

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	1
		ILLINOIS	CONTRACT NO. 60Y27	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE VILLAGE OF CARPENTERSVILLE

2013 ADT: 29,300
POSTED SPEED: 35 MPH

PROPOSED HIGHWAY PLANS

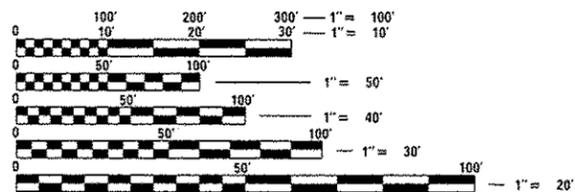
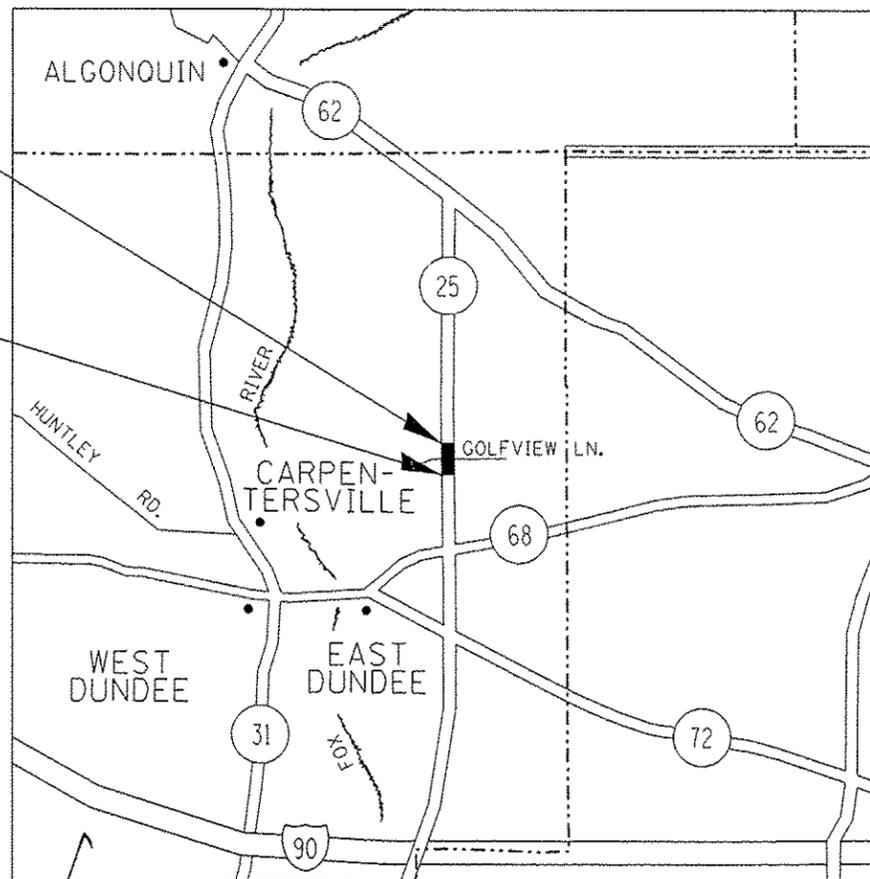
FAP ROUTE 360 (IL ROUTE 25)
AT GOLFVIEW LANE
SECTION: 93N-1(14)
PROJECT: ACHSIP-0360(014)
CHANNELIZATION & TRAFFIC SIGNAL MODERNIZATION
KANE COUNTY

C-91-342-14



LIMITS OF IMPROVEMENT
ENDS AT STA. 503+00

LIMITS OF IMPROVEMENT
BEGINS AT STA. 496+75



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: DAN WILGREEN (847) 705-4240
PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 60Y27

GROSS LENGTH = 625.00 FT. = 0.118 MILE
NET LENGTH = 625.00 FT. = 0.118 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *May 12 2016*
John Fishman REGIONAL ENGINEER

Dec 9 2016
Maureen M. Addis ENGINEER OF DESIGN AND ENVIRONMENT

Dec 9 2016
Anneke O'Connell 2
DIRECTOR OF PROGRAM DEVELOPMENT

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

URBAN

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10% 0004	T.S. FED 90% STATE 5% VILLAGE 5% 0021	E.V.P. VILLAGE 100% 0021		
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	50	50				
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	47	47				
550A0640	STORM SEWERS, CLASS A, TYPE 3 12"	FOOT	130	130				
55100500	STORM SEWER REMOVAL 12"	FOOT	21	21				
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	434	434				
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1				
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1				
60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	1	1				
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2				
60255700	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	1	1				
60260100	INLETS TO BE ADJUSTED	EACH	5	5				
60260300	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	1	1				
60260400	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1				

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10% 0004	T.S. FED 90% STATE 5% VILLAGE 5% 0021	E.V.P. VILLAGE 100% 0021		
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	5	5				
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	144	144				
60608600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06	FOOT	465	465				
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SO FT	2300	2300				
60622400	CONCRETE MEDIAN, TYPE SM-6.06	SO FT	1851	1851				
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	300	300				
* 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1				
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12				
67100100	MOBILIZATION	LSUM	1	1				
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1				
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	LSUM	1	1				
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1				
								* SPECIALTY ITEMS

FILE NAME :	USER NAME :	DESIGNED :	REVISED :
pn\11004848\BID\TEG\111012\gov\PH\DOT\Documents\1007	Bigranisa	9/18/2016	RWB
OFFICE:	PROJECT:	CHECKED :	REVISED :
11004848	11004848		
PLOT SCALE :	PLOT DATE :	DATE :	REVISED :
100.0000 / 1/4"	5/12/2016	3/7/2016	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE
SUMMARY OF QUANTITIES

SCALE:	SHEET NO. 2 OF 6 SHEETS	STA.	TO STA.	F.A.P. RTE. 360	SECTION 93N-31141	COUNTY KANE	TOTAL SHEETS 58	SHEET NO. 4
							CONTRACT NO. 60Y27	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

URBAN

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SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT		ROADWAY FED 90% STATE 10% 0004	T.S. FED 90% STATE 5% VILLAGE 5% 0021	E.V.P. VILLAGE 100% 0021	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1			
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	60	60			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	3402	3402			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	378	378			
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	291.2	291.2			
* 72000100	SIGN PANEL - TYPE 1	SQ FT	57.5	24.5	33		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	371	371			
* 72000200	SIGN PANEL - TYPE 2	SQ FT	37.5		37.5		
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1646	1646			
* 72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	2	2			
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	816	816			
* 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	47.84	47.84			
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	161	161			
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	26	26			
* 73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	2	2			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	291.2	291.2			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	371	371			
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1646	1646			
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	816	816			
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	161	161			

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT		ROADWAY FED 90% STATE 10% 0004	T.S. FED 90% STATE 5% VILLAGE 5% 0021	E.V.P. VILLAGE 100% 0021	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	98	98			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	77	77			
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	825		825		
* 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	105		105		
* 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	420		420		
* 81400100	HANDHOLE	EACH	3		3		
* 81400200	HEAVY-DUTY HANDHOLE	EACH	2		2		
* 81400300	DOUBLE HANDHOLE	EACH	2		2		
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2		2		
* 86400100	TRANSCEIVER - FIBER OPTIC	EACH	1		1		
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1290		1290		
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1640		1640		
12							* SPECIALTY ITEMS

URBAN

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SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT		ROADWAY FED 90% STATE 10% 0004	T.S. FED 90% STATE 5% VILLAGE 5% 0021	E.V.P. VILLAGE 100% 0021	
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.	FOOT	1555		1555		
	14 5C						
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.	FOOT	935		935		
	14 7C						
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.	FOOT	1020		1020		
	14 1 PAIR						
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO.	FOOT	25		25		
	6 2 C						
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT	FOOT	590		590		
	GROUNDING CONDUCTOR, NO. 6 1C						
* 87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL	EACH	1		1		
	10 FT.						
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL	EACH	1		1		
	16 FT.						
* 87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1		1		
* 87700230	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1		1		
* 87700250	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1		1		
* 87700270	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	1		1		
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12		12		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT		ROADWAY FED 90% STATE 10% 0004	T.S. FED 90% STATE 5% VILLAGE 5% 0021	E.V.P. VILLAGE 100% 0021	
* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4		
* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH	FOOT	37		37		
	DIAMETER						
* 87900200	DRILL EXISTING HANDHOLE	EACH	2		2		
* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION,	EACH	7		7		
	MAST-ARM MOUNTED						
* 88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION,	EACH	1		1		
	BRACKET MOUNTED						
* 88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION,	EACH	3		3		
	BRACKET MOUNTED						
* 88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION,	EACH	3		3		
	MAST-ARM MOUNTED						
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE,	EACH	8		8		
	BRACKET MOUNTED WITH COUNTDOWN TIMER						
* 88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED,	EACH	10		10		
	FORMED PLASTIC						
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	6		6		
* 88600100	DETECTOR LOOP, TYPE I	FOOT	460		460		
* 88700200	LIGHT DETECTOR	EACH	2			2	
							* SPECIALTY ITEMS

URBAN

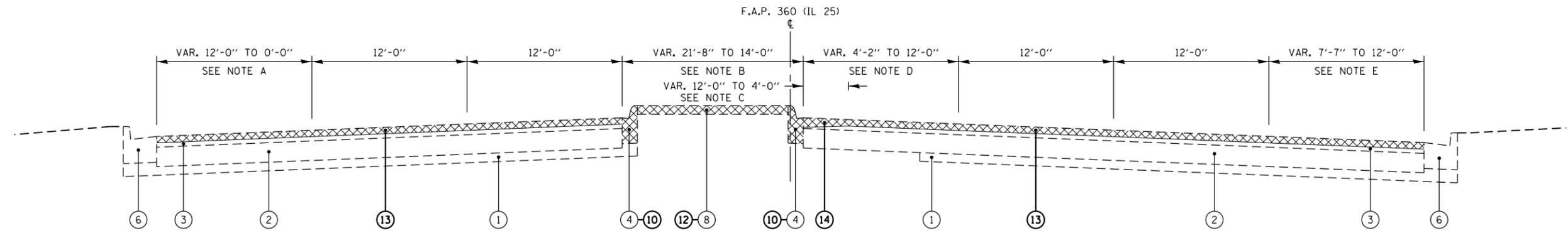
URBAN

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10% 0004	T.S. FED 90% STATE 5% VILLAGE 5% 0021	E.V.P. VILLAGE 100% 0021		CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10% 0004	T.S. FED 90% STATE 5% VILLAGE 5% 0021	E.V.P. VILLAGE 100% 0021	
* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1			1		X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	270	270			
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	8		8			X4402020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	6892	6892			
* 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1			Δ X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	300	300			
* 89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	1260		1260			Δ X5538000	STORM SEWERS TO BE CLEANED 18"	FOOT	500	500			
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1			Δ X5538300	STORM SEWERS TO BE CLEANED 27"	FOOT	500	500			
* 89502380	REMOVE EXISTING HANDHOLE	EACH	8		8			Δ X5538400	STORM SEWERS TO BE CLEANED 30"	FOOT	500	500			
* 89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1		1			X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	5	5			
* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	6		6			* X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1		1		
X0322917	PROPOSED STORM SEWER CONNECTION TO EXISTING MANHOLE	EACH	1	1				Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	346	346			
* X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	290			290		Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1			
X0327980	PAYEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2376	2376				Δ Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	13	13			
* X1400081	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1		1			Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4			
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	400	400				* Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1		1		
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1				* Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1		1		

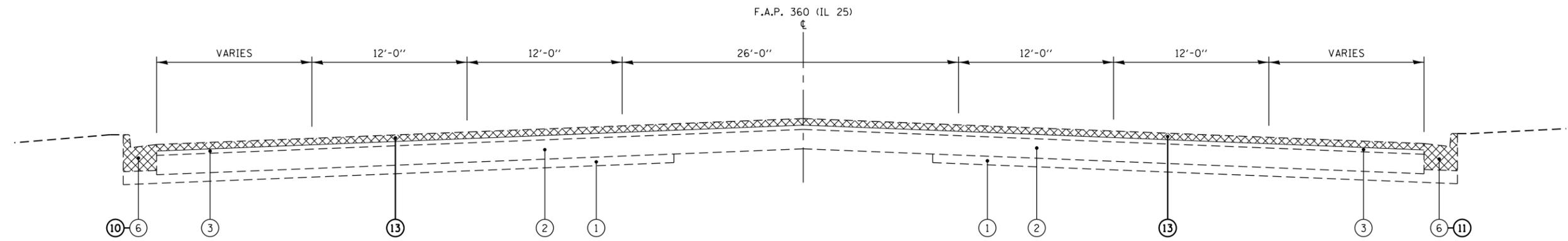
Δ Non-Part (100% STATE)

* SPECIALTY ITEMS

14



(1) STA. 496+75.00 TO STA. 499+70.55 (295.55')
(EXISTING)



(2) STA. 499+70.55 TO STA. 500+24.52 (53.97')
(EXISTING)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (OMP)
MIXTURE TYPE	AIR VOIDS @ Ndes	
POLYMERIZED HOT-MIX SURFACE COURSE, MIX "E", N70 (IL-9.5mm)	4% @ 70 GYR.	QC/OA
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.	QC/OA
HOT-MIX ASPHALT BASE COURSE (HMA BINDER, IL-19.0)	4% @ 70 GYR.	QC/OA
HOT-MIX ASPHALT BASE COURSE WIDENING (HMA BINDER, IL-19.0)	4% @ 70 GYR.	QC/OA
CLASS D PATCHING (HMA BINDER, IL-19.0)	4% @ 70 GYR.	QC/OA
OMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/OA)		

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
- 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 DISTRICT ONE SPECIAL PROVISIONS.
- FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS
- QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE
- THE SEQUENCE OF CONSTRUCTION SHALL BE PATCHING FIRST

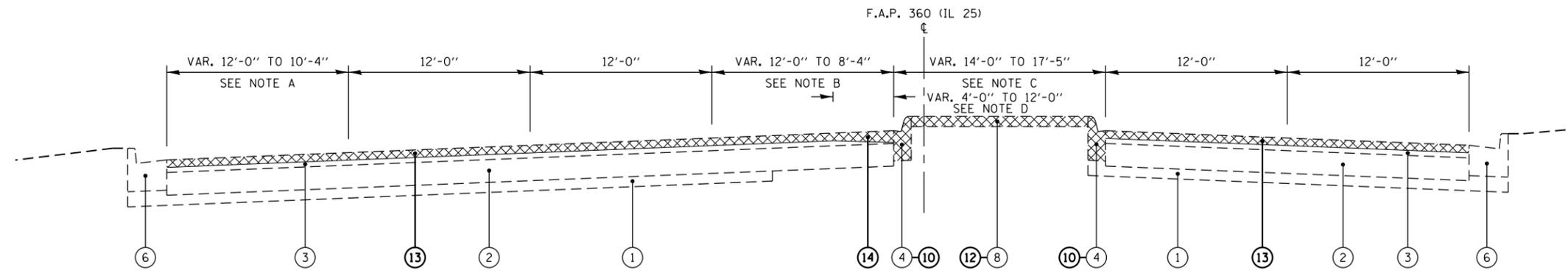
LEGEND

- | | | |
|---|--|--|
| ① EXIST. 4" SUBBASE GRANULAR MATERIAL TYPE A | ⑩ PROP. COMBINATION CURB AND GUTTER REMOVAL | ⑲ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, 2" |
| ② EXIST. 9" PCC BASE COURSE | ⑪ PROP. CURB AND GUTTER REMOVAL AND REPLACEMENT | ⑳ PROP. COMBINATION CURB AND GUTTER, TYPE M-6.06 |
| ③ EXIST. HMA OVERLAY, 3" | ⑫ PROP. MEDIAN SURFACE REMOVAL | ㉑ PROP. COMBINATION CURB AND GUTTER, TYPE B-6.24 |
| ④ EXIST. COMBINATION CURB AND GUTTER, TYPE M-6.06 | ⑬ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 3" | ㉒ PROP. CONCRETE MEDIAN, TYPE SM-6.06 |
| ⑤ EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.18 | ⑭ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH" | ㉓ PROP. CONCRETE MEDIAN SURFACE, 4" ** |
| ⑥ EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.24 | ⑮ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12" | ㉔ PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 4" |
| ⑦ EXIST. CONCRETE CURB | ⑯ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 7" | ㉕ PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 6" |
| ⑧ EXIST. 4" CONCRETE MEDIAN SURFACE | ⑰ PROP. HOT-MIX ASPHALT BASE COURSE, 7" | |
| ⑨ PROP. CURB REMOVAL | ⑱ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1" | |

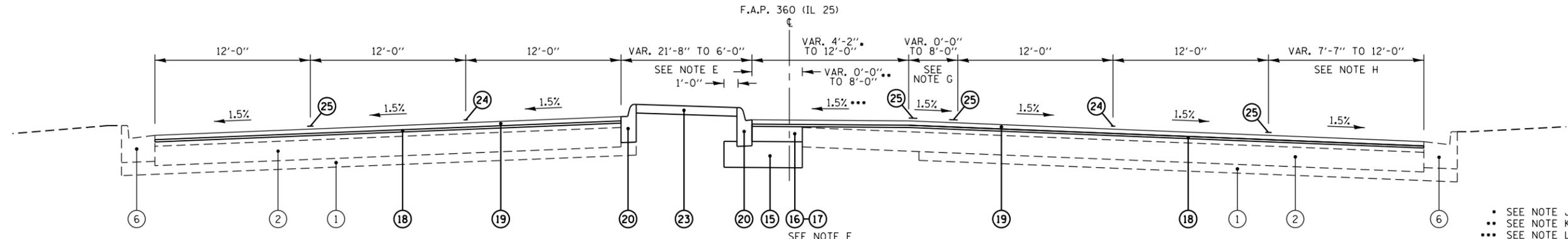
*NOMINAL MILLING DEPTH OF 3" AT PROPOSED CROWN ** AGGREGATE FILL FOR CONCRETE MEDIAN SURFACE WILL BE CONSIDERED INCIDENTAL TO THE COST OF CONCRETE MEDIAN SURFACE 4"

NOTES

- (A) VARIES FROM 12'-0" TO 0'-0" FROM STA. 498+44.00 LT. TO STA. 499+13.53 LT.
- (B) VARIES FROM 21'-8" TO 14'-0" FROM STA. 496+75.00 TO STA. 497+32.57
- (C) VARIES FROM 12'-0" TO 4'-0" FROM STA. 497+36.00 RT. TO STA. 497+99.00 RT.
- (D) VARIES FROM 4'-2" TO 14'-0" FROM STA. 496+75.00 TO STA. 497+32.57
- (E) VARIES FROM 7'-7" TO 12'-0" FROM STA. 496+75.00 RT. TO STA. 497+62.24 RT.

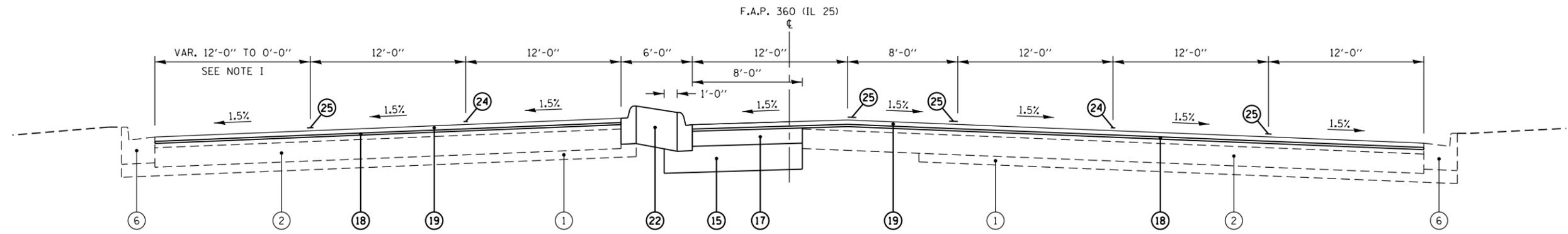


(3) STA. 500+24.52 TO STA. 503+00.00 (275.48')
(EXISTING)



(6) STA. 496+75.00 TO STA. 497+99.00 (124.00')
(PROPOSED)

• SEE NOTE J
•• SEE NOTE K
••• SEE NOTE L



(7) STA. 497+99.00 TO STA. 499+70.55 (171.55')
(PROPOSED)

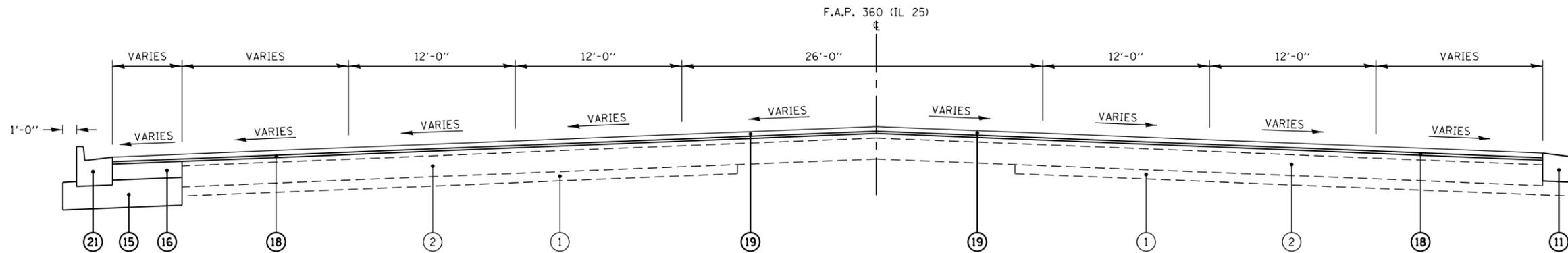
LEGEND

- | | | |
|---|--|--|
| ① EXIST. 4" SUBBASE GRANULAR MATERIAL TYPE A | ⑩ PROP. COMBINATION CURB AND GUTTER REMOVAL | ⑲ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, 2" |
| ② EXIST. 9" PCC BASE COURSE | ⑪ PROP. CURB AND GUTTER REMOVAL AND REPLACEMENT | ⑳ PROP. COMBINATION CURB AND GUTTER, TYPE M-6.06 |
| ③ EXIST. HMA OVERLAY, 3" | ⑫ PROP. MEDIAN SURFACE REMOVAL | ㉑ PROP. COMBINATION CURB AND GUTTER, TYPE B-6.24 |
| ④ EXIST. COMBINATION CURB AND GUTTER, TYPE M-6.06 | ⑬ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 3" | ㉒ PROP. CONCRETE MEDIAN, TYPE SM-6.06 |
| ⑤ EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.18 | ⑭ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH* | ㉓ PROP. CONCRETE MEDIAN SURFACE, 4"*** |
| ⑥ EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.24 | ⑮ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12" | ⑳ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 7" |
| ⑦ EXIST. CONCRETE CURB | ⑯ PROP. HOT-MIX ASPHALT BASE COURSE, 7" | ㉔ PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 4" |
| ⑧ EXIST. 4" CONCRETE MEDIAN SURFACE | ⑰ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1" | ㉕ PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 6" |
| ⑨ PROP. CURB REMOVAL | | |

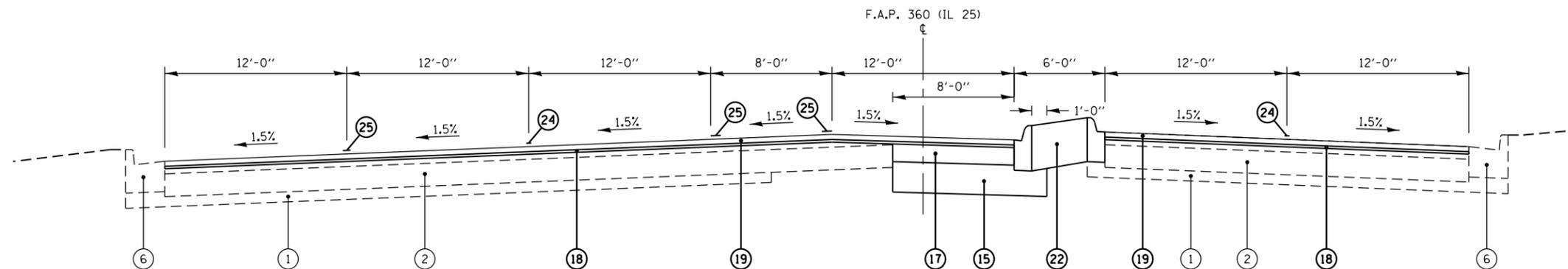
*NOMINAL MILLING DEPTH OF 3" AT PROPOSED CROWN ** AGGREGATE FILL FOR CONCRETE MEDIAN SURFACE WILL BE CONSIDERED INCIDENTAL TO THE COST OF CONCRETE MEDIAN SURFACE 4"

NOTES

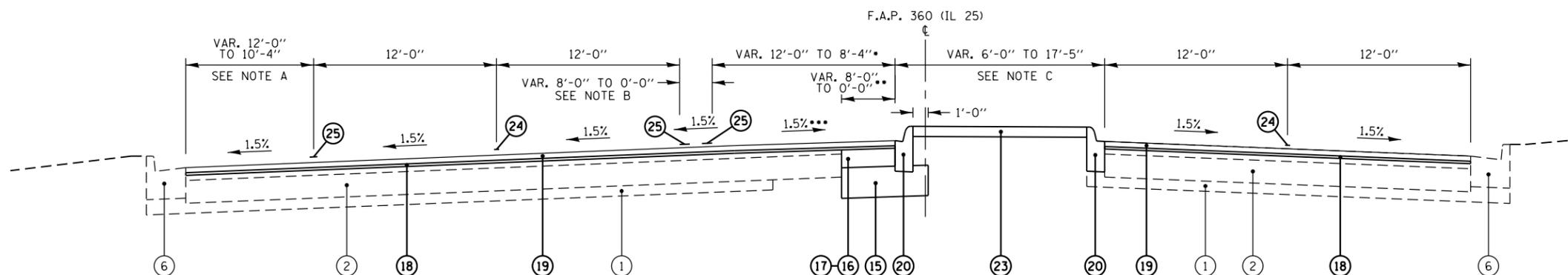
- (A) VARIES FROM 12'-0" TO 10'-4" FROM STA. 502+58.72 LT. TO STA. 503+00.00 LT.
 (B) VARIES FROM 12'-0" TO 8'-4" FROM STA. 502+48.29 LT. TO STA. 503+00.00 LT.
 (C) VARIES FROM 14'-0" TO 17'-5" FROM STA. 502+48.29 TO STA. 503+00.00
 (D) VARIES FROM 4'-0" TO 12'-0" FROM STA. 501+92.73 LT. TO STA. 502+69.09 LT.
 (E) VARIES FROM 21'-8" TO 6'-0" FROM STA. 496+75.00 TO STA. 497+99.00
 (F) HMA BASE COURSE WIDENING FROM STA. 497+32.57 TO STA. 497+82.04;
 HMA BASE COURSE FROM STA. 497+82.04 TO 497+99.00
 (G) VARIES FROM 0'-0" TO 8'-0" FROM STA. 497+36.00 RT. TO STA. 497+99.00 RT.
 (H) VARIES FROM 7'-7" TO 12'-0" FROM STA. 496+75.00 RT. TO STA. 497+62.24 RT.
 (I) VARIES FROM 12'-0" TO 0'-0" FROM STA. 498+44.00 LT. TO STA. 499+13.53 LT.
 (J) VARIES FROM 4'-2" TO 12'-0" FROM STA. 497+75.00 TO STA. 497+36.00
 (K) VARIES FROM 0'-0" TO 8'-0" FROM STA. 497+32.57 TO STA. 497+99.00
 (L) TRANSITIONS FROM 1.5% TO -1.5% FROM STA. 497+36.00 TO STA. 497+99.00



(8) STA. 499+70.55 TO STA. 500+24.52 (53.97')
(PROPOSED)



(9) STA. 500+24.52 TO STA. 501+92.73 (168.21')
(PROPOSED)



(10) STA. 501+92.73 TO STA. 503+00.00 (107.27')
(PROPOSED)

• SEE NOTE E
•• SEE NOTE F
••• SEE NOTE G

LEGEND

- | | | |
|---|--|--|
| ① EXIST. 4" SUBBASE GRANULAR MATERIAL TYPE A | ⑩ PROP. COMBINATION CURB AND GUTTER REMOVAL | ⑲ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, 2" |
| ② EXIST. 9" PCC BASE COURSE | ⑪ PROP. CURB AND GUTTER REMOVAL AND REPLACEMENT | ⑳ PROP. COMBINATION CURB AND GUTTER, TYPE M-6.06 |
| ③ EXIST. HMA OVERLAY, 3" | ⑫ PROP. MEDIAN SURFACE REMOVAL | ㉑ PROP. COMBINATION CURB AND GUTTER, TYPE B-6.24 |
| ④ EXIST. COMBINATION CURB AND GUTTER, TYPE M-6.06 | ⑬ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 3" | ㉒ PROP. CONCRETE MEDIAN, TYPE SM-6.06 |
| ⑤ EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.18 | ⑭ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH* | ㉓ PROP. CONCRETE MEDIAN SURFACE, 4"*** |
| ⑥ EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.24 | ⑮ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12" | ㉔ PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 4" |
| ⑦ EXIST. CONCRETE CURB | ⑯ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 7" | ㉕ PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 6" |
| ⑧ EXIST. 4" CONCRETE MEDIAN SURFACE | ⑰ PROP. HOT-MIX ASPHALT BASE COURSE, 7" | |
| ⑨ PROP. CURB REMOVAL | ⑱ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1" | |

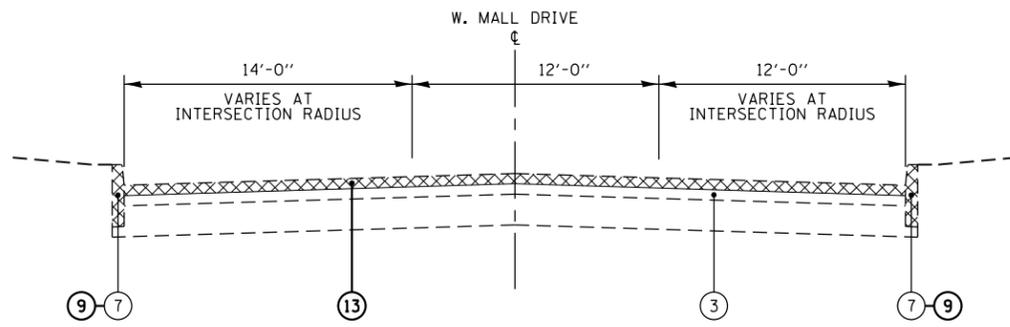
*NOMINAL MILLING DEPTH OF 3" AT PROPOSED CROWN

** AGGREGATE FILL FOR CONCRETE MEDIAN SURFACE WILL BE CONSIDERED INCIDENTAL TO THE COST OF CONCRETE MEDIAN SURFACE 4"

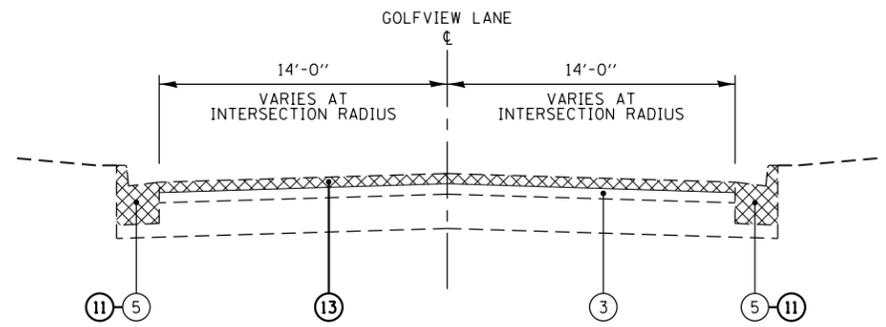
NOTES

- (A) VARIES FROM 12'-0" TO 10'-4" FROM STA. 502+58.72 LT. TO STA. 503+00.00 LT.
 (B) VARIES FROM 8'-0" TO 0'-0" FROM STA. 501+92.73 LT. TO STA. 502+69.09 LT.
 (C) VARIES FROM 6'-0" TO 17'-5" FROM STA. 501+92.73 TO STA. 503+00.00
 (D) HMA BASE COURSE FROM STA. 501+92.73 TO STA. 502+13.10;
 HMA BASE COURSE WIDENING FROM STA. 502+13.10 TO STA. 502+50.47
 (E) VARIES FROM 12'-0" TO 8'-0" FROM STA. 502+69.09 TO STA. 503+00.00
 (F) VARIES FROM 8'-0" TO 0'-0" FROM STA. 501+92.73 TO STA. 503+00.00
 (G) TRANSITIONS FROM -1.5% TO 1.5% FROM STA. 501+92.73 TO STA. 502+69.09

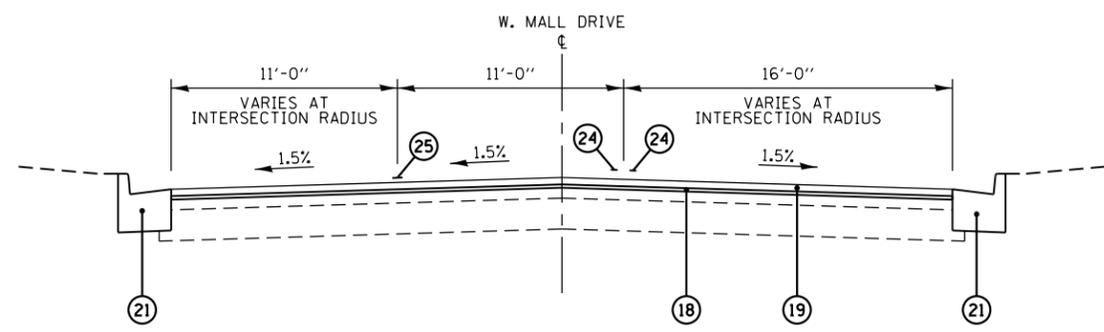
FILE NAME =	USER NAME = Bilgiris	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE TYPICAL SECTIONS	F.A.P. RTE. 360	SECTION 93N-1(14)	COUNTY KANE	TOTAL SHEETS 68	SHEET NO. 11	
Default	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -			SCALE: NTS	SHEET 3	OF 4 SHEETS	STA.	TO STA.	CONTRACT NO. 60Y27
	PLOT DATE = 5/12/2016	DATE - 8/19/2015	REVISED -			ILLINOIS FED. AID PROJECT					



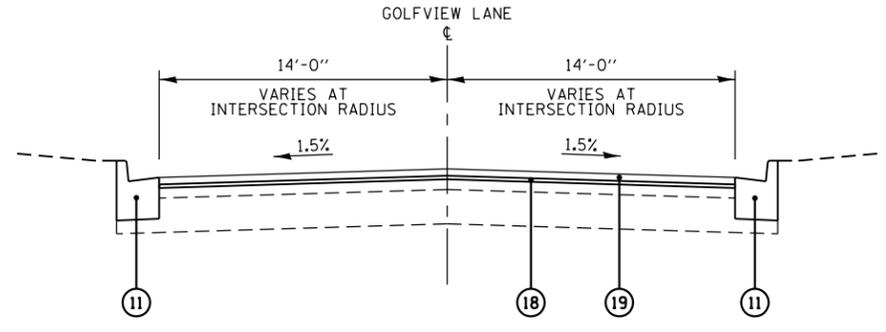
(4) STA. 198+81.50 TO STA. 199+49.86 (68.36')
(EXISTING)



(5) STA. 200+48.23 TO STA. 200+99.20 (50.97')
(EXISTING)



(11) STA. 198+81.50 TO STA. 199+49.86 (68.36')
(PROPOSED)



(12) STA. 200+48.23 TO STA. 200+99.20 (50.97')
(PROPOSED)

LEGEND

- ① EXIST. 4" SUBBASE GRANULAR MATERIAL TYPE A
- ② EXIST. 9" PCC BASE COURSE
- ③ EXIST. HMA OVERLAY, 3"
- ④ EXIST. COMBINATION CURB AND GUTTER, TYPE M-6.06
- ⑤ EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.18
- ⑥ EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.24
- ⑦ EXIST. CONCRETE CURB
- ⑧ EXIST. 4" CONCRETE MEDIAN SURFACE
- ⑨ PROP. CURB REMOVAL
- ⑩ PROP. COMBINATION CURB AND GUTTER REMOVAL
- ⑪ PROP. CURB AND GUTTER REMOVAL AND REPLACEMENT
- ⑫ PROP. MEDIAN SURFACE REMOVAL
- ⑬ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- ⑭ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH*
- ⑮ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ⑯ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 7"
- ⑰ PROP. HOT-MIX ASPHALT BASE COURSE, 7"
- ⑱ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- ⑲ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, 2"
- ⑳ PROP. COMBINATION CURB AND GUTTER, TYPE M-6.06
- ㉑ PROP. COMBINATION CURB AND GUTTER, TYPE B-6.24
- ㉒ PROP. CONCRETE MEDIAN, TYPE SM-6.06
- ㉓ PROP. CONCRETE MEDIAN SURFACE, 4" **
- ㉔ PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 4"
- ㉕ PROP. THERMOPLASTIC PAVEMENT MARKING - LINE 6"

*NOMINAL MILLING DEPTH OF 3" AT PROPOSED CROWN ** AGGREGATE FILL FOR CONCRETE MEDIAN SURFACE WILL BE CONSIDERED INCIDENTAL TO THE COST OF CONCRETE MEDIAN SURFACE 4"

NOTES

- (A) CURB REMOVAL AND COMBINATION CURB AND GUTTER B-6.24 BEGINS AT STA. 199+26.72 LT. WITH A 15' TRANSITION ZONE
- (B) CURB REMOVAL AND COMBINATION CURB AND GUTTER B-6.24 BEGINS AT STA. 198+90.15 RT. WITH AT 15' TRANSITION ZONE

EARTHWORK

TYP. SEC.	LOCATION	CUT (CU YD)	FILL (CU YD)	SHRINKAGE * (CU YD)	EARTH EXCAVATION (CU YD)	REM. AND DISPOSAL OF UNSUITABLE MATERIAL** (CU YD)	TOPSOIL FURNISH AND PLACE, 4" (SQ YD)
(6)	FAP 360 (IL 25) STA. 496+75.00						
(6)	STA. 497+00.00	0.54	0	0	0.54	0	0
(6)	STA. 497+32.57	1.41	0	0	1.41	0	0
(6-7)	STA. 497+99.00	33.34	0.01	0.01	33.34	0	0
(7)	STA. 499+00.00	95.61	0.02	0.02	95.61	0	0
(7)	STA. 499+61.00	56.91	0	0	56.91	0	0
(7)	STA. 499+70.55	14.67	0	0	14.67	0	0
(6-7)	PIPE UNDERDRAINS	5.50	0	0	5.50	0	0
(9)	STA. 500+24.52						
(9)	STA. 500+45.00	24.32	0	0	24.32	0	0
(9)	STA. 501+00.00	51.33	0.16	0.19	51.33	0	0
(9-10)	STA. 501+92.73	86.55	0.27	0.32	86.55	0	0
(10)	STA. 502+00.00	5.99	0.01	0.01	5.99	0	0
(10)	STA. 502+09.44	6.33	0	0	6.33	0	0
(10)	STA. 503+00.00	28.36	0	0	28.36	0	0
(9-10)	PIPE UNDERDRAINS	5.56	0	0	5.56	0	0
	NW QUADRANT	22.44	0.55	0.63	22.44	5.53	19.88
	NE QUADRANT	2.37	2.05	2.36	2.37	14.24	73.74
	SW QUADRANT	47.60	0.88	1.01	47.60	5.99	31.61
	SE QUADRANT	0.65	0.91	1.05	0.65	6.10	32.75
(12)	GOLFVIEW LN. STA. 200+59.17						
(12)	STA. 200+75.19	6.08	0	0	6.08	0	0
(12)	STA. 200+84.20	1.71	0	0	1.71	0	0
PROJECT TOTAL					498	32	158

* CUT VOLUME USED FOR FILL, ADJUSTED FOR SHRINKAGE, ASSUMING A SHRINKAGE FACTOR OF 15%
 ** ASSUME TOP 6" OF MATERIAL IN UNDISTURBED AREAS TO BE UNSUITABLE

DRAINAGE STRUCTURES

TYP. SEC.	LOCATION	CB, TY. A, 4' W/ TY. 1 F&OL	CB, TY. A, 4' W/ TY. 24 F&G
		QUANTITY (EACH)	QUANTITY (EACH)
	FAP 360 (IL 25)		
(6)	STA. 497+99.00 (LT)	1	
(9)	STA. 500+63.19 (LT)		1
PROJECT TOTAL		1	1

STORM SEWERS, CLASS A, TYPE 3, 12"

TYP. SEC.	LOCATION	QUANTITY (FOOT)
	FAP 360 (IL 25)	
(6)	STA. 496+85.19 (LT) TO STA. 497+99.00 (LT)	113.80
(9)	STA. 500+52.69 (LT) TO STA. 500+60.69 (LT)	8.00
(9)	STA. 500+65.69 (LT) TO STA. 500+73.69 (LT)	8.00
PROJECT TOTAL		130

DRAINAGE STRUCTURE ADJUSTMENTS

TYP. SEC.	LOCATION	ADJ. CB W/ NEW TY. 1 F&OL	ADJ. INLET W/ NEW TY. 1 F&OL	ADJ. INLET W/ NEW TY. 1 F&CL	ADJ. INLET	ADJ. MH	ADJ. MH W/ NEW TY. 1 F&OL	ADJ. F&L SPECIAL
		QUANTITY (EACH)	QUANTITY (EACH)	QUANTITY (EACH)	QUANTITY (EACH)	QUANTITY (EACH)	QUANTITY (EACH)	QUANTITY (EACH)
	FAP 360 (IL 25)							
(6)	STA. 496+85.19 (LT)						1	
(7)	STA. 499+60.31 (RT)					1		
(7)	STA. 499+61.73 (RT)				1			
(8)	STA. 500+07.20 (RT)							1
(9)	STA. 500+30.94 (RT)				1			
(9)	STA. 500+35.50 (RT)				1			
(9)	STA. 500+37.32 (LT)			1				
(9)	STA. 500+37.37 (RT)					1		
(9)	STA. 500+47.59 (RT)	1						
(9)	STA. 500+51.14 (LT)				1			
	W. MALL DR.							
(11)	STA. 199+21.85 (RT)							1
(11)	STA. 199+32.09 (RT)							1
(11)	STA. 199+37.40 (RT)							1
	GOLFVIEW LN.							
(12)	STA. 200+59.45 (LT)		1*					
(12)	STA. 200+61.44 (RT)							1
(12)	STA. 200+63.32 (LT)				1			
PROJECT TOTAL		1	1	1	5	2	1	5

* ADA COMPLIANT

SIGNS

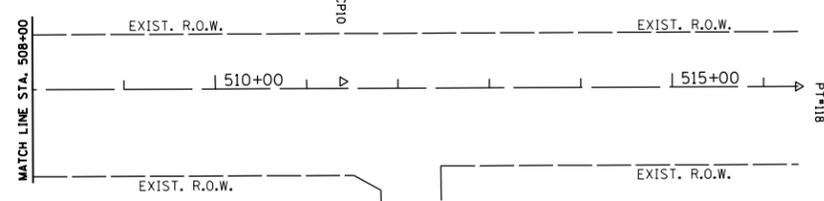
TYP. SEC.	LOCATION	OFFSET	FACING TRAFFIC	SIGN CODE	PANEL DESCRIPTION	SIGN PANEL		METAL POST		TELESCOPING STEEL SIGN SUPPORT (FOOT)	TELESCOPING STEEL SIGN SUPPORT BASE (EACH)	WOOD SIGN SUPPORT (FOOT)	MOUNTED
						TYPE 1 (SQ FT)	TYPE 2 (SQ FT)	TYPE A (FOOT)	TYPE B (FOOT)				
	FAP 360 (IL 25)												
(7)	STA. 499+55.27	8' (MAX)*	NB	-	WEST MALL DR	8.25							MAST ARM
(7)	STA. 499+55.27	8' (MAX)*	SB	-	WEST MALL DR	8.25							MAST ARM
(6)	STA. 499+56.64	10.42' LT	NB	R3-5	LEFT TURN ONLY	5.00			13.00	1			POST
(6)	STA. 499+56.64	10.42' LT	SB	R4-7	KEEP RIGHT	5.00							POST
(6)	STA. 499+56.64	10.42' LT	SB	OM1-3	OBJECT MARKER	2.25							POST
(9)	STA. 500+45.81	8' (MAX)*	NB	-	GOLFVIEW LN	8.25							MAST ARM
(9)	STA. 500+45.81	8' (MAX)*	SB	-	GOLFVIEW LN	8.25							MAST ARM
(9)	STA. 500+49.84	9.00' RT	NB	R4-7	KEEP RIGHT	5.00			13.00	1			POST
(9)	STA. 500+49.84	9.00' RT	SB	R3-5	LEFT TURN ONLY	5.00							POST
(9)	STA. 500+49.84	9.00' RT	NB	OM1-3	OBJECT MARKER	2.25							POST
	W. MALL DR.												
(11)	STA. 199+38.71	8' (MAX)*	WB	-	IL RTE 25 / JFK MEMORIAL DRIVE		18.75						MAST ARM
	GOLFVIEW LN.												
(12)	STA. 200+61.39	8' (MAX)*	EB	-	IL RTE 25 / JFK MEMORIAL DRIVE		18.75						MAST ARM
PROJECT TOTAL						57.50	37.50	0	0	26.00	2	0	

* OFFSET MEASURED ALONG MAST ARM FROM POLE. SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL FOR INSTALLATION INFORMATION.

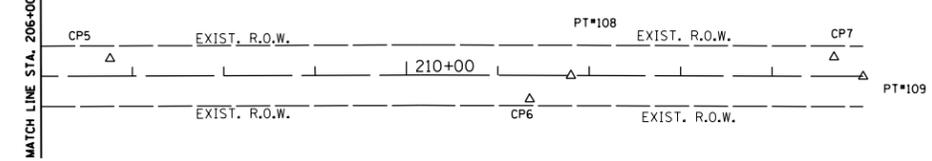
SIGN REMOVAL

TYP. SEC.	LOCATION	OFFSET	FACING TRAFFIC	PANEL DESCRIPTION	REMOVE SIGN PANEL		REMOVE SIGN PANEL ASSEMBLY	
					TYPE 1 (SQ FT)	TYPE 2 (SQ FT)	TYPE A (EACH)	TYPE B (EACH)
	FAP 360 (IL 25)							
(1)	STA. 499+59.54	7.37' LT	NB/SB	LEFT TURN ONLY/ KEEP RIGHT				1
(1)	STA. 499+63.01	53.58' LT	SB	PUSH BUTTON FOR WALK SIGNAL	0.75			
(1)	STA. 499+69.72	56.90' RT	NB	STOP (FOLDED)	7.46			
(3)	STA. 500+34.32	49.87' RT	NB	GOLFVIEW LN	8.25			
(3)	STA. 500+34.32	49.87' RT	SB	GOLFVIEW LN	8.25			
(3)	STA. 500+34.32	49.87' RT	NB	PUSH BUTTON FOR WALK SIGNAL	0.75			
(3)	STA. 500+37.41	4.55' RT	NB/SB	KEEP RIGHT/ LEFT TURN ONLY				1
(3)	STA. 500+38.81	56.77' LT	NB	STOP (FOLDED)	7.46			
	W. MALL DR.							
(4)	STA. 199+45.80	36.94' RT	EB	STOP (FOLDED)	7.46			
	GOLFVIEW LN.							
(5)	STA. 200+64.69	21.46' LT	WB	STOP (FOLDED)	7.46			
PROJECT TOTAL					47.84	0	0	2

IL. ROUTE 25
(JFK MEMORIAL DRIVE)

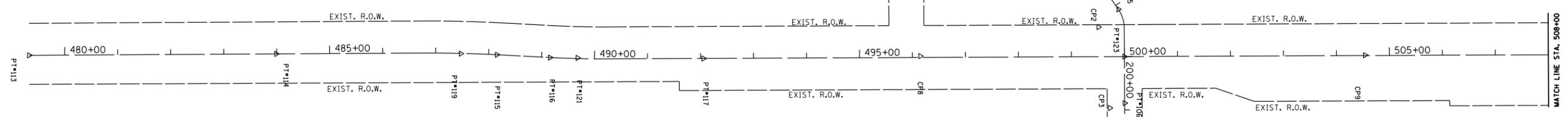


GOLFVIEW DR.



GOLFVIEW CURVE-3 PI STA. = 198+11.24 Δ = 35° 54' 09" (LT) D = 68° 45' 03" R = 83.34' T = 27.00' L = 52.22' E = 4.26' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 197+84.24 P.T. STA. = 198+36.46	GOLFVIEW CURVE-4 PI STA. = 199+28.04 Δ = 35° 09' 01" (RT) D = 90° 44' 22" R = 63.14' T = 20.00' L = 38.74' E = 3.09' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 199+08.04 P.T. STA. = 199+46.77
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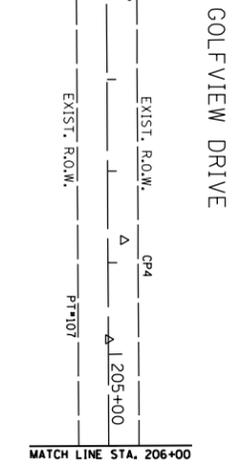
IL. ROUTE 25
(JFK MEMORIAL DRIVE)



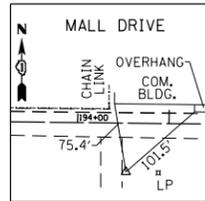
IL 25 CURVE-1
PI STA. = 487+47.63
Δ = 3° 21' 14" (RT)
D = 2° 14' 12"
R = 2,561.72'
T = 75.00'
L = 149.96'
E = 1.10'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 486+72.63
P.T. STA. = 488+22.58

IL 25 CURVE-2
PI STA. = 489+68.08
Δ = 3° 16' 30" (LT)
D = 2° 58' 41"
R = 1,923.94'
T = 55.00'
L = 109.97'
E = 0.79'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 489+13.08
P.T. STA. = 490+23.05

IL. ROUTE 25
(JFK MEMORIAL DRIVE)

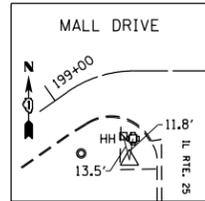


FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS, TIES AND BENCHMARKS ILLINOIS ROUTE 25 AT GOLFVIEW LANE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBIDINTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI07020\Drawings\CAD\Sheets\PI07013-sht-ATB.dgn	PLT SCALE = 200.0000' / in.	CHECKED -	REVISED -			360	93N-1(14)	KANE	68	16	
Default	PLOT DATE = 5/12/2016	DATE -	REVISED -			CONTRACT NO. 60Y27					
						ILLINOIS FED. AID PROJECT					



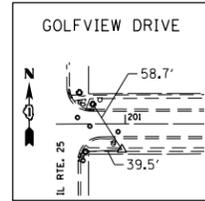
CONTROL POINT 1

SET MAG NAIL IN PARKING LOT OF TRACTOR SUPPLY STA. 194+53.22
N=1984418.3893
E=1004178.1503
ELEV.=882.011



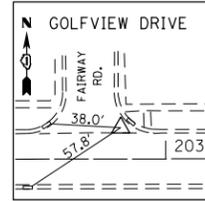
CONTROL POINT 2

"X" CUT IN CONC. SIDEWALK IN THE SW CORNER OF IL 25 & MALL DR. STA. 199+41.76
N=1984487.7479
E=1004651.2466
ELEV.=887.241



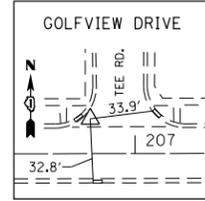
CONTROL POINT 3

"X" CUT IN SIDEWALK ON SOUTH SIDE OF GOLFVIEW STA. 200+96.33
N=1984508.5885
E=1004803.1658
ELEV.=888.158



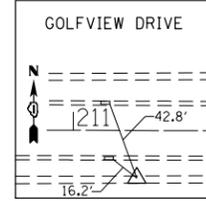
CONTROL POINT 4

SET MAG NAIL IN NE CORNER OF GOLFVIEW & FAIRWAY STA. 203+75.42
N=1984554.2854
E=1005082.1687
ELEV.=890.999



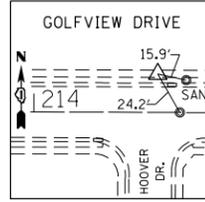
CONTROL POINT 5

MAG NAIL IN NW CORNER OF GOLFVIEW & TEE STA. 206+75.62
N=1984556.8340
E=1005382.3581
ELEV.=895.772



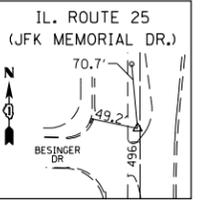
CONTROL POINT 6

"X" CUT IN SIDEWALK S. GOLFVIEW AT #35 STA. 211+34.85
N=1984512.1222
E=1005841.5155
ELEV.=903.858



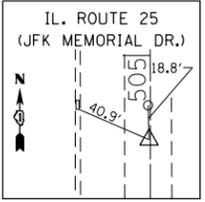
CONTROL POINT 7

"X" CUT IN SIDEWALK N. GOLFVIEW AT HOOPER STA. 214+67.82
N=1984557.5979
E=1006174.6864
ELEV.=900.510



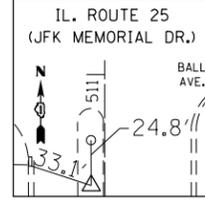
CONTROL POINT 8

MAG NAIL IN MEDIAN IL 25 ±400' S. OF GOLFVIEW STA. 496+14.80
N=1984151.2113
E=1004704.5537
ELEV.=888.319



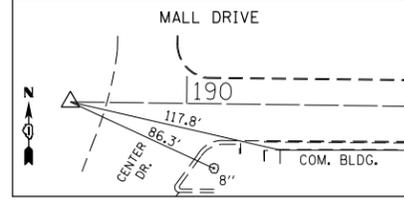
CONTROL POINT 9

MAG NAIL IN MEDIAN IL 25 ±500' N. OF GOLFVIEW STA. 504+54.06
N=19844990.4774
E=1004705.5148
ELEV.=891.301



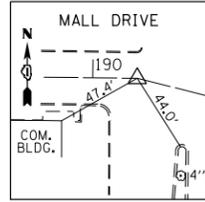
CONTROL POINT 10

MAG NAIL IN MEDIAN IL 25 ±1100' N. OF GOLFVIEW STA. 511+39.37
N=1985675.7784
E=1004697.8670
ELEV.=899.602



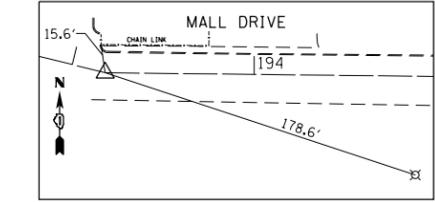
POINT #100

MAG NAIL BEGIN POINT MALL DRIVE STA. 189+36.41
N=1984499.7294
E=1003664.7386
ELEV.=877.006



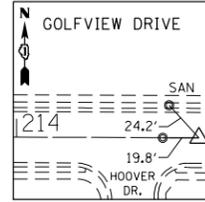
POINT #101

MAG NAIL AT ANGLE POINT ON MALL DRIVE STA. 192+24.30
N=1984495.9607
E=1003952.6007
ELEV.=881.213



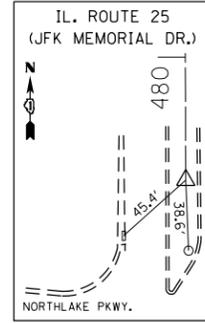
POINT #102

MAG NAIL AT ANGLE POINT ON MALL DRIVE STA. 193+18.56
N=1984473.2666
E=1004044.0879
ELEV.=882.620



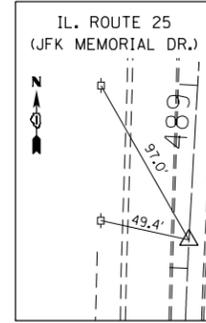
POINT #109

MAG NAIL AT END POINT OF MALL DRIVE STA. 214+99.79
N=1984536.4707
E=1006206.5595
ELEV.=898.748



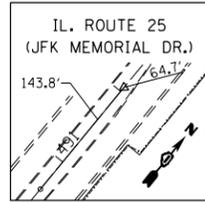
POINT #113

MAG NAIL AT BEGIN POINT IL 25 (SOUTH) AT NORTHLAKE PKWY STA. 479+32.89
N=1982469.5826
E=1004697.8126
ELEV.=855.778



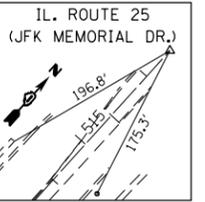
POINT #115

"X" CUT IN CONC. MEDIAN ON IL 25 ±1200' SOUTH OF GOLFVIEW STA. 488+15.60
N=1983352.2231
E=1004699.4859
ELEV.=879.088



POINT #117

"X" CUT IN CONC. MEDIAN ON IL 25 ±800' SOUTH OF GOLFVIEW STA. 492+05.47
N=1983741.8897
E=1004707.7598
ELEV.=887.904



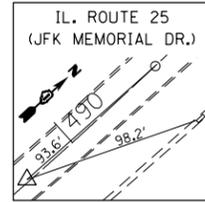
POINT #118

MAG NAIL AT END POINT OF IL 25 STA. 516+37.93
N=1986174.3502
E=1004704.7541
ELEV.=890.602



POINT #119

"X" CUT IN CONC. MEDIAN PI (C2) ON IL 25 STA. 487+47.42
N=1983284.0845
E=1004697.2846
ELEV.=876.506



POINT #121

"X" CUT IN CONC. MEDIAN STA. 489+68.03
N=1983504.4879
E=1004705.8465
ELEV.=883.946

ROUTE	POINT	NORTHING	EASTING	STATION
GOLFVIEW DRIVE CURVE-3	PI	1984467.8021	1004536.7429	198+11.24
	PC	1984468.1016	1004509.7446	197+84.24
	PT	1984483.3916	1004558.7876	198+36.46
GOLFVIEW DRIVE CURVE-4	PI	1984536.2646	1004633.5537	199+28.04
	PC	1984524.7168	1004617.2243	199+08.04
	PT	1984536.3054	1004653.5537	199+46.77
GOLFVIEW DRIVE POINTS	A100	1984499.7294	1003664.7386	189+36.41
	A101	1984495.9607	1003952.6007	192+24.30
	A102	1984473.2666	1004044.0879	193+18.56
	A110	1984538.4870	1005722.6040	210+15.83
	A109	1984536.4707	1006206.5595	214+99.79
IL ROUTE 25 CURVE-1	PI	1983284.3170	1004695.6926	487+47.63
	PC	1983209.3173	1004695.8878	486+72.63
	PT	1983359.1997	1004699.8856	488+22.58
IL ROUTE 25 CURVE-2	PI	1983504.4655	1004708.0196	489+68.08
	PC	1983449.5515	1004704.9447	489+13.08
	PT	1983559.4655	1004707.9523	490+23.05
IL ROUTE 25 POINTS	A113	1982469.5826	1004697.8126	479+32.89
	A118	1986174.3502	1004704.7541	516+37.93

BENCHMARK #BM-1

ELEV. 902.754
"X" -CUT IN NW BOLT OF FIRE HYDRANT ON SW CORNER OF GOLFVIEW AND HOOPER.

BENCHMARK #BM-2

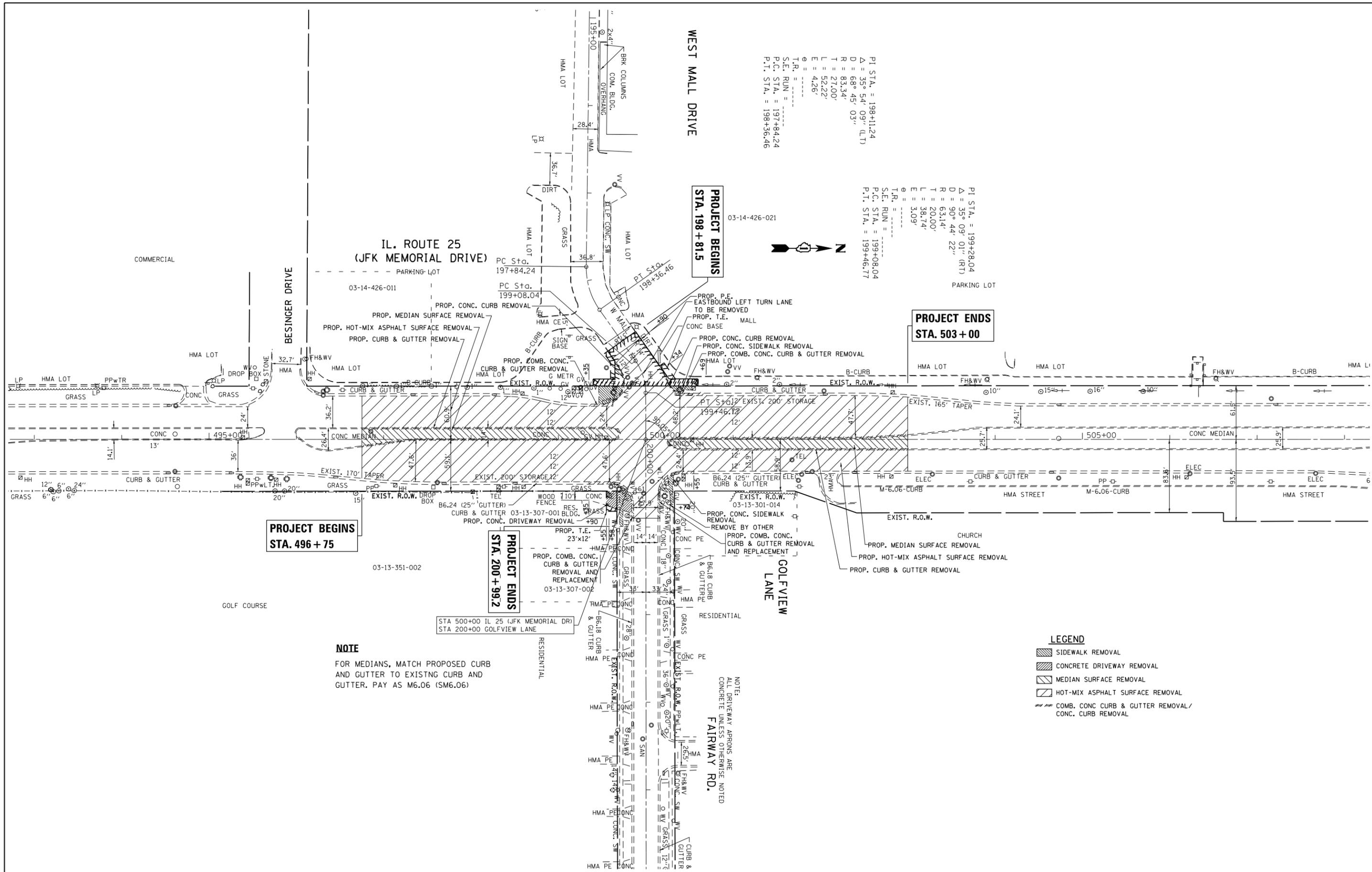
ELEV. = 888.955
□ -CUT IN IN NW CORNER OF TRAFFIC CONTROL BOX ON THE NE CORNER OF IL 25 AND GOLFVIEW.

BENCHMARK #BM-3

ELEV. 902.483
"X" -CUT IN SE BOLT OF FIRE HYDRANT WEST SIDE OF IL 25 ±1000' NORTH OF GOLFVIEW AT THE BASE OF WATER TOWER.

BENCHMARK #BM-4

ELEV. = 880.751
□ -CUT IN IN SW CORNER OF BUS STOP CONCRETE SLAB. NORTH SIDE OF CINEMA ±1000' WEST OF IL 25.



P.I. STA. = 198+11.24
 $\Delta = 35^\circ 54' 09''$ (LT)
 $D = 68^\circ 45' 03''$
 $R = 83.34'$
 $T = 27.00'$
 $L = 52.22'$
 $E = 4.26'$
 $\theta = \dots$
 S.E. RUN = \dots
 P.C. STA. = 197+84.24
 P.T. STA. = 198+36.46

P.I. STA. = 199+28.04
 $\Delta = 35^\circ 09' 01''$ (RT)
 $D = 90^\circ 44' 22''$
 $R = 63.14'$
 $T = 20.00'$
 $L = 38.74'$
 $E = 3.09'$
 $\theta = \dots$
 S.E. RUN = \dots
 P.C. STA. = 199+08.04
 P.T. STA. = 199+46.77

**PROJECT BEGINS
STA. 496 + 75**

**PROJECT BEGINS
STA. 198 + 81.5**

**PROJECT ENDS
STA. 503 + 00**

**PROJECT ENDS
STA. 200 + 99.2**

NOTE
 FOR MEDIANS, MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTER. PAY AS M6.06 (SM6.06)

- LEGEND**
- SIDEWALK REMOVAL
 - CONCRETE DRIVEWAY REMOVAL
 - MEDIAN SURFACE REMOVAL
 - HOT-MIX ASPHALT SURFACE REMOVAL
 - COMB. CONC. CURB & GUTTER REMOVAL / CONC. CURB REMOVAL

NOTE:
 ALL DRIVEWAY APRONS ARE CONCRETE UNLESS OTHERWISE NOTED
FAIRWAY RD.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

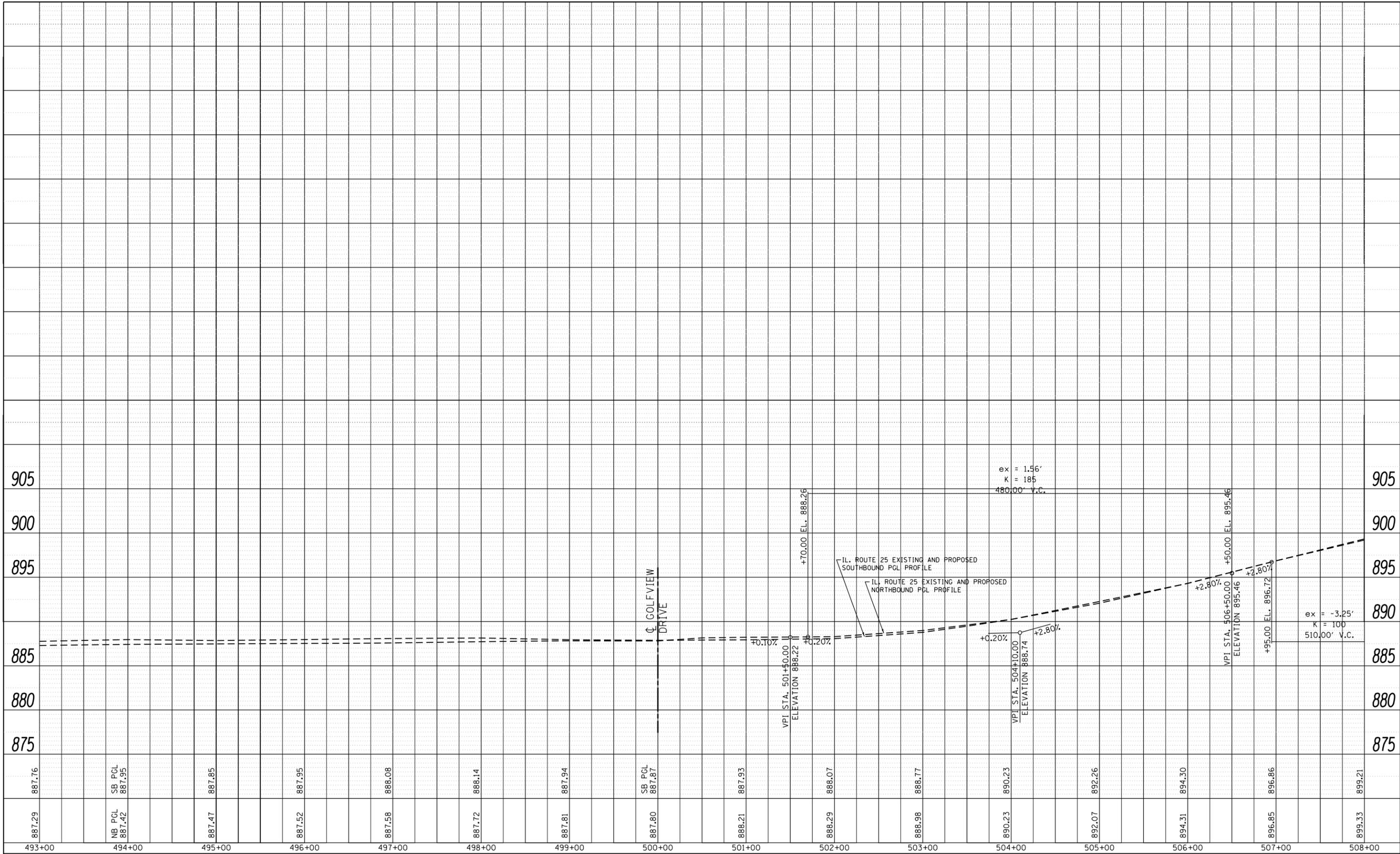
**EXISTING ROADWAY PLAN
IL. RTE. 25 (JFK MEMORIAL DRIVE) AT GOLFOVIEW LANE**

SCALE: 1" = 50' SHEET 1 OF 3 SHEETS STA. 496+75 TO STA. 503+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	18
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
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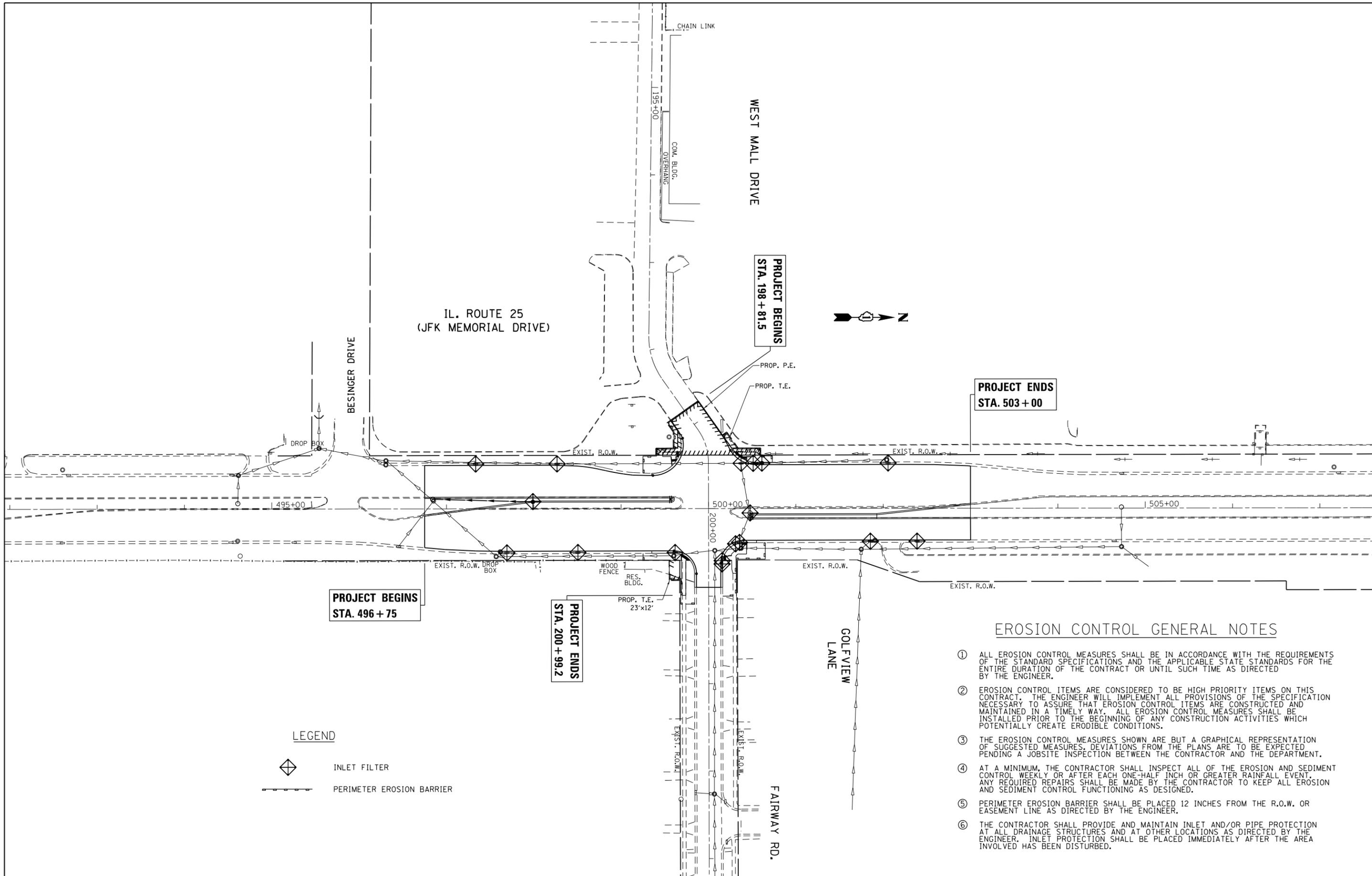
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED ROADWAY PROFILE
IL. ROUTE 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE**

SCALE: 1" = 50' SHEET 3 OF 3 SHEETS STA. 496+75 TO STA. 503+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	20
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				



**PROJECT BEGINS
STA. 496 + 75**

**PROJECT ENDS
STA. 200 + 99.2**

**PROJECT BEGINS
STA. 198 + 81.5**

**PROJECT ENDS
STA. 503 + 00**

LEGEND

-  INLET FILTER
-  PERIMETER EROSION BARRIER

EROSION CONTROL GENERAL NOTES

- ① ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE STATE STANDARDS FOR THE ENTIRE DURATION OF THE CONTRACT OR UNTIL SUCH TIME AS DIRECTED BY THE ENGINEER.
- ② EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE BEGINNING OF ANY CONSTRUCTION ACTIVITIES WHICH POTENTIALLY CREATE ERODIBLE CONDITIONS.
- ③ THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THE PLANS ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
- ④ AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL OF THE EROSION AND SEDIMENT CONTROL WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP ALL EROSION AND SEDIMENT CONTROL FUNCTIONING AS DESIGNED.
- ⑤ PERIMETER EROSION BARRIER SHALL BE PLACED 12 INCHES FROM THE R.O.W. OR EASEMENT LINE AS DIRECTED BY THE ENGINEER.
- ⑥ THE CONTRACTOR SHALL PROVIDE AND MAINTAIN INLET AND/OR PIPE PROTECTION AT ALL DRAINAGE STRUCTURES AND AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. INLET PROTECTION SHALL BE PLACED IMMEDIATELY AFTER THE AREA INVOLVED HAS BEEN DISTURBED.

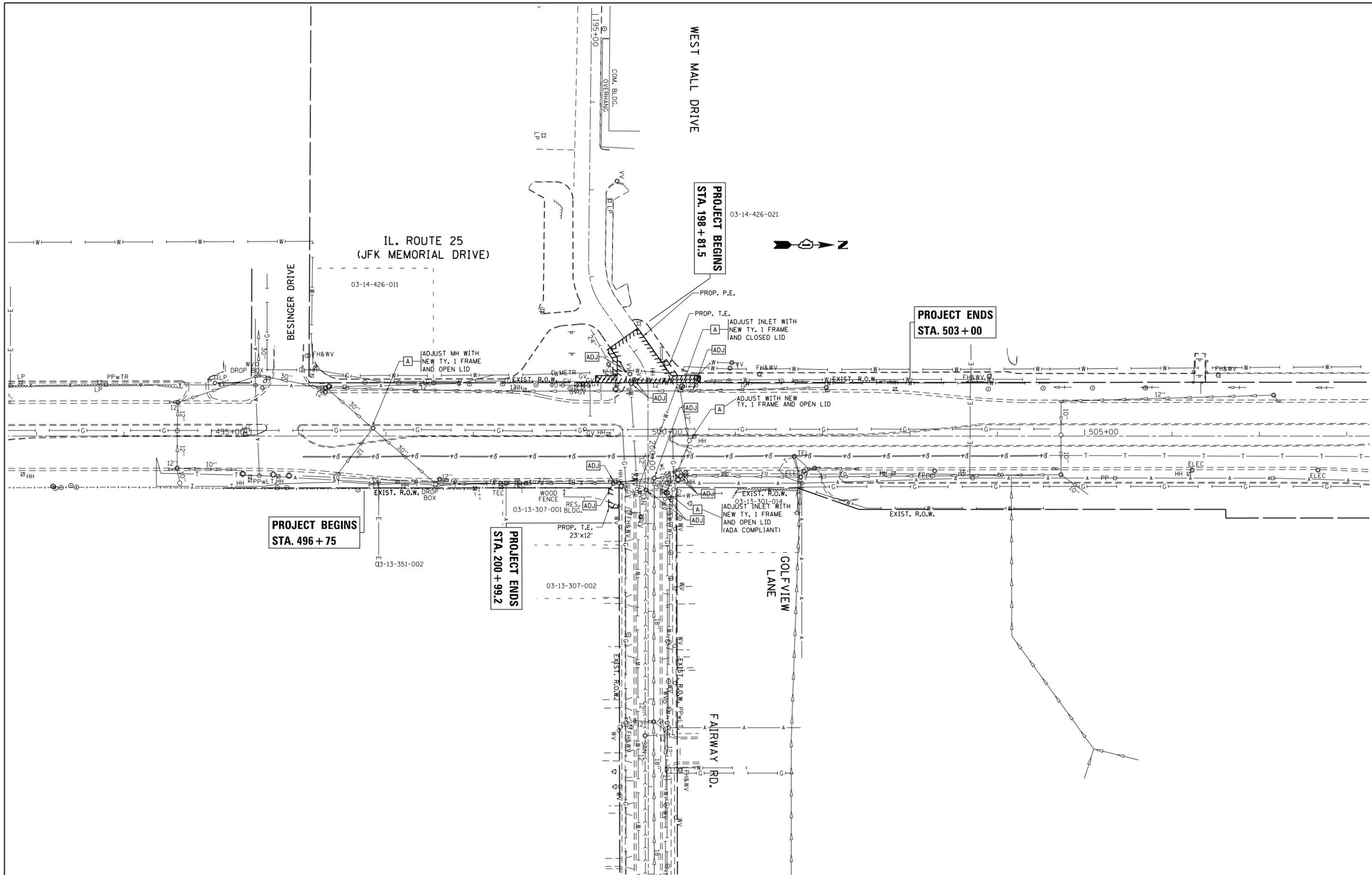
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE
EROSION AND SEDIMENT CONTROL PLAN**

SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	21
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				



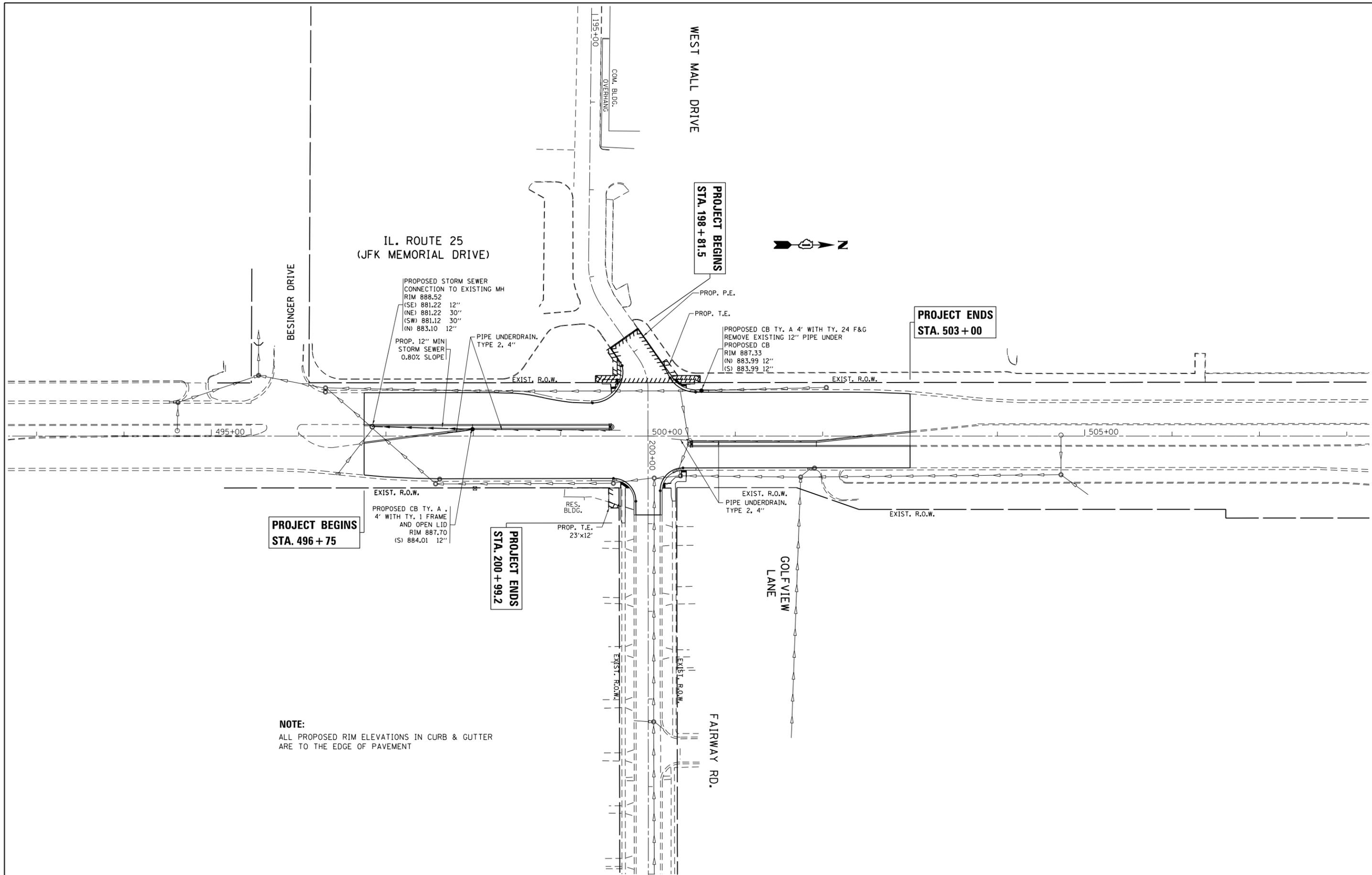
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING DRAINAGE UTILITY PLAN
IL. ROUTE 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE**

SCALE: 1" = 50' SHEET 1 OF 3 SHEETS STA. 496+75.00 TO STA. 503+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	22
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				



**PROJECT BEGINS
STA. 496 + 75**

**PROJECT ENDS
STA. 200 + 99.2**

**PROJECT BEGINS
STA. 198 + 81.5**

**PROJECT ENDS
STA. 503 + 00**

NOTE:
ALL PROPOSED RIM ELEVATIONS IN CURB & GUTTER
ARE TO THE EDGE OF PAVEMENT

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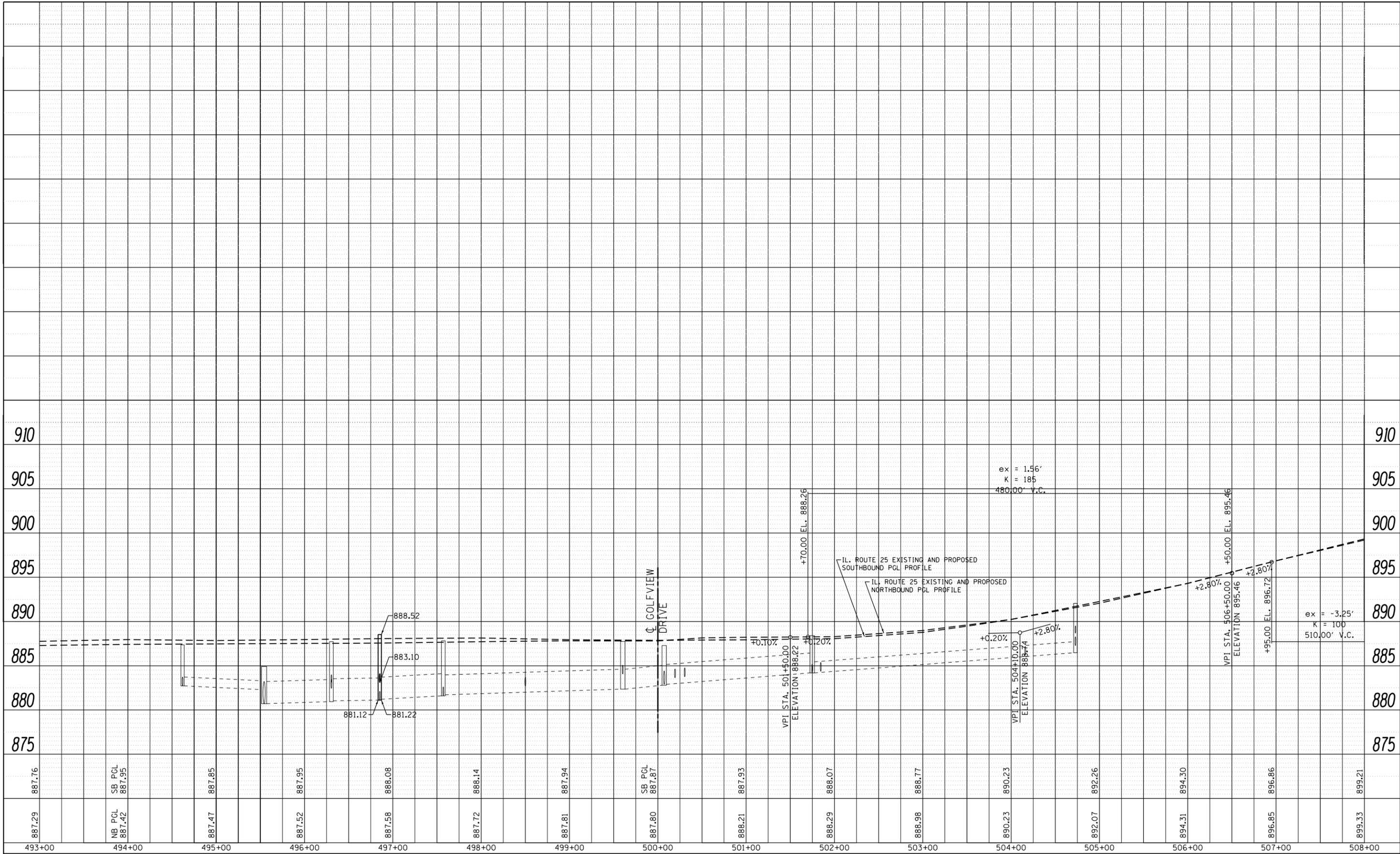
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED DRAINAGE UTILITY PLAN
IL. ROUTE 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE**
SCALE: 1" = 50' SHEET 2 OF 3 SHEETS STA. 496+75.00 TO STA. 503+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	23
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
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NOTE BOOK NO.	GRADES CHECKED		
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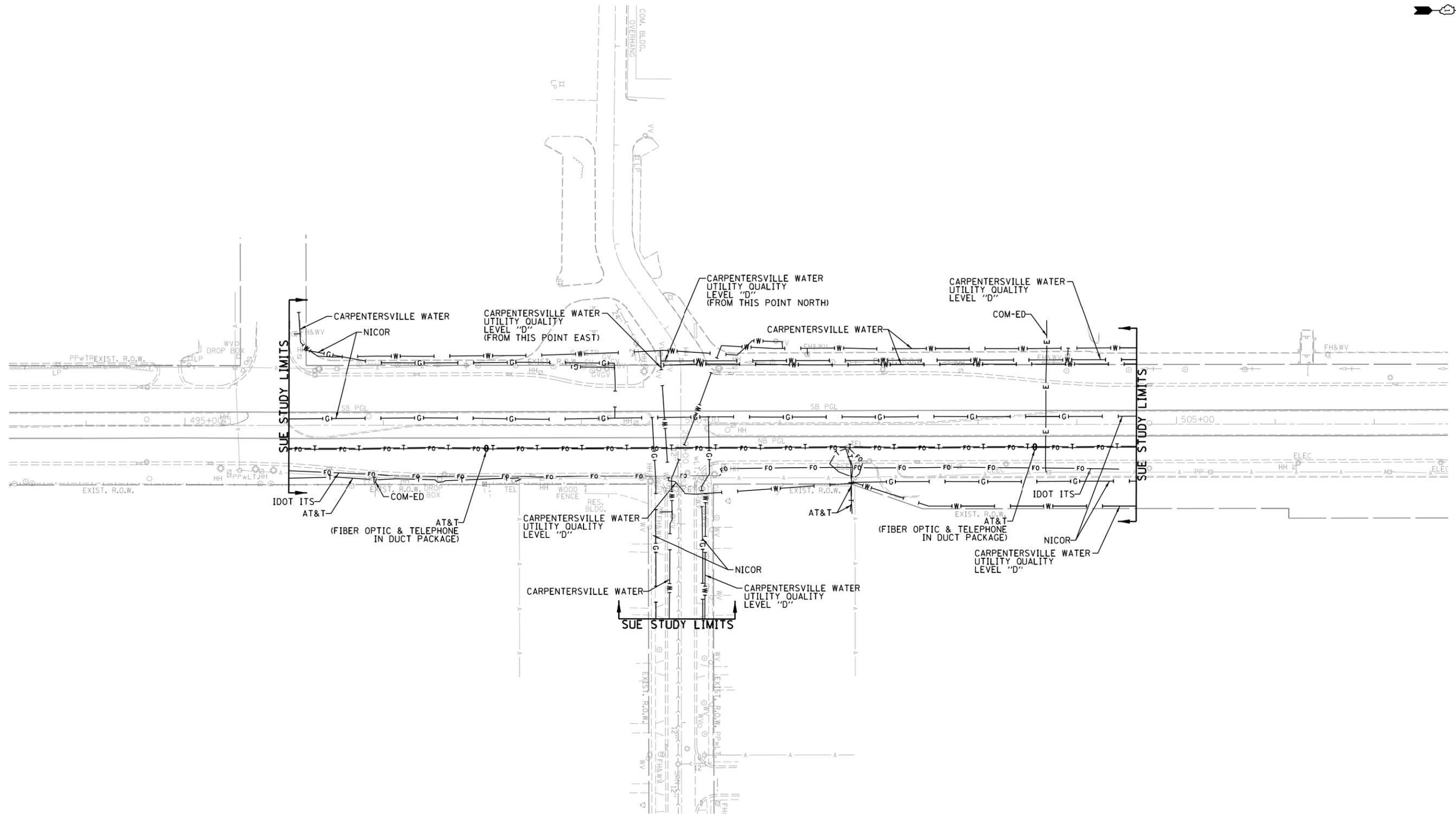
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED DRAINAGE PROFILE
IL. ROUTE 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE**

SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. 496+75 TO STA. 503+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	24
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				

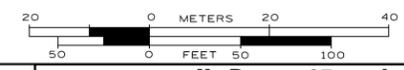


— A — A —	AERIAL
- - - - -	UNKNOWN
— O — O —	OIL
— CTV — CTV —	CABLE TV
— T — T —	TELEPHONE
— G — G —	GAS
— E — E —	ELECTRIC
— W — W —	TRAFFIC SIGNAL/LIGHTING
— FM — FM —	WATER
— FOM — FOM —	FORCE MAIN
— FO — FO —	FIBER OPTIC
⊕	TBE TEST HOLE
EOI	END OF INFORMATION

UTILITY OWNERS	
AT&T - FIBER OPTIC	
AT&T - TELEPHONE	
COM-ED - ELECTRIC	
IDOT ITS - FIBER OPTIC	
NICOR - GAS	
CARPENTERSVILLE WATER - WATER	

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's SUE field investigation was performed 8/10/15 through 8/24/15. Changes to utilities after 8/24/15 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



TBE Job No. IL09510658
SUE Plan Page: 1 of 1

FILE NAME =	USER NAME = Bilgromiso
Default	PLOT DATE = 5/12/2016

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CHECKED MGR	REVISIONS
DATE 9/15/15	REVISIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL Route 25 and Golfview Lane
Carpentersville, Illinois

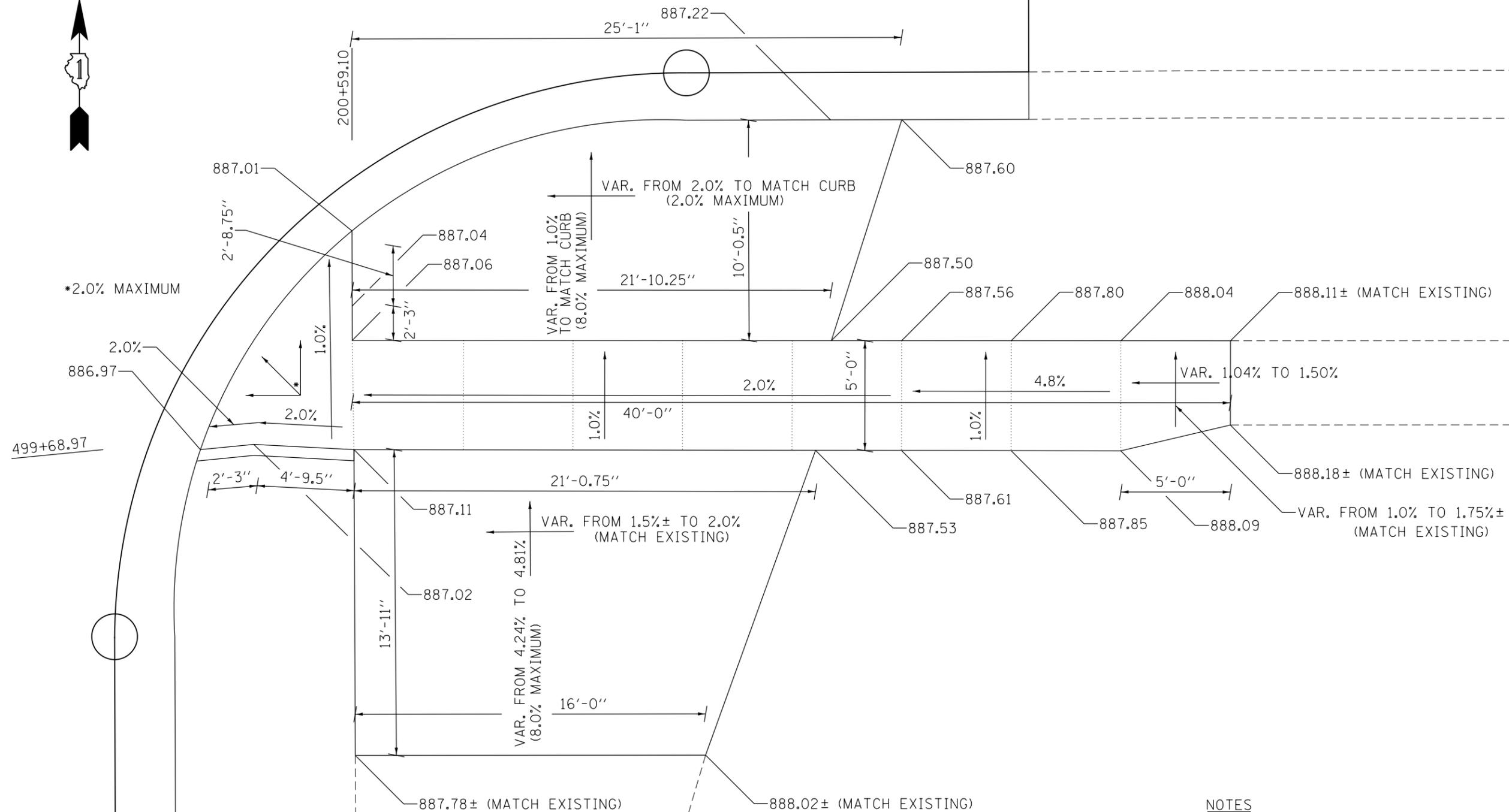
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	25
CONTRACT NO. 60Y27				

ILLINOIS FED. AID PROJECT



SE CORNER



NOTES
(A) ALL DIMENSIONS ARE ± 0.125"

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

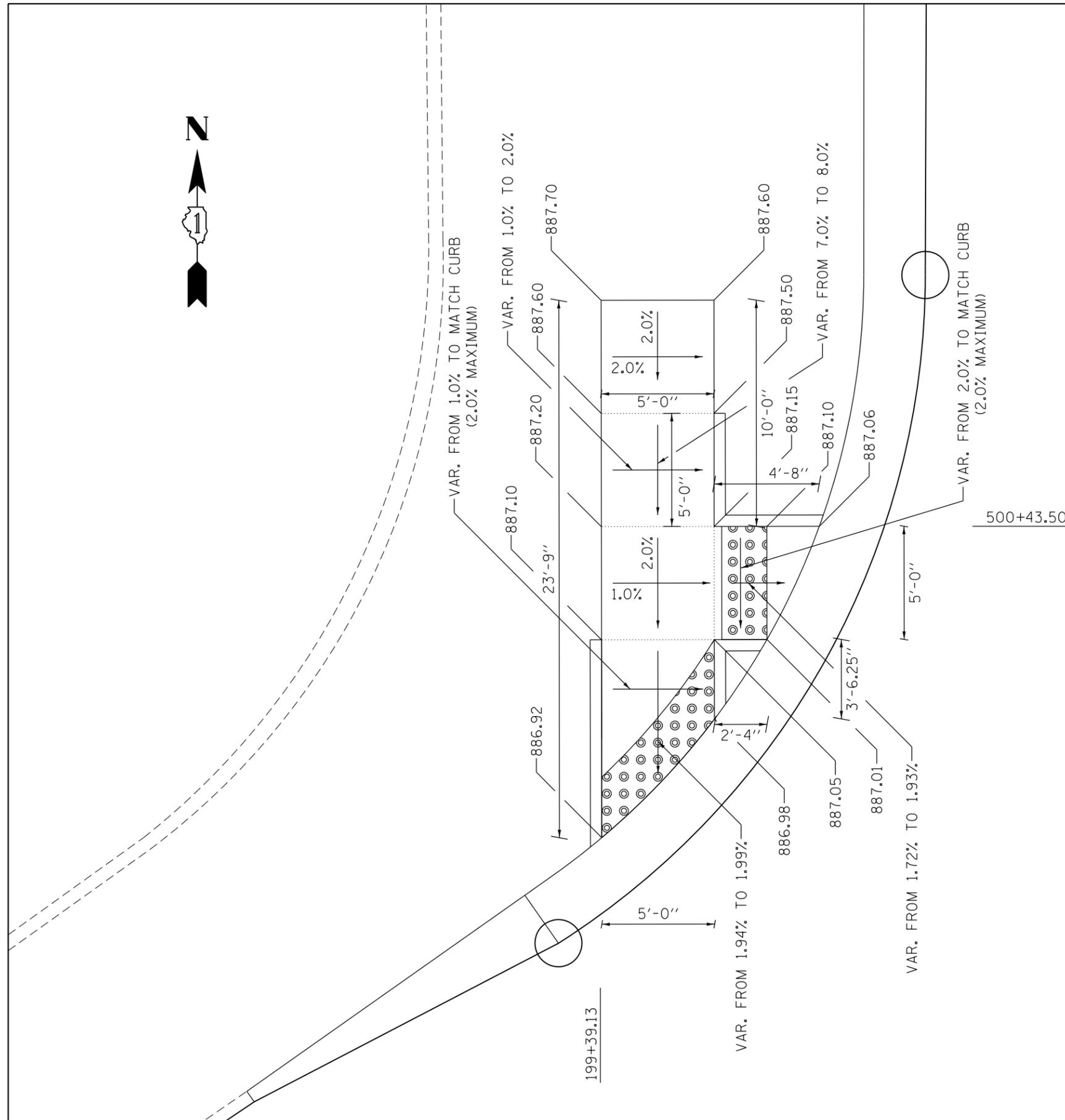
IL 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE
SIDEWALK DETAIL

SCALE: 1" = 25' SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	28
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				



NW CORNER



NOTES

(A) ALL DIMENSIONS ARE ± 0.125"

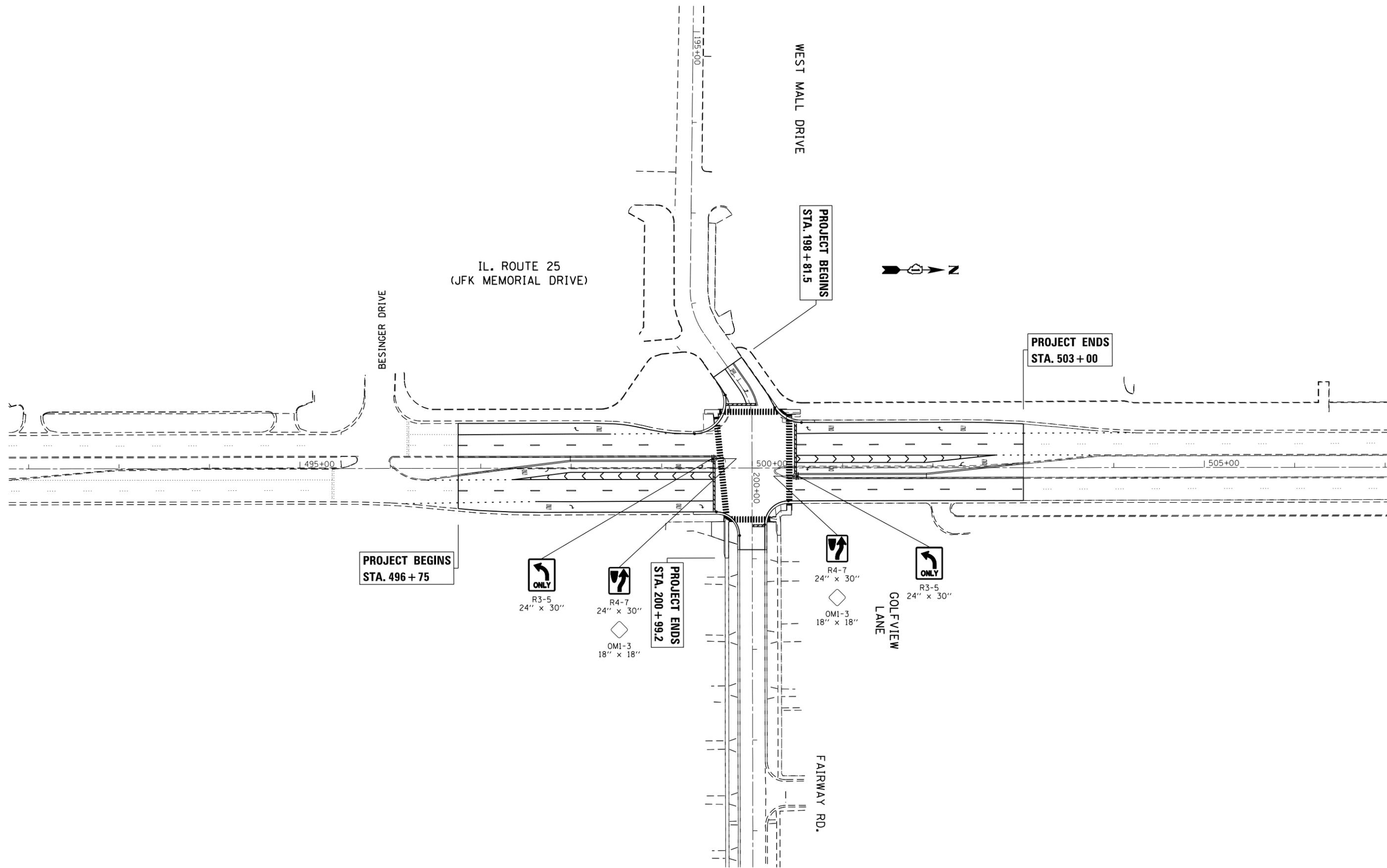
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE
SIDEWALK DETAIL

SCALE: 1" = 2.5' SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	30
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				



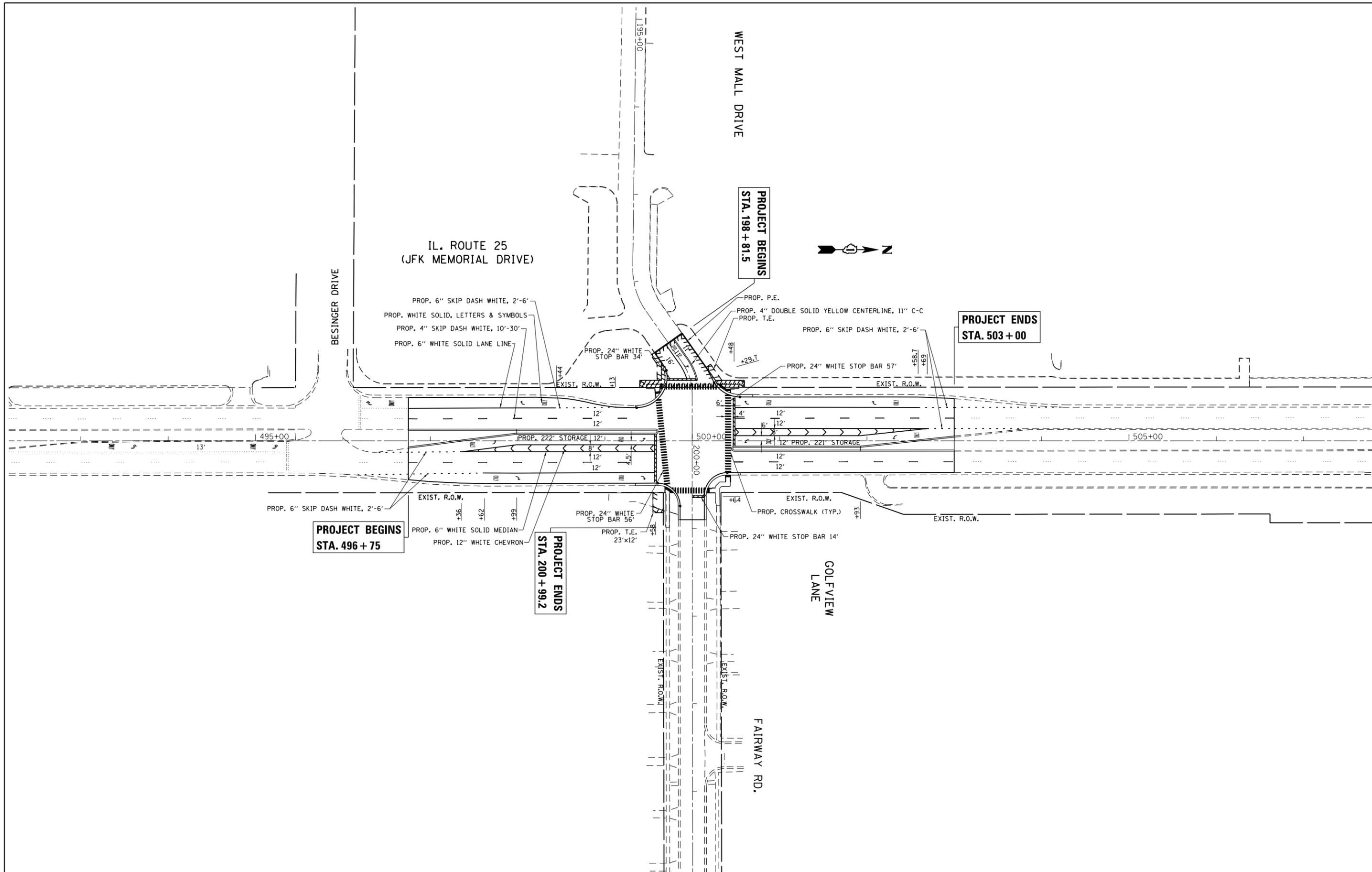
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE
SIGN PLAN**

SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. 496+75.00 TO STA. 503+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	32
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				



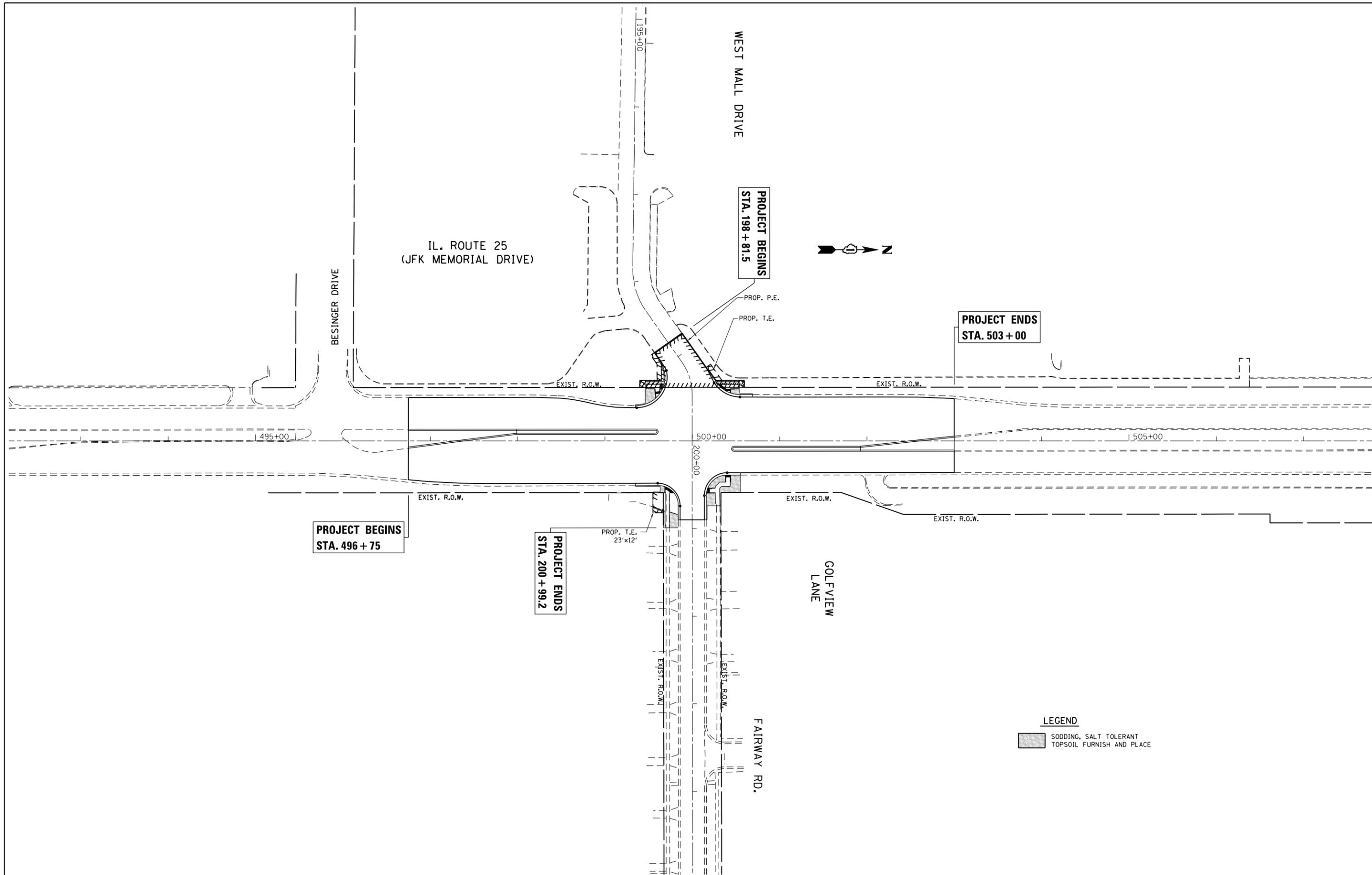
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
IL. ROUTE 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE**

SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. 496+75.00 TO STA. 503+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	33
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LANDSCAPING PLAN
IL. ROUTE 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE**

SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. 496+75.00 TO STA. 503+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	34
				CONTRACT NO. 60Y27
ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTABLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S		STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I		ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED			
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				QUEUE DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PREFORMED QUEUE DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				"RB" INDICATES REFLECTIVE BACKPLATE				PREFORMED SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL							
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED							
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID							
ILLUMINATED SIGN "NO LEFT TURN"				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER							
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO INTERCONNECT							
DETECTOR LOOP, TYPE I				RADIO REPEATER							
PREFORMED DETECTOR LOOP				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED							
MICROWAVE VEHICLE SENSOR				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)							
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

RAILROAD SYMBOLS

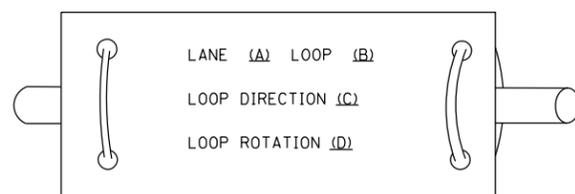
	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

TS SHT NO. 1

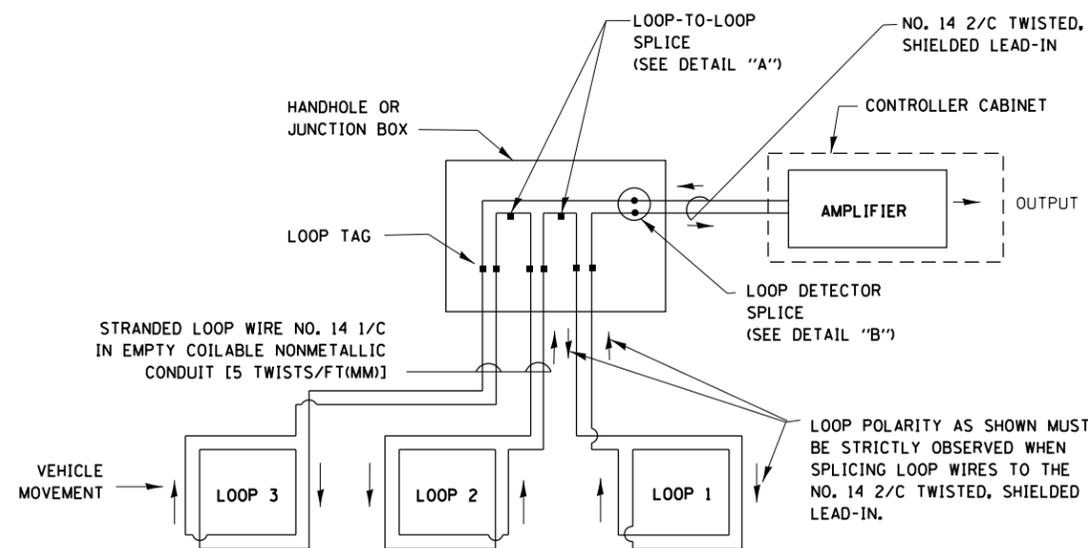
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

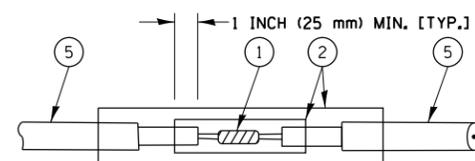


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

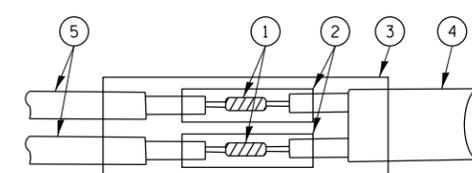


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

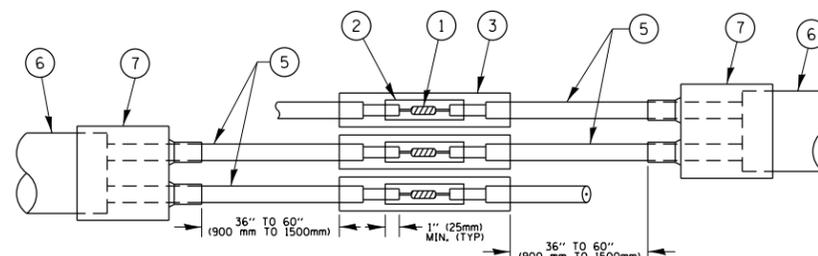


DETAIL "A"
LOOP-TO-LOOP SPLICE

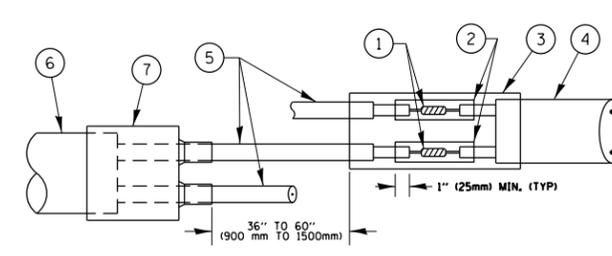


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

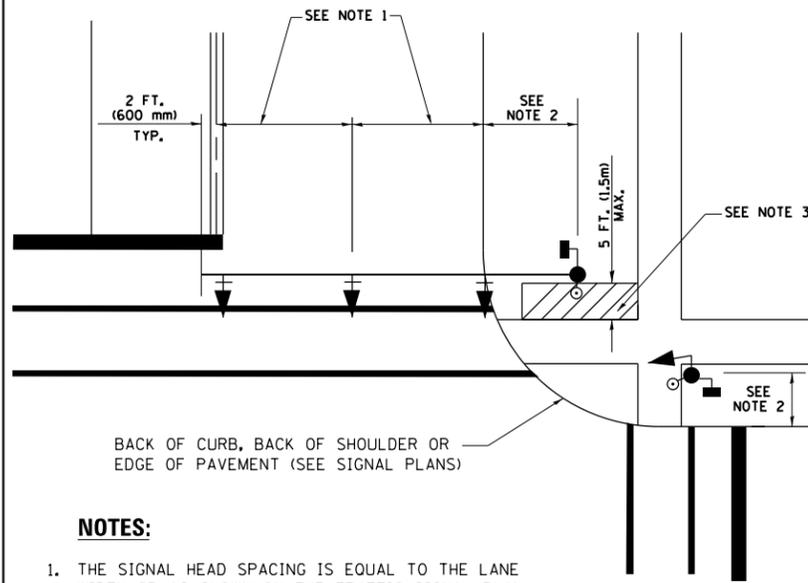
LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH, THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

TS SHT NO. 2

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI070\Drawings\Traffic\PI070\3-sht-ts.dgn		CHECKED -	REVISED -			360	93N-1(14)	KANE	68	36
PLOT SCALE = 100.0000' / in.		DATE -	REVISED -			TS-05		CONTRACT NO. 60Y27		
Default		PLOT DATE = 5/12/2016				ILLINOIS FED. AID PROJECT				

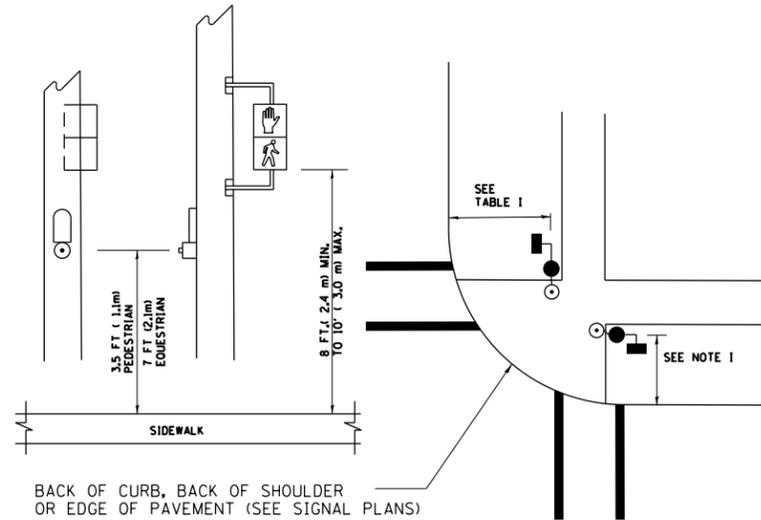
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

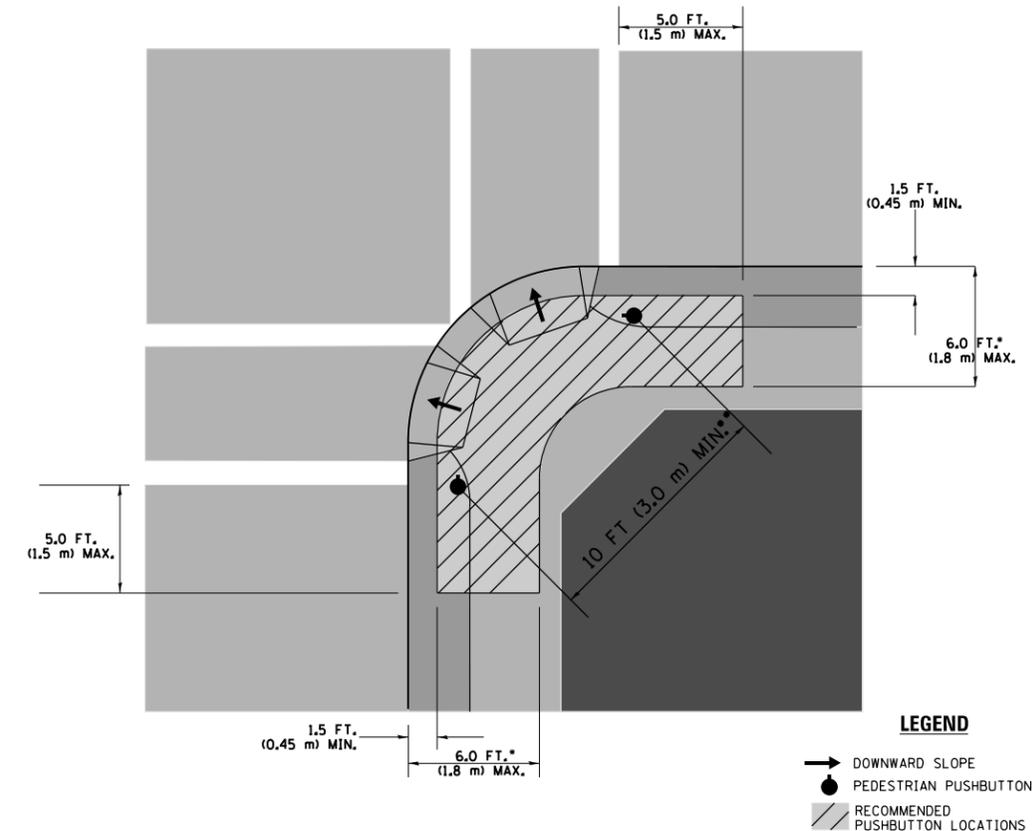
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

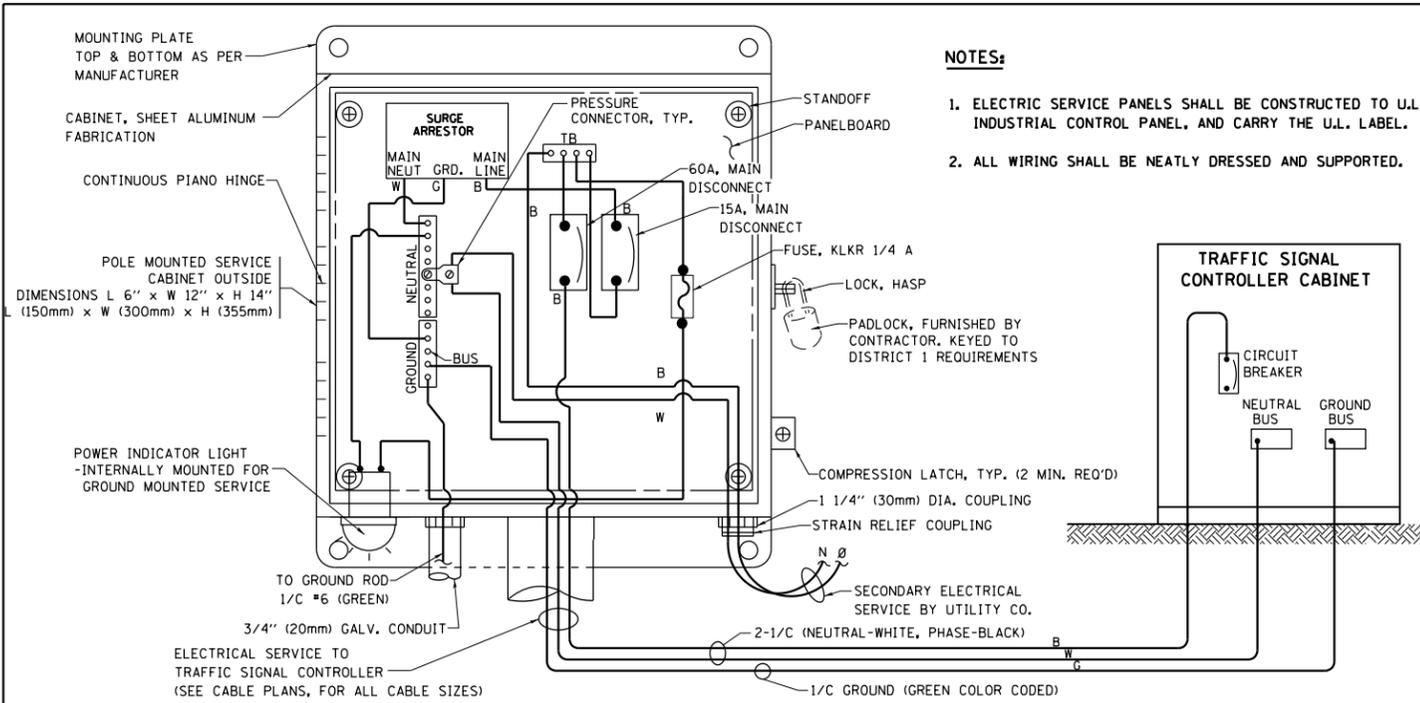
TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

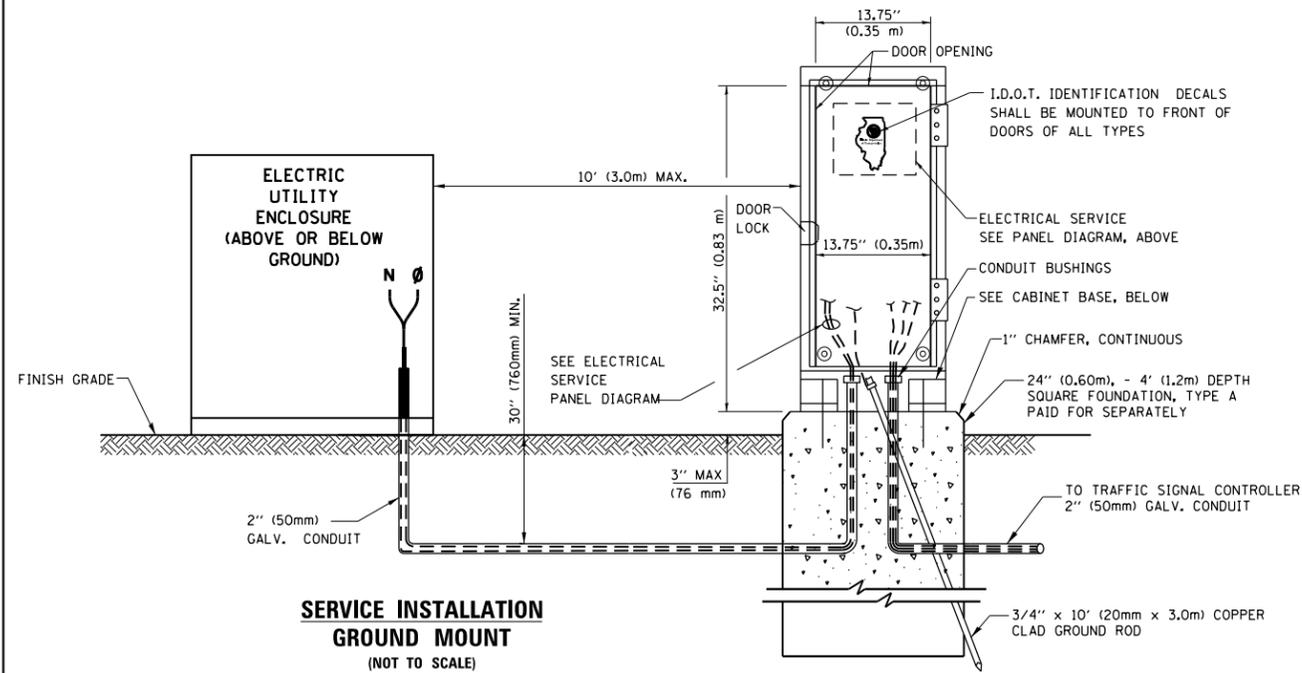
NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

TS SHT NO. 3

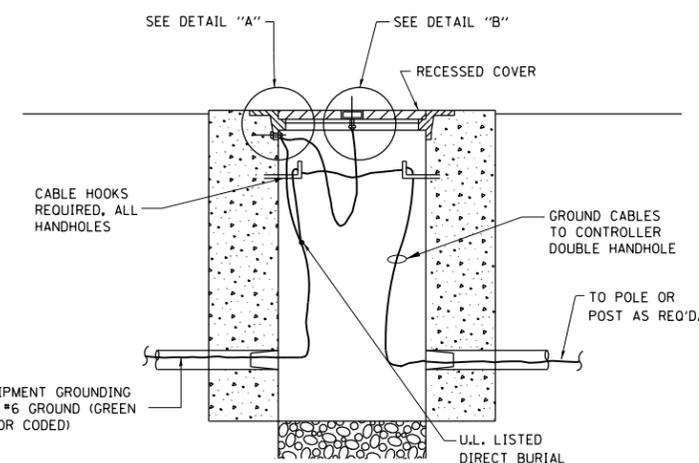
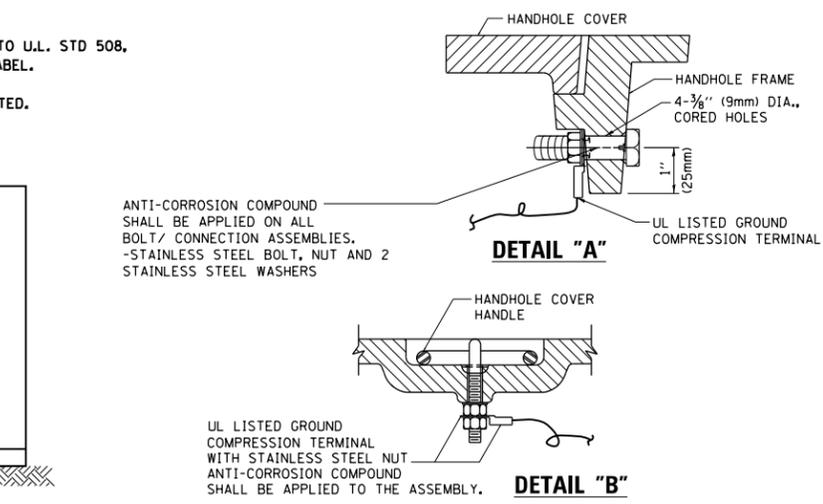
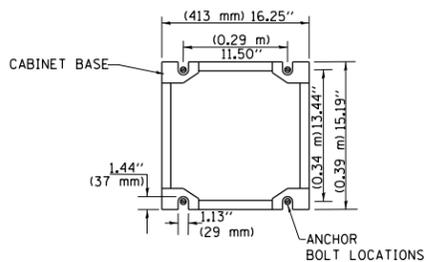


**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)**

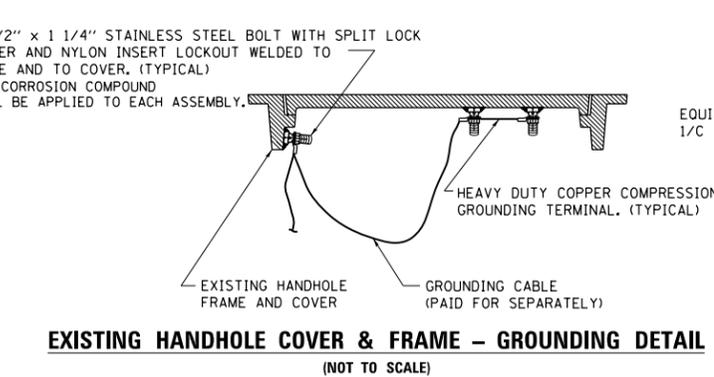


SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)

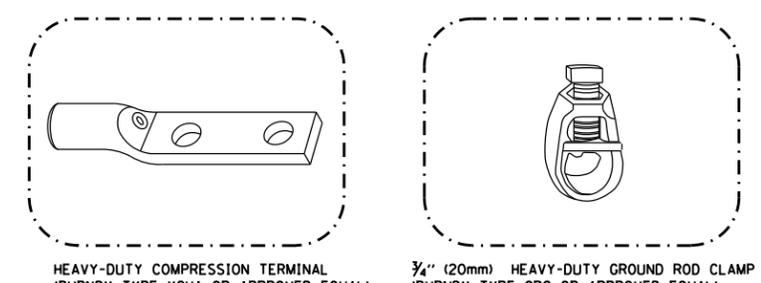
CABINET - BASE BOLT PATTERN (NOT TO SCALE)



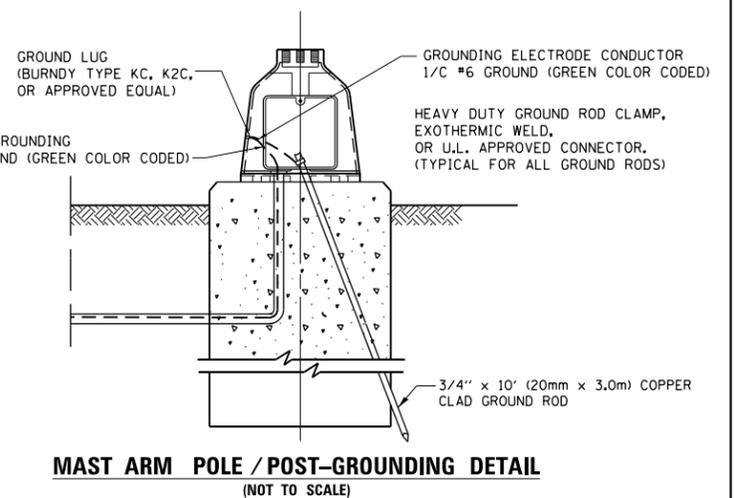
HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



MAST ARM POLE / POST-GROUNDING DETAIL (NOT TO SCALE)

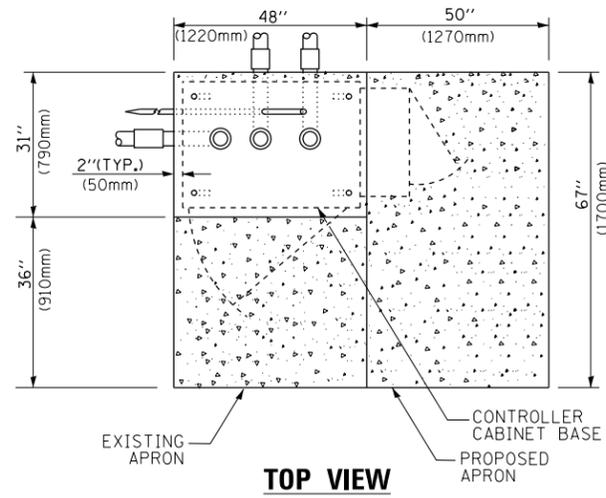
TS SHT NO. 4

FILE NAME =	USER NAME = Bilgiris	DESIGNED -	REVISED -
p:\11084EBIDINTEG\Illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI07010\Drawings\Traffic\PI07013-sht-ts.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/12/2016	DATE -	REVISED -

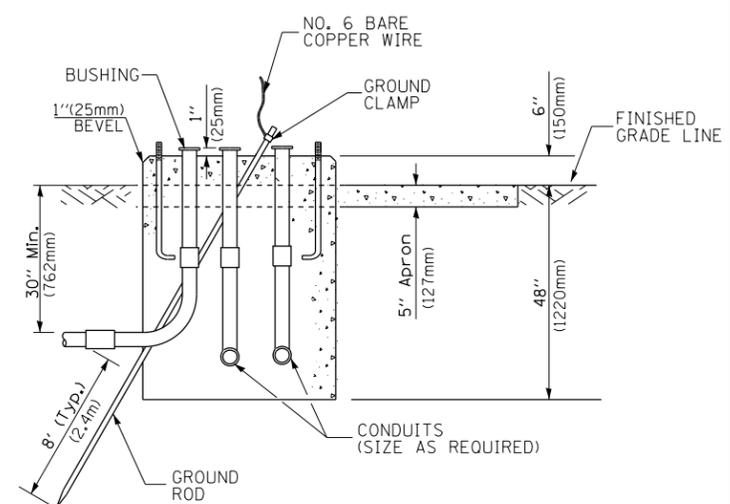
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET 4	OF 7 SHEETS	STA. TO STA.

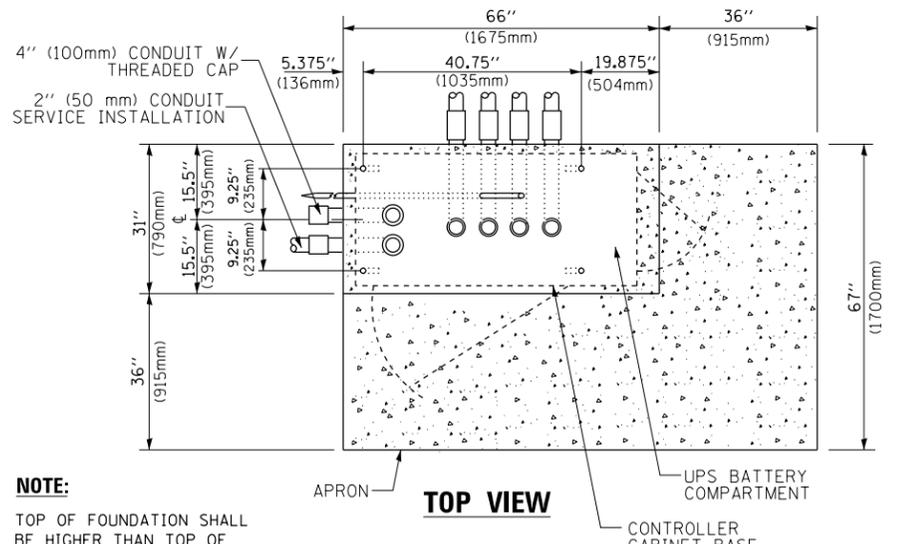
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	38
TS-05		CONTRACT NO. 60Y27		
ILLINOIS FED. AID PROJECT				



TOP VIEW

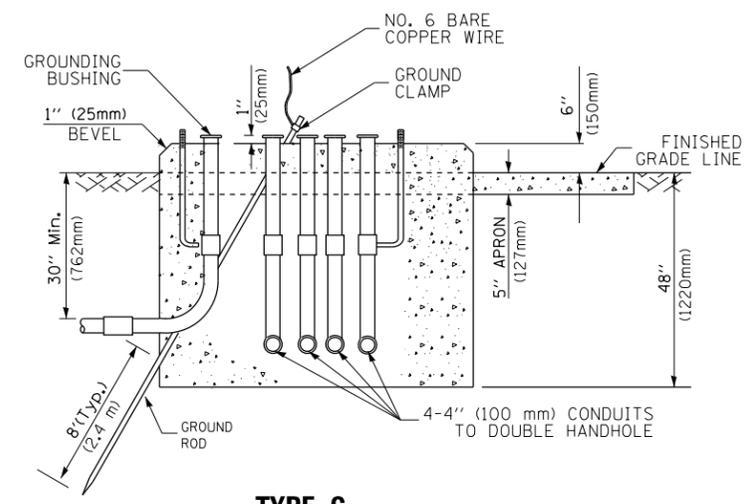


**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

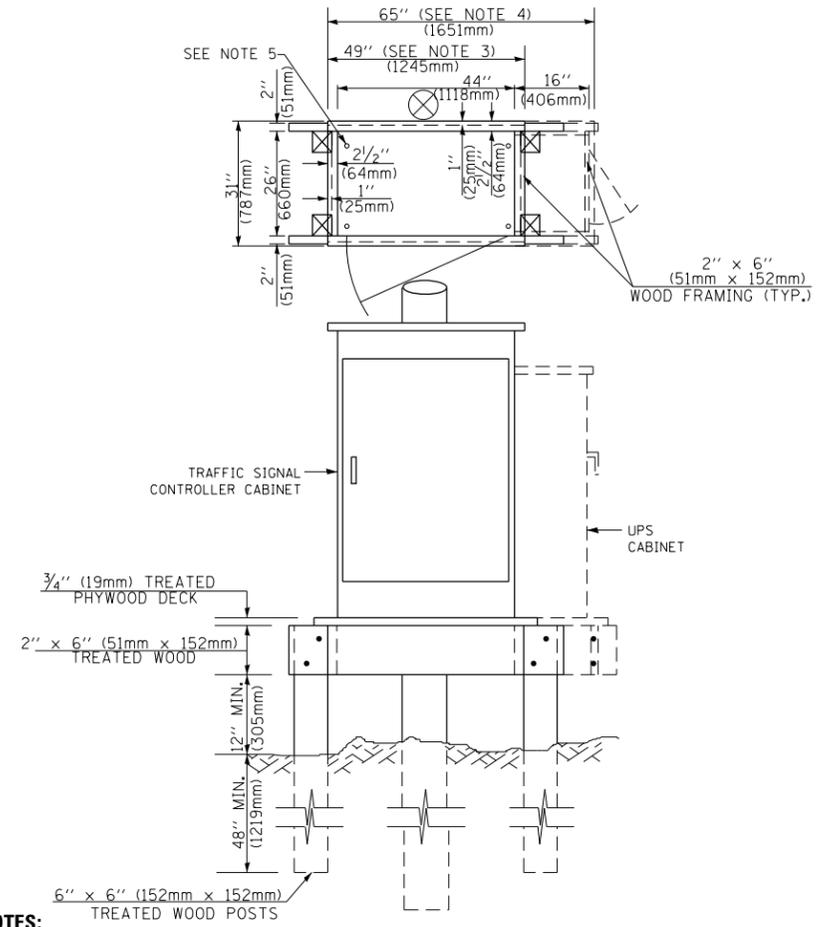


TOP VIEW

NOTE:
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	24" (600mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

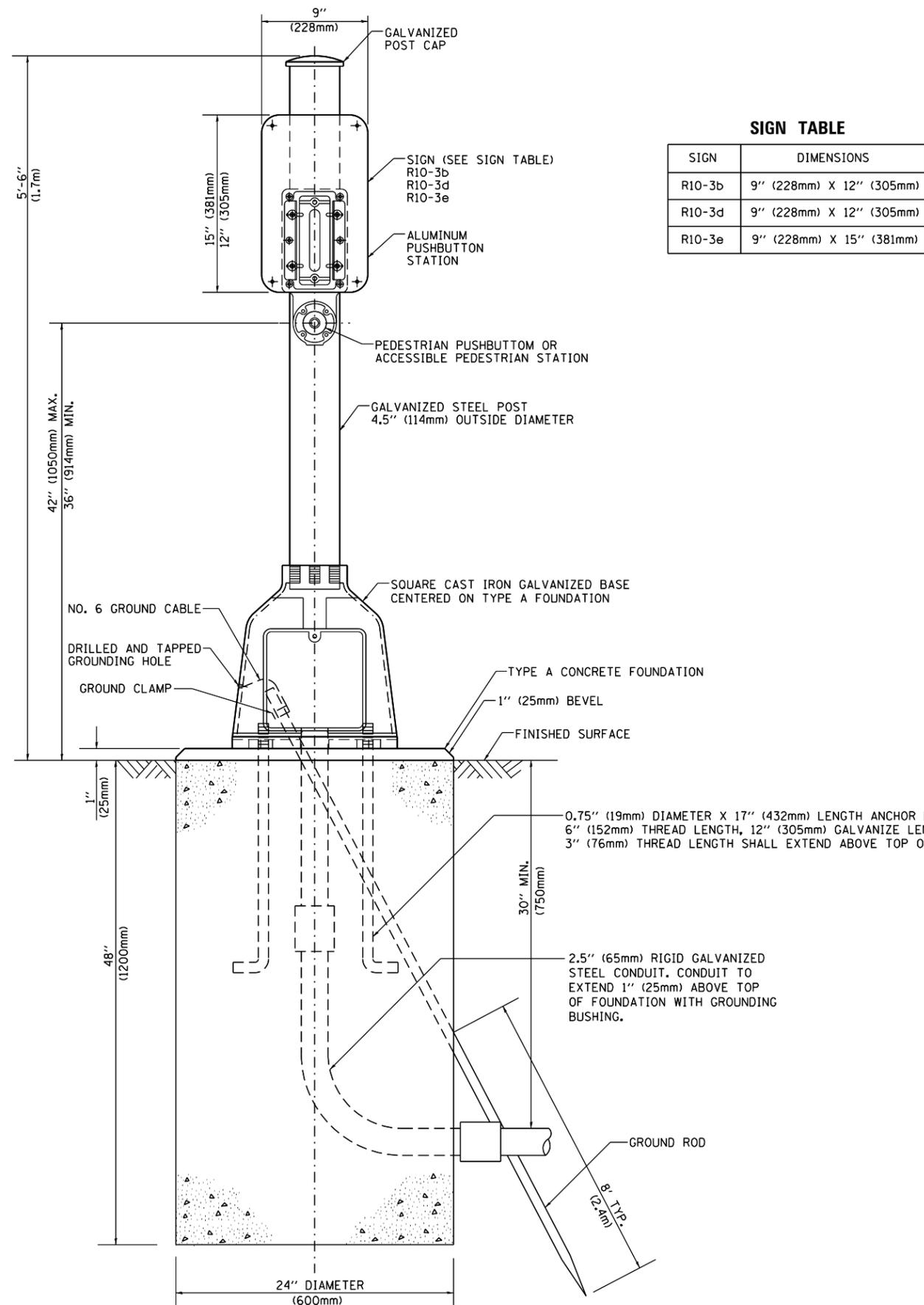
NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average unconfined compressive strength (qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

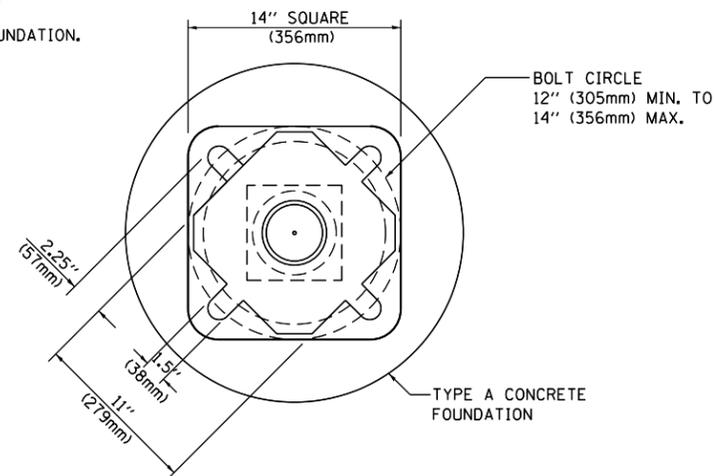
TS SHT NO. 5

TS SHT NO. 7



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



BOLT PATTERN
PEDESTRIAN PUSH BUTTON POST, TYPE A

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -
p:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI070\Drawings\Traffic\PI07013-sht-ts.dgn		DRAWN -	REVISED -
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	PLOT DATE = 5/12/2016	DATE -	REVISED -

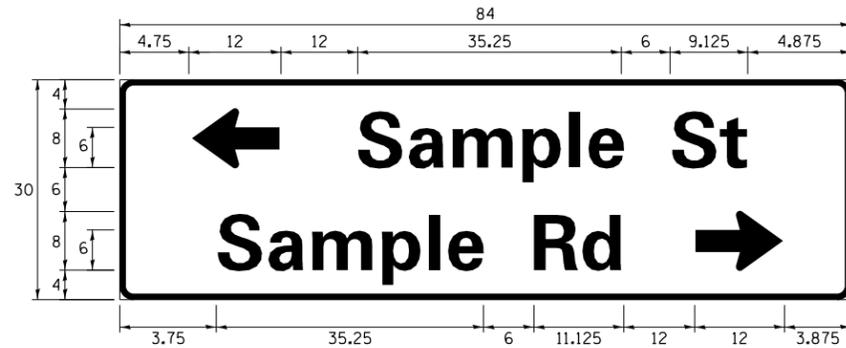
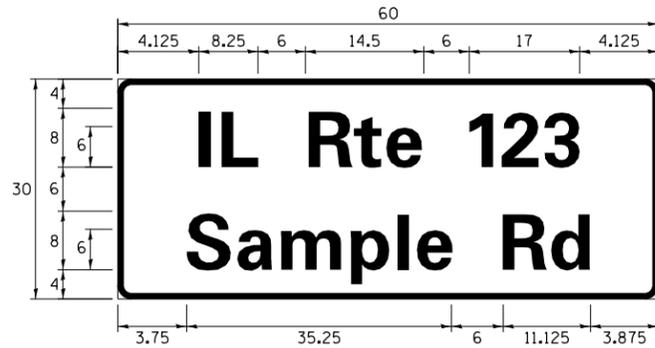
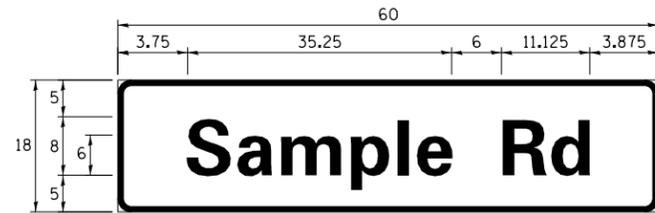
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET 7 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	41
TS-05			CONTRACT NO. 60Y27	
ILLINOIS FED. AID PROJECT				

SIGN PANEL – TYPE 1 OR TYPE 2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

ALL DIMENSIONS ARE IN INCHES EXCEPT NOTED OTHERWISE

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

NAME	ABBREVIATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20.000
CIRCLE	Cir	11.125	13.000
COURT	Ct	8.250	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22.000
ILLINOIS	IL	7.000	8.250
LANE	Ln	9.125	10.750
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.750
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.500
STREET	St	8.000	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.750	9.125
UNITED STATES	US	10.375	12.250

GENERAL NOTES

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
- ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
- THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6", IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
- A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
- LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

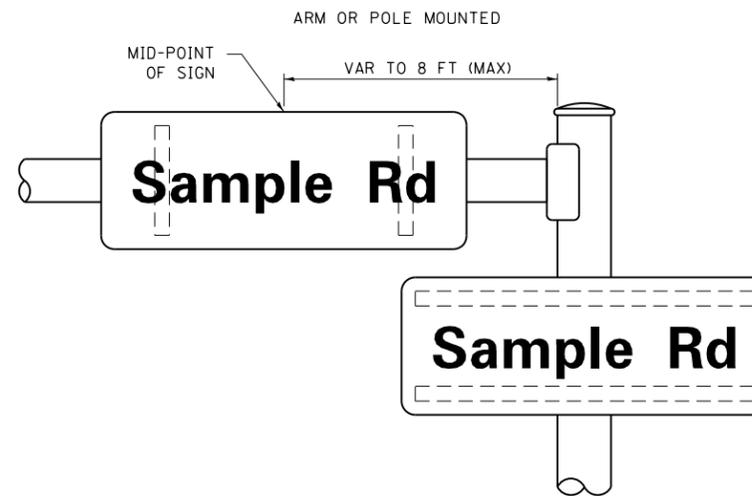
- J.O. HERBERT COMPANY, INC
MIDLOTHIAN, VA
- WESTERN REMAC, INC.
WOODRIDGE, IL

PARTS LISTING:

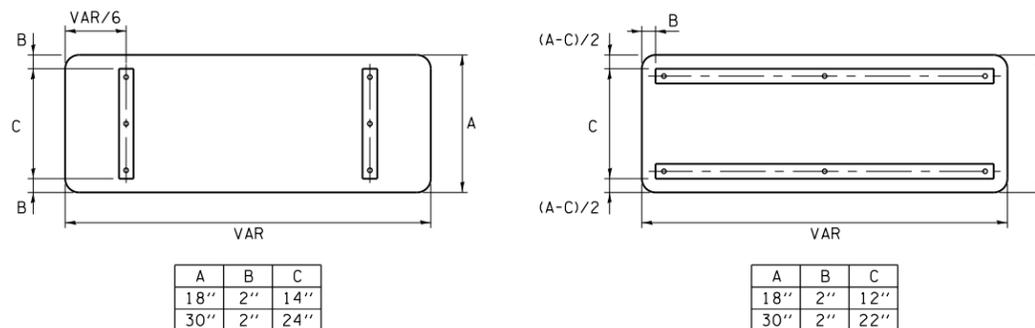
- SIGN CHANNEL PART *HPN053 (MED. CHANNEL)
SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3
SELF TAPPING WITH NEOPRENE WASHER
PART *HPN034 (UNIVERSAL)
- BRACKETS CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATION



SUPPORTING CHANNELS

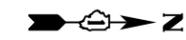


STANDARD ALPHABETS SPACING CHART

(8") UPPER CASE AND (6") LOWER CASE

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

TS SHT NO. 8

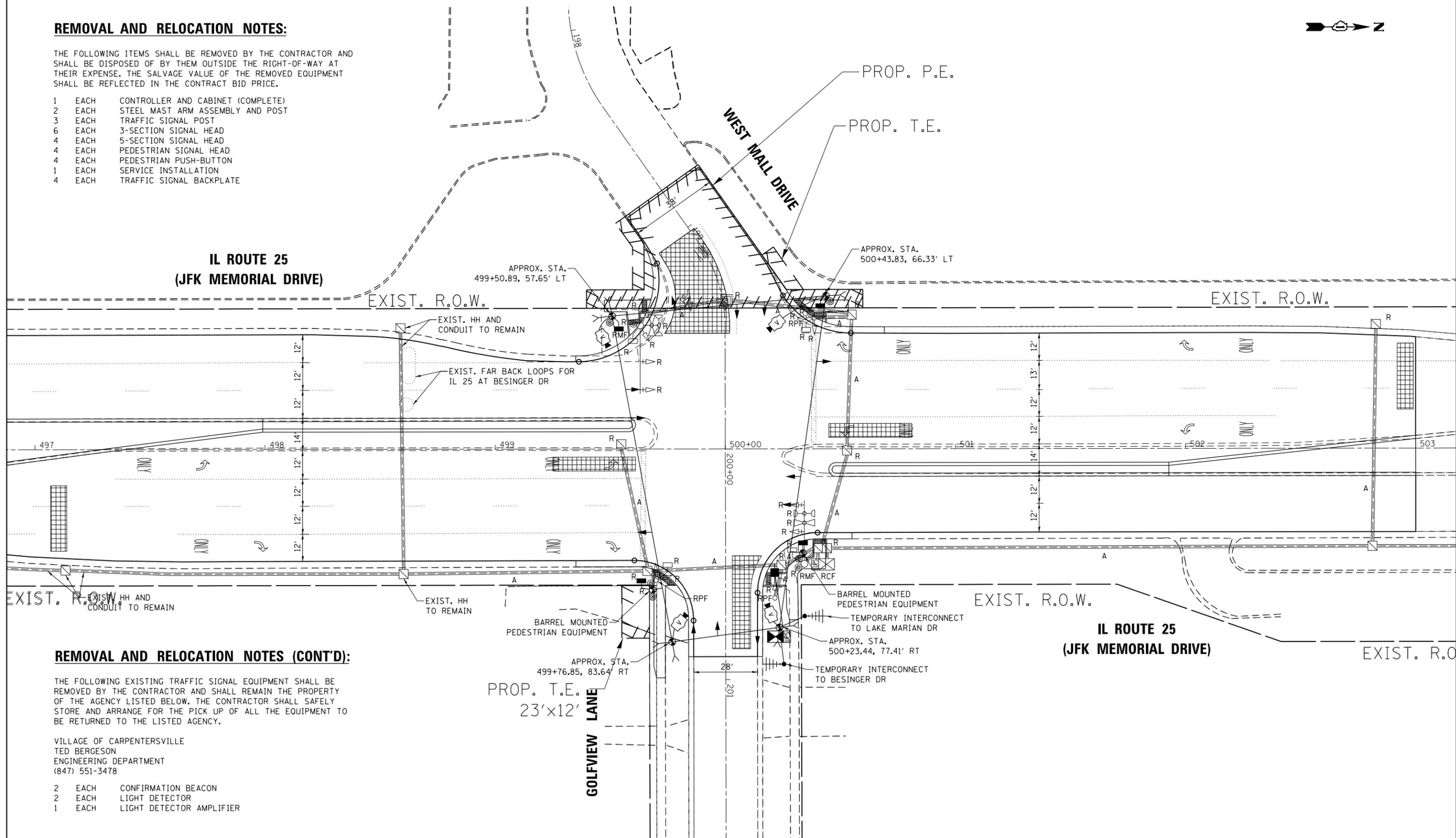


REMOVAL AND RELOCATION NOTES:

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 2 EACH STEEL MAST ARM ASSEMBLY AND POST
- 3 EACH TRAFFIC SIGNAL POST
- 6 EACH 3-SECTION SIGNAL HEAD
- 4 EACH 5-SECTION SIGNAL HEAD
- 4 EACH PEDESTRIAN SIGNAL HEAD
- 4 EACH PEDESTRIAN PUSH-BUTTON
- 1 EACH SERVICE INSTALLATION
- 4 EACH TRAFFIC SIGNAL BACKPLATE

**IL ROUTE 25
(JFK MEMORIAL DRIVE)**



REMOVAL AND RELOCATION NOTES (CONT'D):

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR THE PICK UP OF ALL THE EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY.

VILLAGE OF CARPENTERSVILLE
TED BERGESON
ENGINEERING DEPARTMENT
(847) 551-3478

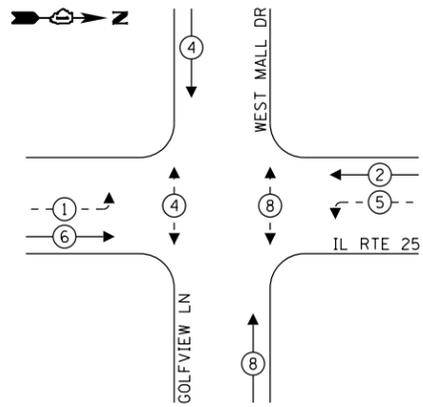
- 2 EACH CONFIRMATION BEACON
- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

TS SHT NO. 10

**TS 4305
EAGLE 5G**

FILE NAME =	USER NAME = bartonr	DESIGNED - LP	REVISED - RWB 10/06/16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN IL RTE 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\IL084EBIDINTEG.illinois.gov\PIWIDOTDocuments\DOT Offices\District 1\Projects\PI070101\Drawings\Traffic\PI0701013-sht-ts.dgn	PLOT SCALE = 40.0000' / in.	CHECKED - IP	REVISED -			360	93N-1(14)	KANE	68	44
Default	PLOT DATE = 11/21/2016	DATE - 04/26/2016	REVISED -			CONTRACT NO. 60Y27			ILLINOIS FED. AID PROJECT	
						SCALE:	SHEET 1 OF 2 SHEETS	STA.	TO STA.	

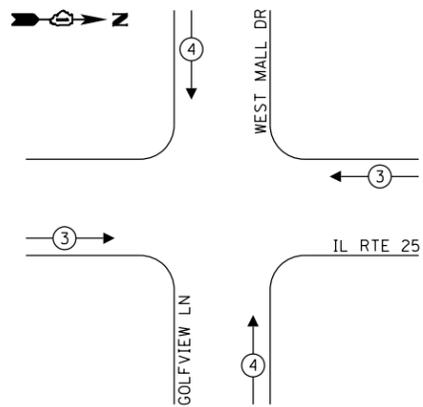
TEMPORARY CONTROLLER SEQUENCE



LEGEND:

- ← ⊙ ← PROTECTED PHASE
- ← ⊙ ← PROTECTED/PERMITTED PHASE
- ← ⊙ ← PEDESTRIAN PHASE
- ← ⊙ ← OVERLAP

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



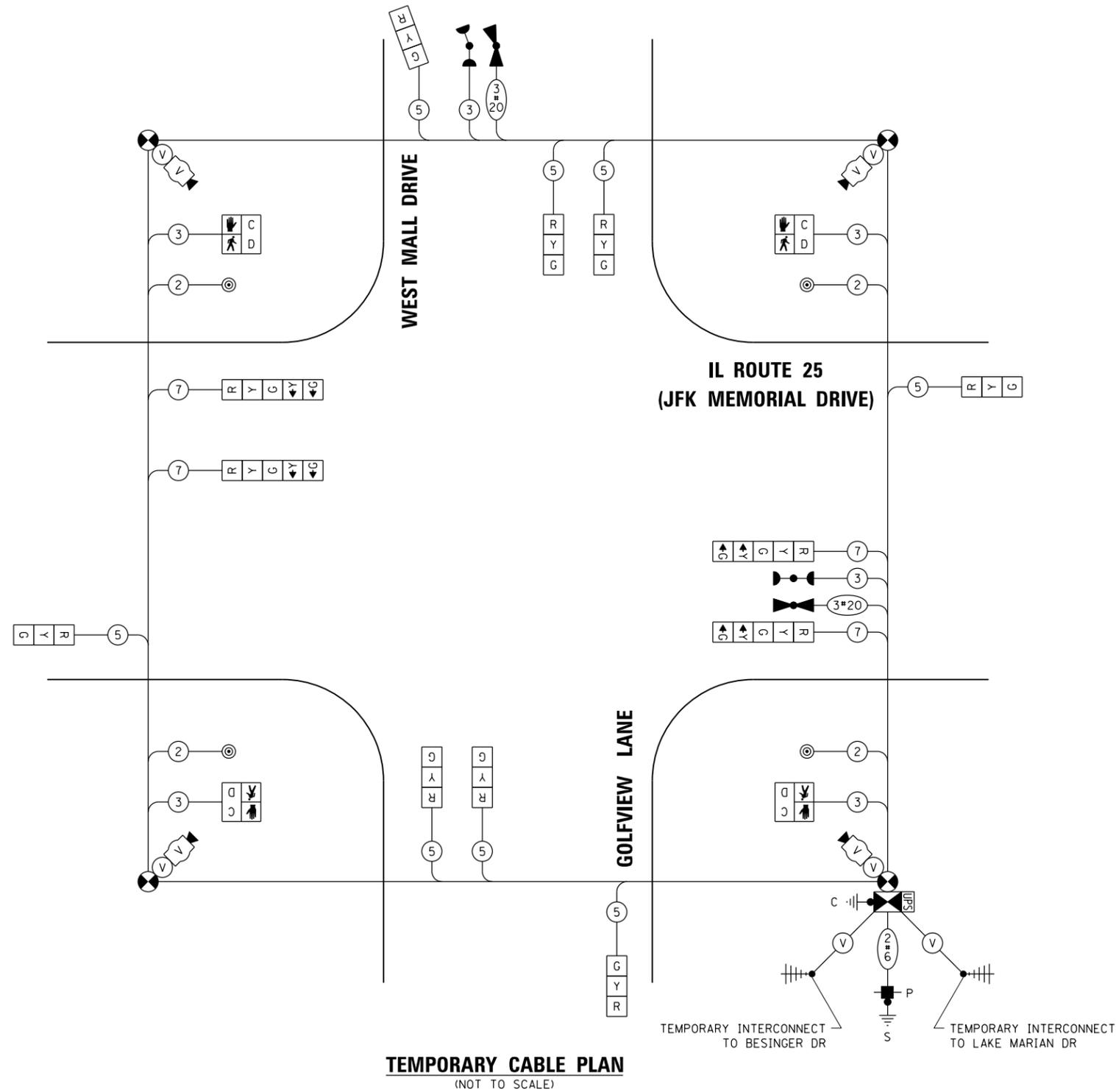
TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66.0
(YELLOW)	12	20	5	12.0
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	8	10	10	8.0
PED. SIGNAL	4	20	100	80.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				505.8

ENERGY COSTS TO:

VILLAGE OF CARPENTERSVILLE
1200 L.W. BESINGER DR
CARPENTERSVILLE, IL 60110

ENERGY SUPPLY: CONTACT: JOE STACHO
PHONE: (630) 424-5704
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---



TEMPORARY CABLE PLAN
(NOT TO SCALE)

TS SHT NO. 11

FILE NAME =	USER NAME = Bilgramis	DESIGNED - LP	REVISED -
p:\IL084EBIDINTEG\illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\P107010\Traffic\PI07013-sht-ts.dgn		CHECKED - IP	REVISED -
Default	PLOT SCALE = 40.0000' / in.	DATE - 04/26/2016	REVISED -
	PLOT DATE = 5/12/2016		

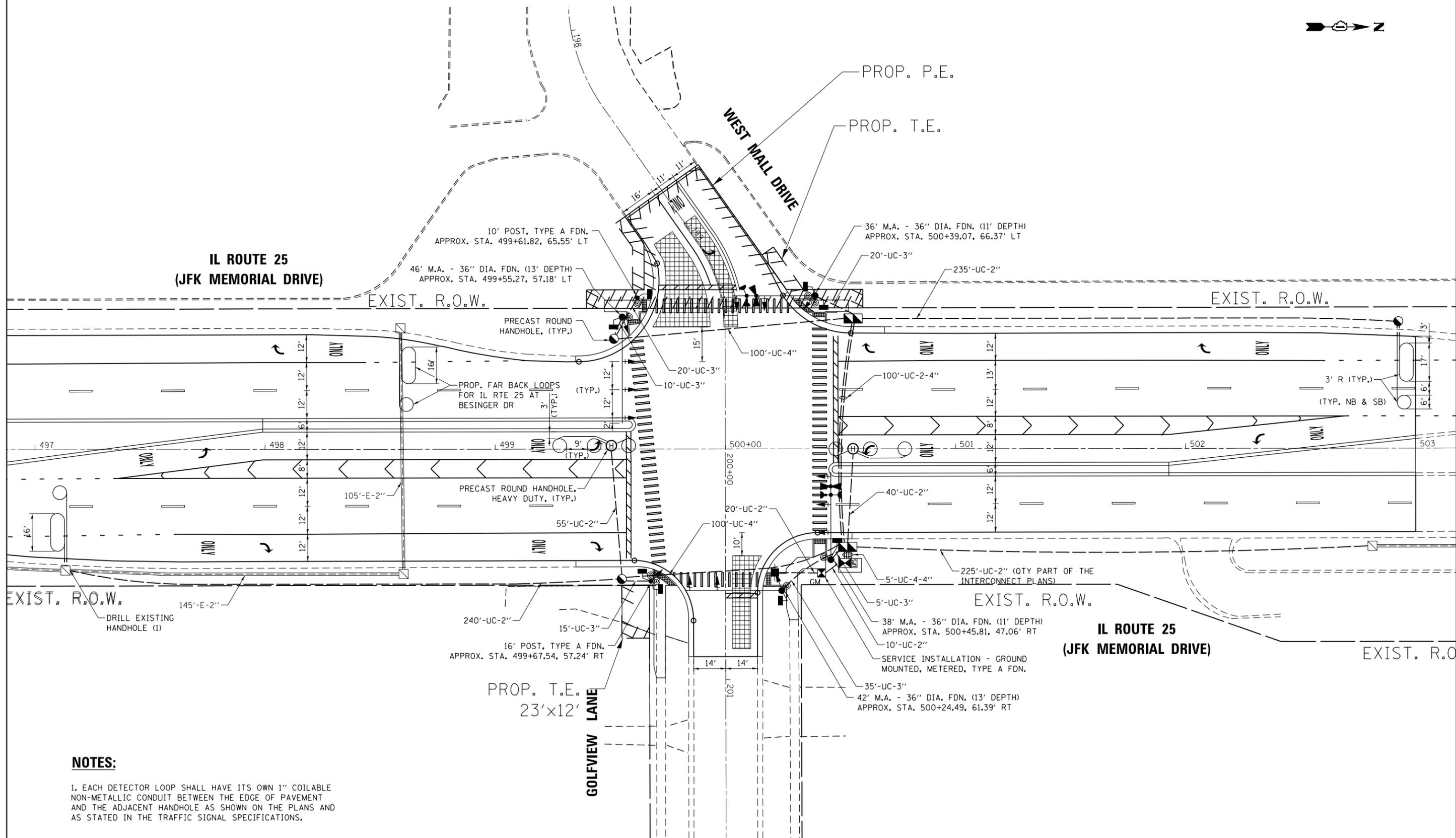
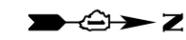
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM,
AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL RTE 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE**

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	45
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				

**TS 4305
EAGLE 5G**



NOTES:

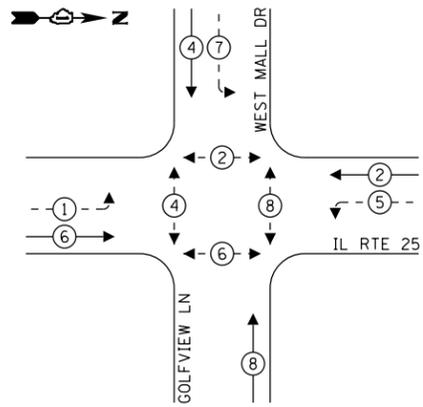
1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

TS SHT NO. 12

**TS 4305
EAGLE 5G**

FILE NAME = p:\11\084EBID\INTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI070101\Traffic\PI0701013-sht-ts.dgn	USER NAME = bartonrw	DESIGNED - LP	REVISED - RWB 10/06/16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL INSTALLATION IL RTE 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE	F.A.P. RTE. = 360	SECTION = 93N-1(14)	COUNTY = KANE	TOTAL SHEETS = 68	SHEET NO. = 46
	PLOT SCALE = 40.0000' / in.	CHECKED - IP	REVISED -			SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.	CONTRACT NO. 60Y27			
Default	PLOT DATE = 11/21/2016	DATE = 04/26/2016	REVISED -	ILLINOIS FED. AID PROJECT						

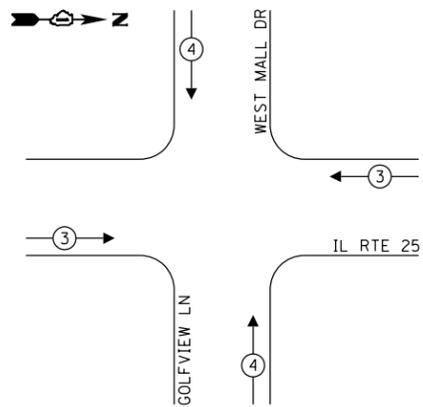
PROPOSED CONTROLLER SEQUENCE



LEGEND:

- ← * → PROTECTED PHASE
- ← * - - PROTECTED/PERMITTED PHASE
- ← * → PEDESTRIAN PHASE
- ← * → OL OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	11	50	77.0
(YELLOW)	14	20	5	14.0
(GREEN)	14	12	45	75.6
PERMISSIVE ARROW	12	10	10	12.0
PED. SIGNAL	8	20	100	160.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				463.6

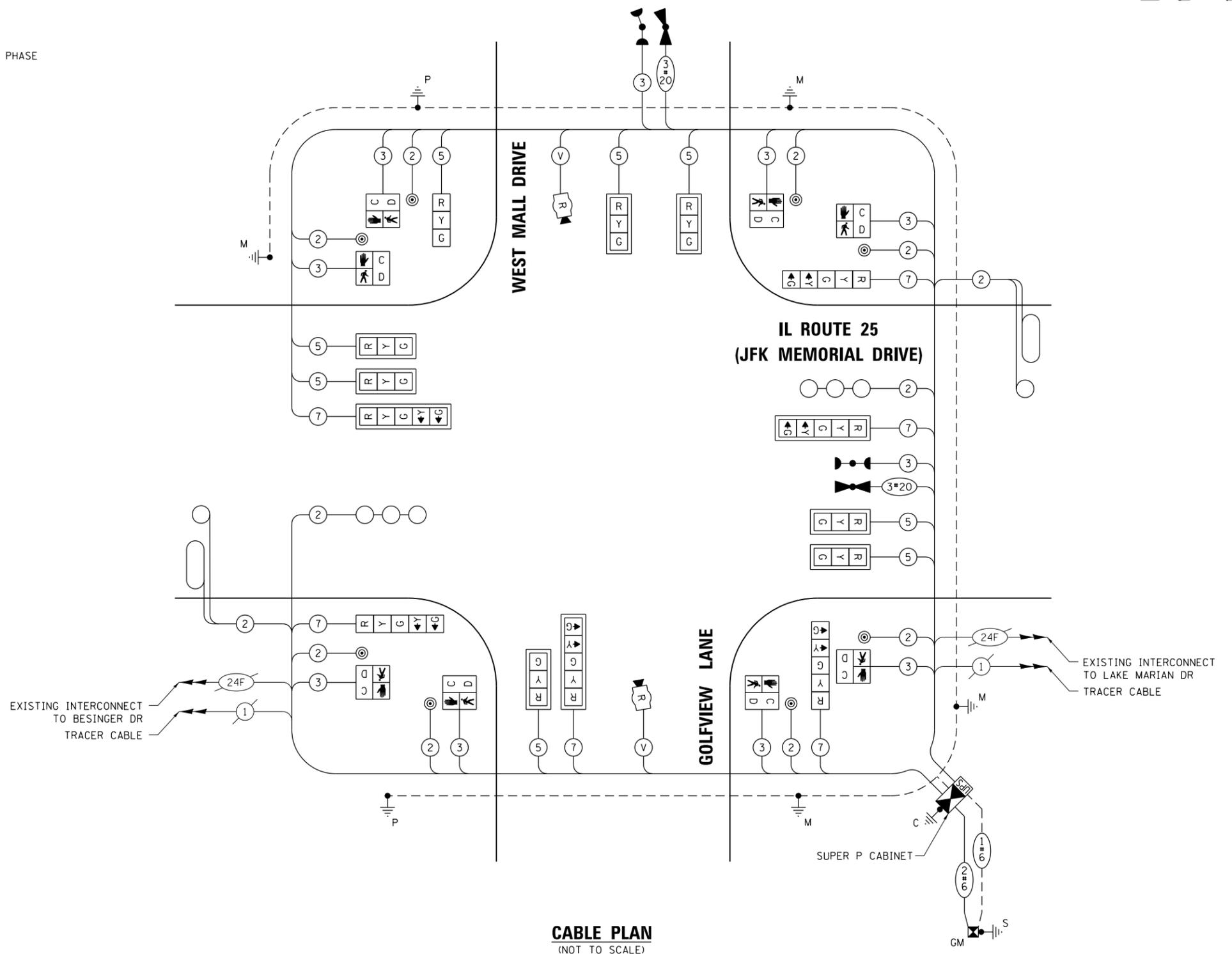
ENERGY COSTS TO:

VILLAGE OF CARPENTERSVILLE
1200 L.W. BESINGER DR
CARPENTERSVILLE, IL 60110

ENERGY SUPPLY: CONTACT: JOE STACHO
PHONE: (630) 424-5704
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---

TS SHT NO. 13

FILE NAME =	USER NAME = Bilgromiso	DESIGNED - LP	REVISED -
p:\IL\084EBID\INTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI0701\Traffic\PI07013-sht-ts.dgn		REVISIONS	REVISED -
Default	PLOT SCALE = 40.0000' / in.	CHECKED - IP	REVISED -
	PLOT DATE = 5/12/2016	DATE - 04/26/2016	REVISED -



CABLE PLAN
(NOT TO SCALE)

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL RTE 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE**

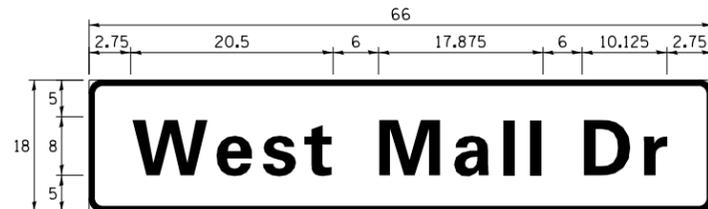
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	47
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				

**TS 4305
EAGLE 5G**

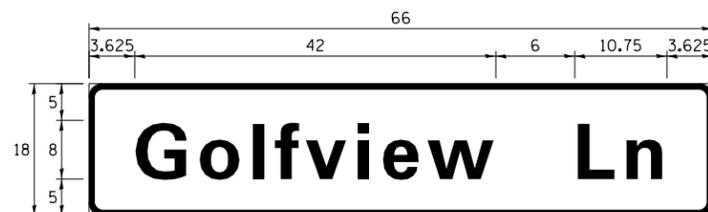
SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

SIGN PANEL – TYPE 1 OR TYPE 2

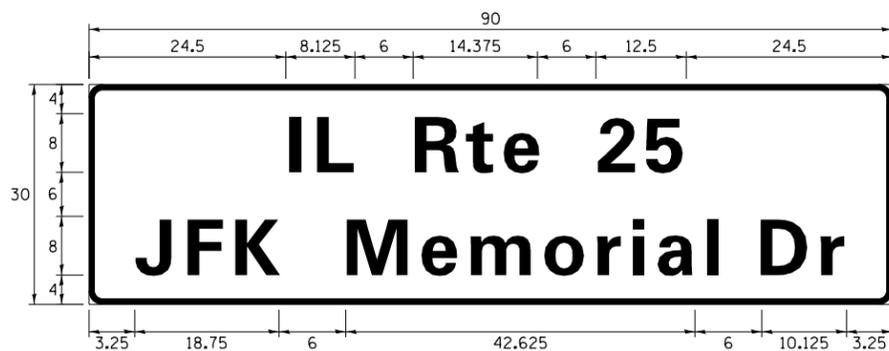
ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	8.25	1	ZZ	2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	8.25	1	ZZ	2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	18.75	2	ZZ	2

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL.

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
SIGN PANEL - TYPE 1	SQ FT	33
SIGN PANEL - TYPE 2	SQ FT	37.50
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	600
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	105
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	420
HANDHOLE	EACH	3
HEAVY-DUTY HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	2
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,290
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,640
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,555
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	935
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,020
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	25
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	590
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	37
DRILL EXISTING HANDHOLE	EACH	1
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	7
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	3
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	10
INDUCTIVE LOOP DETECTOR	EACH	6
DETECTOR LOOP, TYPE I	FOOT	460
* LIGHT DETECTOR	EACH	2
* LIGHT DETECTOR AMPLIFIER	EACH	1
* PEDESTRIAN PUSH-BUTTON	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	8
REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	6
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	290
FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, STOP BAR	EACH	2
SERVICE INSTALLATION - GROUND MOUNTED, METERED	EACH	1

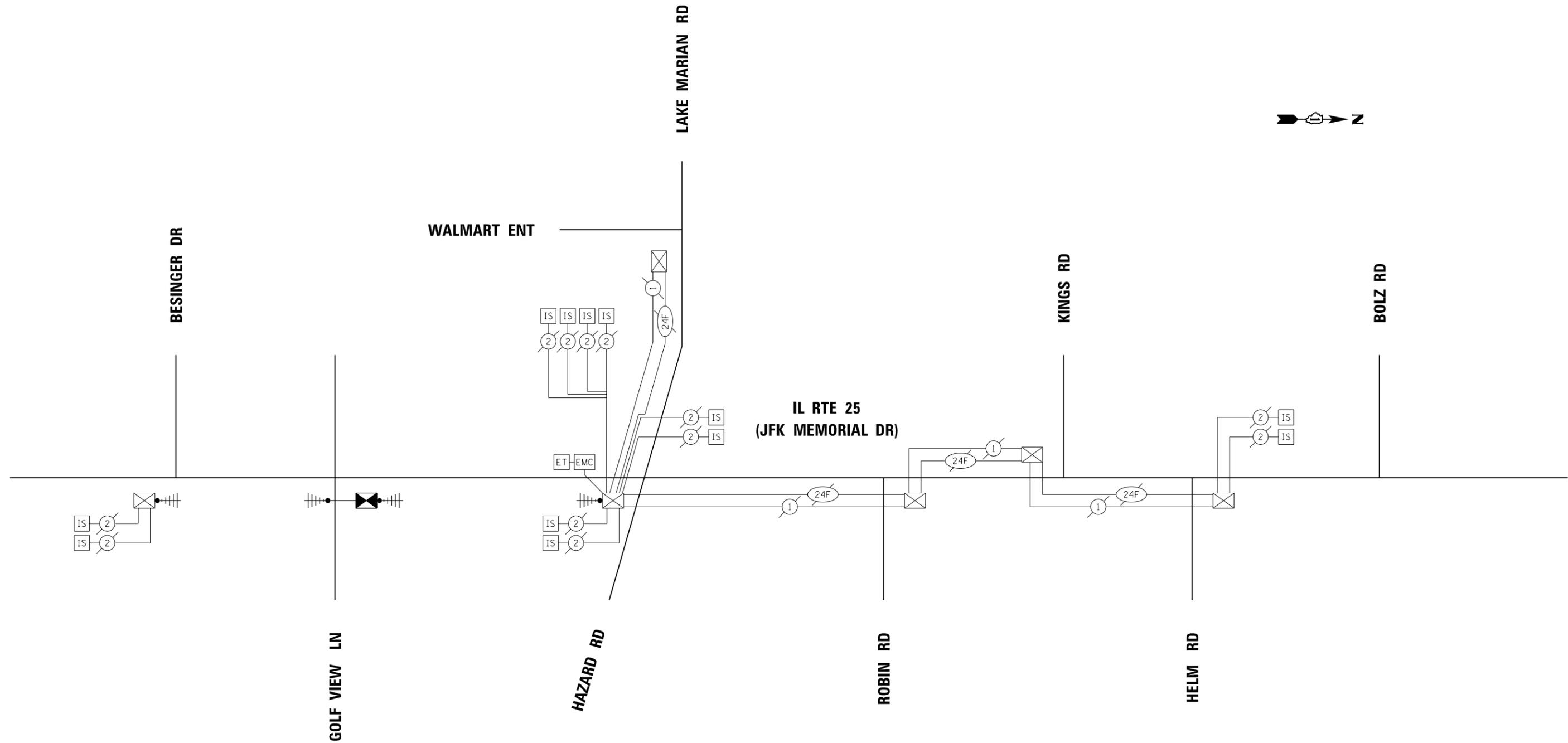
* 100% COST TO THE VILLAGE OF CARPENTERSVILLE

TS SHT NO. 14

TS 4305
EAGLE 5G

FILE NAME =	USER NAME = Bilgromiso	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAST ARM MOUNTED STREET NAME SIGNS AND SCHEDULE OF QUANTITIES IL RTE 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL084EBID\INTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\PI070\Drawings\Traffic\PI07013-sht-ts.dgn		CHECKED - IP	REVISED -			360	93N-1(14)	KANE	68	48
PLOT SCALE = 48.0000' / in.		DATE - 04/26/2016	REVISED -			CONTRACT NO. 60Y27				
Default						SCALE:	SHEET 3 OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

TS SHT NO. 15



EAGLE 5G

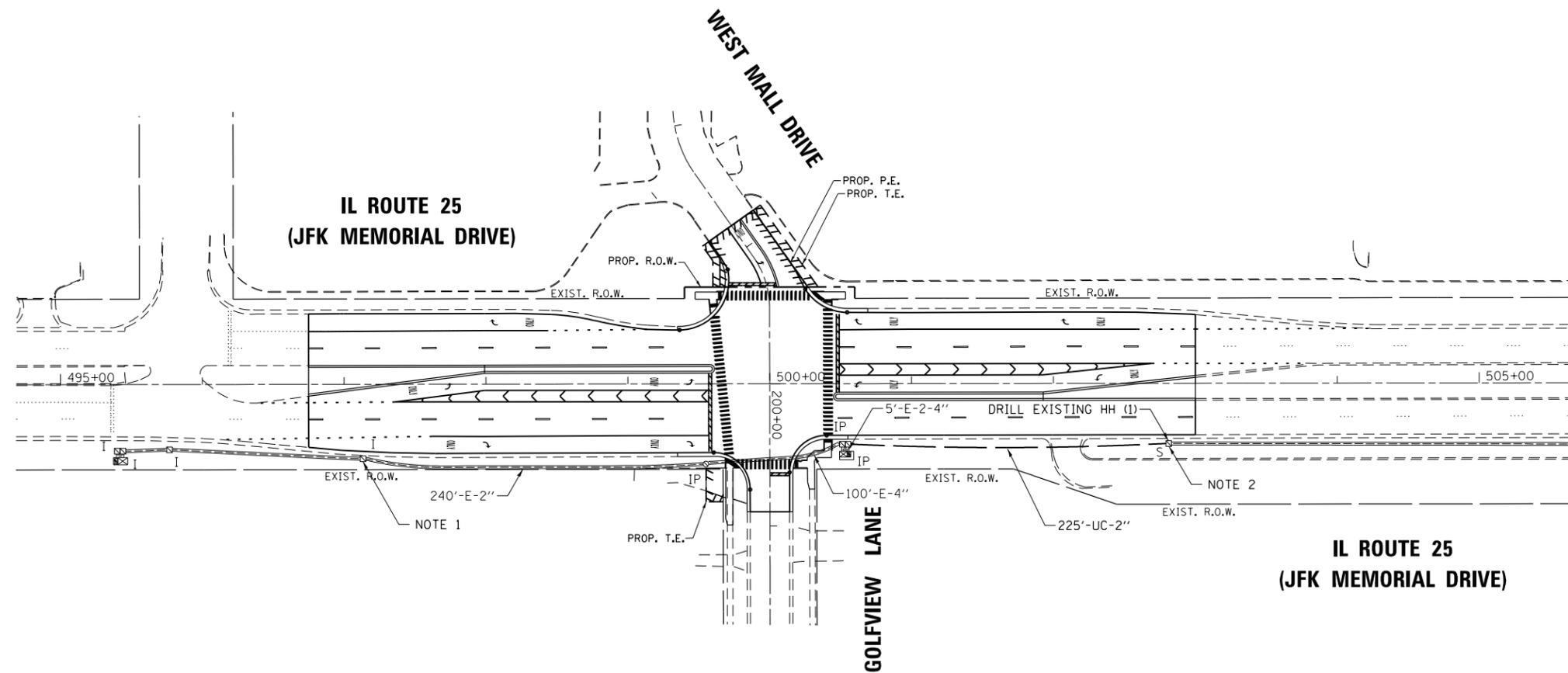
FILE NAME =	USER NAME = Bilgromiso	DESIGNED - LP	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED - IP	REVISED -
	PLOT DATE = 5/12/2016	DATE - 04/26/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT SCHEMATIC
IL RTE 25 (JFK MEMORIAL DRIVE)
BESINGER DRIVE TO HELM ROAD

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	49
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				



NOTES:

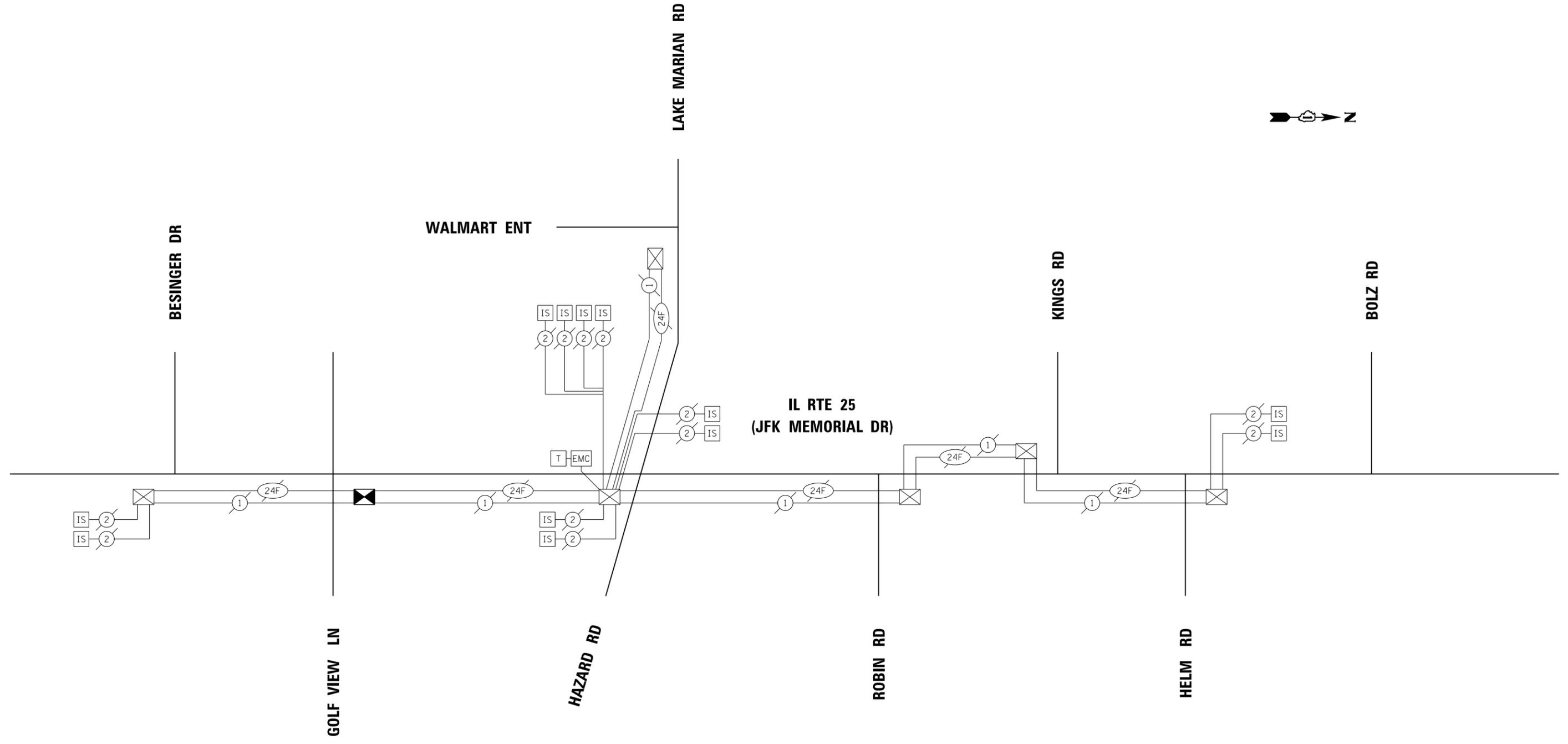
1. THE EXISTING FIBER OPTIC AND TRACER CABLE FROM BESINGER DR TO GOLFVIEW LN SHALL BE PULLED BACK TO THE FAR OUT HANDHOLE ON THE SOUTH LEG ALONG IL RTE 25 (APPROX. STA. 497+00), SAFELY STORED AND RECONNECTED AT THE NEW CABINET.
2. THE EXISTING FIBER OPTIC AND TRACER CABLE FROM LAKE MARIAN RD TO GOLFVIEW LN SHALL BE PULLED BACK TO THE FAR OUT HANDHOLE ON THE NORTH LEG ALONG IL RTE 25 (APPROX. STA. 502+80), SAFELY STORED AND RECONNECTED AT THE NEW CABINET.

TS SHT NO. 16

EAGLE 5G

FILE NAME =	USER NAME = Bilgromiso	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED INTERCONNECT PLAN IL RTE 25 (JFK MEMORIAL DRIVE) BESINGER DRIVE TO HELM ROAD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBIDINTEG\Illinois.gov\PI\DOT\Documents\IDOT Offices\District 1\Projects\PI070101\Traffic\PI0701013-sht-ts.dgn	DRAWN	CHECKED - IP	REVISED -			360	93N-1(14)	KANE	68	50	
Default	PLOT SCALE = 100.0000' / in.	DATE - 04/26/2016	REVISED -			CONTRACT NO. 60Y27			ILLINOIS FED. AID PROJECT		
PLOT DATE = 5/12/2016		DATE - 04/26/2016				SCALE:		SHEET 1 OF 2 SHEETS		STA. TO STA.	

TS SHT NO. 17



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	225
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
TRANSCIEVER - FIBER OPTIC	EACH	1
DRILL EXISTING HANDHOLE	EACH	1
REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	1,260
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

EAGLE 5G

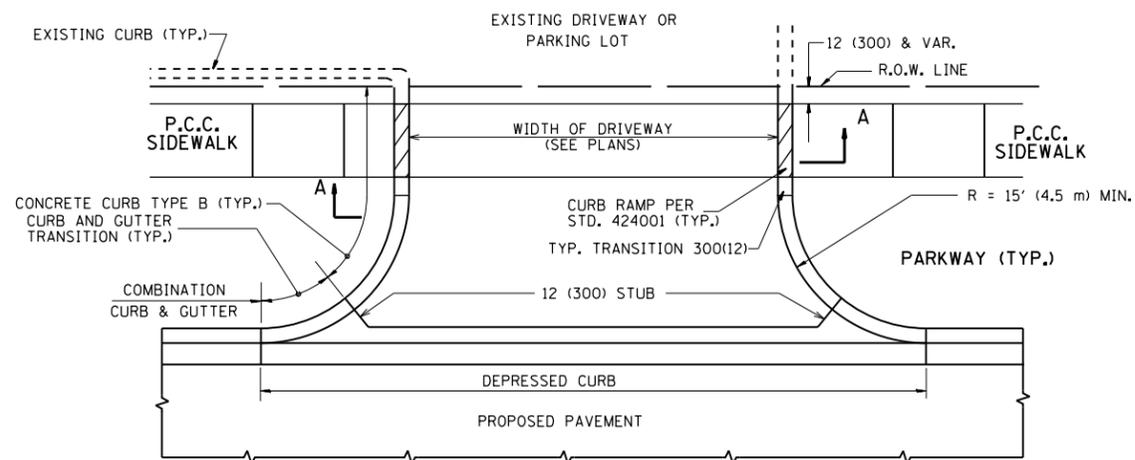
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Default	PLOT DATE = 5/12/2016	DATE - 04/26/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

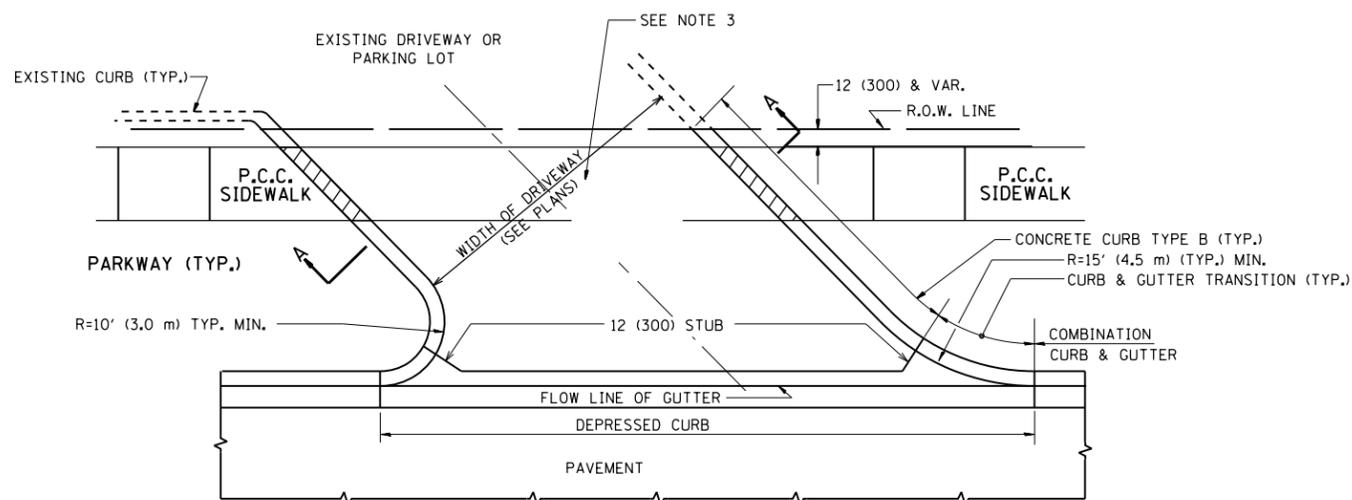
**PROPOSED INTERCONNECT SCHEMATIC AND SCHEDULE OF QUANTITIES
IL RTE 25 (JFK MEMORIAL DRIVE)
BESINGER DRIVE TO HELM ROAD**

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

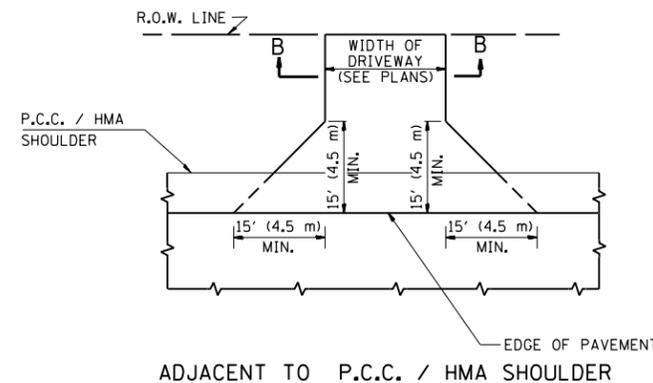
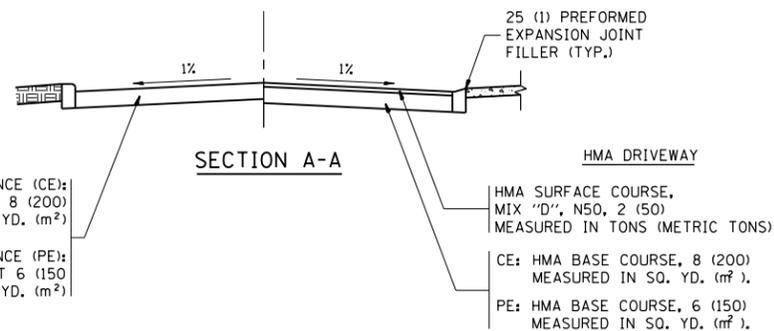
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	51
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				



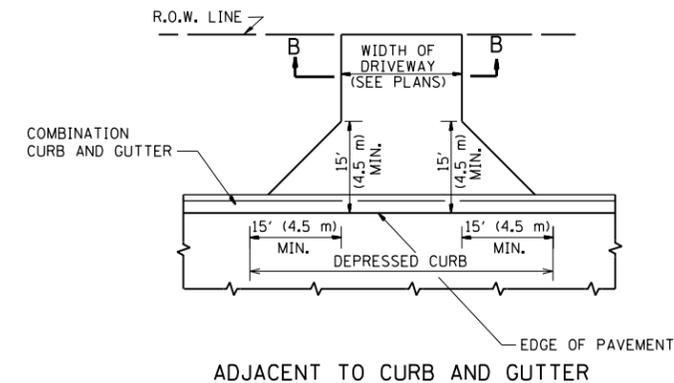
WITH CONCRETE CURB, TYPE B



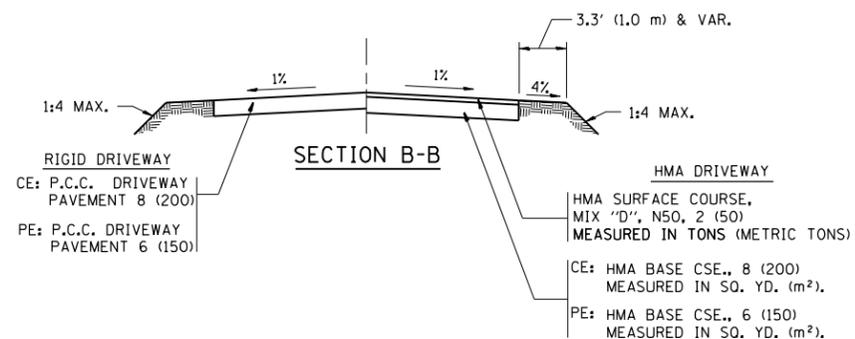
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



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

GENERAL NOTES:

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

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

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

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

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

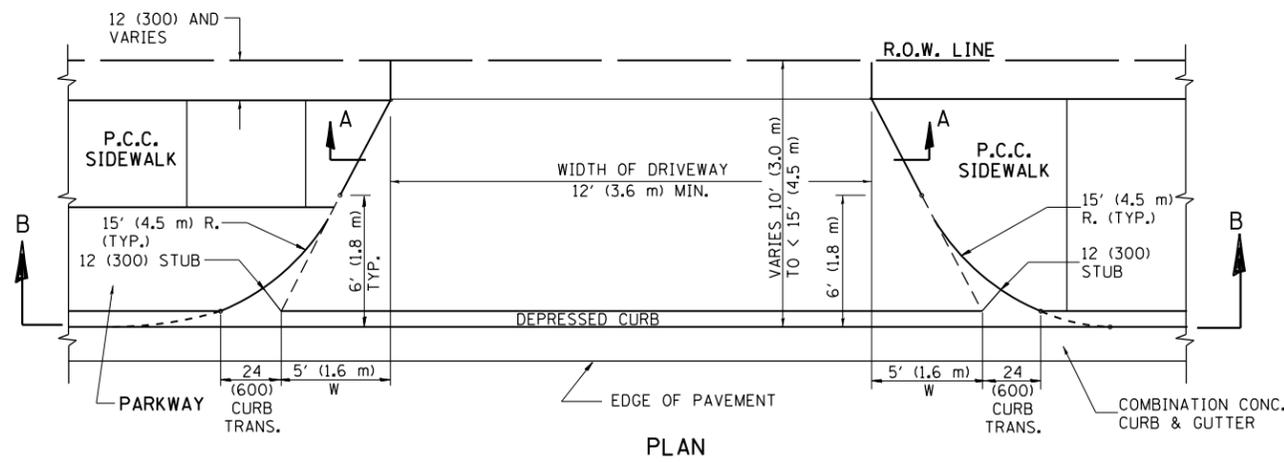
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME =	USER NAME = Bilgiris	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03
pw\1\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI070\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - R. BORO 01-01-07
PLOT SCALE = 100.0002' / in.		DATE - 11-04-95	REVISED - R. BORO 06-11-08
PLOT DATE = 5/12/2016			REVISED - R. BORO 09-06-11

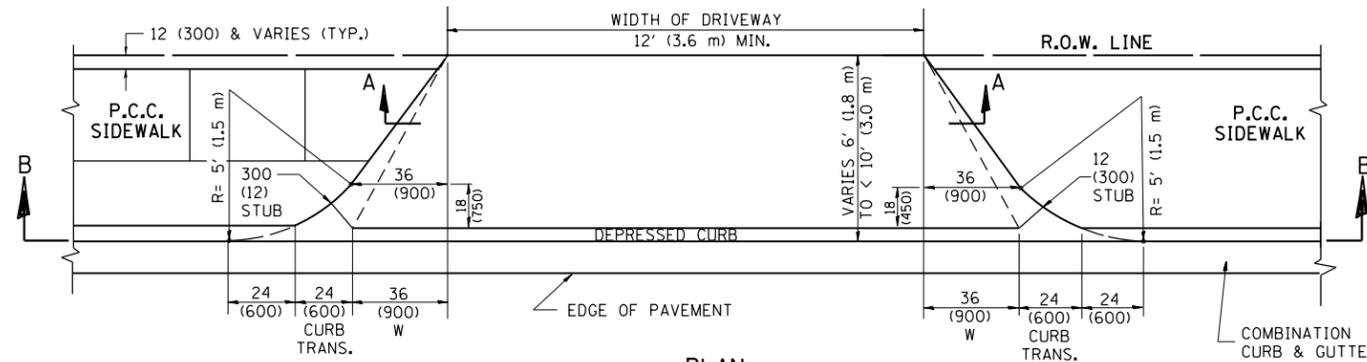
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

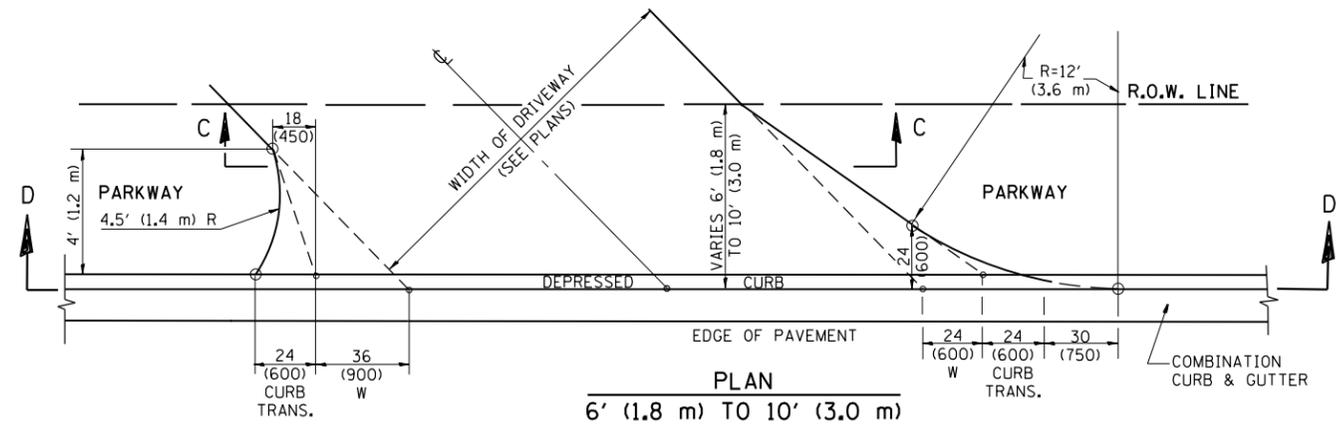
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1 (14)	KANE	68	52
BD0156-07 (BD-01)			CONTRACT NO. 60Y27	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



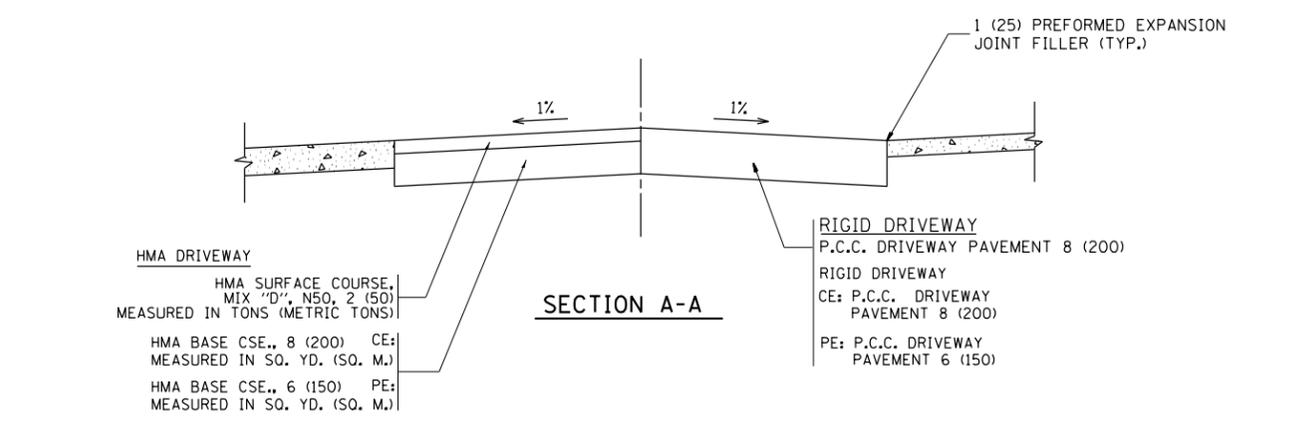
PLAN
10' (3.0 m) TO < 15' (4.5 m)



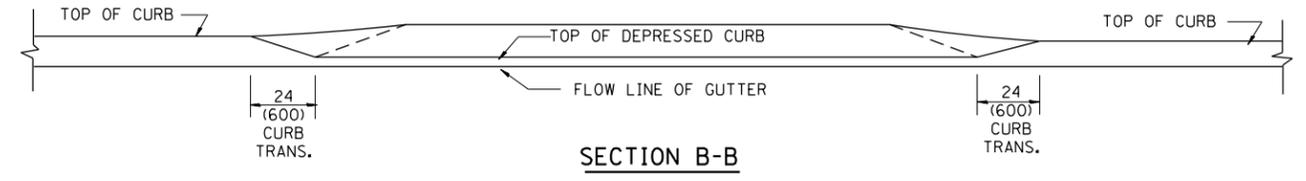
PLAN
6' (1.8 m) TO < 10' (3.0 m)



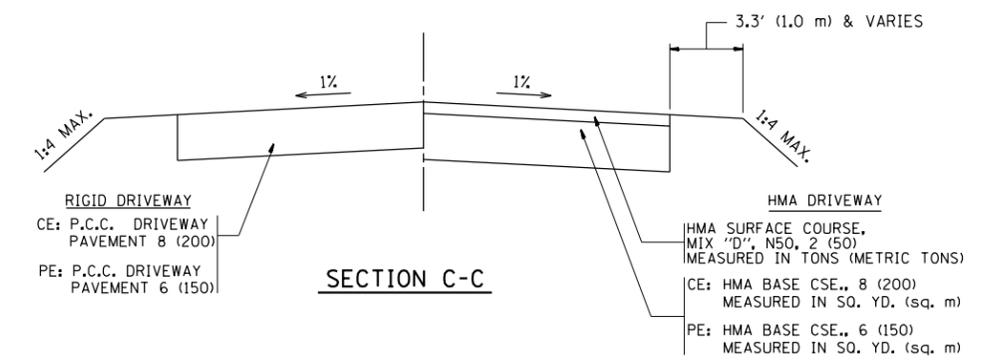
PLAN
6' (1.8 m) TO 10' (3.0 m)



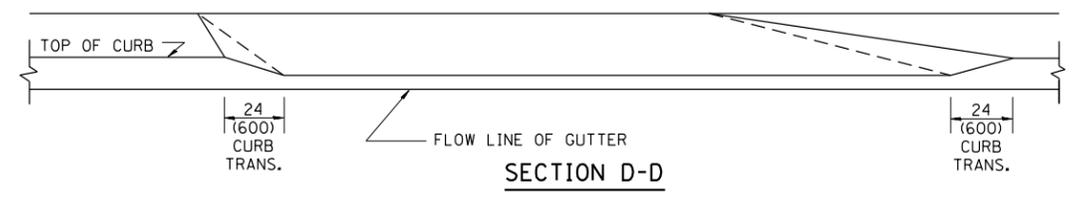
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

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

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

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

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

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

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

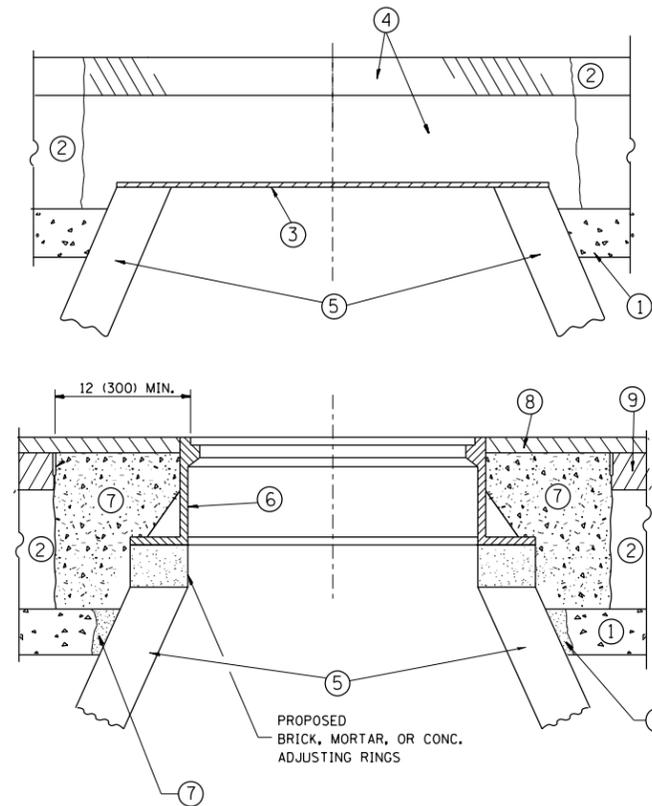
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = Bilgomsis	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
p:\1\084EBIDINTEG.illinois.gov\PI\DOT\Documents\IDOT Offices\District 1\Projects\PI1070\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - P. LaFLEUR 04-15-03
		DATE - 11-06-95	REVISED - R. BORO 01-01-07
			REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS	
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1 (14)	KANE	68	53
BD400-02 (BD-02)			CONTRACT NO. 60Y27	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* 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
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-1* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

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.

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

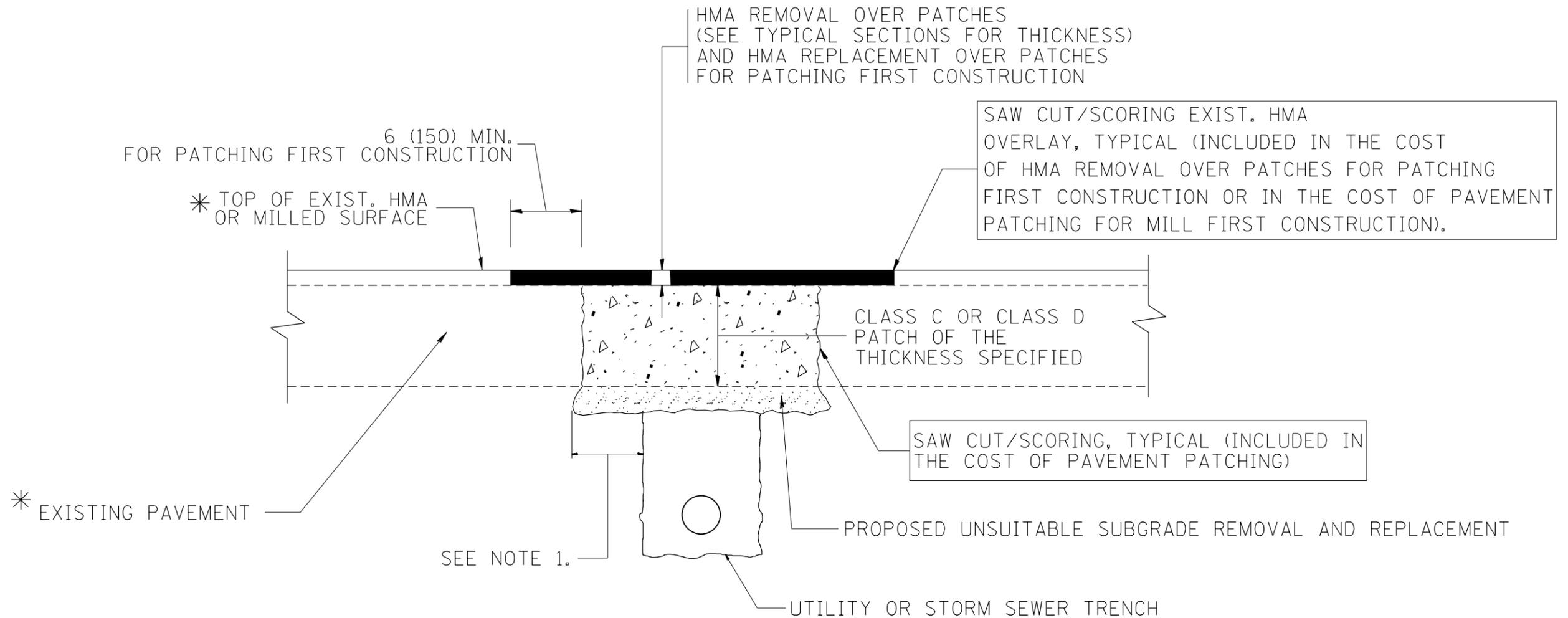
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = Bilgromiso	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 5/12/2016	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1 (14)	KANE	68	54
BD600-03 (BD-8)			CONTRACT NO. 60Y27	
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

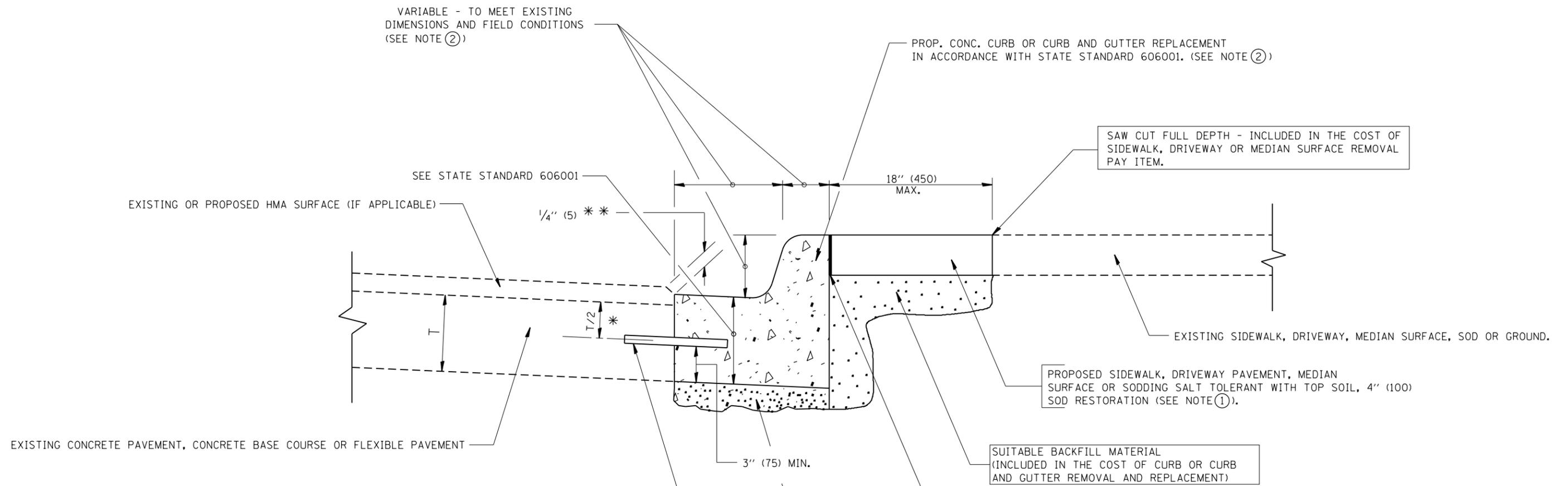
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 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.

FILE NAME =	USER NAME = Bilgrami	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI0702\Drawings\Design\DistStd.dgn		REVISOR - R. BORO 01-01-07	REVISED - R. BORO 01-01-07					360	93N-1 (14)	KANE	68	55
	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)			CONTRACT NO. 60Y27				
	PLOT DATE = 5/12/2016	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 - * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
 - ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
 - ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
 - ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
 - ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
 - ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
 - ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

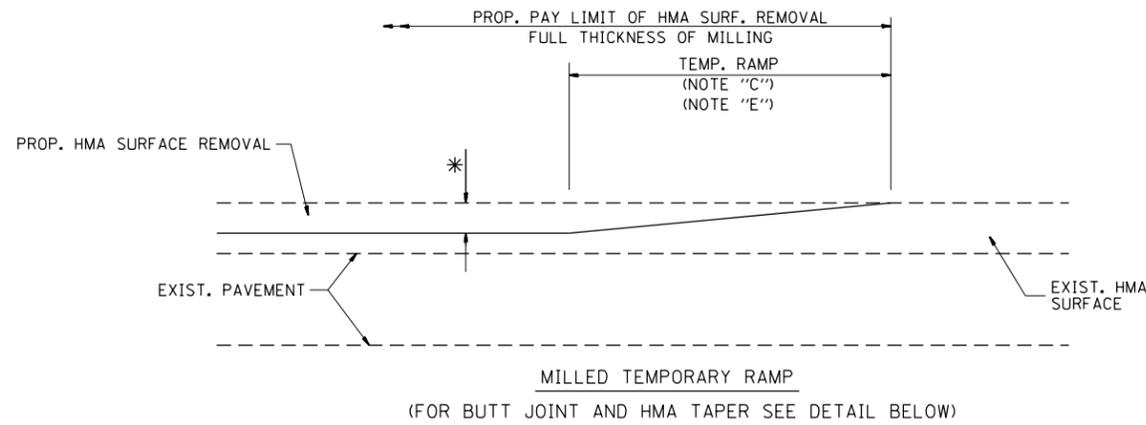
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

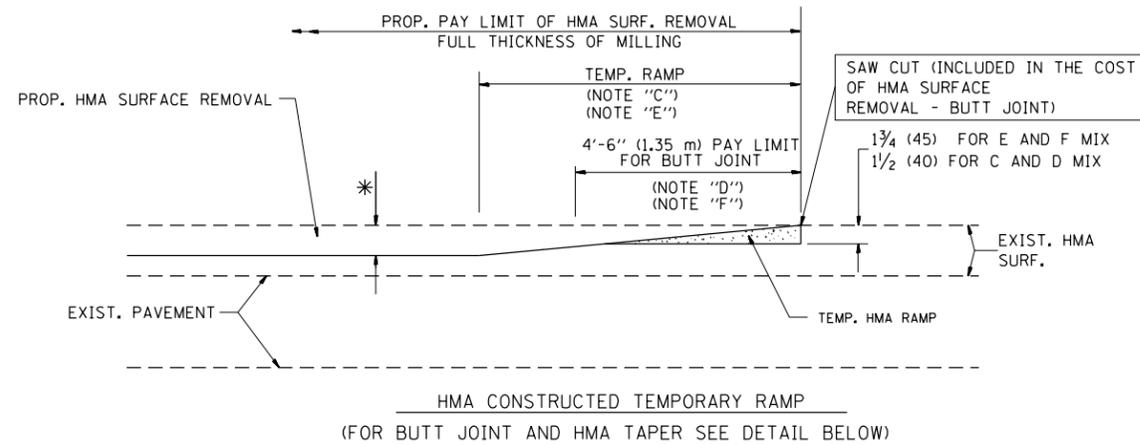
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = Bilgramisa	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\1\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\PI070\Drawings\Design\DistStd.dgn			REVISED - A. ABBAS 03-21-97			360	93N-1 (14)	KANE	68	56
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - M. GOMEZ 01-22-01				BD600-06 (BD-24)		CONTRACT NO. 60Y27		
PLOT DATE = 5/12/2016	DATE - 03-11-94	REVISED - R. BORO 12-15-09				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

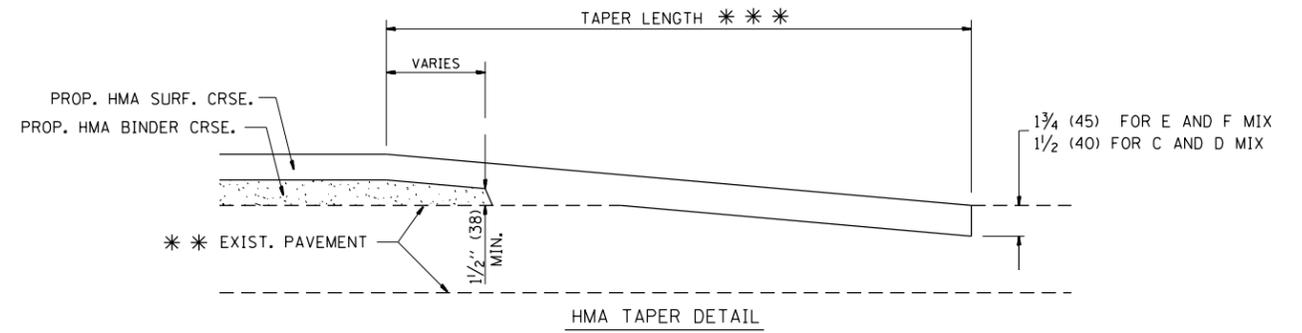
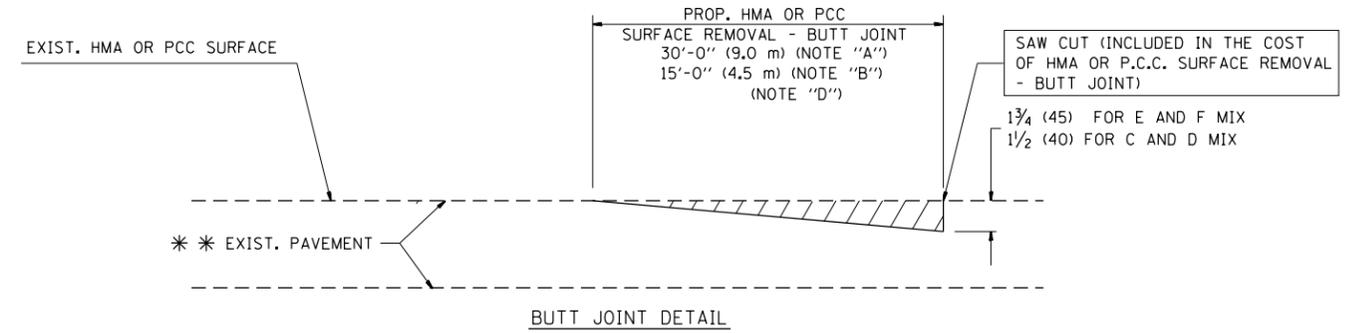


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

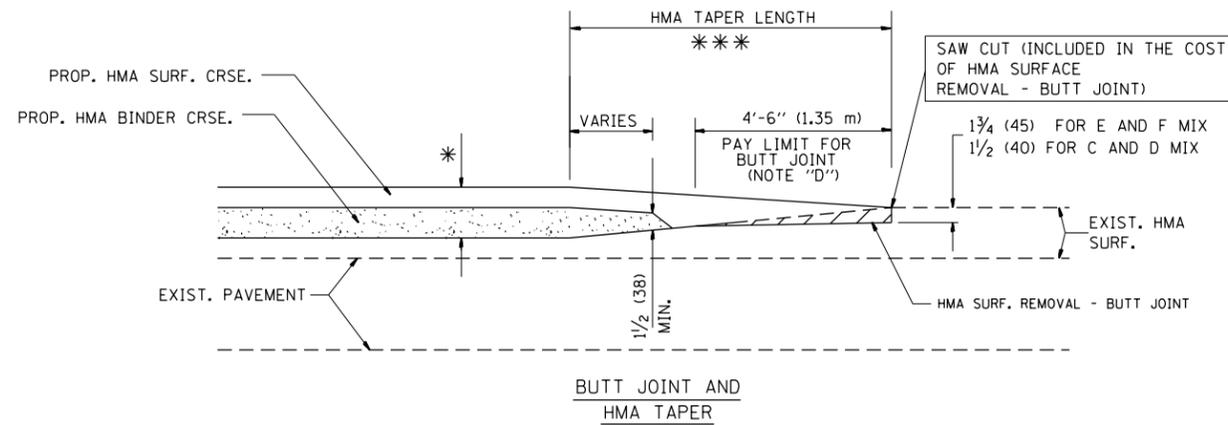
NOTES

- 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 SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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



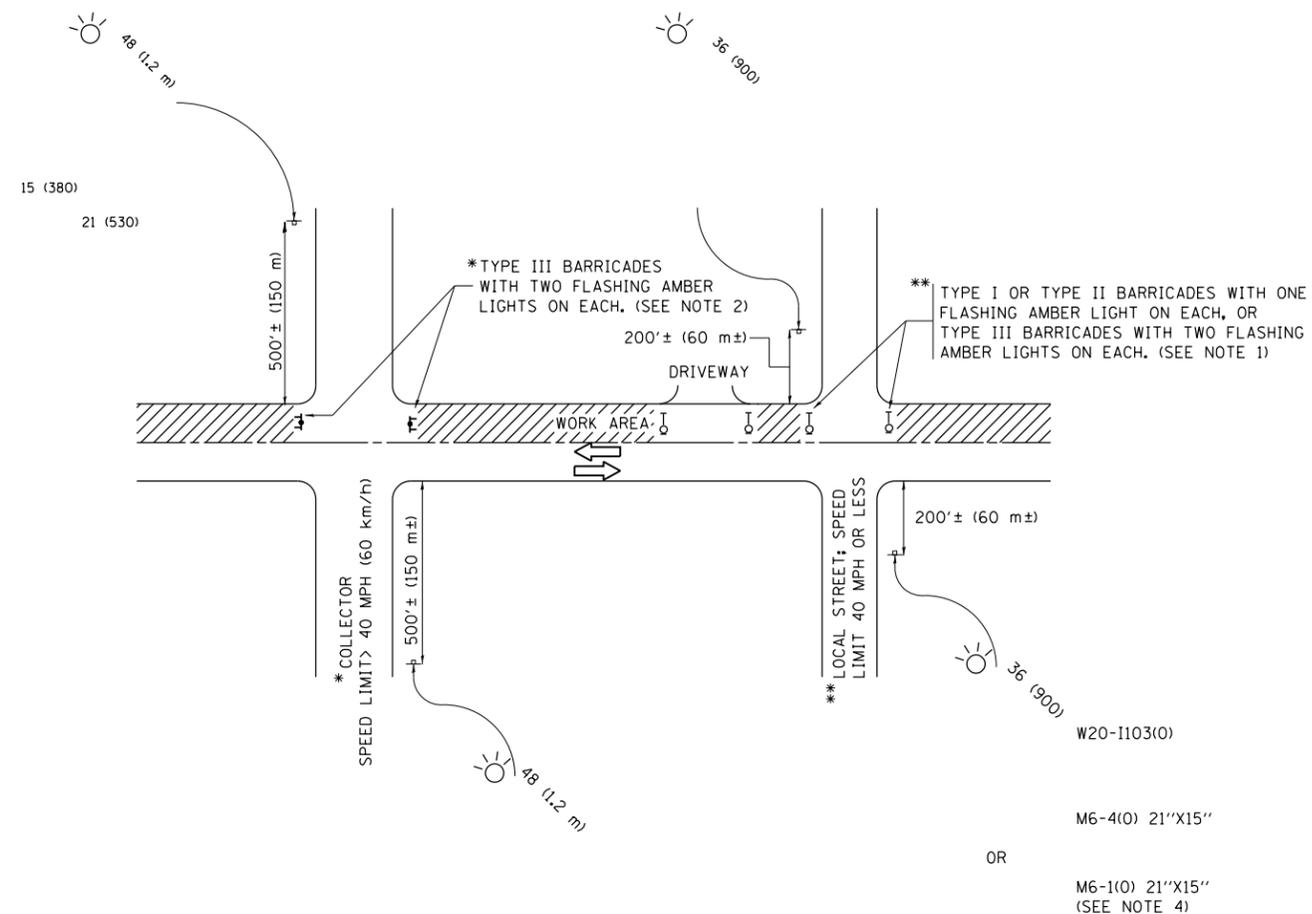
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME =	USER NAME = Bilgiris	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
p:\1\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI070\Drawings\Design\DistStd.dgn			REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 5/12/2016	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1 (14)	KANE	68	57
BD400-05 BD32		CONTRACT NO. 60Y27		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. 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.
4. 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).
5. 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.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. 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.

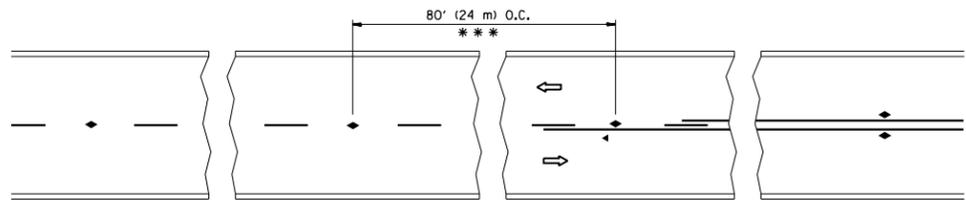
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p:\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\PI0701\Drawings\Design\DistStd.dgn			REVISED - T. RAMMACHER 01-06-00
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 11/21/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

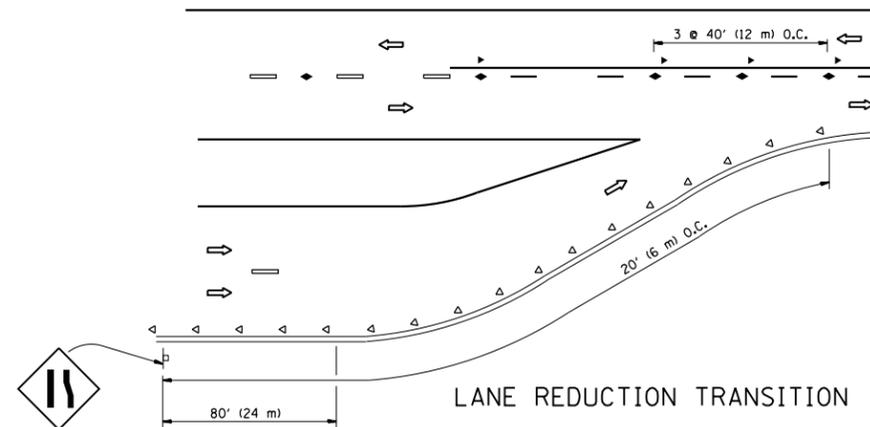
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1 (14)	KANE	68	58
TC-10			CONTRACT NO. 60Y27	
ILLINOIS FED. AID PROJECT				

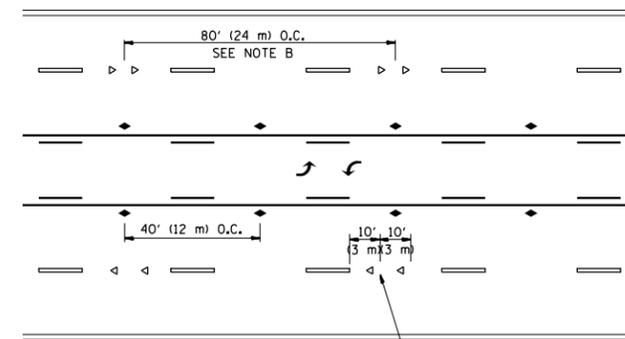


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

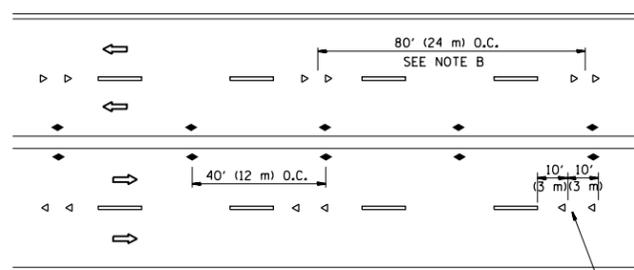
TWO-LANE/TWO-WAY



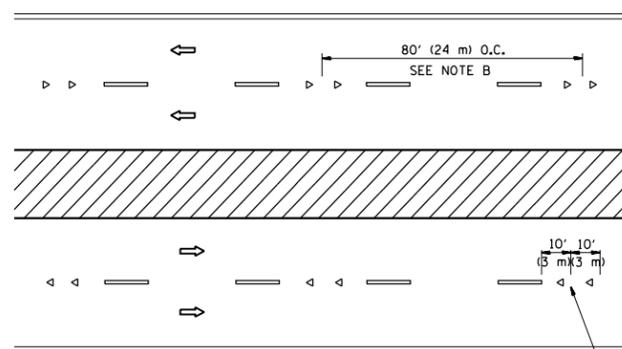
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

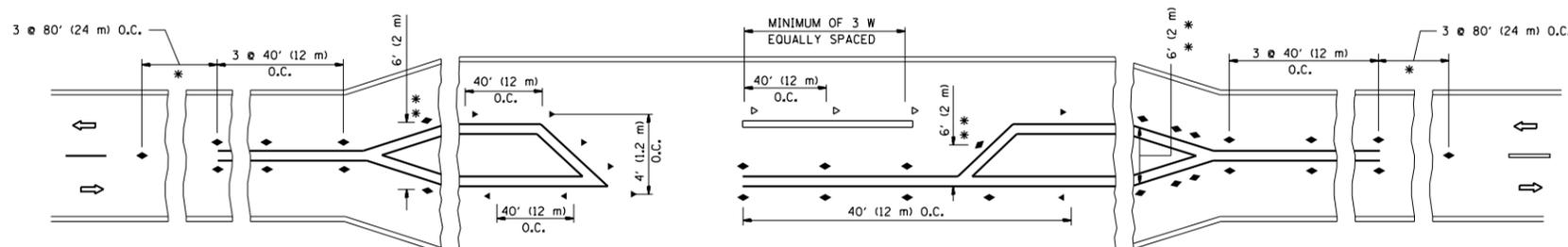
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. 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

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



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

LEFT TURN

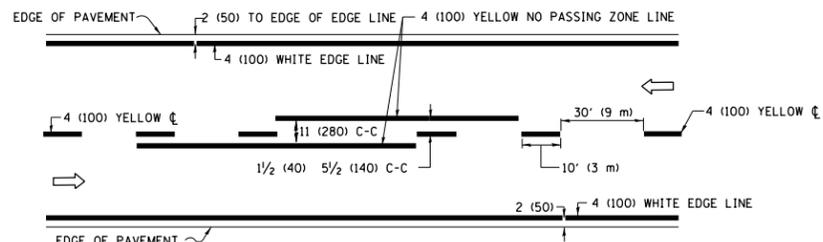
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = Bilgiris	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
pw:\IL\084EBIDINTEG\illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\PI070\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - T. RAMMACHER 03-12-99
		DATE -	REVISED - T. RAMMACHER 01-06-00
			REVISED - C. JUCIUS 09-09-09

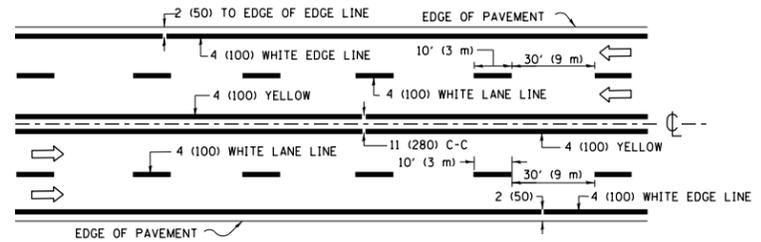
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

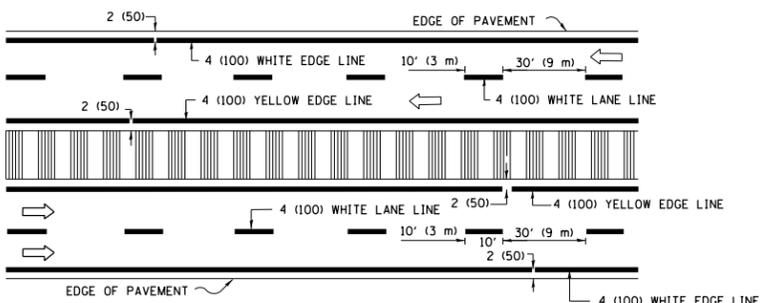
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1 (14)	KANE	68	59
TC-11			CONTRACT NO. 60Y27	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

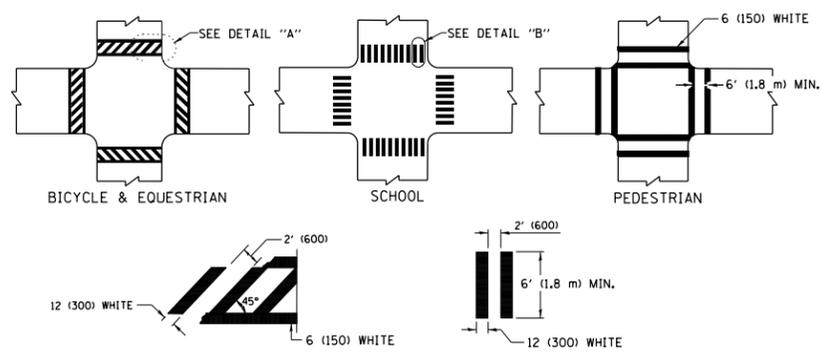


MULTI-LANE UNDIVIDED



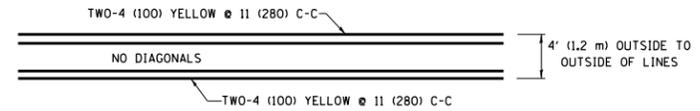
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

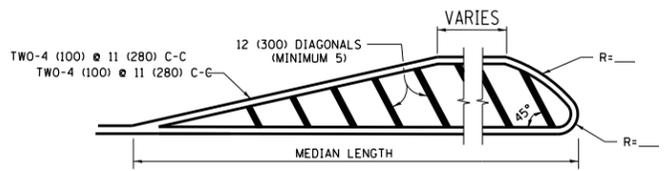


TYPICAL CROSSWALK MARKING

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

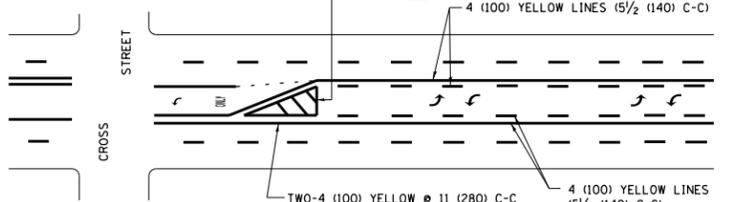


4' (1.2 m) WIDE MEDIANS ONLY



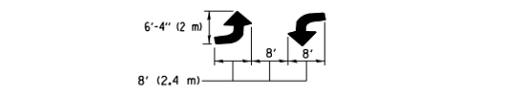
MEDIANS OVER 4' (1.2 m) WIDE

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))



**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

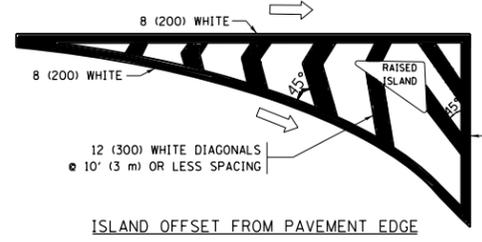
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



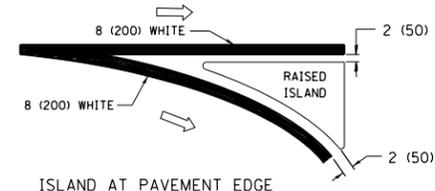
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

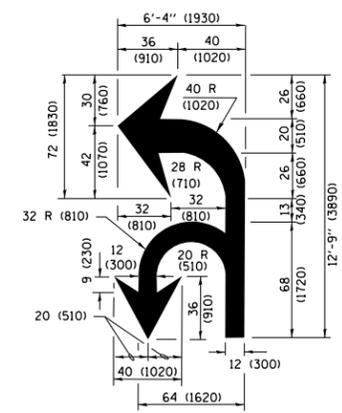
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



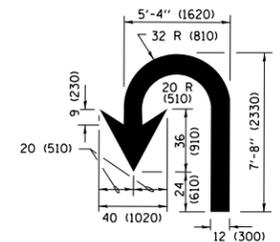
ISLAND OFFSET FROM PAVEMENT EDGE



**ISLAND AT PAVEMENT EDGE
TYPICAL ISLAND MARKING**



COMBINATION LEFT AND U-TURN



U-TURN

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

LANE REDUCTION TRANSITION

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

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	5 1/2 (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; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (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 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"=3.6 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.

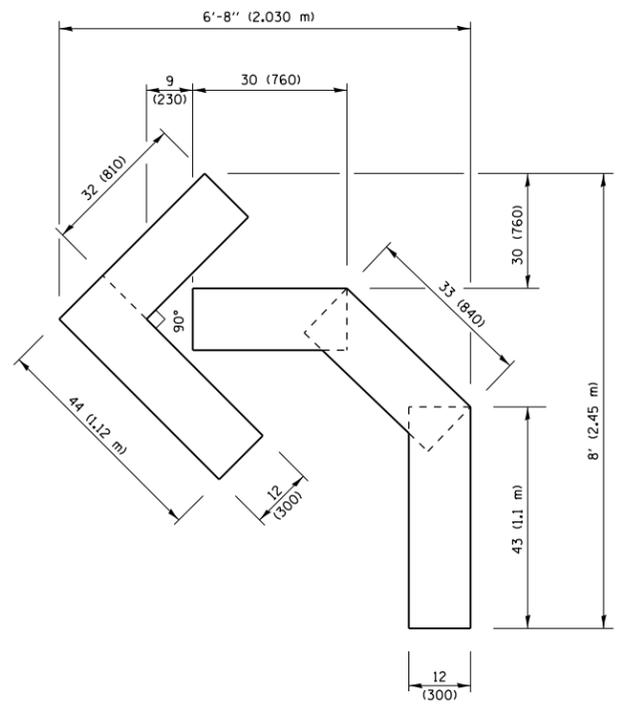
FILE NAME =	USER NAME = Bilgromiso	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
p:\1\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI1070\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 100.0000' / in.	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 5/12/2016		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

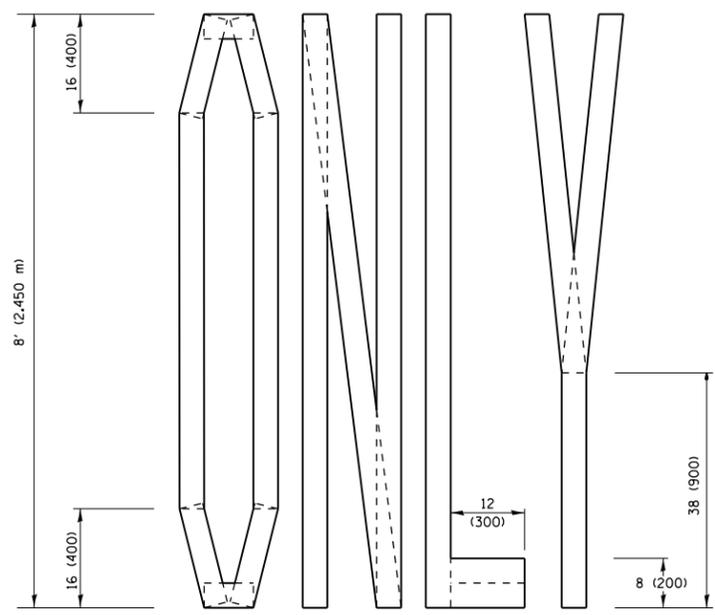
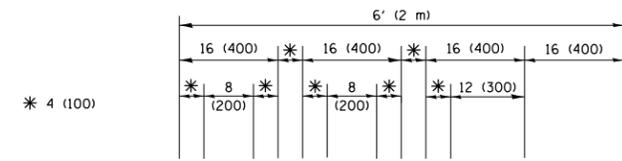
**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

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

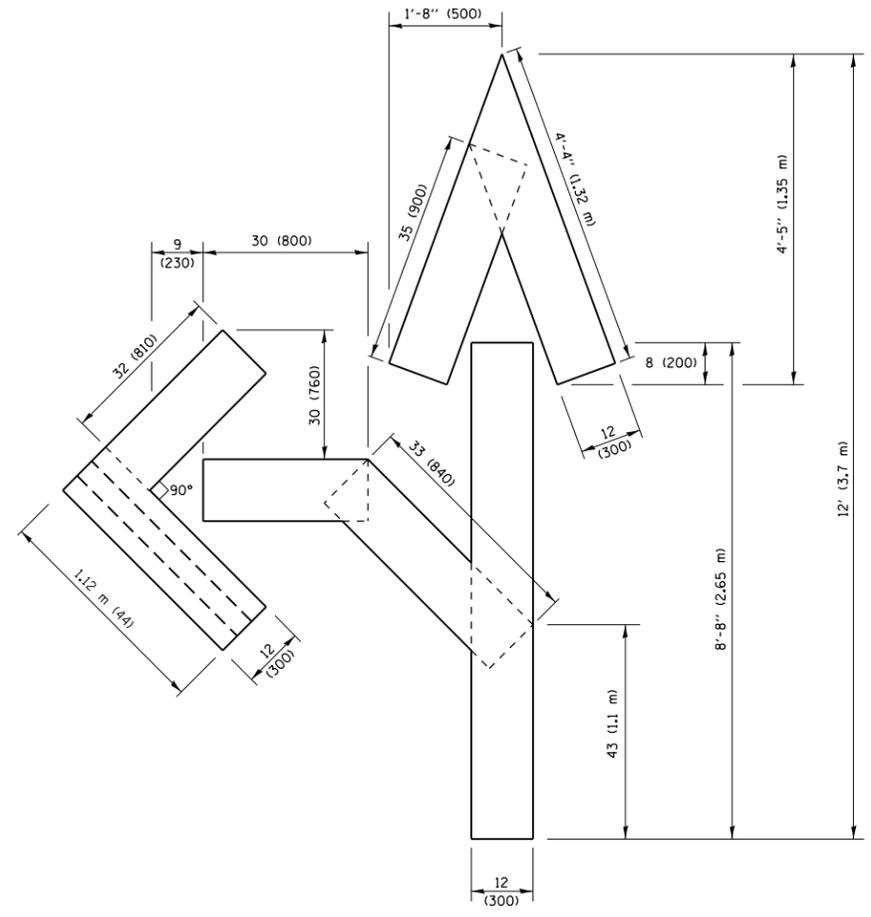
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1 (14)	KANE	68	60
TC-13		CONTRACT NO. 60Y27		
ILLINOIS FED. AID PROJECT				



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

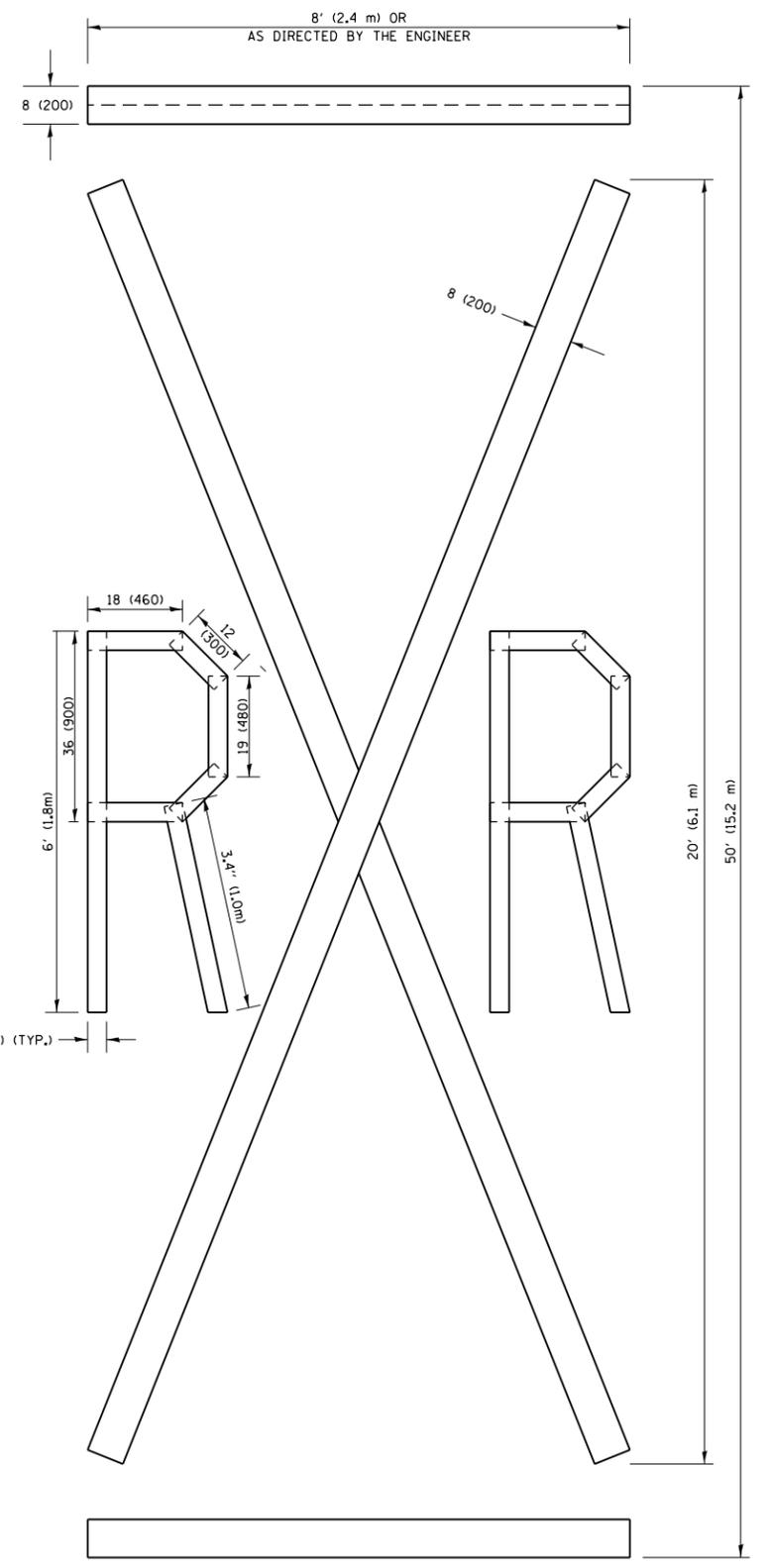


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



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)

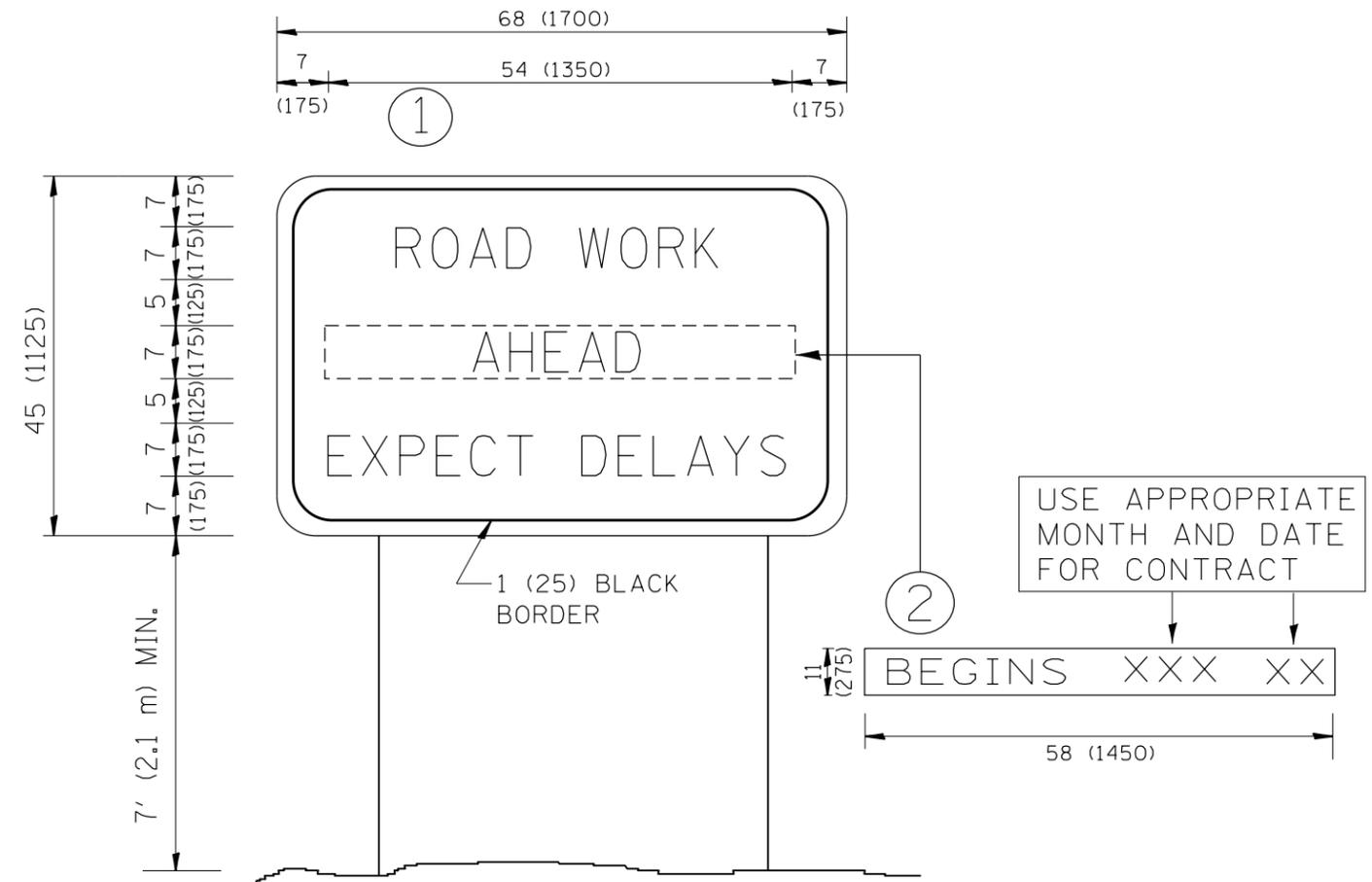
All dimensions are in inches (millimeters)
 unless otherwise shown.

FILE NAME =	USER NAME = bartonr	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
p:\1\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI1070\Drawings\Design\DistStd.dgn		CHECKED -	REVISED -E. GOMEZ 08-28-00
		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00
			REVISED -A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1 (14)	KANE	68	62
TC-16		CONTRACT NO. 60Y27		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

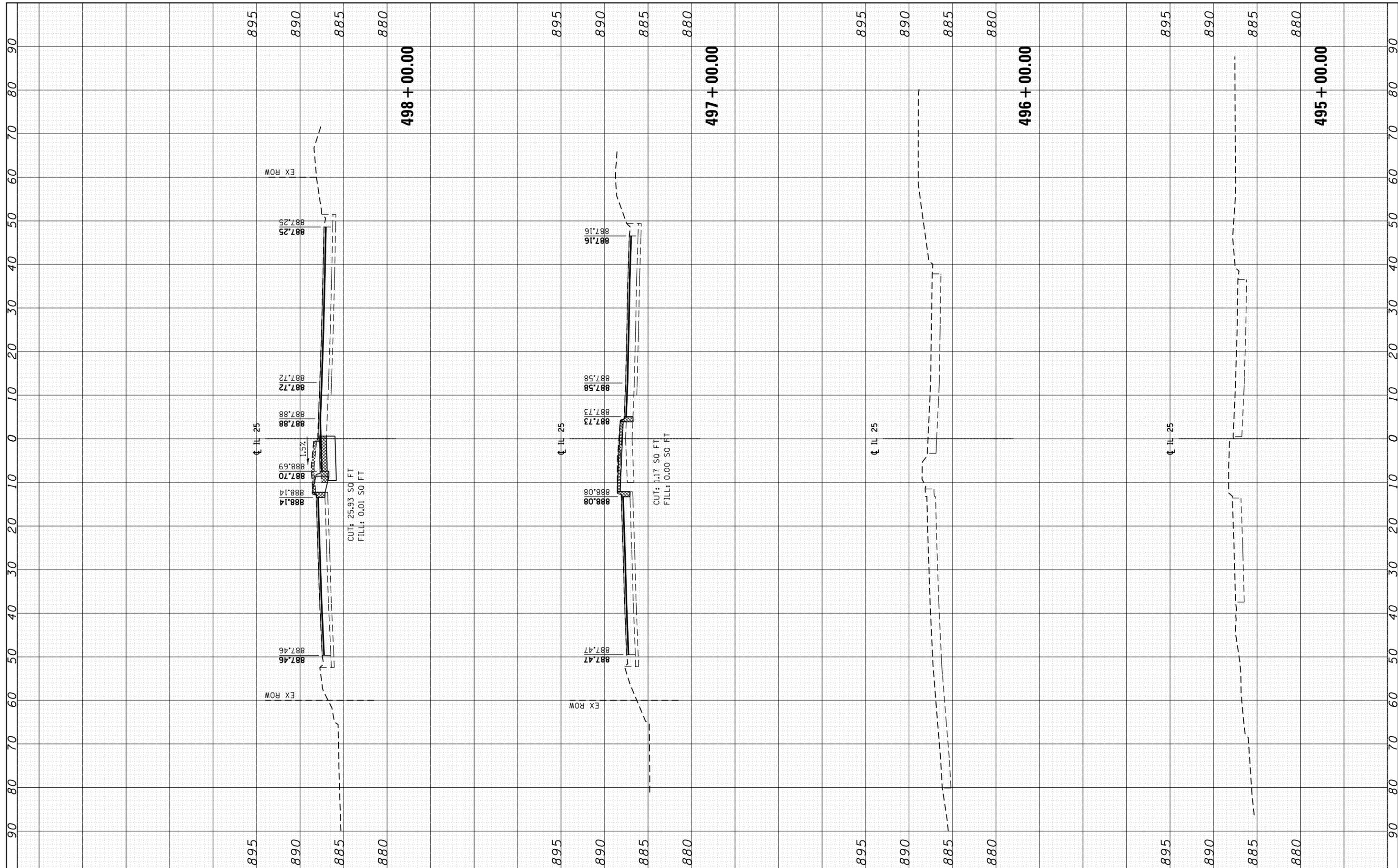
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBIDINTEG.illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\PI0701\Drawings\Design\DistStd.dgn	DRAWN	REVISED - R. MIRS 12-11-97	360			93N-1 (14)	KANE	68	63	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	TC-22			CONTRACT NO. 60Y27				
PLOT DATE = 5/12/2016	DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =
 USER NAME = Bilgramisa
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 5/12/2016

DESIGNED - RWB
 CHECKED -
 DATE - 7/15/2015

REVISED -
 REVISED -
 REVISED -

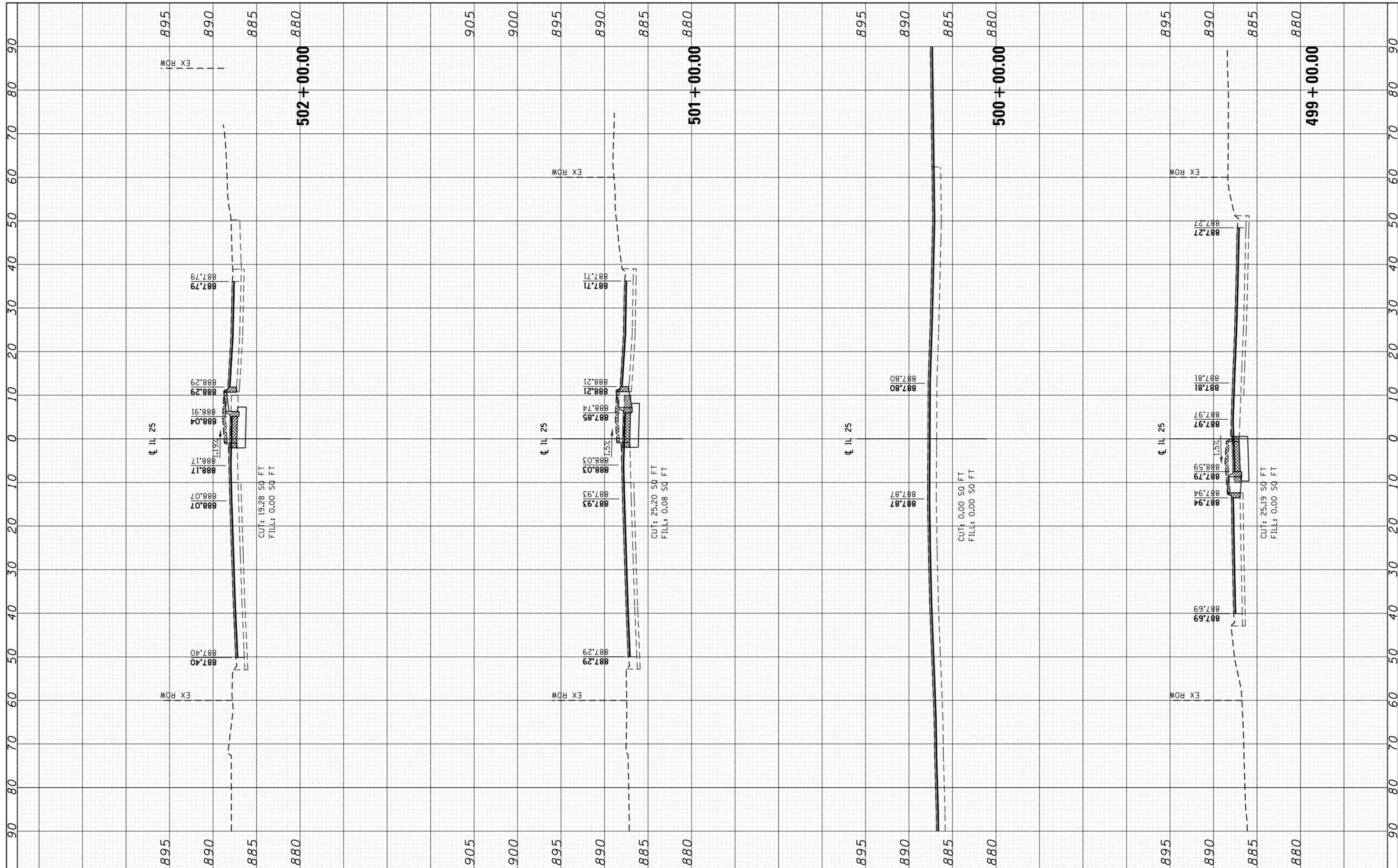
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE
 CROSS SECTIONS**
 SCALE: SHEET 1 OF 5 SHEETS STA. 495+00.00 TO STA. 498+00.00

F.A.P. RTE. 360	SECTION 93N-1(14)	COUNTY KANE	TOTAL SHEETS 68	SHEET NO. 64
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS CHECKED	

ORIGINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS CHECKED	



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 USER NAME = Bilgromise
 PLOT SCALE = 20.0000' / 1" / in.
 PLOT DATE = 5/12/2016

DESIGNED - RWB
 CHECKED -
 DATE - 7/15/2015

REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

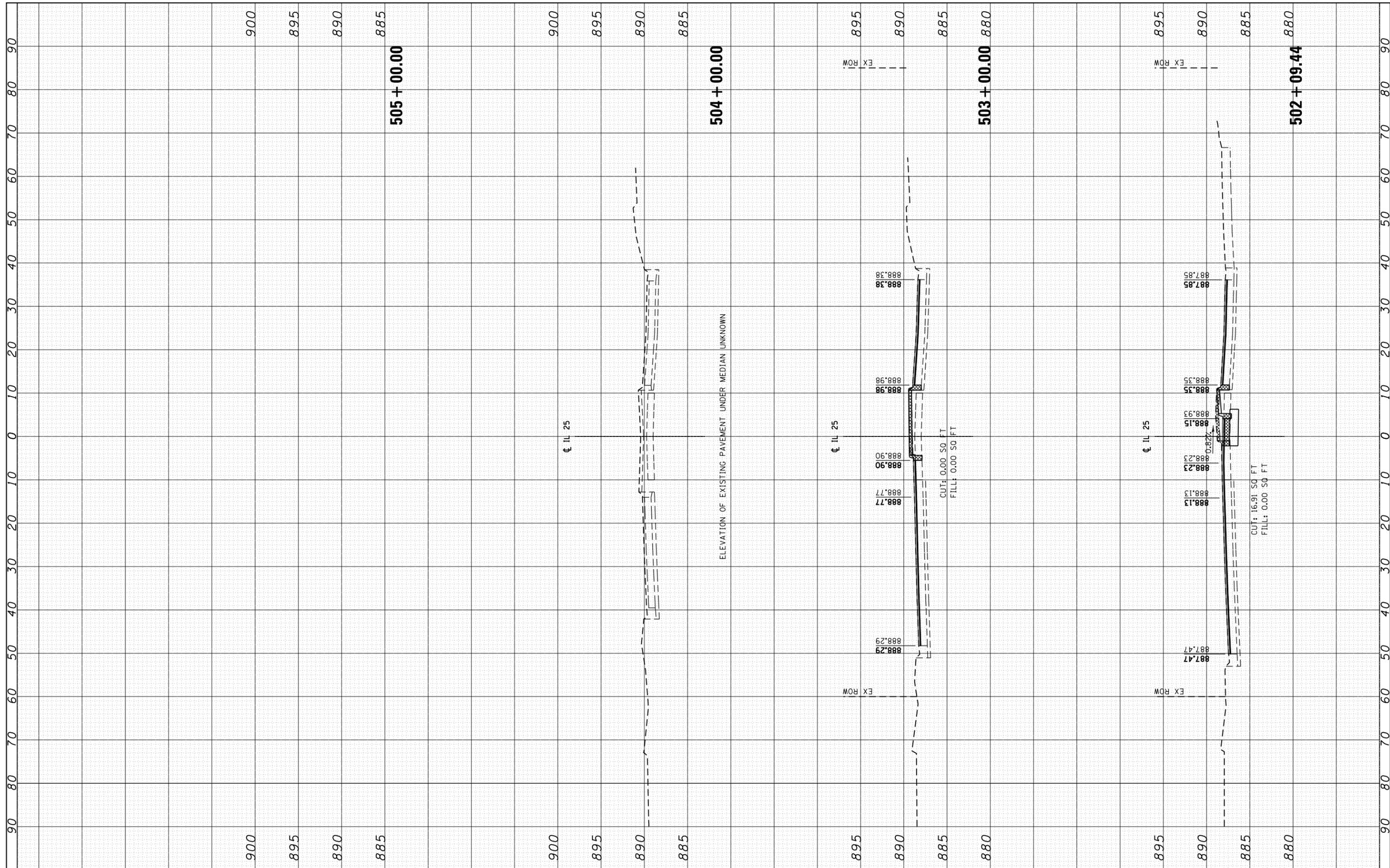
**IL 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE
 CROSS SECTIONS**

SCALE: SHEET 2 OF 5 SHEETS STA. 499+00.00 TO STA. 502+00.00

F.A.P. RTE. 360	SECTION 93N-1(14)	COUNTY KANE	TOTAL SHEETS 68	SHEET NO. 65
CONTRACT NO. 60Y27			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



FILE NAME =
 USER NAME = Bilgramis
 DESIGNED - RWB
 REVISIONS:
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 REVISIONS:
 PLOT SCALE = 20.0000' / in.
 CHECKED -
 DATE - 7/15/2015
 PLOT DATE = 5/12/2016

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

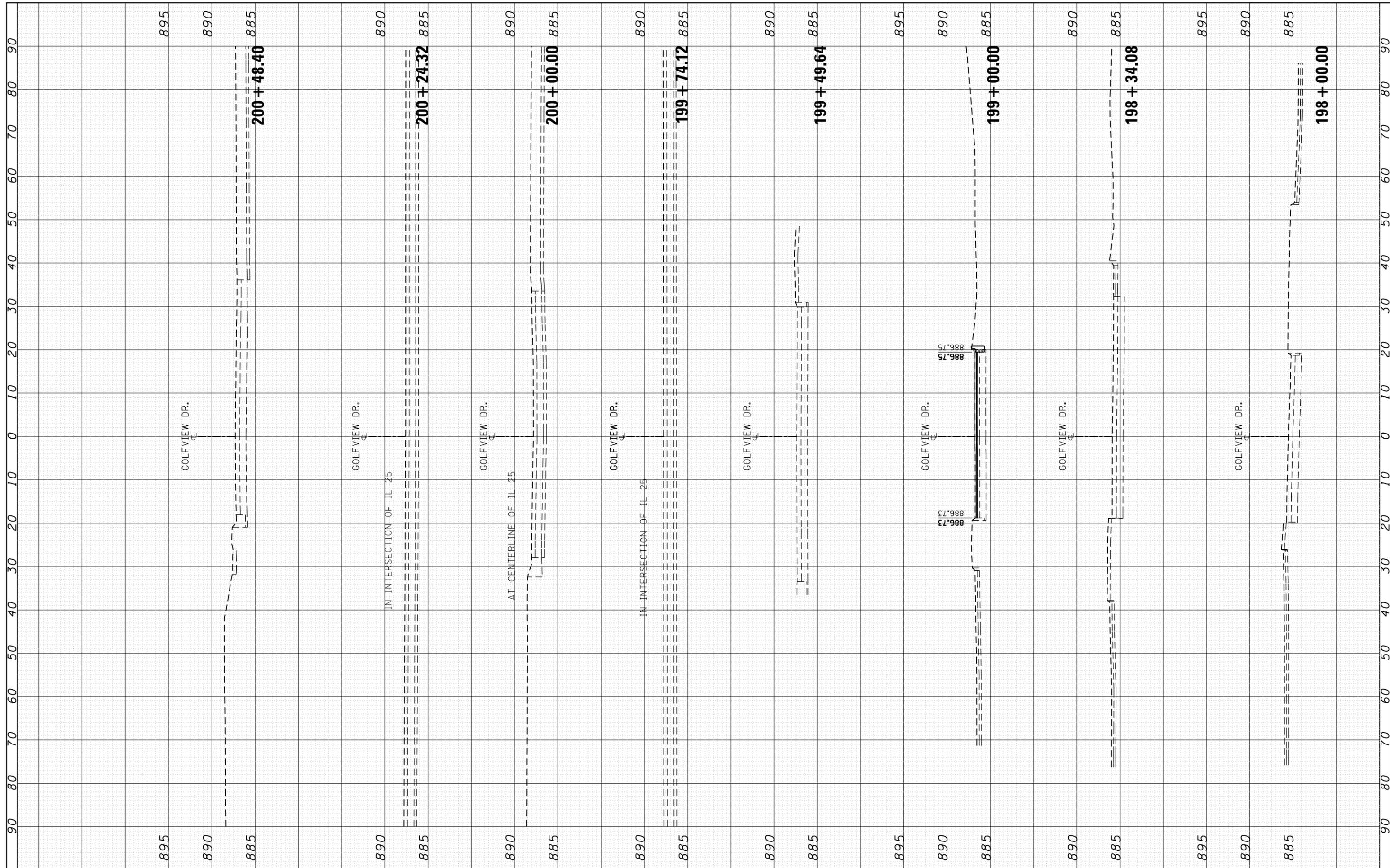
IL 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE
 CROSS SECTIONS

SCALE: SHEET 3 OF 5 SHEETS STA. 504+00.00 TO STA. 502+09.44

F.A.P. RTE. 369	SECTION 93N-1(14)	COUNTY KANE	TOTAL SHEETS 68	SHEET NO. 66
CONTRACT NO. 60Y27			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =	USER NAME = bartonr	DESIGNED - RWB	REVISED - RWB 10/6/2016
		DRAWN - RWB	REVISED -
		CHECKED -	REVISED -
		DATE - 7/17/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

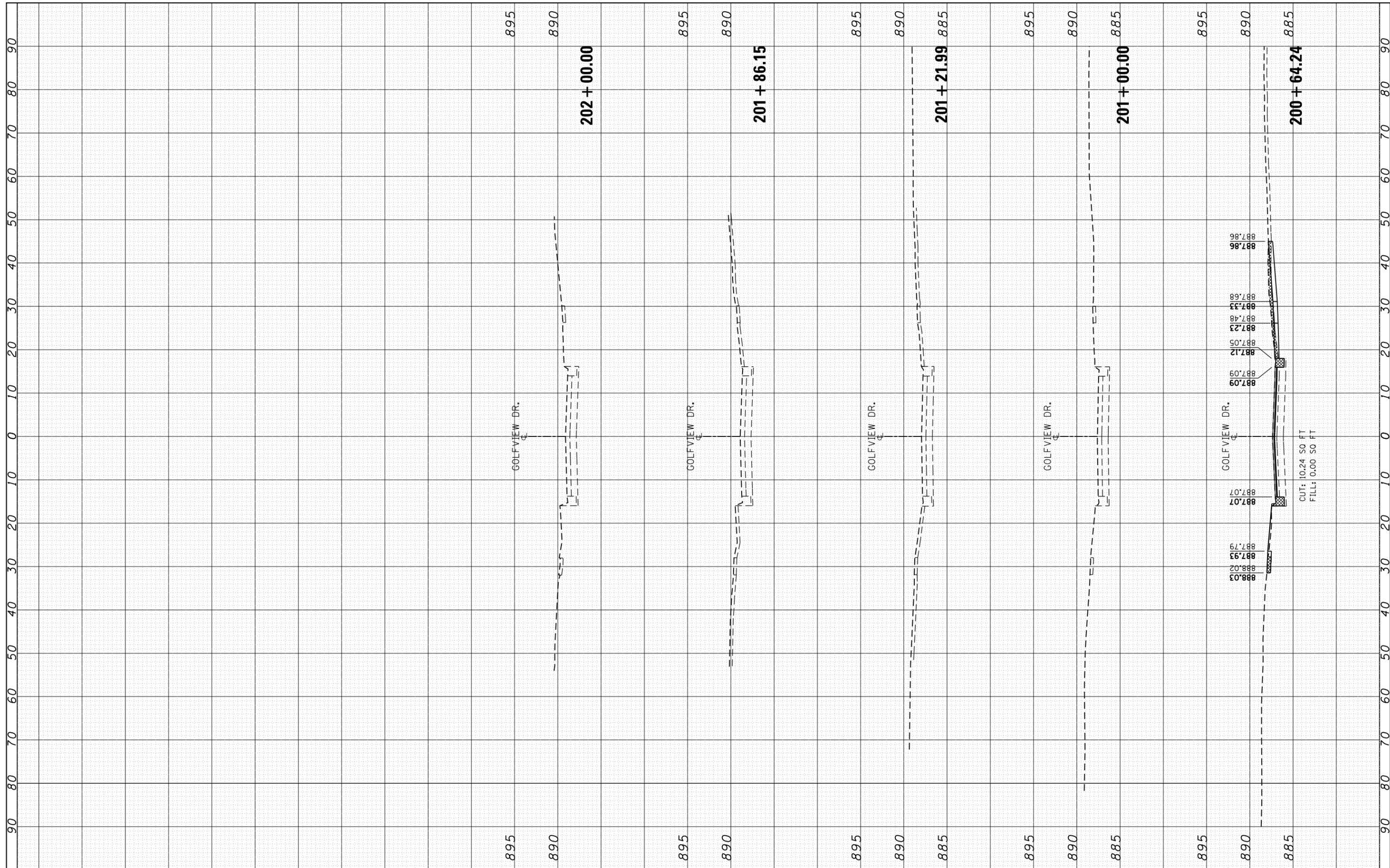
**IL 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE
CROSS SECTIONS**

SCALE: SHEET 4 OF 5 SHEETS STA. 198+00.00 TO STA. 200+48.40

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93N-1(14)	KANE	68	67
CONTRACT NO. 60Y27				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



FILE NAME =	USER NAME = bartonrw	DESIGNED - RWB	REVISED - RWB 10/6/2016
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Default	PLOT SCALE = 20.0000' / in.	DATE - 7/17/2015	REVISED -
	PLOT DATE = 11/21/2016		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 25 (JFK MEMORIAL DRIVE) AT GOLFVIEW LANE
CROSS SECTIONS**

SCALE: SHEET 5 OF 5 SHEETS STA. 200+64.24 TO STA. 202+00.00

F.A.P. RTE. 360	SECTION 93N-1(14)	COUNTY KANE	TOTAL SHEETS 68	SHEET NO. 68
CONTRACT NO. 60Y27			ILLINOIS FED. AID PROJECT	