

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

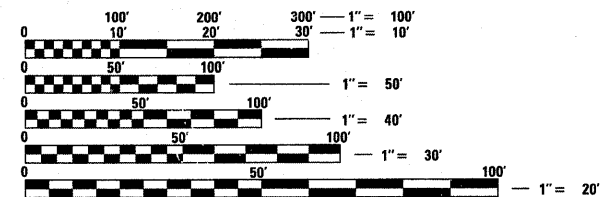
**PROPOSED
HIGHWAY PLANS**

F.A.P. 307: IL. ROUTE 64
IL. RTE. 47 TO CAMPTON HILLS RD.
SECTION: 126 RS-5

RESURFACING (3P)
KANE COUNTY
C-91-840-09

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN THE
CITY OF ST. CHARLES

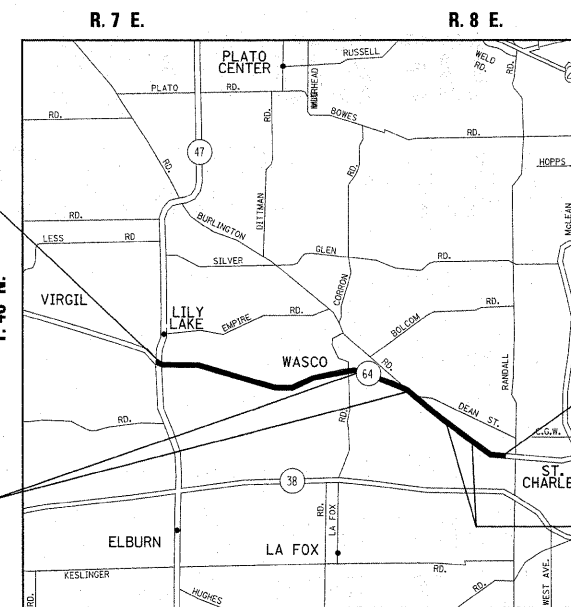


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: DANIEL WILGREEN (847) 705-1240
PROJECT MANAGER: KEN ENG

CONTRACT NO. 60I00



PROJECT BEGINS
STA. 620 + 97

OMISSION
STA. 834 + 62
TO STA. 846 + 33

PROJECT ENDS
STA. 1017 + 39

OMISSION
STA. 991 + 31 TO
STA. 1009 + 60

GROSS LENGTH = 39,642 FT. = (7.51 MILES)
NET LENGTH = 36,642 FT. = (6.94 MILES)

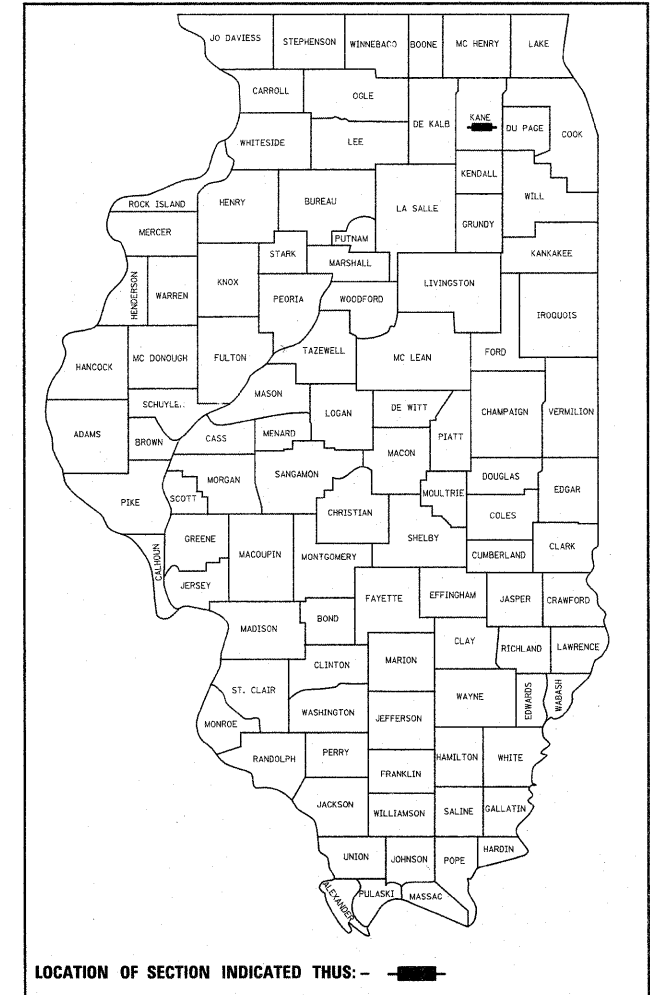


AVERAGE DAILY TRAFFIC
IL. 64 2007 ADT = 16,400

POSTED SPEED LIMIT
IL. 64: 35,45-50,55 MPH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126 RS-5	KANE	34	1
		ILLINOIS	CONTRACT NO. 60I00	

D-91-840-09



LOCATION OF SECTION INDICATED THIS: - [black rectangle]

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED DECEMBER 7, 2009
Diane M. O'Keefe DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
January 09 2010
Scott E. Stitt P.E. ACTING ENGINEER OF DESIGN AND ENVIRONMENT
January 09 2010
Christine M. Read DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, LIST OF STATE STANDARDS, AND PLAN NOTES
3	SUMMARY OF QUANTITIES
4	TYPICAL CROSS SECTIONS
5-18	EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLANS
19-20	DRAINAGE REPAIR DETAILS AND ROADWAY CROSS SECTION SHEET
21-23	DETECTOR LOOP REPLACEMENT PLANS
24	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
25	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
26	BUTT JOINT AND HMA TAPER DETAIL
27	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
28	TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
29	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
30	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
31	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
32	ARTERIAL ROAD INFORMATION SIGN
33	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING
34	DRIVEWAY DETAILS

STANDARDS

STD. NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C & D PATCHES
701011-02	OFF ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY ON-ROAD TO 24" OFF-ROAD FOR SPEED ≥45 MPH
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING, OPERATIONS DAYTIME ONLY FOR SPEED 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS, DAY ONLY
701336-05	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES FOR SPEED ≥45 MPH
701901-01	TRAFFIC CONTROL DEVICES
886001-01	DETECTOR LOOP INSTALLATIONS

PLAN 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 CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE CITY OF ST. CHARLES.

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

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

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

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

THE RESIDENT ENGINEER SHALL CONTACT DON CHARUGI, AREA TRAFFIC FIELD ENGINEER AT (847) 741-9857 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL OVERHEAD, SURFACE, AND UNDERGROUND UTILITIES WITHIN THE PROJECT LIMITS WHETHER OR NOT THE UTILITIES ARE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

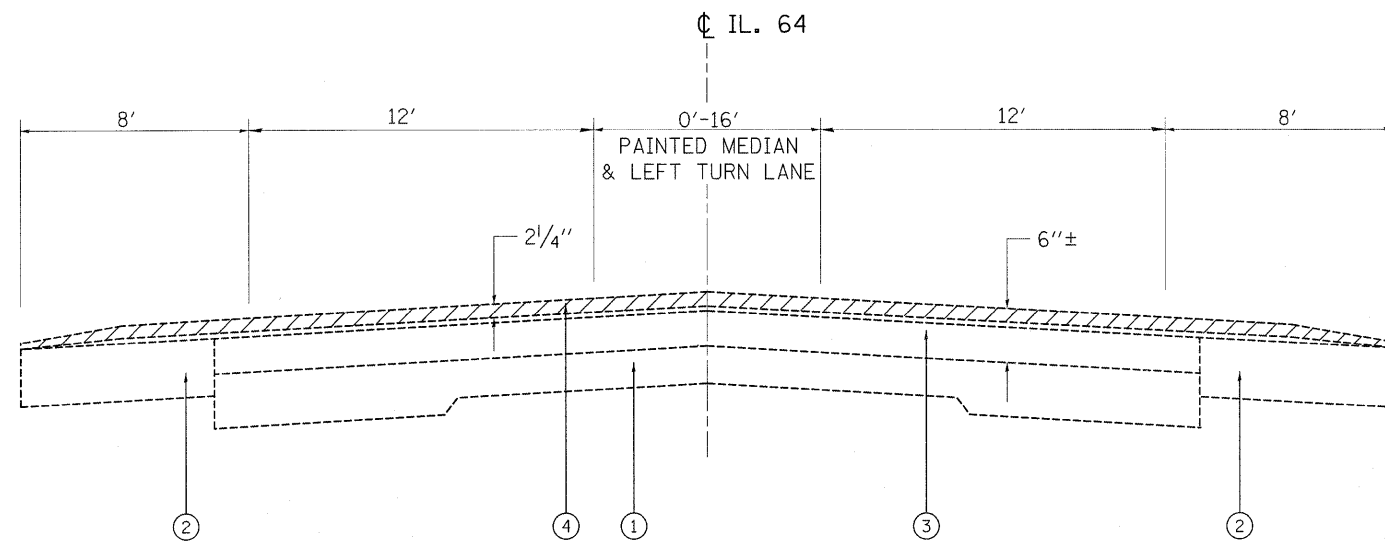
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TRAFFIC CONTROL DEVICES.

REV. 11-04-09

FILE NAME =	USER NAME = leysa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 64 FROM IL. ROUTE 47 TO CAMPTON HILLS RD.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\leysa\0152433\sh-t-pla.dgn	DRAWN -	REVISED -	307			126 RS-5	KANE	34	2	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60100							
PLOT DATE = 12/16/2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. OF SHEETS STA. TO STA.					

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE							
CODE NO	ITEM	UNIT	TOTAL QUANTITIES							CODE NO	ITEM	UNIT	TOTAL QUANTITIES						
			URBAN 100% STATE										URBAN 100% STATE						
				I000									I000						
20200100	EARTH EXCAVATION	CU YD	5	5						70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	34	34						70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1					
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	705	705						70300100	SHORT-TERM PAVEMENT MARKING	FOOT	19992	19992					
21400100	GRADING AND SHAPING DITCHES	FOOT	607	607						70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1202	1202					
25000210	SEEDING, CLASS 2A	ACRE	0.15	0.15						70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	153,757	153,757					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	14	14						70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	4272	4272					
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	14	14						70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1375	1375					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	14	14						70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	372	372					
25100630	EROSION CONTROL BLANKET	SQ YD	705	705						* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1202	1202					
25200110	SODDING, SALT TOLERANT	SQ YD	34	34						* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	153757	153757					
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	15	15						* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	4272	4272					
35501308	HOT-MIX ASPHALT BASE COURSE, 1 1/2"	SQ YD	250	250						* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1375	1375					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	144	144						* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	372	372					
40600300	AGGREGATE (PRIME COAT)	TON	716	716						* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	930	930					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	269	269						78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	930	930					
40600826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	4701	4701						* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	920	920					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2						X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	586	586						X0322752	WORK ZONE PAVEMENT MARKING REMOVAL	FOOT	6763	6763					
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	28	28						44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	250	250					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	15045	15045						70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1					
42001300	PROTECTIVE COAT	SQ YD	45	45															
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	65155	65155															
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	113792	113792															
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	200	200															
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	864	864															
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	20	20															
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	314	314															
44201827	CLASS D PATCHES, TYPE II, 15 INCH	SQ YD	7	7															
50105220	PIPE CULVERT REMOVAL	FOOT	60	60															
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2	2															
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	60	60															
55101200	STORM SEWER REMOVAL 24"	FOOT	172	172															
551A1200	STORM SEWER INSTALLATION, CLASS A 24"	FOOT	172	172															
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6															
67100100	MOBILIZATION	L SUM	1	1															

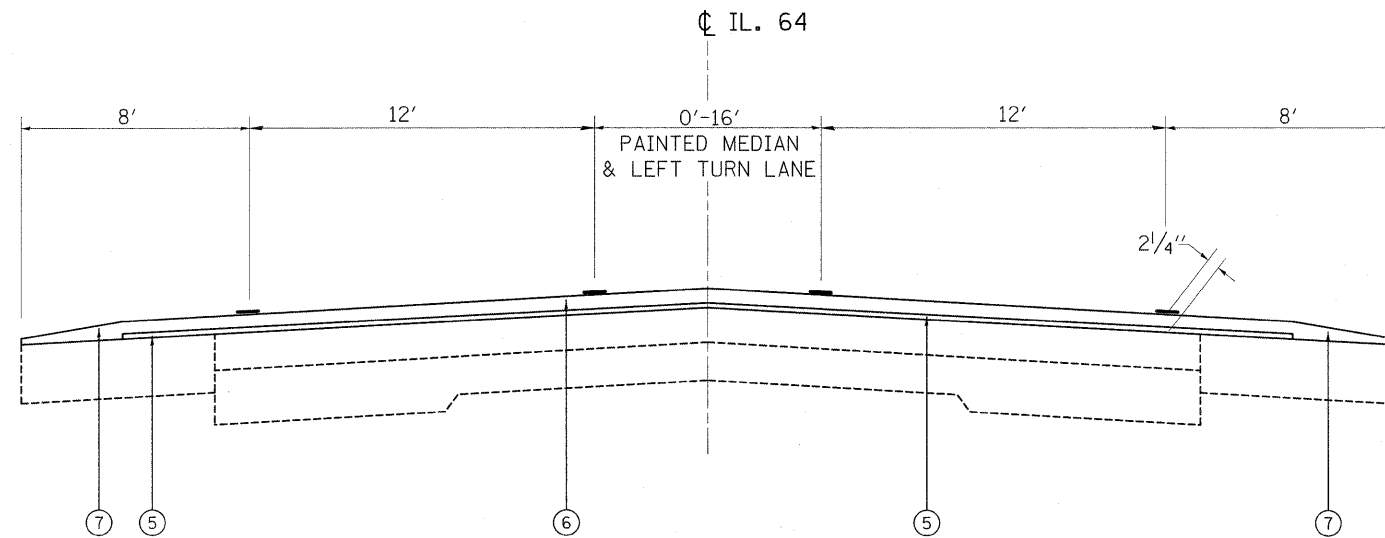
*Specialty Items



EXISTING TYPICAL CROSS SECTION

STA. 620+97 TO STA. 1017+39
(FROM IL. 47 TO CAMPTON HILLS RD.)

* NOTE: OMISSION FROM STA. 834+62 TO STA. 846+33 AND STA. 991+31 TO STA. 1009+60



PROPOSED TYPICAL CROSS SECTION

STA. 620+97 TO STA. 1017+39
(FROM IL. 47 TO CAMPTON HILLS RD.)

LEGEND

- ① EXISTING P.C.C. PAVEMENT, 9"±
- ② EXISTING HOT-MIX ASPHALT SHOULDER, 8"
- ③ EXISTING HOT-MIX ASPHALT SURFACE, 6"±
- ④ PROPOSED HMA SURFACE REMOVAL, 2 1/4"
NOTE: THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING
- ⑤ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, NSO, 3/4"
- ⑥ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 1 1/2"
- ⑦ PROPOSED HMA SURFACE COURSE, MIX D, N70, (SHOULDER AREA), 1 1/2" ONLY

HMA MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ NDES
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5mm), 1 1/2"	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, NSO, 3/4"	4% @ 50 GYR.
CLASS "D" PATCHES, 12 3/4"	4% @ 70 GYR.
HMA SURFACE COURSE, MIX "C", NSO, 2"	4% @ 50 GYR.
HMA BASE COURSE, 8"	4% @ 50 GYR.

NOTE: "THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ.YD./IN"

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	PLOT DATE = 12/15/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED TYPICAL SECTION
IL. ROUTE 64 FROM IL. ROUTE 47 TO CAMPTON HILLS RD.**

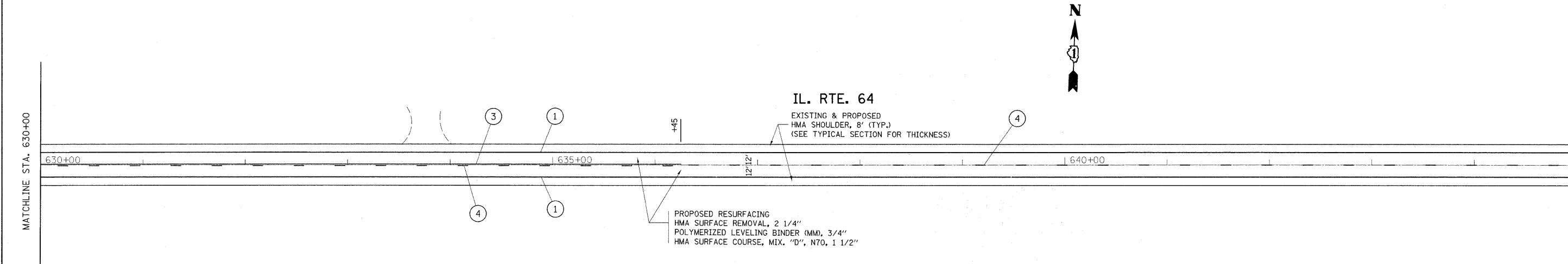
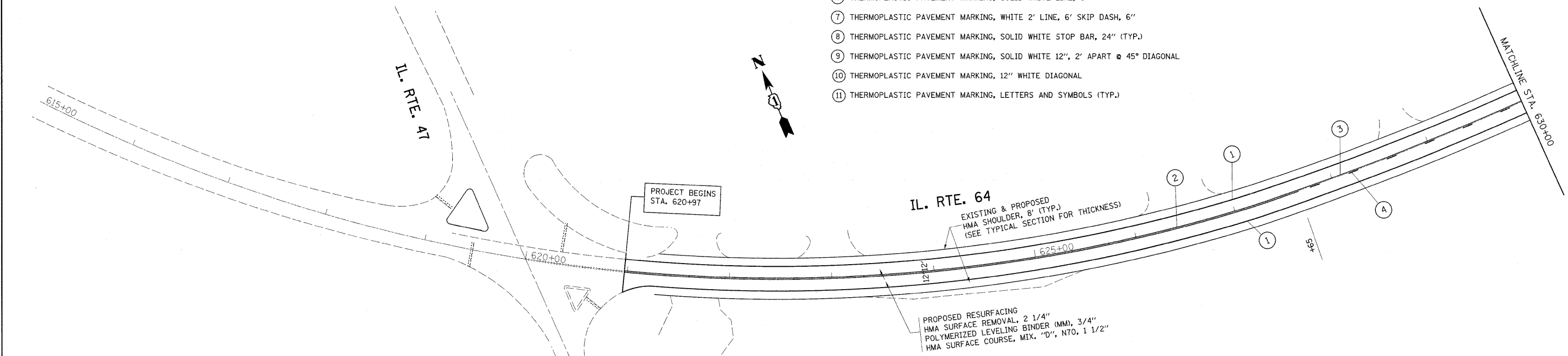
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126 RS-5	KANE	34	4
CONTRACT NO. 60100				
ILLINOIS FED. AID PROJECT				

Rev.

LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING, WHITE EDGE LINE, 4" (TYP.)
- ② THERMOPLASTIC PAVEMENT MARKING, DOUBLE YELLOW CENTERLINE, 4", 11' C-C (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKING, SOLID YELLOW, 4" (TYP.) (AT NO PASSING ZONE)
- ④ THERMOPLASTIC PAVEMENT MARKING, YELLOW 4" SKIP DASH (10' DASH, 30' SKIP)
- ⑤ THERMOPLASTIC PAVEMENT MARKING, SOLID YELLOW 12", 75' SPACING OR 5 DIAGONALS MIN. (TYP.)
- ⑥ THERMOPLASTIC PAVEMENT MARKING, SOLID WHITE LINE, 6"
- ⑦ THERMOPLASTIC PAVEMENT MARKING, WHITE 2' LINE, 6' SKIP DASH, 6"
- ⑧ THERMOPLASTIC PAVEMENT MARKING, SOLID WHITE STOP BAR, 24" (TYP.)
- ⑨ THERMOPLASTIC PAVEMENT MARKING, SOLID WHITE 12", 2' APART @ 45° DIAGONAL
- ⑩ THERMOPLASTIC PAVEMENT MARKING, 12" WHITE DIAGONAL
- ⑪ THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS (TYP.)

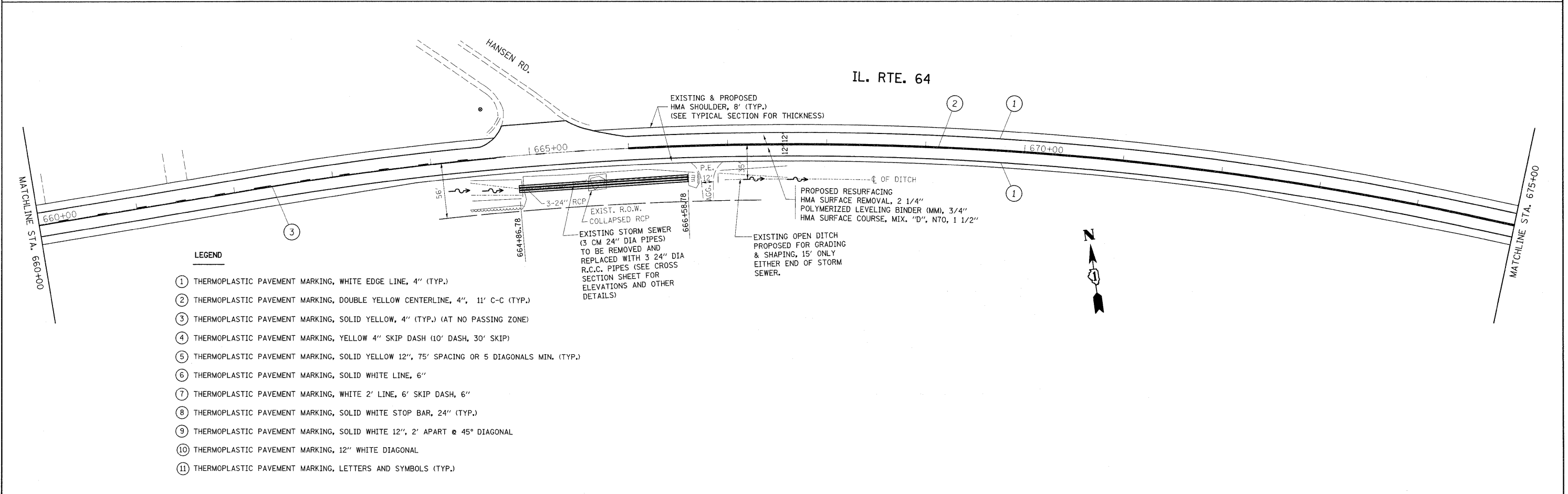
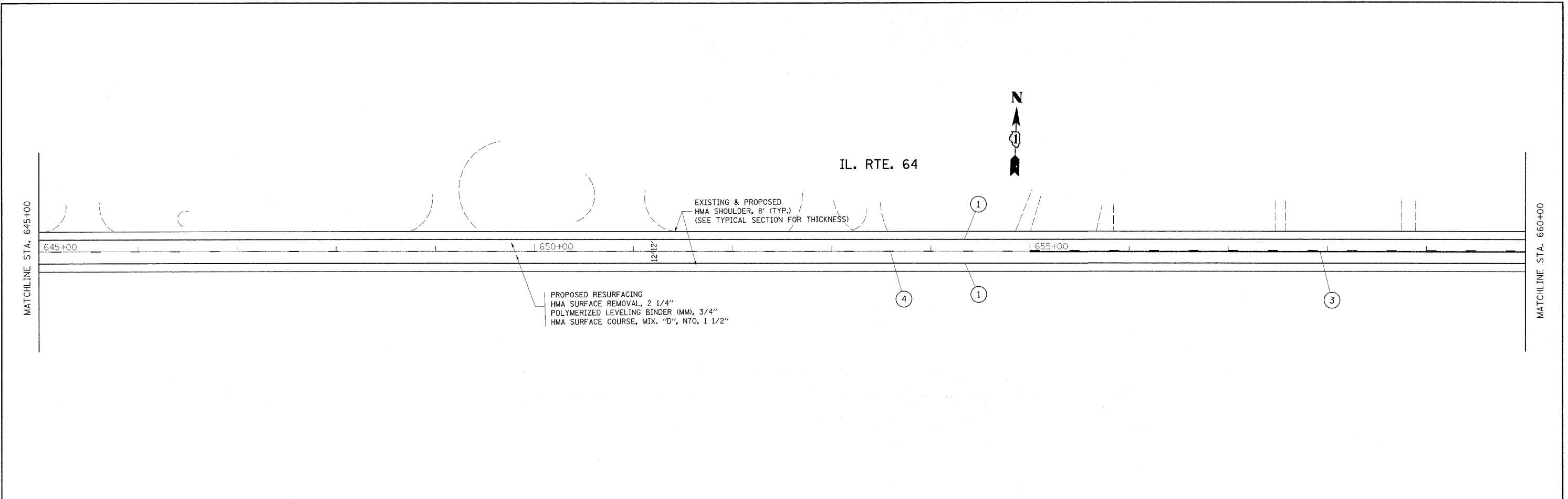


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

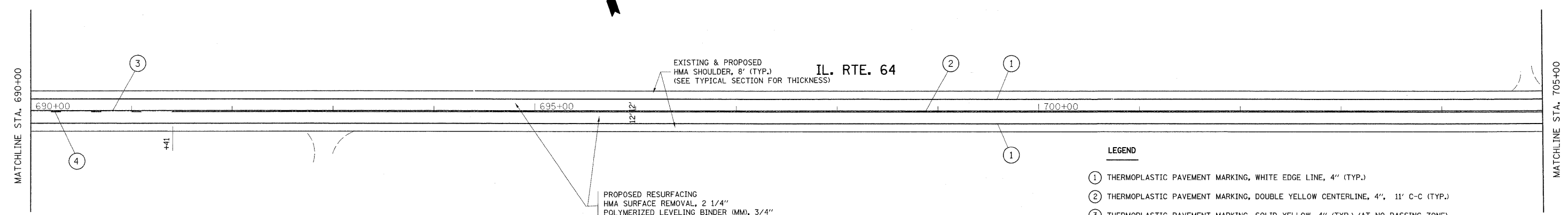
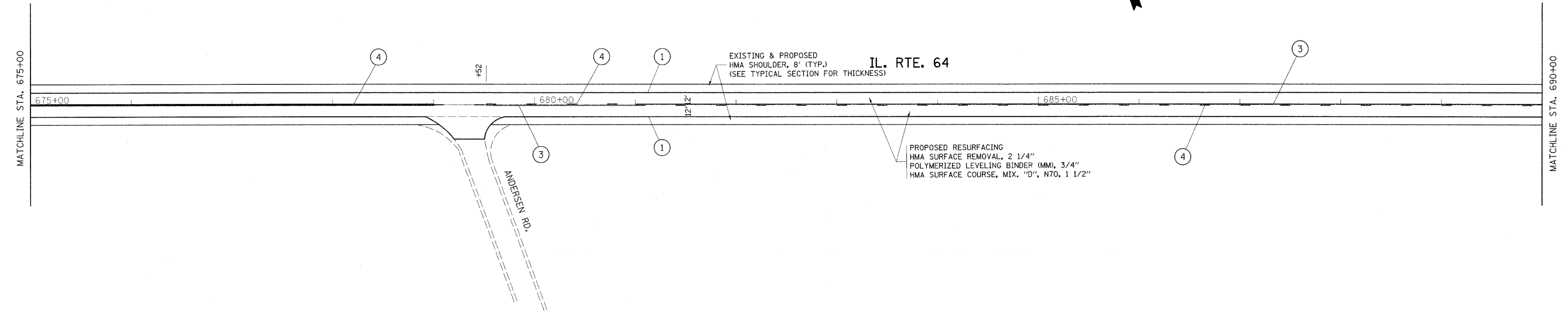
IL. ROUTE 64 (IL. ROUTE 47 TO CAMPTON HILLS RD.)			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126 RS-5	KANE	34	5
CONTRACT NO. 60100				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- ① THERMOPLASTIC PAVEMENT MARKING, WHITE EDGE LINE, 4" (TYP.)
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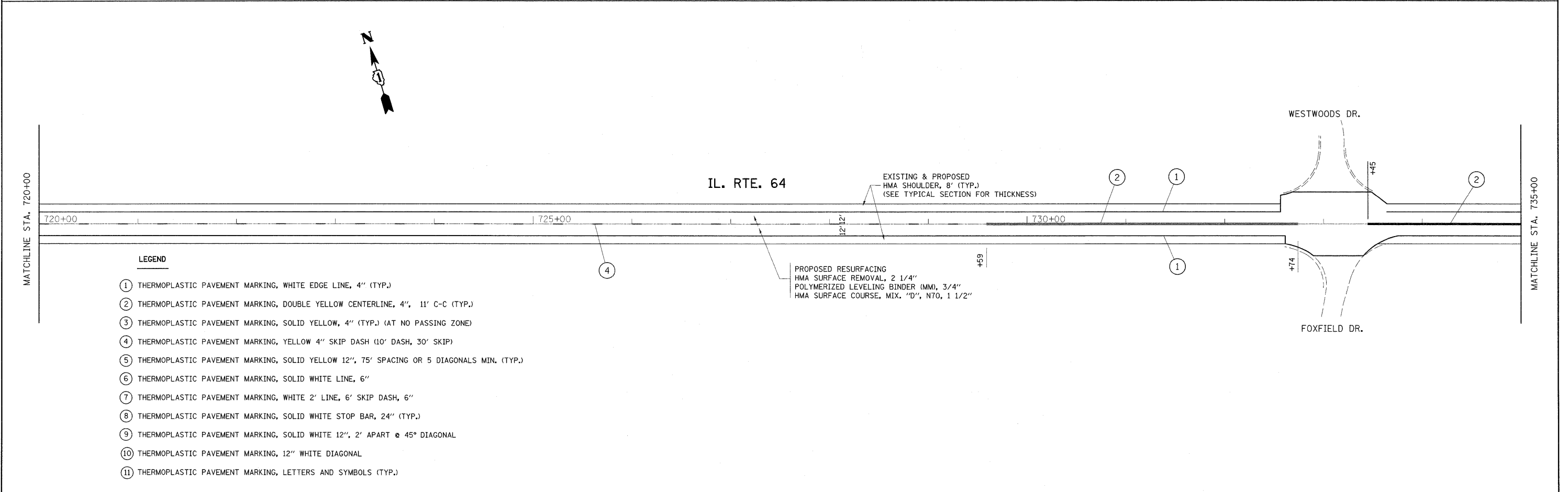
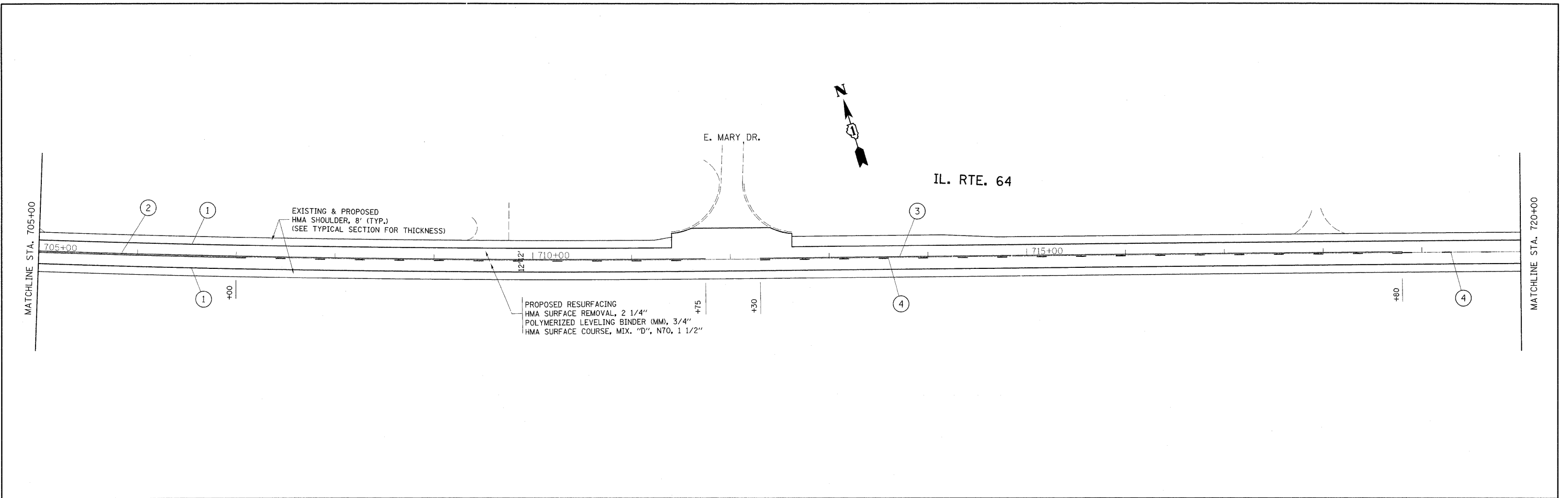
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PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 60100				ILLINOIS FED. AID PROJECT				
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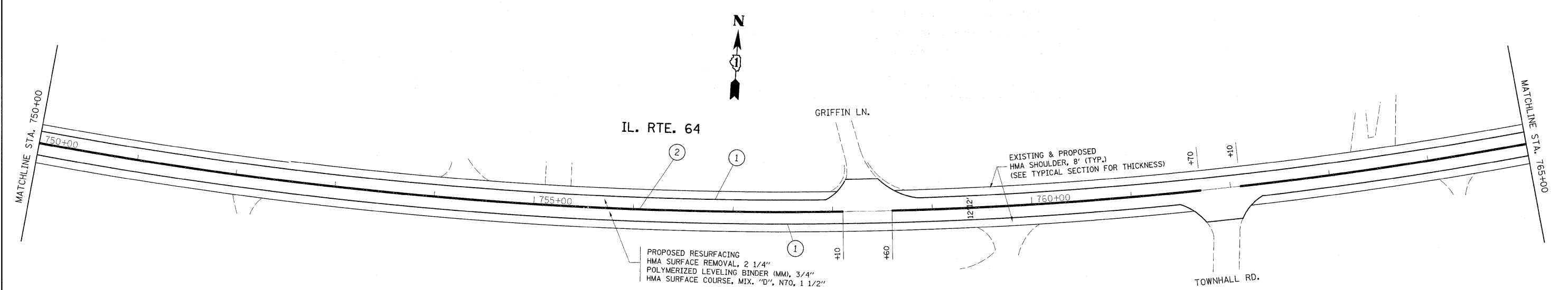
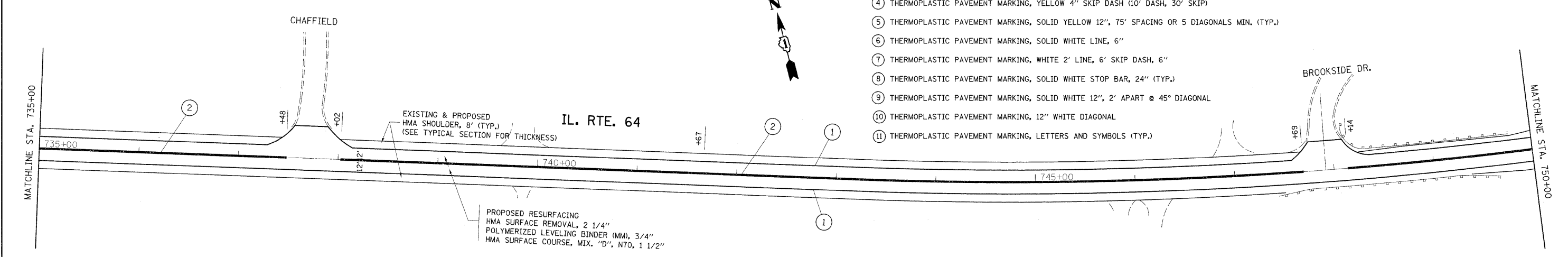
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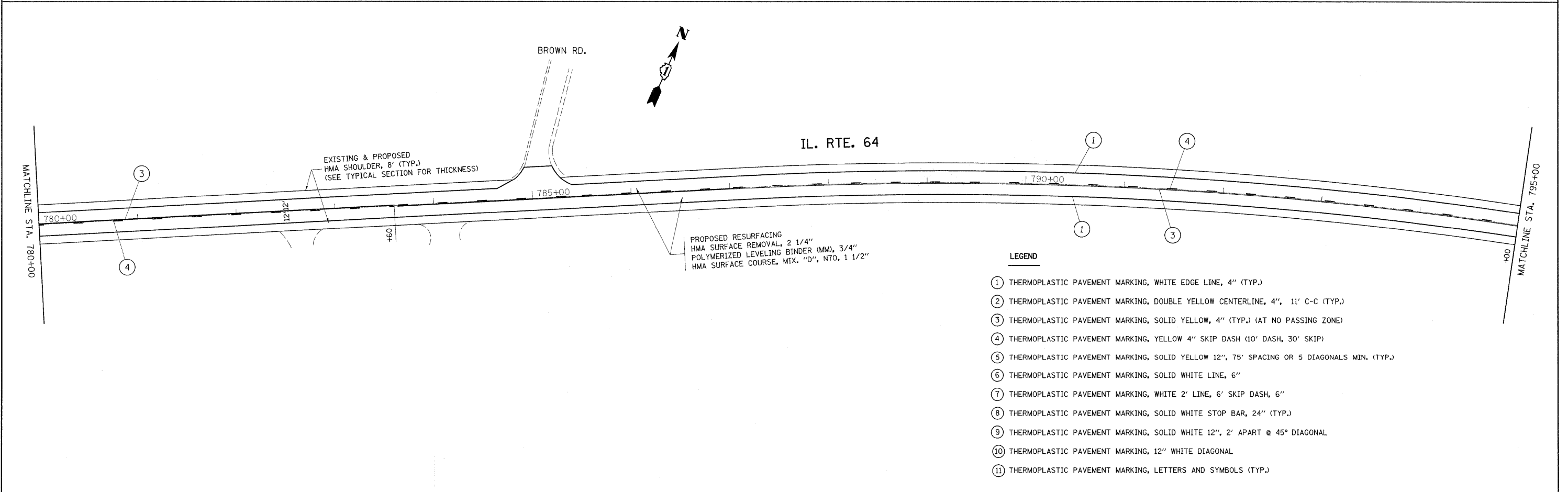
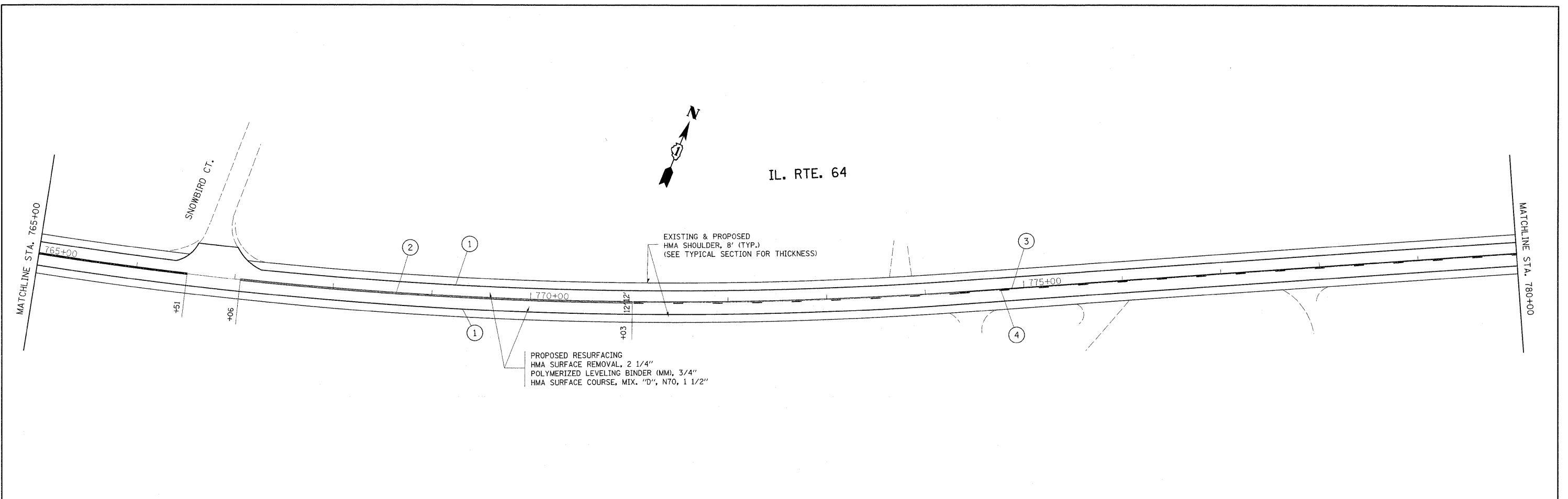
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 - ⑧ THERMOPLASTIC PAVEMENT MARKING, SOLID WHITE STOP BAR, 24" (TYP.)
 - ⑨ THERMOPLASTIC PAVEMENT MARKING, SOLID WHITE 12", 2' APART @ 45° DIAGONAL
 - ⑩ THERMOPLASTIC PAVEMENT MARKING, 12" WHITE DIAGONAL
 - ⑪ THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS (TYP.)

FILE NAME =	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 64 (IL. ROUTE 47 TO CAMPTON HILLS RD.)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
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		CHECKED -	REVISED -											CONTRACT NO. 60100	
		DATE -	REVISED -											ILLINOIS FED. AID PROJECT	

- LEGEND**
- ① THERMOPLASTIC PAVEMENT MARKING, WHITE EDGE LINE, 4" (TYP.)
 - ② THERMOPLASTIC PAVEMENT MARKING, DOUBLE YELLOW CENTERLINE, 4", 11' C-C (TYP.)
 - ③ THERMOPLASTIC PAVEMENT MARKING, SOLID YELLOW, 4" (TYP.) (AT NO PASSING ZONE)
 - ④ THERMOPLASTIC PAVEMENT MARKING, YELLOW 4" SKIP DASH (10' DASH, 30' SKIP)
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 - ⑩ THERMOPLASTIC PAVEMENT MARKING, 12" WHITE DIAGONAL
 - ⑪ THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS (TYP.)

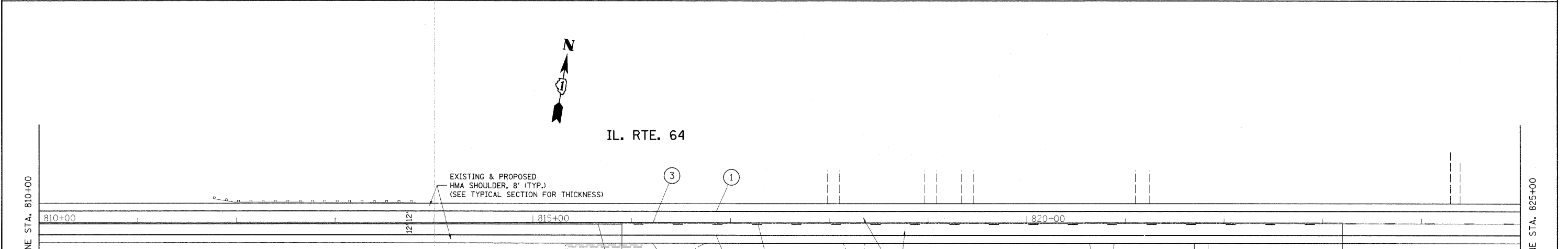
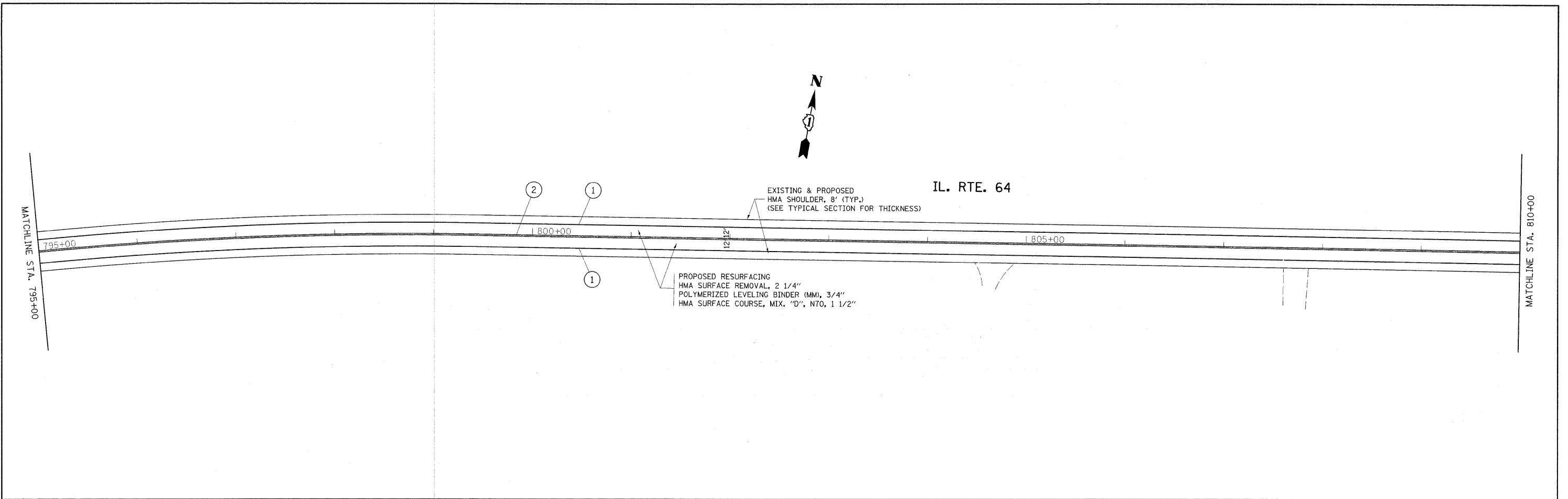


FILE NAME =	USER NAME = lsgm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 64 (IL. ROUTE 47 TO CAMPTON HILLS RD.)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
os\pw_work\p\WIDOT\LEISA\d8152433\shht-plandgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	307	126 RS-5	KANE	34	9
		CHECKED -	REVISED -											CONTRACT NO. 60100	
		DATE -	REVISED -											ILLINOIS FED. AID PROJECT	



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 - ⑪ THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS (TYP.)

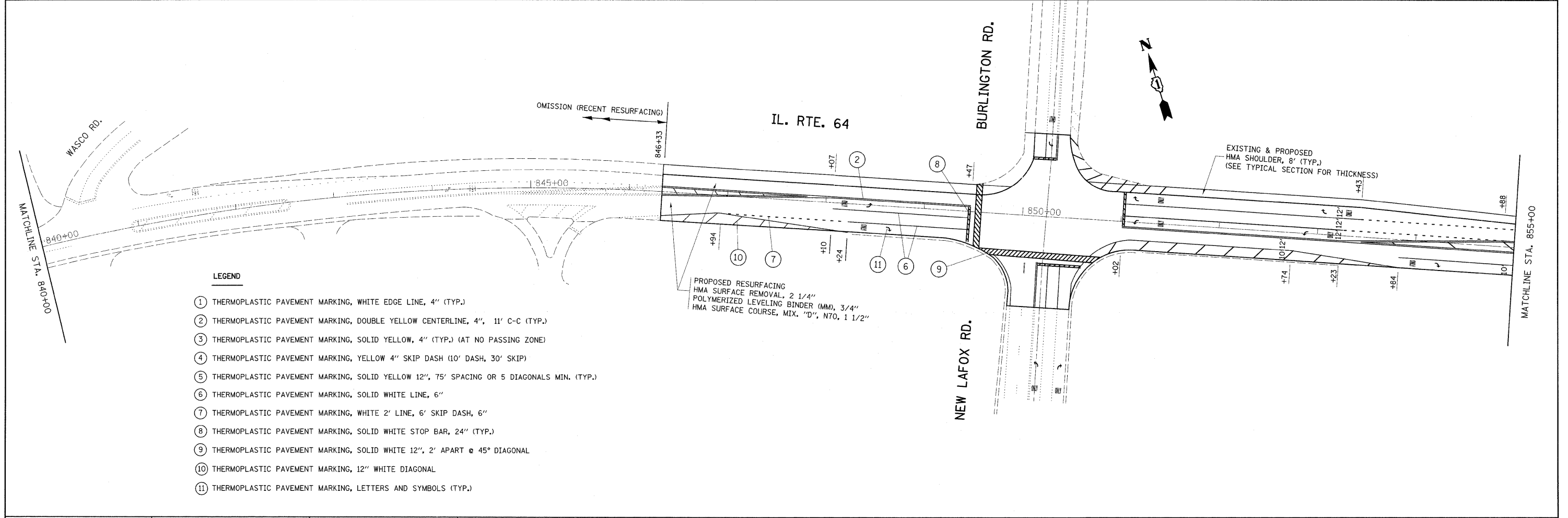
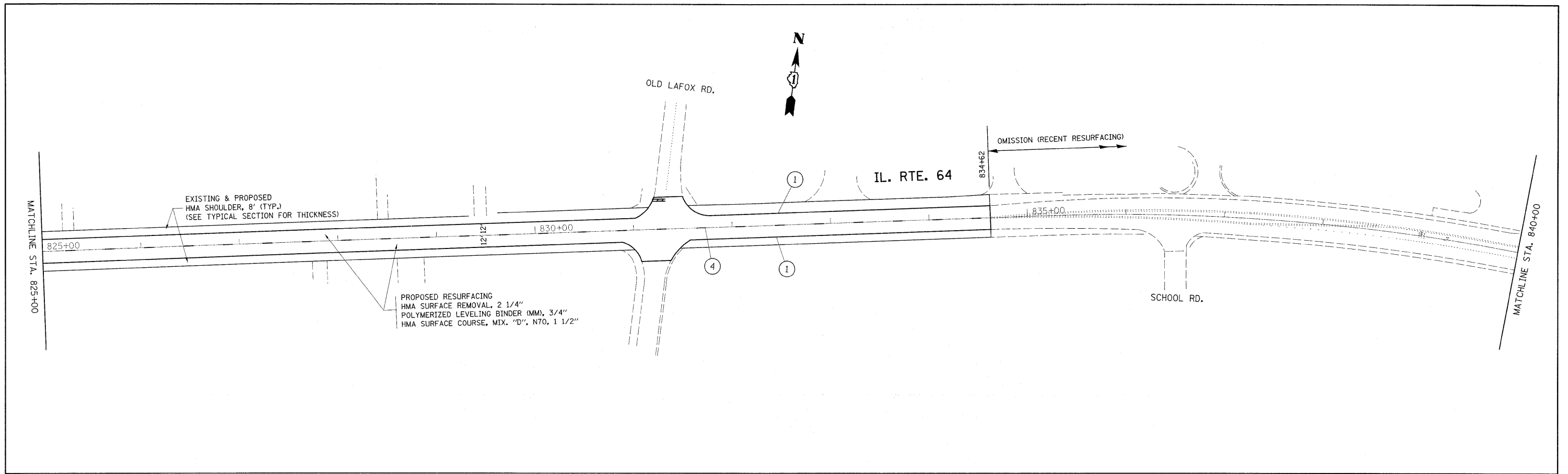
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PLOT DATE = 12/15/2009		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING, WHITE EDGE LINE, 4" (TYP.)
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- ⑩ THERMOPLASTIC PAVEMENT MARKING, 12" WHITE DIAGONAL
- ⑪ THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS (TYP.)

FILE NAME =	USER NAME = lcyss	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 64 (IL. ROUTE 47 TO CAMPTON HILLS RD.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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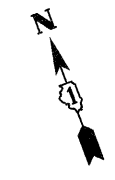
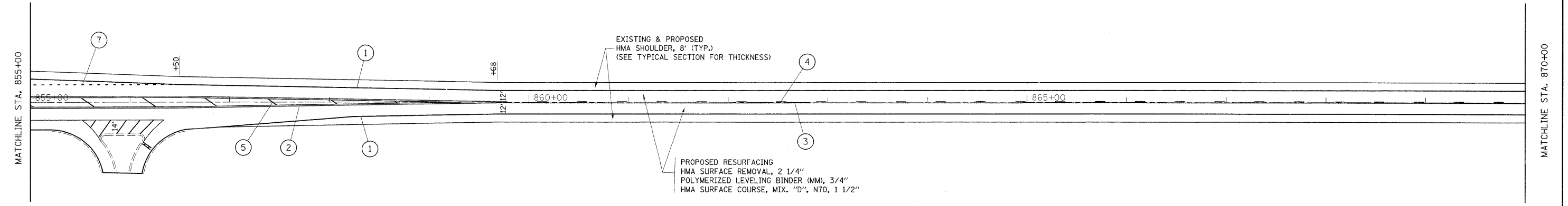


- LEGEND**
- ① THERMOPLASTIC PAVEMENT MARKING, WHITE EDGE LINE, 4" (TYP.)
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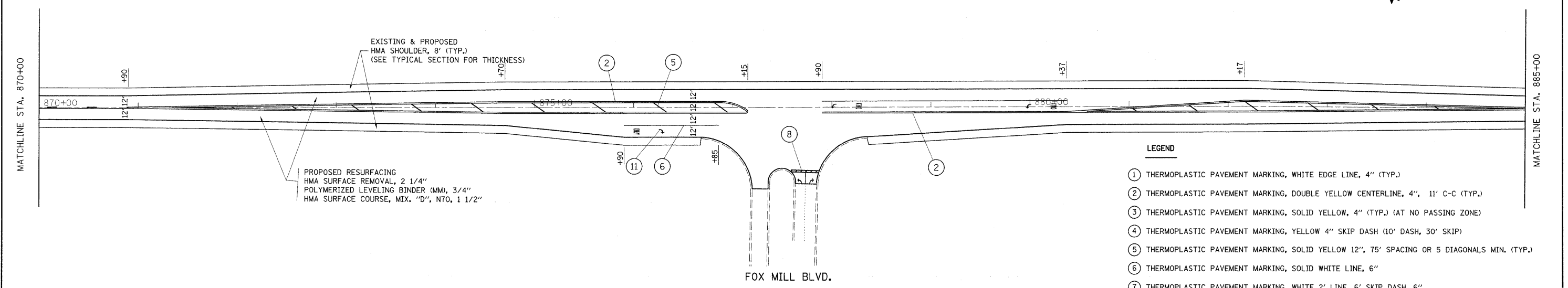
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IL. RTE. 64



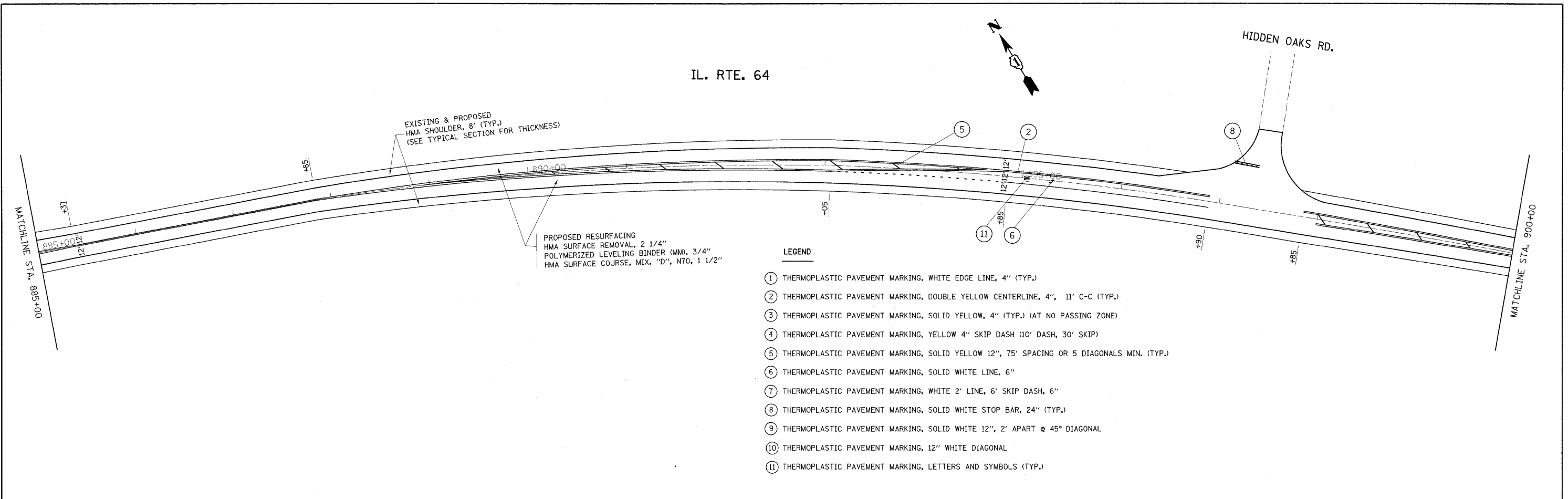
IL. RTE. 64



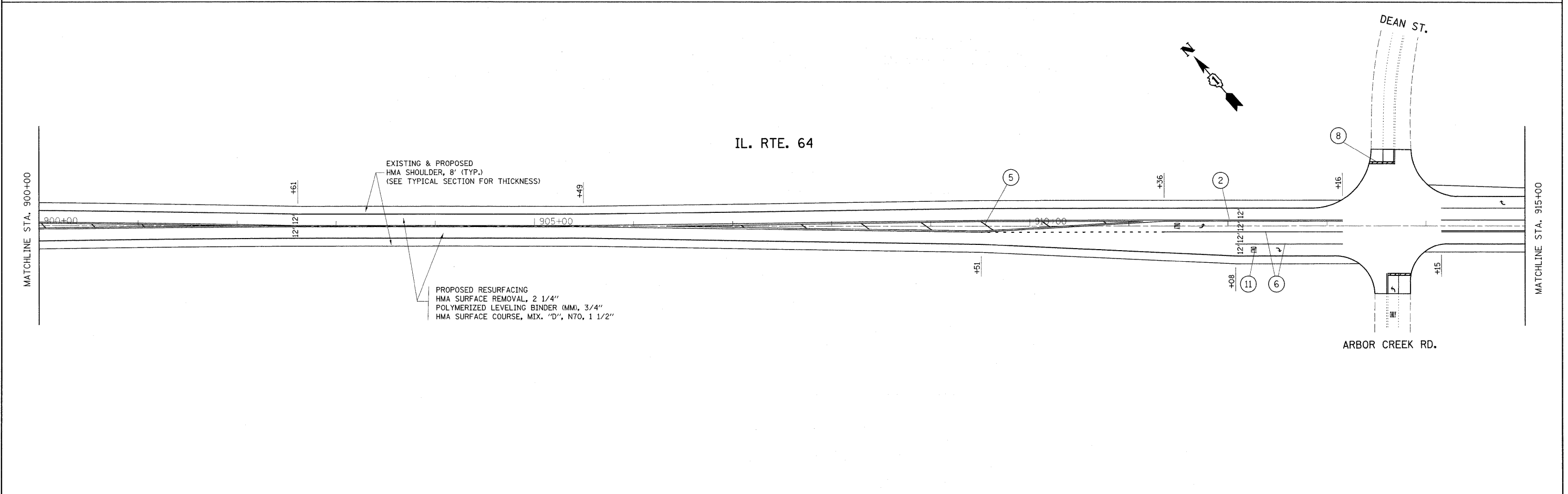
LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING, WHITE EDGE LINE, 4" (TYP.)
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FILE NAME =	USER NAME = lqyso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 64 (IL. ROUTE 47 TO CAMPTON HILLS RD.)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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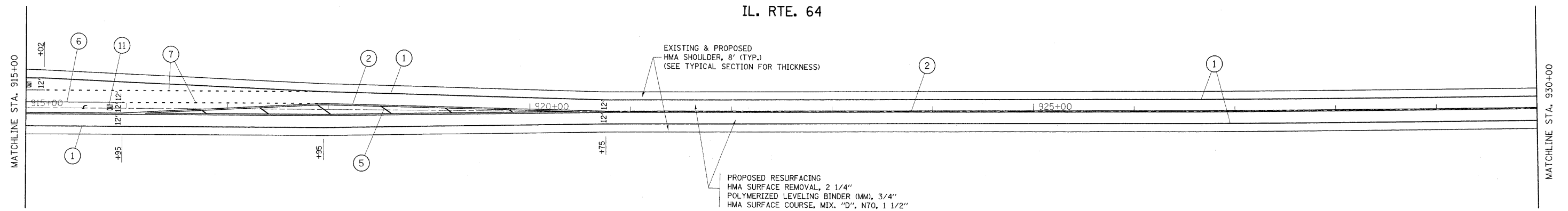


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FILE NAME =	USER NAME = lgyee	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 64 (IL. ROUTE 47 TO CAMPTON HILLS RD.)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
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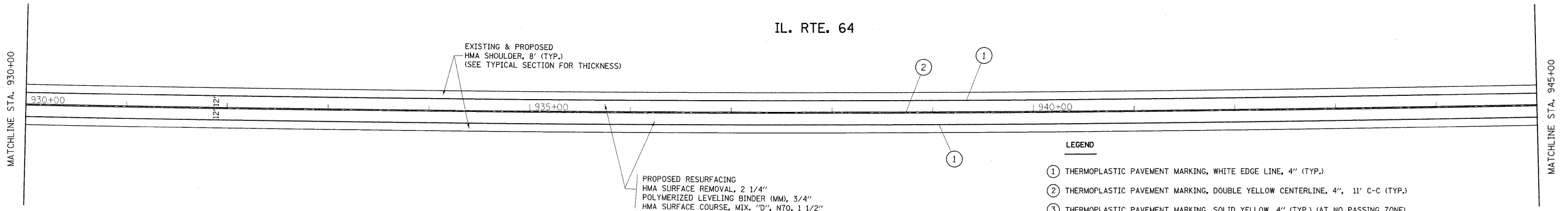
IL. RTE. 64



EXISTING & PROPOSED
HMA SHOULDER, 8' (TYP.)
(SEE TYPICAL SECTION FOR THICKNESS)

PROPOSED RESURFACING
HMA SURFACE REMOVAL, 2 1/4"
POLYMERIZED LEVELING BINDER (MM), 3/4"
HMA SURFACE COURSE, MIX. "D", N70, 1 1/2"

IL. RTE. 64



EXISTING & PROPOSED
HMA SHOULDER, 8' (TYP.)
(SEE TYPICAL SECTION FOR THICKNESS)

PROPOSED RESURFACING
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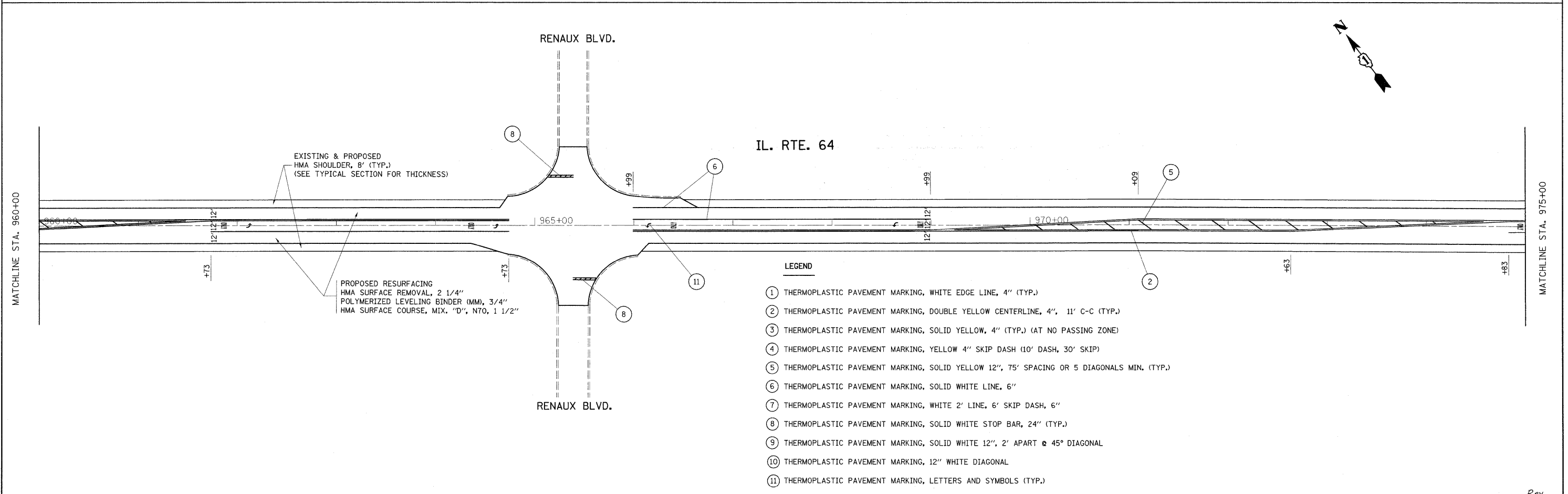
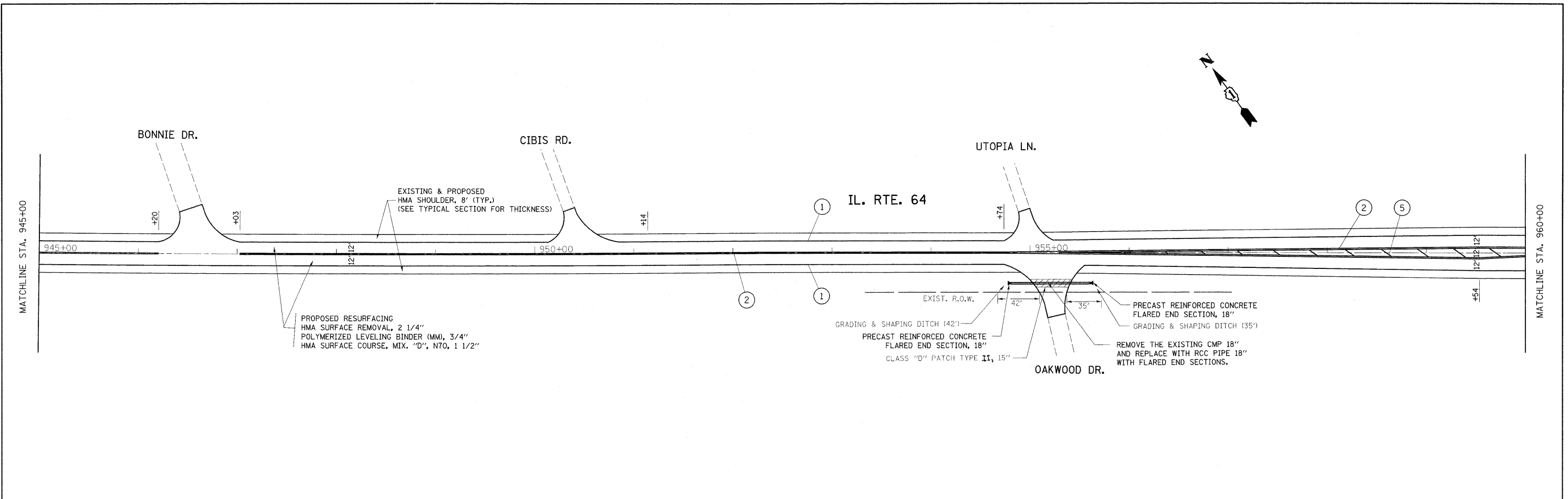
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	PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 12/15/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

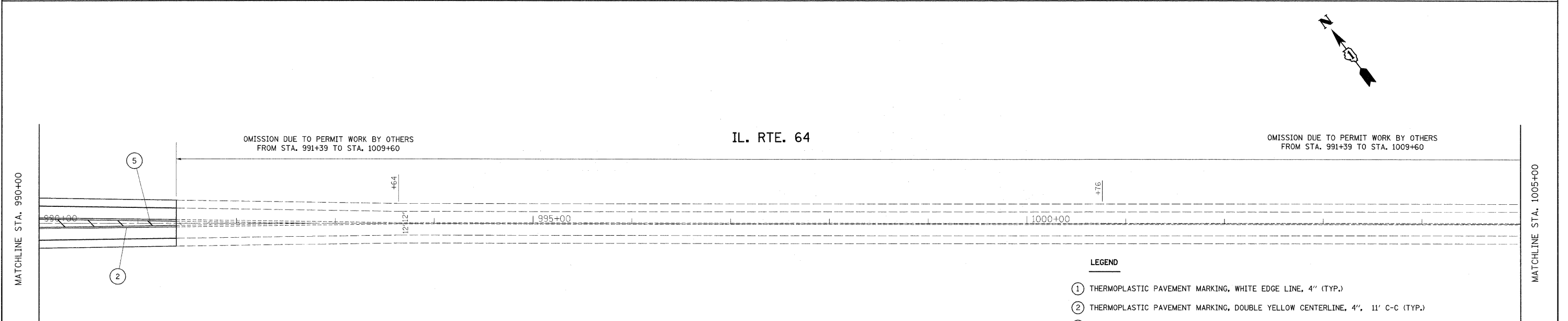
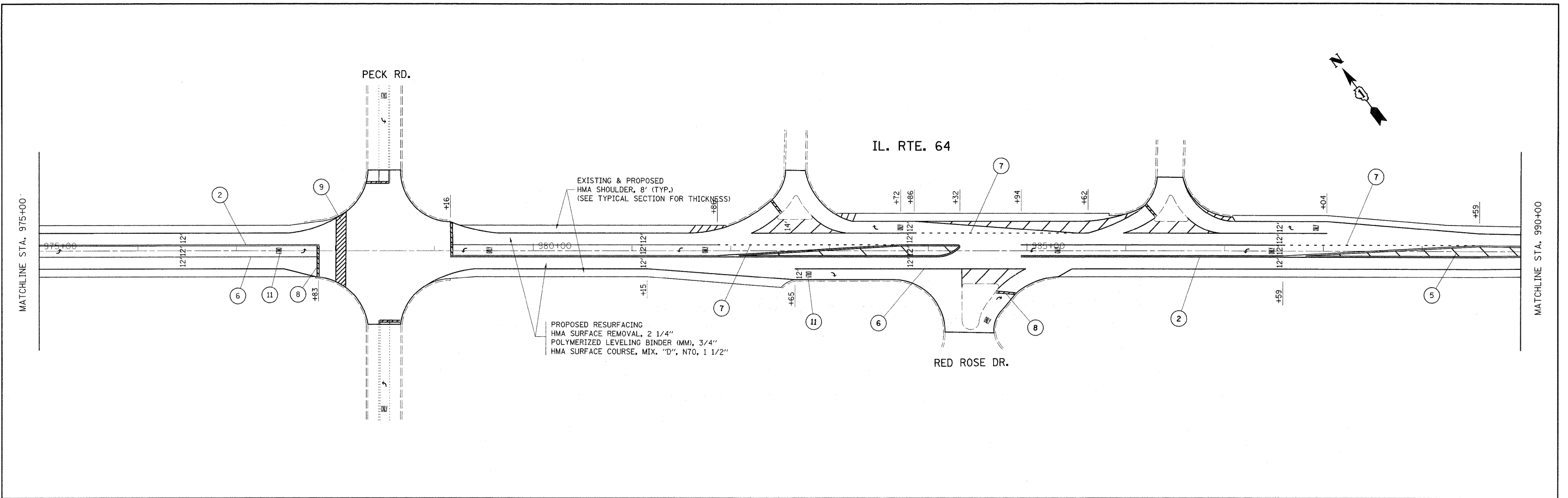
IL. ROUTE 64
(IL. ROUTE 47 TO CAMPTON HILLS RD.)

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126 RS-5	KANE	34	15
CONTRACT NO. 60100				
ILLINOIS FED. AID PROJECT				

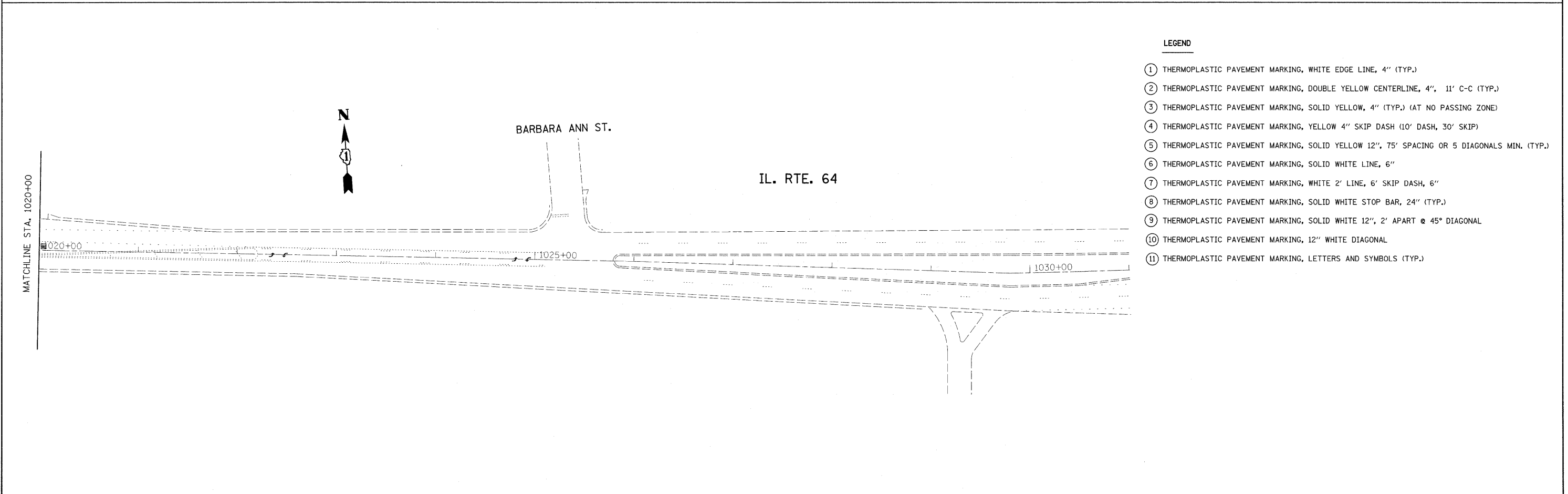
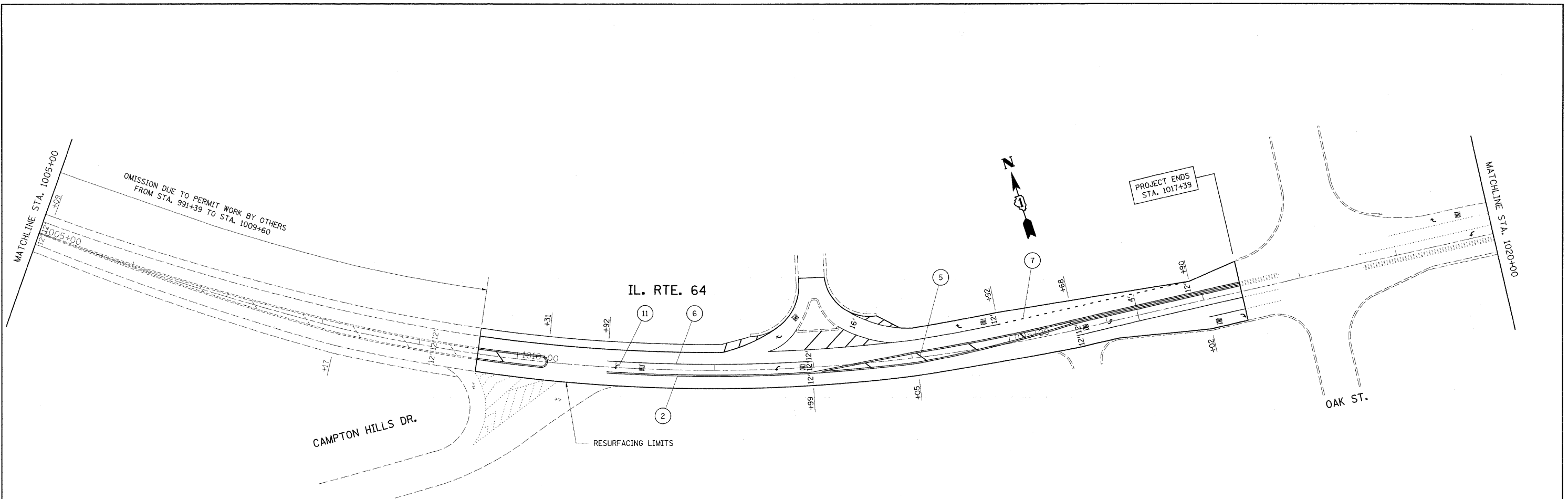


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		DATE -	REVISD -												
													CONTRACT NO. 60100		
													ILLINOIS FED. AID PROJECT		



- LEGEND**
- ① THERMOPLASTIC PAVEMENT MARKING, WHITE EDGE LINE, 4" (TYP.)
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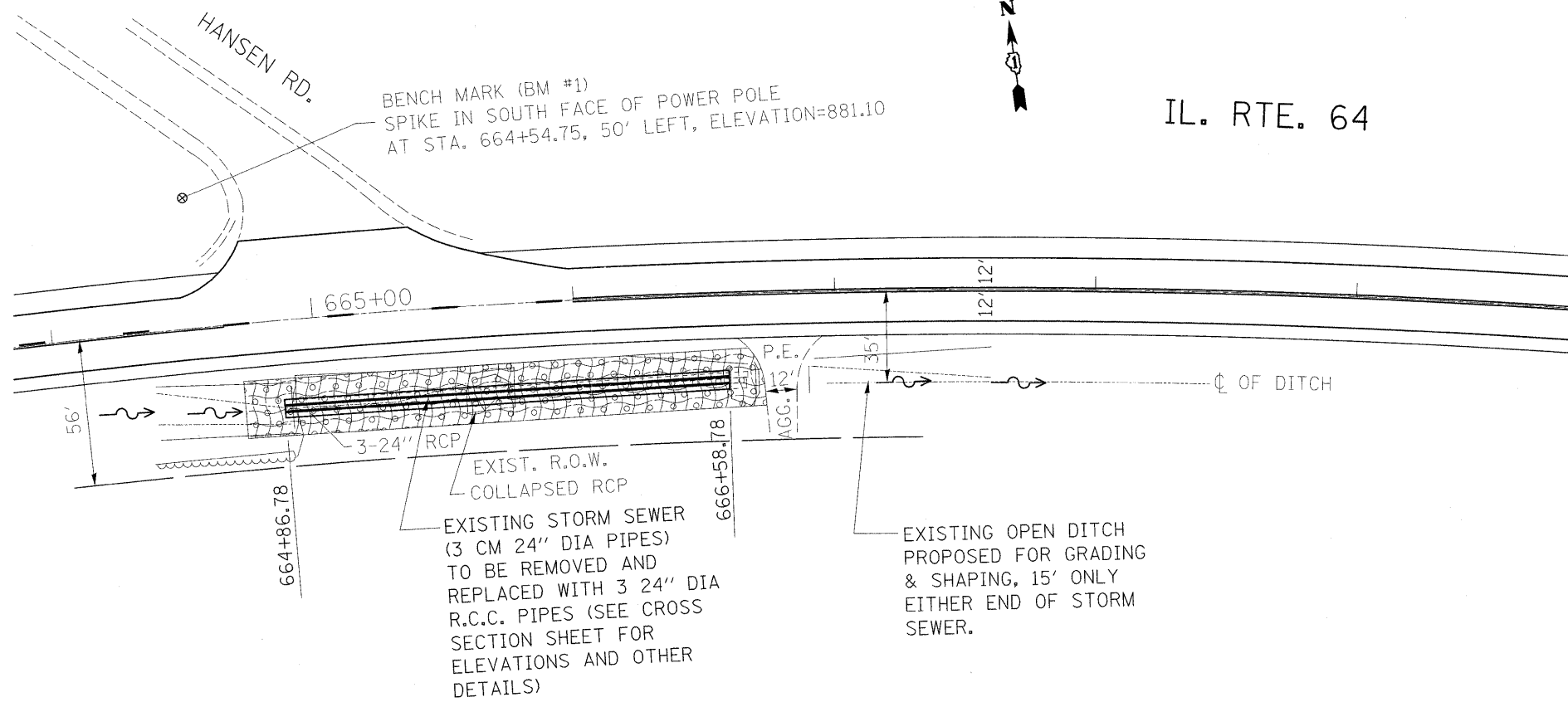
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PLOT DATE = 12/15/2009		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



LEGEND

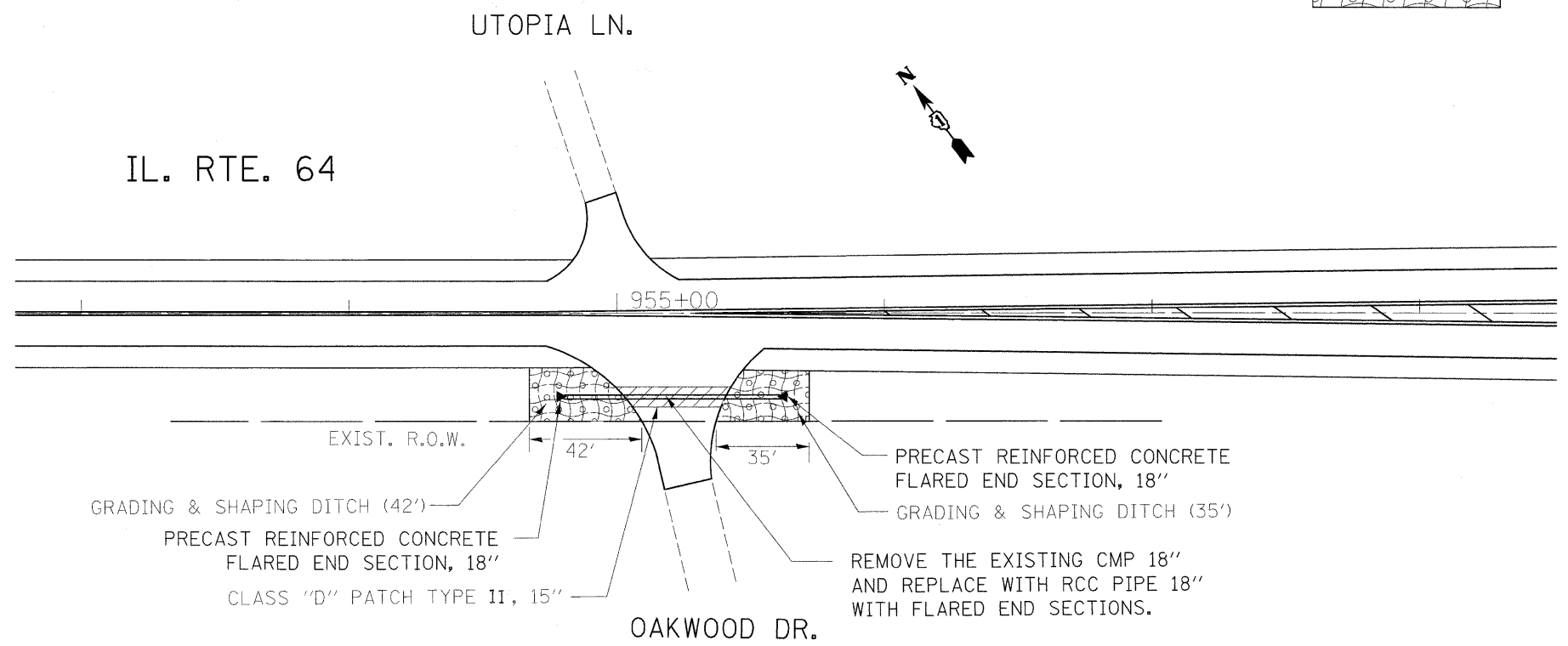
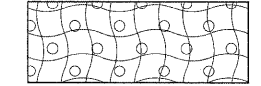
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FILE NAME =	USER NAME = lryso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 64 (IL. ROUTE 47 TO CAMPTON HILLS RD.)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 12/15/2009		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			



NOTE:
FOR REGRADING & REPLACEMENT OF STORM SEWER &
PIPE CULVERT, MAINTAIN THE EXISTING ELEVATIONS
AS SHOWN ON THE CROSS SECTIONS.

SEEDING CLASS 2A
& EROSION CONTROL BLANKET

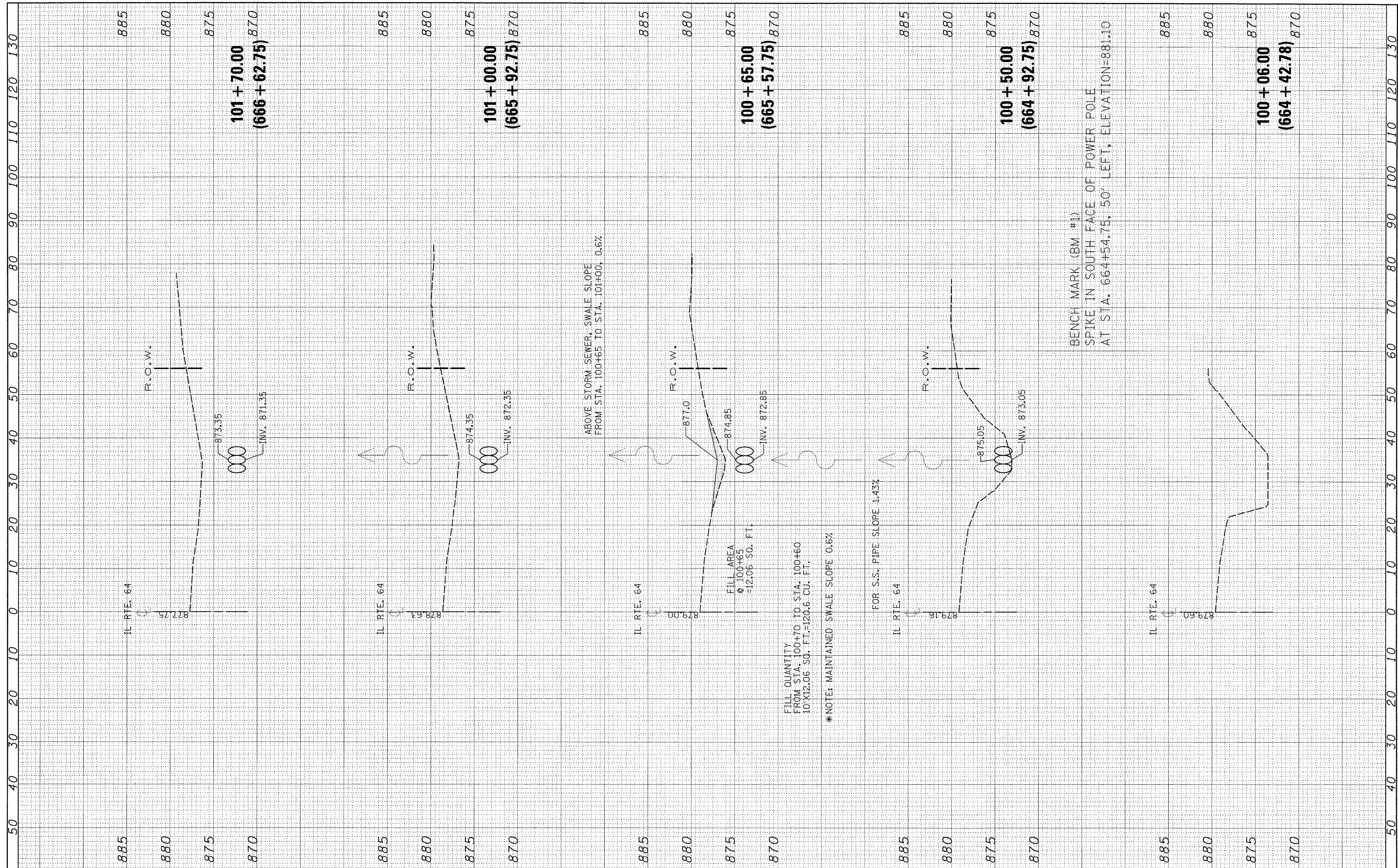


FILE NAME =	USER NAME = leysa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 64 @ HANSEN ROAD & OAKWOOD DRIVE DRAINAGE REPAIRS & EROSION CONTROL PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\pmsdot\leysa\08152433\shd-pla.dgn	PLOT SCALE = 30.0000' / IN.	DRAWN -	REVISED -			307	126 RS-5	KANE	34	19
PLOT DATE = 12/16/2009	CHECKED -	REVISED -	SCALE: 1" = 30'			SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 60100
	DATE -	REVISED -								ILLINOIS FED. AID PROJECT

Rev
19

FINAL SURVEY	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



ABOVE STORM SEWER, SWALE SLOPE
FROM STA. 100+65 TO STA. 101+00, 0.6%

FILL QUANTITY
FROM STA. 100+70 TO STA. 100+60
10'X12.06 SQ. FT.=120.6 CU. FT.

*NOTE: MAINTAINED SWALE SLOPE 0.6%

FOR S.S. PIPE SLOPE 1.43%

BENCH MARK (BM #1)
SPIKE IN SOUTH FACE OF POWER POLE
AT STA. 664+54.75, 50' LEFT, ELEVATION=88.10

FILE NAME =	USER NAME =	DESIGNED -	REVISED -
ct:\pwwork\pwwid\01\VEYSA\0152433\0184009\sheet-IL64.dgn	leusa	DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

PLOT SCALE =	10.0000' / IN.
PLOT DATE =	12/16/2009

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS	
IL RTE. 64 @ HANSEN ROAD	
SCALE: 1"=10'	SHEET NO. OF SHEETS
	STA. 100+06.00 TO STA. 101+70.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126-RS-5	KANE	34	20
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

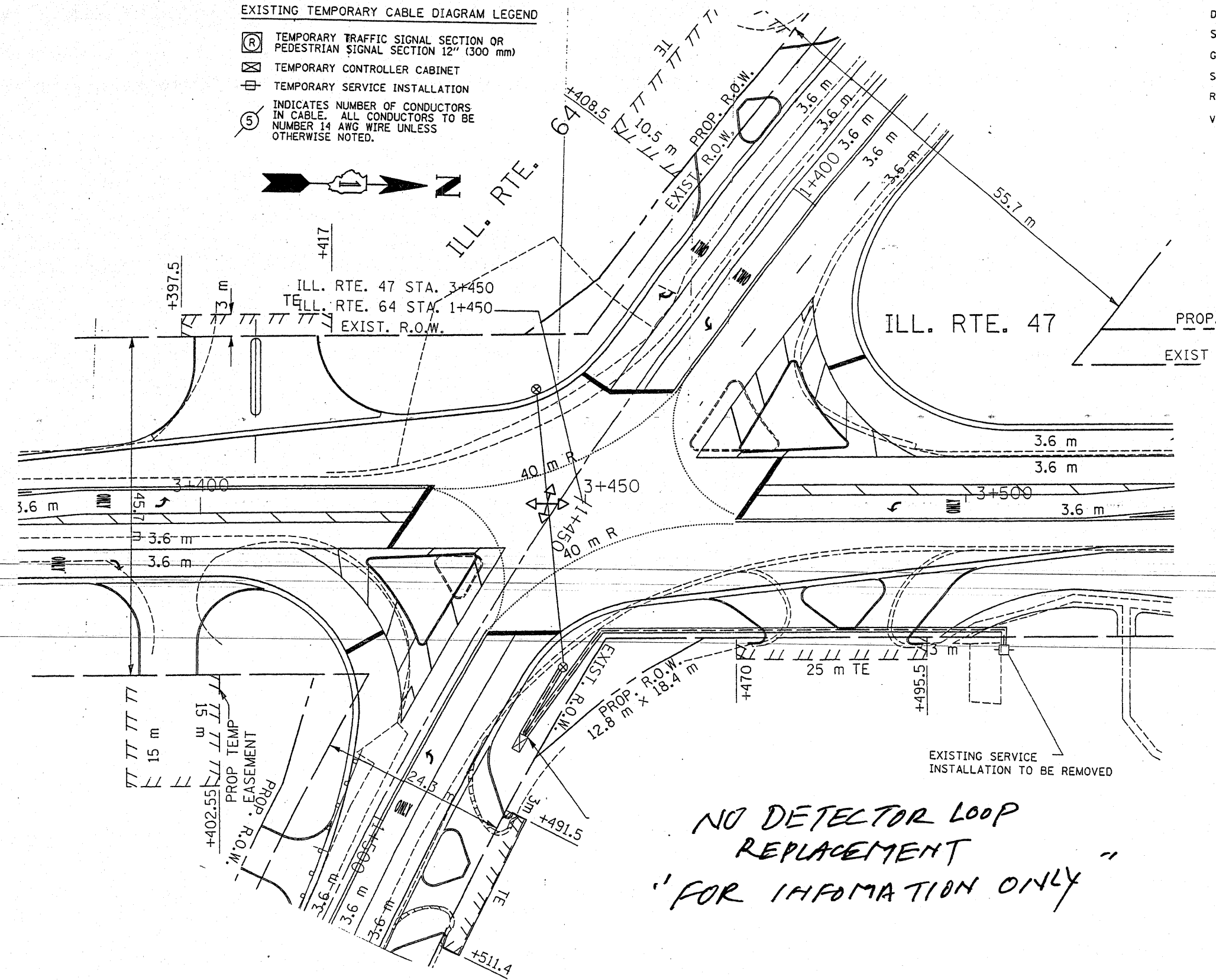
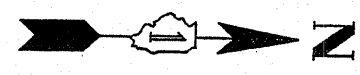
TRAFFIC SIGNAL LEGEND

PROPOSED **EXISTING**

- DETECTOR LOOP □ □
- SIGNAL HEAD — ▽
- G.S. CONDUIT IN TRENCH OR PUSHED — — — —
- SIGNAL HEAD WITH BACKPLATE — ▽
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II — "E"
- VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE — ▽

EXISTING TEMPORARY CABLE DIAGRAM LEGEND

- Ⓡ TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300 mm)
- ⊠ TEMPORARY CONTROLLER CABINET
- ⊞ TEMPORARY SERVICE INSTALLATION
- ⑤ INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.



**NO DETECTOR LOOP REPLACEMENT
"FOR INFORMATION ONLY"**

THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

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

CODE	QUANTITY	UNIT	ITEM
86600600		FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = konthaphixaybc	DESIGNED = BCK	REVISED =
ci:\pwwork\PMIDOT\KANTHAPHIXAYBC\d01126	1\traffic_legend_v7.dgn	DRAWN = BCK	REVISED =
	PLOT SCALE = 3/4" = 1' IN.	CHECKED = DAD	REVISED =
	PLOT DATE = 4/3/2009	DATE =	REVISED =

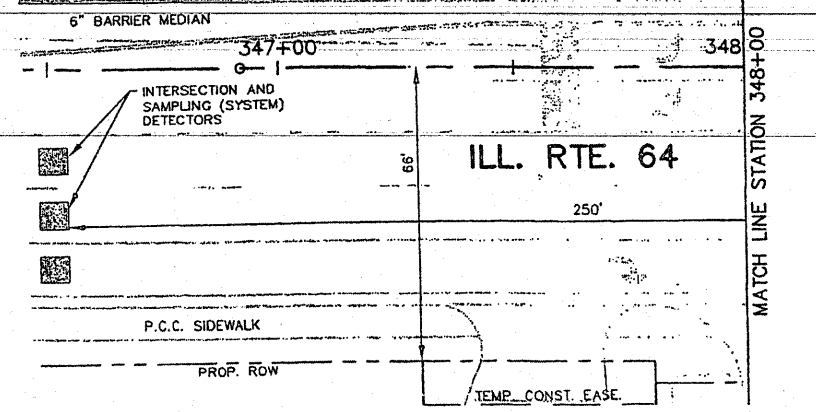
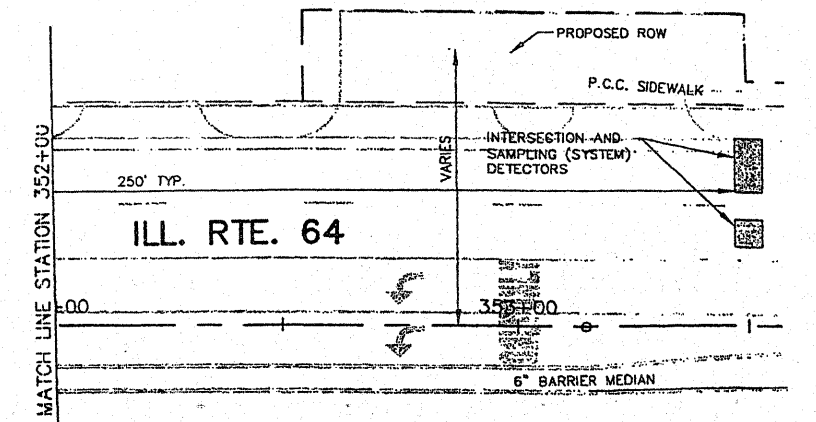
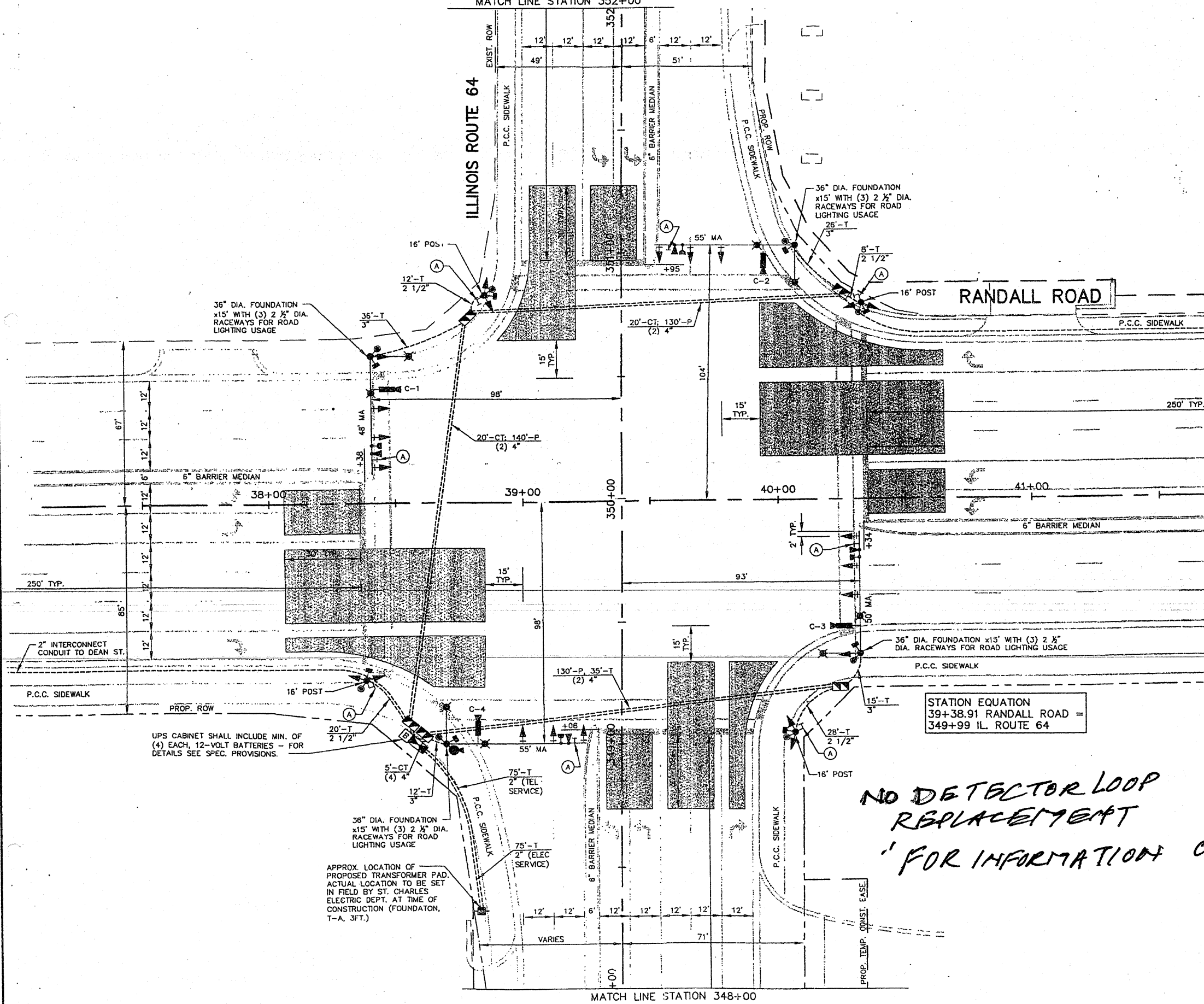
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE - DETECTOR LOOP REPLACEMENT

F.A.P. RTE. 307	SECTION 126 RS-5	COUNTY KANE	TOTAL SHEETS 34	SHEET NO. 27
SCALE: NONE		SHEET NO. OF SHEETS		STA. TO STA.
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



*NO DETECTOR LOOP REPLACEMENT
FOR INFORMATION ONLY*

THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

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

CODE	QUANTITY	UNIT	ITEM
86600600		FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = kenthaphixkeybc	DESIGNED - BCK	REVISED -
es:\pwork\p1007\KANTHAPHIXAYBC\d81126	4\traffic\Legend_v7.dgn	DRAWN - BCK	REVISED -
	PLOT SCALE = 3/4" = 39.9360' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/3/2009	DATE	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

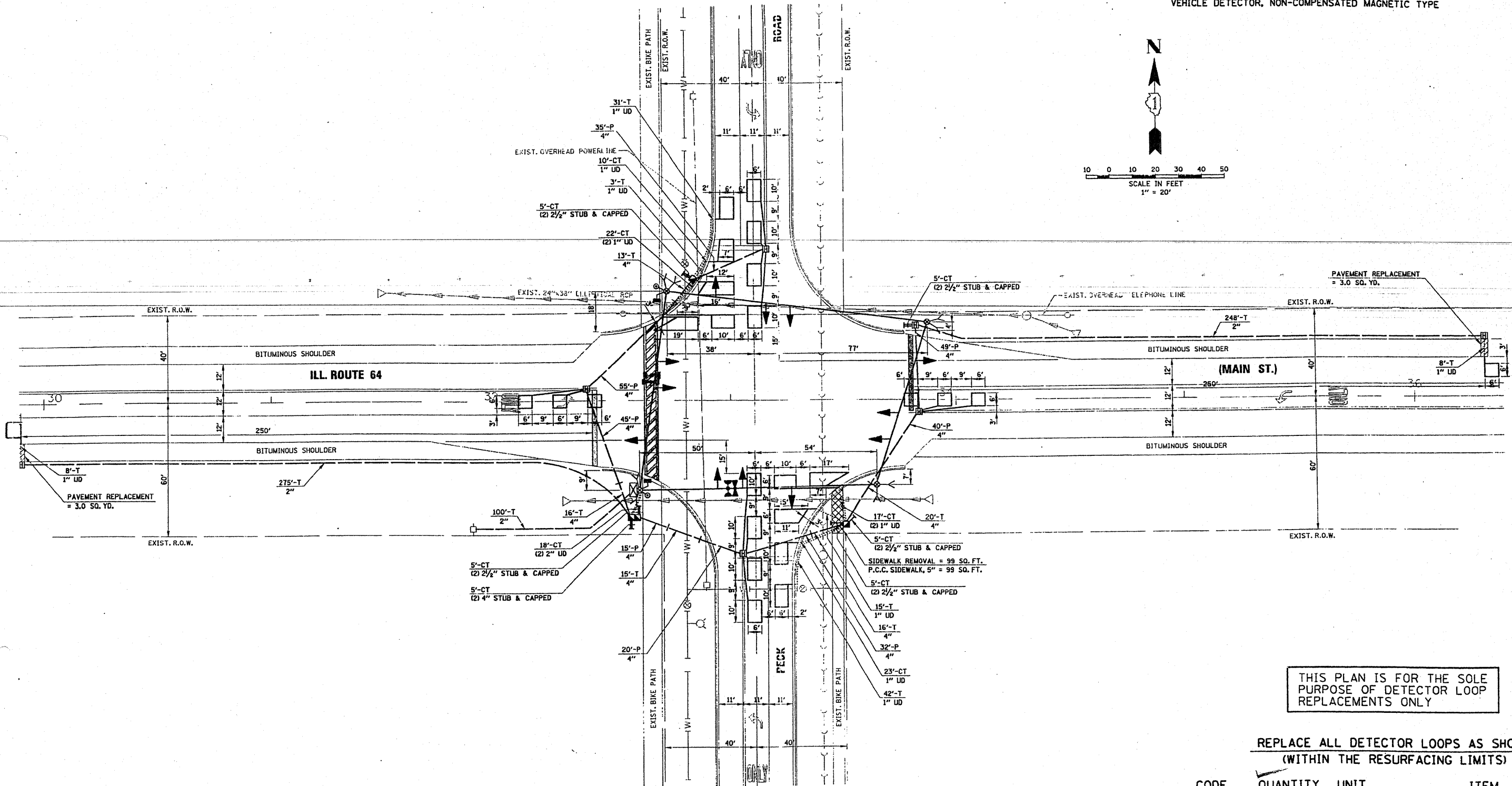
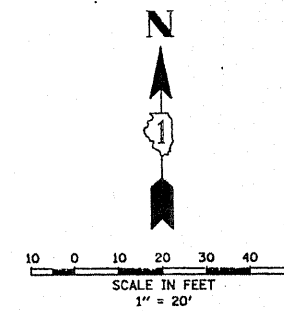
DISTRICT ONE - DETECTOR LOOP REPLACEMENT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126RS-5	KANE	34	22
CONTRACT NO.				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

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

CODE	QUANTITY	UNIT	ITEM
86600600	920	FOOT	DETECTOR LOOP, REPLACEMENT

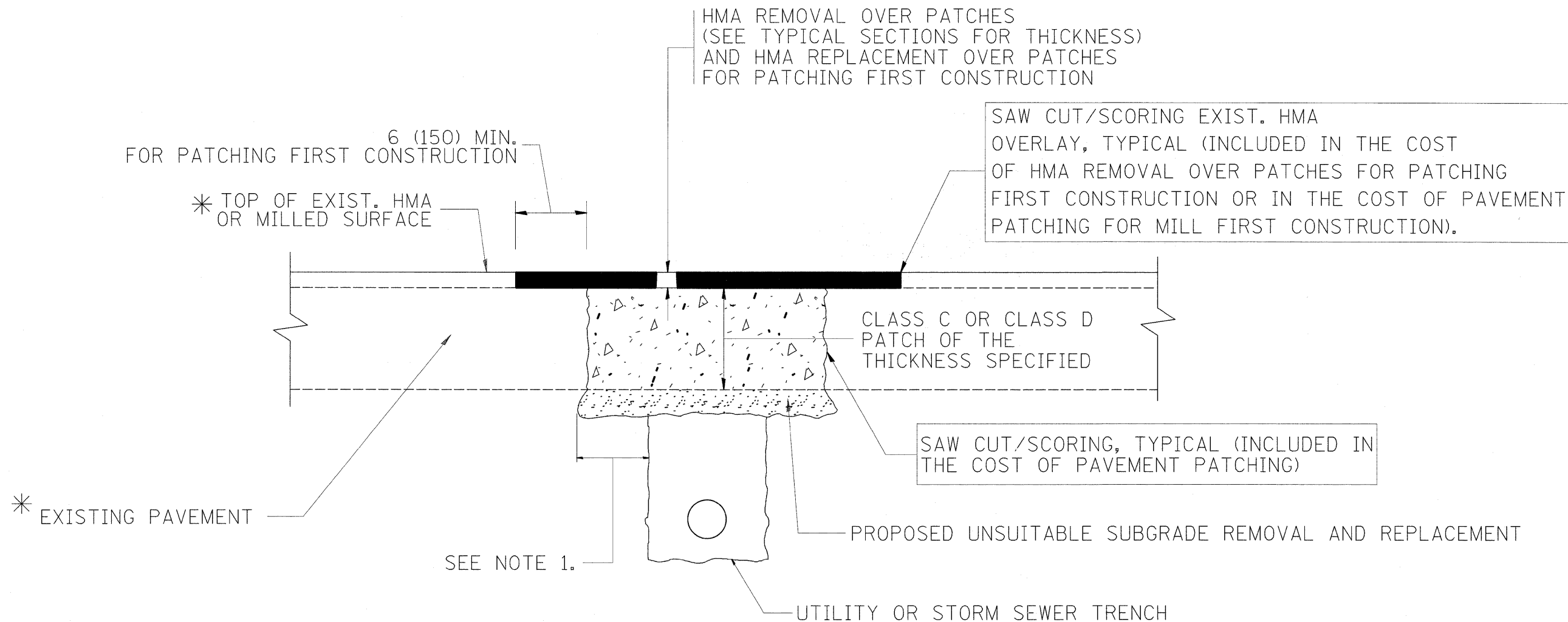
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c:\pwworkspace\KANTHAPHIXAYBC\1126	4\traffic.legend.v7.dgn	DRAWN - BCK	REVISED -
	PLOT SCALE = 3/4" = 1" IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/3/2009	DATE	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE - DETECTOR LOOP REPLACEMENT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126 RS-5	KANE	34	23
CONTRACT NO.				

SCALE: NONE SHEET NO. OF SHEETS STA. TO STA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME =	USER NAME = lizakrf	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\pwork\pwidot\lizekrf\0152433\0152433.dgn	Std.dgn	DRAWN -	REVISED - R. BORO 01-01-07		307	126 RS-5	KANE	34	24			
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07	REVISED - K. ENG 10-27-08		BD400-04 (BD-22)			CONTRACT NO. 60100				
PLOT DATE = 12/15/2009	DATE - 10-25-94				SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

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

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

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

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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

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

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

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

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

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

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

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

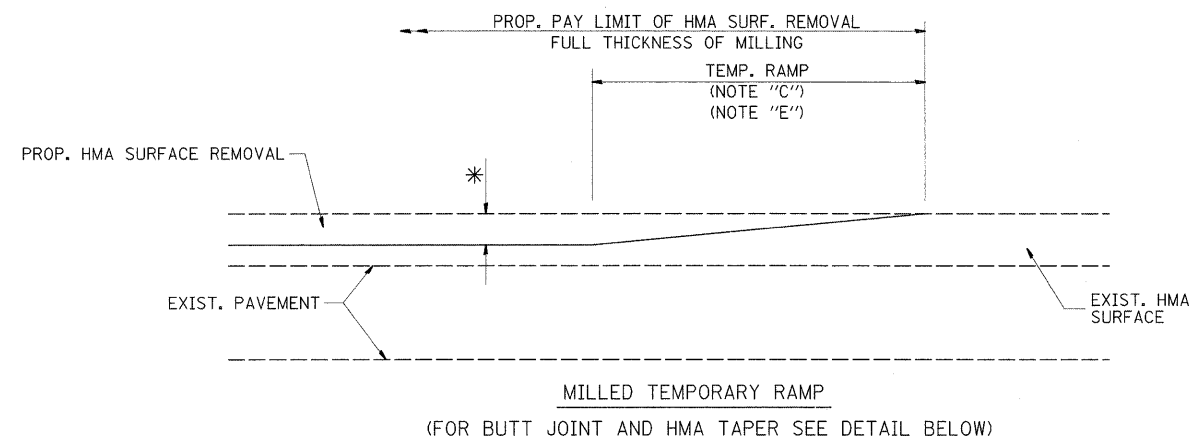
BASIS OF PAYMENT:

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

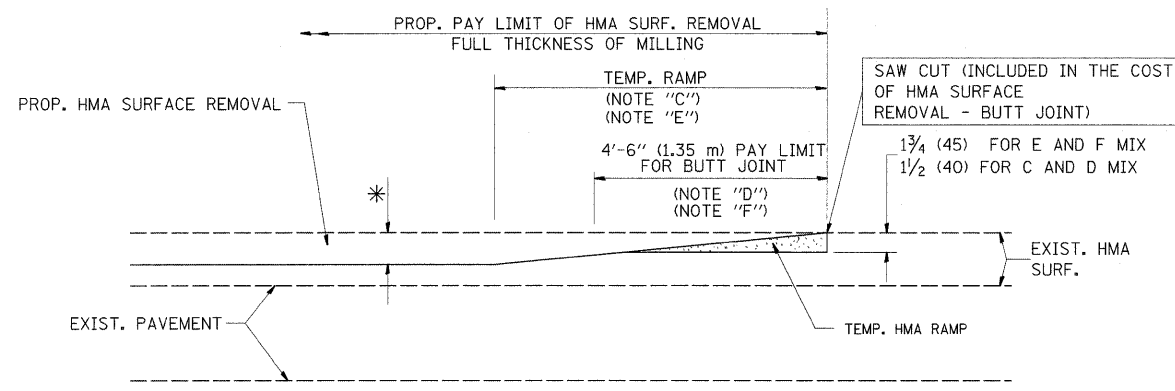
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = lsgso	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\p\dot\lsgso\d0152433\01st5Std.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		307	126 RS-5	KANE	34	25			
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - M. GOMEZ 01-22-01		BD600-06 (BD-24)			CONTRACT NO. 60100				
PLOT DATE = 12/16/2009		DATE - 03-11-94	REVISED - R. BORO 12-15-09	SCALE: NONE	SHEET NO. 1 OF 1	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	

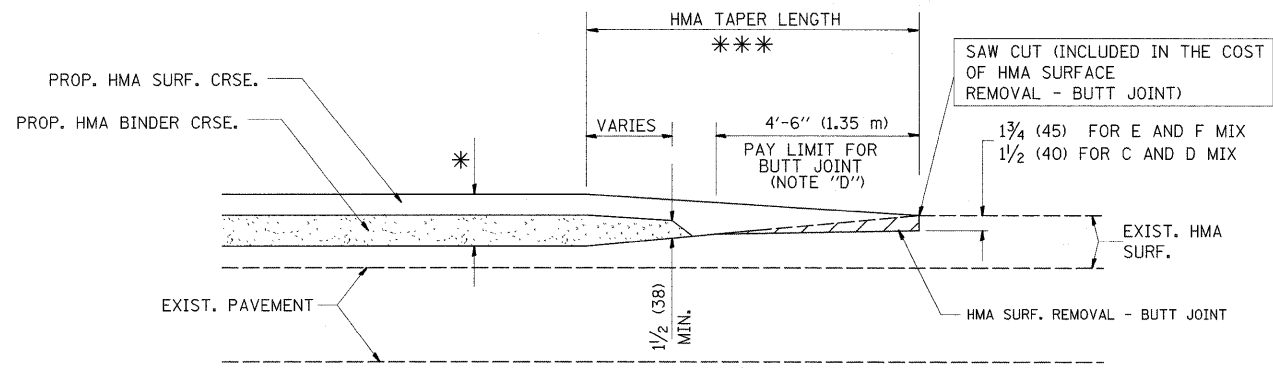


OPTION 1
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

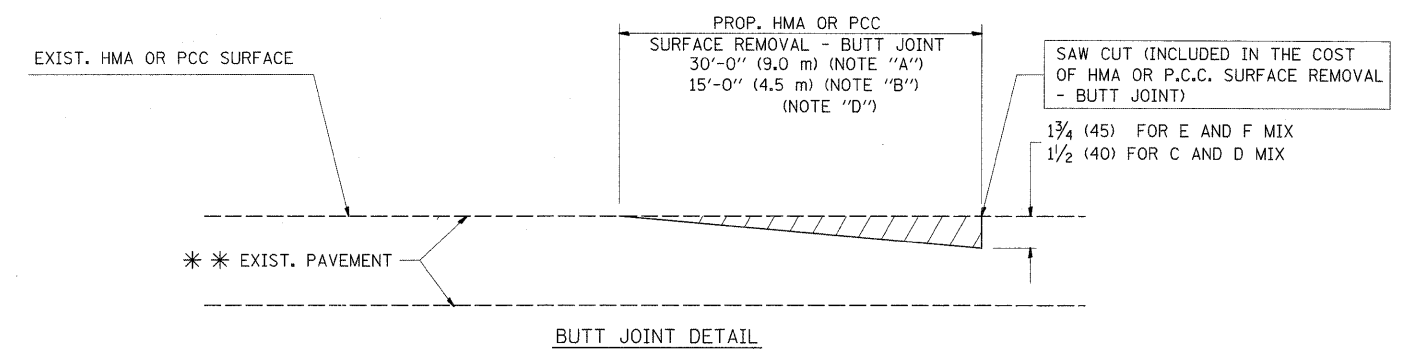


OPTION 2
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

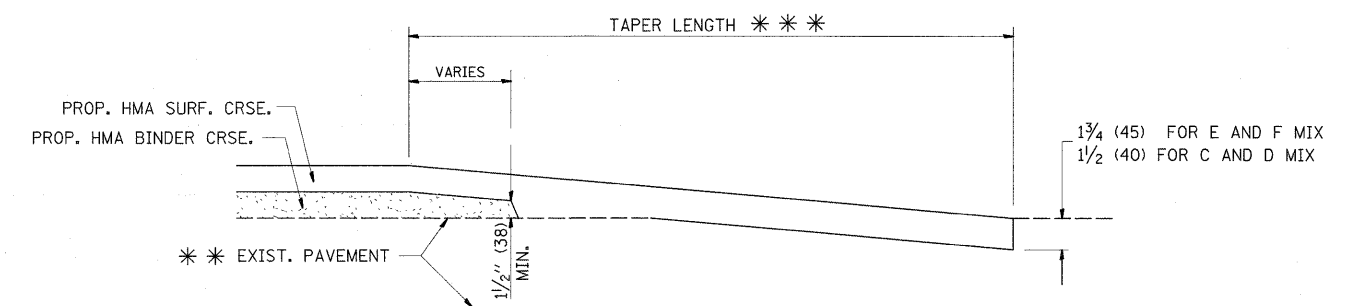
OPTION 2
TYPICAL TEMPORARY RAMP



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

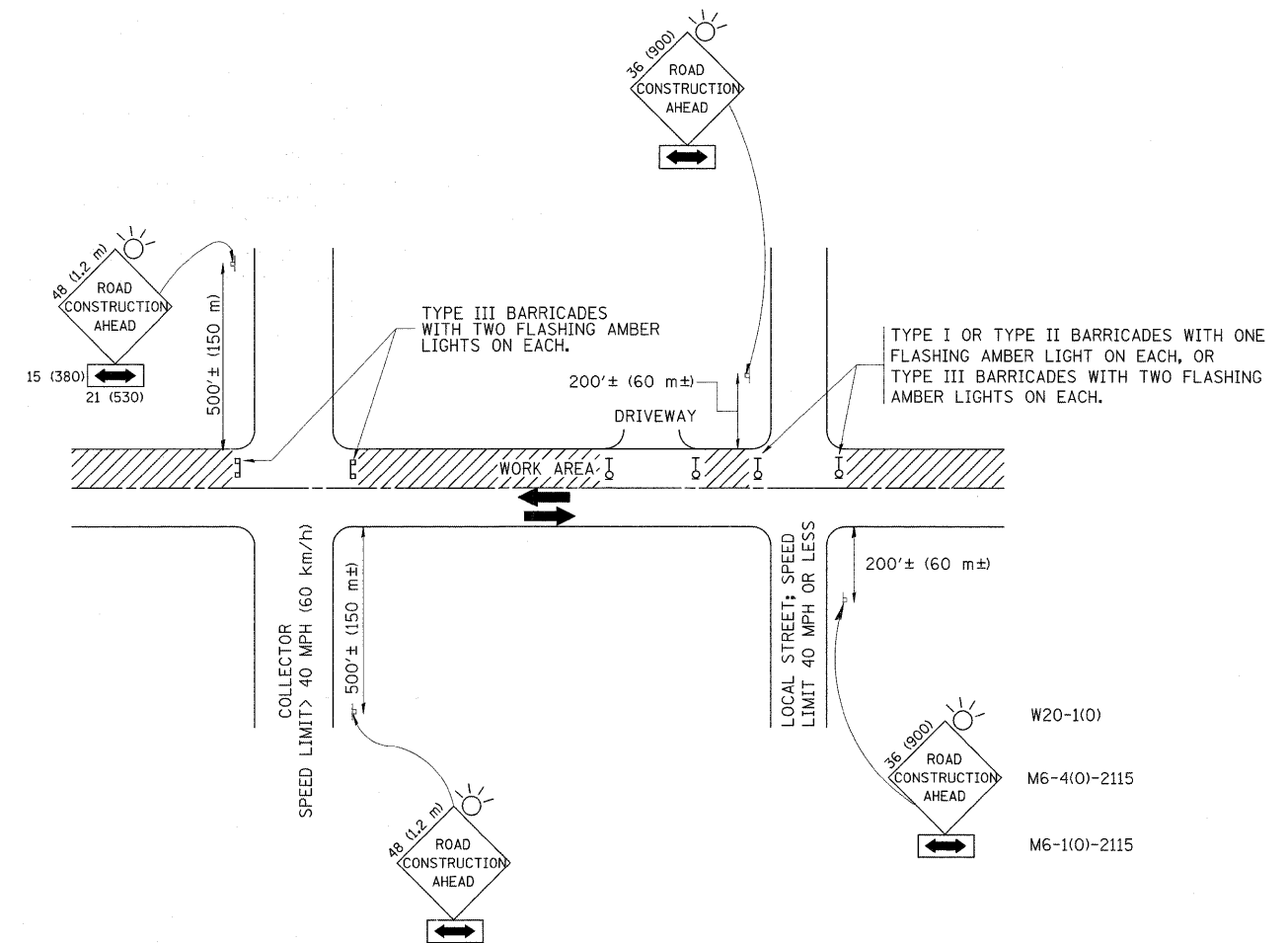
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 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")

BASIS OF PAYMENT:

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

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

FILE NAME =	USER NAME = lszekrf	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\pwork\pwork\IDOT\LSZEKRF\20152433\01st	Std.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97		307	126 RS-5	KANE	34	26			
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01	REVISED - R. BORO 01-01-07		BD400-05 BD32			CONTRACT NO. 60100				
PLOT DATE = 12/15/2009	DATE - 06-13-90				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

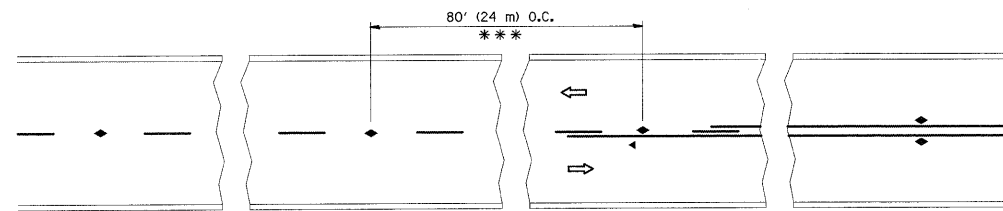
NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

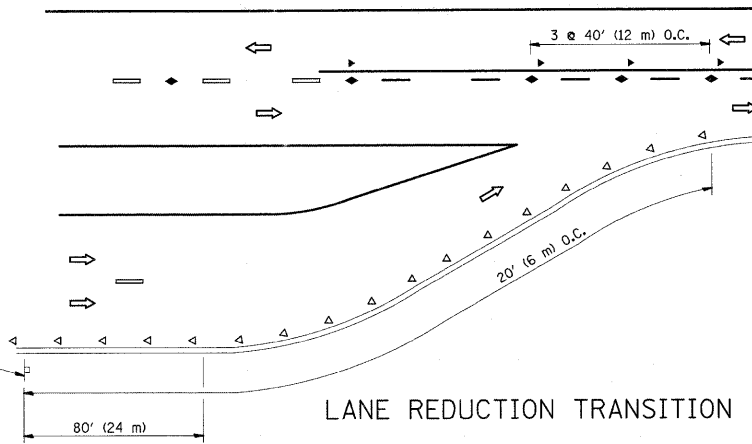
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME =	USER NAME = lszekrf	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\pwork\pwork\IDOT\LSZEKRF\d0152433\Dis	Std.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96		307	126 RS-5	KANE	34	27			
	PLOT SCALE = 50.0000 // IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96		TC-10			CONTRACT NO. 60100				
	PLOT DATE = 12/15/2009	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

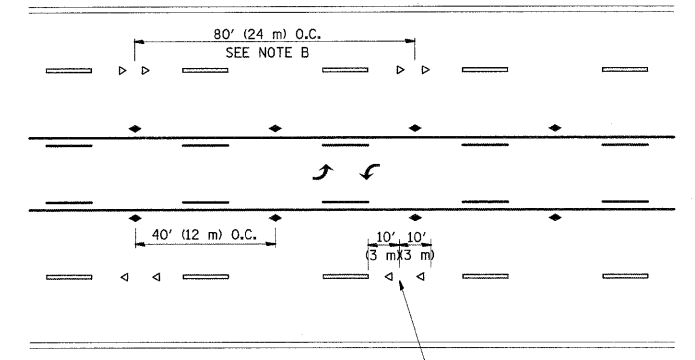


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

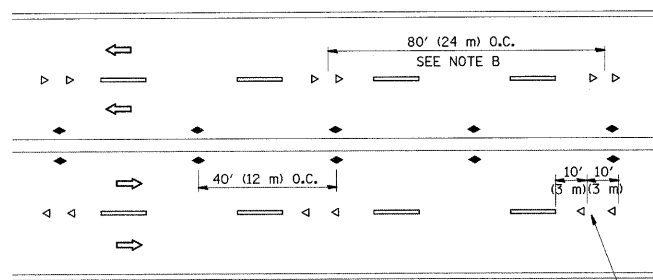


LANE REDUCTION TRANSITION



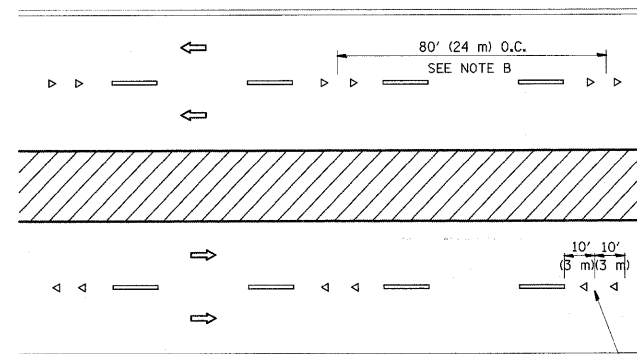
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

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

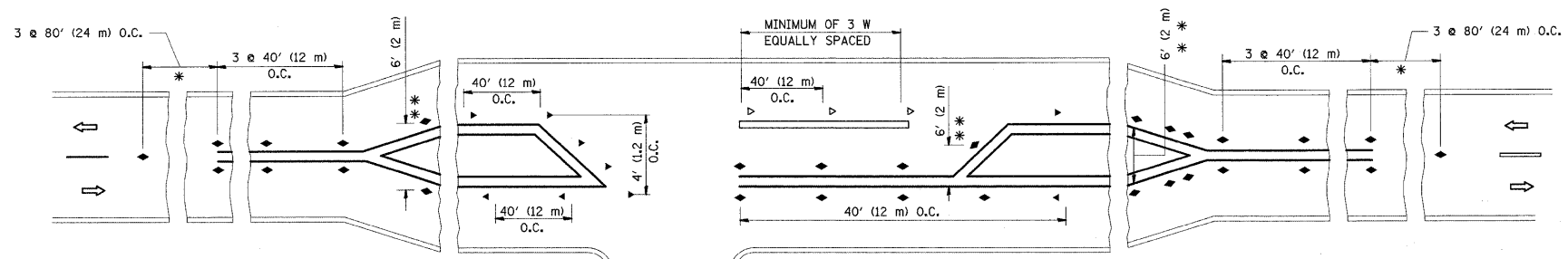
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

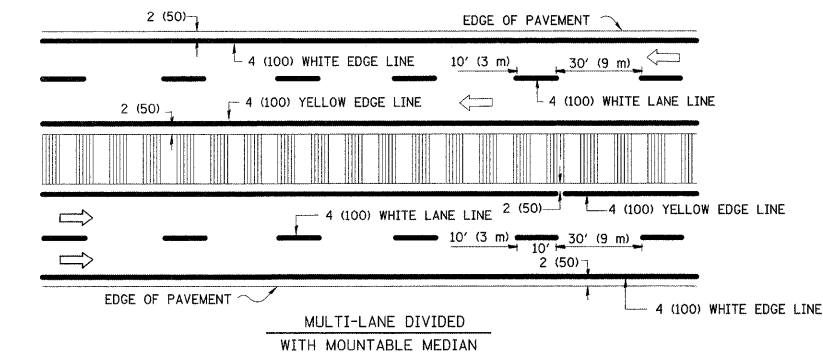
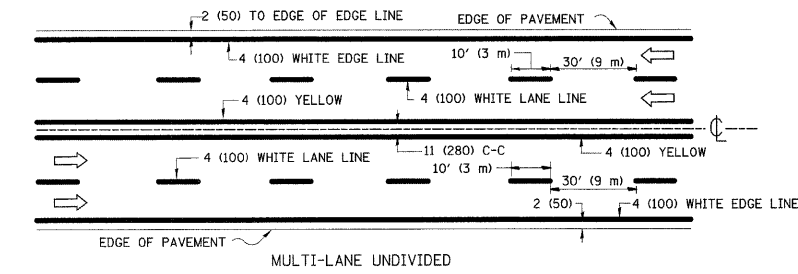
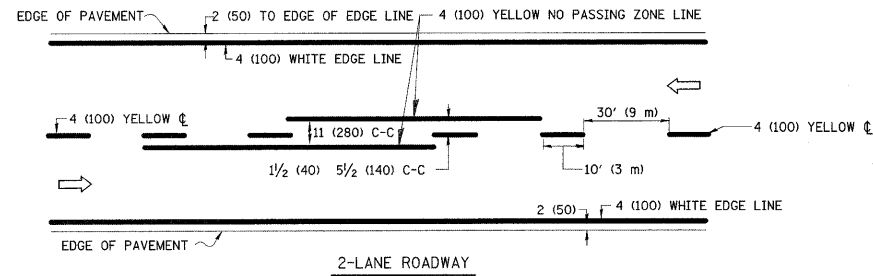


* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

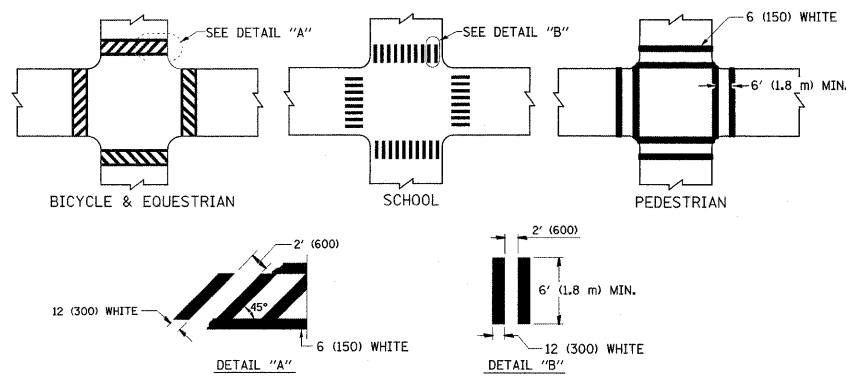
LEFT TURN

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

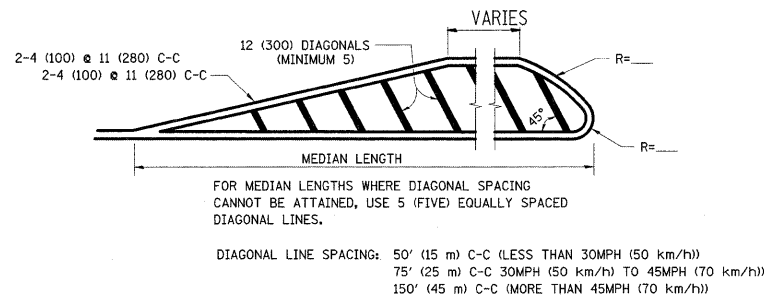
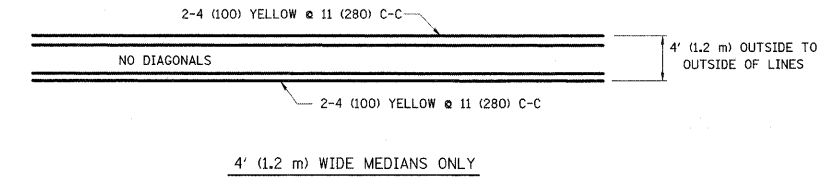
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C:\pwork\pwidot\liszokrf\0152433\Dis	Std.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99		RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			307	126 RS-5	KANE	34	28	
	PLOT SCALE = 50.0000 1/ IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	TC-11			CONTRACT NO. 60100
	PLOT DATE = 12/15/2009	DATE -	REVISED - C. JUCIUS 09-09-09		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								



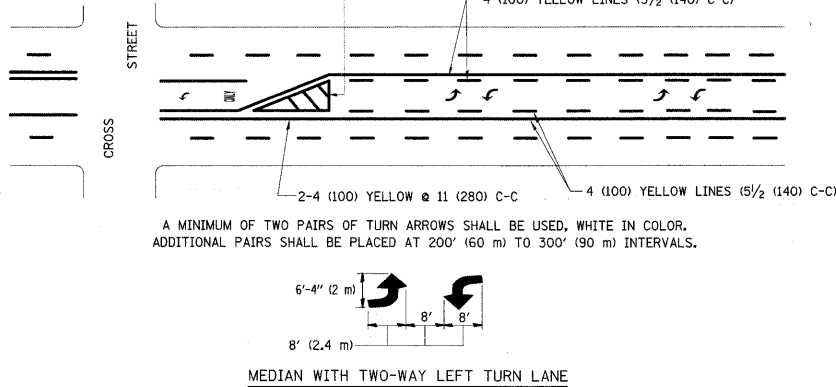
TYPICAL LANE AND EDGE LINE MARKING



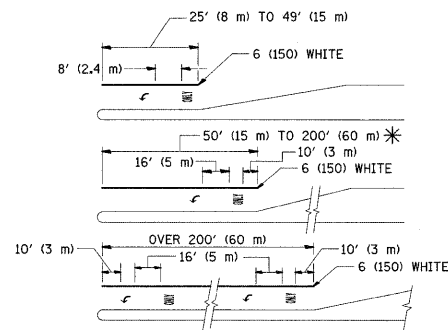
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE



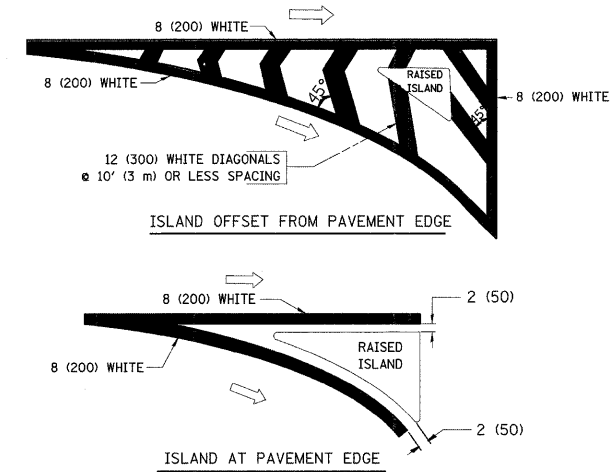
TYPICAL PAINTED MEDIAN MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY 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 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 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. 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.

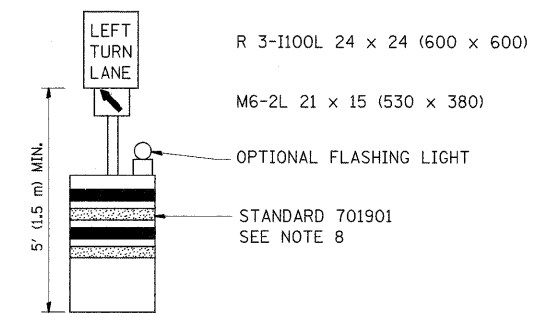
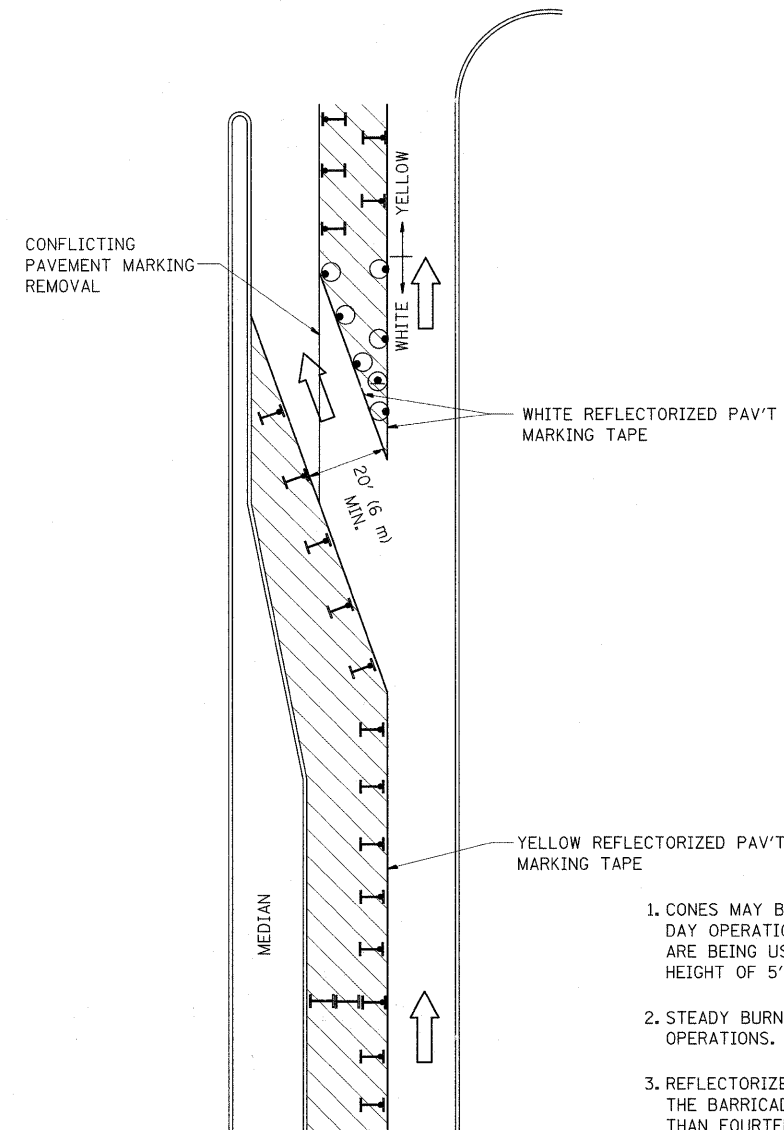
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		DRAWN -	REVISED - C. JUCIUS 09-09-09
		CHECKED -	REVISED -
		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-13		CONTRACT NO. 60100		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

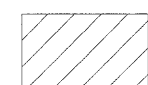







GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 PREQUIREMENTS.
9. 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

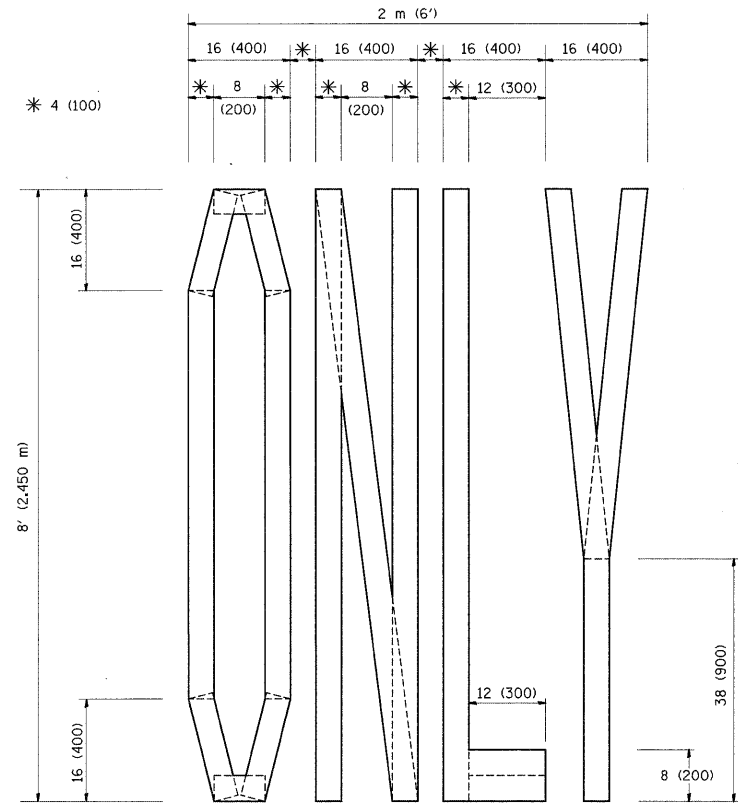
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	PLOT DATE = 12/15/2009	REVISED -T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

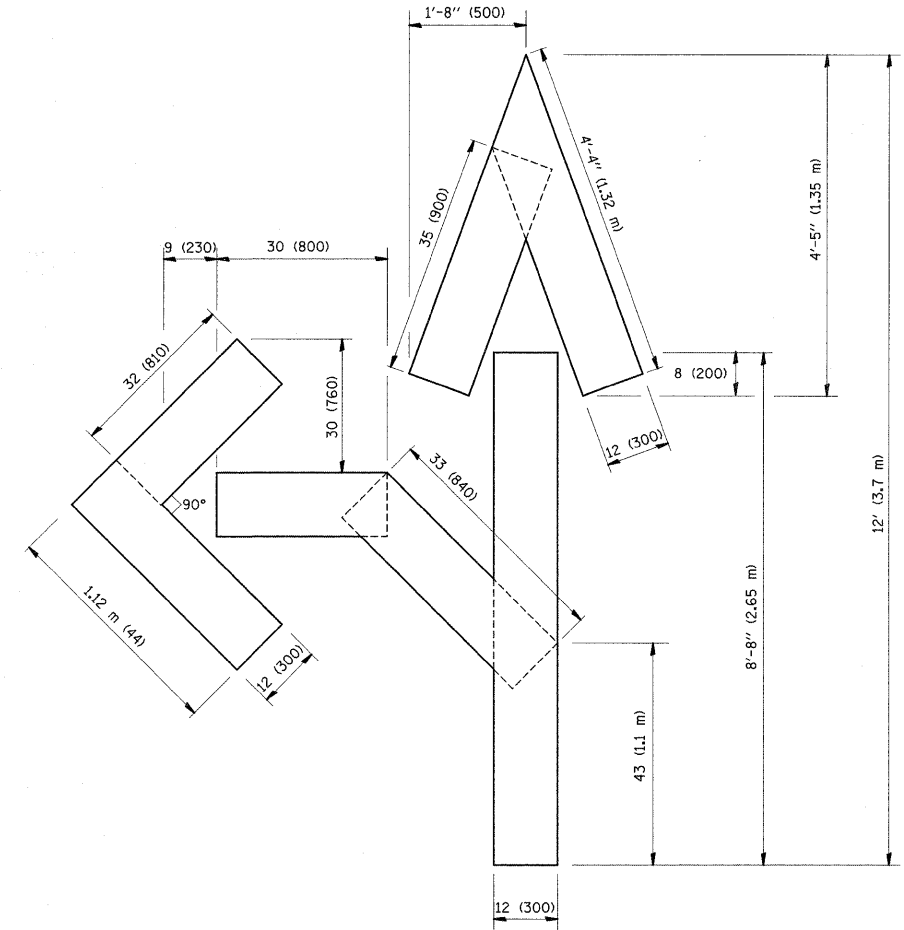
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

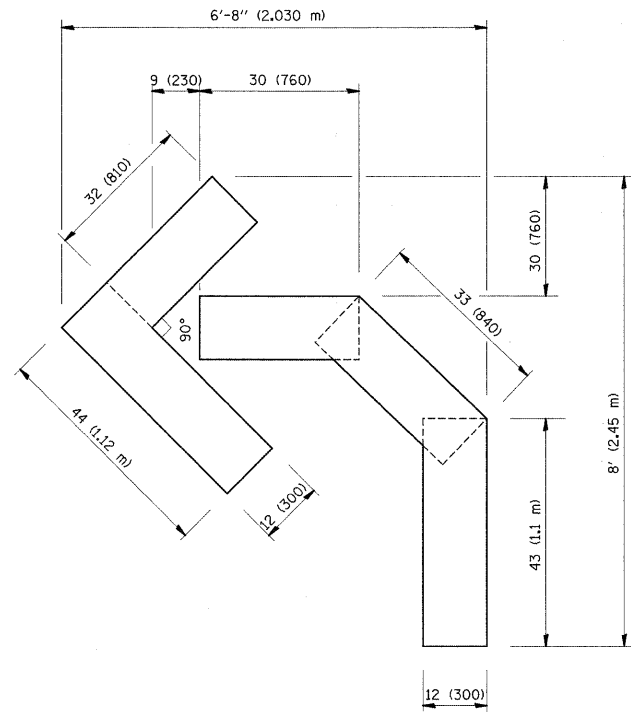
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126 RS-5	KANE	34	30
TC-14			CONTRACT NO. 60100	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

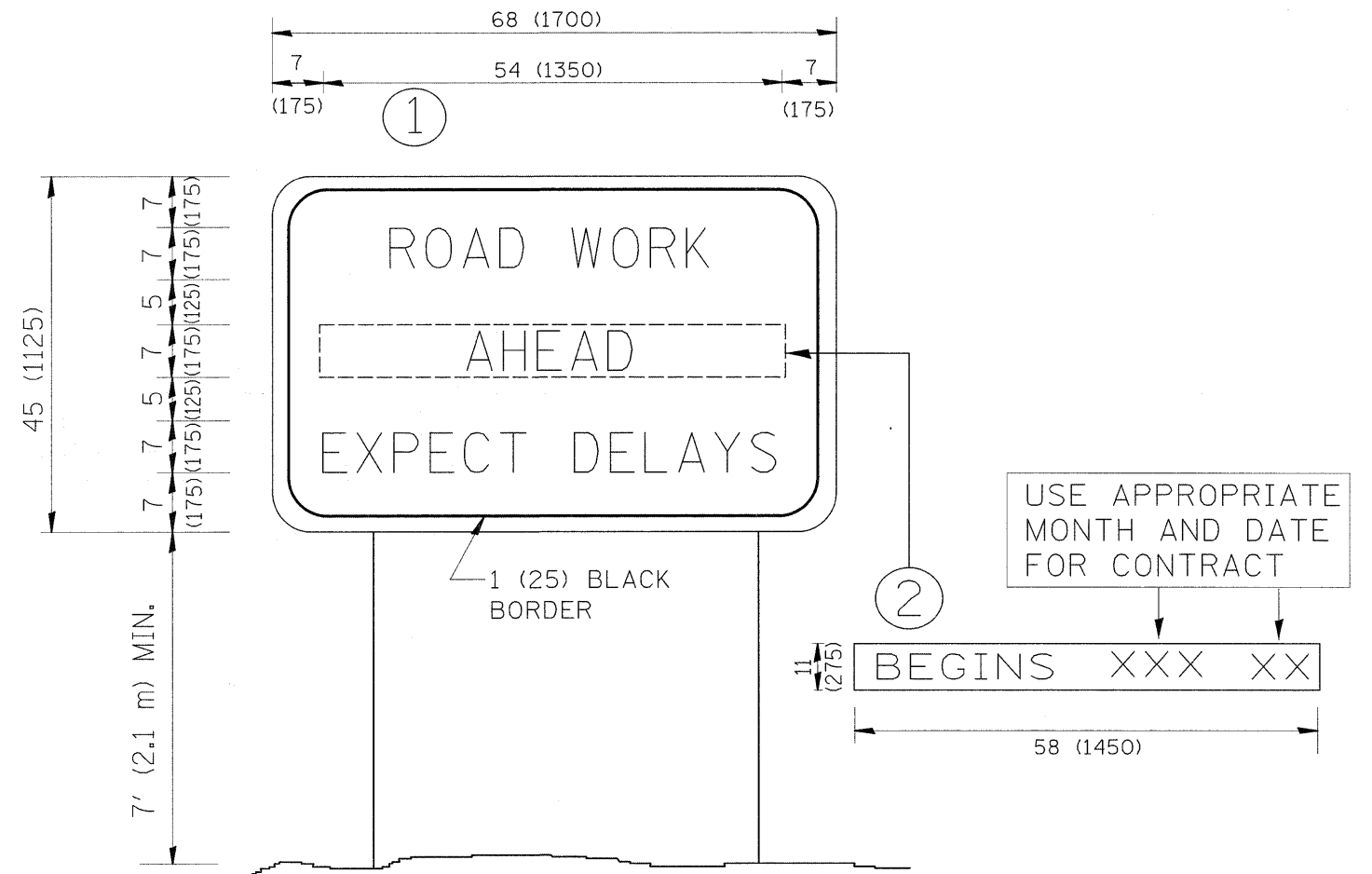
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PLOT DATE = 12/15/2009		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126 RS-5	KANE	54	31
TC-16			CONTRACT NO. 60100	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

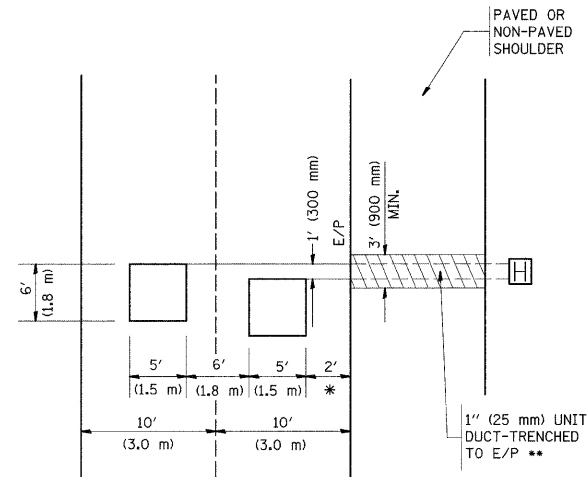
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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 = lizekrf	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 12/15/2009	DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

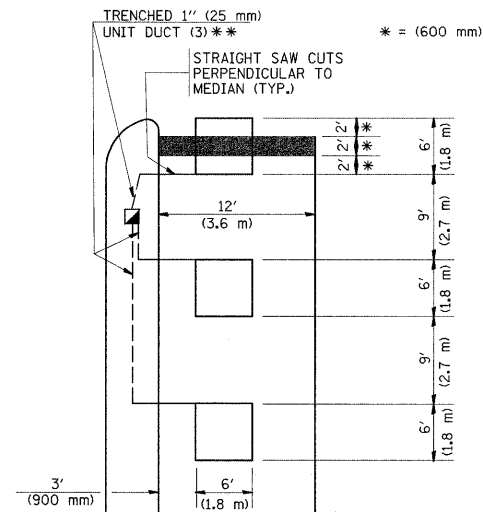


* = (600 mm)

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

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

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

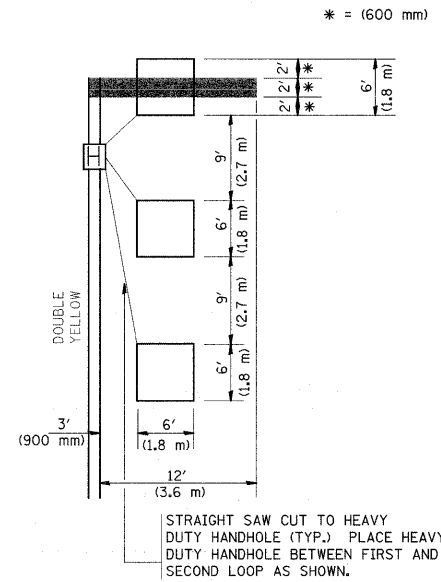


* = (600 mm)

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

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

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



* = (600 mm)

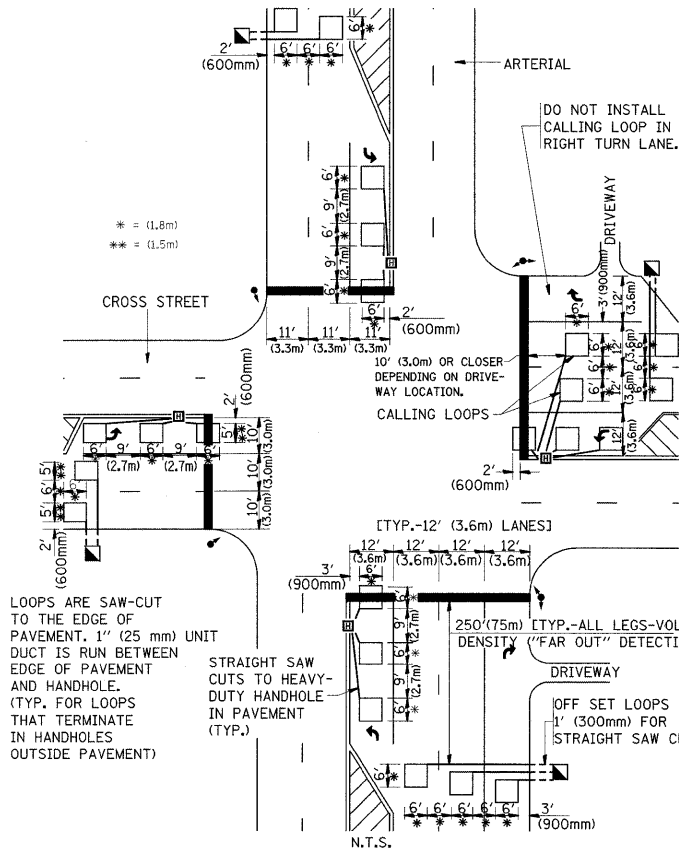
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

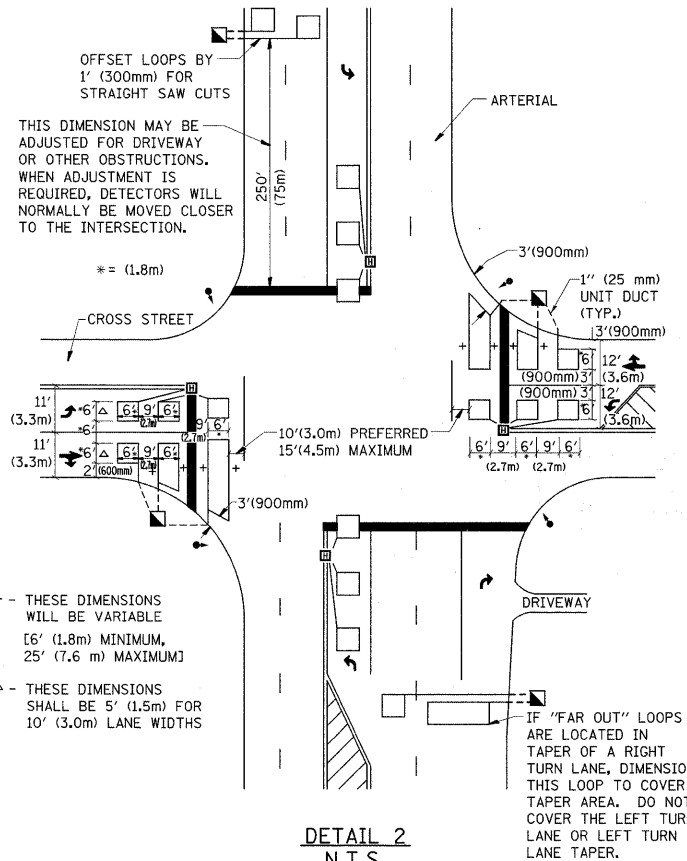
- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST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

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



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

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



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

PLACEMENT OF DETECTORS

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

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

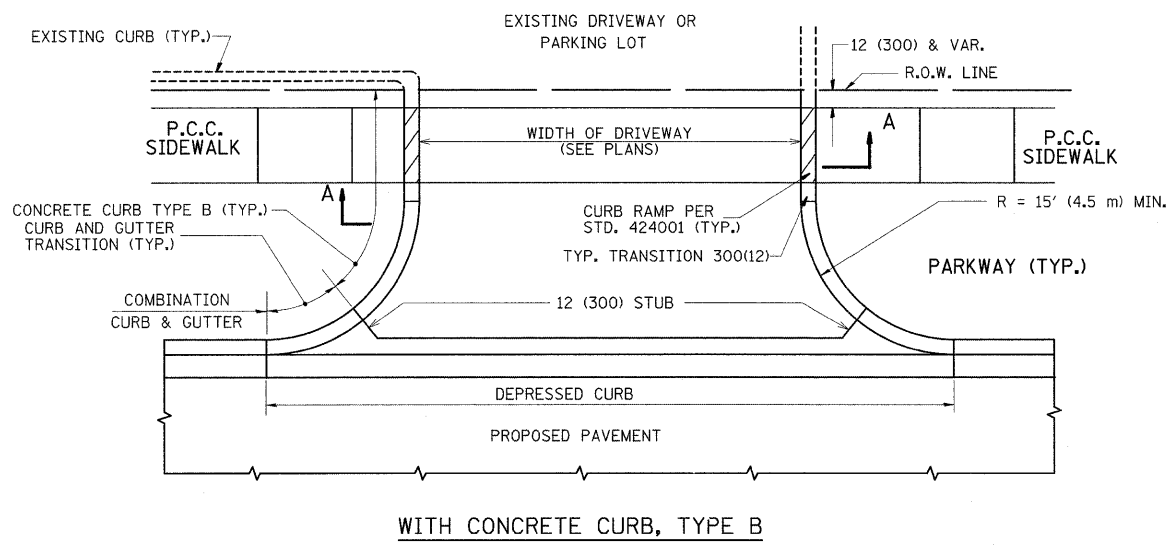
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

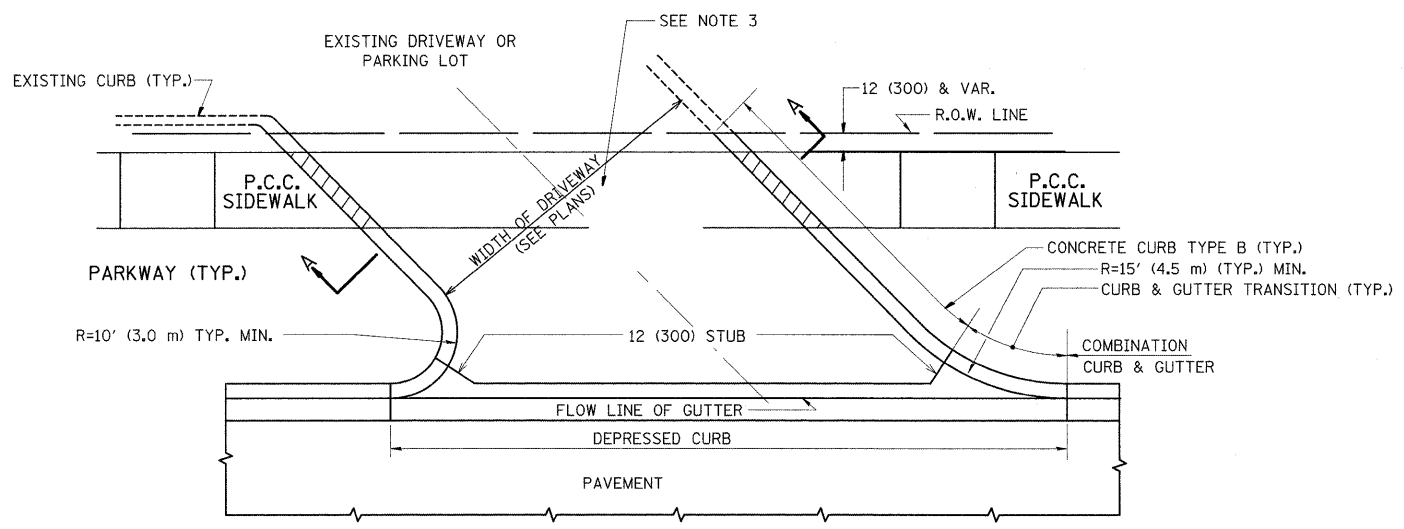
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

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

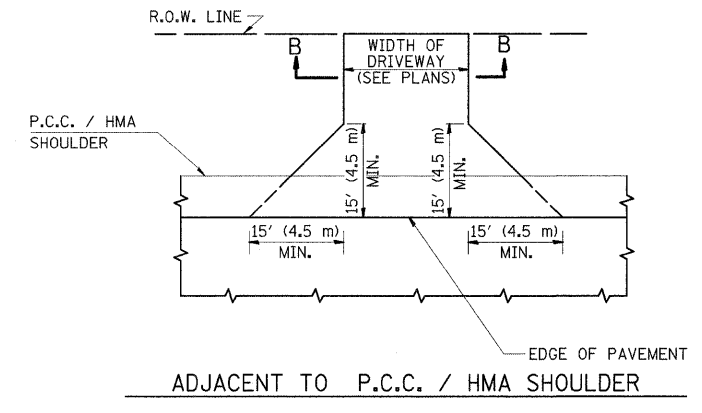
FILE NAME = C:\pwwork\pwwidot\l1s2ekrf\d0152433\l1s2	USER NAME = l1s2ekr-f Std.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 50.0000' / IN.	PLOT DATE = 12/15/2009	CHECKED - R.K.F. DATE -	REVISED - REVISED -									307	126 RS-5	KANE	54	33	
				SCALE: NONE				SHEET NO. 1 OF 1 SHEETS				STA. TO STA.				CONTRACT NO. 60100	
												FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



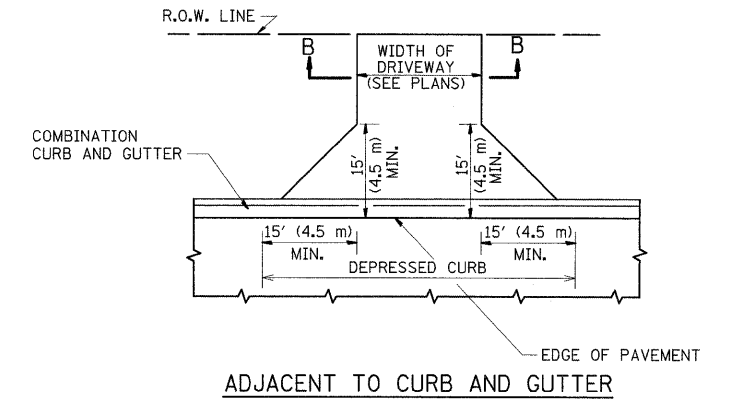
WITH CONCRETE CURB, TYPE B



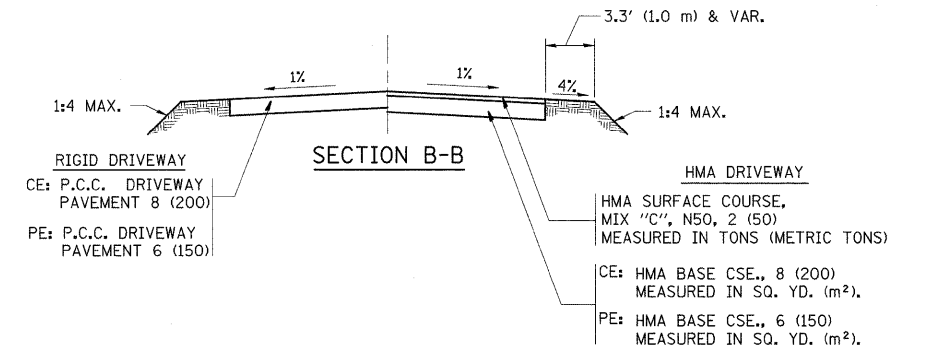
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

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.

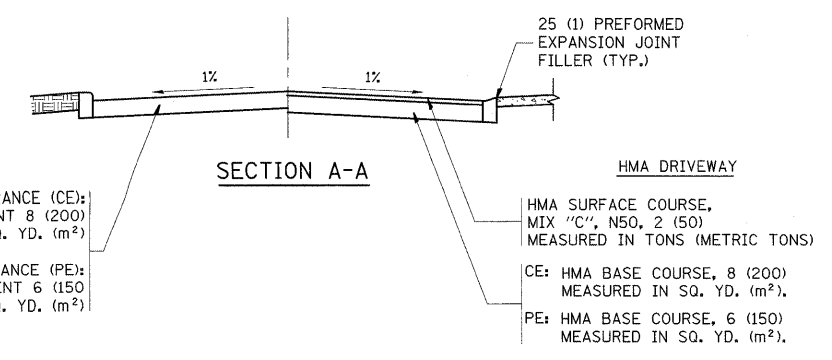
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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.



SECTION A-A

FILE NAME =	USER NAME = l1azakrf	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
C:\pwork\PWIDOT\LLISZEKRF\d0152433\03s	Std.dgn	DRAWN -	REVISED - P. LaFLUER 04-15-03			307	126 RS-5	KANE	34	34	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - R. BORO 01-01-07			BD0156-07 (BD-01)		CONTRACT NO. 60100			
PLOT DATE = 12/15/2009		DATE - 11-04-95	REVISED - R. BORO 06-11-08			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT