

URBAN

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SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		0005 ROADWAY 80% FEDERAL 20% STATE				
20200100	EARTH EXCAVATION	CU YD	44	44				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	654	654				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	9	9				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	9	9				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	9	9				
25200110	SODDING, SALT TOLERANT	SO YD	654	654				
25200200	SUPPLEMENTAL WATERING	UNIT	10	10				
28000400	PERIMETER EROSION BARRIER	FOOT	1000	1000				
28000510	INLET FILTERS	EACH	20	20				
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SO YD	116	116				
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	67451	67451				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	150	150				
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	4196	4196				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	555	555				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		0005 ROADWAY 80% FEDERAL 20% STATE				
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	13	13				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	8391	8391				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	76	76				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	4060	4060				
42400800	DETECTABLE WARNINGS	SO FT	263	263				
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	99372	99372				
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	192	192				
44000600	SIDEWALK REMOVAL	SO FT	4051	4051				
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SO YD	2107	2107				
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SO YD	393	393				
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SO YD	200	200				
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	354	354				
60250200	CATCH BASINS TO BE ADJUSTED	EACH	53	53				
60255500	MANHOLES TO BE ADJUSTED	EACH	4	4				
	* SPECIALTY ITEMS							

FILE NAME =	USER NAME = bartonne	DESIGNED - RWB	REVISED -
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	PLOT SCALE = 100,0000' / IN.	DATE - 2/7/2017	REVISED -
	PLOT DATE = 2/7/2017		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 25 FROM IL 72 TO BOLZ ROAD	
SUMMARY OF QUANTITIES	
SCALE:	SHEET NO. 1 OF 3 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93RS-2	KANE	52	3
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62C99	

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (OMP)
RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	4% @ 70 GYR.	PPF
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.	QCP
PATCHING		
CLASS D PATCHING (HMA BINDER, IL-19.0)	4% @ 70 GYR.	QC/QA
DRIVEWAYS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0 mm), N50, CE-8"	4% @ 50 GYR.	QC/QA
STABILIZED MEDIAN SURFACE		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0 mm), N50, 10"	4% @ 50 GYR.	QC/QA

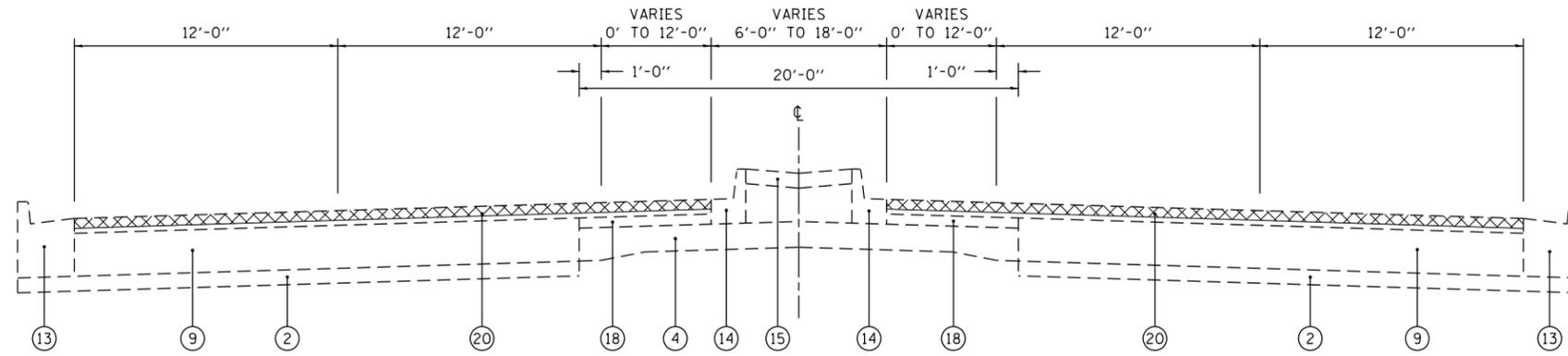
OMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PPF)

- 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 MILLING FIRST

LEGEND

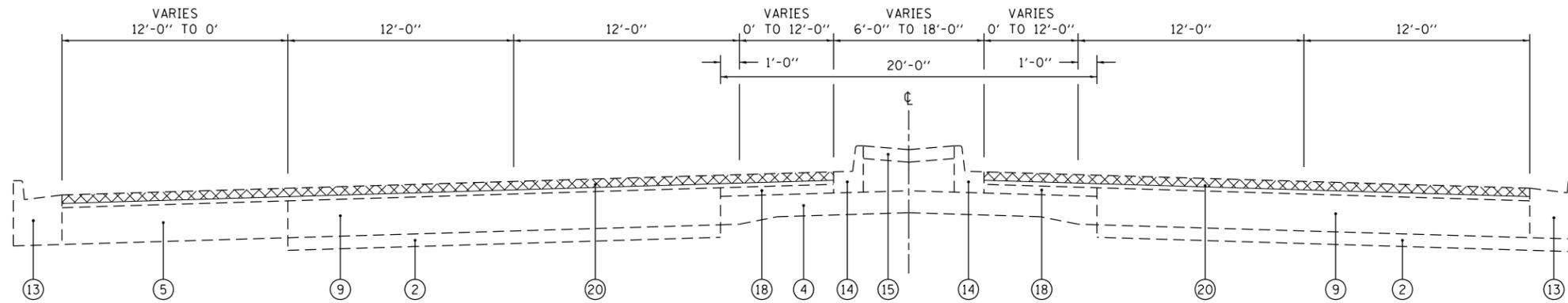
- ① EXIST. SUBBASE GRANULAR MATERIAL, TYPE A 4"
 - ② EXIST. SUBBASE GRANULAR MATERIAL, TYPE B 4"
 - ③ EXIST. AGGREGATE BASE COURSE, TYPE B 8"
 - ④ EXIST. PCC PAVEMENT 9"-6"-9"
 - ⑤ EXIST. PCC BASE COURSE 9"
 - ⑥ EXIST. PCC BASE COURSE 10"
 - ⑦ EXIST. HOT-MIX ASPHALT BASE COURSE 2 1/4"
 - ⑧ EXIST. HOT-MIX ASPHALT BASE COURSE 10"
 - ⑨ EXIST. HOT-MIX ASPHALT BASE COURSE 11 3/4"
 - ⑩ EXIST. COMBINATION CURB AND GUTTER, TYPE M-2.12
 - ⑪ EXIST. COMBINATION CURB AND GUTTER TYPE M-6.06
 - ⑫ EXIST. COMBINATION CURB AND GUTTER TYPE B-6.12
 - ⑬ EXIST. COMBINATION CURB AND GUTTER TYPE B-6.24
 - ⑭ EXIST. COOMBINATION CURB AND GUTTER TYPE B-9.12
 - ⑮ EXIST. CONCRETE MEDIAN SURFACE, 4"
 - ⑯ EXIST. STABILIZED MEDIAN SURFACE, 12"
 - ⑰ EXIST. CONCRETE MEDIAN
 - ⑱ EXIST. LEVELING BINDER (VARIES)
 - ⑲ EXIST. HOT-MIX ASPHALT OVERLAY, 2"
 - ⑳ EXIST. HOT-MIX ASPHALT OVERLAY, 3"
 - ㉑ EXIST. HOT-MIX ASPHALT SHOULDER, 6 1/2"
 - ㉒ EXIST. AGGREGATE SHOULDER
 - ㉓ **PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"**
 - ㉔ **PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"**
 - ㉕ **PROP. AGGREGATE WEDGE SHOULDER, TYPE B**
 - ㉖ **PROP. THERMOPLASTIC PAVEMENT MARKING - LINE, 4"**
 - ㉗ **PROP. THERMOPLASTIC PAVEMENT MARKING - LINE, 6"**
- PROP. HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"**

F.A.P. 360 (IL 25)



(1) STA. 27+75.09 TO STA. 29+32.55 (157.46')
 STA. 32+78.08 TO STA. 33+86.18 (108.10')
 (EXISTING)

F.A.P. 360 (IL 25)



(2) STA. 29+32.55 TO STA. 32+78.08 (345.53')
 (EXISTING)

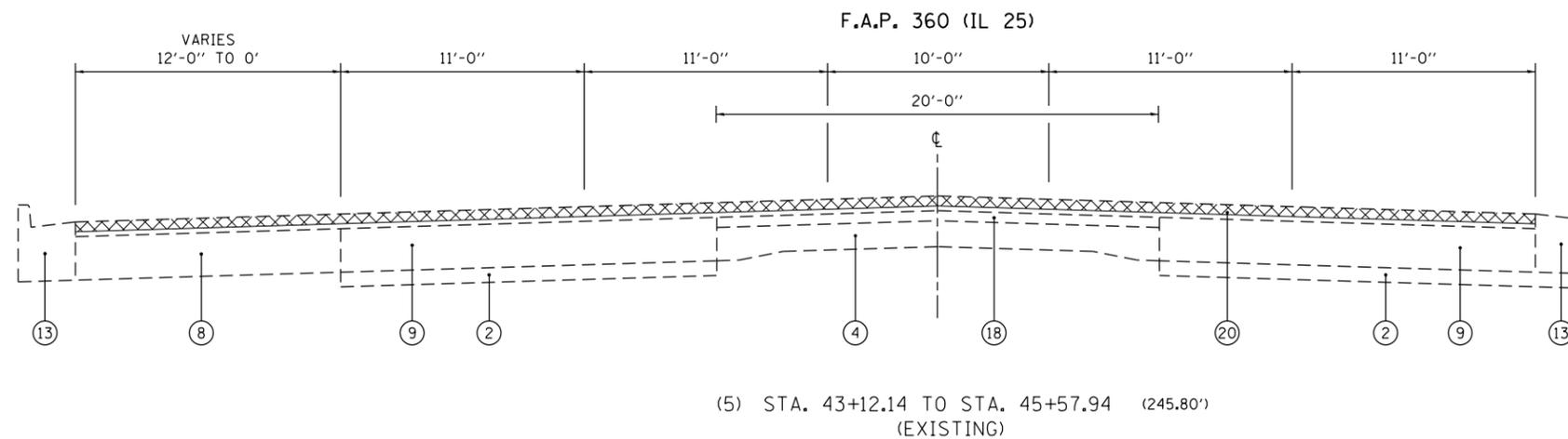
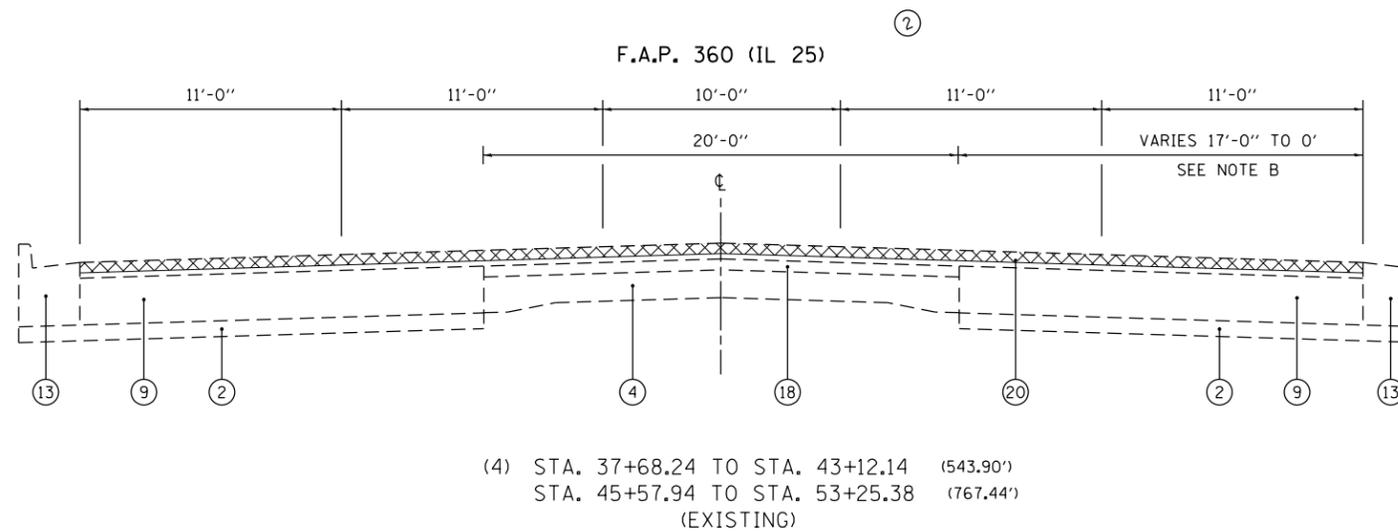
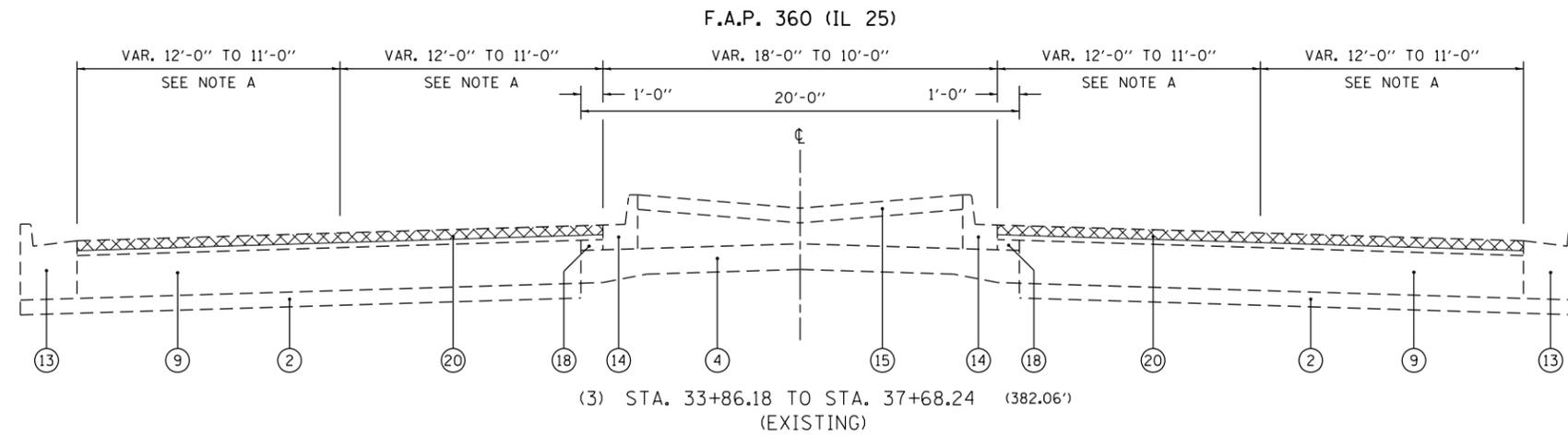
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Default	PLOT SCALE = 100.0000' / in.	DATE - 1/11/2017	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL 25 FROM IL 72 TO BOLZ ROAD
 TYPICAL SECTIONS

SCALE: SHEET 2 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93RS-2	KANE	52	7
CONTRACT NO. 62C99				
ILLINOIS FED. AID PROJECT				

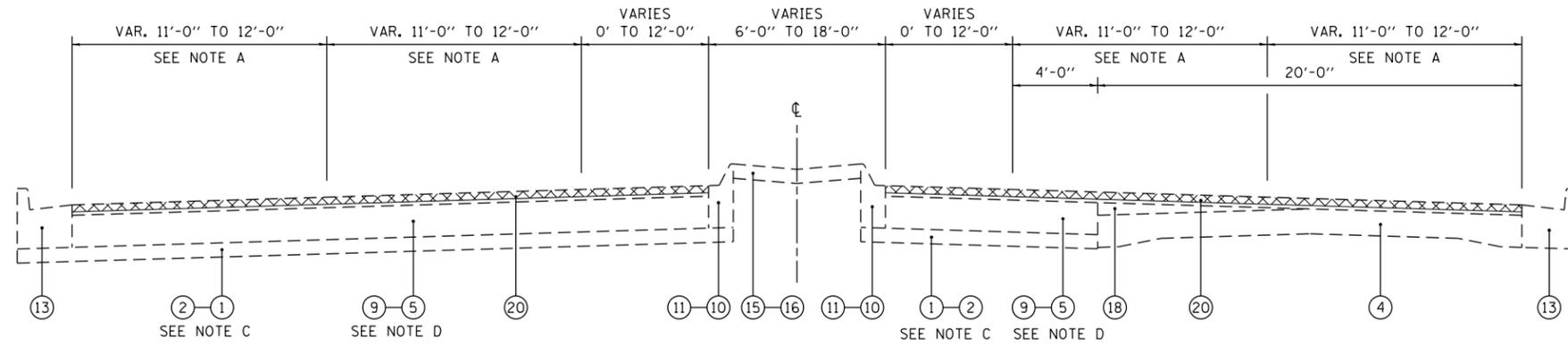


NOTES

- (A) VARIES FROM 12'-0" TO 11'-0" FROM STA. 33+86+18 TO STA. 36+31.56
- (B) VARIES FROM 17'-0" TO 0' FROM STA. 50+01.35 TO STA. 58+58.82

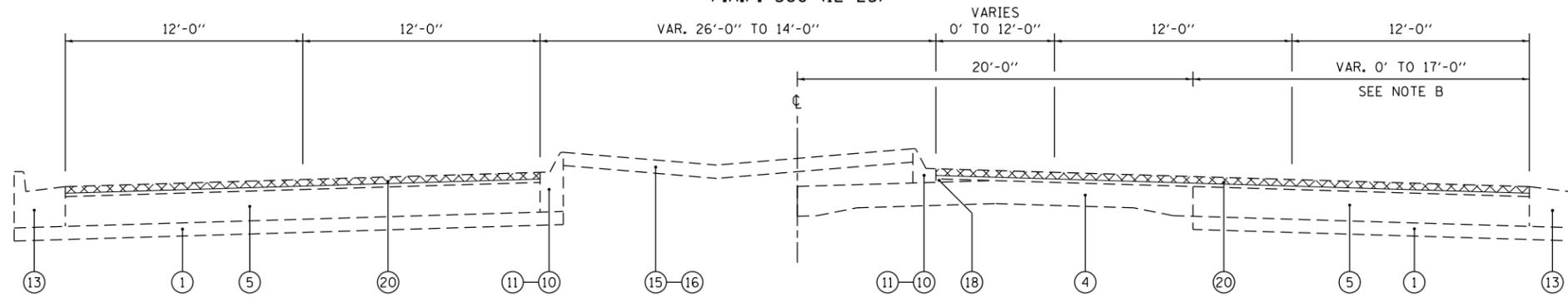
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	PLOT DATE = 2/7/2017	DATE - 1/11/2017	REVISED -		ILLINOIS FED. AID PROJECT							

F.A.P. 360 (IL 25)



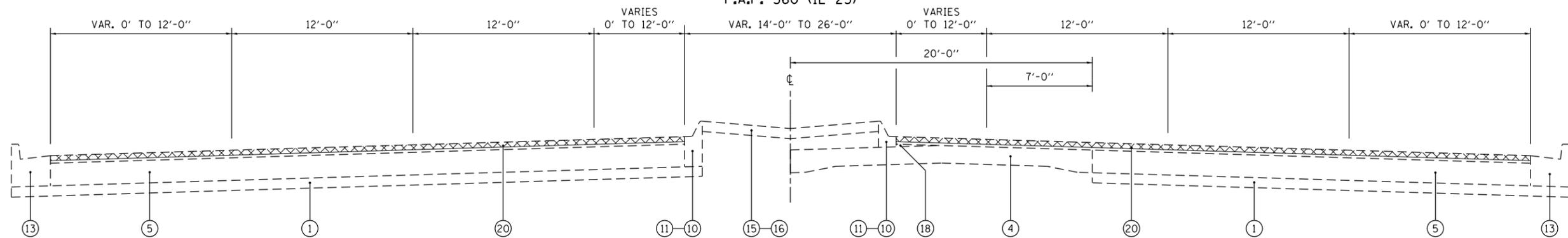
(6) STA. 53+25.38 TO STA. 60+18.88 (693.50')
 OMISSION STA. 60+18.88 TO STA. 62+32.87
 STA. 62+32.87 TO STA. 86+00.16 (2,367.29')
 (EXISTING)
 3" TO 4" HMA SURFACE COURSE AT STA. 57+32.35

F.A.P. 360 (IL 25)



(7) STA. 86+00.16 TO STA. 95+16.73 (916.57')
 (EXISTING)

F.A.P. 360 (IL 25)



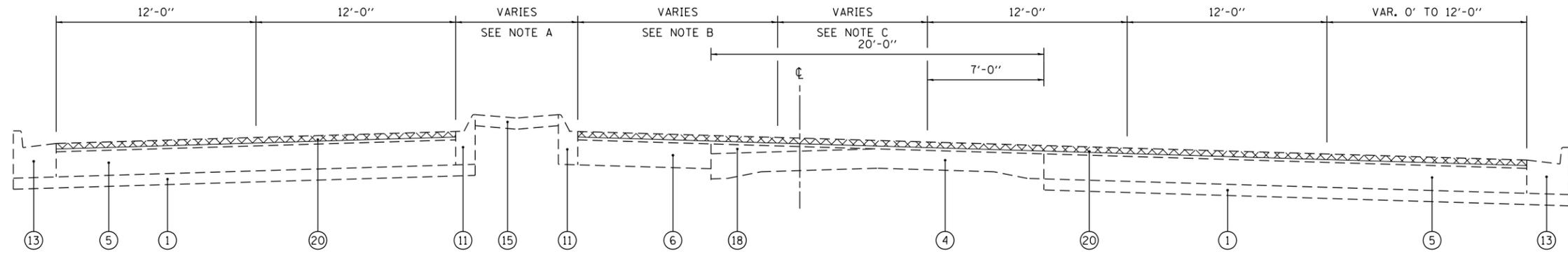
(8) STA. 95+16.73 TO STA. 96+46.13 (129.40')
 OMISSION STA. 96+46.13 TO STA. 102+71.13
 STA. 102+71.13 TO STA. 106+96.11 (424.98')
 (EXISTING)

NOTES

- (A) VARIES FROM 11'-0" TO 12'-0" FROM STA. 53+25.38 TO STA. 53+94.14
- (B) VARIES FROM 0' TO 17'-0" FROM STA. 86+00.16 TO STA. 91+09.52
- (C) SUBBASE GRANULAR MATERIAL, TYPE B 4" ENDS AT STA. 49+84.18;
 SUBBASE GRANULAR MATERIAL, TYPE A 4" BEGINS AT STA. 49+84.18
- (D) HOT-MIX ASPHALT BASE COURSE ENDS AT STA. 49+84.18;
 PCC BASE COURSE 9" BEGINS AT STA. 49+84.18

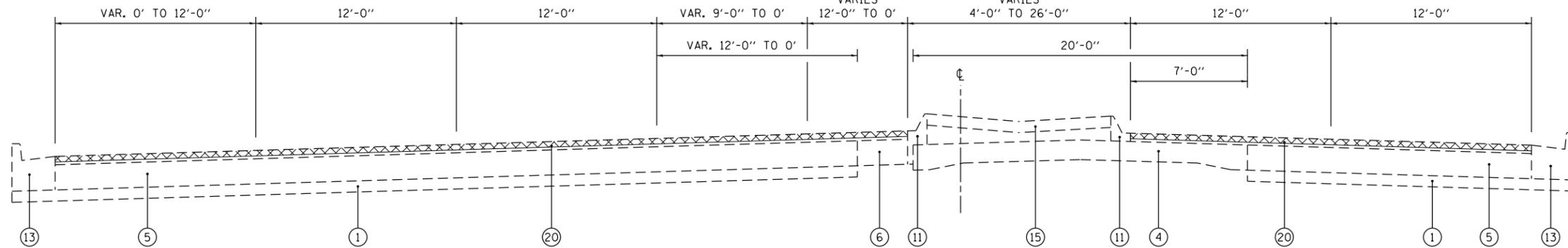
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Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		SCALE:	SHEET 4	OF 11 SHEETS	STA.	TO STA.	CONTRACT NO. 62C99		
	PLOT DATE = 2/7/2017	DATE - 1/11/2017	REVISED -		ILLINOIS FED. AID PROJECT							

F.A.P. 360 (IL 25)



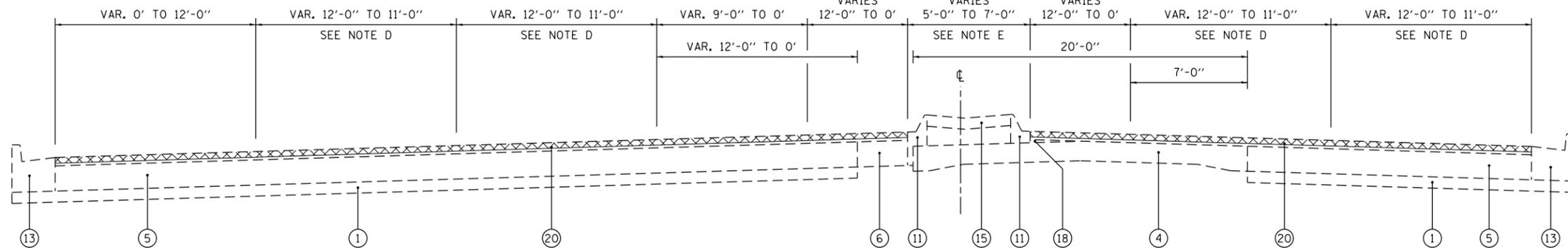
(9) STA. 106+96.11 TO STA. 111+80.30 (484.19')
 STA. 116+30.25 TO STA. 121+33.76 (503.51')
 (EXISTING)

F.A.P. 360 (IL 25)



(10) STA. 111+80.30 TO STA. 116+30.25 (449.95')
 (EXISTING)

F.A.P. 360 (IL 25)



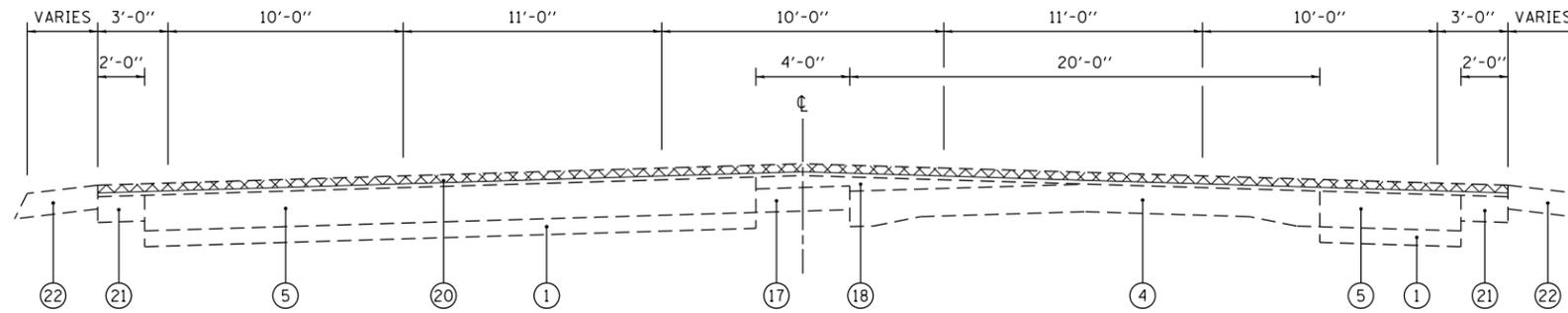
(11) STA. 121+33.76 TO STA. 128+93.09 (759.33')
 (EXISTING)

NOTES

- (A) VARIES FROM 26'-0" TO 4'-0" FROM STA. 106+96.11 TO STA. 111+80.30;
 VARIES FROM 26'-0" TO 7'-0" FROM STA. 116+30.25 TO STA. 121+33.76
- (B) VARIES FROM 0'-0" TO 12'-0" FROM STA. 106+96.11 TO STA. 111+80.30;
 VARIES FROM 0'-0" TO 11'-0" FROM STA. 116+30.25 TO STA. 121+33.76
- (C) VARIES FROM 0'-0" TO 10'-0" FROM STA. 106+96.11 TO STA. 111+80.30;
 VARIES FROM 0'-0" TO 11'-0" FROM STA. 116+30.25 TO STA. 121+33.76
- (D) VARIES FROM 12'-0" TO 11'-0" FROM STA. 123+89.33 TO STA. 126+37.14
- (E) MEDIAN ENDS AT STA. 126+37.14

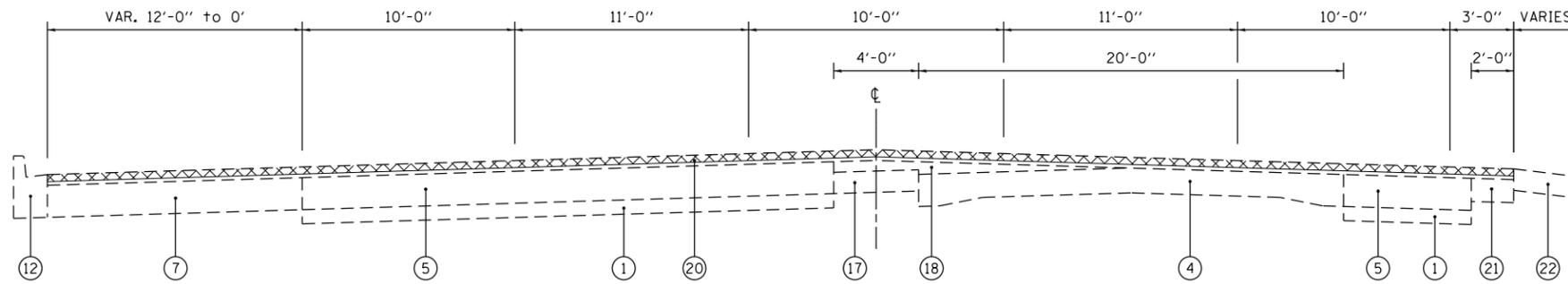
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = 2/7/2017	DATE - 1/11/2017	REVISED -									

F.A.P. 360 (IL 25)

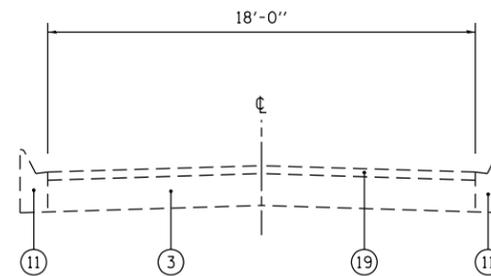


(12) STA. 128+93.09 TO STA. 154+13.61 (2,520.52')
 STA. 161+62.12 TO STA. 184+25.43 (2,263.31')
 (EXISTING)

F.A.P. 360 (IL 25)



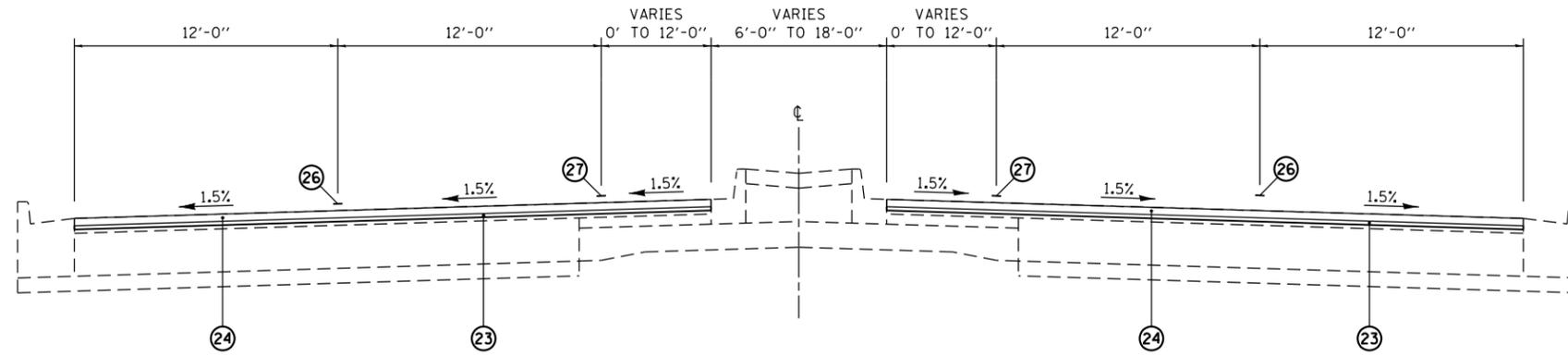
(13) STA. 154+13.61 TO STA. 161+62.12 (748.51')
 (EXISTING)



(14) FRONTAGE ROAD
 (EXISTING)

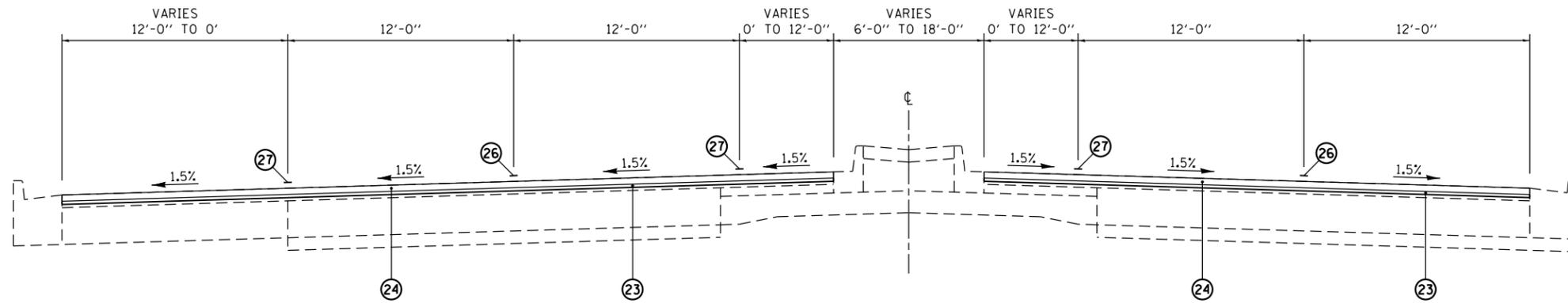
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Default	PLOT SCALE = 100.0000' / in.	DATE - 1/11/2017	REVISED -		SCALE: SHEET 6 OF 11 SHEETS STA. TO STA.			CONTRACT NO. 62C99				
	PLOT DATE = 2/7/2017	DATE - 1/11/2017	REVISED -		ILLINOIS FED. AID PROJECT							

F.A.P. 360 (IL 25)



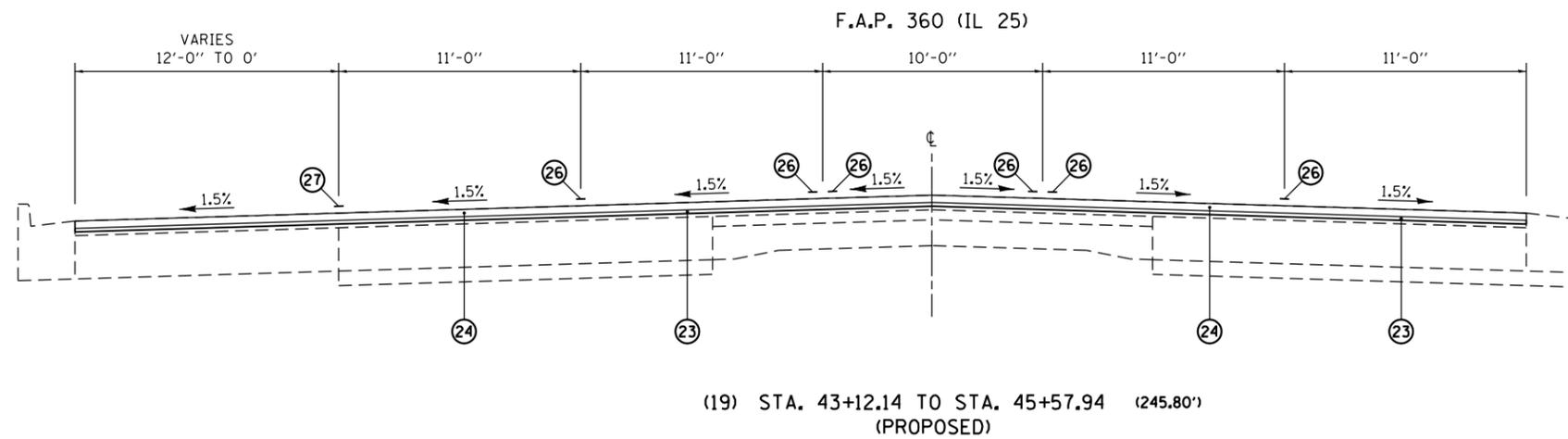
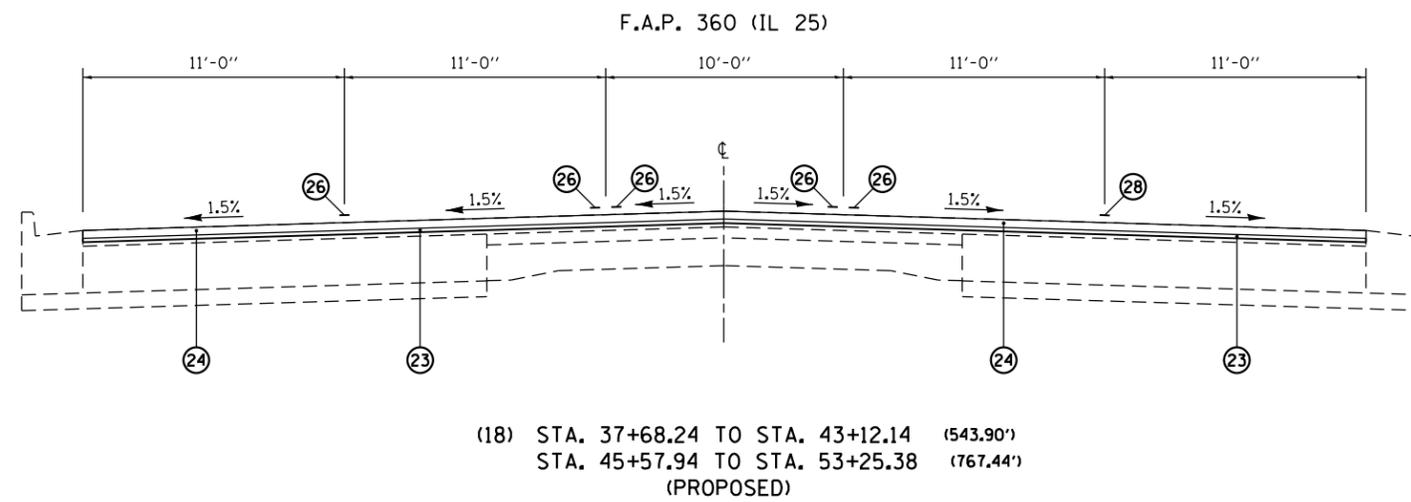
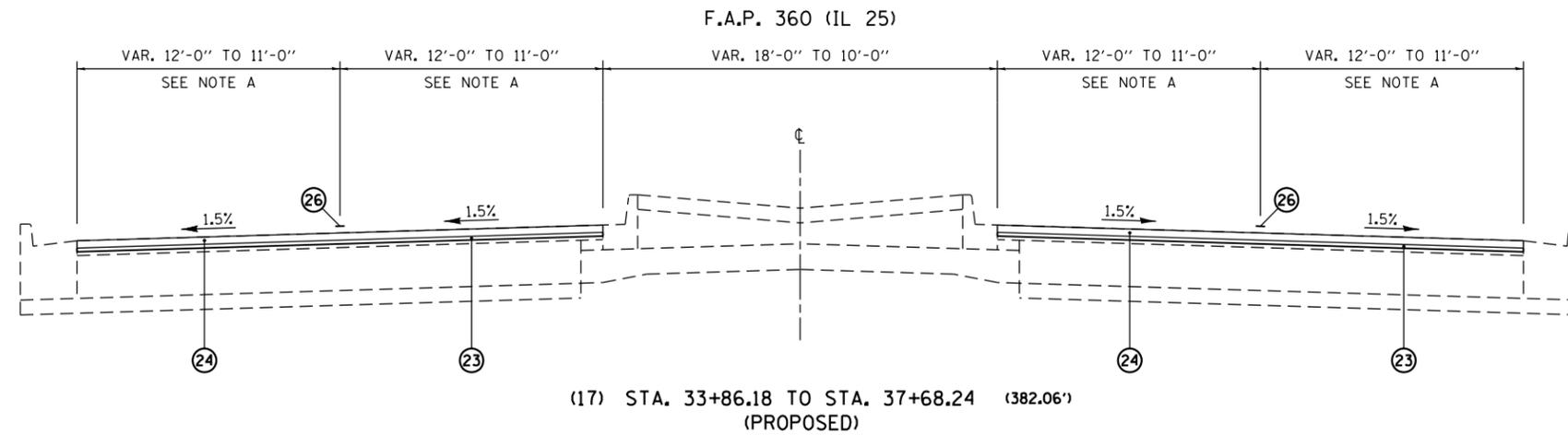
(15) STA. 27+75.09 TO STA. 29+32.55 (157.46')
 STA. 32+78.08 TO STA. 33+86.18 (108.10')
 (PROPOSED)

F.A.P. 360 (IL 25)



(16) STA. 29+32.55 TO STA. 32+78.08 (345.53')
 (PROPOSED)

FILE NAME =	USER NAME = bartonrw	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 FROM IL 72 TO BOLZ ROAD TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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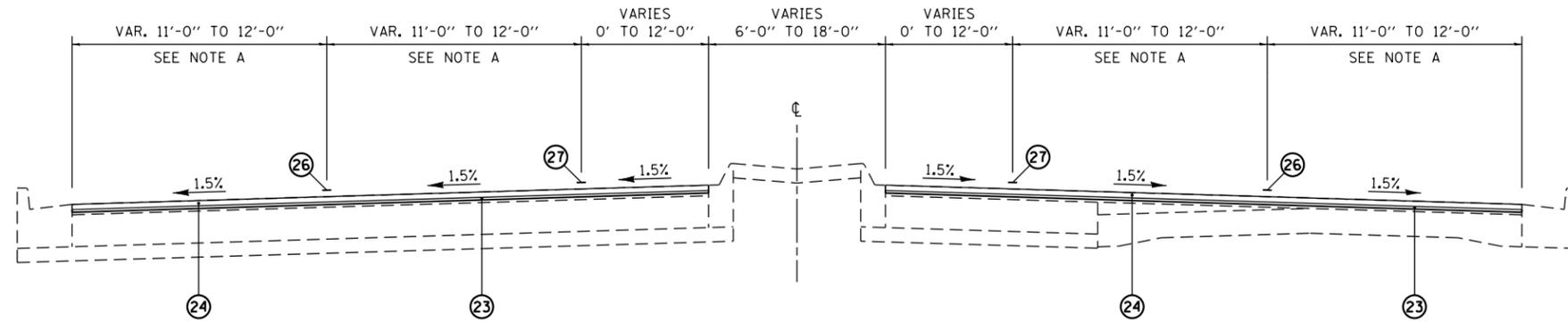


NOTES

(A) VARIES FROM 12'-0" TO 11'-0" FROM STA. 33+86+18 TO STA. 36+31.56

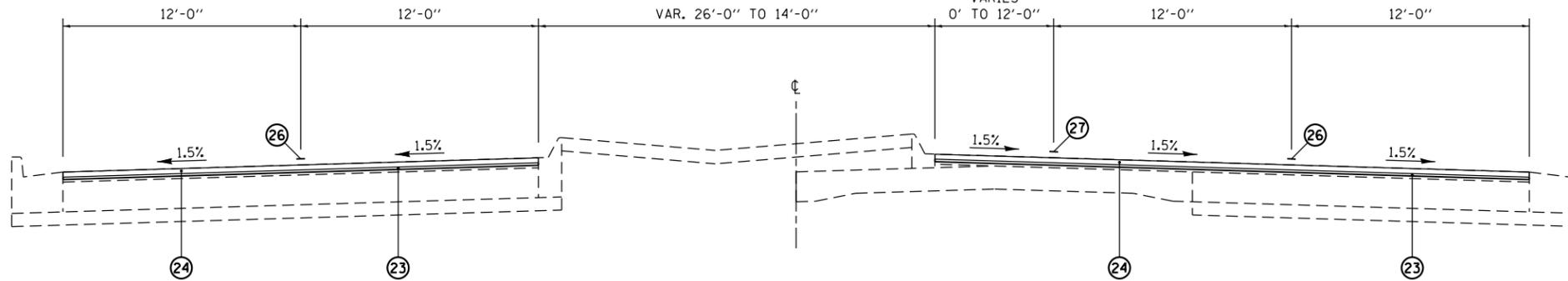
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -									CONTRACT NO. 62C99
	PLOT DATE = 2/7/2017	DATE - 1/18/2017	REVISED -									

F.A.P. 360 (IL 25)



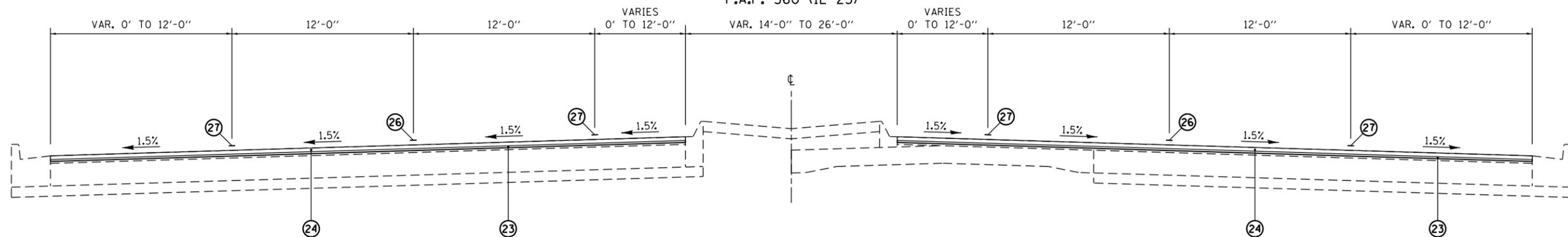
(20) STA. 53+25.38 TO STA. 60+18.88 (693.50')
 OMISSION STA. 60+18.88 TO STA. 62+32.87
 STA. 62+32.87 TO STA. 86+00.16 (2,367.29')
 (PROPOSED)

F.A.P. 360 (IL 25)



(21) STA. 86+00.16 TO STA. 95+16.73 (916.57')
 (PROPOSED)

F.A.P. 360 (IL 25)

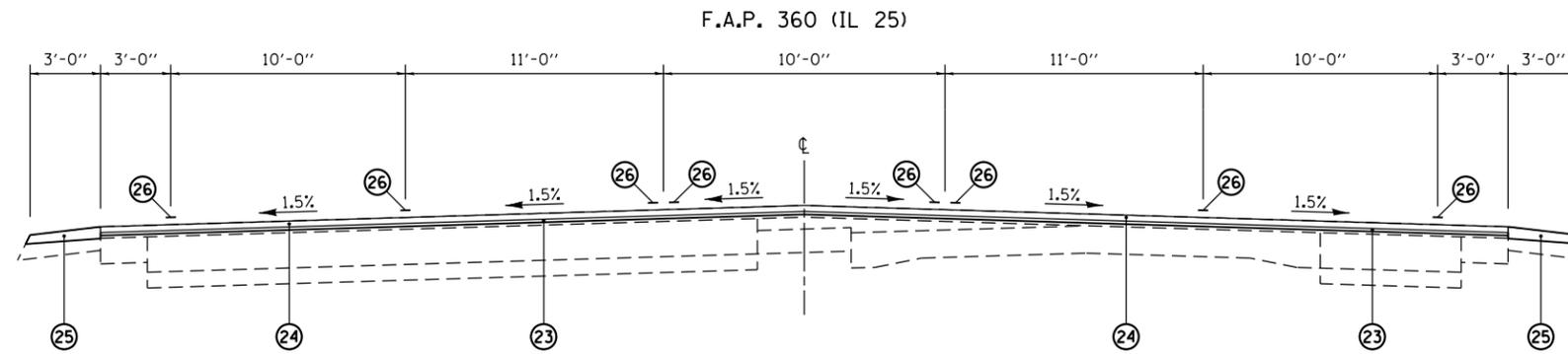


(22) STA. 95+16.73 TO STA. 96+46.13 (129.40')
 OMISSION STA. 96+46.13 TO STA. 102+71.13
 STA. 102+71.13 TO STA. 106+96.11 (424.98')
 (PROPOSED)

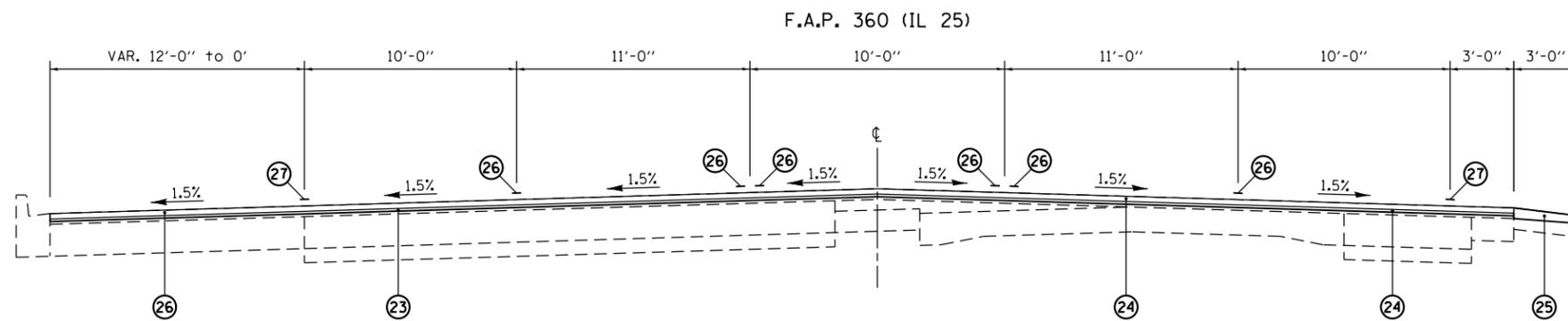
NOTES

(A) VARIES FROM 11'-0" TO 12'-0" FROM STA. 53+25.38 TO STA. 53+94.14

FILE NAME =	USER NAME = bartonrw	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 FROM IL 72 TO BOLZ ROAD TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\0141\Drawings\Design\BWB\16-shr-typical.dgn	DESIGNED - RWB	REVISED -	REVISED -					360	93RS-2	KANE	52	14
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET 9 OF 11 SHEETS STA. TO STA.			CONTRACT NO. 62C99				
	PLOT DATE = 2/7/2017	DATE - 1/18/2017	REVISED -		ILLINOIS FED. AID PROJECT							



(26) STA. 128+93.09 TO STA. 154+13.61 (2,520.52')
 STA. 161+62.12 TO STA. 184+25.43 (2,263.31')
 (PROPOSED)



(27) STA. 154+13.61 TO STA. 161+62.12 (748.51')
 (PROPOSED)

FILE NAME =	USER NAME = bartonrw	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 FROM IL 72 TO BOLZ ROAD TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -					360	93RS-2	KANE	52	16
	PLOT DATE = 2/7/2017	DATE - 1/18/2017	REVISED -		SCALE: SHEET 11 OF 11 SHEETS STA. TO STA.			CONTRACT NO. 62C99				
					ILLINOIS FED. AID PROJECT							

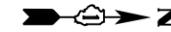
EARTHWORK

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)
	FAP 360 (IL 25 AND RIVER HAVEN DR.)						
	N.W. QUADRANT	-	-	-	1.5	0	8.41
	S.W. QUADRANT	-	-	-	1.5	0	17.00
	FAP 360 (IL 25 AND NORTHLAKE PKWY.)						
	S.W. QUADRANT	-	-	-	1.5	0	
	FAP 360 (IL 25 AND PRIVATE ROAD)						4.81
	N.W. QUADRANT	-	-	-	2.5	0	21.04
	S.W. QUADRANT	-	-	-	1.5	0	34.01
	FAP 360 (IL 25 AND LAKE MARIAN RD.)						
	N.W. QUADRANT	-	-	-	3.0	0	15.80
	S.W. QUADRANT	-	-	-	4.5	0	28.75
	FAP 360 (IL 25 AND HAZARD RD.)						
	N.E. QUADRANT	-	-	-	3.0	0	14.46
	S.E. QUADRANT	-	-	-	3.0	0	28.27
	FAP 360 (IL 25 AND BERKLEY ST.)						
	N.W. QUADRANT	-	-	-	2.0	0	7.28
	S.W. QUADRANT	-	-	-	1.5	0	4.95
	FAP 360 (IL 25 AND ROBIN RD.)						
	N.W. QUADRANT	-	-	-	0	0	1.32
	S.W. QUADRANT	-	-	-	0	0	9.59
	S.E. QUADRANT	-	-	-	2.0	0	4.77
	FAP 360 (IL 25 AND FIR ST.)						
	N.E. QUADRANT	-	-	-	1.5	0	7.98
	FAP 360 (IL 25 AND KINGS RD.)						
	N.W. QUADRANT	-	-	-	3.5	0	18.85
	N.E. QUADRANT	-	-	-	2.0	0	10.30
	S.W. QUADRANT	-	-	-	1.5	0	6.05
	FAP 360 (IL 25 AND HELM RD.)						
	N.E. QUADRANT	-	-	-	2.5	0	10.60
	S.W. QUADRANT	-	-	-	3.5	0	19.43
	S.E. QUADRANT	-	-	-	2.0	0	18.50
	PROJECT TOTAL				44.0	0	654*

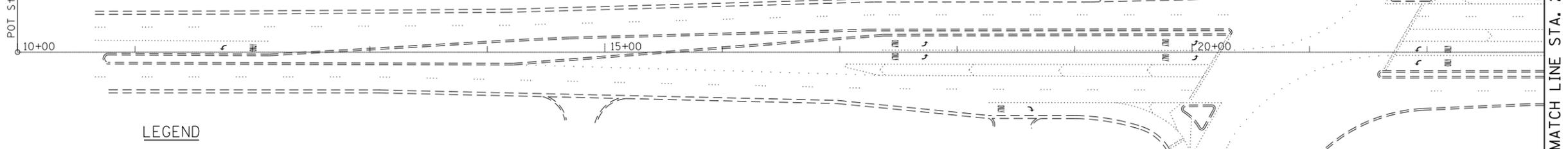
* ADDITIONAL QUANTITY IS FOR COMB. CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

POT Sta 10+00.00

IL ROUTE 25 (JFK MEMORIAL DR.)



IL ROUTE 72
(HIGGINS RD.)



LEGEND

- ① PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SKIP DASH WHITE LANE LINE, 10' LINE 30' SKIP
- ② PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID WHITE EDGELINE
- ③ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C
- ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SKIP DASH WHITE LINE, 2' LINE 6' SKIP
- ⑤ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SOLID WHITE LINE
- ⑥ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SOLID WHITE CROSSWALK, 6' C-C
- ⑦ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID WHITE CHEVRON
- ⑧ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID WHITE CROSSWALK, 6' LENGTH, 3' C-C
- ⑨ PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 12" SOLID YELLOW 45° DIAGONAL, 75' C-C
- ⑩ PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 24" SOLID WHITE STOPBAR

MATCH LINE STA. 23+00



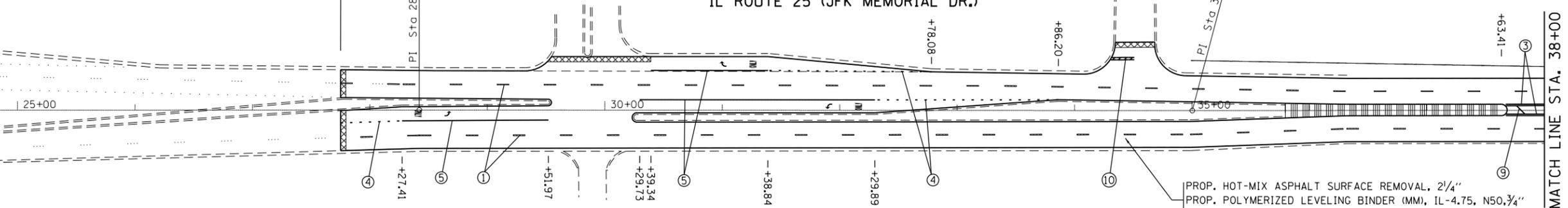
PROJECT BEGINS
STA. 27 + 75.09

IL ROUTE 25 (JFK MEMORIAL DR.)

RIVER HAVEN DR.

MATCH LINE STA. 23+00

MATCH LINE STA. 38+00



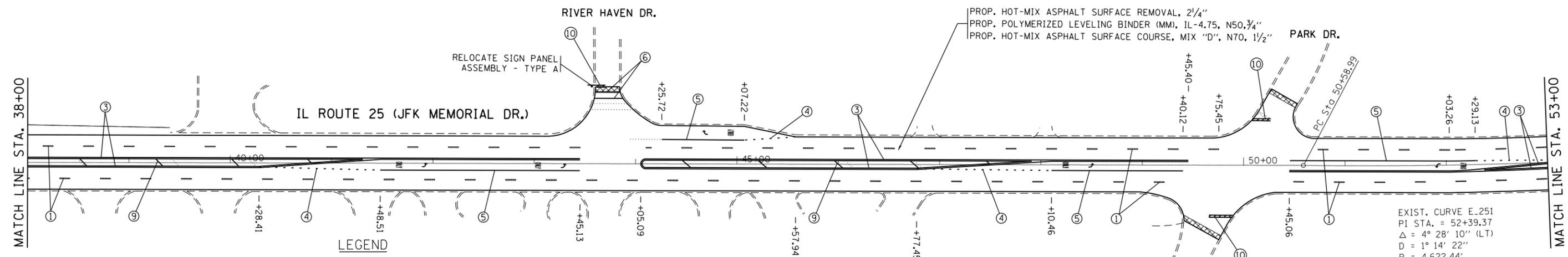
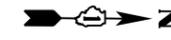
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Default	PLOT DATE = 2/7/2017	DATE - 1/4/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 25 FROM IL 72 TO BOLZ ROAD
ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1" = 50' SHEET 1 OF 7 SHEETS STA. 10+00 TO STA. 38+00

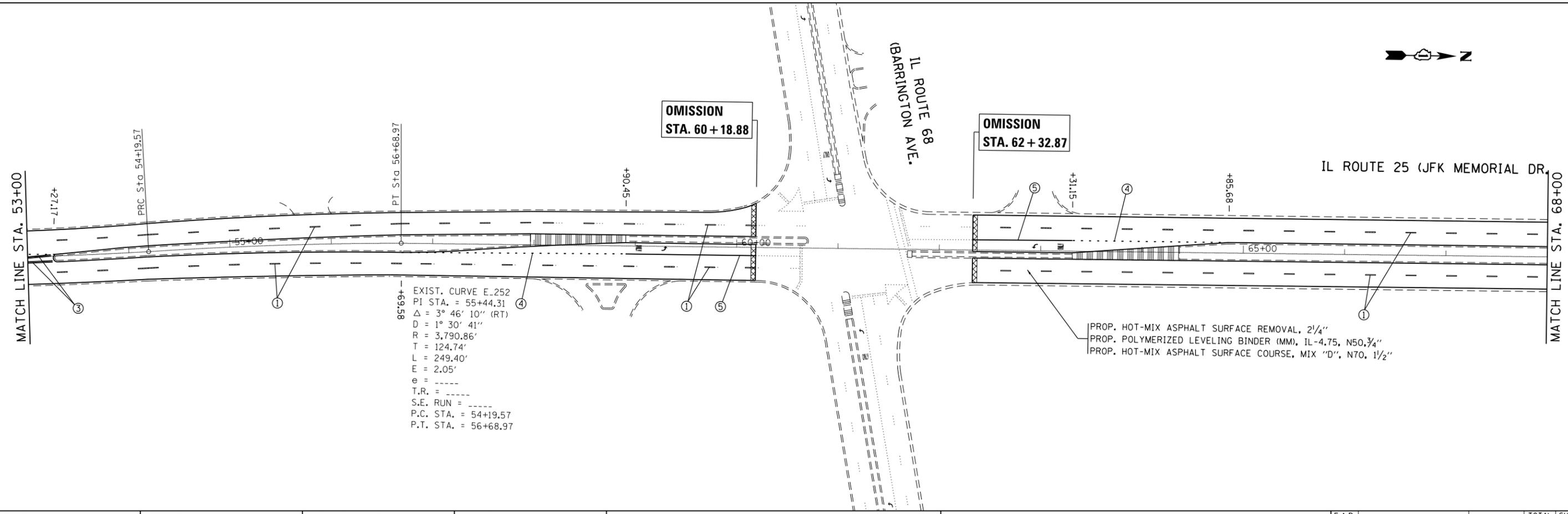
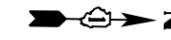
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93RS-2	KANE	52	18
CONTRACT NO. 62C99				
ILLINOIS FED. AID PROJECT				



LEGEND

- ① PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SKIP DASH WHITE LANE LINE, 10' LINE 30' SKIP
- ② PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID WHITE EDGELINE
- ③ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C
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- ⑧ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID WHITE CROSSWALK, 6' LENGTH, 3' C-C
- ⑨ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID YELLOW 45° DIAGONAL, 75' C-C
- ⑩ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 24" SOLID WHITE STOPBAR

EXIST. CURVE E.251
 PI STA. = 52+39.37
 $\Delta = 4^\circ 28' 10''$ (LT)
 $D = 1^\circ 14' 22''$
 $R = 4,622.44'$
 $T = 180.38'$
 $L = 360.58'$
 $E = 3.52'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 50+58.99$
 $P.T. \text{ STA.} = 54+19.57$



EXIST. CURVE E.252
 PI STA. = 55+44.31
 $\Delta = 3^\circ 46' 10''$ (RT)
 $D = 1^\circ 30' 41''$
 $R = 3,790.86'$
 $T = 124.74'$
 $L = 249.40'$
 $E = 2.05'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 54+19.57$
 $P.T. \text{ STA.} = 56+68.97$

PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
 PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
 PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"

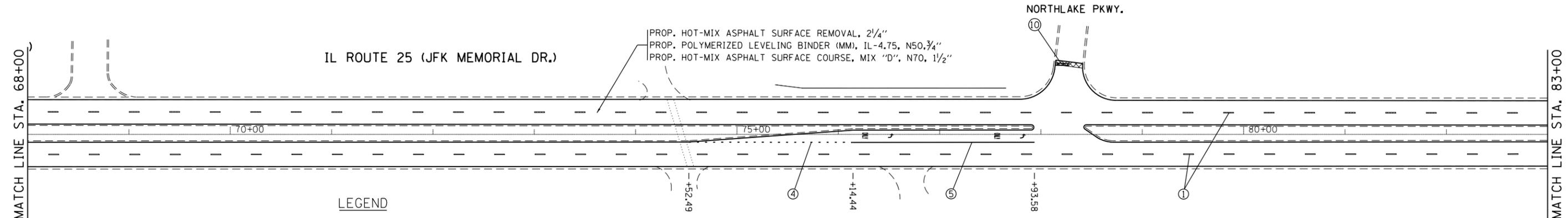
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Default	PLOT DATE = 2/7/2017	DATE - 1/4/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 25 FROM IL 72 TO BOLZ ROAD
 ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1" = 50' SHEET 2 OF 7 SHEETS STA. 38+00 TO STA. 68+00

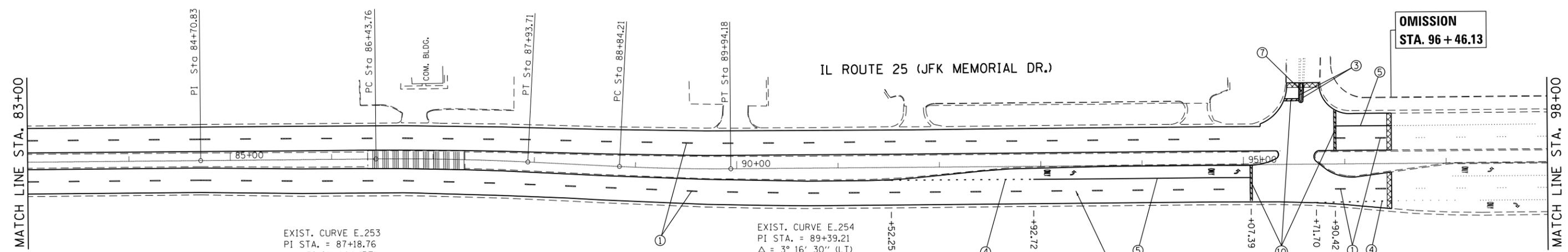
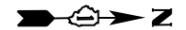
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93RS-2	KANE	52	19
CONTRACT NO. 62C99				
ILLINOIS FED. AID PROJECT				



LEGEND

- | | |
|--|---|
| ① PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SKIP DASH WHITE LANE LINE, 10' LINE 30' SKIP | ⑥ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SOLID WHITE CROSSWALK, 6' C-C |
| ② PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID WHITE EDGELINE | ⑦ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID WHITE CHEVRON |
| ③ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C | ⑧ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID WHITE CROSSWALK, 6' LENGTH, 3' C-C |
| ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SKIP DASH WHITE LINE, 2' LINE 6' SKIP | ⑨ PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 12" SOLID YELLOW 45° DIAGONAL, 75' C-C |
| ⑤ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SOLID WHITE LINE | ⑩ PROPOSED THERMOPLASTIC PAVEMENT MRKING LINE 24" SOLID WHITE STOPBAR |

L.W. BESINGER DR.



EXIST. CURVE E.253
 PI STA. = 87+18.76
 $\Delta = 3^\circ 21' 14''$ (RT)
 $D = 2^\circ 14' 12''$
 $R = 2,561.72'$
 $T = 75.00'$
 $L = 149.96'$
 $E = 1.10'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 86+43.76$
 $P.T. STA. = 87+93.71$

EXIST. CURVE E.254
 PI STA. = 89+39.21
 $\Delta = 3^\circ 16' 30''$ (LT)
 $D = 2^\circ 58' 41''$
 $R = 1,923.94'$
 $T = 55.00'$
 $L = 109.97'$
 $E = 0.79'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 88+84.21$
 $P.T. STA. = 89+94.18$

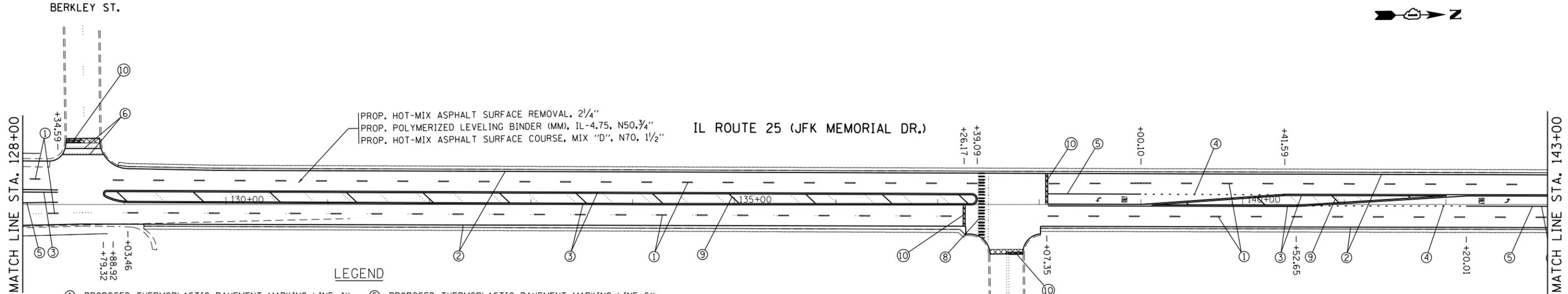
PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
 PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
 PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"

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Default	PLOT DATE = 2/7/2017	DATE - 1/4/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 25 FROM IL 72 TO BOLZ ROAD ROADWAY AND PAVEMENT MARKING PLAN			
SCALE: 1" = 50'	SHEET 3 OF 7 SHEETS	STA. 68+00 TO STA. 98+00	

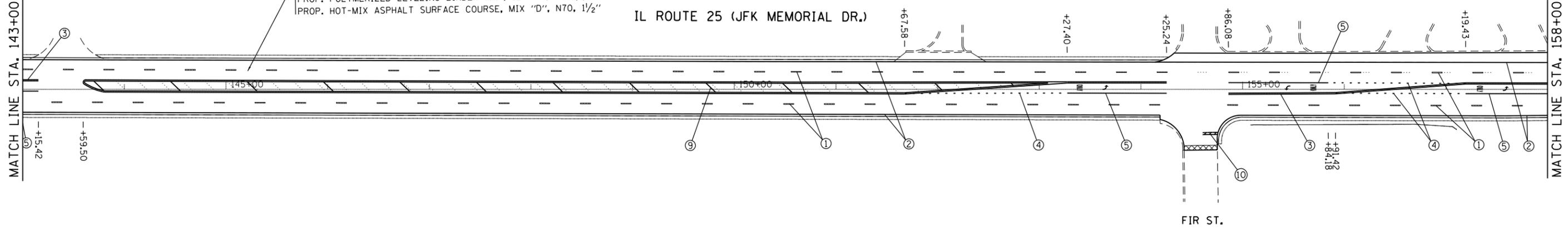
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93RS-2	KANE	52	20
CONTRACT NO. 62C99				
ILLINOIS FED. AID PROJECT				



PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
 PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
 PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"

LEGEND

- ① PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SKIP DASH WHITE LANE LINE, 10' LINE 30' SKIP
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- ⑨ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID YELLOW 45° DIAGONAL, 75' C-C
- ⑩ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 24" SOLID WHITE STOPBAR



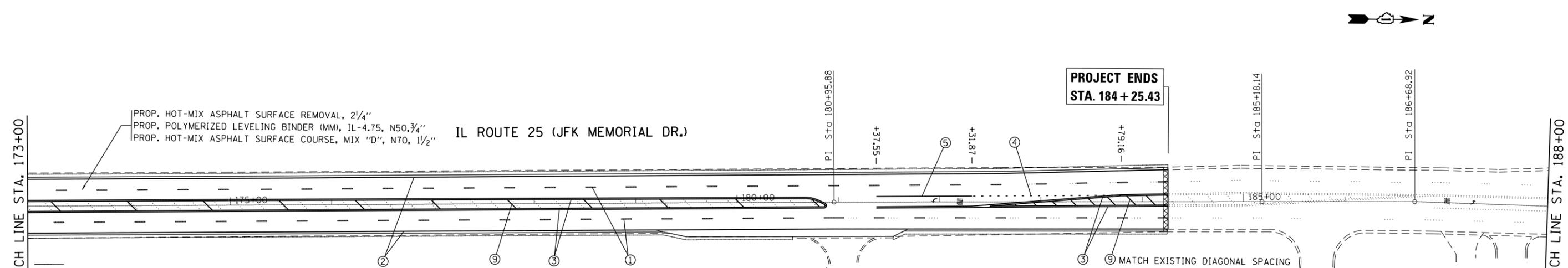
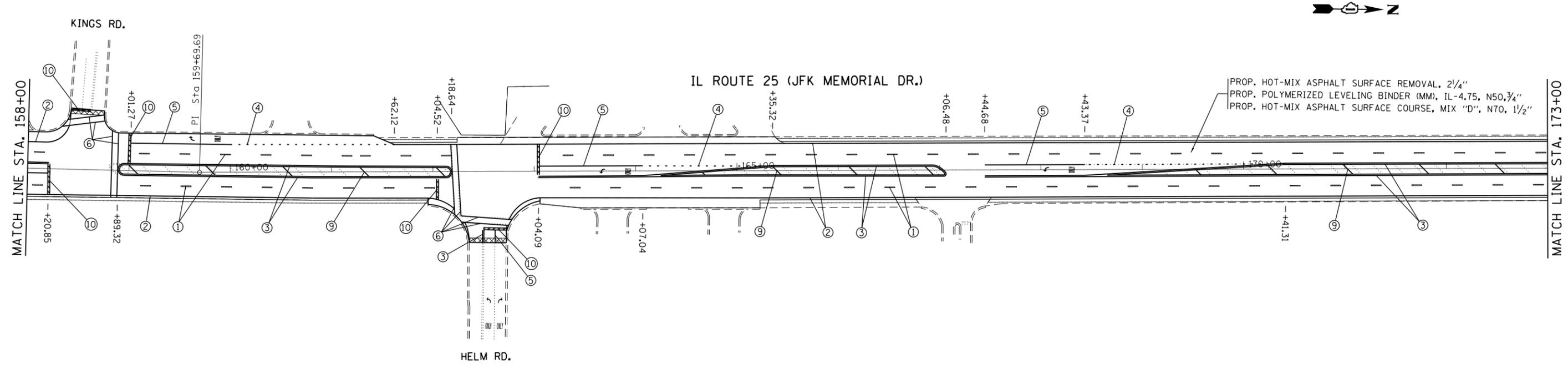
PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
 PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
 PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"

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Default	PLOT DATE = 2/7/2017	DATE - 1/4/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 25 FROM IL 72 TO BOLZ ROAD ROADWAY AND PAVEMENT MARKING PLAN			
SCALE: 1" = 50'	SHEET 5 OF 7 SHEETS	STA. 128+00 TO STA. 158+00	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93RS-2	KANE	52	22
CONTRACT NO. 62C99				
ILLINOIS FED. AID PROJECT				



LEGEND

- ① PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SKIP DASH WHITE LANE LINE, 10' LINE 30' SKIP
- ② PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID WHITE EDGELINE
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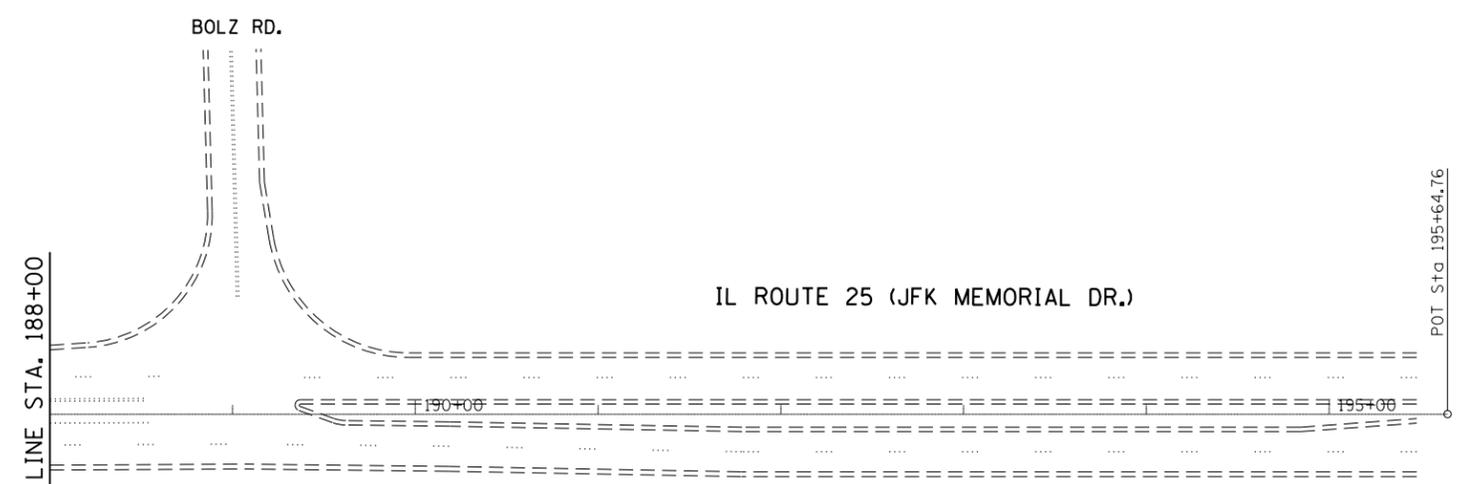
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 25 FROM IL 72 TO BOLZ ROAD
ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1" = 50' SHEET 6 OF 7 SHEETS STA. 158+00 TO STA. 188+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93R5-2	KANE	52	23
CONTRACT NO. 62C99				
ILLINOIS FED. AID PROJECT				



LEGEND

- ① PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SKIP DASH WHITE LANE LINE, 10' LINE 30' SKIP
- ② PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID WHITE EDGELINE
- ③ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C
- ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SKIP DASH WHITE LINE, 2' LINE 6' SKIP
- ⑤ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SOLID WHITE LINE
- ⑥ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE 6" SOLID WHITE CROSSWALK, 6' C-C
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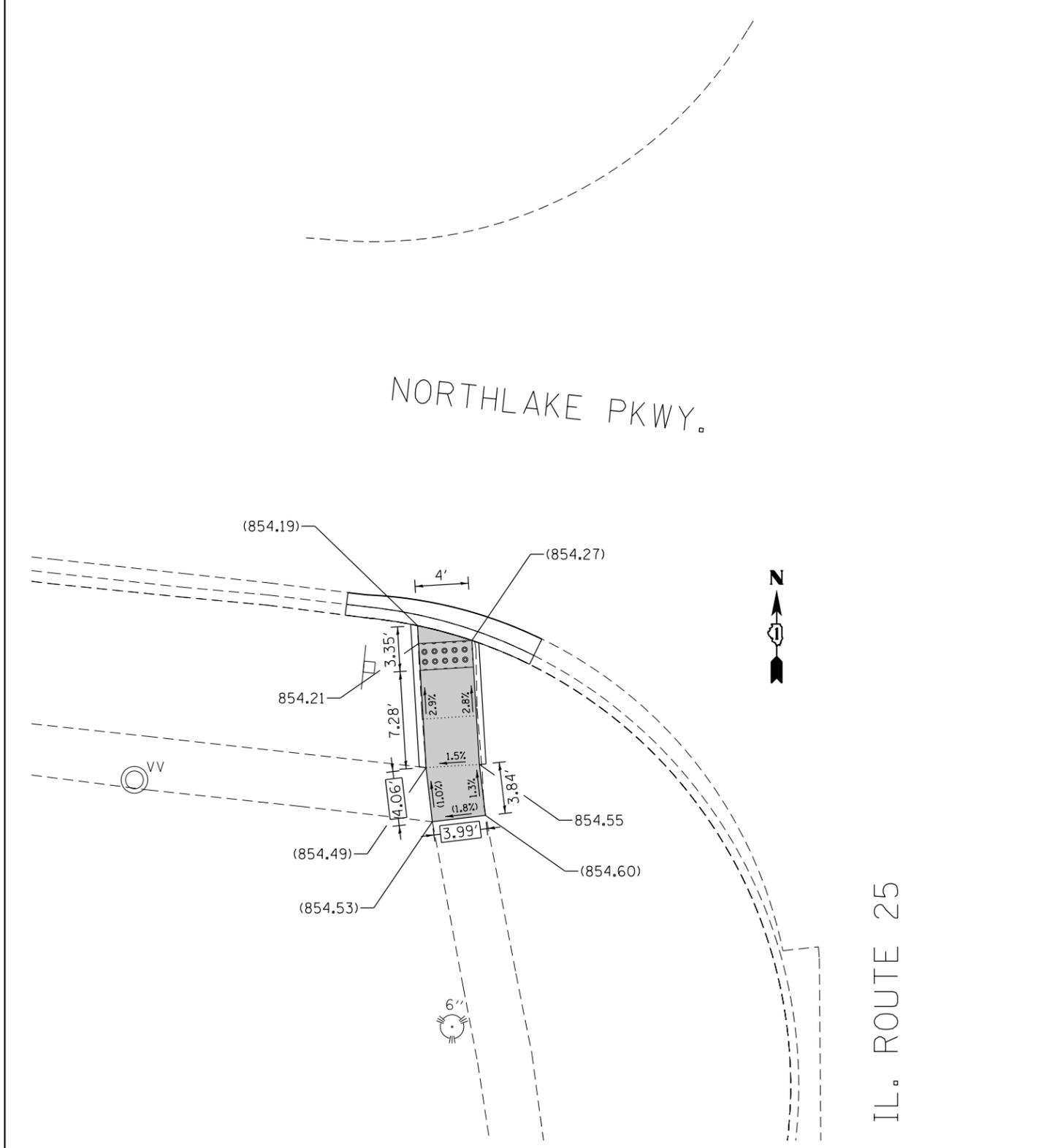
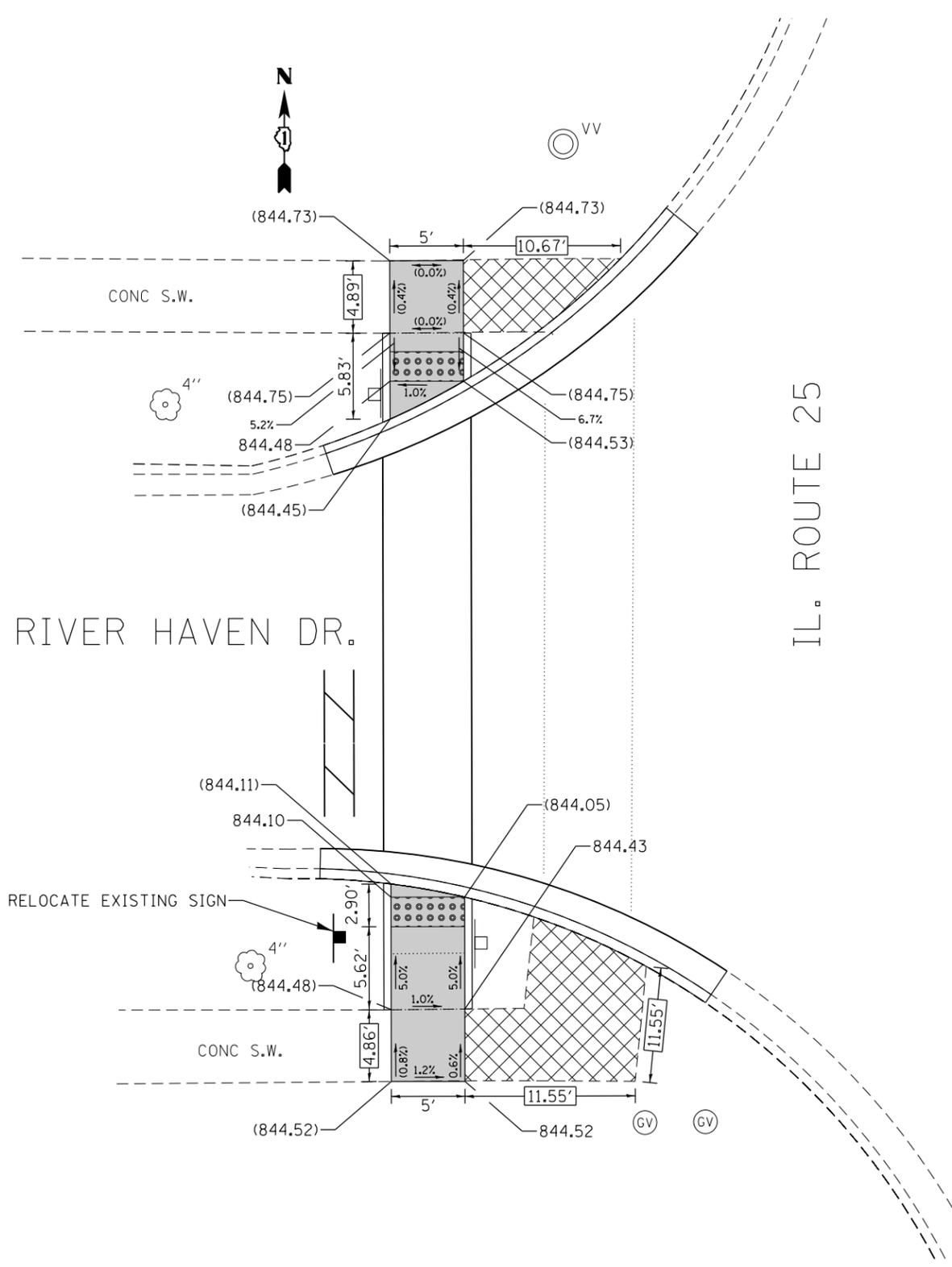
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 25 FROM IL 72 TO BOLZ ROAD
ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1" = 50' SHEET 7 OF 7 SHEETS STA. 188+00 TO STA. 195+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93RS-2	KANE	52	24
CONTRACT NO. 62C99				
ILLINOIS FED. AID PROJECT				

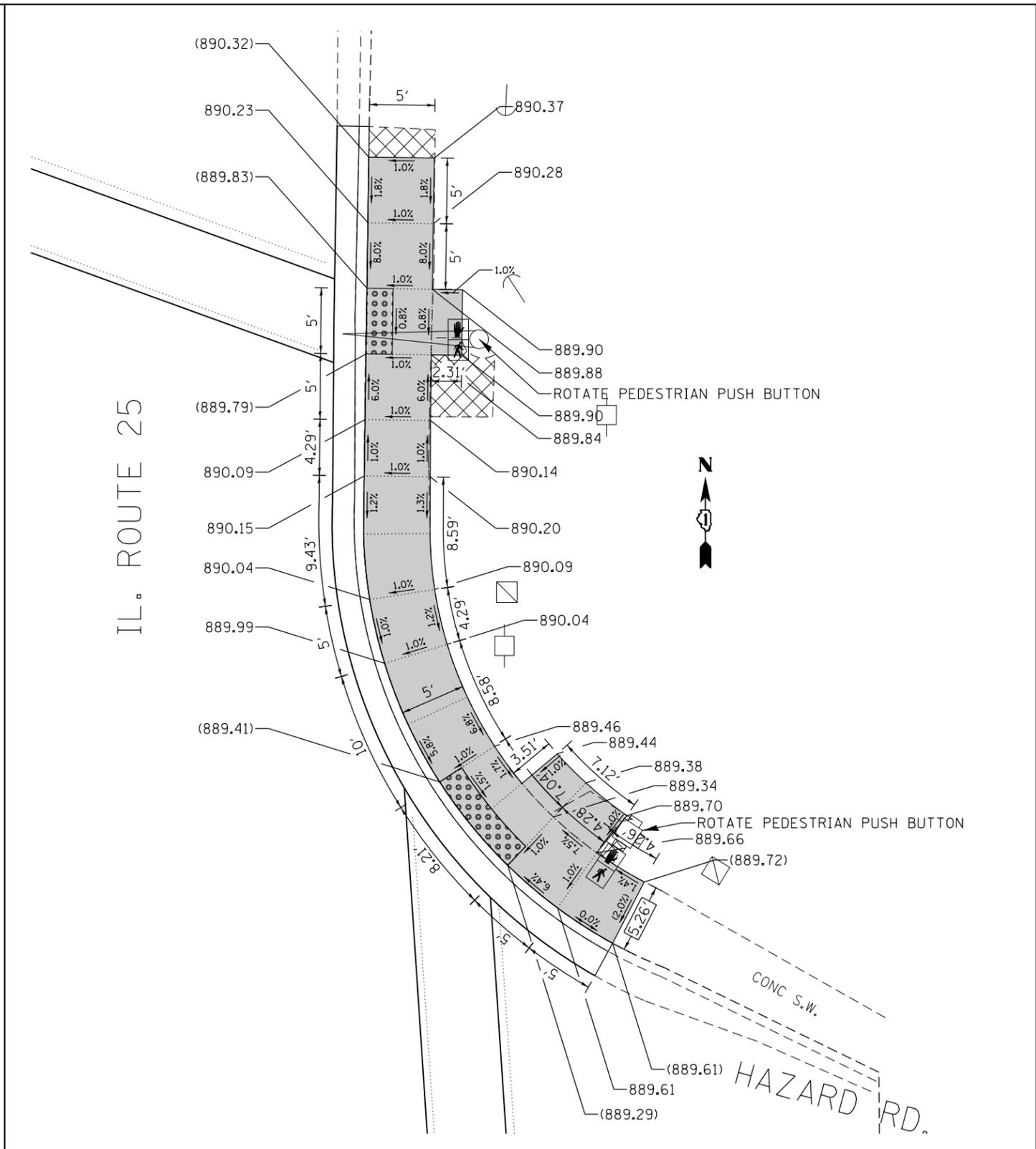
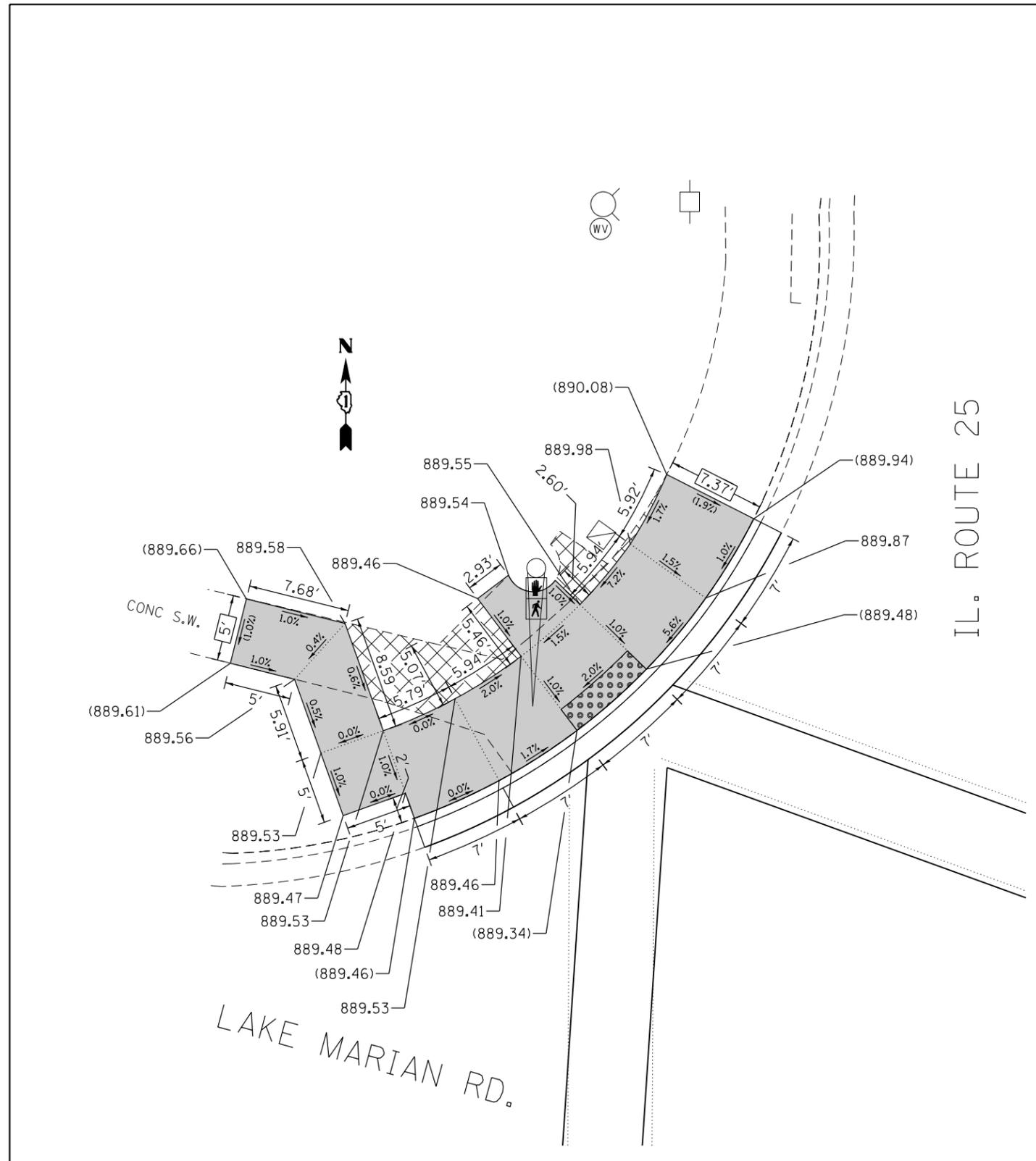


REFERENCE BENCHMARK ELEV 846.78
 BENCHMARK : "X" CUT ON SOUTH EASTERNLY LOWER FLANGE BOLT OF HYDRANT
 LOCATION : 138 FT EAST OF IL ROUTE 25 ON RIVER HAVEN DRIVE

LEGEND

xx.xx'	EXISTING LENGTH		PROPOSED SIDEWALK
	PROPOSED SIDE CURB		DETECTABLE WARNINGS
()	EXISTING ELEVATION/SLOPE		SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 853.90
 BENCHMARK : SQUARE CUT ON SOUTHEAST CORNER OF LIGHT CONTROL BOX BASE
 LOCATION : 123 FT EAST OF IL ROUTE 25 ON NORTHLAKE PARKWAY



LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 890.95

BENCHMARK : SQUARE CUT ON NORTHERNLY SIDE OF TRAFFIC SIGNAL FOUNDATION

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 25 AND HAZARD ROAD

REFERENCE BENCHMARK ELEV 890.95

BENCHMARK : SQUARE CUT ON NORTHERNLY SIDE OF TRAFFIC SIGNAL FOUNDATION

LOCATION : ON SOUTH EAST CORNER OF IL ROUTE 25 AND HAZARD ROAD

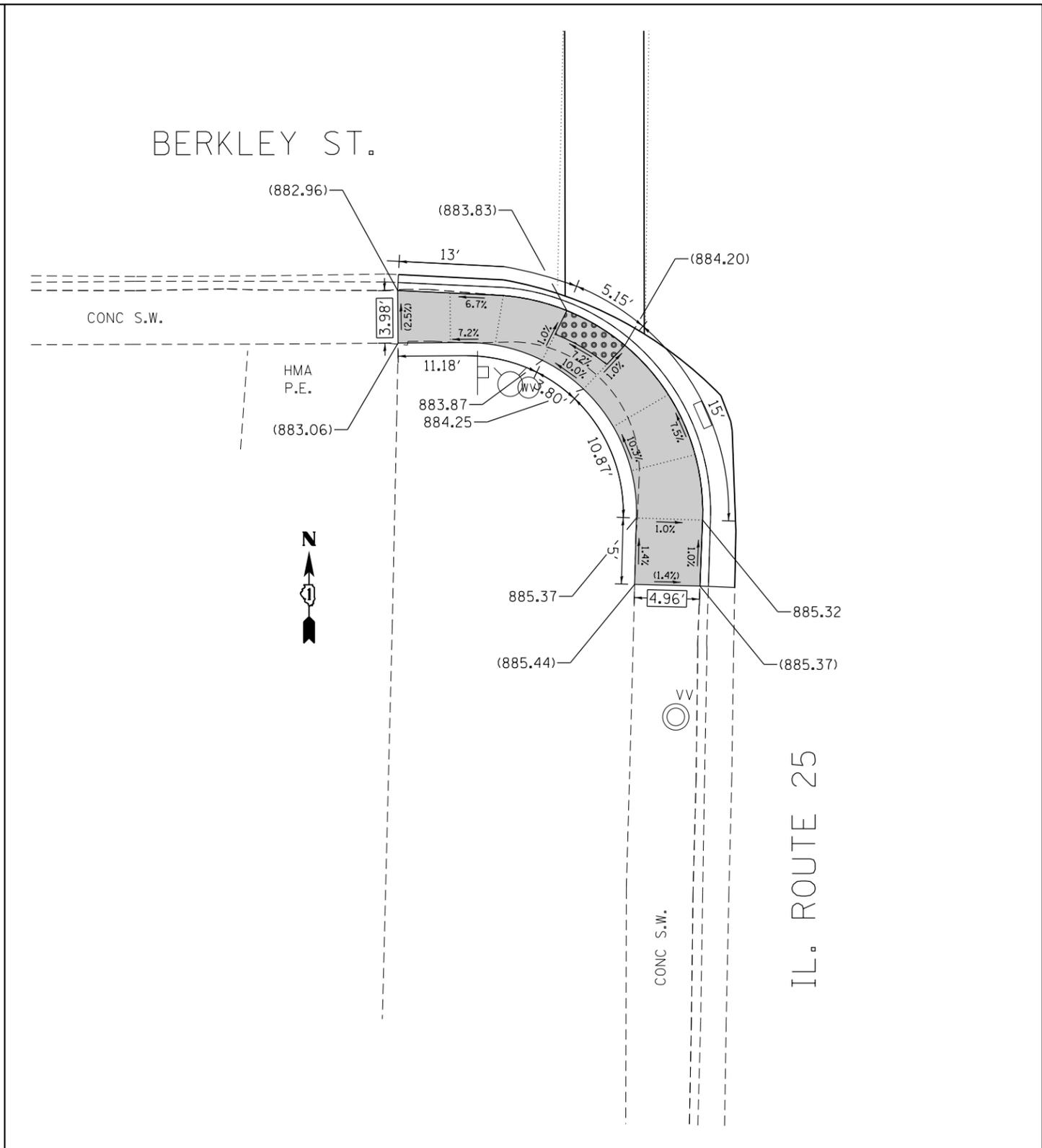
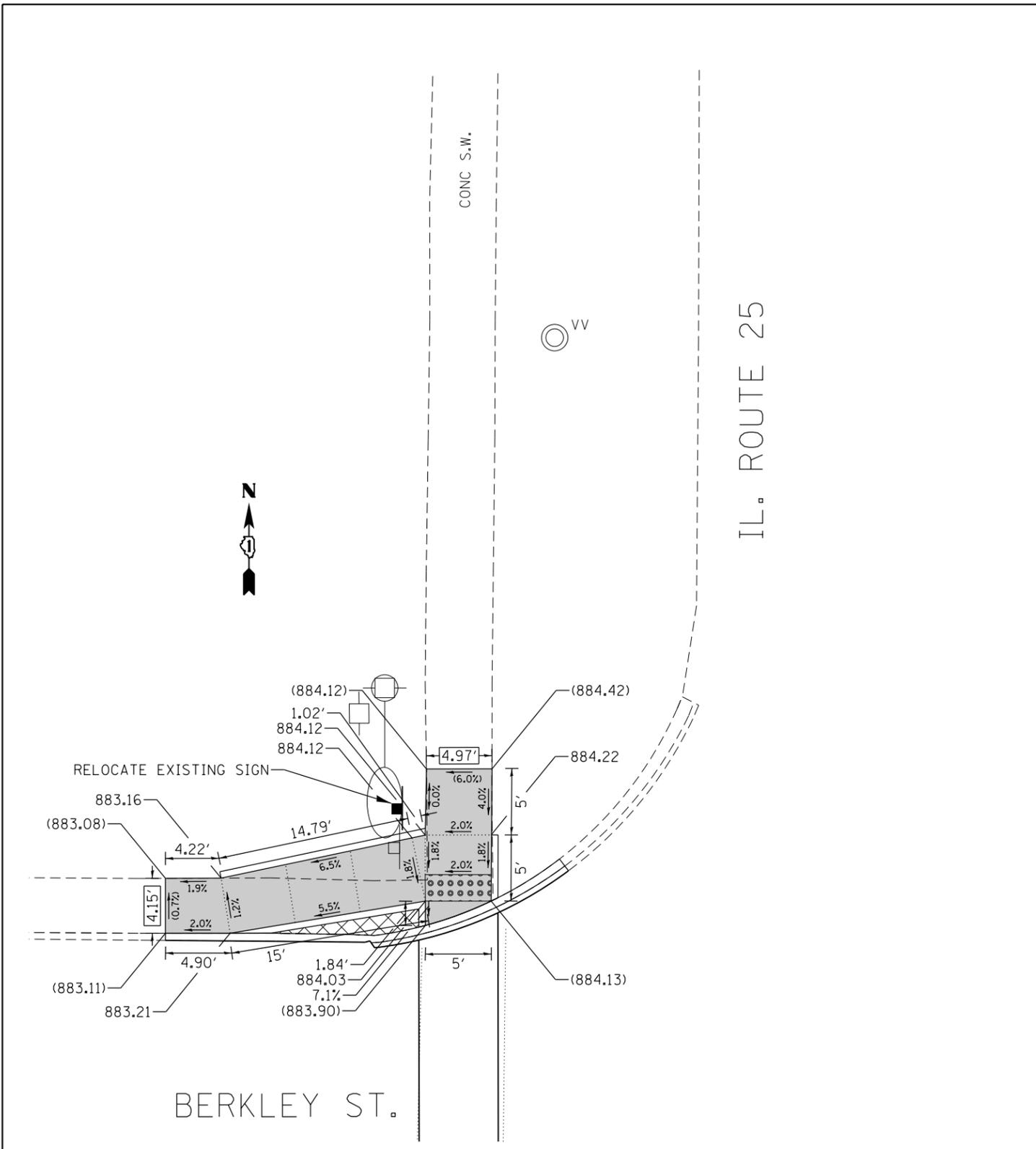
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Default	PLOT DATE = 2/7/2017	DATE - 1/18/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 25 FROM IL 72 TO BOLZ ROAD
SIDEWALK DETAILS**

SCALE: 1" = 5' SHEET 3 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93RS-2	KANE	52	27
CONTRACT NO. 62C99				
ILLINOIS FED. AID PROJECT				

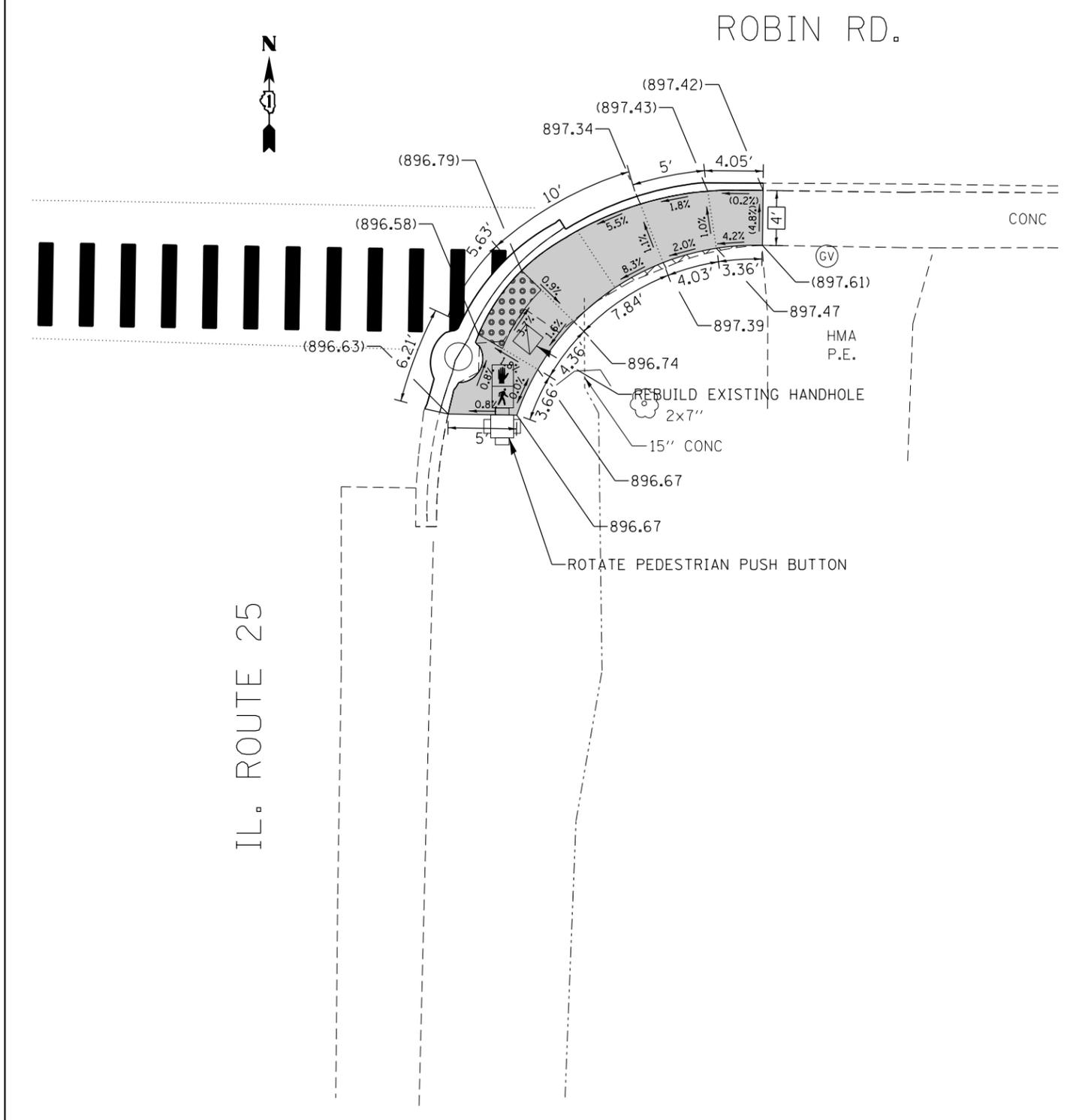
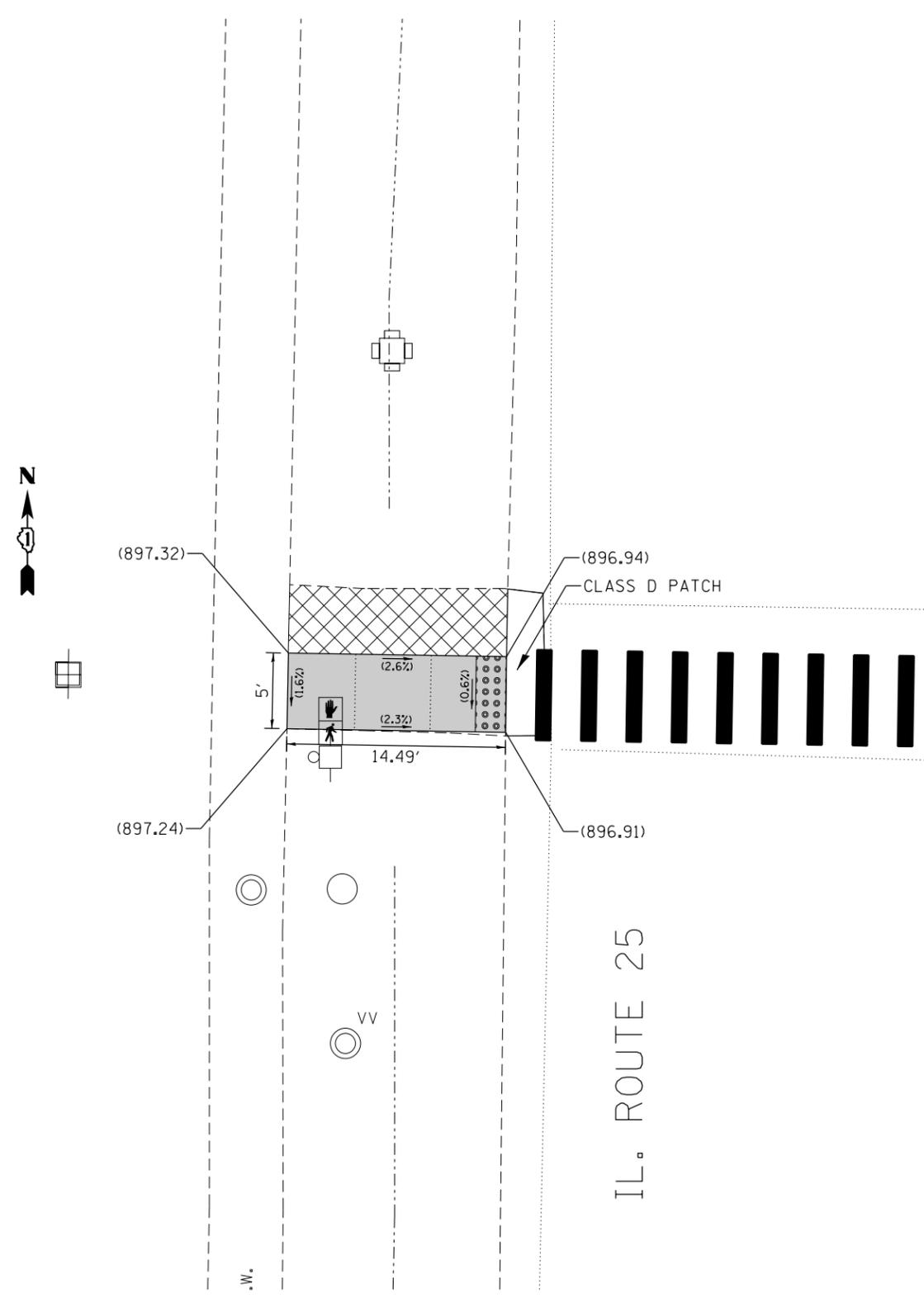


REFERENCE BENCHMARK ELEV 887.26
 BENCHMARK : "X" CUT ON WESTERNLY HEADWALL
 LOCATION : 113 FT SOUTH OF BERKLEY STREET ON IL ROUTE 25

LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 887.26
 BENCHMARK : "X" CUT ON WESTERNLY HEADWALL
 LOCATION : 113 FT SOUTH OF BERKLEY STREET ON IL ROUTE 25

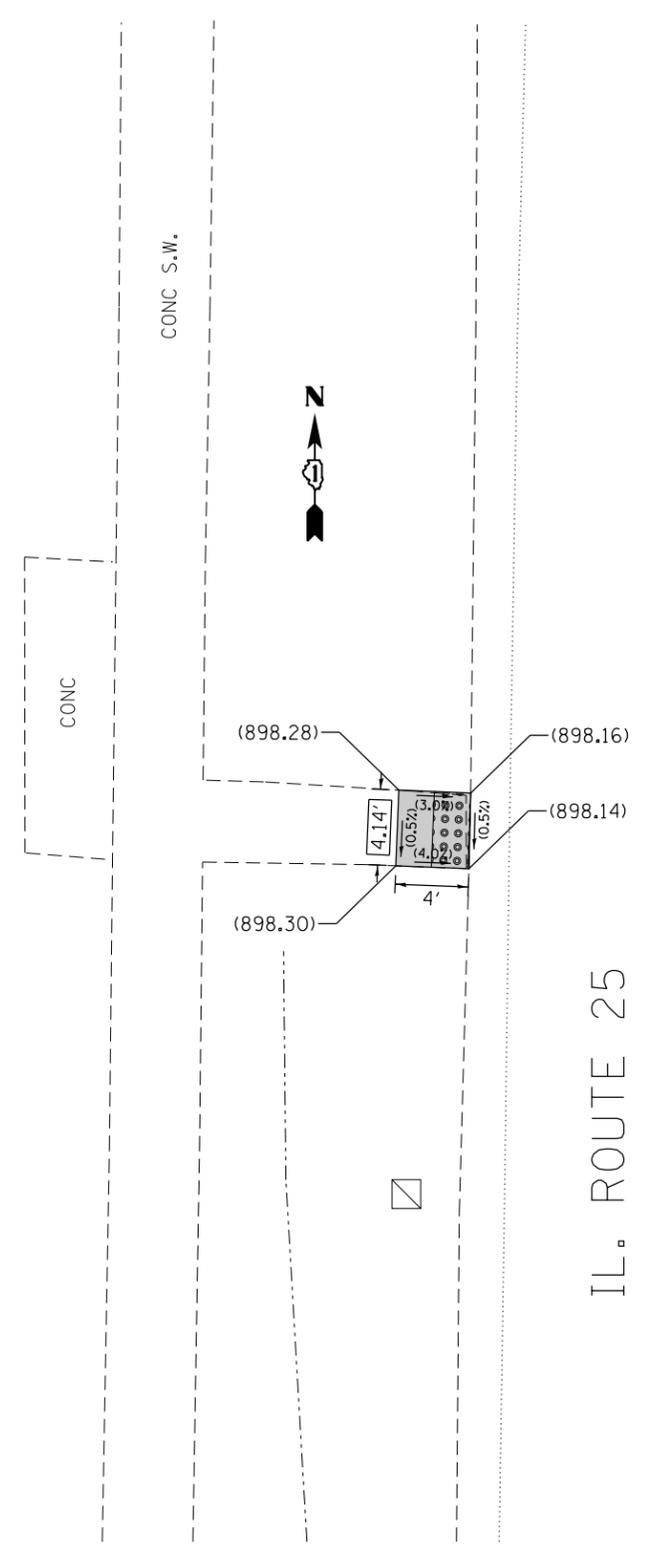


REFERENCE BENCHMARK ELEV 897.27
 BENCHMARK : SQUARE CUT ON EASTERNLY SIDE OF TRAFFIC SIGNAL FOUNDATION
 LOCATION : ON SOUTH WEST CORNER OF IL ROUTE 25 AND ROBIN ROAD

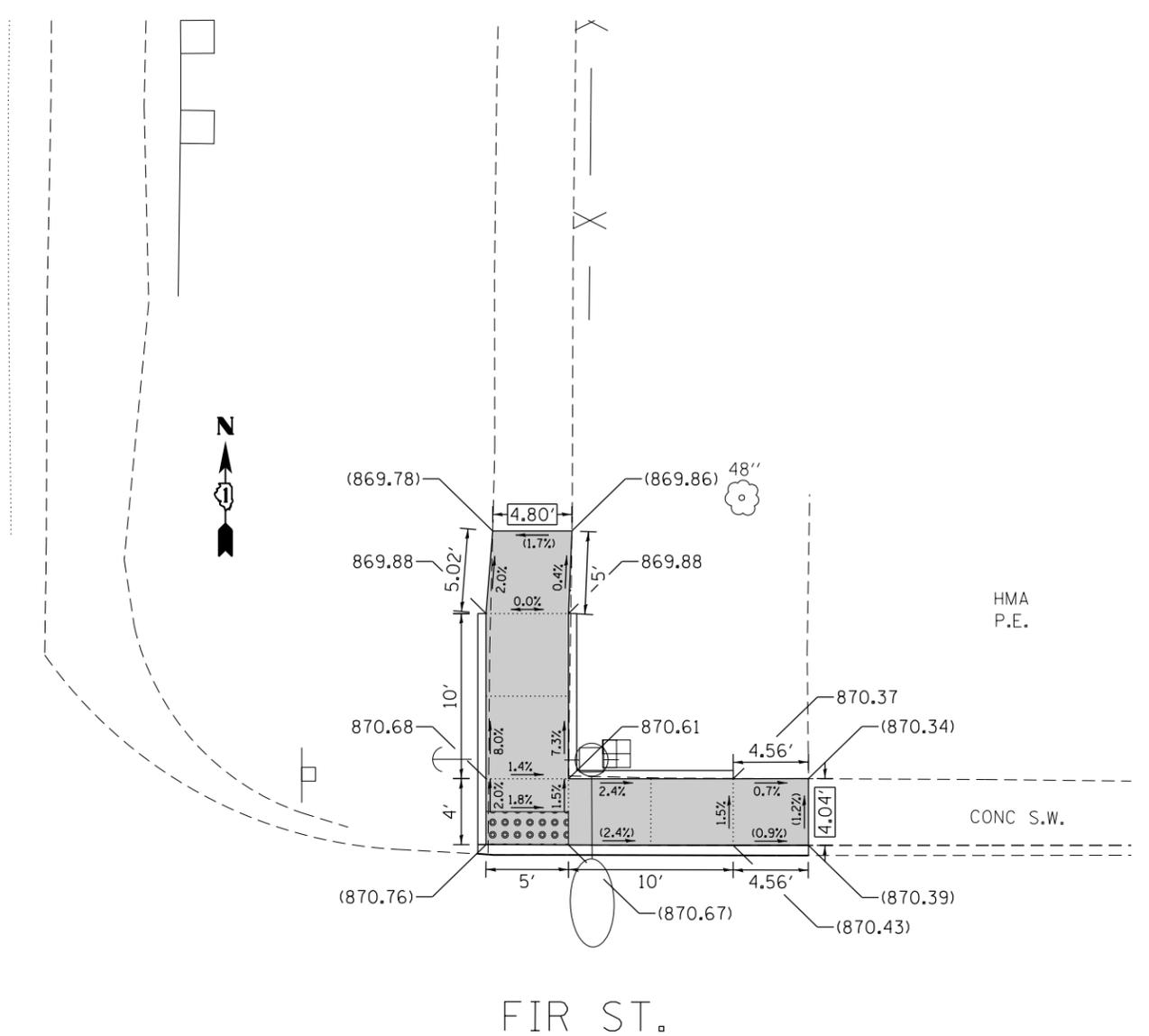
LEGEND

	EXISTING LENGTH		PROPOSED SIDEWALK
	PROPOSED SIDE CURB		DETECTABLE WARNINGS
	EXISTING ELEVATION/SLOPE		SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 897.27
 BENCHMARK : SQUARE CUT ON EASTERNLY SIDE OF TRAFFIC SIGNAL FOUNDATION
 LOCATION : ON SOUTH WEST CORNER OF IL ROUTE 25 AND ROBIN ROAD



IL. ROUTE 25



FIR ST.

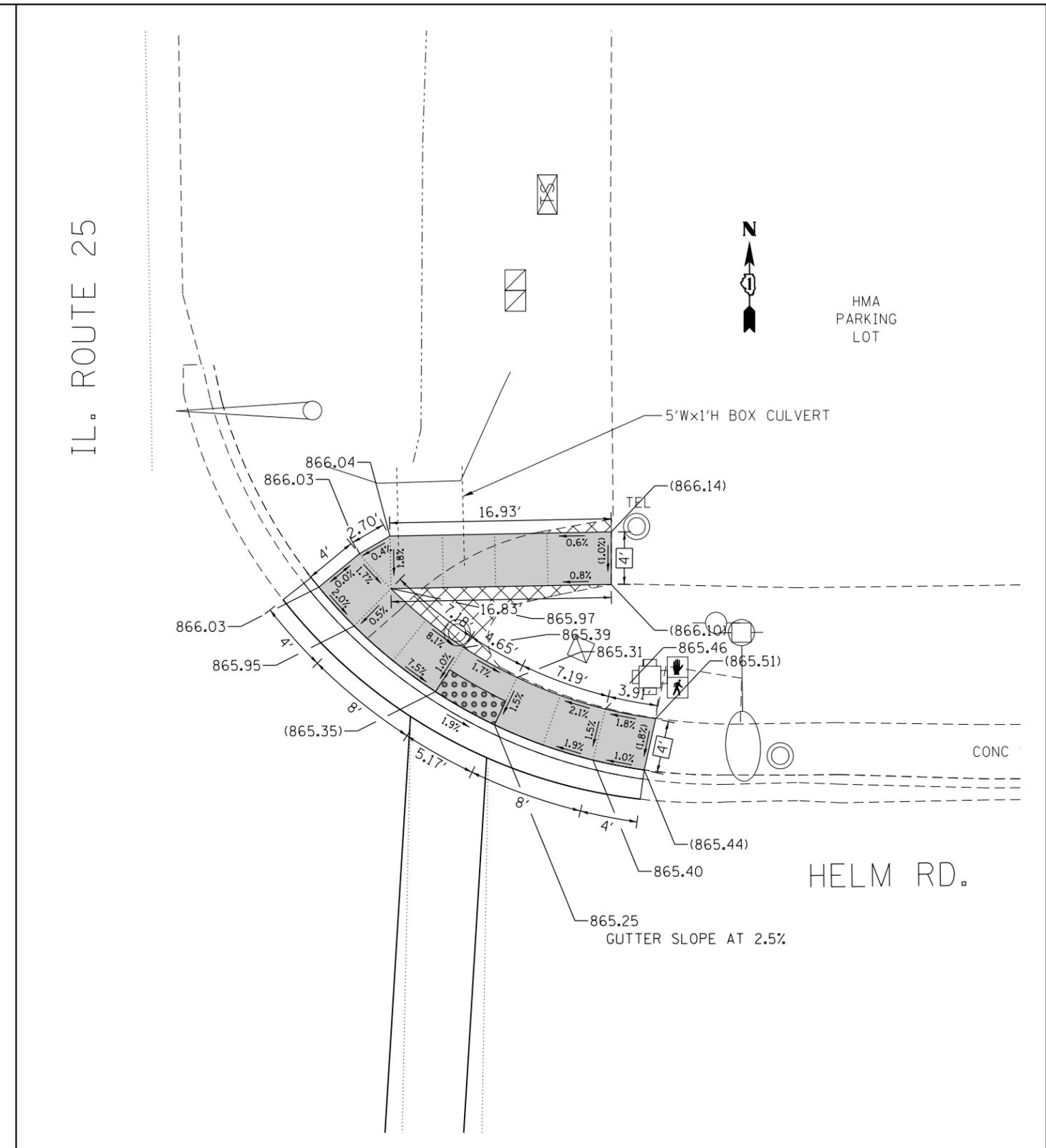
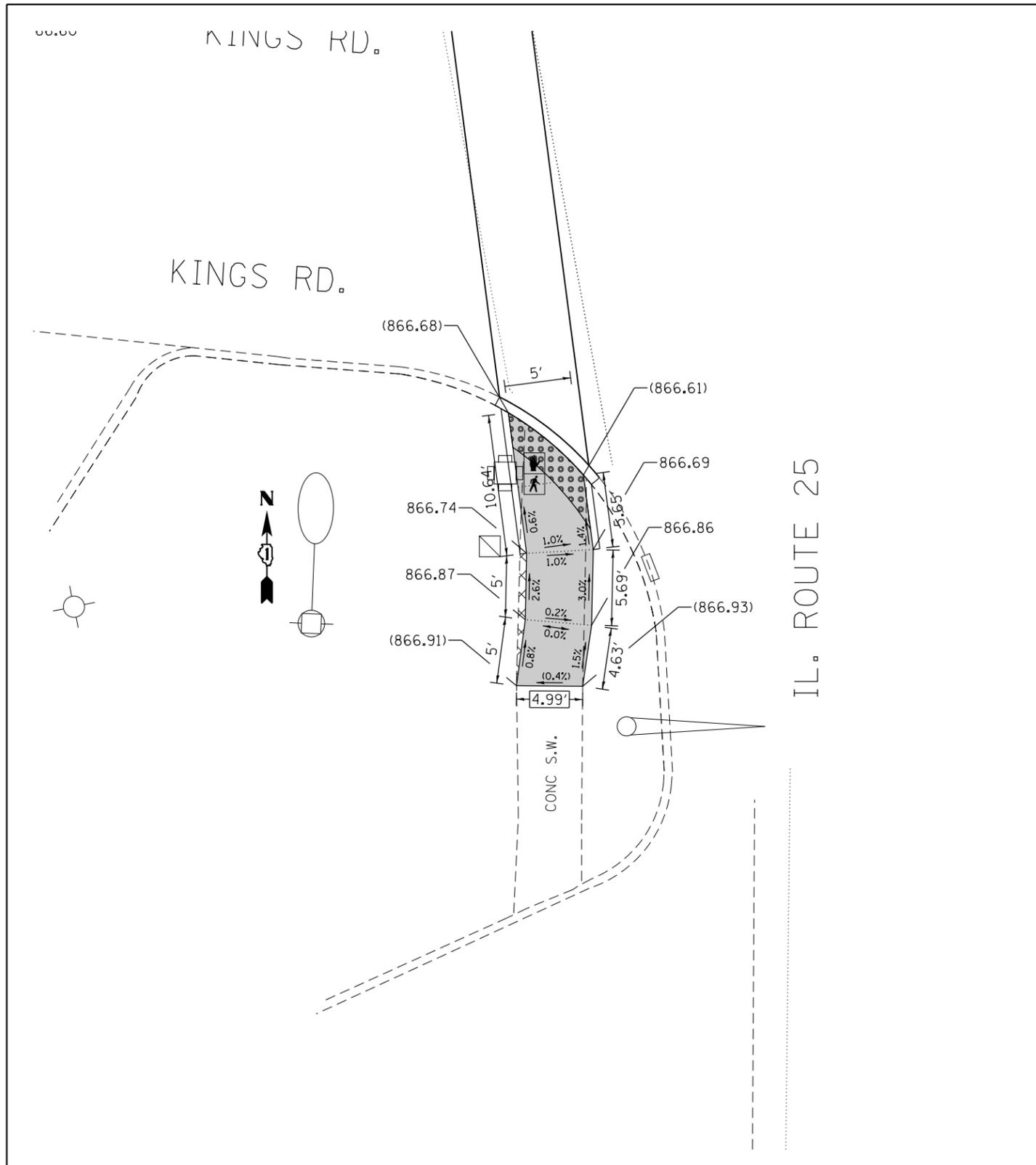
REFERENCE BENCHMARK ELEV 897.27
 BENCHMARK : SQUARE CUT ON EASTERNLY SIDE OF TRAFFIC SIGNAL FOUNDATION
 LOCATION : ON SOUTH WEST CORNER OF IL ROUTE 25 AND ROBIN ROAD

LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 869.71
 BENCHMARK : 'X' CUT ON EASTERNLY HEADWALL
 LOCATION : 94 FT NORTH OF FIR STREET ON IL ROUTE 25

FILE NAME =	USER NAME = bartonrw	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 FROM IL 72 TO BOLZ ROAD SIDEWALK DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\IL084EBIDINTEG.illinois.gov\PI\DOT\Documents\IDOT Offices\District 1\Projects\DI41\DRAWING\Design\BWB\16-shr-details.dgn		CHECKED -	REVISED -		360	93RS-2	KANE	52	31			
Default	PLOT SCALE = 10.0000' / in.	DATE - 1/18/2017	REVISED -		SCALE: 1" = 5' SHEET 7 OF 10 SHEETS STA. TO STA.			CONTRACT NO. 62C99				
											ILLINOIS FED. AID PROJECT	



REFERENCE BENCHMARK ELEV 866.68
 BENCHMARK : SQUARE CUT ON NORTH EASTERNLY CORNER OF TRF. SIGNAL FDN.
 LOCATION : ON NORTH WEST CORNER OF IL ROUTE 25 AND KINGS ROAD

LEGEND

- xx.xx' EXISTING LENGTH
- ==== PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- ▣ SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 866.09
 BENCHMARK : SQUARE CUT ON WESTERNLY SIDE OF TRAFFIC SIGNAL FOUNDATION
 LOCATION : ON NORTH EAST CORNER OF IL ROUTE 25 AND HELM ROAD

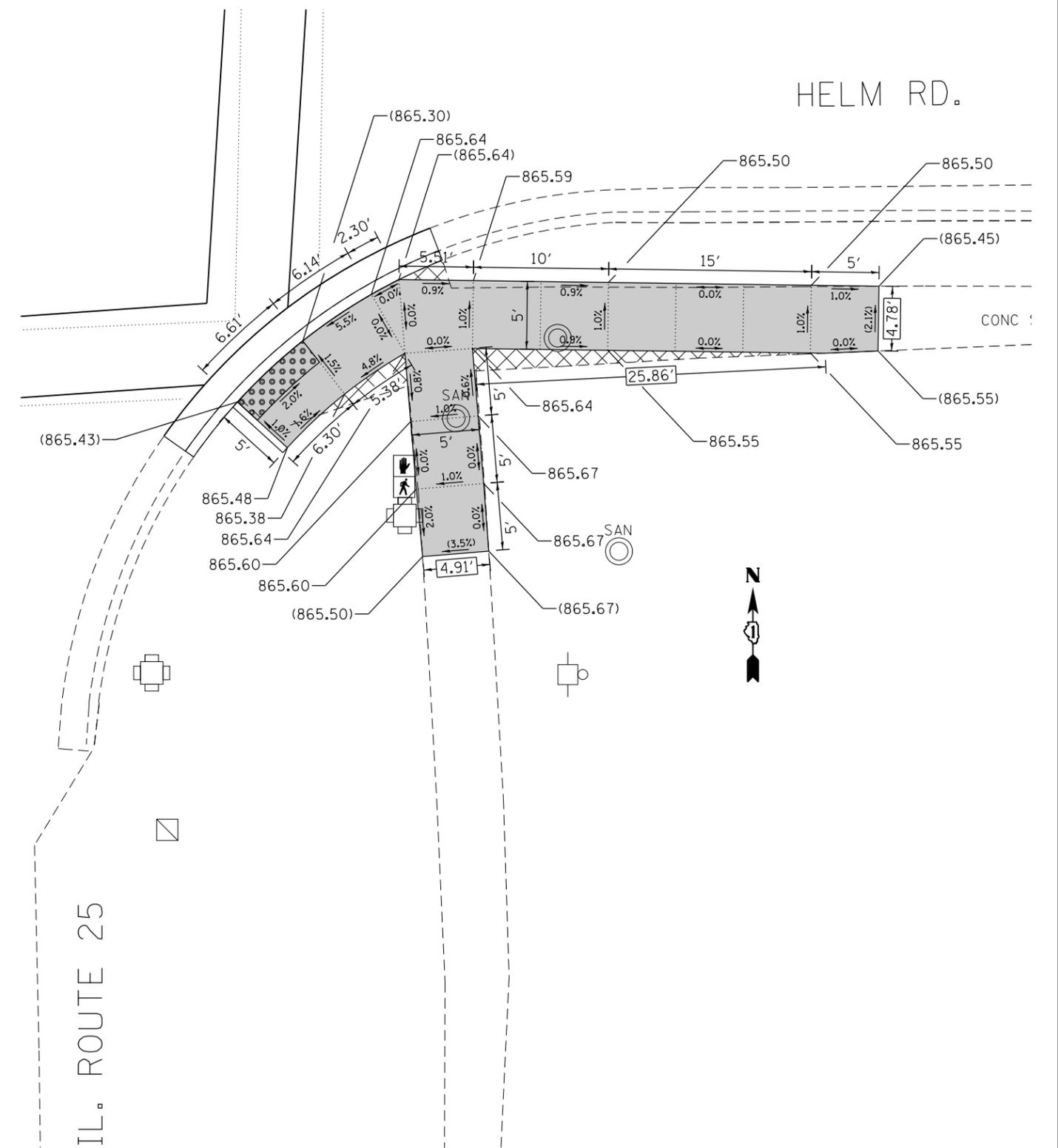
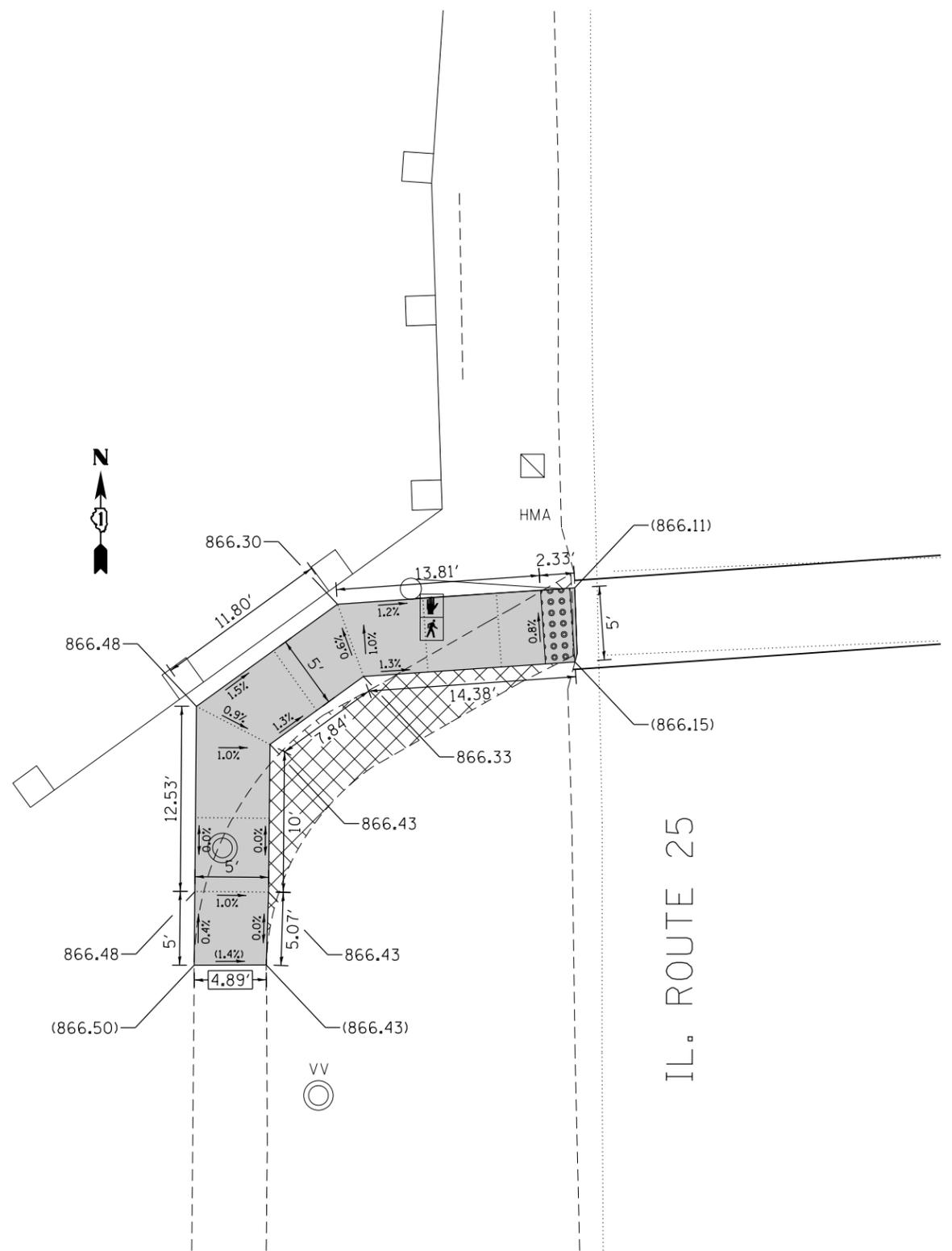
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Default	PLOT DATE = 2/7/2017	DATE - 1/18/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 25 FROM IL 72 TO BOLZ ROAD
 SIDEWALK DETAILS**

SCALE: 1" = 5' SHEET 9 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93RS-2	KANE	52	33
CONTRACT NO. 62C99				
ILLINOIS FED. AID PROJECT				



REFERENCE BENCHMARK ELEV 866.09

BENCHMARK : SQUARE CUT ON WESTERNLY SIDE OF TRAFFIC SIGNAL FOUNDATION

LOCATION : ON NORTH EAST CORNER OF IL ROUTE 25 AND HELM ROAD

LEGEND

xx.xx'

EXISTING LENGTH

==

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 866.09

BENCHMARK : SQUARE CUT ON WESTERNLY SIDE OF TRAFFIC SIGNAL FOUNDATION

LOCATION : ON NORTH EAST CORNER OF IL ROUTE 25 AND HELM ROAD

FILE NAME =	USER NAME = bartonrw	DESIGNED - RWB	REVISED -
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Default	PLOT DATE = 2/7/2017	DATE - 1/18/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

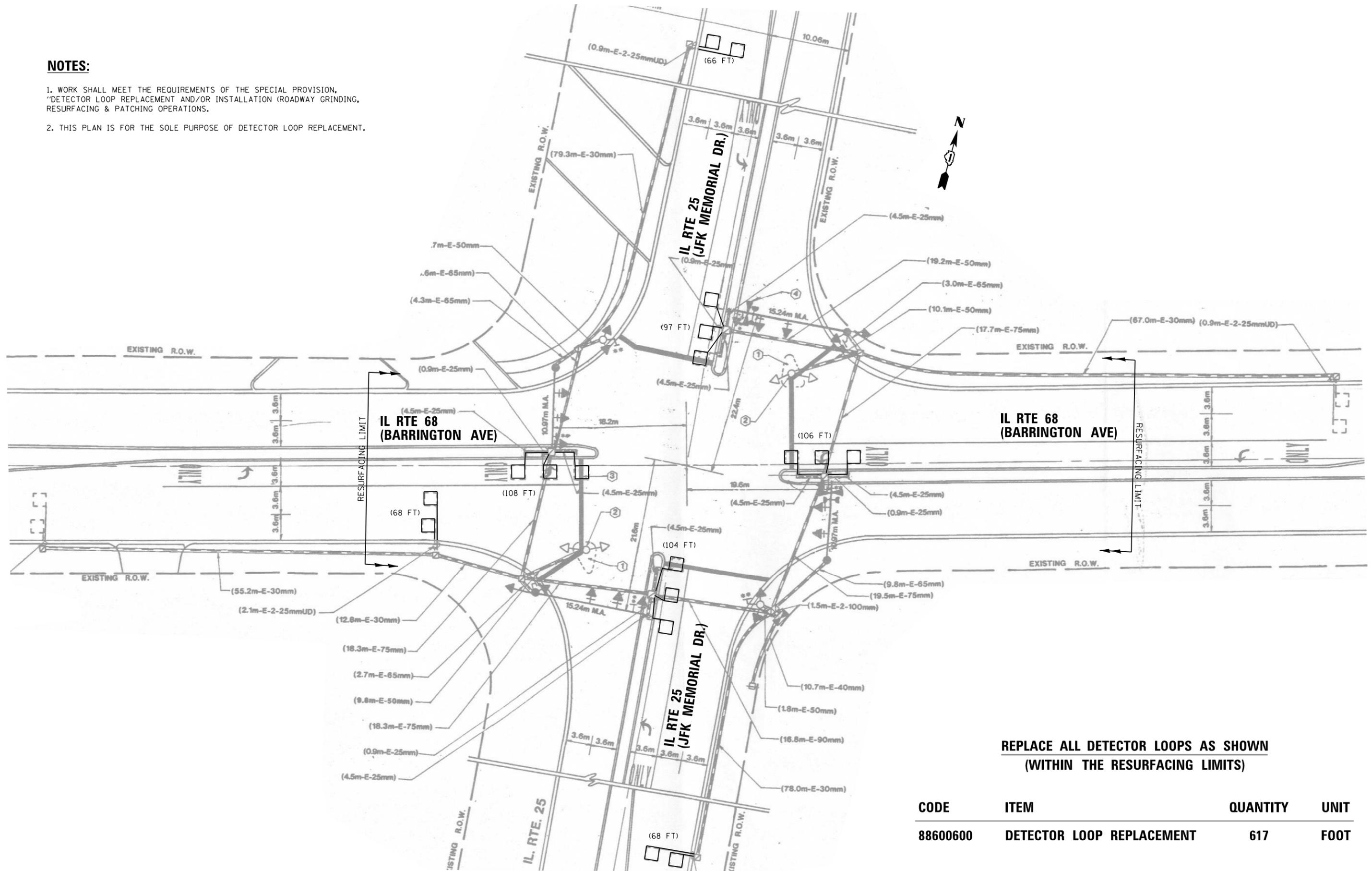
IL 25 FROM IL 72 TO BOLZ ROAD
SIDEWALK DETAILS

SCALE: 1" = 5' SHEET 10 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93RS-2	KANE	52	34
CONTRACT NO. 62C99				
ILLINOIS FED. AID PROJECT				

NOTES:

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



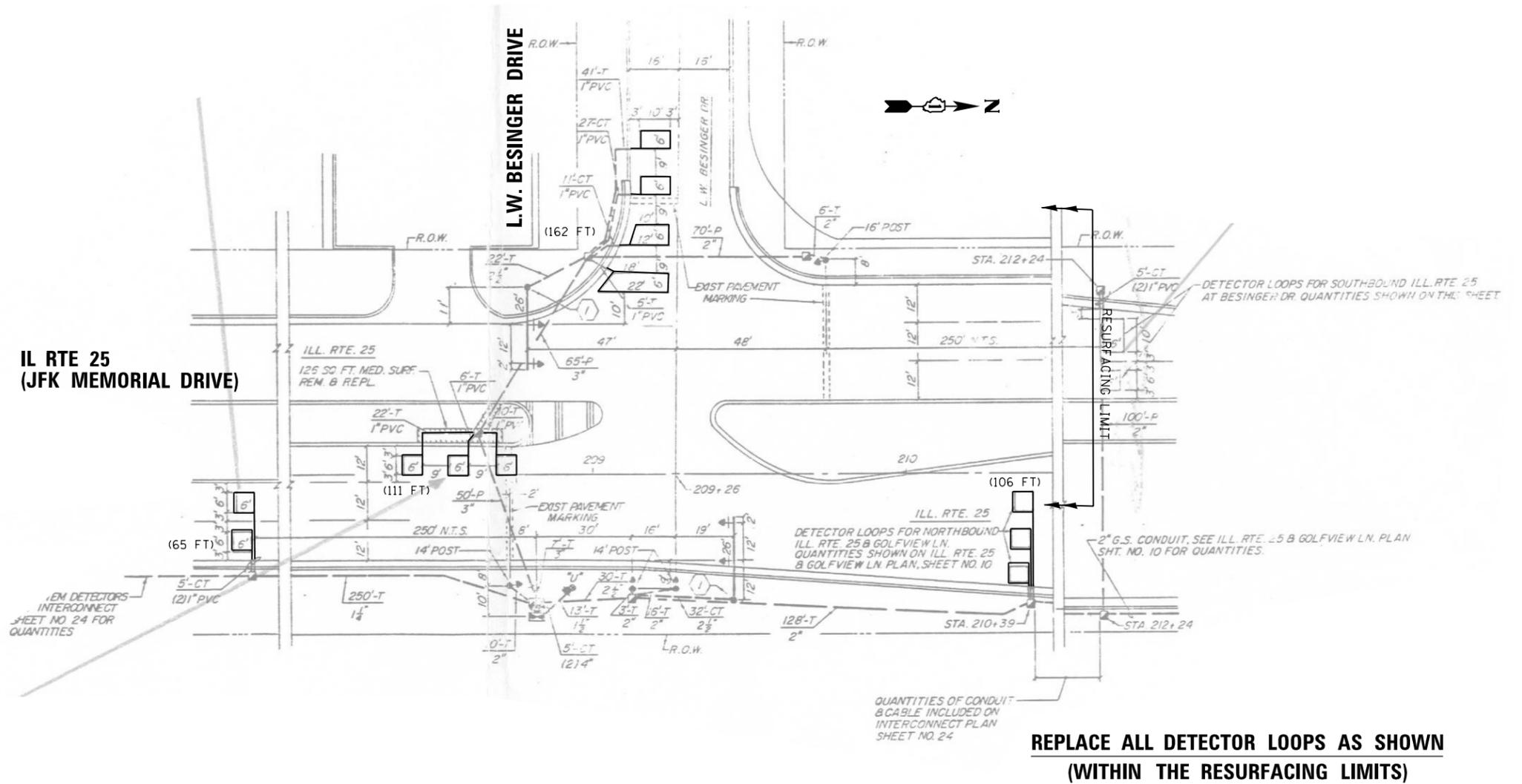
**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	617	FOOT

FILE NAME =	USER NAME = javanmardizg	DESIGNED - ZGJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT PLAN IL RTE 25 (JFK MEMORIAL DRIVE) AT IL RTE 68 (BARRINGTON AVENUE)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DetectorLoopReuest ILL RTE 25 & ILL RTE 68	68-11032016.dgn	DRAWN - ZGJ	REVISED -		1607	93RS-2	KANE	52	35				
Default	PLOT SCALE = 40.0000' / in.	CHECKED - LP	REVISED -		CONTRACT NO. 62C99				ILLINOIS FED. AID PROJECT				
	PLOT DATE = 11/3/2016	DATE - 11/03/2016	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		

NOTES:

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

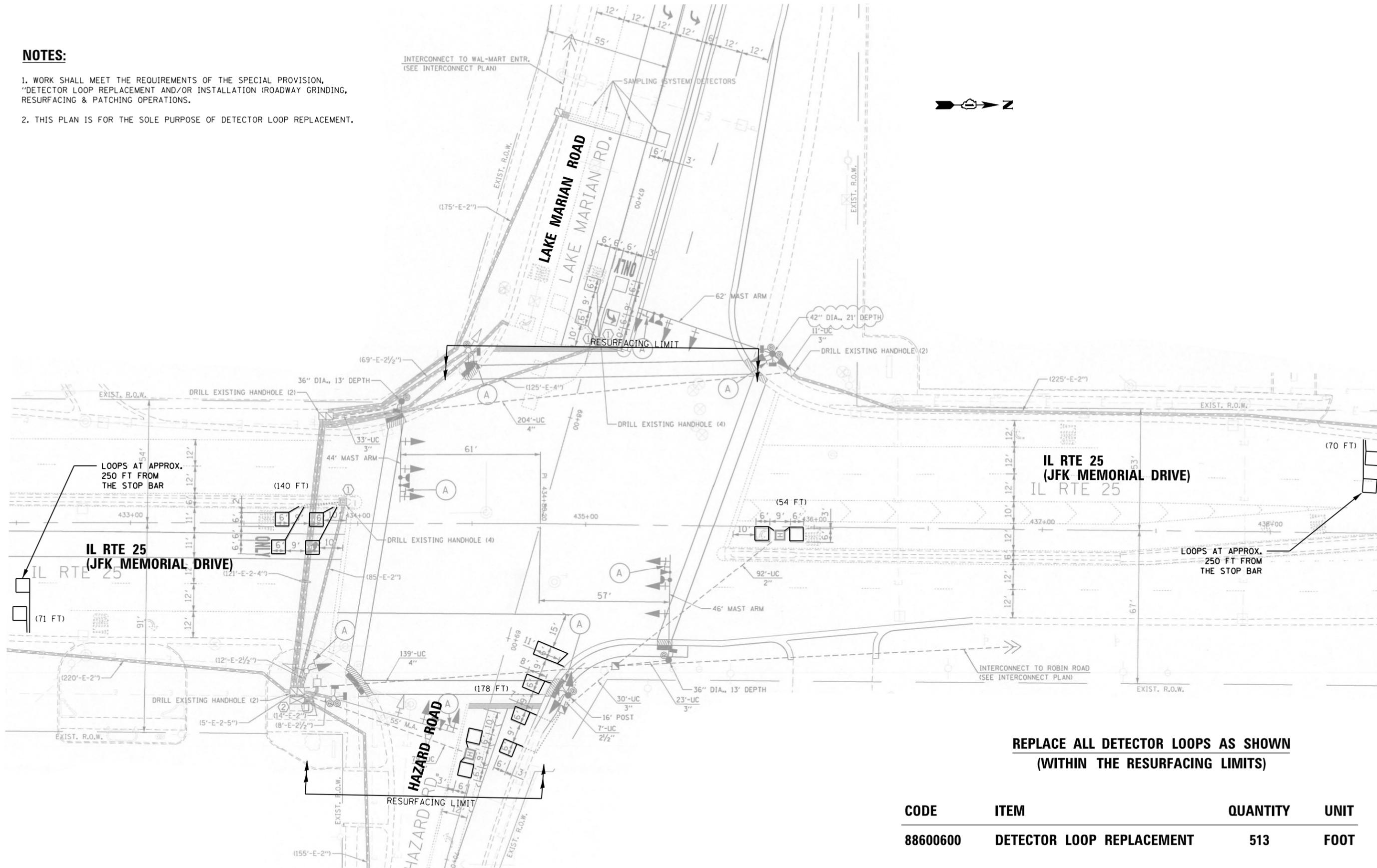


CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	444	FOOT

FILE NAME =	USER NAME = jvanmardizg	DESIGNED - ZGJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT PLAN IL RTE 25 (JFK MEMORIAL DRIVE) AT L.W. BESINGER DRIVE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
DetectorLoopReuest ILL RTE 25 & L.W. BESINGER DRIVE.11032016.dgn		DRAWN - ZGJ	REVISED -			360	93RS-2	KANE	52	36	
Default	PLOT SCALE = 40.0000' / in.	CHECKED - LP	REVISED -			CONTRACT NO. 62C99					
	PLOT DATE = 11/9/2016	DATE - 11/09/2016	REVISED -			ILLINOIS FED. AID PROJECT					

NOTES:

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



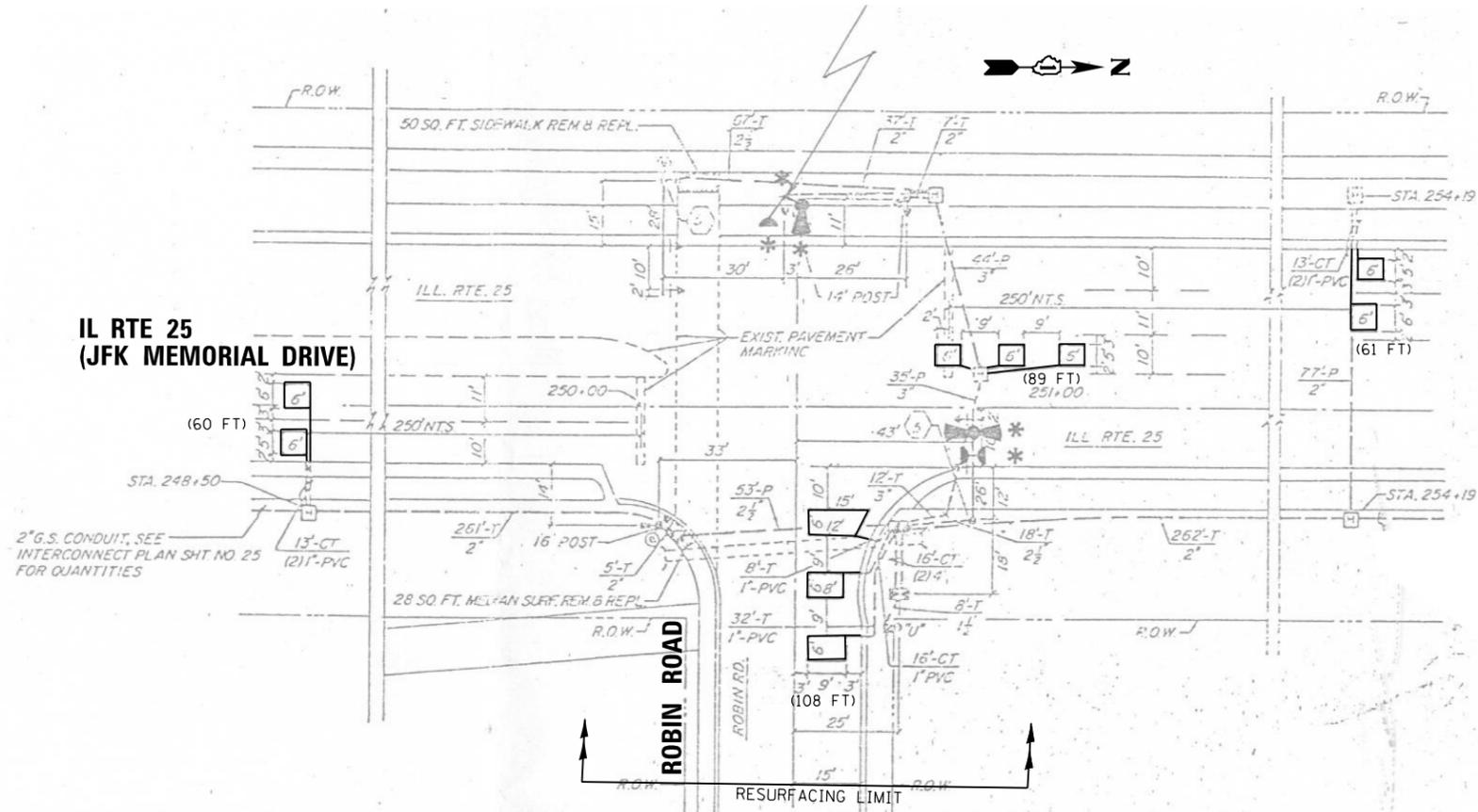
**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	513	FOOT

FILE NAME = DetectorLoopReuest ILL RTE 25 & LAKE MARIAN DRIVE.11092016.dgn	USER NAME = javanmardizg	DESIGNED - ZGJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT PLAN ILL RTE 25 (JFK MEMORIAL DRIVE) AT LAKE MARIAN DRIVE/HAZARD ROAD				F.A.P. RTE. 360	SECTION 93RS-2	COUNTY KANE	TOTAL SHEETS 52	SHEET NO. 37
Default	PLOT SCALE = 40.0000' / in.	CHECKED - LP	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 62C99				
	PLOT DATE = 2/2/2017	DATE - 2/2/2017	REVISED -						ILLINOIS FED. AID PROJECT				

NOTES:

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



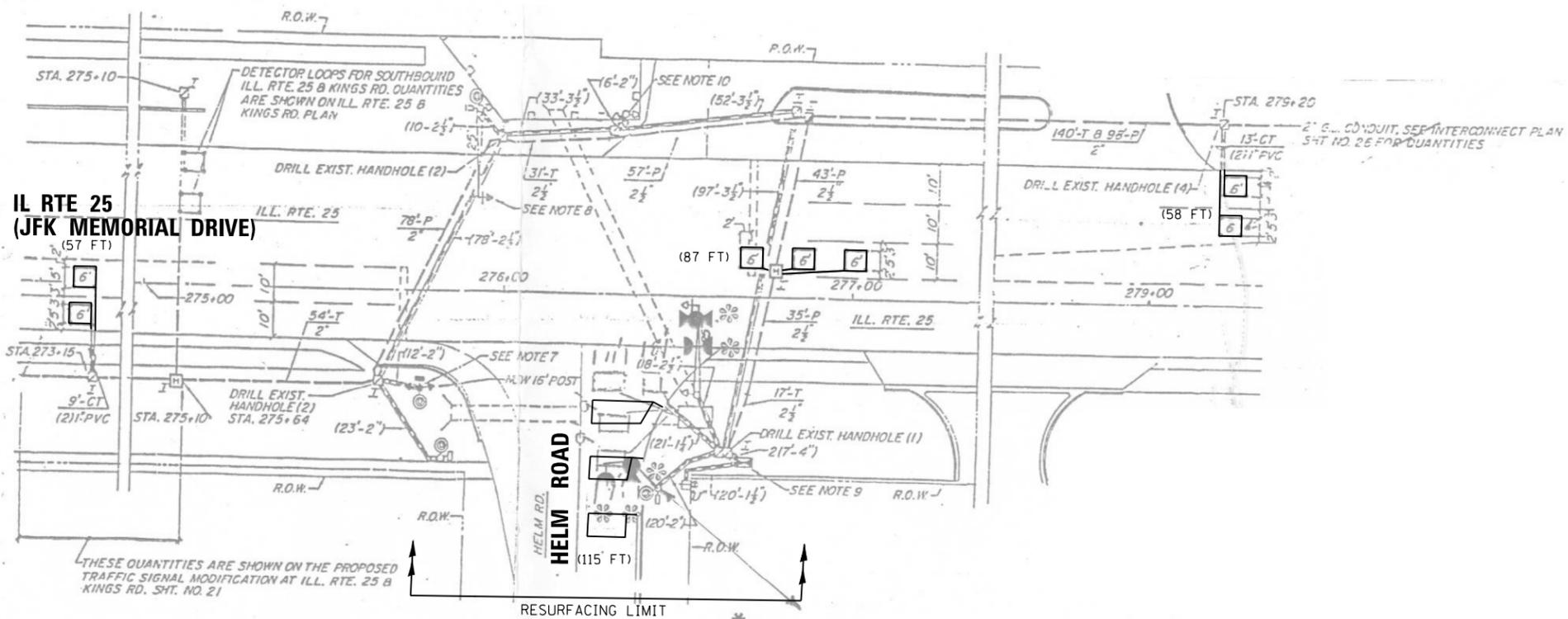
**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	318	FOOT

FILE NAME = DetectorLoopReuest ILL RTE 25 & ROBIN	USER NAME = javanmardizg ROAD.11092016.dgn	DESIGNED - ZGJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT PLAN ILL RTE 25 (JFK MEMORIAL DRIVE) AT ROBIN ROAD	F.A.P. RTE. 360	SECTION 93RS-2	COUNTY KANE	TOTAL SHEETS 52	SHEET NO. 38	
Default	PLOT SCALE = 40.0000' / in.	CHECKED - LP	REVISED -			CONTRACT NO. 62C99					
	PLOT DATE = 11/9/2016	DATE - 11/09/2016	REVISED -			ILLINOIS FED. AID PROJECT					
						SCALE: SHEET OF SHEETS STA. TO STA.					

NOTES:

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

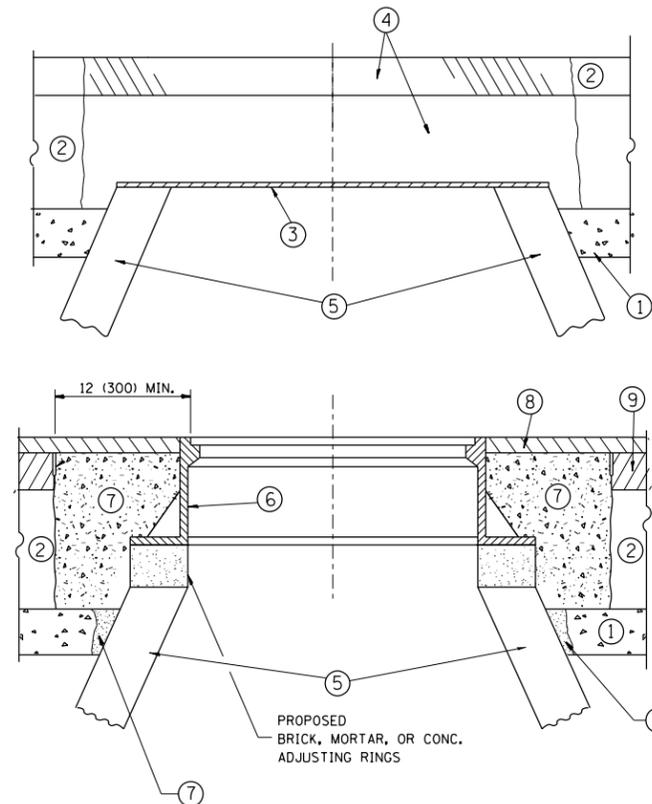


* EXISTING SIGNAL POST TO BE REPLACED WITH NEW 18 FOOT SIGNAL POST ON EXISTING FOUNDATION. RELOCATION OF ANY EXISTING SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, OR PEDESTRIAN PUSHBUTTONS WILL BE PAID FOR SEPARATELY. RELOCATION OF ANY SIGNS BRACKET MOUNTED TO THE POST SHALL BE INCIDENTAL. THE LIGHT DETECTOR SHALL BE BRACKET MOUNTED TO THE TOP OF THE NEW POST.

**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	317	FOOT

FILE NAME = TS 4320 ILL RTE 25 & HELM ROAD.11092016.dgn	USER NAME = javanmardizg	DESIGNED - ZGJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT PLAN ILL RTE 25 (JFK MEMORIAL DRIVE) AT HELM ROAD	F.A.P. RTE. 360	SECTION 93RS-2	COUNTY KANE	TOTAL SHEETS 52	SHEET NO. 40		
Default	PLOT SCALE = 40.0000' / in.	CHECKED - LP	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 11/9/2016	DATE - 11/09/2016	REVISED -			CONTRACT NO. 62C99						



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

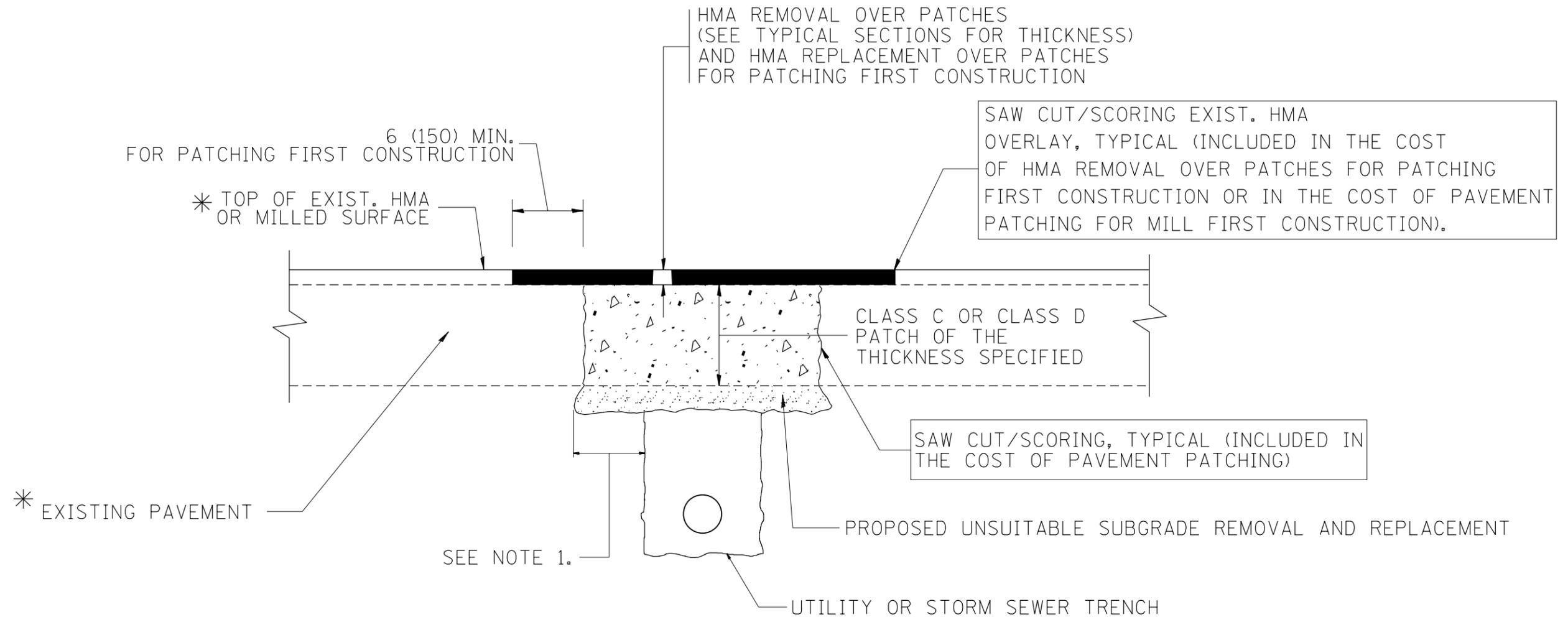
FILE NAME =	USER NAME = bartonrw	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
pw:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\0141\BROW\Design\Diststd.dgn			REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 2/7/2017	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	93RS-2	KANE	52	41
BD600-03 (BD-8)		CONTRACT NO. 62C99		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* 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 = bartonw	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\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI41\Drawings\Design\Diststd.dgn	PLotted SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 01-01-07					360	93RS-2	KANE	52	42
	PLOT DATE = 2/7/2017	DATE - 10-25-94	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)			CONTRACT NO. 62C99				
			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			

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

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".

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

18" (450) MAX.

T/2 *

3" (75) MIN.

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

* 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.

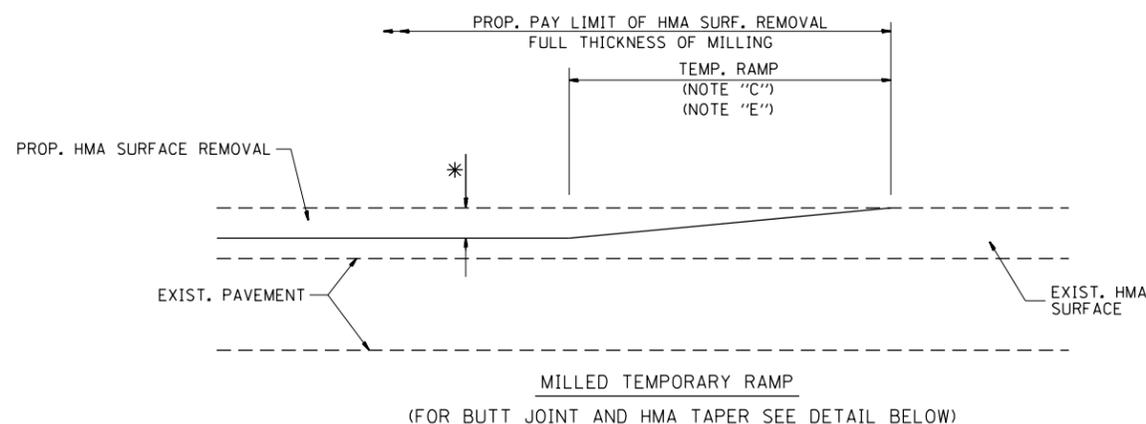
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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.

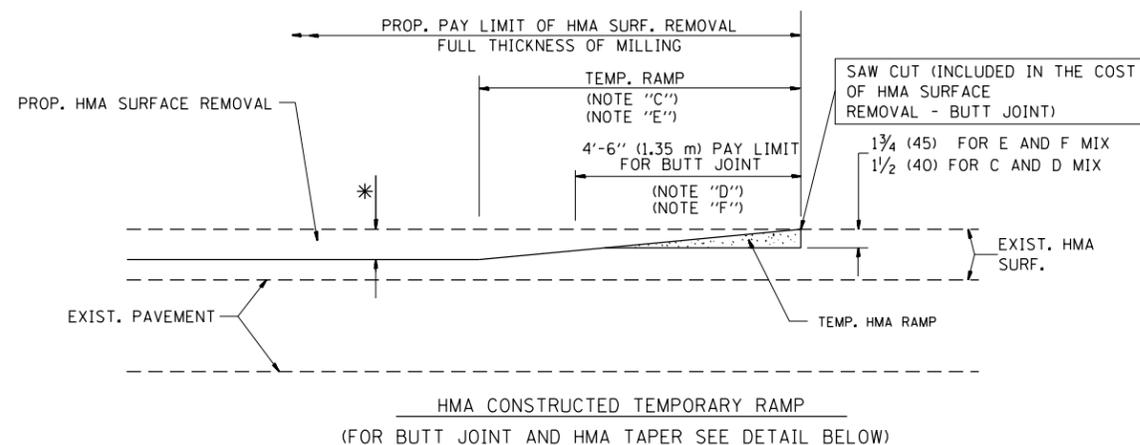
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = bartonrw	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\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\0141\BROWN\Design\Diststd.dgn		REVISOR - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01			360	93RS-2	KANE	52	43
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISOR - R. BORO 12-15-09				BD600-06 (BD-24)		CONTRACT NO. 62C99		
PLOT DATE = 2/7/2017	DATE - 03-11-94					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

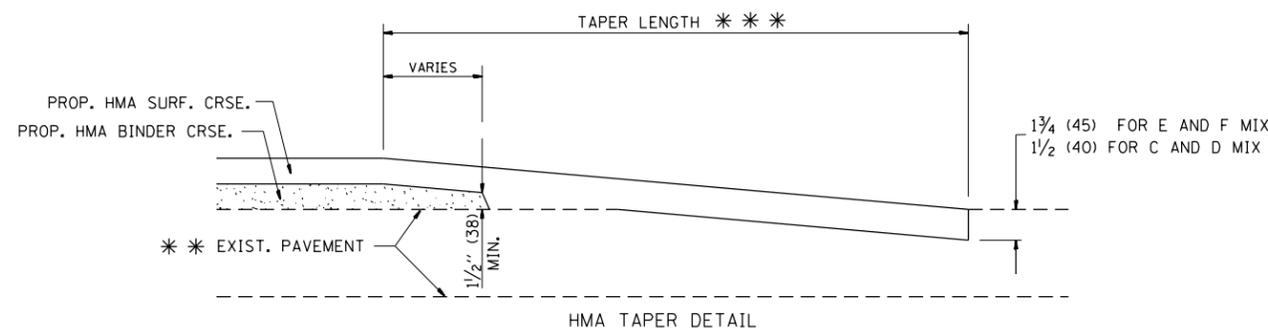
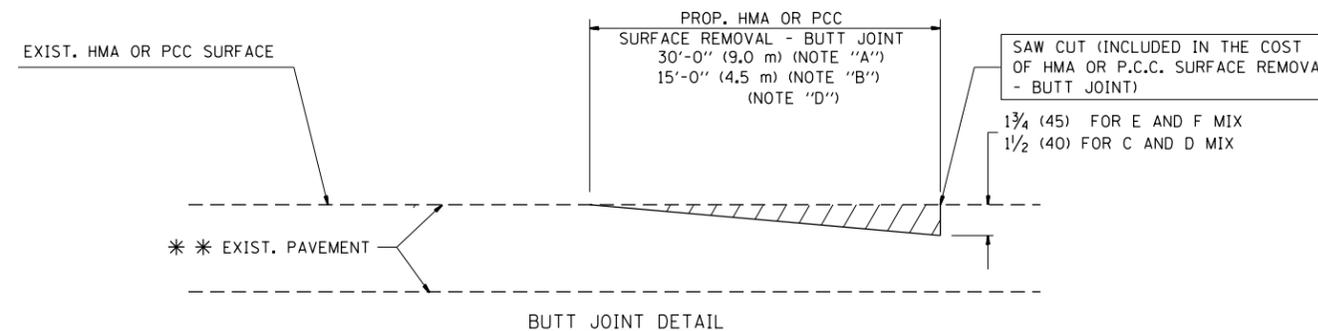


OPTION 1



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".

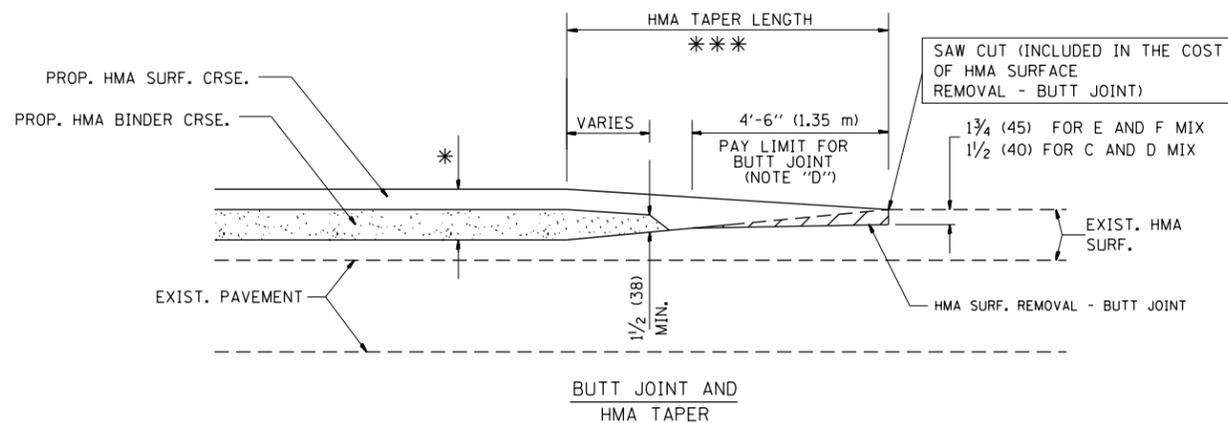
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

* * * 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

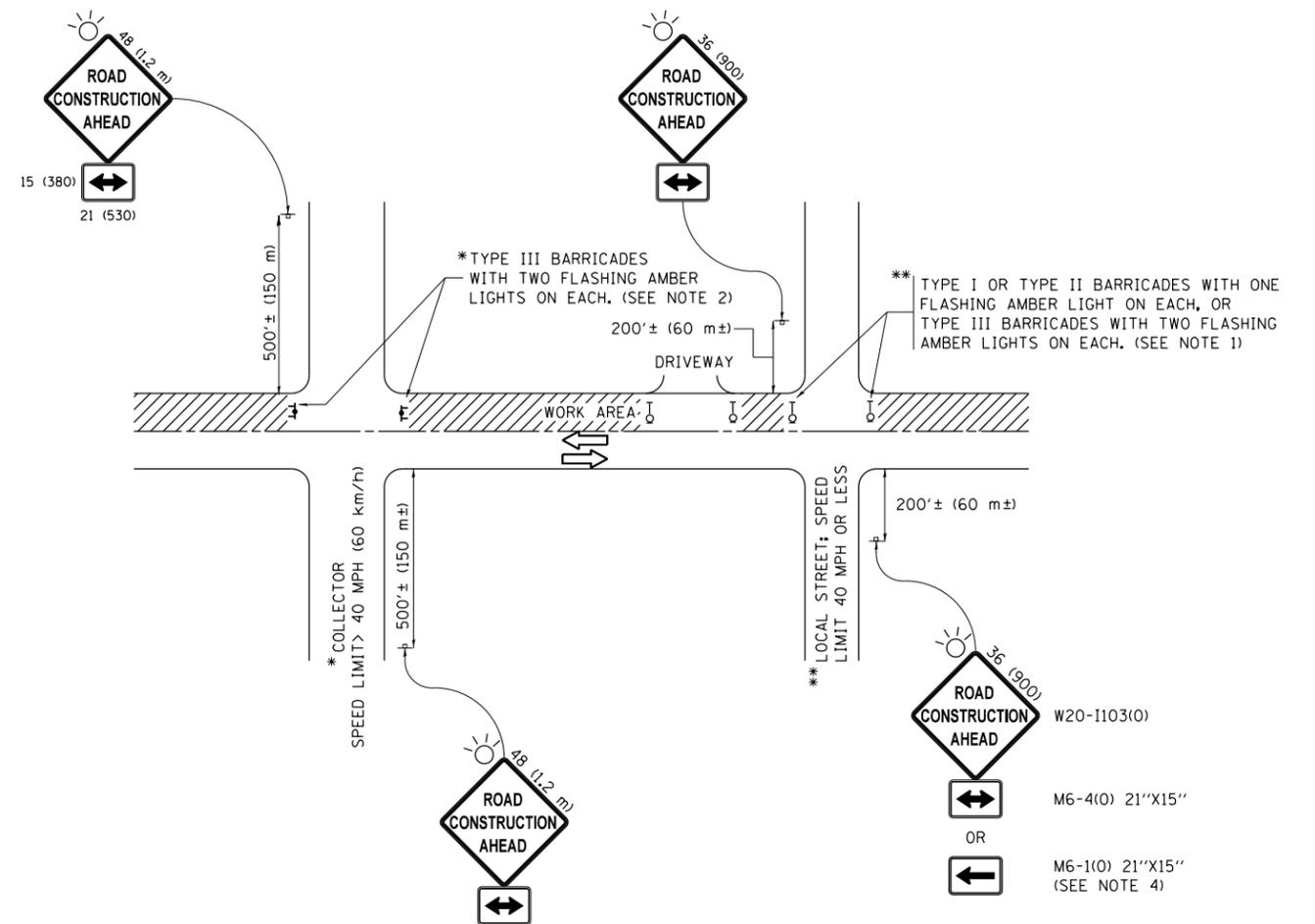
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	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 2/7/2017	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**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	93RS-2	KANE	52	44
BD400-05 BD32			CONTRACT NO. 62C99	
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.

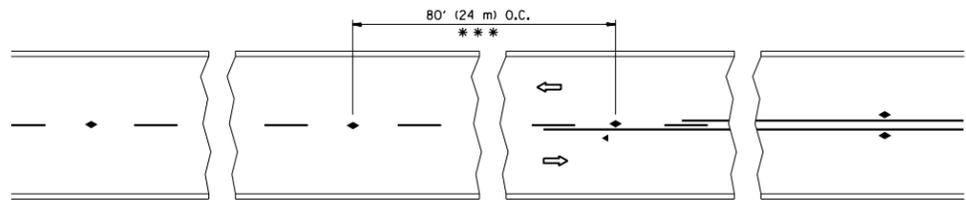
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Default	PLOT SCALE = 100.0000' / in.	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 2/7/2017		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

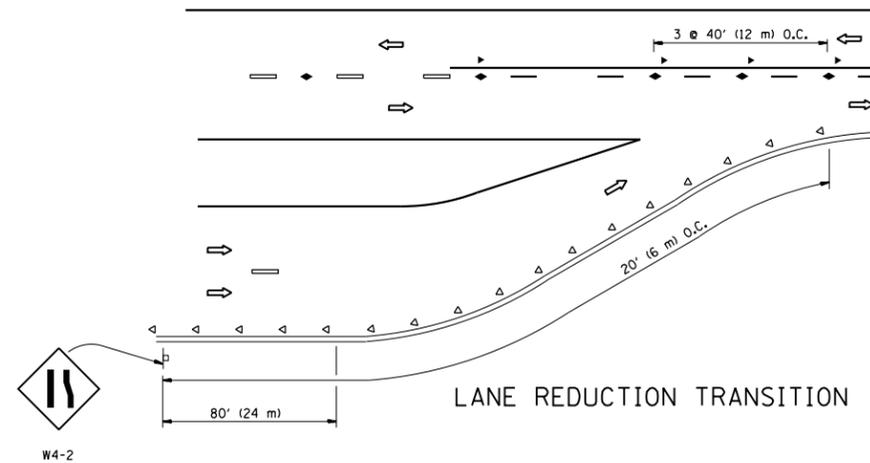
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 62C99	
ILLINOIS FED. AID PROJECT				

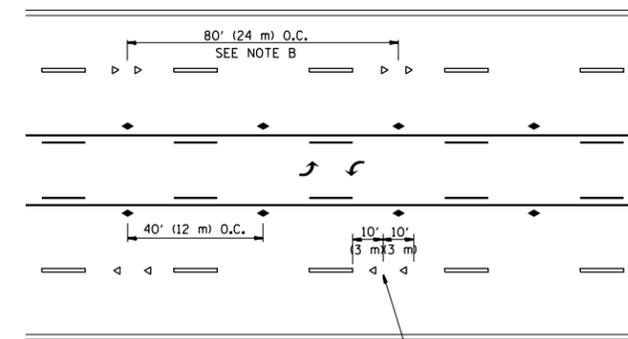


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

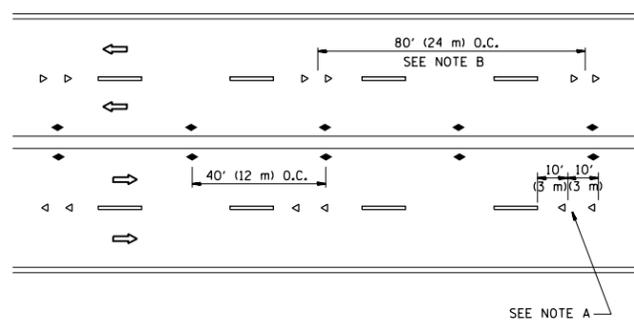
TWO-LANE/TWO-WAY



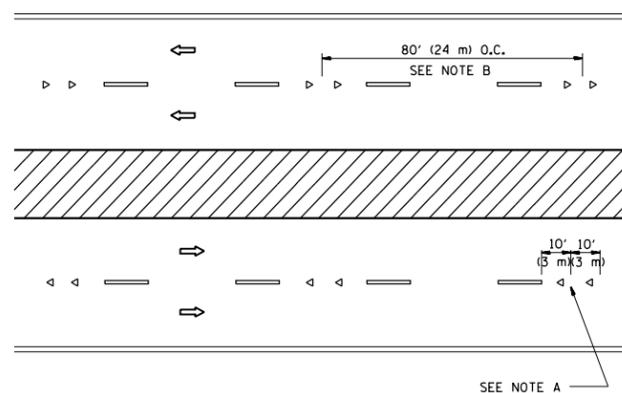
LANE REDUCTION TRANSITION



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

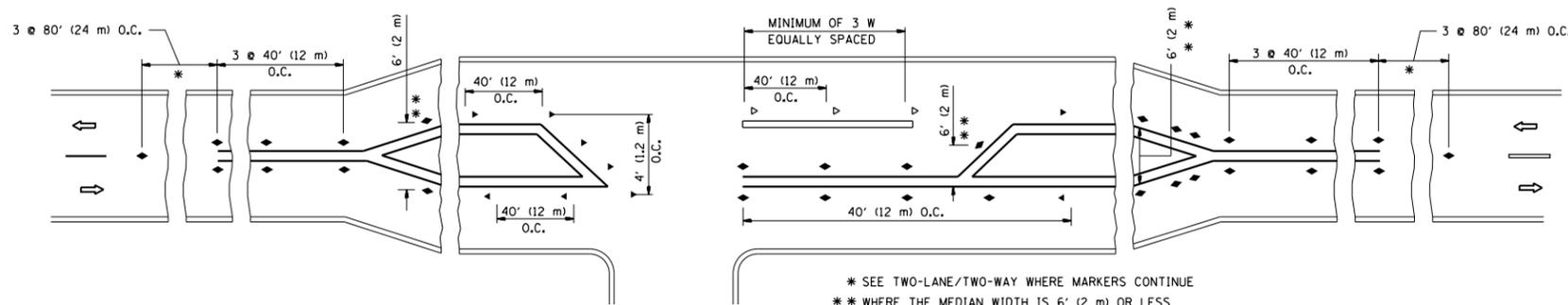
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.



LEFT TURN

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

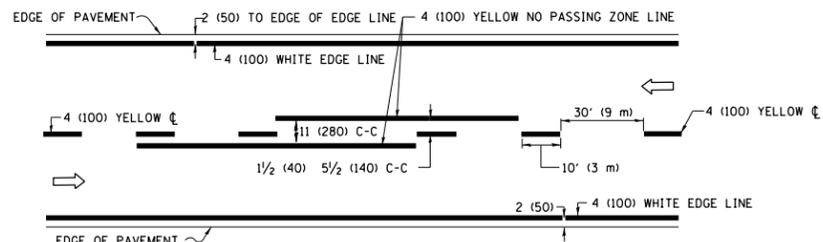
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 2/7/2017	DATE -	REVISED - C. JUCIUS 09-09-09

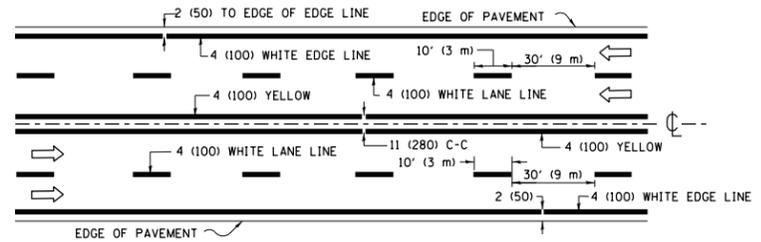
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

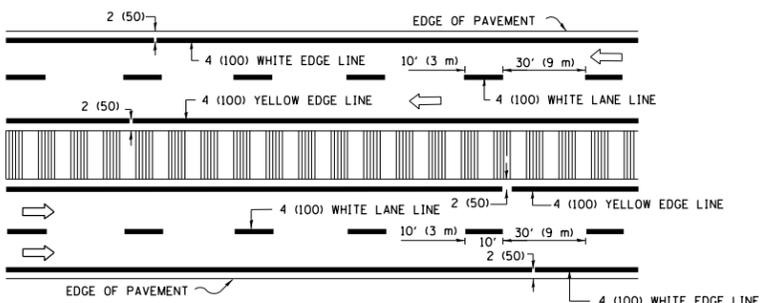
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93RS-2	KANE	52	46
TC-11			CONTRACT NO. 62C99	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

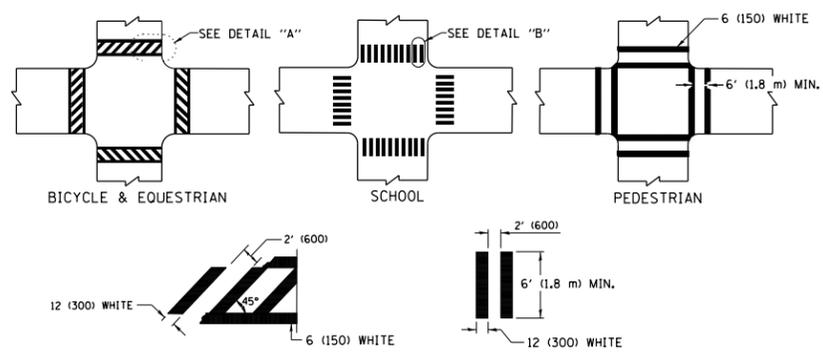


MULTI-LANE UNDIVIDED



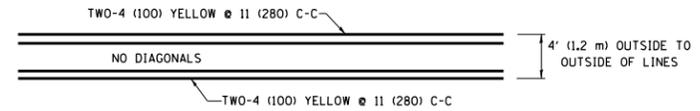
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

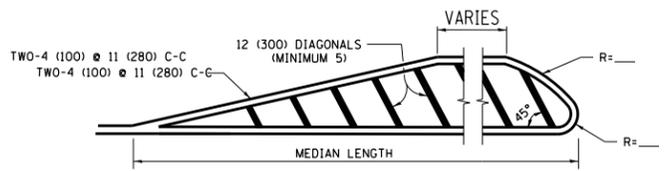


TYPICAL CROSSWALK MARKING

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

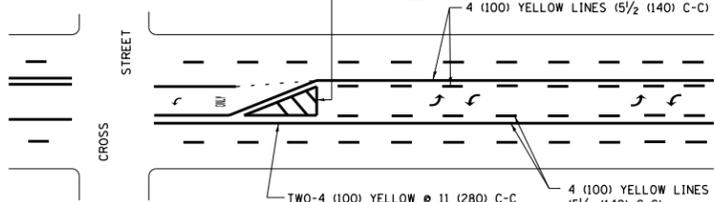


4' (1.2 m) WIDE MEDIANS ONLY

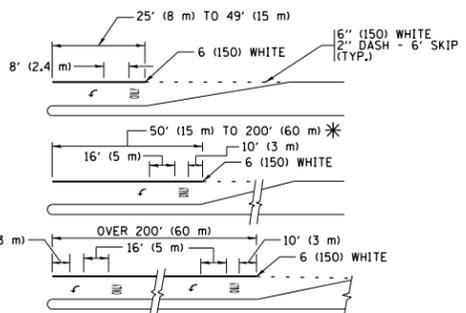


MEDIANS OVER 4' (1.2 m) WIDE

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))

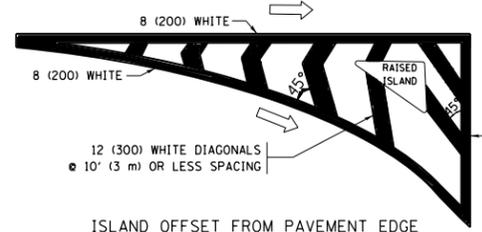


MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING

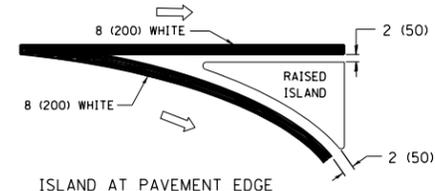


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

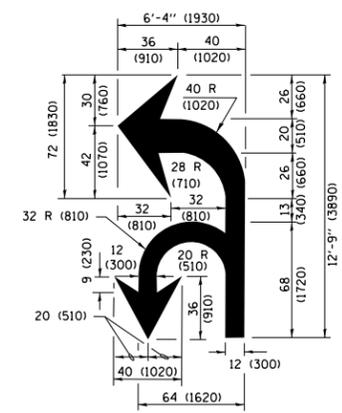
TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING



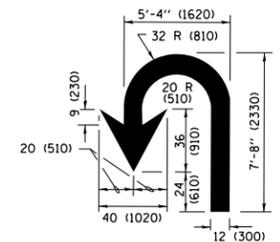
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	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 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 = bartonrw	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
pw\1\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\0141\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 = 2/7/2017		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	93RS-2	KANE	52	47
TC-13		CONTRACT NO. 62C99		
ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

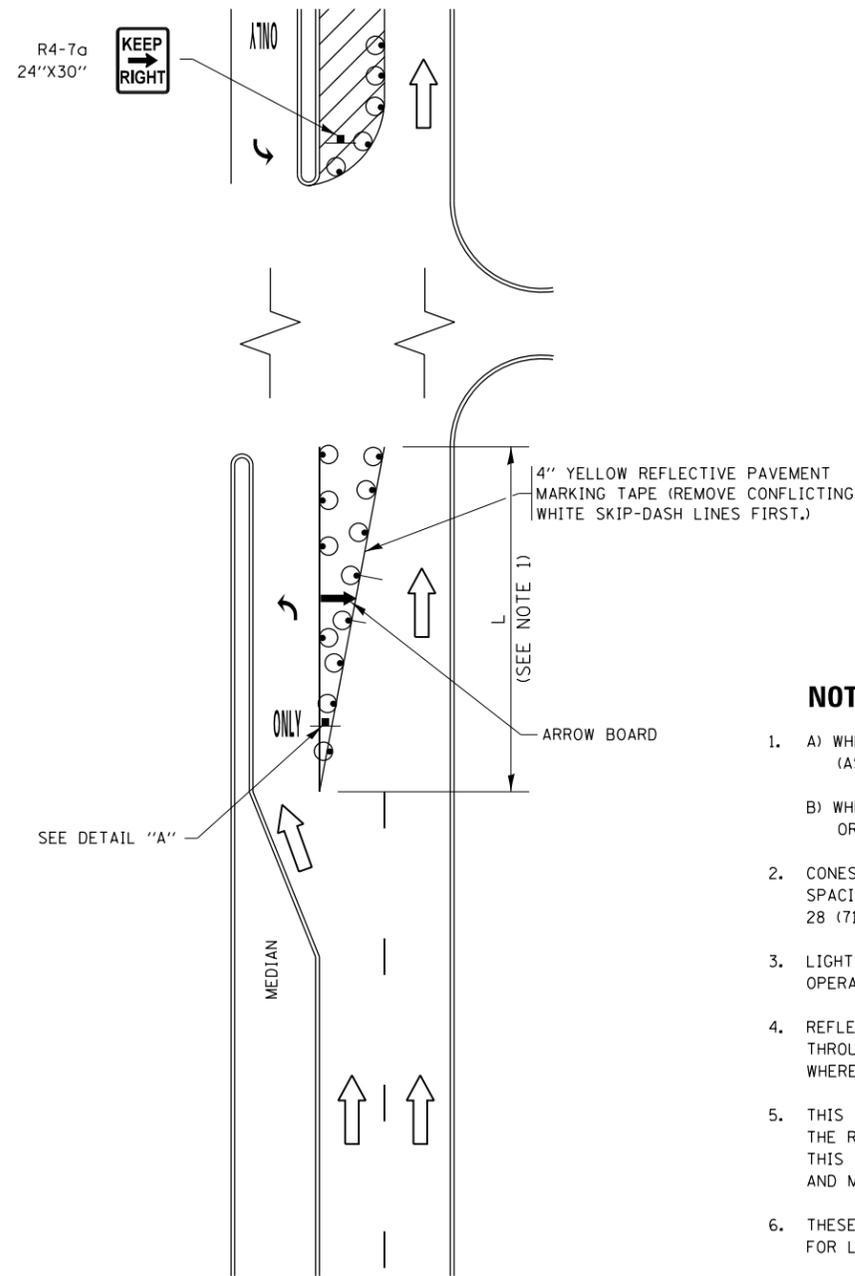


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

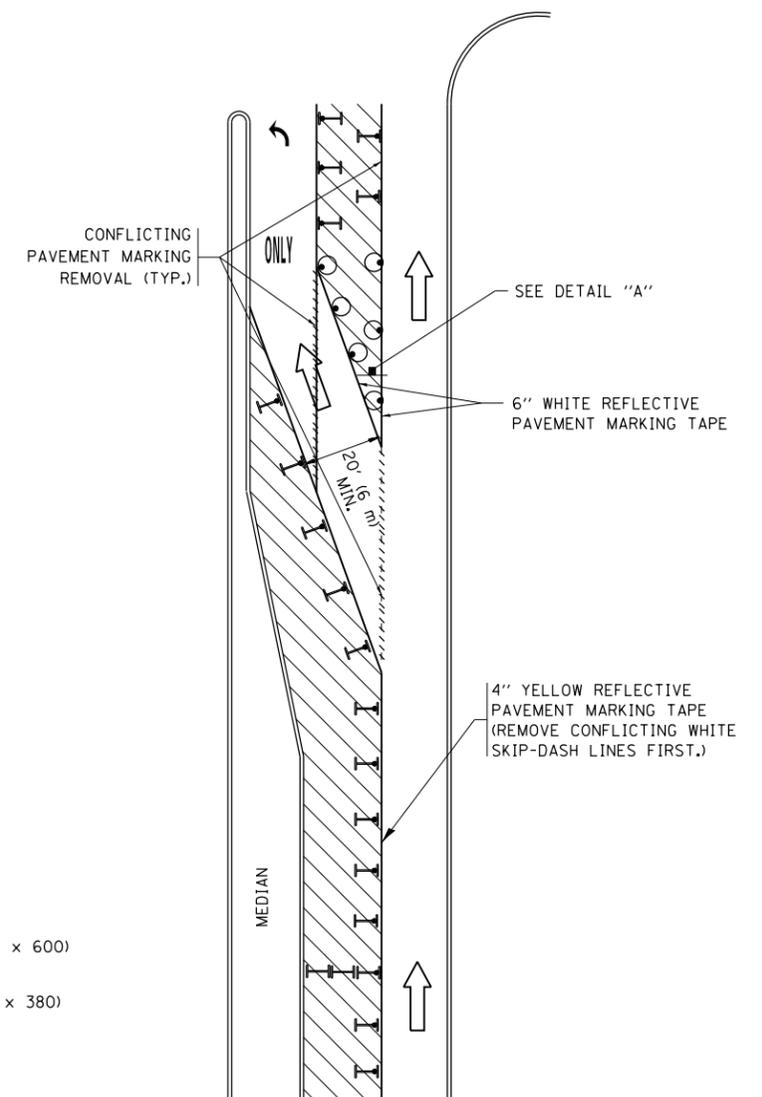


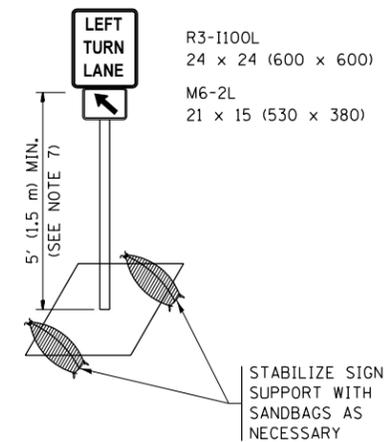
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

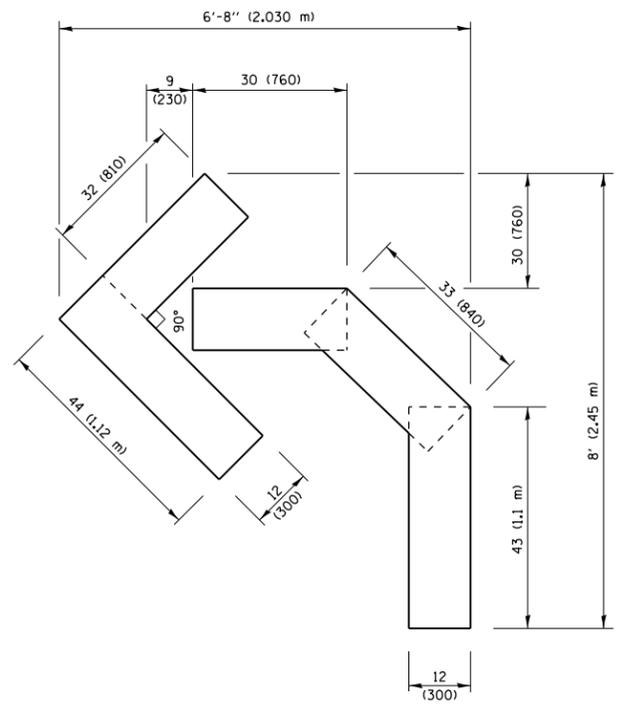


DETAIL A

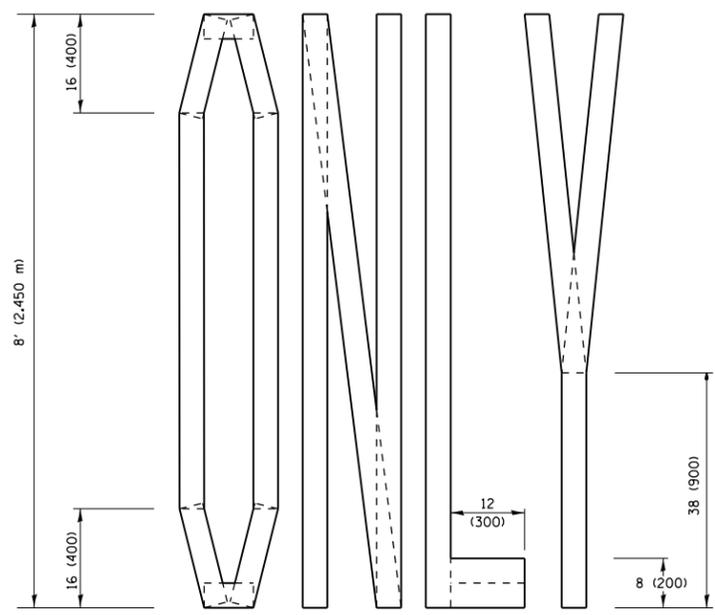
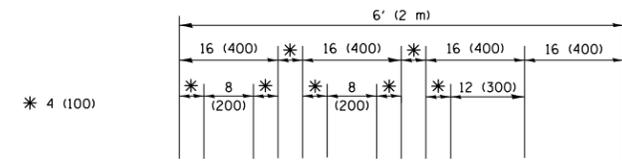
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = bartonr	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw\1\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\0141\REVISED Design\AUSTIN\11-07-95	REVISED - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	REVISED - A. SCHUETZE 07-01-13			360	93RS-2	KANE	52	48	
Default	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16			TC-14		CONTRACT NO. 62C99			
	PLOT DATE = 2/7/2017	REVISED - T. RAMMACHER 01-06-00	REVISED -			ILLINOIS FED. AID PROJECT					

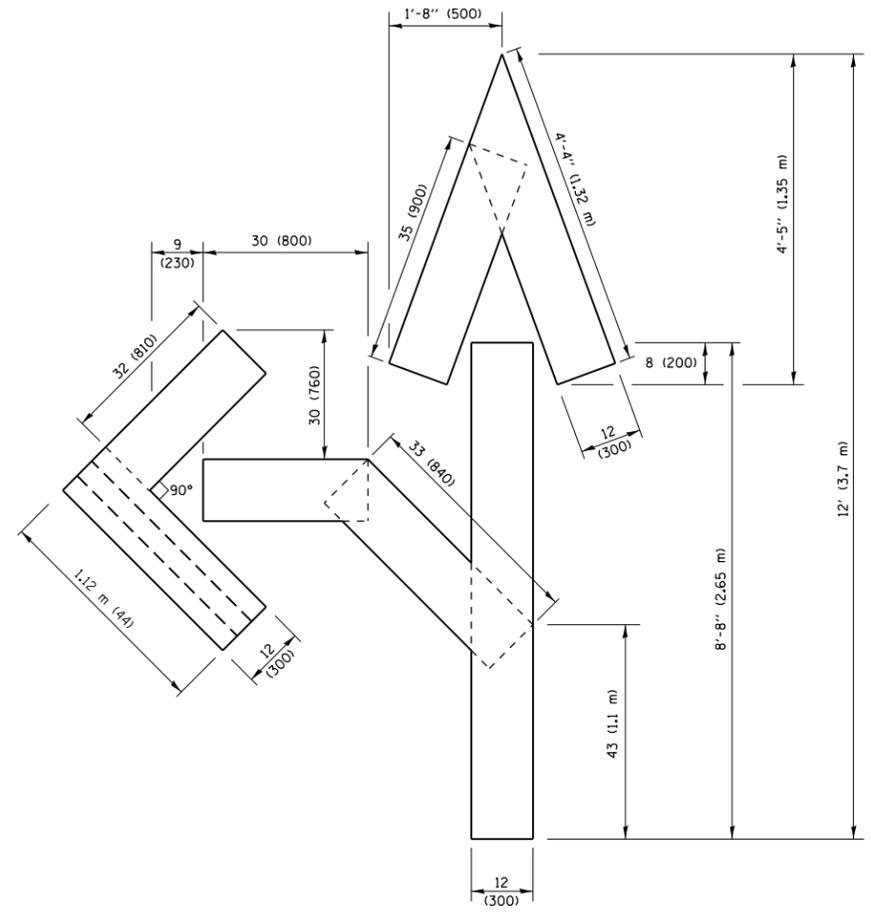
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.



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

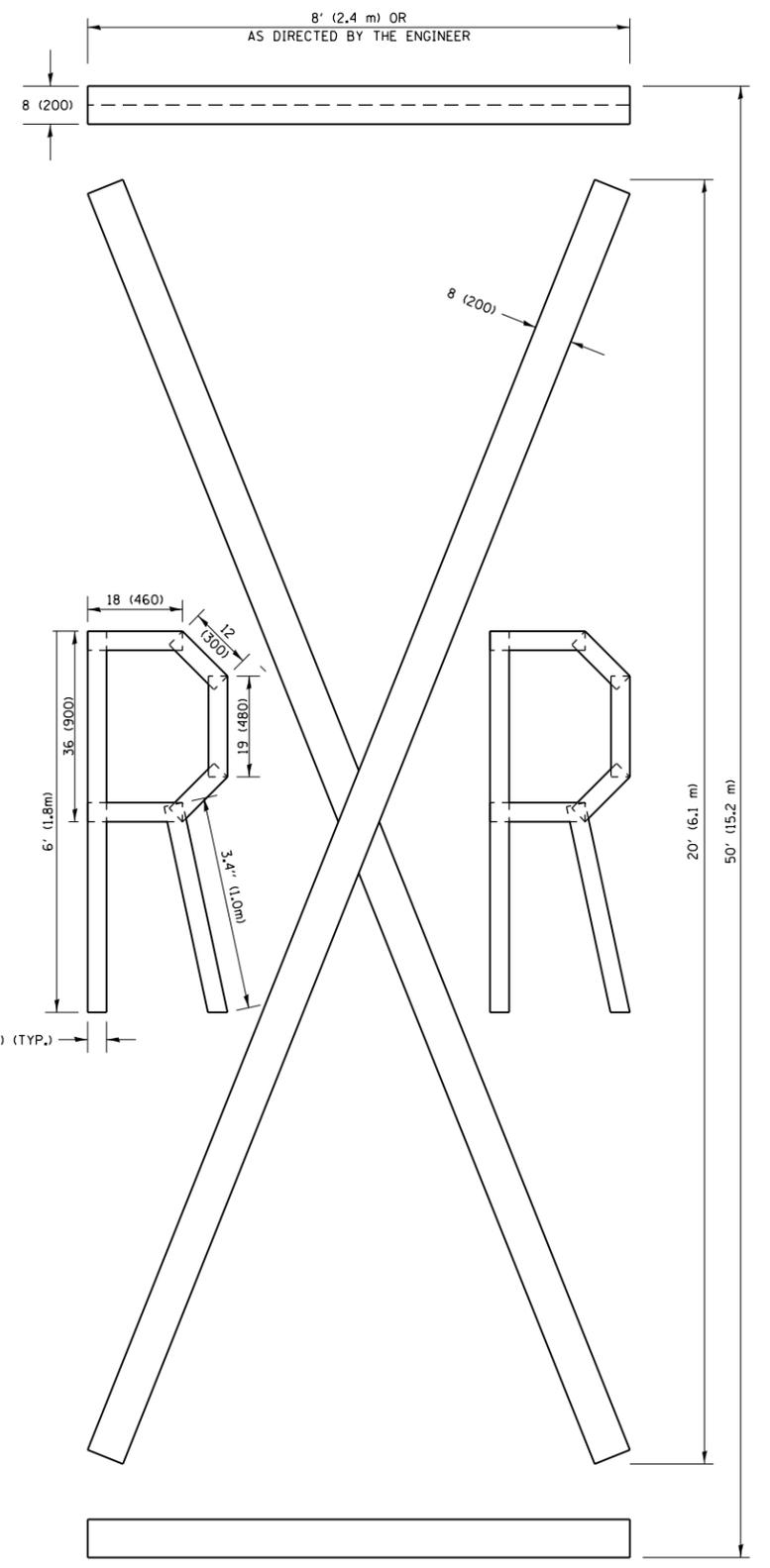


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



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)

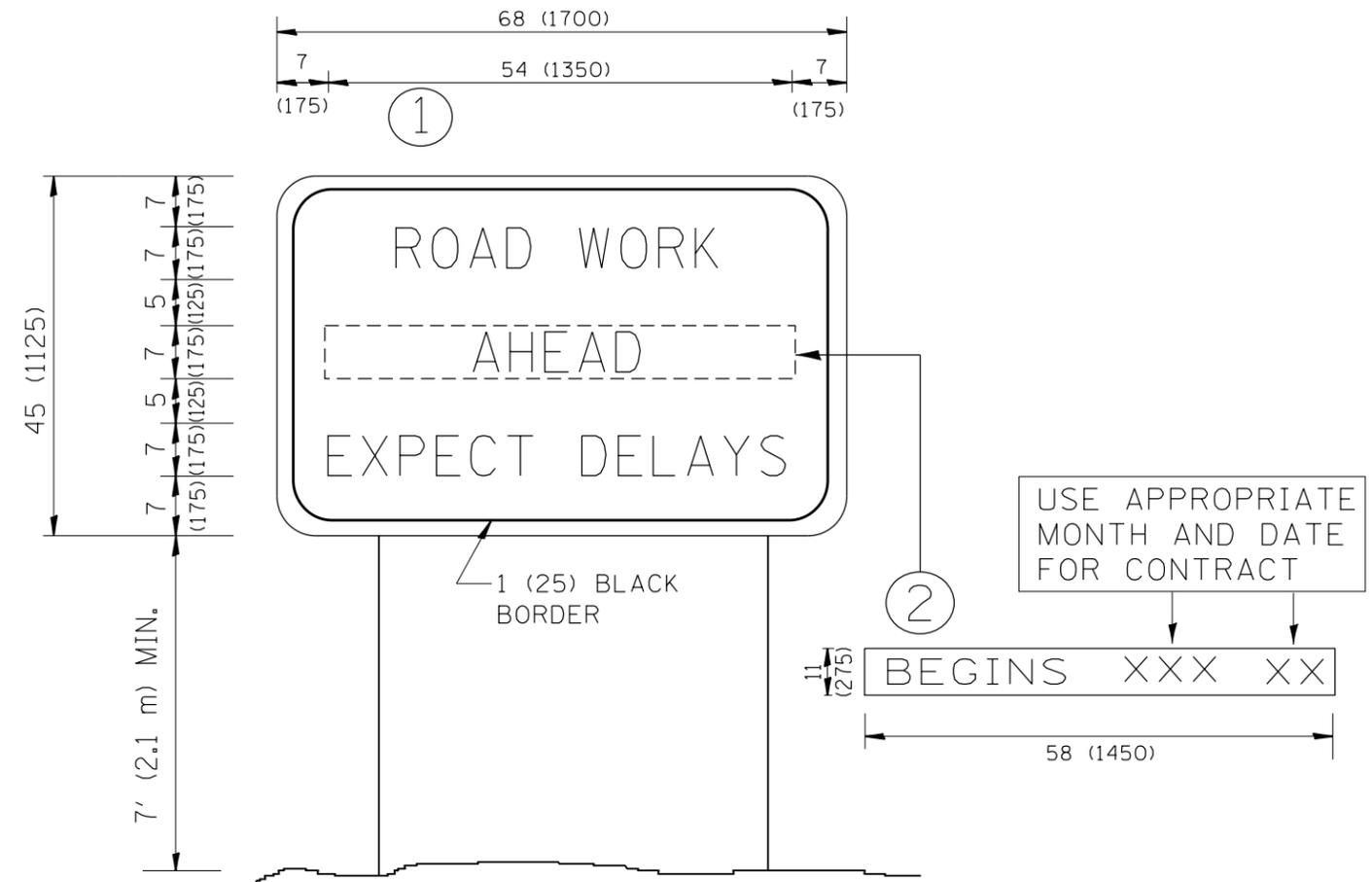
All dimensions are in inches (millimeters)
 unless otherwise shown.

FILE NAME =	USER NAME = bartonrw	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
pw\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\0141\Drawings\Design\Diststd.dgn		DRAWN -	REVISED -E. GOMEZ 08-28-00
		CHECKED -	REVISED -E. GOMEZ 08-28-00
		DATE -	REVISED -A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	93RS-2	KANE	52	49
TC-16		CONTRACT NO. 62C99		
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 = bartonw	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\PWIDOT\Documents\DOT Offices\District 1\Projects\0141\DRAWING\Design\Diststd.dgn			REVISED - R. MIRS 12-11-97			360	93RS-2	KANE	52	50
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99				TC-22		CONTRACT NO. 62C99		
PLOT DATE = 2/7/2017	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