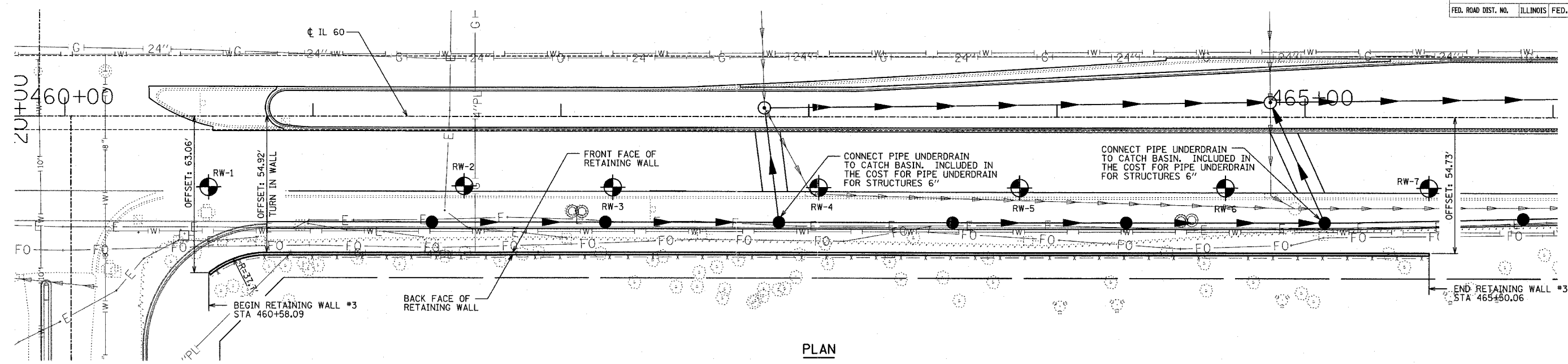


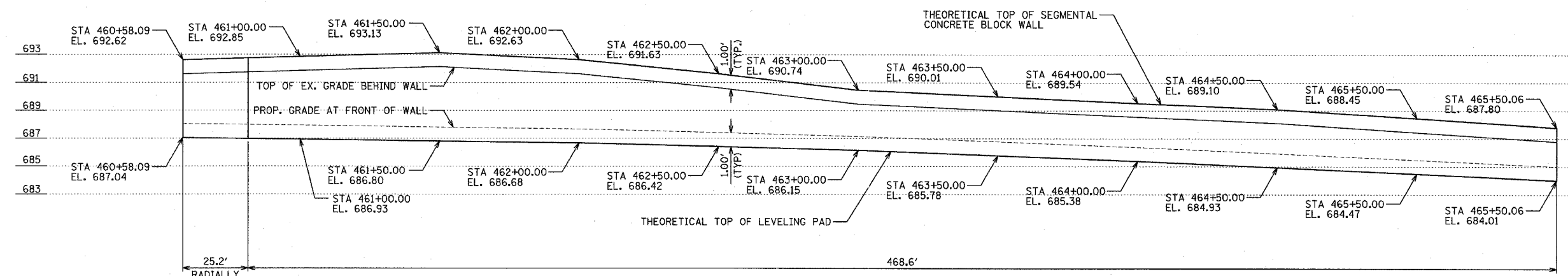


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	303
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

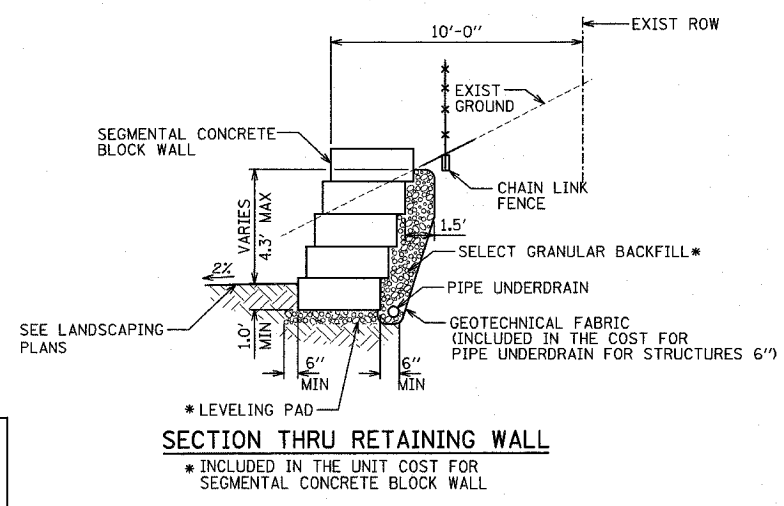
60B01



PLAN



ELEVATION WALL #3  
SCALED (5:1) (V:H)



SECTION THRU RETAINING WALL

\* INCLUDED IN THE UNIT COST FOR SEGMENTAL CONCRETE BLOCK WALL

BILL OF MATERIAL

ITEM	UNIT	TOTAL
STRUCTURE EXCAVATION	CU YD	456
PIPE UNDERDRAIN FOR STRUCTURES 6"	FOOT	500
CHAIN LINK FENCE, 4'	FOOT	494
SEGMENTAL CONCRETE BLOCK WALL	SQ FT	1552

NOTES

1. BLOCK SIZE, BATTER, SETBACK & NUMBER OF COURSES PER WALL SUPPLIER DESIGN. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS RTE 60 OVER I-94  
SEGMENTAL CONCRETE BLOCK WALL 3  
FROM STA 460+58.09 TO STA 465+50.06

SCALE: DATE: MAY 8, 2007  
DRAWN BY: PL  
CHECKED BY: SP

TYLIN INTERNATIONAL

05/09/2007 08:46:00 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	304
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

**SOIL BORING LOG**

Geo Services, Inc.  
Geotechnical, Environmental & Civil Engineering  
825 Amberle Court, Suite 204  
Naperville, Illinois 60565  
(630) 251-1235

PAGE 1 of 1  
DATE August 8, 2006  
LOGGED BY RH  
GSI JOB No. 06119

ROUTE F.A.P. 335 (Il. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94  
SECTION 119R-2 LOCATION T43N R11E Q1NW-T43N R11E Q2NE, Vernon Township  
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Auto Hammer

STRUCT. NO. SN-049-2012  
Station 432+83.16 to 470+54.86  
BORING NO. RW-1  
Station 460+58  
Offset: 28.5' Right  
Ground Surface Elev. 687.3

DEPTH (ft)	BULGE (in)	SOIL DESCRIPTION	MOISTURE (%)	UNCONSOLIDATED SOIL TEST RESULTS (blows/ft)	DEPTH (ft)	BULGE (in)	SOIL DESCRIPTION	MOISTURE (%)	UNCONSOLIDATED SOIL TEST RESULTS (blows/ft)
0		10.0" CONCRETE, 4.0" CRUSHED STONE			0				
3					3				110
5		CLAY-brown & gray-very stiff (A-6) Fill			5		CLAY-gray-stiff to very stiff (A-6)		
7	3.25P				6	1.7B			20
684.3									
3					3				110
5		SILTY LOAM-brown & gray-medium dense (A-4) Fill			4				
-5	5 NP				5	1.4B			20
681.8									
6		SILTY CLAY-brown & gray-very stiff (A-6) Fill			3				
10					8				
679.3					12	6.23B			
7		CLAY-brown & gray-very stiff (A-6)			4				
12					8				
-10	8 2.6B				-10	8 3.3B			-30
676.8									
2					2				114
4					6				
5	1.8B				8	0.8B			18
		CLAY-gray-stiff to very stiff (A-6)							
4					3				114
4					5				
-15	5 2.2B				-15	7 1.5B			-35
4					3				114
7					3				
11	2.7B				6	1.75B			18
4					3				112
5					4				
687.3	-20	7 1.9B			-20	5 1.5B			-40

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B)-Bulge, (S)-Shear, (P)-Penetrometer, (ST)- Shelby Tube Sample, (VS)-Vane Shear Test. The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206). The Unit Dry Weight (pcf) is noted in italics above moist (%). NR-No Recovery.

**SOIL BORING LOG**

Geo Services, Inc.  
Geotechnical, Environmental & Civil Engineering  
825 Amberle Court, Suite 204  
Naperville, Illinois 60565  
(630) 251-1235

PAGE 1 of 1  
DATE August 8, 2006  
LOGGED BY RH  
GSI JOB No. 06119

ROUTE F.A.P. 335 (Il. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94  
SECTION 119R-2 LOCATION T43N R11E Q1NW-T43N R11E Q2NE, Vernon Township  
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Auto Hammer

STRUCT. NO. SN-049-2012  
Station 432+83.16 to 470+54.86  
BORING NO. RW-2  
Station 461+61  
Offset: 28' Right  
Ground Surface Elev. 687.3

DEPTH (ft)	BULGE (in)	SOIL DESCRIPTION	MOISTURE (%)	UNCONSOLIDATED SOIL TEST RESULTS (blows/ft)	DEPTH (ft)	BULGE (in)	SOIL DESCRIPTION	MOISTURE (%)	UNCONSOLIDATED SOIL TEST RESULTS (blows/ft)
0		11.0" CONCRETE, 4.0" SAND & GRAVEL			0				
5					5		CLAY-gray-medium stiff to stiff (A-6)		
5					4				113
9	8.0B				12	0.9B			18
686.05									
5					3				110
7		CLAY-brown & gray-very stiff to hard (A-6)			4				
-5	10 7.5B				-25	6 1.8B			-20
682.3									
3					3				
8					8				
12	6.23B				12	6.23B			
676.8					4				
4					8				
-10	8 3.3B				-10	8 3.3B			-30
2					2				114
6					6				
8	0.8B				8	0.8B			18
		CLAY-gray-medium stiff to stiff (A-6)							
3					3				114
5					5				
-15	7 1.5B				-15	7 1.5B			-35
3					3				114
3					3				
6	1.75B				6	1.75B			18
3					3				112
4					4				
687.3	-20	5 1.5B			-20	5 1.5B			-40

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B)-Bulge, (S)-Shear, (P)-Penetrometer, (ST)- Shelby Tube Sample, (VS)-Vane Shear Test. The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206). The Unit Dry Weight (pcf) is noted in italics above moist (%). NR-No Recovery.

**TYLIN INTERNATIONAL**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
BORING LOGS FOR RETAINING WALL I  
ILLINOIS 60 OVER I-94  
F.A.P. RTE. 335 SECTION 119R-2

SCALE: \_\_\_\_\_  
DATE: MAY 8, 2007  
DESIGNED BY: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	305
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering  
805 Amber Court, Suite 204 Naperville, IL 60563 (630) 251-2336

SOIL BORING LOG PAGE 1 of 1 DATE August 1, 2006 LOGGED BY MB GSI JOB No. 06119

ROUTE F.A.P. 335 (I. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94  
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township  
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME-75 Auto Hammer

STRUCT. NO. SN-049-2012 Station 432+83.16 to 470+54.86  
BORING NO. RW-3 Station: 462+21 Offset: 28.5' Right Ground Surface Elev. 687.4

DEPTH (ft)	BULGE (in)	UCS (tsf)	MOISTURE (%)	Description	DEPTH (ft)	BULGE (in)	UCS (tsf)	MOISTURE (%)	Groundwater Elevations	
									First Encounter	Upon Completion
				10.0" CONCRETE, 8.0" CRUSHED STONE						
4					4				n/a	n/a
7					5					
7	6.0P	15		CLAY-gray-stiff to hard (A-6)	6	1.7B	19			
4			116		5			116		
7				CLAY-brown & gray-hard (A-6)	7					
-5	7.3B	16			-25	9	2.1B	18		
4			117		6			117		
10					6				660.4	
11	6.2B	16			8	1.6B	18			
4			119		7					
4				SANDY CLAY-gray-very stiff (A-6)	6					
-10	4.3B	15			-10	12	2.25P	9	657.4	-30
3			116		4					
3				CLAY-gray-stiff to hard (A-6)	5					
5	2.1B	17			7					
2					3					
3					5					
-15	4.175P	18			-15	7	2.1B	17	-35	
3					3					
4					5					
6	2.5P	18			6	2.6B	18			
4			113		4					
6					5					
667.4	-20	8	2.6B	18	647.4	-40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)  
NR-No Recovery

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering  
805 Amber Court, Suite 204 Naperville, IL 60563 (630) 251-2336

SOIL BORING LOG PAGE 1 of 1 DATE August 9, 2006 LOGGED BY RH GSI JOB No. 06119

ROUTE F.A.P. 335 (I. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94  
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township  
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Auto Hammer

STRUCT. NO. SN-049-2012 Station 432+83.16 to 470+54.86  
BORING NO. RW-4 Station: 463+04 Offset: 28.5' Right Ground Surface Elev. 686.7

DEPTH (ft)	BULGE (in)	UCS (tsf)	MOISTURE (%)	Description	DEPTH (ft)	BULGE (in)	UCS (tsf)	MOISTURE (%)	Groundwater Elevations	
									First Encounter	Upon Completion
				10.0" CONCRETE, 6.0" CRUSHED STONE						
					1				n/a	n/a
2					2					
5	4.0B	17		CLAY-gray-stiff to very stiff (A-6)	5					
4			116		5			116		
7				CLAY-brown & gray-very stiff to hard (A-6)	7					
-5	3.5P	16			-5	9	3.5P	16	663.2	
4			118		4					
9					9					
12	7.6B	16			12	7.6B	16		661.7	-25
4			118		4					
9					9					
-10	12.275B	16			-10	12	2.75B	16		
4			118		4					
7				CLAY-gray-stiff to very stiff (A-6)	7					
8	2.0B	18			8	2.0B	18			
3			115		3					
5					5					
-15	7.21B	17			-15	7	2.1B	17	-35	
3			114		3					
5					5					
6	2.6B	18			6	2.6B	18			
4			113		4					
5					5					
666.7	-20	7	2.2B	18	646.7	-40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)  
NR-No Recovery



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
BORING LOGS FOR RETAINING WALL II  
ILLINOIS 60 OVER I-94  
F.A.P. RTE. 335 SECTION 119R-2

DESIGNED BY:  
DRAWN BY:  
CHECKED BY:  
SCALE:  
DATE: MAY 8, 2007

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	306
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B01

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering  
805 Amber Court, Suite 204 Naperville, Illinois 60565 (630) 255-2230

SOIL BORING LOG PAGE 1 of 2 DATE August 4, 2006 LOGGED BY MB GSI JOB No. 06119

ROUTE F.A.P. 335 (Il. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94  
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township  
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE D-120 Auto Hammer

STRUCT. NO. SN-049-2012 Station 432+83.16 to 470+54.86  
BORING NO. RW-5 Station: 463+85 Offset: 28.5' Right Ground Surface Elev. 686.1

DEPTH (ft)	BULGE (in)	SHEAR (pcf)	PENETRATION (lb/ft)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BULGE (in)	SHEAR (pcf)	PENETRATION (lb/ft)	MOISTURE (%)	Surface Water Elev.	Stream Bed Elev.	Groundwater Elevations:	First Encounter	Upon Completion	After
											n/a	n/a				
0					CLAY-gray-very stiff (A-6)	0					n/a	n/a				
3						3										
5						5										
6	6.0P		17			6	2.4B		17							
					CLAY-brown & gray-hard (A-6)											
4						4										
7					SILTY LOAM to SILTY CLAY LOAM-gray-medium dense (A-4)	7										
-5	8	4.0P	17			-25	7	2.5P	17							
11				110		11										
13						13										
13	6.4B		15			13	1.75P		18							
6						6										
8					CLAY-gray-stiff to very stiff (A-6)	8										
-10	8	4.0P	17			-30	10	3.0P	17							
3						3										
5						5										
6	3.25P		17			6	2.5P		18							
3				120		3										
6						6										
-15	8	3.5B	15			-35	6	2.7B	18							
10						10										
18						18										
13	NP		17			13	NP		15							
4				113		4										
6						6										
-20	8	3.0B	18			-40	7	1.9B	20							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B)-Bulge, (S)-Shear, (P)-Penetrometer, (ST)- Shelby Tube Sample, (VS)-Vane Shear Test  
The SPT (N) value is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)  
NP-No Recovery

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering  
805 Amber Court, Suite 204 Naperville, Illinois 60565 (630) 255-2230

SOIL BORING LOG PAGE 2 of 2 DATE August 4, 2006 LOGGED BY MB GSI JOB No. 06119

ROUTE F.A.P. 335 (Il. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94  
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township  
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE D-120 Auto Hammer

STRUCT. NO. SN-049-2012 Station 432+83.16 to 470+54.86  
BORING NO. RW-5 Station: 463+85 Offset: 28.5' Right Ground Surface Elev. 686.1

DEPTH (ft)	BULGE (in)	SHEAR (pcf)	PENETRATION (lb/ft)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BULGE (in)	SHEAR (pcf)	PENETRATION (lb/ft)	MOISTURE (%)	Surface Water Elev.	Stream Bed Elev.	Groundwater Elevations:	First Encounter	Upon Completion	After
											n/a	n/a				
0					CLAY-gray-stiff to very stiff (A-6)	0					n/a	n/a				
6						6										
6						6										
6						6										
10						10										
13						13										
13	6.4B		15			13	1.75P		18							
6						6										
8					CLAYEY SAND & GRAVEL-gray-medium dense (A-2-6)	8										
-10	8	4.0P	17			-30	10	3.0P	17							
3						3										
5						5										
6	3.25P		17			6	2.5P		18							
3				117		3										
6						6										
-15	8	3.5B	15			-35	6	2.7B	18							
10						10										
18						18										
13	NP		17			13	NP		15							
4				116		4										
6						6										
-20	8	3.0B	18			-40	7	1.9B	20							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B)-Bulge, (S)-Shear, (P)-Penetrometer, (ST)- Shelby Tube Sample, (VS)-Vane Shear Test  
The SPT (N) value is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)  
NP-No Recovery

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
BORING LOGS FOR RETAINING WALL III  
ILLINOIS 60 OVER I-94  
F.A.P. RTE. 335 SECTION 119R-2

DESIGNED BY:  
DRAWN BY:  
CHECKED BY:

SCALE:  
DATE: MAY 8, 2007

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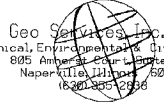






F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	310
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



**SOIL BORING LOG**

PAGE 1 of 1

DATE May 1, 2007

LOGGED BY RT

GSI JOB No. 06119

ROUTE F.A.P. 335 (I.L. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94

SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township

COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE Hand Auger

STRUCT. NO. SN-049-2012

Station 432+83.16 to 470+54.86

BORING NO. RW-11

Station: 439+18

Offset: 53' Right

Ground Surface Elev. 699.3

DEPTH (ft)	BULGE (in)	UNCONSOLIDATED QUANTITY (pcf)	MOISTURE (%)	Surface Water Elev.		Stream Bed Elev.		DEPTH (ft)	BULGE (in)	UNCONSOLIDATED QUANTITY (pcf)	MOISTURE (%)
				(ft)	(in)	(ft)	(in)				
699.0		AS 0.8P 22		n/a		n/a					
696.3		AS 0.75P 23									
-5		AS 3.75P 17									
102											
691.3		AS 3.7B 24									
-10											
-15											
-20											

Auger Refusal @ -8.0'  
Unknown Obstruction  
End Of Boring  
Hand Auger

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)  
NR-No Recovery

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
BORING LOGS FOR RETAINING WALL VII  
ILLINOIS 60 OVER I-94  
F.A.P. RTE. 335 SECTION 119R-2

DESIGNED BY:  
DRAWN BY:  
CHECKED BY:

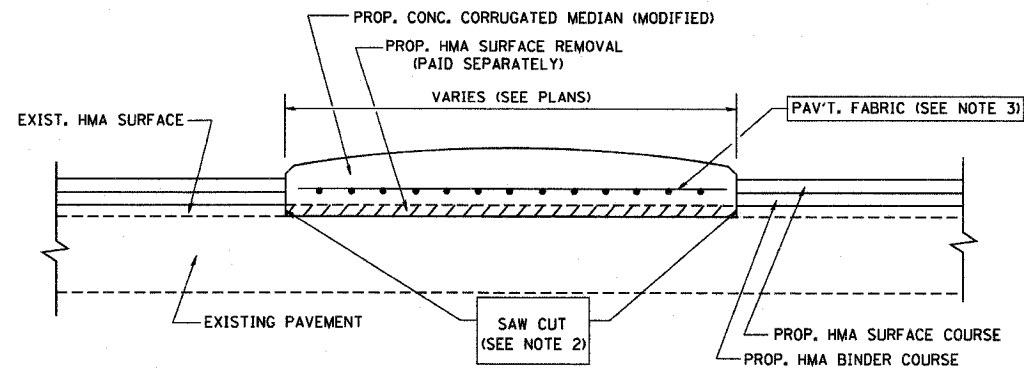
SCALE:  
DATE: MAY 8, 2007

**TYLIN** INTERNATIONAL

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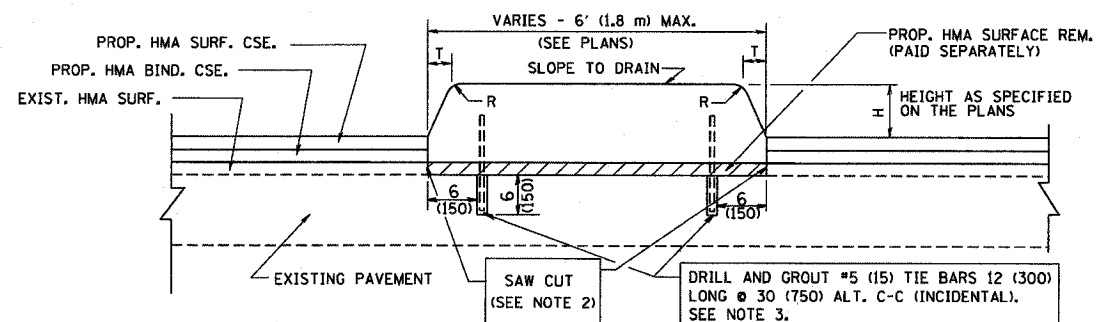
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	312
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



- NOTES:
1. CORRUGATED MEDIAN (MODIFIED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE PORTIONS OF STATE STANDARD 606306.
  2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)
  3. PAVEMENT FABRIC WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)

**DETAILS FOR CORRUGATED MEDIAN (MODIFIED)**

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CORRUGATED MEDIAN (MODIFIED)"



H	R	T
6(150)	1(25)	1(25)
9(225)	1(25)	2(50)

- NOTES:
1. CONCRETE MEDIAN TYPE SB (DOWELLED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STATE STANDARD 606301 AND SECTION 606 OF THE STANDARD SPECIFICATIONS.
  2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"
  3. FOR MEDIAN WIDTH LESS THAN 4' (1.2 m) USE ONE ROW OF #5 (15) BARS @ 30 (750) C-C ALONG THE MEDIAN CENTERLINE. TIE BARS WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"

**DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED)**

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CONCRETE MEDIAN TYPE SB (DOWELLED)"

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

REVISIONS	
NAME	DATE
M. DE YONG	05/14/93
M. DE YONG	06/13/93
M. DE YONG	06/14/93
M. DE YONG	06/20/93
M. DE YONG	09/21/93
M. DE YONG	10/12/93
R. SHAH	09/09/94
R. SHAH	10/25/94
E. GOMEZ	08/28/00
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DETAILS FOR  
 CONCRETE MEDIAN TYPE SB (DOWELLED)  
 CORRUGATED MEDIAN (MODIFIED)

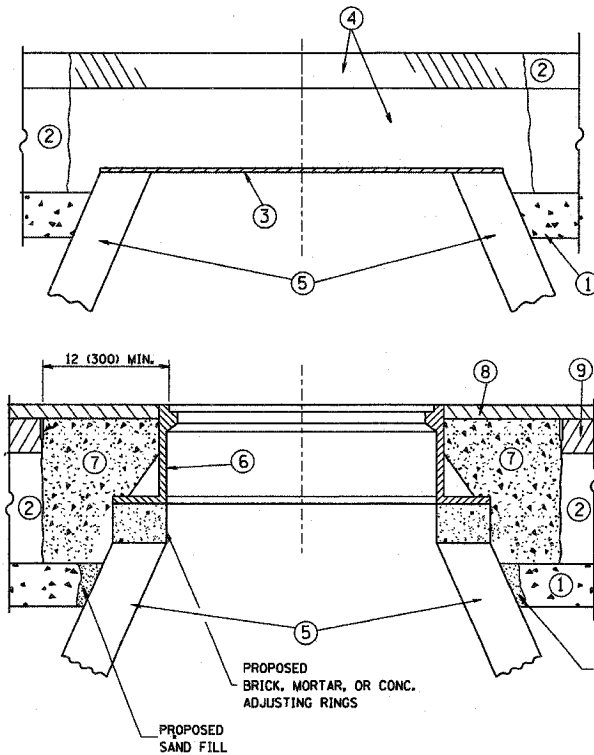
SCALE: VERT. NONE  
 HORIZ. PLOT DATE: 1/18/2007

DRAWN BY  
 CHECKED BY

BD600-02 (BD-5)  
 REVISION DATE: 01/01/07

PLOT DATE = 1/18/2007  
 FILE NAME = s:\projects\14\1401\1401.dgn  
 PLOT SCALE = 0.10000 / IN.  
 USER NAME = drw\drw

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	313
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

**STAGE 2 (AFTER PAVEMENT MILLING)**

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS S1 CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

**LEGEND**

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS S1 CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:** THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL". NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

**NOTES:**

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

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

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

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

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

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

VERT. SCALE: NONE  
HORIZ. SCALE: 1/18/2007

DRAWN BY  
CHECKED BY

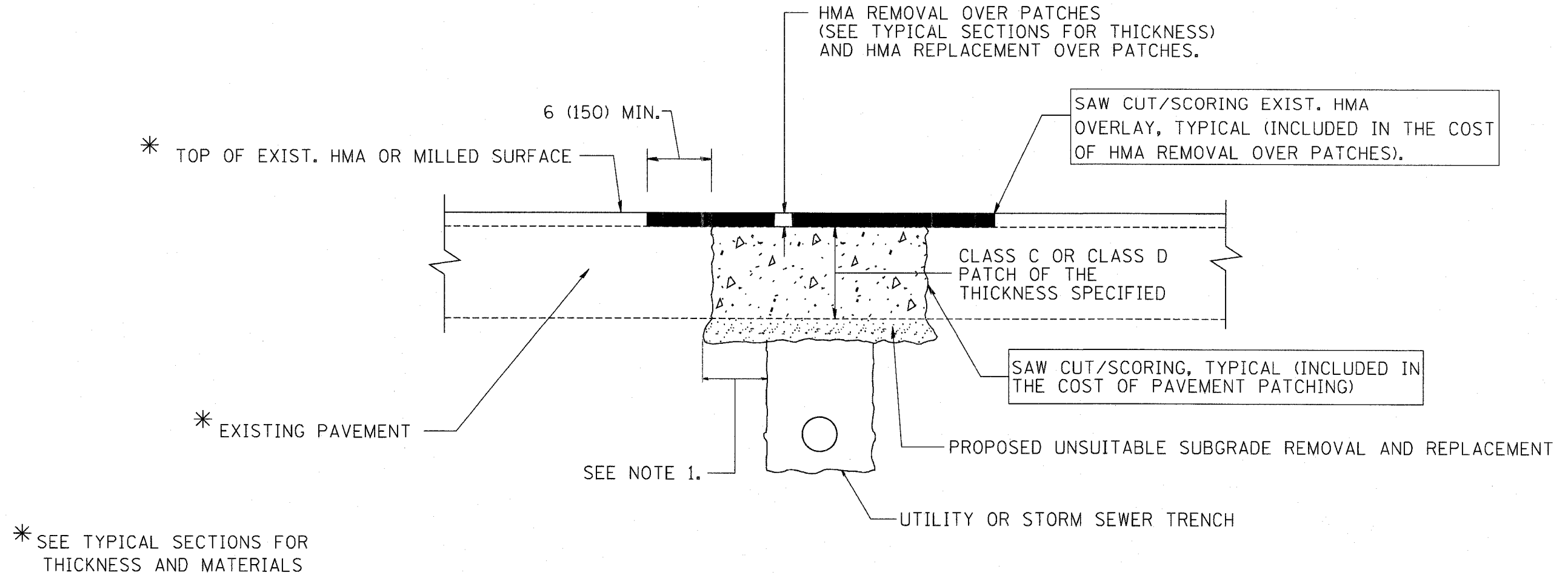
BD600-03 (BD-8)

REVISION DATE: 01/01/07

PLOT DATE = 1/18/2007  
PLOT SCALE = 1/18/2007  
USER NAME = dr-vak-cspg



F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
			439 315
STA.		TO STA.	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

**SEQUENCE OF CONSTRUCTION**

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT**

SCALE: VERT. NONE  
HORIZ. 1/18/2007

DRAWN BY  
CHECKED BY

BD400-04 (BD-22)

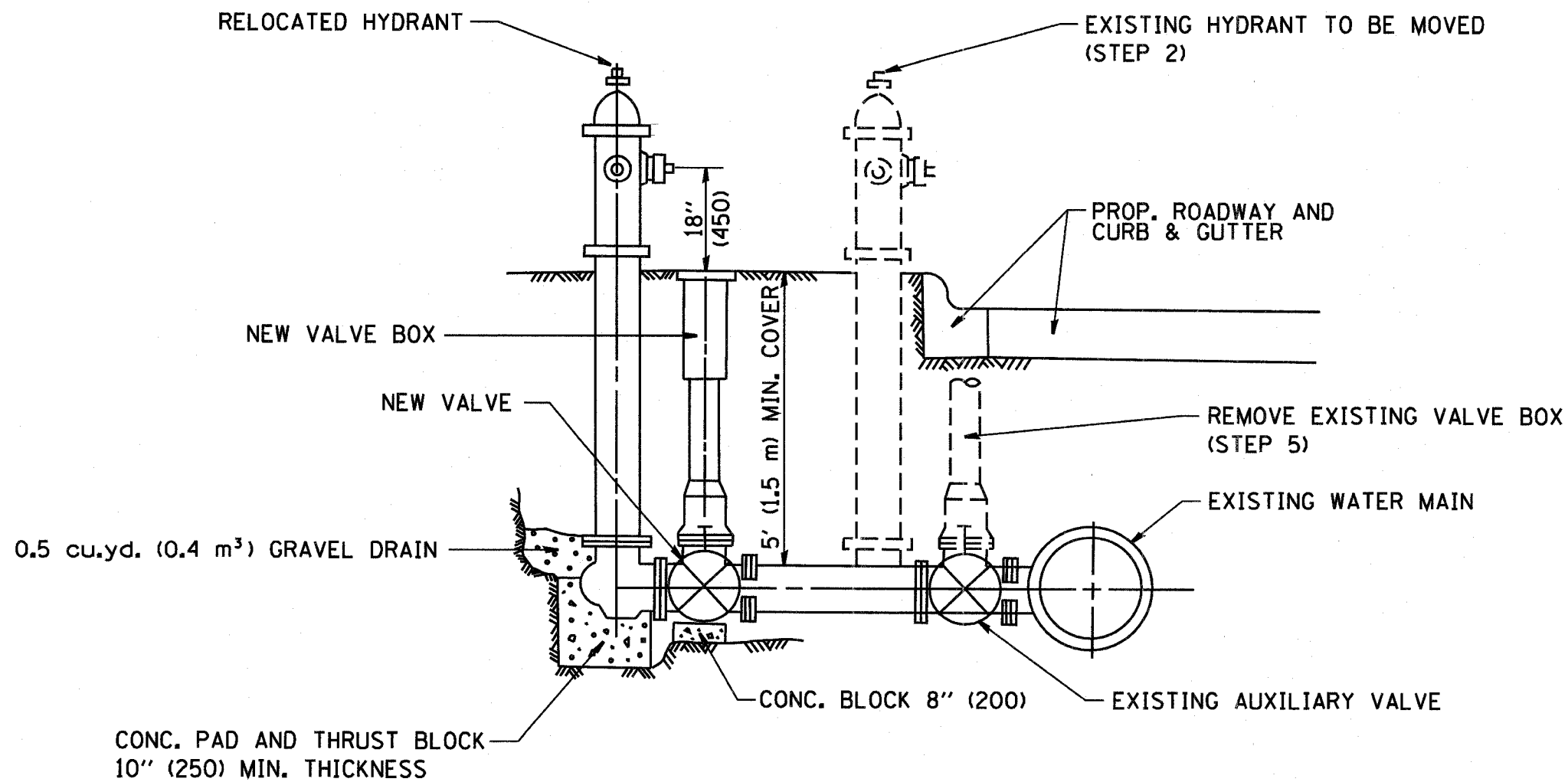
REVISION DATE: 01/01/07







F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	318
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

REVISIONS	
NAME	DATE
R. SHAN	09/09/24
R. SHAN	10/25/24

ILLINOIS DEPARTMENT OF TRANSPORTATION

FIRE HYDRANT TO BE MOVED

SCALE: VERT. HORIZ. DATE: 1/18/2007

DRAWN BY

CHECKED BY

BD500-03 (80-36)

REVISION DATE: 10/25/24

PLATE DATE: 1/18/2007  
 FILE NAME: M:\Projects\60801\Drawings\60801-318.dwg  
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 USER: RSHAN

F. & R. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		439	319

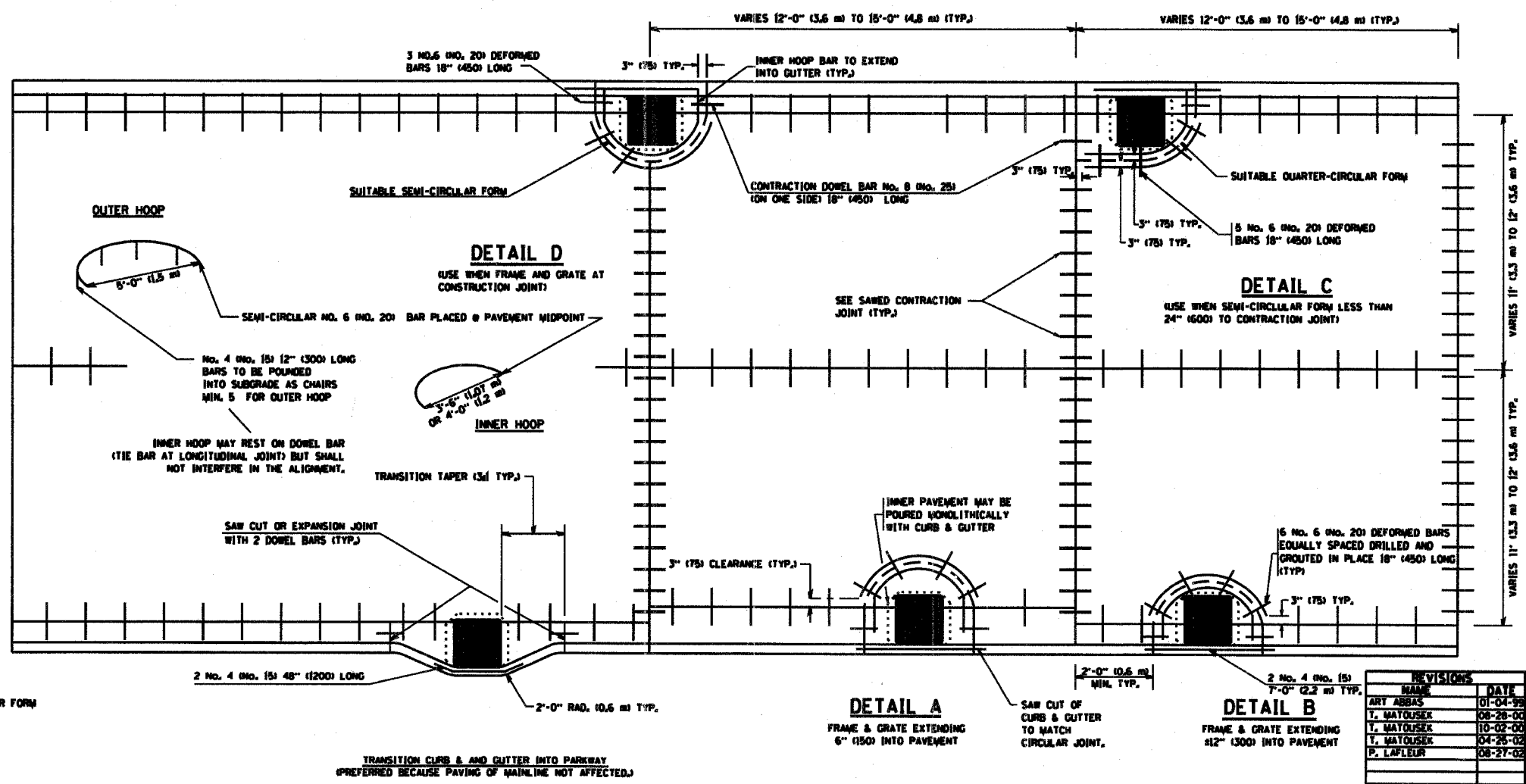
STA. \_\_\_\_\_ TO STA. \_\_\_\_\_  
 ILLINOIS FED. AID PROJECT

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (350)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

**DESIGNER NOTE:**  
 THIS DETAIL IS TO BE USED WHEN THE GUTTER FLAG IS LESS THAN 24"

**NOTES:**

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



**LEGEND:**  
 - - - - - CASTING  
 - - - - - SUITABLE SEMI-CIRCULAR FORM

PLAT DATE: 1/18/2007  
 PLAT SCALE: 1/8" = 1'-0"  
 USER: [signature]

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

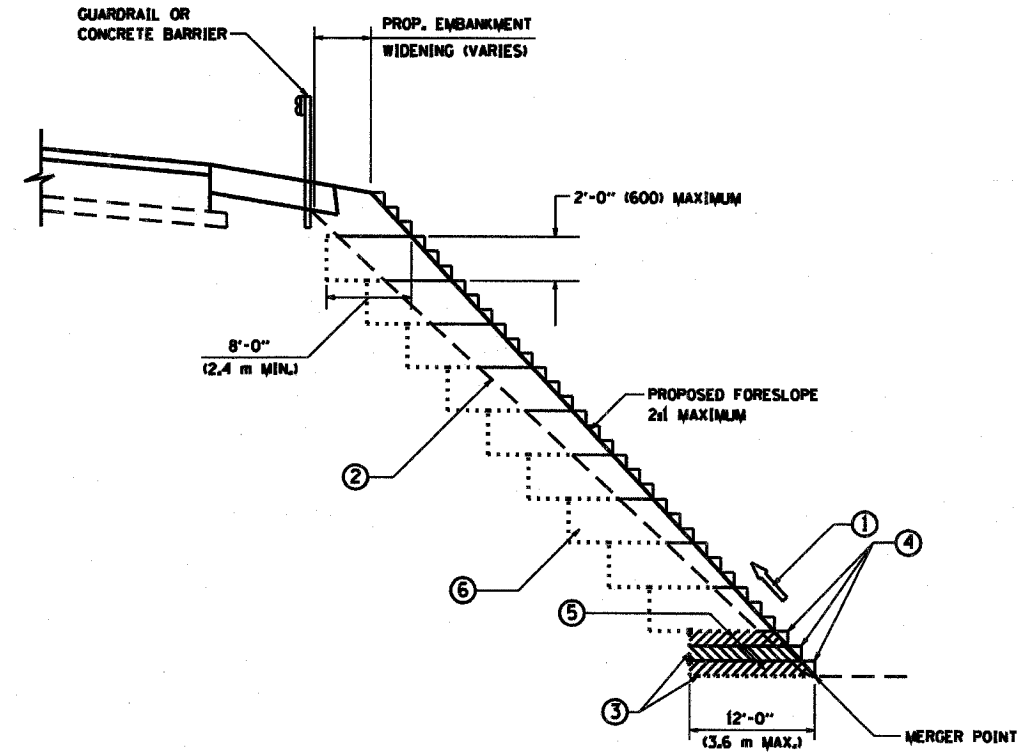
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER**

REVISIONS	NAME	DATE
1	ART. ABBAS	01-04-99
2	T. MATOUSEK	08-28-00
3	T. MATOUSEK	10-02-00
4	T. MATOUSEK	04-25-02
5	P. LAFLEUR	08-27-02

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE: 1/18/2007

DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	320
STA.		TO STA.		
FED. RD. DIST. NO.		ILLINOIS FED. AID PROJECT		



**TYPICAL BENCHING DETAIL  
FOR EMBANKMENT**

**NOTES:**

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m)

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

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>BENCHING DETAIL FOR EMBANKMENT WIDENING</b>

SCALE: VERT.  
HORIZ.  
DATE: 1/18/2007

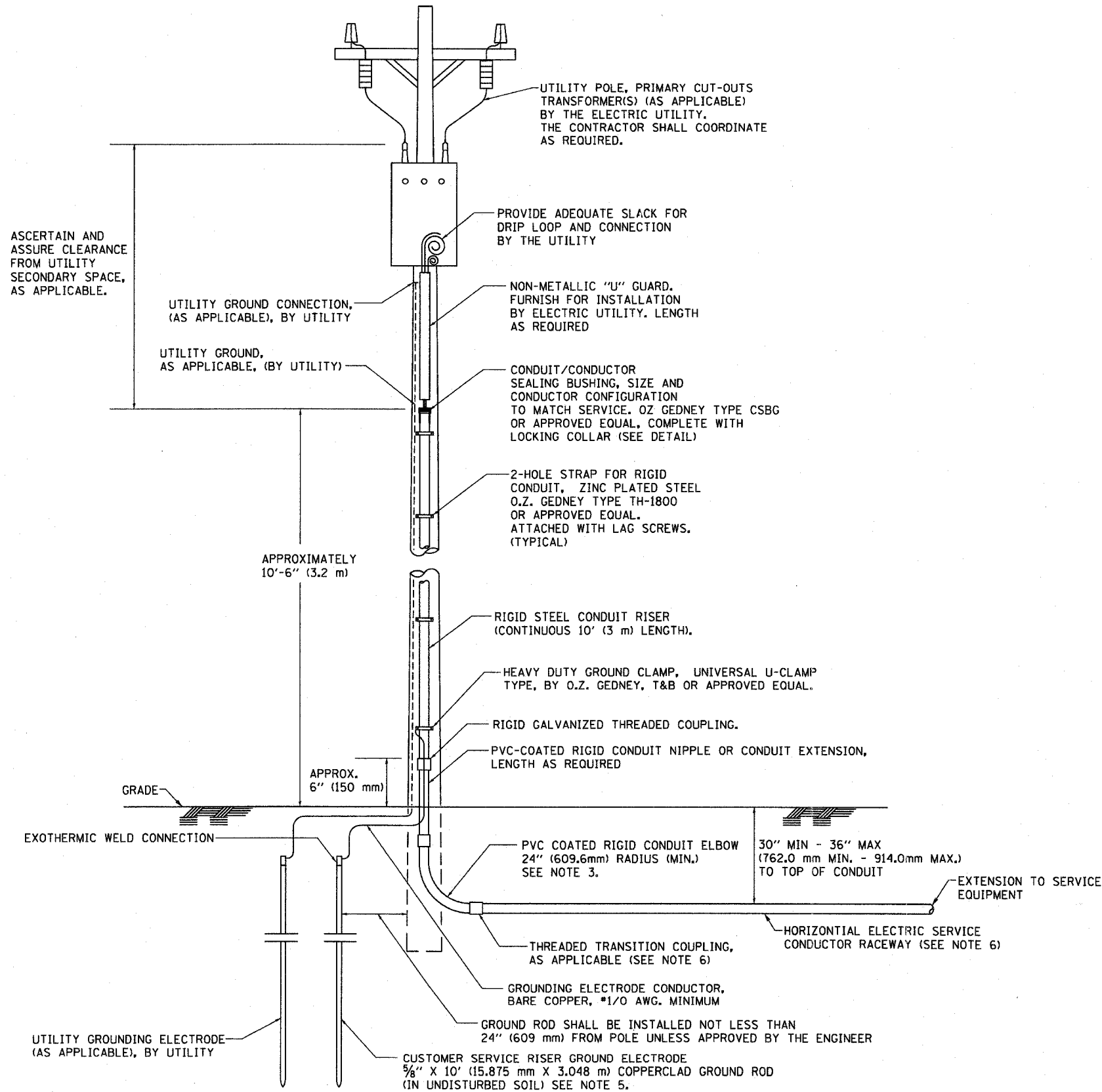
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CHECKED BY: S.E.B.  
BD-51

REVISION DATE: 01/01/07

PLAT DATE: 1/18/07  
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USER: [unreadable]



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

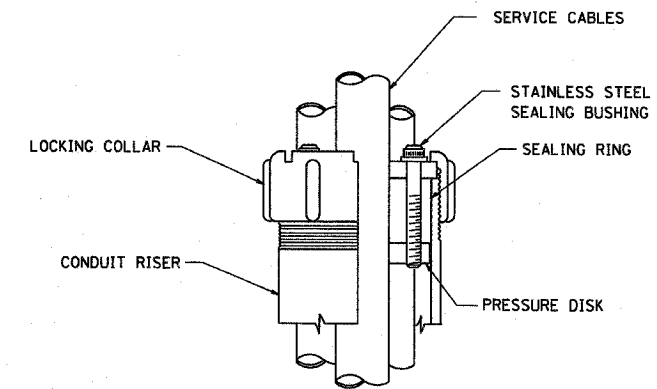


**APPLICATION**

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

**NOTES**

- SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
- UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
- CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
- PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
- THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
- THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
- PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.



SEALING BUSHING DETAIL

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 PLOT SCALE = 60.0000 / 1 in.  
 USER NAME = jtrnrd

REVISIONS	
NAME	DATE

BE-220

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ELECTRIC SERVICE INSTALLATION  
AERIAL, REMOTE DISCONNECT  
BE - 220**

SCALE: NONE  
DATE: 1/9/2007

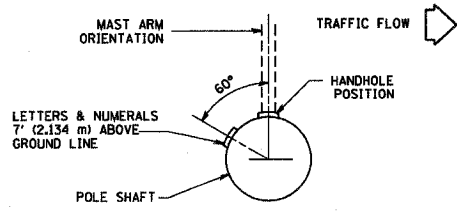
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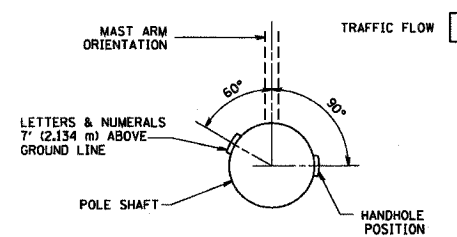


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	325
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

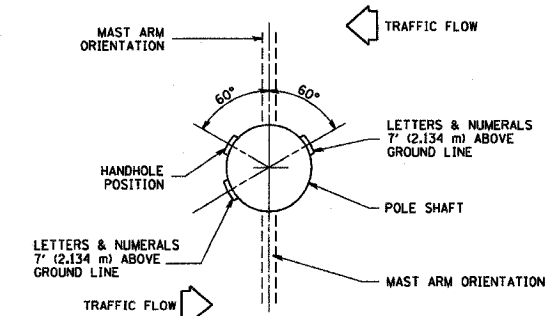
- NOTES:**
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
  2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
  3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
  4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
  5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
  6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
  7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
  8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



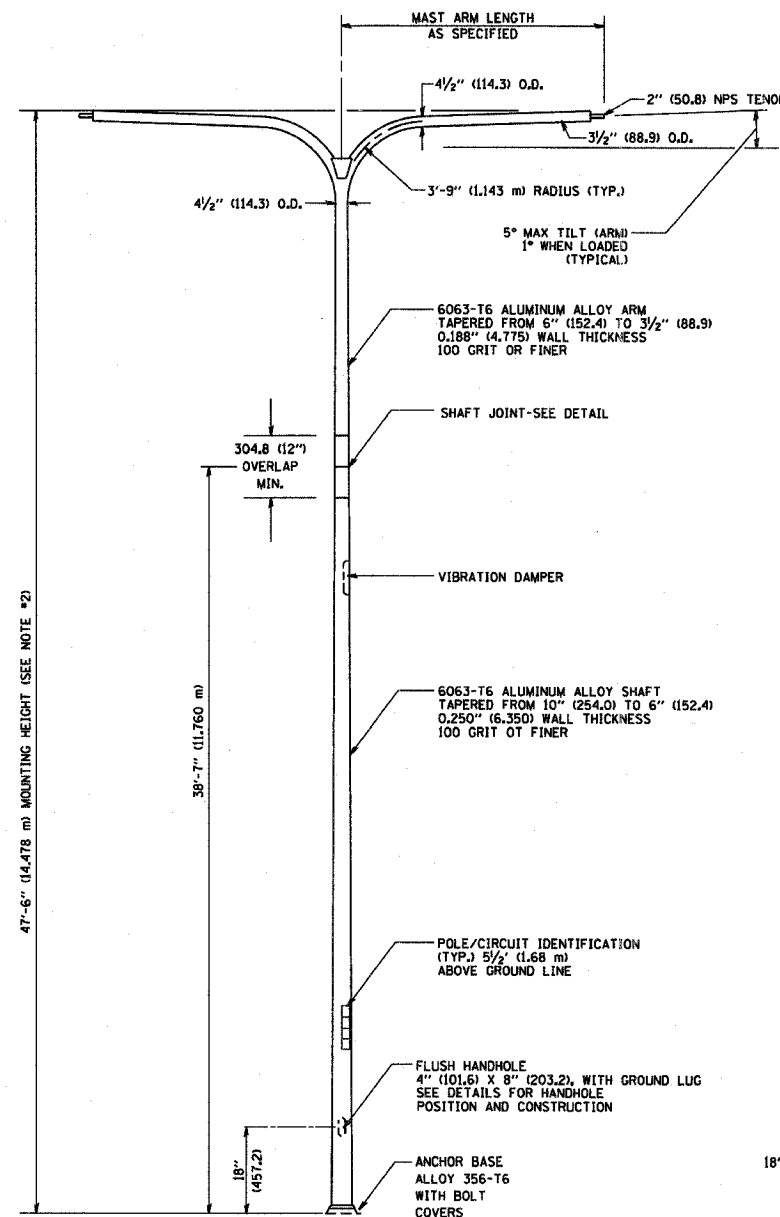
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



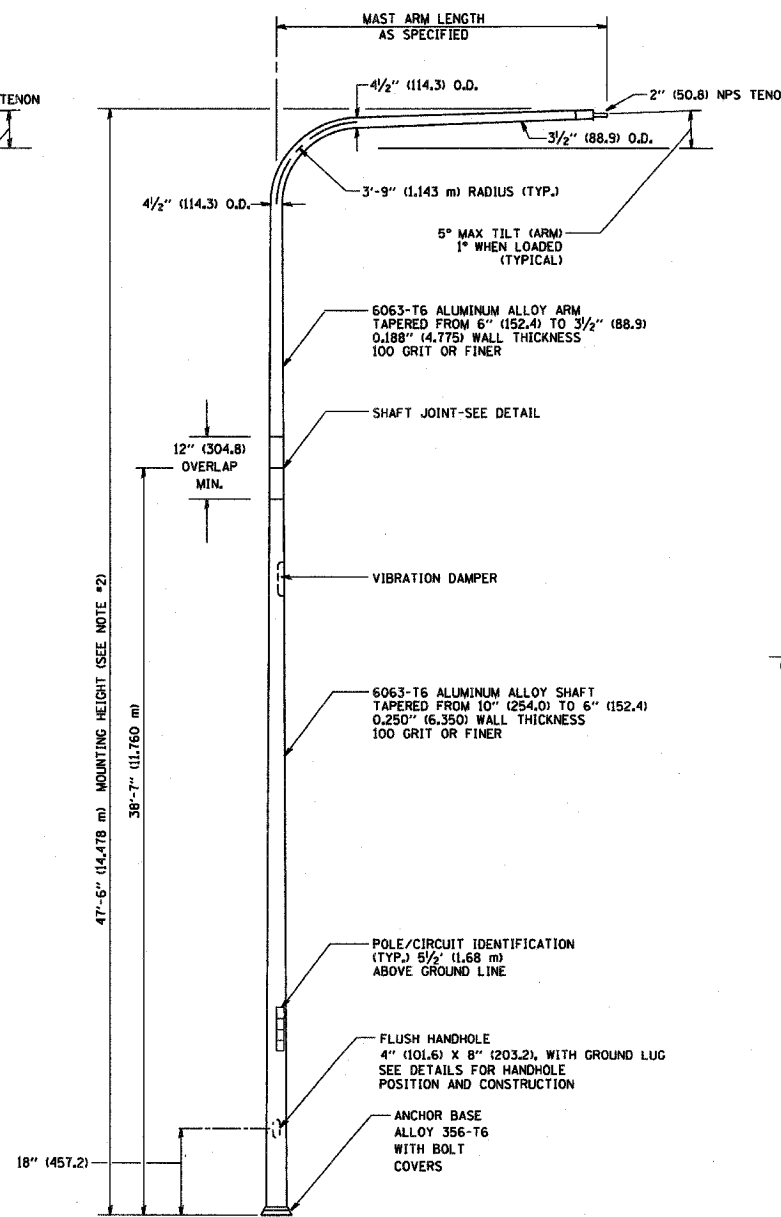
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



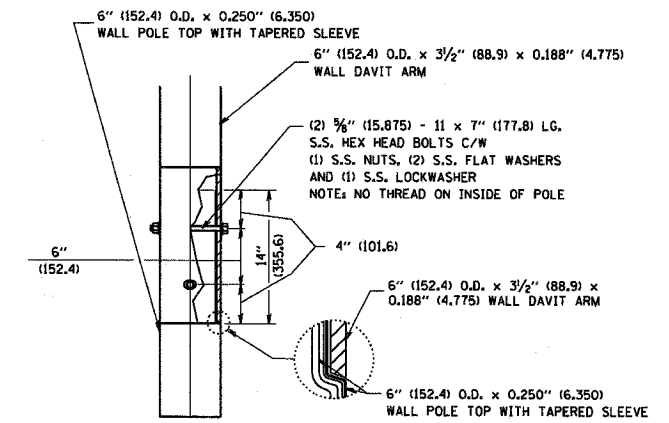
POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



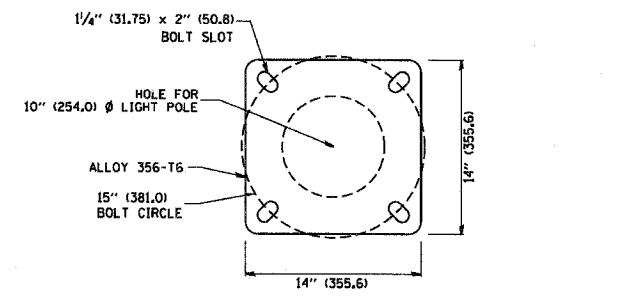
TWIN ARM POLE



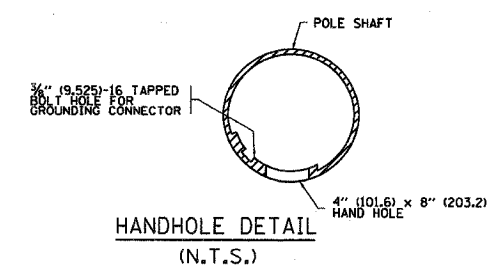
SINGLE ARM POLE



DAVIT ARM CONNECTION  
[14" (355.6) OVERLAP SHOWN]



LIGHT POLE BASE PLATE DETAIL  
(FOR POLE MOUNTED ON 15 INCH (381.0) BOLT CIRCLE FOUNDATION)



HANDHOLE DETAIL  
(N.T.S.)

REVISIONS	
NAME	DATE
D. DREW	4-2-92
D. DREW	5-7-92
R. TOMSONS	9-6-00
R. TOMSONS	8-12-03

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DAVIT LIGHT POLE**  
47' - 6" (14.478 m)  
MOUNTING HEIGHT

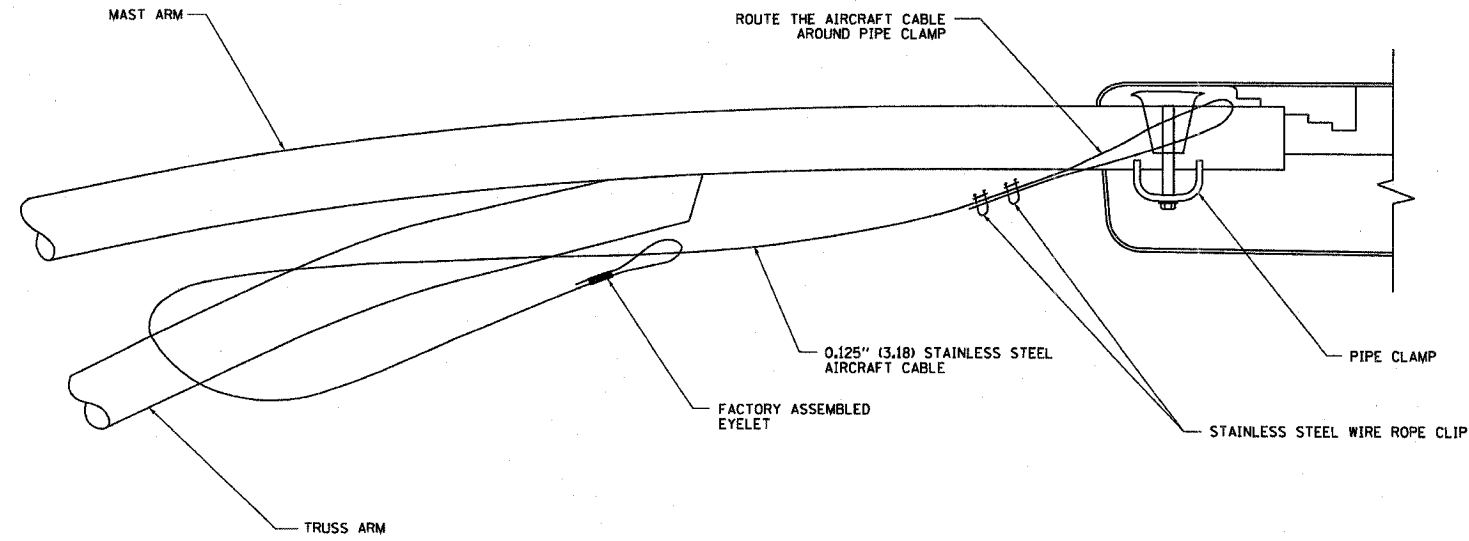
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DATE: 1/16/2007

DRAWN BY LEY  
CHECKED BY  
BE-410  
REVISION DATE: 01/01/07

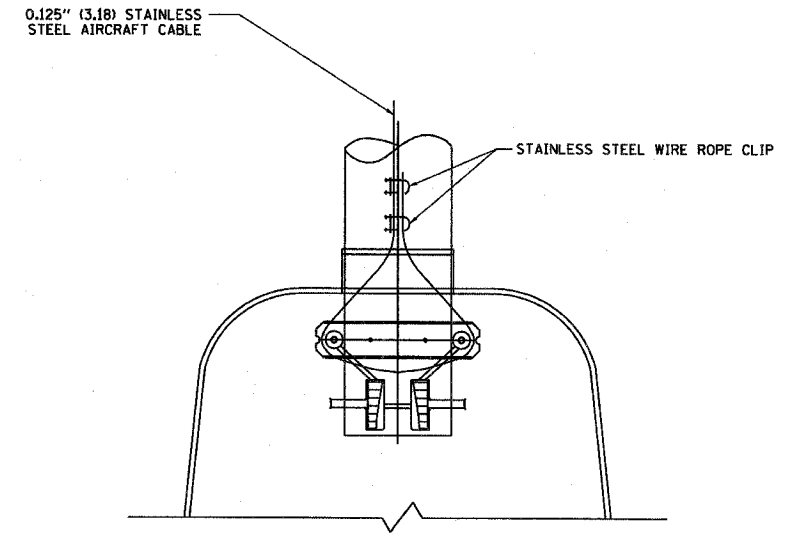
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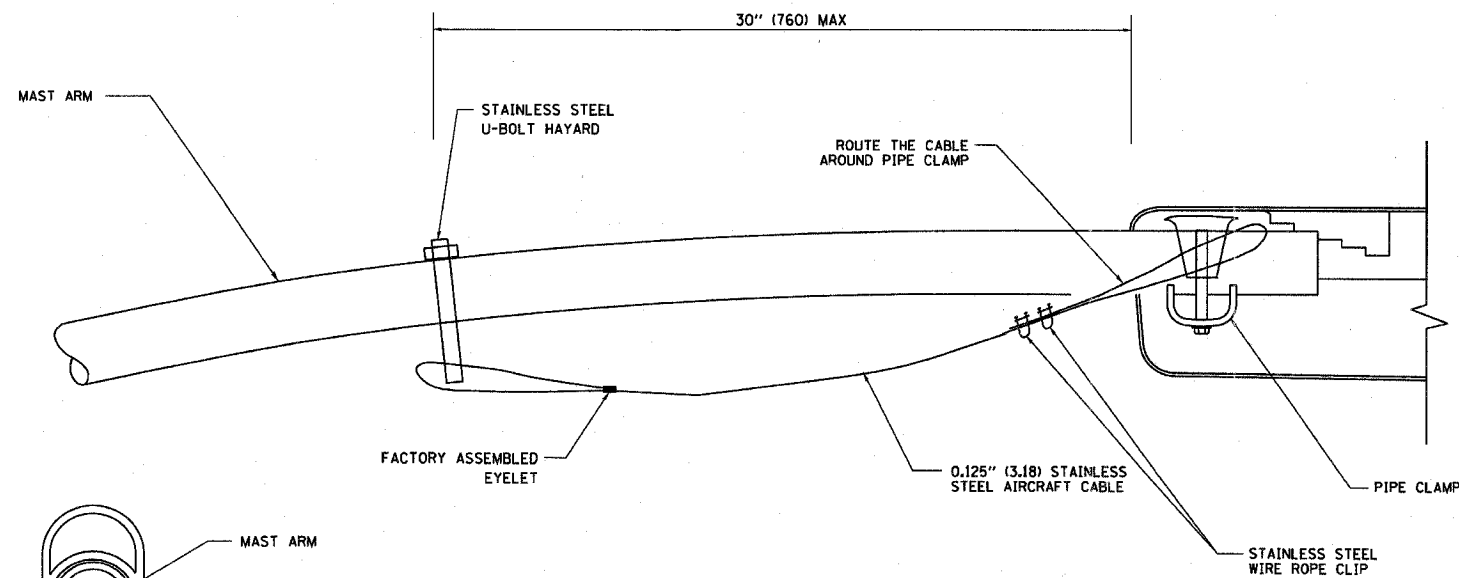
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



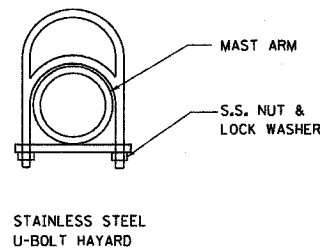
SIDE VIEW (TRUSS ARM)  
N.T.S.



BOTTOM VIEW  
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)  
N.T.S.



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN

REVISIONS	
NAME	DATE

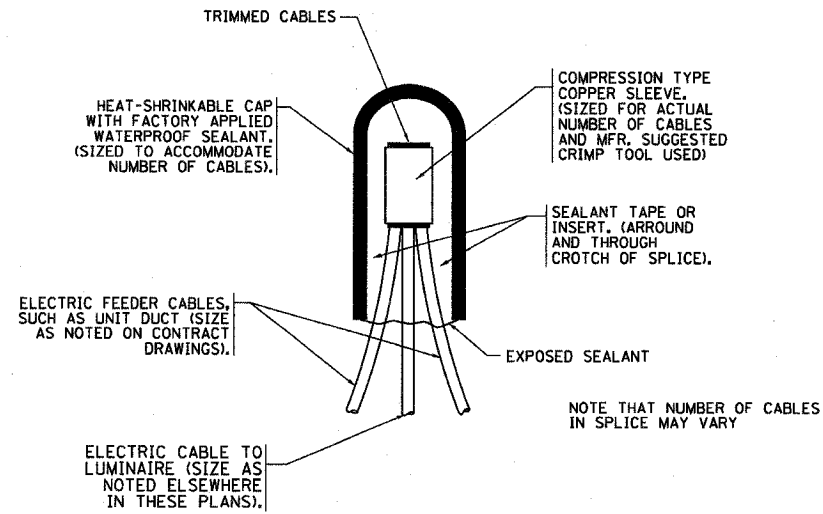
ILLINOIS DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY  
CABLE ASSEMBLY

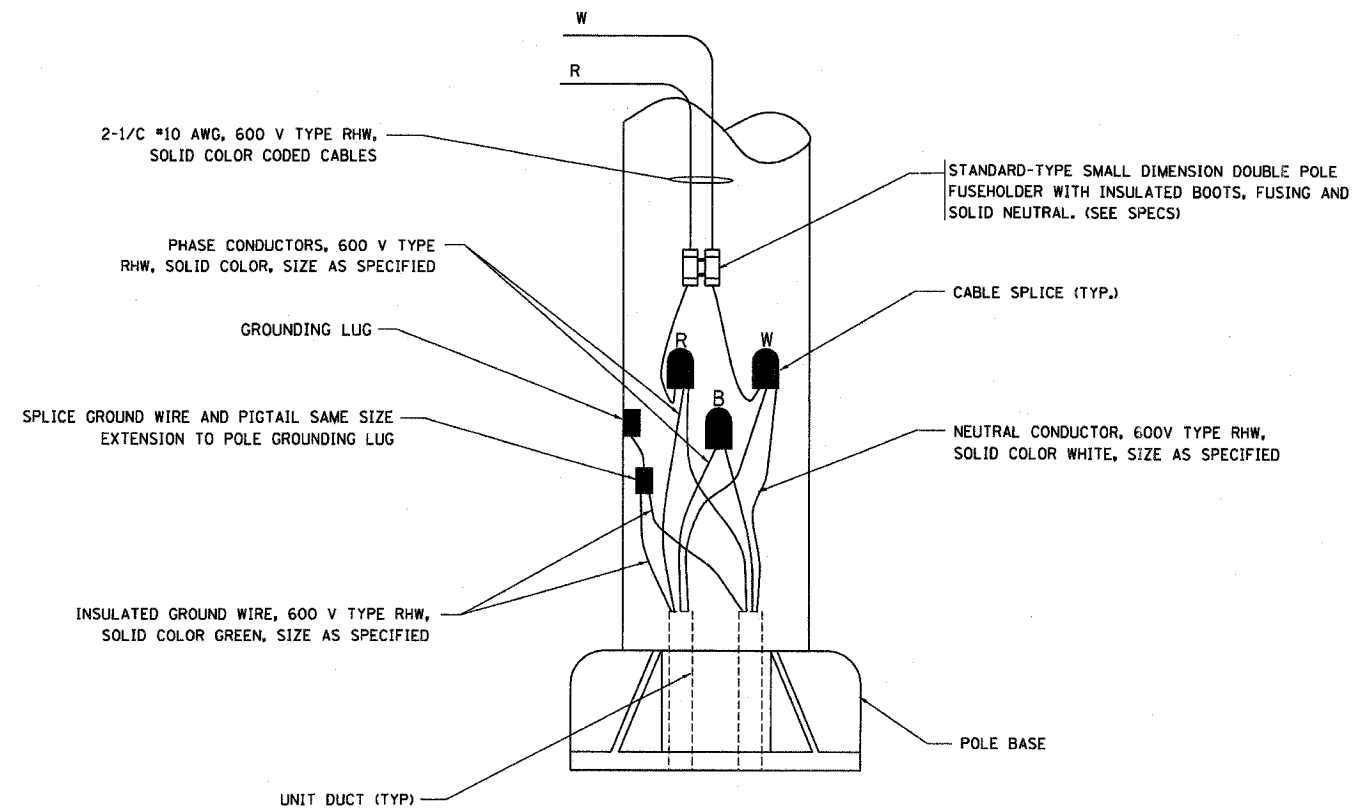
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DATE: 1/17/2007

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REVISION DATE: 01/01/07

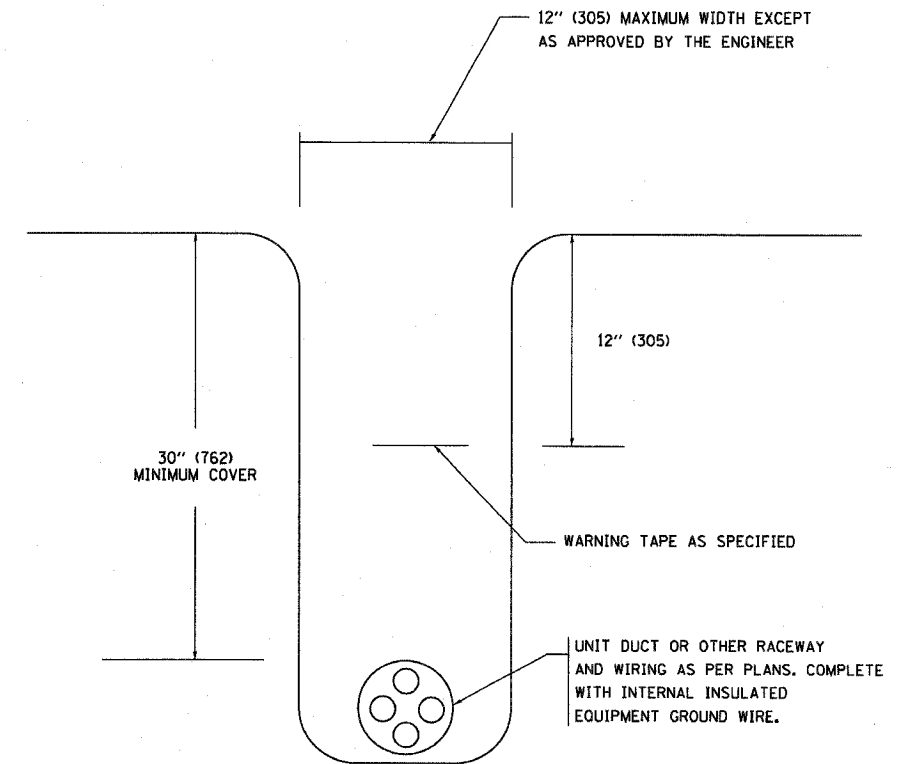
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	327
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL SPLICE DETAIL  
N.T.S.



POLE WIRING DETAIL  
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL  
N.T.S.

PLOT DATE = 1/18/2007  
FILE NAME = c:\projects\60801\60801.dwg  
PLOT DATE = 01/18/07  
USER NAME = gregg@state

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MISC. ELECTRICAL DETAILS  
SHEET A

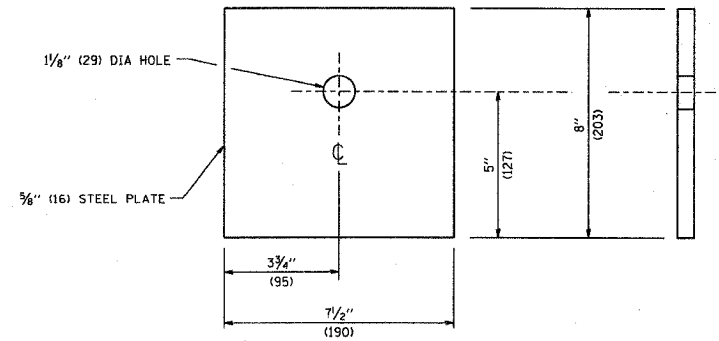
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DATE: 1/18/2007

DRAWN BY  
CHECKED BY

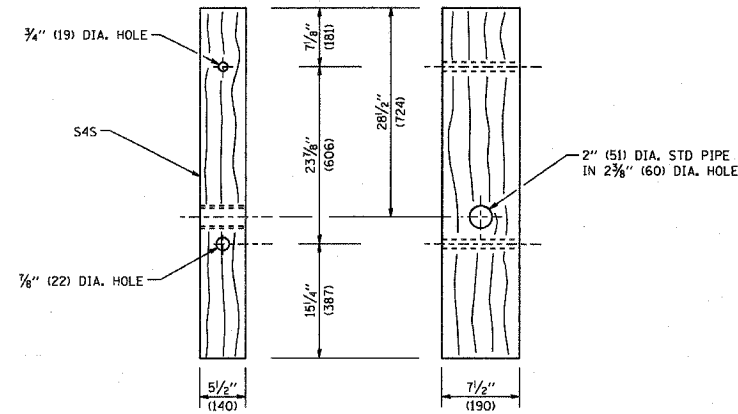
BE-702

REVISION DATE: 01/01/07

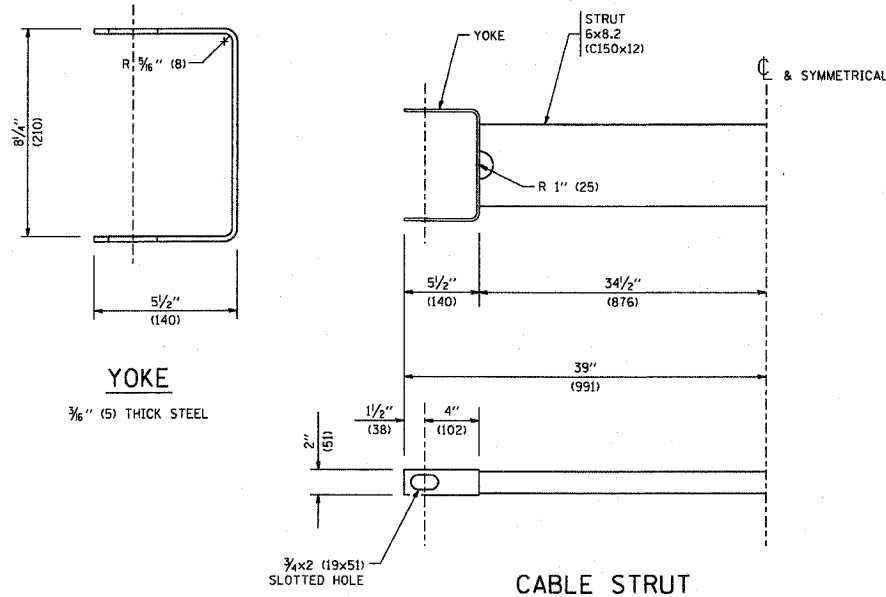
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	328
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



BEARING PLATE K

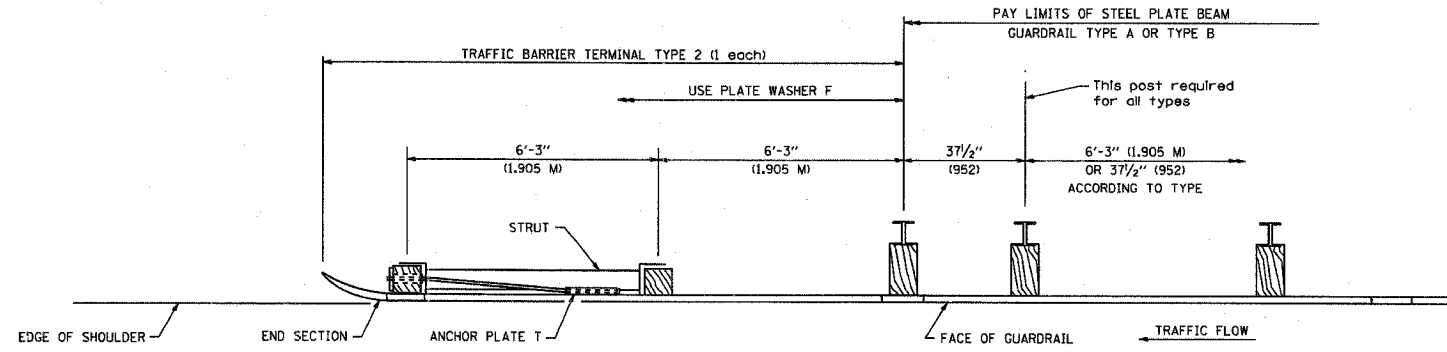


WOOD POST

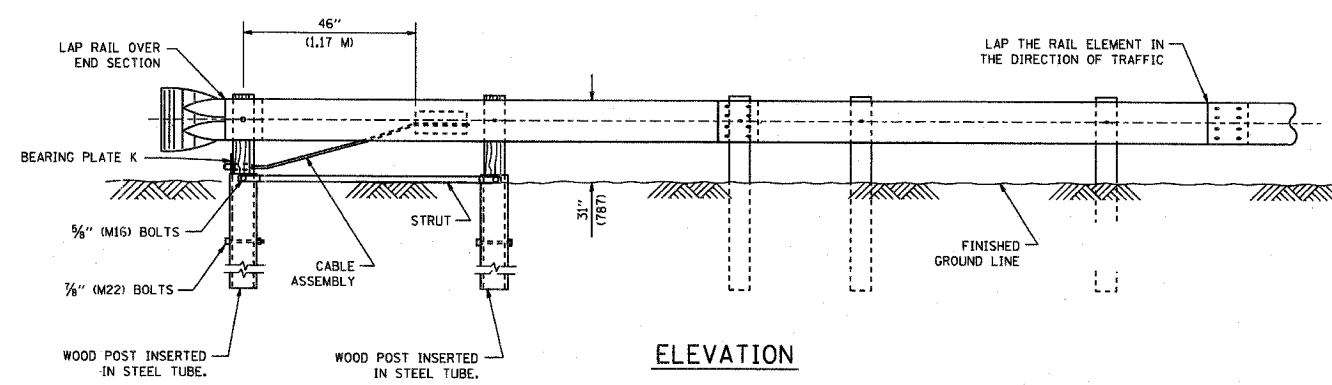


YOKE

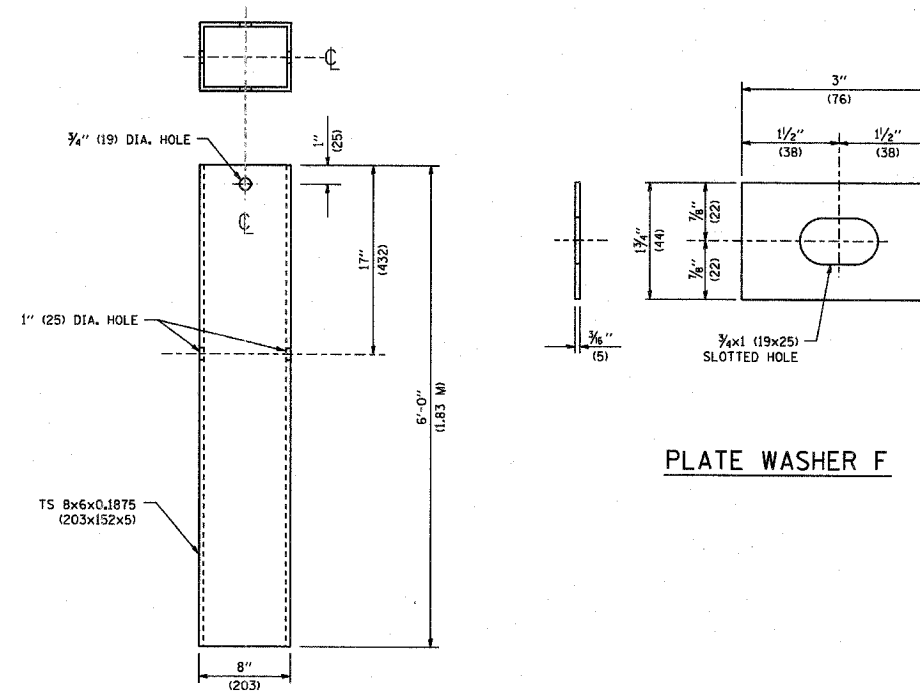
CABLE STRUT



PLAN



ELEVATION



STEEL TUBE

PLATE WASHER F

GENERAL NOTES

SEE STANDARD 630001 FOR DETAILS OF GUARDRAIL NOT SHOWN.

THE BEARING PLATE K SHALL BE HELD IN POSITION BY (2) TWO EIGHT PENNY NAILS DRIVEN INTO THE POST AND BENT OVER THE TOP OF THE PLATE.

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC BARRIER TERMINAL, TYPE 2

SCALE: NONE

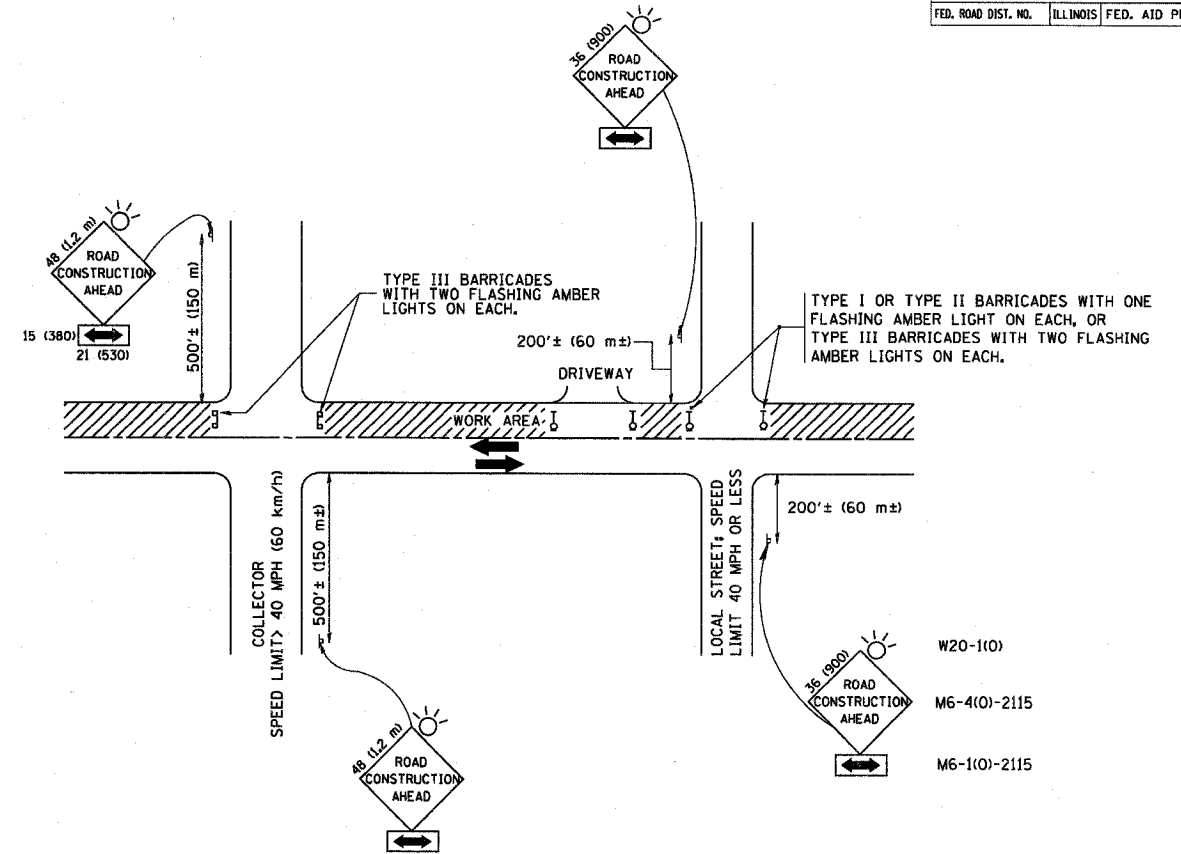
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CHECKED BY

BD-TRAFBARTEMTYPE2

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 USER NAME = bbarndt

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	329
STA.		TO STA.		
FED. ROAD DIST. NO.	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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TRAFFIC CONTROL AND PROTECTION  
 FOR  
 SIDE ROADS, INTERSECTIONS, AND  
 DRIVEWAYS

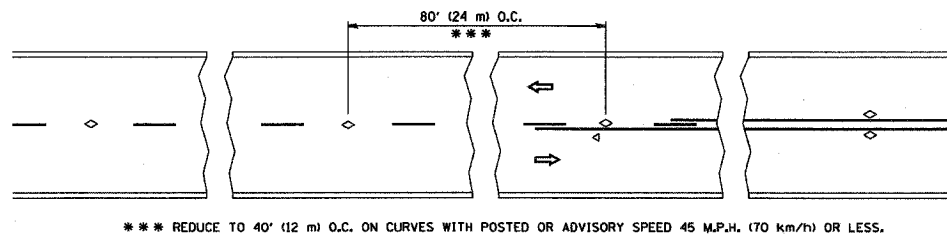
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 DATE: 1/17/2007

DRAWN BY  
 CHECKED BY  
 TC-10

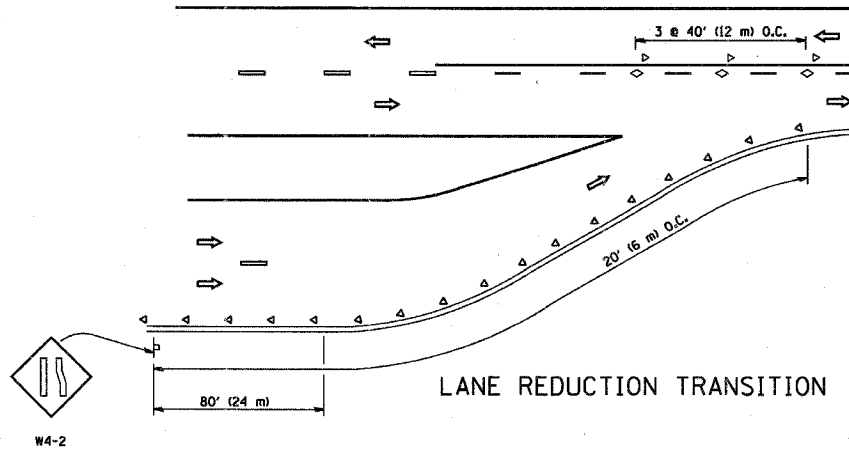
REVISION DATE: 01/06/00

PLOT DATE = 1/17/2007  
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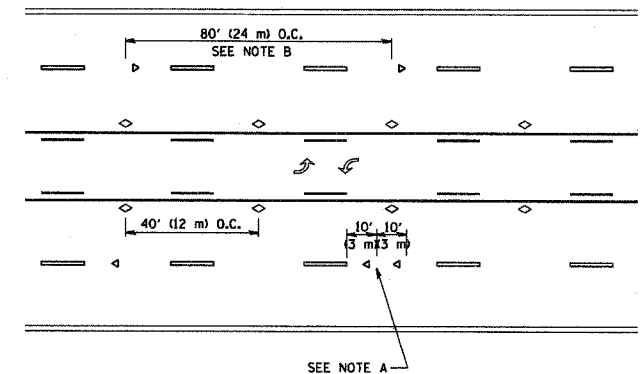
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



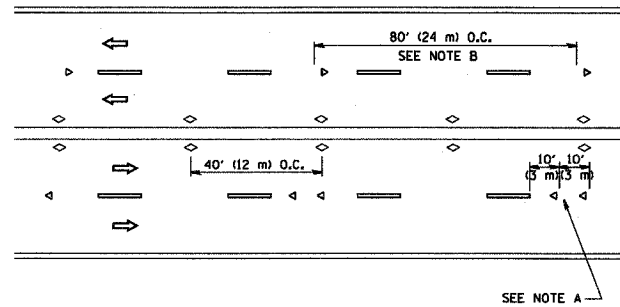
TWO-LANE/TWO-WAY



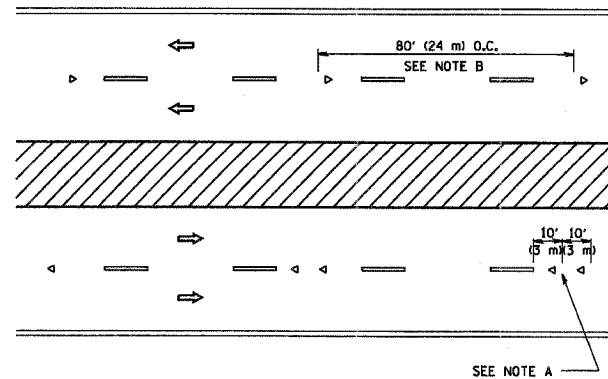
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

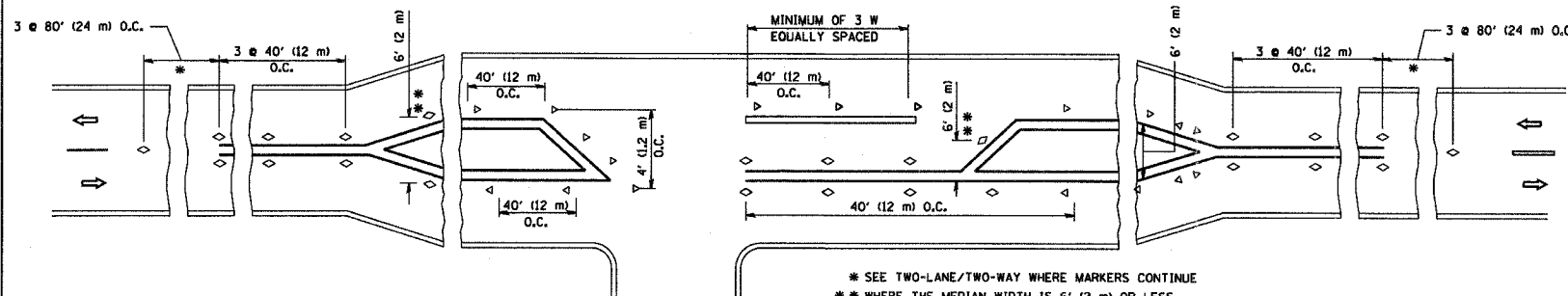
LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

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



LEFT TURN

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

PLOT DATE = 1/17/2007  
 FILE NAME = K:\GIS\Drawings\...  
 USER = ...

REVISIONS	NAME	DATE
1	T. RAMMACHER	09-19-94
2	T. RAMMACHER	03-12-99
3	T. RAMMACHER	01-06-00

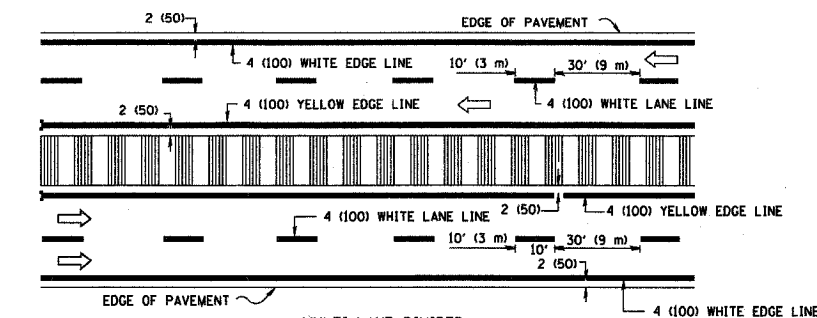
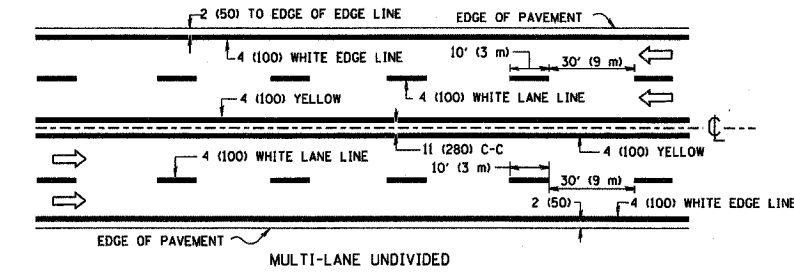
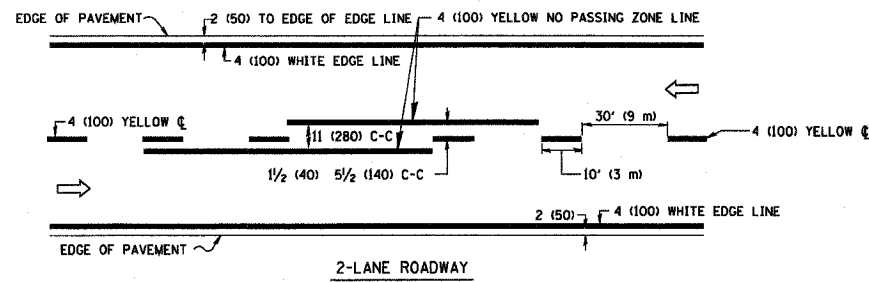
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT  
 MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE  
 DATE: 1/17/2007

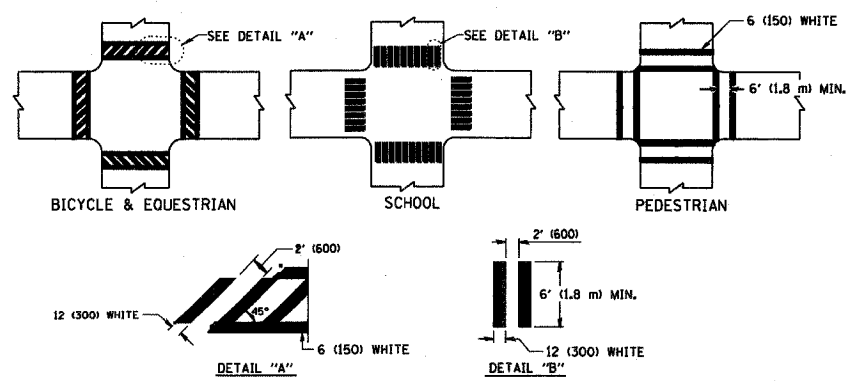
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 CHECKED BY

TC-11  
 REVISION DATE: 01/06/00

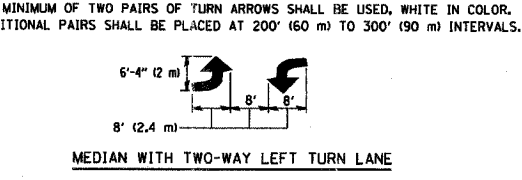
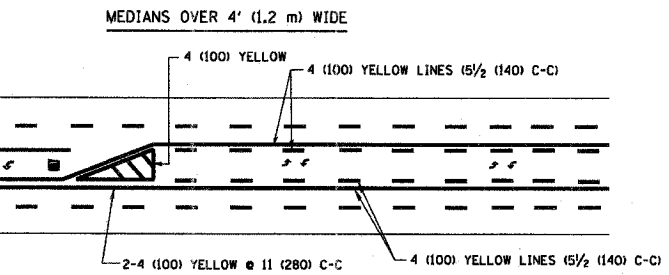
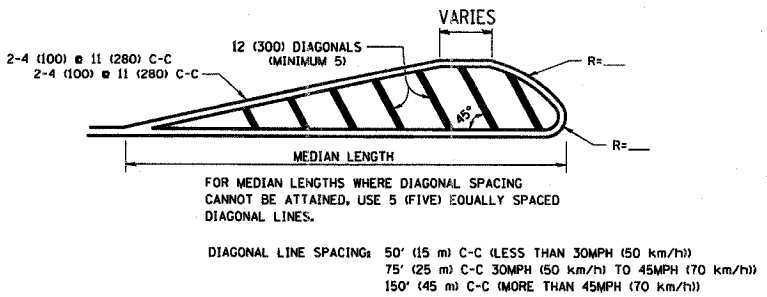
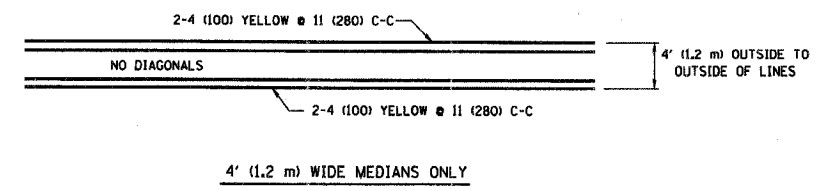
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	331
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



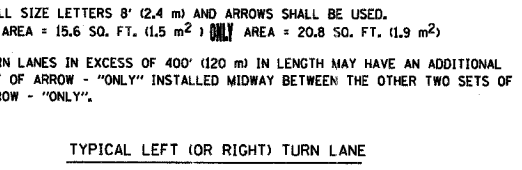
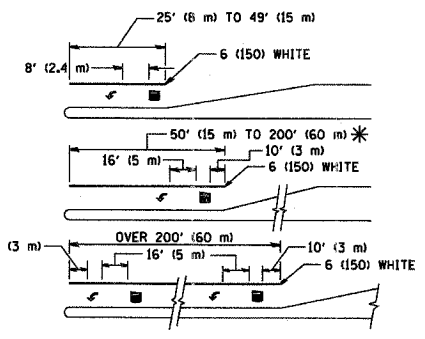
TYPICAL LANE AND EDGE LINE MARKING



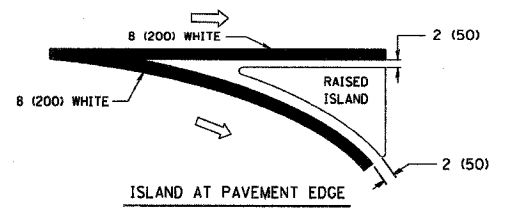
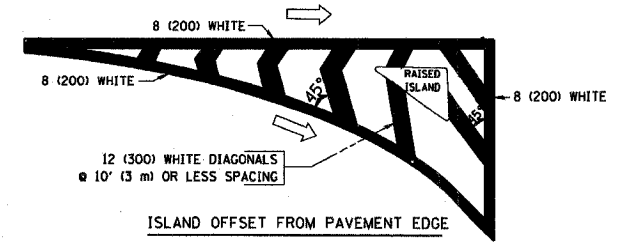
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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

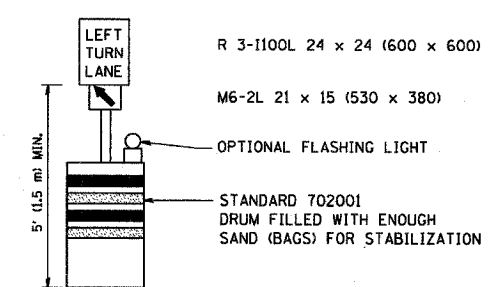
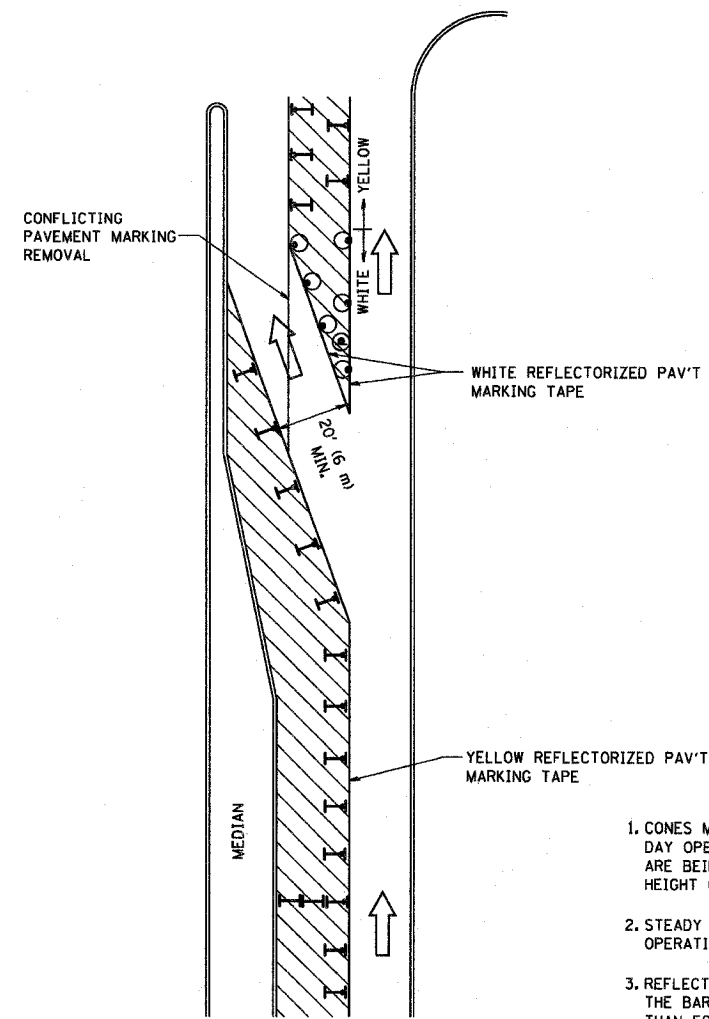
REVISIONS	
NAME	DATE
EYERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

SCALE: NONE  
DATE: 1/17/2007  
DRAWN BY CADD  
CHECKED BY

PLOT DATE = 1/17/2007  
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PLOT FILE = 1131.PLT  
USER NAME =







F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	332
STA.		TO STA.		
FED. ROAD DIST. NO.	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.

**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

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

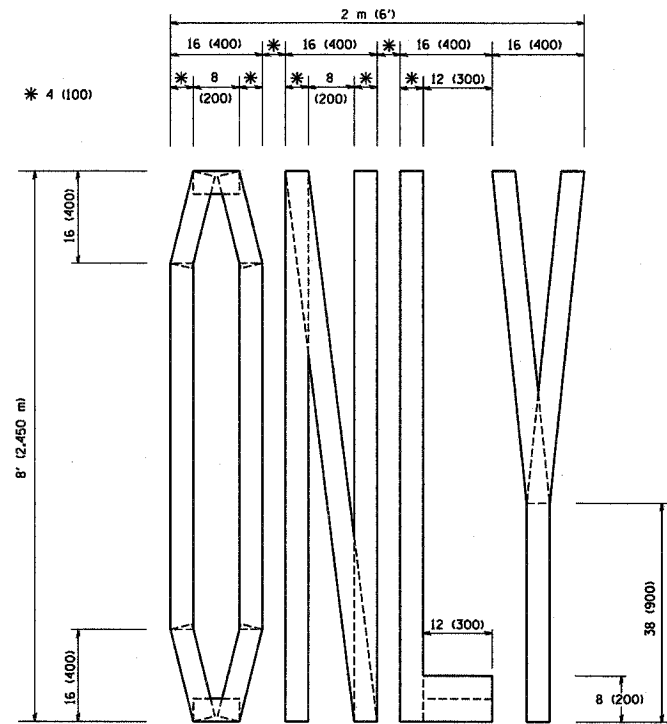
REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TRAFFIC CONTROL AND PROTECTION  
 AT TURN BAYS  
 (TO REMAIN OPEN TO TRAFFIC)**

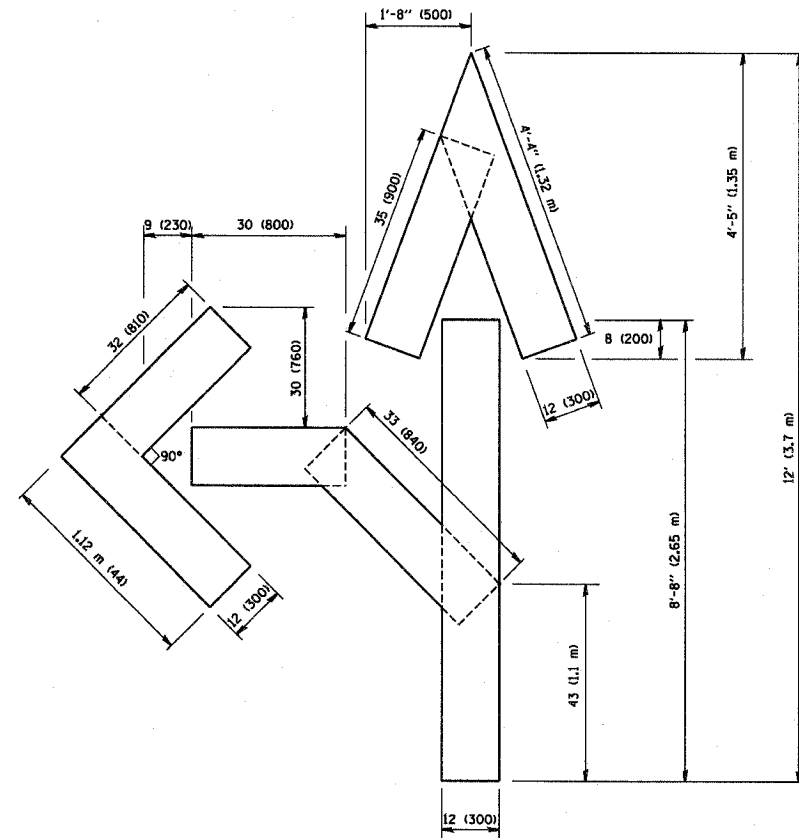
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 TC-14  
 REVISION DATE: 01/06/00

PLOT DATE: 1/17/2007  
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 USER HOME: LHA

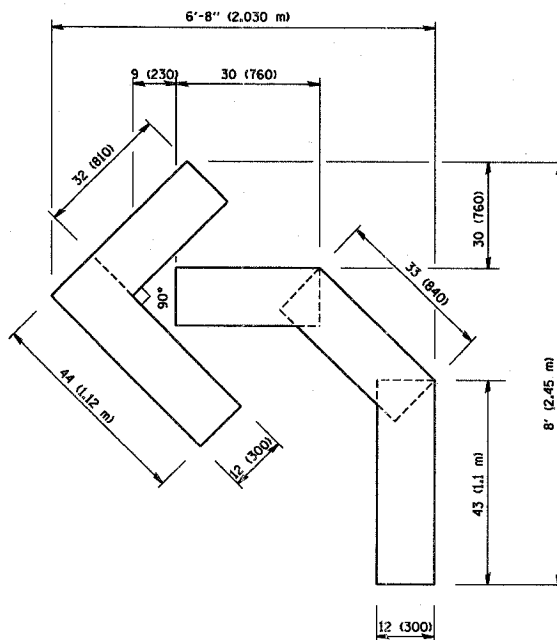
F.A. RYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	333
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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



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



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

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING  
LETTERS AND SYMBOLS  
FOR TRAFFIC STAGING

SCALE: NONE  
DATE: 1/17/2007

DRAWN BY CADD  
CHECKED BY

TC-16

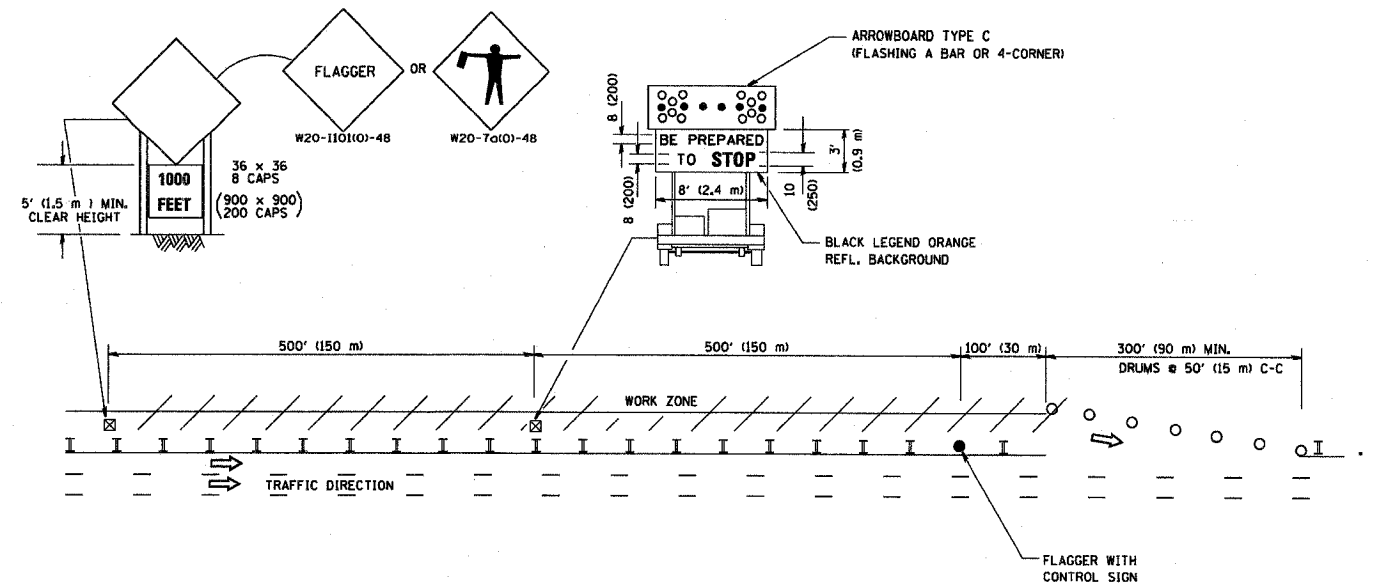
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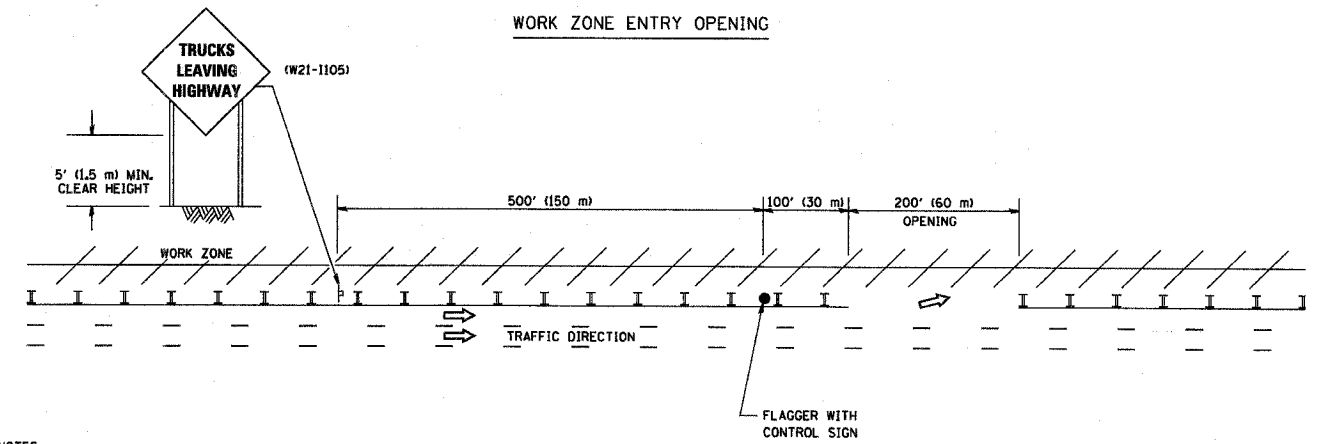
F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
			439 334
STA.		TO STA.	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
DWS	8/98
JAF	4/03
JAF	2/06
SPB	1/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SIGNING FOR FLAGGING OPERATIONS  
AT WORK ZONE OPENINGS

SCALE: NONE  
DATE: 1/16/2007

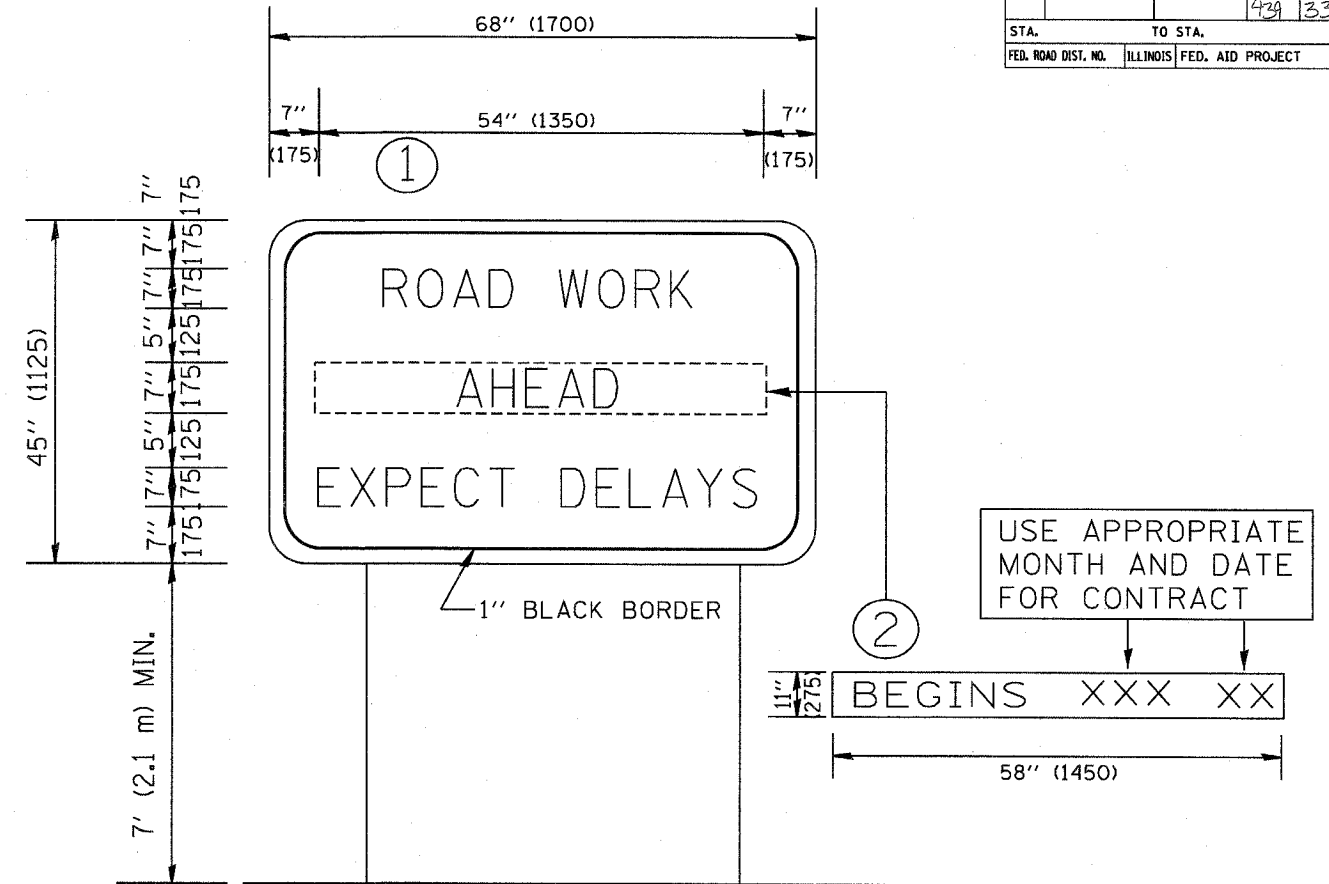
DRAWN BY CADD  
CHECKED BY

TC-18

REVISION DATE: 01/01/07

PLOT DATE = 1/16/2007  
PLOT SCALE = 80000 / IN.  
USER NAME = Regis

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			424	1335
STA.		TO STA.		
FED. ROAD DIST. NO.		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.)

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

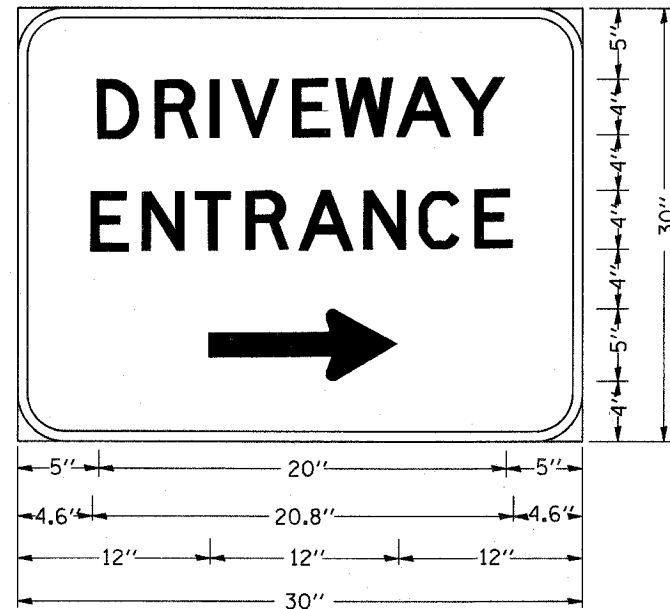
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
R. MIRS	9-15-97	TEMPORARY INFORMATION SIGNING
R. MIRS	12-11-97	
T. RAMMACHER	2-2-99	

SCALE:  
DATE: 1/17/2007

DRAWN BY DESIGN  
CHECKED BY

TC22  
REVISION DATE: 02/02/99

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	326
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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

**NOTES:**

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

PLOT DATE = 3/7/2007  
 FILE NAME = K:\GIS\DATA\26.dgn  
 PLOT SCALE = 0.0000 / IN.  
 USER NAME = baurc01

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
C. JUCIUS	02/15/07	<b>DRIVEWAY ENTRANCE SIGNING</b>

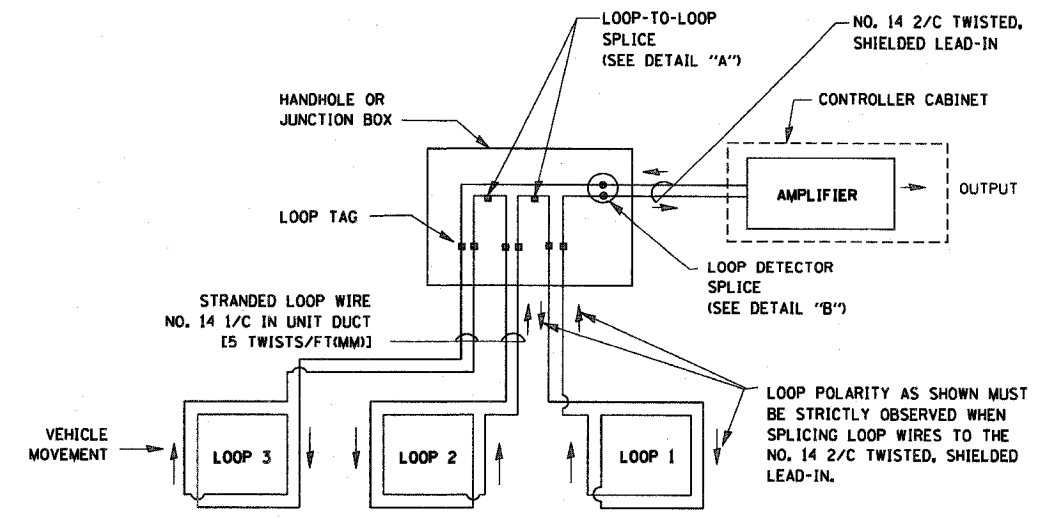
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DRAWN BY R.H.  
 CHECKED BY  
 TC-26

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	338
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**LOOP DETECTOR NOTES**

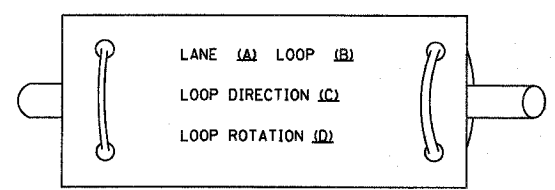
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED 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 DIVEHOLES 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.



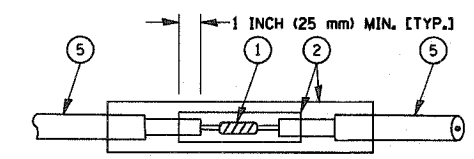
**DETECTOR LOOP WIRING SCHEMATIC**

- 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.

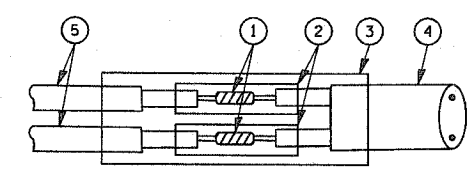
**LOOP LEAD-IN CABLE TAG**



- 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.

PLOT DATE: 2/15/2006  
 FILE NAME: m:\projects\60801\design  
 PLOT SCALE: 1/8"=1'-0"  
 USER NAME: gregjencks

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL  
DESIGN DETAILS**

SCALE: NONE  
DATE: 2/15/2006

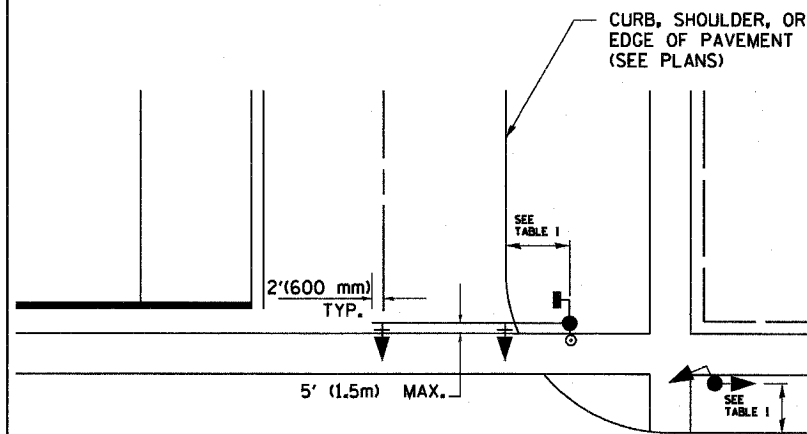
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DESIGNED BY: DAD  
CHECKED BY: DAZ  
SHEET 1 OF 4

TS05  
REVISION DATE: 01/01/02

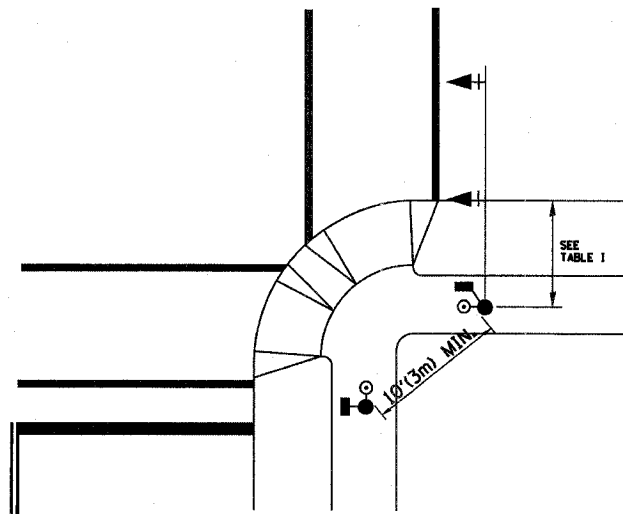
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	339
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**TRAFFIC SIGNAL MAST ARM AND POST**

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



**PEDESTRIAN SIGNAL PUSHBUTTON**



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

**NOTES:**

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.  
  
AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.  
  
PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:  
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.  
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.  
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.  
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).  
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK.
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

**PEDESTRIAN SIGNAL POST**

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

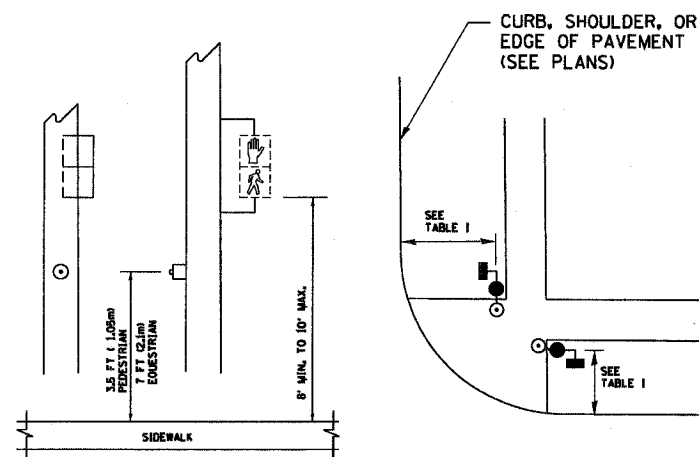


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

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 USER NAME = rwp

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DISTRICT 1  
 STANDARD TRAFFIC SIGNAL  
 DESIGN DETAILS

SCALE: NONE  
 DATE: 1/17/2007

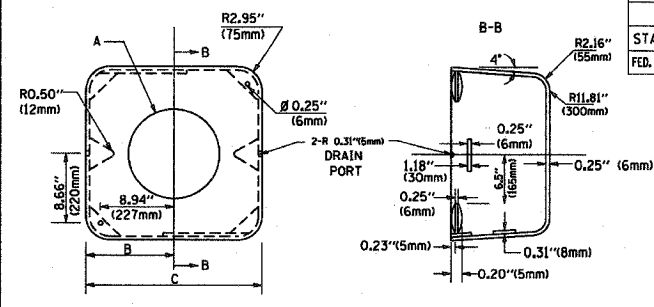
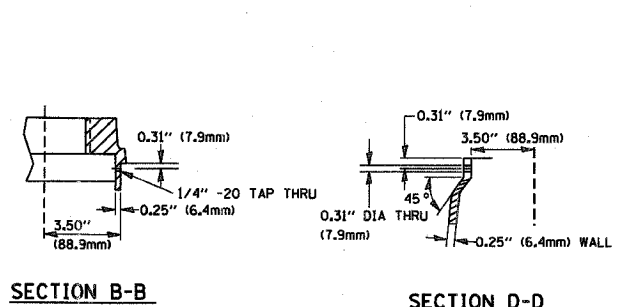
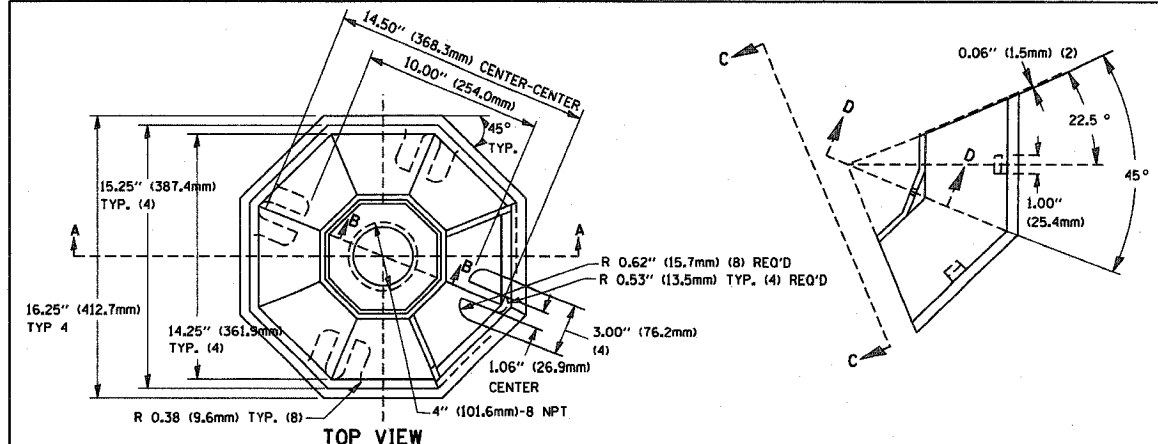
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 DESIGNED BY: DAD  
 CHECKED BY: DAZ  
 SHEET 2 OF 4

TS05

REVISION DATE: 01/01/02

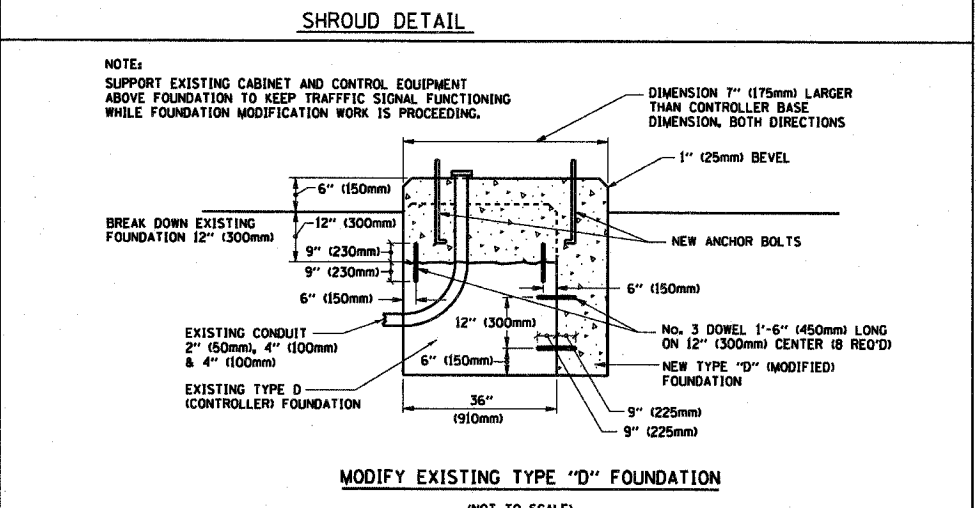
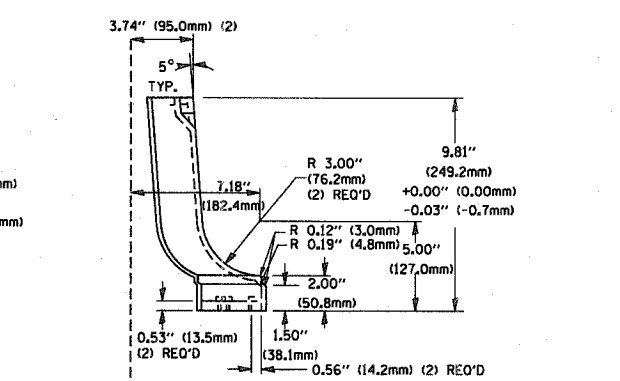
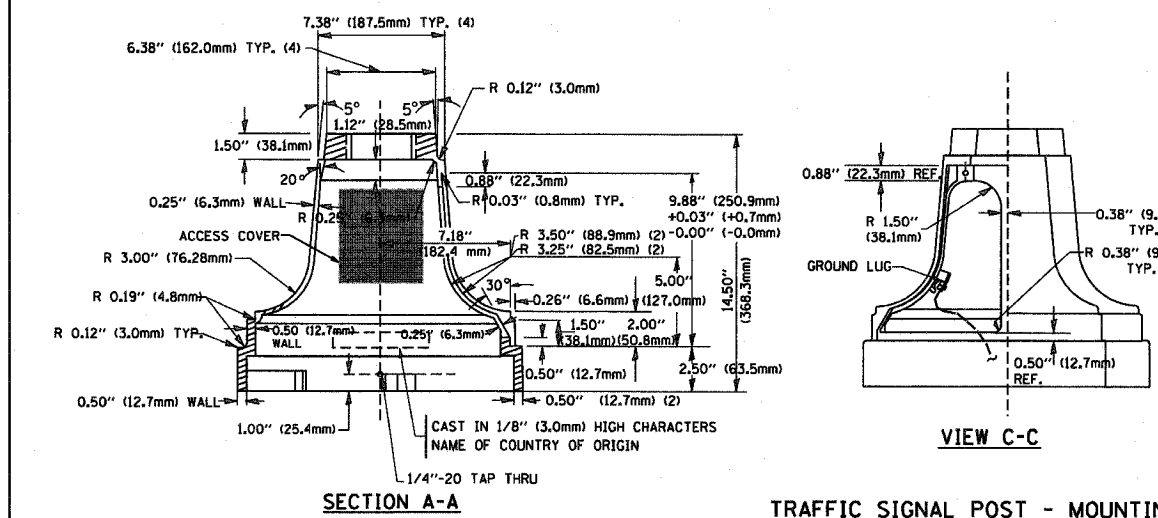


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			429	341
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

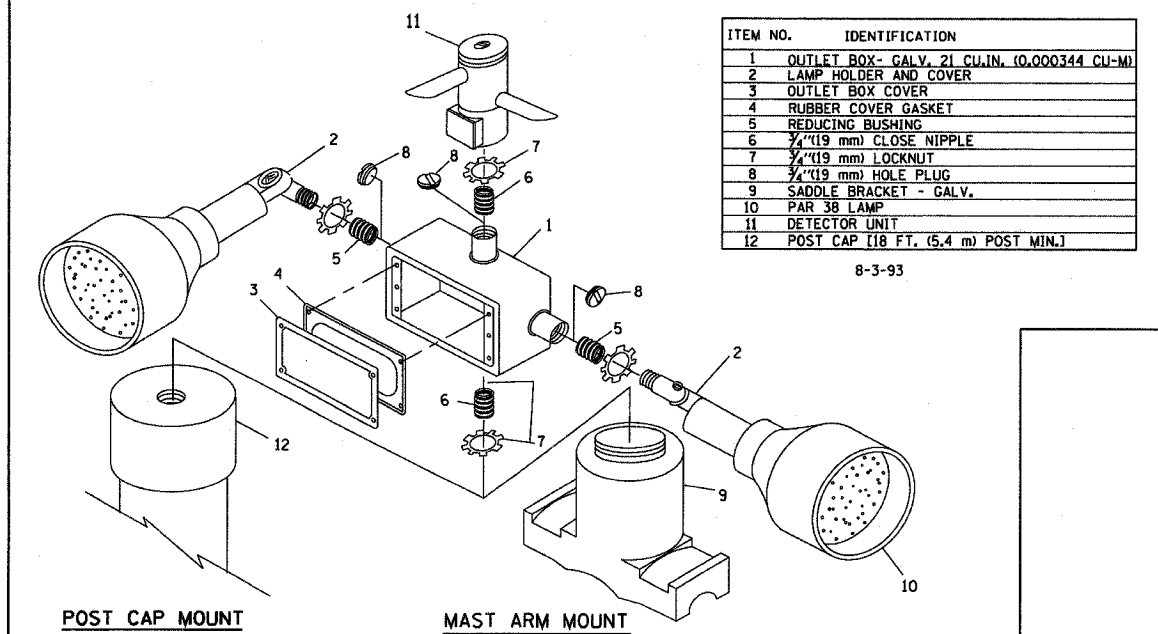


TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125\"(257mm)	9.5\"(241mm)	19\"(483mm)	12\"(300mm)	24kg
II	Ø 11.125\"(283mm)	10.75\"(273mm)	21.5\"(546mm)	12\"(300mm)	26kg

MATERIAL:  
 - ASTM A48 CLASS 30 GREY IRON  
 - ASTM A123 HOT DIPPED GALVANIZED

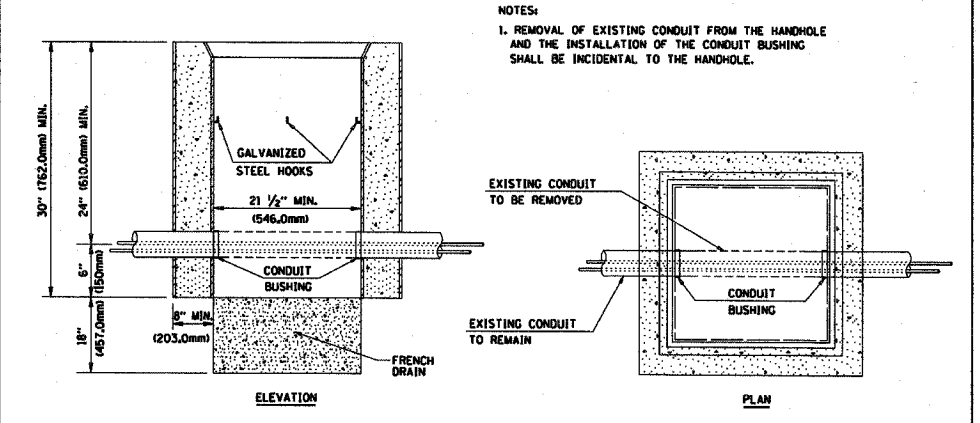
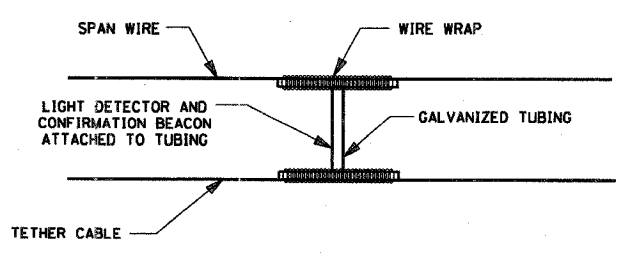


NOTE:  
 SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\"(19 mm) CLOSE NIPPLE
7	3/4\"(19 mm) LOCKNUT
8	3/4\"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:  
 1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED  
 2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
 ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
 ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT  
 3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



DETAIL  
 HANDHOLE TO INTERCEPT EXISTING CONDUIT  
 N.T.S.

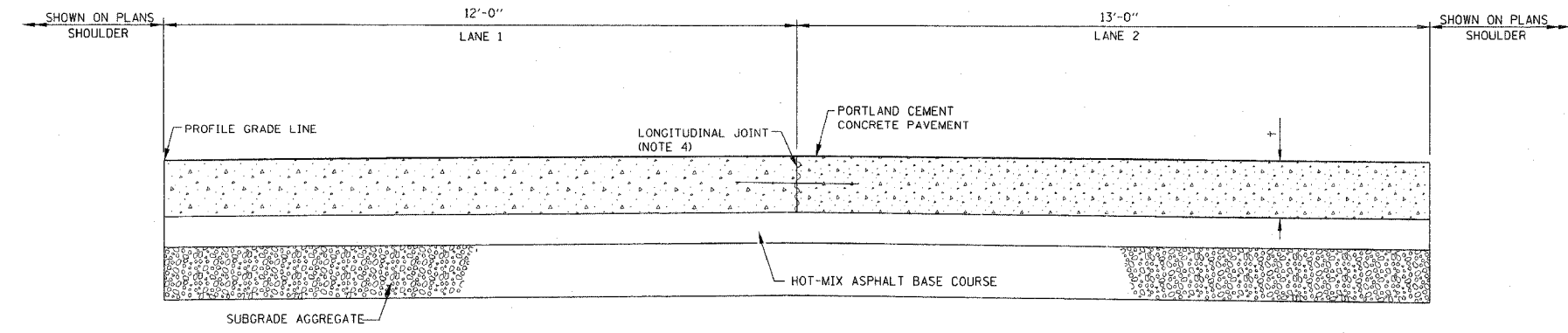
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	BUREAU OF TRAFFIC	5/30/00
	BUREAU OF TRAFFIC	3/15/01
	BUREAU OF TRAFFIC	11/12/01
	BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DISTRICT ONE  
 STANDARD TRAFFIC SIGNAL  
 DESIGN DETAILS

SCALE: NONE  
 DATE: 2/15/2006  
 DRAWN BY: RWP  
 DESIGNED BY: DAZ  
 CHECKED BY: DAZ  
 SHEET 4 OF 4

PLOT DATE = 2/15/2006  
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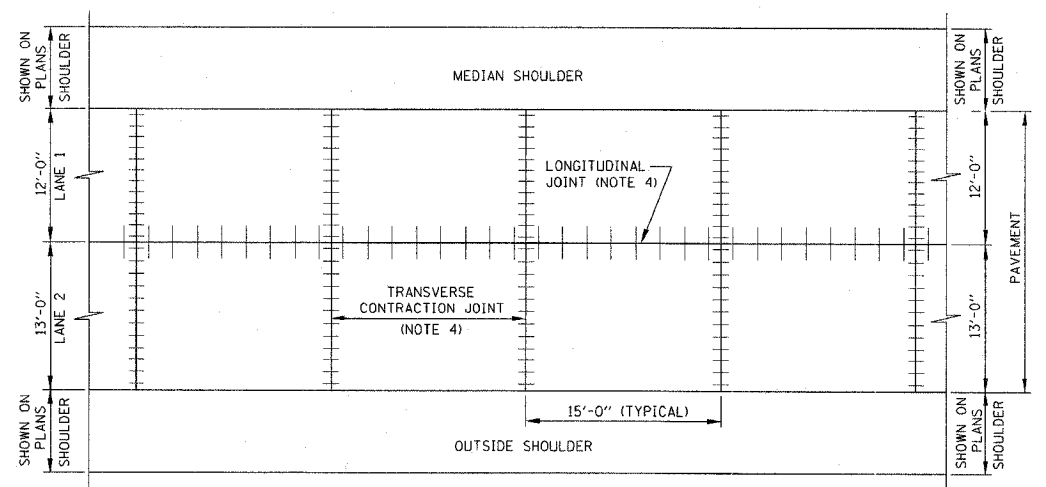
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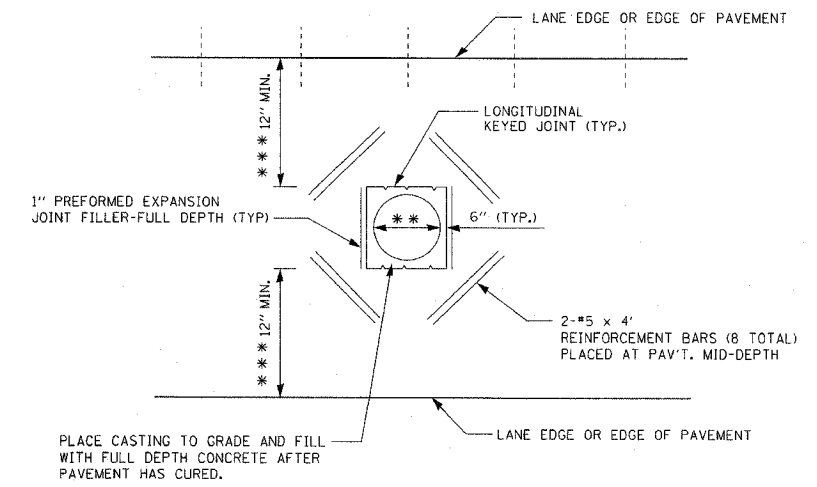
PAVEMENT CROSS - SECTION (2 LANES)

GENERAL NOTES:

1. DOWEL BASKET ASSEMBLIES, WHERE USED, SHALL BE SUPPORTED AND ANCHORED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
2. WHEN ADJACENT LANES ARE NOT BUILT IN ONE OPERATION, A LONGITUDINAL JOINT SHALL BE REPLACED WITH BULKHEAD LONGITUDINAL JOINT.
3. MATERIALS ARE PROJECT SPECIFIC. REFER TO PROJECT PLANS AND CONTRACT DOCUMENTS FOR DETAILS.
4. SEE STANDARD A7 (PAVEMENT JOINTS) AND IDOT STANDARD 420001 (PAVEMENT JOINTS) FOR DETAILS OF JOINTS AND TIE BARS NOT SHOWN.
5. PAVEMENT DESIGNS ARE PROJECT SPECIFIC, OTHER MATERIALS MAY BE SUBSTITUTED FOR HOT-MIX ASPHALT BASE COURSE AND SUBGRADE AGGREGATE. REFER TO PROJECTS PLANS FOR DETAILS AND MATERIAL THICKNESS.



PAVEMENT PLAN  
2 - LANE SECTION



- \*\* CASTING OUTSIDE LIMITS
- \*\*\* WHEN THE 12" MINIMUM CANNOT BE ACHIEVED, THE TRANSVERSE JOINTS SHALL BE EXTENDED TO EITHER THE LONGITUDINAL JOINT OR EDGE OF PAVEMENT

DETAIL OF ADDED REINFORCEMENT  
FOR PAVEMENT BLOCKS-OUTS

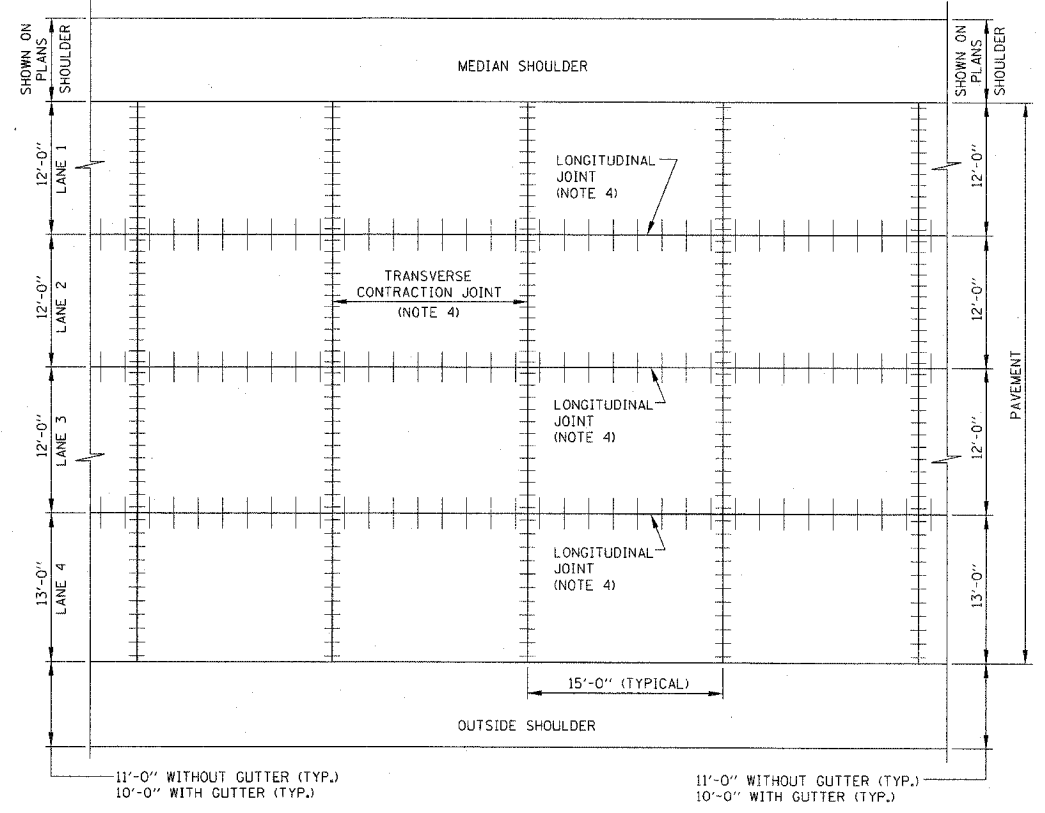
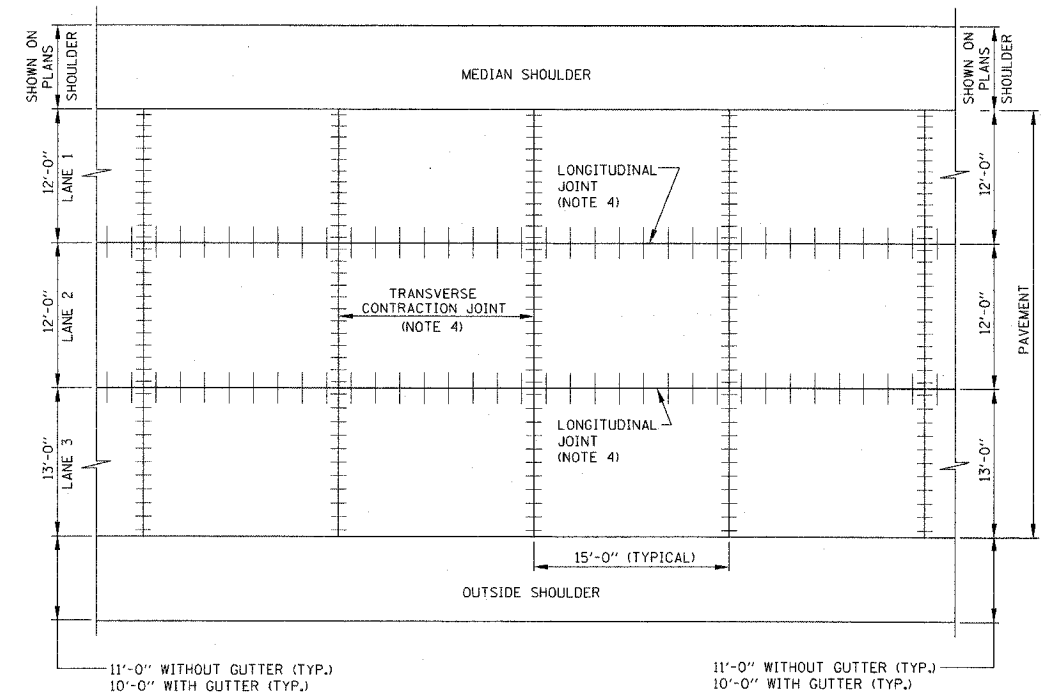
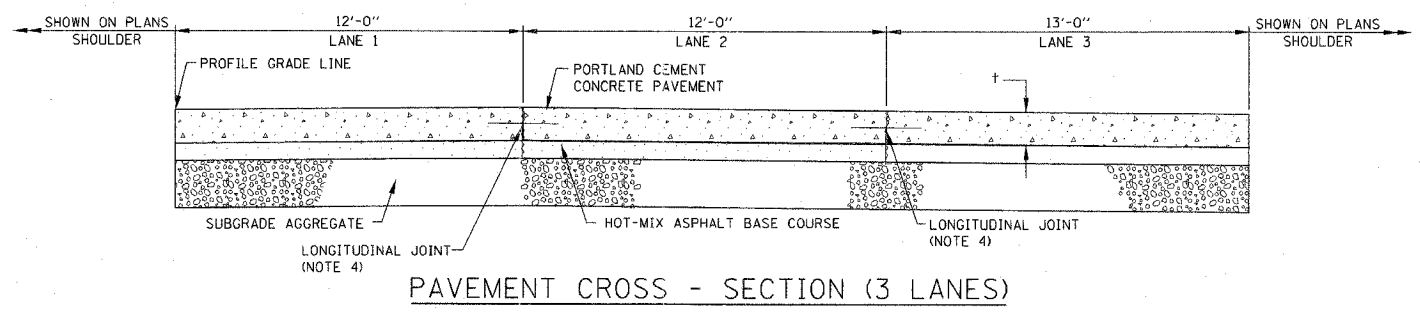
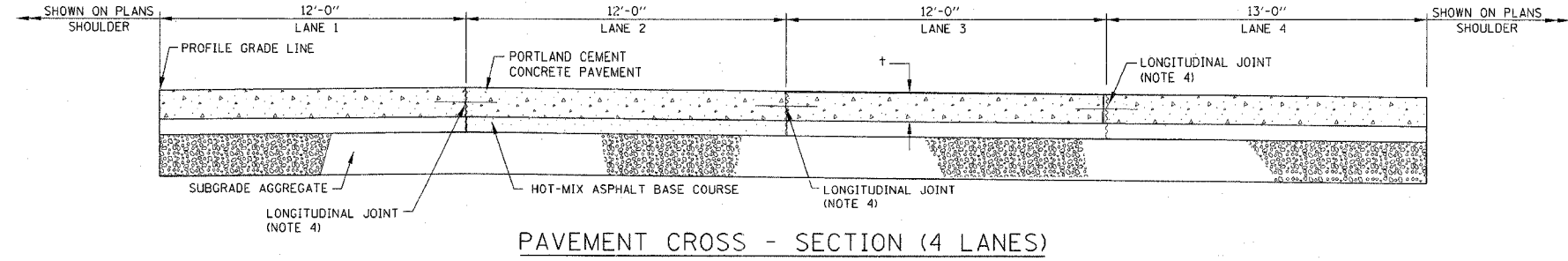


DATE	REVISIONS

J.P.C. PAVEMENT  
STANDARD A5-00

APPROVED *Jeff Daley* CHIEF ENGINEER DATE 1-1-2007





APPROVED *Jeff Daley*  
CHIEF ENGINEER DATE 1-1-2007

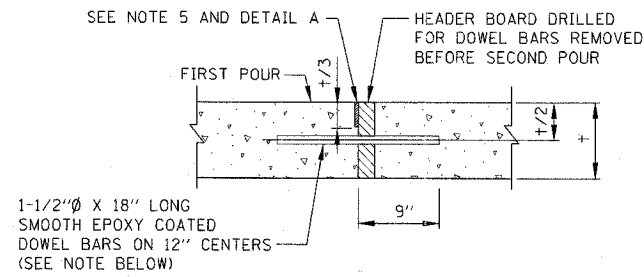
SEE SHEET 1 (OF 2)  
IN THIS SERIES  
FOR GENERAL NOTES.

DATE	REVISIONS

**Illinois Tollway**  
Open Roads for a Faster Future

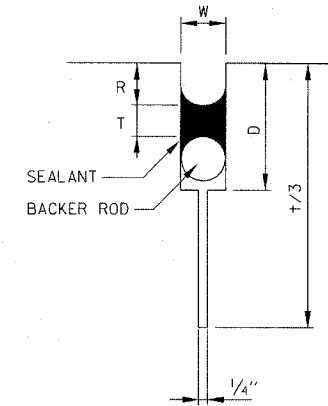
J.P.C. PAVEMENT

STANDARD A5-00



NOTE: FOR 13" PAVEMENT USE THE FOLLOWING  
 1-1/2"Ø X 18" LONG ON 9" CENTERS OR  
 1-3/4"Ø X 18" LONG ON 12" CENTERS

**TRANSVERSE CONSTRUCTION JOINT / CONTRACTION JOINT  
 (JOINED PLAIN CONCRETE PAVEMENT)**

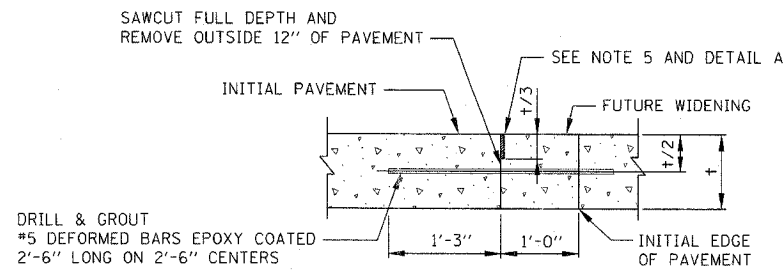


DETAIL A

**TYPICAL JOINT CROSS-SECTION**

W = SEALANT WIDTH, 3/8" MIN  
 T = SEALANT THICKNESS  
 R = SEALANT RECESS, FLUSH OR OVER BANDING NOT ALLOWED  
 D = JOINT CHANNEL DEPTH  
 † = PAVEMENT THICKNESS

AS RECOMMENDED BY MANUFACTURER



**LONGITUDINAL JOINT  
 (FUTURE WIDENING)**

**GENERAL NOTES**

1. DOWEL BAR CAPS SHALL BE PLACED ON OPPOSITE END OF ADJACENT DOWEL BARS.
2. ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).
3. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
4. † = PAVEMENT THICKNESS
5. SAW CUTS FOR PAVEMENT CRACK CONTROL AND JOINT SEALING SHALL BE MADE IN TWO STEPS. A 3/8" SAW CUT SHALL BE PROVIDED AS A JOINT SEALANT RESERVOIR TO THE DEPTH RECOMMENDED BY THE SEALANT MANUFACTURER AND APPROVED BY THE ENGINEER.

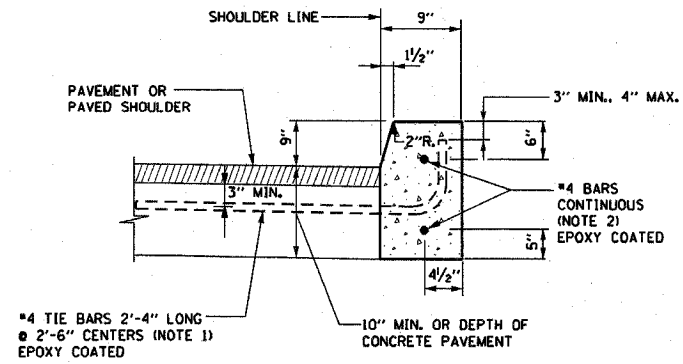
APPROVED *Jeff Daley* CHIEF ENGINEER DATE 1-1-2007

DATE	REVISIONS

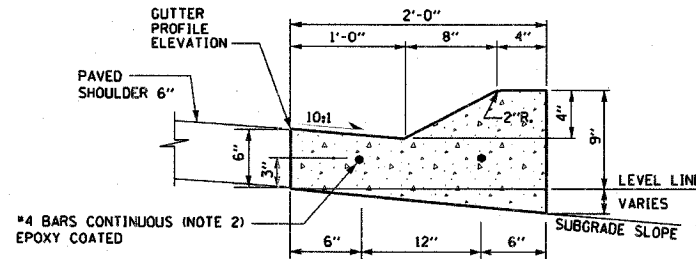
**Illinois Tollway**  
 Open Roads for a Faster Future

PAVEMENT JOINTS

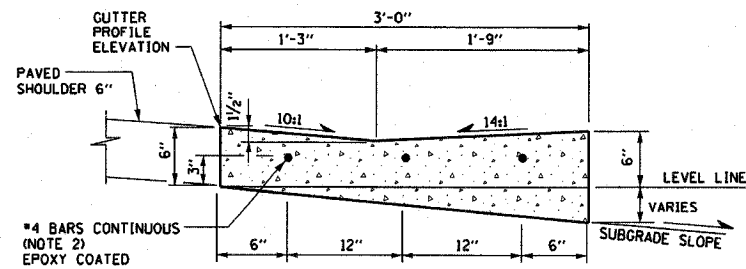
STANDARD A7-00



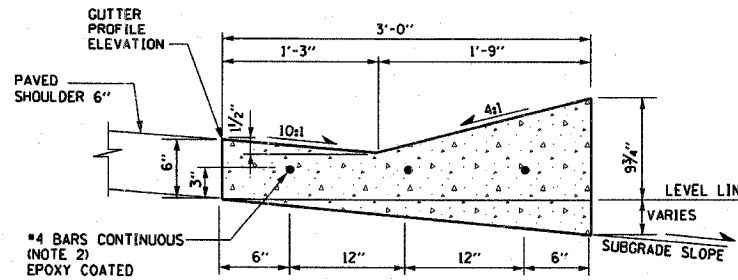
**TYPE "C" CURB**



**TYPE G-2 GUTTER**



**TYPE G-3, MODIFIED GUTTER**



**TYPE G-3 GUTTER**

**NOTES:**

1. CURBS OR CURB AND GUTTERS CONSTRUCTED ADJACENT TO PROPOSED P.C.C. PAVEMENTS OR P.C.C. SHOULDERS SHALL HAVE #4 TIE BARS AS DETAILED. CURB AND GUTTERS CONSTRUCTED ADJACENT TO AN EXISTING P.C.C. PAVEMENT OR P.C.C. BASE COURSE SHALL HAVE #4 TIE BARS, DRILLED AND GROUTED INTO THE EXISTING CONCRETE WITH AN APPROVED EPOXY GROUT. CURB AND GUTTERS CONSTRUCTED ADJACENT TO EXISTING P.C.C. SHOULDERS SHALL BE PROVIDED WITH TIE BARS IF SPECIFIED AND DETAILED IN THE PLANS.
2. WHEN CURBS OR CURB AND GUTTERS ARE CONSTRUCTED ADJACENT TO EXISTING OR PROPOSED P.C.C. PAVEMENT, P.C.C. BASE COURSE OR P.C.C. SHOULDERS CONTRACTION JOINTS AND EXPANSION JOINTS SHALL BE CONSTRUCTED IN THE CURBS OR CURB AND GUTTERS IN PROLONGATION WITH THE JOINTS IN ADJACENT PAVEMENT OR SHOULDER. EXPANSION JOINTS SHALL BE AS SPECIFIED AND DETAILED IN THE PLANS. REINFORCING BARS SHALL BE DISCONTINUED AT EXPANSION JOINTS.
3. CONSTRUCTION JOINT SHALL BE PROVIDED WITH #4 DEFORMED STEEL TIE BARS 2'-6" LONG. THE BARS SHALL BE PLACED ON 9" CENTERS (MINIMUM 2 PER JOINT).
4. FOR CURB TRANSITIONS, THE CURB PORTION OF LEADING ENDS OF CURB OR CURB AND GUTTERS IN THE DIRECTION OF TRAFFIC SHALL BEGIN FLUSH WITH ADJACENT PAVEMENT OR SHOULDER SURFACE AND TRANSITION TO FULL HEIGHT AT THE RATE OF ONE INCH VERTICAL TO ONE FOOT HORIZONTAL. CURB HEIGHT AND SHAPE TRANSITIONS FROM ONE ABUTTING TYPE TO ANOTHER SHALL BE 3 FT. MIN. IN LENGTH.
5. FOR G-2 AND G-3 TRANSITION DETAILS SEE STANDARD B2 (TYPE G-2 AND G-3 GUTTER TRANSITIONS).
6. G-3 GUTTER SHALL NOT BE CONSTRUCTED ALONG UNSHIELDED FILL SLOPES STEEPER THAN 6:1.

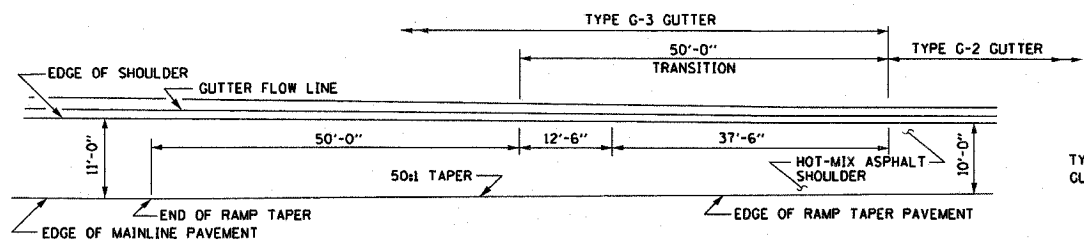
APPROVED *Jeff Daley* CHIEF ENGINEER DATE 1-1-2007...

DATE	REVISIONS

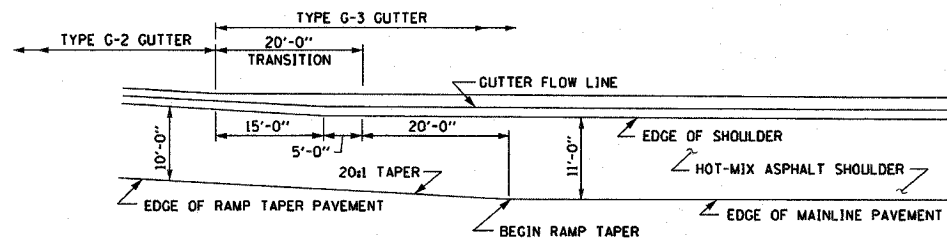
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CURB, CURB AND GUTTER AND GUTTER DETAILS

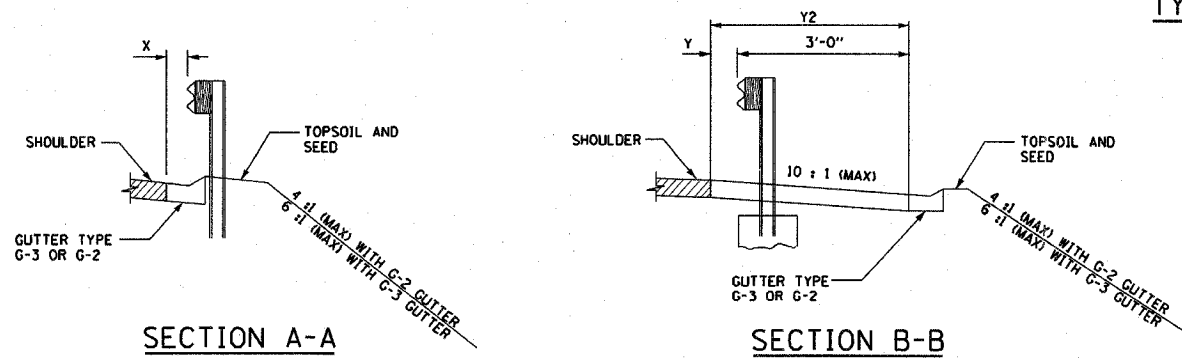
STANDARD B1-00



**GUTTER TRANSITION AT ENTRANCE RAMP TERMINALS**



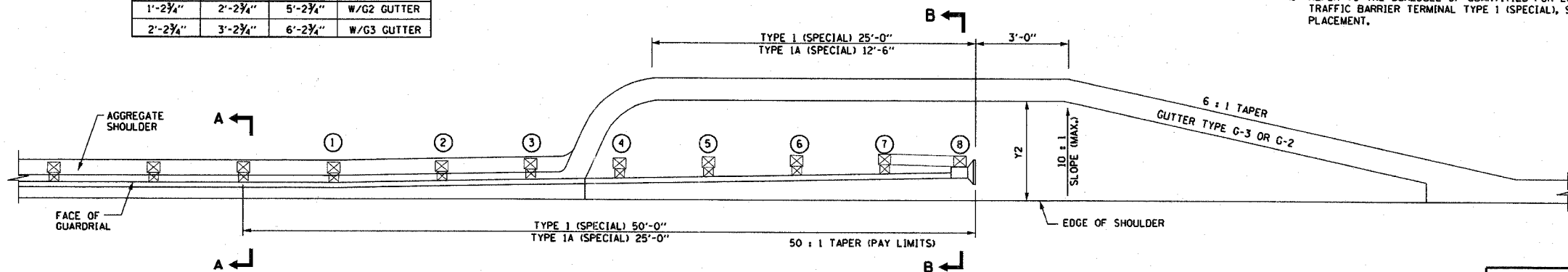
**GUTTER TRANSITION AT EXIT RAMP TERMINALS**



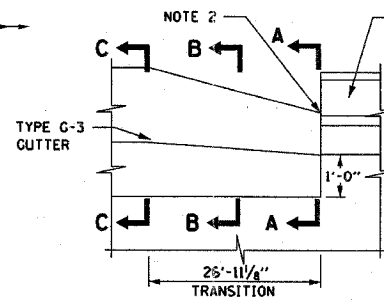
**SECTION A-A**

**SECTION B-B**

X	Y	Y2	CONDITION
1'-2 3/4"	2'-2 3/4"	5'-2 3/4"	W/G2 GUTTER
2'-2 3/4"	3'-2 3/4"	6'-2 3/4"	W/G3 GUTTER

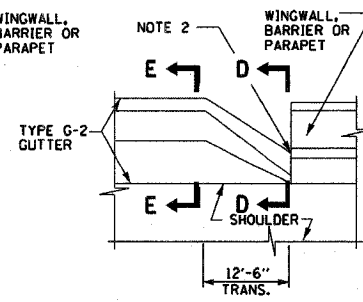


**GUTTER TRANSITION AT TANGENT TRAFFIC BARRIER TERMINAL, TYPE 1 & 1A (SPECIAL)**



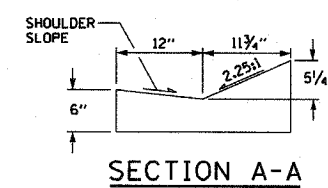
**PLAN**

**ELEVATIONS TYPE G-3**

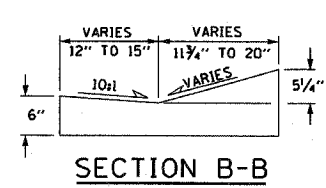


**PLAN**

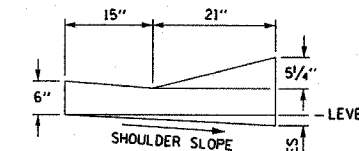
**ELEVATION TYPE G-2**



**SECTION A-A**

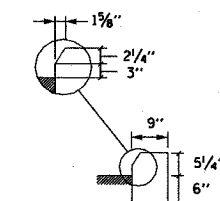


**SECTION B-B**

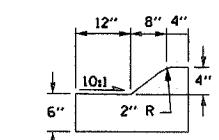


**SECTION C-C**

**NORMAL TYPE G-3 GUTTER**



**SECTION D-D**



**SECTION E-E**

**NORMAL TYPE G-2 GUTTER**

**GUTTER TRANSITIONS AT BRIDGE DEPARTURES**

**GUTTER TRANSITION NOTES:**

1. TRANSITIONS SHALL BE PAID FOR PER LINEAR FOOT FOR CONCRETE GUTTER, TYPE G-3.
2. PROVIDE 1" EXPANSION JOINT WITH PREFORMED JOINT FILLER BETWEEN TRANSITION SECTION AND WINGWALL.
3. SEE STANDARD B3 (TYPE G-2/G-3 GUTTER TRANSITION AT TRAFFIC BARRIER TERMINAL, TYPE 6) FOR G-3 GUTTER TRANSITION AT BRIDGE APPROACH.
4. REFER TO THE SCHEDULE OF QUANTITIES FOR LOCATIONS OF TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL), SPECIAL PLACEMENT.

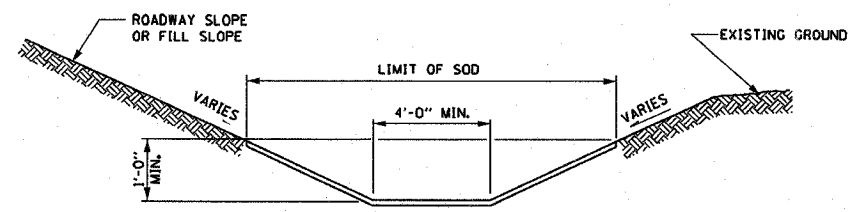
APPROVED: *Jeff Staley*  
CHIEF ENGINEER DATE 1-1-2007

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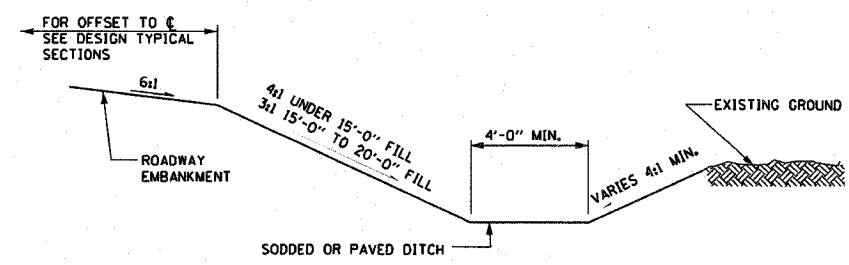
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TYPE G-2 AND G-3  
GUTTER TRANSITIONS

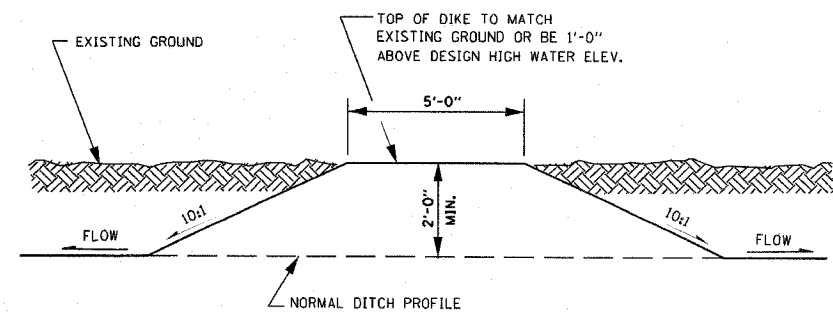
STANDARD B2-00



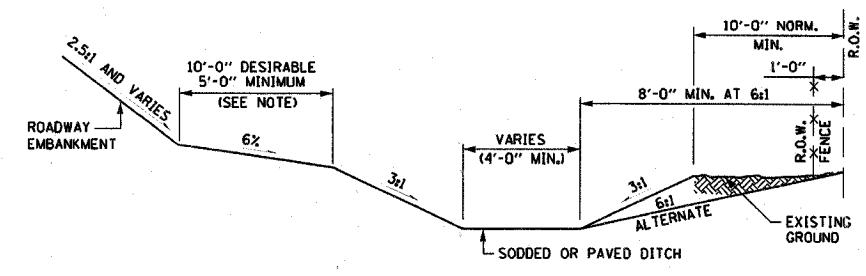
**SODDED DITCH**



**EMBANKMENT UNDER 20 FEET IN HEIGHT  
TOE OF EMBANKMENT DITCHES**



**SIDE DITCH DIKE**



**EMBANKMENT  
OVER 20 FEET IN HEIGHT**

**NOTES FOR EMBANKMENT DITCHES:**

1. WIDTH AND SLOPE MAY VARY DEPENDING ON SOIL CONDITION OR R.O.W. REQUIREMENTS.
2. THESE SECTIONS APPLY TO A DESIRABLE SECTION FOR NEW CONSTRUCTION. HOWEVER, THE WIDTH AND SLOPES MAY VARY DEPENDING ON SOIL CONDITIONS OR R.O.W. CONSTRAINTS.

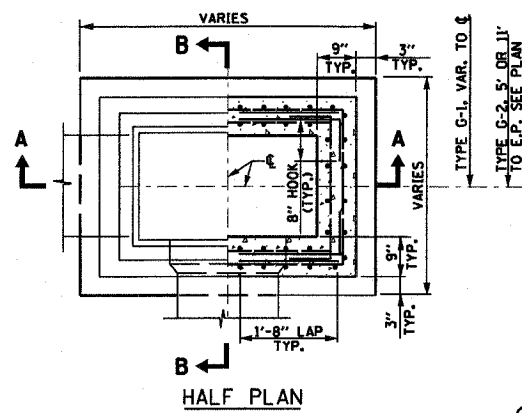
APPROVED *Jeff Daley* CHIEF ENGINEER DATE 1-1-2007

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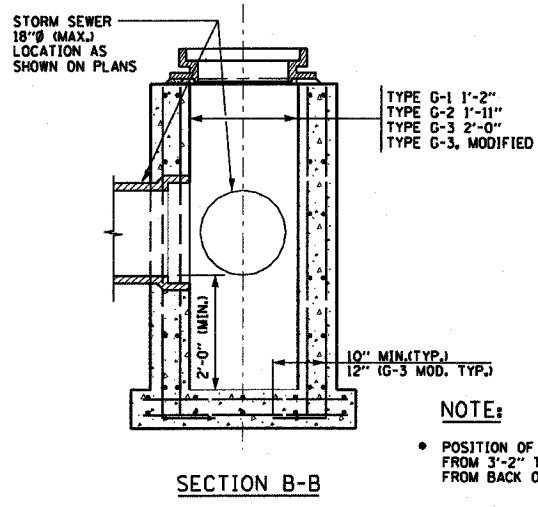
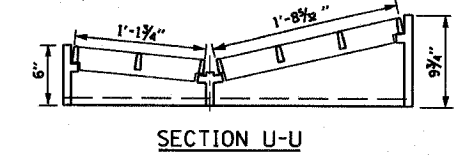
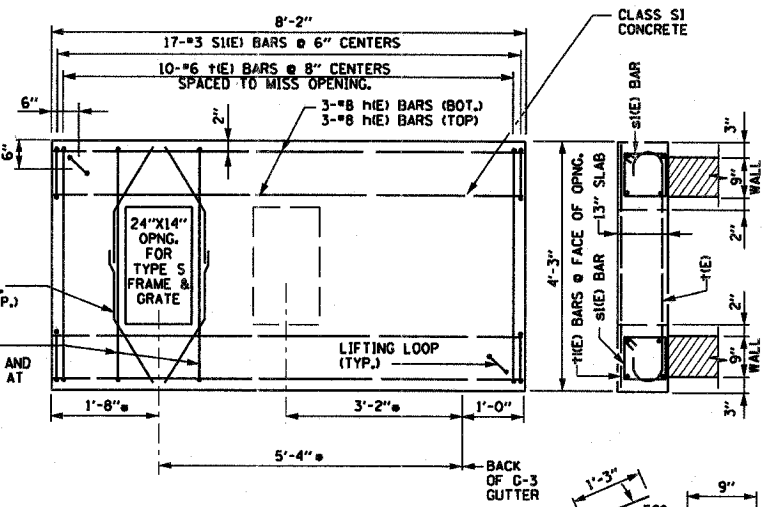
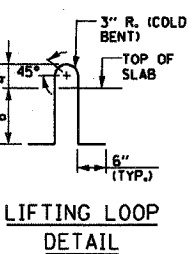
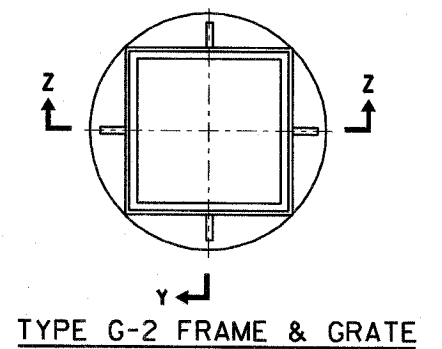
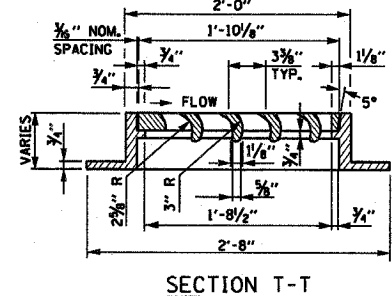
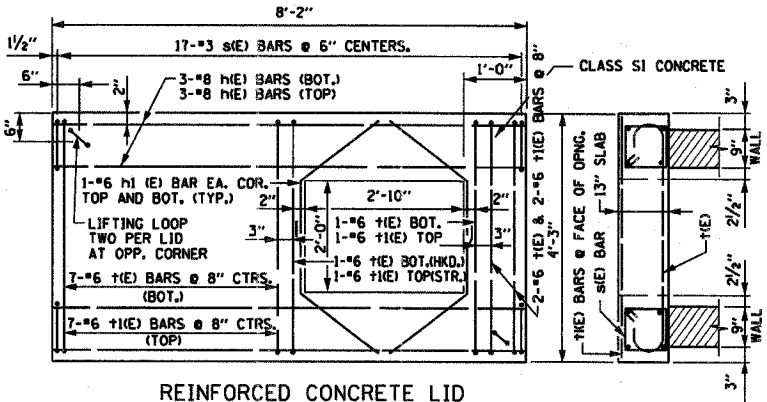
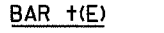
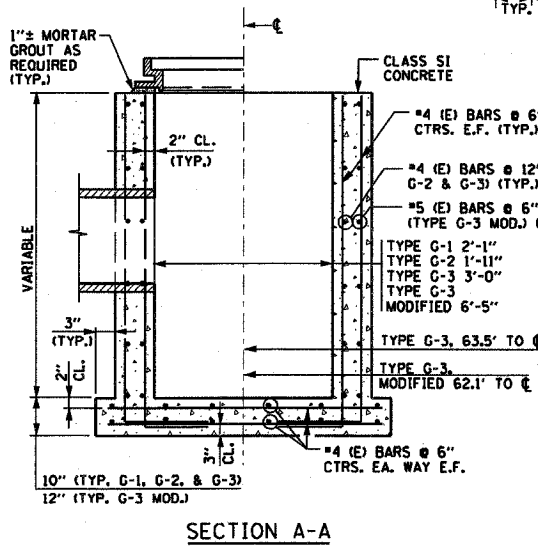
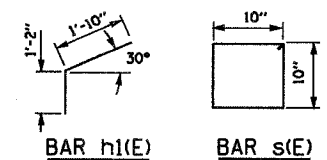
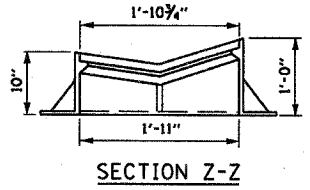
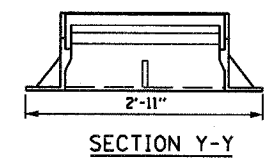
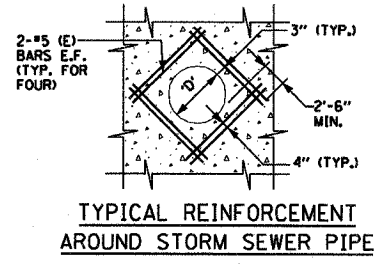
DITCHES AND DITCH DIKE

STANDARD B4-00

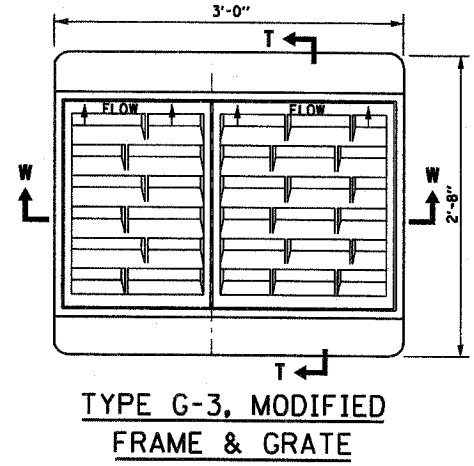
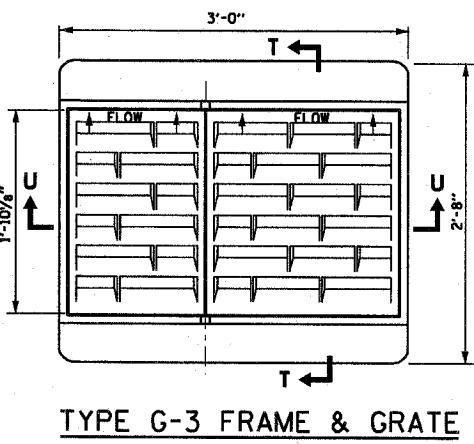
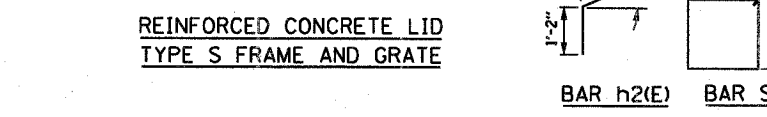


**NOTES:**

1. PRECAST CONCRETE UNITS WILL BE ACCEPTABLE PROVIDED THEY MEET ALL THE REQUIREMENTS AS SHOWN ON THIS DRAWING. BASE EXTENSION OF 3" NOT REQUIRED FOR PRECAST UNITS. FABRICATION DRAWINGS SHOWING PIPE OPENINGS, REINFORCEMENT AND OTHER PERTINENT DIMENSIONS WILL BE REQUIRED FOR EACH UNIT. FOR APPROVAL BY THE ENGINEER PRIOR TO FABRICATION.
2. CATCH BASINS TYPE G-SERIES SHALL BE USED IN THE SWALE ON THE HIGH SIDE OF SUPERELEVATED PAVEMENT.
3. CATCH BASINS TYPE G-2 SHALL BE USED ALONG RAMPS WHERE G-2 GUTTER IS PROVIDED.
4. CATCH BASINS TYPE G-3 SHALL BE USED WHERE G-3 GUTTER IS PROVIDED.
5. CATCH BASINS TYPE G-3 MODIFIED SHALL BE USED IN PAVEMENT SECTIONS AND ON THE LOW SIDE OF SUPERELEVATED PAVEMENT.
6. CATCH BASINS TYPE G-3 MODIFIED SHALL BE PROVIDED WITH A REINFORCED CONCRETE SLAB TOP AS DETAILED ON THIS DRAWING.
7. TYPE S FRAME AND GRATE SHALL BE NEENAH R-3338-F MODIFIED BY THE ADDITION OF THE FOURTH SIDE OF THE FRAME, OR APPROVED EQUAL.
8. REFER TO STANDARD B9 (FRAME AND GRATE TYPE S, REINFORCED CONCRETE LID FOR TYPES G-3 & S FRAMES) FOR FRAME AND GRATE DETAILS.
9. TYPE G-2 FRAME AND GRATE SHALL BE NEENAH R-3508-A2 OR APPROVED EQUAL.
10. TYPE G-3 FRAME AND GRATE SHALL BE NEENAH INLET FOR ROLL TYPE CURB R-3501-U OR EAST JORDAN IRON WORKS 10004 OR APPROVED EQUAL.
11. TYPE G-3, MODIFIED FRAME AND GRATE SHALL BE NEENAH INLET FOR ROLL TYPE CURB SPECIAL R-3501-UI OR APPROVED EQUAL.
12. MORTAR OR SEALER SHALL BE USED WHEN A PRECAST REINFORCED CONCRETE LID IS USED.
13. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.



**NOTE:**  
• POSITION OF OPENING VARIES FROM 3'-2" TO 5'-4" MEASURED FROM BACK OF GUTTER LINE



**CATCH BASIN TYPE "G" SERIES**

**DRAINAGE STRUCTURE TYPE G-3, MODIFIED**

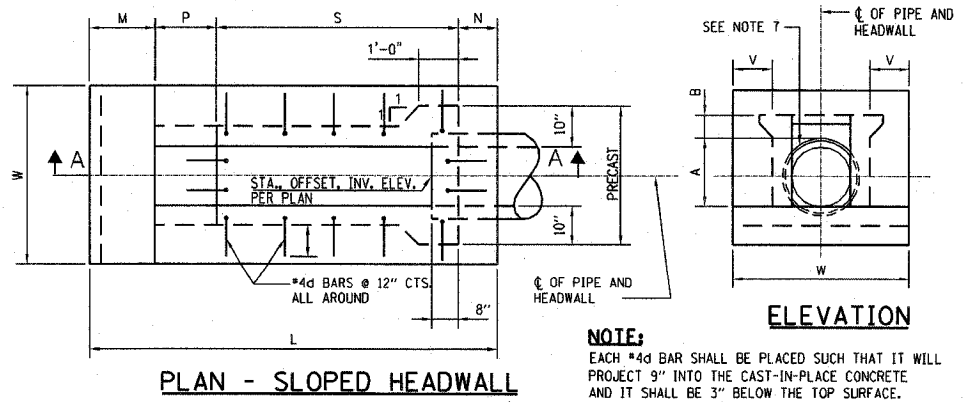
APPROVED *Jeff Staley* CHIEF ENGINEER DATE 1-1-2007

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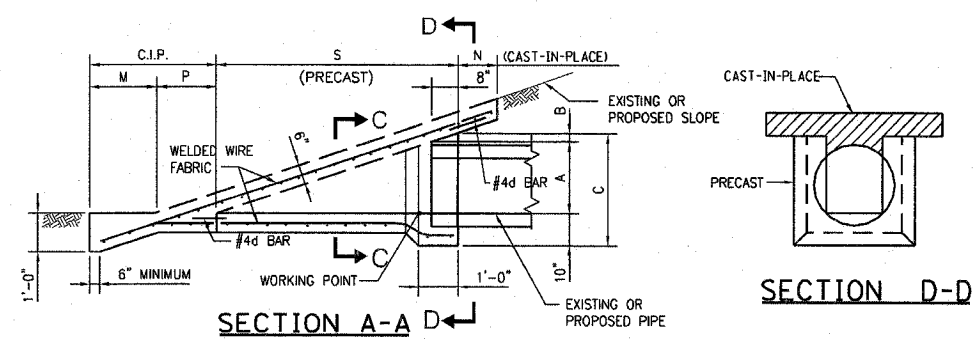
DATE	REVISIONS

CATCH BASINS TYPES G & TYPE G MODIFIED, FRAMES AND GRATES TYPE G-2, G-3 & G-3 MODIFIED  
STANDARD B8-00

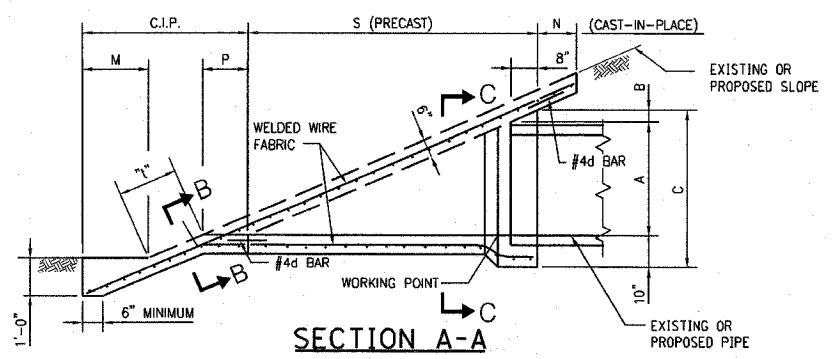
### DIMENSIONS AND QUANTITIES IN ONE SLOPED HEADWALL TYPE III



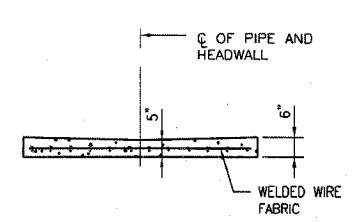
**NOTE:**  
EACH #4d BAR SHALL BE PLACED SUCH THAT IT WILL PROJECT 9" INTO THE CAST-IN-PLACE CONCRETE AND IT SHALL BE 3" BELOW THE TOP SURFACE. HOOKS IN THE PRECAST SECTION SHALL BE TIPPED TO CLEAR ALL CONCRETE SURFACES A MIN. OF 2".



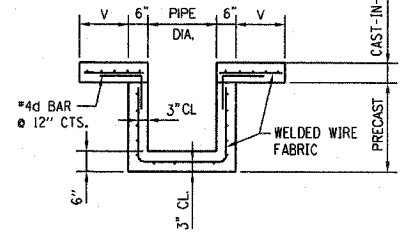
**SECTION A-A**  
DETAIL FOR PIPE AT DITCH FLOW LINE



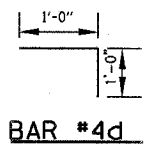
**SECTION A-A**  
DETAIL FOR PIPE ABOVE DITCH FLOW LINE



**SECTION B-B**



**SECTION C-C**



PIPE DIA	DIMENSIONS										PRE CAST CONC. CU. YD.	CAST-IN-PLACE CU. YD.	WELDED WIRE FABRIC SQ. YD.	NO. OF #4d BARS	REINF. STEEL LBS.
	A	B	C	N	M	P	S	L	V	W					
6"	9"	2 3/4"	1'-9 1/4"	1'-0"	1'-8"	1'-6 3/4"	2'-11 1/4"	7'-2"	1'-0"	3'-6"	.19	.51	2.67	12	16
12"	1'-3 1/2"	2 3/4"	2'-4 1/4"	1'-0"	1'-8"	1'-6 3/4"	4'-6 3/4"	8'-9 1/2"	1'-0"	4'-0"	.36	.65	3.80	14	19
15"	1'-6 1/2"	2 3/4"	3'-7 1/4"	1'-0"	1'-8"	1'-6 3/4"	5'-3 3/4"	9'-6 1/2"	1'-0"	4'-3"	.47	.73	5.13	16	21
18"	1'-10"	2 3/4"	2'-10 3/4"	1'-0"	1'-8"	1'-6 3/4"	6'-2 1/4"	10'-5"	1'-0"	4'-6"	.61	.80	5.65	18	24
21"	2'-1"	2 3/4"	3'-1 1/4"	1'-0"	1'-9"	1'-6 3/4"	6'-11 1/4"	11'-3"	1'-3"	5'-3"	.74	1.0	7.42	22	29
24"	2'-4 1/2"	2 3/4"	3'-5 1/4"	1'-0"	2'-0"	1'-6 3/4"	7'-9 3/4"	12'-4 1/2"	1'-6"	6'-0"	.86	1.24	8.80	24	32
27"	2'-7 1/2"	2 3/4"	3'-8 1/4"	1'-1 1/2"	2'-3"	1'-6 3/4"	8'-6 3/4"	13'-6"	1'-9"	6'-9"	1.03	1.53	12.35	24	32
30"	2'-11"	2 3/4"	3'-11 3/4"	1'-3"	2'-6"	1'-6 3/4"	9'-5 1/4"	14'-9"	2'-0"	7'-6"	1.22	2.00	15.08	26	35

PIPE DIA	DIMENSIONS										PRE CAST CONC. CU. YD.	CAST-IN-PLACE CU. YD.	WELDED WIRE FABRIC SQ. YD.	NO. OF #4d BARS	REINF. STEEL LBS.
	A	B	C	N	M	P	S	L	V	W					
6"	9"	1 3/4"	1'-8 1/4"	1'-0"	1'-8"	2'-1"	3'-7"	8'-4"	1'-0"	3'-6"	.21	.57	3.27	12	16
12"	1'-3 1/2"	1 3/4"	2'-3 1/4"	1'-0"	1'-8"	2'-1"	5'-9"	10'-6"	1'-0"	4'-0"	.44	.75	4.58	16	21
15"	1'-6 1/2"	1 3/4"	2'-6 1/4"	1'-0"	1'-8"	2'-1"	6'-9"	11'-6"	1'-0"	4'-3"	.57	.83	5.66	18	24
18"	1'-10"	1 3/4"	2'-9 1/4"	1'-0"	1'-8"	2'-1"	7'-11"	12'-8"	1'-0"	4'-6"	.73	.93	7.57	22	29
21"	2'-1"	1 3/4"	3'-0 3/4"	1'-0"	1'-9"	2'-1"	8'-11"	13'-9"	1'-3"	5'-3"	.89	1.16	9.83	24	32
24"	2'-4 1/2"	1 3/4"	3'-4 1/4"	1'-0"	2'-0"	2'-1"	10'-1"	15'-2"	1'-6"	6'-0"	1.12	1.45	12.51	28	37
27"	2'-7 1/2"	1 3/4"	3'-7 1/4"	1'-1 1/2"	2'-3"	2'-1"	11'-1"	16'-6 1/2"	1'-9"	6'-9"	1.32	1.77	13.28	30	40
30"	2'-11"	1 3/4"	3'-10 3/4"	1'-3"	2'-6"	2'-1"	12'-3"	18'-1"	2'-0"	7'-6"	1.58	2.14	18.77	32	43

PIPE DIA	DIMENSIONS										PRE CAST CONC. CU. YD.	CAST-IN-PLACE CU. YD.	WELDED WIRE FABRIC SQ. YD.	NO. OF #4d BARS	REINF. STEEL LBS.
	A	B	C	N	M	P	S	L	V	W					
6"	9"	1 1/2"	1'-8 1/2"	1'-0"	1'-8"	3'-0"	5'-3"	10'-11"	1'-0"	3'-6"	.29	.71	4.11	16	21
12"	1'-3 1/2"	1 1/2"	2'-3"	1'-0"	1'-8"	3'-0"	8'-6"	14'-2"	1'-0"	4'-0"	.60	.96	7.27	22	29
15"	1'-6 1/2"	1 1/2"	2'-6"	1'-0"	1'-8"	3'-0"	10'-0"	15'-8"	1'-0"	4'-3"	.79	1.07	8.91	26	35
18"	1'-10"	1 1/2"	2'-9 1/2"	1'-0"	1'-8"	3'-0"	11'-9"	17'-5"	1'-0"	4'-6"	1.03	1.20	10.95	28	37
21"	2'-1"	1 1/2"	3'-0 1/2"	1'-0"	1'-9"	3'-0"	13'-3"	19'-0"	1'-3"	5'-3"	1.29	1.51	14.00	34	45
24"	2'-4 1/2"	1 1/2"	3'-4"	1'-0"	2'-0"	3'-0"	15'-0"	21'-0"	1'-6"	6'-0"	1.59	1.89	15.49	38	51
27"	2'-7 1/2"	1 1/2"	3'-7"	1'-1 1/2"	2'-3"	3'-0"	16'-6"	22'-10 1/2"	1'-9"	6'-9"	1.90	2.30	21.82	40	53
30"	2'-11"	1 1/2"	3'-10 1/2"	1'-3"	2'-6"	3'-0"	18'-3"	25'-0"	2'-0"	7'-6"	2.27	2.79	26.60	44	59

**NOTES**

- CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
- THE CAST-IN-PLACE SLOPEWALL SHALL BE CONSTRUCTED FLUSH WITH EXISTING OR PROPOSED SLOPE.
- THE SLOPEWALL DETAILS SHOWN IN THIS DRAWING ARE FOR USE ONLY WITH PIPES HAVING DIAMETER OR SPAN OF 30" OR LESS AND SHALL NOT BE USED WHEN THE PIPE OPENING IS FACING THE TRAFFIC UNLESS THE LOCATION IS OUTSIDE THE REQUIRED CLEAR ZONE.
- THE REQUIRED EXCAVATION, BACKFILL, RESTORATION, DITCH GRADING AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR CONCRETE HEADWALLS AND CONCRETE COLLARS.\*
- AFTER THE PRECAST HEADWALL HAS BEEN PLACED, THE SPACE BETWEEN THE HEADWALL AND PIPE SHALL BE COMPLETELY FILLED WITH AN APPROVED NON-SHRINK GROUT WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 5000 PSI. THE COST FOR FURNISHING AND PLACING THE GROUT SHALL BE INCIDENTAL TO CONCRETE HEADWALLS.
- WELDED WIRE FABRIC SHALL BE 6x6-W4xW4, 58 LBS. PER 100 SQ.FT.
- QUANTITIES FOR CONCRETE HEADWALL AND CONCRETE COLLARS, WELDED WIRE FABRIC, AND REINFORCING STEEL SHOWN IN THE SCHEDULES OF QUANTITIES ARE BASED ON A "4" DIMENSION OF 0'-0".
- PRECAST UNIT USE IS OPTIONAL. THE ENTIRE STRUCTURE MAY BE CAST IN PLACE.

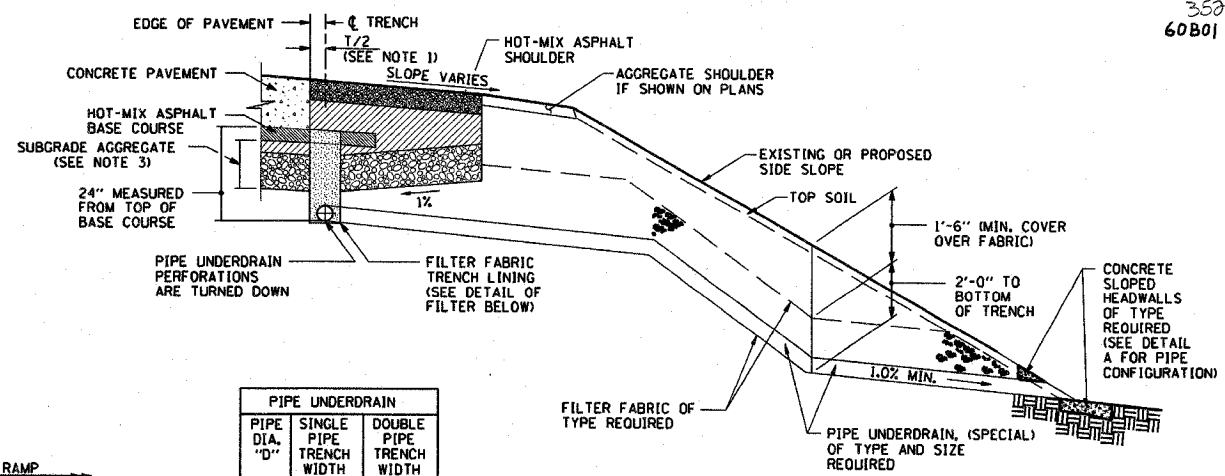
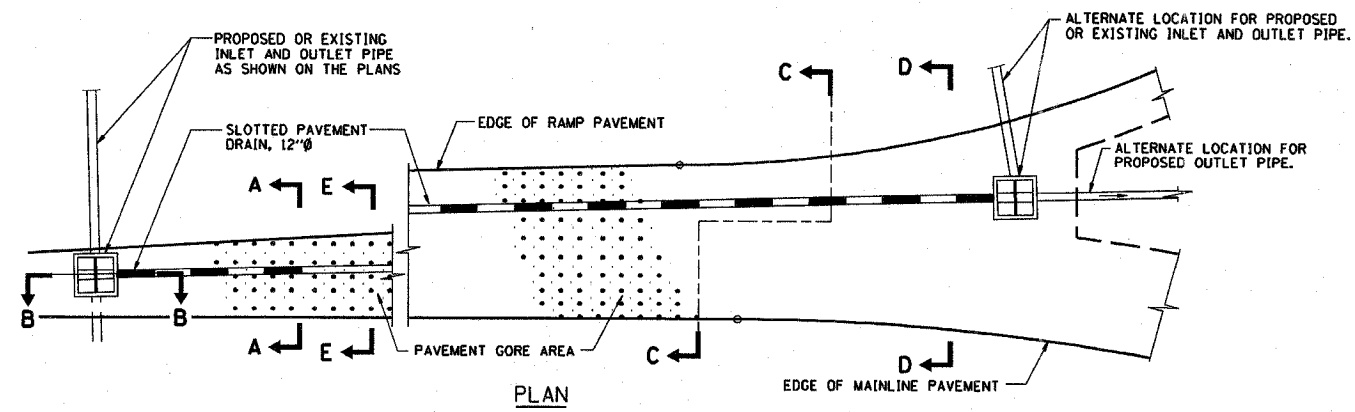
\* ADJUSTMENT TO THE LENGTH OF PIPE AND REMOVAL OF THE EXISTING HEADWALL OR END SECTION PAID SEPARATELY.



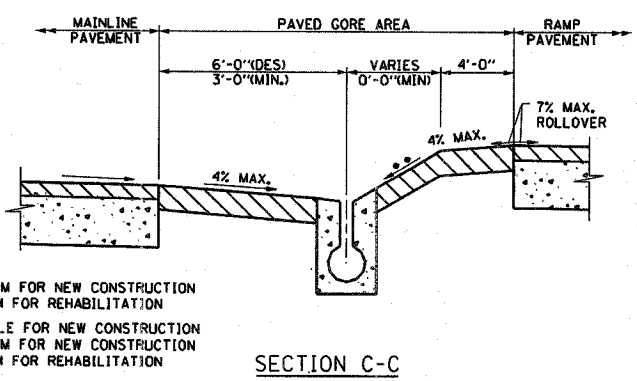
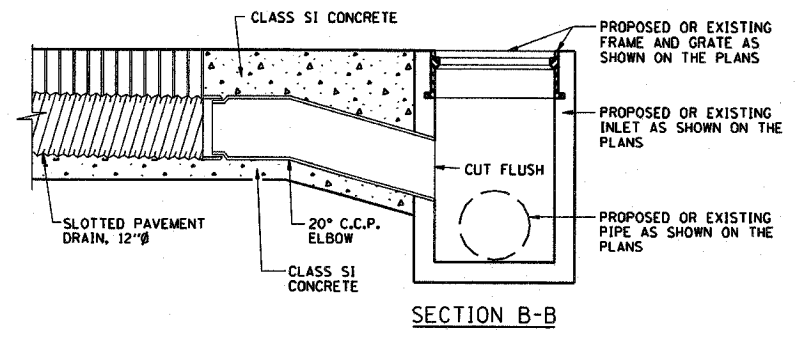
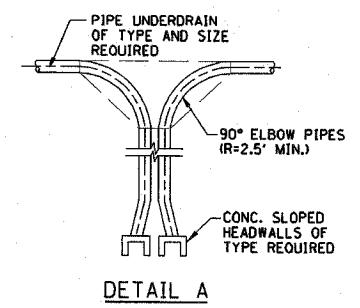
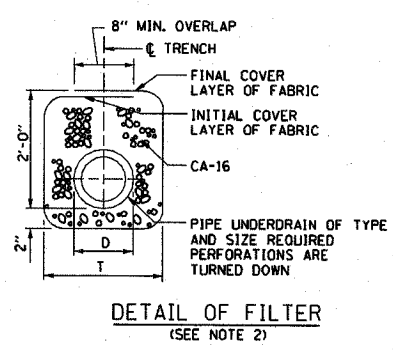
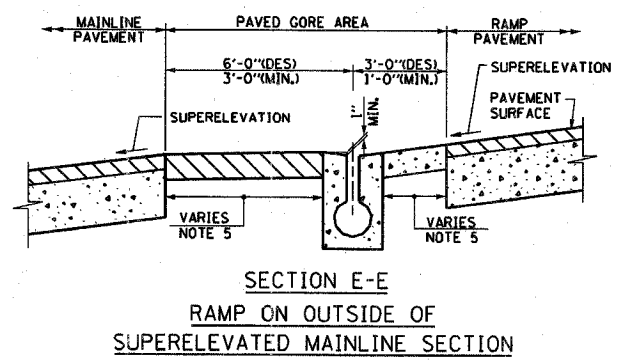
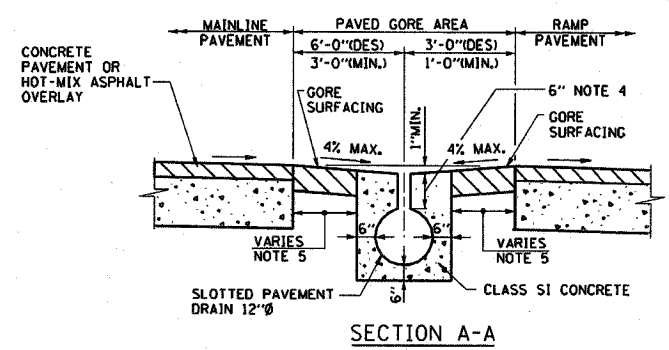
DATE	REVISIONS

SLOPED HEADWALLS  
TYPE III DETAILS  
  
STANDARD B10-00

APPROVED: *Jeff Staley*  
CHIEF ENGINEER  
DATE: 1-1-2007



PIPE UNDERDRAIN		
PIPE DIA. "D"	SINGLE PIPE TRENCH WIDTH "T"	DOUBLE PIPE TRENCH WIDTH "T"
4"	12"	20"
6"	14"	24"
8"	16"	28"



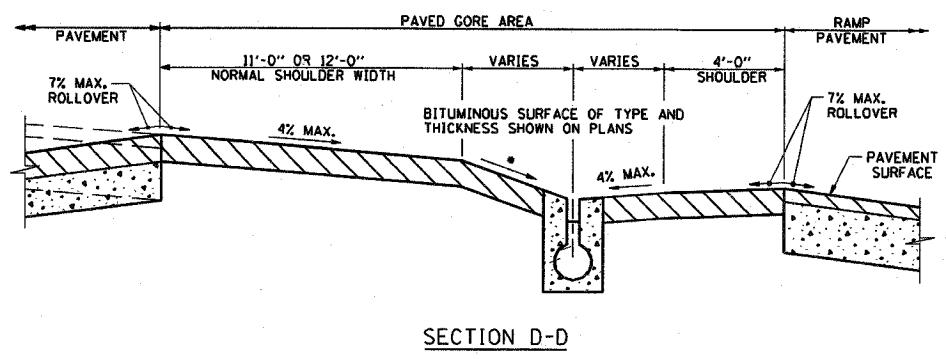
**NOTES FOR PIPE UNDERDRAIN (FILTER FABRIC):**

1. WHEN LOCATED ALONG EXISTING PAVEMENT THE CENTERLINE OF THE PROPOSED PIPE UNDERDRAIN SHALL NOT BE CLOSER THAN 2'-9" TO THE EDGE OF EXISTING PAVEMENT.
2. AT OUTLET LOCATIONS, PIPE UNDERDRAINS SHALL SEPARATE SUFFICIENTLY TO PROVIDE SPACE FOR TWO END SECTIONS TO BE CONNECTED SEE DETAIL A. ADDITIONAL GRANULAR BACKFILL AND FILTER FABRIC SHALL BE INCIDENTAL TO PIPE UNDERDRAIN, (SPECIAL) OF TYPE AND SIZE REQUIRED.
3. SUBGRADE AGGREGATE SHALL CONSIST OF A 3" AND VARIES CA-6 CAP ABOVE A PGE BASE, THICKNESS AS NOTED IN THE PLANS.

- 10% MAXIMUM FOR NEW CONSTRUCTION  
4% MAXIMUM FOR REHABILITATION
- 4% DESIRABLE FOR NEW CONSTRUCTION  
10% MAXIMUM FOR NEW CONSTRUCTION  
4% MAXIMUM FOR REHABILITATION

**NOTES FOR SLOTTED PAVEMENT DRAIN:**

1. SLOTTED PAVEMENT DRAINS SHALL BE 12" DIA. 16 GAUGE, FULL BITUMINOUS COATED WITH PAVED INVERT UNLESS OTHERWISE SPECIFIED.
2. SLOTTED PAVEMENT DRAINS SHALL BE INSTALLED IN A CONTOURED TRENCH AND BACKFILLED WITH CLASS S1 CONCRETE.
3. THE UPSTREAM END OF EACH SLOTTED PAVEMENT DRAIN, 12" DIA. INSTALLATION SHALL BE SEALED WITH A WELDED END PLATE IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS, UNLESS CONNECTED TO A DRAINAGE STRUCTURE.
4. DEPTH OF SLOT CAN BE VARIED FROM 6" MINIMUM TO 12" MAXIMUM TO INCREASE SLOPE OF PIPE AS DETAILED FOR EACH SITE.
5. WHEN THE CONCRETE ENCASEMENT FOR SLOTTED PAVEMENT DRAIN IS WITHIN 3 FEET OF THE PAVEMENT, REPLACE THE GORE SURFACING WITH CLASS S1 CONCRETE 9 IN. DEPTH.



**DETAIL OF SLOTTED PAVEMENT DRAIN**

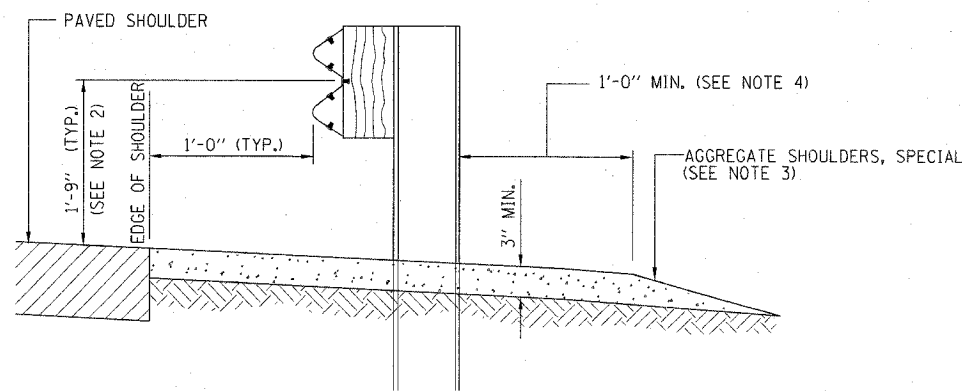
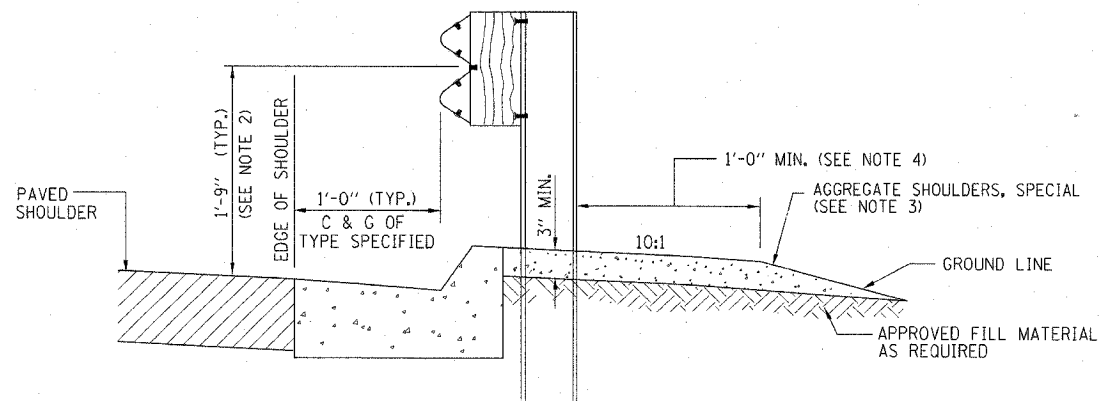
APPROVED *Jeff Daley* CHIEF ENGINEER DATE 1-1-2007



DATE	REVISIONS

PIPE UNDERDRAINS (FILTER FABRIC) AND SLOTTED PAVEMENT DRAIN  
STANDARD B12-00





**NOTES:**

1. 1' OFFSET FROM EDGE OF PAVED SHOULDER TO FACE OF RAIL IS TYPICAL FOR ALL INSTALLATIONS EXCEPT AS OTHERWISE DETAILED IN THE PLAN DRAWINGS. WHERE CURB & GUTTER IS REQUIRED, THE FACE OF RAIL SHALL BE IN LINE WITH THE FACE OF CURB. WHERE GUTTERS SUCH AS TY. G-2 ARE REQUIRED IN FRONT OF THE GUARDRAIL, THE POSTS SHALL BE LOCATED IMMEDIATELY BACK OF AND ADJACENT TO THE GUTTER, OR AS OTHERWISE DETAILED IN THE PLANS.
2. THE 1'-9" TYPICAL RAIL HEIGHT IS MEASURED FROM EXISTING SURFACE 1' IN FRONT OF RAIL, OR FROM EDGE OF SHOULDER/EDGE OF GUTTER WHEN EDGE IS MORE THAN 1' IN FRONT OF RAIL.
3. AGGREGATE SHOULDERS, SPECIAL SHALL COMPLY WITH THE REQUIREMENTS OF THE TOLLWAY RECURRING SPECIAL PROVISION. WHERE CURB & GUTTER IS PROPOSED WITH GUARDRAIL, A 3" MINIMUM THICKNESS OF AGGREGATE SHOULDERS, SPECIAL SHALL BE PLACED BEHIND CURB. FOR GUARDRAIL WITHOUT CURB & GUTTER, AGGREGATE SHOULDER, OF THE SAME THICKNESS SHALL BE PLACED FROM THE EDGE OF PAVED SHOULDER SLOPING AWAY TO A 3" MIN. THICKNESS.
4. AGGREGATE SHOULDERS, SPECIAL SHALL EXTEND A MINIMUM OF 1' BEHIND POST OR GUARDRAIL, WHICHEVER IS FURTHER, EXCEPT AS DETAILED ELSEWHERE IN THE PLANS.

GUARDRAIL INSTALLATION DETAILS

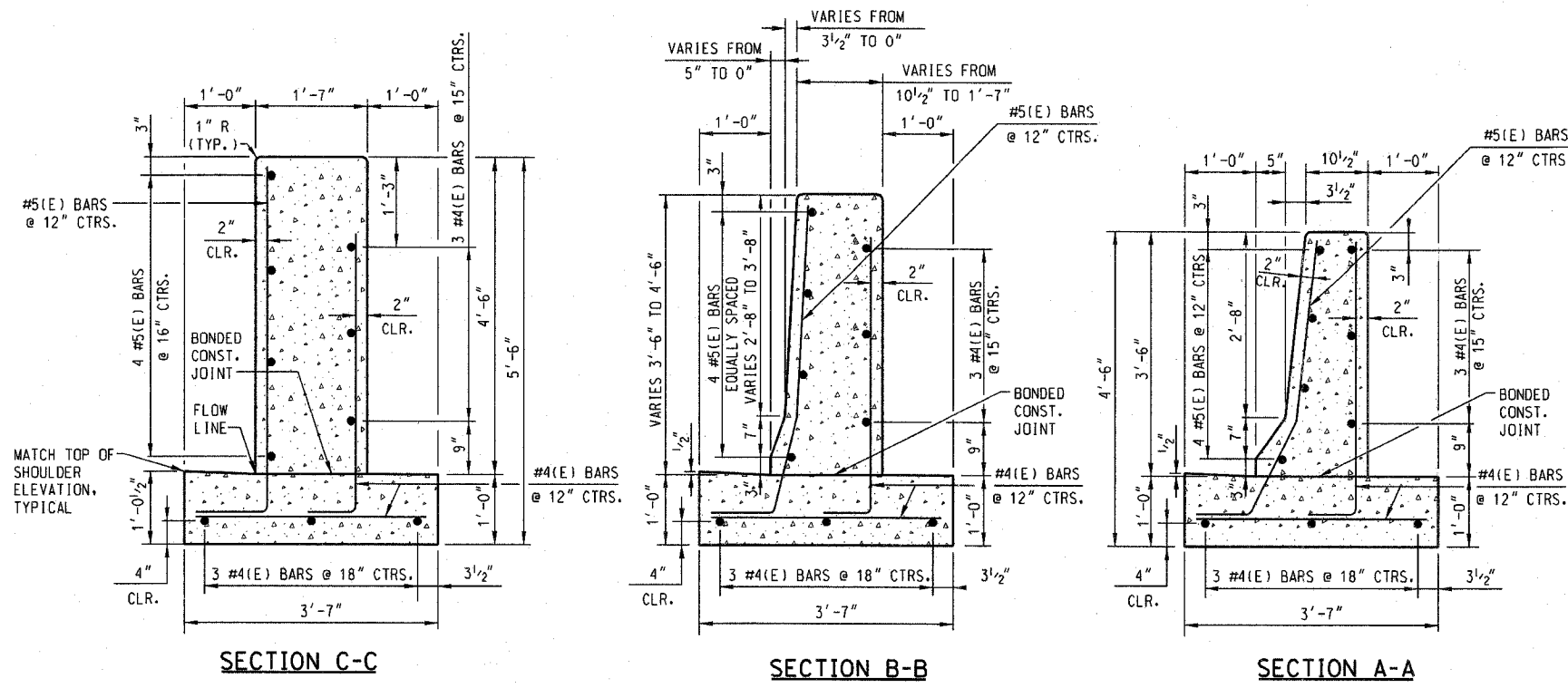
APPROVED: *Jeff Staley*  
CHIEF ENGINEER DATE 1-1-2007

REVISIONS	

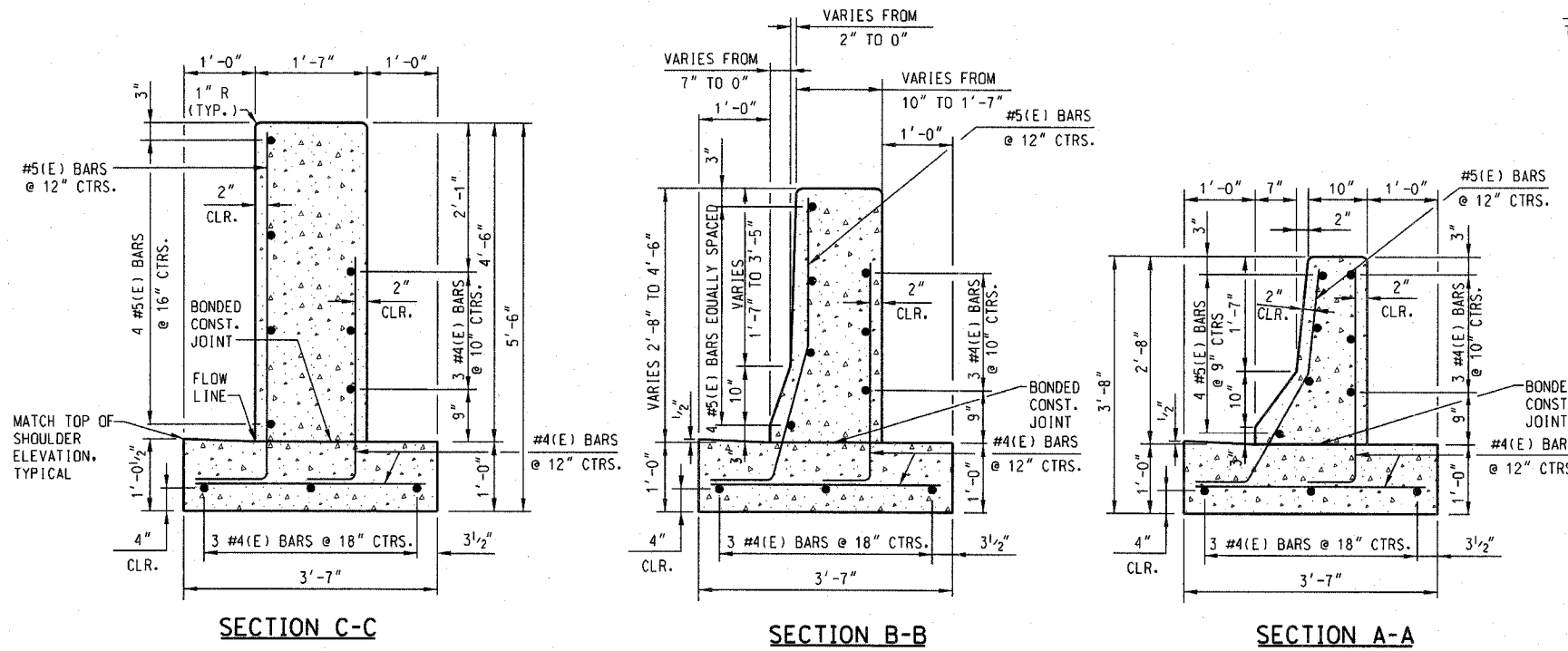
**Illinois Tollway**  
*Open Roads for a Faster Future*

GUARDRAIL INSTALLATION  
DETAILS

STANDARD C1-00



OUTSIDE SHOULDER BARRIER TRANSITION, TYPE F



OUTSIDE SHOULDER BARRIER TRANSITION, TYPE II (NOT FOR NEW CONSTRUCTION)

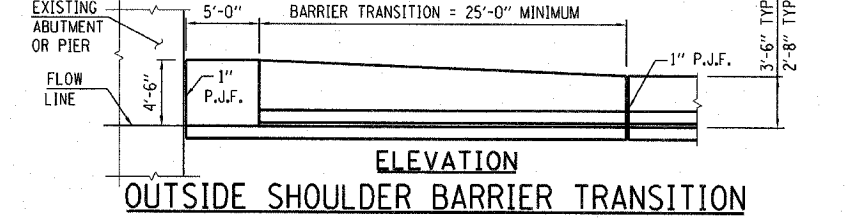
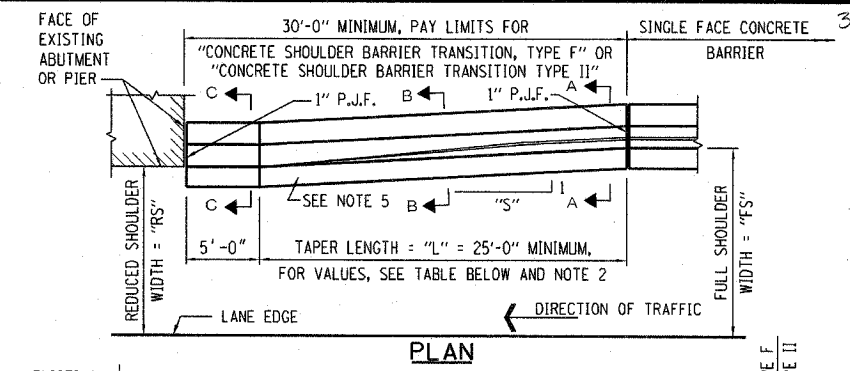
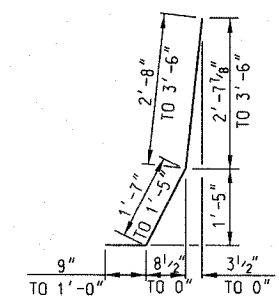


TABLE FOR SHOULDER BARRIER TAPER LENGTH

DESIGN SPEED MPH	REDUCED SHLD. WIDTH, SEE PLAN "RS" (FT.)	TAPER RATE "S":1	TAPER LENGTH="L" (SEE NOTE 4)
70	10' MINIMUM	24:1	24 x (FS - RS)
	LESS THAN 10'	30:1	30 x (FS - RS)
60	8' MINIMUM	24:1	24 x (FS - RS)
	LESS THAN 8'	26:1	26 x (FS - RS)
50	6.5' MINIMUM	21:1	21 x (FS - RS)
	LESS THAN 6.5'	21:1	21 x (FS - RS)



TYPE F BARRIER BARS

TYPES F & II BARRIER BARS

TYPE II BARRIER BARS

- NOTES:**
1. THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR "CONCRETE SHOULDER BARRIER TRANSITION, TYPE F" AND FOR "CONCRETE SHOULDER BARRIER TRANSITION, TYPE II" SHALL BE PAID FOR THE OUTSIDE SHOULDER BARRIER TRANSITION, TYPE F OR TYPE II SHOWN, RESPECTIVELY, IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS.
  2. TAPER LENGTH REQUIRED FOR THE WIDTH TRANSITION WILL BE 25'-0" MINIMUM. INCREASE TAPER RATE "S", AS REQUIRED TO OBTAIN THE LENGTH OF 25'-0".
  3. TOP SHOULDER EDGE OF BARRIER BASE GUTTER SHALL MATCH THE TOP OF SHOULDER ELEVATION.
  4. 1" DEEP CONTRACTION JOINTS SHALL BE CONSTRUCTED IN THE BARRIER WALL ONLY (NOT IN THE BARRIER BASE). THE LOCATION OF THE CONTRACTION JOINT SHALL MATCH CRACKS THAT HAVE ALREADY DEVELOPED IN THE BASE. CONTRACTION JOINTS SHALL ALSO BE CONSTRUCTED AT BOTH SIDES OF ALL DRAINAGE STRUCTURES. MAXIMUM JOINT SPACING SHALL BE 30 FEET.
  5. THE FORMING OF CONTRACTION JOINTS SHALL BE DONE WITH AN APPROVED FINISHING TOOL AT THE DISCRETION OF THE ENGINEER SUBJECT TO THE SATISFACTORY CONTROL OF CRACKING. THE SAWING OF CONTRACTION JOINTS IN THE BARRIER WALL SHALL NOT BE PERMITTED.
  6. REINFORCING BARS SHALL MEET THE REQUIREMENTS OF AASHTO M31 (ASTM A615), GRADE 60, AND SHALL CONFORM TO SECTION 508 OF THE STANDARD SPECIFICATIONS.
  7. REINFORCING BARS DESIGNATED "E" SHALL BE EPOXY COATED.
  8. REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE (ACI) 315, LATEST EDITION.
  9. REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
  10. TYPE F BARRIER SHALL BE USED WITH ALL NEW CONSTRUCTION, OR RECONSTRUCTION OF EXISTING BARRIERS.

DOWEL BAR BENDING DIAGRAMS

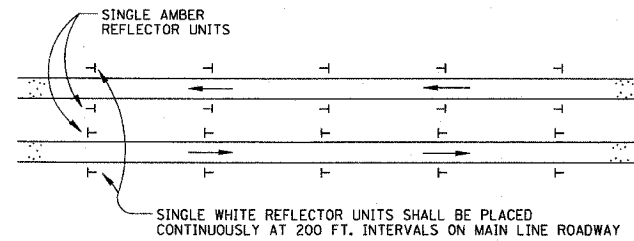
APPROVED: *Jeff Daley*  
 CHIEF ENGINEER  
 DATE: 1-1-2007



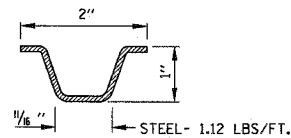
DATE	REVISIONS

CONCRETE SHOULDER BARRIER TRANSITION

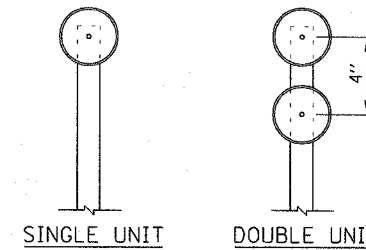
STANDARD C4-00



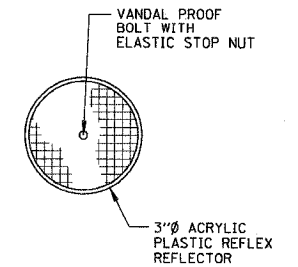
TANGENT PLACEMENT



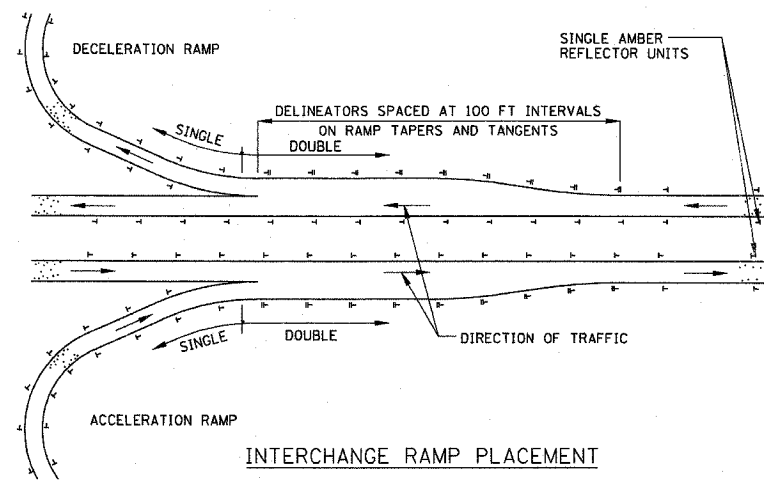
SECTION A-A



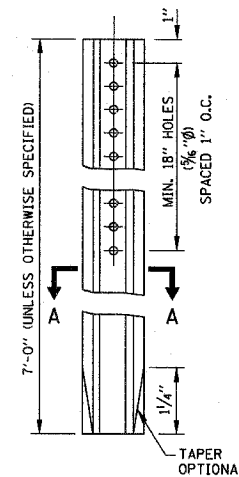
TYPICAL DELINEATORS



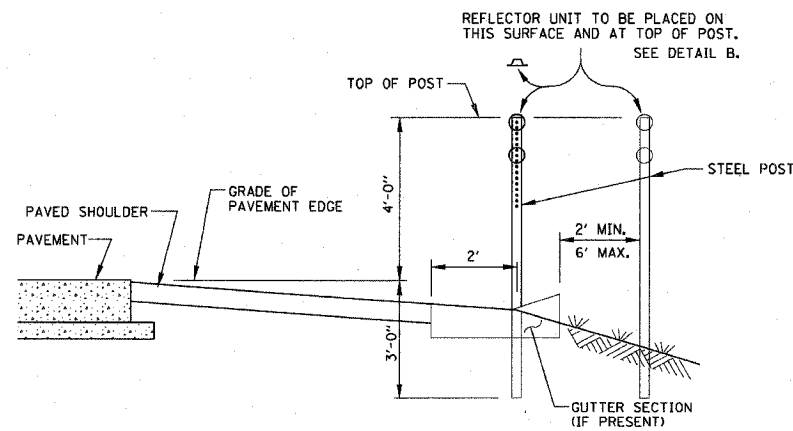
DELINEATORS



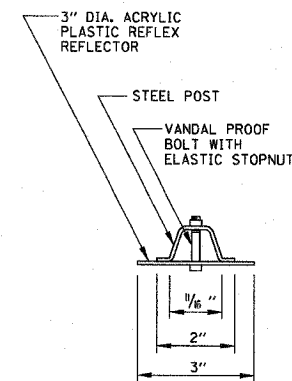
INTERCHANGE RAMP PLACEMENT



STEEL POST



DELINEATOR INSTALLATION



DETAIL B

NOTES FOR DELINEATOR INSTALLATION:

1. DELINEATORS ON TANGENT SECTIONS OF MAIN LINE SHALL BE PLACED AT 200 FOOT SPACING. DELINEATORS ON RAMP AND ACCELERATION AND DECELERATION LANES SHALL BE PLACED AT MAXIMUM SPACING OF 100 FEET.
2. A. MAIN LINE-SINGLE WHITE REFLECTOR UNITS SHALL BE PLACED CONTINUOUSLY ON THE RIGHT AND SINGLE AMBER REFLECTOR UNITS SHALL BE PLACED ON THE LEFT ON MAIN LINE SECTIONS WITHOUT BARRIER WALL.  
B. RAMP-SINGLE REFLECTOR UNITS SHALL BE PLACED ON THE OUTSIDE OF ALL CURVED SECTIONS OF RAMP, SINGLE WHITE SHALL BE PLACED ON THE RIGHT SIDE AND AMBER ON THE LEFT SIDE. THE DELINEATORS SHALL BE OVERLAPPED FOR A SHORT DISTANCE TO CLEARLY INDICATE WHERE DELINEATION ON ONE SIDE OF THE RAMP ENDS AND DELINEATION ON THE OTHER SIDE APPEARS.  
C. DOUBLE WHITE REFLECTOR UNITS SHALL BE PLACED ON THE RIGHT AT ALL ACCELERATION AND DECELERATION LANES.
3. MEDIAN CROSSOVER DELINEATION-THE FOLLOWING DELINEATION SHOULD BE INSTALLED ON THE LEFT SIDE OF THE PAVEMENT APPROACHING CROSSOVER:  
A. ONE-HALF OF A MILE IN ADVANCE OF THE CROSSOVER ONE WHITE REFLECTOR UNIT OVER THREE AMBER REFLECTOR UNITS.  
B. ONE-FOURTH OF A MILE IN ADVANCE OF THE CROSSOVER ONE WHITE REFLECTOR UNIT OVER TWO AMBER REFLECTOR UNITS.  
C. AT A POINT NEAR THE INTERSECTION OF THE EDGE OF THE LEFT SHOULDER AND NEAR EDGE OF THE CROSSOVER ONE WHITE REFLECTOR UNIT OVER ONE AMBER REFLECTOR UNIT.
4. DELINEATORS SHALL BE MOUNTED ON SUPPORTS SUCH THAT THE TOP OF REFLECTORS IS FOUR FEET ABOVE THE ROADWAY EDGE AND TWO FEET OUTSIDE THE OUTER EDGE OF THE PAVED SHOULDER OR TWO FEET MINIMUM AND SIX FEET MAXIMUM OUTSIDE THE BACKS OF CURBS OR GUTTERS.
5. IN ALL CASES, THE COLOR OF THE REFLECTORS SHALL BE THE SAME AS THE ADJACENT EDGE LINE EXCEPT AS SPECIFIED IN NOTE 3.

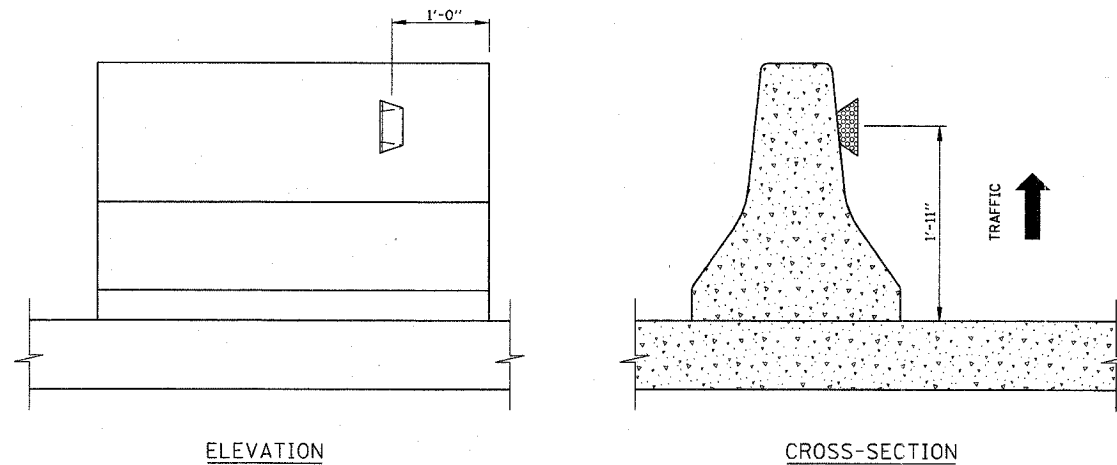


DATE	REVISIONS

DELINEATORS

STANDARD D4-00

APPROVED: *Jeff Staley* DATE 1-1-2007  
CHIEF ENGINEER



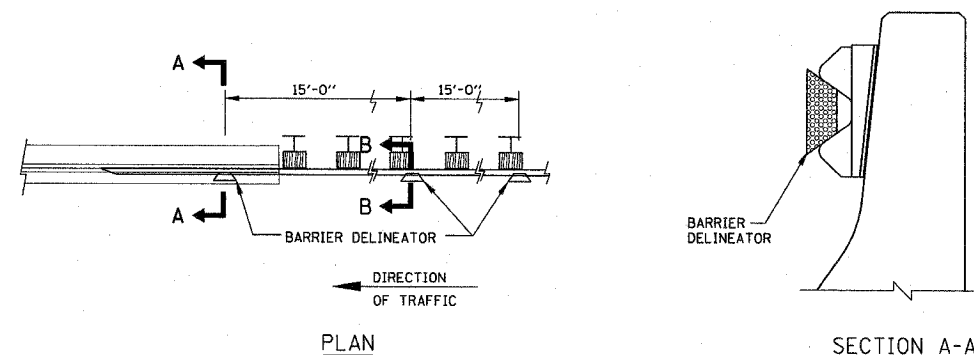
ELEVATION

CROSS-SECTION

MOVABLE CONCRETE BARRIER

NOTES FOR BARRIER DELINEATOR:

1. THE BARRIER DELINEATORS SHALL BE PLACED AT 100 FOOT SPACINGS ALONG ROADWAY AND 50 FOOT ON BRIDGES AND THREE DELINEATORS AT 15 FOOT SPACINGS ON BRIDGE APPROACHES. THE SPACINGS ARE THE SAME FOR TANGENT AND CURVE ALIGNMENTS. WHITE DELINEATOR SHALL BE PLACED ON THE RIGHT SIDE AND AMBER ON THE LEFT SIDE.

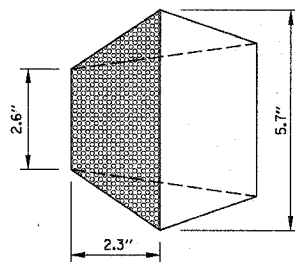


PLAN

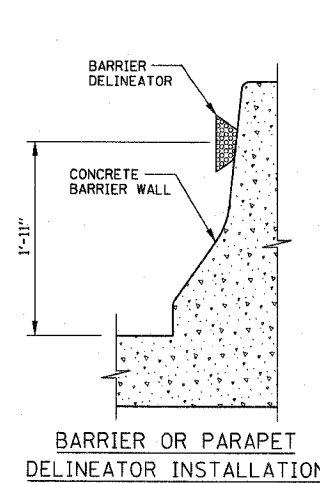
SECTION A-A

POST MOUNTED DELINEATOR SPACING ON CURVES

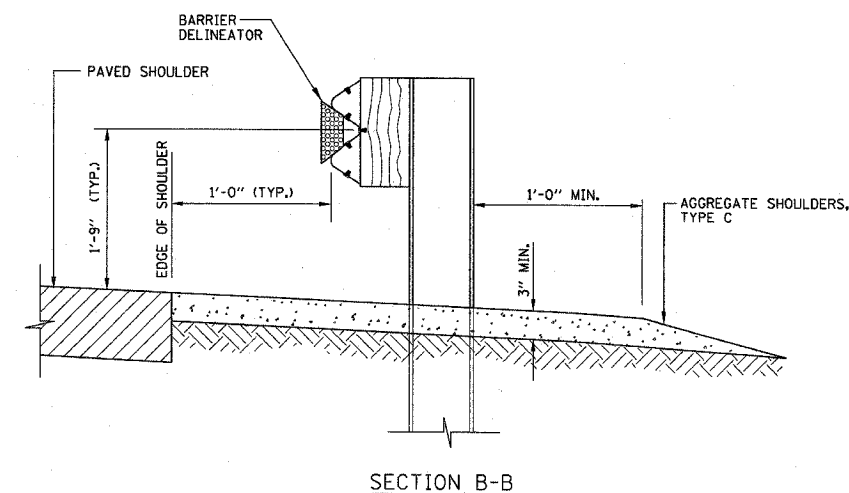
RADIUS OF CURVE (FT.)	SPACING ON CURVE (FT.)	SPACING IN ADVANCE AND BEYOND CURVE (FT.)		
		1ST	2ND	3RD
LESS THAN 100	20	40	65	125
100 - 174	30	60	90	180
175 - 224	35	70	110	200
225 - 274	40	85	125	200
275 - 349	50	95	145	200
350 - 449	55	110	170	200
450 - 549	65	125	190	200
550 - 649	70	140	200	200
650 - 749	75	150	200	200
750 - 849	80	165	200	200
850 - 949	85	175	200	200
950 - 1049	90	185	200	200
1050 - 1299	100	200	200	200
1300 - 1999	125	200	200	200
2000 - 2999	150	200	200	200
3000 - 3999	175	200	300	200
MORE THAN 3999	200	200	200	200



BARRIER DELINEATOR



BARRIER OR PARAPET DELINEATOR INSTALLATION



SECTION B-B

BARRIER DELINEATOR INSTALLATION ON GUARDRAIL AT BRIDGE APPROACHES

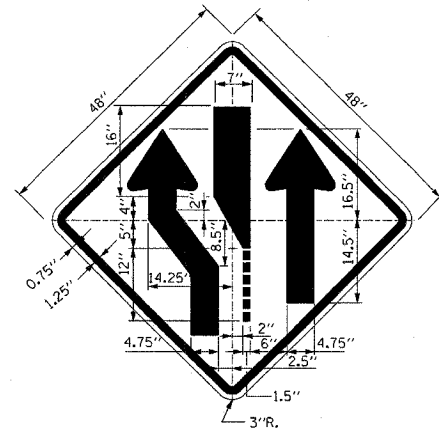
ALSO SEE SHEET 1 (OF 2) IN THIS SERIES FOR ADDITIONAL INFORMATION

DATE	REVISIONS

DELINEATORS

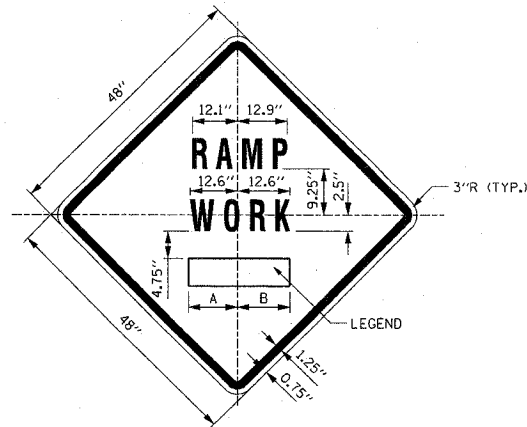
STANDARD D4-00

APPROVED: *Jeff Daley*  
CHIEF ENGINEER  
DATE: 1-1-2007



**SIGN TS-1**

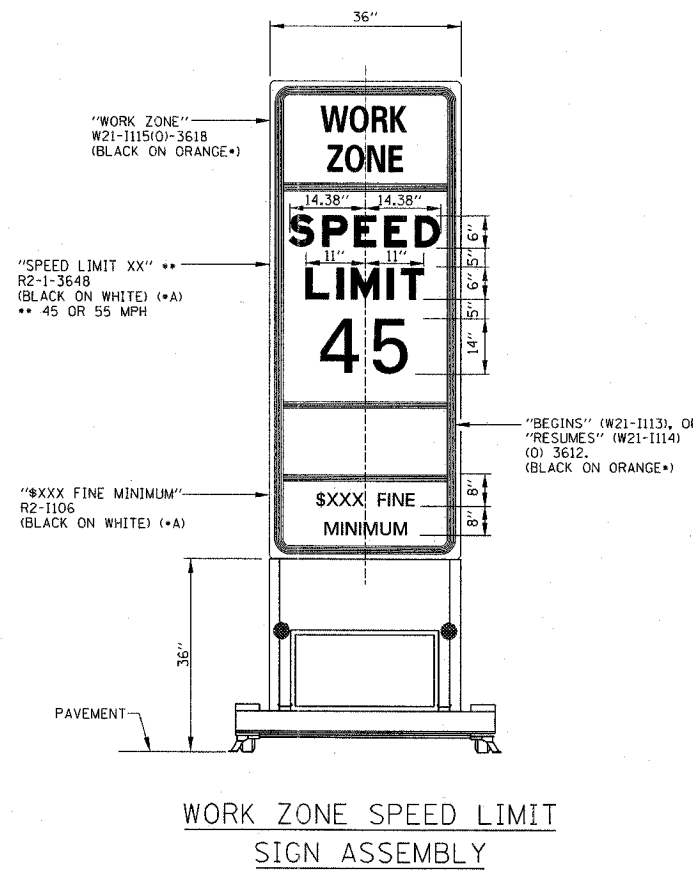
COLOR: BACKGROUND - \*  
BORDER AND SYMBOL - BLACK  
SIZE: 48"x48"  
MOUNTING HOLES: SAME AS SHOWN FOR SIGN W1-1  
NOTE: SIGN TS-1L IS SHOWN; REVERSE SYMBOL FOR SIGN TS-1R



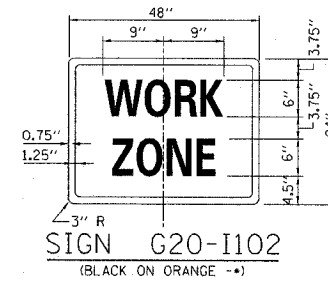
**SIGN TS-2**

COLOR: BACKGROUND - \*  
BORDER AND SYMBOL - BLACK  
SIZE: 48"x48"  
LETTERING: 7" FEDERAL SERIES D  
MOUNTING HOLES: SAME AS SHOWN FOR SIGN W1-1

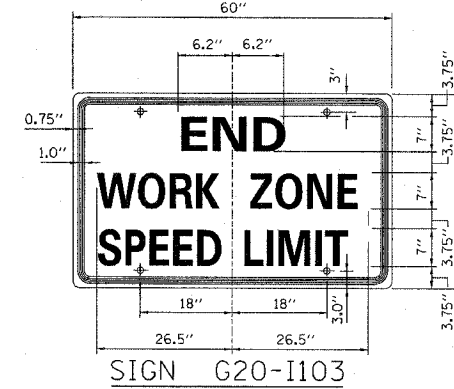
SIGN NO.	LEGEND	A	B
TS-2A	AHEAD	15.50"	15.50"
TS-2B	500 FT	14.25"	15.13"
TS-2C	1000 FT	14.88" L2	15.75" L2
TS-2D	1500 FT	14.88" L2	15.75" L2
TS-2E	1/2 MILE	15.75" L3	15.75" L3
TS-2F	1 MILE	13.06"	13.06"



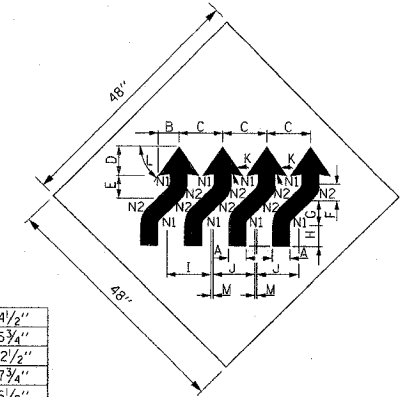
**WORK ZONE SPEED LIMIT SIGN ASSEMBLY**



COLOR: BACKGROUND - ORANGE  
BORDER AND LETTERS - BLACK  
SIZE: 48"x24"  
LETTERING: 6" FEDERAL SERIES C.  
MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN ON SIGN G20-2A

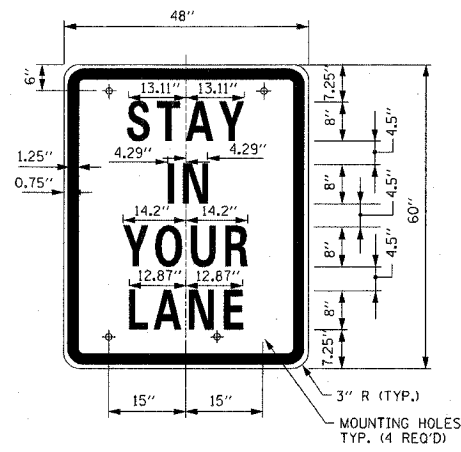


COLOR: BACKGROUND - ORANGE  
BORDER AND LETTERS - BLACK  
SIZE: 60"x36"  
LETTERING: 6" FEDERAL SERIES C.  
MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



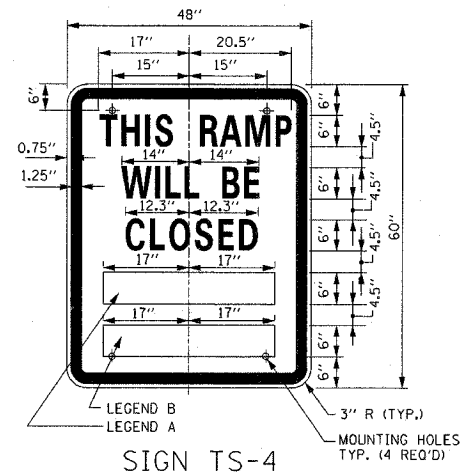
**SIGN WI-4dR**

COLOR: BACKGROUND FLUORESCENT ORANGE TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATIONS  
BORDER AND LETTERS-BLACK  
SIZE: 48"x48"



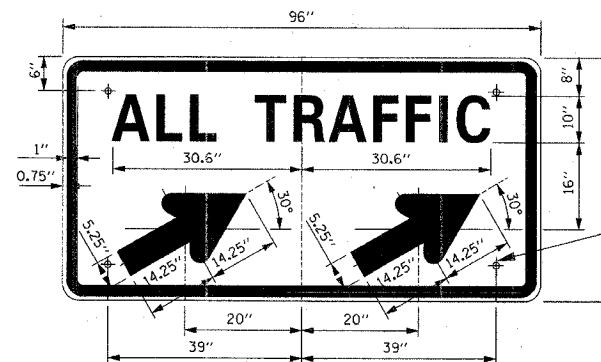
**SIGN TS-3**

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



**SIGN TS-4**

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



**SIGN TS-5a & TS-5b**

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

**NOTES:**

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

**RAMP CLOSURE ADVANCE INFORMATION SIGN**

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

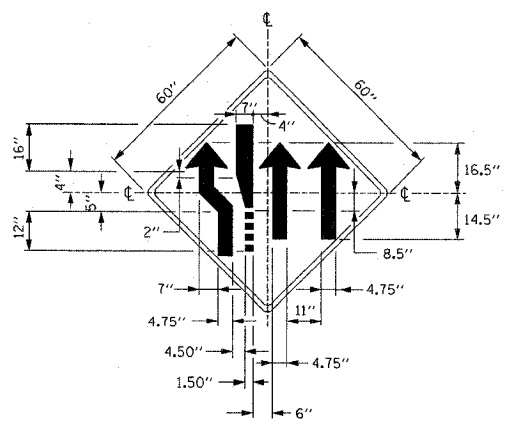


DATE	REVISIONS

CONSTRUCTION SIGNS

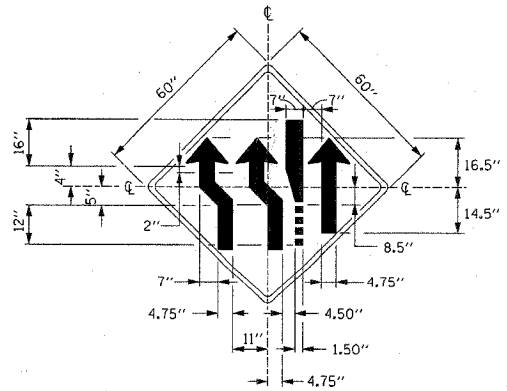
STANDARD E1-00

APPROVED: *Jeff Haley*  
CHIEF ENGINEER  
DATE: 1-1-2007



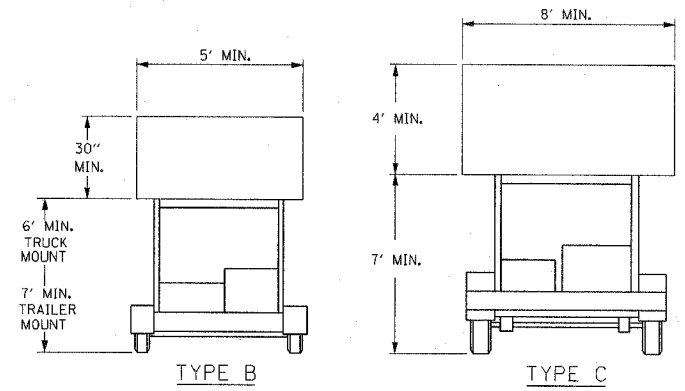
SIGN TS-1CL

COLOR: COLOR - BLACK (NON - REFLECTORIZED)  
 COLOR: BACKGROUND YELLOW (REFLECTORIZED) PERMANENT USAGE  
 • FLUORESCENT ORANGE CONSTRUCTION USAGE



SIGN TS-1CR

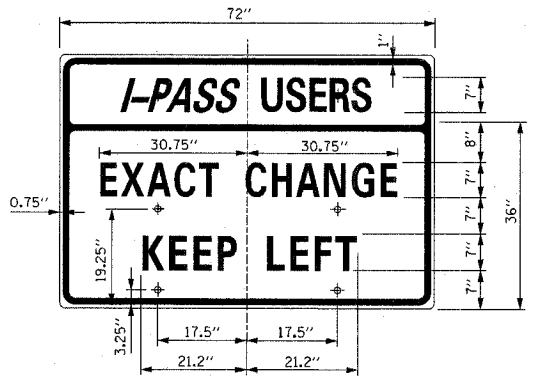
COLOR: COLOR - BLACK (NON - REFLECTORIZED)  
 COLOR: BACKGROUND YELLOW (REFLECTORIZED) PERMANENT USAGE  
 • FLUORESCENT ORANGE CONSTRUCTION USAGE



TYPE B TRUCK OR TRAILER MOUNTED  
 TYPE C TRAILER MOUNTED

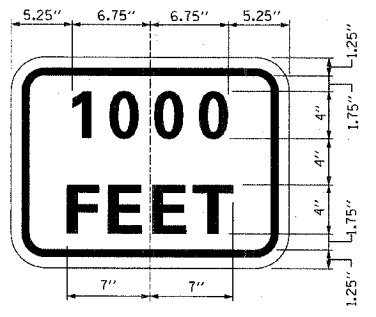
ARROW BOARDS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. TYPE C UNITS ARE TO BE USED FOR ALL OPERATIONS 24 HOURS OR MORE IN DURATION AND TYPE B UNITS MAY BE USED FOR OPERATIONS LESS THAN 24 HOURS IN DURATION. ARROW BOARDS SHALL NOT BE USED TO DIRECT PASSING MOVES INTO LANES USED BY OPPOSING TRAFFIC.

FLASHING ARROW BOARDS  
 SIGN TS-8



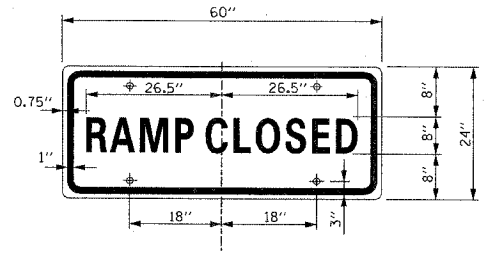
SIGN TS-7

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



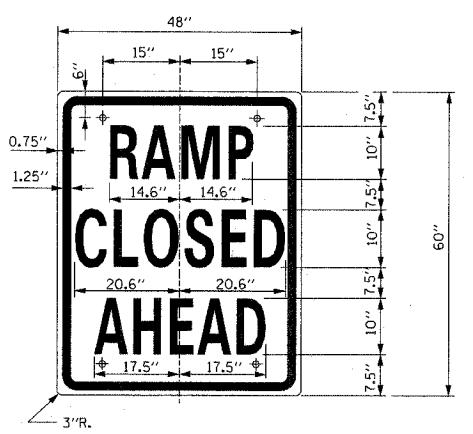
SUPPLEMENTAL PLATE

COLOR: BACKGROUND - • FLUORESCENT ORANGE  
 BORDER AND LETTERS - BLACK  
 SIZE: 24"x18"  
 LETTERING: 4" FEDERAL SERIES D  
 MOUNTING HOLES: 7/16" DIA.



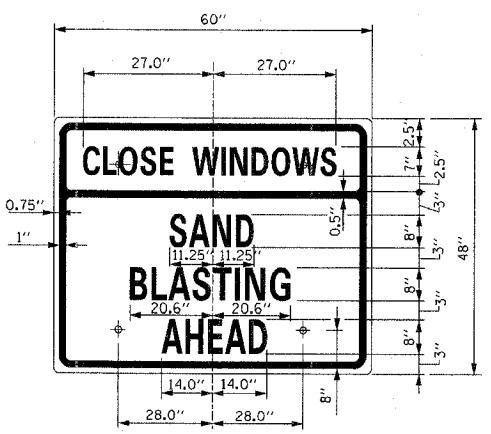
SIGN TS-6

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



SIGN TS-9

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



SIGN TS-10

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

GENERAL NOTES:

- ALL LETTERING IS DESIGNATED BY SIZE AND SERIES IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION. LETTERING SPACING SHALL BE IN ACCORDANCE WITH THE GUIDE EXCEPT WHERE NOTED.
  - SYMBOLS AND ARROWS SHALL CONFORM TO THE DETAILS SHOWN IN THE LATEST EDITION OF "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.
  - SEE THE CONTRACT REQUIREMENTS FOR ADDITIONAL NOTES AND SPECIFICATIONS.
- FLUORESCENT ORANGE REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
  - (A) REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.

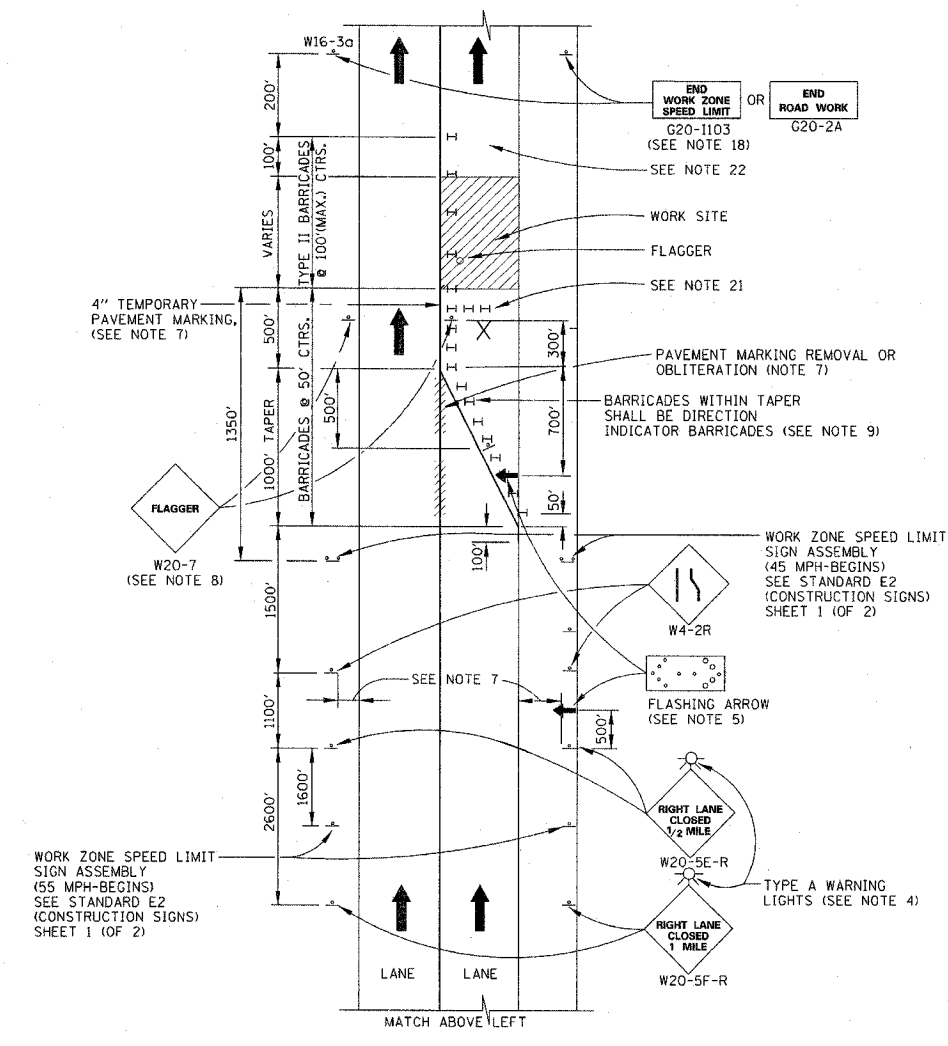
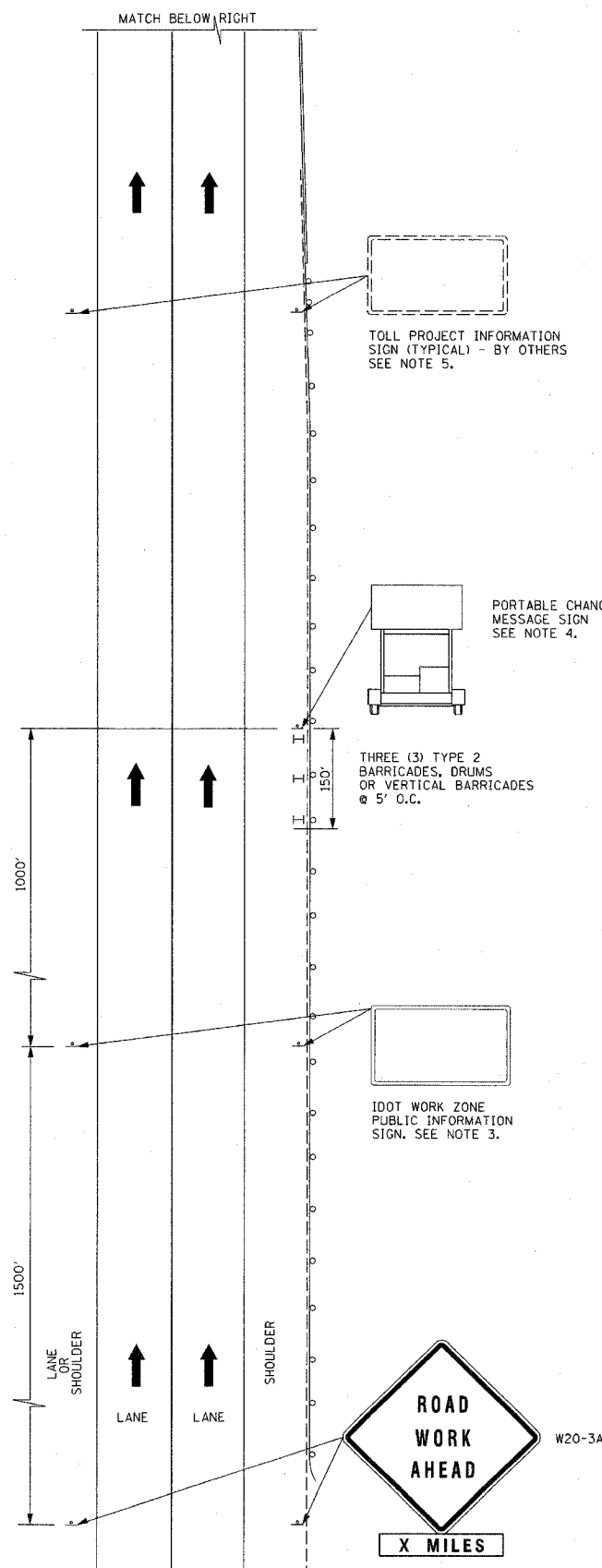


DATE	REVISIONS

CONSTRUCTION SIGNS

STANDARD E1-00

APPROVED: *Jeff Haley*  
 CHIEF ENGINEER  
 DATE: 1-1-2007



**ONE-LANE CLOSURE**

**LANE CLOSURE NOTES:**

- IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUPS EXTENDING BEYOND THE FIRST WARNING SIGN SHOWN ON THE DETAILS, ADDITIONAL UPSTREAM SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE ENCOMPASSES THE ANTICIPATED BACKUP ZONE.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
- FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND 1/2 MILE ADVANCE WARNING SIGNS. FOR DAYLIGHT-ONLY CLOSURES, THE LIGHTS MAY BE OMITTED AND A MINIMUM OF 18" X 18" ORANGE WARNING FLAG AFFIXED TO THE FIRST SIGN ONLY.
- FOR ANY LANE CLOSURE, FLASHING ARROW BOARDS SHALL BE REQUIRED AND IN OPERATION AT ALL TIMES. THE FLASHING ARROW BOARD IN ADVANCE OF THE TAPER SHALL BE PROTECTED WITH THREE TYPE II BARRICADES AT 50' O.C.
- CONSTRUCTION SIGNS SHALL GENERALLY BE POST-MOUNTED OR ATTACHED TO PORTABLE SUPPORTS AND SHALL BE INSTALLED 8' TO 12' FROM ADJACENT TRAVEL LANE WHEREVER POSSIBLE. IN NO CASE SHALL SIGNS BE LOCATED TO PROVIDE LESS THAN 2' CLEARANCE BETWEEN EDGE OF SIGN AND ADJACENT TRAVEL LANE.
- PAVEMENT MARKING TAPE AND REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CLOSURE TIME EXCEEDS FOUR DAYS. THIS WORK SHALL BE MEASURED AND PAID FOR SEPARATELY.
- WHEN A FLAGGER IS NOT ON STATION, THE FLAGGER AHEAD SIGN SHALL BE PROMPTLY REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC. SEE NOTE 12 REGARDING MOVING OPERATIONS.
- DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
- FOR CLOSURES OTHER THAN SHORT TERM (SUNRISE TO ONE HOUR BEFORE SUNSET), THE MINIMUM HEIGHT OF THE SIGN FROM SHOULDER ELEVATION SHALL BE 7'-0".
- CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.
- WHENEVER WORKERS ARE PRESENT, ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY WITH A 45 MPH POSTED SPEED SHALL BE PLACED ADJACENT TO THE OPEN LANE AT A DISTANCE OF 1000' MINIMUM TO 2,500' MAXIMUM IN ADVANCE OF WORKERS THROUGHOUT THE LANE CLOSURE. MOVING OPERATIONS WILL REQUIRE CONTINUOUS ADJUSTMENT OF THE SIGN ASSEMBLY LOCATION TO MAINTAIN THE ABOVE INTERVAL.
- AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
- THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
- THE SIGN ASSEMBLY SHALL NOT BE UTILIZED WHEN WORKERS ARE BEHIND A TEMPORARY (MOVABLE BARRIER) WALL.
- THE SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.
- ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
- SIGNS WITH G20-2A, OR AND G20-1103 SHALL BE IN PLACE WHEN THE SIGN ASSEMBLY (WORK ZONE SPEED LIMIT SIGN) IS UP. THESE SIGNS SHALL ALSO BE REMOVED OR COVERED WHEN THE SIGN ASSEMBLY IS REMOVED OR COVERED, UNLESS STILL REQUIRED BY THE MAINTENANCE OF TRAFFIC PLAN.
- BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.
- SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
- PLACE CHECK BARRICADES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- WHEN THE CLOSURE EXTENDS A MINIMUM 2000 FEET PAST THE LAST WORKER, AND THE WIDTH OF THE OPEN LANES HAVE NOT BEEN ALTERED, A WORK ZONE SPEED LIMIT SIGN ASSEMBLY (55-RESUMES) SHALL BE PLACED AT 1/2 MILE INTERVALS UNTIL THE END OF THE CLOSURE, OR THE NEXT WORK OPERATION.

**ADVANCE SIGNAGE NOTES:**

- THE ADVANCE SIGNAGE SHOWN ON THIS STANDARD SHALL APPLY ANY TIME THE CONTRACTOR CLOSES ONE OR MORE LANES, OR IS REQUIRED TO SHIFT THE LANE ALIGNMENT. THE 'ROAD WORK AHEAD' SIGNS, WORK ZONE PUBLIC INFORMATION SIGNS AND PORTABLE CHANGEABLE MESSAGE ARE STATIONARY.
- THE ROAD CONSTRUCTION AHEAD SIGN (W20-1A, WITH W16-3a SUPPLEMENTAL PLATE) SHALL BE LOCATED UP TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS, WITH THE LOCATION BEING DETERMINED BY THE ENGINEER.
- THE WORK ZONE INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS (217-782-2076).
- THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE USED TO DISPLAY THE STATUS OF LANE WITHIN THE CONTRACT LIMITS. THE PRIMARY MESSAGES SHALL BE: "RIGHT LANE(S) CLOSED" / "X MILES AHEAD", "LEFT LANE(S) CLOSED" / "X MILES AHEAD", "LANE(S) SHIFT" / "X MILES AHEAD", "ALL LANES OPEN". THE PORTABLE CHANGEABLE MESSAGE SIGN MAY BE MOVED TO THE MEDIAN SHOULDER WHEN THE LANE CLOSURES ARE ON THE LEFT, PROVIDED THE EXISTING SHOULDER WIDTH IS ADEQUATE.
- THE TOLLWAY WILL FURNISH AND INSTALL STATIC PROJECT INFORMATION SIGNS IN ADVANCE, THROUGH AND AT THE END OF THE WORK ZONE. THESE SIGNS WILL BE INSTALLED ALONG THE OUTSIDE SHOULDER WITH THE ADVANCE SIGNS LOCATED BETWEEN THE PORTABLE CHANGEABLE MESSAGE SIGN AND THE "ROAD WORK - 1 MILE AHEAD" SIGN. THE ENGINEER AND CONTRACTOR SHALL COORDINATE WITH THE AUTHORITY REGARDING THE LOCATION OF THESE SIGNS AND NOTIFY THE AUTHORITY OF ANY DAMAGE TO THE SIGNS OR SUPPORTS.

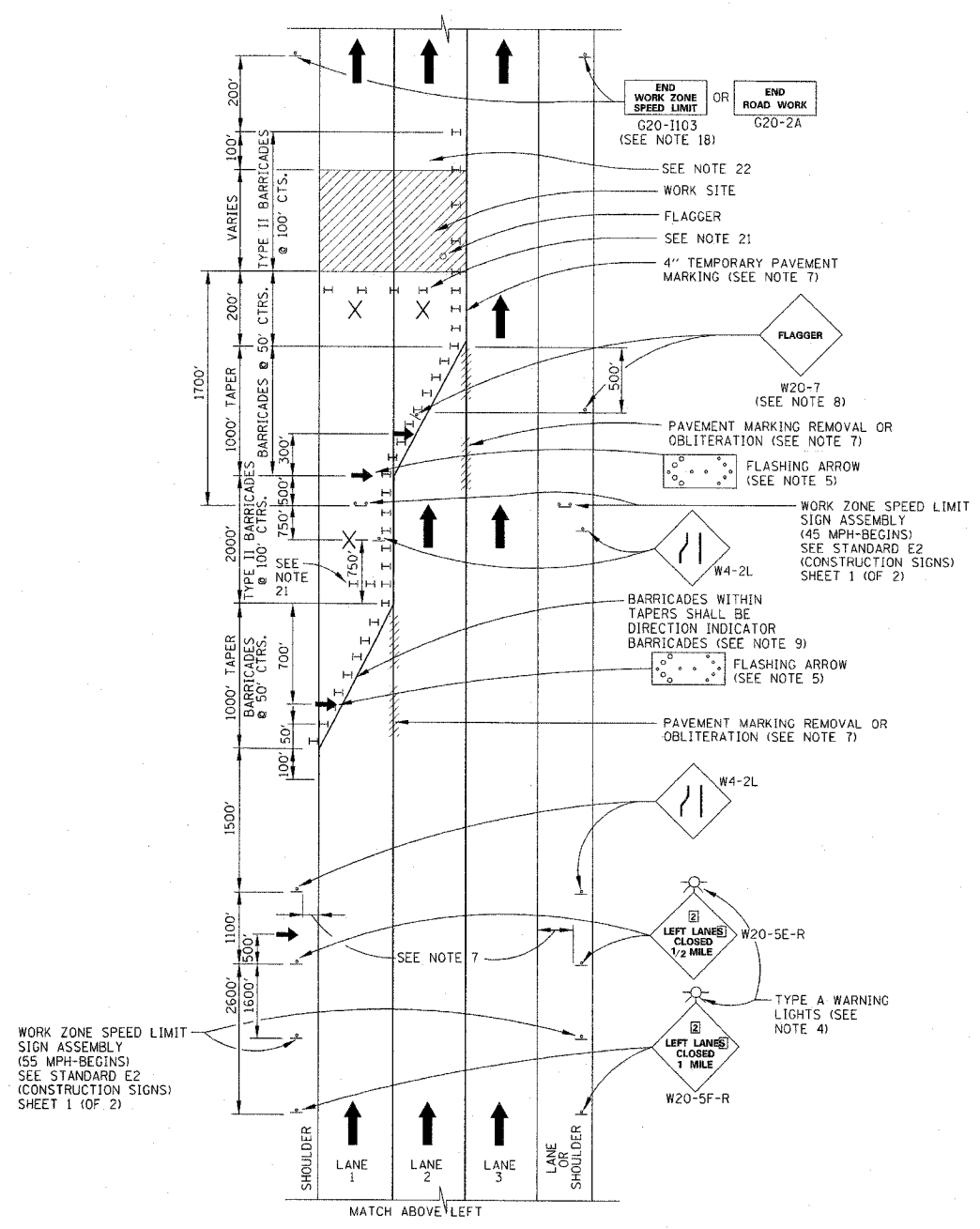
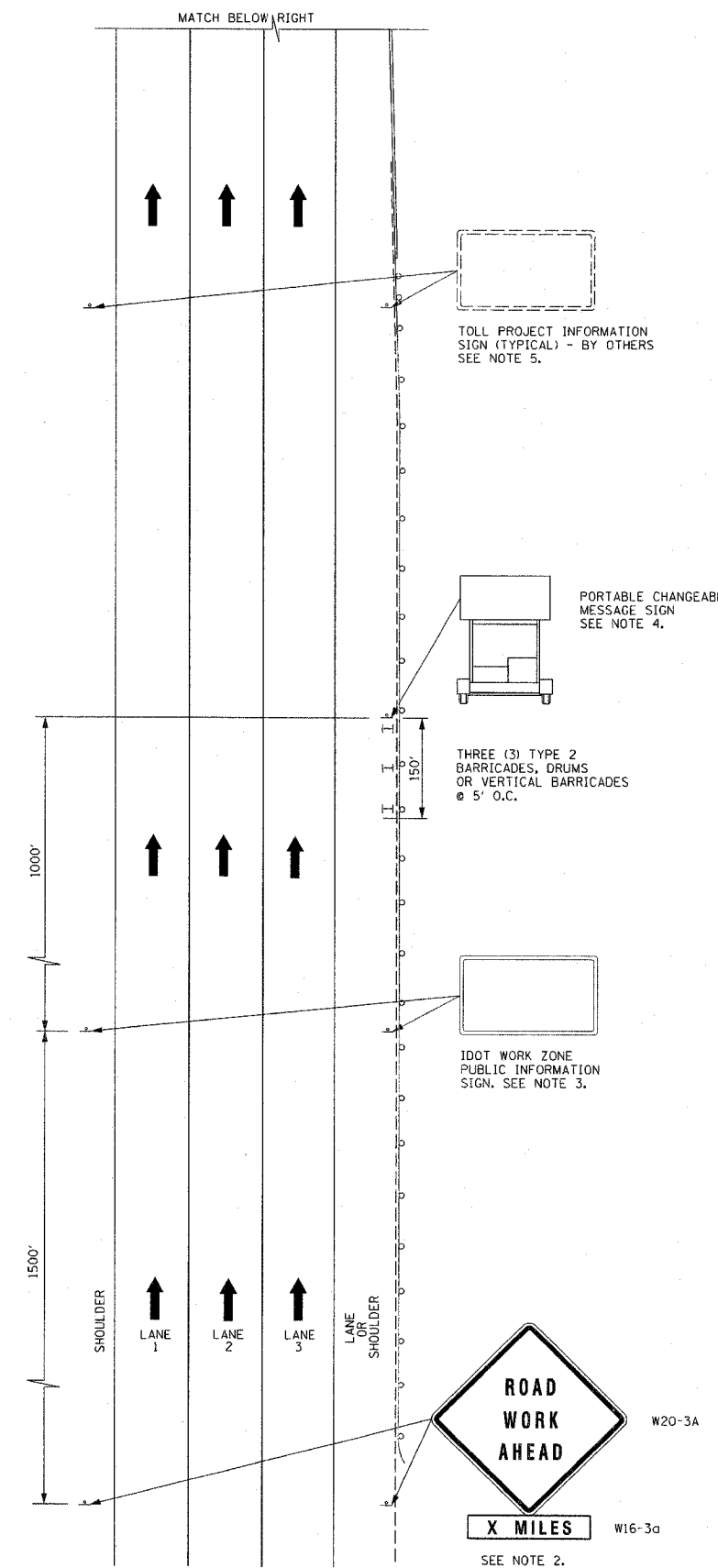


DATE	REVISIONS

LANE CLOSURE DETAILS

STANDARD E2-00

APPROVED: *Jeff Daley*  
CHIEF ENGINEER  
DATE 1-1-2007



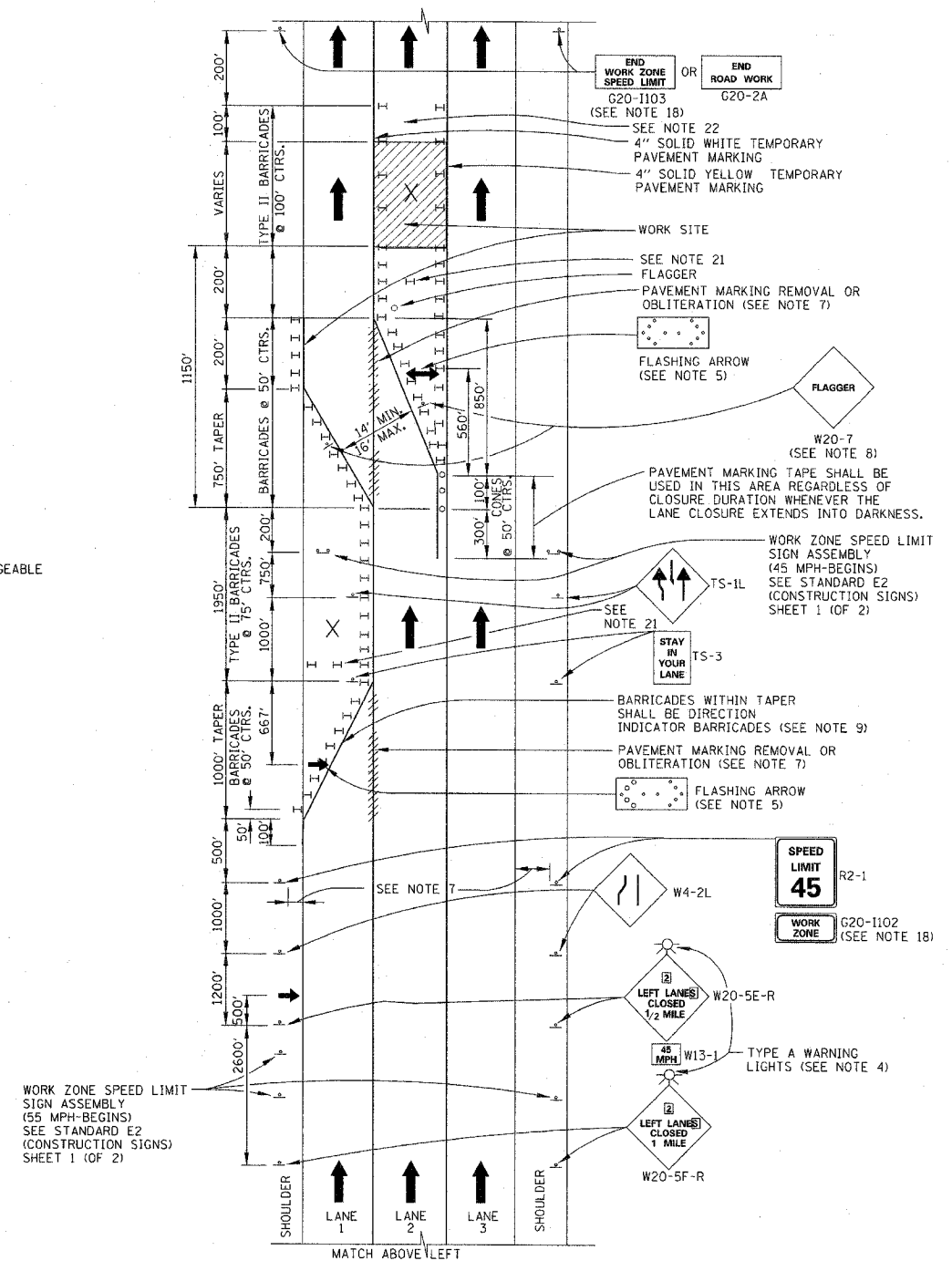
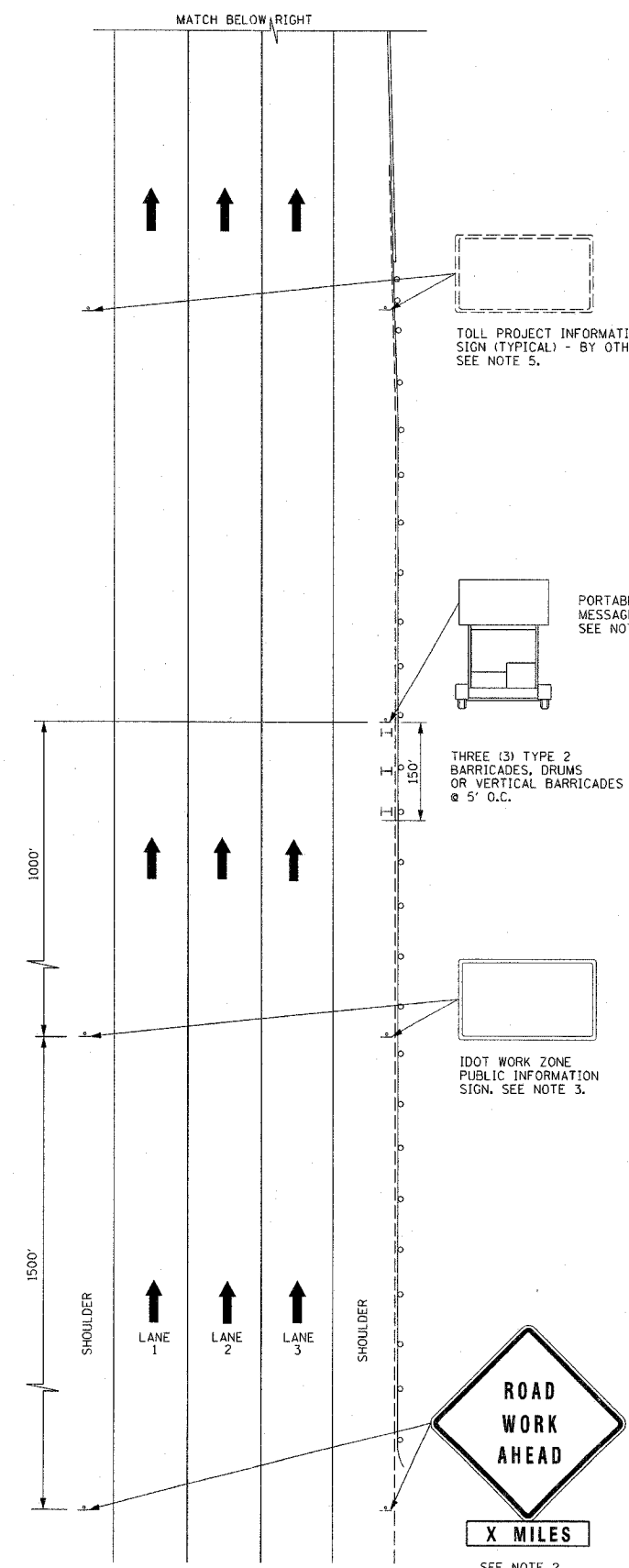
LANE CLOSURE DETAILS  
STANDARD E2-00

DATE	REVISIONS

SEE SHEET 1 (OF 3) IN THIS SERIES FOR GENERAL NOTES

APPROVED *Jeff Staley* CHIEF ENGINEER DATE 1-1-2007





CENTER-LANE CLOSURE



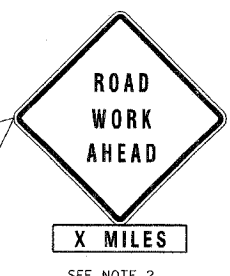
LANE CLOSURE DETAILS

STANDARD E2-00

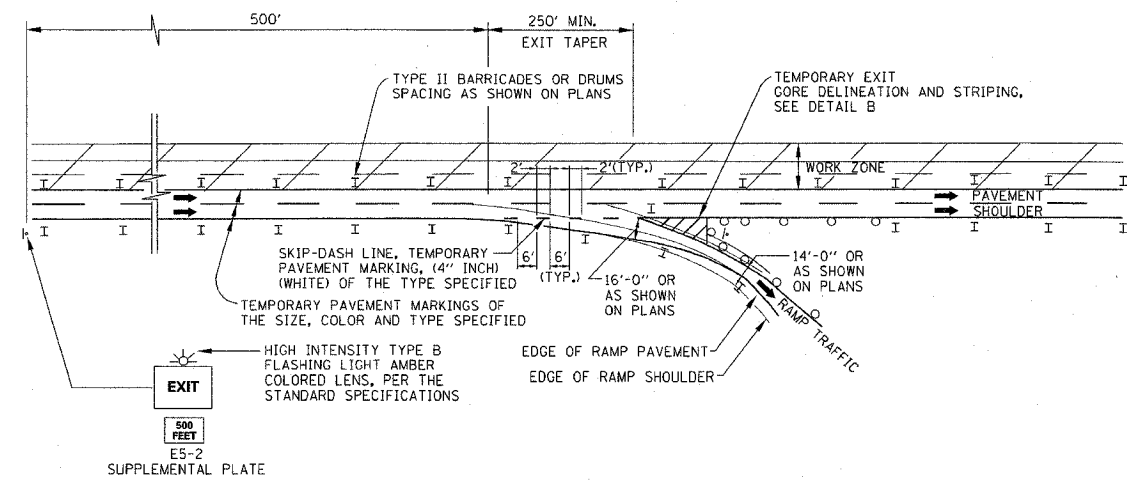
DATE	REVISIONS

SEE SHEET 1 (OF 3)  
IN THIS SERIES  
FOR GENERAL NOTES

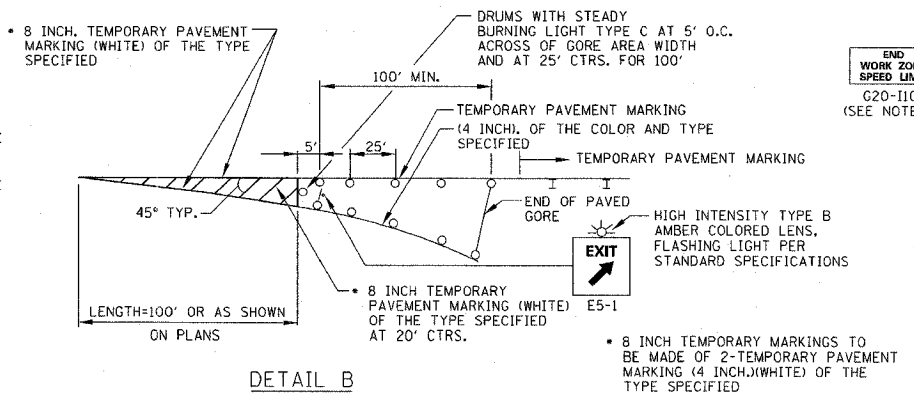
APPROVED *Jeff Daley*  
CHIEF ENGINEER  
DATE 1-1-2007



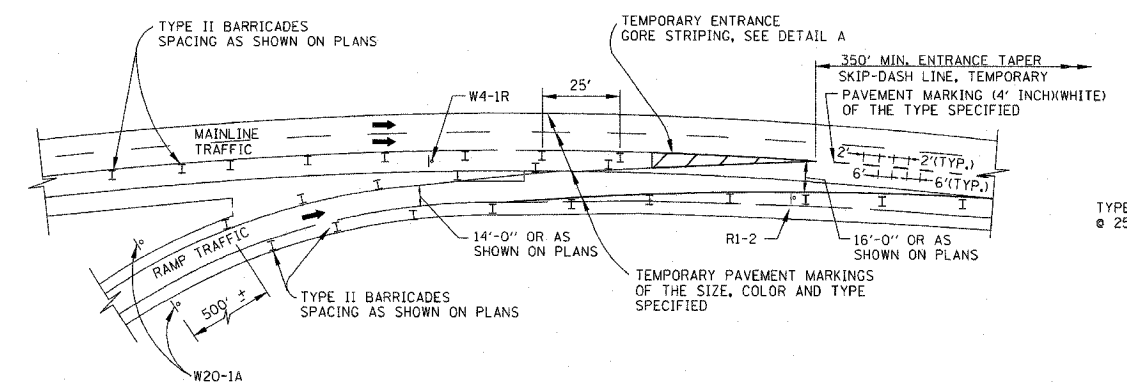
SEE NOTE 2.



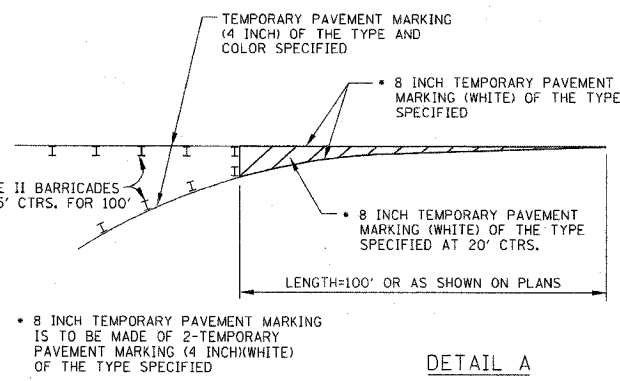
TYPICAL APPLICATION OF TEMPORARY EXIT GORE DELINEATION AND SIGNING



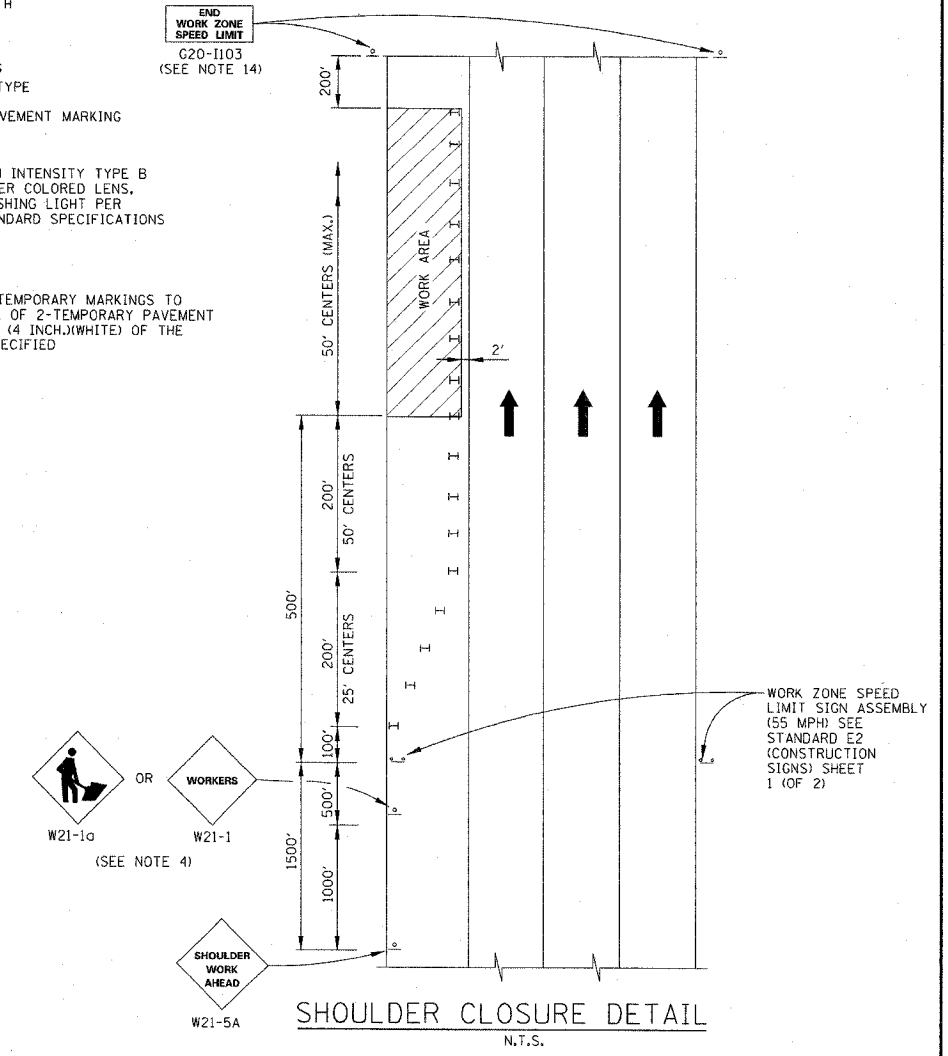
DETAIL B  
TEMPORARY EXIT GORE DELINEATION AND SIGNING



TYPICAL APPLICATION OF TEMPORARY ENTRANCE GORE DELINEATION AND SIGNING



DETAIL A  
TEMPORARY ENTRANCE GORE STRIPING



SHOULDER CLOSURE DETAIL  
N.T.S.

GENERAL NOTES:

1. THE SHOULDER SHALL BE CLOSED WHEN A WORK ACTIVITY REQUIRING 15 OR MORE MINUTES IS PERFORMED AT A DISTANCE WHICH IS LESS THAN 15 FEET BUT NO CLOSER THAN 2 FEET THE EDGE OF PAVEMENT.
2. THE ADJACENT EXTERIOR LANE SHALL BE CLOSED WHEN WORK IS PERFORMED WITHIN 2 FEET FROM THE EDGE OF PAVEMENT.
3. THE CHANNELIZING DEVICES WHICH SEPARATE THE WORK SPACE FROM THE ADJACENT TRAVEL LANE SHALL BE SPACED AT 25' FOR THE NINE DEVICES (200 FEET) AND AT A MAXIMUM OF 50' FOR ALL ADDITIONAL DEVICES.
4. WHEN THE WORKSITE IS UNATTENDED, SUBSTITUTE - "SHOULDER WORK AHEAD" SIGN FOR THE SECOND SIGN.
5. WORKER SIGNS OR SHOULDER WORK SIGNS AND CHANNELIZATION DEVICES ARE PLACED ONLY ON THE SIDE OF THE ROADWAY ON WHICH THE ACTIVITY IS PERFORMED.
6. FOR SHOULDER CLOSURE EXTENDING OVERNIGHT, BARRICADE TYPE II WITH STEADY BURNING LIGHT, TYPE C SHALL BE USED.
7. FOR SHORT TERM CLOSURE (SUNRISE TO ONE HOUR BEFORE SUNSET) NOT EXTENDING INTO DARKNESS, CONES MAY BE USED.
8. ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY (55 MPH - BEGINS) SHALL BE PLACED AT A DISTANCE OF 500' TO 2,500' MAXIMUM IN ADVANCE OF WORKERS THROUGHOUT THE SHOULDER CLOSURE. MOVING OPERATIONS MAY REQUIRE CONTINUOUS ADJUSTMENT OF THE SIGN ASSEMBLY LOCATION TO MAINTAIN THE ABOVE INTERVAL.
9. AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
10. THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
11. THE SIGN ASSEMBLY SHALL NOT BE UTILIZED WHEN WORKERS ARE BEHIND A TEMPORARY (MOVABLE BARRIER) WALL.
12. THE WORK ZONE SPEED LIMIT SIGNS AND SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT OR CLOSE TO MOVING TRAFFIC.
13. ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
14. "END WORK ZONE SPEED LIMIT" SIGNS SHALL BE IN PLACE ONLY WHEN THE EXISTING POSTED SPEED > 55MPH.
15. FOR SHOULDER REPAIRS OR REPLACEMENT THE CHANNELIZING DEVICES SHALL BE PLACED AT THE EDGE OF PAVEMENT WHENEVER THE WORK ACTIVITIES RESULT IN A DROPOFF AT THE EDGE OF PAVEMENT.

APPROVED: *Jeff Daley*  
CHIEF ENGINEER DATE 1-1-2007

DATE	REVISIONS

**Illinois Tollway**  
Open Roads for a Faster Future

TEMPORARY GORE DETAILS AND SHOULDER CLOSURE DETAILS

STANDARD E3-00

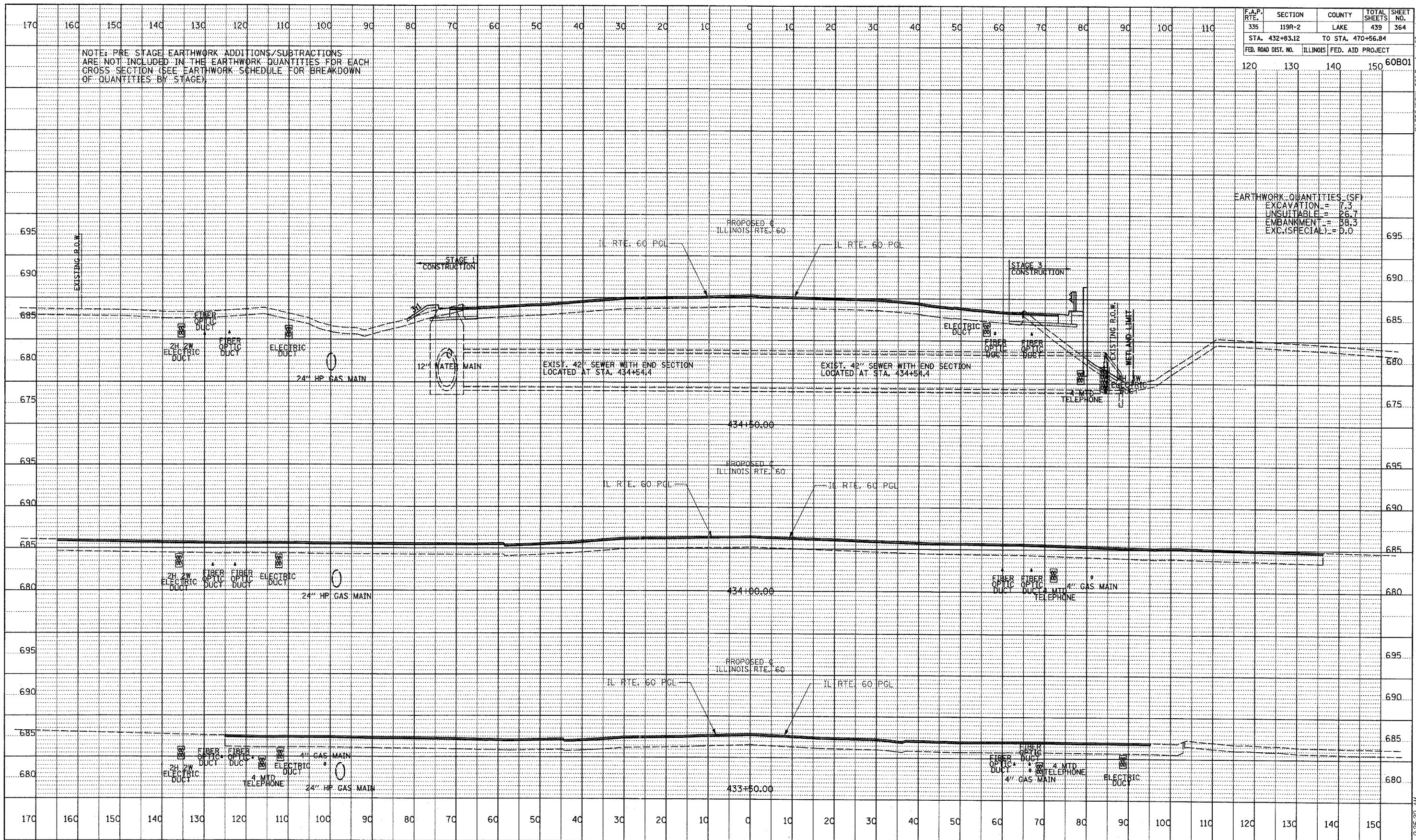




F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	364
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 7.3
UNBANKMENT	= 26.7
EMBANKMENT	= 38.3
EXC.(SPECIAL)	= 0.0



DATE	
BY	
PROJECT NO.	
DATE PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS CHECKED	
NO.	

TYLIN INTERNATIONAL

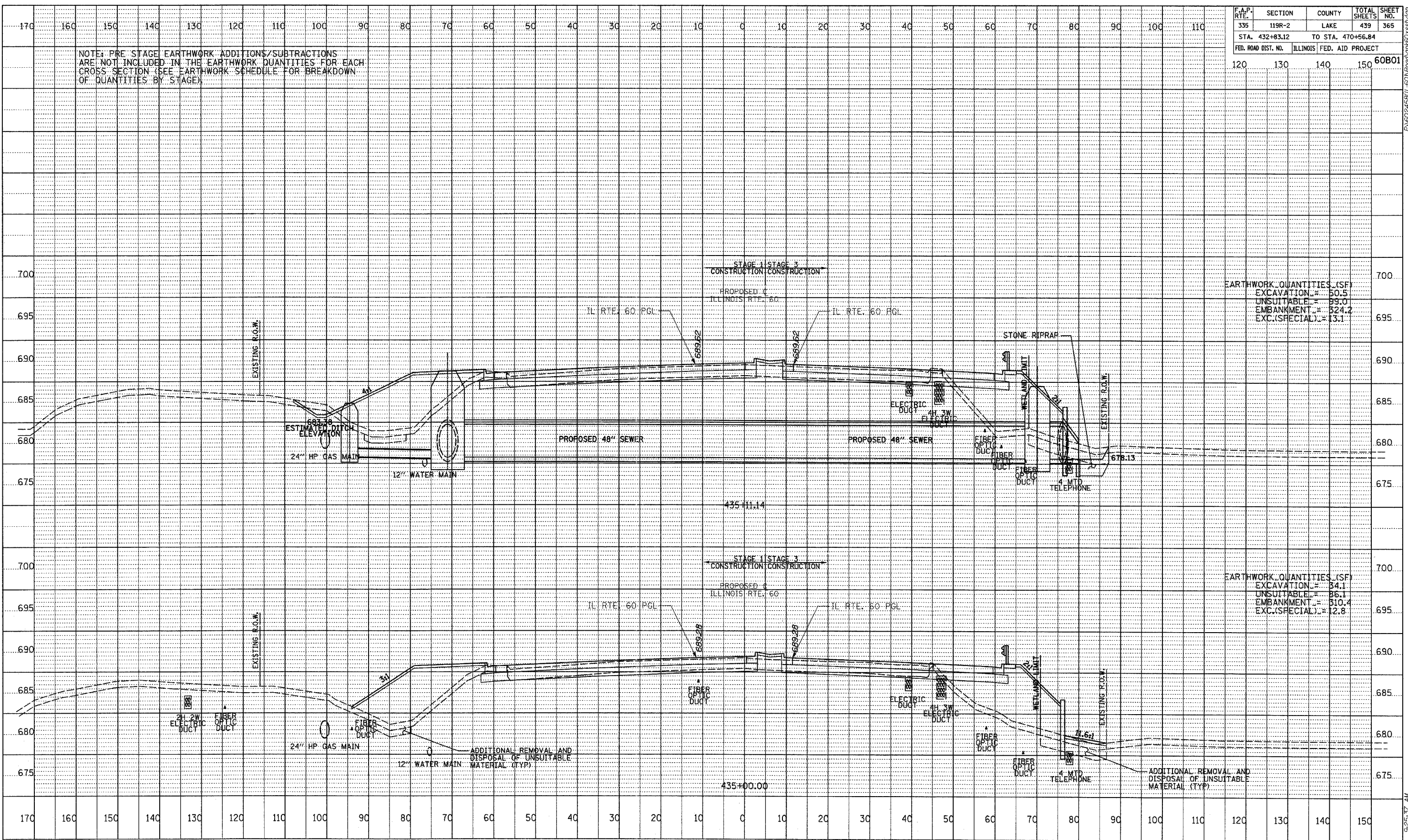


ILLINOIS RTE. 60 (TOWNLIN RD)  
STA. 433+50 TO STA. 434+50

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F.A.P. RTE. 335	SECTION 119R-2	COUNTY LAKE	TOTAL SHEETS 439	SHEET NO. 365
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)



PROFILE SHEET  
BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
SERVED BY: \_\_\_\_\_  
PLOTTED BY: \_\_\_\_\_  
NOTE BOOK NO.: \_\_\_\_\_  
STRUCTURE IDENTIFICATION NO.: \_\_\_\_\_

TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)  
STA. 435+00 TO STA. 435+11.14

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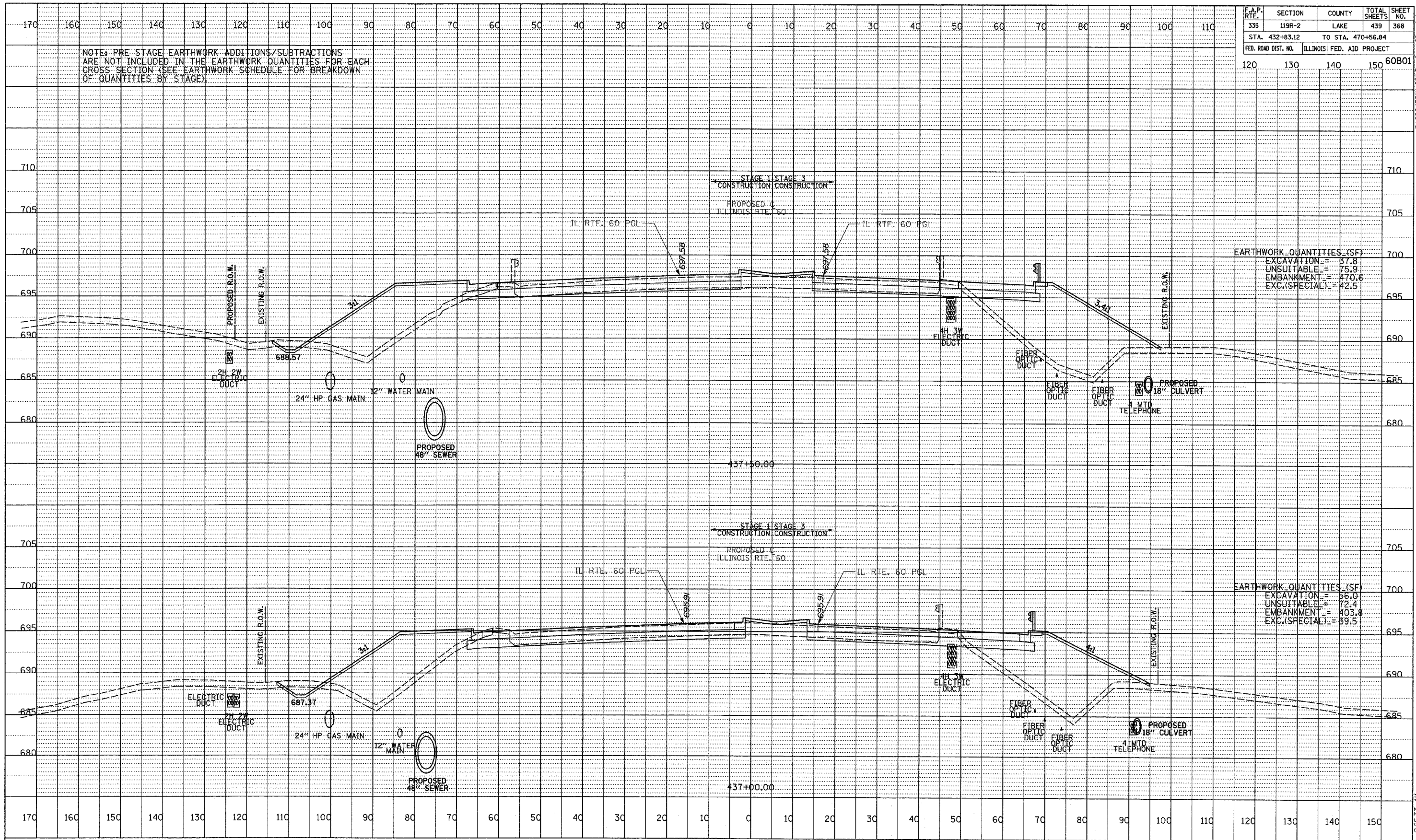






F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	368
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).



EARTHWORK QUANTITIES (SF)

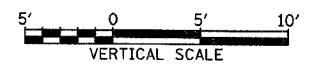
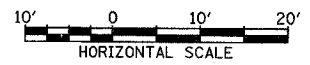
EXCAVATION	= 57.8
UNSUITABLE	= 75.9
EMBANKMENT	= 170.6
EXC.(SPECIAL)	= 42.5

EARTHWORK QUANTITIES (SF)

EXCAVATION	= 56.0
UNSUITABLE	= 72.4
EMBANKMENT	= 403.8
EXC.(SPECIAL)	= 39.5

DATE	
BY	
PROJECT	
REVISED	
GRADES CHECKED	
NOTE BOOK	
NO.	
STRUCTURE	
NOTATION	
CPAD	

TYLIN INTERNATIONAL

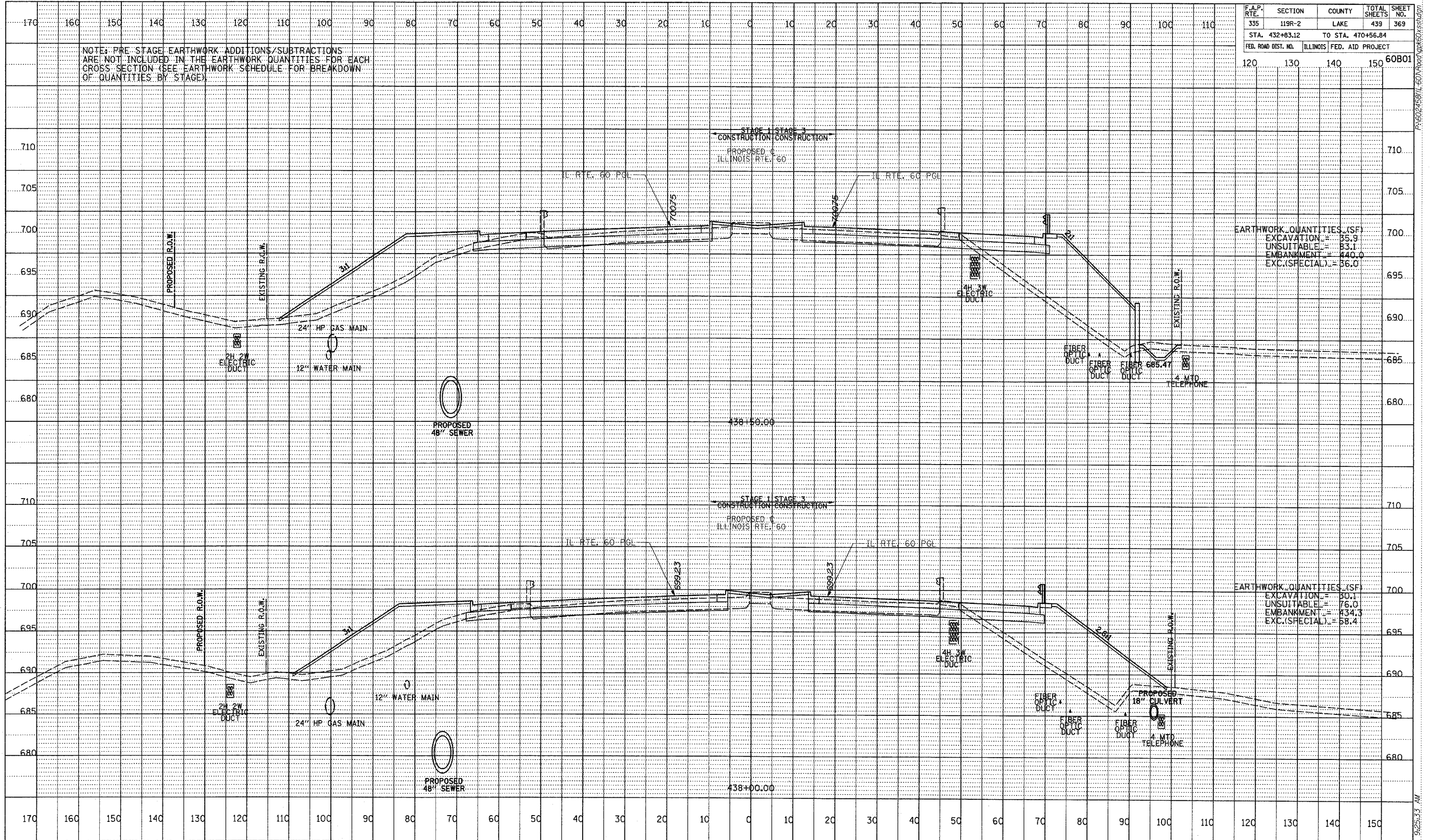


ILLINOIS RTE. 60 (TOWNLINE RD)  
STA. 437+00 TO STA. 437+50

PAGE 02 OF 05 (IL 60) ROAD VAPORC0151407 9:25:33 AM 5/17/2007

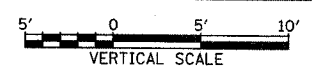
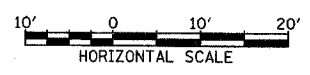
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	369
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).



PROFILE	DATE
BY	
REVISION	
NO.	
STRUCTURE	
NOTATION	
CHFD	

TYL INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)  
STA. 438+00 TO STA. 438+50

5/7/2007 9:25:33 AM

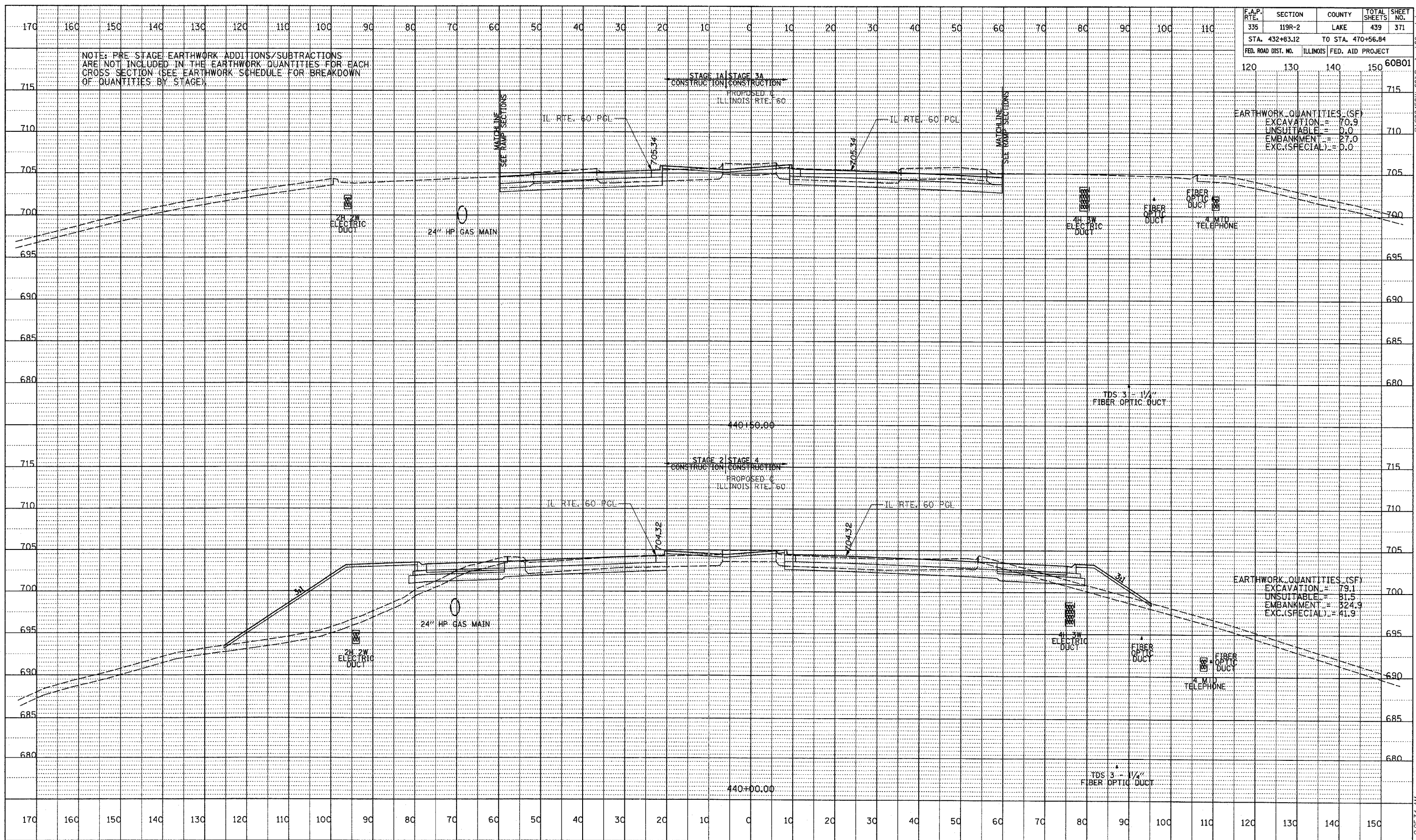


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	371
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
120		130	140	150
				60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

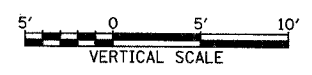
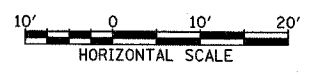
EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 70.9
UNSUITABLE	= 0.0
EMBANKMENT	= 27.0
EXC.(SPECIAL)	= 0.0

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 79.1
UNSUITABLE	= 81.5
EMBANKMENT	= 324.9
EXC.(SPECIAL)	= 41.9



PROFILE	BY	DATE
DESIGNED		
CHECKED		
NOTED		
NO.		

TYLINTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)  
STA. 440+00 TO STA. 440+50

P:\60245811-601\Road\pk60\60\sheet371.dwg 5/17/2007 9:25:31 AM

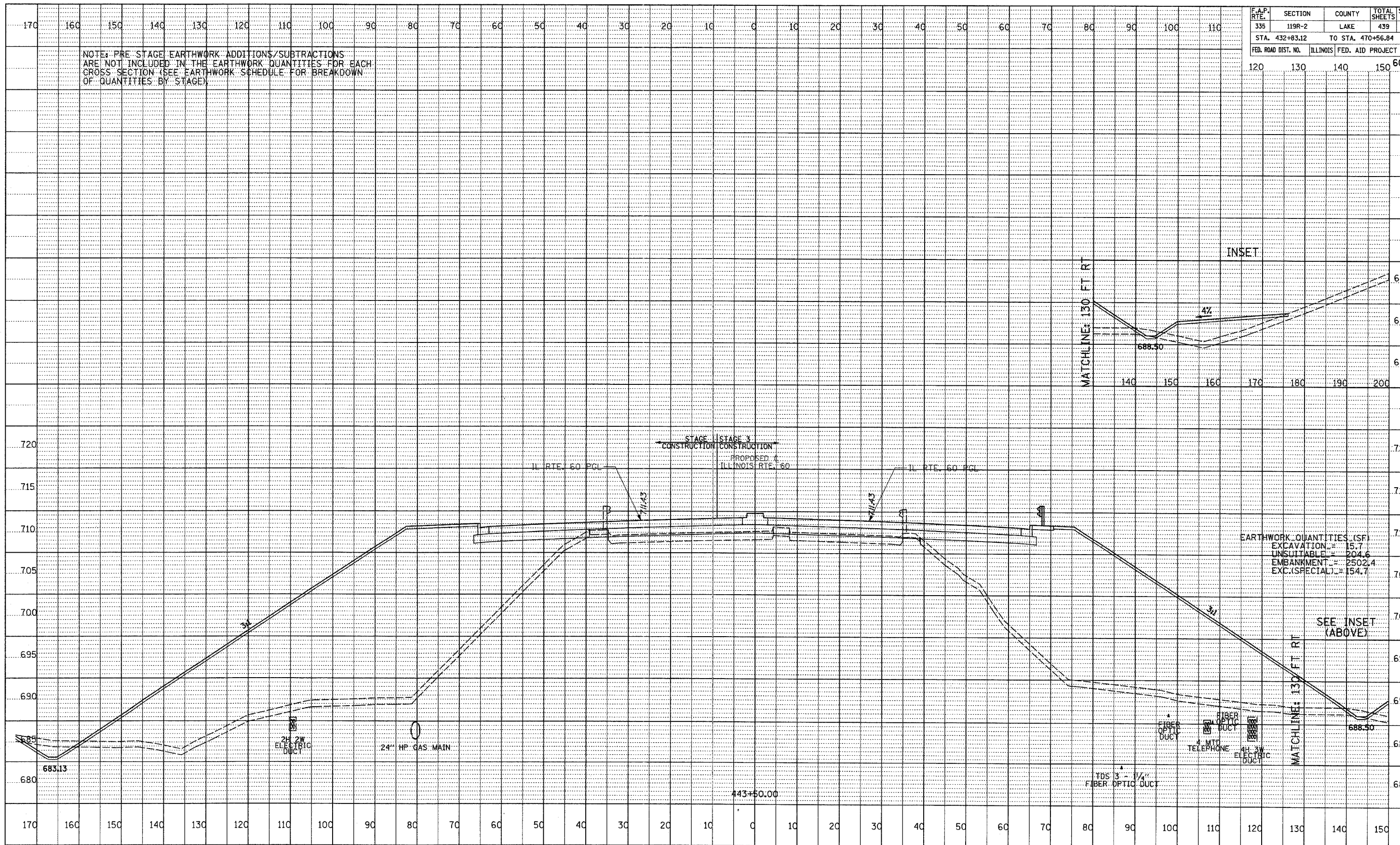






F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	375
STA. 432+83.12 TO STA. 470+56.84				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

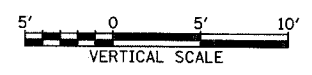


EARTHWORK QUANTITIES (SF)

EXCAVATION	= 15.7
UNSUITABLE	= 204.6
EMBANKMENT	= 2502.4
EXC.(SPECIAL)	= 154.7

DATE	
BY	
PROFILER	
NOTED	
NO.	

TYLINTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)  
STA. 443+50

5/17/2007 9:25:36 AM

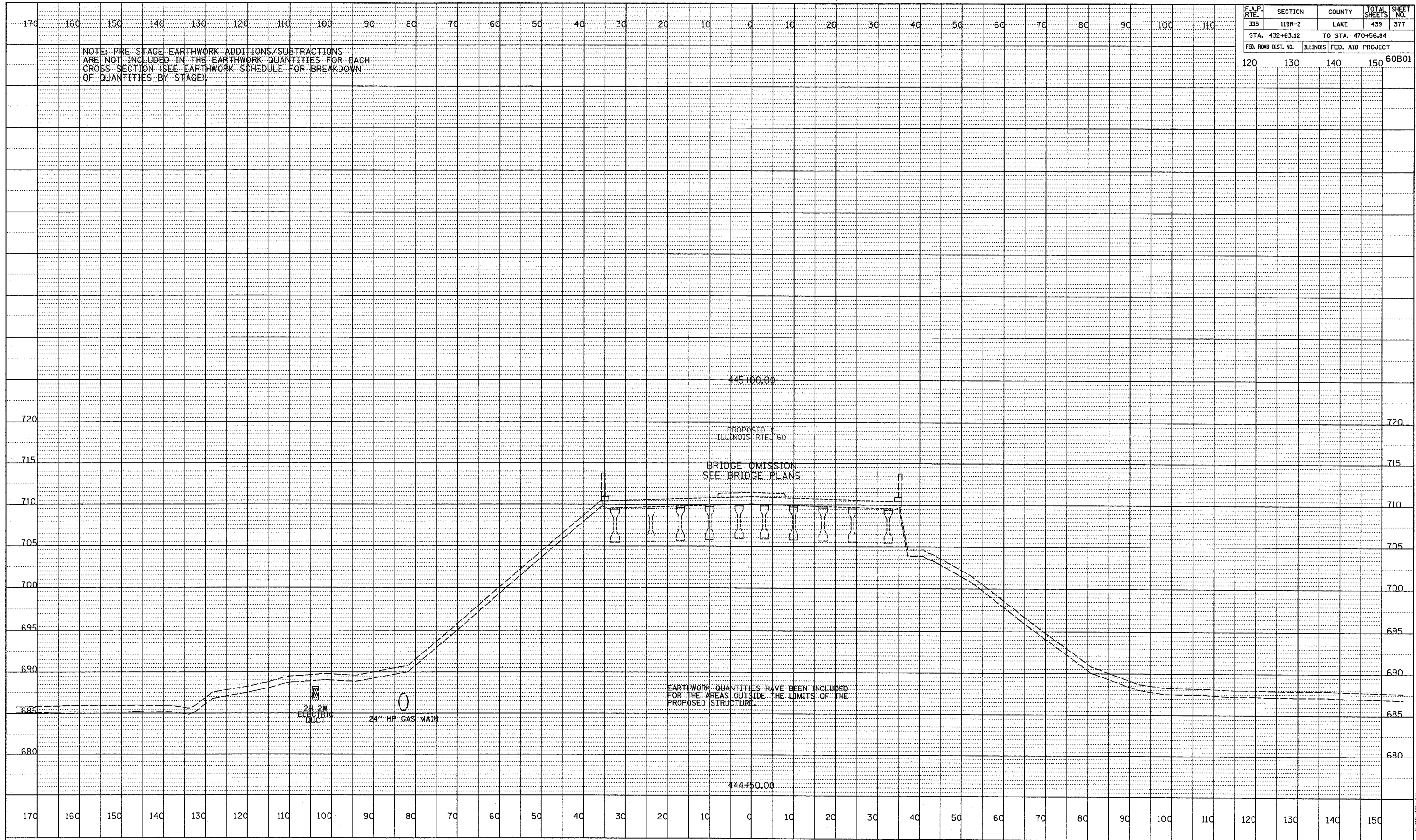




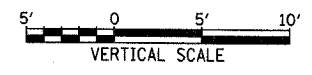
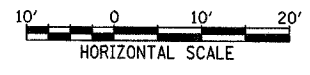
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	377
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

PROFILE SURVEYED	BY	DATE
DESIGNED		
CHECKED		
NO.		
STRUCTURE		
NOTATIONS		



TYLINT INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLINER RD)  
STA. 444+50

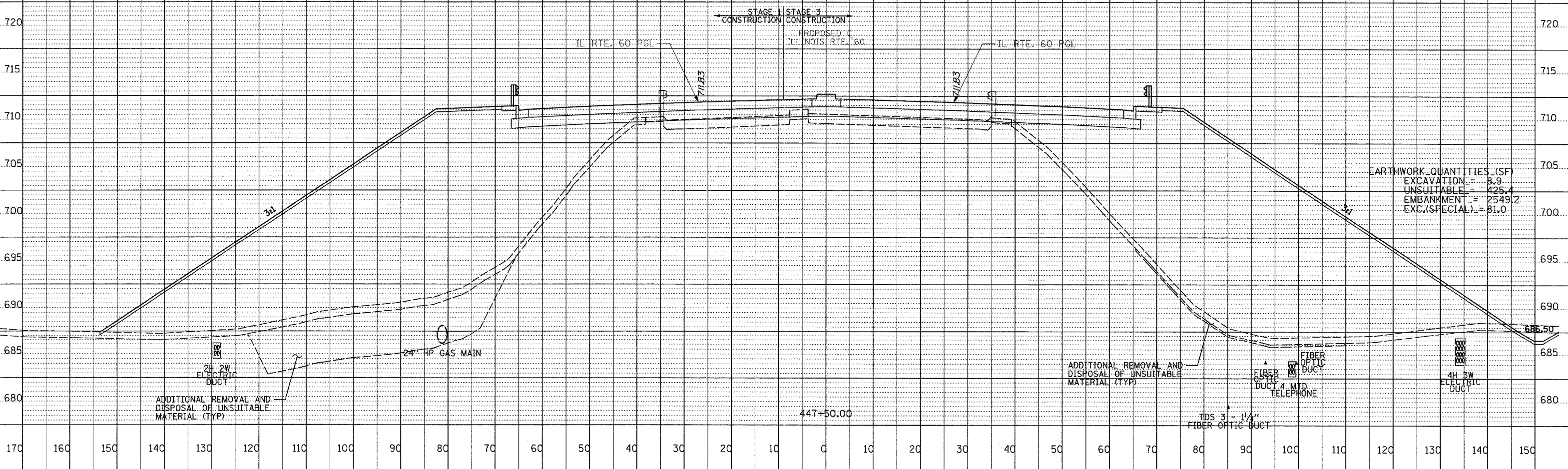
5/7/2007 9:25:42 AM



170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	379
STA. 432+83.12	TO STA. 470+56.84			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

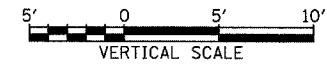


EARTHWORK QUANTITIES (SF)

EXCAVATION	=	8.9
UNSUITABLE	=	125.4
EMBANKMENT	=	2549.2
EXC.(SPECIAL)	=	81.0

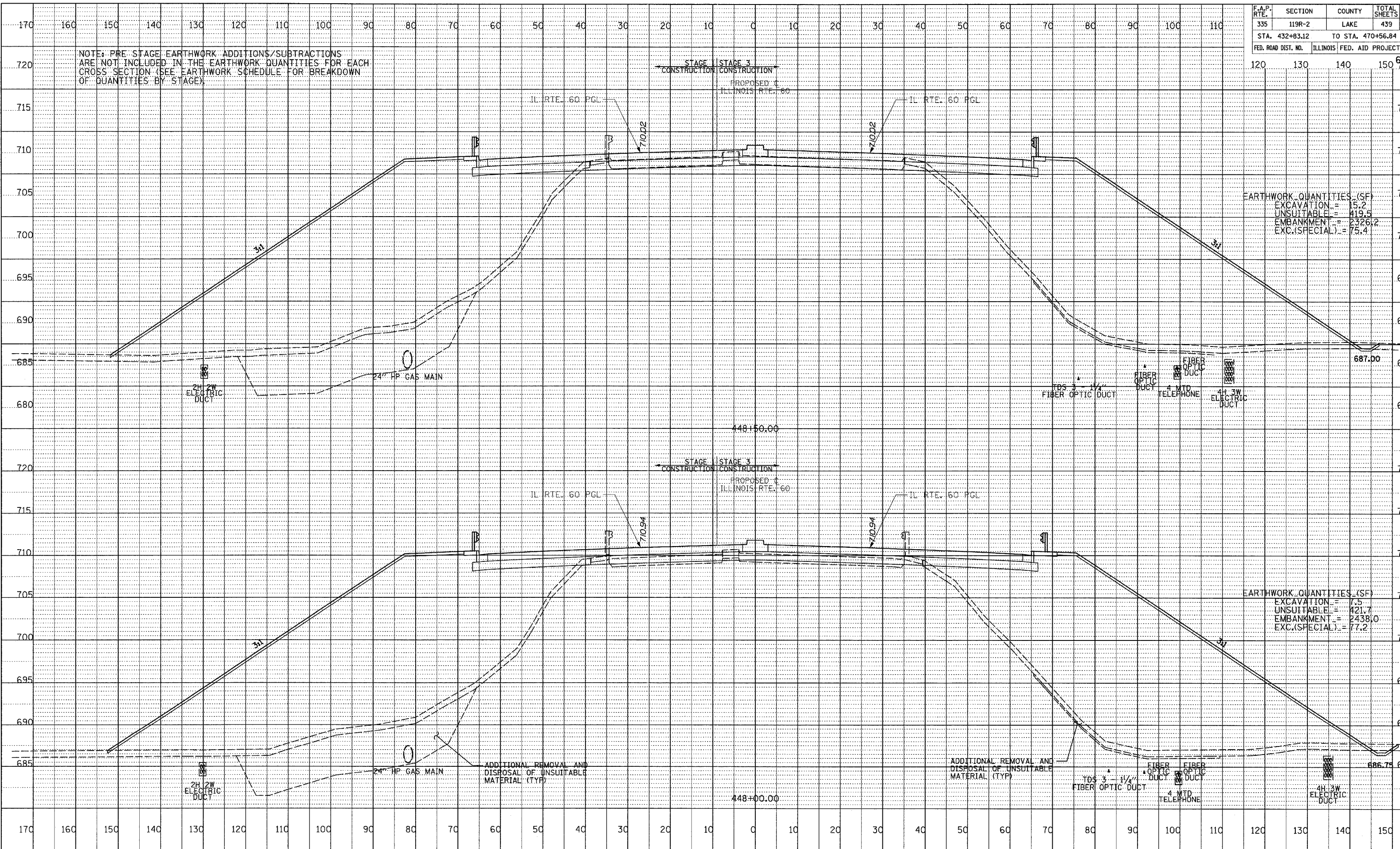
ADDITIONAL REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (TYP)

ADDITIONAL REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (TYP)



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	380
STA. 432+83.12		TO STA. 470+56.84		60B01
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

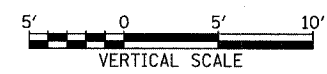
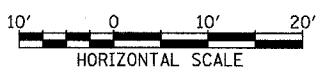
NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).



EARTHWORK QUANTITIES (SF)  
 EXCAVATION = 15.2  
 UNSUITABLE = 419.5  
 EMBANKMENT = 2326.2  
 EXC.(SPECIAL) = 75.4

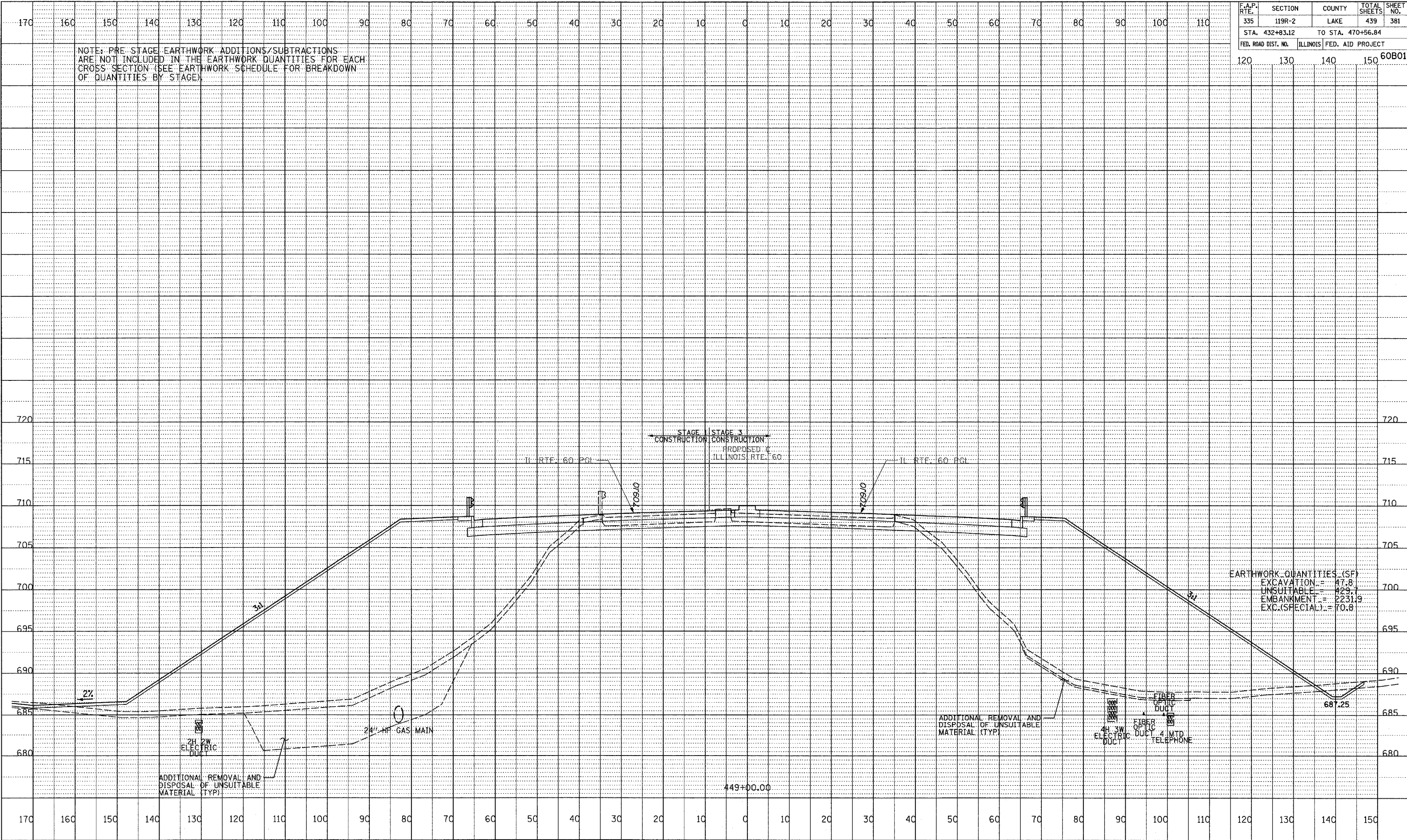
EARTHWORK QUANTITIES (SF)  
 EXCAVATION = 7.5  
 UNSUITABLE = 421.7  
 EMBANKMENT = 2438.0  
 EXC.(SPECIAL) = 77.2

CHECKED BY: \_\_\_\_\_  
 DESIGNED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 NO. \_\_\_\_\_

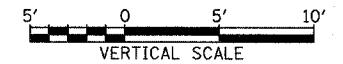


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	381
STA. 432+83.12	TO STA. 470+56.84		60B01	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

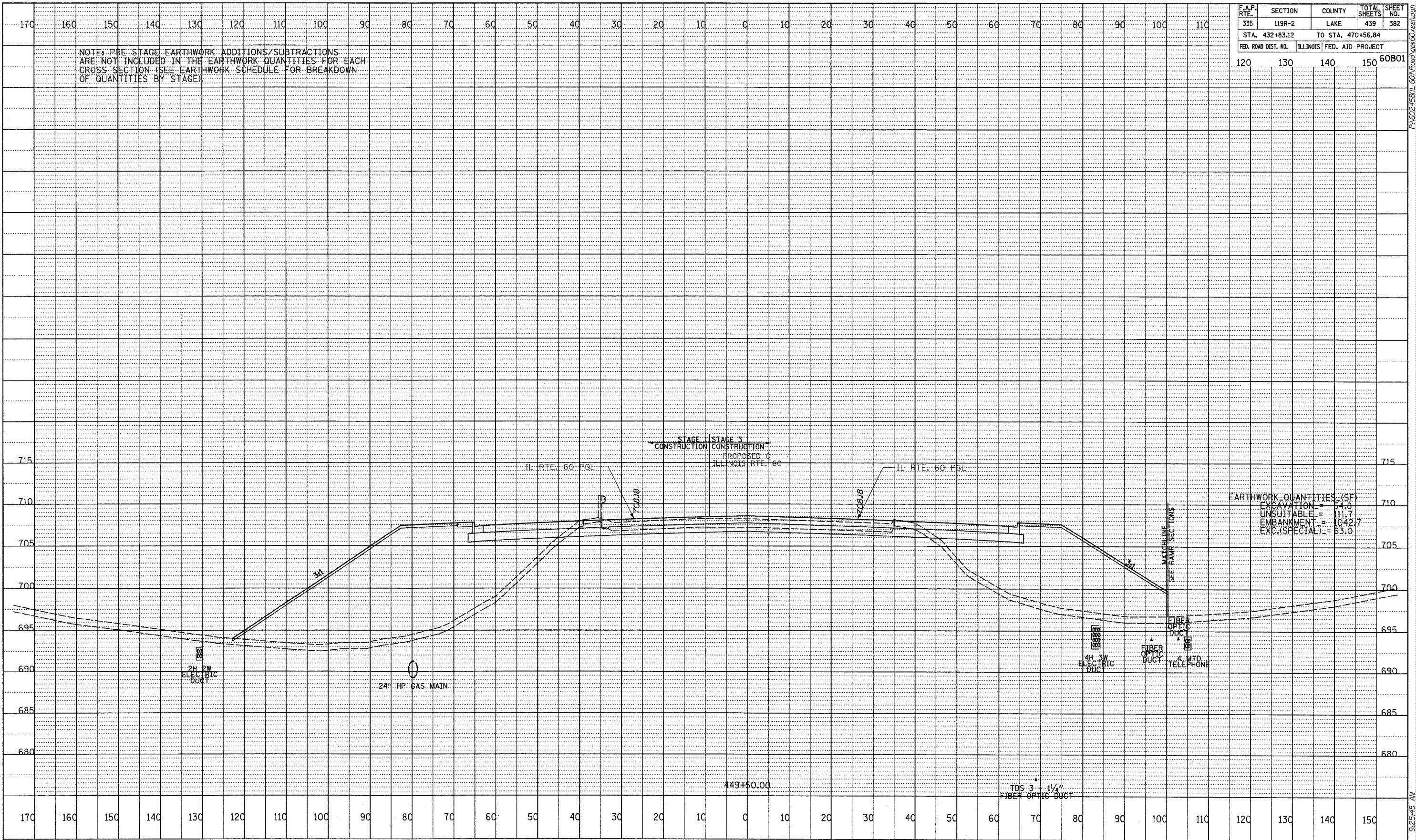


EARTHWORK QUANTITIES (SF)  
 EXCAVATION = 47.8  
 UNSUITABLE = 429.7  
 EMBANKMENT = 2231.9  
 EXC.(SPECIAL) = 70.8



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	382
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

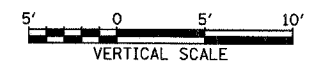


EARTHWORK QUANTITIES (SF)

EXCAVATION	= 54.8
UNSUITABLE	= 11.7
EMBANKMENT	= 1042.7
EXC.(SPECIAL)	= 53.0

DATE	
BY	
PROFILE	REVIEWED
	PLOTTED
	PLAN CHECKED
	STRUCTURE NOTATION CHWD
NO.	

TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)  
STA. 449+50

5/17/2007 9:25:45 AM

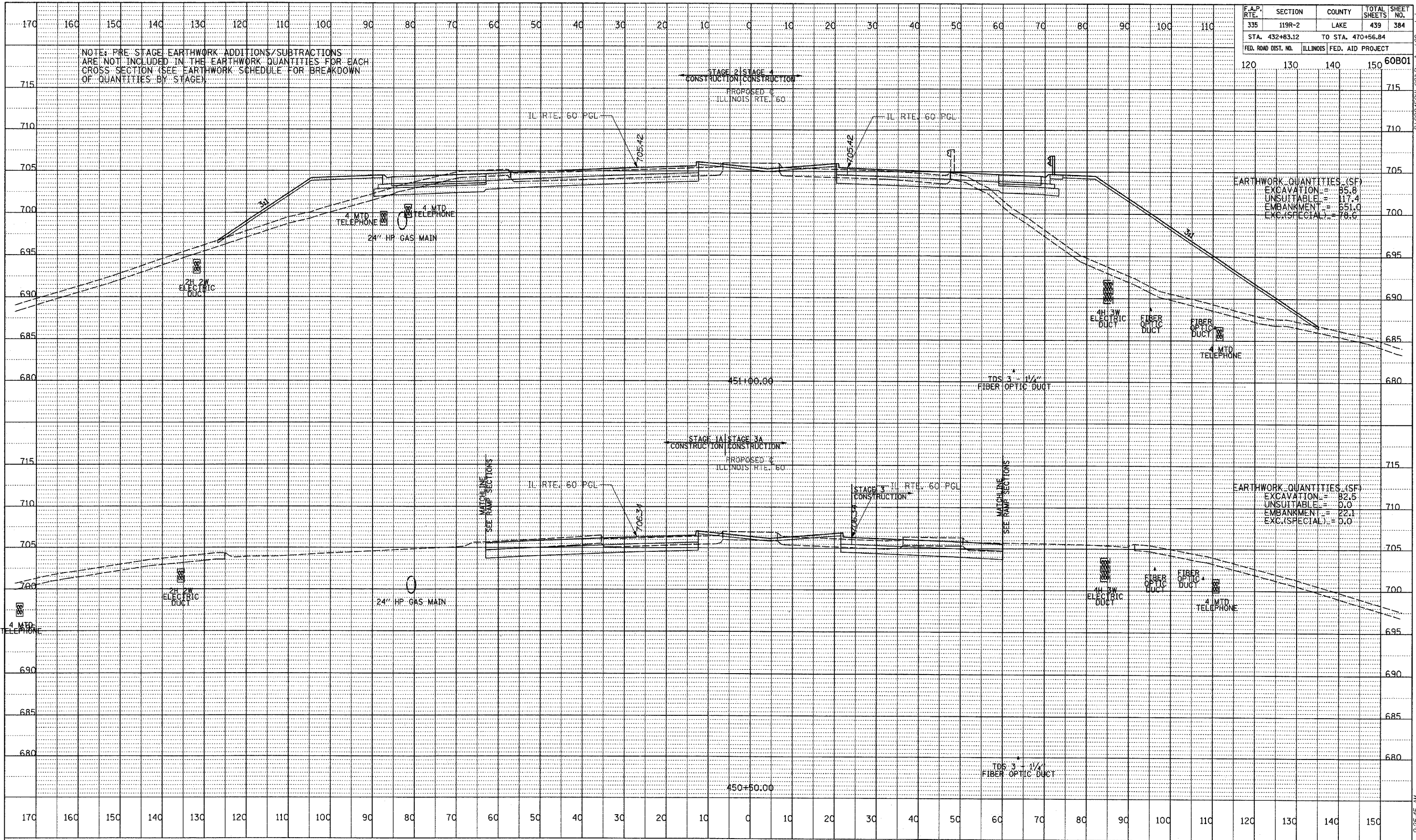




F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	384
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

120 130 140 150 60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)



DATE	BY
REVISION	BY
PROFILING	BY
NOTES CHECKED	BY
GRADES CHECKED	BY
STRUCTURE NOTATIONS CHECKED	BY
NO.	

TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)  
STA. 450+50 TO STA. 451+00

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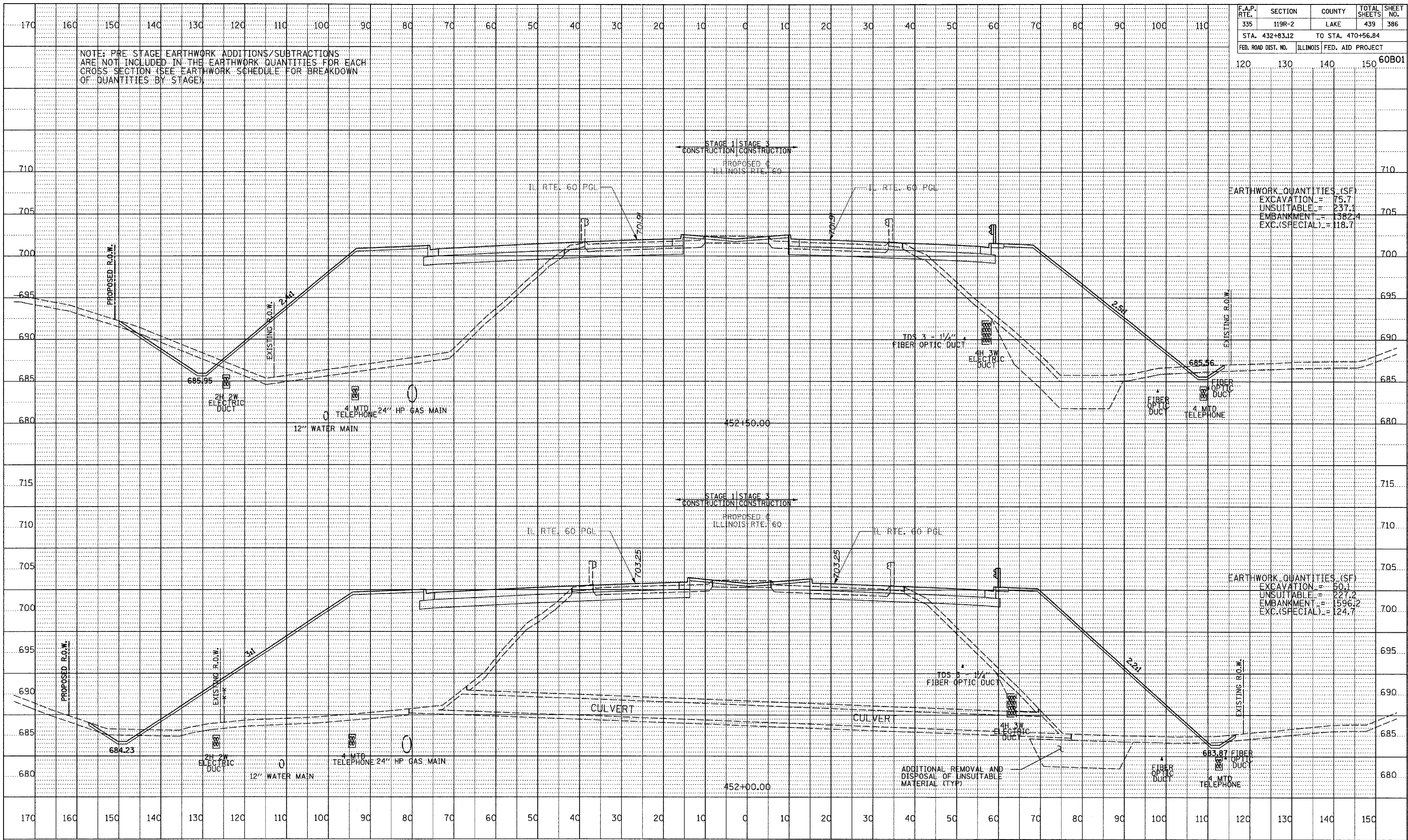


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	386
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
			120	130
			140	150
			60B01	

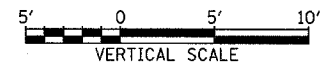
NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 75.7
UNSUITABLE	= 237.1
EMBANKMENT	= 1382.4
EXC.(SPECIAL)	= 118.7

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 50.1
UNSUITABLE	= 227.2
EMBANKMENT	= 1596.2
EXC.(SPECIAL)	= 124.7



TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)  
STA. 452+00 TO STA. 452+50

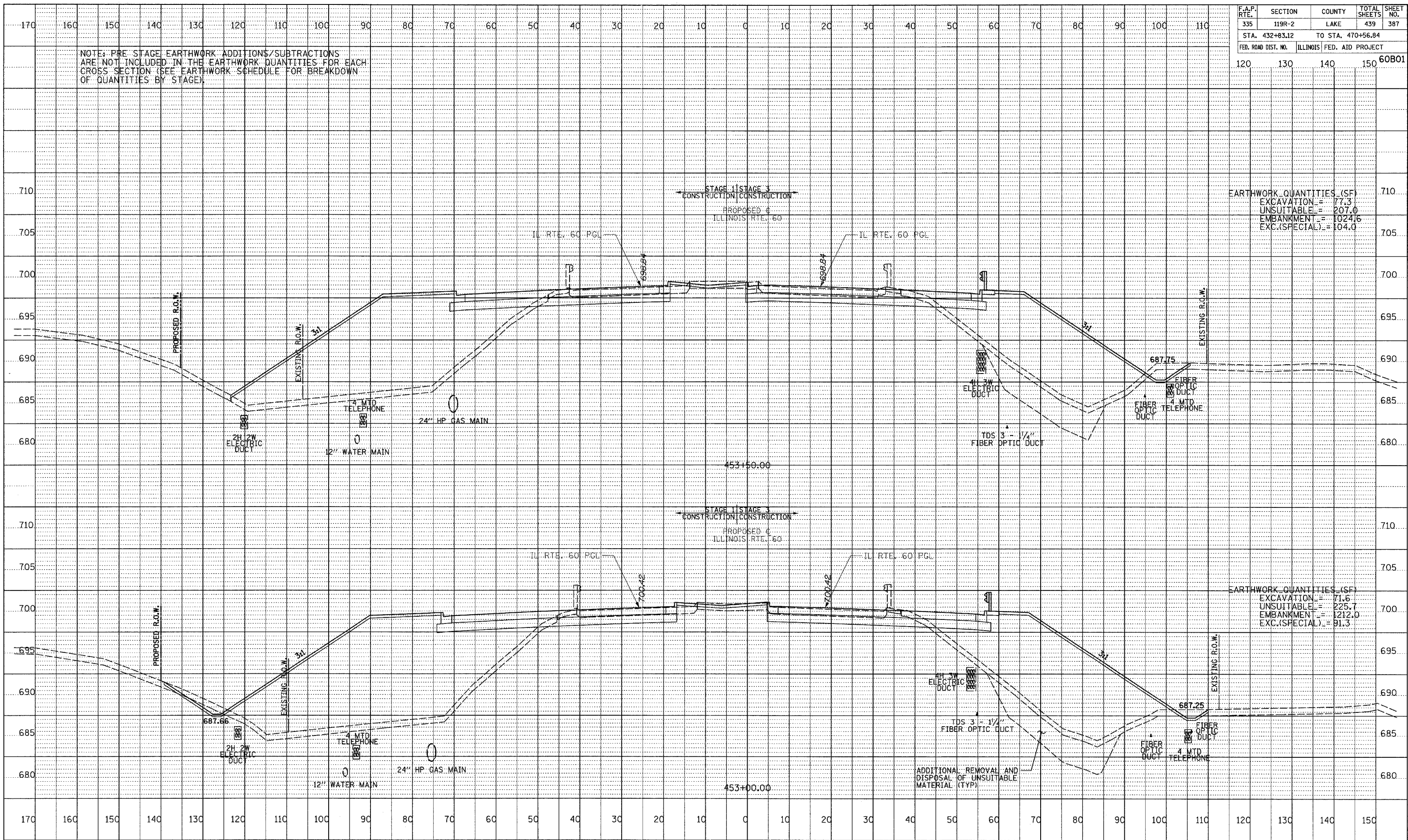
6/13/2007 1:35:56 PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	387
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
			120	130
			140	150
				60B01

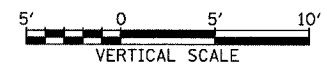
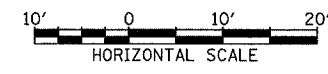
NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 77.3
UNSUITABLE	= 207.0
EMBANKMENT	= 1024.6
EXC.(SPECIAL)	= 104.0

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 71.6
UNSUITABLE	= 225.7
EMBANKMENT	= 1212.0
EXC.(SPECIAL)	= 91.3

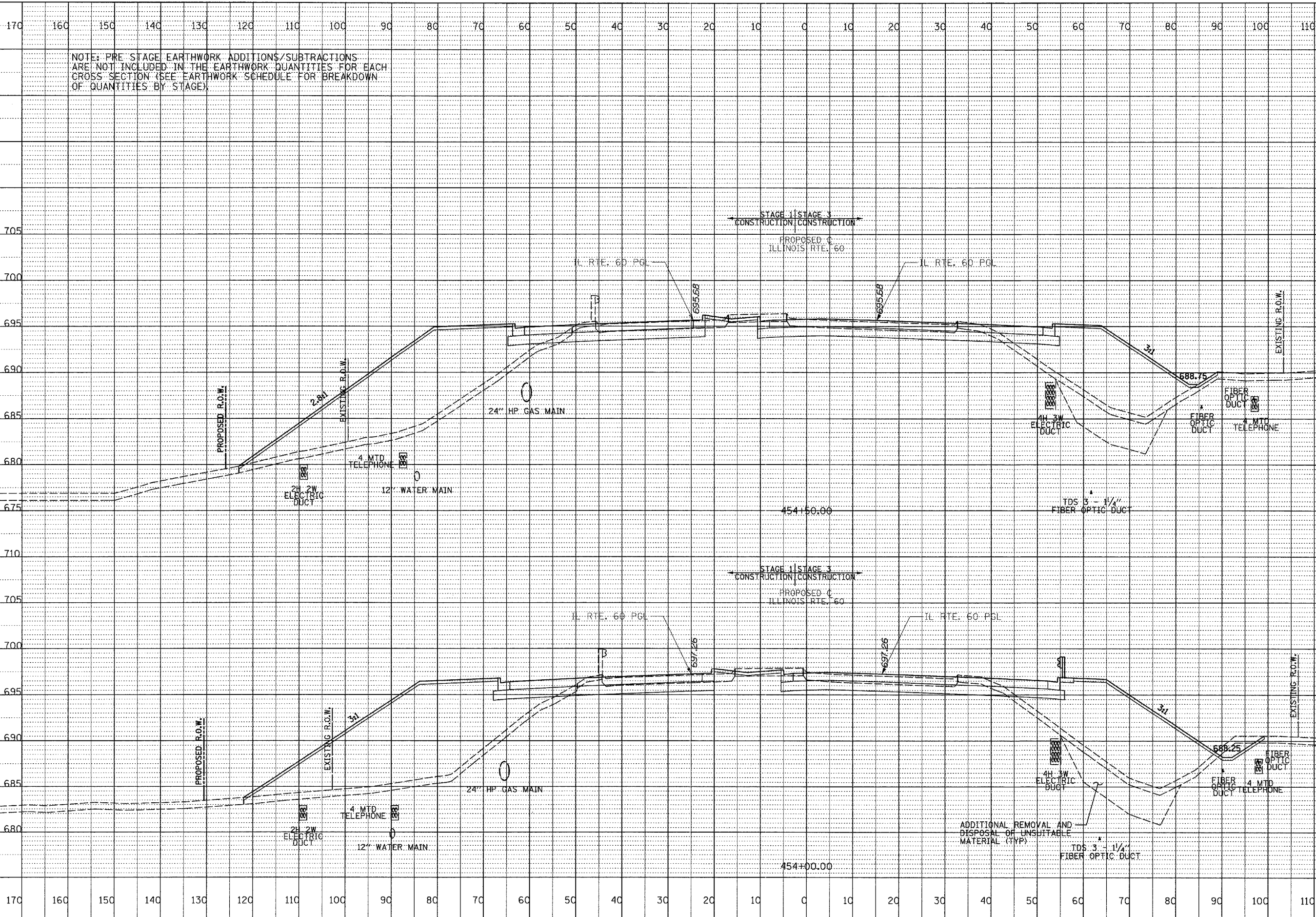


TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)  
STA. 453+00 TO STA. 453+50

6/13/2007 1:36:30 PM



NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	388
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
120	130	140	150	60B01

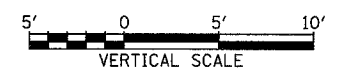
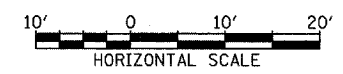
EARTHWORK QUANTITIES (SF)

EXCAVATION	=	83.9
UNSUITABLE	=	171.1
EMBANKMENT	=	767.4
EXC.(SPECIAL)	=	96.9

EARTHWORK QUANTITIES (SF)

EXCAVATION	=	84.1
UNSUITABLE	=	186.5
EMBANKMENT	=	841.9
EXC.(SPECIAL)	=	80.2

NOTE BOOK: DRAWING CHECKED: DATE: NOTED: STRUCTURE: NOTATION: CHD: NO.



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	389
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		120	130	140
				150
				60801

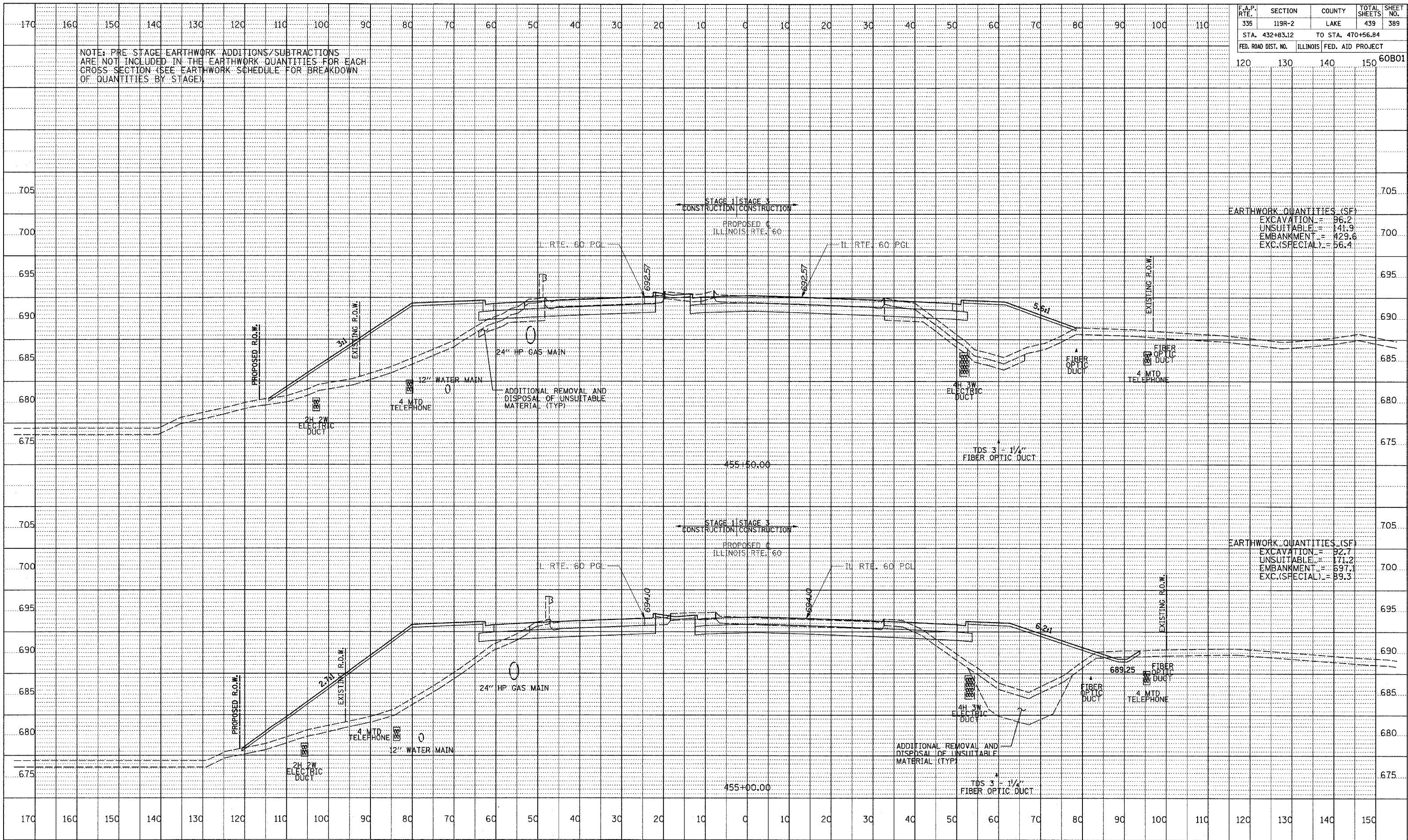
NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

EARTHWORK QUANTITIES (SF)

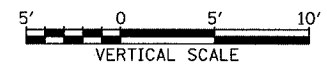
EXCAVATION	= 96.2
UNSUITABLE	= 141.9
EMBANKMENT	= 429.6
EXC.(SPECIAL)	= 56.4

EARTHWORK QUANTITIES (SF)

EXCAVATION	= 92.7
UNSUITABLE	= 171.2
EMBANKMENT	= 597.1
EXC.(SPECIAL)	= 89.3



TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)  
STA. 455+00 TO STA. 455+50

6/13/2007 1:36:35 PM



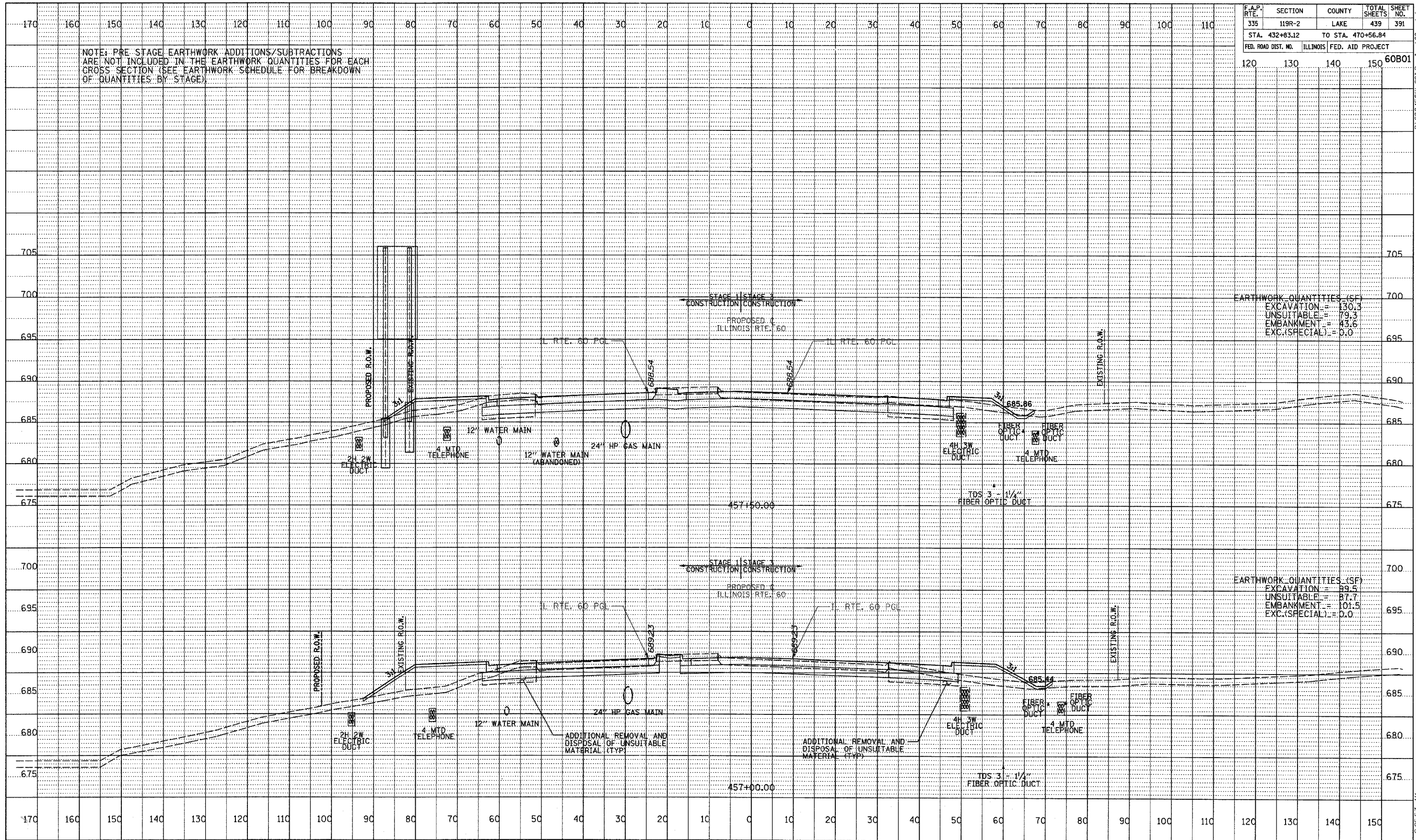
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	391
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

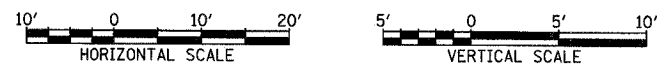
EARTHWORK QUANTITIES (SF)  
 EXCAVATION = 130.3  
 UNSUITABLE = 79.3  
 EMBANKMENT = 43.6  
 EXC.(SPECIAL) = 0.0

EARTHWORK QUANTITIES (SF)  
 EXCAVATION = 99.5  
 UNSUITABLE = 87.7  
 EMBANKMENT = 101.5  
 EXC.(SPECIAL) = 0.0

PROFILE	DATE
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	
DATE	



TYLINT INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLINE RD)  
 STA. 457+00 TO STA. 457+50

5/17/2007 9:25:53 AM





F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	393
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	120	130	140	150
				60B01

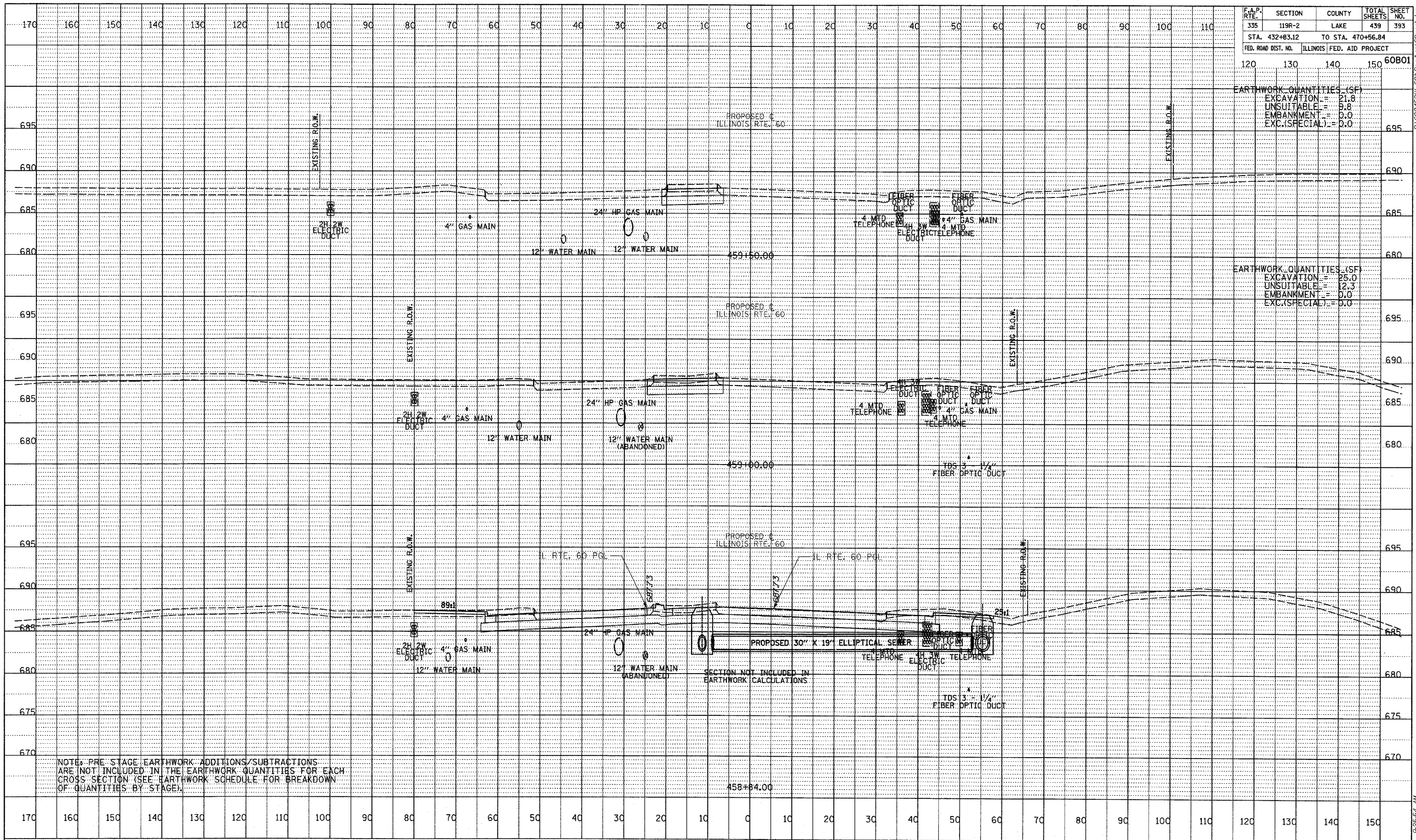
EARTHWORK QUANTITIES (SF)  
 EXCAVATION = 21.8  
 UNSUITABLE = 9.8  
 EMBANKMENT = 0.0  
 EXC.(SPECIAL) = 0.0

EARTHWORK QUANTITIES (SF)  
 EXCAVATION = 25.0  
 UNSUITABLE = 12.3  
 EMBANKMENT = 0.0  
 EXC.(SPECIAL) = 0.0

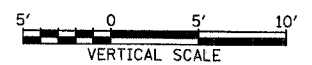
SECTION NOT INCLUDED IN EARTHWORK CALCULATIONS

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 PROFILE NUMBER: \_\_\_\_\_  
 NOTE BOOK NO.: \_\_\_\_\_  
 DRAWING NO.: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_



TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)  
 STA. 458+84 TO STA. 459+50

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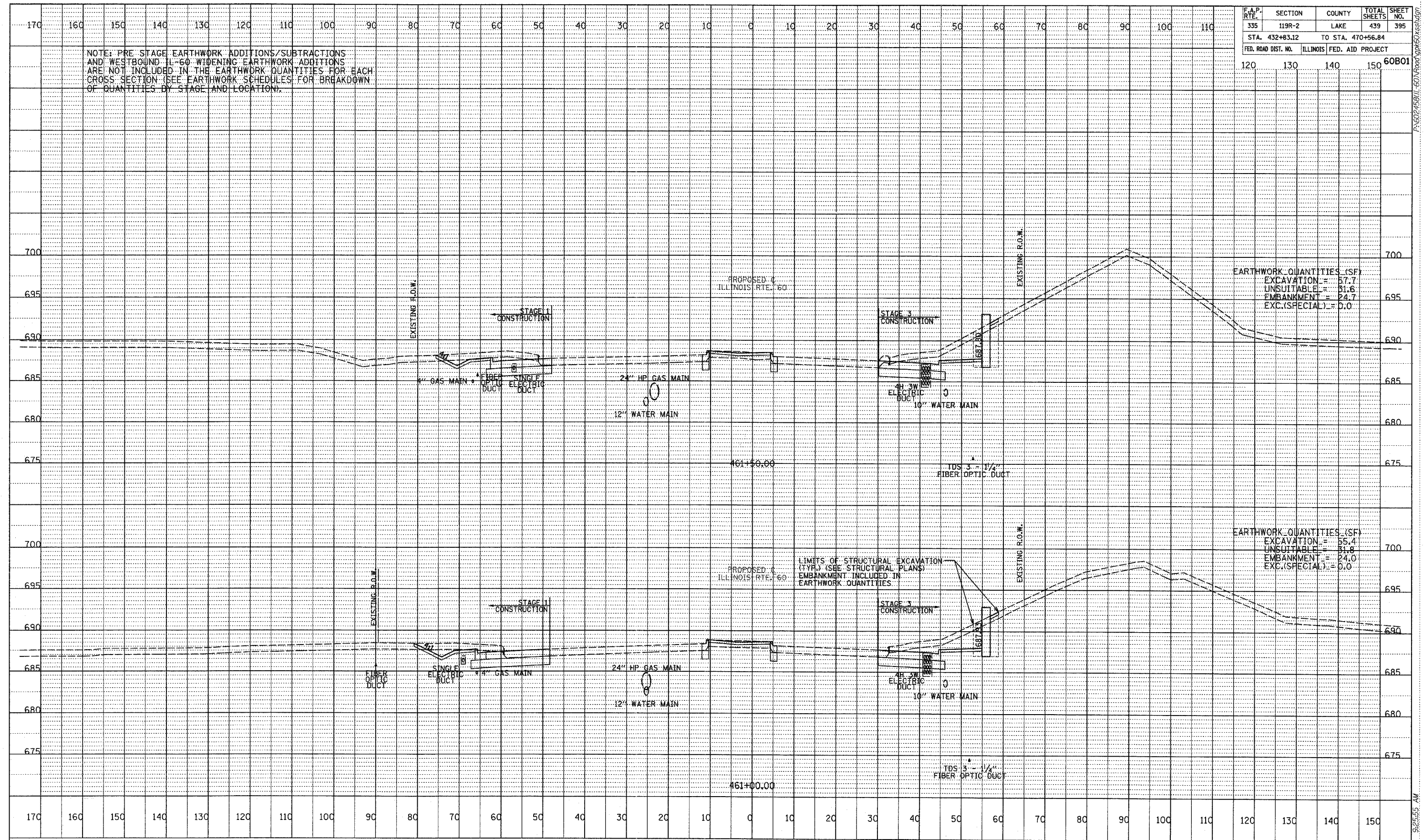
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	395
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	120	130	140	150

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS AND WESTBOUND IL-60 WIDENING EARTHWORK ADDITIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULES FOR BREAKDOWN OF QUANTITIES BY STAGE AND LOCATION).

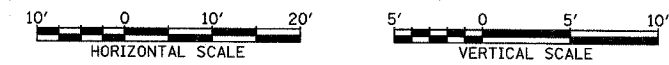
EARTHWORK QUANTITIES (SF)  
 EXCAVATION = 57.7  
 UNSUITABLE = 31.6  
 EMBANKMENT = 24.7  
 EXC.(SPECIAL) = 0.0

EARTHWORK QUANTITIES (SF)  
 EXCAVATION = 55.4  
 UNSUITABLE = 31.8  
 EMBANKMENT = 24.0  
 EXC.(SPECIAL) = 0.0

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PROF. FILE	SURVEYED
	PLOTTED
	PRINTED
	SCALE
	NOTE BOOK
	NO.
	STRUCTURE NOTATIONS CHRD



TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)  
 STA. 461+00 TO STA. 461+50

9:25:55 AM 5/17/2007



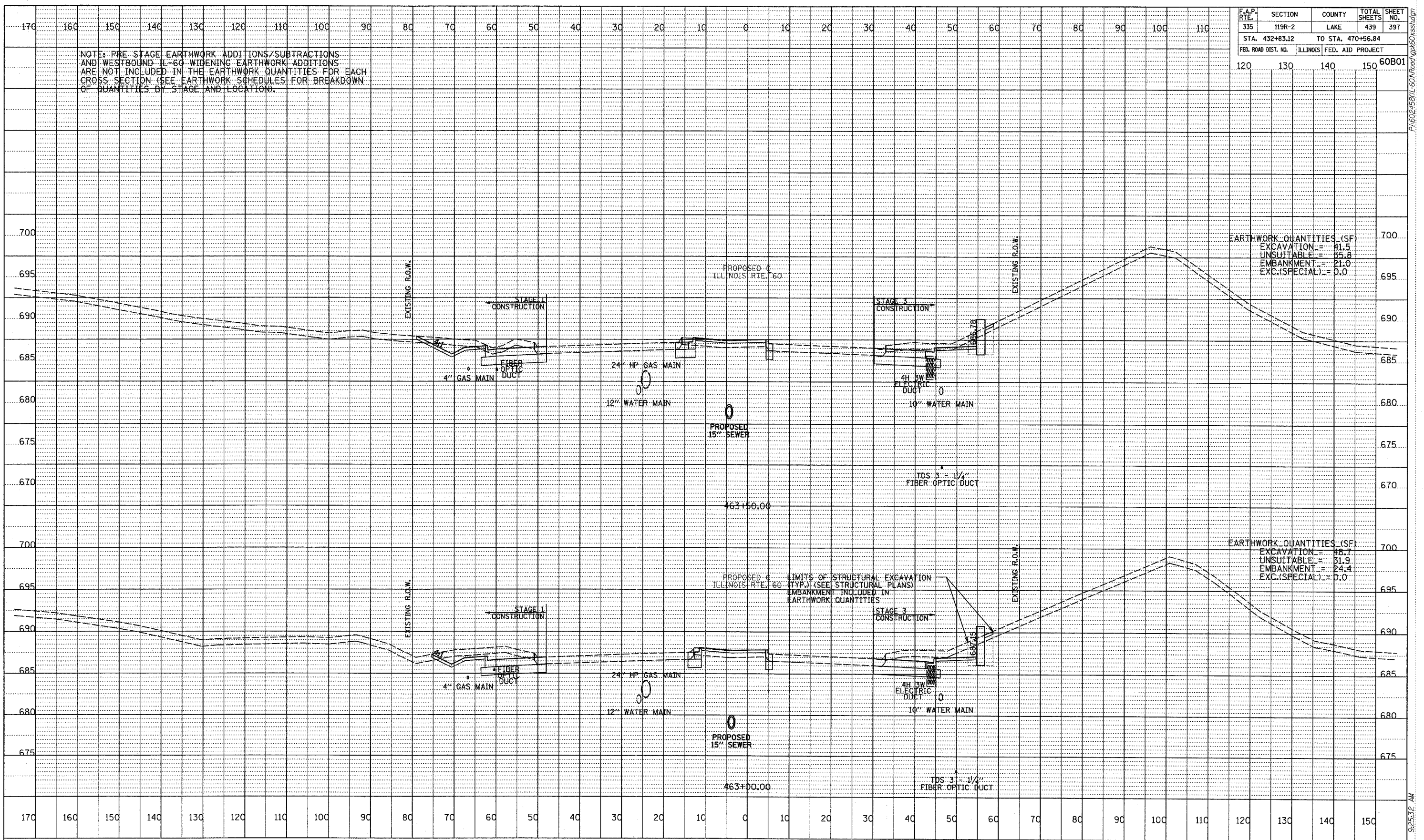
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	397
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
	120	130	140	150

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS AND WESTBOUND IL-60 WIDENING EARTHWORK ADDITIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULES FOR BREAKDOWN OF QUANTITIES BY STAGE AND LOCATION).

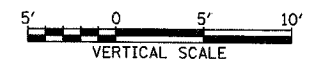
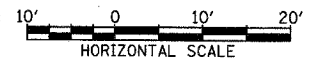
EARTHWORK QUANTITIES (SF)  
 EXCAVATION = 41.5  
 UNSUITABLE = 85.8  
 EMBANKMENT = 21.0  
 EXC.(SPECIAL) = 0.0

EARTHWORK QUANTITIES (SF)  
 EXCAVATION = 48.7  
 UNSUITABLE = 31.9  
 EMBANKMENT = 24.4  
 EXC.(SPECIAL) = 0.0

DATE	BY
PROFILE NUMBER	DATE
DESIGNED BY	PLOTTED
CHECKED	DATE
NO.	NO.



TYL INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)  
 STA. 463+00 TO STA. 463+50

5/17/2007 9:25:32 AM







