

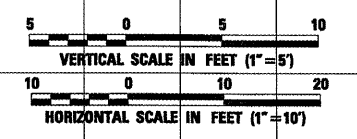
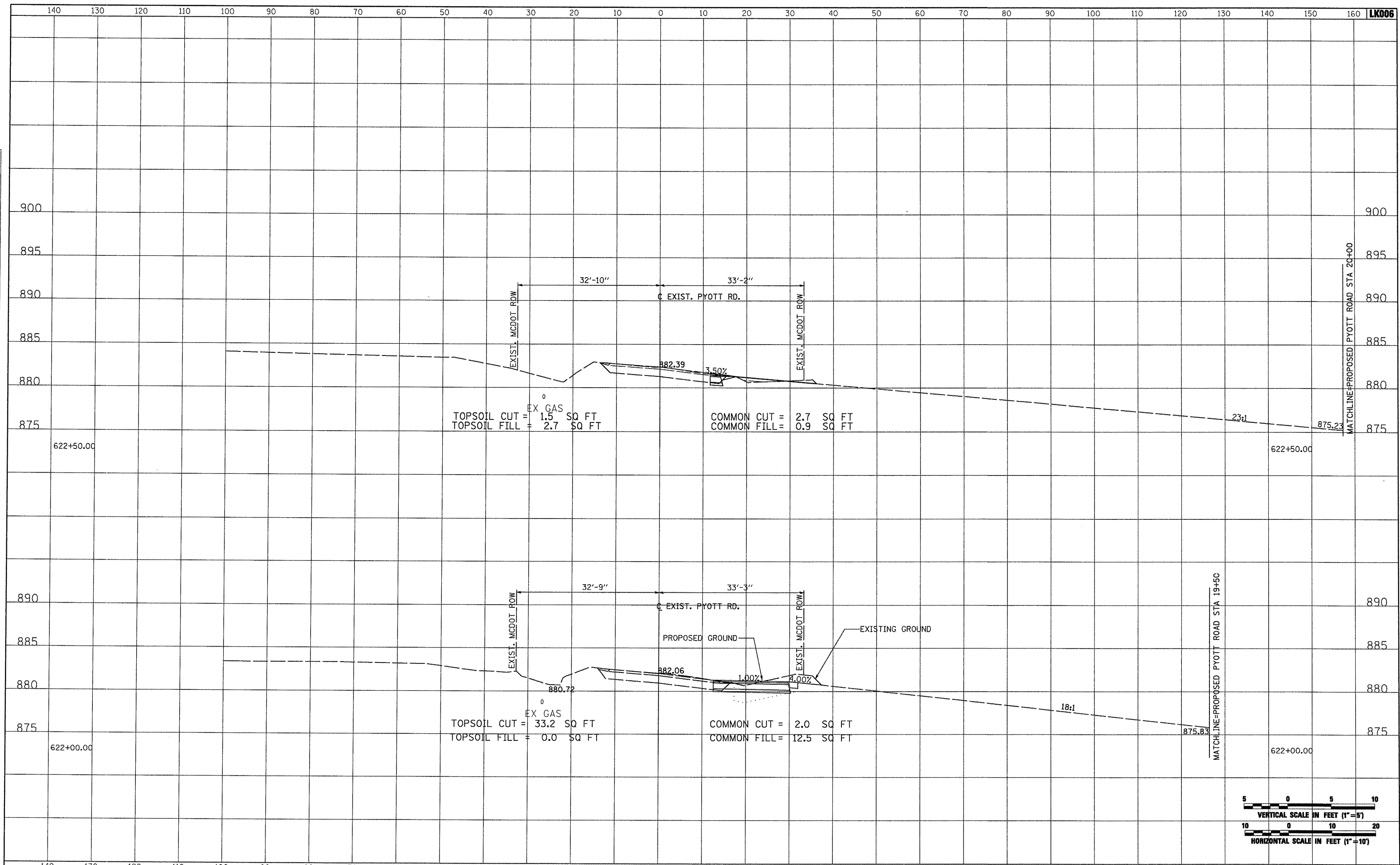
BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
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FINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED  
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ORIGINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED  
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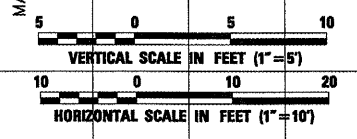
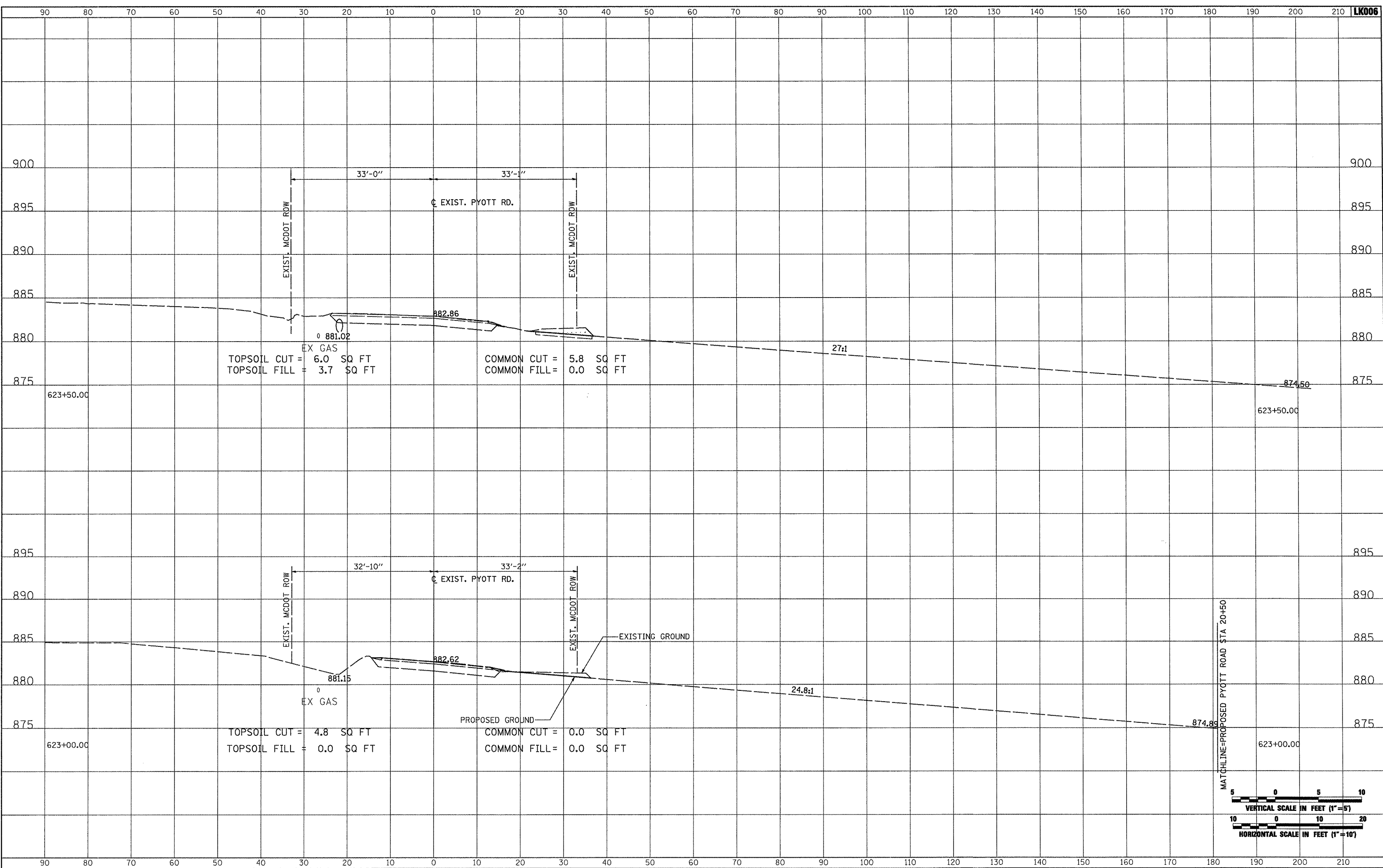


FILE NAME = r:\05jobs\0884\1\05b8021\civil part b\sheets\CROSSSECTIONS_CurPyttst				USER NAME = Blin01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>				<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>				COUNTY MCHENRY	TOTAL SHEETS 143	SHEET NO. 101
PLOT SCALE = 20.0000' / IN.		CHECKED - LDH	REVISED -	PLOT DATE = 02/25/2009, 01:53 PM	DATE - 05/21/08	REVISED -	SCALE: AS SHOWN	STA. 622+00.00 TO STA. 622+50.00				FEDERAL AIP, NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807					

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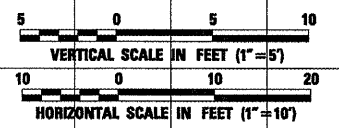
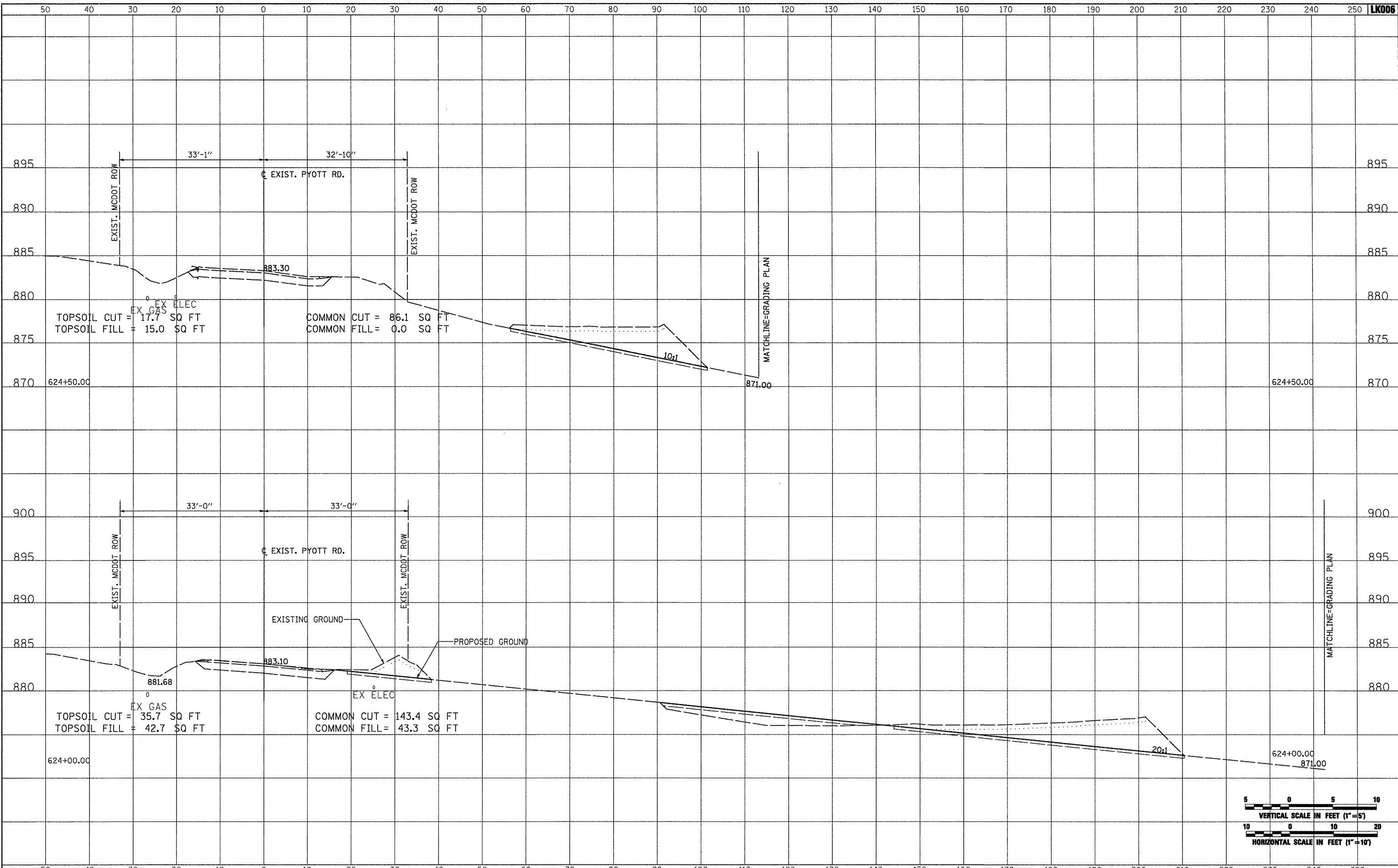


FILE NAME =	USER NAME = B1sm01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>		COUNTY	TOTAL SHEETS	SHEET NO.
1:\05jobs\08841\05b0021\civil part b\sheets\CROSSSECTIONS_CurPyt.sht		DRAWN - CBP	REVISED -		MCHENRY	143	102		
PLOT SCALE = 20.0000' / IN.		CHECKED - LDH	REVISED -						
PLOT DATE = 02/25/2009, 01:53 PM		DATE - 05/21/08	REVISED -						
				SCALE: AS SHOWN	STA. 623+00.00 TO STA. 623+50.00	FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807			

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FILE NAME =	USER NAME = B1a1n01219	DESIGNED - BLB	REVISED -
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VILLAGE OF LAKE IN THE HILLS, ILLINOIS

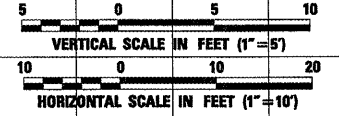
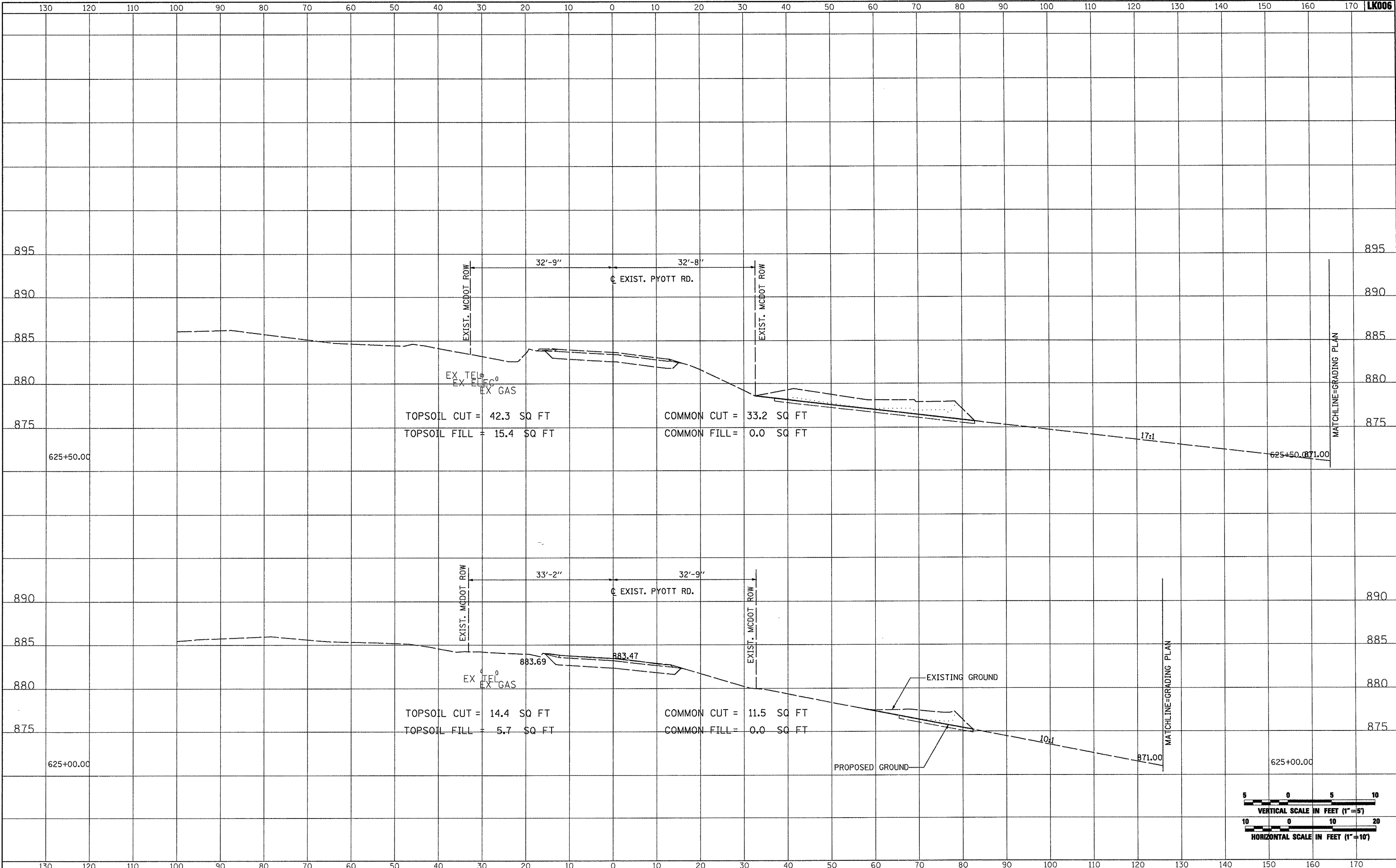
CROSS SECTIONS EXISTING PYOTT ROAD

COUNTY	TOTAL SHEETS	SHEET NO.
MCHENRY	143	103

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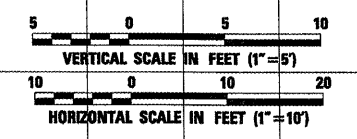
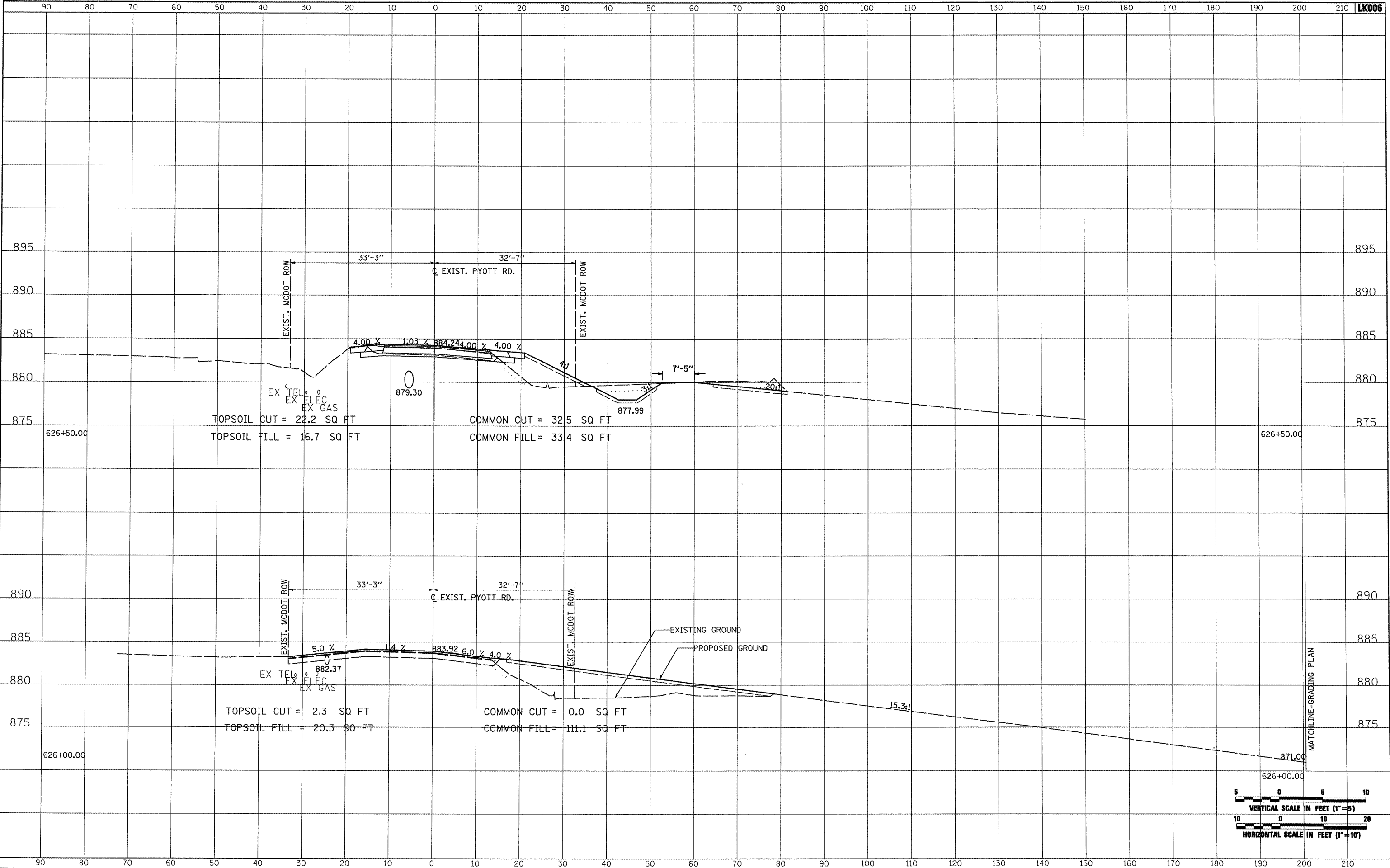


FILE NAME =	USER NAME = blair01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>		COUNTY	TOTAL SHEETS	SHEET NO.
\\05\jobs\00041\05b0021\civil part b\sheet\CROSSSECTIONS_CurPyLst		DRAWN - CBP	REVISED -		MCHENRY	143	104		
PLOT SCALE = 20.0000' / IN.		CHECKED - LDH	REVISED -						
PLOT DATE = 02/25/2009, 01:54 PM		DATE - 05/21/08	REVISED -						
					SCALE: AS SHOWN	STA. 625+00.00 TO STA. 625+50.00	FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 30K-3807		

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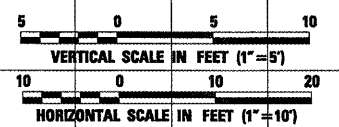
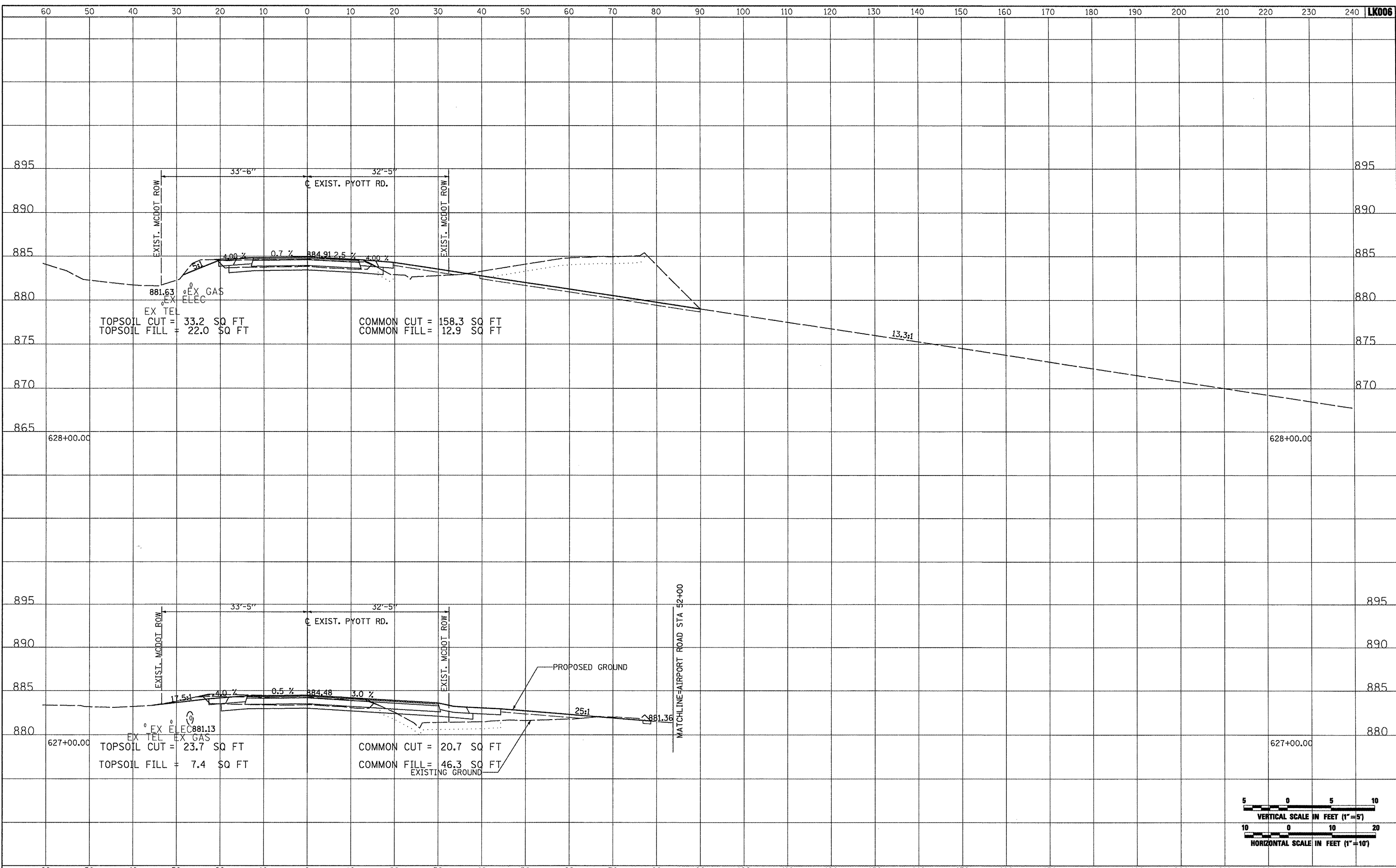


FILE NAME =	USER NAME = blain01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>	COUNTY	TOTAL SHEETS	SHEET NO.
SECTION =	DRAWN - CBP	REVISED -	MCHENRY			143	105	
PLOT SCALE = 20.0000' / IN.	CHECKED - LDH	REVISED -	FEDERAL AIP, NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807					
PLOT DATE = 02/25/2009, 01:54 PM	DATE - 05/21/08	REVISED -						

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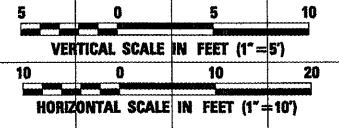
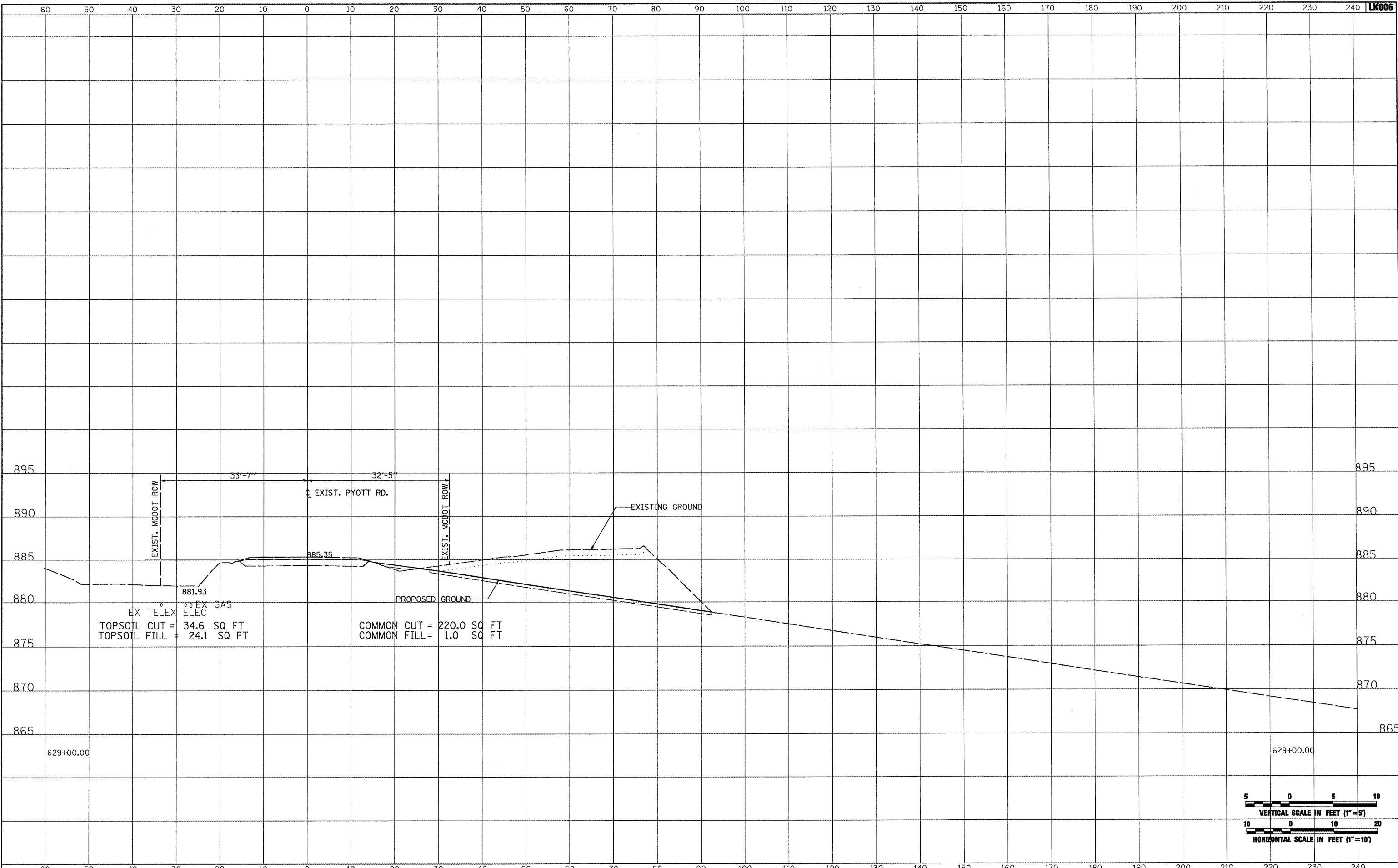


FILE NAME =	USER NAME = B1e1n01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>	COUNTY	TOTAL SHEETS	SHEET NO.
h:\05\jobs\00841\05b8021\civil part b\sheets\CROSSSECTIONS_Cur-Pyott	DRAWN - CBP	REVISED -	MCHENRY			143	106	
PLOT SCALE = 20.0000' / IN.	CHECKED - LDH	REVISED -	FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807					
PLOT DATE = 02/25/2009, 01:54 PM	DATE - 05/21/08	REVISED -	SCALE: AS SHOWN STA. 627+00.00 TO STA. 628+00.00					

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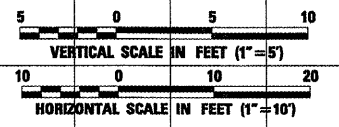
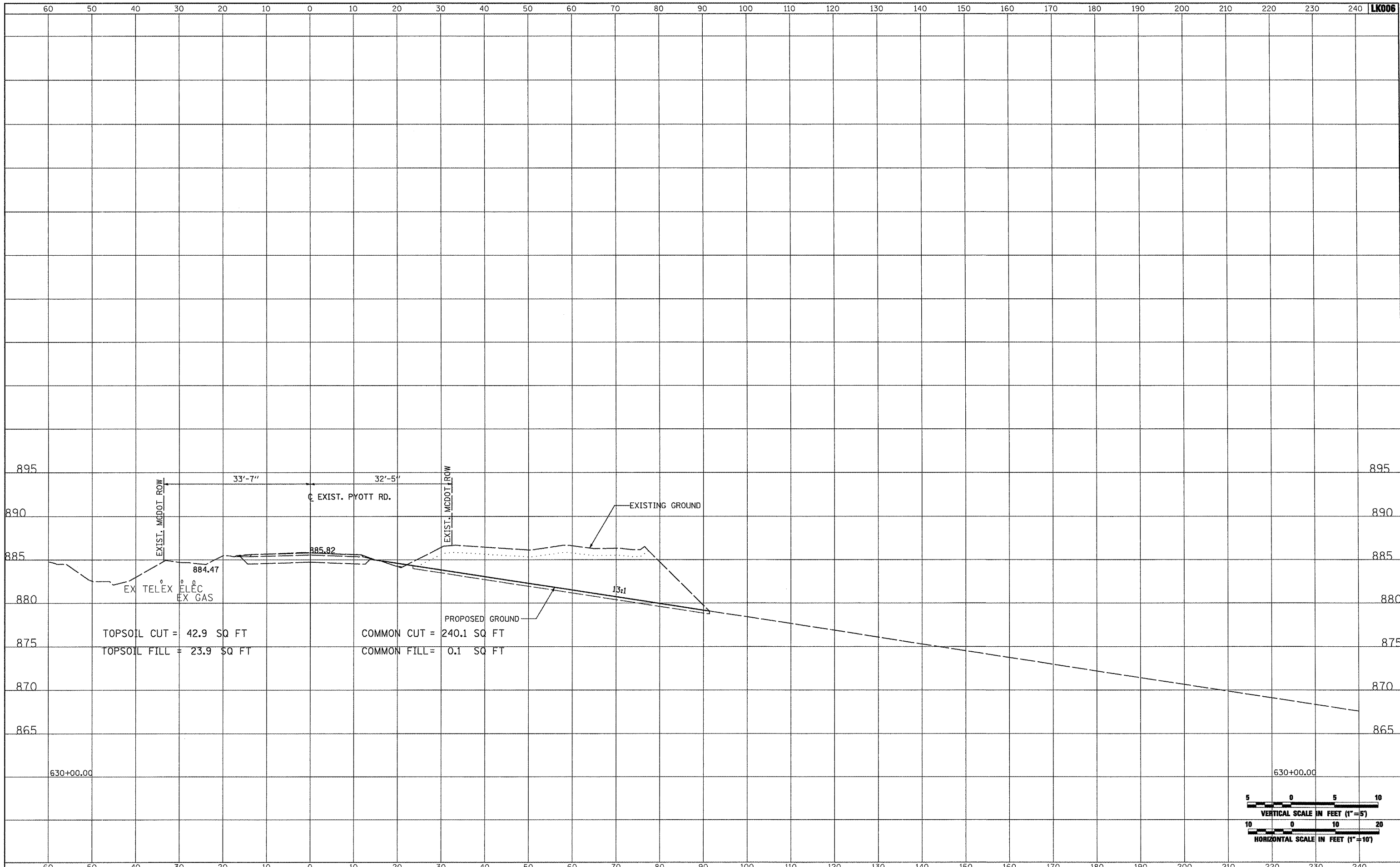


FILE NAME =	USER NAME = Blain01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>	COUNTY	TOTAL SHEETS	SHEET NO.
\\05jobs\00841\05b8021\civil part b\sheets\CROSSSECTIONS.CurPyLaht	DRAWN - CBP	REVISED -	MCHENRY			143	107	
PLOT SCALE = 20.0000' / IN.	CHECKED - LDH	REVISED -	FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807					
PLOT DATE = 02\25\2009, 01:54 PM	DATE - 05/21/08	REVISED -	SCALE: AS SHOWN STA. 629+00.00 TO STA. 629+00.00					

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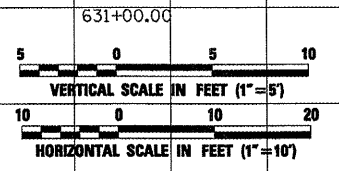
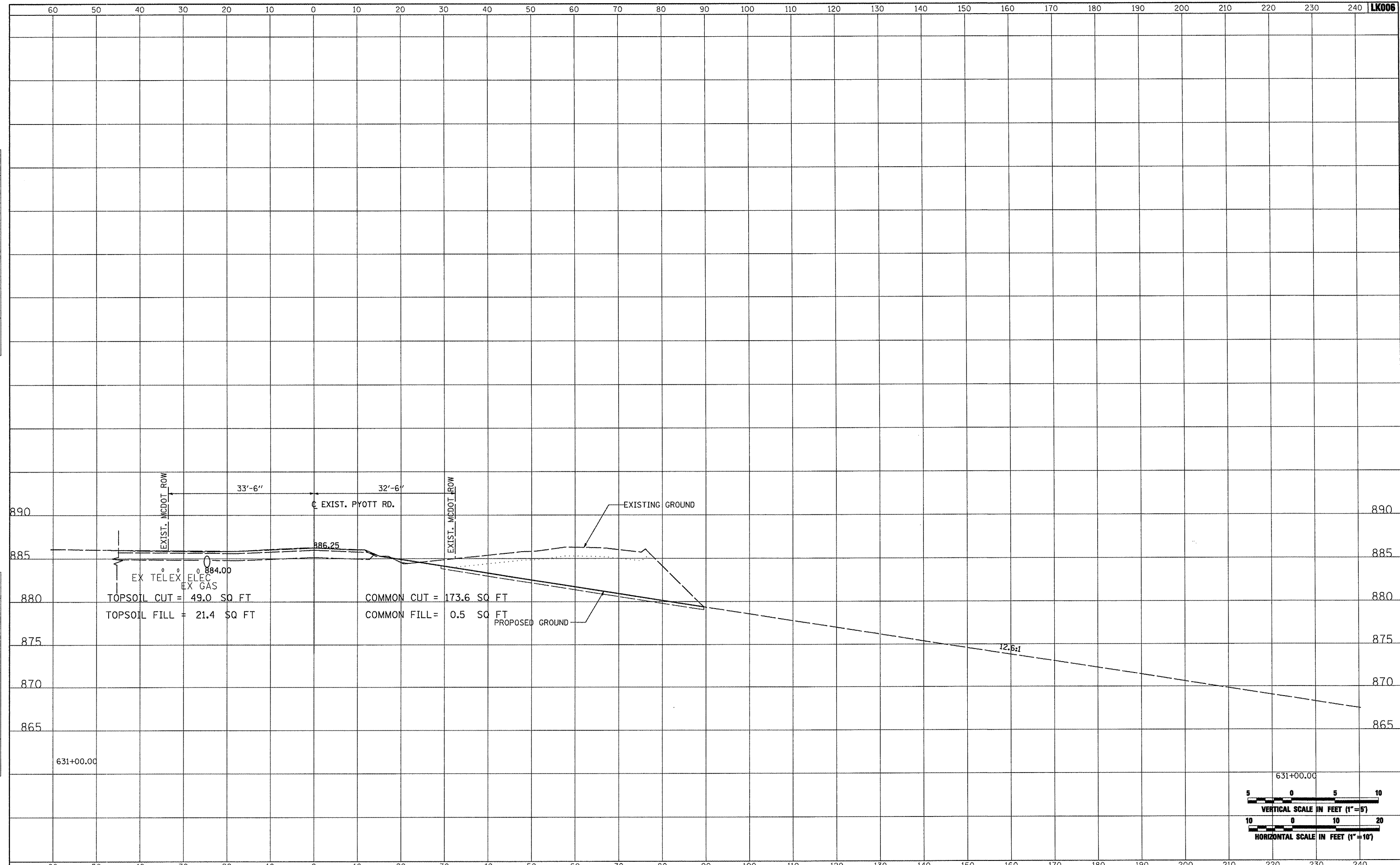
FILE NAME =	USER NAME = Blain01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>	COUNTY	TOTAL SHEETS	SHEET NO.
\\05jobs\00841\05b8021\civil part b\sheets\CROSSSECTIONS_CurPytLst	DRAWN - CBP	REVISED -	MCHENRY			143	108	
PLOT SCALE = 20.0000' / IN.	CHECKED - LDH	REVISED -	FEDERAL AIP, NO. 3-17-012-B10 ILLINOIS IDA NO. 3CK-3807					
PLOT DATE = 02/25/2009, 01:54 PM	DATE - 05/21/08	REVISED -	SCALE: AS SHOWN STA. 630+00.00 TO STA. 630+00.00					



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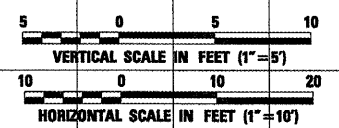
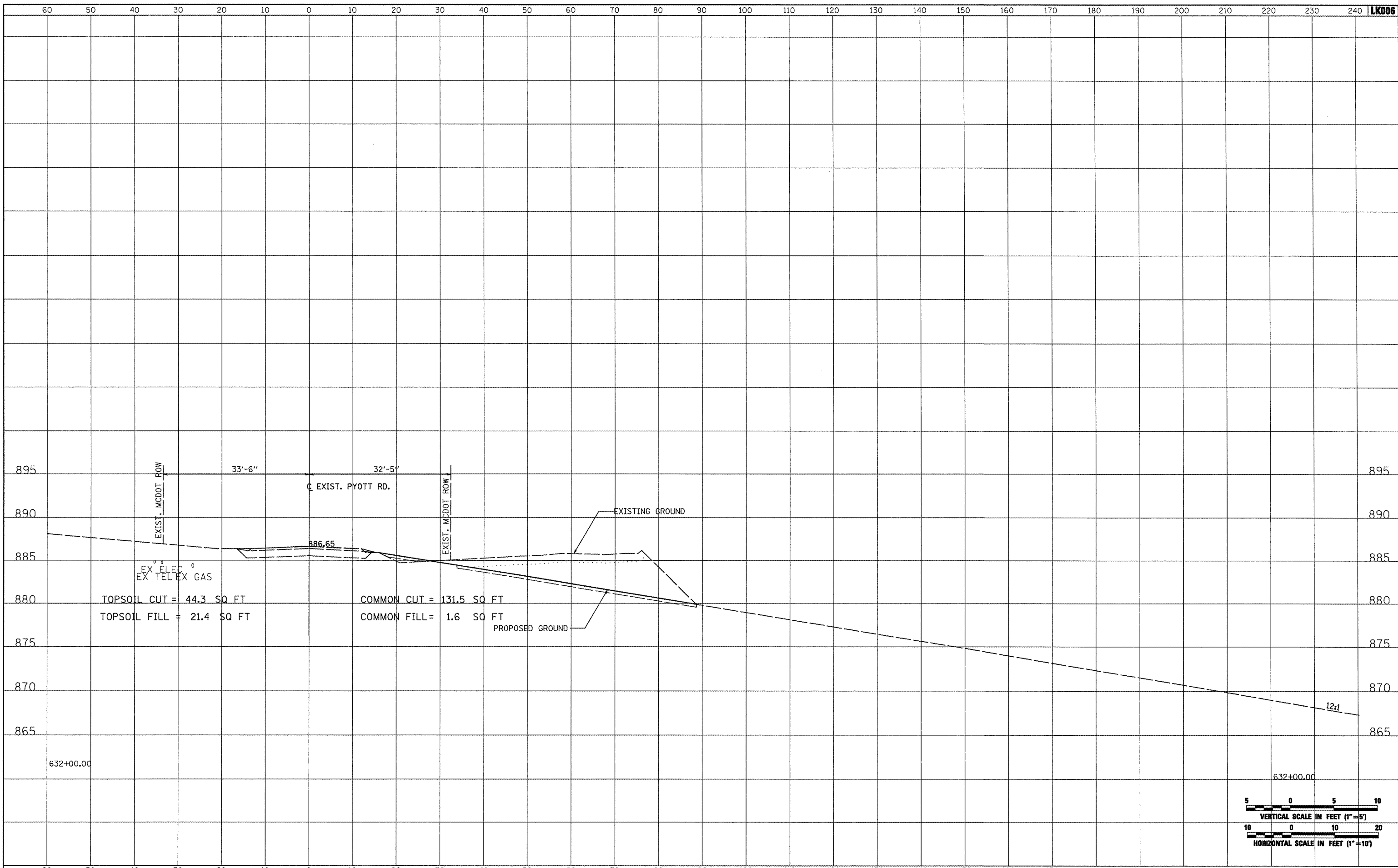


FILE NAME =	USER NAME = B1a1n01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>	COUNTY	TOTAL SHEETS	SHEET NO.
1:\05\jobs\00841\05b0021\civil part b\sheet\CROSSSECTIONS_CurPy.tsh		DRAWN - CBP	REVISED -			MCHENRY	143	109
		PLOT SCALE = 20.0000 ' / IN.	REVISED -					
		PLOT DATE = 02/25/2009, 01:54 PM	REVISED -					
		DATE - 05/21/08	REVISED -	SCALE: AS SHOWN	STA. 631+00.00 TO STA. 631+00.00	FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS	IDA NO. 3CK-3807	

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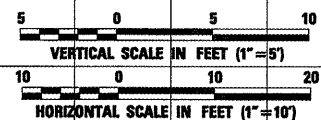
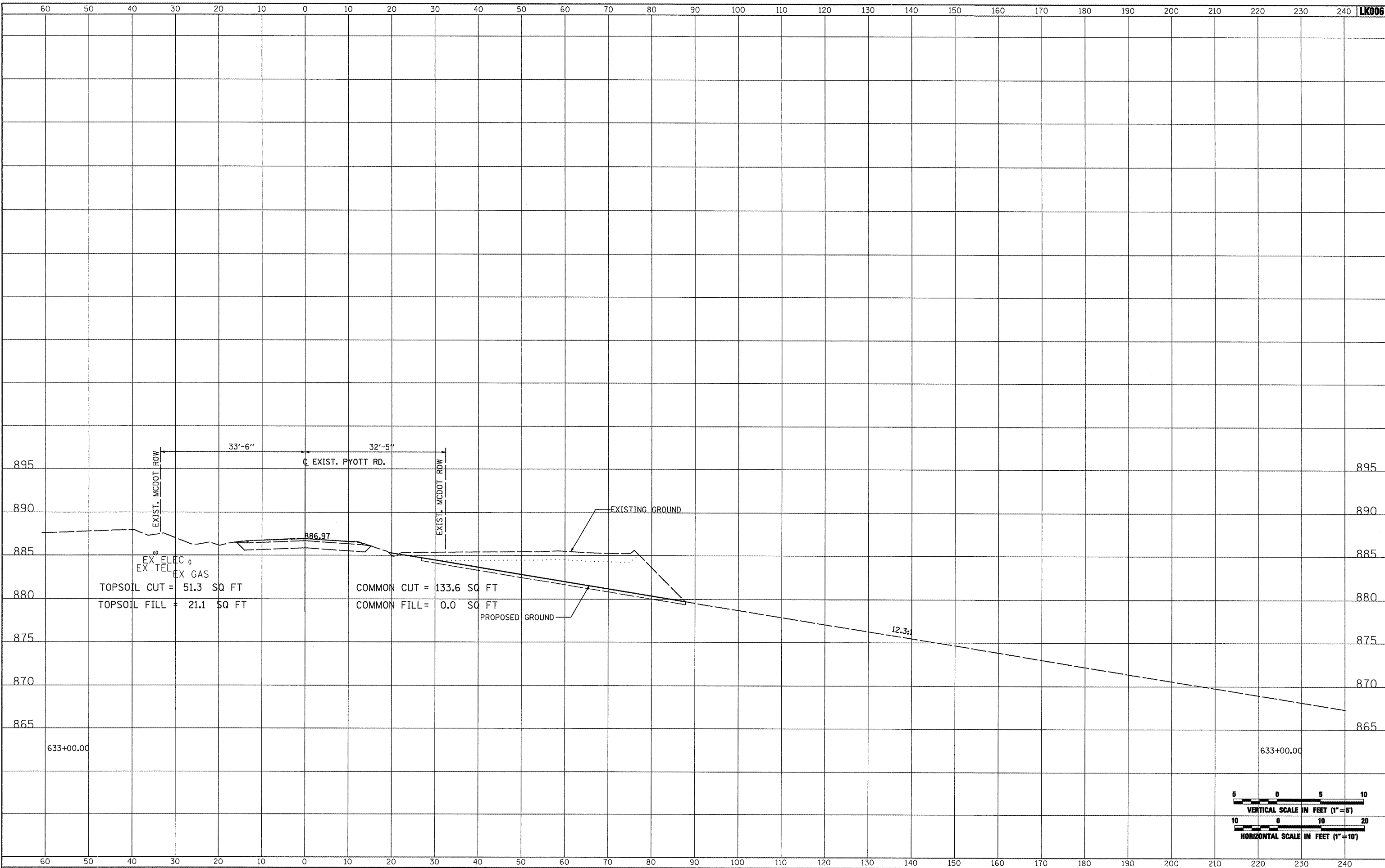


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h:\05jobs\0004\05b0021\civil part b\sheet\CROSSSECTIONS_CurPy.tst	DRAWN - CBP	REVISED -	MCHENRY			143	110	
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PLOT DATE = 02/25/2009, 01:54 PM	DATE - 05/21/08	REVISED -	SCALE: AS SHOWN			STA. 632+00.00 TO STA. 632+00.00		

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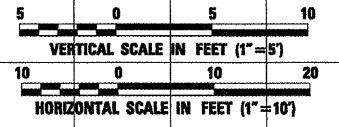
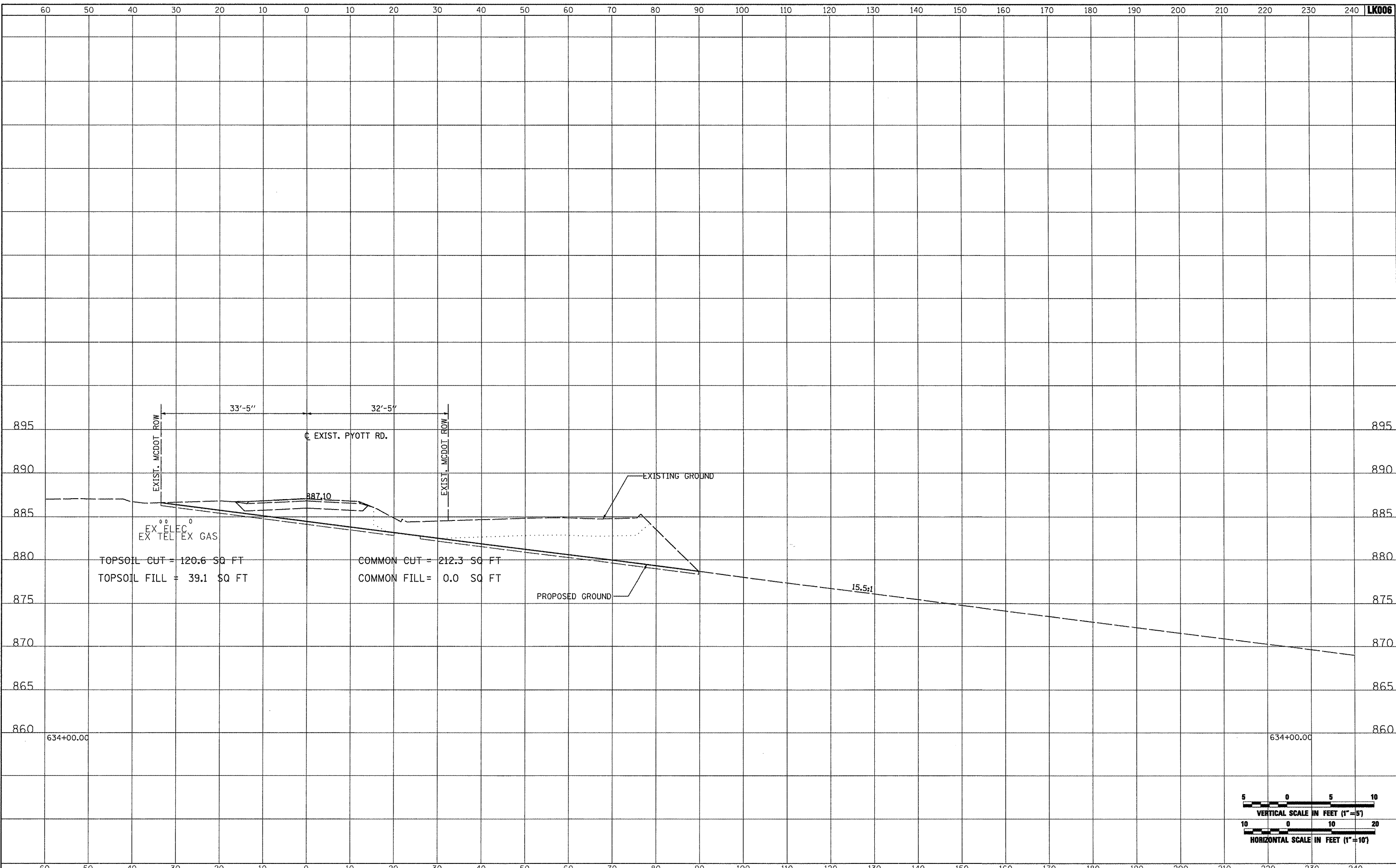


FILE NAME =	USER NAME = Blam01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>	COUNTY	TOTAL SHEETS	SHEET NO.
h:\05jobs\0084\05b0021\civil part b\sheets\CROSSSECTIONS_CurPyt.Lsh	DRAWN - CBP	REVISIED -	MCHENRY			143	111	
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PLOT DATE = 02/25/2009, 01:54 PM	DATE - 05/21/08	REVISED -						
SCALE: AS SHOWN					STA. 633+00.00 TO STA. 633+00.00		FEDERAL AIP. NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CX-3807	

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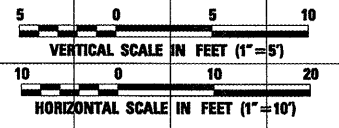
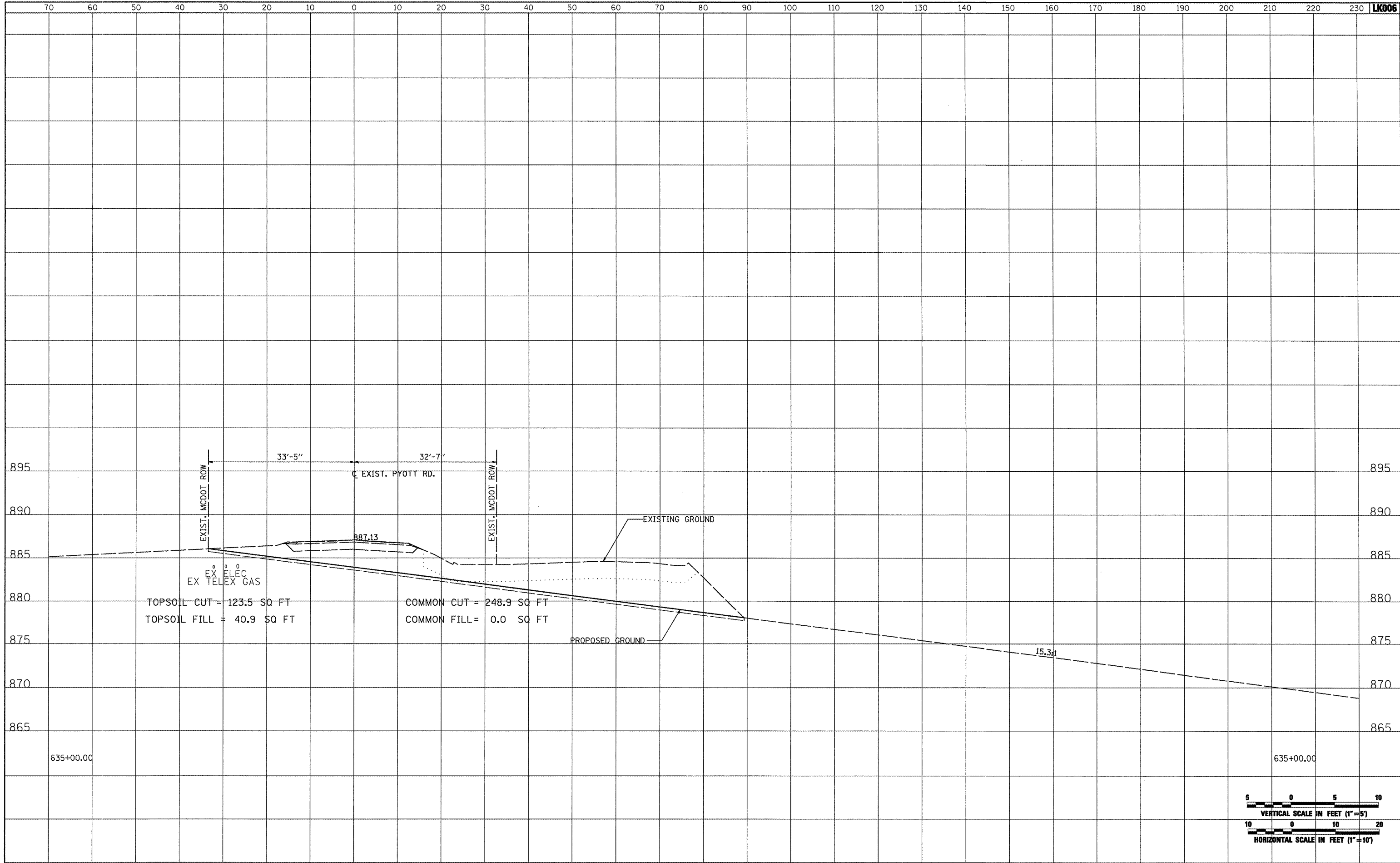


FILE NAME =	USER NAME = B1a1n01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>	COUNTY	TOTAL SHEETS	SHEET NO.
\\05jobs\00841\05b0021\civil part b\sheets\CROSSSECTIONS_CurPytt.sht	DRAWN - CBP	REVISED -	MCHENRY			143	112	
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PLOT DATE = 02/25/2009 01:54 PM	DATE - 05/21/08	REVISED -	SCALE: AS SHOWN	STA. 634+00.00 TO STA. 634+00.00				

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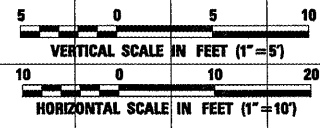
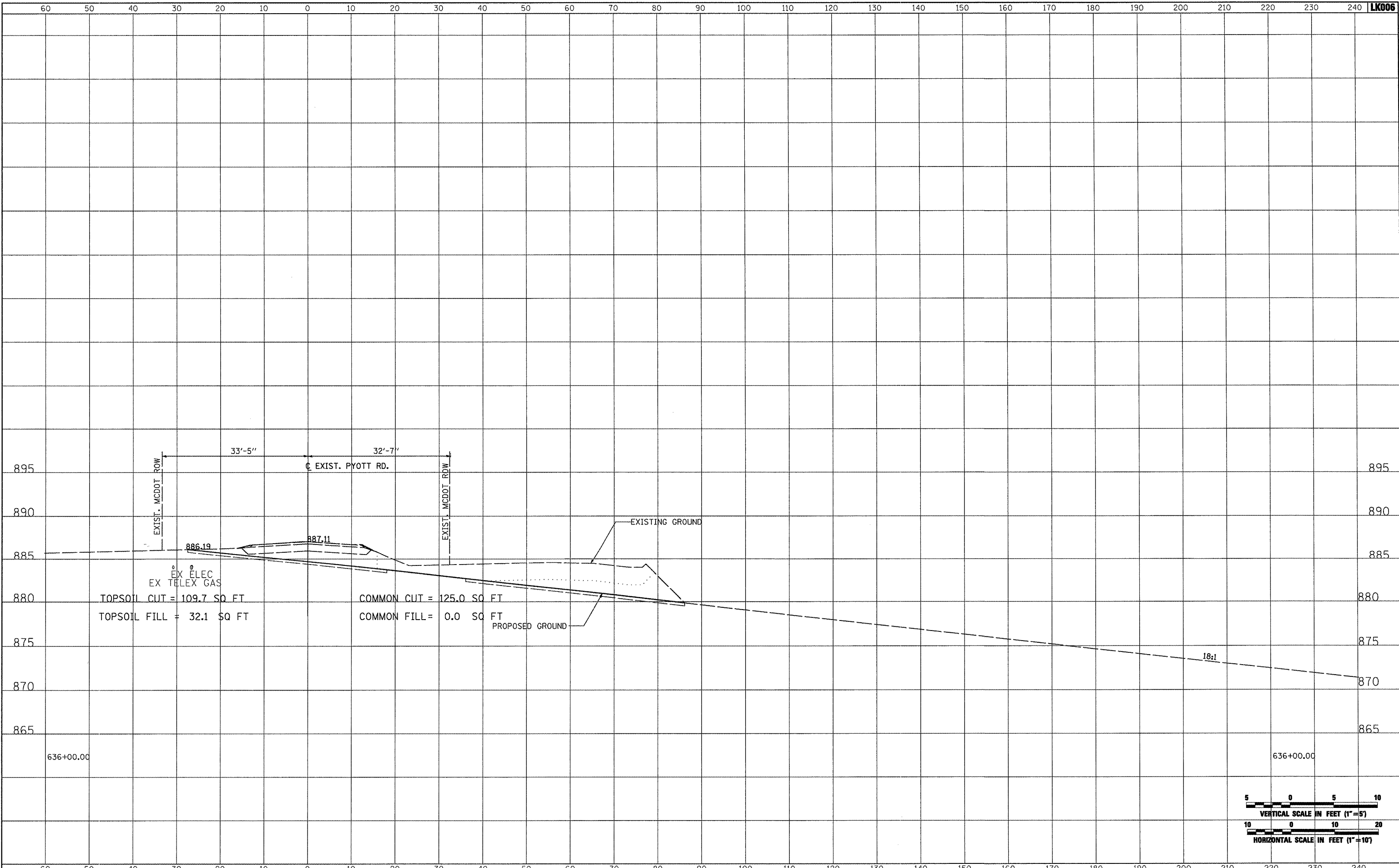


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1:\05_jobs\00841\05b0021\civil part b\sheets\CROSSSECTIONS_CurFig1.dwg		DRAWN - CBP	REVISED -		MCHENRY	143	113		
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PLOT DATE = 05/21/08 01:54 PM		DATE - 05/21/08	REVISED -		SCALE: AS SHOWN STA. 635+00.00 TO STA. 635+00.00				

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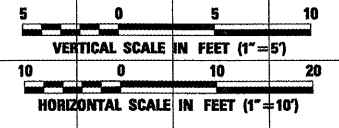
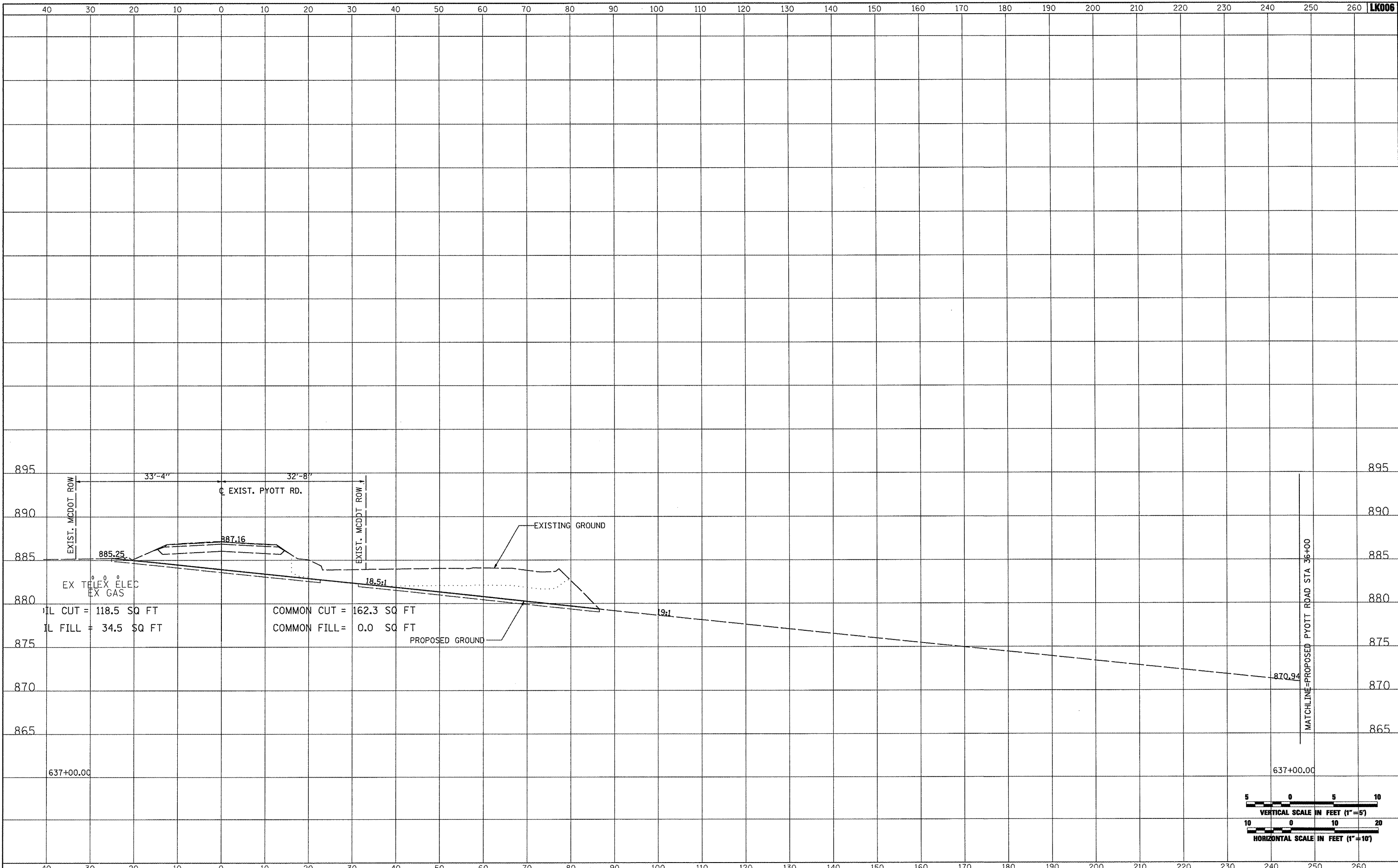


FILE NAME =	USER NAME = Blain01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>	COUNTY	TOTAL SHEETS	SHEET NO.
1:\05\jobs\00841\05b802\civil part b\sheets\CROSSSECTIONS.CurPylt.dwg	DRAWN - CBP	REVISED -	MCHENRY			143	114	
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SCALE: AS SHOWN		STA. 636+00.00 TO STA. 636+00.00		FEDERAL AIP. NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807				

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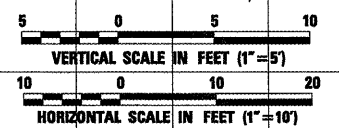
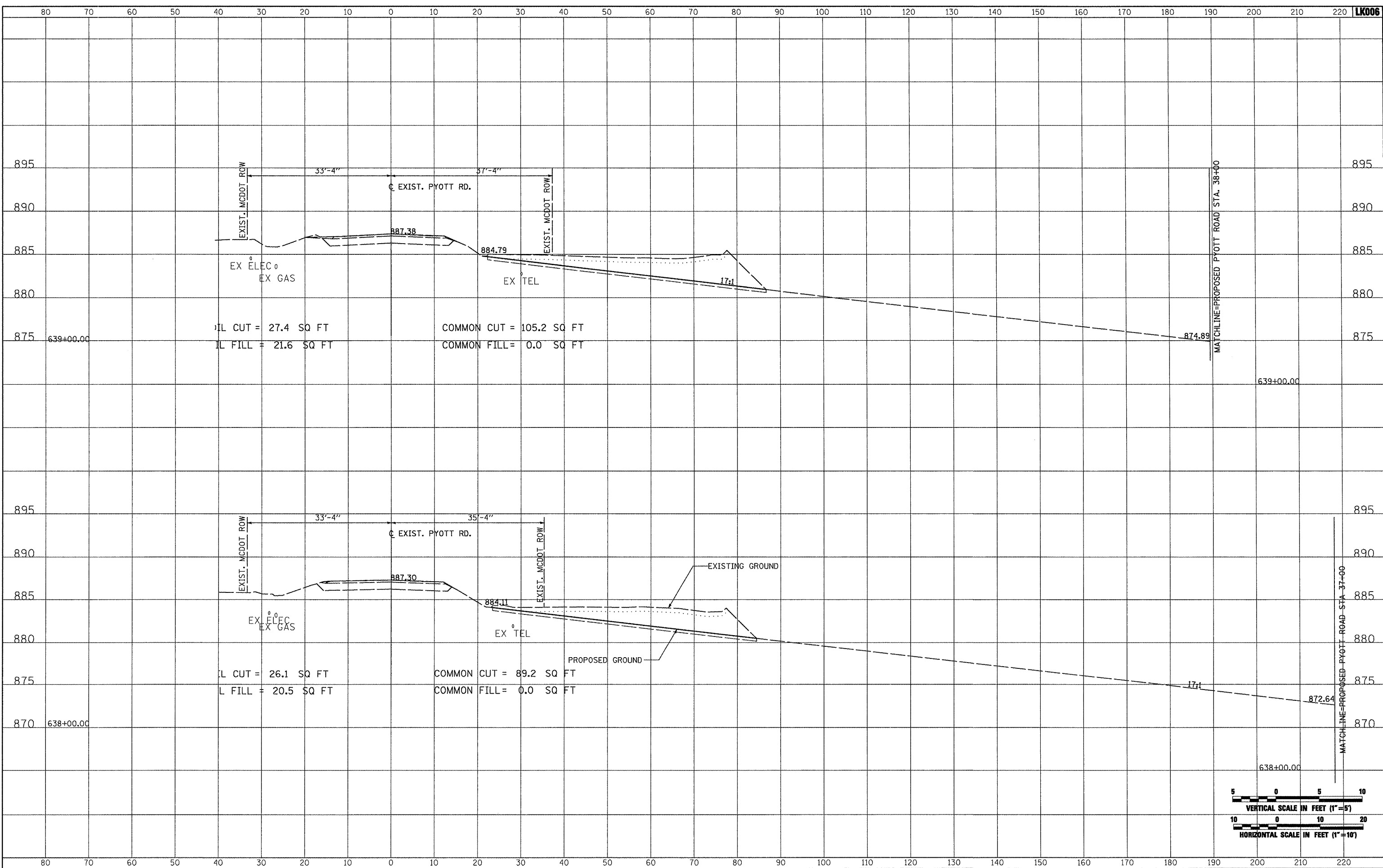


FILE NAME =	USER NAME = Blair01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>	COUNTY	TOTAL SHEETS	SHEET NO.
\\05jobs\00841\05b821\civil part b\sheet\CROSSSECTIONS_CurPyt.eht		DRAWN - CBP	REVISED -			MCHENRY	143	115
PLOT SCALE = 20.0000 / IN.		CHECKED - LDH	REVISED -			FEDERAL AIP, NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807		
PLOT DATE = 02/25/2009, 01:54 PM		DATE - 05/21/08	REVISED -			SCALE: AS SHOWN STA. 637+00.00 TO STA. 637+00.00		

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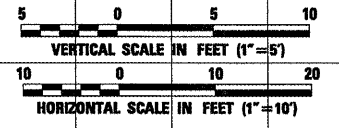
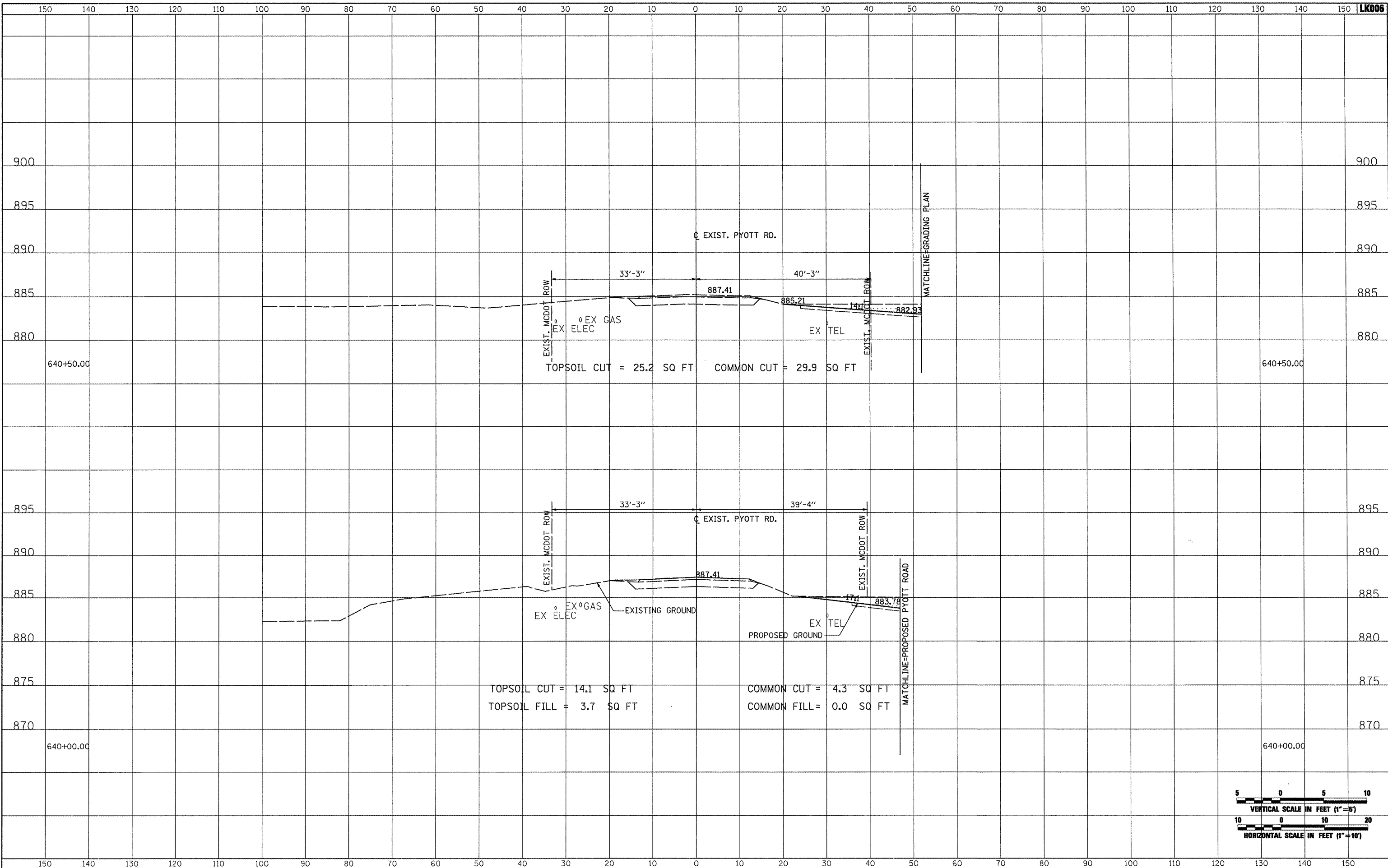
FILE NAME =	USER NAME = blm0219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>		COUNTY	TOTAL SHEETS	SHEET NO.
h:\05jobs\00841\05b8021\civil part b\sheeta\CROSSSECTIONS_Cur-Pyott.sht		DRAWN - CBP	REVISED -		MCHENRY	143	116		
PLOT SCALE = 20.0000' / IN.		CHECKED - LDH	REVISED -		SCALE: AS SHOWN		FEDERAL AIP, NO. 3-17-0112-810 ILLINOIS	IDA NO. 3CX-3807	
PLOT DATE = 02/25/2007, 01:54 PM		DATE - 05/21/08	REVISED -		STA. 638+00.00 TO STA. 639+00.00				



DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	



DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	

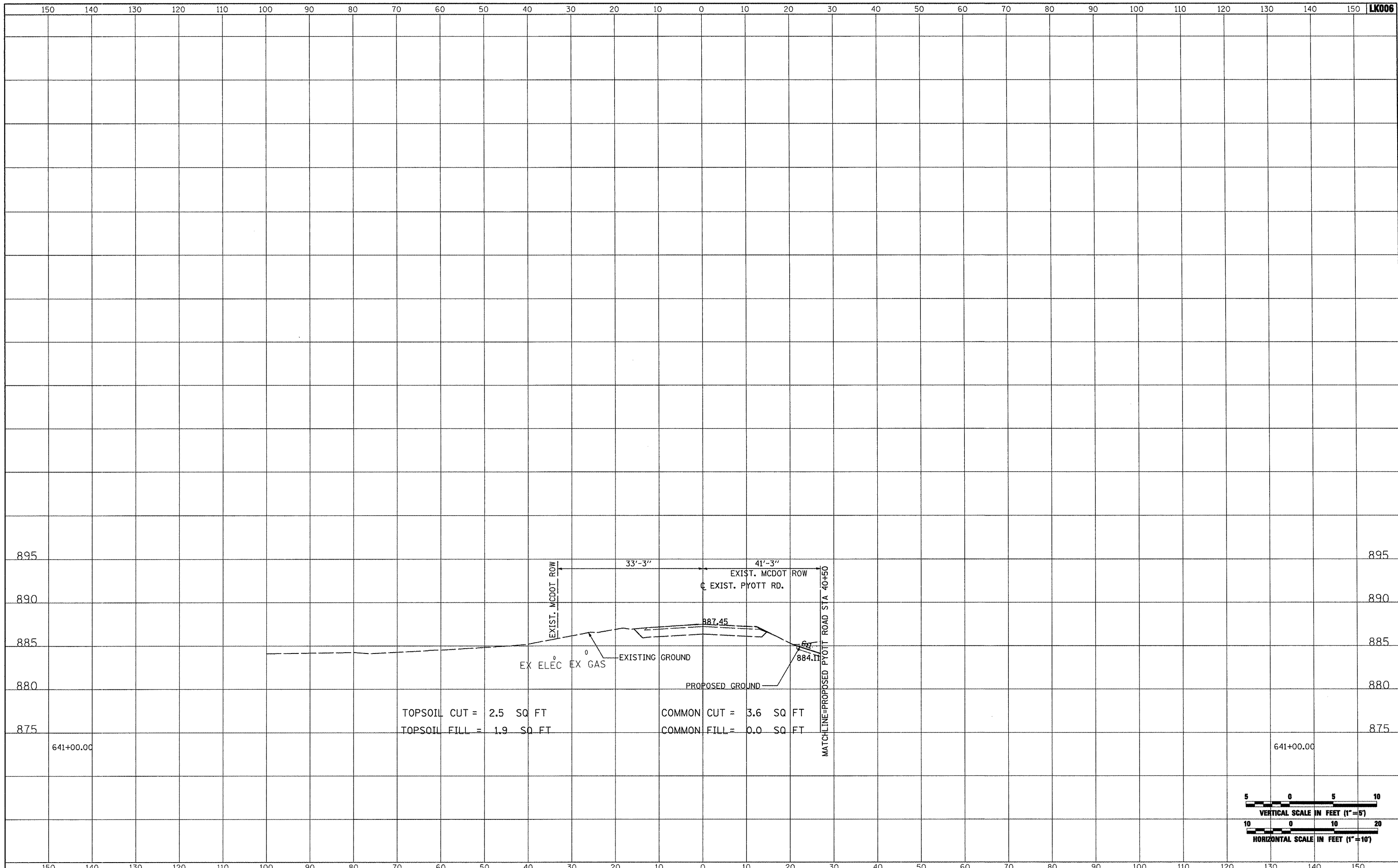


FILE NAME =	USER NAME = blm01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>		COUNTY	TOTAL SHEETS	SHEET NO.
1:\05\jobs\0084\05b8021\civil part b\sheets\CROSSSECTIONS_Cur-Pyt.sht		DRAWN - CBP	REVISED -		MCHENRY	143	117		
PLOT SCALE = 20.0000' / IN.		CHECKED - LDH	REVISED -		FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807				
PLOT DATE = 02/25/2009, 01:54 PM		DATE - 05/21/08	REVISED -		SCALE: AS SHOWN	STA. 640+00.00 TO STA. 640+50.00			

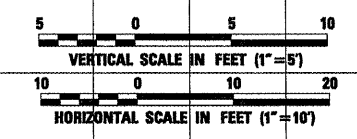
DATE	
BY	
SUPERVISED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
NO.	
AREAS CHECKED	



DATE	
BY	
SUPERVISED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
NO.	
AREAS CHECKED	



TOPSOIL CUT = 2.5 SQ FT  
 TOPSOIL FILL = 1.9 SQ FT  
 COMMON CUT = 3.6 SQ FT  
 COMMON FILL = 0.0 SQ FT



FILE NAME =	USER NAME = Blair01219	DESIGNED - BLB	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>CROSS SECTIONS EXISTING PYOTT ROAD</b>	COUNTY	TOTAL SHEETS	SHEET NO.
1:\05\jobs\00041\05b0021\civil part b\sheets\CROSSSECTIONS_CurPylt.sht	DRAWN - CBP	REVISED -	MCHENRY			143	118	
PLOT SCALE = 20.0000 "/> <td>CHECKED - LDH</td> <td>REVISED -</td> <td></td> <td></td> <td></td>	CHECKED - LDH	REVISED -						
PLOT DATE = 02/25/2009, 01:54 PM	DATE - 05/21/08	REVISED -						
SCALE: AS SHOWN					STA. 641+00.00 TO STA. 641+00.00		FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807	

NOTES:

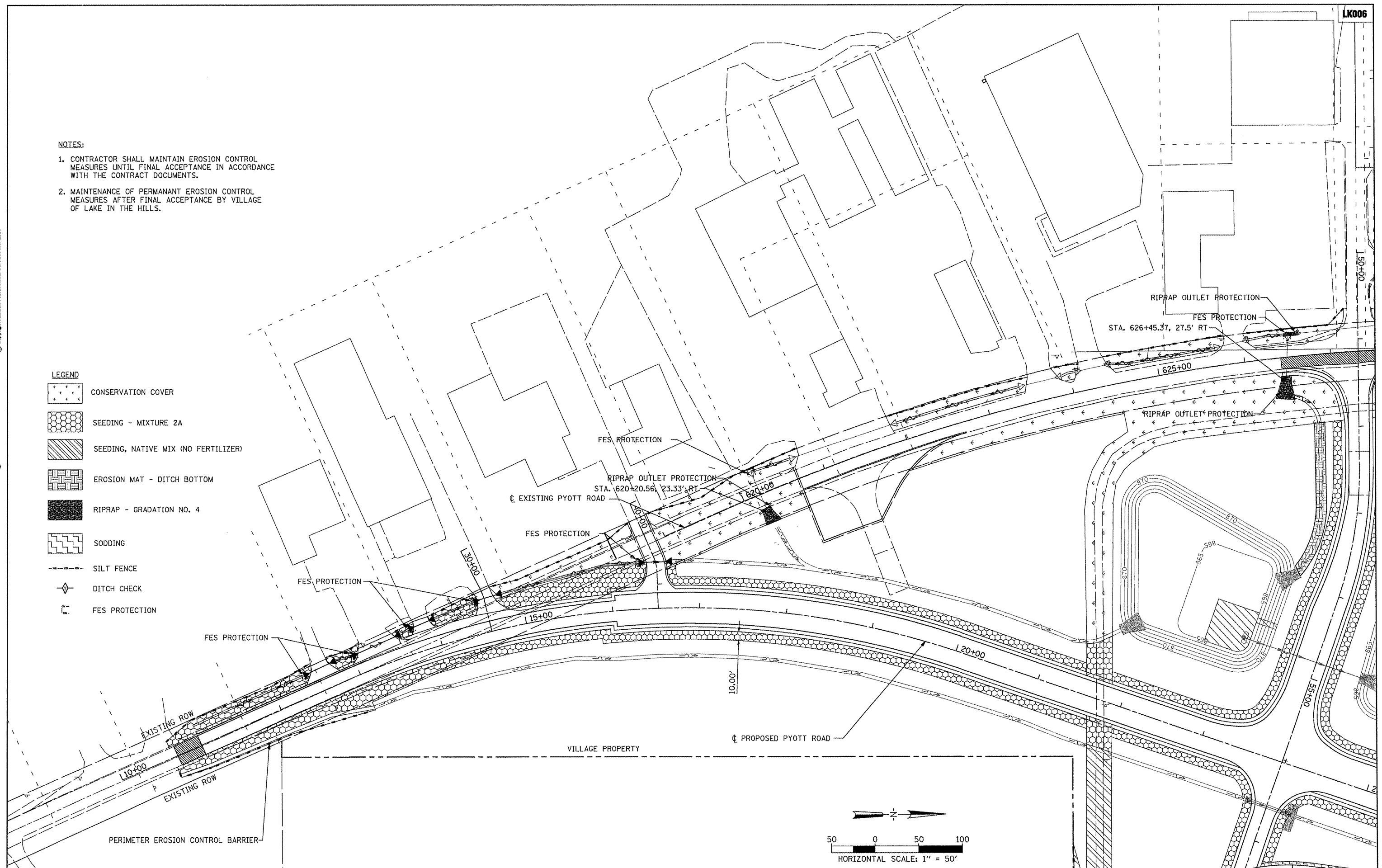
- 1. CONTRACTOR SHALL MAINTAIN EROSION CONTROL MEASURES UNTIL FINAL ACCEPTANCE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
- 2. MAINTENANCE OF PERMANANT EROSION CONTROL MEASURES AFTER FINAL ACCEPTANCE BY VILLAGE OF LAKE IN THE HILLS.

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









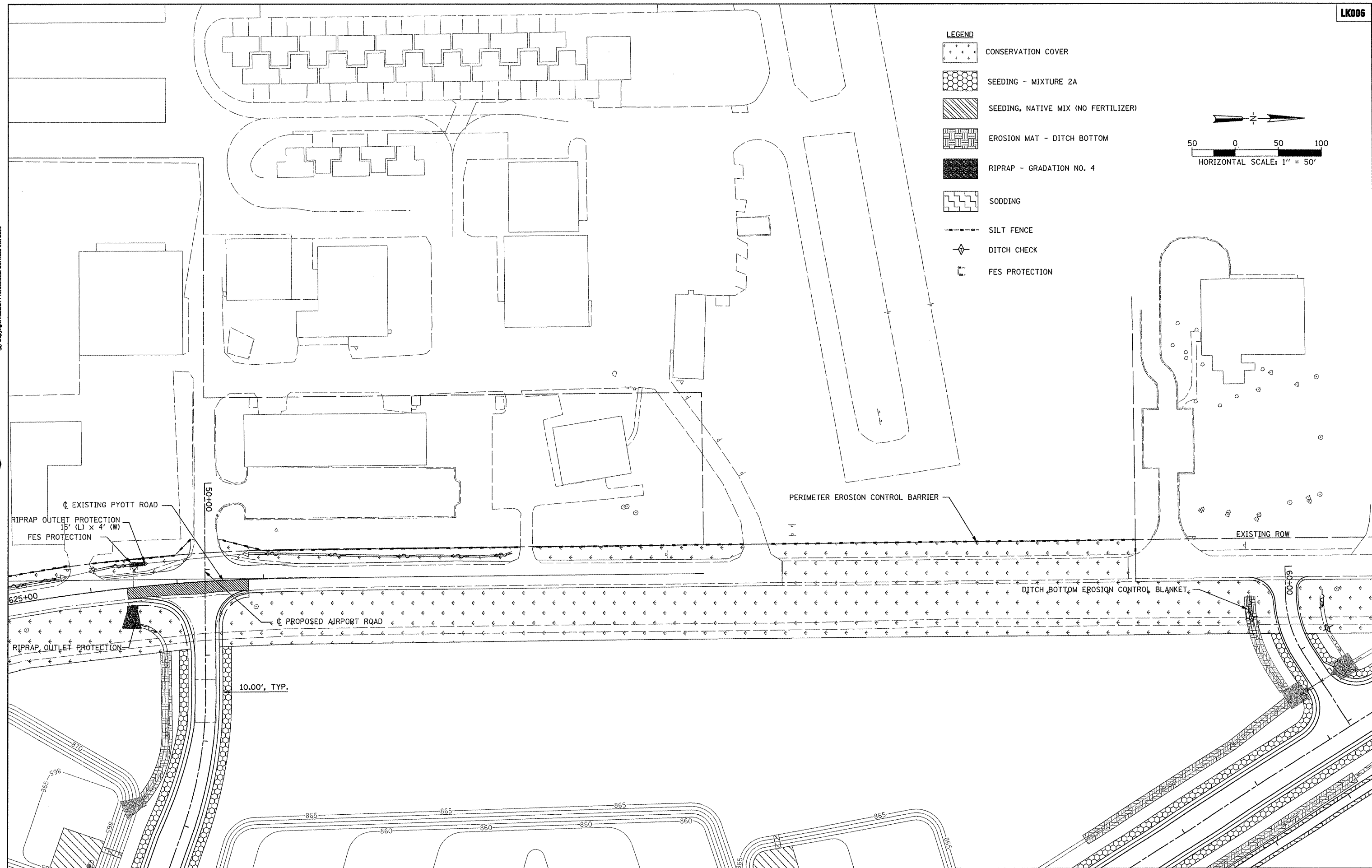
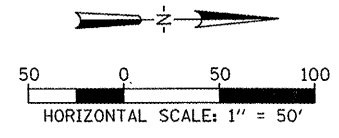
LEGEND

- CONSERVATION COVER
- SEEDING - MIXTURE 2A
- SEEDING, NATIVE MIX (NO FERTILIZER)
- EROSION MAT - DITCH BOTTOM
- RIPRAP - GRADATION NO. 4
- SODDING
- SILT FENCE
- DITCH CHECK
- FES PROTECTION



FILE NAME =	USER NAME = Blain01219	DESIGNED - SJM	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>PYOTT ROAD EROSION CONTROL PLAN</b>	COUNTY	TOTAL SHEETS	SHEET NO.
1:\05\jobs\00841\05b0021\civil part b\sho...NC-ERCLAht	DRAWN - SJM	REVISED -	MCHENRY			143	119	
PLOT SCALE = 99.9998 ' / IN.	CHECKED - BLB	REVISED -	AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807					
PLOT DATE = 02/25/2009, 11:43 AM	DATE - 05/21/08	REVISED -						

- LEGEND**
-  CONSERVATION COVER
  -  SEEDING - MIXTURE 2A
  -  SEEDING, NATIVE MIX (NO FERTILIZER)
  -  EROSION MAT - DITCH BOTTOM
  -  RIPRAP - GRADATION NO. 4
  -  SODDING
  -  SILT FENCE
  -  DITCH CHECK
  -  FES PROTECTION



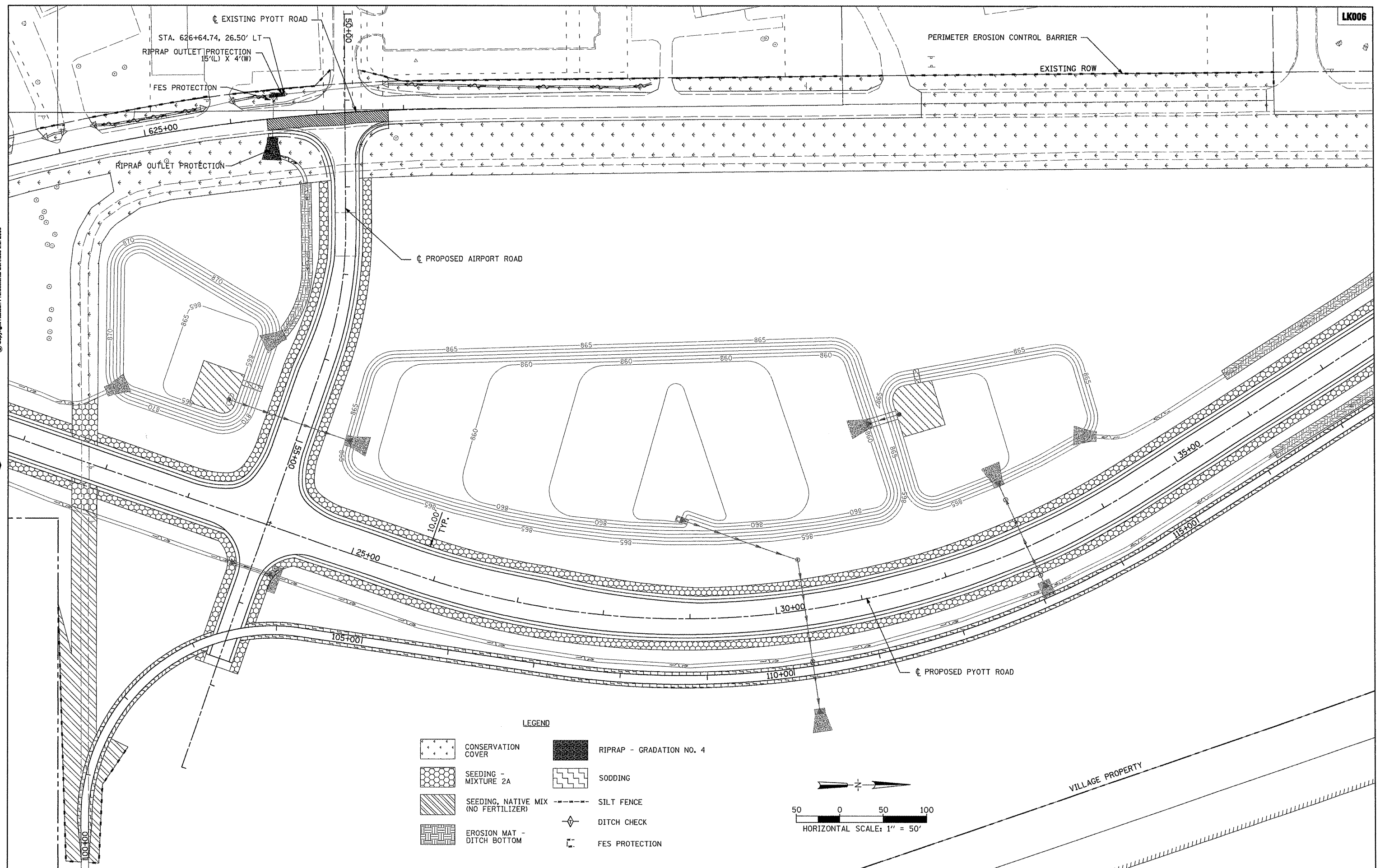
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FILE NAME =	USER NAME = B10101219	DESIGNED - SJM	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>PYOTT ROAD EROSION CONTROL PLAN</b>	COUNTY	TOTAL SHEETS	SHEET NO.
\\05\jobs\08841\0568021\civil part b\sheet\C-ERC2.sht	PLOT SCALE = 99.9998' / IN.	DRAWN - SJM	REVISED -			MCHENRY	143	120
PLOT DATE = 02/25/2009 11:43 AM	DATE = 05/21/08	CHECKED - BDB	REVISED -			AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807		

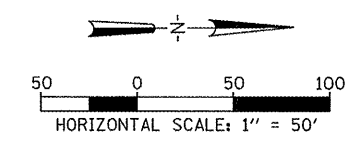
SCALE: 1"=50'

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LEGEND

- CONSERVATION COVER
- SEEDING - MIXTURE 2A
- SEEDING, NATIVE MIX (NO FERTILIZER)
- EROSION MAT - DITCH BOTTOM
- RIPRAP - GRADATION NO. 4
- SODDING
- SILT FENCE
- DITCH CHECK
- FES PROTECTION



FILE NAME =	USER NAME = Blain@1219	DESIGNED - SJM	REVISED -
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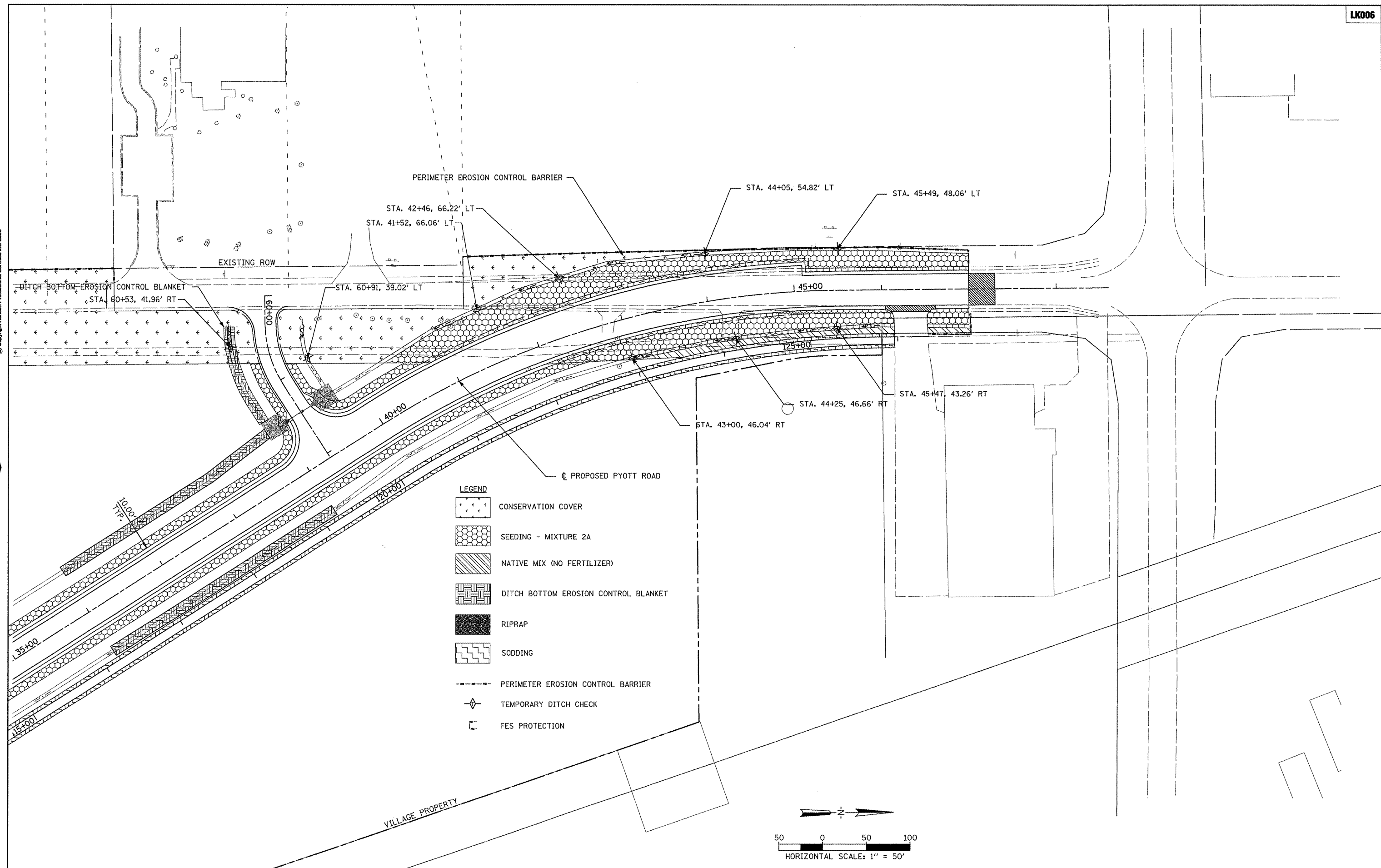
VILLAGE OF LAKE IN THE HILLS, ILLINOIS

PYOTT ROAD EROSION CONTROL PLANS

COUNTY	TOTAL SHEETS	SHEET NO.
MCHENRY	143	121

AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807

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PLOT DATE = 02/25/2009, 11:43 AM		DATE - 05/21/08	REVISED -

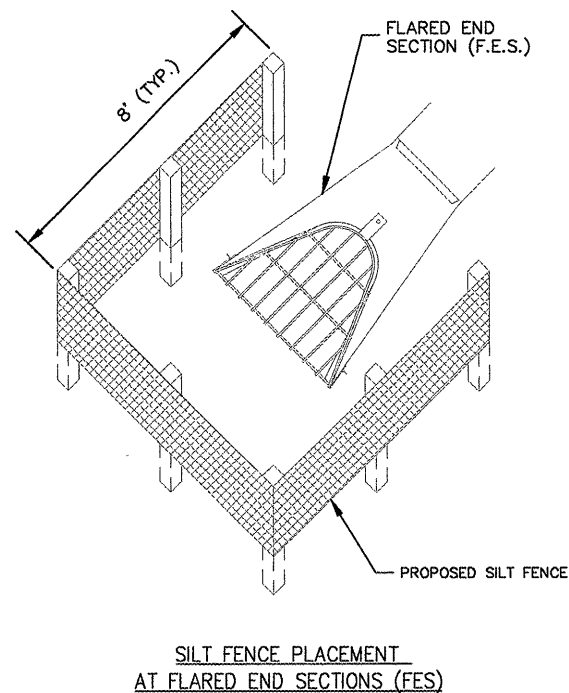
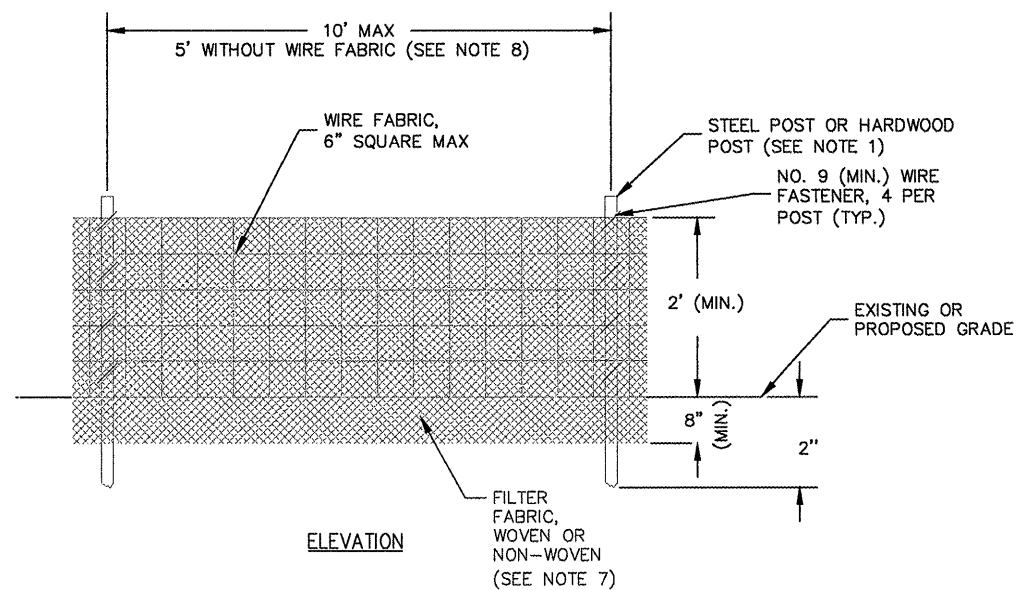
**VILLAGE OF LAKE IN THE HILLS, ILLINOIS**

**PYOTT ROAD EROSION CONTROL PLANS**

SCALE: 1"=50'

COUNTY	TOTAL SHEETS	SHEET NO.
MCHENRY	143	122

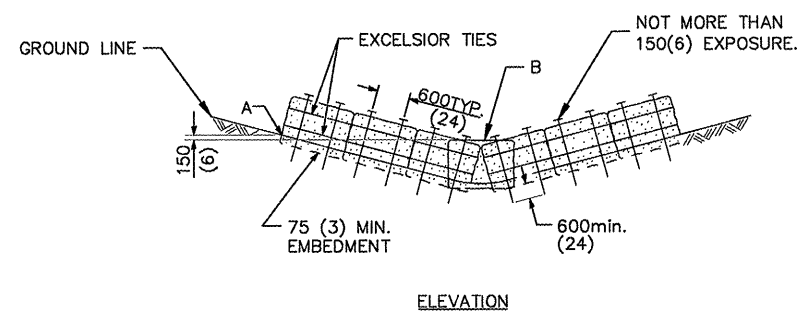
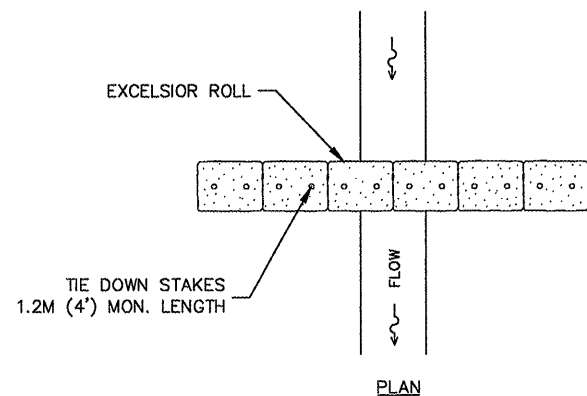
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INLET/F.E.S. PROTECTION DETAIL

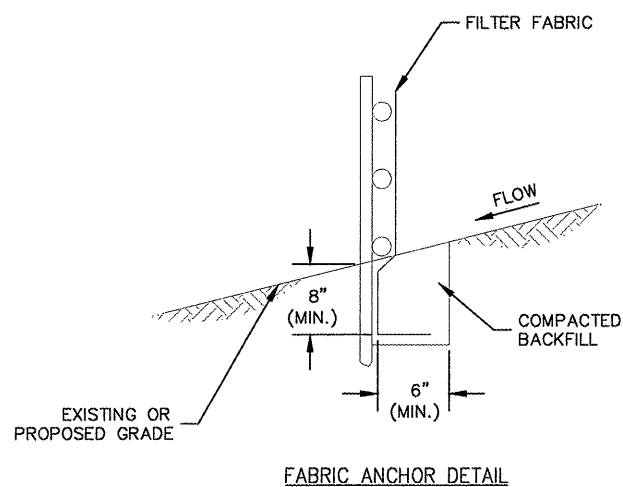
NOTES:

- FENCE POST SHALL BE EITHER STEEL "T" LINE POST OR HARDWOOD POST WITH A MINIMUM SECTIONAL AREA OF 3.0 SQUARE INCHES.
- TOP AND BOTTOM WIRE OF WIRE FABRIC SHALL BE MINIMUM GAGE NO. 9. INTERMEDIATE WIRES OF THE WIRE FABRIC SHALL BE MINIMUM GAGE NO. 11.
- WIRE FABRIC SHALL BE SECURELY FASTENED TO FENCE POSTS WITH NO. 9 GAGE WIRE MINIMUM. FOUR (4) FASTENERS PER POST REQUIRED.
- FILTER FABRIC SHALL BE SECURELY FASTENED TO WIRE FABRIC AND POSTS WITH TIES OR STAPLES SPACED AT 12" APART AT THE TOP, MIDDLE AND BOTTOM.
- WHEN TWO SECTIONS OF FILTER FABRIC MEET, THEY SHALL BE OVERLAPPED BY 6" AND FOLDED AND ATTACHED TO THE WIRE FABRIC AT A POST.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
- FILTER FABRIC SHALL BE IN ACCORDANCE WITH SPECIAL PROVISIONS WITH EQUIVALENT OPENING SIZE OF AT LEAST 30 FOR NONWOVEN AND 50 FOR WOVEN.
- WIRE FABRIC MAY BE OMITTED IF A MAXIMUM OF 5 FEET IS USED FOR POST-TO-POST SPACING.
- SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
- FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.

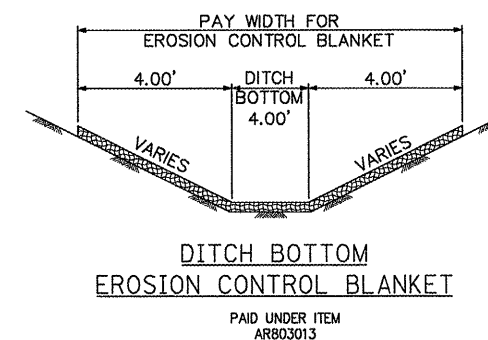


- NOTE:
- PT. A HIGHER THAN PT. B
  - MINIMUM DIAMETER OF EXCELSIOR ROLL IS 24".

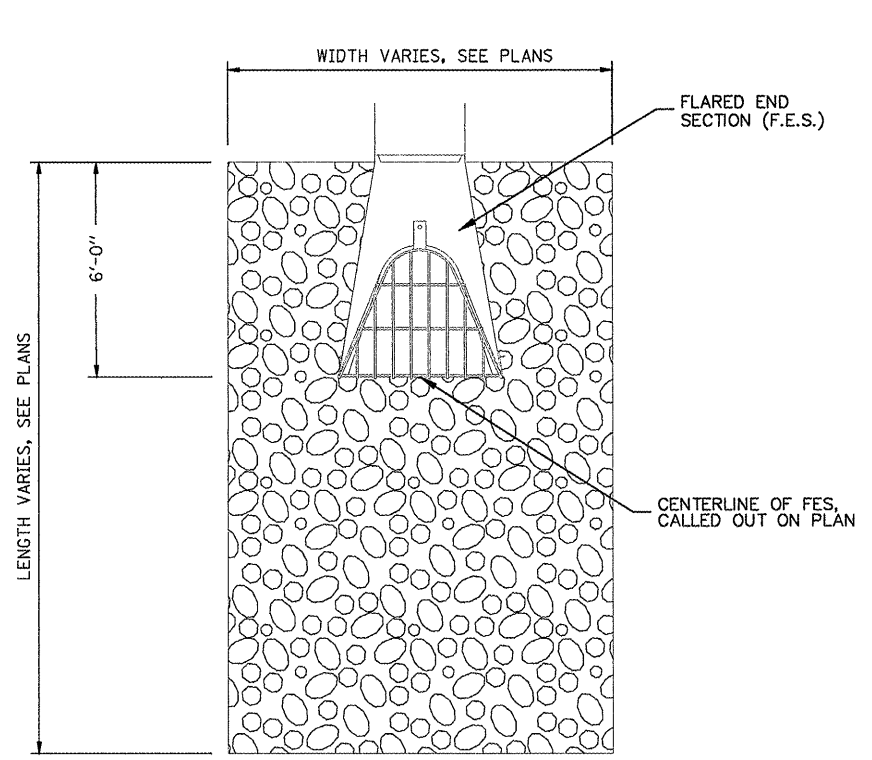
ROLLED EXCELSIOR FOR DITCH CHECK



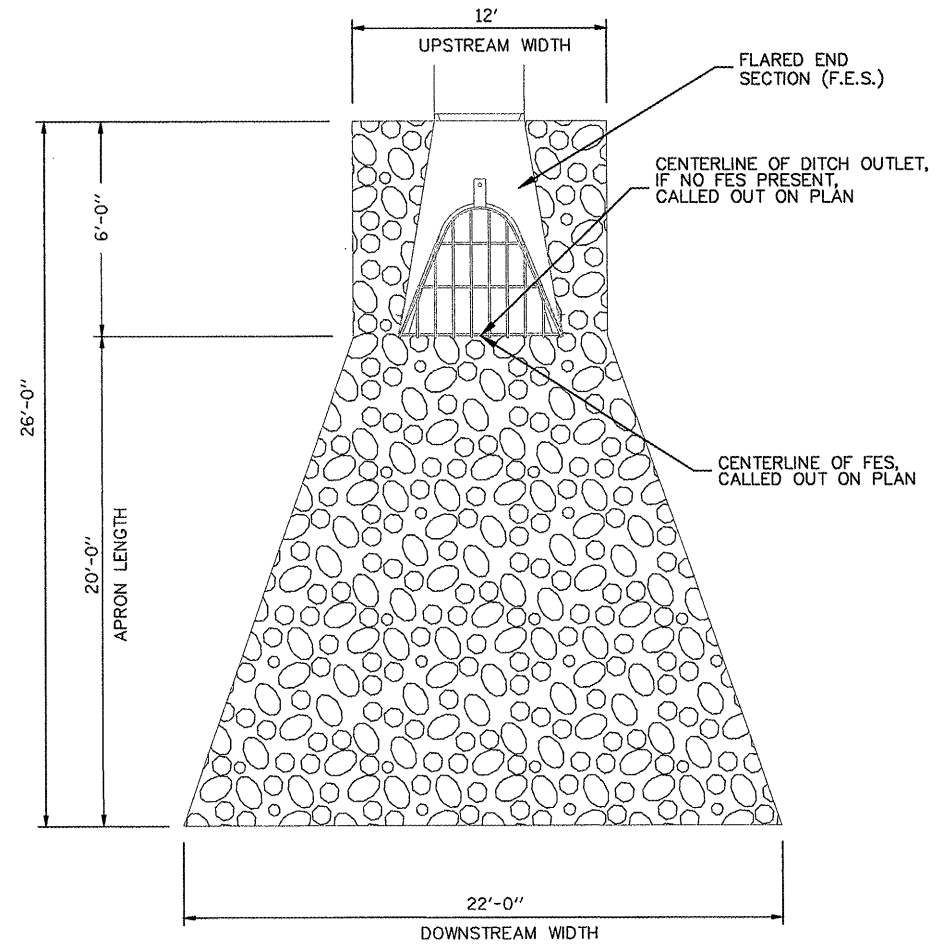
SILT FENCE PLAN



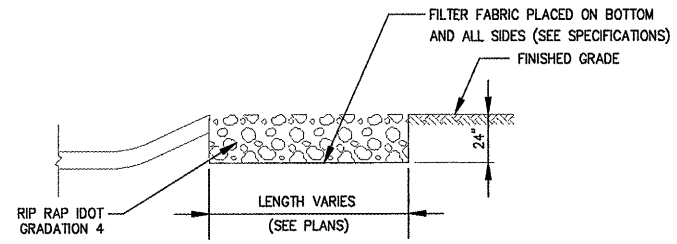
FILE NAME =	USER NAME = B1a1n01219	DESIGNED - SJM	REVISED -	<b>VILLAGE OF LAKE IN THE HILLS, ILLINOIS</b>	<b>PYOTT ROAD EROSION CONTROL DETAILS</b>	COUNTY	TOTAL SHEETS	SHEET NO.
11\05\jobs\00841\05b8021\civil part b\sheet\C-ERC5 Details.sht	DRAWN - SJM	REVISED -	MCHENRY			143	123	
PLOT SCALE = 2.0000' / IN.	CHECKED - BLB	REVISED -						
PLOT DATE = 02\25\2009, 11:43 AM	DATE - 05/21/08	REVISED -						
SCALE:						AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807		



- NOTE**
1. COST OF FILTER FABRIC IS INCIDENTAL TO RIPRAP.
  2. LENGTH (L) AND WIDTH (W) OF RIPRAP VARIES, SEE PLANS FOR DIMENSIONS OF RIPRAP.
  3. CENTERLINE OF FLARED END SECTION WILL BE CALLED OUT ON PLAN. THE WIDTH OF THE RIPRAP WILL BE CENTERED ON THIS LOCATION. THE PLACEMENT OF THE RIPRAP CAN BE DETERMINED FROM THIS LOCATION.
  4. RIPRAP WILL BE DIMENSIONED ON PLAN AS LENGTH (L) X WIDTH (W).



- NOTE**
1. COST OF FILTER FABRIC IS INCIDENTAL TO RIPRAP.
  2. CENTERLINE OF FLARED END SECTION WILL BE CALLED OUT ON PLAN. THE WIDTH OF THE RIPRAP WILL BE CENTERED ON THIS LOCATION. THE PLACEMENT OF THE RIPRAP CAN BE DETERMINED FROM THIS LOCATION.
  3. IF RIPRAP IS PLACED AT OUTLET OF DITCH, THE CENTERLINE OF THE DITCH OUTLET WILL BE CALLED OUT ON PLAN.



**RIPRAP**

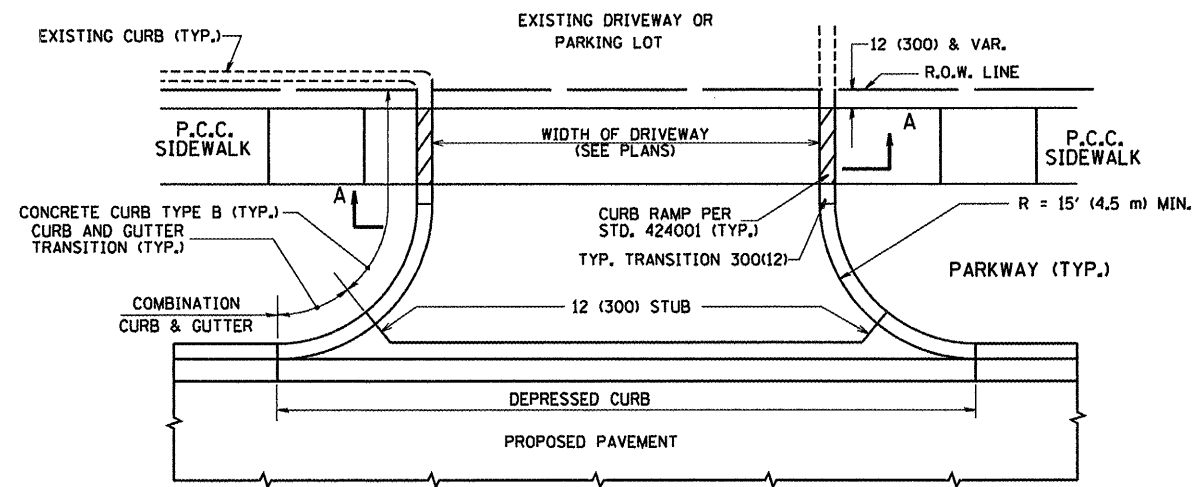
- NOTE**
1. COST OF FILTER FABRIC IS INCIDENTAL TO RIPRAP.
  2. WIDTH (W) OF RIPRAP VARIES, SEE PLAN.

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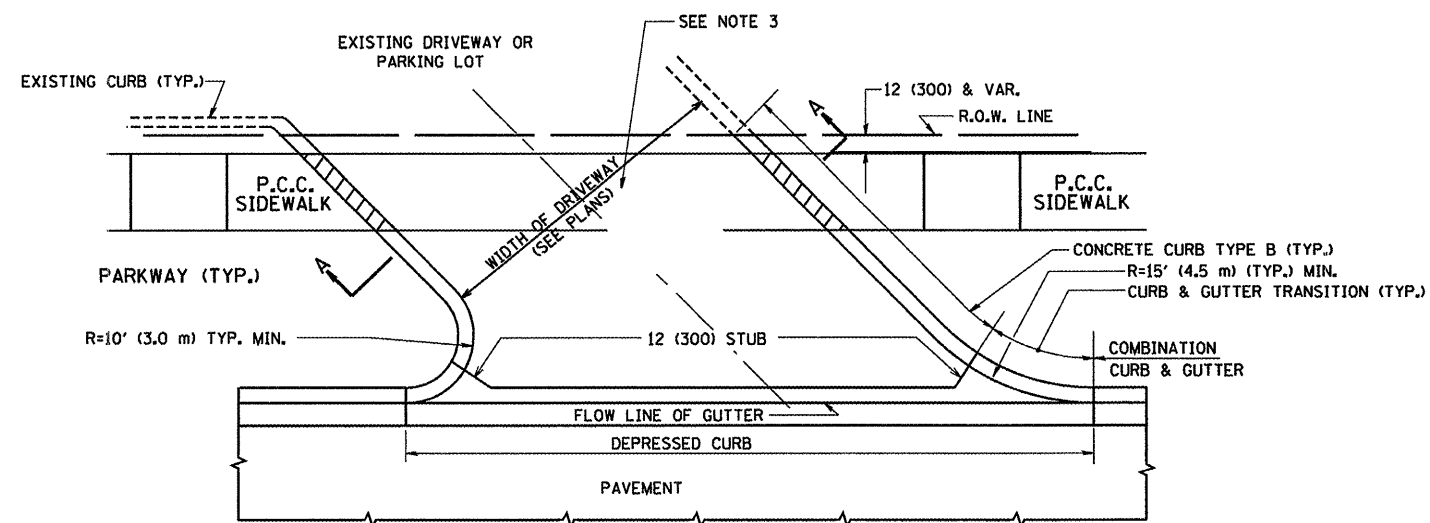


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h:\05\jobs\00841\05b002\civil part b\sheet\c-erc6 Details.sht	DRAWN - SJM	REVISED -	MCHENRY			143	124	
PLOT SCALE = 2.0000' / IN.	CHECKED - BLB	REVISED -	AIP No. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807					
PLOT DATE = 02/25/2009, 11:44 AM	DATE - 05/21/08	REVISED -						

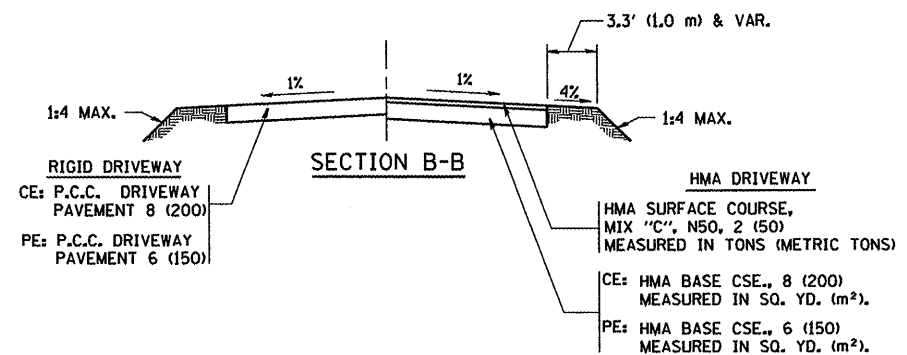
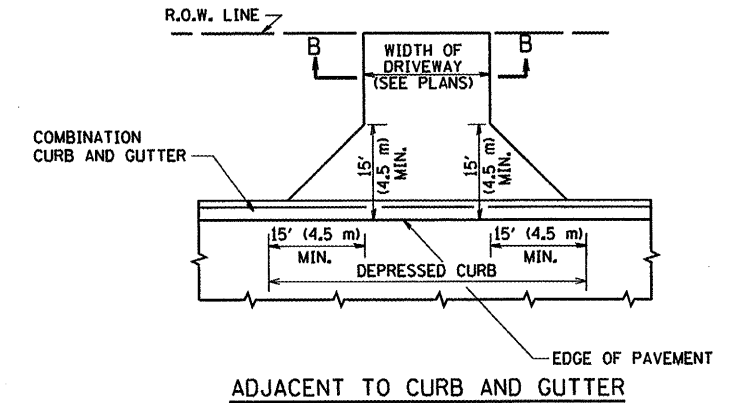
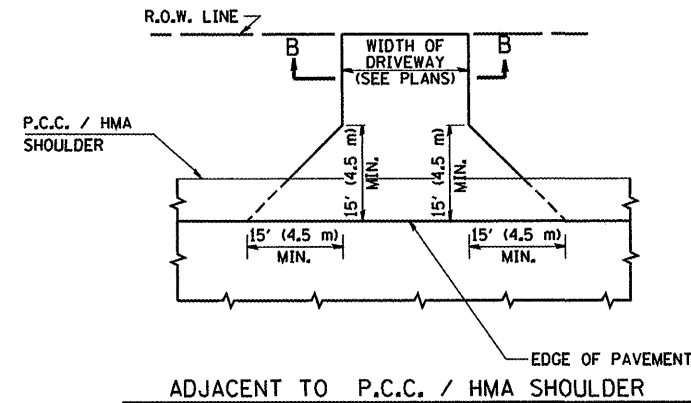
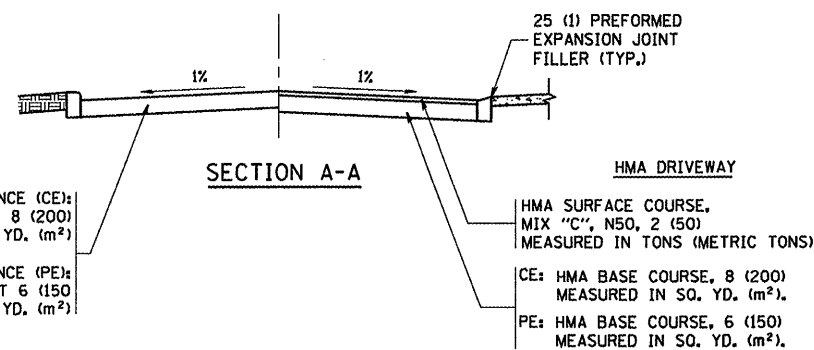




WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



**RURAL FIELD ENTRANCE (FE)**  
 HMA SURFACE COURSE,  
 MIX "C", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 AGGREGATE BASE CSE., TYPE A 8 (200)  
 MEASURED IN SQ. YD. (m²).

**GENERAL NOTES:**

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME =  
 W:\diststd\22x34\bd01.dgn

USER NAME = geglienobt  
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 PLOT DATE = 1/4/2008

DESIGNED - R. SHAH  
 DRAWN -  
 CHECKED -  
 DATE - 11-04-95

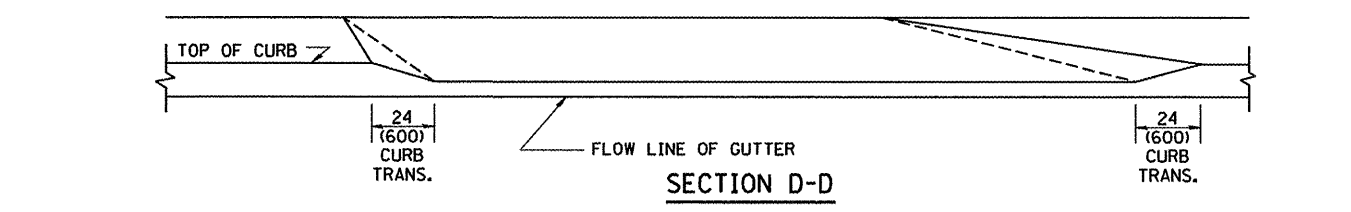
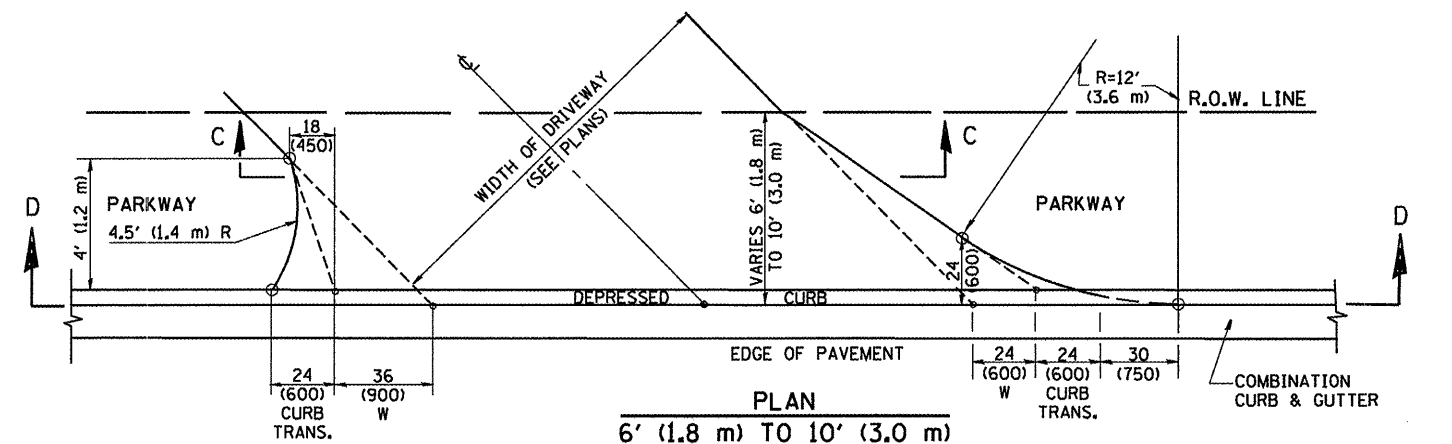
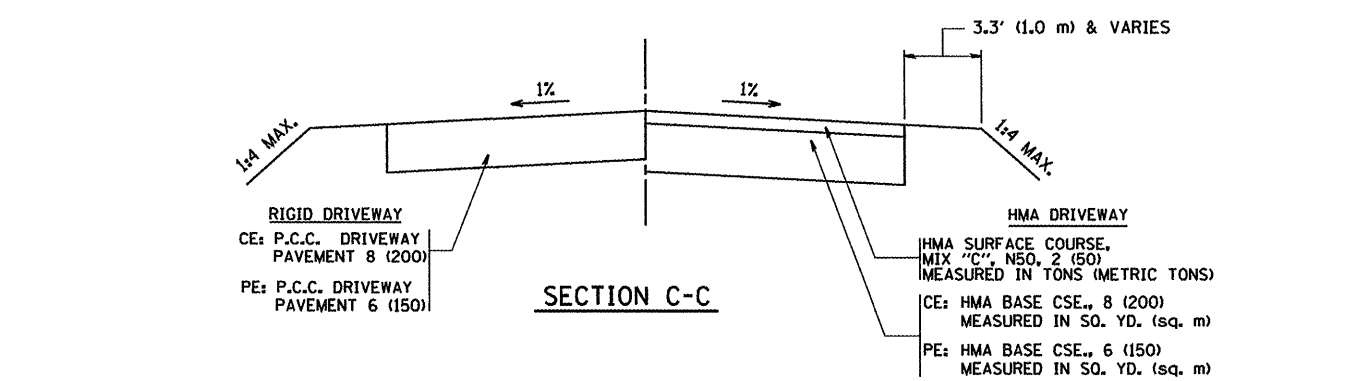
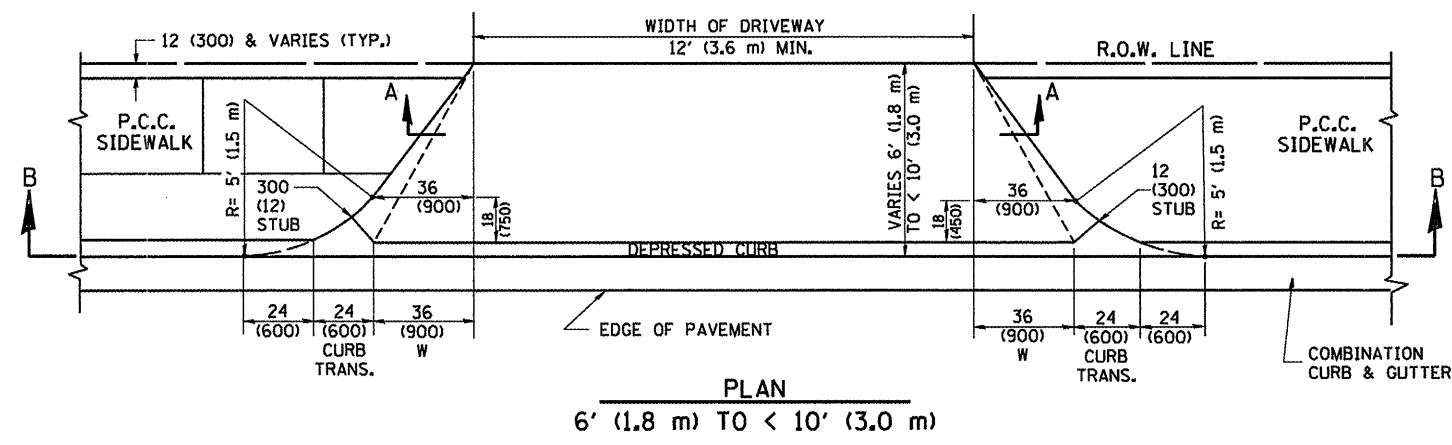
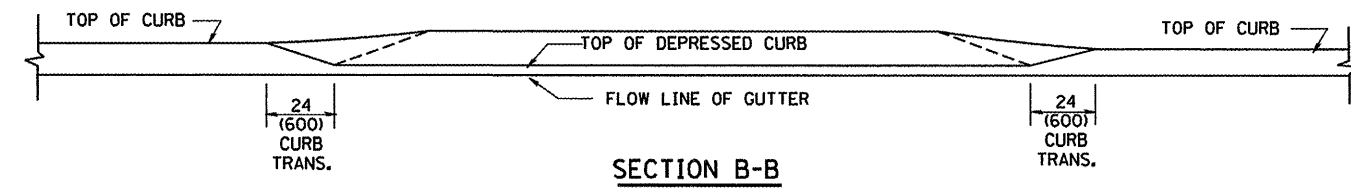
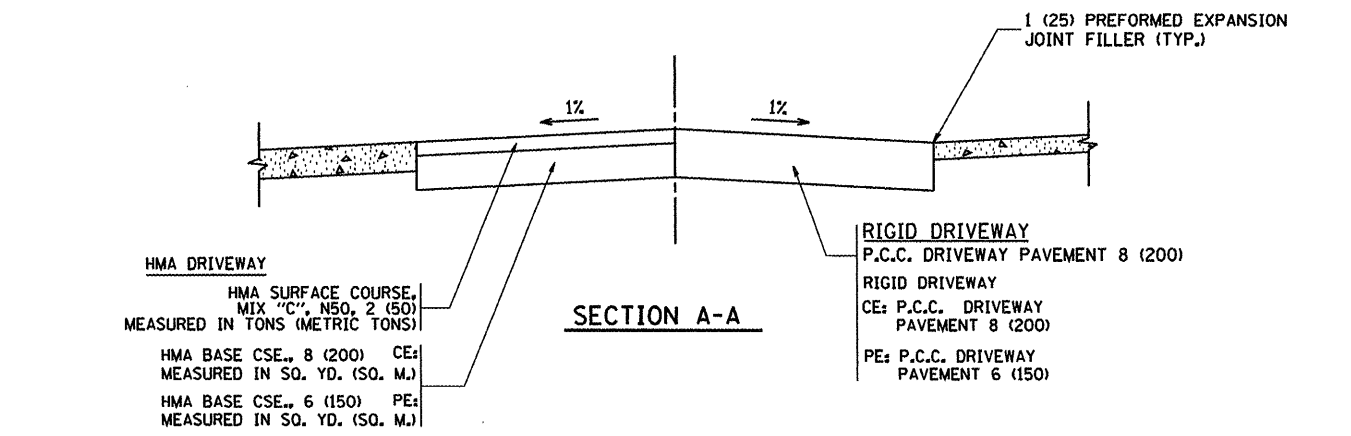
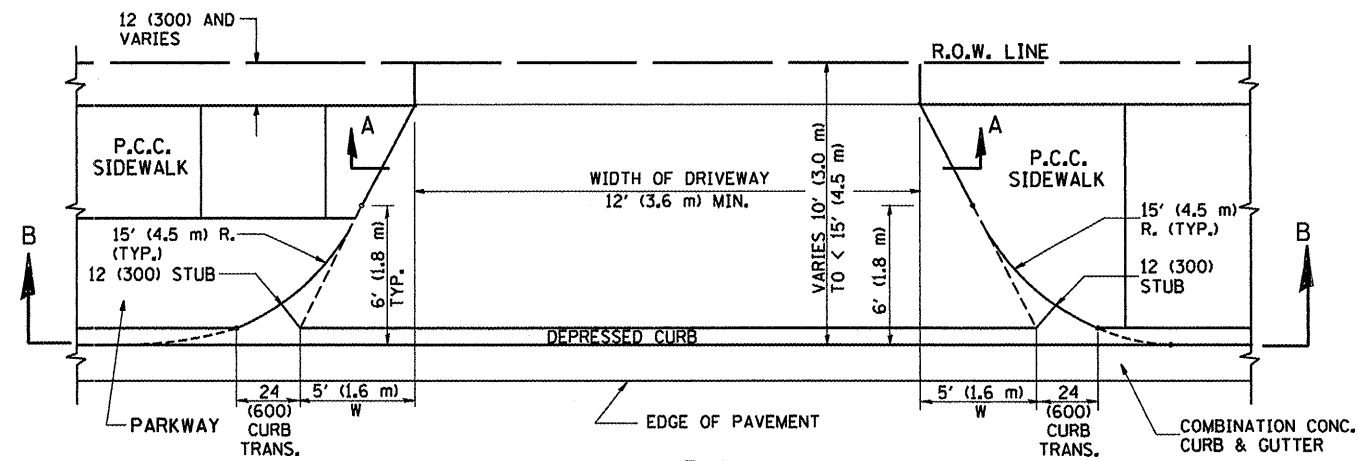
REVISED - T. HOLTZ 04-08-97  
 REVISED - M. GOMEZ 04-06-01  
 CHECKED - P. LAFLUER 04-15-03  
 REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.  
 AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD0156-07 (BD-01)			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	



GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

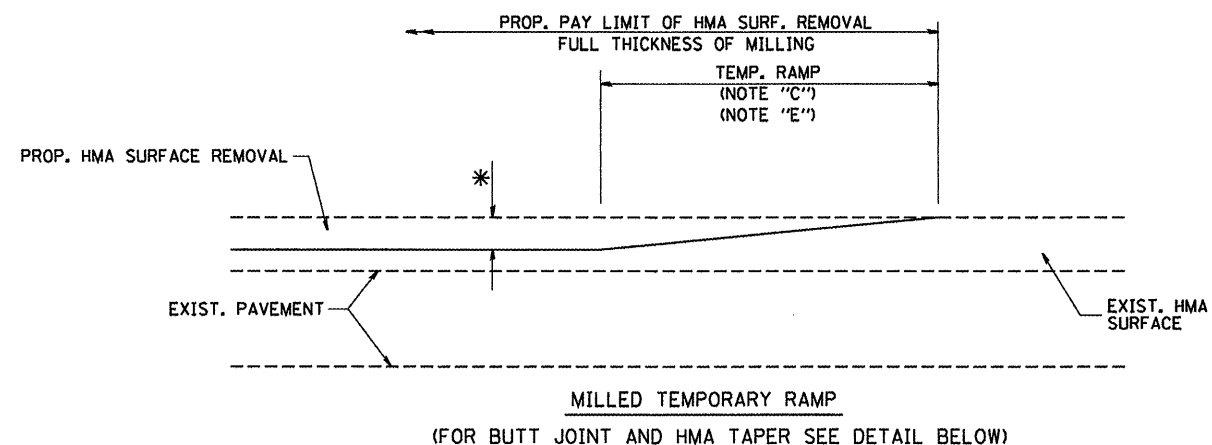
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USER NAME = geglentobt	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97
PLOT SCALE = 50.0000 / IN.	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 1/4/2008	CHECKED -	REVISED - P. LoFLEUR 04-15-03
	DATE - 11-06-95	REVISED - R. BORO 01-01-07

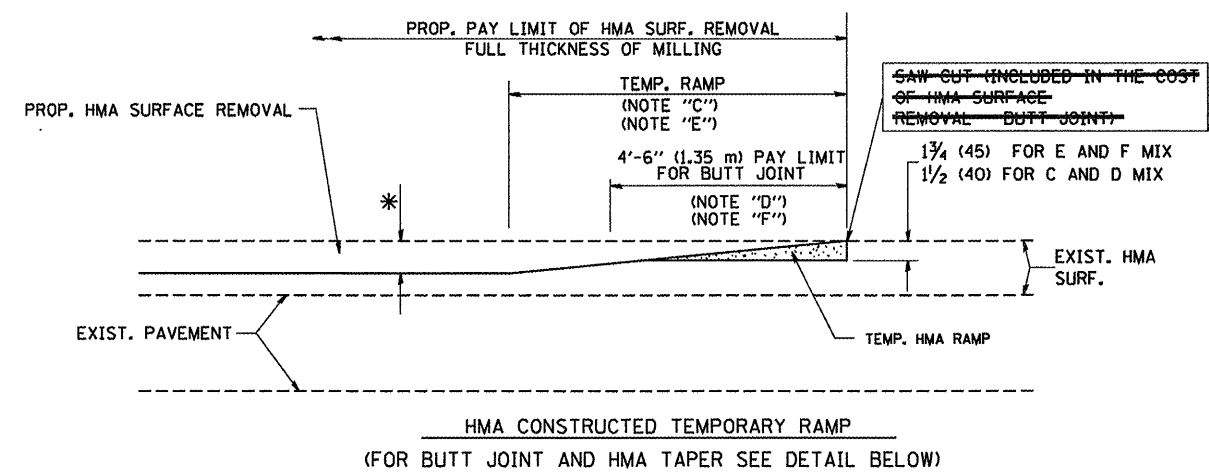
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS			
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

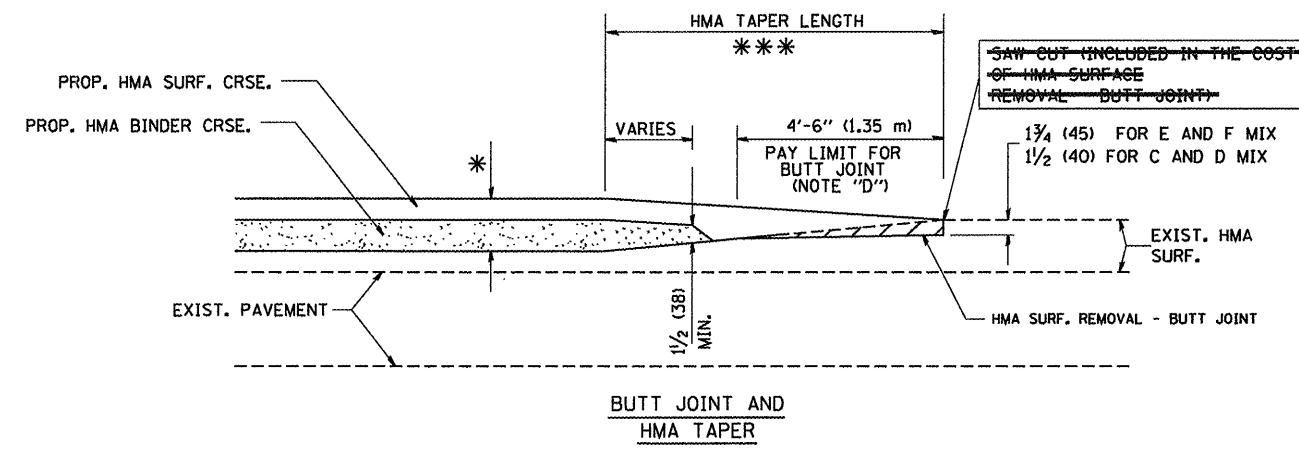
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD400-02 (BD-02)			
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT	



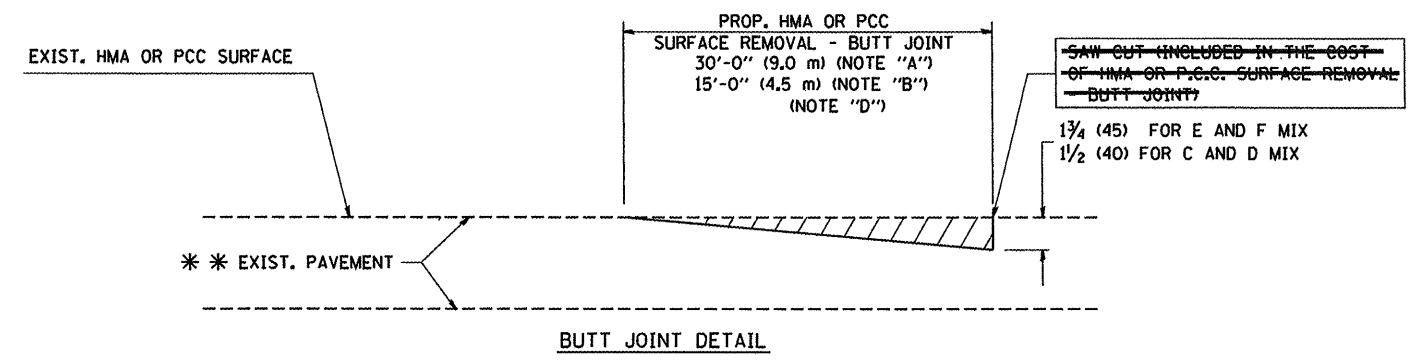
**OPTION 1**



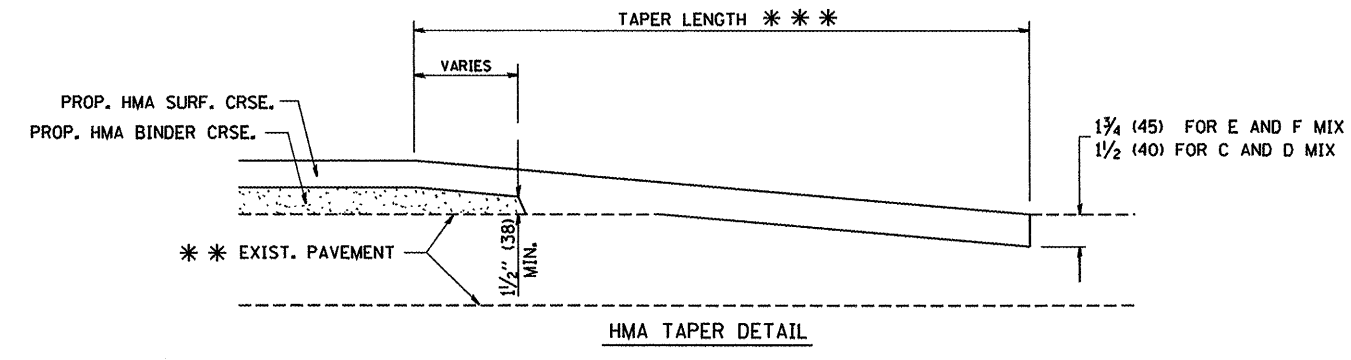
**OPTION 2**  
**TYPICAL TEMPORARY RAMP**



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



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

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

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

**NOTES**

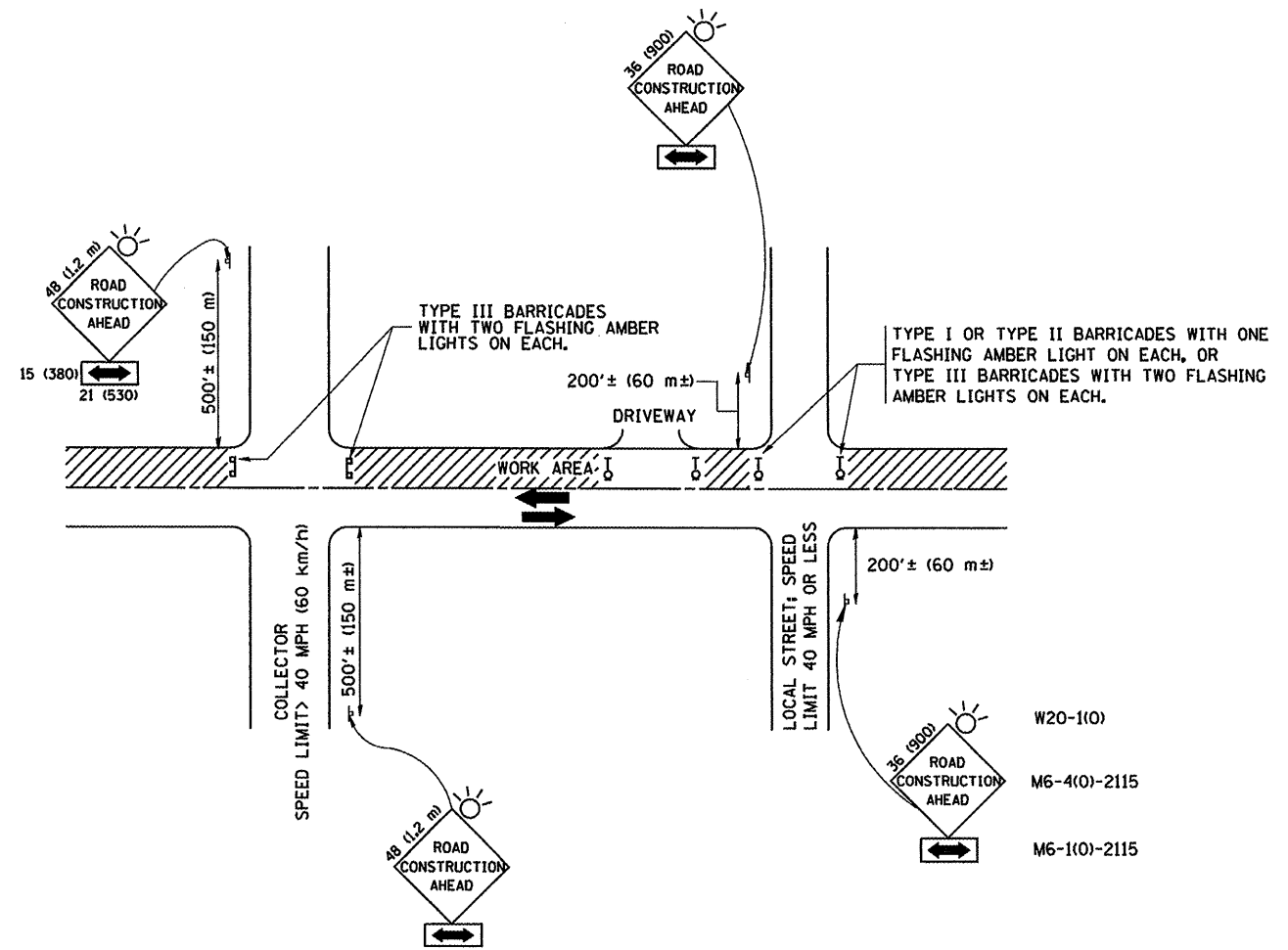
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
  - B: MINOR SIDE ROADS.
  - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E: TAPER THE TEMP. RAMP AT A RATE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

**BASIS OF PAYMENT:**

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

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

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = geglianob	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>BUTT JOINT AND</b> <b>HMA TAPER DETAILS (MODIFIED)</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD400-05 BD32</b>		
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - M. GOMEZ 04-06-01			CONTRACT NO.						
		DATE - 06-13-90	REVISED - R. BORO 01-01-07			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT						



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

NOTES:

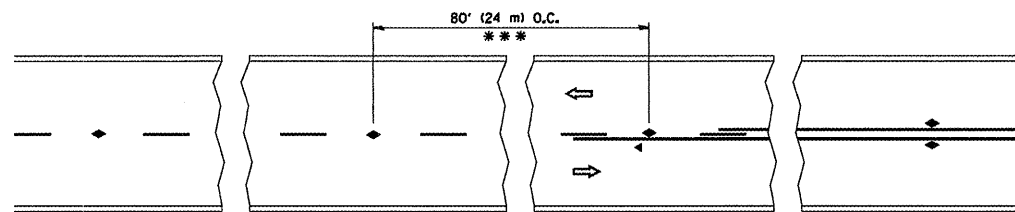
- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) 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 DRIVEWAYS
 

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 70150L, 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.

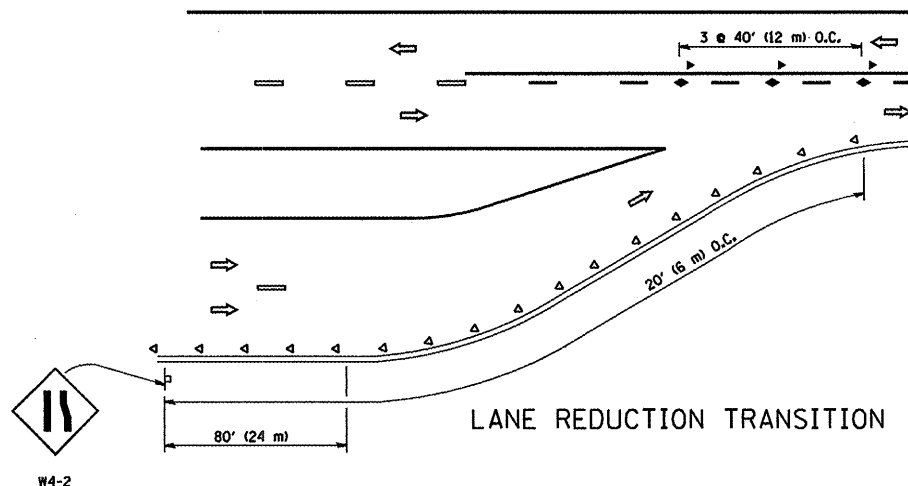
All dimensions are in millimeters (inches) unless otherwise shown.

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		DRAWN -	REVISED - A. HOUSEH 03-06-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>TC-10</b>		CONTRACT NO.	
		CHECKED -	REVISED - A. HOUSEH 10-15-96		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT							
		PLOT DATE = 1/4/2008	DATE - 06-89		REVISED - T. RAMMACHER 01-06-00							

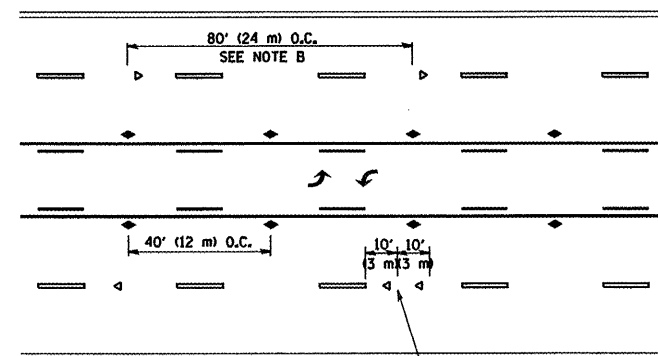


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

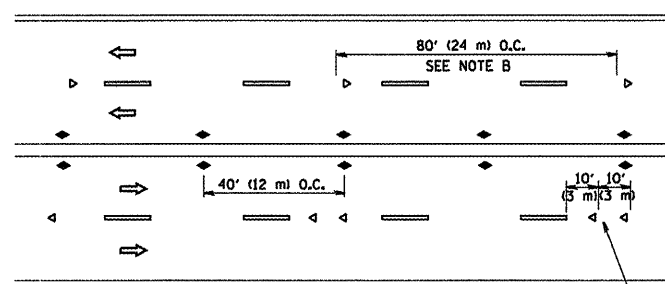
TWO-LANE/TWO-WAY



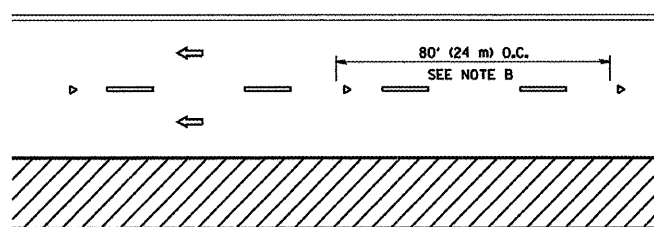
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

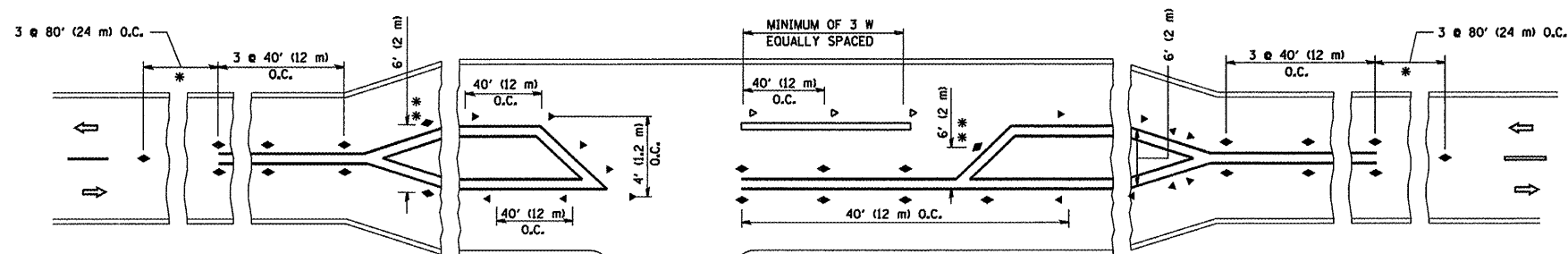
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- 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.



LEFT TURN

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

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

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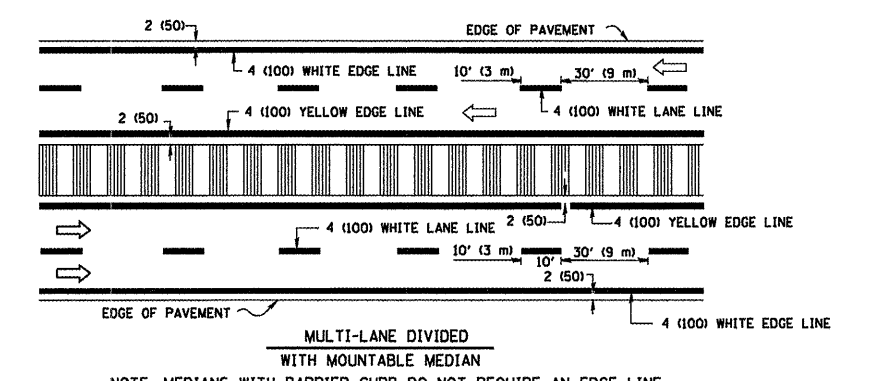
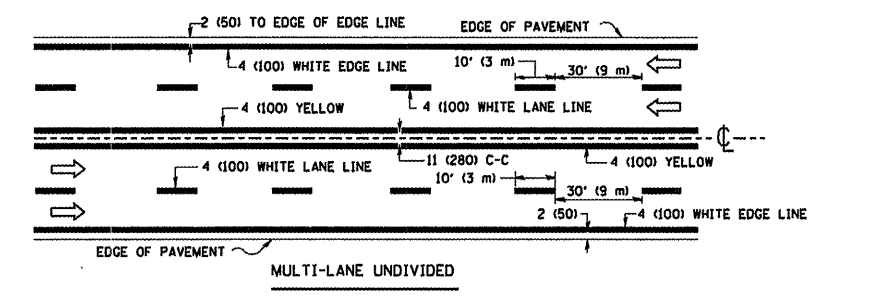
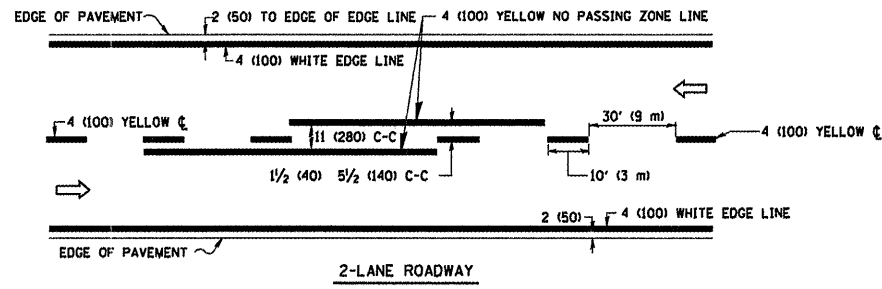
DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED - T. RAMMACHER 09-19-94  
 REVISED - T. RAMMACHER 03-12-99  
 REVISED - T. RAMMACHER 01-06-00  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

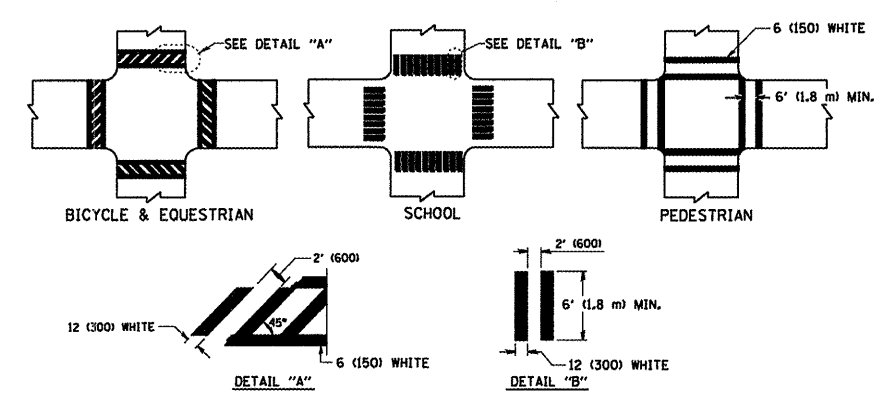
TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)  
 SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-11			
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT	

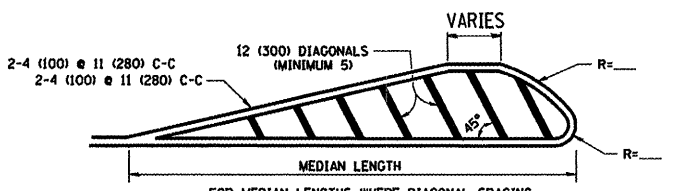
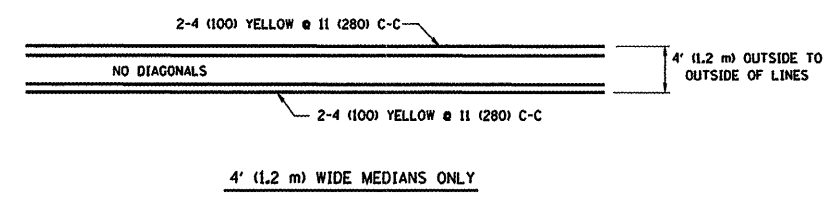


TYPICAL LANE AND EDGE LINE MARKING

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

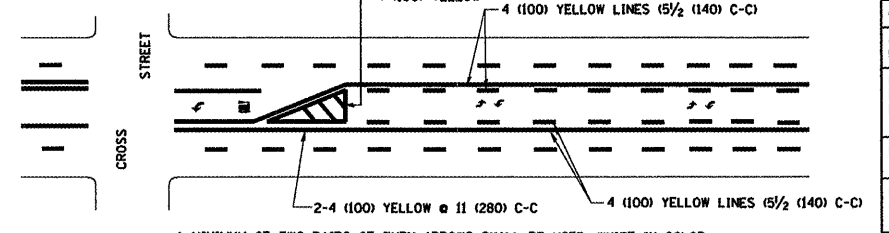


TYPICAL CROSSWALK MARKING

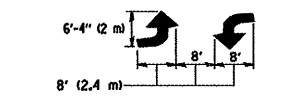


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.  
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

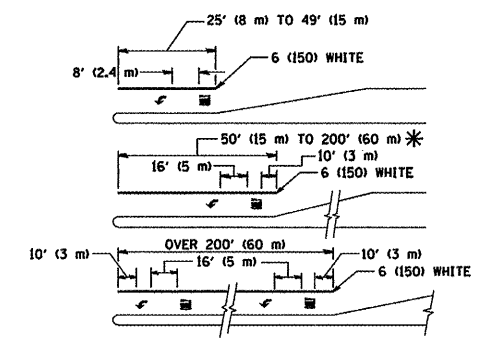
MEDIANS OVER 4' (1.2 m) WIDE



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

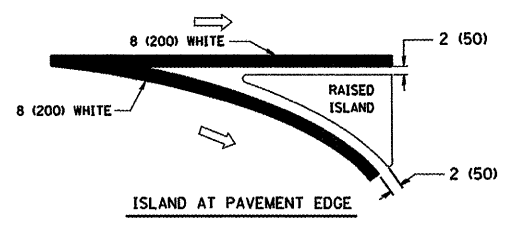
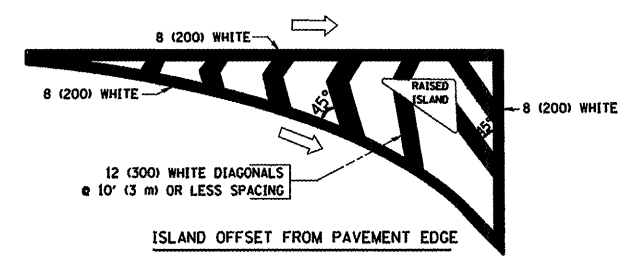


TYPICAL PAINTED MEDIAN MARKING  
 MEDIAN WITH TWO-WAY LEFT TURN LANE



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ; 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 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) LINES 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	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 (30 MPH (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.

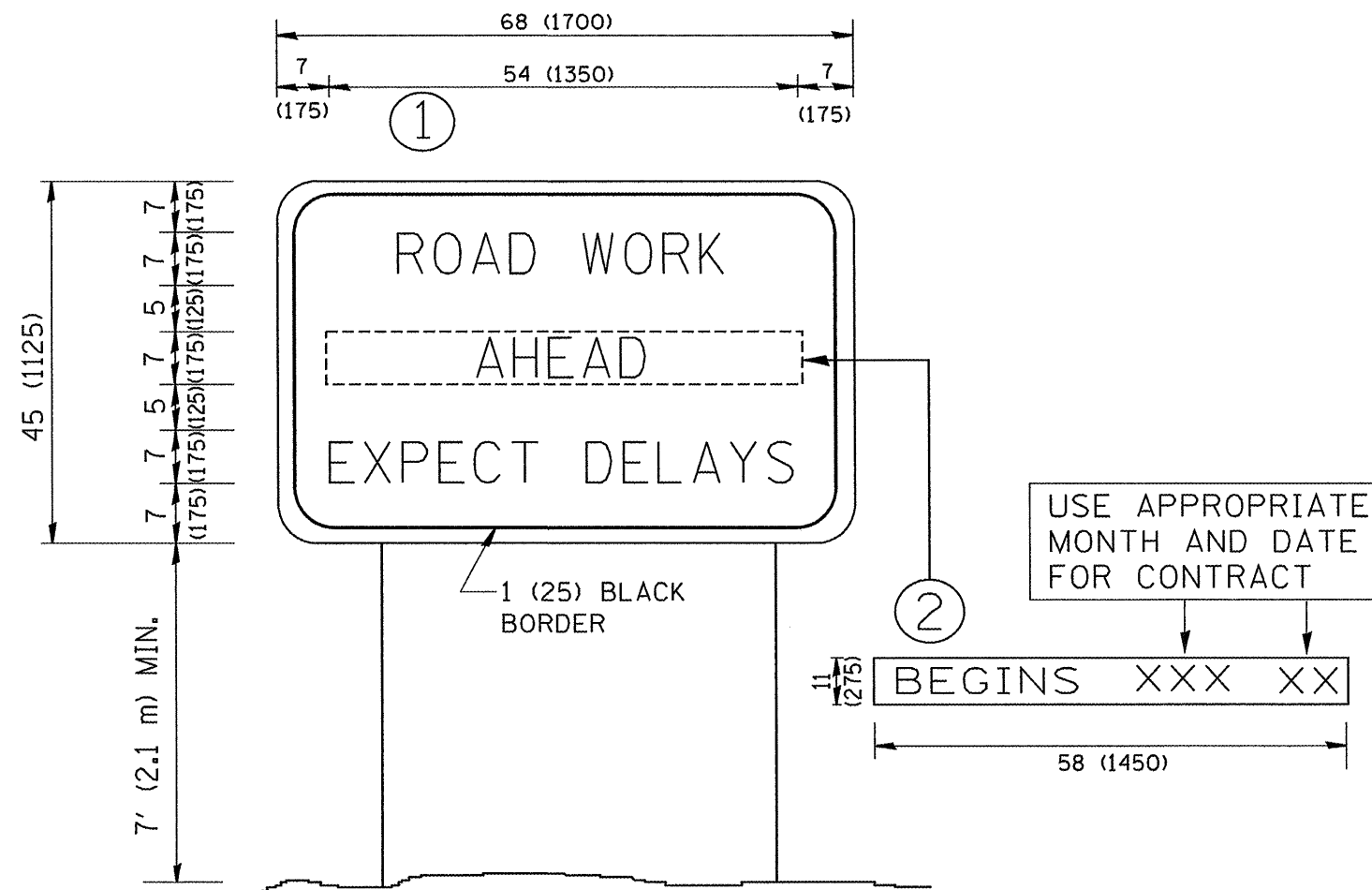
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DESIGNED - EVERS  
 DRAWN -  
 CHECKED -  
 DATE - 03-19-90  
 REVISED -T. RAMMACHER 10-27-94  
 REVISED -A. HOUSEH 10-09-96  
 REVISED 10-17-96  
 REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
 TYPICAL PAVEMENT MARKINGS  
 SCALE: NONE  
 SHEET NO. 1 OF 1 SHEETS  
 STA. TO STA.

F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
 TC-13 CONTRACT NO.  
 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

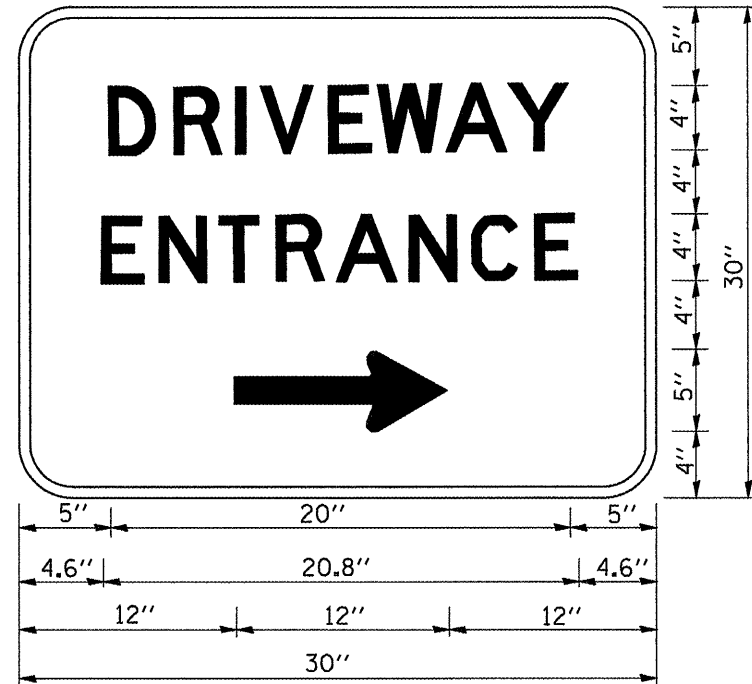


**NOTES:**

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 = W:\diststd\22x34\tc22.dgn	USER NAME = geglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22	CONTRACT NO.		
		CHECKED -	REVISED - T. RAMMACHER 02-02-99		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT							
		DATE -	REVISED - C. JUCIUS 01-31-07									



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".

FILE NAME =  
 W:\diststd\22x34\to26.dgn

USER NAME = gaglionobt

DESIGNED -	REVISED - C. JUCIUS 02-15-07
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

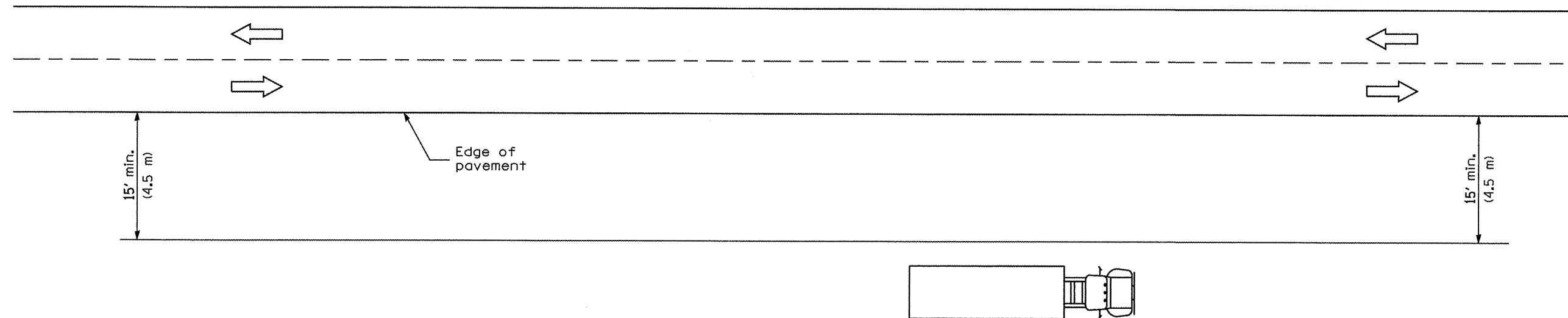
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY ENTRANCE SIGNING**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-26			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	





**TYPICAL APPLICATIONS**

- Landscaping work
- Utility work
- Fencing contracts and maintenance
- Cleaning culverts

**GENERAL NOTES**

This Standard is used where at all times all vehicles, equipment, workers or their activities are more than 15' (4.5 m) from the edge of pavement.

When the work operation requires that two or more work vehicles cross the 15' (4.5 m) clear zone in any one hour, traffic control shall be according to Standard 701006.

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

Illinois Department of Transportation

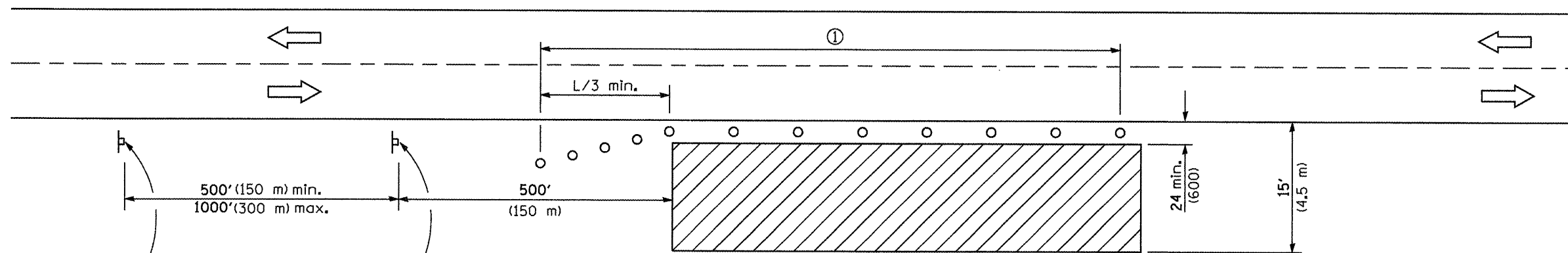
APPROVED January 1, 2009  
 ENGINEER OF OPERATIONS  
 APPROVED January 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-05	Revised title and notes.

**OFF-RD OPERATIONS,  
 2L, 2W, MORE THAN  
 15' (4.5 m) AWAY**

**STANDARD 701001-02**



For contract construction projects



W20-1103(0)-48

For maintenance and utility projects



W20-1(0)-48



W21-1a(0)-48  
OR



W21-1110(0)-48

### TYPICAL APPLICATIONS

Utility operations  
 Culvert extensions  
 Side slope changes  
 Guardrail installation and maintenance  
 Delineator installation  
 Landscaping operations  
 Shoulder repair  
 Sign installation and maintenance

① When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.

### SYMBOLS

- Work area
- Sign
- Cone, drum or barricade

### GENERAL NOTES

This Standard is used where any vehicles, equipment, workers or their activities will encroach in the area 15' (4.5 m) to 24' (600) from the edge of pavement.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

Illinois Department of Transportation

APPROVED January 1, 2009  
 ENGINEER OF OPERATIONS

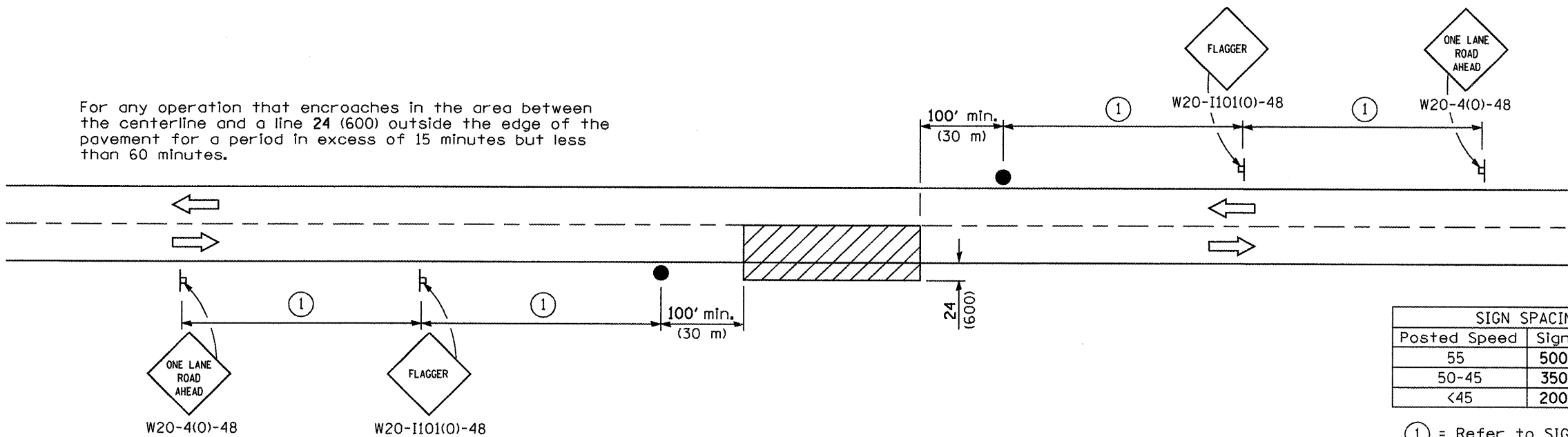
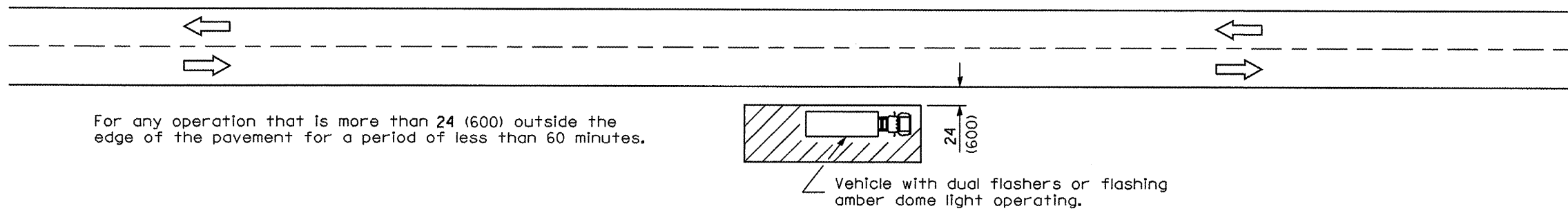
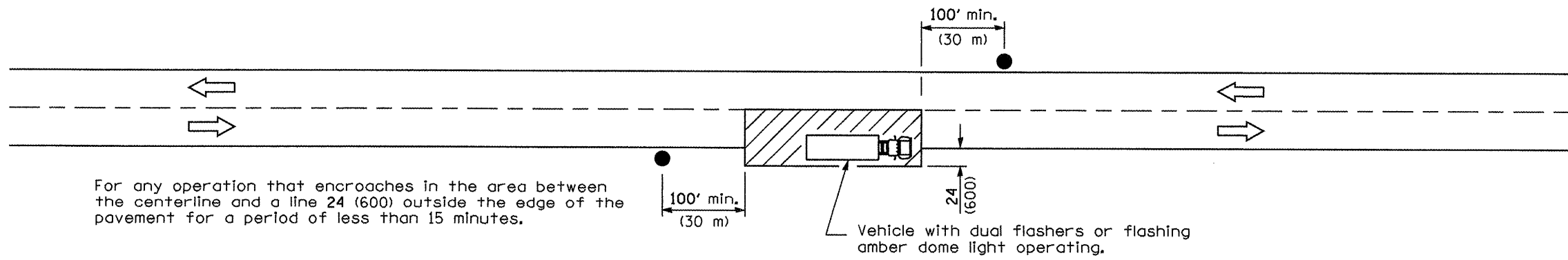
APPROVED January 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.
1-1-05	Revised title, notes, and sign spacing.

**OFF-RD OPERATIONS, 2L, 2W,  
 15' (4.5 m) TO 24' (600 mm)  
 FROM PAVEMENT EDGE**

**STANDARD 701006-03**



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

① = Refer to SIGN SPACING table for distances.

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

### TYPICAL APPLICATIONS

- Marking patches
- Field survey
- String line
- Utility operations
- Cleaning up debris on pavement

### SYMBOLS

- Work area
- Sign on portable or permanent support
- Flagger with traffic control sign

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-05	Deleted FLAGGER SYMBOL sign.

## LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS

**STANDARD 701301-03**

Illinois Department of Transportation

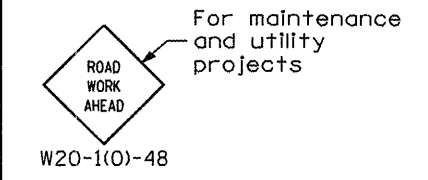
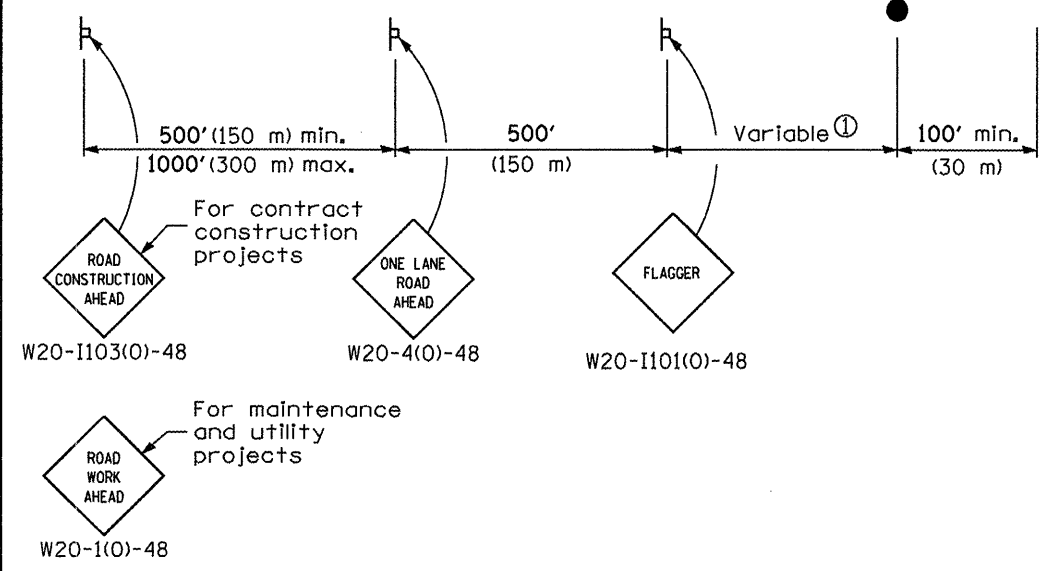
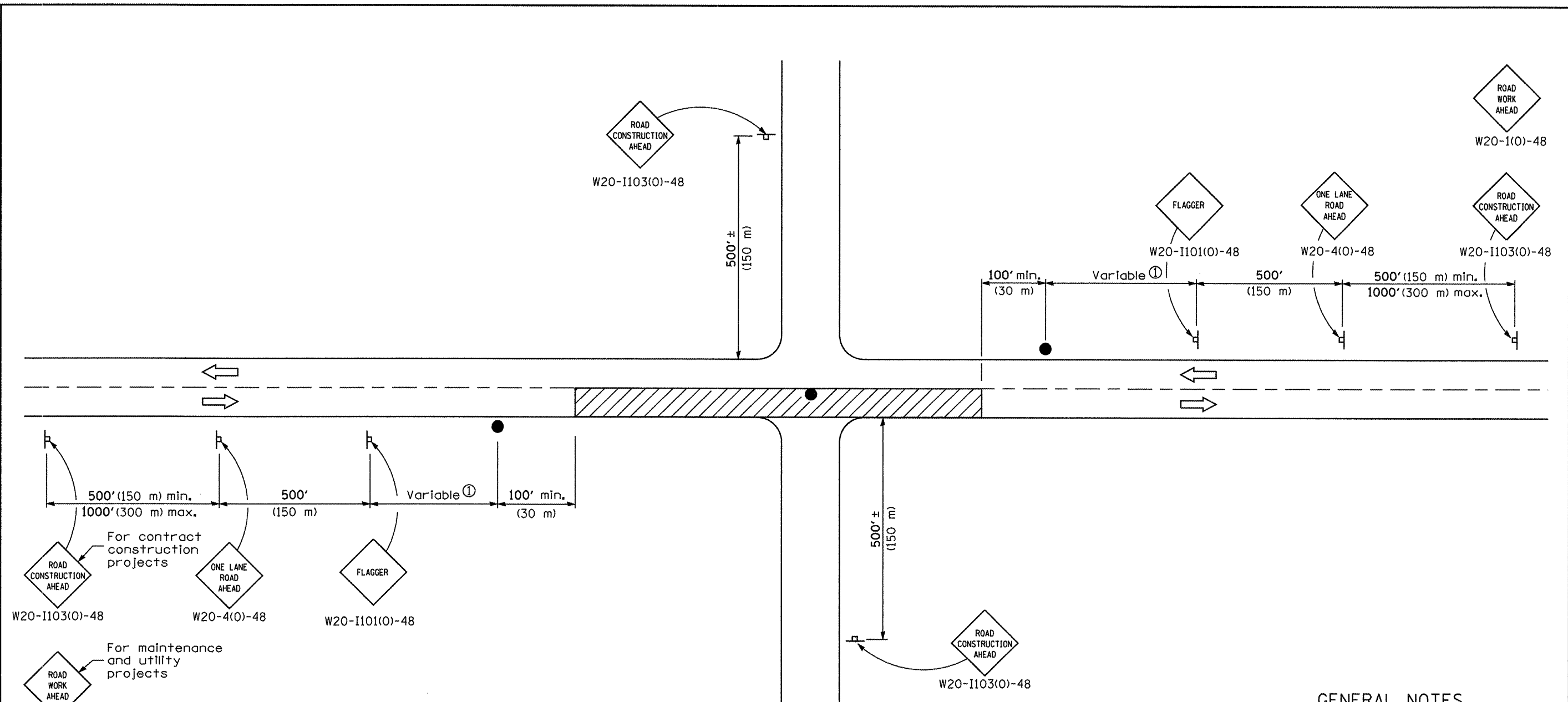
APPROVED January 1, 2009

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-09



**TYPICAL APPLICATIONS**

- Bituminous resurfacing
- Milling operations
- Utility operations
- Shoulder operations

**SYMBOLS**

- Work area
- Sign on portable or permanent support
- Flagger with traffic control sign

① Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but should not exceed 1/2 the length required for one normal working day's operation or 2 miles (3200 m), whichever is less.

**GENERAL NOTES**

This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the pavement where the average speed of movement is greater than 1 mph (2 km/h) and less than 4 mph (6 km/h).

When the operation does not exceed 60 minutes, traffic control may be according to Standard 701301.

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

Illinois Department of Transportation

APPROVED January 1, 2009

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

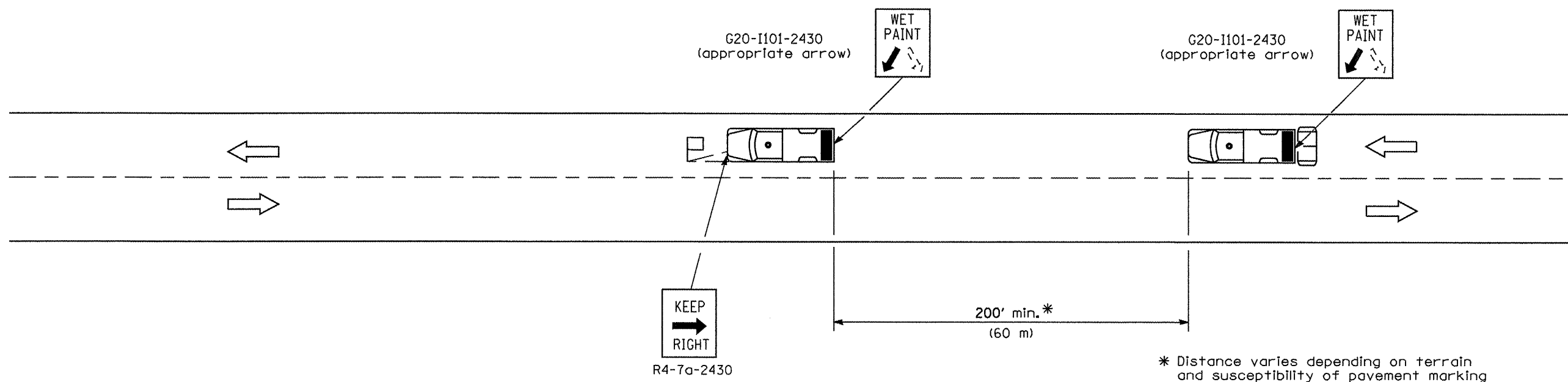
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

DATE	REVISIONS
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.
1-1-05	Deleted FLAGGER SYMBOL sign and revised sign spacing.

**LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH**

**STANDARD 701306-02**



\* Distance varies depending on terrain and susceptibility of pavement marking or crack sealant to wheel tracking.

**TYPICAL APPLICATIONS**

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Rodometer measurements
- Debris cleanup
- Crack pouring

**SYMBOLS**

- Arrow board (Hazard Mode only)
- Truck with headlights, emergency flashers and flashing amber light. (visible from all directions)
- 18x18 (450x450) min. orange flag (use when guide wheel is used)
- Truck mounted attenuator

**GENERAL NOTES**

This Standard is used where any vehicle, equipment, workers or their activities will require a continuous moving operation where the average speed is greater than 3 mph (5 km/h).

For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426.

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

Illinois Department of Transportation

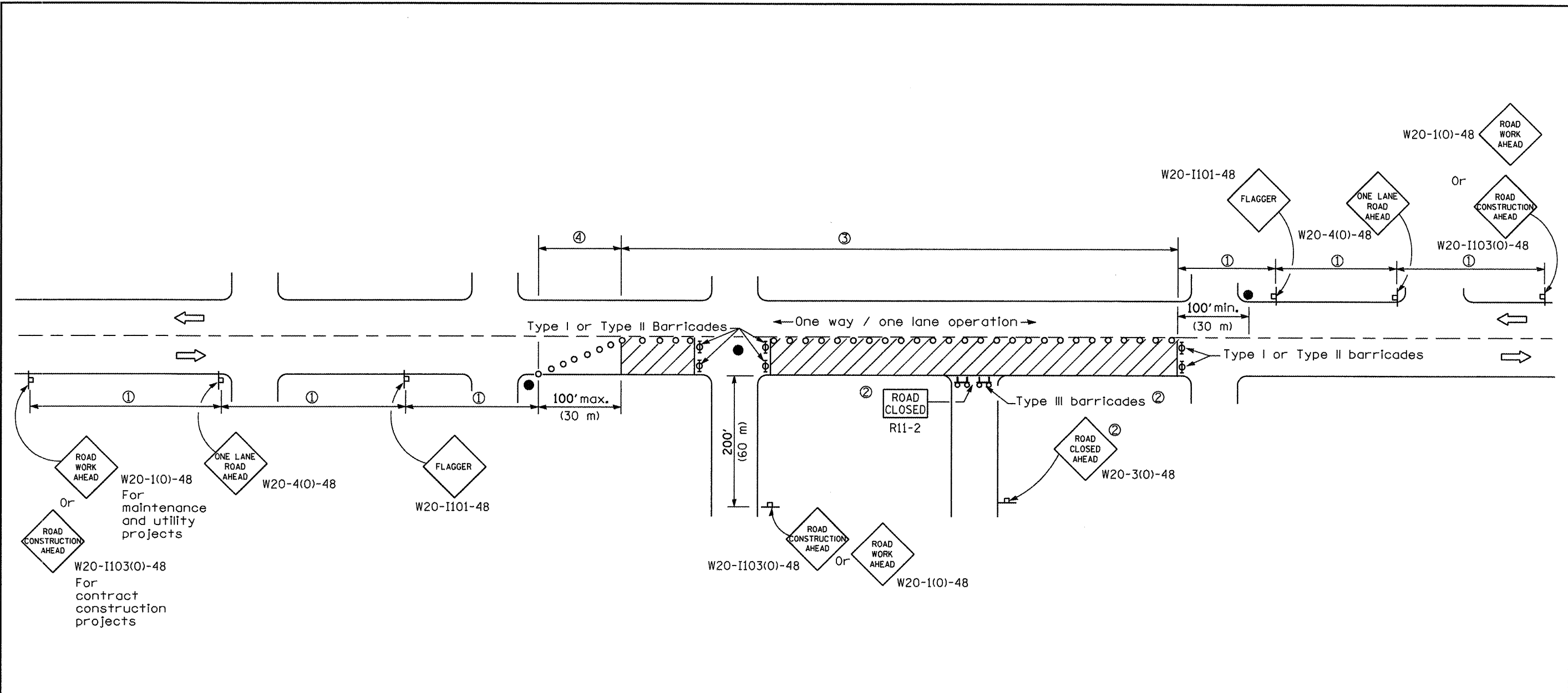
APPROVED January 1, 2009  
 ENGINEER OF OPERATIONS  
 APPROVED January 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

DATE	REVISIONS
1-1-09	Switched units to English (metric). Omitted Pass With Care sign.
1-1-00	Elim. speed restrictions in Standard title.

**LANE CLOSURE 2L, 2W  
 MOVING OPERATIONS-DAY ONLY**

**STANDARD 701311-03**



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

**SYMBOLS**

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights

- ① Refer to SIGN SPACING TABLE for distances.
- ② For approved sideroad closures.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Cones, drums or barricades at 20' (6 m) centers.

**GENERAL NOTES**

This Standard is used where at any-time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

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

Illinois Department of Transportation

APPROVED January 1, 2009

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

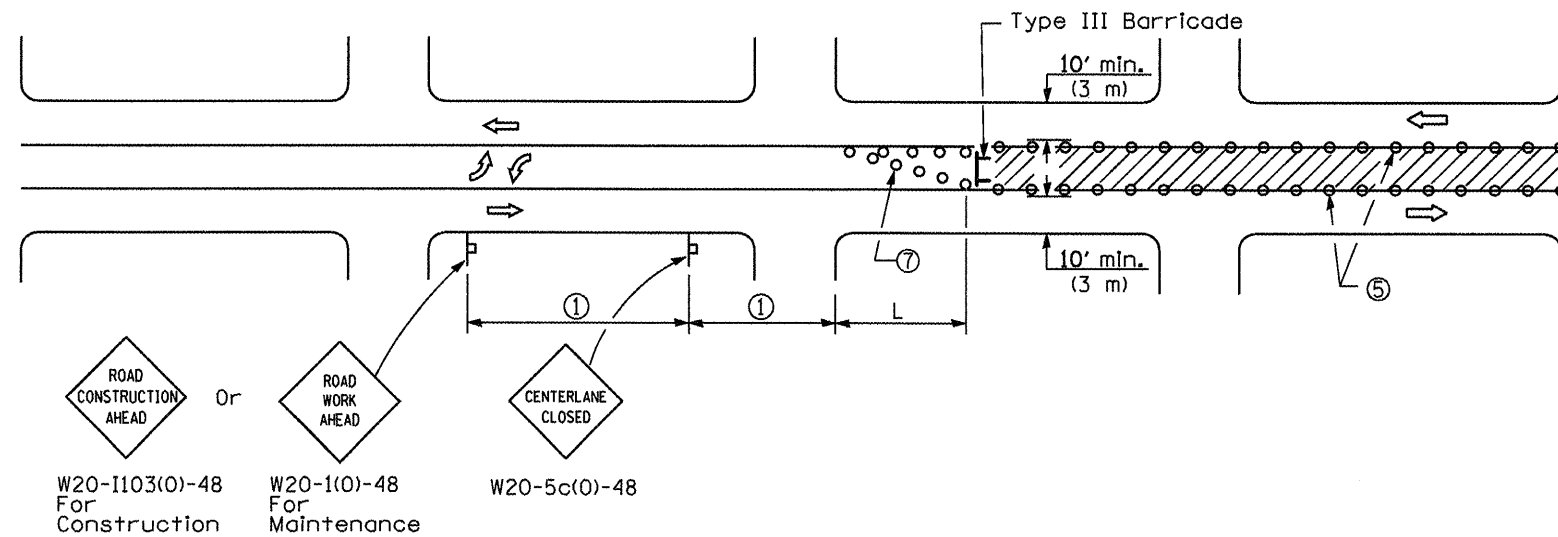
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

DATE	REVISIONS
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.
1-1-08	Added note ④

**URBAN LANE CLOSURE,  
2L, 2W, UNDIVIDED**

**STANDARD 701501-05**



**CASE I**  
(Signs required for both directions)

SIGN SPACING	
Posted Speed	Sign Spacing
55 (4)	500' (150 m)
50-45 (4)	350' (100 m)
<45	200' (60 m)

**SYMBOLS**

- ↑ Arrow board
- ▨ Work area
- ⊕ Barricade or drum with flashing light
- Flagger with traffic control sign
- Cone, drum or barricade (Cones for daytime use only)
- ⊞ Sign on portable or permanent support

- ① Refer to SIGN SPACING TABLE for distances.
- ② Required for speeds > 40 mph (70 km/h).
- ③ Required if work exceeds 500' (164 m) or 1 block.
- ④ For speeds exceeding 45 mph (80 km/h) contact the District Operations Office for approval of sign spacing.
- ⑤ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 15 m (50') centers. When drums or type I or II barricades are used, the interval between devices may be doubled.
- ⑥ For approved sideroad closures.
- ⑦ Cones, drums or barricades at 20' (6 m) centers in taper.

**GENERAL NOTES**

This Standard is used to close one lane of an urban, two lane, two way roadway with a bidirectional turn lane.

Case I applies when no workers are present. When workers are present, two lanes shall be closed and traffic control shall be according to Standard 701501.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
40 mph (70 km/h) or less:	English $L = \frac{WS^2}{60}$	(Metric) $L = \frac{WS^2}{150}$
80 km/h (45 mph) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset  
In feet (meters).

S = Normal posted speed  
mph (km/h).

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

Illinois Department of Transportation

APPROVED January 1, 2009  
ENGINEER OF OPERATIONS

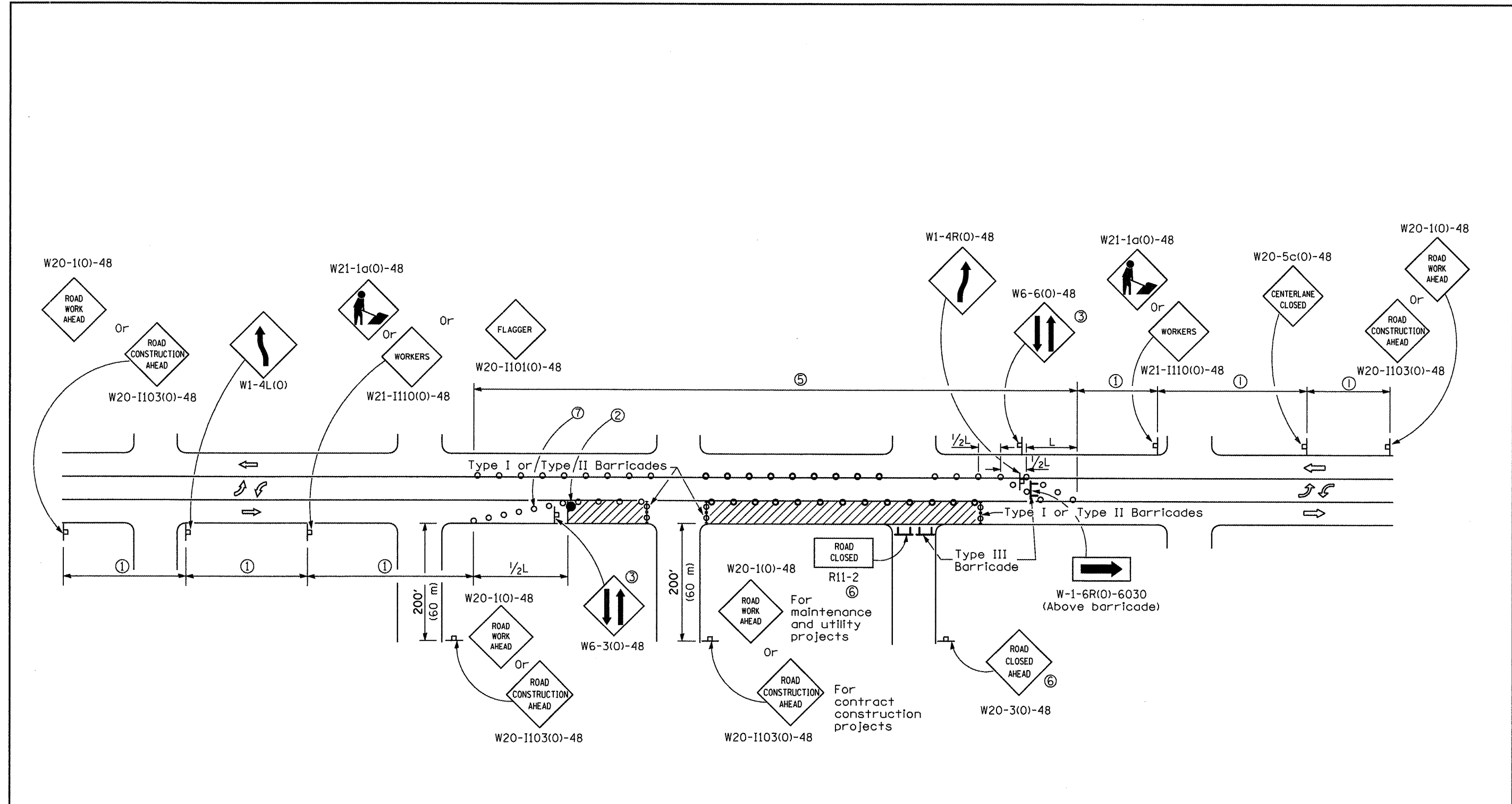
APPROVED January 1, 2009  
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-08	Corrected sign No.'s.
	Added note ⑦

**URBAN LANE CLOSURE,  
2L, 2W, WITH BIDIRECTIONAL  
LEFT TURN LANE**  
(Sheet 1 of 2)

**STANDARD 701502-03**

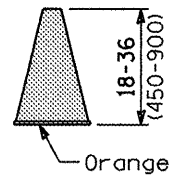


**CASE II**

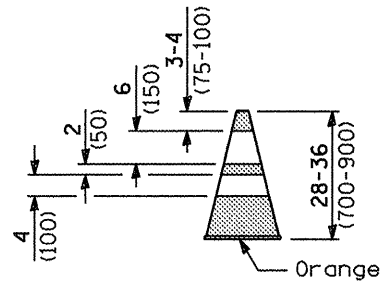
Illinois Department of Transportation  
 APPROVED January 1, 2009  
 ENGINEER OF OPERATIONS  
 APPROVED January 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

**URBAN LANE CLOSURE,  
 2L, 2W, WITH BIDIRECTIONAL  
 LEFT TURN LANE**  
 (Sheet 2 of 2)  
**STANDARD 701502-03**

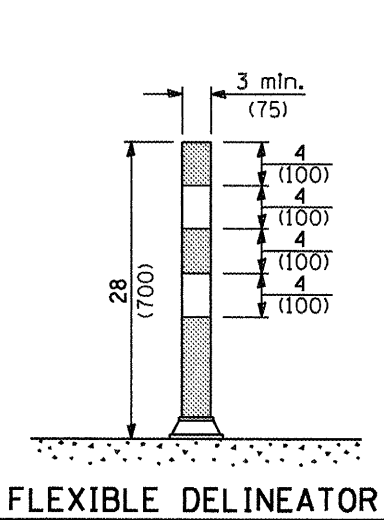




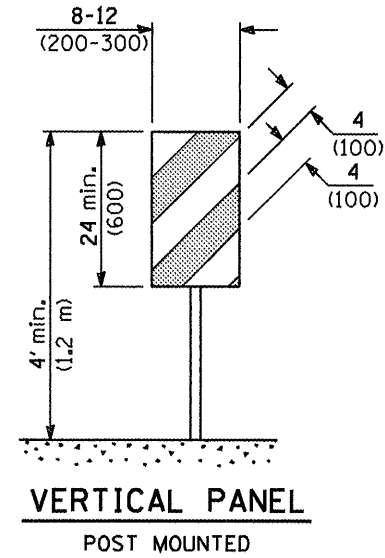
**CONE**



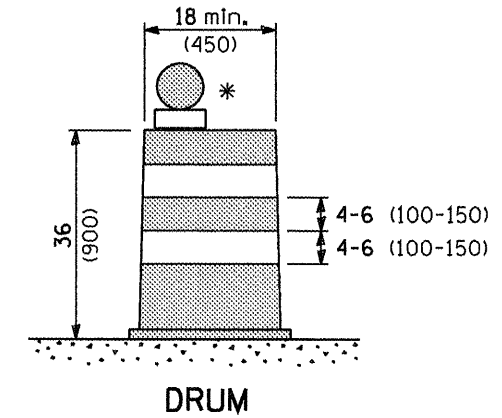
**REFLECTORIZED CONE**



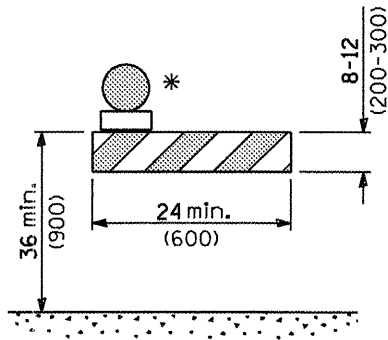
**FLEXIBLE DELINEATOR**



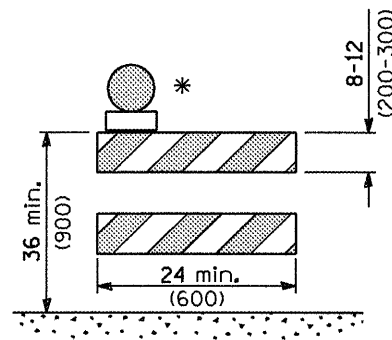
**VERTICAL PANEL  
POST MOUNTED**



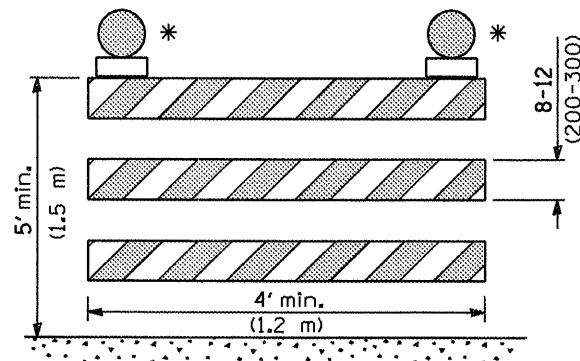
**DRUM**



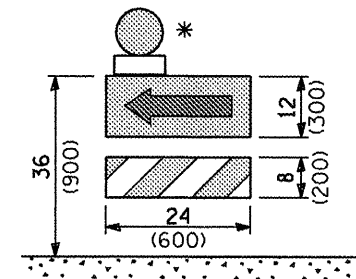
**TYPE I BARRICADE**



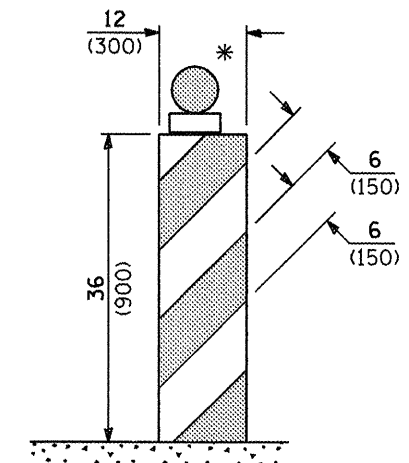
**TYPE II BARRICADE**



**TYPE III BARRICADE**



**DIRECTION INDICATOR  
BARRICADE**



**VERTICAL BARRICADE**

\* Warning lights (if required)

**GENERAL NOTES**

All heights shown shall be measured above the pavement surface.

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

Illinois Department of Transportation

APPROVED January 1, 2009  
 ENGINEER OF OPERATIONS

APPROVED January 1, 2009  
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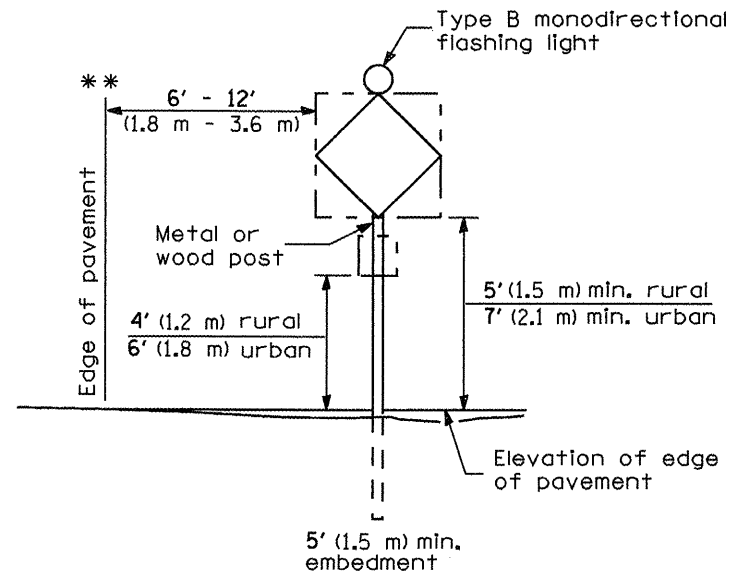
ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to English (metric). Omitted light on vertical panel.
1-1-08	Renumbered Standard 702001-06. Rev. note for temp. signs on Sheet 2.

**TRAFFIC CONTROL DEVICES**

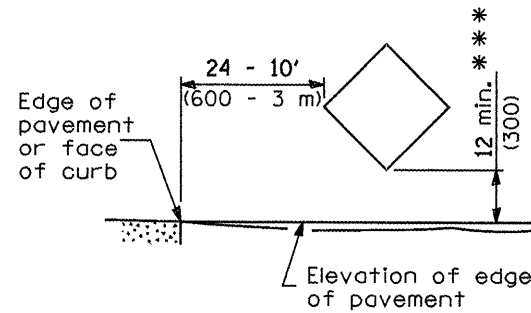
(Sheet 1 of 3)

**STANDARD 701901-01**



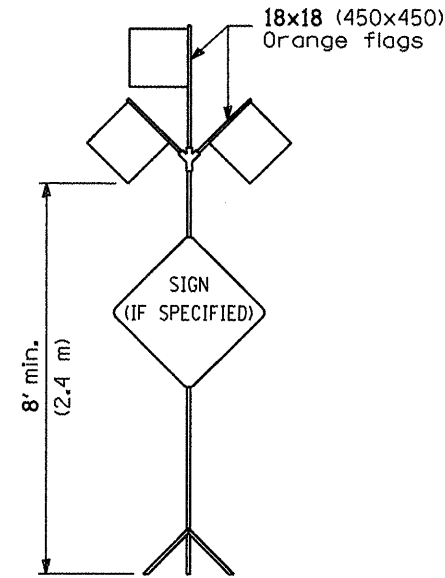
**POST MOUNTED SIGNS**

\*\* When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.

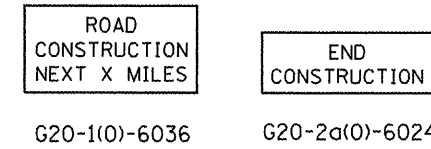


**SIGNS ON TEMPORARY SUPPORTS**

\*\*\* When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen by motorists.



**HIGH LEVEL WARNING DEVICE**



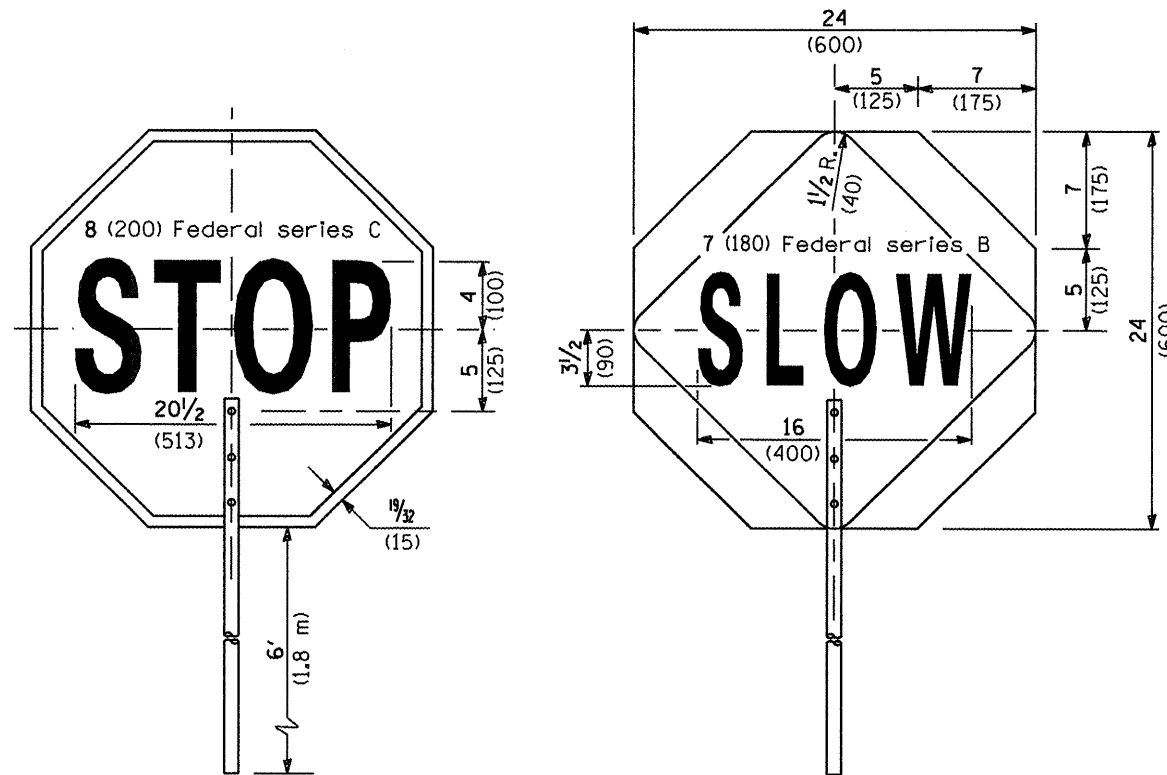
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

**WORK LIMIT SIGNING**



FRONT SIDE

REVERSE SIDE

**FLAGGER TRAFFIC CONTROL SIGN**

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

**TRAFFIC CONTROL DEVICES**

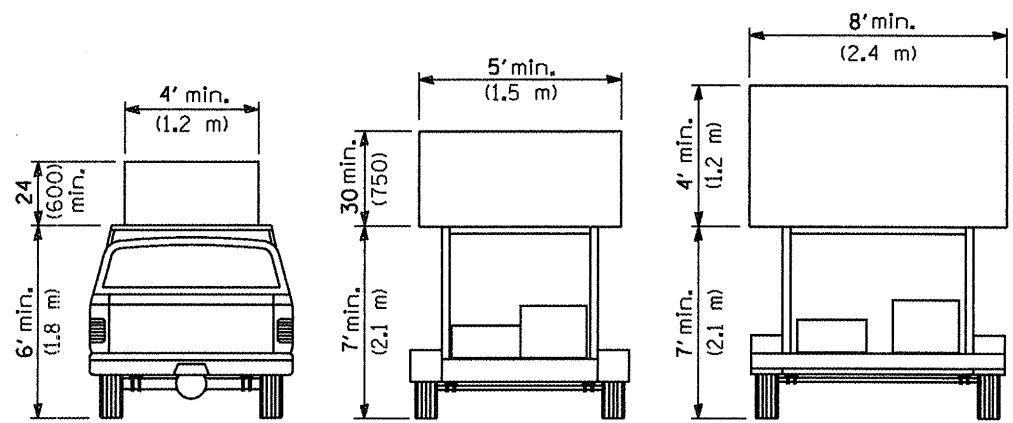
(Sheet 2 of 3)

**STANDARD 701901-01**

Illinois Department of Transportation

APPROVED January 1, 2009  
 ENGINEER OF OPERATIONS  
 APPROVED January 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

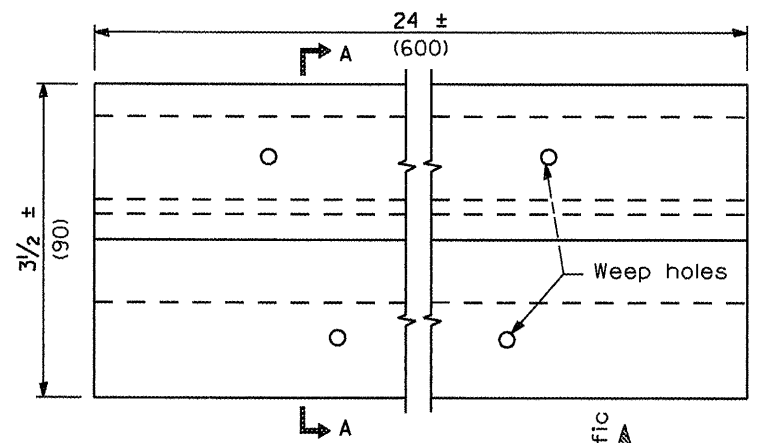


**TYPE A  
ROOF  
MOUNTED**

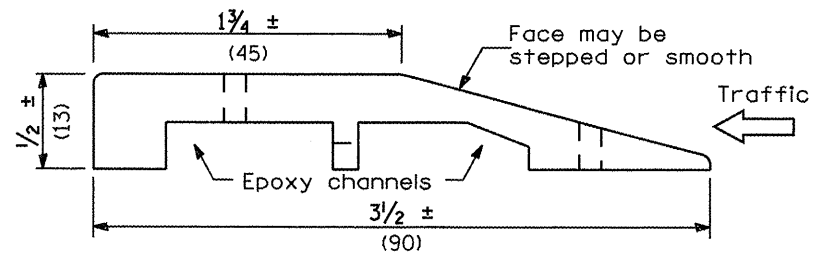
**TYPE B  
ROOF OR TRAILER  
MOUNTED**

**TYPE C  
TRAILER  
MOUNTED**

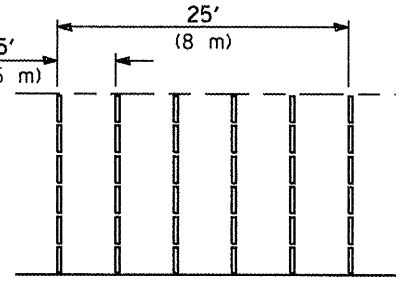
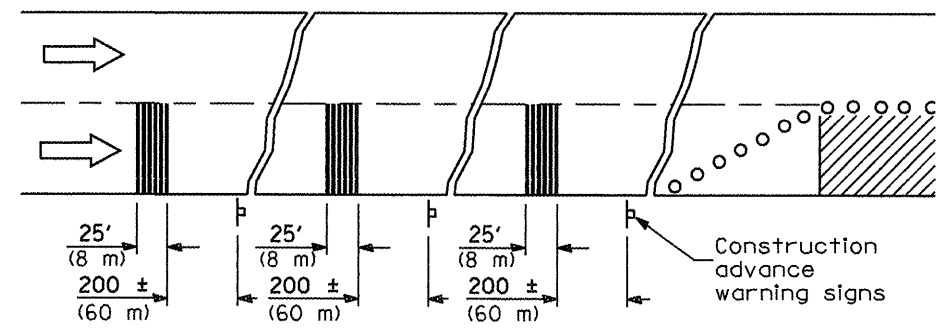
**ARROW BOARDS**



**PLAN**

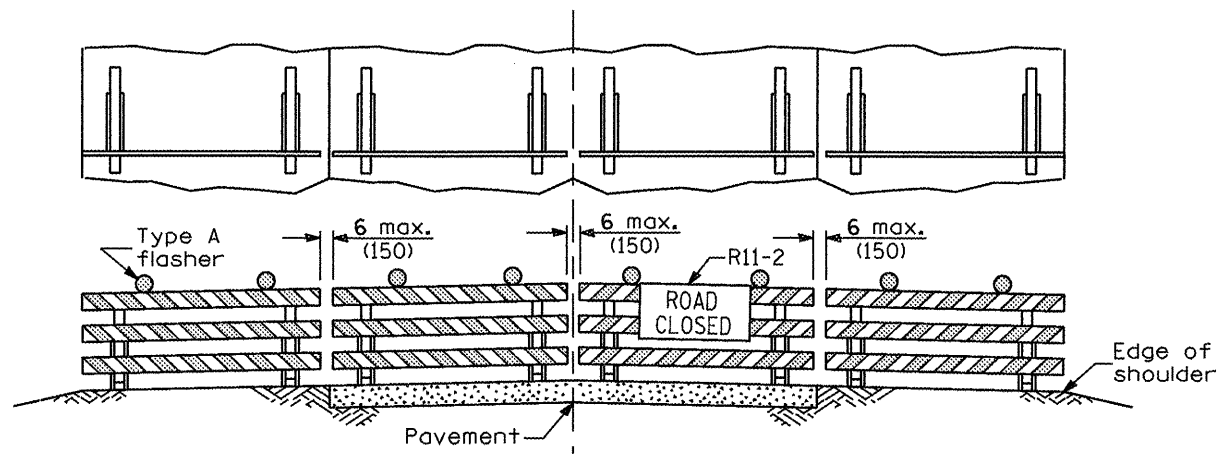


**SECTION A-A**



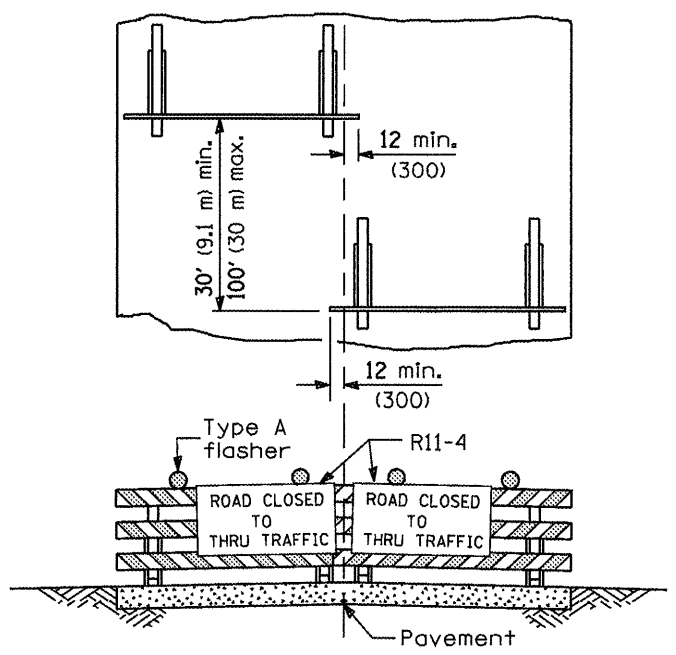
**TYPICAL INSTALLATION**

**TEMPORARY RUMBLE STRIPS**



**ROAD CLOSED TO ALL TRAFFIC**

Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



**ROAD CLOSED TO THRU TRAFFIC**

Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

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

**TRAFFIC CONTROL DEVICES**

(Sheet 3 of 3)

**STANDARD 701901-01**

Illinois Department of Transportation

APPROVED January 1, 2009

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-8-07

**TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD**