

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 326 : ILL 47
SEAVEY ROAD TO 0.1 MILES NO WELTER ROAD
SECTION: 107-RS-4

**RESURFACING (3P)/MILLED RUMBLE STRIPES
KANE COUNTY**

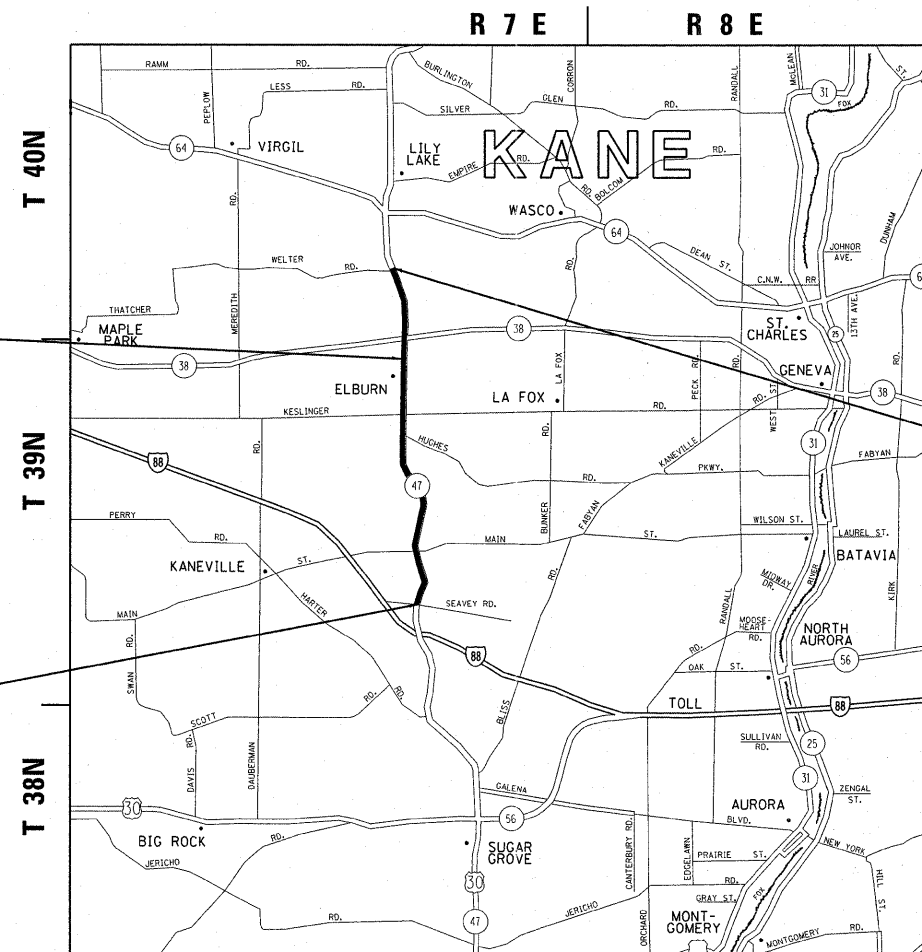
C-91-463-11

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN THE
VILLAGE OF ELBURN &
UNINCORPORATED KANE COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	107-RS-4	KANE	35	1
		ILLINOIS	CONTRACT NO. 60P09	

D-91-463-11

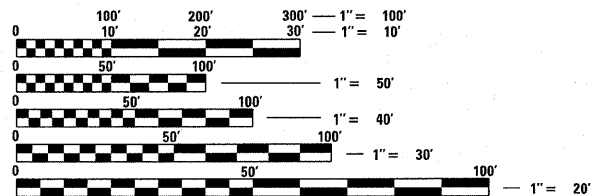


TRAFFIC DATA
2009 ADT = 10300
POSTED SPEED LIMIT = 25 - 55 MPH

OMISSION
STA. 267+72 TO
STA. 268+16

PROJECT ENDS
STA. 438+10

PROJECT BEGINS
STA. 4+57



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 KARI SMITH (847) 705-4437
PROJECT MANAGER KEN ENG (847) 705-4247

CONTRACT NO. 60P09

CAMPTON & BLACKBERRY TOWNSHIPS

GROSS LENGTH = 43,353 FT. = 8.21 MILE
NET LENGTH = 43,309 FT. = 8.20 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED OCTOBER 21, 2011
Diane M. O'Neil
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 9, 2011
Scott E. Stitt, P.E.
ACTING ENGINEER OF DESIGN AND ENVIRONMENT

December 9, 2011
William R. Fienler
INTERIM DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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1	COVER SHEET
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4	TYPICAL SECTIONS
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20	FLASHING BEACON REPLACEMENT PLANS
21-22	DETECTOR LOOP REPLACEMENT PLANS
23	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)
24	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
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32	ARTERIAL ROAD INFORMATION SIGN (TC-22)
33	DISTRICT 1 - STANDARD TRAFFIC SIGNAL DESIGN DETAIL (TS-05)
34	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)
35	RUMBLE STRIPES FOR CENTERLINE NON-FREEWAY

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
701011-02	OFF-ROAD MOVING OPERATIONS 2L, 2W DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS > 45 MPH
701427	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS <= 40 MPH
701502-04	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

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

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

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)), WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

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

THE ENGINEER SHALL CONTACT MR. DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER, AT (847) 741-9857 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF CONSTRUCTION.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

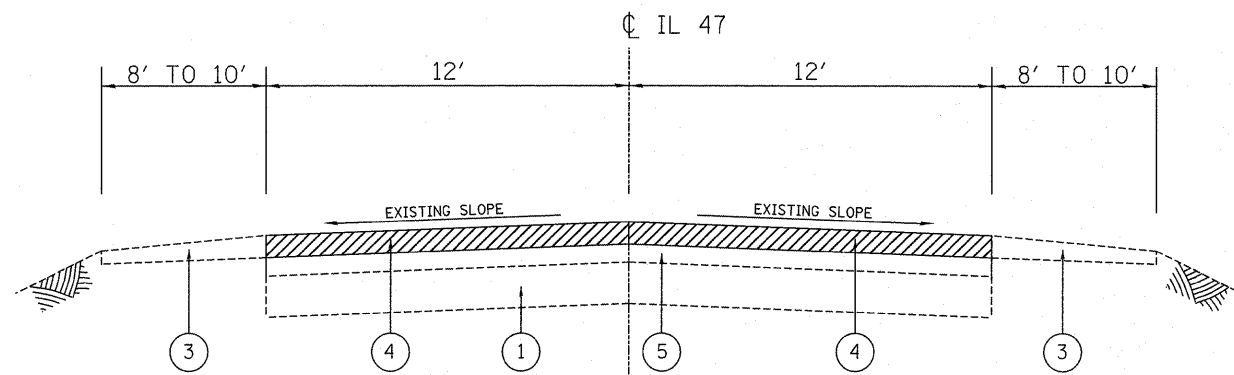
DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS"

WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

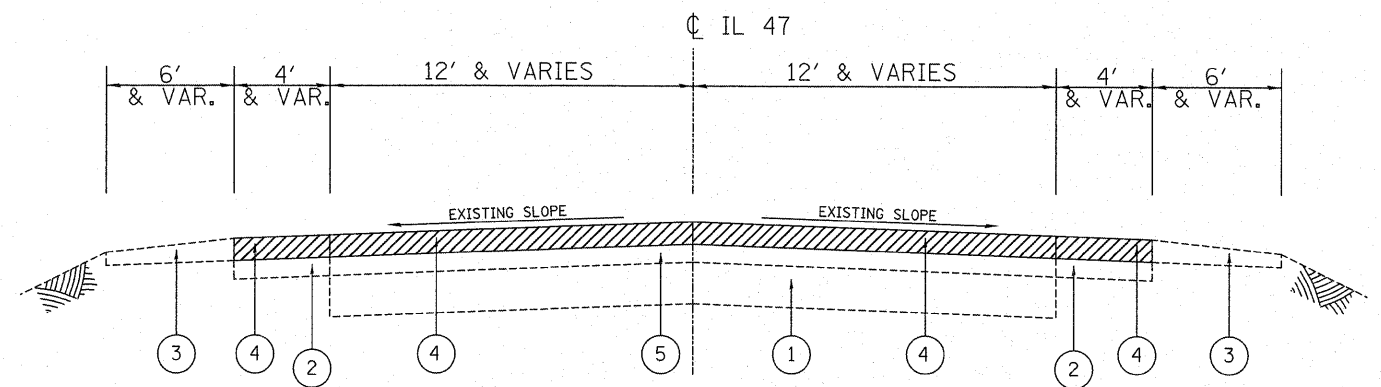
BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

FILE NAME =	USER NAME = harringtonc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, LIST OF STANDARDS & GENERAL NOTES (ILL 47) SEAVEY RD. TO 0.1 MILES N of WELTER RD.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pwork\pwork\harringtonc\0270368	0146311-sht-plan.dgn	DRAWN -	REVISED -			326	107-RS-4	KANE	35	2	
	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 60P09					
	PLOT DATE = 11/1/2011	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE:		SHEET NO. OF SHEETS		STA. TO STA.			

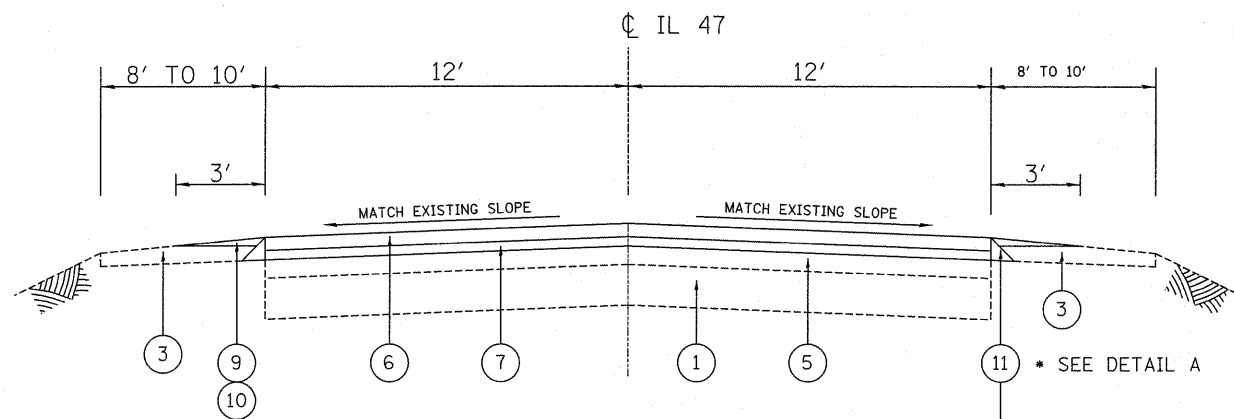
SUMMARY OF QUANTITIES			URBAN		CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN		CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE						CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	19	19						70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	446	446					
25200110	SODDING, SALT TOLERANT	SO YD	19	19						70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	906	906					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	138	138						70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	623	623					
40600300	AGGREGATE (PRIME COAT)	TON	688	688						70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	8205	8205					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	258	258						* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	814	814					
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	7092	7092						* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	108050	108050					
40600895	CONSTRUCTING TEST STRIP	EACH	1	1						* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	4470	4470					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	717	717						* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	446	446					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	14441	14441						* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	906	906					
42001300	PROTECTIVE COAT	SO YD	70	70						* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	623	623					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	84.5	84.5						* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1154	1154					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	171917	171917						* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	18	18					
44000600	SIDEWALK REMOVAL	SO FT	84.5	84.5						78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1154	1154					
44201827	CLASS D PATCHES, TYPE II, 15 INCH	SO YD	236	236						* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	1468	1468					
44201831	CLASS D PATCHES, TYPE III, 15 INCH	SO YD	20	20						89502400	REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE	EACH	1	1					
44201833	CLASS D PATCHES, TYPE IV, 15 INCH	SO YD	176	176						X0325936	SOLAR-POWERED FLASHER/POST MOUNTED (YELLOW LED DISPLAY)	EACH	2	2					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	3906	3906						X0326898	CENTER LINE - RUMBLE STRIP - 16"	FOOT	19945	19945					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	2	2						X2020110	GRADING AND SHAPING SHOULDERS	UNIT	721	721					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6						X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	75	75					
67100100	MOBILIZATION	L SUM	1	1						X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	12	12					
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1						* X7800815	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE - 4 INCH	FOOT	30284	30284					
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1						Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	225	225					
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1						Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	7	7					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1						Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4					
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1						Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	24864	24864						* SPECIALTY ITEMS									
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	814	814															
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	108050	108050															
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	4470	4470															



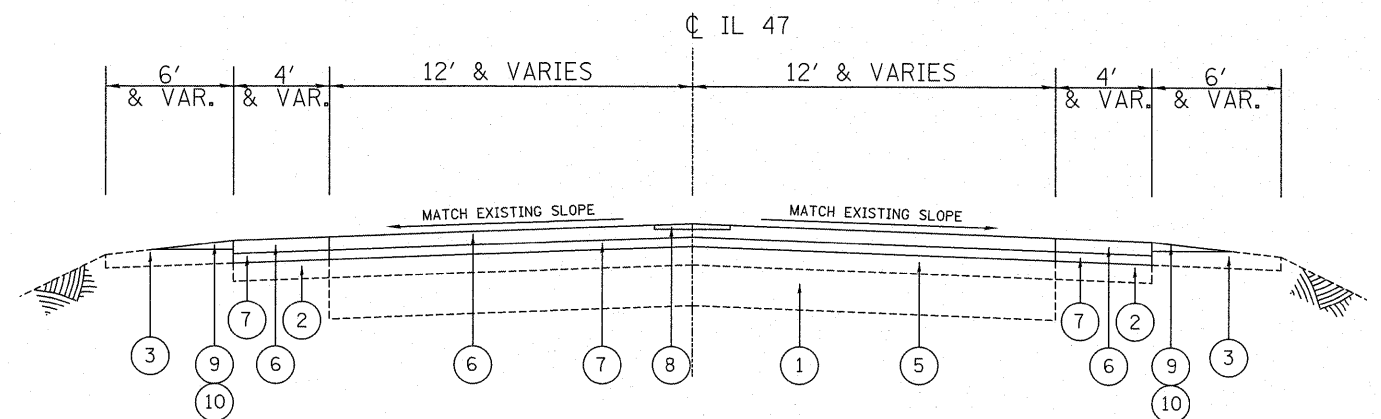
EXISTING TYPICAL SECTION
STA. 295+00 TO STA. 438+10



EXISTING TYPICAL SECTION
STA. 4+57 TO STA. 295+00



PROPOSED TYPICAL SECTION
STA. 295+00 TO STA. 438+10

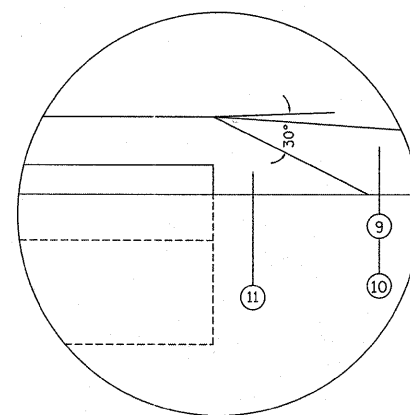


PROPOSED TYPICAL SECTION
STA. 4+57 TO STA. 295+00

LEGEND

1. EXISTING P.C.C PAVEMENT, ± 10"
2. EXISTING HMA SHOULDER
3. EXISTING AGGREGATE SHOULDER
4. PROPOSED HMA SURFACE REMOVAL, 2 1/4"
5. EXISTING HMA PAVEMENT, AFTER MILLING, ± 5"
6. PROPOSED HMA SURFACE COURSE, MIX "D", N70 (1 1/2")
7. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4")
8. PROPOSED CENTERLINE RUMBLE STRIPE (SEE PLANS FOR EXACT LOCATIONS)
9. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
10. PROPOSED GRADING AND SHAPING SHOULDERS
11. SAFETY EDGE

DETAIL A



HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS
PAVEMENT RESURFACING & HMA SHOULDERS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5 mm)	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 mm), 15"	4% @ 70 GYR.

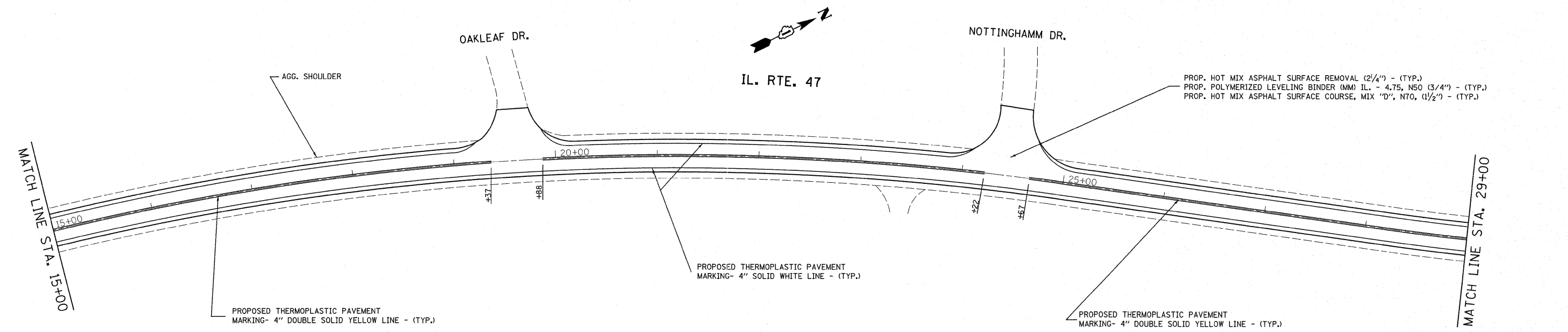
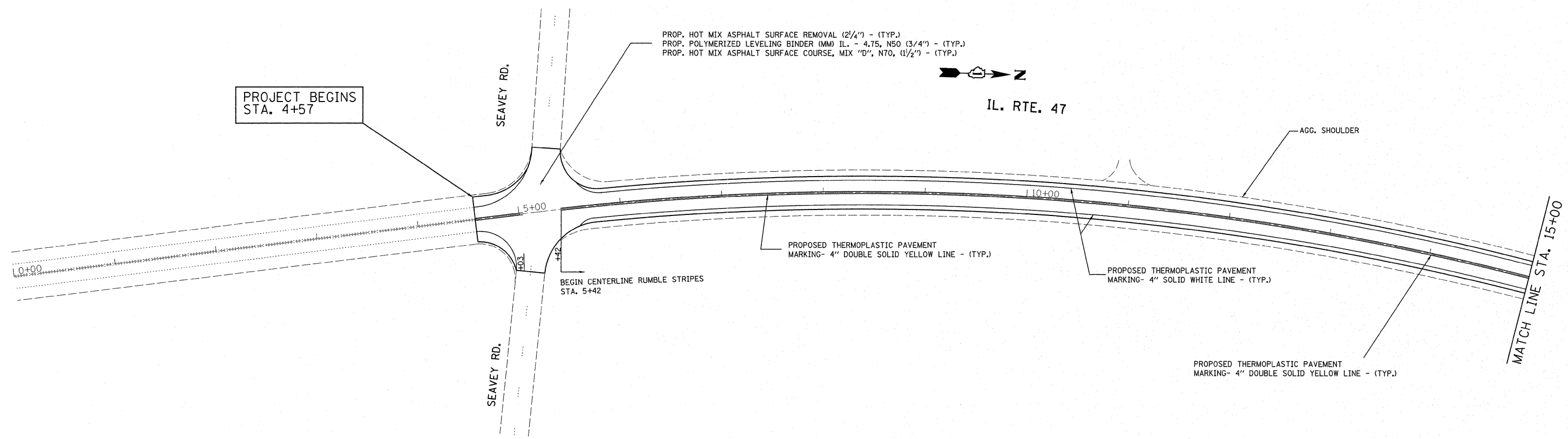
NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

EXISTING CURB AND GUTTER ARE AT STA. 65+85 TO STA. 77+50 AND STA. 239+84 TO 317+00 AS SHOWN ON THE ROADWAY AND PAVEMENT MARKING PLANS.

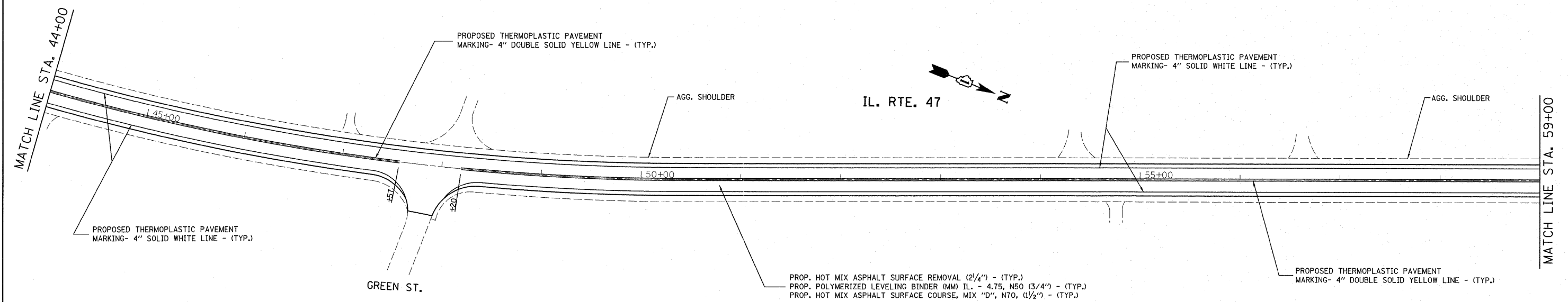
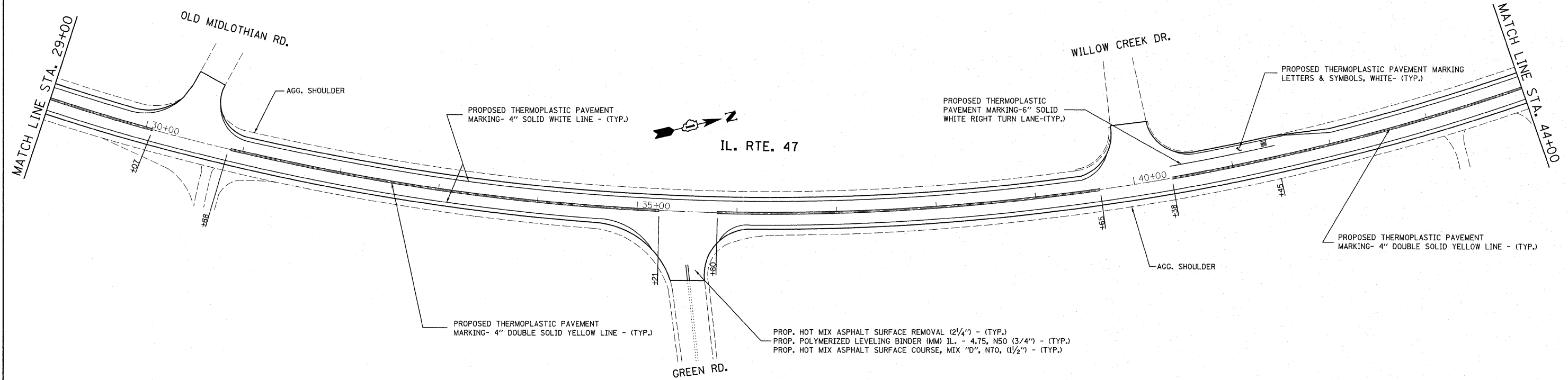
MILLED RUMBLE STRIP IS TO BE PLACED ALONG CENTERLINE AT STA. 5+42 TO STA. 225+43.

CONTRACTOR SHALL MILL BEFORE PATCHING.



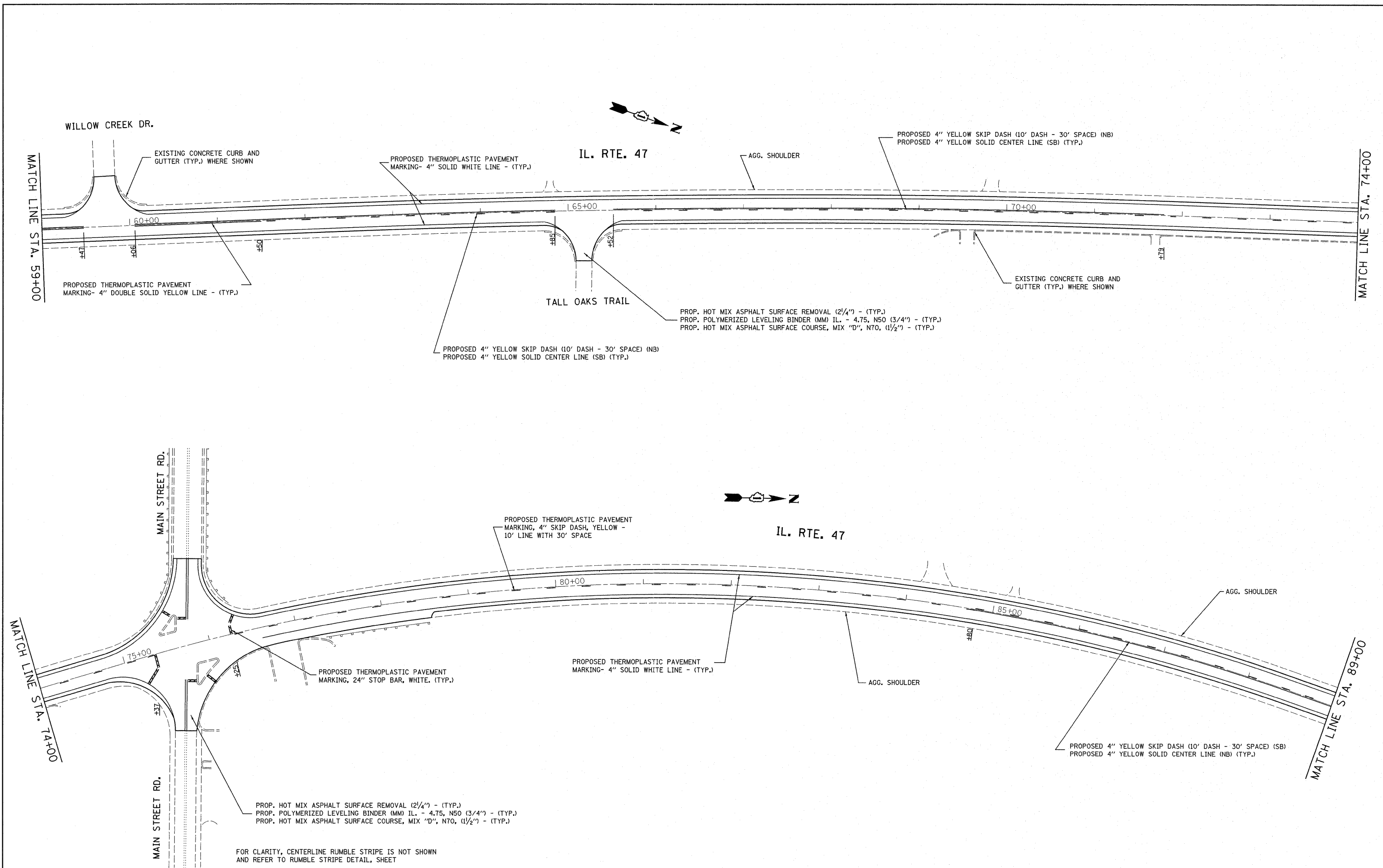
FOR CLARITY, CENTERLINE RUMBLE STRIPE IS NOT SHOWN
AND REFER TO RUMBLE STRIPE DETAIL, SHEET

FILE NAME = c:\pwork\pwork\harringtonco\0270368	USER NAME = harringtonco D146311-sht-plan.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	(ILL 47) SEAVEY RD. TO 0.1 MILES N of WELTER RD.				F.A.P. RTE. 326	SECTION 107-RS-4	COUNTY KANE	TOTAL SHEETS 35	SHEET NO. 5
PLOT SCALE = 50,0000' / in.		CHECKED -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60P09		
PLOT DATE = 11/1/2011		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

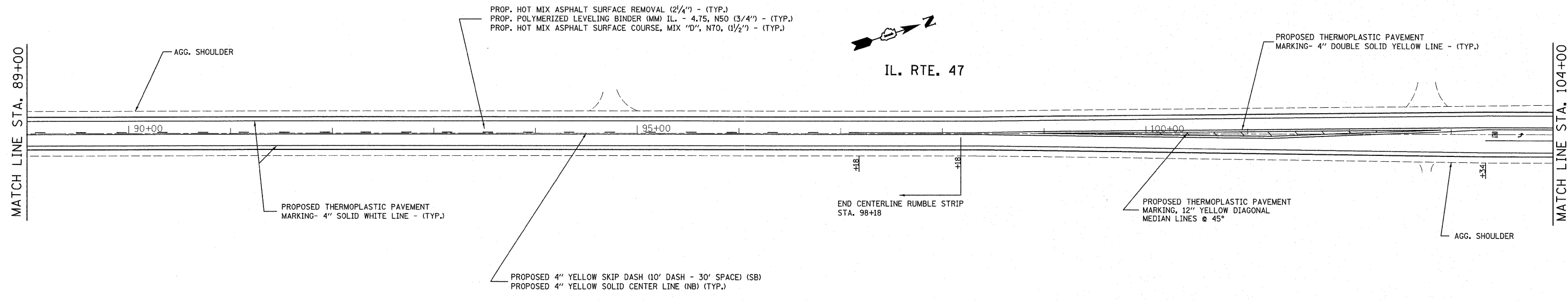


FOR CLARITY, CENTERLINE RUMBLE STRIPE IS NOT SHOWN AND REFER TO RUMBLE STRIPE DETAIL, SHEET

FILE NAME = c:\pwwork\pwwork\harringtonco\d0270368	USER NAME = harringtonco	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	(ILL 47) SEAVEY RD. TO 0.1 MILES N of WELTER RD.			F.A.P. RTE. 326	SECTION 107-RS-4	COUNTY KANE	TOTAL SHEETS 35	SHEET NO. 6
	PLOT SCALE = 50,0000 ' / 1" =	CHECKED -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60P09	
PLOT DATE = 11/1/2011	DATE -	REVISED -	REVISED -	ILLINOIS FED. AID PROJECT								

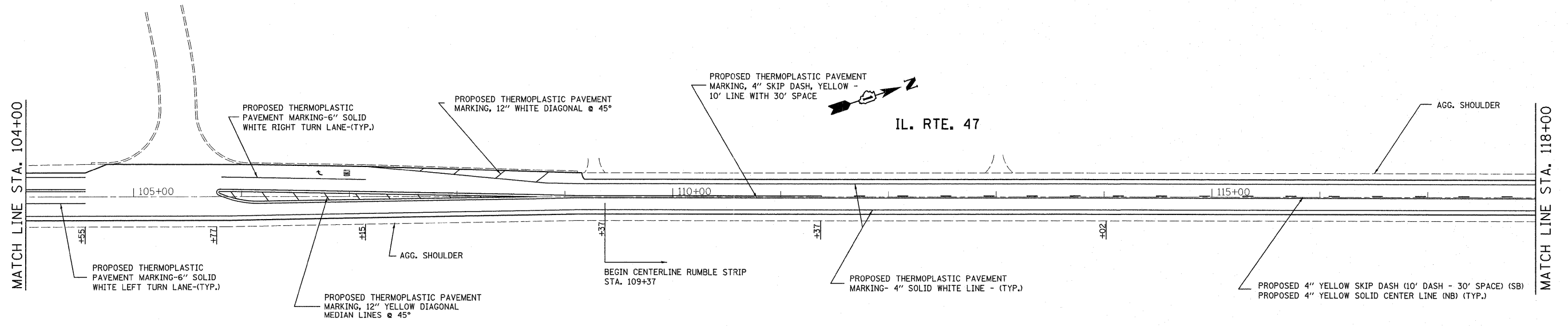


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PLOT SCALE = 50,0000' / in.		CHECKED -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 60P09		
PLOT DATE = 11/1/2011		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



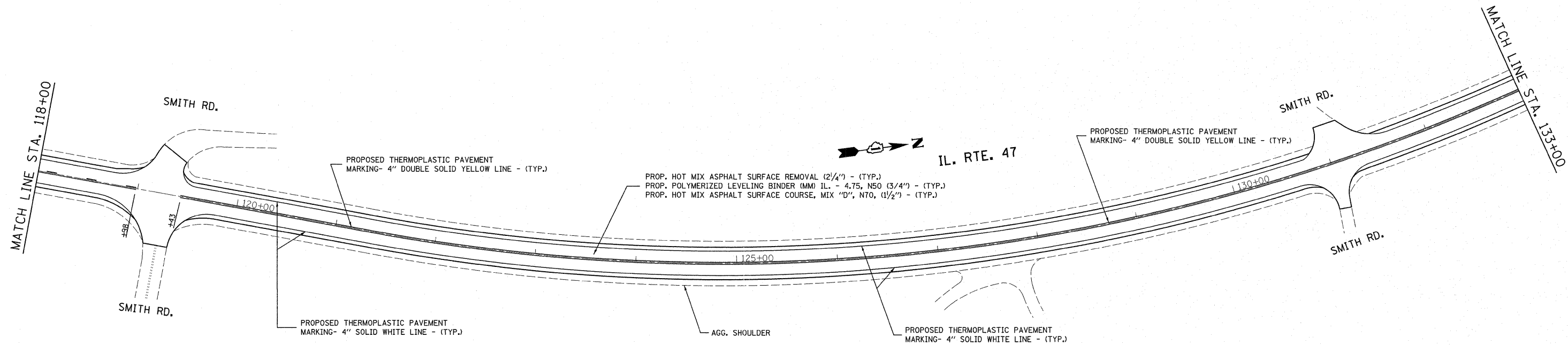
PAVEMENT MARKING MODIFICATION (AS SHOWN ON PLANS):
 DOUBLE YELLOW CENTERLINE STARTS FROM STA. 97+18 TO STA. 98+18
 AND FROM STA. 109+37 TO STA. 111+37

NB NO PASSING ZONE LINE FROM STA. 111+37 TO STA. 114+02



FOR CLARITY, CENTERLINE RUMBLE STRIPE IS NOT SHOWN
 AND REFER TO RUMBLE STRIPE DETAIL, SHEET

FILE NAME =	USER NAME = harringtoncc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	(ILL 47) SEAVEY RD. TO 0.1 MILES N of WELTER RD.			F.A.P. RTE. 326	SECTION 107-RS-4	COUNTY KANE	TOTAL SHEETS 35	SHEET NO. 8
c:\pwwork\pwwork\harringtoncc\d0270368	D146311-sht-plan.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 60P09		
	PLOT SCALE = 50,0000' / 1" =	CHECKED -	REVISED -							ILLINOIS FED. AID PROJECT		
	PLOT DATE = 11/1/2011	DATE -	REVISED -									



PROP. HOT MIX ASPHALT SURFACE REMOVAL (2 1/4") - (TYP.)
 PROP. POLYMERIZED LEVELING BINDER (MM) IL. - 4.75, N50 (3/4") - (TYP.)
 PROP. HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70, (1 1/2") - (TYP.)

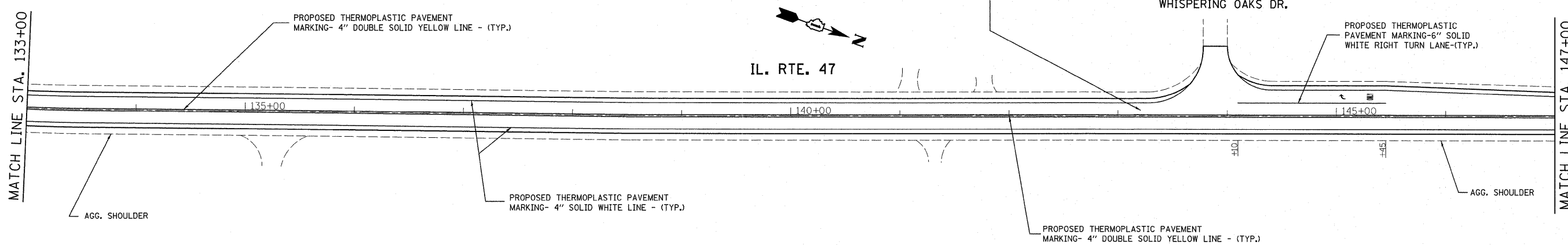
PROPOSED THERMOPLASTIC PAVEMENT MARKING- 4" DOUBLE SOLID YELLOW LINE - (TYP.)

PROPOSED THERMOPLASTIC PAVEMENT MARKING- 4" SOLID WHITE LINE - (TYP.)

AGG. SHOULDER

PROPOSED THERMOPLASTIC PAVEMENT MARKING- 4" SOLID WHITE LINE - (TYP.)

PROPOSED THERMOPLASTIC PAVEMENT MARKING- 4" DOUBLE SOLID YELLOW LINE - (TYP.)



PROP. HOT MIX ASPHALT SURFACE REMOVAL (2 1/4") - (TYP.)
 PROP. POLYMERIZED LEVELING BINDER (MM) IL. - 4.75, N50 (3/4") - (TYP.)
 PROP. HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70, (1 1/2") - (TYP.)

PROPOSED THERMOPLASTIC PAVEMENT MARKING- 4" DOUBLE SOLID YELLOW LINE - (TYP.)

PROPOSED THERMOPLASTIC PAVEMENT MARKING- 4" SOLID WHITE LINE - (TYP.)

AGG. SHOULDER

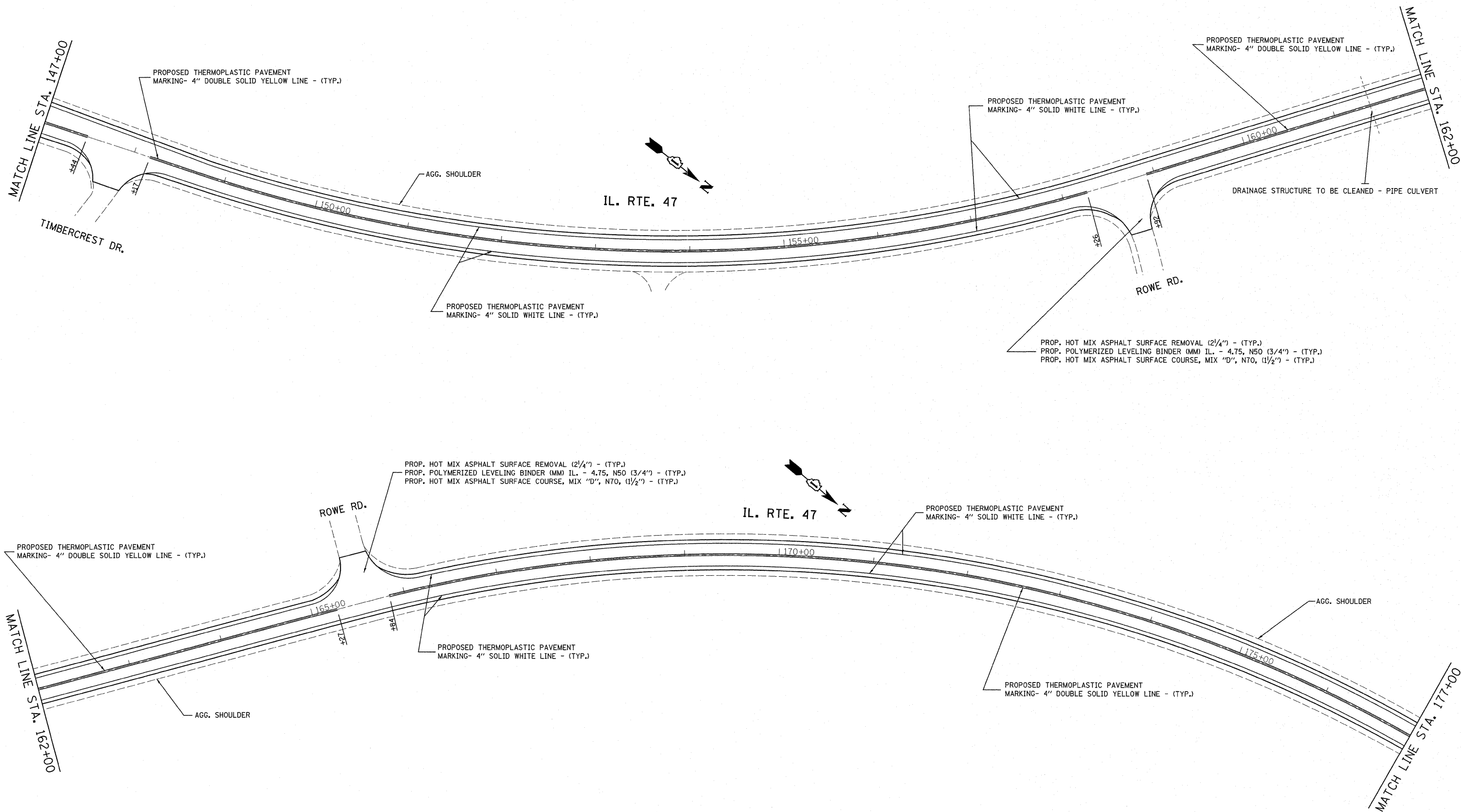
PROPOSED THERMOPLASTIC PAVEMENT MARKING- 4" DOUBLE SOLID YELLOW LINE - (TYP.)

PROPOSED THERMOPLASTIC PAVEMENT MARKING- 6" SOLID WHITE RIGHT TURN LANE-(TYP.)

AGG. SHOULDER

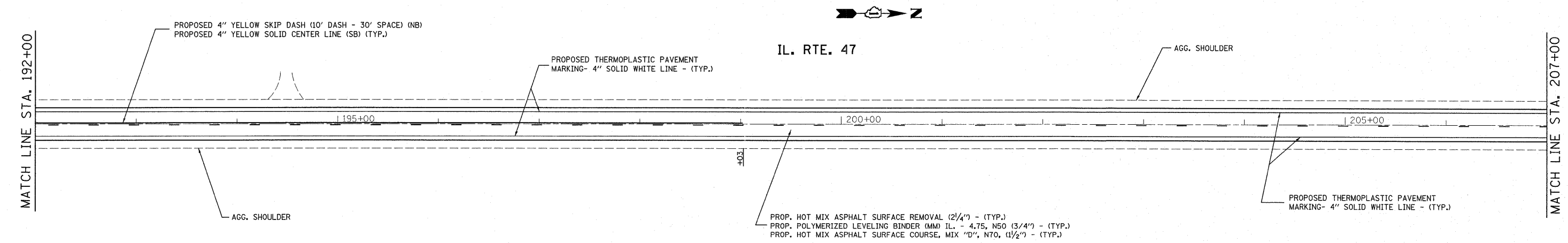
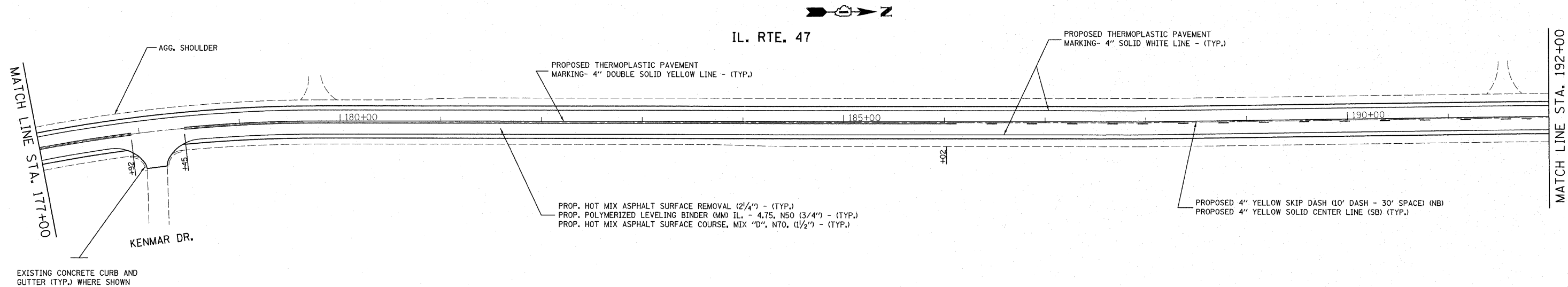
FOR CLARITY, CENTERLINE RUMBLE STRIPE IS NOT SHOWN AND REFER TO RUMBLE STRIPE DETAIL, SHEET

FILE NAME = e:\p\work\p\dot\harrington\c\d270368	USER NAME = harringtonc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	(ILL 47) SEAVEY RD. TO 0.1 MILES N of WELTER RD.	F.A.P. RTE. = 326	SECTION = 107-RS-4	COUNTY = KANE	TOTAL SHEETS = 35	SHEET NO. = 9
	PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED -			SCALE: SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 60P09			ILLINOIS FED. AID PROJECT
PLOT DATE = 11/1/2011	DATE -	REVISED -	REVISED -							



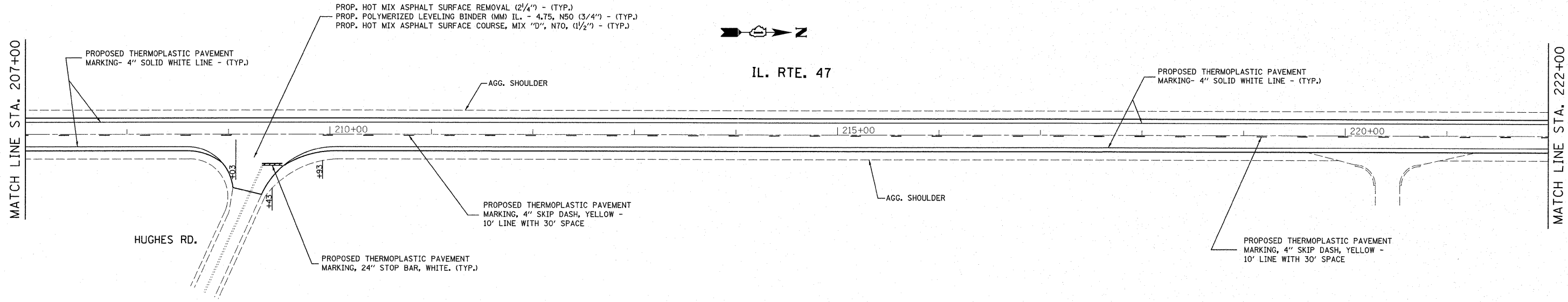
FOR CLARITY, CENTERLINE RUMBLE STRIPE IS NOT SHOWN AND REFER TO RUMBLE STRIPE DETAIL, SHEET

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es:\pwork\pilot\harringtonc\d0270368	D146311-shr-plan.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60P09	
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	PLOT DATE = 11/1/2011	DATE -	REVISED -									

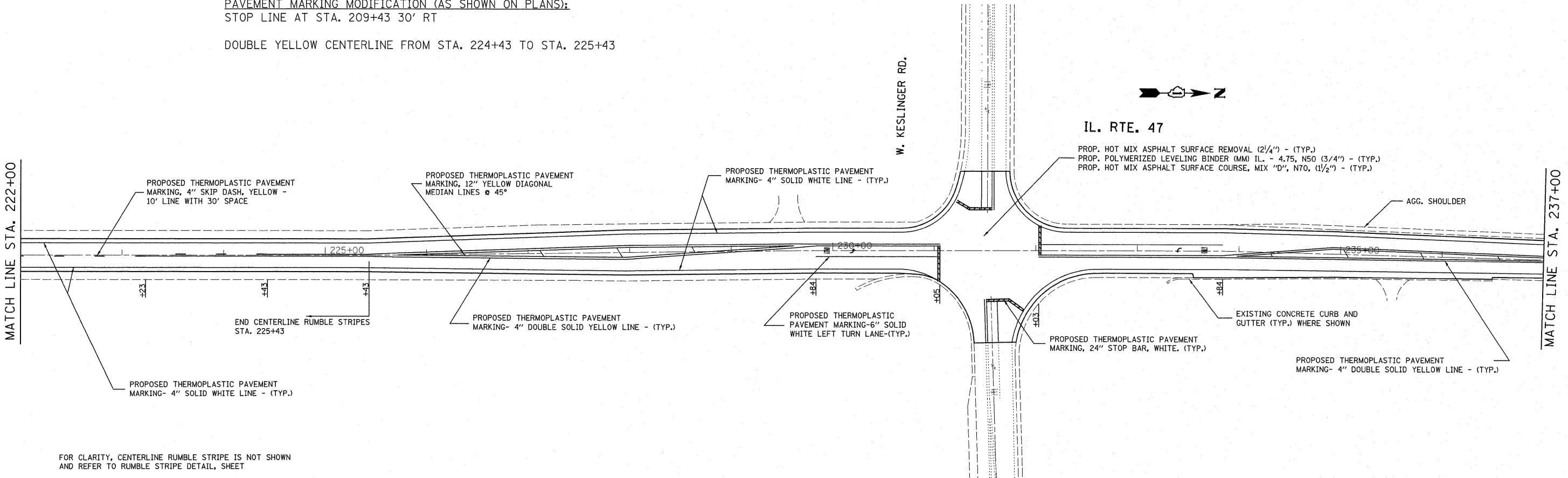


FOR CLARITY, CENTERLINE RUMBLE STRIPE IS NOT SHOWN
 AND REFER TO RUMBLE STRIPE DETAIL, SHEET

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PLOT SCALE = 50,0000' / 1" =	CHECKED -	REVISED -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60P09	
PLOT DATE = 11/1/2011	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							

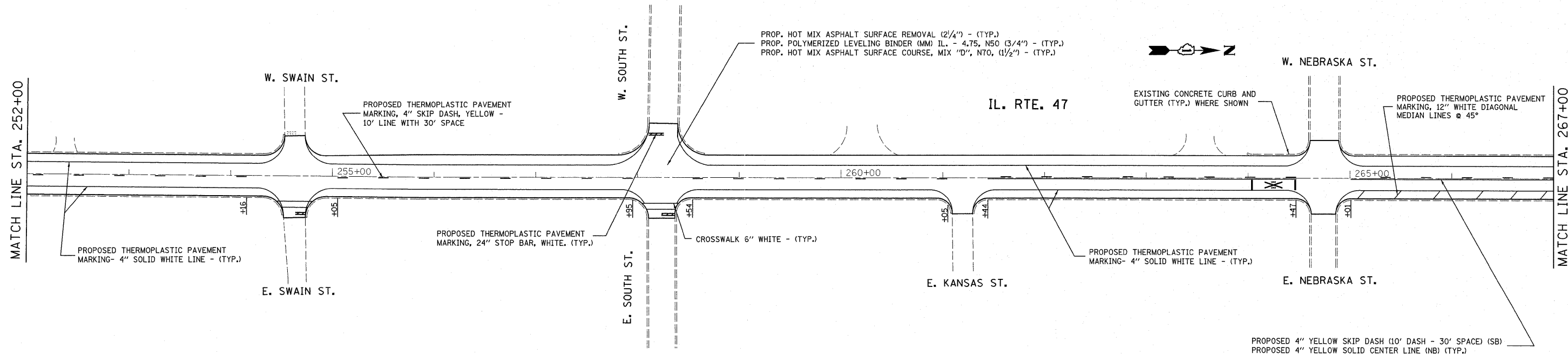
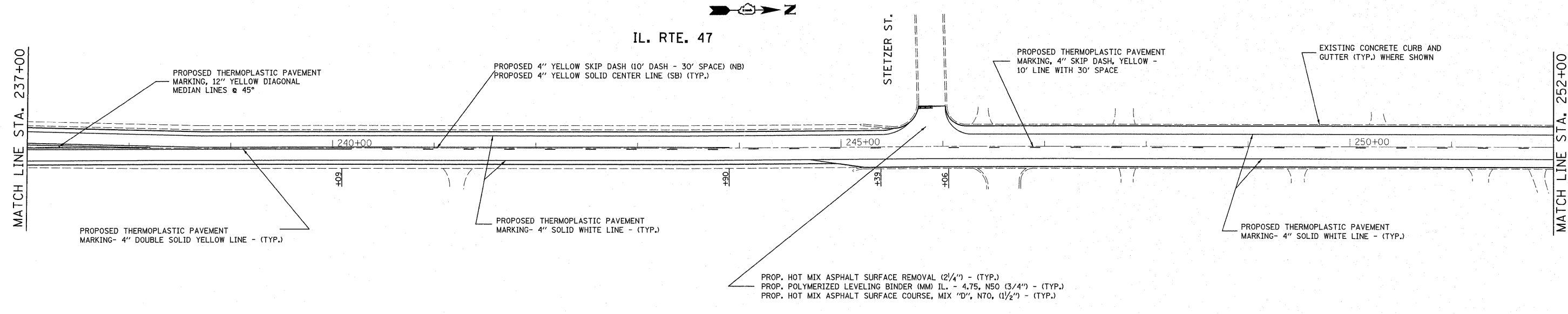


PAVEMENT MARKING MODIFICATION (AS SHOWN ON PLANS):
 STOP LINE AT STA. 209+43 30' RT
 DOUBLE YELLOW CENTERLINE FROM STA. 224+43 TO STA. 225+43

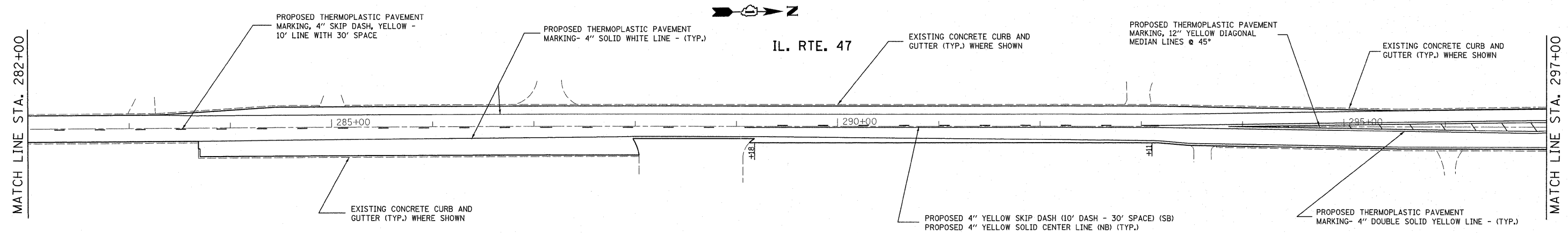
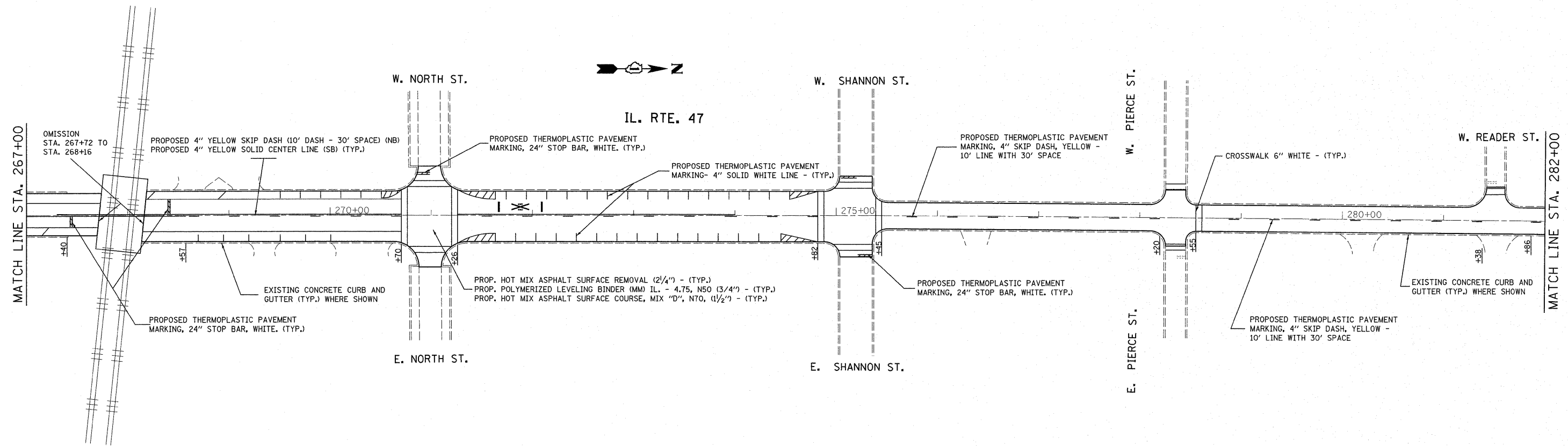


FOR CLARITY, CENTERLINE RUMBLE STRIPE IS NOT SHOWN
 AND REFER TO RUMBLE STRIPE DETAIL, SHEET

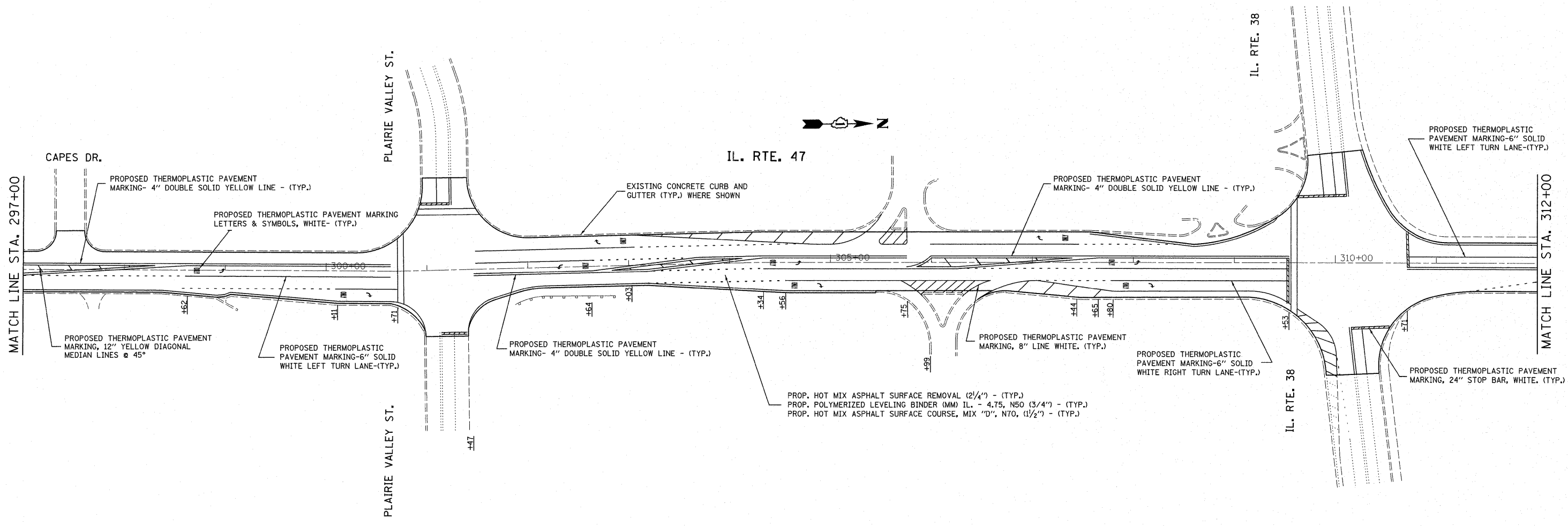
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es:\pwwork\pwwork\harringtoncc\d0278368	D146311-sht-plan.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60P09	
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	PLOT DATE = 11/1/2011	DATE -	REVISED -									



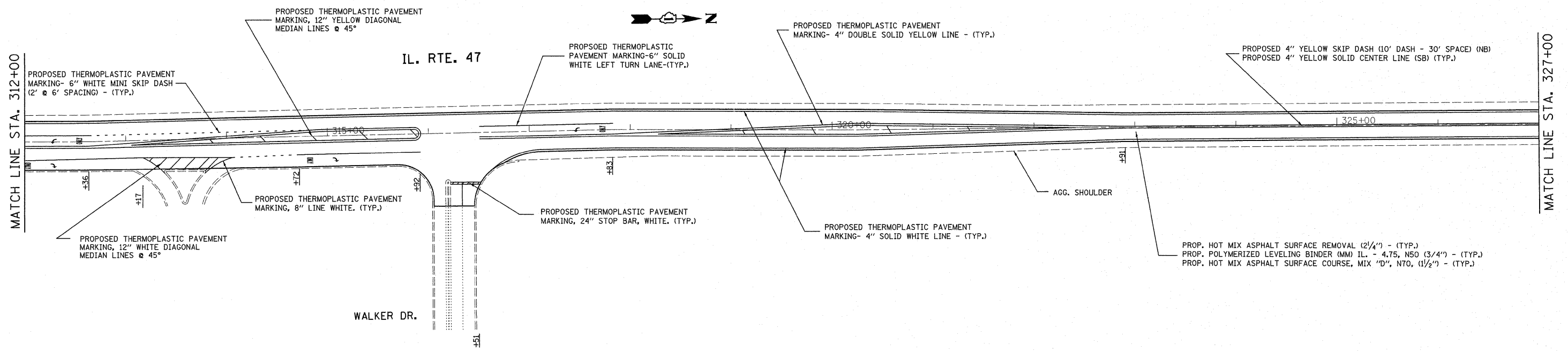
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PLOT SCALE = 50,000 ' / in.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 60P09				
PLOT DATE = 11/1/2011		DATE -	REVISED -						ILLINOIS FED. AID PROJECT				



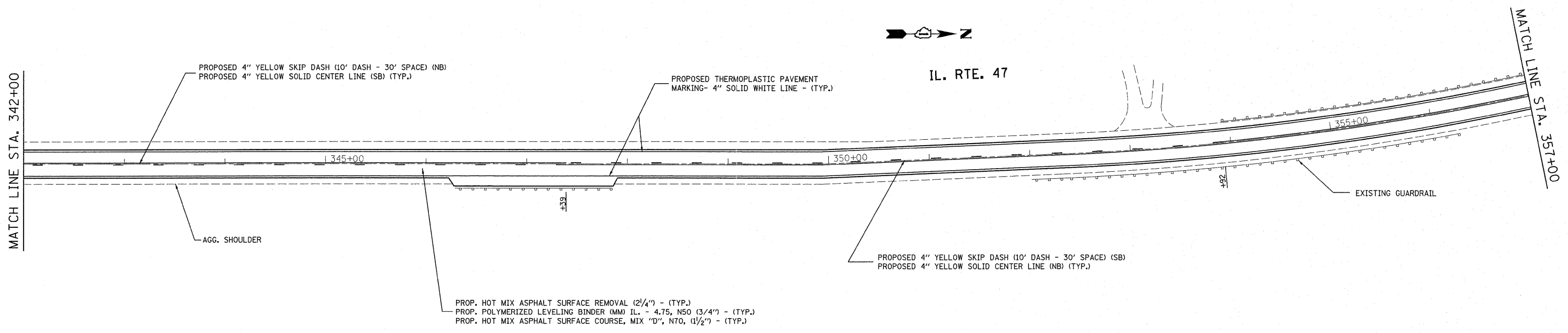
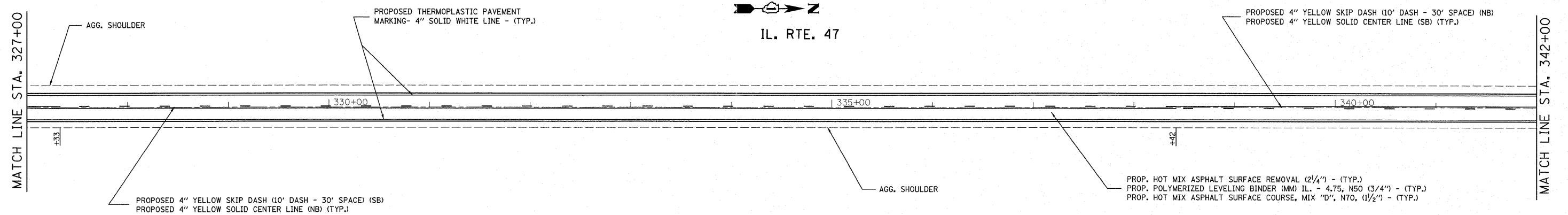
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	PLOT DATE = 11/1/2011	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
	SCALE: SHEET NO. OF SHEETS STA. TO STA.									



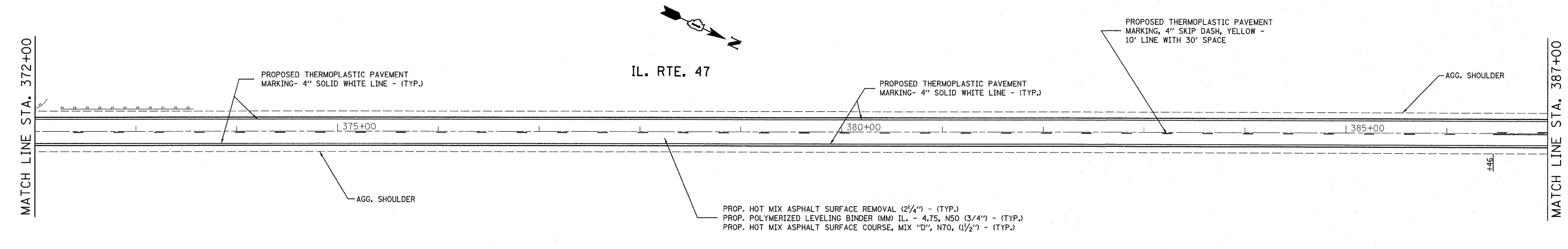
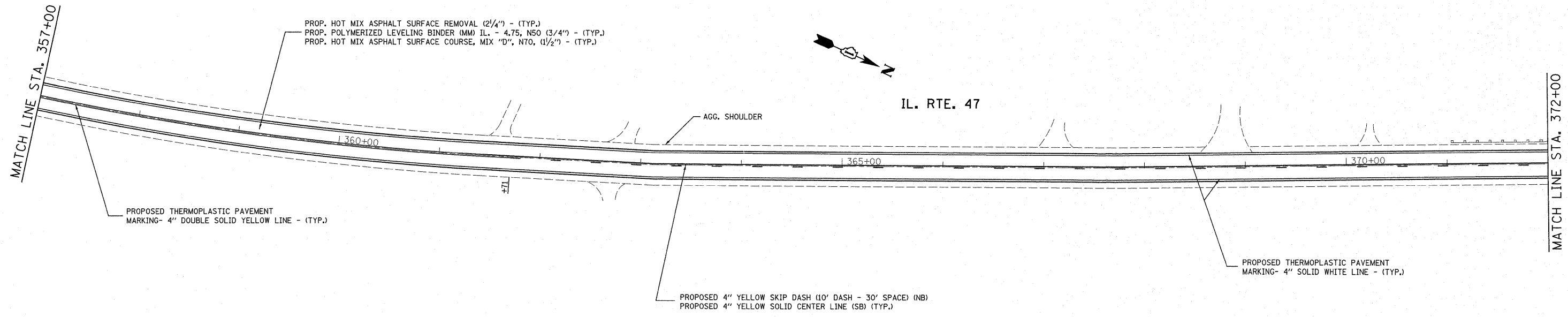
PAVEMENT MARKING MODIFICATION (AS SHOWN ON PLANS):
 DOUBLE YELLOW CENTERLINE FROM STA. 322+91 TO STA. 327+33
 ELIMINATE CHANNELIZING AREA AT STA. 312+00 TO STA. 313+17



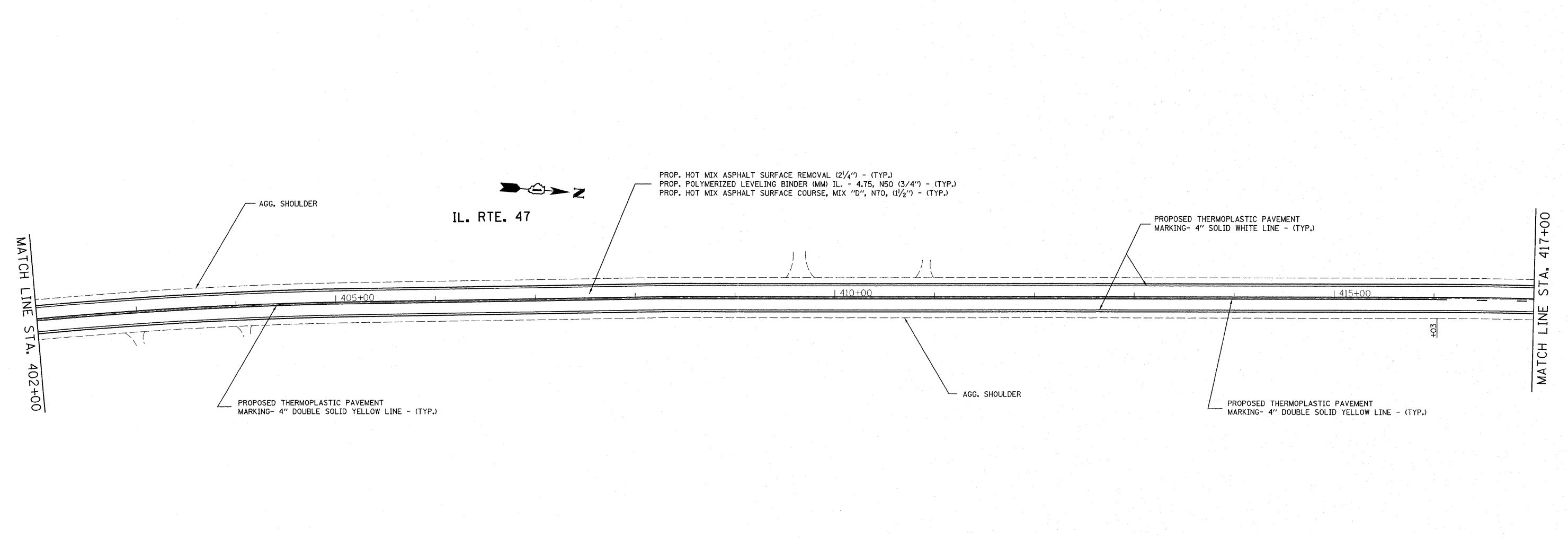
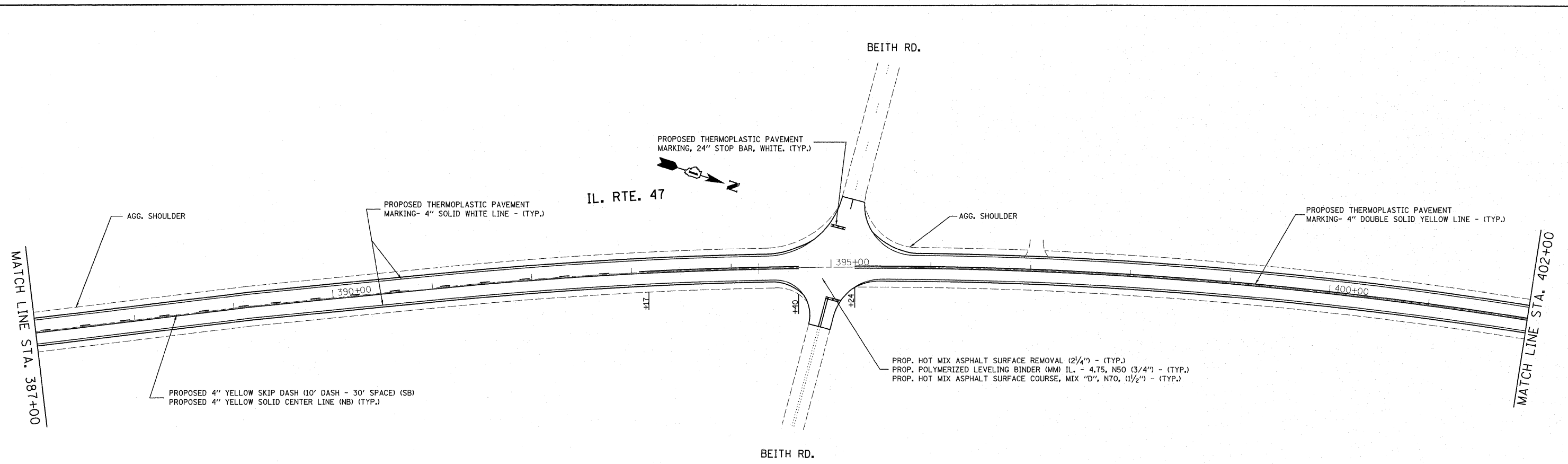
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	PLOT DATE = 11/1/2011	DATE -	REVISED -											
											CONTRACT NO. 60P09		ILLINOIS FED. AID PROJECT	



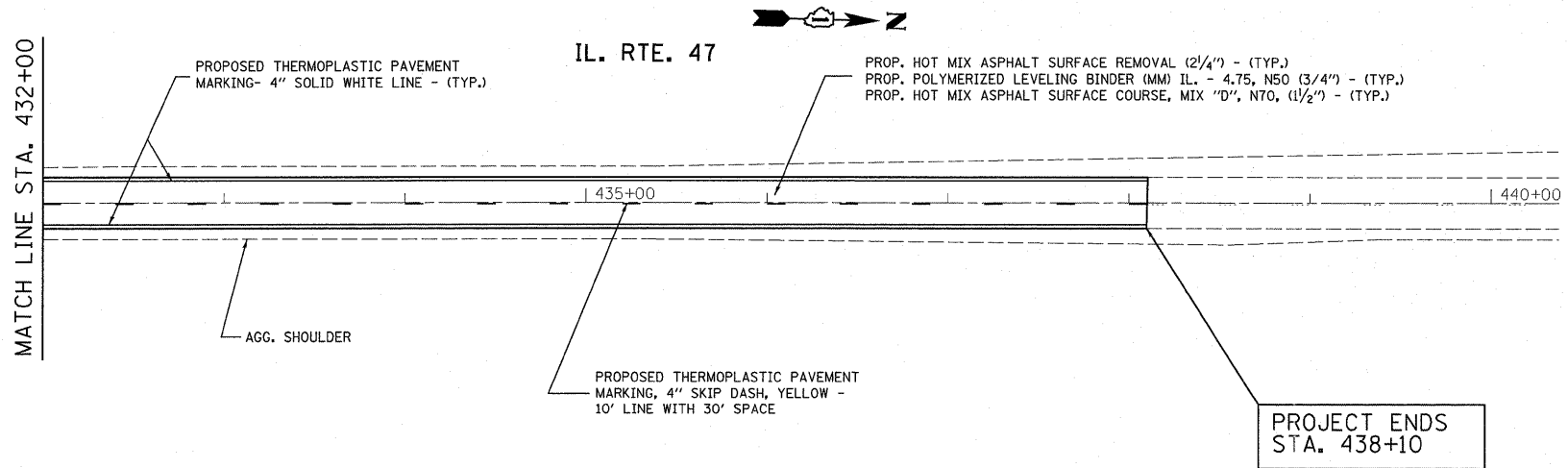
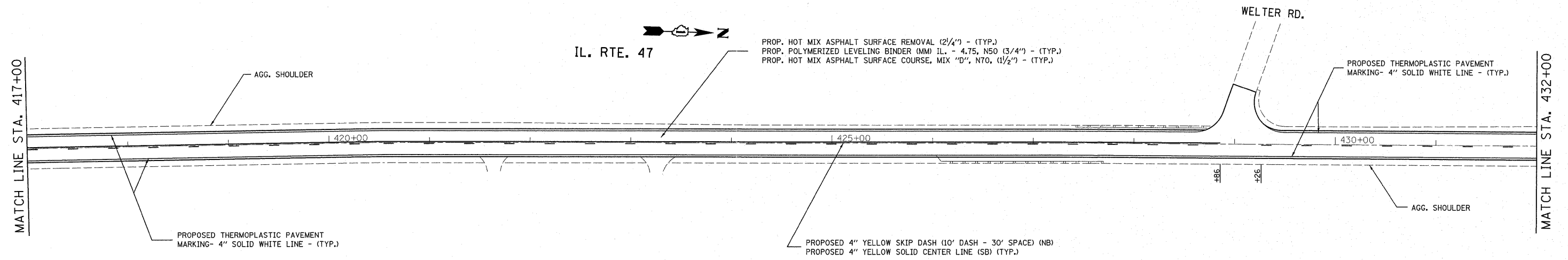
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c:\pr_work\p1dot\harringtonc\d0270368	D146311-sht-plan.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60P09	
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	PLOT DATE = 11/1/2011	DATE -	REVISED -									



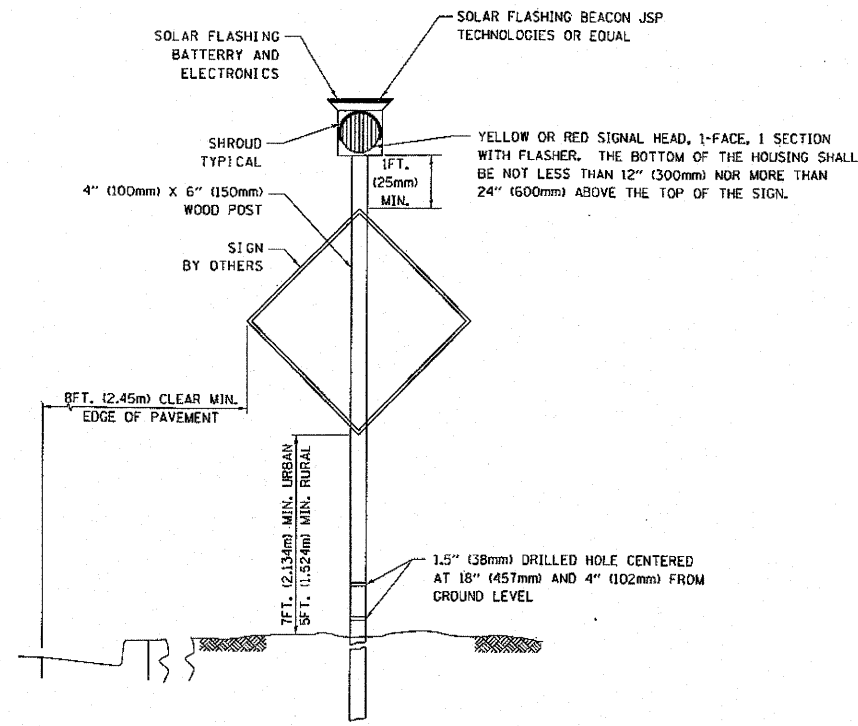
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PLOT SCALE = 50,0000' / in.		CHECKED -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60P09	
PLOT DATE = 11/1/2011		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



FILE NAME = e:\p\work\p\dot\harringtonco\02278368	USER NAME = harringtonco	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	(ILL 47) SEAVEY RD. TO 0.1 MILES N of WELTER RD.			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D146311-sht-plan.dgn	DRAWN -	REVISED -					326	107-RS-4	KANE	35	18
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	PLOT DATE = 11/1/2011	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



FILE NAME =	USER NAME = harringtoncc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	(ILL 47) SEAVEY RD. TO 0.1 MILES N of WELTER RD.		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
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	PLOT DATE = 11/1/2011	DATE -	REVISED -		ILLINOIS FED. AID PROJECT										



PROPOSED SOLAR FLASHER (24-HR)

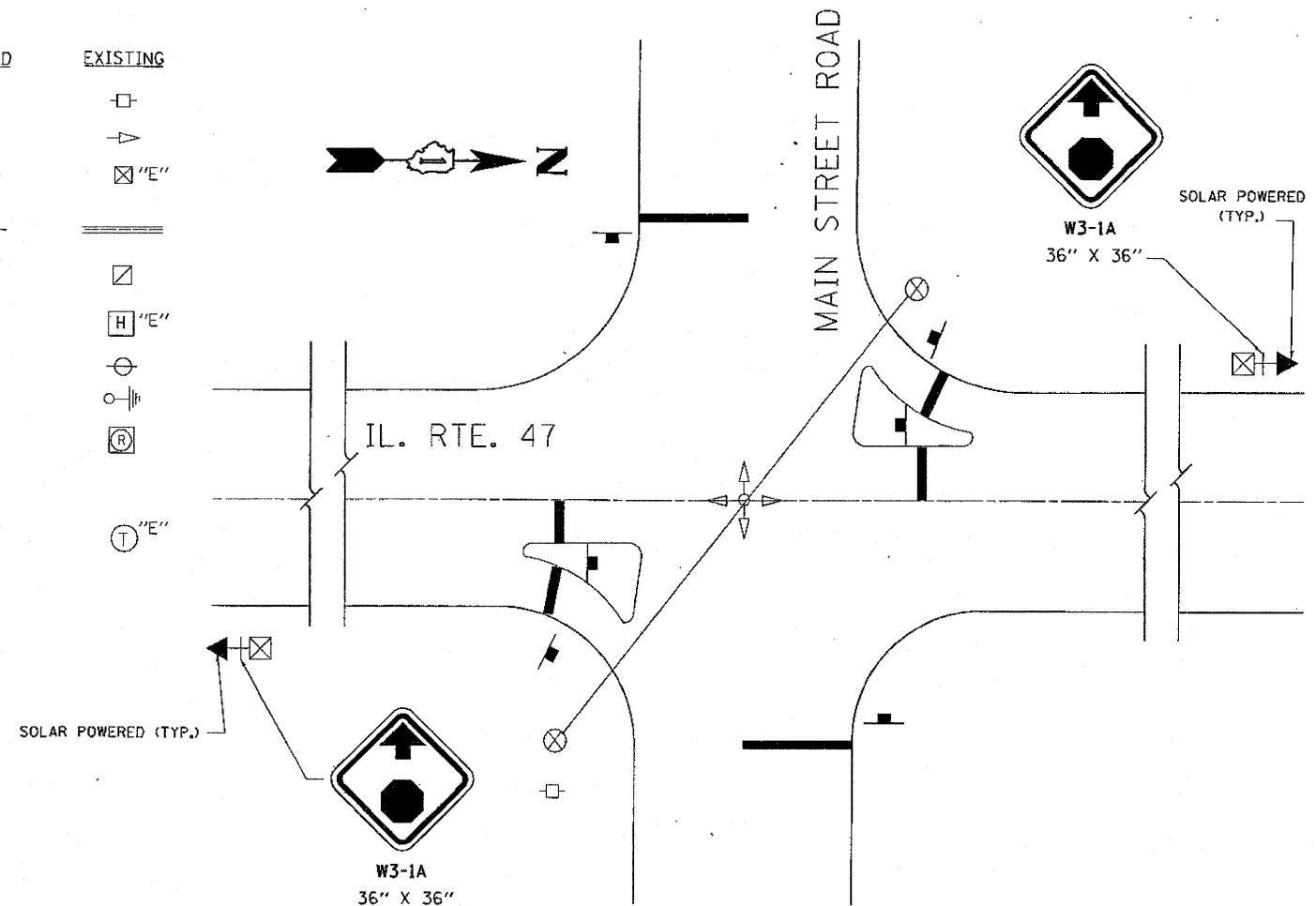
N. T. S

NOTE FOR FLASHER(S):

- 1) PRIOR TO INITIATING OPERATION OF ANY FLASHER LOCATION, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT 48 HRS IN ADVANCE, THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATION ENGINEER" AT (847) 705-4139, ILLINOIS DEPARTMENT OF TRANSPORTATION.
- 2) PRIOR TO REMOVE THE SERVICES, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT COMM. ED. TO DISCONNECT THE SERVICES.

FLASHER SIGNAL LEGEND

	PROPOSED	EXISTING
SERVICE INSTALLATION	■	□
12" SIGNAL HEAD (LED)	▶	▷
WOOD POST, 4" x 6"	⊠	⊠ "E"
CONDUIT IN GROUND OR UNIT DUCT IN TRENCH	---	===
HANDHOLE	◻	◻
HEAVY-DUTY HANDHOLE	H	H "E"
ELECTRICAL POLE	●	○
GROUND ROD	⚡	⚡
SIGNAL FACE WITH BACKPLATE	R	R
JUNCTION BOX - STAINLESS STEEL	⊞	⊞
TRANSFORMER	T	T "E"



PLAN - TRAFFIC SIGNAL FLASHER

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE OF THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACTOR BID PRICE.

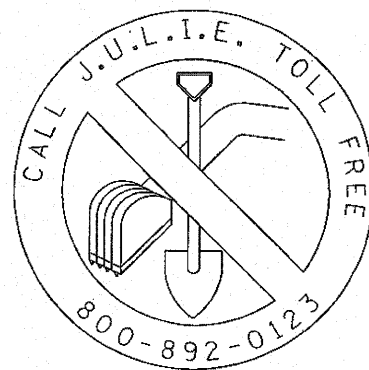
2	EACH	W3-1A SIGN
2	EACH	WOOD POST
2	EACH	SERVICE
2	EACH	YELLOW BEACON FLASHER
24	FOOT	REMOVE CONDUIT ATTACHED TO COMM. ED. POSTS.

SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
X0325936	SOLAR-POWERED FLASHER/POST MOUNTED (YELLOW L.E.D. DISPLAY)	EACH	2
89502400	REMOVE EXISTING FLASHING BEACON - INSTALLATION COMPLETE	EACH	1

Illinois Department of Transportation
 Division of Highways / District 1
 201 West Center Court
 Schaumburg, Illinois 60196-1096

ENERGY SUPPLY: SOLAR POWER



FILE NAME =	USER NAME = ngajensm	DESIGNED - SN	REVISED -
ca:\pwwork\pwwork\ngajensm\d112619\Flasher.dgn		DRAWN - SN	REVISED -
PLOT SCALE = 1/8" = 1'-0"		CHECKED - SM	REVISED -
PLOT DATE = 9/2/2011		DATE - 09/02/2011	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

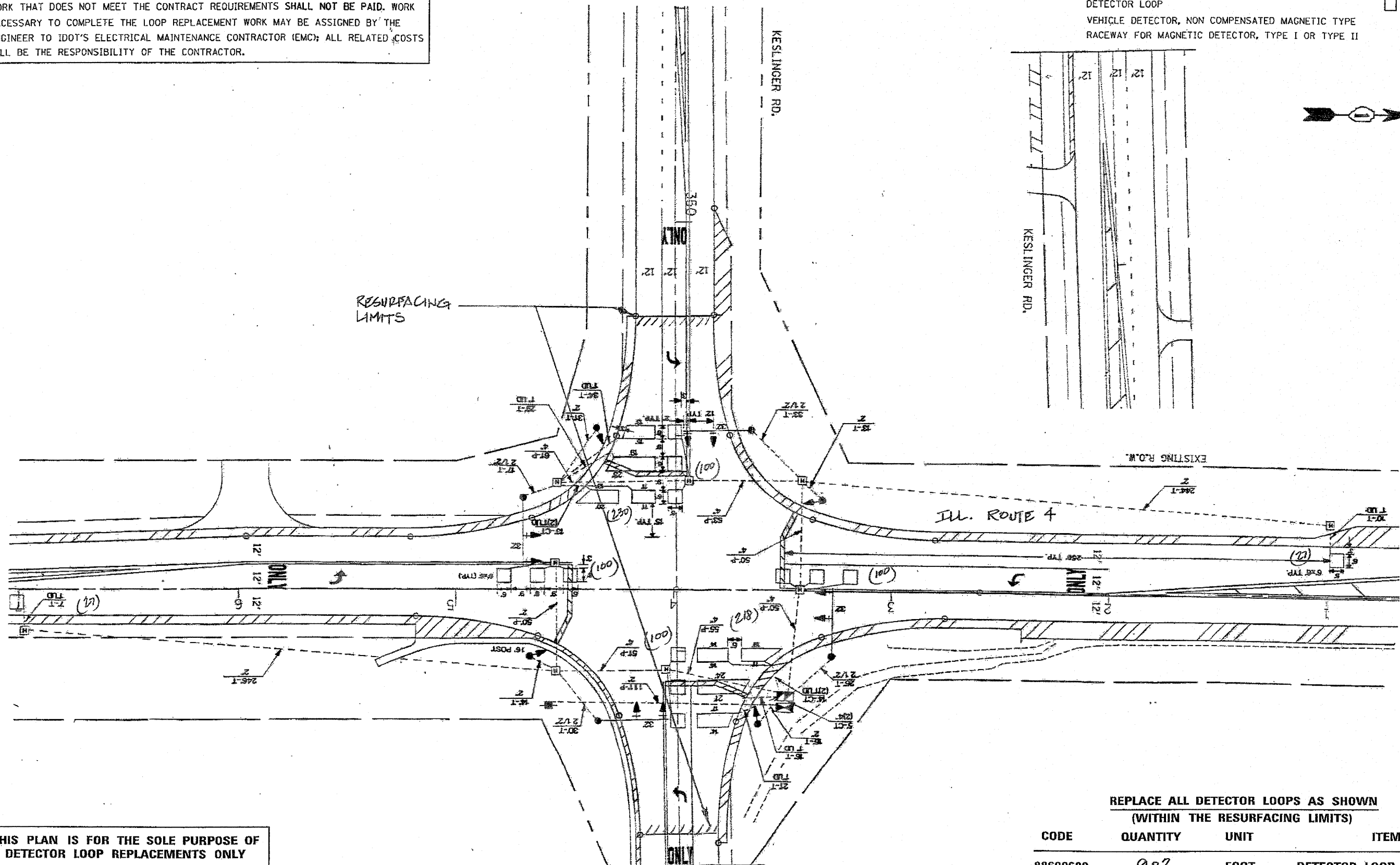
**FLASHER INSTALLATION PLAN
 IL.47 AT MAIN STREET RD**

F.A.P. RTE. 326	SECTION 107-RS-4	COUNTY KANE	TOTAL SHEETS 35	SHEET NO. 20
SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 60P09	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



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

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

CODE	QUANTITY	UNIT	ITEM
88600600	902	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = plascencia	DESIGNED -	REVISED -
cd:\pwork\pwork\plascencia\112618\F	plascencia.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 6/22/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

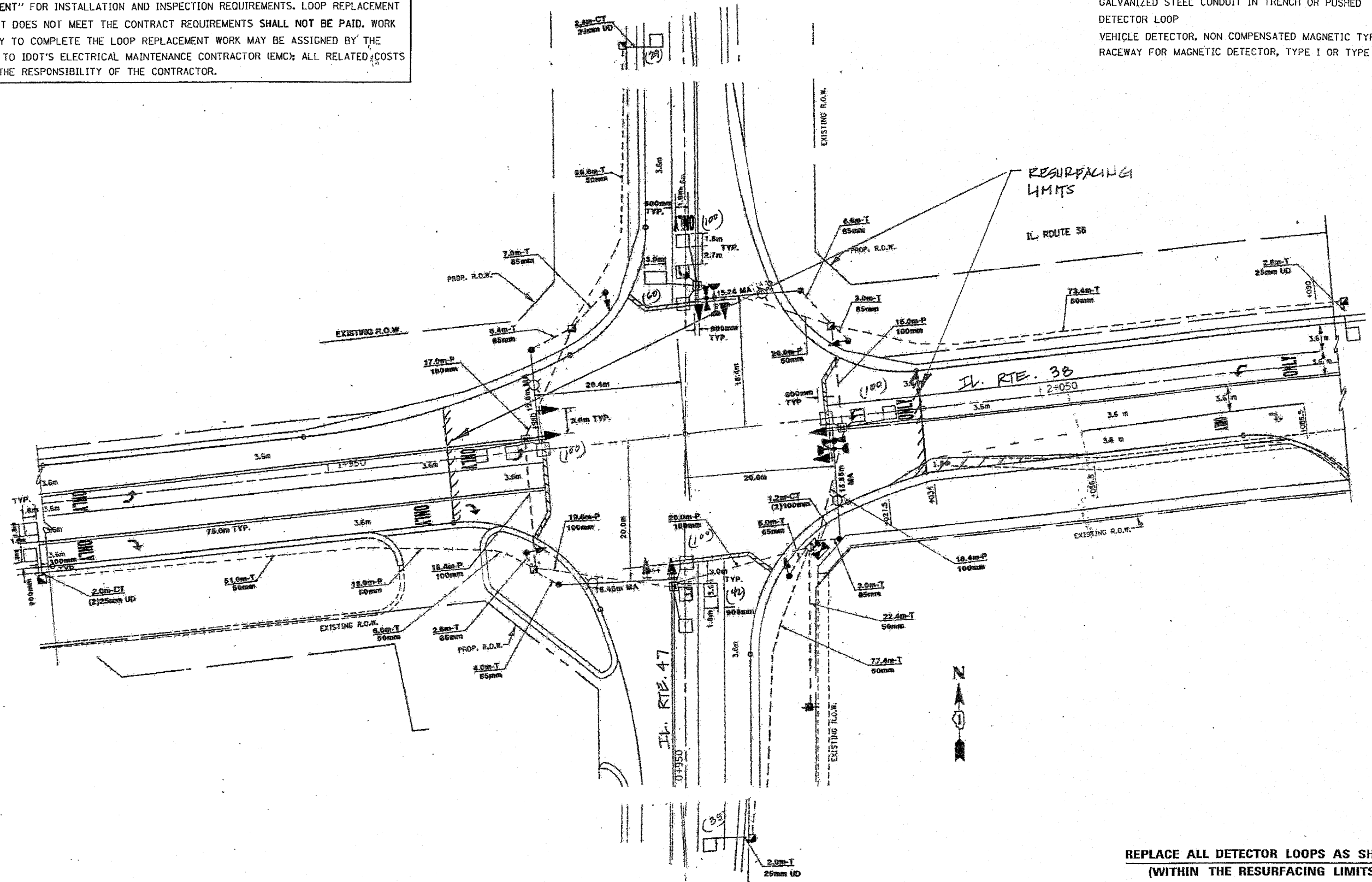
**DISTRICT ONE - DETECTOR LOOP REPLACEMENT
ILL. ROUTE 47 @ KESLINGER RD.**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	107-R5-4	KANE	35	21
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60P09	

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



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

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

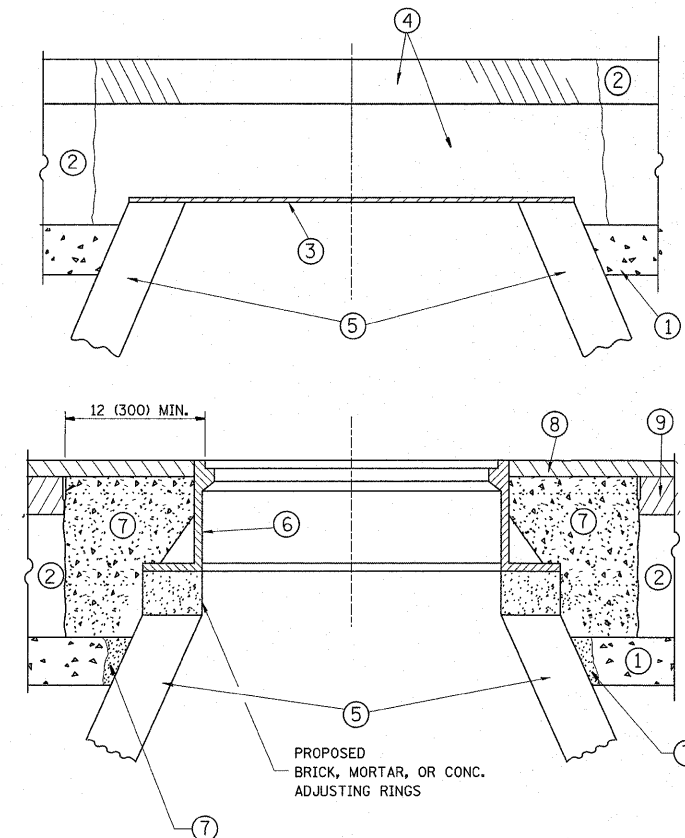
CODE	QUANTITY	UNIT	ITEM
88600600	560	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = pascencio1	DESIGNED -	REVISED -
ca:\pwr\work\pwr\det\pascencio1\d0112619\Fisher.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -
PLOT DATE = 6/22/2011		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DETECTOR LOOP REPLACEMENT
IL. ROUTE 47 @ IL. ROUTE 38

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	107-RS-4	KANE	35	22
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



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 1/2 (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 PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

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 PP-1* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

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.

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.

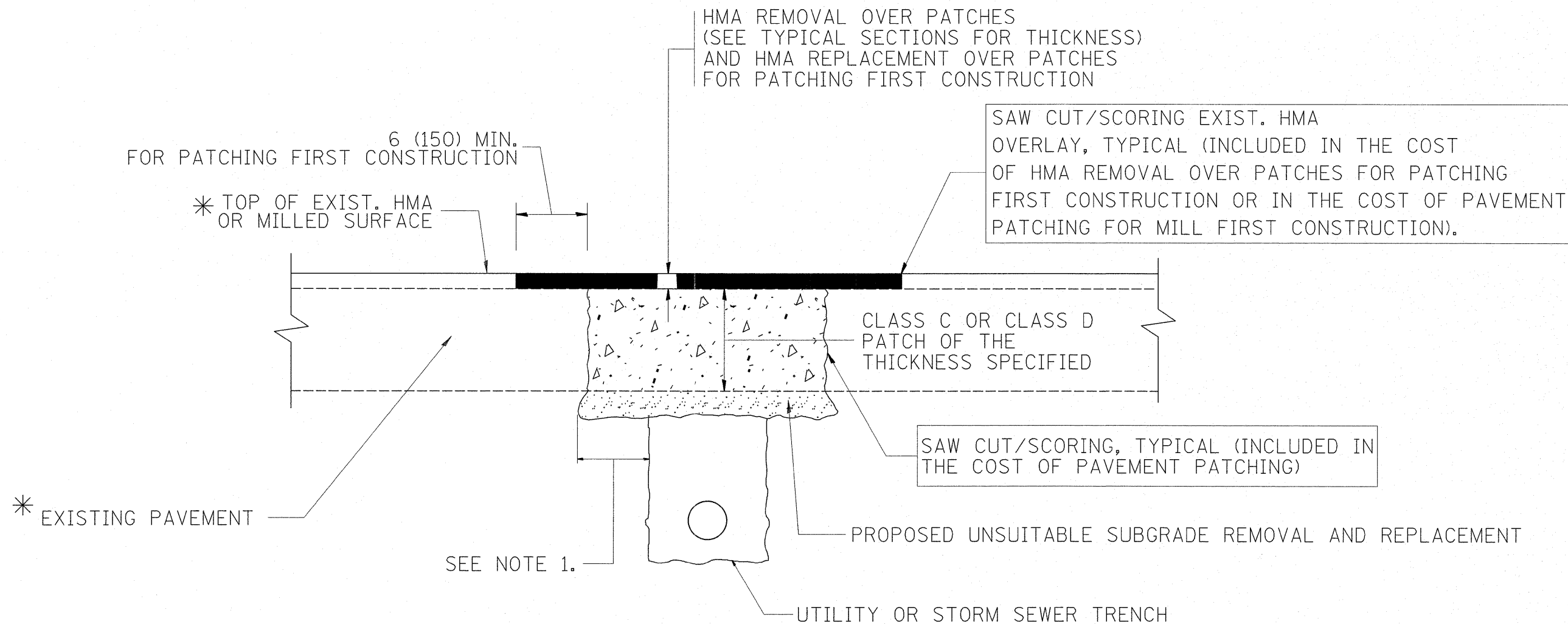
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = harringtonc	DESIGNED - R. SHAH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A.P. RTE. 326	SECTION 107-RS-4	COUNTY KANE	TOTAL SHEETS 35	SHEET NO. 23
c:\pr_work\p1dot\harringtonc\d0270368	DistStd.dgn	DRAWN -	REVISED - R. WIEDEMAN 05-14-04		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-03 (BD-8) CONTRACT NO. 60P09				
	PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED - R. BORO 01-01-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
	PLOT DATE = 11/1/2011	DATE - 10-25-94	REVISED - R. BORO 03-09-11									



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME =	USER NAME = harringtonc	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pw\work\pwidot\harringtonc\d0270368	DistStd.dgn	DRAWN -	REVISED - R. BORO 01-01-07			326	107-RS-4	KANE	35	24	
	PLOT SCALE = 50,0000 ' / 1".	CHECKED -	REVISED - R. BORO 09-04-07			BD400-04 (BD-22)		CONTRACT NO. 60P09			
	PLOT DATE = 11/1/2011	DATE - 10-25-94	REVISED - K. ENG 10-27-08			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.		

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

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

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

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

18" (450) MAX.

1/4" (5) **

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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

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".

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

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

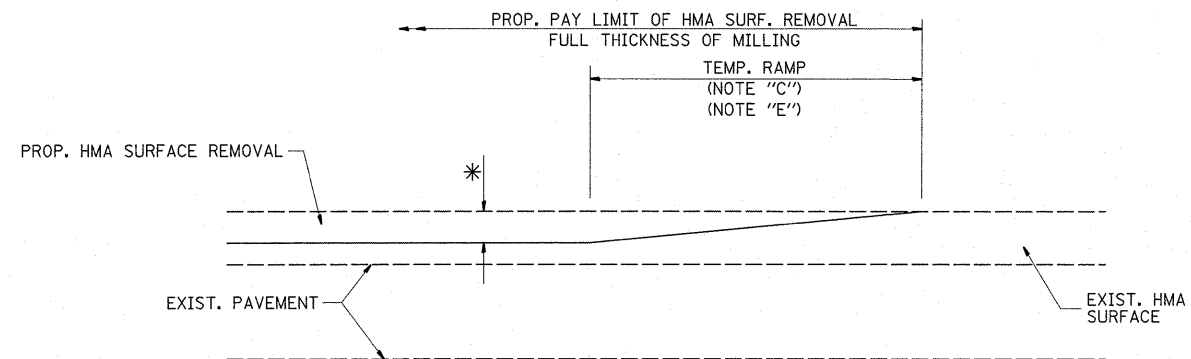
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

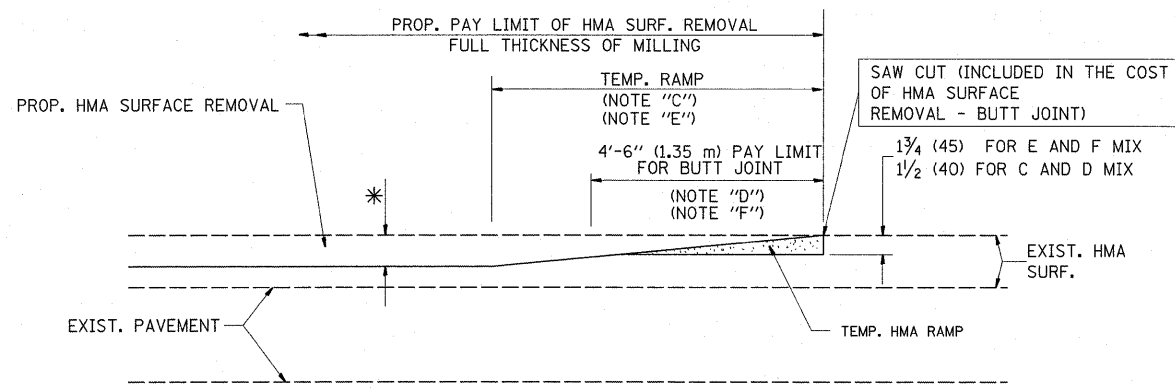
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = harringtonc	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.P. RTE. 326	SECTION 107-RS-4	COUNTY KANE	TOTAL SHEETS 35	SHEET NO. 25
es:\pwork\pwork\harringtonc\d0270368	D:\stStd.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-06 (BD-24)		CONTRACT NO. 60P09		
	PLOT SCALE = 50.0000" / in.	CHECKED -	REVISED - M. GOMEZ 01-22-01		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
	PLOT DATE = 11/1/2011	DATE - 03-11-94	REVISED - R. BORO 12-15-09									



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

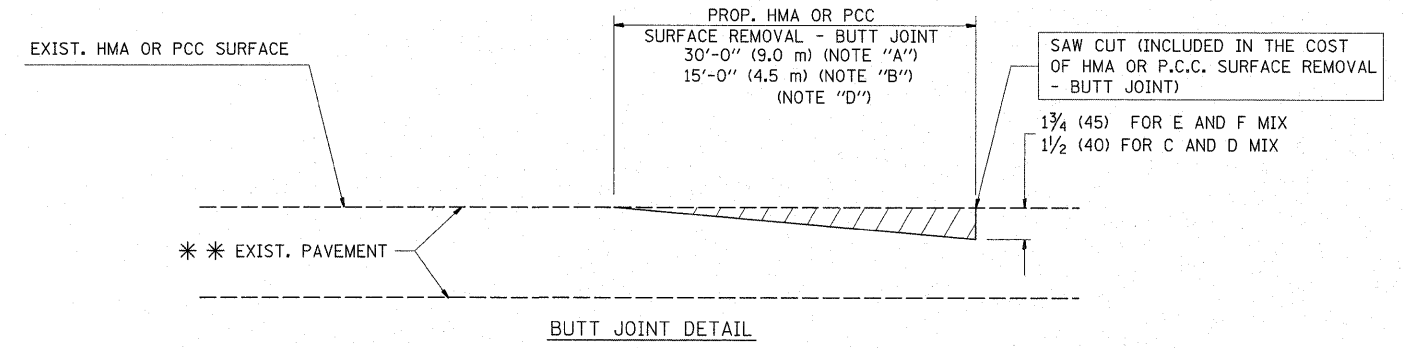
OPTION 1



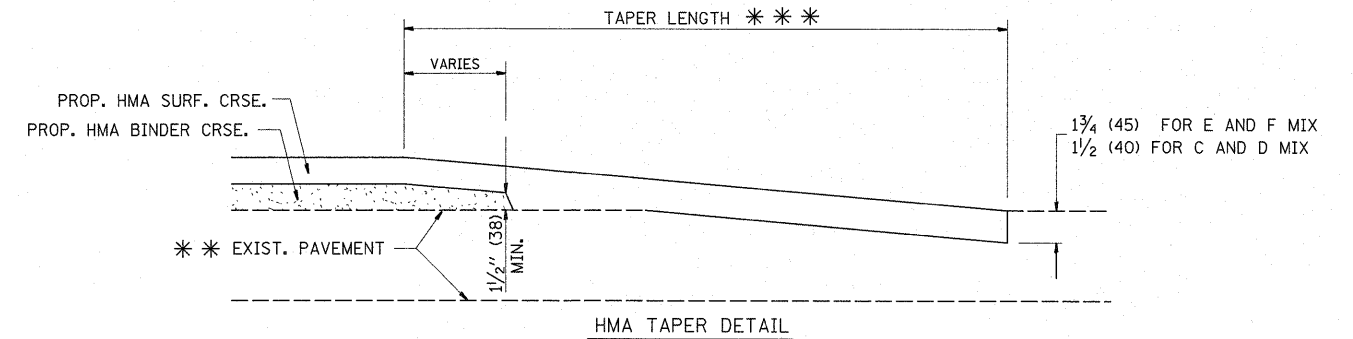
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

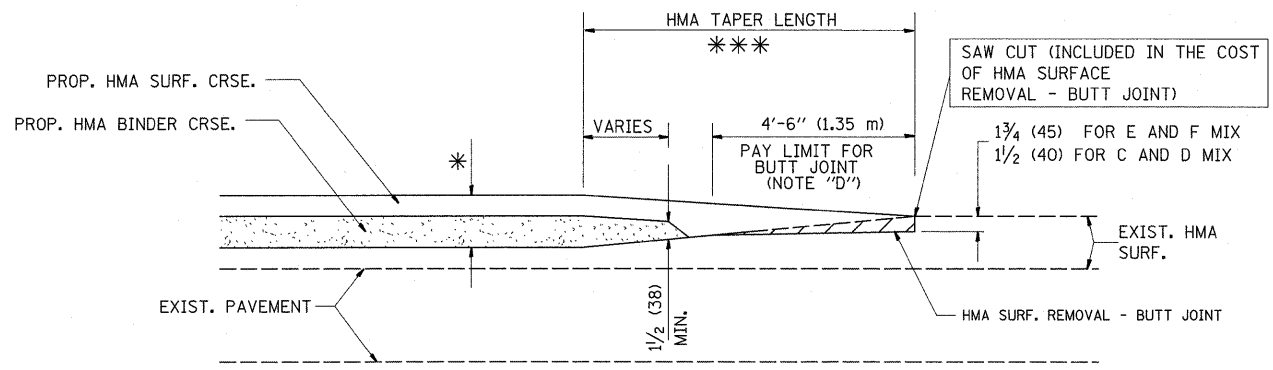
NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- * * * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

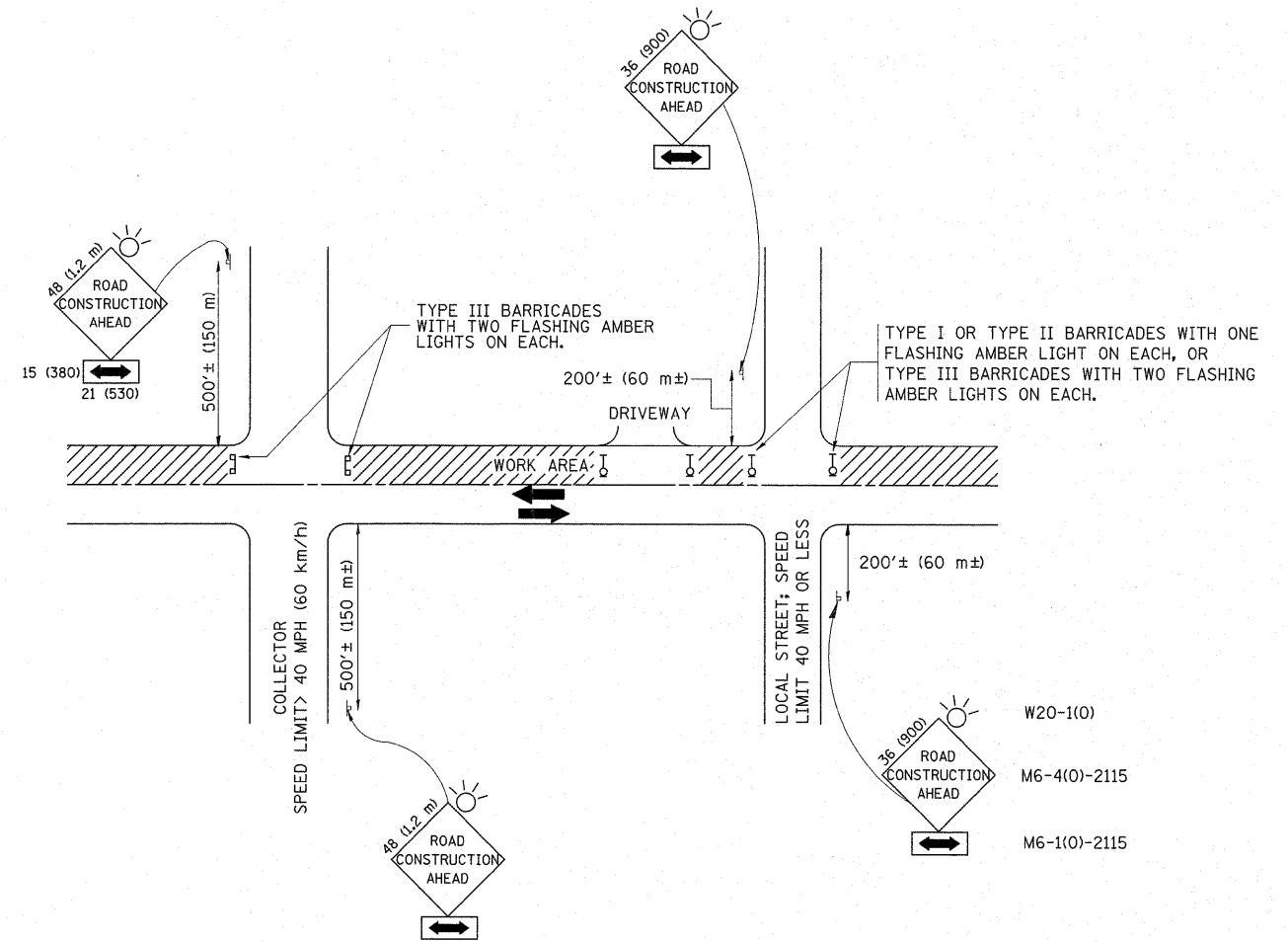
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME =	USER NAME = harringtoncc	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS		F.A.P. RTE. 326	SECTION 107-RS-4	COUNTY KANE	TOTAL SHEETS 35	SHEET NO. 26
o:\pwork\pwork\harringtoncc\d0270368	D:\std.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD400-05 BD32		CONTRACT NO. 60P09	
	PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED - M. GOMEZ 04-06-01		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
	PLOT DATE = 11/1/2011	DATE - 06-13-90	REVISED - R. BORO 01-01-07								



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

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

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

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

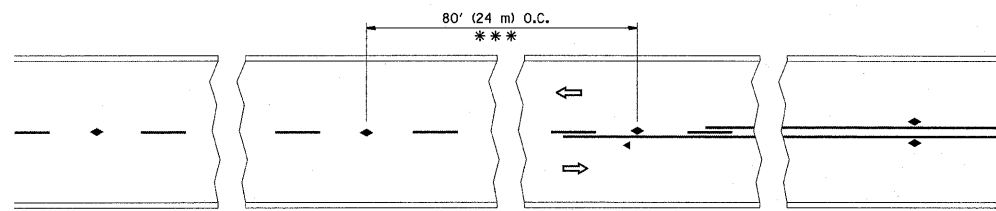
FILE NAME =	USER NAME = harringtoncc	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
c:\pwork\pwork\harringtoncc\d0270368	DistStd.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 "/ in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 11/1/2011	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

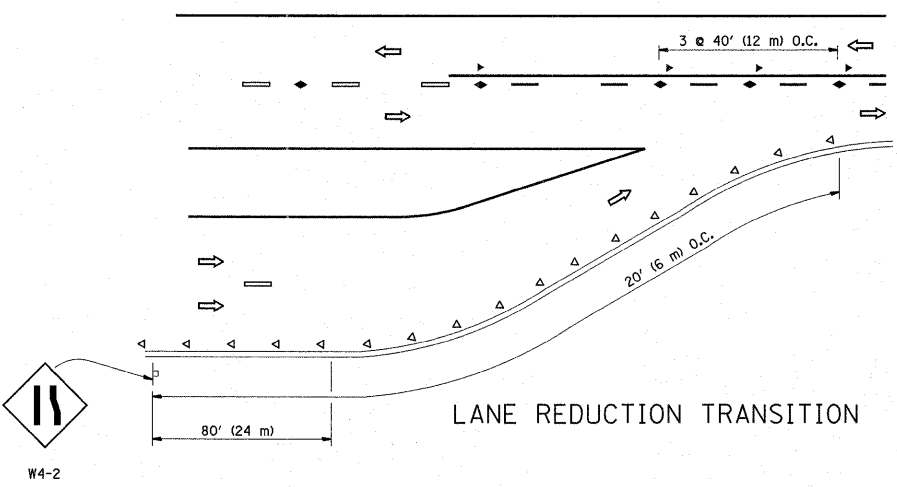
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

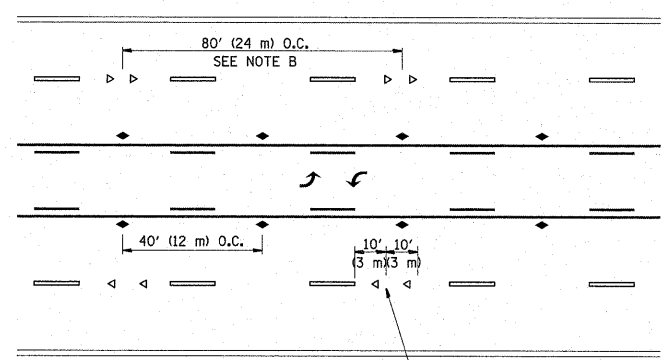
F.A.P. RTE. 326	SECTION 107-RS-4	COUNTY KANE	TOTAL SHEETS 35	SHEET NO. 27
TC-10			CONTRACT NO. 60P09	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



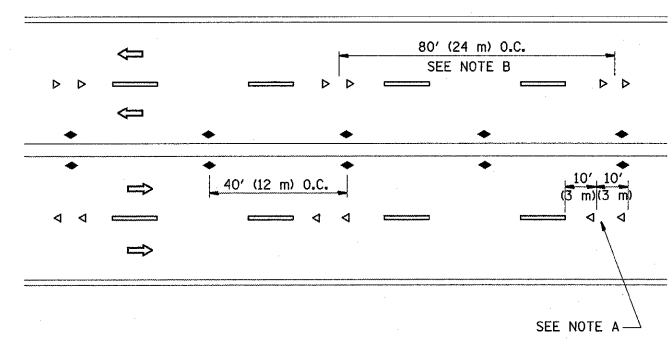
TWO-LANE/TWO-WAY



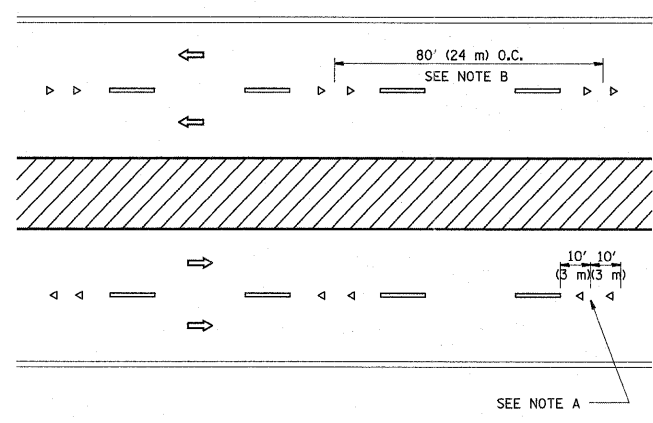
LANE REDUCTION TRANSITION



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

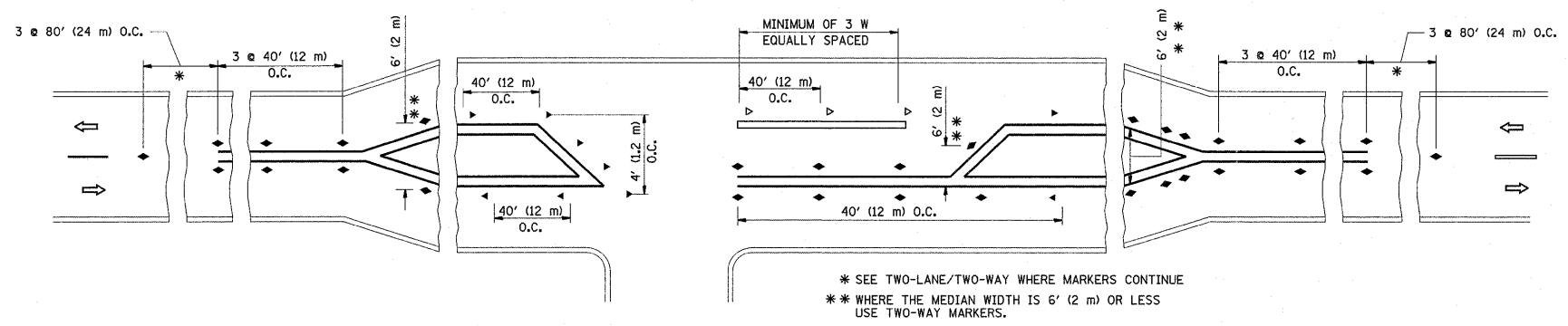
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

DESIGN NOTES

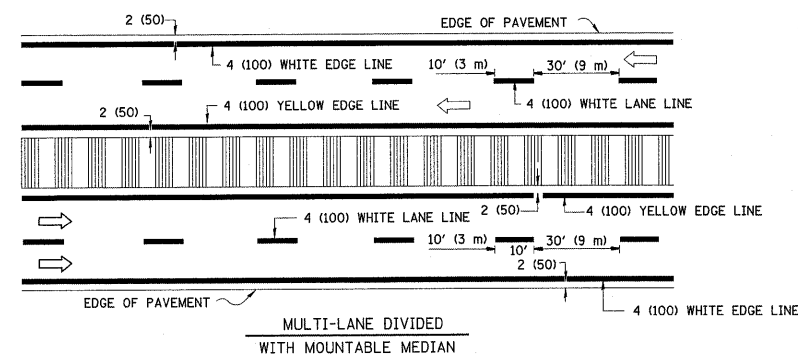
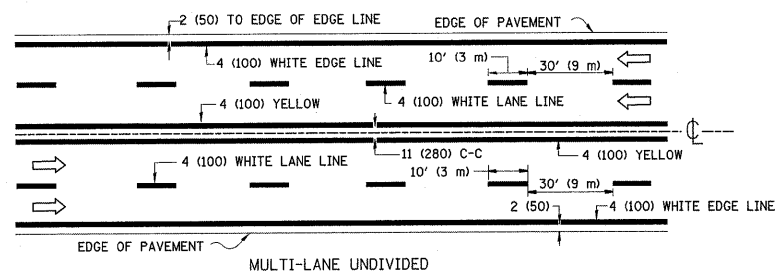
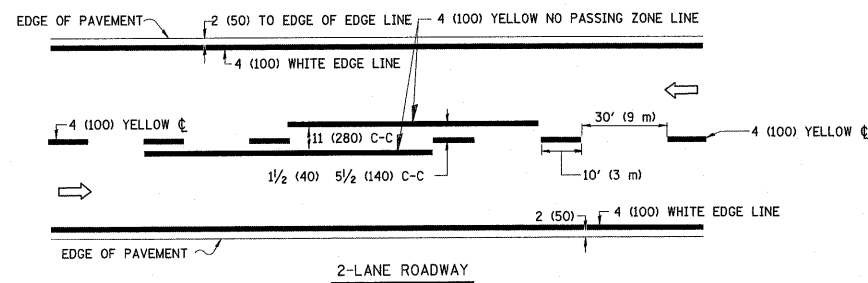
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

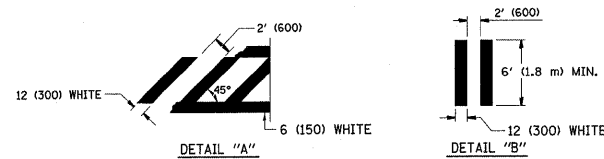
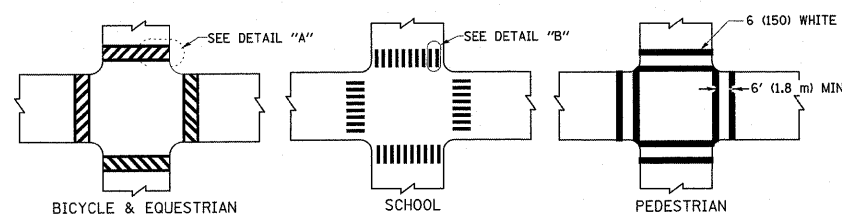
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = harringtonco	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs:\pw_work\p\dot\harringtonco\d0270368	DistStd.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99		RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			326	107-RS-4	KANE	35	28
	PLOT SCALE = 50.0000' / 1" =	CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-11		CONTRACT NO. 60P09	
	PLOT DATE = 11/1/2011	DATE -	REVISED - C. JUCIUS 09-09-09		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

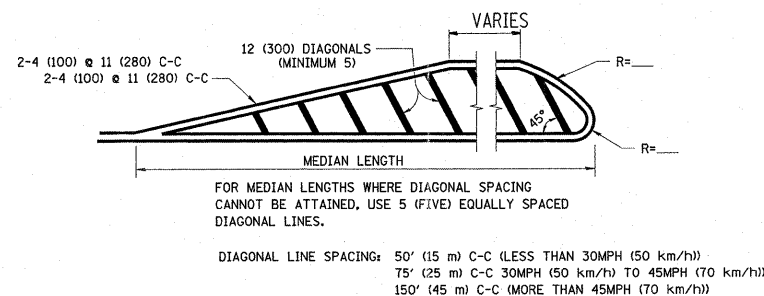
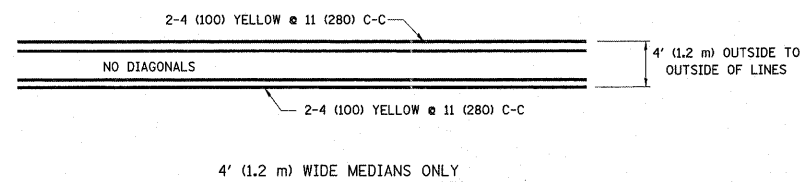


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

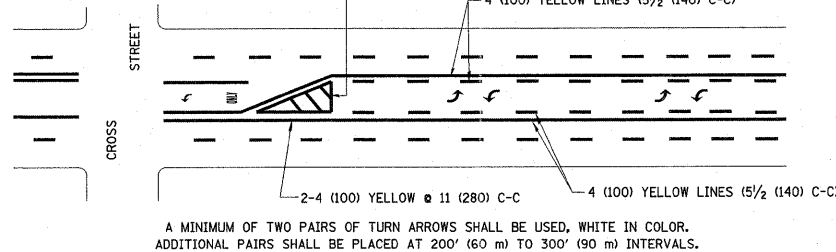
TYPICAL LANE AND EDGE LINE MARKING



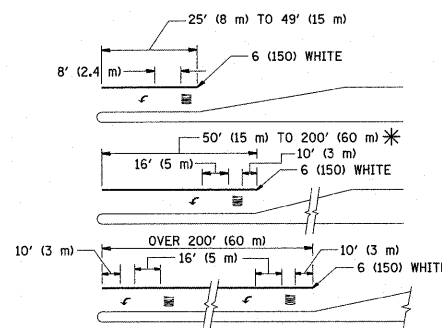
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE



TYPICAL PAINTED MEDIAN MARKING

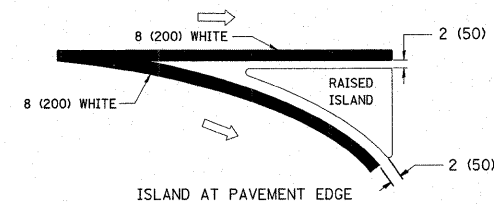
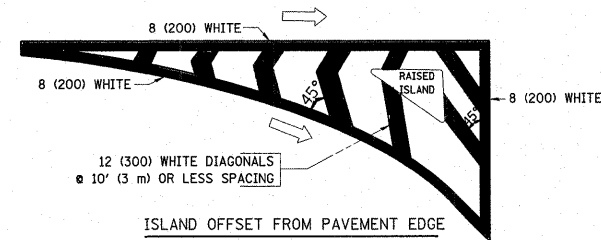


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* 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



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE. SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

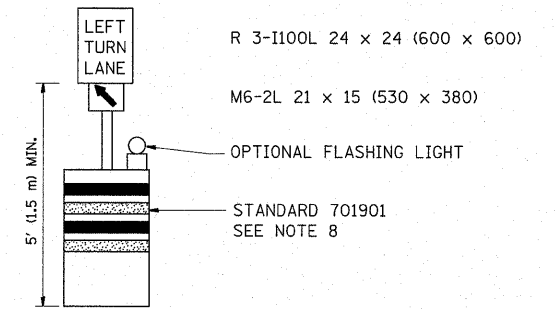
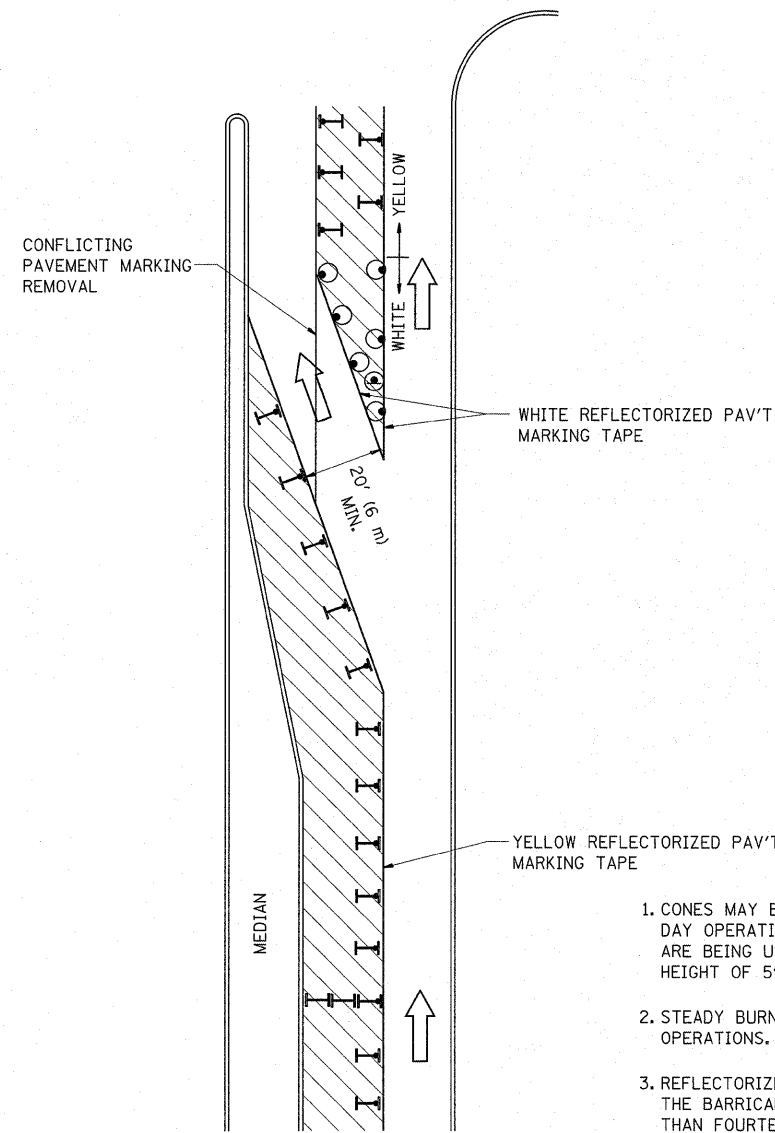
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	PLOT SCALE = 50.0000' / 1" =	CHECKED -	REVISED -
	PLOT DATE = 11/17/2011	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	107-RS-4	KANE	35	29
TC-13			CONTRACT NO. 60P09	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

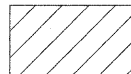







GENERAL NOTES

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

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

LEGEND

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

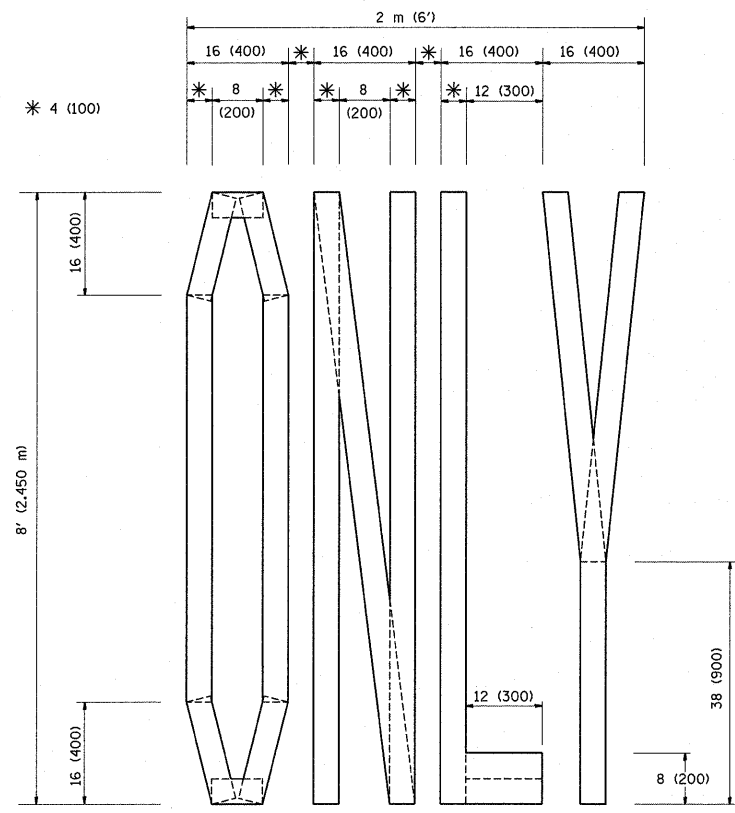
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et:\pr-work\p1dot\harringtonc\d0270368	D1stStd.dgn	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 50.0000" / in.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 11/1/2011	REVISED -T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

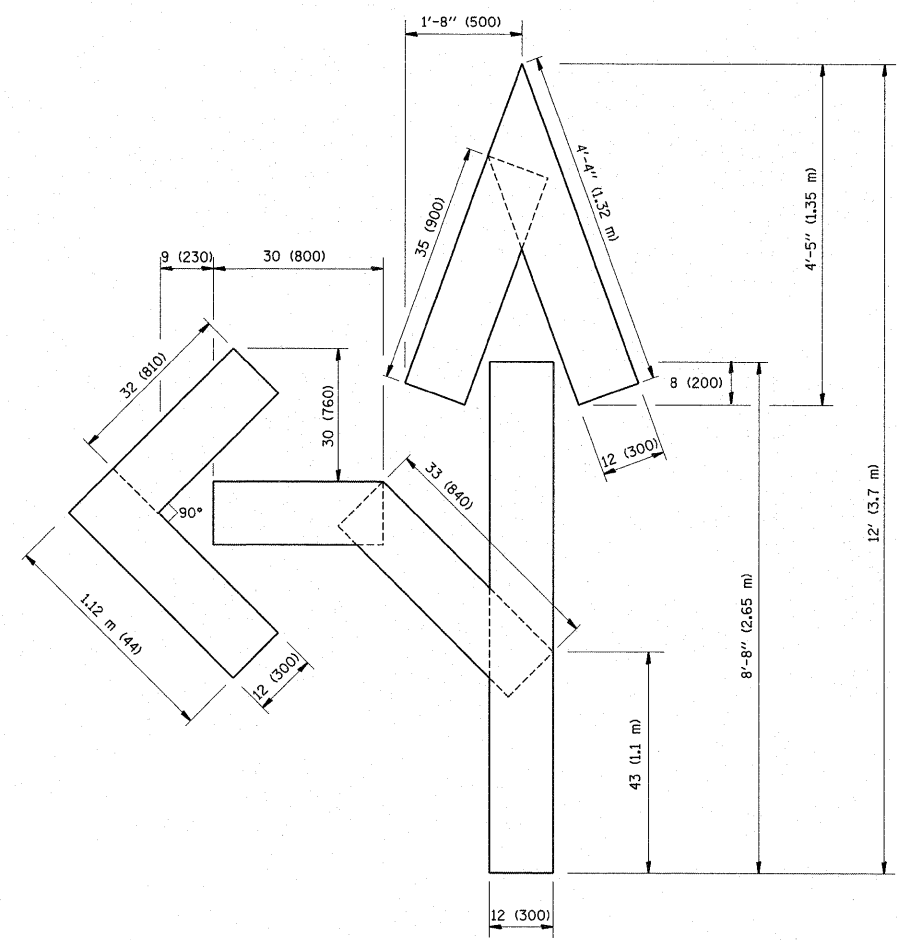
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

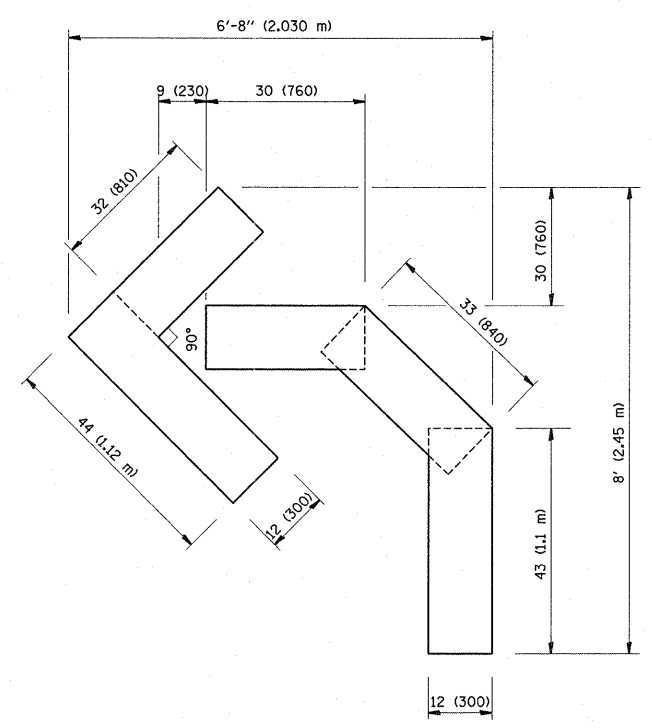
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	107-RS-4	KANE	35	30
TC-14		CONTRACT NO. 60P09		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

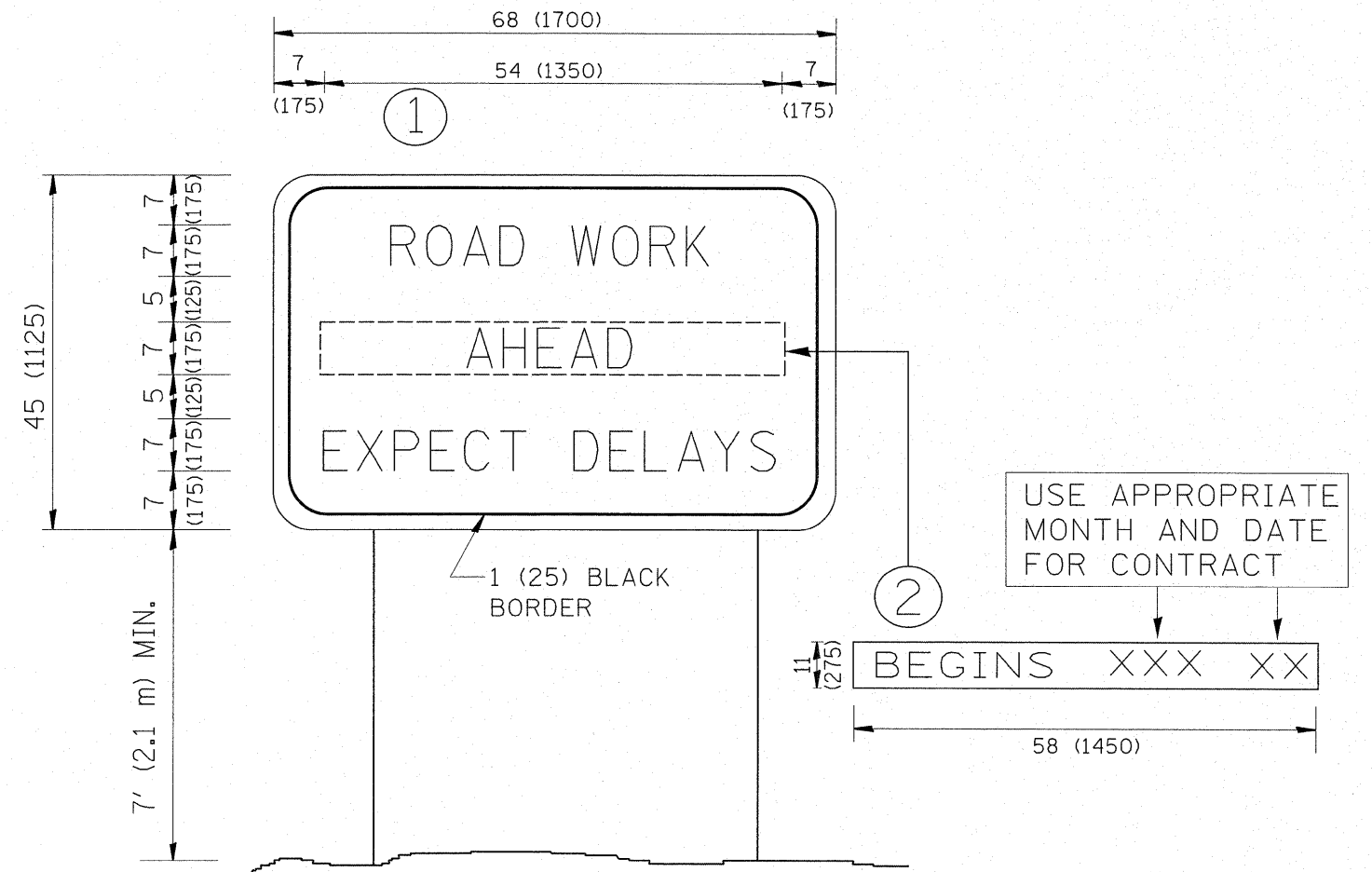
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	PLOT DATE = 11/1/2011	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	107-RS-4	KANE	35	31
TC-16		CONTRACT NO. 60P09		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

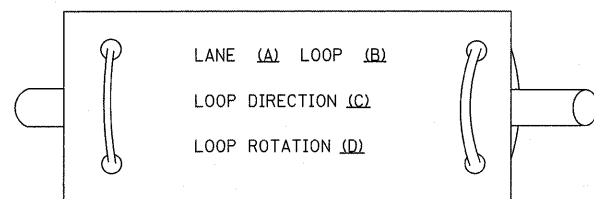
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = harringtonc	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\harringtonc\d0270368	DistStd.dgn	DRAWN -	REVISED - R. MIRS 12-11-97			326	107-RS-4	KANE	35	32	
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		PLOT DATE = 11/1/2011	REVISED - C. JUCIUS 01-31-07			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			

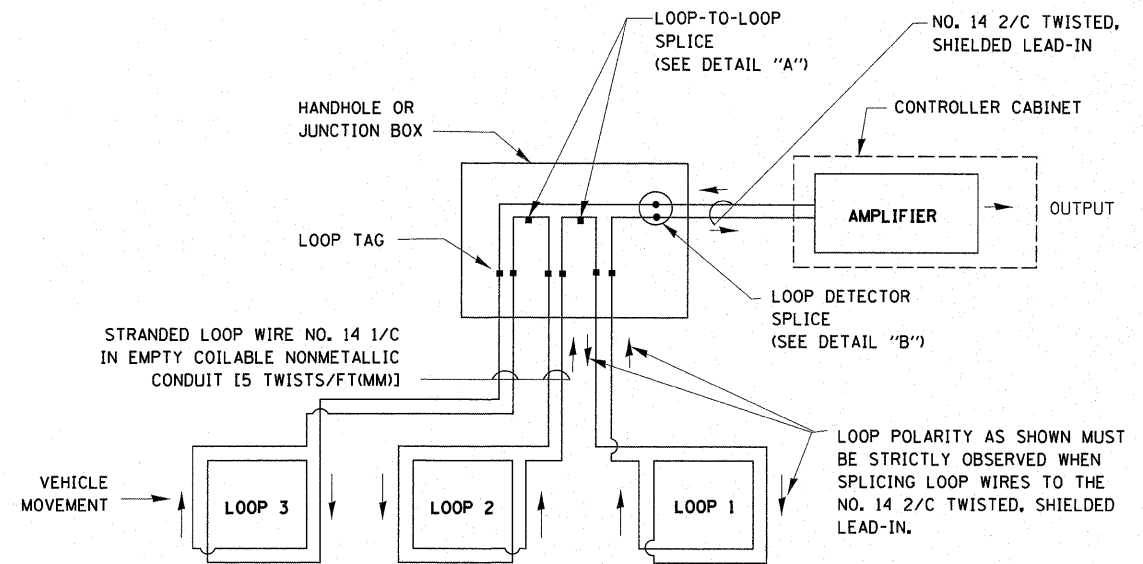
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

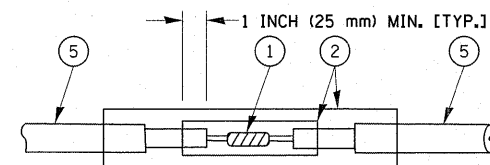


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

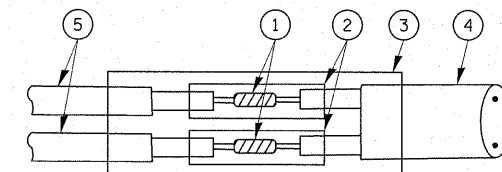


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm), IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

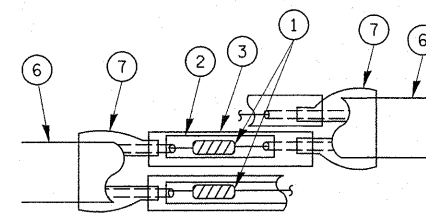


DETAIL "A" LOOP-TO-LOOP SPLICE

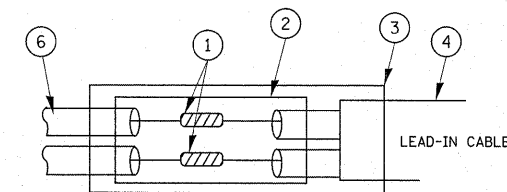


DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE



DETAIL "B" LOOP-TO-CONTROLLER SPLICE

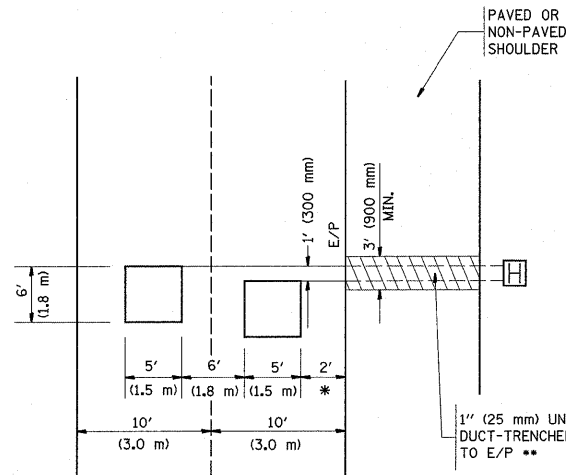
LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = harringtoncc	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A.P. RTE. 326	SECTION 107-RS-4	COUNTY KANE	TOTAL SHEETS 35	SHEET NO. 33
es:\pr-work\p1\dot\harringtoncc\d0270368	DistStd.dgn	DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA. TO STA.	TS-05		CONTRACT NO. 60P09	
	PLOT SCALE = 50.0000' / in.	CHECKED - DAD	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
	PLOT DATE = 11/1/2011	DATE - 10-28-09	REVISED -								

LOOPS NEXT TO SHOULDERS

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

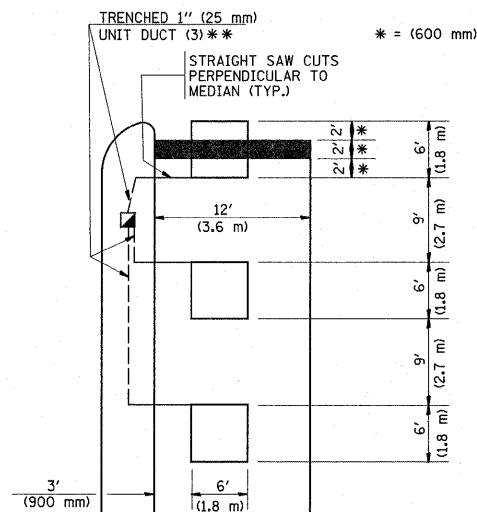


* = (600 mm)

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

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

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

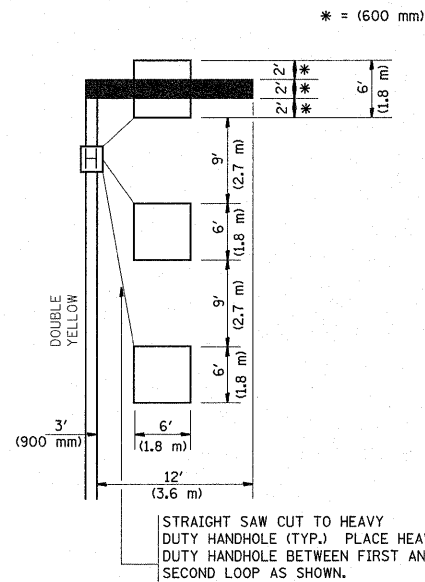


* = (600 mm)

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

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

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



* = (600 mm)

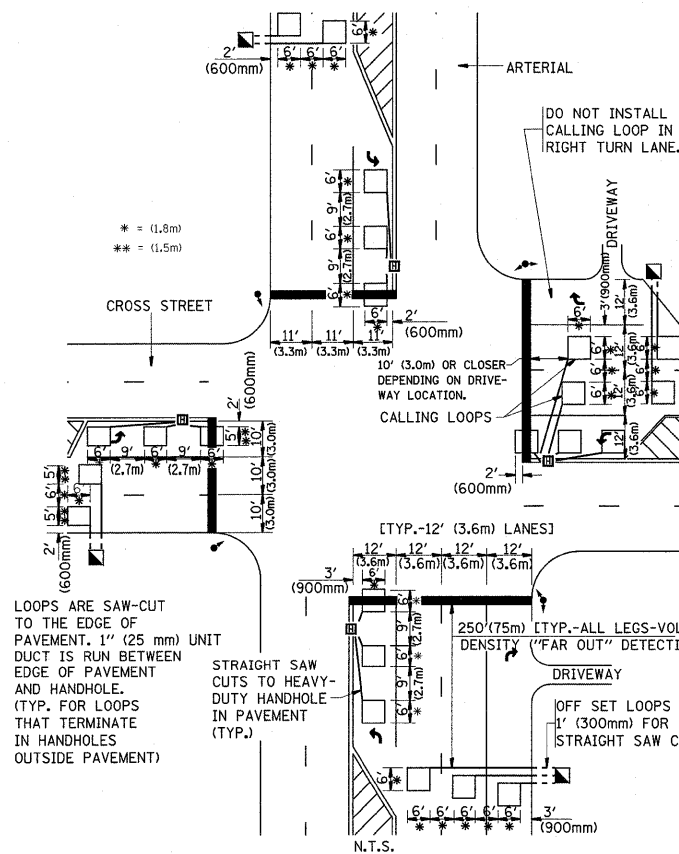
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

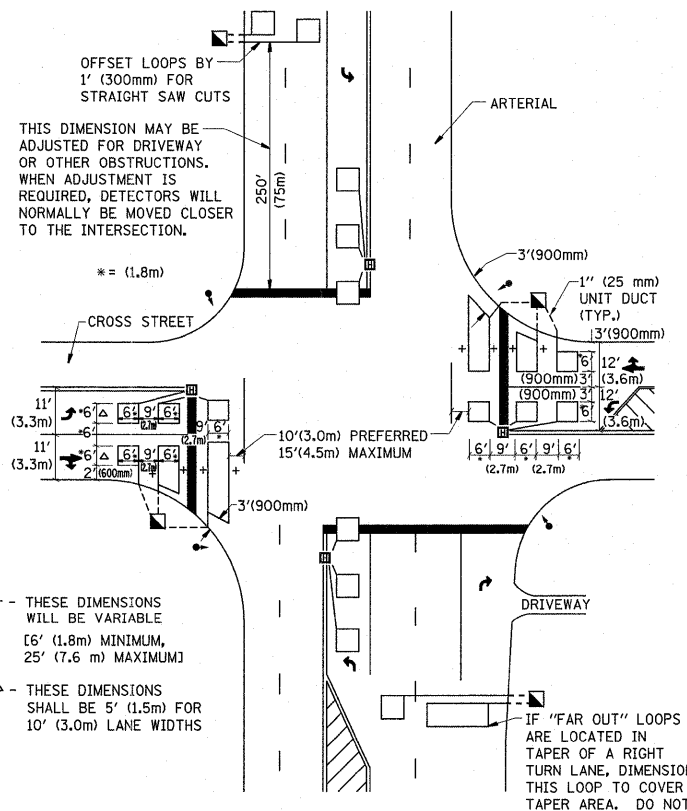
- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST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

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



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

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



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

PLACEMENT OF DETECTORS

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

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

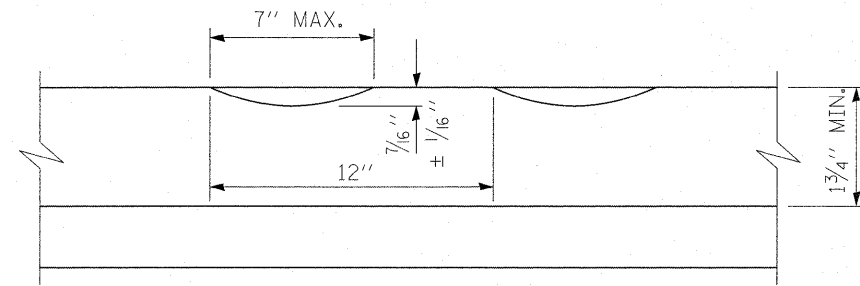
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

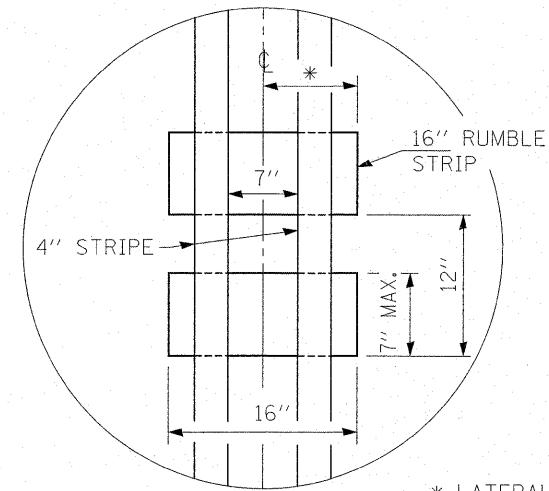
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

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

FILE NAME =	USER NAME = harringtoncc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50,0000 "/>													
PLOT DATE = 11/1/2011	DATE -	CHECKED - R.K.F.	REVISED -		TS-07				CONTRACT NO. 60P09				
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

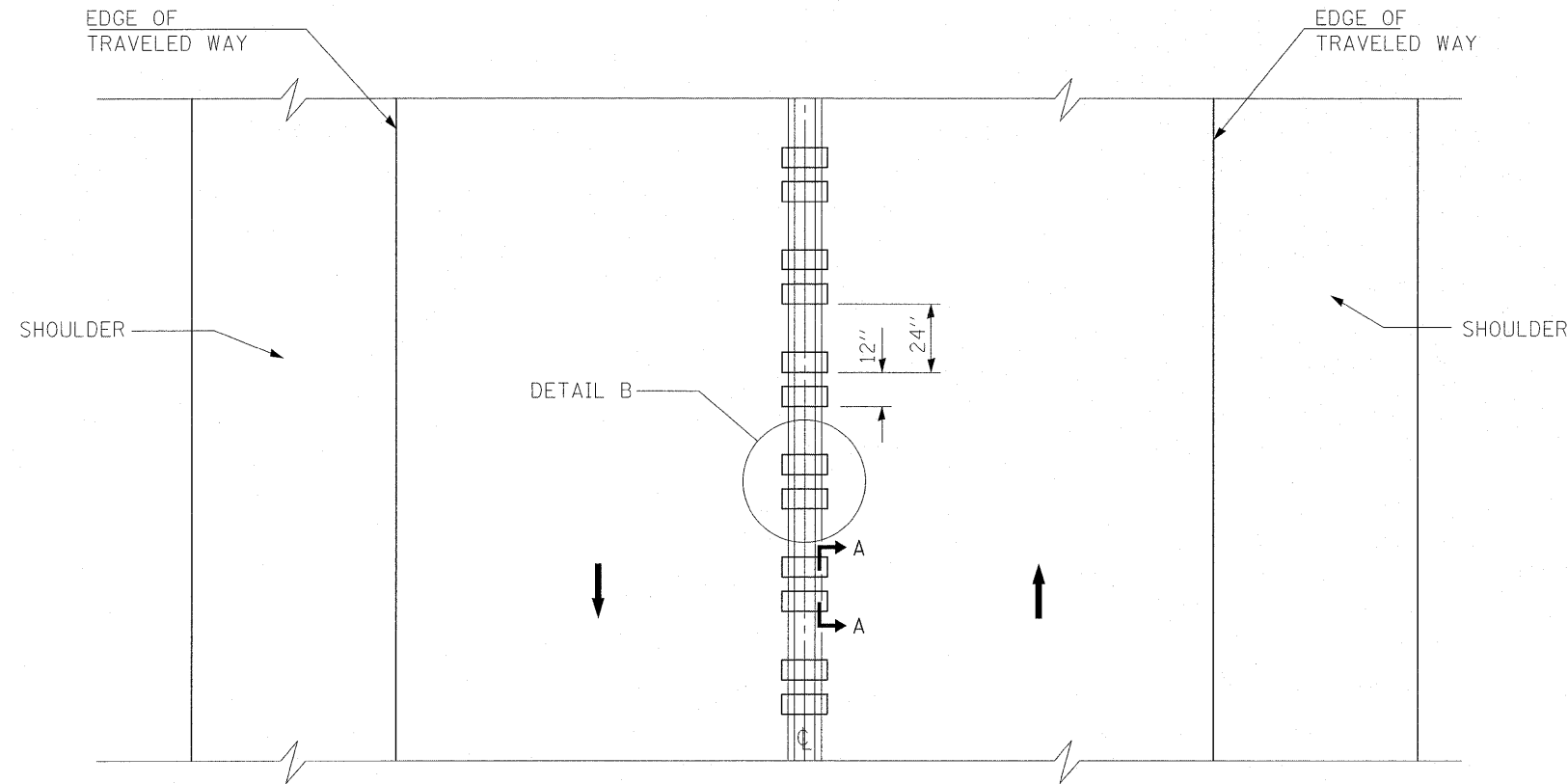


SECTION A-A



DETAIL B

* LATERAL DEVIATION SHALL NOT EXCEED ONE INCH IN 100 FEET.



TWO-WAY ROAD

GENERAL NOTES

SEE STANDARD 780001 FOR OTHER STRIPING LAYOUTS.

RUMBLE STRIPS SHALL NOT BE PLACED ON BRIDGES.

ALL RUMBLE STRIPS SHALL BE MILLED.

CENTERLINE RUMBLE STRIPS SHALL BE CONTINUOUS THROUGH CONNECTIONS OF SIDEROADS WITH NO LEFT TURN LANES.

DISCONTINUE CENTERLINE RUMBLE STRIPS THROUGH THE LIMITS OF ALL LEFT TURN LANES, INCLUDING ANY LANE TAPER SECTIONS.

WHERE USED, ADJUST SPACING OF RAISED REFLECTIVE PAVEMENT MARKERS TO FALL IN WIDER GAP BETWEEN RUMBLE STRIPS.

CENTER LINE RUMBLE STRIPS TO BE PAID FOR AS CENTER LINE - RUMBLE STRIP AND HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE - 4"

FILE NAME =	USER NAME = harringtonc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RUMBLE STRIPES FOR CENTER LINE, NON-FREEWAY	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pwork\pwork\harringtonc\d0270368	D146311-sht-plan.dgn	DRAWN -	REVISED -			326	107-RS-4	KANE	35	35	
	PLOT SCALE = 50,0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 60P09					
	PLOT DATE = 11/1/2011	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
						SCALE:	SHEET NO.	OF	SHEETS	STA. TO STA.	