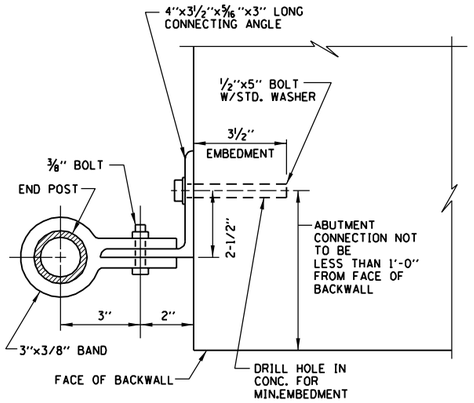
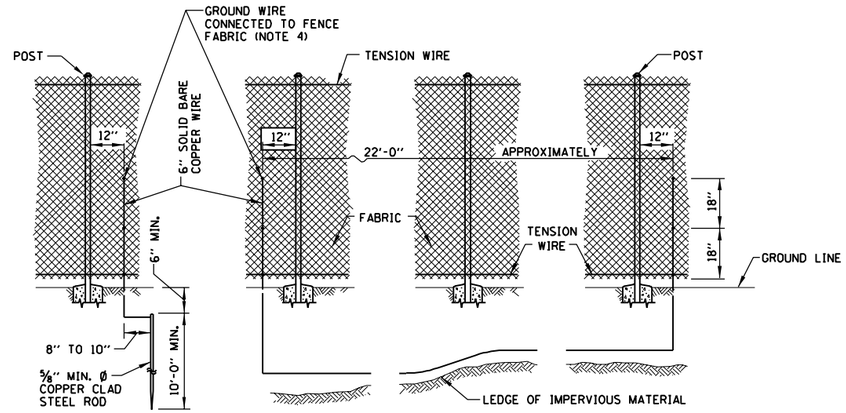


ABUTMENT CONNECTION DETAIL

NOTES FOR ABUTMENT CONNECTION:

1. WHEN ROLL FORMED SECTION IS USED IN LIEU OF PIPE AS END POST, THE POST SHALL BE BOLTED DIRECTLY TO THE ABUTMENT WALL WITH 2½" x 5" BOLTS WITH STANDARD WASHERS MEETING THE APPROVAL OF THE ENGINEER.

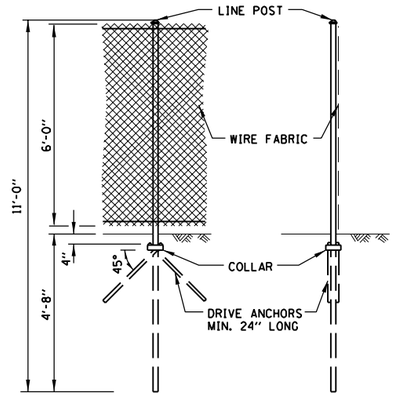


STANDARD GROUND

COUNTERPOISE GROUND (ALTERNATE)

NOTES FOR STANDARD AND COUNTERPOISE GROUND:

1. THE INTERVALS FOR GROUNDING CONTINUOUS FENCING SHALL NOT EXCEED 500 FEET IN URBAN AREAS AND 1000 FEET IN RURAL AREAS. FENCE ADJACENT TO A GATE SHALL BE GROUNDED A MAXIMUM DISTANCE 100 FEET EACH SIDE OF THE GATE.
2. FENCE CROSSING UNDER A POWER LINE SHALL BE GROUNDED, ONCE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE AT 25 TO 50 FEET AWAY. FENCE LOCATED DIRECTLY UNDER A TELEPHONE WIRE OR CABLE CROSSING SHALL HAVE A SINGLE GROUND.
3. COUNTERPOISE GROUNDS SHALL BE USED AT LOCATIONS WHERE GROUND RODS CAN NOT BE DRIVEN DUE TO IMPERVIOUS EARTH MATERIALS.
4. THE GROUND WIRES SHALL BE CONNECTED TO FENCE FABRIC AND GROUND ROD BY STAINLESS STEEL BOLTS AND WASHERS. THE LOWER CONNECTION OF THE GROUND WIRE SHALL BE MADE TO THE BOTTOM TENSION WIRE.
5. SEE SHEET 2 (OF 2) IN THIS SERIES FOR ADDITIONAL DETAILS AND GENERAL NOTES.



ALTERNATE DRIVEN LINE POST ANCHORAGE WITH OR WITHOUT DRIVE ANCHORS

NOTES FOR FENCE POST:

1. ALTERNATE DRIVEN LINE POST ANCHORAGE IS OPTIONAL. DRIVEN LINE POST ANCHORAGE WITHOUT DRIVE ANCHORS MAY BE USED IN AVERAGE TO GOOD SOIL CONDITIONS. WHEN SOIL IS WEAKER (Q_u < 1.25 TONS/ SQ. FT.) AND STABILTIY OF THE POST IS QUESTIONABLE, DRIVE ANCHORS SHALL BE USED. TYPES, SHAPES, DIMENSIONS AND COATING REQUIREMENTS OF DRIVE ANCHORS (ANCHOR BLADES AND COLLARS) FOR DIFFERENT TYPE OF POSTS SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
2. TERMINAL POSTS (PULL, END AND CORNER), GATE POSTS AND FIRST LINE POSTS ADJACENT TO TERMINAL POSTS SHALL BE SET IN CONCRETE FOOTING AS SHOWN ON IDOT STANDARDS 664001 (CHAIN LINK FENCE) AND 665001 (WOVEN WIRE FENCE).

ELECTRICAL GROUNDING DETAILS

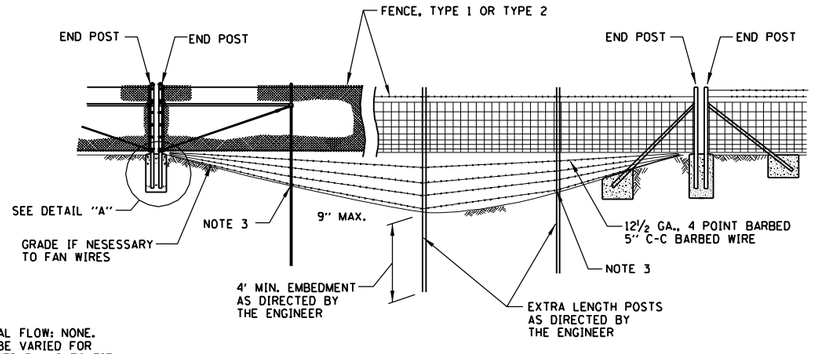
APPROVED Jeff Daley CHIEF ENGINEER DATE 1-1-2007

Illinois Tollway
Open Roads for a Faster Future

DATE	REVISIONS

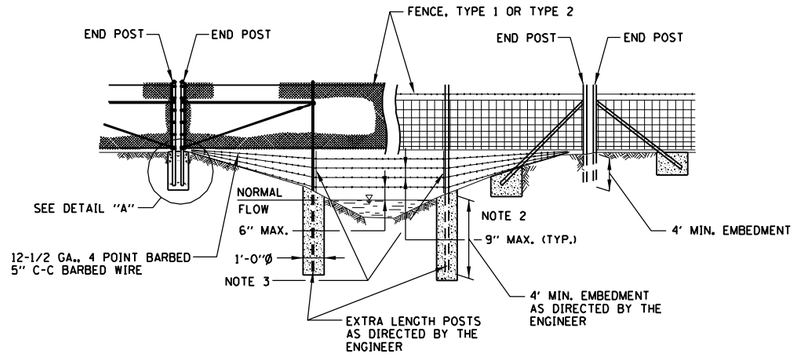
RIGHT OF WAY FENCE MISCELLANEOUS DETAILS

STANDARD D1-00

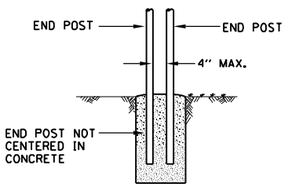


NORMAL FLOW: NONE.
MAY BE VARIED FOR STEEPER BANKS TO FIT VARIOUS CHANNEL SECTIONS.

STREAM CROSSING TYPE I



STREAM CROSSING TYPE II

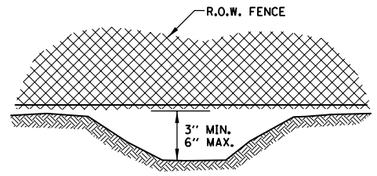


THE FENCE FABRIC SHALL BE REPLACED BY BARBED WIRE STRANDS AT 12" MAXIMUM CENTERS BETWEEN THE END POSTS WHEN SHOWN ON THE PLANS. THE BARBED WIRE STRANDS, IF REQUIRED, SHALL BE INCIDENTAL TO THE VARIOUS TYPES OF STREAM CROSSING REQUIRED.

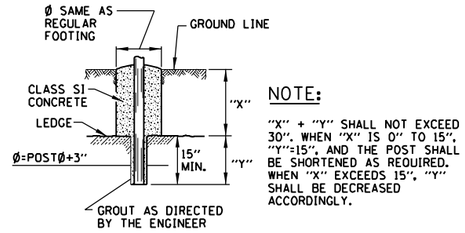
DETAIL A

NOTES FOR STREAM CROSSING TYPE I AND TYPE II:

1. THESE INSTALLATION CONDITIONS ARE TYPICAL AND ARE NOT TO BE CONSTRUED AS REPRESENTATIVE OF ALL CONDITIONS WHICH WILL BE ENCOUNTERED. CONSTRUCTION WILL BE VARIED AS REQUIRED OR DIRECTED TO MEET FIELD CONDITIONS.
2. FOR STREAM CROSSING OF THE TYPE REQUIRED THE BOTTOM BARBED WIRE SHALL BE ANCHORED TO CONCRETE FOOTING OR TO HOLES DRILLED IN POSTS, AND INTERMEDIATE WIRES SHALL BE TIED TO THE BOTTOM WIRE AND TO POSTS IN AN EVENLY SPACED FASHION TO PREVENT SLIPPAGE.
3. CONCRETE AND FITTINGS FOR ALL TYPES OF FENCE SHALL BE AS DETAILED FOR SIMILAR CONDITIONS ON IDOT STANDARDS 664001 (CHAIN LINK FENCE) AND 665001 (WOVEN WIRE FENCE) AND PER THIS STANDARD DRAWING.



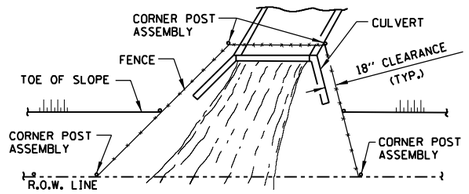
FENCE INSTALLATION OVER DITCH



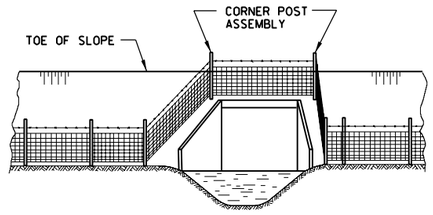
NOTE:

"X" + "Y" SHALL NOT EXCEED 30". WHEN "X" IS 0" TO 15", "Y"=15", AND THE POST SHALL BE SHORTENED AS REQUIRED. WHEN "X" EXCEEDS 15", "Y" SHALL BE DECREASED ACCORDINGLY.

FOOTING FOR POST WHEN ROCK LEDGE IS ENCOUNTERED



PLAN AT HEADWALL



ELEVATION

NOTES FOR INSTALLATION AROUND HEADWALL:

1. THIS TYPE OF INSTALLATION IS TO BE USED ONLY WHEN SPECIFICALLY CALLED FOR IN THE CONTRACT PLANS.
2. WHEN THE WIDTH OF THE CULVERT DICTATES ANCHORING A POST TO THE TOP OF THE CULVERT, A CAST IRON SHOE OR OTHER DEVICE APPROVED BY THE ENGINEER SHALL BE USED. THE COST OF ANCHORING THE POST SHALL BE INCIDENTAL TO THE TYPE OF FENCE REQUIRED.

INSTALLATION AROUND HEADWALL

NOTES FOR CHAIN LINK AND WOVEN WIRE FENCE:

1. ON STRAIGHT RUNS OF FENCE, PULL POSTS SHALL BE USED AT 500' CENTERS FOR CHAIN LINK AND 330' CENTERS FOR WOVEN WIRE FENCE.
2. LINE POSTS AND BRACES SHALL BE ON TOLL HIGHWAY SIDE OF FENCE FABRIC.
3. WHEN THE TENSION OF THE FENCE TENDS TO PULL THE POSTS FROM THE GROUND, THE LINE POSTS SHALL BE ANCHORED WITH ANCHORAGE SPECIFIED FOR CORNER POSTS.
4. AT LOCATIONS WHERE THE PROPOSED FENCE IS TO BE CONNECTED TO AN EXISTING POST, THE REQUIRED CONNECTIONS AND BRACING INCLUDING ALL NECESSARY HARDWARE SHALL BE CONSIDERED INCIDENTAL TO THE FENCE OF THE TYPE SPECIFIED.
5. WHEN THE FENCE LINE HAS A CHANGE IN DIRECTION OF 10° OR MORE, A CORNER POST SHALL BE PLACED AT THE POINT OF CHANGE. WHERE THE ANGLE OF CHANGE IS LESS THAN 10°, A PULL POST SHALL BE USED.
6. WHERE THE GRADE LINE HAS A CHANGE IN DIRECTION OF 10° OR MORE, A CORNER POST WITH BRACING AS REQUIRED SHALL BE PLACED. WHERE THE ANGLE IS LESS THAN 10°, A LINE POST MAY BE USED.
7. WHERE CHAIN LINK FENCE IS USED THE FABRIC SHALL BE KNUCKLED SELVAGE ON TOP AND TWISTED AND BARBED SELVAGE ON BOTTOM.
8. FOR INSTALLATION AND MISCELLANEOUS DETAILS, ALSO SEE IDOT STANDARDS 664001 (CHAIN LINK FENCE) AND 665001 (WOVEN WIRE FENCE) AND PER THIS STANDARD DRAWING.

APPROVED Jeff Daley CHIEF ENGINEER DATE 1-1-2007

Illinois Tollway
Open Roads for a Faster Future

DATE	REVISIONS

RIGHT OF WAY FENCE MISCELLANEOUS DETAILS

STANDARD D1-00

SURVEY AND ROADWAY ITEMS

EXISTING	PROPOSED	
		CONSTRUCTION JOINT W/DOWEL BARS
		BENCHMARK
		CANTILEVER SIGN STRUCTURE
		DOUBLE COLUMN GROUND MOUNTED SIGN
		SINGLE COLUMN GROUND MOUNTED SIGN
		SPAN TYPE SIGN STRUCTURE
		TRIPLE COLUMN GROUND MOUNTED SIGN
		RUMBLE STRIP

DRAINAGE AND UTILITY ITEMS; ROADWAY LIGHTING AND SIGNS

EXISTING	PROPOSED	
		BOX CULVERT WITH HEADWALL
		CABLE IN DUCT W/O GROUND
		LOW POINT
P		OVERHEAD ELECTRICAL
T		OVERHEAD TELEPHONE
		PIPE CULVERT
		LAKE OR POND
		QUARRY
		STREAM
		SWAMP
	A	CABLE OR CONDUIT TAG
E		ELECTRICAL MANHOLE
	LD	LIGHT-DUTY BOX
		ROADWAY LUMINAIRE
		STEEL TOWER
T		TELEPHONE MANHOLE
		UNDERPASS LUMINAIRE
		WATER POINT
W		WATERMAIN VALVE VAULT
W		WATER WELL
		WOOD POLE

APPROVED Jeff Daley CHIEF ENGINEER DATE 1-1-2007

EROSION & SEDIMENT CONTROL, LANDSCAPING ITEMS

EXISTING	PROPOSED	
		CLEARING & GRADING LIMITS (LIMITS OF CONSTRUCTION)
		DRAINAGE PATH
	SSF	SUPER SILT FENCE
		AGGREGATE BERM
	CIP	CULVERT INLET PROTECTION-STONE
		CULVERT INLET PROTECTION-FENCES
	DB	DEWATERING BASIN
	FIP	FILTER FABRIC INLET PROTECTION
	IC	INITIAL CONSTRUCTION ITEM
	RIP	RECTANGULAR INLET PROTECTION
		ROCK CHECK DAM
	(REDC)	ROLLED EXCELSIOR DITCH CHECK
		SEDIMENT BASIN
		STABILIZED CONSTRUCTION ENTRANCE
		STONE OUTLET STRUCTURE SEDIMENT TRAP
		STREAM DIVERSION
		TEMPORARY PIPE SLOPE DRAIN
		TEMPORARY RIPRAP
	TS	TEMPORARY SWALE
		TREES AND STUMP
	(UFDC)	URETHANE FOAM DITCH CHECK
		DIVERSION DIKE
		TEMPORARY STREAM CROSSING

EXISTING	PROPOSED	
		EROSION CONTROL BLANKET
		OVER SEEDING CLASS B1
		OVER SEEDING CLASS B2
		SEEDING CLASS A1
		SEEDING CLASS A2
		SEEDING CLASS A3
		SEEDING CLASS A4
		SEEDING CLASS A5
		SEEDING CLASS A6
		SEEDING CLASS D1
		SODDING (SALT TOLERANT)
		TEMPORARY GROUND COVER
		TURF REINFORCEMENT MAT

Illinois Tollway
Open Roads for a Faster Future

DATE	REVISIONS

SYMBOLS AND PATTERNS

STANDARD D2-00

ELECTRICAL AND MECHANICAL ITEMS

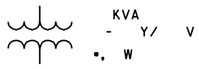
HOME RUN TO PANEL AS NOTED

INDICATES CIRCUIT TURNING DOWN

INDICATES CIRCUIT TURNING UP

GROUND ROD

GROUNDING TRIAD



TRANSFORMER

MOTOR

AUTOMATIC TRANSFER SWITCH (ATS)

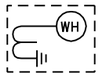
JB OR (J)

JUNCTION BOX

DISCONNECT SWITCH

CIRCUIT BREAKER

MANUAL TRANSFER SWITCH



SELF CONTAINED UTILITY METERING

(G) STANDBY GENERATOR

PANEL CIRCUIT BREAKER

(C) MECHANICALLY HELD LIGHTING COIL

(CR) CONTROL RELAY COIL

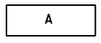
$ SINGLE-POLE SWITCH

DUPLEX RECEPTACLE

4P, 4W, WEATHERPROOF RECEPTACLE WITH SPRING DOOR, BACK BOX, & ANGLE ADAPTER

4P, 4W, WEATHERPROOF RECEPTACLE WITH SPRING DOOR & BACK BOX

DUPLEX RECEPTACLE WITH GROUND FAULT PROTECTION



CONTROL BUILDING LIGHTING
1' X 4' INDUSTRIAL FLUORESCENT FIXTURE, PORCELAIN REFLECTOR, ELECTRONIC BALLAST.

COMPACT WALL-MOUNTED LOW WATTAGE HPS FIXTURE WITH WIRE GUARD & SINGLE FACTORY INSTALLED FUSE

EMERGENCY LIGHT UNIT WITH 2-6 VOLT, 12 WATT SEALED BEAM HALOGEN LAMPS WITH WALL MOUNTING BRACKET

LANE LIGHTING - HEAVY DUTY ALUMINUM HOUSING WITH ENCLOSED REFLECTOR & TEMPERED GLASS LENS W/AUTO REGULATOR BALLAST. ASYMMETRIC PATTERN

WIRE

CONDUIT

EXISTING	PROPOSED	
A	A	COMPRESSED AIR (A)
AR	AR	ACID RESISTANT WASTE OR DRAIN
ARV	ARV	ACID RESISTANT VENT
DS	DS	STORM SEWER (DOWNSPOUT)
G	G	GAS LINE
HG	HG	HOT GAS BYPASS LINE (HG)
HHWR	HHWR	HEATING HOT WATER RETURN (HHWR)
HHWS	HHWS	HEATING HOT WATER SUPPLY (HHWS)
IA	IA	DRY COMPRESSED AIR (IA-INSTRUMENT AIR)
P	P	PROCESS WATER ("P" WATER) LINE
PW	PW	PROTECTED WATER OR PLANT WATER (PW)
RD	RD	REFRIGERANT DISCHARGE LINE (RD)
RS	RS	REFRIGERANT SUCTION LINE (RS)
V	V	VENT LINE (V)

NOTE:

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APPROVED Jeff Daley CHIEF ENGINEER DATE 1-1-2007

Illinois Tollway
Open Roads for a Faster Future

DATE	REVISIONS

SYMBOLS AND PATTERNS

STANDARD D2-00

ELECTRICAL AND MECHANICAL ITEMS

CFM OR CFM — QUANTITY AND DIRECTION OF THE AIR FLOW

X OR X — DUCT SIZE (FIRST FIGURE SIZE OF SHOWN, SECOND FIGURE SIZE OF SIDE NOT SHOWN.)

SUPPLY DUCT SECTION

OR — RETURN OR EXHAUST DUCT SECTION

D OR D — DUCT DROPS IN THE DIRECTION OF FLOW

R OR R — DUCT RISES IN THE DIRECTION OF FLOW

OR — TURNING VANES

CFM OR CFM — 8" THROAT DIAMETER CEILING DIFFUSER; AIR FLOW -- 100 CFM

OR — BALANCING OR VOLUME DAMPER

M OR M — MOTOR OPERATED DAMPER

FLEXIBLE DUCT

FIRE DAMPER

A — SOUND ATTENUATOR

ZONE DAMPER

FLEXIBLE CONNECTION AT FAN OR EQUIPMENT

EXTRACTOR

OR — SPLITTER DAMPER

B — PLUG VALVE WITH MEMORY STOP (BALANCING)

PLUG VALVE

S — SOLENOID VALVE

TEMPERATURE CONTROL VALVE

THREE-WAY TEMPERATURE CONTROL VALVE DIAPHRAGM

THREE-WAY TEMPERATURE CONTROL VALVE TOP VIEW

PRESSURE REDUCING VALVE (NOS = INITIAL AND FINAL PRESSURE - PSIG)

PRV — AIR PRESSURE REDUCING STATION (NO. CORRESPONDS WITH AIR PRESSURE REDUCER SCHEDULE)

SAFETY VALVE (NOS. = PRESSURE SETTING - PSIG)

FLOAT OPERATED VALVE

QC — QUICK COUPLING (QC)

UH — HORIZONTAL UNIT HEATER (NO. CORRESPONDS WITH UNIT HEATER SCHEDULE)

UH — VERTICAL UNIT HEATER (NO. CORRESPONDS WITH UNIT HEATER SCHEDULE)

UH — CABINET TYPE UNIT HEATER (NO. CORRESPONDS WITH UNIT HEATER SCHEDULE)

T — THERMOSTAT OR ROOM TEMPERATURE SENSOR

GATE VALVE

FLOW SWITCH

GPM — VENTURI FLOW METER AND FLOW TO BE INDICATED

CONNECTION BETWEEN NEW AND EXISTING

GLOBE VALVE

BUTTERFLY VALVE

CHECK VALVE

ANGLE GATE VALVE

PLUG VALVE

CONCENTRIC REDUCER

ECCENTRIC REDUCER

ORIFICE FLANGE

CROSSOVER

PIPE GUIDE

EXPANSION JOINT (SLIP TYPE)

EXPANSION JOINT (BELLOWS TYPE)

AIR ELIMINATOR (AIR VENT)

PIPE CAP

STRAINER

STRAIGHT CROSS

90° ELBOW

90° ELBOW TURNED DOWN

90° ELBOW TURNED DOWN

SIDE OUTLET ELBOW TURNED DOWN

SIDE OUTLET ELBOW TURNED UP

LATERAL

TEE

TEE OUTLET UP

TEE OUTLET DOWN

UNION

X — PIPE ANCHOR

THERMOMETER (NOS. = RANGE IN DEGREES FAHRENHEIT)

PRESSURE, VACUUM OR COMPOUND GAUGE

NOTE:

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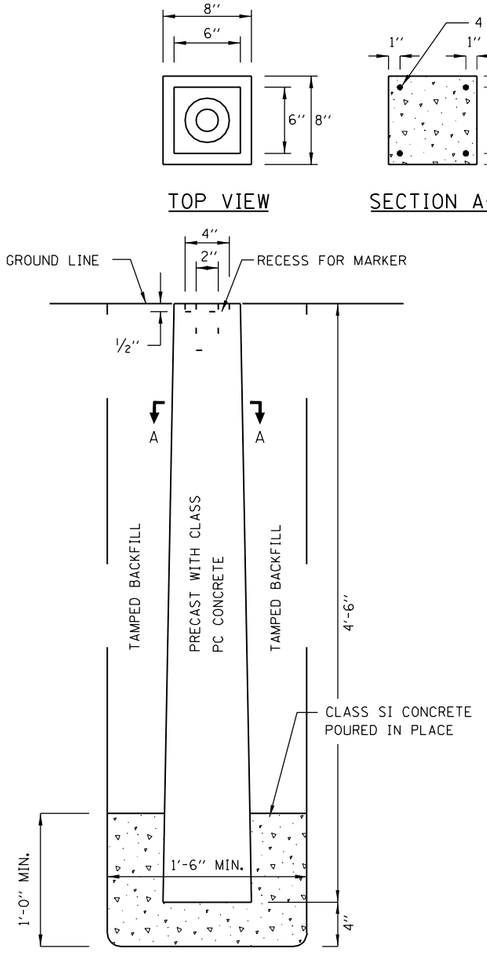
APPROVED Jeff Daley CHIEF ENGINEER DATE 1-1-2007

Illinois Tollway
Open Roads for a Faster Future

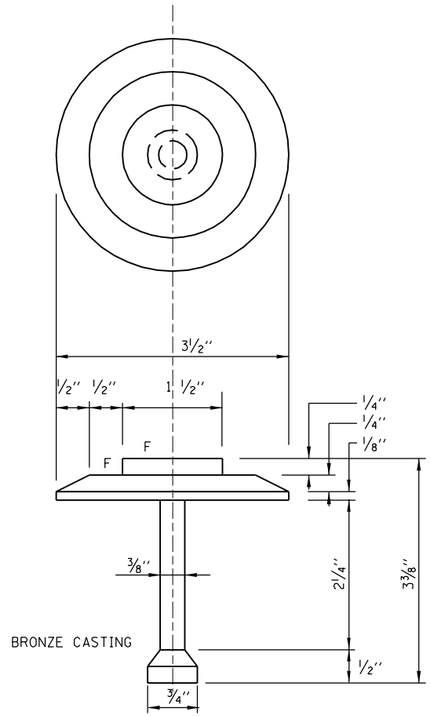
DATE	REVISIONS

SYMBOLS AND PATTERNS

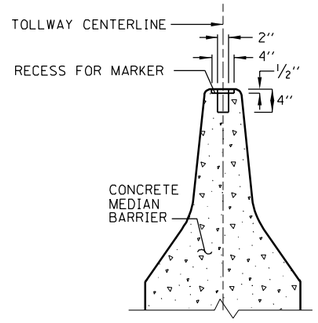
STANDARD D2-00



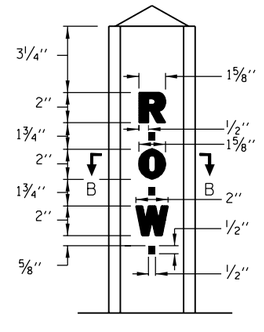
MONUMENT DETAIL



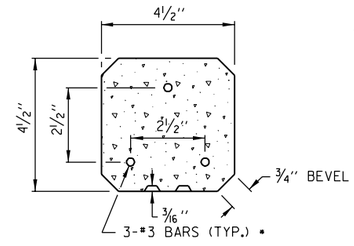
MARKER DETAIL



TYPICAL CENTERLINE MARKER
AT MEDIAN BARRIER

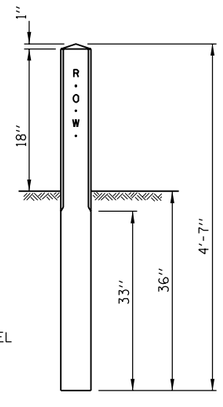


LETTERING DETAIL

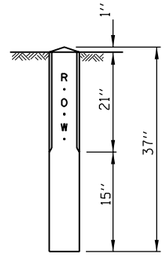


SECTION B-B

• METHOD A- 4'-2'' LONG BARS
• METHOD B- 2'-6'' LONG BARS



METHOD A



METHOD B

RIGHT OF WAY MARKER

NOTES FOR RIGHT OF WAY MARKER:

1. RIGHT OF WAY MARKERS SHALL BE PLACED ON STATE, COUNTY, AND TOWNSHIP ROADS AT THE FOLLOWING LOCATIONS:

   (A) AT INTERVALS OF 1,000 FT. ON TANGENTS AND 500 FEET ON CURVES.
   (B) AT ALL INTERSECTING ROADS EXCEPT STREETS IN SUBDIVISIONS OUTSIDE OF CORPORATE LIMITS
   (C) AT EACH CORNER OF ALL OFFSETS
   (D) OPPOSITE POINTS OF CURVATURE AND TANGENCY AND OPPOSITE THE MIDPOINT OF CURVES

2. MARKERS SHALL BE SET WITH BACK OF MARKER FLUSH WITH THE R.O.W. LINE.

3. CLASS SI CONCRETE SHALL BE USED IN THE POSTS.

4. METHOD B RIGHT OF WAY MARKERS SHALL BE USED WITHIN IMPROVED RESIDENTIAL AREAS AT THE LOCATIONS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

NOTES FOR PERMANENT MONUMENT AND MARKER:

1. RAISED MACHINE FINISHED SURFACE WILL BE PUNCHED AFTER SETTING TO SHOW CENTERLINE POINT.

2. MACHINED AREA AROUND RAISED SURFACE TO BE STAMPED WITH CORRECT CENTERLINE STATION AS DIRECTED BY THE ENGINEER.

3. MARKER TO BE SET IN MONUMENT WITH PURE CEMENT AND WATER OR MELTED SULPHUR.

4. MONUMENTS SHALL BE PLACED AT P.C'S AND P.T.'S OF HORIZONTAL CURVES AND SPACED ALONG TANGENTS AND CURVES IN A WAY THAT A MINIMUM OF TWO MARKERS ARE ALWAYS INTER-VISIBLE.

PERMANENT MONUMENT AND MARKER

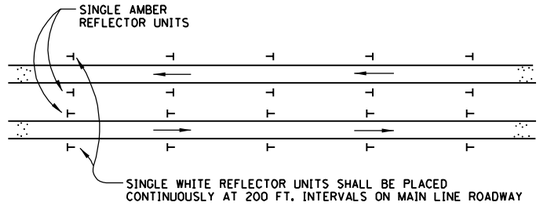
APPROVED Jeff Daley CHIEF ENGINEER DATE 1-1-2007

Illinois Tollway
Open Roads for a Faster Future

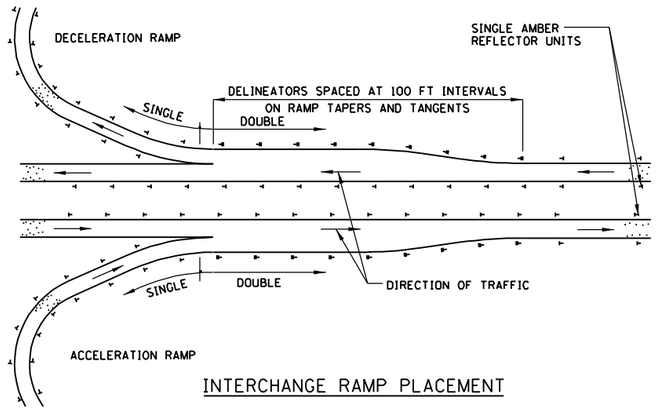
DATE	REVISIONS

MONUMENTS AND MARKERS

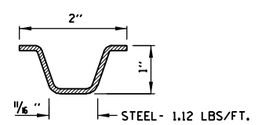
STANDARD D3-00



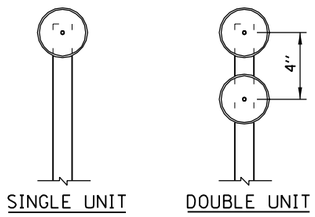
TANGENT PLACEMENT



INTERCHANGE RAMP PLACEMENT

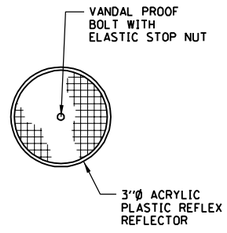


SECTION A-A

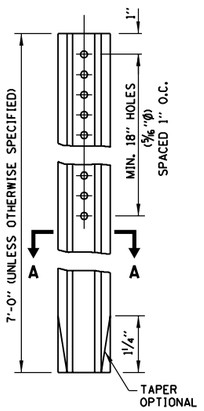


SINGLE UNIT DOUBLE UNIT

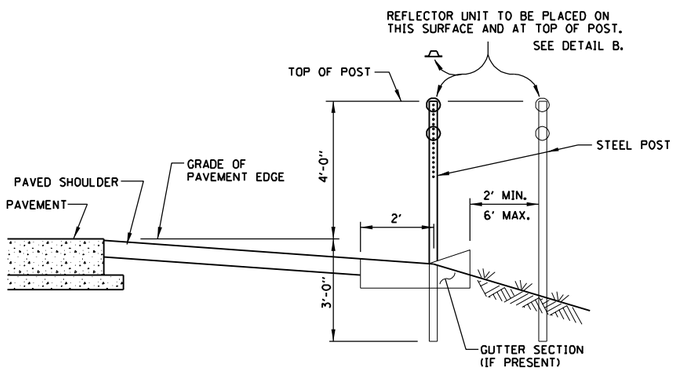
TYPICAL DELINEATORS



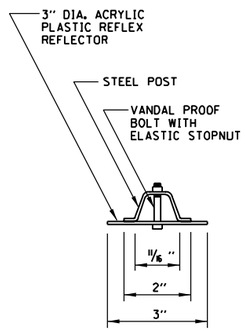
DELINEATORS



STEEL POST



DELINEATOR INSTALLATION



DETAIL B

NOTES FOR DELINEATOR INSTALLATION:

1. DELINEATORS ON TANGENT SECTIONS OF MAIN LINE SHALL BE PLACED AT 200 FOOT SPACING. DELINEATORS ON RAMPS AND ACCELERATION AND DECELERATION LANES SHALL BE PLACE AT MAXIMUM SPACING OF 100 FEET.

2. A. MAIN LINE-SINGLE WHITE REFECTOR UNITS SHALL BE PLACED CONTINUOUSLY ON THE RIGHT AND SINGLE AMBER REFLECTOR UNITS SHALL BE PLACED ON THE LEFT ON MAIN LINE SECTIONS WITHOUT BARRIER WALL.

   B. RAMPS-SINGLE REFLECTOR UNITS SHALL BE PLACED ON THE OUTSIDE OF ALL CURVED SECTIONS OF RAMPS, SINGLE WHITE SHALL BE PLACED ON THE RIGHT SIDE AND AMBER ON THE LEFT SIDE. THE DELINEATORS SHALL BE OVERLAPPED FOR A SHORT DISTANCE TO CLEARLY INDICATE WHERE DELINEATION ON ONE SIDE OF THE RAMP ENDS AND DELINEATION ON THE OTHER SIDE APPEARS.

   C. DOUBLE WHITE REFLECTOR UNITS SHALL BE PLACED ON THE RIGHT AT ALL ACCELERATION AND DECELERATION LANES.

3. MEDIAN CROSSOVER DELINEATION-THE FOLLOWING DELINEATION SHOULD BE INSTALLED ON THE LEFT SIDE OF THE PAVEMENT APPROACHING CROSSOVER:

   A. ONE-HALF OF A MILE IN ADVANCE OF THE CROSSOVER ONE WHITE REFECTOR UNIT OVER THREE AMBER REFLECTOR UNITS.

   B. ONE-FOURTH OF A MILE IN ADVANCE OF THE CROSSOVER ONE WHITE REFLECTOR UNIT OVER TWO AMBER REFLECTOR UNITS.

   C. AT A POINT NEAR THE INTERSECTION OF THE EDGE OF THE LEFT SHOULDER AND NEAR EDGE OF THE CROSSOVER ONE WHITE REFLECTOR UNIT OVER ONE AMBER REFLECTOR UNIT.

4. DELINEATORS SHALL BE MOUNTED ON SUPPORTS SUCH THAT THE TOP OF REFLECTORS IS FOUR FEET ABOVE THE ROADWAY EDGE AND TWO FEET OUTSIDE THE OUTER EDGE OF THE PAVED SHOULDER OR TWO FEET MINIMUM AND SIX FEET MAXIMUM OUTSIDE THE BACKS OF CURBS OR GUTTERS.

5. IN ALL CASES, THE COLOR OF THE REFLECTORS SHALL BE THE SAME AS THE ADJACENT EDGE LINE EXCEPT AS SPECIFIED IN NOTE 3.

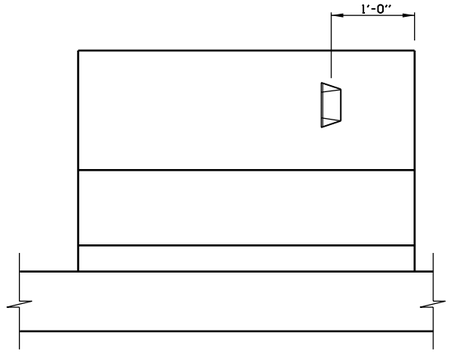
APPROVED Jeff Daley CHIEF ENGINEER DATE 1-1-2007

Illinois Tollway
Open Roads for a Faster Future

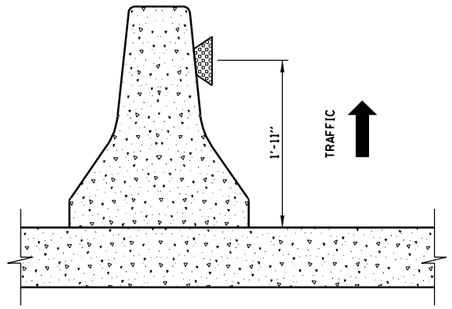
DATE	REVISIONS

DELINEATORS

STANDARD D4-00



ELEVATION

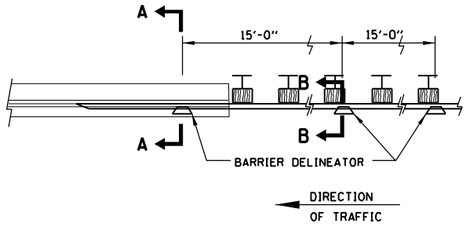


CROSS-SECTION

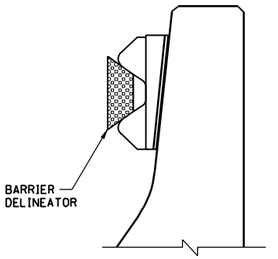
MOVABLE CONCRETE BARRIER

NOTES FOR BARRIER DELINEATOR:

1. THE BARRIER DELINEATORS SHALL BE PLACED AT 100 FOOT SPACINGS ALONG ROADWAY AND 50 FOOT ON BRIDGES AND THREE DELINEATORS AT 15 FOOT SPACINGS ON BRIDGE APPROACHES. THE SPACINGS ARE THE SAME FOR TANGENT AND CURVE ALIGNMENTS. WHITE DELINEATOR SHALL BE PLACED ON THE RIGHT SIDE AND AMBER ON THE LEFT SIDE.



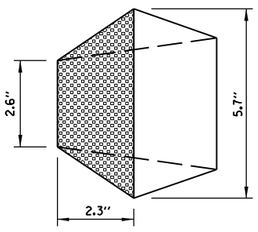
PLAN



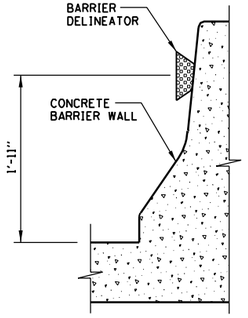
SECTION A-A

POST MOUNTED DELINEATOR SPACING ON CURVES

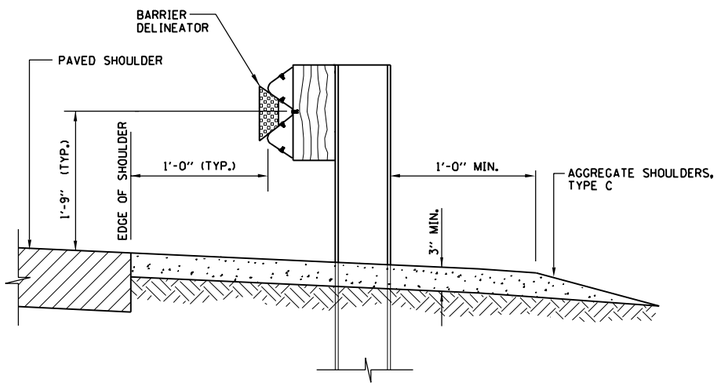
RADIUS OF CURVE (FT.)	SPACING ON CURVE (FT.)	SPACING IN ADVANCE AND BEYOND CURVE (FT.)		
		1ST	2ND	3RD
LESS THAN 100	20	40	65	125
100 - 174	30	60	90	180
175 - 224	35	70	110	200
225 - 274	40	85	125	200
275 - 349	50	95	145	200
350 - 449	55	110	170	200
450 - 549	65	125	190	200
550 - 649	70	140	200	200
650 - 749	75	150	200	200
750 - 849	80	165	200	200
850 - 949	85	175	200	200
950 - 1049	90	185	200	200
1050 - 1299	100	200	200	200
1300 - 1999	125	200	200	200
2000 - 2999	150	200	200	200
3000 - 3999	175	200	300	200
MORE THAN 3999	200	200	200	200



BARRIER DELINEATOR



BARRIER OR PARAPET
DELINEATOR INSTALLATION



SECTION B-B

BARRIER DELINEATOR INSTALLATION ON GUARDRAIL AT BRIDGE APPROACHES

ALSO SEE SHEET 1 (OF 2) IN THIS SERIES FOR ADDITIONAL INFORMATION

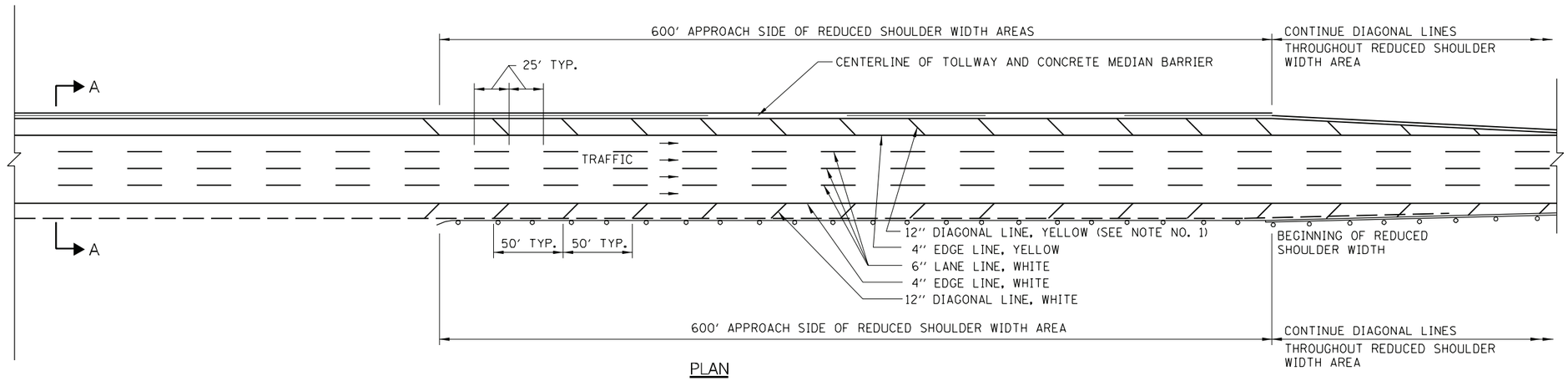
APPROVED Jeff Daley CHIEF ENGINEER DATE 1-1-2007

Illinois Tollway
Open Roads for a Faster Future

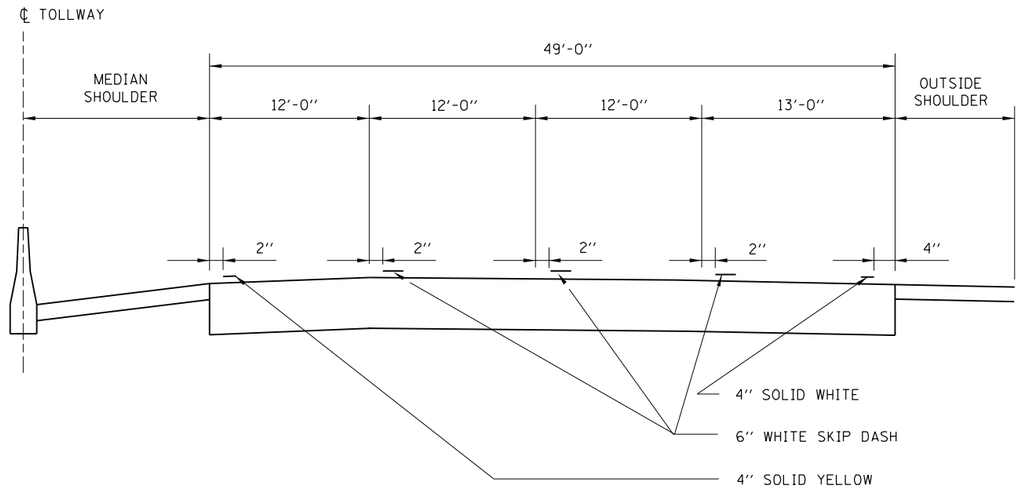
DATE	REVISIONS

DELINEATORS

STANDARD D4-00



PLAN



SECTION A–A

GENERAL NOTES:

1. DIAGONAL SHOULDER STRIPING REQUIRED WHERE USABLE SHOULDER WIDTH (NORMALLY 11' OR 12') IS LESS THAN 10'.
2. ROADWAY MARKING MATERIALS TO BE USED ON FINISHED CONCRETE SURFACE AND HOT-MIX ASPHALT SURFACE SHALL BE AS SHOWN ON THE PLANS.
3. WHERE THE GUARDRAIL ENCROACHES ON THE SHOULDER THE DIAGONAL MARKINGS SHALL EXTEND AS CLOSE TO THE FACE OF THE RAIL AS POSSIBLE.

ROADWAY AND SHOULDER STRIPING - NEW CONSTRUCTION

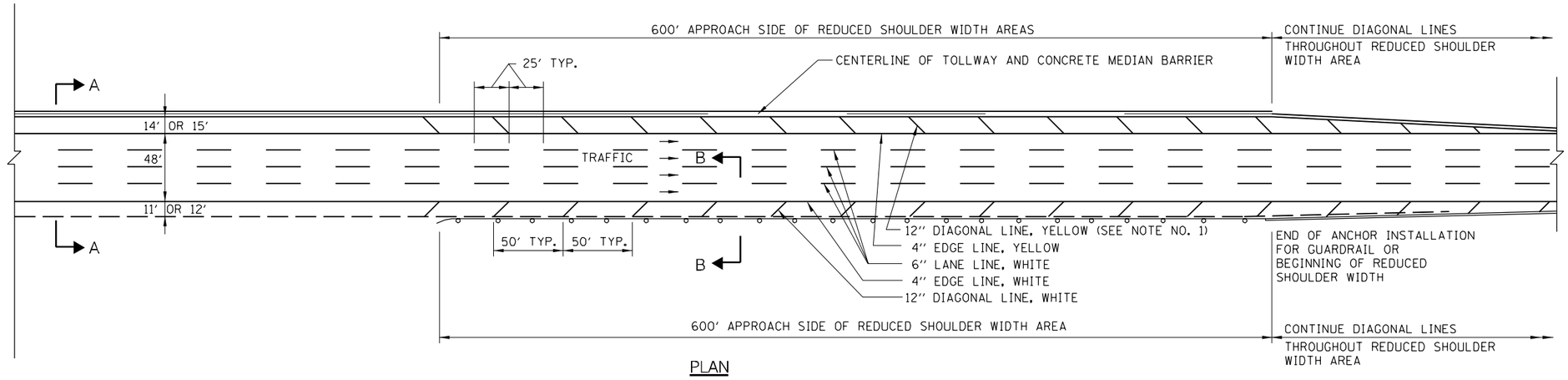
APPROVED Jeff Mosley CHIEF ENGINEER DATE 10-15-2007

Illinois Tollway
Open Roads for a Faster Future

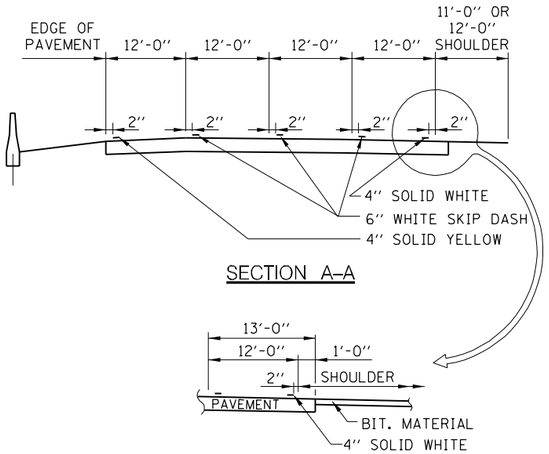
DATE	REVISIONS
9-19-07	STRIPE LOCATION @ OUTSIDE LANE

PERMANENT PAVEMENT MARKINGS

STANDARD D5-01

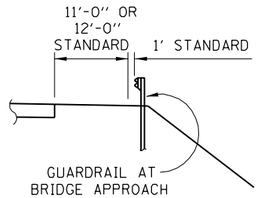


PLAN



SECTION A–A

ALTERNATE DETAIL
WITH 13′-0″ OUTSIDE LANE



SECTION B-B (SHOULDER WITHOUT GUTTER)

WHERE THE GUARDRAIL ENCROACHES ON THE SHOULDER THE DIAGONAL MARKINGS SHALL EXTEND AS CLOSE TO THE FACE OF THE RAIL AS POSSIBLE

GENERAL NOTES:

1. DIAGONAL SHOULDER STRIPING REQUIRED WHERE USABLE SHOULDER WIDTH (NORMALLY 11′ OR 12′) IS LESS THAN 10′.
2. ROADWAY MARKING MATERIALS TO BE USED ON FINISHED CONCRETE SURFACE AND HOT-MIX ASPHALT SURFACE SHALL BE AS SHOWN ON THE PLANS.

ROADWAY AND SHOULDER STRIPING - NEW CONSTRUCTION

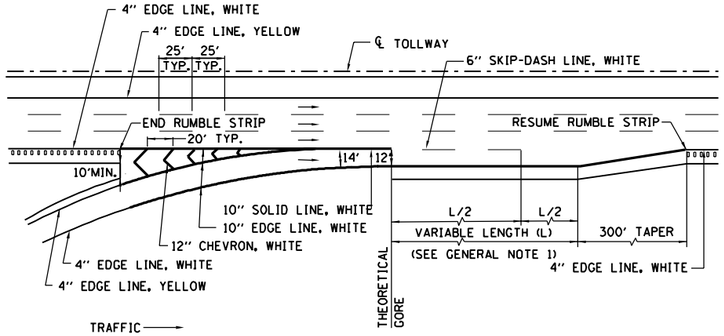
APPROVED Jeff Haley CHIEF ENGINEER DATE 1-1-2007

Illinois Tollway
Open Roads for a Faster Future

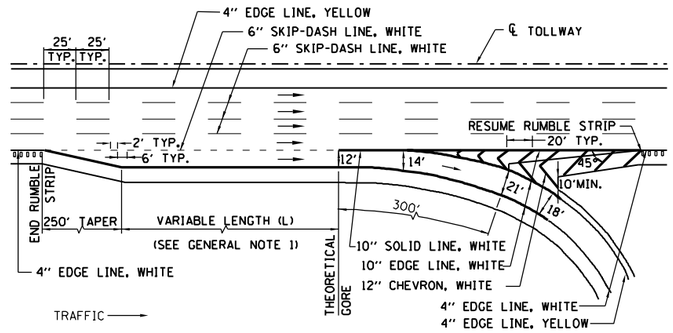
DATE	REVISIONS

PERMANENT PAVEMENT MARKINGS

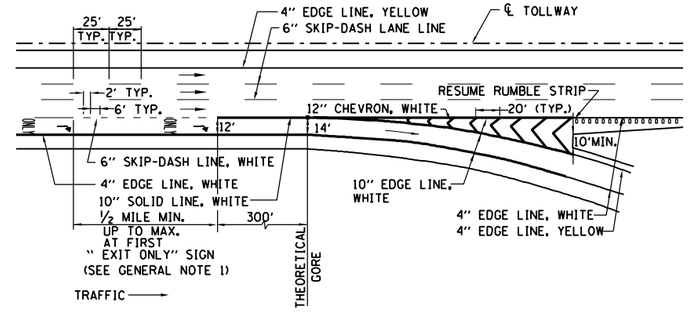
STANDARD D5-00



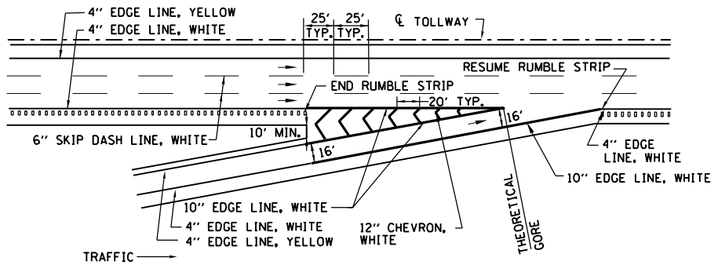
ENTRANCE - SINGLE LANE RAMP - PARALLEL TYPE



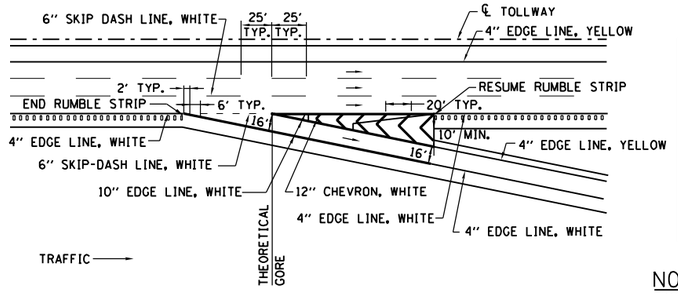
EXIT - SINGLE LANE RAMP - PARALLEL TYPE



EXIT - SINGLE LANE RAMP - WITH AUXILIARY LANE



ENTRANCE - SINGLE LANE RAMP - TAPER TYPE



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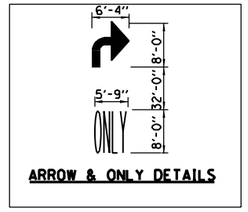
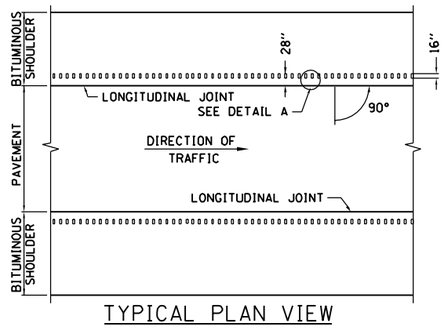


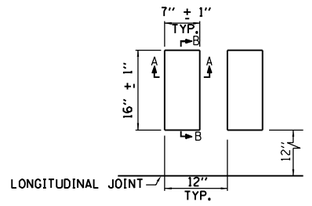
ARROW & ONLY DETAILS

NOTE:

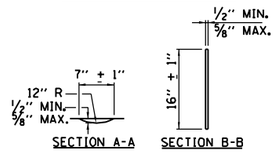
PAVEMENT MARKING LETTERS AND SYMBOLS-ONLY AND ARROW ARE TO BE TYPICALLY PLACED AT ½ MILE EXIT ONLY GUIDE SIGN, AT GORE EXIT GUIDE SIGN AND APPROXIMATELY HALFWAY BETWEEN THE TWO.



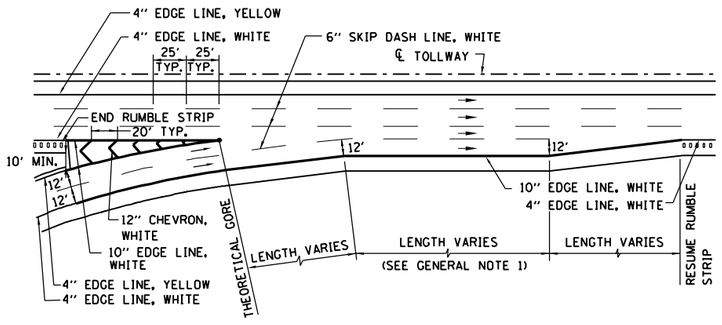
TYPICAL PLAN VIEW
MAINLINE



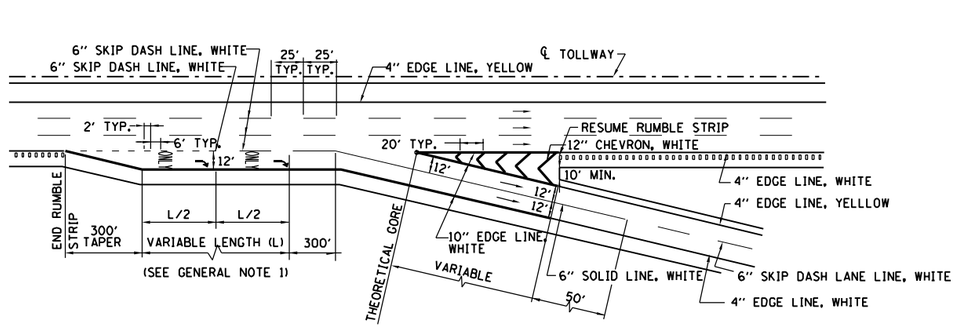
PLAN DETAIL A



SHOULDER RUMBLE STRIP DETAILS



ENTRANCE - TWO LANE RAMP



EXIT - TWO LANE RAMP

GENERAL NOTE:

ROADWAY MARKING MATERIALS TO BE USED ON FINISHED CONCRETE SURFACE AND HOT-MIX ASPHALT SURFACE SHALL BE AS SHOWN ON THE PLANS.

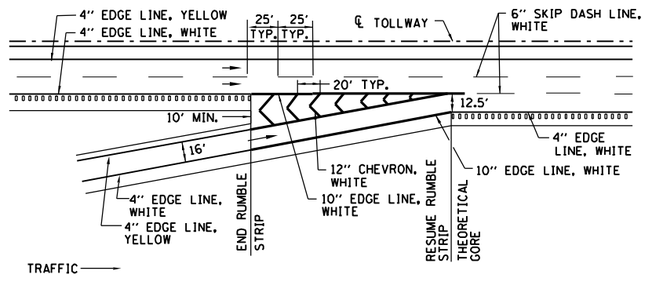
APPROVED Jeff Haley CHIEF ENGINEER DATE 1-1-2007

Illinois Tollway
Open Roads for a Faster Future

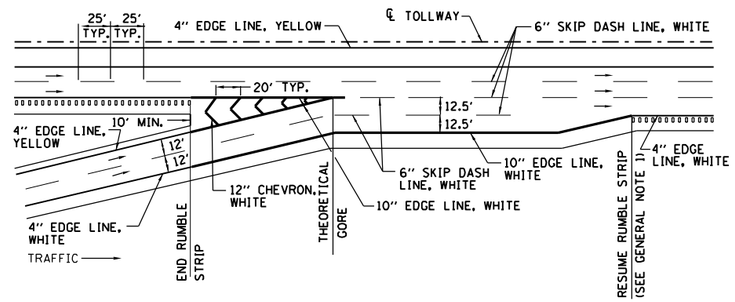
DATE	REVISIONS

PAVEMENT MARKING AND SHOULDER RUMBLE STRIP DETAILS

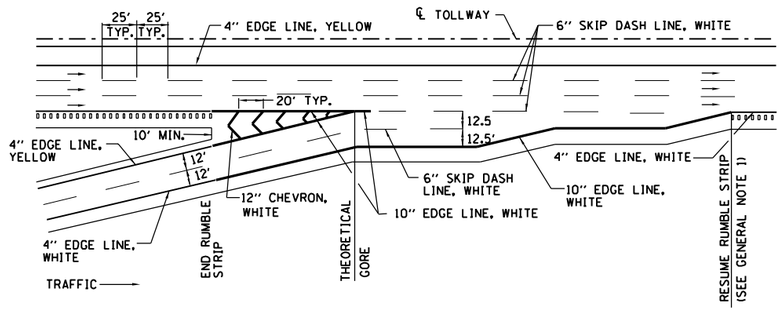
STANDARD D6-00



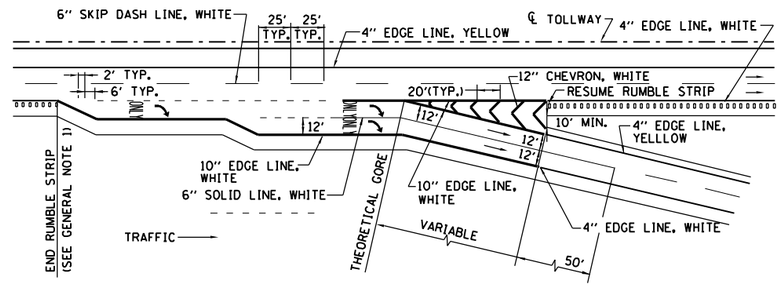
ENTRANCE - SINGLE LANE RAMP WITH BEGINNING OF LANE 3



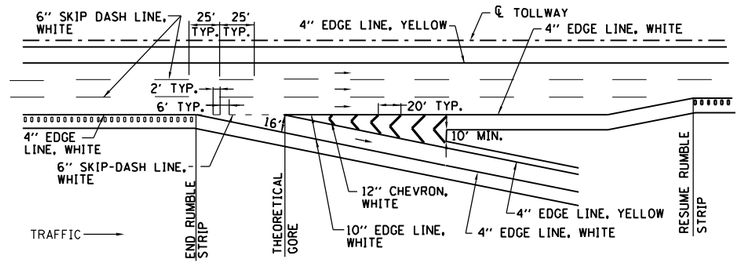
ENTRANCE - TWO LANE RAMP WITH BEGINNING OF LANE 3



ENTRANCE - TWO LANE PARALLEL RAMP



EXIT - TWO LANE PARALLEL RAMP



EXIT - SINGLE LANE RAMP LANE THREE TERMINATION

GENERAL NOTES

1. RUMBLE STRIPS SHALL BE INSTALLED UP TO THE GORE WHEN AUXILIARY LANES, ACCELERATION LANES AND DECELERATION LANES LENGTHS ARE GREATER THAN 1000 FT.

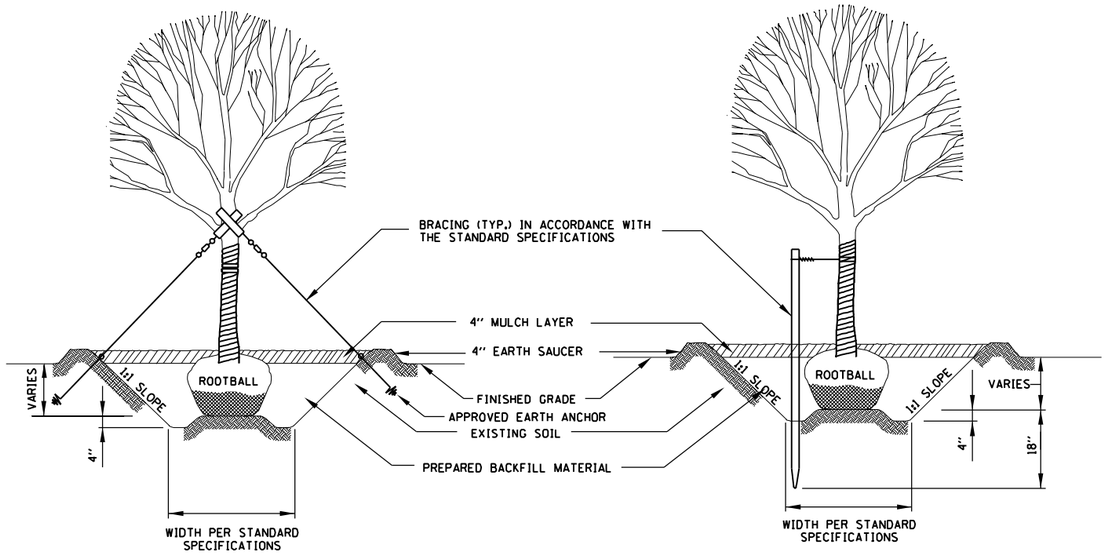
APPROVED Jeff Daley CHIEF ENGINEER DATE 1-1-2007

Illinois Tollway
Open Roads for a Faster Future

DATE	REVISIONS

PAVEMENT MARKIING AND SHOULDER RUMBLE STRIP DETAIL

STANDARD D6-00

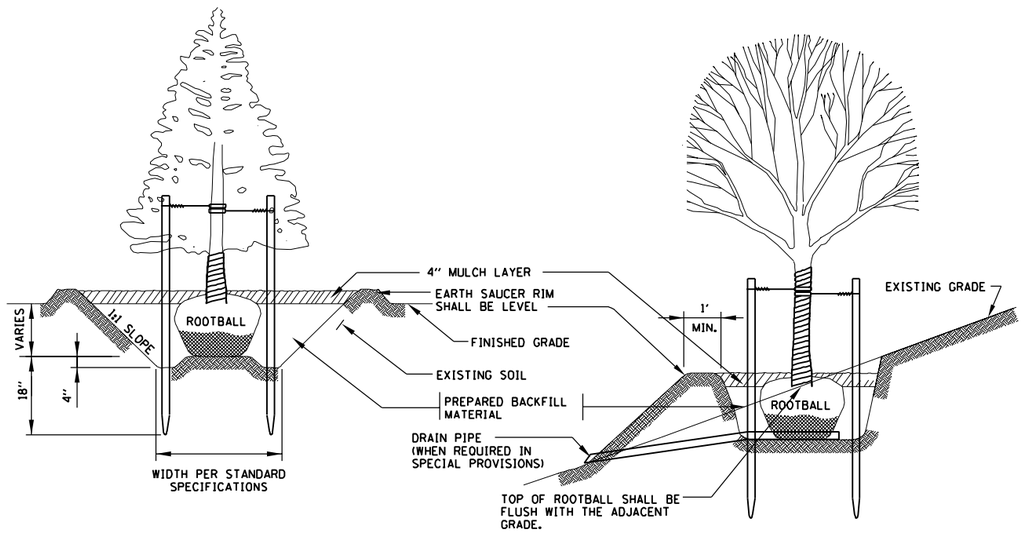


DECIDUOUS TREE PLANTING DETAIL
(4½" CALIPER AND LARGER)

DECIDUOUS TREE PLANTING DETAIL
GREATER THAN 4 FT HEIGHT AND LESS THAN 4½" CALIPER)

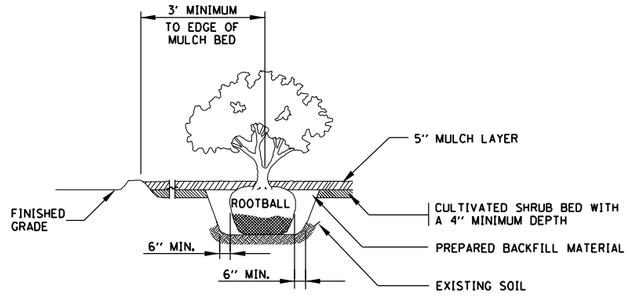
PLANTING NOTES:

1. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES, FIBER OPTICS, STORM SEWERS AND DRAINAGE STRUCTURES IN THE FIELD PRIOR TO THE EXCAVATION OF ANY PLANT PITS OR PLANTING BEDS. LOCATIONS OF TREE AND SHRUB PLANTINGS SHALL BE ADJUSTED TO AVOID DAMAGING ANY UNDERGROUND FEATURES.
2. THE PLANT LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATELY ONLY. THE EXACT LOCATIONS SHALL BE ADJUSTED AS REQUIRED IN THE FIELD BY THE ENGINEER. TREE LOCATIONS SHALL NOT BE MOVED CLOSER TO PAVEMENT EDGES THAN SHOWN ON THE PLANS OR A MINIMUM OF FIFTY (50) FEET.
3. TREES SHALL BE SPACED A MINIMUM OF FIVE (5) FEET FROM FENCES.
4. TREE AND SHRUB PLANTINGS SHALL NOT BLOCK ACCESS TO GATES IN FENCES.
5. TREES PLANTED IN TURF AREAS SHALL BE SPACED A MINIMUM OF TEN (10) FEET FROM THE EDGE OF A SHRUB BED.
6. TREES SHALL BE SPACED A MINIMUM OF TEN (10) FEET FROM NOISEWALLS OR OTHER STRUCTURES.
7. DITCHES SHALL BE KEPT CLEAR OF PLANTINGS. THE MINIMUM VERTICAL DISTANCE BETWEEN DITCH BOTTOMS AND PLANTS SHALL BE THREE (3) FEET.
8. IF DURING EXCAVATION, A PLANT HOLE OR PLANTING BED SHOWS POOR DRAINAGE, STANDING WATER OR AN IMPERVIOUS STRATUM OF SOIL, THE CONTRACTOR SHALL CEASE EXCAVATION AND SHALL NOTIFY THE ENGINEER. THE PLANT(S) SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER AND THE HOLE(S) OR BED SHALL BE FILLED IN AND RESTORED TO MATCH THE CONDITION AND VEGETATION OF THE ADJACENT AREA.
9. IMPROPERLY PRUNED PLANTINGS WILL BE REJECTED AND REPLACEMENTS WILL IMMEDIATELY BE MADE BY THE CONTRACTOR.
10. THE SIDES OF ALL PLANT PITS SHALL BE LOOSENED TO DISJOIN ANY GLAZING WHICH MAY OCCUR DURING THE DIGGING OPERATION.
11. TREE WRAPPING SHALL EXTEND TO THE LOWEST MAJOR BRANCH.
12. TOP OF ROOTBALL SHALL BE APPROXIMATELY 2 INCHES ABOVE ADJACENT FINISHED GRADE.
13. SHRUB PLANTINGS:
    - A. UNLESS NOTED OTHERWISE, ALL SHRUBS SHALL BE PLANTED IN MULCHED BEDS. THE EDGE OF THE MULCH BED SHALL EXTEND A MINIMUM OF THREE (3) FEET BEYOND THE CENTERS OF THE PERIPHERAL PLANTS IN THE BED.
    - B. THE EDGE OF A MULCH BED FOR SHRUB PLANTINGS ADJACENT TO A WALL, FENCE, GUARDRAIL OR OTHER FIXED OBJECT SHALL EXTEND TO THE OBJECT. THE PERIPHERAL PLANTS IN THE BED SHALL NOT BE PLANTED WITHIN FIVE (5) FEET OF THE OBJECT.
    - C. WHEN A TREE IS LOCATED IN A SHRUB BED, THE MINIMUM DISTANCE BETWEEN THE TREE AND THE ADJACENT SHRUBS SHALL BE SIX (6) FEET.
14. THE CONTRACTOR SHALL RESTORE ALL AREAS, OBJECTS AND VEGETATION DISTURBED BY THE LANDSCAPE OPERATIONS TO ORIGINAL CONDITIONS.
15. STAKES, GUYWIRES AND ALL TREE SUPPORTS SHALL BE REMOVED AFTER ONE YEAR OR AS DIRECTED BY THE LANDSCAPE ARCHITECT.
16. REMOVE ALL TWINE, ROPE, WIRE AND BURLAP FROM TOP HALF OF ROOTBALL. THE LOWER HALF OF BURLAP SHALL BE FOLDED TOWARD THE BOTTOM OF THE ROOTBALL.



EVERGREEN TREE PLANTING DETAIL

STEEP SLOPE PLANTING DETAIL



SHRUB PLANTING DETAIL

APPROVED Jeff Daley CHIEF ENGINEER DATE 1-1-2007

Illinois Tollway
Open Roads for a Faster Future

DATE	REVISIONS

LANDSCAPE PLANTING DETAILS

STANDARD D7-00