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STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
AREAS OF REINFORCEMENT BARS
decimal of AN IN
PAVEMENT WELDED WIRED REINFORCEMENT
CLASS B PATCHES
OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15 ' (4.5m) AWAY
OFF-RD OPERATIONS, 2L, 2W, $15^{\prime}(4.5 \mathrm{~m})$ TO $24^{\prime}(600 \mathrm{~mm})$ FROM PAVEMENT EDGE OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
ANE CLOSURE, $2 L$, 2 W , DAY ONLY, FOR SPEEDS $\geq 45 \mathrm{MPH}$
, SHORT TME OPERATONS
TYPICAL PAVEMENTMARKINGS

|  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | 100\% STATE |
|  | ITEM | UNIT | $\begin{array}{\|c\|} \hline \text { TOTAL } \\ \text { QUANTITY } \\ \hline \end{array}$ | ROADWAY |
| CODE |  |  |  | 0006 |
| no. |  |  |  | RURAL |
|  |  |  |  |  |
| 40600290 | bituminous materials (tack coat) | PCUND | 21974 | 21974 |
|  |  |  |  |  |
| 40600900 | Hot-mix Asphalt binder course (hand method), n50 | TON | 100 | 100 |
|  |  |  |  |  |
| 40602978 | Hot-mix Asphalt binder course, il- 9.5, n50 | TON | 1227 | 1227 |
|  |  |  |  |  |
| 40604060 | HOT-MIX ASPhalt Surface course, 1L-9.5, MIX "D", N50 | TON | 3050 | 3050 |
|  |  |  |  |  |
| 44000154 | HOt-mix ASPhalt surface removal, 1 1/4" | SQ YD | 22533 | 22533 |
|  |  |  |  |  |
| 44000159 | HOT-MIX ASPhalt surface removal, 2 1/2" | SQ YD | 17532 | 17532 |
|  |  |  |  |  |
| 44200050 | welded wire reinforcement | SQ YD | 236 | 236 |
|  |  |  |  |  |
| 44200956 | CLASS B Patches, TYPE II, 9 Inch | SQ YD | 508 | 508 |
|  |  |  |  |  |
| 44200962 | CLASS b Patches, type ili, 9 inch | SQ YD | 154 | 154 |
|  |  |  |  |  |
| 44200994 | CLASS B PATCHES, TYPE 11, 12 Inch | SQ YD | 756 | 756 |
|  |  |  |  |  |
| 44200998 | CLASS b Patches, type ili, 12 INCH | SQ YD | 82 | 82 |
|  |  |  |  |  |
| 44201294 | CLASS b Patch - Expansion joint | Foot | 40 | 40 |
|  |  |  |  |  |
| 44201299 | Dowel bars $11 / 2{ }^{\prime \prime}$ | EACH | 3043 | 3043 |
|  |  |  |  |  |
| 44213200 | Saw cuts | Fоot | 7747 | 7747 |
|  |  |  |  |  |




SPECIALTY ITEMS

## GENERAL NOTES

When laying out for patching, the minimum distance between new patches (saw cut to saw cut) shall be 15 feet. When patch spacing is less than 15 feet the pavement between patches shall also be removed and replaced.

The following Mixture Requirements are applicable for this project:

| Lift thickness: |
| :--- |
| Location and Mixture Uses(s):  $1-1 / 2^{\prime \prime}$  <br>  Resurfacing $1-1 / 4^{\prime \prime}$  <br>  Surface Binder Surface <br> PG: PG $58-28$ PG $58-28$ PG $58-28$ <br> Design Air Voids $4.0 \&$ N50 $4.0 \&$ N50 $4.0 \&$ N50 <br> Mixture Composition IL 9.5 IL 9.5 IL 9.5 <br> Friction Aggregate D N/A D <br> Mix Weight 112 lbs/sq/in  112 Ibs/sq/in <br> Quality Management Program QC/QA QC/QA QC/QA <br> Sublot Size 1000 1000 No <br> Material Transfer Device No No No |

The Contractor will be required to furnish $51 / 2^{\prime \prime}$ high brass stencils as approved by the Engineer and install stationing a 250 ' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4 -lane highways. The stations shall be placed 6 " inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface
The area to be tacked or primed shall be limited to that which can be covered with HMA on the next day's production, but no more than five days in advance of the placement of the HMA, unless approved by the Engineer.

Pavement Marking shall be done according to Standard 780001, except as follows:
2. All words, such as ONLY, shall be 8 feet high.
3. The distance between yellow no-passing lines shall be 8 inches, not 7 inches, as shown in the detail of

Typical Lane and Edge Lines
4. Centerline Skip Dash Pavement Marking on multi-lane divided, multi-lane undivided, and one-way roadway shall be according to District Standard 41.1.
The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

| Geneseo Communications Inc. | $309 / 714-2429$ |
| :--- | :--- |
| AT\&T | $309 / 757-5762$ |
| MidAmerican Energy Company | $563 / 333-8706$ |
| Reynolds Telephone Co. | $309 / 372-9942$ |
| Mediacom | $309 / 743-4750$ |
| City of Rock Island | $309 / 732-2238$ |
| Village of Andalusia | $309 / 798-5593$ |
| Natural Gas Pipe Line | $309 / 944-4676$ |

IDOT is not a member of JULIE. If you are near any overhead lighting, intersection lighting or traffic signals, contact the IDOT Traffic Office at 815/284-5469 at least 48 hours prior to work.

Two expansion joints will be established within the project limits. Contact IDOT Operations staff for exact locations of expansion joints and patch layout.

All temporary ramps shall be included in the cost of HMA SURFACE REMOVAL.

Milling of patches shall be included in the cost of HMA SURFACE REMOVAL.

## STA. $668+62-694+22$ STA. $752+50-780+74$



## BRIDGE OMMISION

$738+45$

## IL 92 TYPE A GUTTER AREAS

65+29-710+48 RT \& LT
STA. $720+97-724+50$ RT
STA. $720+97-724+50$
STA. $720+97-724+50$ LT
STA. $738+45-751+84$
STA. $788+92-791+07$ RT $\&$ LT


STA. $780+74-788+92$ RT

EXISTING TYPE A GUTTER
HOT-MIX ASPHALT SURFACE EXING 9" PCC
1-1/2" Hot-mix ASPHALT SURFACE COURASE, IL-9.5 MIX "D-", N50
-1/4" Hot-MIX ASPHALT BINDER COURSE, IL-9.5 N50


* MATCH Cross slope of Existing surface (Min. bin / foot)
* 9\% MAX Cross slop

RATE OF APPLCATION: 112 \# / IN / SY
$\square$


Existing hma shoulder
Hot-mix ASPhalt SURFACE REMOVAL $2-1 / 2^{" 1}$
X ASPHALT SURFACE COURSE, LL-9. 5 MIX "D", N50
-1/4" Hot-MIX ASPHALT BINDER COURSE, IL-9.5, N50
ONGITUDINAL JOINT SEALANT (ON TOP OF BINDER B PATCHING 12" (SEE SCHEDULE)


LL92
STA. $1100+20-1178+20$


9\% MAX CROSS SLOPE
RATE OF APPLCATION: 112 \# / IN / SY

|  | DEEINEEL |
| :---: | :---: |
|  | Drawn |

## 44213204 TIE BAPS $34{ }^{\prime \prime}$



LOCATION
OFFSET
REMARKS
$\qquad$ 695+29
total

60260100 InLets to be adjusted

| EACH | Location | OFFSET |
| :---: | :---: | :---: |
| 1 | 710+50 | RT |
| 1 | total |  |


| FOOT | LOCATION |
| :---: | :---: |
| 75 | 786+80 |
| 75 | total |

70300100 Short term pavement marking

| FOOT | LOCATION | OFFSET |  |
| :---: | :---: | :---: | :---: | :---: |
| 1755 | $694+22$ | $-729+31$ |  |
| 705 | $738+45$ | $752+55$ |  |
| 1087 | $780+74$ | $802+47$ |  |
| 1950 | $1100+20$ | $1178+20$ |  |
|  |  |  |  |

REMARKS
Binder Lift \& Surface Lift

$$
\begin{aligned}
& \text { Binder Lilt \& Surface Lift } \\
& \text { Binder Lift \& Surface Lift }
\end{aligned}
$$

Binder Lift \& Surface Lift
Surface Lift

70300150 SHORT TERM PAVEMENT MARKING REMOVAL

| SQFT | LOCATION | OFFSET |  |
| :---: | :---: | :---: | :---: |
| 585 | $69+22$ | $729+31$ |  |
| 235 | $738+45$ | $752+55$ |  |
| 362 | $780+74$ | $802+47$ |  |
| 650 | $1100+20$ | $1178+20$ |  |
| 1832 | TOTAL |  |  |

REMARKS
Binder Lift \& Surface Lift
Binder Lift \& Sufface Lift
Binder Lift \& Surface Lift Surface Lift

78001110 PAINT PAVEMENT MARKING - LINE 4

| FOOT | LOCATION |  | OFFSET | REMARKS |
| :---: | :---: | :---: | :---: | :---: |
| 1200 | $668+61$ | 692+60 |  | Yellow - Skip dash |
| 1165 | $696+19$ | 719+49 |  | YELLOW - SKIP dash |
| 1561 | 721+51 | 752+72 |  | yellow - Skip dash |
| 567 | $769+08$ | 780+42 |  | YELLOW - Skip dash |
| 193 | 787+15 | $803+00$ |  | YELLOW - Skip dash |
| 1678 | $668+61$ | $677+00$ |  | YELLOW - SB NO PASSING |
| 2342 | $696+19$ | 707+90 |  | YELLOW - Sb No PASSING |
| 2144 | $721+51$ | 732+23 |  | YELLOW - Sb No PASSING |
| 1970 | $787+15$ | 797+00 |  | YELLOW - Sb No PASSING |
| 1724 | $683+98$ | 692+60 |  | YELLOW - NB NO PASSING |
| 1916 | 709+91 | 719+49 |  | Yellow - nb no Passing |
| 3026 | 737+59 | 752+72 |  | Yellow - nb no Passing |
| 2268 | $769+08$ | 780+42 |  | YELLOW - NB No PASSING |
| 982 | $798+09$ | 803+00 |  | YELLOW - nb no PASSING |
| 1436 | 692+60 | 696+19 |  | double yellow |
| 808 | $719+49$ | 721+51 |  | double yellow |
| 6544 | 752+72 | 769+08 |  | DOUBLE YELLOW |
| 53540 | $668+62$ | 802+47 | LT\& RT | WHITE EDGE LINES |
| 1040 | 1100+20 | - $1121+00$ |  | YELLOW - SKip dash |
| 410 | 1170+00 | - 1178+20 |  | YELLOW - SKIP DASH |
| 1300 | $1114+50$ | - $1121+00$ |  | yellow-ebno passing |
| 19600 | 1121+00 | - 1170+00 |  | DOUBLE YELLOW |
| 31200 | 1100+20 | - 1178+20 | LT\&RT | WHITE Edge Lines |


| 139213 |
| :--- | :--- |

X2800400 PERIMETER EROSION BARRIER, SPECIAL

| FOOT | LOCATION | OFFSET |
| :---: | :---: | :---: |
| 75 |  | LT |

REMARKS
$\square$
Z0020900 ESTABLISHING AND REFERENCING LAND SECTION MARKERS

| $\frac{\text { EACH }}{6}$ LOCATION OFFSET |
| :--- |
| 6 |


|  |  |  |  |  |  |  |  |  |  | 40600290 | 40600370 | 40602978 | 40604060 | 40604060 | 44000154 | 44000159 | 48102100 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  | Bituminous | Longitudinal | Hot-Mix Asphalt | Hot-Mix Asphalt | Hot-Mix Asphalt | Hot-Mix Asphalt | Hot-Mix Asphalt | Agg Wedge |
|  |  |  |  |  | - |  |  | Prop | posed | Materials | Joint | Binder Course | Surface Course | Surface Course | Surface | Surface | Shoulder |
|  | ation |  |  |  |  | Remarks | Length |  | rface | Tack Coat | Sealant | IL-9.5, N50 | IL-9.5, Mix "D" N50 | IL-9.5, Mix "D" N50 | Removal | Removal | Type B |
|  |  |  |  |  |  |  |  |  |  |  |  | 1-1/4" | 1-1/2" | 1-1/4" | 1-1/4" | 2-1/2" |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | Width | Sq Yd | POUND | FOOT | TON | TON | TON | Sq Yd | Sq Yd | TON |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| LL 92 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lt \& Rt Sta | 668 |  | 62 | 694 | +22 | PCC | 2560 | 20 | 5689 |  |  |  |  |  |  |  | 79.4 |
| Lt \& Rt Sta | 694 |  | 22 | 729 | +31 | HMA | 3509 | 20 | 7798 | 5264 | 3509 | 546 | 655 |  |  | 7798 | 108.8 |
| Lt \& Rt Sta | 729 |  | 31 | 738 | +45 | OMISSION | 914 |  |  |  |  |  |  |  |  |  |  |
| Lt \& Rt Sta | 738 |  | 45 | 752 | +50 | HMA | 1405 | 20 | 3122 | 2108 | 1405 | 219 | 262 |  |  | 3122 | 43.6 |
| Lt \& Rt Sta | 752 |  | 50 | 780 | + 74 | PCC | 2824 | 20 | 6276 |  |  |  |  |  |  |  | 87.5 |
| Lt \& Rt Sta | 780 |  | + 74 | 802 | +47 | HMA | 2173 | 20 | 4829 | 3260 | 2173 | 338 | 406 |  |  | 4829 | 67.4 |
| Lt \& Rt Sta | 802 |  | + 47 | 1100 | +20 | OMISSION | 29773 |  |  |  |  |  |  |  |  |  |  |
| Lt \& Rt Sta | 1100 |  | 20 | 1178 | +20 | HMA | 7800 | 26 | 22533 | 10140 |  |  |  | 1577 | 22533 |  | 241.8 |
| LL 92 Type A Gutter |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lt \& Rt Sta | 695 |  | 29 | 710 | +48 |  | 1519 | 4 | 675 | 456 |  | 47 | 57 |  |  | 675 |  |
| Rt Sta. | 720 | +9 | 97 | 724 | +50 |  | 353 | 2 | 78 | 53 |  | 5 | 7 |  |  | 78 |  |
| Lt Sta. | 720 | +9 | 97 | 724 | + 50 |  | 353 | 2 | 78 | 53 |  | 5 | 7 |  |  | 78 |  |
| Lt Sta. | 738 |  | 45 | 751 | + 84 |  | 1339 | 2 | 298 | 201 |  | 21 | 25 |  |  | 298 |  |
| Rt Sta. | 738 |  | 45 | 752 | + 50 |  | 1405 | 2 | 312 | 211 |  | 22 | 26 |  |  | 312 |  |
| RtSta. | 780 | + 7 | + 74 | 788 | +92 |  | 818 | 2 | 182 | 123 |  | 13 | 15 |  |  | 182 |  |
| Lt \& Rt Sta | 788 |  | 92 | 791 | +7 |  | 215 | 4 | 96 | 65 |  | 7 | 8 |  |  | 96 |  |
| Lt Sta. | 791 | + 7 | 7 | 793 | +93 |  | 286 | 2 | 64 | 43 |  | 4 | 5 |  |  | 64 |  |
| TOTALS |  |  |  |  |  |  | 57246 |  |  | 21,974 | 7,087 | 1,227 | 1,473 | 1,577 | 22,533 | 17,532 | 628 |


|  |  |  |  |  | 44200994 |  |  |  |  |  | 44213200 | 44201299 |  | 44200050 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Field input area |  |  | AREA OF PATCHES |  |  |  |  |  |  |  | additional items |  |  |  |
| STA | length of patch |  | TYPE I |  | TYPE II, 12 INCH |  | TYPE III |  | TYPE IV |  | $\begin{gathered} \text { SAWING } \\ (3 W+? L) \\ (\mathrm{ft}) \end{gathered}$ | $\begin{aligned} & \text { DOWEL } \\ & \text { BARS } \\ & (\mathrm{each}) \\ & \hline \end{aligned}$ | $\begin{gathered} \text { TIE } \\ \text { BARS } \\ (\text { each }) \end{gathered}$ | $\begin{gathered} \hline \text { WELDED } \\ \text { WIRE } \\ \text { REINF. } \\ \left(y d^{2}\right) \end{gathered}$ |
|  | $\begin{gathered} \text { LT LANE } \\ (\mathrm{ft}) \end{gathered}$ | Rt lane (ft) | $\begin{gathered} \text { LT LANE } \\ \left(\mathrm{yd}^{2}\right) \end{gathered}$ | rt lane $\left(y d^{2}\right)$ | $\begin{array}{\|c\|c\|} \hline \text { LT LANE } \\ \left(\mathrm{yd}^{2}\right) \end{array}$ | $\begin{array}{\|c} \text { RT LANE } \\ \left(\mathrm{yd}^{2}\right) \end{array}$ | $\begin{gathered} \text { LT LANE } \\ \left(\mathrm{yd}^{2}\right) \end{gathered}$ | $\left.\begin{array}{\|c\|} \text { RT LANE } \\ \left(\mathrm{yd}^{2}\right) \end{array} \right\rvert\,$ | $\begin{gathered} \text { LT LANE } \\ \left(\mathrm{yd}^{2}\right) \end{gathered}$ | $\begin{gathered} \text { RT LANE } \\ \left(\mathrm{yd}^{2}\right) \end{gathered}$ |  |  |  |  |
| 710+48 | 6 | 6 | - | - | 6.7 | 6.7 | - | - | - | - | 66 | 32 |  |  |
|  | 7 | 7 |  |  | 7.8 | 7.8 |  |  |  |  | 67 | 32 |  |  |
|  | 6 | 6 | - | - | 6.7 | 6.7 | - | - | - | - | 66 | 32 | - | - |
|  | 6 | 6 | - | - | 6.7 | 6.7 | - | - | - | - | 66 | 32 | - | - |
|  | 6 | 6 | - | - | 6.7 | 6.7 | - | - | - | - | 66 | 32 | - | - |
| 720+97 | 6 | 6 | - | . | 6.7 | 6.7 | - | - | - | - | 66 | 32 | . | - |
|  |  |  | - | - | . | - | - | - | - | - | - | . | - | - |
| 793+93 | 6 | 6 | - | - | 6.7 | 6.7 | - | - | - | - | 66 | 32 | - | - |
|  | 6 | 6 | - | - | 6.7 | 6.7 | - | - | - | - | 66 | 32 | - | - |
|  | 6 | 6 | . | . | 6.7 | 6.7 | - | - | - | - | 66 | 32 | - | - |
|  | 6 | 6 | - | - | 6.7 | 6.7 | - | - | - | - | 66 | 32 | - | - |
|  | 12 | 12 | - | - | 13.3 | 13.3 | - | - | - | - | 72 | 32 | - | - |
| 802+47 | 6 | 6 | - | . | 6.7 | 6.7 | - | - | - | - | 66 | 32 | . | - |
|  |  |  | - | - | . | - | - | - | - | - | - | . | - | - |
| Total |  |  | 0.0 | 0.0 | 87.8 | 87.8 | 0.0 | 0.0 | 0.0 | 0.0 | 799 | 384 | 0 | 0.0 |
|  |  |  |  |  |  | 176 |  |  |  |  | 799 | 384 |  |  |



| field input area |  |  |  |  | 44200994 |  | 44200998 |  |  |  | 44213200 | 44201299 |  | 44200050 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | area of patches |  |  |  |  |  |  |  | ADDitional items |  |  |  |
| sta | Length of Patch |  | TYPE I |  | TYPE II, 12 INCH |  | TYPE III, 12 INCH |  | TYPE IV |  | $\begin{gathered} \text { SAW ING } \\ (3 w+? L) \\ (f t) \end{gathered}$ | DOWEL <br> BARS <br> (each) | $\begin{gathered} \text { TIE } \\ \text { BARS } \\ \text { (each) } \\ \hline \end{gathered}$ |  |
|  | $\begin{gathered} \begin{array}{c} \text { LT } \\ (\mathrm{ft}) \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c} \text { RT LANE } \\ (\mathrm{ft}) \end{array}$ | $\begin{array}{\|c\|c} \text { LT LANE } \\ \left(y^{2}\right) \end{array}$ | $\begin{array}{\|c\|} \hline \text { RT LANE } \\ \left(y^{2}\right) \end{array}$ | $\begin{gathered} \text { LT LANE } \\ \left(y d^{2}\right) \end{gathered}$ | RT LANE $\left(y d^{2}\right)$ | $\begin{gathered} \text { LT LANE } \\ \left(y^{2}\right) \end{gathered}$ | RT LANE $\left(y d^{2}\right)$ | $\begin{gathered} \text { LT LANE } \\ \left(y d^{2}\right) \end{gathered}$ | $\begin{gathered} \text { RT LANE } \\ \left(y d^{2}\right) \end{gathered}$ |  |  |  |  |
| $695+29$ | 6 | 6 | - | - | 6.7 | 6.7 | - | - | - |  | 90 | 32 |  |  |
|  | 6 | 6 | . | . | 6.7 | 6.7 | - | . | . |  | 90 | , |  |  |
|  | 6 | 6 | . | . | 6.7 | 6.7 | - | . | . |  | 90 | 32 | . | - |
|  | 6 | 6 | . | - | 6.7 | 6.7 | - | . | . |  | 90 | 32 |  |  |
|  | 6 | 6 | . | . | 6.7 | 6.7 | - | . | . | . | 90 | 32 | - | - |
|  | 6 | 6 | . | . | 6.7 | 6.7 | . | . | . | - | 90 | 32 | . | - |
|  | 6 | 6 | . | - | 6.7 | 6.7 | - | - | - | . | 90 | 32 | - | . |
|  | 6 | 6 | - | - | 6.7 | 6.7 | $-$ | - | - | - | 90 | 32 | - | - |
|  | 8 | 8 | . | . | 8.9 | 8.9 | - | - | . | . | 100 | 32 | - | - |
|  | 9 | 9 | . | . | 10.0 | 10.0 | - | - | - | . | 105 | 32 | . | . |
|  | 6 | 6 | - | - | 6.7 | 6.7 | - | - | - | - | 90 | 32 | - | - |
|  | 7 | 7 | - | - | 7.8 | 7.8 | - | - | - | . | 95 | 32 | - | - |
|  | 8 | 8 | . | . | 8.9 | 8.9 | - | . | . | . | 100 | 32 | - | - |
|  | 6 | 6 | . | . | 6.7 | 6.7 | - | - | - | . | 90 | 32 | - | - |
|  | 6 | 6 | . | . | 6.7 | 6.7 | - | . | . | . | 90 | 32 | - | - |
|  | 6 | 6 | . | . | 6.7 | 6.7 | . | - | . | . | 90 | 32 | . | . |
|  | 6 | 6 | - | - | 6.7 | 6.7 | - | - | - | - | 90 | 32 | - |  |
|  | 6 | 6 | . | . | 6.7 | 6.7 | . | . | - | . | 90 | 32 | - | - |
|  | 6 | 6 | . | . | 6.7 | 6.7 | . | . | - | . | 90 | 32 | - | . |
| $710+48$ | 6 | 6 | . | - | 6.7 | 6.7 | - | - | - | . | 90 | 32 | - | . |
|  |  |  | - | - | - | - | - | - | - | - | - | - | - | - |
| $720+97$ | 6 |  | - | - | 6.7 |  | . | - | . | . | 48 | 16 | . | . |
|  | 6 | 6 | . | . | 6.7 | 6.7 | - | . | . | . | 90 | 32 | . |  |
| $729+31$ | 14 | 6 | - | . | - | 6.7 | 15.6 | - | - | - | 114 | 32 | - | 15.6 |
|  |  |  | . | . | . |  | - | . | . | . | - | . | . | - |
| $738+45$ | 6 | 6 | . | . | 6.7 | 6.7 | . | . | . | . | 90 | 32 | $\cdots$ | - |
| $738+45$ <br>  | 8 | 8 | . | . | 8.9 | 8.9 | . | . | . | . | 100 | 32 | - | - |
|  | 6 | 6 | . | - | 6.7 | 6.7 | - | - | . | . | 90 | 32 | - | - |
| $\square$ | 8 | 6 | - | . | 8.9 | 6.7 | . | . | - | . | 96 | 32 | . | . |
|  | 6 | 6 | - | - | 6.7 | 6.7 | - | - | - | . | 90 | 32 | - |  |
| $\square$ | 8 | 6 | . | . | 8.9 | 6.7 | . | - | . | . | 96 | 32 | - | - |
|  | 6 | 6 | - | . | 6.7 | 6.7 | - | - | - | - | 90 | 32 | - | - |
| $\square$ | 6 | 6 | - | . | 6.7 | 6.7 | - | - | - |  | 90 | 32 | - |  |
|  | 6 | 6 | - | - | 6.7 | 6.7 | - | - | - | - | 90 | 32 | - | - |
|  | 6 | 6 | . | . | 6.7 | 6.7 | - | . | . | . | 90 | 32 | - | . |
|  | 6 | 12 | - | . | 6.7 | 13.3 | - | - | - | - | 108 | 32 | - | - |
|  | 6 | 6 | . | . | 6.7 | 6.7 | . | - | . | . | 90 | 32 | . |  |
|  | 15 | 16 | - | - | - | - | 16.7 | 17.8 | - | - | 138 | 32 | - | 34.4 |
|  | 14 | 6 | . | . | - | 6.7 | 15.6 | . | . | . | 114 | 32 | - | 15.6 |
| 752+50 | 6 | 6 |  | . | 6.7 | 6.7 | - | . | . | . | 90 | 32 | - |  |
|  |  |  | - | . | - | - | - | - | - | . |  | - | - | - |
| $780+74$ | 6 | 6 | . | . | 6.7 | 6.7 | . | - | . | . | 90 | 32 | . | . |
|  | 6 | 6 | . | . | 6.7 | 6.7 | . | - | . | . | 90 | 32 | - |  |
|  | 6 | 6 | - | - | 6.7 | 6.7 | . | - | . |  | 90 | 32 |  |  |
|  | 6 | 6 | . | . | 6.7 | 6.7 | . | - | . | . | 90 | 32 | - | - |
|  | 6 | 6 | - | . | 6.7 | 6.7 | - | - | - | . | 90 | 32 | - | - |
| 793+93 | 6 | 15 | . | . | 6.7 |  | . | 16.7 | . |  | 117 | 32 | . | 16.7 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total |  |  | 0.0 | 0.0 | 288.9 | 291.1 | 47.8 | 34.4 | 0.0 | 0.0 | 4121 | 1363 | 0 | 82.2 |
|  |  |  |  |  |  | 580 |  | 82 |  |  | 4121 | 1363 |  | 82 |



## WORK ZONE SIGN DETAILS



| SIGN SIZE | SERIES BY LINE |  |  | MARGIN | BORDER |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1 | 2 | 3 |  |  |
| $60 \times 36$ | $5 C$ | $5 c$ | $5 C$ | 0.625 | 0.875 |

Sign not to scale

GENERAL NOTES
All work to furnish ond install these signs shall be incolrol standards and shall not be paid separately.
All Illinois Standard signs shall conform to the latest edition of the "Illinois Stondard Highwoy Signs B
in effect on the date of invitation for bids.
Signs sholl meet the opplicable portions of Sections 70

ILLINOIS STANDARD W8-I107


| SIGN SIZE | SERIES BY LINE |  |  | MARGIN | BORDER |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1 | 2 | 3 |  |  |
| $48 \times 48$ | $7 c$ | $7 c$ | $7 c$ | 1.250 | 0.750 |

Sign not to scale

## WORK ZONE SIGN DETAILS


GENERAL NOTES
All work to furnish and install these signs shall be included in the cost of the specified troffic All Illinois Stondard signs shall conform to the latest edition of the "Illinois Stondard Highwoy Slons Book"
signs shall meet the applicable portions of Sections 70 send Spedications


| COLOR | LEGEND AND BORDER BACKGROUND BACKGROUND (WIDTH) |  |  | BLACK white fl orange |  |  | NON-REFLECTORIZED <br> REFLECTORIZED <br> REFLECTORIZED |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | DIMENSIONS |  |  |  |  |  |  |  |  |  |  |  |
| SIGN SIZE | A | B | C | D | E | F | G | H | $J$ | K | L | M |
| $48 \times 48$ | 48.00 | 3.00 | 38.40 | 13.20 | 19.20 | 32.00 | 22.00 | 26.20 | 12.00 | 24.00 | 10.00 | 11.00 |


| SIGN SIZE | SERIES BY LINE | MARGIN | BORDER |
| :---: | :---: | :---: | :---: |
|  | 1 |  |  |
| $48 \times 48$ | $12 C$ | 0.750 | 1.250 |


| SIGN SIZE | SERIES BY LINE |  |  |  | MARGIN | BORDER |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1 | 2 | 3 | 4 |  |  |
| $48 \times 48$ | 6 C | 80 | 60 | 60 | 0.750 | 1.250 |


Sign not to scole
XX'-XX" WIDTH AND X MLLES ARE VARIABLE
TOP AND BOTTOM OF BACKGROUND WHITE

## WORK ZONE SIGN DETAILS

## NO OVERSIZE OVERWEIGHT LOADS XX MILES AHEAD

## IO ACTIVAIE SIGNAL

Permit Loods - Loods Over 13 Feet; 3.0" Rodius, $1.3^{\prime \prime}$ Border:
INO OVERSIZE -] D; COVERWEIGHT LOAST1 Table of let+er and object lefts.

| N | O | O | V | E | R | S | I | Z | E | - |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| 11.7 | 18.1 | 30.0 | 36.2 | 42.8 | 48.4 | 54.4 | 60.7 | 63.5 | 69.5 | 80.8 |



GENERAL NOTES
All work to furnish ond install these signs shall be included in the cost of the specified traffic
control standards and sholl not be paid separa

| X | X | M | I | L | E | S | A | H | E | A | D |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| 7.6 | 13.6 | 25.3 | 32.3 | 35.1 | 40.6 | 46.2 | 57.9 | 65.1 | 71.4 | 76.6 | 83.7 |

Sign not to scale
All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highwoy Signs
in effect on the date of invitation for bids.
Signs shall meet the applicable portions of Sections 701
Signs shall meet the applicoble portions
and 720 of the Stondard Specificotions.
All dimensions ore in inches unless otherwise noted


## TYPICAL PAVEMENT MARKINGS

MEDIAN PAVEMENT MARKING

## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



- ALL DIMENSIONS ARE in inches Unless otherwise noted.

TYPICAL ISLAND OFFSET SHOULDER WIDTH


- Distonce to the neorest edge of the intersecting roodwoy in the
obsence of a marked crosswalk.



## TYPICAL PAVEMENT MARKINGS



