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# HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHLD. STRIPS / SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
630001-13	STEEL PLATE BEAM GUARDRAIL
642006-01	SHOULDER RUMBLE STRIPS, 8 IN
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS 2L, 2W, DAY ONLY
701201-05	LANE CLOSURE, 2L 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING FOR SPEEDS ≥ 45 MPH
701336-07	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701901-10	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
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 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED)
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
- ALL PAVEMENT PATCHING LOCATIONS SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
- PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT 1 TYPICAL PAVEMENT MARKINGS.
- PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKING ON ALL FINAL SURFACES.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- BUTT JOINTS SHALL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS".
- THE CONTRACTOR SHALL 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 SHALL DELIVER THE RECORD TO THE ENGINEER.
- THE RESIDENT ENGINEER SHALL CONTACT BRANDY KENNEDY, AREA TRAFFIC FIELD ENGINEER AT BRANDY.KENNEDY@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 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 BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF THE PAVEMENT.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- ALL GUARDRAIL REMOVAL AND REPLACEMENT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
- THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.
- DROP-OFFS ADJACENT TO THE TRAVEL LANE SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFFS SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN OR EQUAL TO 12" WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFFS IF LOCATED WITHIN 8 FT OF THE EDGE OF THE TRAVEL LANE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES AT THE END OF EACH WORKDAY. THIS MAY REQUIRE THE CONTRACTOR TO REPLACE OR PLACE SUFFICIENT MATERIAL IN THE EXCAVATION TO REDUCE THE DROP-OFF TO BE COMPLIANT WITH THE REQUIREMENTS FOR USE OF BARRICADES. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT.
- GEOTECHNICAL EVIDENCE FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COST COMPENSATION WILL BE DUE TO THE CONTRACTOR.
- ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR EXPENSE.

MODEL: GenNotesSH01 [Sheet]  
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		DRAWN -	REVISED -					335	FAP 0335 23 SMART2	MCHENRY	25	2
		CHECKED -	REVISED -					CONTRACT NO. 62V57				
	PLOT DATE = 3/20/2025	DATE -	REVISED -		SCALE:	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS   FED. AID PROJECT		

MODEL: SOQ-1 [Sheet]  
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				CONSTRUCTION CODE	
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	ROADWAY
				0005	0005
				URBAN	URBAN
20200100	EARTH EXCAVATION	CU YD	5,792	5,792	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	580	580	
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	632	632	
30300112	AGGREGATE SUBGRADE IMPROVEMENT, 12"	SQ YD	9,477	9,477	
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	21,324	21,324	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	28,526	28,526	
40600370	LONGITUDINAL JOINT SEALANT	FOOT	13,668	13,668	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	127	127	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	133	133	
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	4,734	4,734	
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	4,143	4,143	
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	42,260	42,260	
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	317	317	
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	20	20	

\* SPECIALTY ITEM

	USER NAME = jammal.aramahi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. ROUTE 335 (IL 176) SUMMARY OF QUANTITIES			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				0005	0005
				URBAN	URBAN
44201796	CLASS D PATHCES, TYPE IV, 12 INCH	SQ YD	223	223	
44213200	SAW CUTS	FOOT	23,856	23,856	
48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SQ YD	9,477	9,477	
60920024	PIPE CULVERTS TO BE CLEANED 24"	FOOT	300	300	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	125	125	
63200310	GUARDRAIL REMOVAL	FOOT	125	125	
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	24,793	24,793	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	5,792	5,792	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2	
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	4	4	
67100100	MOBILIZATION	L SUM	1	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	

\* SPECIALTY ITEM

	USER NAME = jammal.aramahi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. ROUTE 335 (IL 176) SUMMARY OF QUANTITIES			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				0005	0005
				URBAN	URBAN
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1	
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	976,020	976,020	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	78,295	78,295	
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	624	624	
70300221	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	221,655	221,655	
70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	2,841	2,841	
70300251	TEMPORARY PAVEMENT MARKING - LINE 8" - PAINT	FOOT	993	993	
70300261	TEMPORARY PAVEMENT MARKING - LINE 12" - PAINT	FOOT	739	739	
70300281	TEMPORARY PAVEMENT MARKING - LINE 24" - PAINT	FOOT	690	690	

\* SPECIALTY ITEM

	USER NAME   = jammal.aramahi	DESIGNED   -	REVISED   -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. ROUTE 335 (IL 176) SUMMARY OF QUANTITIES			F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN    -	REVISED   -					335	FAP 0335 23 SMART2		MCHENRY	25	5
		CHECKED   -	REVISED   -					CONTRACT NO. 62V57					
	PLOT DATE   = 3/20/2025	DATE       -	REVISED   -					ILLINOIS   FED. AID PROJECT					
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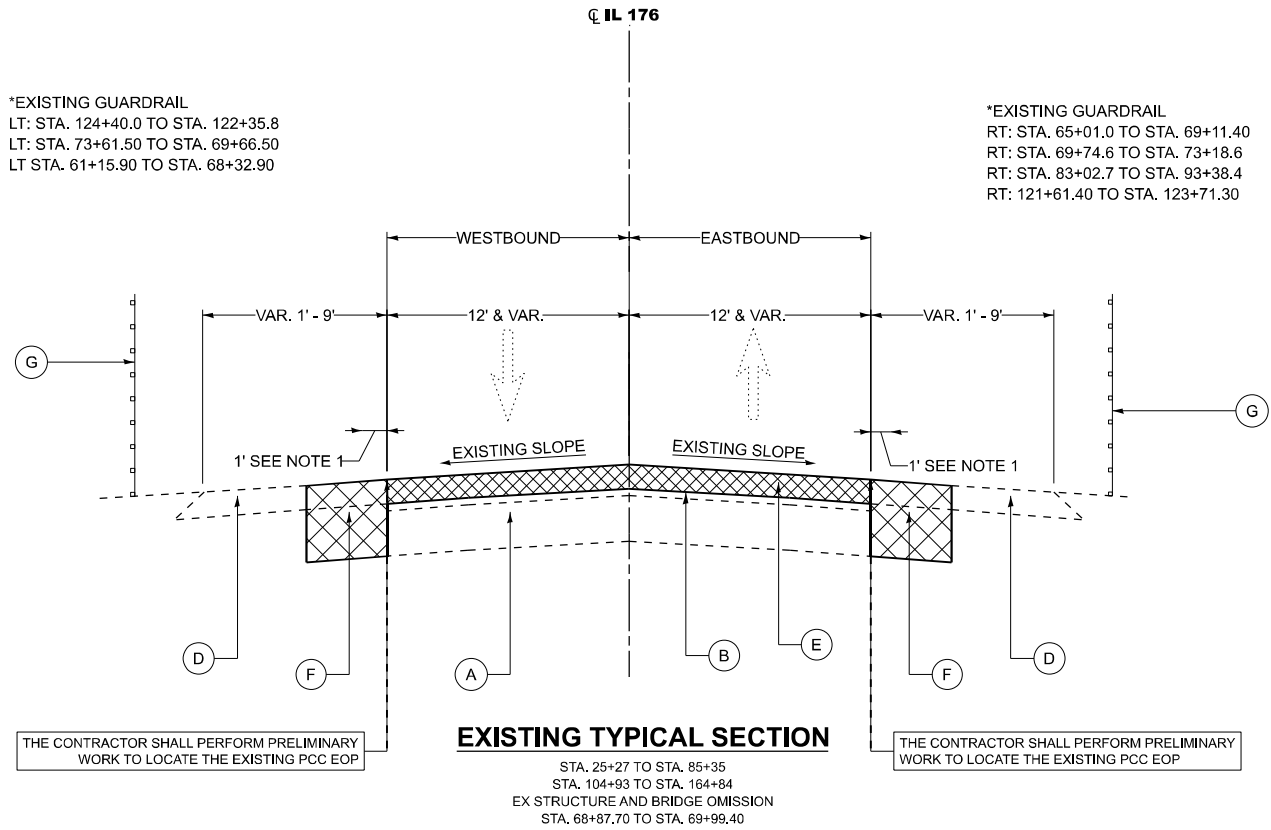
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				100% STATE	100% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	ROADWAY
				0005	0005
				URBAN	URBAN
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	7,286	7,286	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	FOOT	208	208	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	73,885	73,885	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	947	947	
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	331	331	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	739	739	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	230	230	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	395	395	
* 78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	6	6	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	395	395	
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	26,730	26,730	
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	249	249	
X4060995	TEMPORARY RAMP (SPECIAL)	SQ YD	59	59	
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	75		75

\* SPECIALTY ITEM

	USER NAME = jammal.aramahi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. ROUTE 335 (IL 176) SUMMARY OF QUANTITIES				F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						335	FAP 0335 23 SMART2		MCHENRY	25	6
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## EXISTING LEGEND

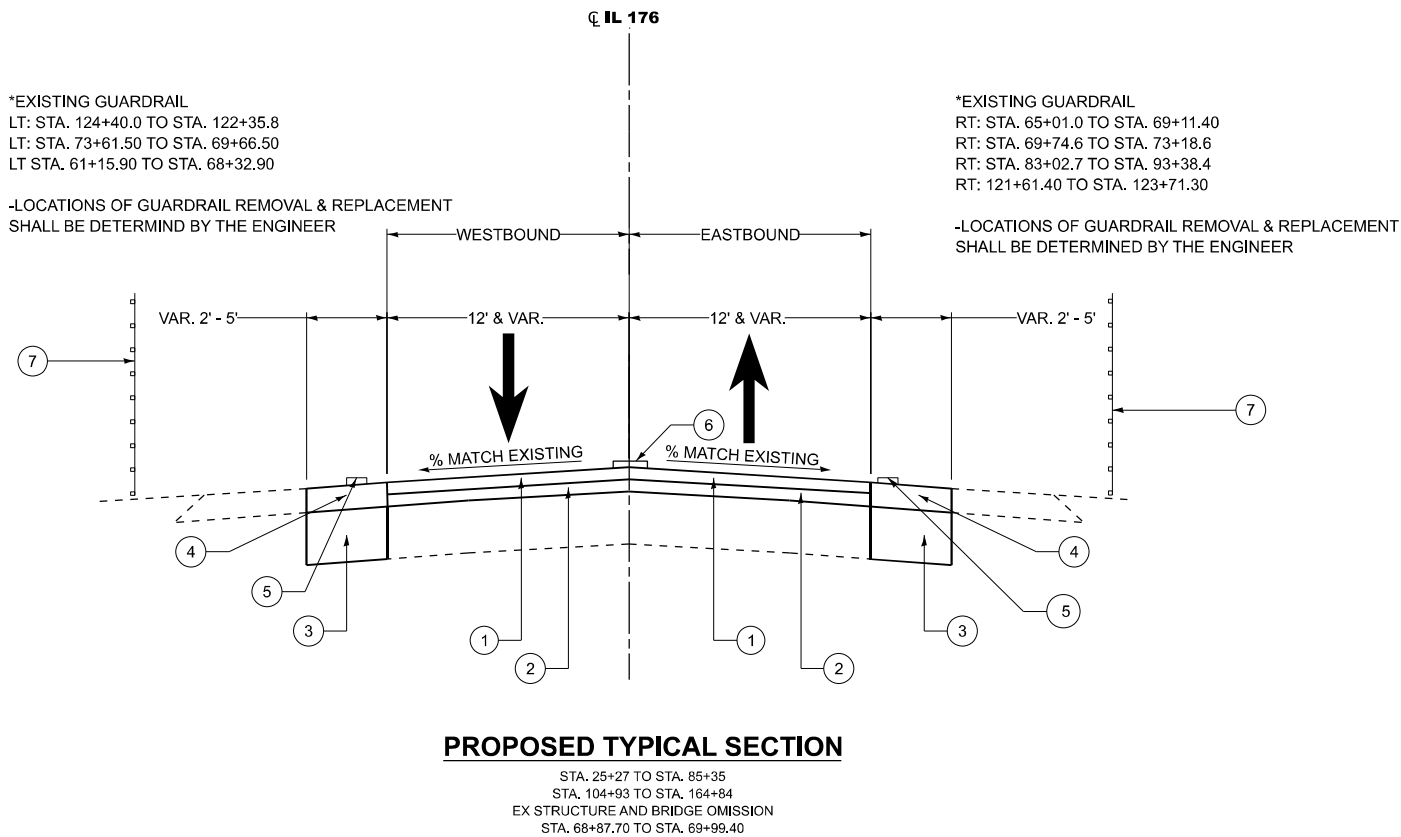
- A — PCC PAVEMENT, 9"
- B — HMA SURFACE COURSE,  $\pm 5 \frac{1}{4}$ "
- C — PCC BASE COURSE WIDENING,  $\pm 9$ "
- D — AGGREGATE SHOULDER
- E — HMA SURFACE REMOVAL,  $3 \frac{3}{4}$ "
- F — EARTH EXCAVATION, 24" (AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER)
- G — EXISTING GUARDRAIL / GUARDRAIL REMOVAL

## PROPOSED LEGEND

- 1 — HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70,  $1 \frac{3}{4}$ "
- 2 — HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- 3 — AGGREGATE SUBGRADE IMPROVEMENT, 12"
- 4 — HOT-MIX ASPHALT SHOULDERS, 10"
- 5 — SHOULDER RUMBLE STRIPS, 8 INCH (SHALL BE PLACED ALONG NEW SHOULDER CONSTRUCTION)
- 6 — CENTER LINE - RUMBLE STRIPS - 16" (SHALL BE PLACED ALONG NEW SHOULDER CONSTRUCTION)
- 7 — STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FT POSTS

### NOTES:

- SAWCUT THE EXISTING HMA SHOULDER 1' FROM THE OUTSIDE EDGE FOR A CLEAN LINE FOR THE HMA SHOULDER WIDENING. WHERE THE EXISTING HMA SHOULDER IS 1' OR LESS, SAWCUT ON THE 12' LANE.



HOT-MIX ASPHALT MIXTURE REQUIREMENTS			
	MIX DESIGN	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
<b>HOT-MIX ASPHALT SHOULDERS, 10"</b>			
	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, $1 \frac{3}{4}$ "	4% @ 70 GYR.	QC/QA
	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, $8 \frac{1}{4}$ "	4% @ 70 GYR.	QC/QA
<b>DESIGNED OVERLAY</b>			
	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, $1 \frac{3}{4}$ "	4% @ 70 GYR.	QCP
	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4% @ 70 GYR.	QCP
<b>TEMPORARY RAMP (SPECIAL)</b>			
	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	4% @ 70 GYR.	QC/QA
<b>PATCHING</b>			
	CLASS D PATCH (HMA BINDER IL-19.0)	4% @ 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL / QUALITY ASSURANCE (QC/QA), QUALITY CONTROL FOR PERFORMANCE (QCP), PAY FOR PERFORMANCE (PFP)			

### MIXTURE REQUIREMENTS NOTES:

- NOTE 1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- NOTE 2. THE CONTRACTOR SHALL MILL FIRST THEN PATCH.
- NOTE 3. 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 RECLAIMED MATERIALS SPECIFICATIONS.
- NOTE 4. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER COURSE, IL-9.5 N70.

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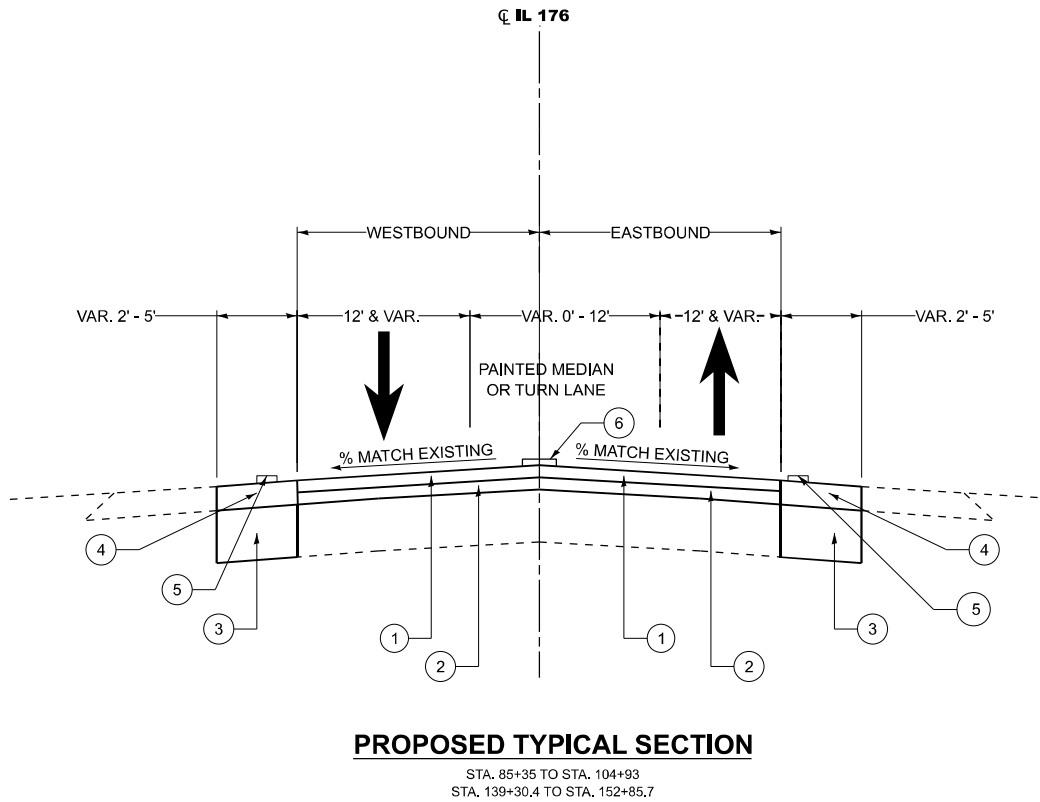
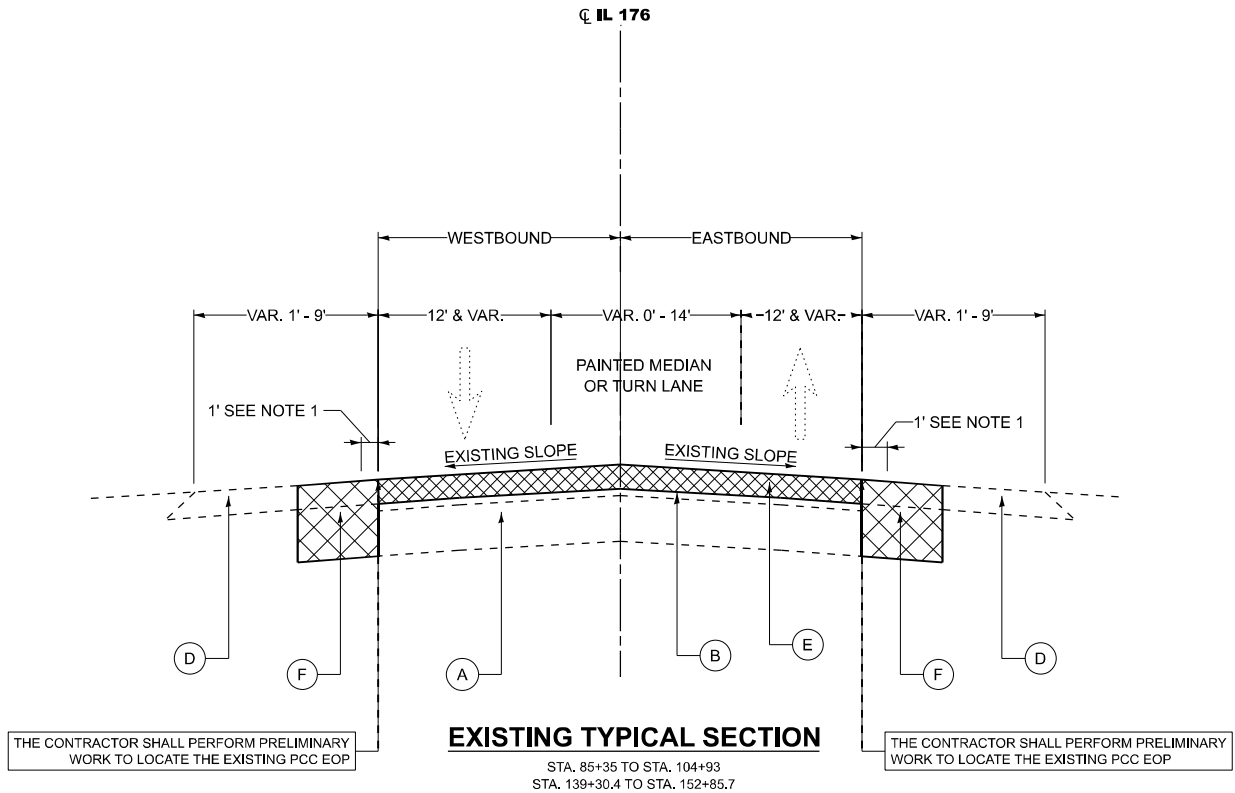
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. ROUTE 335 (IL 176)  
TYPICAL SECTIONS

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 0335 23 SMART2	MCHENRY	25	8
CONTRACT NO. 62V57				
ILLINOIS FED. AID PROJECT				

MODEL: TYP (02) [Sheet]  
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EXISTING LEGEND

- A — PCC PAVEMENT, 9"
- B — HMA SURFACE COURSE, ± 5 1/4"
- C — PCC BASE COURSE WIDENING, ± 9"
- D — AGGREGATE SHOULDER
- E — HMA SURFACE REMOVAL, 3 3/4"
- F — EARTH EXCAVATION, 24" (AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER)
- G — EXISTING GUARDRAIL / GUARDRAIL REMOVAL

PROPOSED LEGEND

- 1 — HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 3/4"
- 2 — HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- 3 — AGGREGATE SUBGRADE IMPROVEMENT, 12"
- 4 — HOT-MIX ASPHALT SHOULDERS, 10"
- 5 — SHOULDER RUMBLE STRIPS, 8 INCH (SHALL BE PLACED ALONG NEW SHOULDER CONSTRUCTION)
- 6 — CENTER LINE - RUMBLE STRIPS - 16" (SHALL BE PLACED ALONG NEW SHOULDER CONSTRUCTION)

NOTES:

1. SAWCUT THE EXISTING HMA SHOULDER 1' FROM THE OUTSIDE EDGE FOR A CLEAN LINE FOR THE HMA SHOULDER WIDENING. WHERE THE EXISTING HMA SHOULDER IS 1' OR LESS, SAWCUT ON THE 12' LANE.

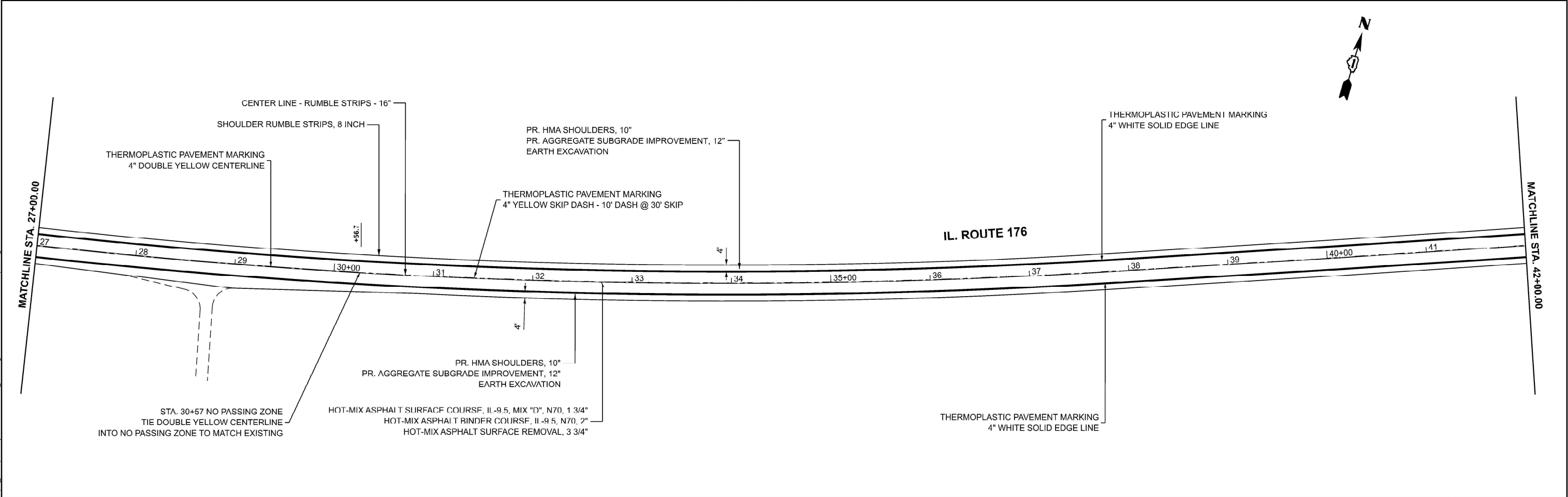
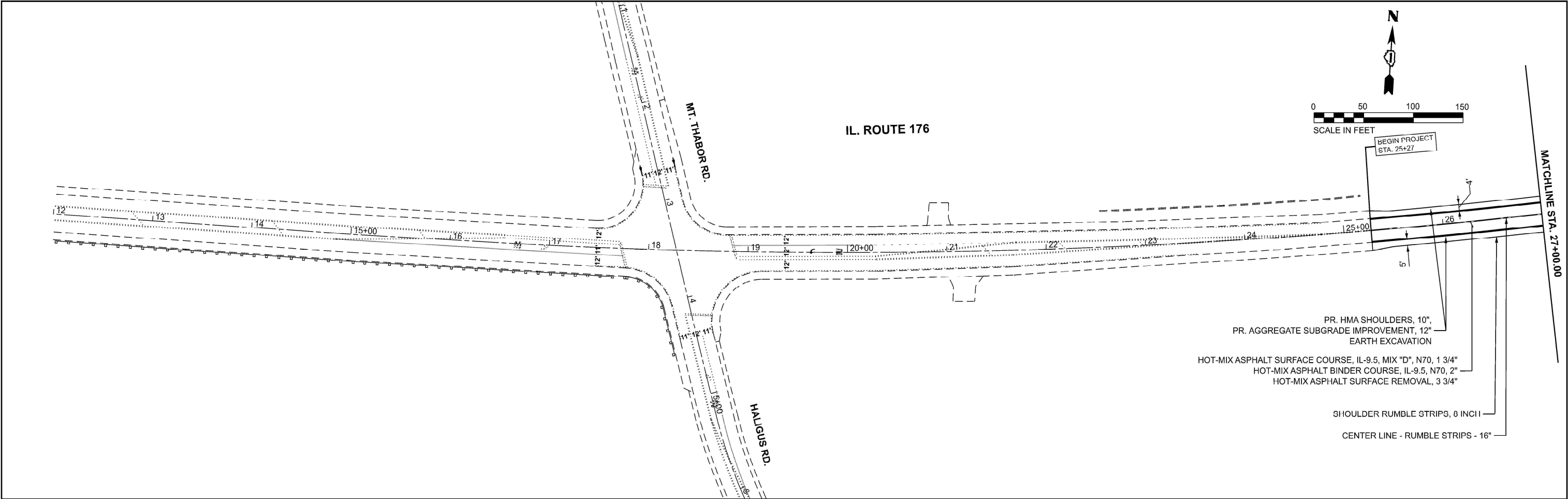
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. ROUTE 335 (IL 176)  
TYPICAL SECTIONS

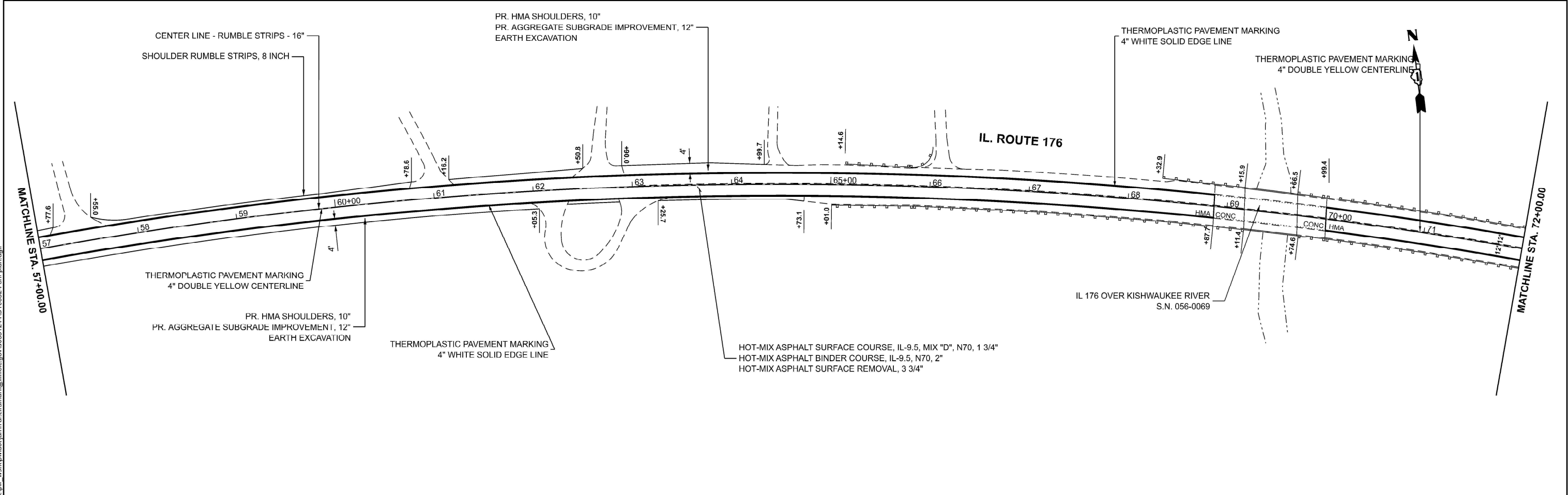
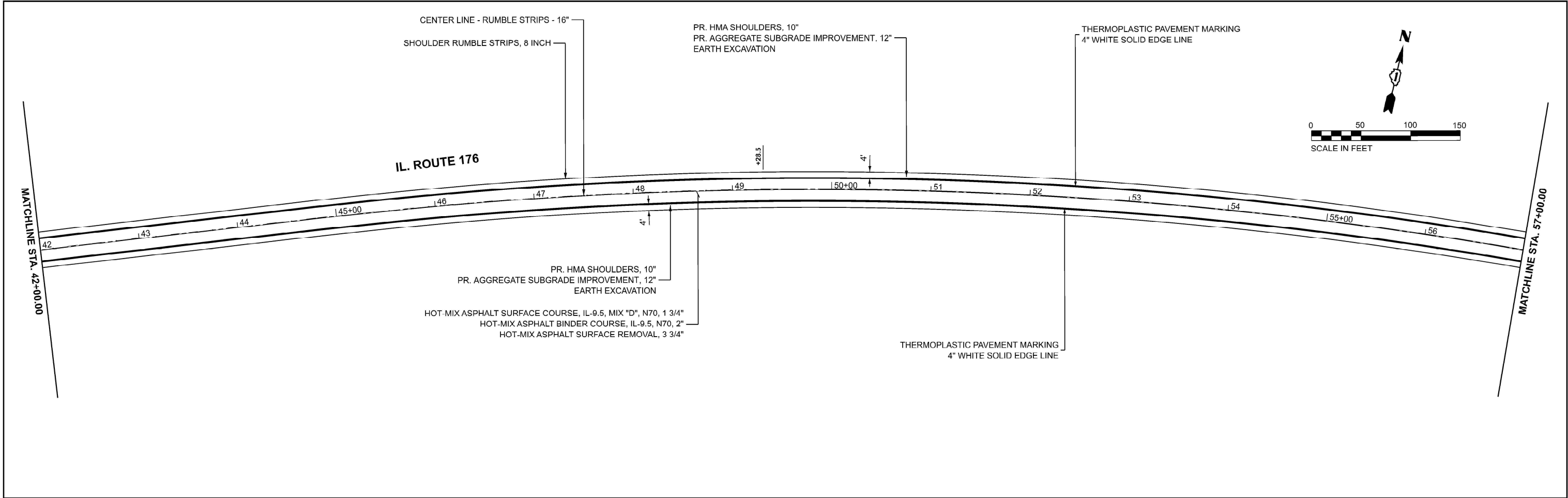
SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 0335 23 SMART2	MCHENRY	25	9
CONTRACT NO. 62V57				
ILLINOIS FED. AID PROJECT				



MODEL: IL 176 - RdwyPlan01 (Sheet)  
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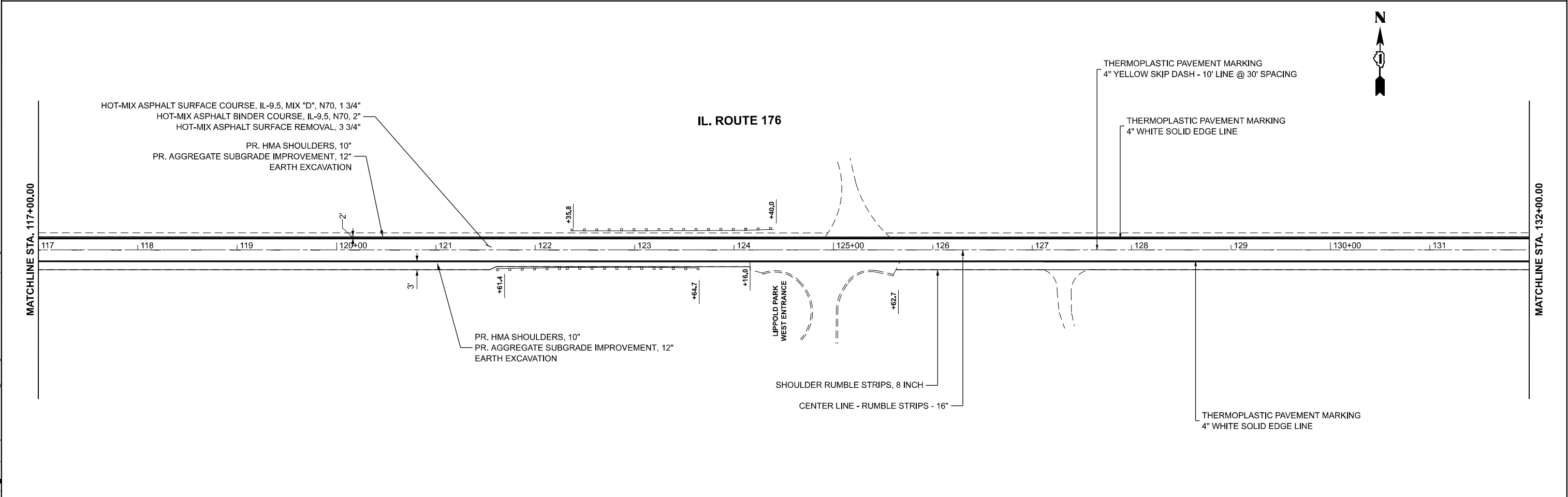
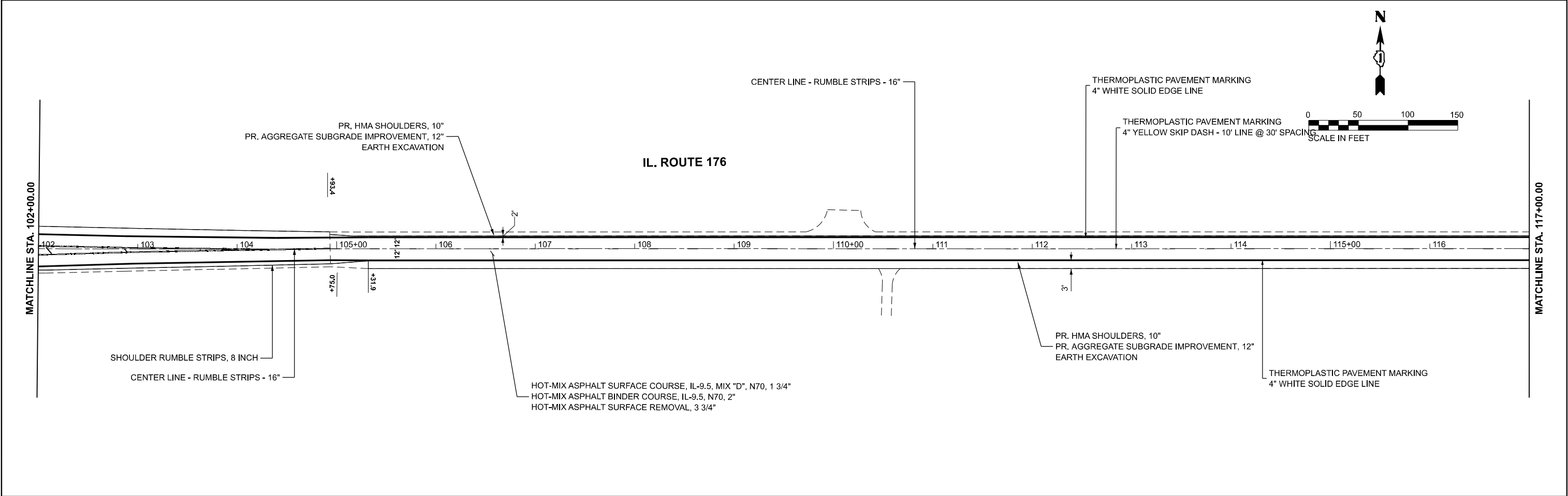
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		CHECKED -	REVISED -						CONTRACT NO. 62V57						
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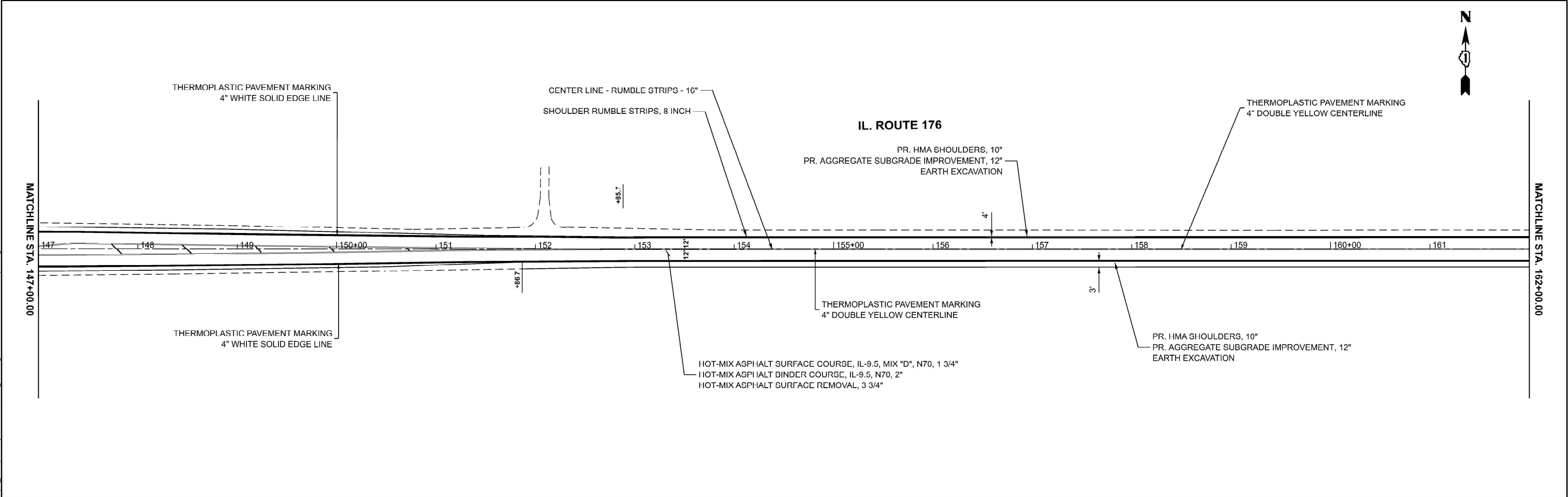
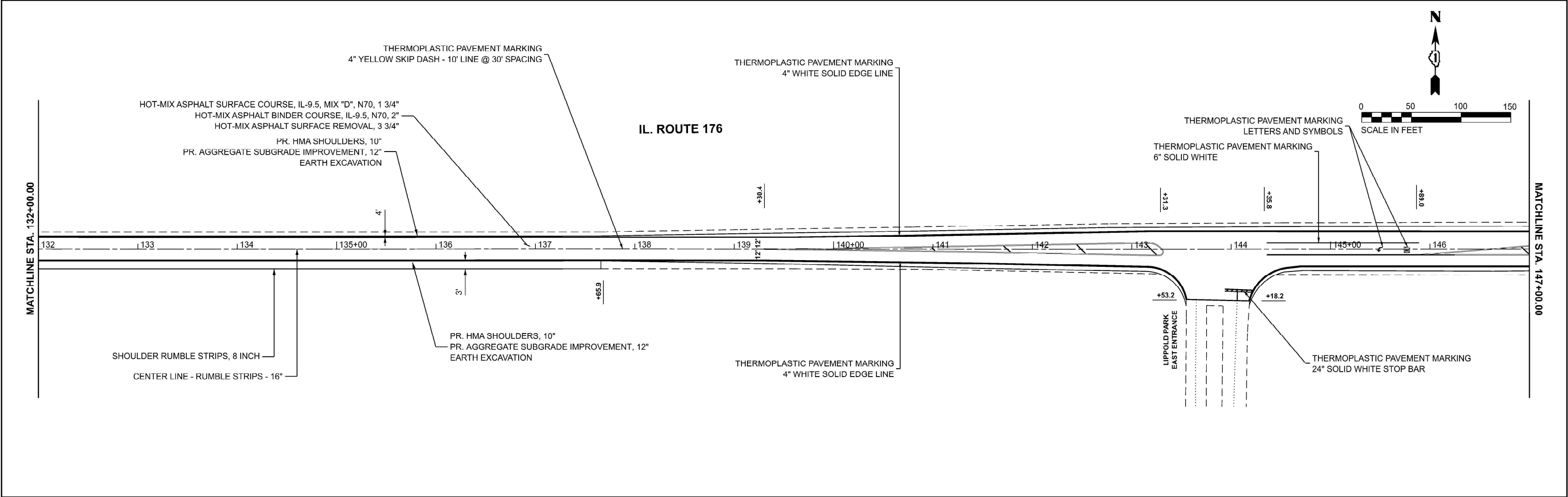
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		CHECKED -	REVISED -					CONTRACT NO. 62V57				
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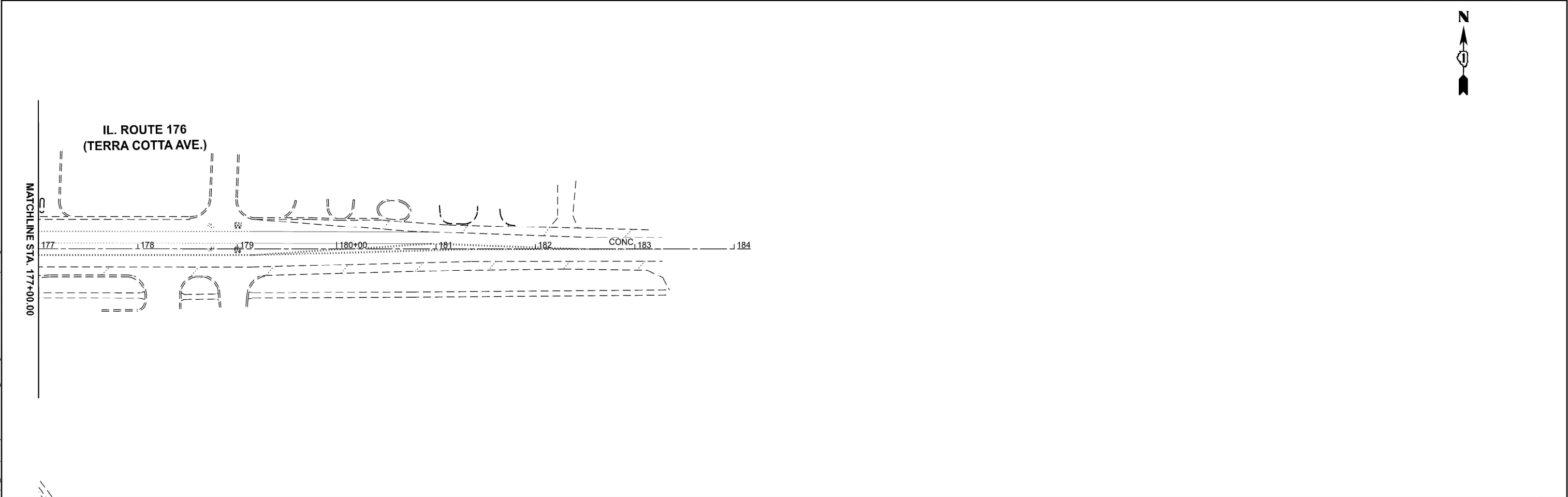
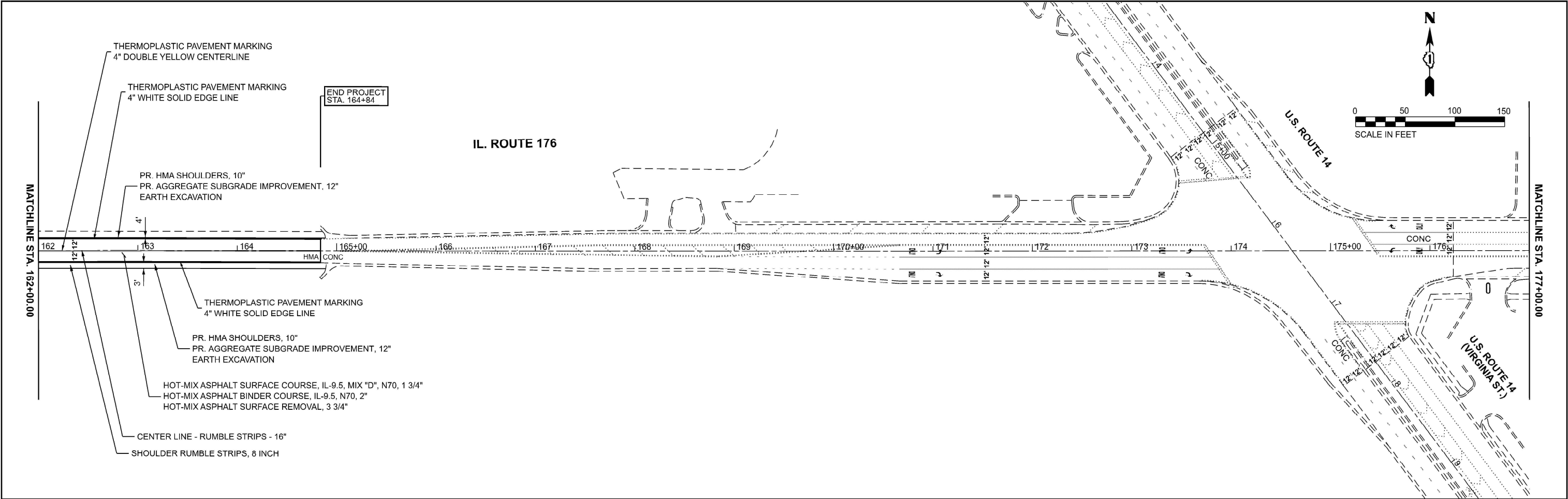


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	USER NAME = jammal.aramahi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. ROUTE 335 (IL 176) ROADWAY PLANS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED -				CONTRACT NO. 62V57						
	PLOT DATE = 3/20/2025	DATE -	REVISED -		SCALE: 1"=50'	SHEET	OF	SHEETS	STA. 132+00.00	TO STA. 162+00.00	ILLINOIS FED. AID PROJECT		



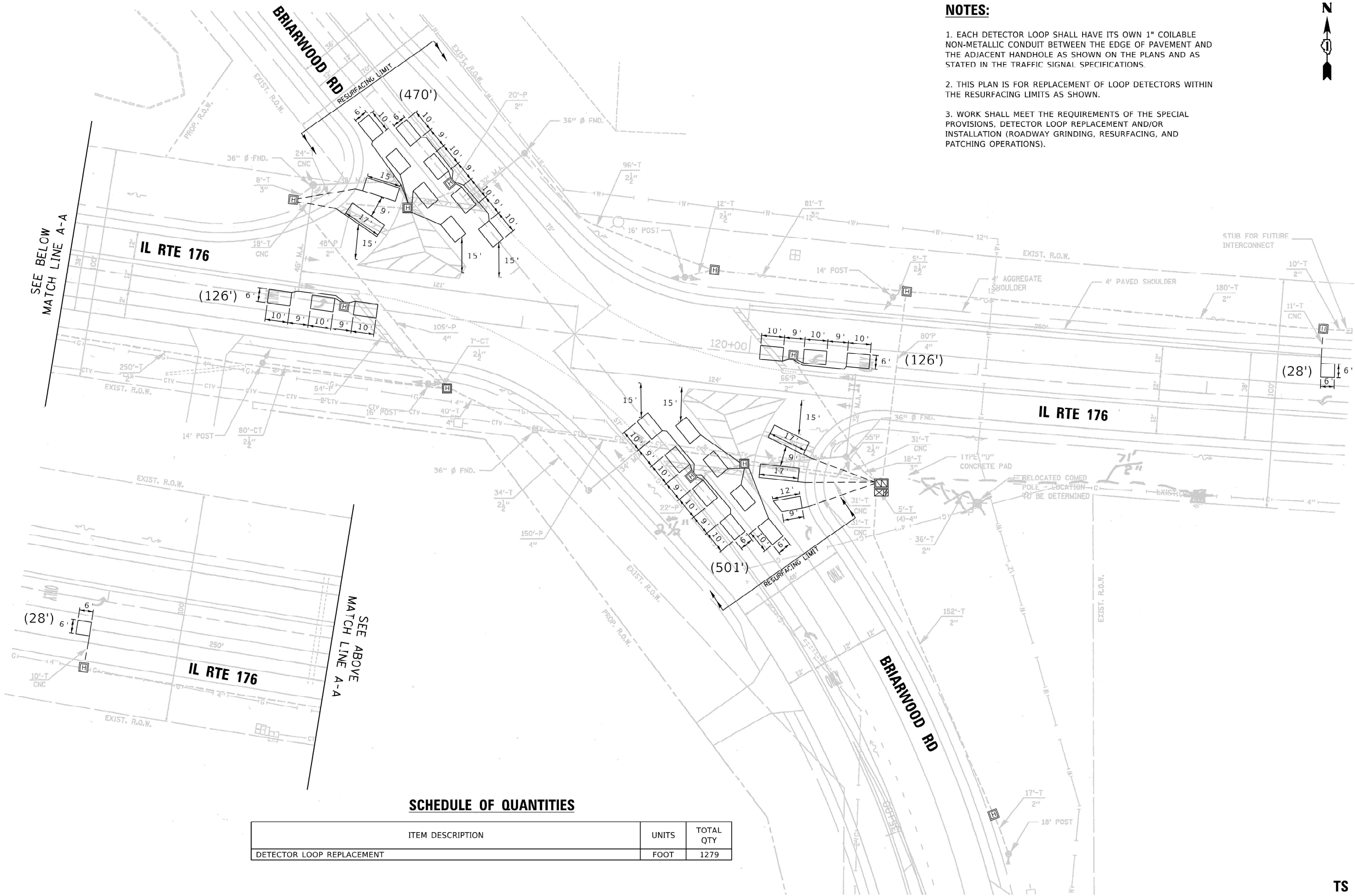
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		CHECKED -	REVISED -						CONTRACT NO. 62V57				
	PLOT DATE = 3/20/2025	DATE -	REVISED -		SCALE: 1"=50'				SHEET	OF	SHEETS	STA. 162+00.00	TO STA. 192+00.00
					ILLINOIS FED. AID PROJECT								



NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
2. THIS PLAN IS FOR REPLACEMENT OF LOOP DETECTORS WITHIN THE RESURFACING LIMITS AS SHOWN.
3. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
DETECTOR LOOP REPLACEMENT	FOOT	1279

TS 11881

MODEL Default  
FILE Name: SWPDesign\0103 Inhouse Design\25V57\57.dgn

USER NAME = Jakob.Larson	DESIGNED - J.LARSON	REVISED -
	DRAWN - J.LARSON	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/19/2024	DATE - 12/19/2024	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN  
IL RTE 176 (FIRST AVE) AND BRIARWOOD RD

SCALE: SHEET OF SHEETS STA. TO STA.

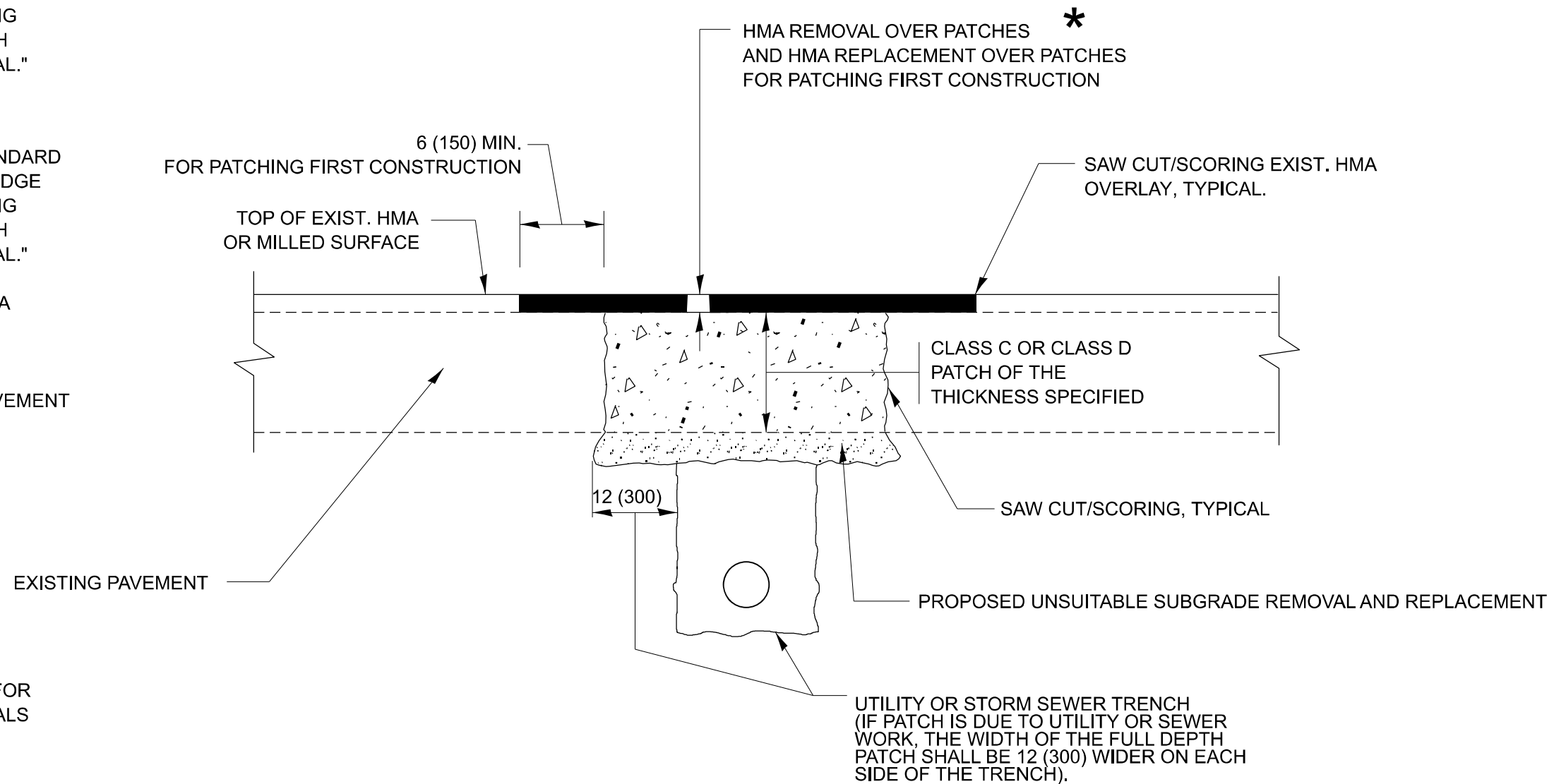
F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 0335 23 SMART2	MCHENRY	25	16
CONTRACT NO. 62V57				
ILLINOIS FED. AID PROJECT				

## METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

## **BASIS OF PAYMENT**

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



### 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.

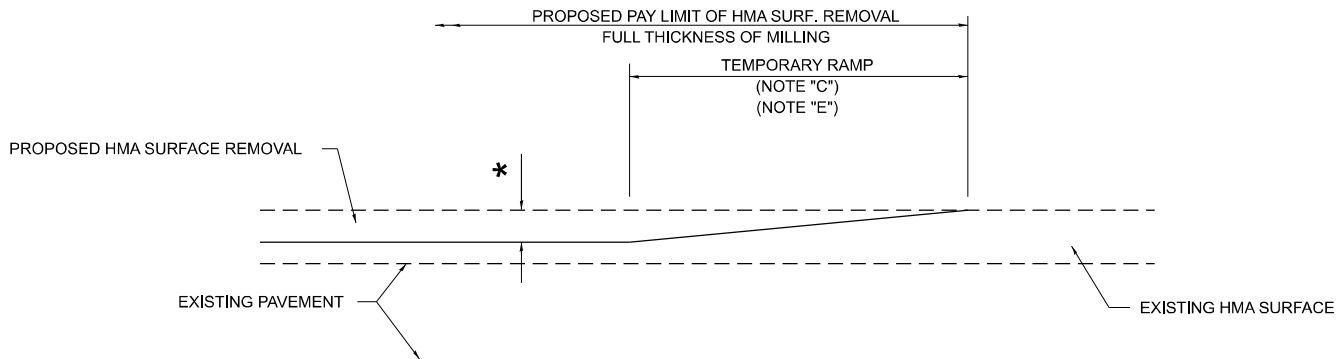
### **SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

1. MILL HMA FIRST IF THERE IS AT LEAST 4 ½ 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.

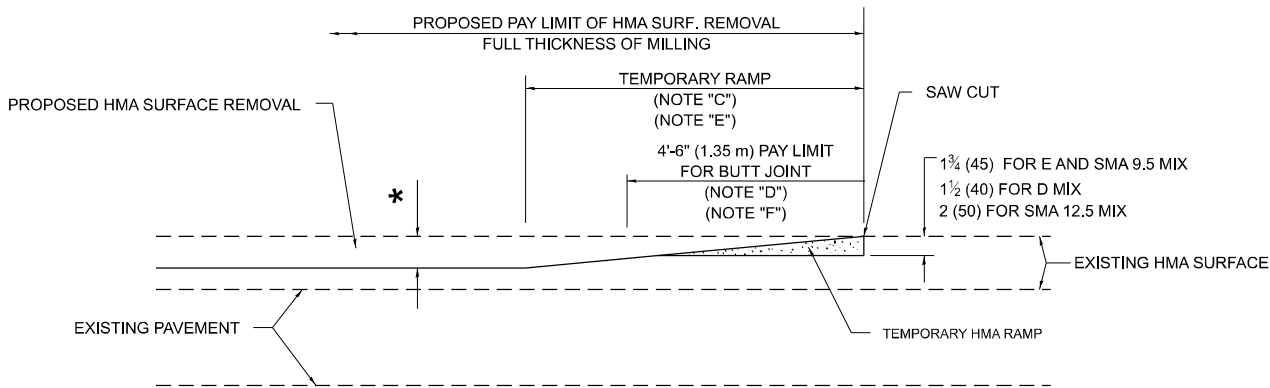
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		DRAWN -	REVISED - R. BORO 09-04-07						335	FAP 0335 23 SMART2	MCHENRY	25	17
		CHECKED -	REVISED - K. ENG 10-27-08		SCALE: NONE    SHEET #001 OF 9 SHEETS    STA. TO STA.				BD400-04 (BD-22) CONTRACT NO. 62V57				
	PLOT DATE = 3/20/2025	DATE - 10-25-94	REVISED - K. SMITH 11-18-22						ILLINOIS FED. AID PROJECT				

MODEL: BD-22  
FILE NAME: c:\pw\_work\pwidot\jammal.aramahi@llinois.gov\d0931244\ID103524-sht-D\stSids.dgn



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

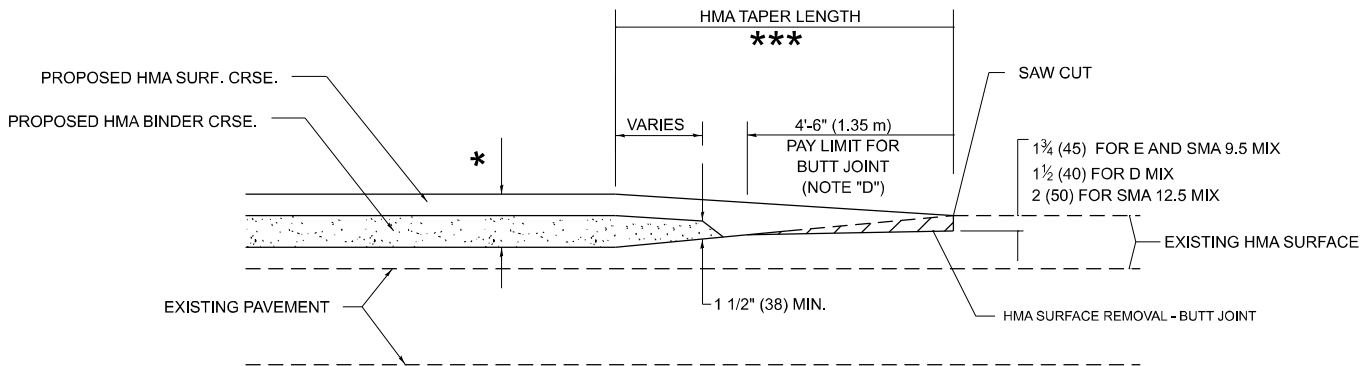
**OPTION 1**



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

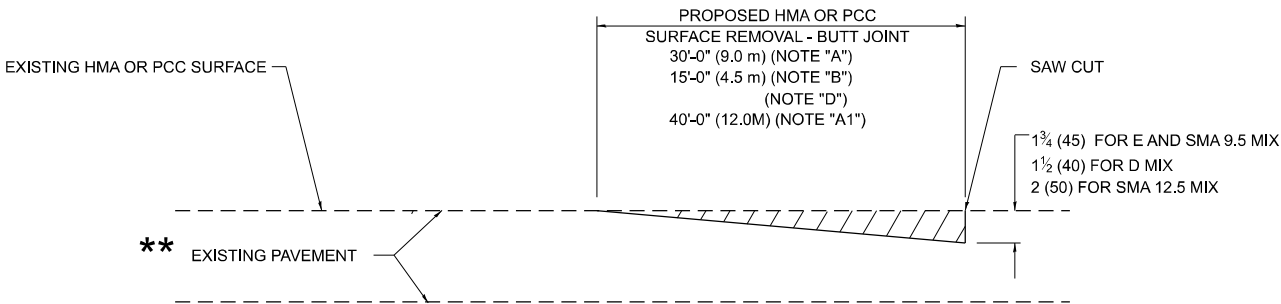
**OPTION 2**

**TYPICAL TEMPORARY RAMP**

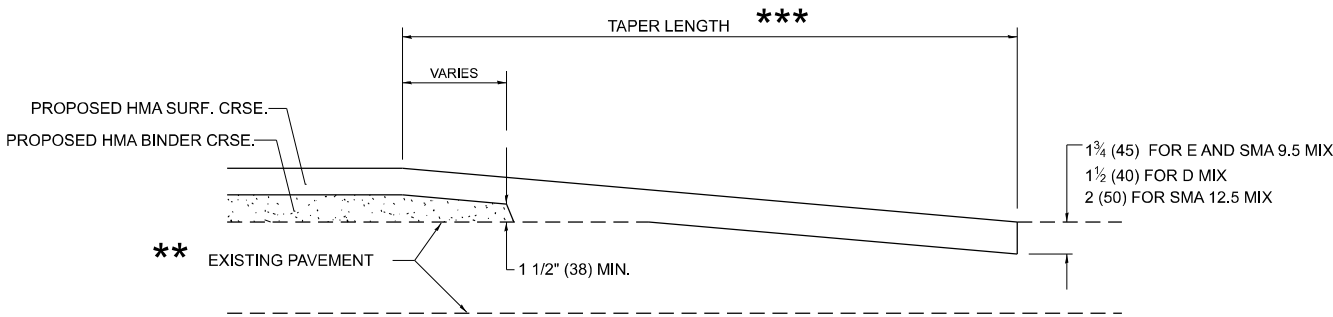


**BUTT JOINT AND  
HMA TAPER**

**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.

**GENERAL NOTES**

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.  
**\*** SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. 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**

- 1. 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".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

MODEL: BD-32  
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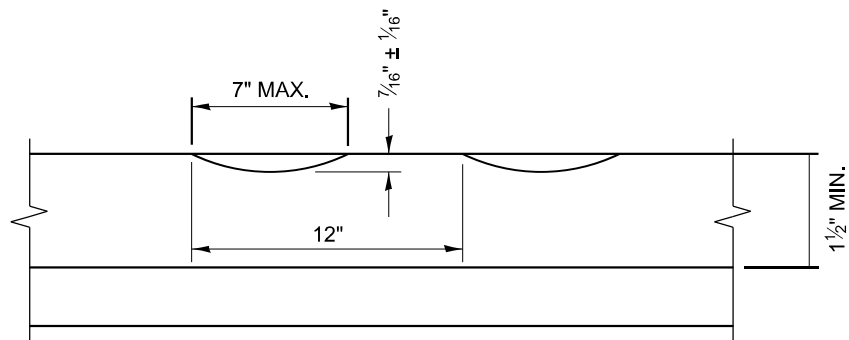
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	DRAWN - M. GOMEZ 04-06-01	REVISED - R. BORO 01-01-07
	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 3/20/2025	DATE - 06-13-90	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

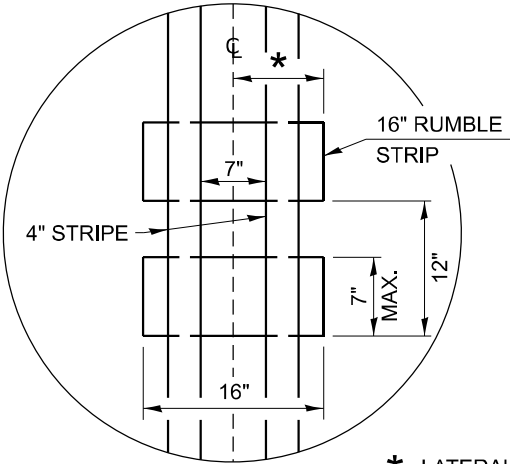
**BUTT JOINT AND  
HMA TAPER DETAILS**

SCALE: NONE SHEET A002 OF 9 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD400-05 BD-32		CONTRACT NO. 62V57		
ILLINOIS		FED. AID PROJECT		

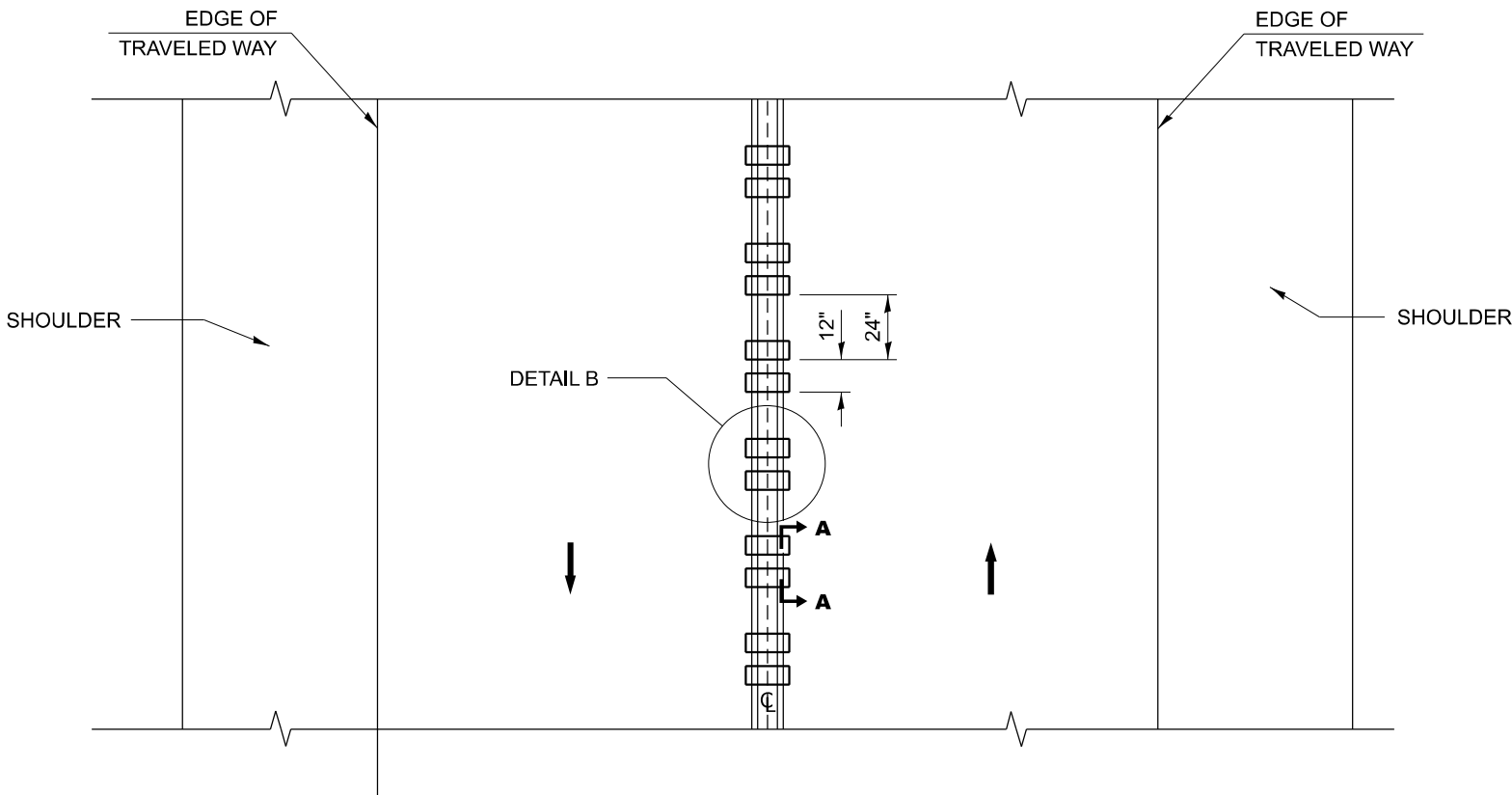


**SECTION A-A**



\* LATERAL DEVIATION SHALL NOT EXCEED ONE INCH IN 100 FEET.

**DETAIL B**



**TWO-WAY ROAD**

GENERAL NOTES

- CENTERLINE RUMBLE STRIPS SHALL BE CONSTRUCTED ACCORDING TO SECTION 642 ALONG THE CENTERLINE OF PAVEMENT.
- SEE STANDARD 780001 FOR OTHER STRIPING LAYOUTS.
- RUMBLE STRIPS SHALL NOT BE PLACED ON BRIDGES.
- ALL RUMBLE STRIPS SHALL BE MILLED.
- CENTERLINE RUMBLE STRIPS SHALL BE CONTINUOUS THROUGH CONNECTIONS OF SIDEROADS WITH NO LEFT TURN LANES.
- DISCONTINUE CENTERLINE RUMBLE STRIPS THROUGH THE LIMITS OF ALL LEFT TURN LANES, INCLUDING ANY LANE TAPER SECTIONS.
- AFTER RUMBLE STRIPS ARE INSTALLED, THE PAVEMENT SURFACE SHALL BE SWEEPED CLEAN PRIOR TO THE PLACEMENT OF THE NEW PAVEMENT MARKINGS.
- WHERE USED, ADJUST SPACING OF RAISED REFLECTIVE PAVEMENT MARKERS TO FALL IN WIDER GAP BETWEEN RUMBLE STRIPS.

BASIS OF PAYMENT

- THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR CENTERLINE-RUMBLE STRIP OF THE WIDTH SPECIFIED.
- HOT-SPRAY THERMOPLASTIC PAVEMENT MARKING WILL BE USED OVER THE RUMBLE STRIPS, AND WILL BE PAID FOR SEPARATELY.

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/20/2025	DATE - 08-06-2012	REVISED -

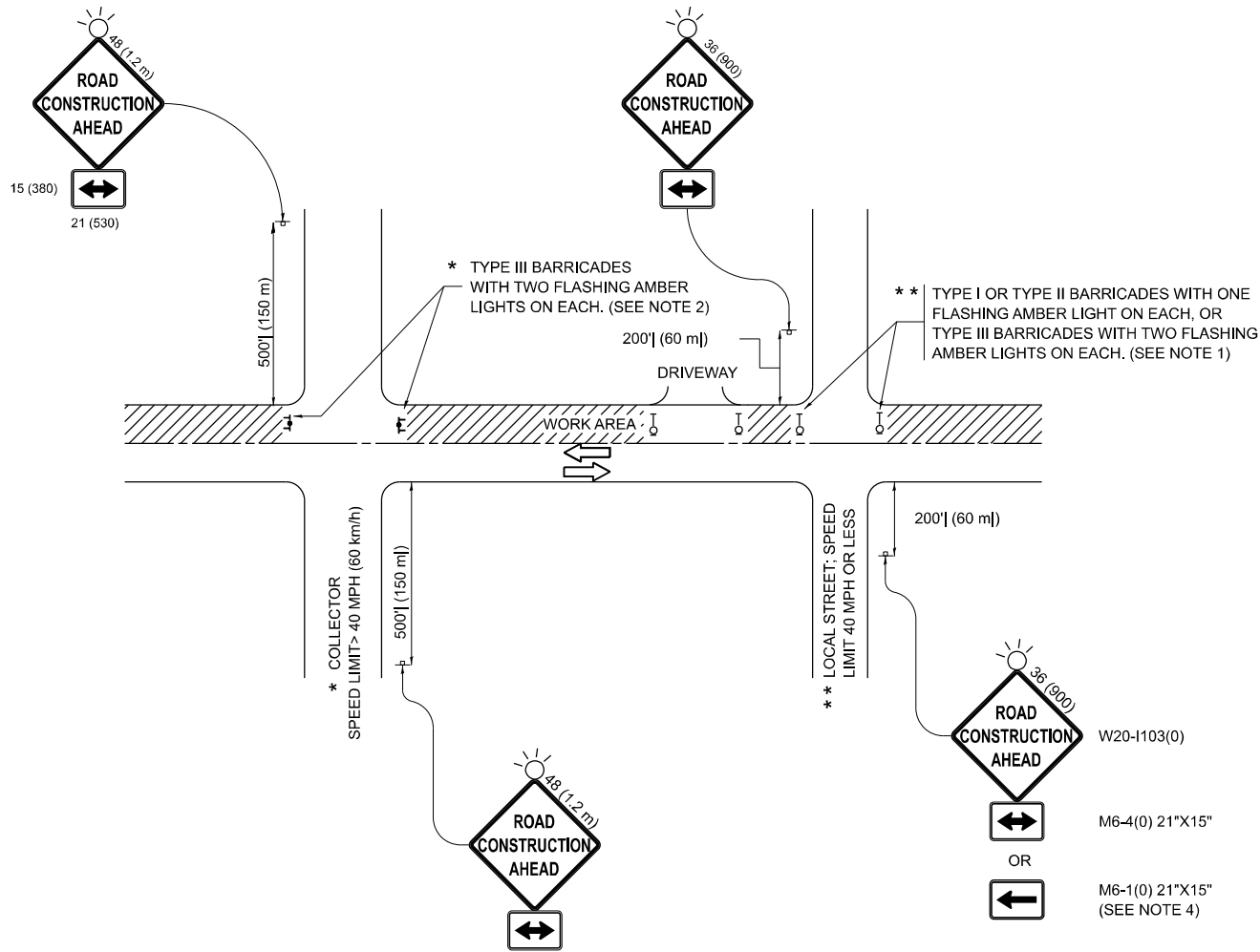
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

RUMBLE STRIPS FOR CENTERLINE, NON-FREEWAY

SCALE: NONE SHEET A003 OF 9 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 0335 23 SMART2	MCHENRY	25	19
BD 55		CONTRACT NO. 62V57		
ILLINOIS		FED. AID PROJECT		

MODEL: TC-10  
FILE NAME: c:\pw\_work\pwt\jammal.aramahi\illinois.gov\00337244\103524-shr-DistSigs.dgn



NOTES:

- 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 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.
- 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 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).
- 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.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

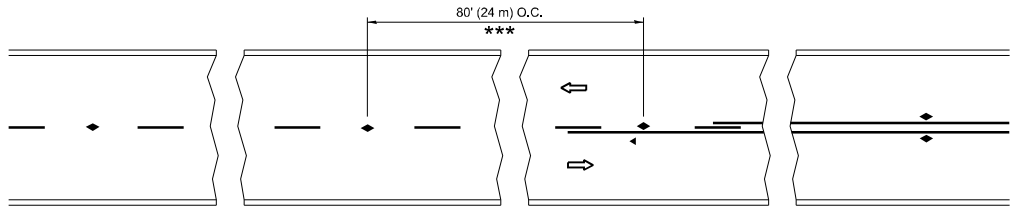
All dimensions are in inches (millimeters)  
unless otherwise shown.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

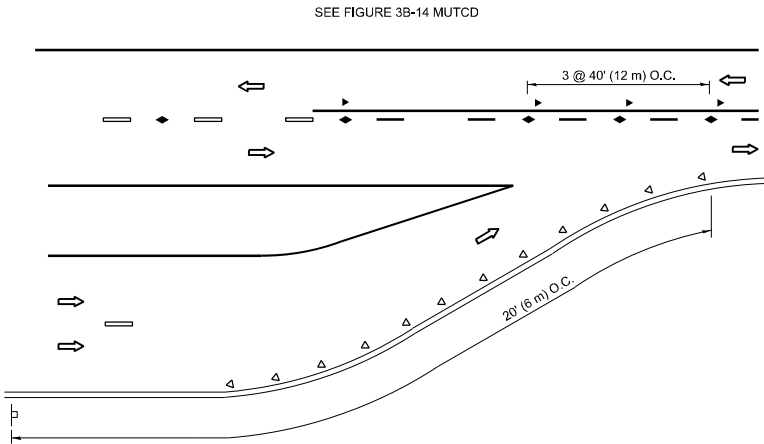
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10		CONTRACT NO. 62V57		
ILLINOIS		FED. AID PROJECT		

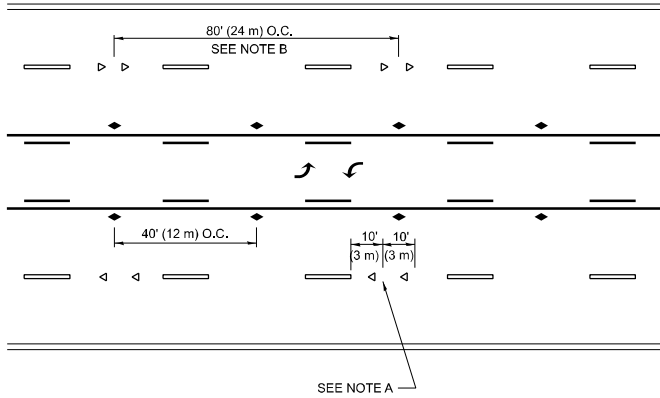


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

## TWO-LANE/TWO-WAY

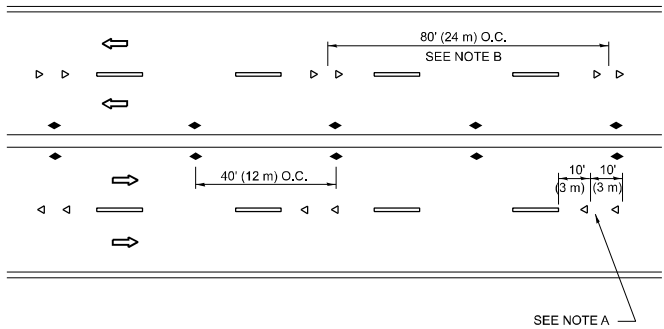


## LANE REDUCTION TRANSITION



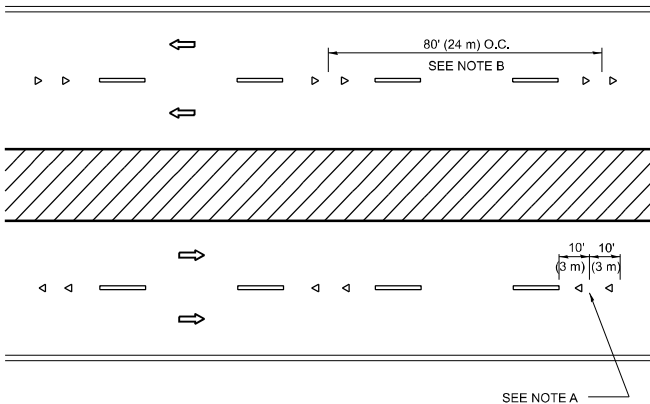
SEE NOTE A

## TWO-WAY LEFT TURN



SEE NOTE A

## MULTI-LANE/UNDIVIDED



SEE NOTE A

## 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

## 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.

## SYMBOLS

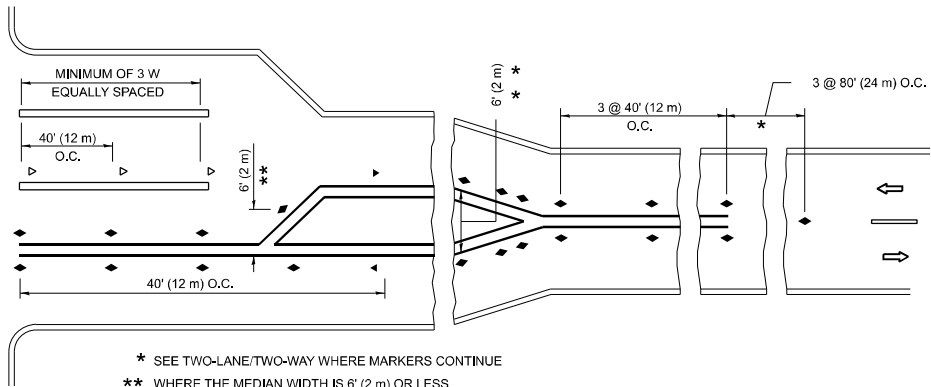
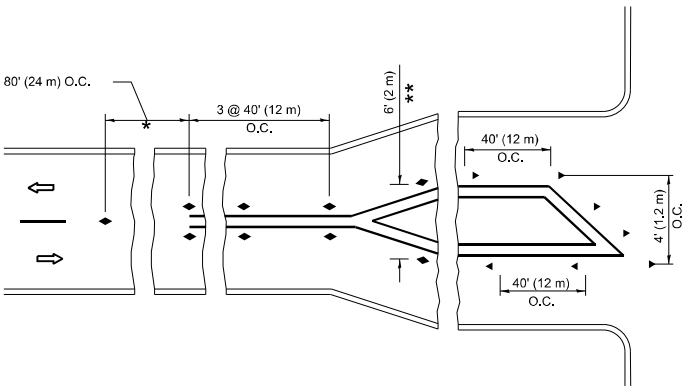
- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

## 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.

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

MODEL: TC-11  
FILE NAME: c:\pw\_work\jammal.aramahi\illinois.gov\093124\103524-shr-dist\stgs.dgn



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

## TURN LANES

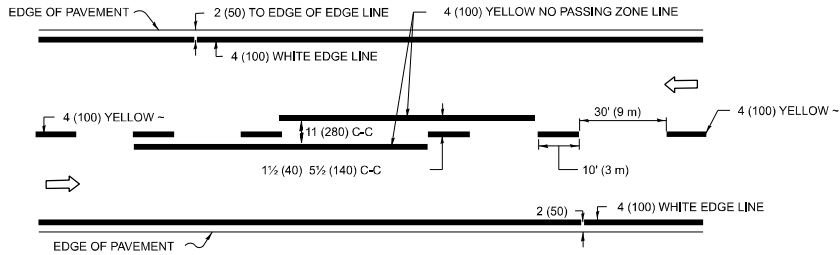
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

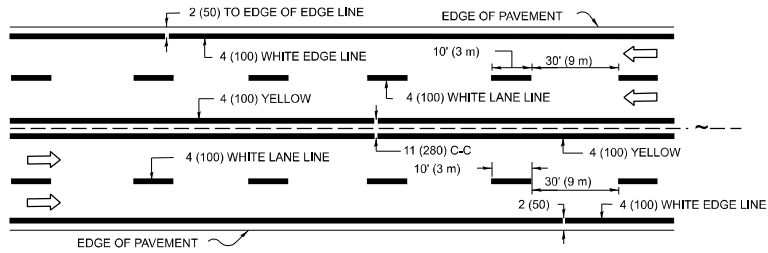
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 0335 23 SMART2	MCHENRY	25	21
TC-11		CONTRACT NO. 62V57		
		ILLINOIS	FED. AID PROJECT	

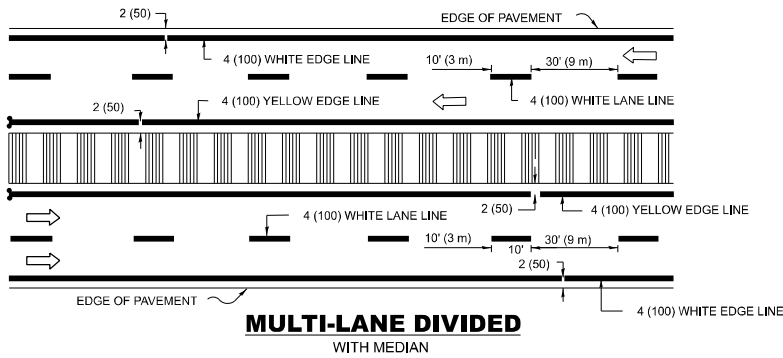
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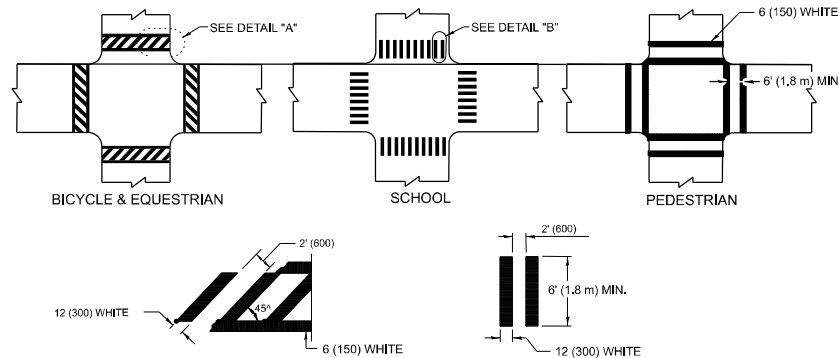
## 2-LANE ROADWAY



## MULTI-LANE UNDIVIDED



## TYPICAL LANE AND EDGE LINE MARKING

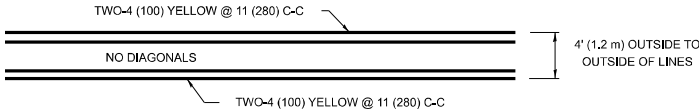


### DETAIL "A"

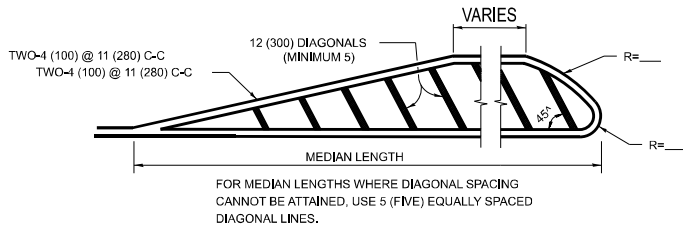
### DETAIL "B"

## TYPICAL CROSSWALK MARKING

\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

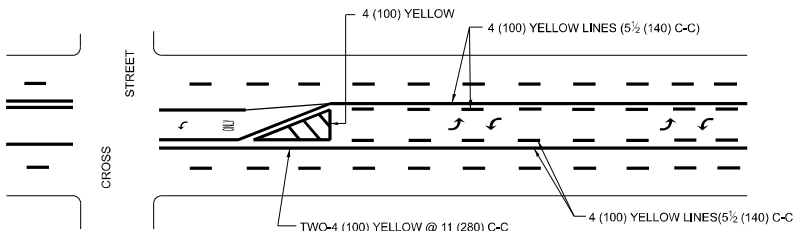


## 4' (1.2 m) WIDE MEDIANS ONLY

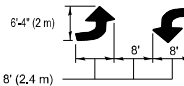


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

## MEDIANS OVER 4' (1.2 m) WIDE

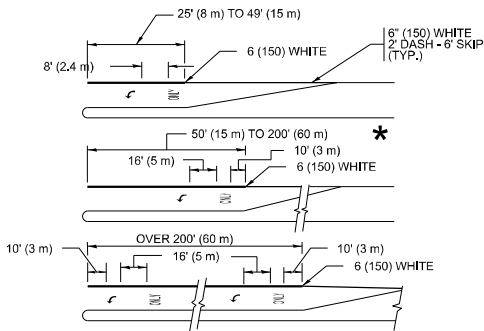


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



## MEDIAN WITH TWO-WAY LEFT TURN LANE

## TYPICAL PAINTED MEDIAN MARKING

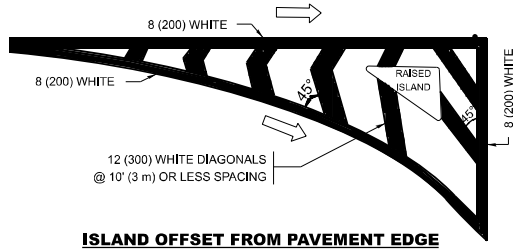


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

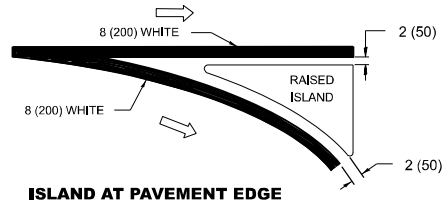
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

## TYPICAL LEFT (OR RIGHT) TURN LANE

## TYPICAL TURN LANE MARKING

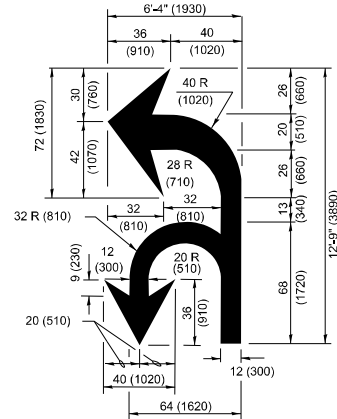


### ISLAND OFFSET FROM PAVEMENT EDGE

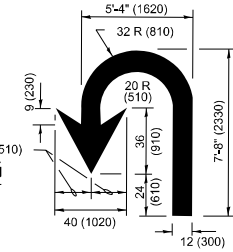


### ISLAND AT PAVEMENT EDGE

## TYPICAL ISLAND MARKING



## COMBINATION LEFT AND U-TURN



## U-TURN

## LANE REDUCTION TRANSITION

\* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE-FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE 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 8' (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 (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

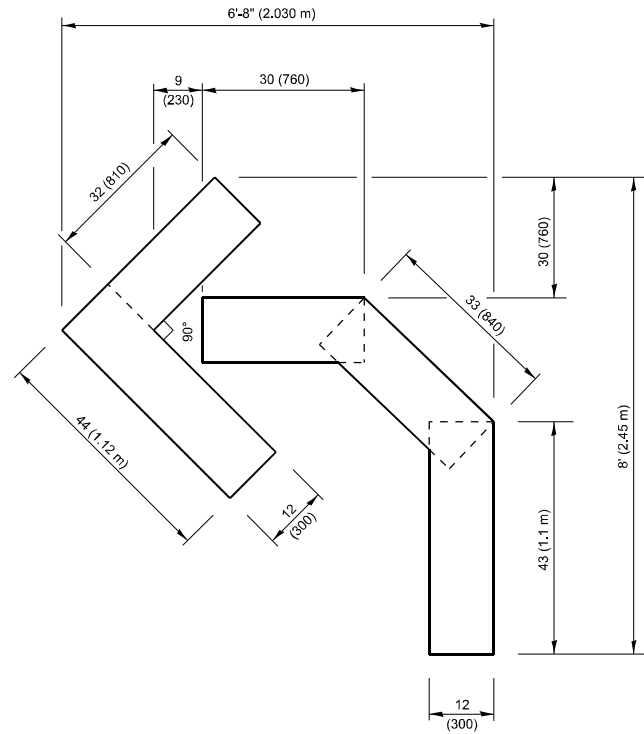
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	DRAWN -	REVISED - C. JUCIUS 07-01-13
	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 3/20/2025	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

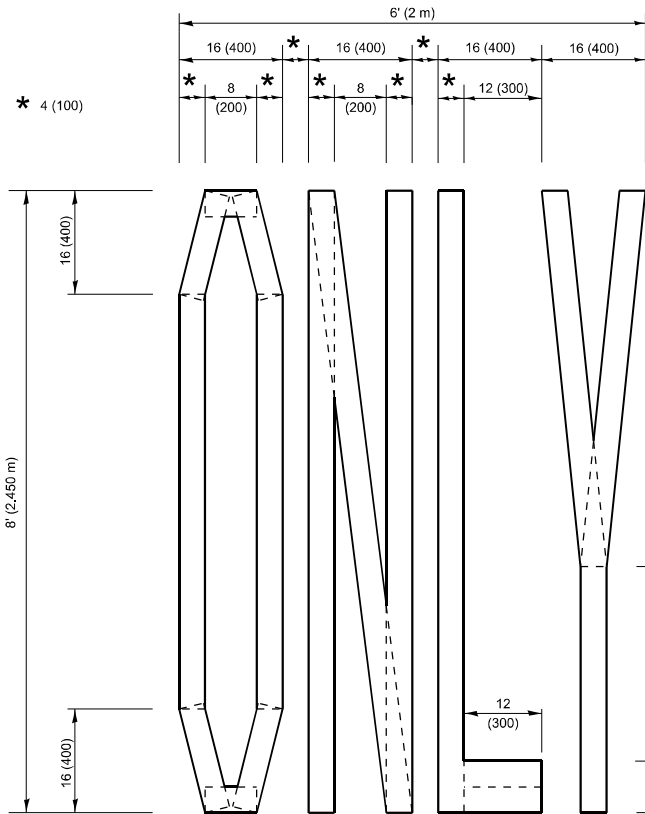
SCALE: NONE SHEET A006 OF 9 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 0335 23 SMART2	MCHENRY	25	22
TC-13		CONTRACT NO. 62V57		
		ILLINOIS	FED. AID PROJECT	



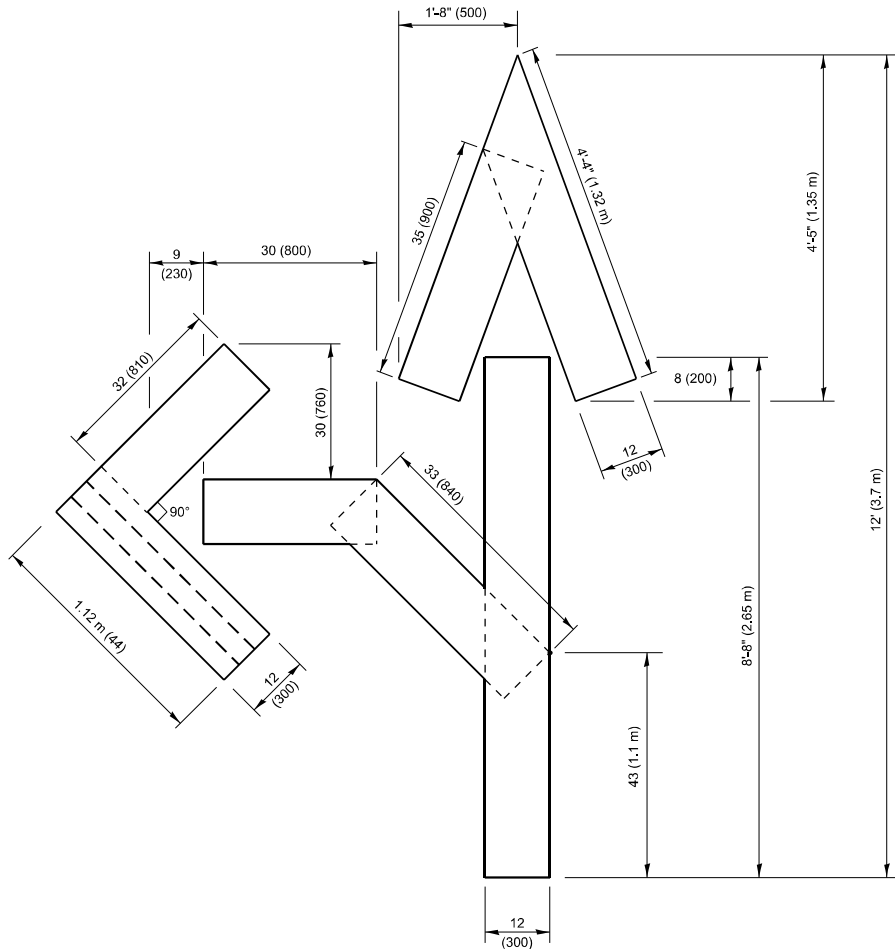
**QUANTITY**

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)

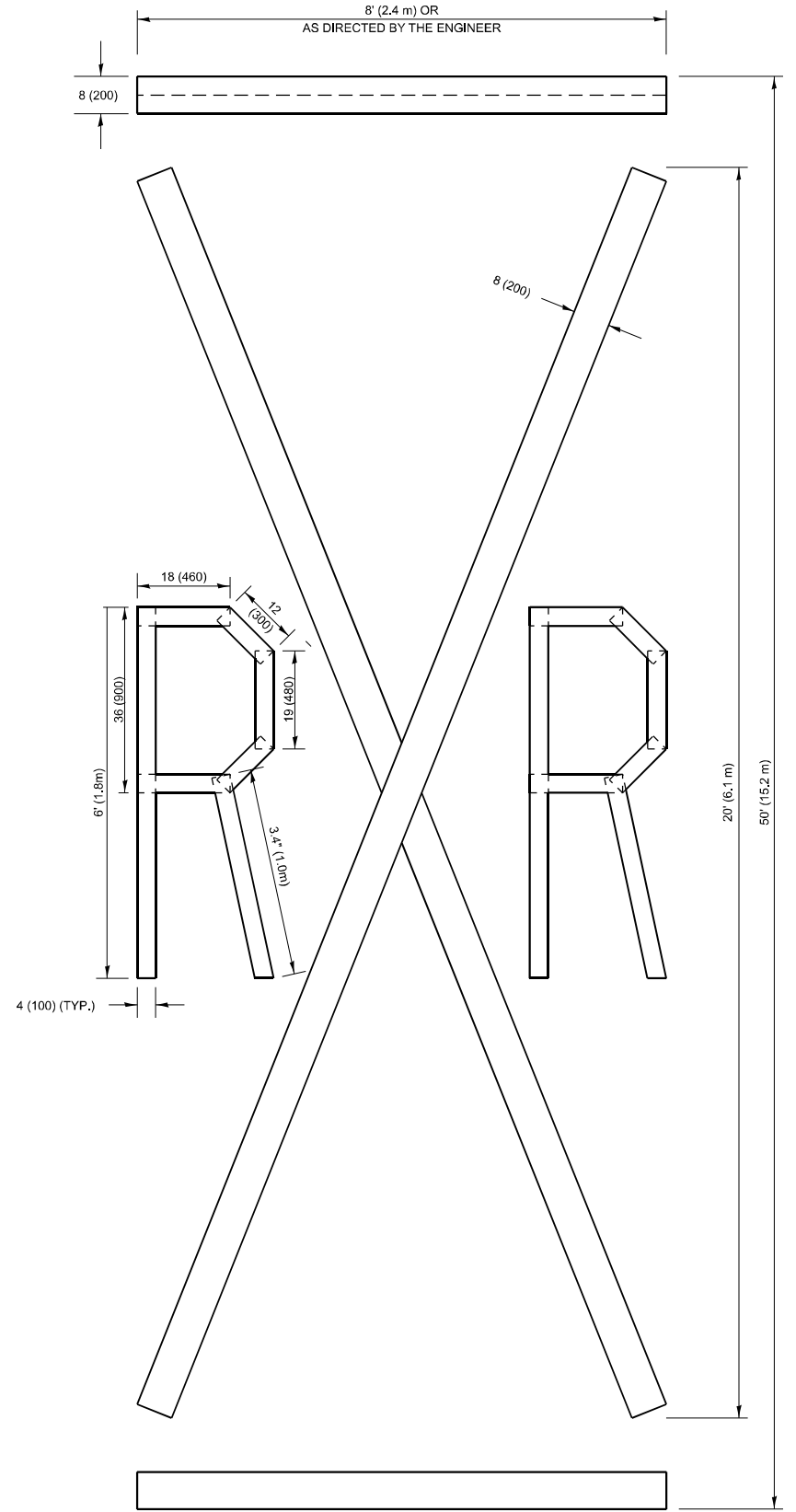


**QUANTITY**

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.

MODEL: TC-16  
FILE NAME: c:\pwwork\jammal.aramahi\illinois.gov\093124\103524-shr-dist\stgs.dgn

USER NAME = jammal.aramahi	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
	DRAWN -	REVISED - E. GOMEZ 08-28-00
	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/20/2025	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

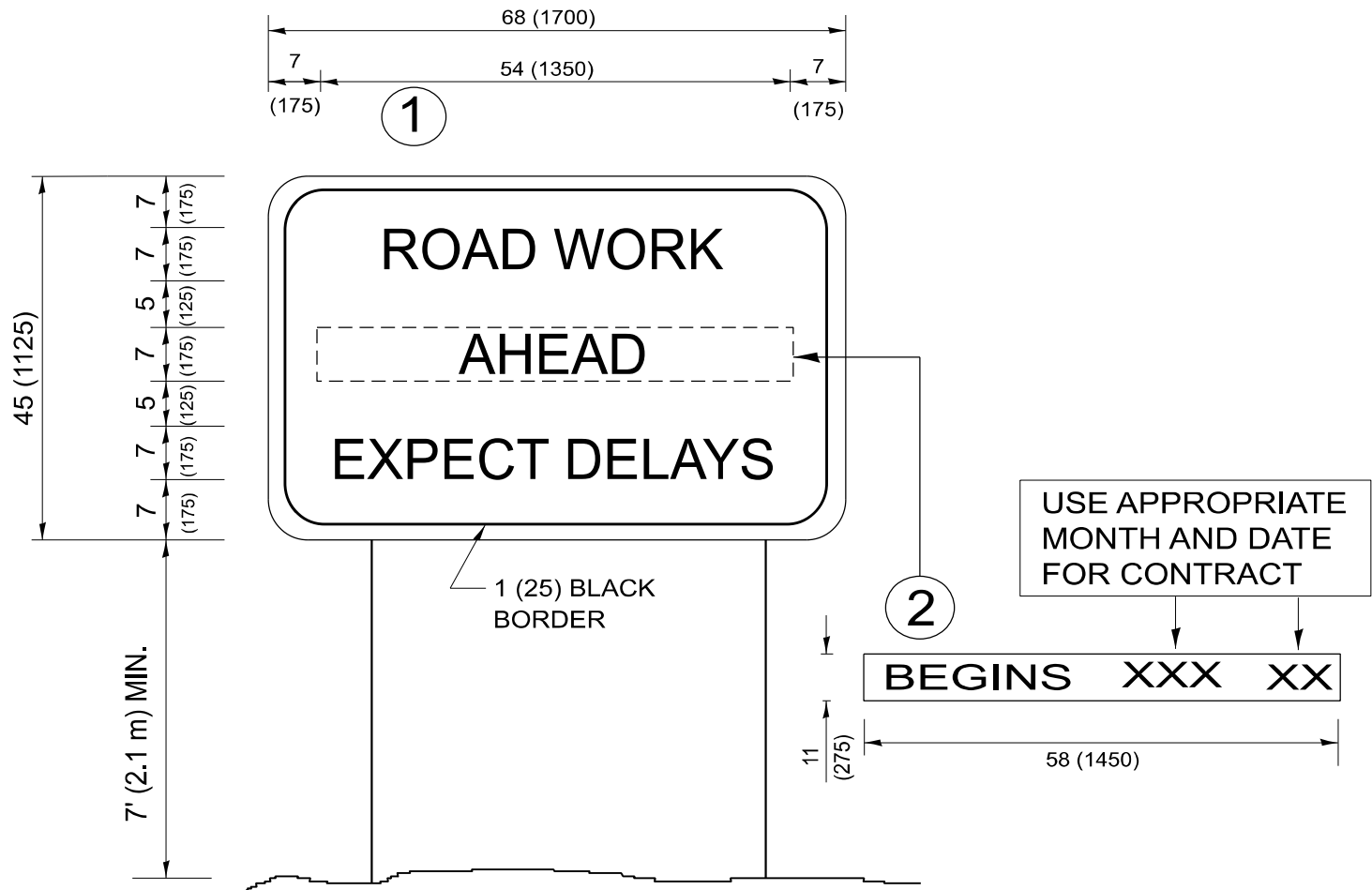
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS**

SCALE: NONE SHEET A007 OF 9 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 0335 23 SMART2	MCHENRY	25	23
TC-16		CONTRACT NO. 62V57		
		ILLINOIS	FED. AID PROJECT	

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NOTES:

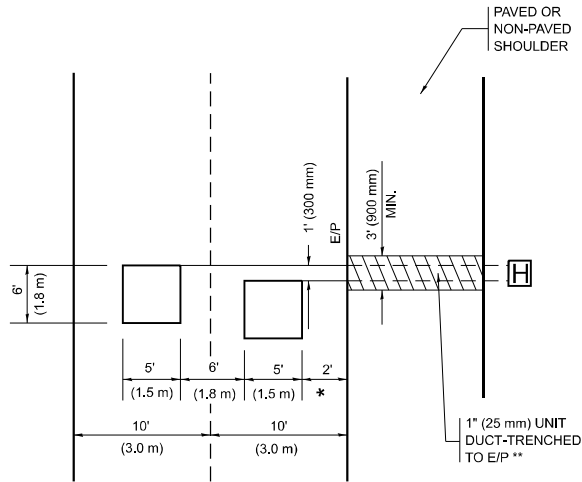
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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.

	USER NAME   = jammal.aramahi	DESIGNED   -	REVISED   -   R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN    -	REVISED   -   R. MIRS 12-11-97						335	FAP 0335 23 SMART2	MCHENRY	25	24
		CHECKED   -	REVISED   - T. RAMMACHER 02-02-99						TC-22		CONTRACT NO. 62V57		
	PLOT DATE   = 3/20/2025	DATE       -	REVISED   - C. JUCIUS 01-31-07						ILLINOIS FED. AID PROJECT				
						SCALE: NONE	SHEET #008	OF 9	SHEETS	STA.	TO STA.		

LOOPS NEXT TO SHOULDERS

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



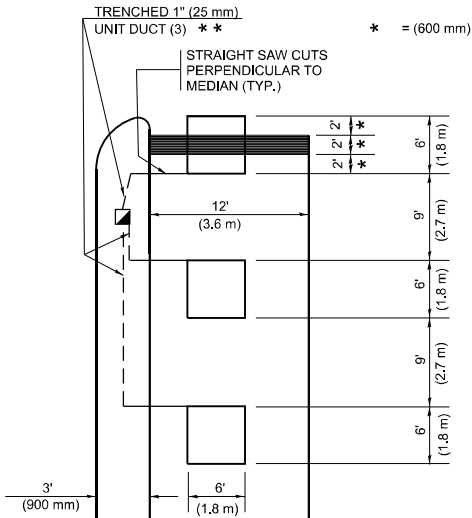
\* = (600 mm)

\*\* 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.

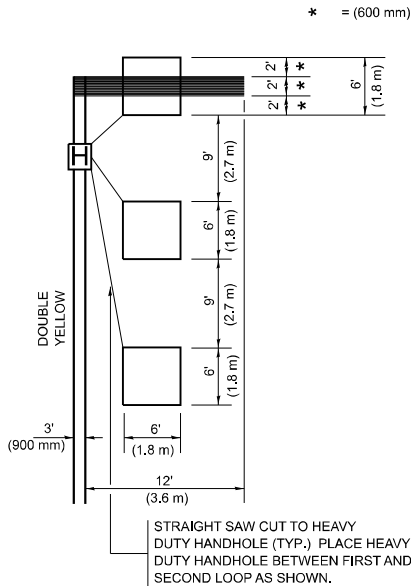


\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS  
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

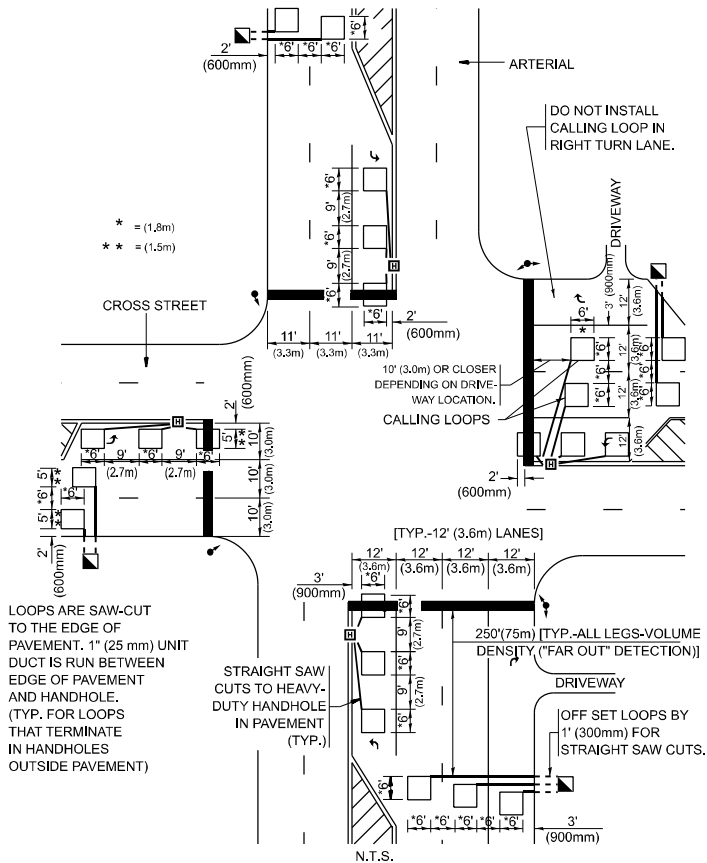
LEFT TURN LANES WITHOUT MEDIANS

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



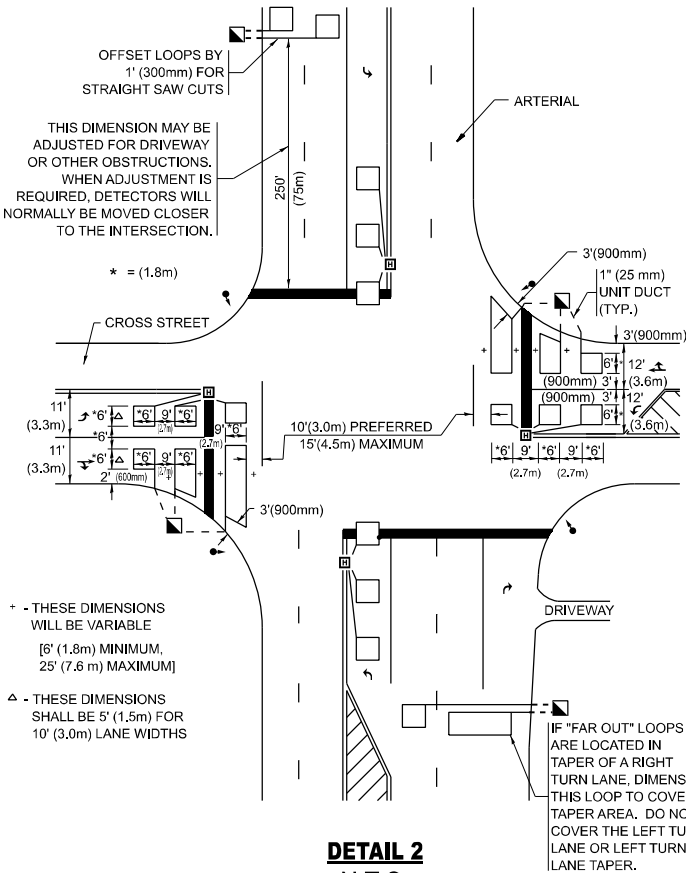
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO  
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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

MODEL: TS-07  
FILE NAME: c:\pwwork\jammal.aramahi\illinois.gov\033124\ID103524-sh+DistSigs.dgn

PLOT DATE	USER NAME = jammal.aramahi	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	CHECKED - R.K.F.	REVISED -	REVISED -
	DATE -	REVISED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING

SCALE: NONE SHEET A009 OF 9 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 0335 23 SMART2	MCHENRY	25	25
TS-07		CONTRACT NO. 62V57		
ILLINOIS		FED. AID PROJECT		