

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2007-013 RS	DUPAGE	12	1

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

# PROPOSED HIGHWAY PLANS

## F.A.I. 55: INTERSTATE I-55 (FRONTAGE ROAD)

### SECTION: 2007-013 RS

### CLARENDON HILLS RD. TO CASS AVE. (N. FRONTAGE RD.)

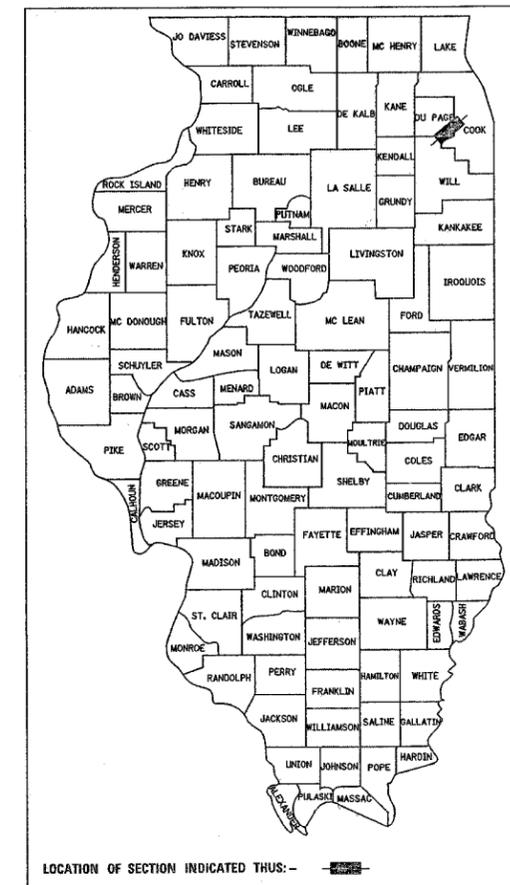
### RESURFACING

### DUPAGE COUNTY

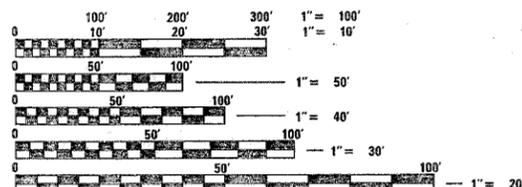
### C-91-236-07

IMPROVEMENT LOCATED IN  
THE VILLAGE OF DARIEN

D-91-236-07



DISTRICT ONE - DESIGN: PLAN PREPARATION ENGINEER KEN ENG / LONG TRAN (847) 705-4240



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

CONTRACT NO. 60C50

IMPROVEMENT ENDS  
STATION 71+12

IMPROVEMENT BEGINS  
STATION 0+00 TO



DOWNERS GROVE TOWNSHIP

#### TRAFFIC DATA

2005 ADT = 2,900  
POSTED SPEED = 35 MPH

GROSS & NET LENGTH OF IMPROVEMENT = 7,112 FEET = 1.35 MILES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED April 2 2007  
*Diane O'Keefe*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
May 11, 20 07  
*Eric E. Harman*  
 ENGINEER OF DESIGN AND ENVIRONMENT  
May 11, 20 07  
*Milton R. Sauer*  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2007-013 RS	DUPAGE	12	2
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS HIGHWAY PROJECT		

INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES
- 3 SUMMARY OF QUANTITIES
- 4 EXISTING & PROPOSED TYPICAL SECTIONS
- 5-6 ROADWAY & PAVEMENT MARKING PLANS
- 7 BUTT-JOINT AND HMA TAPER DETAILS
- 8 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
- 9 TRAFFIC CONTROL & PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- 10 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- 11 TRAFFIC CONTROL AND PROTECTION AND TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
- 12 ARTERIAL ROAD INFORMATION SIGN

GENERAL NOTES

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

THE MAXIMUM GRADE DIFFERENTIAL BETWEEN LANES SHALL NOT EXCEED 40MM (1-1/2 INCHES) WHERE THE SPEED LIMIT IS 80 KM/H (45 MPH) OR LESS AND 25MM (1 INCH) WHERE THE SPEED LIMIT IS GREATER THAN 80 KM/H (45 MPH).

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

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

THE RESIDENT ENGINEER SHOULD CONTACT MR.DON CHIARUGI, AREA TRAFFIC ENGINEER AT(847) 741-9857 OR (847) 715-8416, PRIOR TO INSTALLING ANY PAVEMENT MARKINGS.

UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR THE CONTRACT SPECIFICATIONS, OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION IMPROVEMENTS INVOLVING DAYTIME HOT-IN-PLACE RECYCLING AND RESURFACING OPERATIONS.

FOR VARIOUS LOCATIONS WHERE CURB AND GUTTER EXIST, THE ENGINEER SHALL DIRECT THE CONTRACTOR TO MILL VARIABLE-DEPTH FOR SECURING THE HMA OVERLAY IN PLACE.

THE ENGINEER SHALL VERIFY AND MARK ALL EXISTING PAVEMENT MARKINGS PRIOR TO MILLING OPERATION.

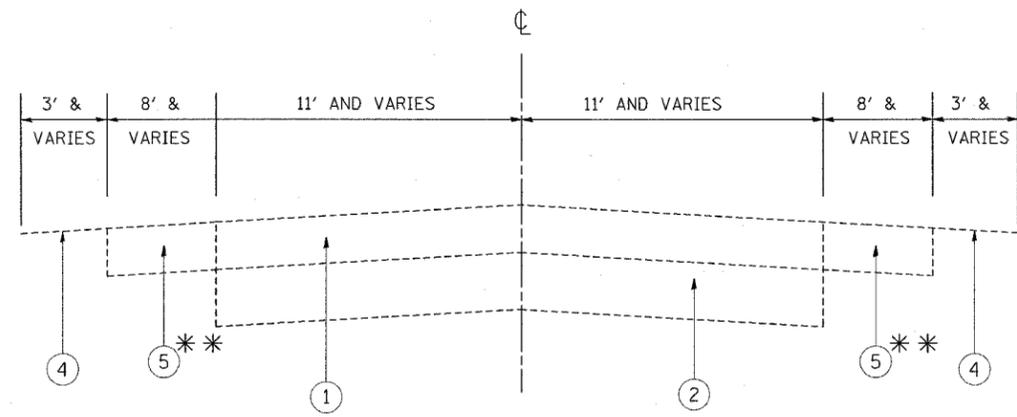
STATE STANDARDS

- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 701201-02 LANE CLOSURE 2L, 2W DAY ONLY ON-ROAD TO 600 MM (24") OFF-ROAD FOR SPEEDS ≥ 45 MPH
- 701301-02 LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS
- 701306-01 LANE CLOSURE 2L, 2W SLOW MOVING OPERATIONS-DAY ONLY FOR SPEEDS ≥ 45 MPH
- 701311-02 LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
- 702001-06 TRAFFIC CONTROL DEVICES

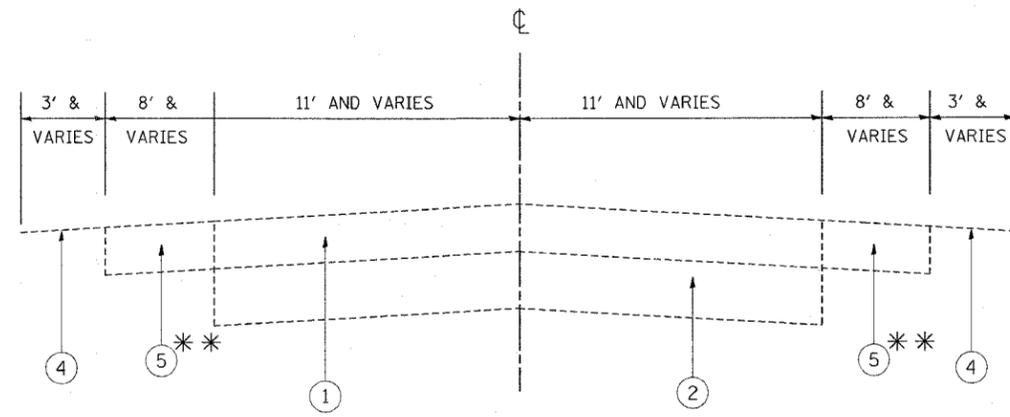
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		INDEX OF SHEETS, GENERAL NOTES, AND STATE STANDARDS
SCALE:	VERT. HORIZ.	DRAWN BY
DATE 3/30/2007		CHECKED BY



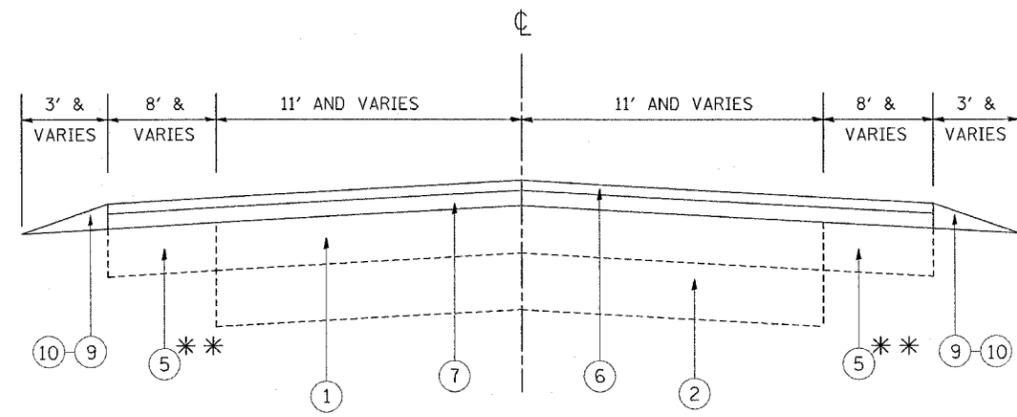
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. +		TO STA. +		
FED. ROAD DIST. NO. 1		ILLINOIS		HIGHWAY PROJECT



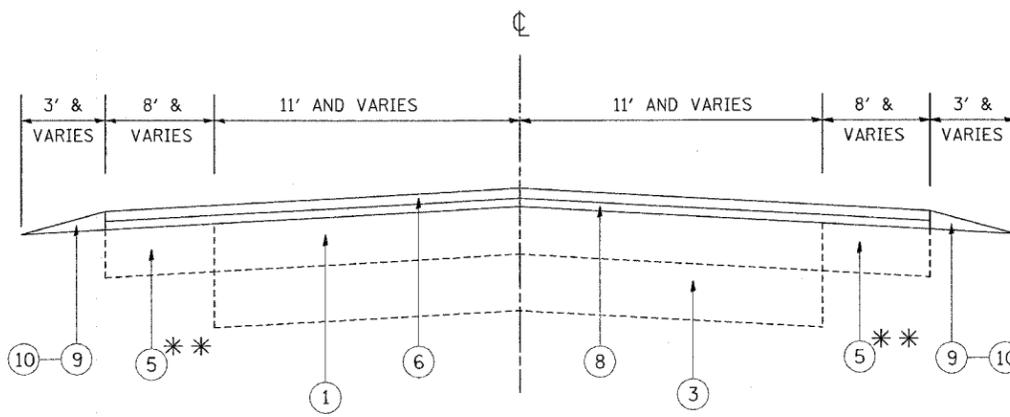
EXISTING TYPICAL SECTION  
STA. 0+00 TO STA. 20+00  
STA. 40+00 TO STA. 71+12



EXISTING TYPICAL SECTION  
STA. 0+00 TO STA. 20+00  
STA. 40+00 TO STA. 71+12



PROPOSED TYPICAL SECTION  
STA. 0+00 TO STA. 20+00  
STA. 40+00 TO STA. 71+12



PROPOSED TYPICAL SECTION  
STA. 20+00 TO STA. 40+00

LEGEND

- ① EXISTING HMA PAVEMENT, 6." (±)
- ② EXISTING AGGREGATE SUB-BASE, 6" (±)
- ③ EXISTING P.C.C. SUB-BASE, 8" (±)
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING HMA SHOULDER
- ⑥ PROPOSED HMA SURFACE COURSE MIX "D", N70, 1 1/2"
- ⑦ PROPOSED HMA BINDER COURSE, IL-19, N70, 2 1/2"
- ⑧ PROPOSED HMA LEVELING BINDER (MM), N50, 1"
- ⑨ PROPOSED GRADING & SHAPING SHOULDER
- ⑩ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USE	AC/PG	AIR VOIDS (%)
HMA SURFACE COURSE, MIX "D", N70 (IL-9.5 mm)	PG 64-22	4% @ 70 GYR.
HMA BINDER COURSE, IL-19.0, N70	PG 64-22 / 58-22 *	4% @ 70 GYR.
HMA LEVELING BINDER (MM), N50 (IL-9.5 mm)	PG 64-22 / 58-22 *	4% @ 70 GYR.

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

\* \* 8' HMA SHOULDERS ARE FROM STA. 14+75 TO STA. 42+00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

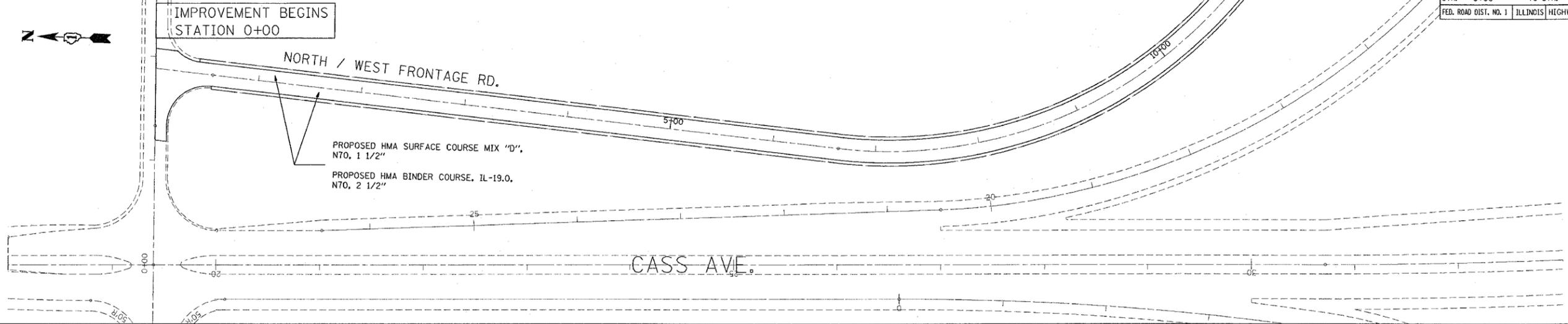
EXISTING & PROPOSED TYPICAL SECTIONS  
AND HMA MIXTURE REQUIREMENTS TABLE

SCALE: VERT.  
HORIZ.  
DATE 4/2/2007

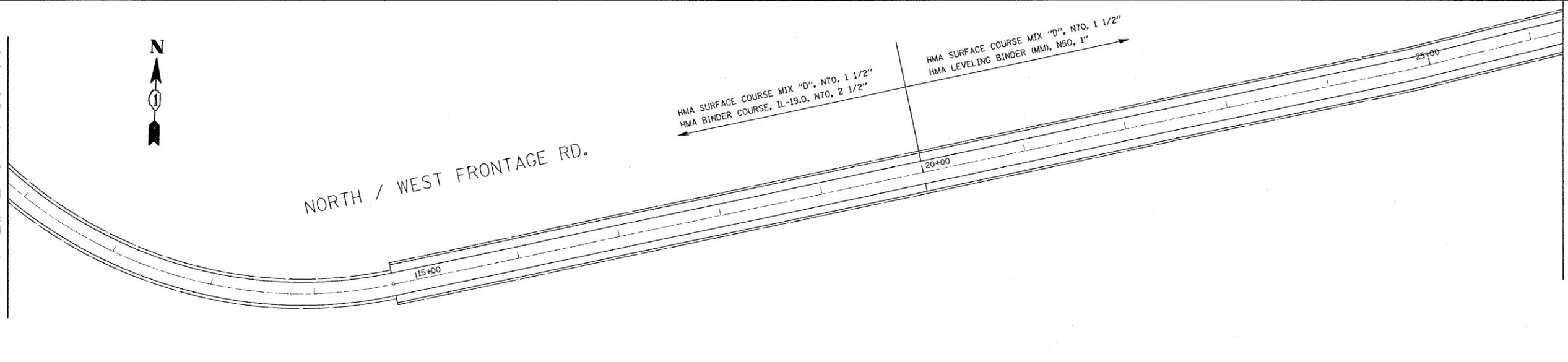
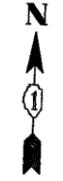
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-017 RS	DU PAGE & WILL	12	5
STA. 0+00		TO STA. 41+26		
FED. ROAD DIST. NO. 1 ILLINOIS HIGHWAY PROJECT				

MATCHLINE STA. 10+80

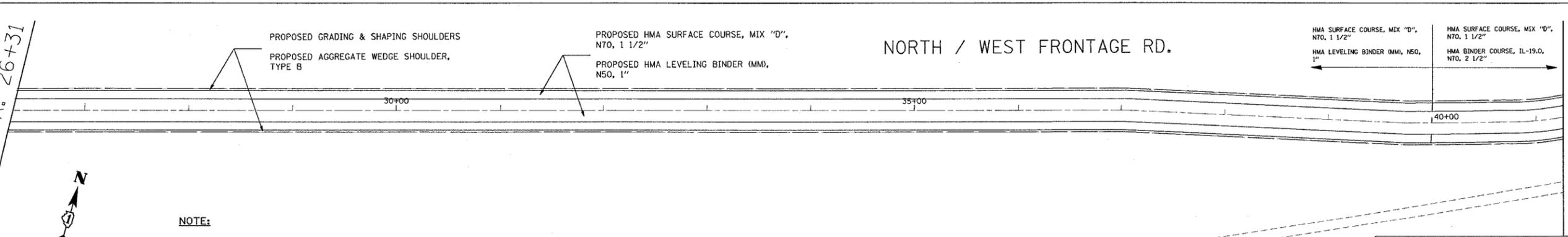


MATCHLINE STA. 10+80



MATCHLINE STA. 26+31

MATCHLINE STA. 26+31



MATCHLINE STA. 41+26

**NOTE:**  
 LIMIT OF RESURFACING ON SIDE ROADS AND STREETS SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.  
 ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS," DETAIL (TC-13).  
 RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGHOUT THE IMPROVEMENT LIMIT. SEE "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS," DETAIL (TC-11).

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 I-55: (NORTH FRONTAGE RD.)  
 CLARENDON HILLS RD. TO CASS AVE.  
 SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'  
 DATE 4/2/2007  
 DRAWN BY  
 CHECKED BY

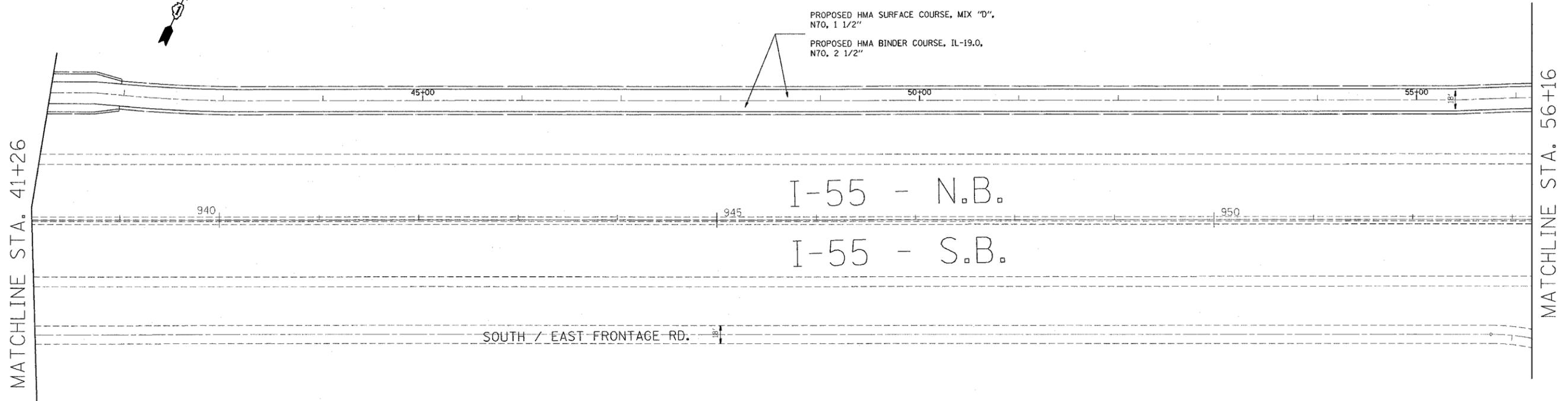
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I-55

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-017 RS	DUPAGE & WILL	12	6
STA. 41+26		TO STA. 71+12		
FED. ROAD DIST. NO. 1		ILLINOIS HIGHWAY PROJECT		

NORTH / WEST FRONTAGE RD.

PROPOSED HMA SURFACE COURSE, MIX "D",  
N70, 1 1/2"  
PROPOSED HMA BINDER COURSE, IL-19.0,  
N70, 2 1/2"



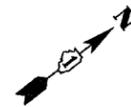
**NOTE:**

LIMIT OF RESURFACING ON SIDE ROADS AND STREETS SHALL BE TO THE RADIUS OF RETURN OR AS DIRECTED BY THE ENGINEER.

ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS," DETAIL (TC-13).

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGHOUT THE IMPROVEMENT LIMIT. SEE "DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS," DETAIL (TC-11).

IMPROVEMENT ENDS  
STATION 71+12



NORTH / WEST FRONTAGE RD.

CLARENDON HILLS RD.

PROPOSED HMA SURFACE COURSE, MIX "D",  
N70, 1 1/2"  
PROPOSED HMA BINDER COURSE, IL-19.0,  
N70, 2 1/2"

MATCHLINE STA. 56+16

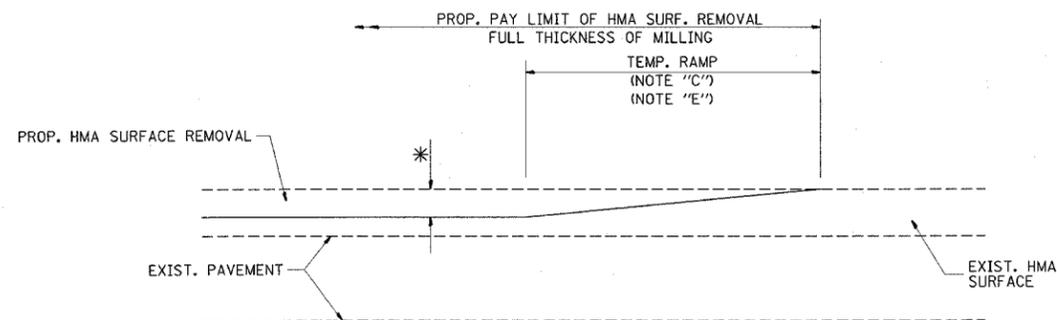
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

I-55: (NORTH FRONTAGE RD.)  
CLARENDON HILLS RD. TO CASS AVE.

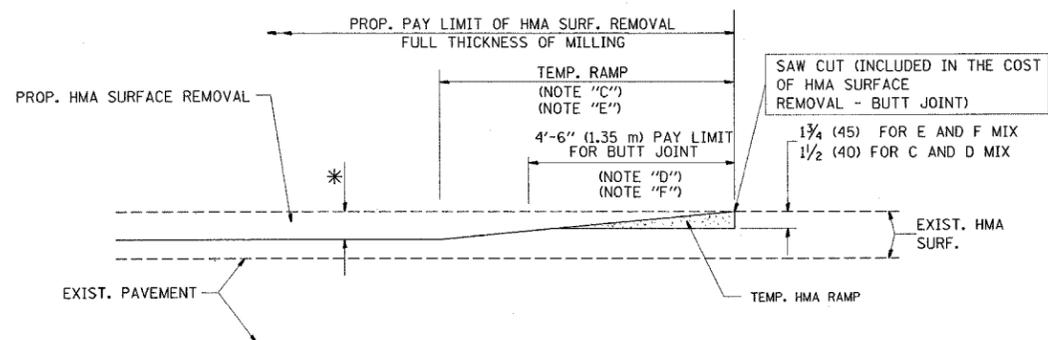
SCALE: VERT. 1"=50'  
HORIZ. 1"=50'  
DATE 4/2/2007

DRAWN BY  
CHECKED BY



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

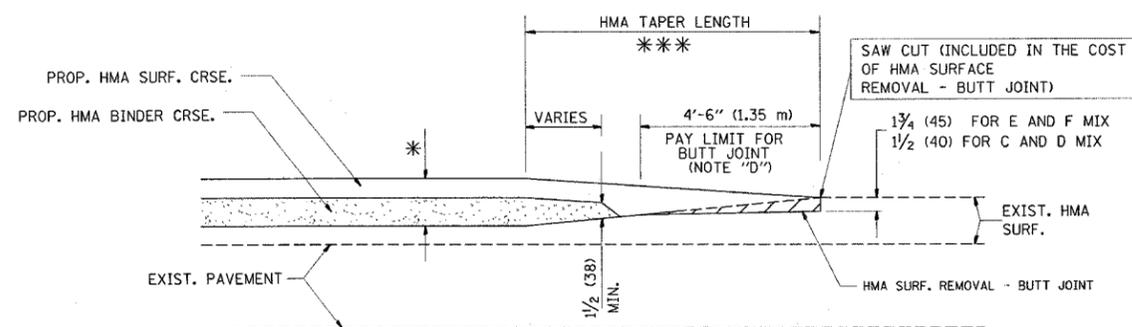
OPTION 1



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

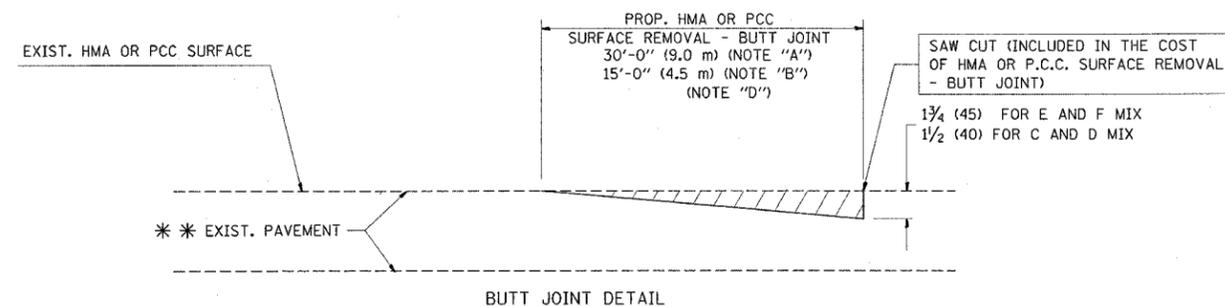
OPTION 2

TYPICAL TEMPORARY RAMP

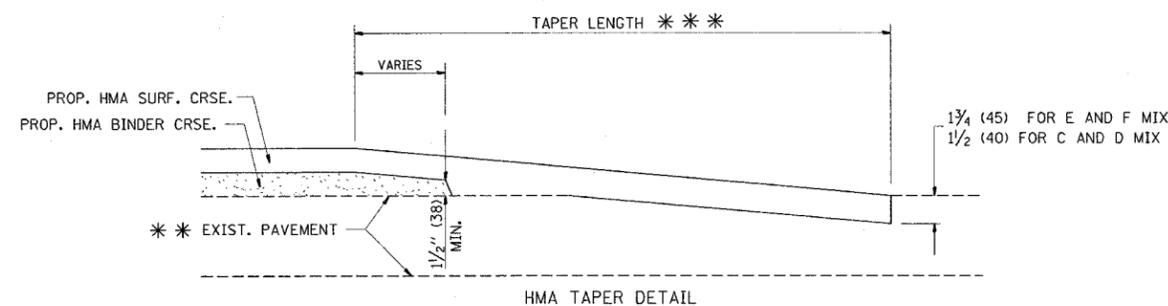


BUTT JOINT AND HMA TAPER

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")

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

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".

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

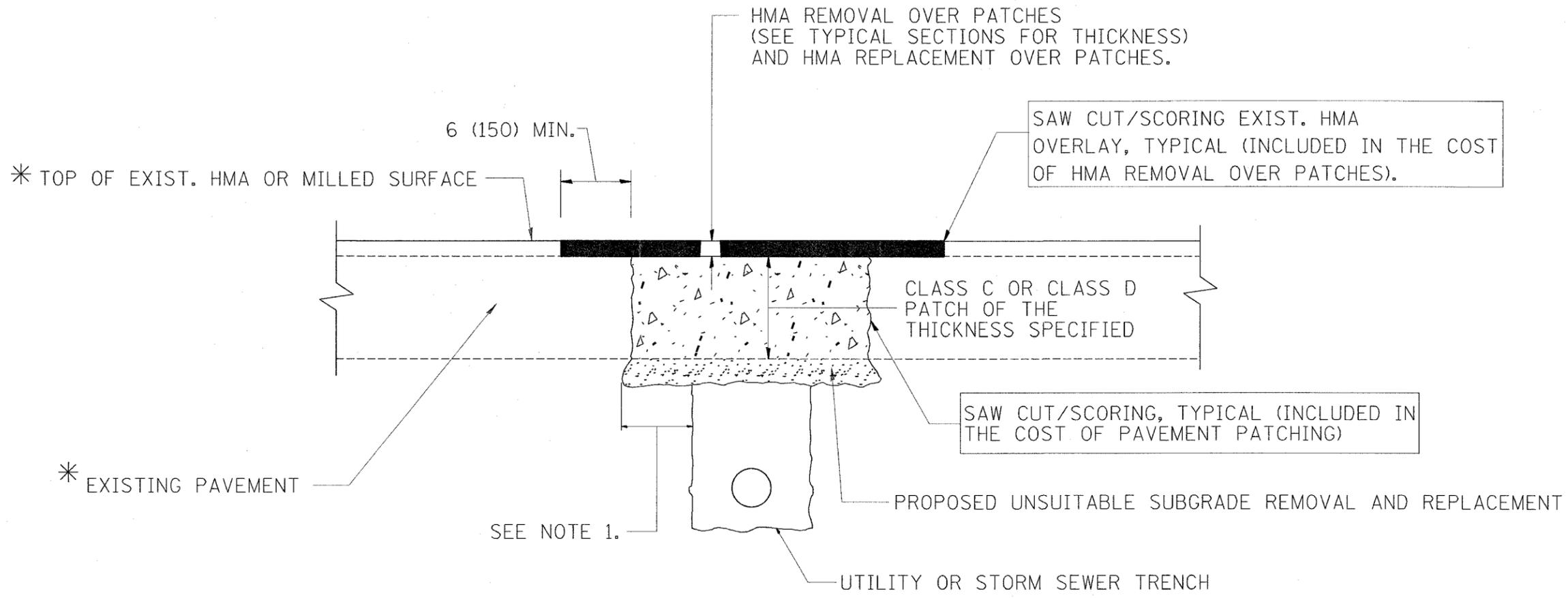
BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE  
 HORIZ.

DRAWN BY

CHECKED BY

BD400-05 (VI=BD32)



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT**

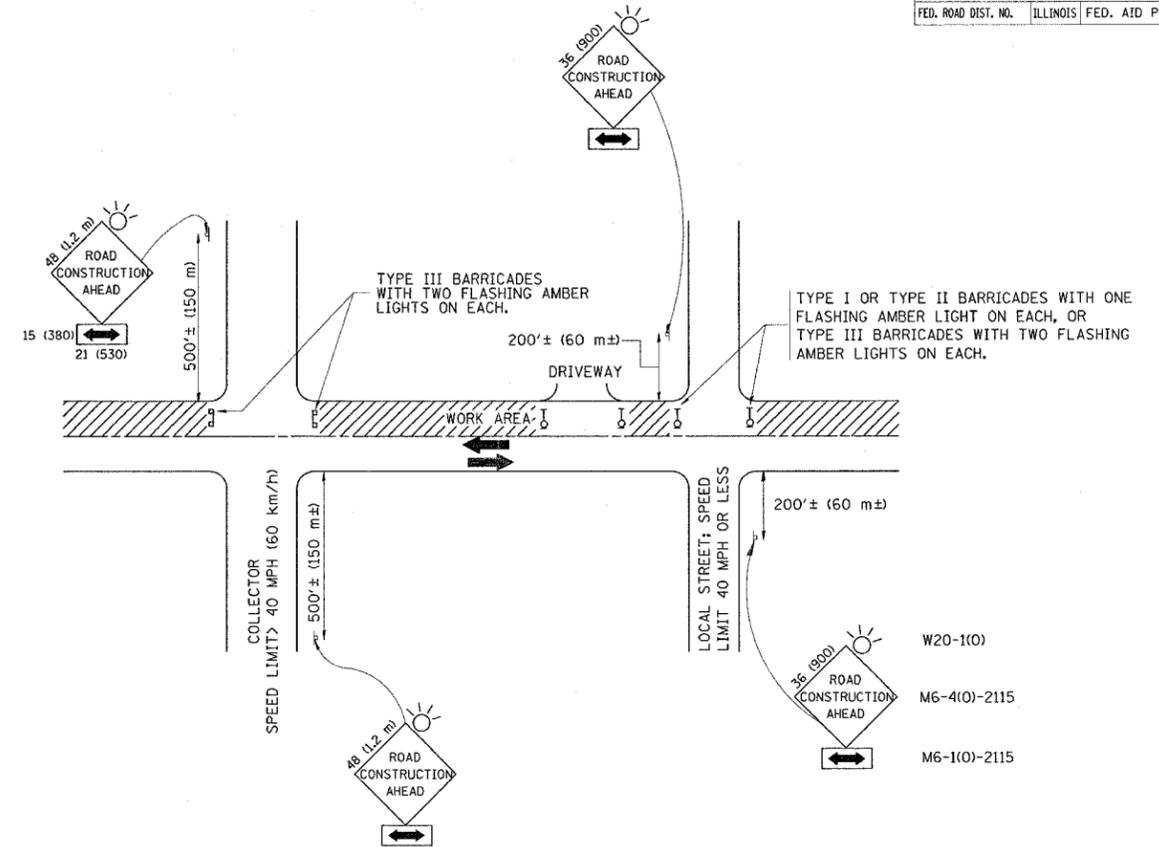
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 HORIZ.

DRAWN BY  
 CHECKED BY

BD400-04 (BD-22)

PLOT DATE = 4/2/2007  
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 PLOT SCALE = 50.000 / 1 IN.  
 USER NAME = trent

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

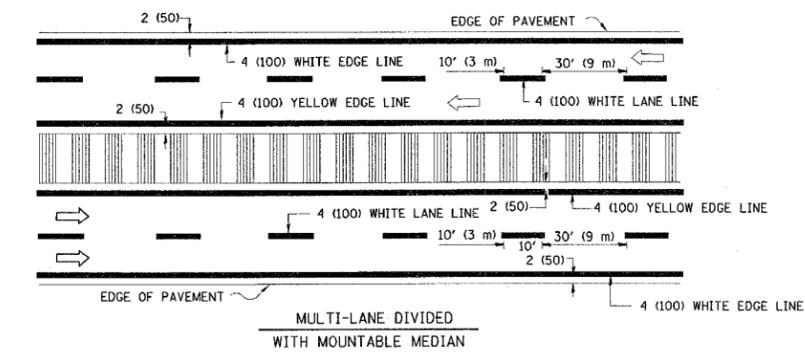
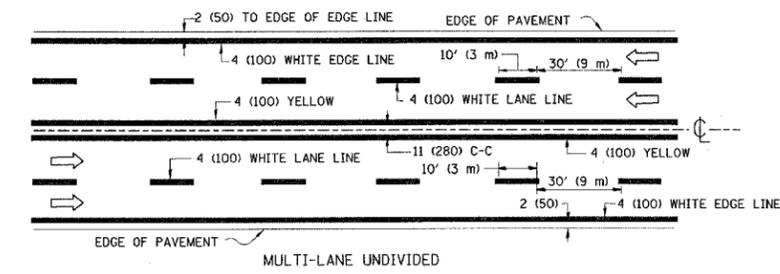
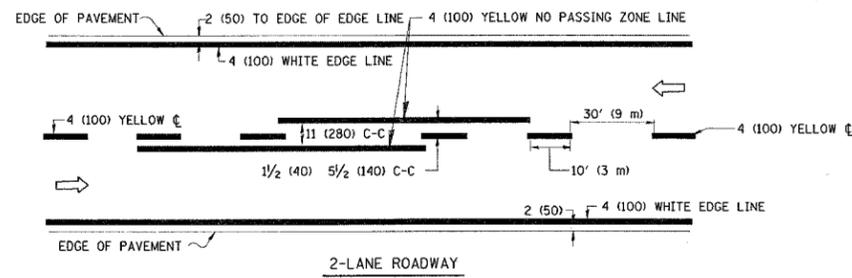
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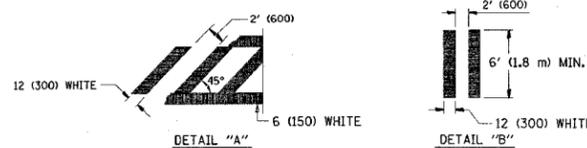
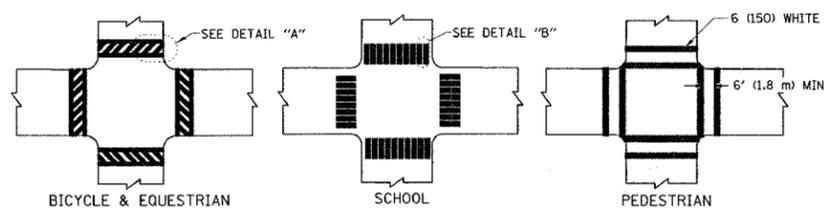
TC-10

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				12
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

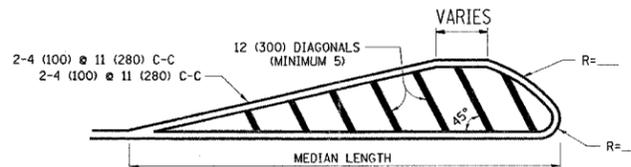
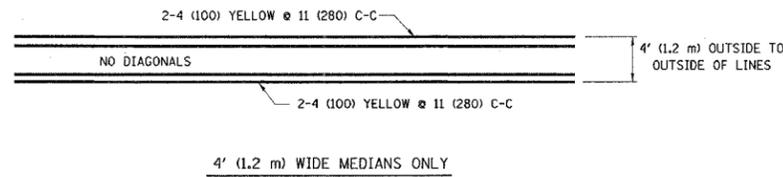


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

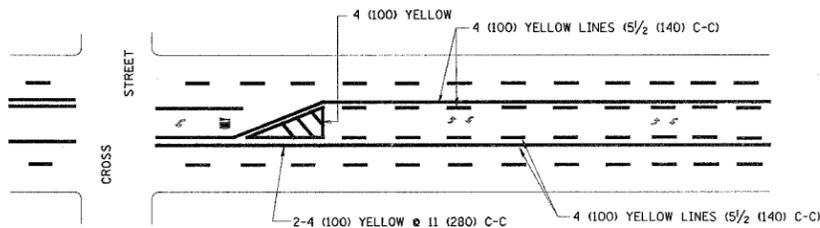


TYPICAL CROSSWALK MARKING

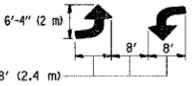


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.  
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

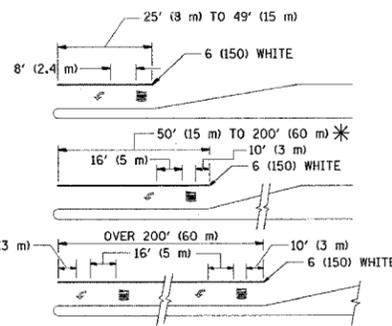


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

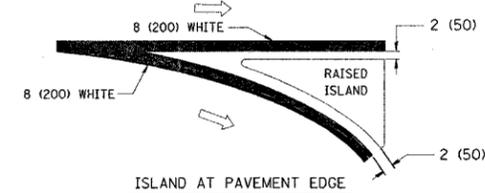
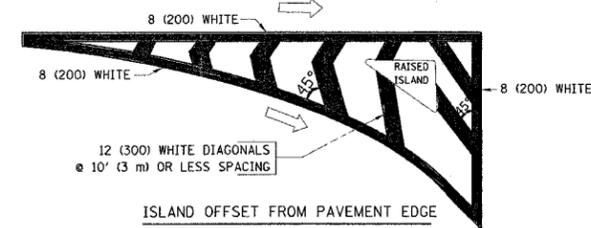


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 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.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT  
MARKINGS

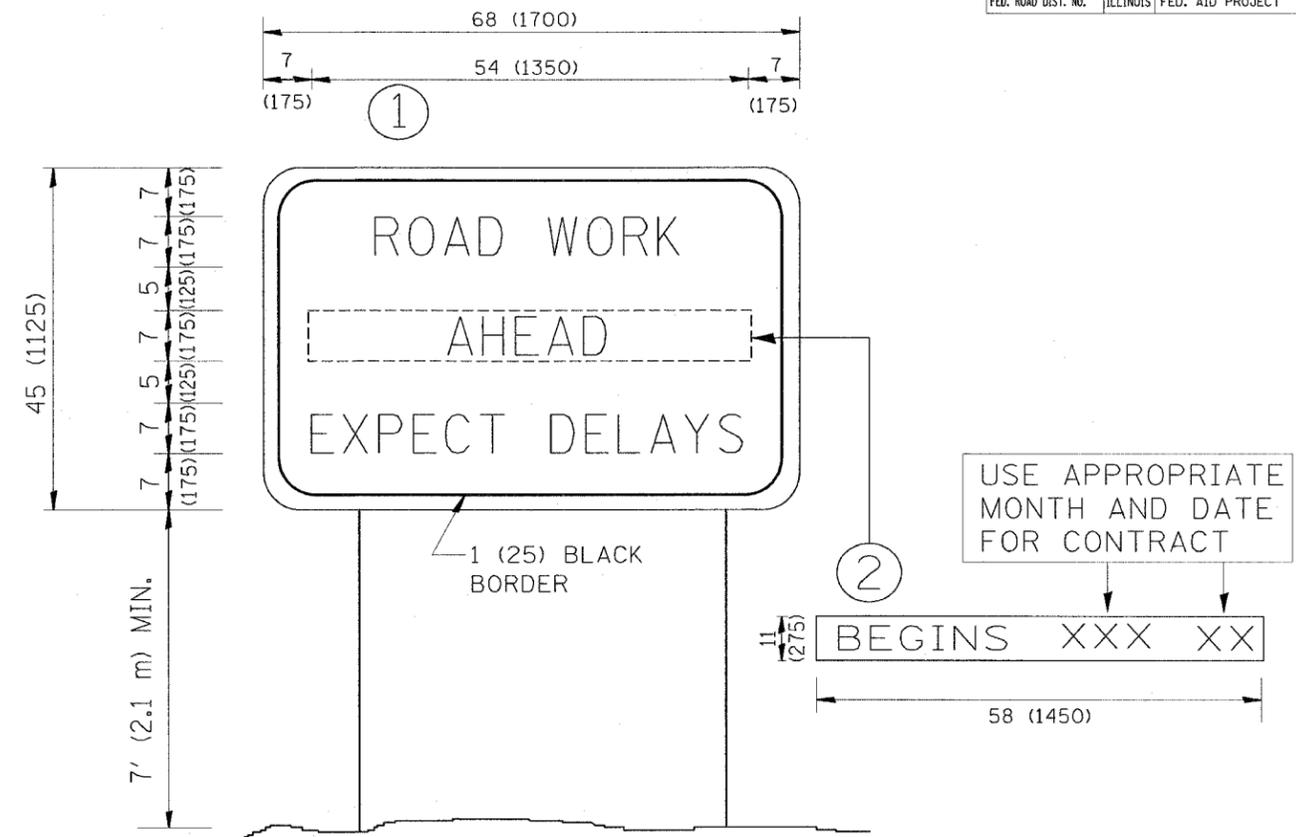
SCALE: NONE

DRAWN BY CADD

CHECKED BY

TC-13

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				11
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**NOTES:**

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

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

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCLIS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ARTERIAL ROAD INFORMATION SIGN**

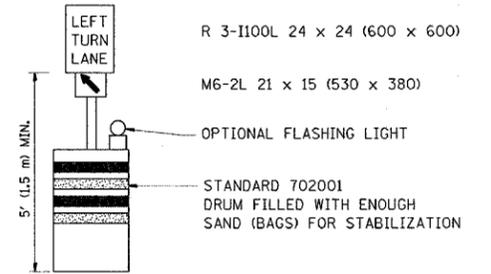
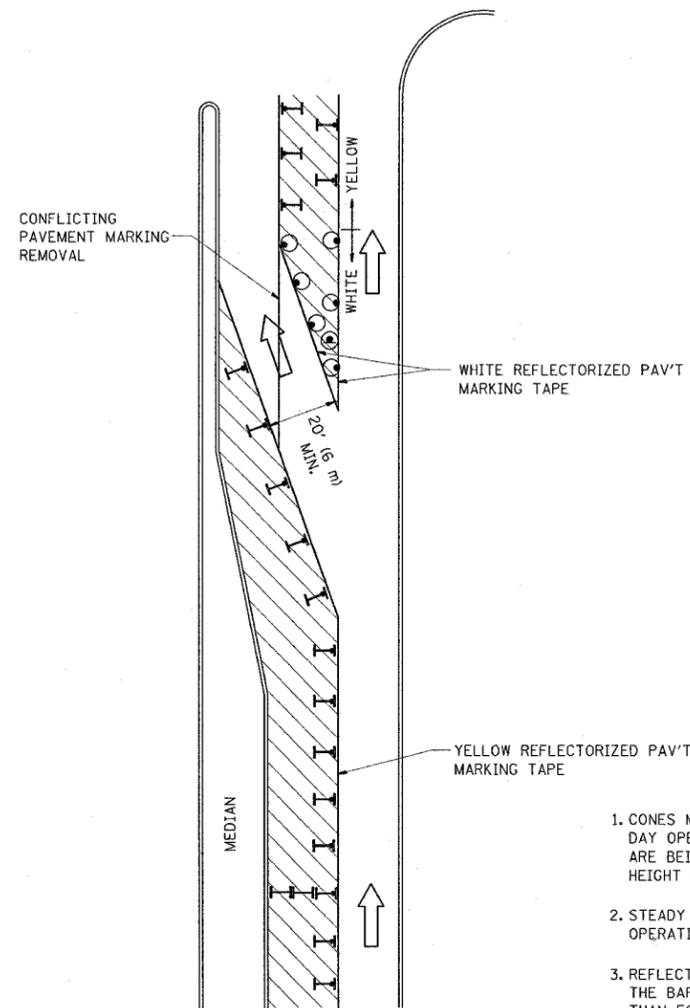
SCALE: NONE

DRAWN BY DESIGN  
CHECKED BY

TC22

PLOT DATE = 4/23/2007  
PLOT SCALE = 860880 / IN.  
USER NAME = t-ent

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				12
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**GENERAL NOTES**

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

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

**LEGEND**

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

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

SCALE: NONE

DRAWN BY  
 CHECKED BY LHA  
 TC-14