FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

PLANS FOR PROPOSED SURFACE TRANSPORTATION PROJECT

SCALES | PLAN 1"-50" | PROFILE HORIZ. 1"-10" | PROFILE VERT. 1"-5" | CROSS SECTIONS HORIZ. 1"-10" | CROSS SECTIONS VERT. 1"-5"

F.A.U. ROUTE 2678 (NORTH YORK ROAD)
INTERSTATE 290 TO GRAND AVENUE
ROADWAY PATCHING AND RESURFACING
CITY SECTION: 04-00167-00-RS
PROJECT NO. M-8003(495)
JOB NO. C-91-150-05
CITY OF ELMHURST
DUPAGE COUNTY

DESCRIPTION OF PROJECT

THIS IMPROVEMENT CONSISTS OF ROADWAY PATCHING, AND RESURFACING, CURB AND GUITER AND SIDEWALK REPLACEMENT, UTILITY STRUCTURE ADJUSTMENTS, TRAFFIC SIGNAL LOOP DETECTOR INSTALLATION, AND ALL INCIDENTAL AND COLLATERAL WORK AS NECESSARY TO COMPLETE THE IMPROVEMENT SHOWN HEREIN AND AS DESCRIBED IN THE SPECIFICATIONS.

DESIGN DESIGNATION

2700 (20) MINOR ARTERIAL 1.74 (COMP-8)
DESIGN SPEED: 35 MPH

ADT= 26,300 (2003) 27,000 (2020)

PROJECT LOCATED IN:

AND CONTROL OF THE PROPERTY OF

LOCATION MAP

SCALE: 1" = 1000"

PROJECT GROSS AND NET LENGTH = 4,724 FEET (.89 MILES)

PROJECT BEGINS
STATION 15+02
NORTH YORK ROAD

PROJECT ENDS

STATION 62+26

NORTH YORK ROAD

0 50' 100' --- 1" = 50' 0 50' 100' --- 1" = 20'

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.

COUNTY: DUPAGE

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123

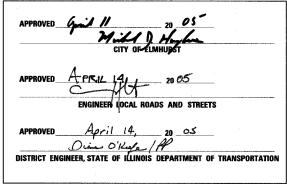
CONTRACT NO. 83798

ROUTE: 2678

SECTION: 04-00167-00-RS

CONTRACT NO. 83798





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GENERAL NOTES

THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. SPECIAL ATTENTION IS CALLED TO ARTICLE 105.07 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION. THE STORAGE EQUIPMENT AND/OR MATERIALS WITHIN THE RIGHT-OF-WAY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL NOTIFY THE CITY OF ELMHURST ENGINEERING AT (630) 530-3020 48 HOURS PRIOR TO ANY WORK IN ORDER TO OBTAIN MUNICIPAL UTILITY LOCATIONS. THE CONTRACTOR SHALL ALSO CONTACT THE CITY PUBLIC WORKS DEPARTMENT UTILITY DIVISION FOR ALL WATER MAIN SHUTOFFS (CITY OF ELMHURST 630) 530-3039. UNDER NO CONTACT THE CITY PUBLIC WORKS DEPARTMENT UTILITY DIVISION FOR ALL WATER MAIN SHUTOFFS (CITY OF ELMHURST 630) 530-3039. UNDER NO CONDITION SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS WITHIN THE PROJECT AREA.

PUBLIC OR PRIVATE UTILITIES

TYPE 1 FRAME CLOSED LID

STAGE 2

MUNICIPAL COORDINATION

THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE DEPARTMENT DOES NOT CUARANTEE THEIR ACCURACY, THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATIONS OF SUCH FACILITIES SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS. UTILITY FACILITIES MAY ADJUSTED OR RELOCATED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF PUBLIC OR PRIVATE PROPERTY, AND SHALL RESTORE SUCH PROPERTY AT HIS OWN EXPENSE, COORDINATION OF UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA MILL BE DISCUSSED AT A REPORT OF THE CONTRACTOR SHALL USE ALL RECESSARY PRECIDENT OF PROTECTIVE MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURIENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR WILL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES AND SEWERS WHICH ARE STILL IN SERVICE.

THE CONTRACTOR WILL NOT REMOVE ANY UTILITY LINE, CONDUIT, OR VAULT WITHIN THE LIMITS OF THE PROJECT UNTIL AFTER RECEIVING WRITTEN PERMISSION FROM THE UTILITY COMPANY OR AGENCY INVOLVED AND PERMISSION FROM THE ENGINEER.

WHENEVER THE CONTRACTOR ENCOUNTERS FACILITIES AND APPURTENANCES WITHIN THE LIMITS OF THE IMPROVEMENTS DURING TRENCHING OPERATION. HE WILL BE REQUIRED TO HAND TRENCH IN THAT AREA IN ORDER NOT TO DAMAGE THE FACILITIES.

THE CONTRACTOR WILL BE REQUIRED TO DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER MATERIAL EXCAVATED OR REMOVED DUE TO CONSTRUCTION OPERATIONS AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE ON THE DAY IT IS EXCAVATED. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING MATERIAL TO LOCATIONS OUTSIDE THE LIMITS OF THE IMPROVEMENT, PROVIDED BY THE CONTRACTOR.

DRAINAGE STRUCTURES ONLY PRECAST ADJUSTMENT RINGS WILL BE ALLOWED IN THE ADJUSTMENT OR RECONSTRUCTION OF CATCH BASINS, MANHOLES, AND INLETS.

ALL FRAMES, GRATES, LIDS, AND BOXES REMOVED FROM EXISTING WATER SERVICE OR SEWER STRUCTURES WHICH ARE TO BE ABANDONED OR ADJUSTED WITH A NEW OR DIFFERENT FRAME AND LID SHALL BECOME THE PROPERTY OF THE MUNICIPALITY. ANY OF THESE ITEMS WHICH ARE DAMAGED OR BROKEN DURING HANDLING SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE. NO ADDITIONAL COMPENSATION SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN FRAMES, GRATES, LIDS, OR BOXES AND DELIVERING THEM TO THE MAINTENANCE FACILITY OF THE MUNICIPALITY. THE CONTRACTOR SHALL NOTIFY THE MUNICIPALITY 24 HOURS PRIOR TO DELIVERY. THE MUNICIPALITY MAY, AT THEIR DISCRETION, INSTEAD ELECT TO COLLECT THESE ITEMS FROM THE PROJECT SITE. FRAMES AND GRATES

ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR CONSTRUCTION, ADJUSTMENT, OR RECONSTRUCTION OF ANY STORM SEWER MANHOLE, CATCH BASIN AND/OR INLET SHALL HAVE THE WORD "STORM" CAST IN THE LID. ALL VALVE VAULTS SHALL HAVE THE WORD "WATER" CAST IN THE LID AND ALL SANITARY MANHOLES SHALL HAVE THE WORD "SANITARY" CAST INTO THE LID.

THE COST OF ALL SAW CUTS REQUIRED FOR REMOVAL ITEMS (EXCEPT PATCHES) SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED. FULL DEPTH SAW CUTS

BOXED ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT.

SUGGESTED CONSTRUCTION PROCEDURE AND MAINTENANCE OF TRAFFIC

1. CLOSE BOTH OUTSIDE LANES TO TRAFFIC, LEAVING ONE (1) LANE IN EACH DIRECTION,
2. GRIND BITUMINOUS SURFACE AND BINDER IN THE OUTSIDE LANES.
3. PERFORM REQUIRED CURB AND GUTTER REPLACEMENT, PATCHING, AND DRAINAGE
STRUCTURE ADJUSTMENTS IN THE OUTSIDE LANES.
4. PLACE BINDER COURSE IN THE OUTSIDE LANES.
5. REPLACE REQUIRED SIDEMALK.

1. CLOSE BOTH INSIDE LANES AND MEDIAN TO TRAFFIC, LEAVING ONE (I) LANE IN EACH DIRECTION. LEFT TURN ACCESS TO ALL ADJACENT PROPERTIES SHALL BE MAINTAINED, AND LEFT TURN LANES SHALL BE MAINTAINED AT THE SIGNALIZED INTERSECTIONS ACCORDING TO SHEET 19.

2. GRIND BITUMINOUS SURFACE AND BINDER IN THE INSIDE LANES AND MEDIAN.

3. PERFORM REQUIRED PATCHING AND DRAINAGE STRUCTURE ADJUSTMENTS IN THE INSIDE LANES AND MEDIAN.

4. PLACE BINDER COURSE IN THE INSIDE LANES AND MEDIAN.

1. PLACE SIGNAL DETECTOR LOOPS.
2. PLACE BITUMINOUS SURFACE COURSE.
3. PLACE PAYEMENT MARKINGS.
4. OPEN ROADWAY TO TRAFFIC. STAGE 3

STATE STANDARDS

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
PAVEMENT JOINTS
P.C.C. PAVEMENT ROUNDOUTS
PAVEMENT FABRIC
CURB RAMPS FOR SIDEWALK
CLASS B PATCHES
CATCH BASIN TYPE C
MANHOLE TYPE A
FRAME AND LIDS, TYPE 1
FRAME AND LIDS, TYPE 1
FRAME AND LIDS, TYPE 24
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
LANE CLOSURE, 2-L, 2-W, SHORT TIME OPERATIONS
LANE CLOSURE, 2-L, 2-W, SHORT TIME OPERATIONS
LANE CLOSURE, 2-L, 2-W, MOVING OPERATIONS - DAY ONLY
URBAN LANE CLOSURE - MULTILANE 2-W, WITH BIDIRECTIONAL LEFT TURN LANE
URBAN LANE CLOSURE - MULTILANE INTERSECTION
TRAFFIC CONTROL DEVICES
TYPICAL PAVEMENT MARKINGS
DETECTOR LOOP INSTALLATIONS
TYPICAL LAYOUT FOR DETECTION LOOPS
TYPICAL LAYOUT FOR DETECTION LOOPS

TRAFFIC CONTROL AND PROTECTION NOTES:

STAGING PROCEDURES PRESENTED ARE THE SUGGESTED SEQUENCE OF OPERATIONS. THE CONTRACTOR MAY SUBMIT AN ALTERNATIVE STAGING PROPOSAL TO THE ENGINEER FOR HIS APPROVAL THE CONTRACTOR SHALL NOT BE ENTITLED TO ADDITIONAL COMPENSATION FOR ANY CHANGE IN STAGING.

THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE 11' LANE IN EACH DIRECTION FOR TWO-WAY, TWO LANE TRAFFIC FLOW. INGRESS AND EGRESS TO DRIVEWAYS AND SIDE STREETS SHALL BE MAINTAINED AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER. LEFT TURN LANES SHALL BE MAINTAINED AT THE SIGNALIZED INTERSECTIONS. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.

CURB AND GUTTER REPLACEMENT PATCHING IN FRONT OF DRIVEWAYS SHALL BE STACED TO ALLOW ACCESS. A MINIMUM OF ONE (1) ENTRANCE SHALL BE MAINTAINED FOR ALL PROPERTIES.

THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE SPECIAL PROVISIONS, STATE STANDARDS, STANDARD SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER.

THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.

THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLAN. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL OR WORK ZONE PAVEMENT MARKING REMOVAL.

THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.

ALL UNBALLASTED TYPE I AND II BARRICADES SHALL HAVE TWO (2) SANDBAGS ON THE BOTTOM RAIL ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR (4) SANDBAGS PER BARRICADE

SCHEDULE OF CURB AND GUTTER REMOVAL AND REPLACEMENT

STATION	OFFSET	LENGTH (FT)
16+17	RIGHT	46
18+96	RIGHT	6
22+93	RIGHT	30
27+40	RIGHT	12
28+87	RIGHT	6
31+43	LEFT	6
33+52	LEFT	13
36+98	LEFT	6
42+85	LEFT	21
43+90	LEFT	13
47+07	LEFT	12
48+97	RIGHT	15
56+51	LEFT	15
57+83	LEFT	9
TOTAL		210

SCHEDULE OF SIDEWALK REMOVAL AND REPLACEMENT

STATION	OFFSET	(FT)	(FT)	(SQ FT
32+96	RIGHT	15	5	75
42+89	LEFT	10	5	46
44+06	RIGHT	8	5	26

AN ADDITIONAL 50 SF OF SIDEWALK REMOVAL AND PCC SIDEWALK 5" ARE INCLUDED FOR USE IN ADDITIONAL AREAS AS NECESSARY AND DETERMINED BY THE ENGINEER.

INDEX OF SHEETS

FAU	SECTION	COUNTY	SHEETS	SHEET NO.
2678	04-00167-00-R	DUPAGE	21	2
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FED. RO	AD DIST. NO. 7 ILLI	NOIS FED. AID	PROJECT	-

CONTRACT NO. 83798

TITLE SHEET INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES SUMMARY OF QUANTITIES TYPICAL SECTIONS

5-6 7-8 9-10 11-14

TYPICAL SECTIONS
PLAN
PLAN
PAVEMENT MARKING
DETECTOR LOOP INSTALLATION
TS-05 TRAFFIC SIGNAL DETAILS
BD-24 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32 BUIT JOINT DETAIL
TC-10 TRAFFIC CONTOUR DATE OF THE STATE OF THE S

SCHEDULE OF CLASS B PAVEMENT PATCHING

	STATION	OFFSET	LENGTH (FT)	WIDTH (FT)	TYPE II AREA (SQ YD)	TYPE III AREA (SQ YD)	TYPE IV AREA (SQ YD)
٠	15+68	RIGHT	69	11			84.3
	16+46	LEFT	21	12			28
	16+52	RIGHT	158	12			210.7
	17+45	RIGHT	22	12			29.3
	18+50	RIGHT	6	24	16		
	18+84	RIGHT	18	12			24
	18+95	RIGHT	6	12	8		
ı	19+70	LEFT	23	12			30.7
	19+80	RIGHT	6	24	16		
	19+80	LEFT	6	12	8		
**	20+40	LEFT	6	12	8		
	20+50	RIGHT	6	24	16		
	20+50	LEFT	6	12	8		
	20+50	LEFT	6	32	21.3		
	21+17	RIGHT	8	24	21.3		
i	21+17	LEFT	8	12	10.7		
	22+00	RIGHT	8	24	21.3		
	TOTAL -	10" PATCH	IES		154.6	0.0	407.0

	STATION	OFFSET	LENGTH (FT)	WIDTH (FT)	TYPE II	TYPE III	TYPE IV
					AREA (SQ YD)	AREA (SQ YD)	AREA (SQ YD)
	22+96	RIGHT	6	12	8		
	22+99	LEFT		12	8		
••	23+60	LEFT	6	12	8		
	26+15	LEFT	27	12			36
	26+50	RIGHT	6	12	8		
	26+50	RIGHT	18	12			24
	27+40	RIGHT	12	12		16	
**	28+15	LEFT	6	12	8		
	29+67	LEFT	15	24			40
	31+42	LEFT	40	12			53.3
	32+40	LEFT	16	24			42.7
	32+96	LEFT	6	12	8		
	33+15	RIGHT	14	12		18.7	
	34+87	RIGHT		12			22.7
	34+96	LEFT		24	21.3		
••	36+45	LEFT	6	12	8		
	38+74	RIGHT	18	12			24
	46+63	LEFT	56	12			74.7
	50+97	LEFT	6	12	8		
	56+60	LEFT	6	24	16		
	57+83	LEFT	9	12	12		
	59+44	LEFT	6	24	16		
	61+47	LEFT	70	12			93.3
	62+09	LEFT	8	12	10.7		
	62+19	RIGHT	6	24	16		
			_				
	TOTAL -	8" PATCHE	5		156.0	34.7	410.7

NOTE: THE ABOVE TABLE REPRESENTS AN APPROXIMATION OF THE LOCATION OF THE PATCHES. THE EXACT LOCATION OF PATCHES WILL BE DETERMINED BY THE RIGHRER AFTER THE EXISTING BITUMINOUS SURFACE HAS BEEN REMOVED. THEREFORE, THE EXACT QUANTITIES OF PATCHING ARE SUBJECT TO CHANGE. • THE CONTRACTOR SHALL USE HIGH EARLY STRENGTH CONCRETE FOR THIS PATCH, THE COST WILL BE INCLUDED IN THE COST OF CLASS B PATCHES. •• THE EXACT LOCATION OF THESE PATCHES WILL BE DETERMINED BY THE LOCATION OF THE BURIED MANHOLES. A 1-LANE BY 6' PATCH SHALL BE PLACED AT THE LOCATION OF EACH MANHOLE.

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	1		DATE	4-8-05
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CONTRACT NO. 83798

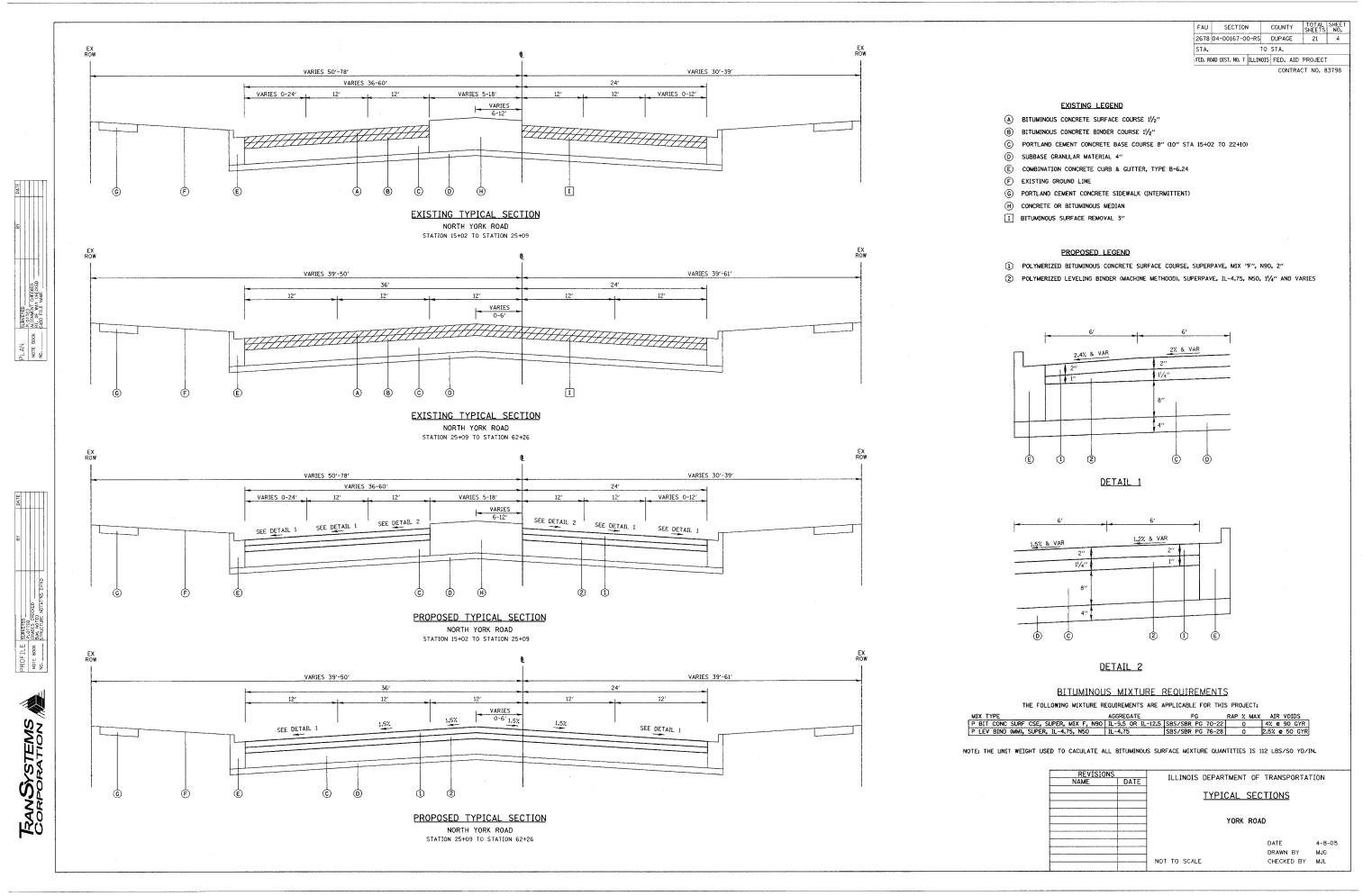
CODE NO.	PAY ITEM	UNIT	100
20800150	TRENCH BACKFILL	CU YD	12
40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2,614
40600300	AGGREGATE (PRIME COAT)	TON	52
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	10
40600895	CONSTRUCTING TEST STRIP	EACH	2
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	82
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	197
44000009	BITUMINOUS SURFACE REMOVAL 3"	SQ YD	34,83
44000600	SIDEWALK REMOVAL	SQ FT	197
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	260
44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	156
44200942	CLASS B PATCHES, TYPE III, 8 INCH	SQ YD	35
44200944	CLASS B PATCHES, TYPE IV. 8 INCH	SQ YD	411
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	155
44200976	CLASS B PATCHES, TYPE IV. 10 INCH	SQ YD	407
44213100	PAVEMENT FABRIC	SQ YD	853
44213200	SAW CUTS	FOOT	3.713
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	3,113
60251900	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE B-24 FRAME AND GRATE		
	+	EACH	2
60255500	MANHOLES TO BE ADJUSTED	EACH	3
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	4
60260100	INLETS TO BE ADJUSTED	EACH	1
60261540	INLETS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	3
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	. 1
60265900	VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2
60266600	VALVE BOXES TO BE ADJUSTED	EACH	8
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	33
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	33
60500060	REMOVING INLETS	EACH	3
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4
67100100	MOBILIZATION	L SUM	1
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1,863
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2,640
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1,600
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1,380
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	2,180
70300540	PAVEMENT MARKING TAPE, TYPE III 6"	FOOT	600
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	510
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	934
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13,46
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2,435
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	214
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	257
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	345
78300100	PAVEMENT MARKING REMOVAL	SQ FT	50
88600100	DETECTOR LOOP, TYPE I	FOOT	
			1,739
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	78
X4066548	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "F", N90	TON	3,902
X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	2,395
Z0017202	DOWEL BARS 1 1/2"	EACH	1,360
20075310	TIE BARS 3/4"	EACH	486

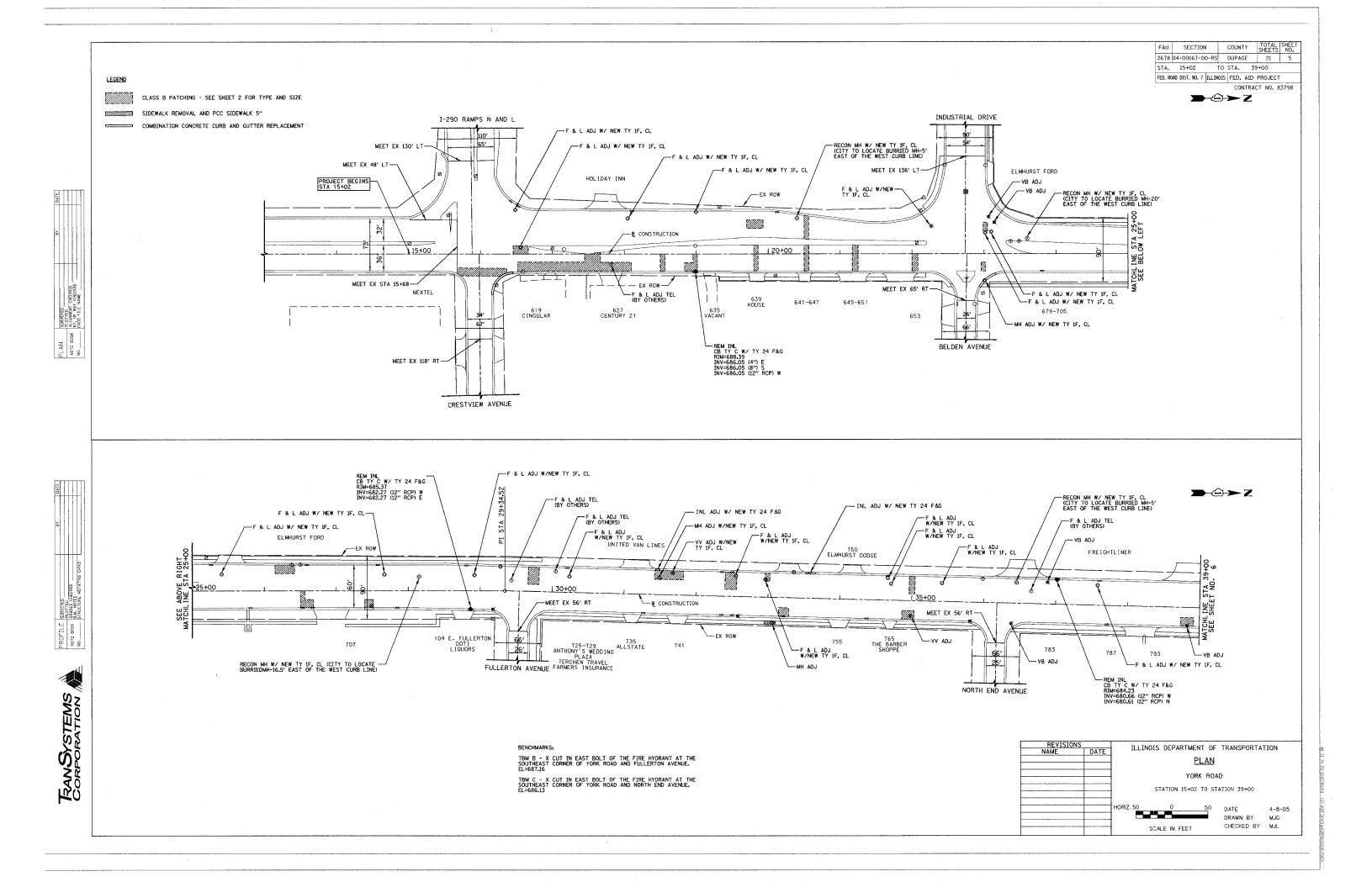
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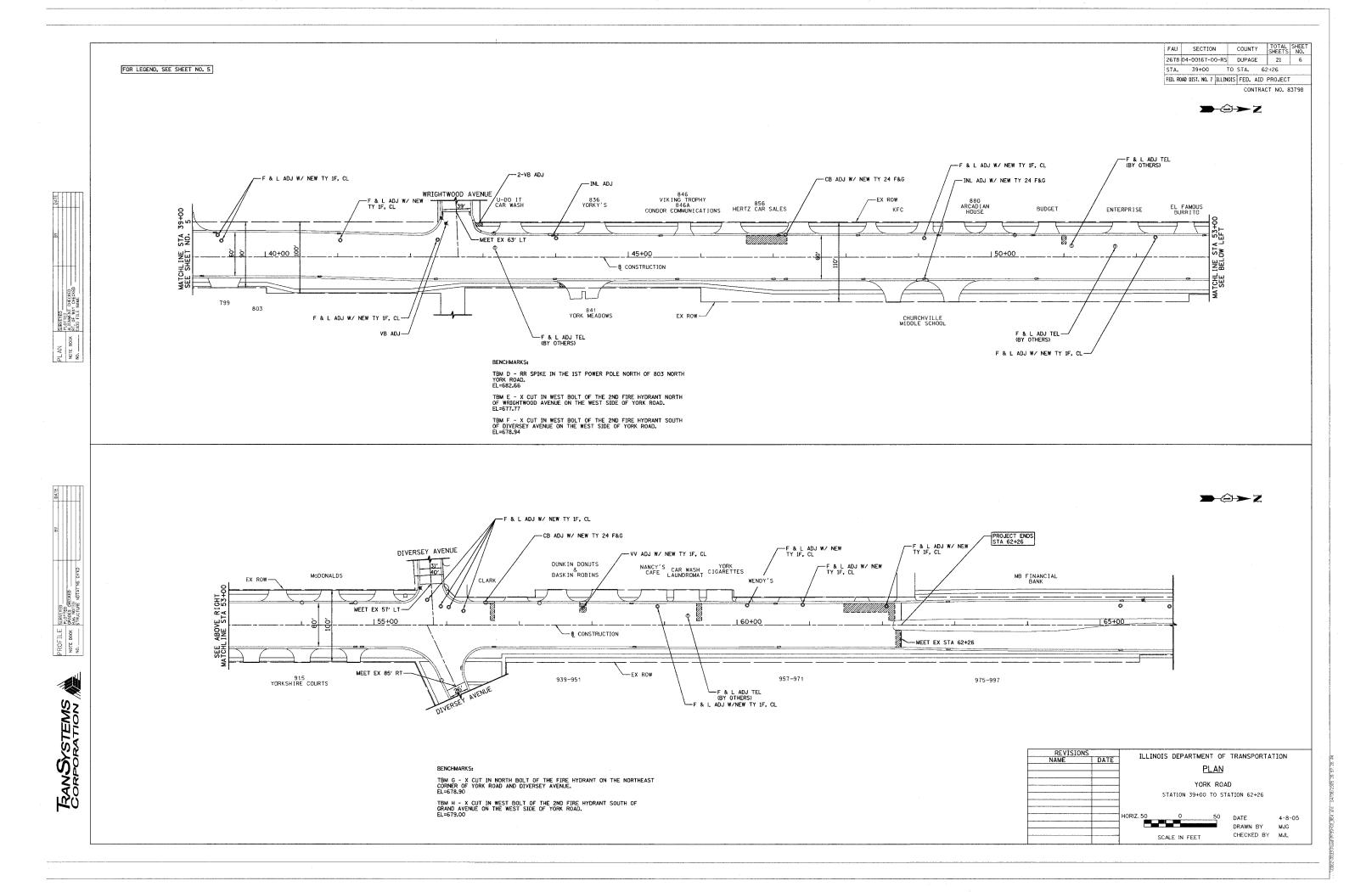
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		SUMMARY OF QUANTITIES
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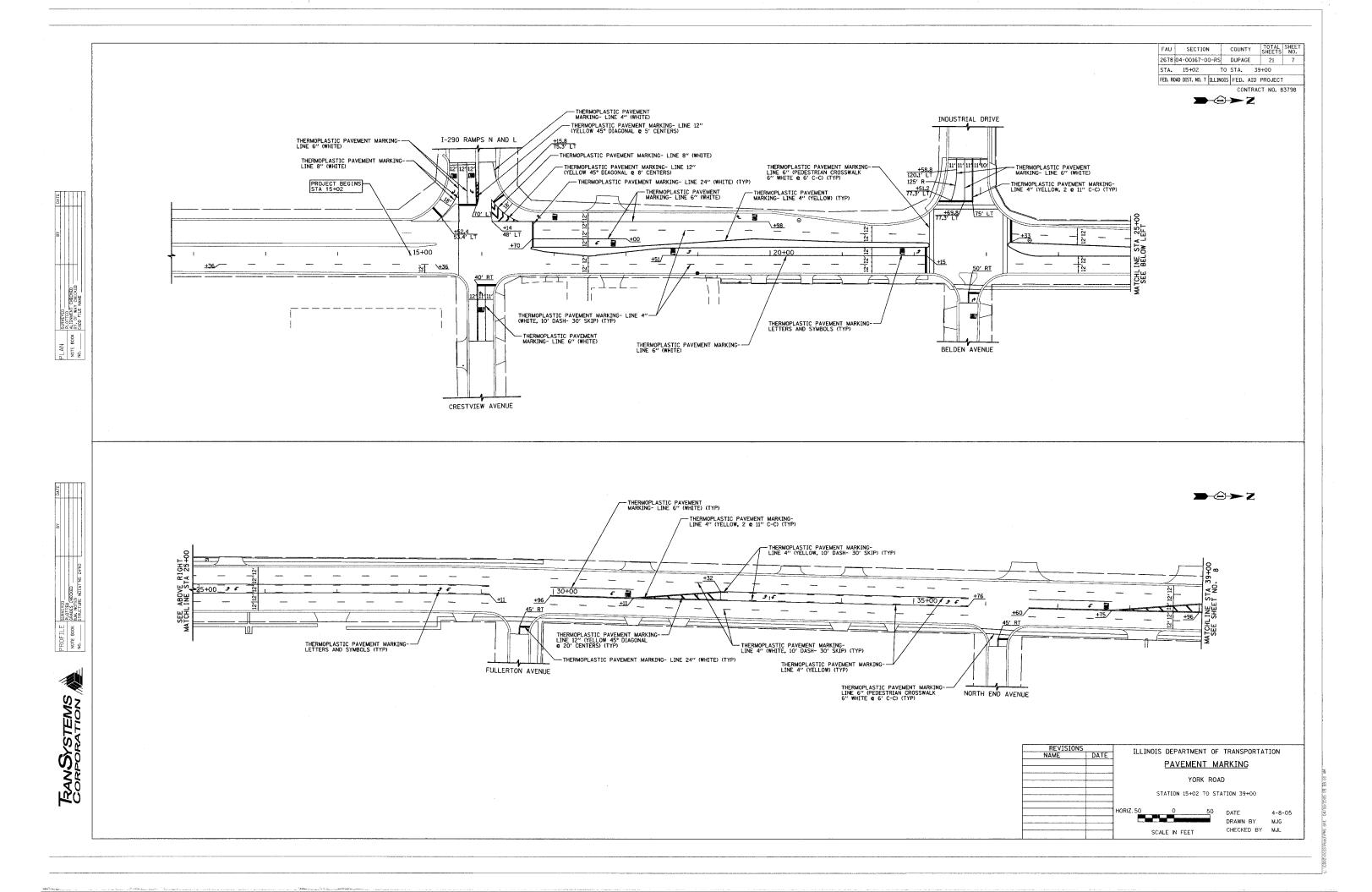
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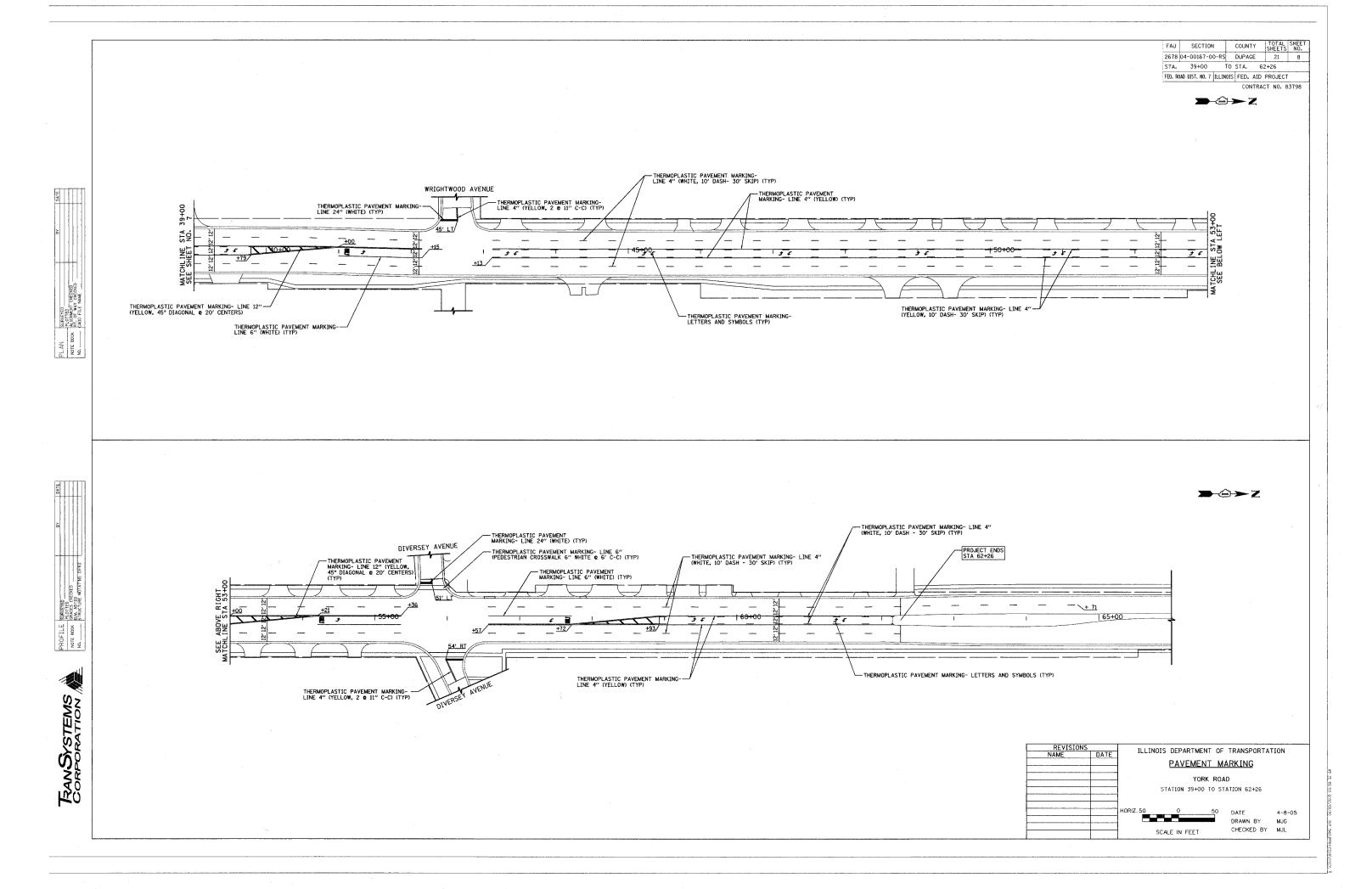


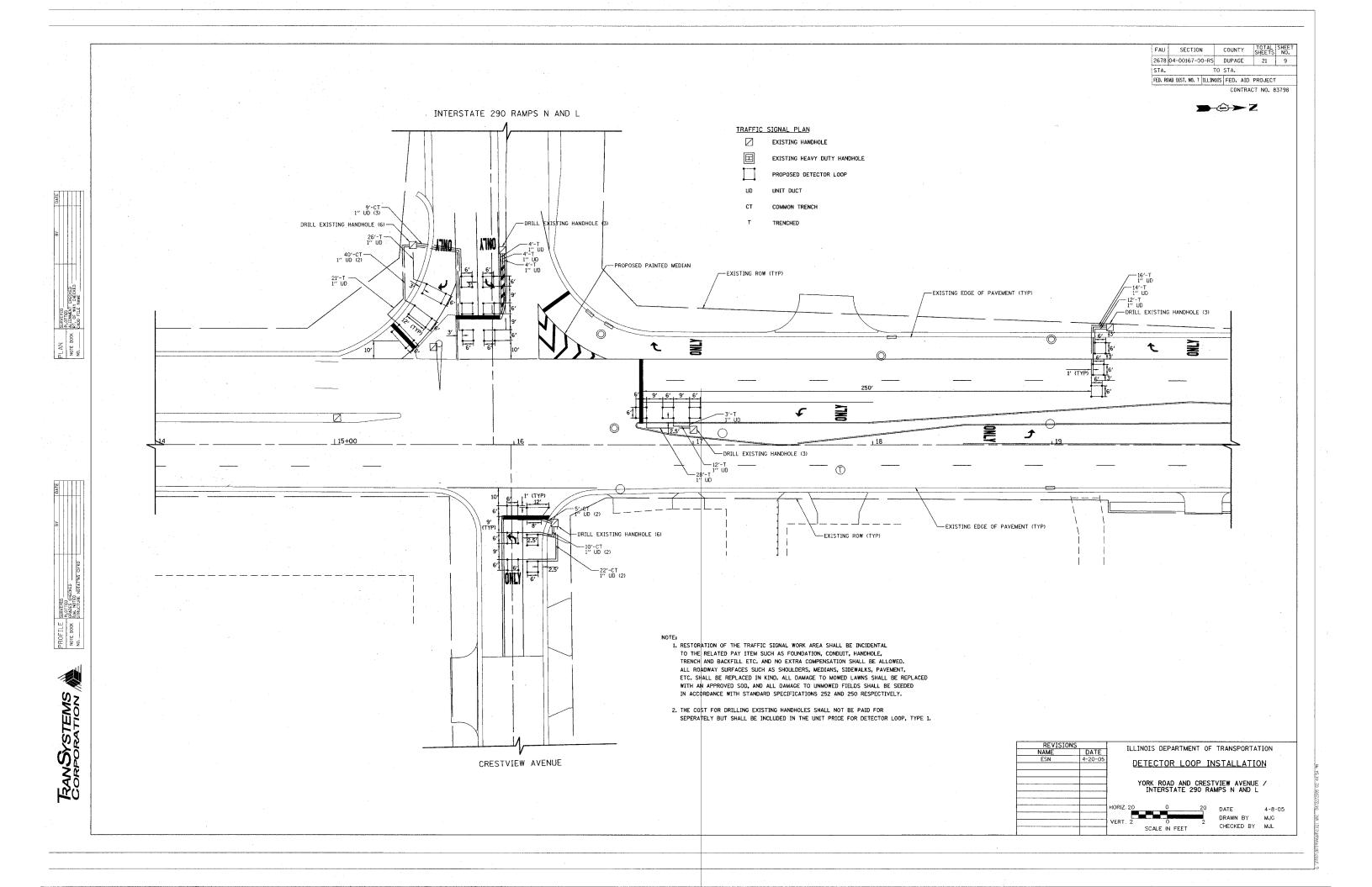


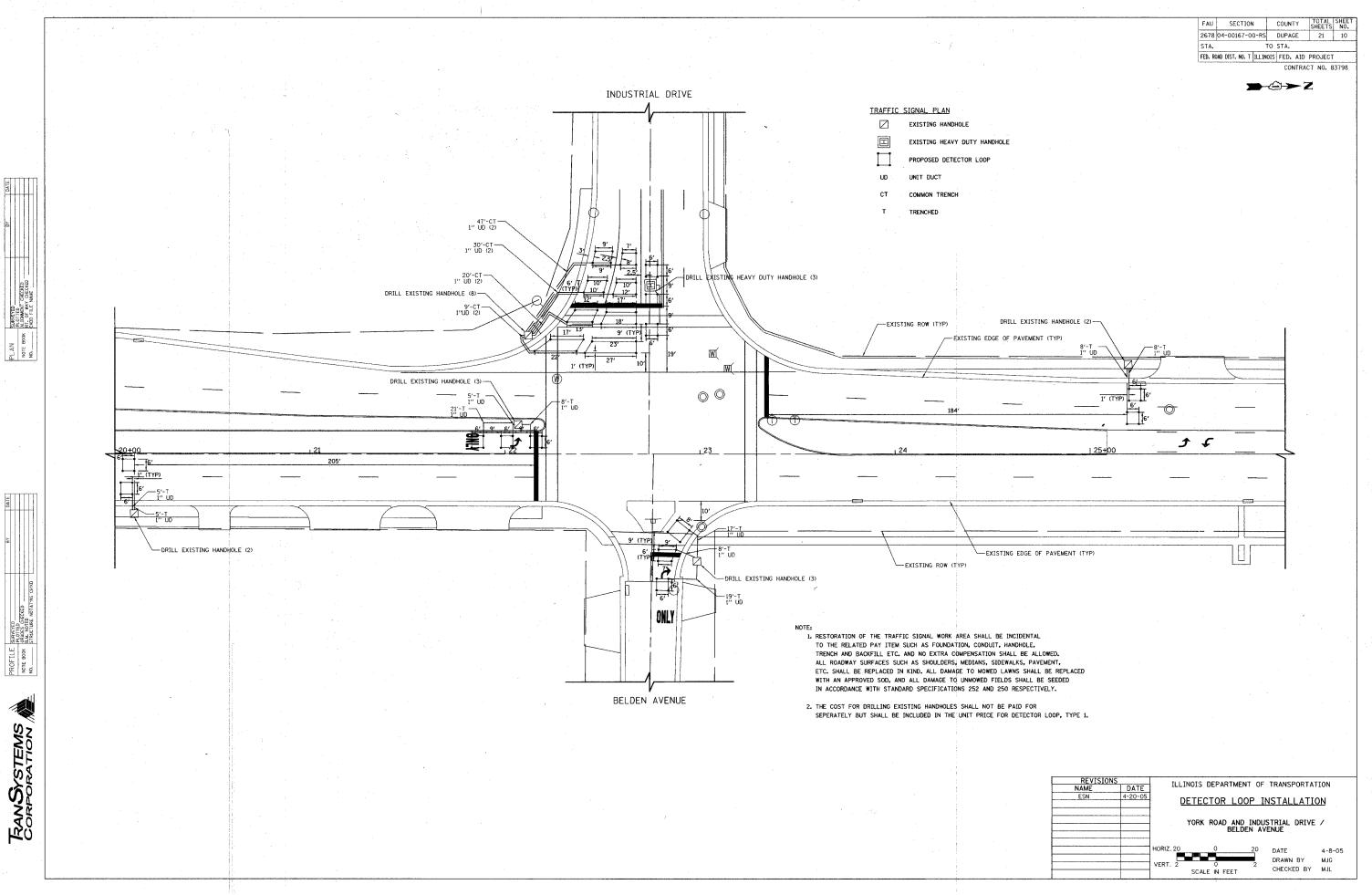










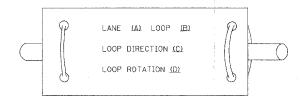


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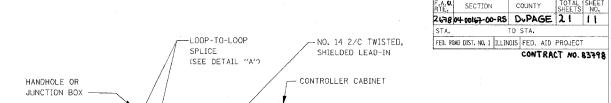
LOOP DETECTOR NOTES

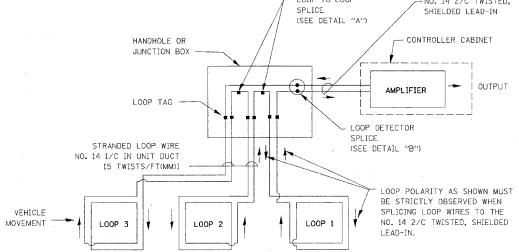
- 1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- 2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER.
 ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT
 FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE
 DETECTION.
- 3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- 4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- 6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- 7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG



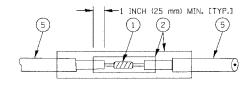
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP ± 1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



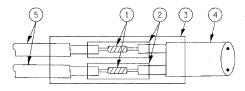


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE,
 THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.



DETAIL "A" LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- (2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
- (4) NO. 14 2/C TWISTED, SHIELDED CABLE.
- (5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
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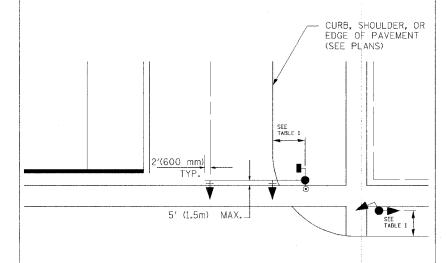
ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

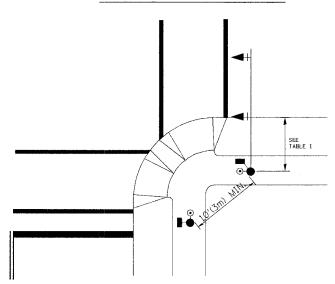
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TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCO (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

RTE. SECTION COUNTY 2678 04-00167-00-RS DUPAGE 2 ! 12 TO STA. STA. FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

NOTES:

CONTRACT NO. 83748

 AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON. APPROPRIATE PUSHBUTTON.

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:

- A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEEL CHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
- B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
- C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
- E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- 2. PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS
 THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A
 PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK
- 3. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- 4. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

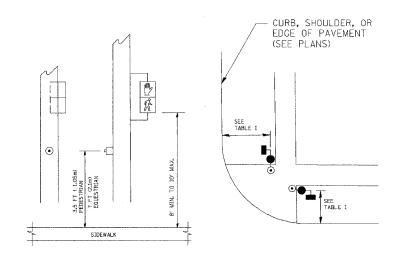


TABLE I

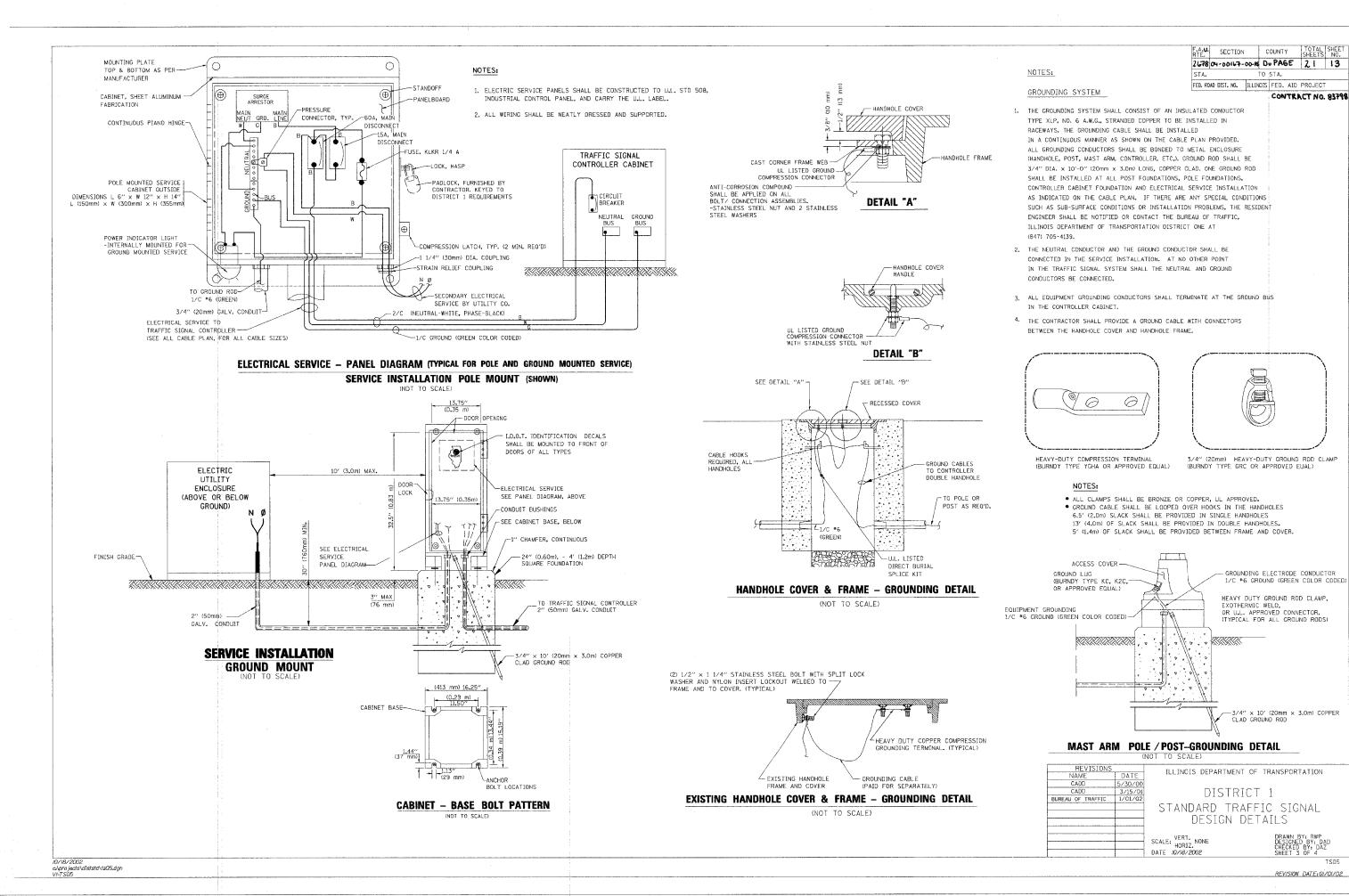
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)		
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)		
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)		
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)		
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1		

REVISIONS ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF TRAFFIC 1/01/0 DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS SCALE: VERT. NONE

DATE 10/18/2002

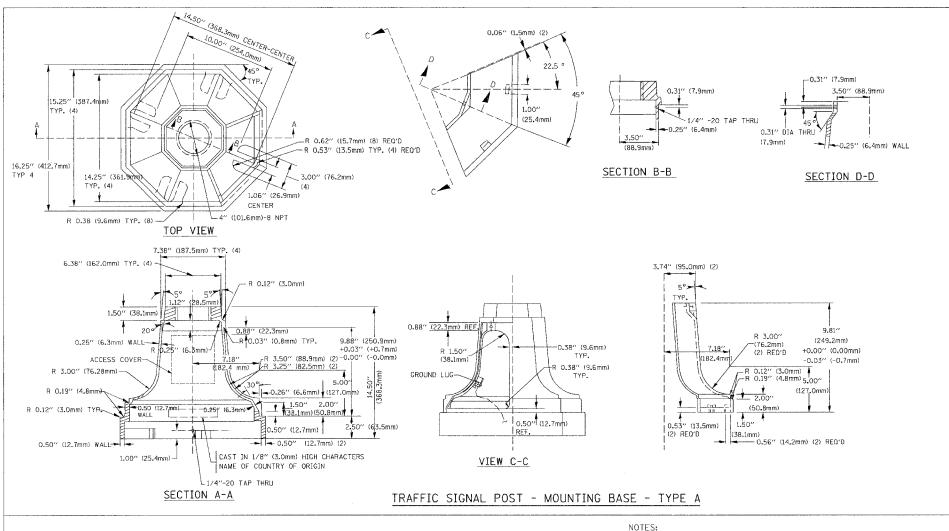
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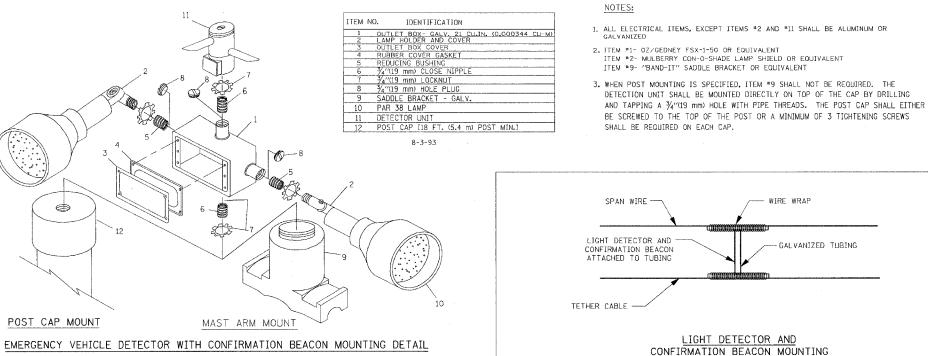
REVISION DATE: 01/01/02



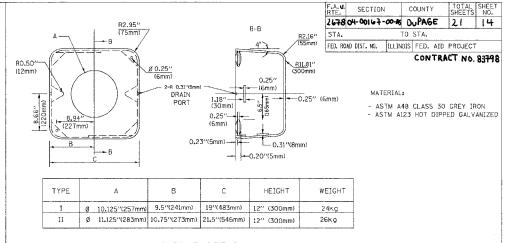
REVISION DATE: 01/01/02

CONTRACT NO. 83798

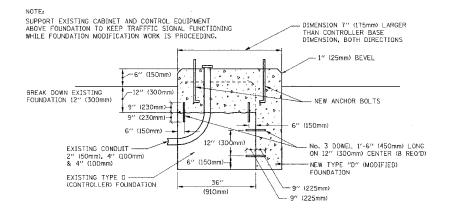




FOR TEMPORARY TRAFFIC SIGNALS (NOT TO SCALE)

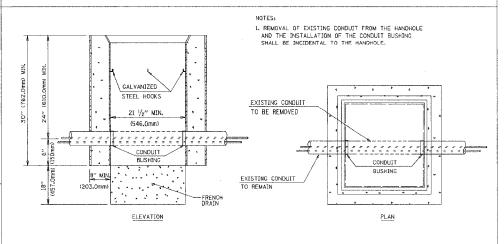


SHROUD DETAIL



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



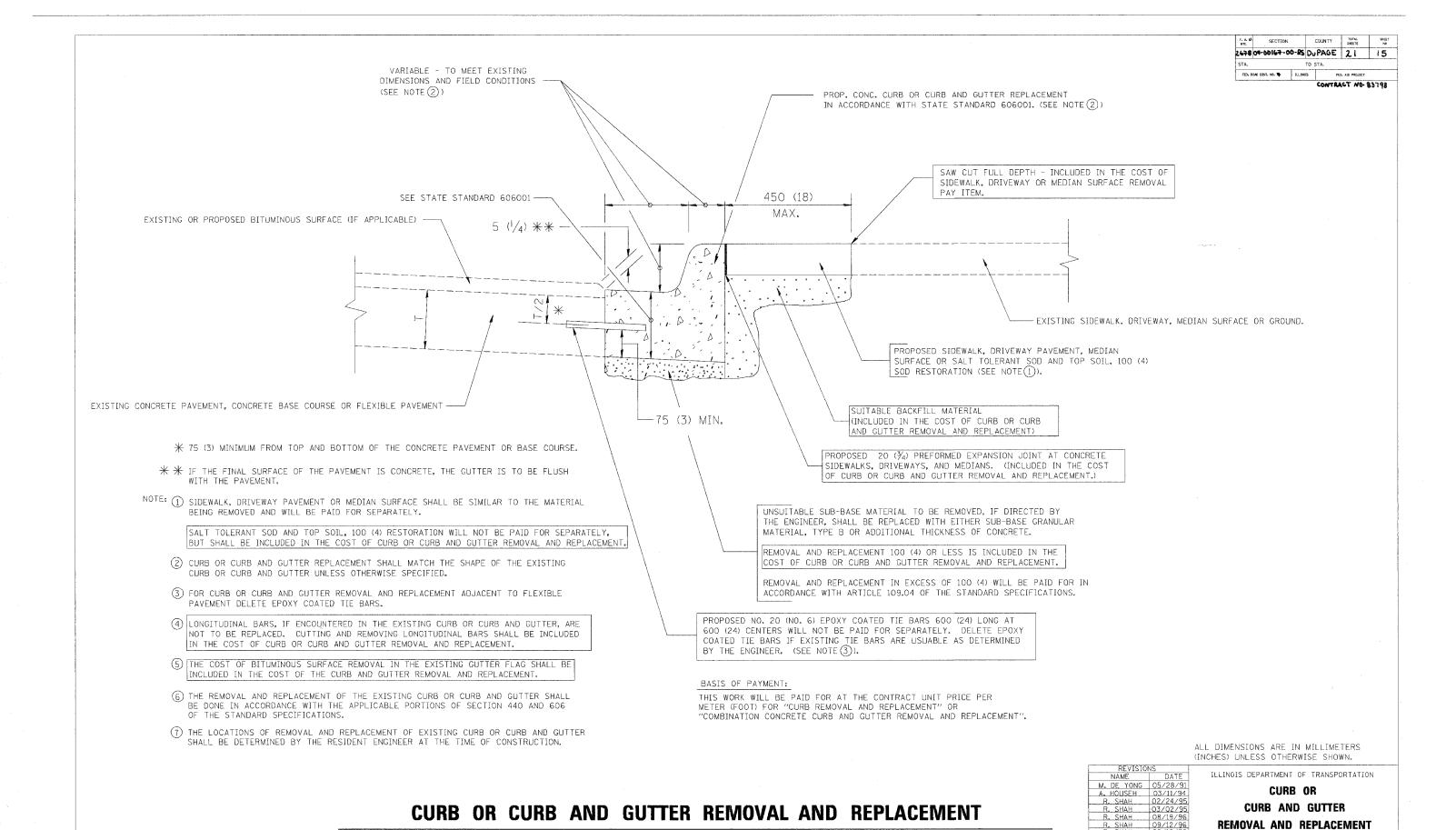
DETAIL HANDHOLE TO INTERCEPT EXISTING CONDUIT

REVISIONS

REVISIONS		ILLINOIS DEPARTMENT	OF TRANSPORTATION
NAME	DATE	ILLINOIS DELANTMENT	OF TRANSFORTATION
BUREAU OF TRAFFIC	5/30/00		
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		DATE 10/18/2002	CHECKED BY: DAZ SHEET 4 OF 4

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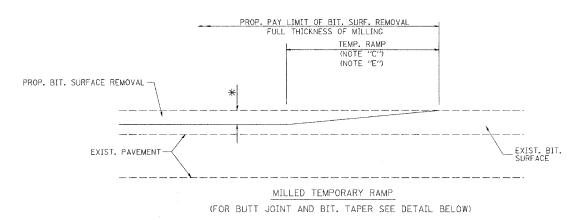
REVISION DATE: 01/01/02



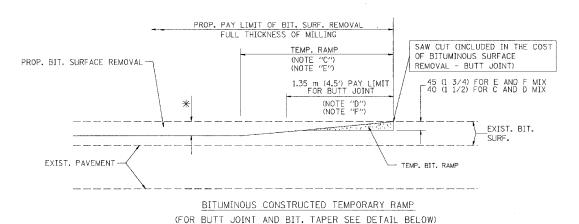
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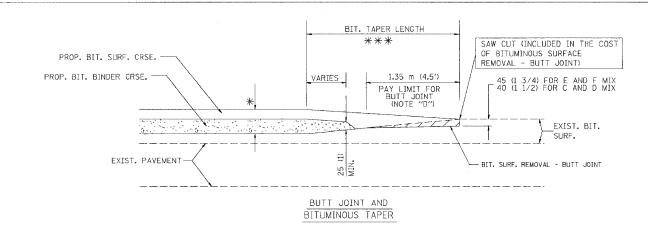
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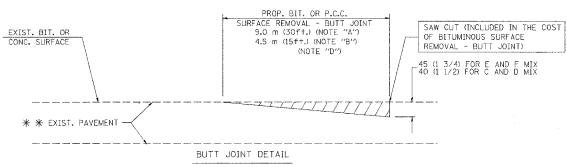
OPTION 2 TYPICAL TEMPORARY RAMP

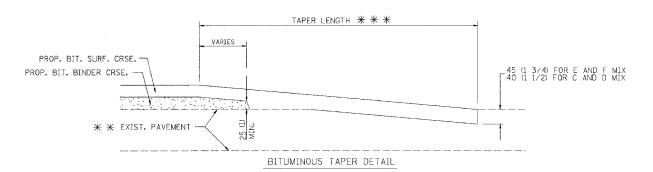


TYPICAL BUTT JOINT AND BITUMINOUS TAPER
FOR MILLING AND RESURFACING

| F.A. U | SECTION | COUNTY | SECT |

CONTRACT NO 83798





TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR RESURFACING ONLY

** PC CONCRETE, BITUMINOUS OR BITUMINOUS 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 BITUMINOUS SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED BITUMINOUS COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 ft.) PER INCH OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL BUTT JOINT".
- G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".
- st SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- ** ** + 6.1 m (20') PER 25 (1) RESURFACING (NOTE "A") 3.0 m (10') PER 25 (1) RESURFACING (NOTE "B")

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

OTHERWISE SHOWN.

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND BITUMINOUS TAPER DETAILS

09/09/94 10/25/94 03/21/97 SCALE: NONE

M. DE YONG
M. DE YONG
M. DE YONG
R. SHAH

R. SHAH

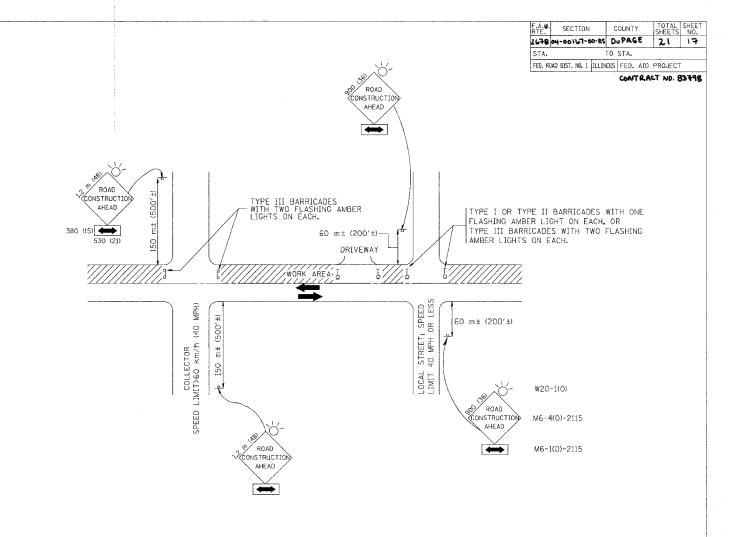
03/21/97 SCALE: NONE 04/06/01 DATE PLOTTED:10/18/2002 DRAWN BY
CHECKED BY
BD400-05 (VI=BD32)

REVISION DATE: 04/06/01

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.)
AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT" OR
AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT
JOINT".

*DATE-TIME *DGN-SPEC* VI-RD32



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

NOTES:

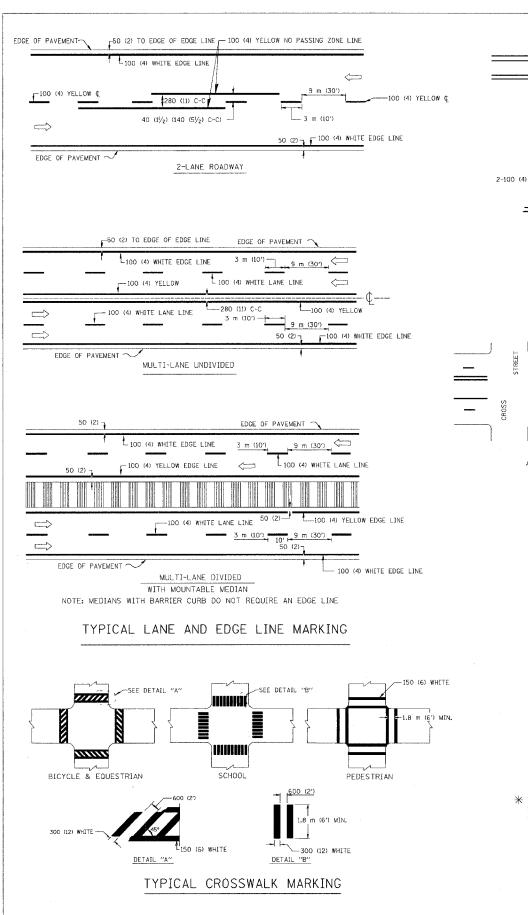
- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 1. SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- d) ONE ROAD CONSTRUCTION AHEAD SIGN 900×900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200°) IN ADVANCE 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 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- d) ONE ROAD CONSTRUCTION AHEAD SIGN 1.2 m \times 1.2 m (48 \times 48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') 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).

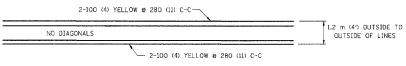
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW BALL 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.

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NAME	DATE	ILLINOIS DEPARTMENT OF TRANSPORTATION				
LHA	6/89	TRAFFIC CONTRO	I AND PROTECTION			
T. RAMMACHER	09/08/94	177711 20 001711102 71110 1 110 120 12011				
J. OBERLE	10/18/95	FOR SOADS INTERSECTIONS AND				
A. HOUSEH	03/06/96					
A. HOUSEH	10/15/96	SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS				
T. RAMMACHER	01/06/00					
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		DATE 10/18/2002	CHECKED BY			

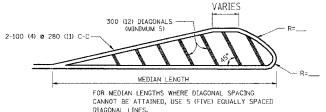
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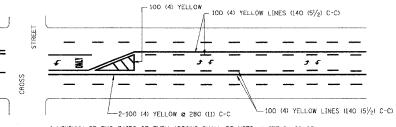


1.2 m (4') WIDE MEDIANS ONLY

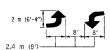


DIACONAL LINE SPACING: 15 m (50') C-C (LESS THAN 50 km/h (30 MPH))
25 m (75') C-C (50 km/h (30 MPH) T0 70 km/h (45 MPH))
45 m (150') C-C (MORE THAN 70 km/h (45 MPH))

MEDIANS OVER 1.2 m (4') WIDE

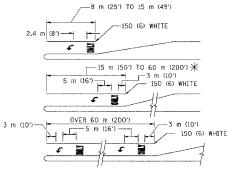


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

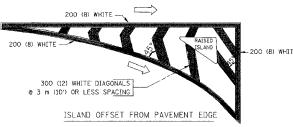


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED. \P AREA = 1.5 m² (15.6 SO. FT.) ONLY AREA = 1.9 m² (20.8 SO. FT.)

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

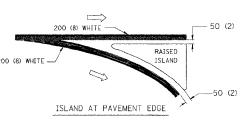
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



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FED. ROAD DIST. NO. 3		BLL.TNC0	s	FEID. AUD PROJECT	

CONTRACT NO 83798



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10") LINE WITH 9 m (30") SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5½) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	3 m (10") LINE WITH 9 m (30") SPACE FOR SKIP-DASH; 140 (51/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	2.4 m (8') 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 to 150 (6) 300 (12) to 45° 300 (12) to 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS,
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 in 147 IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (1) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIACONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA DF: "X"-0.33m2 (3.6 SQ. FT.) EACH "X"-5.0 m2 (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50°) C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75°) C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH) 45 m (150°) C-C (OVER 70 km/h (45 MPH))

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

REVISIONS
NAME DATE
EVERS 03-19-90
. RAMMACHER 10-27-94
LEX HOUSEH 10-17-96
. RAMMACHER 01-06-00
. RAMMACHER 01-06-00

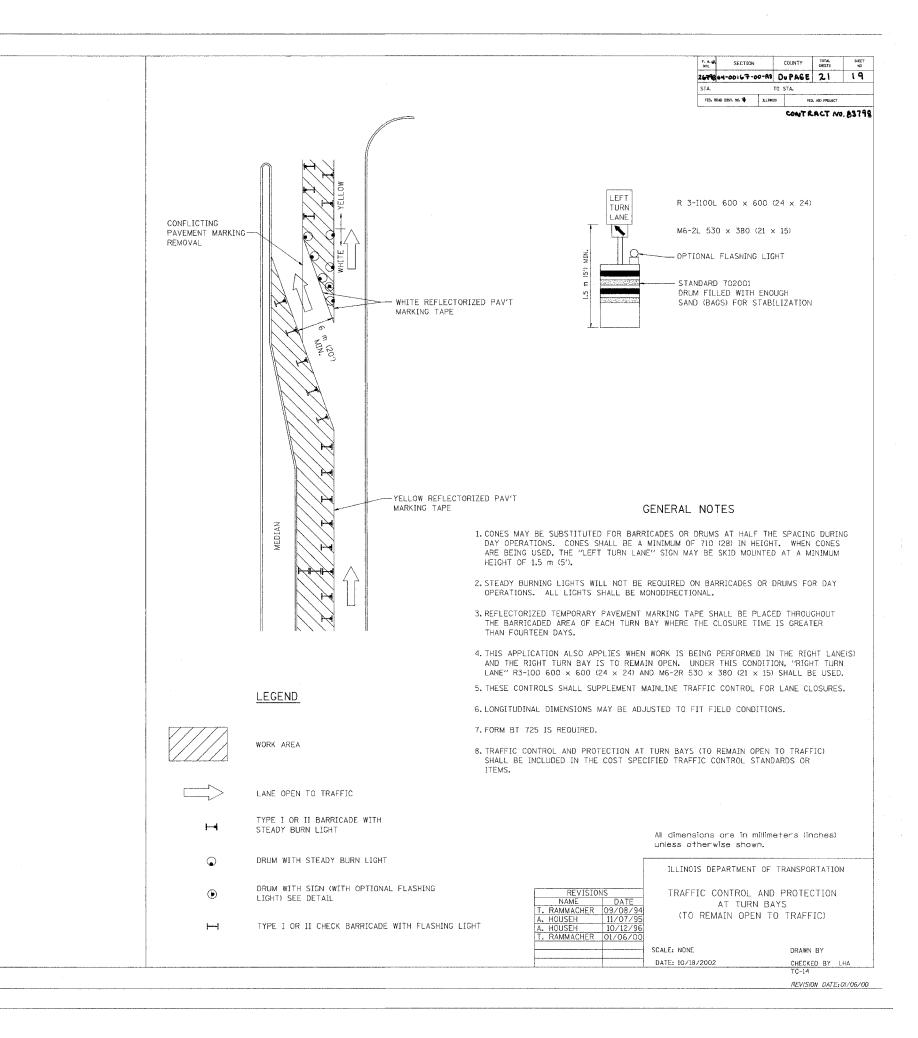
DISTRICT ONE
19-90 TYPICAL PAVEMENT
27-94 MARKINGS
17-96

SCALE: NONE

DRAWN BY CADD CHECKED BY

REVISION DATE: 01/06/00

DATE-TIME *DGN-SPEC*

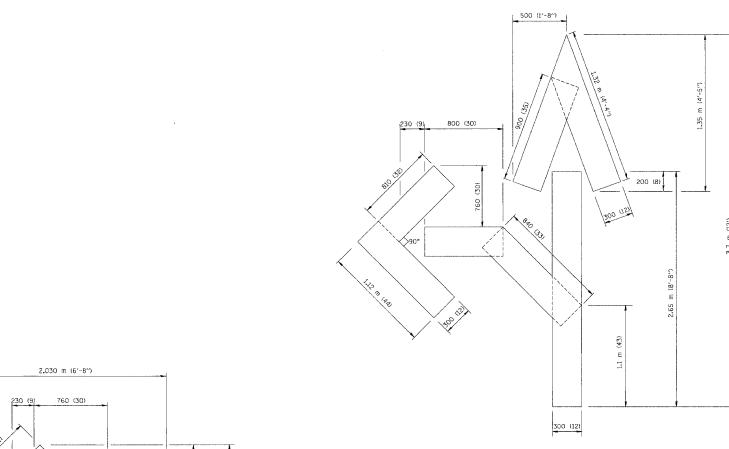


DATE-TIME *DGN-SPEC* VI=TCI4

F. A. U. SECTION COUNTY TOTAL SHEET NO 2678 04-00167-00-RS DU PAGE 21 20 TO STA. STA.

FED. KOMD DIST. NO. \$ 3.LIMOS FED. AND PROJECT

CONTRACT NO. 83798



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

REVISIONS NAME

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING NAME DATE

T. RAMMACHER 09/18/94

J. OBERLE 06/01/96

T. RAMMACHER 06/05/96

T. RAMMACHER 11/04/97

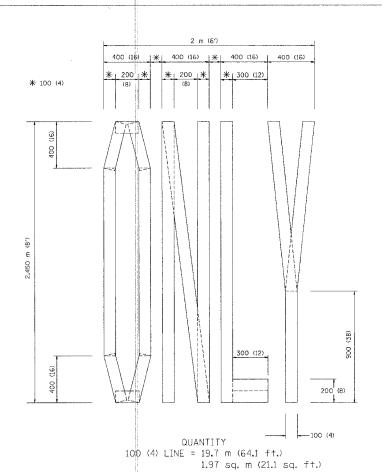
T. RAMMACHER 03/02/98

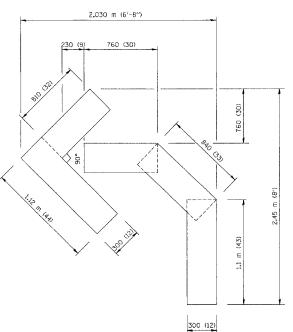
E. GOMEZ 08/28/00

11/04/97 03/02/98 SCALE: NONE 08/28/00 DATE 10/18/3

DRAWN BY CADD CHECKED BY TC-16

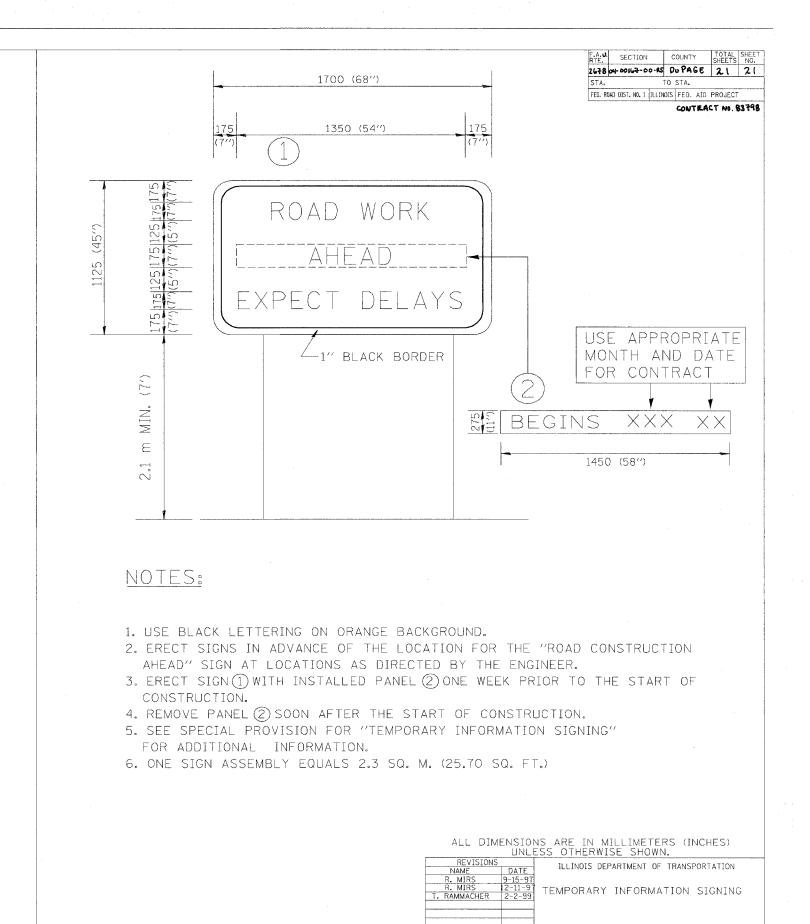
REVISION DATE: 08/28/00





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

L Friday October 18,2002 @ 10:23:21 AM ct\projects\diststd\tc16.dgn LV=35,63 V=TC16



Friday October 18, 2002 @ 10:25:17 AM c:\projects\diststd\tc22.dgn LV=35,63 VI=TC22

TCZZ REVISION DATE: 02/02/99

CHECKED BY

DRAWN BY: BUR. OF DESIGN

SCALE:

DATE 10/18/2002