

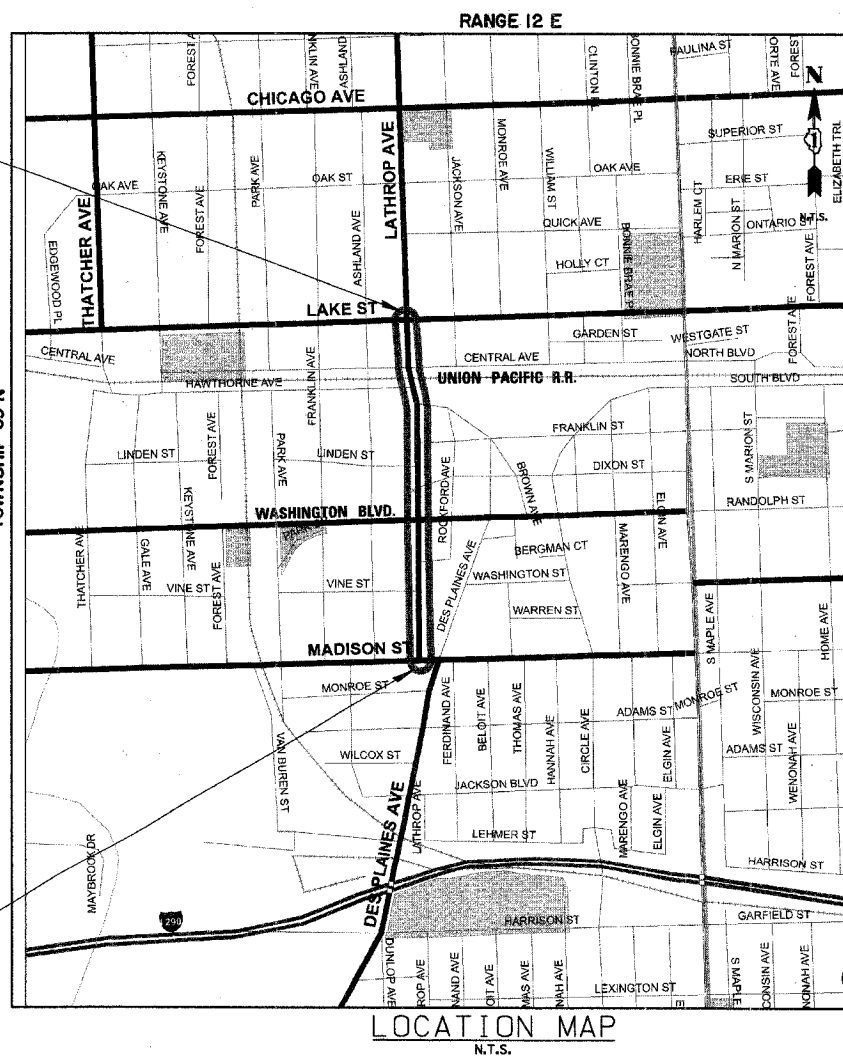
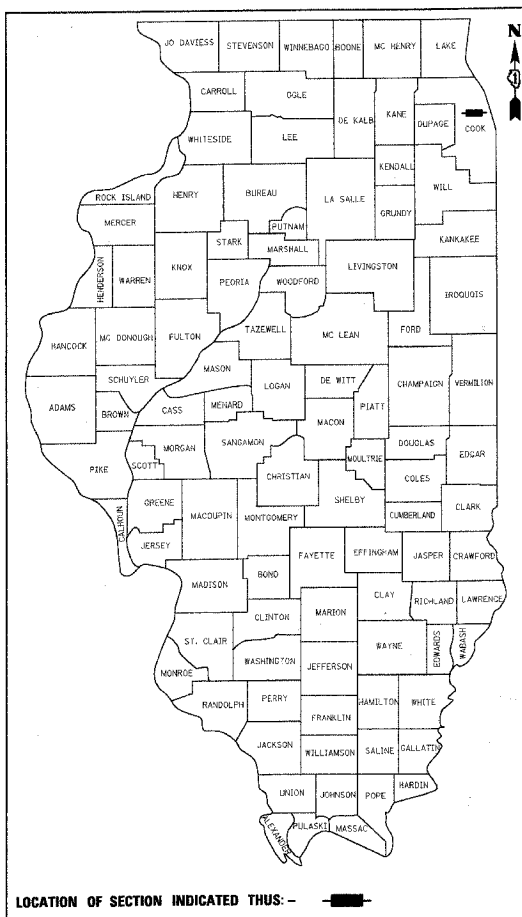
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

**LATHROP AVENUE (FAU 2765)
FROM MADISON STREET (FAU ROUTE 1419) TO LAKE STREET (FAU 3537)
RESURFACING
L.A. SECTION No. 07-00104-00-RS
PROJECT No. M-8003 (753)
VILLAGES OF FOREST PARK AND RIVER FOREST
COOK COUNTY
C-91-146-07**

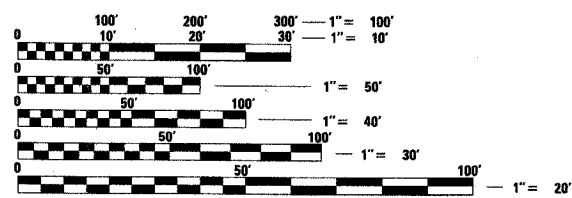
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2765	07-00104-00-RS	COOK	12	1
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 83911

DESCRIPTION	INDEX OF SHEETS	SHEET NO.
TITLE SHEET		1
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TRAFFIC DATA (LATHROP AVENUE)
ADT (YEAR) = 2006
BETWEEN LAKE AND CENTRAL - 9816
BETWEEN MADISON AND VINE - 3867
SPEED LIMIT = 25 MPH
DESIGN DESIGNATION: COLLECTOR



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

CONTRACT NO. 83911

CB **CHRISTOPHER B. BURKE** ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018 (847) 823-0500

**PROJECT ENDS
STA. 42 + 12.93**

**PROJECT BEGINS
STA. 10 + 12.99**

GROSS LENGTH OF PROJECT = 3200 ft. (0.61 mi.)
NET LENGTH OF PROJECT = 3200 ft. (0.61 mi.)

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

APPROVED February 16 2007
Michael J. Sturino
VILLAGE ADMINISTRATOR
VILLAGE OF FOREST PARK

Gregory W. Kramer
VILLAGE ENGINEER
VILLAGE OF RIVER FOREST

PASSED April 9 2007
Christopher Holt
DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW April 9 2007
Diane O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS
REGION ONE ENGINEER

LEE M. FELL
ILLINOIS REGISTRATION No. 062-053708
EXPIRATION DATE: 11/30/2007

Lee M. Fell
ENGINEER
4/24/07
DATE

IDOT FEDERAL-AID DESIGN ENGINEER: KEVIN STALLWORTH 847-705-4169

SUMMARY OF QUANTITIES

ITEM	ITEMS	UNIT	1000-2A QUANTITY	NON-PARTICIPATING QUANTITY	TOTAL QUANTITY
20800150	TRENCH BACKFILL	CY	0	30	30
21101615	TOPSOIL FURNISH AND PLACE, 4"	SY	204	0	204
25200110	SODDING, SALT TOLERANT	SY	204	0	204
25200200	SUPPLEMENTAL WATERING	UNIT	10	0	10
35101600	AGGREGATE BASE COURSE, TYPE B, 4"	SY	50	0	50
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SY	50	0	50
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	300	0	300
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	1350	0	1350
40600300	AGGREGATE (PRIME COAT)	TON	29	0	29
40600895	CONSTRUCTING TEST STRIP	EACH	2	0	2
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2023	0	2023
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SY	50	0	50
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SF	1100	0	1100
42400800	DETECTABLE WARNINGS	SF	650	0	650
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SY	13364	0	13364
44000600	SIDEWALK REMOVAL	SF	1100	0	1100
44001700	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	610	0	610
44002209	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 2 1/4"	SY	0	35	35
44000200	DRIVEWAY PAVEMENT REMOVAL	SY	100	0	100
55019500	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 12"	FOOT	0	60	60
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	0	1	1
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	0	2
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	0	1
67100100	MOBILIZATION	L. SUM	1	0	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L. SUM	1	0	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L. SUM	1	0	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L. SUM	1	0	1
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	4169	0	4169
*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SF	37	0	37
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2841	0	2841
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	947	0	947
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	191	0	191
*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	190	0	190
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	605	0	605
XX000667	SUB-BASE GRANULAR MATERIAL, TYPE B, 2"	SY	123	0	123
Z0018100	DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL)	EACH	49	0	49
Z0018200	DRAINAGE STRUCTURE RECONSTRUCTION (SPECIAL)	EACH	4	0	4
Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	0	5	5
XX000252	CATCH BASINS, 4' DIAMETER, TYPE 1 FRAME, OPEN LID, WITH HALF TRAP	EACH	0	3	3
XX000253	CLASS C PATCHES, 6" (SPECIAL)	SY	1397	0	1397

* INDICATES SPECIALTY ITEM

PROFILE
 PREPARED BY: _____ DATE: _____
 PLOTTED BY: _____
 CHECKED BY: _____
 DATE: _____
 NOTE BOOK NO.: _____
 NO. OF SHEETS: _____
 SHEET NO.: _____

CHRISTOPHER B. BURKE ENGINEERING LTD. PLAN
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500
CB
EB

PROFILE
 PREPARED BY: _____ DATE: _____
 PLOTTED BY: _____
 CHECKED BY: _____
 DATE: _____
 NOTE BOOK NO.: _____
 NO. OF SHEETS: _____
 SHEET NO.: _____

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: _____
 DATE 3/15/2007
 DRAWN BY: BEH
 CHECKED BY: LMF

P.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2765	07-00104-00-RS	COOK	12	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 83911

GENERAL NOTES

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2007; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (MUTCD); THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, MAY 1996 FIFTH EDITION, THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT STANDARD.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 700 OF THE STANDARD SPECIFICATIONS.

UTILITIES

THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE IN ANY UNDERGROUND UTILITY CONSTRUCTION WHICH THE VILLAGE MAY WANT TO PLACE DURING THE CONTRACTOR'S OPERATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.

THE APPROXIMATE LOCATIONS OF EXISTING UTILITIES ARE SHOWN ON THE DRAWINGS ACCORDING TO INFORMATION OBTAINED FROM UTILITY COMPANIES AND SURVEYS. HOWEVER, THE VILLAGE OF FOREST PARK AND RIVER FOREST DOES NOT GUARANTEE THE COMPLETENESS OR ACCURACY OF THE INFORMATION REGARDING UTILITIES, EITHER PUBLIC OR PRIVATE SUCH AS SEWERS, GAS AND WATER MAINS, TELEPHONE AND ELECTRICAL DUCT LINES, MANHOLES, CATCH BASINS, AND SIMILAR STRUCTURES. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UTILITIES THAT MAY INTERFERE WITH CONSTRUCTION OPERATIONS AND REPORT TO THE ENGINEER OMISSIONS AND DIFFERENCES FROM THE LOCATIONS SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH ARE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER, THE VILLAGE AND THE UTILITY OWNER. THIS WORK SHALL BE SOLELY AT THE CONTRACTORS EXPENSE.

COORDINATION OF ALL UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE.

BEFORE STARTING ANY EXCAVATING, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, CABLE AND GAS FACILITIES AND THE VILLAGE OF FOREST PARK AND RIVER FOREST PUBLIC WORKS DEPT. FOR FIELD LOCATIONS OF BURIED WATER AND STORM FACILITIES (48-HOUR ADVANCE NOTIFICATION IS REQUIRED).

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

STORM SEWER

WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS, AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET, AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION.

FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES OF NEW, ADJUSTED OR RECONSTRUCTED STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE, ADJUSTMENT OR RECONSTRUCTION COST.

THE COST OF CONNECTING EXISTING STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM AND CONNECTING PROPOSED STORM SEWER TO EXISTING STRUCTURES SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR STORM SEWERS. HOWEVER, THE NECESSARY PIPE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "STORM SEWER" OF THE TYPE AND SIZE REQUIRED.

WHEN THE REQUIRED VERTICAL AND HORIZONTAL CLEARANCES, AS SPECIFIED BY THE IEPA, BETWEEN PROPOSED STORM SEWER AND EXISTING WATER MAINS CANNOT BE MET, CIRCULAR PIPE SHALL BE INSTALLED OF WATER MAIN QUALITY PIPE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR WATER MAIN, EXCEPT THAT ONLY DUCTILE IRON PIPE WILL BE ALLOWED BENEATH PAVEMENTS. THIS PIPE WILL BE PAID FOR AS "STORM SEWER, WATER MAIN (REQUIREMENT)".

ANY PORTIONS OF STORM SEWER AND MISSION COUPLINGS NEEDED TO CONNECT (EXTEND) EXISTING STORM SEWER TO PROPOSED STRUCTURES SHALL BE PAID FOR AS THE STRUCTURE, PROPOSED STORM SEWER SHALL BE STORM SEWER OR THE TYPE AND SIZE REQUIRED.

WATER MAIN

FOR WATER MAIN SHUT OFFS, THE CONTRACTOR SHALL GIVE THE VILLAGE A MINIMUM OF 48 HOURS NOTICE. THE VILLAGE SHALL PROVIDE NOTIFICATION FORMS AND DETERMINE THE LIMIT OF THE AFFECTED AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISTRIBUTION OF THE NOTIFICATION FORMS TO ALL AFFECTED RESIDENTS.

THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS WITHOUT PRIOR AUTHORIZATION FROM THE VILLAGE PUBLIC WORKS DEPARTMENT. UNAUTHORIZED USE SHALL SUBJECT THE OFFENDER TO ARREST AND PROSECUTION.

MISCELLANEOUS

ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT DURATION. THE COST TO PROVIDE ACCESS SHALL BE PAID FOR AS THE ITEM AGGREGATE FOR TEMPORARY ACCESS (CA-6).

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

ALL SAWCUTTING SHALL BE INCIDENTAL TO REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.

RELOCATING EXISTING SIGNS: EXISTING SIGNS WHICH ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE REMOVED AND REINSTALLED UPON COMPLETION OF CONFLICTING IMPROVEMENTS IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION.

POLLUTION CONTROL: THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH STATE REGULATIONS REGARDING AIR, WATER AND NOISE POLLUTION. CONSTRUCTION OPERATIONS SHALL BE CONFINED TO THE PERIOD BEGINNING AT 7:00 A.M. AND ENDING AT 6:00 P.M. WEEKDAYS, 8:00A.M. TO 4:00P.M. SATURDAY, AND NO WORK SHALL BE PERFORMED ON SUNDAYS OR HOLIDAYS, PER VILLAGE ORDINANCE.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS TO INSURE TRAFFIC MAINTENANCE, SURFACE DRAINAGE, ETC. THROUGHOUT THE DURATION OF THE CONSTRUCTION PERIOD IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF FOREST PARK AND RIVER FOREST, AND ANY OTHER GOVERNING AGENCIES.

THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERTY, UTILITIES, PEDESTRIANS AND VEHICULAR TRAFFIC.

NO BURNING OR INCINERATION OF RUBBISH WILL BE PERMITTED ON SITE.

DO NOT SCALE DRAWINGS IF COORDINATES AND DIMENSIONS ARE GIVEN.

THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADE, ALLOW FOR THE THICKNESS OF TOPSOIL AS SHOWN.

THE CONTRACTOR IS ADVISED THAT MUD AND DEBRIS MUST NOT BE DEPOSITED ON THE ADJACENT ROADWAYS. ANY DIRT AND DEBRIS ACCUMULATED ON THE PAVEMENT SHALL BE CLEANED BY THE CONTRACTOR WITHIN FOUR (4) HOURS OF THE INCIDENT OR HE WILL BE BACK CHARGED AT THE RATE OF \$500.00 PER INCIDENT PLUS THE COST OF THE VILLAGE'S FORCES TO COMPLETE THE WORK.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO CORRECT DAMAGE AT HIS OWN EXPENSE THE GRADING AND CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL NOT CAUSE PONDING OF STORM WATER.

ALL GRASSED AREAS DISTURBED DURING THE CONSTRUCTION OPERATIONS SHALL BE SODDEN IN ACCORDANCE WITH SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS.

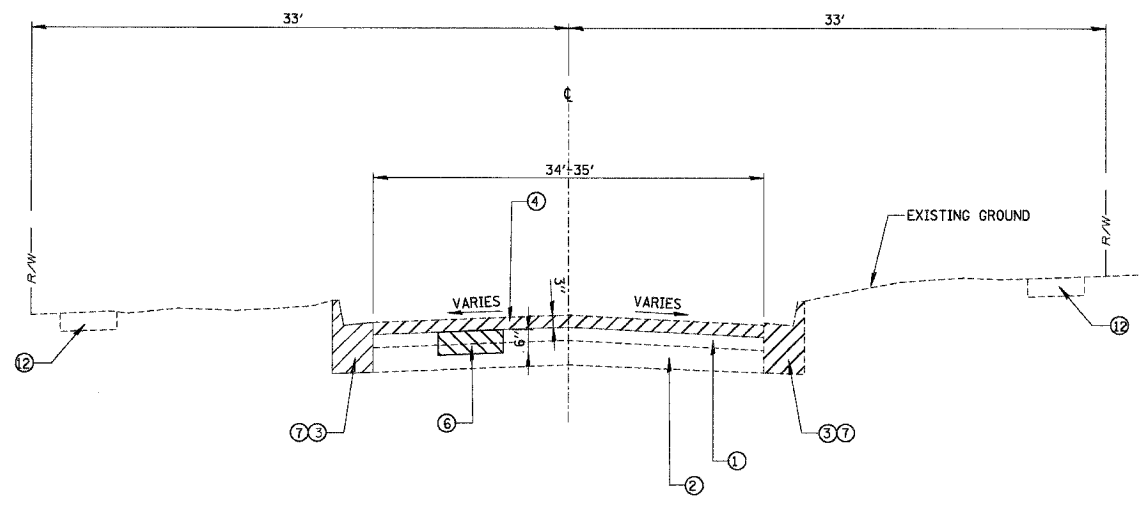
HIGHWAY STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-04	CURB RAMPS FOR SIDEWALKS
442201-02	CLASS C AND D PATCHES
602001	CATCH BASIN TYPE A
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701501-03	URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-03	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
702001-06	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
886001	DETECTOR LOOP INSTALLATIONS
B.L.R. 17-3	TRAFFIC CONTROL DEVICES DAY LABOR CONSTRUCTION
B.L.R. 22-4	TRAFFIC CONTROL DEVICES CONSTRUCTION ON RURAL OR LOCAL HIGHWAYS

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 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

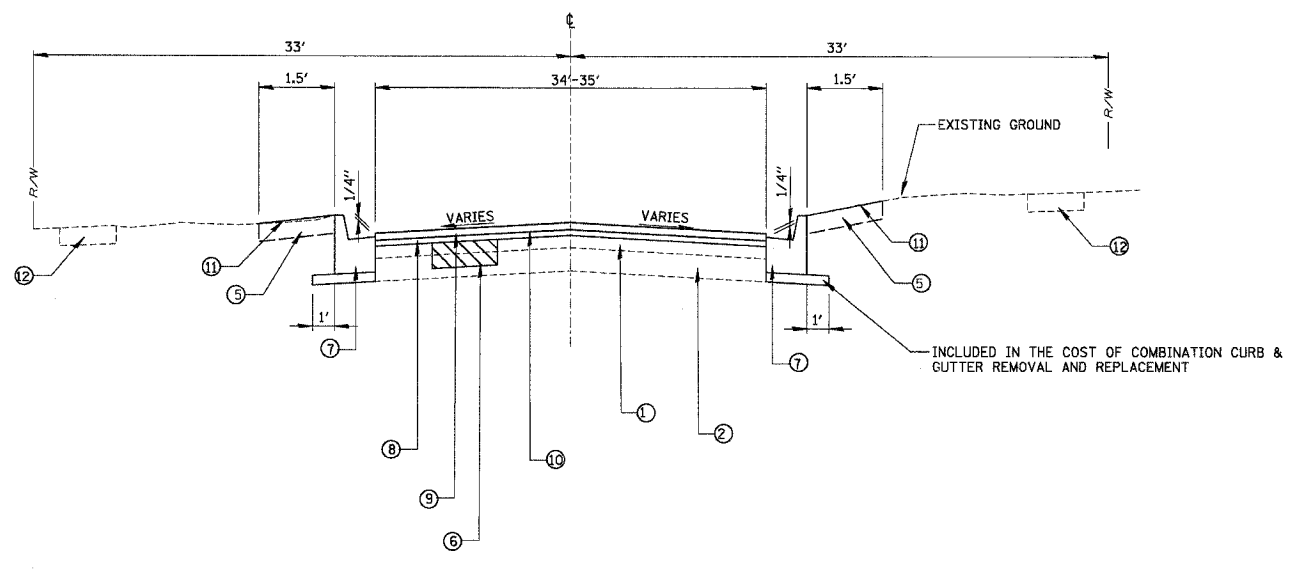
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DATE	BY

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION GENERAL NOTES AND IDOT STANDARDS
NAME	DATE	
SCALE: N.T.S.	DRAWN BY: BEH	
DATE: 2/15/2007	CHECKED BY: LMF	



EXISTING TYPICAL SECTION
LATHROP AVE. (STA. 10+12.99 - STA. 42+12.93)

- LEGEND**
- ① EXISTING BRICK BASE COURSE, 4"
 - ② EXISTING AGGREGATE BASE (TBD)
 - ③ EXISTING CURB AND GUTTER
 - ④ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3"
 - ⑤ PROPOSED TOPSOIL FURNISH AND PLACE, 4"
 - ⑥ CLASS C PATCHES, 6" (SPECIAL)
 - ⑦ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)
 - ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50 - 3/4" MIN.
 - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50 - 2 1/2"
 - ⑩ PROPOSED BITUMINOUS MATERIAL (PRIME COAT) AND AGGREGATE (PRIME COAT)
 - ⑪ PROPOSED SODDING, SALT TOLERANT
 - ⑫ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK



PROPOSED TYPICAL SECTION
LATHROP AVE. (STA. 10+12.99 - STA. 42+12.93)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
ITEM	AC-TYPE	VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50 - IL 9.5 mm	PG 64-22	4% @ 50GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/22	4% @ 50GYR.

- NOTE:**
- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
 - WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.
 - ALL WORK INCLUDING SOD MUST BE COMPLETED AND APPROVED BY ENGINEER PRIOR TO FINAL SURFACE LIFT OF ASPHALT.

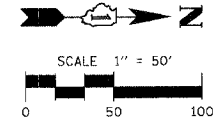
CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

DATE: _____ BY: _____
 REVISIONS: _____
 CHECKED: _____
 DATE: _____ BY: _____
 CHECKED: _____
 DATE: _____ BY: _____
 CHECKED: _____

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TYPICAL SECTIONS

SCALE: _____ DATE: 2/14/2007

DRAWN BY: BEH
CHECKED BY: LMF



DATE: _____ BY: _____

REVISIONS: _____

PLANNING: _____

NOTE BOOK: _____

NO. _____

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 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
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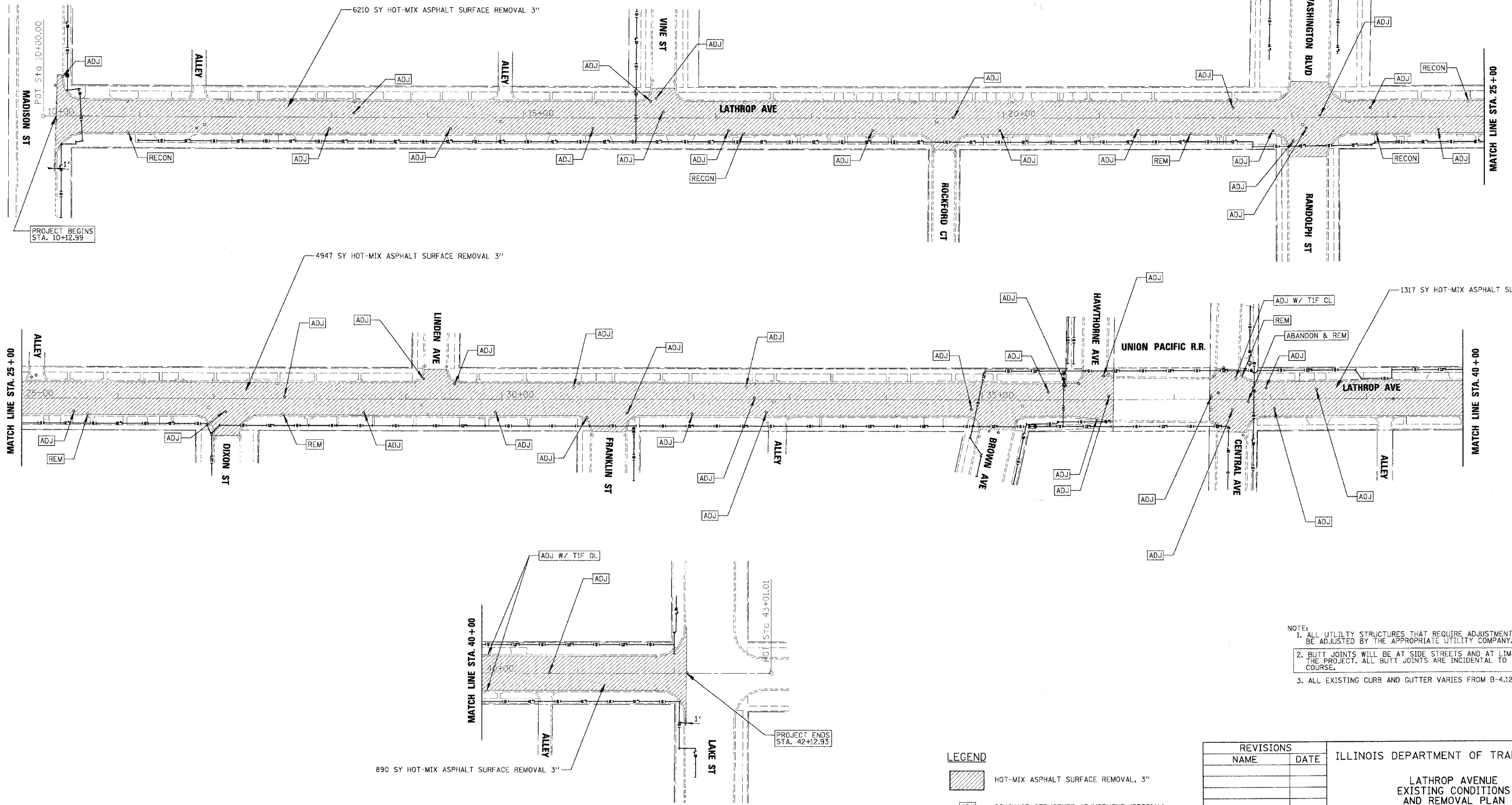
DATE: _____ BY: _____

REVISIONS: _____

PROFILE: _____

NOTE BOOK: _____

NO. _____



NOTE:
 1. ALL UTILITY STRUCTURES THAT REQUIRE ADJUSTMENT WILL BE ADJUSTED BY THE APPROPRIATE UTILITY COMPANY.
 2. BUTT JOINTS WILL BE AT SIDE STREETS AND AT LIMITS OF THE PROJECT. ALL BUTT JOINTS ARE INCIDENTAL TO THE SURFACE COURSE.
 3. ALL EXISTING CURB AND GUTTER VARIES FROM B-4.12 TO B-6.12

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- ADJ DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL)
- REM DRAINAGE STRUCTURE TO BE REMOVED
- RECON DRAINAGE STRUCTURE RECONSTRUCTION (SPECIAL)

REVISIONS	
NAME	DATE

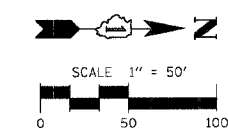
ILLINOIS DEPARTMENT OF TRANSPORTATION

LATHROP AVENUE
EXISTING CONDITIONS
AND REMOVAL PLAN

SCALE: 1"=50'
DATE 2/14/2007

DRAWN BY BEH
CHECKED BY LMF

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2765	07-00104-00-RS	COOK	12	6
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



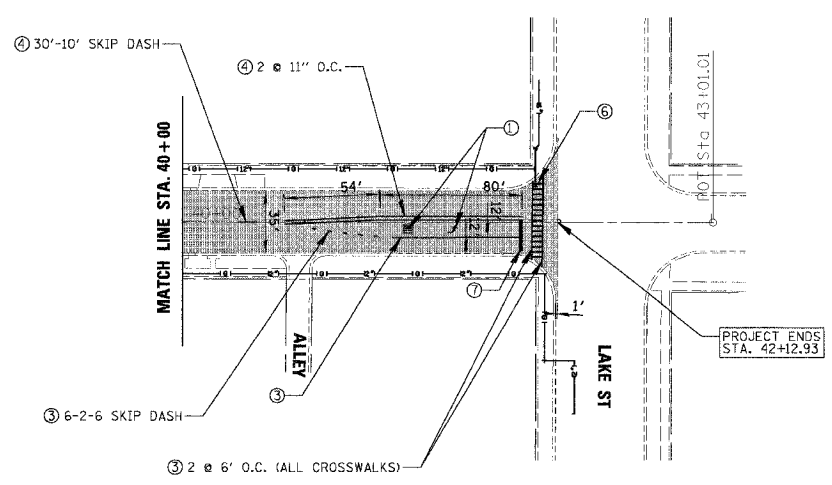
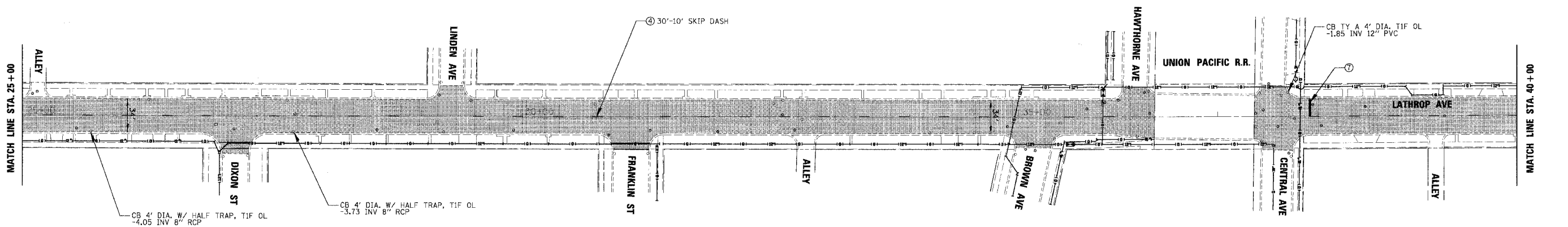
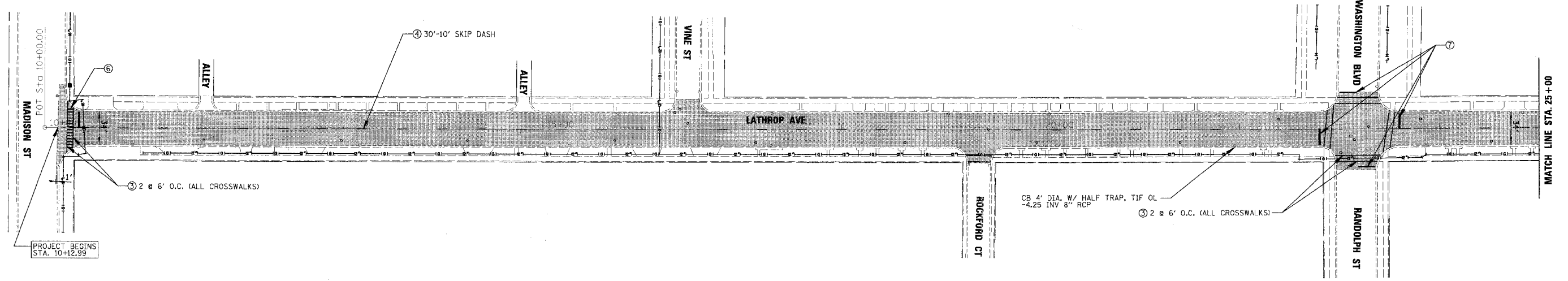
CONTRACT NO. 83911

DATE	BY
DATE	BY
DATE	BY

DESIGNED BY: _____
 CHECKED BY: _____
 ALIGNED BY: _____
 CAD FILE NAME: _____
 NO. _____

PROFILE SURVEYED: _____
 GRADES CHECKED: _____
 STRUCTURE NOTATIONS CHECKED: _____
 NOTE BOOK NO. _____

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 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500



- LEGEND**
- ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
 - ② THERMOPLASTIC PAVEMENT MARKINGS - LINE 4" (WHITE)
 - ③ THERMOPLASTIC PAVEMENT MARKINGS - LINE 6" (WHITE)
 - ④ THERMOPLASTIC PAVEMENT MARKINGS - LINE 4" (YELLOW)
 - ⑤ THERMOPLASTIC PAVEMENT MARKINGS - LINE 8" (WHITE)
 - ⑥ THERMOPLASTIC PAVEMENT MARKINGS - LINE 12" (WHITE)
 - ⑦ THERMOPLASTIC PAVEMENT MARKINGS - LINE 24" (WHITE)
 - ⑧ THERMOPLASTIC PAVEMENT MARKINGS - LINE 12" (YELLOW)

- LEGEND**
- HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 2 1/2"
 - POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4" MIN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

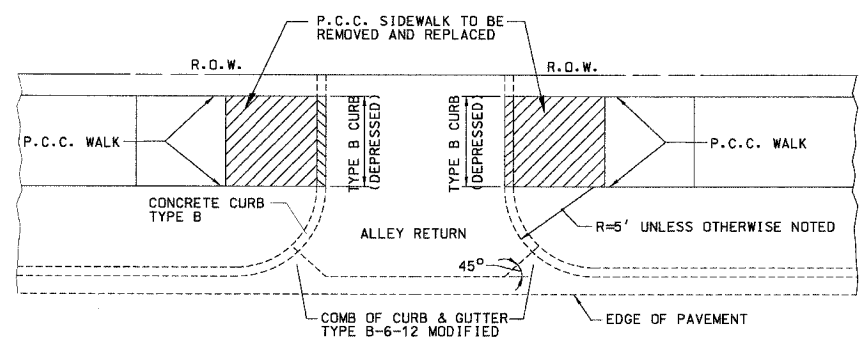
**LATHROP AVENUE
PROPOSED PLAN**

SCALE: 1"=50'
DATE 2/14/2007

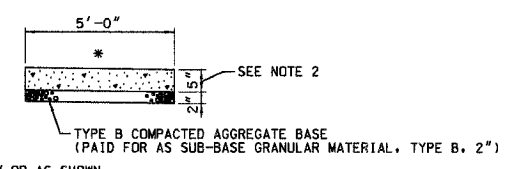
DRAWN BY: BEH
CHECKED BY: LMF

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2765	07-00104-00-RS	COOK	12	7
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 83911



TYPICAL ALLEY RETURN
N.T.S.

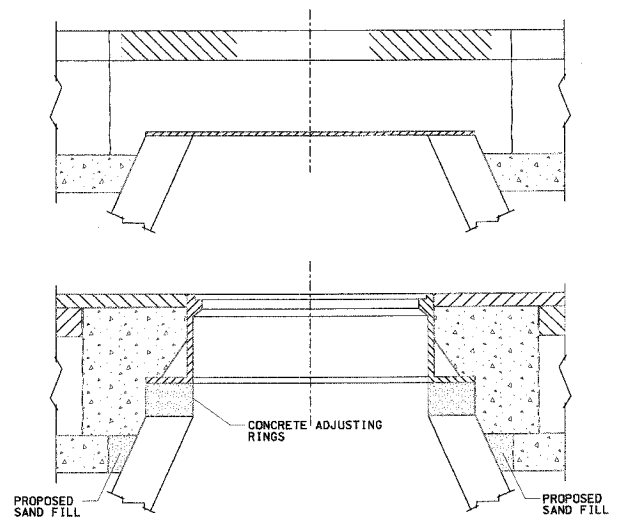


* CROSS SLOPE 2% OR AS SHOWN ON CROSS SECTIONS

NOTES:

- ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK SHALL BE PAID FOR AS P.C.C. SIDEWALK 5 INCH.
- THICKNESS SHALL BE INCREASED TO 7" WHERE SIDEWALK IS ADJACENT TO A CONCRETE DRIVEWAY. (COST INCIDENTAL)

P.C.C. SIDEWALK 5 INCH
DETAIL



CONSTRUCTION PROCEDURES

- STAGE I (BEFORE PAVEMENT MILLING)**
- REMOVE A MINIMUM OF 12" OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - COVER THE STRUCTURE OPENING WITH A 36" DIAMETER METAL PLATE.
 - BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2" THICK HOT-MIX ASPHALT MATERIAL APPROVED BY THE ENGINEER.
- STAGE II (AFTER PAVEMENT MILLING)**
- REMOVE THE BITUMINOUS MATERIAL AND CRUSHED STONE.
 - INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS S1 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE.
- THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602 AND 603 OF THE STANDARD SPECIFICATIONS.

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

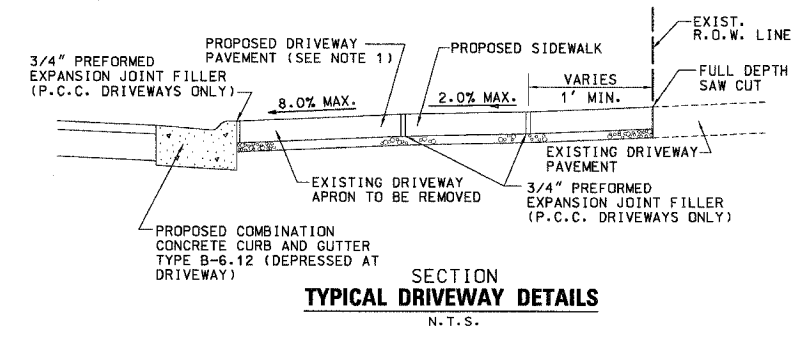
STRUCTURE TO BE ADJUSTED (SPECIAL).

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

- NOTES:**
- THE PROPOSED DRIVEWAY PAVEMENT SHALL CONSIST OF:
 - 8" PORTLAND CEMENT CONCRETE AND 4" OF AGGREGATE BASE COURSE TYPE B IF THE EXISTING DRIVEWAY IS P.C. CONCRETE, OR
 - 2" HOT-MIX ASPHALT SURFACE COURSE, 6" AGGREGATE BASE COURSE TYPE B IF THE EXISTING DRIVEWAY IS BITUMINOUS OR AGGREGATE.
 - PREFORMED EXPANSION JOINT FILLER SHALL BE CONSIDERED INCIDENTAL TO P.C.C. DRIVEWAY PAVEMENT, OR
 - ALL REQUIRED EARTH EXCAVATION AND DRIVEWAY REMOVAL REQUIRED TO CONSTRUCT DRIVES SHALL BE PAID FOR AS DRIVEWAY PAVEMENT REMOVAL.



SECTION TYPICAL DRIVEWAY DETAILS
N.T.S.

DATE	BY	DESCRIPTION

PLANNING
CHECKED
DATE

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Rosemont, Illinois 60018
(847) 823-0500



DATE	BY	DESCRIPTION

PROFILES
CHECKED
DATE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS

SCALE:
DATE 2/14/2007
DRAWN BY BEH
CHECKED BY LMF

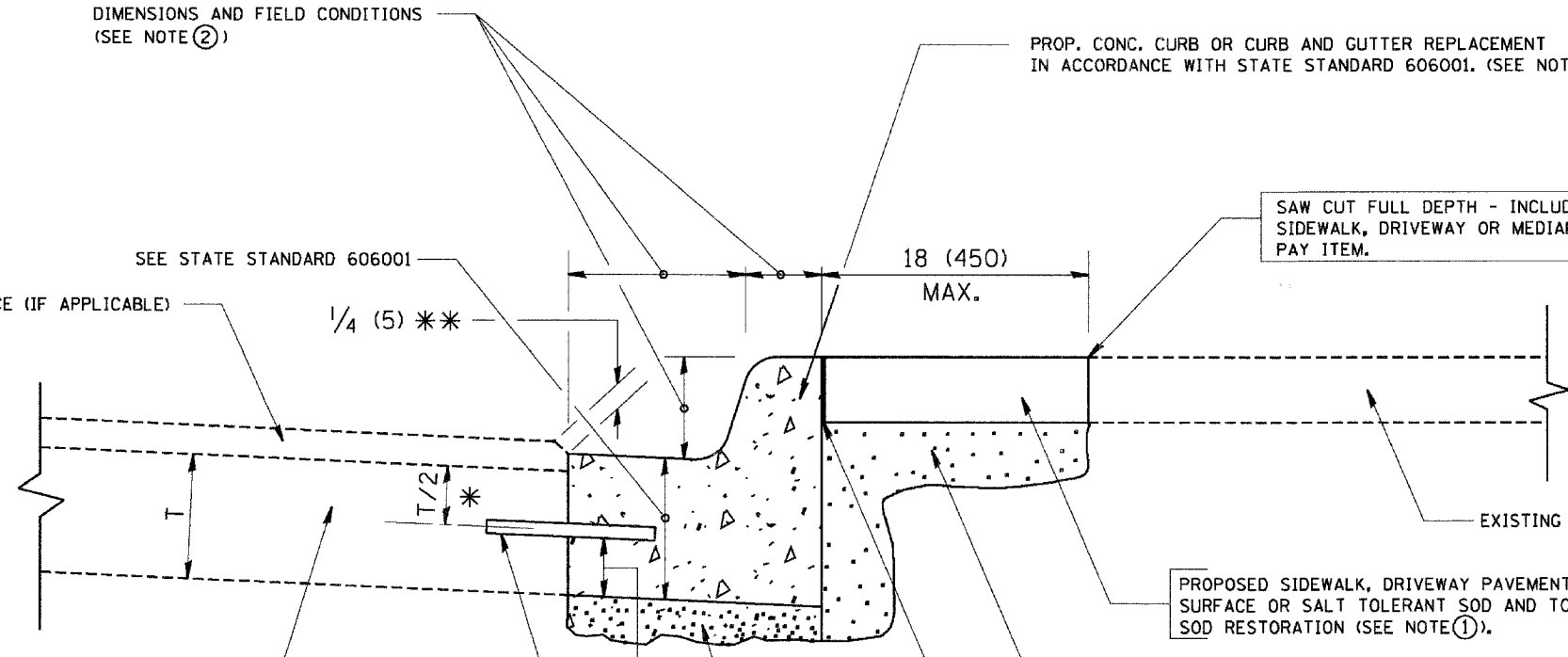
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2765	07-00104-00-RS	COOK	12	8
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 83911

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.



EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

SEE STATE STANDARD 606001

18 (450) MAX.

1/4 (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SALT TOLERANT SOD AND TOP SOIL, 4 (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3 (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4 (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4 (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24 (600) LONG AT 24 (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

- * 3 (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SALT TOLERANT SOD AND TOP SOIL, 4 (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE
HORIZ. NONE
PLOT DATE: 10/31/2006
DRAWN BY: [blank]
CHECKED BY: [blank]

DATE: [blank] BY: [blank]
 CHECKED: [blank] PLOTTED: [blank]
 ALIGNED: [blank] CHECKED: [blank]
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 NO. [blank]
 PLAN NO. [blank]
 PROFILE NO. [blank]
 STRUCTURE NOTATION: [blank]

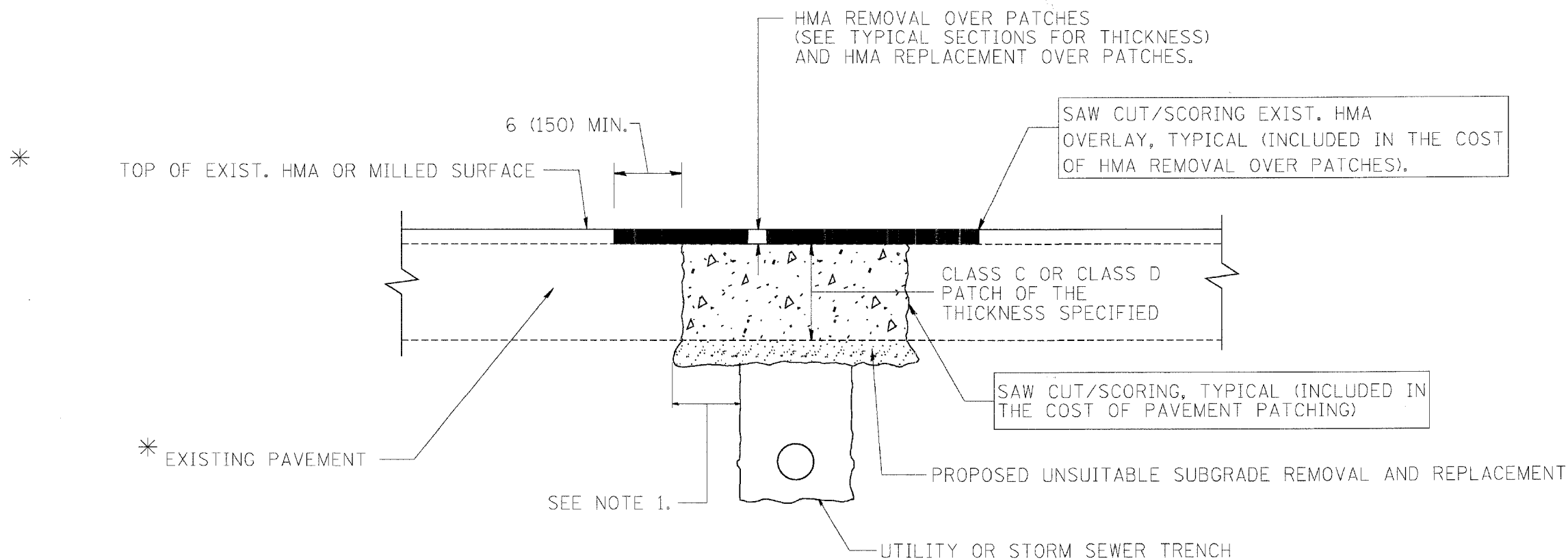
CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

DATE: [blank] BY: [blank]
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 ALIGNED: [blank] CHECKED: [blank]
 NOTED: [blank] FILE NAME: [blank]
 NO. [blank]
 PROFILE NO. [blank]
 STRUCTURE NOTATION: [blank]

DATE: _____ BY: _____
 CHECKED: _____
 DESIGNED: _____
 DRAWN: _____
 FILE NAME: _____

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 Rosemont, Illinois 60018
 (847) 823-0500

DATE: _____ BY: _____
 CHECKED: _____
 DESIGNED: _____
 DRAWN: _____
 FILE NAME: _____



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART ABBAS	04/27/98
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

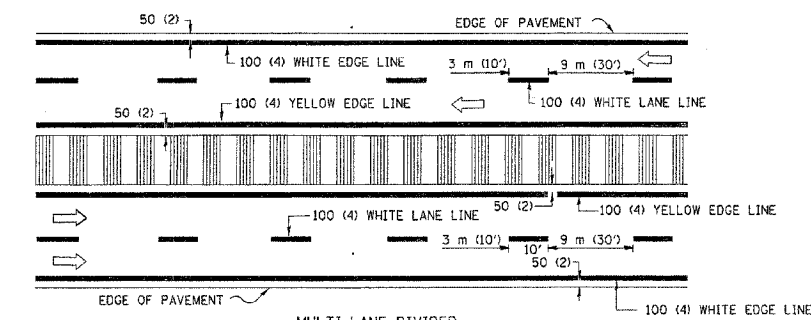
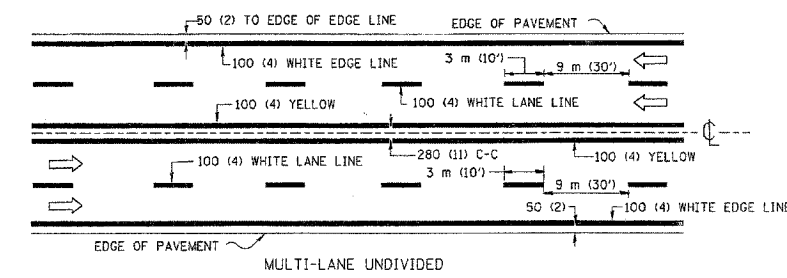
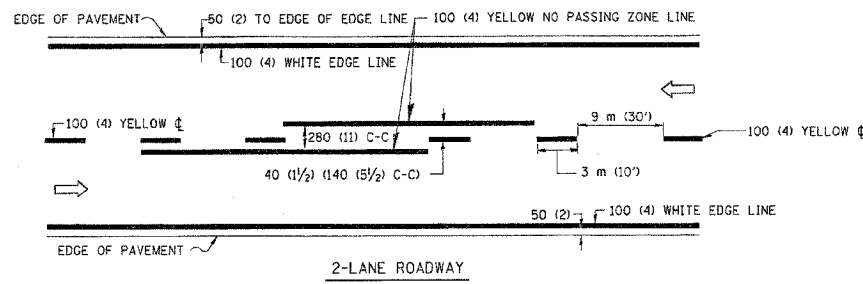
SCALE: VERT. NONE
 HORIZ. NONE
 PLOT DATE: 10/31/2006

DRAWN BY: _____
 CHECKED BY: _____

DATE: _____ BY: _____
 CHECKED: _____
 PLANNING: _____
 DESIGN: _____
 CONSTRUCTION: _____

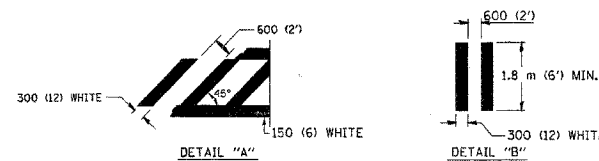
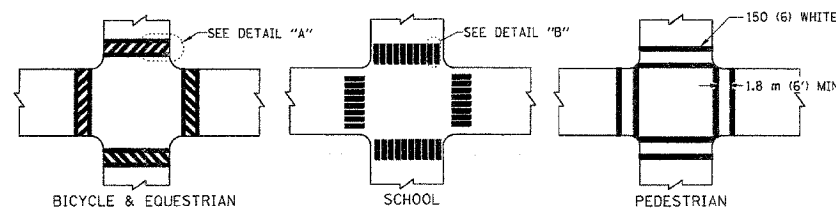
CHRISTOPHER B. BURKE ENGINEERING LTD.
 9875 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

DATE: _____ BY: _____
 CHECKED: _____
 PLANNING: _____
 DESIGN: _____
 CONSTRUCTION: _____

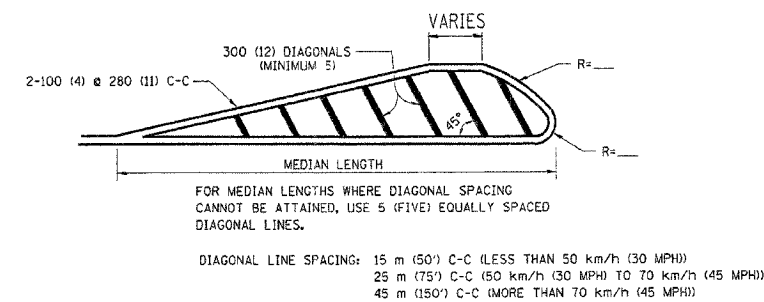
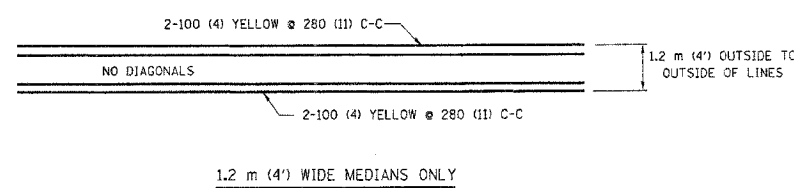


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

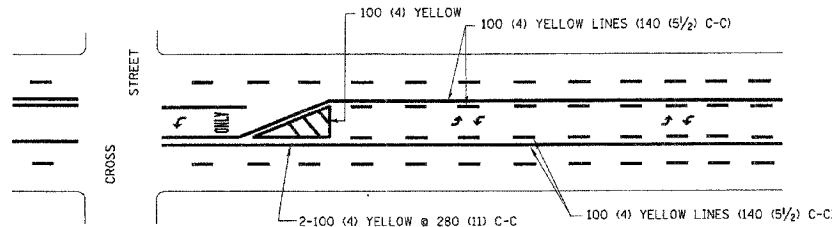
TYPICAL LANE AND EDGE LINE MARKING



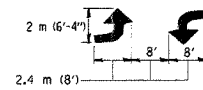
TYPICAL CROSSWALK MARKING



MEDIANS OVER 1.2 m (4') WIDE

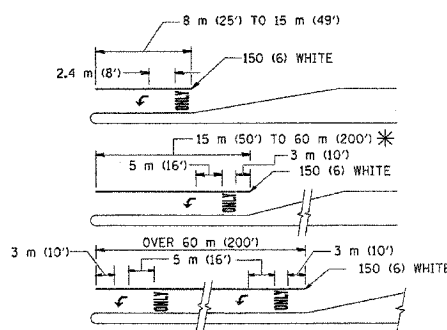


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

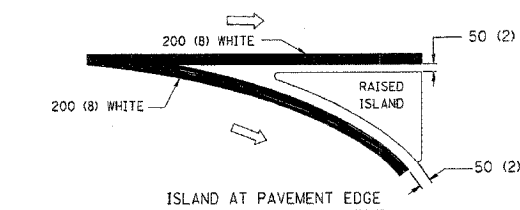
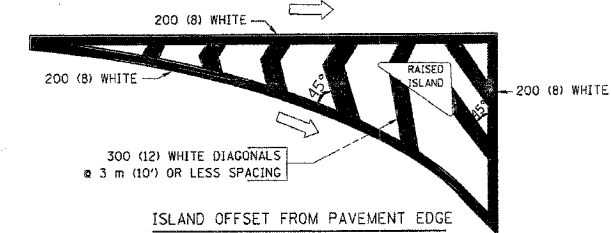


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
 * AREA = 1.5 m² (15.6 SQ. FT.) ONLY AREA = 1.9 m² (20.8 SQ. FT.)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.3m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE
 TYPICAL PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

SCALE: NONE
 DATE: _____
 DRAWN BY: CADD
 CHECKED BY: _____

