STATE OF ILLINOIS

STANDARD NO.

HIGHWAY **STANDARD**

FOR HIGHWAY STANDARDS, SEE SHEET NO. 2

INDEX TO SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE CITY OF MARENGO

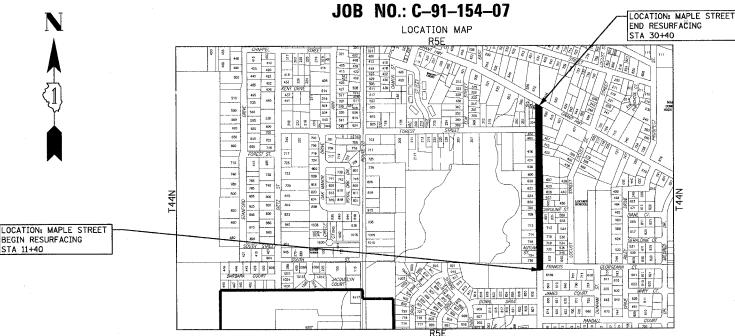
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID PROJECT

MAPLE STREET FRANCIS STREET TO FAP 525 U.S. ROUTE 20 (GRANT HIGHWAY) RESURFACING

PROJECT NO.: M-8003 (757) SECTION: 07-00026-00-RS MCHENRY COUNTY



MARENGO TOWNSHIP GROSS LENGTH OF IMPROVEMENT = 1,900 LIN. FT. OR 0.36 MILES NET LENGTH OF IMPROVEMENTS = 1,900 LIN. FT. OR 0.36 MILES



TRAFFIC DATA POSTED & DESIGN SPEED LIMIT = 30 MPH 2007 ADT = 2,165

BAXTER & WOODMAN, INC. STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM LICENSE NO. - 184-001121 - EXPIRES 4/30/2007

Baxter & Woodman

COUNTY

FED. ATD PROJECT M-8003_(757)

MCHENRY

SECTION

FED. ROAD DIST. NO. _ ILLINOIS

07-00026-00-RS

F.A. RTE.

C-91-154-07

CONTRACT NO. 83929





DATE: 04-13-07 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION **DIVISION OF HIGHWAYS** APPROVED - model - Ciran 4-9-07 SUPERINTENDENT OF PUBLIC WORKS PASSED MAY 31, 2007 LOCAL ROADS & STREETS RELEASING FOR BID BASED ON LIMITED June 1, 2007 Diane O' Keepe long HIGHWAYS, REGION 1 ENGINEEP

버CONTRACT NO.: 83929 COUNTY: MCHENRY SECTION: 07-00026-00-RS

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD

CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS

ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT

ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

CALL 48 HOURS BEFORE YOU DIG

608.347.1542

Madison, Wisconsin Burlington, Wisconsin (Crystal Lake, Illinois) DeKalb, Illinois 815.459.1260 815.787.3111 262.763.7834 (OFFICE WHICH PREPARED PLANS)

630.773.1870

Itasca, Illinois Mokena, Illinois Grayslake, Illinois Rockford, Illinois Plainfield, Illinois 708.478.2090 847.223.5088

815.489.1551

815.609.7425

PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS PROJECT NO.: 061392.40

GENERAL NOTES:

- 1. UTILITY LOCATIONS HAVE NOT BEEN SHOWN ON THESE PLANS. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER OR CITY.
- 2. THE CONTRACTOR SHALL NOTIFY THE CITY SUPERINTENDENT OF PUBLIC WORKS AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN CITY UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ANY DRIVEWAYS OR AREA IN THE PARKWAY THAT IS DISTURBED BY CONSTRUCTION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT RATHER SHALL BE INCLUDED IN THE COST OF THE ITEMS FOR WHICH IT APPLIES.
- 4. MATERIALS RESULTING FROM THE REMOVAL OF PAYEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE CITY, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE CITY WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
- 5. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE CITY WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE CITY TO RESIDENTS WITH WORK INCLUDED IN THE COST OF THE CONTRACT. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
- 6. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE
 TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED
 GRAVEL AND INCLUDED IN THE PAY ITEM FOR COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT.
- 7. ANY SIGNS OR MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH CITY STANDARDS AND INCLUDED IN THE COST OF THE CONTRACT. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES.
- B. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
- 9. IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE PAY ITEMS SIDEWALK REMOVAL (SPECIAL) OR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- 10.ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
- 11. THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
- 12.CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS.
- 13. THE FINISHED BITUMINOUS CONCRETE SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.
- 14.THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL.
- 15.DETECTABLE WARNINGS SHALL CONSIST OF DYED CONCRETE STAMPED WITH APPROPRIATE STAMPING TOOLS. THE PIGMENT SHALL MEET THE REQUIREMENTS OF ASTM C 979, MATCH COLOR 30166 OF FEDERAL STANDARD 595. THE COST OF DYING CONCRETE IN ADDITION TO THE DETECTABLE WARNING AREA SHOWN ON THE DETAIL SHALL BE INCLUDED IN THE COST OF DETECTABLE WARNING AREA. WARNINGS BUT THE LIMITS OF THE DYED CONCRETE SHALL NOT EXTEND BEYOND THE BACK OF THE DETECTABLE WARNING AREA.
- 16.ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF ITEM CAUSING DISTURBANCE. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
- 17.A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR TRAFFIC CONTROL AND PROTECTION.
- 18. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.3 GAL/SY.
- 19.FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4361.
- 20.THE CONTRACTOR WILL ONLY BE ALLOWED TO REMOVE AND REPLACE CURB AND GUTTER ON ONE SIDE OF THE ROAD AT A TIME TO MINIMIZE CONGESTION. REPLACEMENT MUST BE COMPLETE ON ONE SIDE OF THE ROAD BEFORE THE CONTRACTOR IS ALLOWED TO BEGIN REMOVING CURB AND GUTTER ON THE OTHER SIDE OF THE ROAD.
- 21. DURING CONSTRUCTION STAGING OPERATIONS, THE CITY POLICE AND CITY FIRE DEPARTMENTS SHALL BE NOTIFIED IN WRITING 48-HOURS PRIOR TO STREET CLOSURES. EMERGENCY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
- 22.THE QUANTITIES FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL (SPECIAL), PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH, AND PATCHING WILL NOT EXCEED THE AMOUNT LISTED IN THE SUMMARY OF QUANTITIES.
- 23.ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS."
- 24.THE LOCATIONS OF THE CLASS D PATCHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

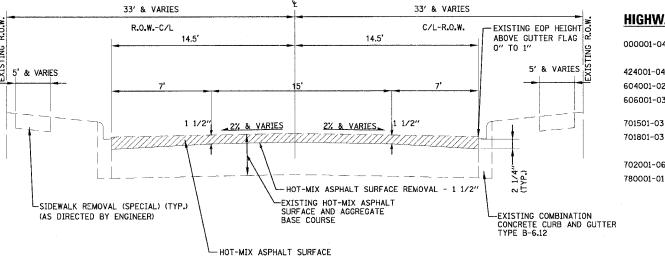
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	PG-64-22*	4% @ 50 Gyr
LEVELING BINDER (MACHINE METHOD), N50	PG 64-22/58-22*	4% @ 50 Gyr
CLASS D PATCHES, TYPE I TO IV, 6", (HMA BINDER IL-19mm)		4% @ 70 Gyr
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-19mm)	PG 64-22/58-22*	4% 0 70 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT 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.



CONTRACT NO.: 83929



HIGHWAY STANDARDS

000001-04	STANDARD SYMBOLS,	ABBREVIATIONS,
	AND PATTERNS	

424001-04 CURB RAMPS FOR SIDEWALKS

604001-02 FRAME AND LIDS, TYPE 1

606001-03 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

701501-03 URBAN LANE CLOSURE, 2L 2W UNDIVIDED

1801-03 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE

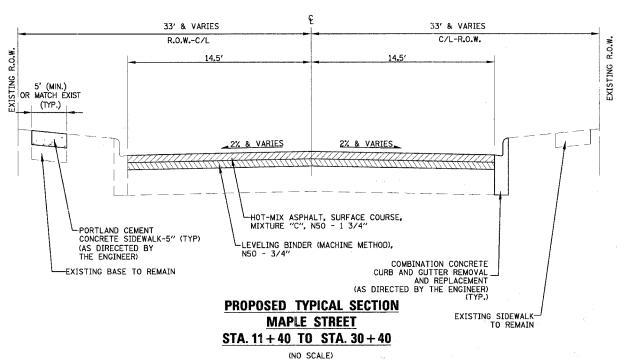
702001-06 TRAFFIC CONTROL DEVICES

780001-01 TYPICAL PAVEMENT MARKINGS

EXISTING TYPICAL SECTION MAPLE STREET STA. 11 + 40 TO STA. 30 + 40 (NO SCALE)

REMOVAL - VARIABLE DEPTH

(TYP.)



INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	GENERAL NOTES, INDEX OF SHEETS,
	STATE STANDARDS, TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE

3 SUMMARY OF QUANTITIES AND MISCELLANEOUS DETAILS

REQUIREMENTS

4 PLAN: MAPLE STREET GEOMETRIC PLAN STA. 11+40 TO STA. 22+00

5 PLAN: MAPLE STREET GEOMETRIC PLAN STA. 22+00 TO STA. 30+40

6 TC-10 DISTRICT 1 TRAFFIC CONTROL
AND PROTECTION FOR SIDE ROADS,
INTERSECTIONS, AND DRIVEWAYS

7 TC-13 DISTRICT 1 TYPICAL PAVEMENT MARKINGS

8 TC-18 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

9 BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

D BM-14 METHOD OF FLAGGING

10 BM-14 METHOD

CONSULTANTS

REV. NO. DATE

1 3/21/07 PER I.D.O.T. REVIEW

2 4/13/07 PER I.D.O.T. REVIEW

2 4/13/07 PER I.D.O.T. REVIEW

PER I.D.O.T. REVIEW

BRAWING FILE: ... DGN/s\06i392-GEN.sht

WOODMAN Consulting Engineer

CITY OF MARENGO, ILLINOIS

MAPLE STREET

STP (LAPP) IMPROVEMENTS

INDEX TO SHEETS, STATE STANDARDS, GENERAL NOTES, TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS

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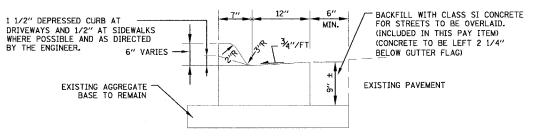
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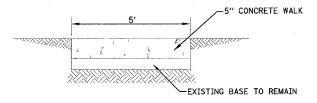
F.A. RTE. SECTION 07-00026-00-RS MCHENRY FED. AID PROJECT M-8003 (757) FED. ROAD DIST. NO. 1 ILLINOIS C-91-154-07

CONTRACT NO.: 83929



DETAIL OF COMBINATION CONCRETE CURB & GUTTER **REMOVAL & REPLACEMENT**

NO SCALE



NOTE: PROVIDE FIBER 3/4" EXPANSION JOINTS WHERE WHERE NEW SIDEWALK MEETS EXISTING AND © 50' O.C. MAX. AND PROVIDE CONTROL JOINTS © 5' O.C.

PORTLAND CEMENT CONCRETE (P.C.C.) SIDEWALK - 5 INCH

NO SCALE

SUMMARY OF QUANITIES

CODE NO.	PAY ITEM	UNIT	I000-2A
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1296
40600300	AGGREGATE (PRIME COAT)	TON	26
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	1
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	280
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	106
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N50	TON	654
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	340
42400800	DETECTABLE WARNINGS	SQ FT	80
44000155	HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2	SQ YD	3167
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	3444
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	440
44004700	SIDEWALK REMOVAL (SPECIAL)	SQ FT	380
44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	8
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	495
44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	201
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	514
48101200	AGGREGATE SHOULDERS - TYPE B	TON	1
60250200	CATCH BASINS TO BE ADJUSTED	EACH	5
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	5
60266600	VALVE BOXES TO BE ADJUSTED	EACH	4
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1
67100100	MOBILIZATION	LSUM	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	108
• 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	84
• 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	196
• 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	F00T	21
X0301245	SHOULDER REMOVAL	SQYD	8
X0321556	SANITARY MANHOLES TO BE ADJUSTED	EACH	8

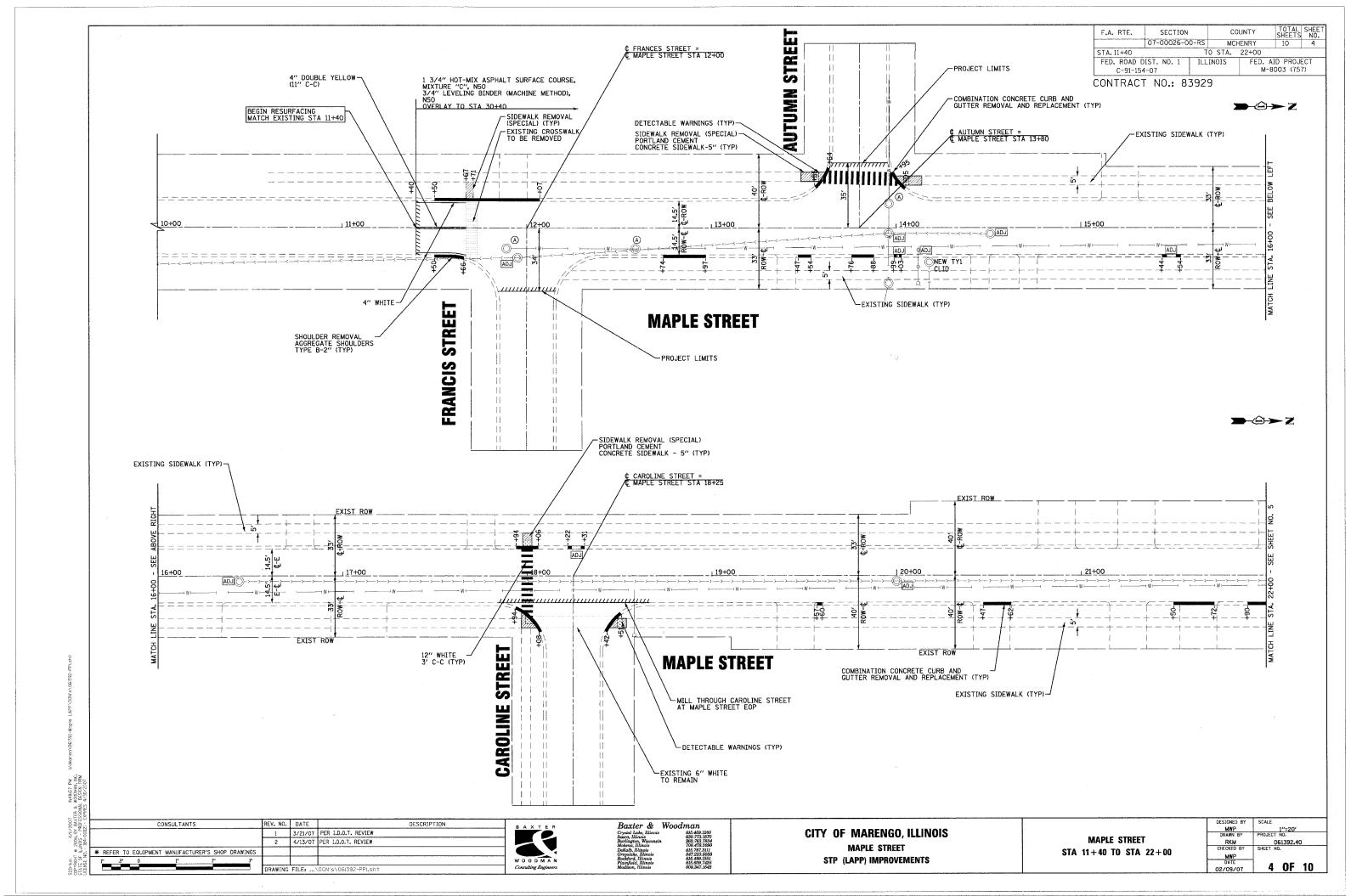
• INDICATES SPECIALTY ITEM

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2 4/13/07 PER I.D.O.T. REVIEW * REFER TO EQUIPMENT MANUFACTURER'S SHOP DRAWINGS DRAWING FILE: ...\DGN's\06|392-S0Q.sh

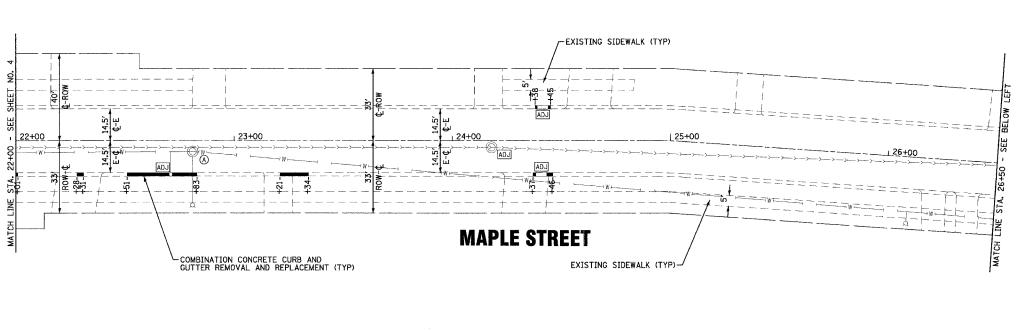
CITY OF MARENGO, ILLINOIS MAPLE STREET STP (LAPP) IMPROVEMENTS

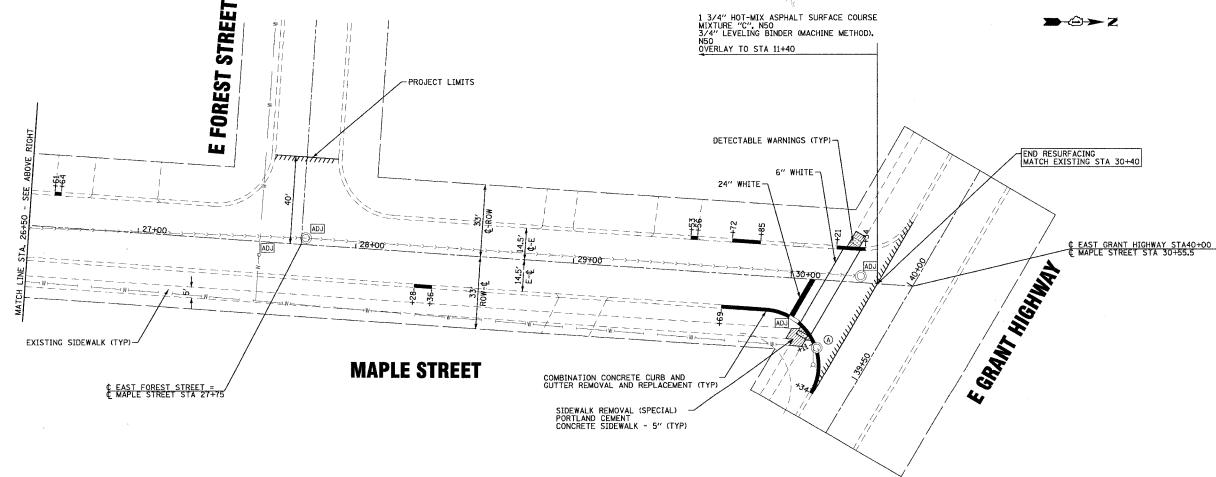
SUMMARY OF QUANTITIES AND MISCELLANEOUS DETAILS

PROJECT NO. MWP DRAWN BY 061392,40 SHEET NO. RKM CHECKED BY 02/09/07



TOTAL SHEE SHEETS NO. SECTION COUNTY MCHENRY STA. 22+00 FED. ROAD DIST. NO. 1 C-91-154-07 FED. AID PROJECT M-8003 (757) ILLINOIS CONTRACT NO.: 83929 **→**②→ Z **→**©→ Z END RESURFACING MATCH EXISTING STA 30+40 1" = 20' PROJECT NO. 061392.40 SHEET NO. MAPLE STREET STA 22+00 TO STA 30+40





CONSULTANTS REV. NO. DATE DESCRIPTION

1 3/21/07 PER I.D.O.T. REVIEW

2 4/13/07 PER I.D.O.T. REVIEW

* REFER TO EQUIPMENT MANUFACTURER'S SHOP DRAWINGS

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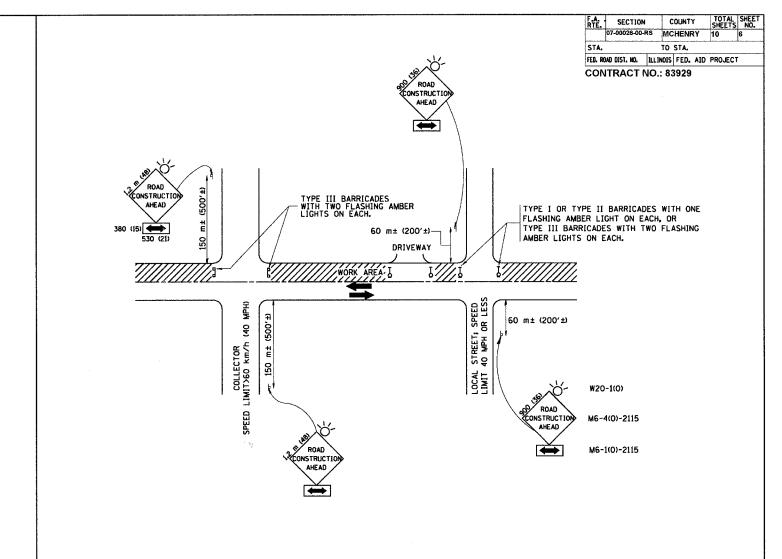
BAXTER
WOODMAN
Consulting Engineer

Baxter & Woodman
Crysel Lake, Illinois 634, 459, 1260
Basa, Illinois 634, 773, 1870
Basa, Illinois 634, 773, 1870
Mohena, Illinois 709, 478, 2690
Dekalh, Illinois 815, 787, 3111
Grayalabe, Illinois 817, 223, 3080
Plainfield, Illinois 817, 223, 3080
Modieon, Illinois 618, 847, 1542

CITY OF MARENGO, ILLINOIS

MAPLE STREET

STP (LAPP) IMPROVEMENTS



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 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEERs
- 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 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- d) ONE ROAD CONSTRUCTION AHEAD SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON 1T APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

		NŞ	REVISIO
l	DATE		NAME
l tr	6/89		LHÀ
,,,	/08/ 9 4	09	T. RAMMACHER
l	/18/95	10	J. OBERLE
l 51	/06/96		A. HOUSEH
31	/15/96	10	A. HOUSEH
l	/06/00	01	T. RAMMACHER
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ILLINOIS DEPARTMENT OF TRANSPORTATION
RAFFIC CONTROL AND PROTECTION
FOR

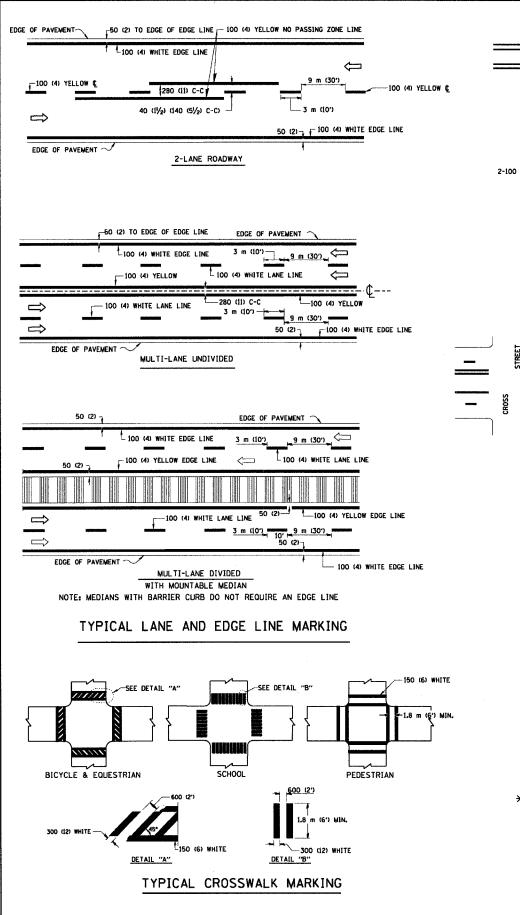
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

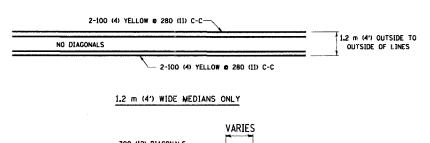
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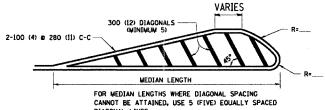
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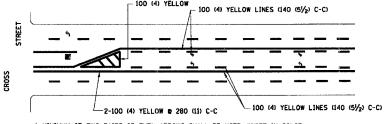






DIAGONAL LINE SPACING: 15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (MORE THAN 70 km/h (45 MPH))

MEDIANS OVER 1.2 m (4') WIDE

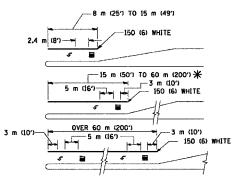


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

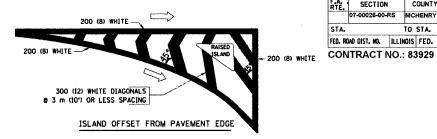


FULL SIZE LETTERS 2.4 m (8") AND ARROWS SHALL BE USED. \P AREA = 1.5 m 2 (15.6 SO. FT.) ONLY AREA = 1.9 m 2 (20.8 SO. FT.)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



FED. R	DAD DIST. NO.	ILLI	NOIS	FED.	AID	PROJECT	r
STA.			TO	STA.			
	07-00026-00-	RS	MC	HENR	′	10	7
RTE.	SECTION			TALLO		SHEETS	SHEE'

200 (8) WHITE --RAISED ISLAND -50 (2) ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

				,
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10") LINE WITH 9 m (30") SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 e 100 (4)	SOLID	YELLOW	280 (1) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 a 100 (4)	SOLID SOLID	YETTOM AETTOM	140 (5½) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10") LINE WITH 9 m (30") SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EOGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 to 100 (4) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH: 140 (5½) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	2.4 m (8') 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 150 (6) 300 (12) e 45° 300 (12) e 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSMAK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 8 100 (4) WITH 300 (12) DIAGONALS 6 45°	SOLID	YELLOWS TWO WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
	NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS		WHITE: ONE WAY TRAFFIC	SEE IIFIGAL FAIRIEU MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA 0F: "R"=0.33m2 (3.6 SQ. FT.) EACH "X"=5.0 m2 (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) e 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) T0 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

REVISIO	NS .
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

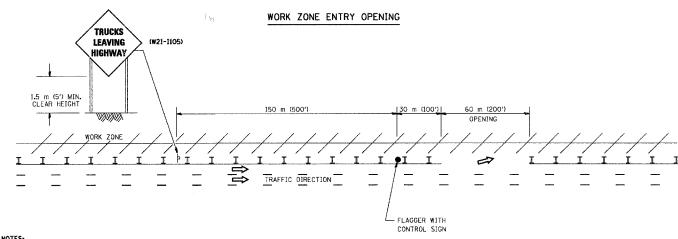
DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NONE DATE: 2/15/2006 DRAWN BY CADD CHECKED BY TC-13

REVISION DATE: 01/06/00

DATE = 2/15/2005 NAME = cr\projects SCALE = 50,000 '/ i NAME = geglianobt

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS TO STA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO.: 83929 WORK ZONE EXIT OPENING - ARROWBOARD TYPE C (FLASHING A BAR OR 4-CORNER) _ TO STOP 900 mm x 900 mm 200 mm CAPS 1000 FEET - BLACK LEGEND ORANGE REFL. BACKGROUND 150 m (500') 150 m (500') 90 m (300') MIN. DRUMS @ 15 m (50') C-C 0 0 TRAFFIC DIRECTION FLAGGER WITH CONTROL SIGN



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

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

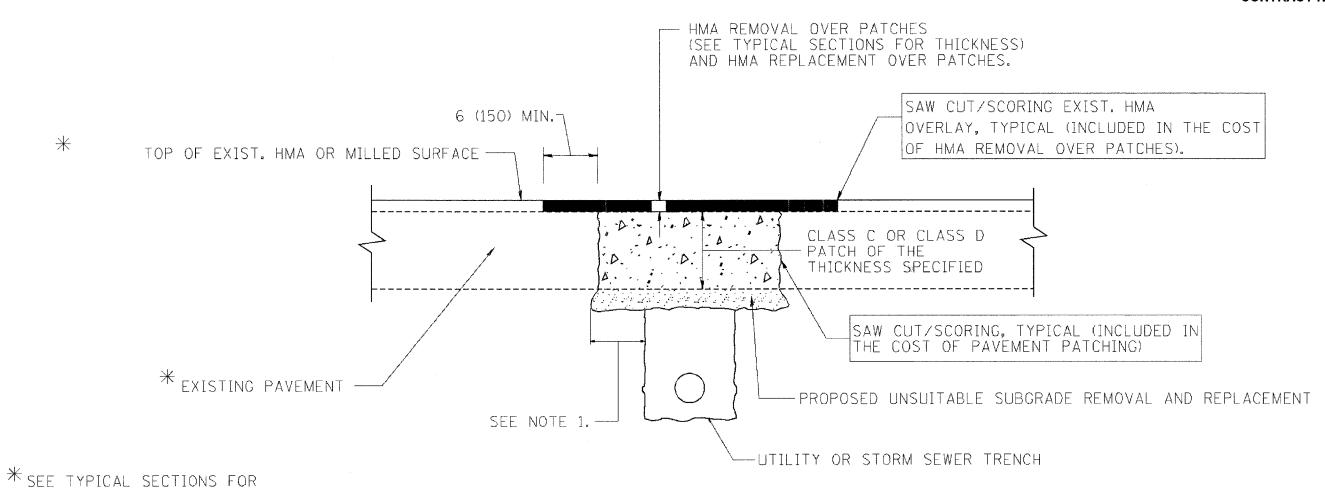
SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

> SCALE: NONE DATE: 3/1/2006

DRAWN BY CADD CHECKED BY

REVISION DATE: 02/28/06

CONTRACT NO.: 83929



NOTES:

THICKNESS AND MATERIALS

- 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

- 1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- 2. REMOVE AND REPLACE FULL DEPTH PATCHES
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS

		UIR
REVISIONS		
NAME	DATE	
R. SHÀH	10/25/94	l
R. SHÅH	01/14/95	
R. SHÀH	03/23/95	ı
R, SHÀH	04/24/95	
À. HOUSEH	03/15/96	
A. ABBAS	03/21/97	
A. ABBAS	01/20/98	l
ART ABBAS	04/27/98	١.
R. BORO	01/01/07	1 ;

(LLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

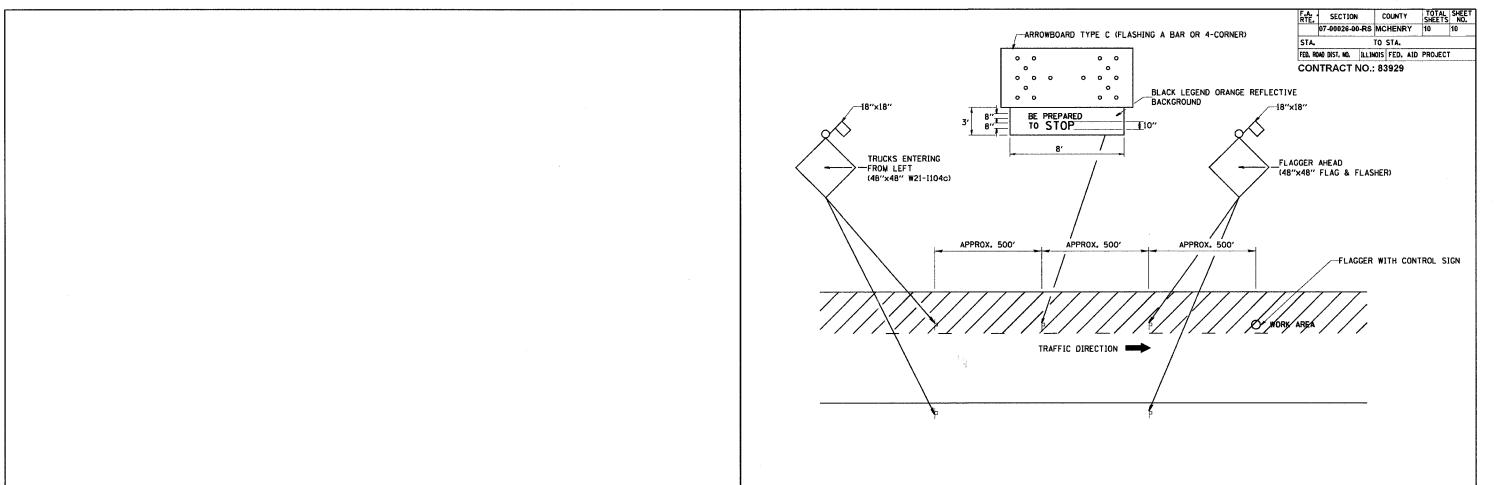
SCÁLE: YERT, NONE HORIZ, PLOT DÁTE: 10/31/2006

DRÁWN BY CHECKED BY

BD400-04 (BD-22)

REVISION DATE: 01/01/07

PLOT DATE : 18/31/2886 FILE NAME : Krydiwatch bad2.cign PLOT SCALE : 58.088 / IN. ISER NAME : Ings



METHOD OF FLAGGING

NOTE:

- 1. SIGNS SHALL BE MOUNTED AT A MINIMUM CLEARANCE HEIGHT OF 5 FEET
- 2. ALL SIGNS SHALL BE REMOVED WHEN THE FLAGGING OPERATION CEASES.
- 3. THIS CASE ALSO APPLIES WHEN THE WORK ZONE IS ON THE RIGHT. UNDER THESE CONDITIONS "TRUCKS ENTERING FROM RIGHT" SIGNS SHALL BE SUBSTITUTED FOR "TRUCKS ENTERING FROM LEFT" SIGNS. ALSO THE ARROWBOARD AND "BE PREPARED TO STOP" SIGNS SHALL BE RELOCATED TO THE RIGHT SIDE OF THE ROAD.
- 4. WORK ZONE ACCESS POINTS SHOULD BE A MINIMUM OF ONE HALF MILE APART. MEDIAN WORK ZONE ACCESS POINTS SHOULD NOT BE LOCATED OPPOSITE OF EACH OTHER.
- 5. NIGHTTIME FLAGGING OPERATIONS: THE FLAG STATION SHALL BE LIGHTED WITH ADDITIONAL LIGHTS OTHER THAN STREET LIGHTS. THE FLAGGER CONTROL SIGN AND THE FLAGGER'S VEST SHALL BE REFLECTORIZED. IN ADDITION, THE FLAGGER SHALL HAVE A FLASHLIGHT OR LIGHTED WAND.

OF TRANSPORTATION	ILLINOIS DEPARTMENT		REVISIO
OF TRANSPORTATION	ILLINOIS DEL MINIMENT	DATE	NAME
		5/10/00	RAY RITCHIE
FLAGGING	METHOD OF		
DRAWN BY C.A.D.	SCALE: NOT TO SCALE		
CHECKED BY	DATE: 2/15/2006		
BM-14			

DATE = 2 NAME = 4 SCALE = 4

REVISION DATE: 05/10/00