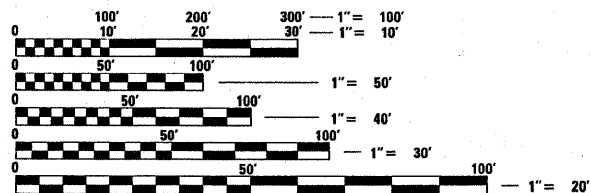
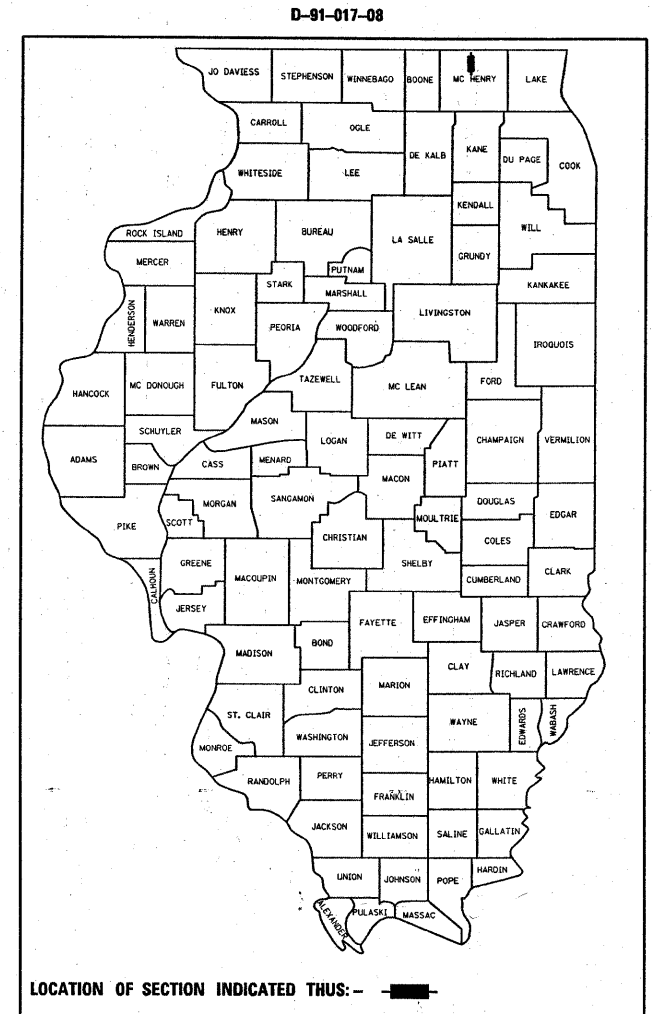


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	111 RS-7	MC HENRY	20	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60D41		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
**PROPOSED HIGHWAY PLANS**  
FAP ROUTE 334 : US 12 (MAIN ST)  
WISCONSIN STATE LINE TO IL 173 (KENOSHA RD)  
SECTION: 111 RS-7  
RESURFACING (MAINTENANCE)  
PROJECT: *ESP-0334(018)*  
MC HENRY COUNTY  
C-91-017-08

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN THE VILLAGE OF RICHMOND



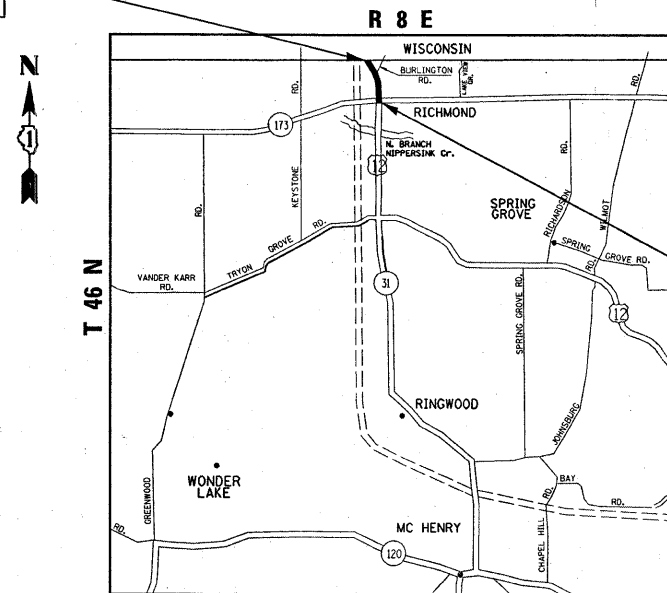
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER ROBERT BORO (847)705-4178  
PROJECT MANAGER KEN ENG

CONTRACT NO. 60D41

PROJECT ENDS  
STA. 66 + 46



RICHMOND TOWNSHIP

GROSS LENGTH OF PROJECT = 5,986 LINEAL FEET = 1.134 MILES  
NET LENGTH OF PROJECT = 5,986 LINEAL FEET = 1.134 MILES

**TRAFFIC DATA**

ADT (2005) = 15,400  
POSTED SPEED LIMIT = 35 MPH - 45 MPH

PROJECT BEGINS  
STA. 6 + 60

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED FEBRUARY 3, 20 09

*Diana M. O'Keefe*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 27, 20 09  
*Charles J. Ingersoll*  
ENGINEER OF DESIGN AND ENVIRONMENT

March 27, 20 09  
*Christine M. Reed*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

**INDEX OF SHEETS**

**STANDARDS**

**GENERAL NOTES**

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	TITLE SHEET	442201-03	CLASS C AND D PATCHES
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES	482011-03	BIT. SHLD STRIPS / SHLDS WITH RESURFACING AND WIDENING AND RESURFACING PROJECTS
3	SUMMARY OF QUANTITIES	606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
4	TYPICAL SECTIONS & HOT-MIX ASPHALT MIXTURE REQUIREMENTS	630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
5-9	ROADWAY & PAVEMENT MARKING PLANS	635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
10	DETECTOR LOOP PLANS	701006-03	OFF ROAD OPERATIONS, 2L, 2W, 4.5m (15') TO 600mm (24') FROM PAVEMENT EDGE
11	PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT (BD-22)	701011-02	OFF-ROAD MOVING OPERATIONS 2L, 2W DAY ONLY
12	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)	701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
13	BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS (BD-32)	701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS - DAY ONLY
14	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)	701606-06	URBAN LANE CLOSURE, MULTILANE 2W WITH MOUNTABLE MEDIAN
15	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701701-06	URBAN LANE CLOSURE MULTILANE INTERSECTION
16	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701901-01	TRAFFIC CONTROL DEVICES
17	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	780001-02	TYPICAL PAVEMENT MARKINGS
18	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
19	ARTERIAL ROAD INFORMATION SIGN (TC-22)	635001-01	DELINEATORS
20	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)		

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF RICHMOND.

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

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 40 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1 : 3 (V : H).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE " BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS " SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.

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

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

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

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

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

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

THE ENGINEER SHALL CONTACT DEBBIE HANLON AREA TRAFFIC FIELD ENGINEER, AT (847) 438-2300 A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

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

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT- TERM PAVEMENT MARKING.

THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR "GUARDRAIL REMOVAL"

FILE NAME =	USER NAME = gorengeutab	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. 12 INDEX OF SHEETS LIST OF STATE STANDARDS PLAN NOTES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\1007\GORENGAUTAB\d0119364	2/01/708-shr-plot.dgn	DRAWN -	REVISED -			334	111 RS - 7	MC HENRY	20	2	
	PLT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 60D41					
	PLT DATE = 2/13/2009	DATE -	REVISED -			SCALE:	SHEET NO. 1 OF 1 SHEETS	STA. 6+60 TO STA. 66+46	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT		

Rev.

SUMMARY OF QUANTITIES			URBAN 100% FED. TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		I000-2A				
20201006	GRADING AND SHAPING SHOULDERS	UNIT	102	102				
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	20	20				
20400800	FURNISHED EXCAVATION	CU YD	80	80				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	212	212				
25000210	SEEDING, CLASS 2A	ACRE	0.04	0.04				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	4	4				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	3	3				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2	2				
25100630	EROSION CONTROL BLANKET	SO YD	212	212				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	10	10				
40600300	AGGREGATE (PRIME COAT)	TON	49	49				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	7.5	7.5				
40600895	CONSTRUCTING TEST STRIP	EACH	1	1				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	64	64				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2030	2030				
42001300	PROTECTIVE COAT	SO YD	15	15				
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	24163	24163				
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	300	300				
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SO YD	484	484				
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SO YD	362	362				
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SO YD	362	362				
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SO YD	120	120				
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	273	273				
63100167	TRAFFIC BARRIER TERMINAL, TYPE I (SPECIAL) TANGENT	EACH	2	2				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	1	1				
67100100	MOBILIZATION	L SUM	1	1				
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1				

SUMMARY OF QUANTITIES			URBAN 100% FED. TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		I000-2A				
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	14560	14560				
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	218	218				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	26687	26687				
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	866	866				
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	119	119				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	85	85				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	218	218				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	26687	26687				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	866	866				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	119	119				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	85	85				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	527	527				
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2				
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	527	527				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	400	400				
X0322256	TEMPORARY INFORMATION SIGNING	SO FT	129	129				
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	952	952				

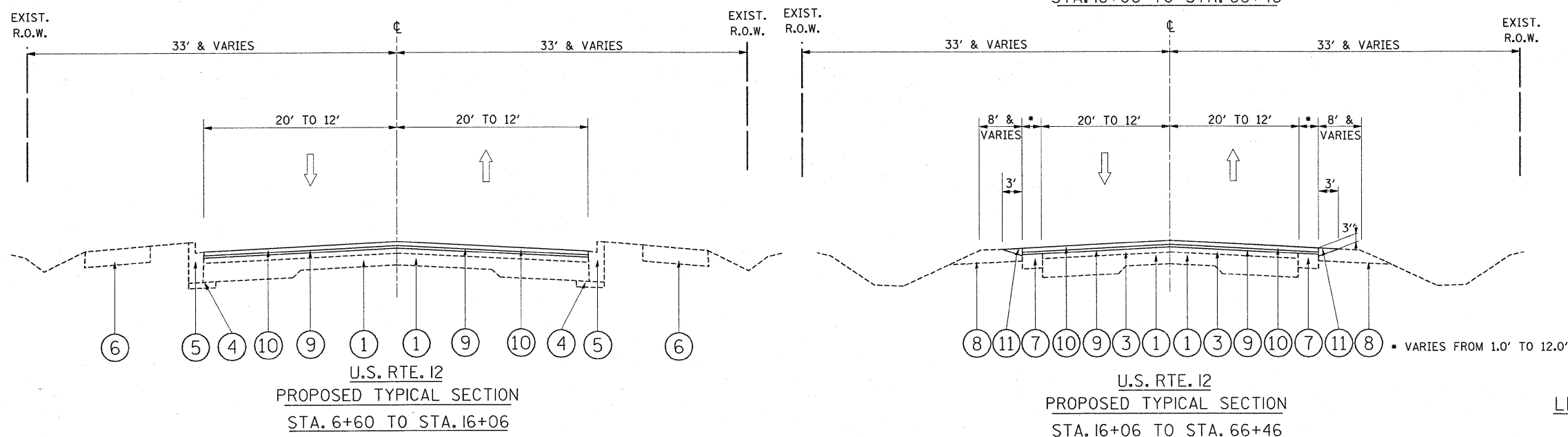
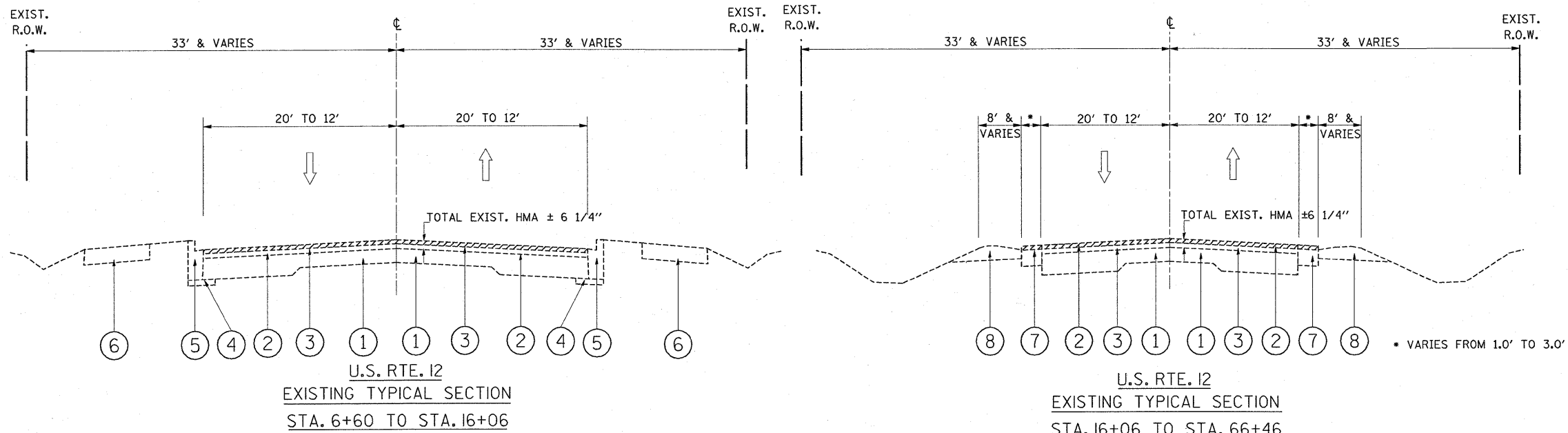
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SUMMARY OF QUANTITIES

\*Specialty Items

PLOT DATE: 2/13/2009



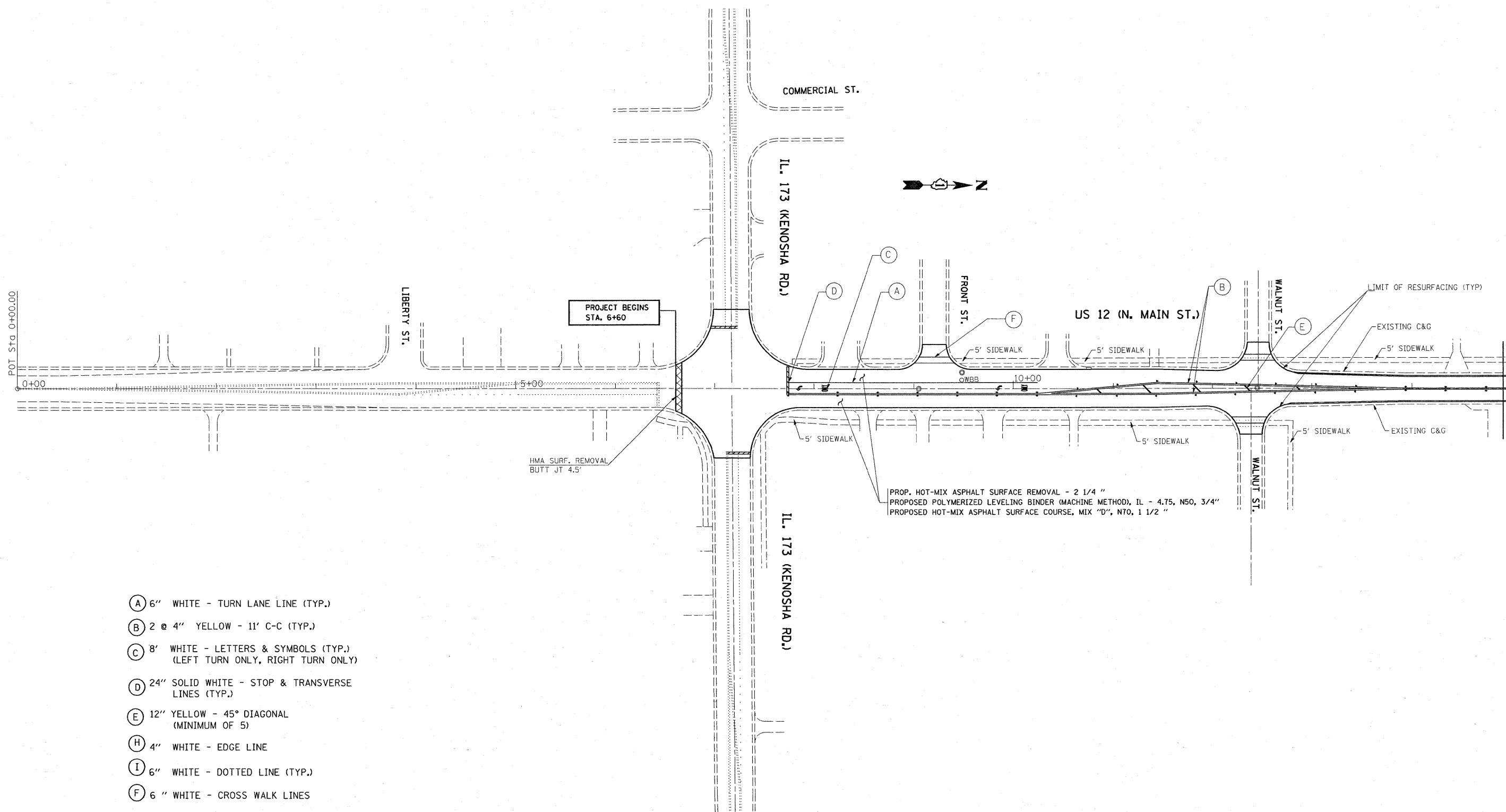
**LEGEND**

- ① EXISTING PCC BASE COURSE, 9"-7"-9"
- ② HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- ③ EXISTING HOT-MIX ASPHALT OVERLAY, 6 1/4"
- ④ EXISTING SUB-BASE GRAN. MATERIAL TY. B - 4"
- ⑤ EXISTING COMBINATION CONC. CURB & GUTTER TYPE B 6.24
- ⑥ EXISTING PCC SIDEWALK, 5"
- ⑦ EXISTING HOT-MIX ASPHALT SHOULDER
- ⑧ EXISTING AGGREGATE SHOULDER
- ⑨ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑩ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2 "
- ⑪ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B

**THE CONTRACTOR SHALL MILL FIRST  
BEFORE PATCHING**

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC TYPE	VOIDS
<b>RESURFACING</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL 9.5 mm)	PG 64-22	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR.
<b>PATCHING</b>		
CLASS D PATCHES, (HMA BINDER IL-19 mm)	PG 64-22**	4% @ 70 GYR.

- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ.YD./IN  
 \*\* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

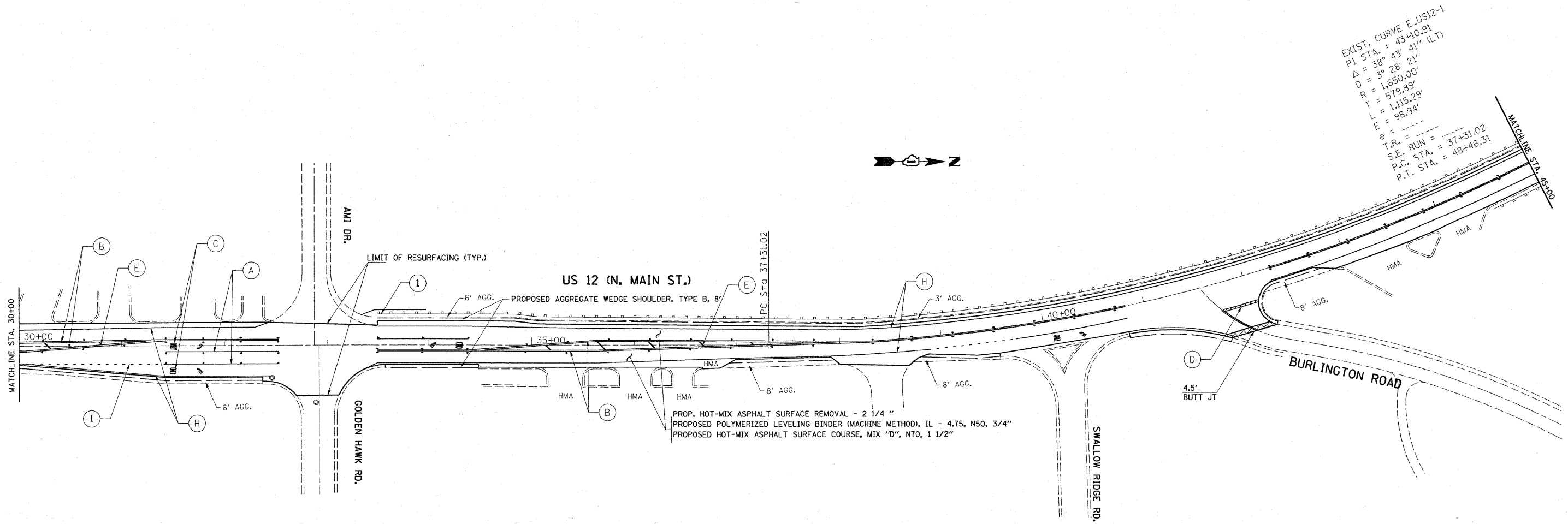


- (A) 6" WHITE - TURN LANE LINE (TYP.)
- (B) 2 @ 4" YELLOW - 11' C-C (TYP.)
- (C) 8' WHITE - LETTERS & SYMBOLS (TYP.)  
(LEFT TURN ONLY, RIGHT TURN ONLY)
- (D) 24" SOLID WHITE - STOP & TRANSVERSE LINES (TYP.)
- (E) 12" YELLOW - 45° DIAGONAL (MINIMUM OF 5)
- (H) 4" WHITE - EDGE LINE
- (I) 6" WHITE - DOTTED LINE (TYP.)
- (F) 6" WHITE - CROSS WALK LINES

PROP. HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4 "  
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL - 4.75, N50, 3/4"  
 PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2 "

FILE NAME = c:\pw_work\pwidot\GORENGAUTAB\d0119364	USER NAME = gorenautab	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY PLANS U.S. ROUTE 12 WISCONSIN STATE LINE TO ILL 173</b>		F.A.P. RTE. 334	SECTION 111 RS-7	COUNTY McHenry	TOTAL SHEETS 20	SHEET NO. 5	
	PL0T SCALE = 50.0000' / IN.	CHECKED -	REVISED -		SCALE: 1" = 50'	SHEET NO. 1 OF 5 SHEETS	STA. 6+60 TO STA. 15+00	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				
	PL0T DATE = 2/13/2009	DATE -	REVISED -									

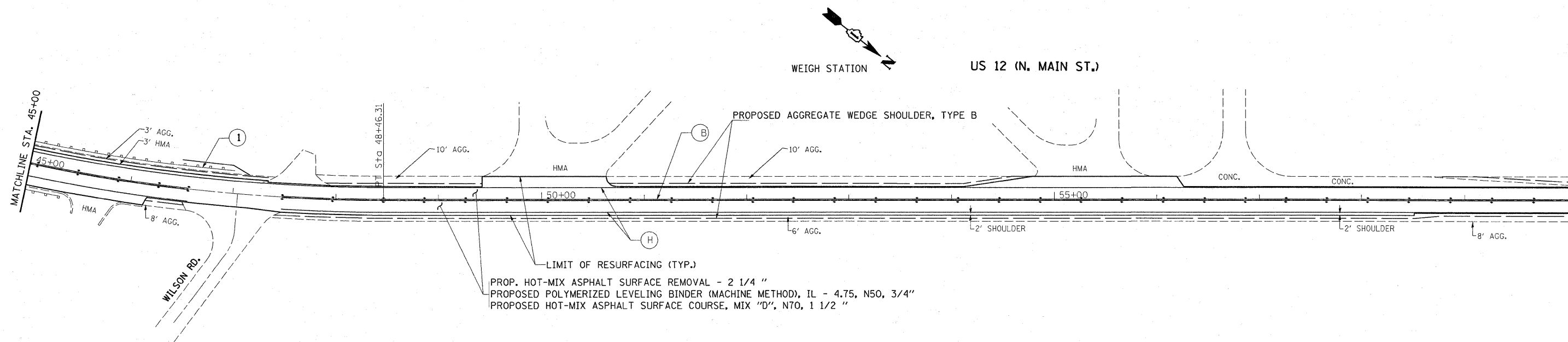




- (A) 6" WHITE - TURN LANE LINE (TYP.)
- (B) 2 @ 4" YELLOW - 11' C-C (TYP.)
- (C) 8" WHITE - LETTERS & SYMBOLS (TYP.)  
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- (H) 4" WHITE - EDGE LINE
- (I) 6" WHITE - DOTTED LINE (TYP.)
- (F) 6" WHITE - CROSS WALK LINES

(1) EXISTING TERMINAL TO BE REPLACED W / NEW TYPE I (SPECIAL)

FILE NAME =	USER NAME = gorenautab	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY PLANS U.S. ROUTE 12 WISCONSIN STATE LINE TO ILL 173</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca\pwwork\pwwid\DOT\GORENGAUTAB\d0119364	d01708-shr-plan.dgn	DRAWN -	REVISED -			334	111 RS-7	McHenry	20	7	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 60D41					
	PLOT DATE = 2/13/2009	DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
				SCALE: 1" = 50'		SHEET NO. 3 OF 5 SHEETS		STA. 30+00 TO STA. 45+00			



- (A) 6" WHITE - TURN LANE LINE (TYP.)
- (B) 2 @ 4" YELLOW - 11' C-C (TYP.)
- (C) 8' WHITE - LETTERS & SYMBOLS (TYP.) (LEFT TURN ONLY, RIGHT TURN ONLY)
- (D) 24" SOLID WHITE - STOP & TRANSVERSE LINES (TYP.)
- (E) 12" YELLOW - 45° DIAGONAL (MINIMUM OF 5)
- (H) 4" WHITE - EDGE LINE
- (I) 6" WHITE - DOTTED LINE (TYP.)
- (F) 6 " WHITE - CROSS WALK LINES

(1) EXISTING TERMINAL TO BE REPLACED W / NEW TYPE I (SPECIAL)

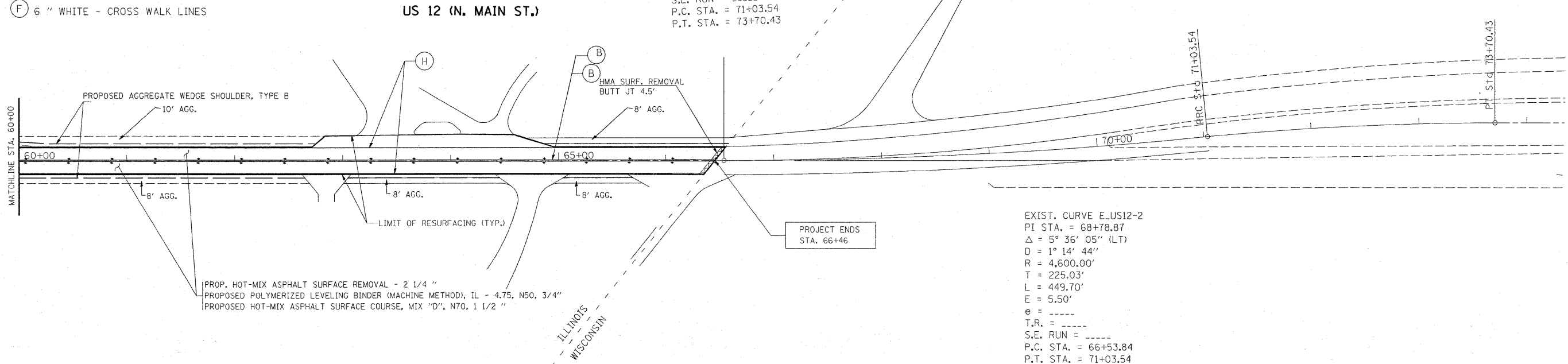
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PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -	REVISED -			CONTRACT NO. 60D41					
PLOT DATE = 2/13/2009	DATE -	REVISED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
				SCALE: 1" = 50"		SHEET NO. 4 OF 5 SHEETS		STA. 45+00 TO STA. 60+00			



- (A) 6" WHITE - TURN LANE LINE (TYP.)
- (B) 2 @ 4" YELLOW - 11' C-C (TYP.)
- (C) 8' WHITE - LETTERS & SYMBOLS (TYP.)  
(LEFT TURN ONLY, RIGHT TURN ONLY)
- (D) 24" SOLID WHITE - STOP & TRANSVERSE LINES (TYP.)
- (E) 12" YELLOW - 45° DIAGONAL  
(MINIMUM OF 5)
- (H) 4" WHITE - EDGE LINE
- (I) 6" WHITE - DOTTED LINE (TYP.)
- (F) 6" WHITE - CROSS WALK LINES

EXIST. CURVE E.US12-3  
 P.I. STA. = 72+37.09  
 $\Delta = 5^\circ 36' 05''$  (RT)  
 $D = 2^\circ 05' 55''$   
 $R = 2,730.00'$   
 $T = 133.55'$   
 $L = 266.89'$   
 $E = 3.26'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. RUN = \text{-----}$   
 P.C. STA. = 71+03.54  
 P.T. STA. = 73+70.43

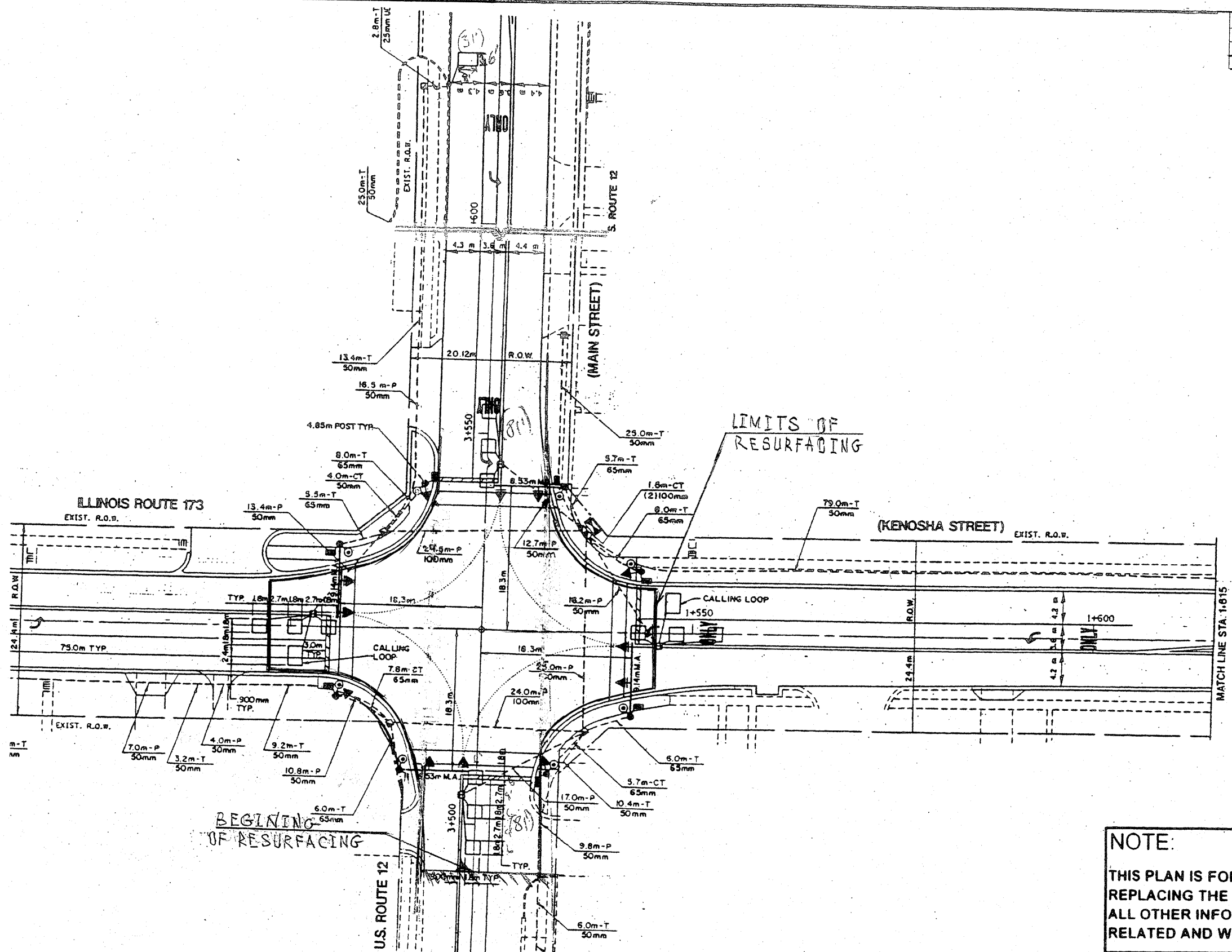
EXIST. CURVE E.US12-2  
 P.I. STA. = 68+78.87  
 $\Delta = 5^\circ 36' 05''$  (LT)  
 $D = 1^\circ 14' 44''$   
 $R = 4,600.00'$   
 $T = 225.03'$   
 $L = 449.70'$   
 $E = 5.50'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. RUN = \text{-----}$   
 P.C. STA. = 66+53.84  
 P.T. STA. = 71+03.54



- (A) 6" WHITE - TURN LANE LINE (TYP.)
- (B) 2 @ 4" YELLOW - 11' C-C (TYP.)
- (C) 8' WHITE - LETTERS & SYMBOLS (TYP.)  
(LEFT TURN ONLY, RIGHT TURN ONLY)
- (D) 24" SOLID WHITE - STOP & TRANSVERSE LINES (TYP.)
- (E) 12" YELLOW - 45° DIAGONAL  
(MINIMUM OF 5)
- (H) 4" WHITE - EDGE LINE
- (I) 6" WHITE - DOTTED LINE (TYP.)
- (F) 6" WHITE - CROSS WALK LINES

FILE NAME =	USER NAME = gorengautab	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY PLANS U.S. ROUTE 12 WISCONSIN STATE LINE TO ILL 173</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca\pw_work\PWIDOT\GORENGAUTAB\d0119364	d01708-shr-plandgn	DRAWN -	REVISED -			334	III RS-7	McHenry	20	9
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 60D41				
	PLOT DATE = 2/13/2009	DATE -	REVISED -			SCALE: 1" = 50'			SHEET NO. 5 OF 5 SHEETS	
						FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	III RS - 7	MC HENRY	20	10
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



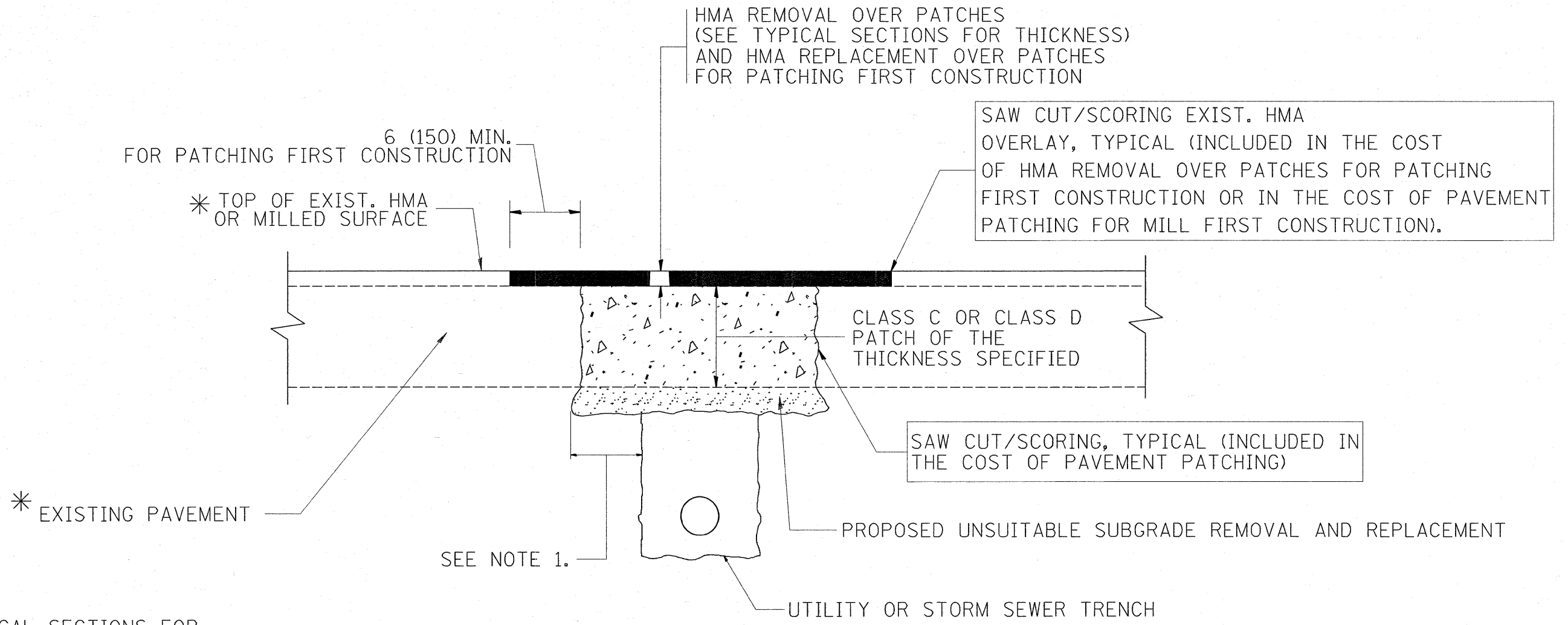
**REPLACE ALL DETECTOR LOOPS AS SHOWN**  
(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
8860600	400	Foot	Detector Loop Replacement

**NOTE:**  
THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONLY. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETECTOR LOOP REPLACEMENT**  
IL RTE. 173 (KENOSHA STREET) @ U.S. RTE. 12  
SCALE: 1" = 20'  
DATE: OCT. 2007  
DRAWN BY: JHE  
DESIGNED BY: JHE  
CHECKED BY: DAD

REVISIONS	
NAME	DATE



\* 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 (PATCHING FIRST)**

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

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME =	USER NAME = gorenautab	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pw_work\PWIDOT\GORENAUTAB\j0119364	1stStd.dgn	DRAWN -	REVISED - R. BORO 01-01-07			334	111 RS - 7	MC HENRY	20	11
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07				<b>BD400-04 (BD-22)</b>		CONTRACT NO. 60D41		
PLOT DATE = 2/13/2009	DATE - 10-25-94	REVISED - K. ENG 10-27-08				FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 6+60 TO STA. 66+46			

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

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

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

SEE STATE STANDARD 606001

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

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

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

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

3" (75) MIN.

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

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

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

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

**BASIS OF PAYMENT:**

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

\* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

\*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

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

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

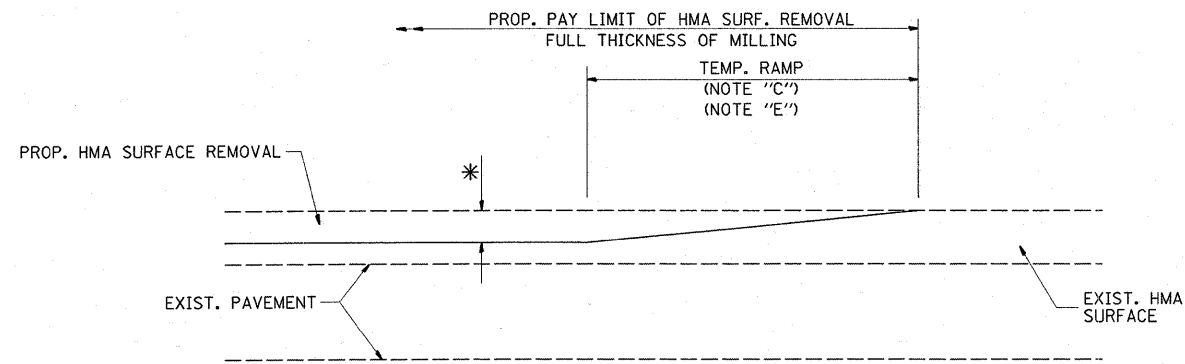
⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

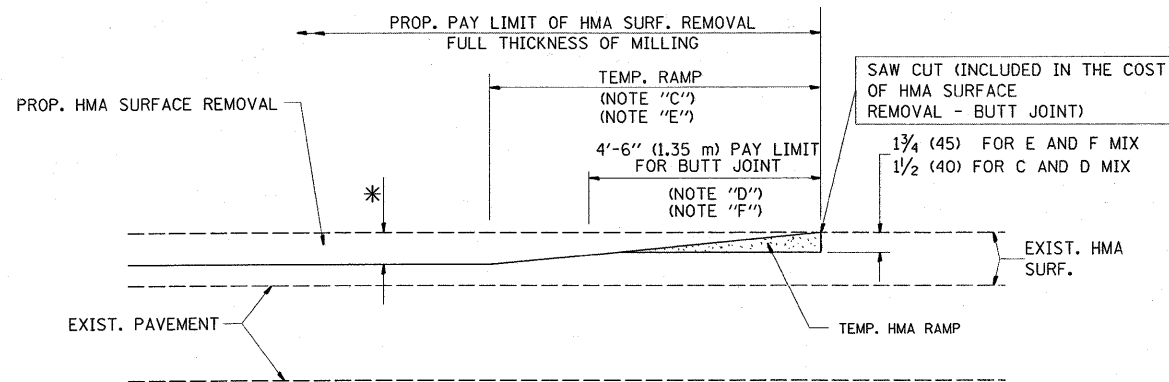
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = gorengeautab	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A.P. RTE. 334	SECTION III RS - 7	COUNTY MC HENRY	TOTAL SHEETS 20	SHEET NO. 12
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PLOT SCALE = 50.0000 // IN.	DATE - 03-11-94	REVISED - M. GOMEZ 01-22-01	REVISED - R. BORO 01-01-07			FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			
PLOT DATE = 2/13/2009	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 6+60 TO STA. 66+46							



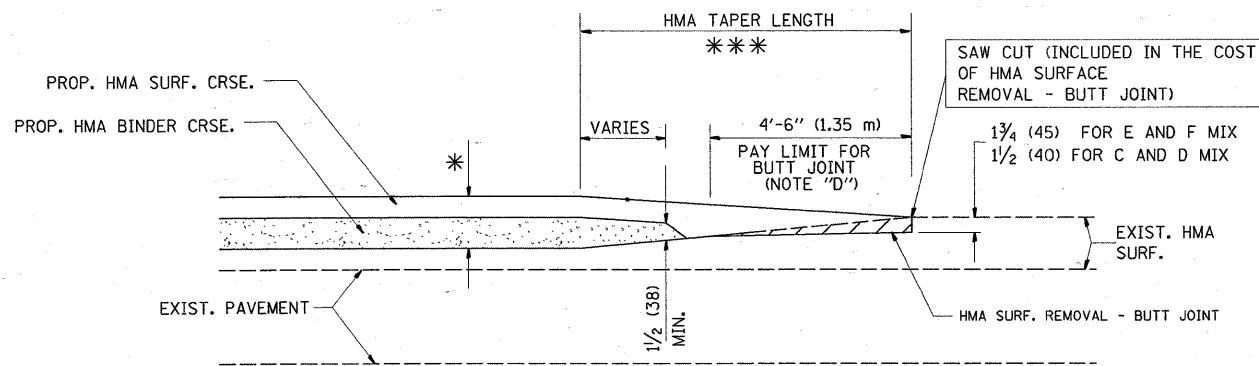
MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 1**

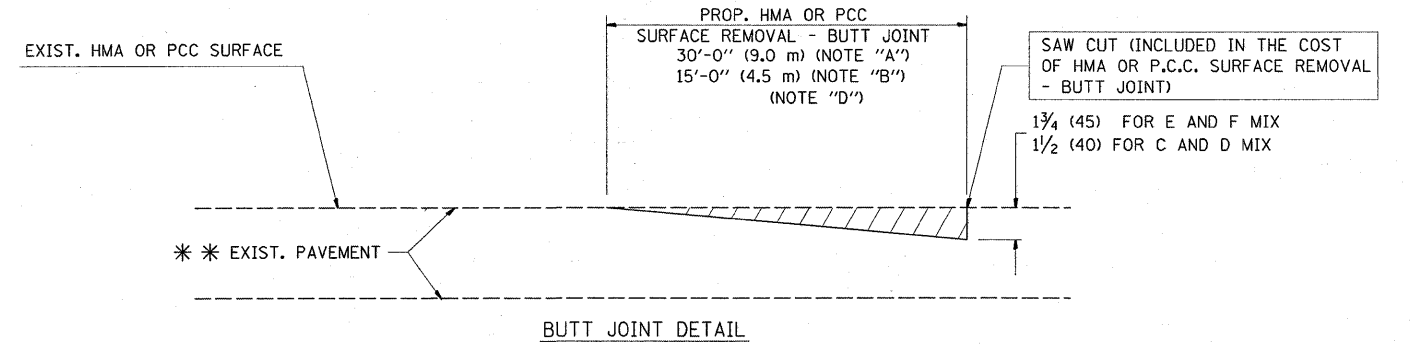


HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

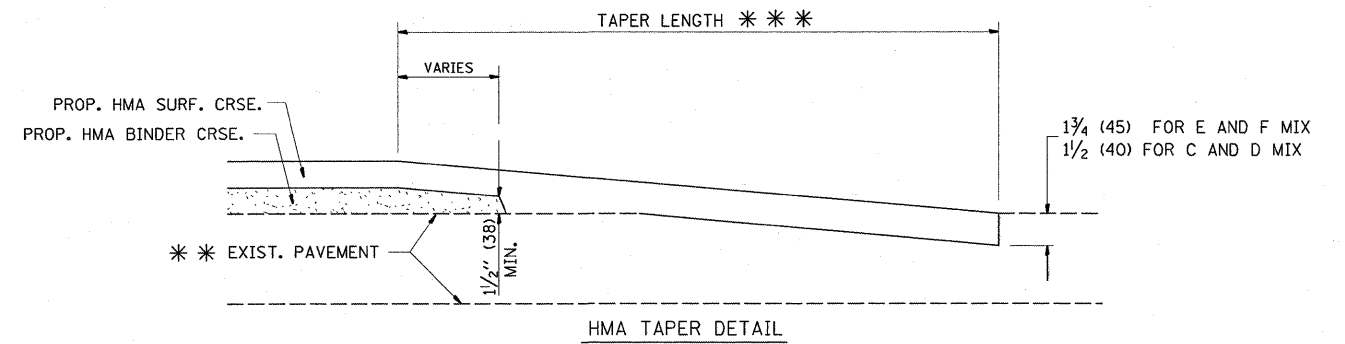
**OPTION 2**  
**TYPICAL TEMPORARY RAMP**



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



**BUTT JOINT DETAIL**



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

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

**NOTES**

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

**BASIS OF PAYMENT:**

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

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

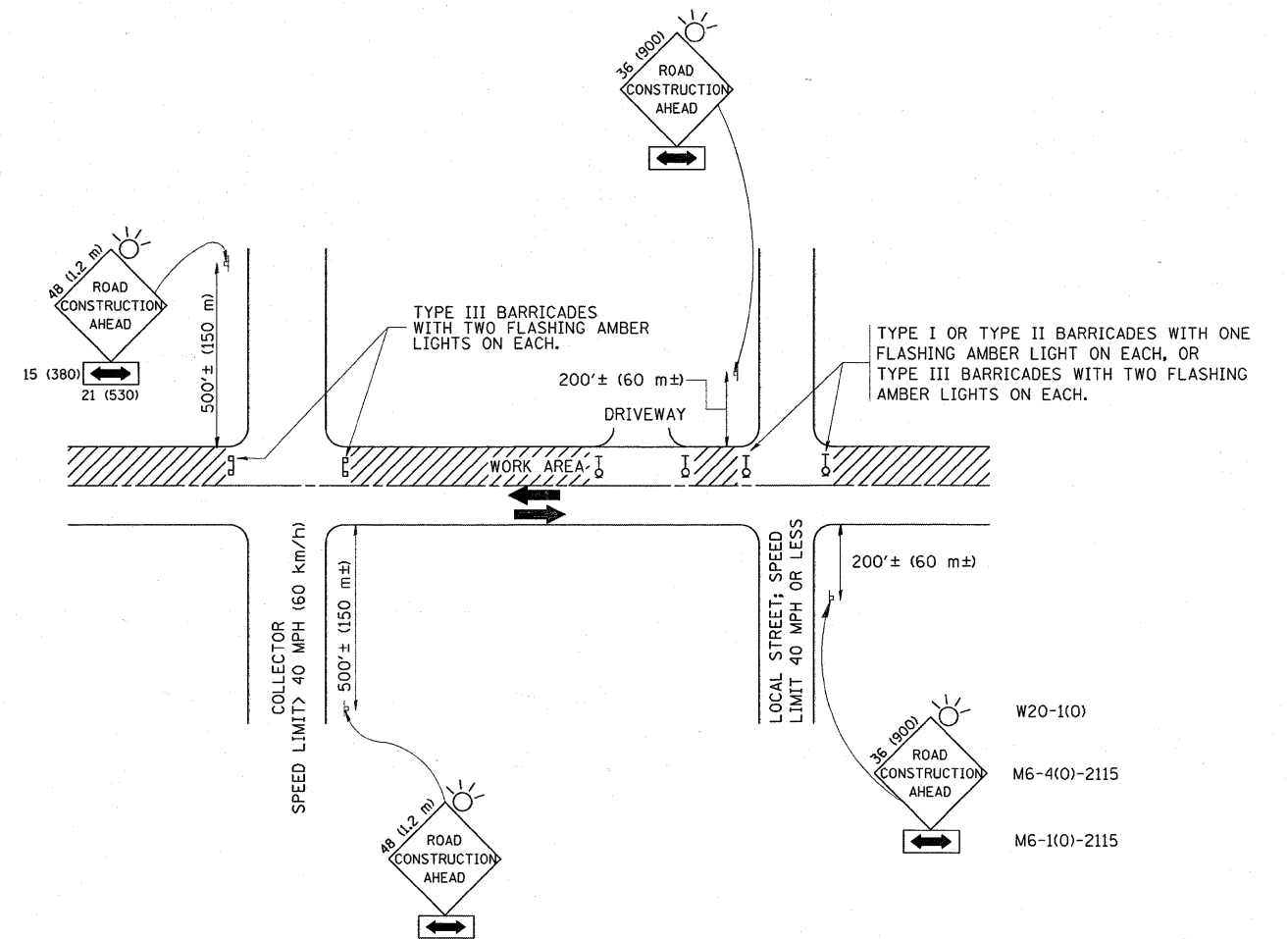
FILE NAME =	USER NAME = gorangautab	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
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	PLOT DATE = 2/13/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND**  
**HMA TAPER DETAILS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 6+60 TO STA. 66+46

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	111 RS - 7	MC HENRY	20	13
<b>BD400-05 BD32</b>		CONTRACT NO. 60041		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

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 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) 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.

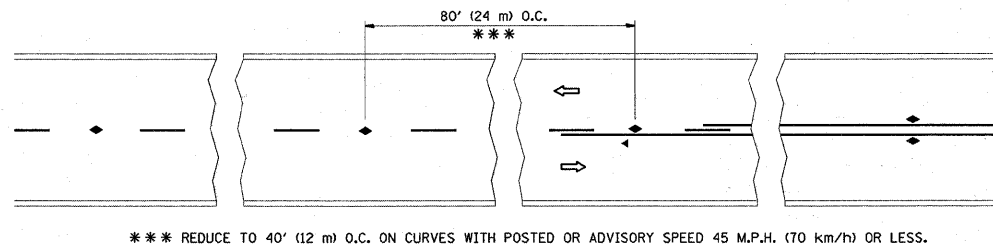
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	PLOT SCALE = 50.0000 // IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 2/13/2009	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

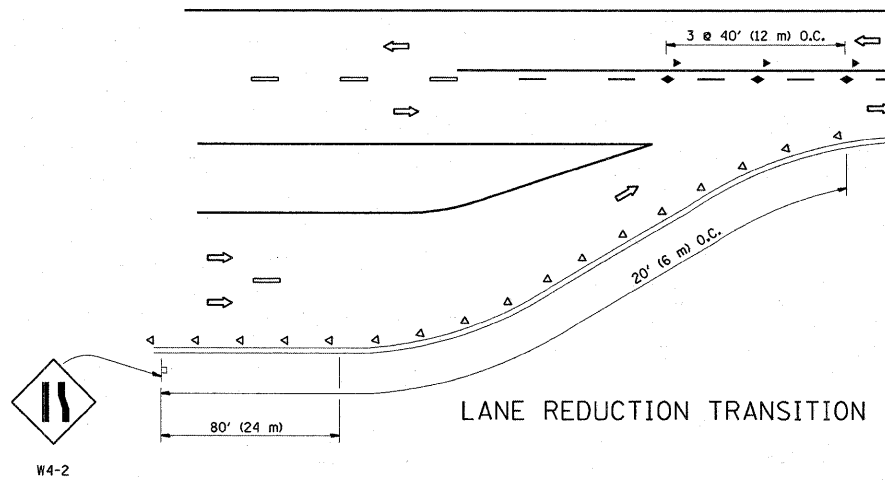
TRAFFIC CONTROL AND PROTECTION FOR  
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 6+60 TO STA. 66+46

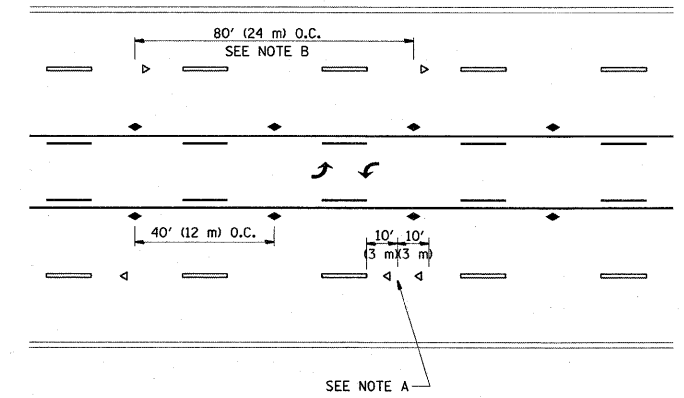
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TC-10			CONTRACT NO. 60041	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



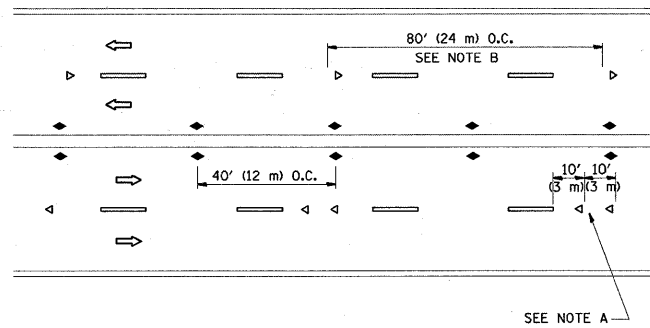
TWO-LANE/TWO-WAY



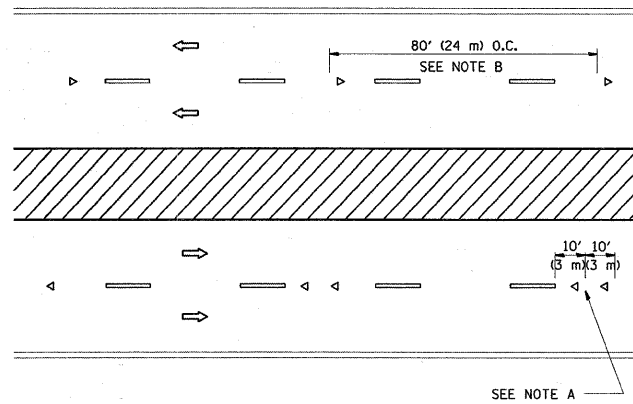
LANE REDUCTION TRANSITION



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

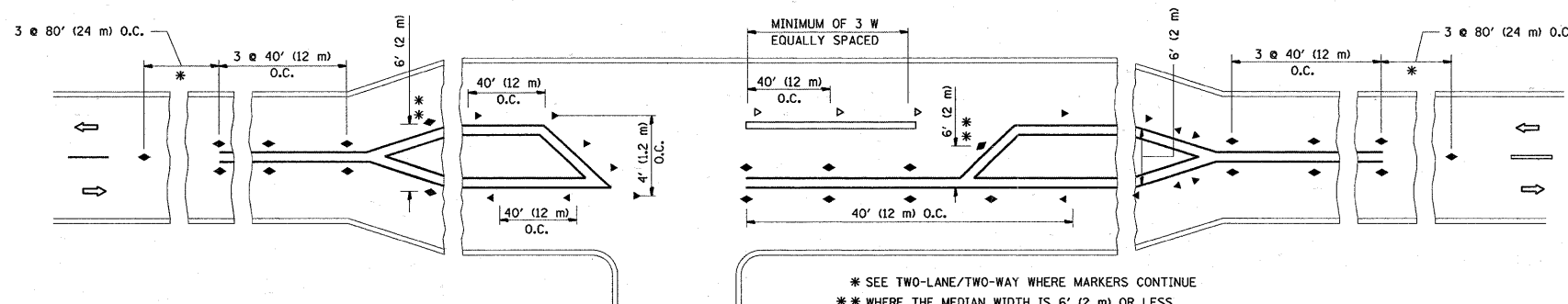
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

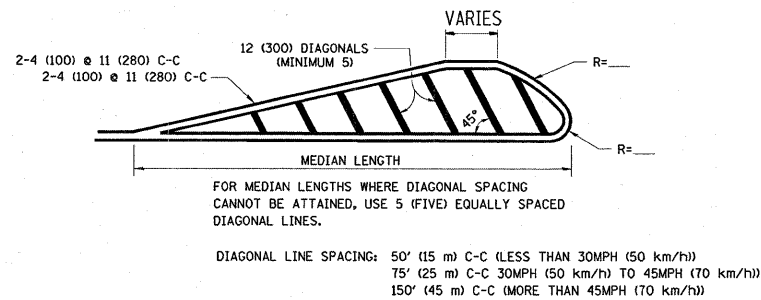
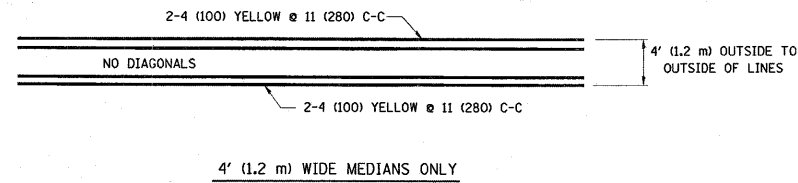
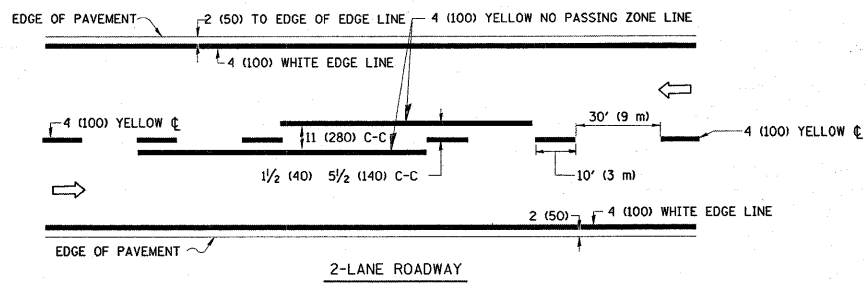
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = gorengautab	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
ca:\pw_work\PWIDOT\GORENGAUTAB\d0119364\DistStd.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
		CHECKED -	REVISED - T. RAMMACHER 01-06-00
		DATE -	REVISED -

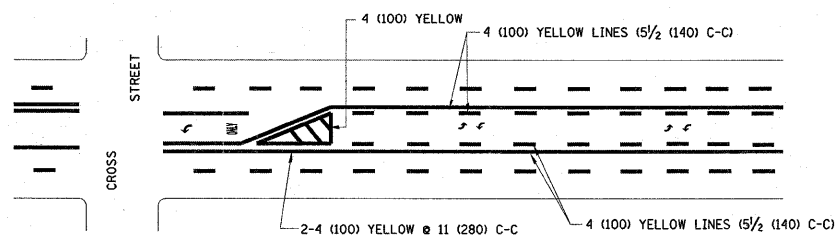
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 6+60	TO STA. 66+46

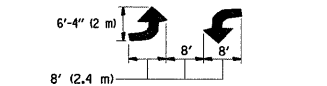
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	111 RS - 7	MC HENRY	20	15
TC-11			CONTRACT NO. 60D41	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MEDIANS OVER 4' (1.2 m) WIDE

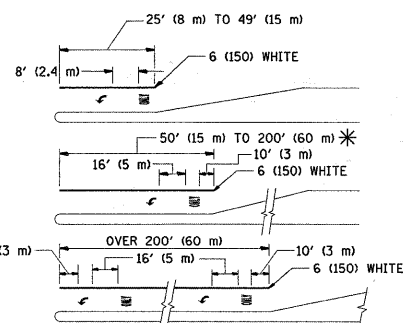


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

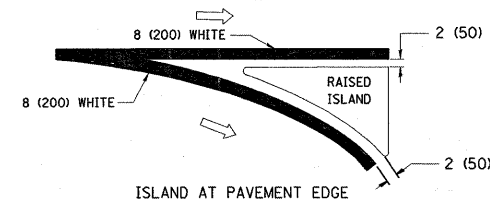
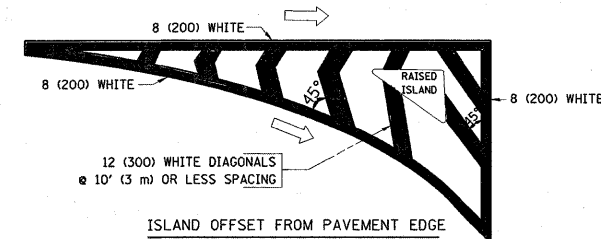


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
\* AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

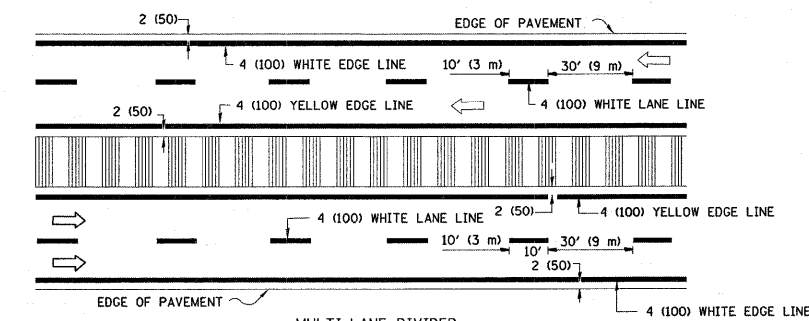
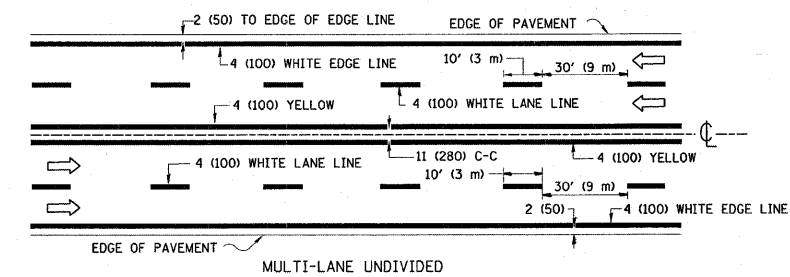
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

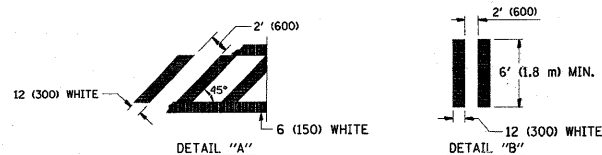
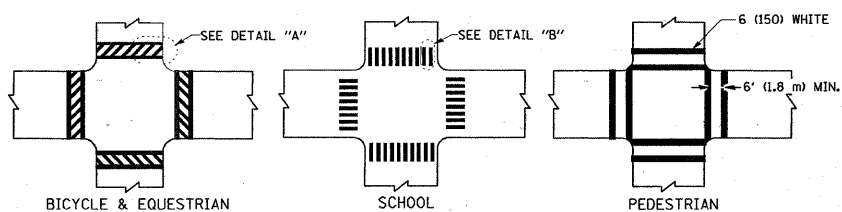


TYPICAL ISLAND MARKING



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

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK 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 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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

FILE NAME =	USER NAME = gorengautab	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
et:\pw_work\VPWIDOT\GORENGAUTAB\d0119364	DstStd.dgn	DRAWN -	REVISED - A. HOUSEH 10-09-96
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-17-96
	PLOT DATE = 2/13/2009	DATE - 03-19-90	REVISED - T. RAMMACHER 01-06-00

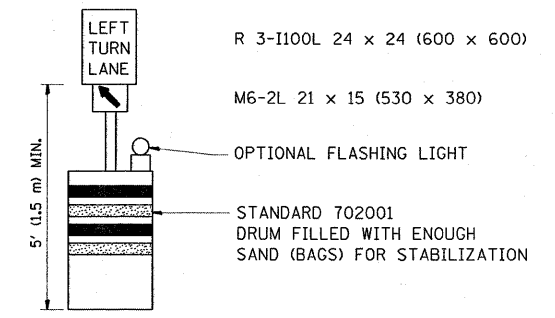
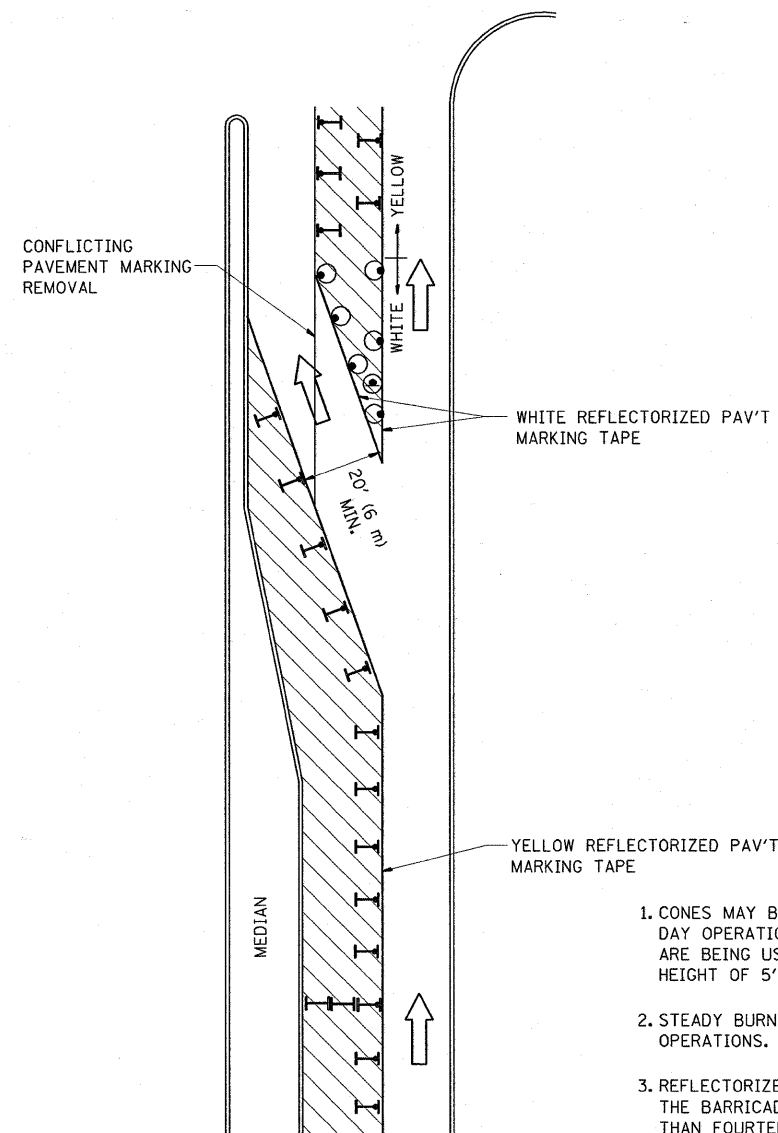
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 6+60 TO STA. 66+46

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	111 RS - 7	MC HENRY	20	16
TC-13		CONTRACT NO.	60D41	
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

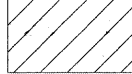









**GENERAL NOTES**

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

**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

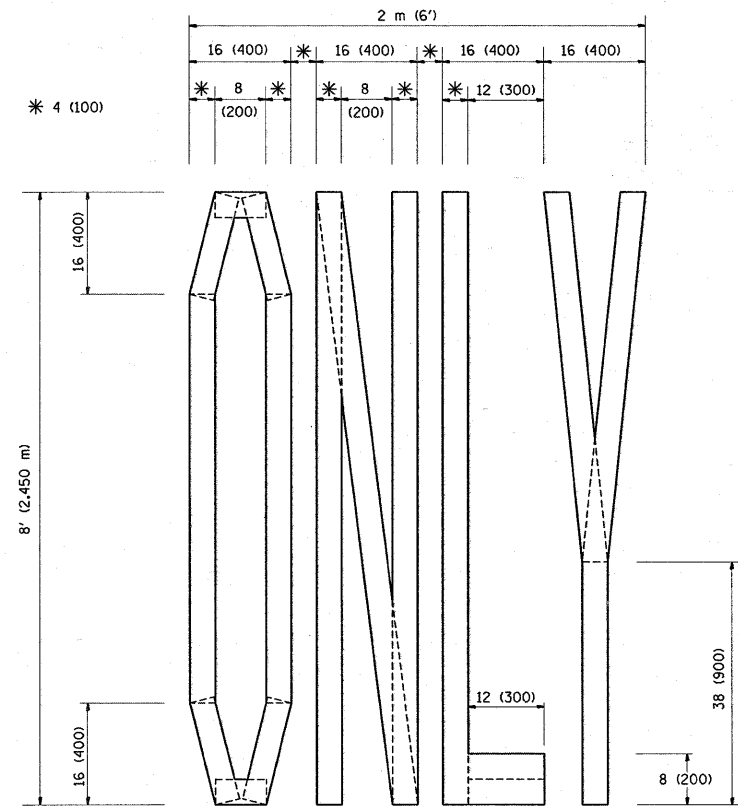
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = gorangautab	DESIGNED -	REVISED -T. RAMMACHER 09-08-94
ca\pw_work\PWIDOT\GORENGAUTAB\d0119364	1stStd.dgn	DRAWN -	REVISED - A. HOUSEH 11-07-95
	PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 2/13/2009	DATE -	REVISED -T. RAMMACHER 01-06-00

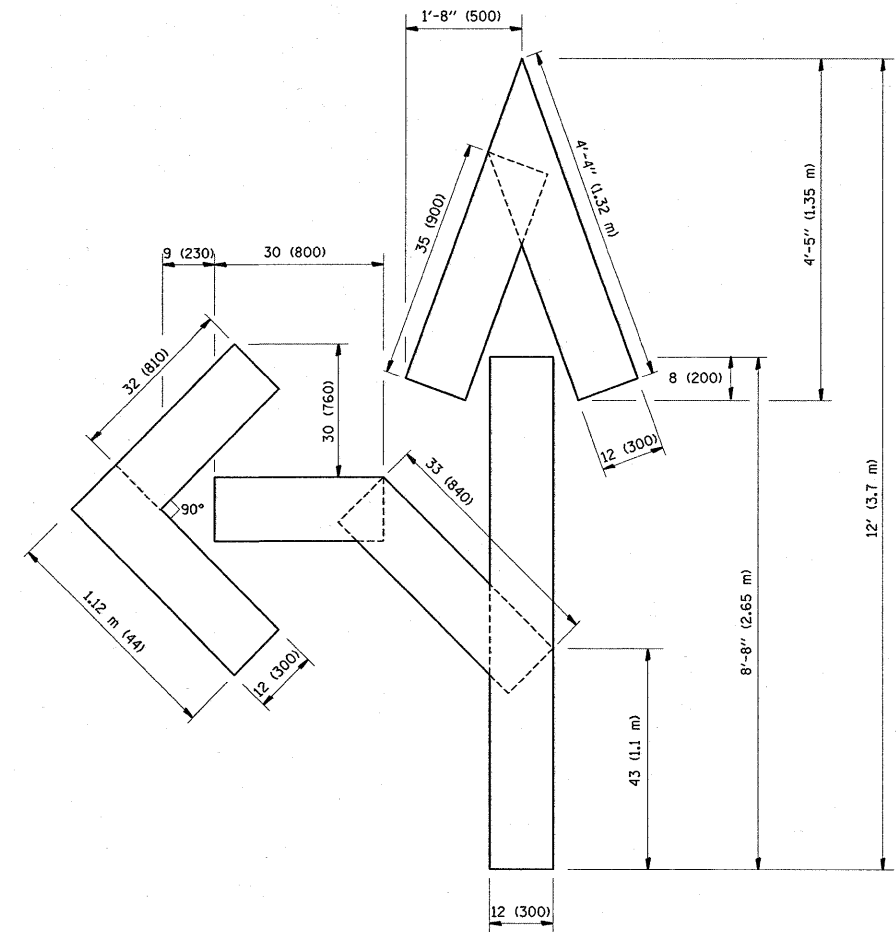
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 6+60	TO STA. 66+46

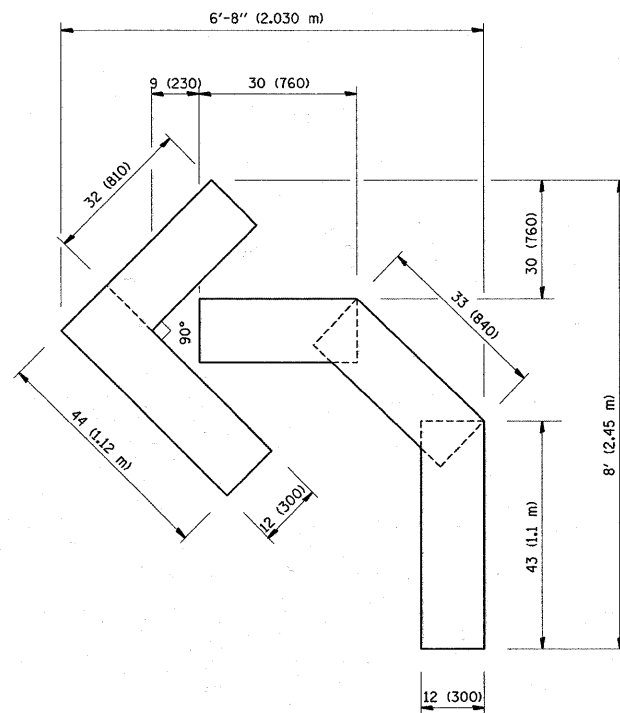
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	111 RS - 7	MC HENRY	20	17
<b>TC-14</b>			CONTRACT NO.	60D41
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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 Inches (millimeters) unless otherwise shown.

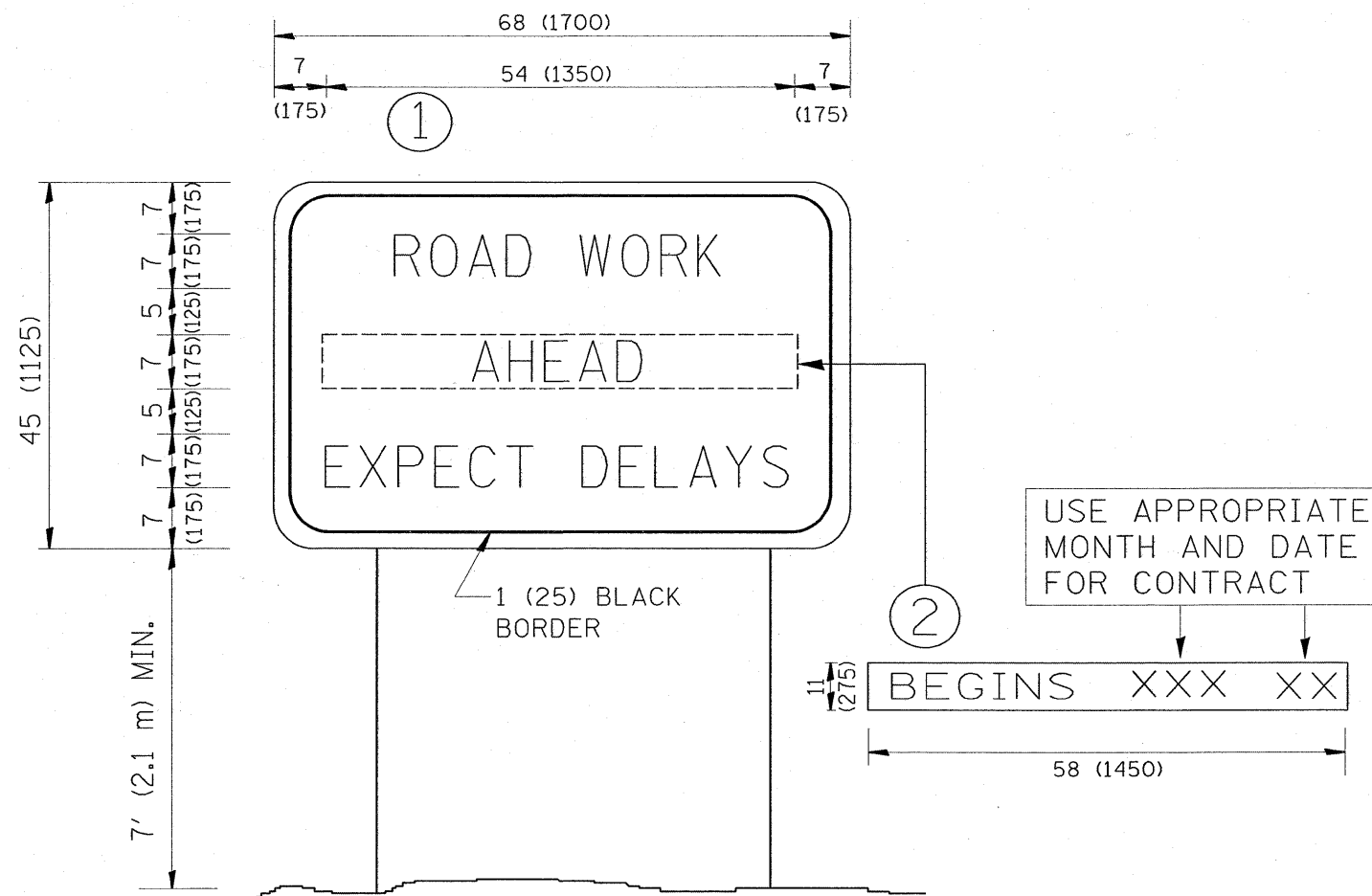
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 2/13/2009	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 6+60 TO STA. 66+46

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	111 RS - 7	MC HENRY	20	18
TC-16		CONTRACT NO.	60041	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**NOTES:**

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

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

FILE NAME =	USER NAME = garengautab	DESIGNED -	REVISED - R. MIRS 09-15-97
es:\pw_work\PWIDOT\DORENGAUTAB\d0119364	DistStd.dgn	DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.0000" / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 2/13/2009	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

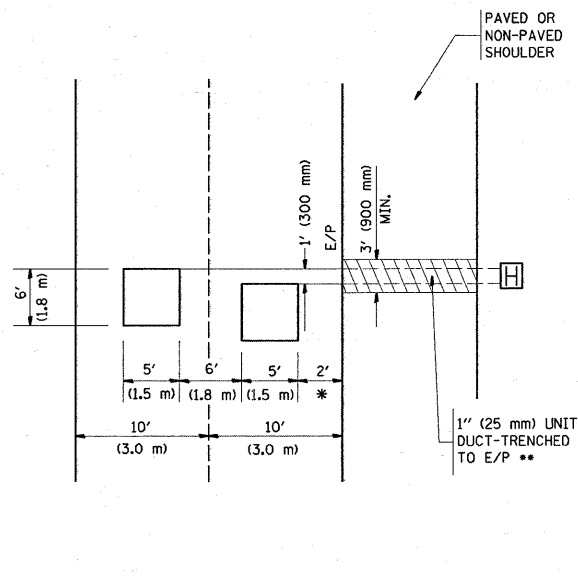
**ARTERIAL ROAD  
INFORMATION SIGN**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 6+60 TO STA.66+46

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	111 RS - 7	MC HENRY	20	19
TC-22			CONTRACT NO. 60041	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LOOPS NEXT TO SHOULDERS**

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

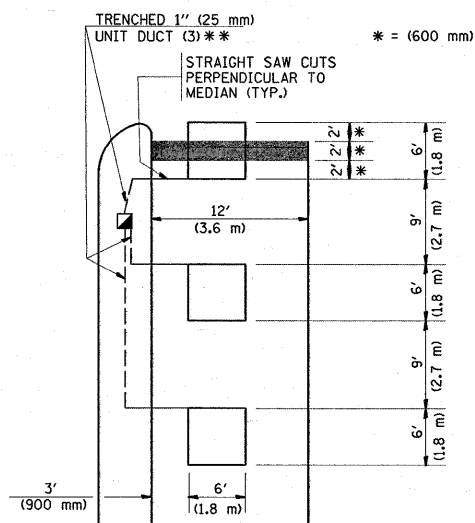


\* = (600 mm)

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

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

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

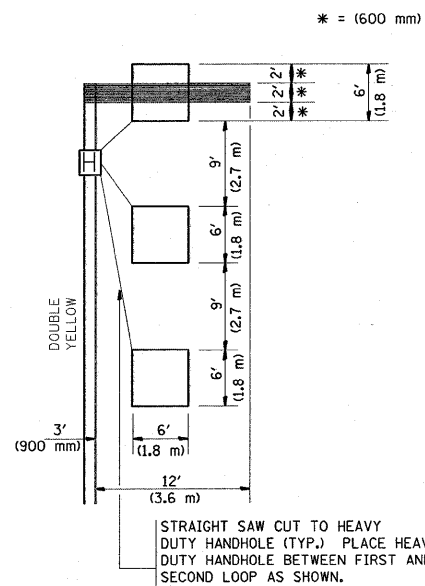


\* = (600 mm)

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

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

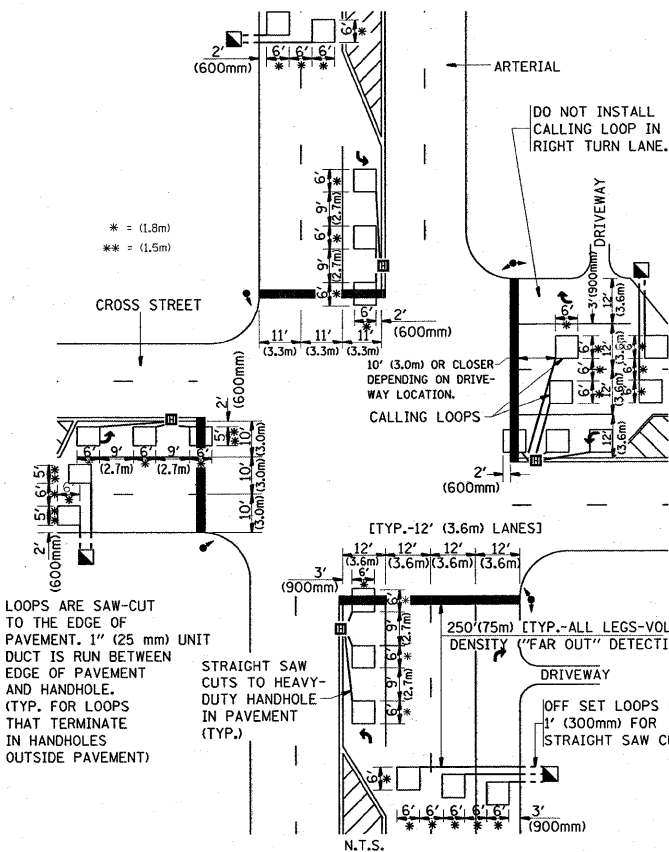
**LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**



\* = (600 mm)

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

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



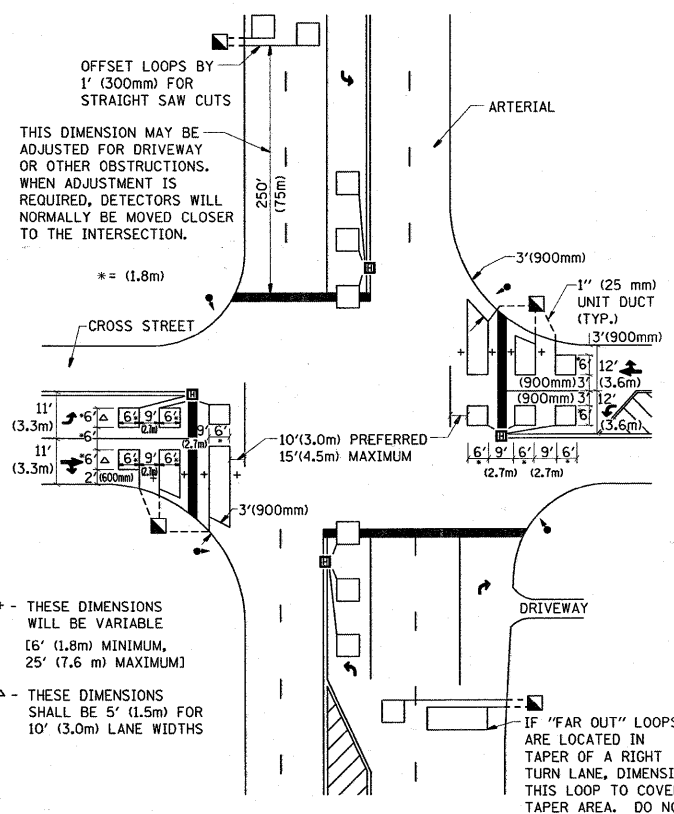
\* = (1.8m)  
\*\* = (1.5m)

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

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

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

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



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

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

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

**NOTES:**

**VEHICLES LOOP DETECTORS**

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

**PLACEMENT OF DETECTORS**

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

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

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

**NOTE:**

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

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

FILE NAME = c:\pwork\p\WIDOT\GORENGAUTAB\d0119364	USER NAME = gorengautab	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A.P. RTE. 334	SECTION 111 RS - 7	COUNTY MC HENRY	TOTAL SHEETS 20	SHEET NO. 20	
PLOT SCALE = 50.0000' / IN.	CHECKED - R.K.F.	REVISED -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 6+60 TO STA. 66+46	CONTRACT NO. 60D41		
PLOT DATE = 2/13/2009	DATE -	REVISED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					