

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
567	2024-999-RS	KANE	29	1
ILLINOIS CONTRACT NO. 62X33				

D-91-018-25



FOR INDEX OF SHEETS, SEE SHEET NO.

THE IMPROVEMENT IS LOCATED
IN THE VILLAGE OF ELBURN

TRAFFIC DATA
ADT 2023 = 8650
SPEED LIMIT = 55MPH

**PROPOSED
HIGHWAY PLANS**
FAP ROUTE 567 (IL ROUTE 38)
DEKALB COUNTY LINE TO IL 47 (MAIN STREET)
SECTION 2024-999-RS

DESIGN OVERLAY
KANE COUNTY

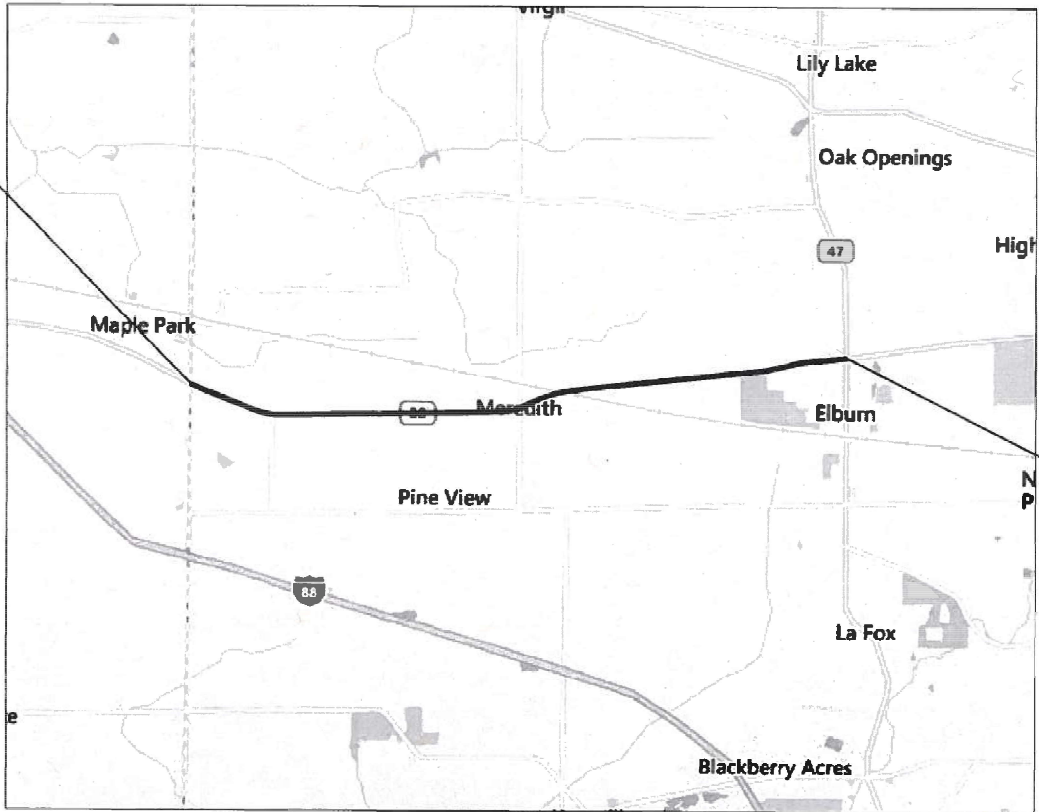
C-91-020-25

R 7E & 6E

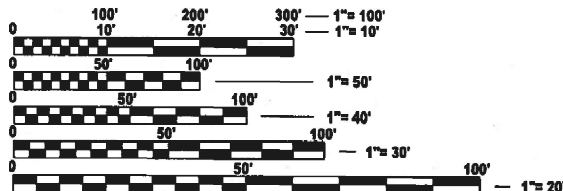
OMISSION
STA. 205+97 TO STA. 211+21

PROJECT BEGINS
STA. 7+55

T 40N & 39N



PROJECT ENDS
STA. 361+50



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: RODRIGO LEDEZMA (847) 705-4580
PROJECT MANAGER: J. ALAIN MIDY (847) 221-3056

CONTRACT NO. 62X33

VIRGIL, KANEVILLE & CAMPTON TOWNSHIPS

GROSS LENGTH = 35,395 FT. = 6.70 MILE
NET LENGTH = 34871 FT. = 6.60 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 14th 2025
John J. 12

REGIONAL ENGINEER

May 9 2025
Scott Etk
ENGINEER OF DESIGN AND ENVIRONMENT

May 9 2025
Harry 5
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

MODEL: GenNotesSh01 [Sheet]
FILE NAME: c:\pw_work\pwtol\guillaume\pwtol1022275\ID101825-shh-gennote.dgn

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED).
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF ELBURN.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
4. 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.
5. 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.
6. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE PROJECT LIMITS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
7. THE CONTRACTOR SHALL CONTACT THE DISTRICT TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
8. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM AND FOUNDATIONS AND VERIFYING THE MAST ARM LENGHTS.
9. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
10. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FILED BY THE ENGINEER.
11. ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATION SHALL BE CORECTED AT NO COST TO THE DEPARTMENT.
12. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
13. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKING ON FINAL SURFACES.
14. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERNTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2" INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH. WITH WRITTEN APPROVAL OF THE ENGINEER A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPE A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
15. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
16. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 108.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPERATE PAY ITEM HAS BEEN PROVIDED.
17. THE CONTRACTOR SHALL CONTACT EMAD ALHUSSEINI, ARTERIALS TRAFFIC FIELD ENGINEER AT EMAD.ALHUSSEINI@ILLINOIS.GOV AT LEAST (2) WEEKS PRIOR TO THE REPLACEMENT OF PERMANENT PAVEMENT MARKINGS.

GENERAL NOTES CONTINUE ON NEXT SHEET

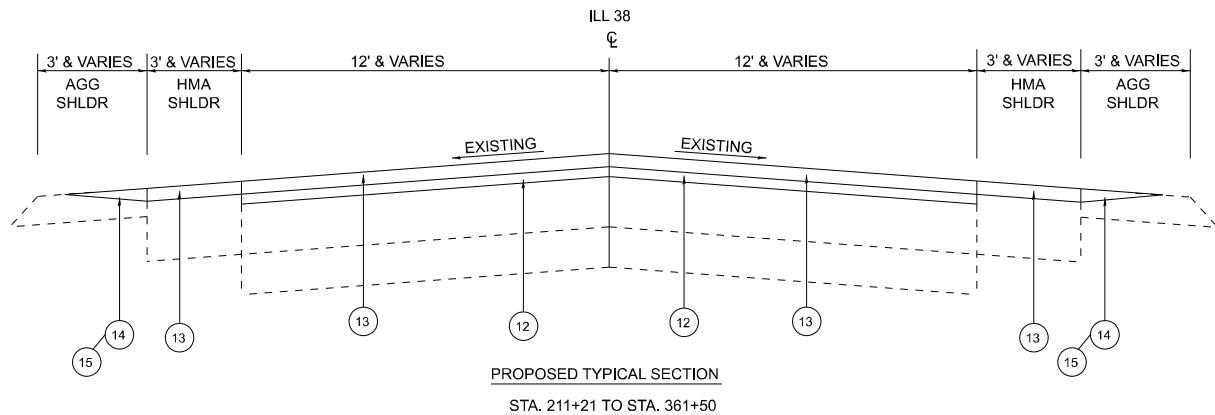
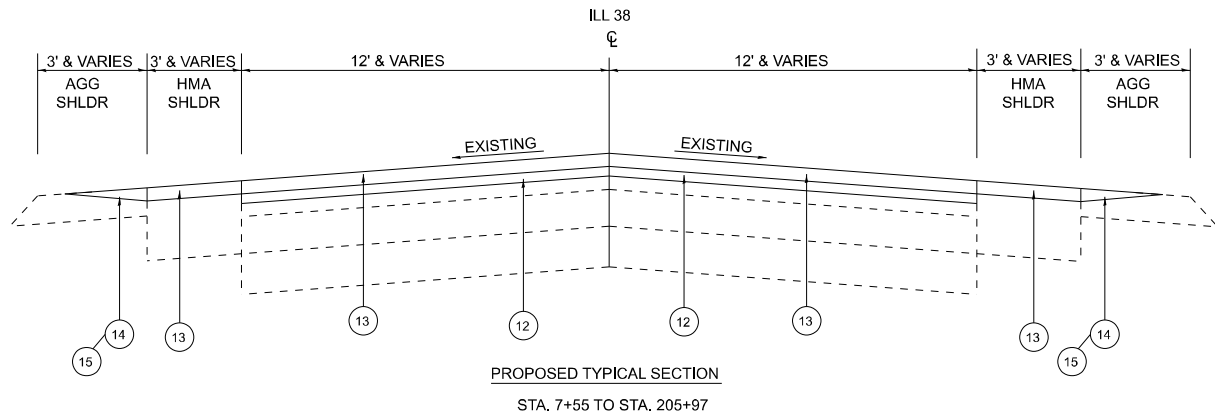
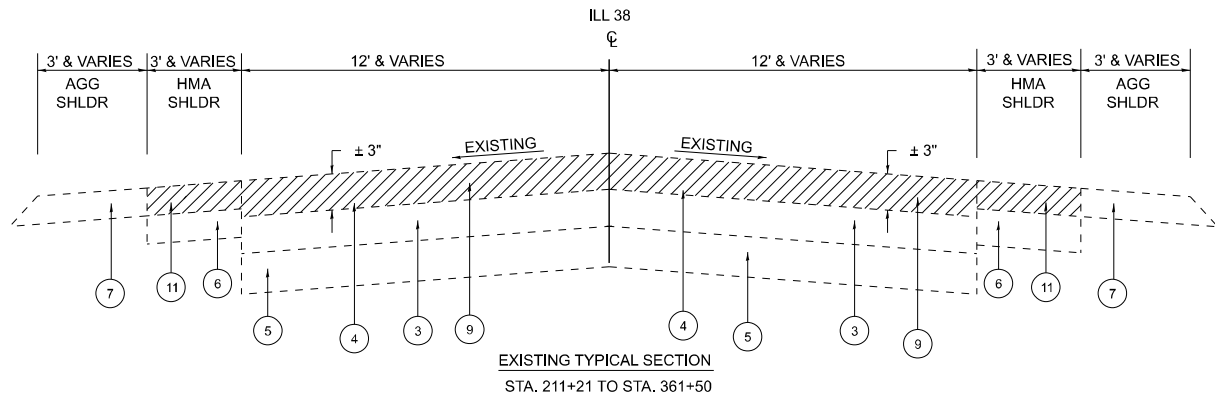
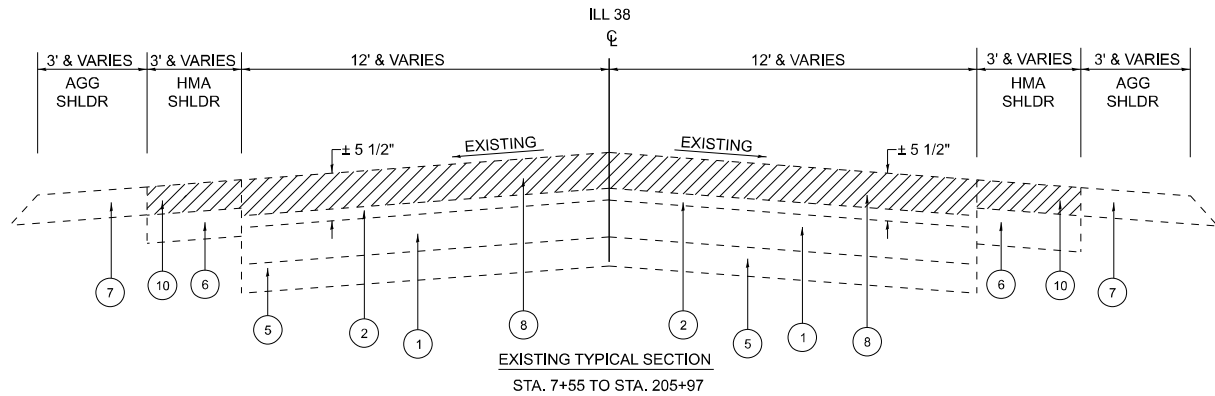
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		DRAWN -	REVISED -						567	2024-999-RS	KANE	29	2	
		CHECKED -	REVISED -						CONTRACT NO. 62X33					
	PLOT DATE = 3/20/2025	DATE -	REVISED -		SCALE:		SHEET 2	OF 1	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT	

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SUMMARY OF QUANTITIES					TYPE CODE					
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					ROADWAY					
					100% STATE					
	Code No.	Item	Unit	Total Quantity	0005					
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	82615	82615					
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	35500	35500					
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	153	153					
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	350	350					
	40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	2785	2785					
	40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	9962	9962					
	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	14870	14870					
	44000154	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4"	SQ YD	13400	13400					
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	17700	17700					
	44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	43550	43550					
	44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	58100	58100					
	44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	2934	2934					
	44002220	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 5"	SQ YD	8187	8187					
	44201729	CLASS D PATCHES, TYPE II, 7 INCH	SQ YD	6591	6591					
	44201733	CLASS D PATCHES, TYPE III, 7 INCH	SQ YD	96	96					
	44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	838	838					
	44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	70	70					
	44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	1600	1600					
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	600	600					
	64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	68300	68300					
	67100100	MOBILIZATION	L SUM	1	1					

[illegible][illegible]

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LEGEND

- EXISTING P.C. CONCRETE BASE COURSE ± 7" (STA. 7+55 TO STA. 205+97)
- EXISTING HMA SURFACE COURSE, ± 5 1/2" (STA. 7+55 TO STA. 205+97)
- EXISTING P.C. CONCRETE BASE COURSE ± 10" (STA. 211+21 TO STA. 361+50)
- EXISTING HMA SURFACE COURSE, ± 3" (STA. 211+21 TO STA. 361+50)
- EXISTING SUB-BASE GRANULAR MATERIAL, TYPE B, 4 1/2"
- EXISTING HMA SHOULDER, ± 5"
- EXISTING AGGREGATE SHOULDER
- PROPOSED HMA SURFACE REMOVAL, 3 3/4" (STA. 7+55 TO STA. 205+97)
- PROPOSED HMA SURFACE REMOVAL, 3" (STA. 211+21 TO STA. 361+50)
- PROPOSED HMA SURFACE REMOVAL, 2" (STA. 7+55 TO STA. 205+97)
- PROPOSED HMA SURFACE REMOVAL, 1 1/4" (STA. 211+21 TO STA. 361+50)
- PROPOSED HMA BINDER COURSE, IL-9.5, N70, 1 3/4"
- PROPOSED HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 2"
- PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- PROPOSED GRADING AND SHAPING SHOULDERS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS @ Ndes	
PAVEMENT & SHOULDER RESURFACING		
HMA SURFACE COURSE, MIX "D", IL-9.5, N70, 2"	4% @ 70 GYR.	PFP
HMA BINDER COURSE, IL9.5, N70, 1 3/4"	4% @ 70 GYR.	QC/QA
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19.0 mm)	4% @ 70 GYR.	QC/QA
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-19 MM)	4% @ 70 GYR.	QC/QA
QMP Designation: Pay for Performance (PFP): Quality Control / Quality Assurance (QC / QA); Quality Control for Performance (QCP)		

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

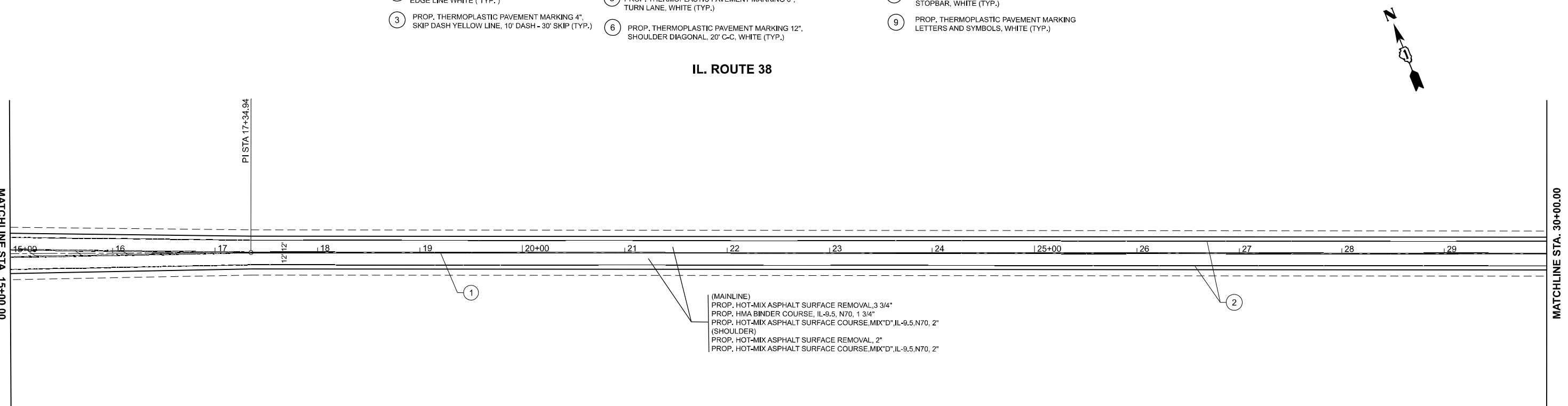
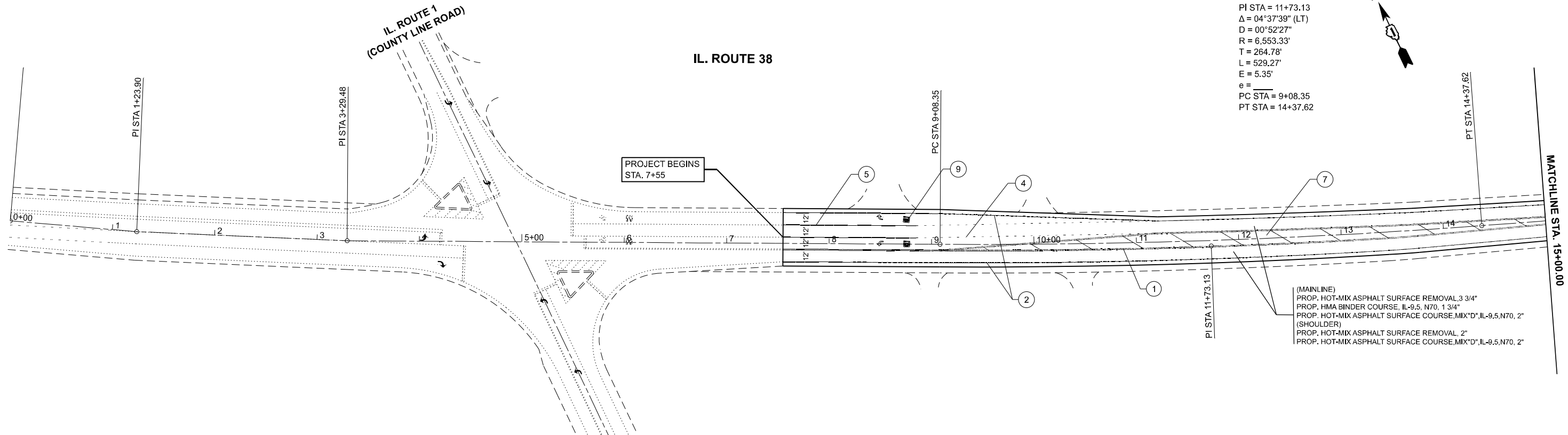
NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22 AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

NOTE

- THE CONTRACTOR SHALL PATCH BEFORE MILLING.
- THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER IL-9.5, N70

FILE NAME	USER NAME = Fritz,Guillaume	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS IL 38 (DEKALB COUNTY LINE ROAD TO IL 47 (MAIN STREET))				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						567	2024-999-RS	KANE	29	5
		CHECKED -	REVISED -		CONTRACT NO. 62X33								
	PLOT DATE = 3/20/2025	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
	SCALE:		SHEET 5 OF 1 SHEETS							STA. TO STA.			

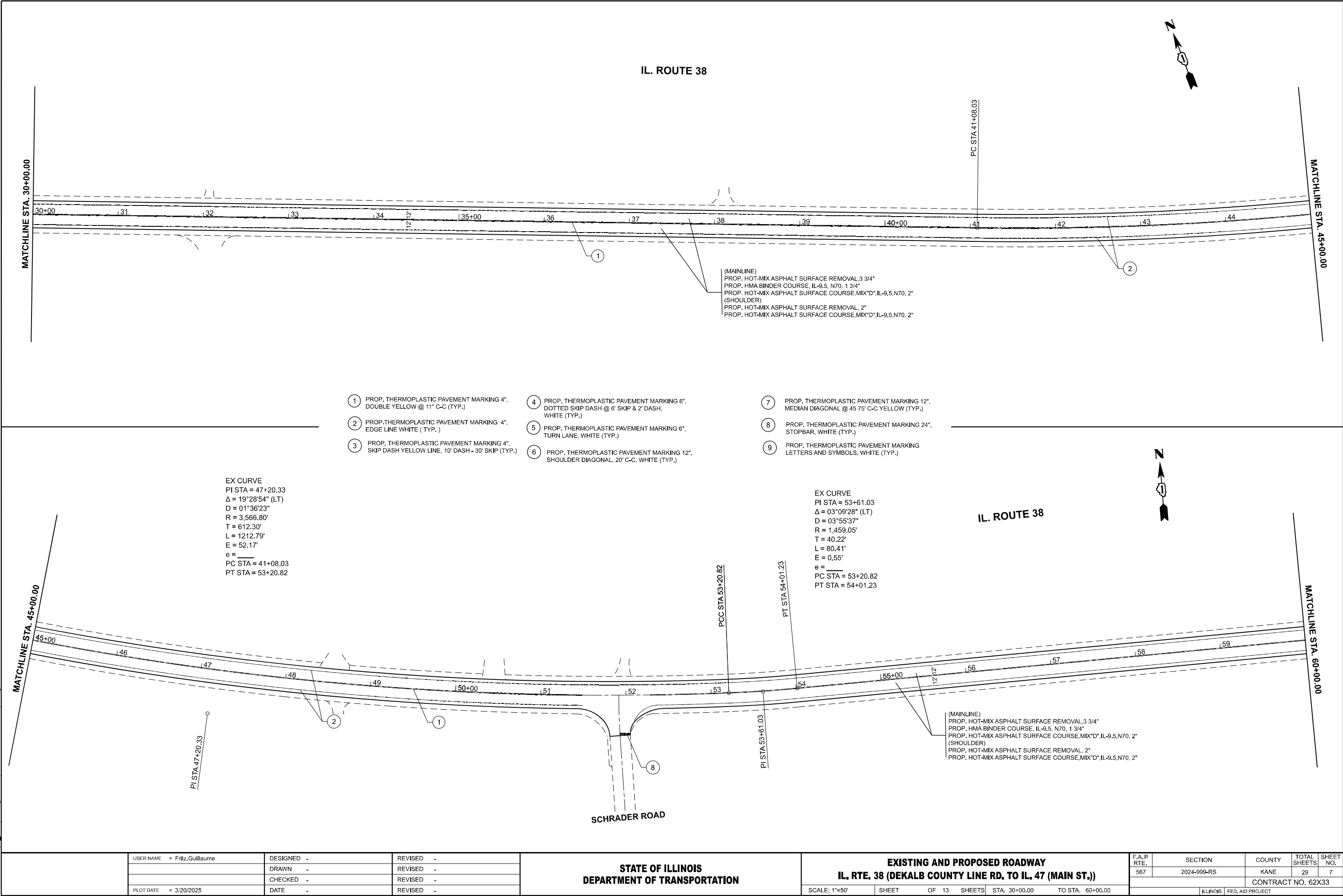
EX CURVE
PI STA = 11+73.13
Δ = 04°37'39" (LT)
D = 00°52'27"
R = 6,553.33'
T = 264.78'
L = 529.27'
E = 5.35'
e =
PC STA = 9+08.35
PT STA = 14+37.62



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		CHECKED -	REVISED -					CONTRACT NO. 62X33				
	PLOT DATE = 3/20/2025	DATE -	REVISED -		SCALE: 1"=50'	SHEET	OF 13 SHEETS	STA. 0+00.00	TO STA. 30+00.00	ILLINOIS FED. AID PROJECT		

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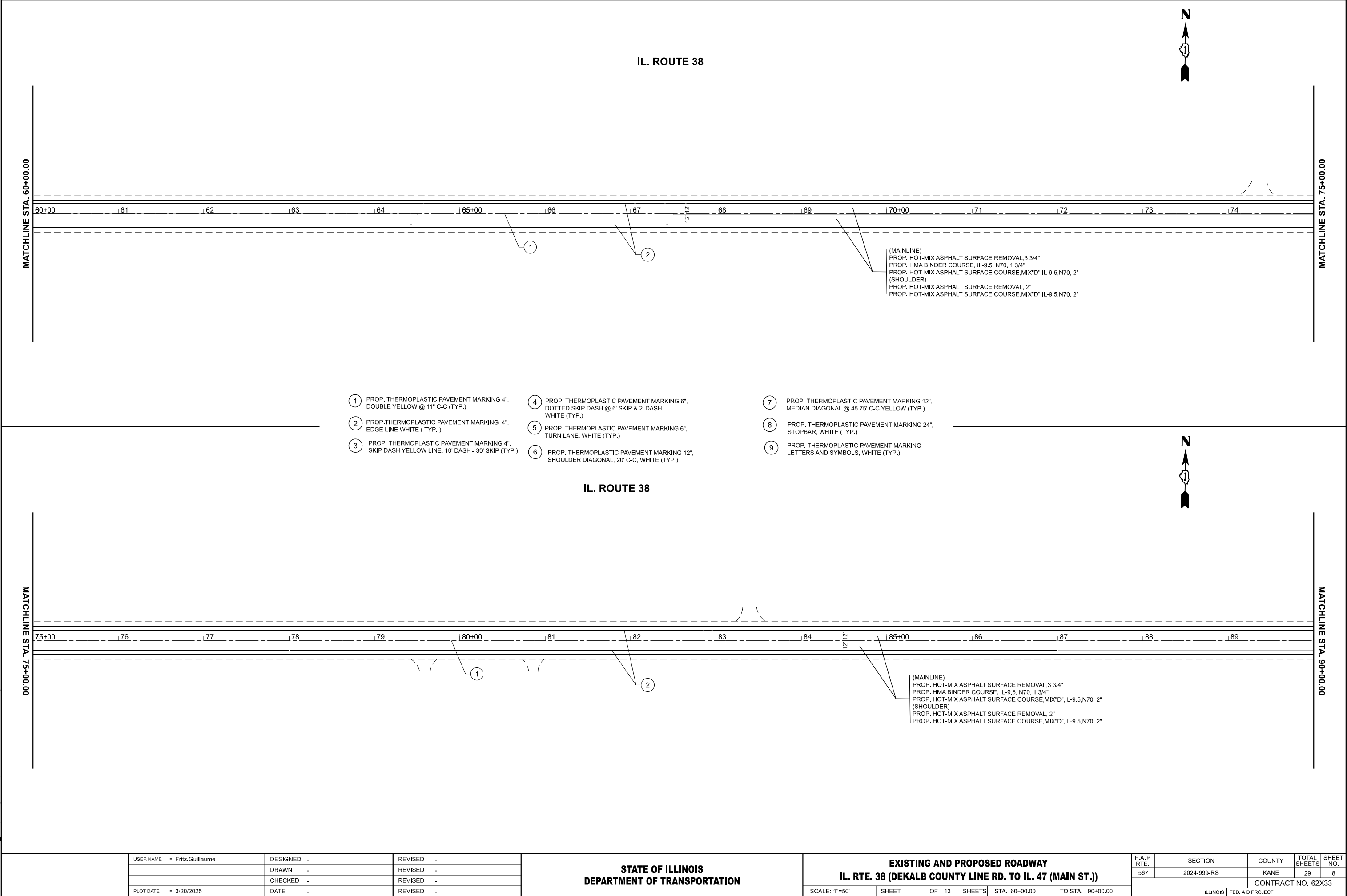
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	PLOT DATE = 3/20/2025	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
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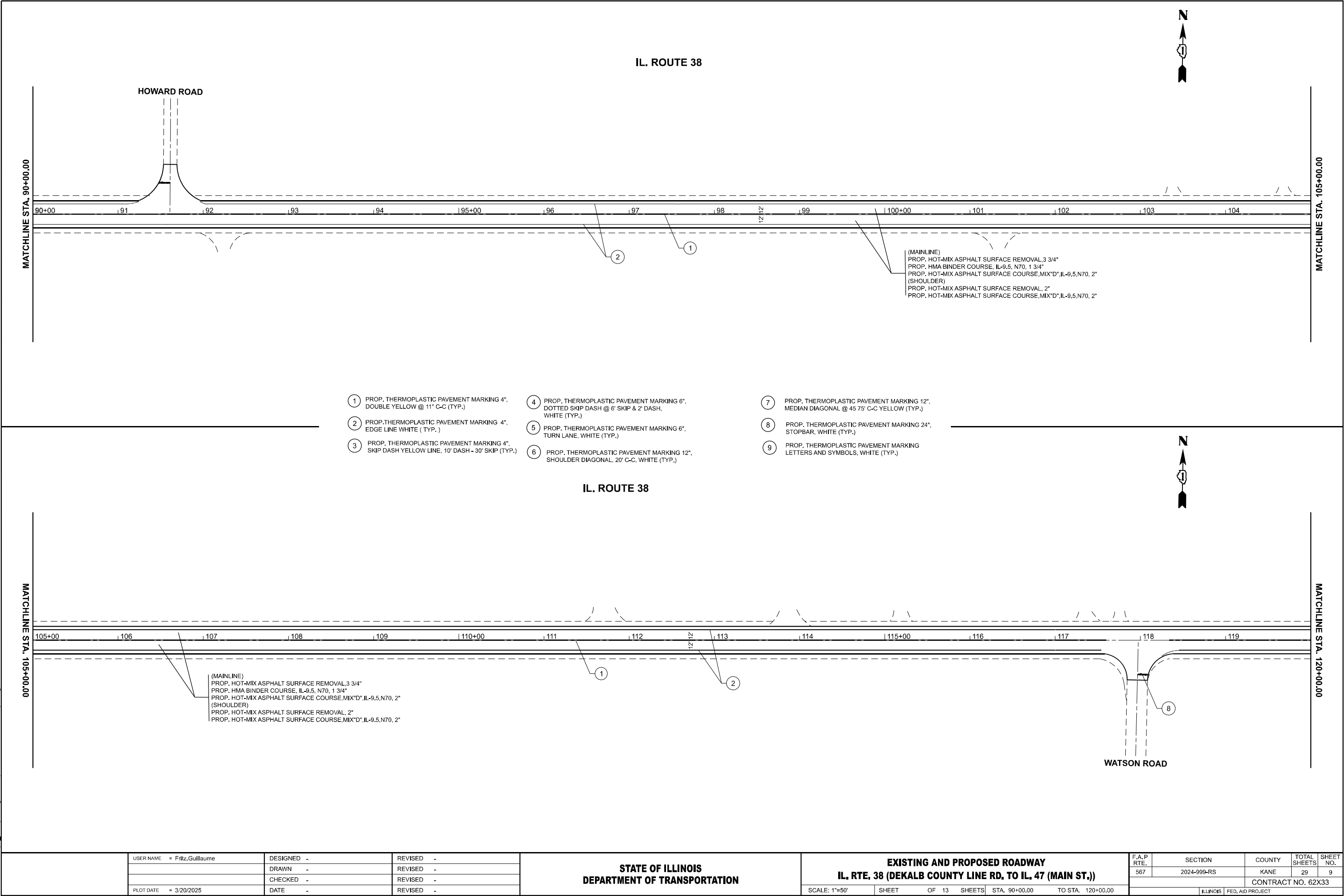
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SCALE: 1"=50'	SHEET	OF 13 SHEETS	STA. 30+00.00 TO STA. 60+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
567	2024-999-RS	KANE	29	7
CONTRACT NO. 62X33				
ILLINOIS FED. AID PROJECT				

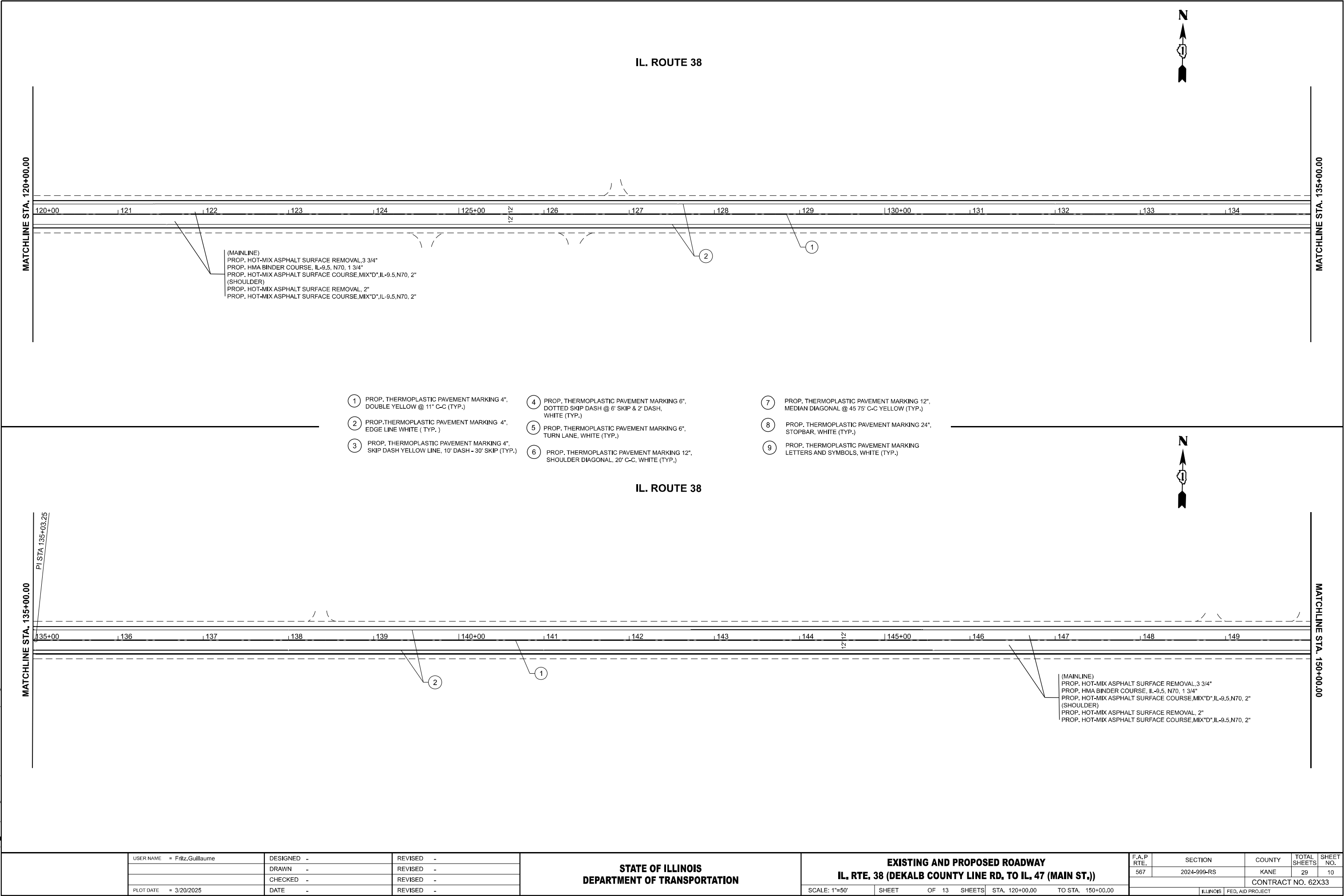
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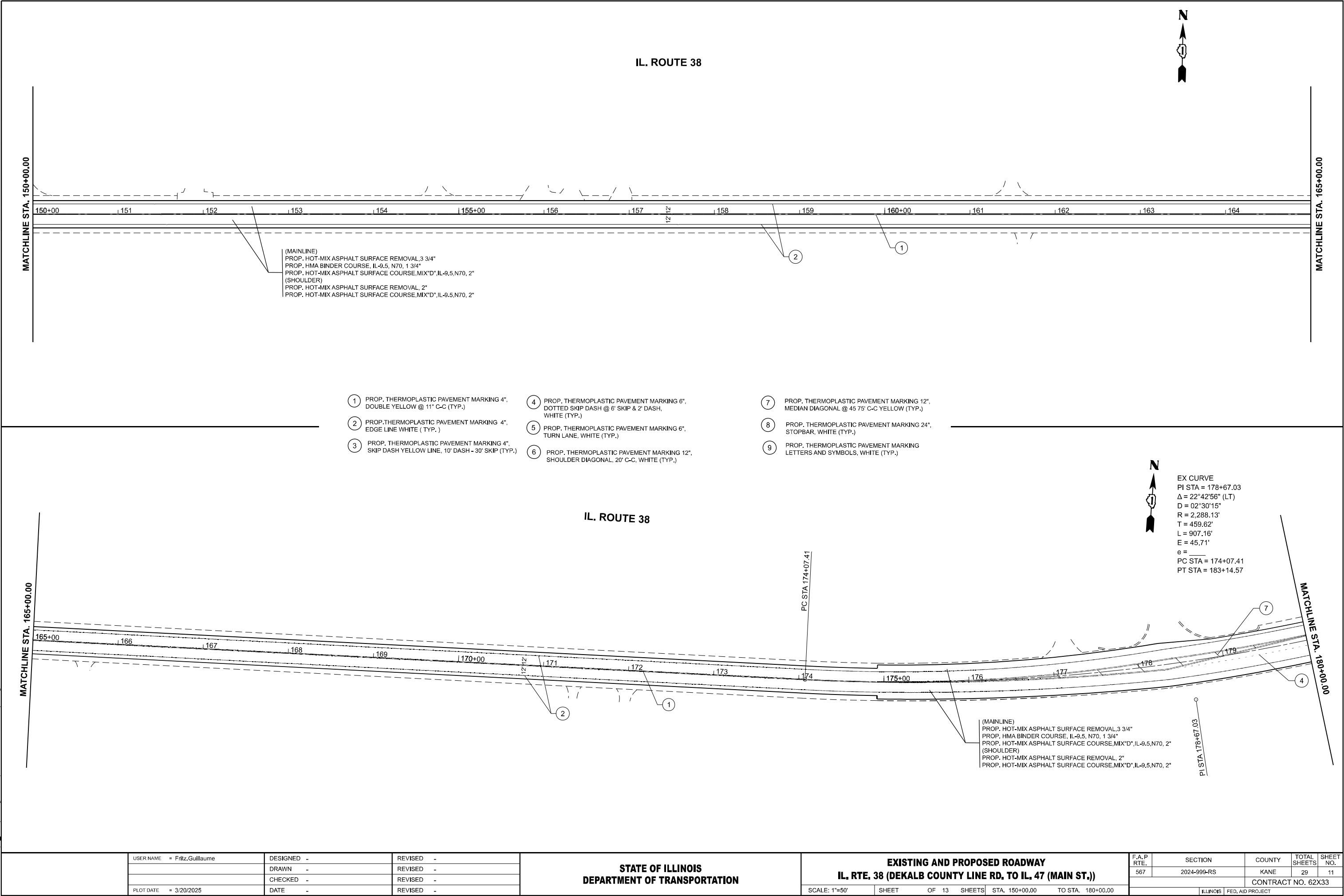
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	PLOT DATE = 3/20/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

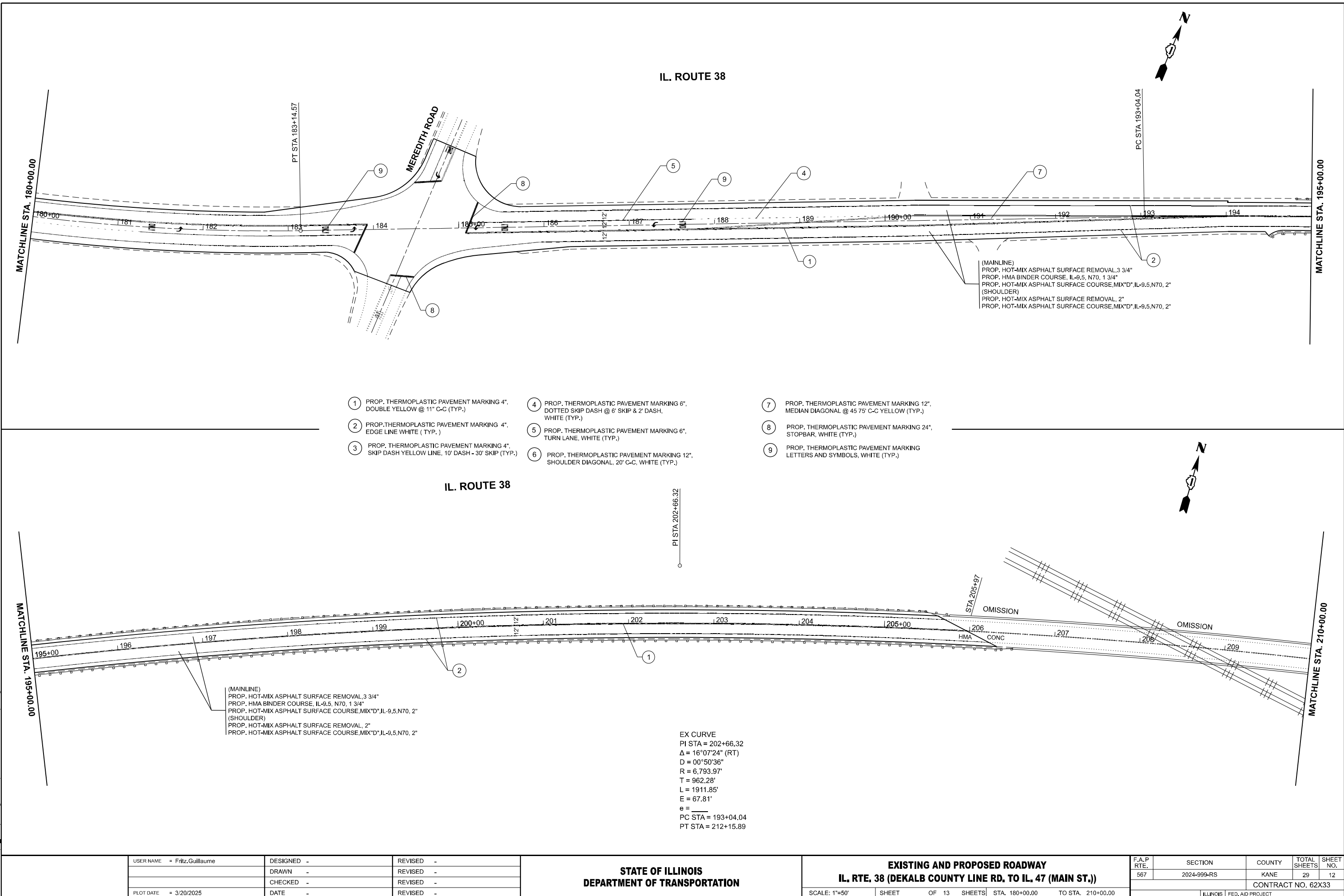
EXISTING AND PROPOSED ROADWAY			
IL, RTE. 38 (DEKALB COUNTY LINE RD. TO IL. 47 (MAIN ST.))			
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
567	2024-999-RS	KANE	29	10
CONTRACT NO. 62X33				
ILLINOIS FED. AID PROJECT				

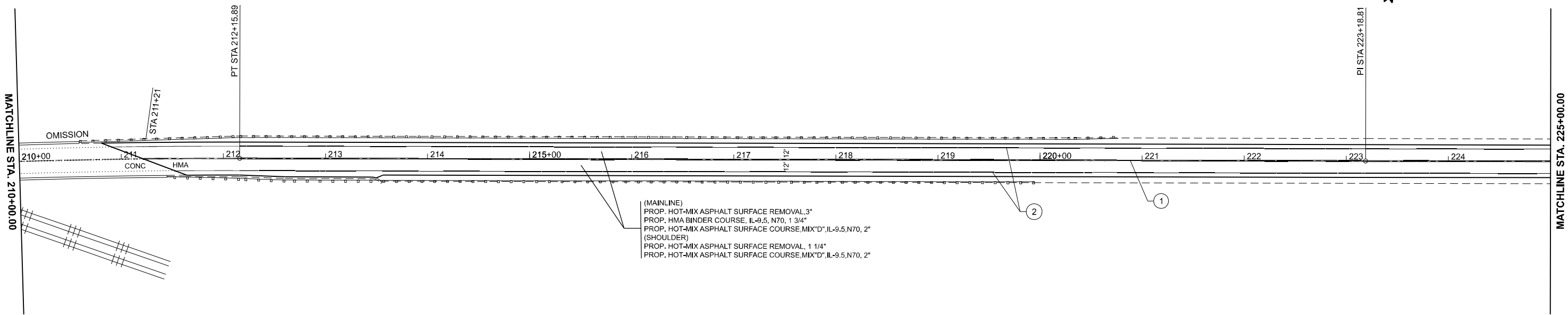
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MODEL: IL 38_E_Plan 13 (Sheet)
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IL. ROUTE 38

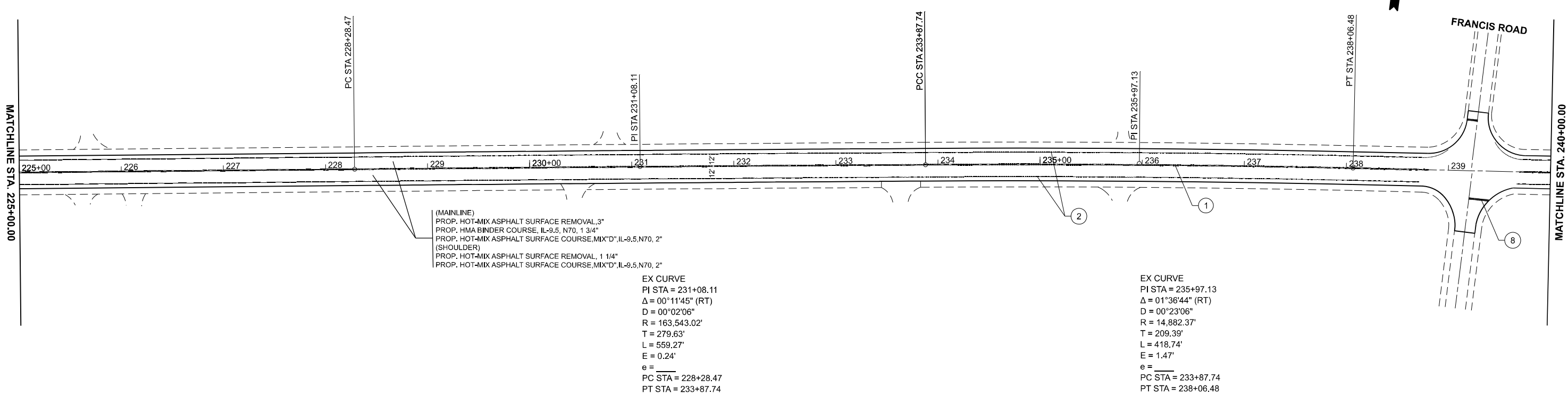


- 1 PROP. THERMOPLASTIC PAVEMENT MARKING 4\",
DOUBLE YELLOW @ 11' C-C (TYP.)
- 2 PROP. THERMOPLASTIC PAVEMENT MARKING 4\",
EDGE LINE WHITE (TYP.)
- 3 PROP. THERMOPLASTIC PAVEMENT MARKING 4\",
SKIP DASH YELLOW LINE, 10' DASH - 30' SKIP (TYP.)

- 4 PROP. THERMOPLASTIC PAVEMENT MARKING 6\",
DOTTED SKIP DASH @ 6' SKIP & 2' DASH,
WHITE (TYP.)
- 5 PROP. THERMOPLASTIC PAVEMENT MARKING 6\",
TURN LANE, WHITE (TYP.)
- 6 PROP. THERMOPLASTIC PAVEMENT MARKING 12\",
SHOULDER DIAGONAL, 20' C-C, WHITE (TYP.)

- 7 PROP. THERMOPLASTIC PAVEMENT MARKING 12\",
MEDIAN DIAGONAL @ 45 75' C-C YELLOW (TYP.)
- 8 PROP. THERMOPLASTIC PAVEMENT MARKING 24\",
STOPBAR, WHITE (TYP.)
- 9 PROP. THERMOPLASTIC PAVEMENT MARKING
LETTERS AND SYMBOLS, WHITE (TYP.)

IL. ROUTE 38



EX CURVE
PI STA = 231+08.11
 Δ = 00°11'45" (RT)
D = 00°02'06"
R = 163,543.02'
T = 279.63'
L = 559.27'
E = 0.24'
e = _____
PC STA = 228+28.47
PT STA = 233+87.74

EX CURVE
PI STA = 235+97.13
 Δ = 01°36'44" (RT)
D = 00°23'06"
R = 14,882.37'
T = 209.39'
L = 418.74'
E = 1.47'
e = _____
PC STA = 233+87.74
PT STA = 238+06.48

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PLOT DATE	USER NAME = Fritz,Guillaume	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
	DATE	-	REVISED -

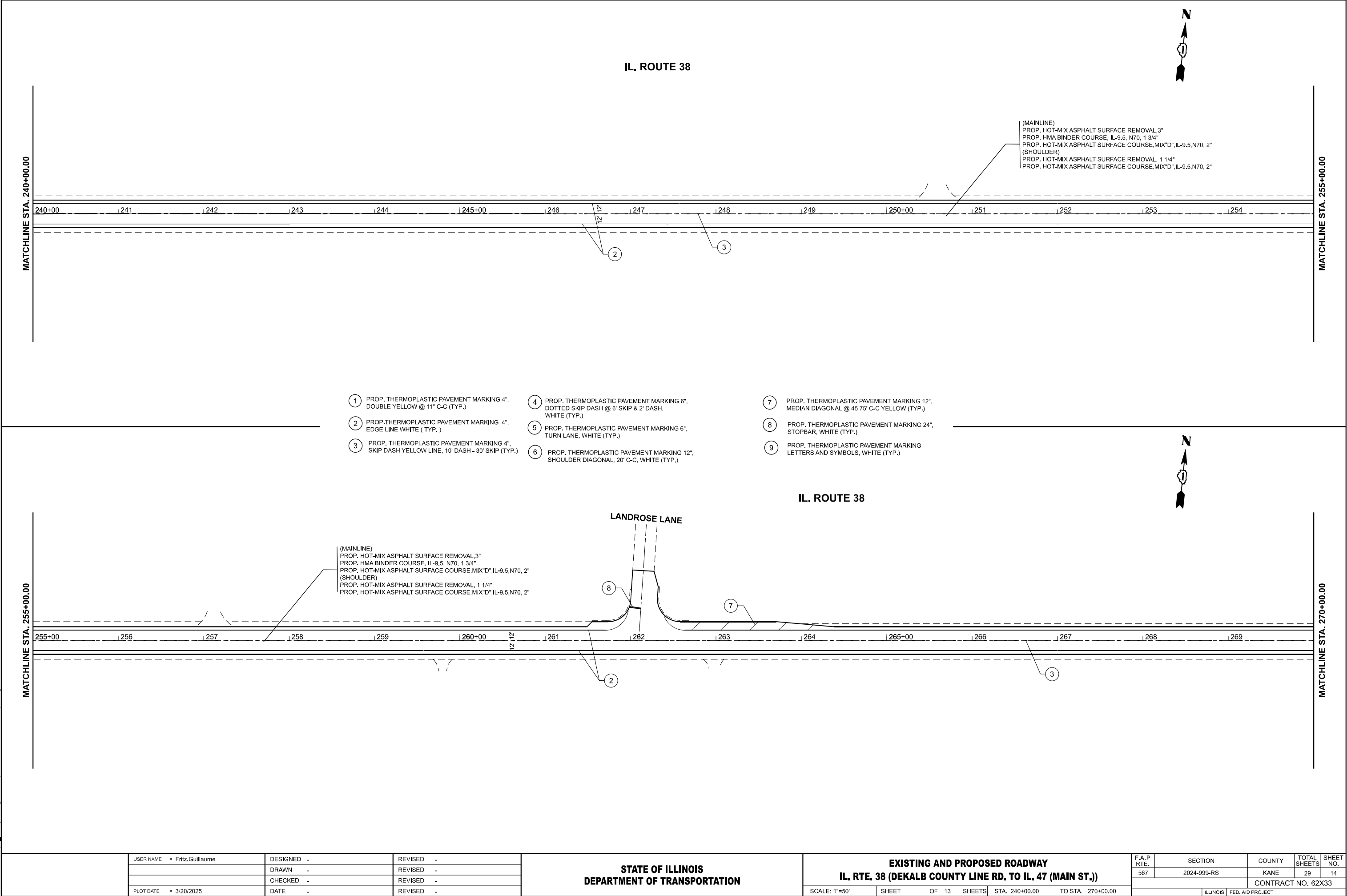
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED ROADWAY
IL. RTE. 38 (DEKALB COUNTY LINE RD. TO IL. 47 (MAIN ST.))

SCALE: 1"=50' SHEET OF 13 SHEETS STA. 210+00.00 TO STA. 240+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
567	2024-999-RS	KANE	29	13
CONTRACT NO. 62X33				
ILLINOIS FED. AID PROJECT				

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MATCHLINE STA. 270+00.00

MATCHLINE STA. 285+00.00

MATCHLINE STA. 285+00.00

MATCHLINE STA. 300+00.00

IL. ROUTE 38

IL. ROUTE 38

(MAINLINE)
PROP. HOT-MIX ASPHALT SURFACE REMOVAL 3"
PROP. HMA BINDER COURSE, IL-9.5, N70, 1 3/4"
PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX"D", IL-9.5, N70, 2"
(SHOULDER)
PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4"
PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX"D", IL-9.5, N70, 2"

FREELAND ROAD

- 1 PROP. THERMOPLASTIC PAVEMENT MARKING 4",
DOUBLE YELLOW @ 11" C-C (TYP.)
- 2 PROP. THERMOPLASTIC PAVEMENT MARKING 4",
EDGE LINE WHITE (TYP.)
- 3 PROP. THERMOPLASTIC PAVEMENT MARKING 4",
SKIP DASH YELLOW LINE, 10' DASH - 30' SKIP (TYP.)

- 4 PROP. THERMOPLASTIC PAVEMENT MARKING 6",
DOTTED SKIP DASH @ 6' SKIP & 2' DASH,
WHITE (TYP.)
- 5 PROP. THERMOPLASTIC PAVEMENT MARKING 6",
TURN LANE, WHITE (TYP.)
- 6 PROP. THERMOPLASTIC PAVEMENT MARKING 12",
SHOULDER DIAGONAL, 20' C-C, WHITE (TYP.)

- 7 PROP. THERMOPLASTIC PAVEMENT MARKING 12",
MEDIAN DIAGONAL @ 45 75' C-C YELLOW (TYP.)
- 8 PROP. THERMOPLASTIC PAVEMENT MARKING 24",
STOPBAR, WHITE (TYP.)
- 9 PROP. THERMOPLASTIC PAVEMENT MARKING
LETTERS AND SYMBOLS, WHITE (TYP.)

(MAINLINE)
PROP. HOT-MIX ASPHALT SURFACE REMOVAL 3"
PROP. HMA BINDER COURSE, IL-9.5, N70, 1 3/4"
PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX"D", IL-9.5, N70, 2"
(SHOULDER)
PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4"
PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX"D", IL-9.5, N70, 2"

PI STA 294+70.77

EX CURVE
PI STA = 294+70.77
 Δ = 01°08'44" (RT)
D = 00°05'17"
R = 65,110.40'
T = 650.95'
L = 1301.85'
E = 3.25'
e = _____
PC STA = 288+19.83
PT STA = 301+21.68

	USER NAME = Fritz,Guillaume	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
	PLOT DATE = 3/20/2025	DATE -	REVISED -

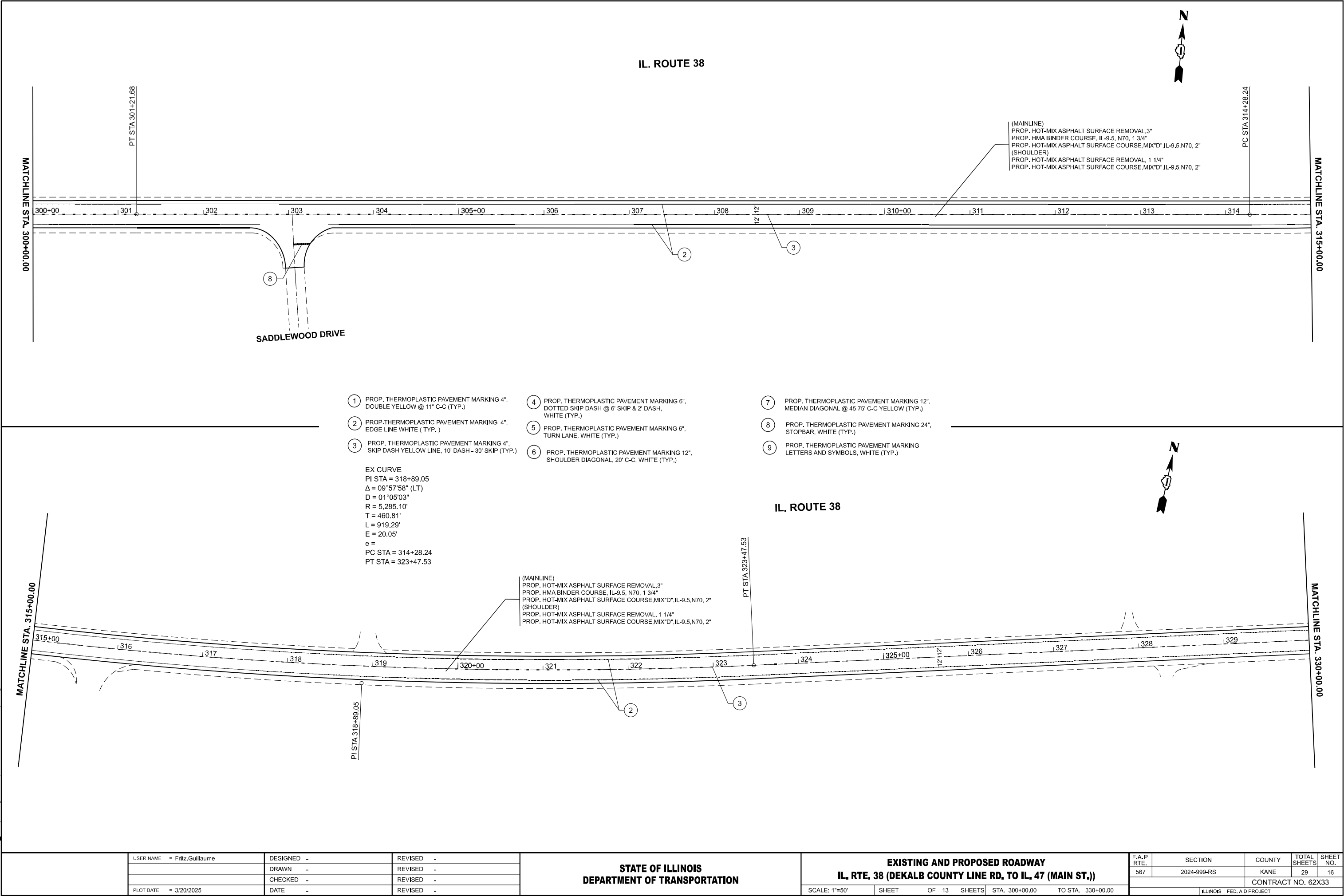
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED ROADWAY
IL. RTE. 38 (DEKALB COUNTY LINE RD. TO IL. 47 (MAIN ST.))

SCALE: 1"=50' SHEET OF 13 SHEETS STA. 270+00.00 TO STA. 300+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
567	2024-999-RS	KANE	29	15
CONTRACT NO. 62X33				
ILLINOIS FED. AID PROJECT				

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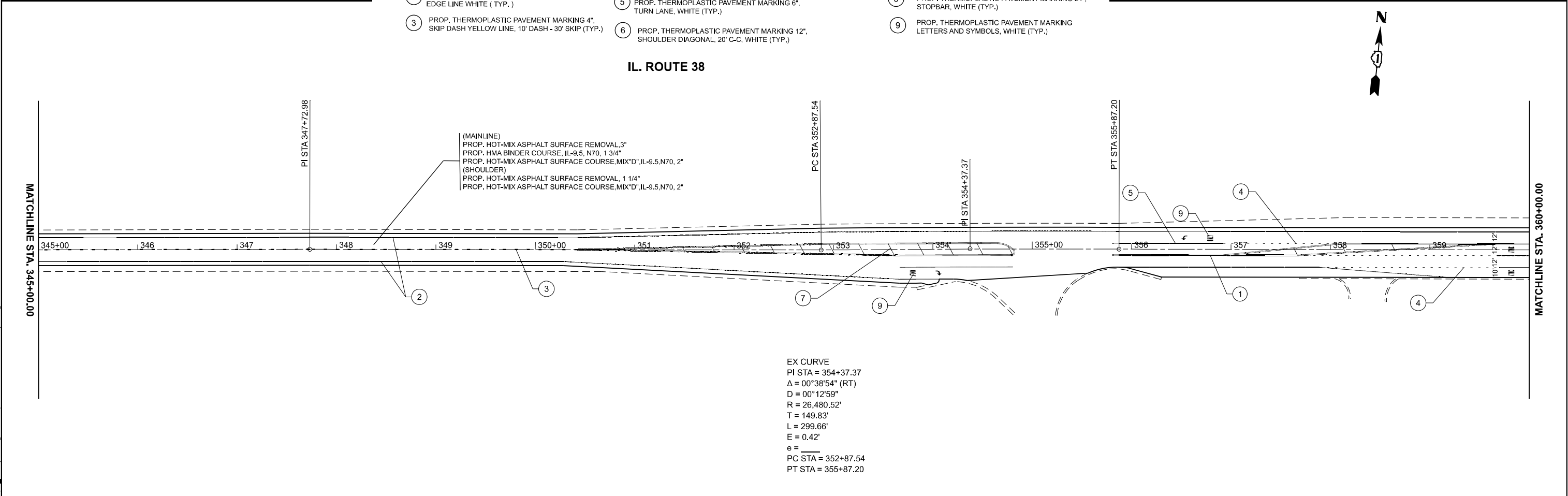
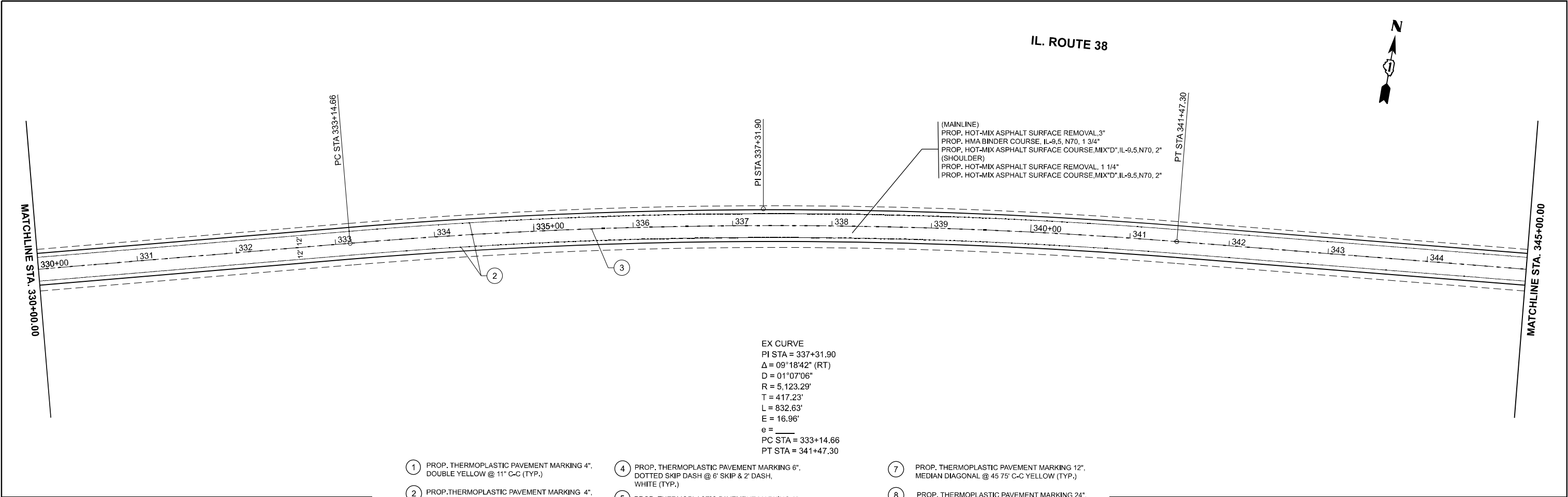


	USER NAME	= Fritz,Guillaume	DESIGNED	-	REVISED	-
	DRAWN	-	REVISED	-		
	CHECKED	-	REVISED	-		
	DATE	-	REVISED	-		
	PLOT DATE	= 3/20/2025	DATE	-	REVISED	-

SCALE: 1"=50'		SHEET	OF 13	SHEETS	STA. 300+00.00	TO STA. 330+00.00
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
567	2024-999-RS	KANE	29	16
CONTRACT NO. 62X33				
ILLINOIS FED. AID PROJECT				

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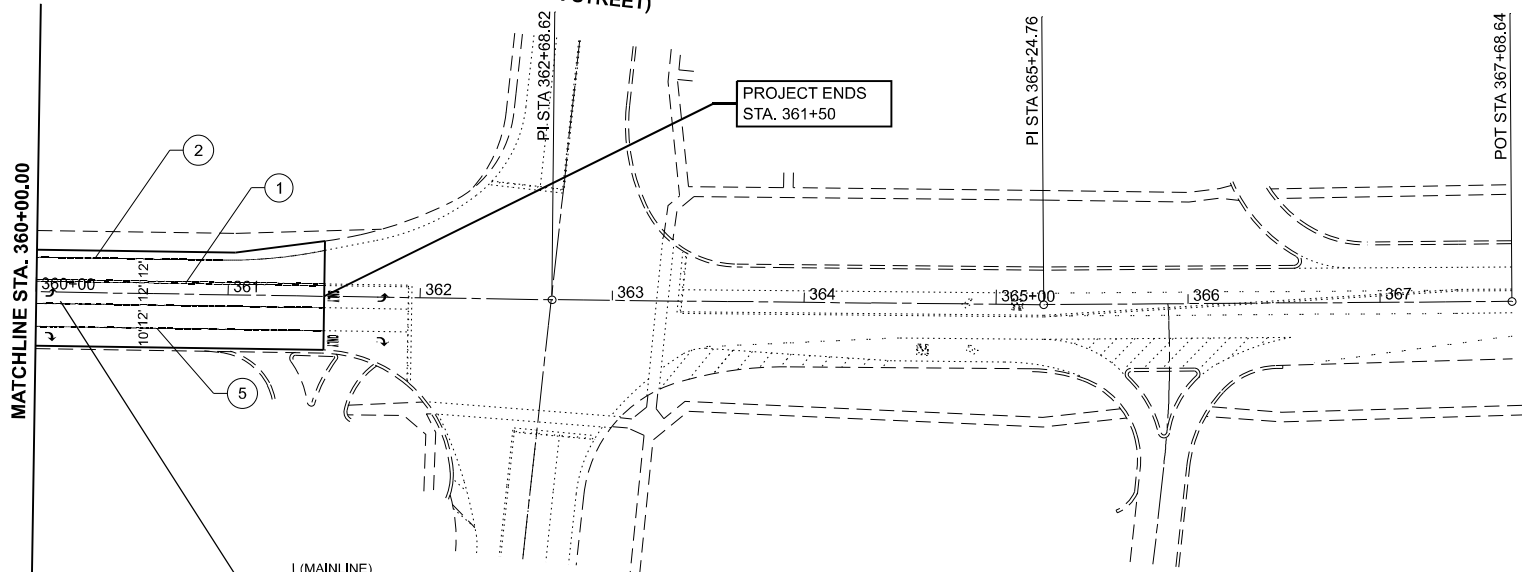


	USER NAME = Fritz,Guillaume	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY IL, RTE. 38 (DEKALB COUNTY LINE RD. TO IL. 47 (MAIN ST.))			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					567	2024-999-RS	KANE	29	17
		CHECKED -	REVISED -		SCALE: 1"=50'			CONTRACT NO. 62X33				
	PLOT DATE = 3/20/2025	DATE -	REVISED -		SHEET	OF 13 SHEETS	STA. 330+00.00 TO STA. 360+00.00	ILLINOIS FED. AID PROJECT				



IL. ROUTE 38

IL. ROUTE 47
(MAIN STREET)



(MAINLINE)
PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 3"
PROP. HMA BINDER COURSE, IL-9.5, N70, 1 3/4"
PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX"D", IL-9.5, N70, 2"
(SHOULDER)
PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4"
PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX"D", IL-9.5, N70, 2"

- 1 PROP. THERMOPLASTIC PAVEMENT MARKING 4",
DOUBLE YELLOW @ 11" C-C (TYP.)
- 2 PROP. THERMOPLASTIC PAVEMENT MARKING 4",
EDGE LINE WHITE (TYP.)
- 3 PROP. THERMOPLASTIC PAVEMENT MARKING 4",
SKIP DASH YELLOW LINE, 10' DASH - 30' SKIP (TYP.)

- 4 PROP. THERMOPLASTIC PAVEMENT MARKING 6",
DOTTED SKIP DASH @ 6' SKIP & 2' DASH,
WHITE (TYP.)
- 5 PROP. THERMOPLASTIC PAVEMENT MARKING 6",
TURN LANE, WHITE (TYP.)
- 6 PROP. THERMOPLASTIC PAVEMENT MARKING 12",
SHOULDER DIAGONAL, 20' C-C, WHITE (TYP.)

- 7 PROP. THERMOPLASTIC PAVEMENT MARKING 12",
MEDIAN DIAGONAL @ 45 75' C-C YELLOW (TYP.)
- 8 PROP. THERMOPLASTIC PAVEMENT MARKING 24",
STOPBAR, WHITE (TYP.)
- 9 PROP. THERMOPLASTIC PAVEMENT MARKING
LETTERS AND SYMBOLS, WHITE (TYP.)

MODEL: IL 38_E-Plan 25 (Sheet)
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	USER NAME = Fritz,Guillaume	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY IL. RTE. 38 (DEKALB COUNTY LINE RD. TO IL. 47 (MAIN ST.))				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						567	2024-999-RS	KANE	29	18
		CHECKED -	REVISED -		CONTRACT NO. 62X33								
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											ILLINOIS FED. AID PROJECT		

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS)".
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



CODE	ITEM	QUANTITY	UNIT
X8860105	DETECTOR LOOP REPLACEMENT	825	FOOT

USER NAME = Fritz.Guillaume	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/20/2025	DATE -	REVISED -

**DETECTOR LOOP REPLACEMENT PLAN
IL ROUTE 38 & MEREDITH ROAD**

SCALE:	SHEET	OF 29 SHEETS	STA. 0+00.00	TO STA. 0+00.00
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
567	2024-999-RS	KANE	29	19
		CONTRACT NO. 62X33		
		ILLINOIS	FED. AID PROJECT	

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1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS)".



CODE	ITEM	QUANTITY	UNIT
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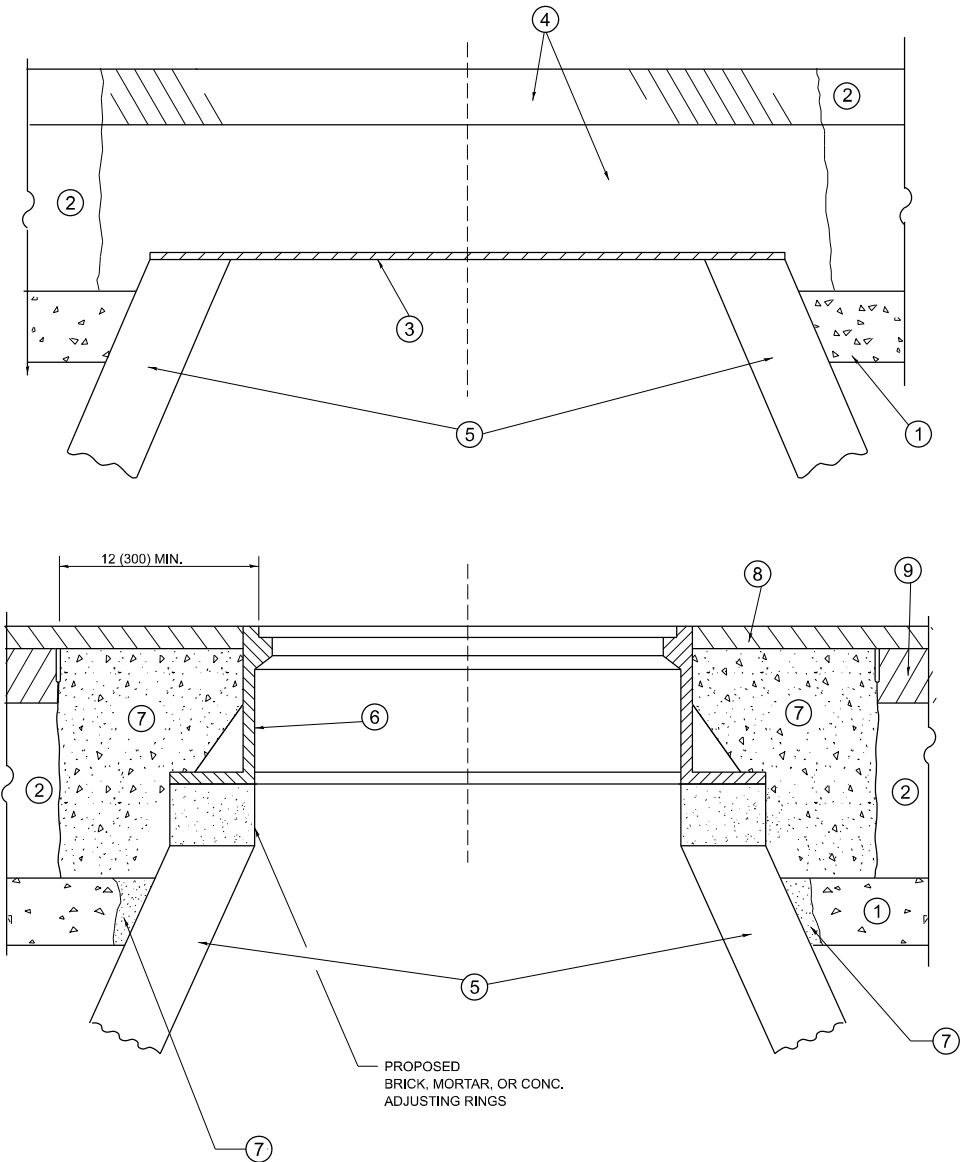
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	DRAWN -	REVISED -
PLOT SCALE = 0.10000033' / in.	CHECKED -	REVISED -
PLOT DATE = 3/20/2025	DATE -	REVISED -

**DETECTOR LOOP REPLACEMENT PLAN
IL ROUTE 38 & IL ROUTE 47**

SCALE:	SHEET	OF 29 SHEETS	STA.	TO STA.
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
567	2024-999-RS	KANE	29	20
CONTRACT NO. 62X33				
ILLINOIS		FED. AID PROJECT		

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**DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

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.
- THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

- REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* 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 EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

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

- REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
- THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 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.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

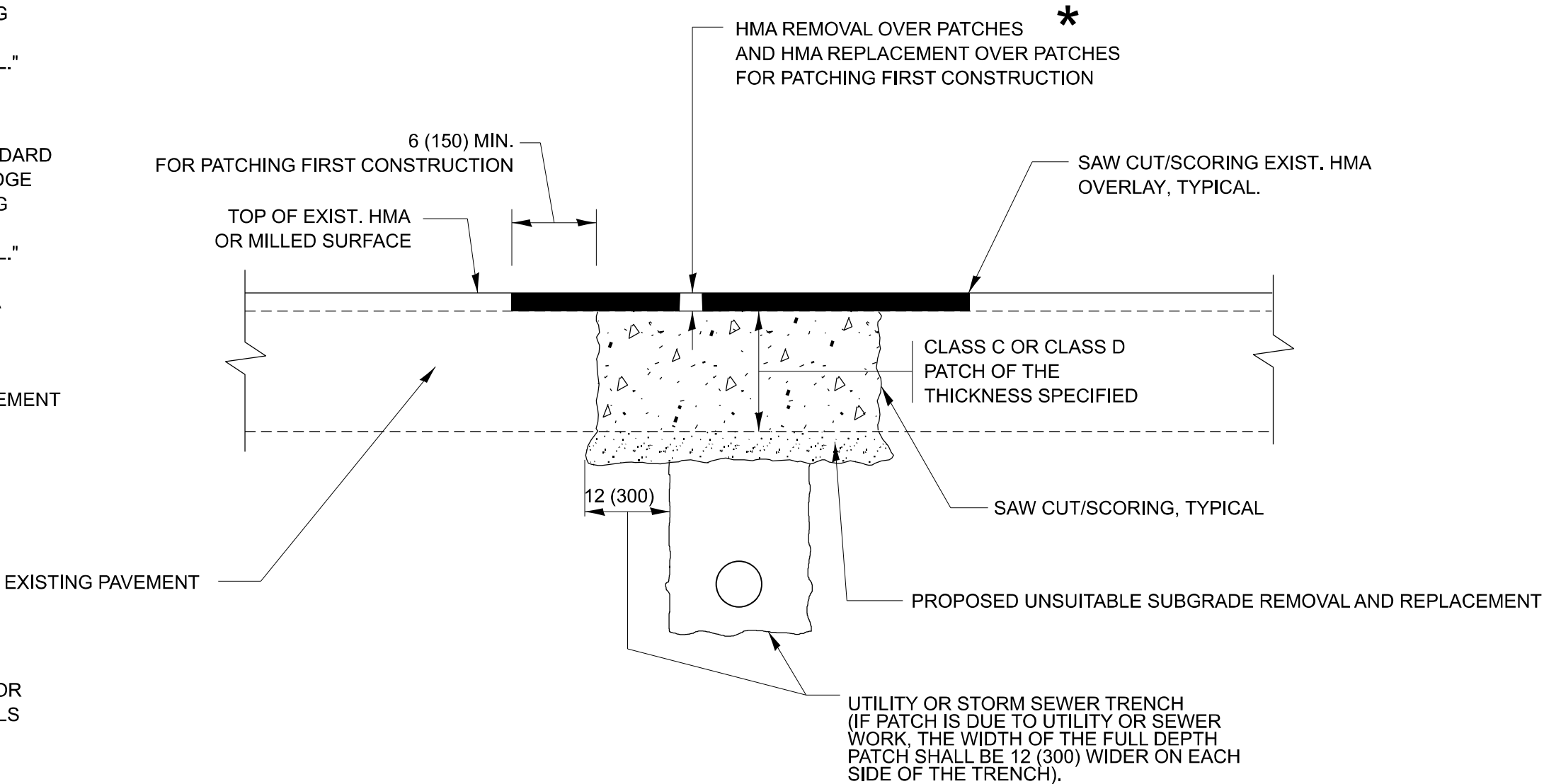
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		CHECKED -	REVISED - K. SMITH 11-18-22		BD600-03 (BD-08)			CONTRACT NO. 62X33				
	PLOT DATE = 3/20/2025	DATE - 10-25-94	REVISED - K. SMITH 09-15-23		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

- 1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
- 2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
- 3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

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.

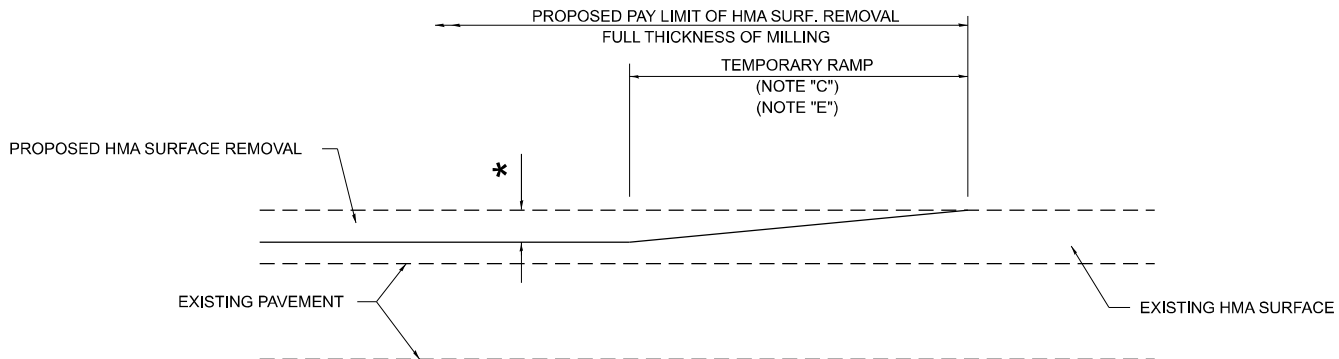
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 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.

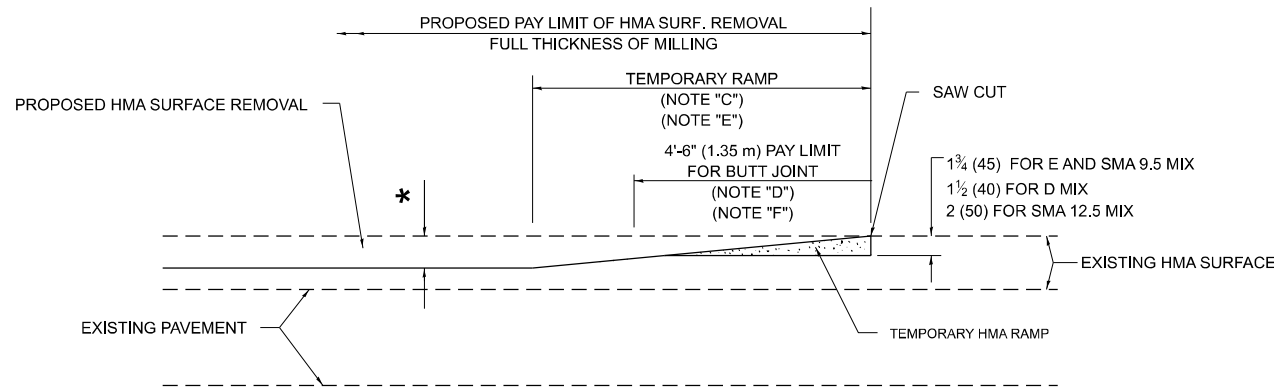
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		CHECKED -	REVISED - K. ENG 10-27-08		BD400-04 (BD-22)			CONTRACT NO. 62X33				
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MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

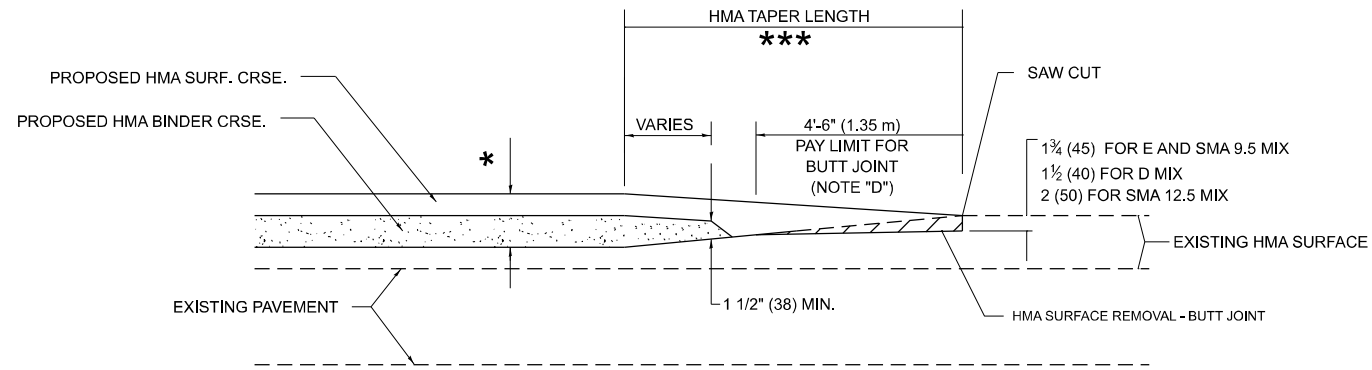
OPTION 1



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

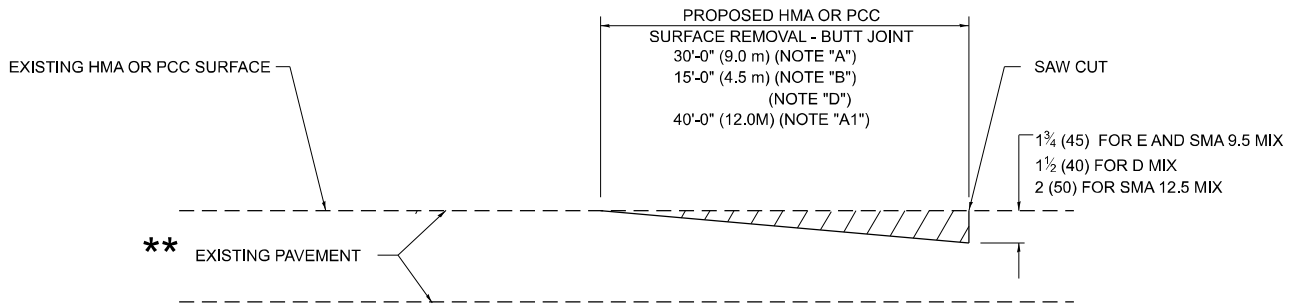
OPTION 2

TYPICAL TEMPORARY RAMP

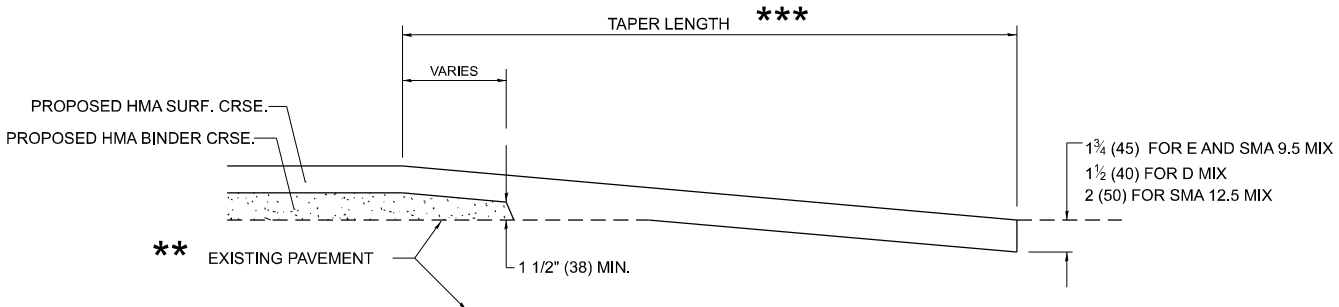


**BUTT JOINT AND
HMA TAPER**

**TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

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

- 1. 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".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

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USER NAME = Fritz,Guillaume	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 04-06-01
	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 3/20/2025	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

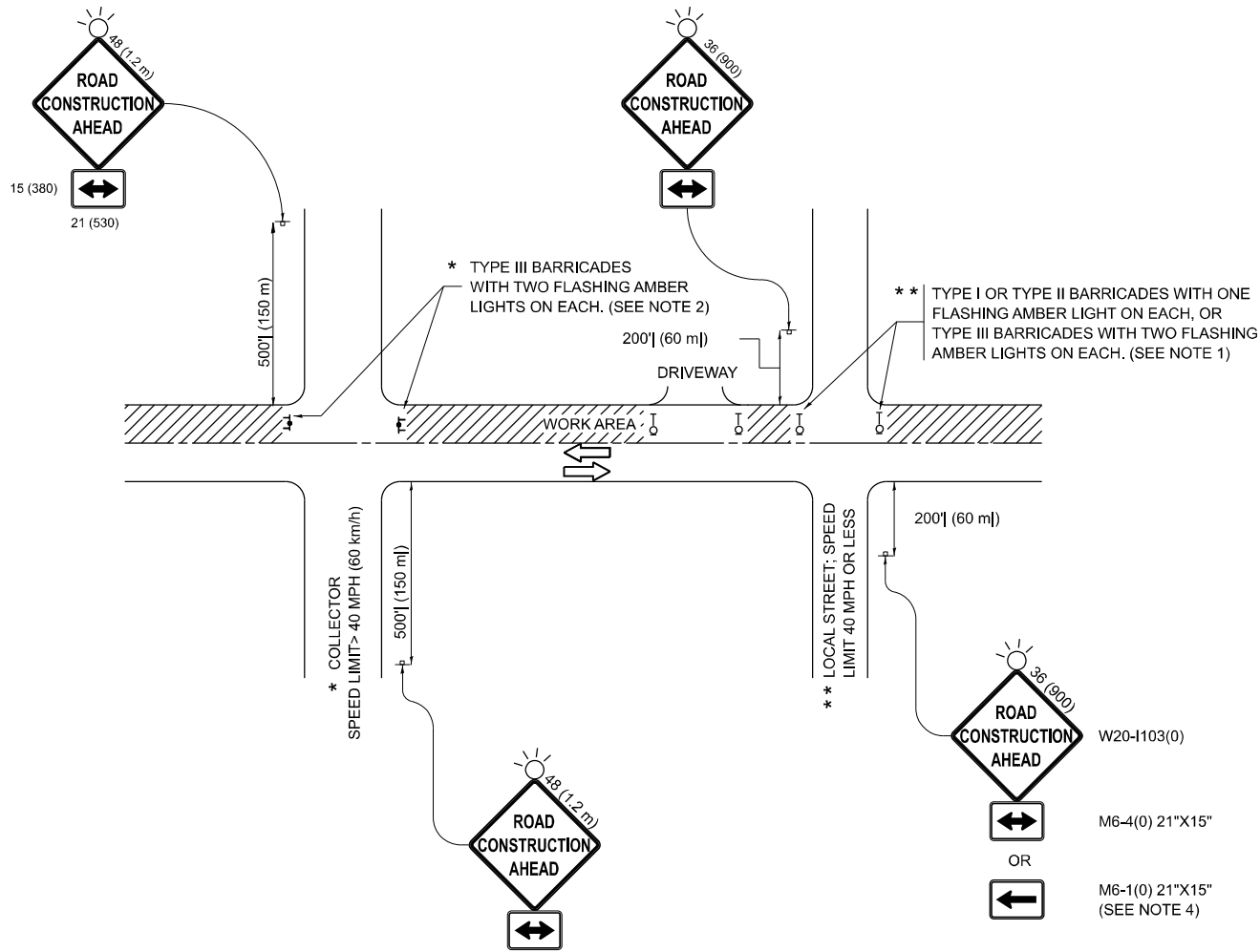
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**BUTT JOINT AND
HMA TAPER DETAILS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
567	2024-999-RS	KANE	29	23
BD400-05 BD-32		CONTRACT NO. 62X33		
		ILLINOIS FED. AID PROJECT		

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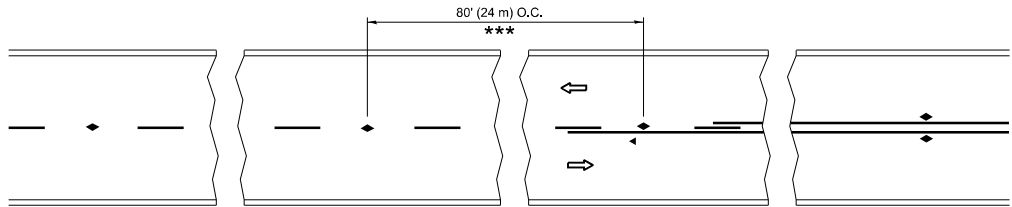


NOTES:

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 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 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).
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

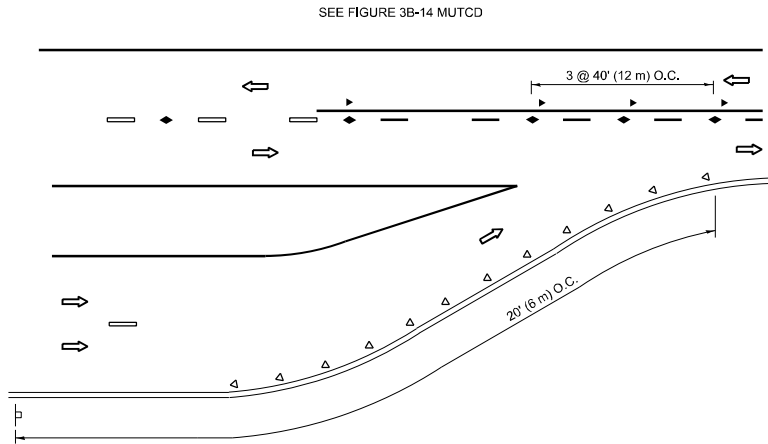
All dimensions are in inches (millimeters)
unless otherwise shown.

	USER NAME	= Fritz,Guillaume	DESIGNED	-	L.H.A.	REVISED	-	T. RAMMACHER 01-06-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS					F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.		
			DRAWN	-		REVISED	-	A. SCHUETZE 07-01-13		567	2024-999-RS		KANE	29	24							
			CHECKED	-		REVISED	-	A. SCHUETZE 09-15-06		TC-10					CONTRACT NO. 62X33							
	PLOT DATE	= 3/20/2025	DATE	-	06-89	REVISED	-	D. SENDERAK 05-03-24		SCALE:		SHEET		OF	SHEETS		STA.	TO STA.		ILLINOIS FED. AID PROJECT		

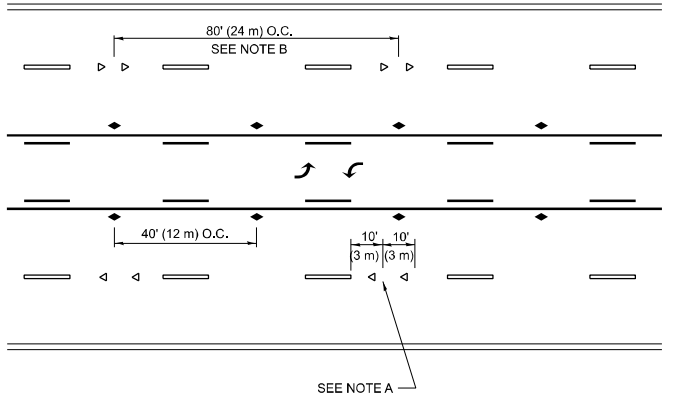


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

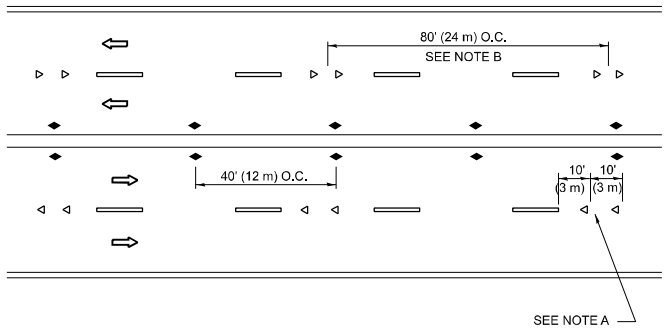


LANE REDUCTION TRANSITION



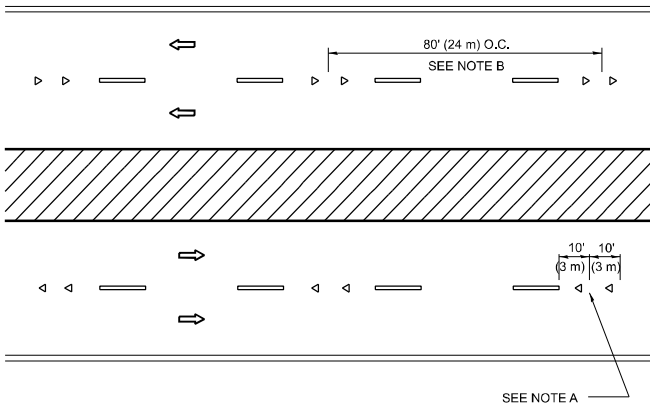
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

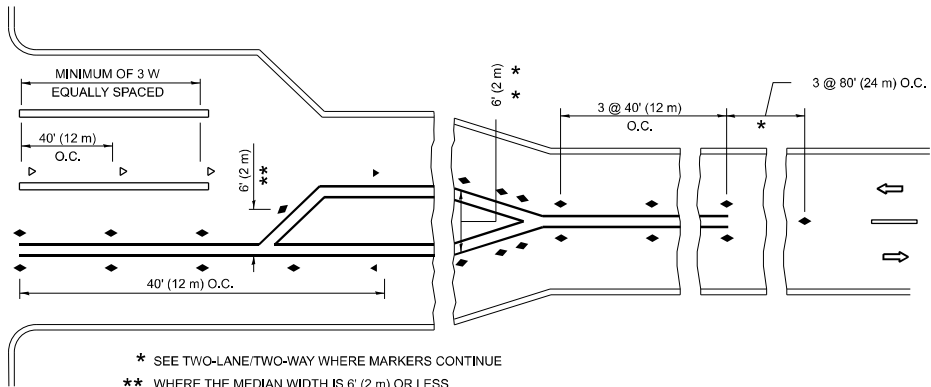
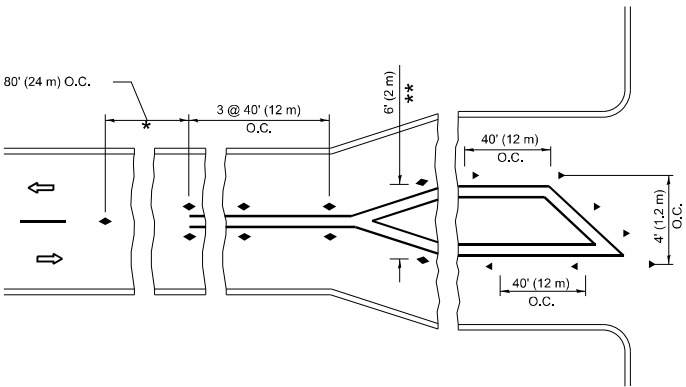
- USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

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

TURN LANES



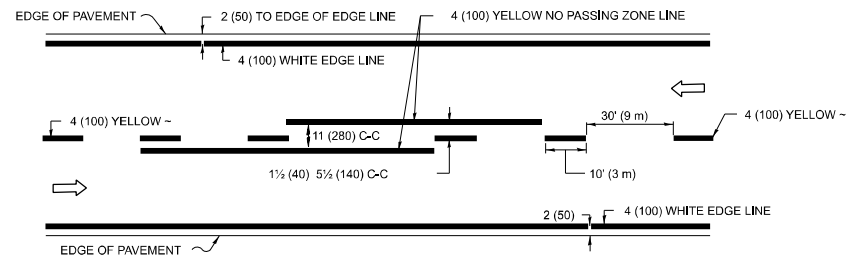
- * SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
- ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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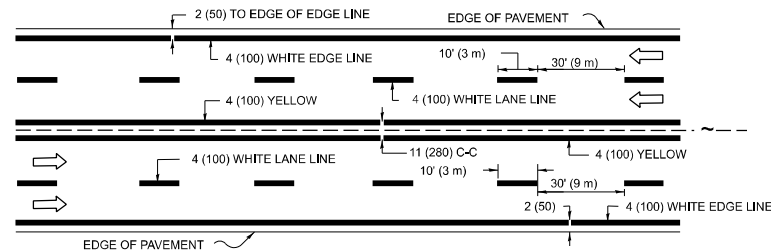
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

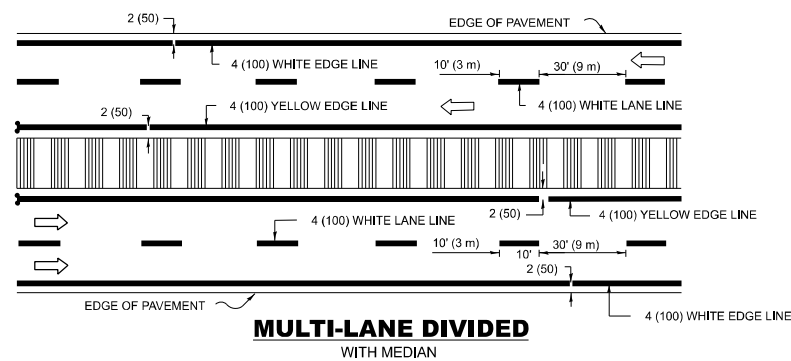
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
567	2024-999-RS	KANE	29	25
TC-11		CONTRACT NO. 62X33		
ILLINOIS		FED. AID PROJECT		



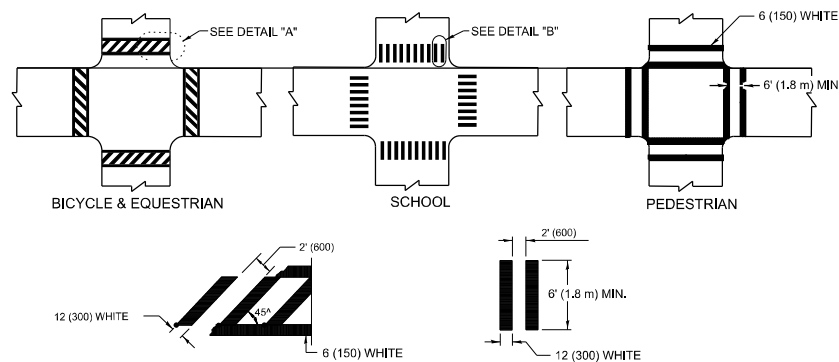
2-LANE ROADWAY



MULTI-LANE UNDIVIDED



TYPICAL LANE AND EDGE LINE MARKING

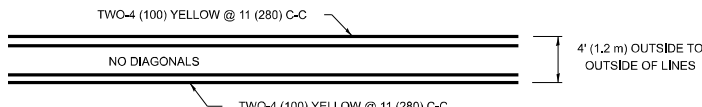


DETAIL "A"

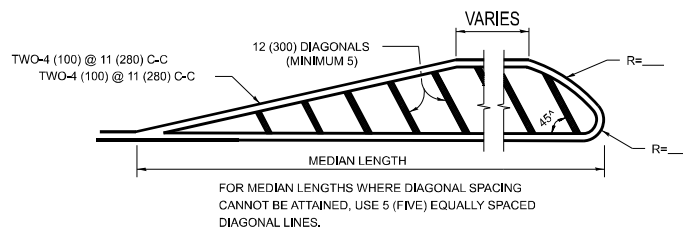
DETAIL "B"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

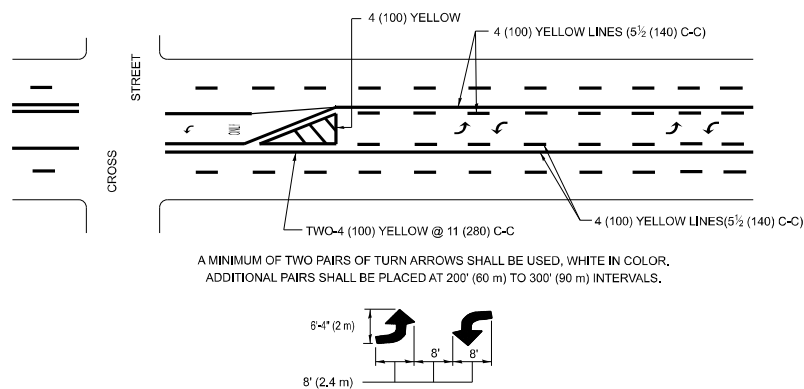


4' (1.2 m) WIDE MEDIANS ONLY



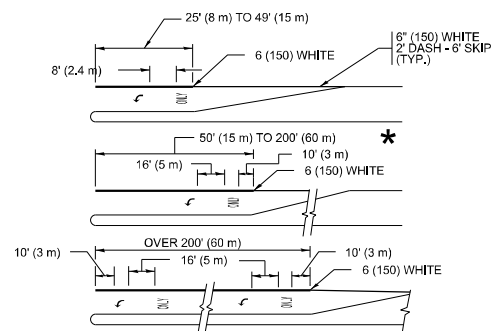
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

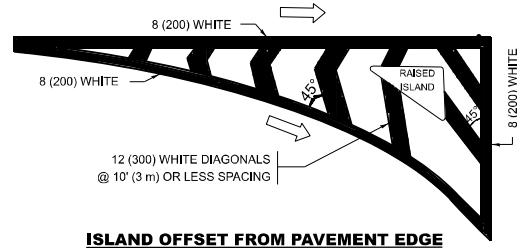


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.

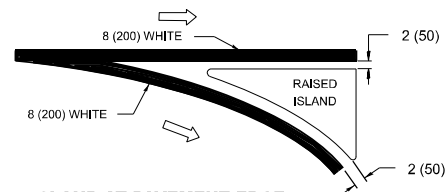
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

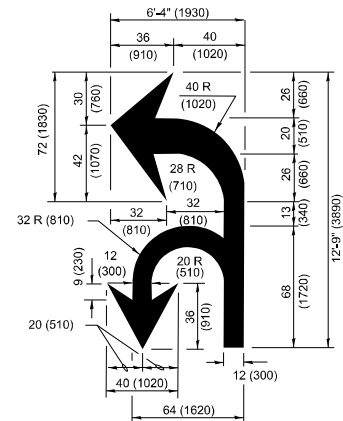


ISLAND OFFSET FROM PAVEMENT EDGE

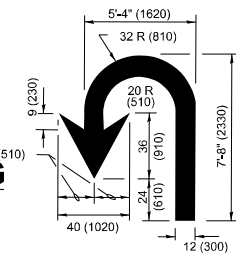


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

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	5½ (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 MEDIANS IN YELLOW
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: 5½ (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"=3.8 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16,3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30,4 SF

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.

USER NAME = Fritz,Guillaume	DESIGNED = EVERS	REVISED = C. JUCIUS 09-09-09
	DRAWN =	REVISED = C. JUCIUS 07-01-13
	CHECKED =	REVISED = C. JUCIUS 12-21-15
PLOT DATE = 3/20/2025	DATE = 03-19-90	REVISED = C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

<div style="text-align: center;"> DISTRICT ONE TYPICAL PAVEMENT MARKINGS </div>					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					567	2024-999-RS	KANE	29	26
					TC-13			CONTRACT NO. 62X33	
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.			ILLINOIS FED. AID PROJECT				

MODEL: TC-13 [Sheet]
FILE NAME: c:\pw work\pwwid\quillaume\p\d1022275\ID101825-sht-DisStds.dgn

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

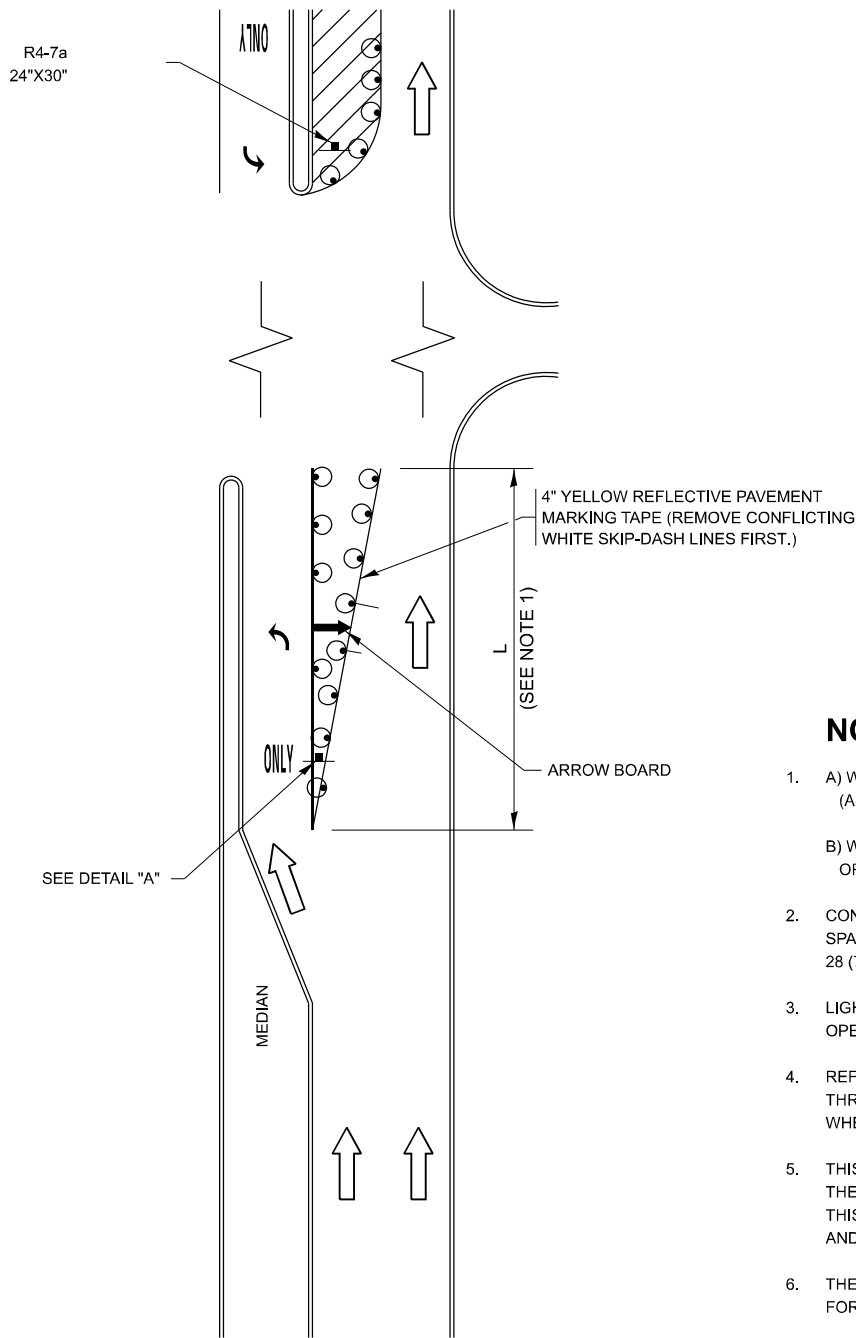
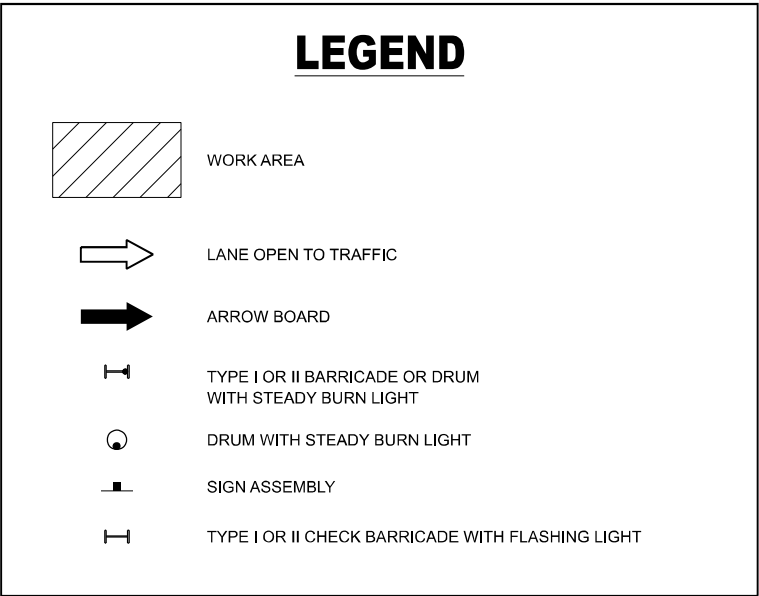


FIGURE 1

LEGEND



NOTES:

- A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- 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.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 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" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

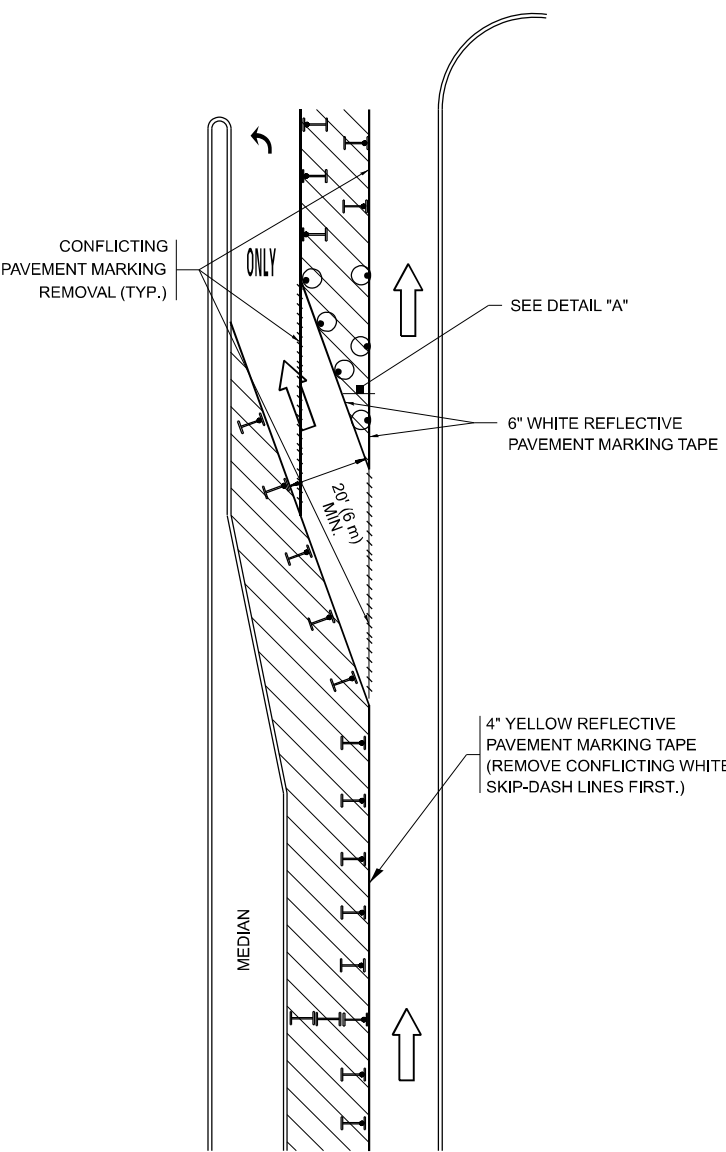
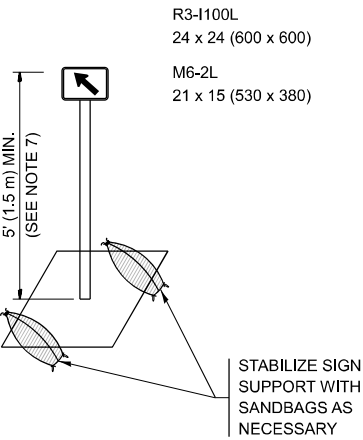


FIGURE 2



DETAIL A

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

MODEL: TC-14 (Sheet)
FILE NAME: c:\p\work\guillaume\p1022275\10-1825-shh-DistStd.dgn

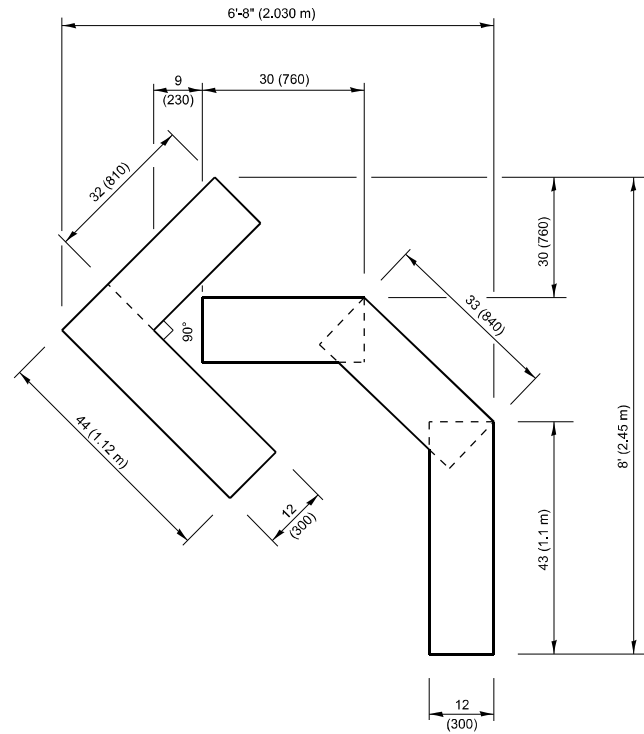
USER NAME	= Fritz,Guillaume	DESIGNED	- T. RAMMACHER 09-08-94	REVISED	- R. BORO 09-14-09
		DRAWN	- A. HOUSEH 11-07-95	REVISED	- A. SCHUETZE 07-01-13
		CHECKED	- A. HOUSEH 10-12-96	REVISED	- A. SCHUETZE 09-15-16
PLOT DATE	= 3/20/2025	DATE	- T. RAMMACHER 01-06-00	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

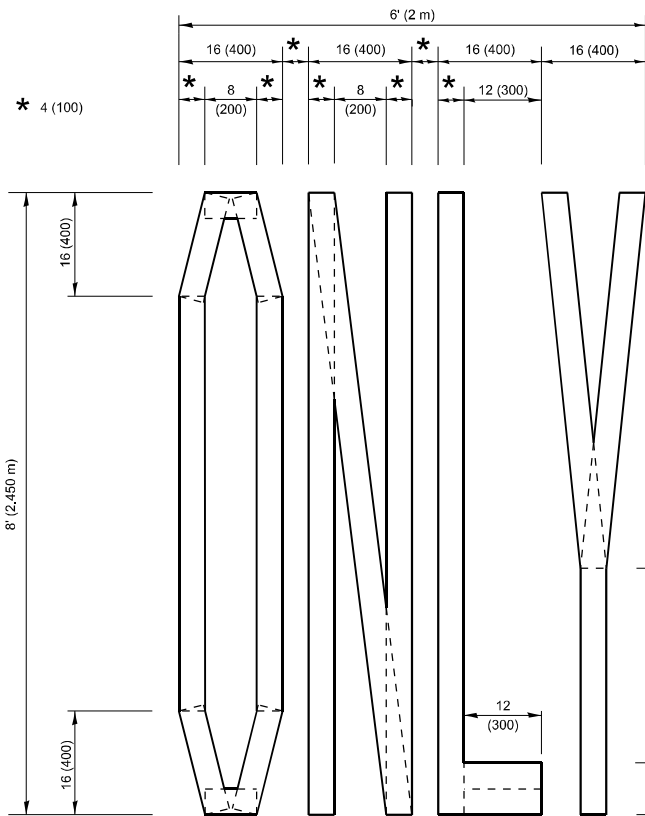
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
567	2024-999-RS	KANE	29	27
TC-14		CONTRACT NO. 62X33		
ILLINOIS		FED. AID PROJECT		



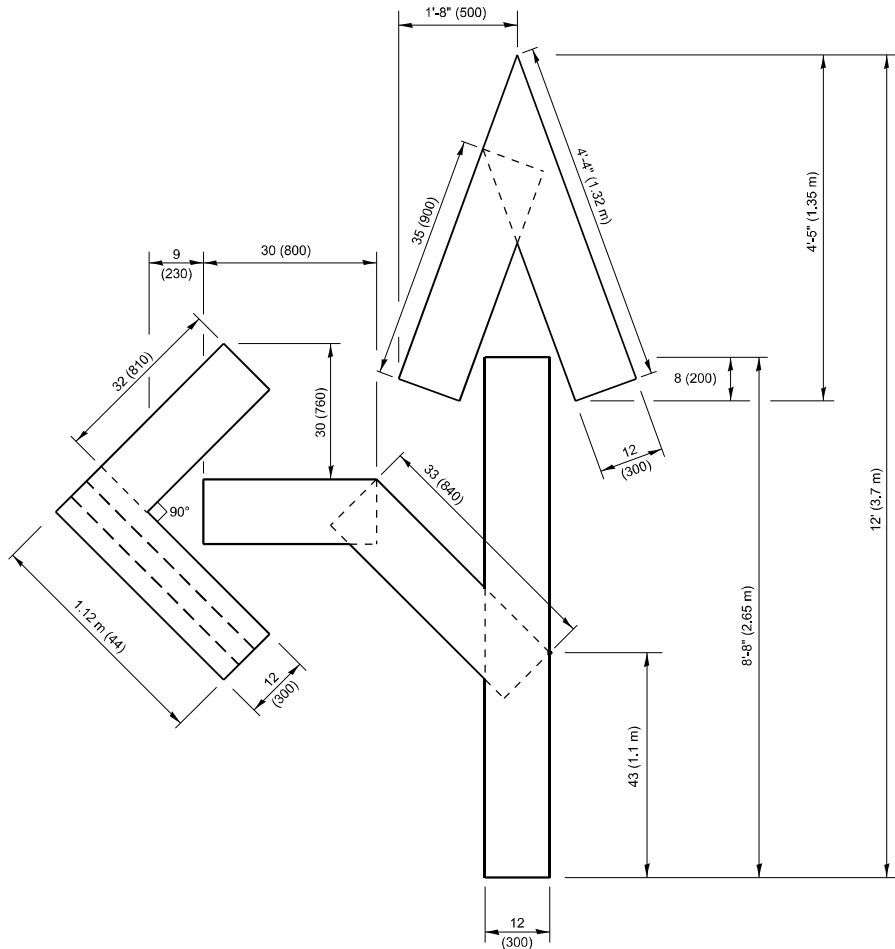
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

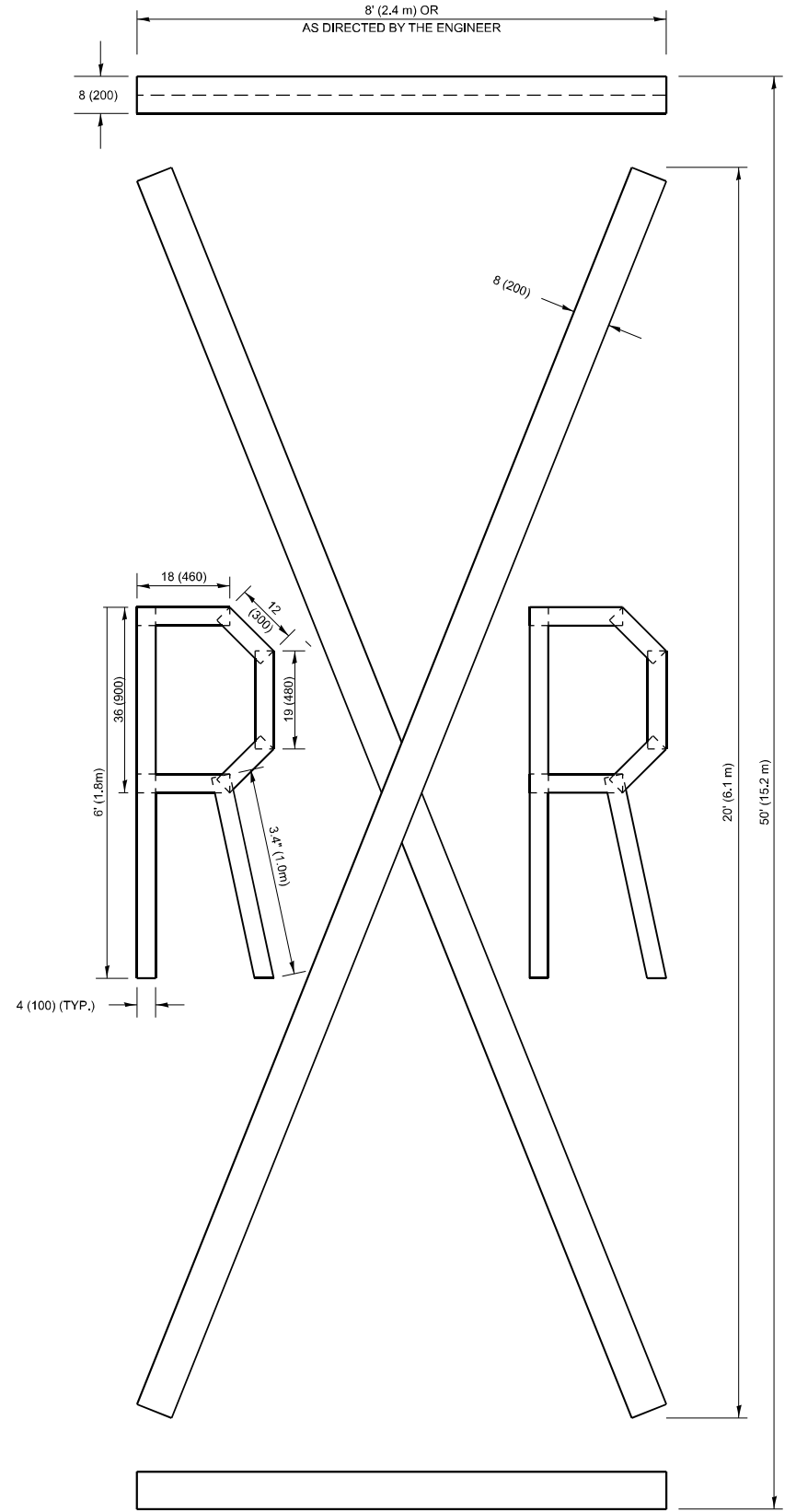


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

MODEL: TC-16 (Sheet)
FILE NAME: c:\p\work\guillaume\p1022275\101825-shh-DlsStd.dgn

PLOT DATE	USER NAME	DESIGNED	REVISED
	= Fritz.Guillaume	-	- T. RAMMACHER 03-02-98
		DRAWN	REVISED
		-	- E. GOMEZ 08-28-00
DATE	CHECKED	REVISED	
	-	- E. GOMEZ 08-28-00	
	DATE	REVISED	
	-	- A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
567	2024-999-RS	KANE	29	28
TC-16		CONTRACT NO. 62X33		
ILLINOIS		FED. AID PROJECT		

