STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN HEBRON TOWNSHIP.

PLANS FOR PROPOSED FEDERAL AID PROJECT

FAS ROUTE 25 (GREENWOOD ROAD)

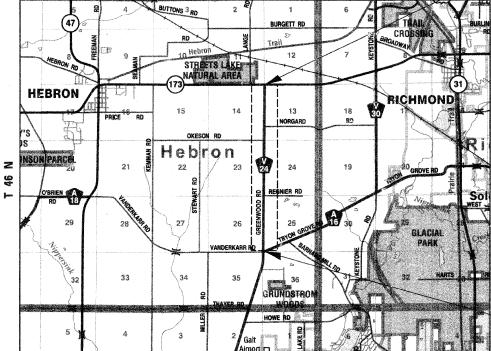
TRYON GROVE ROAD (FAU 4060) TO SOUTH OF ILLINOIS ROUTE 173 (FAP 303)

TRAFFIC DATA

ADT (2007) = 2,290SPEED LIMIT = 55 MPH

RESURFACING SECTION NO.: 09-00361-00-RS PROJECT NO.: M-9003 (183) JOB NO.: C-91-232-09 McHENRY COUNTY

RESURFACING ENDS STA. 159 + 64.65



RESURFACING BEGINS STA. 1 + 93

Exp. 1/30/07

ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123 OR 811

HEBRON TOWNSHIP GROSS (NET) LENGTH OF IMPROVEMENT = 15,771.65 LF = 2.99 MILES

 \circ

LOCATION MAP (NOT TO SCALE)

LOCATION OF SECTION INDICATED THUS: -

09-00361-00-RS

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS** APPROVED JANUARY 26 RELEASING FOR BID BASED ON LIMITED FEBRUARY 13 20 09 DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 63131

INDEX OF SHEETS

1 10%

SHEET NO.	TITLE
1 2	COVER SHEET
<u> </u>	INDEX OF SHEETS, STANDARDS, AND GENERAL NOTES
3	SUMMARY OF QUANTITIES AND DRIVEWAY DETAIL
4	TYPICAL SECTIONS AND HMA MIXTURE REQUIREMENTS
5-9	PROPOSED PLAN
10	BD-32 BUTT JOINTS AND HMA TAPER DETAILS
11	TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS,
	INTERSECTIONS, AND DRIVEWAYS
12	TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
13	TC-18 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENING
14	RECESSED PAVEMENT MARKER DETAIL

LISTS OF STANDARDS

000001-05	ABBREVIATIONS, SYMBOLS AND PATTERN
406201-01	MAILBOX TURNOUTS .
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
701011-02	OFF-ROAD MOVING OPERATIONS, 2L, 2W DAY ONLY
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEED >=45 MPH
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH
701311-03	LANE CLOSURE, 2L. 2W, MOVING OPERATIONS-DAY ONLY
701901-01	TRAFFIC CONTROL DEVICES
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
BLR 24-2	MAILBOX TURNOUTS FOR LOCAL ROADS

GENERAL NOTES

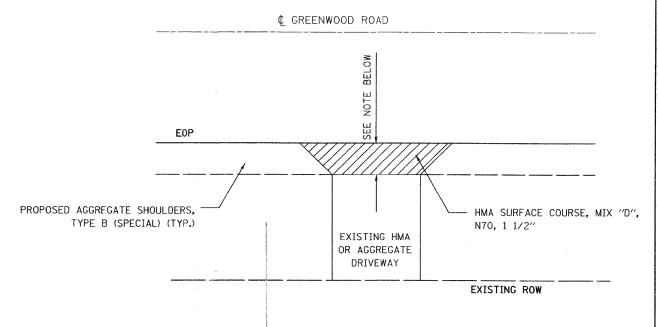
- 1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"). THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS". THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND THE "MANUAL OF TEST PROCEDURES FOR MATERIALS".
- 2. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED FOR ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
- 3. ANY SIGNS THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH COUNTY STANDARDS AND INCLUDED IN THE COST OF THE CONTRACT.
- 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER OR UTILITY COMPANY.
- 5. UTLITY LOCATIONS HAVE NOT BEEN SHOWN ON THE PLANS. THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURRIED ELECTRIC, PHONE, AND GAS FACILITIES PRIOR TO BEGINNING CONSTRUCTION. (48-HOUR NOTIFICATION REQUIRED)
- 6. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE ENGINEER.
- 7. THE CONTRACTOR SHALL NOTIFY IDOT BUREAU OF MATERIALS (PHONE (847)-705-4337) AT LEAST 24 HOURS PRIOR TO THE PLACEMENT OF HMA OR CONCRETE.
- 8. SAW CUTTING OF PAVEMENTS, SHOULDERS, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN, STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAWCUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
- 9. ALL MAILBOXES IMPACTED AS PART OF THE PROJECT, PER SECTION 107.20 OF THE IDOT STANDARD SPECIFICATIONS, SHALL BE RELOCATED AND WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE CONTRACT.
- 10. THE CONTRACTOR SHALL MAINTAIN ACCESS TO RESIDENTS DRIVEWAY AT ALL TIMES.
- 11. THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY CONTRACTOR'S OPERATIONS, INCLUDING HAUL ROUTE, AT LEASE TWICE PER WEEK AND ADDITIONALLY AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION.
- 12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSING OF ALL SURPLUS MATERIALS RELATED TO THE JOB AFTER COMPLETING THE PAVING PROJECT.
- 13. THE THERMOPLASTIC PAVEMENT MARKINGS MAY BE ADJUSTED FROM THE PLANS BY THE FNGINFER.

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- 1	\$FILEL\$		DRAWN -	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION	INDEX O	SHEETS STAT	F STANDARDS	AND GENERAL NOTES	RTE.		SHEETS NO.
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	SUMMARY OF QUANTITIES							
	CODE NO.	ITEM DESCRIPTION	UNIT	QUANTITIY (1000-2A)				
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	6,964				
	40600300	AGGREGATE PRIME COAT	TON	65				
	40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	500				
	40600895	CONSTRUCTING TEST STRIP	EACH	2				
	40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	6,438				
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3,656				
	44000196	HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL	SQ YD	43,528				
	44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	250				
	67100100	MOBILIZATION	LSUM	1				
	70101700	TRAFFIC CONTROL & PROTECTION	LSUM	1				
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	42,708				
	X7030200	SHORT-TERM PAVEMENT MARKING (SPECIAL)	FOOT	11,482				
	XX002870	AGGREGATE SHOULDERS, TYPE B (SPECIAL)	SQ YD	10,525				
*	XX006257	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	307				
Δ	Z0076600	TRAINEES	HOUR	500				
	XX001873	ROAD CORING (SPECIAL)	FOOT	31,576				

* SPECIALTY ITEMS

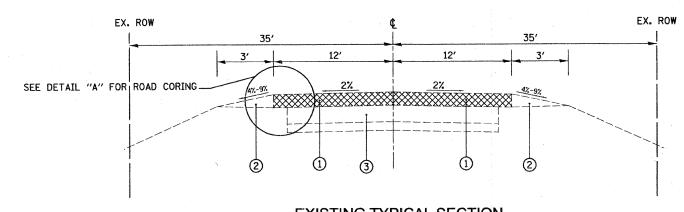
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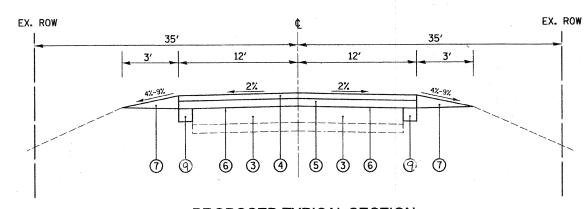
DRIVEWAY DETAIL

NOTE: 3' MAX. WHEN MATCHING EXISTING DRIVEWAY OR WHATEVER DIMENSION IS NECESSARY TO CREATE AND MAINTAIN A SATISFACTORY RIDING CONDITION. VARIABLE DIMENSIONS ARE SUBJECT TO ENGINEER APPROVAL.

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EXISTING TYPICAL SECTION GREENWOOD ROAD



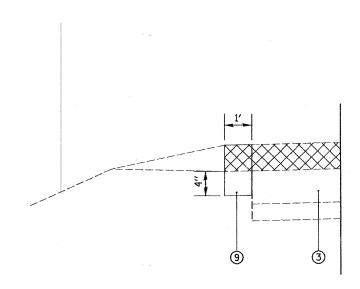
PROPOSED TYPICAL SECTION

GREENWOOD ROAD

LEGEND

- 1) HOT-MIX ASPHALT SURFACE REMOVAL, (SPECIAL), 3 3/4"
- 2 EXISTING AGGREGATE SHOULDERS
- 3 EXISTING HMA BASE COURSE
- 4 PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 1 1/2"
- (5) PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- (6) PROPOSED BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- 7 PROPOSED AGGREGATE SHOULDERS, TYPE B, (SPECIAL)
- (8) PROPOSED LEVELING BINDER (MACHINE METHOD), N70 (AS NECESSARY FOR SLOPE CORRECTION)

9 PROPOSED ROAD CORING (SPECIAL), HMA BINDER COURSE



DETAIL "A"



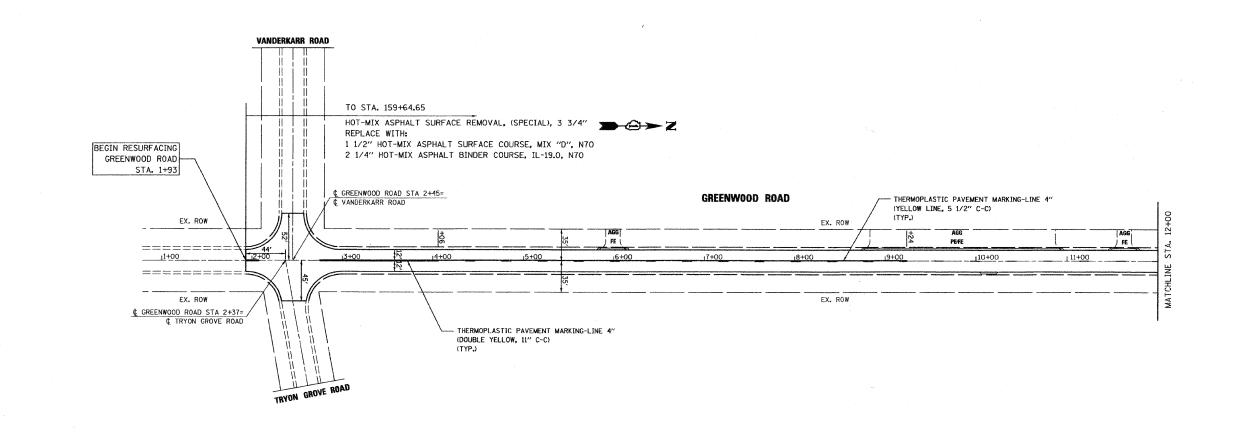
PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, (SPECIAL), 3 3/4"

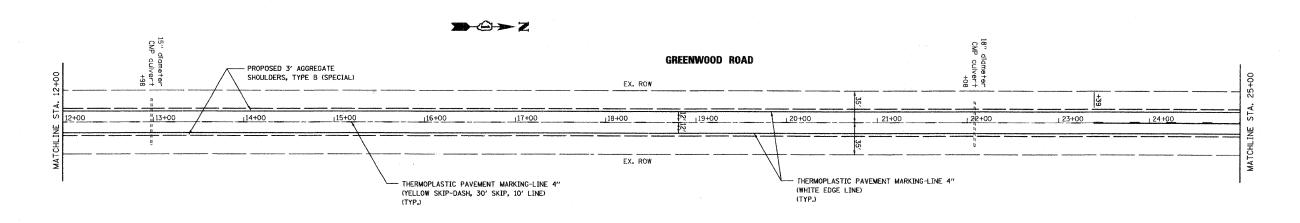
HOT-MIX ASPHALT MIXTURE REQUIREMENTS							
MIXTURE TYPE	AC TYPE	AIR VOIDS					
PAVEMENT RESURFACING:	PG 64-22	4% @ 70 GYR.					
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	PG 64-22 *	4% @ 70 GYR.					
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	PG 64-22 •	4% @ 70 GYR.					
SLOPE CORRECTION:							
LEVELING BINDER (MACHINE METHOD), N70 (IL 9.5 mm)	PG 64-22 *	4% @ 70 GYR.					
PATCHING:		`					
CLASS D PATCHES (HMA BINDER IL-19mm)	PG 64-22 *	4% € 70 GYR.					

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

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

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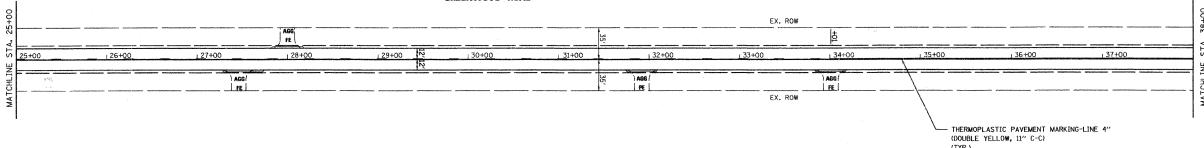


- 1) FOR PAVEMENT MARKING DETAILS, FOLLOW DISTRICT 1 STANDARD TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS", WHERE APPLICABLE.
- 2) RECESSED REFLECTIVE PAVEMENT MARKERS SHALL FOLLOW STANDARD 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS. SEE "RECESSED PAVEMENT MARKER DETAIL" FOR INSTALLATION.

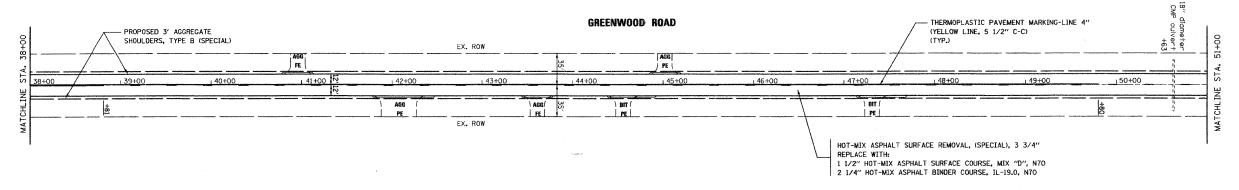
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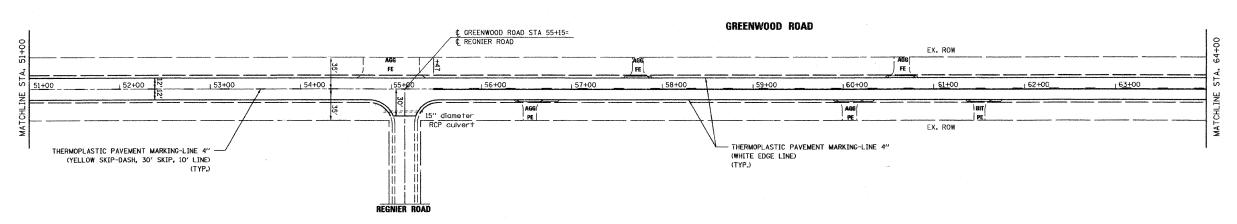




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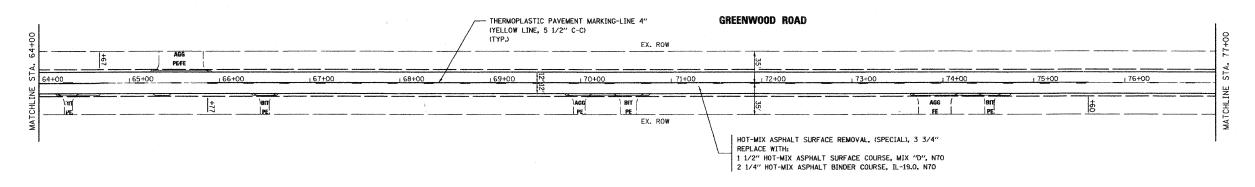
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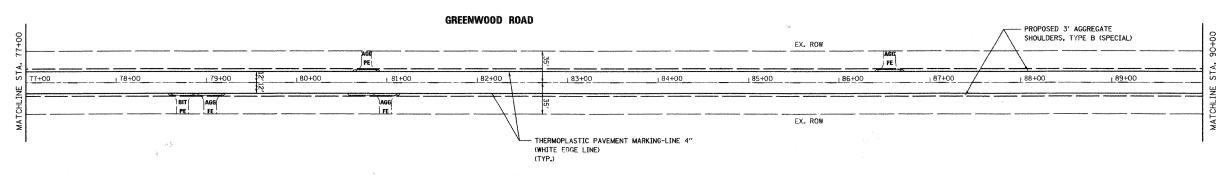
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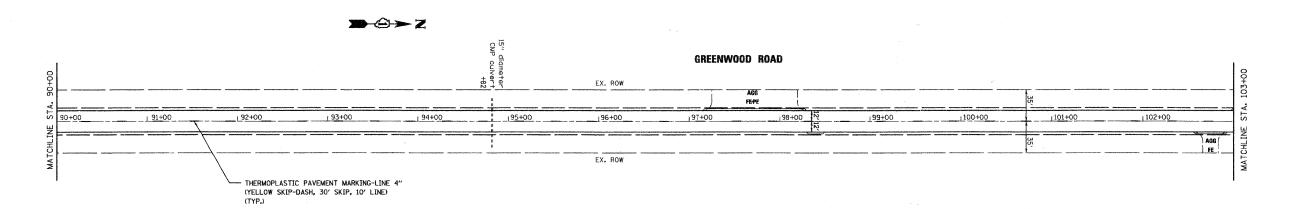
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-		PLOT DATE = #DATE\$	DATE -	REVISED -		SCALE: 1"=50" SHEET NO. 2 OF 5 SHEETS STA. 25+00 TO STA. 64+00	FED. ROAD DIST. NO. ILLINOIS FED. A	ID PROJECT





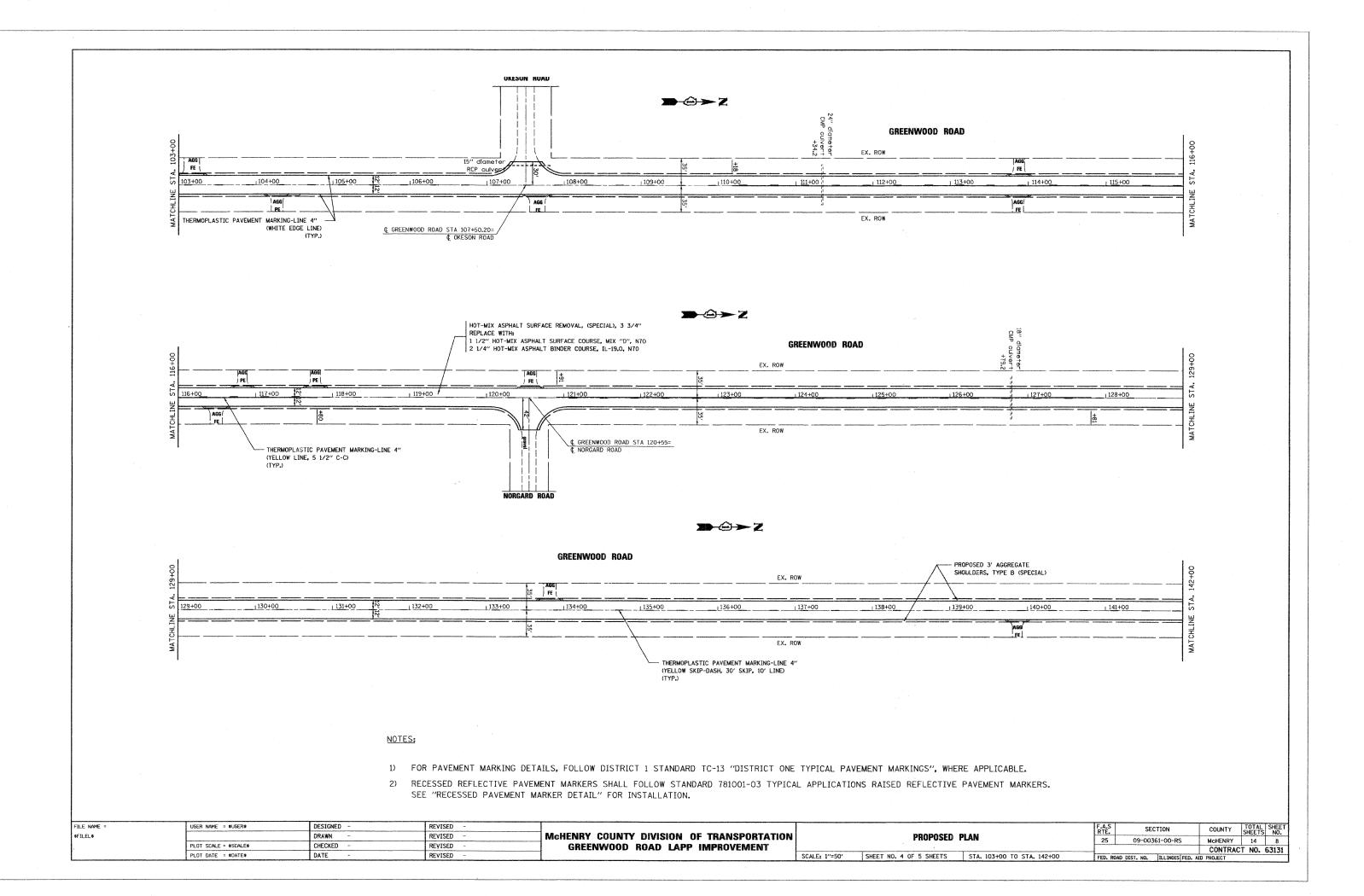
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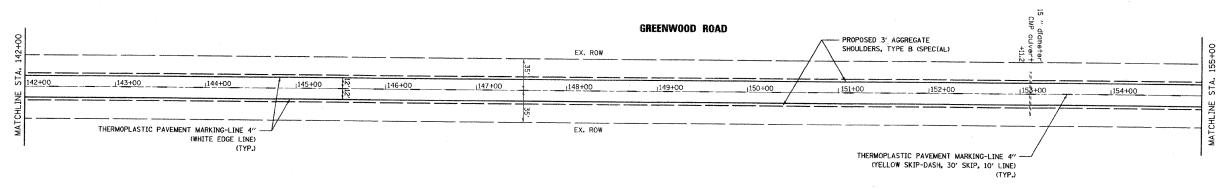


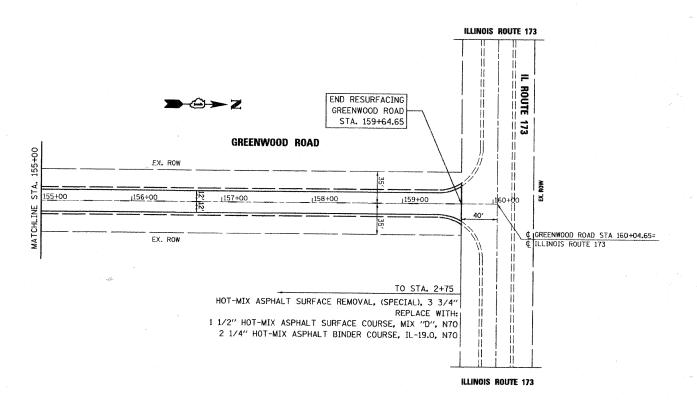
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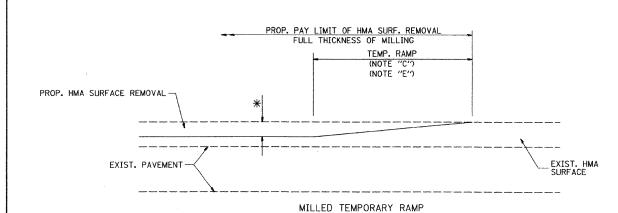
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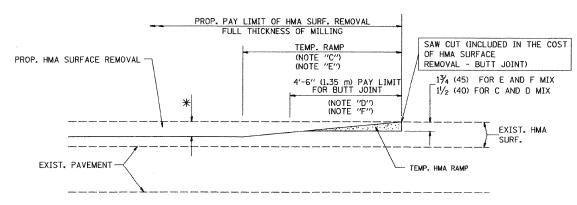
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(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

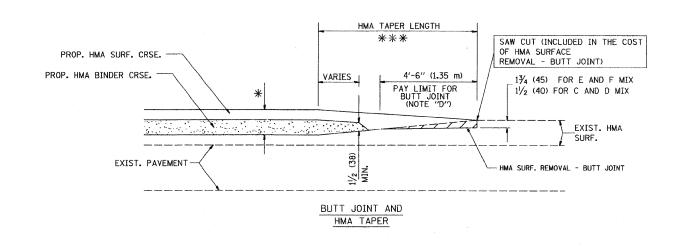


HMA CONSTRUCTED TEMPORARY RAMP

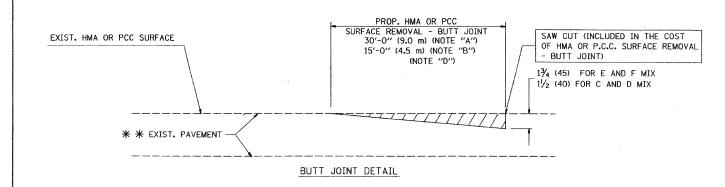
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

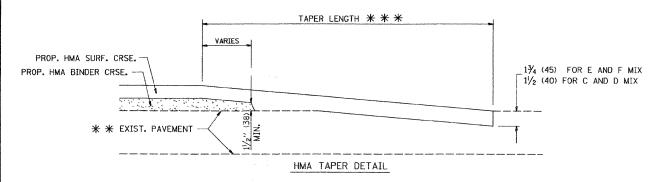
OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

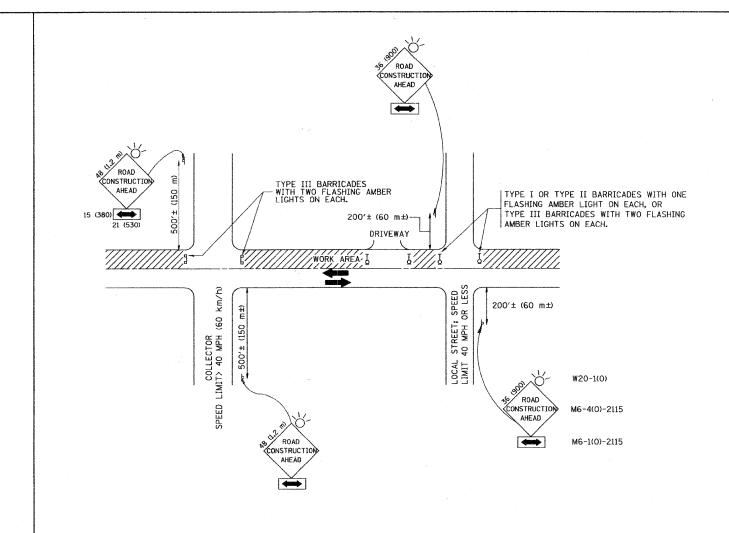
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0"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

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SOUARE YARD (SOUARE 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.

#FILEL® DRAWN - REVISED - A. ABBAS 03-21-97 STATE OF ILLINOIS BUTT JOINT AND	F.A.S. SECTION COUNTY TOTAL SHEET
	25 09-00361-0G-RS MOHENRY 14 10
PLOT SCALE = SCALES CHECKED - REVISED - M. GOMEZ 04-06-01 DEPARTMENT OF TRANSPORTATION HMA TAPER DETAILS	BD400-05 BD32 CONTRACT NO. 63131
PLOT DATE = #DATE - 06-13-90 REVISED - R. BORO 01-01-07 SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



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

NOTES

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 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:
- Q) ONE RCAD 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 POLITE
- 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 (MG-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (MG-4).

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

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

- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

FILE NAME = USER NAME = SUSER\$

DESIGNED - LHA

REVISED - J. OBERLE 10-18-95

*FILEL\$

PLOT SCALE = \$SCALE\$

PLOT DATE = \$DATE\$

DATE - 06-89

REVISED - A. HOUSEH 10-15-96

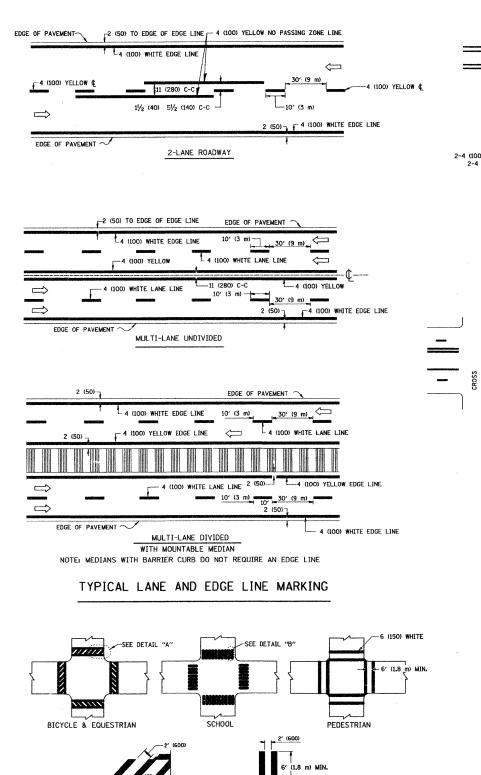
REVISED - A. HOUSEH 10-15-96

REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET NO. 1 OF 1 SHEETS STA. TO STA. FEE



12 (300) WHITE

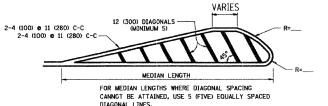
DETAIL "B"

TYPICAL CROSSWALK MARKING

DETAIL "A"

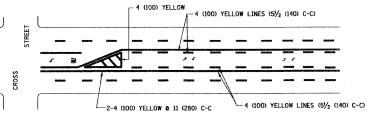
2-4 (100) YELLOW @ 11 (280) C-C-4' (12 m) OUTSIDE TO NO DIAGONALS OUTSIDE OF LINES - 2-4 (100) YELLOW @ 11 (280) C-C

4' (1.2 m) WIDE MEDIANS ONLY

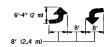


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

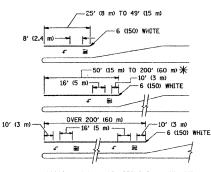


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

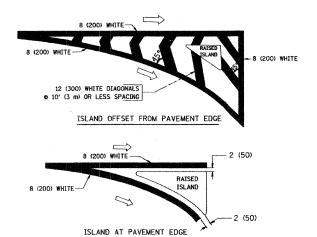


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. \P AREA = 15.6 SQ. FT. (1.5 m²) \P AREA = 20.8 SQ. FT. (1.9 m²)

 \divideontimes 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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

		····							
TYPE OF MARKING WIDTH OF LINE		PATTERN	COLOR	SPACING / REMARKS					
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE					
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C					
) PASSING ZONE LINES: IR ONE DIRECTION 4 (100) R ROTH DIRECTIONS 2 0 4 (100)		SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 1280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN					
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE					
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE					
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW: EDGE LINES ARE NOT USED NEXT TO BARRIER CURB					
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE.	SEE TYPICAL TURN LANE MARKING DETAIL					
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE					
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL					
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 e 6 (150) 12 (300) e 45° 12 (300) e 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (500) 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 e 4 (100) WITH 12 (300) DIAGONALS e 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	DIACONALS: 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 (0VER 45MPH (70 km/h))					
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 ml LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)					
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (0VER 45MPH (70 km/h))					

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

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

SECTION 09-00361-00-RS TC-13

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

COUNTY TOTAL SHEET NO.

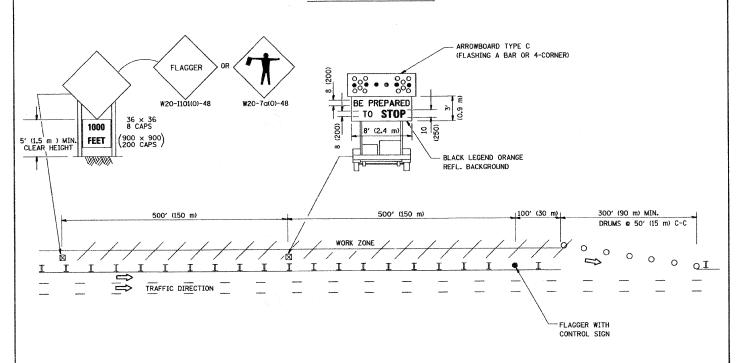
MOHENRY 14 12

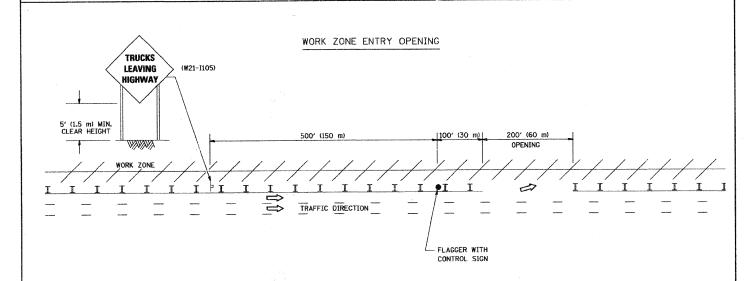
CONTRACT NO. 63131

i					
FILE NAME =	USER NAME = \$USER\$	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94		DISTRICT ONE
\$FILEL\$		DRAWN -	REVISED -A. HOUSEH 10-09-96	STATE OF ILLINOIS	TYPICAL PAVEMENT MARKINGS
	PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -A. HOUSEH 10-17-96	DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS
	PLOT DATE = &DATE\$	DATE - 03-19-90	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO ST

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



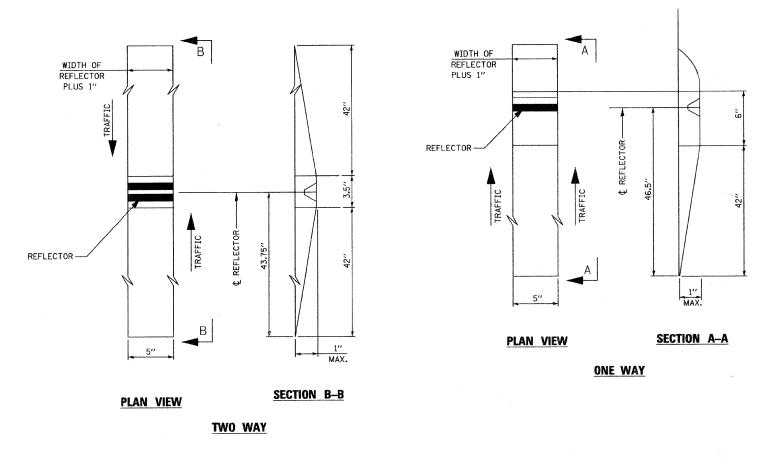


NOTES:

- 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

FILE NAME =	USER NAME = \$USER\$	DESIGNED ~	REVISED - D.W.S. 08-98		SIGNING FOR FLAGGING OPERATIONS	RTE.	SECTION	COUNTY	SHEETS NO.
FILEL		DRAWN -	REVISED - J.A.F. 04-03	STATE OF ILLINOIS	AT WORK ZONE OPENINGS	25	09-00361-00-RS	MoHENRY	14 13
	PLOT SCALE = \$SCALE\$	CHECKED -	REVISED - J.A.F. 02-06	DEPARTMENT OF TRANSPORTATION			TC-18		T NO. 63131
	PLOT DATE = \$DATE\$	DATE -	REVISED - S.P.B. 01-07		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FED. A	ID PROJECT	



RECESSED REFLECTIVE MARKERS

INSTALLATION NOTES:

- 1. SAWCUT IN DIMENSIONS SHOWN.
- 2. SAWCUT AREAS TO BE DRY AND FREE OR MATERIAL THAT ADVERSELY AFFECTS THE ADHESIVE BAND.
- 3. INSTALL THE REFLECTOR WITH AN APPROVED TWO-COMPONENT EPOXY ADHESIVE. EPOXY SHOULD NOT OBSCURE OR BLOCK THE LENS.
- 4. INSTALL TOP OF REFLECTOR 1/2 TO 1/4 INCH BELOW THE PAVEMENT SURFACE.
- 5. REFLECTOR SHALL BE 3M SERIES 290.

GENERAL NOTES:

- 1. INSTALLATION SHALL CONFORM TO IDOT HIGHWAY STANDARD 781001-03 (OR LATEST) FOR MARKER PLACEMENT.
- 2. IDOT STANDARD 781001-03 SHALL BE MODIFIED TO REFLECT IN RECESSED PAVEMENT MARKERS INSTEAD OF RAISED PAVEMENT MARKERS.

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -								F.A.S RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
\$FILEL\$		DRAWN -	REVISED -	McHENRY COUNTY	RECESSED PAVEMENT MARKER DETAIL					25	09-00361-00-RS	MCHENRY	14 14	
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -	DIVISION OF TRANSPORTATION			-7-		-		_		CONTRAC	CT NO. 63131
	PLOT DATE = *DATE*	DATE -	REVISED -		SCALE:	SHEET NO.	0F	SHEETS	STA.	TO STA.	FED. ROAD	DIST. NO. ILLINOIS FED. A	ID PROJECT	