

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

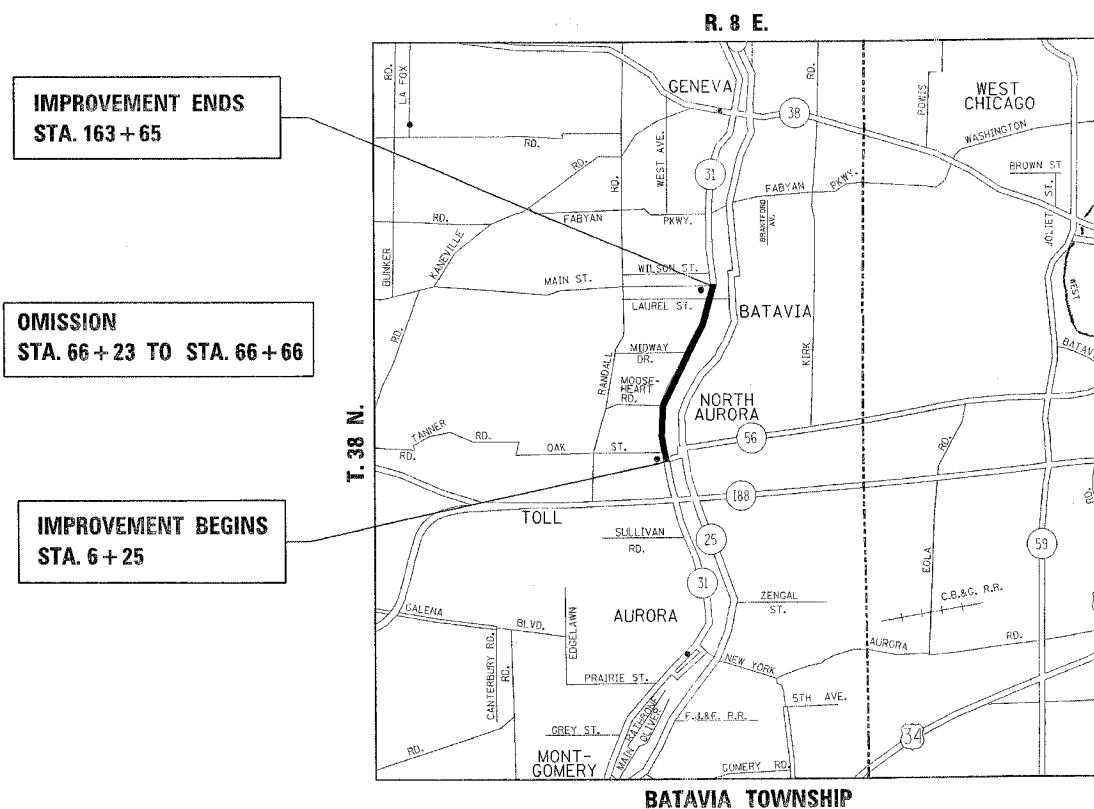
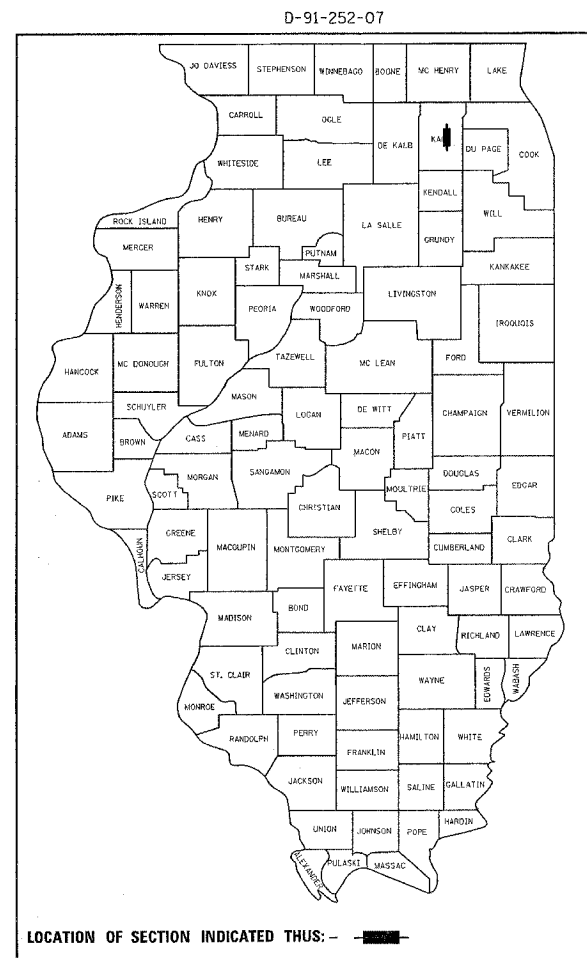
F.A.U. 3887: IL 31
SECTION A-R-RS-3
MAIN ST. TO IL 56
RESURFACING (MAINTENANCE)
KANE COUNTY
C-91-252-07

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED
IN THE CITY OF BATAVIA & THE
VILLAGE OF NORTH AURORA

AVERAGE DAILY TRAFFIC
2005 ADT = 19,000

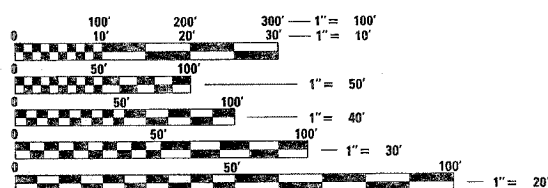
POSTED SPEED LIMIT
30, 40, 45 MPH



IMPROVEMENT ENDS
STA. 163 + 65

OMISSION
STA. 66 + 23 TO STA. 66 + 66

IMPROVEMENT BEGINS
STA. 6 + 25



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

CONTRACT NO. 60C66

GROSS LENGTH OF IMPROVEMENT = 15,740 FT. (2.981 MILES)
NET LENGTH OF IMPROVEMENT = 15,697 FT. (2.973 MILES)



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED APRIL 12, 20 07

Diana M. 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. Sewell
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	2

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS, GENERAL NOTES AND MIX SCHEDULE
3	SUMMARY OF QUANTITIES
4-6	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS
7-12	ROADWAY AND PAVEMENT PLANS
13	DETECTOR LOOP PLANS
14	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
15	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
16	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
17	BUTT JOINT AND HMA TAPER DETAILS
18	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
19	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
20	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
21	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
22	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
23	ARTERIAL ROAD SIGN
24	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-02	CLASS C AND D PATCHES
604001-02	FRAME AND LIDS, TYPE 1
701426-02	LANE CLOSURE MULTILANE INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS ≥ 45 MPH
701501-03	LANE CLOSURE 2L, 2W UNDIVIDED FOR SPEEDS < 45 MPH
701606-04	URBAN LANE CLOSURE MULTILANE 2W, WITH MOUNTABLE MEDIAN
701701-04	URBAN LANE CLOSURE MULTILANE INTERSECTION
702001-00	TRAFFIC CONTROL DEVICES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATION.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF BATAVIA.

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

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

3 METER (10 FEET) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

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 IS SLOPED A MINIMUM 1:3 (V:H).

ALL CORRUGATED MEDIAN IS TO BE MILLED FLUSH AND RESURFACED WITH BINDER AND SURFACE COURSE. A STRIPED MEDIAN SHALL ALSO REPLACE THE EXISTING CORRUGATED MEDIAN.

THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER, MR. DON CHIARUGI AT (847) 741-9857 AT LEAST TWO (2) WEEKS PRIOR TO INSTALLATION OF FINAL PAVEMENT MARKINGS.

THE RESIDENT ENGINEER SHALL VERIFY THE LOCATIONS OF ALL EXISTING PAVEMENT MARKINGS PRIOR TO MILLING.

THE CONTRACTOR SHALL BE REQUIRED TO COMPLETE ALL PAVEMENT PATCHING BEFORE MILLING OPERATIONS.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

IL-31

INDEX OF SHEETS,
STATE STANDARDS AND
GENERAL NOTES

SCALE: VERT. NONE
HORIZ. NONE

DATE: 4/12/2007

DRAWN BY: CDT
CHECKED BY:

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	3
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	100% STATE	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT			1000				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	27	27					
40600300	AGGREGATE (PRIME COAT)	TON	131	131					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	40	40					
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	2917	2917					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	338	338					
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	292	292					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	6683	6683					
42001300	PROTECTIVE COAT	SQ YD	115	115					
44000153	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	3489	3489					
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	1513	1513					
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	40092	40092					
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	19949	19949					
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1000	1000					
44002208	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 2"	SQ YD	2603	2603					
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	735	735					
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	225	225					
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	775	775					
55039700	STORM SEWERS TO BE CLEANED	FOOT	2500	2500					
60255500	MANHOLES TO BE ADJUSTED	EACH	3	3					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	3	3					
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	19	19					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	L SUM	1	1					
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1					

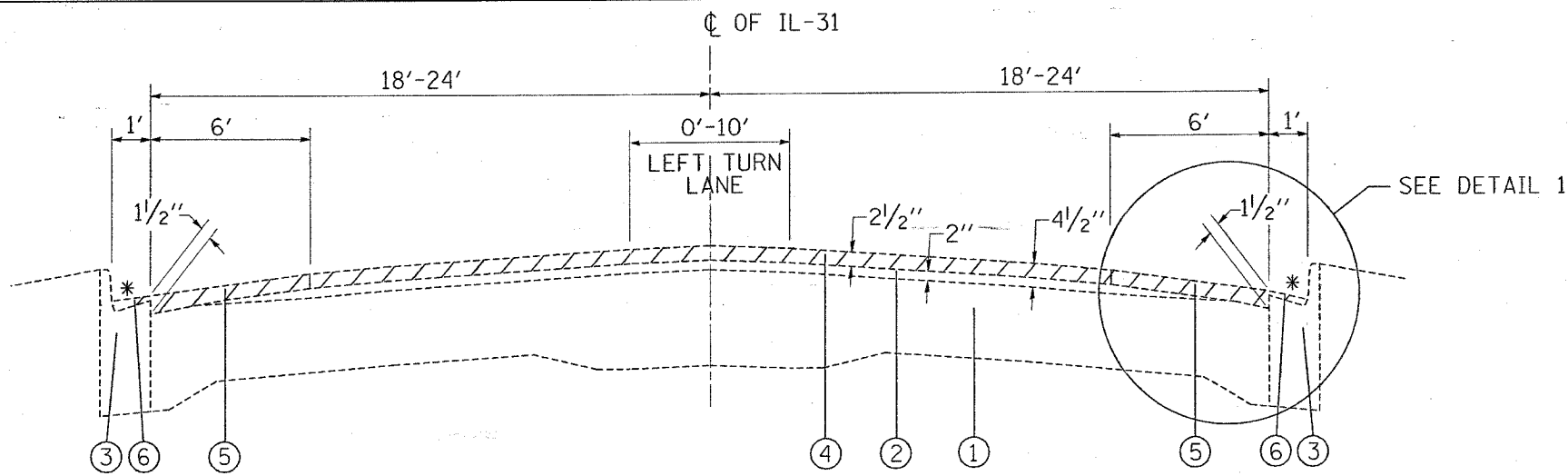
SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	100% STATE	CONSTRUCTION TYPE CODE				
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70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	7	7					
70300100	SHORT-TERM PAVEMENT MARKING	FCOT	17172	17172					
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	37	37					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FCOT	56603	56603					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FCOT	313	313					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FCOT	203	203					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FCOT	30	30					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	37	37					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FCOT	56603	56603					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FCOT	313	313					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FCOT	203	203					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FCOT	30	30					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1432	1432					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1432	1432					
* 88600600	DETECTOR LOOP REPLACEMENT	FCOT	163	163					
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52					
X0324771	FRAME AND GRATES TO BE REMOVED AND REPLACED WITH TYPE 1 FRAME, OPEN LID	EACH	2	2					
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	52	52					

* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

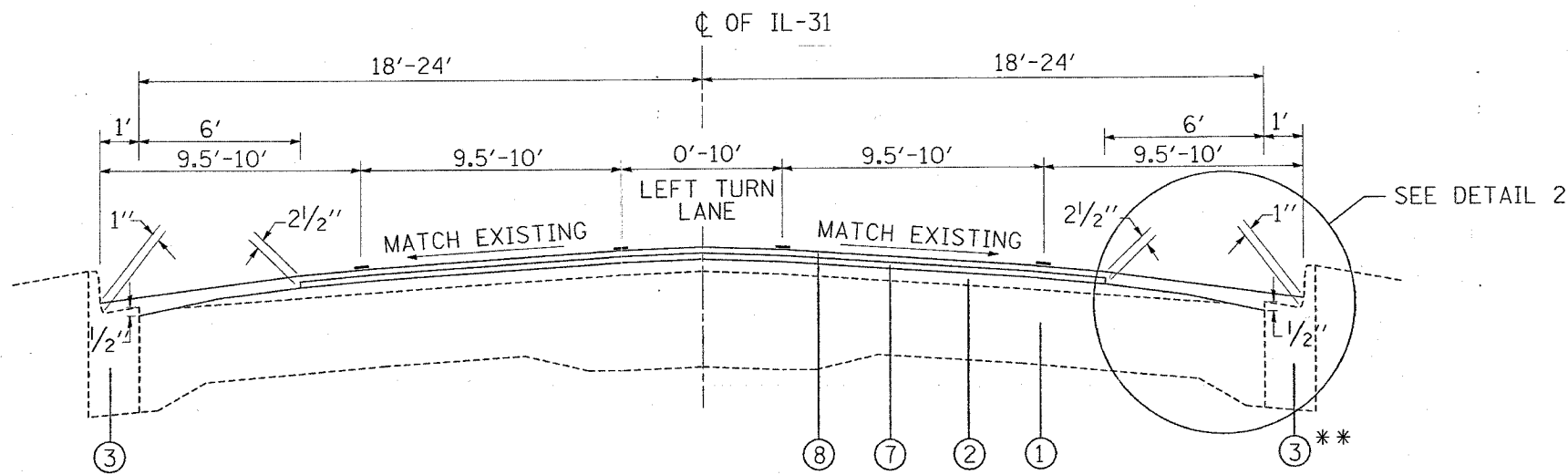
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IL. RTE. 31
EXISTING TYPICAL CROSS SECTION
 STA. 6+25 TO STA. 10+00
 *EXISTING HMA OVERLAY ON 1' GUTTER FLAG

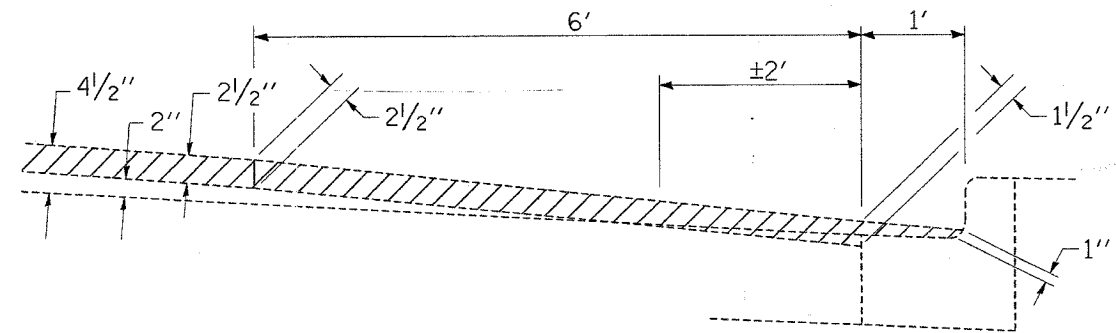
LEGEND

- ① EXISTING P.C. CONCRETE PAVEMENT
- ② EXISTING HMA SURFACE REMAINING AFTER MILLING, 2"
- ③ EXISTING COMBINATION CONCRETE CURB & GUTTER, B-6.12
- ④ PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- ⑤ PROPOSED HMA SURFACE REMOVAL, 1 1/2" TO 2 1/2"
- ⑥ PROPOSED HMA SURFACE REMOVAL OVER GUTTER FLAG, 1"
- ⑦ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 1"
- ⑧ PROPOSED HMA SURFACE COURSE, MIX 'D', N70, 1 1/2"

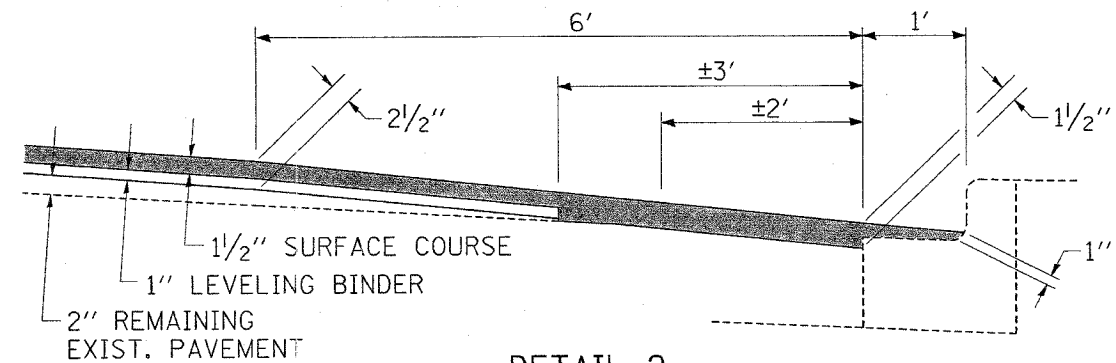


IL. RTE. 31
PROPOSED TYPICAL CROSS SECTION
 STA. 6+25 TO STA. 10+00

** THE EXACT LOCATIONS OF CURB & GUTTER REMOVAL & REPLACEMENT WILL BE DETERMINED BY R.E. IN THE FIELD.



DETAIL 1
 NOT TO SCALE



DETAIL 2
 NOT TO SCALE

MIXTURE REQUIREMENTS

MIXTURE USE	AC/PG	DESIGN AIR VOIDS	REMARKS
HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N70, (IL-9.5 mm)	PG 64-22	4% @ 70 GYR.	
LEVELING BINDER MACHINE METHOD, N70, (IL-9.5 mm)	PG 58-22	4% @ 70 GYR.	
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER, IL-19 mm)	PG 64-22/58-22 *	4% @ 70 GYR.	
CLASS "D" PATCHES (HMA BINDER, IL-19 mm)	PG 64-22/58-22 *	4% @ 70 GYR.	

NOTE:

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ.YD./IN"

* WHEN RAP EXCEEDS 20%. THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

REVISIONS	
NAME	DATE

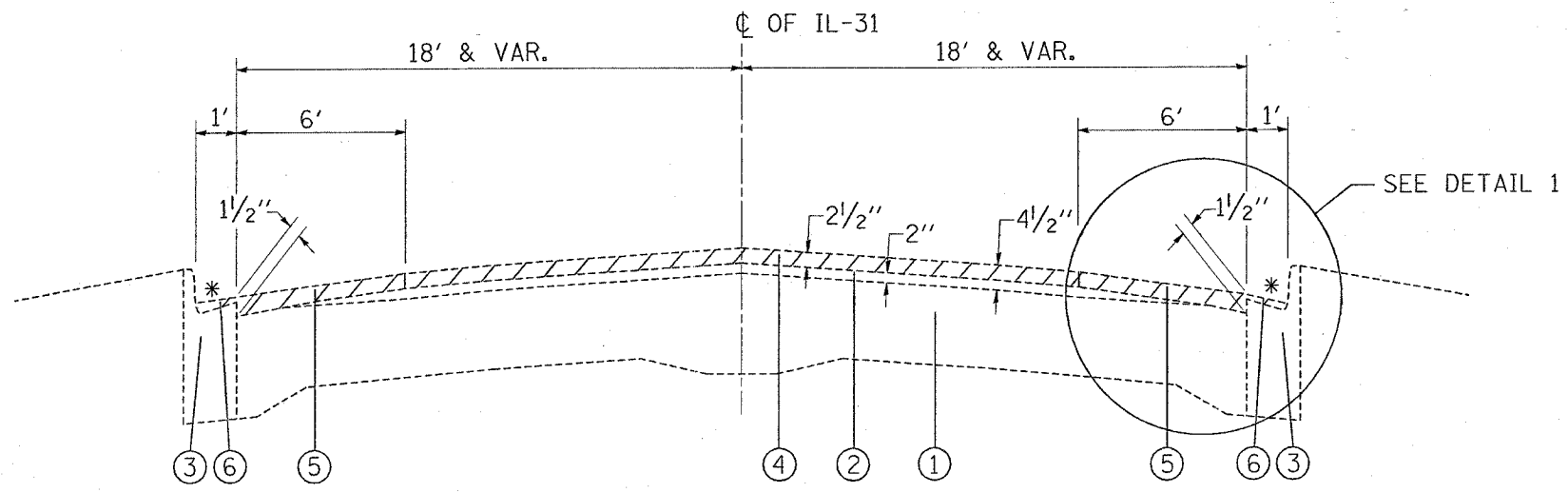
ILLINOIS DEPARTMENT OF TRANSPORTATION

**IL. ROUTE 31
 EXISTING & PROPOSED
 TYPICAL CROSS SECTIONS**

SCALE: VERT. NONE
 HORIZ. DATE 4/12/2007

DRAWN BY
 CHECKED BY

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

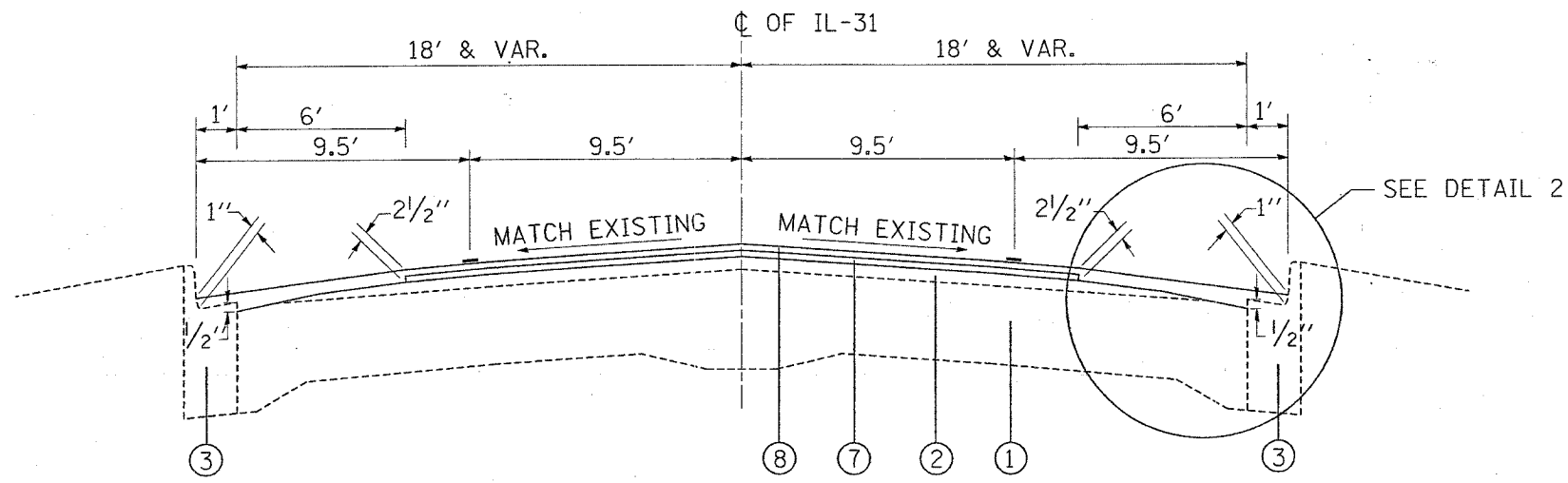


IL. RTE. 31
EXISTING TYPICAL CROSS SECTION
STA. 10+00 TO STA. 51+10
STA. 66+66 TO STA. 163+65

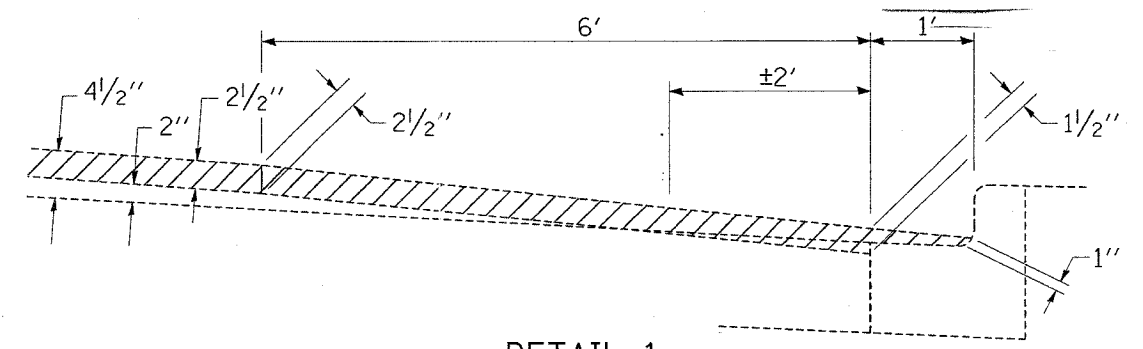
* EXISTING HMA OVERLAY ON 1' GUTTER FLAG

LEGEND

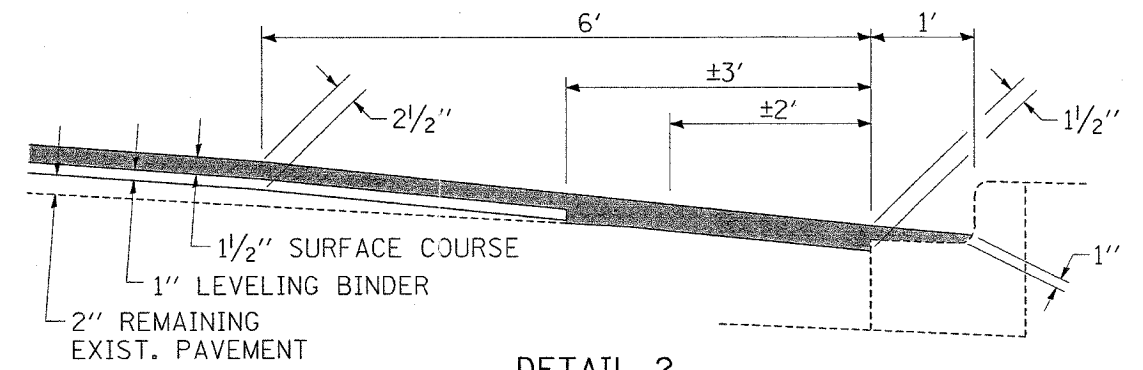
- ① EXISTING P.C. CONCRETE PAVEMENT
- ② EXISTING HMA SURFACE REMAINING AFTER MILLING, 2"
- ③ EXISTING COMBINATION CONCRETE CURB & GUTTER, B-6.12
- ④ PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- ⑤ PROPOSED HMA SURFACE REMOVAL, 1 1/2" TO 2 1/2"
- ⑥ PROPOSED HMA SURFACE REMOVAL OVER GUTTER FLAG, 1"
- ⑦ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 1"
- ⑧ PROPOSED HMA SURFACE COURSE, MIX 'D', N70, 1 1/2"



IL. RTE. 31
PROPOSED TYPICAL CROSS SECTION
STA. 10+00 TO STA. 51+10
STA. 66+66 TO STA. 163+65



DETAIL 1
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DETAIL 2
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REVISIONS	
NAME	DATE

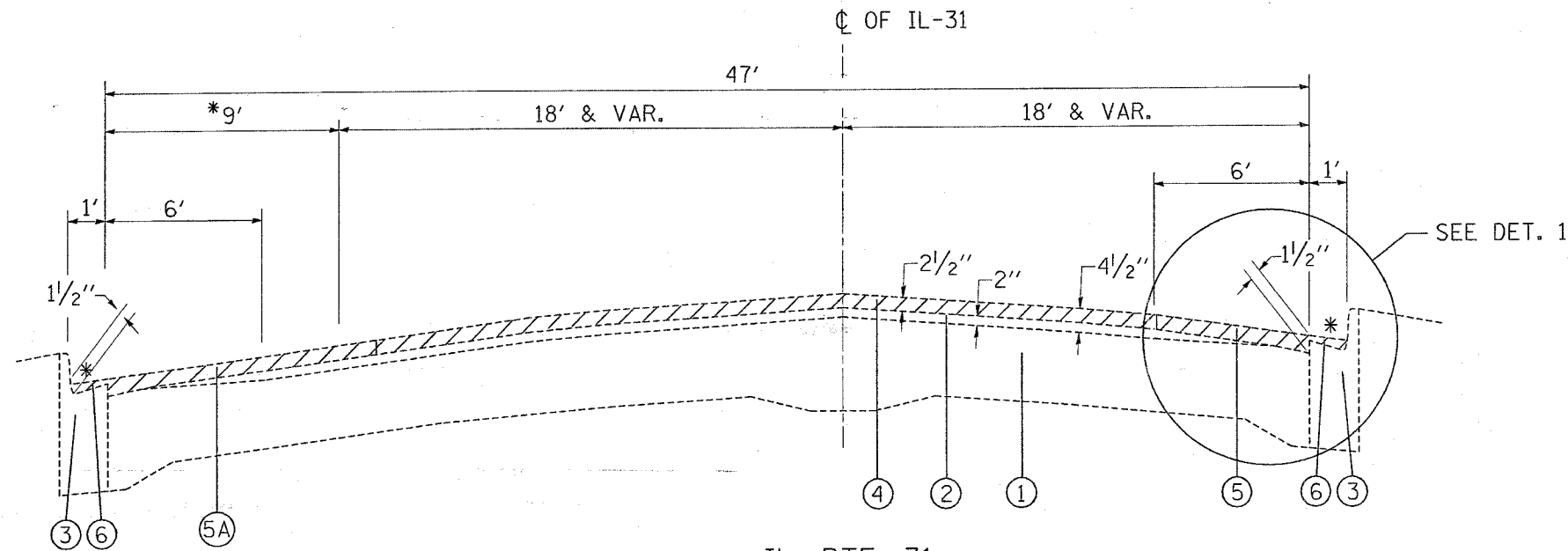
ILLINOIS DEPARTMENT OF TRANSPORTATION

**IL. ROUTE 31
EXISTING & PROPOSED
TYPICAL CROSS SECTIONS**

SCALE: VERT. NONE
DATE 4/12/2007

DRAWN BY
CHECKED BY

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

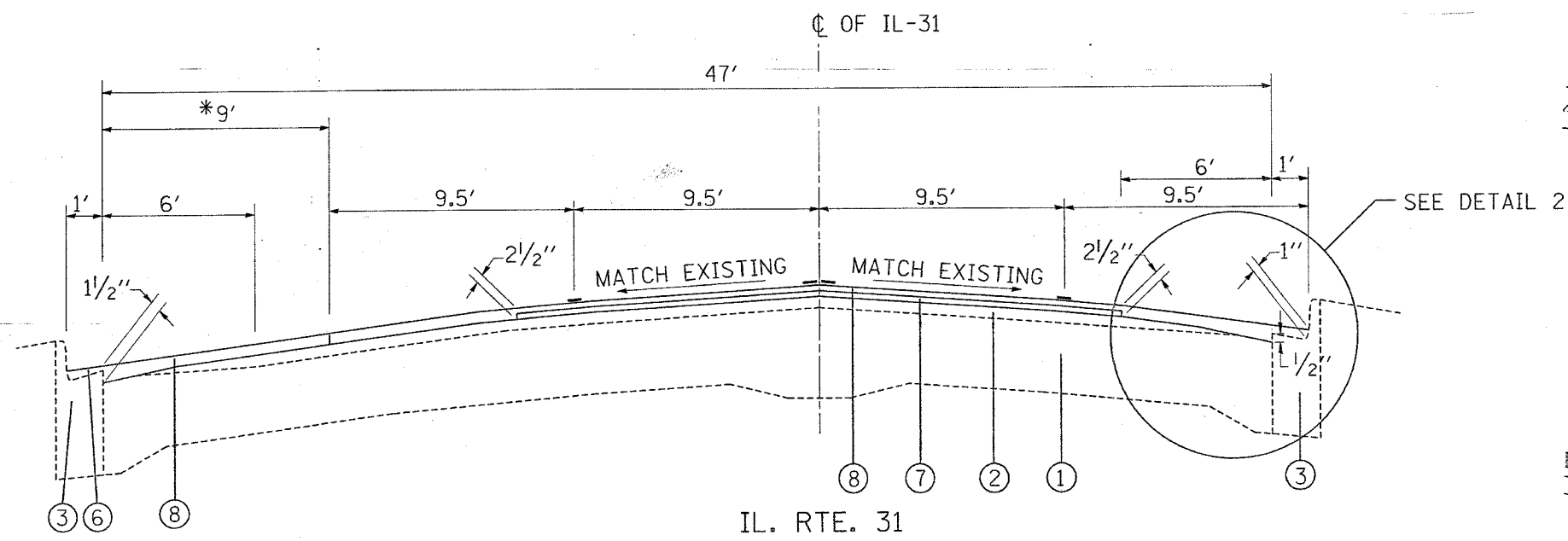


IL. RTE. 31
 EXISTING TYPICAL CROSS SECTION
 STA. 51+10 TO STA. 66+23
 * EXISTING HMA OVERLAY ON 1' GUTTER FLAG

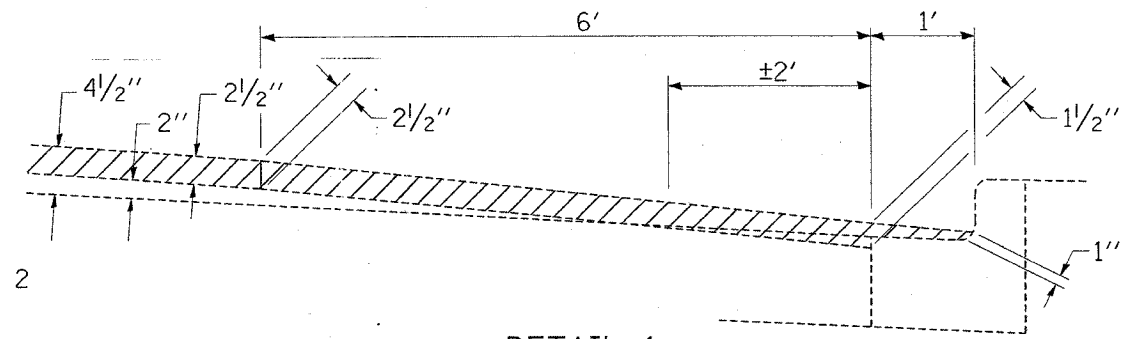
LEGEND

- ① EXISTING P.C. CONCRETE PAVEMENT
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- ⑧ PROPOSED HMA SURFACE COURSE, MIX 'D', N70, 1 1/2"

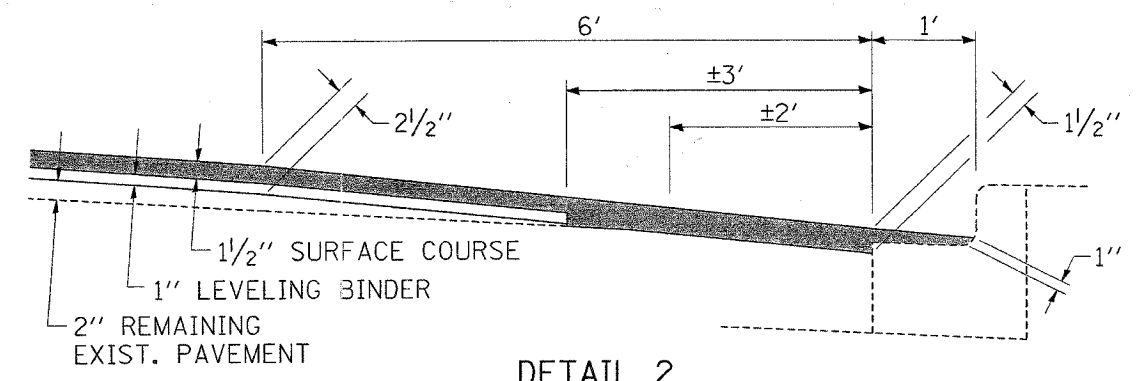
* EXISTING HMA SHOULDER RESURFACING WITH 1 1/2" SURFACE COURSE ONLY AND DIAGONAL STRIPING (6" LINE WHITE)



IL. RTE. 31
 PROPOSED TYPICAL CROSS SECTION
 STA. 51+10 TO STA. 66+23



DETAIL 1
 NOT TO SCALE



DETAIL 2
 NOT TO SCALE

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**IL. ROUTE 31
 EXISTING & PROPOSED
 TYPICAL CROSS SECTIONS**

SCALE: VERT. NONE
 HORIZ. DATE 4/12/2007

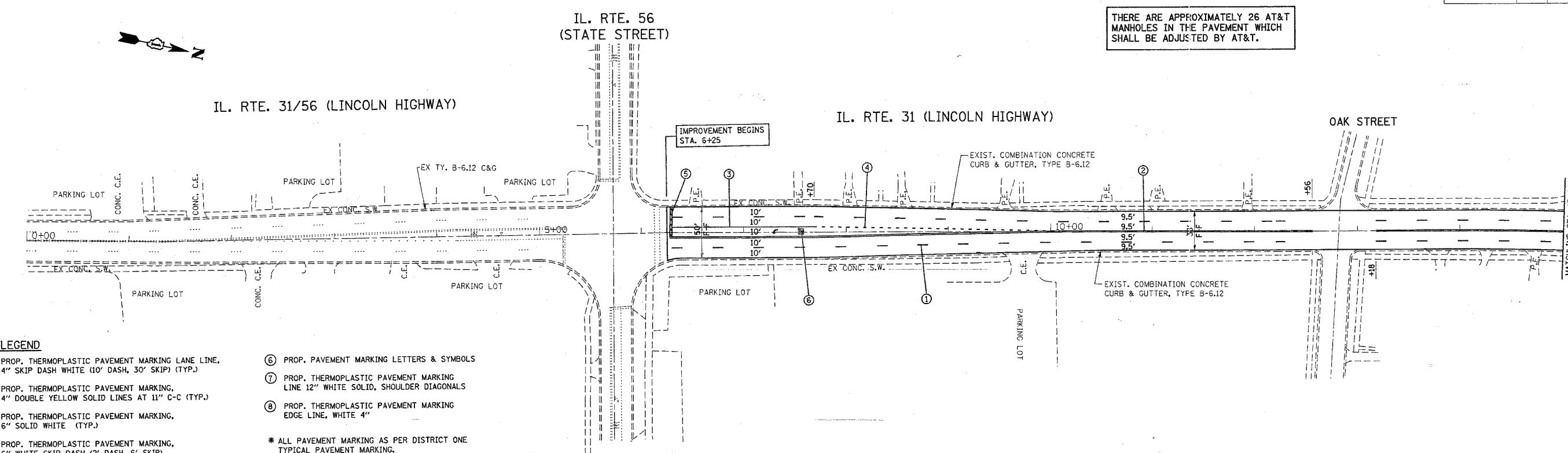
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*REF-plan01
*REF-plan02

CONTRACT NO. 60C66

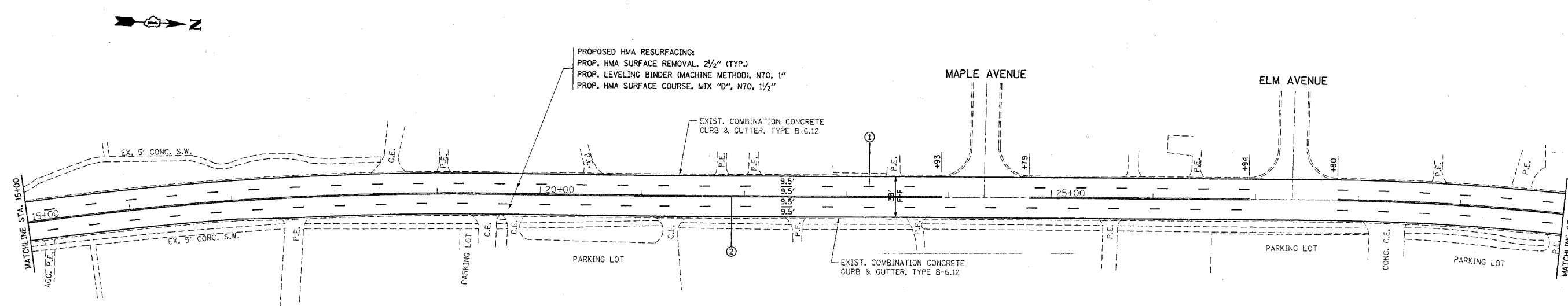
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	7
STA. 0+00		TO STA. 30+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

THERE ARE APPROXIMATELY 26 AT&T MANHOLES IN THE PAVEMENT WHICH SHALL BE ADJUSTED BY AT&T.



LEGEND

- ① PROP. THERMOPLASTIC PAVEMENT MARKING LANE LINE, 4" SKIP DASH WHITE (10' DASH, 30' SKIP) (TYP.)
 - ② PROP. THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW SOLID LINES AT 11" C-C (TYP.)
 - ③ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE (TYP.)
 - ④ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" WHITE SKIP DASH (2' DASH, 6' SKIP)
 - ⑤ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 24" SOLID WHITE (STOP BAR)
 - ⑥ PROP. PAVEMENT MARKING LETTERS & SYMBOLS
 - ⑦ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 12" WHITE SOLID, SHOULDER DIAGONALS
 - ⑧ PROP. THERMOPLASTIC PAVEMENT MARKING EDGE LINE, WHITE 4"
- * ALL PAVEMENT MARKING AS PER DISTRICT ONE TYPICAL PAVEMENT MARKING.
** PROPOSED RAISED REFLECTIVE PAVEMENT MARKING, AS PER DISTRICT ONE DETAILS.



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REVISIONS	
NAME	DATE

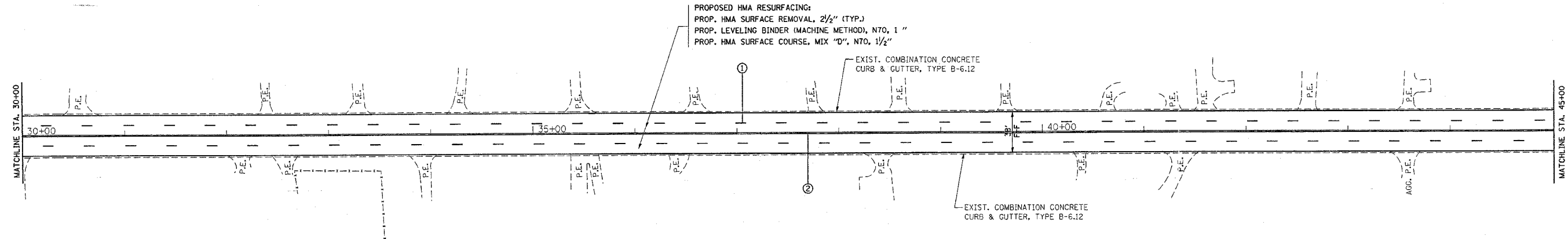
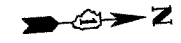
ILLINOIS DEPARTMENT OF TRANSPORTATION
**IL. ROUTE 31
ROADWAY AND
PAVEMENT MARKING PLAN**
SCALE: 1" = 50'
DATE: 4/12/2007
DRAWN BY
CHECKED BY

*REF-plan03
*REF-plan04

CONTRACT NO. 60C66

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	8
STA. 30+00		TO STA. 60+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

IL. RTE. 31 (LINCOLN HIGHWAY)

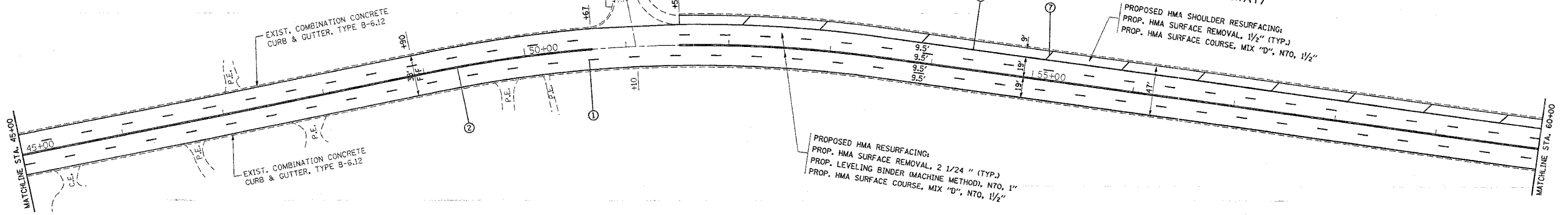


LEGEND

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 - ② PROP. THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW SOLID LINES AT 11" C-C (TYP.)
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- * ALL PAVEMENT MARKING AS PER DISTRICT ONE TYPICAL PAVEMENT MARKING.
** PROPOSED RAISED REFLECTIVE PAVEMENT MARKING, AS PER DISTRICT ONE DETAILS.

MOOSEHEART ROAD

IL. RTE. 31 (LINCOLN HIGHWAY)



PLOT DATE = 4/12/2007
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**IL. ROUTE 31
ROADWAY AND
PAVEMENT MARKING PLAN**

SCALE: 1" = 50'
DATE: 4/12/2007

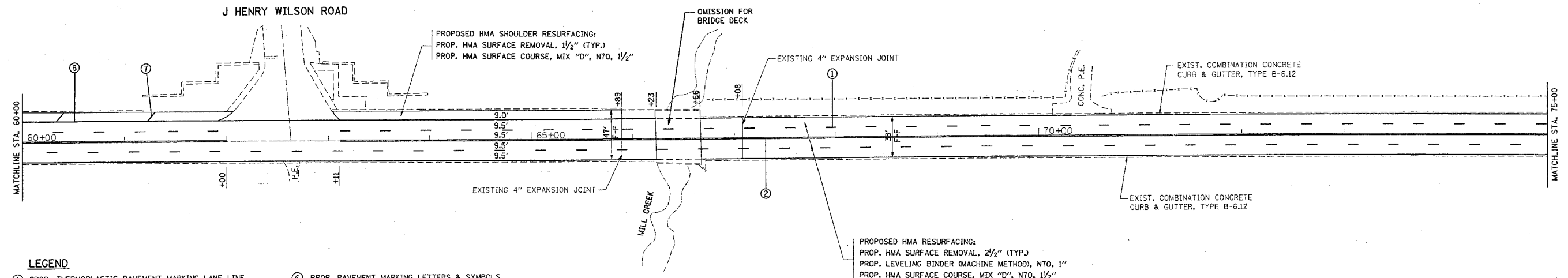
DRAWN BY
CHECKED BY

*REF-plan05
*REF-plan06

CONTRACT NO. 60C66

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	9
STA. 60+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

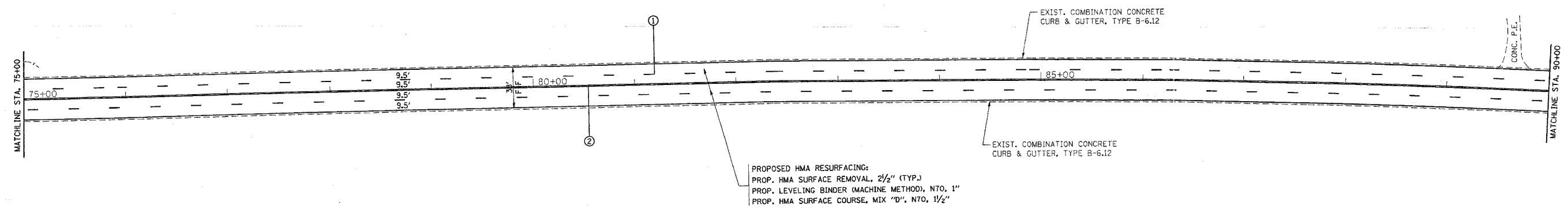
IL. RTE. 31 (LINCOLN HIGHWAY)



LEGEND

- | | |
|--|---|
| ① PROP. THERMOPLASTIC PAVEMENT MARKING LANE LINE, 4" SKIP DASH WHITE (10' DASH, 30' SKIP) (TYP.) | ⑥ PROP. PAVEMENT MARKING LETTERS & SYMBOLS |
| ② PROP. THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW SOLID LINES AT 11" C-C (TYP.) | ⑦ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 12" WHITE SOLID, SHOULDER DIAGONALS |
| ③ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE (TYP.) | ⑧ PROP. THERMOPLASTIC PAVEMENT MARKING EDGE LINE, WHITE 4" |
| ④ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" WHITE SKIP DASH (2' DASH, 6' SKIP) | * ALL PAVEMENT MARKING AS PER DISTRICT ONE TYPICAL PAVEMENT MARKING. |
| ⑤ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 24" SOLID WHITE (STOP BAR) | ** PROPOSED RAISED REFLECTIVE PAVEMENT MARKING, AS PER DISTRICT ONE DETAILS. |

IL. RTE. 31 (LINCOLN HIGHWAY)



PLOT DATE = 4/12/2007
FILE NAME = c:\p\projects\122287\sh-dwg.dgn
PLOT SCALE = 80.0000 / IN.
USER NAME = bauerd

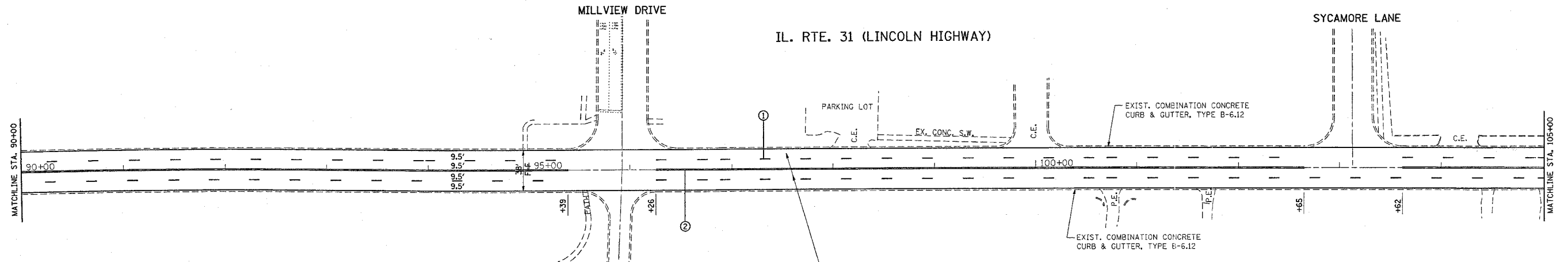
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**IL. ROUTE 31
ROADWAY AND
PAVEMENT MARKING PLAN**
SCALE: 1" = 50'
DATE: 4/12/2007
DRAWN BY
CHECKED BY

*REF-plan07
*REF-plan08

CONTRACT NO. 60C66

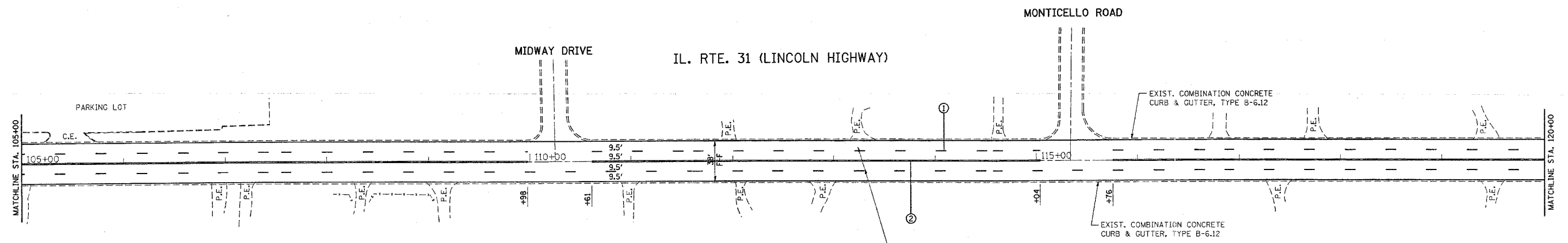
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	10
STA. 90+00		TO STA. 120+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



LEGEND

- ① PROP. THERMOPLASTIC PAVEMENT MARKING LANE LINE, 4" SKIP DASH WHITE (10' DASH, 30' SKIP) (TYP.)
 - ② PROP. THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW SOLID LINES AT 11" C-C (TYP.)
 - ③ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE (TYP.)
 - ④ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" WHITE SKIP DASH (2' DASH, 6' SKIP)
 - ⑤ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 24" SOLID WHITE (STOP BAR)
 - ⑥ PROP. PAVEMENT MARKING LETTERS & SYMBOLS
 - ⑦ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 12" WHITE SOLID, SHOULDER DIAGONALS
 - ⑧ PROP. THERMOPLASTIC PAVEMENT MARKING EDGE LINE, WHITE 4"
- * ALL PAVEMENT MARKING AS PER DISTRICT ONE TYPICAL PAVEMENT MARKING.
** PROPOSED RAISED REFLECTIVE PAVEMENT MARKING, AS PER DISTRICT ONE DETAILS.

PROPOSED HMA RESURFACING:
PROP. HMA SURFACE REMOVAL, 2 1/2" (TYP.)
PROP. LEVELING BINDER (MACHINE METHOD), 750, 1"
PROP. HMA SURFACE COURSE, MIX "D", N70, 1 1/2"



PROPOSED HMA RESURFACING:
PROP. HMA SURFACE REMOVAL, 2 1/2" (TYP.)
PROP. LEVELING BINDER (MACHINE METHOD), N70, 1"
PROP. HMA SURFACE COURSE, MIX "D", N70, 1 1/2"

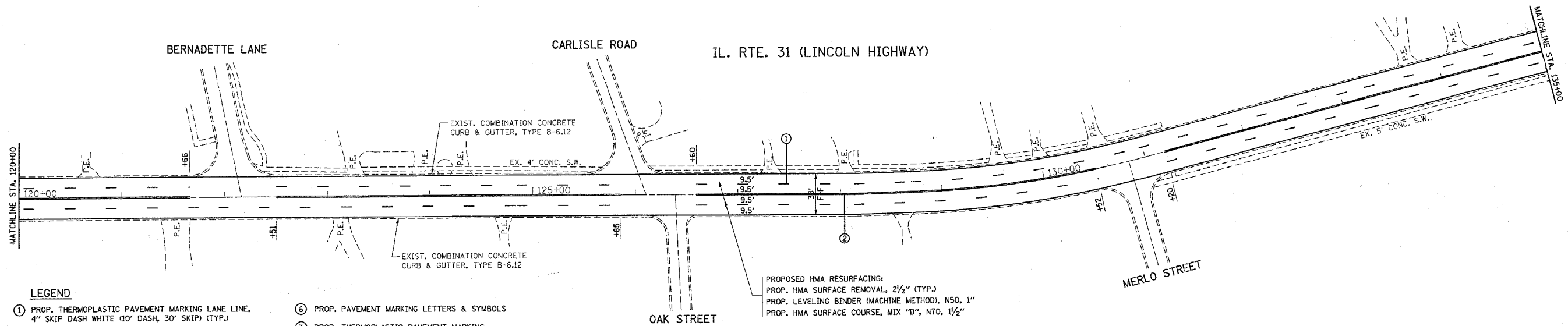
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**IL. ROUTE 31
ROADWAY AND
PAVEMENT MARKING PLAN**
SCALE: 1" = 50'
DATE: 4/12/2007
DRAWN BY
CHECKED BY

*REF-plan09
*REF-plan10

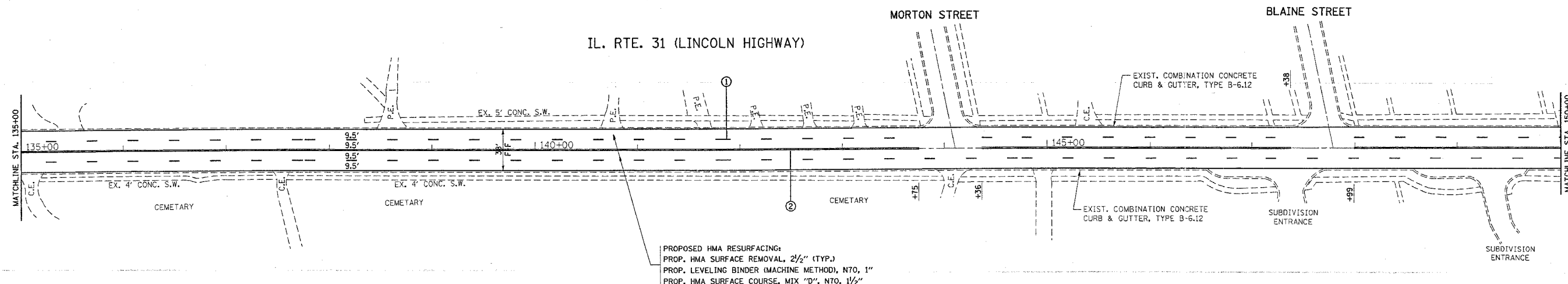
CONTRACT NO. 60C66

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	11
STA. 120+00 TO STA. 150+00				
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



LEGEND

- ① PROP. THERMOPLASTIC PAVEMENT MARKING LANE LINE, 4" SKIP DASH WHITE (10' DASH, 30' SKIP) (TYP.)
 - ② PROP. THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW SOLID LINES AT 11" C-C (TYP.)
 - ③ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE (TYP.)
 - ④ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" WHITE SKIP DASH (2' DASH, 6' SKIP)
 - ⑤ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 24" SOLID WHITE (STOP BAR)
 - ⑥ PROP. PAVEMENT MARKING LETTERS & SYMBOLS
 - ⑦ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 12" WHITE SOLID, SHOULDER DIAGONALS
 - ⑧ PROP. THERMOPLASTIC PAVEMENT MARKING EDGE LINE, WHITE 4"
- * ALL PAVEMENT MARKING AS PER DISTRICT ONE TYPICAL PAVEMENT MARKING.
** PROPOSED RAISED REFLECTIVE PAVEMENT MARKING, AS PER DISTRICT ONE DETAILS.



PLOT DATE = 4/12/2007
FILE NAME = c:\p\projects\6125287\ah_rdy.dgn
PLOT SCALE = 50.0000 / 1"
USER NAME = sburndl

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**IL. ROUTE 31
ROADWAY AND
PAVEMENT MARKING PLAN**

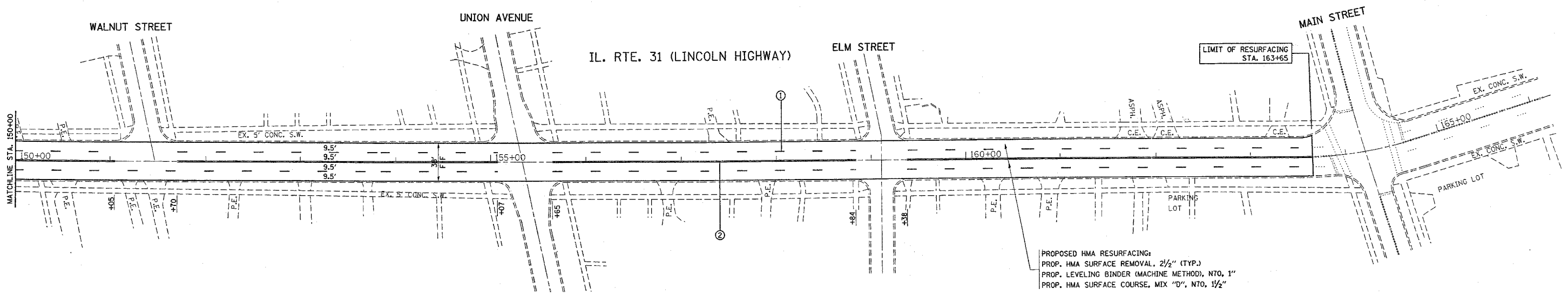
SCALE: 1" = 50'
DATE: 4/12/2007

DRAWN BY
CHECKED BY

*REF-plan1
*REF-plan2

CONTRACT NO. 60C66

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	12
STA. 150+00		TO STA. 166+15.37		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PROPOSED HMA RESURFACING:
 PROP. HMA SURFACE REMOVAL, 2 1/2" (TYP.)
 PROP. LEVELING BINDER (MACHINE METHOD), N70, 1"
 PROP. HMA SURFACE COURSE, MIX "D", N70, 1 1/2"

LEGEND

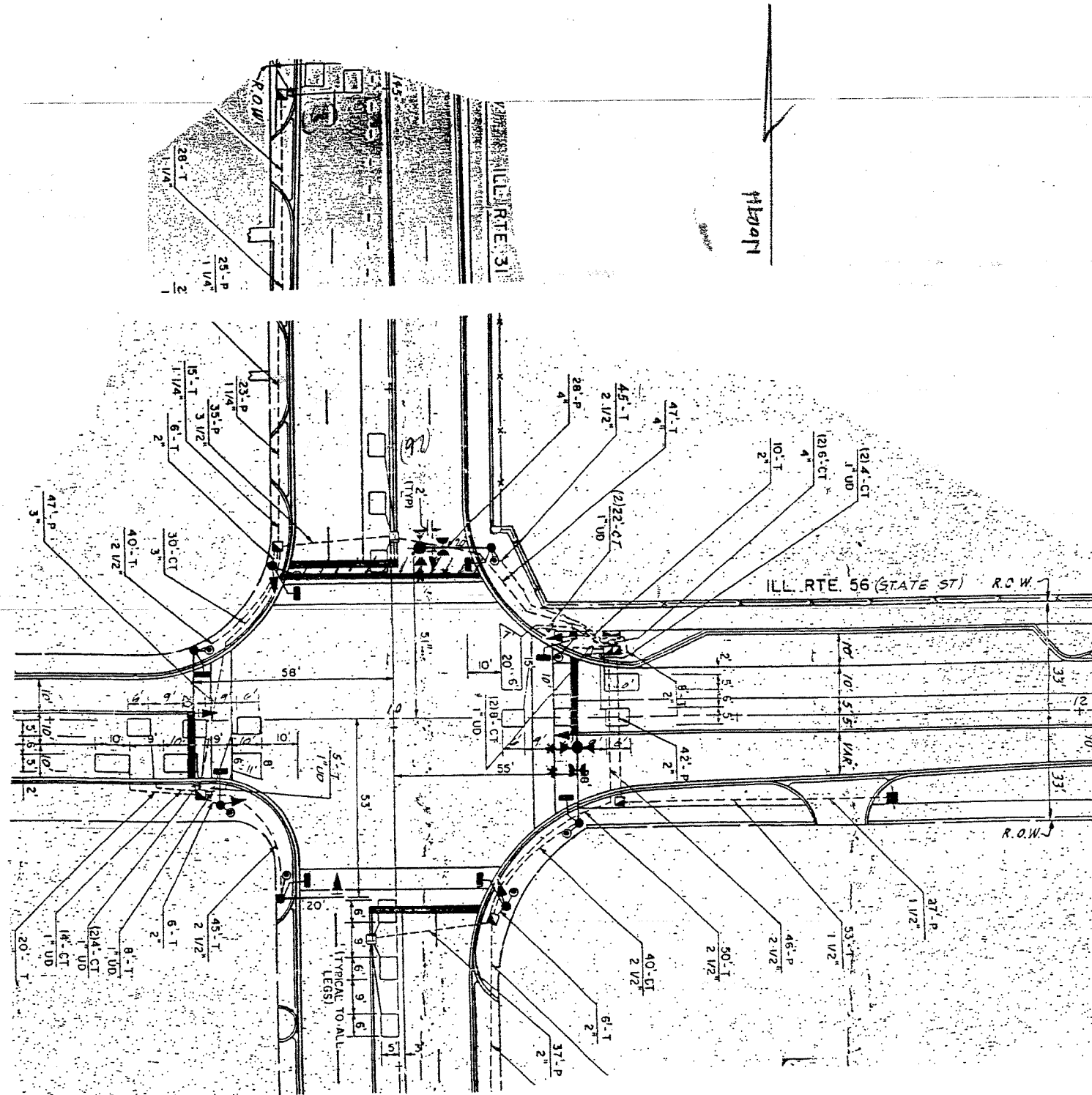
- ① PROP. THERMOPLASTIC PAVEMENT MARKING LANE LINE, 4" SKIP DASH WHITE (10' DASH, 30' SKIP) (TYP.)
 - ② PROP. THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW SOLID LINES AT 11" C-C (TYP.)
 - ③ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE (TYP.)
 - ④ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" WHITE SKIP DASH (2' DASH, 6' SKIP)
 - ⑤ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 24" SOLID WHITE (STOP BAR)
 - ⑥ PROP. PAVEMENT MARKING LETTERS & SYMBOLS
 - ⑦ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 12" WHITE SOLID, SHOULDER DIAGONALS
 - ⑧ PROP. THERMOPLASTIC PAVEMENT MARKING EDGE LINE, WHITE 4"
- * ALL PAVEMENT MARKING AS PER DISTRICT ONE TYPICAL PAVEMENT MARKING.
 ** PROPOSED RAISED REFLECTIVE PAVEMENT MARKING, AS PER DISTRICT ONE DETAILS.

PLOT DATE = 4/12/2007
 FILE NAME = C:\Projects\Ill2007\ah_dwg.dgn
 PLOT SCALE = 1/8" = 1' / IN.
 USER NAME = bauer-dl

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**IL. ROUTE 31
 ROADWAY AND
 PAVEMENT MARKING PLAN**
 SCALE: 1" = 50'
 DATE: 4/12/2007
 DRAWN BY
 CHECKED BY

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887 A-R-RS-3	RAVE	24	13
STA. TO STA.		FED. ROAD DIST NO. 1 ILLINOIS	
		FED. AID PROJECT	



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

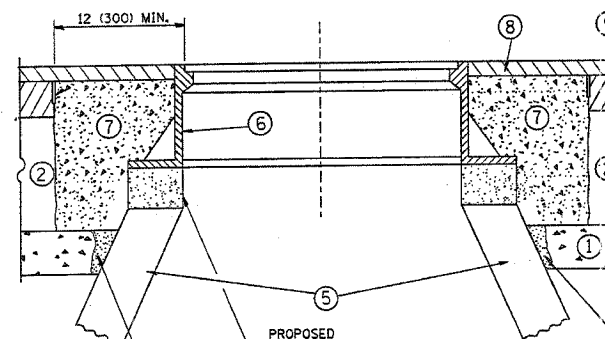
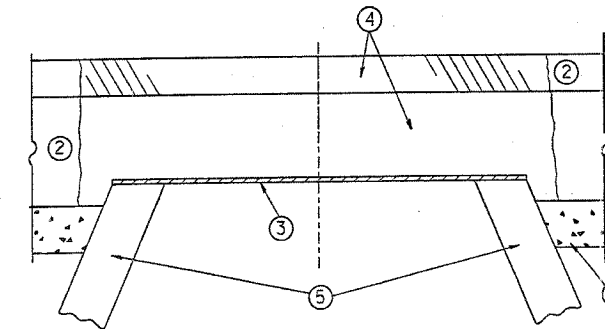
CODE NO.	QUANTITY	UNIT	ITEM
86600600	163	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

NOTE:
 THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONLY. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
 ILL. RTE. 31 @ ILL. RTE. 56 (MAIP)
 SCALE: NONE
 DATE: MAR 2007
 DRAWN BY: J.H.E.
 DESIGNED BY: J.H.E.
 CHECKED BY: D.A.D.

F.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	14
STA. TO STA.		FED. AID PROJECT		
FED. ROAD DIST. NO. 1		ILLINOIS		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

PROPOSED SAND FILL
 PROPOSED BRICK, MORTAR, OR CONC. ADJUSTING RINGS
 PROPOSED SAND FILL

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

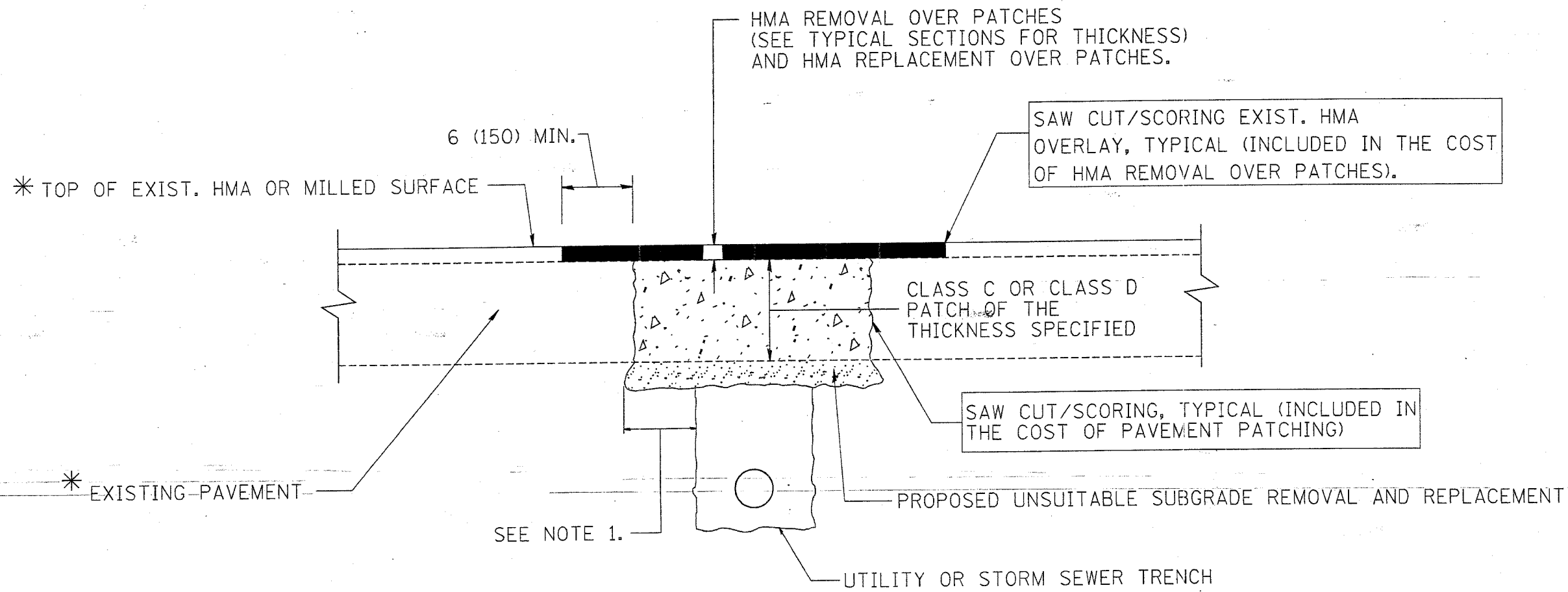
SCALE: VERT. NONE
 HORIZ. NONE

DRAWN BY
 CHECKED BY

BD600-03 (8D-8)

PLOT DATE = 3/6/2007
 FILE NAME = K:\Users\bd600\p14.dgn
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 USER NAME = bshah

F.A. No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	15
STA.		TO STA.		
FED. ROAD DIST. NO. 1 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

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

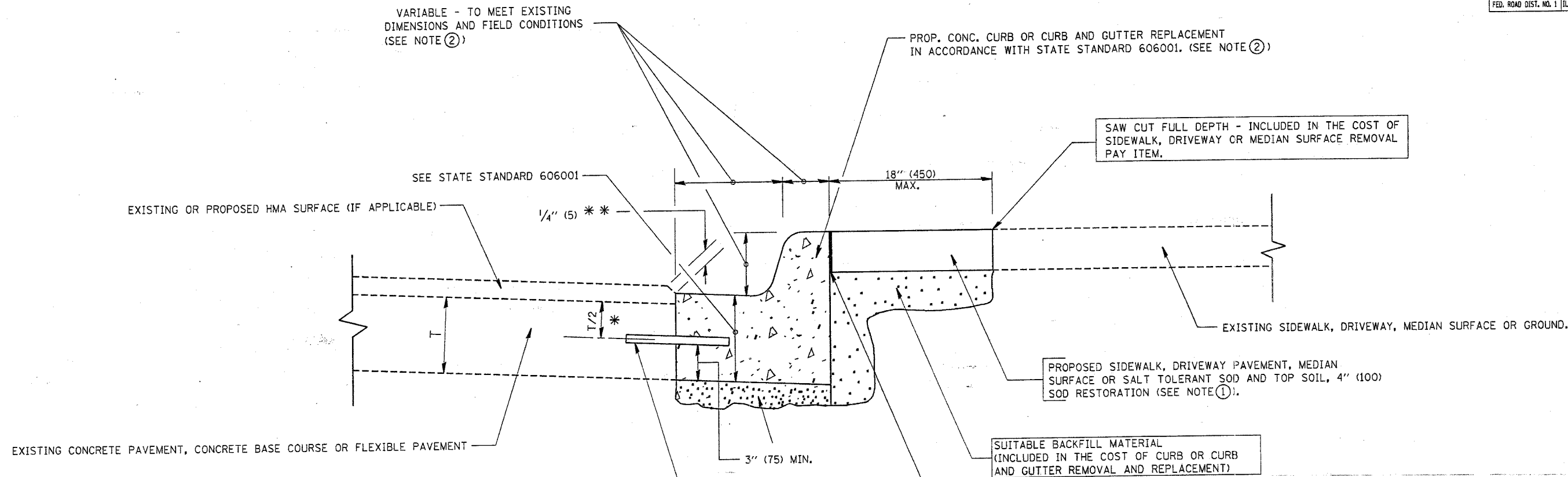
PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: VERT. NONE
HORIZ. NONE

DRAWN BY
CHECKED BY
BD400-04 (BD-22)

PLOT DATE = 3/6/2007
PLOT SCALE = 60000 / IN.
USER NAME = brounelli

F.A.#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	16
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



- * 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.

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ 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.
- ⑤ 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.
- ⑥ 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.
- ⑦ 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.

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.)

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".

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

REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/95
R. SHAH	09/12/95
R. SHAH	09/19/95
R. SHAH	10/03/95
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

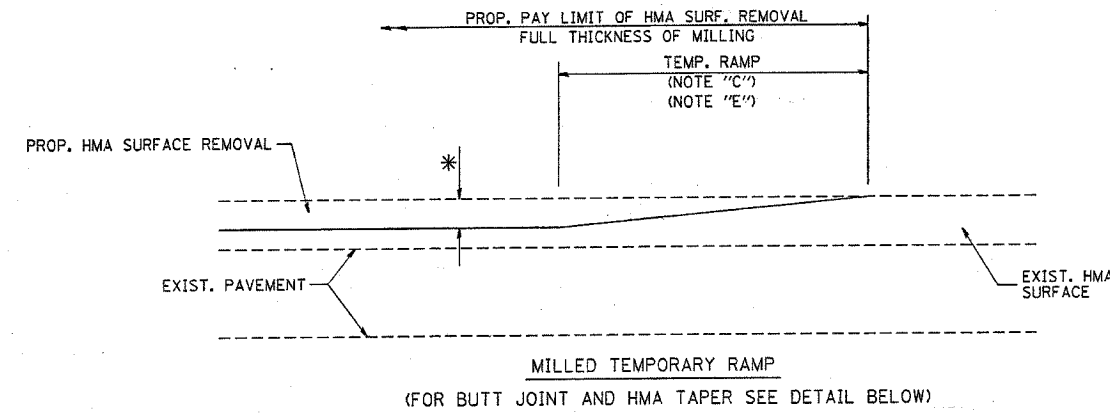
ILLINOIS DEPARTMENT OF TRANSPORTATION
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE
HORIZ.
DRAWN BY
CHECKED BY
BD600-06 (BD-24)

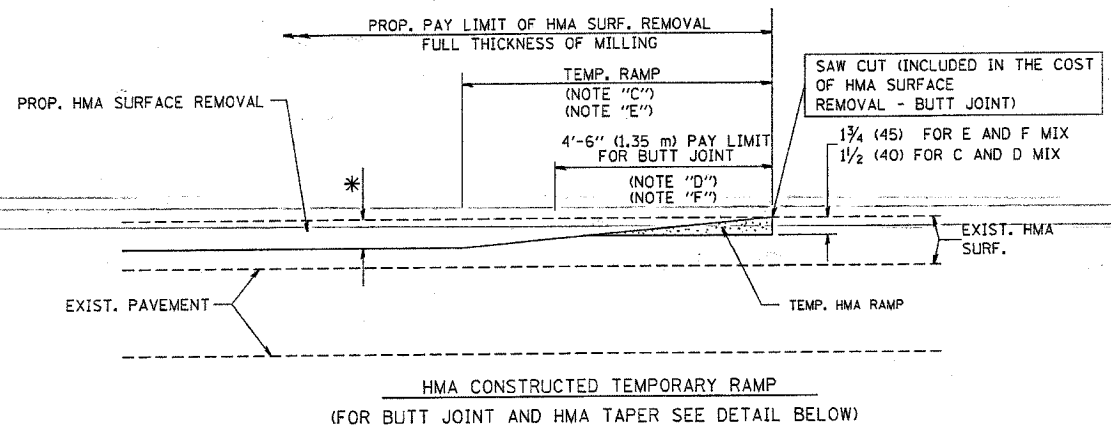
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

PLOT DATE = 3/7/2007
PLOT SCALE = 50/800 / IN.
USER NAME = bbornd

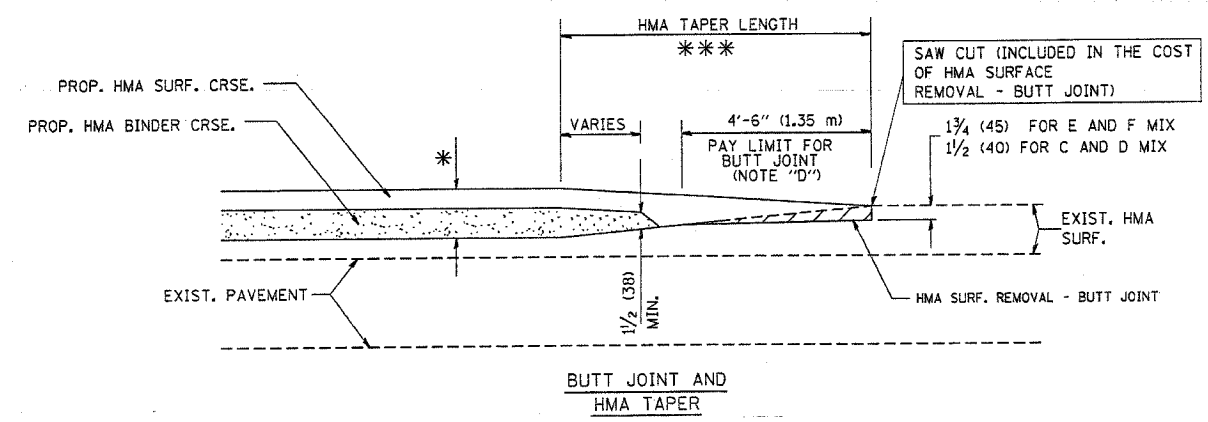
F.A. DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	17
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



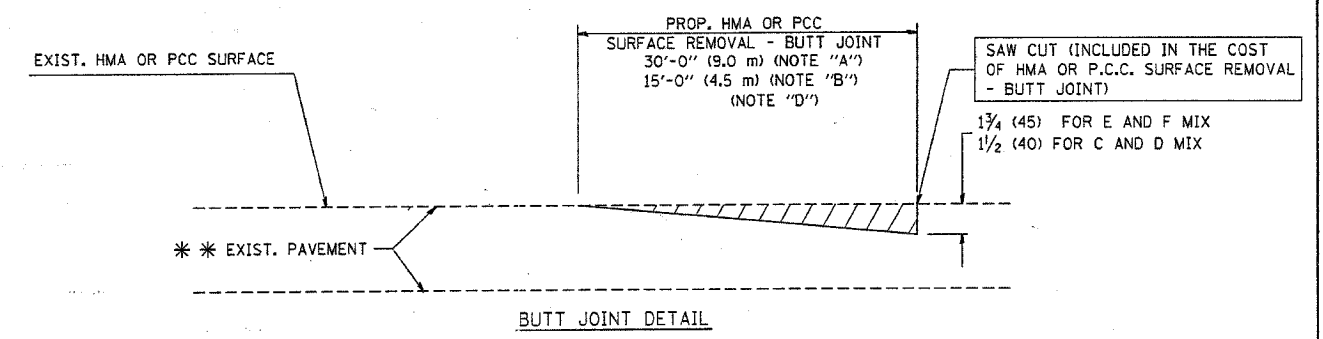
OPTION 1



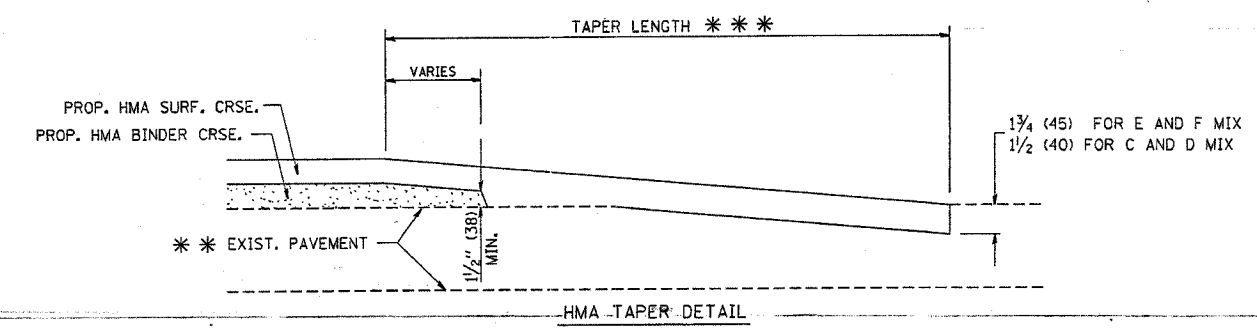
OPTION 2
TYPICAL TEMPORARY RAMP



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

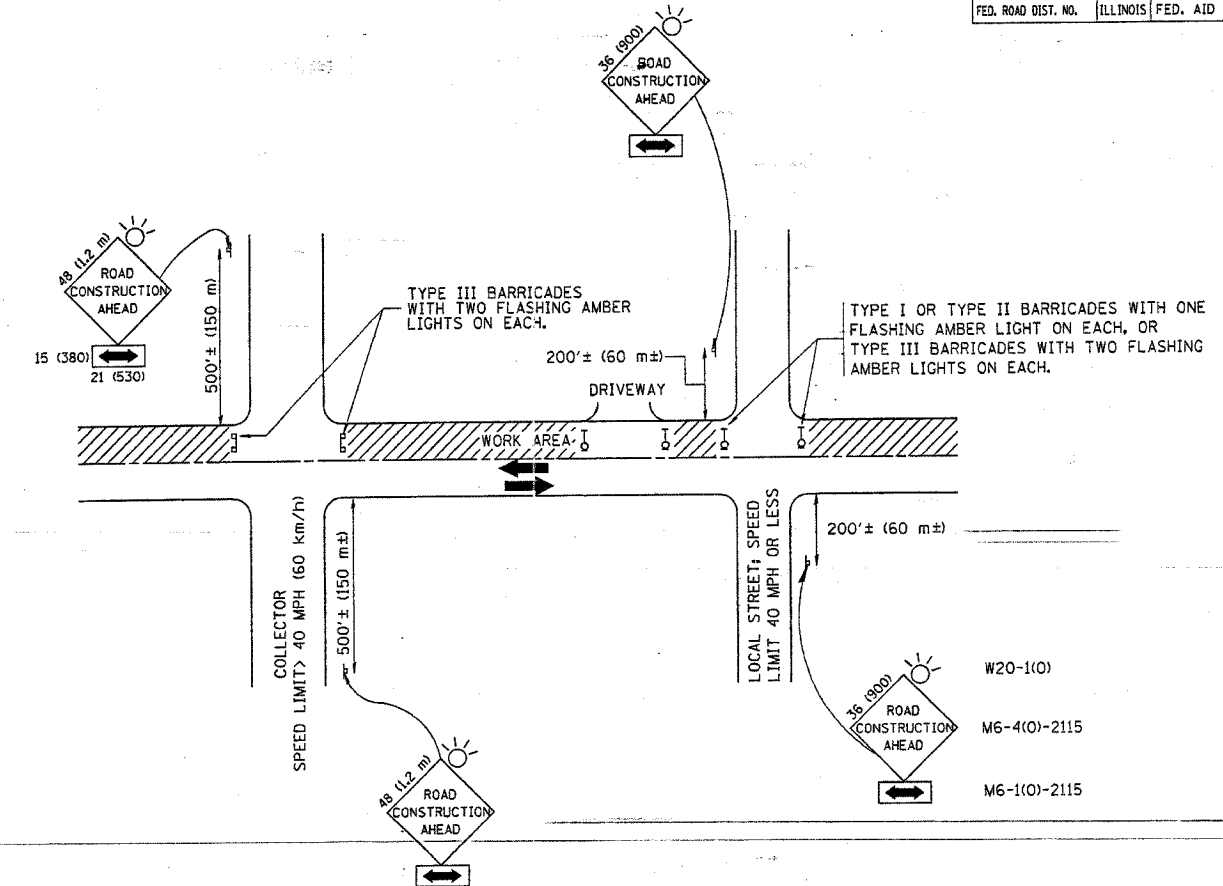
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DRAWN BY
CHECKED BY

BD400-05 (VI-BD32)

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F.A.D. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	18
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**
- 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:
 - 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.
 - 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:
 - 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.
 - 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 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.

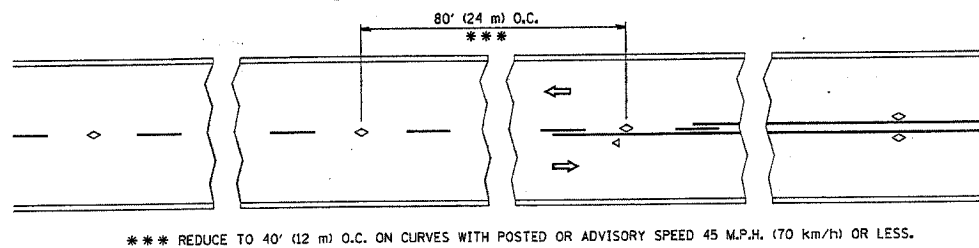
REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

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

SCALE: NONE
 DRAWN BY
 CHECKED BY
 TC-10

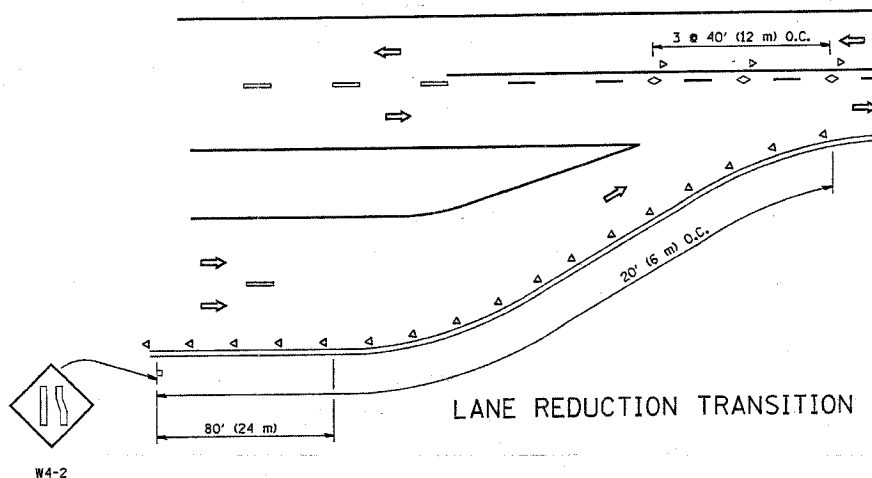
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F.A.W. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

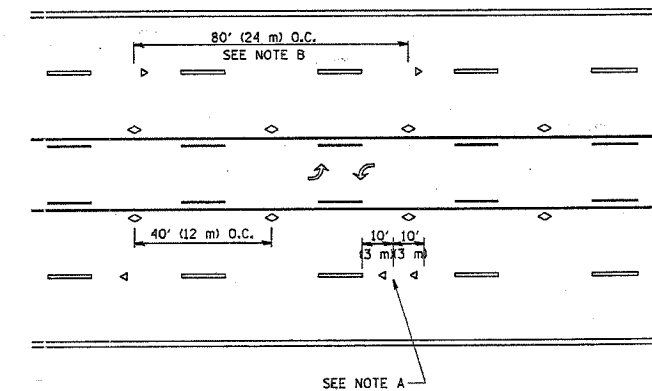


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

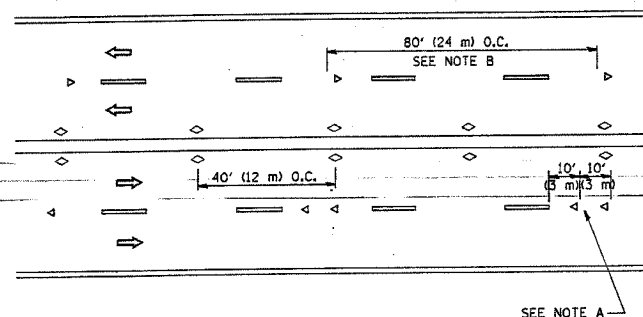
TWO-LANE/TWO-WAY



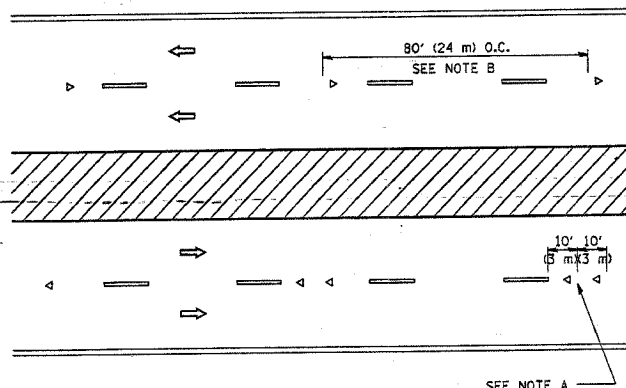
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

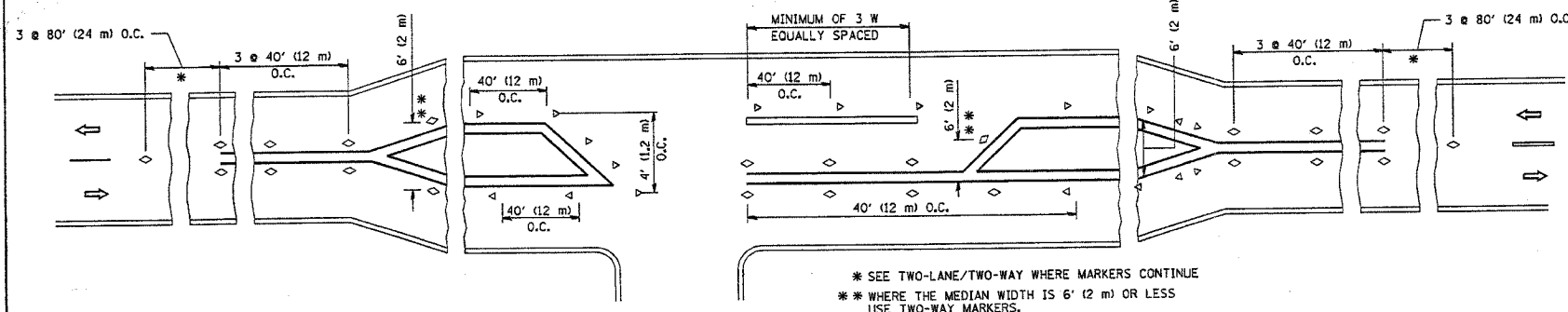
1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

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.



LEFT TURN

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

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

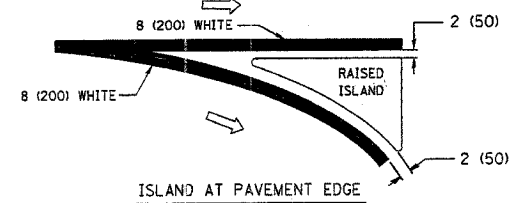
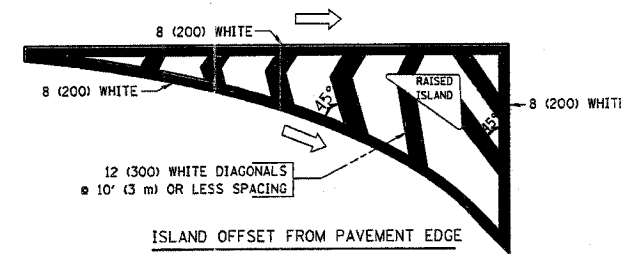
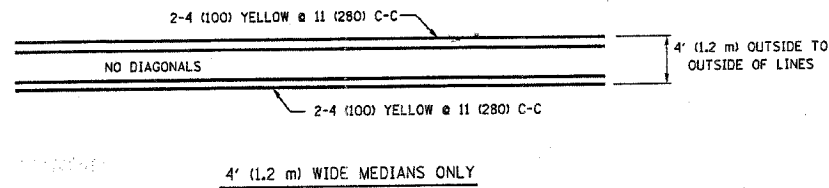
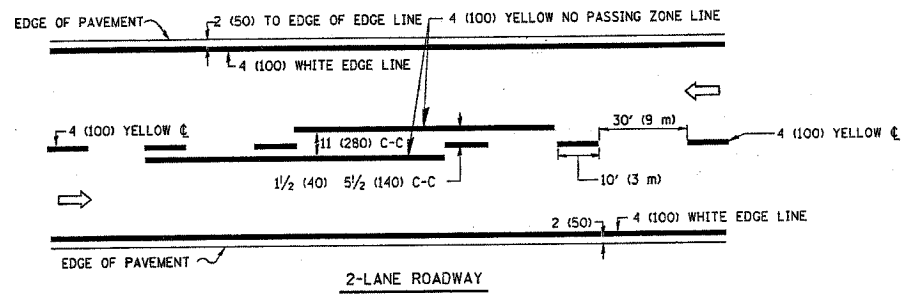
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT
 MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE

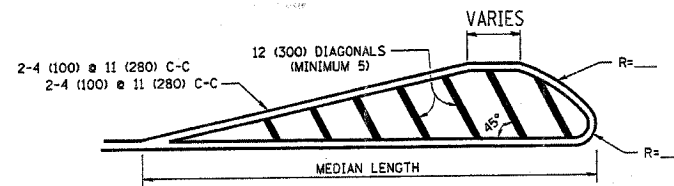
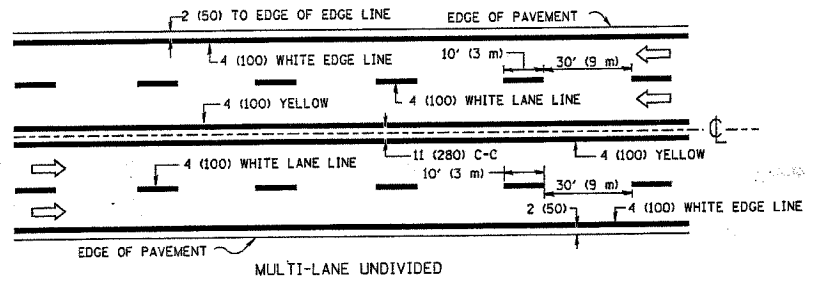
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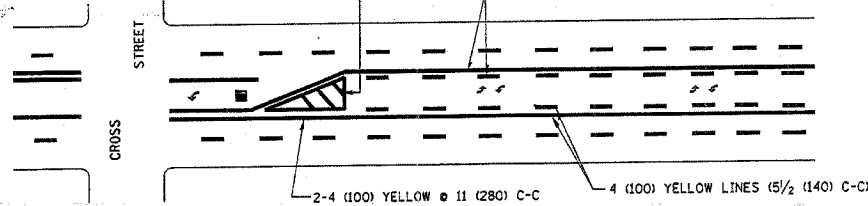
F.A. No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	20
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



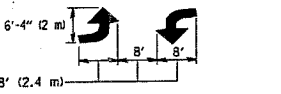
TYPICAL ISLAND MARKING



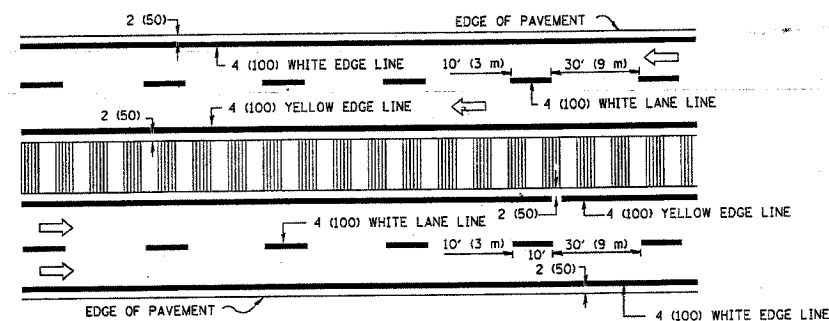
MEDIANS OVER 4' (1.2 m) WIDE



TYPICAL PAINTED MEDIAN MARKING

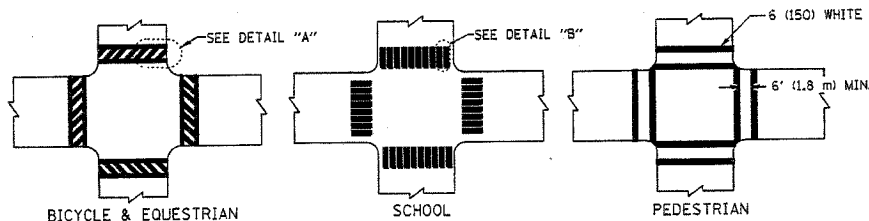


TYPICAL PAINTED MEDIAN MARKING

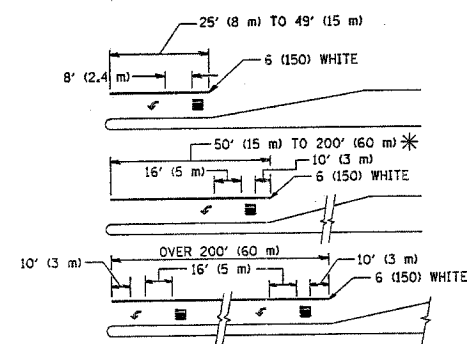


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



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 LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE 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	5/2 (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; 5/2 (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 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
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

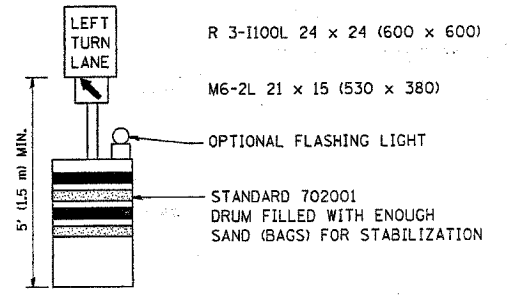
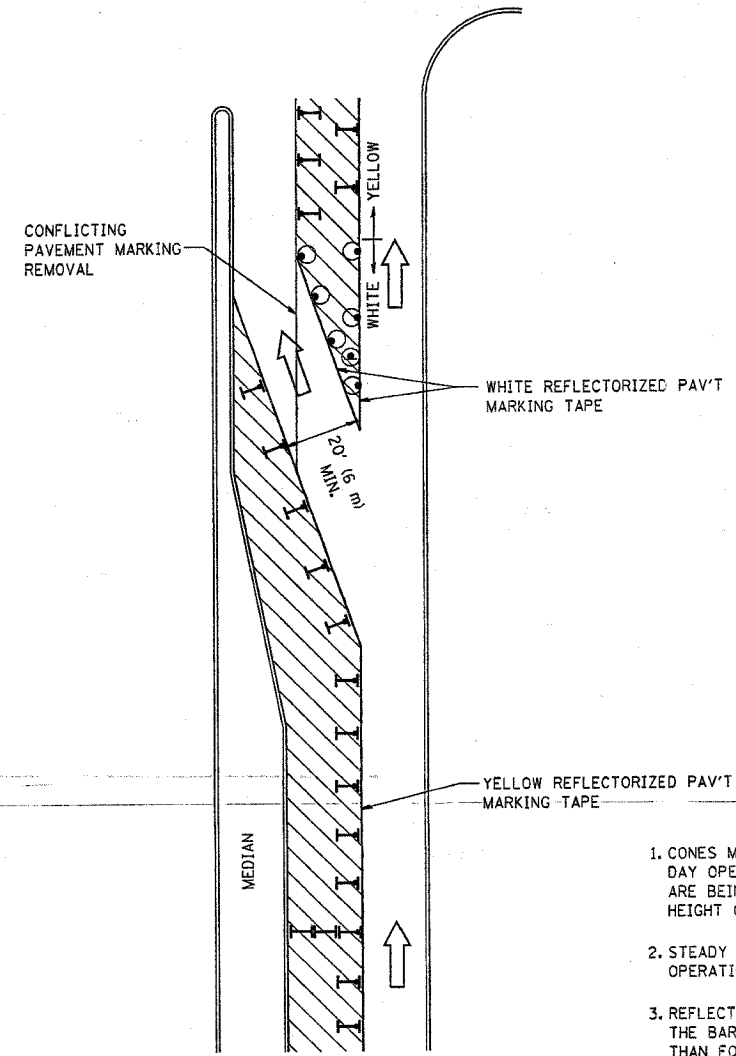
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CHECKED BY

TC-13







F.A.W. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	21
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.

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

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

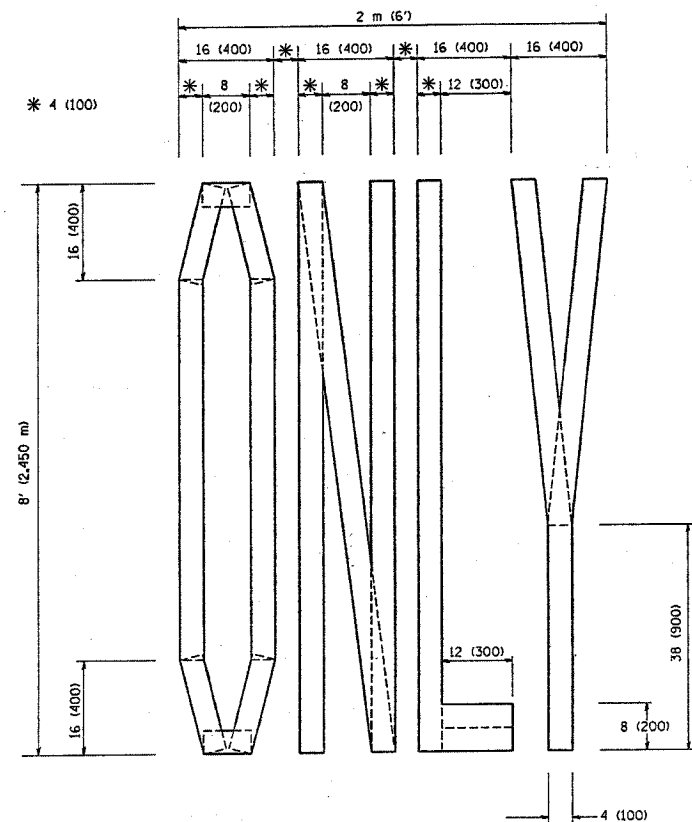
REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

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

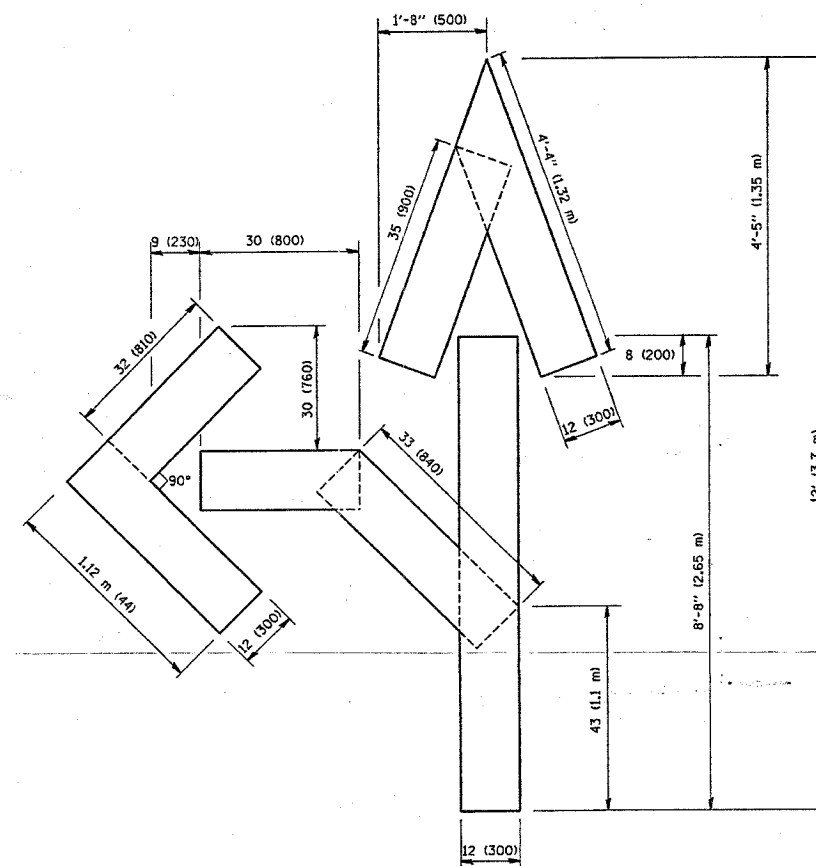
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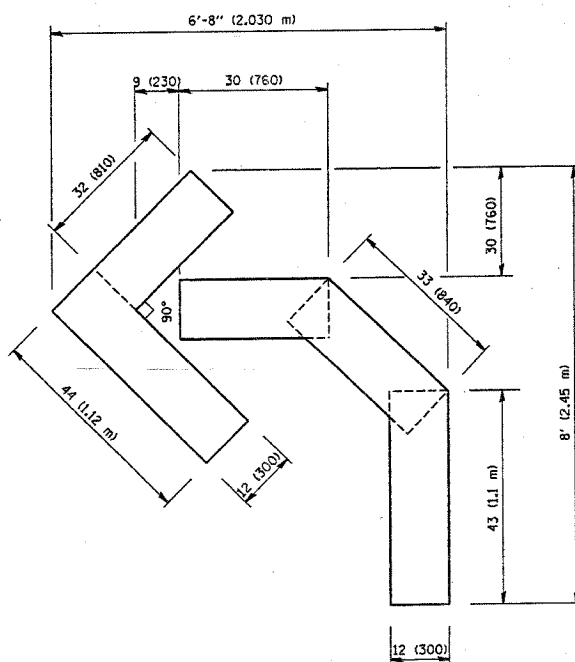
F.A.D. RT. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	22
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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.

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

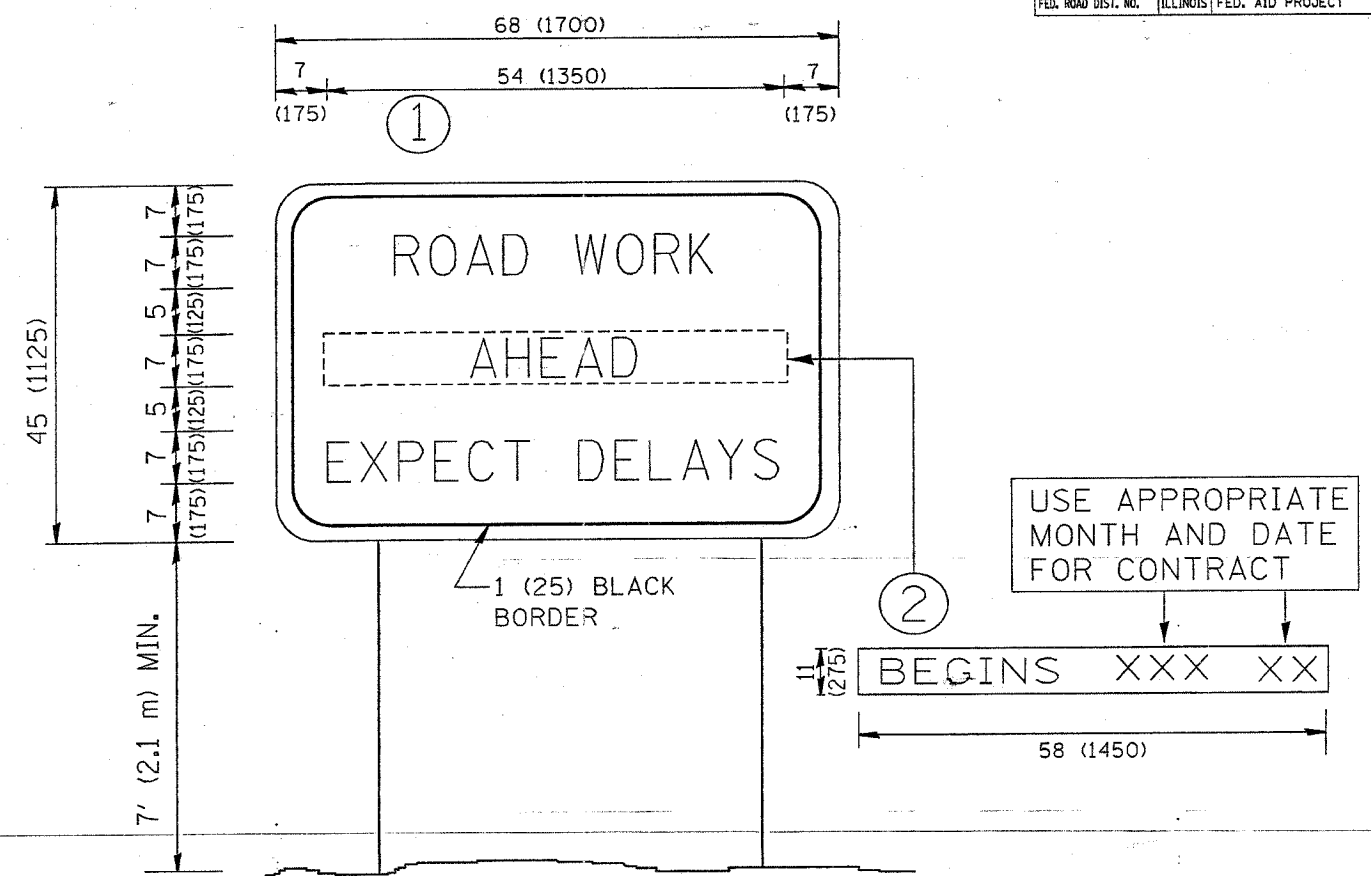
PAVEMENT MARKING
LETTERS AND SYMBOLS
FOR TRAFFIC STAGING

SCALE: NONE

DRAWN BY CADD
CHECKED BY
TC-16

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PLOT SCALE = 1/8" = 1'-0"
USER NAME = bward

F.A.R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	A-R-RS-3	KANE	24	23
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. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

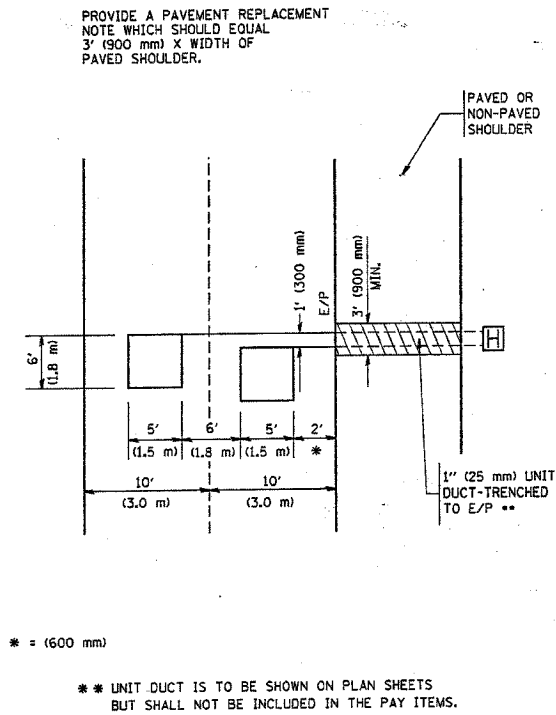
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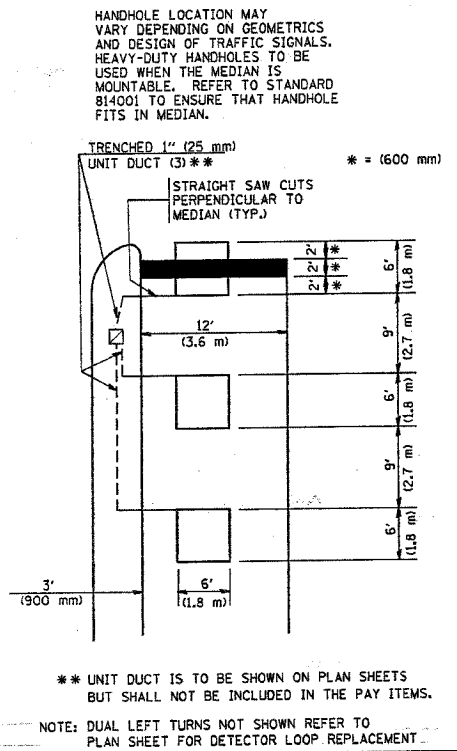
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F.A.N. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

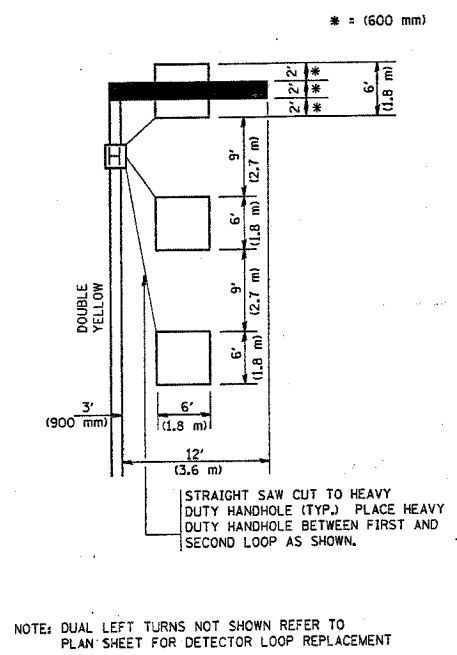
LOOPS NEXT TO SHOULDERS



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



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



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.

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 DIMENSIONS 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

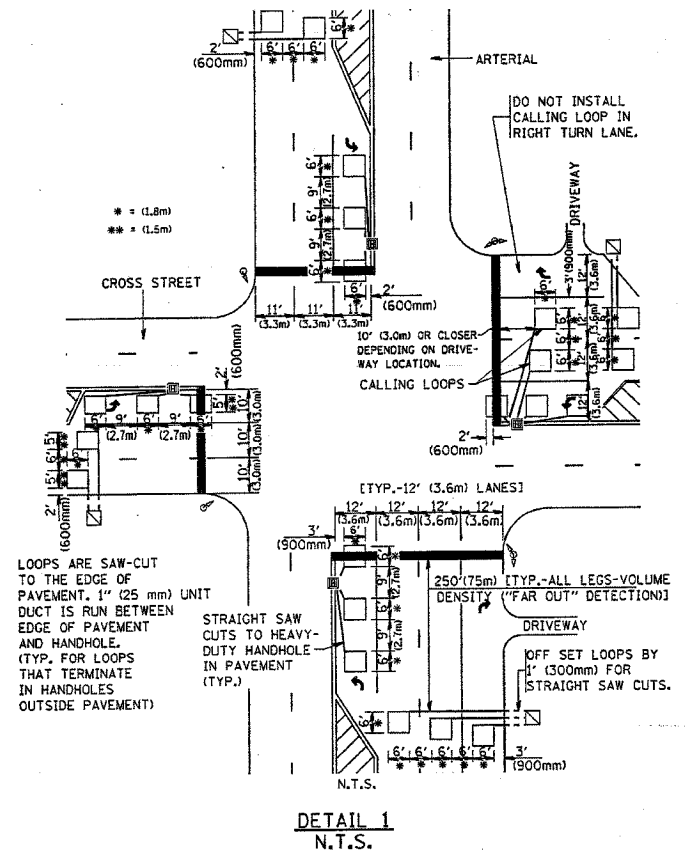
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

REVISIONS	
NAME	DATE

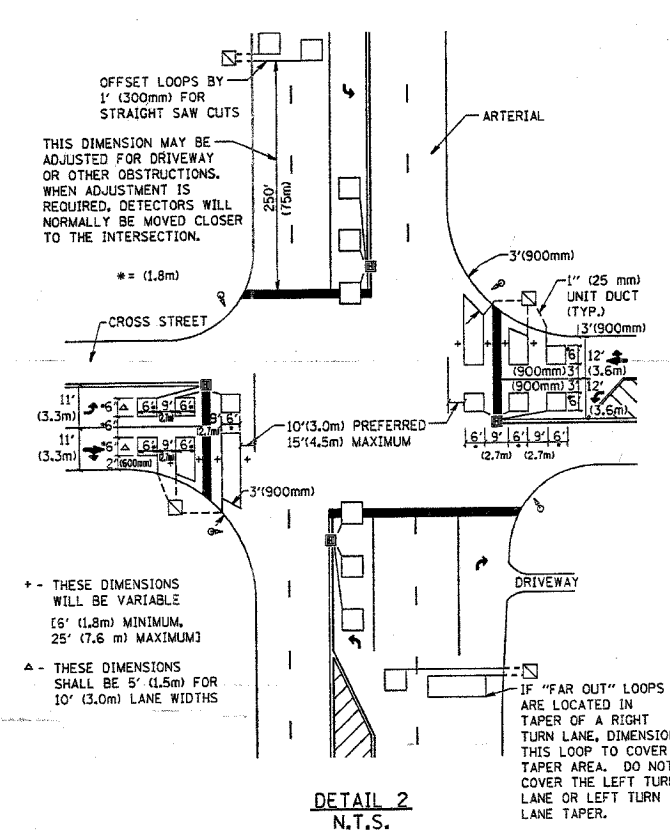
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
DETECTOR LOOP
INSTALLATION DETAILS
FOR ROADWAY RESURFACING
DESIGNED BY
DRAWN BY CAD
CHECKED BY R.K.F.
TS07

SCALE: NONE

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



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



PLOT DATE = 3/7/2007
FILE NAME = K:\as\as\1087.dgn
PLOT SCALE = 1/8" = 1'-0"
USER NAME = ts07