

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	1
FED. ROAD DIST. NO. 1		ILLINOIS CONTRACT NO. 62J73		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED HIGHWAY PLANS
F.A.P. 311 /US 34 (OGDEN AVE.)
I-294 (TRI-STATE TOLLWAY) TO W. OF EDGEWOOD AVE.
STANDARD OVERLAY AND ADA PEDESTRIAN RAMPS
SECTION NO.: 2019-113-RS&SW
PROJECT: NHPP-GYQ5(496)
COOK COUNTY
C-91-037-20

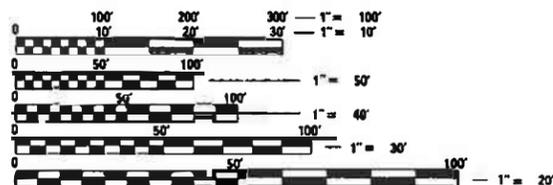
D-91-257-20



PROJECT IS LOCATED IN THE VILLAGES OF WESTERN SPRINGS AND LA GRANGE

TRAFFIC DATA:

2018 ADT - 27700 TO 33600
SPEED LIMIT - 35 TO 40 MPH



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

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

PROJECT BEGINS
STA. 15 + 01



PROJECT ENDS
STA. 92 + 32

GROSS AND NET LENGTH OF PROJECT - 7731 FEET - 1.46 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *December 6, 2020*
Anthony J. Dunlop
REGIONAL ENGINEER

December 4, 2020
James J. [Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

December 4, 2020
James J. [Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION 13

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OF THE STATE OF ILLINOIS

PROJECT ENGINEER: VESELIN VELICHKOV (847) 705-4432
PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247
CONTRACT NO. 62J73

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STATE STANDARDS	
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS, TYPE 1
604006-05	FRAME AND GRATE, TYPE 3
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	LANE CLOSURE, MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES:

BEFORE STARTING ANY EXCAVATION THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR "CUAN" (CHICAGO UTILITY ALERT NETWORK) AT 312-744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED).

10 FEET (3 METERS) TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES AND THE VILLAGES OF WESTERN SPRINGS AND LA GRANGE.

DUE TO THE PRESENCE OF RED LIGHT RUNNING (RLR) CAMERAS AT THE LOCATIONS LISTED BELOW, THE CONTRACTOR SHALL NOTIFY THE LOCAL MUNICIPALITY AND RLR CAMERA COMPANY PRIOR TO THE START OF CONSTRUCTION. THE LOCAL MUNICIPALITY AND/ OR THE RLR CAMERA COMPANY SHALL MAKE THE CAMERA INOPERATIVE FOR THE TIME OF CONSTRUCTION. ANY RLR EQUIPMENT THAT IS IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED BY ITS RESPECTIVE OWNER PRIOR TO THE START OF CONSTRUCTION.

RLR CAMERA LOCATION: US 34 (OGDEN AVE.) @ WOLF RD.

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

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)), WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENT SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT IN PART OF THIS CONTRACT.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (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.

WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/4 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/ h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/ h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING MACHINE IS SLOPED A MINIMUM (1:3).

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL CENTER SUPERVISOR FOR ARTERIALS AT PATRICE.HARRIS@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH THE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL. (TC-13)

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE "TYPICAL APPLICATIONS FOR RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" DETAIL. (TC-11)

THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, AT PATRICE.HARRIS@ILLINOIS.GOV, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.

THE CONTRACTOR SHALL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT (847) 705-4171 AT LEAST TWO WEEKS PRIOR TO BEGINNING LANDSCAPE AND FORESTRY WORK FOR LAYOUT.

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		80% FED 20% STATE 0005	100% STATE 0005			
X2100002	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	UNIT	8.1	8.1				
20200100	EARTH EXCAVATION	CU YD	51	51				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	100	100				
25003115	INTERSEEDING, CLASS 1B	ACRE	1.7	1.7				
25200110	SODDING, SALT TOLERANT	SO YD	100	100				
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	34223	34223				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	77	77				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	565	565				
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	2130	2130				
40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	4969	4969				
42001300	PROTECTIVE COAT	SO YD	727	727				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	4975	4975				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		80% FED 20% STATE 0005	100% STATE 0005			
42400800	DETECTABLE WARNINGS	SO FT	379	379				
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	50700	50700				
44000600	SIDEWALK REMOVAL	SO FT	4975	4975				
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SO YD	1040	1040				
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SO YD	160	160				
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SO YD	992	992				
X4420900	LONGITUDINAL PARTIAL DEPTH PATCHING	TON	1724	1724				
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	41	41				
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	18	18				
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	38	38				
*66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	51	51				
*66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3				
*66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1				
*66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1				

REV-SEP

* SPECIALTY ITEMS
 NON PARTICIPATING ITEMS

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		80% FED 20% STATE 0005	100% STATE 0005			
*66901006	REGULATED SUBSTANCES MONITORING	CAL DA	15	15				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12				
67100100	MOBILIZATION	L SUM	1	1				
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1				
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1				
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1				
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	30	30				
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1				
70300100	SHORT TERM PAVEMENT MARKING	FOOT	5508	5508				
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	918	918				
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	471	471				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	24718	24718				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		80% FED 20% STATE 0005	100% STATE 0005			
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1920	1920				
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	970	970				
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1498	1498				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	352	352				
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	2754	2754				
*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	471	471				
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	24718	24718				
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1920	1920				
*78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	970	970				
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1498	1498				
*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	352	352				
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	840	840				

REV-SEP

* SPECIALTY ITEMS
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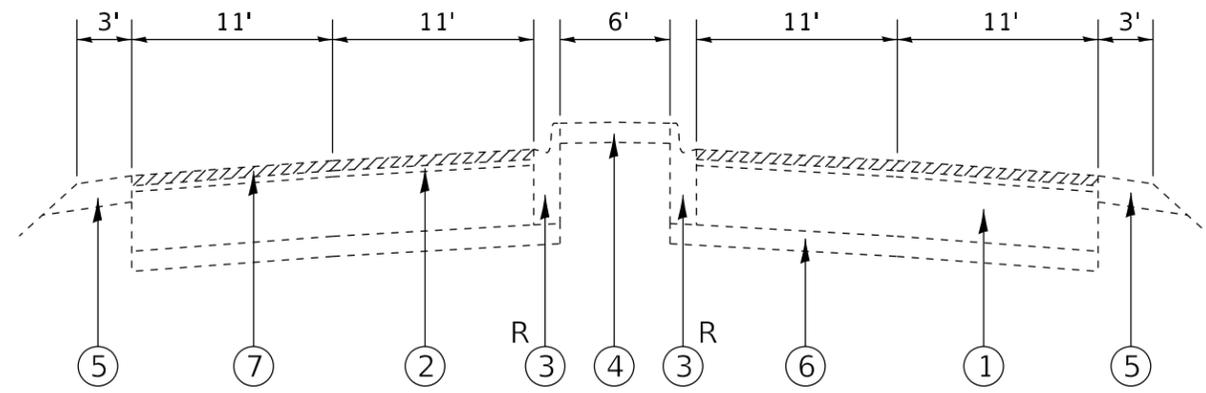
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
FAP 311 / US 34 (OGDEN AVE.)—I-294 TO EDGEWOOD AVE.**

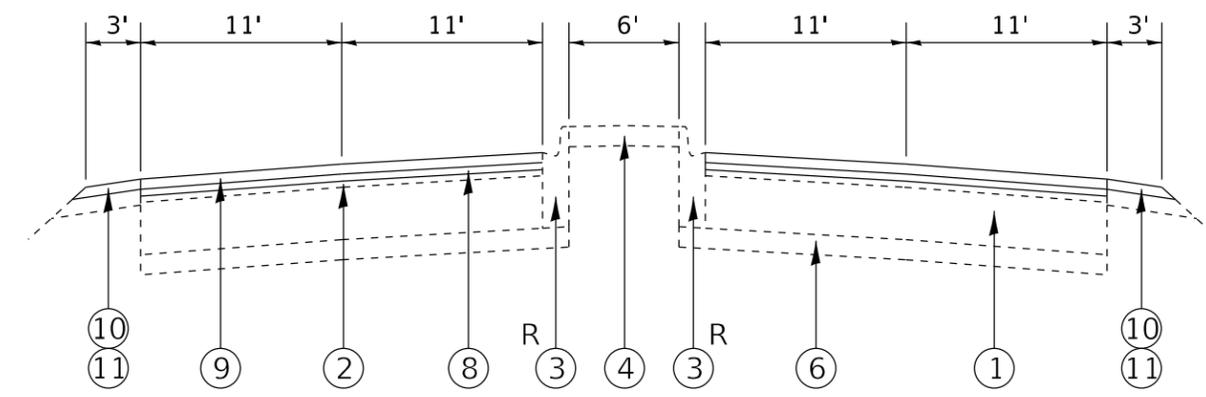
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CONTRACT NO. 62173											

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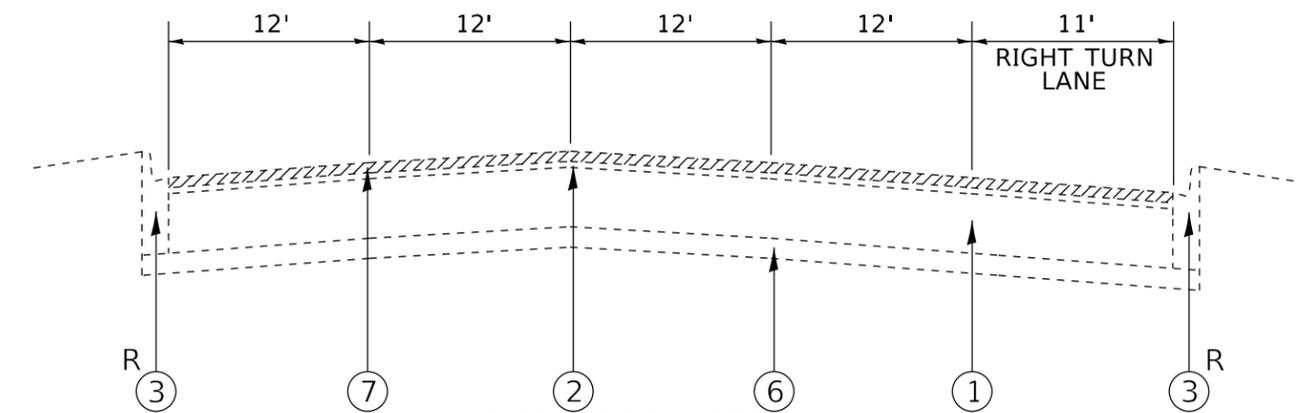
- ① EXISTING P.C.C. PAVEMENT ±9"
 - ② EXISTING HOT-MIX ASPHALT SURFACE ±6" (AFTER MILLING)
 - ③ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 - ④ EXISTING CONCRETE BARRIER MEDIAN
 - ⑤ EXISTING AGGREGATE SHOULDER
 - ⑥ EXISTING STABILIZED SUB-BASE
 - ⑦ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2½"
 - ⑧ PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, ¾"
 - ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾"
 - ⑩ PROPOSED GRADING AND SHAPING SHOULDERS
 - ⑪ PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
- R CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)



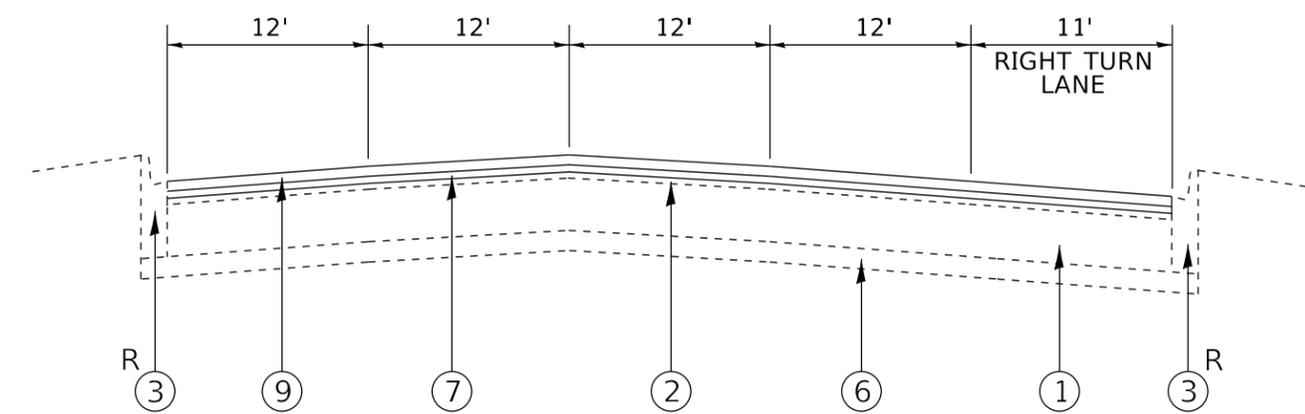
EXISTING TYPICAL SECTION
STA. 15+01 TO 25+87



PROPOSED TYPICAL SECTION
STA. 15+01 TO 25+87



EXISTING TYPICAL SECTION
STA. 25+87 TO 27+91



PROPOSED TYPICAL SECTION
STA. 25+87 TO 27+91

MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR Voids @ Ndes	QMP
PATCHING		
CLASS "D" PATCHES (HMA BINDER, IL-19MM)	4% @ 70 GYR.	QC / QA
PAVEMENT RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	3.5% @ 80 GYR.	QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	3.5% @ 50 GYR.	QCP
QMP DESIGNATION: QUALITY CONTROL FOR PERFORMANCE (QCP); QUALITY CONTROL/ QUALITY ASSURANCE (QC/ QA); PAY FOR PERFORMANCE (PPF)		

NOTES:

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY SPECIAL PROVISIONS.

THE MILLING SHALL BE DONE PRIOR TO PATCHING

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS

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PLOT DATE = 10/16/2020	DATE -	REVISED -	REVISED -

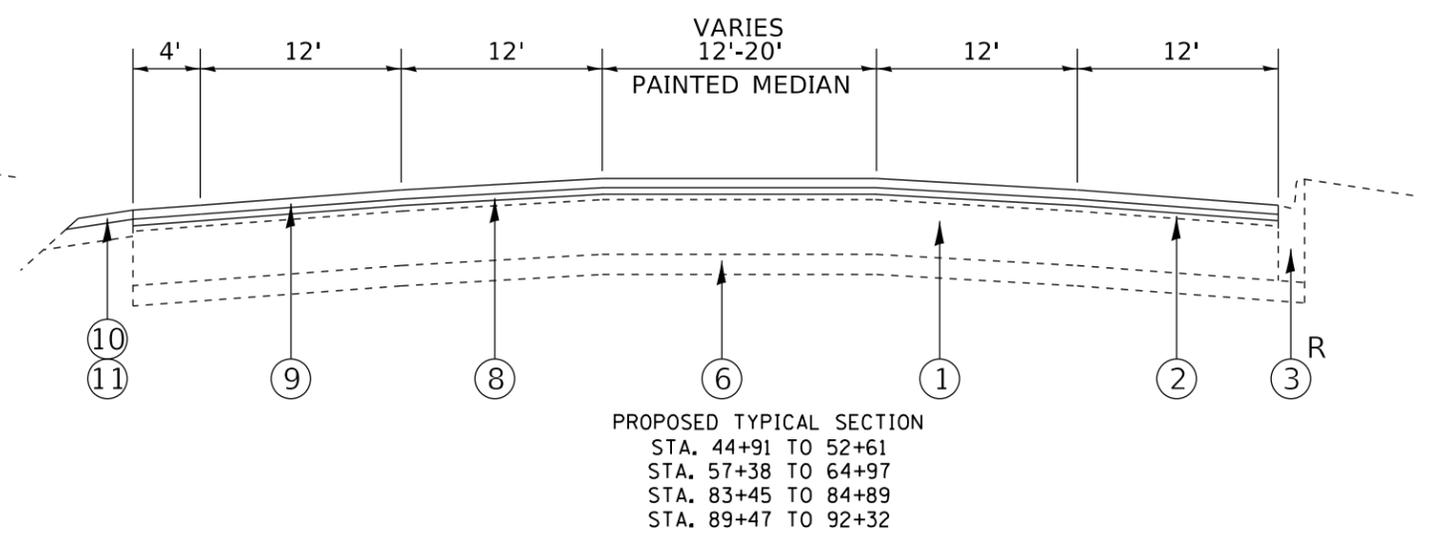
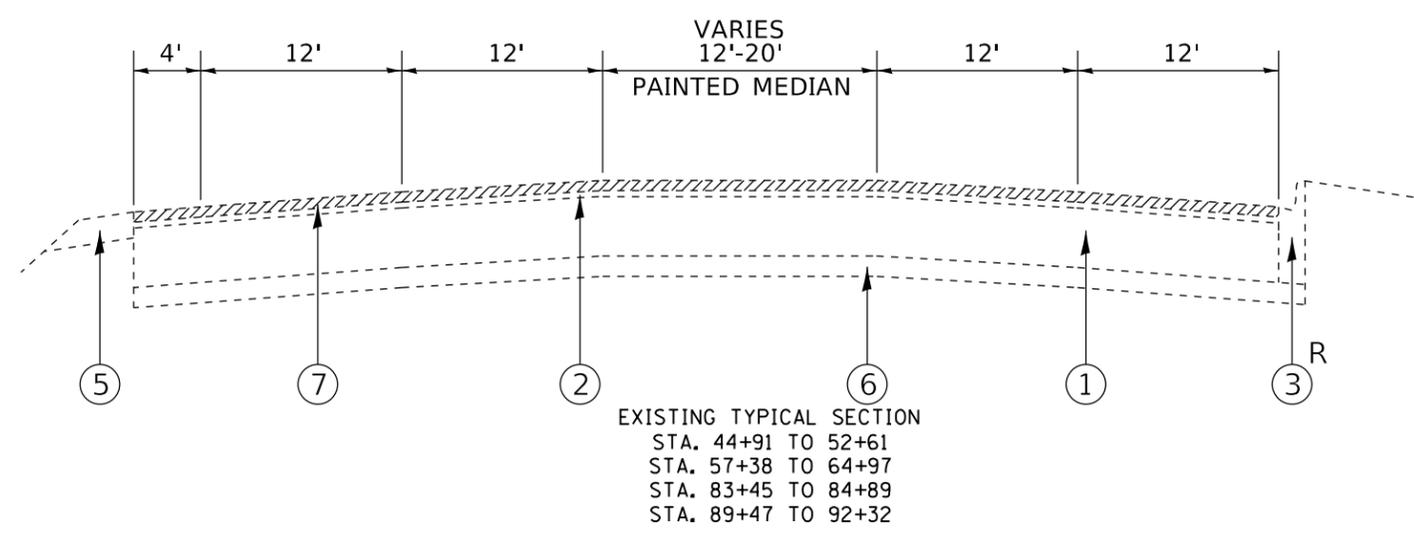
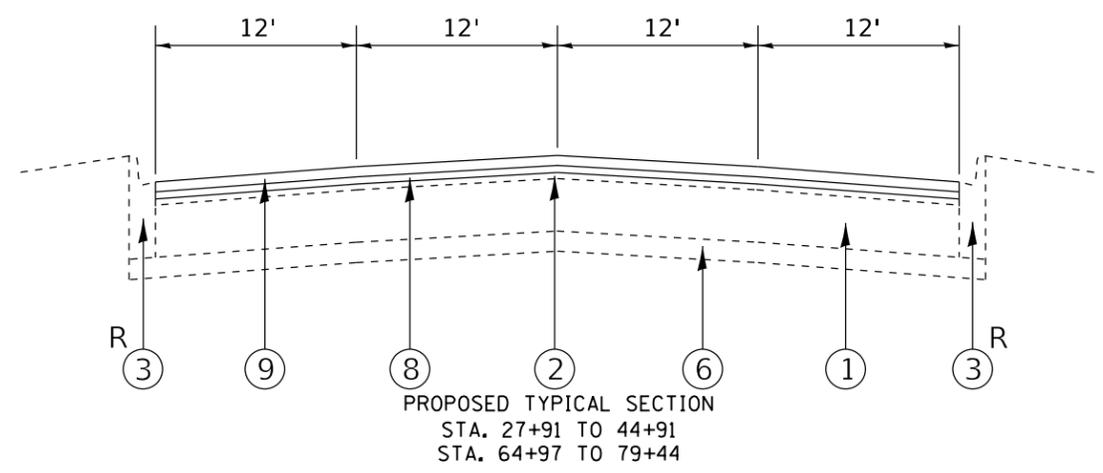
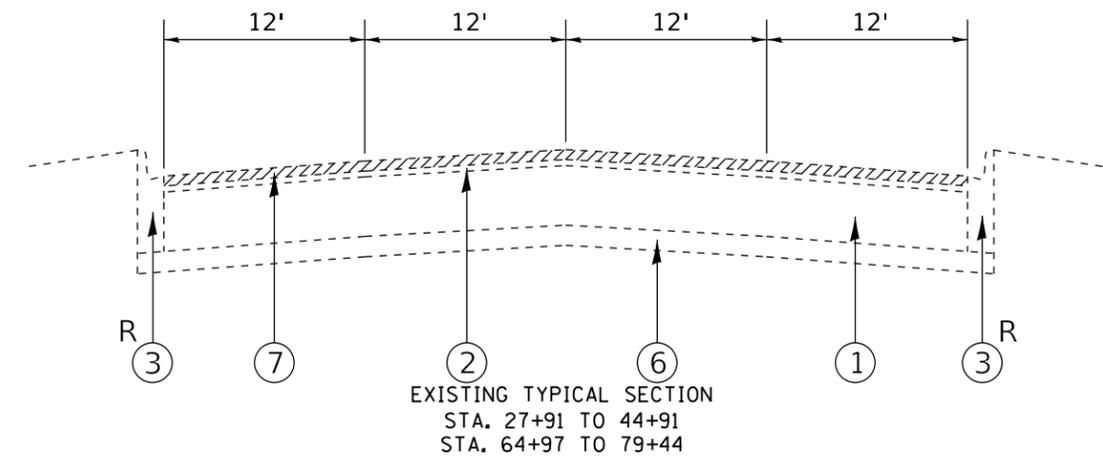
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING AND PROPOSED TYPICAL SECTIONS	
FAP 311 / US 34 (OGDEN AVE.)—I-294 TO EDGEWOOD AVE.	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

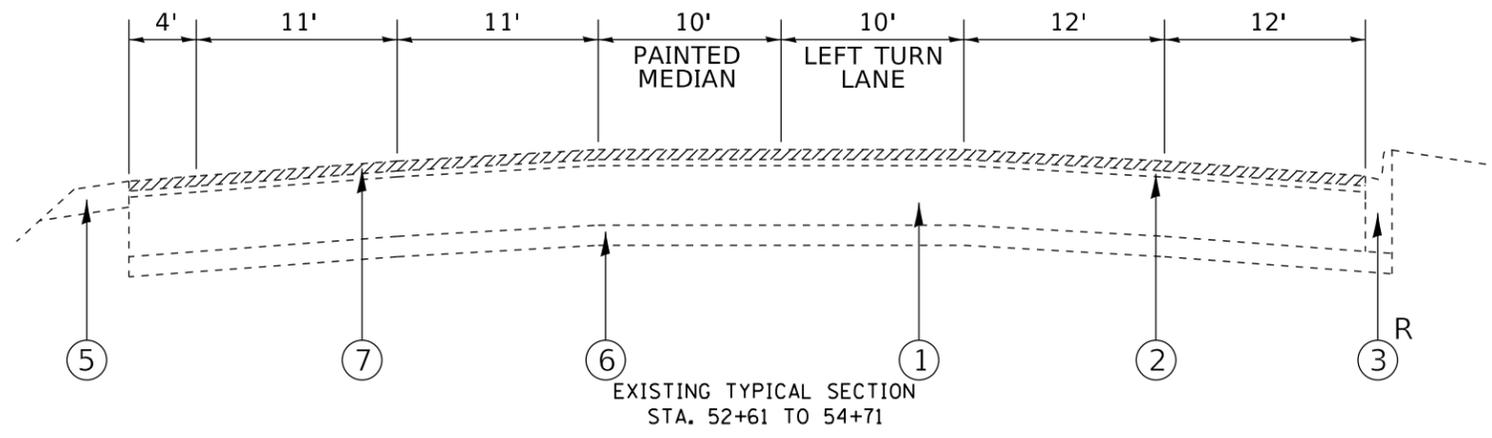
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-R5&SW	COOK	45	6
CONTRACT NO. 62J73				
ILLINOIS FED. AID PROJECT				

LEGEND:

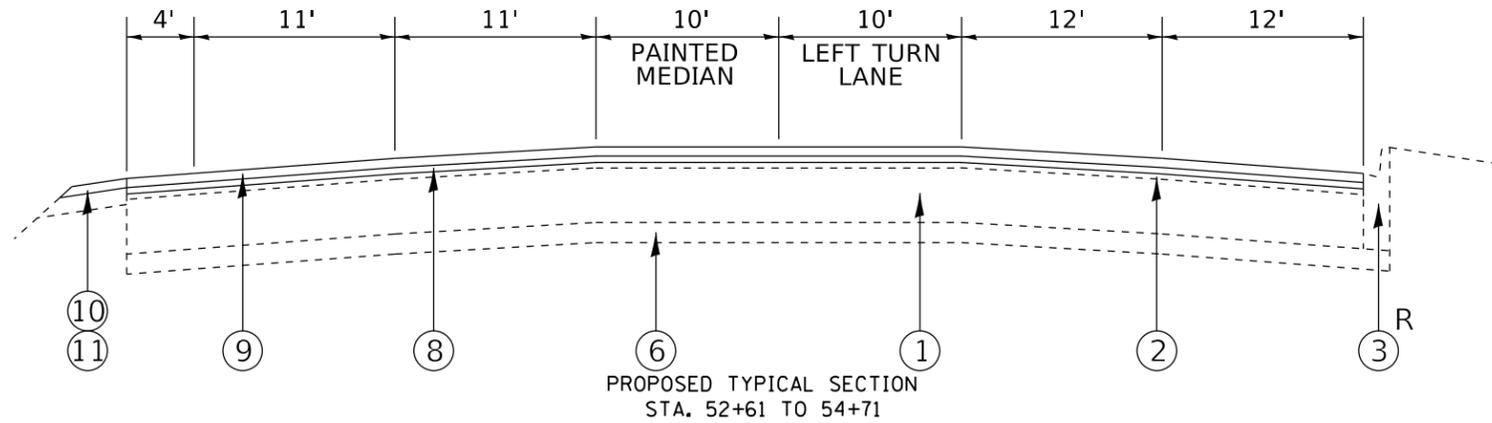
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FILE NAME =	USER NAME = steedp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL SECTIONS FAP 311 / US 34 (OGDEN AVE.)—I-294 TO EDGEWOOD AVE.			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 10/15/2020	DATE -	REVISED -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			CONTRACT NO. 62J73				
ILLINOIS FED. AID PROJECT												



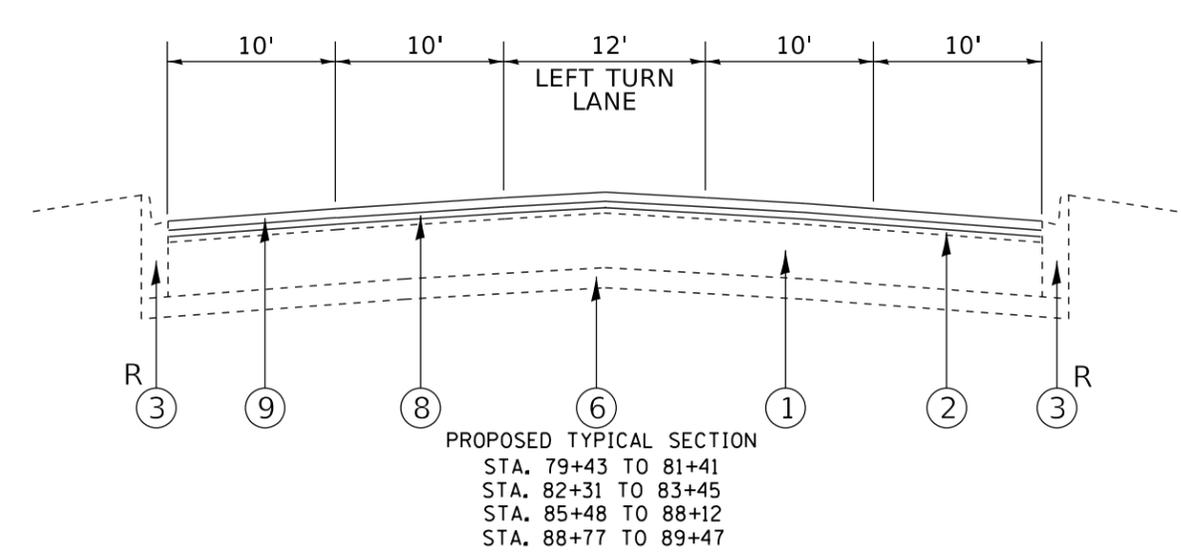
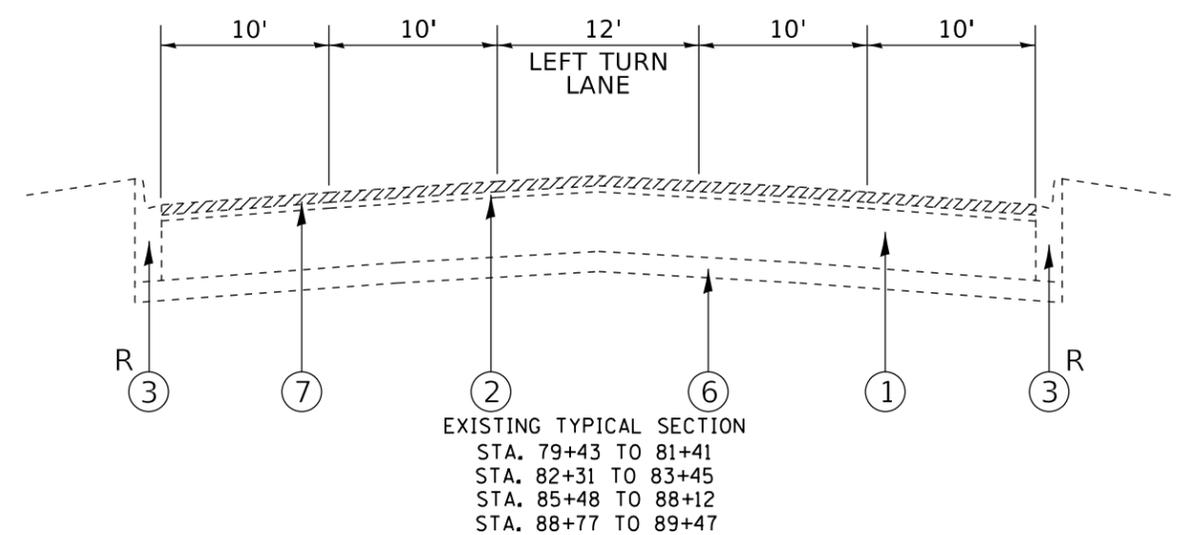
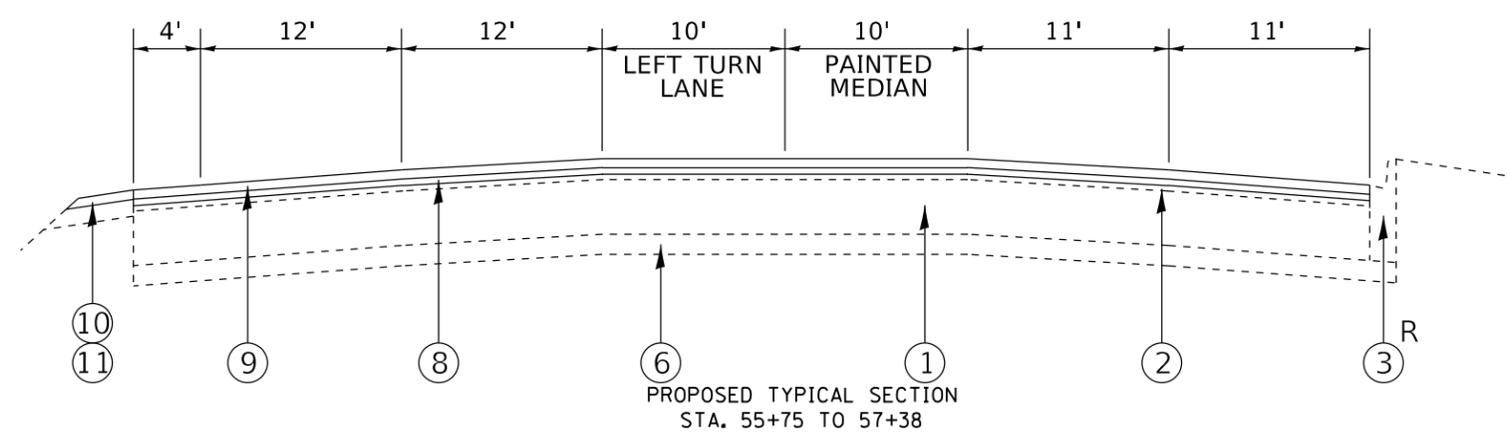
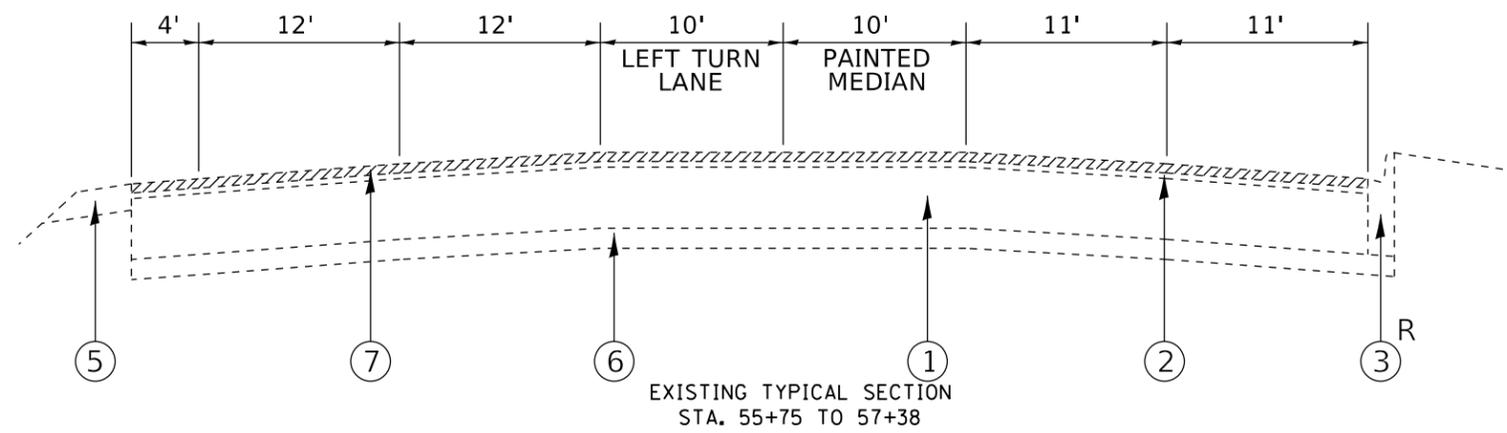
- LEGEND:**
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 - ⑧ PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, ¾"
 - ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾"
 - ⑩ PROPOSED GRADING AND SHAPING SHOULDERS
 - ⑪ PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
- R CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)



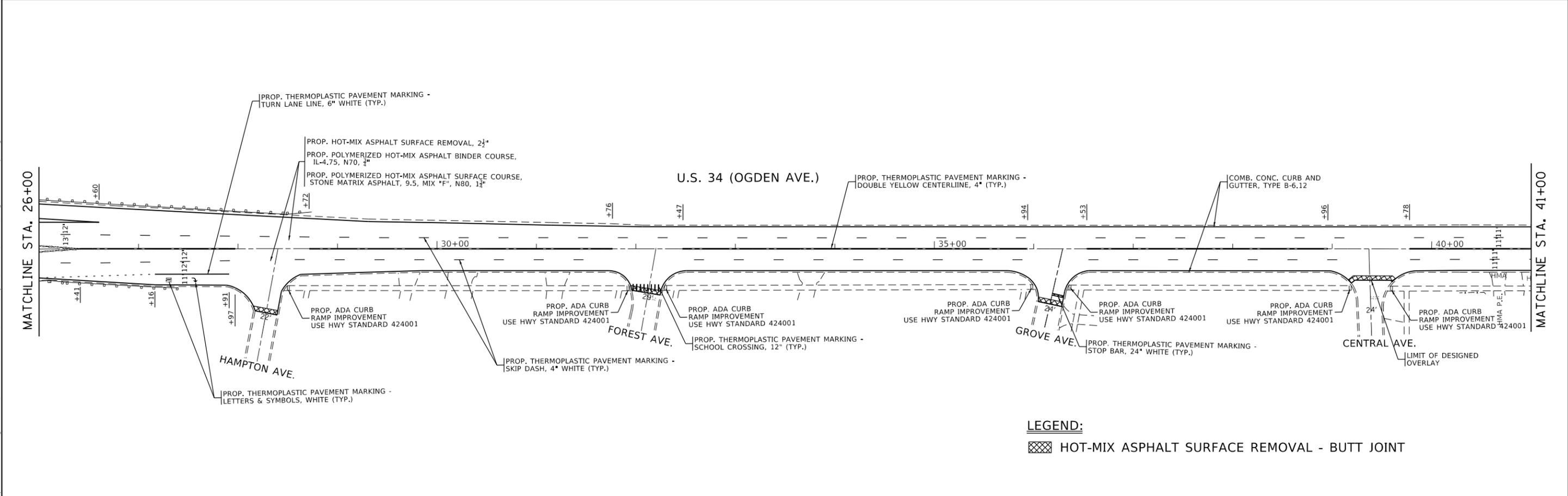
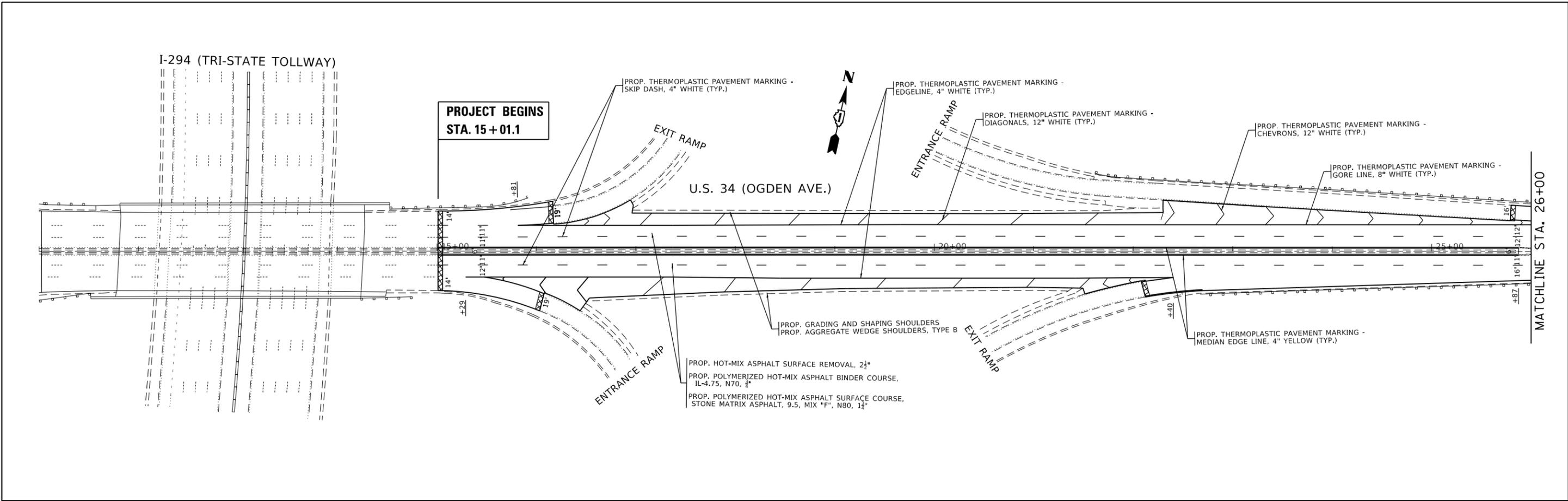
FILE NAME =	USER NAME = steedp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL SECTIONS FAU 3593 (LINCOLN AVE.)—138TH ST. TO IL 83 (SIBLEY BLVD.)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\planroom.dot.illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\DI25720\Drawings\Design\DI25720-sht-plan.dgn		CHECKED -	REVISED -		311	2019-113-RS&SW	COOK	45	8			
PLOT SCALE = 100.0000' / 1in.		DATE -	REVISED -		CONTRACT NO. 62J73			ILLINOIS FED. AID PROJECT				
PLOT DATE = 10/15/2020					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.					

LEGEND:

- ① EXISTING P.C.C. PAVEMENT ±9"
 - ② EXISTING HOT-MIX ASPHALT SURFACE ±6" (AFTER MILLING)
 - ③ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 - ④ EXISTING CONCRETE BARRIER MEDIAN
 - ⑤ EXISTING AGGREGATE SHOULDER
 - ⑥ EXISTING STABILIZED SUB-BASE
 - ⑦ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2½"
 - ⑧ PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, ¾"
 - ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾"
 - ⑩ PROPOSED GRADING AND SHAPING SHOULDERS
 - ⑪ PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
- R CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)



FILE NAME =	USER NAME = steedp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL SECTIONS FAU 3593 (LINCOLN AVE.)—138TH ST. TO IL 83 (SIBLEY BLVD.)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 10/15/2020	DATE -	REVISED -	REVISED -		CONTRACT NO. 62J73			ILLINOIS FED. AID PROJECT				
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.				



LEGEND:

☒ HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

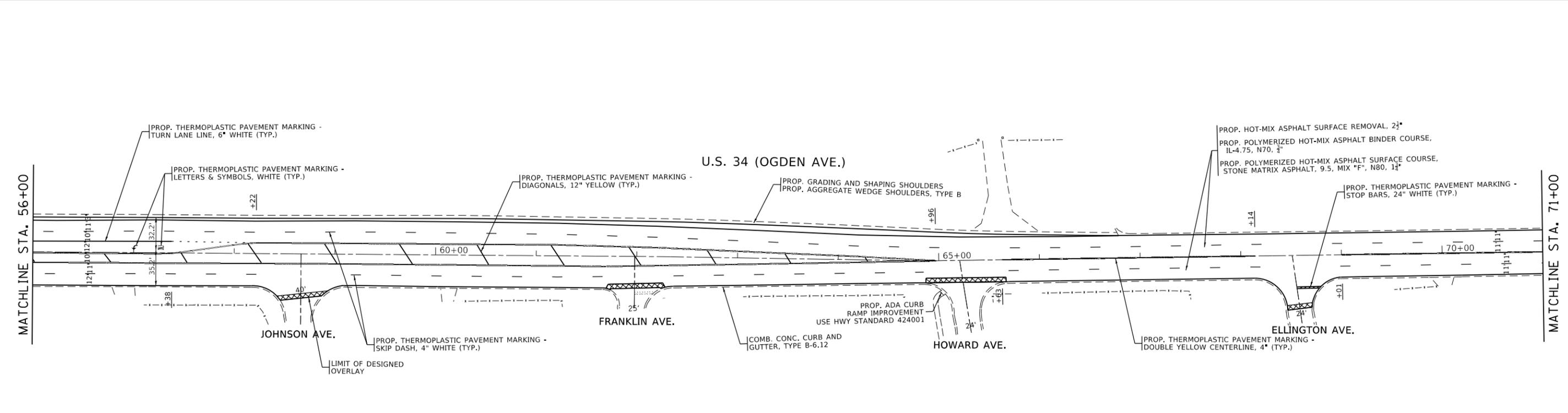
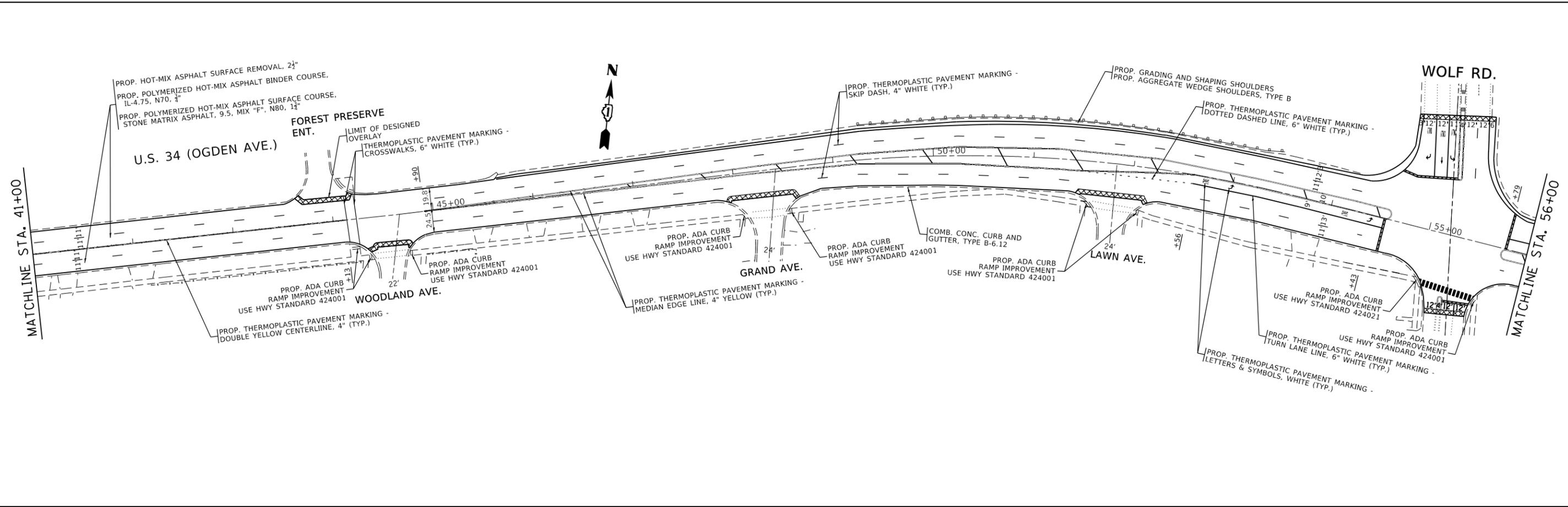
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 PROJECT: I:\Projects\125720\CADD\Drawings\125720-RT-41-00.dwg

USER NAME = steedpa	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 10/15/2020	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN U.S. RTE. 34 (OGDEN AVE.) EAST OF I-294 TO WEST OF EDGEWOOD AVE.		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		311	2019-113-R5&SW	COOK	45	10
SCALE: 1"=50'		SHEET OF SHEETS		STA. TO STA. 41+00		CONTRACT NO. 62J73

ILLINOIS		FED. AID PROJECT	
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LEGEND:

☒ HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

MODEL: Default
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 PROJECT: I:\Projects\125720\CADD\Drawings\125720-01-01-01.dwg
 USER: steedpa

USER NAME = steedpa	DESIGNED -	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 10/16/2020	CHECKED -	REVISED -
	DATE -	REVISED -

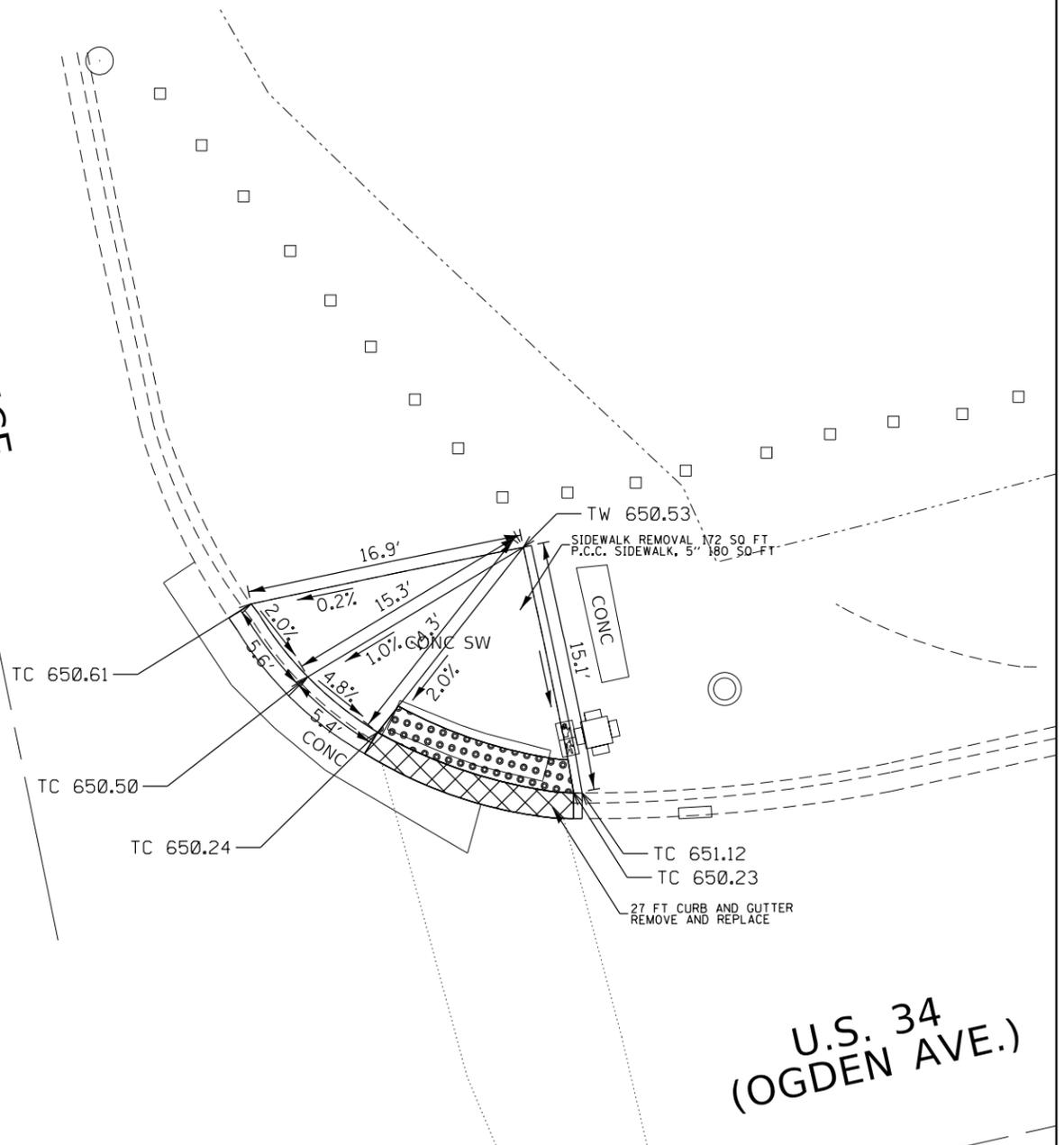
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN U.S. RTE. 34 (OGDEN AVE.)
EAST OF I-294 TO WEST OF EDGEWOOD AVE.**

SCALE: 1"=50' SHEET OF SHEETS STA. 41+00 TO STA. 71+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-R5&SW	COOK	45	11
CONTRACT NO. 62J73				
ILLINOIS FED. AID PROJECT				

BEMIS WOOD SOUTH ENTRANCE



REFERENCE BENCH MARK ELEV 650.08
 BENCHMARK : SET X ON TOP OF DISK NEAR FLASHING SIGNAL POLE
 LOCATION : BASE AT NE CORNER OF THE BEMIS WOODS ENTRANCE AND US 34

LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB

REFERENCE BENCH MARK ELEV 650.08
 BENCHMARK : SET X ON TOP OF DISK NEAR FLASHING SIGNAL POLE
 LOCATION : BASE AT NE CORNER OF THE BEMIS WOODS ENTRANCE AND US 34

FILE NAME =	USER NAME = steedpa	DESIGNED -	REVISED -
pw:\planroom.dot.illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\125720\DRAWING\Design\125720-ADA.dgn		CHECKED -	REVISED -
Default	PLOT DATE = 10/15/2020	DATE -	REVISED -

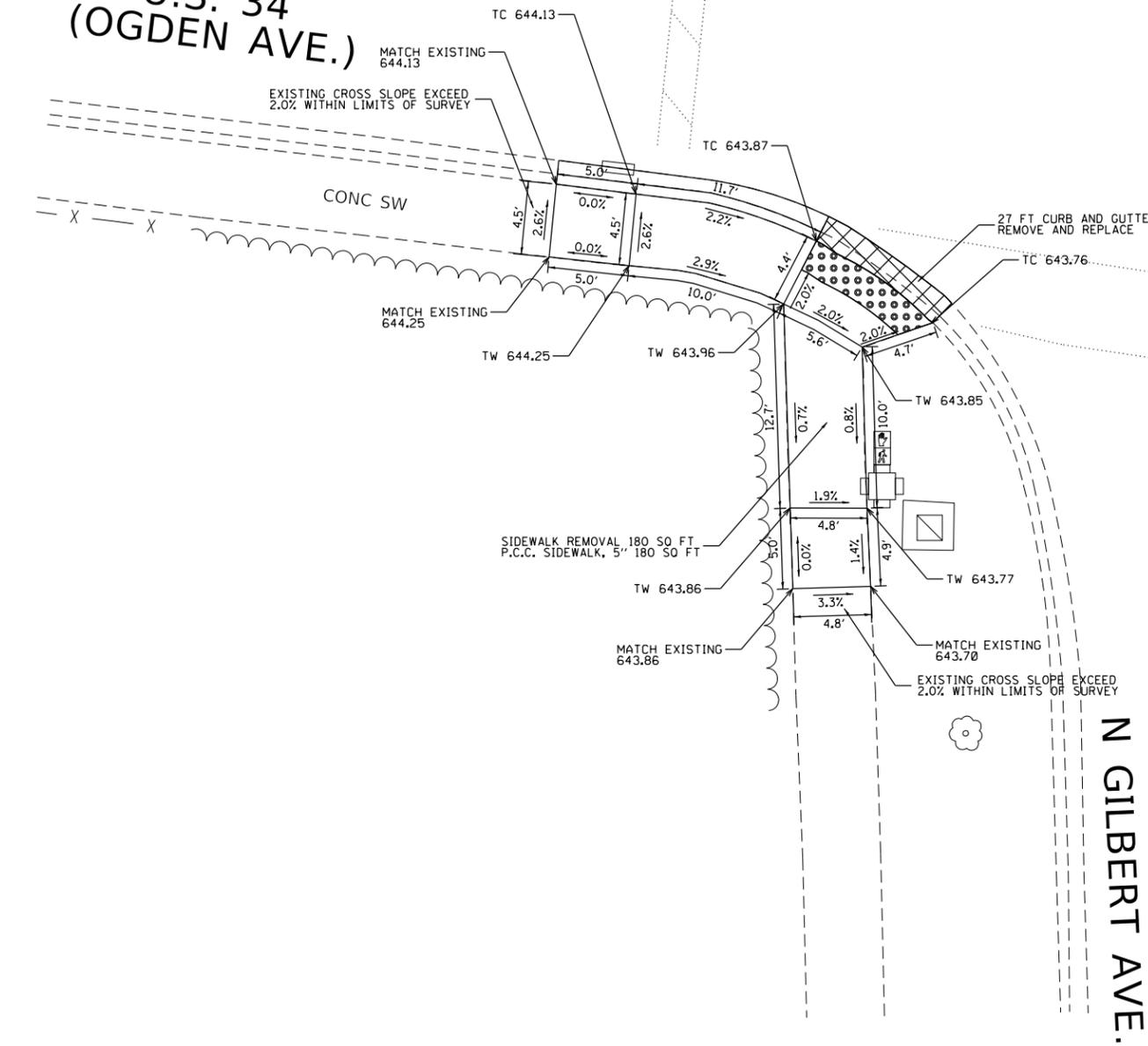
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ADA DETAILS (US 34 AT BEMIS WOODS ENTRANCE—NE CORNER)
 FAP 311 /US 34 (OGDEN AVE.)—I-294 TO EDGEWOOD AVE.**

SCALE: SHEET OF SHEETS STA. TO STA.

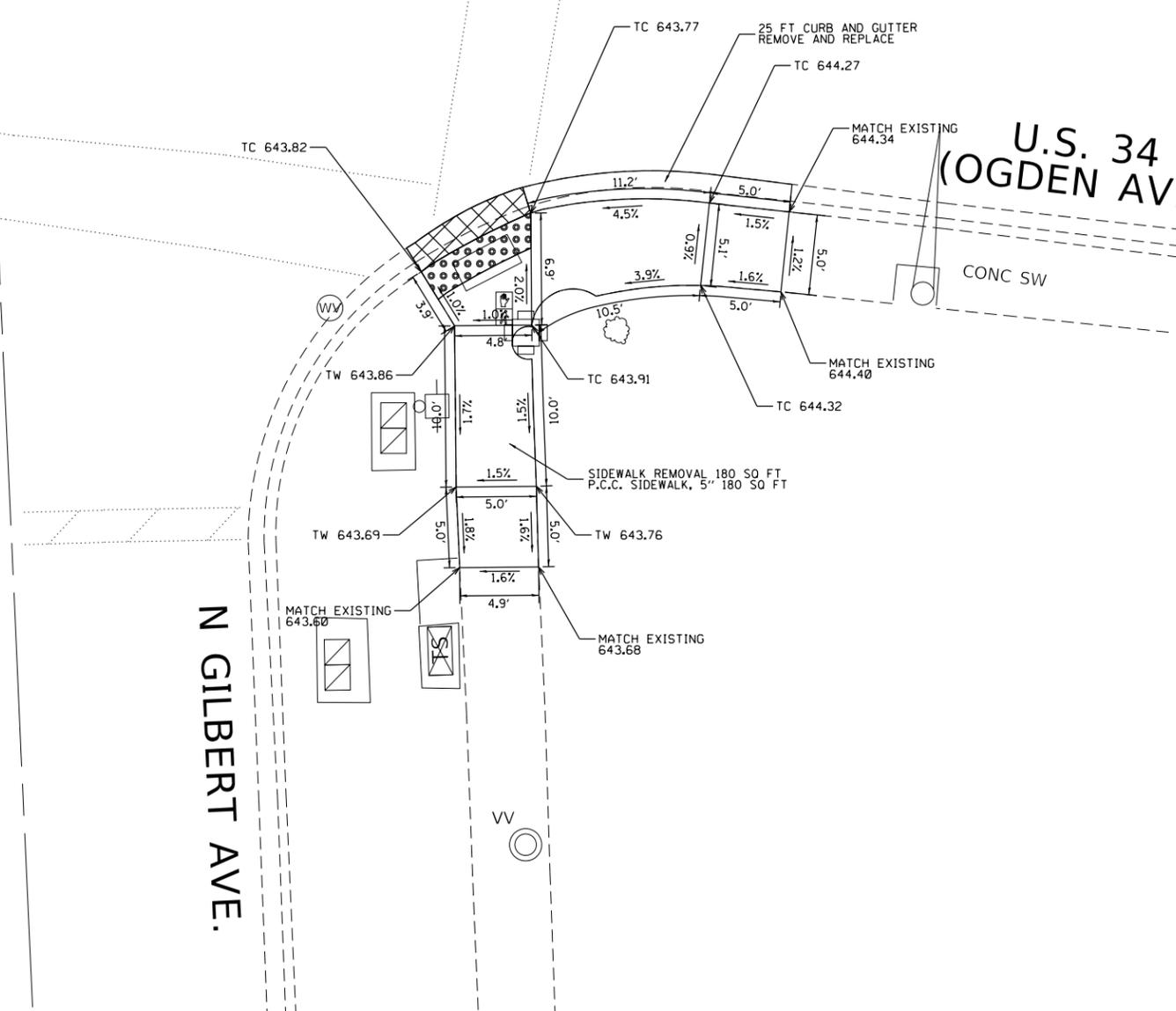
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-R5&SW	COOK	45	13
CONTRACT NO. 62173			ILLINOIS FED. AID PROJECT	

U.S. 34
(OGDEN AVE.)



N GILBERT AVE.

U.S. 34
(OGDEN AVE.)



N GILBERT AVE.

REFERENCE BENCH MARK ELEV 644.03
BENCHMARK : SET X ON TOP OF TRAFFIC SIGNAL BOX
LOCATION : BASE AT SE CORNER OF GILBERT AVENUE AND US 34

LEGEND

- xx.xx' EXISTING LENGTH
- ===== PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE

- [] PROPOSED SIDEWALK
- [•••••] DETECTABLE WARNINGS
- [X] DEPRESSED CURB

REFERENCE BENCH MARK ELEV 644.03
BENCHMARK : SET X ON TOP OF TRAFFIC SIGNAL BOX
LOCATION : BASE AT SE CORNER OF GILBERT AVENUE AND US 34

FILE NAME =	USER NAME = steedpo	DESIGNED -	REVISED -
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Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

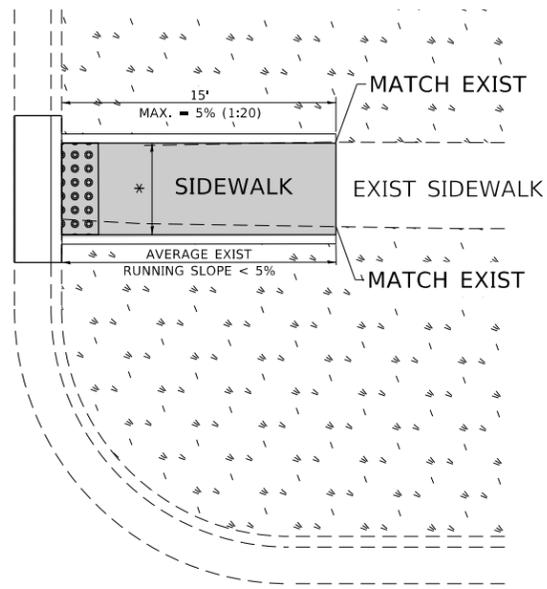
ADA DETAILS (US 34 AT BEMIS WOODS ENTRANCE—NE CORNER)
FAP 311 /US 34 (OGDEN AVE.)—294 TO EDGEWOOD AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

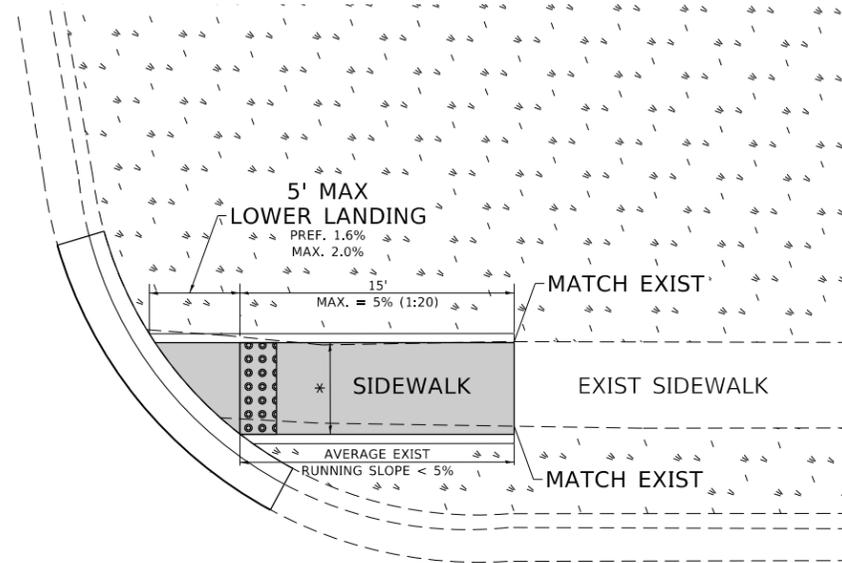
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-R5&SW	COOK	45	14
CONTRACT NO. 62173			ILLINOIS FED. AID PROJECT	

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ EXIST. 5% OR LESS RUN. SLOPE

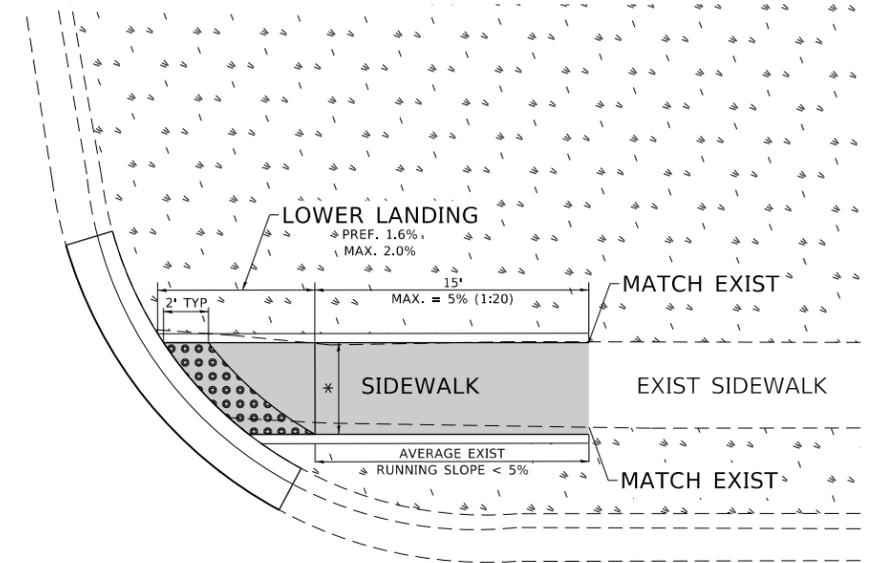
PD-01A



PD-01B



PD-01C



LEGEND

- EXIST. GRASS
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- PROPOSED SIDE CURB

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

MODEL: Default
FILE: Model: pd01planroom.dwg
PROJECT: 2019-113-RS&SW
OFFICE: 113-RS&SW
DATE: 10/15/2020

USER NAME = steedpa	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/15/2020	DATE - 10/02/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

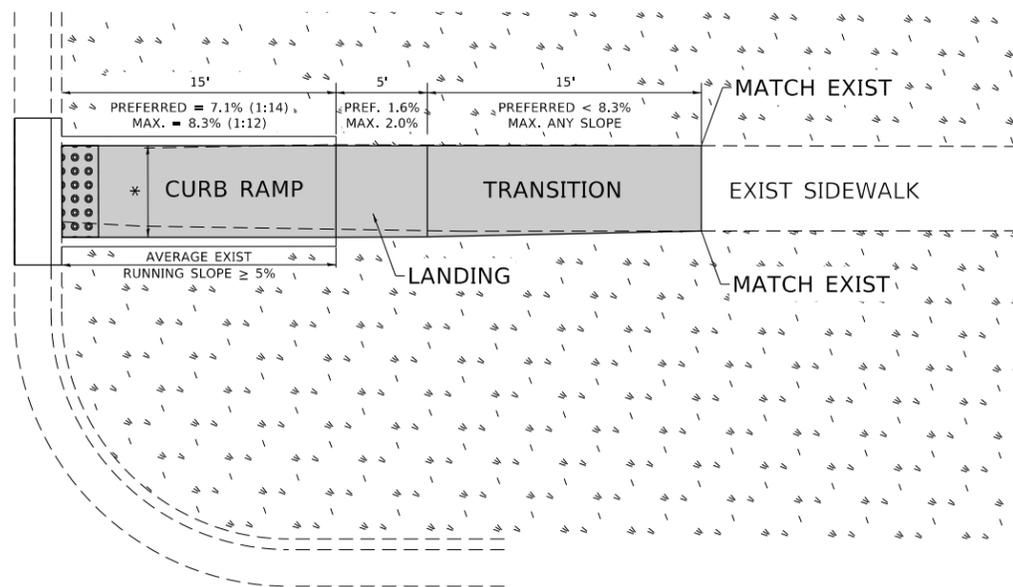
**PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
(PD-01)**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

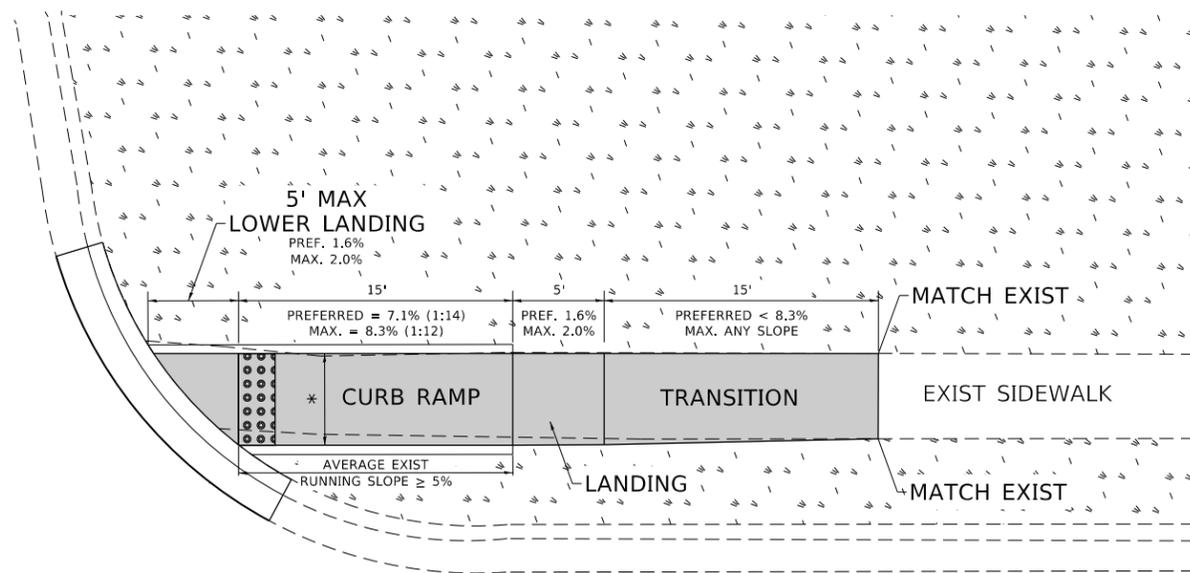
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	15
PD-01			CONTRACT NO. 62173	
ILLINOIS FED. AID PROJECT				

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ EXIST. 5% OR GREATER RUN. SLOPE

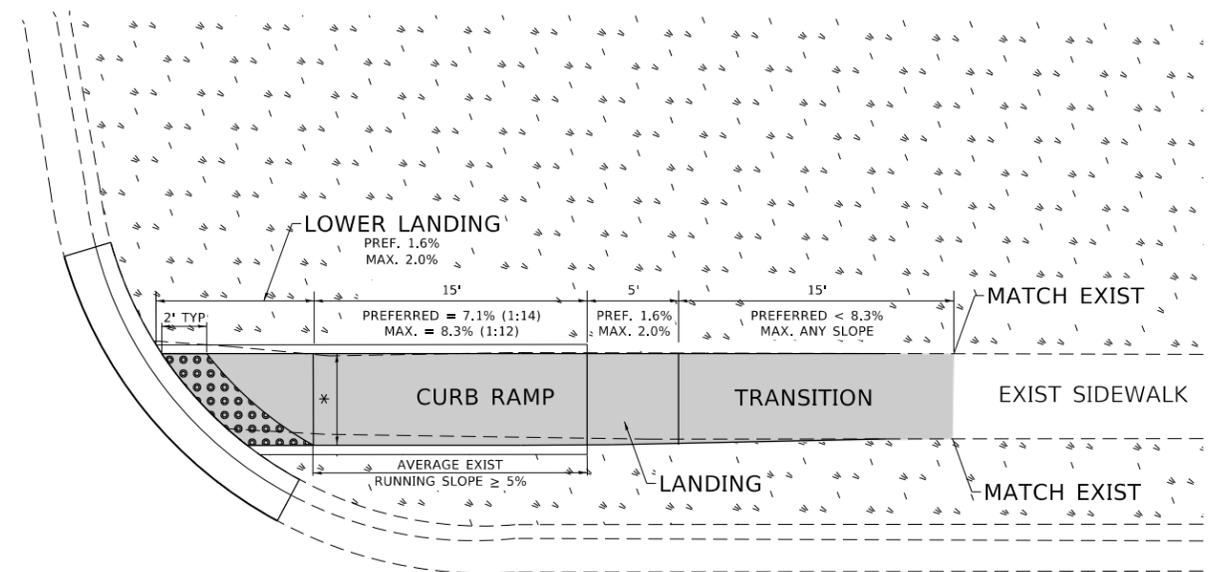
PD-02A



PD-02B



PD-02C



LEGEND

- EXIST. GRASS
- PROPOSED SIDE CURB
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
(PD-02)

SCALE: NONE SHEET OF SHEETS STA. TO STA.

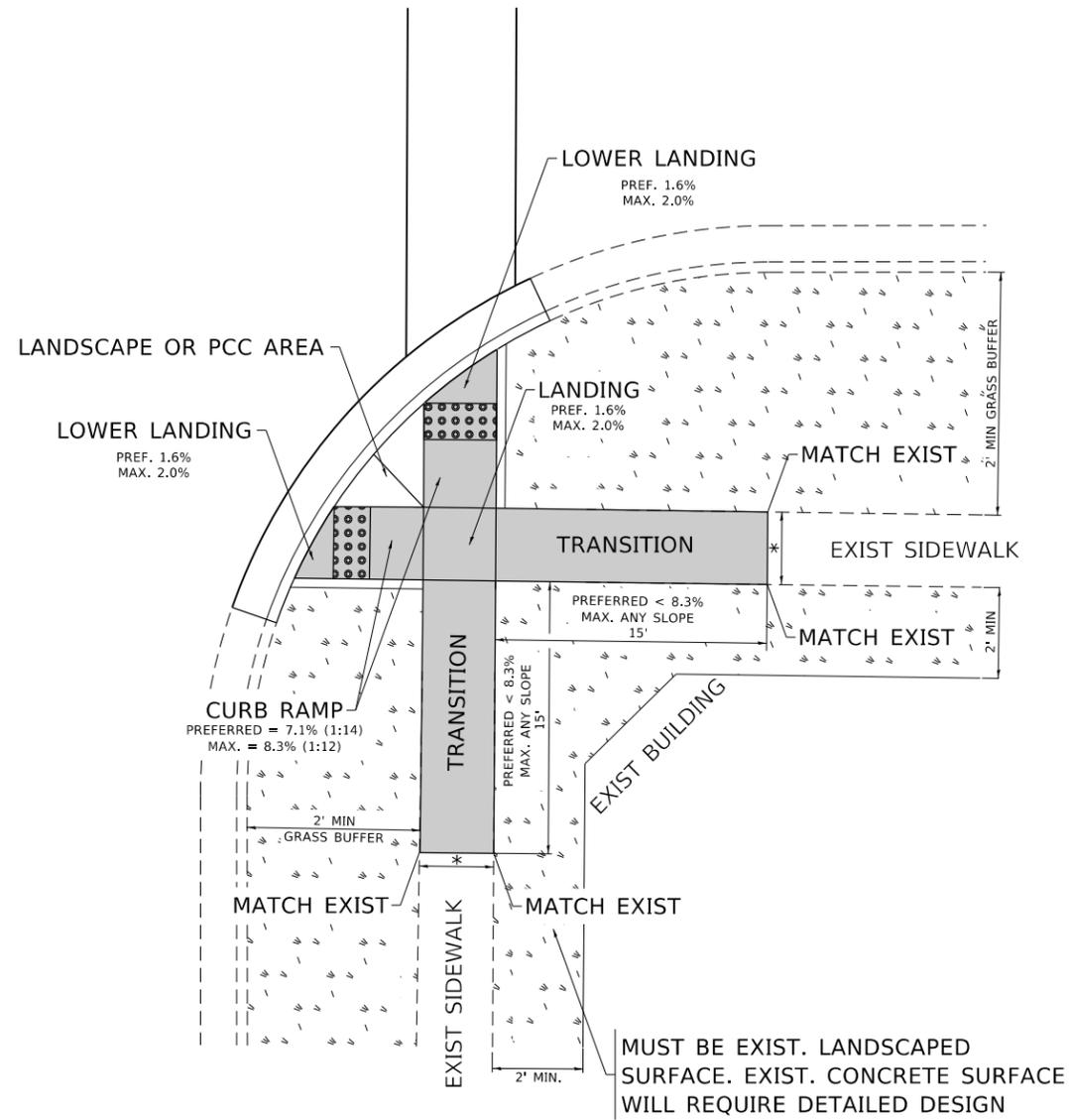
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	16
PD-02		CONTRACT NO. 62173		
ILLINOIS FED. AID PROJECT				

USER NAME = steedpa	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - R. LEDEZMA	REVISED -
PLOT DATE = 10/15/2020	CHECKED -	REVISED -
	DATE - 10/02/2019	REVISED -

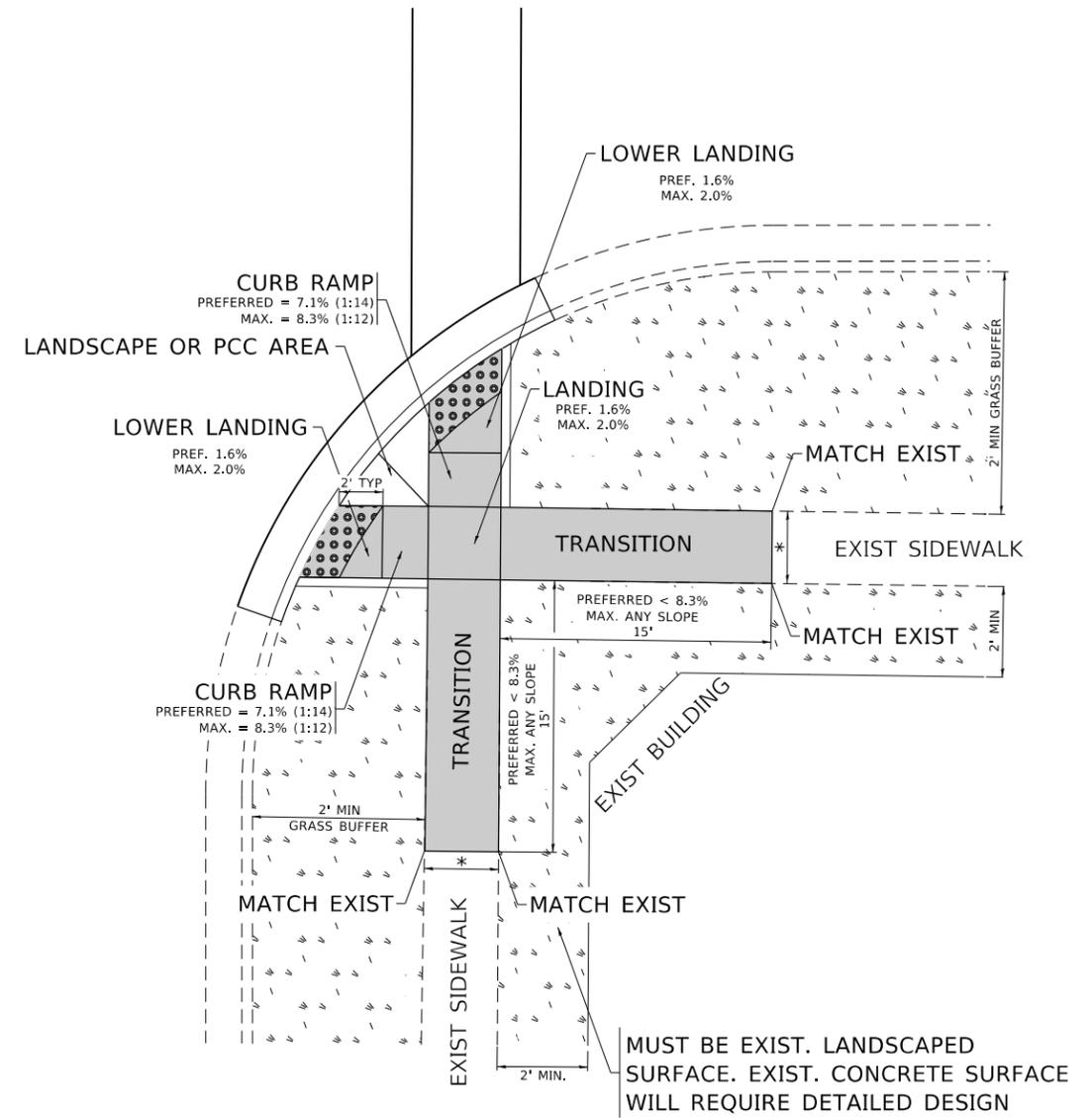
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ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS

PD-03A



PD-03B



LEGEND

- EXIST. GRASS
- PROPOSED SIDEWALK
- PROPOSED SIDE CURB
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

MODEL: Default
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PROJECT: ...
DATE: 10/15/2020

USER NAME = steedpa	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/15/2020	DATE - 10/02/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

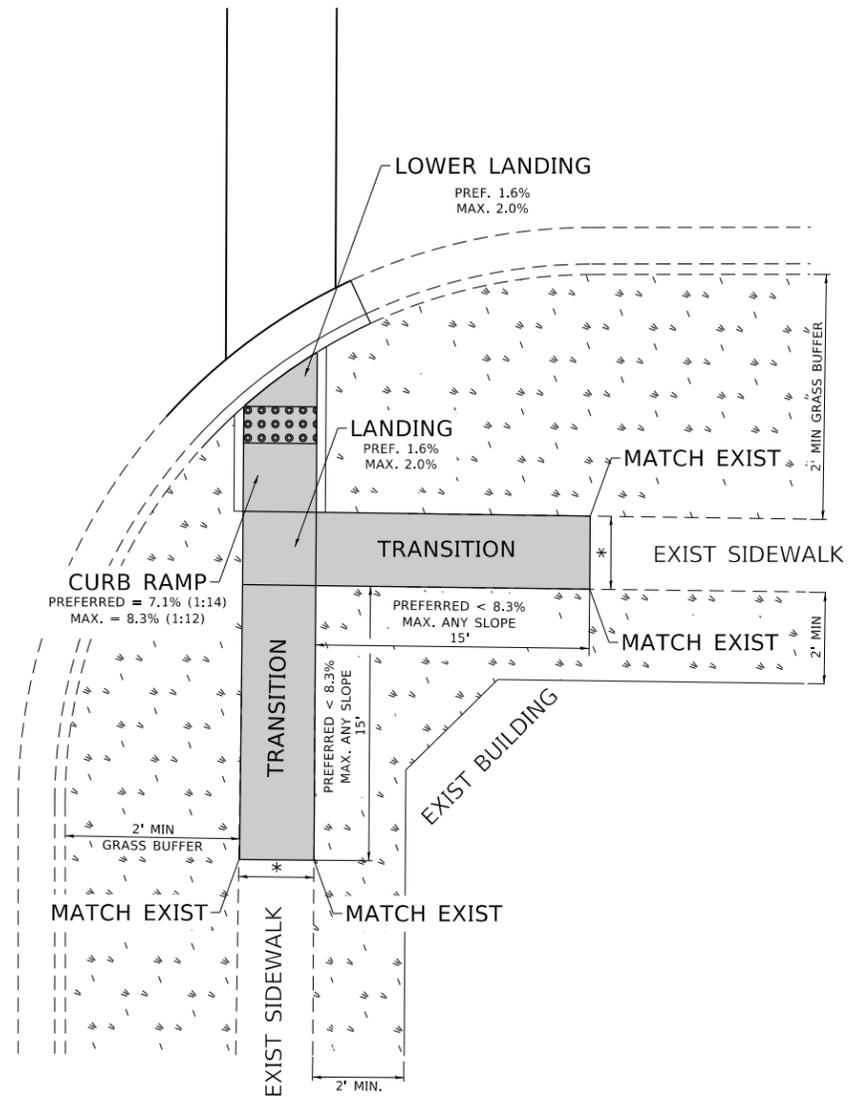
**PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS
(PD-03)**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

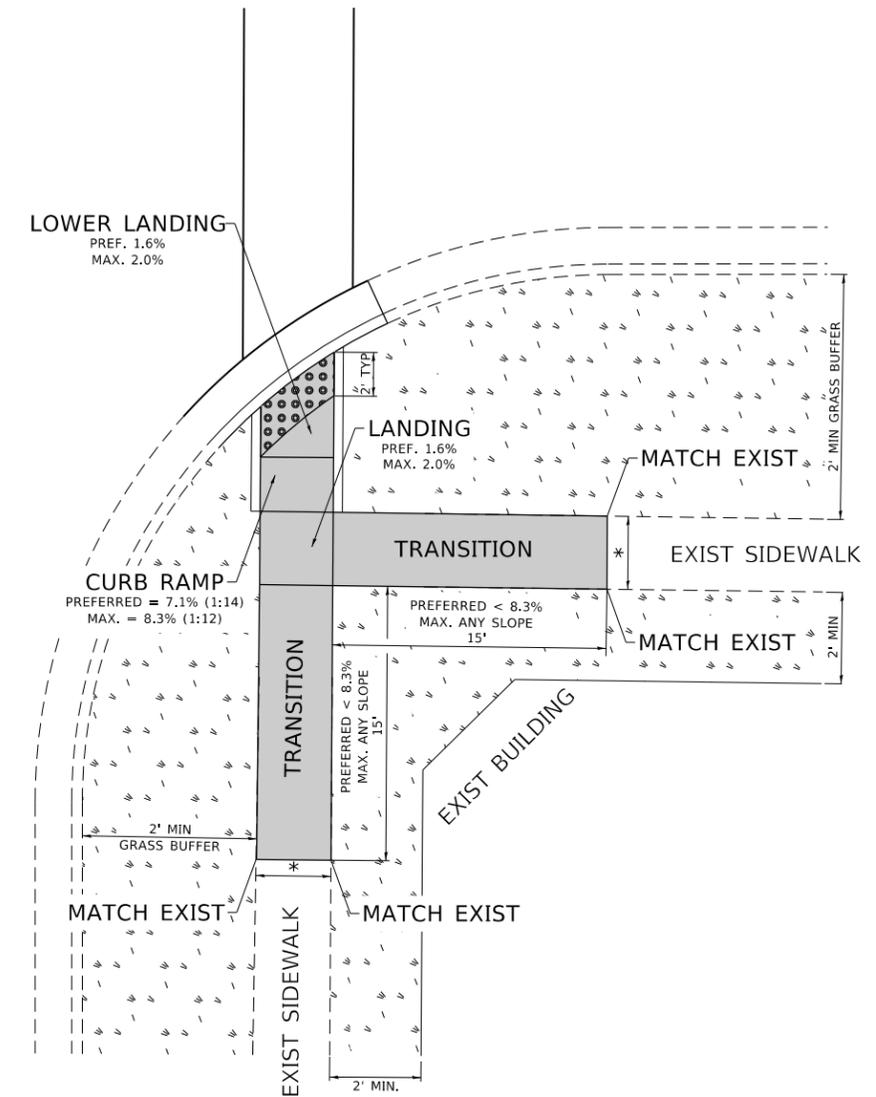
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	17
PD-03		CONTRACT NO. 62173		
ILLINOIS FED. AID PROJECT				

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE

PD-04A



PD-04B



LEGEND

- EXIST. GRASS
- PROPOSED SIDE CURB
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

MODEL: Default
FILE: \\harc...pub\baronm.d\at\illinois.gov\PI\DOT\Documents\DOT_Offices\District_1\Projects\125720\CaddData\Design\DES.dgn

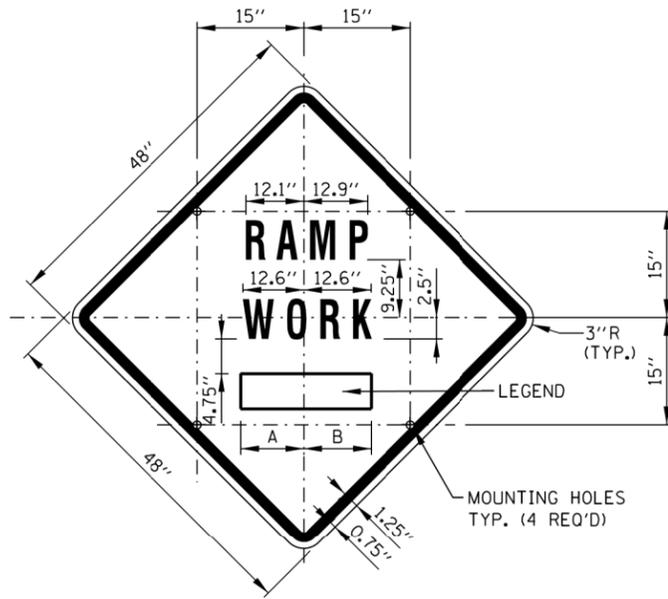
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PLOT SCALE = 100.0000' / in.	DRAWN - R. LEDEZMA	REVISED -
PLOT DATE = 10/15/2020	CHECKED -	REVISED -
	DATE - 10/02/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH
TURNING SPACE (PD-04)**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

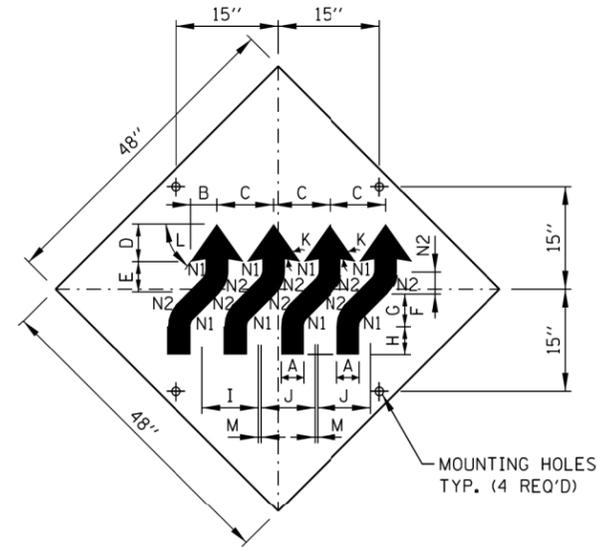
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	18
PD-04		CONTRACT NO. 62173		
		ILLINOIS FED. AID PROJECT		



SIGN TS-2 (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND SYMBOL - BLACK
 SIZE: 48"x48"
 LETTERING: 7" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN

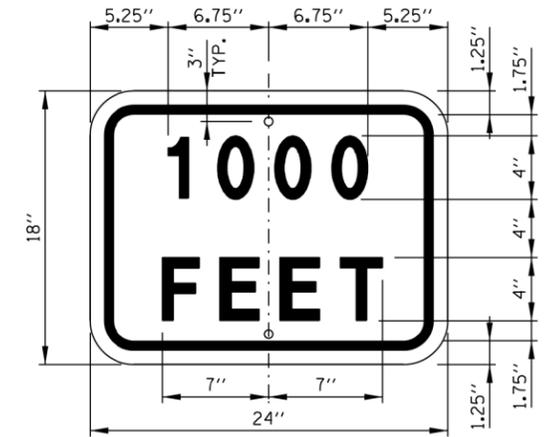
SIGN NO.	LEGEND	A	B
TS-2A	AHEAD	15.50"	15.50"
TS-2B	500 FT	14.25"	15.13"
TS-2C	1000 FT	14.88" L2	15.75" L2
TS-2D	1500 FT	14.88" L2	15.75" L2
TS-2E	1/2 MILE	15.75" L3	15.75" L3
TS-2F	1 MILE	13.06"	13.06"



SIGN W1-4dR (O)

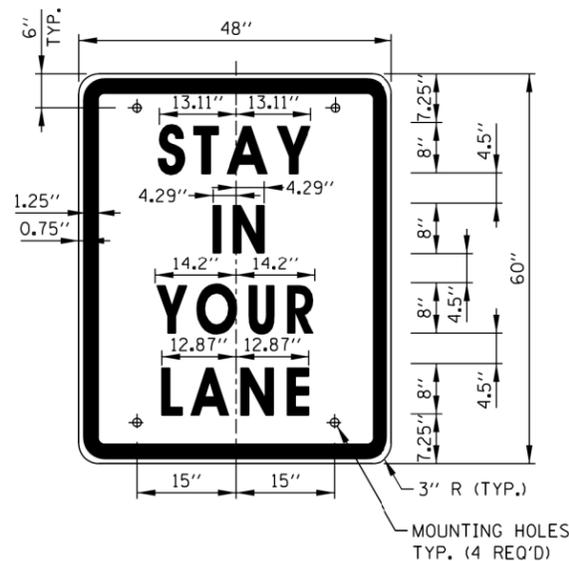
COLOR: BACKGROUND-FLUORESCENT ORANGE (O)
 TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATIONS (*A)
 BORDER AND LETTERS-BLACK
 SIZE: 48"x48"
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN.

A	4 1/2"
B	5 3/4"
C	12 1/2"
D	7 3/4"
E	6 1/2"
F	4 1/2"
G	6 1/2"
H	6"
I	12 3/4"
J	12"
K	45°
L	55°
M	3/4"
N1	2"
N2	6 1/2"



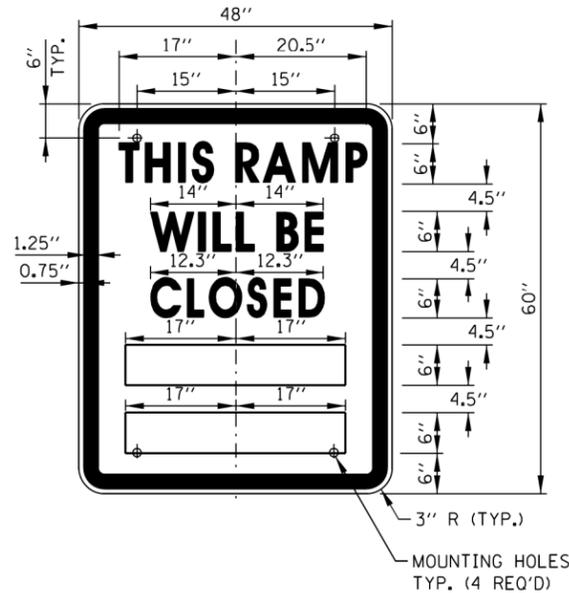
SUPPLEMENTAL PLATE (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND LETTERS - BLACK
 SIZE: 24"x18"
 LETTERING: 4" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA., 2 HOLES SPACED AS SHOWN



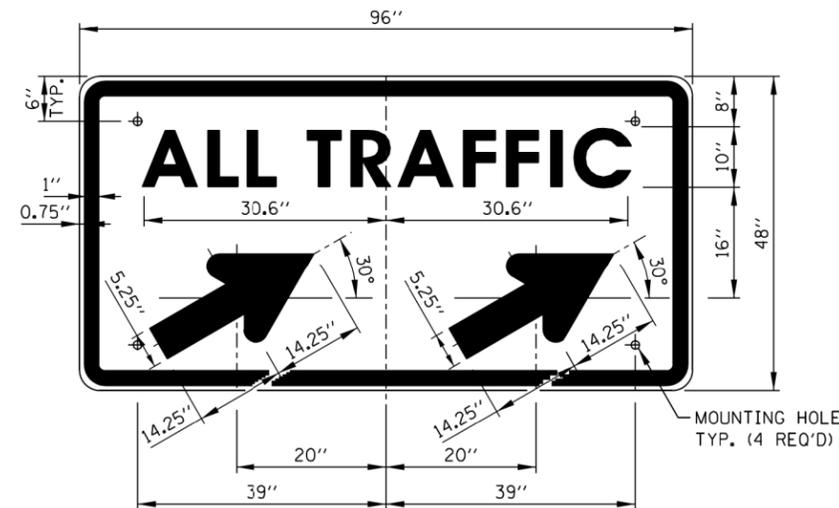
SIGN TS-3

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: LEGEND - 8" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA., 4 HOLES, SPACED AS SHOWN



SIGN TS-4

COLOR: BACKGROUND - WHITE (REFLECTORIZED)(*A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: LEGEND - 6" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES, SPACED AS SHOWN



SIGN TS-5a & TS-5b

COLOR: BACKGROUND - WHITE (REFLECTORIZED)(*A)
 BORDER AND LETTERS - BLACK
 ARROW - BLACK
 SIZE: 96"x48"
 LETTERING: 10" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA., 4 HOLES, SPACED AS SHOWN
 NOTE: SIGN TS-5a IS SHOWN, SUBSTITUTE LEGEND "▲" FOR "▲" FOR SIGN TS-5b

NOTES:

- ALL LETTERING IS DESIGNATED BY SIZE AND SERIES IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION. LETTERING SPACING SHALL BE IN ACCORDANCE WITH THIS GUIDE EXCEPT WHERE NOTED.
- SYMBOLS AND ARROWS SHALL CONFORM TO THE DETAILS SHOWN IN THE LATEST EDITION OF "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.
- SEE THE CONTRACT REQUIREMENTS FOR ADDITIONAL NOTES AND SPECIFICATIONS.
 (O) FLUORESCENT ORANGE REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
 (*A) - REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
- DIMENSIONS INDICATED THUS L ARE BASED ON A REDUCTION IN STANDARD LETTERING SPACING AS SHOWN BELOW:
 L1 SPACING REDUCED BY 25%
 L2 SPACING REDUCED BY 40%
 L3 SPACING REDUCED BY 50%

RAMP CLOSURE ADVANCE INFORMATION SIGN

THE VARIABLE MESSAGE WITH DATES FOR THE BOTTOM TWO LINES SHALL BE DETERMINED BY THE ENGINEER AND GIVEN TO THE CONTRACTOR BEFORE THE REQUIRED FIELD ERECTION DATE.

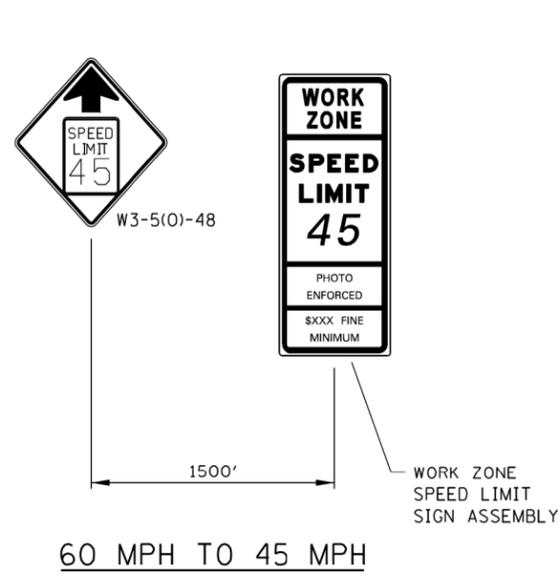
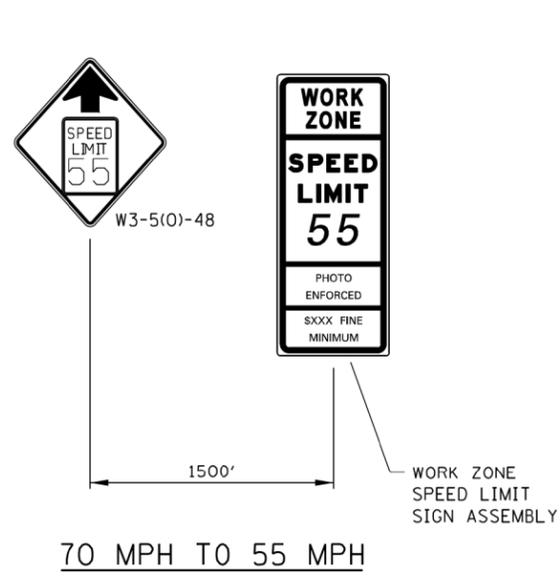
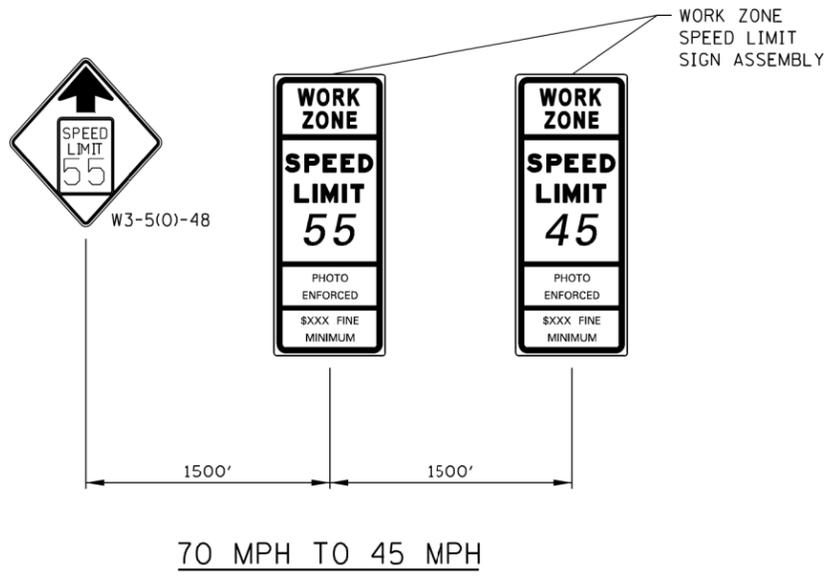
APPROVED: *Paul Kovacs* DATE: 5-1-2009
 CHIEF ENGINEERING OFFICER

DATE	REVISIONS
11-01-12	DELETED SIGN TS-1
03-31-14	REVISED FINE SIGN NUMBER AND ADDED LED SPEED LIMIT DISPLAY
3-11-2015	REVISED NOTES
3-31-2017	REVISED END WZSL SIGN COLOR
3-01-2019	REMOVED STANDARD IDOT SIGNS, REVISED WZSL ASSEMBLY, ADDED WZSL TRANSITION

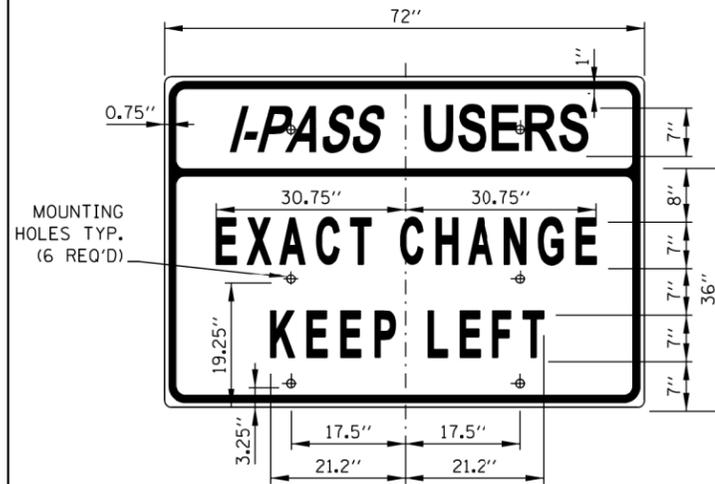
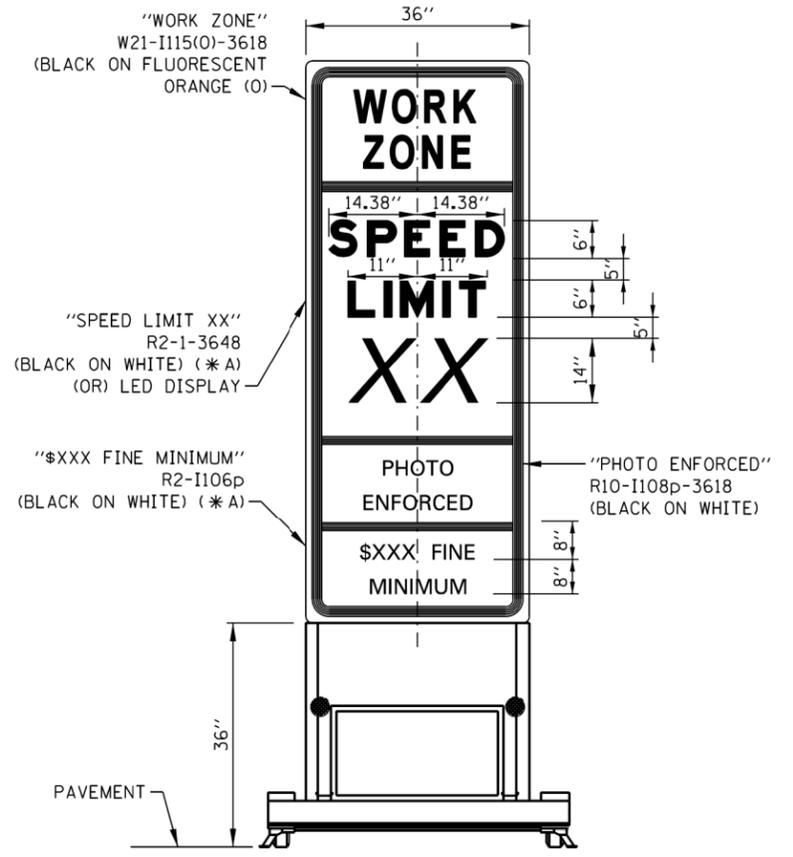
Illinois Tollway

CONSTRUCTION SIGNS

STANDARD E1-07

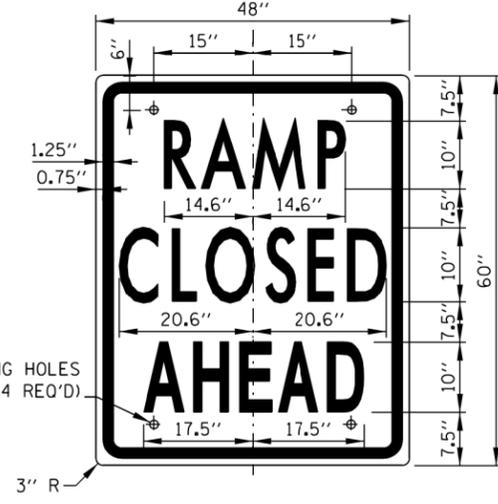


WORK ZONE SPEED LIMIT TRANSITION SIGNAGE



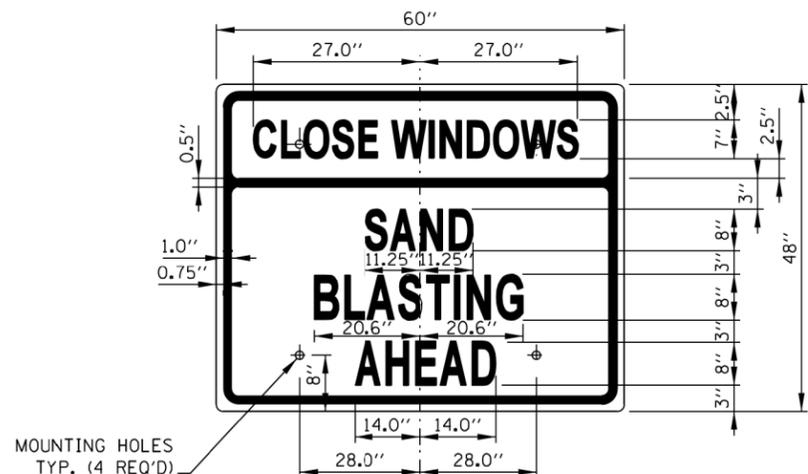
SIGN TS-7

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (* A)
 BORDER AND LETTERS - BLACK
 SIZE: 72"x36"
 LETTERING: 7" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



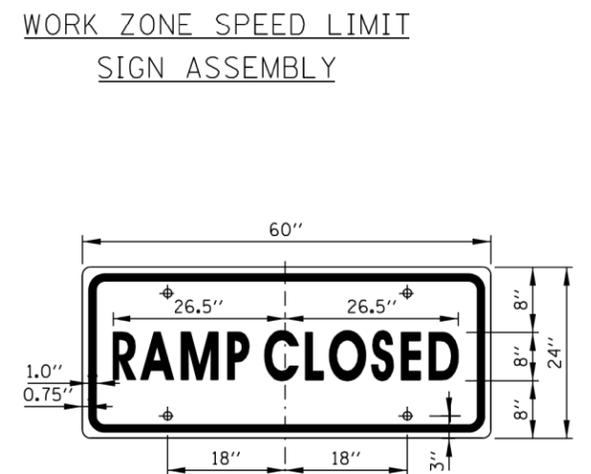
SIGN TS-9

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (* A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: 10" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-10 (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND LETTERS - BLACK
 SIZE: 60"x48"
 LETTERING: 8" FEDERAL SERIES C, 7" FEDERAL SERIES B
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-6

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (* A)
 BORDER AND LETTERS - BLACK
 SIZE: 60"x24"
 LETTERING: 8" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN

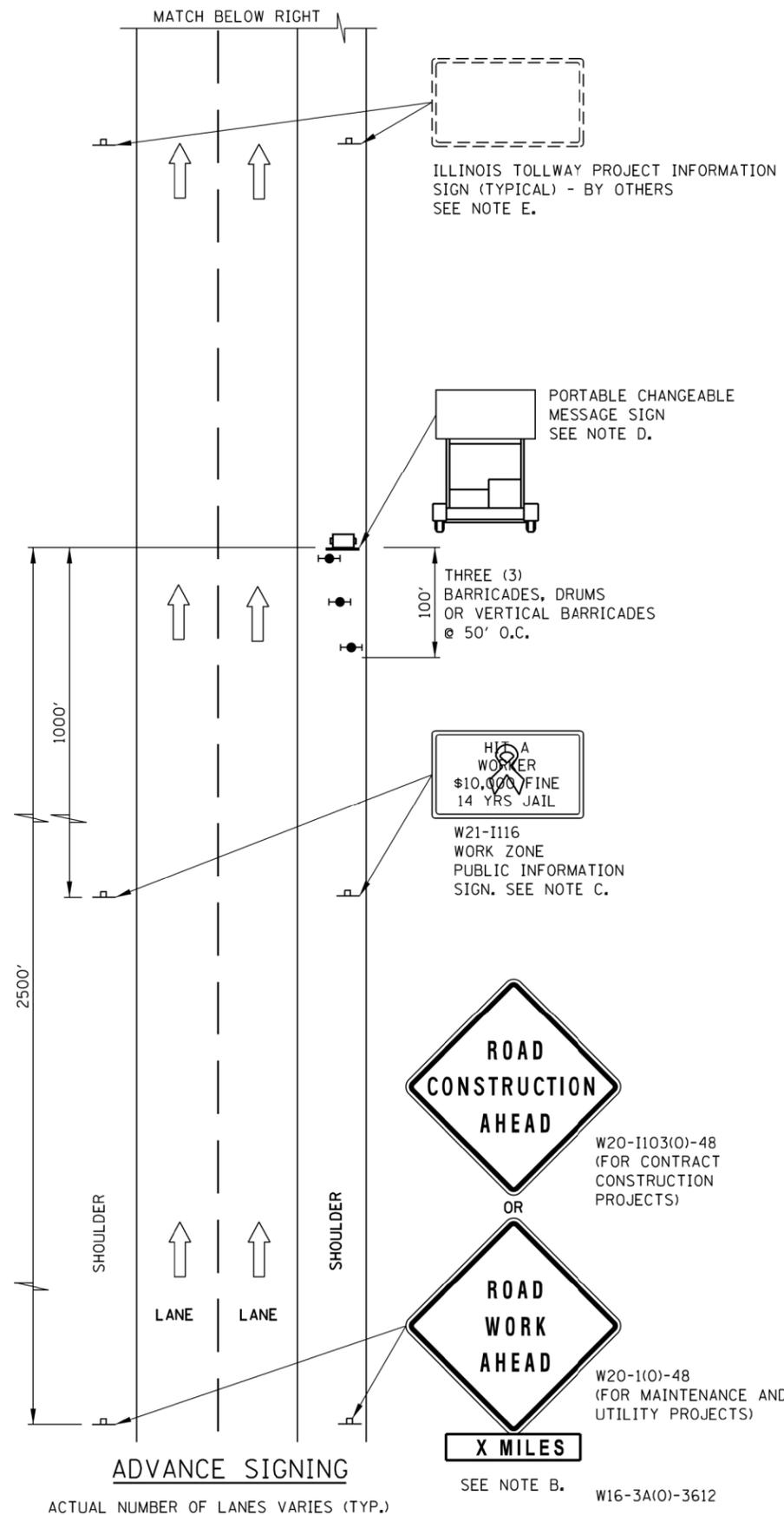


CONSTRUCTION SIGNS

STANDARD E1-07

APPROVED: *Paul Kovacs* DATE: 5-1-2009
 CHIEF ENGINEERING OFFICER

NOTE:
 SEE SHEET 1 OF THIS SERIES FOR NOTES.



ADVANCE SIGNING NOTES:

- THE ADVANCE SIGNING SHOWN ON THIS STANDARD SHALL APPLY ANY TIME THE CONTRACTOR CLOSES ONE OR MORE LANES, OR IS REQUIRED TO SHIFT THE LANE ALIGNMENT. THE "ROAD WORK AHEAD" OR "ROAD CONSTRUCTION AHEAD" SIGNS, WORK ZONE PUBLIC INFORMATION SIGNS AND PORTABLE CHANGEABLE MESSAGE ARE STATIONARY.
- THE ROAD CONSTRUCTION AHEAD SIGN (W20-1A, WITH W16-3a SUPPLEMENTAL PLATE) OR ROAD WORK AHEAD SIGN (W20-1, WITH W16-3A SUPPLEMENTAL PLATE) SHALL BE LOCATED UP TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS, WITH THE LOCATION BEING DETERMINED BY THE ENGINEER.
- THE WORK ZONE PUBLIC INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS.
- THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE USED TO DISPLAY THE STATUS OF LANE WITHIN THE CONTRACT LIMITS. THE PRIMARY MESSAGES SHALL BE: "RIGHT LANE(S) CLOSED" / "X MILES AHEAD", "LEFT LANE(S) CLOSED" / "X MILES AHEAD", "LANE(S) SHIFT" / "X MILES AHEAD", "ALL LANES OPEN". THE PORTABLE CHANGEABLE MESSAGE SIGN MAY BE MOVED TO THE MEDIAN SHOULDER WHEN THE LANE CLOSURES ARE ON THE LEFT, PROVIDED THE EXISTING SHOULDER WIDTH IS ADEQUATE.
- THE ILLINOIS TOLLWAY WILL FURNISH AND INSTALL STATIC PROJECT INFORMATION SIGNS IN ADVANCE, THROUGH AND AT THE END OF THE WORK ZONE. THESE SIGNS WILL BE INSTALLED ALONG THE OUTSIDE SHOULDER WITH THE ADVANCE SIGNS LOCATED BEYOND THE PORTABLE CHANGEABLE MESSAGE SIGN. THE ENGINEER AND CONTRACTOR SHALL COORDINATE WITH THE ILLINOIS TOLLWAY REGARDING THE LOCATION OF THESE SIGNS AND NOTIFY THE ILLINOIS TOLLWAY OF ANY DAMAGE TO THE SIGNS OR SUPPORTS.

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- WORKER
- LANE CLOSED
- CHECK BARRICADE
- TRUCK MOUNTED ATTENUATOR



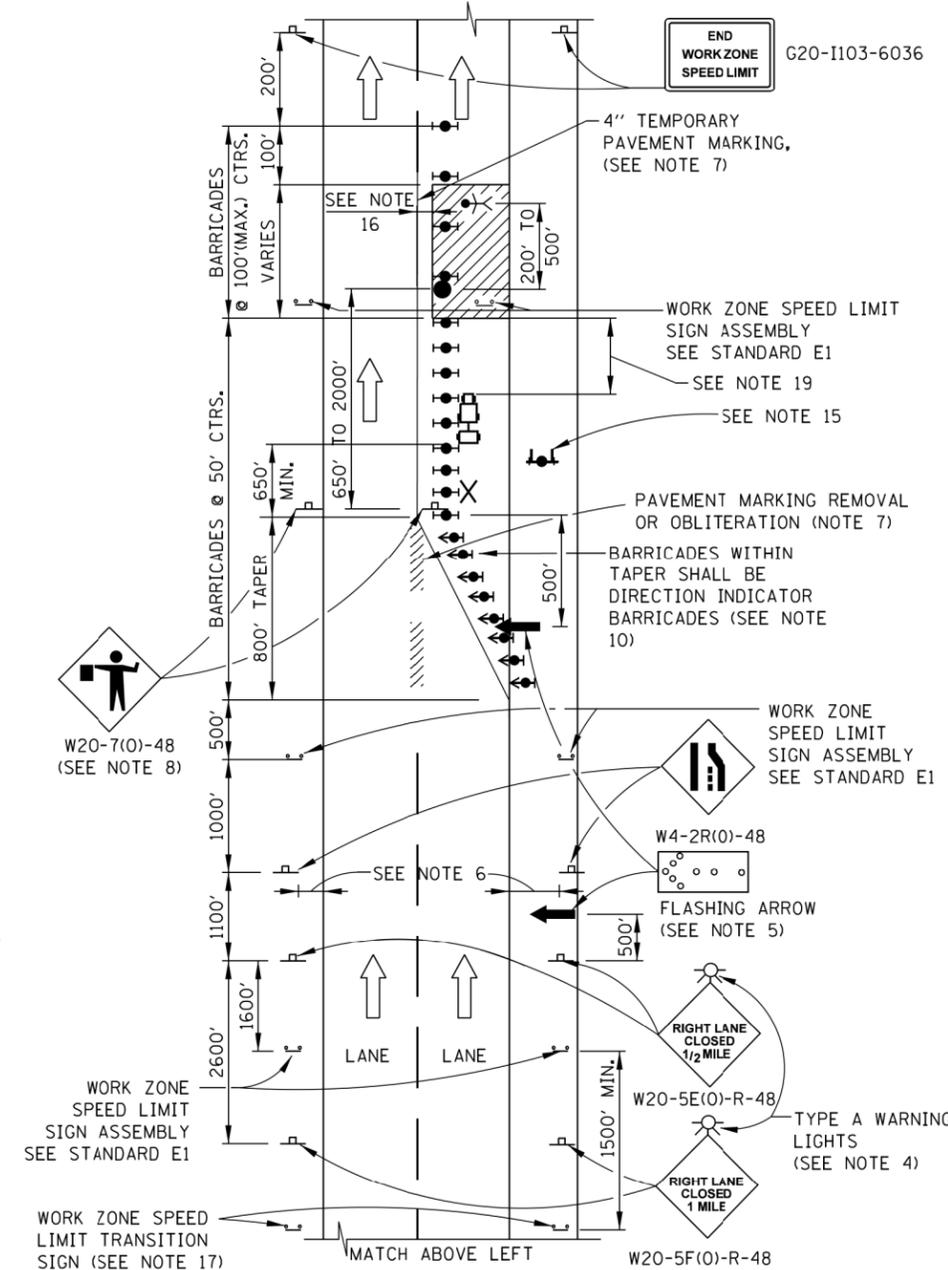
DATE	REVISIONS
3-31-2016	ADDED LANE CLOSURE WITH BARRIER AND ADDED SEQUENTIAL FLASHING WARNING LIGHT.
3-31-2017	ADDED TAPER RATE TABLE
3-01-2019	RE-ARRANGED DETAILS, REVISED NOTE 17, ADDED NOTES 18 & 19, ADDED TMA

APPROVED. *Paul Kovacs* DATE 5-1-2009
CHIEF ENGINEERING OFFICER

LANE CLOSURE NOTES:

- IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUPS EXTENDING BEYOND THE FIRST WARNING SIGN SHOWN ON THE DETAILS, ADDITIONAL UPSTREAM SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE ENCOMPASSES THE ANTICIPATED BACKUP ZONE.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
- FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND 1/2 MILE ADVANCE WARNING SIGNS. FOR DAYLIGHT-ONLY CLOSURES, THE LIGHTS MAY BE OMITTED.
- FOR ANY LANE CLOSURE, FLASHING ARROW BOARDS SHALL BE REQUIRED AND IN OPERATION AT ALL TIMES. THE FLASHING ARROW BOARD IN ADVANCE OF THE TAPER SHALL BE PROTECTED WITH THREE TYPE II BARRICADES AT 50' O.C.
- CONSTRUCTION SIGNS SHALL GENERALLY BE POST-MOUNTED OR ATTACHED TO PORTABLE SUPPORTS AND SHALL BE INSTALLED 8' TO 12' FROM ADJACENT TRAVEL LANE WHEREVER POSSIBLE. IN NO CASE SHALL SIGNS BE LOCATED TO PROVIDE LESS THAN 2' CLEARANCE BETWEEN EDGE OF SIGN AND ADJACENT TRAVEL LANE.
- PAVEMENT MARKING TAPE AND REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CLOSURE TIME EXCEEDS FOUR DAYS. THIS WORK SHALL BE MEASURED AND PAID FOR SEPARATELY.
- WHEN A FLAGGER IS NOT ON STATION, THE FLAGGER SIGN SHALL BE PROMPTLY REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC. FLAGGER SIGNS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED SPACING BETWEEN THE SIGNS AND THE WORKERS IN EACH SEPARATE WORK ACTIVITY, PER THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
- WORK ZONE SPEED LIMIT SIGN ASSEMBLIES, SHALL BE PLACED ADJACENT TO THE OPEN TRAFFIC LANE(S). WORK ZONE SPEED SIGNS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED SPACING BETWEEN SIGNS AND THE WORKERS IN EACH SEPARATE WORK ACTIVITY PER THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
- DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
- FOR CLOSURES OTHER THAN SHORT TERM (SUNRISE TO ONE HOUR BEFORE SUNSET), THE MINIMUM HEIGHT OF THE SIGN FROM SHOULDER ELEVATION SHALL BE 7'-0".
- CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.
- BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.
- SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
- CHECK BARRICADES SHALL BE PLACED IN EACH CLOSED LANE AND SHOULDER AT 1000 FOOT CENTERS.
- A 1'-0" MINIMUM/2'-0" DESIRABLE SHY DISTANCE SHALL BE PROVIDED, MEASURED BETWEEN EDGE OF PAVEMENT LANE MARKING TO THE EDGE OF THE TRAFFIC CONTROL DEVICE.
- SEE STANDARD E1 FOR ADDITIONAL SIGNAGE REQUIRED WHEN WORK ZONE SPEED LIMIT IS REDUCED BY MORE THAN 10 MPH. THE SPEED LIMIT SHALL BE TRANSITIONED TO THE SPECIFIED WORK ZONE SPEED LIMIT 2600 FEET BEFORE THE FIRST W4-2 SIGN.
- WHEN NO POSITIVE PROTECTION IS PROVIDED AND WORKERS OR EQUIPMENT ENCROACH WITHIN 2'-0" OR LESS FROM THE EDGE OF TRAVELED WAY, THE LANE OPEN TO TRAFFIC SHALL BE TEMPORARILY CLOSED OR SHIFTED DURING WORK ACTIVITIES.
- IN WORK ZONES WITH NO POSITIVE PROTECTION, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED 100' TO 200' IN ADVANCE OF EACH WORK AREA. WHERE MULTIPLE CREWS ARE PRESENT, A TMA SHALL BE PROVIDED AT EACH WORK AREA.

ONE-LANE CLOSURE WITH BARRICADE

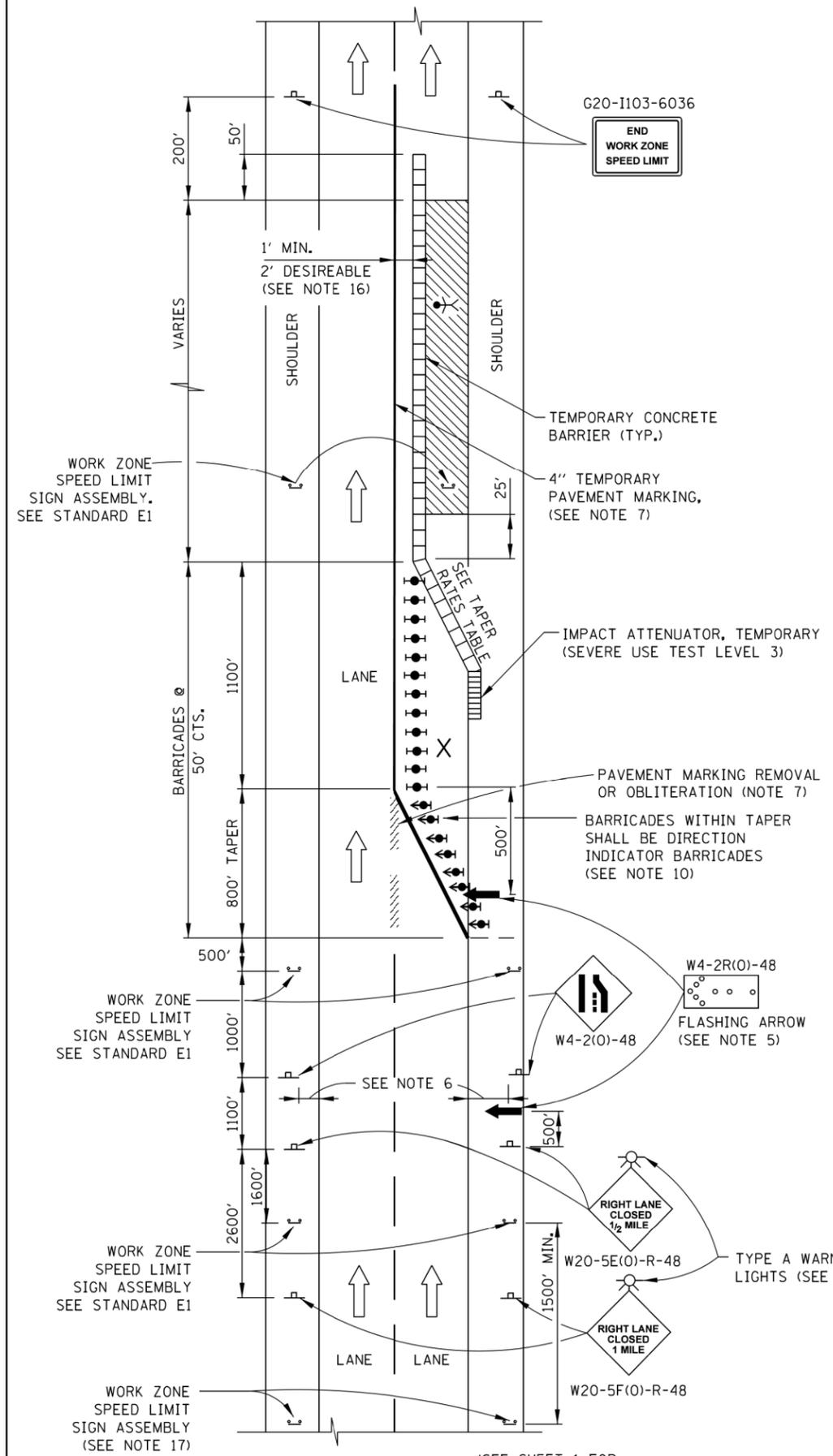


TAPER RATES

WORK ZONE SPEED (mph)	SHY LINE (ft.)	BARRIER INSIDE SHY LINE	BARRIER AT OR BEYOND SHY LINE
65	8.5	28:1	19:1
60	8	26:1	18:1
55	7	24:1	16:1
50	6.5	21:1	14:1
45	6	18:1	12:1
40	5	16:1	10:1
35	4.5	15:1	9:1
30	4	13:1	8:1

LEGEND

- ARROW BOARD
- WORKER
- LANE CLOSED
- CHECK BARRICADE
- TRUCK MOUNTED ATTENUATOR
- DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN



ONE-LANE CLOSURE WITH BARRIER

APPROVED: *Paul Kovacs* DATE 5-1-2009
 CHIEF ENGINEERING OFFICER

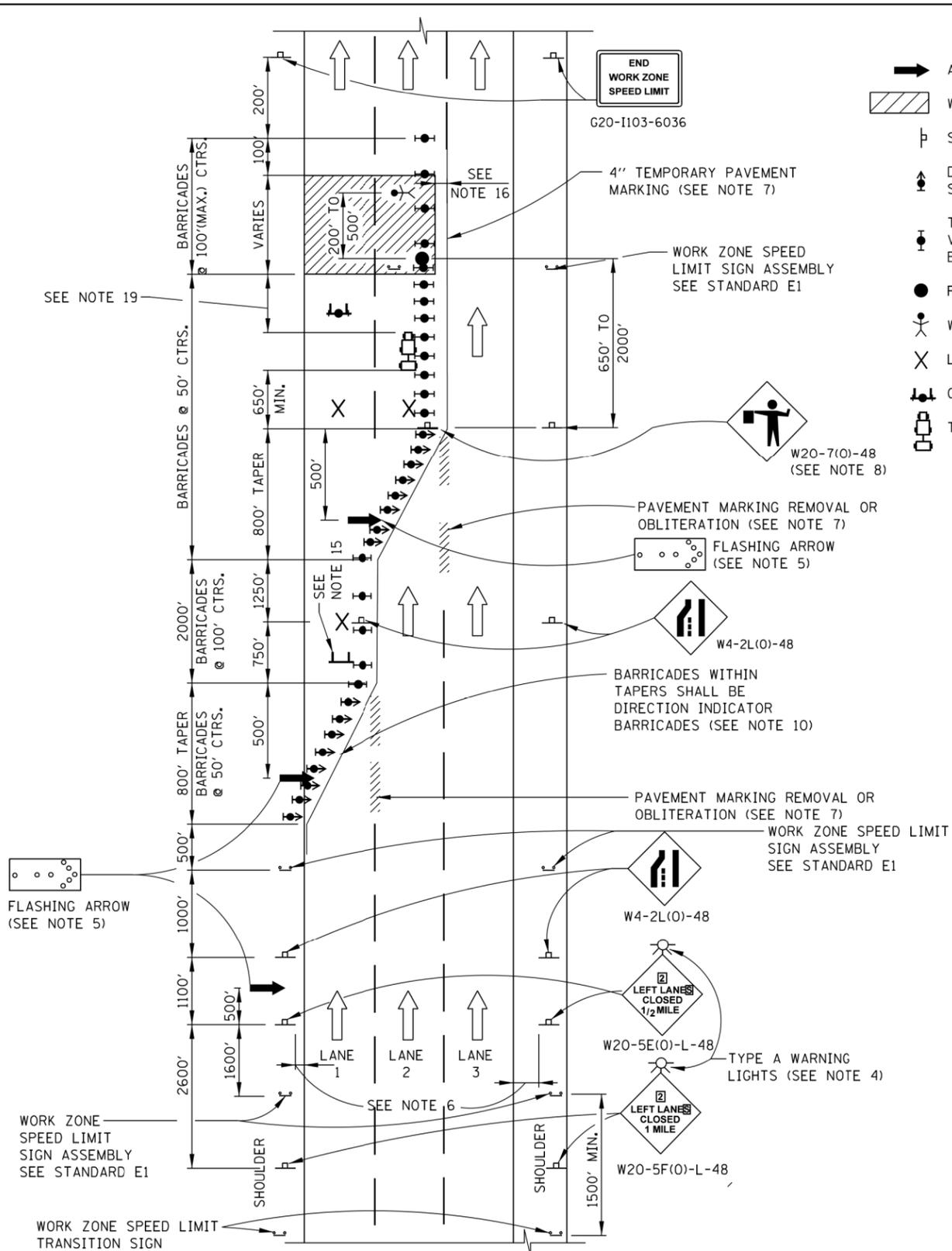
SHEET 2 OF 3

LANE CLOSURE DETAILS

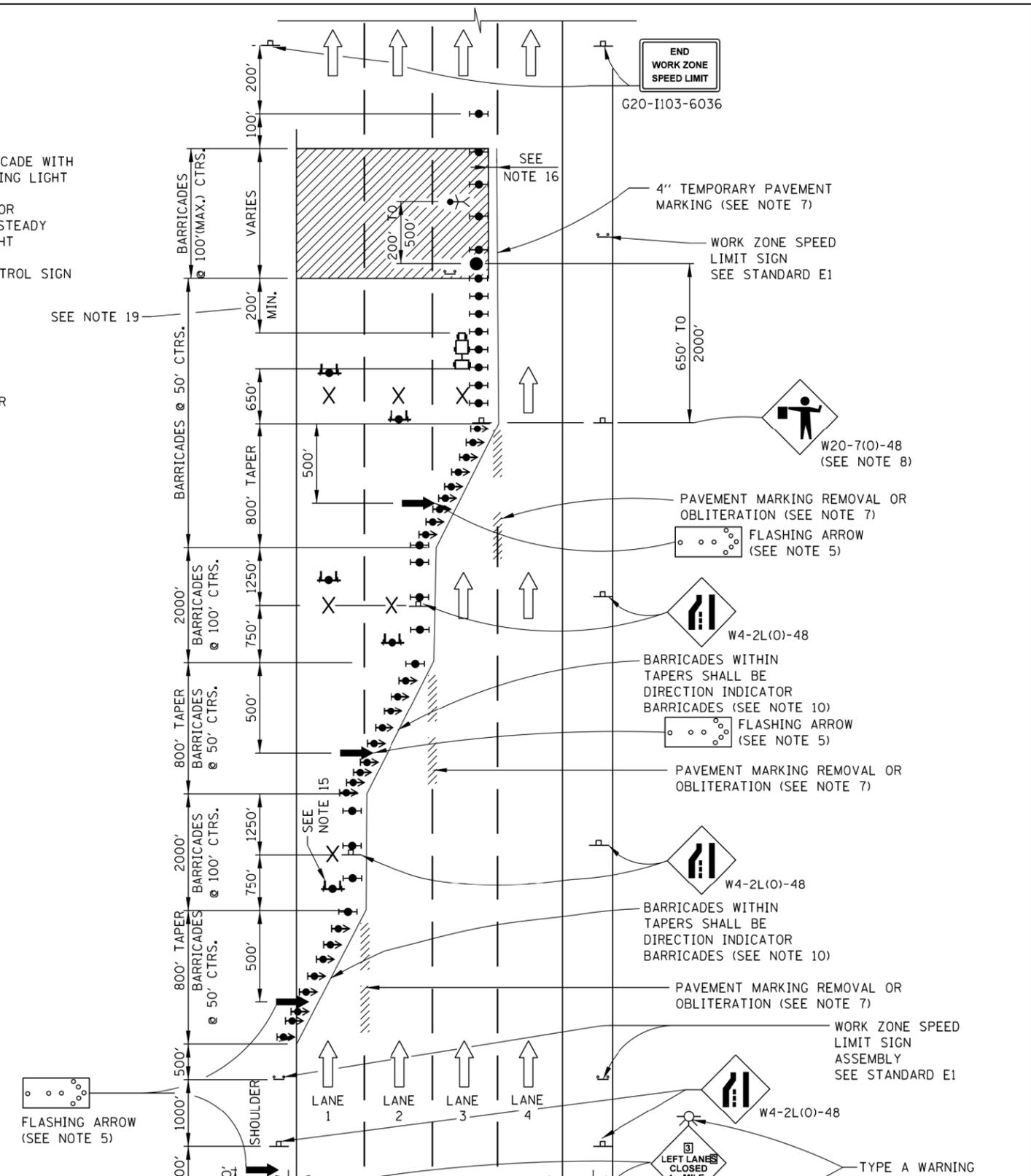
STANDARD E2-08

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- WORKER
- LANE CLOSED
- CHECK BARRICADE
- TRUCK MOUNTED ATTENUATOR



MATCH ADVANCED SIGNING ON SHEET 1
TWO-LANE CLOSURE WITH BARRICADE
 ACTUAL NUMBER OF LANES VARIES (TYP.)



MATCH ADVANCED SIGNING ON SHEET 1
THREE-LANE CLOSURE WITH BARRICADE

Paul Kovacs
 APPROVED... DATE 5-1-2009...
 CHIEF ENGINEERING OFFICER

SEE SHEET 1 IN THIS SERIES FOR NOTES

SHEET 3 OF 3

LANE CLOSURE DETAILS

STANDARD E2-08

GENERAL NOTES:

1. THE SHOULDER SHALL BE CLOSED WHEN A WORK ACTIVITY REQUIRING 15 OR MORE MINUTES IS PERFORMED AT A DISTANCE WHICH IS LESS THAN 15 FEET BUT NO CLOSER THAN 2 FEET FROM THE EDGE OF PAVEMENT.
2. THE ADJACENT EXTERIOR LANE SHALL BE CLOSED WHEN WORK IS PERFORMED WITHIN 2 FEET FROM THE EDGE OF PAVEMENT.
3. THE CHANNELIZING DEVICES WHICH SEPARATE THE WORK SPACE FROM THE ADJACENT TRAVEL LANE SHALL BE SPACED AT 25' FOR (200 FEET) AND AT A MAXIMUM OF 50' FOR ALL ADDITIONAL DEVICES.
4. WHEN THE WORKSITE IS UNATTENDED, SUBSTITUTE - "SHOULDER WORK AHEAD" SIGN.
5. WORKER SIGNS OR SHOULDER WORK SIGNS AND CHANNELIZATION DEVICES ARE PLACED ONLY ON THE SIDE OF THE ROADWAY ON WHICH THE ACTIVITY IS PERFORMED.
6. FOR SHOULDER CLOSURE EXTENDING OVERNIGHT, BARRICADE TYPE II WITH STEADY BURNING LIGHT, TYPE C SHALL BE USED.
7. FOR SHORT TERM CLOSURE (SUNRISE TO ONE HOUR BEFORE SUNSET) NOT EXTENDING INTO DARKNESS, CONES MAY BE USED.
8. ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY SHALL BE PLACED AT A DISTANCE OF 500' TO 2,500' MAXIMUM IN ADVANCE OF WORKERS THROUGHOUT THE SHOULDER CLOSURE. MOVING OPERATIONS MAY REQUIRE CONTINUOUS ADJUSTMENT OF THE SIGN ASSEMBLY LOCATION TO MAINTAIN THE ABOVE INTERVAL.
9. AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
10. THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
11. THE WORK ZONE SPEED LIMIT SIGNS AND SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN SHOULDER CLOSURE IS REMOVED.
12. ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
13. "END WORK ZONE SPEED LIMIT" SIGNS SHALL BE IN PLACE ONLY WHEN THE EXISTING POSTED SPEED > 55MPH.
14. FOR SHOULDER REPAIRS OR REPLACEMENT THE CHANNELIZING DEVICES SHALL BE PLACED AT THE EDGE OF PAVEMENT WHENEVER THE WORK ACTIVITIES RESULT IN A DROPOFF AT THE EDGE OF PAVEMENT.
15. ANY UNATTENDED OBSTACLE OR EXCAVATION LEFT ON THE SHOULDER OVERNIGHT SHALL BE IN COMPLIANCE WITH THE ROADWAY TRAFFIC CONTROL AND COMMUNICATIONS MANUAL.
16. THE WORK ZONE PUBLIC INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS.
17. A 1'-0" MINIMUM/2'-0" DESIRABLE SHY DISTANCE SHALL BE PROVIDED, MEASURED BETWEEN EDGE OF PAVEMENT LANE MARKING TO THE EDGE OF THE TRAFFIC CONTROL DEVICE.
18. SEE STANDARD E1 FOR ADDITIONAL SIGNAGE REQUIRED WHEN WORK ZONE SPEED LIMIT IS REDUCED BY MORE THAN 10 MPH.
19. IN WORK ZONES WITH NO POSITIVE PROTECTION, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED 100' TO 200' IN ADVANCE OF EACH WORK AREA. WHERE MULTIPLE CREWS ARE PRESENT, A TMA SHALL BE PROVIDED AT EACH WORK AREA.

TAPER RATES

WORK ZONE SPEED (mph)	SHY LINE (ft.)	BARRIER INSIDE SHY LINE	BARRIER AT OR BEYOND SHY LINE
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40	5	16:1	10:1
35	4.5	15:1	9:1
30	4	13:1	8:1

TEMPORARY CONCRETE BARRIER (TYP.)

IMPACT ATTENUATOR, TEMPORARY (SEVERE USE TEST LEVEL 3)

LEGEND

- WORK AREA
- SIGN
- WORK ZONE SPEED LIMIT SIGN ASSEMBLY SEE STANDARD E1
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TRUCK MOUNTED ATTENUATOR

WORK ZONE WITH BARRICADES

N.T.S.

WORK ZONE WITH BARRIERS

N.T.S.

WORK ZONE SPEED LIMIT SIGN ASSEMBLY

WORK ZONE SPEED LIMIT SIGN ASSEMBLY OR W3-5(0)-48 IF REQUIRED SEE NOTE 18

W21-1(0)-48 (SEE NOTE 4)

HIT A WORKER \$10,000 FINE 14 YRS JAIL

W21-1116 WORK ZONE PUBLIC INFORMATION SIGN. SEE NOTE 16.

W21-5a(0)-48

WORK ZONE SPEED LIMIT SIGN ASSEMBLY OR W3-5(0)-48 IF REQUIRED SEE NOTE 18

W3-5(0)-48

W21-1(0)-48 (SEE NOTE 4)

RIGHT SHOULDER CLOSED

W21-5a(0)-48

RIGHT SHOULDER CLOSED 1000 FT

W21-5b(0)-48

HIT A WORKER \$10,000 FINE 14 YRS JAIL

W21-1116 WORK ZONE PUBLIC INFORMATION SIGN. SEE NOTE 16.

SHOULDER WORK AHEAD

W21-5a(0)-48

W3-5(0)-48

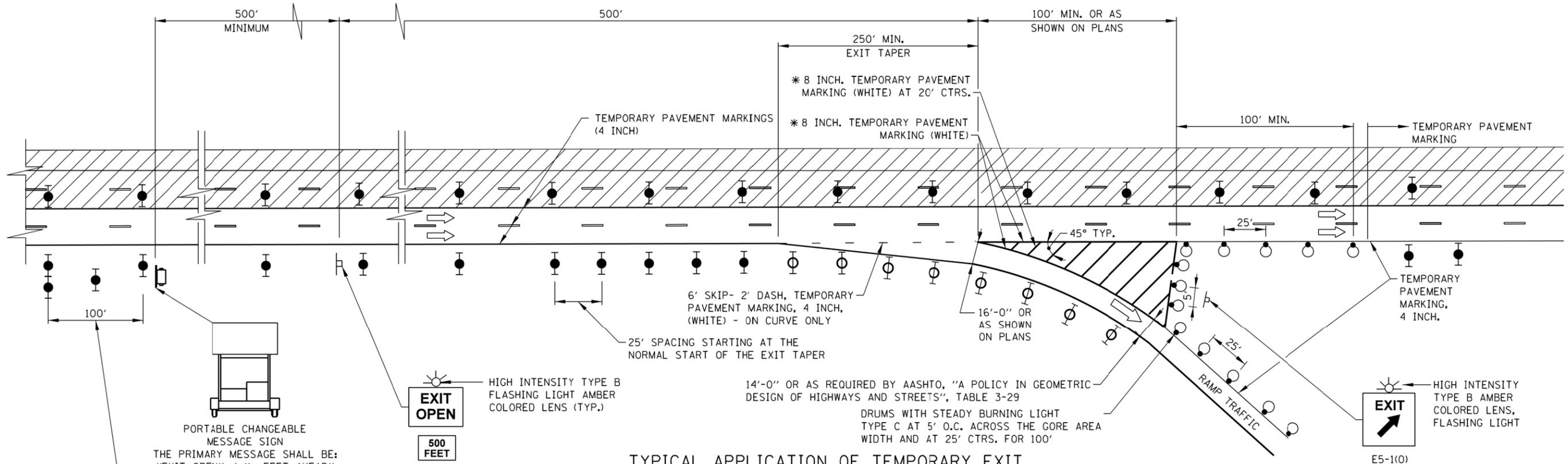
APPROVED: *Paul Kovacs* DATE 5-1-2009
CHIEF ENGINEERING OFFICER

DATE	REVISIONS
1-01-11	CHANGED SYMBOL DESIGNATION
3-31-14	REVISED NOTES REVISED WORKER SIGN NUMBERS PER "MUTCD" AND REVISED NOTES.
3-11-2015	REVISED NOTES
3-31-2016	ADD WORK ZONE WITH BARRIERS.
3-31-2017	ADDED TAPER RATE TABLE.
3-01-2019	DELETED W21-1a, ADJUSTED SIGN SPACING, ADDED TMA, REVISED NOTES

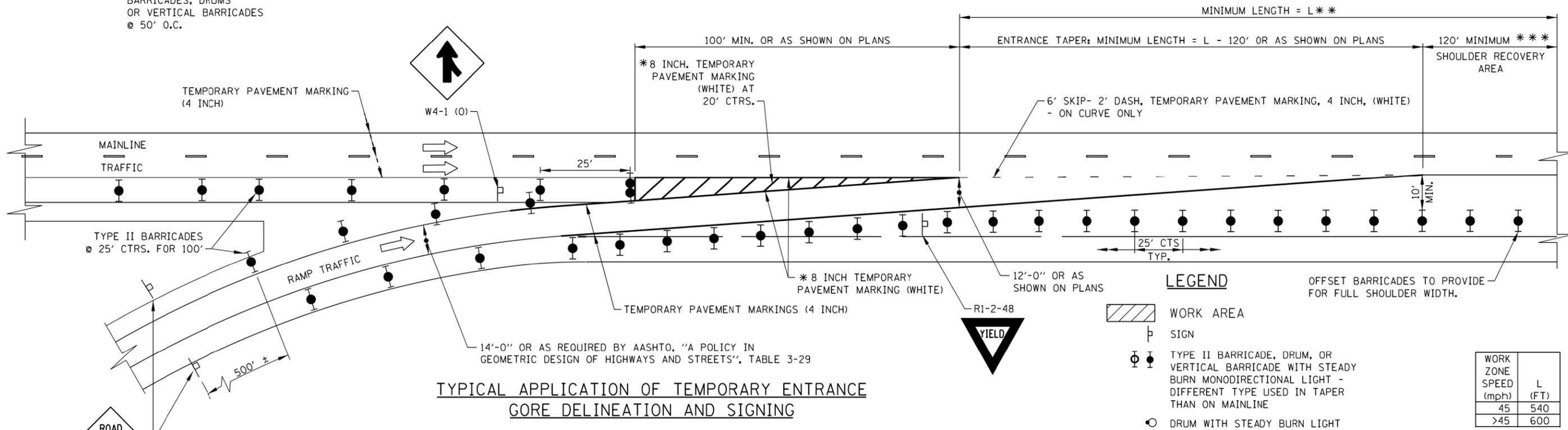


SHOULDER CLOSURE DETAILS

STANDARD E3-07



TYPICAL APPLICATION OF TEMPORARY EXIT GORE DELINEATION AND SIGNING



TYPICAL APPLICATION OF TEMPORARY ENTRANCE GORE DELINEATION AND SIGNING

- * 8 INCH TEMPORARY PAVEMENT MARKING IS TO BE MADE OF 2-TEMPORARY PAVEMENT MARKING 4 INCH, WHITE OF THE TYPE SPECIFIED.
- ** REFER TO TABLE - TAPER LENGTHS ARE BASED ON 12'-0" RAMP WIDTH AT START OF ENTRANCE TAPER
- *** WHERE VIABLE WITH STAGED CONSTRUCTION

NOTES:

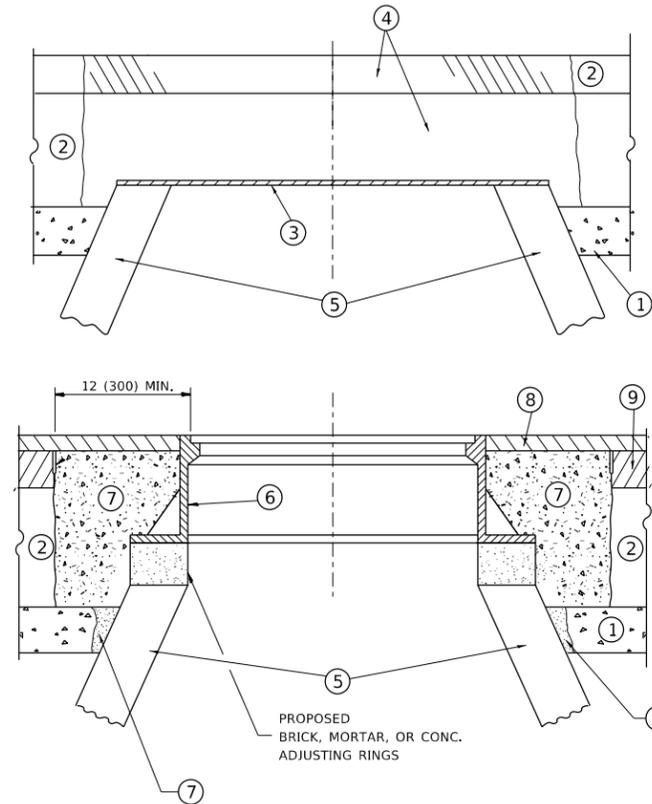
- WHEN TEMPORARY PAVEMENT MARKING IS NOT REQUIRED, TEMPORARY GORES MAY BE DELINEATED BY DRUMS WITH STEADY BURN LIGHTS AT 25' C-C ACCORDING TO THE CONFIGURATIONS SHOWN.
- THE TAPER LENGTHS ARE MINIMUMS. EXISTING ACCELERATION, DECELERATION, AND TAPER LENGTHS SHOULD BE PRESERVED TO THE EXTENT POSSIBLE.

DATE	REVISIONS
2-07-2012	REVISED MERGE SIGN.
3-31-2014	ADDED 45 MPH SPEED TO ENTRANCE TAPER.
3-11-2015	REVISED EXIT/ENTRANCE DETAIL LAYOUTS REMOVED DETAILS NOT NEEDED.
3-31-2016	REVISED ENTRANCE GORE DETAIL.
3-31-2017	REVISED EXIT GORE DRUM LAYOUT
3-01-2018	REVISED DIMENSIONS FOR ENTRANCE TAPER.
3-01-2019	REVISED EXIT BARRICADES, ADDED EXIT OPEN 1000 FT SIGN

TEMPORARY GORE DETAILS

STANDARD E5-08

APPROVED: *Paul Kovacs* DATE: 5-1-2009
CHIEF ENGINEERING OFFICER



NOTES

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

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

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

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

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1 * CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT *THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR *FRAMES AND LIDS TO BE ADJUSTED (SPECIAL).*

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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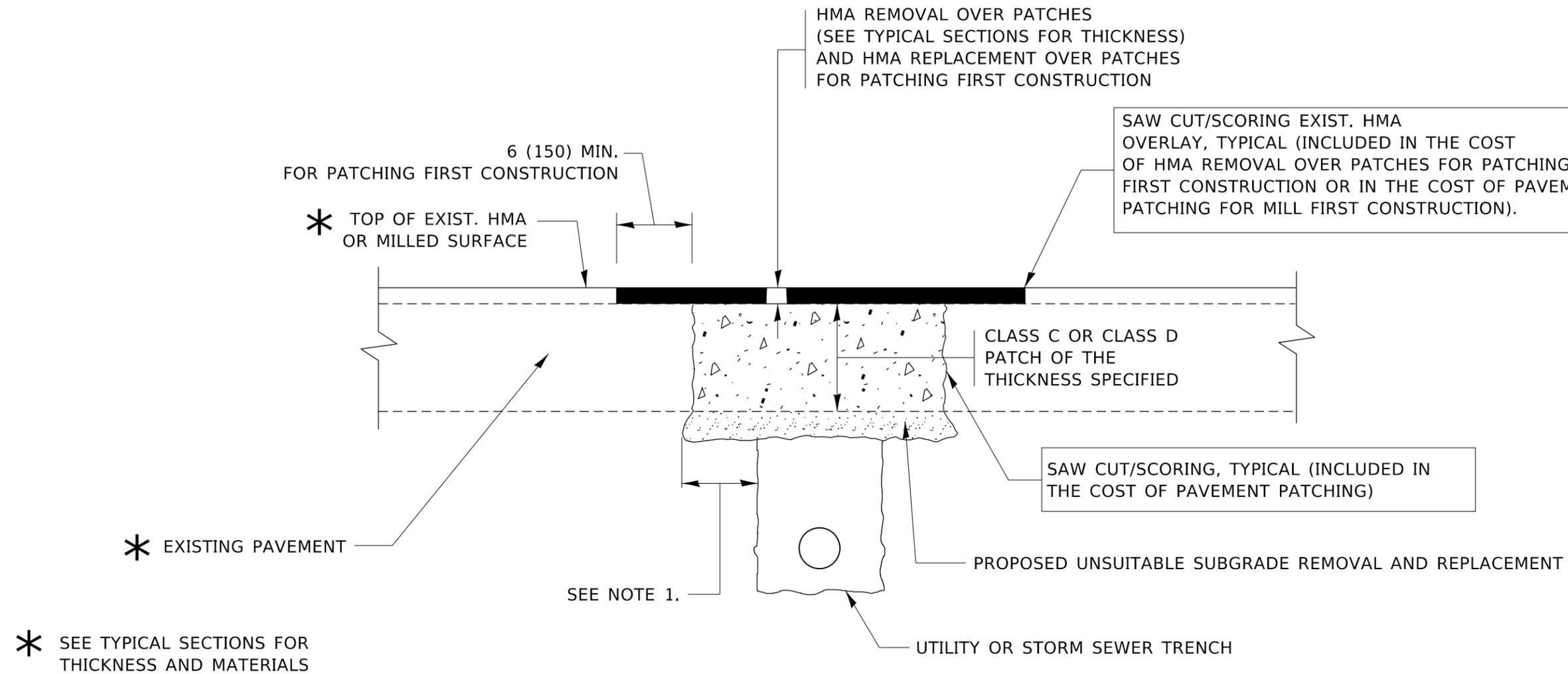
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PLOT DATE = 10/15/2020	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	28
BD600-03 (BD-8)		CONTRACT NO. 62173		
ILLINOIS		FED. AID PROJECT		



NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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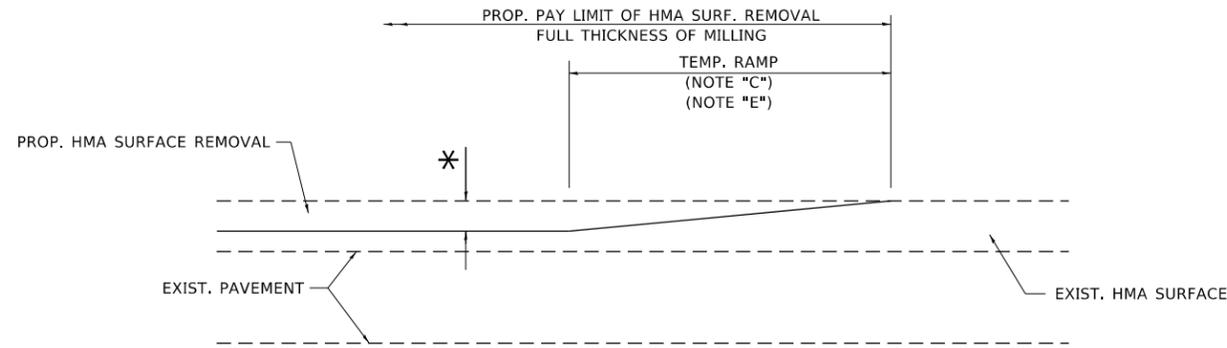
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	DRAWN -	REVISED - R. BORO 01-01-07
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PLOT DATE = 10/15/2020	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

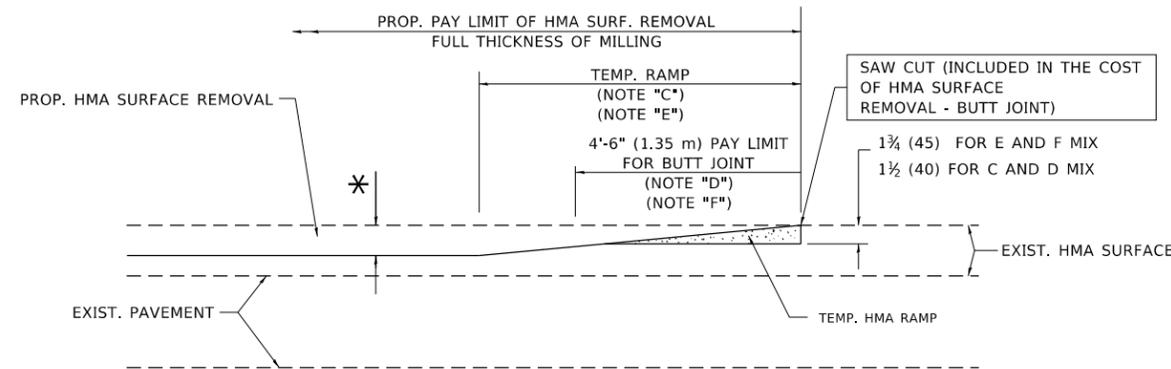
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	29
BD400-04 (BD-22)			CONTRACT NO. 62173	
ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

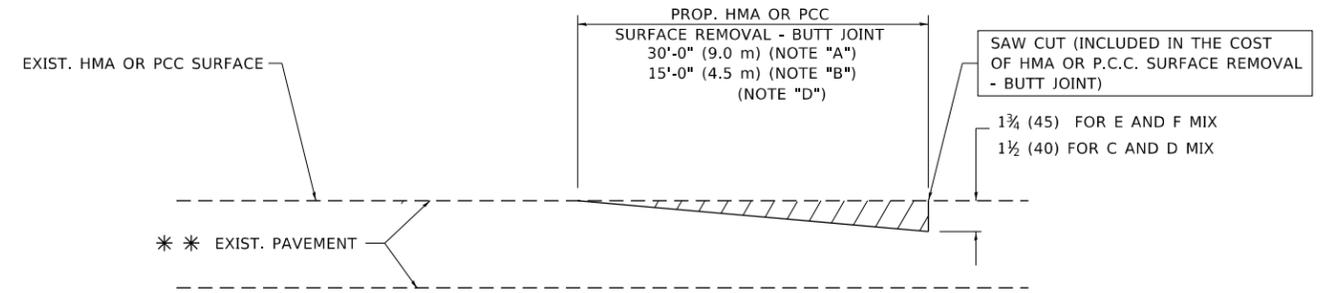


HMA CONSTRUCTED TEMPORARY RAMP

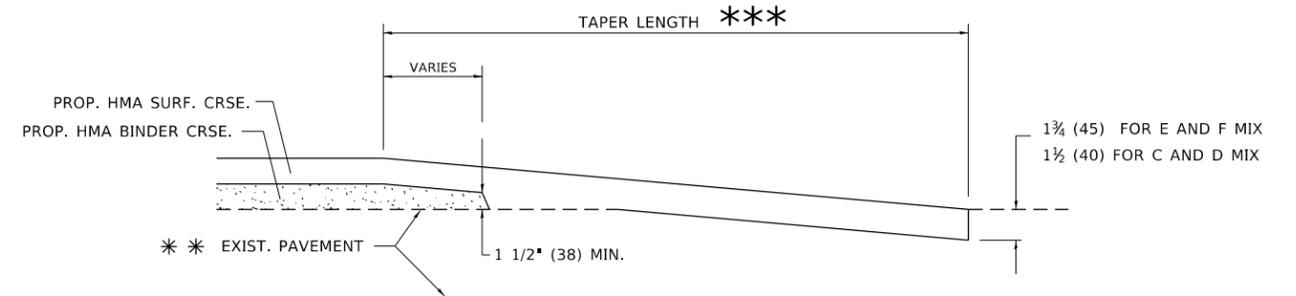
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

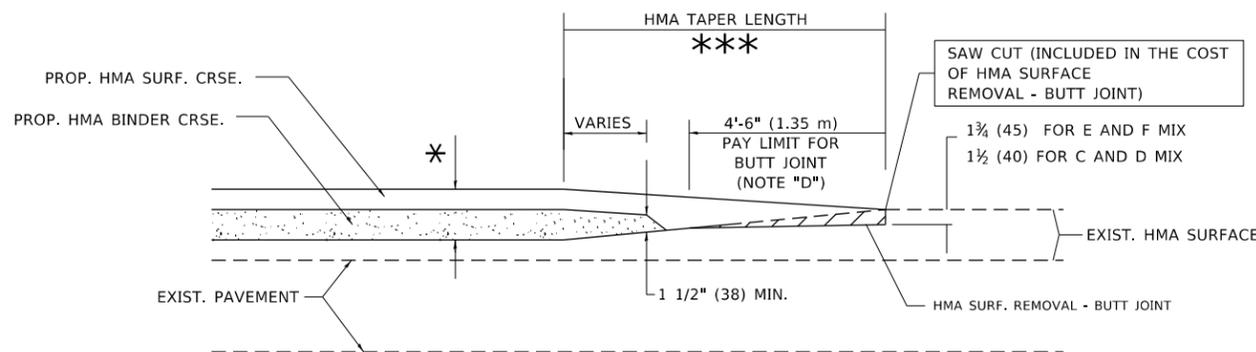
NOTES

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

BASIS OF PAYMENT

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

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

MODEL: Default
FILE: \\hpc\p\pub\hpc\room\dat\illinois\gov\p\w\DOT\Documents\DOT_Offices\Bartlett_1\Projects\1125720\CADD\Bartlett\Design\DESIGN.dgn

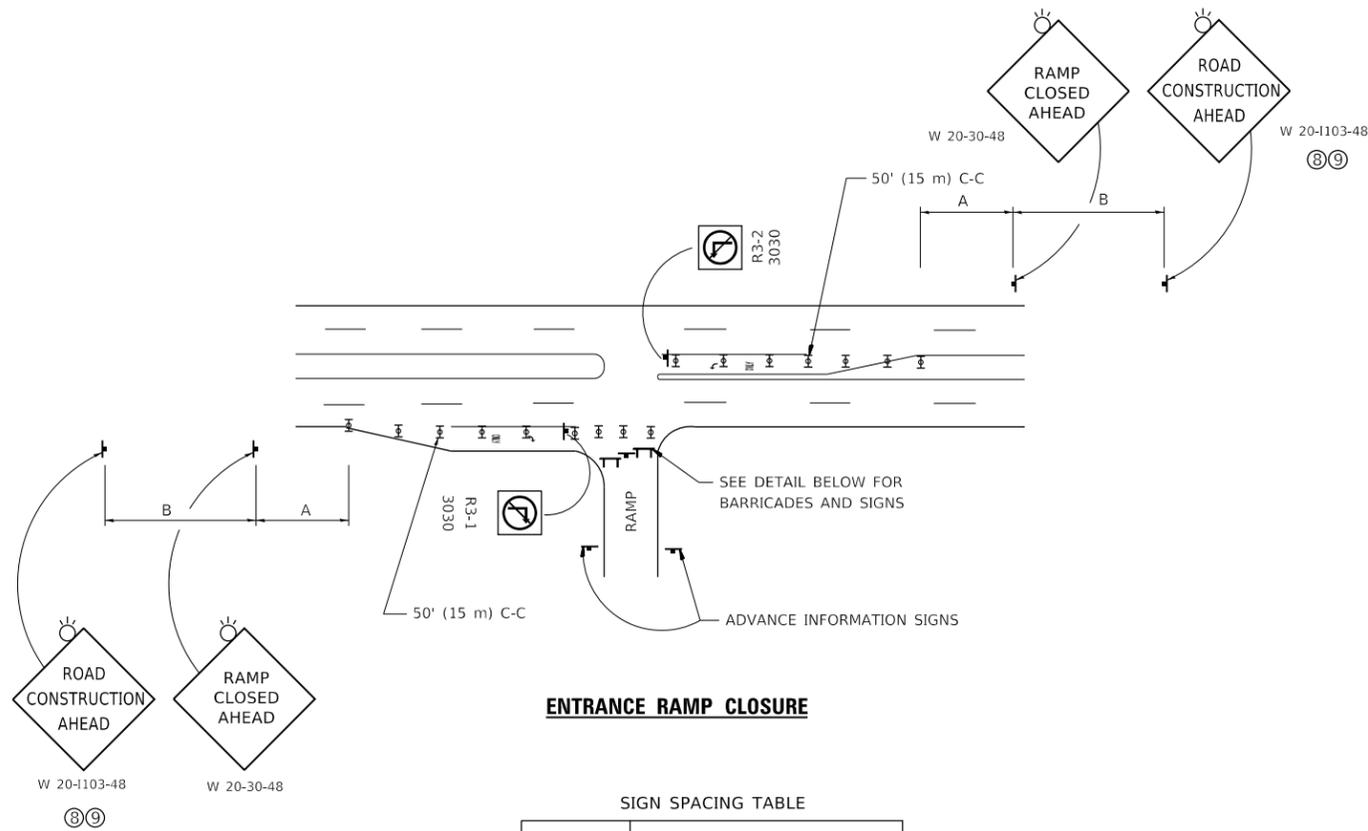
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	DRAWN -	REVISED - A. ABBAS 03-21-97
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PLOT DATE = 10/15/2020	DATE - 06-13-90	REVISED - R.BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	31
BD400-05 BD32		CONTRACT NO. 62J73		
ILLINOIS FED. AID PROJECT				

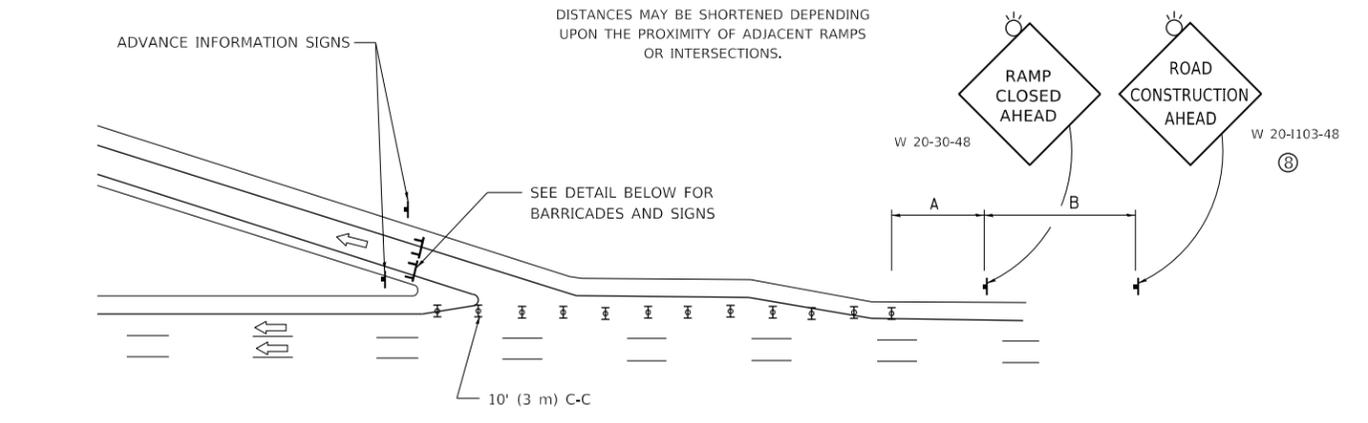


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

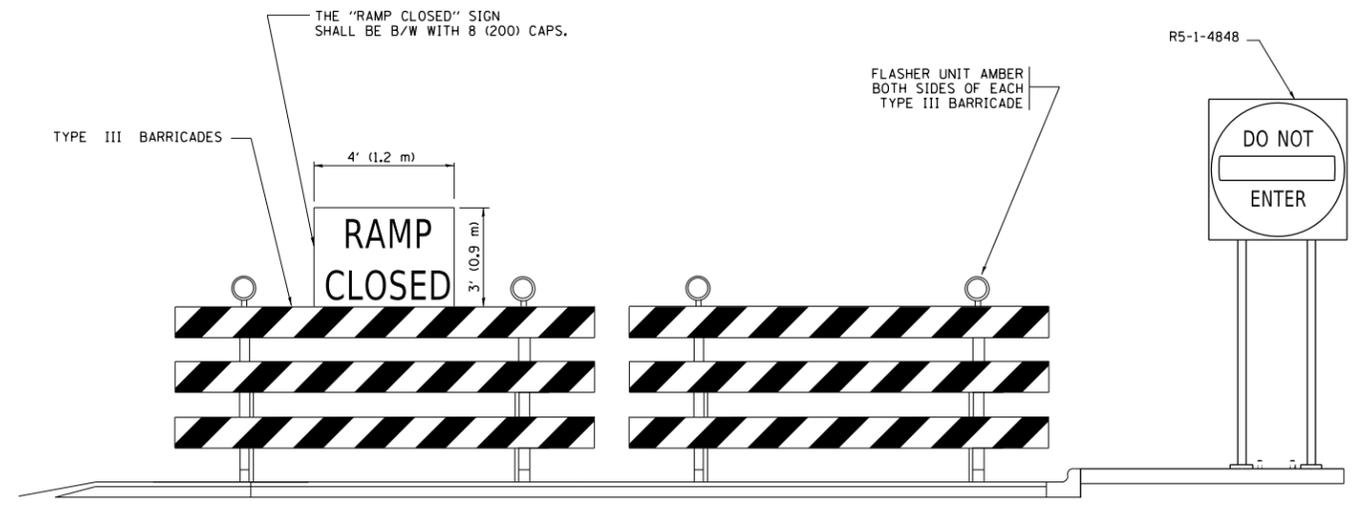
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



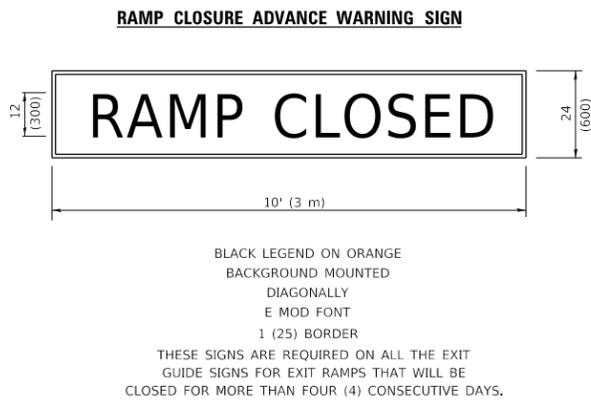
EXIT RAMP CLOSURE

SYMBOLS

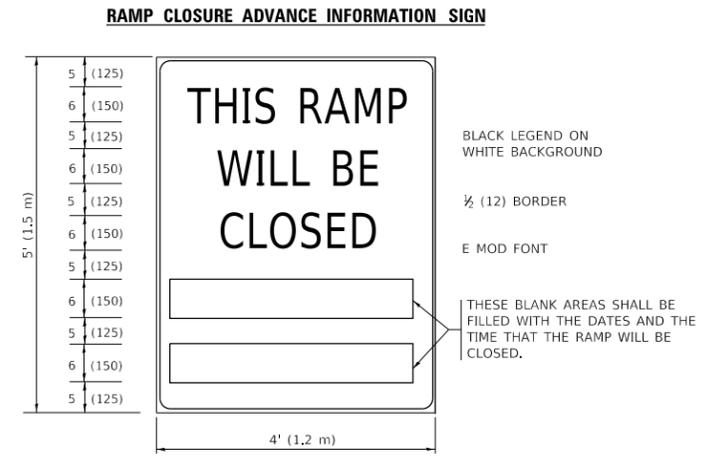
- ☐ TYPE II BARRICADE OR DRUM
- ☐ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS



THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.



THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.
THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

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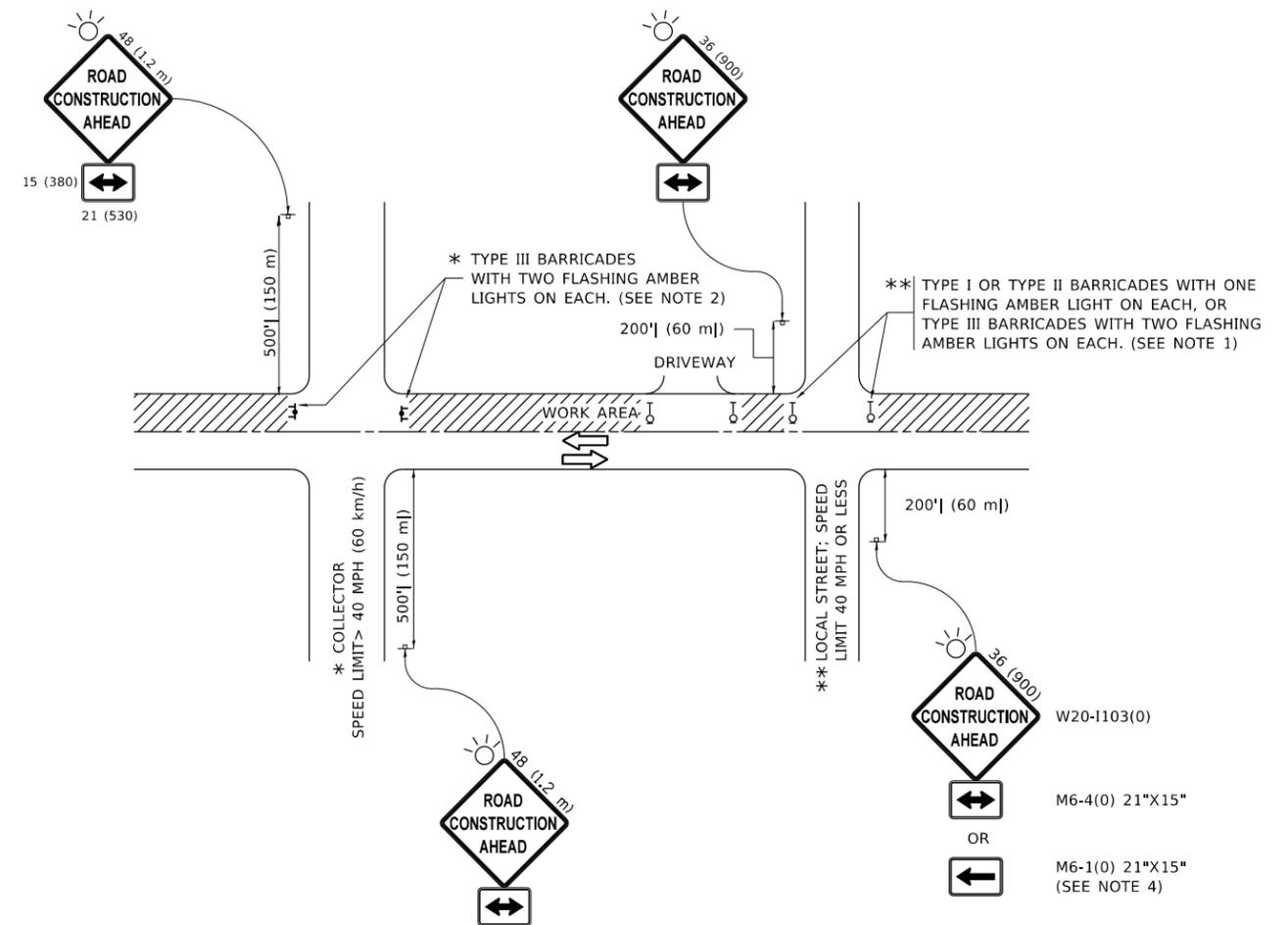
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PLOT DATE = 10/15/2020	DATE - 02-83	REVISED - M.D._06-13
		REVISED - M.D._01-18

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	32
TC-08			CONTRACT NO. 62173	
ILLINOIS		FED. AID PROJECT		



NOTES:

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 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) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. 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.
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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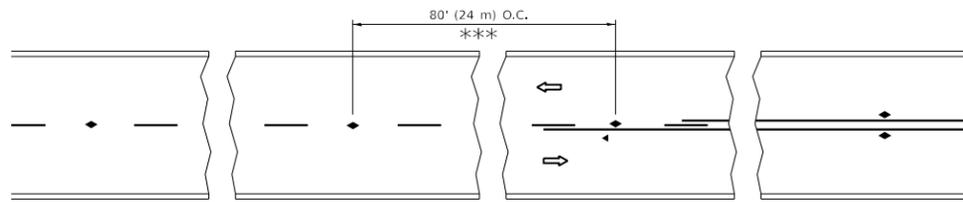
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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 10/15/2020	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

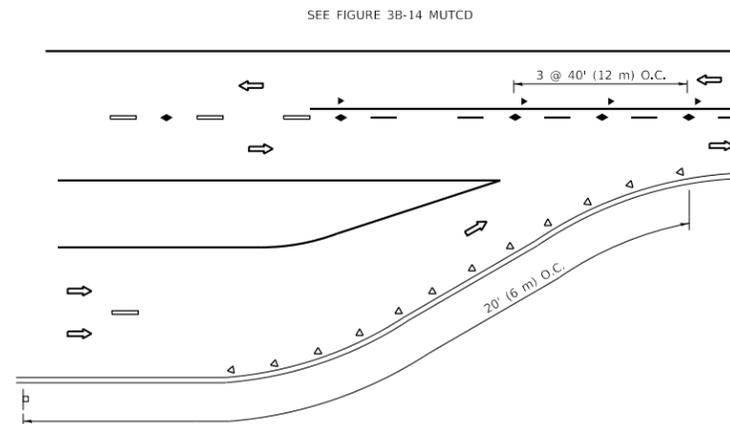
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 62173	
ILLINOIS FED. AID PROJECT				

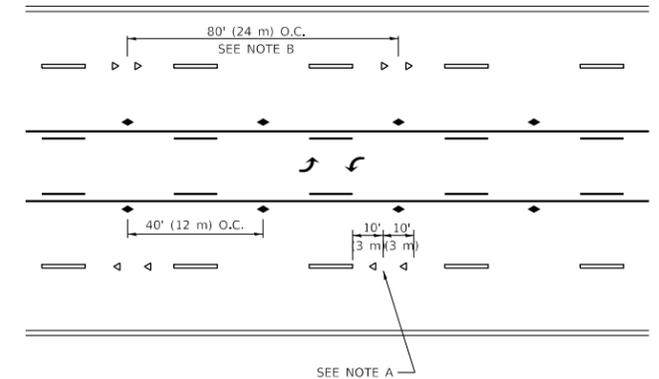


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

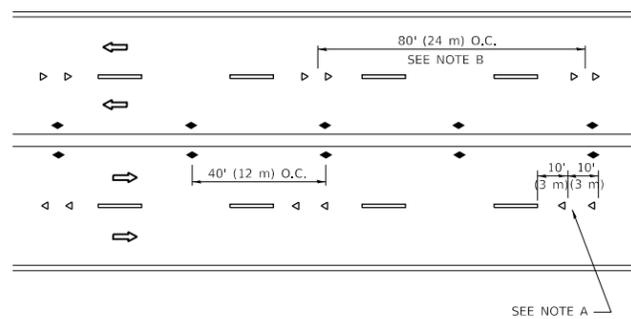
TWO-LANE/TWO-WAY



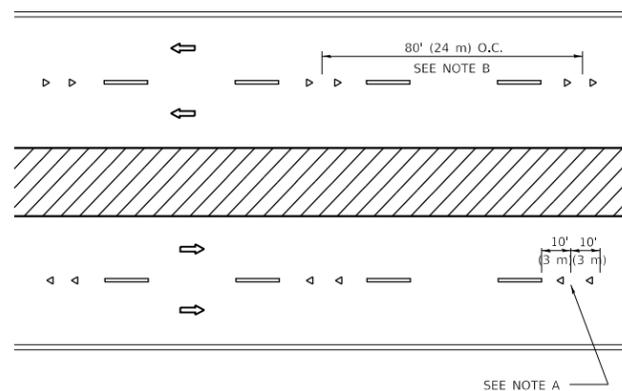
LANE REDUCTION TRANSITION



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.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

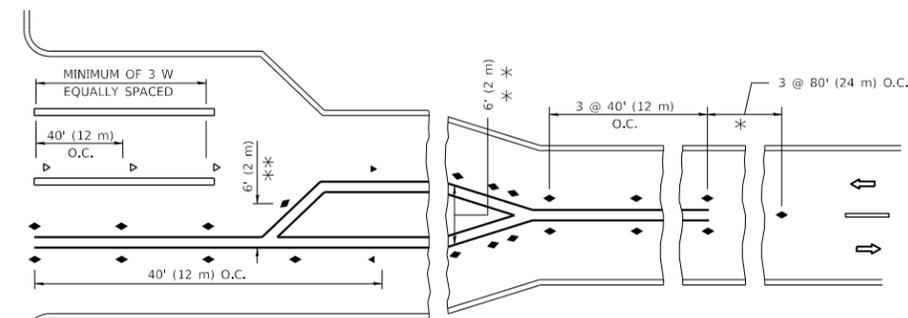
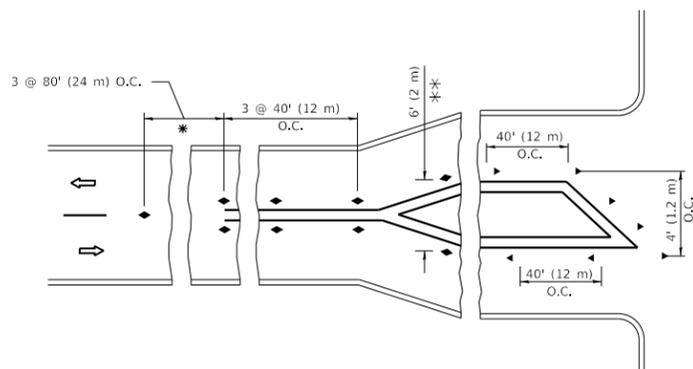
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.



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

TURN LANES

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

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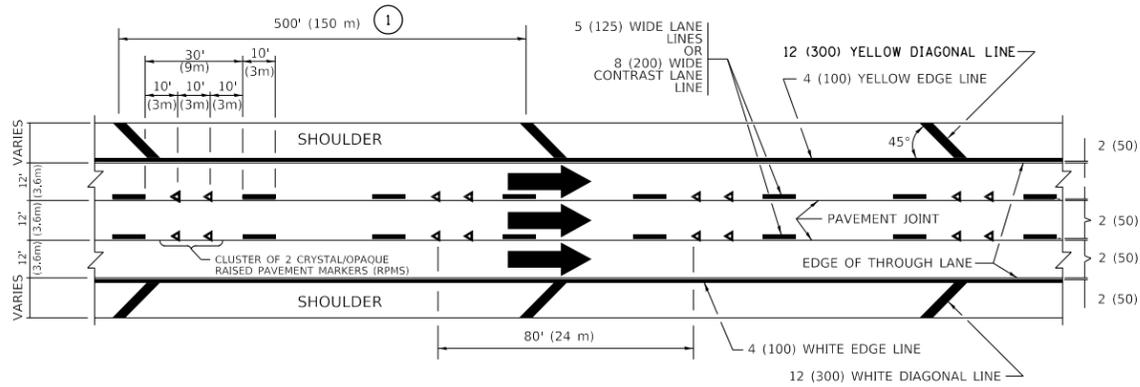
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PLOT DATE = 10/15/2020	CHECKED -	REVISED - C. JUCIUS 09-09-09
	DATE -	REVISED - C. JUCIUS 07-01-13

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

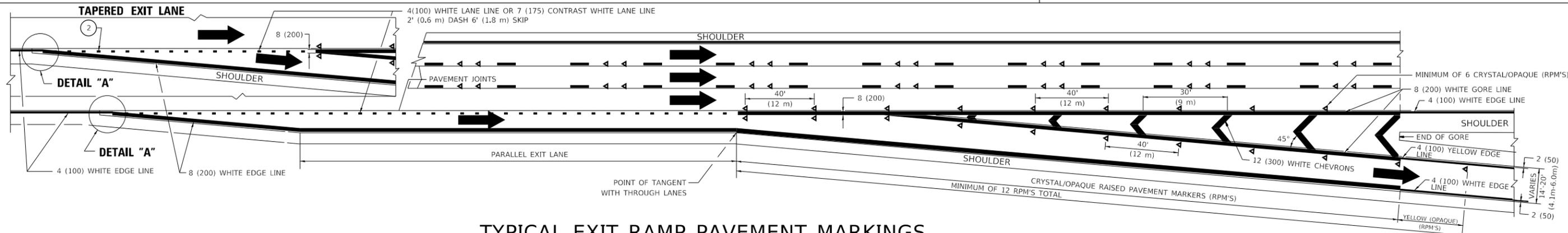
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	34
TC-11			CONTRACT NO. 62173	
ILLINOIS FED. AID PROJECT				



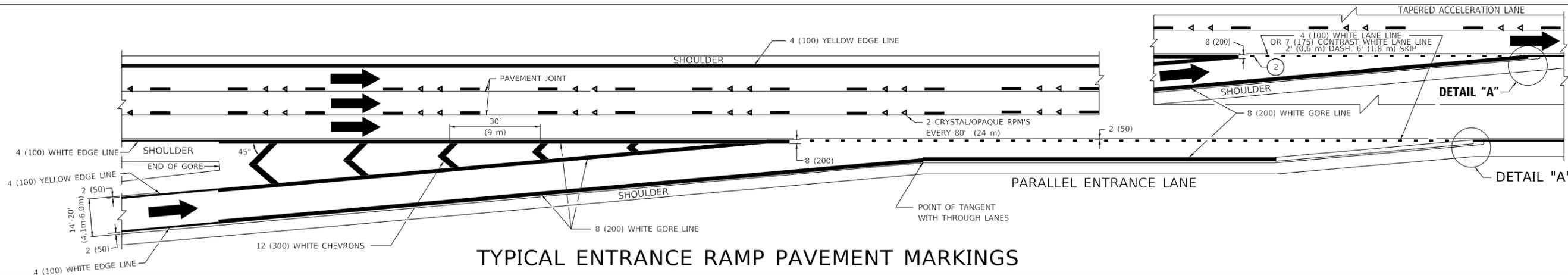
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

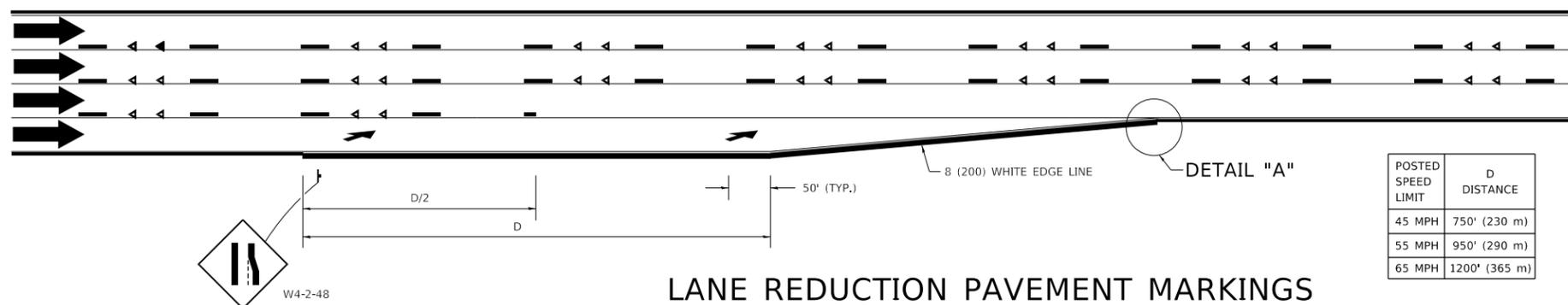
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



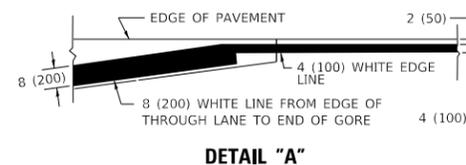
TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS



- NOTES:**
- 1 THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
 - 2 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)

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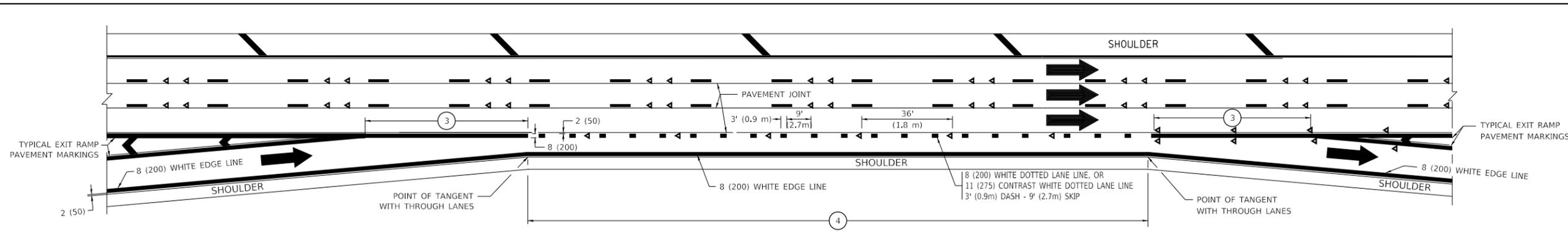
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PLOT DATE = 10/15/2020	CHECKED -	REVISED - M.D. 05-13
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

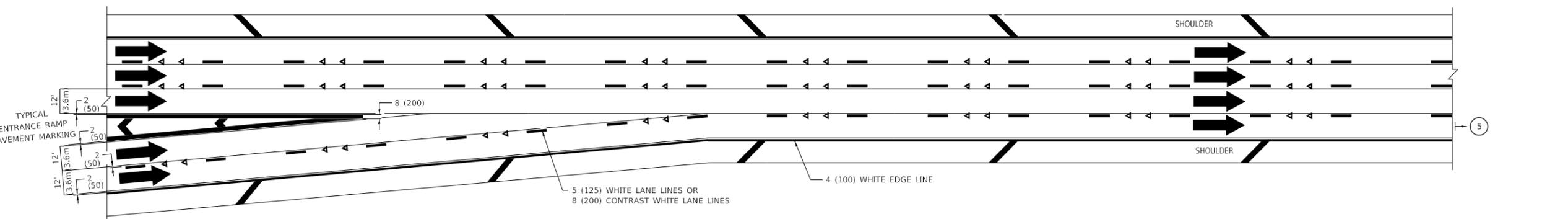
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

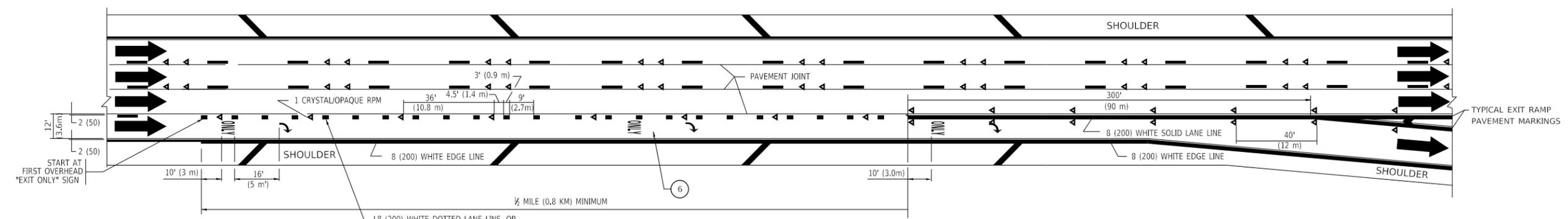
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	35
TC-12		CONTRACT NO. 62173		
ILLINOIS FED. AID PROJECT				



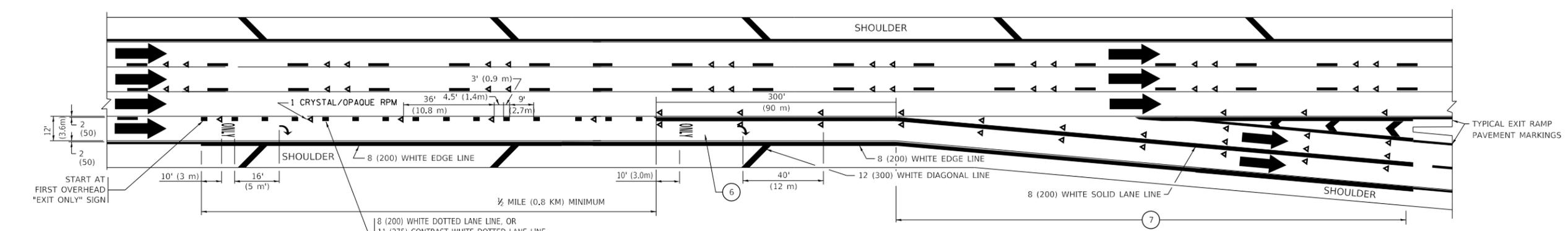
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

- NOTES:**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

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 OFFICE: CHICAGO
 DATE: 10/15/2020

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PLOT DATE = 10/15/2020	DATE - 01-90	REVISED - M.D. 09-17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	36
TC-12		CONTRACT NO. 62173		
		ILLINOIS FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

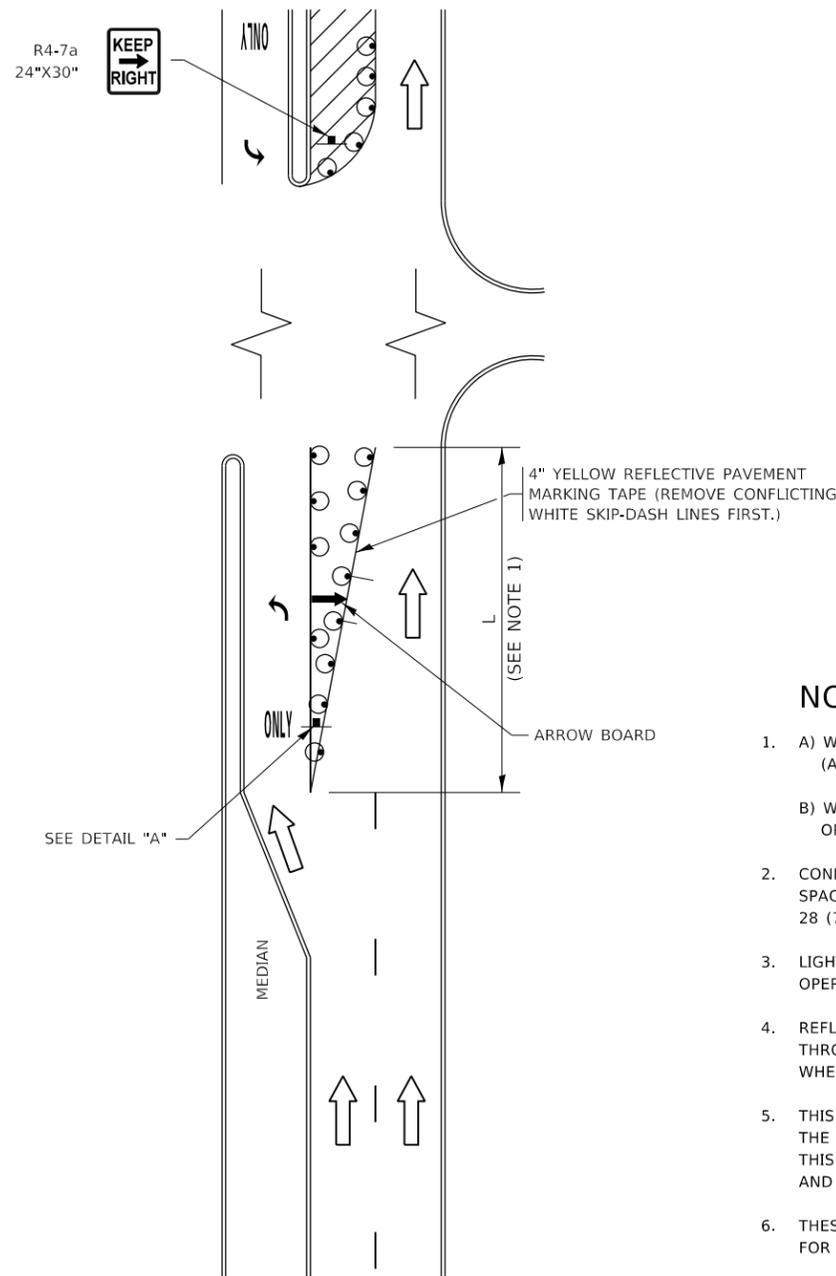


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

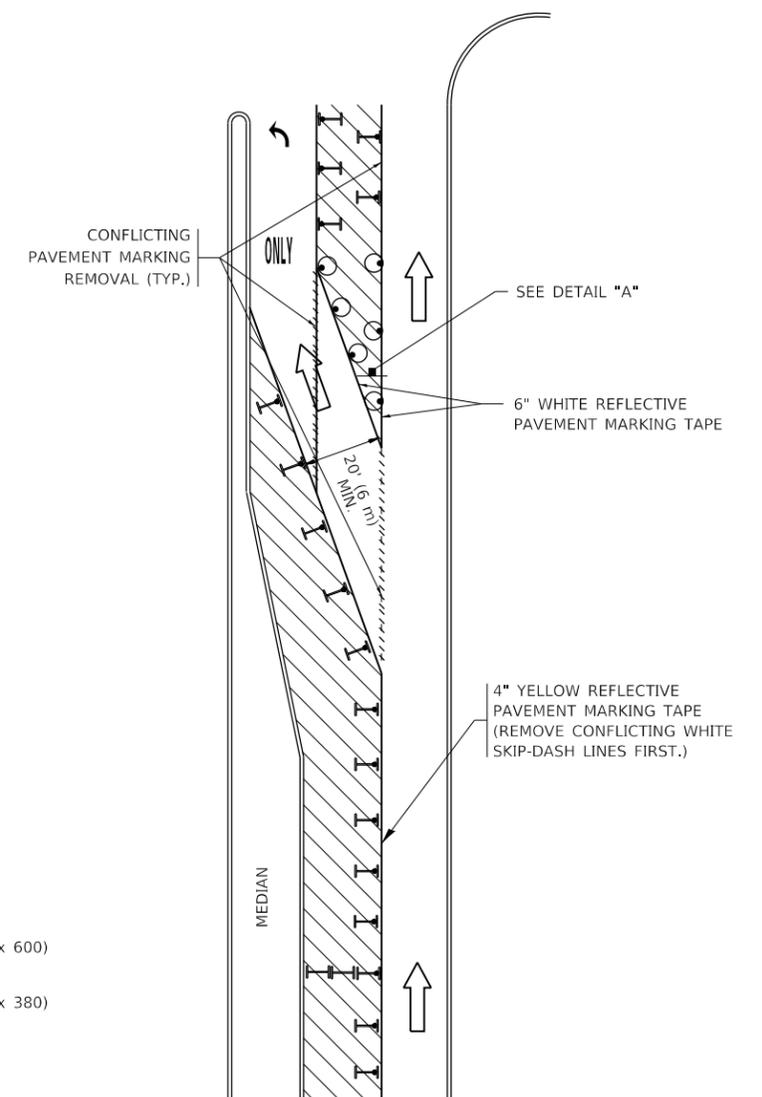


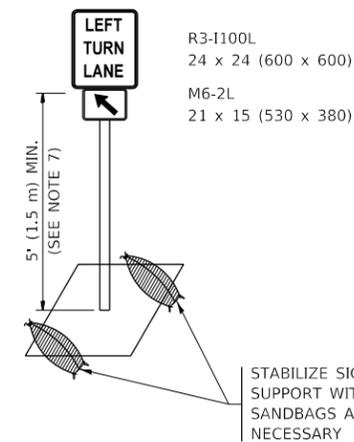
FIGURE 2

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  ARROW BOARD
-  TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  SIGN ASSEMBLY
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. 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.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. 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" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

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

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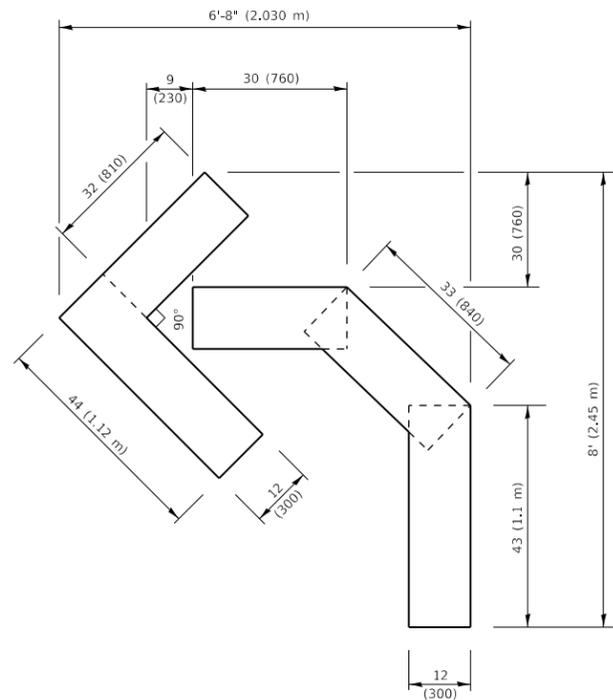
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	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100,0000' / In.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 10/15/2020	DATE - T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

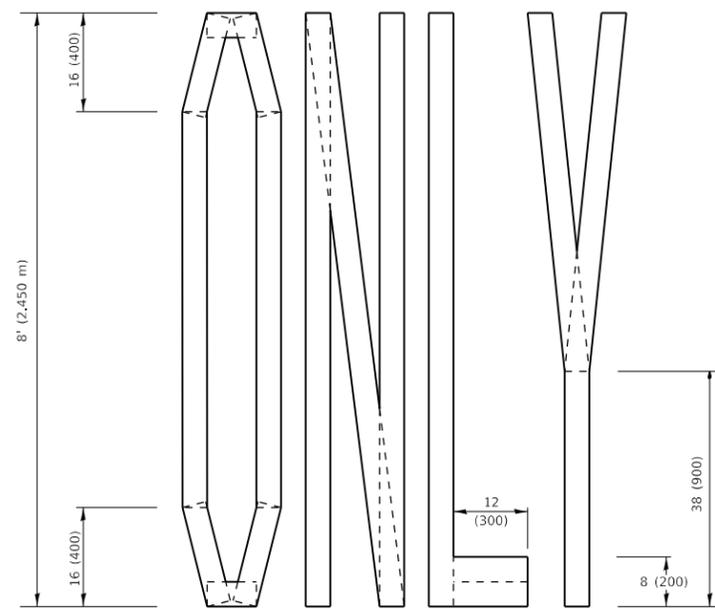
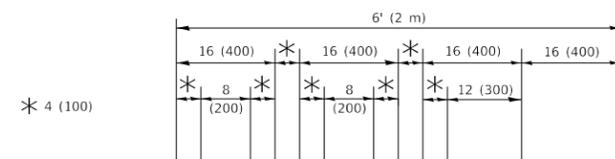
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	38
TC-14		CONTRACT NO. 62173		
ILLINOIS FED. AID PROJECT				



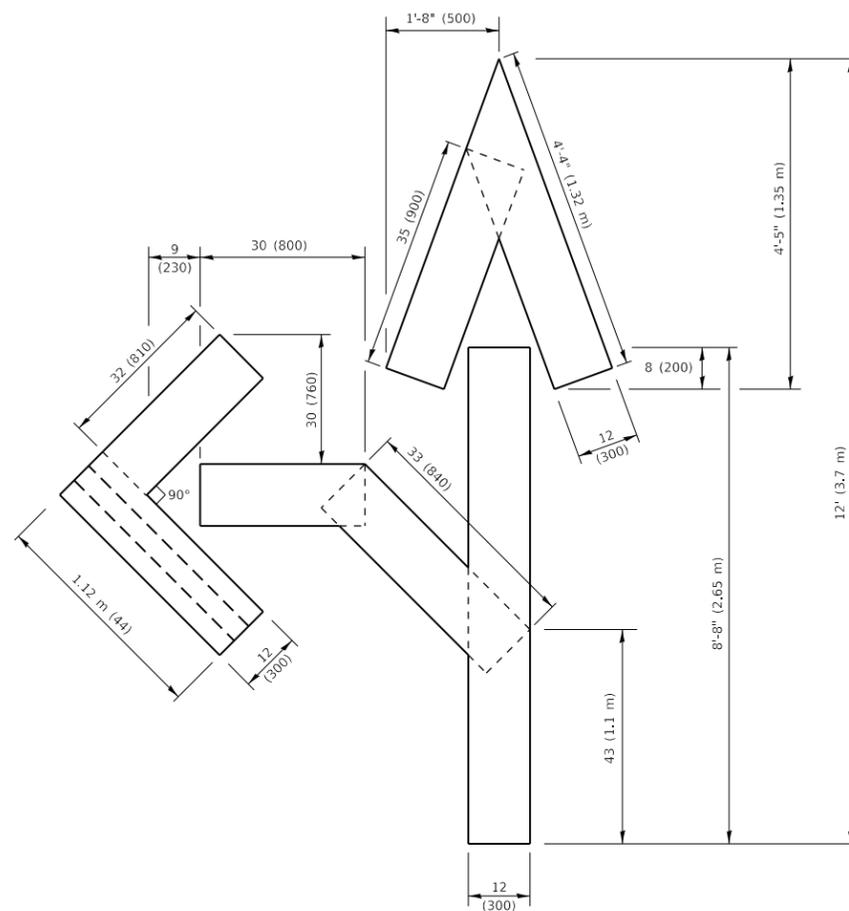
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

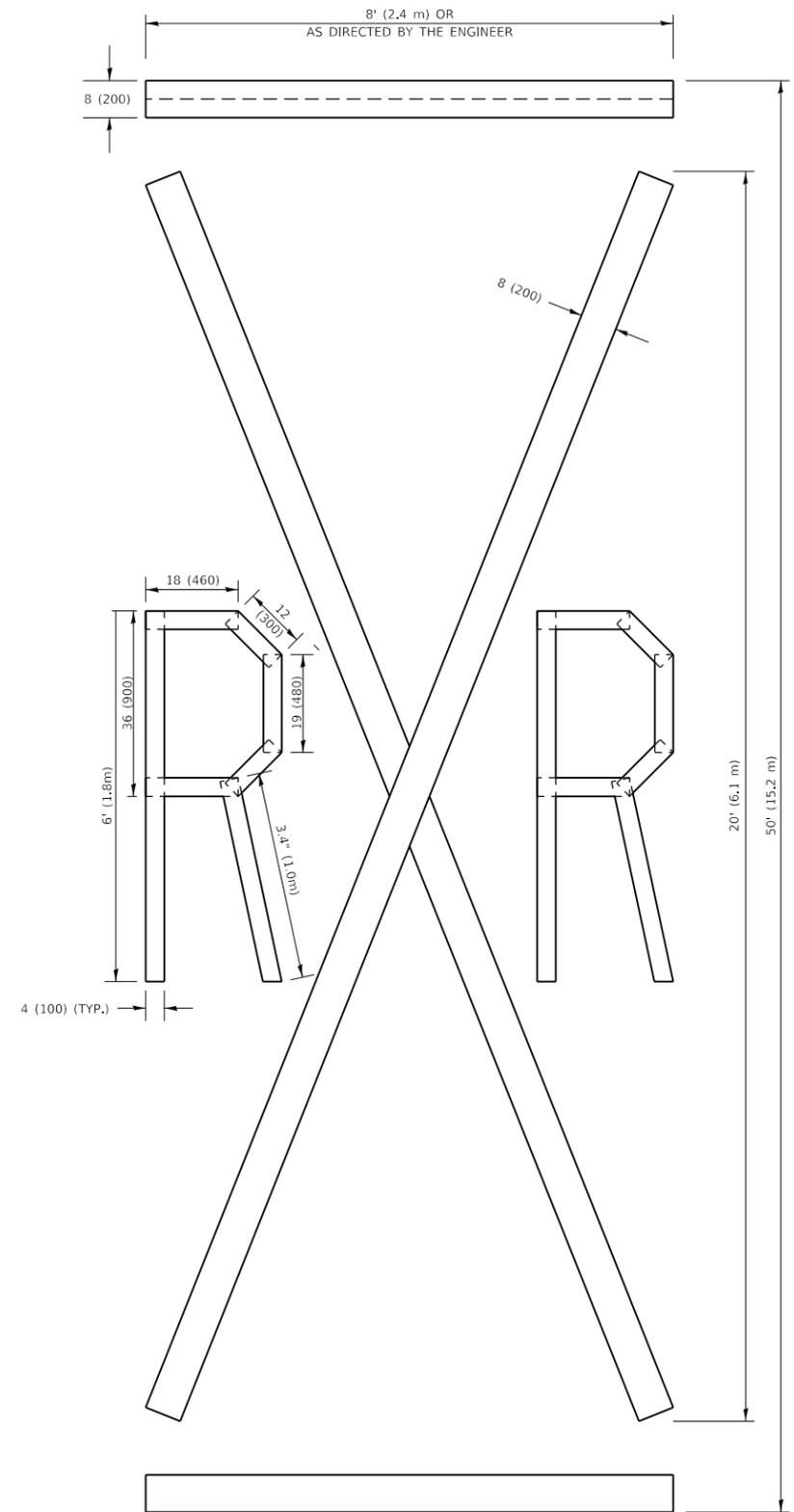


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

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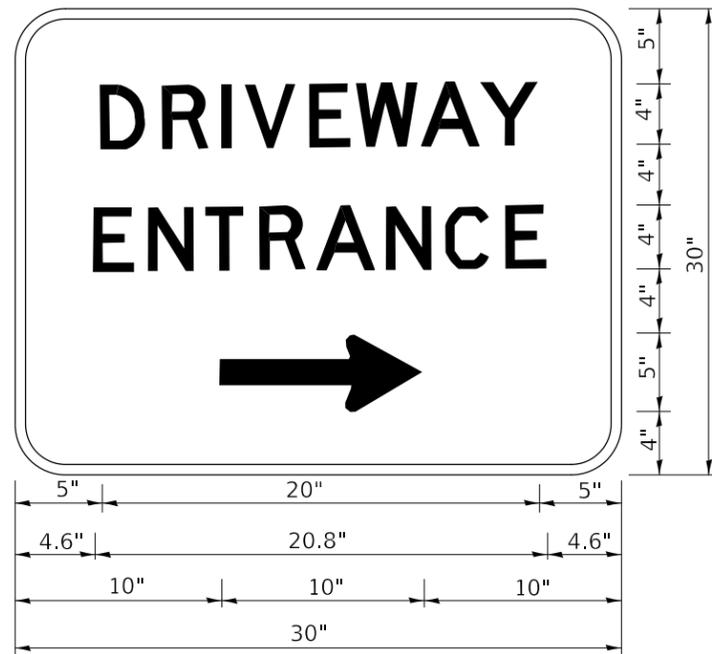
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	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 100,0010 ' / In.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 10/15/2020	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	39
TC-16		CONTRACT NO. 62173		
ILLINOIS FED. AID PROJECT				



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".

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USER NAME = steedpa	DESIGNED -	REVISED - C. JUCIUS 02-15-07
	DRAWN -	REVISED -
PLOT SCALE = 100.0010' / in.	CHECKED -	REVISED -
PLOT DATE = 10/15/2020	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

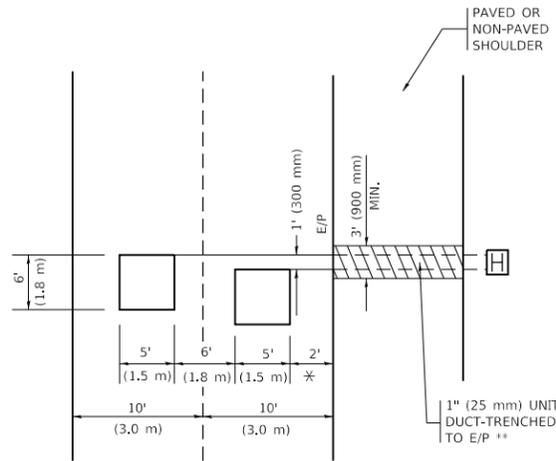
DRIVEWAY ENTRANCE SIGNING

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	41
TC-26			CONTRACT NO. 62173	
ILLINOIS		FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

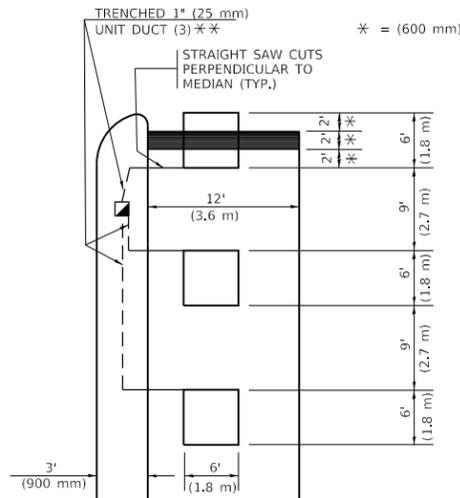


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.

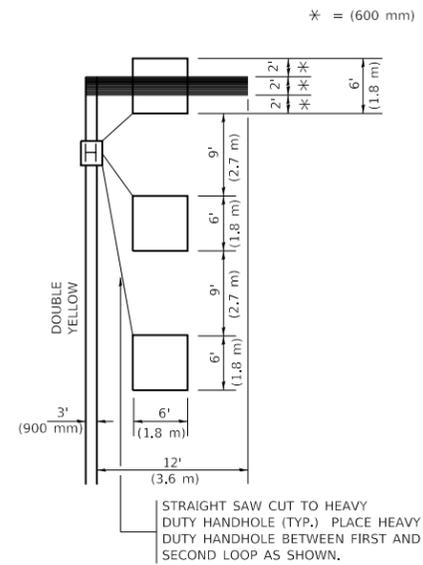


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (600 mm)

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

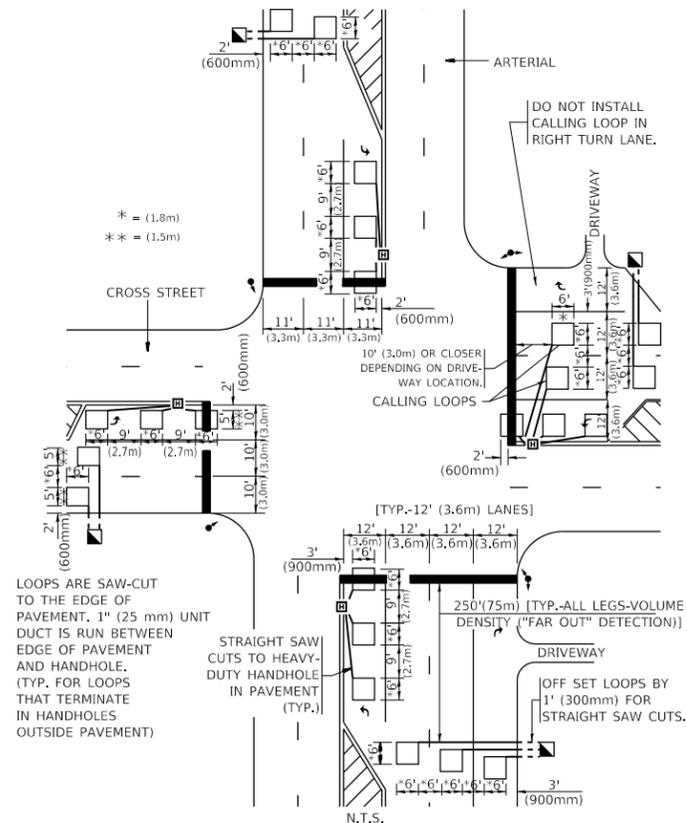
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("FAR OUT" DETECTION)



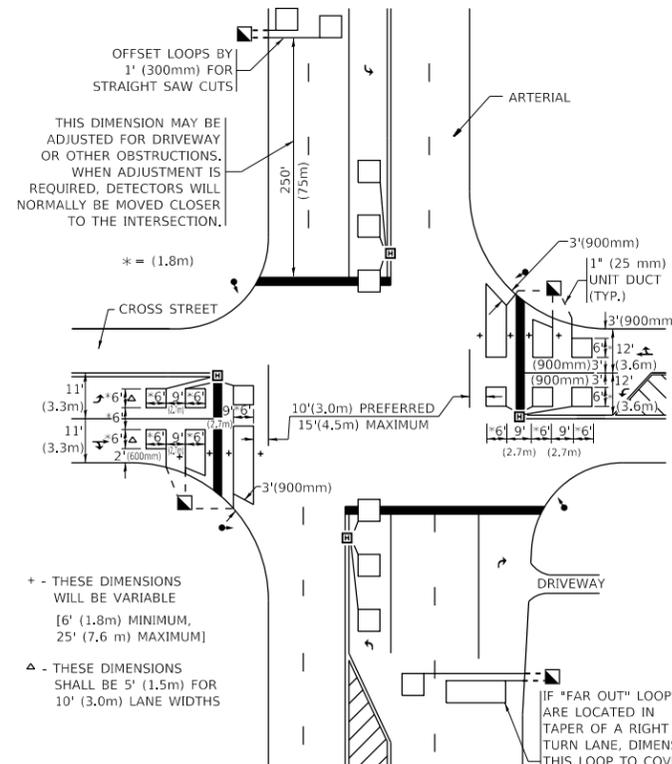
* = (1.8m)
 ** = (1.5m)

LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

DETAIL 1
 N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.

+ - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]

Δ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

DETAIL 2
 N.T.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

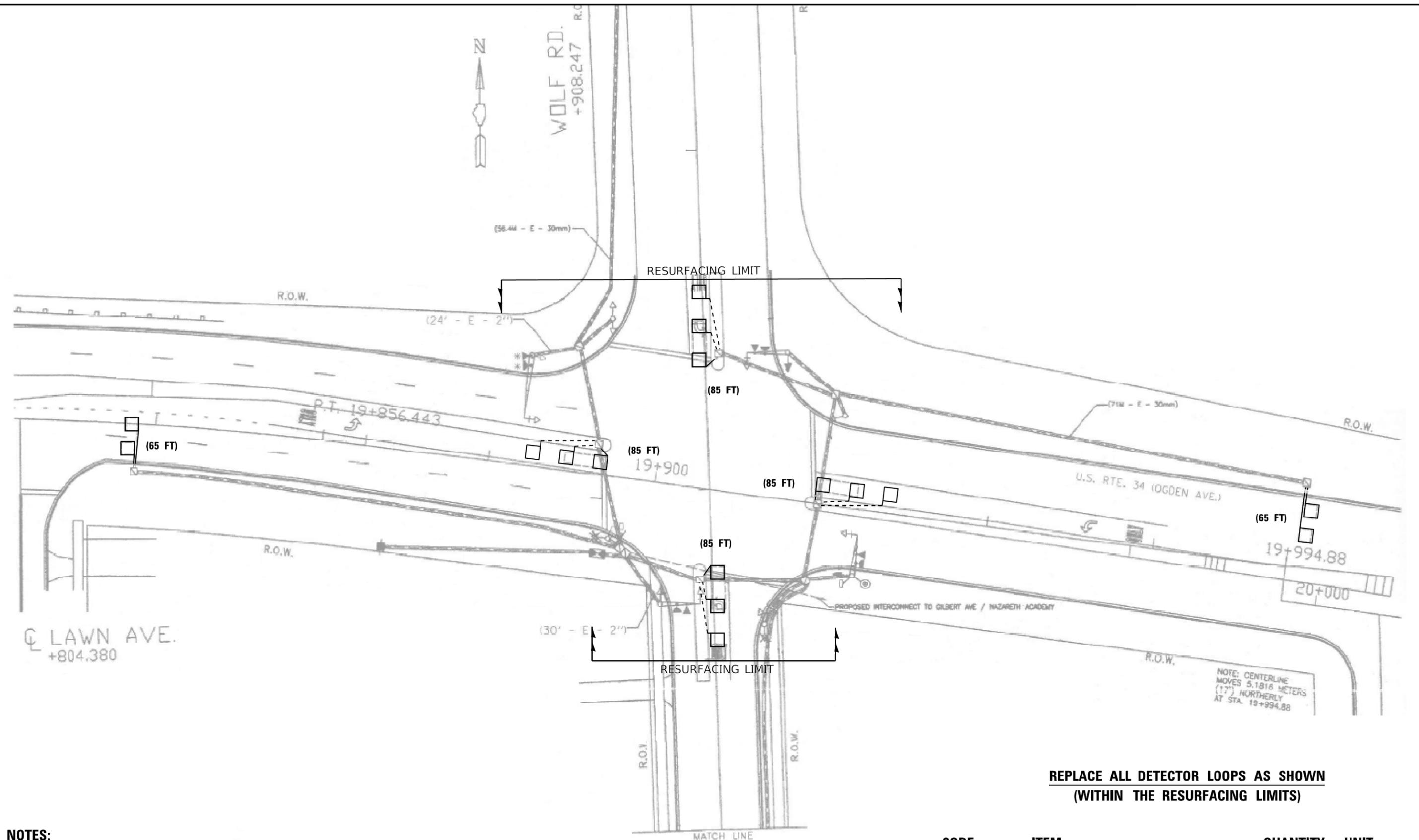
DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	42
TS-07		CONTRACT NO. 62173		

ILLINOIS FED. AID PROJECT

MODEL: Default
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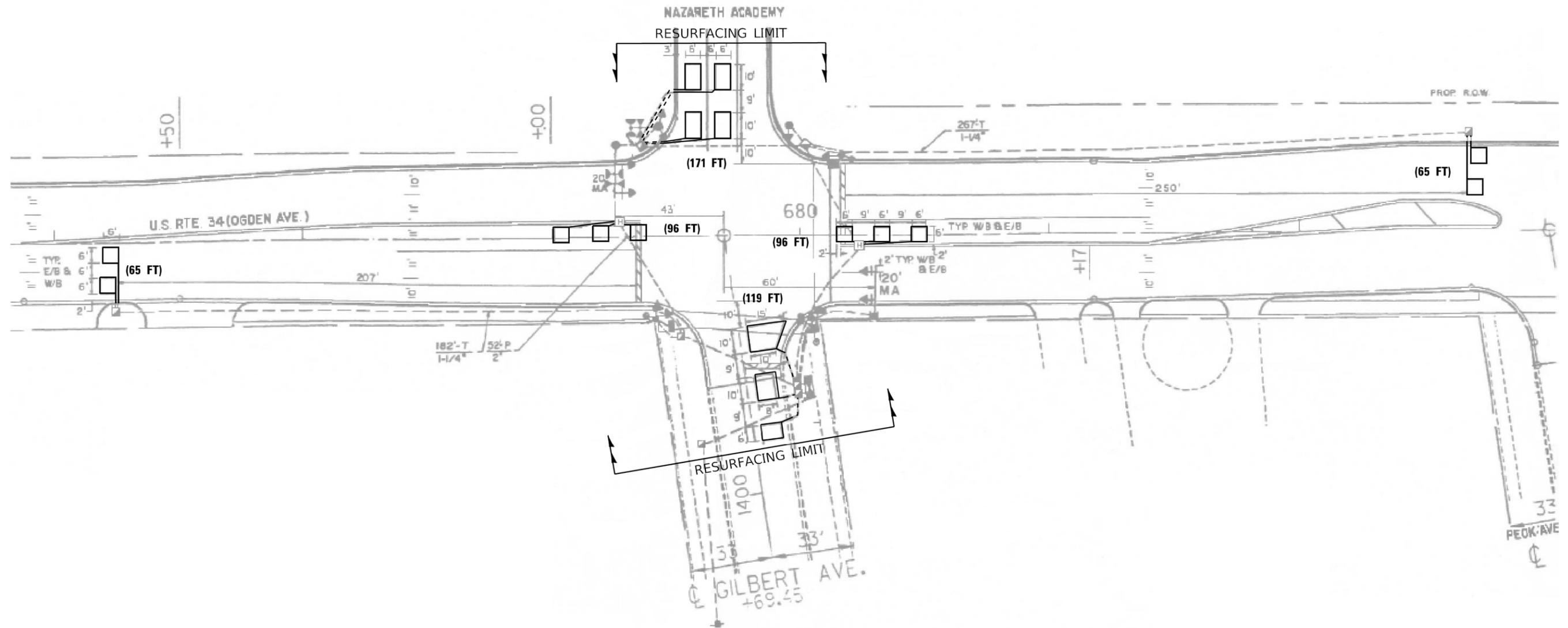
**REPLACE ALL DETECTOR LOOPS AS SHOWN
 (WITHIN THE RESURFACING LIMITS)**

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	470	FOOT

<table border="1"> <tr> <td>USER NAME = mezag</td> <td>DESIGNED - S.N.</td> <td>REVISED -</td> </tr> <tr> <td>PLOT SCALE = 40,0000' / 1"</td> <td>DRAWN - G.M.</td> <td>REVISED -</td> </tr> <tr> <td>PLOT DATE = 5/27/2020</td> <td>CHECKED - S.N.</td> <td>REVISED -</td> </tr> <tr> <td></td> <td>DATE - 05/27/2020</td> <td>REVISED -</td> </tr> </table>	USER NAME = mezag	DESIGNED - S.N.	REVISED -	PLOT SCALE = 40,0000' / 1"	DRAWN - G.M.	REVISED -	PLOT DATE = 5/27/2020	CHECKED - S.N.	REVISED -		DATE - 05/27/2020	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">DETECTOR LOOP REPLACEMENT PLAN US 34 (OGDEN AVE.) AT WOLF RD.</p>	<table border="1"> <tr> <td>F.A.U. RTE. 311</td> <td>SECTION 2019-113-RS&SW</td> <td>COUNTY COOK</td> <td>TOTAL SHEETS 45</td> <td>SHEET NO. 43</td> </tr> <tr> <td colspan="5">CONTRACT NO. 62173</td> </tr> <tr> <td colspan="5">ILLINOIS FED. AID PROJECT</td> </tr> </table>	F.A.U. RTE. 311	SECTION 2019-113-RS&SW	COUNTY COOK	TOTAL SHEETS 45	SHEET NO. 43	CONTRACT NO. 62173					ILLINOIS FED. AID PROJECT				
USER NAME = mezag	DESIGNED - S.N.	REVISED -																												
PLOT SCALE = 40,0000' / 1"	DRAWN - G.M.	REVISED -																												
PLOT DATE = 5/27/2020	CHECKED - S.N.	REVISED -																												
	DATE - 05/27/2020	REVISED -																												
F.A.U. RTE. 311	SECTION 2019-113-RS&SW	COUNTY COOK	TOTAL SHEETS 45	SHEET NO. 43																										
CONTRACT NO. 62173																														
ILLINOIS FED. AID PROJECT																														
SCALE: 1"=20'		SHEET OF SHEETS STA. TO STA.																												



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

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	612	FOOT

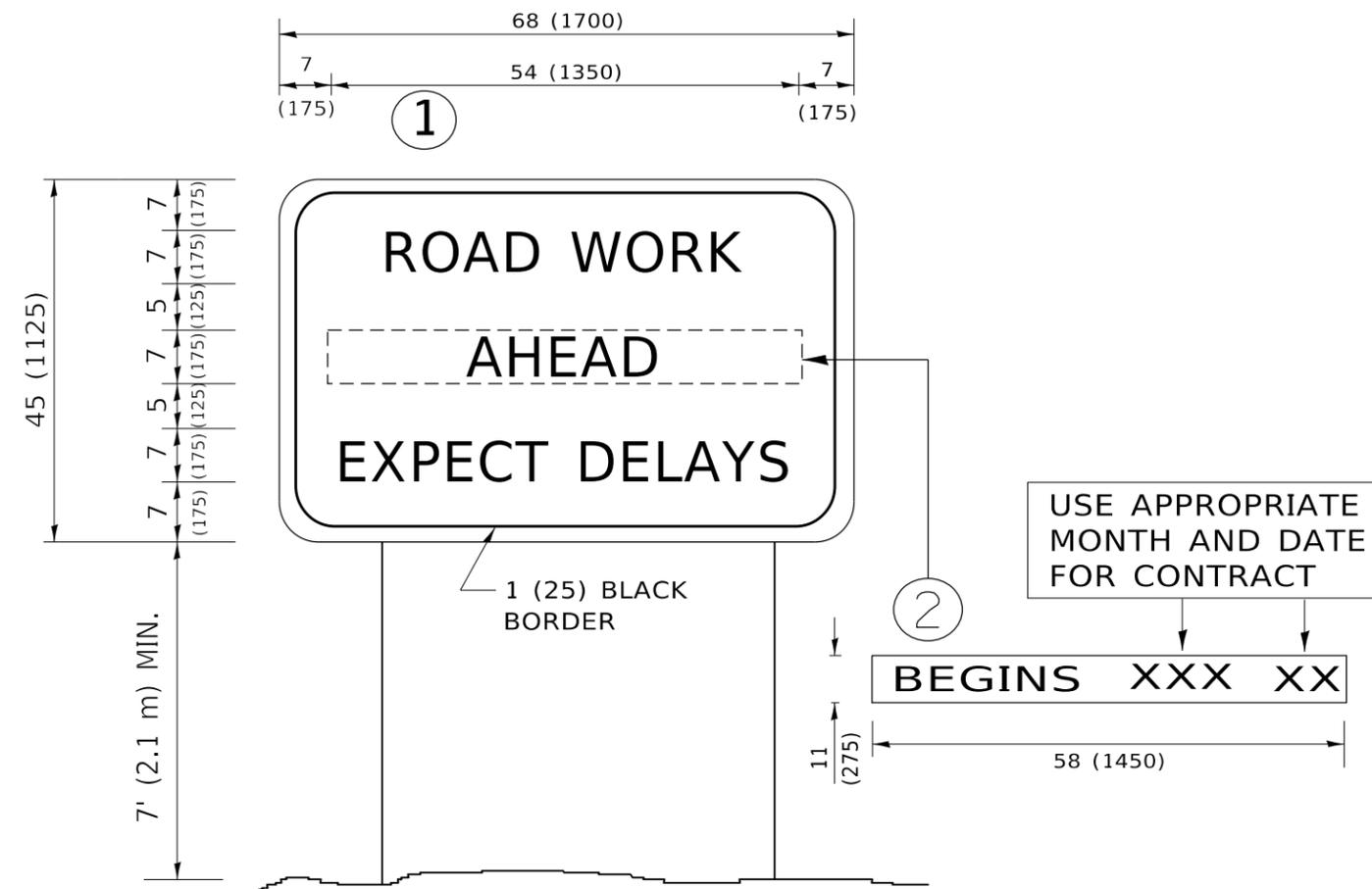
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PLOT DATE = 5/27/2020	CHECKED - S.N.	REVISED -
	DATE - 05/27/2020	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETECTOR LOOP REPLACEMENT PLAN	
US 34 (OGDEN AVE.) AT GILBERT AVE.	
SCALE: 1"=20'	SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	44
CONTRACT NO. 62173				
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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	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 100.0010 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 10/15/2020	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	2019-113-RS&SW	COOK	45	45
TC-22			CONTRACT NO. 62173	
ILLINOIS FED. AID PROJECT				