

| | | | | |
|---------------------|----------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 326 | 105 RS-9 | MCHENRY | 37 | 1 |
| FED. ROAD DIST. NO. | ILLINOIS | CONTRACT NO. 60H33 | | |

D-91-603-09



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED APRIL 21, 20 09
Diane M. O'Keefe *as*
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 1, 20 09
Charles J. Ingersoll *JD*
ENGINEER OF DESIGN AND ENVIRONMENT

May 1, 20 09
Christine M. Reed *JD*
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

LOWCO, INC.
CONSULTING ENGINEERS
1560 WALL ST., SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

WILLIAM H. HEND
062-047827
REGISTERED
PROFESSIONAL
ENGINEER
William H. Hend
Expires 11/30/09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

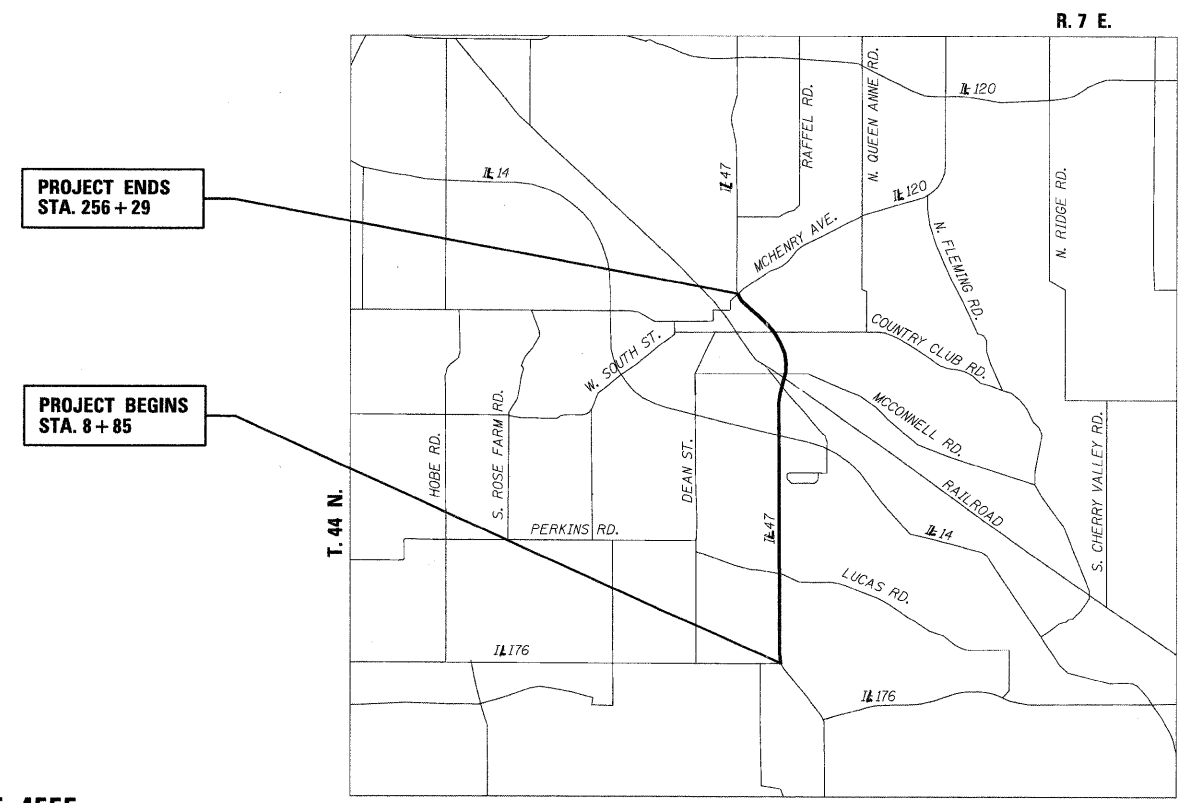
FAP ROUTE 326 (ILL ROUTE 47)
ILL ROUTE 120 (MCHENRY AVENUE) TO ILL ROUTE 176

SECTION: 105 RS-9
RESURFACING (3P)
MCHENRY COUNTY
C-91-603-09

PROJECT LOCATED IN AND ADJACENT
TO THE VILLAGE OF WOODSTOCK

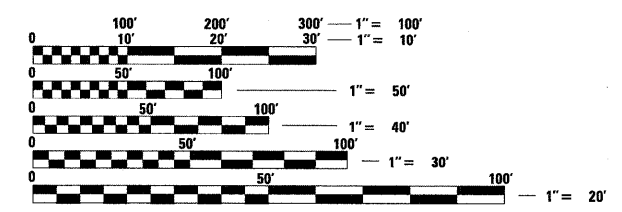
FOR INDEX OF SHEETS, SEE SHEET NO. 2

ADT 16,300 (2007)
SPEED LIMIT 55 MPH



LOCATION SKETCH

NET AND GROSS LENGTH OF PROJECT = 24,744' = 4.686 MI



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 MANAGER: RAJENDRA C. SHAH (847) 705-4555
PROJECT ENGINEER: ERSKINE W. KLYCE (847) 705-4594

CONTRACT NO. 60H33

INDEX OF SHEETS

| <u>SHEET NO.</u> | <u>DESCRIPTION</u> |
|------------------|---|
| 1 | TITLE SHEET |
| 2 | INDEX OF SHEETS, STATE STANDANDS, GENERAL NOTES AND MIX SCHEDULE |
| 3-4 | SUMMARY OF QUANTITIES |
| 5 | EXISTING AND PROPOSED TYPICAL SECTIONS |
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| 15-21 | DETECTOR LOOP PLANS |
| 22 | DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND CURB OR EDGE GREATER THAN OR EQUAL TO 15' (4.5m) |
| 23 | DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB IS LESS THAN 15' (4.5m) |
| 24 | DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING |
| 25 | PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT |
| 26 | CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT |
| 27 | BUTT JOINT AND HMA TAPER DETAILS |
| 28 | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS |
| 29 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) |
| 30 | DISTRICT ONE TYPICAL PAVEMENT MARKINGS |
| 31 | TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) |
| 32 | PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING |
| 33 | TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES |
| 34 | SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS |
| 35 | ARTERIAL ROAD INFORMATION SIGN |
| 36 | DRIVEWAY ENTRANCE SIGNING |
| 37 | DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING |
| | STATE STANDARDS |

STATE STANDARDS

| <u>STANDARD NO.</u> | <u>DESCRIPTION</u> |
|---------------------|--|
| 000001-05 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 442201-03 | CLASS C AND D PATCHES |
| 482011-03 | HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS |
| 606001-04 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 606301-04 | PC CONCRETE ISLANDS AND MEDIANS |
| 606306-03 | CORRUGATED PC CONCRETE MEDIANS |
| 642001-01 | SHOULDER RUMBLE STRIPS |
| 701006-03 | OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) TO 24" (600MM) FROM PAVEMENT EDGE |
| 701011-02 | OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY |
| 70101-02 | OFF-RD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600MM) FROM PAVEMENT EDGE |
| 701201-03 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS LESS THAN 45 MPH |
| 701206-02 | LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS LESS THAN 45 MPH |
| 701301-03 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701306-02 | LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS LESS THAN 45 MPH |
| 701311-03 | LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY |
| 701336-05 | LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS LESS THAN 45 MPH |
| 701426-03 | LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS LESS THAN 45 MPH |
| 701501-05 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701606-06 | URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN |
| 701701-06 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701801-04 | LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE |
| 701901-01 | TRAFFIC CONTROL DEVICES |
| 814001-02 | HANDHOLES |
| 886001-01 | DETECTOR LOOP INSTALLATIONS |
| 886006-01 | TYPICAL LAYOUTS FOR DETECTION LOOPS |

PLAN NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES WITHIN THE VILLAGE OF WOODSTOCK.

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

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

THE RESIDENT ENGINEER SHALL CONTACT MS. PATRICE HARRIS AREA TRAFFIC FIELD ENGINEER AT (708) 597-9800 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

10 FEET (3 METERS) TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTERS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OR WORK SPECIFIED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

| SUMMARY OF QUANTITIES | | | URBAN | CONSTRUCTION TYPE CODE | | SUMMARY OF QUANTITIES | | | URBAN | CONSTRUCTION TYPE CODE | |
|-----------------------|--|--------|------------------|------------------------|--|-----------------------|--|--------|------------------|------------------------|--|
| CODE NO. | ITEM | UNIT | TOTAL QUANTITIES | 1000 100% STATE | | CODE NO. | ITEM | UNIT | TOTAL QUANTITIES | 1000 100% STATE | |
| 20201006 | GRADING AND SHAPING SHOULDERS | UNIT | 5748 | 5748 | | 70100450 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1 | 1 | |
| 40600200 | BITUMINOUS MATERIALS (PRIME COAT) | TON | 110.4 | 110.4 | | 70100460 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | L SUM | 1 | 1 | |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 29.1 | 29.1 | | 70100600 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701336 | L SUM | 1 | 1 | |
| 40600400 | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 61 | 61 | | 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 | 1 | |
| 40600895 | CONSTRUCTING TEST STRIP | EACH | 1 | 1 | | 70102625 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701606 | L SUM | 1 | 1 | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 5284 | 5284 | | 70102630 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 | L SUM | 1 | 1 | |
| 40601005 | HOT-MIX ASPHALT REPLACEMENT OVER PATCHES | TON | 5896 | 5896 | | 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 1 | 1 | |
| 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 14033 | 14033 | | 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | L SUM | 1 | 1 | |
| 42001300 | PROTECTIVE COAT | SQ YD | 1381 | 1381 | | 70106800 | CHANGEABLE MESSAGE SIGN | CAL MO | 4 | 4 | |
| 44000155 | HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" | SQ YD | 8675 | 8675 | | 70300100 | SHORT-TERM PAVEMENT MARKING | FOOT | 5900 | 5900 | |
| 44000158 | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" | SQ YD | 145261 | 145261 | | 70300210 | TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 1641.6 | 1641.6 | |
| 44001700 | COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT | FOOT | 500 | 500 | | 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 82341 | 82341 | |
| 44002216 | HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4" | SQ YD | 7520 | 7520 | | 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 3267 | 3267 | |
| 44201765 | CLASS D PATCHES, TYPE II, 10 INCH | SQ YD | 3327 | 3327 | | 70300250 | TEMPORARY PAVEMENT MARKING - LINE 8" | FOOT | 452 | 452 | |
| 44201769 | CLASS D PATCHES, TYPE III, 10 INCH | SQ YD | 3361 | 3361 | | 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 4320 | 4320 | |
| 44201771 | CLASS D PATCHES, TYPE IV, 10 INCH | SQ YD | 832 | 832 | | 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 1683 | 1683 | |
| 48102100 | AGGREGATE WEDGE SHOULDER, TYPE B | TON | 692 | 692 | | 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 38709 | 38709 | |
| 55039700 | STORM SEWERS TO BE CLEANED | FOOT | 1240 | 1240 | | * 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 1641.6 | 1641.6 | |
| 60250200 | CATCH BASINS TO BE ADJUSTED | EACH | 8 | 8 | | * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 82341 | 82341 | |
| 60255500 | MANHOLES TO BE ADJUSTED | EACH | 12 | 12 | | * 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 3267 | 3267 | |
| 60260100 | INLETS TO BE ADJUSTED | EACH | 14 | 14 | | * 78000500 | THERMOPLASTIC PAVEMENT MARKING - LINE 8" | FOOT | 452 | 452 | |
| 60300105 | FRAMES AND GRATES TO BE ADJUSTED | EACH | 18 | 18 | | * 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 4320 | 4320 | |
| 60300310 | FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) | EACH | 71 | 71 | | * 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 1683 | 1683 | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 6 | 6 | | * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 1581 | 1581 | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 1581 | 1581 | |

* Specialty Items

LOCO, INC.
CONSULTING ENGINEERS
1979 N. MILL ST., SUITE 210
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

| | | | |
|-----------------------|----------------|-------------------|-------------|
| USER NAME = #USER# | DESIGNED - MJY | DRAWN - RJG | REVISIONS - |
| PLLOT SCALE = #SCALE# | CHECKED - MJY | DATE - 04/22/2009 | REVISIONS - |
| PLLOT DATE = #DATE# | | | |

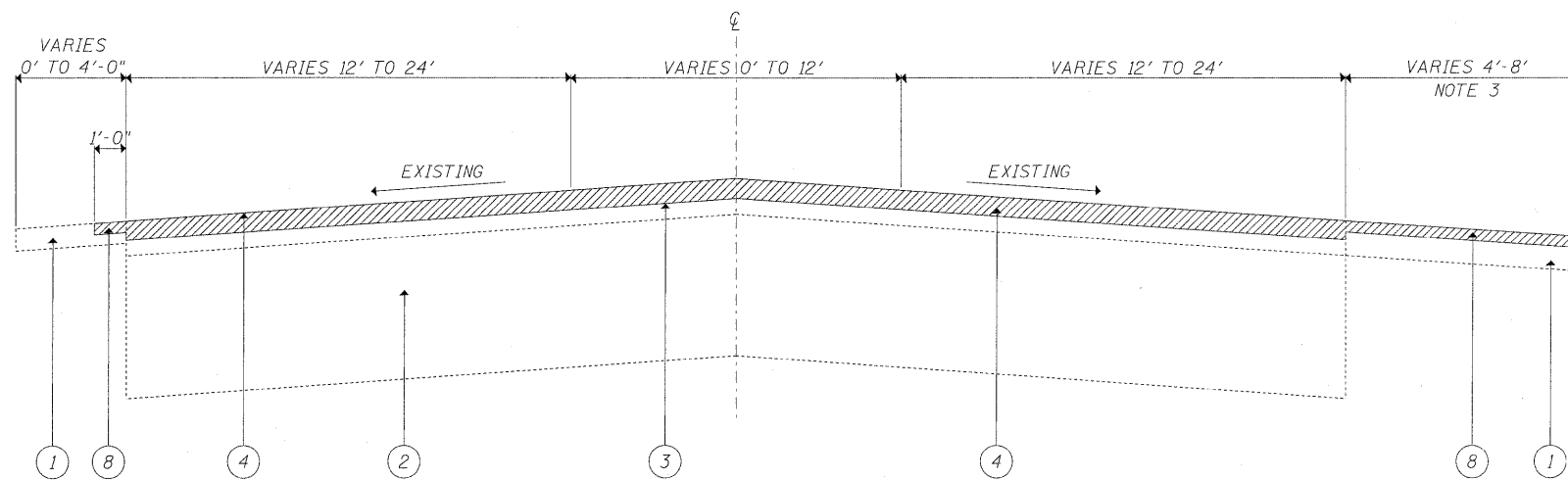
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
ILL ROUTE 47

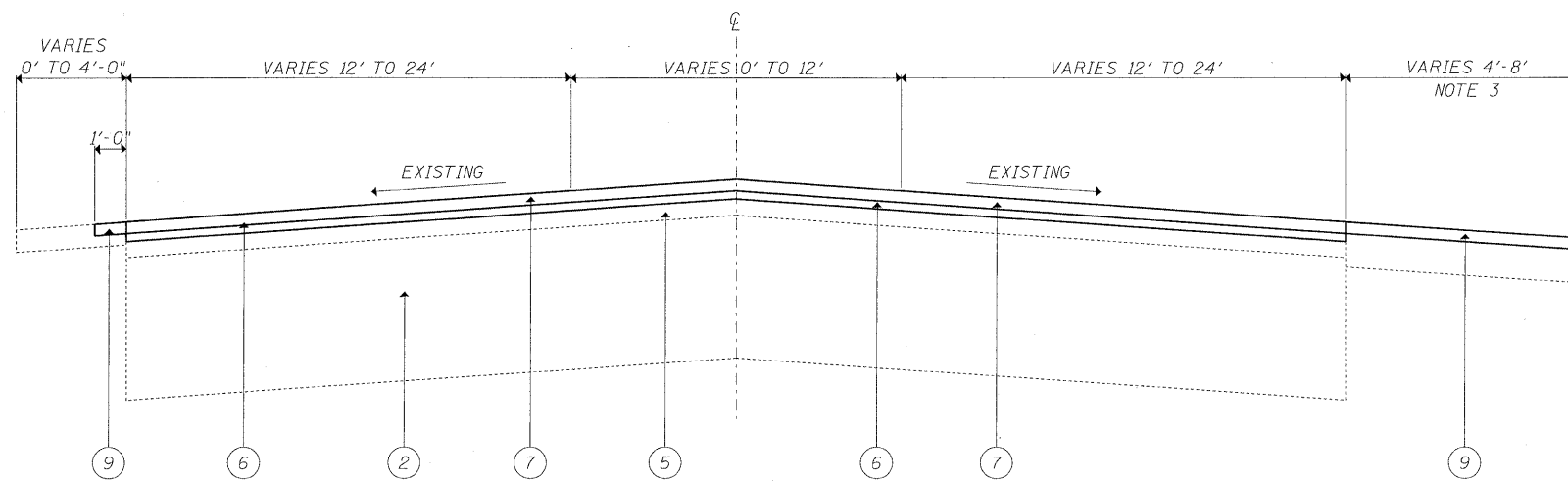
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| | | | | |
|---------------------|----------|---------------------------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 326 | 105 RS-9 | MCHENRY | 37 | 3 |
| C-91-603-09 | | | CONTRACT NO. 60H33 | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

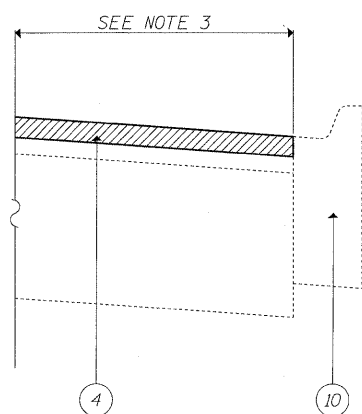
| SUMMARY OF QUANTITIES | | | URBAN | CONSTRUCTION TYPE CODE | | SUMMARY OF QUANTITIES | | | CONSTRUCTION TYPE CODE | | |
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| CODE NO. | ITEM | UNIT | TOTAL QUANTITIES | 1000 100% STATE | TOTAL COST | CODE NO. | ITEM | UNIT | TOTAL QUANTITIES | 1000 100% STATE | TOTAL COST |
| * 87301305 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR | FOOT | 1572 | 1572 | | | | | | | |
| * 88500100 | INDUCTIVE LOOP DETECTOR | EACH | 10 | 10 | | | | | | | |
| * 88600100 | DETECTOR LOOP, TYPE I | FOOT | 1148 | 1148 | | | | | | | |
| * 88600600 | DETECTOR LOOP REPLACEMENT | FOOT | 4941 | 4941 | | | | | | | |
| X0322256 | TEMPORARY INFORMATION SIGNING | SQ FT | 160 | 160 | | | | | | | |
| X4067107 | POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 | TON | 6101 | 6101 | | | | | | | |
| 44004600 | SIDEWALK REMOVAL AND REPLACEMENT | SQ FT | 350 | 350 | | | | | | | |
| Z0018500 | DRAINAGE STRUCTURES TO BE CLEANED | EACH | 5 | 5 | | | | | | | |
| Z0048665 | RAILROAD PROTECTIVE LIABILITY INSURANCE | L SUM | 1 | 1 | | | | | | | |
| | * Specialty Items | | | | | | | | | | |



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION



PROPOSED TYPICAL SECTION W/ CURB AND GUTTERS

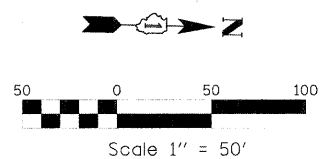
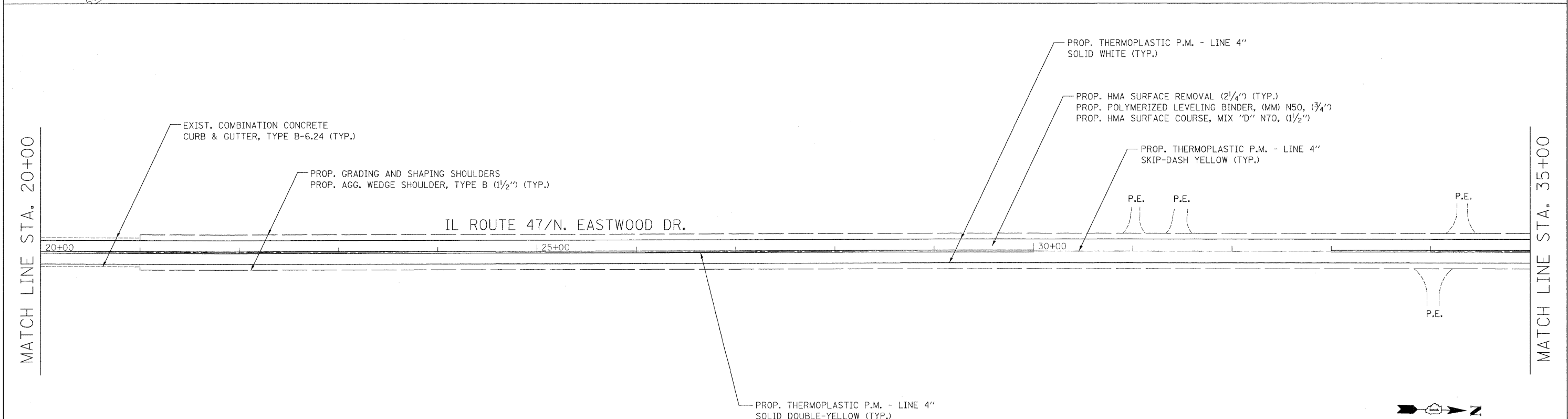
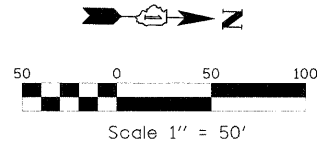
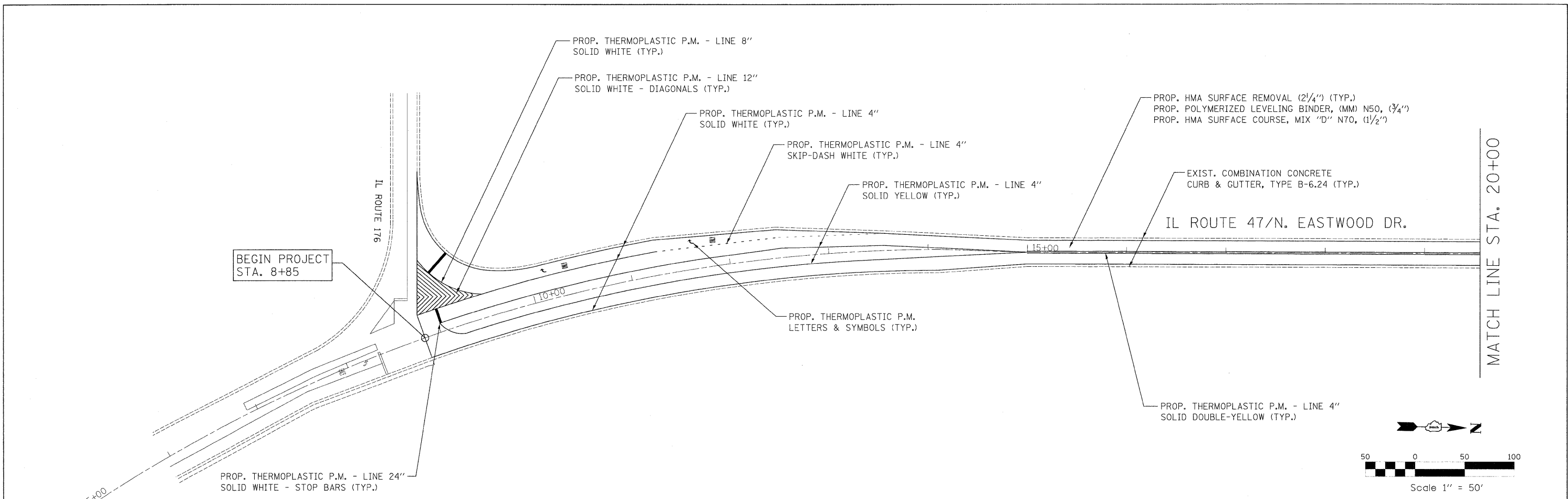
LEGEND

- ① EXISTING BITUMINOUS SHOULDER
- ② EXISTING P.C. CONCRETE PAVEMENT +/- 9"
- ③ EXISTING HMA SURFACE COURSE +/- 4 1/2"
- ④ PROPOSED HMA SURFACE REMOVAL (2 1/4")
- ⑤ EXISTING HMA SURFACE OVERLAY AFTER MILLING, +/- 2"
- ⑥ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50 (3/4")
- ⑦ PROPOSED HMA SURFACE COURSE, MIX "D", N70 (1 1/2")
- ⑧ PROPOSED HMA SURFACE REMOVAL (1 1/2")
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "D", N70 (1 1/2")
- ⑩ EXISTING CONCRETE CURB AND GUTTER

| HOT-MIX ASPHALT MIXTURE REQUIREMENTS | | |
|--|---------------------|------------------|
| MIXTURE TYPE | AC/PG | DESIGN AIR VOIDS |
| HMA SURFACE COURSE, MIX D, N70, (IL - 9.5 mm) | PG 64-22 | 4% @ 70 GYR |
| POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 | SBS-SBR PG 76-28/22 | 4% @ 50 GYR |
| CLASS D PATCHES (HMA BINDER IL 19 mm) | PG 64-22* | 4% @ 70 GYR |
| HMA REPLACEMENT OVER PATCHES (HMA BINDER IL 19 mm) | PG 64-22* | 4% @ 70 GYR |

NOTE:

- 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LSB/SOYD/IN. *WHEN RAP EXCEEDS 20%. THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22
- 2: THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING
- 3: SHOULDER WIDENING GREATER THAN 4' AT VARIOUS LOCATIONS WITHIN THE LIMITS OF IMPROVEMENT



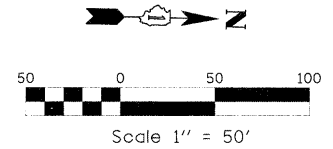
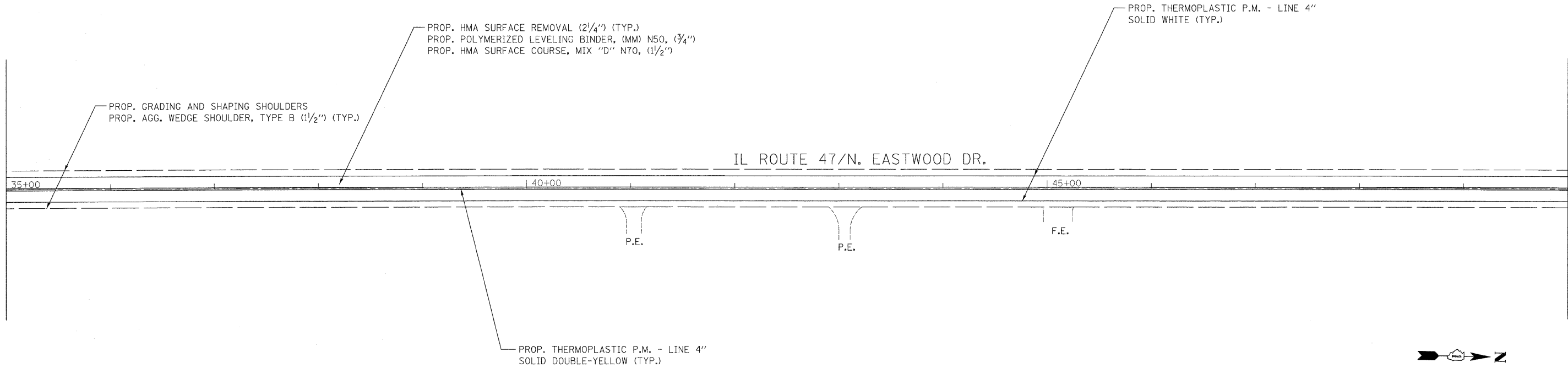
GENERAL NOTES:

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SHALL BE PLACED AT THE FINAL 30' OF RESURFACING LIMITS OF MAINLINE AND SIDEROADS, UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER.

| | | | | | | | | | | | | |
|--|--------------------------------------|----------------|-----------|---|--|-------------------------|-------------------------|--------------------|---------------------|-------------------|--------------------|----------------|
| FILE NAME = ...\\00031\WOODSTOCK\Sheets.dgn | USER NAME = Plotted by Administrator | DESIGNED - ST | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 6 |
| | PLOT SCALE = 50.0000' / IN. | DRAWN - ST | REVISED - | | SCALE: 1"=50' | SHEET NO. 1 OF 9 SHEETS | STA. 8+85 TO STA. 35+00 | CONTRACT NO. 60H33 | | | | |
| | PLOT DATE = 4/22/2009 | CHECKED - FML | REVISED - | | FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT | | | | | | | |
| | | DATE - 04/2009 | REVISED - | | | | | | | | | |

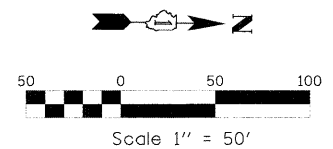
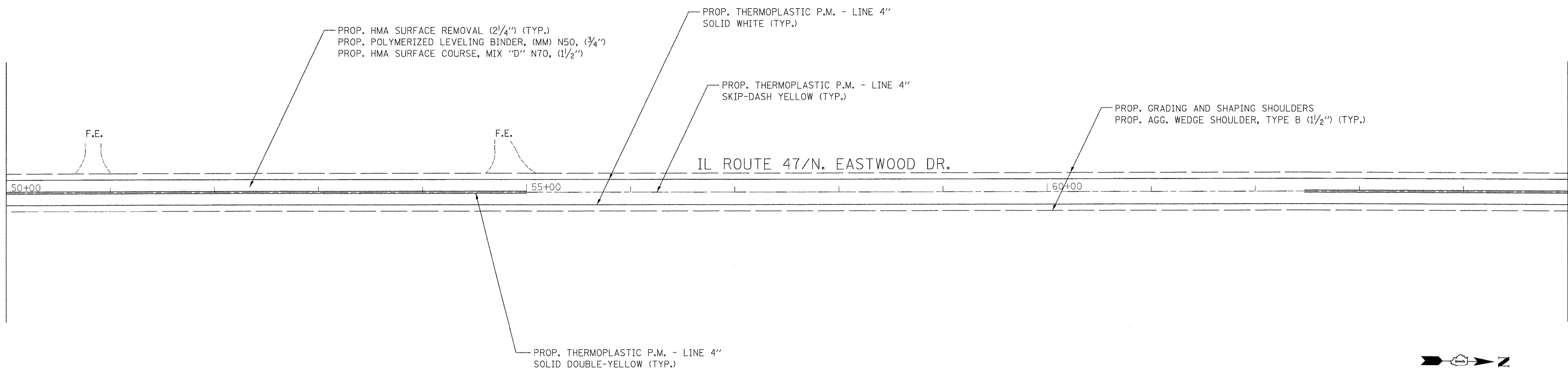
MATCH LINE STA. 35+00

MATCH LINE STA. 50+00



MATCH LINE STA. 50+00

MATCH LINE STA. 65+00



GENERAL NOTES:

1. HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SHALL BE PLACED AT THE FINAL 30' OF RESURFACING LIMITS OF MAINLINE AND SIDEROADS, UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER.

FILE NAME = ...\\0803\W019\Woodstock\sheets.dgn

USER NAME = Plotted by Administrator

DESIGNED - ST

REVISED - -----

DRAWN - ST

REVISED - -----

CHECKED - FML

REVISED - -----

DATE - 04/2009

REVISED - -----

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN
IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120**

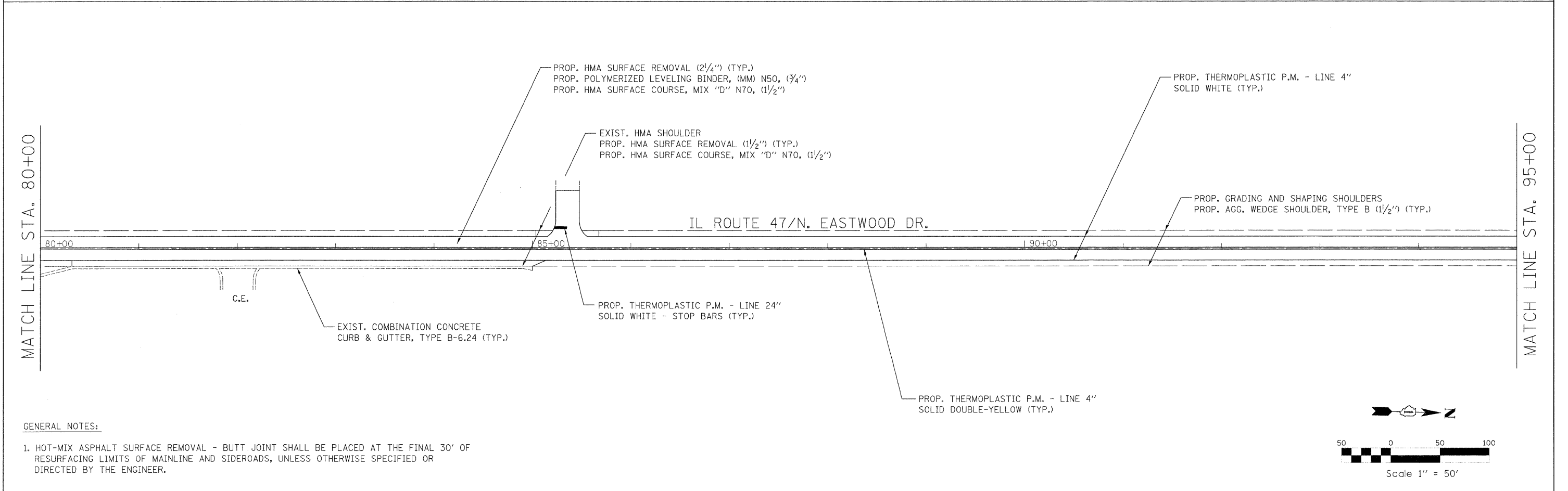
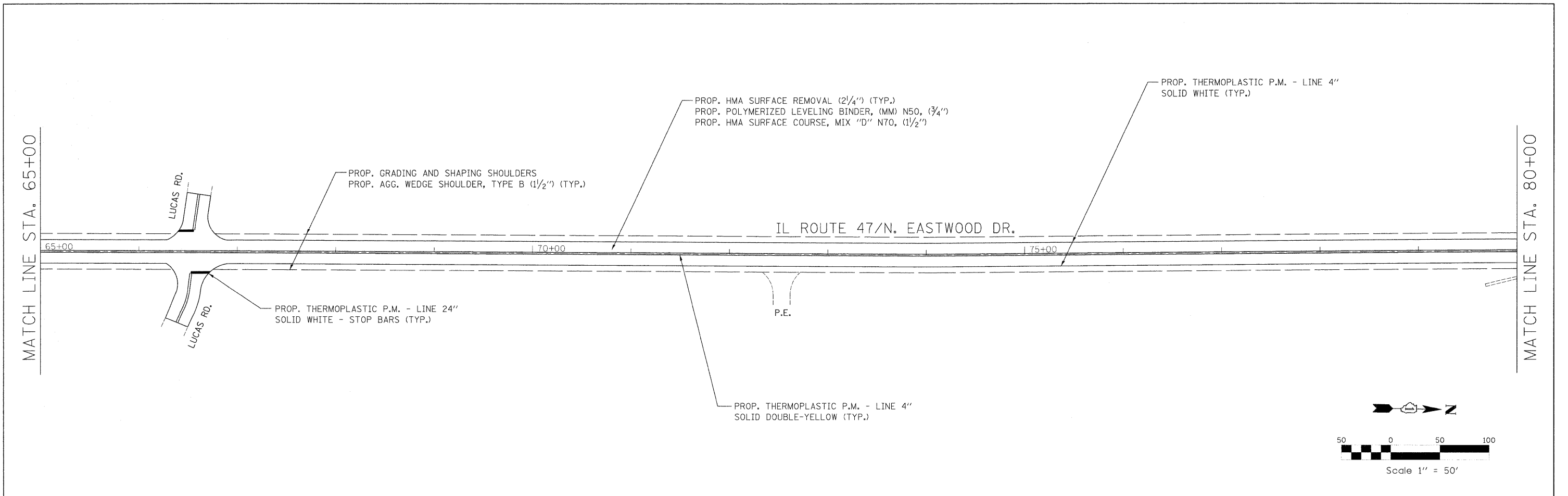
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|--------------------|----------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 326 | 105 RS-9 | McHENRY | 37 | 7 |
| CONTRACT NO. 60H33 | | | | |

SCALE: 1"=50'

SHEET NO. 2 OF 9 SHEETS

STA. 35+00 TO STA. 65+00

FED. ROAD DIST. No. [ILLINOIS] FED. AID PROJECT



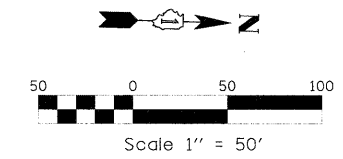
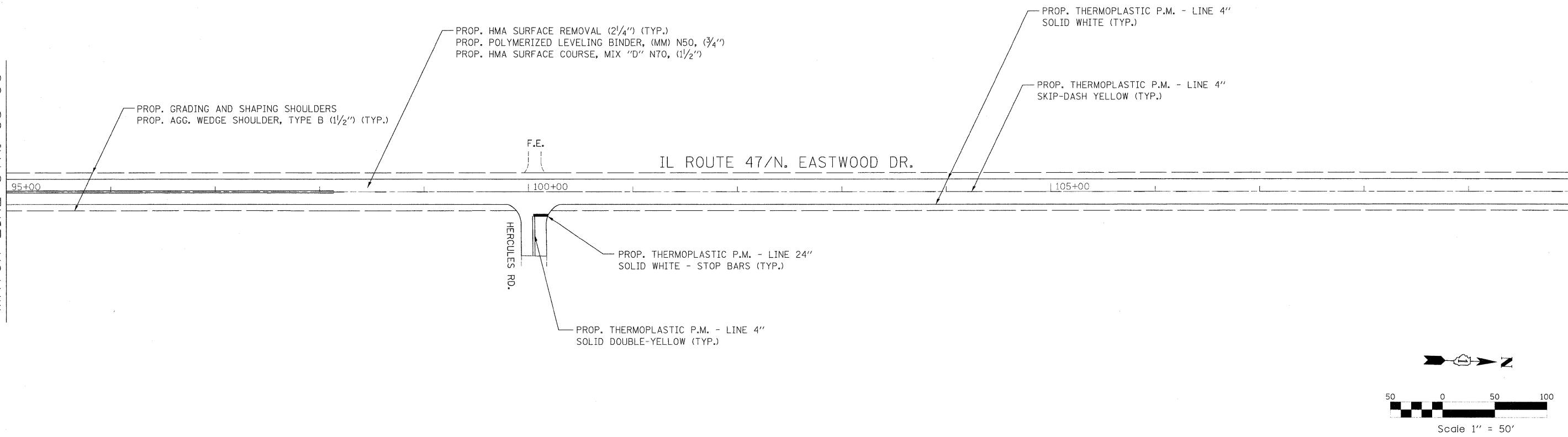
GENERAL NOTES:

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SHALL BE PLACED AT THE FINAL 30' OF RESURFACING LIMITS OF MAINLINE AND SIDEROADS, UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER.

| | | | | | | | | | | | | |
|--|--------------------------------------|----------------|-----------|---|--|-------------------------|--------------------------|---|---------------------|-------------------|-----------------------|-------------------|
| FILE NAME = ...0803\W019\Woodstock\sheets.dgn | USER NAME = Plotted by Administrator | DESIGNED - ST | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 8 |
| | PLOT SCALE = 50.0000' / IN. | DRAWN - ST | REVISED - | | SCALE: 1"=50' | SHEET NO. 3 OF 9 SHEETS | STA. 65+00 TO STA. 95+00 | FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT | | | | |
| | PLOT DATE = 4/22/2009 | CHECKED - FML | REVISED - | | CONTRACT NO. 60H33 | | | | | | | |
| | | DATE - 04/2009 | REVISED - | | | | | | | | | |

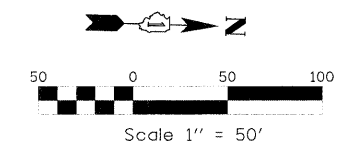
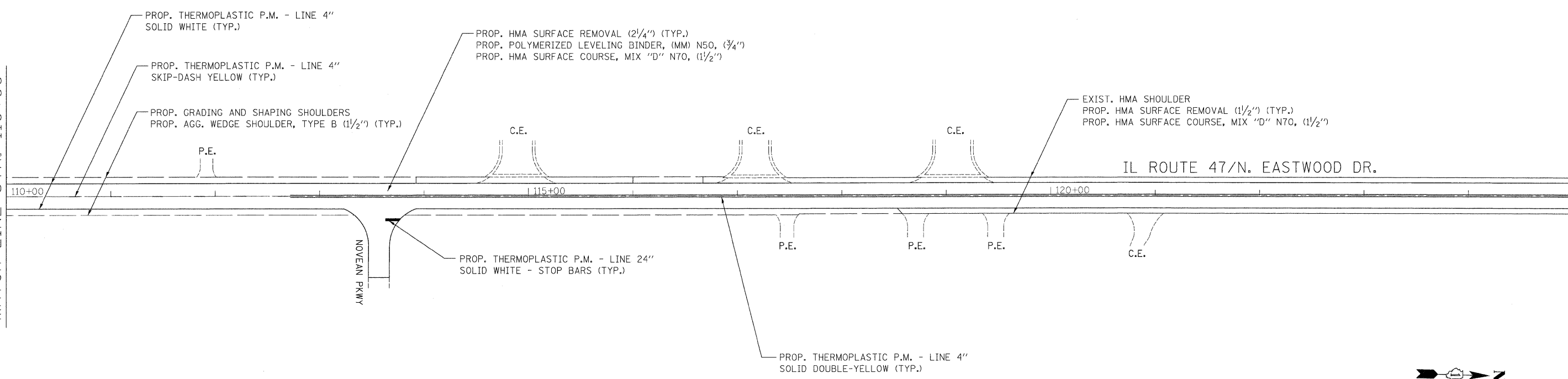
MATCH LINE STA. 95+00

MATCH LINE STA. 110+00



MATCH LINE STA. 110+00

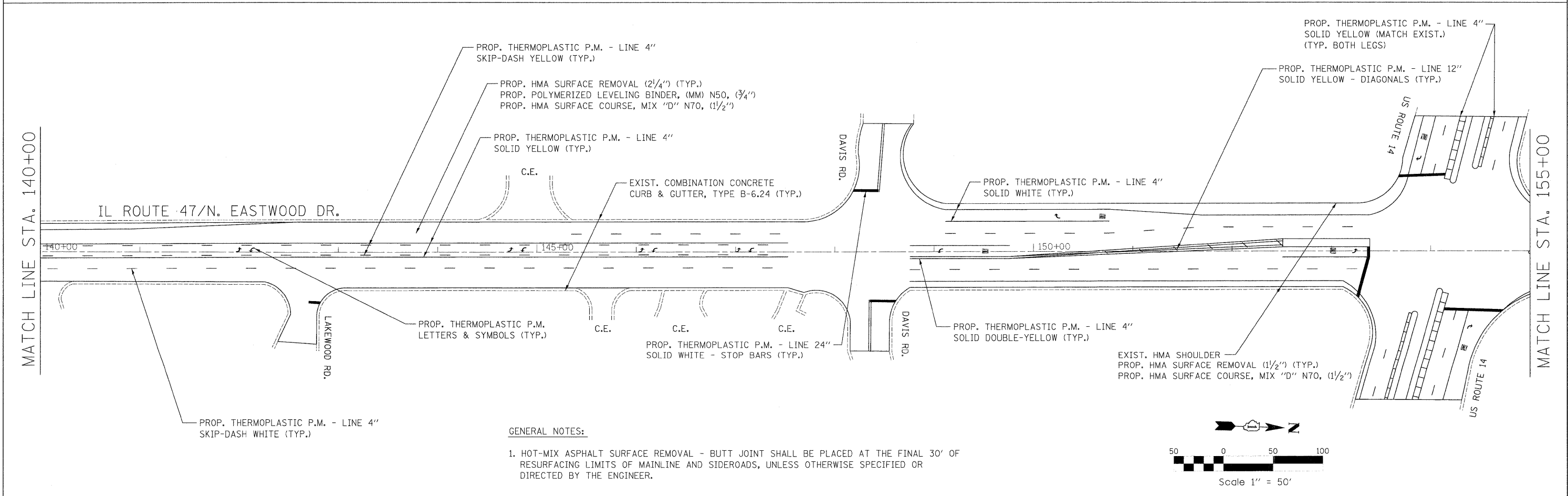
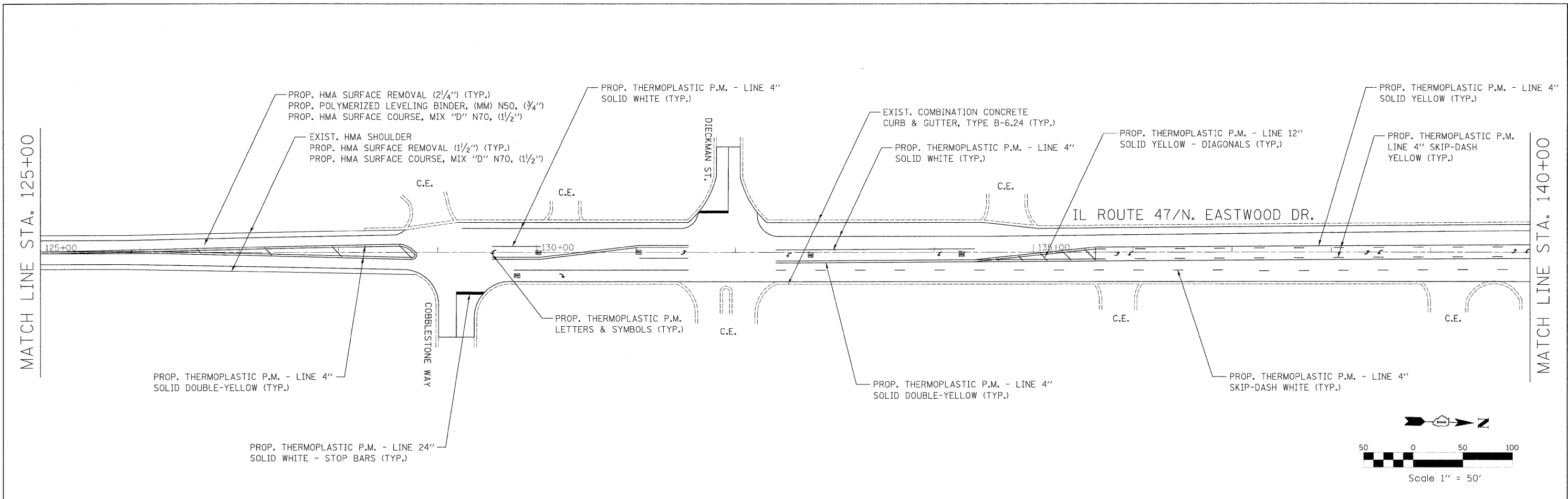
MATCH LINE STA. 125+00



GENERAL NOTES:

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SHALL BE PLACED AT THE FINAL 30' OF RESURFACING LIMITS OF MAINLINE AND SIDEROADS, UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER.

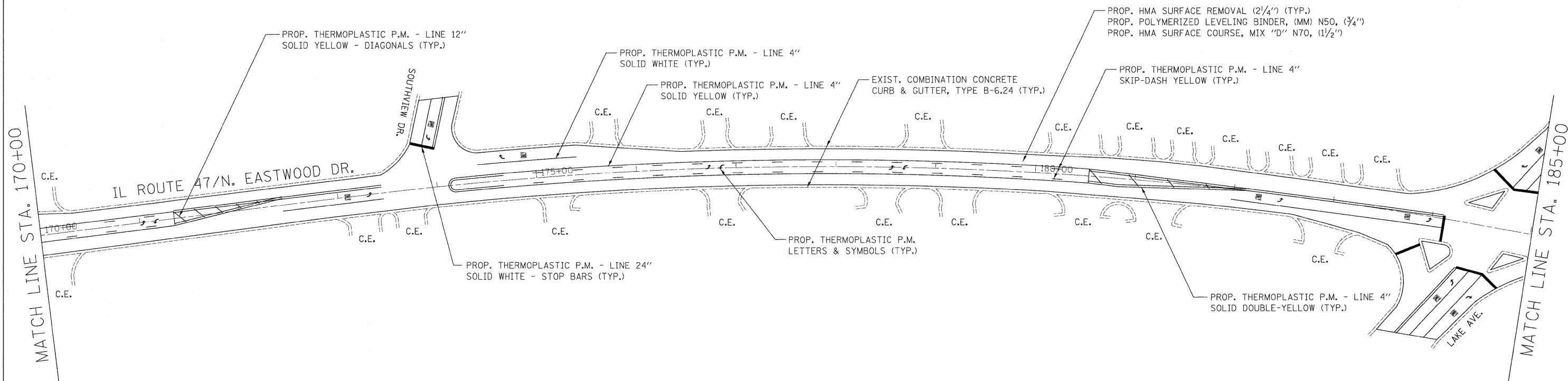
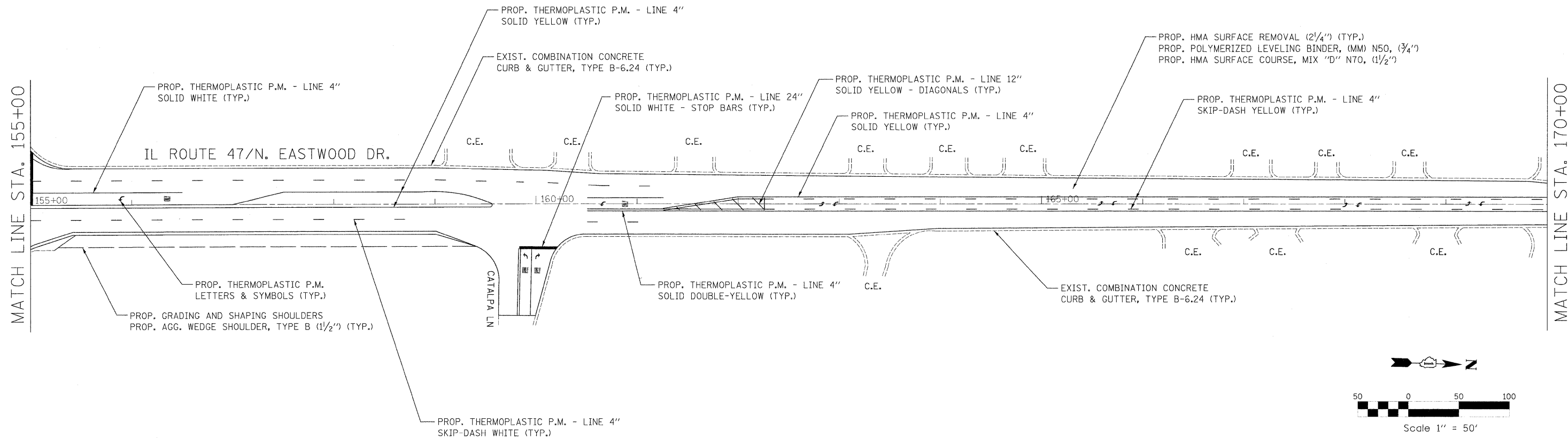
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| FILE NAME = ...2003\W018\Woodstock\sheets.dgn | USER NAME = Plotted by Administrator | DESIGNED - ST | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 9 |
| | PLOT SCALE = 50.0000' / IN. | CHECKED - FML | REVISED - | | | | | CONTRACT NO. 60H33 | | | | |
| | PLOT DATE = 4/22/2009 | DATE - 04/2009 | REVISED - | | SCALE: 1"=50' | SHEET NO. 4 OF 9 SHEETS | STA. 95+00 TO STA. 125+00 | FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT | | | | |
| | | | | | | | | | | | | |



GENERAL NOTES:

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SHALL BE PLACED AT THE FINAL 30' OF RESURFACING LIMITS OF MAINLINE AND SIDEROADS, UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER.

| | | | | | | | | | | | |
|--|--------------------------------------|---------------|---------------|---|--|-------------------------|----------------------------|---|--------------------|-----------------|--|
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| PLOT SCALE = 50,0000' / IN. | CHECKED - FML | REVISED - | SCALE: 1"=50' | | | SHEET NO. 5 OF 9 SHEETS | STA. 125+00 TO STA. 155+00 | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT | | | |
| PLOT DATE = 4/22/2009 | DATE - 04/2009 | REVISED - | | | | | | | | | |
| CONTRACT NO. 60H33 | | | | | | | | | | | |



GENERAL NOTES:

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SHALL BE PLACED AT THE FINAL 30' OF RESURFACING LIMITS OF MAINLINE AND SIDEROADS, UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER.

FILE NAME = ...\\0803\W018\Woodstock\sheets.dgn

USER NAME = Plotted by Administrator

DESIGNED - ST

REVISED -

PLOT SCALE = 50.0000' / IN.

DRAWN - ST

REVISED -

PLOT DATE = 4/22/2009

CHECKED - FML

REVISED -

DATE - 04/2009

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN
IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120**

SCALE: 1"=50'

SHEET NO. 6 OF 9 SHEETS

STA. 155+00 TO STA. 185+00

F.A.P. RTE. 326

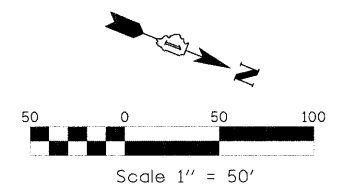
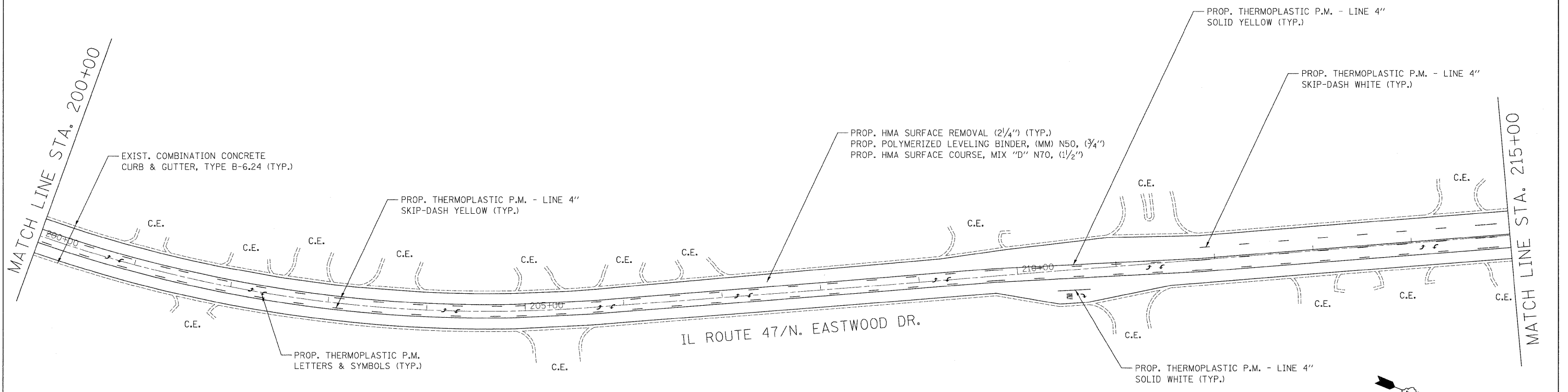
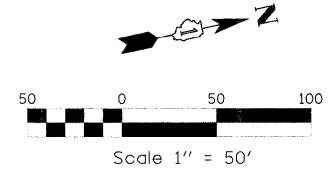
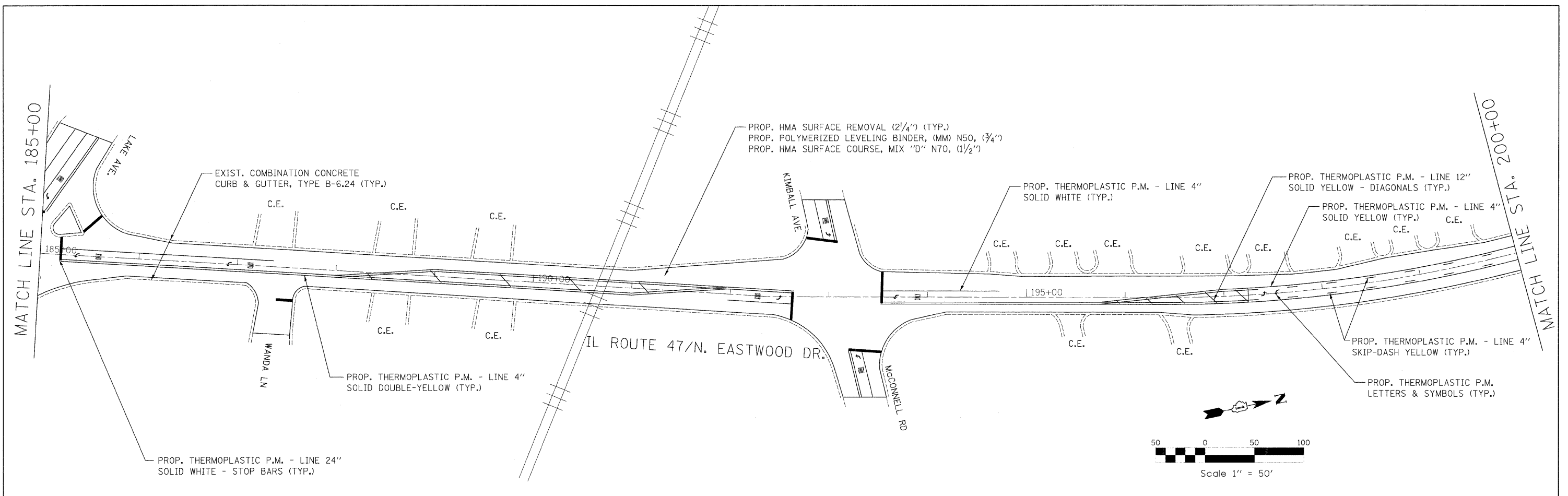
SECTION 105 RS-9

COUNTY McHENRY

TOTAL SHEETS 37
SHEET NO. 11

CONTRACT NO. 60H33

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



GENERAL NOTES:

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SHALL BE PLACED AT THE FINAL 30' OF RESURFACING LIMITS OF MAINLINE AND SIDEROADS, UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER.

FILE NAME =
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 PLOT DATE = 4/22/2009

DESIGNED - ST
 DRAWN - ST
 CHECKED - FML
 DATE - 04/2009

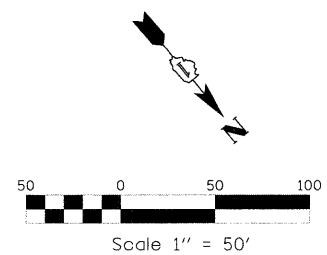
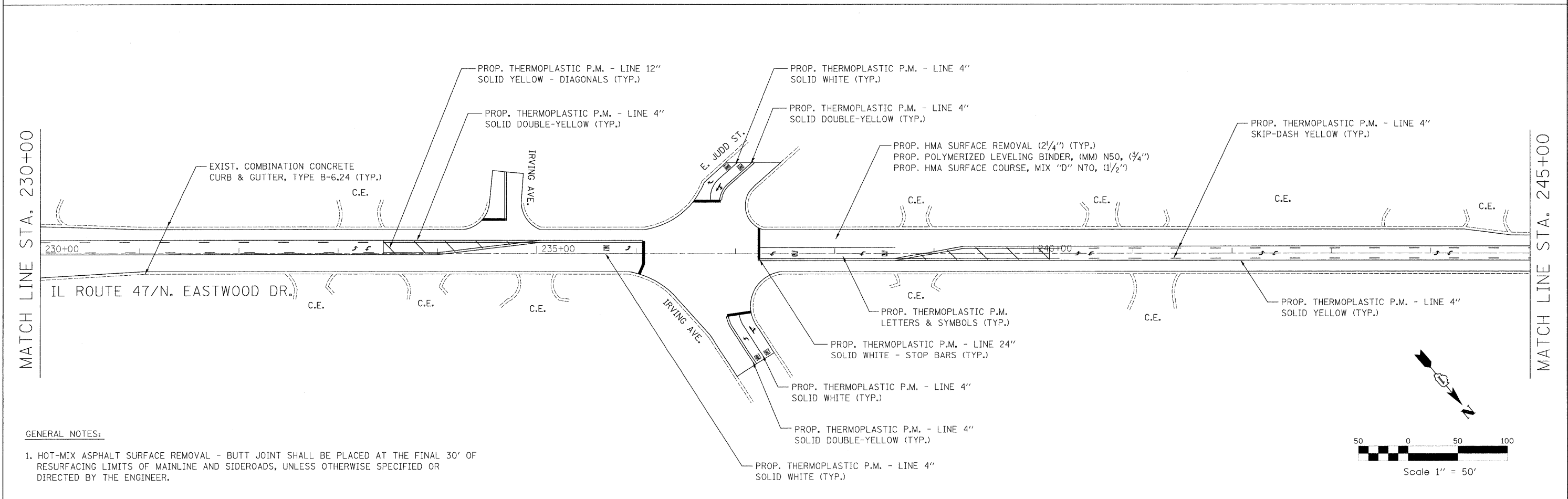
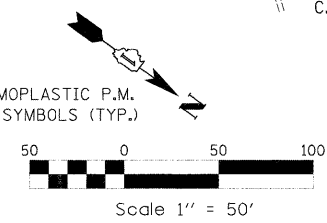
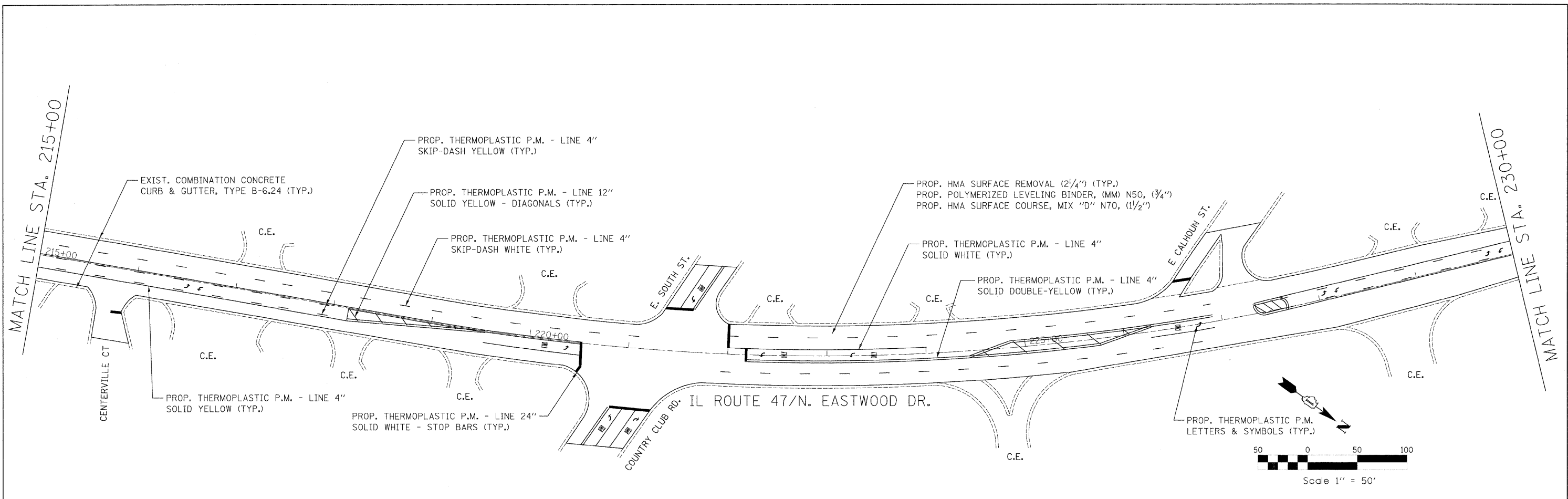
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN
 IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120**

SCALE: 1"=50' | SHEET NO. 7 OF 9 SHEETS | STA. 185+00 TO STA. 215+00

| | | | | |
|---|---------------------|-------------------|--------------------|-----------------|
| F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 12 |
| FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60H33 | |



GENERAL NOTES:

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SHALL BE PLACED AT THE FINAL 30' OF RESURFACING LIMITS OF MAINLINE AND SIDEROADS, UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER.

FILE NAME =
 ...\\0803\W018\Woodstock\sheets.dgn

USER NAME = Plotted by Administrator
 PLOT SCALE = 50.0000' / IN.
 PLOT DATE = 4/22/2009

DESIGNED - ST
 DRAWN - ST
 CHECKED - FML
 DATE - 04/2009

REVISED -
 REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

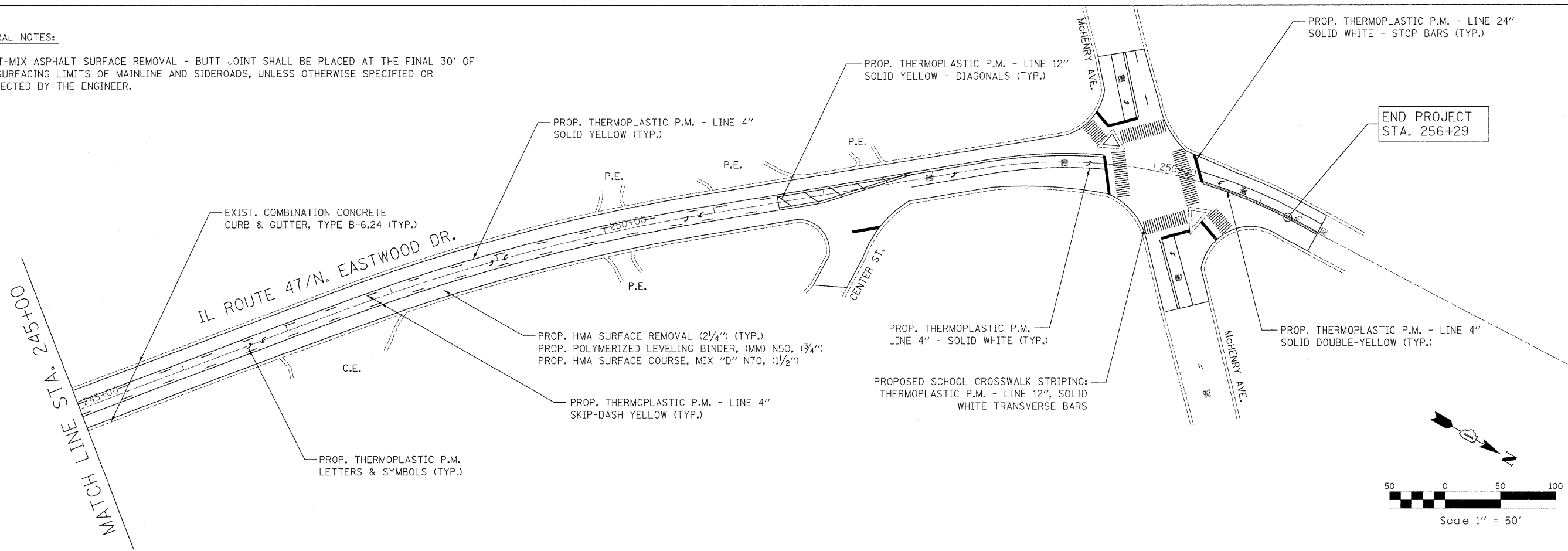
**ROADWAY AND PAVEMENT MARKING PLAN
 IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120**

SCALE: 1"=50' SHEET NO. 8 OF 9 SHEETS STA. 215+00 TO STA. 245+00

| | | | | |
|---|----------|---------|--------------------|-----------|
| F.A.P. RTE.: | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 326 | 105 RS-9 | McHENRY | 37 | 13 |
| FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT | | | CONTRACT NO. 60H33 | |

GENERAL NOTES:

1. HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SHALL BE PLACED AT THE FINAL 30' OF RESURFACING LIMITS OF MAINLINE AND SIDEROADS, UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER.



FILE NAME =
...\\0803\W018\Woodstock\sheets.dgn

USER NAME = Plotted by Administrator

DESIGNED - ST
DRAWN - ST
CHECKED - FML
DATE - 04/2009

REVISED - _____
REVISED - _____
REVISED - _____
REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN
IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120**

SCALE: 1"=50' SHEET NO. 9 OF 9 SHEETS STA. 245+00 TO STA. 256+29

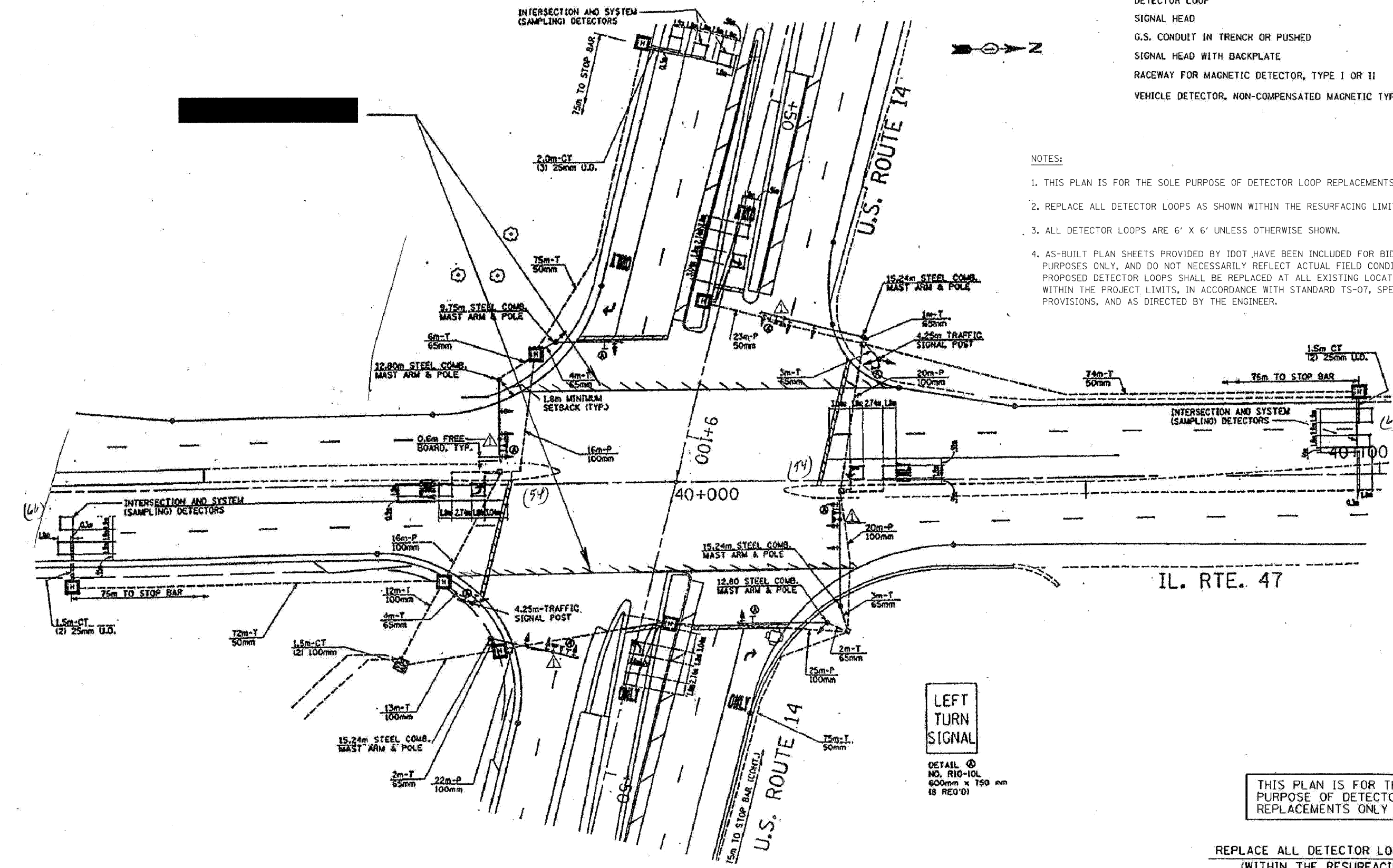
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| F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 14 |
| CONTRACT NO. 60H33 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

TRAFFIC SIGNAL LEGEND

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

NOTES:

1. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY.
2. REPLACE ALL DETECTOR LOOPS AS SHOWN WITHIN THE RESURFACING LIMITS.
3. ALL DETECTOR LOOPS ARE 6' X 6' UNLESS OTHERWISE SHOWN.
4. AS-BUILT PLAN SHEETS PROVIDED BY IDOT HAVE BEEN INCLUDED FOR BIDDING PURPOSES ONLY, AND DO NOT NECESSARILY REFLECT ACTUAL FIELD CONDITIONS. PROPOSED DETECTOR LOOPS SHALL BE REPLACED AT ALL EXISTING LOCATIONS WITHIN THE PROJECT LIMITS, IN ACCORDANCE WITH STANDARD TS-07, SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.



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

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

| | | | | | | | | | | | | |
|--|--------------------------------------|-----------------------|------------------------|---|---|-------------------------|--------------------------|---|---------------------|-------------------|--------------------|-----------------|
| FILE NAME = ...SignalPlan_Asbuilt.sgn | USER NAME = Plotted by Administrator | DESIGNED - DRAWN - | REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP PLAN - US ROUTE 14 IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 16 |
| | PLOT SCALE = 25.0000 "/> IN. | CHECKED - | REVISED - | | SCALE: NONE | SHEET NO. 2 OF 7 SHEETS | STA. _____ TO STA. _____ | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT | | | | |
| | PLOT DATE = 4/21/2009 | DATE = 4/2009 | REVISED - | | | | | | | | | |
| CONTRACT NO. 60H33 | | | | | | | | | | | | |

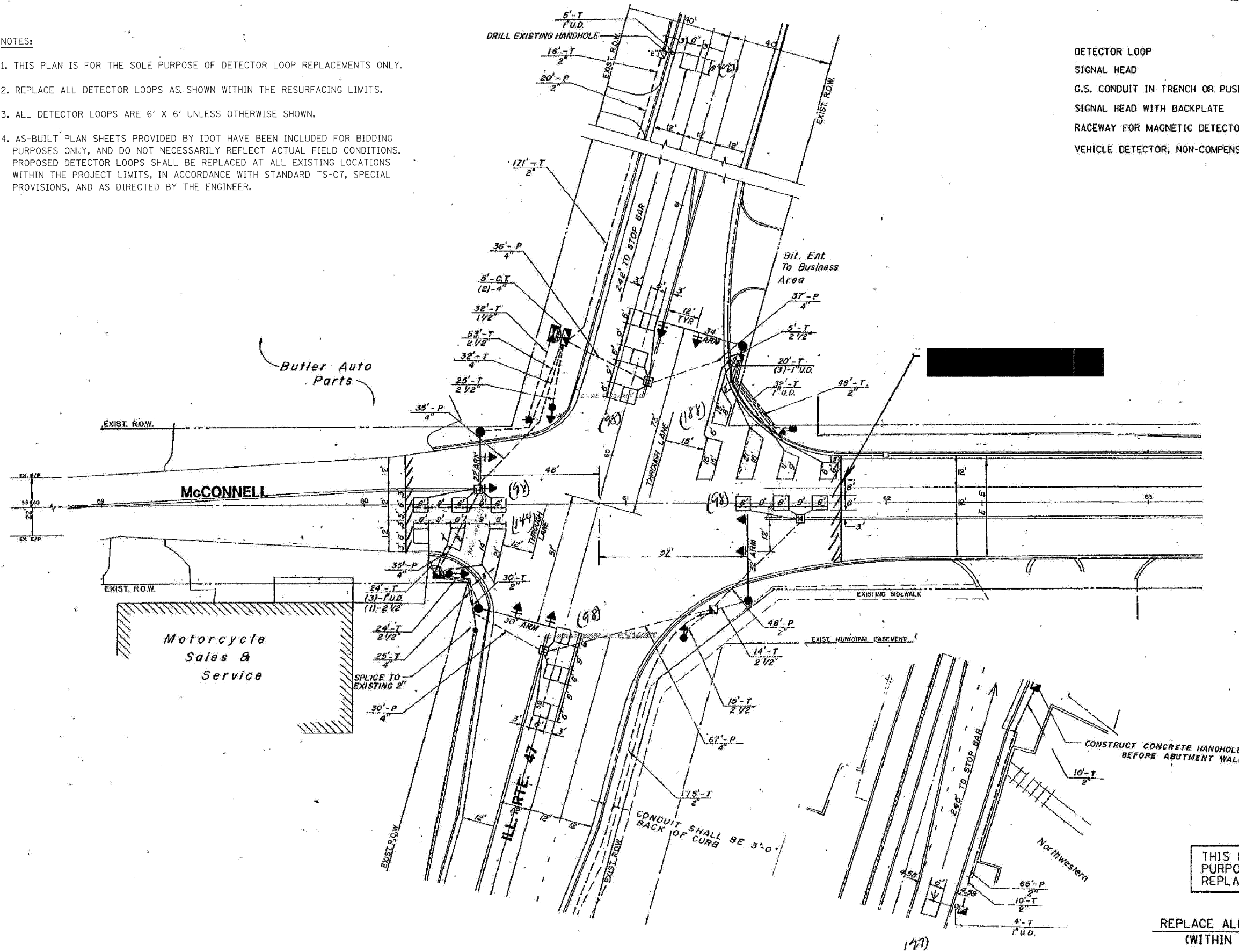


NOTES:

1. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY.
2. REPLACE ALL DETECTOR LOOPS AS SHOWN WITHIN THE RESURFACING LIMITS.
3. ALL DETECTOR LOOPS ARE 6' X 6' UNLESS OTHERWISE SHOWN.
4. AS-BUILT PLAN SHEETS PROVIDED BY IDOT HAVE BEEN INCLUDED FOR BIDDING PURPOSES ONLY, AND DO NOT NECESSARILY REFLECT ACTUAL FIELD CONDITIONS. PROPOSED DETECTOR LOOPS SHALL BE REPLACED AT ALL EXISTING LOCATIONS WITHIN THE PROJECT LIMITS, IN ACCORDANCE WITH STANDARD TS-07, SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.

TRAFFIC SIGNAL LEGEND

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



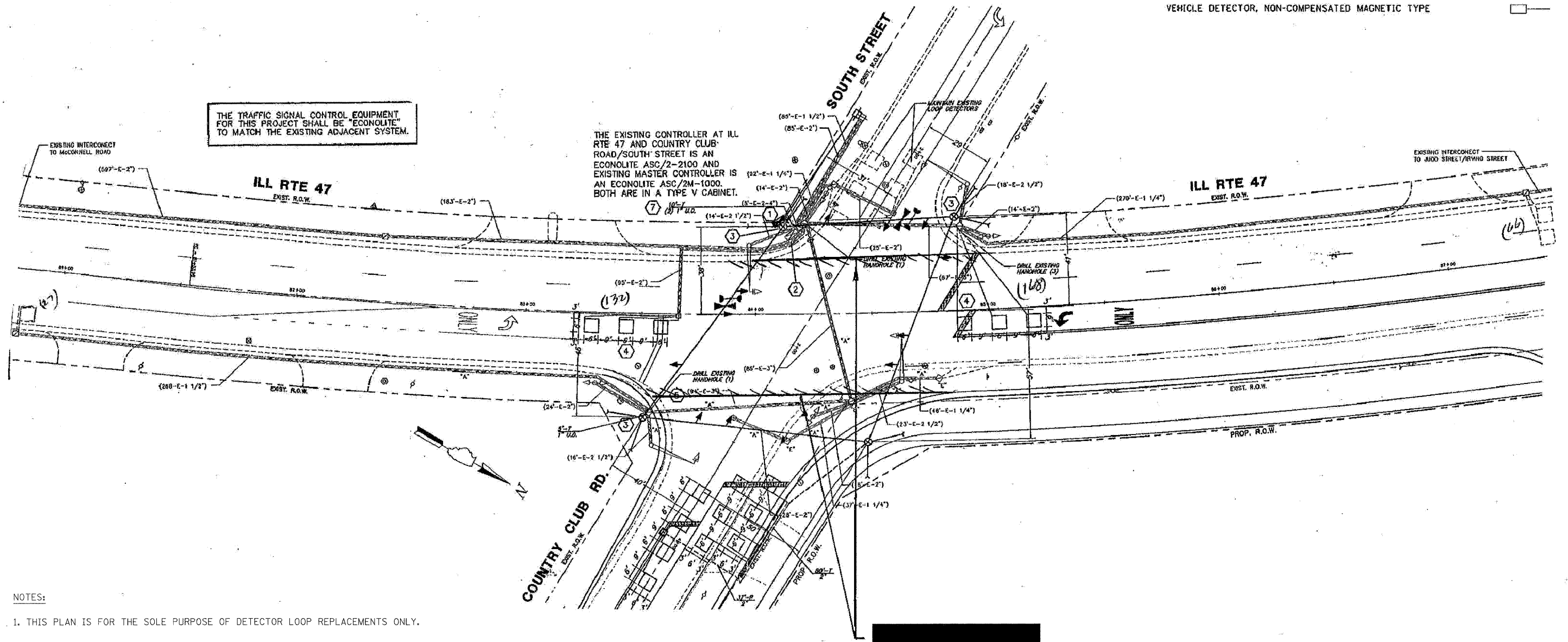
THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

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

| | | | | | | | | | | | | |
|--|--------------------------------------|-----------------------|------------------------|---|--|-------------------------|--------------------------|---|-------------------|--------------------|-----------------|--|
| FILE NAME = ...SignalPlan_Asbuilt.dgn | USER NAME = Plotted by Administrator | DESIGNED - DRAWN - | REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP PLAN - McCONNELL ROAD IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 18 | |
| | PLLOT SCALE = 25.0000' / IN. | CHECKED - | REVISED - | | SCALE: NONE | SHEET NO. 4 OF 7 SHEETS | STA. _____ TO STA. _____ | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT | | | | |
| | PLLOT DATE = 4/21/2009 | DATE = 4/2009 | REVISED - | | CONTRACT NO. 60H33 | | | | | | | |
| | | | | | | | | | | | | |

TRAFFIC SIGNAL LEGEND

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



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

THE EXISTING CONTROLLER AT ILL RTE 47 AND COUNTRY CLUB ROAD/SOUTH STREET IS AN ECONOLITE ASC/2-2100 AND EXISTING MASTER CONTROLLER IS AN ECONOLITE ASC/2M-1000. BOTH ARE IN A TYPE V CABINET.

NOTES:

1. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY.
2. REPLACE ALL DETECTOR LOOPS AS SHOWN WITHIN THE RESURFACING LIMITS.
3. ALL DETECTOR LOOPS ARE 6' X 6' UNLESS OTHERWISE SHOWN.
4. AS-BUILT PLAN SHEETS PROVIDED BY IDOT HAVE BEEN INCLUDED FOR BIDDING PURPOSES ONLY, AND DO NOT NECESSARILY REFLECT ACTUAL FIELD CONDITIONS. PROPOSED DETECTOR LOOPS SHALL BE REPLACED AT ALL EXISTING LOCATIONS WITHIN THE PROJECT LIMITS, IN ACCORDANCE WITH STANDARD TS-07, SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.

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

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

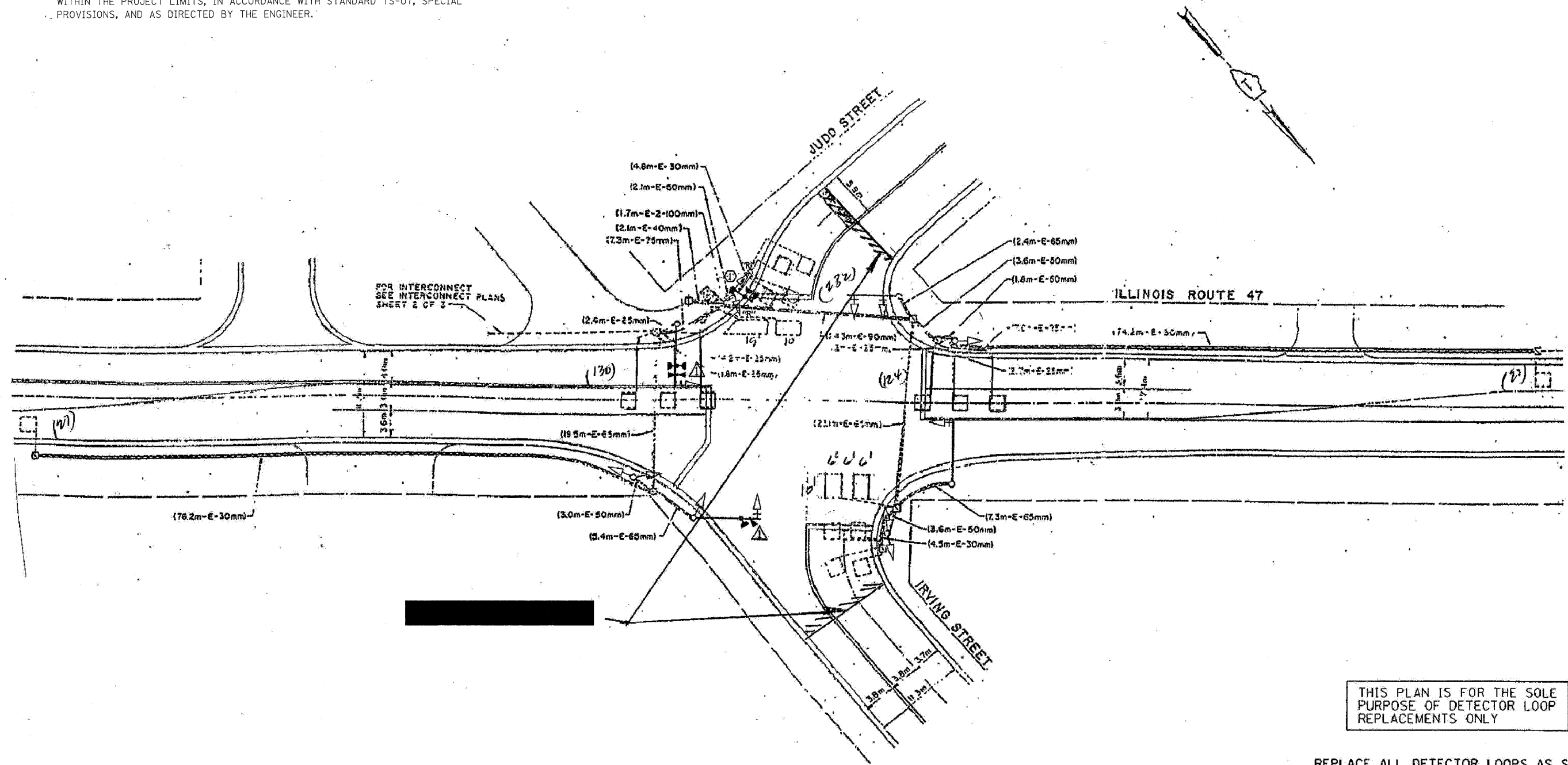
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| FILE NAME = ...SignalPlan_Asbuilt.dgn | USER NAME = Plotted by Administrator | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP PLAN - SOUTH STREET & COUNTRY CLUB ROAD IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 19 |
| | PLOT SCALE = 25,0000 "/> | | | | | | | | | | | |

TRAFFIC SIGNAL LEGEND

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

NOTES:

1. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY.
2. REPLACE ALL DETECTOR LOOPS AS SHOWN WITHIN THE RESURFACING LIMITS.
3. ALL DETECTOR LOOPS ARE 6' X 6' UNLESS OTHERWISE SHOWN.
4. AS-BUILT PLAN SHEETS PROVIDED BY IDOT HAVE BEEN INCLUDED FOR BIDDING PURPOSES ONLY, AND DO NOT NECESSARILY REFLECT ACTUAL FIELD CONDITIONS. PROPOSED DETECTOR LOOPS SHALL BE REPLACED AT ALL EXISTING LOCATIONS WITHIN THE PROJECT LIMITS, IN ACCORDANCE WITH STANDARD TS-07, SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.



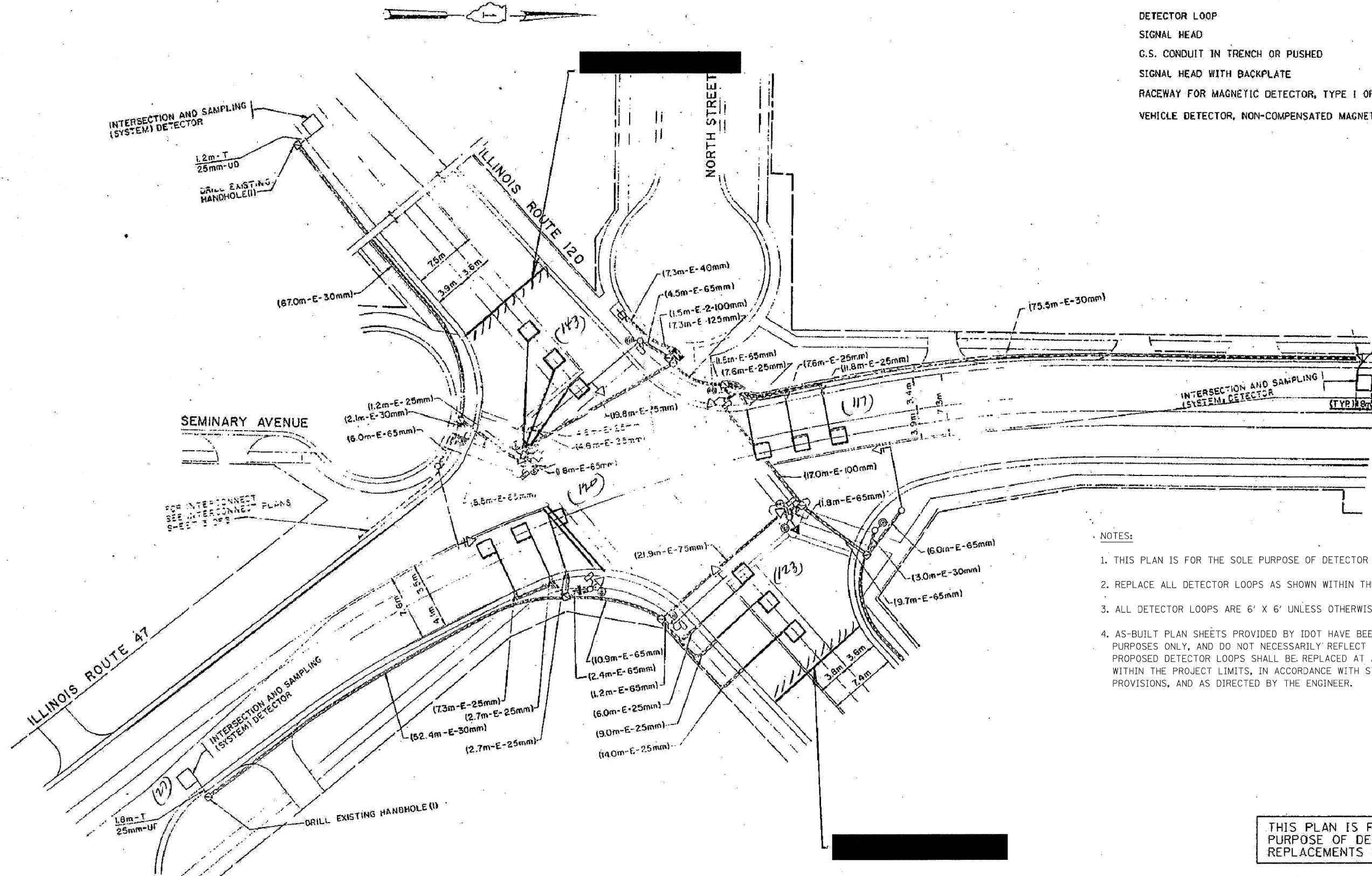
THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

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

| | | | | | | | | | | | |
|--|--------------------------------------|---------------|-----------|---|---|--|--|------------------|---|-----------------|--------------|
| FILE NAME = ...SignalPlan_AasBuilds.dgn | USER NAME = Plotted by Administrator | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP PLAN - JUDD STREET & IRVING STREET IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 20 |
| | PLOT SCALE = 25.0000' / IN. | CHECKED - | REVISED - | | | | SCALE: NONE SHEET NO. 6 OF 7 SHEETS STA. _____ TO STA. _____ | | FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT | | |
| | PLOT DATE = 4/21/2009 | DATE = 4/2009 | REVISED - | | | | CONTRACT NO. 60H33 | | | | |

TRAFFIC SIGNAL LEGEND

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



NOTES:

1. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY.
2. REPLACE ALL DETECTOR LOOPS AS SHOWN WITHIN THE RESURFACING LIMITS.
3. ALL DETECTOR LOOPS ARE 6' X 6' UNLESS OTHERWISE SHOWN.
4. AS-BUILT PLAN SHEETS PROVIDED BY IDOT HAVE BEEN INCLUDED FOR BIDDING PURPOSES ONLY, AND DO NOT NECESSARILY REFLECT ACTUAL FIELD CONDITIONS. PROPOSED DETECTOR LOOPS SHALL BE REPLACED AT ALL EXISTING LOCATIONS WITHIN THE PROJECT LIMITS, IN ACCORDANCE WITH STANDARD TS-07, SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.

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

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

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 PLOT SCALE = 25.0000' / IN.
 PLOT DATE = 4/21/2009

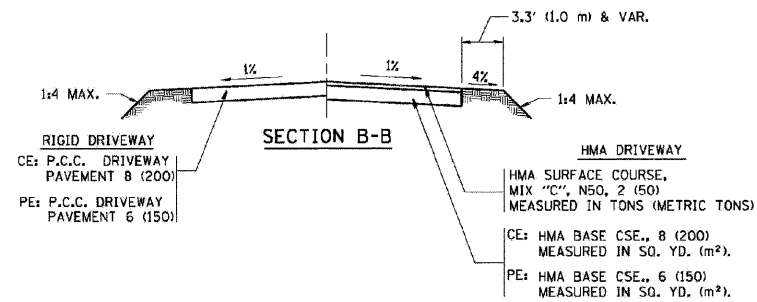
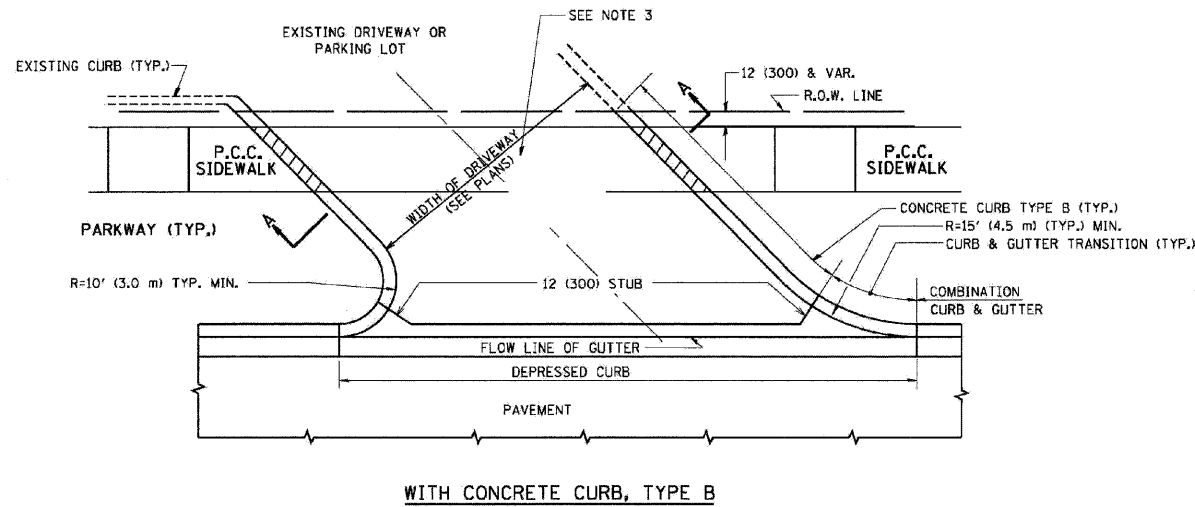
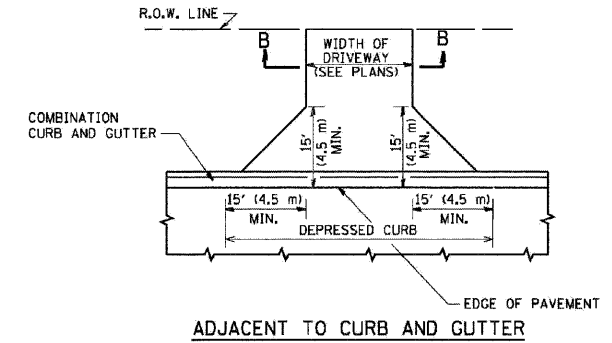
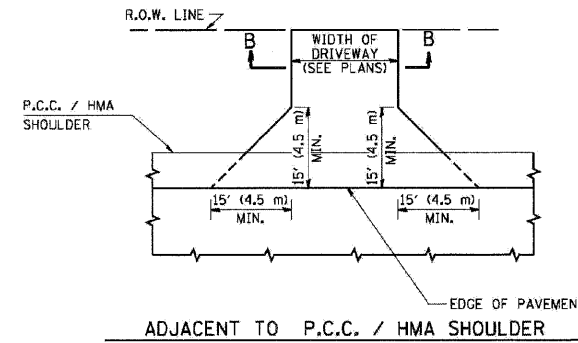
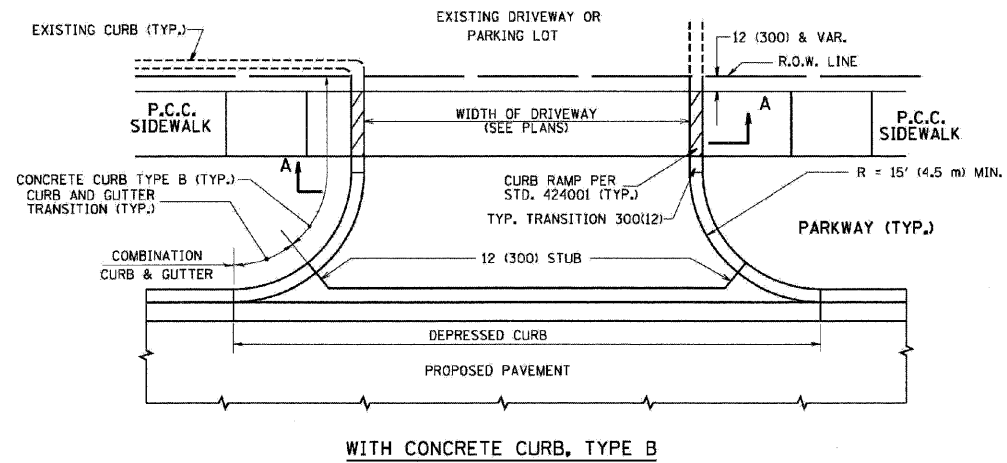
| | |
|---------------|----------|
| DESIGNED - | REVISD - |
| DRAWN - | REVISD - |
| CHECKED - | REVISD - |
| DATE - 4/2009 | REVISD - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DETECTOR LOOP PLAN - IL ROUTE 120
 IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120**

SCALE: NONE SHEET NO. 7 OF 7 SHEETS STA. _____ TO STA. _____

| | | | | |
|---|------------------|----------------|-----------------|--------------|
| F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 21 |
| CONTRACT NO. 60H33 | | | | |
| FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT | | | | |



RURAL FIELD ENTRANCE (FE)
 HMA SURFACE COURSE,
 MIX 'C', N50, 2 (50)
 MEASURED IN TONS (METRIC TONS)
 AGGREGATE BASE CSE., TYPE B, 8 (200)
 MEASURED IN SQ. YD. (m²)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

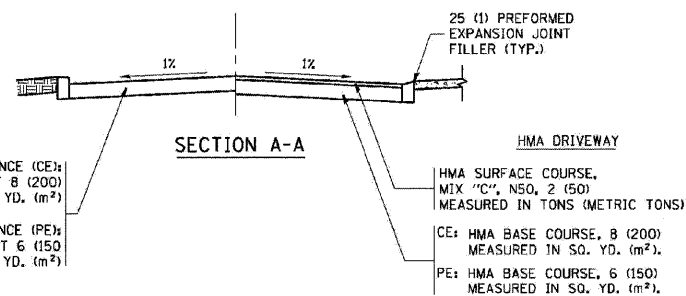
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

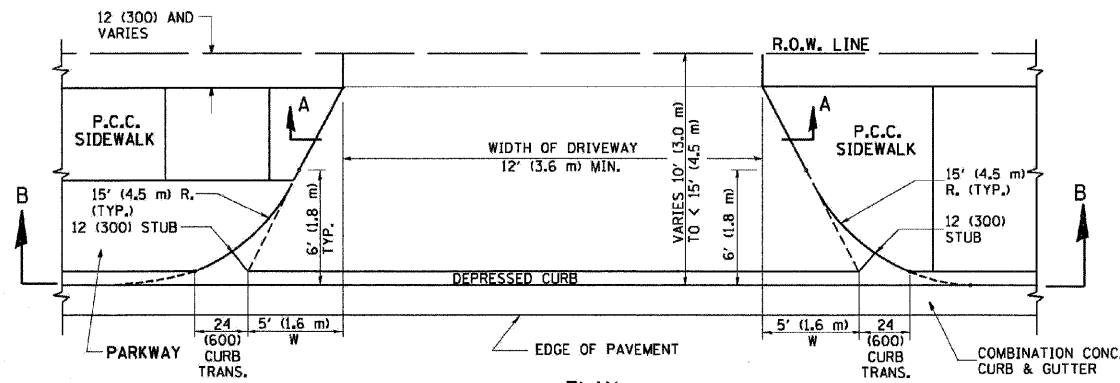
1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

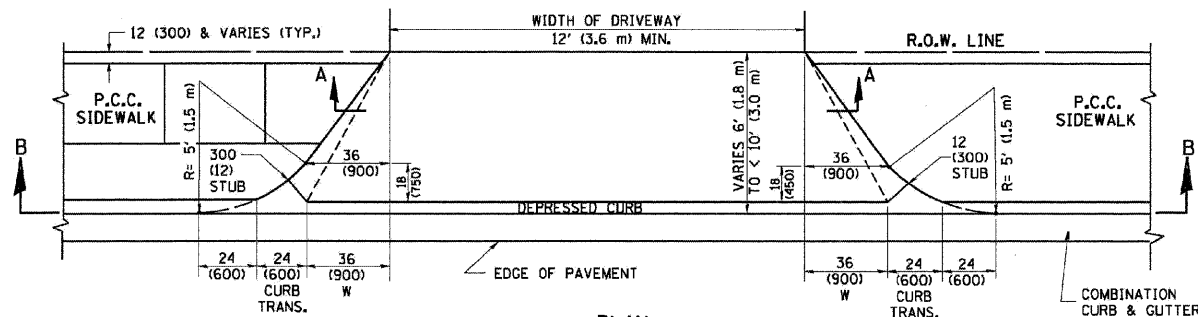


DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND CURB OR EDGE GREATER THAN OR EQUAL TO 15'

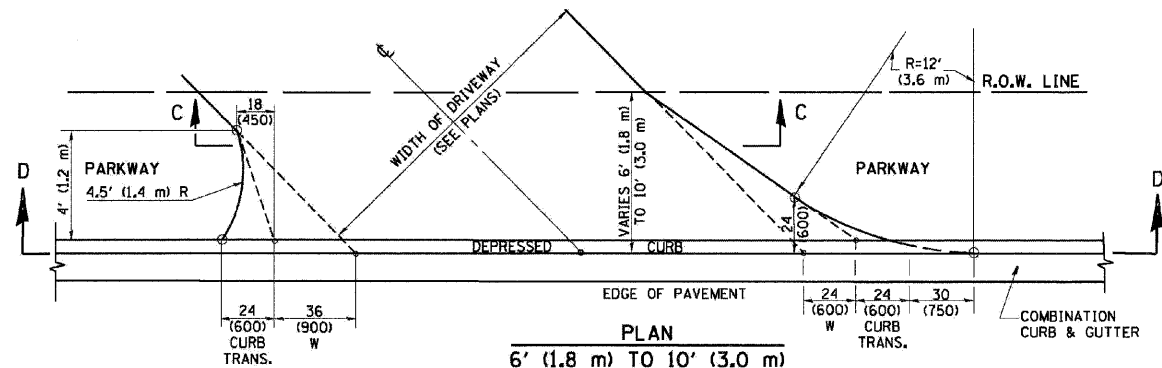
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| FILE NAME = ...\\018\Woodstock\Details.dgn | USER NAME = Plotted by Administrator | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE DETAIL SHEETS IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 22 |
| PLOT SCALE = 25.0000' / IN. | CHECKED - | REVISED - | REVISED - | | SCALE: NONE | SHEET NO. 1 OF 16 SHEETS | STA. _____ TO STA. _____ | FED. ROAD DIST. NO. _____ [ILLINOIS] FED. AID PROJECT | | | | |
| PLOT DATE = 4/21/2009 | DATE = 4/2009 | REVISED - | REVISED - | | CONTRACT NO. 60H33 | | | | | | | |
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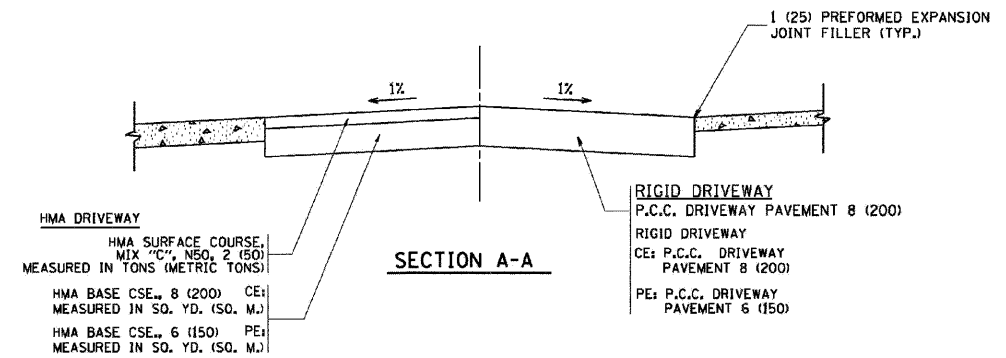
PLAN
10' (3.0 m) TO < 15' (4.5 m)



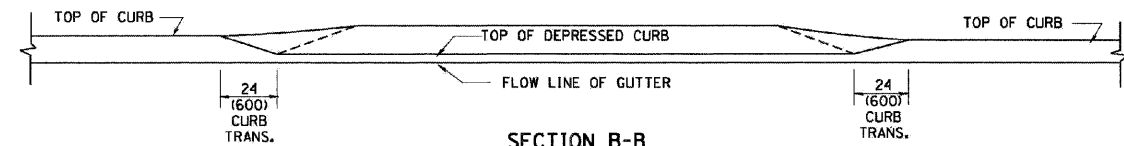
PLAN
6' (1.8 m) TO < 10' (3.0 m)



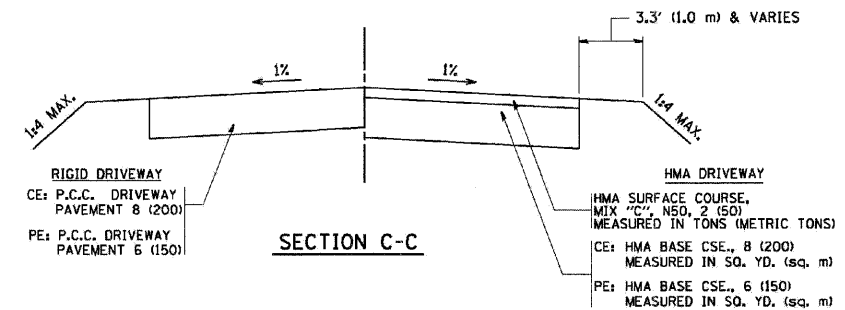
PLAN
6' (1.8 m) TO 10' (3.0 m)



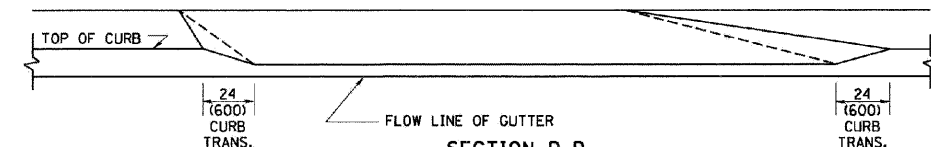
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB IS LESS THAN 15'

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PLOT DATE = 4/21/2009

CHECKED - ---
DATE - 4/2009

REVISED - ---
REVISED - ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE DETAIL SHEETS
IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120

F.A.P. RTE. 326

SECTION 105 RS-9

COUNTY McHENRY

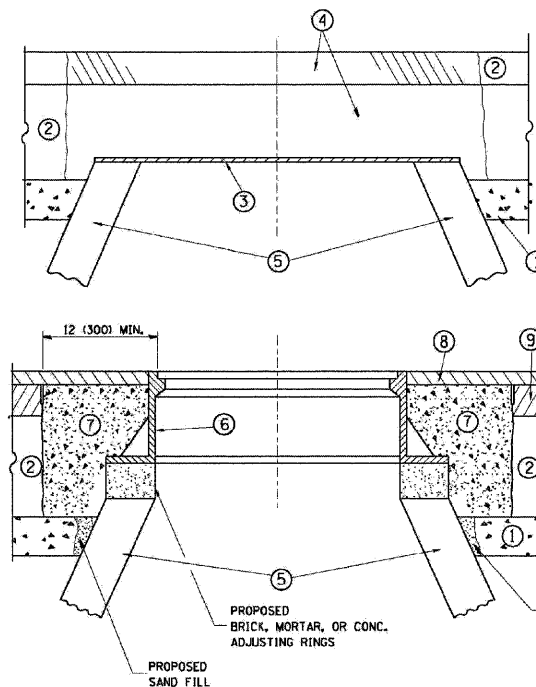
TOTAL SHEETS 37
SHEET NO. 23

SCALE: NONE

SHEET NO. 2 OF 16 SHEETS

STA. _____ TO STA. _____

FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT CONTRACT NO. 60H33



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 S1 CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

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.

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 S1 CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- 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.

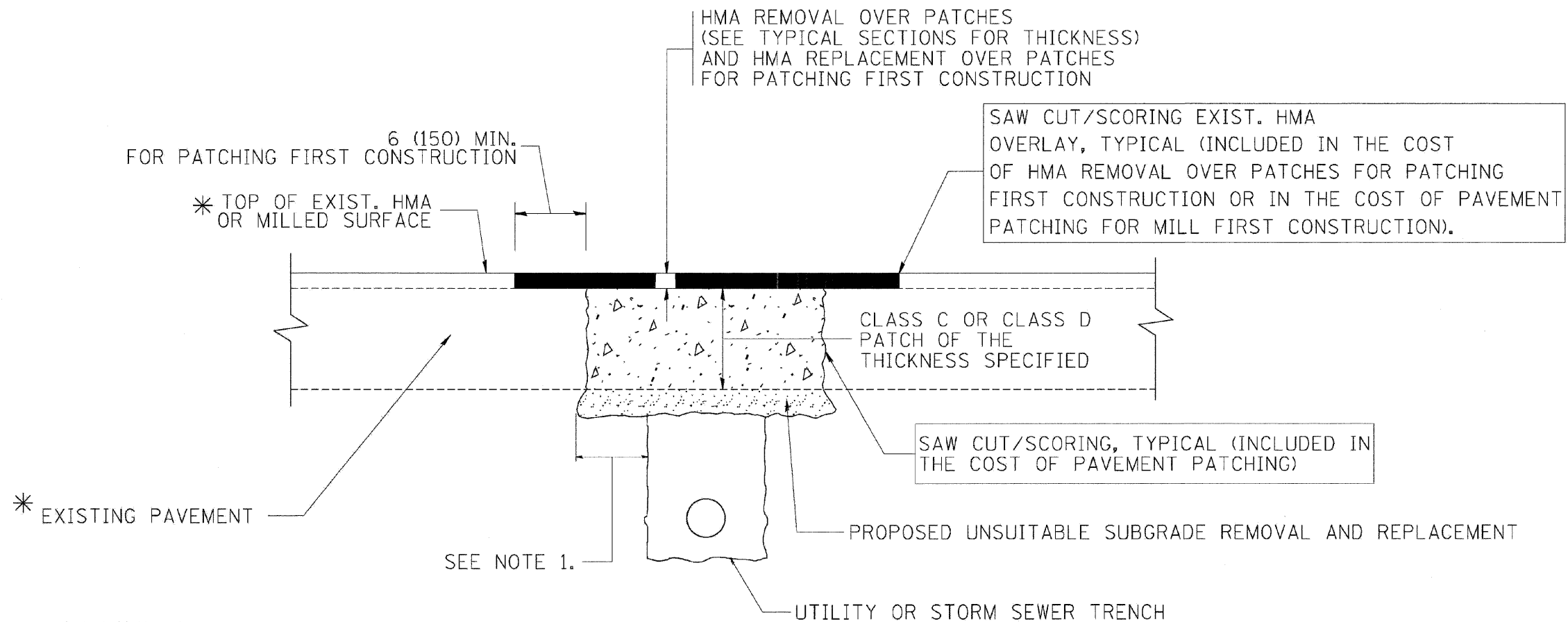
BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FRAMS AND LIDS ADJUSTMENT WITH MILLING; AND FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING

| | | | | | | | | | | | | |
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| FILE NAME = ...\\W018\Woodstock\Details.dgn | USER NAME = Plotted by Administrator | DESIGNED - --- | REVISED - --- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE DETAIL SHEETS IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 24 |
| | PLOT SCALE = 25.0000' / IN. | CHECKED - --- | REVISED - --- | | SCALE: NONE | SHEET NO. 3 OF 16 SHEETS | STA. _____ TO STA. _____ | FED. ROAD DIST. NO. _____ [ILLINOIS] FED. AID PROJECT | | | | |
| | PLOT DATE = 4/21/2009 | DATE - 4/2009 | REVISED - --- | | CONTRACT NO. 60H33 | | | | | | | |
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* 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.

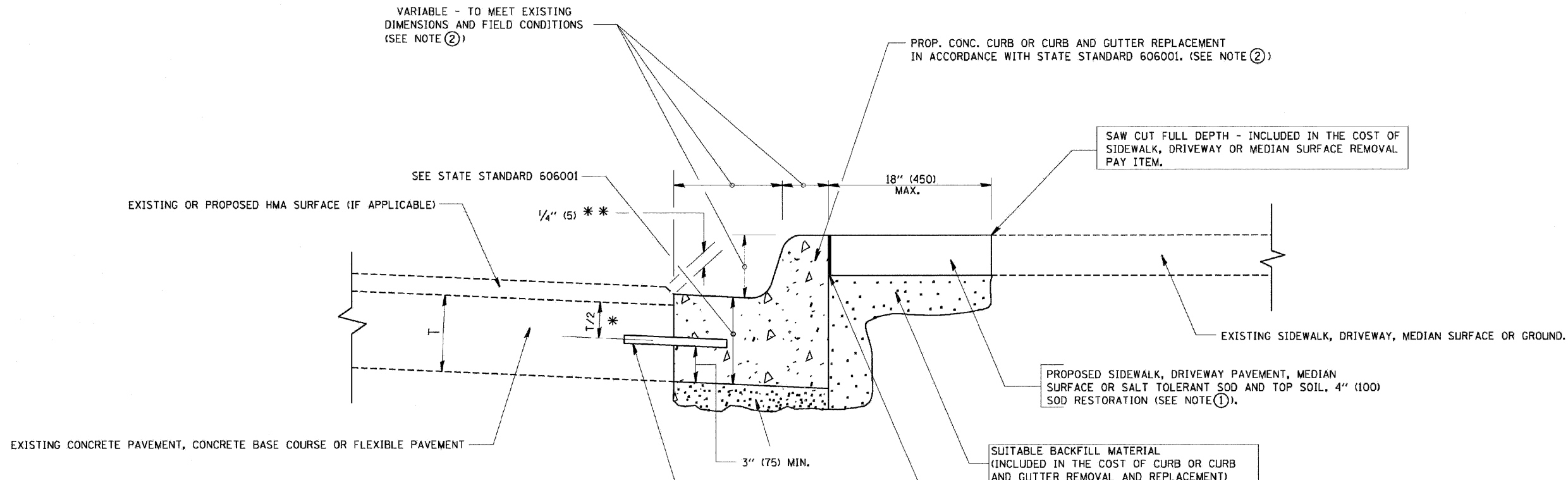
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ 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.

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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| FILE NAME = ...\\018\Woodstock\Details.dgn | USER NAME = Plotted by Administrator | DESIGNED - --- DRAWN - --- | REVISED - --- REVISED - --- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE DETAIL SHEETS IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 25 | |
| PLOT SCALE = 25.0000' / IN. | | | | | CHECKED - --- | REVISED - --- | SCALE: NONE | | | SHEET NO. 4 OF 16 SHEETS | STA. _____ TO STA. _____ | FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT | |
| PLOT DATE = 4/21/2009 | | | | | DATE - 4/2009 | REVISED - --- | CONTRACT NO. 60H33 | | | | | | |
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* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

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

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

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

- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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 USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

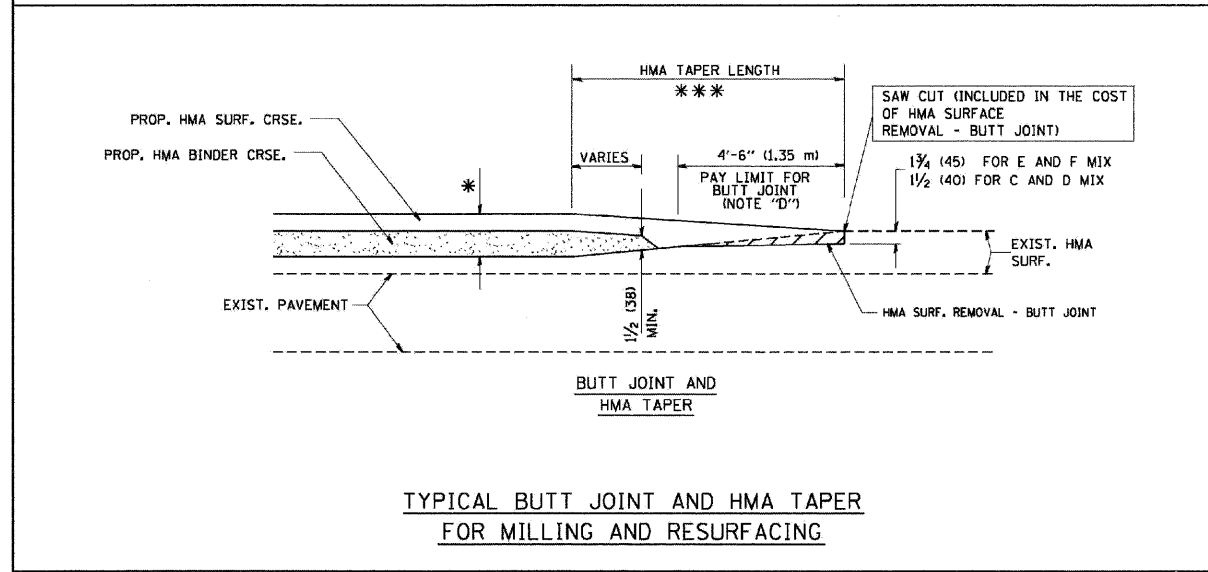
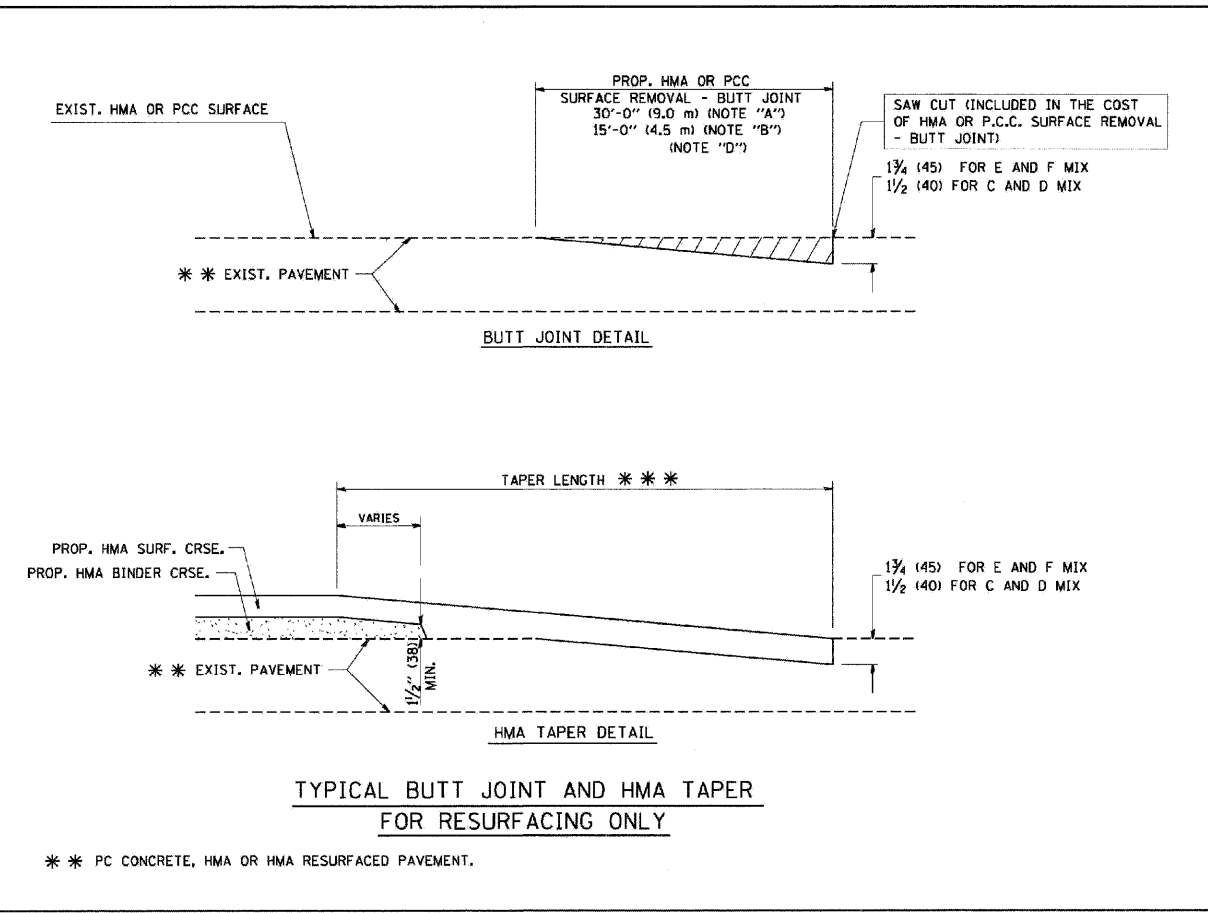
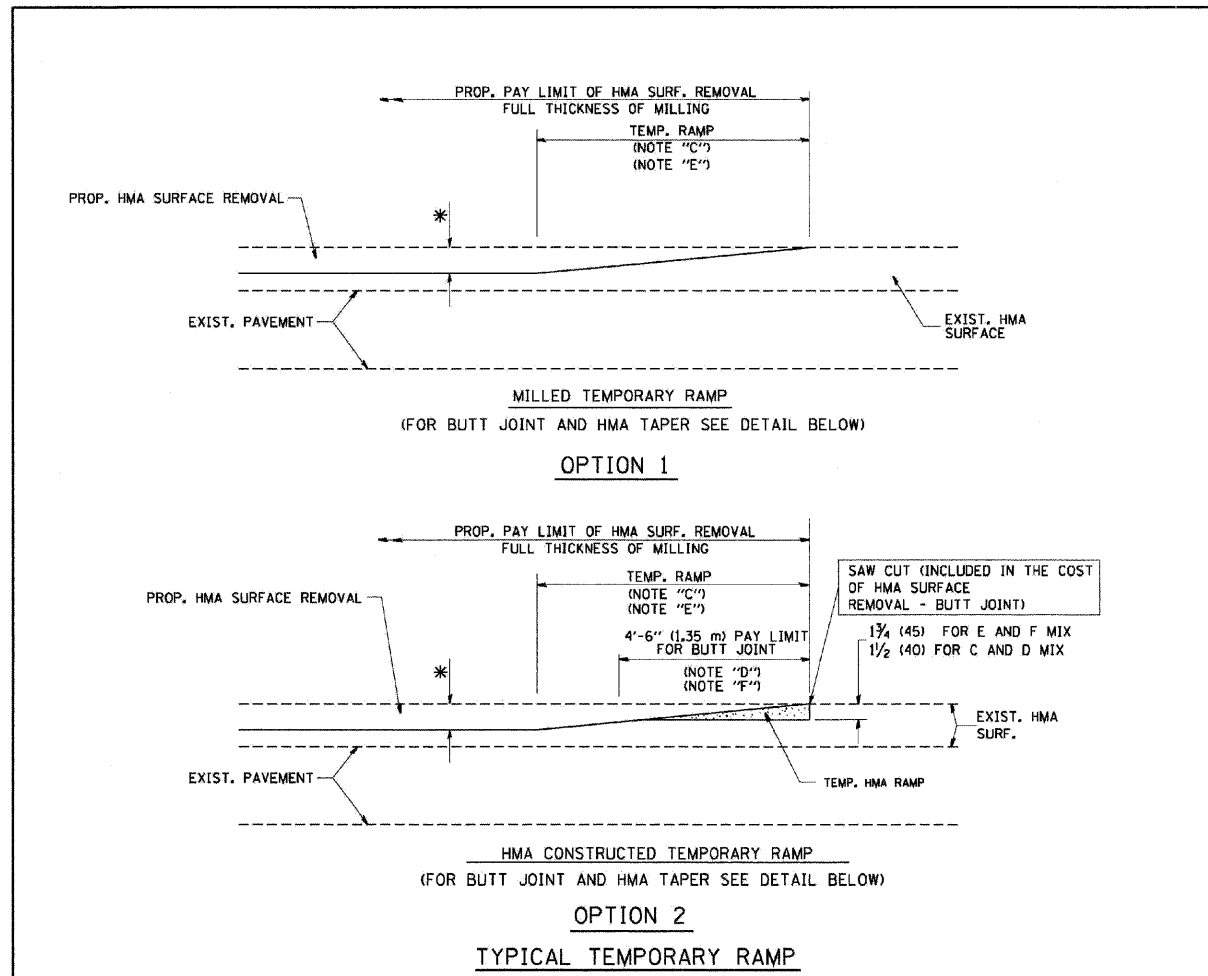
BASIS OF PAYMENT:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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| PLOT SCALE = 25.0000' / 1" IN. | | CHECKED - --- | REVISED - ----- | | SCALE: NONE SHEET NO. 5 OF 16 SHEETS STA. _____ TO STA. _____ | | | FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT | | | | |
| PLOT DATE = 4/21/2009 | | DATE - 4/2009 | REVISED - ----- | | | | | CONTRACT NO. 60H33 | | | | |
| | | | | | | | | | | | | |



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.

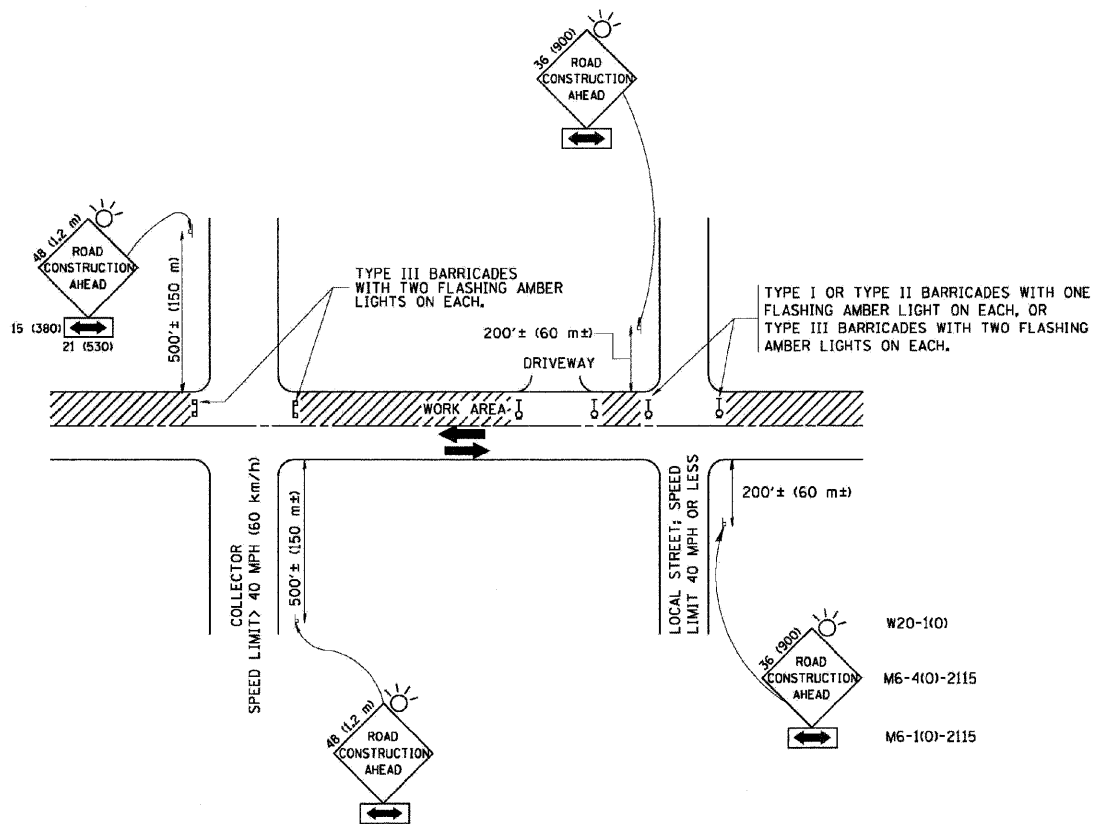
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

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 JOINTS AND HMA TAPER

| | | | | | | | | | | | | |
|--|--------------------------------------|---------------|-----------|---|---|--------------------------|--------------------------|--------------------|---------------------|-------------------|--------------------|-----------------|
| FILE NAME = ...\\W018\Woodstock\Details.dgn | USER NAME = Plotted by Administrator | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE DETAIL SHEETS IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 27 |
| | PL01 SCALE = 25.0000 "/ IN. | DRAWN - | REVISED - | | SCALE: NONE | SHEET NO. 6 OF 16 SHEETS | STA. _____ TO STA. _____ | CONTRACT NO. 60H33 | | | | |
| | PL01 DATE = 4/21/2009 | CHECKED - | REVISED - | | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT | | | | | | | |
| | | DATE = 4/2009 | REVISED - | | | | | | | | | |



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).

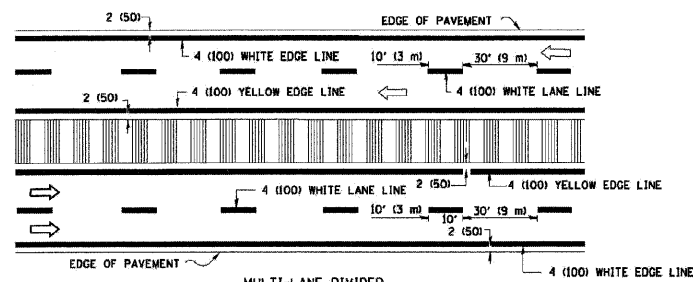
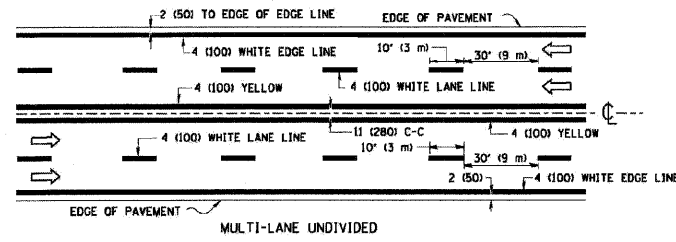
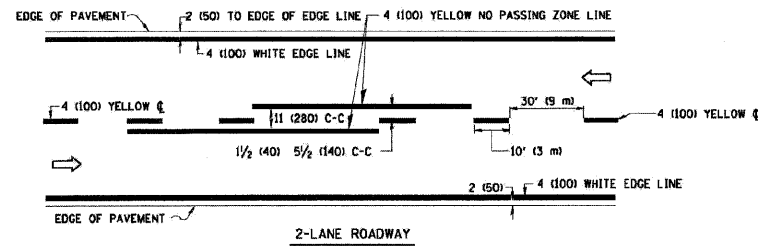
B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. T01501, STD. T01606 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.

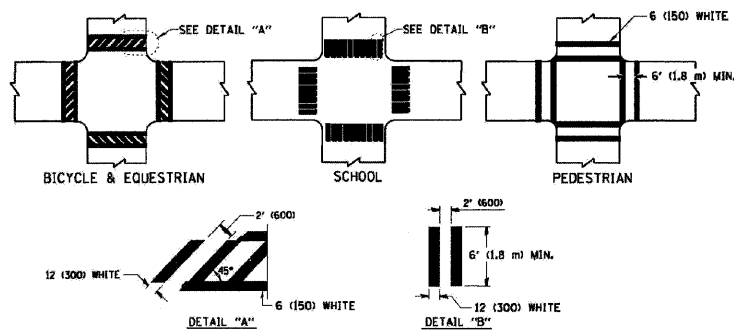
All dimensions are in millimeters (inches) unless otherwise shown.

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS

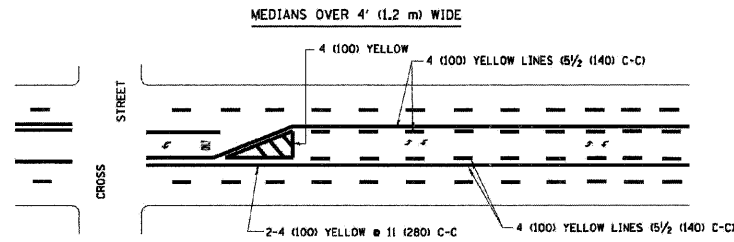
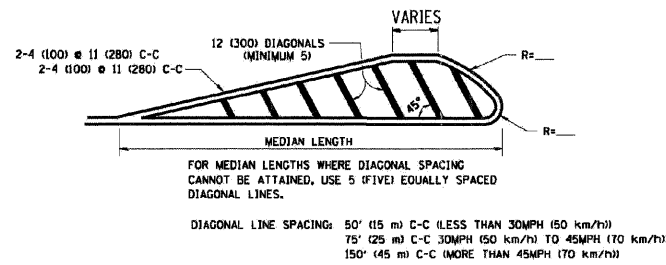
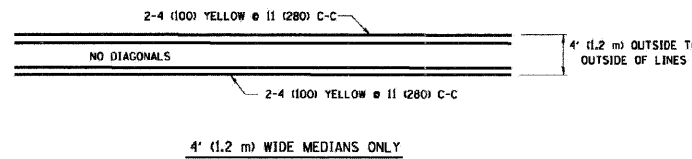
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|---|--------------------------------------|----------------|---------------|---|--|--------------------------|--------------------------|--------------------|----------|---------|-----------------|--------------|
| FILE NAME = ...\\018\Woodstock\Details.dgn | USER NAME = Plotted by Administrator | DESIGNED - --- | REVISED - --- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE DETAIL SHEETS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - --- | REVISED - --- | | IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | 326 | 105 RS-9 | McHENRY | 37 | 28 |
| | | CHECKED - --- | REVISED - --- | | SCALE: NONE | SHEET NO. 7 OF 16 SHEETS | STA. _____ TO STA. _____ | CONTRACT NO. 60H33 | | | | |
| | | DATE - 4/2009 | REVISED - --- | | FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT | | | | | | | |



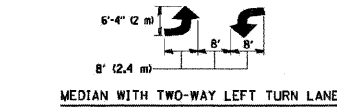
TYPICAL LANE AND EDGE LINE MARKING



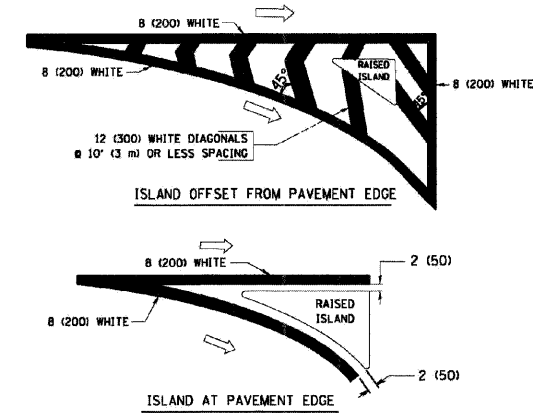
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



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 | 4 (100) | SOLID | YELLOW | 5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE |
| NO PASSING ZONE LINES FOR BOTH DIRECTIONS | 2 @ 4 (100) | SOLID | YELLOW | 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 | WHITE | 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 (BICYCLE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) | 2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90° | SOLID SOLID | WHITE WHITE | NOT LESS THAN 6' (1.8 m) 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. |
| CORE 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 78000! AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=84.0 SQ. FT. (7.8 m²) |
| SHOULDER DIAGONALS | 12 (300) @ 45° | SOLID | WHITE - RIGHT YELLOW - LEFT | 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (22.5 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 78000.

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

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

FILE NAME = ...\\W018\Woodstock\Details.dgn

USER NAME = Plotted by Administrator
PLOT SCALE = 25.0000 "/ IN.
PLOT DATE = 4/21/2009

DESIGNED - ---
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CHECKED - ---
DATE - 4/2009

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REVISED - ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE DETAIL SHEETS
IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120

SCALE: NONE SHEET NO. 9 OF 16 SHEETS

STA. _____ TO STA. _____

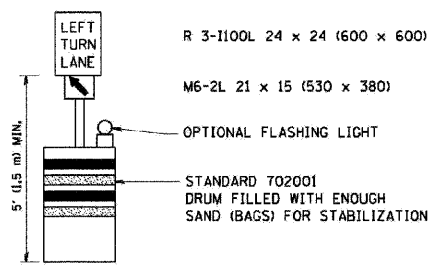
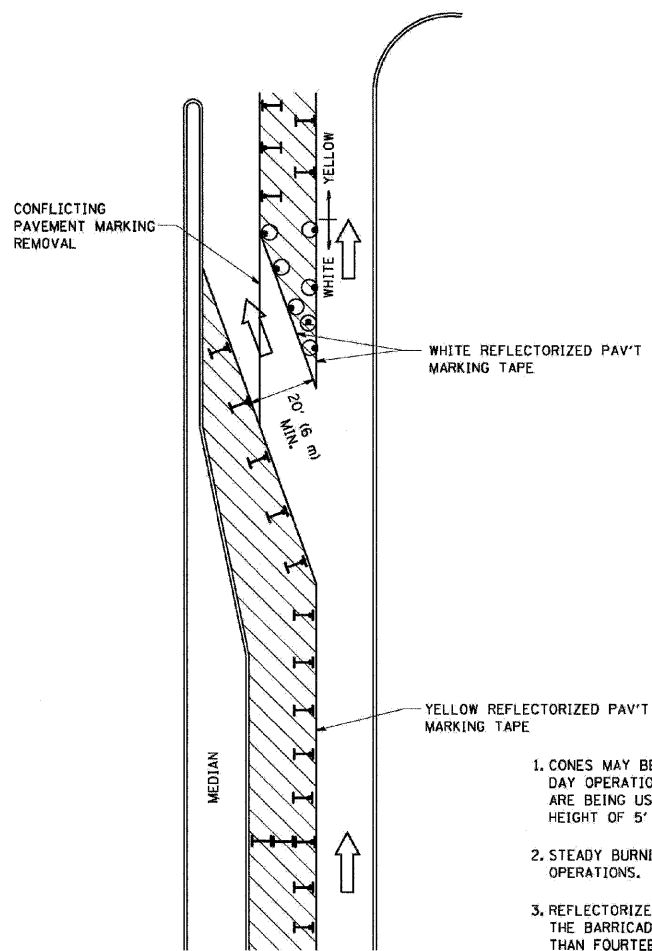
F.A.P. RTE. 326

SECTION 105 RS-9

COUNTY McHENRY
TOTAL SHEETS 37
SHEET NO. 30

FED. ROAD DIST. NO. _____ (ILLINOIS) FED. AID PROJECT







CONTRACT NO. 60H33



GENERAL NOTES

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

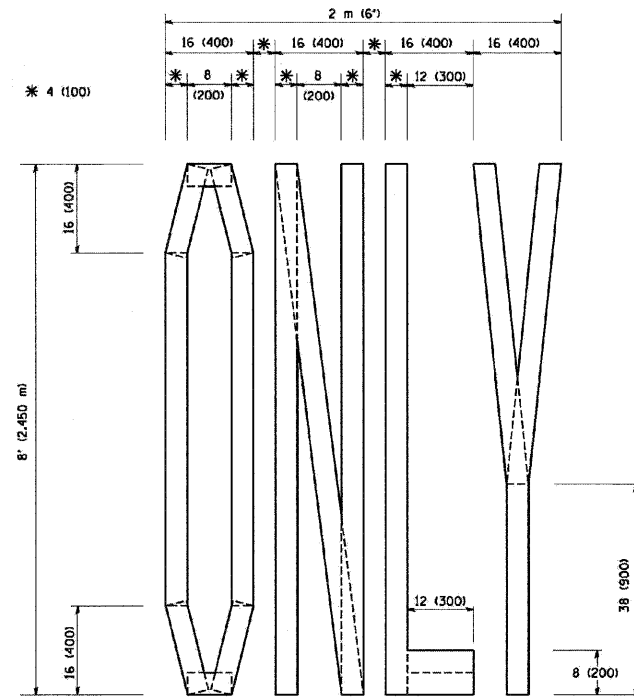
LEGEND

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

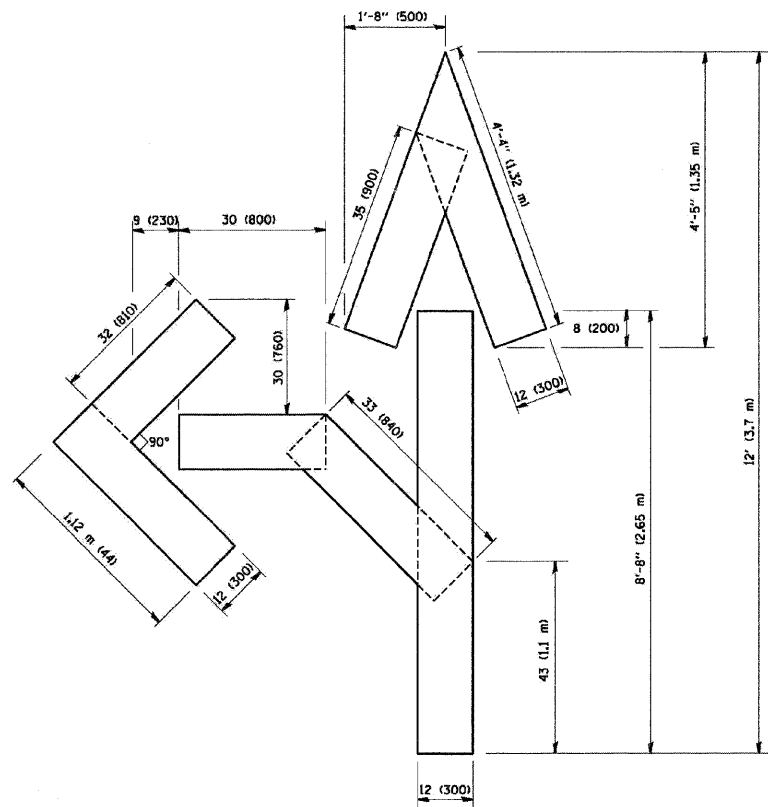
All dimensions are in Inches (millimeters) unless otherwise shown.

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

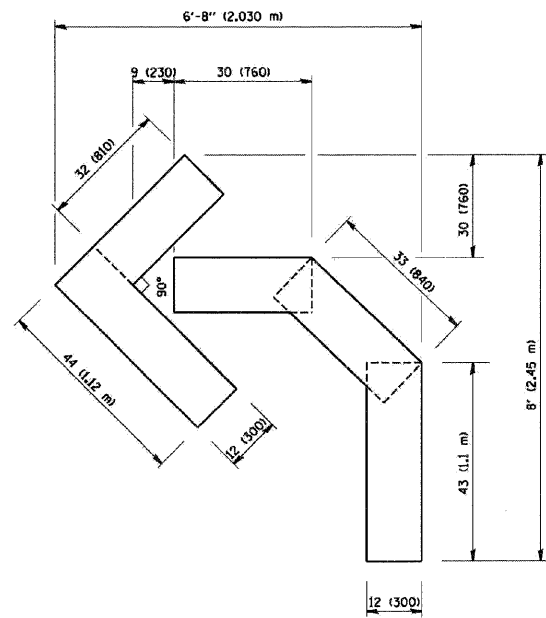
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|---|--------------------------------------|----------------|-----------------|---|--|---------------------------|--------------------------|---|----------|---------|--------------|-----------|
| FILE NAME = ...\\018\Woodstock\Details.dgn | USER NAME = Plotted by Administrator | DESIGNED - --- | REVISED - ----- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE DETAIL SHEETS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 25.0000' / IN. | CHECKED - --- | REVISED - ----- | | IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | 326 | 105 RS-9 | McHENRY | 37 | 31 |
| | PLOT DATE = 4/21/2009 | DATE - 4/2009 | REVISED - ----- | | SCALE: NONE | SHEET NO. 10 OF 16 SHEETS | STA. _____ TO STA. _____ | FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT | | | | |
| | CONTRACT NO. 60H33 | | | | | | | | | | | |



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)

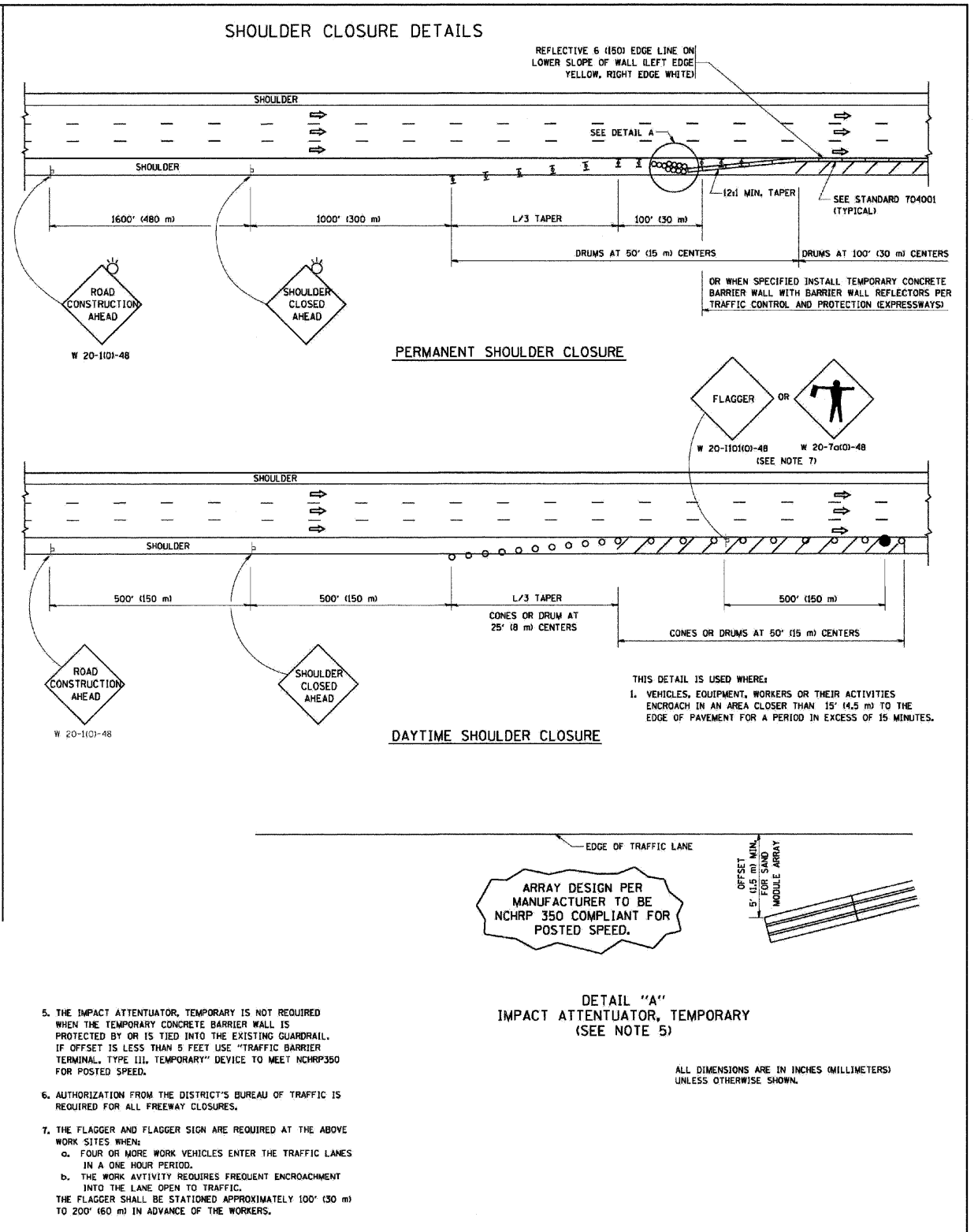
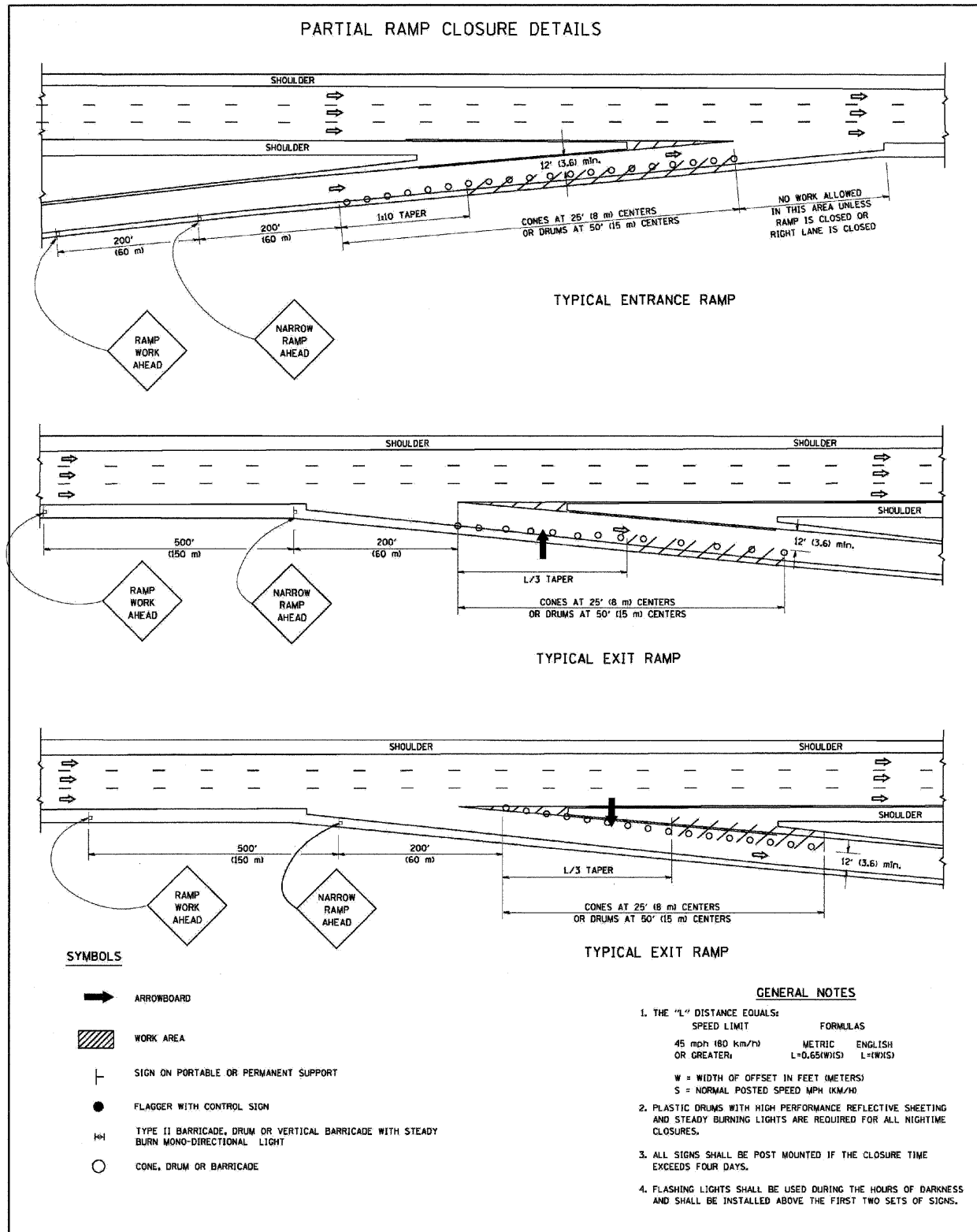


QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

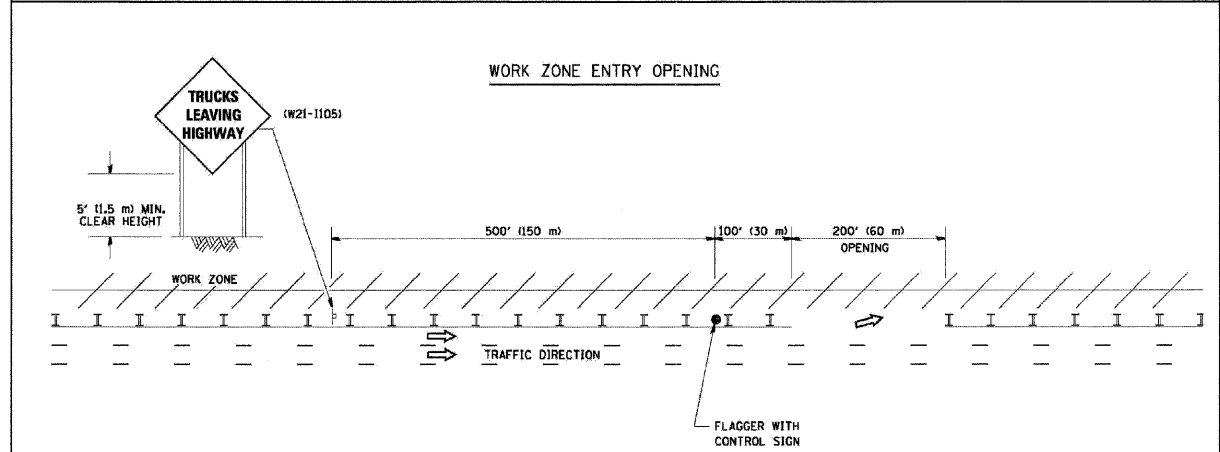
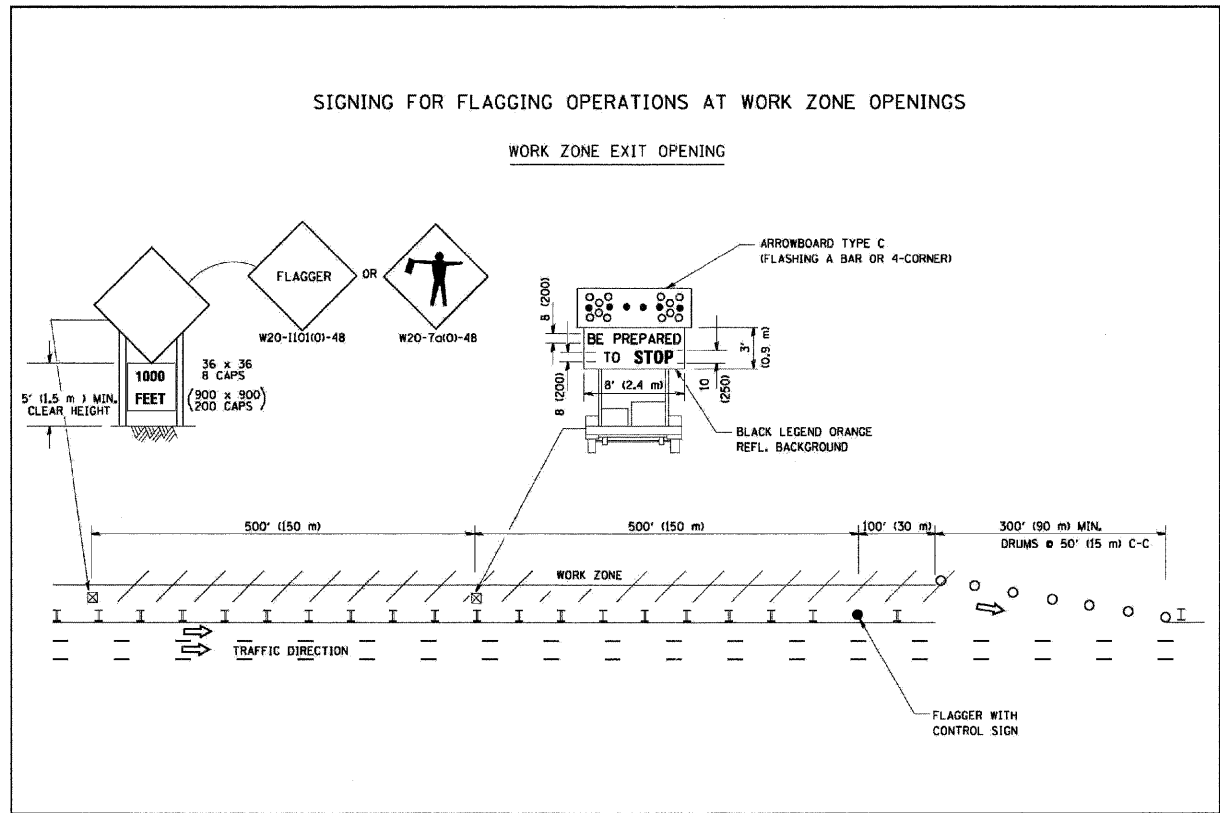
PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

| | | | | | | | | | | | | |
|--|--------------------------------------|----------------|---------------|---|---|---------------------------|--------------------------|-----------------------|---------------------|-------------------|-----------------------|--------------------|
| FILE NAME = ...\\W018\Woodstock\Details.dgn | USER NAME = Plotted by Administrator | DESIGNED - --- | REVISED - --- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE DETAIL SHEETS IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 32 |
| | PLDT SCALE = 25.0000' / IN. | DRAWN - --- | REVISED - --- | | SCALE: NONE | SHEET NO. 11 OF 16 SHEETS | STA. _____ TO STA. _____ | CONTRACT NO. 60H33 | | | | |
| | PLDT DATE = 4/21/2009 | CHECKED - --- | REVISED - --- | | FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT | | | | | | | |
| | | DATE - 4/2009 | REVISED - --- | | | | | | | | | |



TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

| | | | | | | | | | | | | |
|---|--------------------------------------|----------------|---------------|---|--|--|--|---|---------------------|-------------------|--------------------|-----------------|
| FILE NAME = ...\\018\Woodstock\Details.dgn | USER NAME = Plotted by Administrator | DESIGNED - --- | REVISED - --- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE DETAIL SHEETS | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 33 |
| | | | | | IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | CONTRACT NO. 60H33 | | | | |
| | | | | | SCALE: NONE SHEET NO. 12 OF 16 SHEETS STA. _____ TO STA. _____ | | | FED. ROAD DIST. NO. _____ (ILLINOIS) FED. AID PROJECT | | | | |
| | | | | | PLOT SCALE = 25,0000' / IN. | | | | | | | |
| | | | | PLOT DATE = 4/21/2009 | | | | | | | | |
| | | | | DATE = 4/2009 | | | | | | | | |



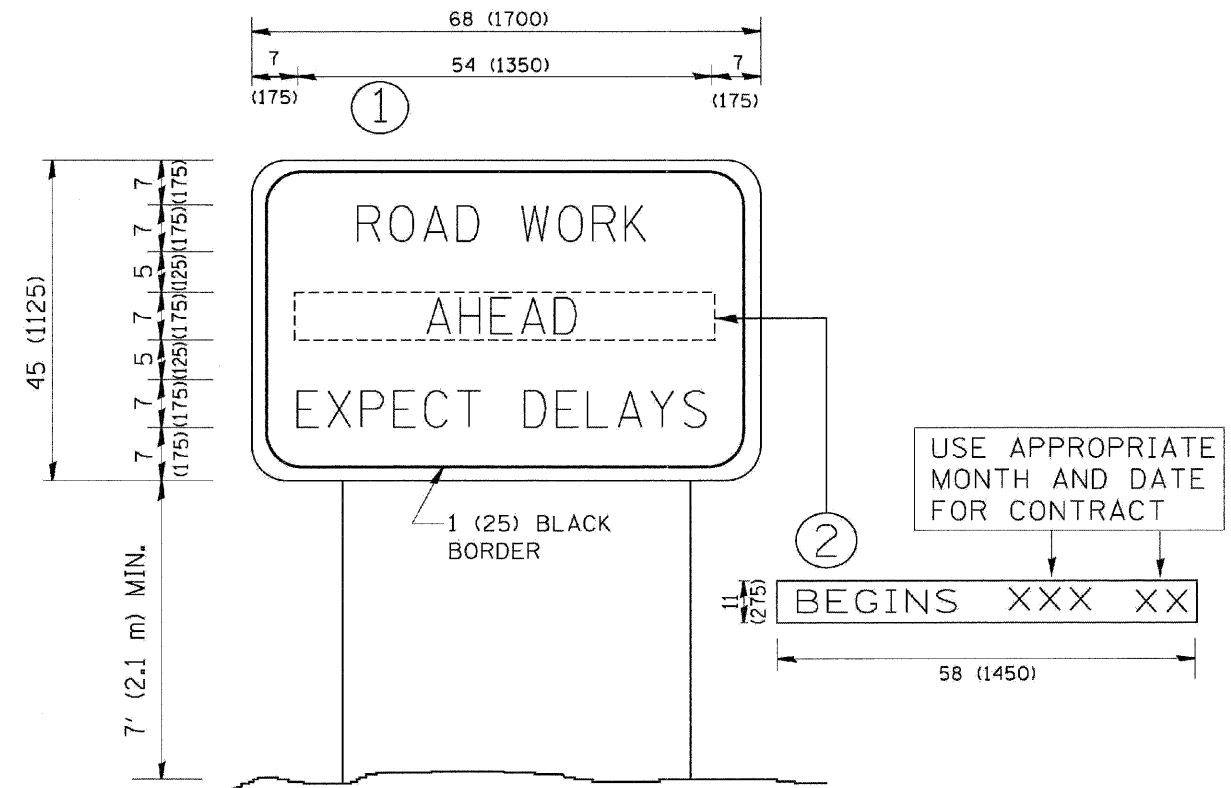
NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

| | | | | | | | | | | | | |
|---|--------------------------------------|----------------|---------------|---|---|--|--|--------------------|---------------------|-------------------|--------------------|-----------------|
| FILE NAME = ...\\018\Woodstock\Details.dgn | USER NAME = Plotted by Administrator | DESIGNED - --- | REVISED - --- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE DETAIL SHEETS IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 34 |
| | | DRAWN - --- | REVISED - --- | | SCALE: NONE SHEET NO. 13 OF 16 SHEETS STA. _____ TO STA. _____ | | | CONTRACT NO. 60H33 | | | | |
| | | CHECKED - --- | REVISED - --- | | FED. ROAD DIST. NO. _ [ILLINOIS] FED. AID PROJECT | | | | | | | |
| | | DATE - 4/2009 | REVISED - --- | | | | | | | | | |



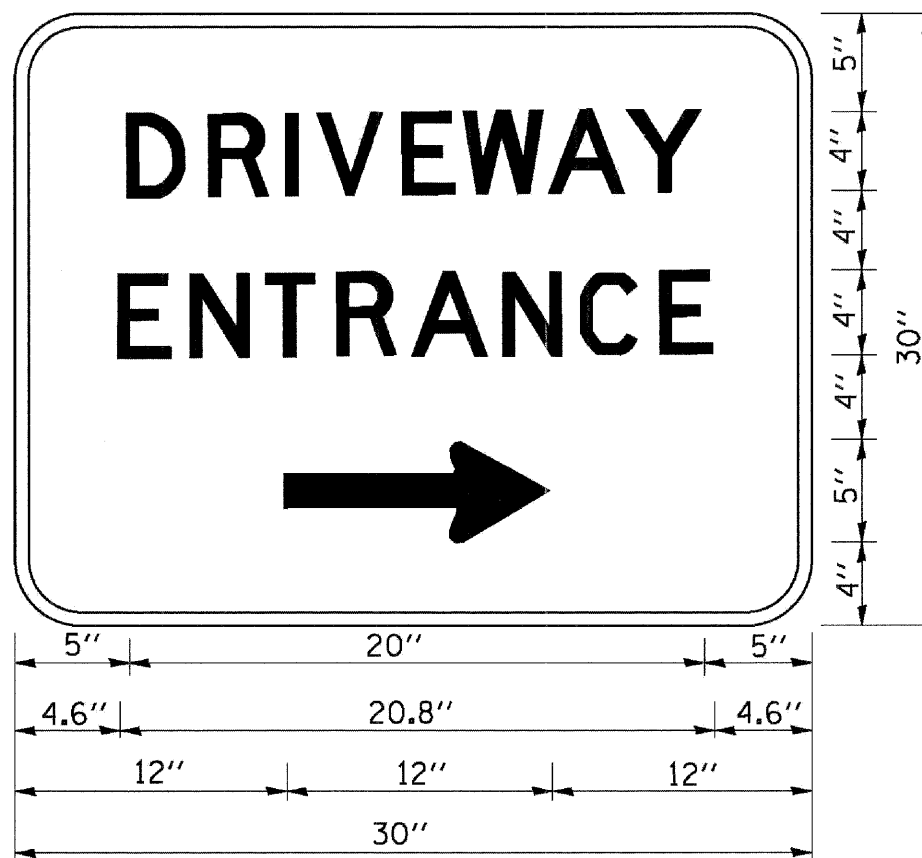
NOTES:

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.

ARTERIAL ROAD SIGN INFORMATION

| | | | | | | | | | | | | |
|---|--------------------------------------|----------------|---------------|---|--|---------------------------|--------------------------|---|----------|---------|--------------|-----------|
| FILE NAME = ...\\018\Woodstock\Details.dgn | USER NAME = Plotted by Administrator | DESIGNED - --- | REVISED - --- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE DETAIL SHEETS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 25.0000" / IN. | DRAWN - --- | REVISED - --- | | IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | 326 | 105 RS-9 | McHENRY | 37 | 35 |
| | PLOT DATE = 4/21/2009 | CHECKED - --- | REVISED - --- | | SCALE: NONE | SHEET NO. 14 OF 16 SHEETS | STA. _____ TO STA. _____ | FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT | | | | |
| | DATE = 4/2009 | DATE - 4/2009 | REVISED - --- | | CONTRACT NO. 60H33 | | | | | | | |



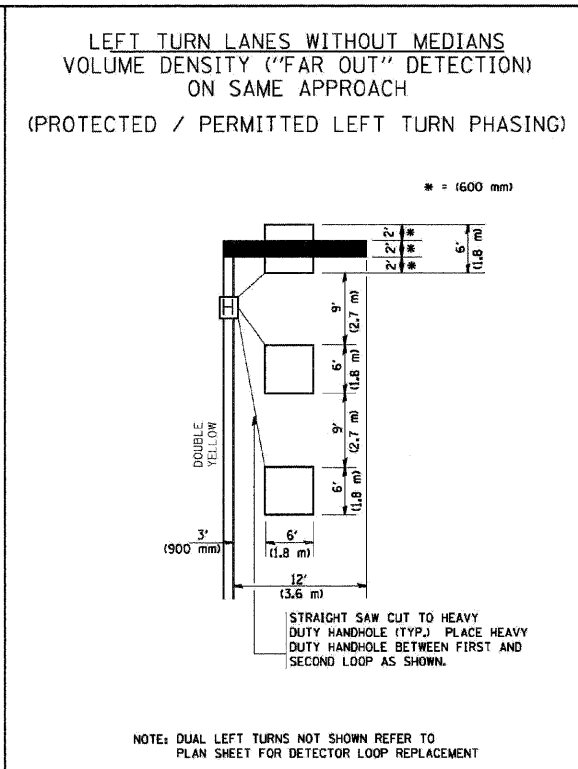
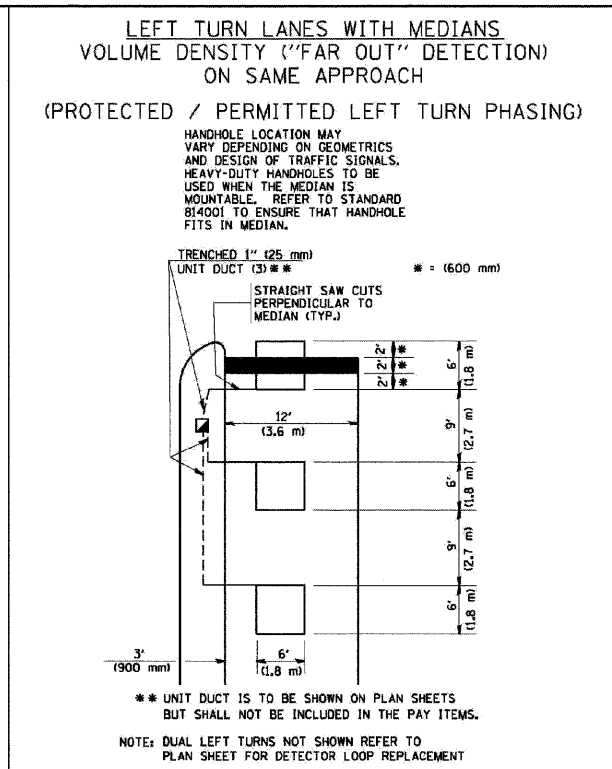
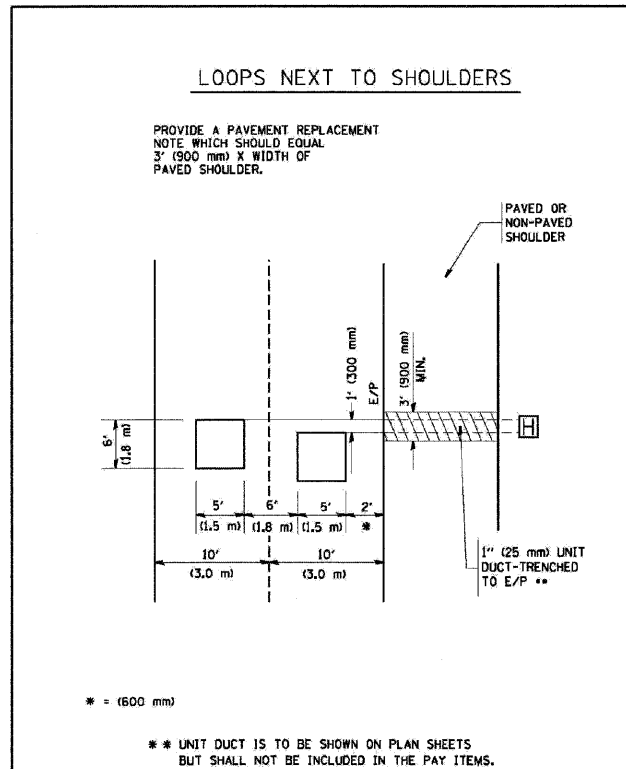
3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

DRIVEWAY ENTRANCE SIGNING

| | | | | | | | | | | | | |
|--|--------------------------------------|-------------------------------|--------------------------------|---|---|---------------------------|--------------------------|---|---------------------|-------------------|-----------------------|--------------------|
| FILE NAME = ...\\W018\Woodstock\Details.dgn | USER NAME = Plotted by Administrator | DESIGNED - --- DRAWN - --- | REVISED - --- REVISED - --- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE DETAIL SHEETS IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 36 |
| PLOT SCALE = 25,0000' / IN. | | CHECKED - --- | REVISED - --- | | SCALE: NONE | SHEET NO. 15 OF 16 SHEETS | STA. _____ TO STA. _____ | FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT | | | | |
| PLOT DATE = 4/21/2009 | | DATE - 4/2009 | REVISED - --- | | CONTRACT NO. 60H33 | | | | | | | |



NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

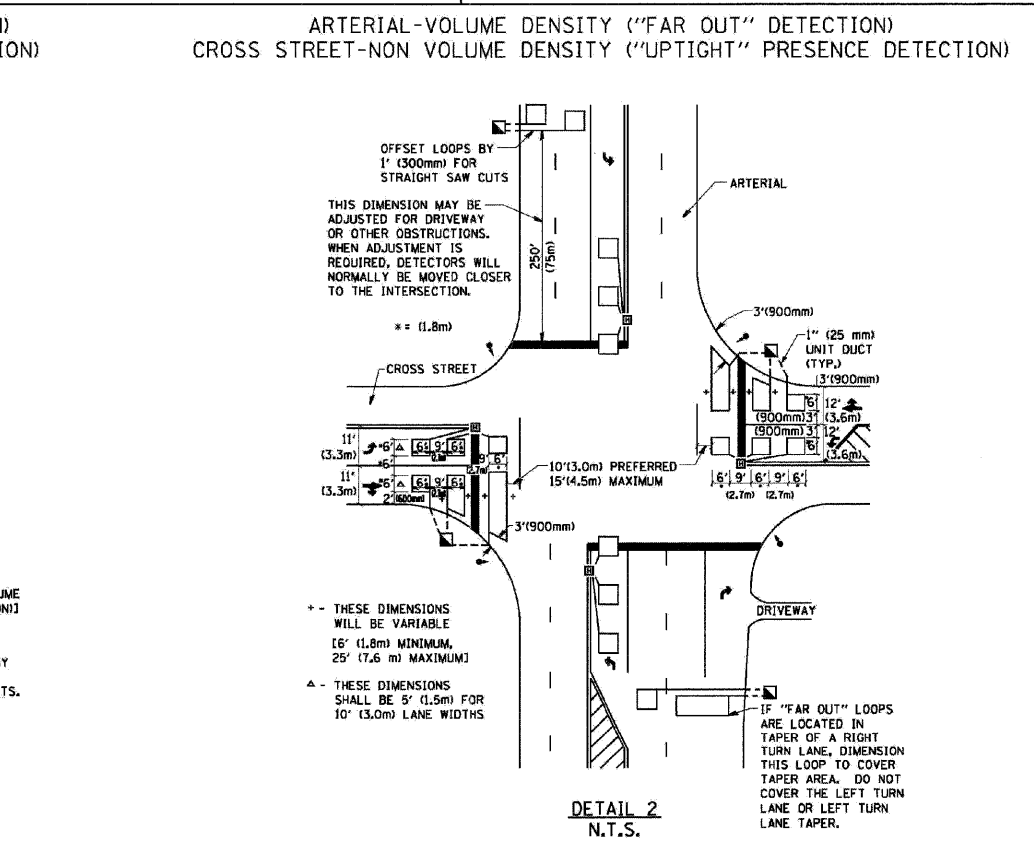
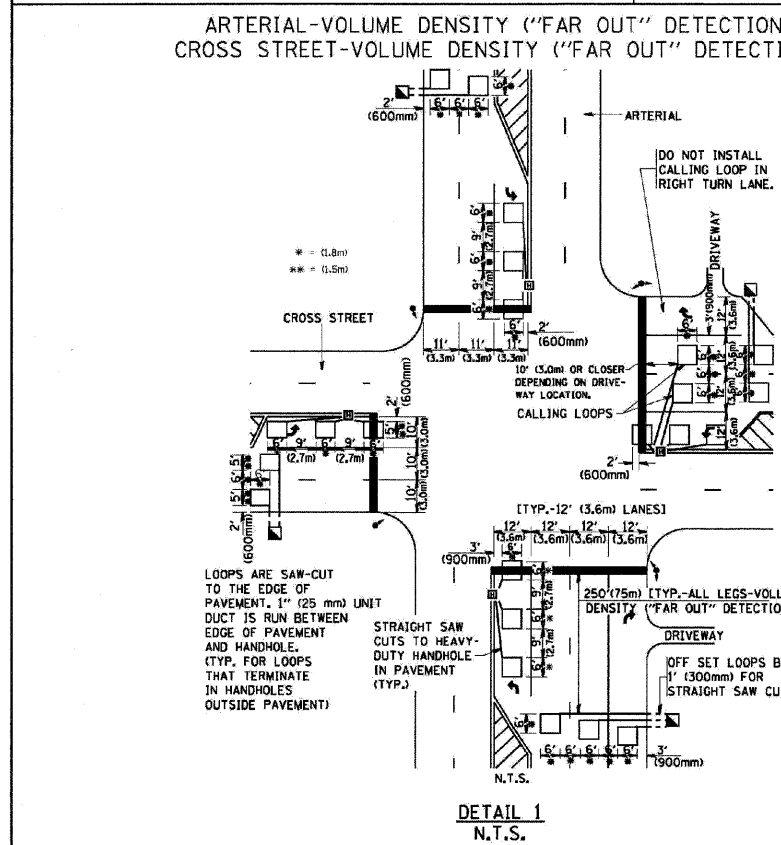
LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"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.



DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

| | | | | | | | | | | | | |
|---|--------------------------------------|----------------|---------------|---|---|---------------------------|--------------------------|---|---------------------|-------------------|-----------------------|--------------------|
| FILE NAME = ...\\018\Woodstock\Details.dgn | USER NAME = Plotted by Administrator | DESIGNED - --- | REVISED - --- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE DETAIL SHEETS IL ROUTE 47 FROM IL ROUTE 176 TO IL ROUTE 120 | | | F.A.P. RTE. 326 | SECTION 105 RS-9 | COUNTY McHENRY | TOTAL SHEETS 37 | SHEET NO. 37 |
| PLOT SCALE = 25,20000' / IN. | CHECKED - --- | REVISD - --- | REVISD - --- | | SCALE: NONE | SHEET NO. 16 OF 16 SHEETS | STA. _____ TO STA. _____ | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT | | | | |
| PLOT DATE = 4/21/2009 | DATE = 4/2009 | REVISD - --- | REVISD - --- | | CONTRACT NO. 60H33 | | | | | | | |
| | | | | | | | | | | | | |