06-14-13 LETTING ITEM 034

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENTS ARE LOCATED IN UNINCORPORATED PLATO AND RUTLAND TOWNSHIPS

FUNCTIONAL CLASSIFICATION PRINCIPAL ARTERIAL 2011 ADT: 5.600 POSTED SPEED: 45-55 MPH

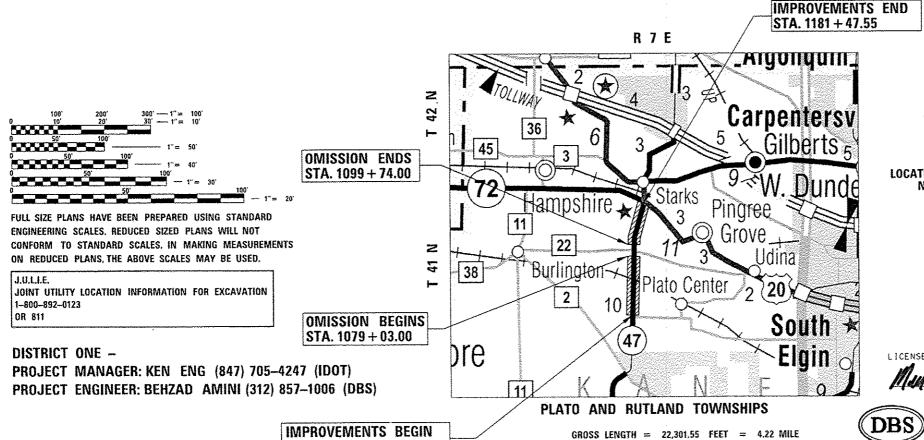
PROPOSED HIGHWAY PLANS

FAP ROUTE 326 (IL RTE. 47) SECTION: 106X-RS-7

PLATO ROAD TO US 20 / IL 72 **RESURFACING**

> KANE COUNTY C-91-042-13

NET LENGTH = 20,230.55 FEET = 3.83 MILE



STA, 958 + 46.00

LOCATION MAP

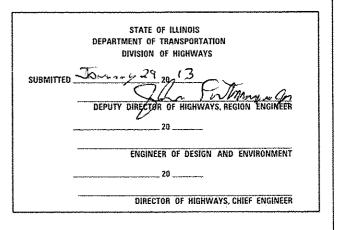


DB STERLIN CONSULTANTS, INC. 123 N. WACKER DRIVE SUITE 2000 CHICAGO RIINDIS 60606

KANE 20 1

D-91-042-13





PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 60V64

0

INDEX OF SHEETS

SHEET NO.		DESCRIPTION
1	COVER SH	EET
2	INDEX OF	SHEETS, STATE STANDARDS AND GENERAL NOTES
3-4	SUMMARY	OF QUANTITIES
5	EXISTING	AND PROPOSED TYPICAL SECTIONS
6-13	HOT-MIX	ASPHALT RESURFACING AND PAVEMENT MARKING PLANS
14	(80-22)	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
15	(80-32)	BUTT JOINT AND HMA TAPER DETAILS
16	(TC-10)	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS. INTERSECTIONS, AND DRIVEWAYS
17	(TC-11)	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
18	(TC-13)	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
19	(TC-22)	ARTERIAL ROAD INFORMATION SIGNING
20	(TC-23)	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSING

STATE STANDARDS

STANDARD NO.

000001 -01	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
442201 ~03	CLASS C AND D PATCHES
482011 - 03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
701006- 04	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701011- <i>03</i>	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306- 03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311 <i>-03</i>	LANE CLOSURE, 2L. 2W. MOVING OPERATIONS - DAY ONLY
701336 ~06	LANE CLOSURE, 2L. 2W, WORK AREAS IN SERIES, FOR SPEEDS $\hat{\mathbf{x}}$ 45 MPH
701901-0Z	TRAFFIC CONTROL DEVICES
780001- <i>03</i>	TYPICAL PAVEMENT MARKINGS

DESCRIPTION

COMMITMENTS

THERE ARE NO COMMITMENTS FOR THIS PROJECT.

GENERAL NOTES

- 1. ALL CONSTERUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2012 (REFERED TO AS THE STANDARD SPECIFICATIONS), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS". THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND THE "MANUAL OF TEST PROCEDURES FOR MATERIALS".
- 2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED).
- 3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND KANE COUNTY.
- 4. THE CONTRACTOR WILL NOT BE ABLE TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
- 5. THE CONTRACTOR SHALL NOTIFY THE IDOT ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM of 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 6. THE RESIDENT ENGINEER SHALL CONTACT MR. DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER, AT (847) 741-9857 A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS.
- 7. ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- 8. 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.
- 9. 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.
- 10. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY
- 11. DRAINAGE ADJUSTMENT OR RE-CONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF
- 13. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF
- 14. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 15, FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- 16. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 17. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS AND I INCH WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH. WITH WRITTEN APPROVAL, OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- 18. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 19. WHEN CONSTRUCTION OPERATIONS ON TWO-LANE ROADS OPEN TO TRAFFIC RESULT IN THE REMOVAL OR COVERING OF ANY PAVEMENT MARKING INDICATING PASSING RESTRICTIONS. "NO PASSING ZONES STRIPED NEXT _____ MILES" SIGNS SHALL BE USED. THE CONTRACTOR SHALL PLACE THE SIGNS AT THE BEGINNING OF THE UNSTRIPED AREA, JUST BEYOND EACH MAJOR INTERSECTION WITHIN THE UNSTRIPED AREA, AND AT SUCH LOCATIONS AS THE ENGINEER MAY DIRECT TO ENSURE A MINIMUM SPACING OF FIVE MILES.
- 20. THE CONTRACTOR SHALL REPLACE ALL THE PAVEMENT MARKINGS AS LAID OUT IN THE FIELD AS DIRECTED BY THE ENGINEER.

USER NAME = mmiller	DESIGNED	-	MIM	REVISED ~	
	DRAWN	~	MTM	REVISED -	
PLOT SCALE = 188,0868 1/ 10.	CHECKED	-	8A	REVISED -	ĺ
PLOT DATE + 1/25/2013	DATE	-	2/1/13	REVISED -	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

1	IL ROUTE 47 PLATO RD. TO U.S. 20	F.A.P. RTÉ.	SECTION	COUNTY	TOTAL	SHEET NO.
1	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	326	106X-R5-7	KANE	20	2
1	HENCA OF SHEETS, STATE STANDARDS AND SERENAL HOTES			CONTRACT		0V64
1	SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED. A	O PROJECT		

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		100% STA					CONSTRUCTION CODE					
			URBAN	0005		Translation of the Control of the Co						
CODE	ITEM	UNIT	TOTAL	RESURFACING								
NO.	A 1 to 191	C	OUANTITY									
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	28	28								
40600300	AGGREGATE (PRIME COAT)	TON	132	132								
				1 1 Au			1					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	10	10		-	***************************************					
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2,519	2,519	2000							
40600895	CONSTRUCTING TEST STRIP	EACH	2	2								
			-									
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	231	231								
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	5,695	5,695								
44000158	HOT-MIX ASPHALT SURFACE REMOVAL. 2 1/4"	SO YD	65,553	65,553								
			;									
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SQ YD	967	967								
			:									
44201819	CLASS D PATCHES, TYPE III. 14 INCH	SO YD	270	270								
			:									
44201821	CLASS D PATCHES, TYPE IV. 14 INCH	SO YD	1,235	1,235								
			:	-		-						
48102100	AGGREEGATE WEDGE SHOULDER, TYPE B	TON	3.860	3,860								
			:			7						
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6		-						
67100100	MOBILIZATION	L SUM		1								
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	<u>.</u>								

· SPECIALTY ITEM

	USER NAME & moviller	DESIGNED	-	MIN	REVISED	-
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	PLOY SCALE + 100.0000 17 in.	CHECKED	-	8A	REVISED	•
	PLOT DATE : 1/25/2013	DATE		2/1/13	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 PLATO RD. TO U.S. 20

SUMMARY OF QUANTITIES

SCALE; N.T.S. SHEET I OF I SHEETS STA. TO STA.

A.P. SECTION COUNTY TOTAL SHEET NO. 326 106X-RS-7 KANE 20 3 CONTRACT NO. 60V64

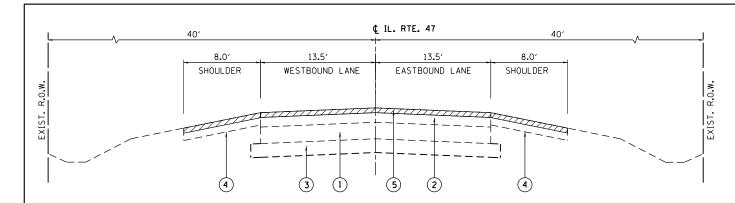
			100% STATE		CON	STRUCTION CODE	
			URBAN	0005			
CODE		fthi T	TOTAL	RESURFACING			
NO.	ITEM	UNIT	QUANTITY				
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1			
·							
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,957	1,957			
0300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	123	123			-
				-			
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	62,612	62,612		·	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	124	124			
	The Court Caramers incomery 150% 61			-			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	21,667	21,667			
	MURA ZUNE PAYEMEN MARCHING NEMOVAL						
70000100		SO FT	123	123			
78000100	THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS	30 51	1.5	3b 4			
		FOOT	62.612	62,612			
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"		62,612	02,012			
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	124	124			
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	253	253			
·			· · · · · · · · · · · · · · · · · · ·	-			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	253	253			
				· .			
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	405	405			
20030850	TEMPORARY INFORMATION SIGNING	SO FT	52	52			
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	-	1			
· · · · · ·	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500			

. SPECIALTY ITEM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 PLATO RD. TO U.S. 20
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 2 OF 2 SHEETS STA. TO STA.



EXISTING TYPICAL SECTION ILLINOIS ROUTE 47

 STA. 958+46.00
 TO
 STA. 1034+80.60

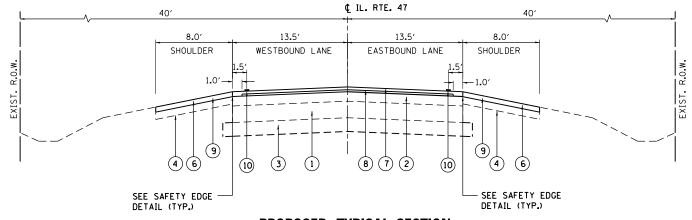
 STA. 1035+53.40
 TO
 STA. 1079+03

 STA. 1099+74.00
 TO
 STA. 1181+47.55

OMISSION AT PLANK ROAD STA. 1079 + 03.00 TO STA. 1099 + 74.00

EXISTING TYPICAL SECTION AT GUARD RAIL ILLINOIS ROUTE 47

(SEE PLANS FOR LOCATIONS)



PROPOSED TYPICAL SECTION AT GUARD RAIL ILLINOIS ROUTE 47

(SEE PLANS FOR LOCATIONS)

PROPOSED TYPICAL SECTION ILLINOIS ROUTE 47

 STA. 958 + 46.00
 TO
 STA. 1034 + 80.60

 STA. 1035 + 53.40
 TO
 STA. 1079 + 03

 STA. 1099 + 74.00
 TO
 STA. 1181 + 47.55

OMISSION AT PLANK ROAD STA. 1079 + 03.00 TO STA. 1099 + 74.00 NOTE: THE CONTRACTOR SHALL MILL PRIOR TO PATCHING.

MIXTURE TYPE	AIR VOIDS Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, IL 9.5 mm, MIX "D", N70, 11/2"	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"	3.5% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR.

- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
- 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

 FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

<u>LEGEND</u>

- 1 EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 9"
- 2) EXISTING BITUMINOUS PAVEMENT ±7"
- (3) EXISTING SUB-BASE
- (4) EXISTING AGGREGATE SHOULDERS
- 5) HOT-MIX ASPHALT SURFACE REMOVAL, 21/4"
- 6 GRADING AND SHAPING SHOULDERS
- (7) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL 9.5mm, MIX "D", N70, 11/2"
- 8) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- (9) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- (10) PROPOSED 4" WHITE THERMOPLASTIC PAVEMENT MARKING LINE
- (11) EXISTING GUARD RAIL TO REMAIN
- EXISTING SURFACE REMOVAL

SAFETY EDGE DETAIL (APPLIES TO LOCATIONS WITH LESS THAN

3' OF PAVED SHOULDERS)

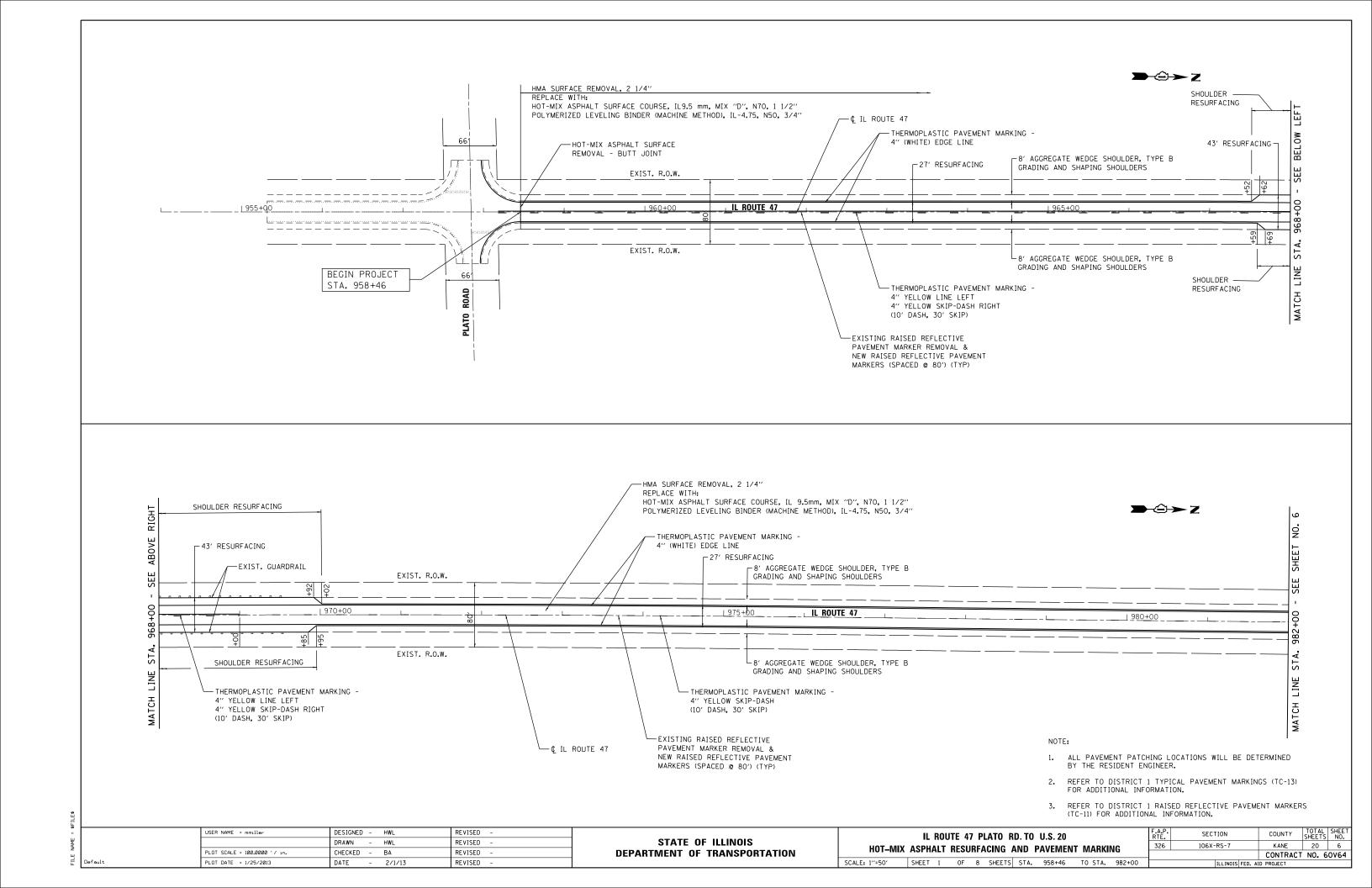
-EXISTING AGGREGATE

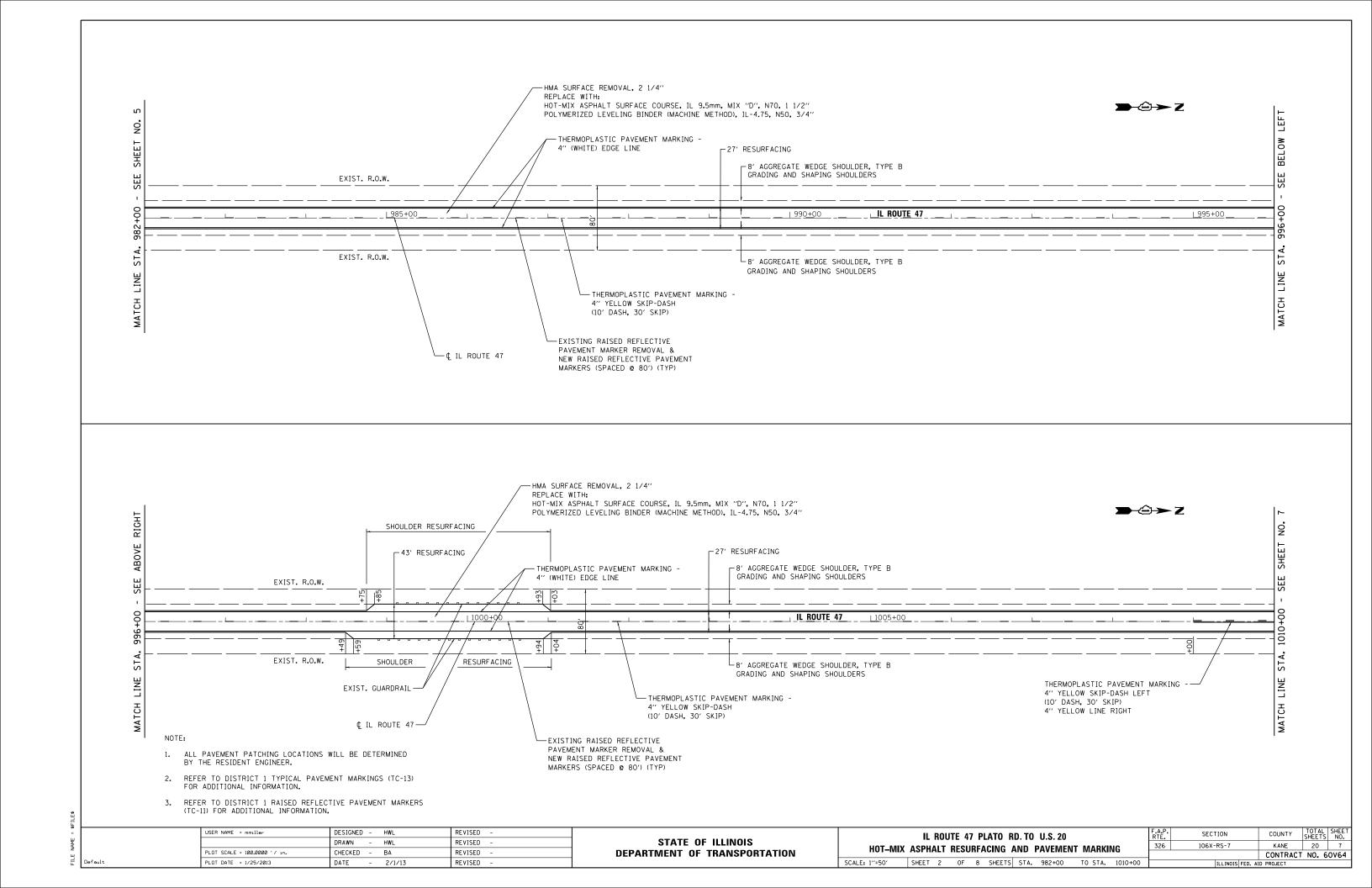
-EXISTING EDGE OF PAVEMENT

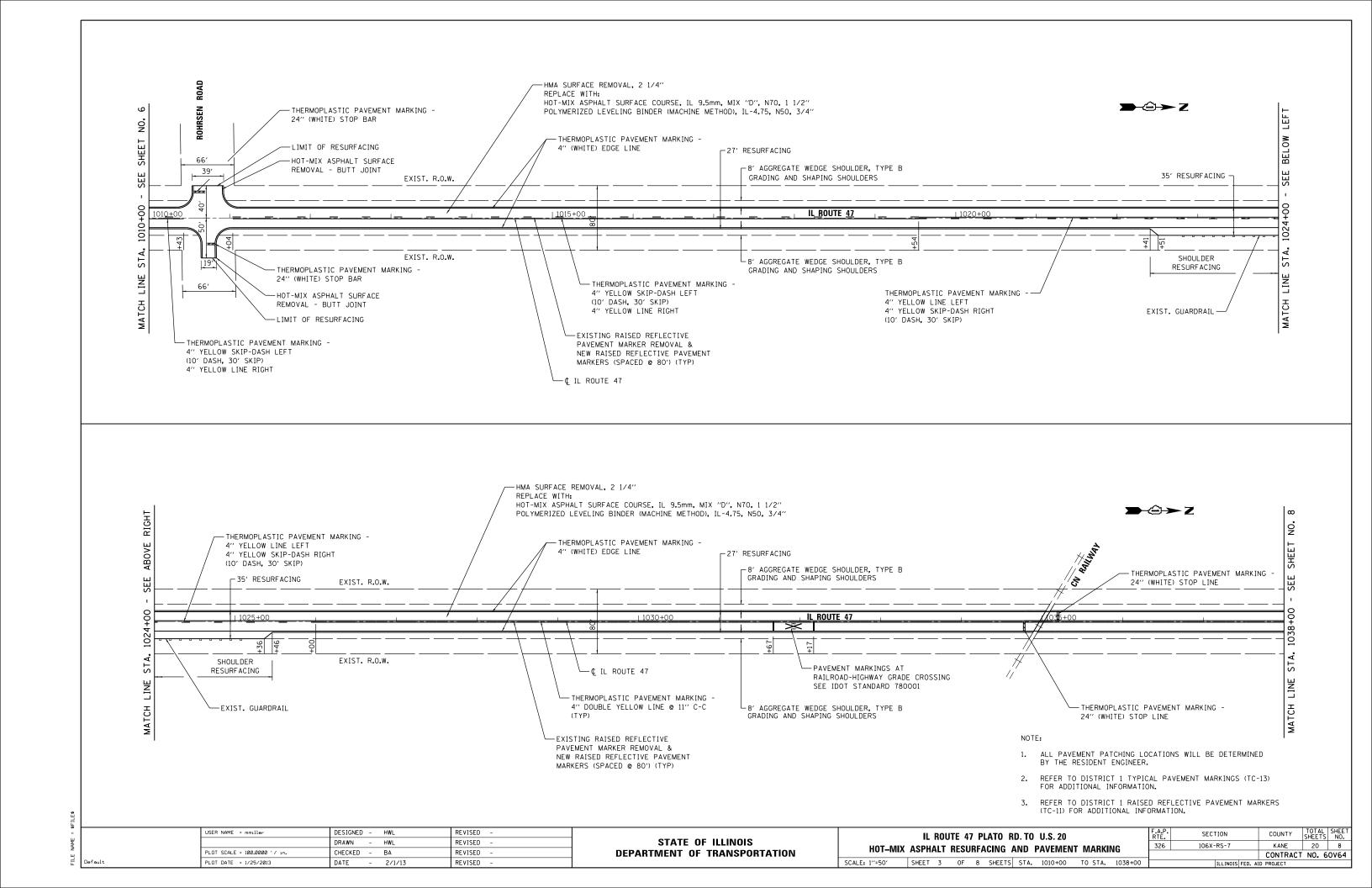
- EXISTING PAVEMENT

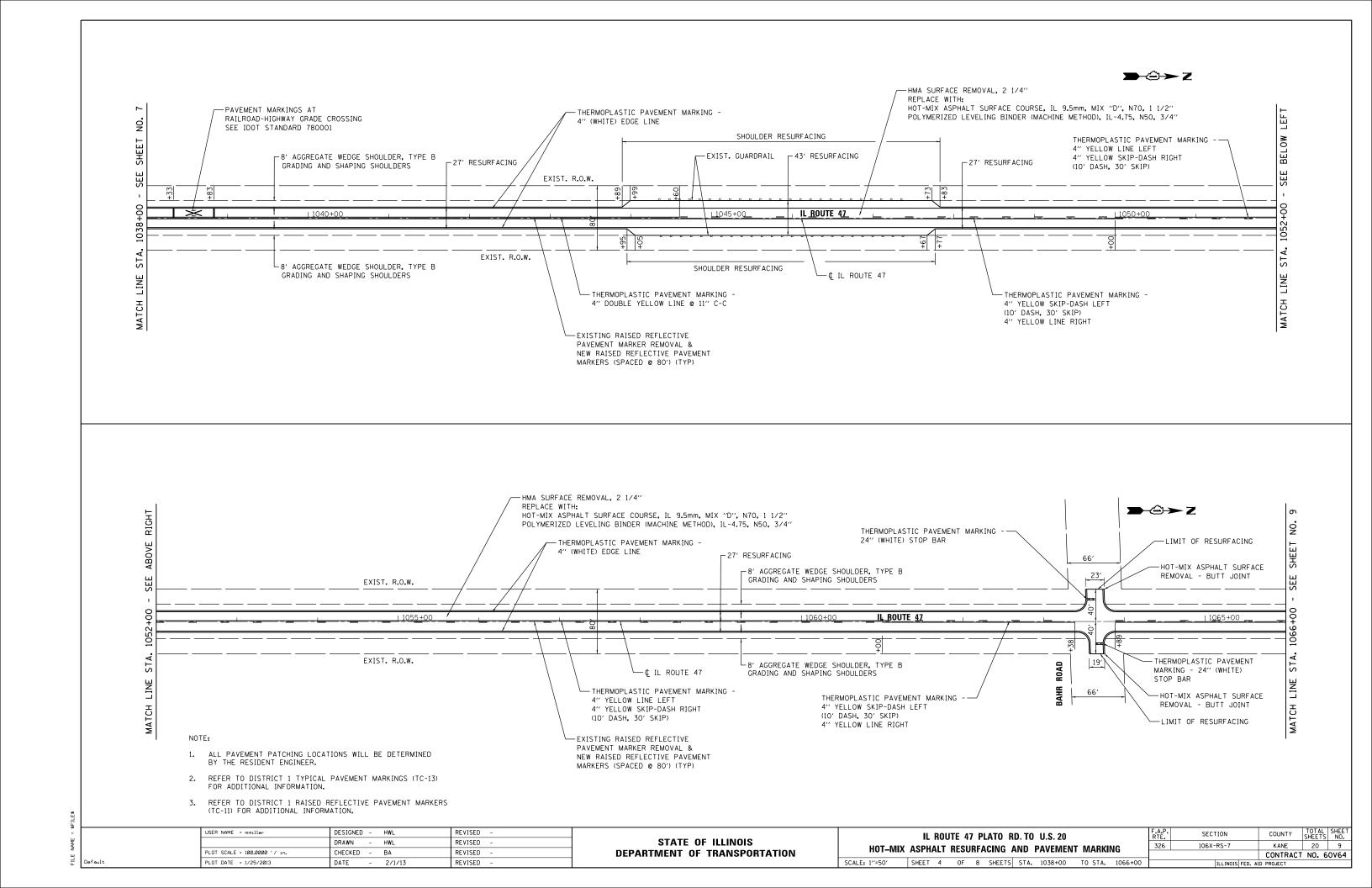
	USER NAME = mmiller	DESIGNED - MTM	REVISED -		IL ROUTE 47 PLATO RD. TO U.S. 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL	SHEET NO.
		DRAWN - MTM	REVISED -	STATE OF ILLINOIS	EXISTING AND PROPOSED TYPICAL SECTIONS	326	106X-RS-7	KANE	20	5
	PLOT SCALE = 10.0000 '/ in.	CHECKED - BA	REVISED -	DEPARTMENT OF TRANSPORTATION				CONTRACT	NO. 6	JV64
PLAN	PLOT DATE = 1/25/2013	DATE - 2/1/13	REVISED -		SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED. AI	PROJECT		

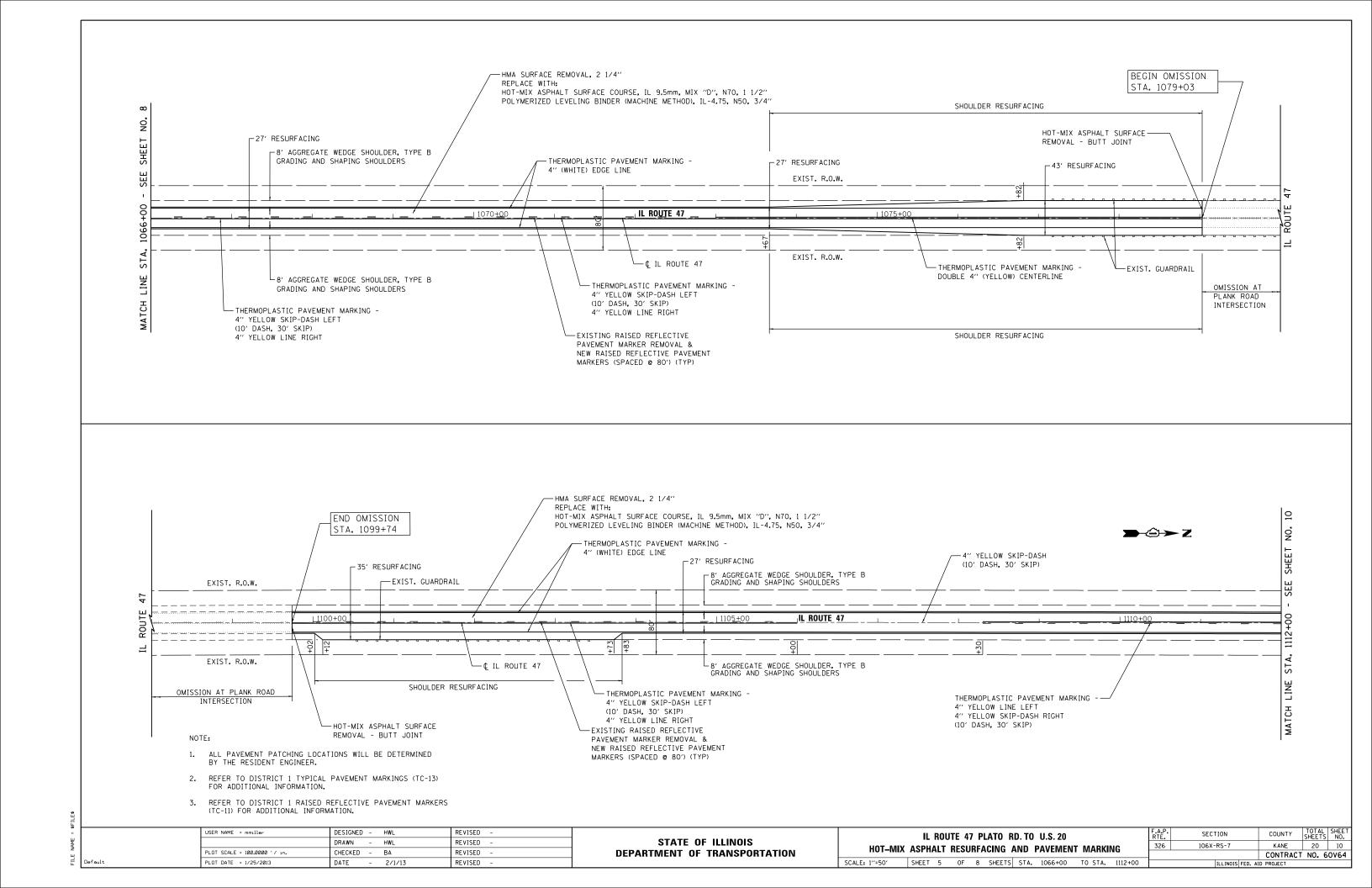
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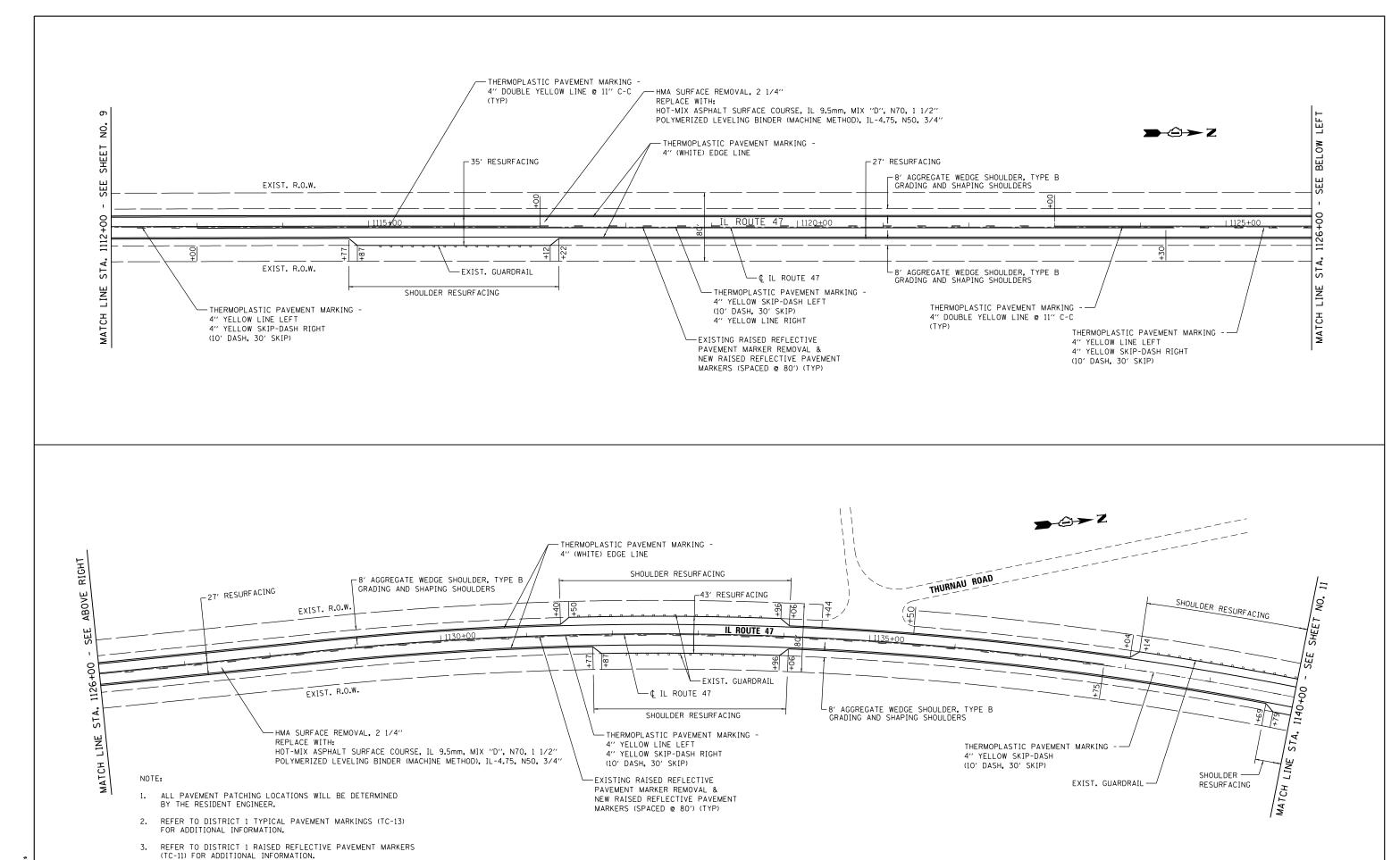












STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

SECTION

106X-RS-7

326

IL ROUTE 47 PLATO RD. TO U.S. 20

HOT-MIX ASPHALT RESURFACING AND PAVEMENT MARKING

SHEET 6 OF 8 SHEETS STA. 1112+00 TO STA. 1140+00

COUNTY

KANE

20

CONTRACT NO. 60V64

USER NAME = mmiller

PLOT DATE = 1/25/2013

DESIGNED - HWL

DRAWN - HWL

CHECKED - BA

2/1/13

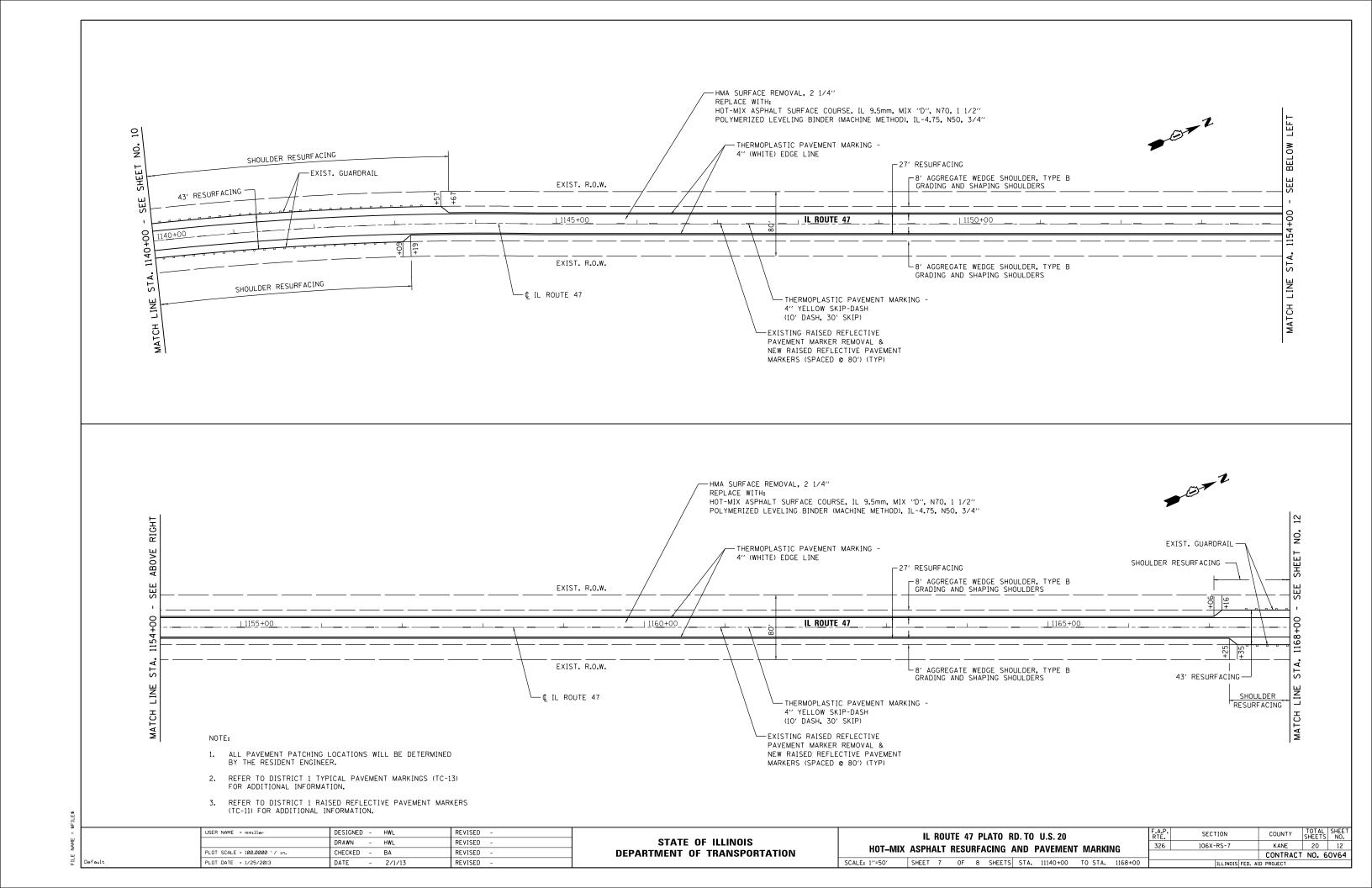
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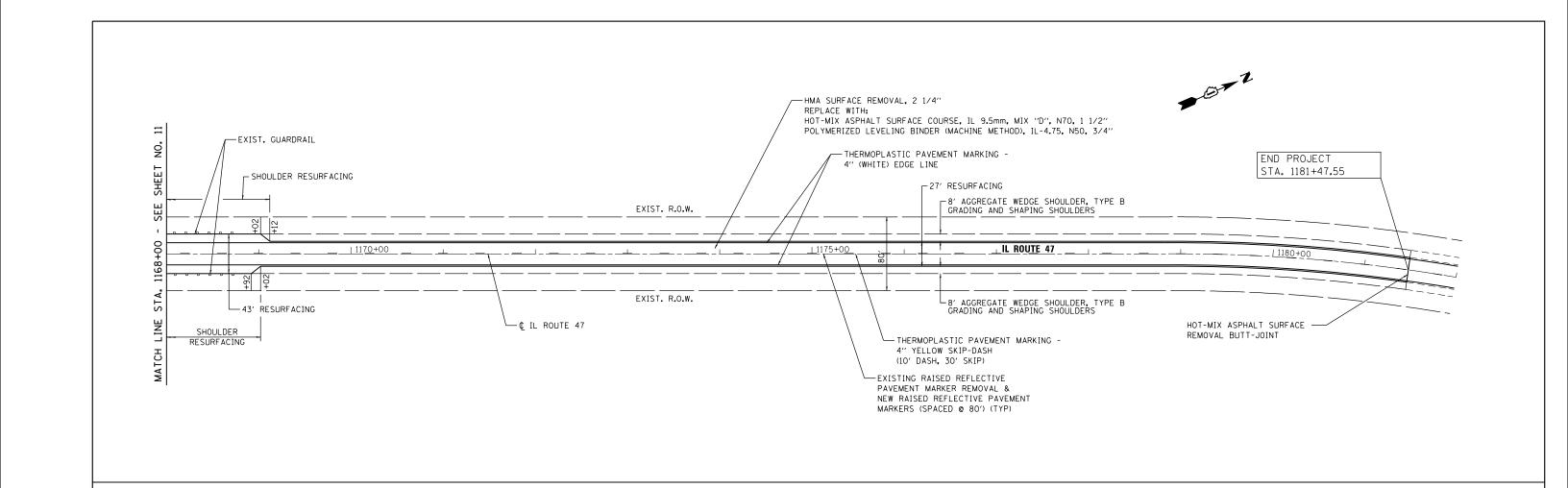
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NOTE:

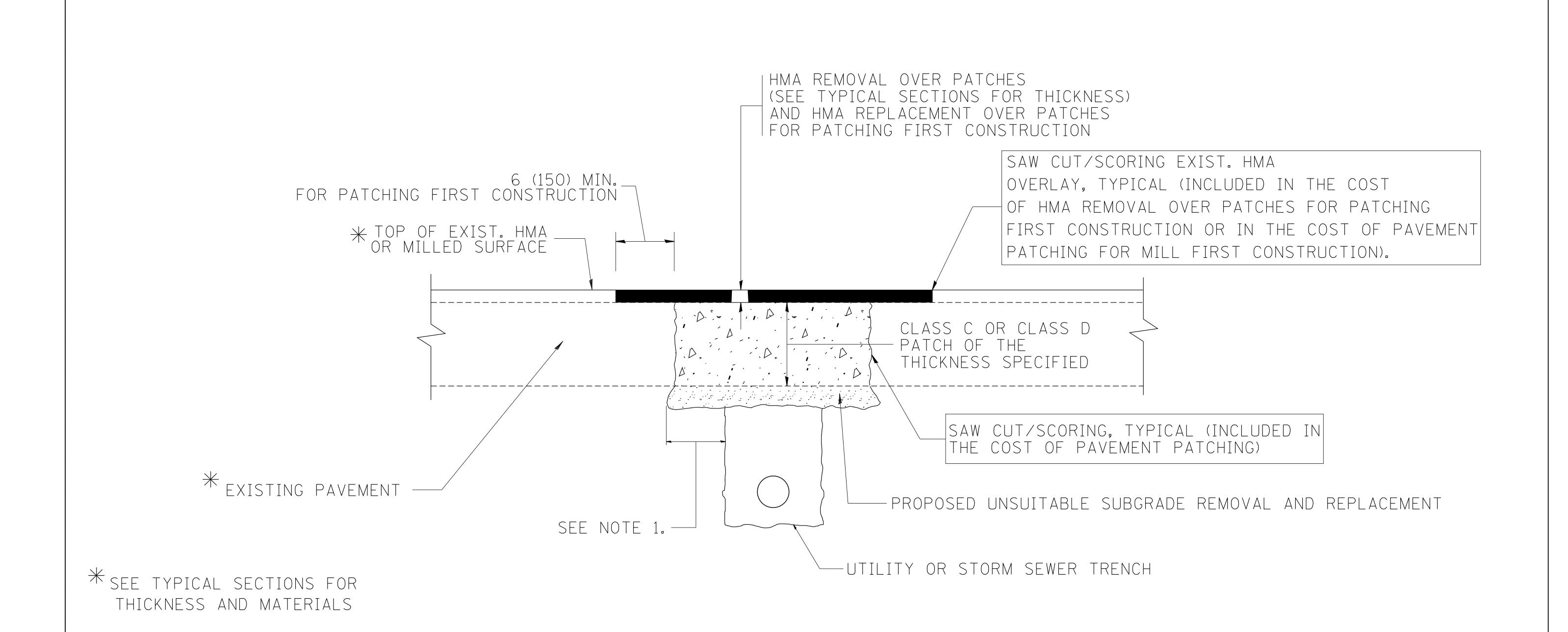
- 1. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED BY THE RESIDENT ENGINEER.
- 2. REFER TO DISTRICT 1 TYPICAL PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
- 3. REFER TO DISTRICT 1 RAISED REFLECTIVE PAVEMENT MARKERS (TC-11) FOR ADDITIONAL INFORMATION.

HOT-MIX
SCALE: 1"=50"

IL ROUTE 47 PLATO RD. TO U.S. 20										
HOT-MIX	ASPH/	ALT	RESU	RF/	CING A	AND	PAVEMENT	MARK	ING	
1"-50"	SHEET	ρ	ΩF	ρ	SHEETS	STA	1168+00	TO STA	1181+47 5	

COUNTY TOTAL SHEET NO.

KANE 20 13 SECTION 106X-RS-7 326 CONTRACT NO. 60V64



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)

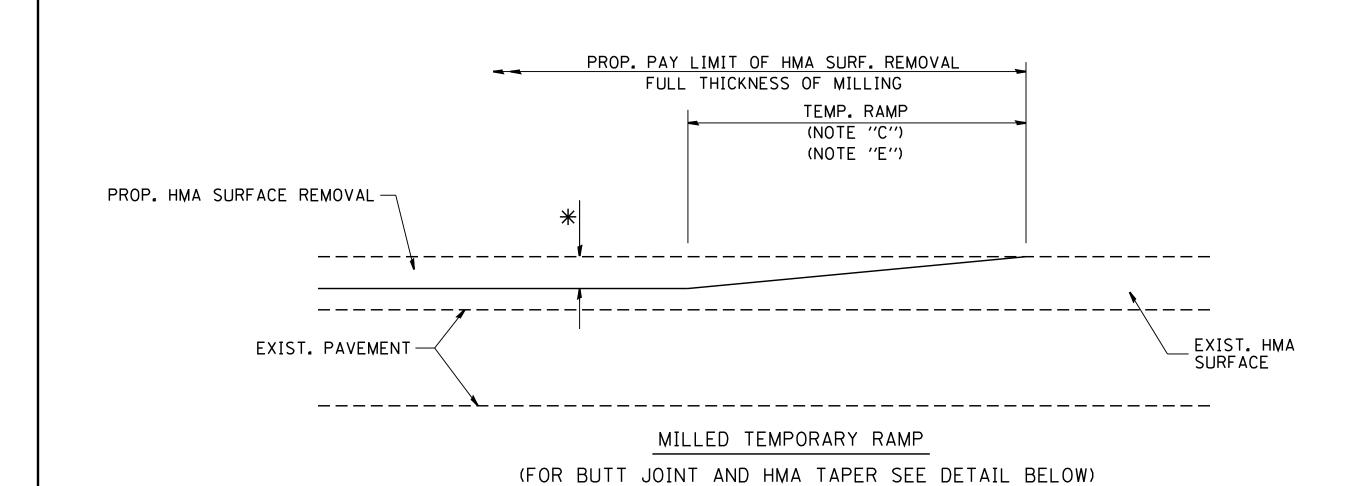
- 1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

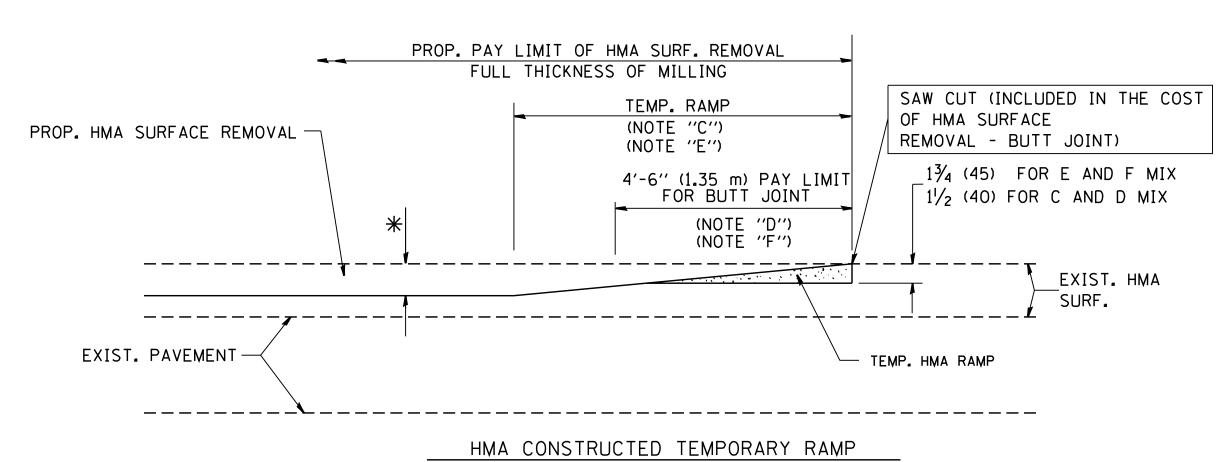
- 1. MILL HMA FIRST IF THERE IS AT LEAST $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED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

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl PLOI SCALE = 50.000 '/ IN.	DESIGNED - R. SHAH DRAWN - CHECKED -	REVISED - A. ABBAS 04-27-98 REVISED - R. BORO 01-01-07 REVISED - R. BORO 09-04-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.P. SECTION 326 106X-RS-7	COUNTY TOTAL SHEET NO. KANE 20 14
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08	DEI AITIVIENT OF THANSFORTATION	SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	BD400-04 (BD-22) FED. ROAD DIST. NO. 1 ILLINOIS FED	CONTRACT NO. 60V64



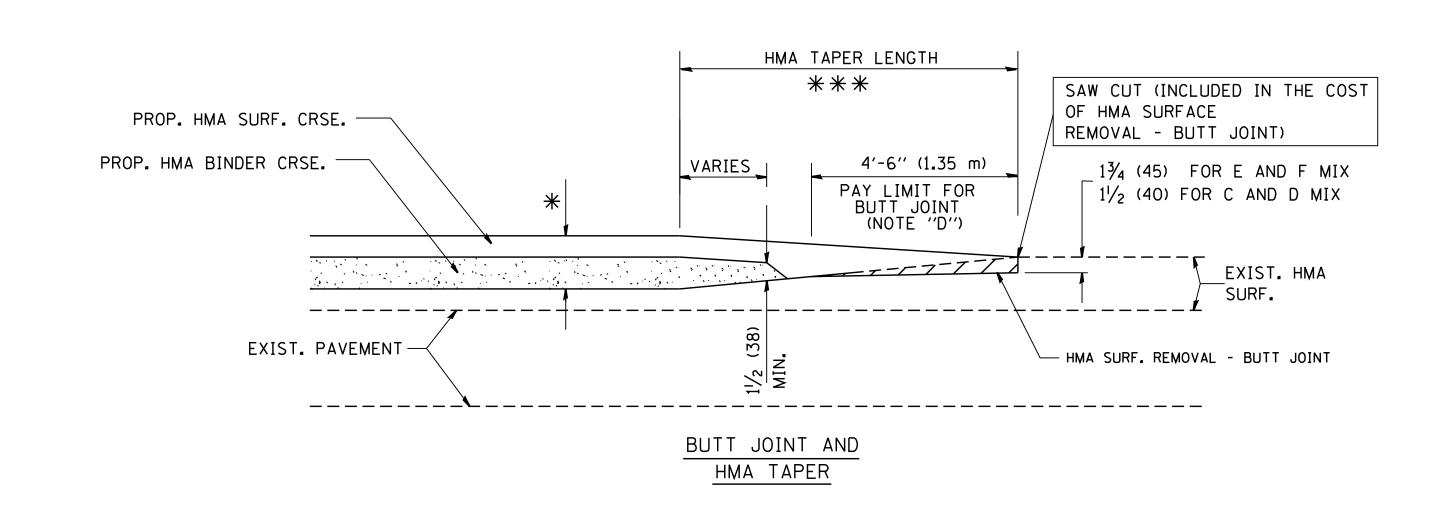
OPTION 1



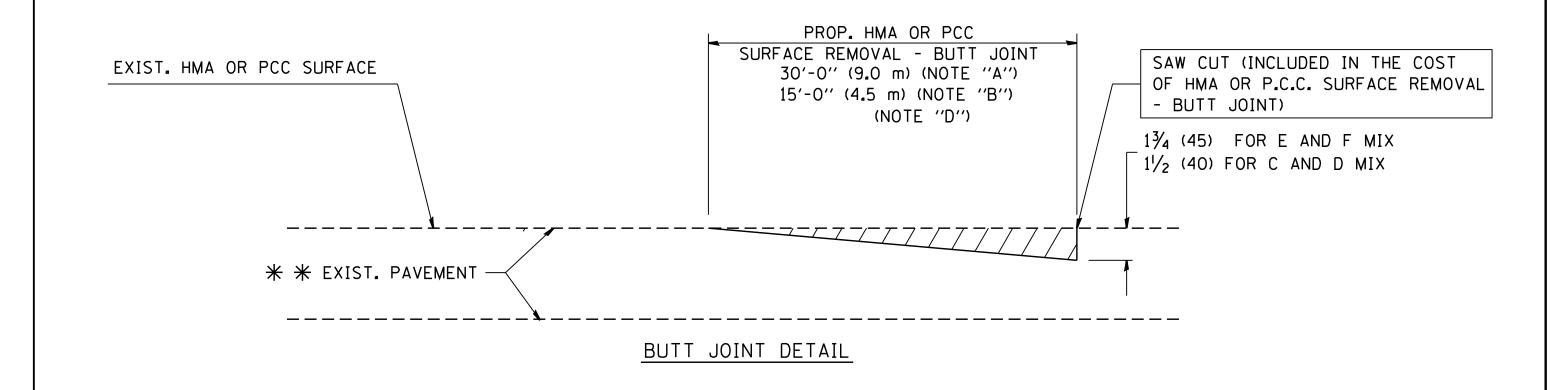
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

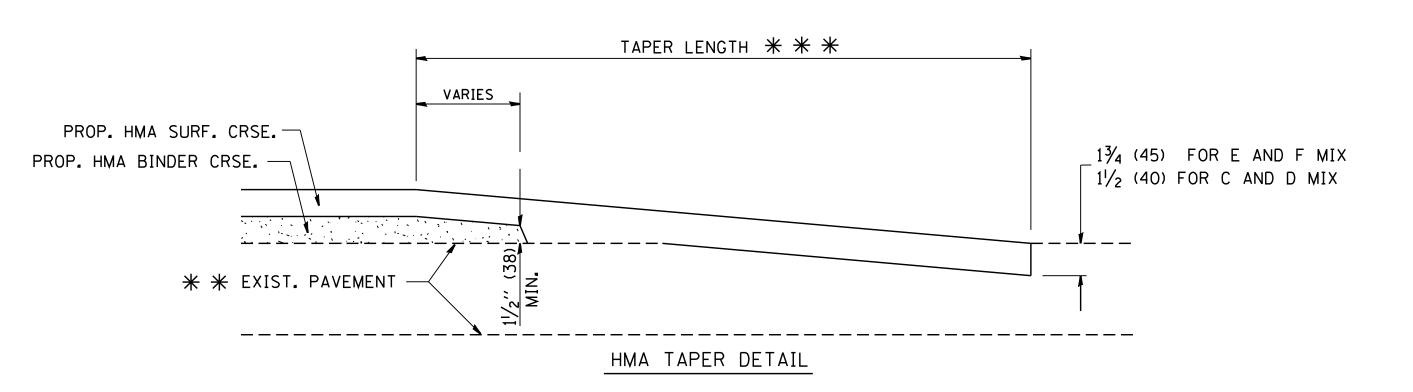
OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





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:

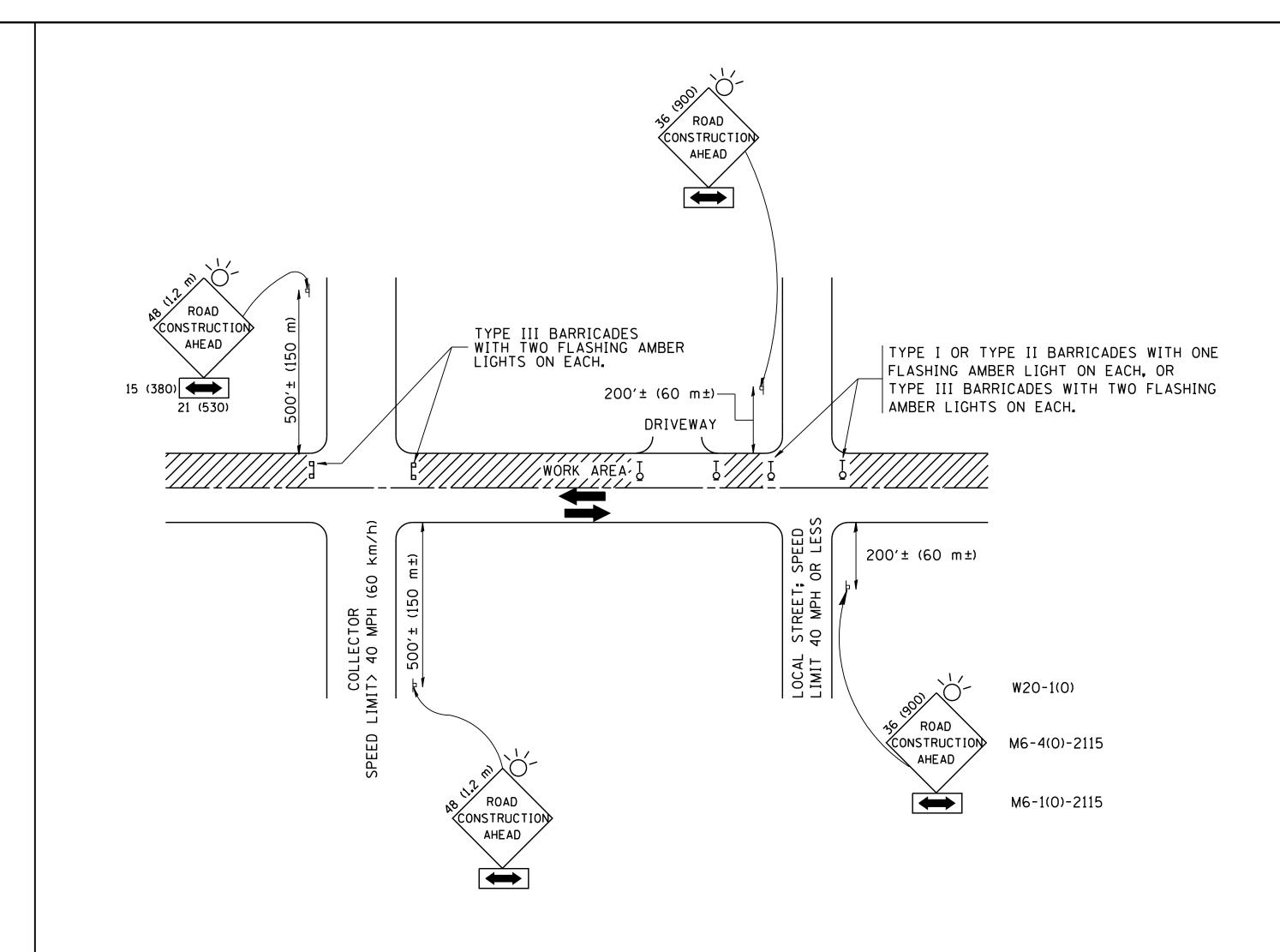
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER)
FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

SCALE: NONE

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

USER NAME = gaglianobt FILE NAME = DESIGNED -REVISED M. DE YONG - R. SHAH 10-25-94 DRAWN REVISED W:\diststd\22x34\bd32.dgn - A. ABBAS 03-21-97 CHECKED REVISED - M. GOMEZ 04-06-01 PLOT SCALE = 50.0000 '/ IN. PLOT DATE = 1/4/2008 DATE REVISED - R. BORO 01-01-07 - 06-13-90

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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:
- O) 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).

SCALE: NONE

- 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.

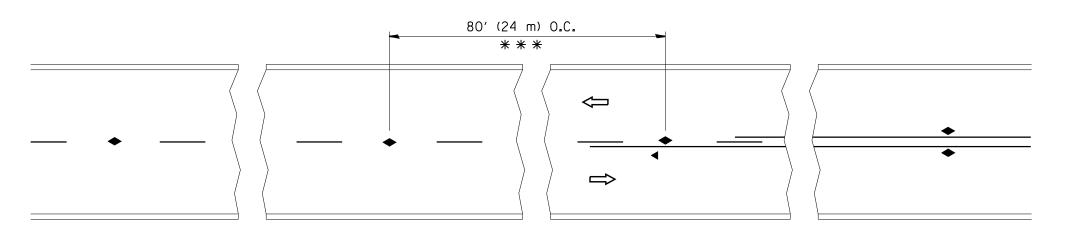
FILE NAME =	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
W:\diststd\22x34\tc10.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS								
DEPARTMENT OF TRANSPORTATION								

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS									
SHEET NO. 1	OF 1	SHEETS	STA	TO STA.					

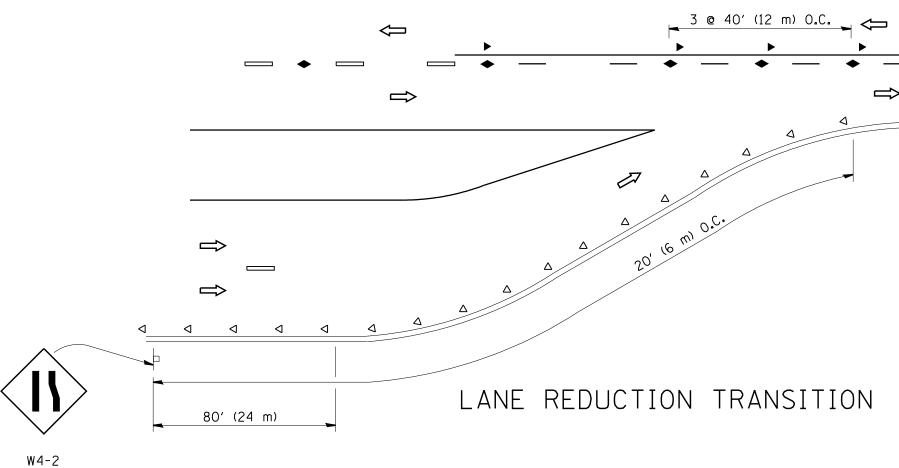
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SH N
326	106X-RS-7	KANE	20	1
	NO. 60	V6		

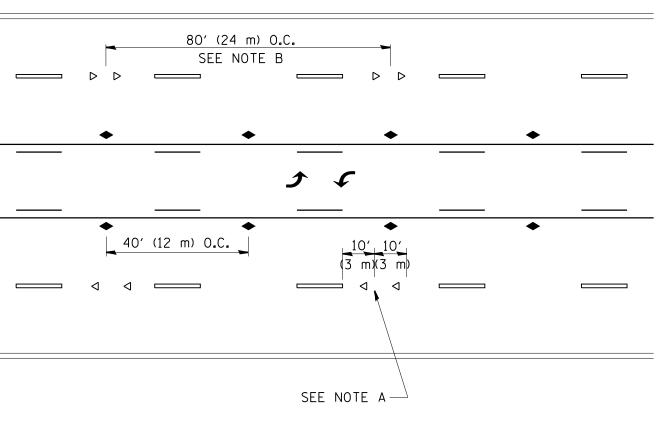
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



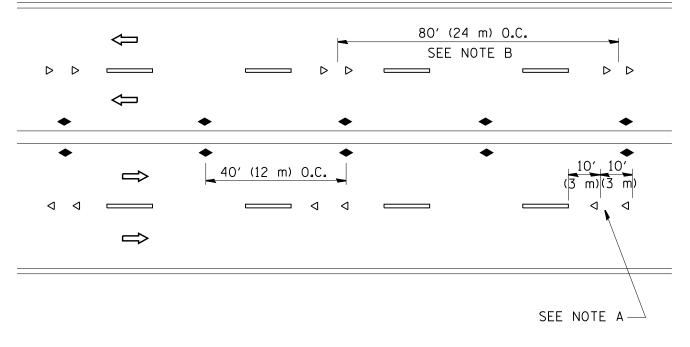
* * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

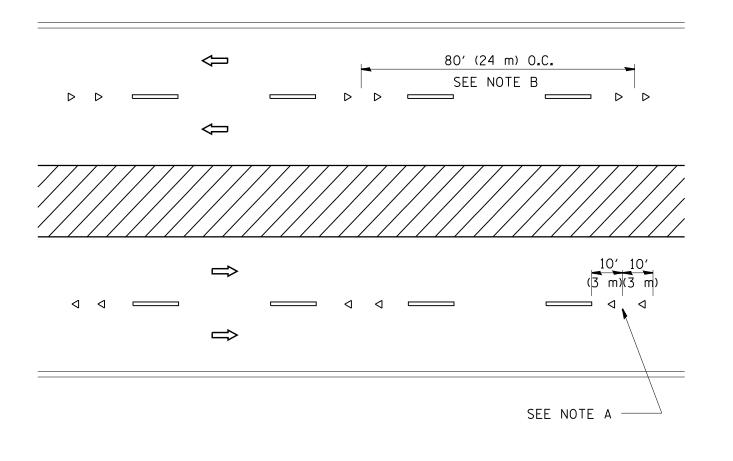




TWO-WAY LEFT TURN



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.

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

---- YELLOW STRIPE

── WHITE STRIPE

- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (₩/O)
- ◆ TWO-WAY AMBER MARKER

DESIGN NOTES

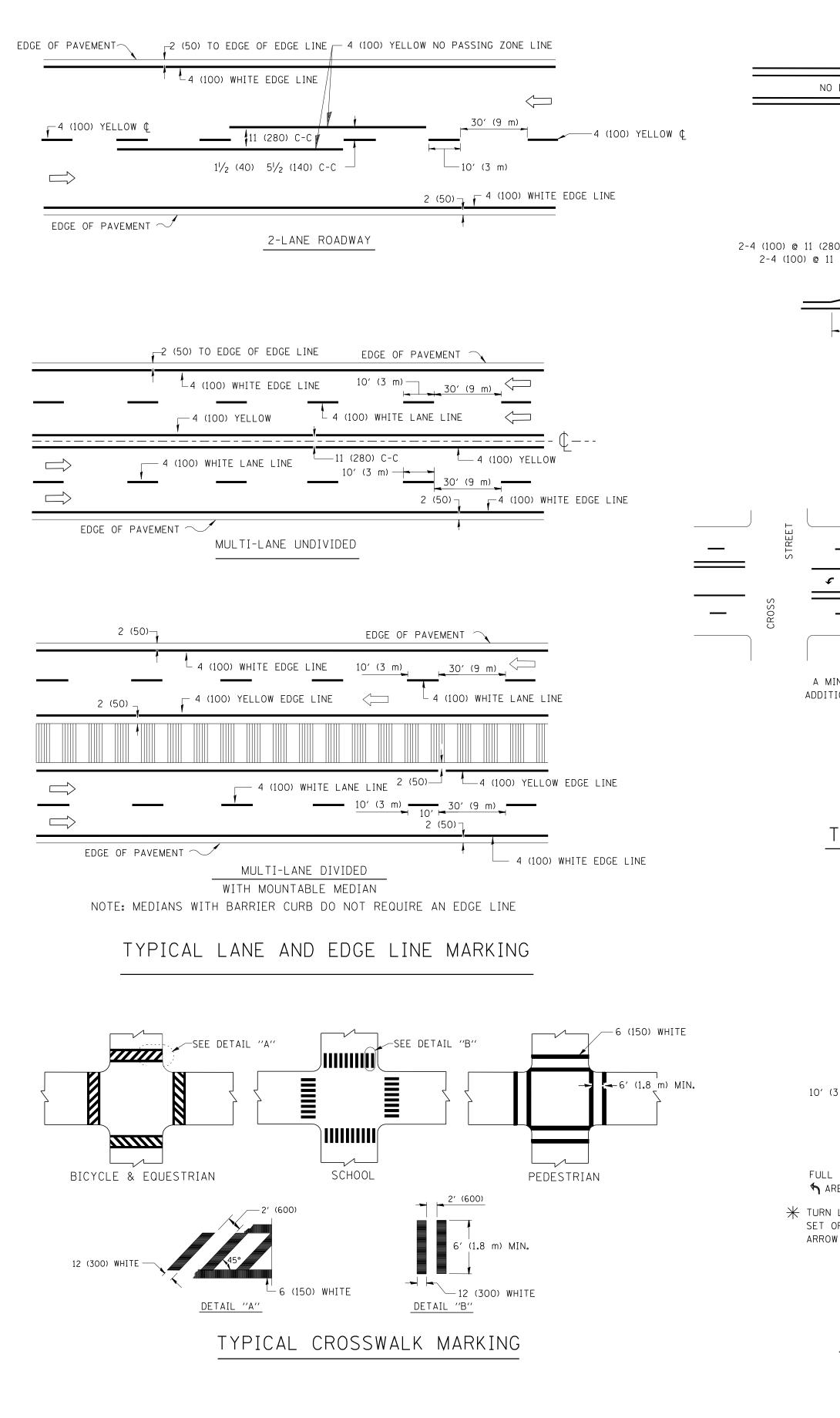
- 1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- 2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
- 3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD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

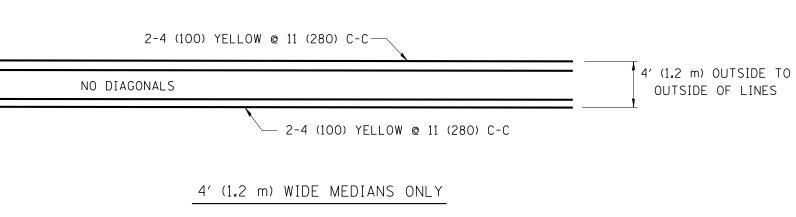
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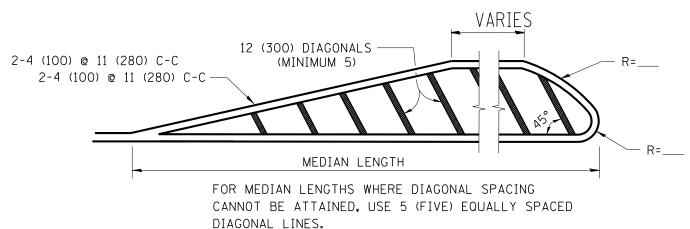
LEFT TURN

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

		PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO.		ED. AID PROJECT	
		PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED -T. RAMMACHER 01-06-00	DEPARTMENT OF TRANSPORTATION	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)		TC-11	CONTRACT NO. 6	60V64
c:/r	pw_work\pwidot\leysa\d0108315\tc11.dgn		DRAWN -	REVISED -T. RAMMACHER 03-12-99	STATE OF ILLINOIS		326	106X-RS-7	KANE 20	
FIL	E NAME =	USER NAME = leysa	DESIGNED -	REVISED -T. RAMMACHER 09-19-94		TYPICAL APPLICATIONS	F.A.P. RTF.	SECTION	COUNTY TOTAL	L SHEET I

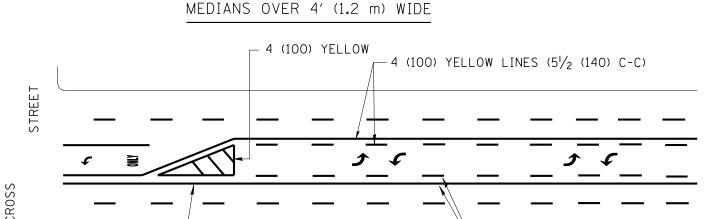




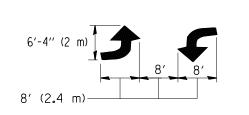


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

-4 (100) YELLOW LINES (5 $\frac{1}{2}$ (140) C-C)



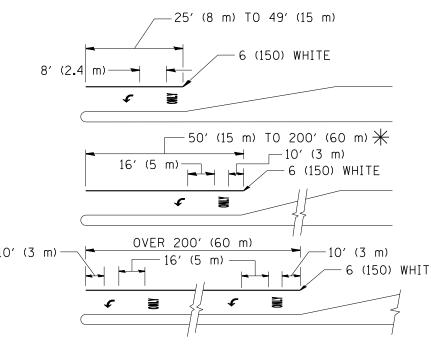
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR.
ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



____2-4 (100) YELLOW @ 11 (280) C-C

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

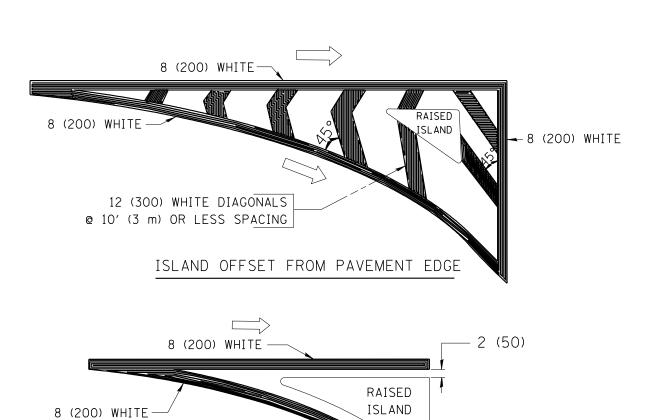


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. \P AREA = 15.6 SQ. FT. (1.5 m²) \P AREA = 20.8 SQ. FT. (1.9 m²)

** 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

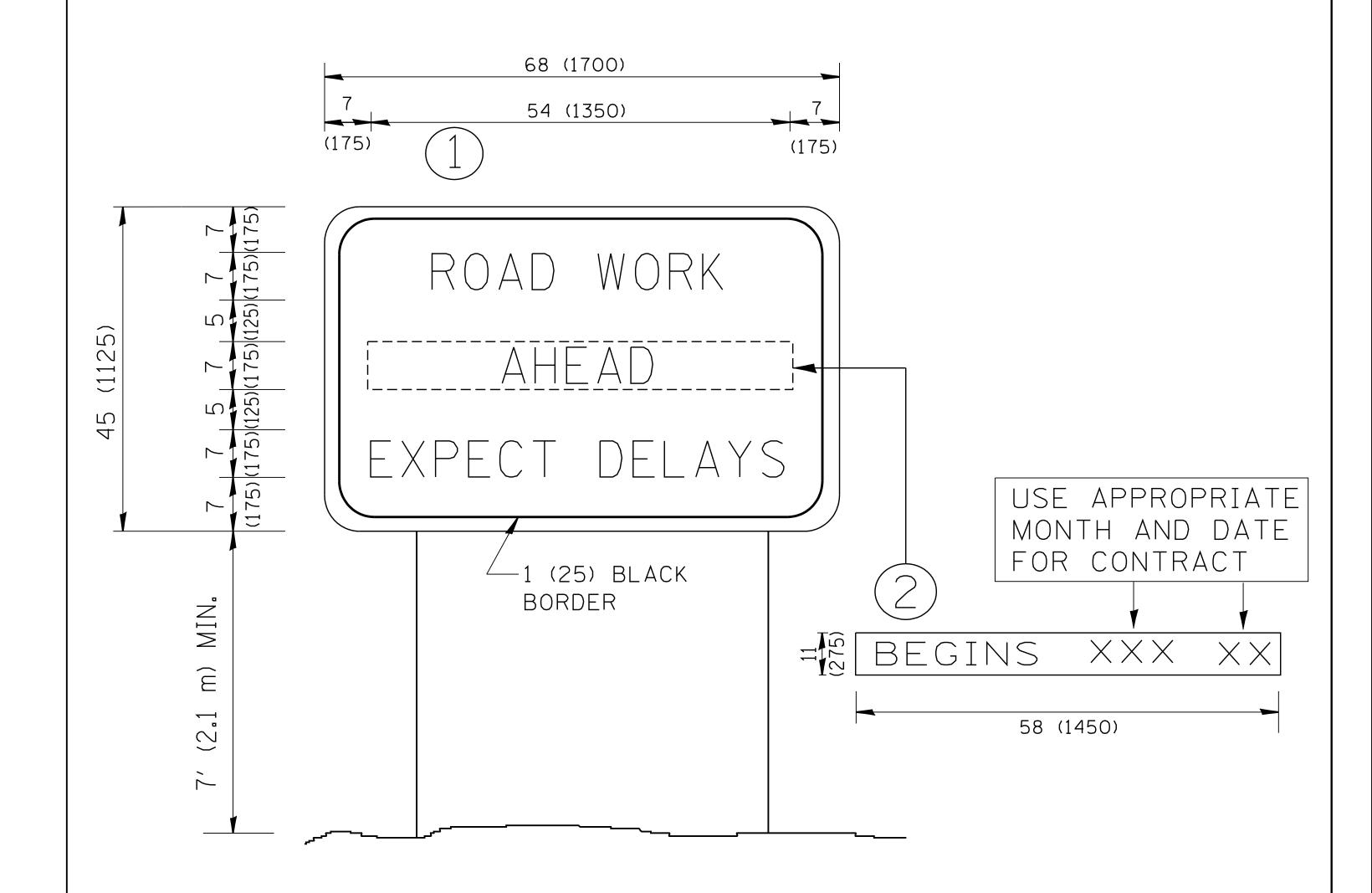
ISLAND AT PAVEMENT EDGE

			T	
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	5½ (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	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; $5\frac{1}{2}$ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	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 SO. FT. (0.33 m ²) EACH "X"=54.0 SO. FT. (5.0 m ²)
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.

DESIGNED FILE NAME = USER NAME = drivakosqn EVERS -T. RAMMACHER 10-27-94 SECTION **DISTRICT ONE STATE OF ILLINOIS** DRAWN -C. JUCIUS 09-09-09 c:\pw_work\pwidot\drivakosgn\d0108315\tc|3.dgn 106X-RS-7 20 18 KANE TYPICAL PAVEMENT MARKINGS CHECKED **DEPARTMENT OF TRANSPORTATION** REVISED PLOT SCALE = 50.000 ' / IN. TC-13 CONTRACT NO. 60V64 DATE 03-19-90 REVISED SHEET NO. 1 OF 1 SHEETS STA. TO STA. PLOT DATE = 9/9/2009 SCALE: NONE 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 = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97			ARTERIAL ROAD		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
W:\diststd\22x34\tc22.dgn		DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS		INFORMATION SIGN		326	106X-RS-7	KANE	20 19
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	DEPARTMENT OF TRANSPORTATION					TC-22	CONTRACT	NO. 60V64
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA.	TO STA.	FED. ROA	D DIST. NO. 1 ILLINOIS F	ED. AID PROJECT	

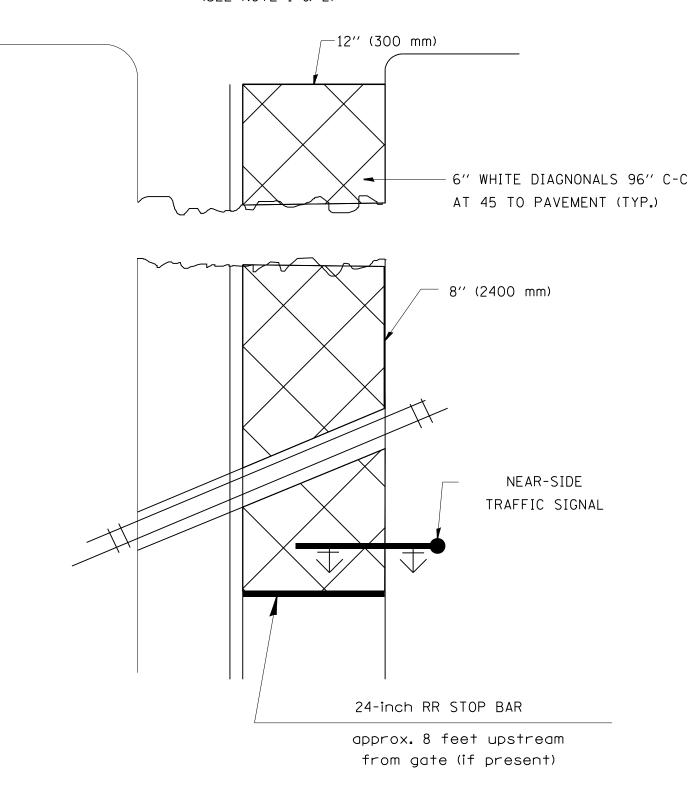
WITH INTERSECTION TRAFFIC SIGNALS (SEE NOTE 1)

12" (300 mm) (E SC) (300 mm) (24-inch RR STOP BAR approx. 8 feet upstream from gate (if present)

6" WHITE DIAGNONALS 96" C-C AT 45 TO PAVEMENT (TYP.)

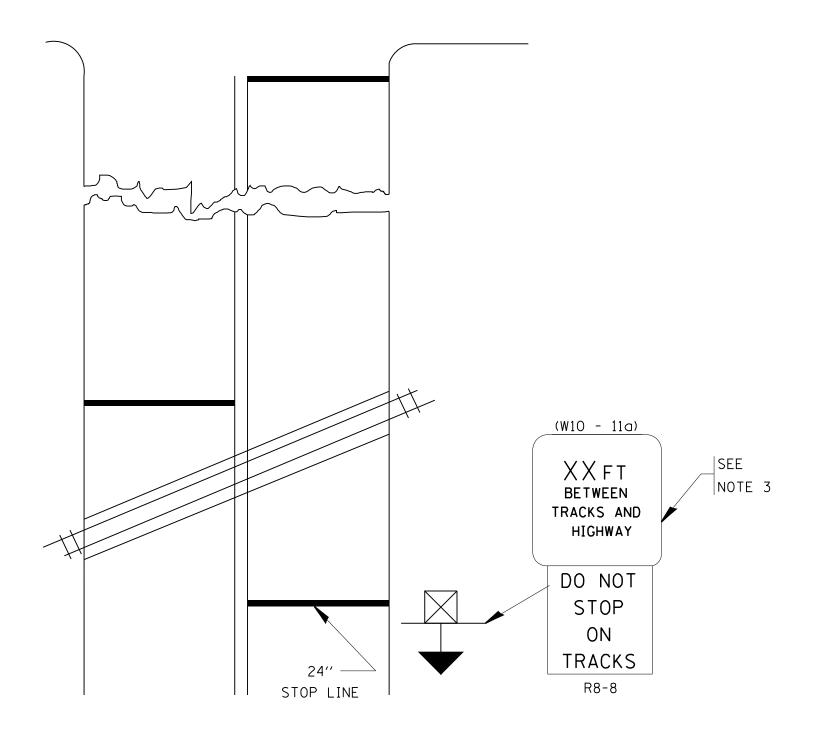
WITH NEAR-SIDE TRAFFIC SIGNALS

(SEE NOTE 1 & 2)



WITH NONSIGNALIZED INTERSECTION

81' (25 m) OR LESS TO CLOSEST RAIL



PLAN N. T. S

NOTES:

PLAN

N.T.S

- 1. PAVEMENT MARKINGS TO BE INSTALLED ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- 2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
- 3. DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.

THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6-FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

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

FILE NAME =	USER NAME = drivakosgn		- REVISED - 02-25-11		TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING			SECTION	COUNTY	IOTAL SH'	IEE I
		DRAWN -	REVISED - 04-26-12	STATE OF ILLINOIS	''		326	106X-RS-7	KANE	20	20
	PLOT SCALE = 50.000 '/ 1n.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	TREATMENT FOR RAILROAD CROSSINGS			TC-23	CONTRACT	T NO.	
	PLOT DATE = 5/7/2012	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. R		AID PROJECT		