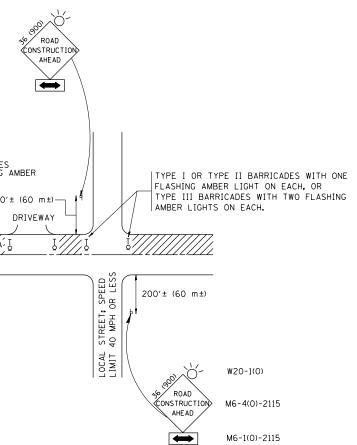
 In the closed portion. Side Road construction anead sin 48 or 12 million of the main route shall be protected by the closed portion. Side Road construction anead sin 48 or 12 million of the main route shall be protected by the cross section of the closed portion. Side Road construction anead sin 48 or 48 (12 million to 11 mill	15 (380)	(120 B) (1017)		∠— WITH	III BARRICADE: TWO FLASHING S ON EACH. 200 WORK AREA
 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 × 36 (900×900) 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: c) ONE ROAD CONSTRUCTION AHEAD SIGN 48 × 48 (1.2 m × 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 MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION 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 			COLLECTOR SPEED LIMIT> 40 MPH (60 km/r 	051) +,005 Marine Marine Mari	
 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 × 36 (900×900) 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 A YPE 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: c) ONE ROAD CONSTRUCTION AHEAD SIGN 48 × 48 (1.2 m × 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 	TRAFFIC	CONTROL	AND	PROTECT	ION FOR
 SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER: ONE ROAD CONSTRUCTION AHEAD SIGN 36 × 36 (900×900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE. D) 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. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER: O) ONE ROAD CONSTRUCTION AHEAD SIGN 48 × 48 (1.2 m × 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE. D) 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. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL 		STRICTION ON THE	SIDE ROA	D OR DRIVEWAYS	
 ONE ROAD CONSTRUCTION AHEAD SIGN 36 × 36 (900×900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE. D) 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. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER: O) ONE ROAD CONSTRUCTION AHEAD SIGN 48 × 48 (1.2 m × 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE. D) 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. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL 					S AS
 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 × 48 (1.2 m × 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 	a) one road cons AND FLAG MOUN	STRUCTION AHEAD S	SIGN 36 ×	36 (900×900) W)	
 AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER: a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 × 48 (1.2 m × 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 	BLOCKING WITH	TYPE I, TYPE II	OR TYPE I	II BARRICADES, 1	
 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 (MG-1) SHALL 					
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 (MG-1) SHALL					
SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL			IMAIELY 5		
	OF THE MAIN R b) THE CLOSED PC BLOCKING WITH	OUTE. DRTION OF THE MA TYPE III BARRIC	IN ROUTE		

FILE NAME =	USER NAME = Aumm	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95			TRAFFIC CONTROL AND PROTECTION FOR	F.A RTF.	SECTION	COUNTY TOTAL SHEET
c:\pw_work\pwidot\aumm\d0382486\60Y14-	DistStd.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96	STATE OF ILLINOIS		SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	VAR.	2014-028RS	WILL 26 19
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96	DEPARTMENT OF TRANSPORTATION				TC-10	CONTRACT NO. 60Y14
	PLOT DATE = 4/4/2014	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



SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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.						