

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1581	1355-B-1	COOK	23	1
		ILLINOIS	CONTRACT NO. 60P80	

* 23 + 1 = 24

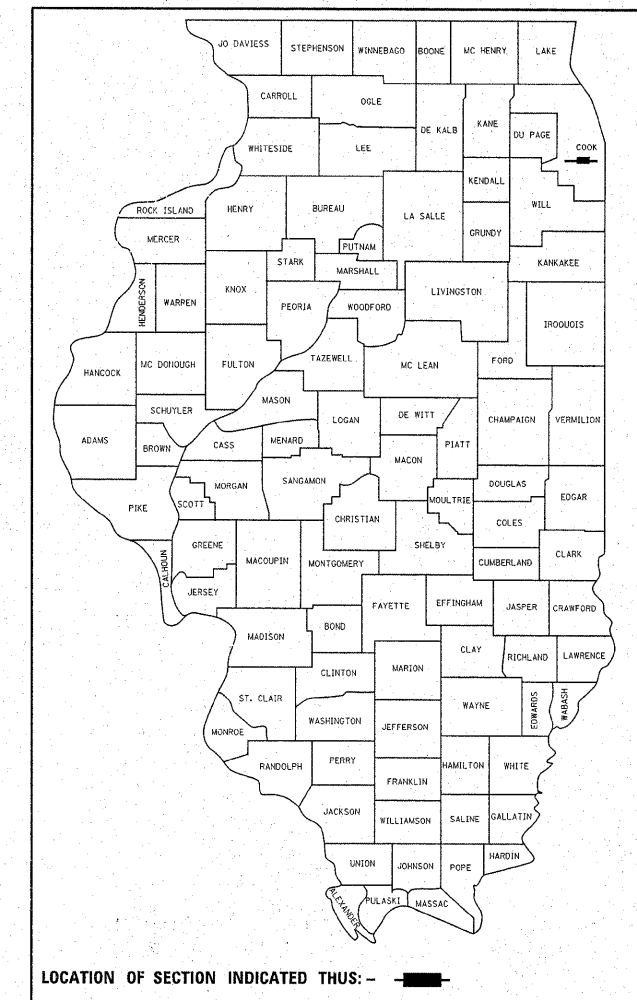
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAU ROUTE 1581: 111th STREET
OVER STONEY CREEK
SECTION: 1355-B-1
OVERLAY AND JOINT RECONSTRUCTION
COOK COUNTY
C-91-617-11

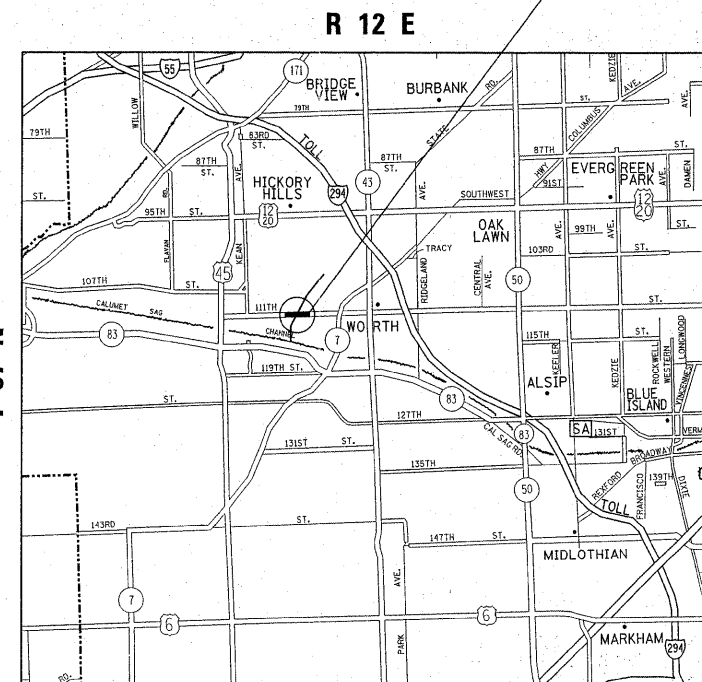
FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT IS LOCATED IN
THE CITY OF PALOS HILLS



LOCATION OF SECTION INDICATED THUS: - - -

LOCATION OF
IMPROVEMENT:
SN 016-2554



TRAFFIC DATA:

2010 ADT = 18900
POSTED SPEED LIMIT = 40 MPH

PROJECT ENGINEER: ROBERT BORO (847) 705-4237
PROJECT MANAGER: ISSAM RAYYAN (847) 705-4178

CONTRACT NO. 60P80

PALOS TOWNSHIP

CROSS LENGTH OF IMPROVEMENT = 188 FT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 31, 2011

Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 14, 2011
Scott E. Stitt P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

October 14, 2011
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

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

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS, & GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-11	BRIDGE REPAIR DETAILS - SN 016-2554
12-13	TRAFFIC CONTROL PLANS (STAGE I & II)
14	TRAFFIC STAGING PLAN
15	PAVEMENT MARKING PLAN
16	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
17	TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
18	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
19	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)
20	TYPICAL PAVEMENT MARKING (TC-13)
21	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
22	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)
23	ARTERIAL ROAD INFORMATION SIGN (TC-22)
23A.	DRIVEWAY ENTRANCE SIGNING (TC-26)

STATE STANDARDS

STANDARD NO.	DESCRIPTION
442201-03 701427	CLASS C AND D PATCHES
701606-07 701701-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE & GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED).

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF PALOS HILLS.

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

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR ARTERIAL OPERATIONS (847)705-4470, A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE ENGINEER SHALL CONTACT PATRICE HARRIS AREA TRAFFIC FIELD TECHNICIAN AT (708) 597-9800 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF MAINTENANCE.

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

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

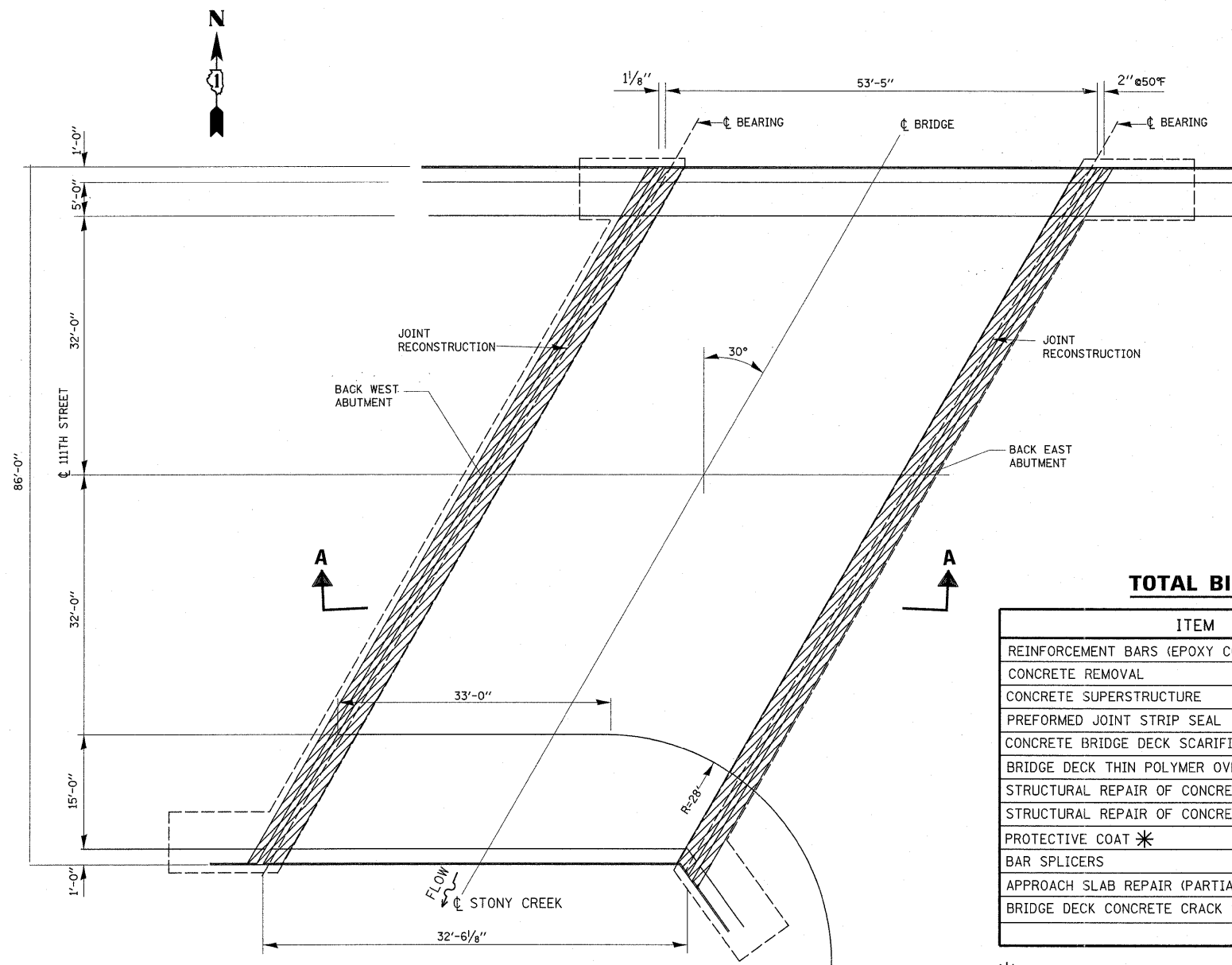
ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES OR COST TO REPLACE ANY PORTION OR COMPONENT OF THE EXISTING TRAFFIC SIGNAL INTERCONNECT CONDUIT ATTACHED TO THE EXISTING BRIDGE STRUCTURE. THIS RESPONSIBILITY SHALL INCLUDE ALL UNIONS, COUPLINGS, EXPANSION SLEEVES, FIBER CABLE AND JUNCTION BOXES TO MATCH THE EXISTING CONDITIONS WITH NO ASSOCIATED COSTS TO THE DEPARTMENT.

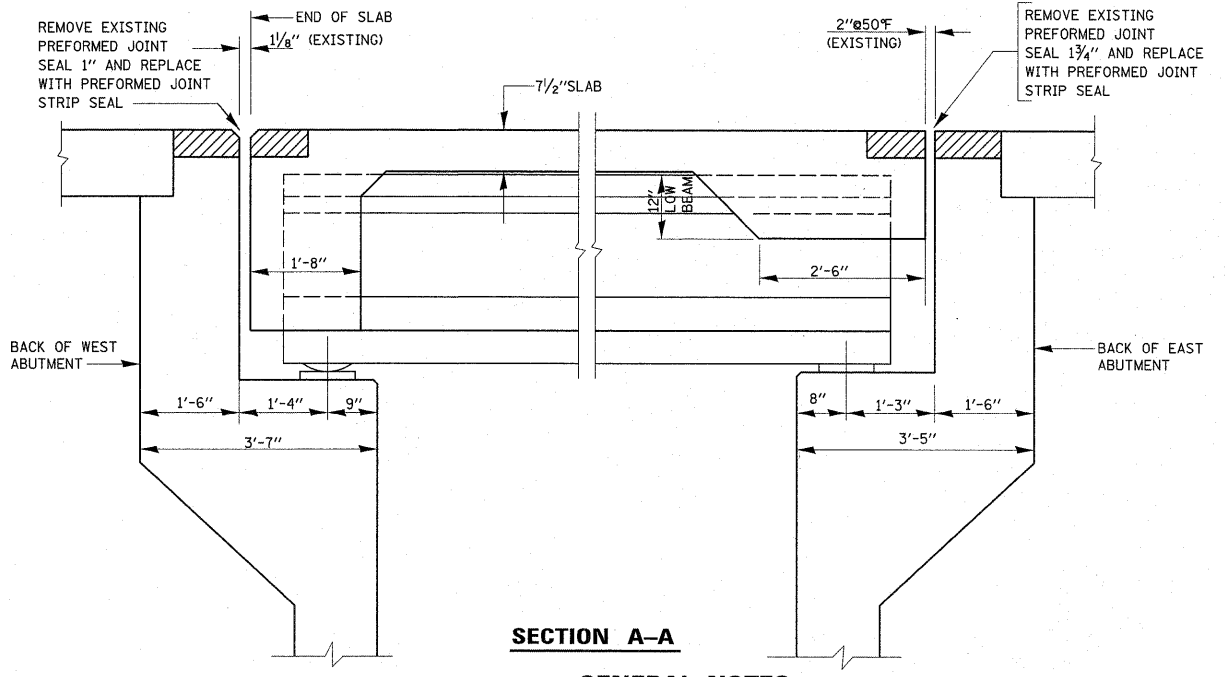
FILE NAME =	USER NAME = gorengautab	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS STATE STANDARDS, GENERAL NOTES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es\pw_work\pwidot\gorengautab\0273096	D161711-shr-plen.dgn	DRAWN -	REVISED -		1581	1355-B-I	COOK	23	2			
PLOT SCALE = 50.0000' / 1in.	CHECKED -	REVISED -			CONTRACT NO. 60P80							
PLOT DATE = 9/7/2011	DATE -	REVISED -			ILLINOIS FED. AID PROJECT							
				SCALE: NONE		SHEET NO. OF SHEETS		STA. TO STA.				

SUMMARY OF QUANTITIES			URBAN 100% STATE	CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES			URBAN 100% STATE	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0014						CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0014					
42001300	PROTECTIVE COAT	SO YD	41	41						X7030055	WET REFLECTIVE TEMPORARY TAPE TYPE III, 24 INCH	FOOT	72	72					
50102400	CONCRETE REMOVAL	CU YD	6.6	6.6						Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SO YD	30	30					
50300255	CONCRETE SUPERSTRUCTURE	CU YD	6.3	6.3						Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SO FT	16	16					
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1050	1050						Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SO FT	14	14					
50800515	BAR SPLICERS	EACH	8	8						Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4					
52000110	PREFORMED JOINT STRIP SEAL	FOOT	199	199						Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	1					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3															
67100100	MOBILIZATION	L SUM	1	1															
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	4010	4010															
* 78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SO FT	108.9	108.9															
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	5560	5560															
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	330	330															
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	65	65															
* 78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	60	60															
78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	74	74															
* 78100300	REPLACEMENT REFLECTOR	EACH	115	115															
78300100	PAVEMENT MARKING REMOVAL	SO FT	2155	2155															
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	115	115															
* 89000200	TEMPORARY TRAFFIC SIGNAL INSTALLATION	L SUM	1	1															
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION (3/8 INCH)	SO YD	370	370															
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SO YD	370	370															
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	114	114															
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1															
X7030025	WET REFLECTIVE TEMPORARY TAPE, TYPE III - LETTERS AND SYMBOLS	SO FT	181.5	181.5															
X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	10060	10060															
X7030040	WET REFLECTIVE TEMPORARY TAPE TYPE III, 6 INCH	FOOT	635	635															
X7030045	WET REFLECTIVE TEMPORARY TAPE TYPE III, 8 INCH	FOOT	270	270															
X7030050	WET REFLECTIVE TEMPORARY TAPE TYPE III, 12 INCH	FOOT	180	180															

Rev.



PLAN



SECTION A-A

TOTAL BILL OF MATERIALS

ITEM	UNIT	QUANTITY
REINFORCEMENT BARS (EPOXY COATED)	POUND	1050
CONCRETE REMOVAL	CU. YD.	6.6
CONCRETE SUPERSTRUCTURE	CU. YD.	6.3
PREFORMED JOINT STRIP SEAL	FOOT	199
CONCRETE BRIDGE DECK SCARIFICATION 3/8"	SQ. YD.	370
BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ. YD.	370
STRUCTURAL REPAIR OF CONCRETE (DEPTH ≤ 5")	SQ. FT.	16
STRUCTURAL REPAIR OF CONCRETE (DEPTH ≥ 5")	SQ. FT.	14
PROTECTIVE COAT *	SQ. YD.	41
BAR SPLICERS	EACH	8
APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ. YD.	38
BRIDGE DECK CONCRETE CRACK SEALER	FOOT	114

* APPLY TO NEW CONCRETE ONLY AT JOINT LOCATIONS

GENERAL NOTES:

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENT PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED AT THE UNIT PRICE BID FOR THE WORK.

ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO CLASSIFICATION M-270 GR. 36, UNLESS OTHERWISE NOTED.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

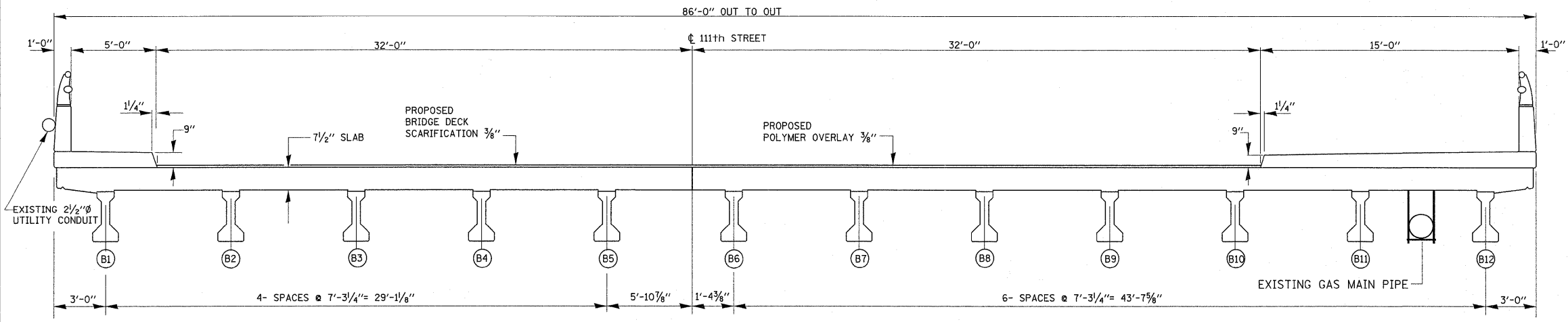
EXISTING REINFORCEMENT BARS EXTENDING INTO THE REMOVAL AREA SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL SHALL BE REPLACED WITH AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCLUDED WITH CONCRETE REMOVAL.

CONCRETE SUPERSTRUCTURE SHALL HAVE A SEVEN DAY MINIMUM CURE.

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706 Gr 60. SEE SPECIAL PROVISIONS.

JOINT OPENINGS SHALL BE ADJUSTED ACCORDING TO ARTICLE 520.04 OF THE STANDARD SPECIFICATIONS. WHEN THE DECK IS POURED AT AN AMBIENT TEMPERATURE OTHER THAN 50° F.

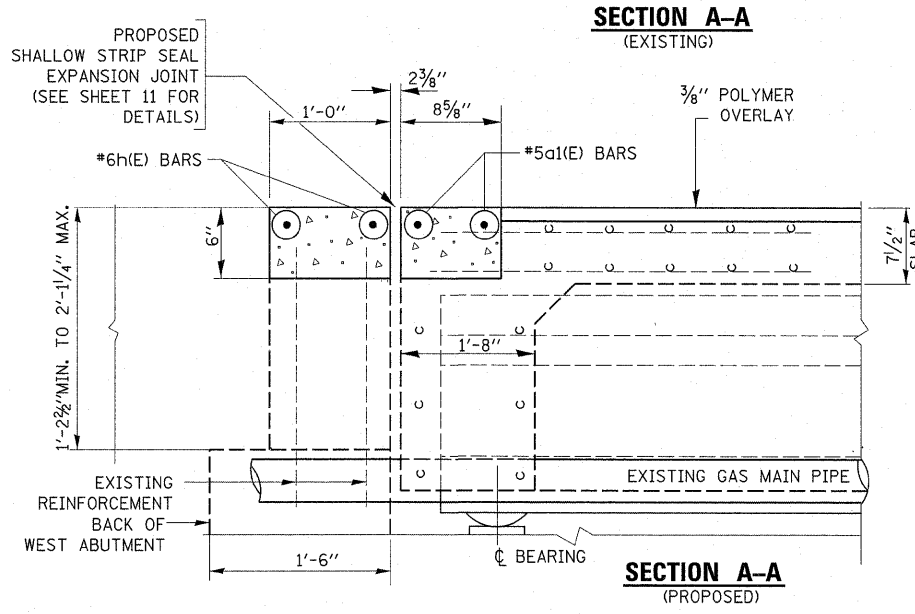
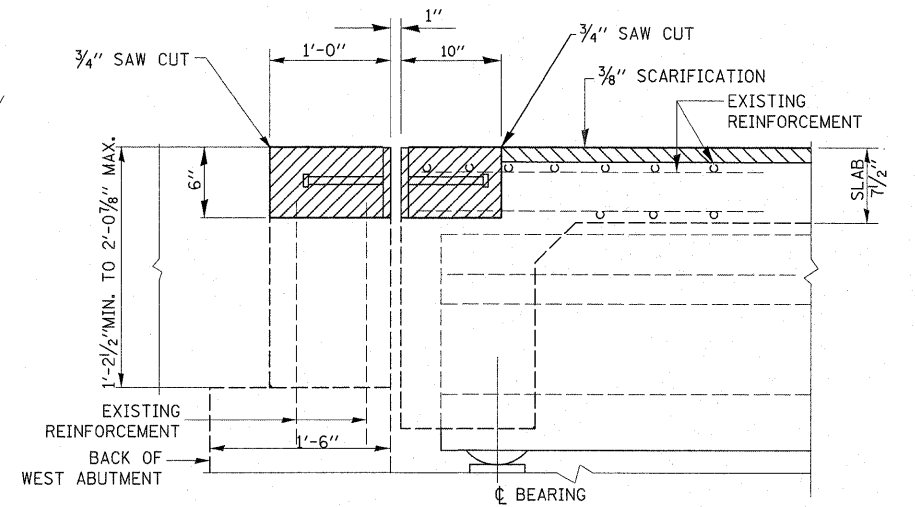
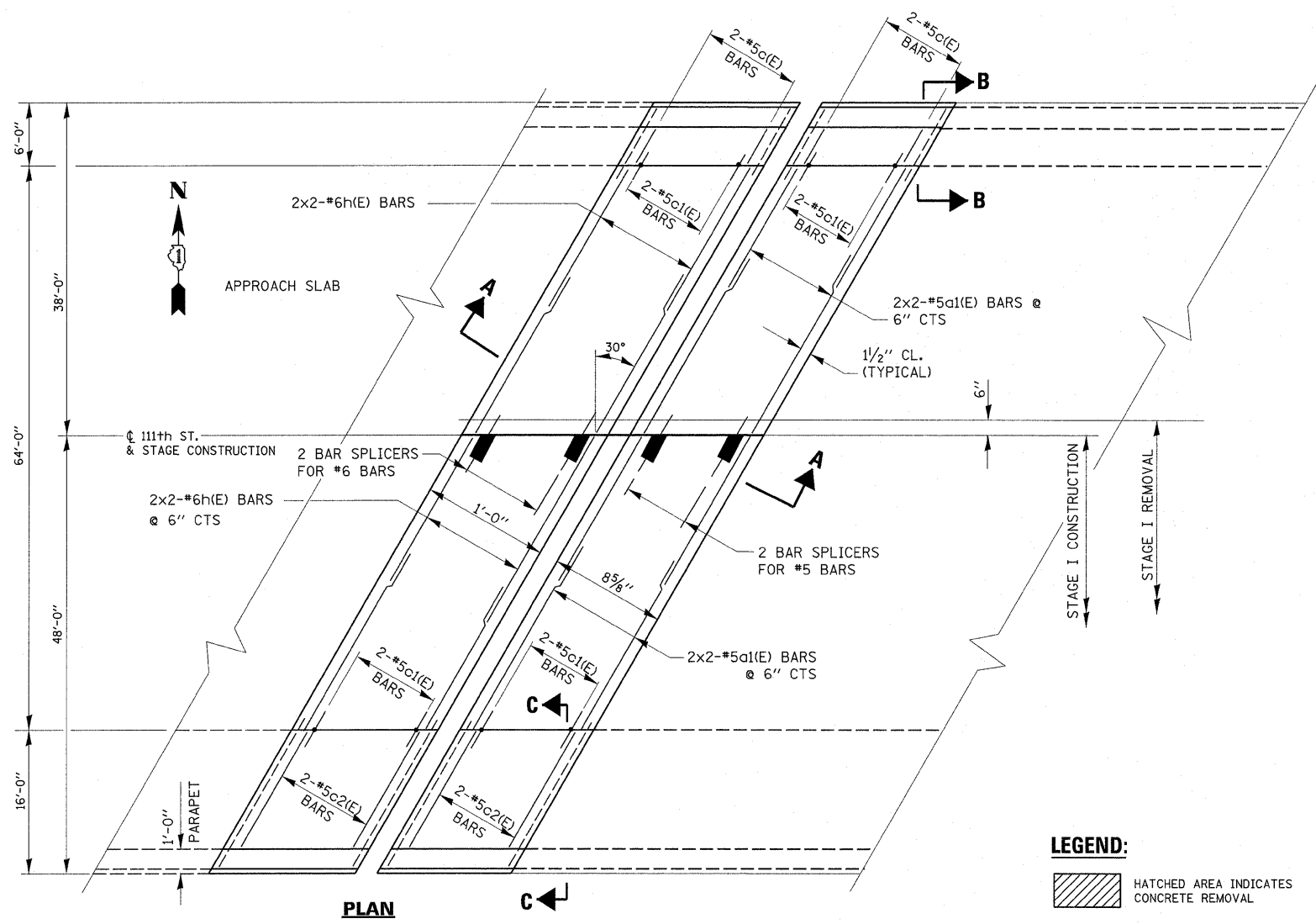
NO IN-STREAM WORK ALLOWED



CROSS SECTION
(LOOKING EAST)



David Carl Puzey 10/14/11
Expires 11/30/12



BILL OF MATERIALS

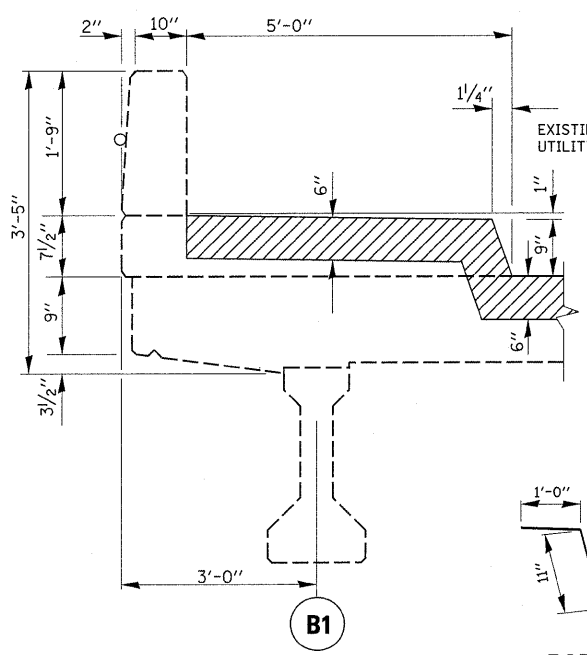
BAR	NO.	SIZE	LENGTH	SHAPE	
a1(E)	8	#5	19'-9"		
c(E)	4	#5	5'-5"		
c1(E)	8	#5	2'-5"		
c2(E)	4	#5	17'-0"		
h(E)	8	#6	20'-0"		
REINFORCEMENT BARS (EPOXY COATED)				POUND	520
CONCRETE REMOVAL				CU.YD.	3.3
CONCRETE SUPERSTRUCTURE				CU.YD.	3.1
BAR SPLICERS				EACH	4

BARS INDICATED THUS 2x2-#5 ETC. INDICATES 2 LINES OF BARS WITH 2 LENGTHS PER LINE.

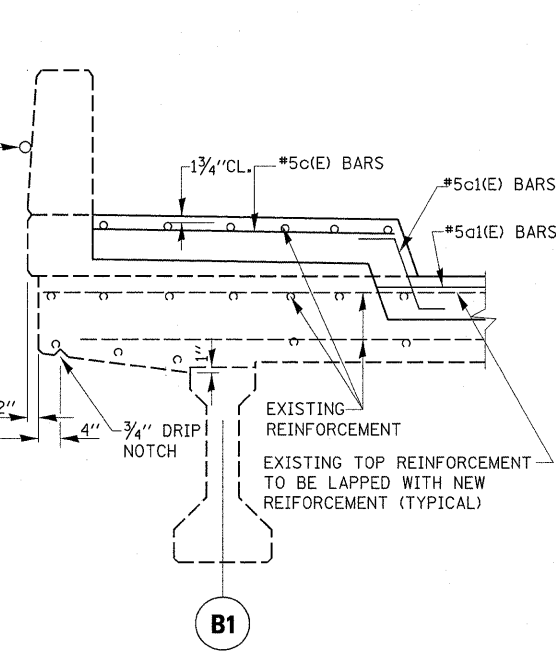
MINIMUM BAR LAP

SIZE	LAP
#5	2'-2"
#6	2'-7"

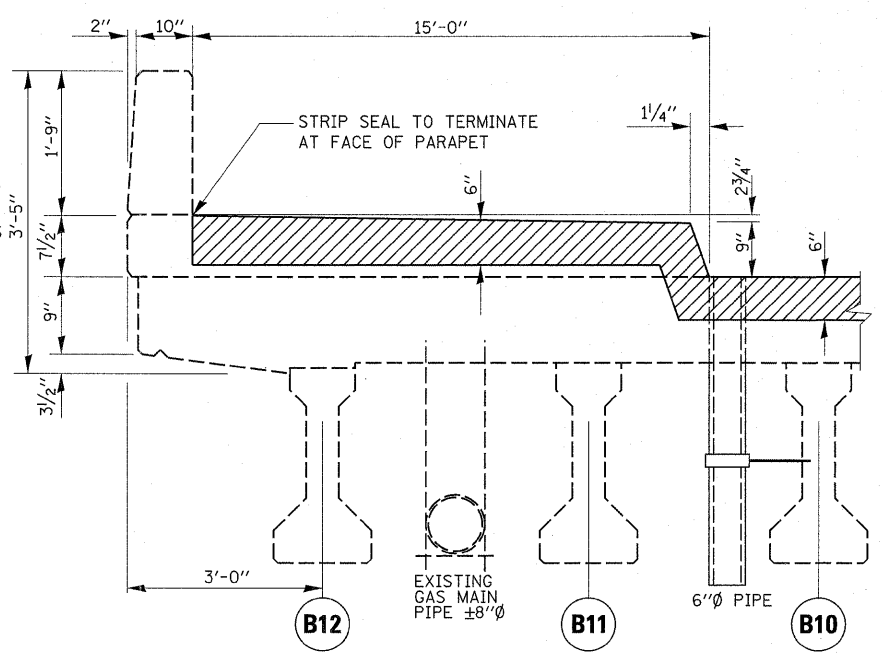
LEGEND:
 HATCHED AREA INDICATES CONCRETE REMOVAL



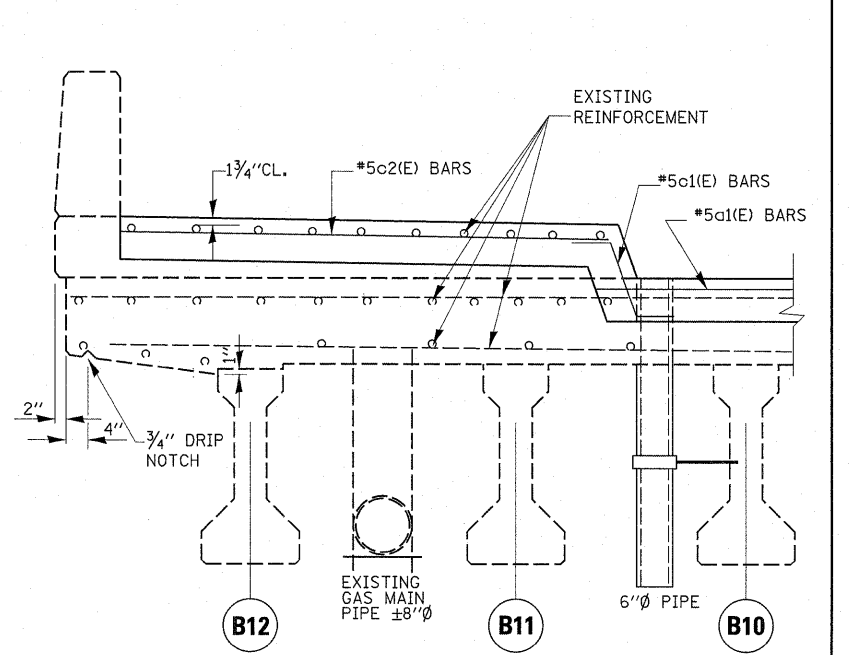
SECTION B-B (EXISTING)



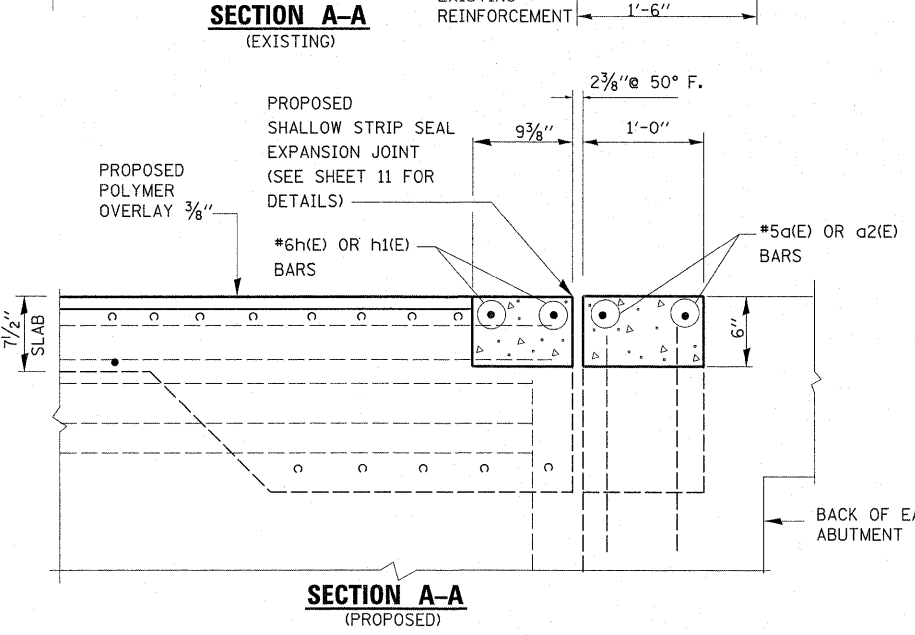
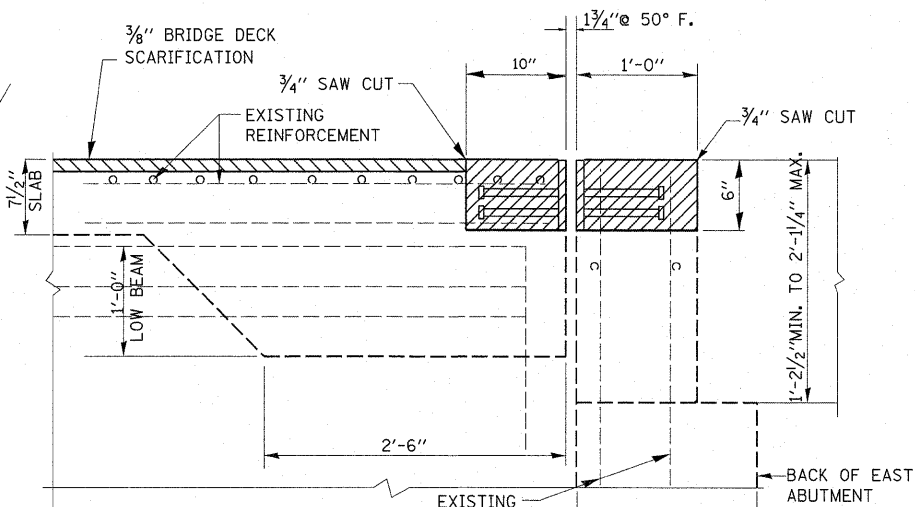
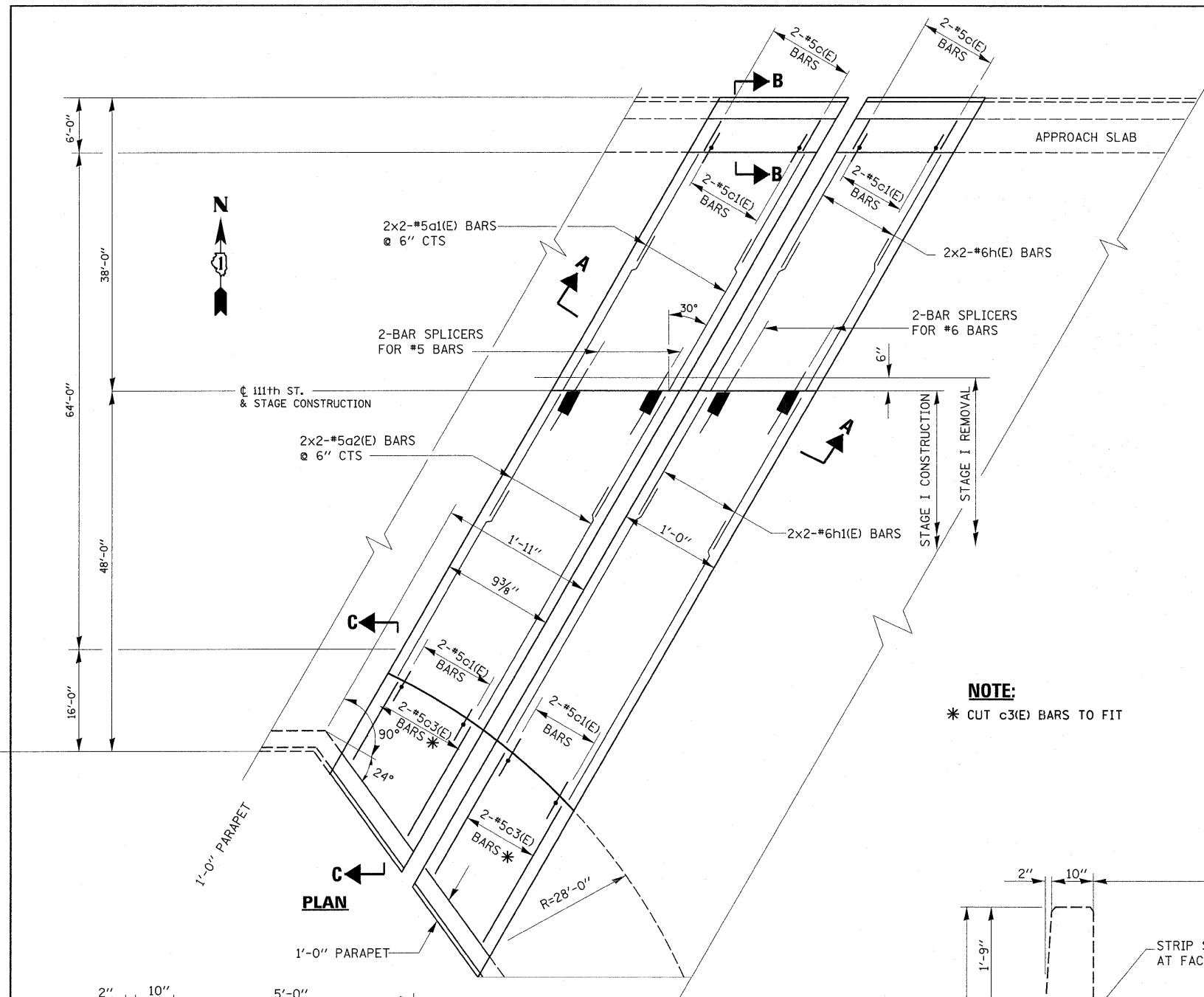
SECTION B-B (PROPOSED)



SECTION C-C (EXISTING)



SECTION C-C (PROPOSED)



BILL OF MATERIALS

BAR	NO.	SIZE	LENGTH	SHAPE	
a1(E)	4	#5	19'-9"		
a2(E)	4	#5	22'-6"		
c(E)	4	#5	5'-5"		
c1(E)	8	#5	2'-5"		
c3(E)	4	#5	12'-2"		
h(E)	4	#6	20'-0"		
h1(E)	4	#6	23'-2"		
REINFORCEMENT BARS (EPOXY COATED)				POUND	530
CONCRETE REMOVAL				CU.YD.	3.3
CONCRETE SUPERSRUCTURE				CU.YD.	3.2
BAR SPLICERS				EACH	4

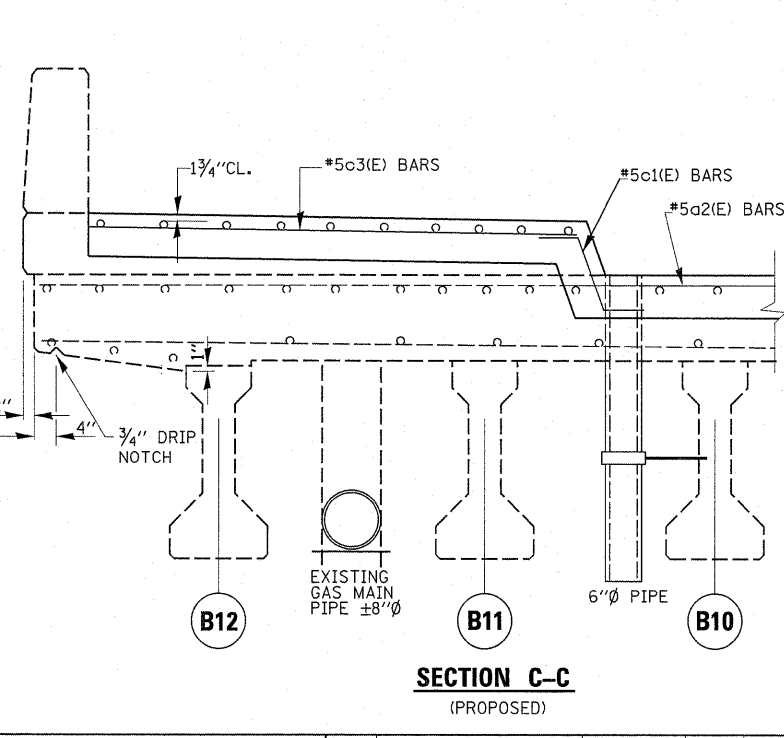
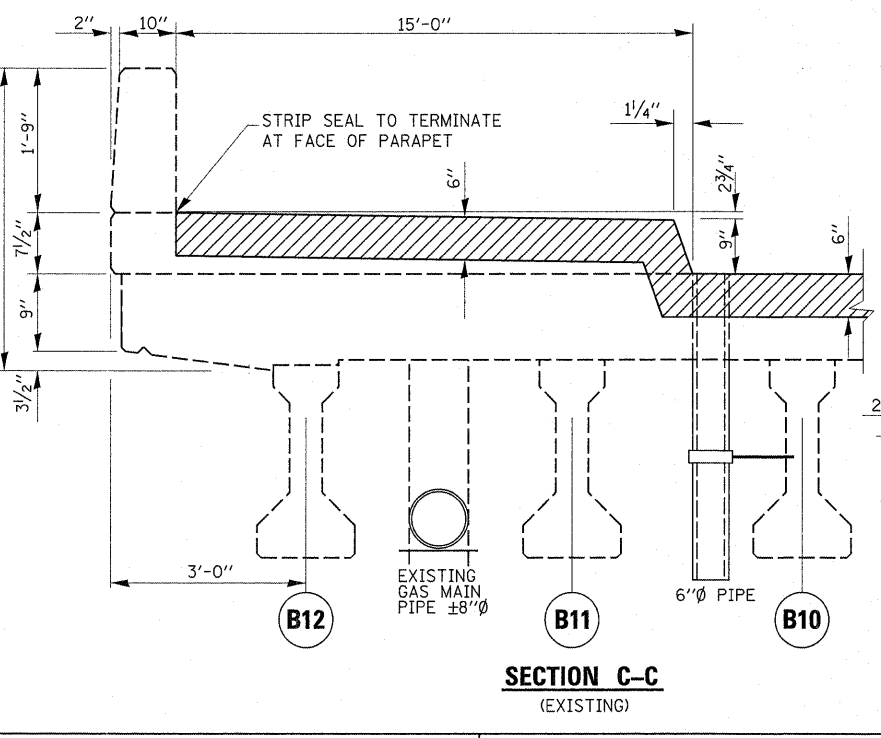
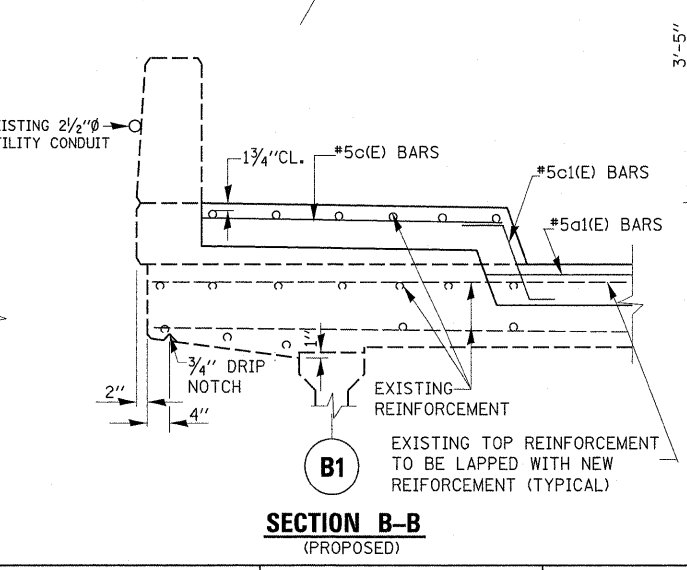
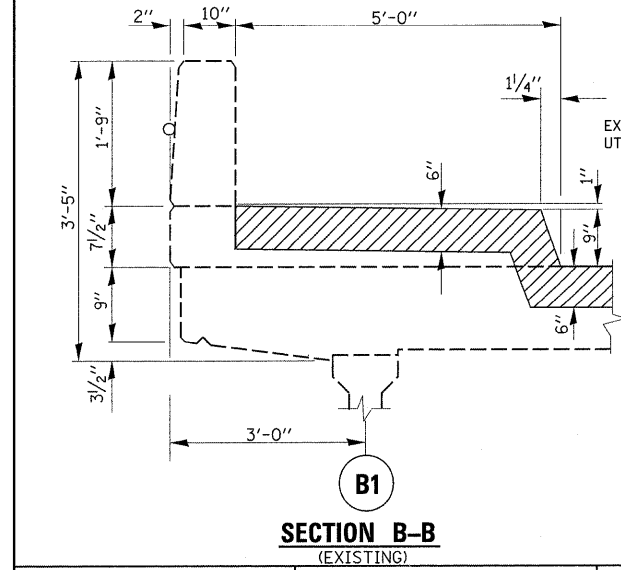
MINIMUM BAR LAP

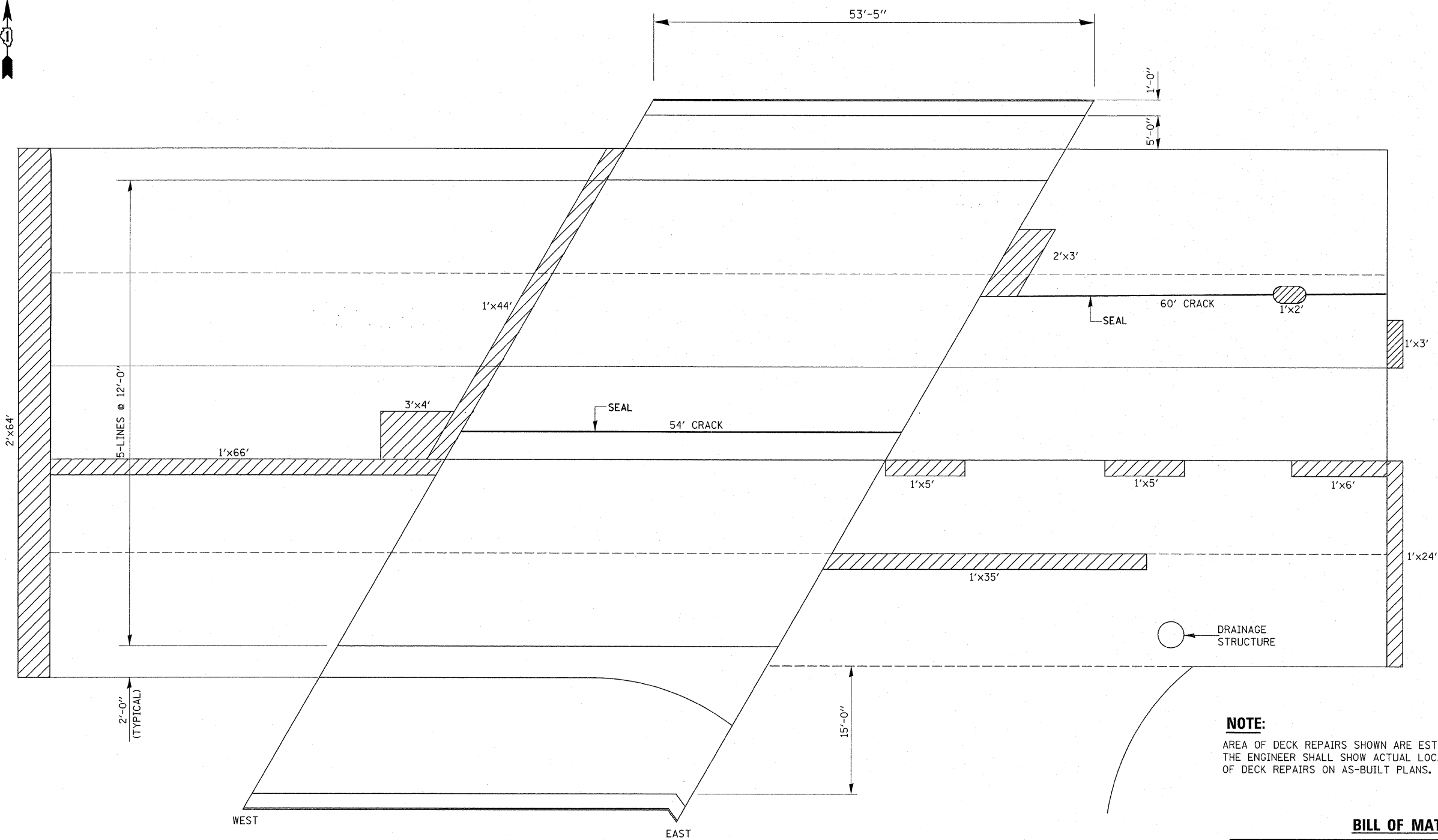
SIZE	LAP
#5	2'-2"
#6	2'-7"

LEGEND:

HATCHED AREA INDICATES CONCRETE REMOVAL

NOTE:
* CUT c3(E) BARS TO FIT





NOTE:

AREA OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATION OF DECK REPAIRS ON AS-BUILT PLANS.

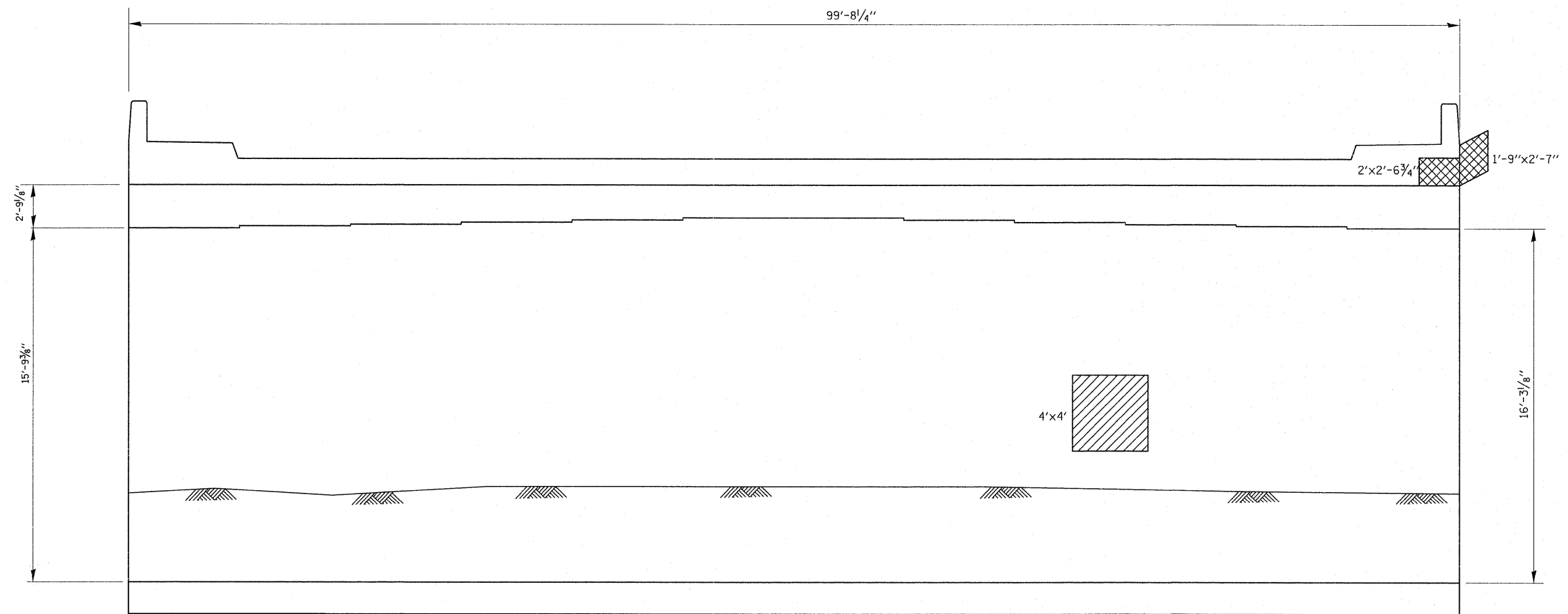
BILL OF MATERIALS

ITEM	UNIT	QUANTITY
APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ.YD.	38
BRIDGE DECK CONCRETE CRACK SEALER	FOOT	114

LEGEND:

APPROACH SLAB REPAIR (PARTIAL DEPTH)

FILE NAME = c:\pwork\pwork\gorengoutab\d0101671\06-2554.dgn	USER NAME = gorengoutab	DESIGNED - MT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	111TH STREET OVER STONEY CREEK DECK SLAB REPAIR AND APPROACH SLABS S.N. 016-2554	F.A.U. RTE. 1581	SECTION 1355-B-1	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 7		
PLOT SCALE = 50.0000' / in.	PLOT DATE = 10/11/2011	CHECKED - RB	REVISED -			SCALE:	SHEET NO. 4 OF 8 SHEETS	STA.	TO STA.	CONTRACT NO. 60P80		
		DATE - 9-26-2011	REVISED -			ILLINOIS FED. AID PROJECT						



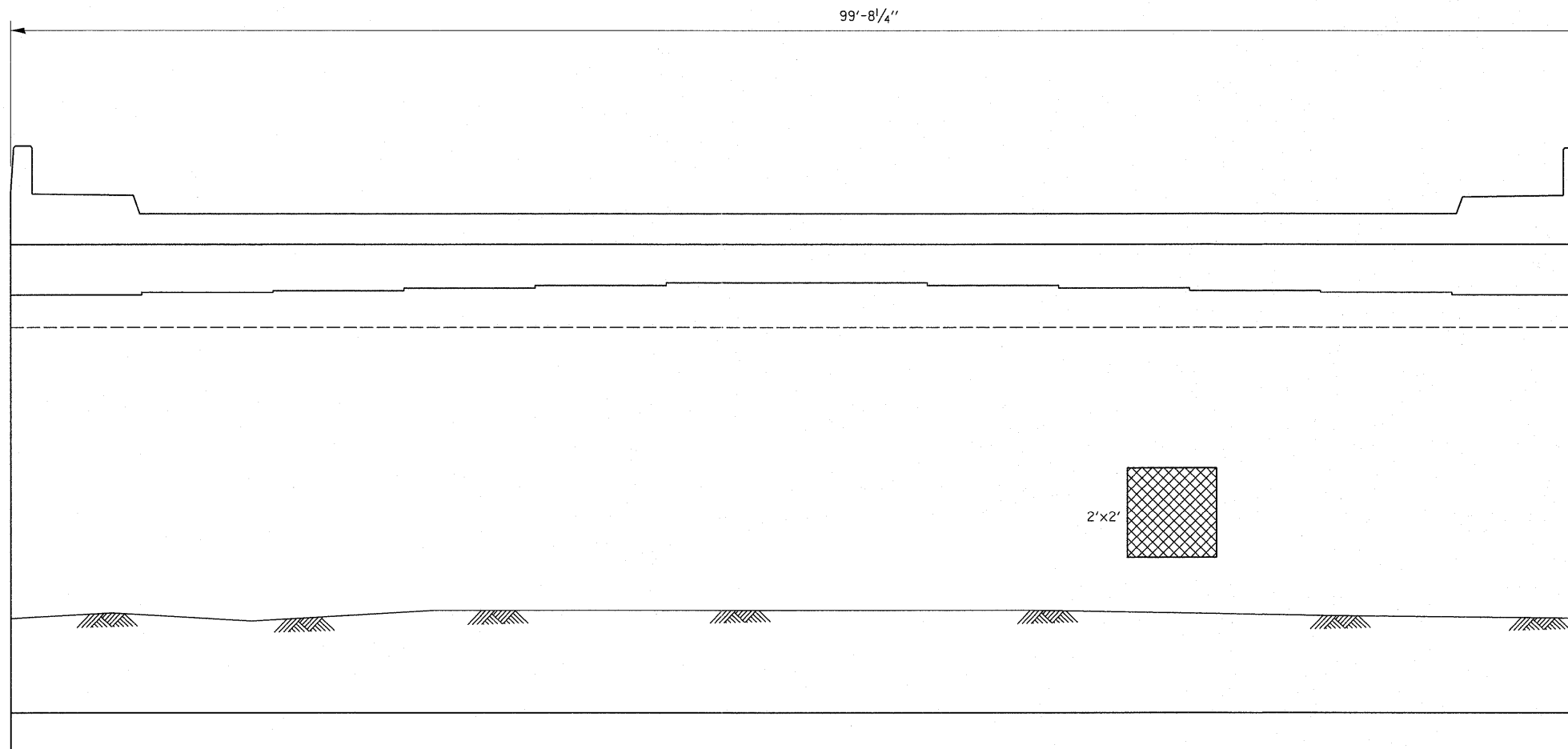
**ELEVATION
WEST ABUTMENT
(LOOKING WEST)**

BILL OF MATERIALS

ITEM	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE \leq 5"	SQ.FT.	16
STRUCTURAL REPAIR OF CONCRETE \geq 5"	SQ.FT.	10

LEGEND:

- STRUCTURAL REPAIR OF CONCRETE \leq 5"
- STRUCTURAL REPAIR OF CONCRETE \geq 5"



**ELEVATION
EAST ABUTMENT
(LOOKING EAST)**

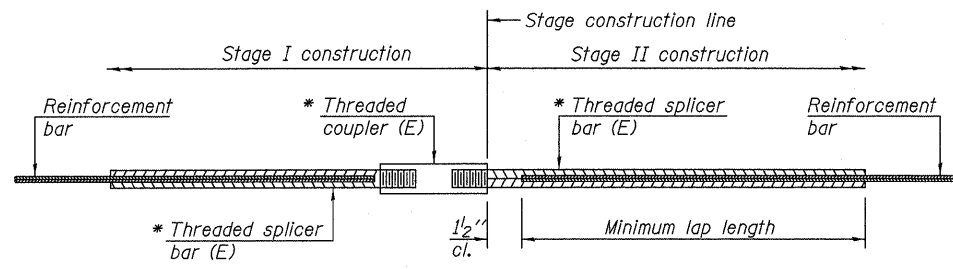
BILL OF MATERIALS

ITEM	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE \geq 5"	SQ.FT.	4

LEGEND:

 STRUCTURAL REPAIR OF CONCRETE \geq 5"

FILE NAME =	USER NAME = gorengautab	DESIGNED - MT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	111TH STREET OVER STONY CREEK EAST ABUTMENT S.N. 016-2554	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\gorengautab\d0101671\016-2554.dgn	DRAWN - MT	REVISED -	1581			1355-B-1	COOK	23	9	
PLOT SCALE = 50.0000' / 1"	CHECKED - RB	REVISED -	CONTRACT NO.60P80							
PLOT DATE = 10/11/2011	DATE - 9-26-2011	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE: SHEET NO. 5 OF 8 SHEETS STA. TO STA.						



STANDARD BAR SPLICER ASSEMBLY

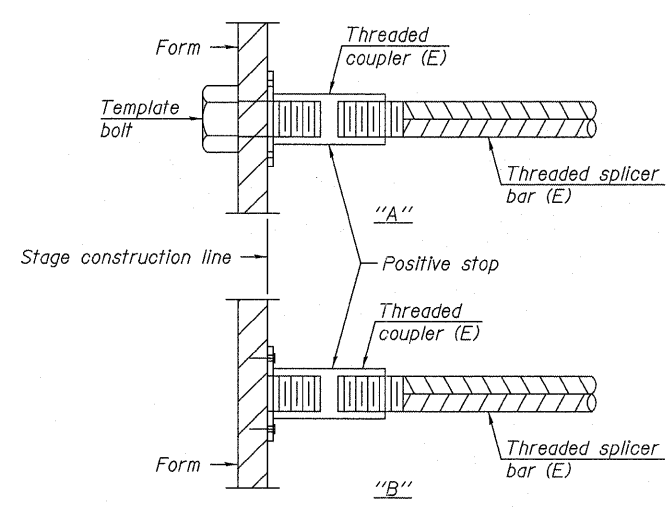
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

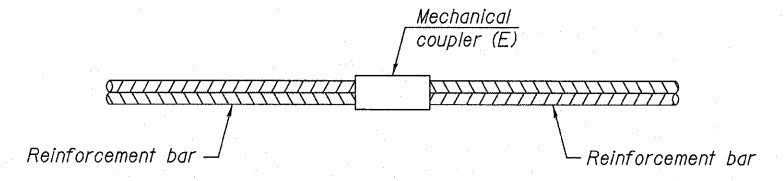
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Abutment	#6	4	3
Deck	#5	4	3



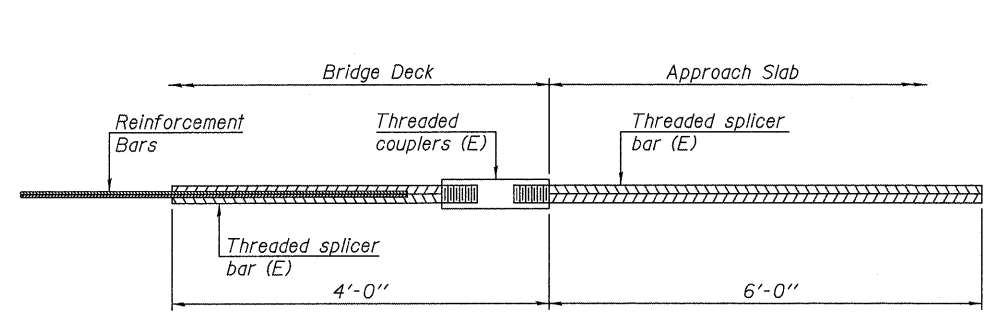
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



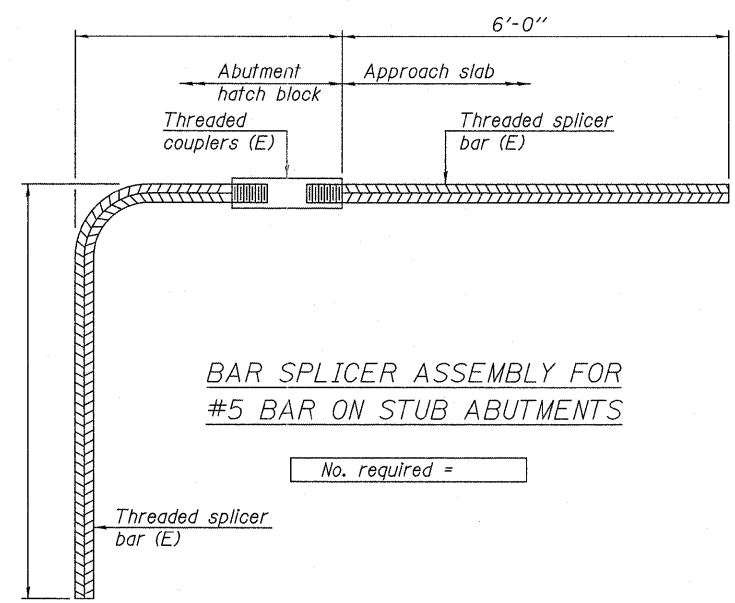
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 8



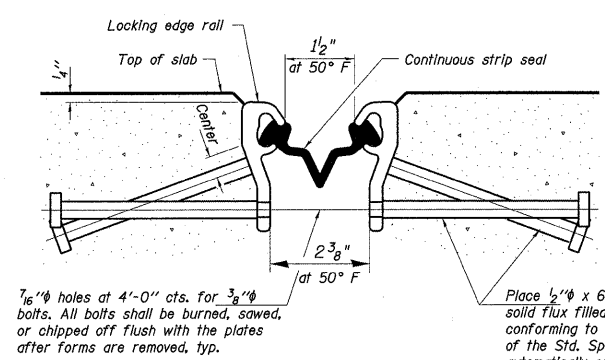
BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

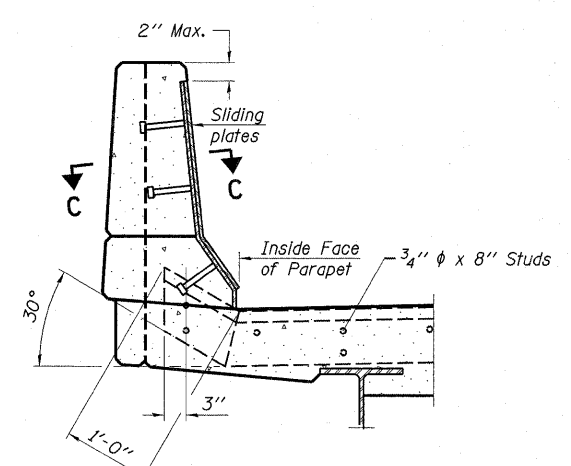
NOTES
 Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See special provision for Mechanical Splicers.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 7-1-10

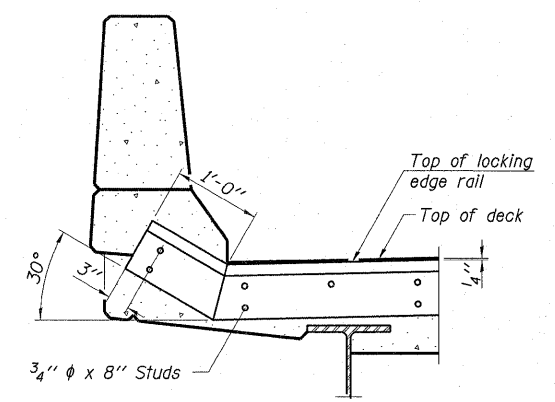
*** FOR END TREATMENT DETAILS REFER TO SHEET 5 AND 6



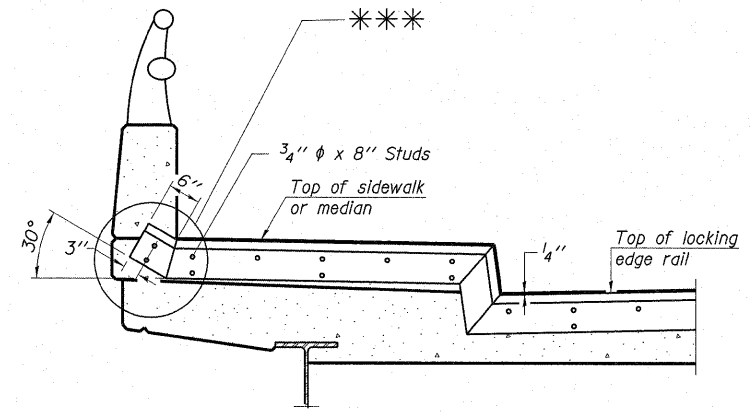
SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS



SECTION B-B POINT BLOCK DETAILS

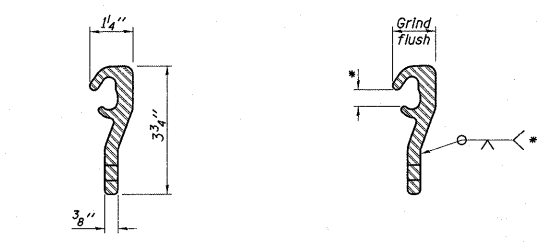


SECTION A-A



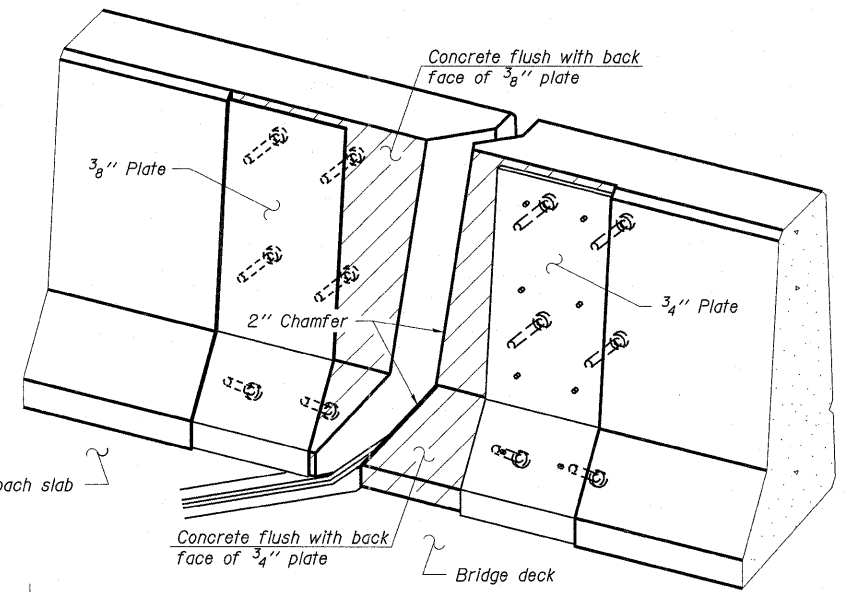
TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

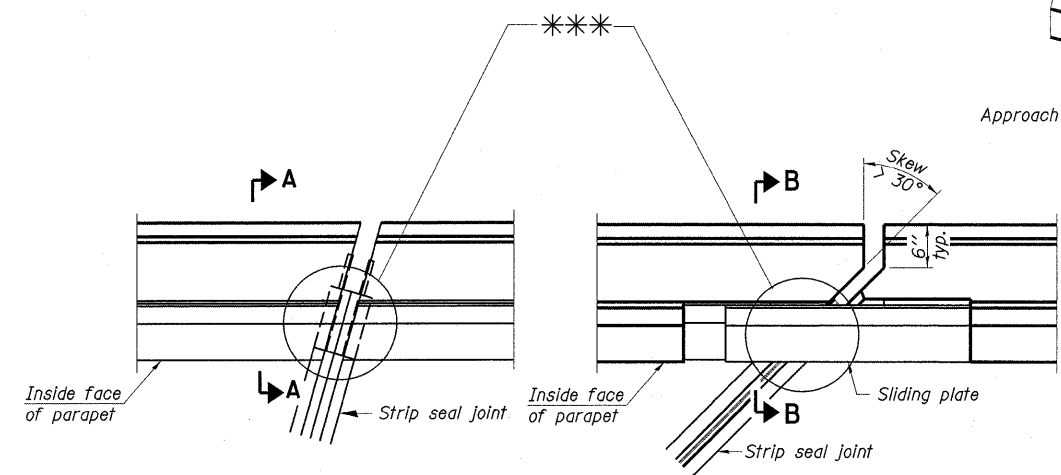


LOCKING EDGE RAIL LOCKING EDGE RAIL SPLICE

TYPICAL END TREATMENTS

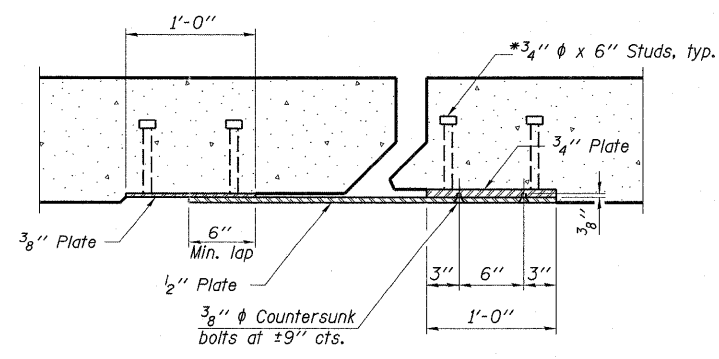


TRIMETRIC VIEW (Showing back plates only)



PLAN (For Skew > 30°) Showing paint Block

PLAN (For Skew > 30°) Showing paint Block



SECTION C-C

Notes:

- The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.
- The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.
- The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
- The manufacturer's recommended installation methods shall be followed.
- The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
- All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
- Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.
- Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.
- The Inside of the Locking Edge Rail groove shall be free of weld residue.

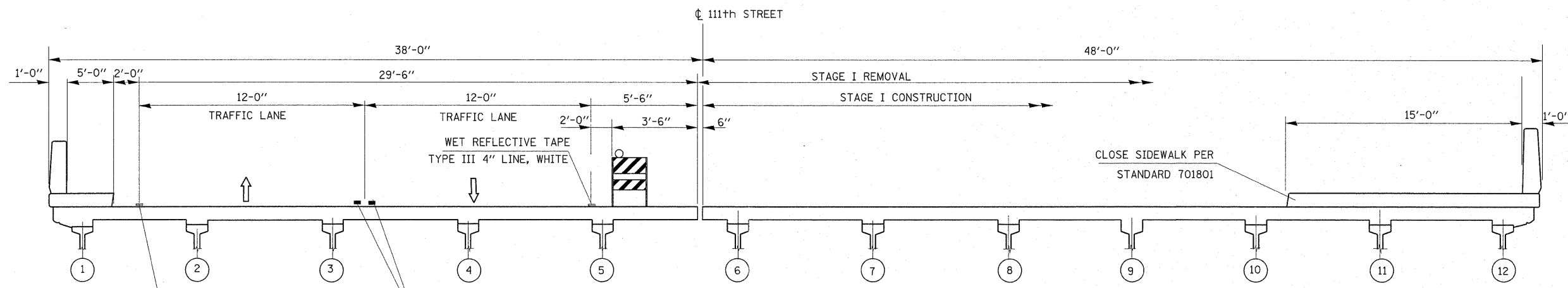
BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	199

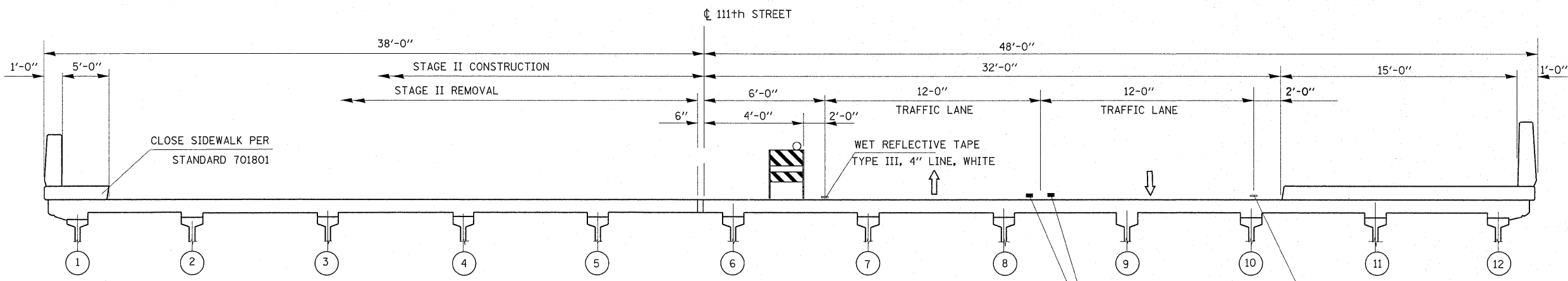
PREFORMED JOINT STRIP SEAL STRUCTURE NO. 016-2554

EJ-SSJ 11-1-09

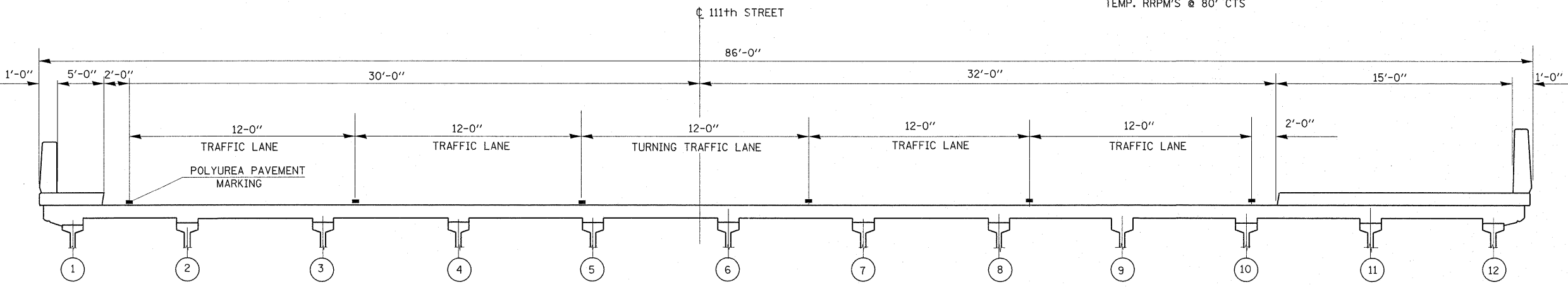
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CONTRACT NO. 60P80	SCALE:	SHEET NO. 8 OF 8 SHEETS	STA. TO STA.			ILLINOIS FED. AID PROJECT				
PLOT SCALE = 50.0000' / in.	CHECKED - RB	REVISED -								
PLOT DATE = 10/8/2011	DATE - 9-26-2011	REVISED -								



STAGE I CONSTRUCTION



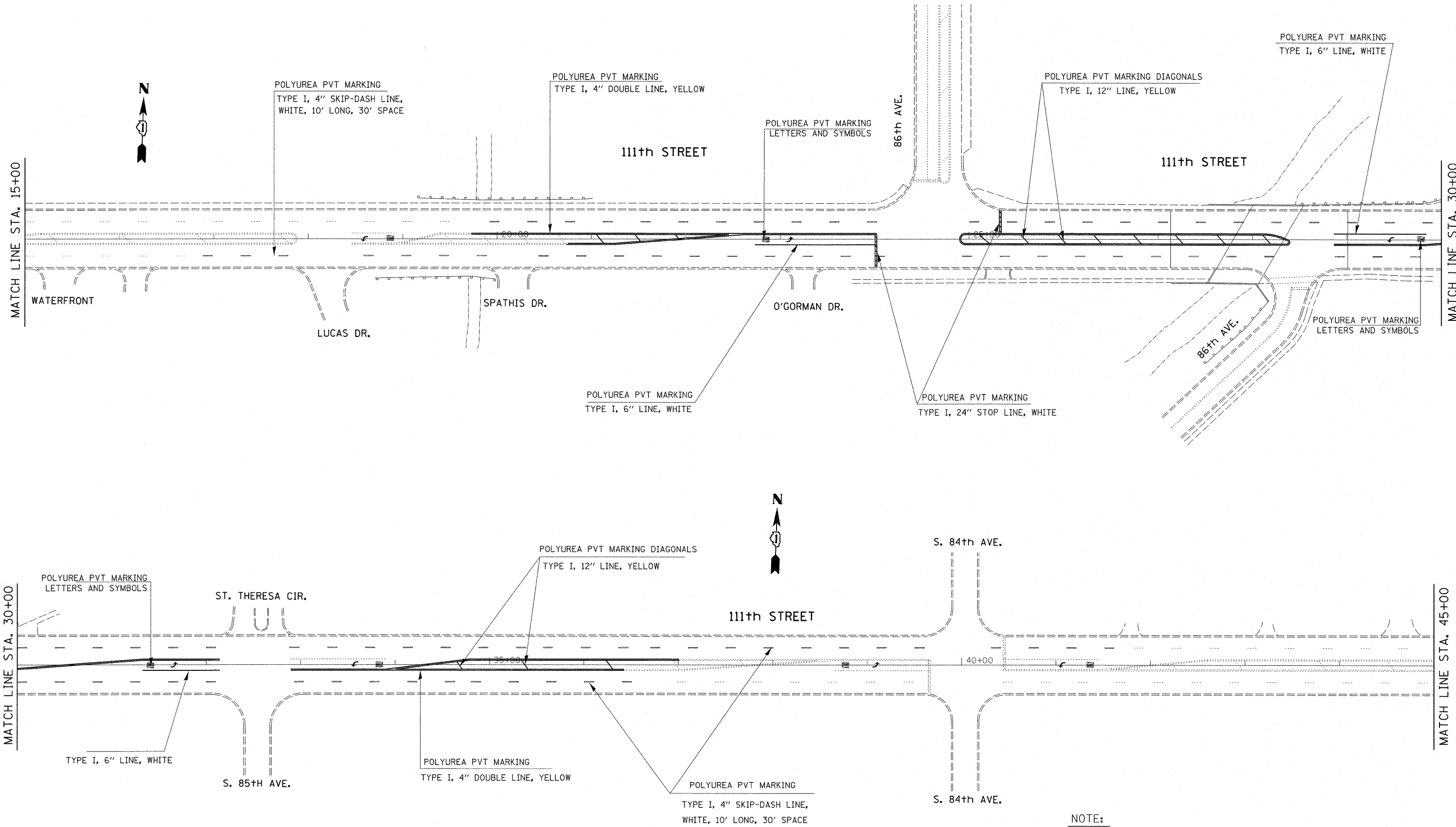
STAGE II CONSTRUCTION



FINAL

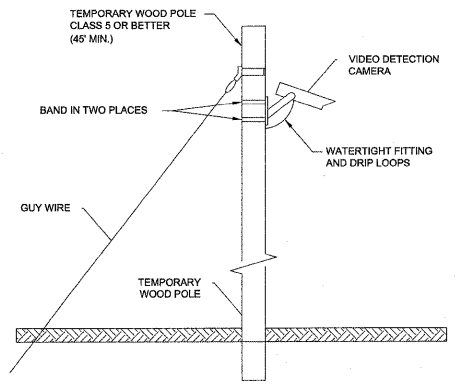
ALL VIEWS LOOKING EAST

FILE NAME =	USER NAME = gorengautab	DESIGNED - MVT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	111th ST OVER STONEY CREEK TRAFFIC STAGING S.N. 016-2554			F.A.U. RTE. 1581	SECTION 1355-B-I	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 14
α:\pw_work\pw\dot\gorengautab\d0273896	D161711-sh-t-plen.dgn	DRAWN - MVT	REVISED -					SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 60P80	
	PLOT SCALE = 50.0000' / 1" =	CHECKED - RB	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = 10/8/2011	DATE -	REVISED -									



NOTE:
 REMOVE TEMPORARILY THE REFLECTORS FROM THE CONFLICTING EXISTING RAISED REFLECTIVE PAVEMENT MARKERS IN THE ROADWAY AND THEN REPLACE THEM AT THE END.

FILE NAME = c:\pw\work\p\dot\gorengoutab\d8273896	USER NAME = gorengoutab D181711-sh1-plan.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	111th ST OVER STONEY CREEK PAVEMENT MARKING PLAN				F.A.U. RTE. 1581	SECTION I 355-B-I	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 15
PLOT SCALE = 50,0000' / in.					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60P80		
PLOT DATE = 10/8/2011					DATE -	ILLINOIS FED. AID PROJECT							
					REVISOR -								

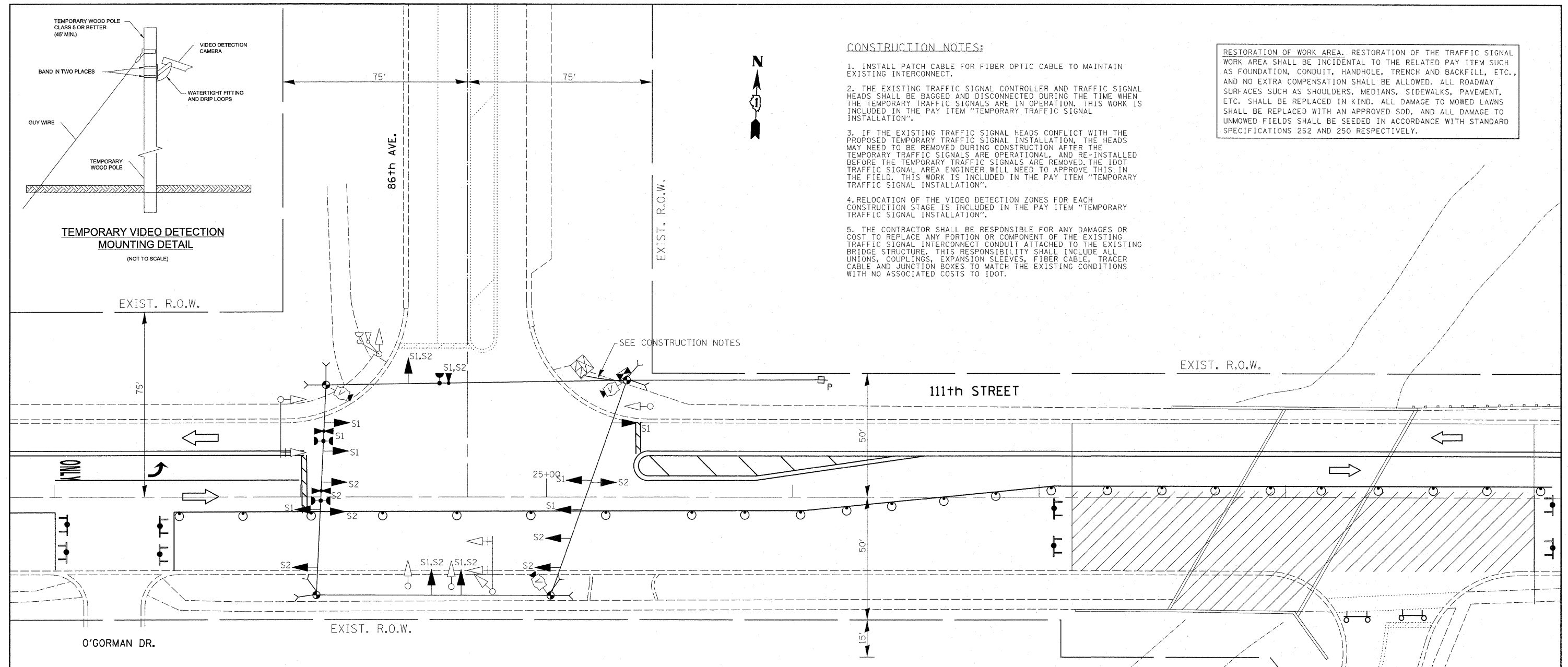


TEMPORARY VIDEO DETECTION MOUNTING DETAIL
(NOT TO SCALE)

CONSTRUCTION NOTES:

1. INSTALL PATCH CABLE FOR FIBER OPTIC CABLE TO MAINTAIN EXISTING INTERCONNECT.
2. THE EXISTING TRAFFIC SIGNAL CONTROLLER AND TRAFFIC SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED DURING THE TIME WHEN THE TEMPORARY TRAFFIC SIGNALS ARE IN OPERATION. THIS WORK IS INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
3. IF THE EXISTING TRAFFIC SIGNAL HEADS CONFLICT WITH THE PROPOSED TEMPORARY TRAFFIC SIGNAL INSTALLATION, THE HEADS MAY NEED TO BE REMOVED DURING CONSTRUCTION AFTER THE TEMPORARY TRAFFIC SIGNALS ARE OPERATIONAL, AND RE-INSTALLED BEFORE THE TEMPORARY TRAFFIC SIGNALS ARE REMOVED. THE IDOT TRAFFIC SIGNAL AREA ENGINEER WILL NEED TO APPROVE THIS IN THE FIELD. THIS WORK IS INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
4. RELOCATION OF THE VIDEO DETECTION ZONES FOR EACH CONSTRUCTION STAGE IS INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES OR COST TO REPLACE ANY PORTION OR COMPONENT OF THE EXISTING TRAFFIC SIGNAL INTERCONNECT CONDUIT ATTACHED TO THE EXISTING BRIDGE STRUCTURE. THIS RESPONSIBILITY SHALL INCLUDE ALL UNIONS, COUPLINGS, EXPANSION SLEEVES, FIBER CABLE, TRACER CABLE AND JUNCTION BOXES TO MATCH THE EXISTING CONDITIONS WITH NO ASSOCIATED COSTS TO IDOT.

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



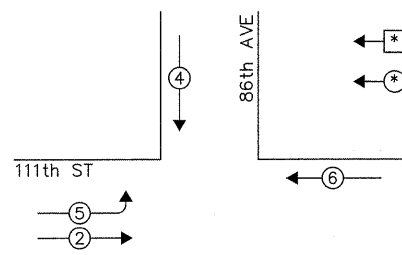
NOTES FOR TEMPORARY TRAFFIC SIGNALS:

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROLLER EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.

8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF THE DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

FILE NAME =	USER NAME = gorengautab	DESIGNED IP	REVISED 08/24/2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN 111th STREET AND 86th AVENUE, STAGES 1 AND 2	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
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	PLOT DATE = 9/7/2011	CHECKED JE	REVISED -			CONTRACT NO. 60P80						
		DATE 08/15/2011	REVISED -			ILLINOIS FED. AID PROJECT						
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.

TEMPORARY CONTROLLER SEQUENCE

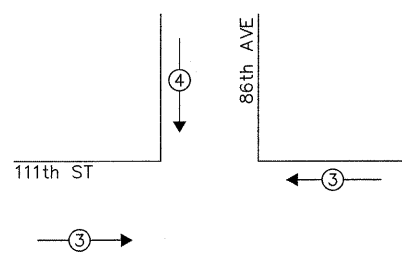


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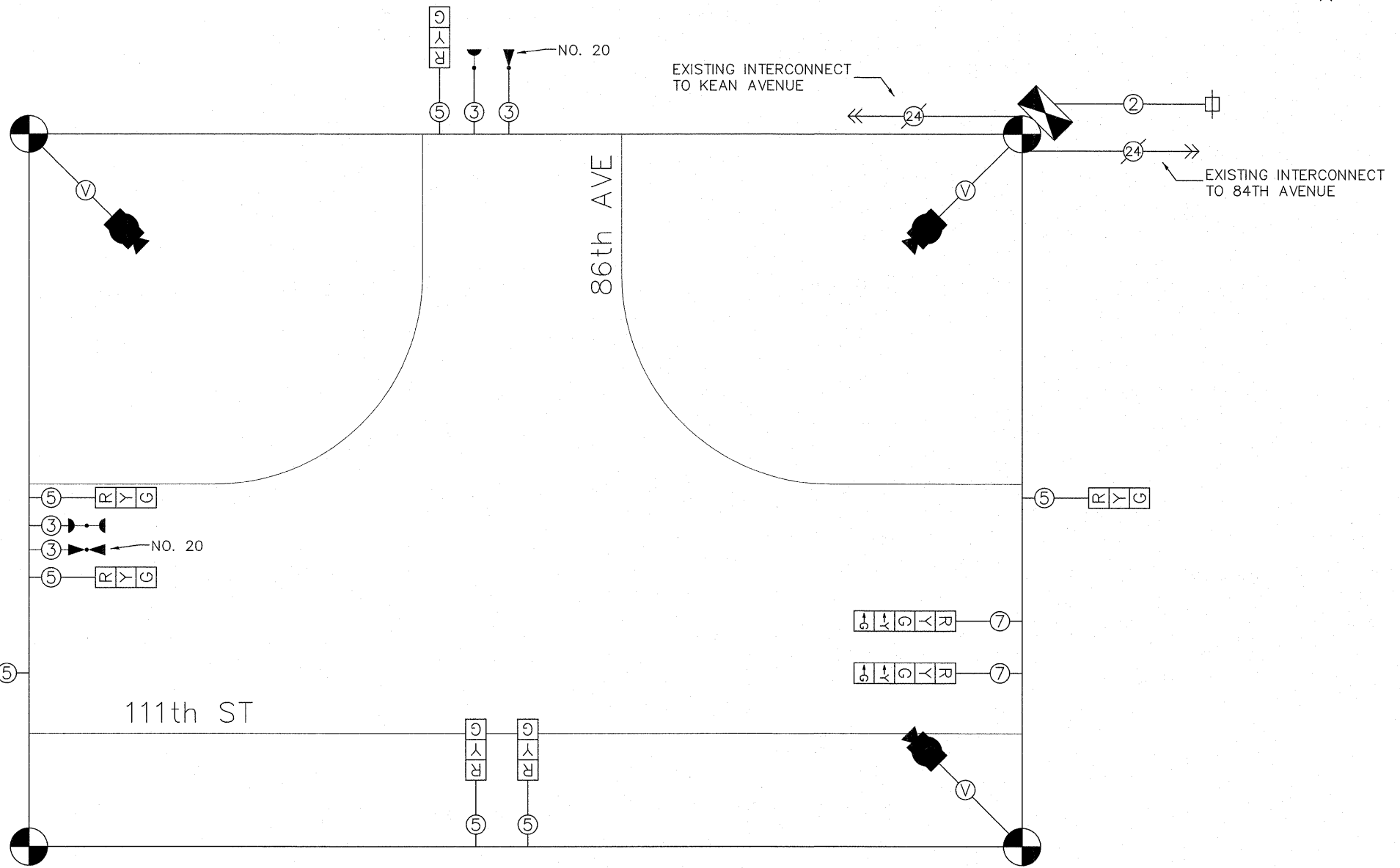
- ◀* SINGLE ENTRY PHASE
- ◀* DUAL ENTRY PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM STAGES 1, 2

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE STAGES 1, 2



TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	→	↓



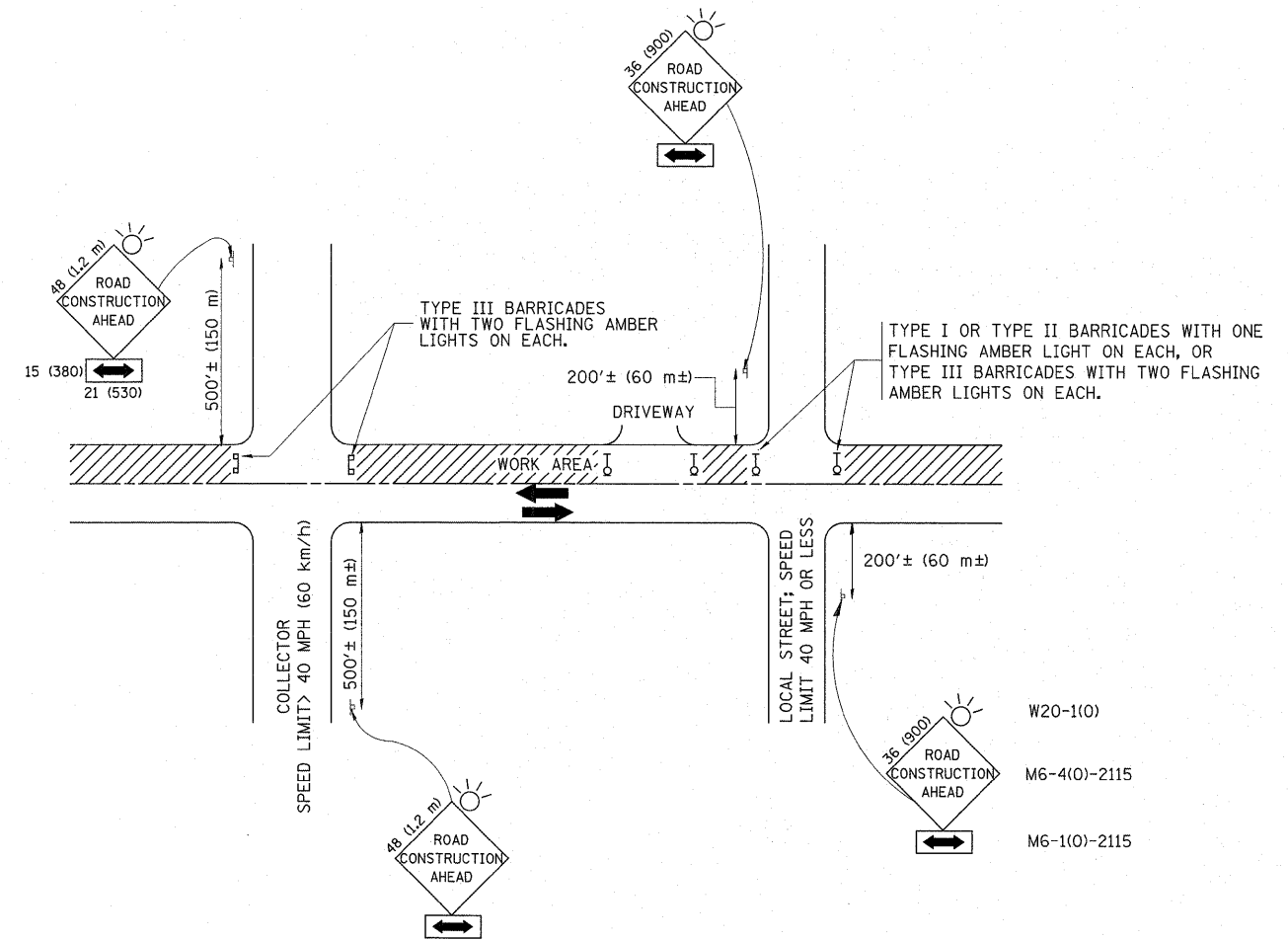
TEMPORARY CABLE PLAN STAGES 1, 2

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE		% OPERATION	
SIGNAL (RED)	9	INCAND.	LED	0.50	76.50
(YELLOW)	9		25	0.25	56.25
(GREEN)	9		15	0.25	33.75
ARROW	4		12	0.10	4.80
PED. SIGNAL	-		25	1.00	-
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	-		25	0.05	-
VIDEO SYSTEM	1		-	1.00	150.00
FLASHER				0.50	
ENERGY COSTS TO:					TOTAL = 421.30

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS / DISTRICT 1
 201 WEST CENTER COURT / SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: RUSSELL WILLIAMS
 PHONE: (708) 235-2346
 COMPANY: COMMONWEALTH EDISON

SUMMARY OF QUANTITIES		
ITEM	UNIT	QUANTITY
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



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.

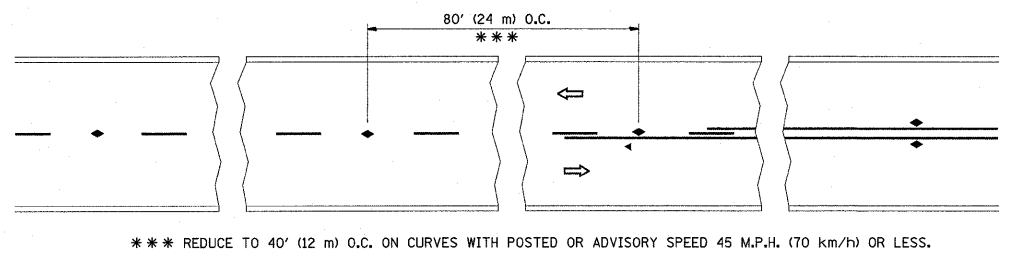
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ct\px_work\p\dot\gorengautab\d0273096\	DistStd.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 9/7/2011	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

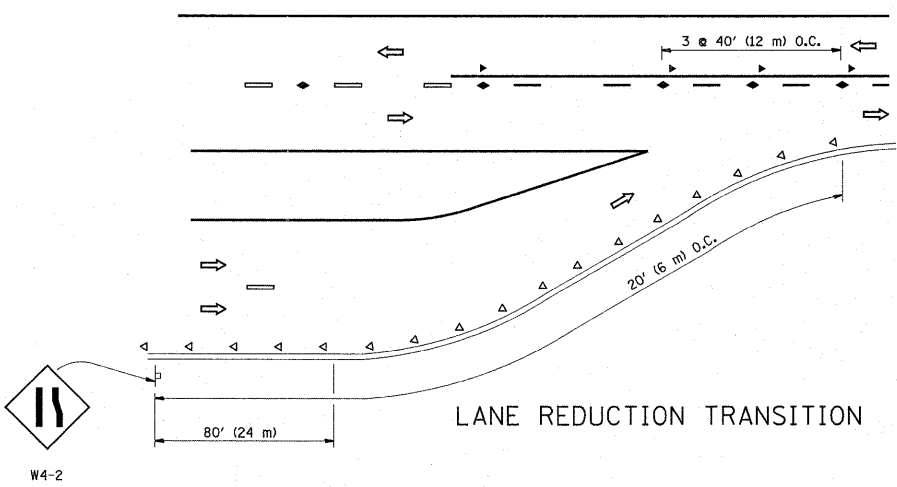
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE. 1581	SECTION 1355-B-1	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 18
TC-10			CONTRACT NO. 60P80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

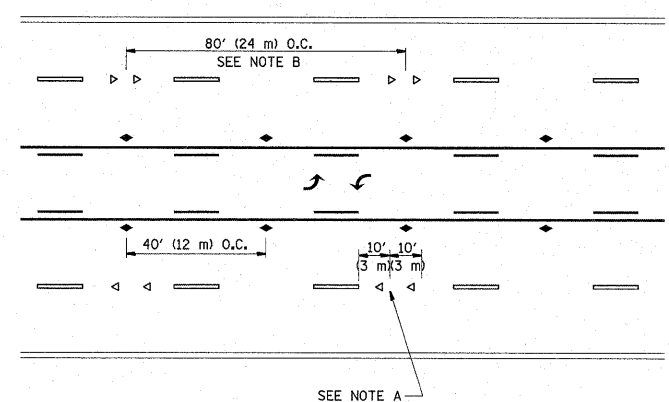


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

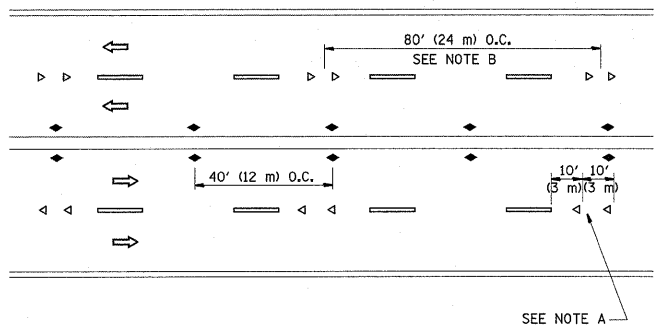
TWO-LANE/TWO-WAY



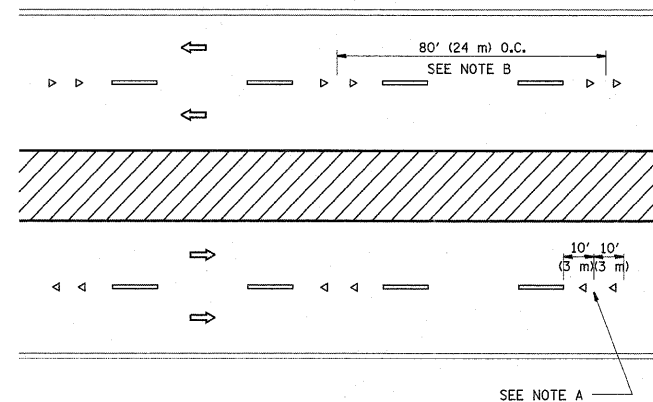
LANE REDUCTION TRANSITION



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

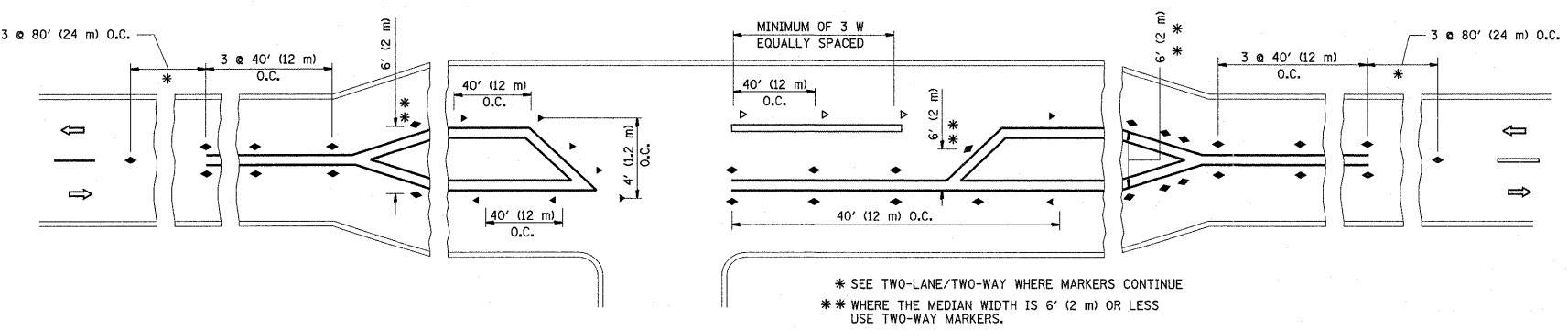
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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

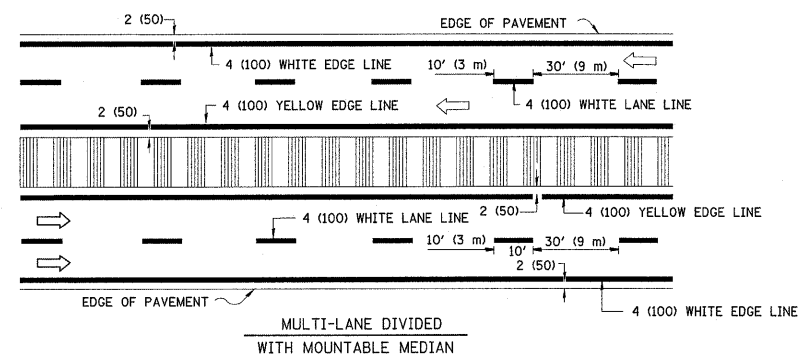
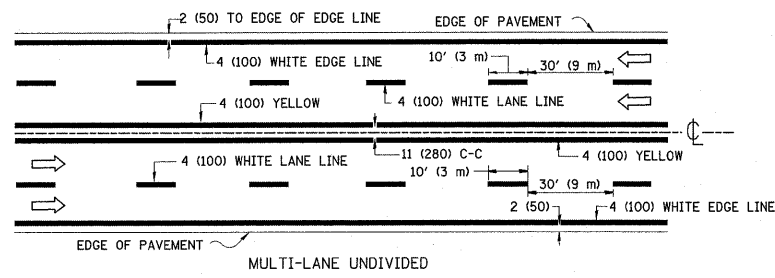
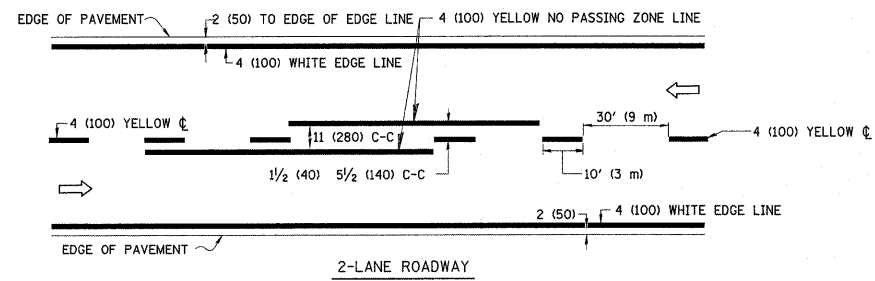
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
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

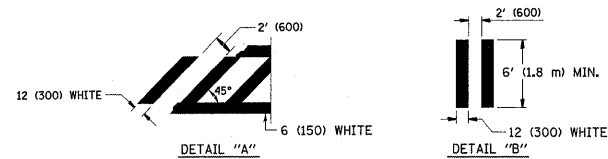
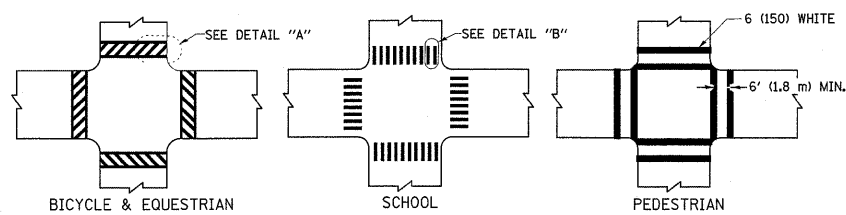
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT SCALE = 50.0000' / 1" / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00				TC-11		CONTRACT NO. 60P80		
PLOT DATE = 9/7/2011	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

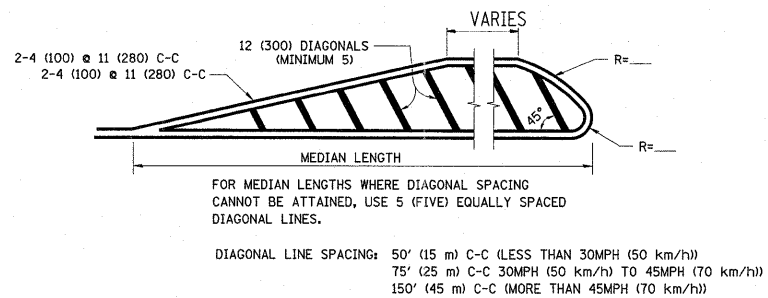
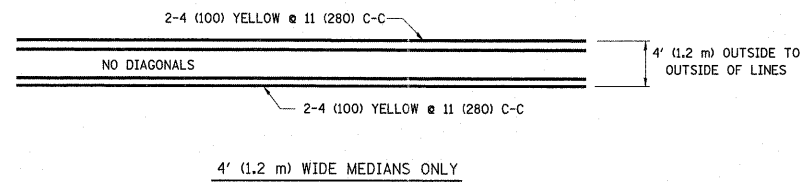


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

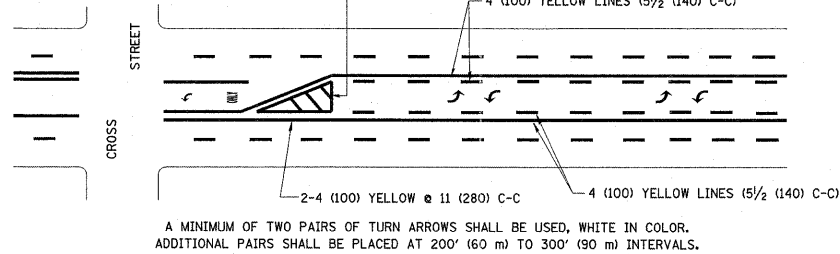
TYPICAL LANE AND EDGE LINE MARKING



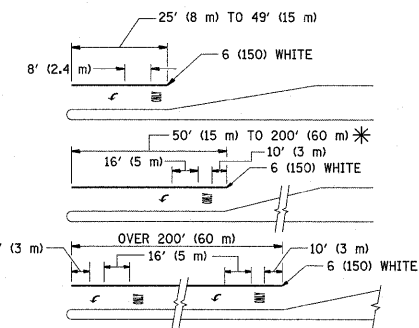
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE



TYPICAL PAINTED MEDIAN MARKING

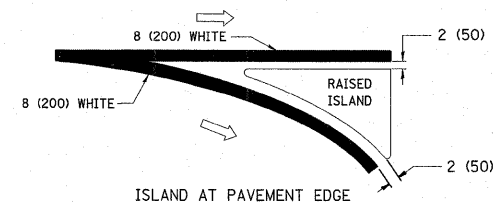
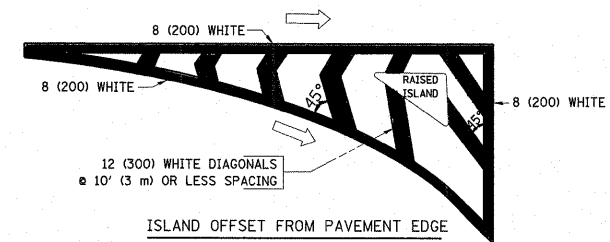


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* 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 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)	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 1/2 (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 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.

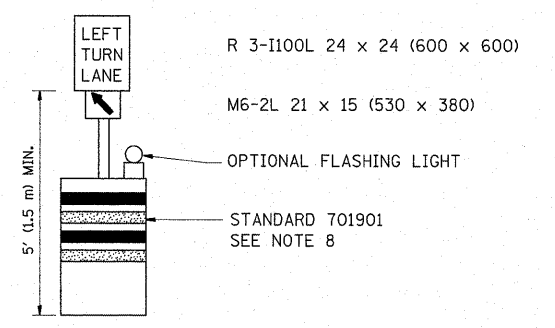
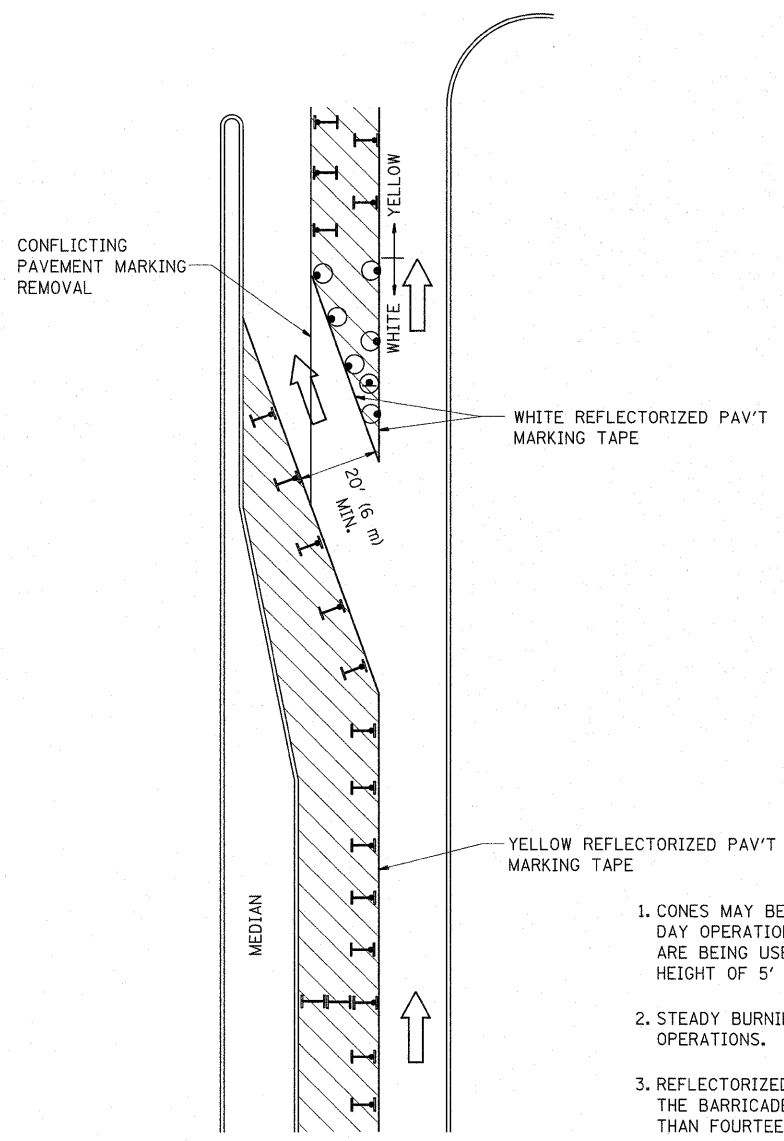
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PLOT DATE = 9/7/2011		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

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

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1581	1355-B-I	COOK	23	20
TC-13			CONTRACT NO. 60P80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

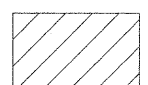
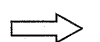






GENERAL NOTES

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

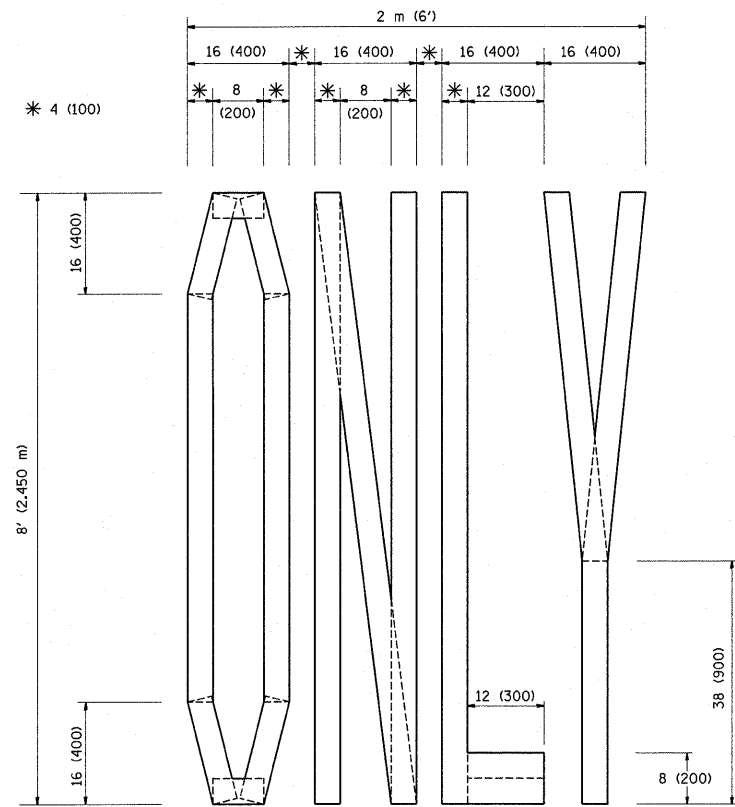
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

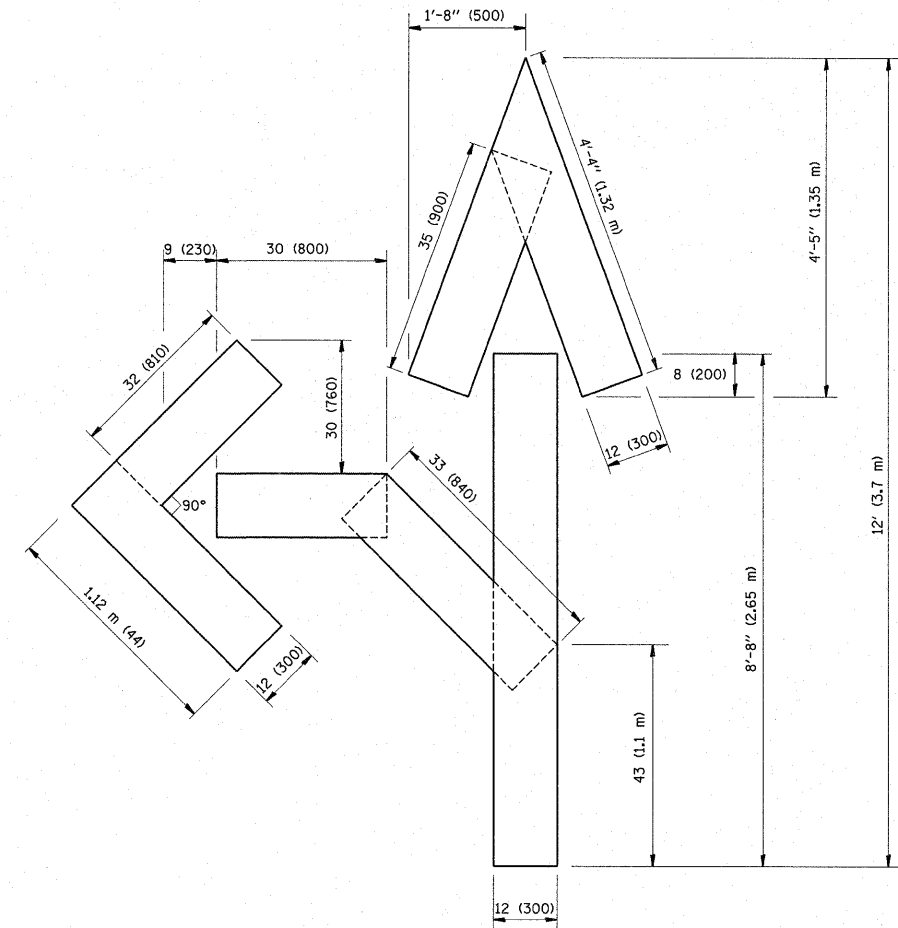
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

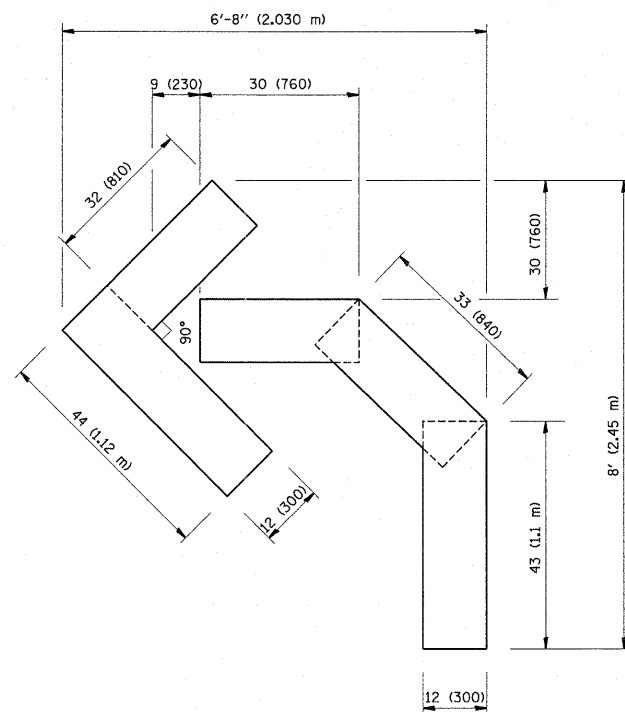
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1581	1355-B-1	COOK	23	21
TC-14		CONTRACT NO. 60P80		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

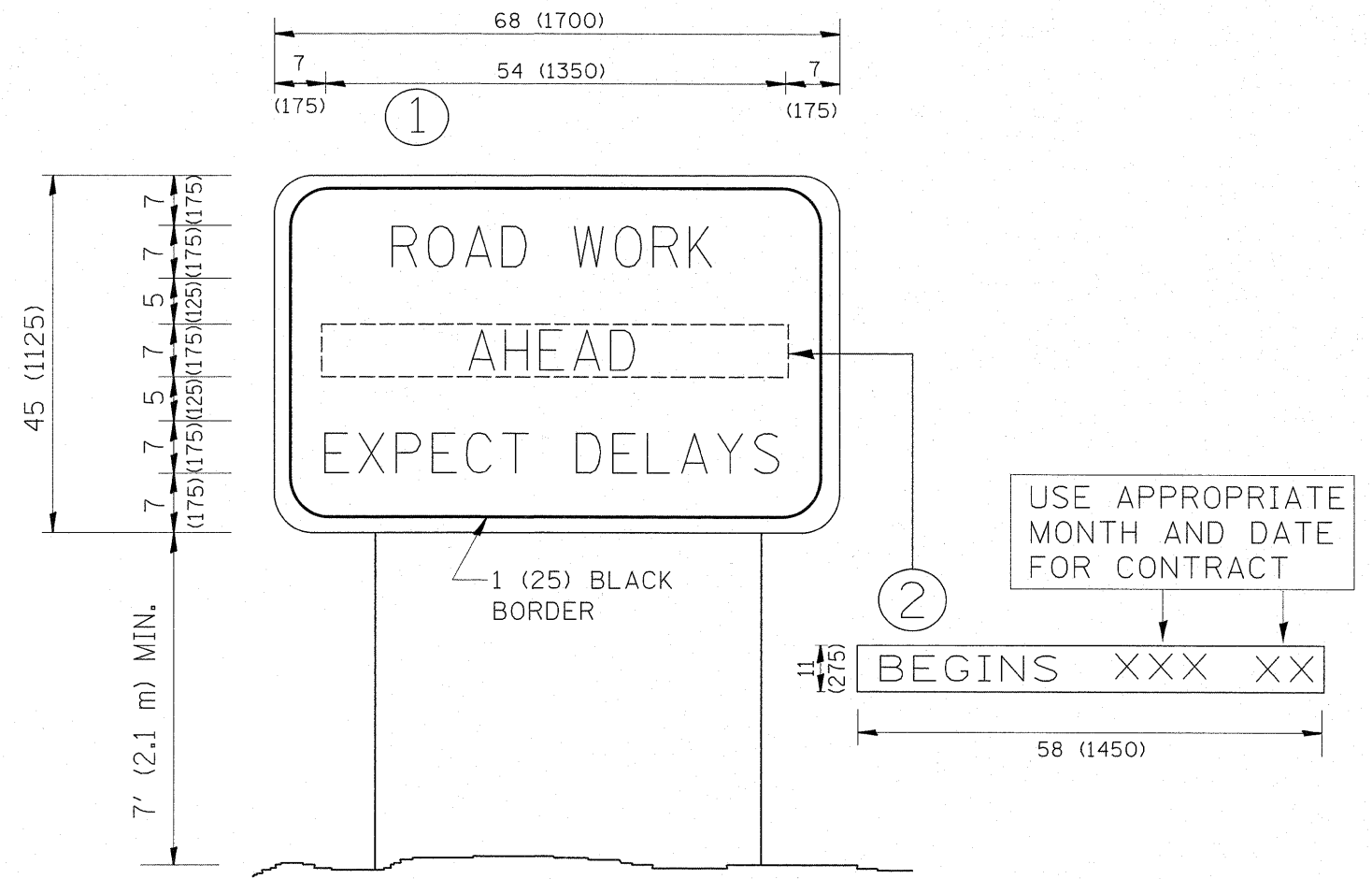
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	PLOT DATE = 9/7/2011	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.
1581	1355-B-I	COOK	23	22
TC-16			CONTRACT NO. 60P80	
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.

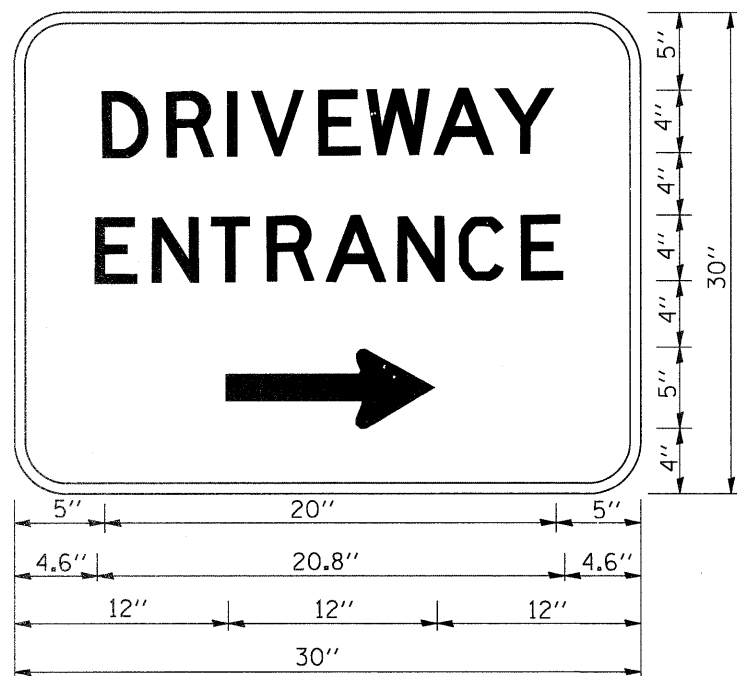
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PLOT DATE = 9/7/2011	DATE -	REVISED - C. JUCIUS 01-31-07	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1581	1355-B-1	COOK	23	23
TC-22			CONTRACT NO. 60P80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME = W:\diststd\22x34\tc26.dgn	USER NAME = gaglrenobt	DESIGNED - DRAWN -	REVISED - C. JUCIUS 02-15-07 REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		DRIVEWAY ENTRANCE SIGNING		F.A.U. RTE. 1581	SECTION 1355-B-1	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 23A
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CONTRACT NO. 60P80		
	PLOT DATE = 1/4/2008	DATE -	REVISED -									