

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP 68 ROUTE IL 23
SECTION (5&6)RS-2

3P MILLING AND RESURFACING
LASALLE COUNTY

C-93-002-13

IL 23 NORTH OF CH5 (RICHARDS ROAD) TO SOUTH OF BRONSON ST. IN STREATOR

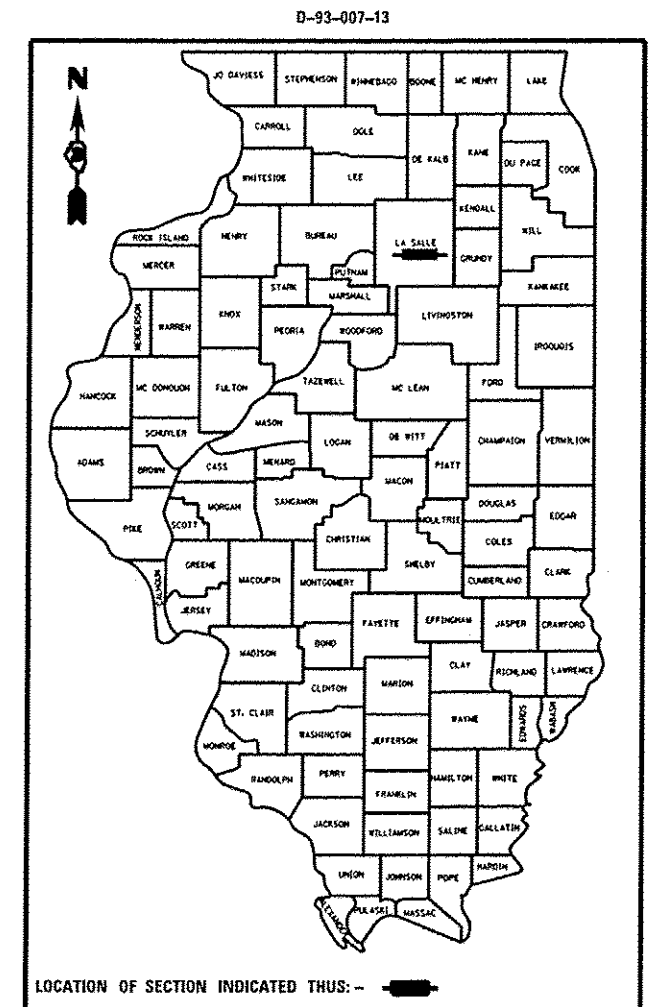
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	5&6RS-2	LASALLE	41	1
		ILLINOIS	CONTRACT NO. 66C48	

INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES, STANDARDS
- 3-5 SUMMARY OF QUANTITIES
- 6-9 TYPICAL SECTIONS
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STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 406201-01 MAILBOX TURNOUT
- 424001-07 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 424006-01 DIAGONAL CURB RAMPS FOR SIDEWALKS
- 424011-01 CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
- 424016-01 MID-BLOCK CURB RAMPS FOR SIDEWALKS
- 424021-02 DEPRESSED CORNER FOR SIDEWALKS
- 424026-01 ENTRANCE/ ALLEY PEDESTRIAN CROSSINGS
- 606001-05 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701421-06 LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS > 45 MPH TO 55 MPH
- 701602-07 URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
- 701606-09 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701701-09 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-05 SIDEWALK CORNER OR CROSSWALK CLOSURE
- 701901-03 TRAFFIC CONTROL DEVICES
- 780001-04 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 782001 PRISMATIC CURB REFLECTORS
- 886001-01 DETECTOR LOOP INSTALLATIONS
- 886006-01 TYPICAL LAYOUTS FOR DETECTION LOOPS



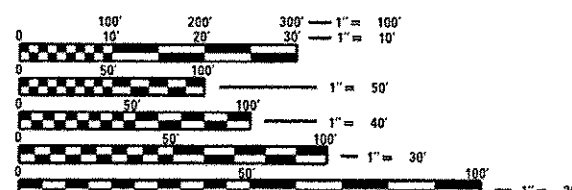
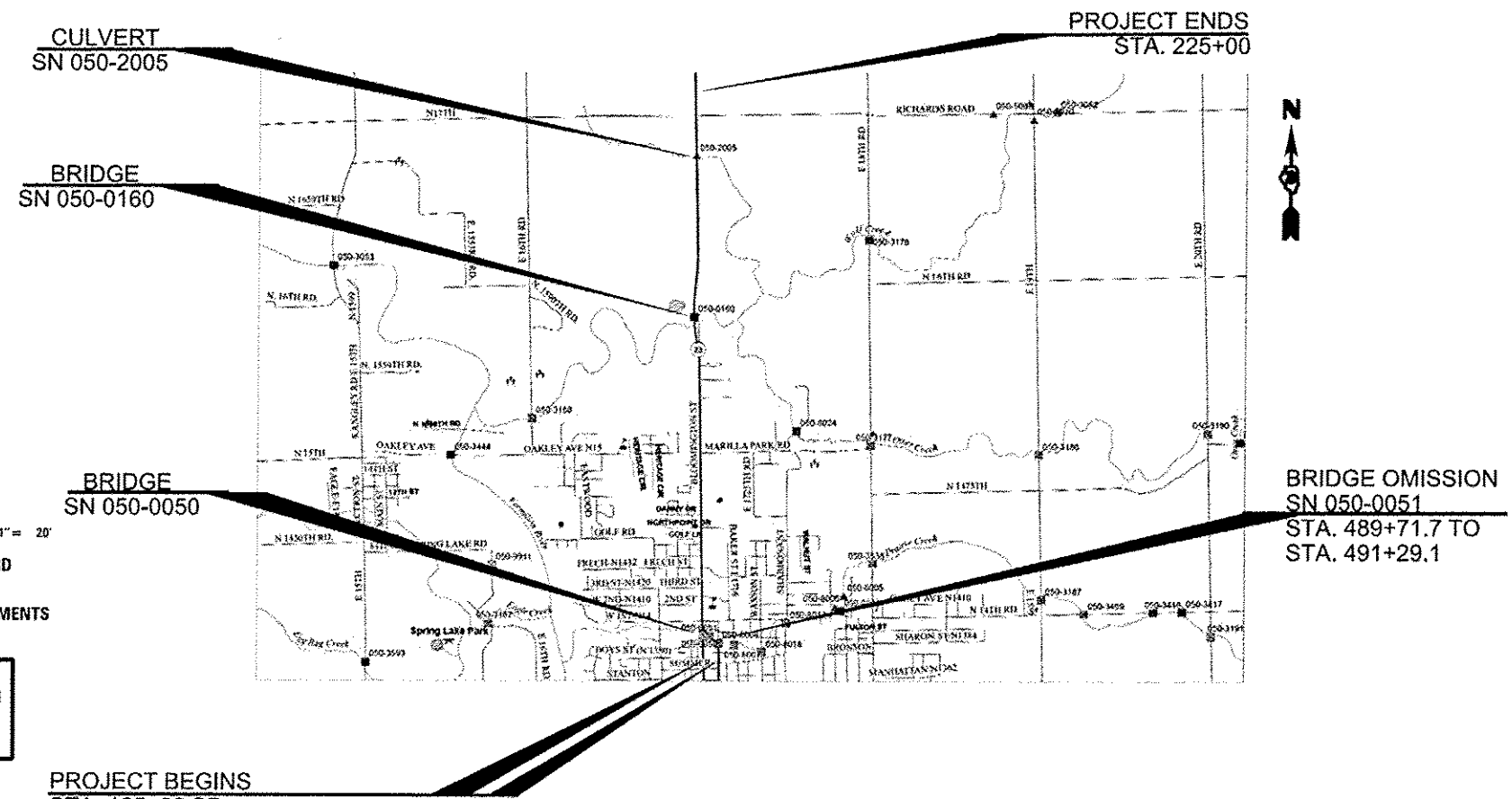
FUNCTIONAL CLASSIFICATION
OTHER PRINCIPAL ARTERIAL
2013 ADT = 20,000
PV = 96.9% SU = 1.6% MU = 1.5%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED June 6 2014
Paul Coetzee, P.E.
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 27 2014
John D. Baranowski, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

June 27 2014
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



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: JOE KANNEL, P.E.
UNIT CHIEF: SCOTT FERGUSON, P.E.
DISTRICT NO. (815)-434-6131
CONTRACT NO. 66C48

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OF THE STATE OF ILLINOIS

GENERAL NOTES

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK WILL BE INCLUDED IN THE COST OF THE HMA SURFACE.

THE BASE COURSE WIDENING SHALL BE CARRIED THROUGH ALL ENTRANCES, SIDE ROADS, AND MAILBOX TURNOUTS. EXCEPTIONS WILL BE SHOWN ON THE PLANS.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES (100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF SODDING

ALL EXCAVATED MATERIAL, WHICH INCLUDES DIGGING OR GRADING OF ANY SOIL OR FILL MATERIAL, WITH THE EXCEPTION OF AGGREGATE FILLS, MUST BE INCORPORATED WITHIN THE 100T RIGHT OF WAY DUE TO ENVIRONMENTAL DOCUMENTATION REQUIREMENTS.

DETECTABLE WARNING SURFACES SHALL EXTEND 2.0 FT MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL. AT CURB RAMPS AND BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN (EXCLUDING ANY FLARES) OR BLENDED TRANSITIONS. SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER INSTALLATION. THE CONCRETE BORDER SHALL NOT EXCEED 2 INCHES.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
AGGREGATE DITCH CHECKS	5	TONS AGGREGATE

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF DEPARTMENT-OWNED UNDERGROUND ELECTRICAL CABLE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR SHALL REQUEST THE ILLINOIS DEPARTMENT OF TRANSPORTATION IN OTTAWA (815-434-8417) TO LOCATE THE UNDERGROUND FACILITIES, PROVIDING A MINIMUM OF 72 HOURS NOTICE. THE DEPARTMENT IS NOT A MEMBER OF THE JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULIE) SYSTEM.

ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE WILL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE: NONE

NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE: NONE

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

PLACE DETECTOR LOOPS IN LEVELING BINDER OR MILLED SURFACE.

DETECTOR LOOPS SHALL HAVE FOUR TURNS AND ADVANCED WARNINGS SHALL HAVE SIX.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: Don Blonik
DISTRICT STUDIES & PLANS ENGINEER

DATE: 6-6-14

EXAMINED BY: [Signature]
DISTRICT CONSTRUCTION ENGINEER

[Signature]
DISTRICT MATERIALS ENGINEER

[Signature]
DISTRICT OPERATIONS ENGINEER

FILE NAME *	USER NAME * mcfadden	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, STANDARDS, AND SIGNATURE BLOCK	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\mcfadden\ad0306092\	366C18-ahv-cover.dgn	DRAWN -	REVISED -			68	1586RS-2	LASALLE	41	2
PLOT SCALE * 100.0000' / in.		CHECKED -	REVISED -			SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 66C48		
PLOT DATE * 6/3/2014		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

100% STATE

CONSTRUCTION TYPE CODE

CODE NO	ITEM	UNIT	TOTAL QUANTITY	RDWY 0005 URBAN
25200100	SODDING	SO YD	252	252
20101700	SUPPLEMENTAL WATERING	UNIT	13.2	13.2
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	35	35
40600537	LEVELING BINDER (HAND METHOD), IL-9.5FG, N70	TON	59	59
40600637	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70	TON	4941	4941
40600990	TEMPORARY RAMP	SO YD	796	796
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N70	TON	10055	10055
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	401	401
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SO FT	6498	6498
42400800	DETECTABLE WARNINGS	SO FT	690	690
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	18283	18283
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	123105	123105
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	963	963
44000600	SIDEWALK REMOVAL	SO FT	6659	6659
48101200	AGGREGATE SHOULDERS, TYPE B	TON	2426	2426
48203100	HOT-MIX ASPHALT SHOULDERS	TON	2048	2048
60260100	INLETS TO BE ADJUSTED	EACH	12	12

17

100% STATE

CODE NO	ITEM	UNIT	CONSTRUCTION TYPE CODE	
			TOTAL QUANTITY	RDWY 0005 URBAN
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	963	963
67100100	MOBILIZATION	LSUM	1	1
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	LSUM	1	1
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	LSUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	75	75
70300100	SHORT TERM PAVEMENT MARKING	FOOT	11853	11853
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	2772	2772
* 78000100	THERMOPLASTIC PAVEMENT MARKING- LETTERS AND SYMBOLS	SO FT	1500	1500
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	45122	45122
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	5148	5148
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	648	648
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1813	1813
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1062	1062
* 78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	9659	9659

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* Specialty Items

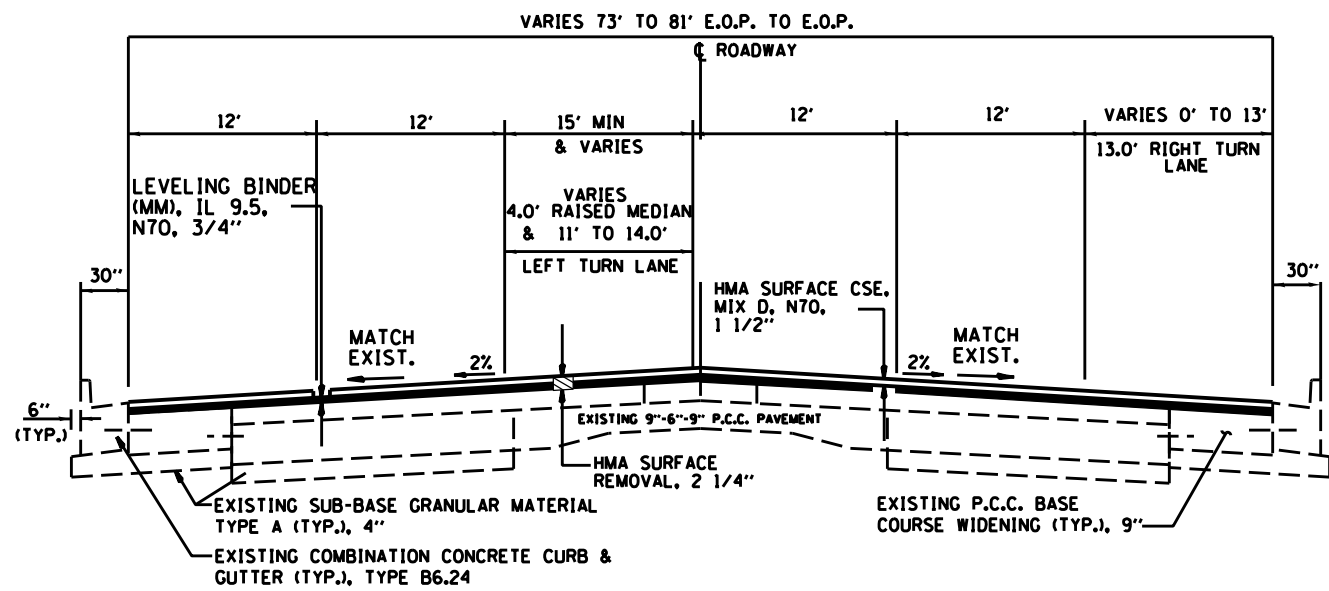
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PLOT SCALE * 1/8"=1'-0"	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 66C48				
PLOT DATE * 6/5/2014	DATE -	REVISED -										

100% STATE

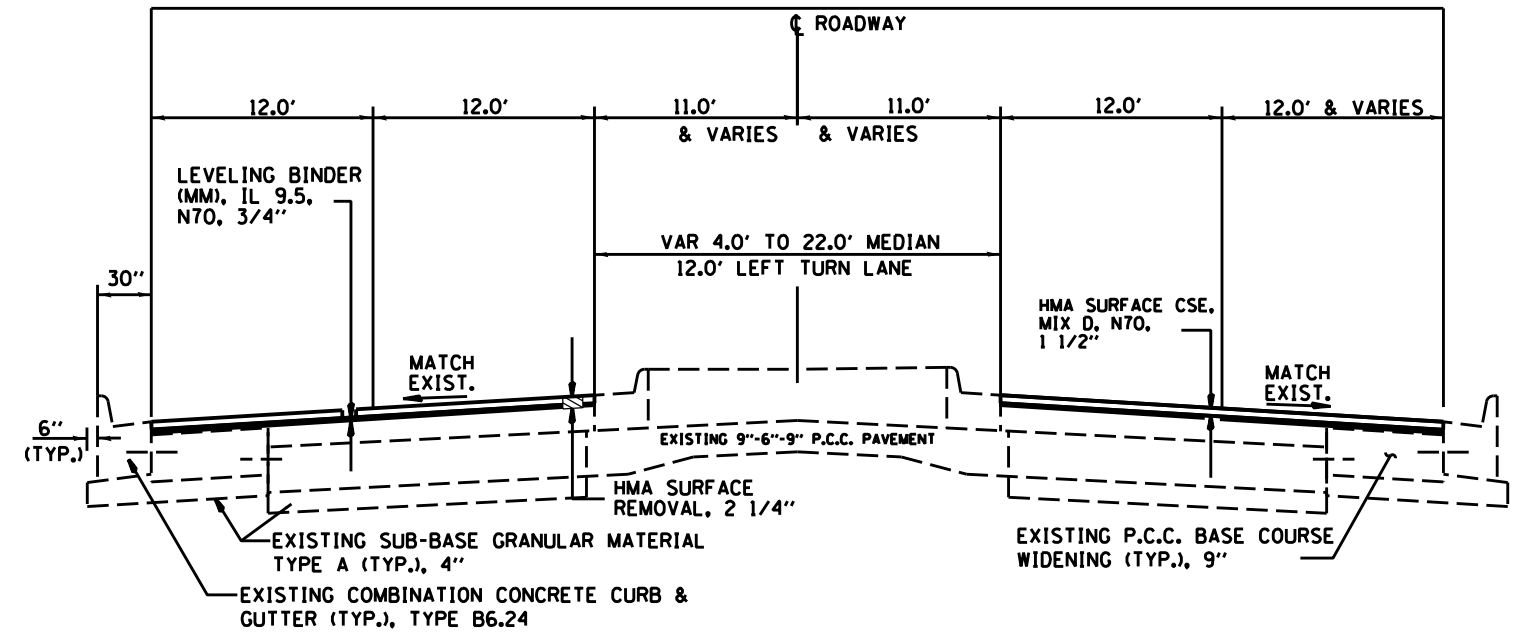
CODE NO	ITEM	UNIT	CONSTRUCTION TYPE CODE	
			TOTAL QUANTITY	RDWY 0005 URBAN
* 78003140	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 8"	FOOT	4341	4341
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	484	484
78200300	PRISMATIC CURB REFLECTOR	EACH	738	738
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	484	484
* 81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	450	450
* 87900200	DRILL EXISTING HANDHOLE	EACH	20	20
* 88600100	DETECTOR LOOP, TYPE I	FOOT	25620	25620
X4060110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	83095	83095
X5619210	WATER VALVES TO BE ADJUSTED, SPECIAL	EACH	16	16
X6030310	FRAMES AND LIDS TO BE ADJUSTED, SPECIAL	EACH	29	29
* X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	9659	9659
* X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	4341	4341
* X8860100	LOOP DETECTOR TESTING	EACH	3	3
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	42	42
Z0034105	MATERIAL TRANSFER DEVICE	TON	17044	17044
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	1	1

*Specialty Items

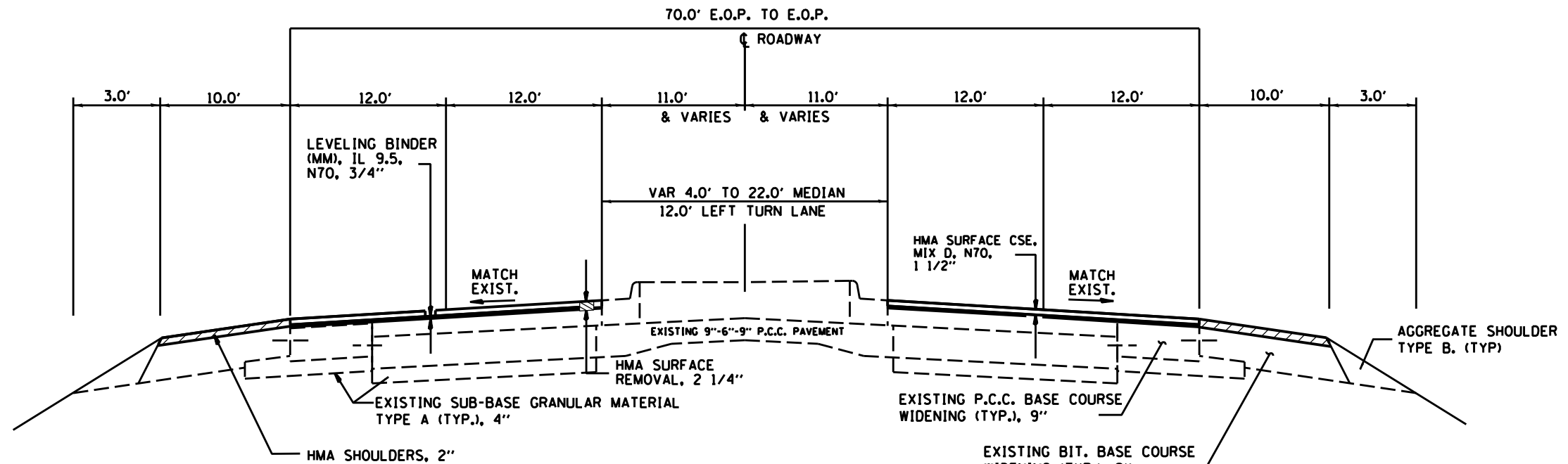
FILE NAME *	USER NAME * mcfaddenka	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLT SCALE * 1/8"=1'-0"		CHECKED -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 66C48		
PLDT DATE * 6/5/2014		DATE -	REVISED -		(ILLINOIS) FED. AID PROJECT								



**PROPOSED TYPICAL SECTION
BLOOMINGTON STREET
STA. 108 + 45 TO STA. 99 + 16.91 BK
STA. 100 + 00 AH TO STA. 111 + 90.5
STA. EQ: STA. 99 + 16.91 BK TO STA. 100 + 00 AH**

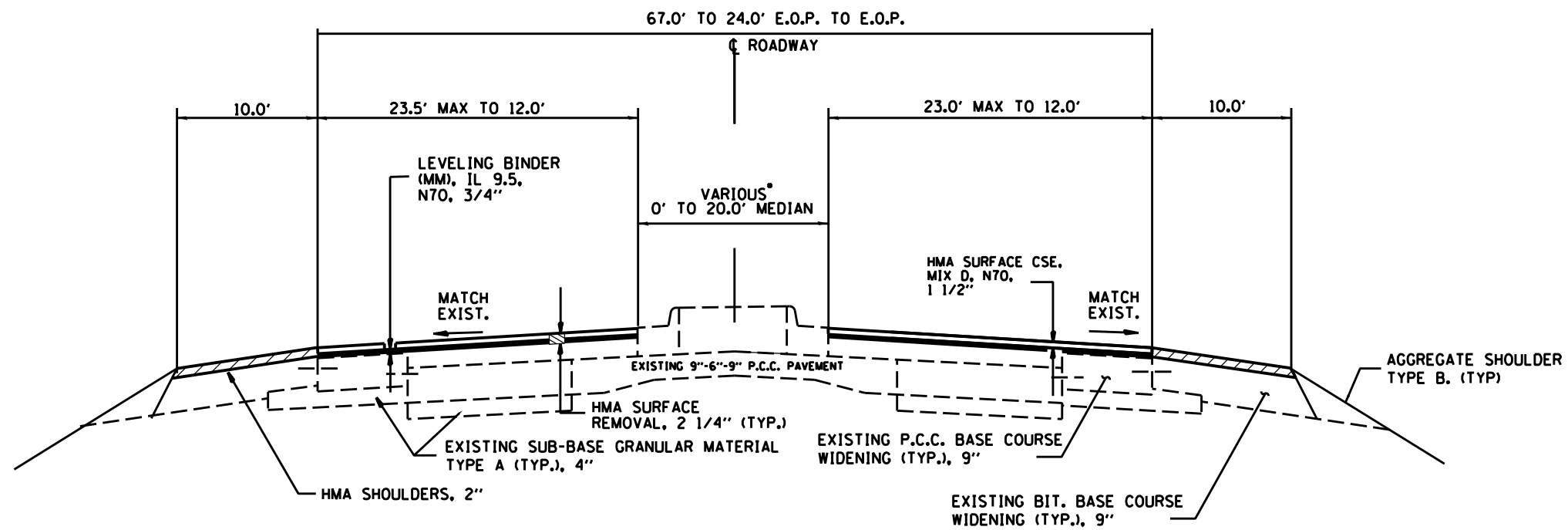


**PROPOSED TYPICAL SECTION
BLOOMINGTON STREET
STA. 111 + 90.5 TO STA. 140 + 69**



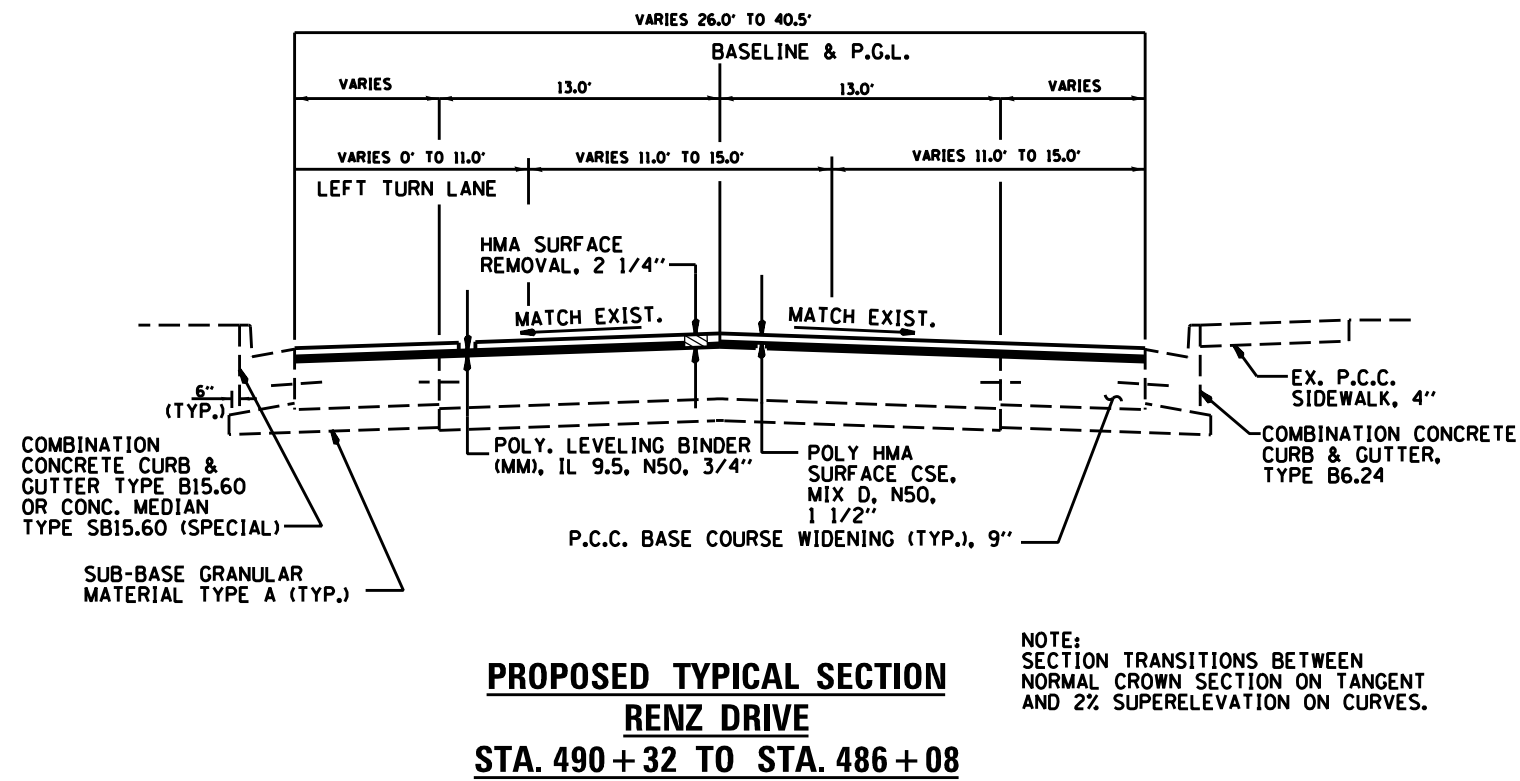
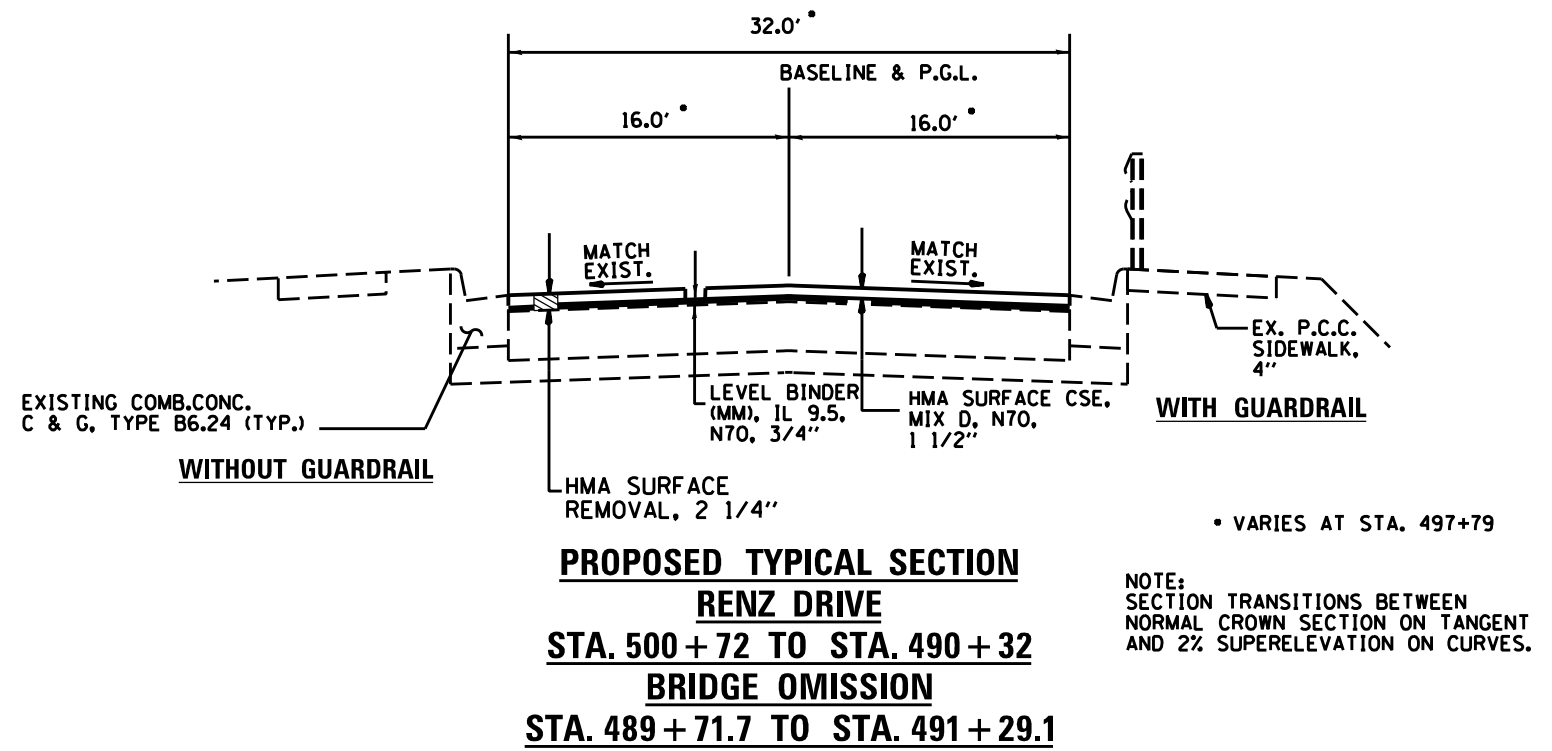
**PROPOSED TYPICAL SECTION
BLOOMINGTON STREET
STA. 140 + 69 TO STA. 214 + 92**

FILE NAME =	USER NAME = mcfaddenka	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 100.0000' / 1\"/>												



**PROPOSED TYPICAL SECTION
BLOOMINGTON STREET
STA. 214 + 92 TO STA. 225 + 00**
• MEDIAN ENDS AT STA. 218+61.2

MIXTURES TABLE				
	HMA LEVEL BINDER	HMA SURFACE	HMA SHOULDERS	INCIDENTAL HMA
PG GRADE	SBS PG70-22	SBS PG70-22	PG64-22	PG64-22
DESIGN AIR VOIDS	4.0% @ N70	4.0% @ N70	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 9.5 FG	IL 9.5	IL 9.5	IL 9.5
FRICTION AGGREGATE		MIXTURE D	MIXTURE C	MIXTURE C
DENSITY TEST METHOD	CORRELATION	CORRELATION	SATISFACTION OF ENGINEER	SATISFACTION OF ENGINEER



FILE NAME =	USER NAME = mcfaddenka	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.P. RTE. 68	SECTION (5 & 6) RS-2	COUNTY LASALLE	TOTAL SHEETS 41	SHEET NO. 9
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PLOT DATE = 6/5/2014		CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
		DATE -	REVISED -							
ILLINOIS FED. AID PROJECT CONTRACT NO. 66C48										

MAINLINE SCHEDULE														
LOCATION IL 23	LENGTH	WIDTH	SHOULDER WIDTH	WIDTH AVG.	AREA PVMT	MIX FOR CRACKS, JOINTS, & FLANGEWAYS	HMA SHOULDERS	HMA SURF. CSE. MIX "D" N70	LEVEL BINDER CSE. IL-9.5 FG. N70 (MM)	BIT. PRIME COAT	LEVEL BINDER CSE. IL-9.5 FG N70 (HM)	BIT. SURFACE REMOVAL. 2"	BIT. SURF. REMOVAL 2 1/4"	AGG SHOULDER TYPE B.
	FT	FT	FT	FT	SO YD	TONS	TONS	TONS	TONS	POUND	TONS	SO YD	SO YD	TON
(SB LANE)														
BRONSON ST. NORTH TO FIRST ST.														
165+86 to 164+6.7	179	35		35	693	0.2		58	29	468	0.3		693	
164+6.7 to 163+00	107	34.8-26		30	360	0.1		30	15	243	0.2		360	
163+00 to 155+52	748	26		26	2161	0.6		182	91	1459	1		2161	
155+52 to 152+25	327	25		25	908	0.3		76	38	613	0.5		908	
FIRST ST. TO 0.35 MI. NORTH OF RICHARDS RD.														
152+25 AH to 148+00	425	68-61		65	3046	0.9		256	128	2056	2		3046	
148+00 to 108+45.3	3955	61		61	26804	8.0		2252	1126	18093	13		26804	
108+45.3 to 106+48.6	197	76-61		69	1502	0.5		126	63	1014	1		1502	
106+48.6 to 103+78.33	270	76-65		71	2117	0.6		178	89	1429	1		2117	
103+78.33 to 99+16.91 BK	461	76-65		71	3615	1.1		304	152	2440	2		3615	
100+00 AH to 107+18	718	76.5-48		60	4747	1.4		399	199	3204	2		4747	
107+18 to 111+07	389	60-48		66	2853	0.9		240	120	1926	1		2853	
111+07 to 127+35	1628	78-48		59	10582	3.2		889	444	7143	5		10582	
127+35 to 146+68	1933	72-48	0-10	50	10739	3.2	98	902	451	7249	5	879	10739	135
146+68 to 163+84.5	1717	70-48	10	49	9403	2.8	427	790	395	6347	5	3814	9403	586
163+84.5 to 196+84	3300	70-48	10	49	17964	5.4	821	1509	754	12126	9	7332	17964	1127
196+84 to 206+70	986	70-48	10	57	6212	1.9	245	522	261	4193	3	2191	6212	337
206+70 to 213+72.6	703	69-47	10	57	4411	1.3	175	371	185	2977	2	1561	4411	240
213+72.6 to 225+00	1127	60-24	10	40	5011	1.5	281	421	210	3382	3	2505	5011	
(NB LANE)														
RENZ DR./ PARK RD. FROM IL 23 SPLIT AT FIRST ST. SOUTH TO BRONSON ST.														
485+60.4 BK to 489+71.7	411	26		26	1188	0.36		100	50	802	0.6		1188	
489+71.7 to 491+29.1	157							Bridge Omission						
490+69.7 to 497+51.2	682	32-26		29	2196	0.66		184	92	1482	1		2196	
497+51.2 to 500+72	321	32		32	1141	0.34		96	48	770	0.6		1141	
TOTAL						35	2048	9883	4941	79414	59	18283	117651	2426

STATION EQUATIONS
 STA. 485+60.4 BK = 152+25 AH
 STA. 99+16.91 BK = 100+00 AH

SIDE STREETS									
LOCATION	DESCRIPTION	TYPE	SIDE	AREA	BIT SURFACE REMOVAL 2-1/4"	HMA SURF. CSE. MIX "D" N70	INCIDENTAL HMA SURF	BIT MAT PRIME COAT	TEMP RAMP
				SO FT	SO YD	TON	TON	POUND	SO YD
(SB LANE)									
BRONSON ST. NORTH TO FIRST ST.									
165+49.35	BRONSON ST.	PCC	LT				NO WORK		
163+90.5	ALLEY	HMA	LT	173	19		2.0	13	
163+67.6	BOYS ST.	HMA	RT				NO WORK		
162+31.5	GROVE ST.	HMA	LT	671	75		7.8	50	21
159+28.9	BLUFF ST.	HMA	LT	652	72		7.6	49	25
159+23	BLUFF ST.	HMA	RT	944	105		11.0	71	20
152+25	FIRST ST.	HMA	RT	1286	143		15.0	96	34
152+25	FIRST ST.	HMA	LT	4047	450		47.2	304	33
146+96.5	SECOND ST.	HMA	RT	961	107		11.2	72	23
141+65	THIRD ST.	HMA	RT	951	106		11.1	71	23
135+34	FRECH ST.	HMA	RT	2808	312		32.8	211	23
135+32.6	FOURTH ST	HMA	LT	2152	239	25.1		161	37
131+67	CHICAGO ST.	HMA	RT	958	106		11.2	72	26
128+05	GOULDING ST.	HMA	RT	952	106		11.1	71	26
122+87.46	NORTH POINT ST	HMA	RT	2183	243	25.5		164	34
122+85	NORTH POINT ST	HMA	LT	2097	233	24.5		157	41
119+68	DANNY DR.	HMA	RT	1149	128		13.4	86	30
109+87	EL CAMINO CT.	HMA	RT	832	92		9.7	62	20
104+24.5		CE/HMA/LT	LT	2205	245		25.7	165	37
100+00	OAKLEY AVE.	HMA	RT	2294	255	26.8		172	35
100+00	MARILLA PARK RD.	HMA	LT	2949	328	34.4		221	46
111+07	COMMERCIAL DR	CE/HMA/RT	LT	393	44		4.6	29	27
111+07	WALMART ENTRANCE	CE/HMA/LT	RT	3070	341	35.8		230	54
206+69.7	N 17TH RD	HMA	RT	5802	645		67.7	435	60
206+69.7	RICHARDS RD	HMA	LT	5865	652		68.4	440	60
(NB LANE)									
RENZ DR./ PARK RD. FROM IL 23 SPLIT AT FIRST ST. SOUTH TO BRONSON ST.									
528+28.6	BRONSON ST.	PCC	LT				NO WORK		
528+31.7	BRONSON ST.	PCC	RT				NO WORK		
497+14.8	GROVE ST.	HMA	LT	693	77		8.1	52	16
497+14.8	GROVE ST.	HMA	RT	1350	150		15.8	101	16
493+91.7	BLUFF ST.	HMA	LT	1314	146		15.3	99	20
494+01.5	BLUFF ST.	HMA	RT	333	37		3.9	25	11
TOTAL					5454	172	401	3681	796

PAVEMENT MARKING SCHEDULE																			
LOCATION	LENGTH FT	THERMOPLASTIC PAVEMENT MARKING								LETTERS & SYMBOLS SO FT	PREFORMED		SHORT TERM PAVEMENT MARKING			WORK ZONE PMK REMOVAL SO FT	GROOVING FOR RECESSED PAVEMENT MARKING		
		4"		6"		8"	12"		24"		6"	8"	WHITE	YELLOW	LETTERS & SYMBOLS		7"	9"	
		WHITE	YELLOW	WHITE	YELLOW	WHITE	WHITE	YELLOW	WHITE		WHITE	WHITE	FT	FT	FT		FT	FT	
IL 23 BRONSON STREET NORTH TO FIRST STREET																			
165+86 to 164+6.7	179	180						60			45		84			28	45		
164+6.7 to 163+00	107	175		117							27		80			27	27		
163+00 to 155+52	748			267			54	40			187		211			70	187		
155+52 to 152+25	327		157	141				26			82		99	16		38	82		
FIRST STREET TO 0.35 MI. NORTH OF RICHARDS RD.																			
152+25 AH to 148+00	425		956	228	102			25	26	38	31	213	157	143	96	96	80	213	157
148+00 to 108+45.3	3955		7129	1724	1111			429	119	455	860	1977	838	1312	713	1733	675	1977	838
108+45.3 to 106+48.6	197		516		65				45			99	59	39	52		30	99	59
106+48.6 to 103+78.33	270		484	469				125	15	84	62	135	292	190	48	192	79	135	292
103+78.33 to 99+16.91 BK	461		835	472		78		30		114	125	231	593	215	84	384	100	231	593
100+00 AH to 107+18	718		1015	200						71	31	359	246	198	102	96	100	359	246
107+18 to 111+07	389		607						48	59	94	195	572	90	61	288	50	195	572
111+07 to 127+35	1628		2952							71		814	452	340			113	814	452
127+35 to 146+68	1933		3219					168				967		773			258	967	
146+68 to 163+84.5	1717		2852									858		687			229	858	
163+84.5 to 196+84	3300	6599	6364									1650		1320			440	1650	
196+84 to 206+70	986	1972	1815			281	168		28	78	493	514	394			240	131	493	514
206+70 to 213+72.6	703	1405	1313			289	177		29	88	430	382	281			186	94	430	382
213+72.6 to 225+00	1127	2255	2110					194			83	176		451		83	150	176	
RENZ DR./ PARK RD. FROM IL 23 SPLIT AT FIRST ST. SOUTH TO BRONSON ST.																			
485+60.4 BK to 489+71.7	411		214								47	144	238	82	21	144	35	144	238
489+71.7 to 491+29.1	157											79		31				79	
490+69.7 to 497+51.2	682			252				132		49		341		136			45	341	
497+51.2 to 500+72	321											160		64				160	
SUB-TOTALS		12586	32536	3870	1278			1313	501	1062	1500	9659	4341	7221	1191	3441	2772	9659	4341
TOTAL		45122		5148	648			1813		1062	1500	9659	4341		11853		2772	9659	4341

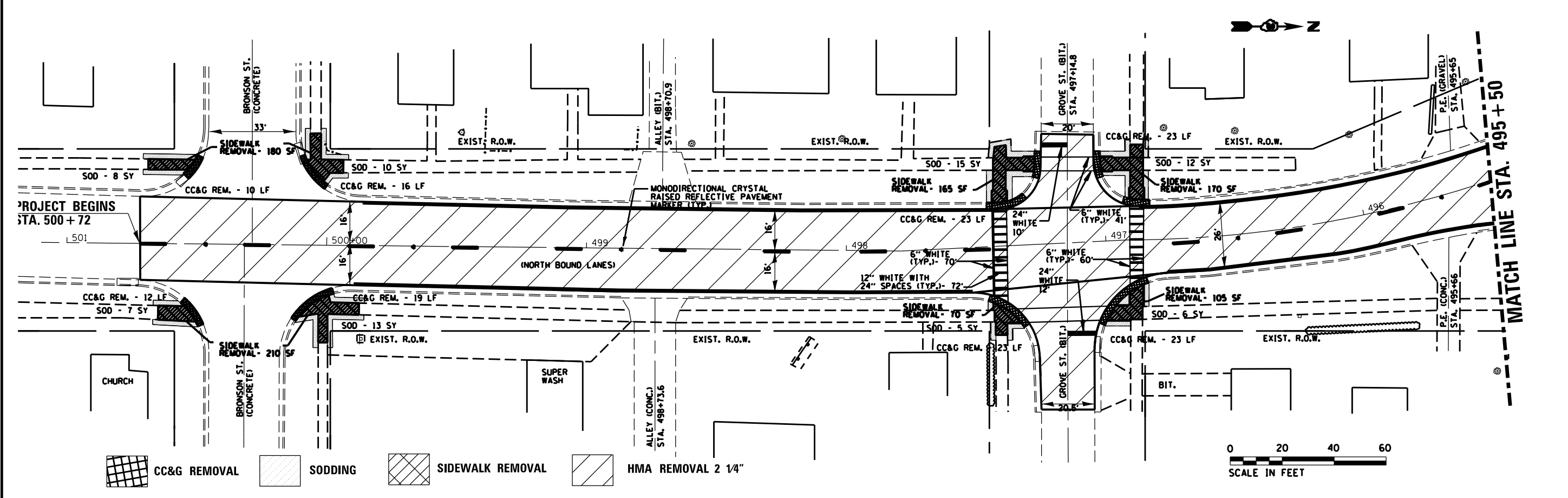
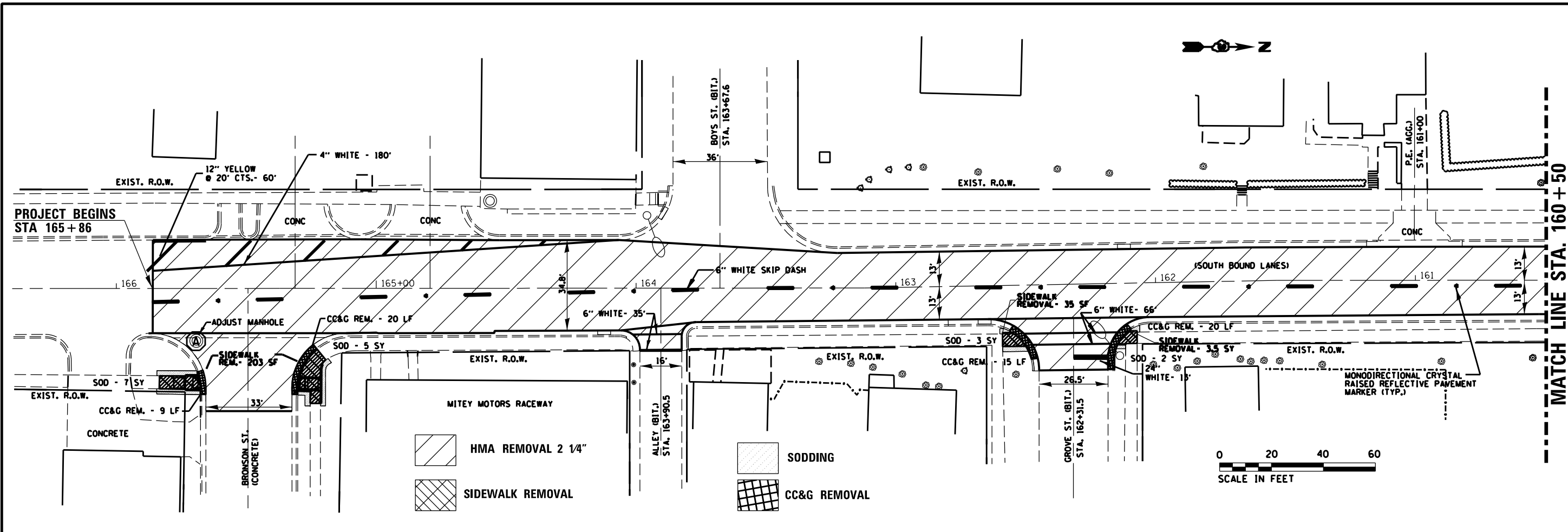
STATION EQUATIONS
 STA. 485+60.4 BK = 152+25 AH
 STA. 99+16.91 BK = 100+00 AH

RAISED REFLECTIVE PAVEMENT MARKERS					
LOCATION	LENGTH FT	ONE WAY		REFLECTOR REMOVAL EACH	PRISMATIC CURB REFLECTORS AMBER EACH
		CRYSTAL	AMBER		
		EACH	EACH		
BRONSON ST. NORTH TO FIRST ST.					
165+86 to 164+6.7	179	2		2	
164+6.7 to 163+00	107	1		1	
163+00 to 155+52	748	9		9	
155+52 AH to 152+25	327	4		4	
FIRST ST. TO 0.35 MI. NORTH OF RICHARDS RD.					
152+25 AH to 148+00	425	5	12	17	
148+00 to 108+45.3	3955	49	196	245	
108+45.3 to 106+48.6	197	2	8	10	
106+48.6 to 103+78.33	270	7		7	
103+78.33 to 99+16.91 BK	461	11		11	41
100+00 AH to 107+18	718	9		9	49
107+18 to 111+07	389	5		5	17
111+07 to 127+35	1628	20		20	110
127+35 to 146+68	1933	24		24	107
146+68 to 163+84.5	1717	21		21	95
163+84.5 to 196+84	3300	41		41	178
196+84 to 206+70	986	12		12	66
206+70 to 213+72.6	703	9		9	50
213+72.6 to 225+00	1127	14		14	25
RENZ DR./ PARK RD. FROM IL 23 SPLIT AT FIRST ST. SOUTH TO BRONSON ST.					
485+60.4 BK to 489+71.7	411	5		5	
489+71.7 to 491+29.1	157	2		2	
490+69.7 to 497+51.2	682	9		9	
497+51.2 to 500+72	321	4		4	
SUB TOTAL		268	216	484	738
TOTAL			484	484	738

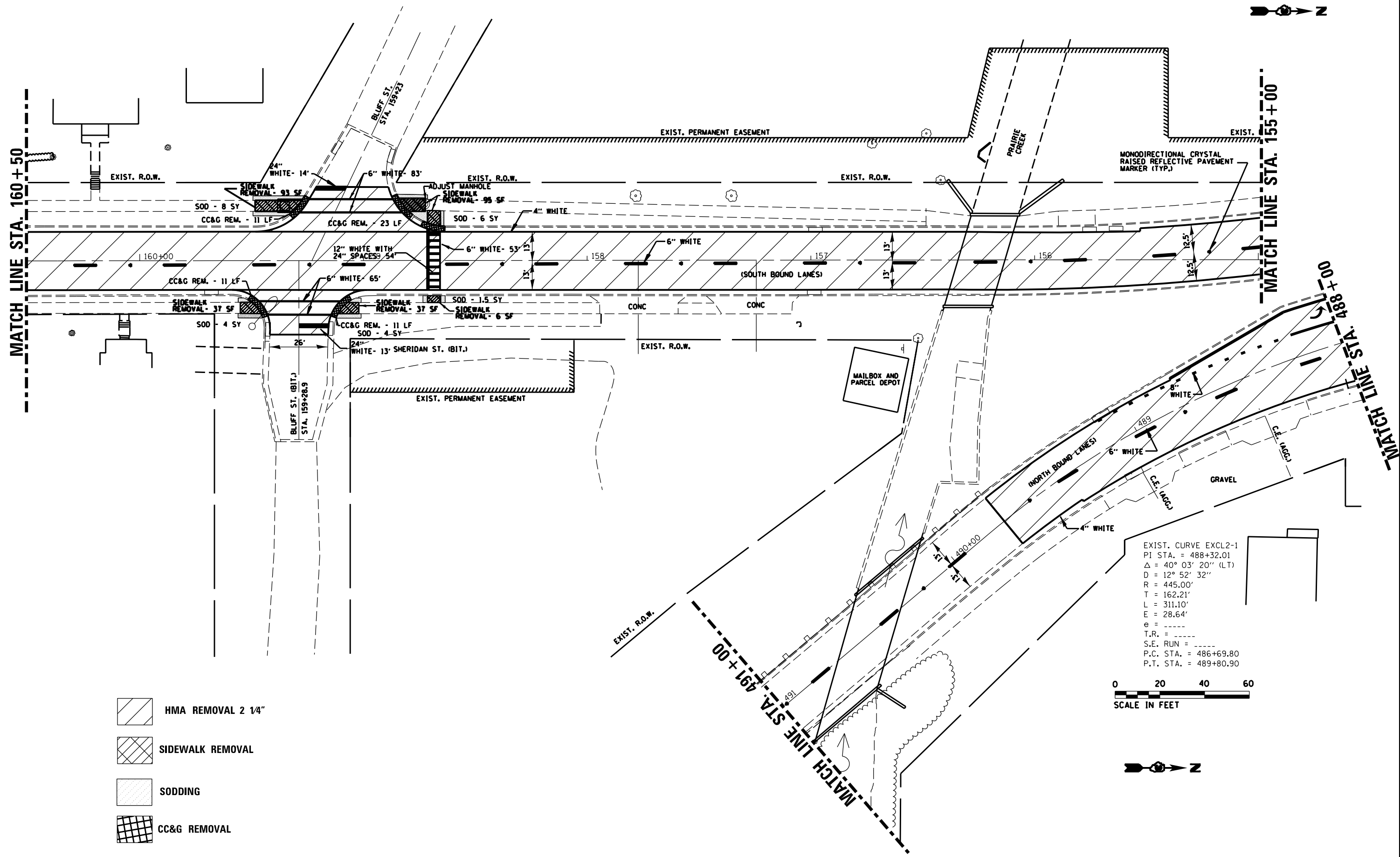
STATION EQUATIONS
 STA. 485+60.4 BK = 152+25 AH
 STA. 99+16.91 BK = 100+00 AH





DETECTOR LOOP TYPE I			
IL 23			
LOCATION	DETECTOR LOOP TYPE I	PVC PIPE 2"	DRILL EXISTING HANDHOLE
	FOOT	FOOT	EACH
FREQ ST./ FOURTH ST.			
IL 23 NORTH BOUND	1248	15	1
IL 23 ADVANCED NB	192	15	
IL 23 SOUTH BOUND	1248	15	1
IL 23 ADVANCED SB	192	15	
FREQ EAST BOUND	584	15	1
FOURTH WEST BOUND	1208	15	1
NORTH POINT DR.			
IL 23 NORTH BOUND	1248	15	1
IL 23 ADVANCED NB	192	15	
IL 23 SOUTH BOUND	1248	15	1
IL 23 ADVANCED SB	192	15	
NORTH POINT DR. EB	2080	15	1
NORTH POINT DR. WB	1208	15	1
COMMERCIAL ENTRANCES			
IL 23 NORTH BOUND	1248	15	1
IL 23 ADVANCED NB	192	15	
IL 23 SOUTH BOUND	1248	15	1
IL 23 ADVANCED SB	192	15	
EAST BOUND	376	15	1
WEST BOUND	624	15	1
OAKLEY AVE./ MARILLA PARK RD.			
IL 23 NORTH BOUND	1248	15	1
IL 23 ADVANCED NB	192	15	
IL 23 SOUTH BOUND	1248	15	1
IL 23 ADVANCED SB	192	15	
EAST BOUND	1248	15	1
WEST BOUND	1504	15	1
COMMERCIAL DR./ WALMART ENTRANCE			
IL 23 NORTH BOUND	1040	15	1
IL 23 ADVANCED NB	192	15	
IL 23 SOUTH BOUND	1040	15	1
IL 23 ADVANCED SB	192	15	
COMMERCIAL DR. EB	276	15	1
WAL-MART ENTRANCE WB	2528	15	1
TOTAL	25620	450	20

SIDEWALK SCHEDULE								
LOCATION	DESCRIPTION	SIDEWALK REMOVAL	PCC SIDEWALK 4"	COMB C&G REM	COMBINATION CC&G, TYPE B 6.24	DETECTABLE WARNINGS 5' X 2'	SODDING	INLETS TO ADJUST
		SO FT	SO FT	FT	FT	SO FT	SO YD	EACH
IL 23 (BLOOMINGTON ST.)								
BRONSON ST	NE	124	134	20	20	10	5	
	SE	79	80	9	9	10	7	
BOYS ST.		NO WORK						
GROVE ST.	NE	30	30	20	20	10	2	1
	SE	35	35	15	15	10	3	1
BLUFF ST.	NE	37	37	11	11	20	4	
	SE	37	37	11	11	10	4	
	SW	93	93	11	11	10	8	
	NW	95	95	23	23	20	6	
MID BLOCK	NE	40	40	9	9	10	2	
	SE	320	320	24	24	10	11	
FIRST ST	SE	85	85	20	20	10	4	
	SW	140	140	24	24	10	6	
	NW	135	135	10	10	10	7	
	SW	125	125	27	27	10		1
SECOND ST.	NW	248	248	45	45	10		1
	E	285	285	37	37	30		
MID BLOCK	W	37	37			30		
	SW	140	140	30	30	10	6	1
THIRD ST.	NW	105	105	21	21	10	5	1
	E	40	40			20		
RAILROAD	W	40	40			20		
	NE	350	350	30	30	20	22	
FOURTH ST	SE	235	235	21	21	20	18	
	SW	220	220	30	30	20	5	
FREQH	NW	307	210	32	32	20	10	
	SW	255	255	17	17	10		1
CHICAGO ST	NW	140	140	18	18	10	7	
	SW	136	136	15	15	10	6	
GOULDING ST.	NW	136	136	14	14	10	6	
	NE	285	285	49	49	20	8	
NORTH POINT DR.	SE	130	130	26	26	20		
	SW	250	250	45	45	20	10	
	NW	300	300	53	53	20	8	
	SW	130	130	21	21	10	5	1
DANNY DR.	NW	125	125	25	25	10		1
	SW	185	185	21	21	10		
EL CAMINO CT.	NW	180	180	21	21	10		
MARILLA PARK RD		NO WORK						
OAKLEY AVE.		NO WORK						
WALMART ENTRANCE		NO WORK						
COMMERCIAL DR.		NO WORK						
PARK ST.								
BRONSON ST	NE	140	140	19	19	20	13	
	SE	70	70	12	12	10	7	
	SW	65	65	10	10	10	8	1
	NW	115	115	16	16	20	10	1
GROVE ST.	NE	105	130	23	23	20	6	
	SE	70	70	23	23	20	5	
	SW	165	165	23	23	20	15	1
	NW	170	170	23	23	20	12	
BLUFF ST.	NE	25	25	9	9	10		
	NW					10		
TOTAL		6559	6498	963	963	690	252	12



FILE NAME = e:\pwork\pwork\mcfaddenka\0306852\366C48-sht-plan.dgn	USER NAME = mcfaddenka	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET STA. 165 + 86 TO STA. 160 + 50 STA. 500 + 72 TO STA. 495 + 50	F.A.P. RTE. 68	SECTION (S&G) RS-2	COUNTY LASALLE	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -						41	13
Default	PLOT DATE = 6/6/2014	DATE -	REVISED -	SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 66C48			

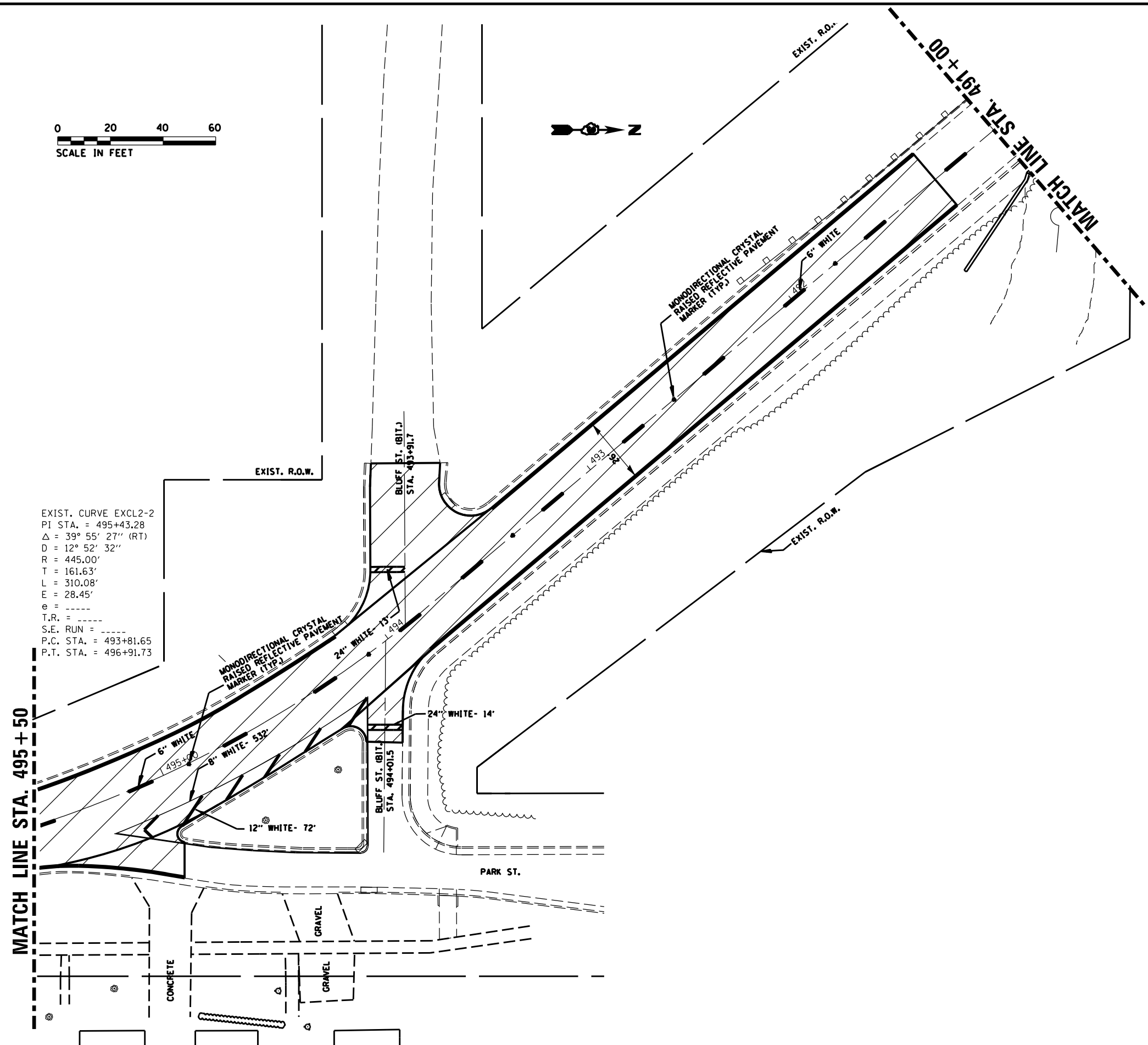


-  HMA REMOVAL 2 1/4"
-  SIDEWALK REMOVAL
-  SODDING
-  CC&G REMOVAL

EXIST. CURVE EXCL2-1
 PI STA. = 488+32.01
 $\Delta = 40^\circ 03' 20''$ (LT)
 $D = 12^\circ 52' 32''$
 $R = 445.00'$
 $T = 162.21'$
 $L = 311.10'$
 $E = 28.64'$
 $e = \text{---}$
 $T.R. = \text{---}$
 $S.E. \text{ RUN} = \text{---}$
 $P.C. \text{ STA.} = 486+69.80$
 $P.T. \text{ STA.} = 489+80.90$



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	SCALE: SHEET OF SHEETS STA. TO STA.					



EXIST. CURVE EXCL2-2
 PI STA. = 495+43.28
 $\Delta = 39^\circ 55' 27''$ (RT)
 $D = 12^\circ 52' 32''$
 $R = 445.00'$
 $T = 161.63'$
 $L = 310.08'$
 $E = 28.45'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 493+81.65$
 $P.T. \text{ STA.} = 496+91.73$

FILE NAME =	USER NAME = mcfaddenka
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Default	PLOT DATE = 6/6/2014

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

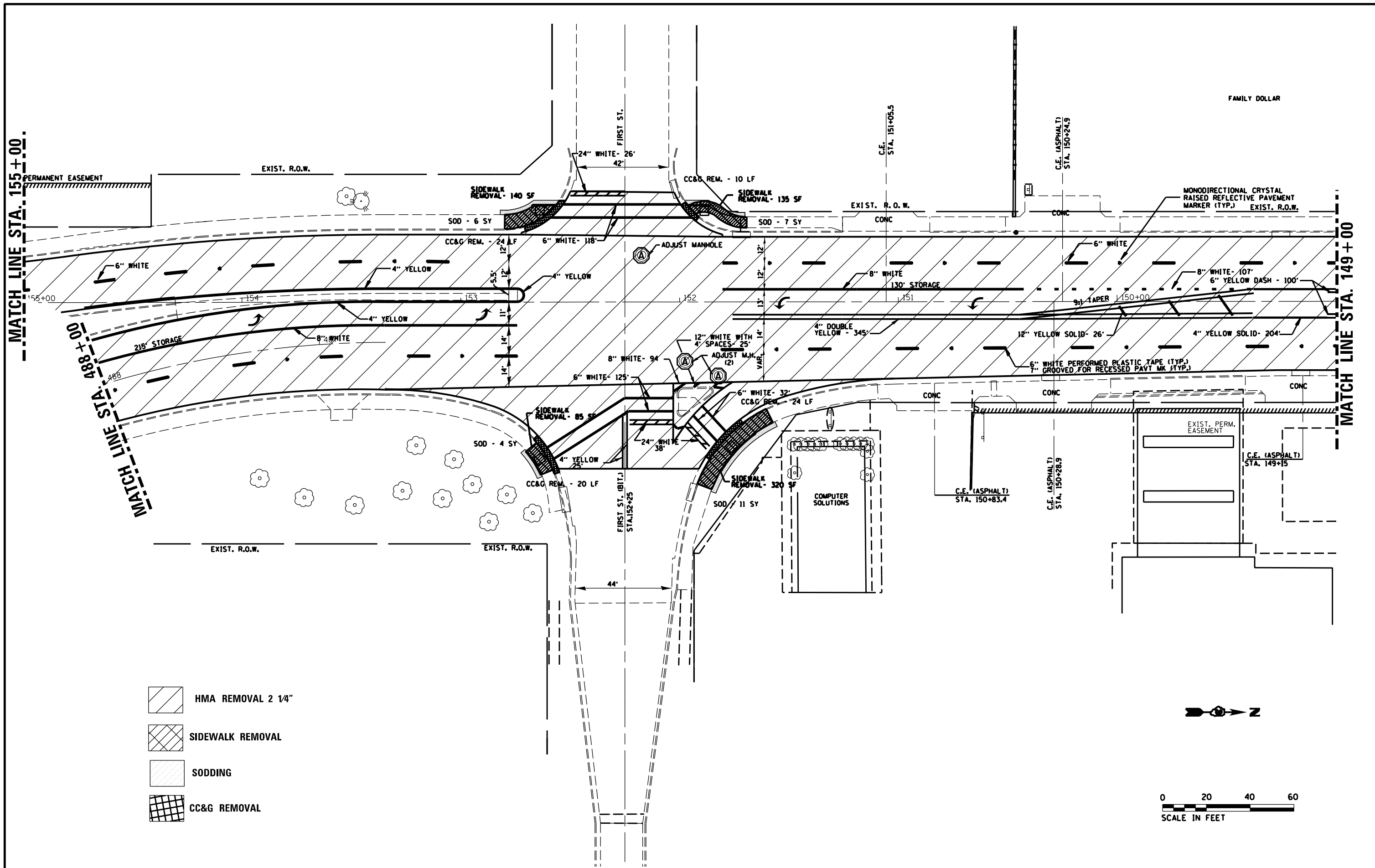
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**





PLAN SHEET			
STA. 495 + 50 TO STA. 491 + 00			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

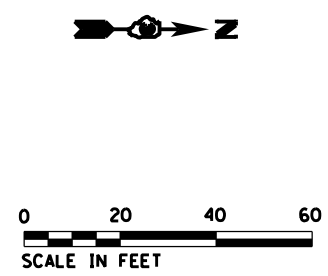
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(5&6) RS-2	LASALLE	41	15
CONTRACT NO. 66C48				
ILLINOIS FED. AID PROJECT				

MATCH LINE STA. 155+00

MATCH LINE STA. 149+00



-  HMA REMOVAL 2 1/4"
-  SIDEWALK REMOVAL
-  SODDING
-  CC&G REMOVAL

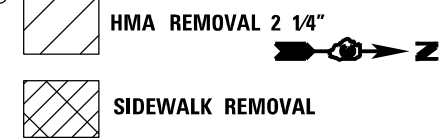
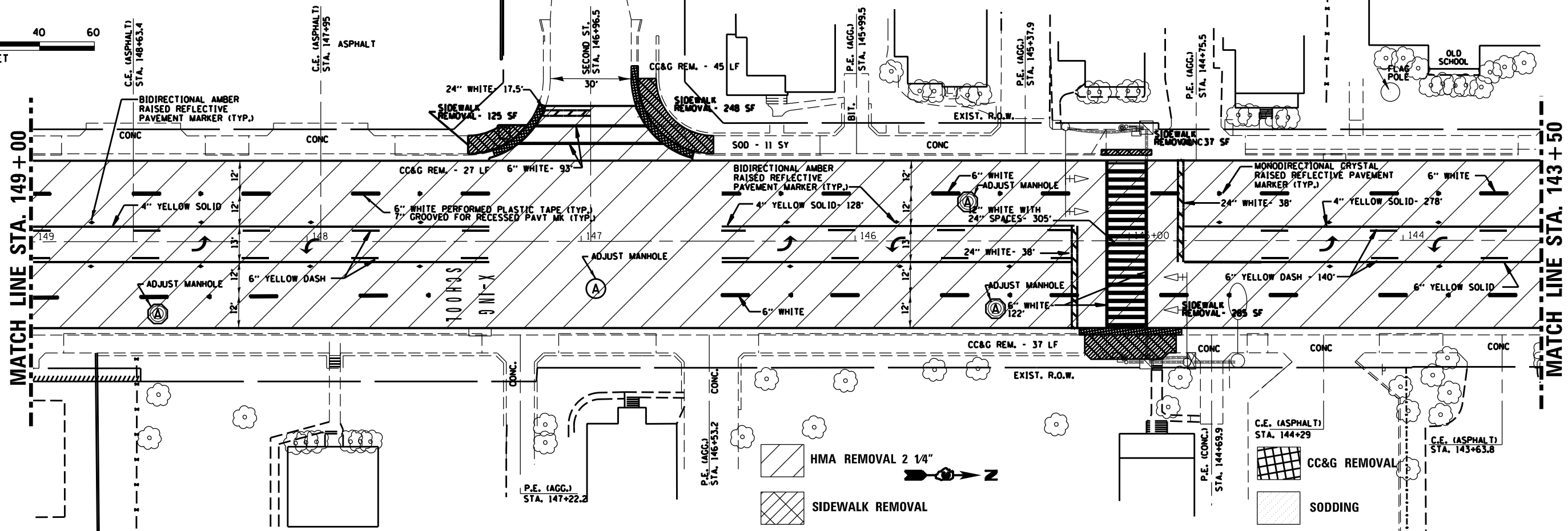


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Default	366C48-sht-plan.dgn	DRAWN -	REVISED -		68	(5&6) RS-2	LASALLE	41	16			
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 66C48							
	PLOT DATE = 6/6/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		



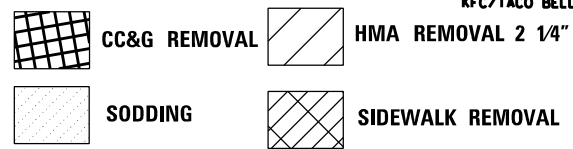
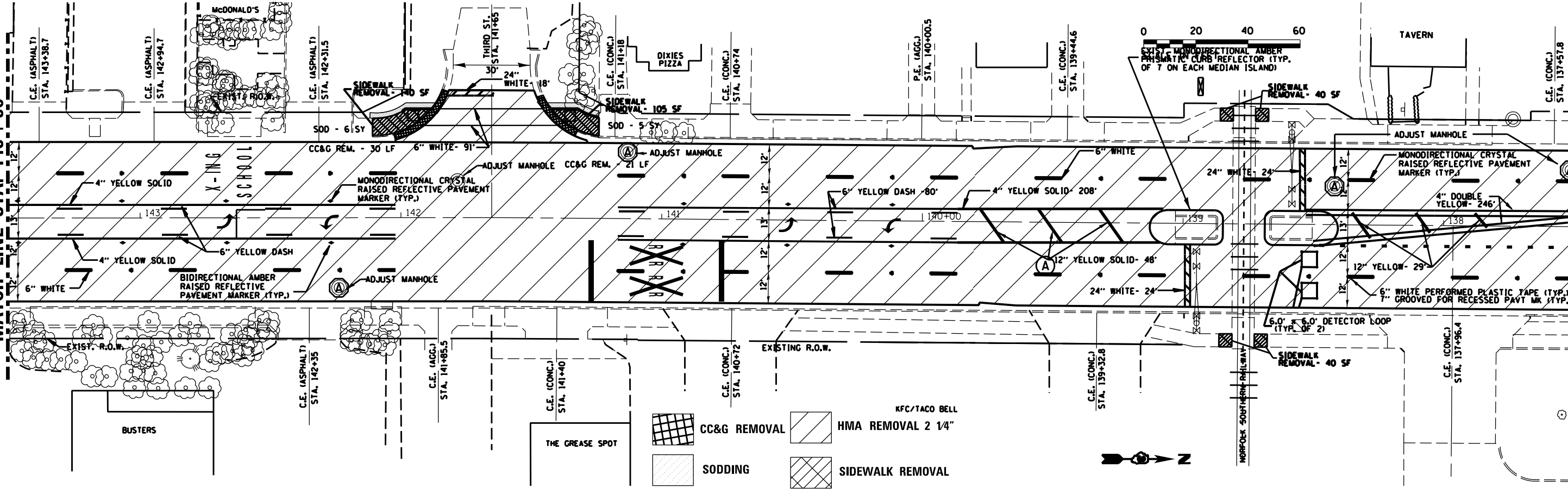
MATCH LINE STA. 149+00

MATCH LINE STA. 143+50

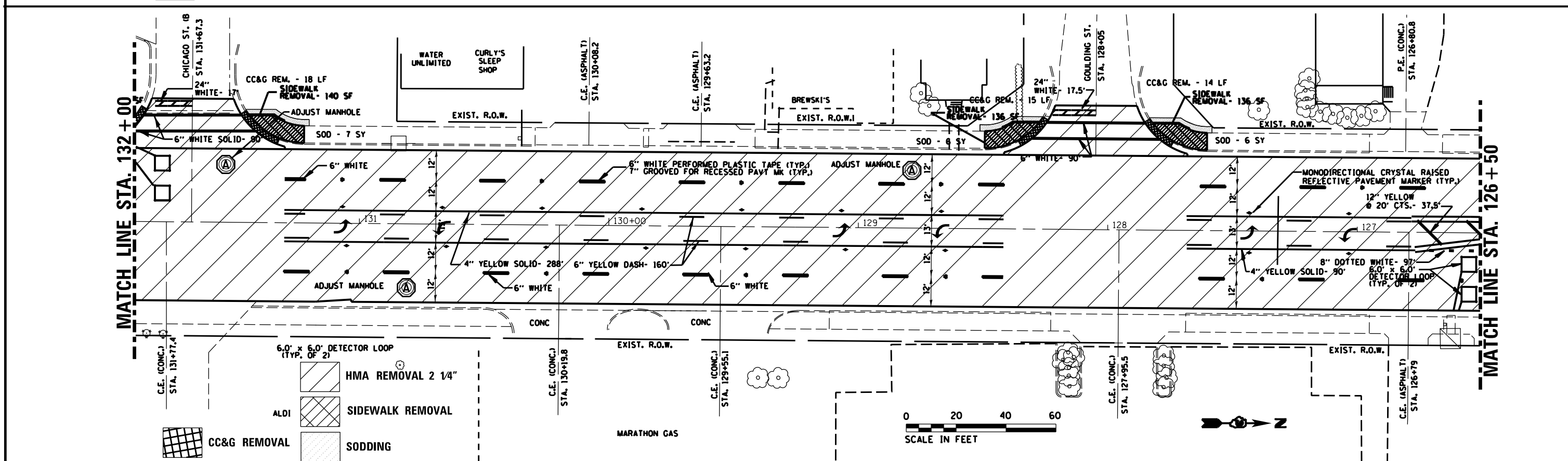
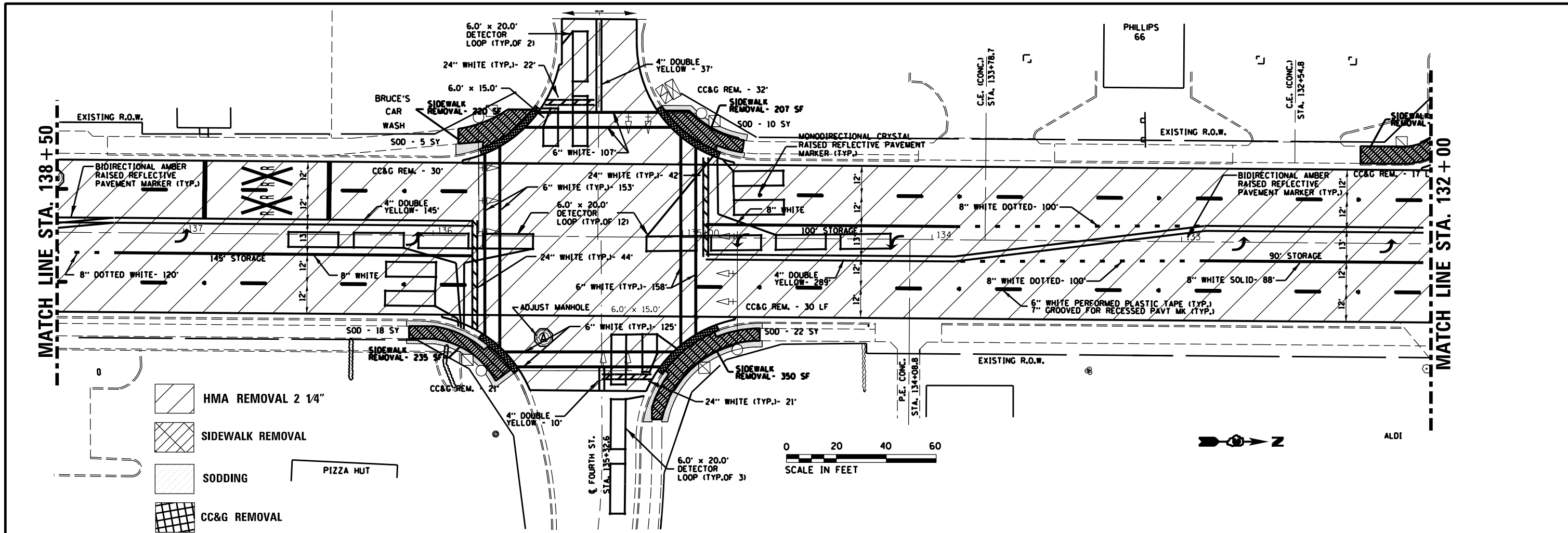


MATCH LINE STA. 143+50

MATCH LINE STA. 138+50



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	SCALE:	SHEET OF SHEETS	STA. TO STA.				

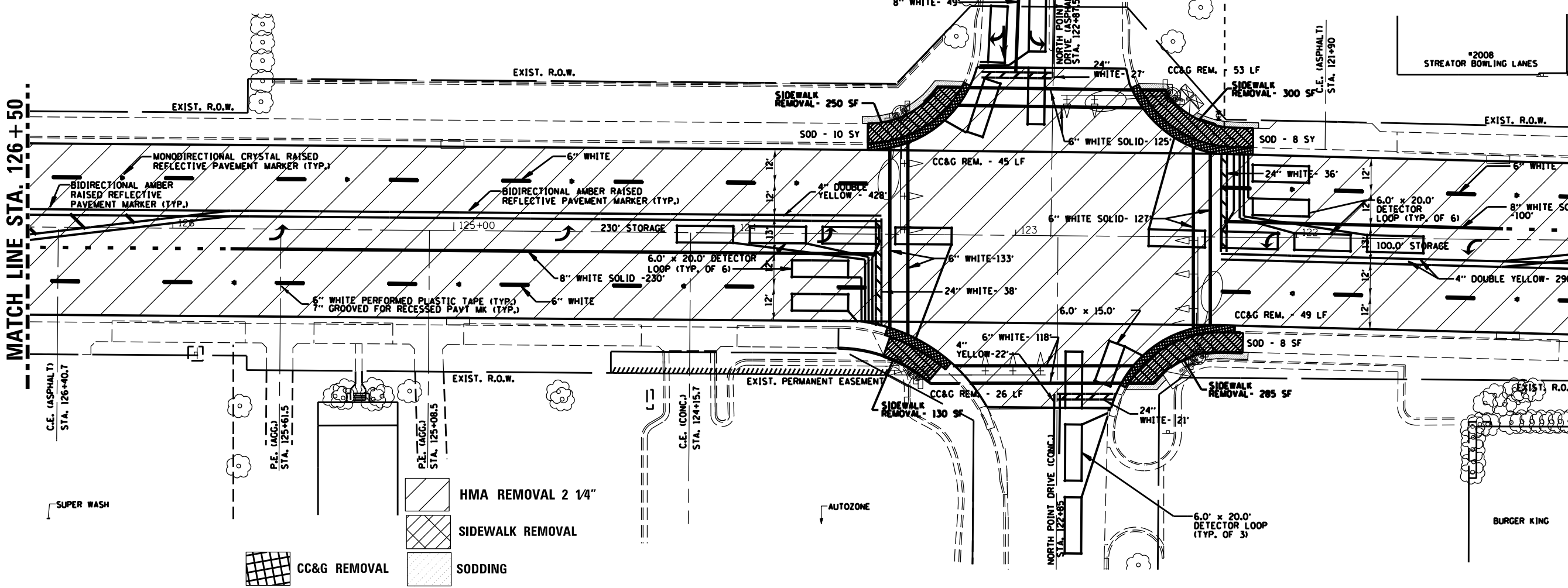


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Default	e:\pwwork\pwwork\mcfaddenka\d0306852\366C48-shr-plan.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 66C48
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -									ILLINOIS FED. AID PROJECT
	PLOT DATE = 6/6/2014	DATE -	REVISED -									



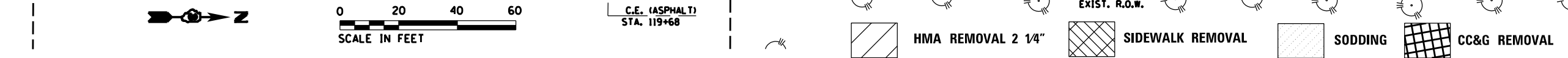
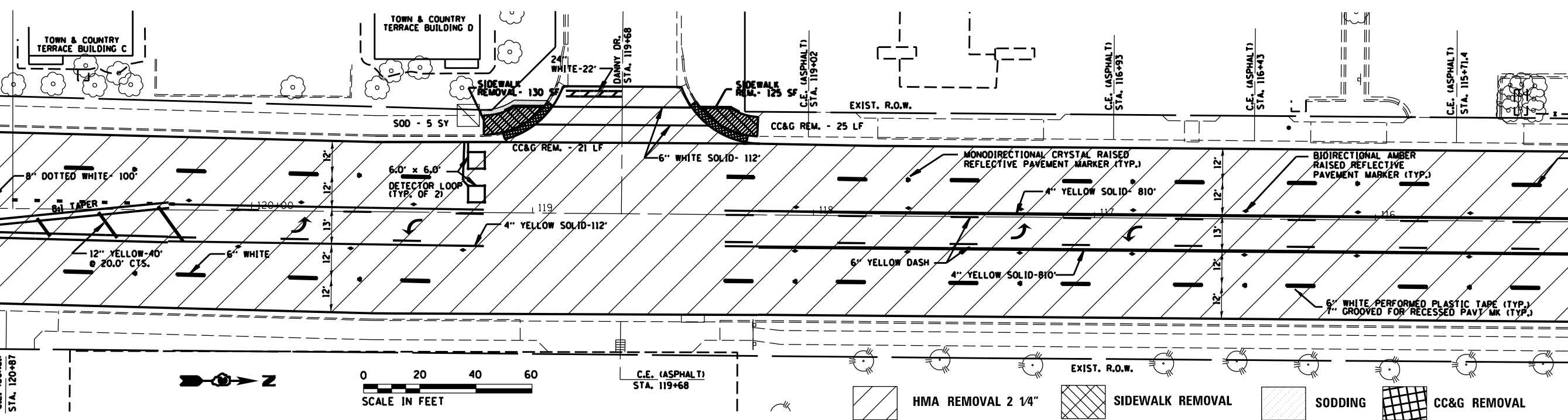
MATCH LINE STA. 126+50

MATCH LINE STA. 121+00

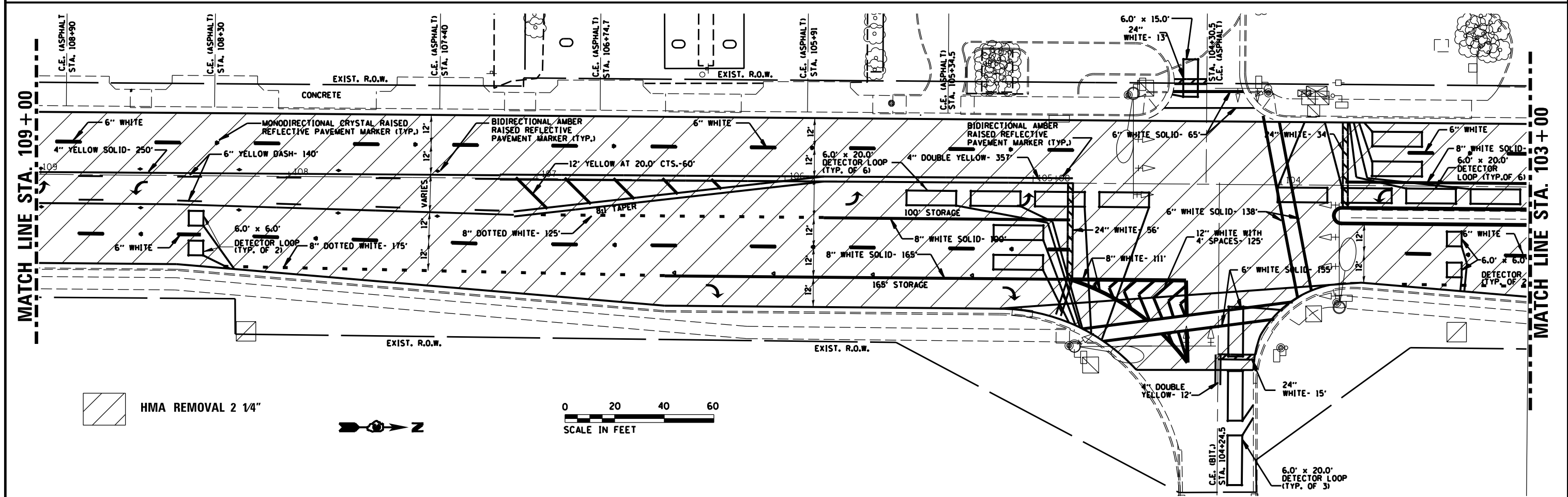
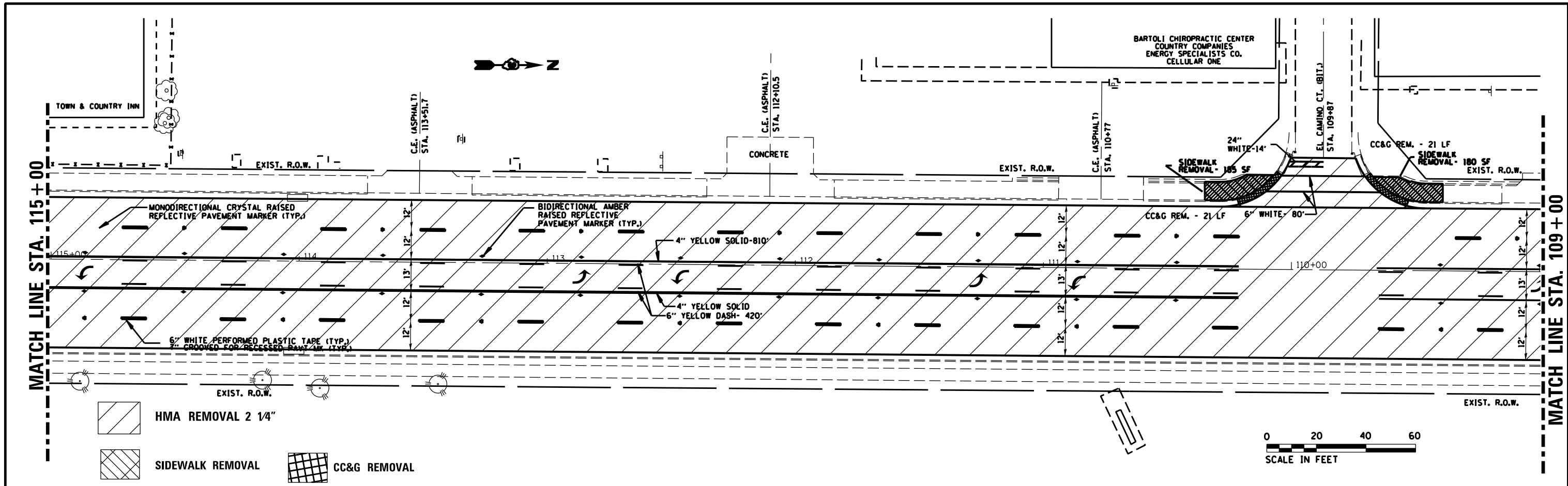


MATCH LINE STA. 121+00

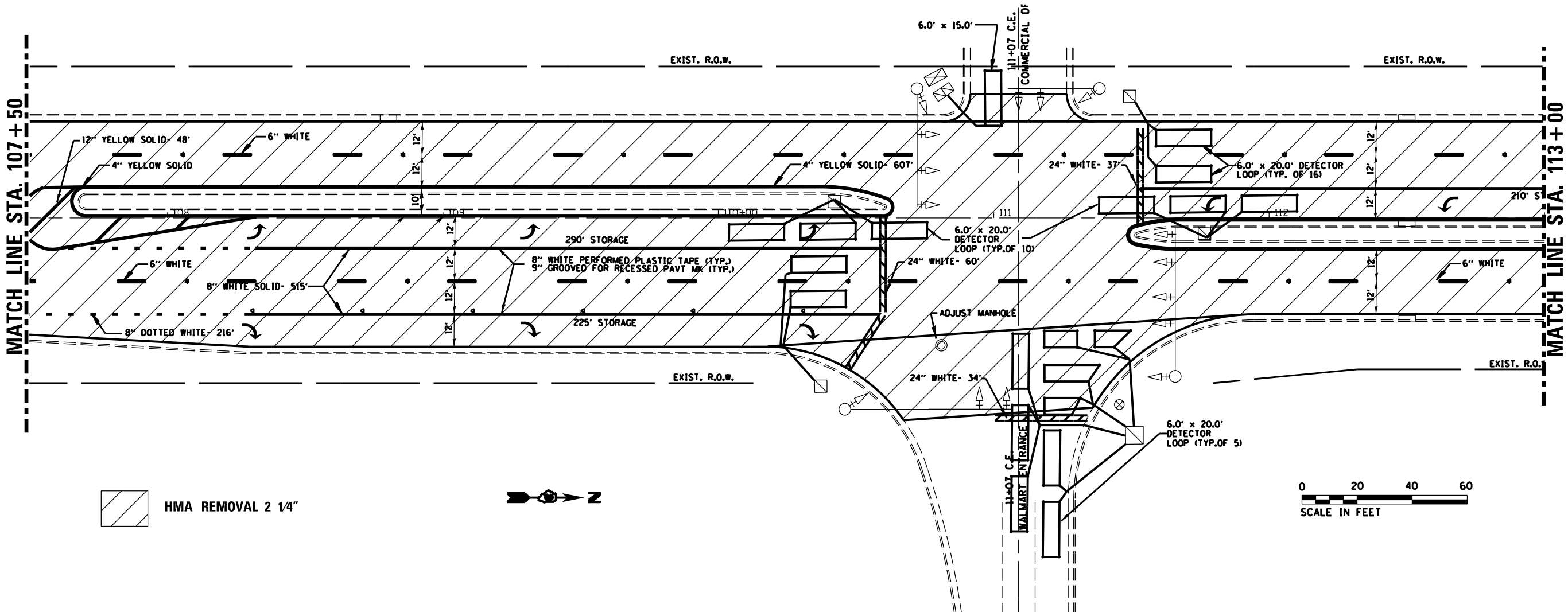
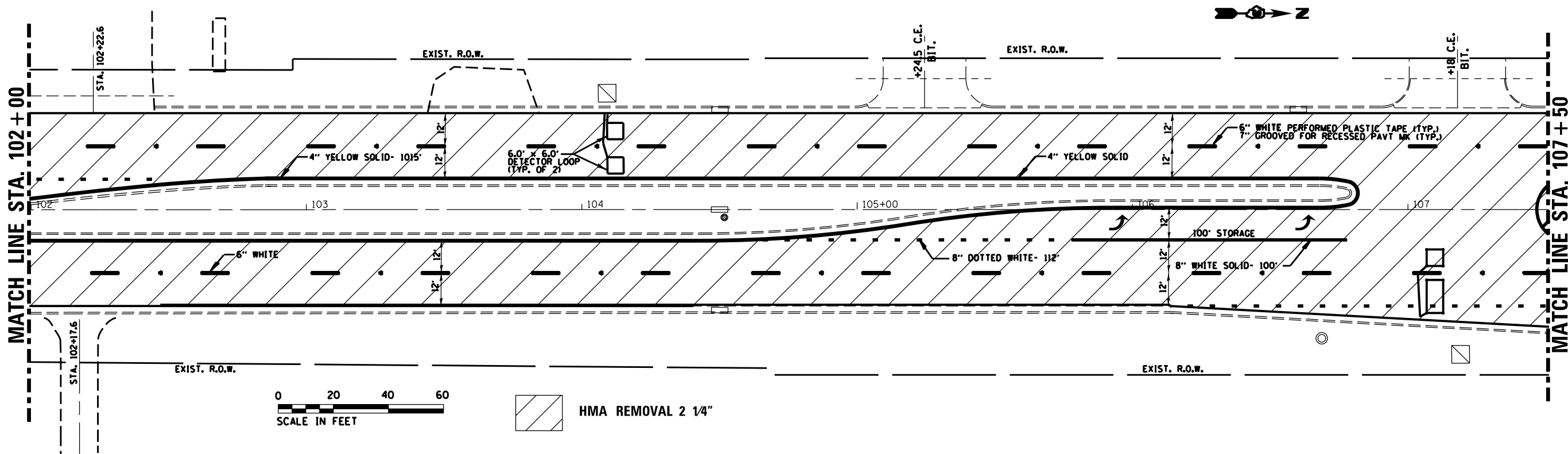
MATCH LINE STA. 115+00



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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET OF SHEETS	STA. TO STA.	CONTRACT NO. 66C48			
Default	PLOT DATE = 6/6/2014	DATE -	REVISED -				ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = mcfaddenka	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET STA. 115 + 50 TO STA. 103 + 00				F.A.P. RTE. 68	SECTION (S&G) RS-2	COUNTY LASALLE	TOTAL SHEETS 41	SHEET NO. 20
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -								ILLINOIS FED. AID PROJECT		
	PLOT DATE = 6/6/2014	DATE -	REVISED -										



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 PLOT DATE = 6/6/2014

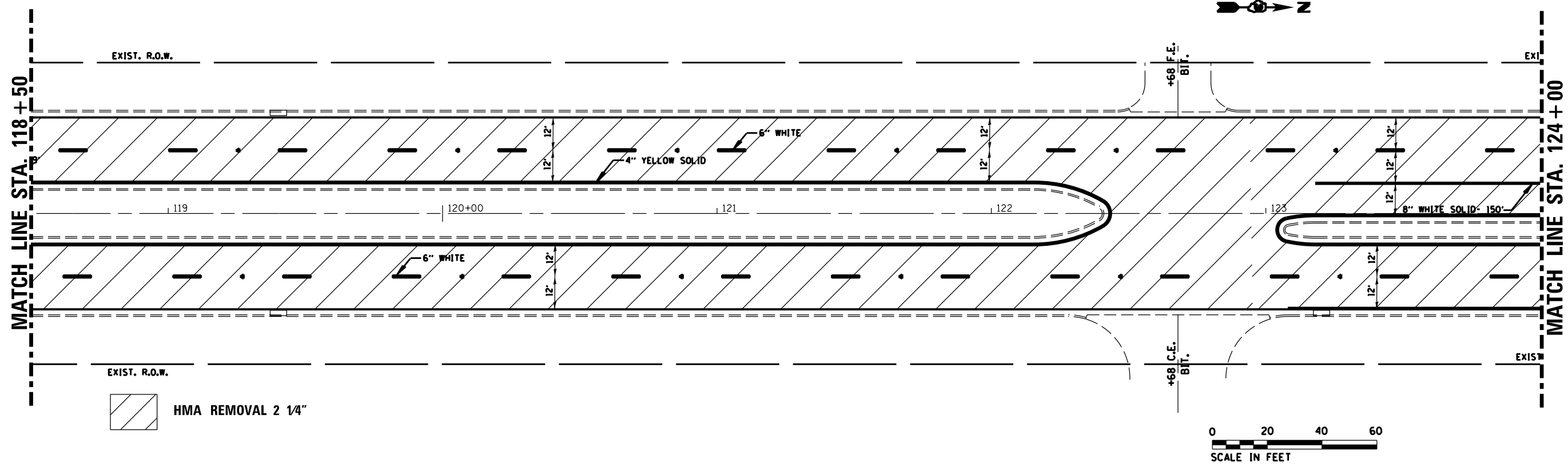
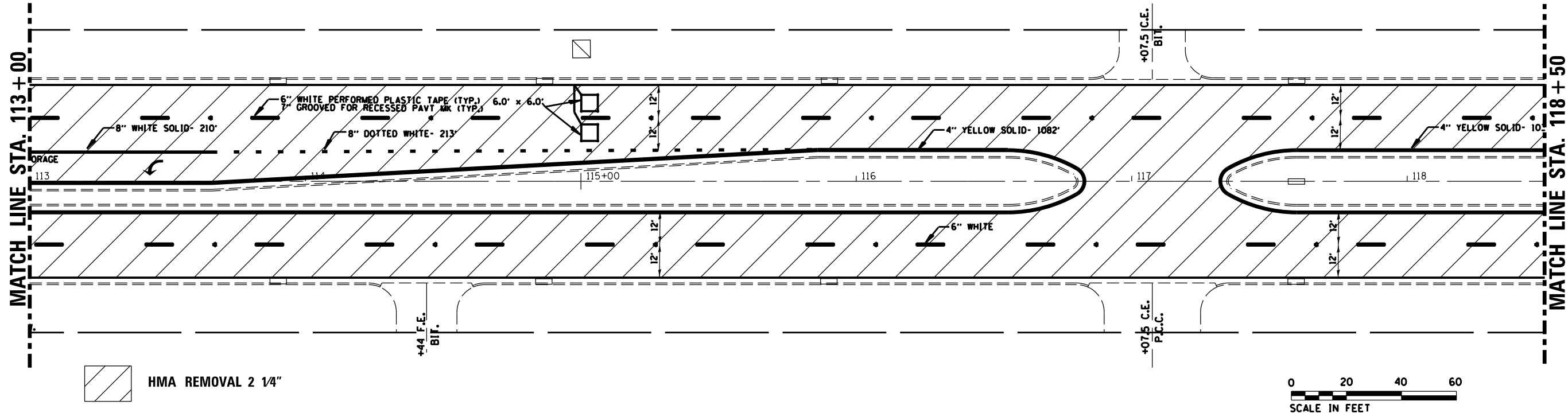
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
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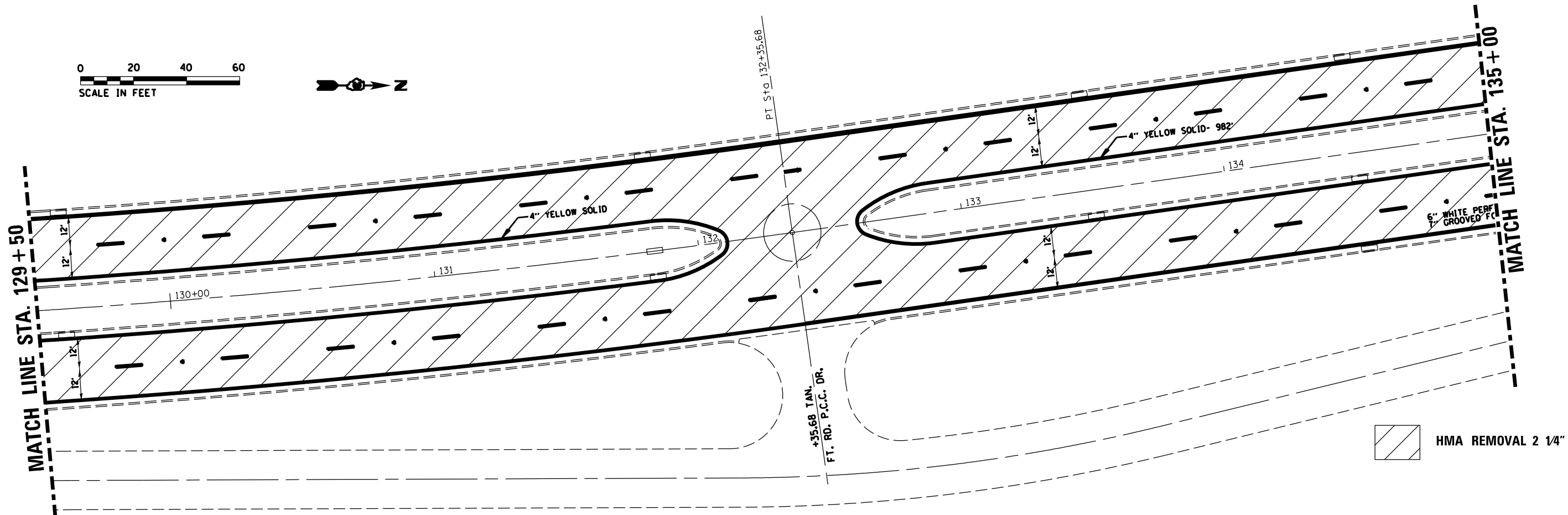
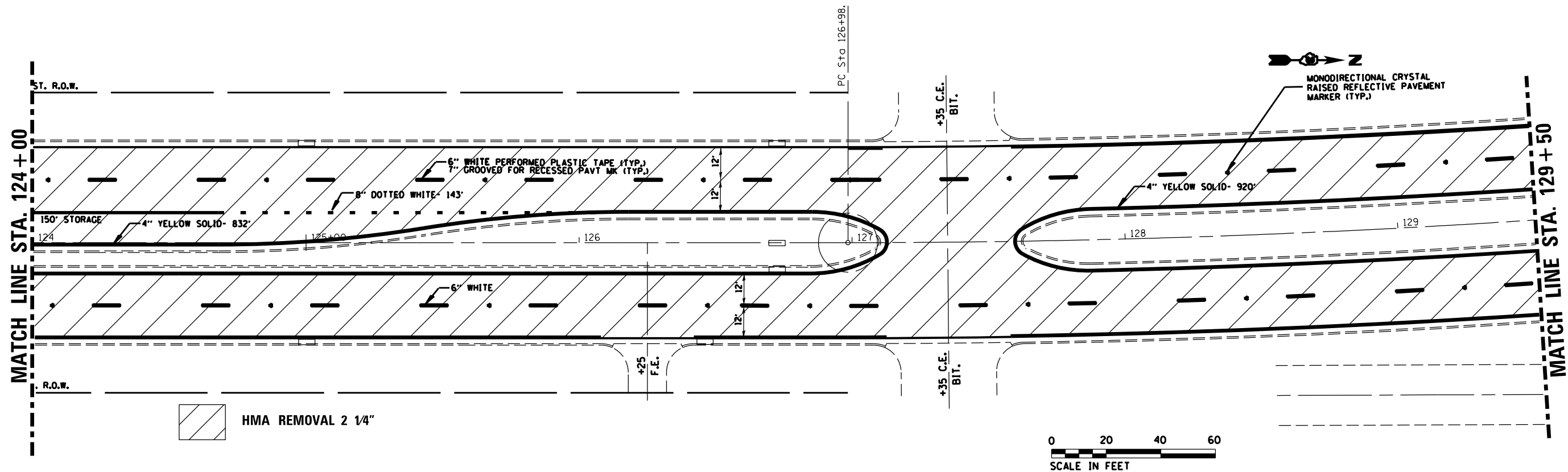
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN SHEET
 STA. 102+00 TO STA. 113+00
 SCALE: SHEET OF SHEETS STA. TO STA.

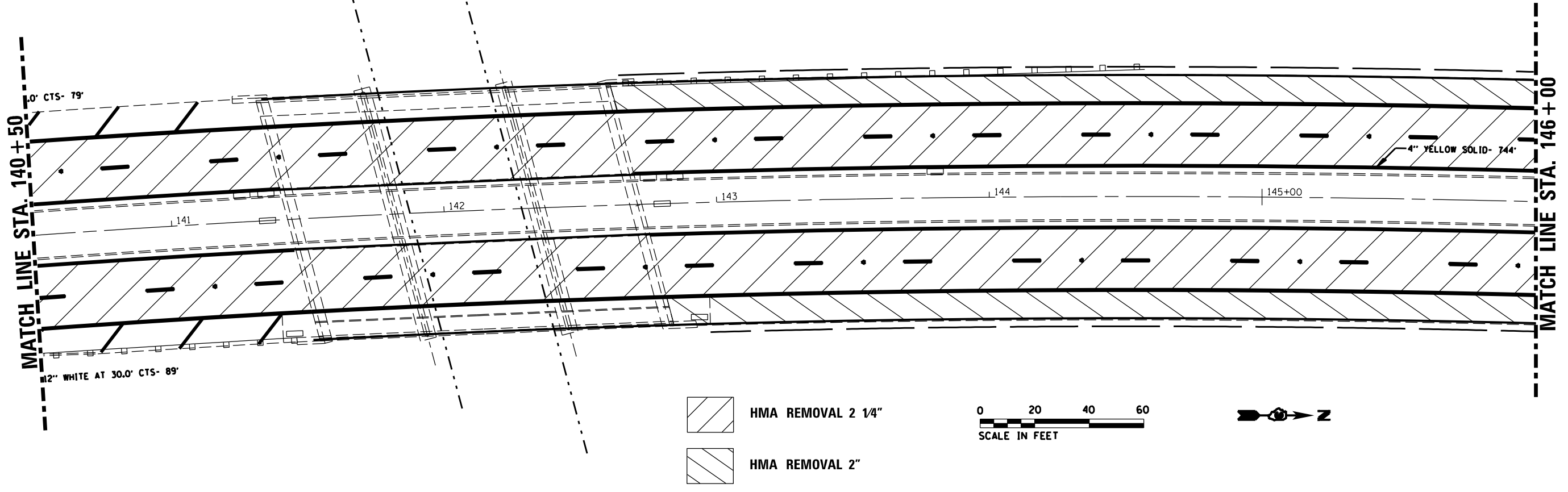
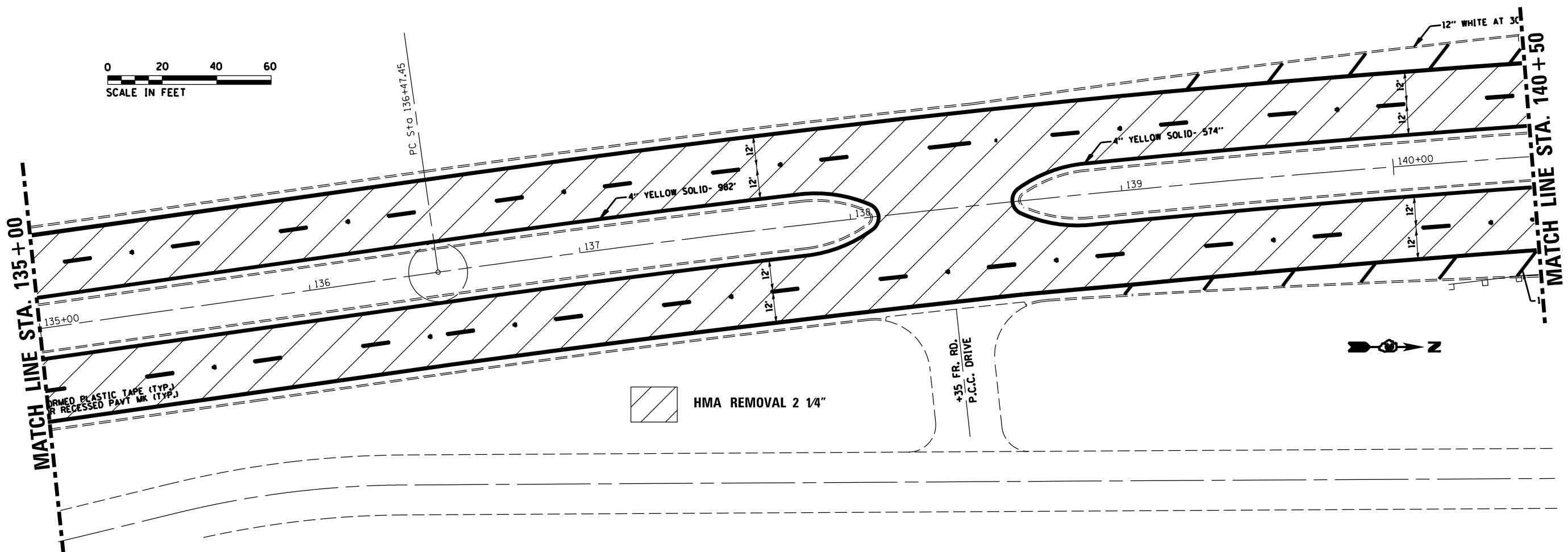
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(5&6) RS-2	LASALLE	41	22
CONTRACT NO. 66C48				
ILLINOIS FED. AID PROJECT				



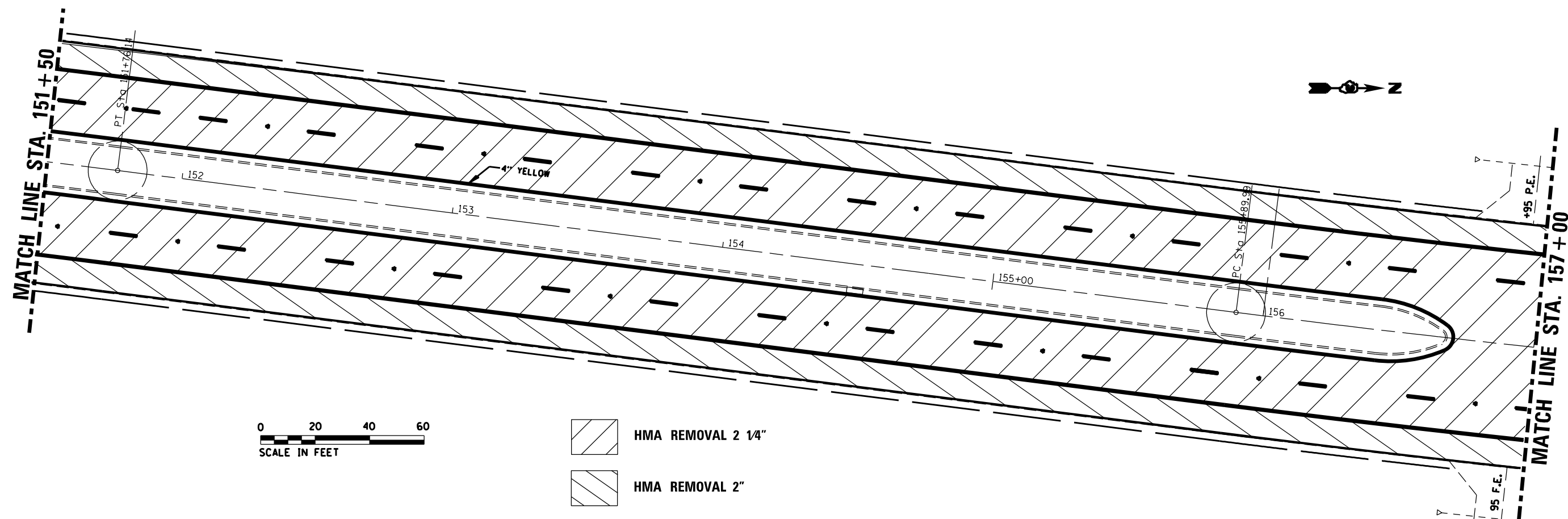
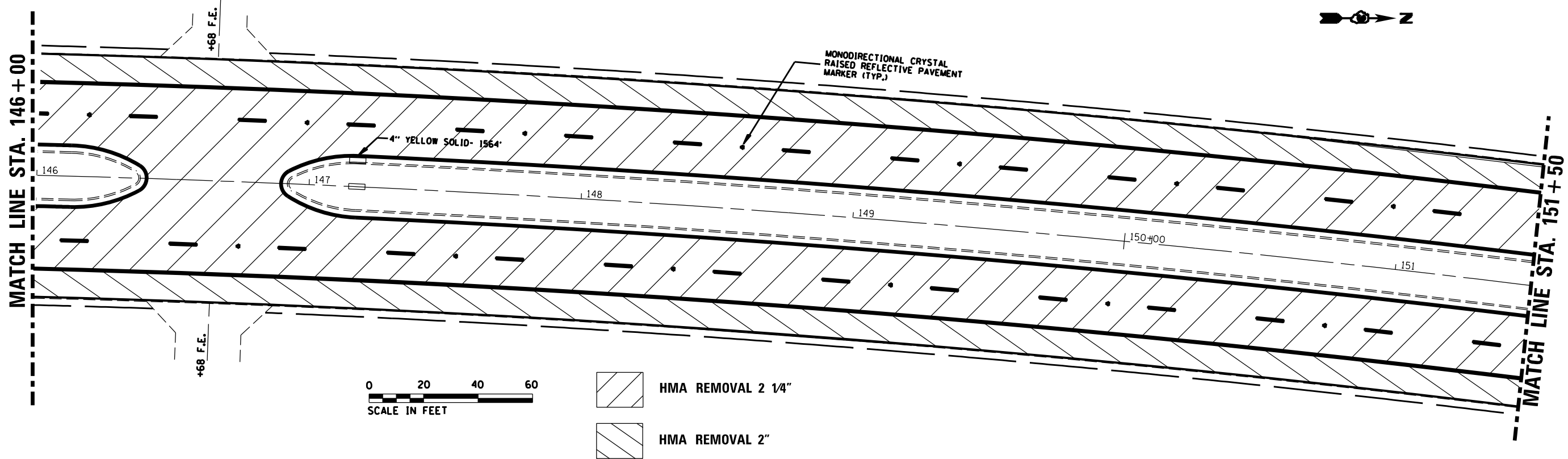
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Default	PLOT DATE = 6/6/2014	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								



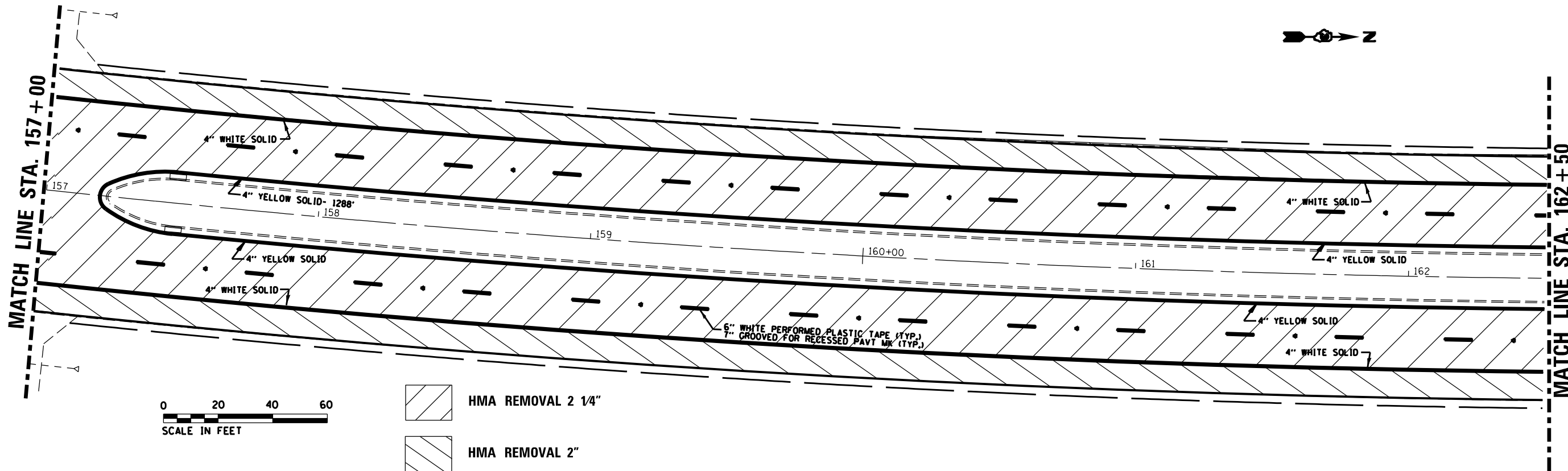
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Default	366C48-sh1-plan.dgn	DRAWN -	REVISED -		68	(S&G) RS-2	LASALLE	41	24				
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	PLOT DATE = 6/6/2014	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				





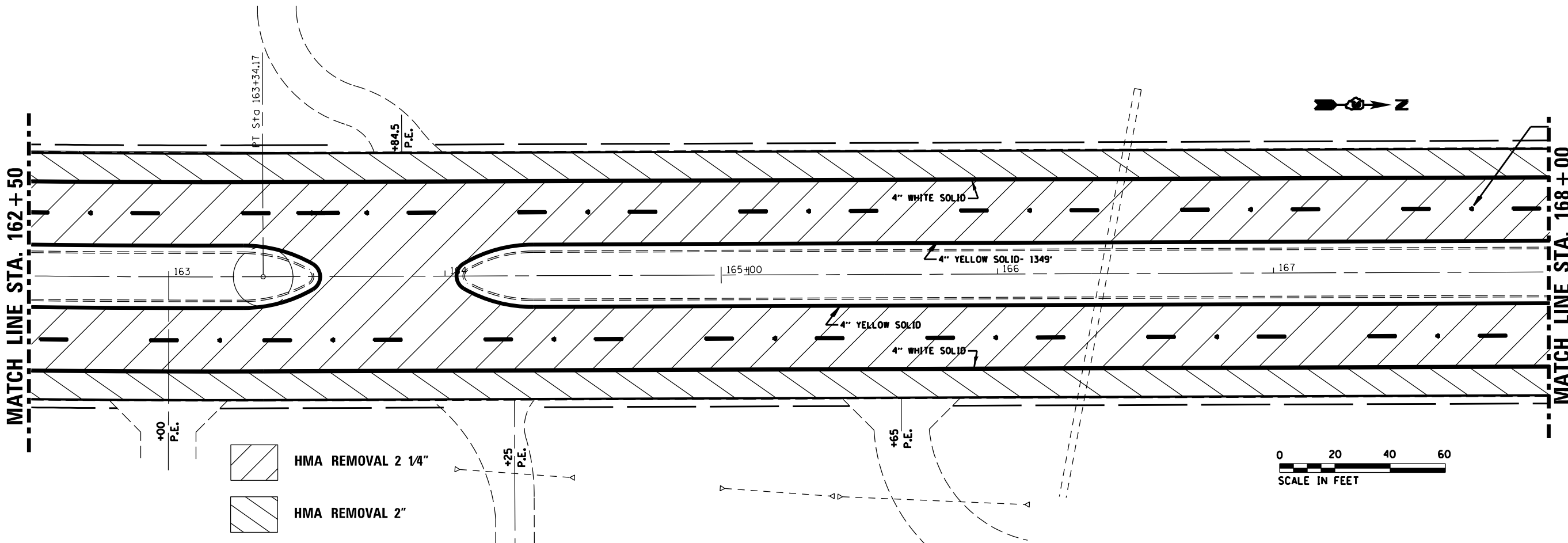
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Default	366C48-sh1-plan.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	68	(5&6) RS-2	LASALLE	41	25
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -						CONTRACT NO. 66C48						
	PLOT DATE = 6/6/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT										





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	PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	68	(S&G) RS-2	LASALLE
Default	PLOT DATE = 6/6/2014	CHECKED -	REVISED -		CONTRACT NO. 66C48								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

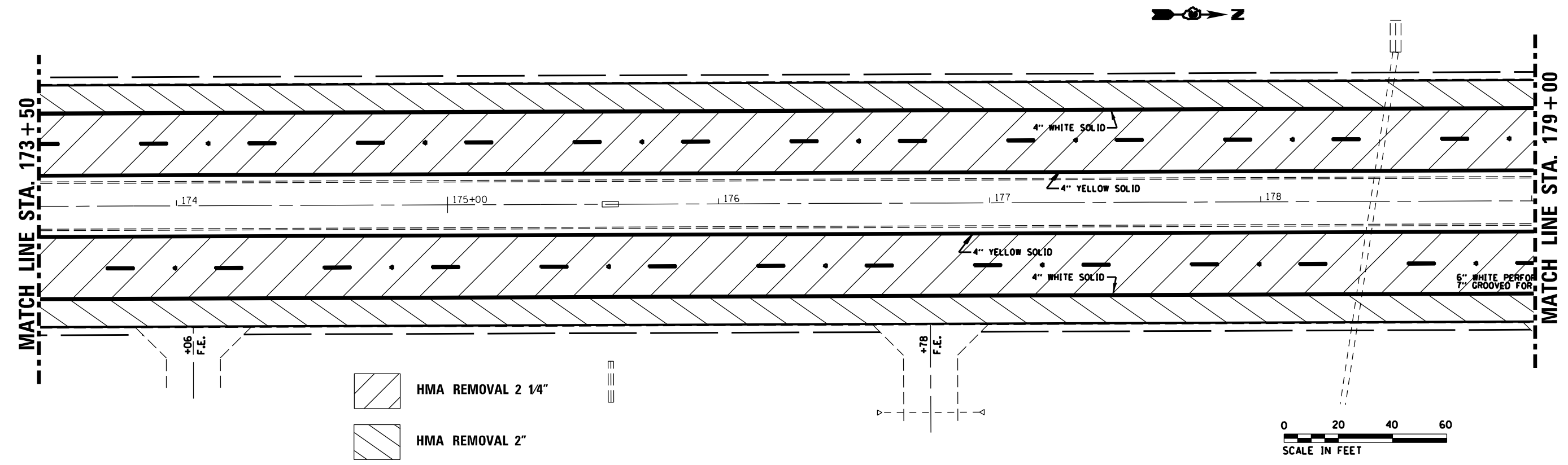
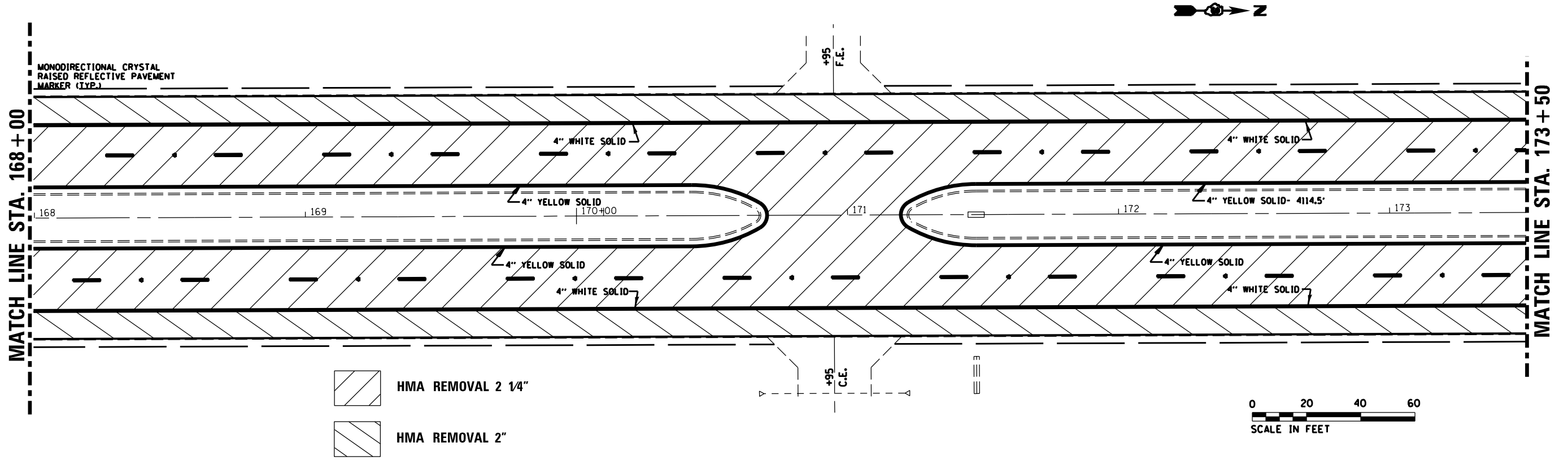


 HMA REMOVAL 2 1/4"
 HMA REMOVAL 2"

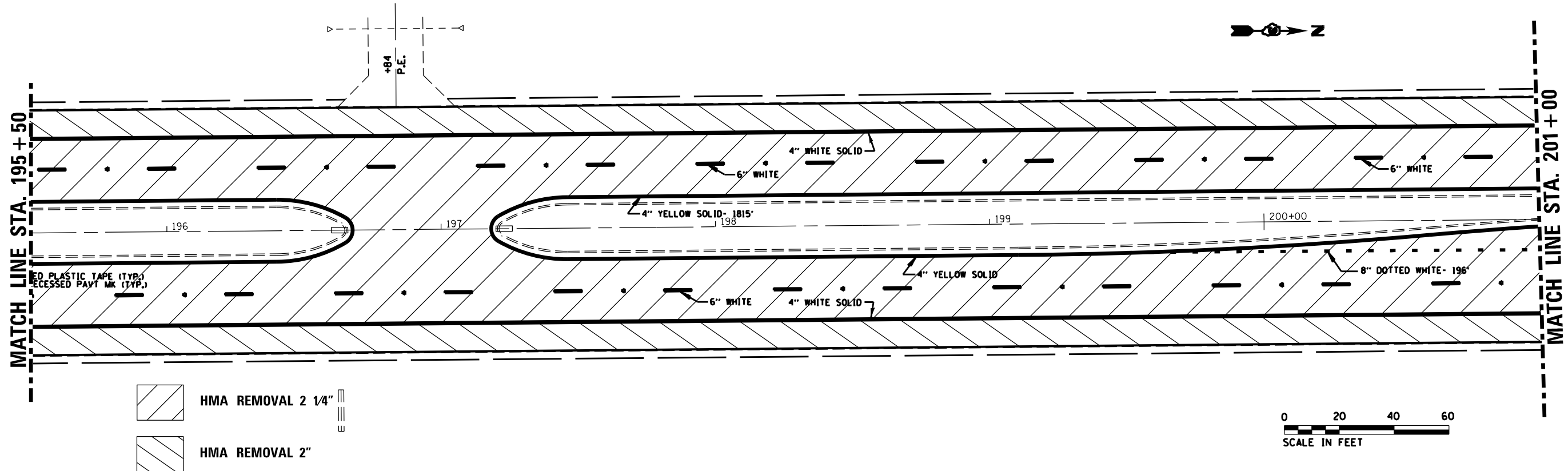
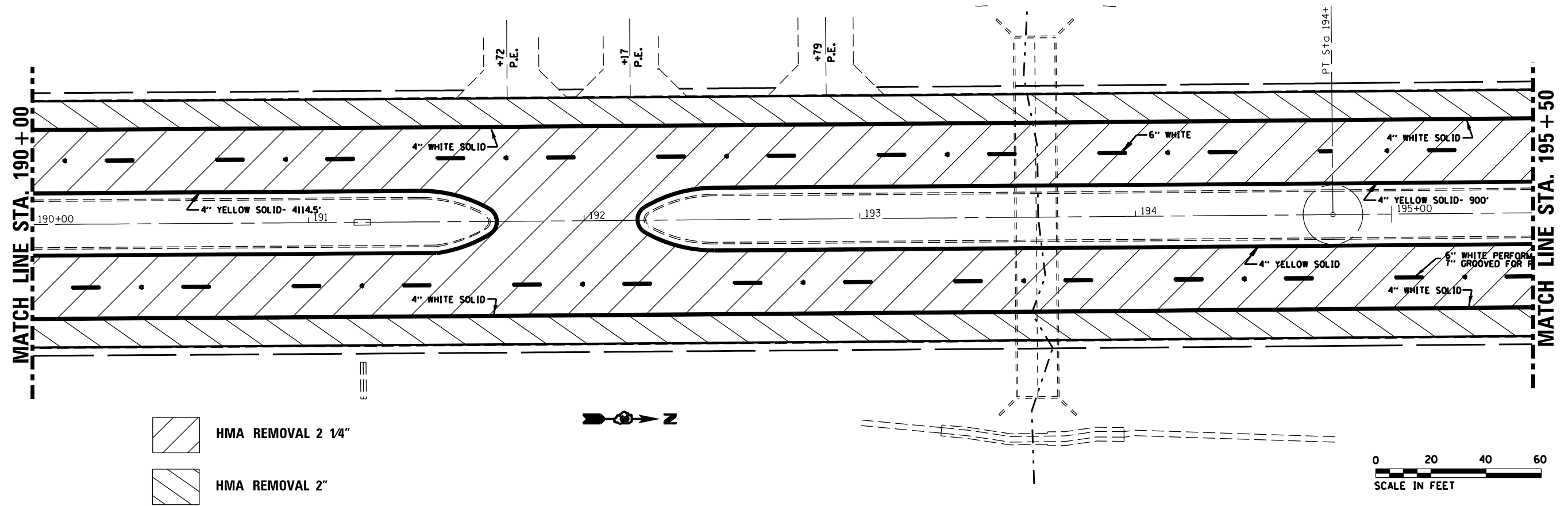


 HMA REMOVAL 2 1/4"
 HMA REMOVAL 2"

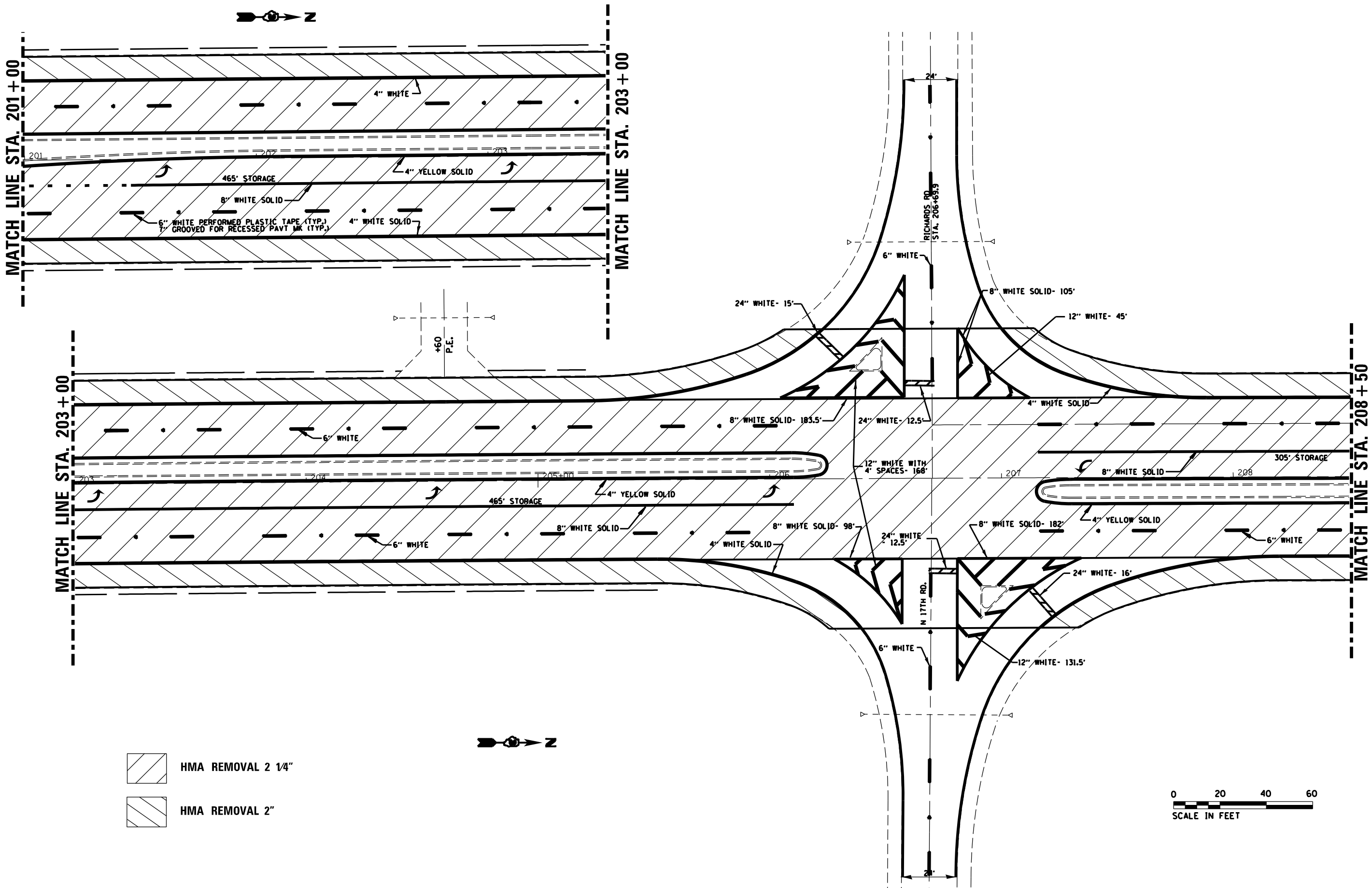
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	68	(5&6) RS-2	LASALLE
Default	PLOT DATE = 6/5/2014	DATE -	REVISED -		CONTRACT NO. 66C48 ILLINOIS FED. AID PROJECT								





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	PLOT DATE = 6/6/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



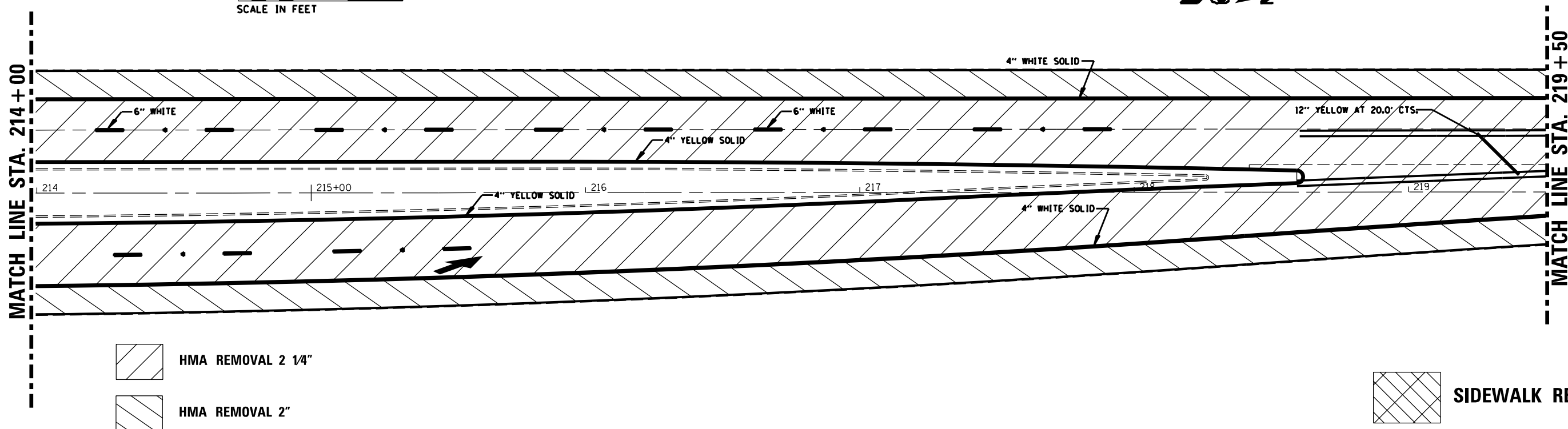
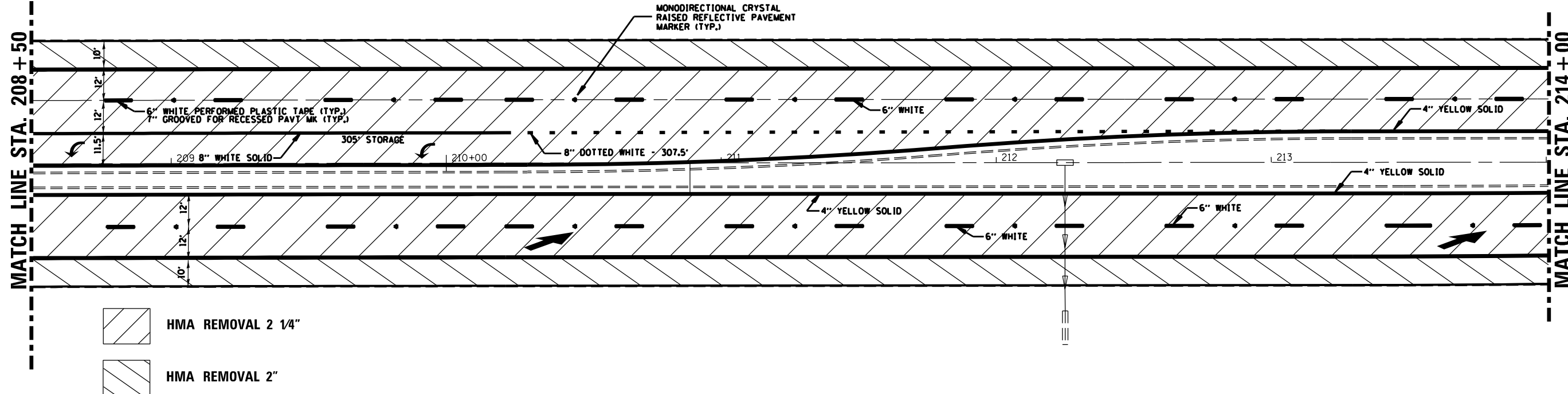
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Default	es:\pwork\pwork\mcfaddenka\0306852\366C48-shr-plan.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	68	(S&G) RS-2	LASALLE	41 30
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -											CONTRACT NO. 66C48
	PLOT DATE = 6/6/2014	DATE -	REVISED -											ILLINOIS FED. AID PROJECT



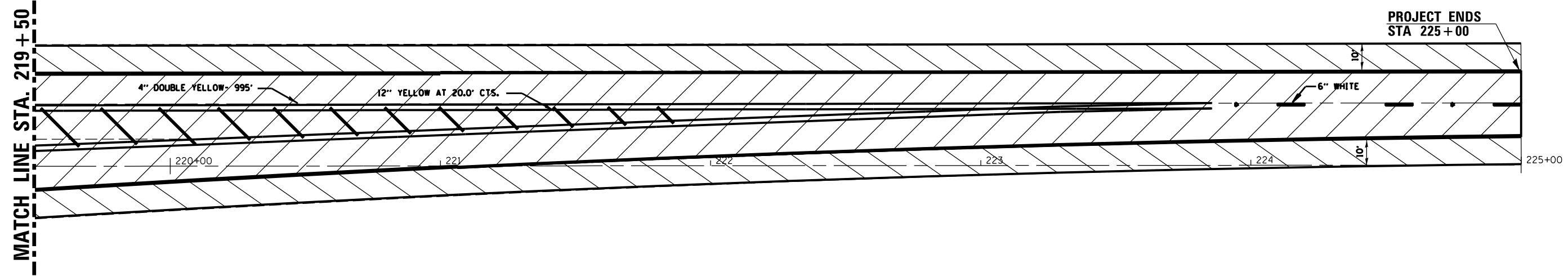
 HMA REMOVAL 2 1/4"
 HMA REMOVAL 2"





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	PLOT SCALE = 40.0000' / in. PLOT DATE = 6/6/2014	SCALE:	SHEET		OF	SHEETS	STA.	TO STA.	CONTRACT NO. 66C48 ILLINOIS FED. AID PROJECT				

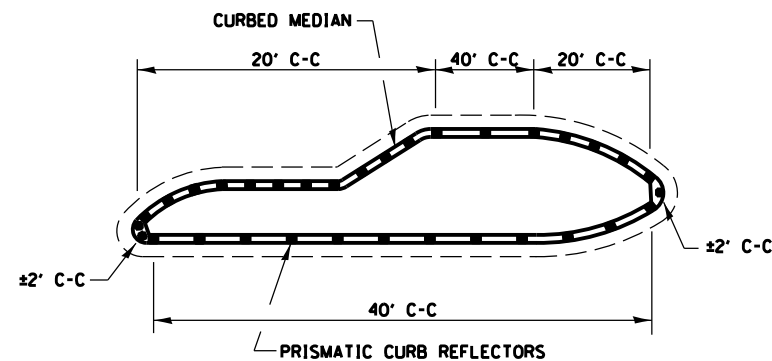


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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	68	(5&6) RS-2	LASALLE
Default	PLOT DATE = 6/6/2014	DATE -	REVISED -		CONTRACT NO. 66C48								
ILLINOIS FED. AID PROJECT													



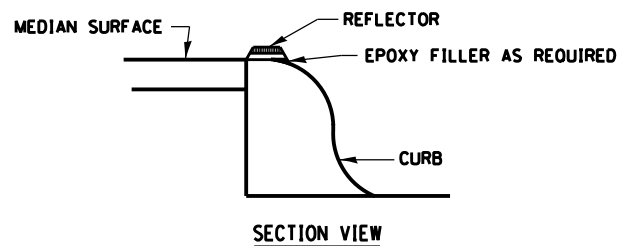
-  HMA REMOVAL 2 1/4"
-  SIDEWALK REMOVAL

FILE NAME = c:\pwwork\pwwork\mcfaddenka\0306852\366C48-shr-plan.dgn	USER NAME = mcfaddenka	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET STA. 219 + 50 TO STA. 225 + 00				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLOT DATE = 6/6/2014	DATE -	REVISED -									ILLINOIS FED. AID PROJECT CONTRACT NO. 66C48		

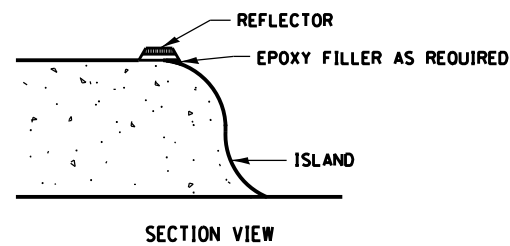


1. PRISMATIC REFLECTORS SHALL BE BI-DIRECTIONAL.
2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.
3. PRISMATIC REFLECTORS SHALL BE AMBER IN COLOR.

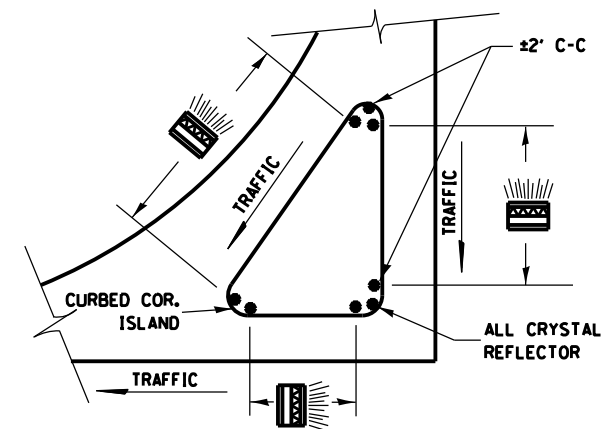
**PRISMATIC CURB REFLECTORS
AT CURB MEDIANS**



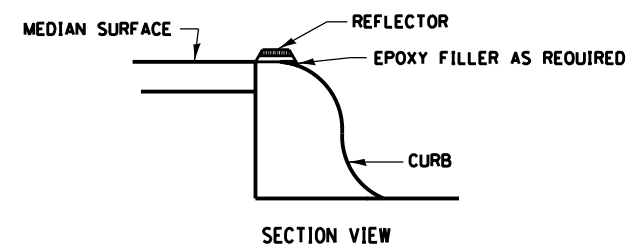
OPTION 1



OPTION 2



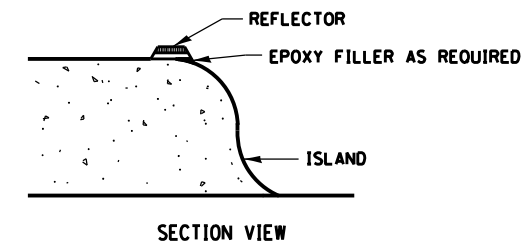
PRISMATIC REFLECTORS



NOTES

1. PRISMATIC REFLECTORS SHALL BE MONO-DIRECTIONAL AND POSITIONED SO THAT THE REFLECTIVE FACE IS FACING THE APPROACHING TRAFFIC.
2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.
3. PRISMATIC REFLECTORS SHALL BE EITHER AMBER OR CRYSTAL IN COLOR.

OPTION 1

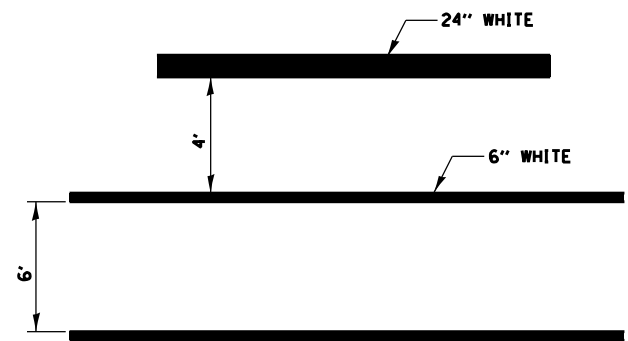


NOTES

1. PRISMATIC REFLECTORS SHALL BE MONO-DIRECTIONAL AND POSITIONED SO THAT THE REFLECTIVE FACE IS FACING THE APPROACHING TRAFFIC.
2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.
3. PRISMATIC REFLECTORS SHALL BE EITHER AMBER OR CRYSTAL IN COLOR.

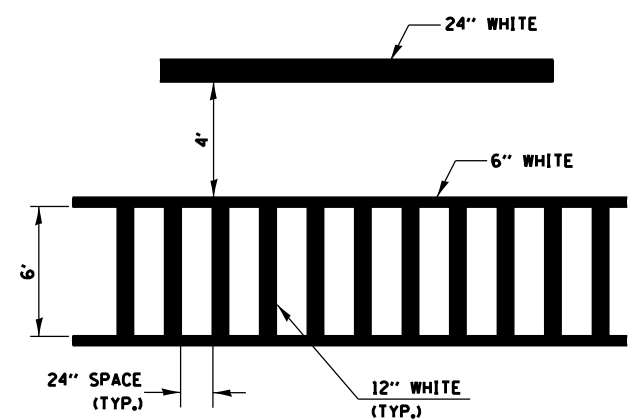
OPTION 2

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ca:\pwork\pwork\pwork\mcfaddenka\0306852\366C48-shr-details.dgn		DRAWN -	REVISED -					68	(5 & 6) RS-2	LASALLE	41	35
PLOT SCALE = 100.0000' / 1" =		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 66C48				
PLOT DATE = 6/5/2014		DATE -	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					



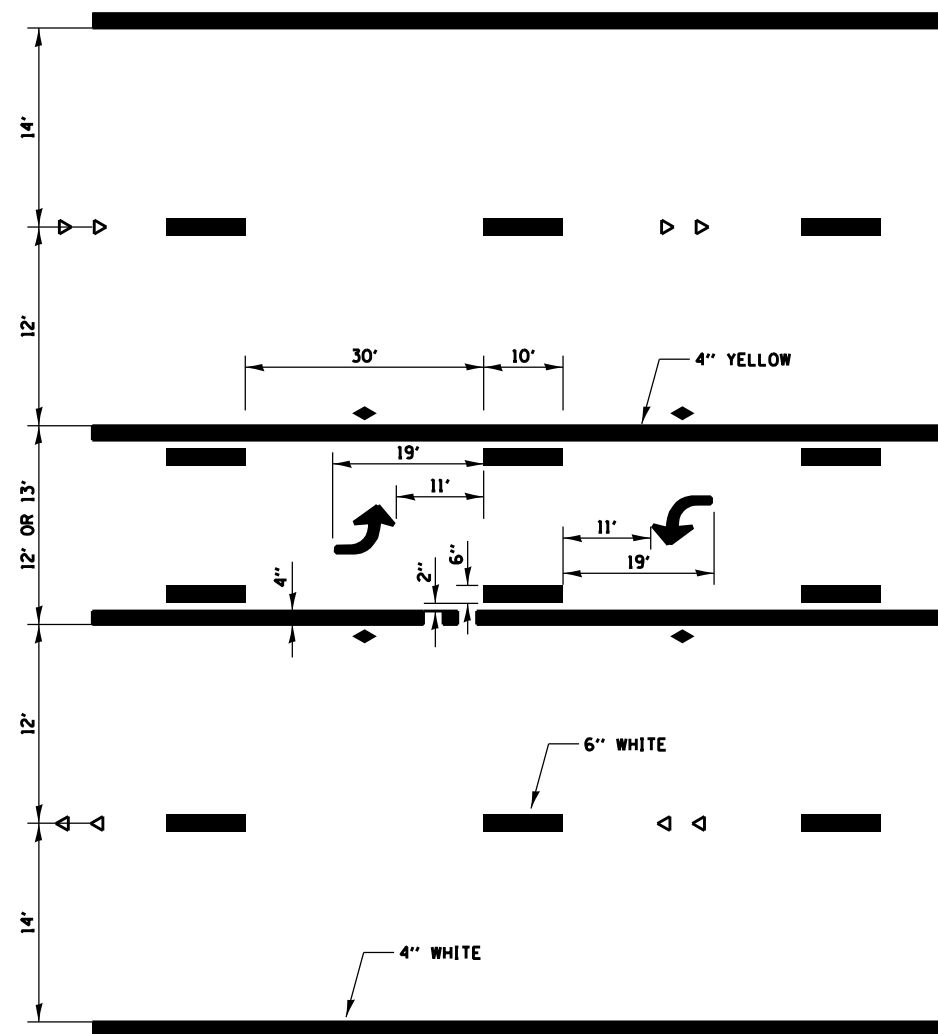
TYPICAL SPACING DETAIL FOR CROSSWALKS AND STOP BARS

OPTION 1

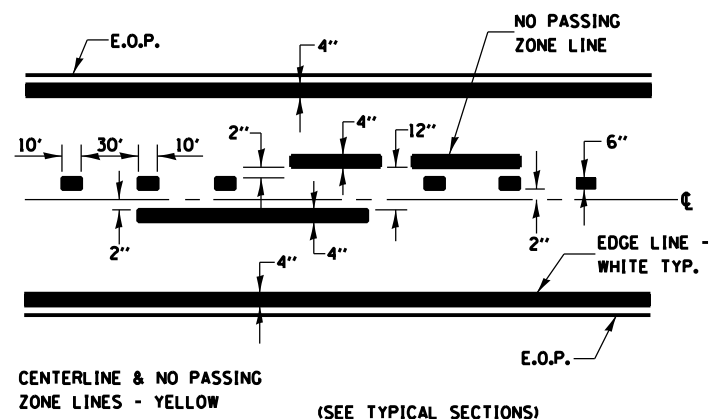


TYPICAL SPACING DETAIL FOR CROSSWALKS AND STOP BARS

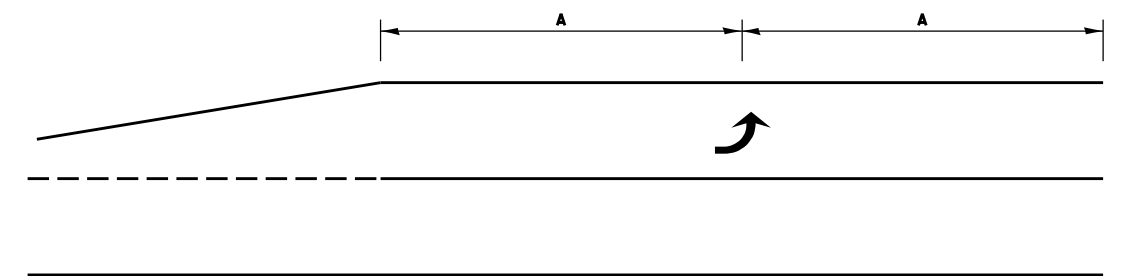
OPTION 2



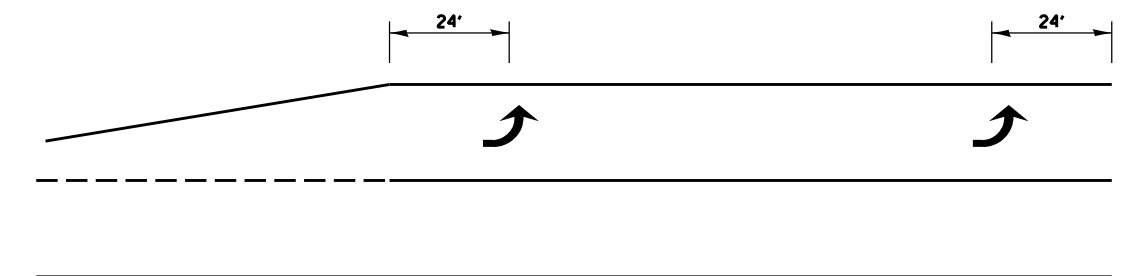
TYPICAL APPLICATION TWO WAY LEFT TURN LANE (TWLTL)



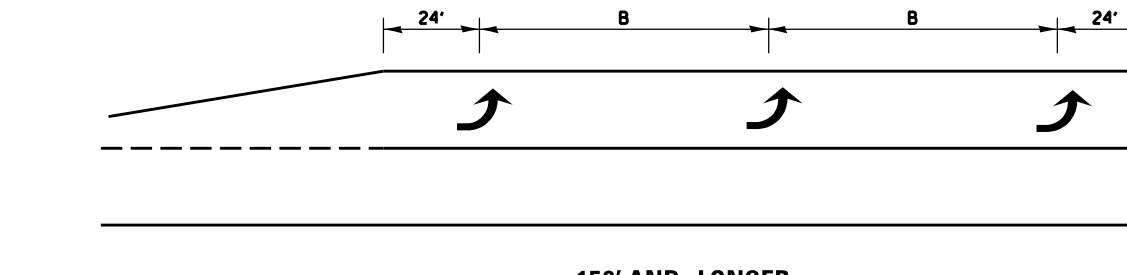
PAVEMENT MARKING



99' AND UNDER



100' TO 149'

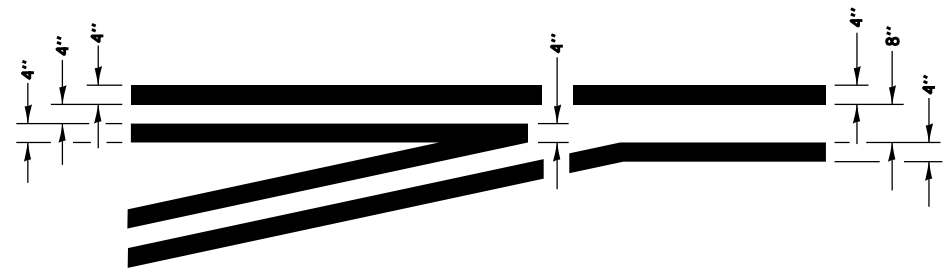
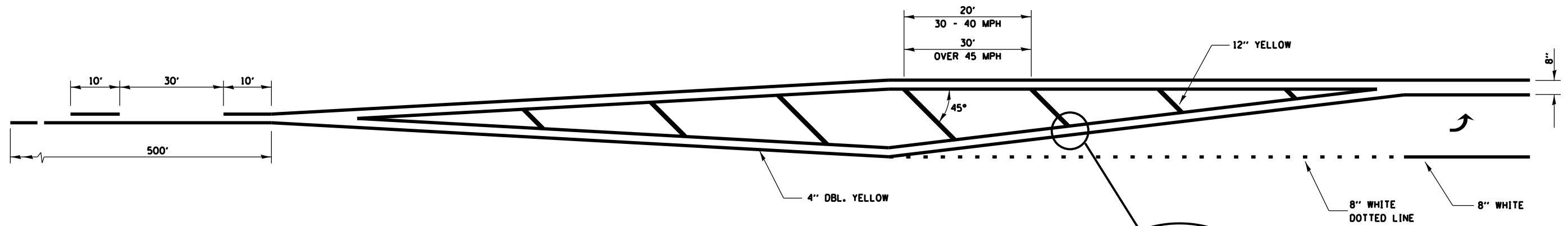


150' AND LONGER

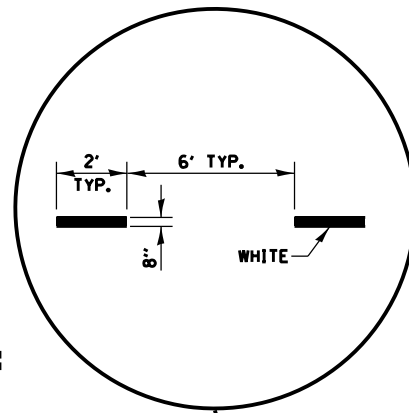
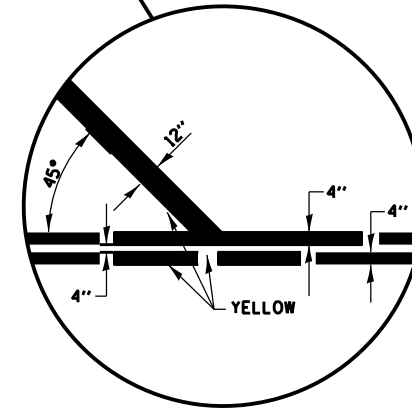
TYPICAL PLACEMENT OF ARROWS IN TURN LANES

URBAN PAVEMENT MARKING

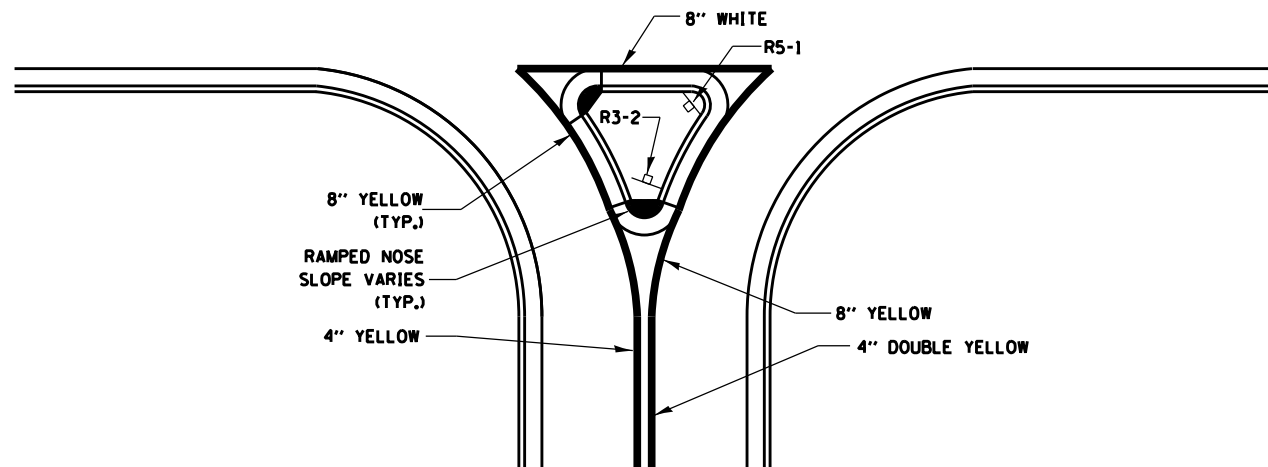
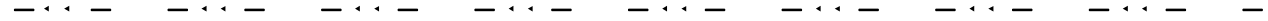
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ca:\pwork\pwork\mcfaddenka\0306852\366C48-shd-details.dgn	PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -					68	(5 & 6) RS-2	LASALLE	41	36
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					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



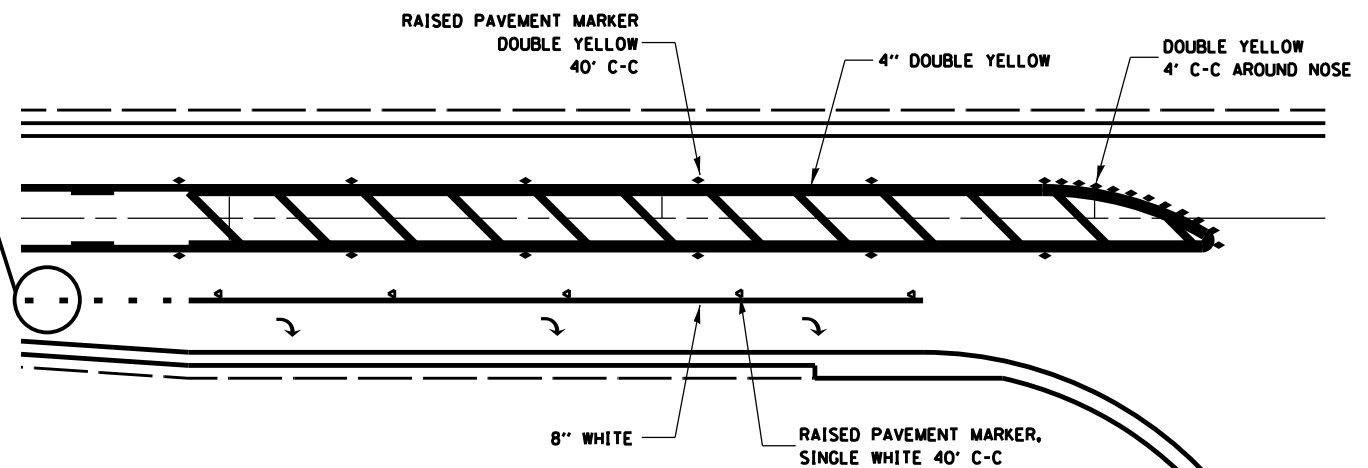
**TYPICAL APPLICATION
LEFT TURN LANES**



**ADVANCE AND INTERSECTION LANE
DIVIDER LINES**



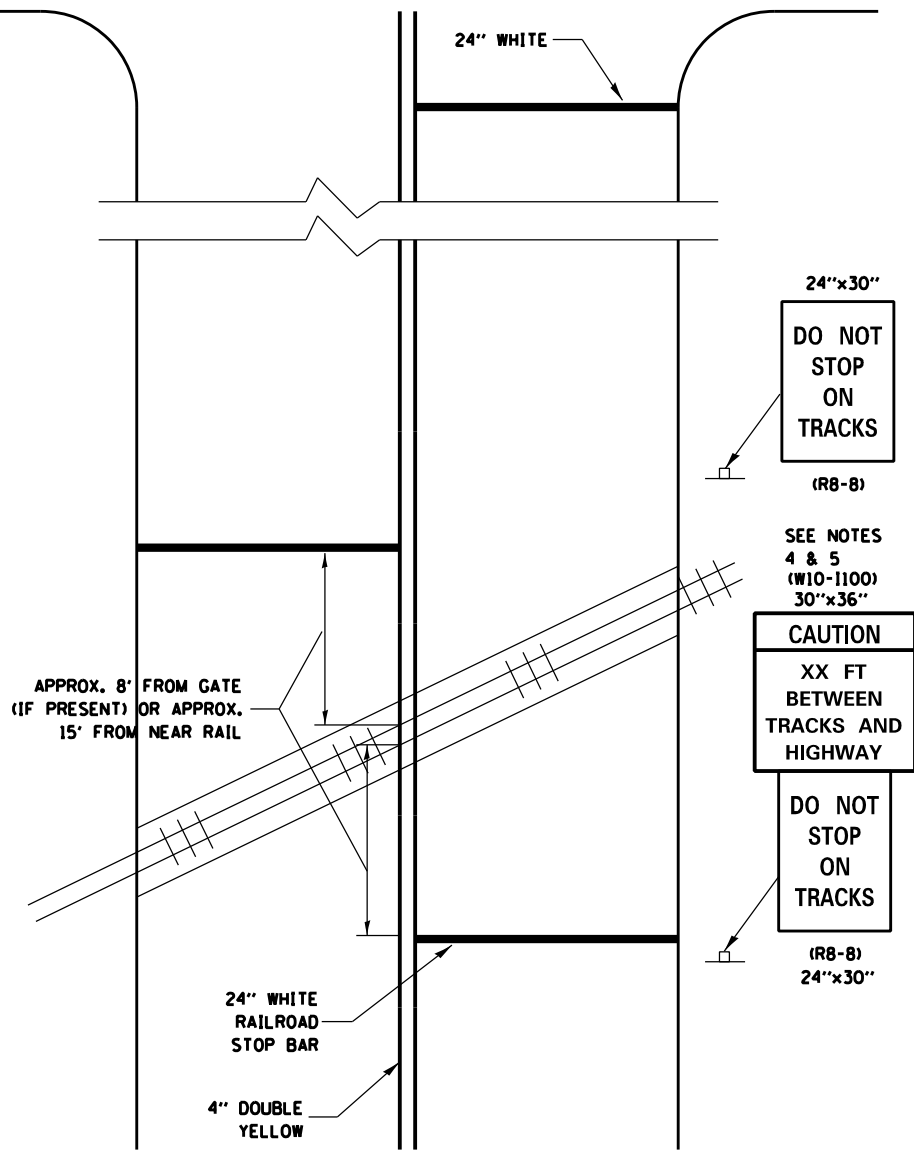
RIGHT IN RIGHT OUT ACCESS PAVEMENT MARKING



**RAISED REFLECTIVE AND PAVEMENT MARKERS
RIGHT TURN LANE**

URBAN PAVEMENT MARKING

FILE NAME =	USER NAME = mcFaddenka	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwr\work\pwr\dot\mcFaddenka\ld8386852\366C48-shr-details.dgn	PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -					68	(5 & 6) RS-2	LASALLE	41	37
PLOT DATE = 6/5/2014	DATE -	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 66C48				
					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



WITH NONSIGNALIZED INTERSECTION

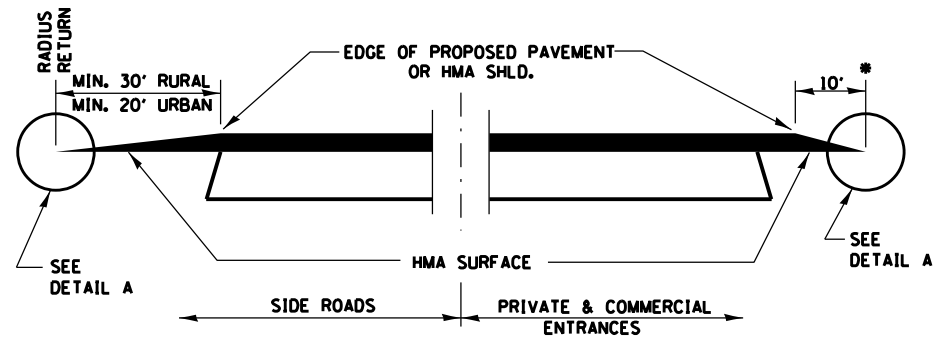
24"x30"
DO NOT STOP ON TRACKS
 (R8-B)

SEE NOTES 4 & 5 (W10-1100) 30"x36"

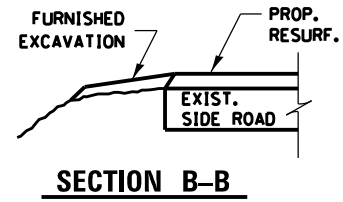
CAUTION
 XX FT BETWEEN TRACKS AND HIGHWAY

DO NOT STOP ON TRACKS
 (R8-B) 24"x30"

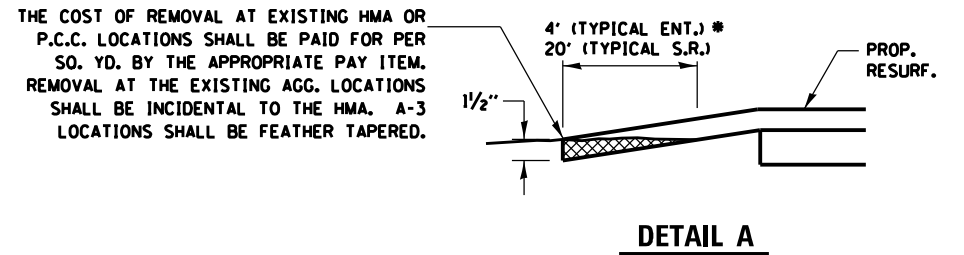
- NOTE:
- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
 - WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.
 - WHERE THE ANGLE BETWEEN THE DIAGONAL STRIPES AND THE TRACK (Ø) WOULD BE LESS THAN APPROXIMATELY 20°, THE STRIPES SHOULD BE SLOPED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.
 - DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP BAR OR CROSSWALK, WHICH EVER IS CLOSEST, ROUNDED DOWN TO NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
 - THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTENDED TO THE INTERSECTION.



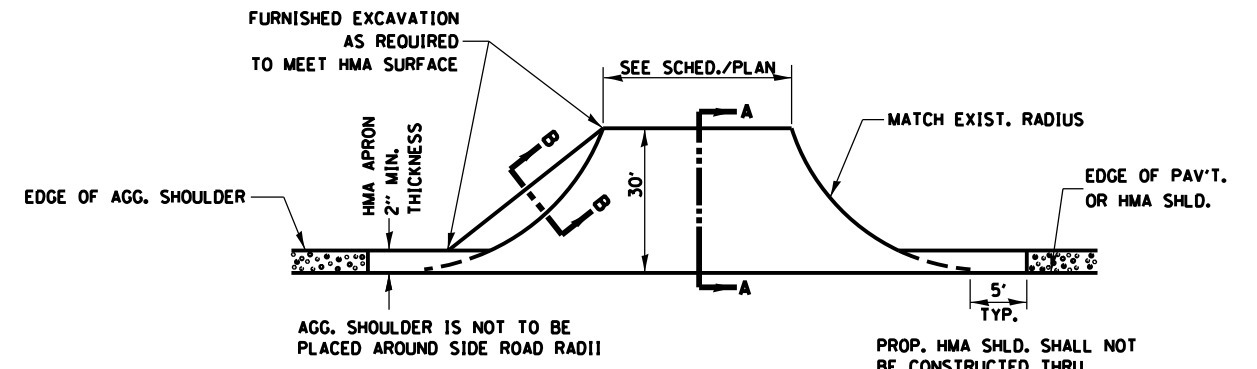
SECTION A-A
DETAILS AT ENTRANCES & SIDE ROADS



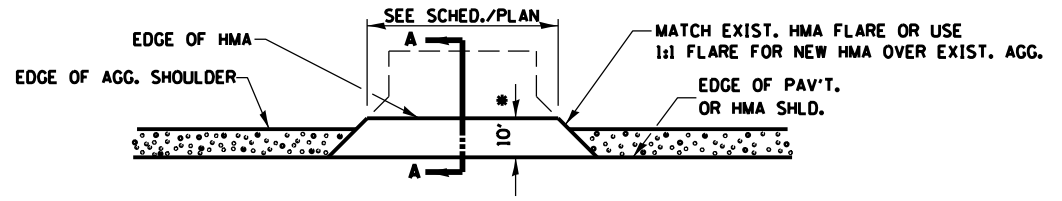
SECTION B-B



DETAIL A



PLAN AT SIDE ROADS

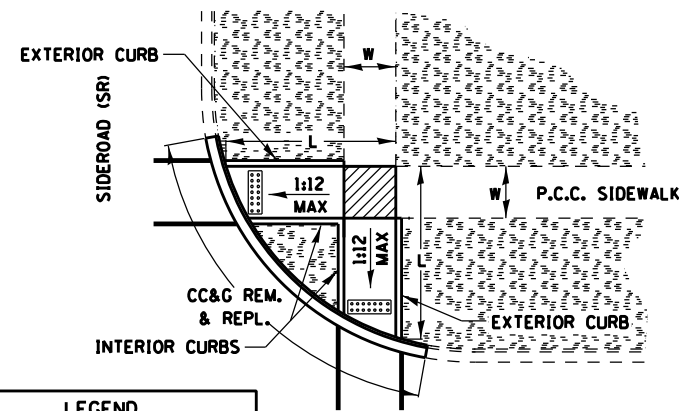


PLAN AT PRIVATE & COMMERCIAL ENTRANCES

(DO NOT RESURFACE FIELD ENTRANCES)

* PROPOSED HMA RESURFACING AT PUBLIC EDUCATIONAL FACILITY ENTRANCES SHALL BE EXTENDED TO THE RIGHT-OF-WAY LIMITS.

FILE NAME =	USER NAME = mcfaddenka	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
e:\pwr\work\pwr\d0t\mcfaddenka\d0306852\366C48-shd-details.dgn	DRAWN -	REVISED -	68			(5 & 6) RS-2	LASALLE	41	38	
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -	CONTRACT NO. 66C48							
PLOT DATE = 6/5/2014	DATE -	REVISED -	FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT				

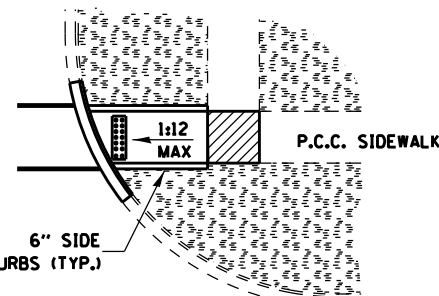
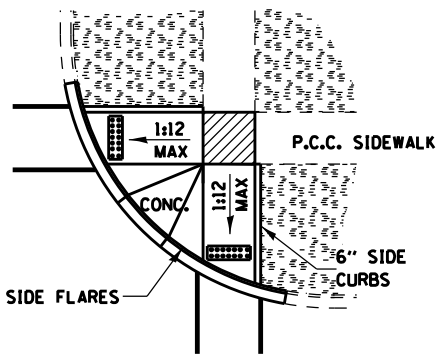
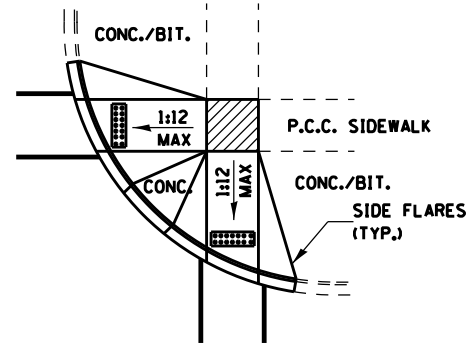


MAINLINE (ML)

LEGEND

- PLANTING OR OTHER NON-WALKING SURFACE
- SLOPE = 2% MAX.
- DETECTABLE WARNING

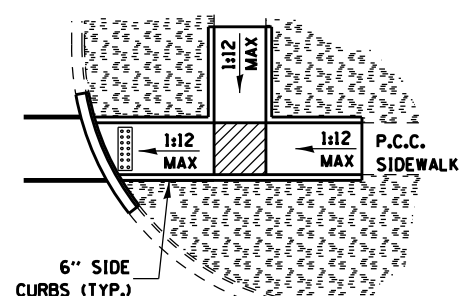
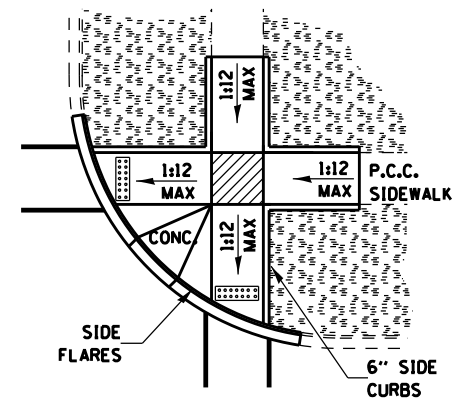
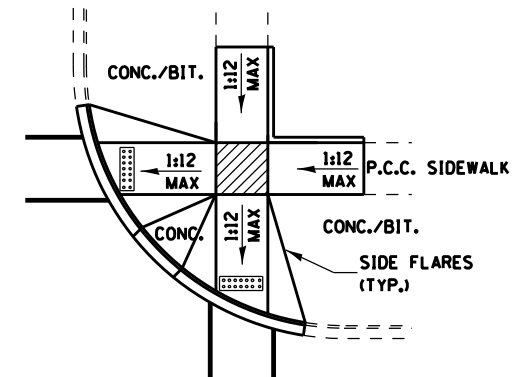
**ADA SIDEWALK ACCESSIBILITY RAMPS
METHOD 1**



LEGEND

- PLANTING OR OTHER NON-WALKING SURFACE
- SLOPE = 2% MAX.
- DETECTABLE WARNING

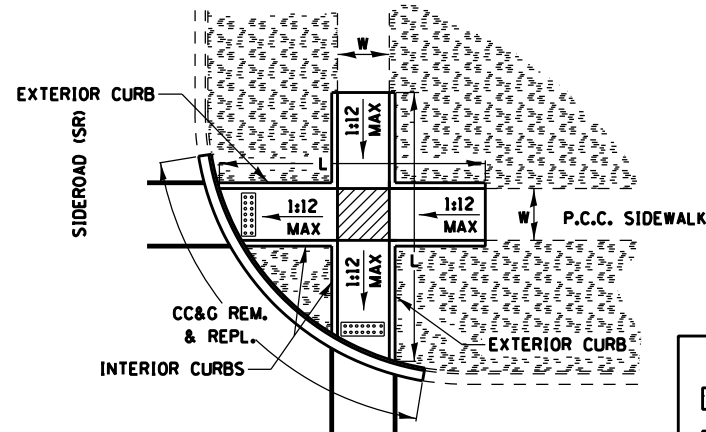
TYPICAL CURB APPLICATIONS FOR METHOD 1



LEGEND

- PLANTING OR OTHER NON-WALKING SURFACE
- SLOPE = 2% MAX.
- DETECTABLE WARNING

TYPICAL CURB APPLICATIONS FOR METHOD 2



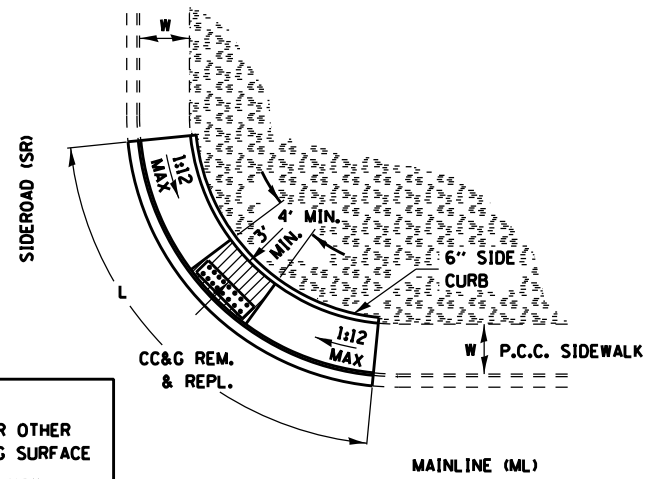
MAINLINE (ML)

LEGEND

- PLANTING OR OTHER NON-WALKING SURFACE
- SLOPE = 2% MAX.
- DETECTABLE WARNING

**ADA SIDEWALK ACCESSIBILITY RAMPS
METHOD 2**

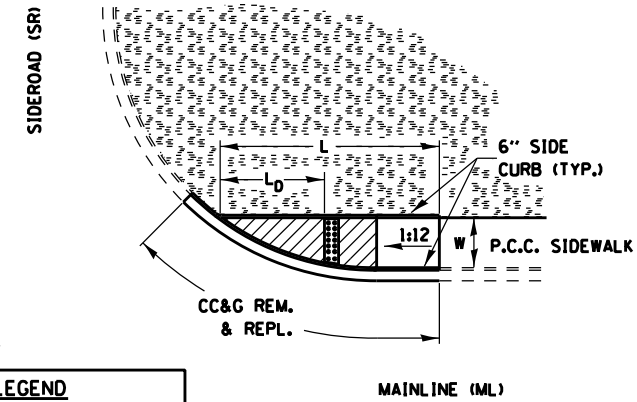
FILE NAME =	USER NAME = mcfaddenka	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwwork\pwwork\mcfaddenka\d0306852\366C48-sh1-detailed.dgn	PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -					68	(5 & 6) RS-2	LASALLE	41	39
PLOT DATE = 6/5/2014		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 66C48				
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



LEGEND

	PLANTING OR OTHER NON-WALKING SURFACE
	SLOPE = 2% MAX.
	DETECTABLE WARNING

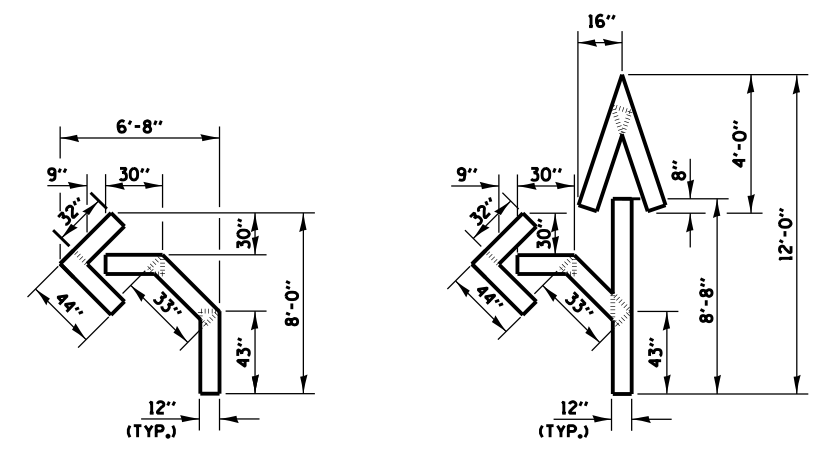
**ADA SIDEWALK ACCESSIBILITY RAMPS
METHOD 3**



LEGEND

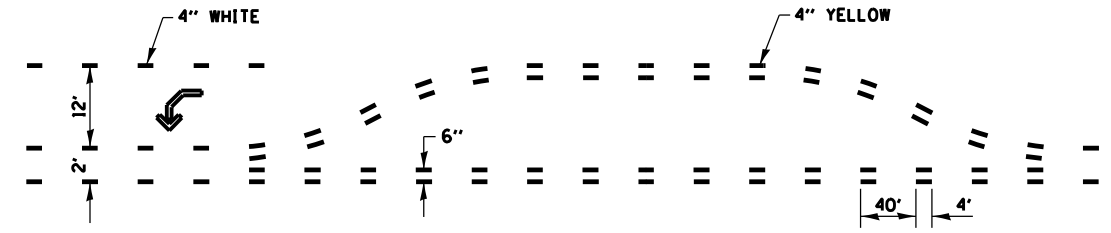
	PLANTING OR OTHER NON-WALKING SURFACE
	SLOPE = 2% MAX.
	DETECTABLE WARNING

**ADA SIDEWALK ACCESSIBILITY RAMPS
METHOD 4**

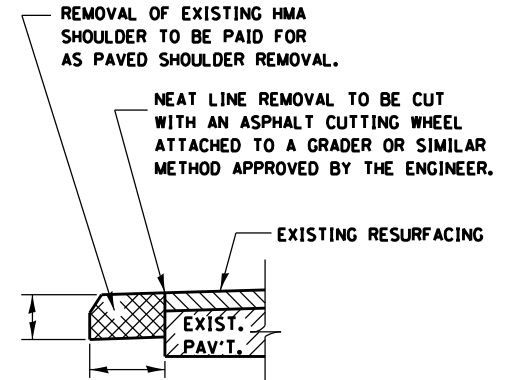


QUANTITY
12" LINE = 16 LIN. FT.
OR 4" LINE = 48 LIN. FT.

QUANTITY
12" LINE = 29 LIN. FT.
OR 4" LINE = 87 LIN. FT.

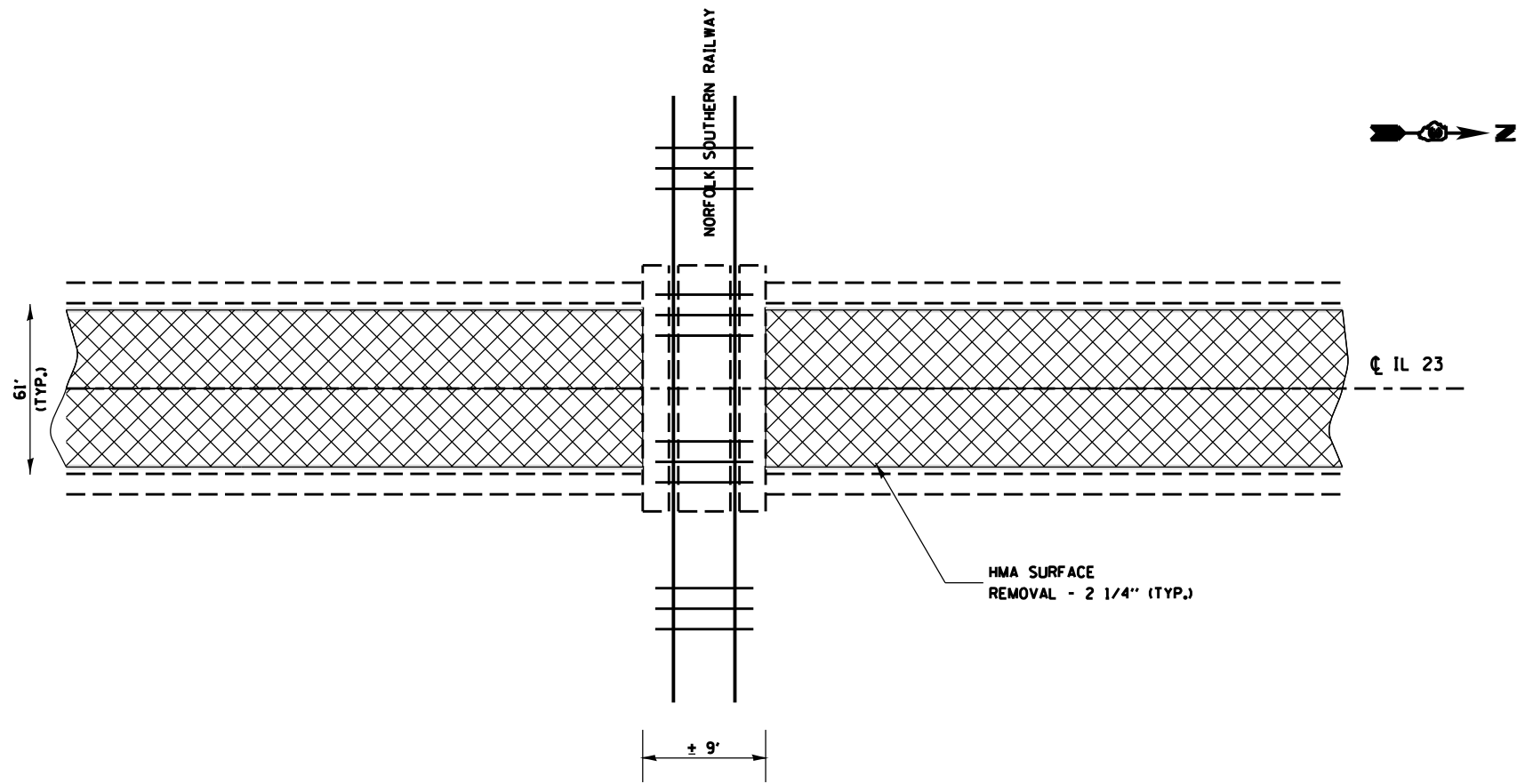


**SHORT-TERM PAVEMENT MARKING
FOR MEDIANS AND ARROWS**

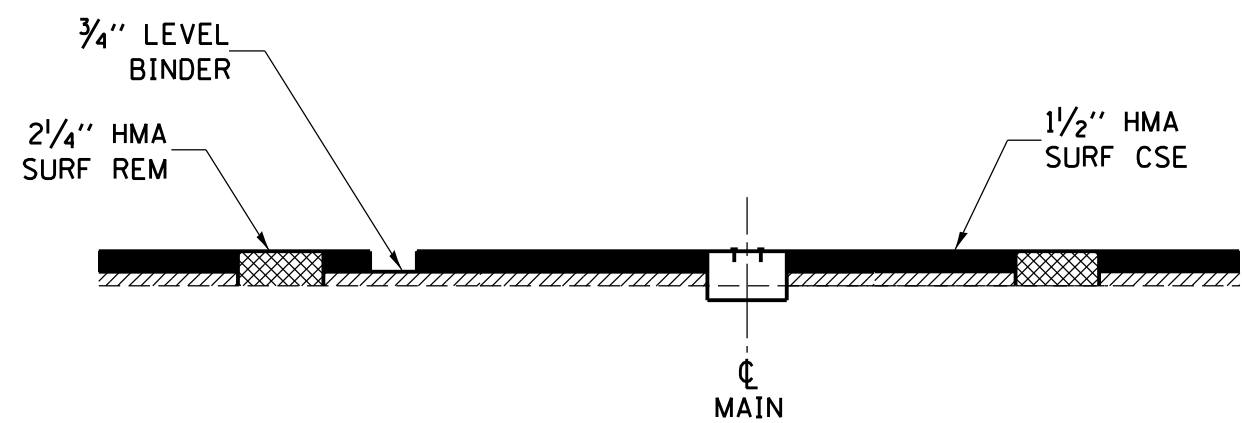


**REMOVAL OF EXISTING
HMA SHOULDER**

FILE NAME =	USER NAME = mcfaddenka	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
e:\pwork\pwork\mcfaddenka\0306852\366C48-shr-de\ta1.s.dgn	DRAWN -	REVISED -	68			(5 & 6) RS-2	LASALLE	41	40	
PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -	CONTRACT NO. 66C48							
PLOT DATE = 6/5/2014	DATE -	REVISED -	FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT				
SCALE:						SHEET NO.	OF	SHEETS	STA.	TO STA.



PLAN AT RAILROAD CROSSING



**PROPOSED MILLING & RESURFACING DETAIL
AT THE NORFOLK SOUTHERN RAILWAY GRADE CROSSING**

(DOT/AAR NO. 534 499 G)

FILE NAME = c:\pwwork\pwwork\mcfaddenka\d0306852	USER NAME = mcfaddenka	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	366C48-sht-details.dgn	DRAWN -	REVISED -					68	(5 & 6) RS-2	LASALLE	41	41
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