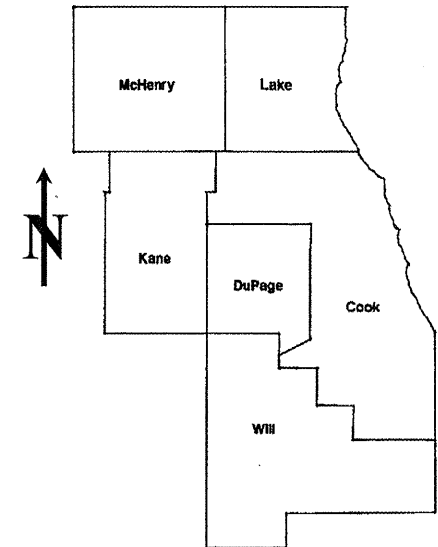


ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
VARIOUS	2009-023 PP	KANE	22	1

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**DISTRICT ONE**  
**PROPOSED HIGHWAY PLANS**

**CONTRACT NO. 60G22**

D-91-353-09



LOCATION OF IMPROVEMENT INDICATED THUS:

FOR INDEX OF SHEETS SEE SHEET 2

VARIOUS ROUTES  
 SECTION: 2009-023 PP  
 VARIOUS LOCATIONS IN KANE COUNTY  
 INTERMITTENT PAVEMENT RESURFACING  
 PROJECT: ESP-000S (652)  
 KANE COUNTY  
 C-91-353-09

**CONTRACT NO. 60G22**

DISTRICT ONE - DESIGN - PLAN PREPARATION ENGINEER:  
 KEN ENG / (847) 705-4247

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
 SUBMITTED: FEBRUARY 5, 2009  
*Diane M. O'Keefe*   
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
March 27, 2009  
*Charles J. Ingersoll*   
 ENGINEER OF DESIGN AND ENVIRONMENT  
March 27, 2009  
*Christine M. Reed*   
 DIRECTOR, DIVISION OF HIGHWAYS

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

**J.U.L.I.E.: JOINT UTILITY LOCATION**  
**INFORMATION FOR EXCAVATION**  
**(312) 744-7000**

INDEX OF SHEETS

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	GENERAL LOCATION MAP
5	SUMMARY OF PATCHING SCHEDULE
6-14	PATCHING SCHEDULE
15	BUTT JOINT AND HMA TAPER DETAILS
16	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
17	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
18	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
19	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
20	ARTERIAL ROAD INFORMATION SIGN
21	STANDARD TRAFFIC SIGNAL DESIGN DETAILS
22	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

STATE STANDARDS

<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
000001-05	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
701336-05	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-03	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)

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

WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

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.

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

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

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

THE ENGINEER SHALL CONTACT MR. DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT (847) 741-9857 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

THE EXISTING ROADWAY TYPICAL SECTION IS ASSUMED TO HAVE A 3 INCH HOT-MIX ASPHALT OVERLAY ON TOP OF A TEN INCH CONCRETE BASE.

ALL PAVEMENT PATCHES SHOWN IN THE PLANS ARE TWO (2) INCH MILL AND RESURFACE ONLY. THE MINIMUM WIDTH FOR MILLING AND PATCHING SHALL BE TWO (2) FEET.

THE COST OF TRAFFIC CONTROL AND PROTECTION FOR THE PROJECT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED ROAD WORK.

THE COST OF ANY PARTIAL OR FULL DEPTH PATCHING REQUIRED AFTER THE REMOVAL OF THE EXISTING 2 INCH HOT-MIX ASPHALT SURFACE SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS (%)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	PG 64-22	4% @ 70 GYR

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

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN 100% FED 1000-2A				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	10	10				
40600300	AGGREGATE (PRIME COAT)	TON	50	50				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	74	74				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	983	983				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2753	2753				
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	24575	24575				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
67100100	MOBILIZATION	L SUM	1	1				
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	10298	10298				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	3433	3433				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	250	250				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	56635	56635				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	300	300				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	200	200				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	200	200				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1475	1475				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1475	1475				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	500	500				
X0322256	TEMPORARY INFORMATION SIGNING	SO FT	463	463				
20076600	TRAINEES	Hour	500	500				

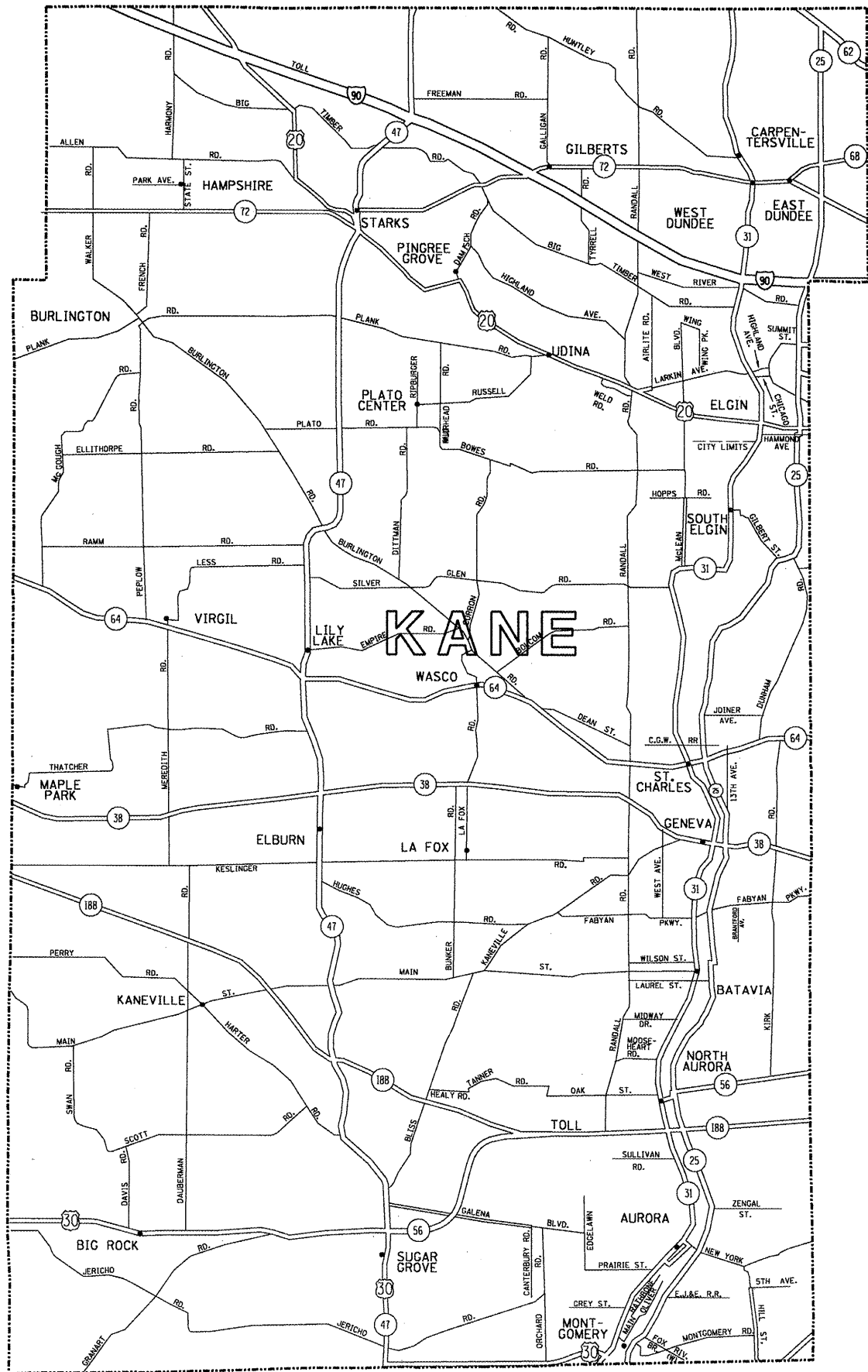
SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		1000-2A				

\* SPECIALTY ITEM  
07080

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SUMMARY OF QUANTITIES

PLOT DATE: 2/5/2009



FILE NAME = c:\pwork\pwork\dot\sm\thk\1\0125100\Design	USER NAME = smthk1	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>GENERAL LOCATION MAP</b>			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-023 PP	KANE	22	4
CONTRACT NO.			60G22	
ILLINOIS FED. AID PROJECT				

SUMMARY - KANE COUNTY	HMA 2" MILL & RESURFACE (SY)
IL 19 (SHALES PKWY TO BARRINGTON RD.)	1910
IL 25 (I-88 TO BANBURY RD.)	2383
IL 31 (HUNTLEY RD. TO MILLER RD.)	661
IL 31 (IL 64 TO INDIAN MOUND RD.)	886
IL 38 (IL 47 TO EAST SIDE OF ANDERSON RD.)	1803
IL 38 (PECK RD. TO WEST AVE.)	2634
IL 56 (IL 47 TO I-88)	10567
IL 64 (IL 47 TO PECK RD.)	2220
IL 72 (WEST OF I-90 BRIDGE TO IL 31)	1511
<b>SUMMARY TOTALS:</b>	<b>24575</b> <b>SY</b>

ROUTE: IL 19 (Shales Pkwy to Barrington Rd.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Shales Pkwy	Schaumburg Rd.	EB/WB	1	No Patches			
Schaumburg Rd.	Rte. 59	EB/WB	1				
			No. of Patches				
			14	12	6	1008	112
			8	12	8	768	85
			6	12	10	720	80
			8	12	12	1152	128
			11	12	18	2376	264
				12	135	1620	180
				2	485	970	108
Rte. 59	Barrington Rd.	EB/WB					
			18	12	6	1296	144
			7	12	8	672	75
			5	12	10	600	67
			8	12	12	1152	128
			9	12	18	1944	216
				12	165	1980	220
				2	465	930	103

TOTALS: 1358 1910  
FT SY

ROUTE: IL 25 (I-88 TO BANBURY RD.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
I-88	Grant St.	NB/SB	1				
			No. of Patches				
			5	12	6	360	40
			3	12	8	288	32
			1	12	12	144	16
			2	12	18	432	48
				4	45	180	20
Grant St.	Rte. 56		5	12	6	360	40
			4	12	10	480	53
			2	12	12	288	32
			2	12	18	432	48
Rte. 56	BanbuRy Rd.		27	12	6	1944	216
			16	12	8	1536	171
			7	12	10	840	93
			15	12	12	2160	240
			24	12	18	5184	576
				12	285	3420	380
				4	850	3400	378

TOTALS:

1324  
FT

2383  
SY

ROUTE: IL 31: Huntley Rd. to Miller Rd.

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Huntley Rd	Gentle Breeze Terrance	NB		12	4	48	5
Huntley Rd	Gentle Breeze Terrance	NB		12	8	96	11
Huntley Rd	Gentle Breeze Terrance	NB		12	4	48	5
Huntley Rd	Gentle Breeze Terrance	NB		12	8	96	11
Huntley Rd	Gentle Breeze Terrance	NB		2	40	80	9
Gentle Breeze Terrance	Miller Rd	NB		2	10	20	2
Gentle Breeze Terrance	Miller Rd	NB		12	4	48	5
Gentle Breeze Terrance	Miller Rd	NB		12	5	60	7
Gentle Breeze Terrance	Miller Rd	NB		2	70	140	16
Gentle Breeze Terrance	Miller Rd	NB		12	200	2,400	267
Gentle Breeze Terrance	Miller Rd	NB		2	15	30	3
Gentle Breeze Terrance	Miller Rd	NB		12	60	720	80
Gentle Breeze Terrance	Miller Rd	NB		2	20	40	4
Miller Rd	Gentle Breeze Terrance	SB		12	4	48	5
Miller Rd	Gentle Breeze Terrance	SB		12	12	144	16
Miller Rd	Gentle Breeze Terrance	SB		2	10	20	2
Miller Rd	Gentle Breeze Terrance	SB		12	12	144	16
Miller Rd	Gentle Breeze Terrance	SB		12	15	180	20
Miller Rd	Gentle Breeze Terrance	SB		12	6	72	8
Miller Rd	Gentle Breeze Terrance	SB		2	10	20	2
Miller Rd	Gentle Breeze Terrance	SB		12	12	144	16
Miller Rd	Gentle Breeze Terrance	SB		12	15	180	20
Miller Rd	Gentle Breeze Terrance	SB		12	6	72	8
Miller Rd	Gentle Breeze Terrance	SB		2	10	20	2
Miller Rd	Gentle Breeze Terrance	SB		2	20	40	4
Miller Rd	Gentle Breeze Terrance	SB		2	20	40	4
Miller Rd	Gentle Breeze Terrance	SB		2	125	250	28
Miller Rd	Gentle Breeze Terrance	SB		12	4	48	5
Gentle Breeze Terrance	Huntley Rd	SB		12	4	48	5
Gentle Breeze Terrance	Huntley Rd	SB		2	50	100	11
Gentle Breeze Terrance	Huntley Rd	SB		12	10	120	13
Gentle Breeze Terrance	Huntley Rd	SB		2	80	160	18
Gentle Breeze Terrance	Huntley Rd	SB		2	5	10	1
Gentle Breeze Terrance	Huntley Rd	SB		2	20	40	4
Gentle Breeze Terrance	Huntley Rd	SB		2	20	40	4
Gentle Breeze Terrance	Huntley Rd	SB		2	30	60	7
Gentle Breeze Terrance	Huntley Rd	SB		12	10	120	13

TOTALS: 958 FT 661 SY





ROUTE: IL 38 : IL 47 to East side of Anderson Rd.

CROSS STREETS		DIRECTION (EB/WB NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Rte. 47	E/O Anderson Rd.	EB/WB	1				
			No. of Patches				
			59	12	6	4248	472
			23	12	8	2208	245
			14	12	10	1680	187
			14	12	12	2016	224
			12	12	18	2592	288
				2	1740	3480	387

TOTALS: 1794 FT 1803  
SY

ROUTE: IL 38: Peck Rd. to West Ave.

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Peck Rd	Randall Rd.	EB		12	4	48	5
Peck Rd	Randall Rd.	EB		12	4	48	5
Peck Rd	Randall Rd.	WB		12	6	72	8
Peck Rd	Randall Rd.	WB		12	6	72	8
Peck Rd	Randall Rd.	EB		12	10	120	13
Peck Rd	Randall Rd.	WB		12	30	360	40
Peck Rd	Randall Rd.	WB		2	20	40	4
Peck Rd	Randall Rd.	EB		12	10	120	13
Peck Rd	Randall Rd.	EB		2	30	60	7
Peck Rd	Randall Rd.	WB		12	30	360	40
Randall Rd.	West Ave	EB	1	12	20	240	27
Randall Rd.	West Ave	EB		2	800	1,600	178
Randall Rd.	West Ave	EB	2	12	25	300	33
Randall Rd.	West Ave	EB	1	12	15	180	20
Randall Rd.	West Ave	EB	2	12	4	48	5
Randall Rd.	West Ave	EB		2	500	1,000	111
Randall Rd.	West Ave	EB	2	12	4	48	5
Randall Rd.	West Ave	EB	2	12	20	240	27
Randall Rd.	West Ave	EB	1	12	10	120	13
Randall Rd.	West Ave	EB	2	12	8	96	11
Randall Rd.	West Ave	EB	1	12	20	240	27
Randall Rd.	West Ave	EB	1	12	35	420	47
Randall Rd.	West Ave	EB	1	12	25	300	33
Randall Rd.	West Ave	EB	1	2	20	40	4
Randall Rd.	West Ave	EB	1	2	40	80	9
Randall Rd.	West Ave	EB	1	12	15	180	20
Randall Rd.	West Ave	EB	2	12	8	96	11
Randall Rd.	West Ave	EB	2	12	4	48	5
Randall Rd.	West Ave	EB	2	12	12	144	16
Randall Rd.	West Ave	EB	2	12	4	48	5
Randall Rd.	West Ave	EB	1	12	20	240	27
Randall Rd.	West Ave	EB	2	12	4	48	5
Randall Rd.	West Ave	EB	2	12	20	240	27
Randall Rd.	West Ave	EB	1	12	15	180	20
Randall Rd.	West Ave	EB	1	12	20	240	27
Randall Rd.	West Ave	EB	1	12	8	96	11
Randall Rd.	West Ave	EB		2	1500	3,000	333
Randall Rd.	West Ave	EB	2	12	4	48	5
Randall Rd.	West Ave	EB	1	12	15	180	20
Randall Rd.	West Ave	EB	2	12	40	480	53
Randall Rd.	West Ave	EB	1	12	20	240	27
Randall Rd.	West Ave	EB	1	12	20	240	27

ROUTE: IL 38: Peck Rd. to West Ave.

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
West Ave	Randall Rd	WB	2	12	4	48	5
West Ave	Randall Rd	WB	1	2	20	40	4
West Ave	Randall Rd	WB		2	2000	4,000	444
West Ave	Randall Rd	WB	2	12	8	96	11
West Ave	Randall Rd	WB	2	12	4	48	5
West Ave	Randall Rd	WB	2	12	8	96	11
West Ave	Randall Rd	WB	2	12	150	1,800	200
West Ave	Randall Rd	WB	1	12	4	48	5
West Ave	Randall Rd	WB	1	12	50	600	67
West Ave	Randall Rd	WB	1	12	15	180	20
West Ave	Randall Rd	WB	2	12	4	48	5
West Ave	Randall Rd	WB	1	12	4	48	5
West Ave	Randall Rd	WB	1	12	40	480	53
West Ave	Randall Rd	WB	2	12	6	72	8
West Ave	Randall Rd	WB	1	12	25	300	33
West Ave	Randall Rd	WB	1	12	20	240	27
West Ave	Randall Rd	WB	2	12	12	144	16
West Ave	Randall Rd	WB	2	12	4	48	5
West Ave	Randall Rd	WB		2	30	60	7
West Ave	Randall Rd	WB	2	12	4	48	5
West Ave	Randall Rd	WB		2	300	600	67
West Ave	Randall Rd	WB	2	12	8	96	11
West Ave	Randall Rd	WB	2	12	4	48	5
West Ave	Randall Rd	WB	2	12	20	240	27
West Ave	Randall Rd	WB	2	12	20	240	27
West Ave	Randall Rd	WB		2	700	1,400	156
West Ave	Randall Rd	WB	1	12	12	144	16
West Ave	Randall Rd	WB		2	50	100	11
West Ave	Randall Rd	WB	1	2	30	60	7
West Ave	Randall Rd	WB	1	12	20	240	27
West Ave	Randall Rd	WB	1	2	25	50	6
West Ave	Randall Rd	WB		2	30	60	7
West Ave	Randall Rd.	WB	1	2	30	60	7

TOTALS: 7080 FT 2634 SY

ROUTE: IL 56 : IL 47 to I-88

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Rte 47	I-88	WB	1&2				
			<b>No. of Patches</b>				
			45	12	6	3240	360
			32	12	8	3072	341
			21	12	10	2520	280
			13	12	12	1872	208
			16	12	18	3456	384
			9	12	24	2592	288
				12	416	4992	555
				2	11784	23568	2619
		EB					
			39	12	6	2808	312
			54	12	8	5184	576
			44	12	10	5280	587
			15	12	12	2160	240
			12	12	18	2592	288
			9	12	24	2592	288
				12	385	4620	513
				2	12276	24552	2728

TOTALS: 25017 10567  
FT SY

ROUTE: IL 64: IL 47 to Peck Rd.

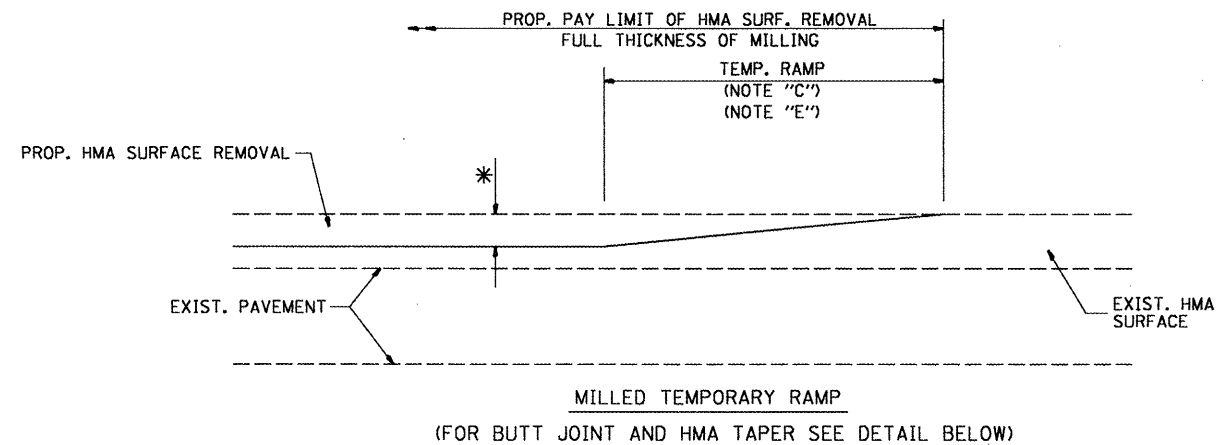
CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Rt. 47	Hanson Road	WB		12	4	48	5
Rt. 47	Hanson Road	EB		12	4	48	5
Rt. 47	Hanson Road	WB		2	10	20	2
Rt. 47	Hanson Road	WB		2	20	40	4
Rt. 47	Hanson Road	EB		2	150	300	33
Rt. 47	Hanson Road	EB		2	10	20	2
Rt. 47	Hanson Road	EB		12	5	60	7
Hanson Road	Anderson Rd	EB		2	15	30	3
Hanson Road	Anderson Rd	EB		12	20	240	27
Hanson Road	Anderson Rd	EB		12	20	240	27
Hanson Road	Anderson Rd	EB		12	30	360	40
Hanson Road	Anderson Rd	EB		12	5	60	7
Hanson Road	Anderson Rd	CL		2	30	60	7
Hanson Road	Anderson Rd	EB		12	15	180	20
Hanson Road	Anderson Rd	EB		2	25	50	6
Hanson Road	Anderson Rd	EB		12	20	240	27
Anderson Rd.	Mary Drive	WB		12	50	600	67
Anderson Rd.	Mary Drive	CL		2	15	30	3
Anderson Rd.	Mary Drive	WB		2	10	20	2
Anderson Rd.	Mary Drive	EB		12	40	480	53
Anderson Rd.	Mary Drive	EB		12	40	480	53
Anderson Rd.	Mary Drive	EB		12	4	48	5
Anderson Rd.	Mary Drive	EB		12	30	360	40
Anderson Rd.	Mary Drive	WB		12	4	48	5
Anderson Rd.	Mary Drive	WB		12	4	48	5
Anderson Rd.	Mary Drive	EB		12	20	240	27
Anderson Rd.	Mary Drive	EB		12	15	180	20
Anderson Rd.	Mary Drive	CL		2	15	30	3
Anderson Rd.	Mary Drive	WB		12	10	120	13
Anderson Rd.	Mary Drive	EB		12	8	96	11
Anderson Rd.	Mary Drive	EB		12	4	48	5
Anderson Rd.	Mary Drive	EB		12	25	300	33
Anderson Rd.	Mary Drive	EB		12	130	1560	173
Anderson Rd.	Mary Drive	EB		12	80	960	107
Anderson Rd.	Mary Drive	CL		2	30	60	7
Anderson Rd.	Mary Drive	EB		2	15	30	3
Anderson Rd.	Mary Drive	EB		12	50	600	67
Anderson Rd.	Mary Drive	EB		12	50	600	67
Anderson Rd.	Mary Drive	EB		12	10	120	13
Mary Drive	Fox Field Drive	EB		12	10	120	13
Mary Drive	Fox Field Drive	EB		12	25	300	33
Mary Drive	Fox Field Drive	EB		12	30	360	40
Mary Drive	Fox Field Drive	EB		12	4	48	5
Mary Drive	Fox Field Drive	EB		12	4	48	5

ROUTE: IL 64: IL 47 to Peck Rd.

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Fox Field Drive	Town Hall Road	EB		12	4	48	5
Fox Field Drive	Town Hall Road	EB		12	6	72	8
Fox Field Drive	Town Hall Road	CL		2	12	24	3
Fox Field Drive	Town Hall Road	EB		12	25	300	33
Fox Field Drive	Town Hall Road	EB		12	4	48	5
Fox Field Drive	Town Hall Road	EB		12	5	60	7
Fox Field Drive	Town Hall Road	EB		2	20	40	4
Fox Field Drive	Town Hall Road	CL		2	30	60	7
Fox Field Drive	Town Hall Road	CL		2	25	50	6
Fox Field Drive	Town Hall Road	WB		12	4	48	5
Fox Field Drive	Town Hall Road	CL		2	30	60	7
Fox Field Drive	Town Hall Road	WB		12	8	96	11
Town Hall Road	Brown Road	WB		2	30	60	7
Town Hall Road	Brown Road	CL		2	10	20	2
Town Hall Road	Brown Road	CL		2	20	40	4
Brown Road	Old LaFox Road	EB		12	4	48	5
Brown Road	Old LaFox Road	EB		2	50	100	11
Brown Road	Old LaFox Road	WB		12	4	48	5
Brown Road	Old LaFox Road	WB		12	30	360	40
Brown Road	Old LaFox Road	WB		2	80	160	18
Brown Road	Old LaFox Road	WB		12	30	360	40
Brown Road	Old LaFox Road	WB		2	80	160	18
Brown Road	Old LaFox Road	WB		12	30	360	40
Brown Road	Old LaFox Road	EB		12	4	48	5
Brown Road	Old LaFox Road	EB		2	100	200	22
Brown Road	Old LaFox Road	EB		12	10	120	13
Old LaFox Road	Burlington Road	EB		12	8	96	11
Burlington Road	Hidden Oaks	WB		12	4	48	5
Burlington Road	Hidden Oaks	EB		2	25	50	6
Burlington Road	Hidden Oaks	WB		2	30	60	7
Burlington Road	Hidden Oaks	EB		2	30	60	7
Burlington Road	Hidden Oaks	EB		12	30	360	40
Burlington Road	Hidden Oaks	WB		12	12	144	16
Burlington Road	Hidden Oaks	WB		2	30	60	7
Burlington Road	Hidden Oaks	EB		12	5	60	7
Burlington Road	Hidden Oaks	WB		2	50	100	11
Hidden Oaks	Arbor Creek Road	WB		12	5	60	7
Hidden Oaks	Arbor Creek Road	EB		2	50	100	11
Hidden Oaks	Arbor Creek Road	WB		2	120	240	27
Hidden Oaks	Arbor Creek Road	WB		12	8	96	11
Hidden Oaks	Arbor Creek Road	WB		12	4	48	5
Arbor Creek Road	Peck Road	EB		2	50	100	11
Arbor Creek Road	Peck Road	WB		2	12	24	3
Arbor Creek Road	Peck Road	EB		2	20	40	4
Arbor Creek Road	Peck Road	WB		2	15	30	3
Arbor Creek Road	Peck Road	EB		2	20	40	4
Arbor Creek Road	Peck Road	WB		12	4	48	5
Arbor Creek Road	Peck Road	WB		12	75	900	100
Arbor Creek Road	Peck Road	WB		12	40	480	53
Arbor Creek Road	Peck Road	WB		12	40	480	53
Arbor Creek Road	Peck Road	CL		2	5	10	1
Arbor Creek Road	Peck Road	WB		2	25	50	6
Arbor Creek Road	Peck Road	EB		12	200	2400	267
Arbor Creek Road	Peck Road	EB		2	200	400	44
Arbor Creek Road	Peck Road	EB		2	30	60	7
Arbor Creek Road	Peck Road	EB		2	20	40	4
Arbor Creek Road	Peck Road	EB		2	20	40	4
Arbor Creek Road	Peck Road	EB		2	100	200	22
Arbor Creek Road	Peck Road	EB		2	50	100	11
Arbor Creek Road	Peck Road	EB		2	10	20	2
Arbor Creek Road	Peck Road	EB		2	10	20	2

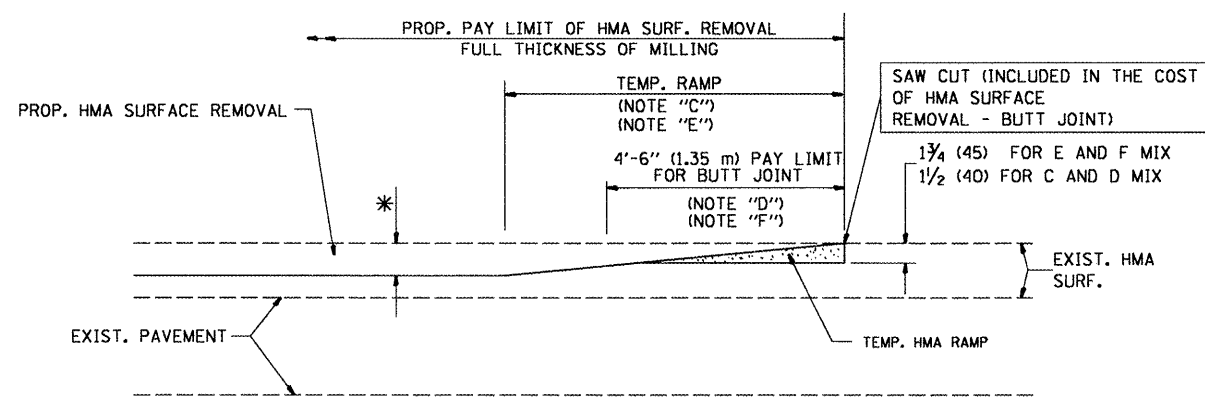
TOTALS: 3127 FT 2220 SY





**OPTION 1**

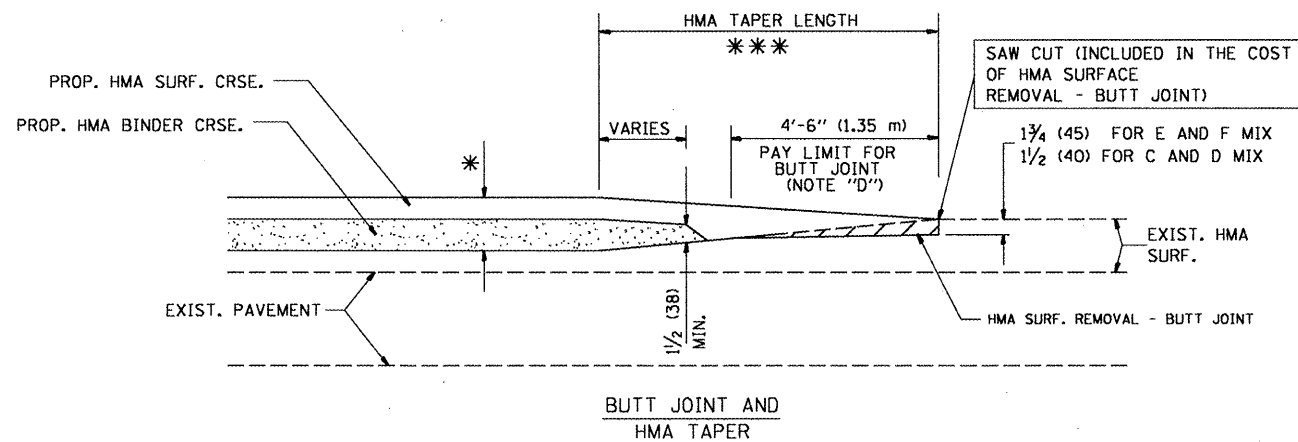
MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)



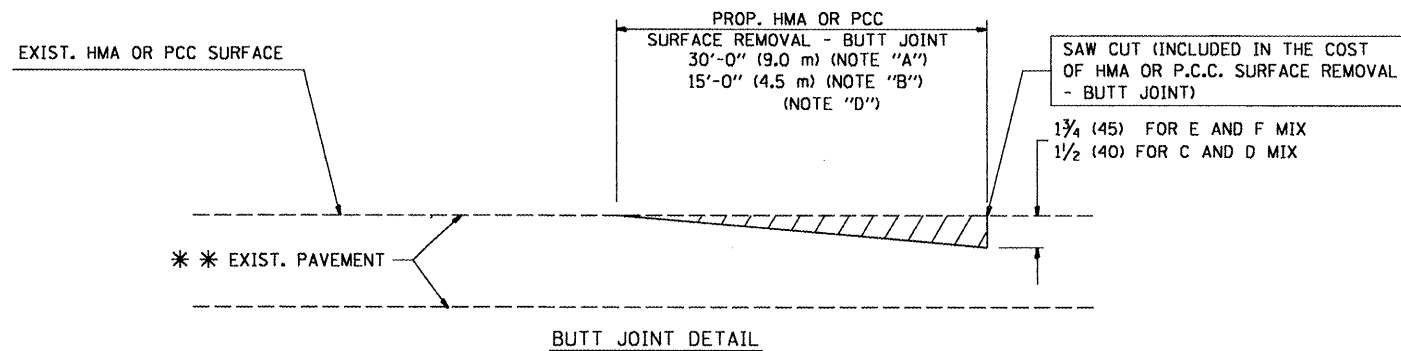
**OPTION 2**

**TYPICAL TEMPORARY RAMP**

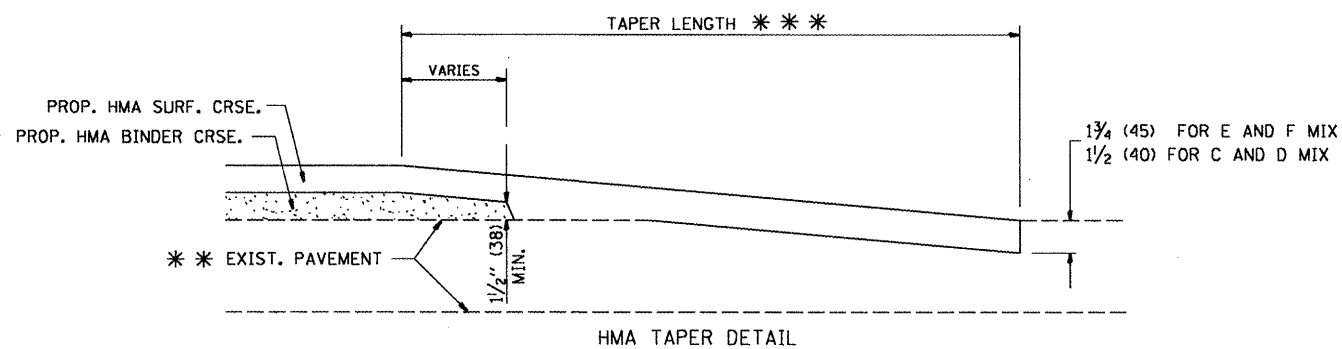
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)



**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

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

**NOTES**

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

**BASIS OF PAYMENT:**

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

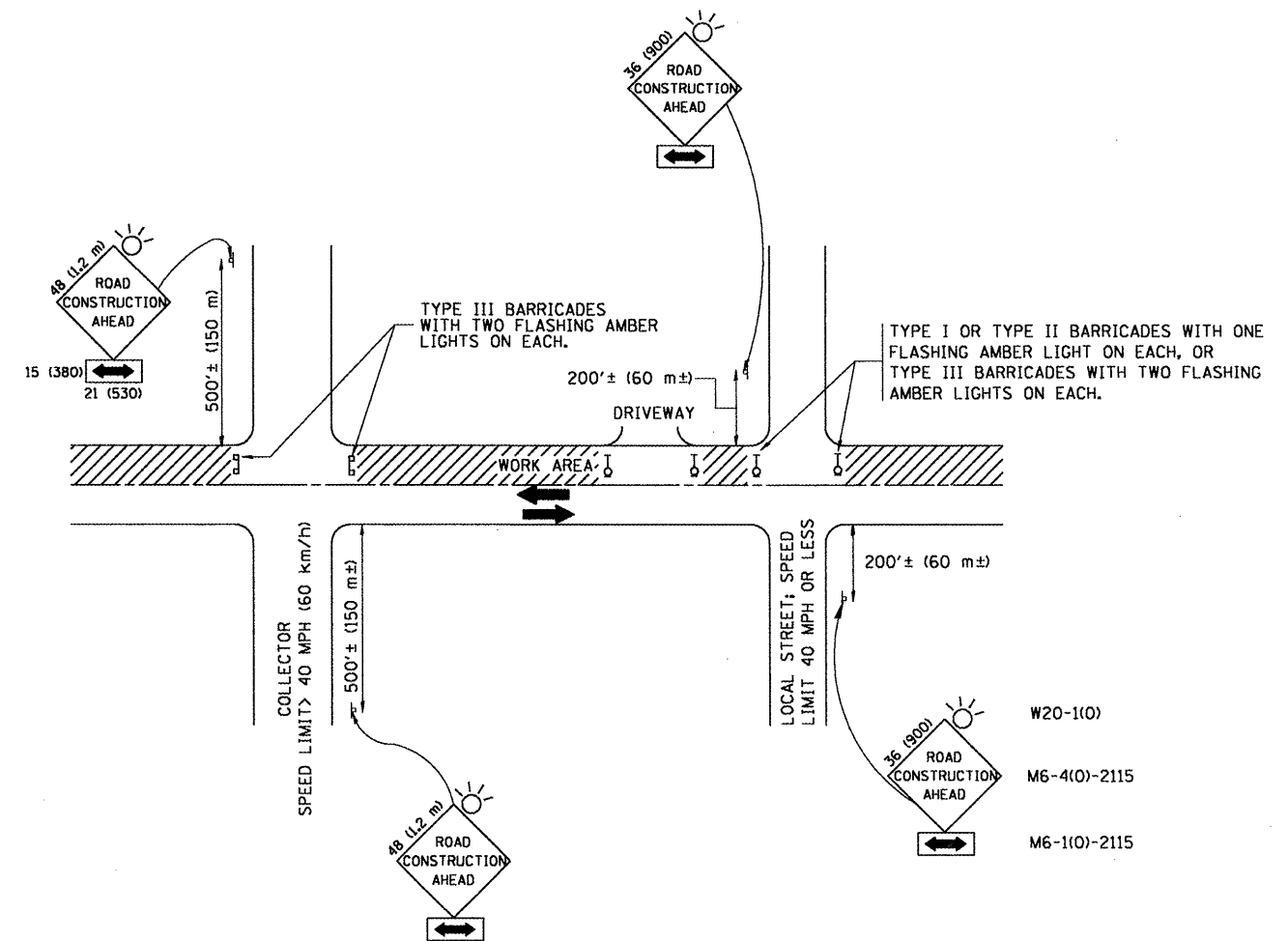
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = smthkl	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
ci:\pw_work\p1zdot\smthkl\d0125100\DistS		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 2/4/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BUTT JOINT AND HMA TAPER DETAILS</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-023 PP	KANE	22	15
BD400-05 BD32		CONTRACT NO. 60G22		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

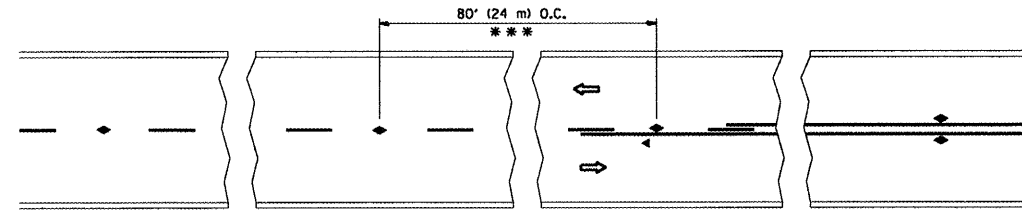
**NOTES:**

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**
- 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:
    - ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - 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.
  - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - 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.
    - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).**
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:**  
 USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.**
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.**

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

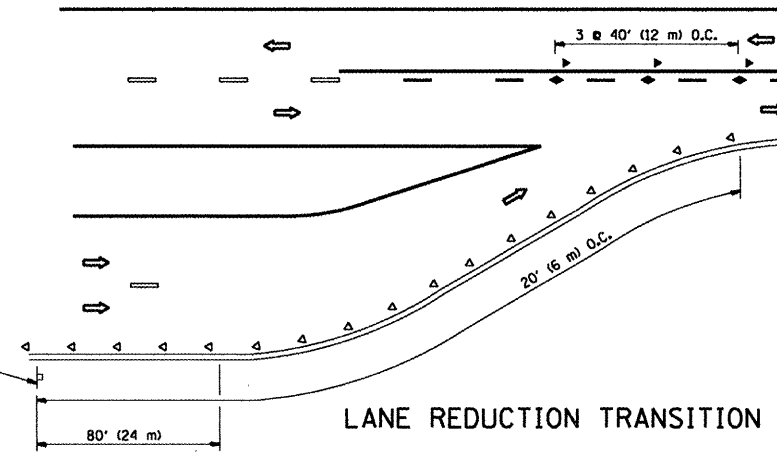
FILE NAME =	USER NAME = smjthk1	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw-work\pwidot\smjthk1\d0125100\DistS	d.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96			VAR.	2009-023 PP	KANE	22	16
PLDT SCALE = 100.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96				<b>TC-10</b>		<b>CONTRACT NO. 60G22</b>		
PLDT DATE = 2/4/2009	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00				FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			



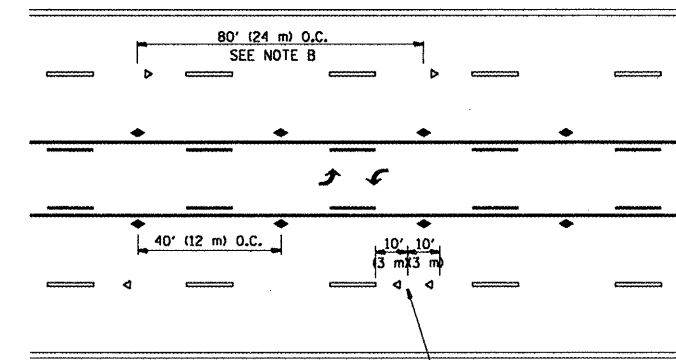


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

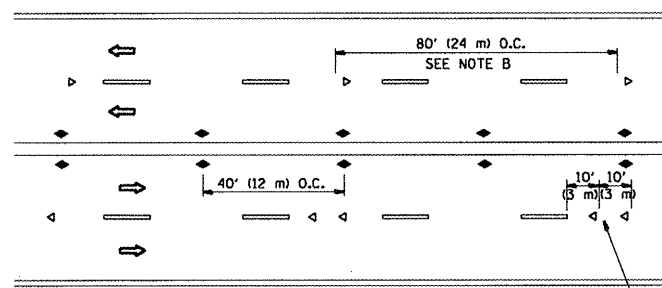
TWO-LANE/TWO-WAY



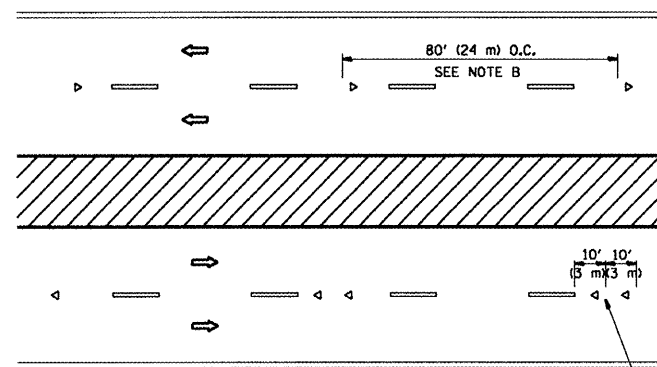
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

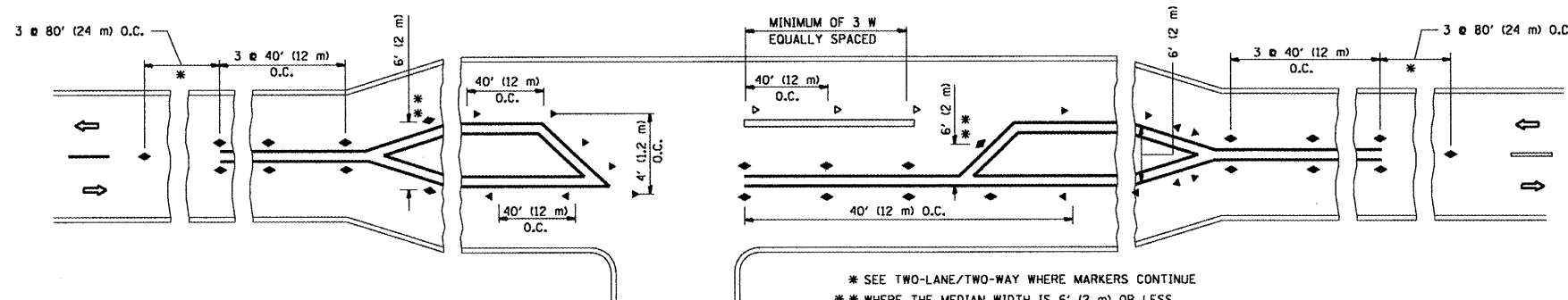
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- 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.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

DESIGN NOTES

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

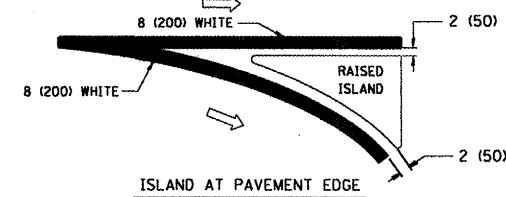
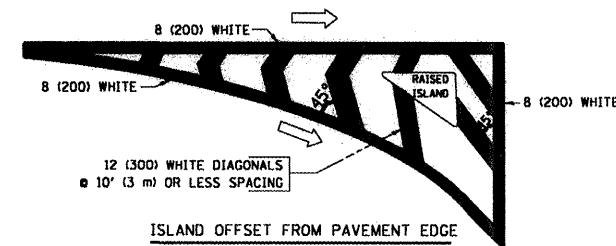
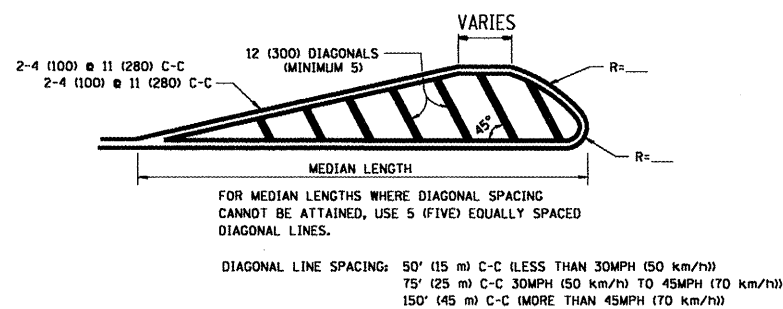
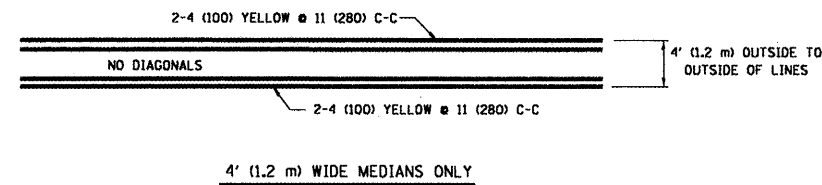
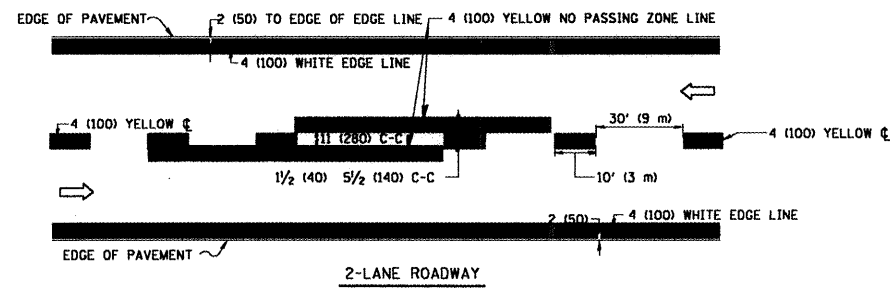


LEFT TURN

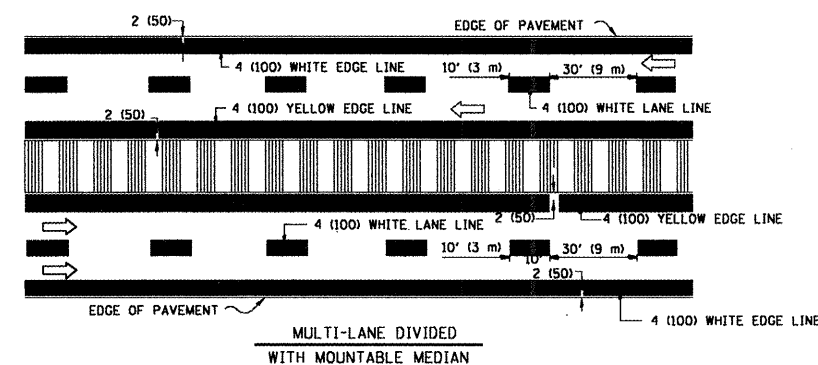
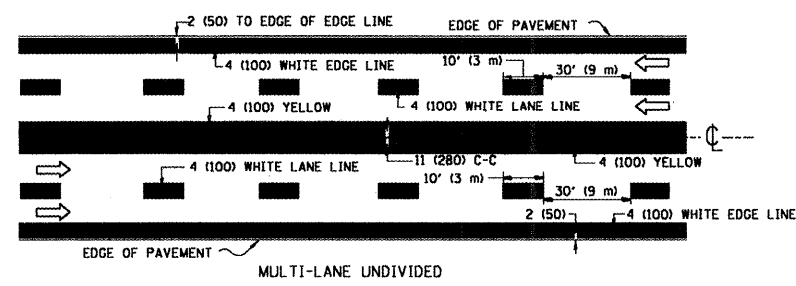
\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

FILE NAME =	USER NAME = smthk1	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw_work\pwidot\smthk1\d0125100\DistS-d.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		<b>RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>		VAR.	2009-023 PP	KANE	22	17
		CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TC-11	CONTRACT NO. 60G22		
		DATE -	REVISED -				TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

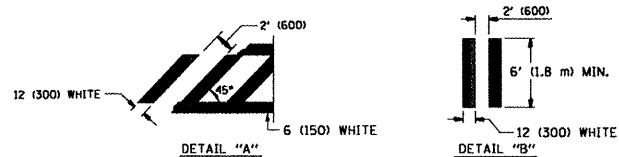
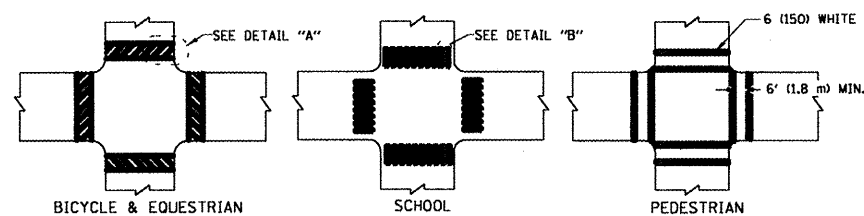


TYPICAL ISLAND MARKING

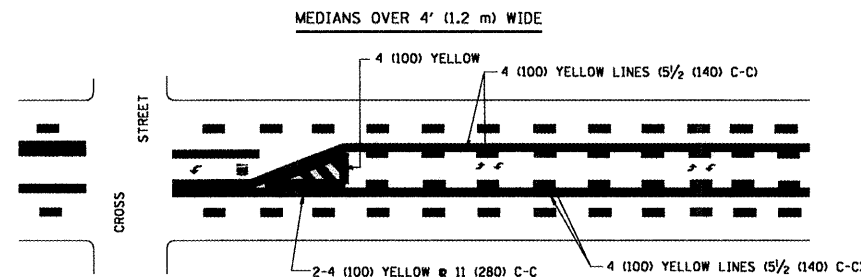


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

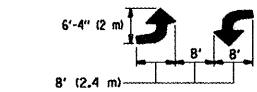
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

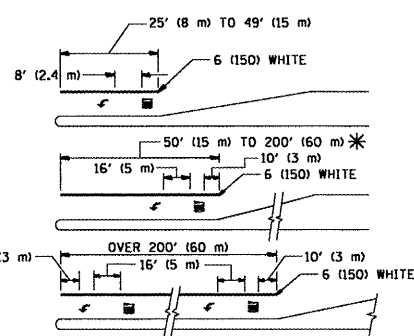


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



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

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

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

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

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

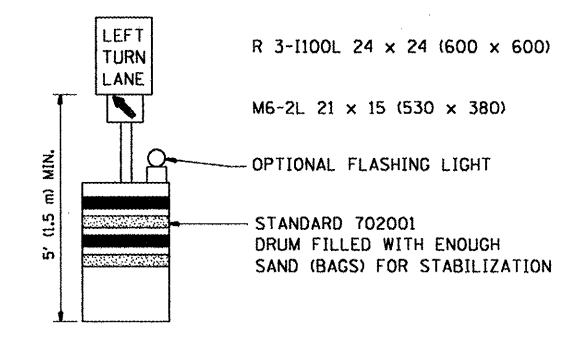
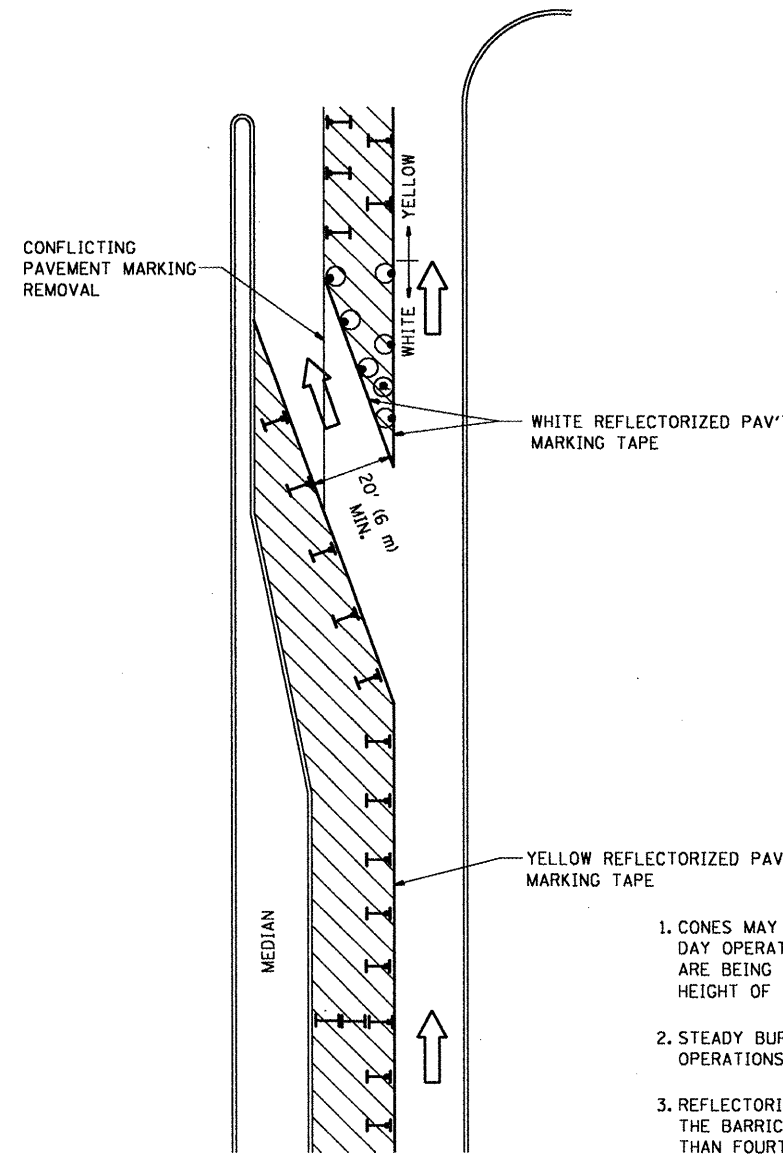
FILE NAME =	USER NAME = smthk1	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
et\pw\work\pwidot\smthk1\d0125100\DistS	h.dgn	DRAWN -	REVISED - A. HOUSEH 10-09-96
		PLOT SCALE = 100.0000' / IN.	REVISED - A. HOUSEH 10-17-96
		PLOT DATE = 2/4/2009	REVISED - T. RAMMACHER 01-06-00
		CHECKED -	
		DATE - 03-19-90	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

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

F.A. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-023 PP	KANE	22	18
	TC-13		CONTRACT NO. 60C22	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

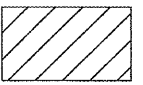







**GENERAL NOTES**

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

**LEGEND**

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

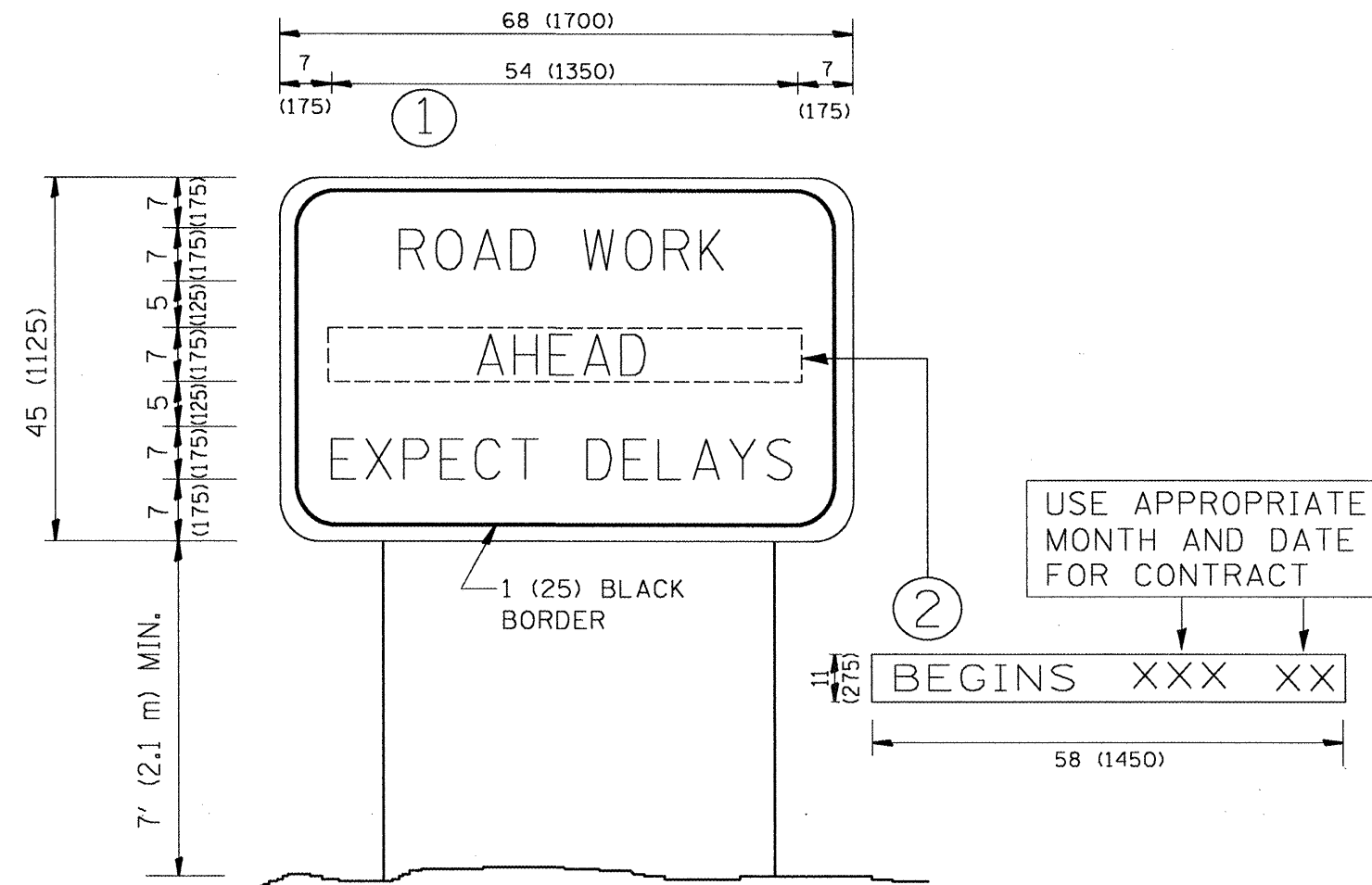
FILE NAME =	USER NAME = smythki	DESIGNED -	REVISED - T. RAMMACHER 09-08-94
gs:\pw_work\pwidot\smthki\d0125100\DistS		DRAWN -	REVISED - A. HOUSEH 11-07-95
		CHECKED -	REVISED - A. HOUSEH 10-12-96
		DATE -	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-023 PP	KANE	22	19
TC-14		CONTRACT NO. 60G22		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**NOTES:**

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME =	USER NAME = smthkl	DESIGNED -	REVISED - R. MIRS 09-15-97
gs:\pw_work\pwidot\smthkl\d0125100\DistS		DRAWN -	REVISED - R. MIRS 12-11-97
		CHECKED -	REVISED - T. RAMMACHER 02-02-99
		DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

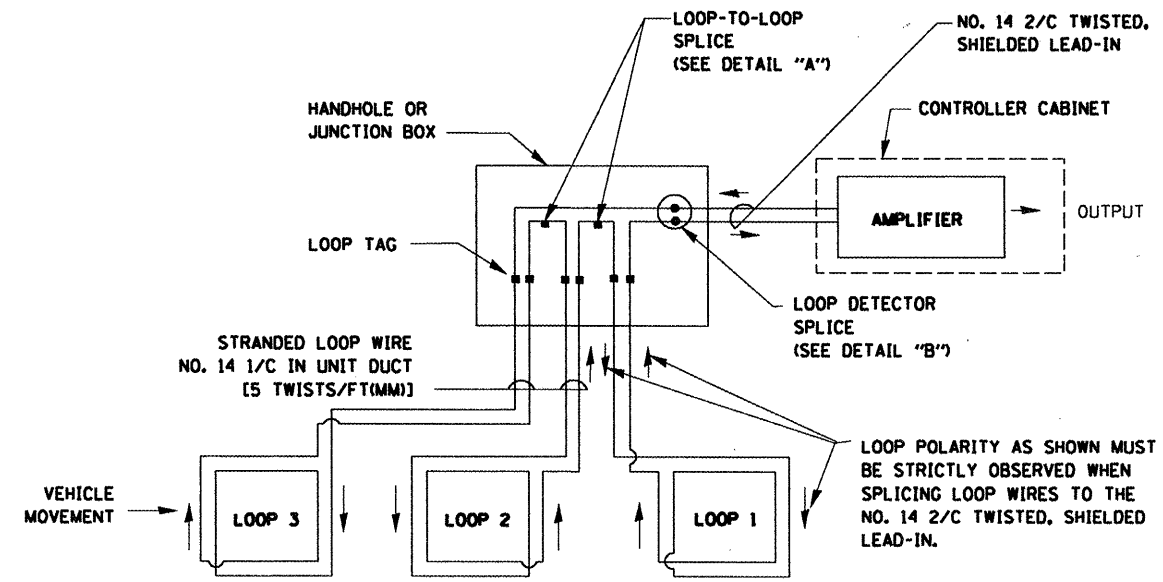
**ARTERIAL ROAD  
INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-023 PP	KANE	22	20
TC-22		CONTRACT NO. 60G22		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LOOP DETECTOR NOTES**

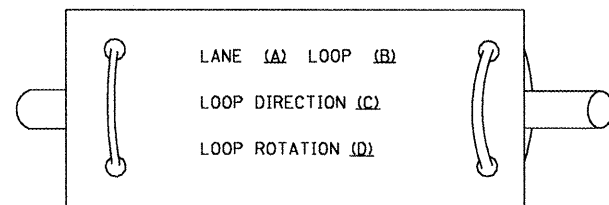
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED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



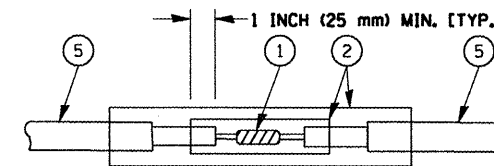
**DETECTOR LOOP WIRING SCHEMATIC**

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

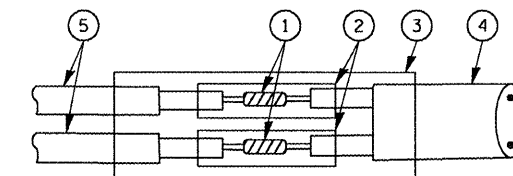
**LOOP LEAD-IN CABLE TAG**



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



**DETAIL "A"  
LOOP-TO-LOOP SPLICE**



**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**LOOP DETECTOR SPLICE**

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

FILE NAME =	USER NAME = smthkl	DESIGNED - D.A.D.	REVISED - 11-12-01
cr:\pwork\pwork\smthkl\0125100\Dist1.dgn		DRAWN - R.W.P.	REVISED - BUR. TRAFFIC 01-01-02
		CHECKED - D.A.Z.	REVISED -
		DATE - 05-30-00	REVISED -

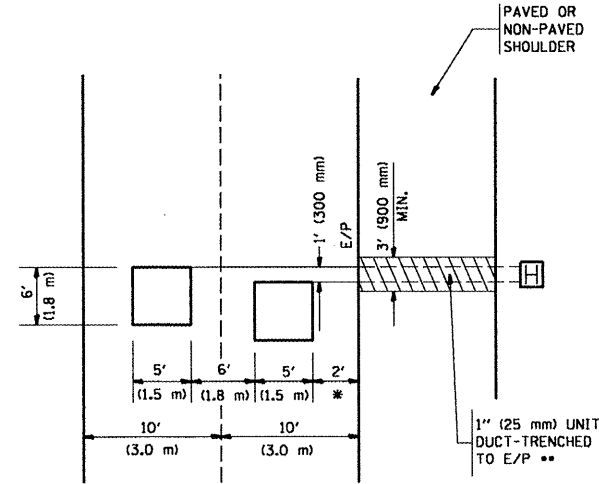
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			
SCALE: NONE	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-023 PP	KANE	22	21
<b>TS-05</b>			<b>CONTRACT NO. 60G22</b>	
<small>FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT</small>				

**LOOPS NEXT TO SHOULDERS**

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

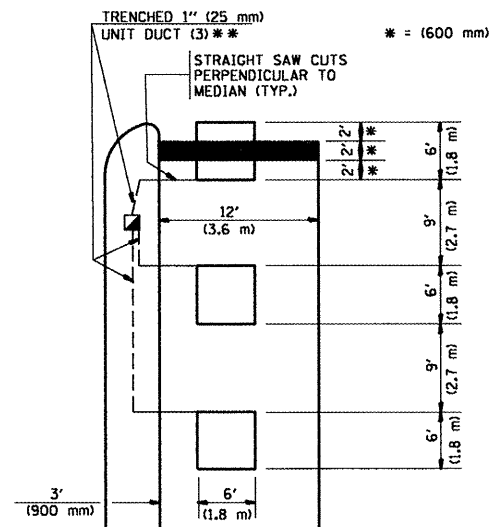


\* = (600 mm)

\*\* 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)**

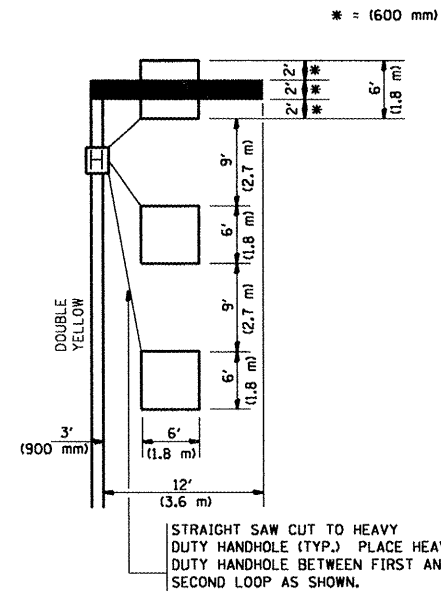
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

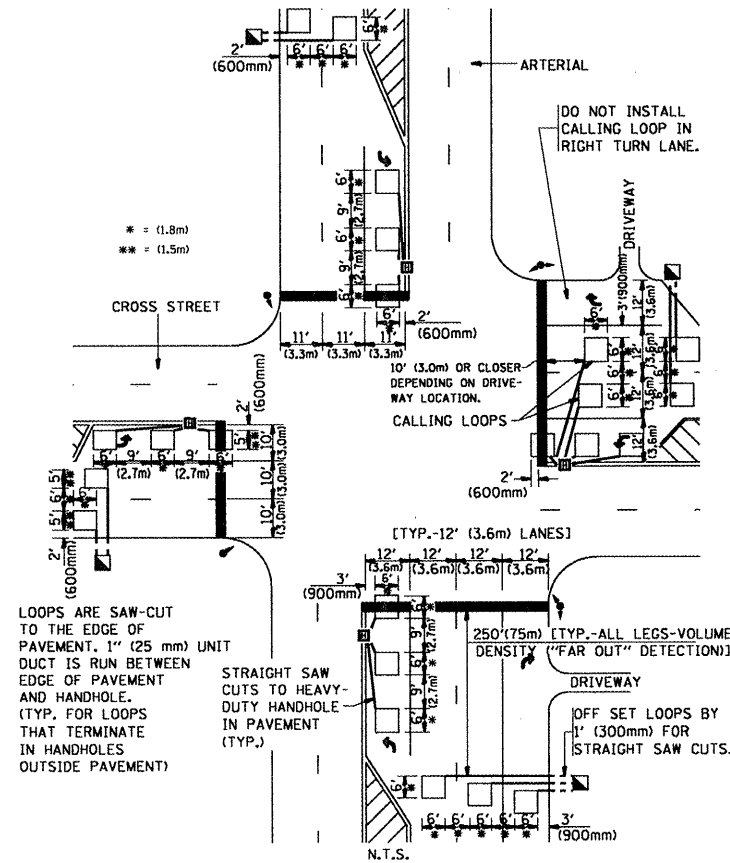
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



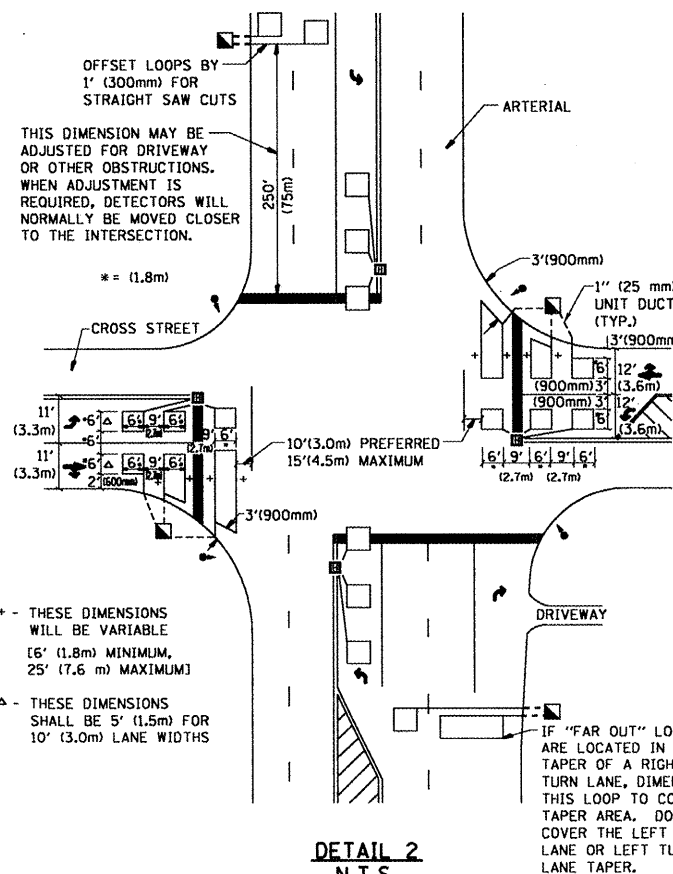
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



**DETAIL 1  
N.T.S.**

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



**DETAIL 2  
N.T.S.**

**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 SEPARATELY. 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 DIMENSIONS 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.

FILE NAME =	USER NAME = smthkl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ce:\pw_work\pwidot\smthkl\00125100\Dist1.dgn		DRAWN -	REVISED -			VAR.	2009-023 PP	KANE	ZZ	ZZ	
PLOT SCALE = 1/8" = 1' IN.		CHECKED - R.K.F.	REVISED -			<b>TS-07</b>		<b>CONTRACT NO. 60G22</b>			
PLOT DATE = 2/4/2009		DATE -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT