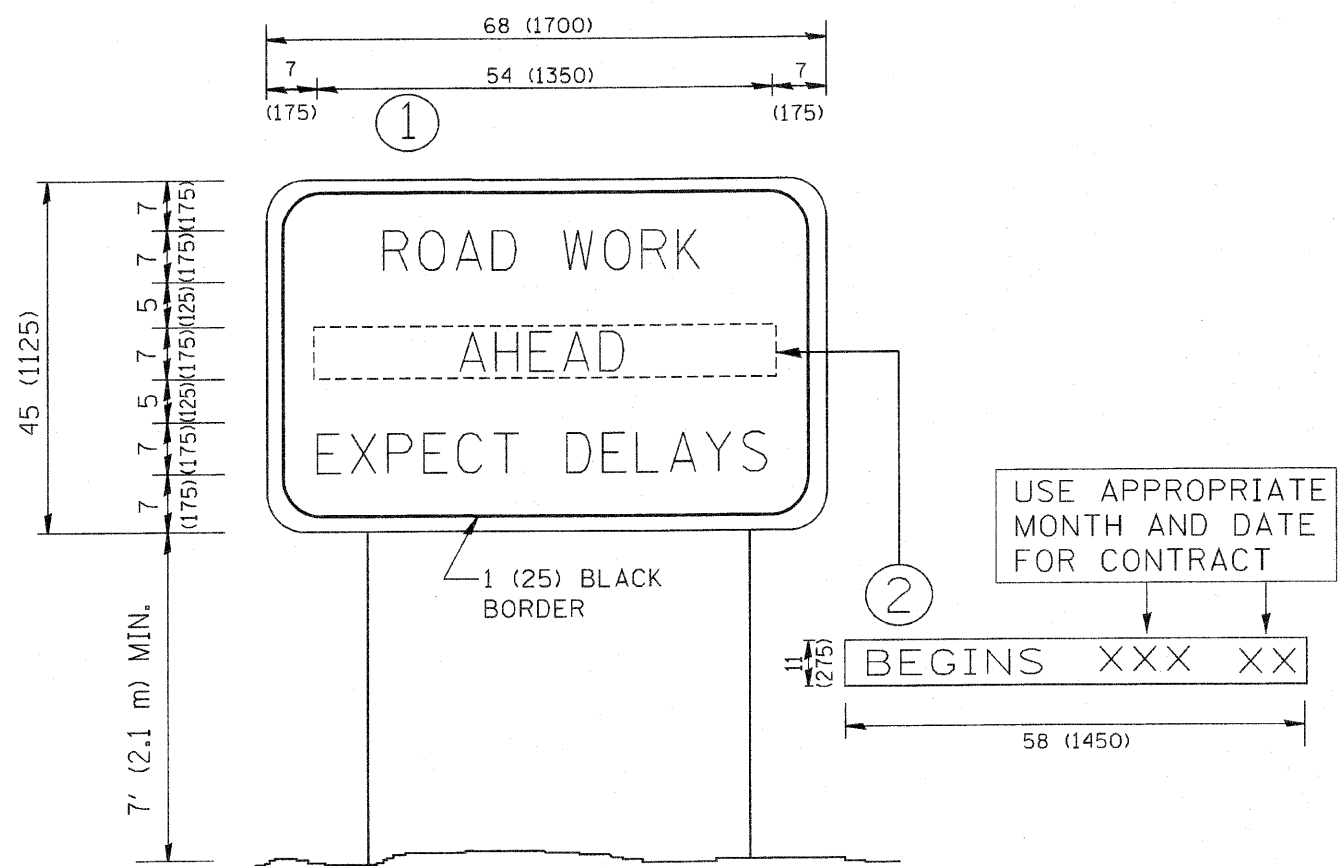
FILE NAME = W:\dststd\22x34\to18.dgn	USER NAME = lsgsa	DESIGNED -	REVISED - J.A.F. 04-03
		DRAWN -	REVISED - J.A.F. 02-06
		CHECKED -	REVISED - S.P.B. 01-07
		DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS  
AT WORK ZONE OPENINGS

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1692	09-00017-00-RS	COOK	14	13
TC-18			CONTRACT NO. 63534	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-9003(511)				



**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 = W:\dis\statd\22x34\to22.dgn	USER NAME = gogliano	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - R. MIRS 12-11-97					1692	09-00017-00-RS	COOK	14	14	
	PLOT SCALE = 50,000 / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99					<b>TC-22</b>				<b>CONTRACT NO. 63534</b>	
	PLOT DATE = 1/4/2009	DATE -	REVISED - C. JUCIUS 01-31-07					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(511)					
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.					